

MAP 5
SR-1001
Stoney Point Rd



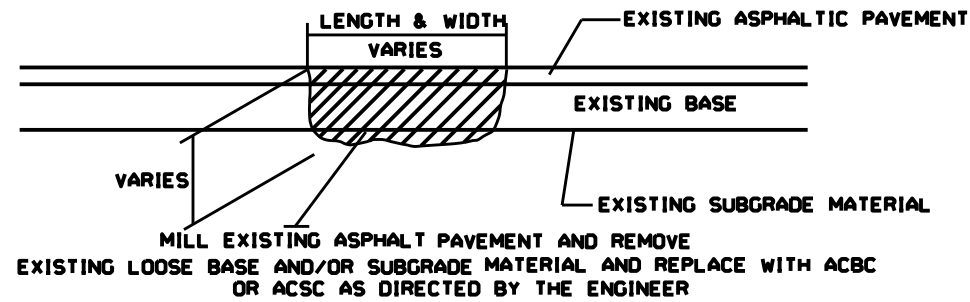
| PAVEMENT SCHEDULE | |
|-------------------|---|
| C1 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. |
| V1 | MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER |
| V2 | MILLED RUMBLE STRIP EDGELINE AS DIRECTED BY ENGINEER |
| Y | SHOULDER RECONSTRUCTION |
| Z | INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER. |

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

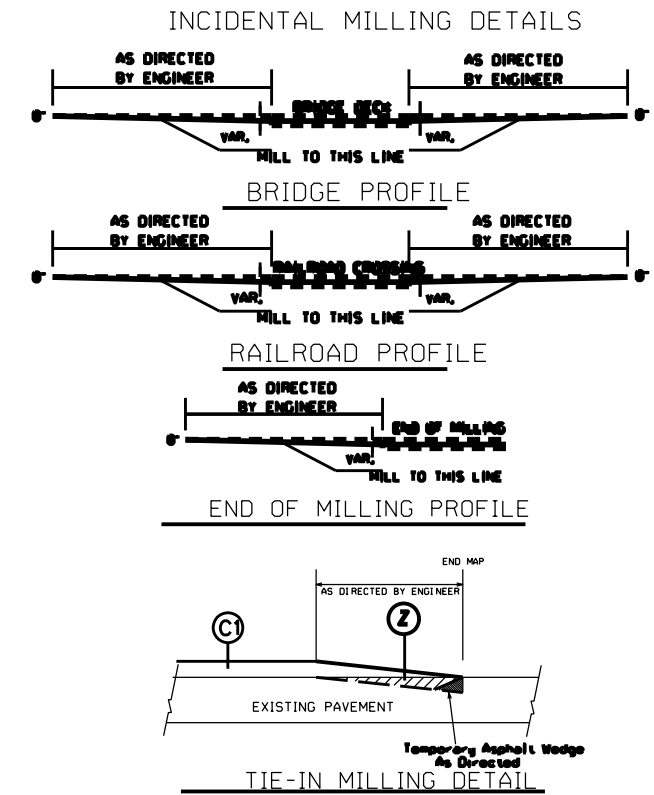
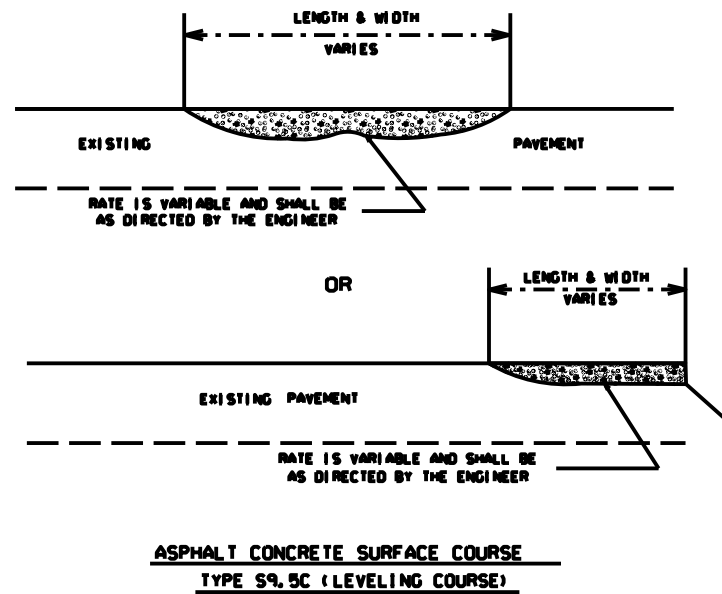
MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.

MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.

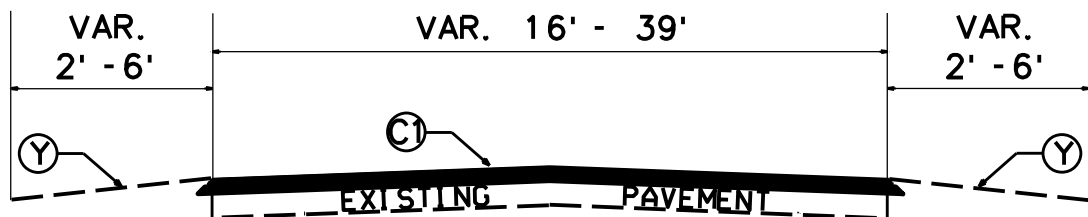
MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



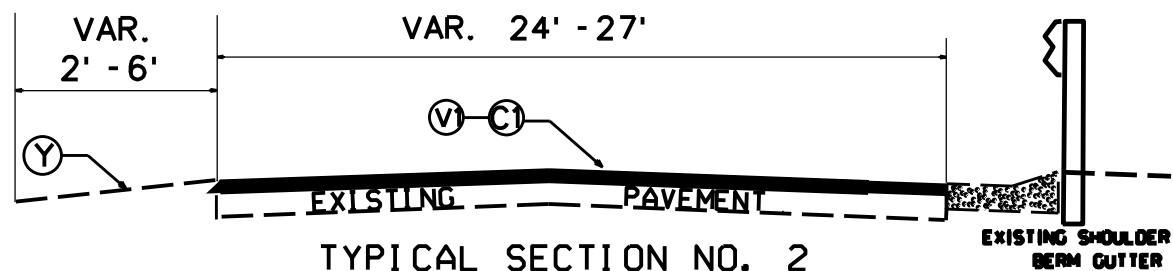
PATCHING EXISTING PAVEMENT



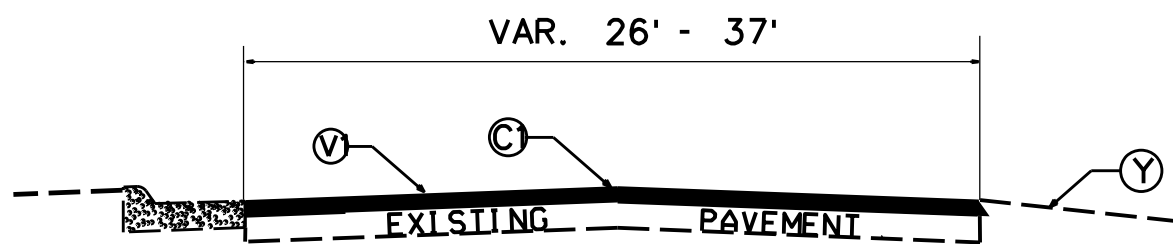
| PROJ. REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
|-----------------------|-----------------|--------------|
| CLEV COUNTY 2023 FALL | | |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION |
| 2023CPT. 12.03.10231 | | |
| 2023CPT. 12.03.20231 | 5 | |



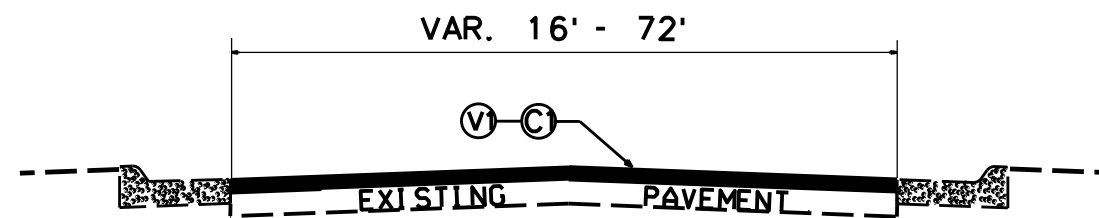
TYPICAL SECTION NO. 1
(MAPS 2, 3, 4, 5)



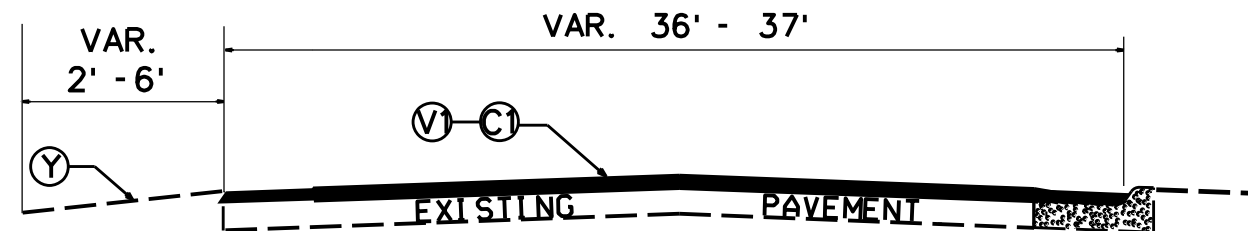
TYPICAL SECTION NO. 2
(MAPS 4, 5)



TYPICAL SECTION NO. 3
(MAPS 4, 5)



TYPICAL SECTION NO. 4
(MAPS 2, 4)



TYPICAL SECTION NO. 5
(MAP 3)

| | | |
|------------------------|-----------------|--------------|
| PROJ. REFERENCE NO. | SHEET NO. | TOTAL SHEETS |
| CLEV COUNTY 2023 FALL | | |
| STATE PROJ. NO. | F. A. PROJ. NO. | DESCRIPTION |
| 2023CPT. 12. 03. 10231 | | |
| 2023CPT. 12. 03. 20231 | 6 | |

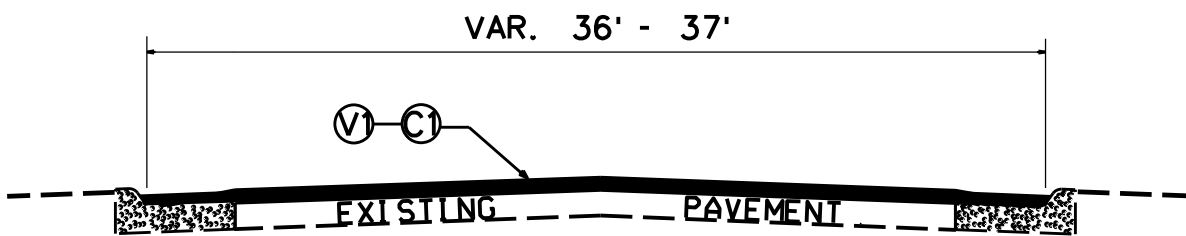
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MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.

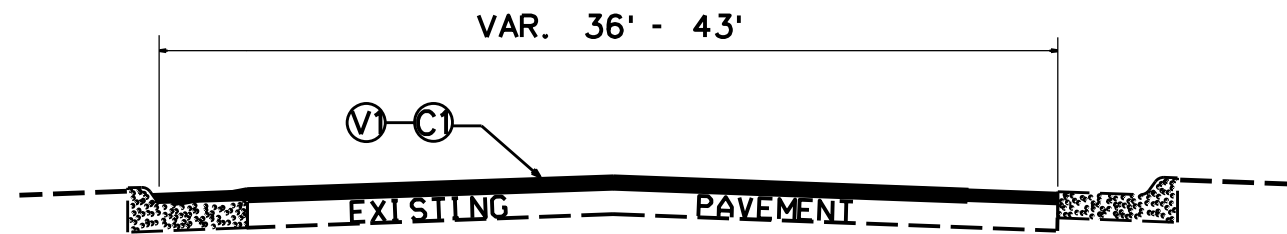
MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.

MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



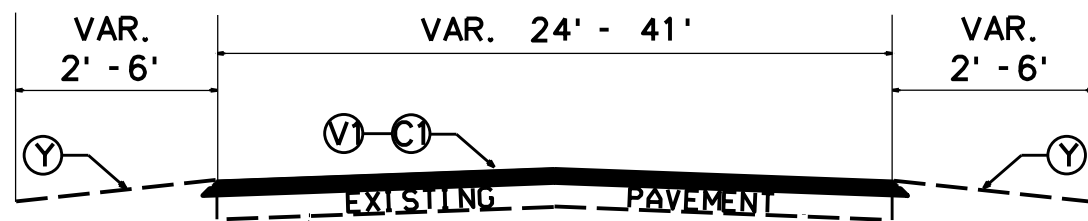
TYPICAL SECTION NO. 6

(MAPS 3, 4)



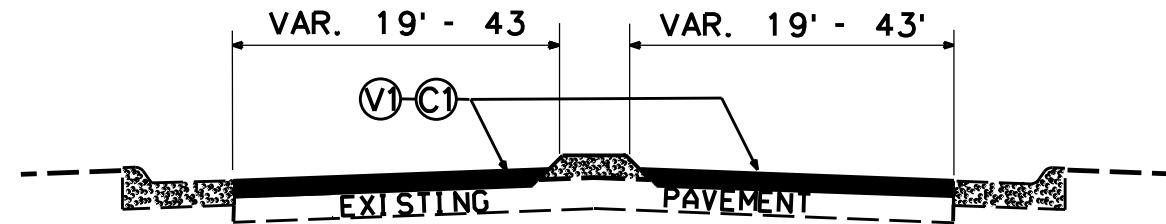
TYPICAL SECTION NO. 7

(MAP 3)



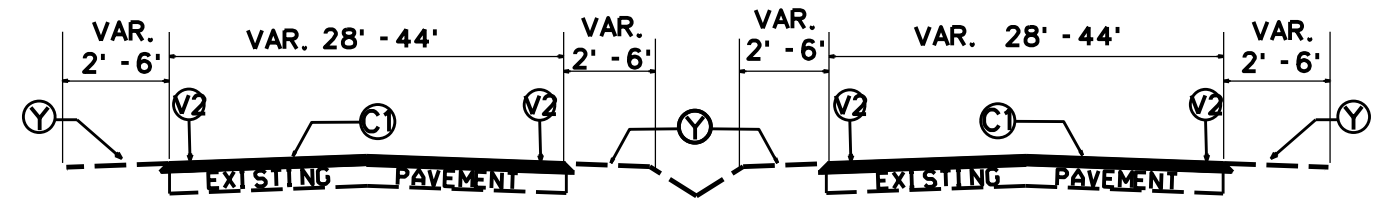
TYPICAL SECTION NO. 8

(MAP 4)



TYPICAL SECTION NO. 9

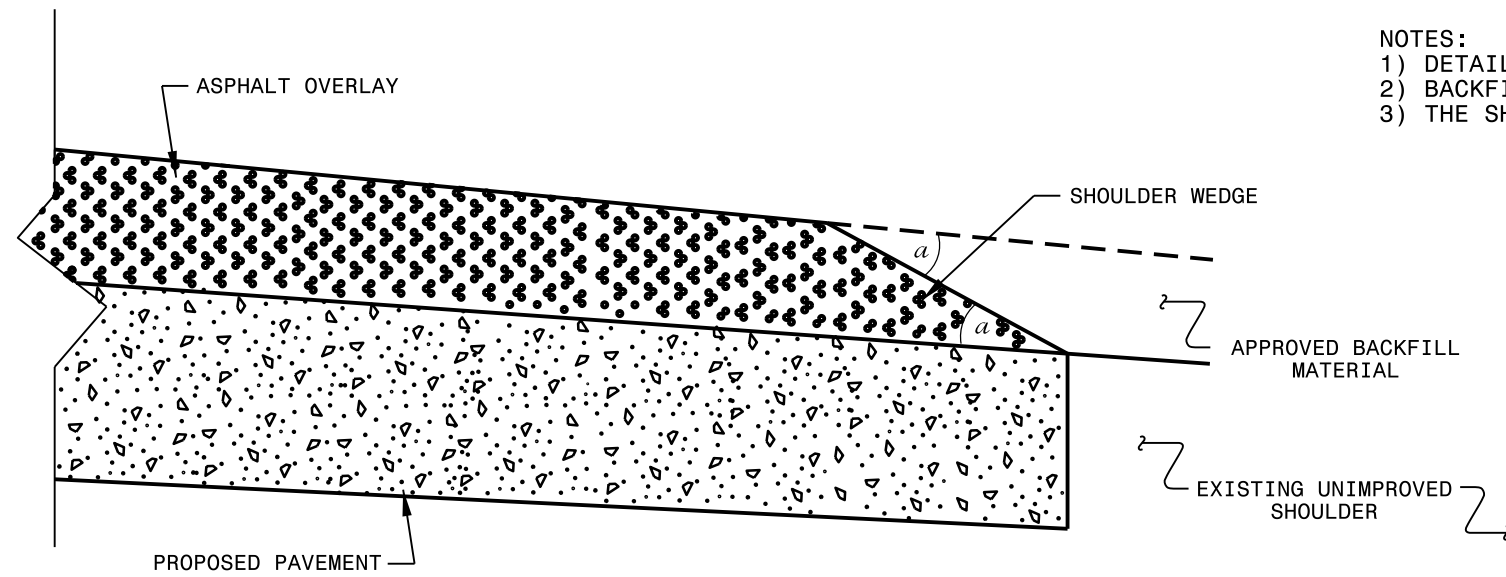
(MAP 2)



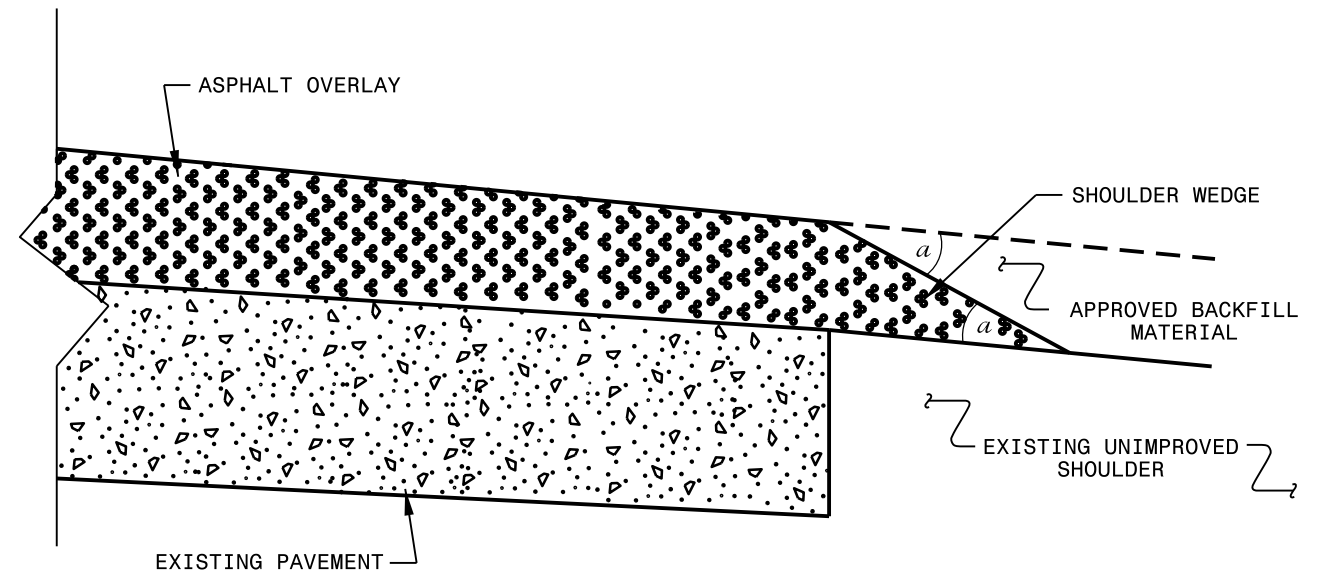
TYPICAL SECTION NO. 10

(MAP 1)

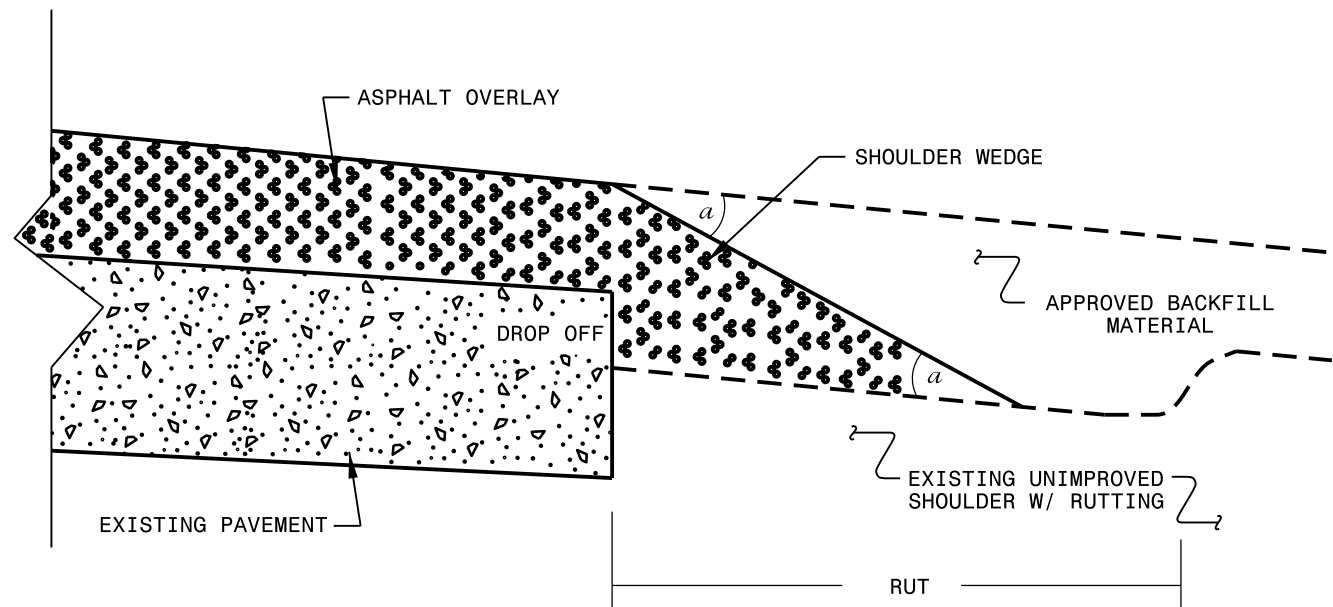
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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 | | | |

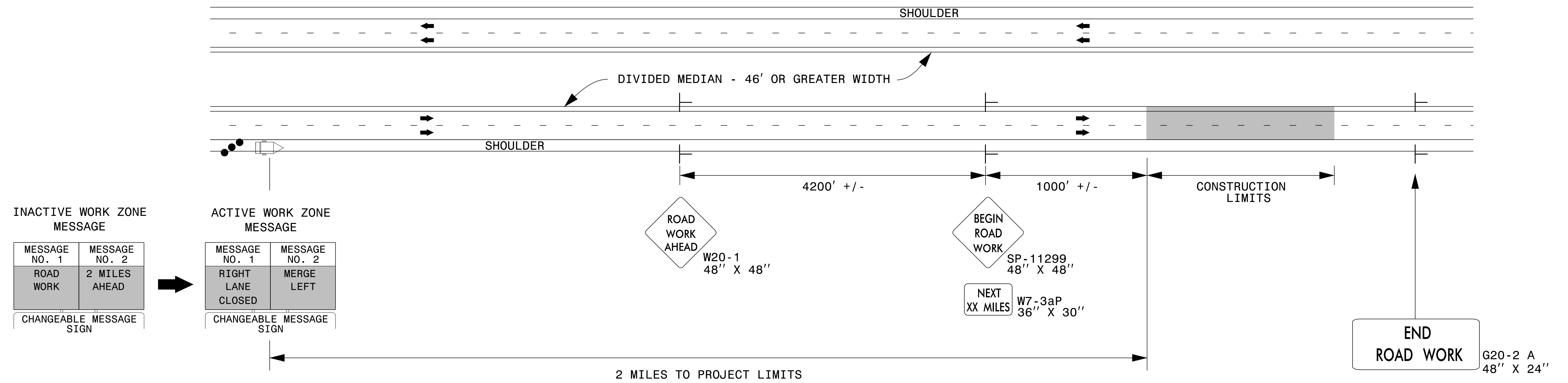
SYSTEM: 11/15/11
 USER: T.SPELL
 FILE: susr/details/stand/shoulderwedgedetail.dgn

| | | |
|-------------------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| PT.12.03.10231, 2023CPT.12.03 | 9 | |

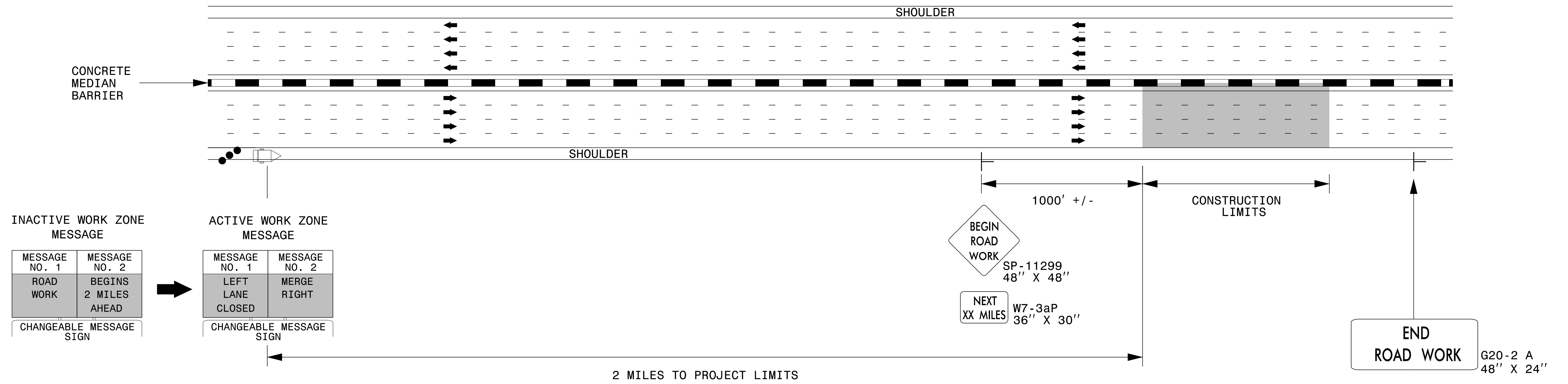
THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | 4400000000-E | 4413000000-E | 4423000000-N | 4424000000-N | 4434000000-N | 4457000000-N | 4510000000-N | 4695000000-E | 4700000000-E | 4709000000-E | 4720000000-E | 4725000000-E | | | | 4810000000-E | | 4890000000-E | | 4847030000-E | | 4835000000-E | 4845000000-N | 4905100000-N | | | | |
|--|-----------|--------|-----------------------------|---|--------|-------|-----------|--------|--|---------------------------|---------------------------------|-------------------------------------|-----------------------------|------------------------------------|---------------------------|-----------------|-------------------------|------------------------|-------------------------|-------------------------|------------------------|----------------------|----------------------------|----------------------|-----------------------|----------------|-----------------|----------------------------------|-----------------------------------|--|---|-----------------|----------------|-------------------------------------|-------|--|-----|
| | | | | | | | | | | STATIONARY WORK ZONE SIGN | WORK ZONE ADV/GEN WARNING SIGNS | WORK ZONE DIGITAL SPEED LIMIT SIGNS | WORK ZONE PRESENCE LIGHTING | SEQUENTIAL FLASHING WARNING LIGHTS | TEMPORARY TRAFFIC CONTROL | LAW ENFORCEMENT | 8" X 90 M YELLOW THERMO | 8" X 90 M WHITE THERMO | 12" X 90 M WHITE THERMO | 24" X 90 M WHITE THERMO | THERMO MSG SCHOOL 90 M | THERMO LT ARROW 90 M | THERMO STR & RT ARROW 90 M | THERMO RT ARROW 90 M | THERMO STR ARROW 90 M | 4" WHITE PAINT | 4" YELLOW PAINT | 4" X 50 M WHITE HOT SPRAY THERMO | 4" X 50 M YELLOW HOT SPRAY THERMO | POLYUREA PAVEMENT MARKING LINES (6", 20 MILS) WHITE (HIGHLY REFLECTIVE ELEMENTS) | POLYUREA PAVEMENT MARKING LINES (6", 20 MILS) YELLOW (HIGHLY REFLECTIVE ELEMENTS) | 24" WHITE PAINT | PAINT LT ARROW | NON-CAST IRON SNOW PLOWABLE MARKERS | | | |
| MI | FT | SF | SF | EA | EA | EA | LS | HR | LF | LF | LF | LF | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | EA | | | | |
| 2023CPT.12.03.10231 | Cleveland | 1 | US-74 (ANDREW JACKSON HWY.) | N. CANSLER ST. TO GASTON COUNTY LINE | 10 | 2 | MD | 1.43 | VAR. 56-78 | 456 | 456 | 4 | 8 | 24 | | 111 | | | 4,040 | | | | | | | | | | | | | | | 280 | | | |
| TOTAL FOR MAP NO. 1 | | | | | | | | | 1.43 | 456 | 456 | 4 | 8 | 24 | | 111 | | | 4,040 | | | | | | | | | | | | | | | | 280 | | |
| 2023CPT.12.03.10231 | Cleveland | 2 | US-74 (ASSOCIATED RAMPS) | US-74 (ASSOCIATED RAMPS) | 1 | 4 | 1 | 0.03 | VAR. 16-18 VAR. 16-72 VAR. 38-72 | | | | | | | 40 | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | | 1.89 | | | | | | | 40 | | | | | | | | | | | | | | | | | | | | | |
| 2023CPT.12.03.10231 | Cleveland | 3 | NC-150 (COLLEGE AVE.) | NC-18 TO SR-1003 (W. COLLEGE AVE.) | 1 | 2 | 2WU | 5.77 | VAR. 25-39 VAR. 36-37 VAR. 36-37 VAR. 36-43 | | 485 | | | | | 50 | 350 | | | 185 | | 11 | 4 | | | 1,585 | 4,300 | | | | | 4 | 478 | | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | 6.1 | | 485 | | | | 50 | 350 | | | 185 | | 11 | 4 | | | 1,585 | 4,300 | 63,363 | 62,740 | | | | | 4 | 478 | | | |
| 2023CPT.12.03.10231 | Cleveland | 4 | NC-226 (POLKVILLE RD) | US-74 TO NC-182 (EXCEPTING US-74 BYPASS PROJ LIMIT [0.62 MI.]) AND (EXCEPTING FROM THE BEGINNING OF SAFETY FRICTION COURSE PROJ TO SR-1809 DOUBLE SHOALS RD.[2.82 MI.]) | 1 | 2 | 2WU | 6.07 | VAR. 23-37 VAR. 24-27 VAR. 26-37 VAR. 24-48 VAR. 40-41 VAR. 24-41 | | 432 | | | | * | 80 | 266 | 195 | | 254 | 12 | 37 | 3 | 3 | 3 | 5,400 | 16,289 | | | 254 | 31 | 530 | | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | 7.11 | | 432 | | | | 80 | 266 | 195 | | 254 | 12 | 37 | 3 | 3 | 3 | 5,400 | 16,289 | 66,423 | 71,439 | | | 254 | 31 | 530 | | | | |
| TOTAL FOR PROJ NO. 2023CPT.12.03.10231 | | | | | | | | | 16.53 | | 456 | 1,373 | 4 | 8 | 24 | | 281 | 616 | 195 | 4,040 | 439 | 12 | 48 | 7 | 3 | 3 | 6,985 | 20,589 | 129,786 | 134,179 | 28,855 | 25,081 | 254 | 35 | 1,288 | | |
| | | | | | | | | | | | | | | | 811 | | | | | | | | 61 | | 27,574 | | 263,965 | | 53,936 | | | | | | | | |
| 2023CPT.12.03.20231 | Cleveland | 5 | SR-1001 (STONY POINT RD.) | 370' N OF SR-2044 (NEW CAMP CREEK RD) TO SR-2033 (OAK GROVE RD) | 1 | 2 | 2WU | 1.42 | VAR. 28-38 VAR. 28-29 VAR. 26-27 | | 164 | | | | * | 20 | 55 | | | | | 1 | | | | | | 16,182 | 17,530 | | | | 112 | | | | |
| TOTAL FOR MAP NO. 5 | | | | | | | | | 1.54 | | 164 | | | | 20 | 55 | | | | | 1 | | | | | | | | 16,182 | 17,530 | | | | | 112 | | |
| TOTAL FOR PROJ NO. 2023CPT.12.03.20231 | | | | | | | | | 1.54 | | 164 | | | | 20 | 55 | | | | | 1 | | | | | | | | | | 16,182 | 17,530 | | | | | 112 |
| GRAND TOTAL | | | | | | | | | 18.07 | | 456 | 1,537 | 4 | 8 | 24 | 1 | 301 | 671 | 195 | 4,040 | 439 | 12 | 49 | 7 | 3 | 3 | 6,985 | 20,589 | 145,968 | 151,709 | 28,855 | 25,081 | 254 | 35 | 1,400 | | |
| | | | | | | | | | | | | | | | | 866 | | | | | | | 62 | | 27,574 | | 297,677 | | 53,936 | | | | | | | | |

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



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

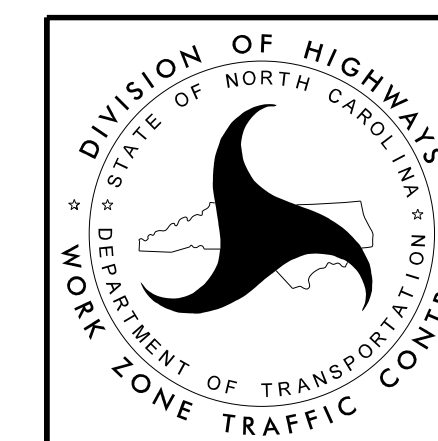


NOTES:

- 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



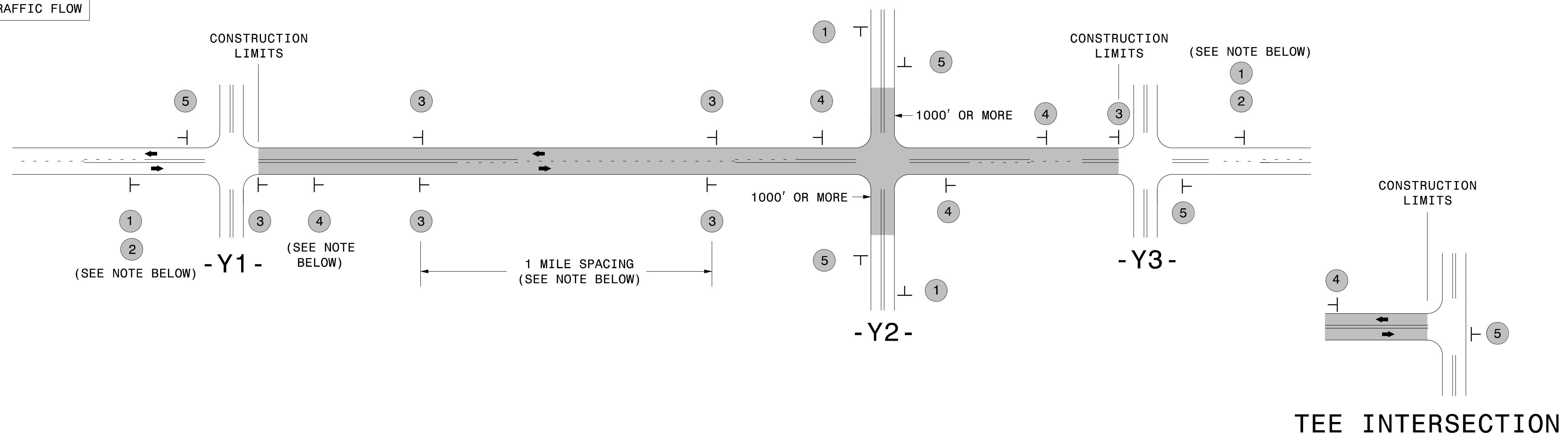
**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

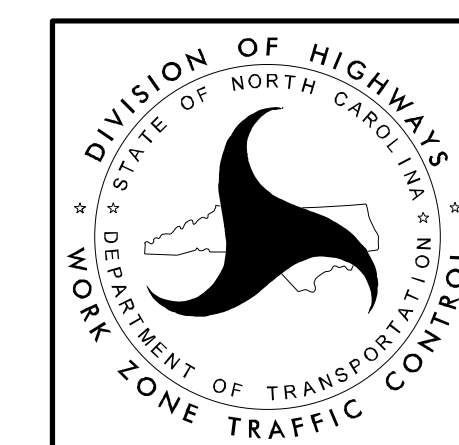
-Y- LINE SIGNING

| | | | | |
|---|---|--|---|---|
| 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"> 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, 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.

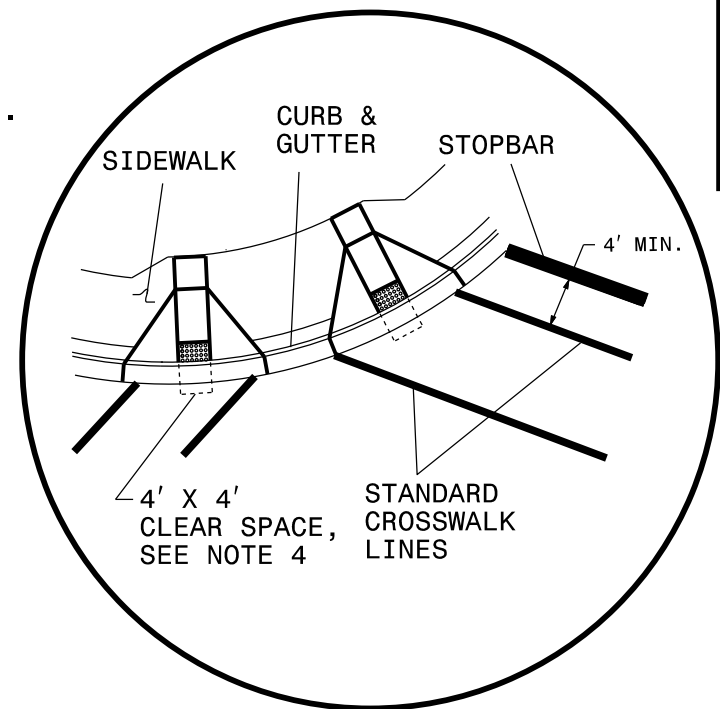
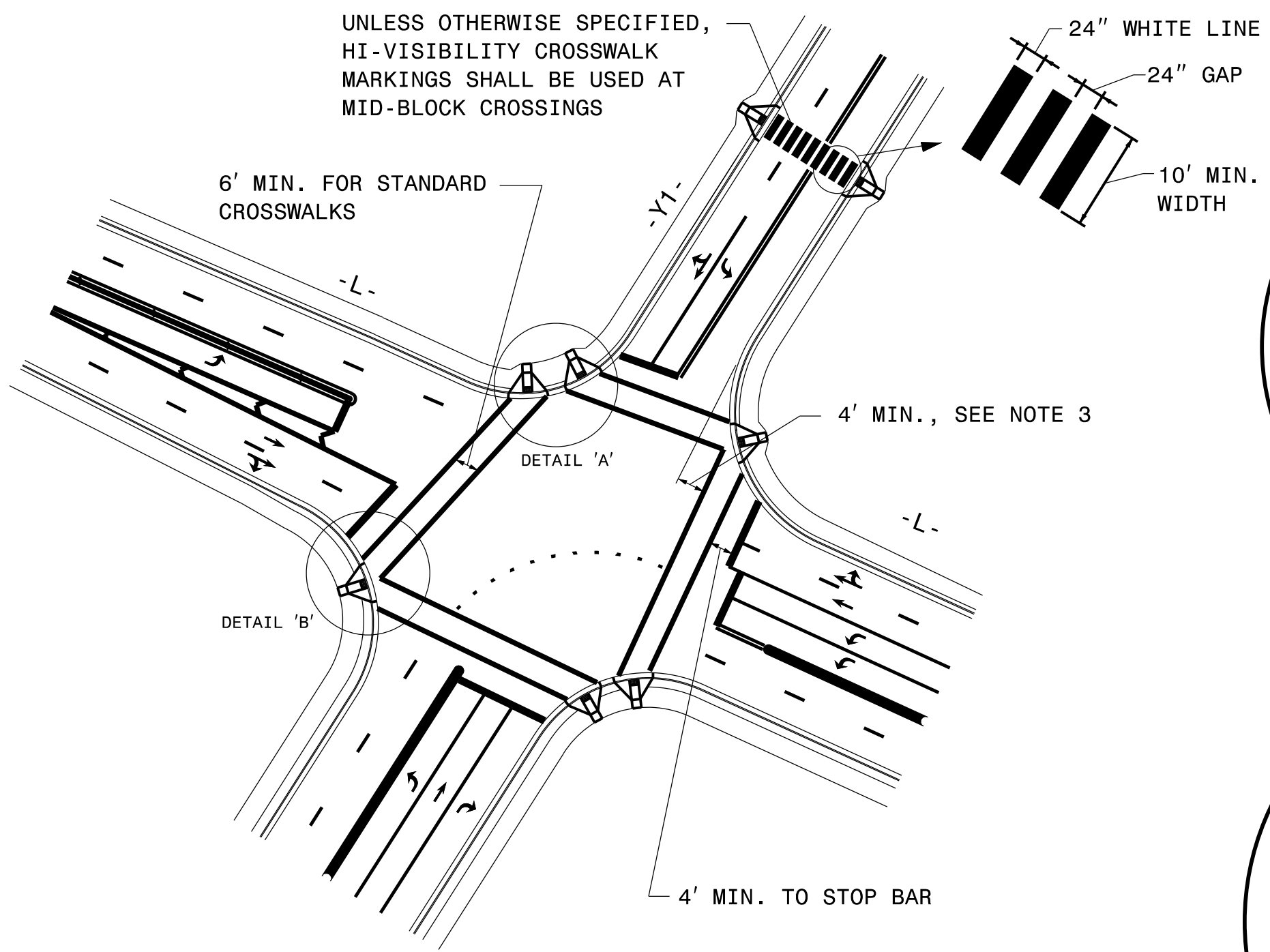
MAPS LESS THAN 2 MILES

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.

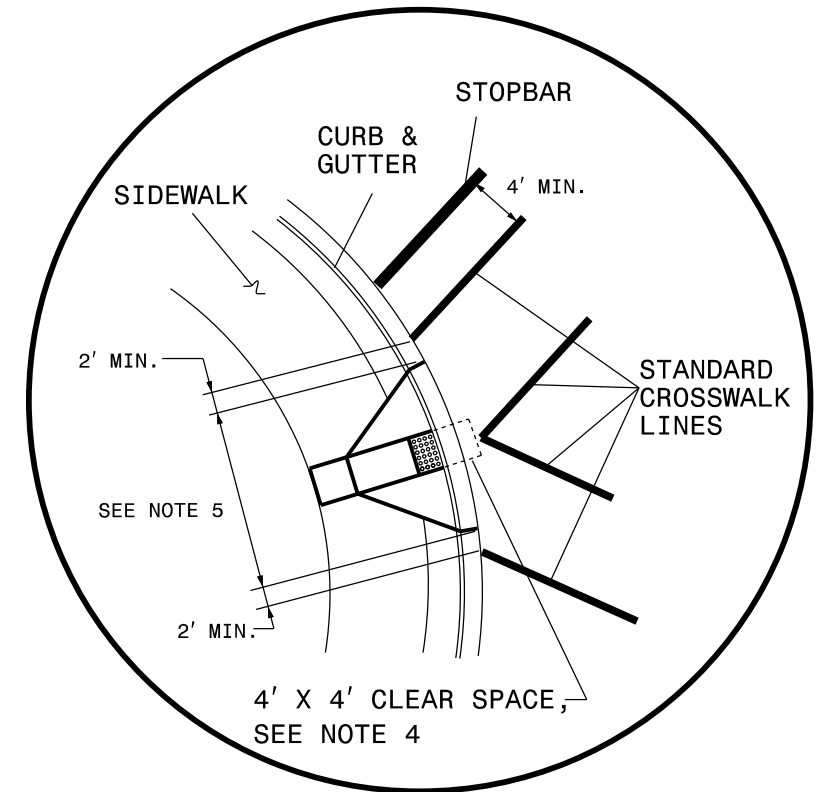


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

| |
|-----------------|
| APPROVED: _____ |
| DATE: _____ |
| SEAL |
| REVISIONS |



DETAIL 'A'- DUAL CURB RAMPS



DETAIL 'B'- SINGLE DIAGONAL CURB RAMP

GUIDANCE DETAIL FOR CROSSWALK MARKINGS

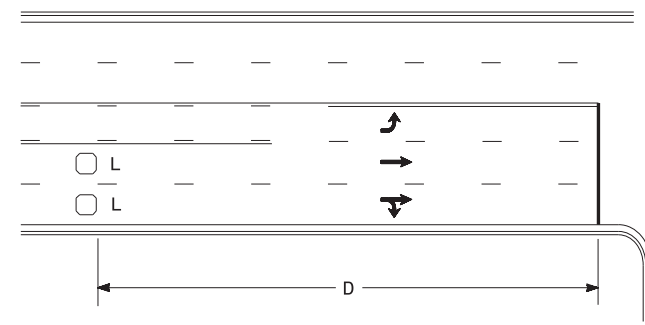
NOTES:

1. USE THE DETAILS ABOVE AND THE FOLLOWING NOTES FOR GUIDANCE IN PLACING CROSSWALK MARKINGS NOT STATIONED ON THE DETAIL SHEETS OR WHEN FIELD ADJUSTMENTS REQUIRED MOVING STATIONED MARKINGS AS DIRECTED BY THE ENGINEER. REFER TO NCDOT ROADWAY STANDARD DRAWINGS, MUTCD AND ADA STANDARDS FOR ADDITIONAL GUIDANCE.
2. THE CROSSWALK MARKINGS SHOWN ON THE ABOVE DETAILS ARE FOR REFERENCE ONLY. ONLY INSTALL CROSSWALK MARKINGS WHERE SHOWN ON THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER. THE CROSSWALK MARKING TYPE, STANDARD OR HI-VISIBILITY, SHALL BE INSTALL AS SPECIFIED ON THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER.
3. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL IS 4' MIN.
4. BEYOND THE BOTTOM GRADE BRAKE, A CLEAR SPACE OF 4' X 4' MINIMUM SHALL BE PROVIDED WITHIN THE MARKINGS.
5. SINGLE DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE A SEGMENT OF CURB 2 FEET LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING, SEE DETAIL 'B'.
6. CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE TO THE LATEST NCDOT ROADWAY STANDARD DRAWINGS.

CROSSWALK PAVEMENT MARKING GUIDANCE DETAIL

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

High Speed Detection (≥40 mph)

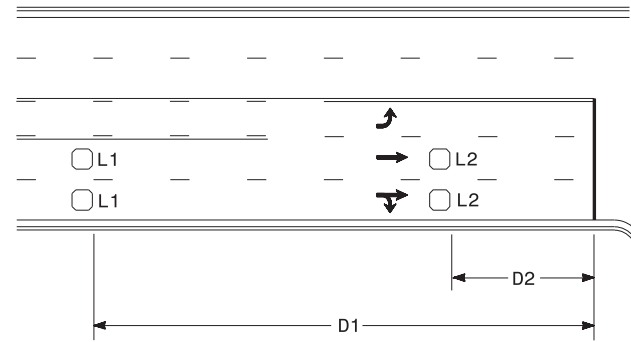


| Speed Limit mph | D ft |
|--------------------|---------|
| 40 | 250 |
| 45 | 300 |
| 50 | 355 |
| 55 | 420 |

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR

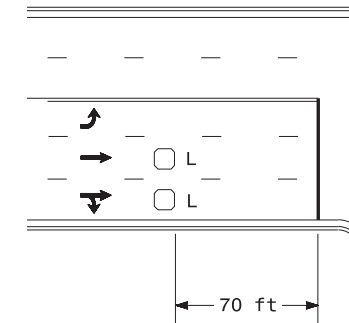


| Speed Limit mph | D1 ft | D2 ft |
|--------------------|----------|----------|
| 40 | 250 | 80 |
| 45 | 300 | 90 |
| 50 | 355 | 100 |
| 55 | 420 | 110 |

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

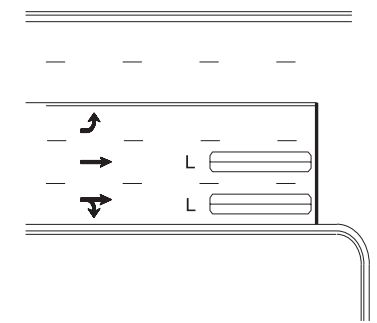
"Stretch" Operation

Low Speed Detection (≤35 mph)



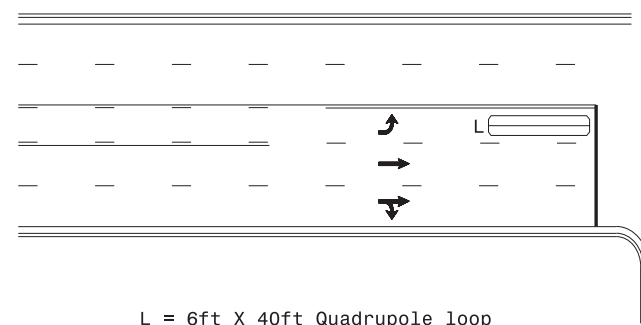
L = 6ft X 6ft
Wired in series

OR



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

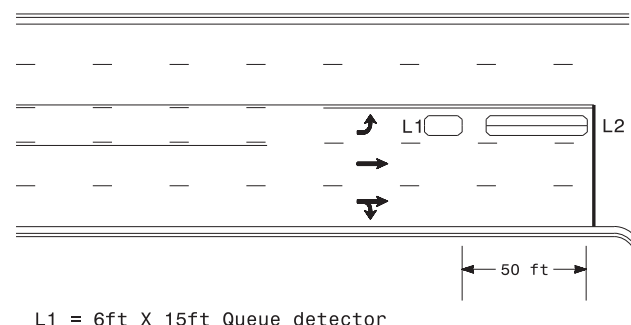
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

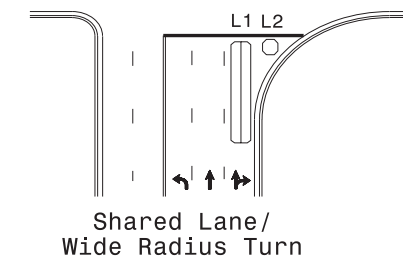
OR



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

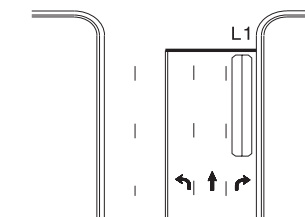
Queue Loop Detection

Right Turn Lane Detection

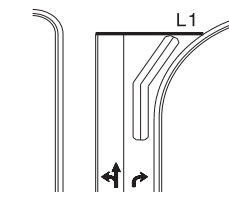


L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately

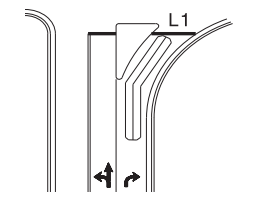
Shared Lane/
Wide Radius Turn



Standard Turn

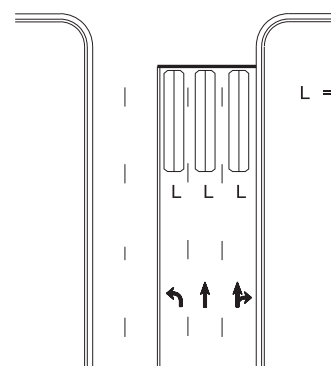


Wide Radius Turn



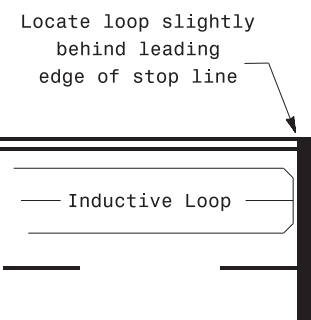
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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:</p> | | <p>Typical Signal Loop Locations</p> | |
| | <p>PLAN DATE: September 2020</p> | <p>REVIEWED BY: JPG</p> | <p>PREPARED BY: PLA</p> | <p>REVIEWED BY:</p> |
| <p>SCALE: N/A</p> | <p>REVISIONS</p> | <p>INIT.</p> | <p>DATE</p> | |
| <p>9/8/2020</p> | | | | |