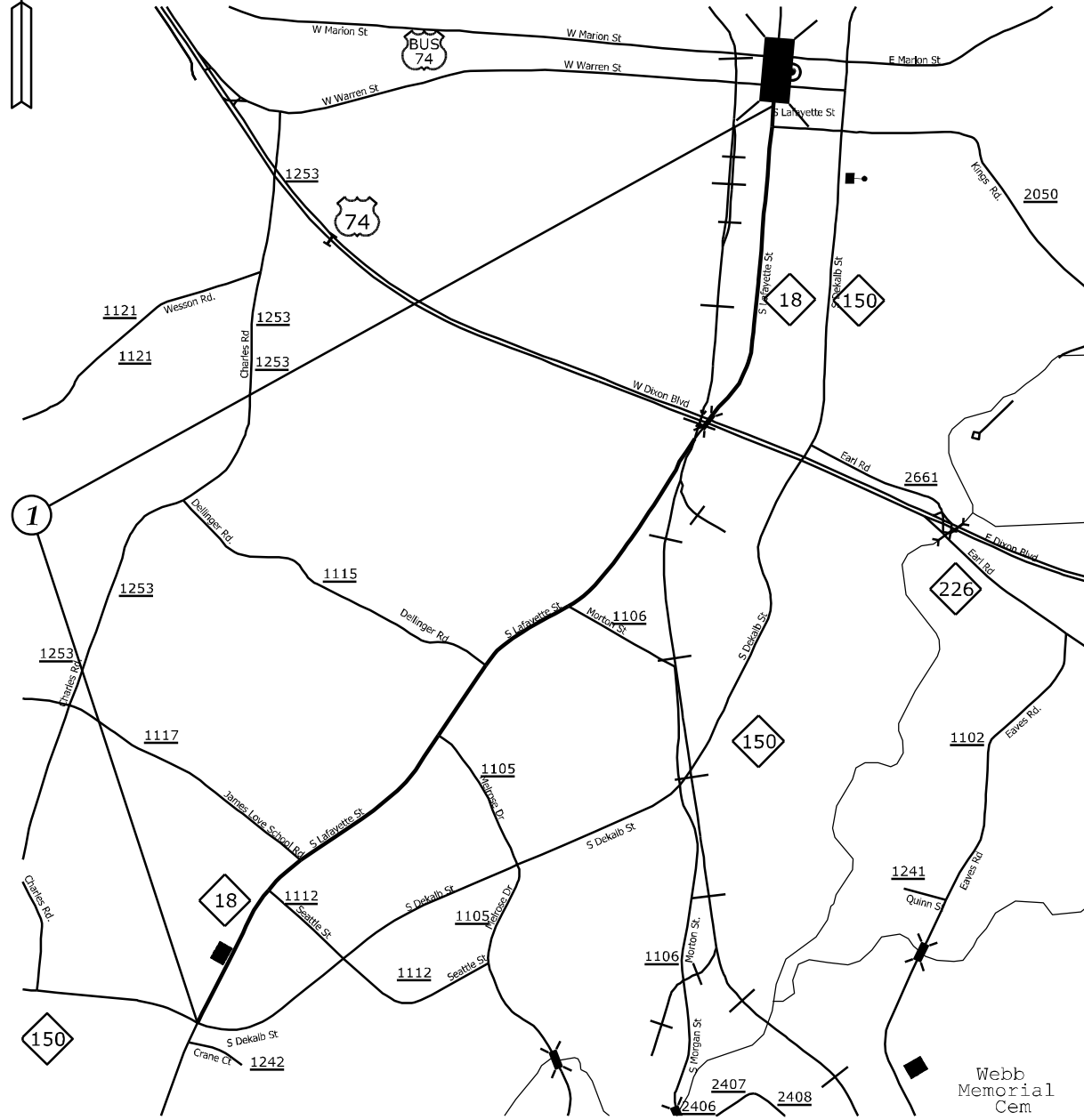


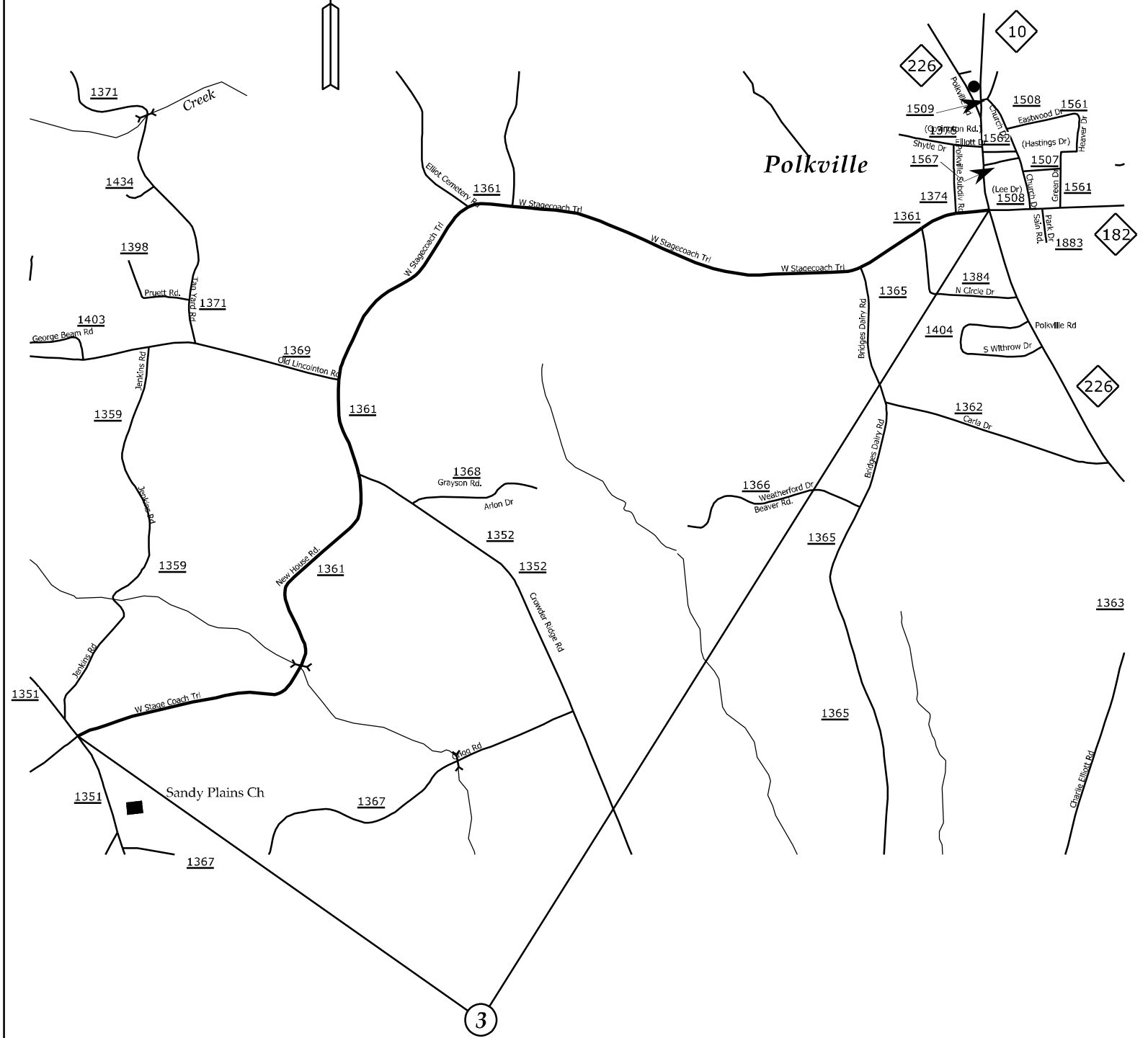
# CLEVELAND CO. RESURFACING MAP 1



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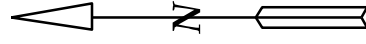
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2025CPT.12.03.10231	1

# CLEVELAND CO. RESURFACING MAP 3

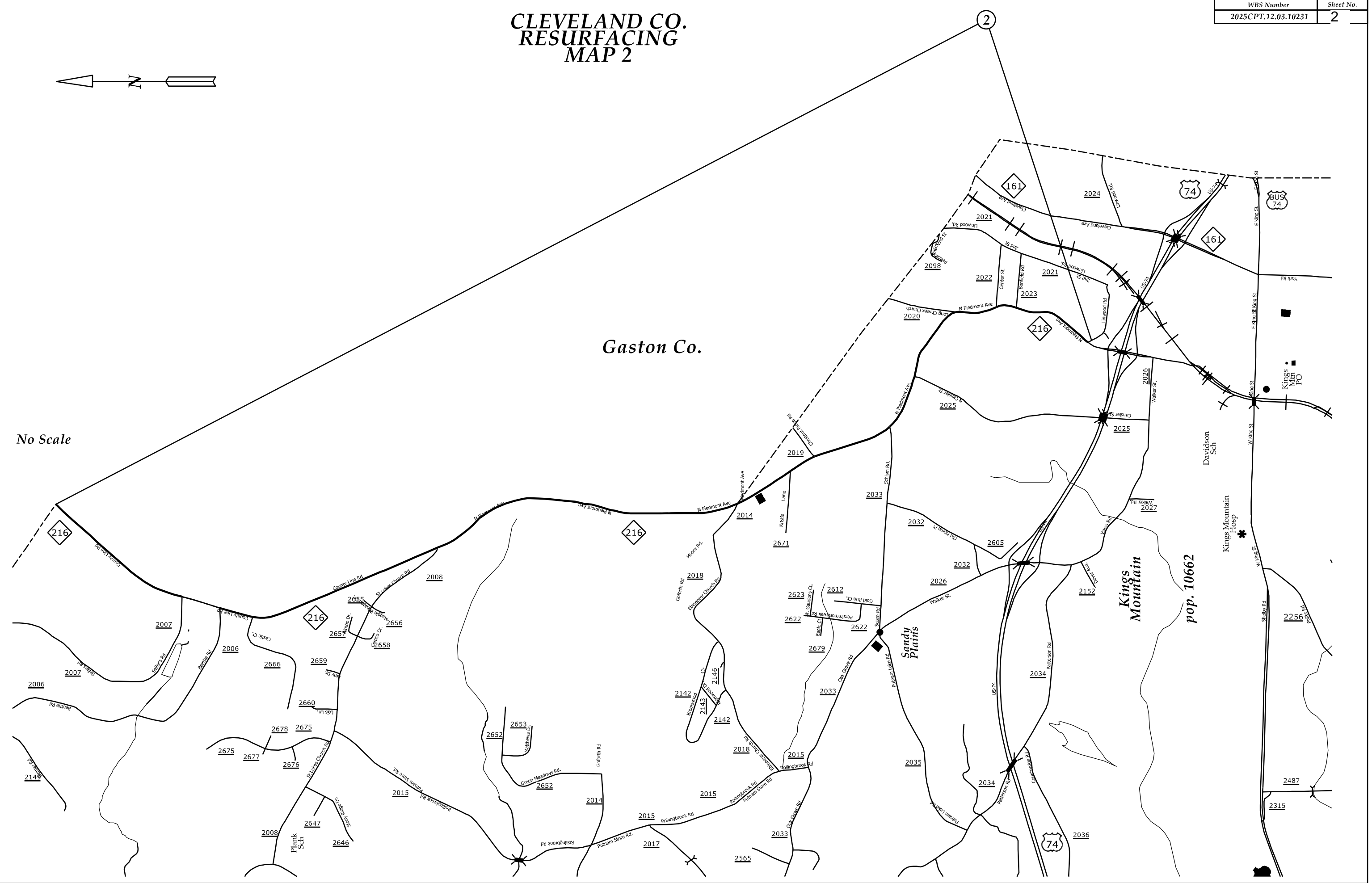


No Scale

# CLEVELAND CO. RESURFACING MAP 2



No Scale



Gaston Co.

Kings Mountain  
pop. 10662

Sandy Plains

Kings Mtn  
PO

Davidson Sch

Kings Mountain Hosp

2256

2315

2487

74

216

216

216

161

74

BUS  
74

216

2022

2021

2023

2098

2021

2024

2020

2025

2025

2026

2027

2019

2014

2671

2033

2032

2032

2026

2152

2027

2007

2006

2666

2659

2657

2655

2656

2658

2678

2675

2675

2677

2676

2652

2653

2014

2015

2015

2018

2015

2623

2612

2622

2622

2679

2033

2035

2034

2034

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2646

2017

2033

2036

2315

2487

2256

2315

2487

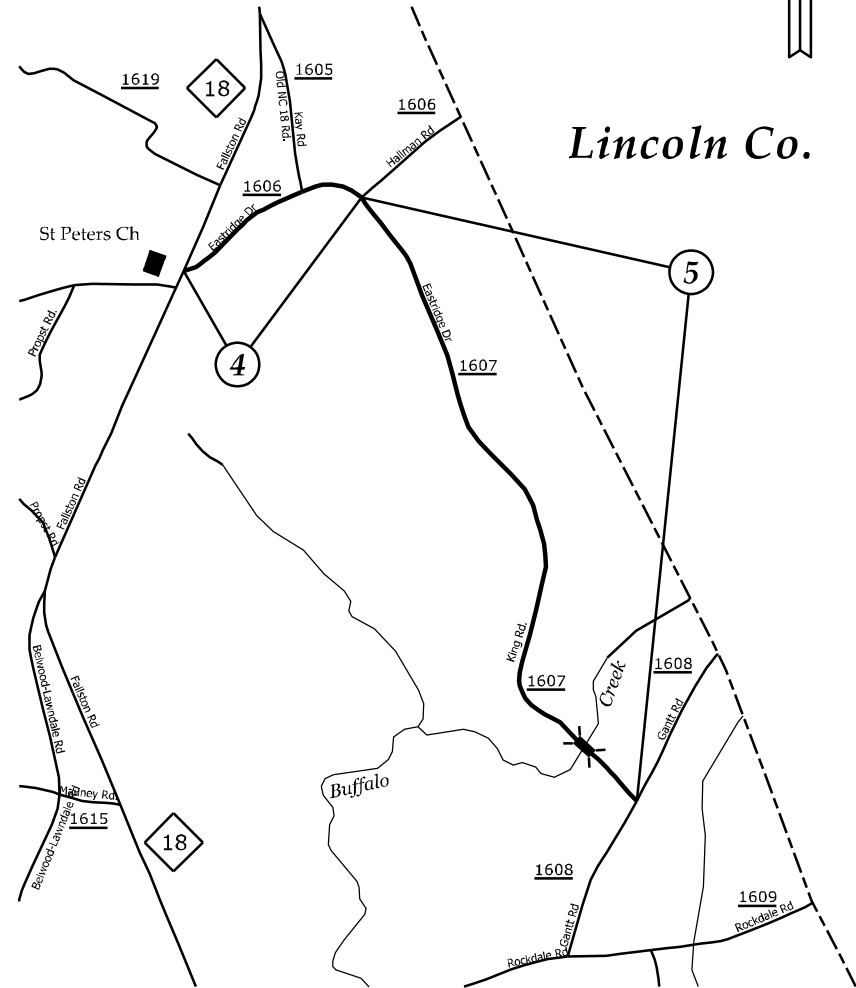
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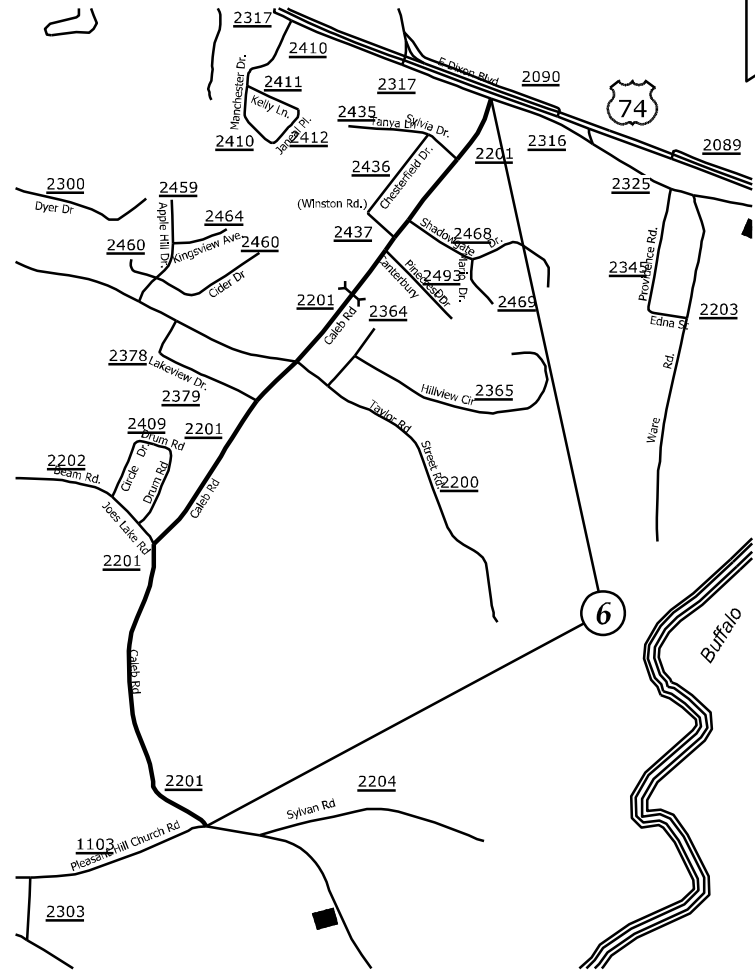
# CLEVELAND CO. RESURFACING MAP 4 & 5



*Lincoln Co.*

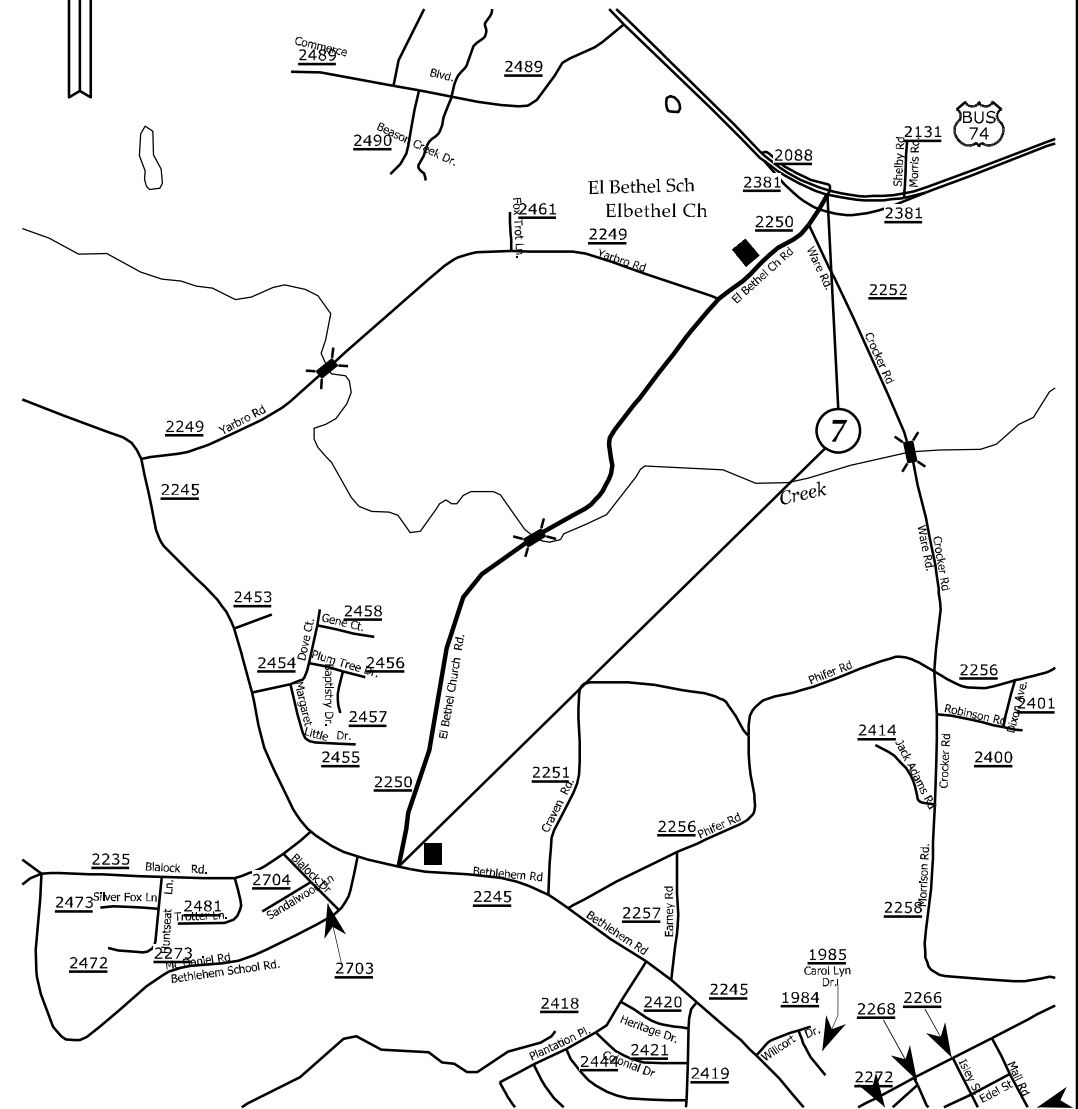
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# CLEVELAND CO. RESURFACING MAP 6



No Scale

# CLEVELAND CO. RESURFACING MAP 7

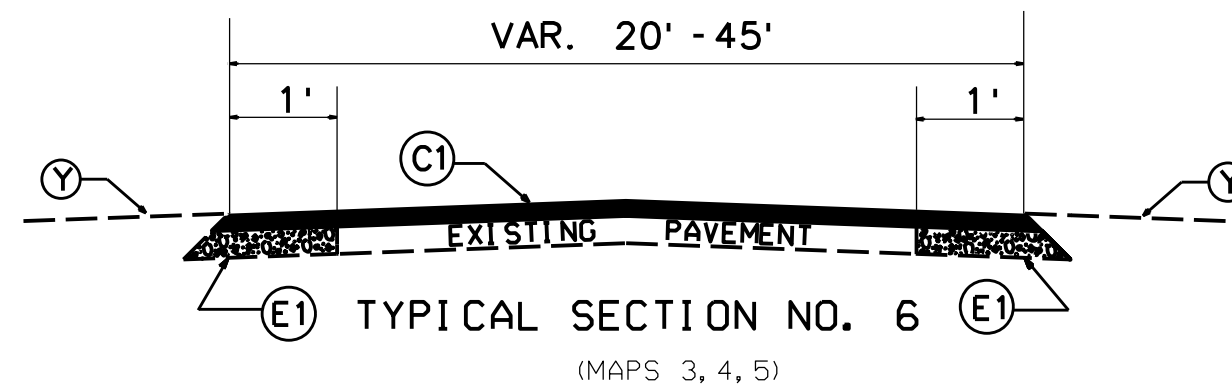
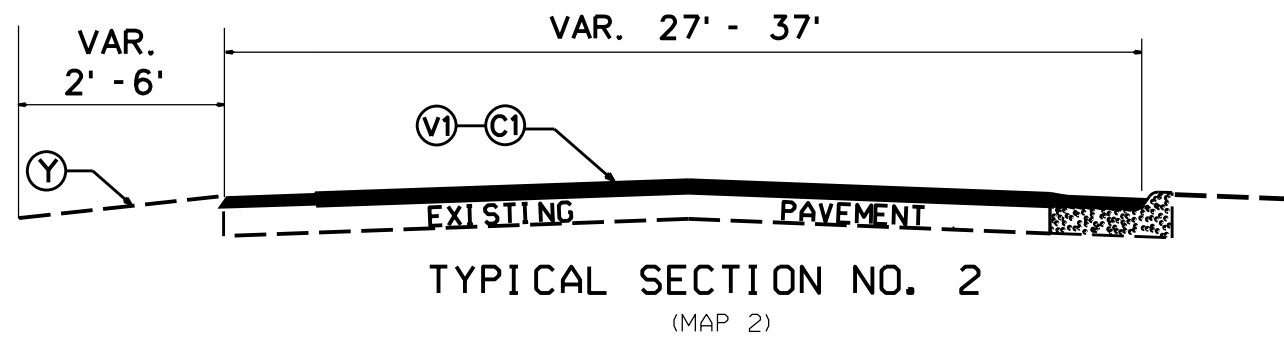
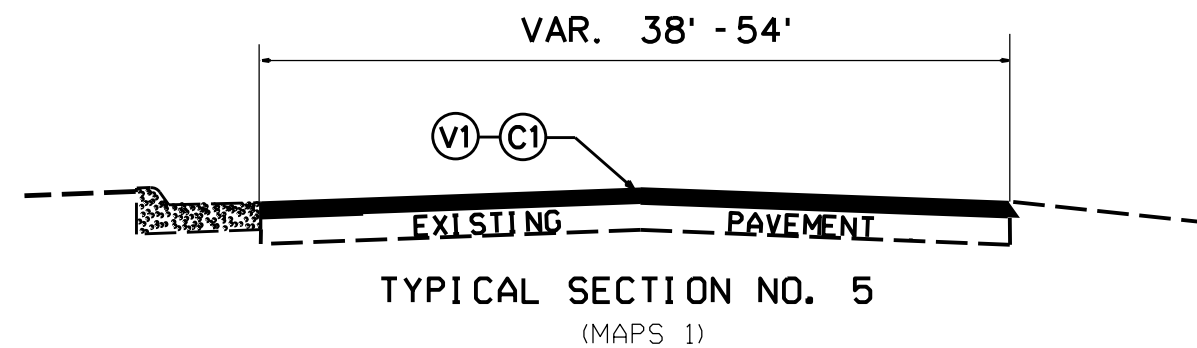
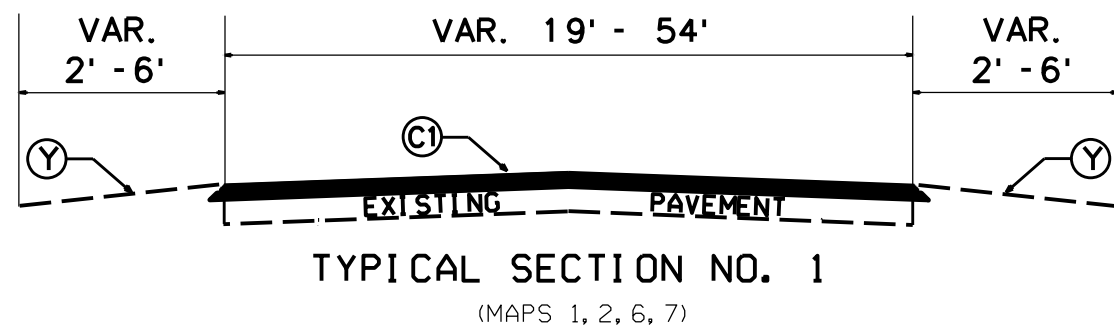
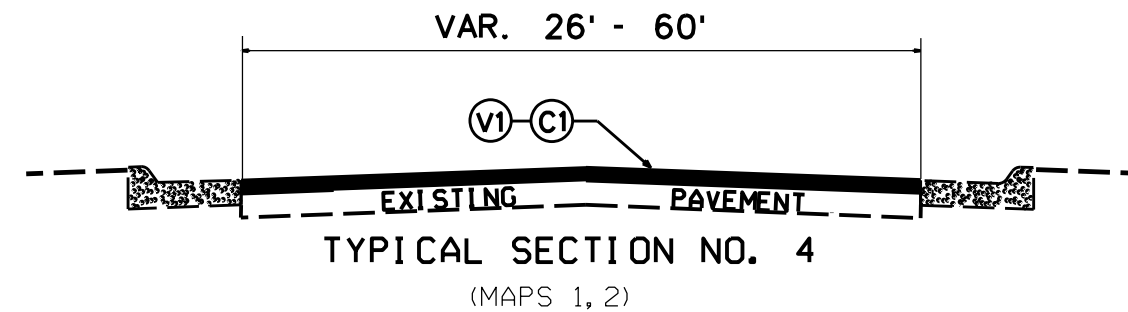
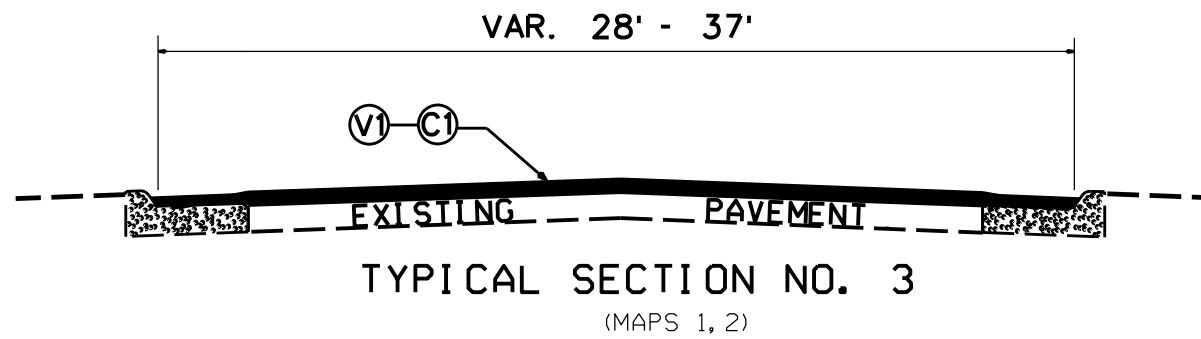


No Scale

PROJ. REFERENCE NO. CLEV COUNTY 2025	SHEET NO. 4	TOTAL SHEETS
STATE PROJ. NO. 2025CPT. 12. 03. 10231	F. A. PROJ. NO.	DESCRIPTION
2025CPT. 12. 03. 20231		

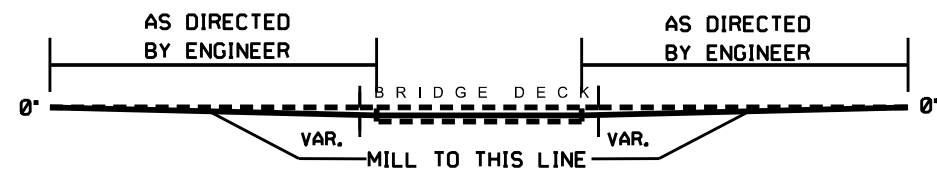
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	PROP. APPROX. 5.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

NOTES: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.  
MILL BRIDGE 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.

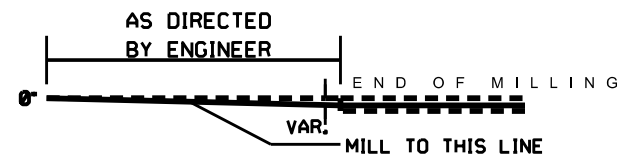


PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
CLEV COUNTY 2025 FALL	5	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2025CPT. 12. 03. 10231		
2025CPT. 12. 03. 20231		

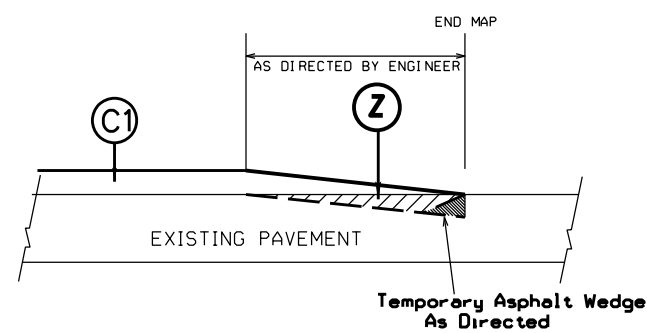
INCIDENTAL MILLING DETAILS



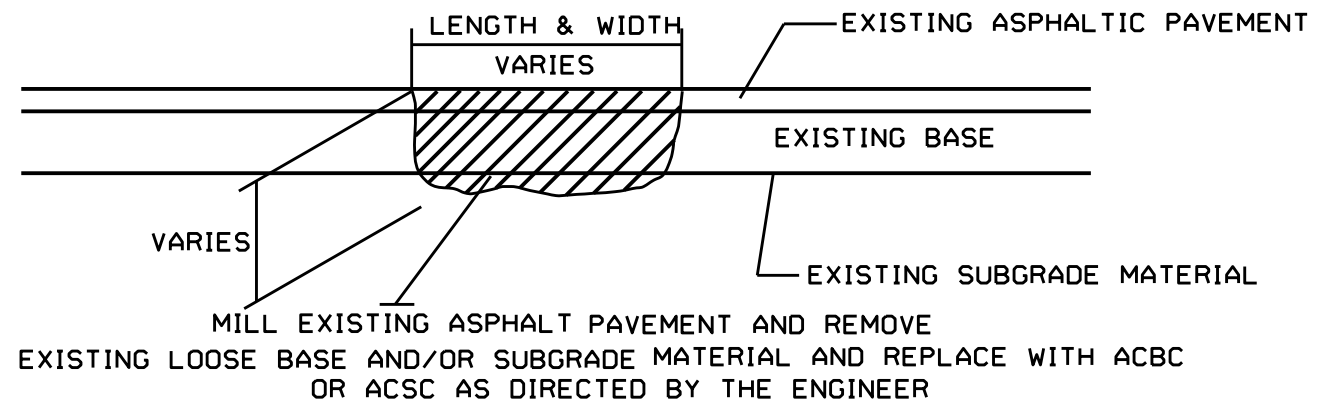
BRIDGE PROFILE



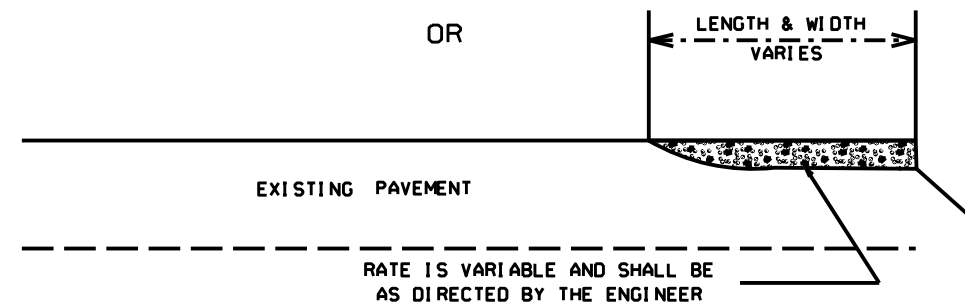
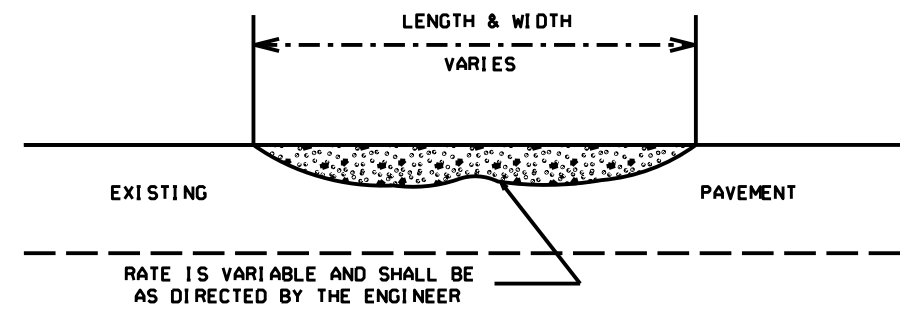
END OF MILLING PROFILE



TIE-IN MILLING DETAIL

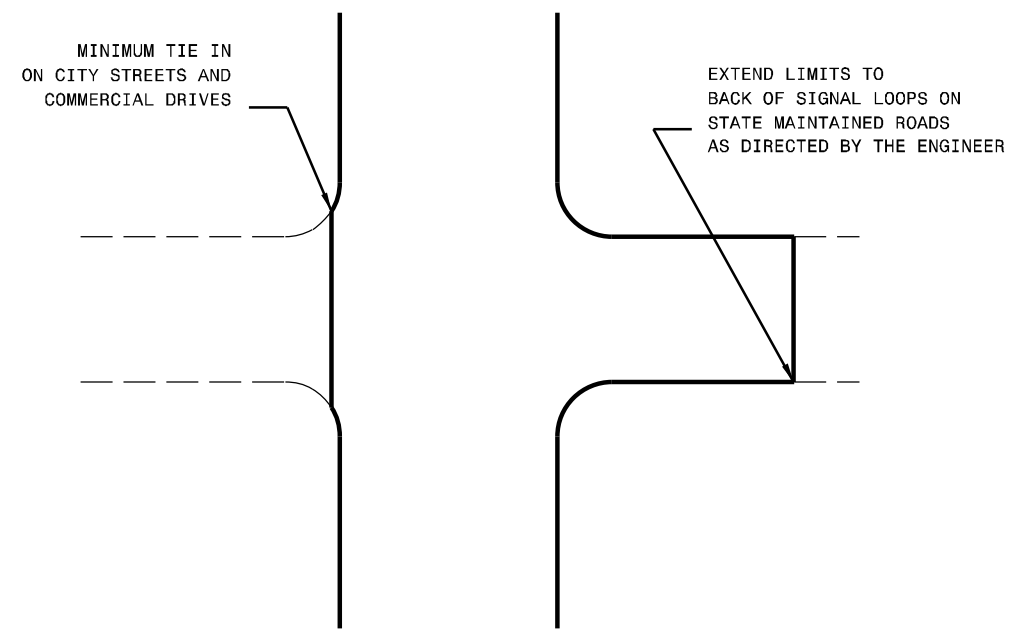


PATCHING EXISTING PAVEMENT

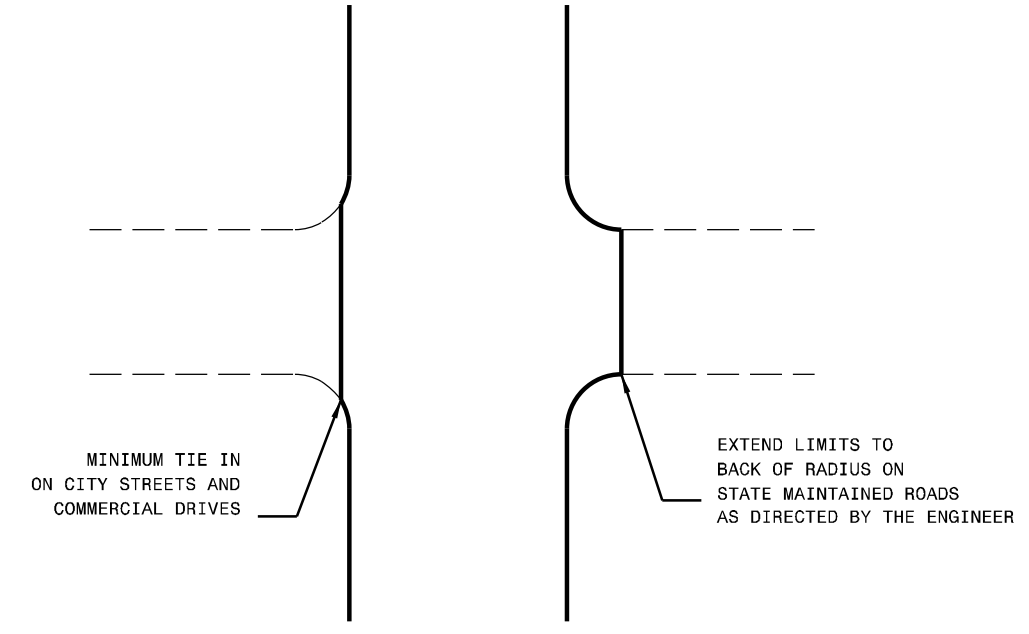


ASPHALT CONCRETE SURFACE COURSE  
TYPE S9.5C (LEVELING COURSE)





TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP*	STREET NAME	COMMENTS
1	SEATTLE ST.	BACK OF RADIUS
1	JAMES LOVE SCHOOL RD.	BACK OF RADIUS
1	MELROSE DR.	BACK OF SIGNAL LOOP
1	FARM RD.	BACK OF RADIUS
1	DELLINGER RD.	BACK OF RADIUS
1	MORTON ST.	BACK OF RADIUS
2	BENDFIELD RD.	BACK OF RADIUS
2	CHESTNUT RIDGE RD.	BACK OF RADIUS
2	N. CANSLER ST.	BACK OF RADIUS
2	SCISM RD.	BACK OF RADIUS
2	CHESTNUT RIDGE CH. RD.	BACK OF RADIUS
2	KRISTIE LN.	BACK OF RADIUS
2	GOFORTH RD.	BACK OF RADIUS
2	LONG CREEK RD.	BACK OF RADIUS
2	SAINT LUKE CH. RD. / LEWIS FARM RD.	BACK OF RADIUS
2	CASTLE COURT	BACK OF RADIUS

## SUMMARY OF CURB RAMP QUANTITIES

Proj. #

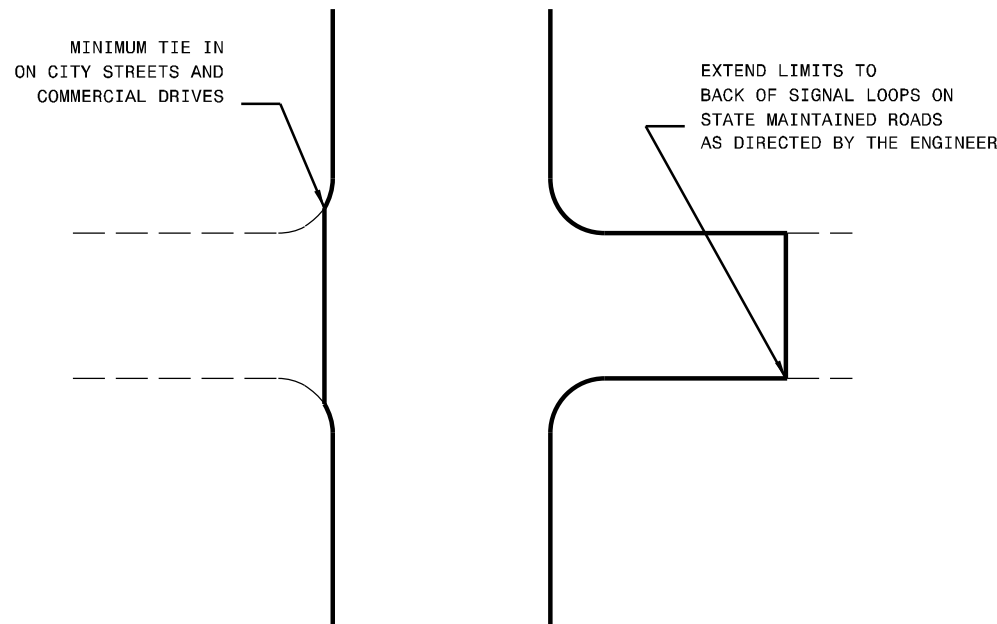
2025CPT.12.03.10231

Sheet #

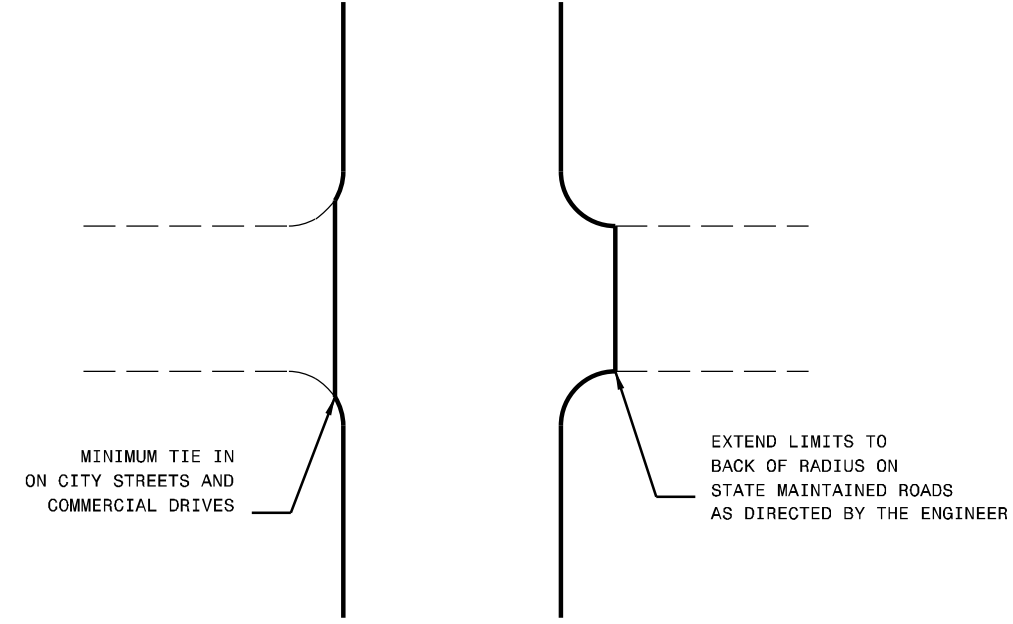
10

WBS No.	Division	County	Major Route	Minor Route	Retrofit Existing Curb Ramp (EA)	Concrete Curb Ramp (EA)	Remove and Replace Concrete Curb Ramp (EA)	Quadrant (NE,SE,NW, SW)	Alternate Replacement Type
2025CPT.12.03.10231	12	Cleveland	NC 18	Pine St.			1	NE	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Pine St.			1	SE	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Morgan St.			1	NW	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Morgan St.			1	NE	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Morgan St.			1	SW	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Morgan St.			1	SE	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Shannonhouse St.			1	SW	Type 1
2025CPT.12.03.10231	12	Cleveland	NC 18	Shannonhouse St.			1	SE	Type 1
2025CPT.12.03.10231	12	Cleveland	NC 18	Plaster Ave			1	SW	Type 1
2025CPT.12.03.10231	12	Cleveland	NC 18	Plaster Ave			1	SE	Type 1
2025CPT.12.03.10231	12	Cleveland	NC 18	Morton St.			1	NW	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 18	Morton St.			1	NE	Type 1
2025CPT.12.03.10231	12	Cleveland	NC 18	Ramblewood Dr.			1	SW	Type 1
2025CPT.12.03.10231	12	Cleveland	NC 216	Linwood Rd.			1	NE	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 216	Linwood Rd.			1	NW	Type 2
2025CPT.12.03.10231	12	Cleveland	NC 216	Linwood Rd.			1	SE	Type 2A
2025CPT.12.03.10231	12	Cleveland	NC 216	Fairview St.			1	SE	Type 1
					0	0	17		





TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
2	BEATTIE RD.	BACK OF RADIUS
2	SUNNYSIDE SHADY REST RD.	BACK OF RADIUS
2	SELLARS RD.	BACK OF RADIUS
3	ELLIOTT DR.	BACK OF RADIUS
3	N. CIRCLE DR.	BACK OF RADIUS
3	BRIDGES DAIRY RD.	BACK OF RADIUS
3	FIVE POINTS RD.	BACK OF RADIUS
3	ELLIOTT CEMETERY RD.	BACK OF RADIUS
3	OLD LINCOLNTON RD.	BACK OF RADIUS
3	CROWDER RIDGE RD.	BACK OF RADIUS
4	KAY RD.	BACK OF RADIUS
4	HALLMAN MILL RD.	BACK OF RADIUS



PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.12.03.10231, 2025CPT.12.03.20231	11	

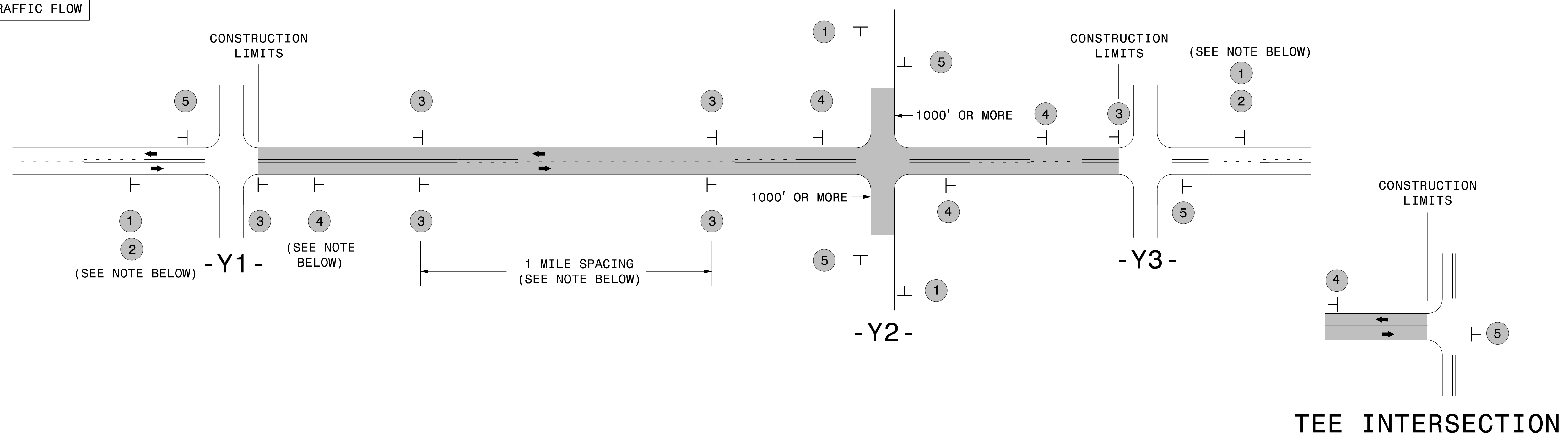
### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	1260000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1491000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2612500000-N	2800000000-N	2815000000-N	2830000000-N	2845000000-N	5255000000-N	2846000000-N	7324000000-N	7444000000-E	7456000000-E					
														AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	REMOVE & REPLACE CONCRETE CURB RAMPS	ADJ. OF CATCH BASIN	ADJ. OF DROP INLET	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PORTABLE LIGHTING	ADJ. OF OVERSIZED MANHOLES	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)					
														TON	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2025CPT.12.03.10231	Cleveland	1	NC-18 / S. LAFAYETTE ST.	FROM NC-150 / S. DEKALB ST. TO US-74 OVERPASS BRIDGE / DIXON BLVD.	1 3 4 5	2	2WU	NO	NO	1.03 0.05 0.72 0.14	VAR. 24-54 VAR. 28-37 VAR. 26-60 VAR. 38-54	5.96	7.9	385	150	2.06	40,157	7,000		3,380	135	246	811	13		1	12	13	1.00	3	2	1,250	500					
<b>TOTAL FOR MAP NO. 1</b>										<b>1.94</b>				<b>385</b>	<b>150</b>	<b>2.06</b>	<b>40,157</b>	<b>7,000</b>		<b>3,380</b>	<b>135</b>	<b>246</b>	<b>811</b>	<b>13</b>		<b>1</b>	<b>12</b>	<b>13</b>	<b>1.00</b>	<b>3</b>	<b>2</b>	<b>1,250</b>	<b>500</b>					
2025CPT.12.03.10231	Cleveland	2	NC-216 / COUNTY LINE RD.	GASTON COUNTY LINE TO LINWOOD RD.	1 2 3 4	2	2WU	NO	NO	6.0 0.06 0.12 0.04	VAR. 24-25 VAR. 27-37 VAR. 36-37 VAR. 33-48	8.08	14.3	2,111	249	12.06	5,460	1,270		8,632	518	668	2,676	4	1	2	6	3			1	200	100					
<b>TOTAL FOR MAP NO. 2</b>										<b>6.22</b>				<b>2,111</b>	<b>249</b>	<b>12.06</b>	<b>5,460</b>	<b>1,270</b>		<b>8,632</b>	<b>518</b>	<b>668</b>	<b>2,676</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>3</b>			<b>1</b>	<b>200</b>	<b>100</b>					
<b>TOTAL FOR PROJ NO. 2025CPT.12.03.10231</b>										<b>8.16</b>				<b>2,496</b>	<b>399</b>	<b>14.12</b>	<b>45,617</b>	<b>8,270</b>		<b>12,012</b>	<b>653</b>	<b>914</b>	<b>3,487</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>16</b>	<b>1.00</b>	<b>3</b>	<b>3</b>	<b>1,450</b>	<b>600</b>					
2025CPT.12.03.20231	Cleveland	3	SR-1361 / STAGE COACH TR	FROM NC-226 / POLKVILLE RD TO SR-1351 / NEW HOUSE RD	6	2	2WU	NO	NO	4.04	VAR. 20-45	0	4.04	1,414	150	8.08		450	3,313	4,626	1,061	518	694								130	75						
<b>TOTAL FOR MAP NO. 3</b>										<b>4.04</b>				<b>1,414</b>	<b>150</b>	<b>8.08</b>		<b>450</b>	<b>3,313</b>	<b>4,626</b>	<b>1,061</b>	<b>518</b>	<b>694</b>									<b>130</b>	<b>75</b>					
2025CPT.12.03.20231	Cleveland	4	SR-1606 / EASTRIDGE RD	FROM SR-1606 / HALLMAN MILL RD TO NC-18 / FALLSTON RD	6	2	2WU	NO	NO	0.45	20	0.28	0.73	158	14	0.90		150	369	491	20	49	50															
<b>TOTAL FOR MAP NO. 4</b>										<b>0.45</b>				<b>158</b>	<b>14</b>	<b>0.90</b>		<b>150</b>	<b>369</b>	<b>491</b>	<b>20</b>	<b>49</b>	<b>50</b>															
2025CPT.12.03.20231	Cleveland	5	SR-1607 / EASTRIDGE DR	FROM SR-1608 / GANTT RD TO SR-1606 / HALLMAN MILL RD	6	2	2WU	NO	NO	1.54	20	0	1.54	539	47	3.08		150	1,263	1,680	34	166	170															
<b>TOTAL FOR MAP NO. 5</b>										<b>1.54</b>				<b>539</b>	<b>47</b>	<b>3.08</b>		<b>150</b>	<b>1,263</b>	<b>1,680</b>	<b>34</b>	<b>166</b>	<b>170</b>															
2025CPT.12.03.20231	Cleveland	6	SR-2201 / CALEB RD	FROM SR-2316 / HOEY CHURCH RD TO SR-1103 / PLEASANT HILL CH RD	1	2	2WU	NO	NO	1.91	20	0.21	2.12	742	130	4.24		500		2,084	352	166	459															
<b>TOTAL FOR MAP NO. 6</b>										<b>1.91</b>				<b>742</b>	<b>130</b>	<b>4.24</b>		<b>500</b>		<b>2,084</b>	<b>352</b>	<b>166</b>	<b>459</b>															
2025CPT.12.03.20231	Cleveland	7	SR-2250 / EL BETHEL RD	FROM SR-2245 / BETHLEHEM RD TO US-74 BUS / SHELBY RD	1	2	2WU	NO	NO	1.8	VAR. 19-22	0	1.8	630	45	3.60		500		1,964	98	137	315															
<b>TOTAL FOR MAP NO. 7</b>										<b>1.8</b>				<b>630</b>	<b>45</b>	<b>3.60</b>		<b>500</b>		<b>1,964</b>	<b>98</b>	<b>137</b>	<b>315</b>															
<b>TOTAL FOR PROJ NO. 2025CPT.12.03.20231</b>										<b>9.74</b>				<b>3,483</b>	<b>386</b>	<b>19.90</b>		<b>1,750</b>	<b>4,945</b>	<b>10,845</b>	<b>1,565</b>	<b>1,036</b>	<b>1,688</b>														<b>130</b>	<b>75</b>
<b>GRAND TOTAL</b>										<b>17.9</b>				<b>5,979</b>	<b>785</b>	<b>34.02</b>	<b>45,617</b>	<b>10,020</b>	<b>4,945</b>	<b>22,857</b>	<b>2,218</b>	<b>1,950</b>	<b>5,175</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>18</b>	<b>16</b>	<b>1.00</b>	<b>3</b>	<b>3</b>	<b>1,580</b>	<b>675</b>					



# SIGNING FOR RESURFACING PROJECTS

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



## MAINLINE (-L-) SIGNING

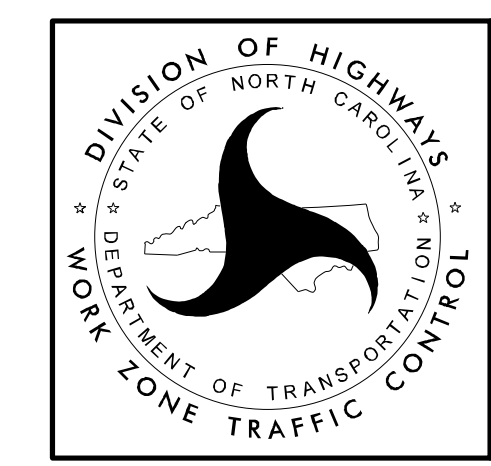
## -Y- LINE SIGNING

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>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, 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

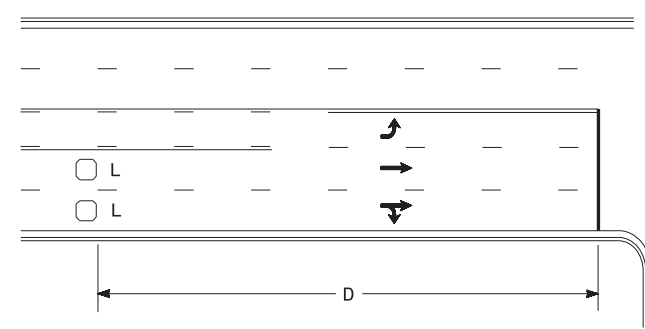
FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



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:kadai

### High Speed Detection (≥40 mph)

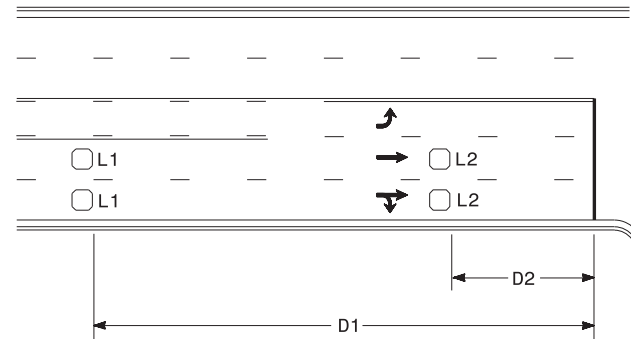


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

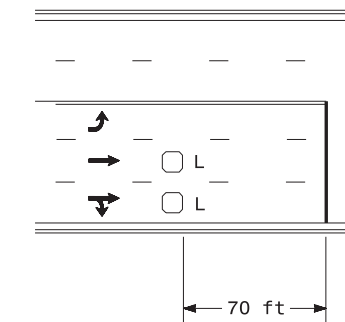


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

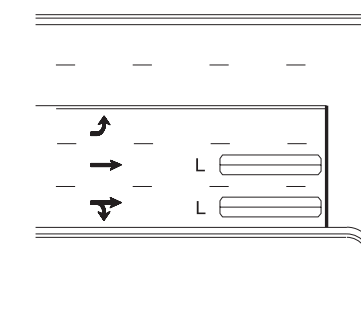
"Stretch" Operation

### Low Speed Detection (≤35 mph)



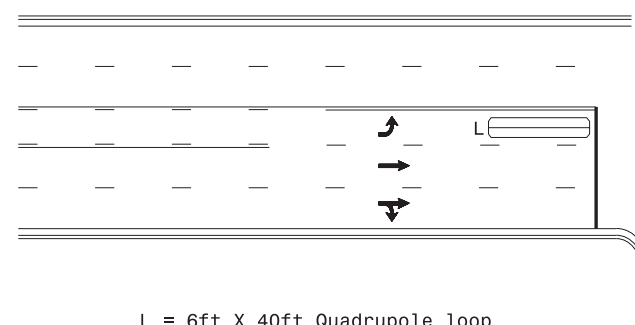
L = 6ft X 6ft  
Wired in series

OR



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

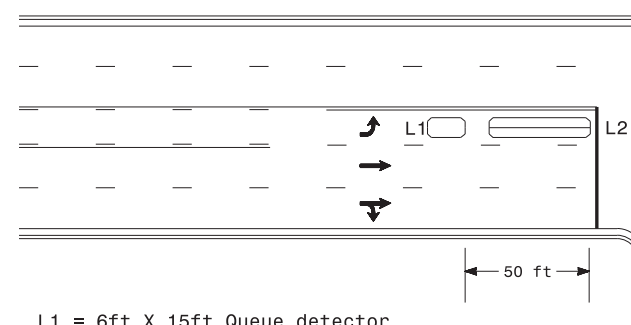
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

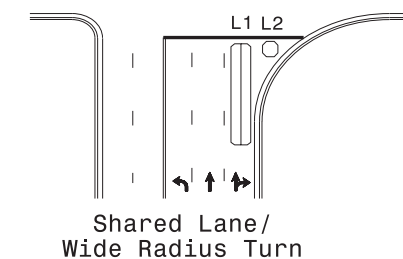
OR



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

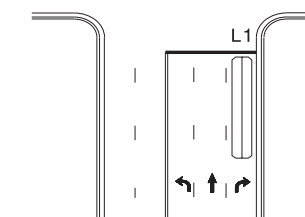
Queue Loop Detection

### Right Turn Lane Detection

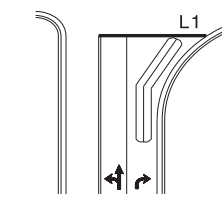


Shared Lane/  
Wide Radius Turn

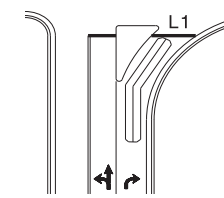
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

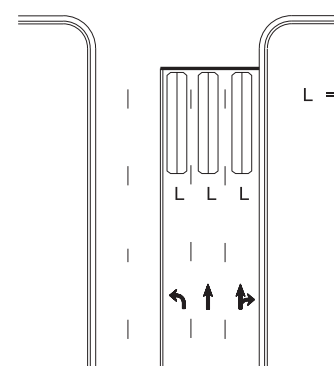


Wide Radius Turn



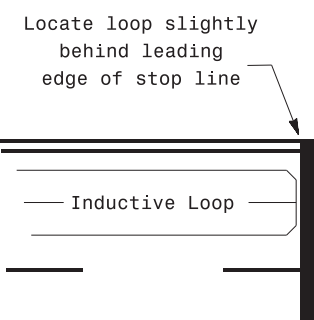
Channelized Turn

### Side Street Detection



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

### Presence Loop Placement at Stop Lines



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

### Recommended Number of Turns

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

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

Quadrupole loops: Use 2-4-2 turns

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

	<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. DATE</p>	<p>DATE</p>
<p>SIG. INVENTORY NO.</p>	<p>9/8/2020</p>	<p>DATE</p>