

2026CPT.12.15.10231

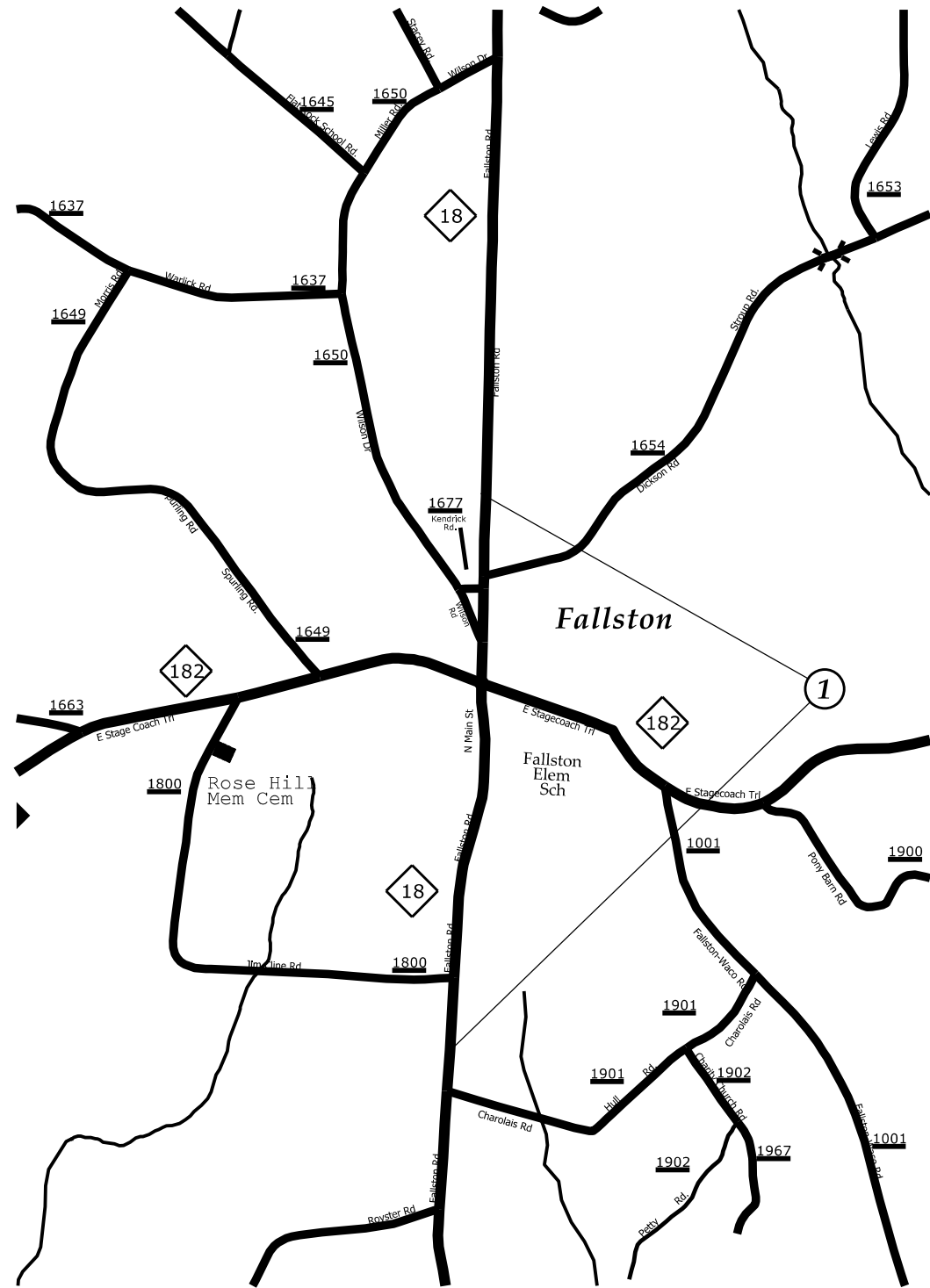
DL00357

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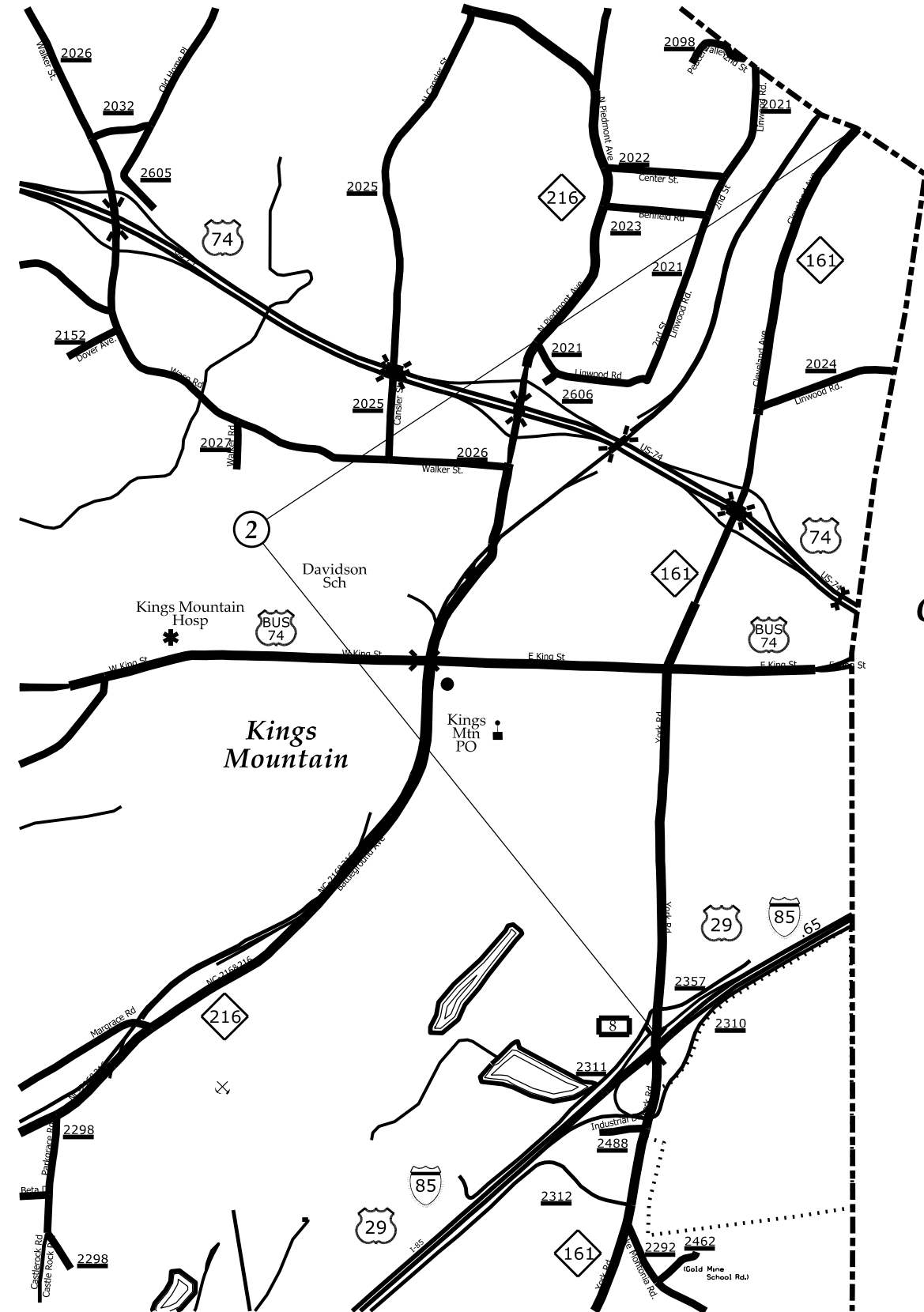
CLEVELAND CO. RESURFACING MAP 1



No Scale

| | |
|---------------------|-----------|
| WBS Number | Sheet No. |
| 2026CPT.12.15.10231 | 2 |

CLEVELAND CO. RESURFACING MAP 2



No Scale

Gaston Co.

| | | |
|---|-----------------|------------------------|
| PROJ. REFERENCE NO. CLEY COUNTY 2026 | SHEET NO. | TOTAL SHEETS |
| STATE PROJ. NO. 2026CPT.12.15.10231 | F. A. PROJ. NO. | DESCRIPTION DL00357 |
| | | |

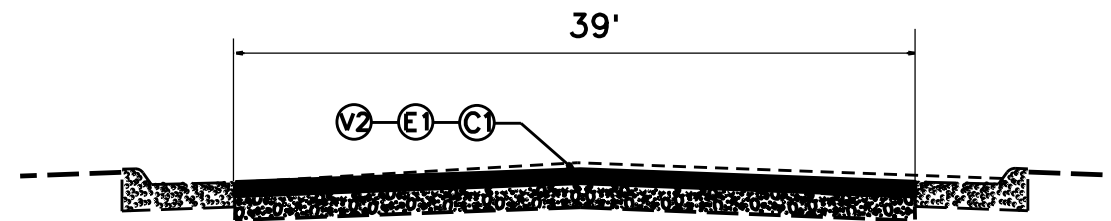
| PAVEMENT SCHEDULE | |
|-------------------|--|
| C1 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. (FIBER REINFORCED) |
| E1 | PROP. APPROX. 3" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. (FIBER REINFORCED) |
| 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. |

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

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

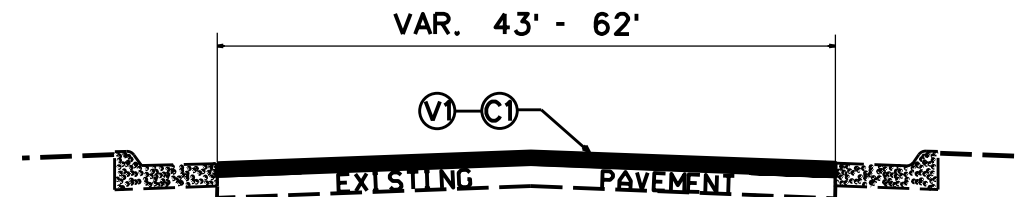
MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.

MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.

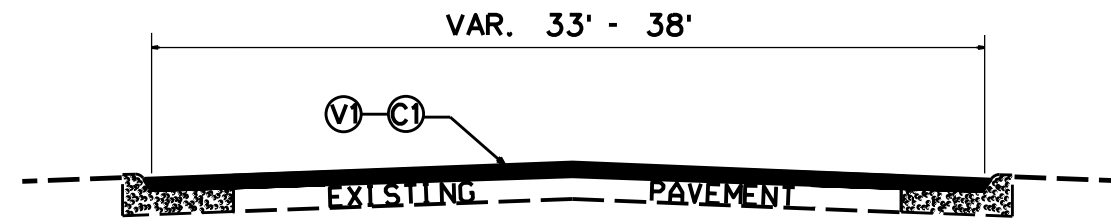


TYPICAL SECTION NO. 4
(MAPS 1)

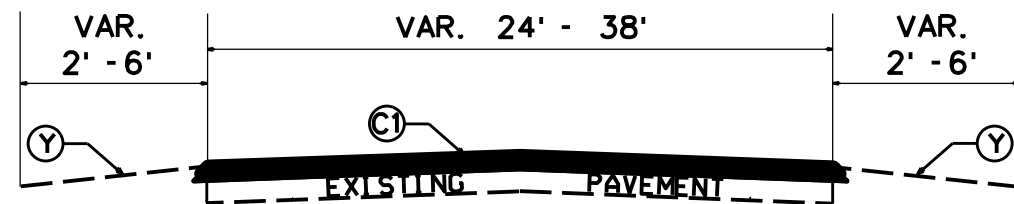
** Additional 1.5" milling may be required in some areas as directed.



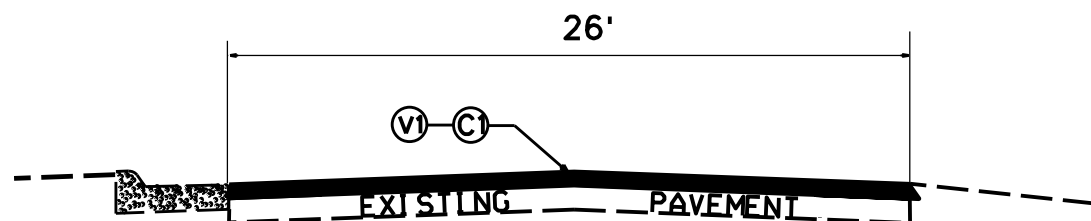
TYPICAL SECTION NO. 5
(MAPS 2)



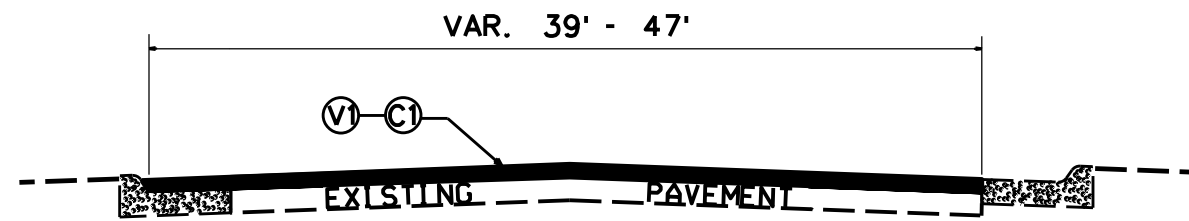
TYPICAL SECTION NO. 6
(MAPS 2)



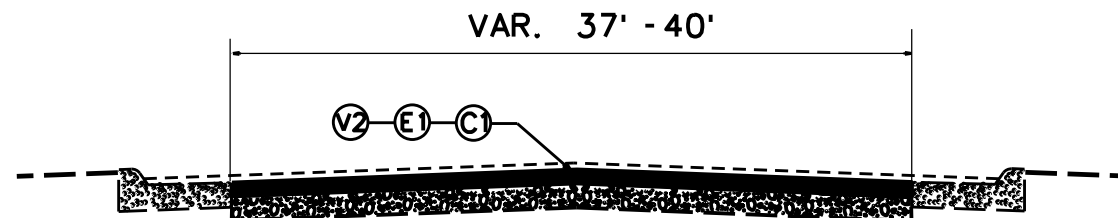
TYPICAL SECTION NO. 1
(MAPS 1, 2)



TYPICAL SECTION NO. 2
(MAPS 1)

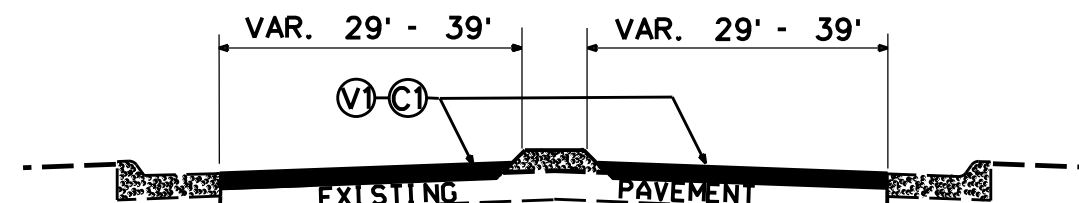


TYPICAL SECTION NO. 7
(MAPS 2)



TYPICAL SECTION NO. 3
(MAPS 1)

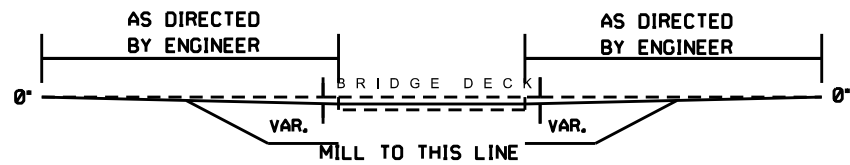
** Additional 1.5" milling may be required in some areas as directed.



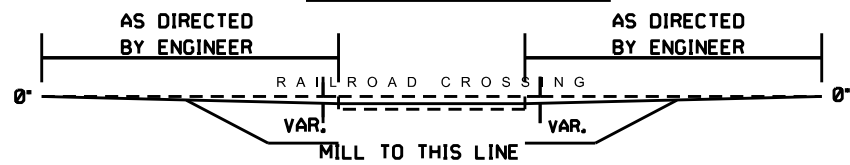
TYPICAL SECTION NO. 8
(MAPS 2)

| | | |
|--|-----------------|------------------------|
| PROJ. REFERENCE NO. CLEV COUNTY 2025 FALL | SHEET NO. | TOTAL SHEETS |
| STATE PROJ. NO. 2026CPT. 12.15.10231 | F. A. PROJ. NO. | DESCRIPTION DL00357 |
| | | |

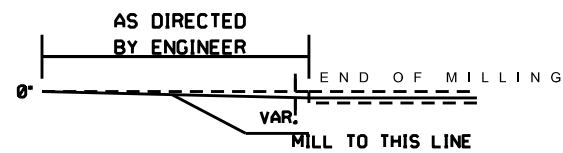
INCIDENTAL MILLING DETAILS



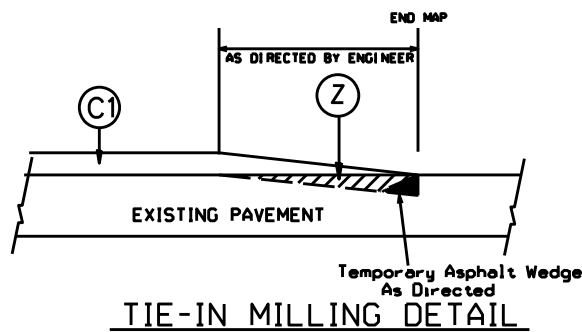
BRIDGE PROFILE



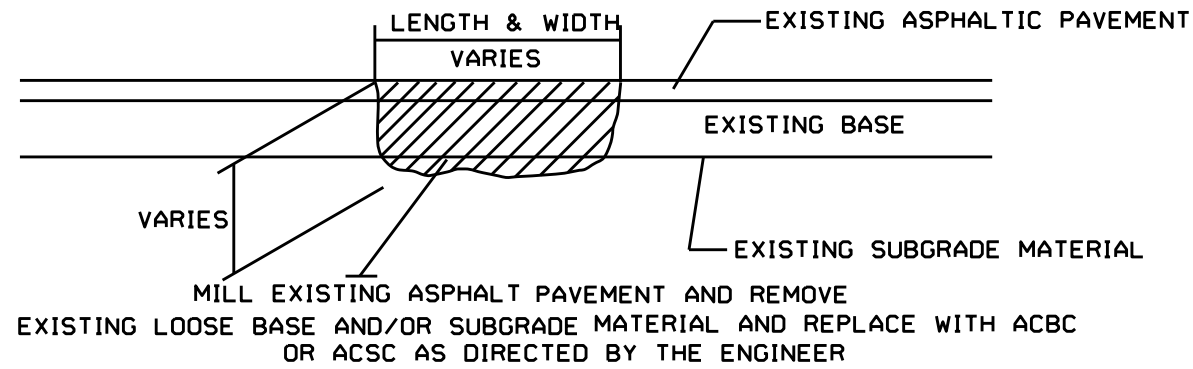
RAILROAD PROFILE



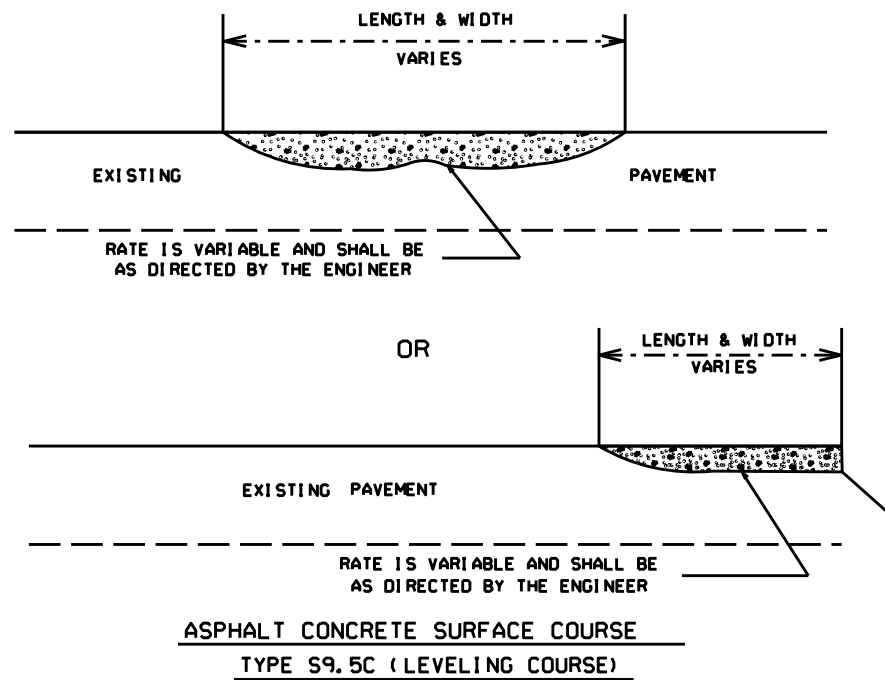
END OF MILLING PROFILE



TIE-IN MILLING DETAIL



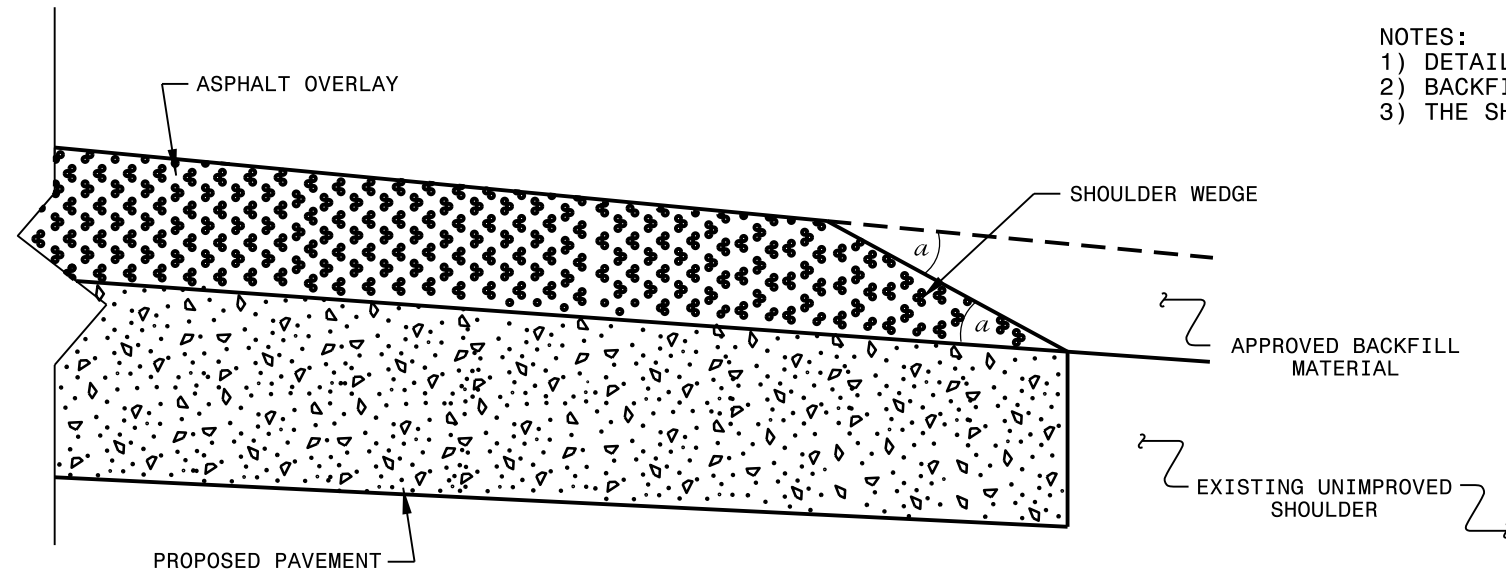
PATCHING EXISTING PAVEMENT



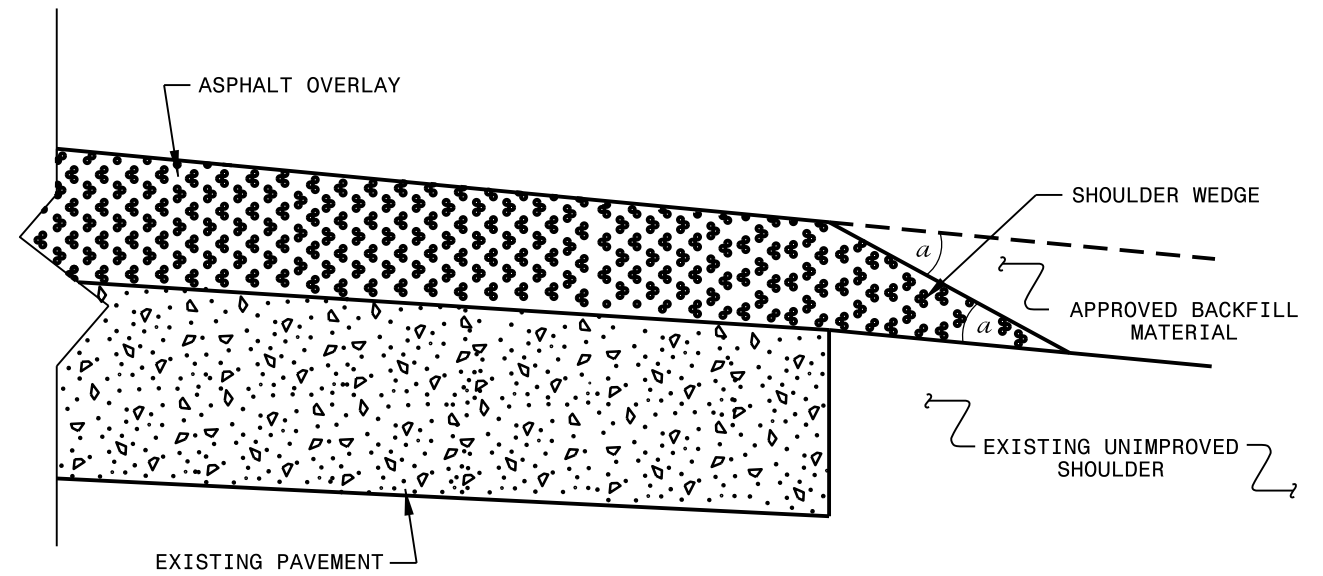
| PAVEMENT SCHEDULE | |
|-------------------|--|
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| Z | INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER. |

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.

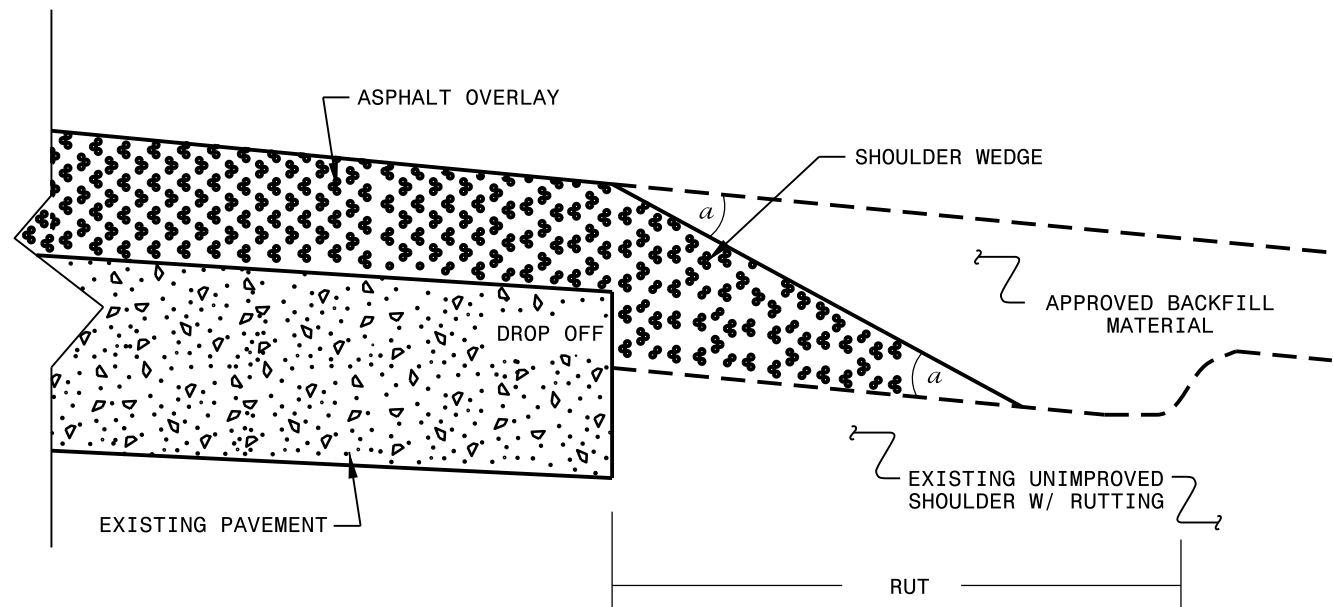
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)

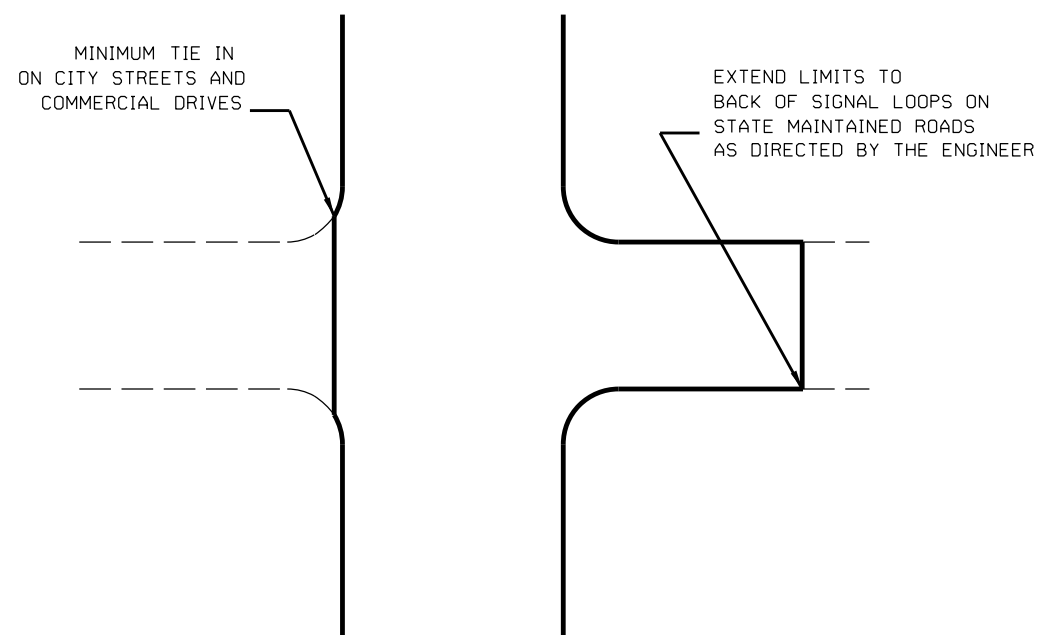


SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

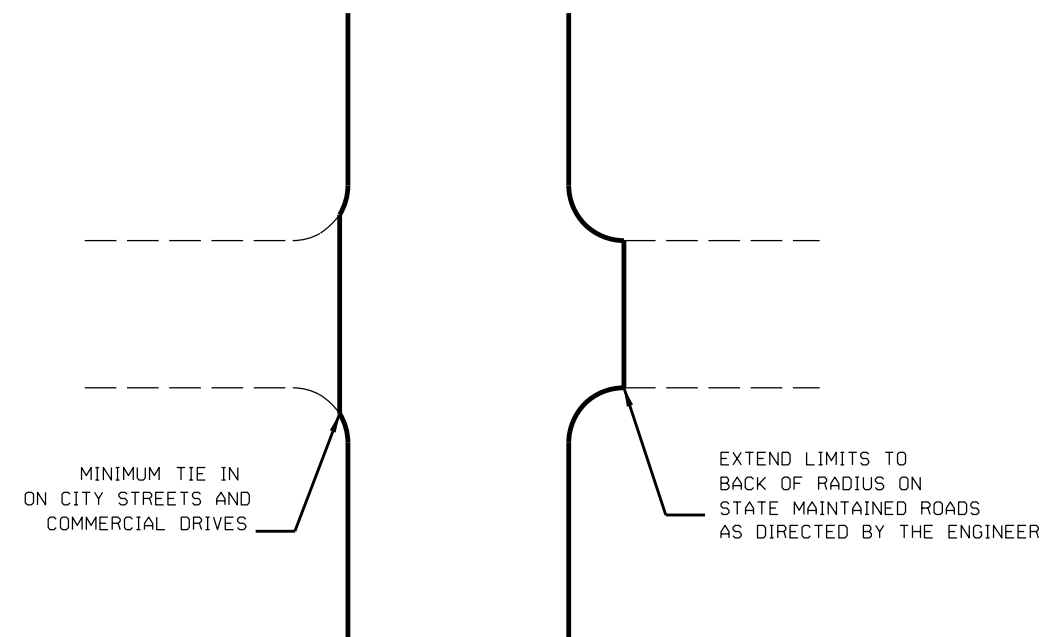
- SHOULDER WEDGE ANGLE = 30°

| | |
|--|------------------|
| 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 | |

SYSTEMS DESIGN
 USER NAME



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

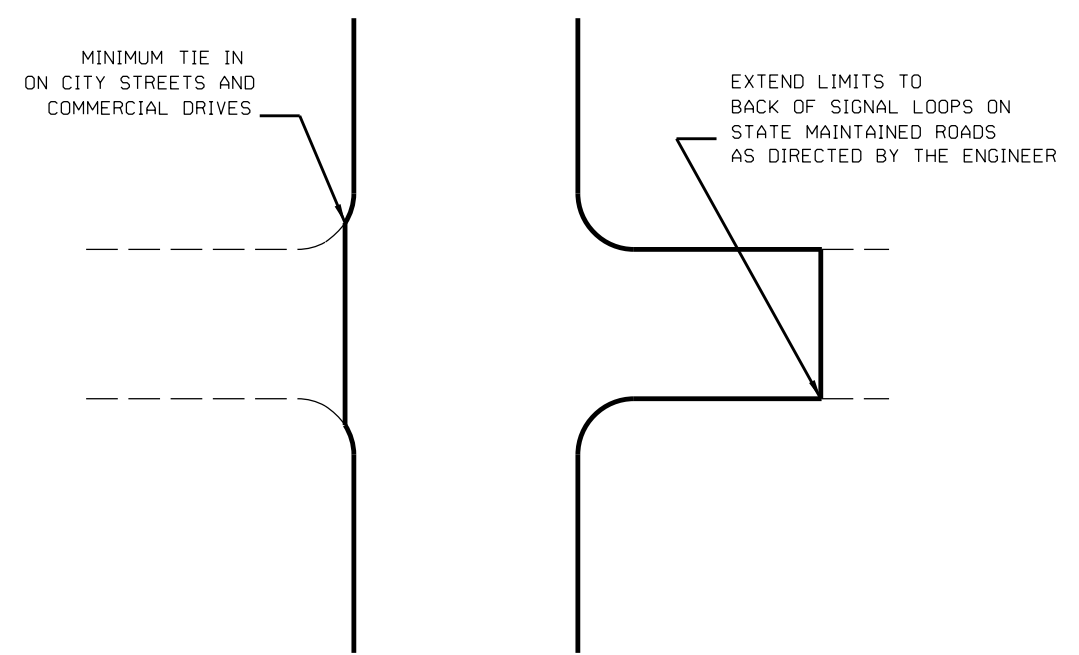


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

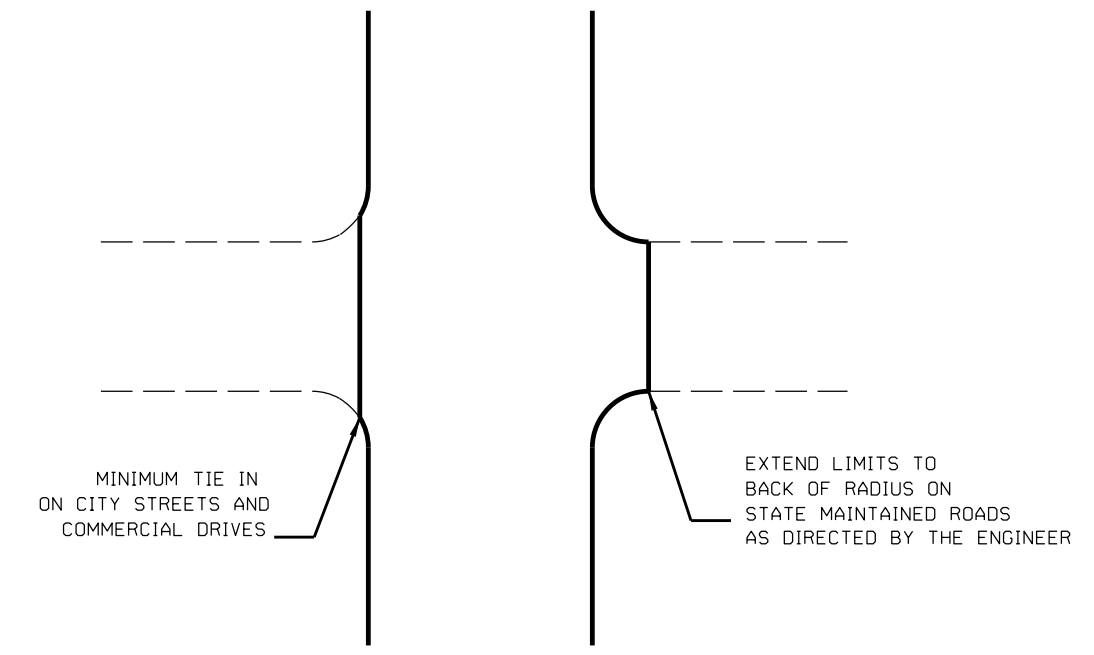
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius or loop on the following intersections:

| MAP# | STREET NAME | COMMENTS |
|------|--------------------------------|--------------------------------|
| 2 | I-85 S.B. ON-RAMP / OFF-RAMP | MINIMUM TIE IN ON CITY STREETS |
| 2 | HOLIDAY INN DRIVE | MINIMUM TIE IN ON CITY STREETS |
| 2 | QUALITY INN DRIVEWAY ENTRANCE | BACK OF RADIUS |
| 2 | STARBUCKS DRIVEWAY ENTRANCE | BACK OF RADIUS |
| 2 | STARBUCKS DRIVEWAY EXIT | BACK OF RADIUS |
| 2 | BURGER KING DRIVEWAY ENTRANCE | MINIMUM TIE IN ON CITY STREETS |
| 2 | BISCUITVILLE DRIVEWAY ENTRANCE | MINIMUM TIE IN ON CITY STREETS |
| 2 | WENDY'S DRIVEWAY ENTRANCE | MINIMUM TIE IN ON CITY STREETS |
| 2 | WENDY'S DRIVEWAY EXIT | MINIMUM TIE IN ON CITY STREETS |
| 2 | CHARLES ST. | BACK OF RADIUS |
| 2 | LOS TARASCOS DRIVEWAY ENTRANCE | MINIMUM TIE IN ON CITY STREETS |
| 2 | WOODLAND DRIVE | BACK OF RADIUS |
| 2 | INNOVATION DRIVE | BACK OF RADIUS |
| 2 | BENNETT ST. | BACK OF RADIUS |
| 2 | FLOYD ST. | BACK OF RADIUS |

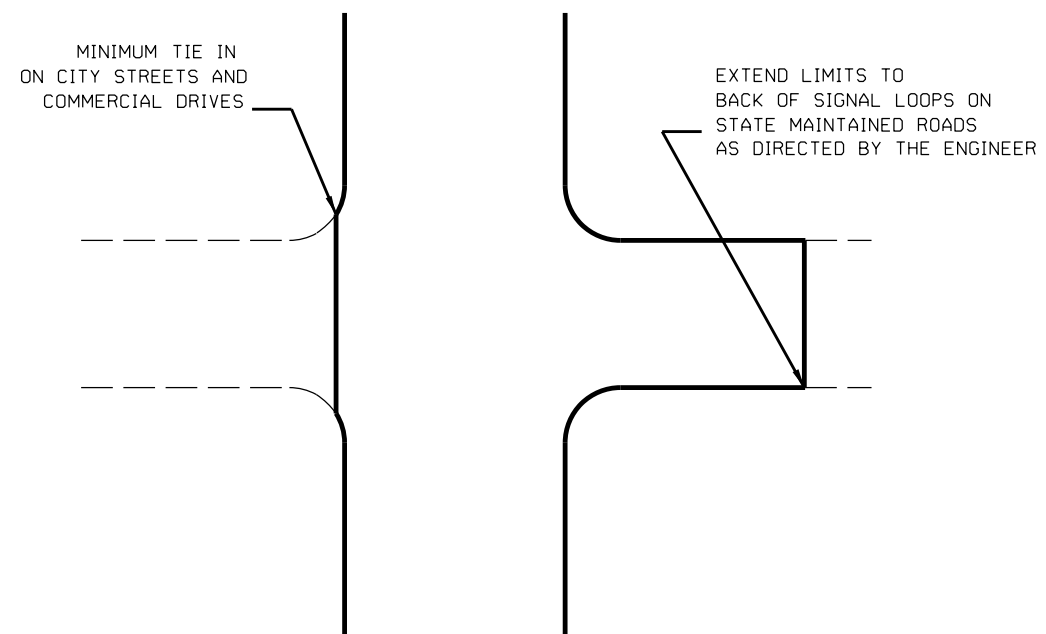


TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

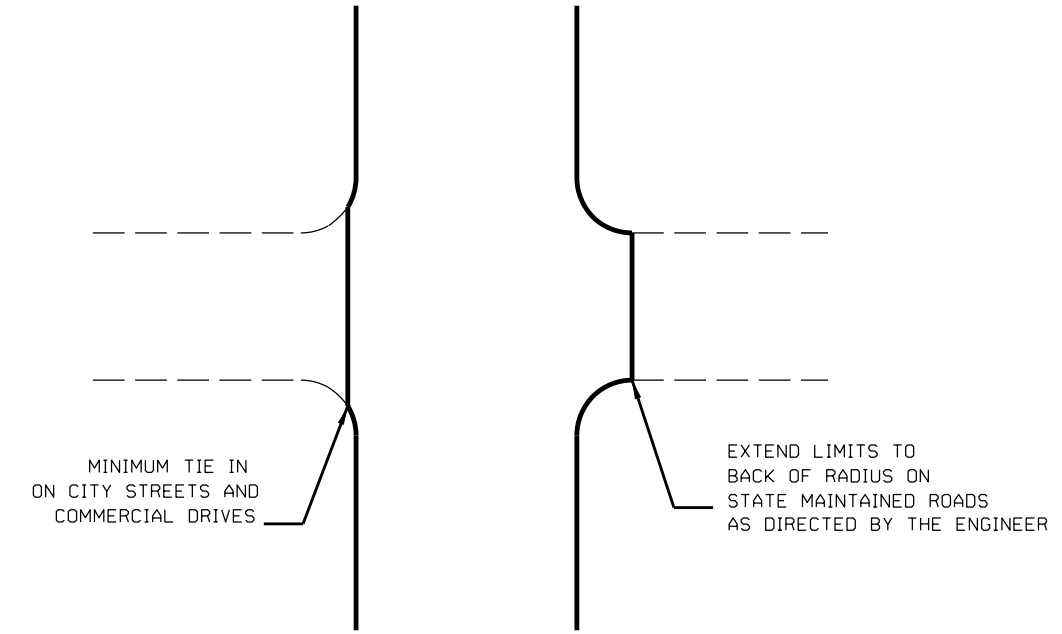


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

| ADDITIONAL INTERSECTIONS (NON-TYPICAL) | | |
|--|--|--------------------------------|
| Extend paving limits to back of radius or loop on the following intersections: | | |
| MAP# | STREET NAME | COMMENTS |
| 1 | JIM CLINE RD. | BACK OF RADIUS |
| 1 | STAGECOACH TRAIL | MINIMUM TIE IN ON CITY STREETS |
| 1 | CASH POINTS DRIVEWAY ENTRANCE | BACK OF SIDEWALK |
| 1 | DOLLAR GENERAL DRIVEWAY ENTRANCE | BACK OF SIDEWALK |
| 1 | WILSON RD. | BACK OF RADIUS |
| 1 | CLUBHOUSE SOUTH DRIVEWAY ENTRANCE | BACK OF SIDEWALK |
| 1 | CLUBHOUSE NORTH DRIVEWAY ENTRANCE | BACK OF SIDEWALK |
| 1 | SUBWAY DRIVEWAY ENTRANCE | BACK OF SIDEWALK |
| 1 | CAR WASH DRIVEWAY ENTRANCE | BACK OF SIDEWALK |
| 1 | KENDRICK DRIVE | BACK OF RADIUS |
| 1 | DICKSON RD. | BACK OF RADIUS |
| 1 1 | UPPER CLEVELAND MEDICAL CENTER DRIVEWAY ENTRANCE | BACK OF RADIUS |
| | | |
| | | |
| | | |
| | | |

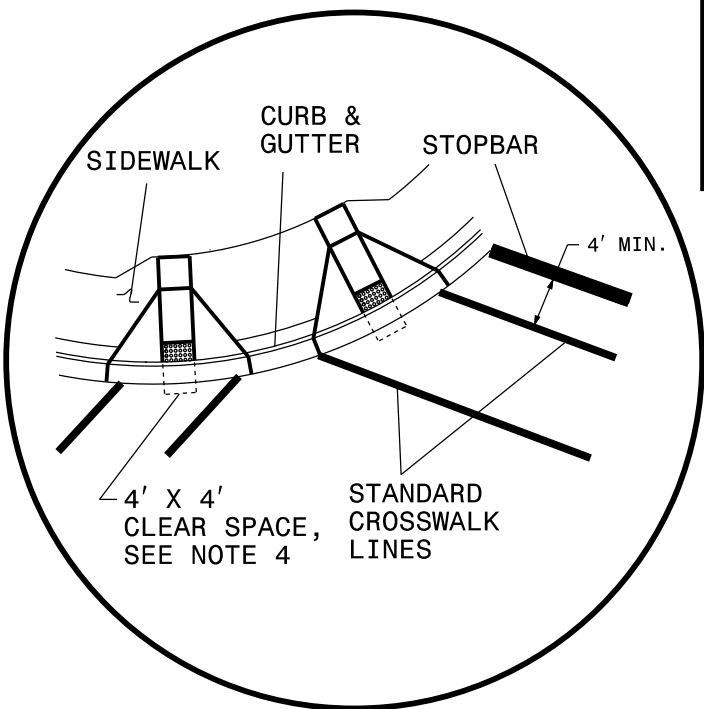
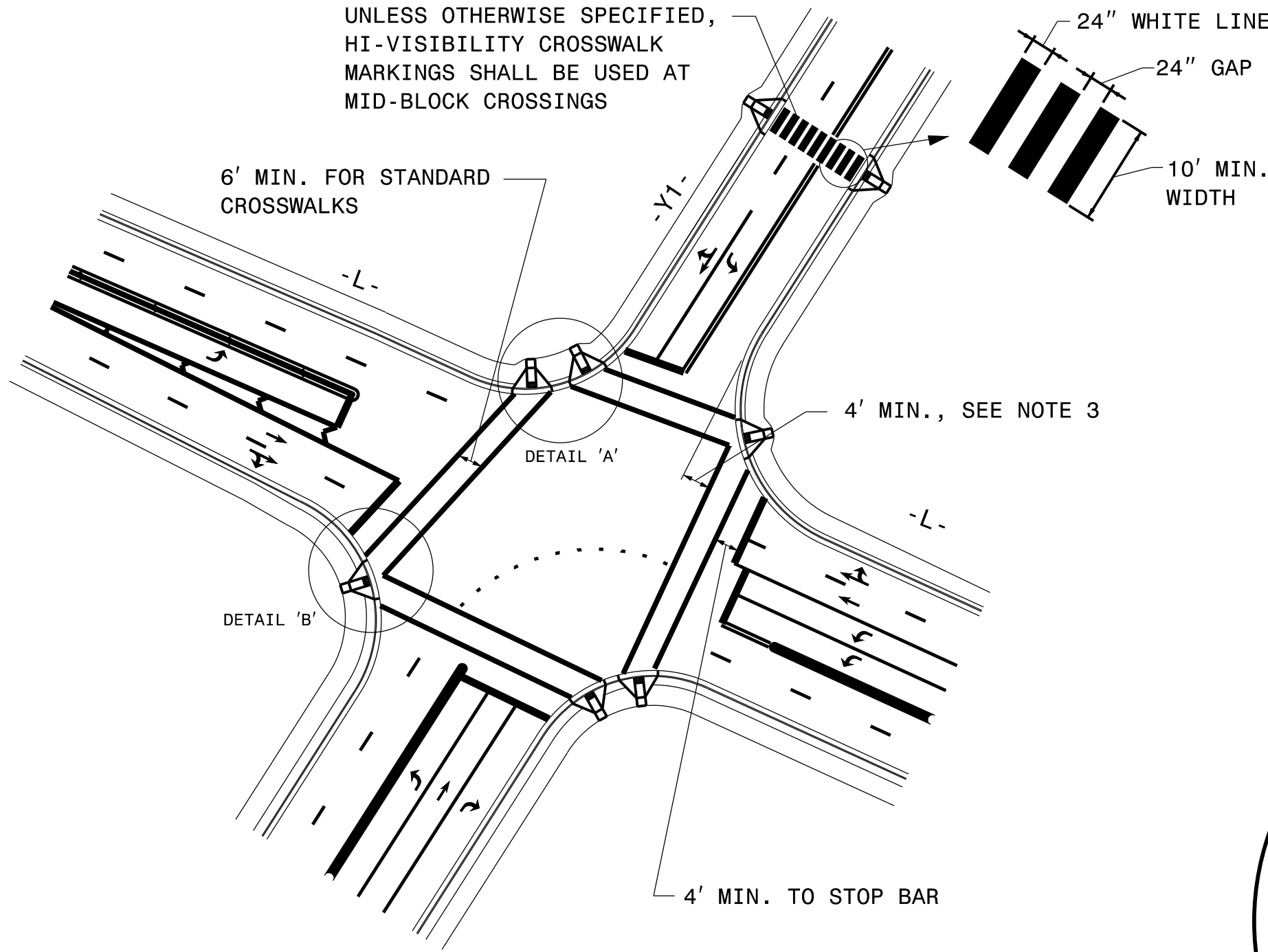


TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

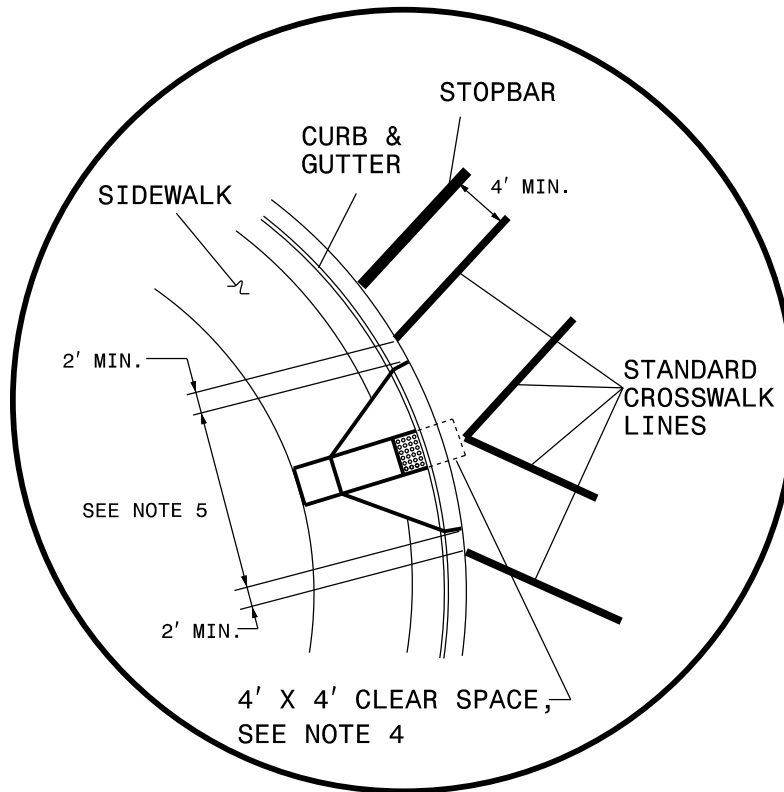


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

| ADDITIONAL INTERSECTIONS (NON-TYPICAL) | | |
|--|--|--------------------------------|
| Extend paving limits to back of radius or loop on the following intersections: | | |
| MAP# | STREET NAME | COMMENTS |
| 2 | 510 YORK RD. DRIVEWAY ENTRANCE | BACK OF RADIUS |
| 2 | W. MAUNEY AVE. AT 10 MINUTE OIL CHANGE | BACK OF RADIUS |
| 2 | E. MAUNEY AVE. | BACK OF RADIUS |
| 2 | EASTSIDE BAPTIST DRIVEWAYS | MINIMUM TIE IN ON CITY STREETS |
| 2 | B.F. MANOR DRIVEWAY | BACK OF RADIUS |
| 2 | E. GOLD ST. | BACK OF RADIUS |
| 2 | 212 YORK RD. DRIVEWAY ENTRANCE | BACK OF RADIUS |
| 2 | M & T PLUMBING DRIVEWAY | MINIMUM TIE IN ON CITY STREETS |
| 2 | BLACKWOOD DRIVE-IN DRIVEWAYS | BACK OF RADIUS |
| 2 | SLATER ST. | MINIMUM TIE IN ON CITY STREETS |
| 2 | DOLLAR TREE DRIVEWAYS | MINIMUM TIE IN ON CITY STREETS |
| 2 | E. RIDGE ST. | BACK OF RADIUS |
| 2 | YMCA DRIVEWAYS | BACK OF RADIUS |
| 2 | ABC STORE DRIVEWAY | MINIMUM TIE IN ON CITY STREETS |
| 2 | BATTLEFOREST APARTMENT DRIVEWAY | BACK OF RADIUS |



DETAIL 'A'- DUAL CURB RAMPS



DETAIL 'B'- SINGLE DIAGONAL CURB RAMP

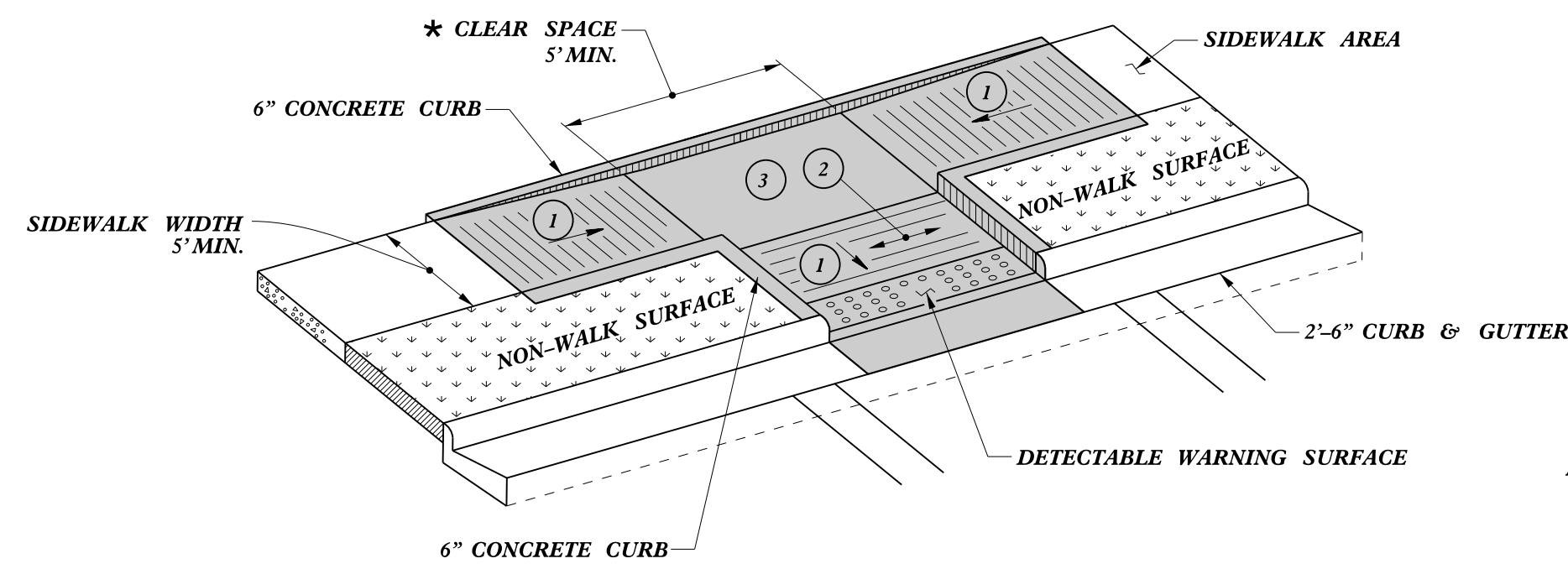
GUIDANCE DETAIL FOR CROSSWALK MARKINGS

NOTES:

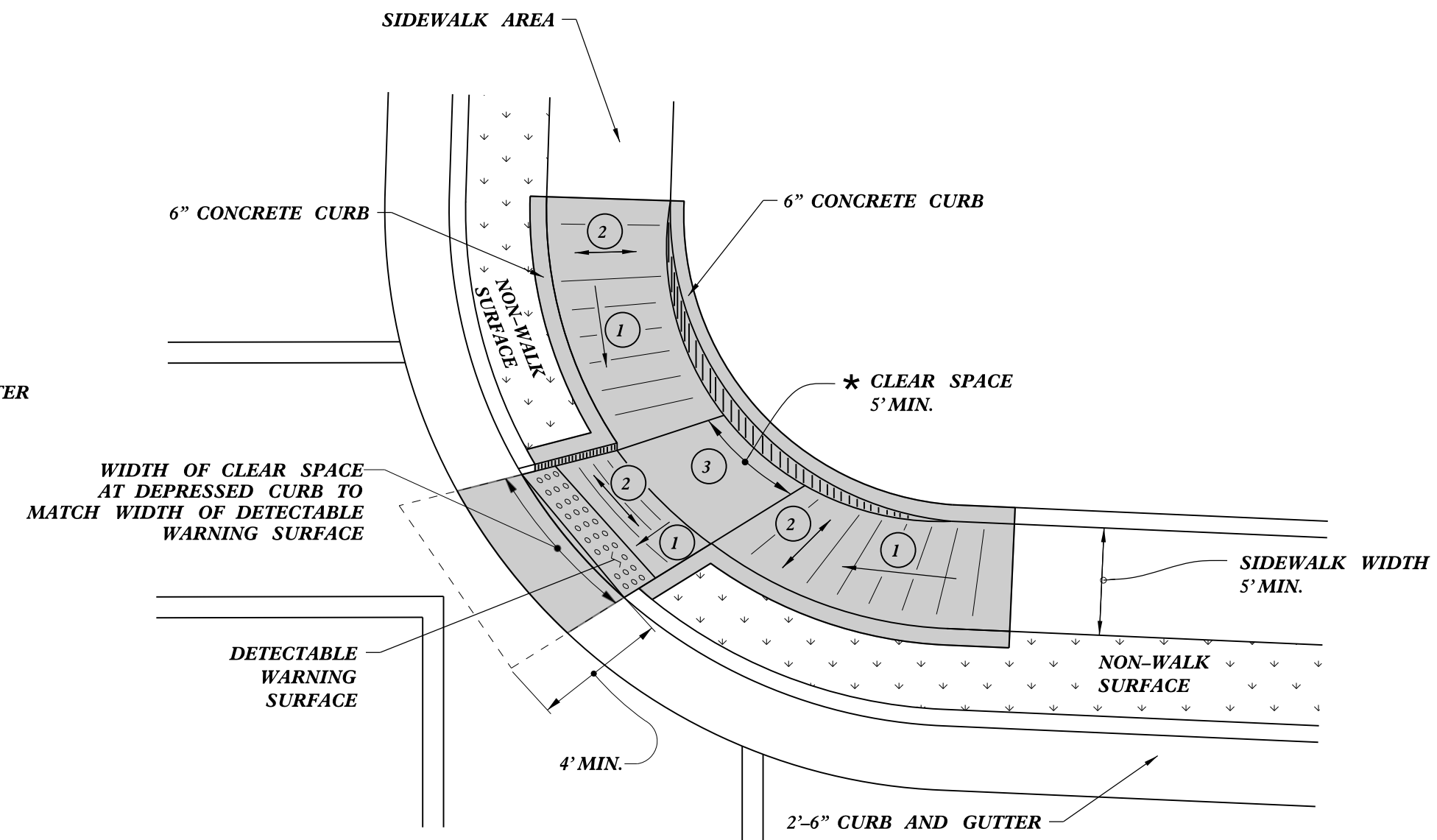
1. USE THE DETAILS ABOVE AND THE FOLLOWING NOTES FOR GUIDANCE IN PLACING CROSSWALK MARKINGS NOT STATIONED ON THE DETAIL SHEETS OR WHEN FIELD ADJUSTMENTS REQUIRED MOVING STATIONED MARKINGS AS DIRECTED BY THE ENGINEER. REFER TO NCDOT ROADWAY STANDARD DRAWINGS, MUTCD AND ADA STANDARDS FOR ADDITIONAL GUIDANCE.
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.

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

* - WHERE CLEAR SPACE IS CONSTRAINED ON TWO OR MORE SIDES, THE CLEAR SPACE SHALL BE 4' MINIMUM X 5' MINIMUM, WITH 5' PROVIDED IN THE DIRECTION OF THE PEDESTRIAN STREET CROSSING.

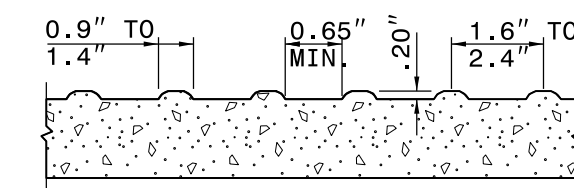
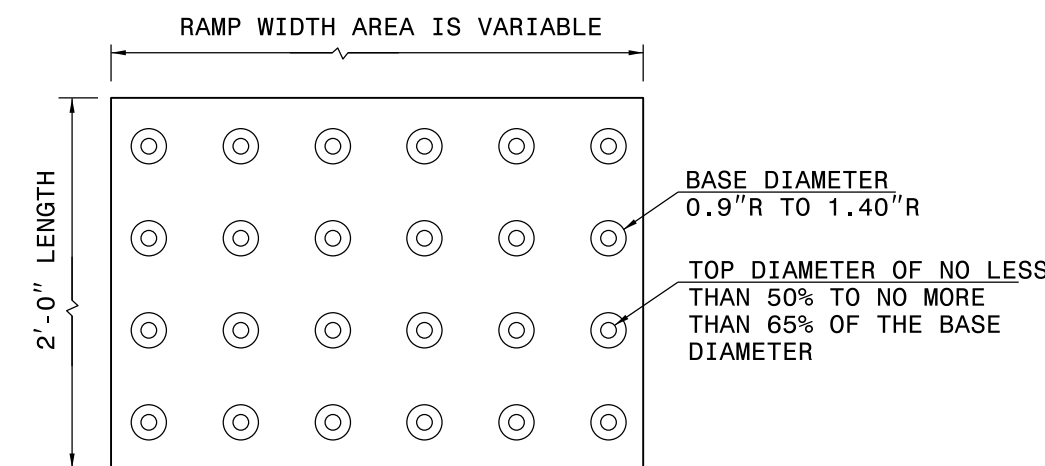


TYPE 3



**TYPE 3 MODIFIED
INSTALLATION IN A RADIUS**

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



DETECTABLE WARNING SURFACE

- 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 CURB RAMP

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

ROADWAY DETAIL DRAWING FOR
CURB RAMP
PARALLEL RAMP



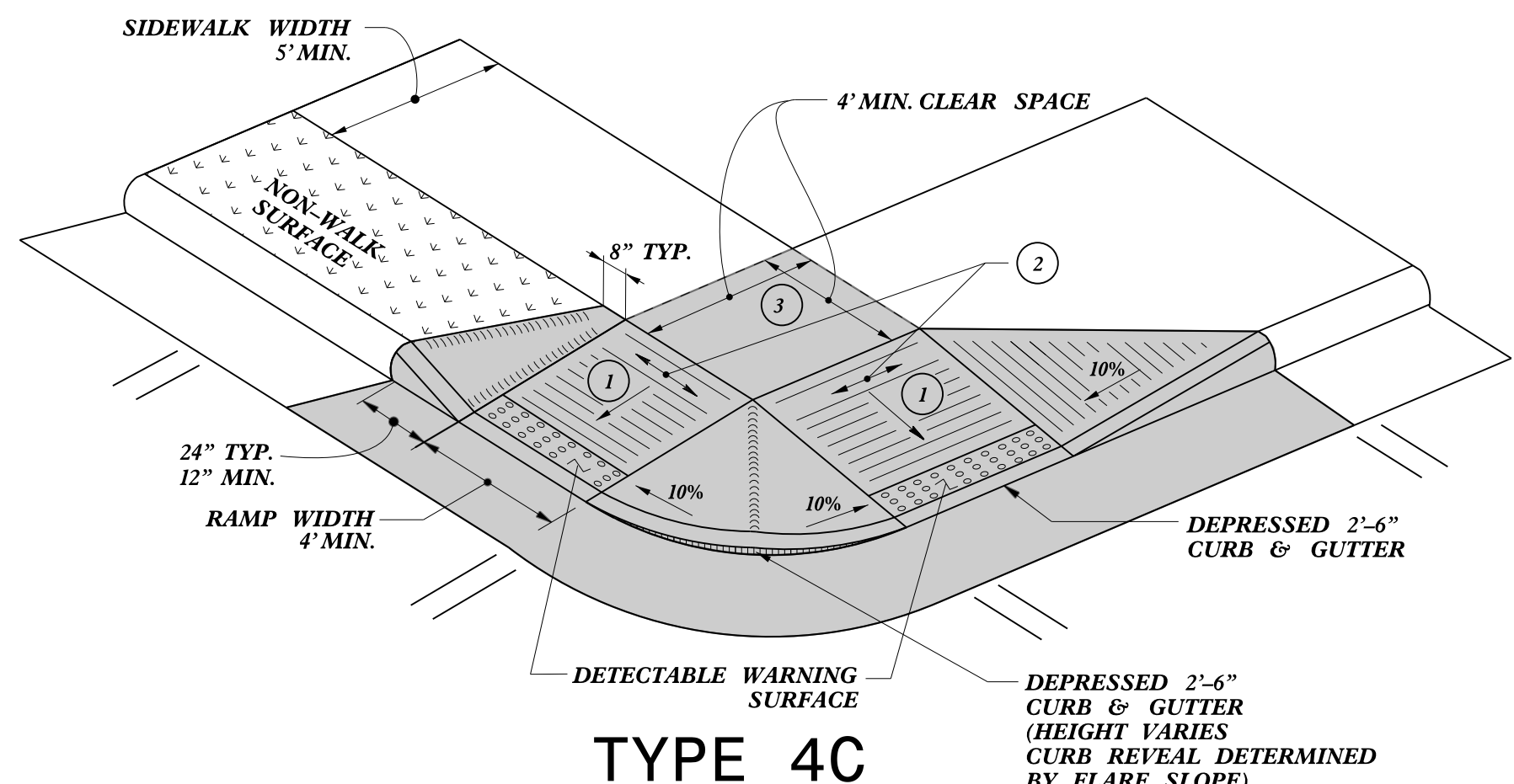
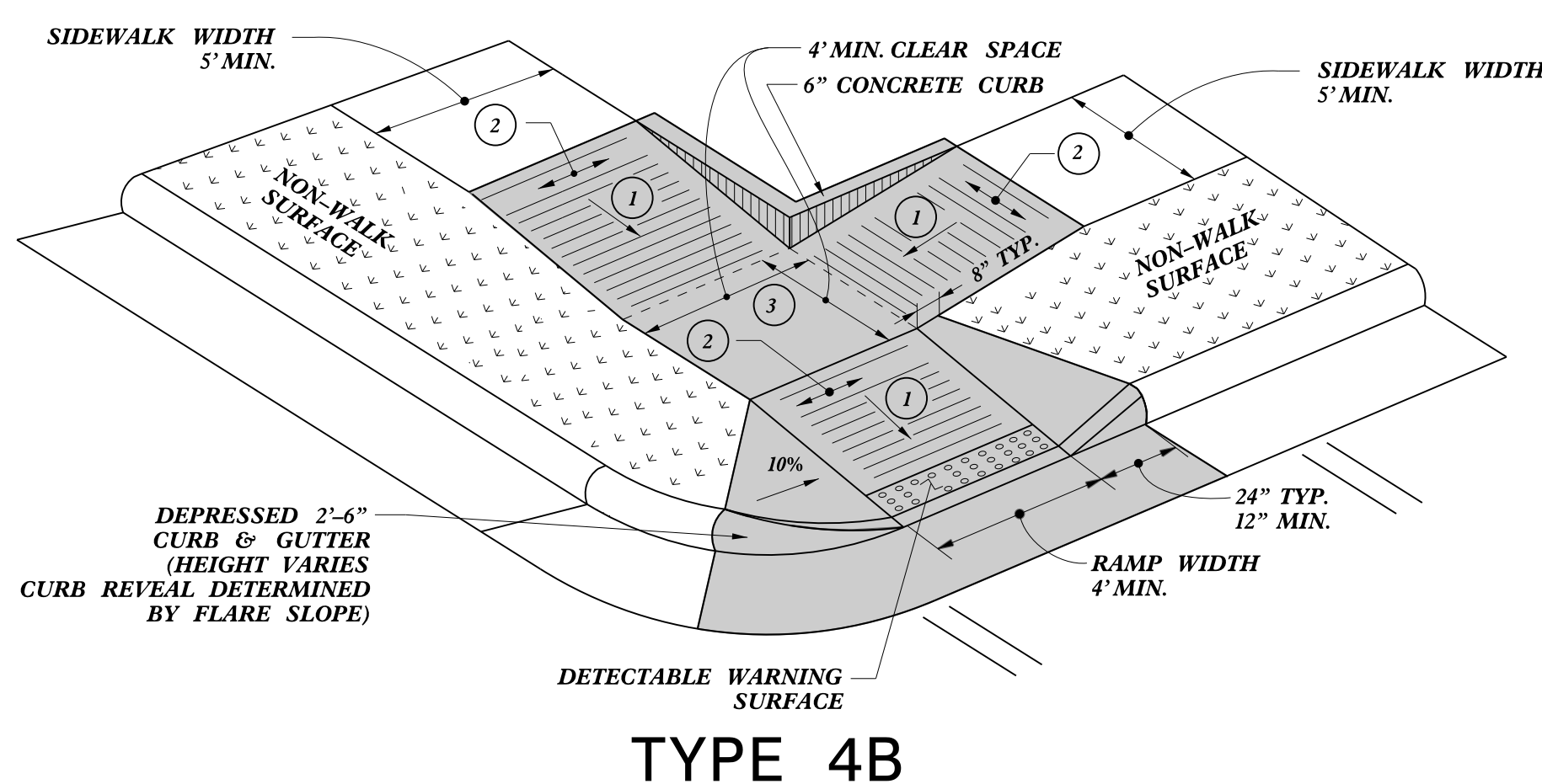
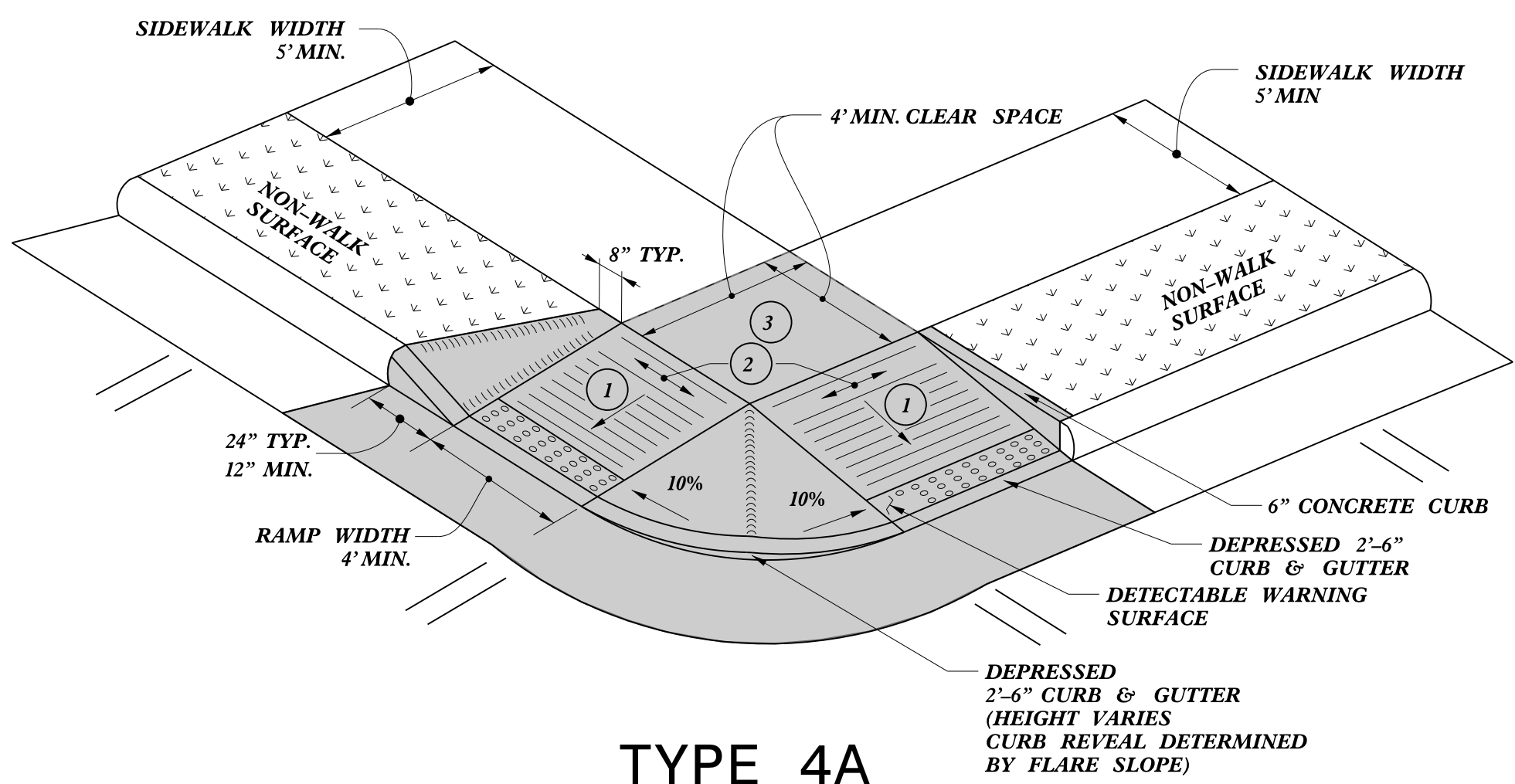
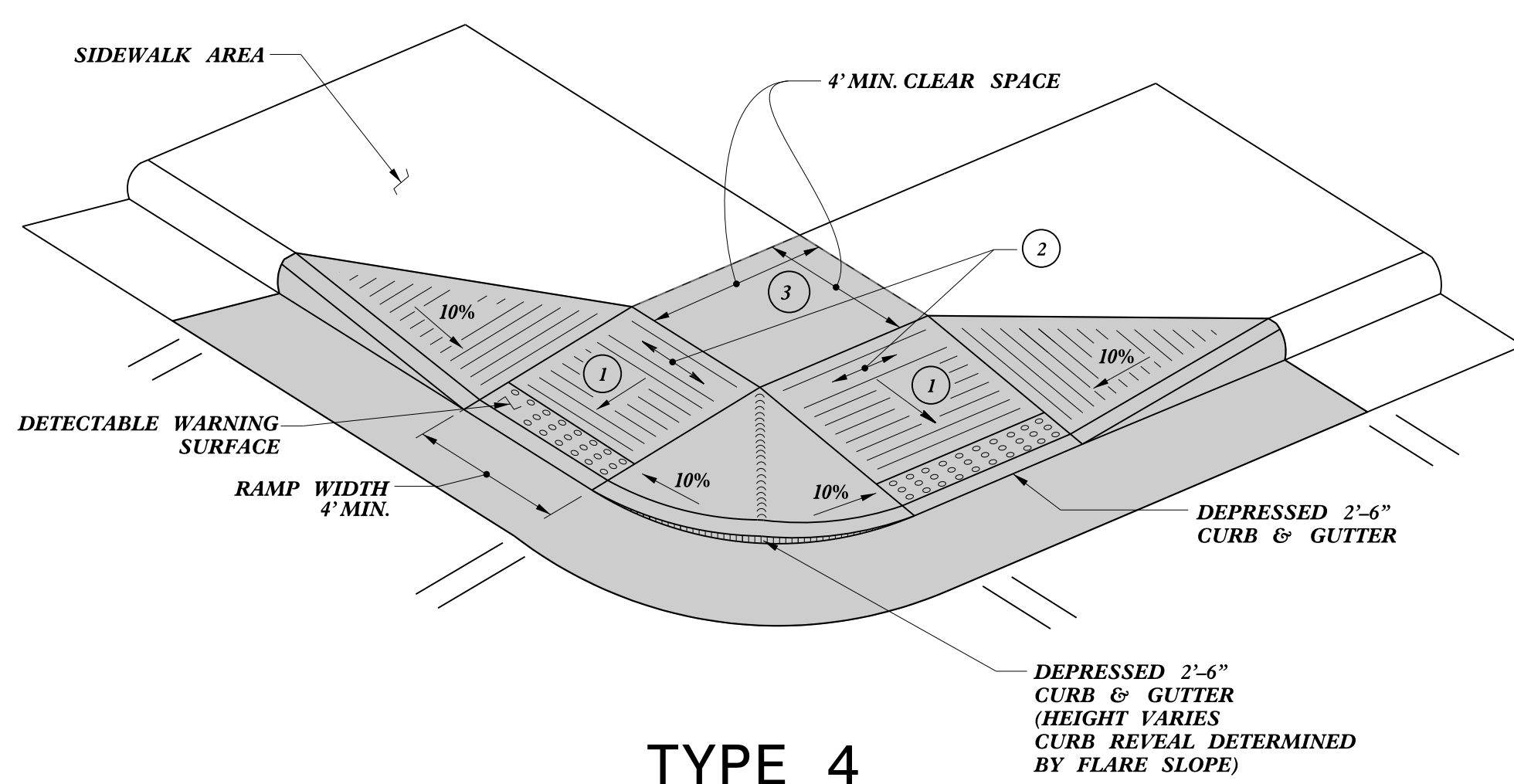
SHEET 9 OF 13
848D06

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

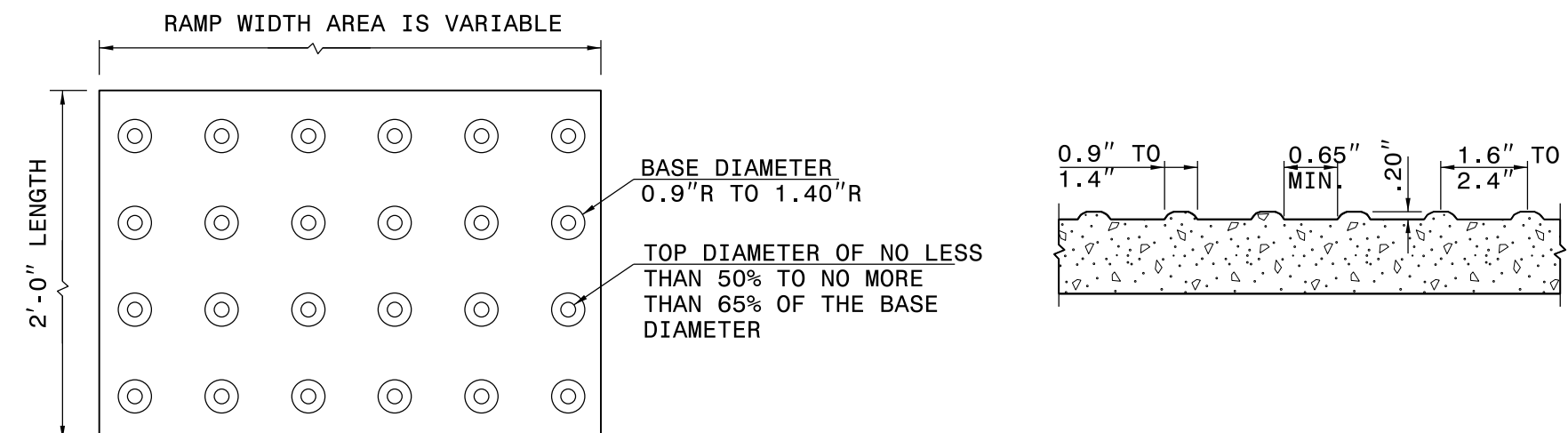
**CONTRACTS STANDARDS
AND DEVELOPMENT UNIT**
Office 919-707-6950 FAX 919-250-4119

SEE TITLE BLOCK

ORIGINAL BY: S.CALHOUN DATE: 12-22-2023
 MODIFIED BY: DATE: _____
 CHECKED BY: DATE: _____
 FILE SPEC.: special_details\nmhackler\0609.dgn



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.



DETECTABLE WARNING SURFACE

- 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

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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.12.15.10231 |
|---------------------------------|----------|-----------|-----------------------|-------------------------------|----------------------------------|-------------------------|--|-------------------------|----------------------------|
| | | | | | | | | Sheet # | One |
| 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.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 E Off-Ramp to NC 161 | | | 1 | SW | Type 2A Modified |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 E Off-Ramp to NC 161 | 1 | | | NW | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 E Off-Ramp to NC 161 | | | 1 | W | Type 7 |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 E On-Ramp from NC 161 | 1 | | | SE | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 E On-Ramp from NC 161 | 1 | | | NE | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 W Off-Ramp to NC 161 | 1 | | | SE | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 W Off-Ramp to NC 161 | | | 1 | E | Type 7 |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 W Off-Ramp to NC 161 | 1 | | | NE | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 W On-Ramp from NC 161 | 1 | | | SW | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 W On-Ramp from NC 161 | 1 | | | NW | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | East Elementary Driveway Entr | | | 1 | SW | Type 4A |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | East Elementary Driveway Entr | | | 1 | NW | Type 4A |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Woodside Dr. | 2 | | | SW | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Woodside Dr. | | | 1 | NW | Type 2A |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Woodside Dr. | 2 | | | SE | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Woodside Dr. | 1 | | | NE | Retrofit Dome |
| 2026CPT.12.01.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Linwood Dr. | | | 1 | SW | Type 2A Modified |
| | | | | | 12 | 0 | 7 | | |

| SUMMARY OF CURB RAMP QUANTITIES | | | | | | | | Proj. # | 2026CPT.12.15.10231 |
|---------------------------------|----------|-----------|-----------------------|-----------------------------|----------------------------------|-------------------------|--|-------------------------|----------------------------|
| | | | | | | | | Sheet # | One |
| 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.12.15.10231 | 12 | Cleveland | NC 161 York Rd | Innovation Dr. | 1 | | | SE | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 York Rd | Floyd St. | 1 | | | SE | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | US 74 BUS | 1 | | | NW | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | E Ridge St | | | 1 | SW | Type 2A |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | S. YMCA Driveway Entrance | | | 1 | SW | Type 1 |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | S. YMCA Driveway Entrance | 1 | | | NW | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | N. YMCA Driveway Entrance | 2 | | | SW | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | N. YMCA Driveway Entrance | 2 | | | NW | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Bojangles Driveway Entrance | | | 1 | SE | Type 1 |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Bojangles Driveway Entrance | | | 1 | NE | Type 1 |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Bojangles Driveway Entrance | | | 1 | SW | Type 1 |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Bojangles Driveway Entrance | | | 1 | NW | Type 1 |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Battle Forest Apartments DW | 2 | | | SE | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Battle Forest Apartments DW | 1 | | | NE | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Branch St. | 2 | | | SW | Retrofit Dome |
| 2026CPT.12.15.10231 | 12 | Cleveland | NC 161 Cleveland Ave. | Branch St. | | | 1 | NW | Type 4C |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | 13 | 0 | 7 | | |

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2026CPT.12.15.10231 | | |

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 | 0000940000-E | 0255000000-E | 1220000000-E | 1245000000-E | 1297000000-E | 1330000000-E | 1491000000-E | 1523000000-E | 1524000000-E | 1575000000-E | 1704000000-E | | | |
|---|-----------|--------|-----------------------------------|--|-----------------------|-------------------------------------|-----------|--------------------------------|---------------------------|-------------------------------------|--|----------|--------|--------------------------------|---------------------------|-----------------------|-------------------------|---------------|----------------|--------------------|---------------------|-----------------------|------------------------|------------------------------|----------------------------|------|------|
| | | | | | | | | | | | | | | FIBER REINFORCEMENT OF ASPHALT | AGGREGATE SHOULDER BORROW | INCIDENTAL STONE BASE | SHOULDER RECONSTRUCTION | 4.5" MILLING | 1 1/2" MILLING | INCIDENTAL MILLING | BASE COURSE, B25.0C | SURFACE COURSE, S9.5C | LEVELING COURSE, S9.5C | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT | | |
| | | | | | | | | | | | | | | MI | FT | LB | TON | TONS | SMI | SY | SY | SY | TONS | TONS | TONS | TONS | TONS |
| 2026CPT.12.15.10231 | Cleveland | 1 | NC-18 / FALLSTON RD | FROM EXST. PVMT. JT. 528' S OF SR-1800 (JIM CLINE RD.) TO EXST. PVMT. JT. 660' N OF SR-1654 (DICKSON RD) | 1 2 3 4 | 2 2 3 3 | MU | NO | NO | 0.20 0.37 0.58 0.06 | VAR. 24-38 26 VAR. 37-40 39 | 18.515 | 19.725 | 4,988 | 158 | 66 | 0.90 | 16,108 | 6,210 | 780 | 2,755 | 2,233 | 140 | 296 | 672 | | |
| TOTAL FOR MAP NO. 1 | | | | | | | | | | 1.21 | | | | 4,988 | 158 | 66 | 0.90 | 16,108 | 6,210 | 780 | 2,755 | 2,233 | 140 | 296 | 672 | | |
| 2026CPT.12.15.10231 | Cleveland | 2 | NC-161 / YORK RD / CLEVELAND AVE. | FROM I-85 TO GASTON COUNTY LINE | 1 5 6 7 8 | 2 VAR. 3-4 3 3 VAR. 4-5 | MU | NO | NO | 0.88 0.7 0.78 0.06 0.21 | 24 VAR. 43-62 VAR. 28-37 VAR. 39-47 VAR. 58-68 | 4.77 | 7.37 | | 308 | 210 | 1.76 | | 57,334 | 60 | | 5,973 | 299 | 407 | 777 | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | | | 2.6 | | | | 308 | 210 | 1.76 | | 57,334 | 60 | | 5,973 | 299 | 407 | 777 | | | |
| TOTAL FOR PROJ NO. 2026CPT.12.15.10231 | | | | | | | | | | 3.81 | | | | 4,988 | 466 | 276 | 2.66 | 16,108 | 63,544 | 840 | 2,755 | 8,206 | 439 | 703 | 1,449 | | |
| GRAND TOTAL | | | | | | | | | | 3.81 | | | | 4,988 | 466 | 276 | 2.66 | 16,108 | 63,544 | 840 | 2,755 | 8,206 | 439 | 703 | 1,449 | | |

| 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 | 2605000000-N | 2759000000-N | 2800000000-N | 2815000000-N | 30000000 | 45000000 | 2846000000-N | 5255000000-N | 7324000000-N | 7444000000-E | 7456000000-E | | |
|---|-----------|--------|-----------------------------------|--|-----------------------|-------------------------------------|-----------|--------------------------------|---------------------------|-------------------------------------|--|----------|--------|--------------------------------------|--|---------------------|--------------------|------------------|----------------------------|----------------------------|--------------------------------|------------------------------|-----------------------|----------------------|--|--|
| | | | | | | | | | | | | | | REMOVE & REPLACE CONCRETE CURB RAMPS | RETROFIT CURB RAMP DETECTABLE WARNINGS | ADJ. OF CATCH BASIN | ADJ. OF DROP INLET | ADJ. OF MANHOLES | ADJ. OF METER OR VALVE BOX | ADJ. OF OVERSIZED MANHOLES | PORTABLE CONSTRUCTION LIGHTING | JUNCTION BOX (STANDARD SIZE) | INDUCTIVE LOOP SAWCUT | LEAD-IN CABLE (14-2) | | |
| | | | | | | | | | | | | | | MI | FT | | | | | | | | | | | |
| 2026CPT.12.15.10231 | Cleveland | 1 | NC-18 / FALLSTON RD | FROM EXST. PVMT. JT. 528' S OF SR-1800 (JIM CLINE RD.) TO EXST. PVMT. JT. 660' N OF SR-1654 (DICKSON RD) | 1 2 3 4 | 2 2 3 3 | MU | NO | NO | 0.20 0.37 0.58 0.06 | VAR. 24-38 26 VAR. 37-40 39 | 18.515 | 19.725 | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 1 | | | | | | | | | | 1.21 | | | | EA | EA | EA | EA | EA | EA | EA | LS | EA | LF | LF | | |
| 2026CPT.12.15.10231 | Cleveland | 2 | NC-161 / YORK RD / CLEVELAND AVE. | FROM I-85 TO GASTON COUNTY LINE | 1 5 6 7 8 | 2 VAR. 3-4 3 3 VAR. 4-5 | MU | NO | NO | 0.88 0.7 0.78 0.06 0.21 | 24 VAR. 43-62 VAR. 28-37 VAR. 39-47 VAR. 58-68 | 4.77 | 7.37 | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | | | 2.6 | | | | 14 | 25 | 4 | 18 | 15 | 2 | 1 | 2 | 4,000 | 1,600 | | | |
| TOTAL FOR PROJ NO. 2026CPT.12.15.10231 | | | | | | | | | | 3.81 | | | | 14 | 25 | 1 | 6 | 22 | 25 | 2 | 1 | 3 | 4,500 | 1,800 | | |
| GRAND TOTAL | | | | | | | | | | 3.81 | | | | 14 | 25 | 1 | 6 | 22 | 25 | 2 | 1 | 3 | 4,500 | 1,800 | | |

| | | |
|---------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2026CPT.12.15.10231 | | |

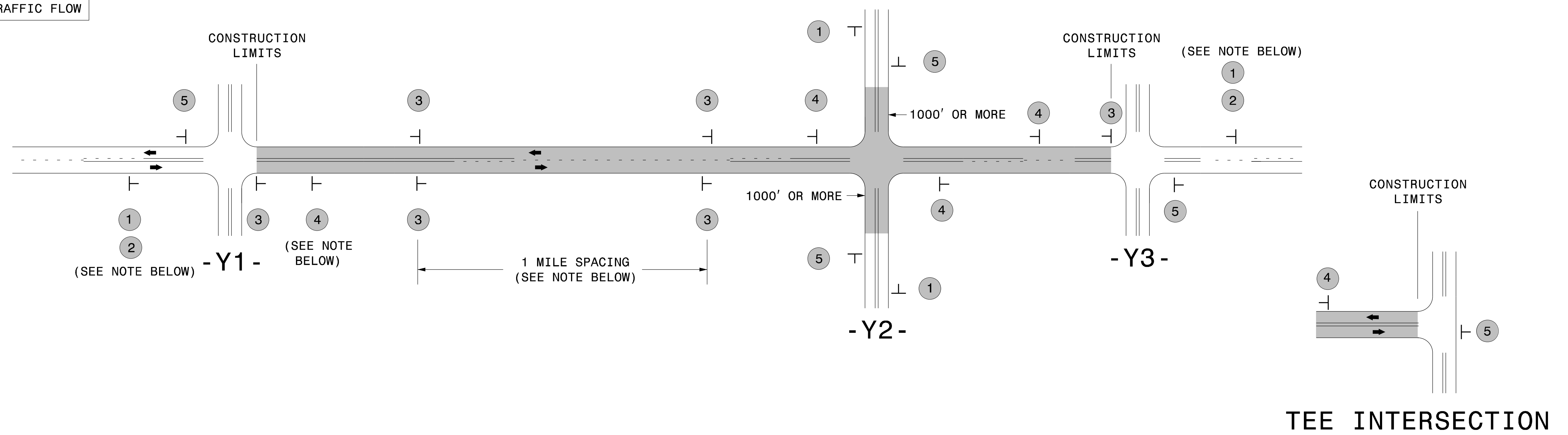
THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | BEGIN MP | END MP | 4413000000-E | 4447000000-E | 4457000000-N | 4510000000-N | 4685000000-E | | 4695000000-E | | 4700000000-E | 4709000000-E | 4720000000-E | |
|--|-----------|--------|-----------------------------------|--|--------|-------|-----------|--------|------------|----------|--------|---------------------------------|---------------------------------|---------------------------|-----------------|-------------------------|------------------------|-------------------------|------------------------|--------------------------|-------------------------|------------------------|----------------------|
| | | | | | | | | | | | | WORK ZONE ADV/GEN WARNING SIGNS | PEDESTRIAN CHANNELIZING DEVICES | TEMPORARY TRAFFIC CONTROL | LAW ENFORCEMENT | 4" X 90 M YELLOW THERMO | 4" X 90 M WHITE THERMO | 8" X 90 M YELLOW THERMO | 8" X 90 M WHITE THERMO | 12" X 90 M YELLOW THERMO | 24" X 90 M WHITE THERMO | THERMO MSG SCHOOL 90 M | THERMO MSG ONLY 90 M |
| | | | | | | | | MI | FT | | | SF | LF | LS | HR | LF | LF | LF | LF | LF | EA | EA | |
| 2026CPT.12.15.10231 | Cleveland | 1 | NC-18 / FALLSTON RD | 528' S OF SR-1800 / JIM CLINE RD TO 660' N OF SR-1654 / DICKSON RD | | 2 | MU | 0.20 | VAR. 24-38 | 18.515 | 19.725 | 260 | 20 | | 10 | 15,200 | 4,900 | 145 | | 35 | 70 | | |
| | | | | | | | | 0.37 | 26 | | | | | | | | | | | | | | |
| | | | | | | | | 0.58 | VAR. 37-40 | | | | | | | | | | | | | | |
| | | | | | | | | 0.06 | 39 | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 1 | | | | | | | | 1.21 | | | 260 | 20 | | 10 | 15,200 | 4,900 | 145 | | 35 | 70 | | | |
| 2026CPT.12.15.10231 | Cleveland | 2 | NC-161 / YORK RD / CLEVELAND AVE. | FROM I-85 TO GASTON COUNTY LINE | | 3-4 | MU | 0.88 | 24 | 4.77 | 7.37 | 340 | 20 | | 20 | 30,994 | 14,609 | 50 | 210 | 50 | 310 | 12 | 8 |
| | | | | | | | | 0.7 | VAR. 43-62 | | | | | | | | | | | | | | |
| | | | | | | | | 0.78 | VAR. 28-37 | | | | | | | | | | | | | | |
| | | | | | | | | 0.06 | VAR. 39-47 | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | 2.6 | | | 340 | 20 | | 20 | 30,994 | 14,609 | 50 | 210 | 50 | 310 | 12 | 8 | |
| TOTAL FOR PROJ NO. 2026CPT.12.15.10231 | | | | | | | | 3.81 | | | 600 | 40 | 1 | 30 | 46,194 | 19,509 | 195 | 210 | 85 | 380 | 12 | 8 | |
| GRAND TOTAL | | | | | | | | 3.81 | | | 600 | 40 | 1 | 30 | 46,194 | 19,509 | 195 | 210 | 85 | 380 | 12 | 8 | |

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | BEGIN MP | END MP | 4725000000-E | | | | 4810000000-E | | 4835000000-E | 4840000000-N | 4845000000-N | 4905100000-N |
|--|-----------|--------|-----------------------------------|--|--------|-------|-----------|--------|------------|----------|--------|----------------------|----------------------------|----------------------|-----------------------|-----------------|----------------|-----------------|----------------|----------------|--|
| | | | | | | | | | | | | THERMO LT ARROW 90 M | THERMO STR & RT ARROW 90 M | THERMO RT ARROW 90 M | THERMO STR ARROW 90 M | 4" YELLOW PAINT | 4" WHITE PAINT | 24" WHITE PAINT | PAINT MSG ONLY | PAINT LT ARROW | POLYCARBONATE H-SHAPED PAVEMENT MARKER |
| | | | | | | | | MI | FT | | | EA | EA | EA | EA | LF | LF | LF | EA | EA | EA |
| 2026CPT.12.15.10231 | Cleveland | 1 | NC-18 / FALLSTON RD | 528' S OF SR-1800 / JIM CLINE RD TO 660' N OF SR-1654 / DICKSON RD | | 2 | MU | 0.20 | VAR. 24-38 | 18.515 | 19.725 | 23 | 4 | | | 15,200 | 300 | 70 | | 10 | 130 |
| | | | | | | | | 0.37 | 26 | | | | | | | | | | | | |
| | | | | | | | | 0.58 | VAR. 37-40 | | | | | | | | | | | | |
| | | | | | | | | 0.06 | 39 | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 1 | | | | | | | | 1.21 | | | 23 | 4 | | | 15,200 | 300 | 70 | | 10 | 130 | |
| 2026CPT.12.15.10231 | Cleveland | 2 | NC-161 / YORK RD / CLEVELAND AVE. | FROM I-85 TO GASTON COUNTY LINE | | 3-4 | MU | 0.88 | 24 | 4.77 | 7.37 | 51 | 6 | 10 | 4 | 30,994 | 6,500 | 310 | 2 | 25 | 215 |
| | | | | | | | | 0.7 | VAR. 43-62 | | | | | | | | | | | | |
| | | | | | | | | 0.78 | VAR. 28-37 | | | | | | | | | | | | |
| | | | | | | | | 0.06 | VAR. 39-47 | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | 2.6 | | | 51 | 6 | 10 | 4 | 30,994 | 6,500 | 310 | 2 | 25 | 215 | |
| TOTAL FOR PROJ NO. 2026CPT.12.15.10231 | | | | | | | | 3.81 | | | 74 | 10 | 10 | 4 | 46,194 | 6,800 | 380 | 2 | 35 | 345 | |
| GRAND TOTAL | | | | | | | | 3.81 | | | 74 | 10 | 10 | 4 | 46,194 | 6,800 | 380 | 2 | 35 | 345 | |

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

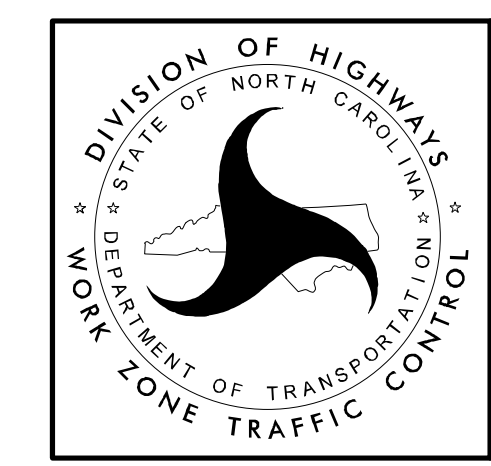
-Y- LINE SIGNING

| | | | | |
|---|---|--|---|---|
| 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.

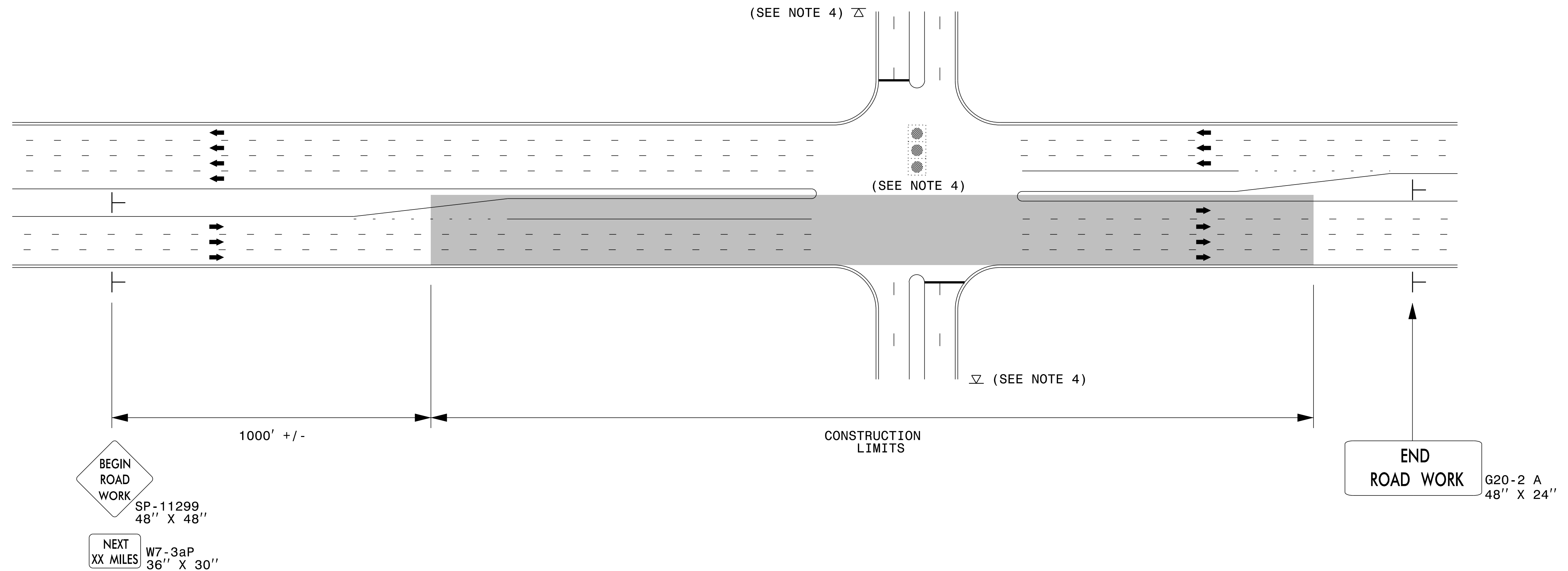
MAPS LESS THAN 2 MILES

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

URBAN / SUBURBAN WORKZONES

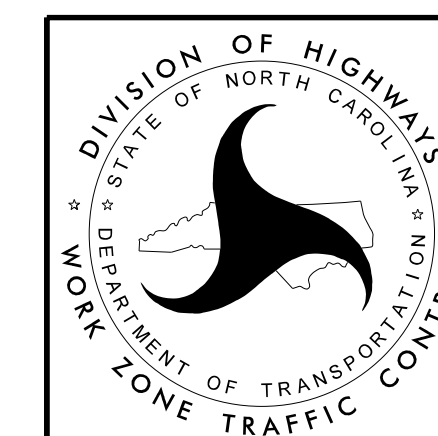


NOTES:

- 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.

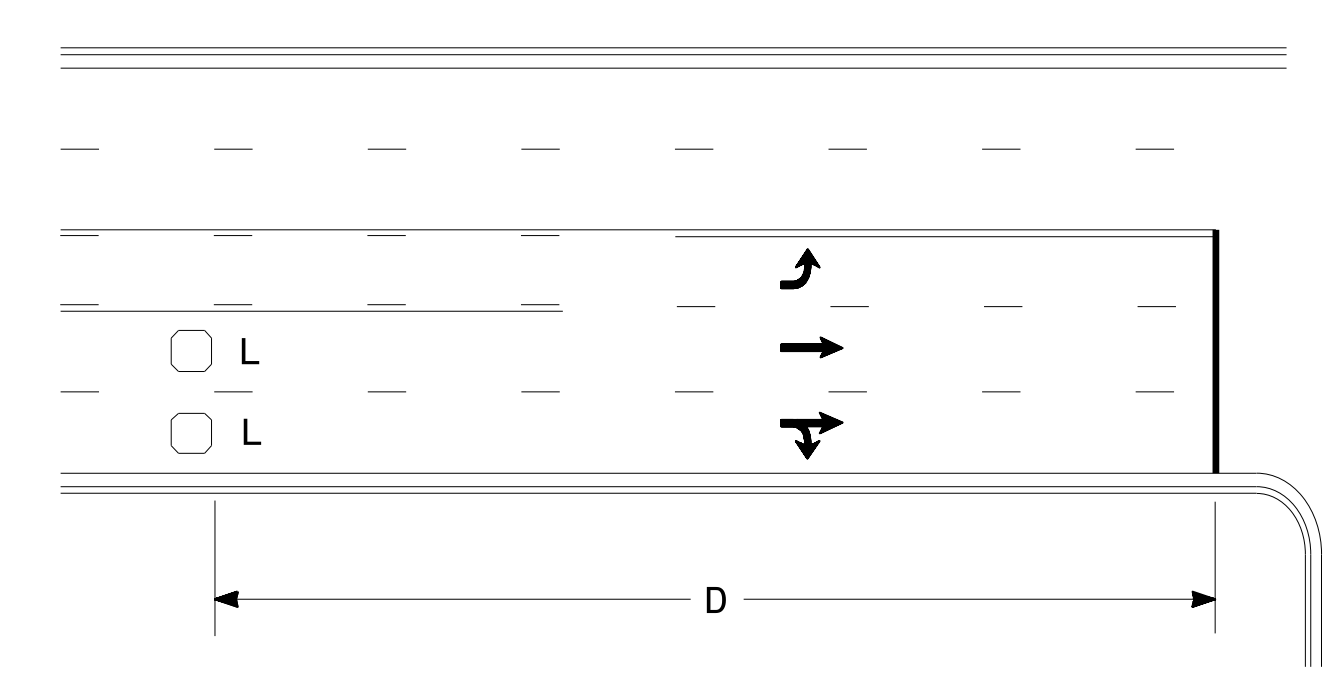
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

High Speed Detection (≥40 mph)

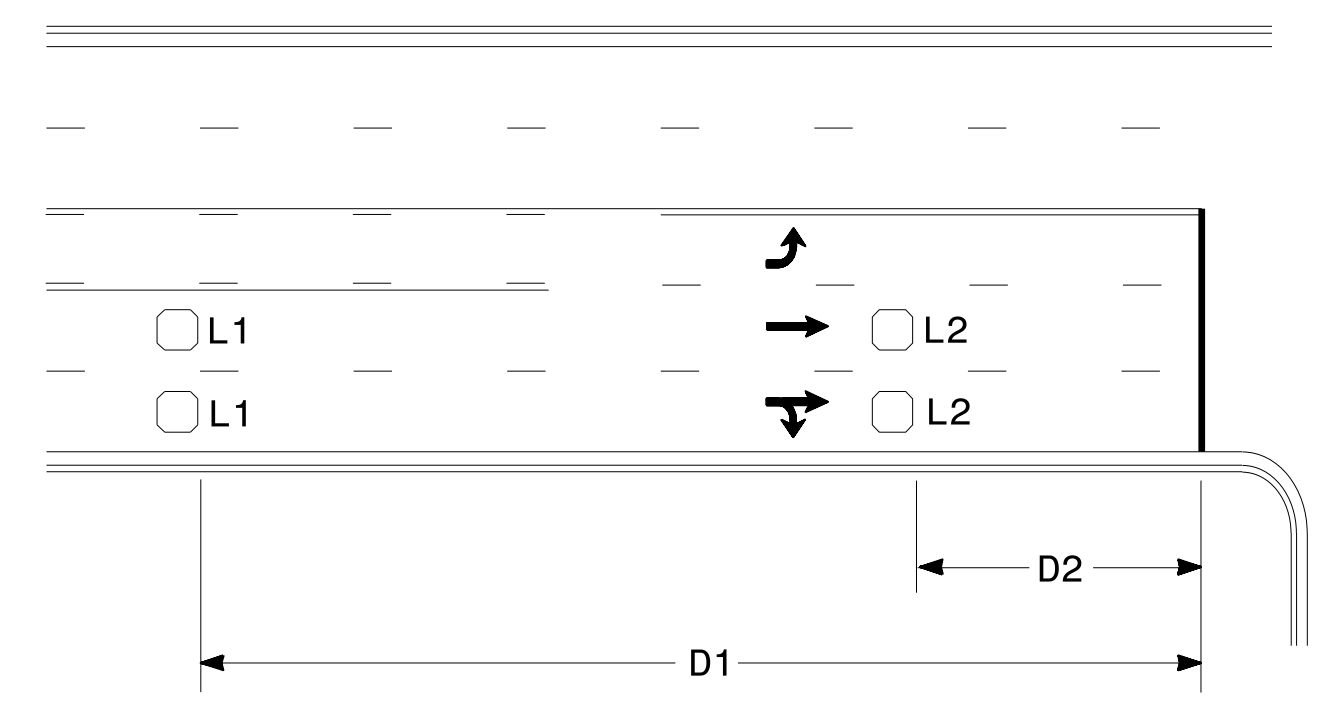


| Speed Limit mph | D ft |
|--------------------|---------|
| 40 | 250 |
| 45 | 300 |
| 50 | 355 |
| 55 | 420 |

L = 6ft X 6ft
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

Volume Density Operation

OR

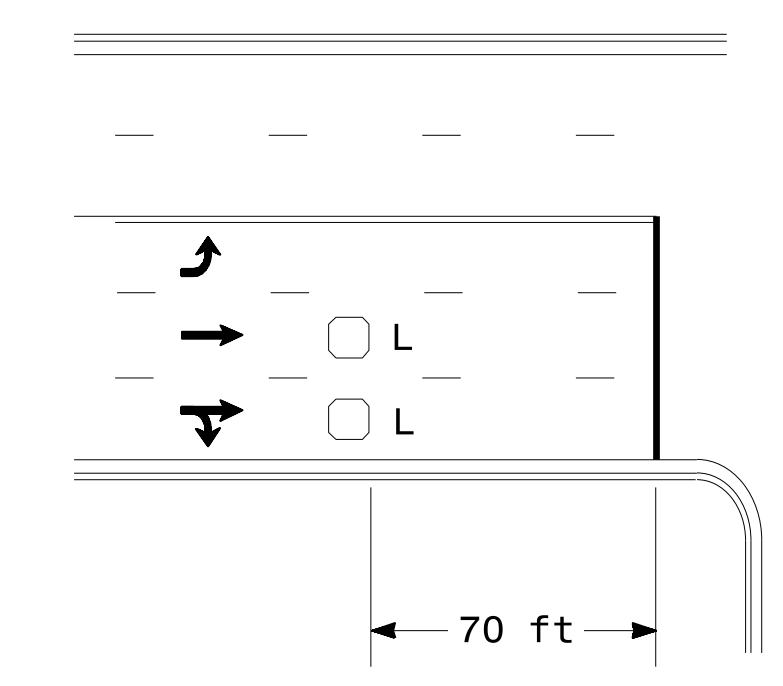


| Speed Limit mph | D1 ft | D2 ft |
|--------------------|----------|----------|
| 40 | 250 | 80 |
| 45 | 300 | 90 |
| 50 | 355 | 100 |
| 55 | 420 | 110 |

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

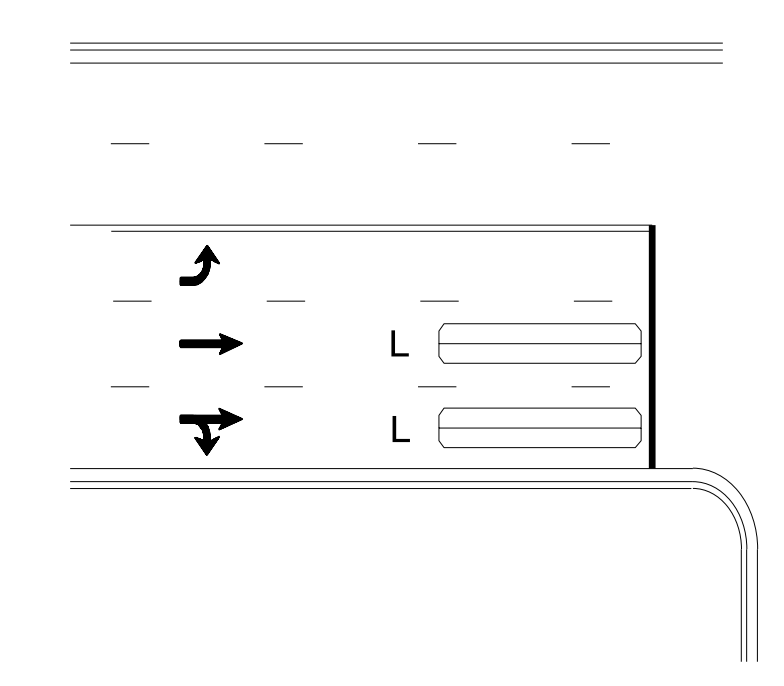
"Stretch" Operation

Low Speed Detection (≤35 mph)



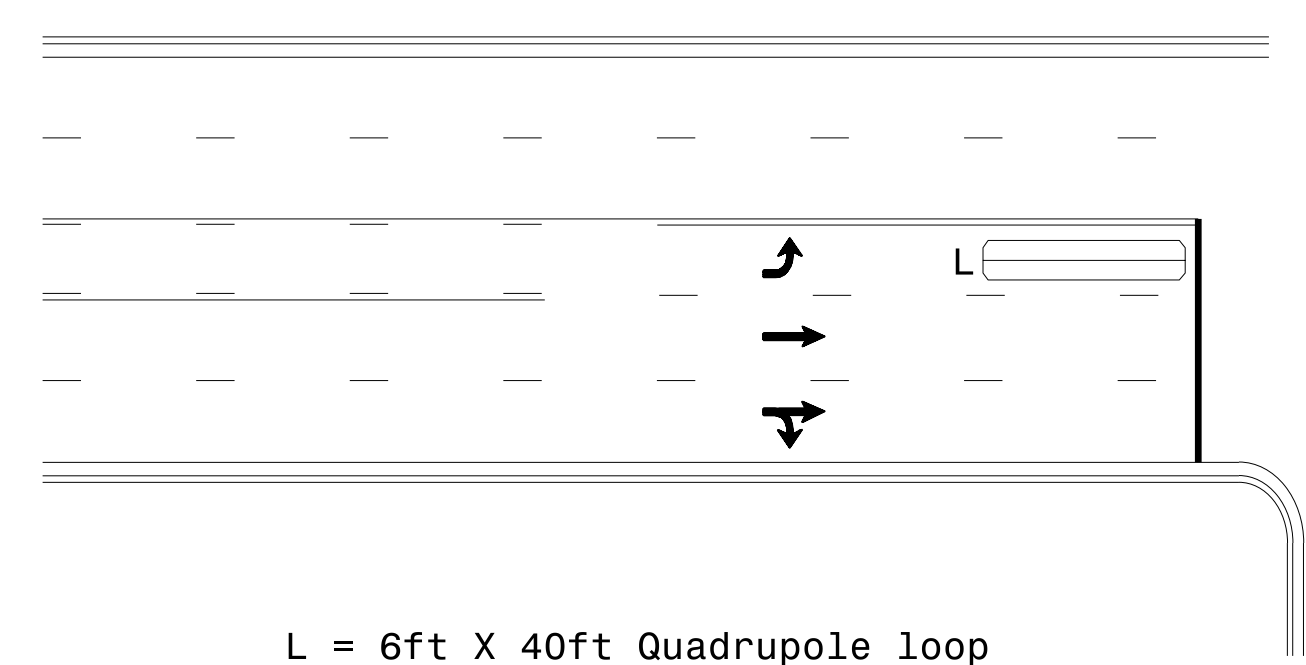
L = 6ft X 6ft
Wired in series

OR



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

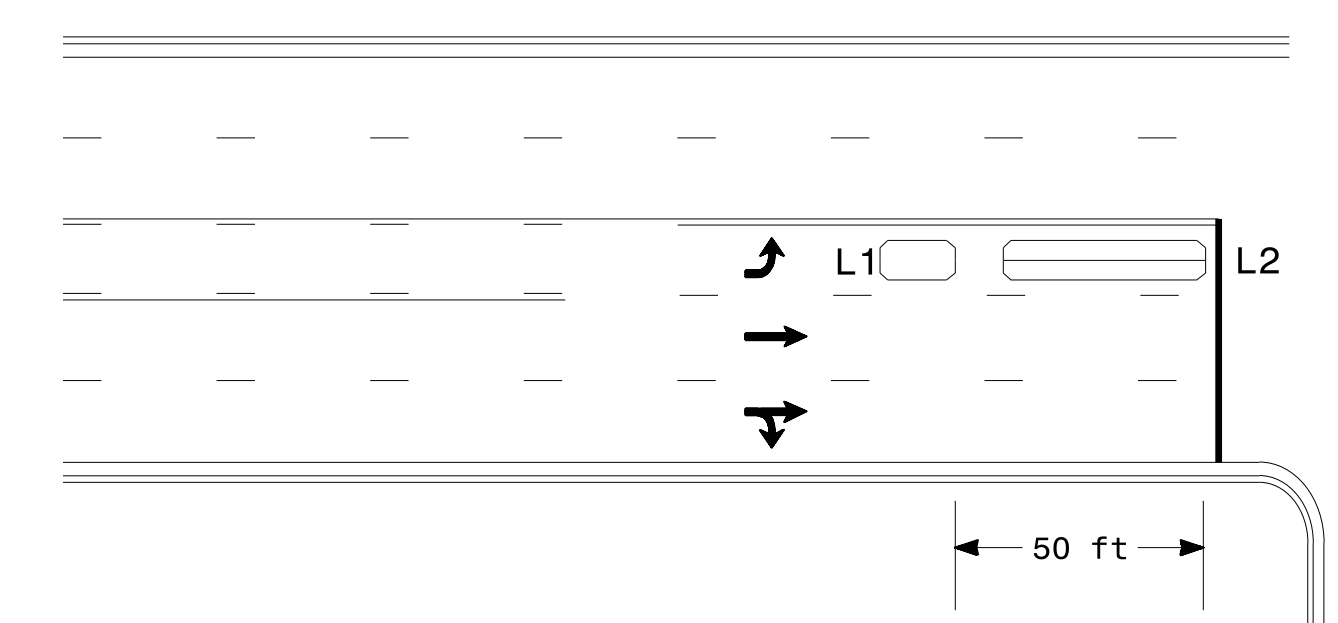
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

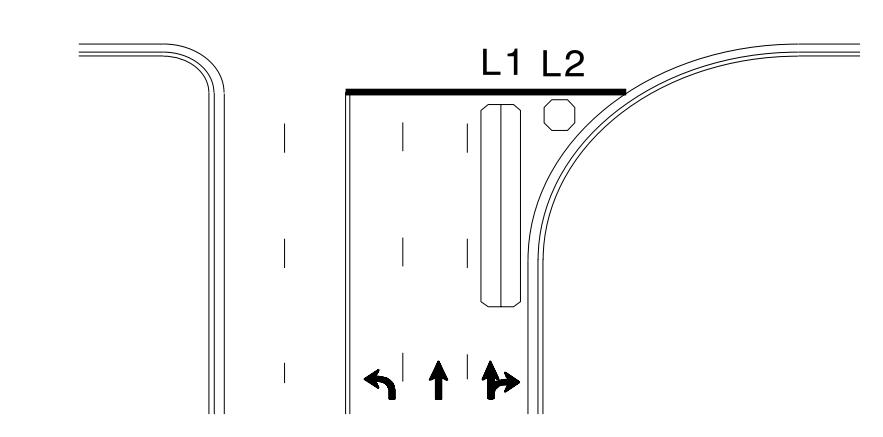
OR



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

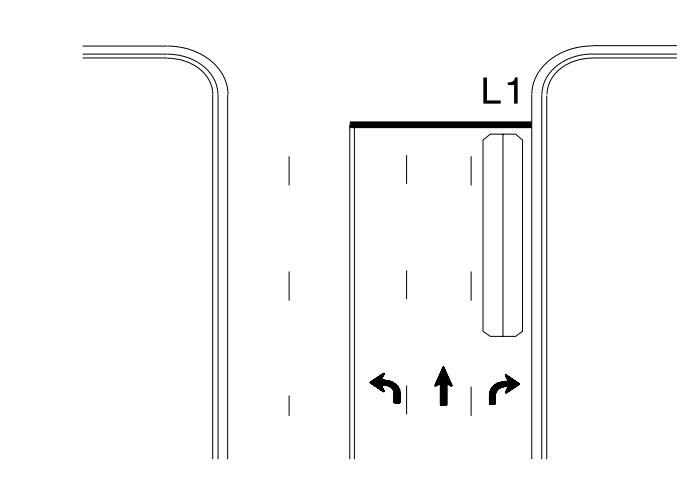
Queue Loop Detection

Right Turn Lane Detection

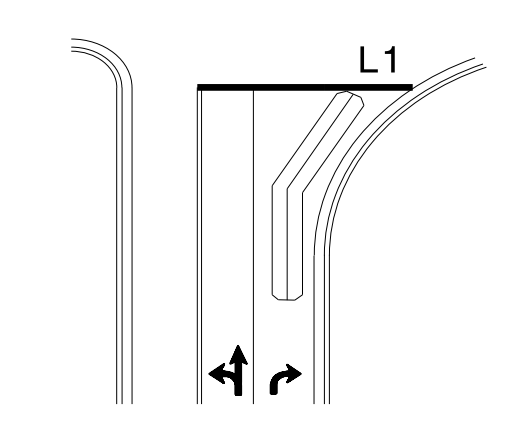


Shared Lane/
Wide Radius Turn

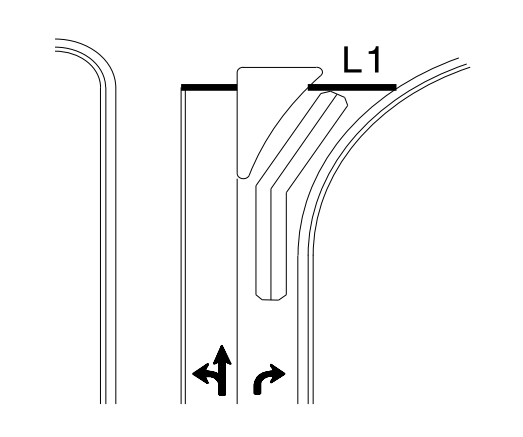
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

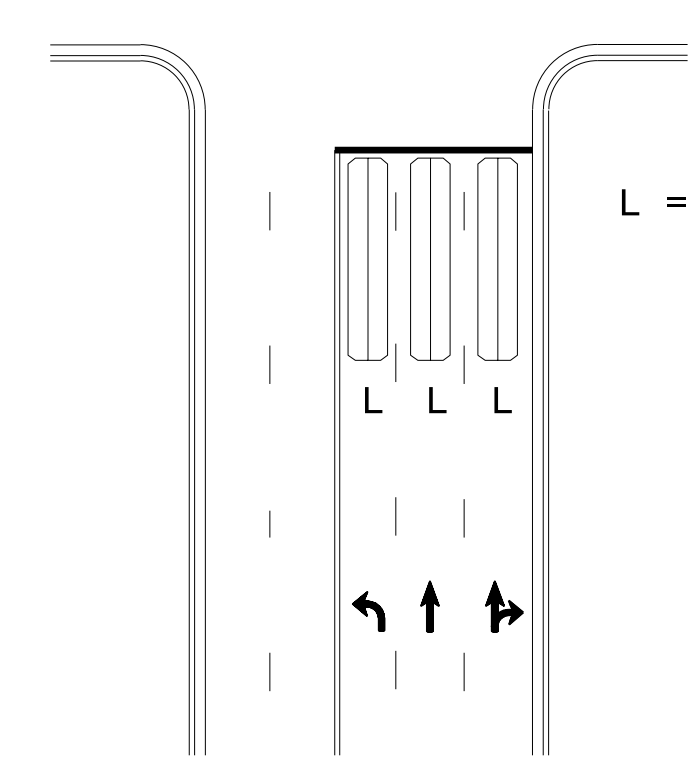


Wide Radius Turn



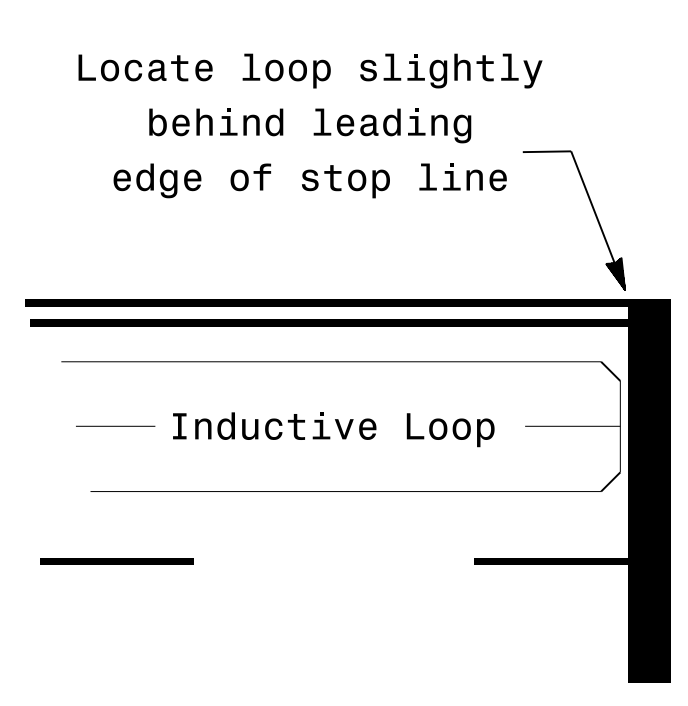
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared In the Offices of:

| | |
|--------------------------------------|--------------------|
| Typical Signal Loop Locations | |
| PLAN DATE: January 2015 | REVIEWED BY: JPG |
| PREPARED BY: PLA | REVIEWED BY: |
| SCALE: N/A | REVISIONS |
| | INIT. DATE |
| | 1/30/2015 |
| | DATE |
| | SIG. INVENTORY NO. |

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 paalexander