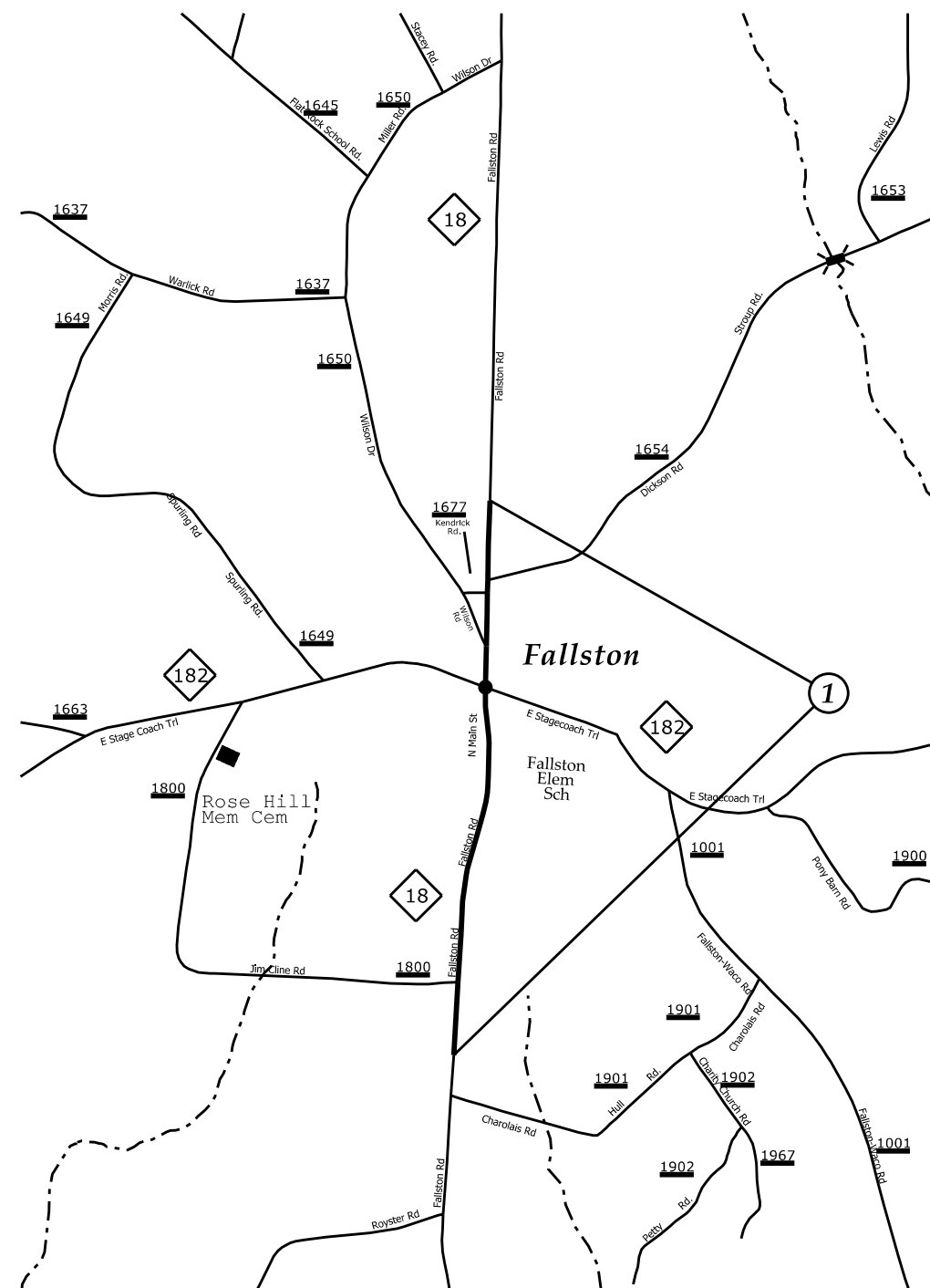




No Scale

The map displays the Kings Mountain area in North Carolina, centered around the intersection of US-74 and US-85. Key features include:

- Major Roads:** US-74 (labeled as BUS 74 in some sections), US-85, W King St, E King St, and various local roads like Walker Rd, Linwood Rd, and York Rd.
- Landmarks:** Kings Mountain Hosp, Davidson Sch, and Kings Mtn PO.
- Proposed Transit Routes:** Indicated by dashed lines and numbered markers (e.g., 2026, 2025, 2021, 2023, 2024, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669

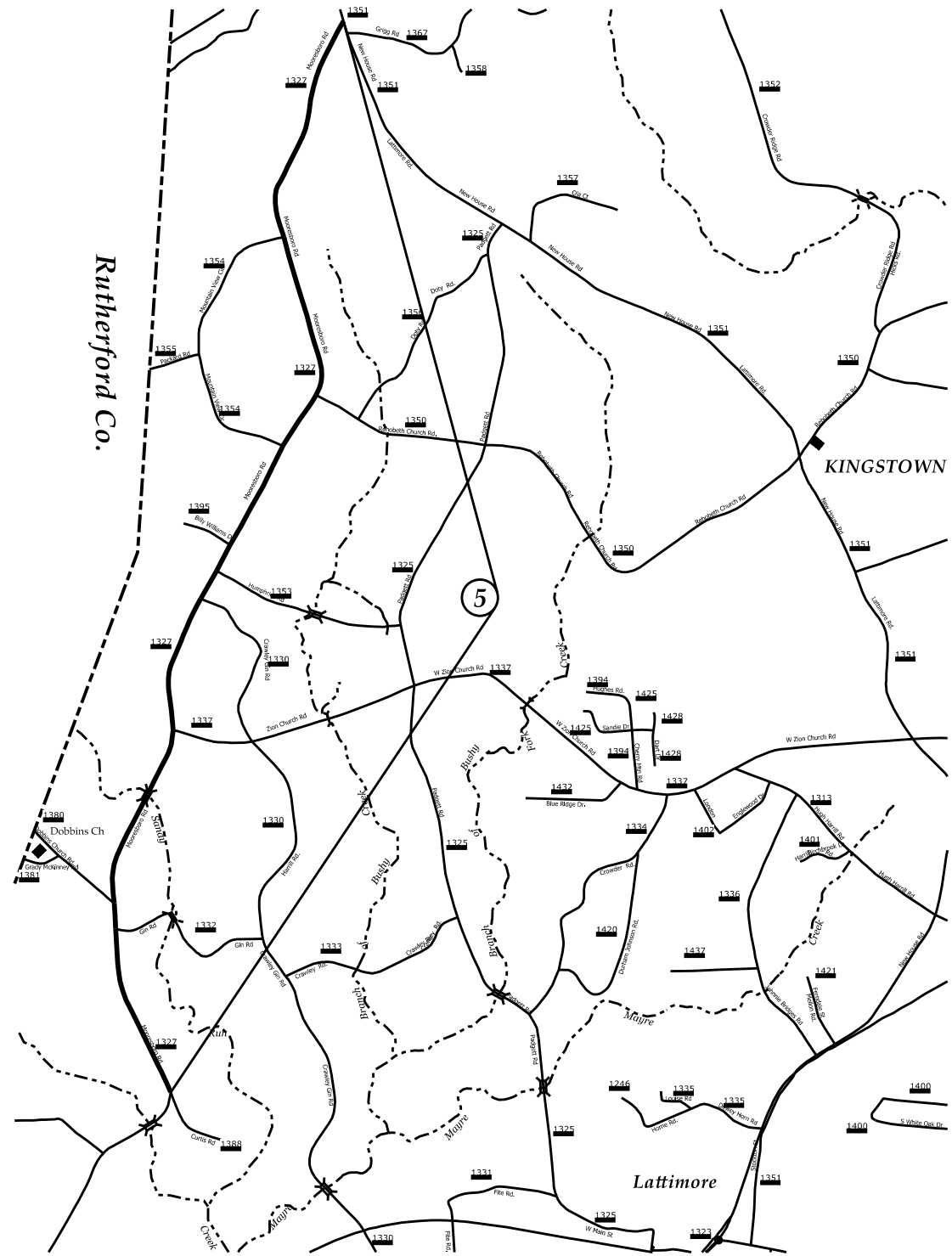
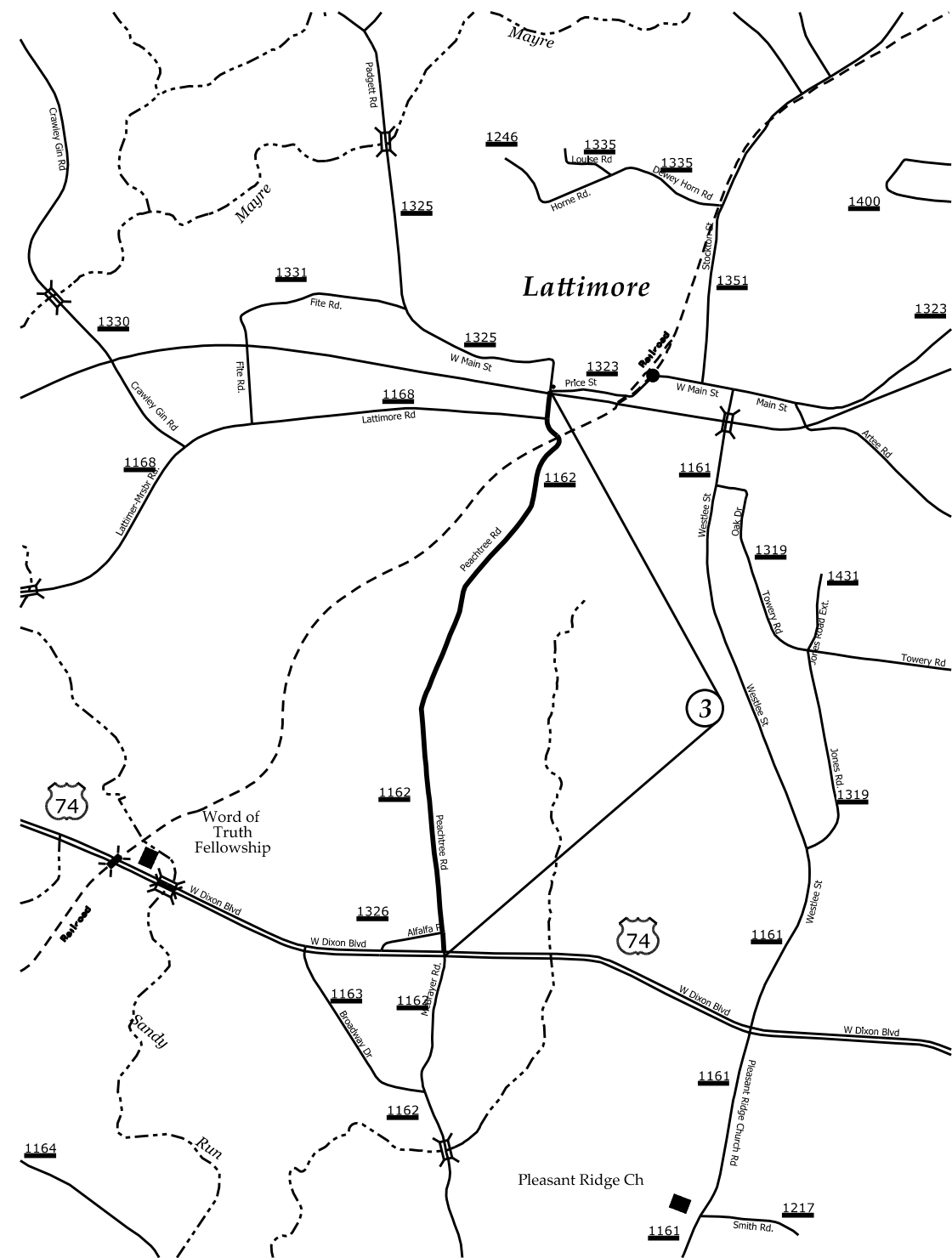
Gaston Co.

No Scale

CLEVELAND CO.
RESURFACING
MAP 3

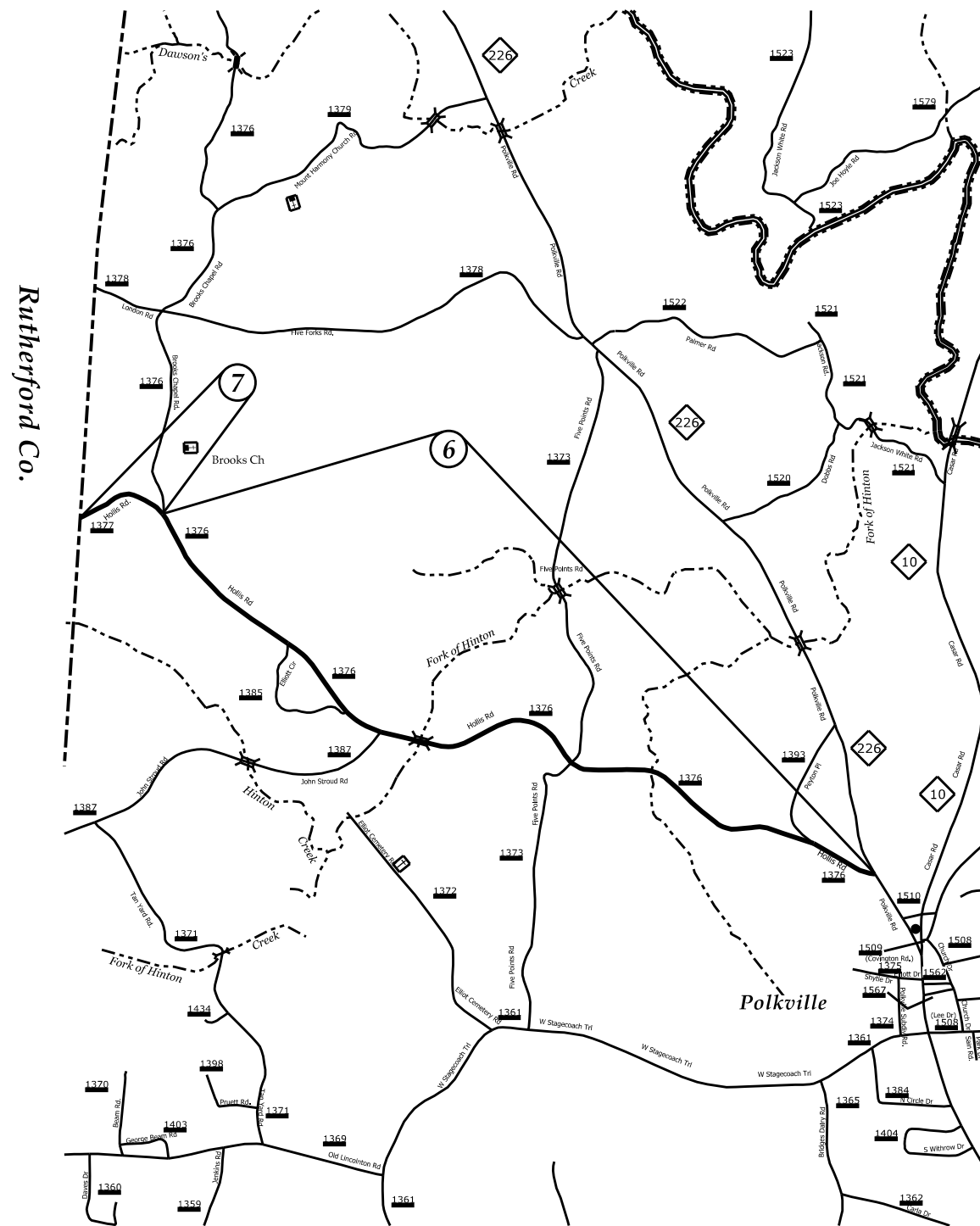
WBS Number	Sheet No.
2026CPT.12.03.10231 etc	2

CLEVELAND CO.
RESURFACING
MAP 5



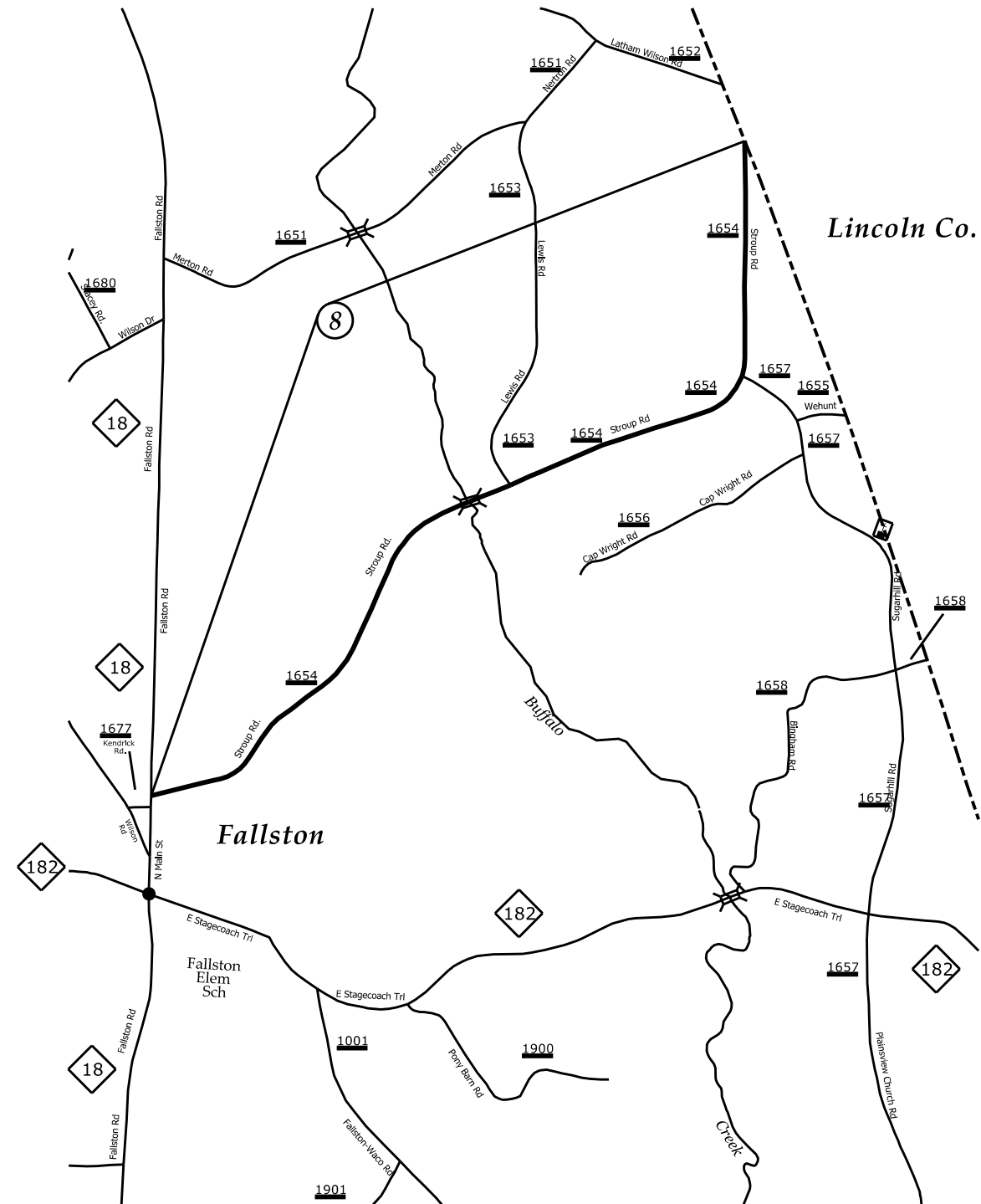
No Scale

No Scale



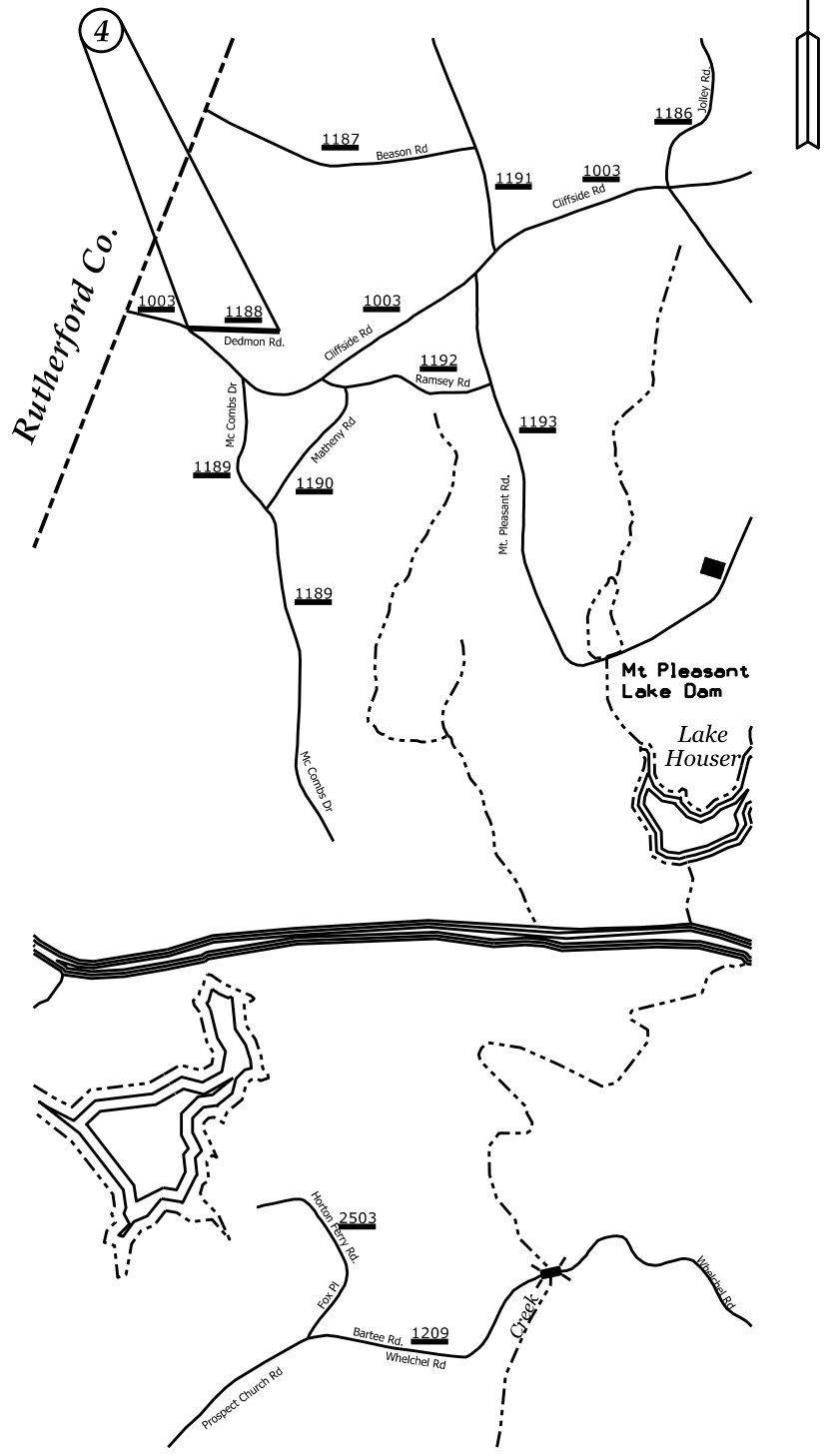
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WBS Number	Sheet No.
2026CPT.12.03.10231 etc	3



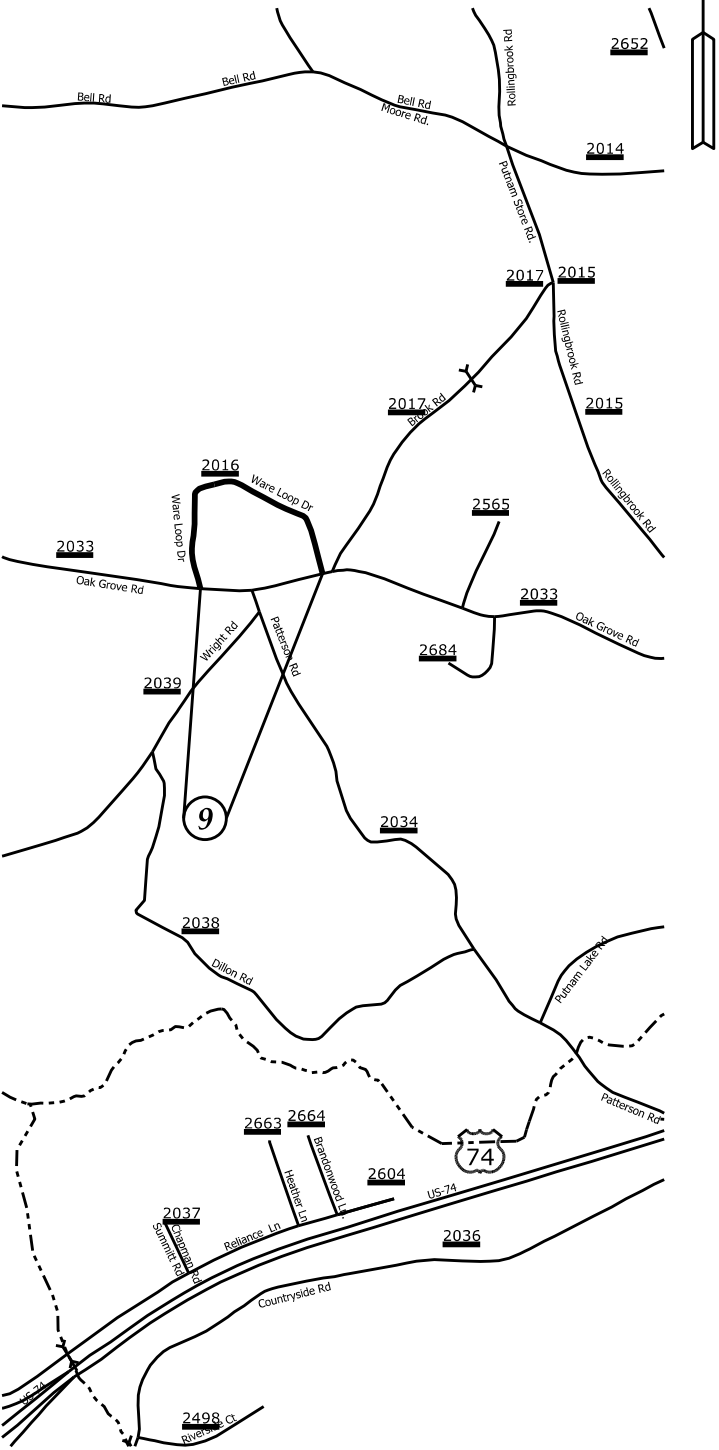
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CLEVELAND CO.
RESURFACING
MAP 4



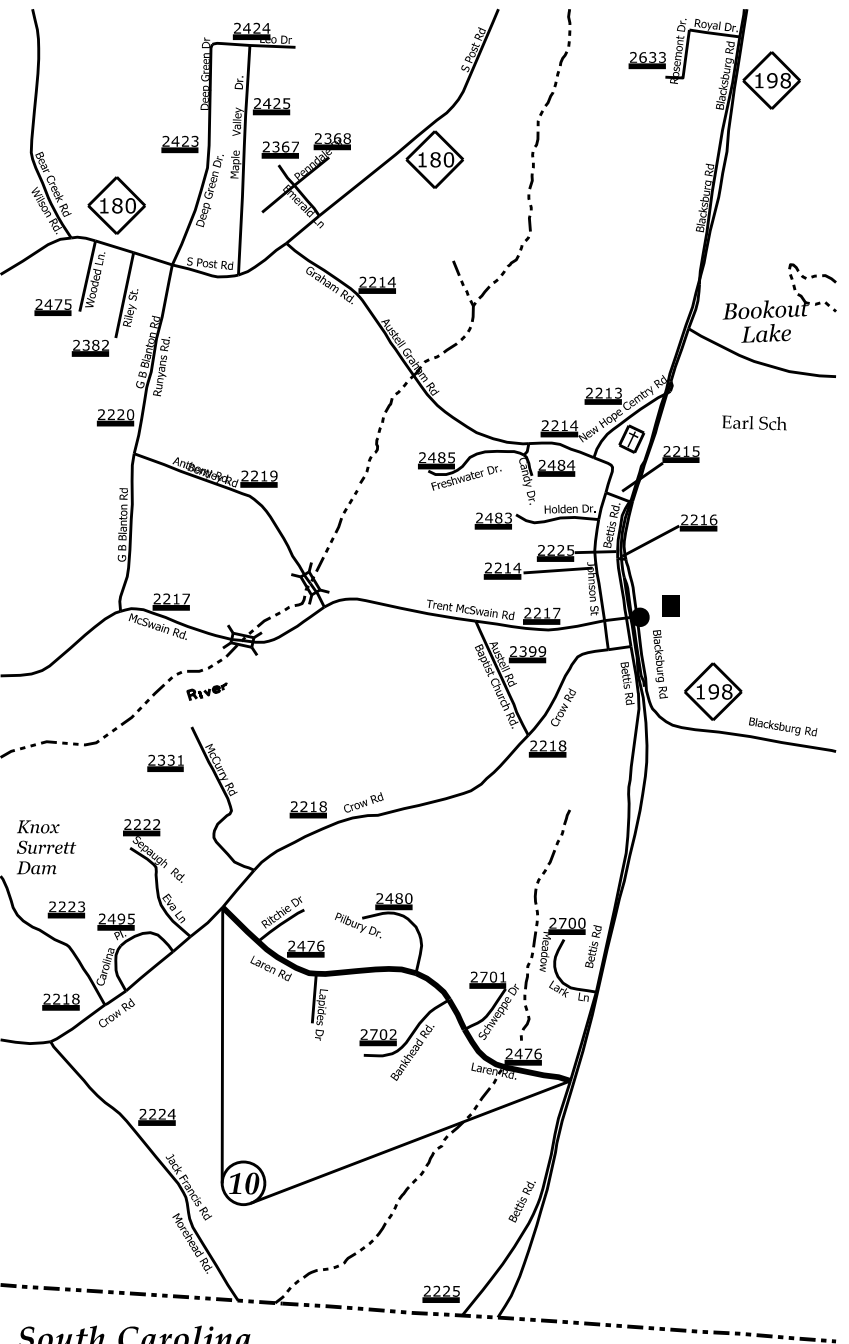
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CLEVELAND CO.
RESURFACING
MAP 9



No Scale

CLEVELAND CO.
RESURFACING
MAP 10

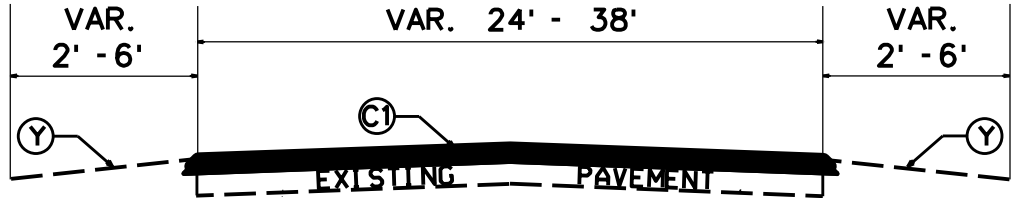


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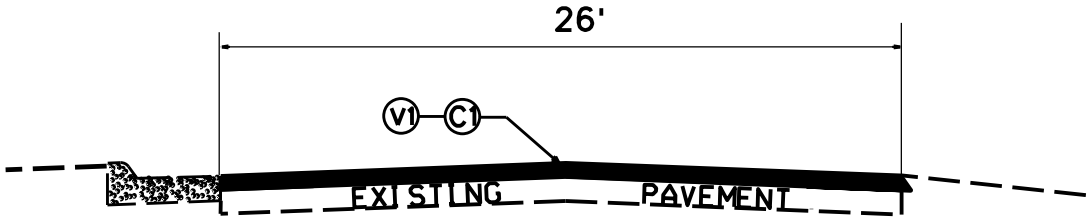
PROJ. REFERENCE NO.		SHEET NO.	TOTAL SHEETS
CLEY COUNTY 2026			
STATE PROJ. NO.		DESCRIPTION	
2026CPT. 12.03.10231			
etc			

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. (FIBER REINFORCED)
E1	PROP. APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. (FIBER REINFORCED)
E2	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LIFTS.
V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
V2	MILL ASPHALT PAVEMENT APPROX. 4-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

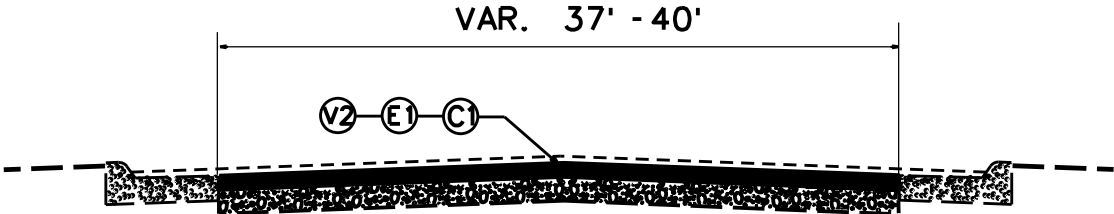
NOTES: 1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
2. MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.
3. MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.
4. MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



TYPICAL SECTION NO. 1
(MAPS 1, 2)

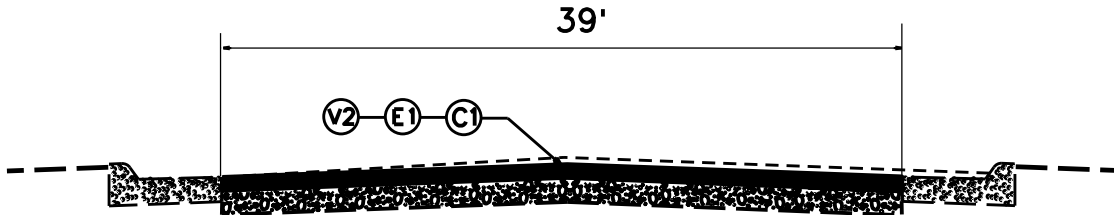


TYPICAL SECTION NO. 2
(MAPS 1)



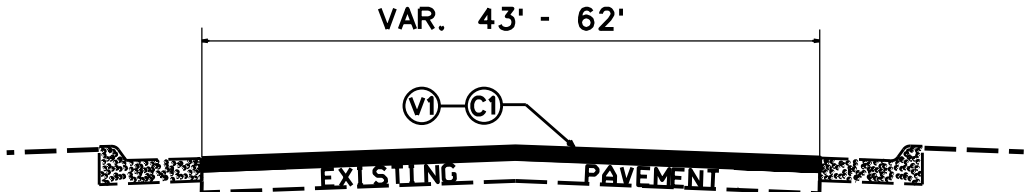
TYPICAL SECTION NO. 3
(MAPS 1)

** Additional 1.5" milling may be required in some areas as directed.

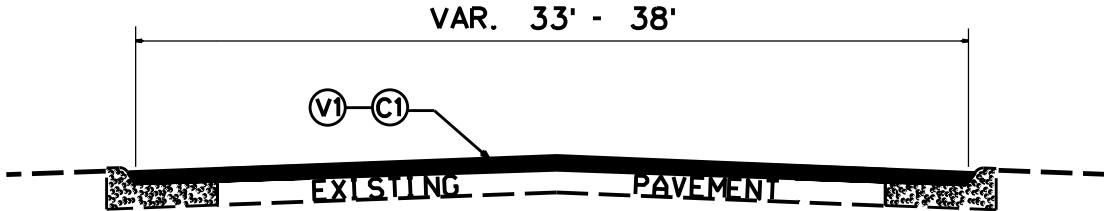


TYPICAL SECTION NO. 4
(MAPS 1)

** Additional 1.5" milling may be required in some areas as directed.



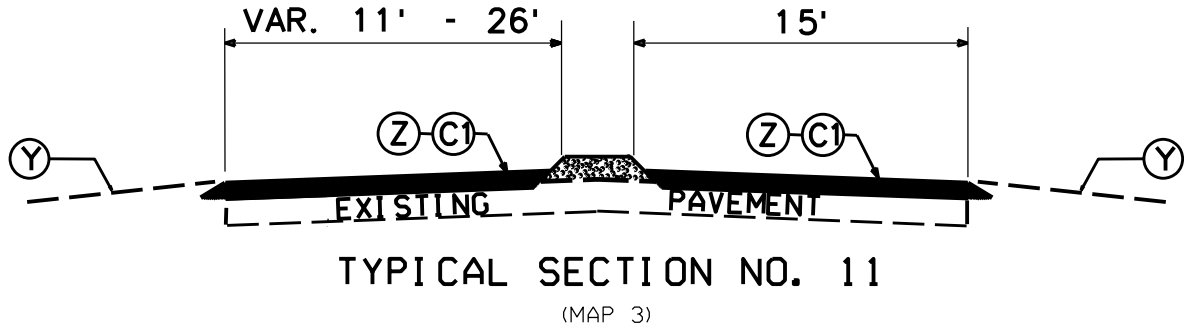
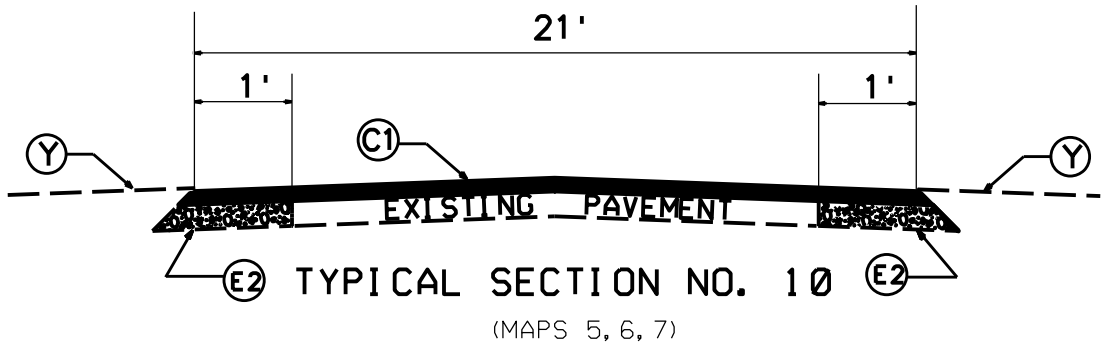
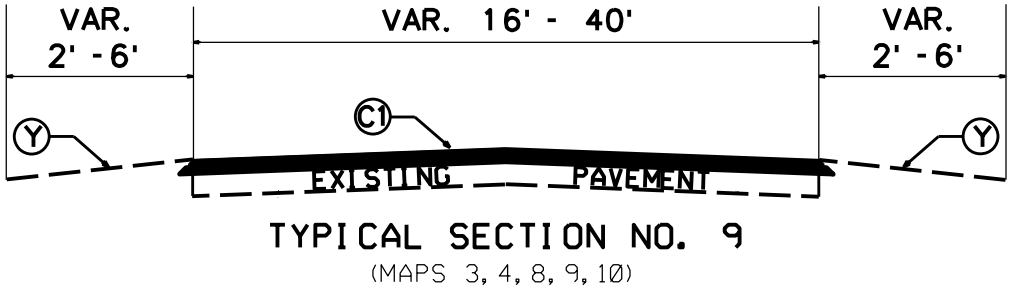
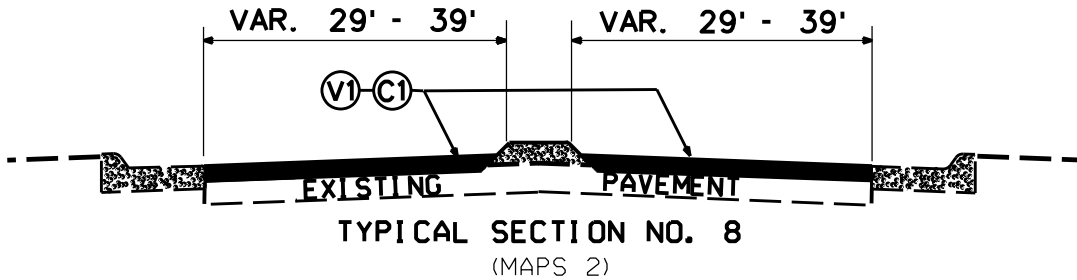
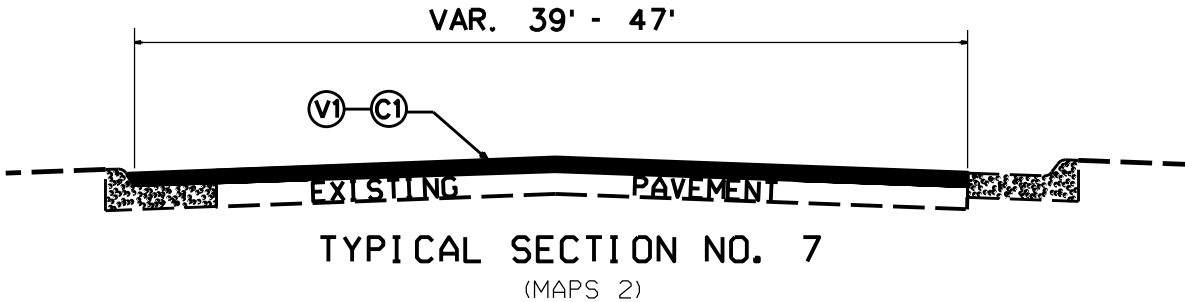
TYPICAL SECTION NO. 5
(MAPS 2)



TYPICAL SECTION NO. 6
(MAPS 2)

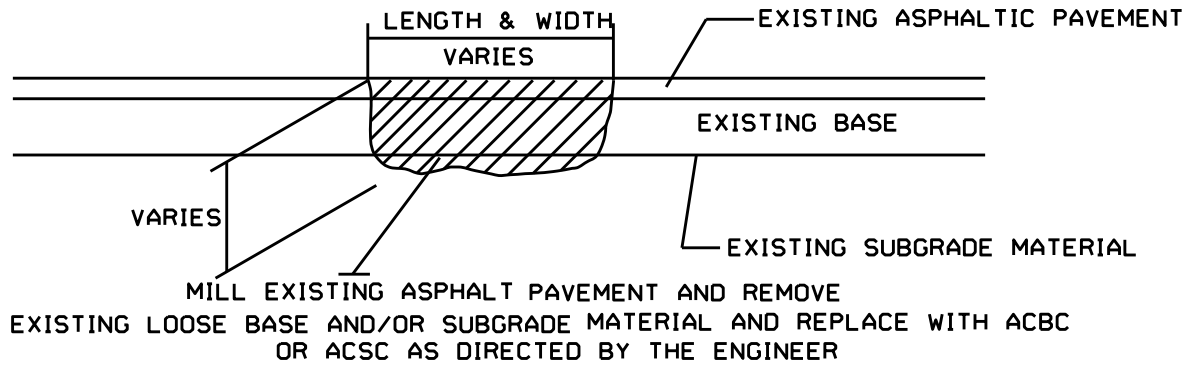
PAVEMENT SCHEDULE	
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V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
V2	MILL ASPHALT PAVEMENT APPROX. 4-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

NOTES: 1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
2. MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.
3. MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.
4. MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.

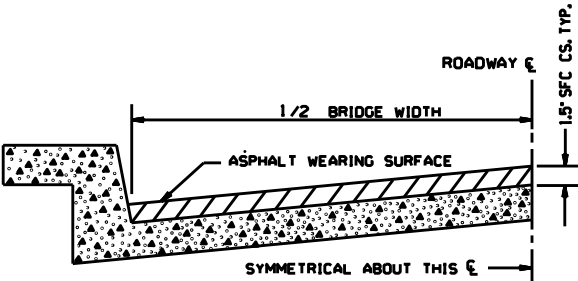


PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
CLEV COUNTY 2026		
STATE PROJ. NO.	F6	DESCRIPTION
2026CPT. 12. 03. 1 0231		
etc		

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
CLEV COUNTY 2026		
STATE PROJ. NO.	7	DESCRIPTION
2026CPT. 12.03.10231		
etc		



PATCHING EXISTING PAVEMENT



BRIDGE HALF TYPICAL SECTION

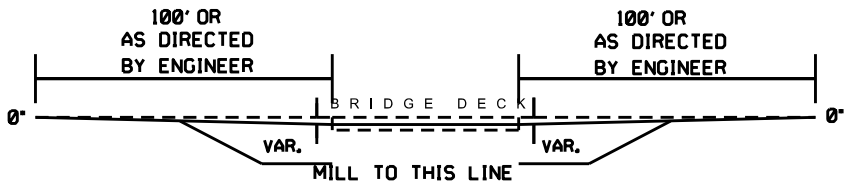
FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN.

THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 1.00" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1.5" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

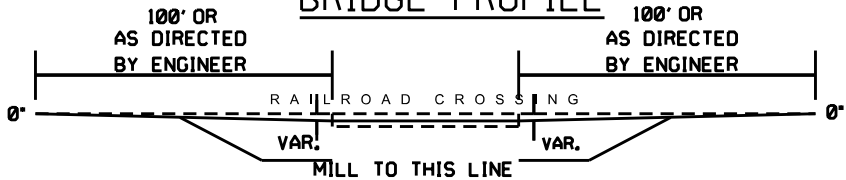
NOTES

BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

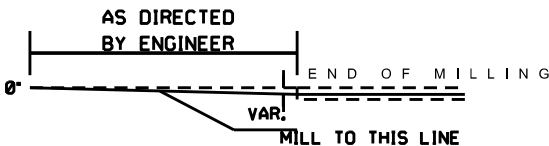
INCIDENTAL MILLING DETAILS



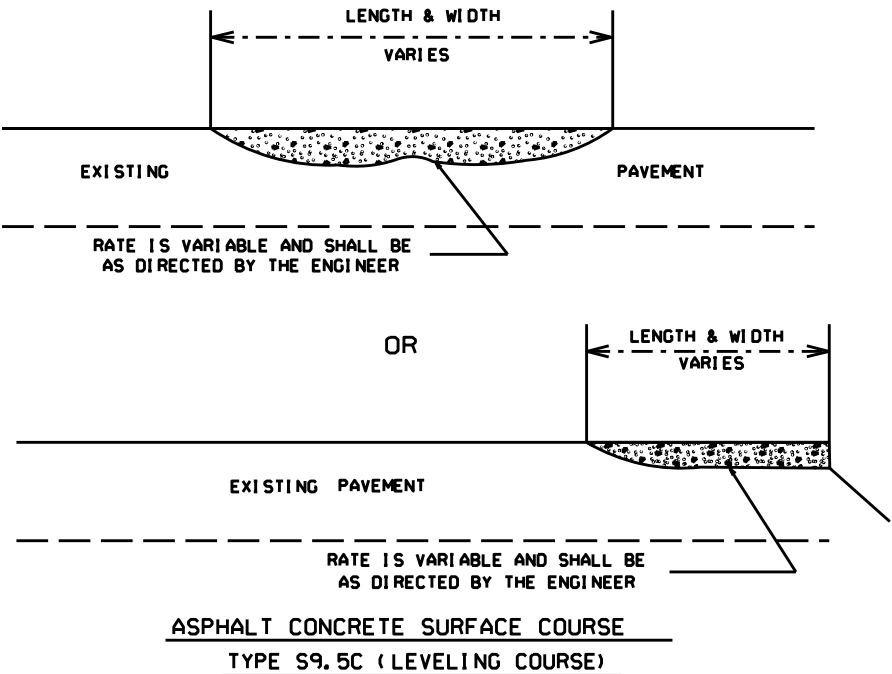
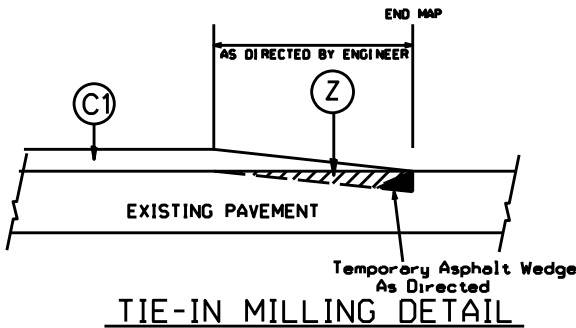
BRIDGE PROFILE



RAILROAD PROFILE



END OF MILLING PROFILE

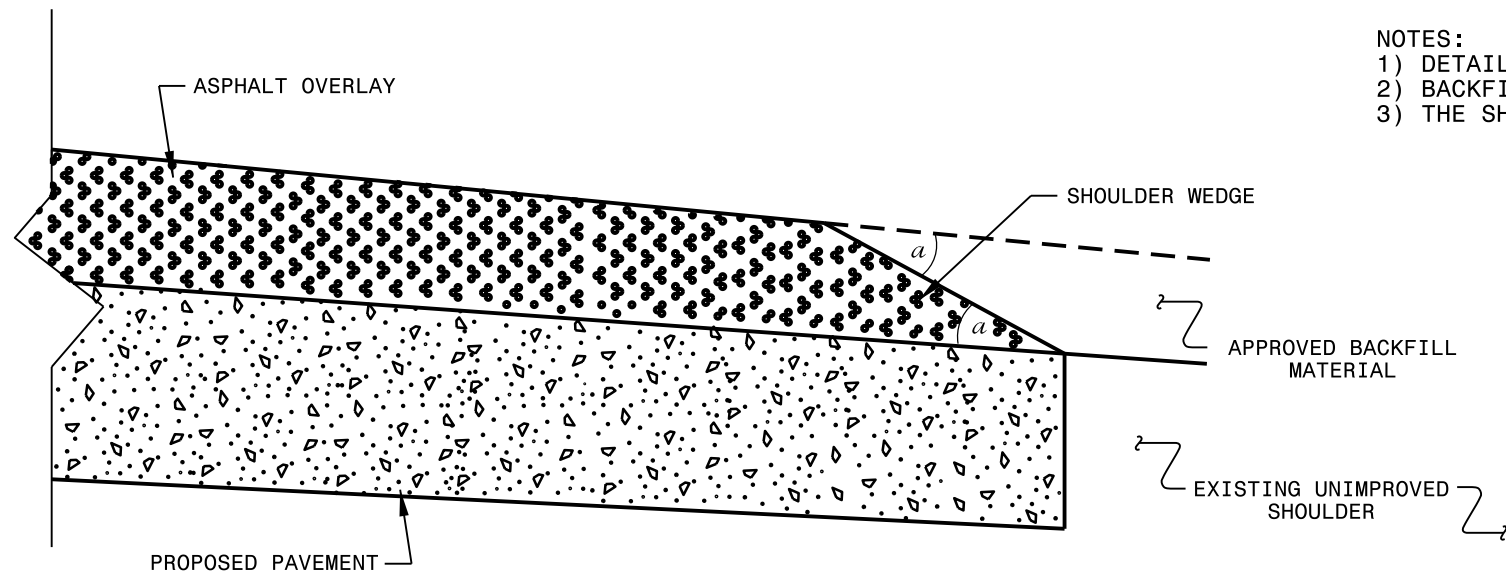


- NOTES:
1. PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
 2. MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.
 3. MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.
 4. MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.

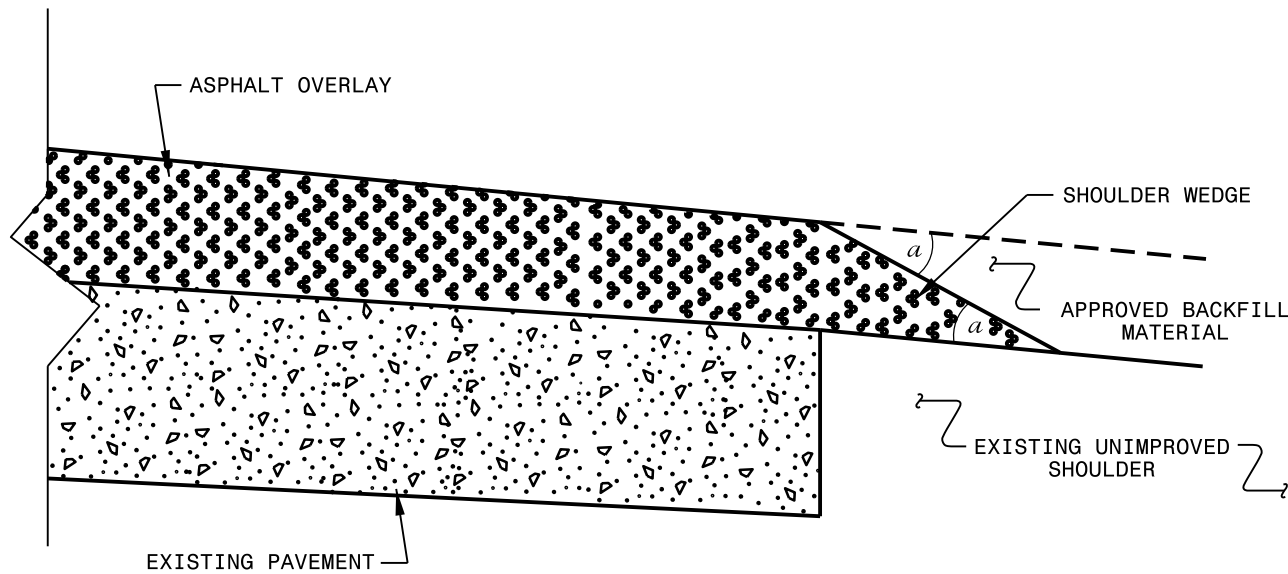
PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. (FIBER REINFORCED)
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V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
V2	MILL ASPHALT PAVEMENT APPROX. 4-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

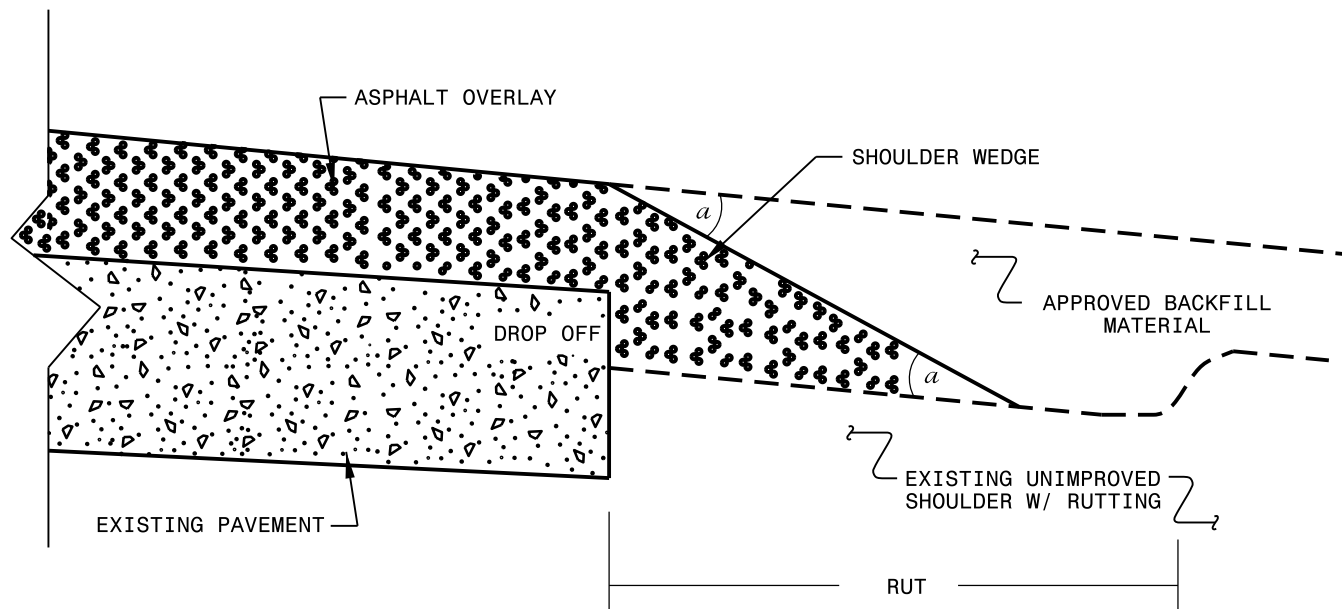
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



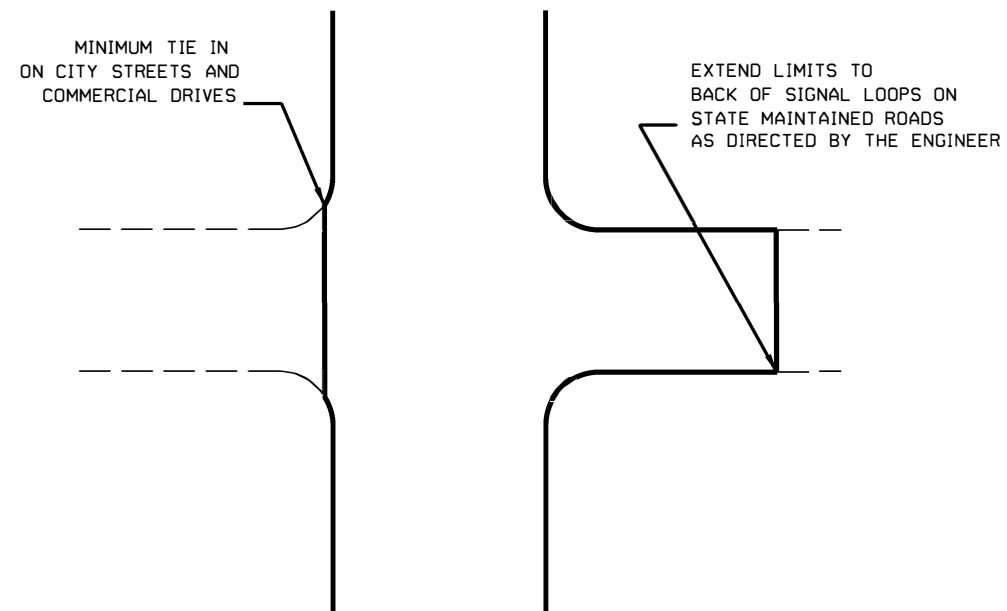
SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



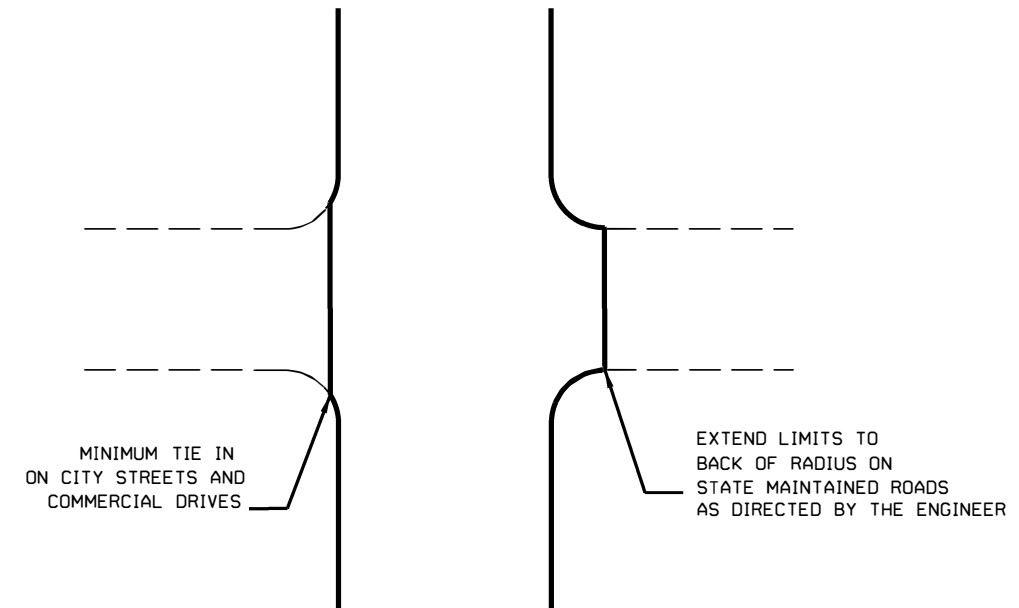
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T. SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

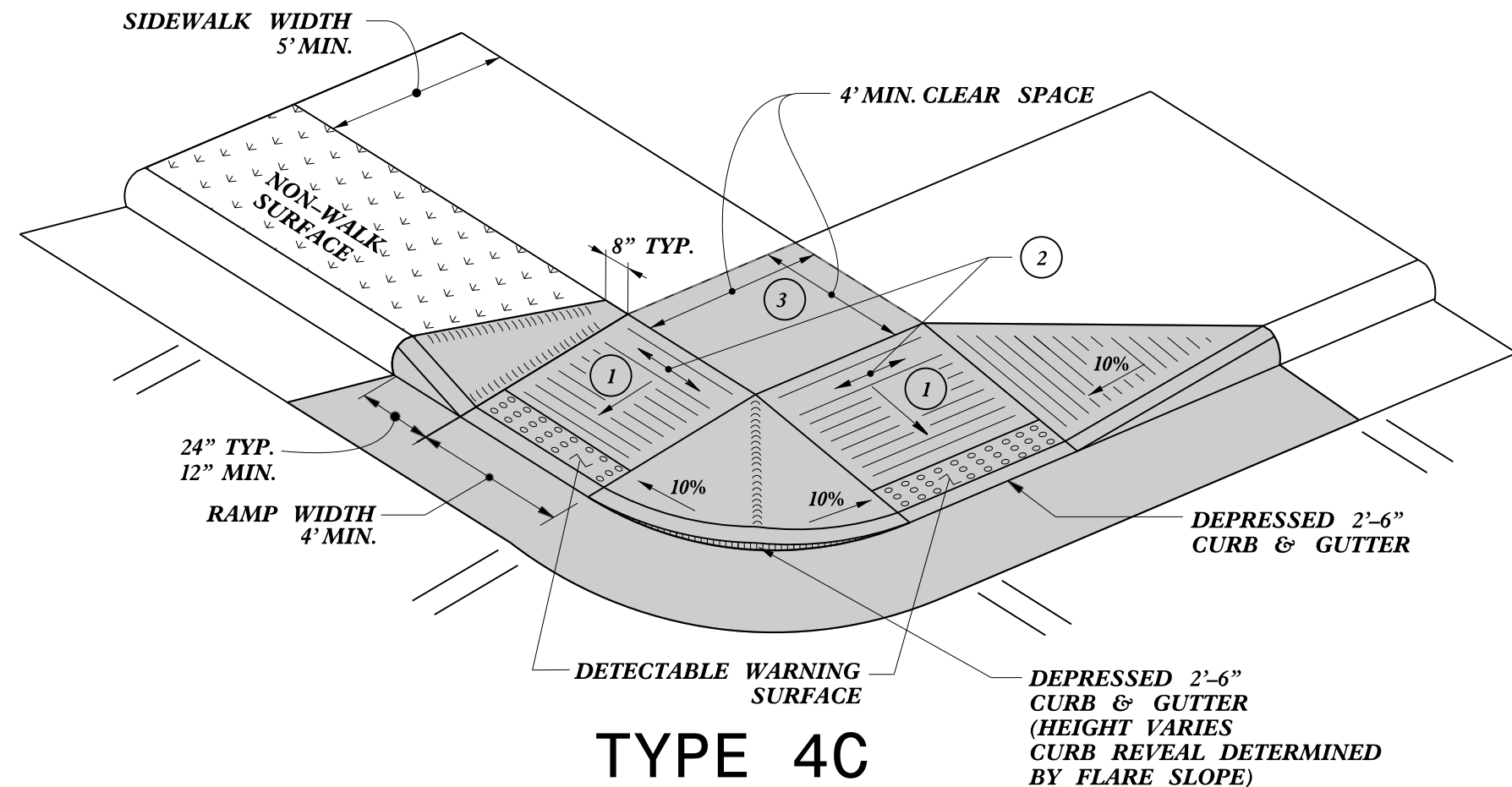
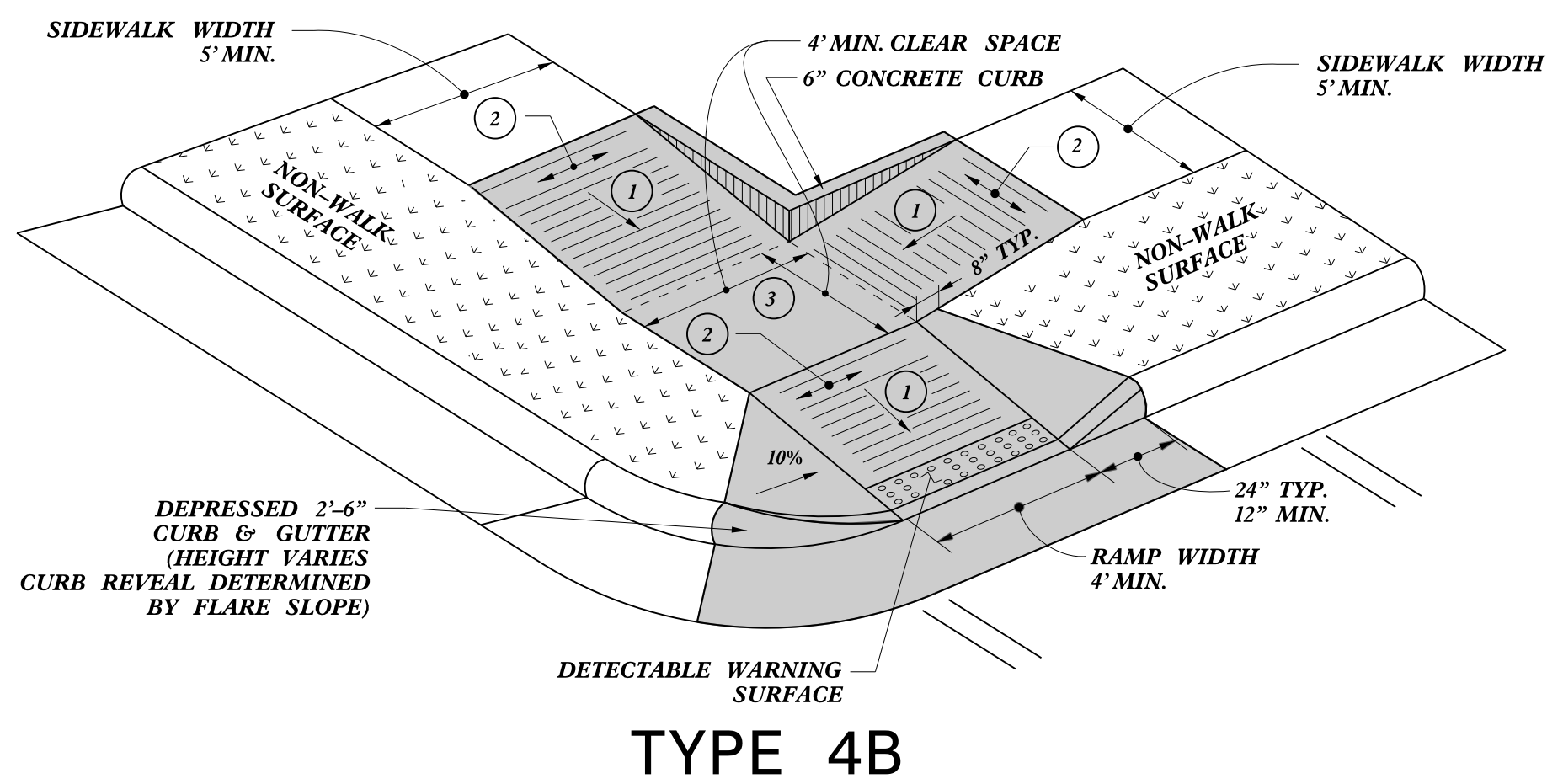
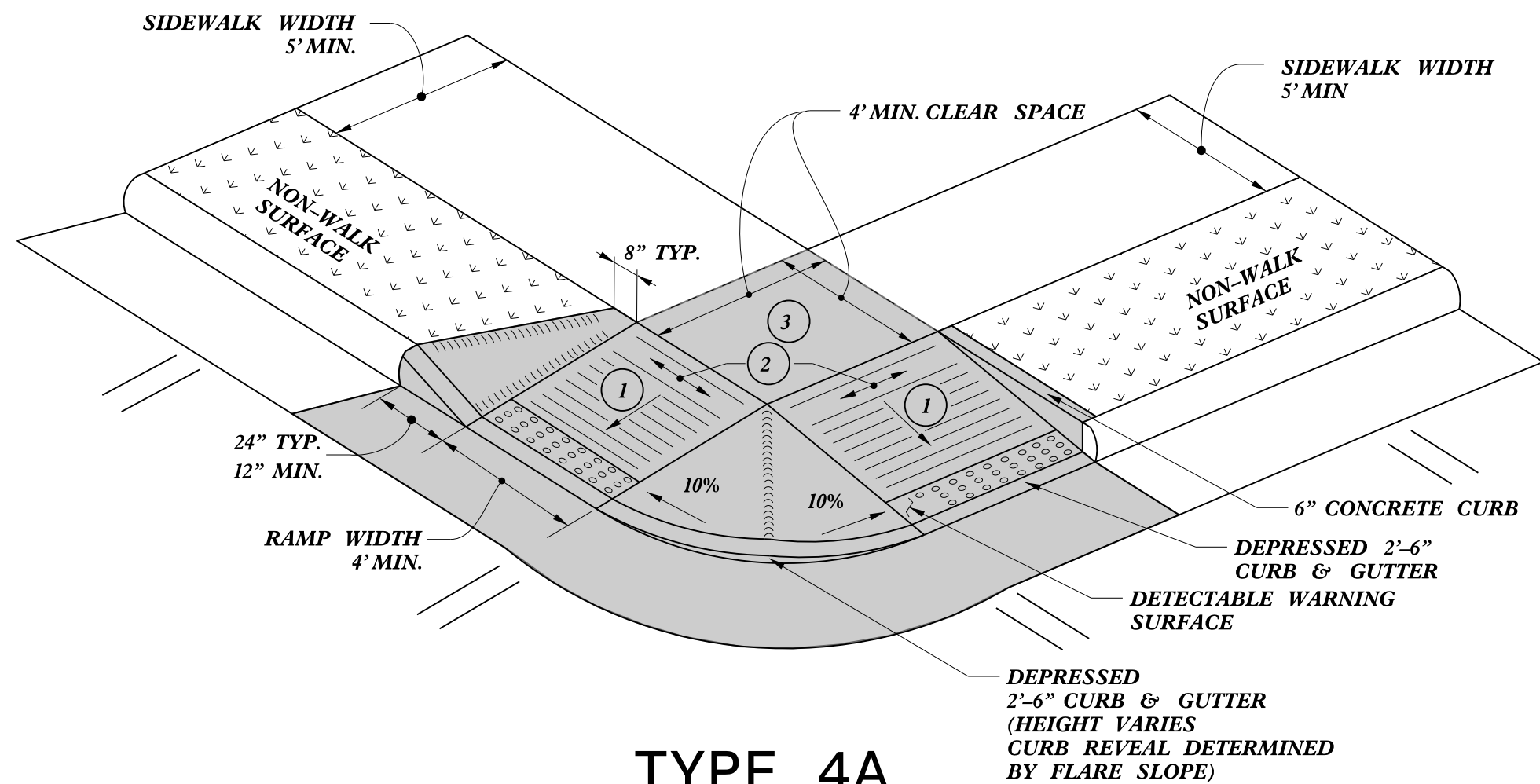
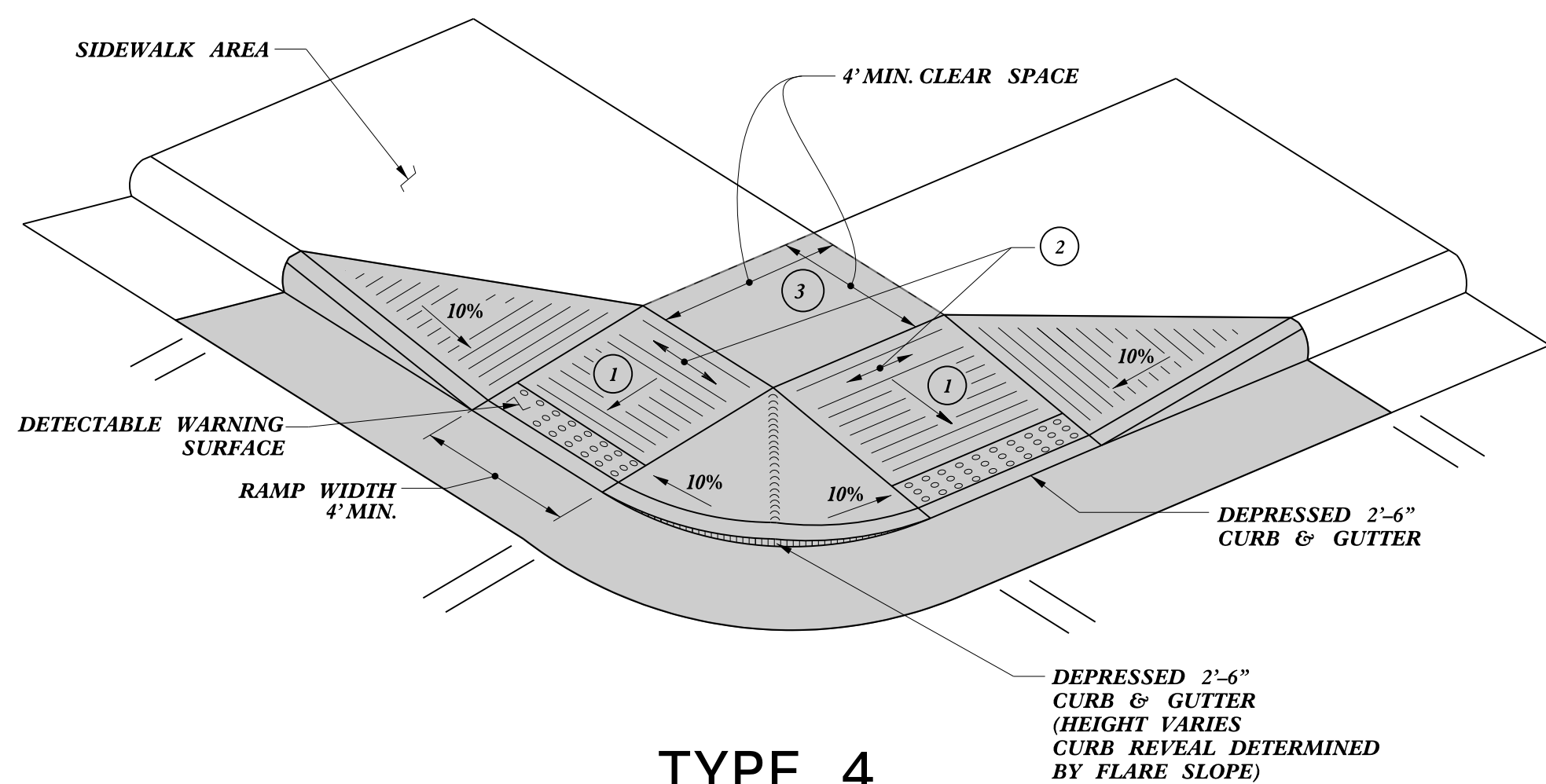


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

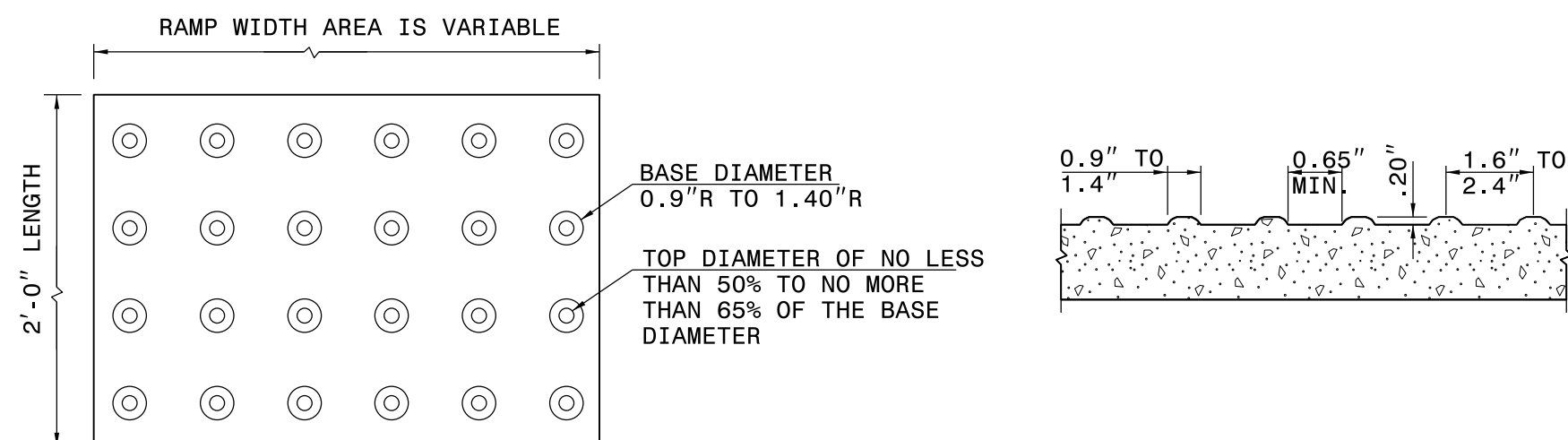


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

[illegible]



NOTES:
DETECTABLE WARNING SURFACE SHALL COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
DETECTABLE WARNING SURFACE SHALL CONTRAST VISIBLY WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00%

PAY LIMITS FOR 1 OR 2 CURB RAMPS
(CALCULATE BASED ON NUMBER OF SETS
OF DETECTABLE WARNING SURFACES)

STATE OF
NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ROADWAY DETAIL DRAWING FOR
CURB RAMP
SHARED LANDING

SHEET 10 OF 13
848D06

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

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

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 12-22-2023
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: special_details\nmhackler\848D0610.dgn

SUMMARY OF CURB RAMP QUANTITIES								Proj. #	2026CPT.12.03.10231 etc
								Sheet #	11
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
2026CPT.12.03.10231	12	Cleveland	NC 161 York Rd	Innovation Dr.	1			SE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 York Rd	Floyd St.	1			SE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 BUS	1			NW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	E Ridge St			1	SW	Type 2A
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	S. YMCA Driveway Entrance			1	SW	Type 1
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	S. YMCA Driveway Entrance	1			NW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	N. YMCA Driveway Entrance	2			SW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	N. YMCA Driveway Entrance	2			NW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Bojangles Driveway Entrance			1	SE	Type 1
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Bojangles Driveway Entrance			1	NE	Type 1
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Bojangles Driveway Entrance			1	SW	Type 1
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Bojangles Driveway Entrance			1	NW	Type 1
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Battle Forest Apartments DW	2			SE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Battle Forest Apartments DW	1			NE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Branch St.	2			SW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Branch St.			1	NW	Type 4C
Page 1 Total					13	0	7		

SUMMARY OF CURB RAMP QUANTITIES								Proj. #	2026CPT.12.03.10231 etc
								Sheet #	12
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
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 E Off-Ramp to NC 161			1	SW	Type 2A Modified
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 E Off-Ramp to NC 161	1			NW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 E Off-Ramp to NC 161			1	W	Type 7
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 E On-Ramp from NC 161	1			SE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 E On-Ramp from NC 161	1			NE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 W Off-Ramp to NC 161	1			SE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 W Off-Ramp to NC 161			1	E	Type 7
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 W Off-Ramp to NC 161	1			NE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 W On-Ramp from NC 161	1			SW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	US 74 W On-Ramp from NC 161	1			NW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	East Elementary Driveway Entr			1	SW	Type 4A
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	East Elementary Driveway Entr			1	NW	Type 4A
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Woodside Dr.	2			SW	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Woodside Dr.			1	NW	Type 2A
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Woodside Dr.	2			SE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Woodside Dr.	1			NE	Retrofit Dome
2026CPT.12.03.10231	12	Cleveland	NC 161 Cleveland Ave.	Linwood Dr.			1	SW	Type 2A Modified
Page 2 Total					12	0	7		
Project Total					25	0	14		

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.12.03.10231	13	
2026CPT.12.03.20231		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	2762000000-E	FIBER REINFORCEMENT OF ASPHALT	1260000000-E	AGGREGATE SHOULDER BORROW	1220000000-E	INCIDENTAL STONE BASE	1245000000-E	SHOULDER RECONSTRUCTION	4.5" MILLING	1½" MILLING	1330000000-E	INCIDENTAL MILLING	1491000000-E	BASE COURSE, B25.0C	SURFACE COURSE, S9.5C	1523000000-E	LEVELING COURSE, S9.5C	1575000000-E	ASPHALT BINDER FOR PLANT MIX	1704000000-E	PATCHING EXISTING PAVEMENT	RETROFIT EXISTING CONCRETE CURB RAMPS	2612300000-N	REMOVE AND REPLACE CONCRETE CURB RAMPS	2612500000-N	2800000000-N	ADJ. OF CATCH BASIN	2815000000-N	ADJ. OF DROP INLET	2830000000-N	ADJ. OF MANHOLES	2845000000-N	ADJ. OF METER OR VALVE BOX	2846000000-N	ADJUSTMENT OF OVERSIZE MANHOLE	5255000000-N	PORTABLE LIGHTING	7324000000-N	JUNCTION BOX (STANDARD SIZE)	7444000000-E	INDUCTIVE LOOP SAWCUT	7456100000-E	LEAD-IN CABLE (14-2)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
								MI	FT			LB	TON	TONS	SMI	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.12.03.10231	14	
2026CPT.12.03.20231		

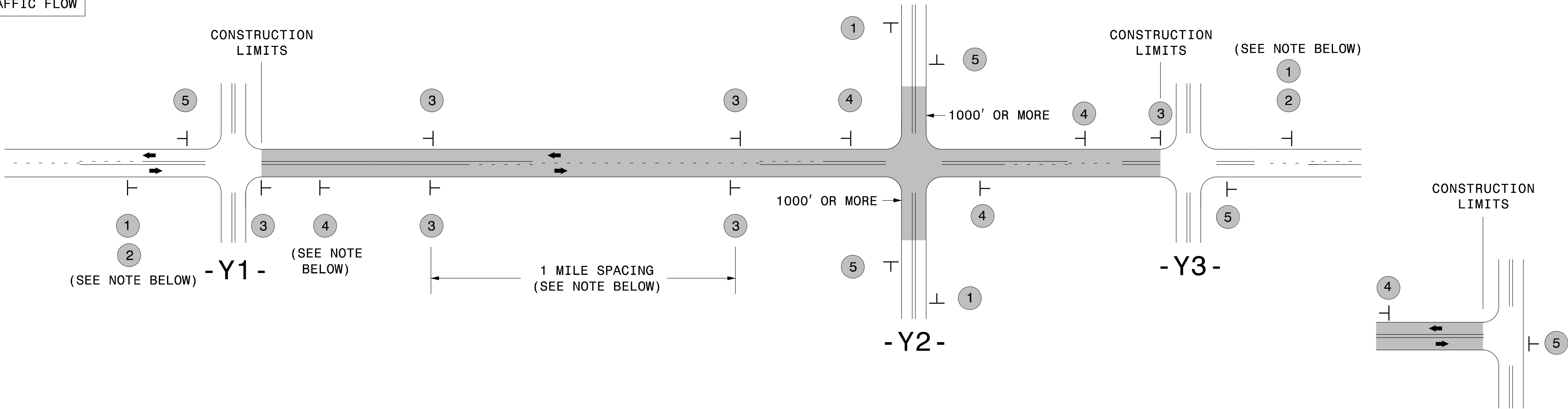
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4447000000-E	4457000000-N	4685000000-E		4695000000-E		4700000000-E		4704000000-E	4709000000-E	4720000000-E			4725000000-E				4810000000-E		4835000000-E	4840000000-N	4845000000-N	4850000000-E	4905100000-N						
								MI	FT			SF	LF	LS	LF	LF	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	EA
2026CPT.12.03.10231	Cleveland	1	NC-18	528' S OF SR-1800 / JIM CLINE RD TO 660' N OF SR-1654 / DICKSON RD	1 2 3 4	2 2 3 3	MU	0.20 0.37 0.58 0.06	VAR. 24-38 26 VAR. 37-40 39	18.515	19.725	260		*	15,200	4,900	145			35			70			23	4			15,200	300	70		10		130						
TOTAL FOR MAP NO. 1								1.21				260				15,200	4,900	145		35			70			23	4			15,200	300	70		10		130						
2026CPT.12.03.10231	Cleveland	2	NC-161	FROM I-85 TO GASTON COUNTY LINE	1 5 6 7 8	2 VAR. 3-4 3 3 VAR. 4-5	MU	0.88 0.7 0.78 0.06 0.21	24 VAR. 43-62 VAR. 33-38 VAR. 39-47 VAR. 58-68	4.77	7.37	340	20	*	30,994	14,609	50	210		50			310	12	8		51	6	10	4	30,994	6,500	310	2	25		215					
TOTAL FOR MAP NO. 2								2.6				340	20		30,994	14,609	50	210		50			310	12	8		51	6	10	4	30,994	6,500	310	2	25		215					
TOTAL FOR PROJ NO. 2026CPT.12.03.10231								3.81				600	20		65,703	19,509	195	210	35	50		380	12	8		74	10	10	4	46,194	6,800	380	2	35		345						
2026CPT.12.03.20231	Cleveland	3	SR-1162 / PEACHTREE RD	FROM SR-1323 / PRICE ST TO US-74 / W DIXON BLVD	9 11	2 2	2WU	1.47 0.12	VAR. 20-40	0	1.59	308		*					95		50	37			2	3			2	34,581	34,281				500	105						
TOTAL FOR MAP NO. 3								1.59				308							95		50	37			2	3			2	34,581	34,281				500	105						
2026CPT.12.03.20231	Cleveland	4	SR-1188 / DEDMON RD	FROM SR-1003 / CLIFFSIDE RD TO DEAD END	9	2	2WU	0.2	16	0	0.2	84		*																												
TOTAL FOR MAP NO. 4								0.2				84																														
2026CPT.12.03.20231	Cleveland	5	SR-1327 / MOORESBORO RD	FROM SR-1388 (PVMT JOINT) / CURTIS RD TO SR-1351 / NEW HOUSE RD	10	2	2WU	4.61	21	1.65	6.26	324		*																70,852	99,207											
TOTAL FOR MAP NO. 5								4.61				324																		70,852	99,207											
2026CPT.12.03.20231	Cleveland	6	SR-1376 / HOLLIS RD	FROM SR-1377 TO NC-226 / POLKVILLE RD	10	2	2WU	3.1	21	3.03	6.13	244		*																66,712	66,712											
TOTAL FOR MAP NO. 6								3.1				244																		66,712	66,712											
2026CPT.12.03.20231	Cleveland	7	SR-1377 / HOLLIS RD	FROM SR-1376 TO RUTHERFORD CO LINE	10	2	2WU	0.34	21	0	0.34	84		*																7,317	7,317											
TOTAL FOR MAP NO. 7								0.34				84																		7,317	7,317											
2026CPT.12.03.20231	Cleveland	8	SR-1654 / STROUP RD	FROM HULL RD (LINCOLN CO) TO NC-18 / FALLSTON RD	9	2	2WU	2.65	18	0	2.65	196		*																46,696	56,000											
TOTAL FOR MAP NO. 8								2.65				196																		46,696	56,000											
2026CPT.12.03.20231	Cleveland	9	SR-2016 / WARE LOOP DR	FROM SR-2033 TO SR-2033	9	2	2WU	0.62	18	0	0.62	84		*																13,343												
TOTAL FOR MAP NO. 9								0.62				84																		13,343												
2026CPT.12.03.20231	Cleveland	10	SR-2476 / LAREN RD	FROM SR-2225 / BETTIS RD TO SR-2218 / CROW RD	9	2		0.93	19	0	0.93	83		*																20,014	20,014											
TOTAL FOR MAP NO. 10								0.93				83								95		50	37							20,014	20,014											
TOTAL FOR PROJ NO. 2026CPT.12.03.20231								14.04				1,407								95			37			2		3		5	259,515	283,531				500	105					
GRAND TOTAL								17.85				2,007	20	1	46,194	19,509	195	210	130	50	50	417	12	8	2	77	10	10	6	305,709	290,331	380	2	35	500	450						

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

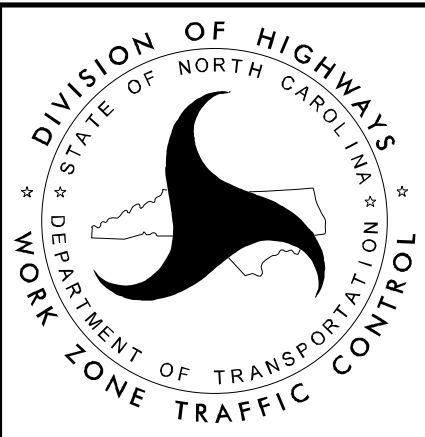
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1 ROAD WORK AHEAD W20-1 48" X 48" NEXT XX MILES W7-3aP 24" X 18" PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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.
	3 LOW/SOFT SHOULDER SP 13107 48" X 48" - 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 ROAD UNDER CONST SP 13106 48" X 48" - 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 END ROAD WORK G20-2 A 48" X 24" 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.	
LESS 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.	

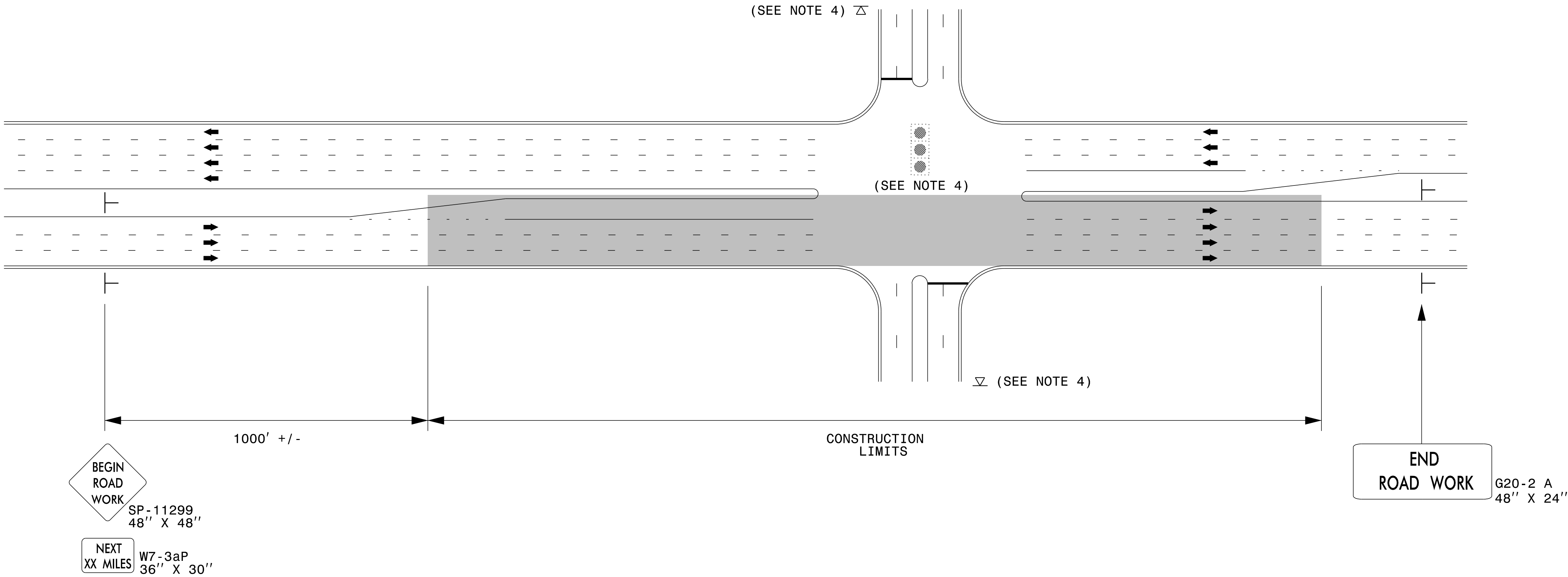
DIVISION OF HIGHWAYS
* * * * *
OFFICE OF NORTH CAROLINA
* * * * *
DEPARTMENT OF TRANSPORTATION
* * * * *
WORK ZONE * * * * *
TRAFFIC CONTROL

AD



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

URBAN / SUBURBAN WORKZONES

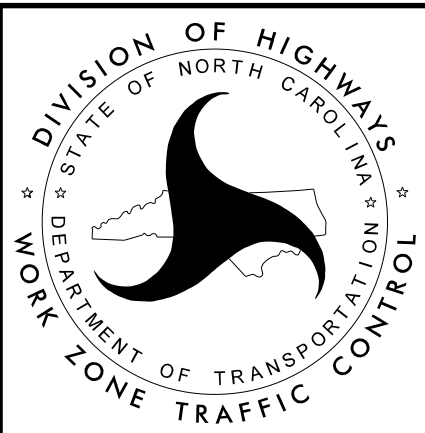


NOTES:

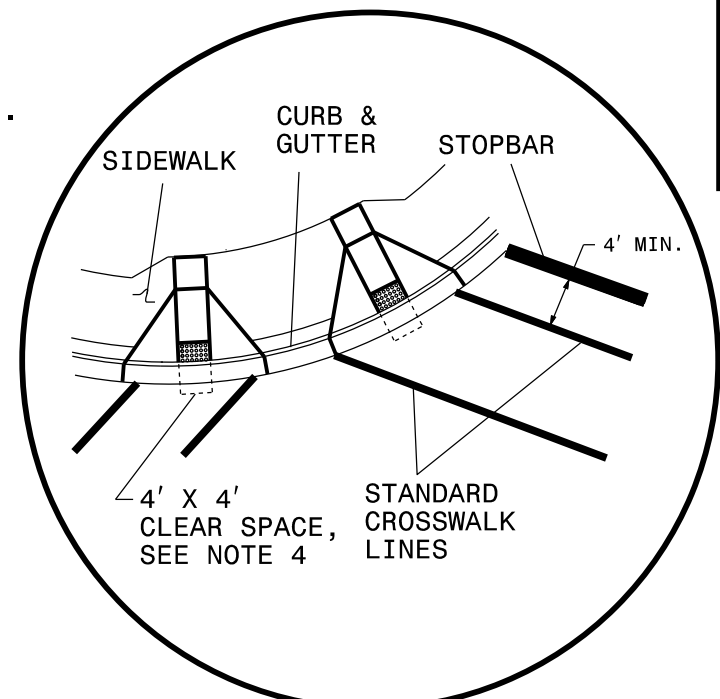
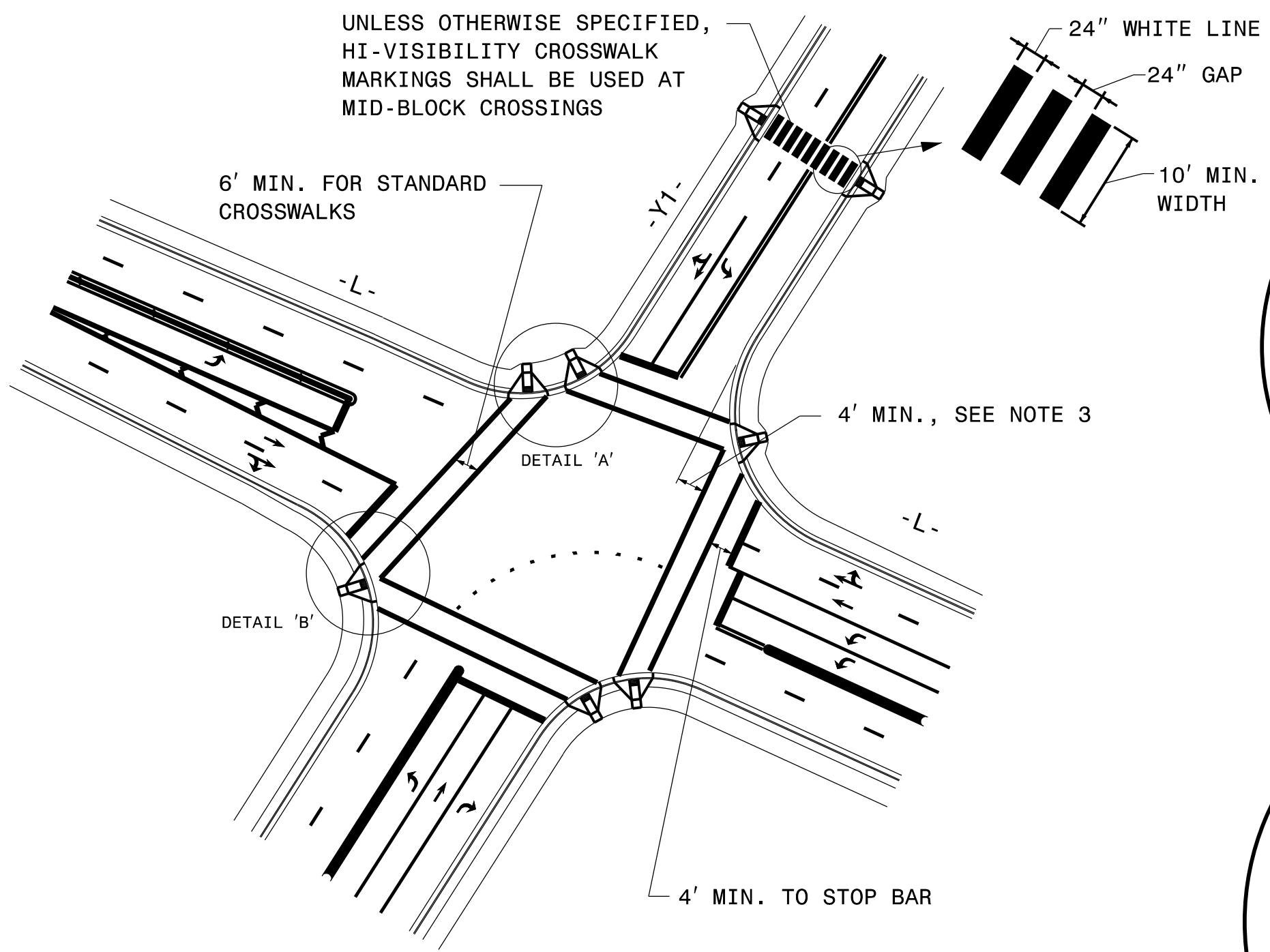
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) 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 WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

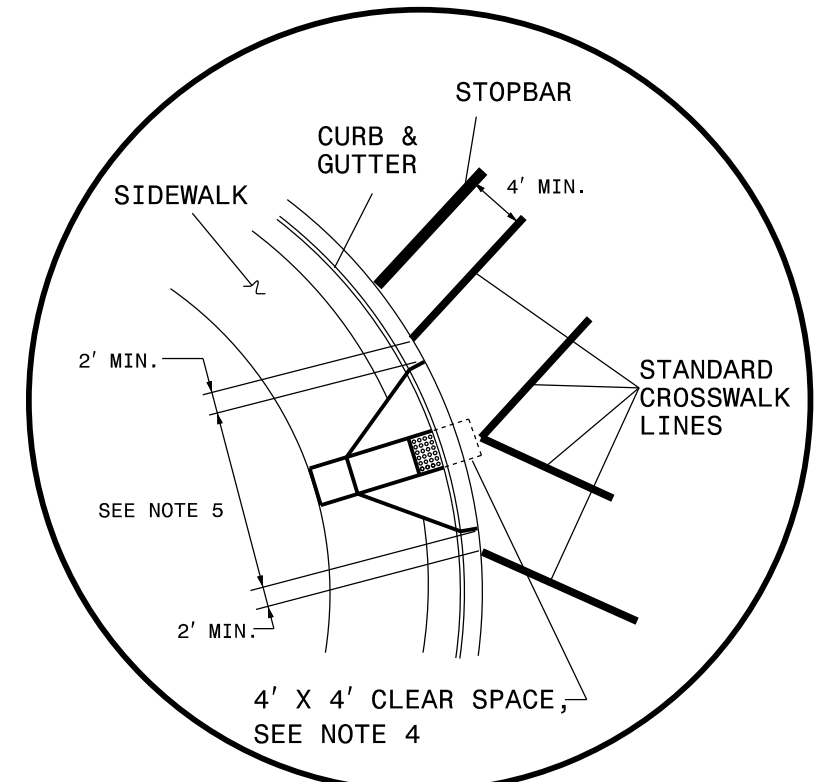
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES



DETAIL 'A'- DUAL CURB RAMPS



DETAIL 'B'- SINGLE DIAGONAL CURB RAMP

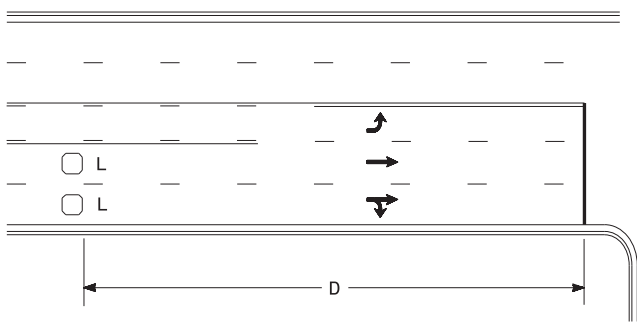
GUIDANCE DETAIL FOR CROSSWALK MARKINGS

- NOTES:
- 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.
 - 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.
 - SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL IS 4' MIN.
 - BEYOND THE BOTTOM GRADE BRAKE, A CLEAR SPACE OF 4' X 4' MINIMUM SHALL BE PROVIDED WITHIN THE MARKINGS.
 - 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'.
 - CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE TO THE LATEST NCDOT ROADWAY STANDARD DRAWINGS.

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DON\$\$\$\$\$
\$\$\$\$\$SERNAME\$\$\$\$\$

High Speed Detection

(≥40 mph)

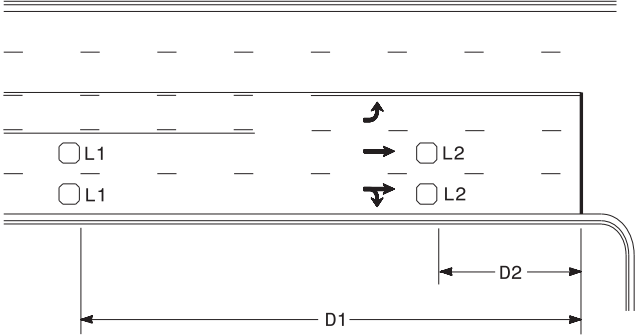


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

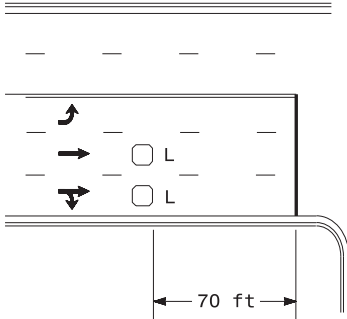
L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

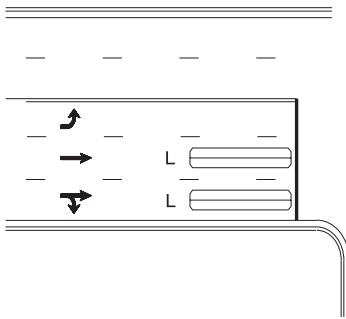
Low Speed Detection

(≤35 mph)



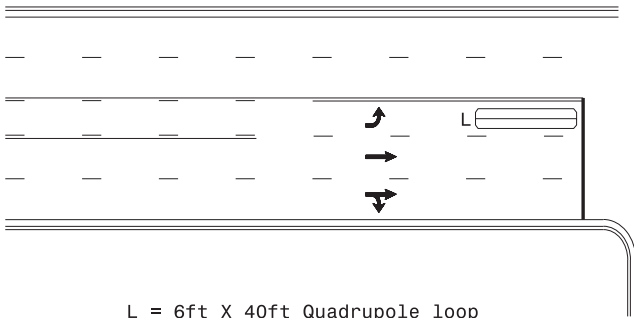
L = 6ft X 6ft
Wired in series

OR



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

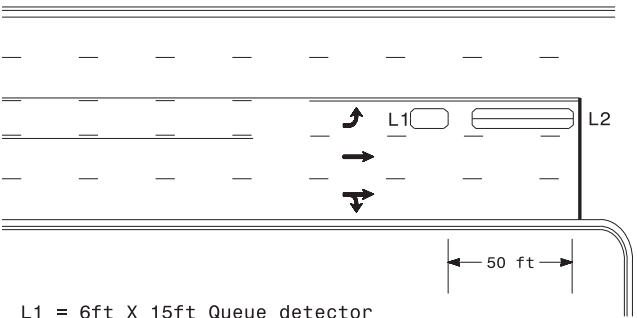
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

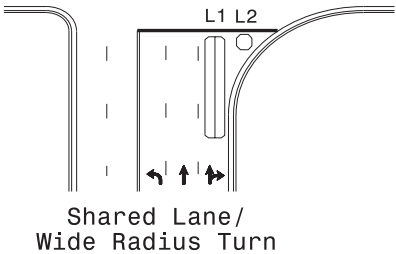
OR



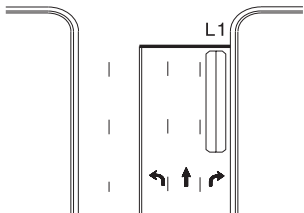
L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

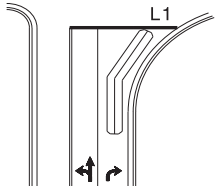
Right Turn Lane Detection



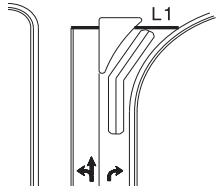
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

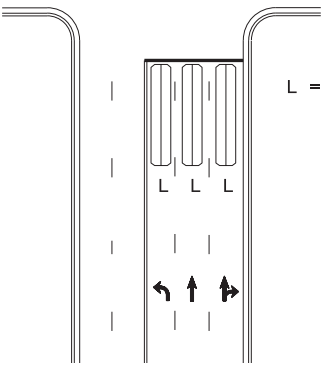


Wide Radius Turn



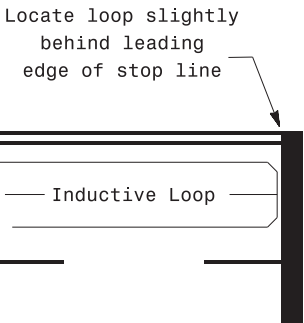
Channelized Turn

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

Prepared in the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
Signal Design Section
750 N. Greenfield Pkwy, Garner, NC 27529

Typical Signal Loop Locations

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

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
SEAL 029904
JASON P. GALLOWAY
9/8/2020
DATE
SIG. INVENTORY NO.