2025CPT.12.04.10361

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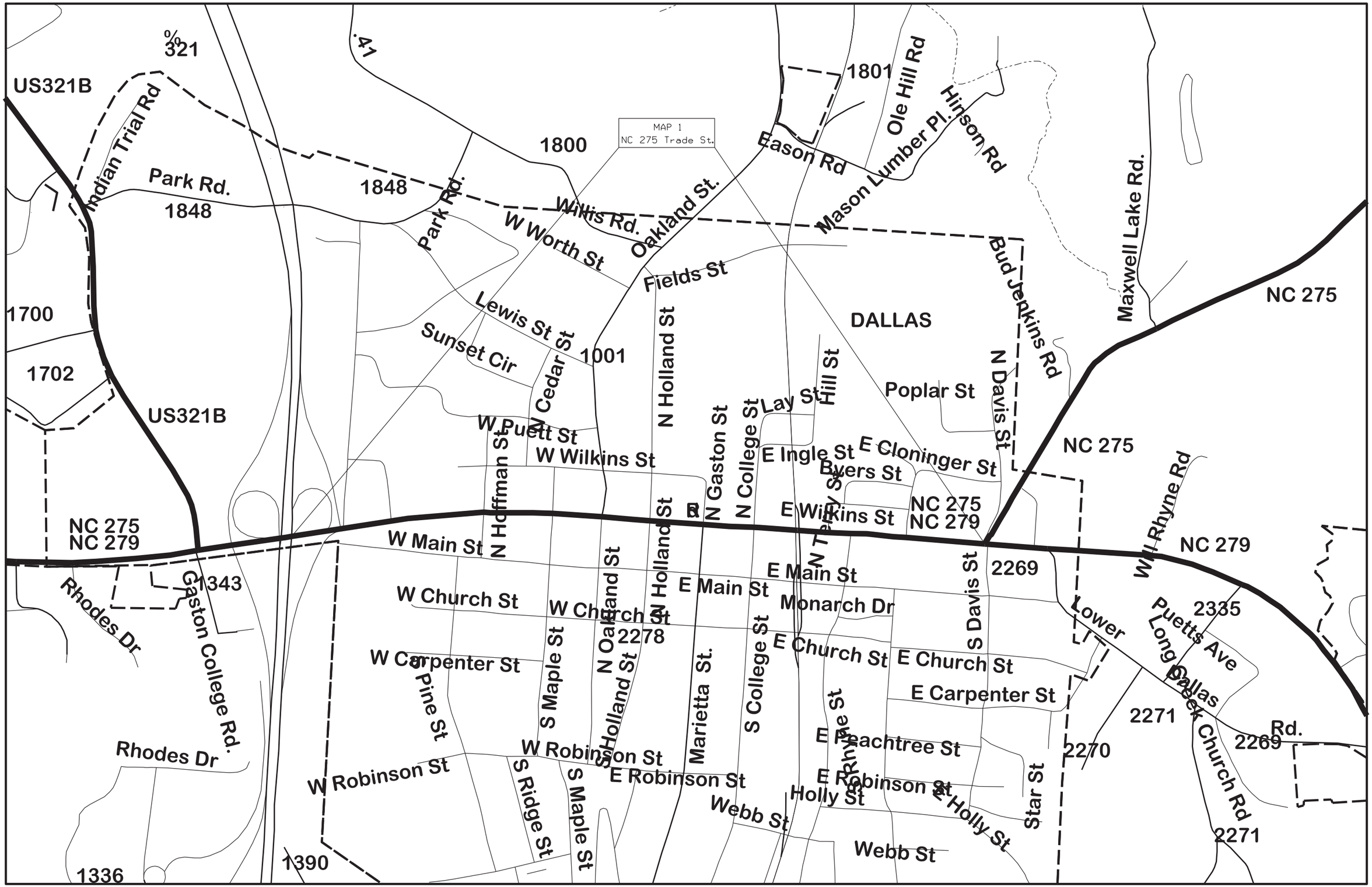
DL00341


GASTON COUNTY
2025CPT.12.04.10361
MAP 1
NC 275 Trade St.
US321B
321
.41
Indian Trial Rd
Park Rd.
1848
1800
1801
Ole Hill Rd
Hinson Rd
Mason Lumber Pl.
Bason Rd
Willis Rd.
Oakland St.
W Worth St
Fields St
Maxwell Lake Rd.
NC 275
1700
1702
Lewis St
Sunset Cir
1001
DALLAS
Bud Jenkins Rd
N Holland St
Hill St
Lay St
Poplar St
N Davis St
W Puett St
W Wilkins St
N Hoffman St
N Cedar St
N Gaston St
N College St
E Ingle St
E Cloninger St
Byers St
NC 275
NC 279
E Wilkins St
W Main St
E Main St
Monarch Dr
S Davis St
2269
W Church St
E Church St
2278
E Carpenter St
W Carpenter St
S Pine St
S Maple St
N Oakland St
S Holland St
Marietta St.
S College St
E Peachtree St
W Robinson St
E Robinson St
Holly St
Webb St
Star St
2270
2271
2335
Puetts Ave
Long Creek Church Rd
Rd.
Lower
Rhodes Dr
Gaston College Rd.
1343
1336
1390
NC 279

GASTON COUNTY
2025CPT.12.04.20361

MAP 2
Rhyne Rd.

N

GASTON COUNTY
2025CPT.12.04.20361

2319
Lynn Dr
Lewis RdLewis Rd
2334
2323
San Paulo Ln
Sunset Dr
Alpine Ln.
Thornbury Ln
Dooley Rd
Dellinger AveDellinger Ave
2200
Central AveCentral Ave
Duff St
Mays St
Spencer Ave
Gray St
Ranlo-Spencer Mtn Rd
2332
Walnut Ave
Sunset Dr
Ridge Ave
Ridge Ave
Rex Ave
Rex Ave
Rhyne Cir
Park Dr
Mays St
Mitchen Rd.
Maple Ave
Rhyne Cir
Burlington Ave
Bormil Dr
Ranlo Ave
Lowell St
Ranlo Ave
MAP 3
Ranlo Spencer Mtn Rd
2200
RANLO
Rhyne St
Rhyne Pl
Crescent Ave
Crescent Ave
2201
Booker St
Redlands Dr
Branch St
Ranlo-Spencer Mtn Rd
Church St
N Franklin St
2200
2903
Mark Ln.
2258
Burton Cir.
2219
NC 7
E Ozark Ave
Lowell Rd
Cox Rd
Fair Oaks Dr
NC 7
2220
2230
N

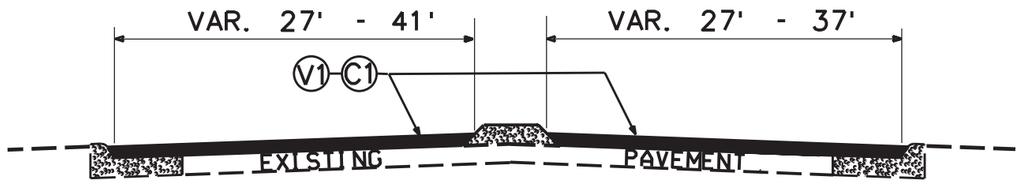
GASTON COUNTY
2025CPT.12.04.20361

MAP 4
Beatty Rd.

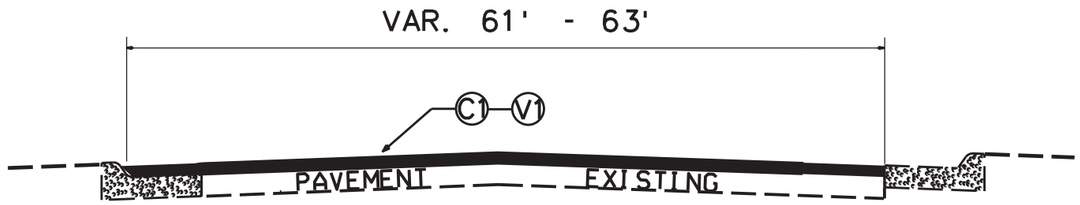
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
V1	MILL ASPHALT PAVEMENT APPROX. 1-1/2" AS DIRECTED BY ENGINEER
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

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.

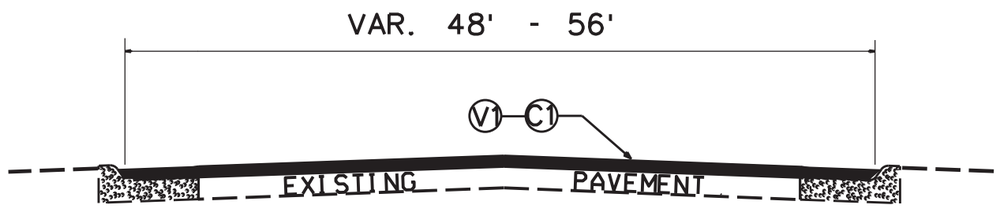
PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
GASTON COUNTY 2025-2026	6	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2025CPT.12.04.10361		
2025CPT.12.04.20361		



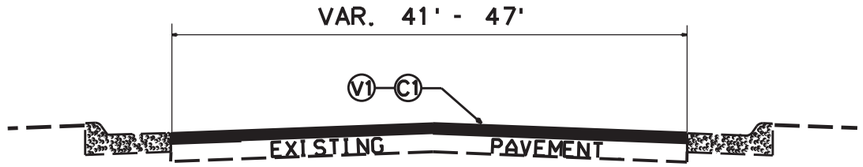
TYPICAL SECTION NO. 1
(MAP 1)



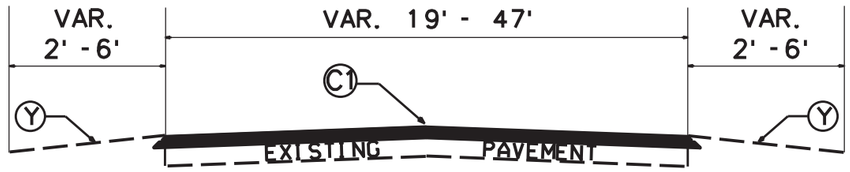
TYPICAL SECTION NO. 2
(MAP 1, 3)



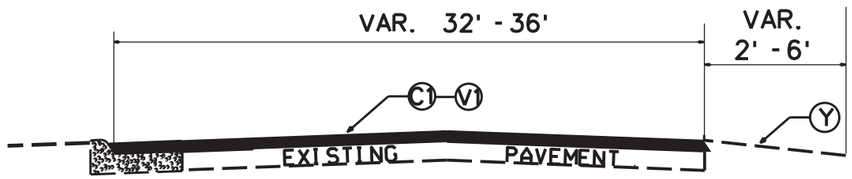
TYPICAL SECTION NO. 3
(MAP 1, 3)



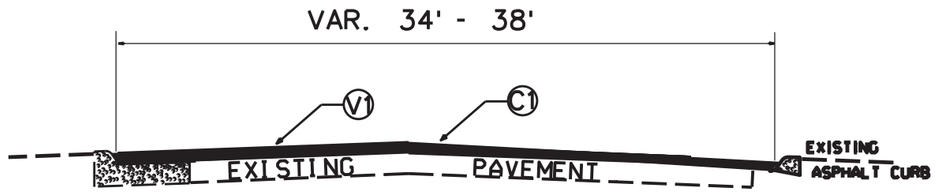
TYPICAL SECTION NO. 4
(MAP 1, 3)



TYPICAL SECTION NO. 5
(MAP 1, 2, 4)



TYPICAL SECTION NO. 6
(MAP 1)



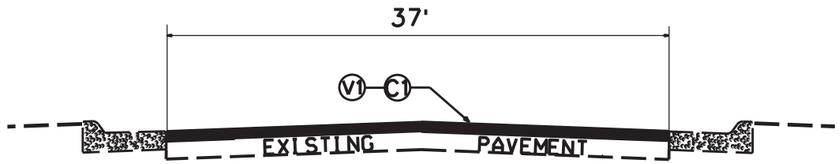
TYPICAL SECTION NO. 7
(MAP 3)

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
GASTON COUNTY 2025-2026	7	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2025CPT.12.04.10361		
2025CPT.12.04.20361		

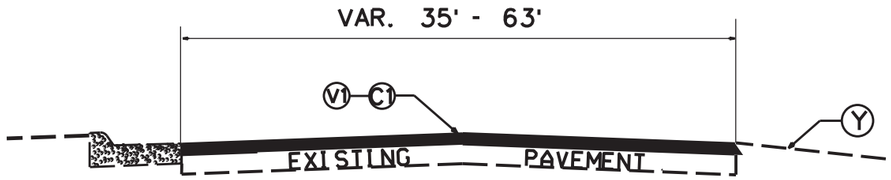
PAVEMENT SCHEDULE

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

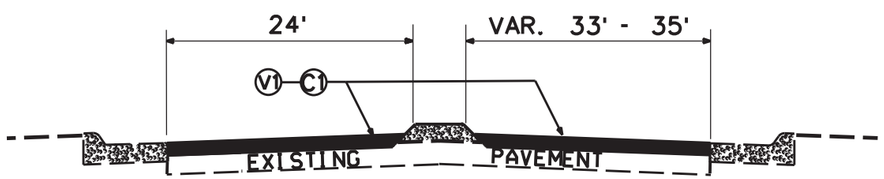
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
MILL BRIDGE APPROACHES & RXR APPROACHES 100' TO PROVIDE A SMOOTH TRANSITION AS DIRECTED.
MILL INTO GUTTER LINE WHERE SHOWN AND AS DIRECTED.
MAINTAIN PROPER CROWN FOR DRAINAGE OF THE ROAD SURFACE.



TYPICAL SECTION NO. 8
(MAP 4)



TYPICAL SECTION NO. 9
(MAP 4)



TYPICAL SECTION NO. 10
(MAP 4)

PROJ. REFERENCE NO.	SHEET NO.	TOTAL SHEETS
GASTON COUNTY 2025-2026	8	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION
2025CPT.12.04.10361		
2025CPT.12.04.20361		

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
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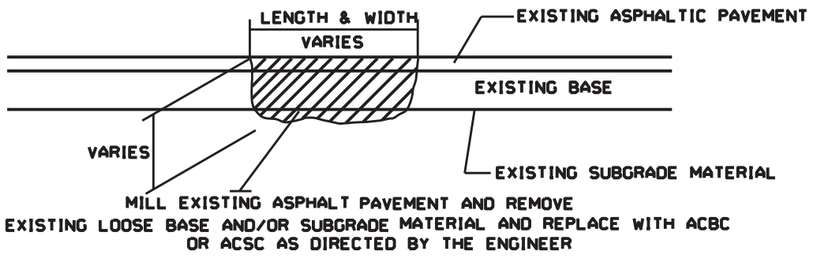
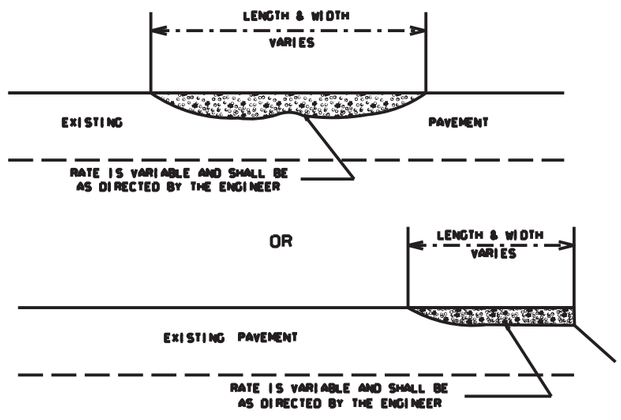
Y	SHOULDER RECONSTRUCTION
Z	INCIDENTAL MILLING AS DIRECTED BY THE ENGINEER.

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

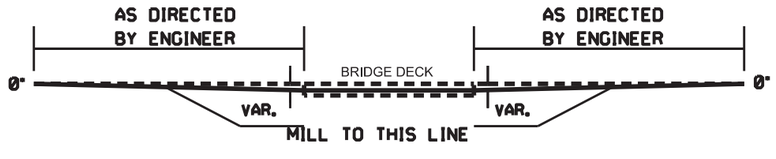


PATCHING EXISTING PAVEMENT

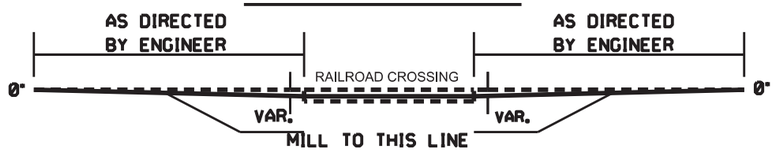


ASPHALT CONCRETE SURFACE COURSE
TYPE S9.5C (LEVELING COURSE)

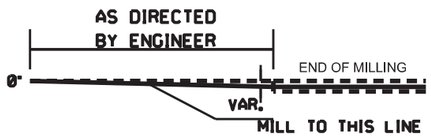
INCIDENTAL MILLING DETAILS



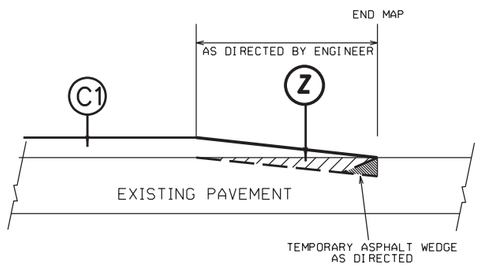
BRIDGE PROFILE



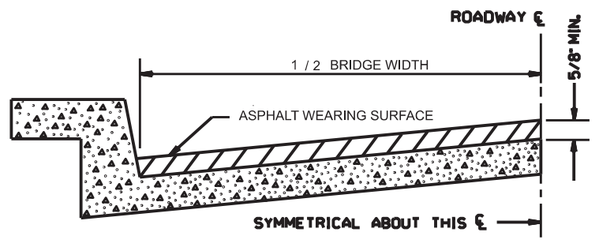
RAILROAD PROFILE



END OF MILLING PROFILE



TIE-IN MILLING DETAIL



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.

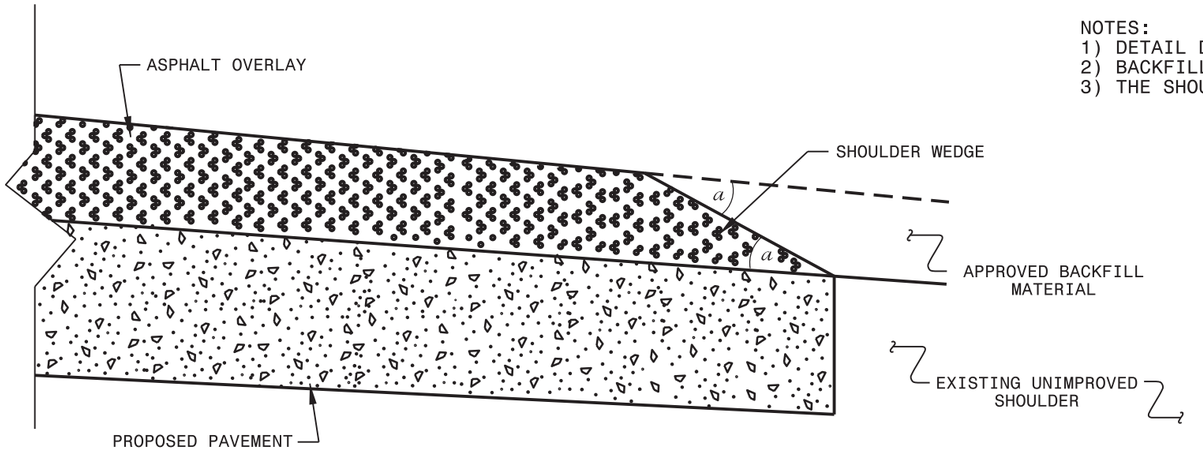
THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 5/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES

ALL UNPAVED S.R. ROADS TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROADS TO BE RESURFACED TO THE ENDS OF THE RADII, OR AS DIRECTED BY THE ENGINEER.
EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE TABLE OF QUANTITIES.
SHOULDERS AND DITCHES ARE TO BE CONSTRUCTED BY OTHERS UNLESS OTHERWISE NOTED.
BRIDGES TO BE RESURFACED AT LOCATIONS AND TO DEPTH AS DIRECTED BY THE ENGINEER.

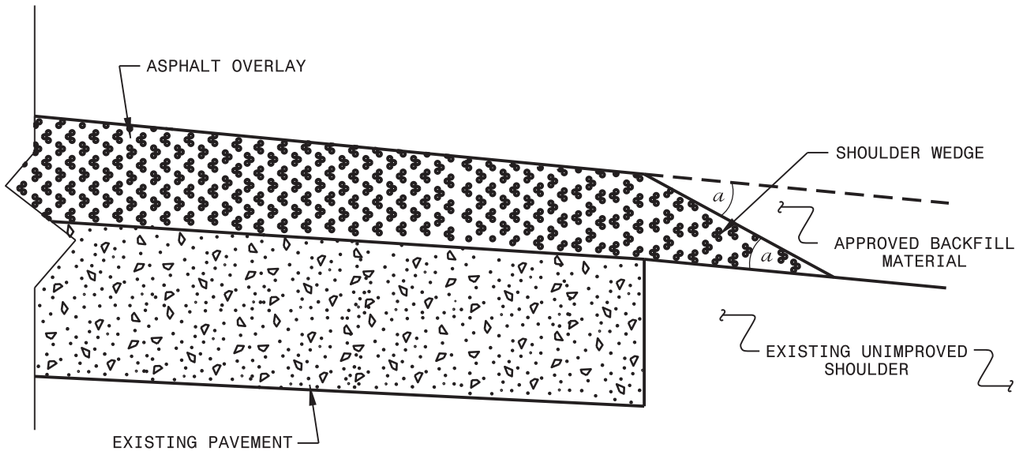
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.12.04.10361	9

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



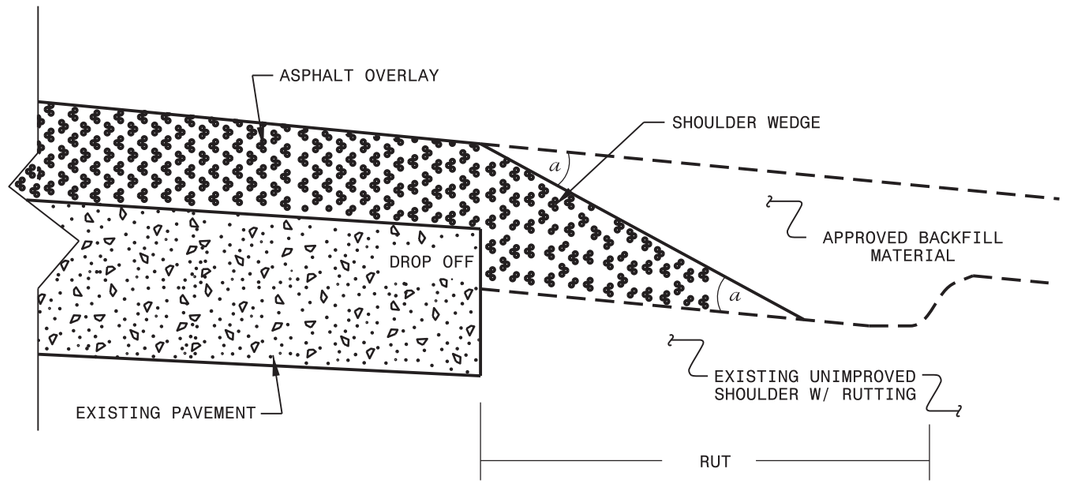
SHOULDER WEDGE DETAIL

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



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

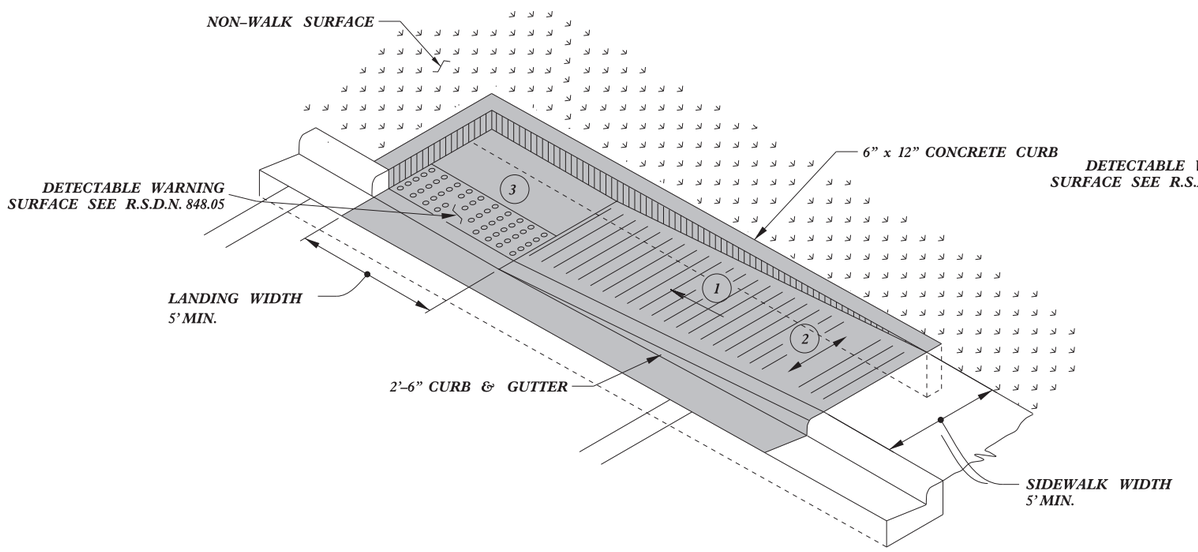
SHOULDER WEDGE DETAILS

ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:usr/details/stand/shoulderwedgedetail.dgn		

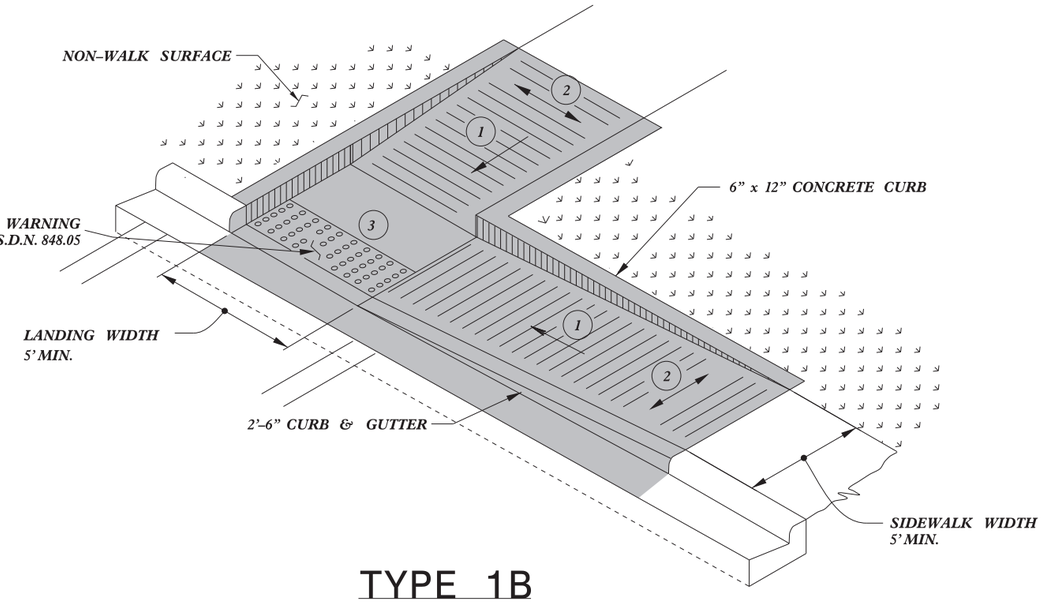
$$$$$$SYSTIME$$$$$
$$$$$$USERNAME$$$$$

5/14/99

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.12.04.10361	10

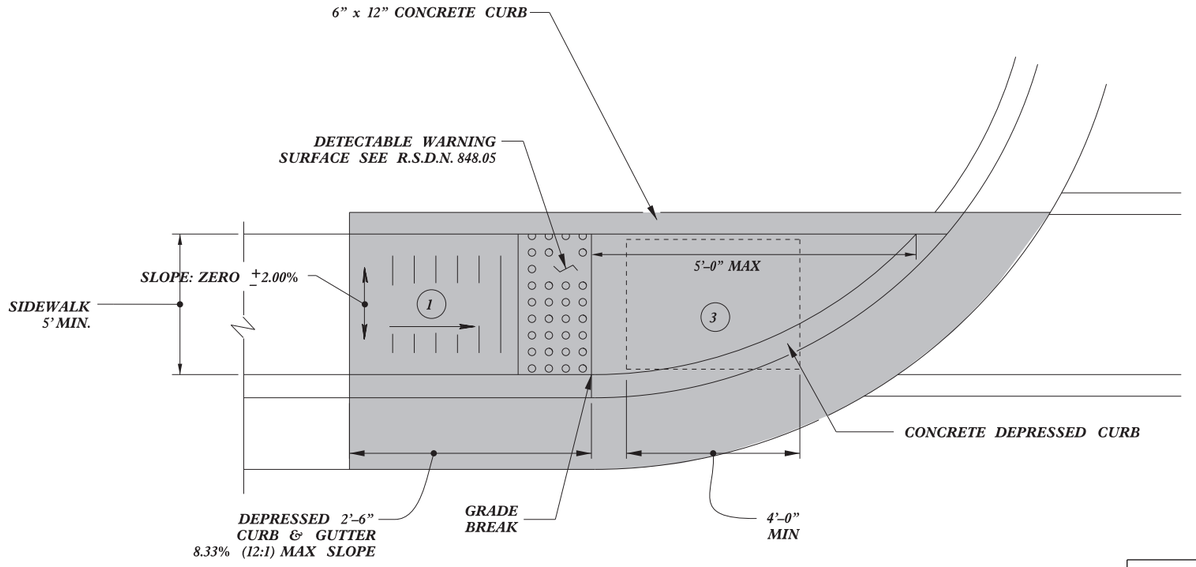


TYPE 1A



TYPE 1B

PAY LIMITS FOR 1 CURB RAMP



TYPE 1

(1) 8.33% (12:1) MAX RAMP SLOPE

(2) CROSS SLOPE: 2.00%

(3) CURB RAMPS REQUIRE A (4'–0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

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

NORTH CAROLINA PROFESSIONAL SEAL 022966 ENGINEER Joel S. Howerton

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

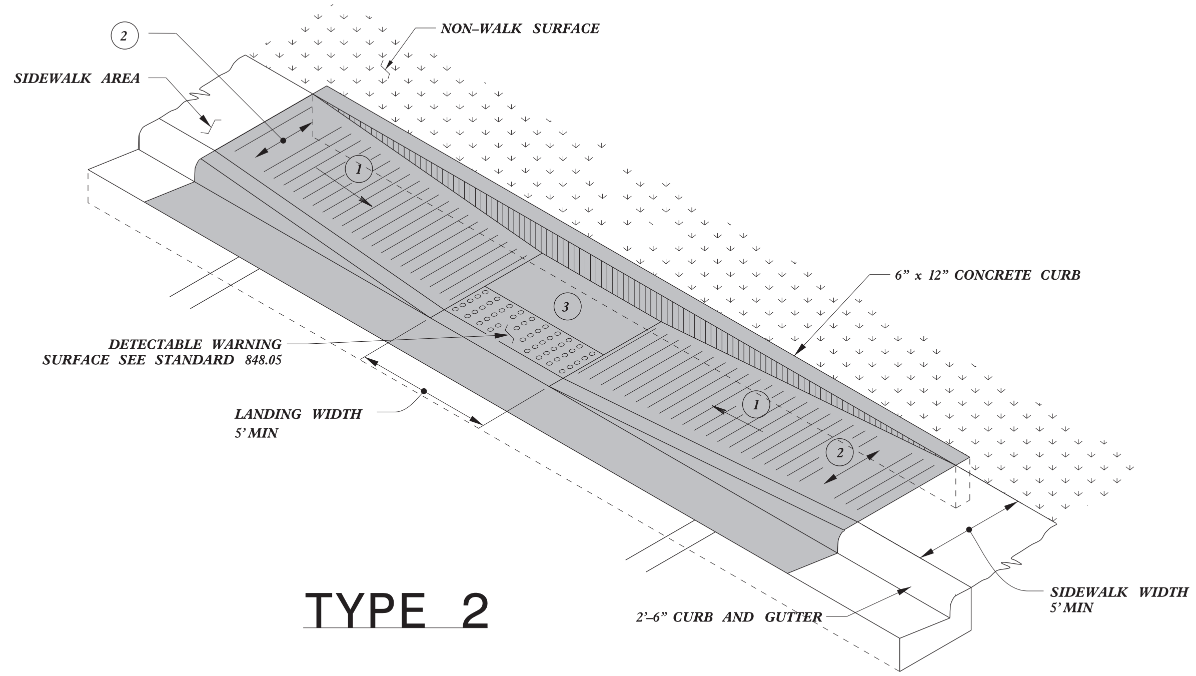
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

Directional Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: _____ DATE: _____
CHECKED BY: _____ DATE: _____
FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn

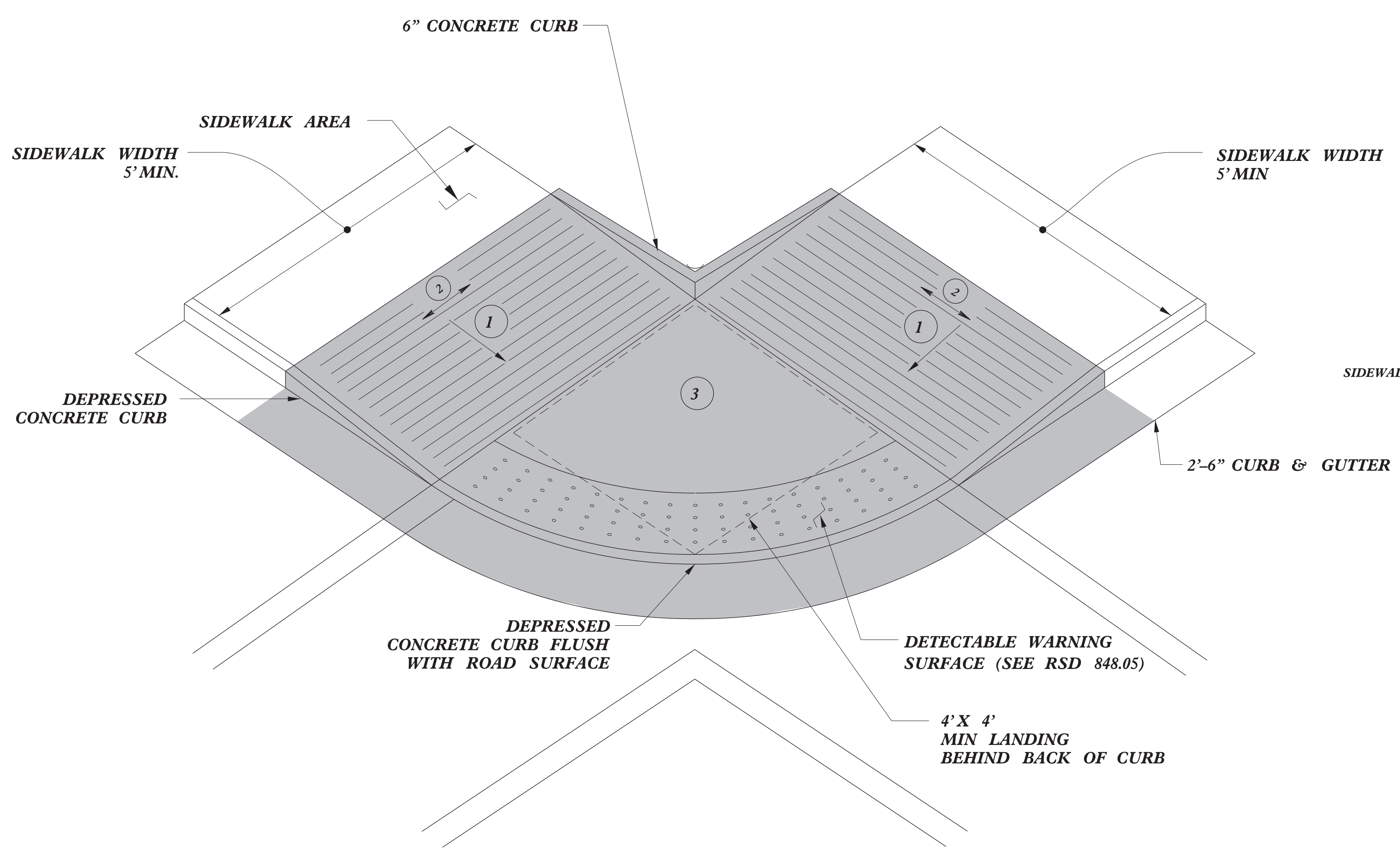
$$$$$$$$SYSTIME$$$$$$
$$$$$$$$USERNAME$$$$$$$$DGN$$$$$$$$$$$$$$$$$$$$



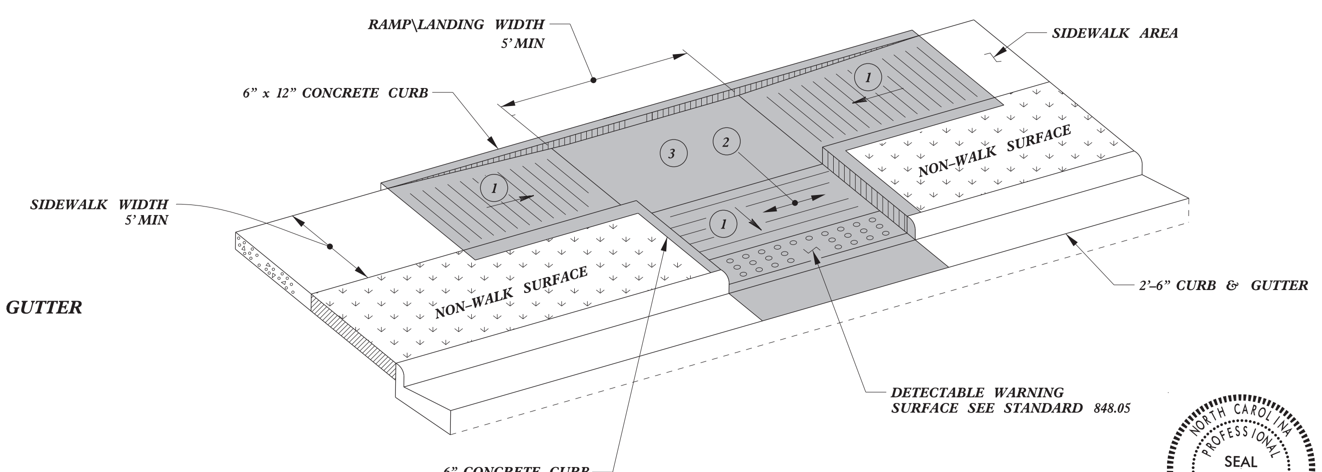
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4’–0”) MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



TYPE 3

NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 022966 Joel S. Howerton

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

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

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

CURB RAMPS

Parallel Ramps

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

5/14/99

$$$$$$SYSTIME$$$$$
$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$
$$$$USERNAME$$$$

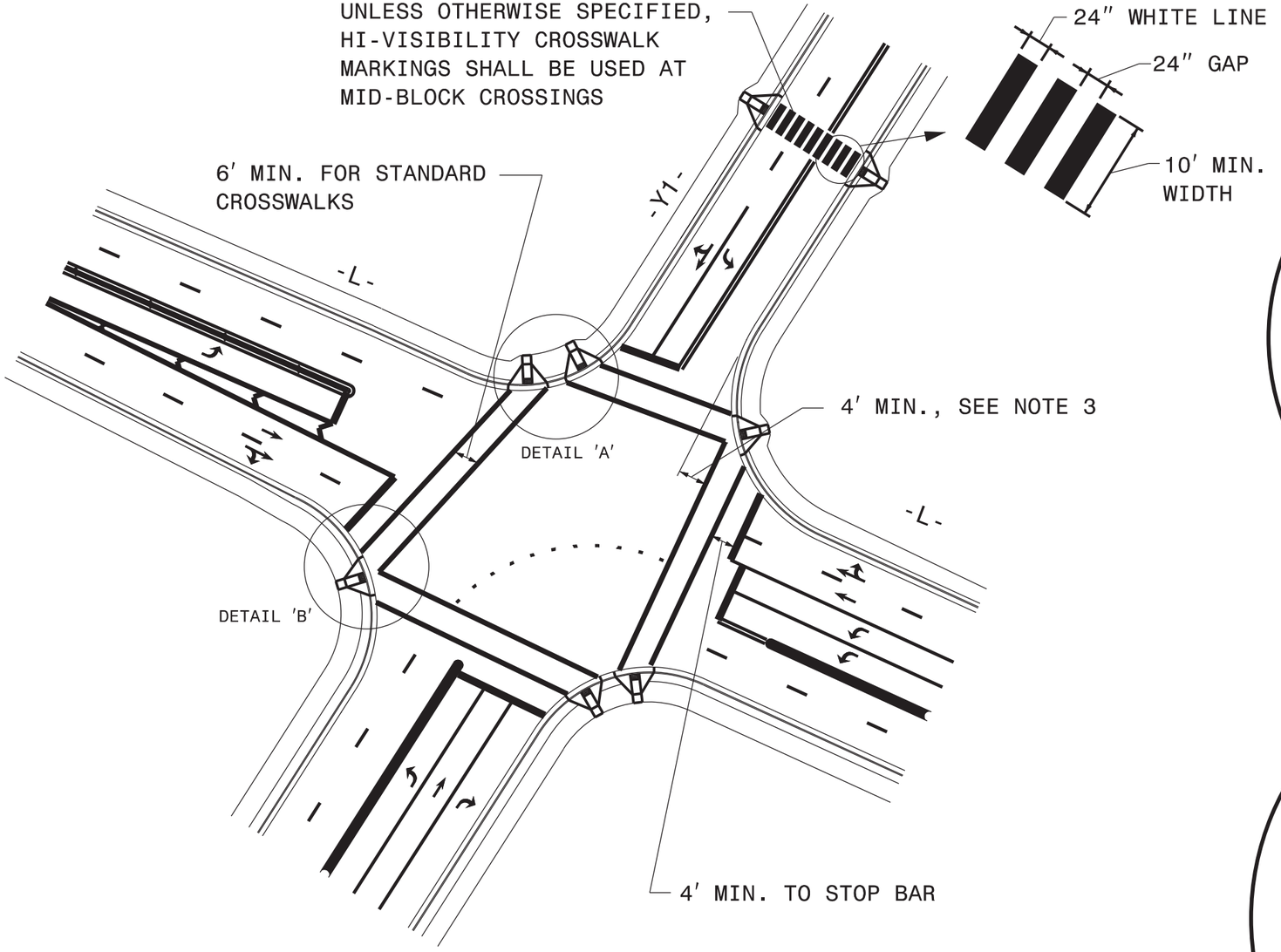
TIP NO.	SHEET NO.
2025CPT.12.04.10361	12

APPROVED:

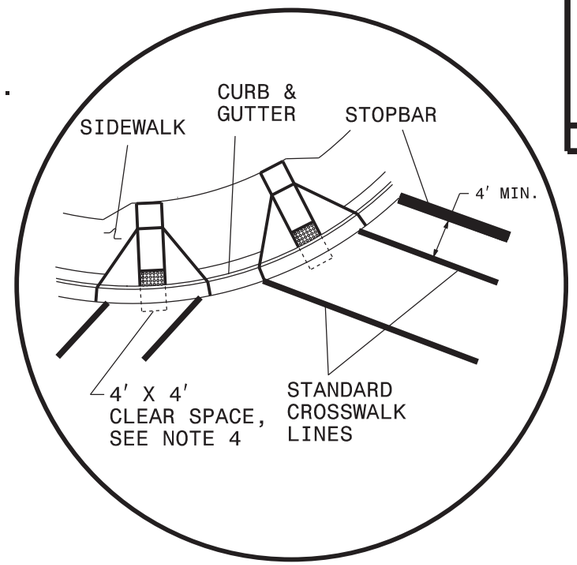
DATE:

SEAL

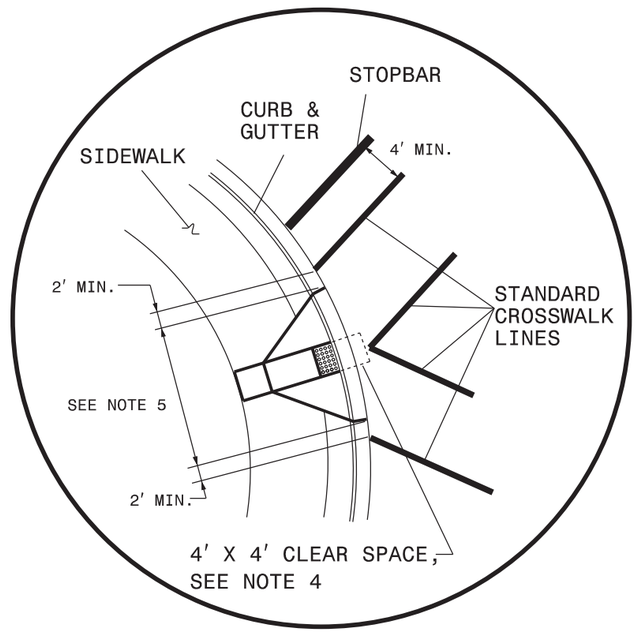
REVISIONS



GUIDANCE DETAIL FOR CROSSWALK MARKINGS



DETAIL 'A'- DUAL CURB RAMPS



DETAIL 'B'- SINGLE DIAGONAL CURB RAMP

NOTES:

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

2. THE CROSSWALK MARKINGS SHOWN ON THE ABOVE DETAILS ARE FOR REFERENCE ONLY. ONLY INSTALL CROSSWALK MARKINGS WHERE SHOWN ON THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER. THE CROSSWALK MARKING TYPE, STANDARD OR HI-VISIBILITY, SHALL BE INSTALL AS SPECIFIED ON THE DETAIL SHEETS OR AS DIRECTED BY THE ENGINEER.

3. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL IS 4' MIN.

4. BEYOND THE BOTTOM GRADE BRAKE, A CLEAR SPACE OF 4' X 4' MINIMUM SHALL BE PROVIDED WITHIN THE MARKINGS.

5. SINGLE DIAGONAL CURB RAMPS WITH FLARED SIDES SHALL HAVE A SEGMENT OF CURB 2 FEET LONG MINIMUM LOCATED ON EACH SIDE OF THE CURB RAMP AND WITHIN THE MARKED CROSSING, SEE DETAIL 'B'.

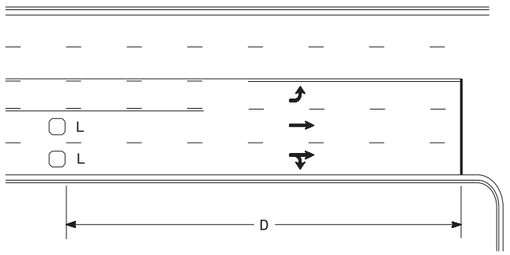
6. CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE TO THE LATEST NCDOT ROADWAY STANDARD DRAWINGS.

CROSSWALK PAVEMENT MARKING GUIDANCE DETAIL

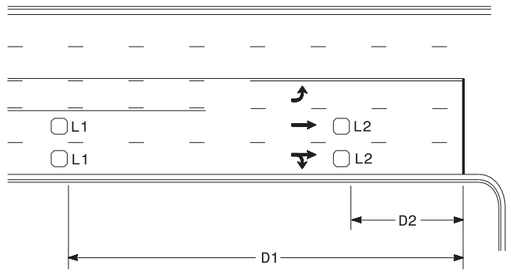
$$$$$$$SYSTIME$$$$$
$$$$$$$$$$$$$$$$$$$DGN$$$$$$$$$$$$$$$$$$$$
$$$$USERNAME$$$$

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.12.04.10361	13

High Speed Detection
(≥40 mph)



OR



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

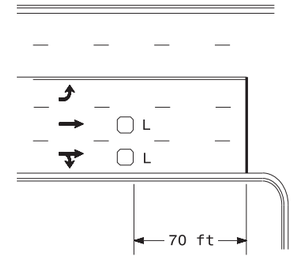
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

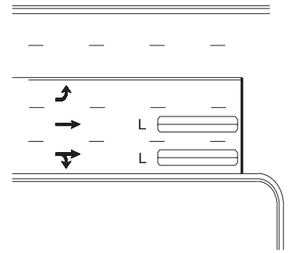
L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

Low Speed Detection
(≤35 mph)



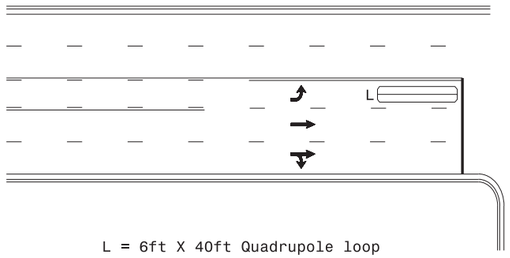
OR



L = 6ft X 6ft
Wired in series

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

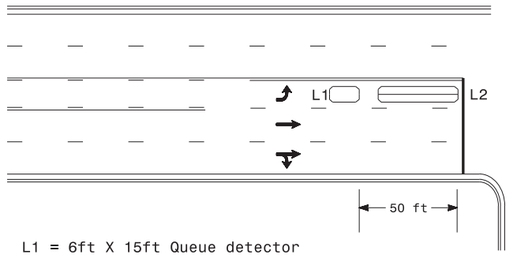
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

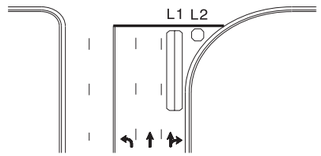
OR



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

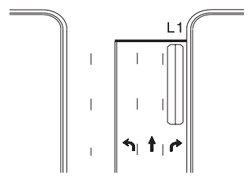
Queue Loop Detection

Right Turn Lane Detection

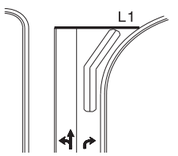


L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately

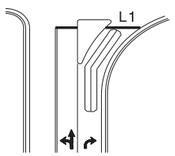
Shared Lane/
Wide Radius Turn



Standard Turn

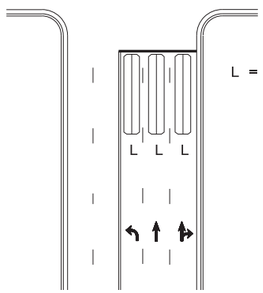


Wide Radius Turn



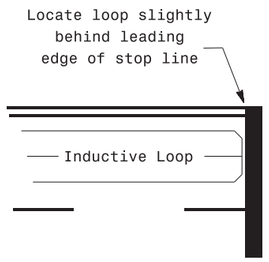
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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
Signal Design Section
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
750 N.Greenfield Pkwy.,Garner,NC 27529

Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE
N/A

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23489 ENGINEER PAMELA L. ALEXANDER

1/30/2015
DATE

SIG. INVENTORY NO.

30-JAN-2015 12:39
S:\TIMSGUI\TIS Signals\Signal Design Section\Eastern Region\loop typical2015.dgn
palexander

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.12.04.10361,		
2024CPT.12.04.20361		

SUMMARY OF QUANTITIES

														0255000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	2600000000-N	2612500000-N	2800000000-N	2815000000-N	2830000000-N	2845000000-N	2374000000-N	2920000000-N	5255000000-N	2846000000-N	7324000000-N	7444000000-E	7456000000-E
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	AGGREGATE SHOULDER BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	LEVELING COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	RETROFIT EXISTING CURB RAMP	REMOVE & REPLACE CONCRETE CURB RAMPS	ADJ. OF CATCH BASIN	ADJ. OF DROP INLET	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	FRAME W/ GRATE & HOOD STD 840.03 TYPE 'E'	CONVERT EXISTING DROP INLET TO CATCH BASIN	PORTABLE CONSTRUCTION LIGHTING	ADJ. OF OVERSIZE MANHOLES	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
										MI	FT			TON	TONS	SMI	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	EA	EA	EA	EA	EA	LS	EA	EA	LF	LF
2025CPT.12.04.10361	Gaston	1	NC-275 - NC 279 / W. TRADE ST.	FROM US-321 BRIDGE TO NC 279 / DALLAS STANLEY HWY	1 2 3 4 3 5 6	4 5 4 4 2 2 2	MU	NO	NO	0.05 0.10 0.54 0.02 0.04 0.25 0.06	VAR. 54-64 VAR. 61-63 VAR. 48-56 VAR. 41-47 44' VAR. 23-32 VAR. 32-36	3.91	4.97	98	20	0.56	25,249		2,604		154	20		20	1	3	23	9	1	1	*	2	3	3,300	1,300
TOTAL FOR PROJ NO. 2024CPT.12.07.10361										**1.06**				**98**	**20**	**0.56**	**25,249**		**2,604**		**154**	**20**		**20**	**1**	**3**	**23**	**9**	**1**	**1**	*	**2**	**3**	**3,300**	**1,300**
2025CPT.12.04.20361	Gaston	2	SR-1823 / RHYNE RD	FROM SR-1820 / ALEXIS HIGH SHOALS RD TO SR-1827 / UPPER SPENCER MTN RD	5	2	2WU	NO	NO	3.18	19	0	3.18	1,113	191	6.36		150	3,297	497	263	811													
2025CPT.12.04.20361	Gaston	3	SR-2200 / RANLO SPENCER MTN RD	FROM NC 7 TO PAVEMENT JOINT AT RANLO CL	4 2 7 3 6 5	3 3 3 2 2 2	2WU	NO	NO	0.33 0.18 0.23 0.21 0.06 0.46	VAR. 36-37 VAR. 27-29 VAR. 25-28 VAR. 29-34 VAR. 24-25 VAR. 23-25	7.05	8.52	200	30	0.98	17,185		2,134	134	147	270		9	1	2	6	6	1	1	*		1	150	85
2025CPT.12.04.20361	Gaston	4	SR-2439 / BEATY RD	FROM NC-274 / UNION RD TO NC-279 / S. NEW HOPE RD	8 9 5 9 10	3 3 Varies Varies 5	2WU	NO	NO	0.01 0.20 2.78 0.64 0.03	37 36 VAR. 19-36 VAR. 35-63 VAR. 57-59	0	3.63	1,253	111	6.40	18,605		5,352	375	402	1,338	1				4	1					2	800	375
TOTAL FOR PROJ NO. 2024CPT.12.07.20361										**8.28**				**2,566**	**332**	**13.74**	**35,790**	**150**	**10,783**	**1,006**	**812**	**2,419**	**1**	**9**	**1**	**2**	**10**	**7**	**1**	**1**	*		**3**	**950**	**460**
GRAND TOTAL										**9.34**				**2,664**	**352**	**14.30**	**61,039**	**150**	**13,387**	**1,006**	**966**	**2,439**	**1**	**29**	**2**	**5**	**33**	**16**	**2**	**2**	**1**	**2**	**6**	**4,250**	**1,760**

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.12.04.10361, 2025CPT.12.04.20361		

THERMOPLASTIC AND PAINT QUANTITIES

												4413000000-E	4447000000-E	4457000000-N	4510000000-N	4685000000-E		4695000000-E	4700000000-E	4704000000-E	4709000000-E	4720000000-E		4725000000-E					4810000000-E		4830000000-E	4835000000-E	4840000000-N	4845000000-N	4895000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	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 WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO MSG RXR 90 M	THERMO RT ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG RXR	PAINT LT ARROW	POLY CARBONATE H-SHAPED PAVEMENT MARKER
								MI	FT			SF	LF	LS	HR	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	EA	EA	EA
2025CPT.12.04.10361	Gaston	1	NC-275 - NC 279/ W. TRADE ST.	FROM US-321 BRIDGE TO NC 279 / DALLAS STANLEY HWY	1	4	MU	0.05	VAR. 54-64	3.91	4.97	356	40	*	250	11,195	3,564	270			665			4	2	3	16	14	2,080	10,000		300		13	166
					2	5		0.10	VAR. 61-63																										
					3	4		0.54	VAR. 48-56																										
					4	4		0.06	VAR. 41-47																										
					5	2		0.25	VAR. 23-32																										
					6	2		0.06	VAR. 32-36																										
TOTAL FOR PROJ NO. 2025CPT.12.04.10361								**1.06**				**356**	**40**	*	**250**	**11,195**	**3,564**	**270**			**665**			**4**	**2**	**3**	**16**	**14**	**2,080**	**10,000**		**300**		**13**	**166**
																14,759		**270**						**39**					**12,080**					
2025CPT.12.04.20361	Gaston	2	SR-1823 / RHYNE RD	FROM SR-1820 / ALEXIS HIGH SHOALS RD TO SR-1827 / UPPER SPENCER MTN RD	5	2	2WU	3.18	19	0	3.18	228		*																68,434	51,976					
2025CPT.12.04.20361	Gaston	3	SR-2200 / RANLO SPENCER MTN RD	FROM NC 7 TO PAVEMENT JOINT AT RANLO CL	4	2	2WU	0.33	VAR. 36-37	7.05	8.52	116	20	*	75	34,400	10,730	66		100	174	12	4		20		2			10,560	100	50	4	7	
					2			0.18	VAR. 27-29																										
					7			0.23	VAR. 25-28																										
					3			0.21	VAR. 29-34																										
					6			0.06	VAR. 24-25																										
					5			0.46	VAR. 23-25																										
2025CPT.12.04.20361	Gaston	4	SR-2439 / BEATY RD	FROM NC-274 / UNION RD TO NC-279 / S. NEW HOPE RD	8	3	2WU	0.01	37	0	3.63	372		*	80	45,144	36,880	220	450		205	12		14	22	2			500	12,460					359
					9	3		0.20	36																										
					5	Varies		2.78	VAR. 19-36																										
					9	Varies		0.64	VAR. 35-63																										
					10	5		0.03	VAR. 57-59																										
TOTAL FOR PROJ NO. 2025CPT.12.04.20361								**8.28**				**716**	**20**	*	**155**	**79,544**	**47,610**	**286**	**450**	**100**	**379**	**24**	**4**	**14**	**42**	**2**	**2**		**68,934**	**74,996**	**100**	**50**	**4**	**7**	**359**
																127,154						**28**		**60**					**143,930**					
GRAND TOTAL								**9.34**				**1,072**	**60**	**1**	**405**	**90,739**	**51,174**	**556**	**450**	**100**	**1,044**	**24**	**4**	**18**	**44**	**5**	**18**	**14**	**71,014**	**84,996**	**100**	**350**	**4**	**20**	**525**
																141,913						**28**		**99**					**156,010**					

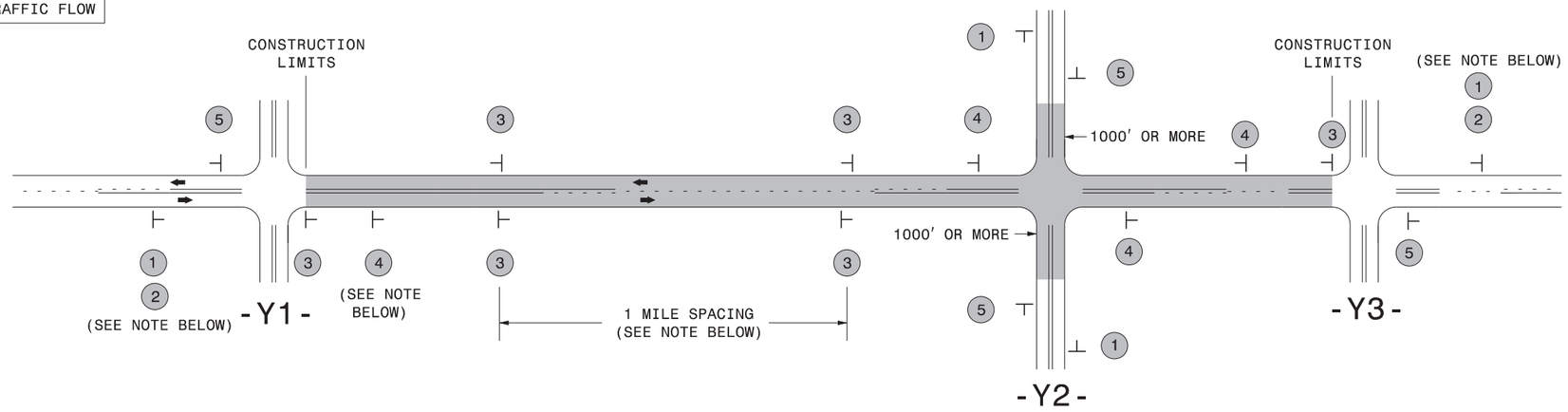
SUMMARY OF CURB RAMP QUANTITIES

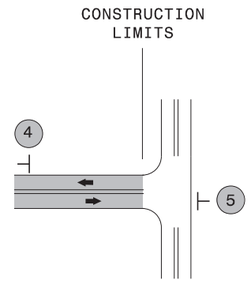
								Proj. #	2025CPT.12.04.10361
								Sheet #	
WBS No.	Division	County	Major Route	Minor Route	Proposed Concrete Curb Ramps (EA)	Retrofit Existing Concrete Curb Ramp (EA)	Remove and Replace Existing Curb Ramp (EA)	Quadrant (NE,SE,NW, SW)	Proposed Replacement Type
2025CPT.12.04.10361	12	Gaston	NC 279	N. Walnut St.			1	NE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Walnut St.			1	SE	Type 2
2025CPT.12.04.10361	12	Gaston	NC 279	N.Hoffman St.			1	NW	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N.Hoffman St.			1	NE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N.Hoffman St.			1	SW	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N.Hoffman St.			1	SE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Maple St.			1	NW	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. Maple St.			1	NE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Maple St.			1	SW	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. Maple St.			1	SE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Oakland St.			1	NE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Oakland St.			1	SW	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Oakland St.			1	SE	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. College St.			1	NW	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N .College St.			1	NE	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. College St.			1	SW	Type 2A
2025CPT.12.04.10361	12	Gaston	NC 279	N. Terry St.			1	NW	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. Terry St.			1	NE	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. Terry St.			1	NW	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. Spargo St.			1	NW	Type 1
2025CPT.12.04.10361	12	Gaston	NC 279	N. Spargo St.			1	NE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	Church Ave.			1	NE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	Church Ave.			1	SE	Type1
2025CPT.12.04.201361	12	Gaston	SR 2200	E. Rhyne St.			1	NE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	E. Rhyne St.			1	SE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	Ranlo Ave.			1	NE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	Ranlo Ave.			1	SE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	Burlington Ave.			1	NE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2200	Burlington Ave.			1	SE	Type 2A
2025CPT.12.04.201361	12	Gaston	SR2200	Burmill Rd.			1	SE	Type 1
2025CPT.12.04.201361	12	Gaston	SR 2439	Catawba Hills Dr.		1		NW	Retrofit Existing Conc. Curb Ramp
Project Grand Total					**0**	**1**	**29**		

PROJ. REFERENCE NO.	SHEET NO.
2025CPT.12.04.10361	17

SIGNING FOR RESURFACING PROJECTS

LEGEND
- ⊢ STATIONARY SIGN
- ⬅ DIRECTION OF TRAFFIC FLOW





TEE INTERSECTION

MAINLINE (-L-) SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION

1. ROAD WORK AHEAD — W20-1, 48″ X 48″
2. 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)

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 ½ 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.

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.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD — W20-1, 48″ X 48″
PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A, 48″ X 48″
PLACED 250′ IN ADVANCE OF FLAGGER.

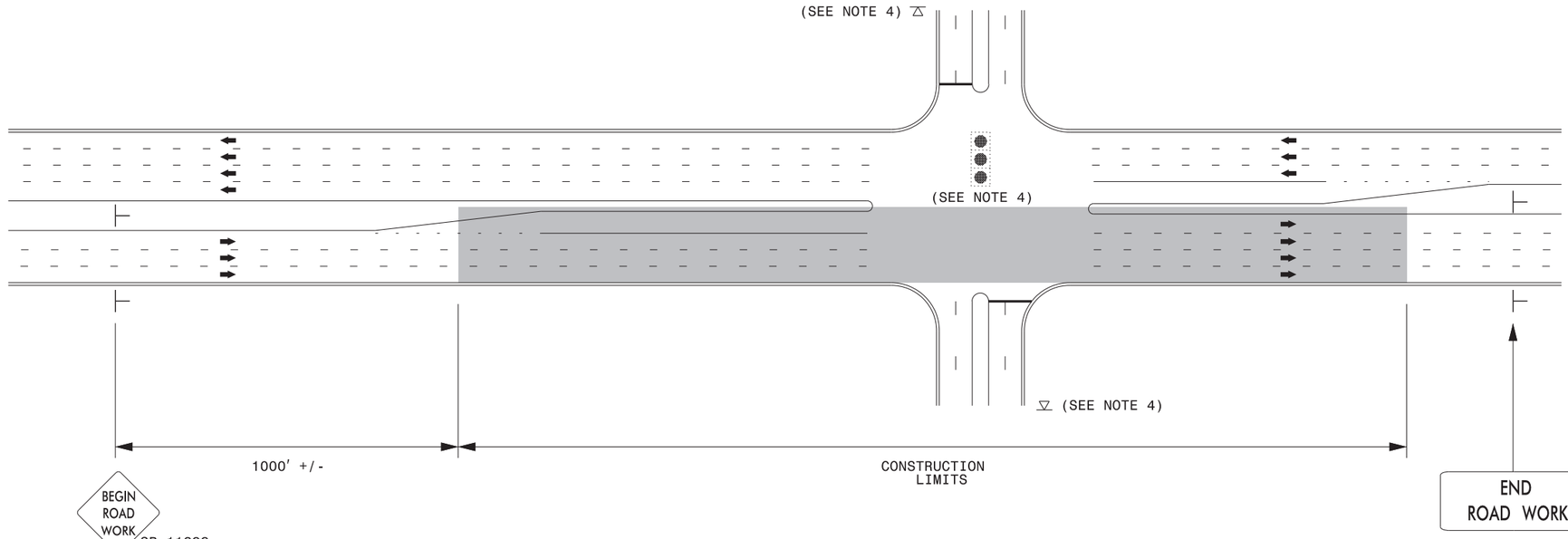
DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

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

5/15/2017
SATMU\WZTC\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn
User:kedgis

PROJ. REFERENCE NO.	SHEET NO.
2025CPT.12.04.10361	18

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

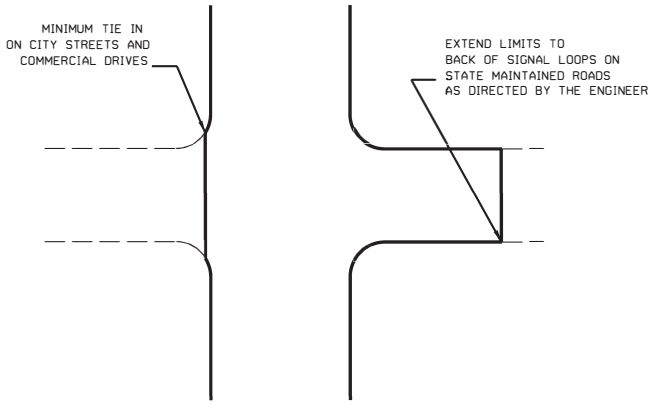
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

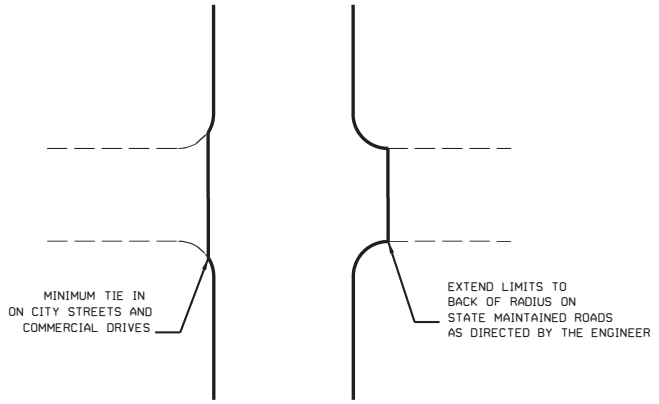
RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

4/8/2015
C:\Users\rmgarrett\Downloads\Resurfacing_AdvWarn_UrSu (2).dgn
User:rmgarrett

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.12.04.10361	19



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	INGLES DRIVEWAY ENTRANCE	BACK OF SIGNAL LOOP
1	N. WALNUT ST.	BACK OF SIGNAL LOOP
1	N. HOFFMAN ST. (Northside)	BACK OF SIGNAL LOOP
1	N. HOFFMAN ST. (Southside)	BACK OF SIGNAL LOOP
1	N. OAKLAND ST. (Northside)	BACK OF SIGNAL LOOP
1	N. OAKLAND ST. (Southside)	BACK OF SIGNAL LOOP
1	N. HOLLAND ST. (Northside)	BACK OF SIGNAL LOOP
1	N. HOLLAND ST. (Southside)	BACK OF SIGNAL LOOP
1	N. GASTON ST. (Northside)	BACK OF SIGNAL LOOP
1	N. GASTON ST. (Southside)	BACK OF SIGNAL LOOP
1	N. COLLEGE ST. (Northside)	BACK OF SIGNAL LOOP
1	N. COLLEGE ST. (Southside)	BACK OF SIGNAL LOOP
1	NC 275	BACK OF SIGNAL LOOP
1	N. DAVIS ST.	BACK OF SIGNAL LOOP
4	SR 2445 KENDRICK RD	BACK OF SIGNAL LOOP