

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

# PLANS

**Letting Date: October 1, 2025**

**CONTRACT ID: DF00528**

**TIP NO.: -----**

**FEDERAL AID NO.: STATE FUNDED**

**WBS ELEMENT NO.: 2026CPT.06.02.20261.1**

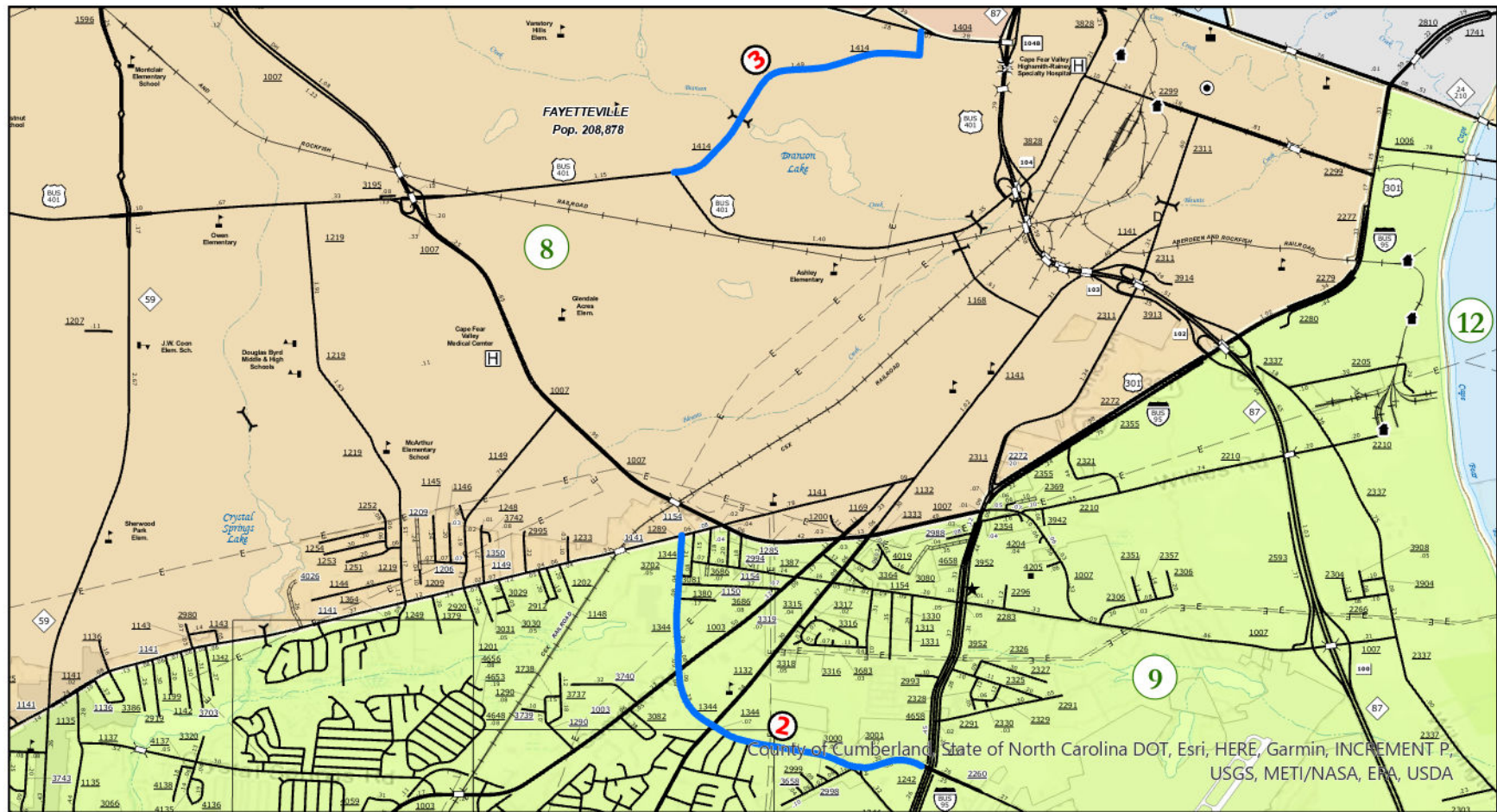
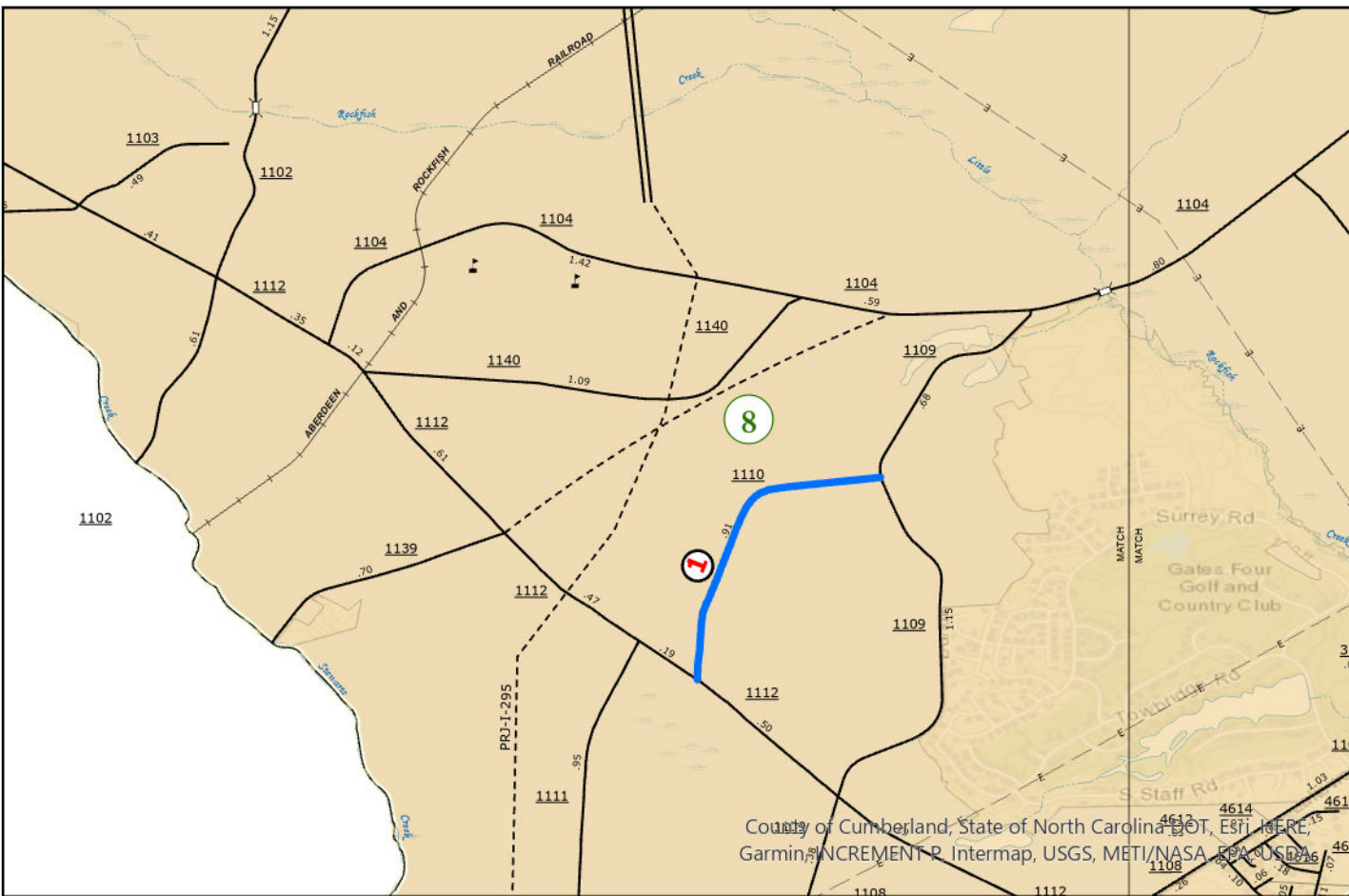
**ROUTE NO.: VARIES**

**LOCATION: VARIES**

**COUNTY: CUMBERLAND**

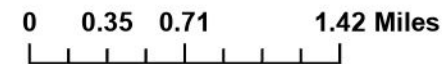
**LENGTH OF PROJECT: 13.180**

**TYPE OF WORK: WIDENING, RESURFACING, MILLING & PAVEMENT MARKINGS**



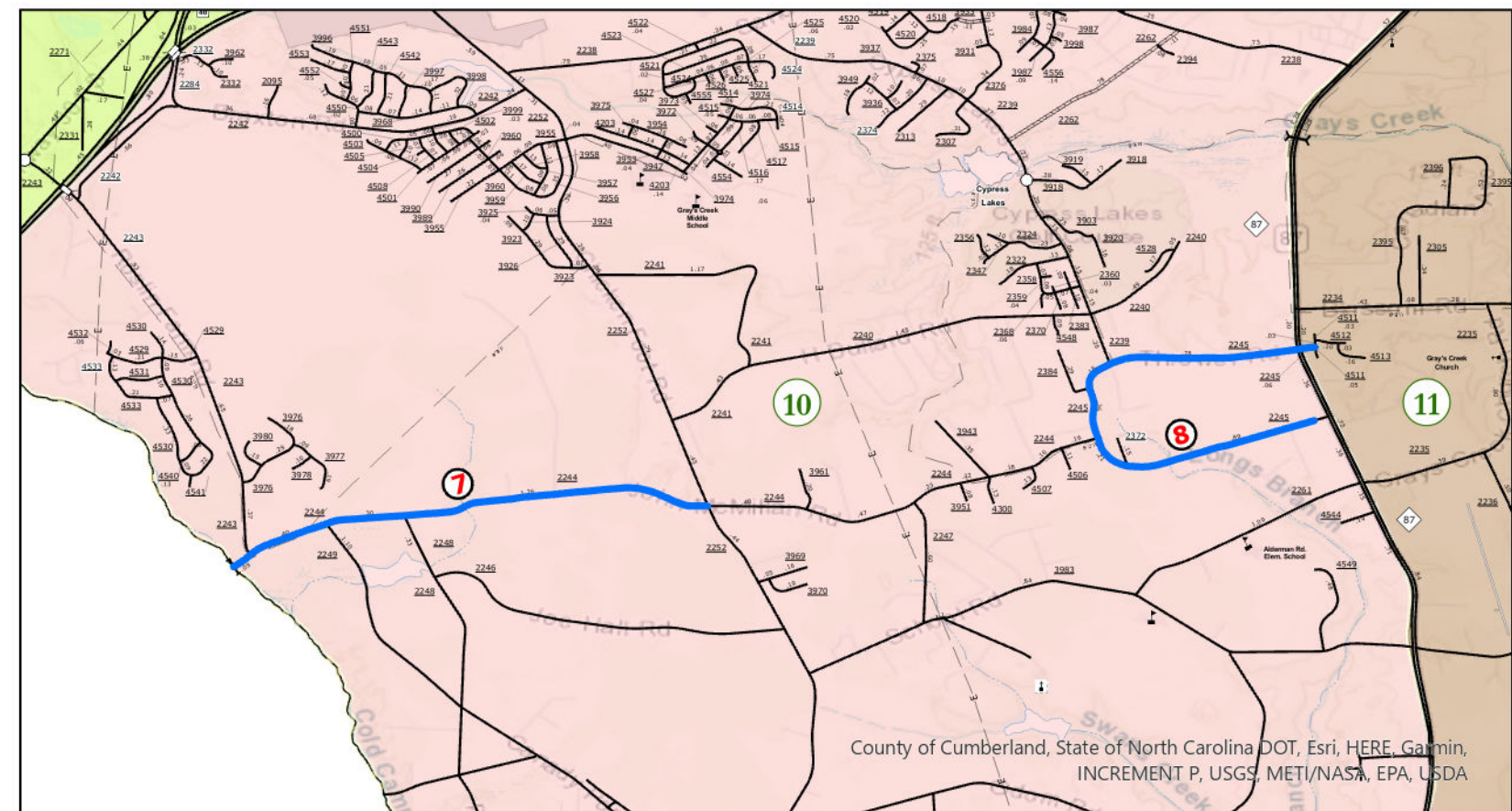
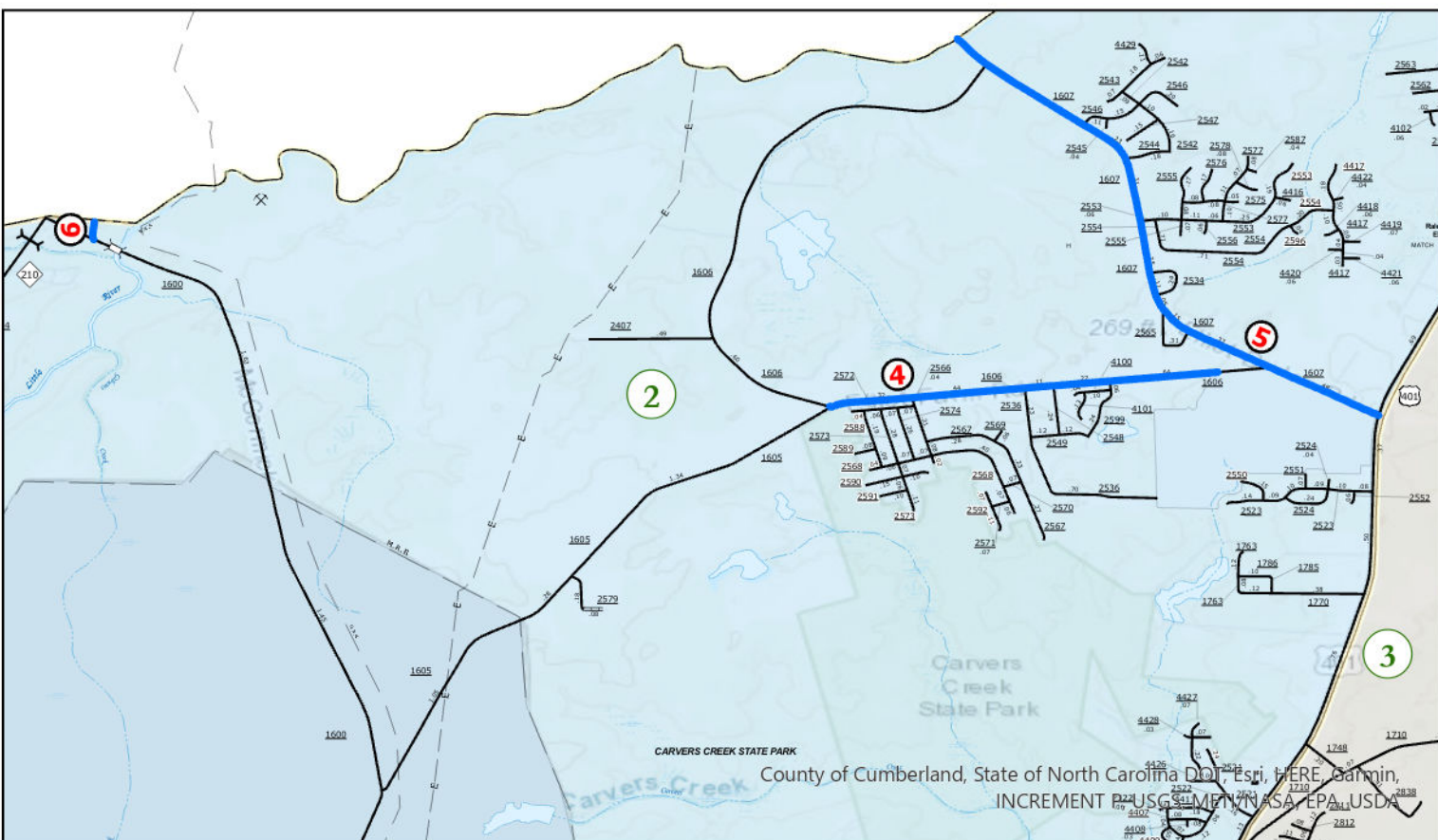
# Cumberland County Resurfacing, 2026

## Contract: DF00528



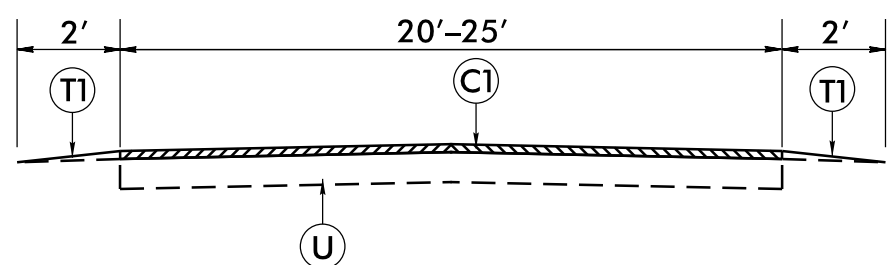
### Legend

**—** WBS: 2026CPT.06.02.2061.1

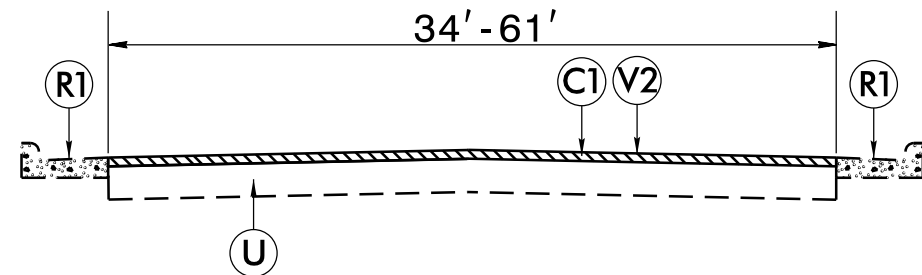


### PAVEMENT SCHEDULE

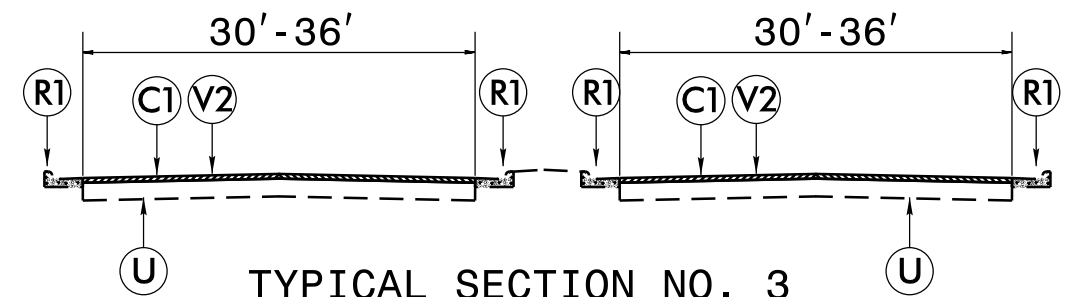
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	0" - 1½" MILLING
V2	1½" MILLING



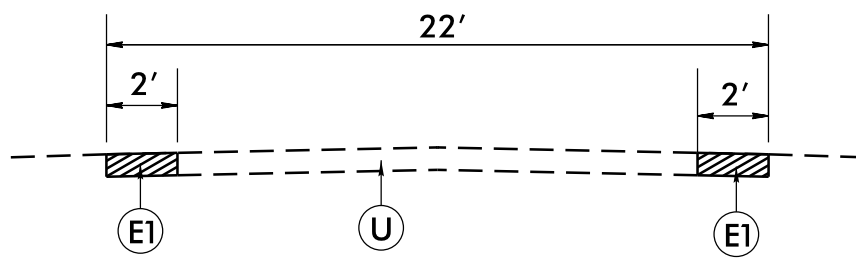
TYPICAL SECTION NO. 1



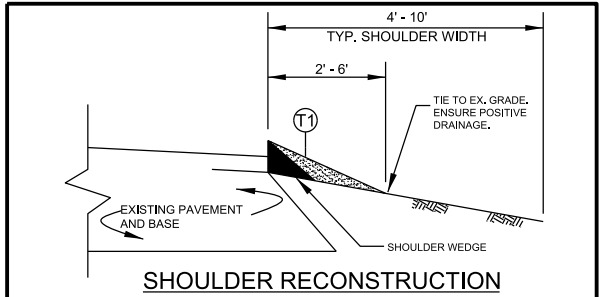
TYPICAL SECTION NO. 2



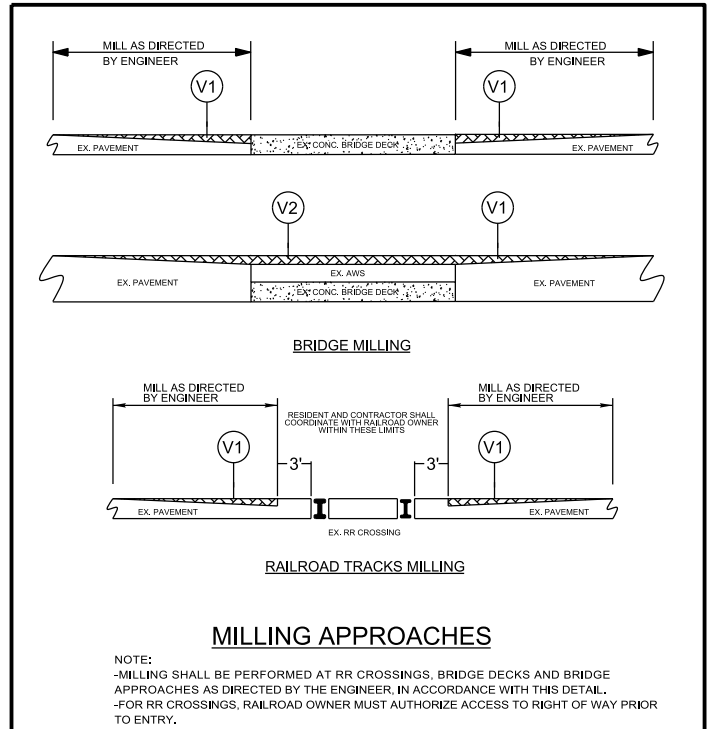
TYPICAL SECTION NO. 3



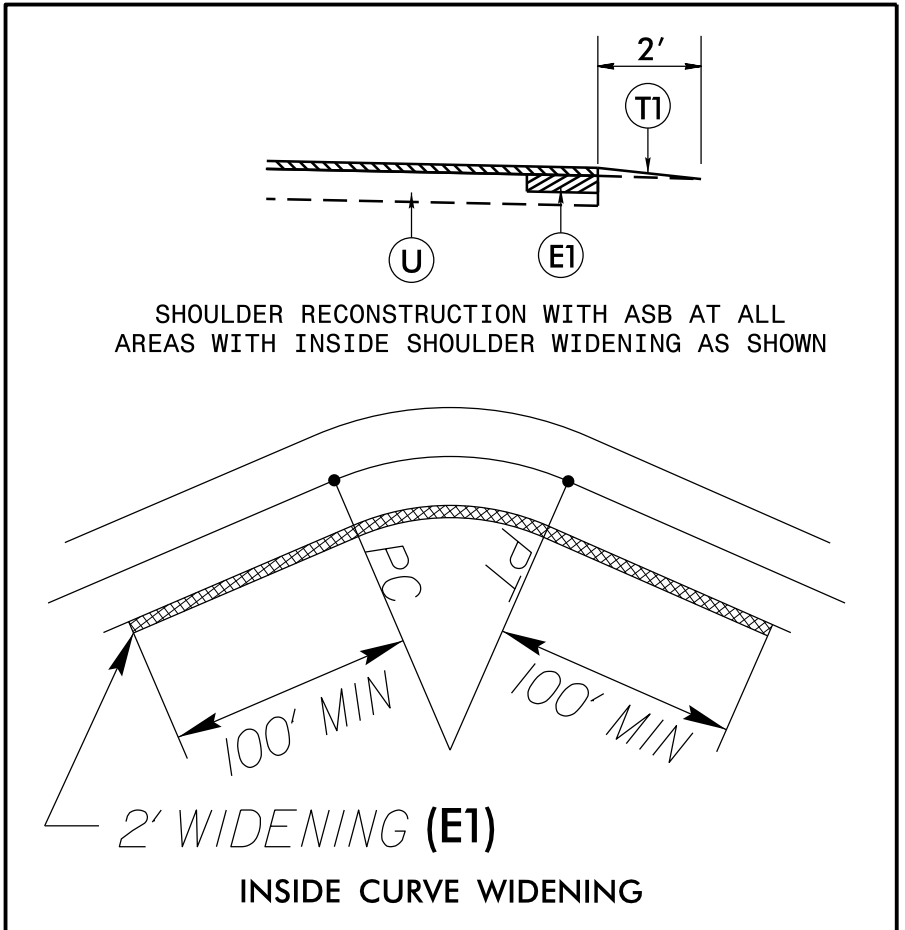
TYPICAL SECTION NO. 4



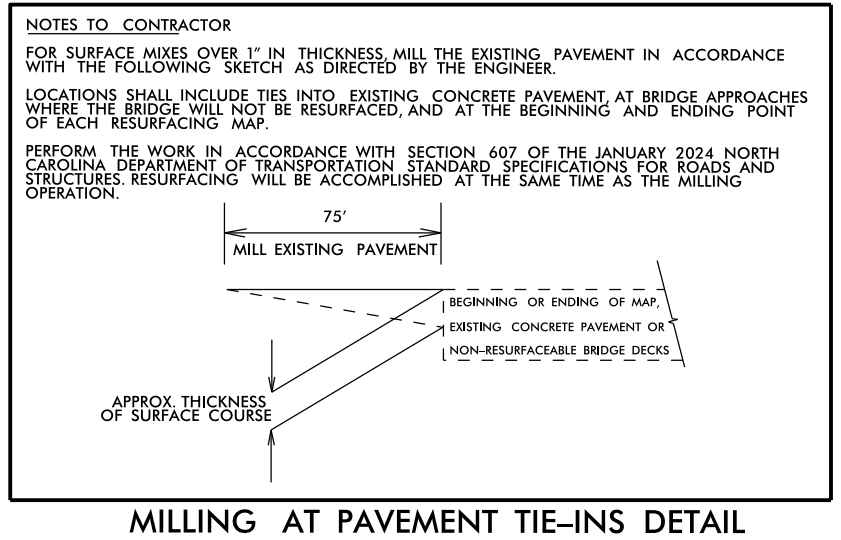
- NOTES:
- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
  - AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
  - A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION. PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
  - REQUIRED BORROW MATERIAL MAY BE OBTAINED BY THE CONTRACTOR FROM WIDENING OPERATIONS WITHIN THE PROJECT LIMITS, FROM NCDOT APPROVED BORROW PITS OR FROM NCDOT STOCKPILES. ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.



- NOTE:
- MILLING SHALL BE PERFORMED AT RR CROSSINGS, BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.
  - FOR RR CROSSINGS, RAILROAD OWNER MUST AUTHORIZE ACCESS TO RIGHT OF WAY PRIOR TO ENTRY.



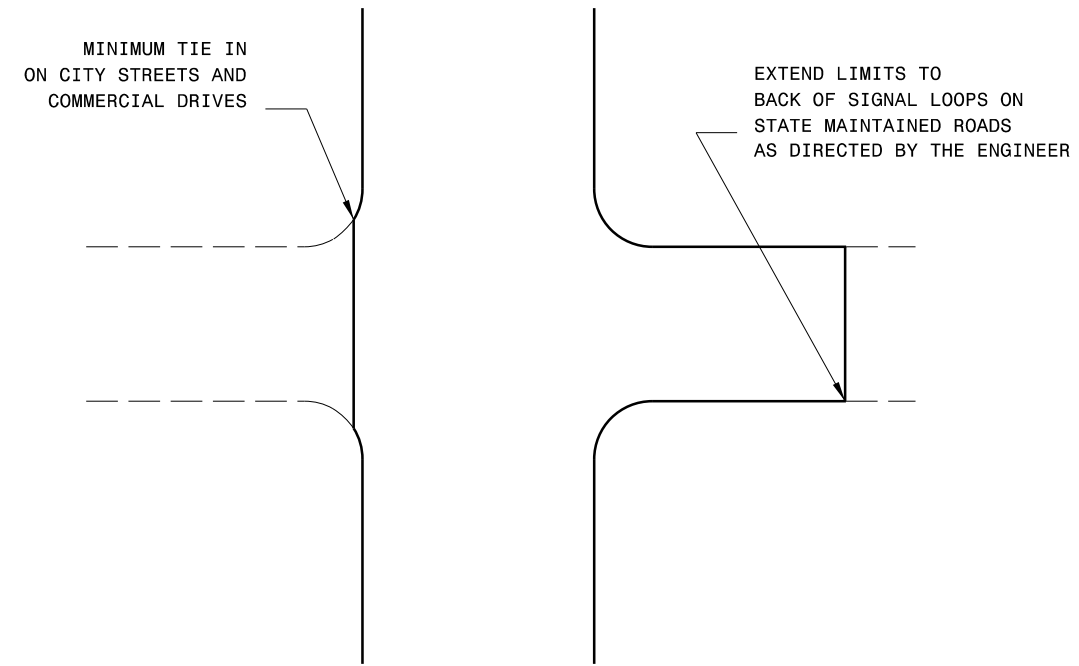
SHOULDER RECONSTRUCTION WITH ASB AT ALL AREAS WITH INSIDE SHOULDER WIDENING AS SHOWN



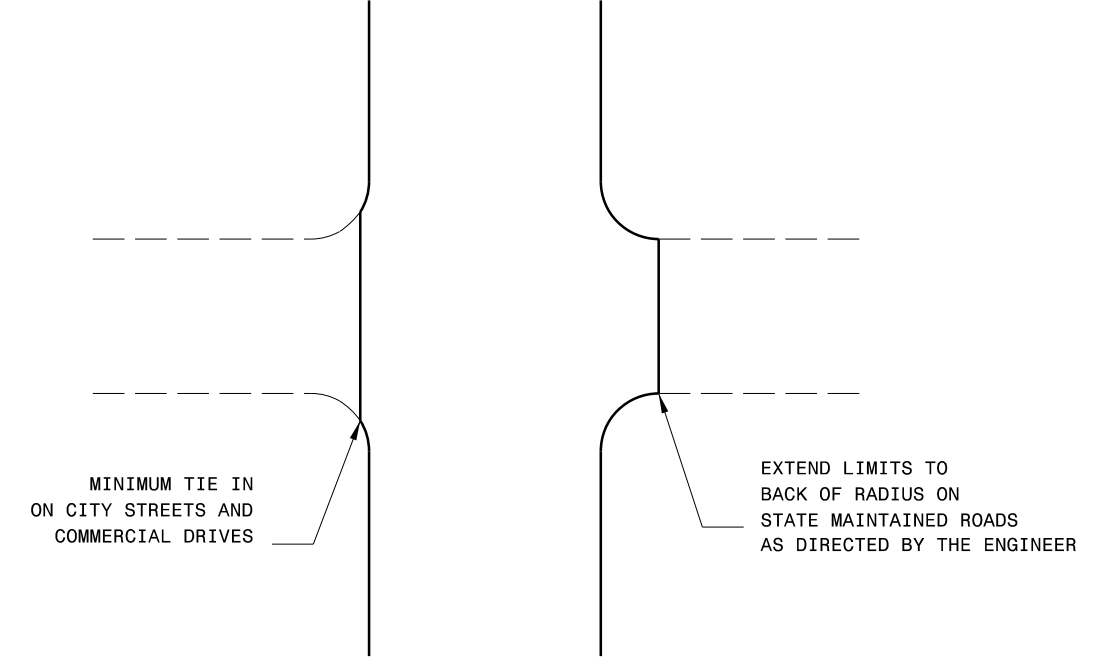
- NOTES TO CONTRACTOR
- FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.
- LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.
- PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2024 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.

MILLING AT PAVEMENT TIE-INS DETAIL

6/2/2025 14:40 C:\Users\jgibson\OneDrive\Documents\2025\Resurfacing\DF00528\_2025\Plans\Map\Map2.dgn  
 05 SEP 2025 14:40 C:\Users\jgibson\OneDrive\Documents\2025\Resurfacing\DF00528\_2025\Plans\Map\Map2.dgn  
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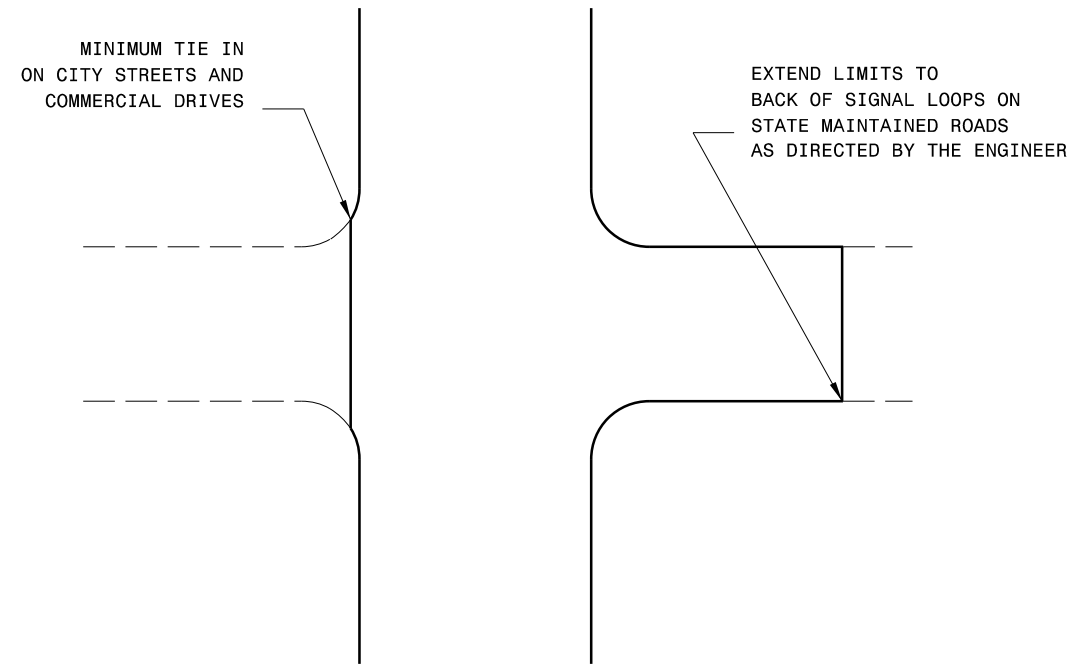


TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

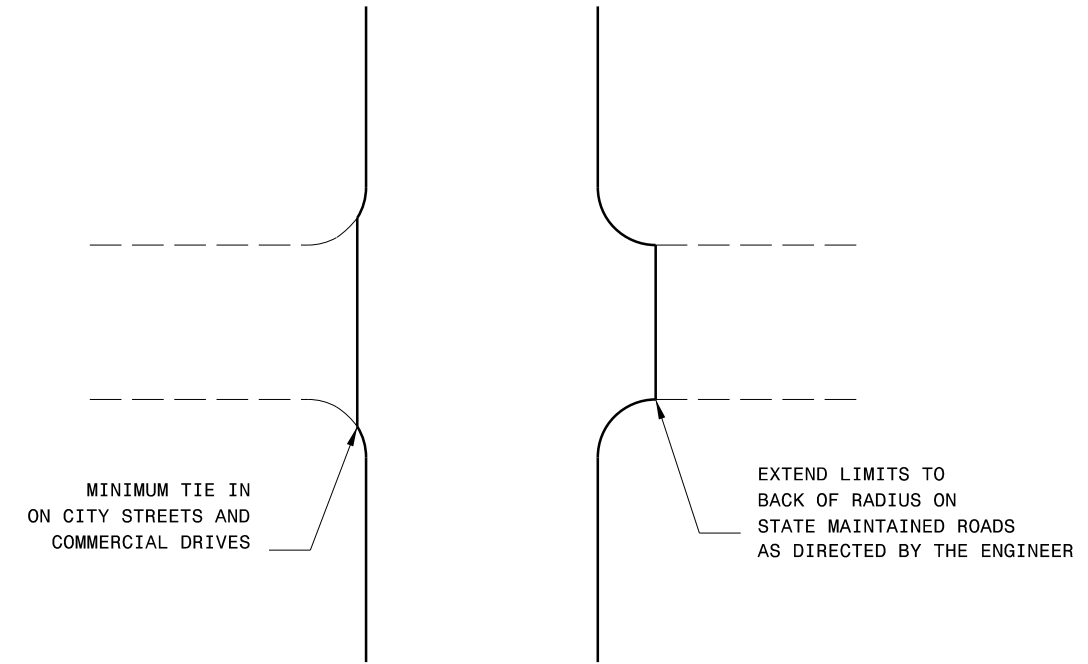


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
2	SR 1344 LT Chapman St	120 FT from EP of L-Line = 1488 SY
2	SR 1344 LT Veda St	98 FT from EP of L-Line = 1274 SY
2	SR 1344 LT Burbank St	95 FT from EP of L-Line = 1034 SY
2	SR 1344 LT Camden St	119 FT from EP of L-Line = 1705 SY
2	SR 1344 RT Camden St	119 FT from EP of L-Line = 1533 SY
4	SR 1344 LT Legion Rd	43 FT from EP of L-Line = 678.4 SY
4	SR 1344 RT Legion Rd	43 FT from EP of L-Line = 678.4 SY
2	SR 1344 RT Pelligrini Ave	80 FT from EP of L-Line = 844.4 SY
2	SR 1344 RT Hennardland Pl	46 FT from EP of L-Line = 465.1 SY
2	SR 1344 RT Vardaman Ave	34 FT from EP of L-Line = 290 SY
2	SR 1344 LT Dedication Dr	42 FT from EP of L-Line = 448 SY



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



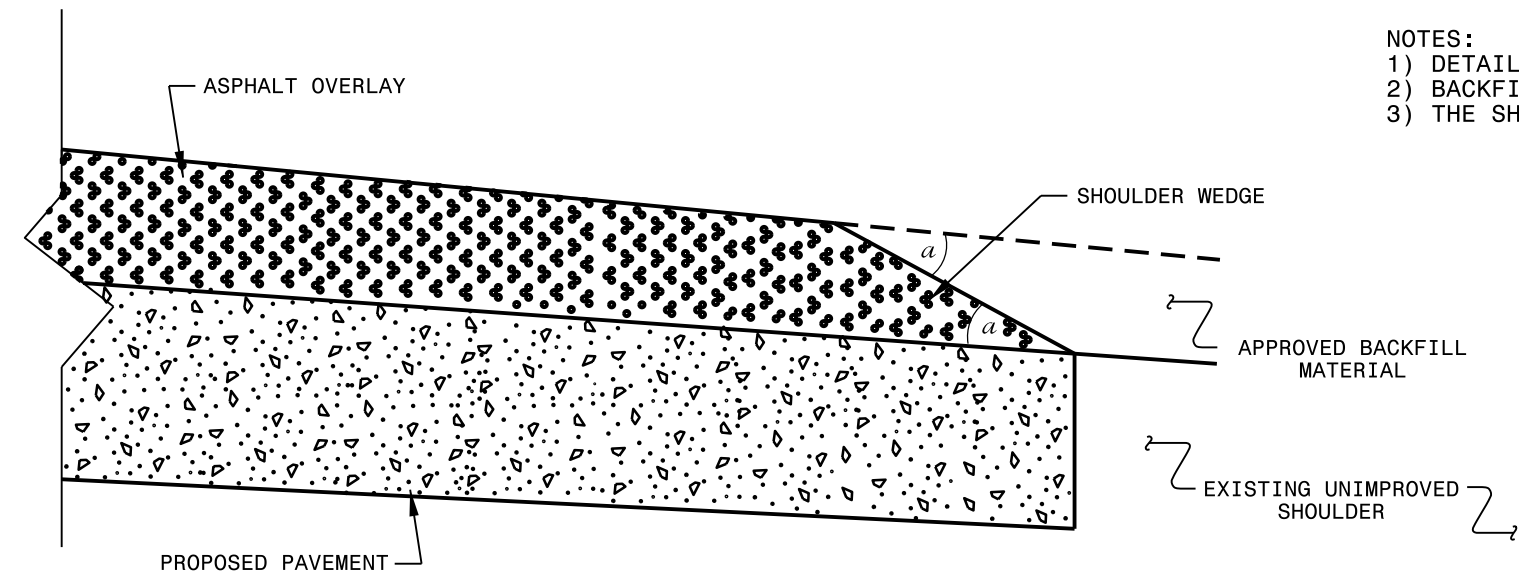
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

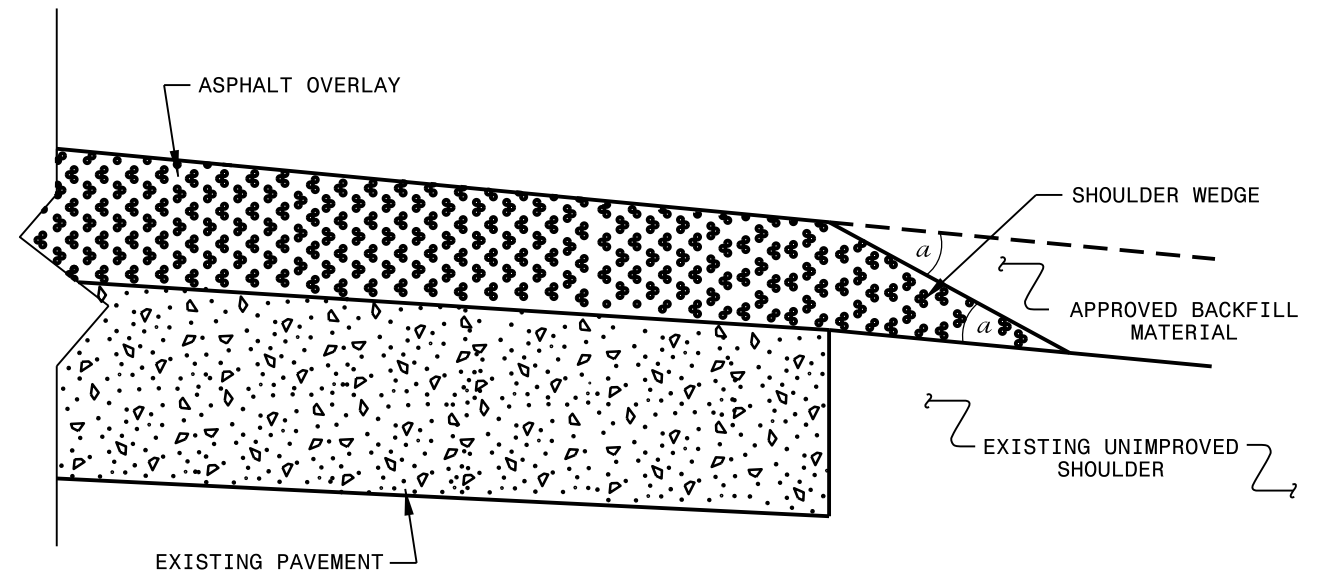
Extend paving limits to back of radius or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
3	SR 1414 LT Broadfoot Ave	29 Ft from EP of L-Line 254.5 SY
4	SR 1606 RT Bluebird Ln	90 Ft from EP of L-Line 1390 SY
5	SR 1607 LT Elliot Farm Rd	88 Ft from EP of L-Line 840 SY
5	SR 1607 LT Cressida Dr	29 Ft from EP of L-Line 203 SY
5	SR 1607 LT Akins Dr	59 Ft from EP of L-Line 649 SY
5	SR 1607 RT Shep Dr	35 Ft from EP of L-Line 206 SY
5	SR 1607 RT Shep Dr	35 Ft from EP of L-Line 171 SY
5	SR 1607 RT Foxcroft Dr	38 Ft from EP of L-Line 591 SY
5	SR 1607 RT Fredonia Dr	39 Ft from EP of L-Line 286 SY
5	SR 1607 RT Whispering Pines Rd	51 Ft from EP of L-Line 345.6 SY
5	SR 1607 LT Elliot Farm Rd	38 Ft from EP of L-Line 384.2 SY
5	SR 2244 LT Roslin Farm Rd	53.81 Ft from EP of L-Line 466.37 SY
5	SR 2244 RT Canady Pond Rd	73.76 Ft from EP of L-Line 1065.4 SY
5	SR 2244 RT Sim Canady Rd	48.42 Ft from EP of L-Line 365.84 SY

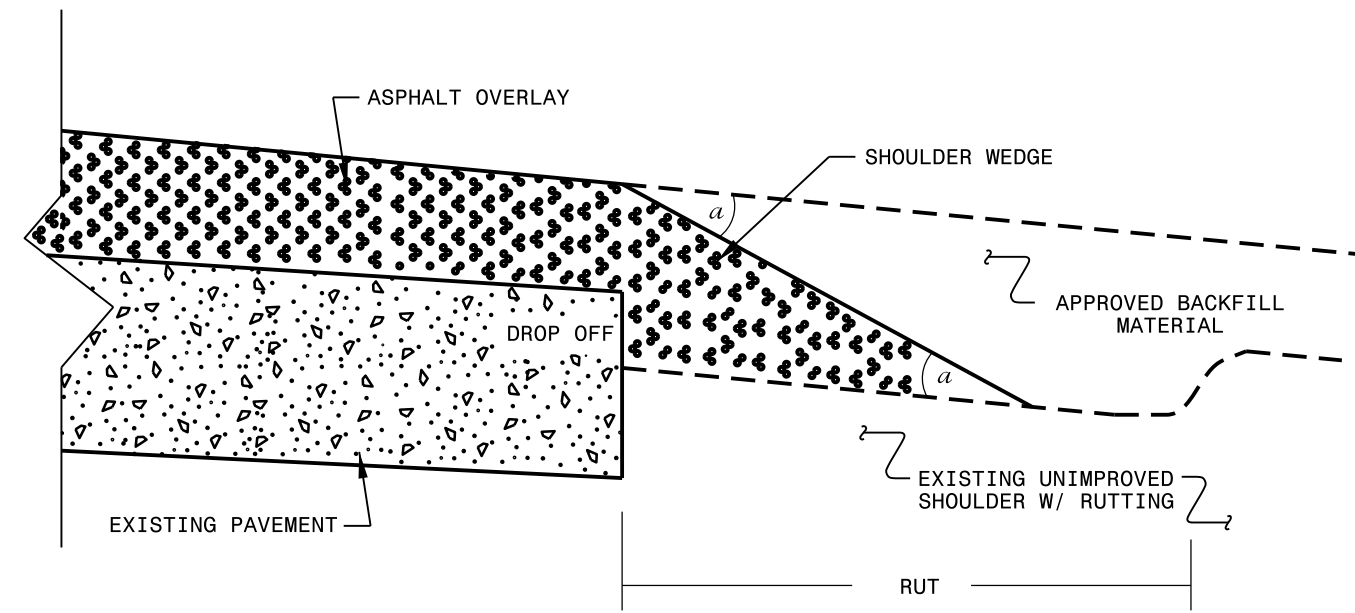
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Projects w/ NO Widening)



**SHOULDER WEDGE DETAIL**  
 (Resurfacing Adjacent to  
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

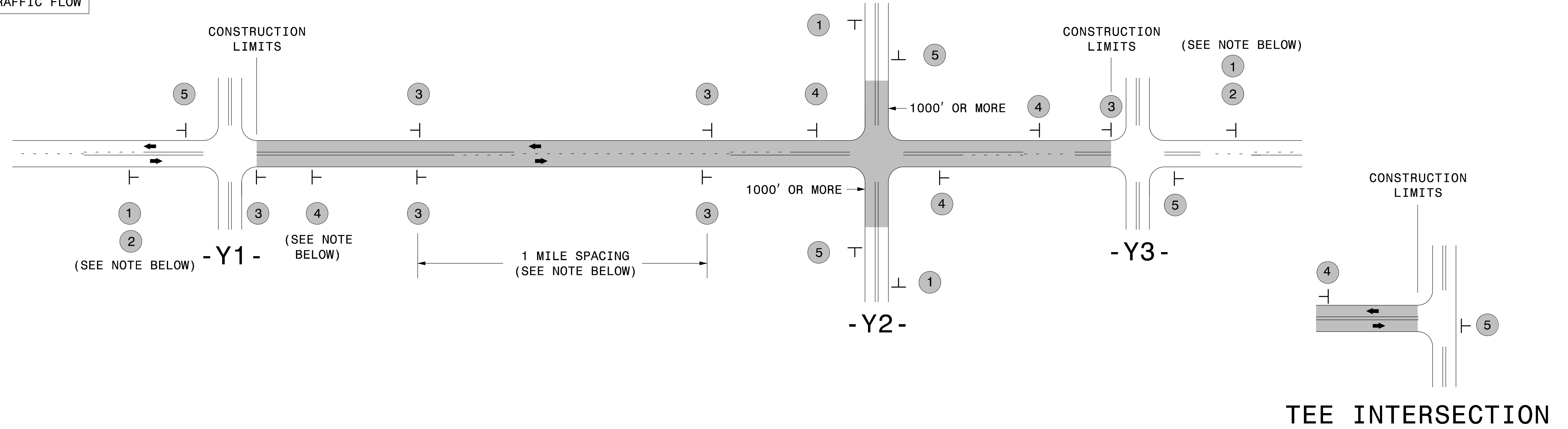
**SHOULDER WEDGE  
 DETAILS**

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

SYSTEMS DESIGN  
 USER NAME

# SIGNING FOR RESURFACING PROJECTS

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



## MAINLINE (-L-) SIGNING

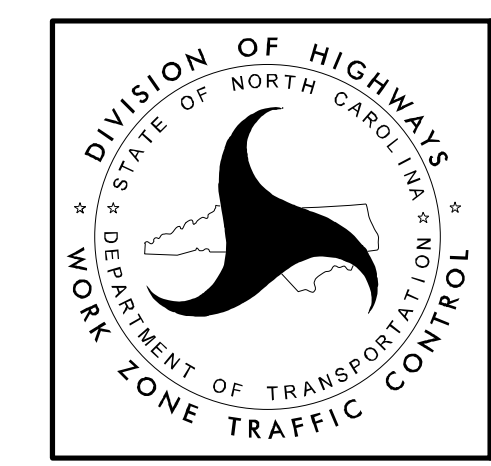
## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">             W20-1 48" X 48"            PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">             W20-7 A 48" X 48"            PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

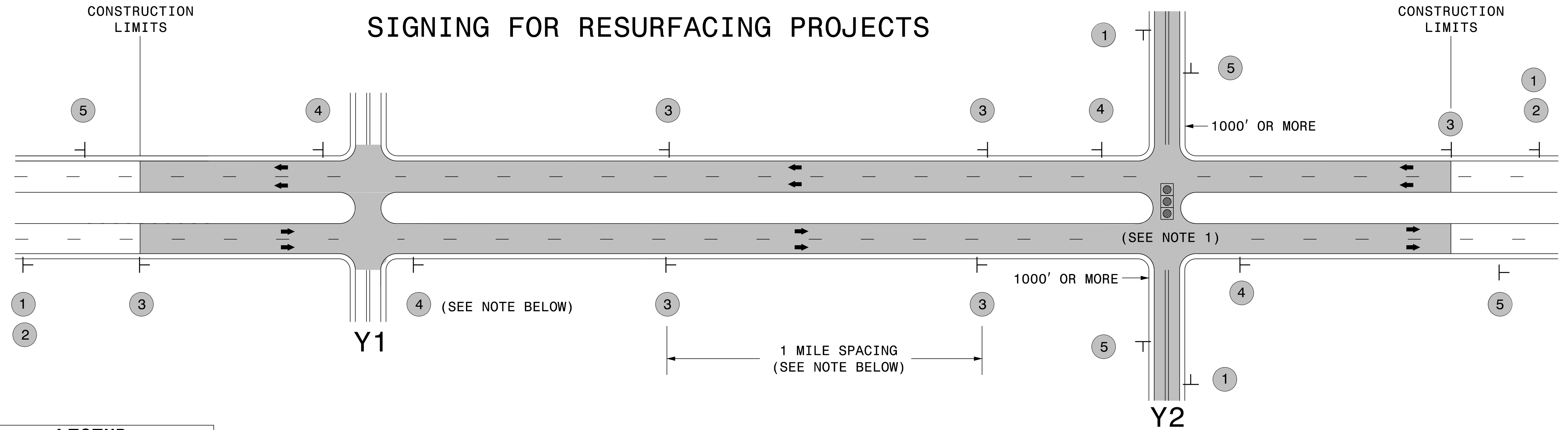
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

**MAPS LESS THAN 2 MILES**

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



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



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

**MAINLINE (-L-) SIGNING**

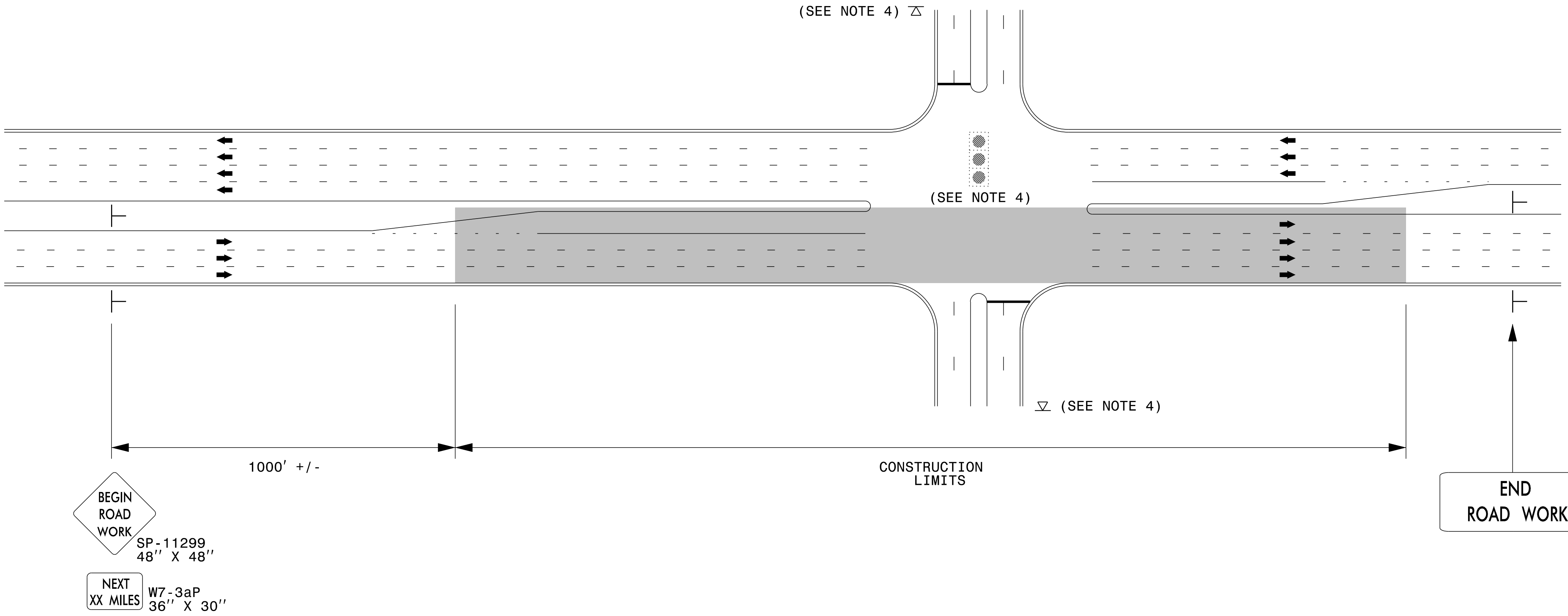
**-Y- LINE SIGNING**

<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE 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; align-items: center;"> <div style="text-align: center;">   <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1) 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.</li> </ol>
		<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
		<p>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.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

3/23/2015  
 C:\Users\rmgarrrett\Downloads\Resurfacing\_AdvWarn\_Lr-Su\_Shldr.dgn  
 User:rmgarrrett

**RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS**

# URBAN / SUBURBAN WORKZONES



**NOTES:**

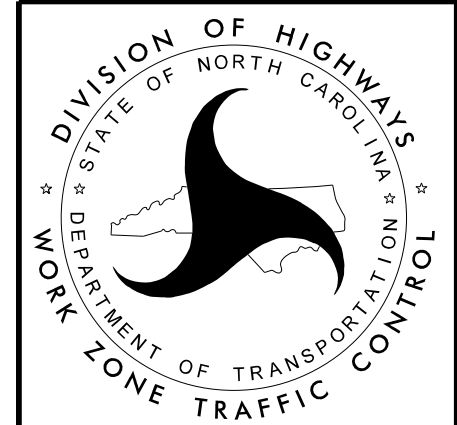
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. 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

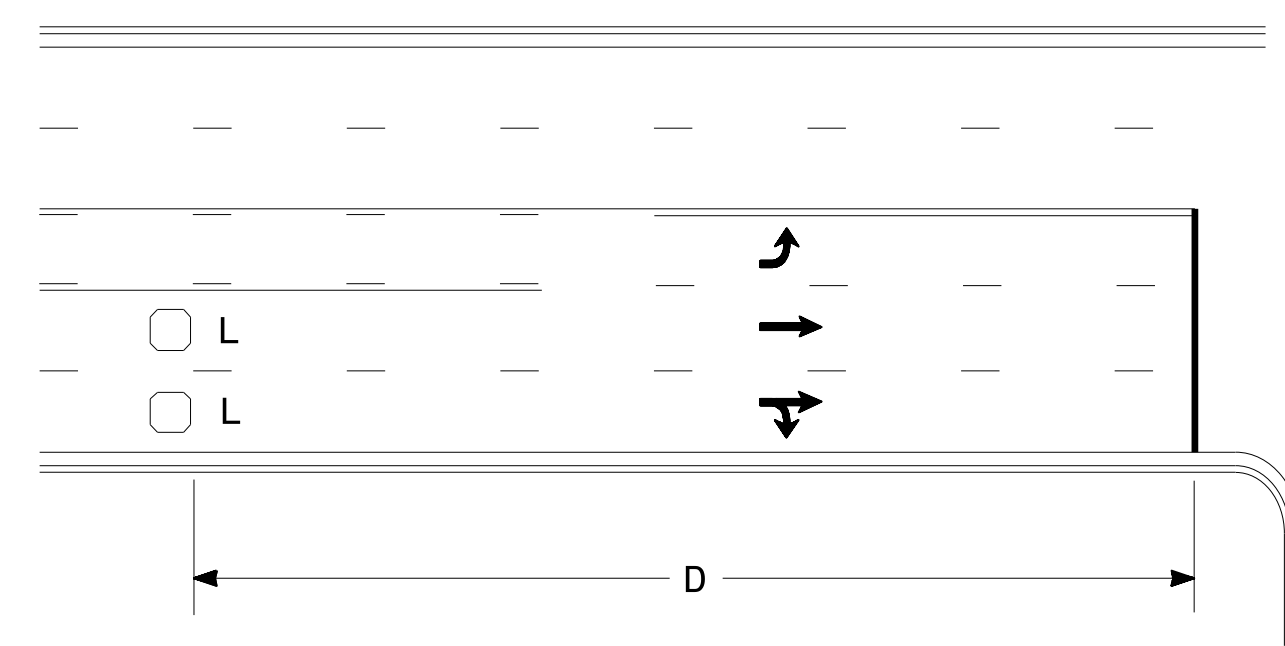
➔ DIRECTION OF TRAFFIC FLOW

**END ROAD WORK**  
G20-2 A  
48" X 24"



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

### High Speed Detection (≥40 mph)

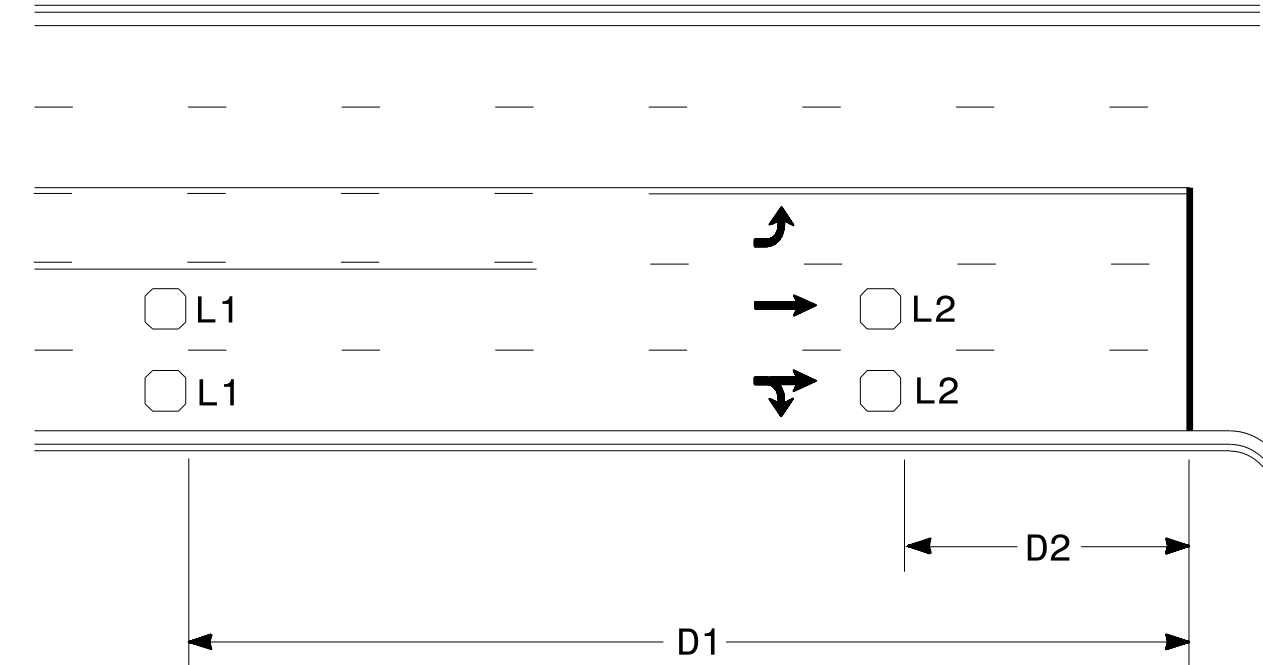


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

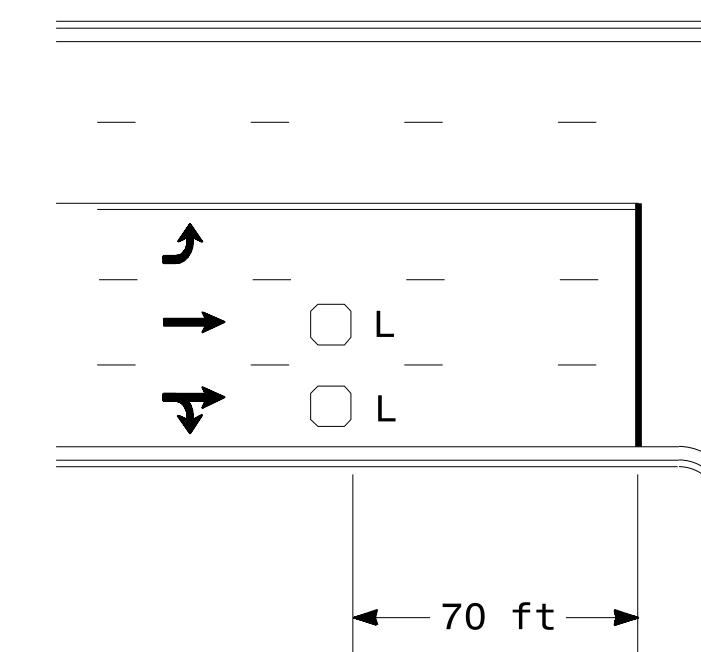


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

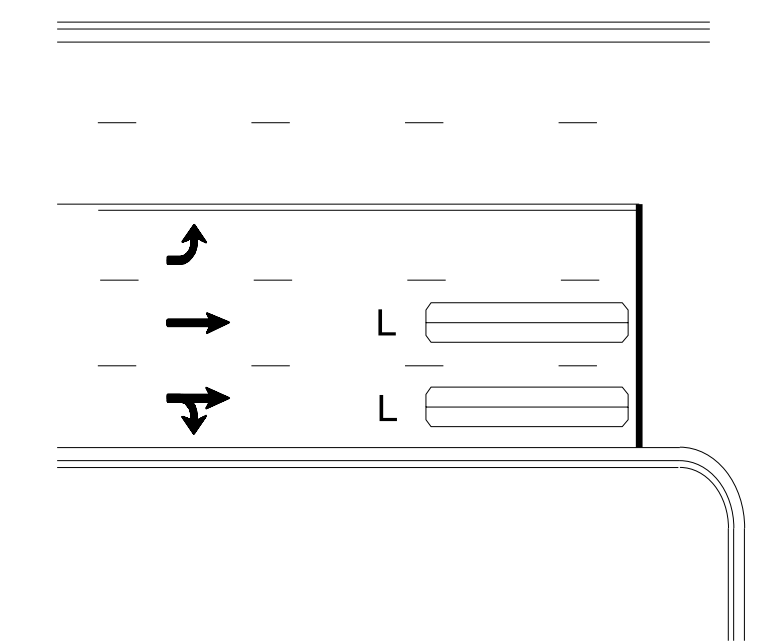
"Stretch" Operation

### Low Speed Detection (≤35 mph)



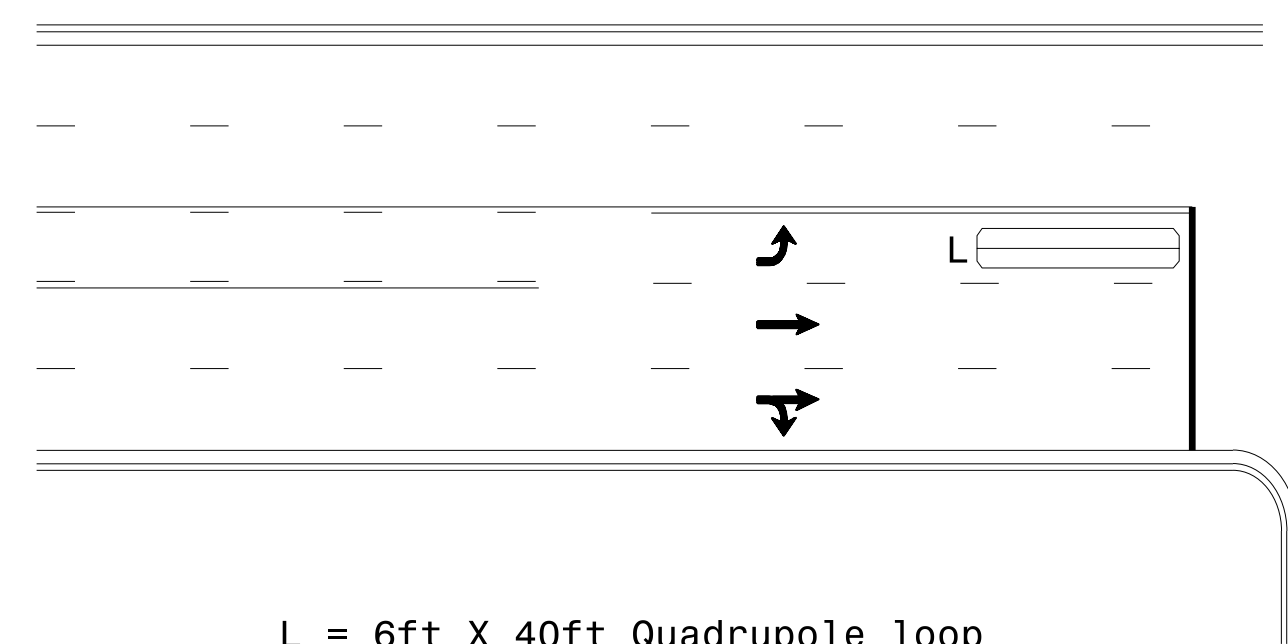
L = 6ft X 6ft  
Wired in series

OR



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

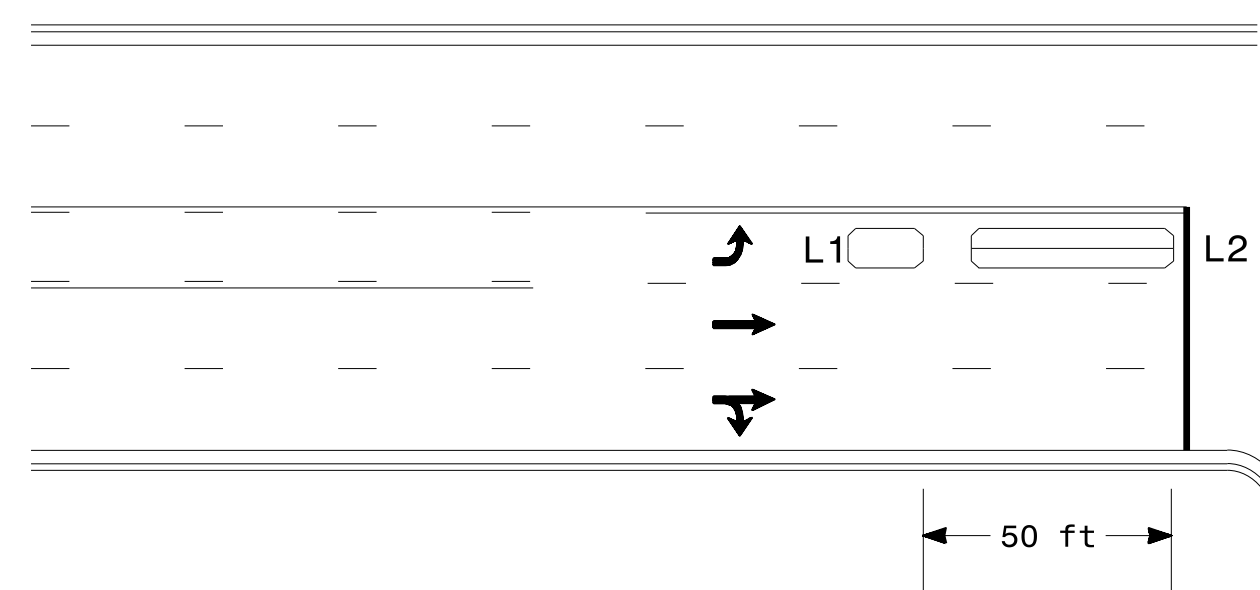
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

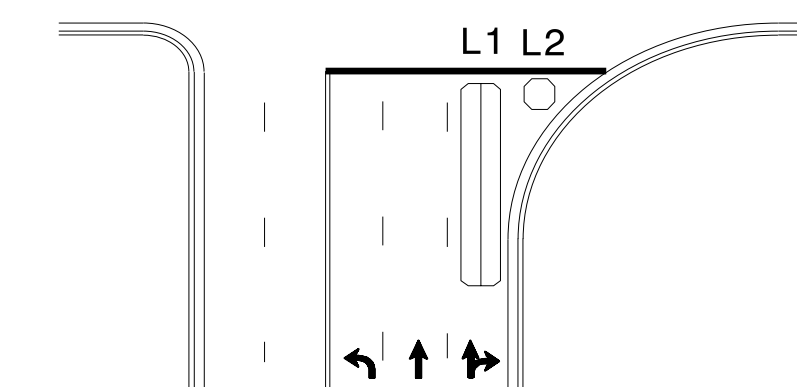
OR



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

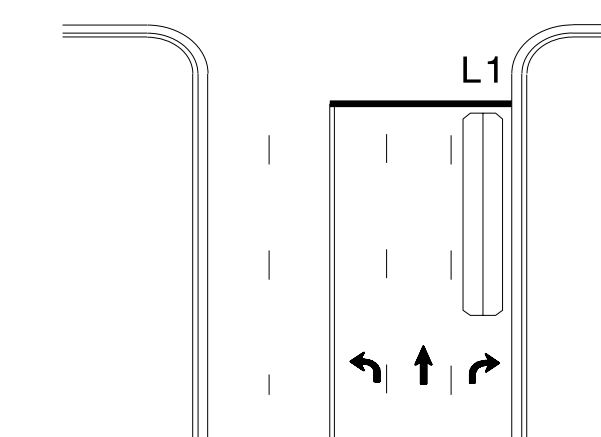
Queue Loop Detection

### Right Turn Lane Detection

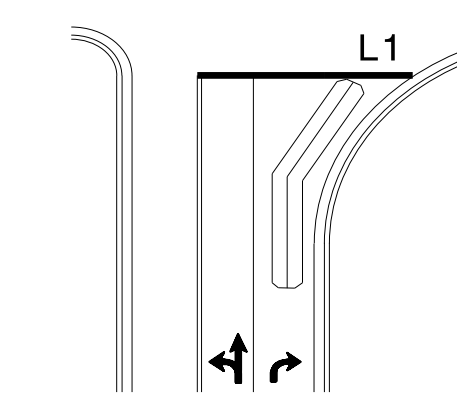


Shared Lane/  
Wide Radius Turn

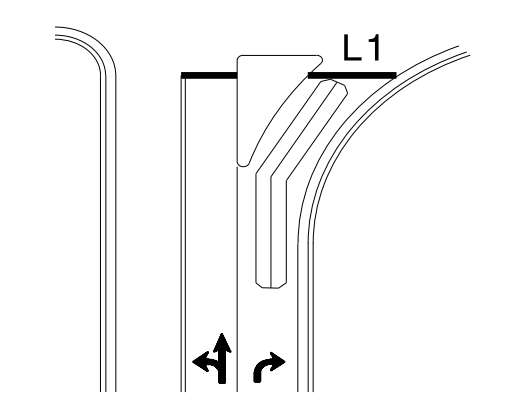
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

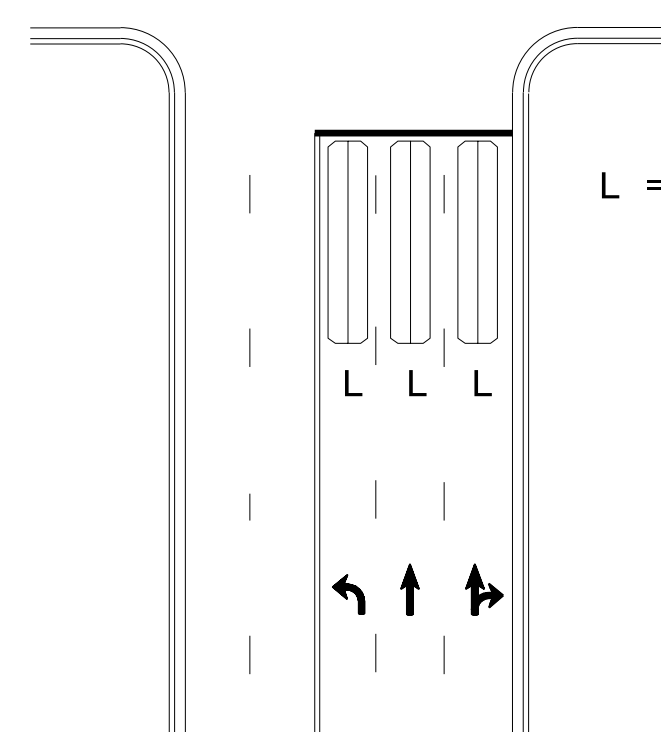


Wide Radius Turn



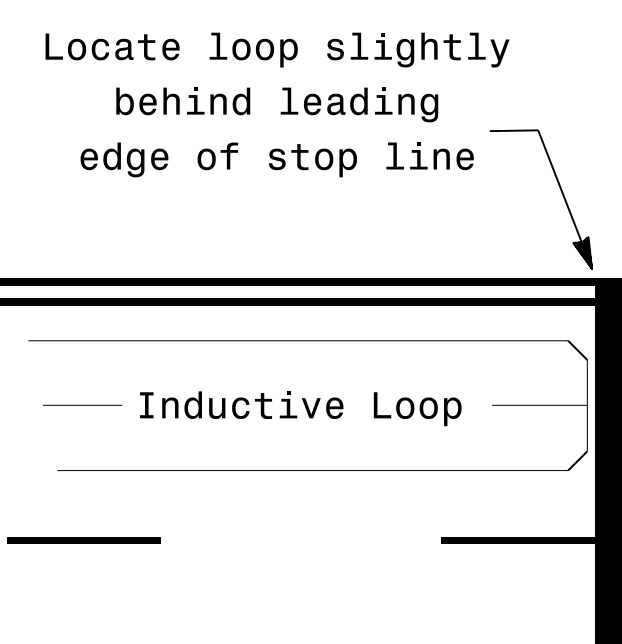
Channelized Turn

### 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

	<h3>Typical Signal Loop Locations</h3>		
	PLAN DATE: January 2015 PREPARED BY: PLA	REVIEWED BY: JPG REVIEWED BY:	
REVISIONS:		INIT. DATE:	DocuSigned by: P. Alexander 1/30/2015 DATE:
SIG. INVENTORY NO.			

**GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS**

Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

<b>TWO LANE - TWO WAY ROADWAY - 55 MPH</b>		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	12'	2'
32'	12'	4'

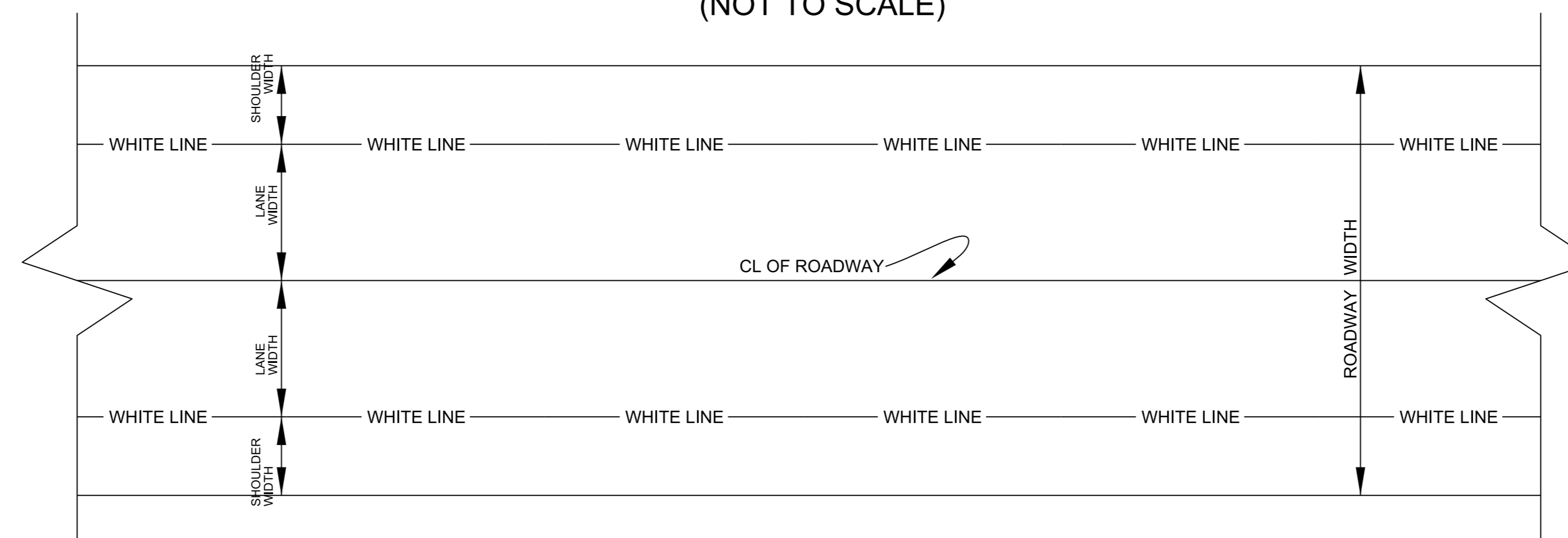
\* May vary due to pavement width

<b>TWO LANE - TWO WAY ROADWAY</b>		<b>50</b>
<b>MPH OR LESS</b>		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'

\* May vary due to pavement width

**SCHEMATIC OF ROADWAY**

(NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.06.02.20261.1		

**SUMMARY OF QUANTITIES**

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEG N MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1503000000-E	1519000000-E	1575000000-E	2830000000-N	2845000000-N	7324000000-N	7444000000-E	
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	
								MI	FT			TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	LF	
2026CPT.06.02.20261.1	Cumberland	1	SR-1110 / GRIMES RD	FROM SR 1109 TO SR 1112	1	2	2WU	0.91	20	0	0.91	7	1.82	294			11		942	63					
<b>TOTAL FOR MAP NO. 1</b>								<b>0.91</b>				<b>7</b>	<b>1.82</b>	<b>294</b>			<b>11</b>		<b>942</b>	<b>63</b>					
2026CPT.06.02.20261.1	Cumberland	2	SR-1344 / BLACK & DECKER RD	FROM SR 1141 T US 301 / I95BUS	2 & 3	2	2WU	2.05	61	0	2.05	7			67,995	2,500			6,315	423	30	37			
<b>TOTAL FOR MAP NO. 2</b>								<b>2.05</b>				<b>7</b>			<b>67,995</b>	<b>2,500</b>			<b>6,315</b>	<b>423</b>	<b>30</b>	<b>37</b>			
2026CPT.06.02.20261.1	Cumberland	3	SR-1414 / RAEFORD RD	FROM US 401 BUS TO SR 1404	2	3	2WU	1.49	48	0	1.49				41,958	278			3,175	213	62	48	1.00	1,200.00	
<b>TOTAL FOR MAP NO. 3</b>								<b>1.49</b>						<b>41,958</b>	<b>278</b>			<b>3,175</b>	<b>213</b>	<b>62</b>	<b>48</b>	<b>1.00</b>	<b>1,200.00</b>		
2026CPT.06.02.20261.1	Cumberland	4	SR-1606 / ELLIOT FARM RD	FROM SR 1605 TO SR 1607	1	2	2WU	1.73	25	2.57	4.3	37	3.08	498		278			1,888	126					
<b>TOTAL FOR MAP NO. 4</b>								<b>1.73</b>				<b>37</b>	<b>3.08</b>	<b>498</b>		<b>278</b>			<b>1,888</b>	<b>126</b>					
2026CPT.06.02.20261.1	Cumberland	5	SR-1607 / ELLIOT BRIDGE RD	FROM US 401 TO HARNETT CO. LINE	1	2	2WU	2.62	22	0	2.62	30	5.24	847		2,738			2,988	200					
<b>TOTAL FOR MAP NO. 5</b>								<b>2.62</b>				<b>30</b>	<b>5.24</b>	<b>847</b>		<b>2,738</b>			<b>2,988</b>	<b>200</b>					
2026CPT.06.02.20261.1	Cumberland	6	SR-1798 / SANDCLAY RD	FROM SR 1600 TO HARNETT CO. LINE	1	2	2WU	0.09	22	0	0.09	3	0.18	29					96	6					
<b>TOTAL FOR MAP NO. 6</b>								<b>0.09</b>				<b>3</b>	<b>0.18</b>	<b>29</b>					<b>96</b>	<b>6</b>					
2026CPT.06.02.20261.1	Cumberland	7	SR-2244 / JOHN MCMILLAN RD	FROM ROBESON CO. LINE TO SR 2252	4	2	2WU	2.04	18	0	2.04		4.08	660				1,091		52					
<b>TOTAL FOR MAP NO. 7</b>								<b>2.04</b>					<b>4.08</b>	<b>660</b>				<b>1,091</b>		<b>52</b>					
2026CPT.06.02.20261.1	Cumberland	8	SR-2245 / THROWER RD	FROM NC 87 TO NC87	4	2	2WU	2.25	18	0.08	2.33	62	4.54	734				1,215		58					
<b>TOTAL FOR MAP NO. 8</b>								<b>2.25</b>				<b>62</b>	<b>4.54</b>	<b>734</b>				<b>1,215</b>		<b>58</b>					
<b>TOTAL FOR PROJ NO. 2026CPT.06.02.20261.1</b>								<b>13.18</b>				<b>146</b>	<b>18.94</b>	<b>3,062</b>	<b>109,953</b>	<b>5,794</b>	<b>11</b>	<b>2,306</b>	<b>15,404</b>	<b>1,141</b>	<b>92</b>	<b>85</b>	<b>1.00</b>	<b>1,200.00</b>	
<b>GRAND TOTAL</b>								<b>13.18</b>				<b>146</b>	<b>18.94</b>	<b>3,062</b>	<b>109,953</b>	<b>5,794</b>	<b>11</b>	<b>2,306</b>	<b>15,404</b>	<b>1,141</b>	<b>92</b>	<b>85</b>	<b>1.00</b>	<b>1,200.00</b>	

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.06.02.20261.1		

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E		4695000000-E		4709000000-E	4720000000-E	4725000000-E					4891000000-E		4900000000-N							
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG ONLY 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO MERGE ARROW (90 MILS)	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	GENERIC MARKING, 24" X 90 M WHITE THERMO	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS						
												SF	LS	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA					
2026CPT.06.02.20261.1	Cumberland	1	SR-1110 / GRIMES RD	FROM SR 1109 TO SR 1112	1	2	2WU	0.91	20	0	0.91	102	1.00	9,850	9,400	200				2					75		85	20						
<b>TOTAL FOR MAP NO. 1</b>												<b>102</b>	<b>1</b>	<b>9,850</b>	<b>9,400</b>	<b>200</b>				<b>2</b>					<b>75</b>		<b>85</b>	<b>20</b>						
2026CPT.06.02.20261.1	Cumberland	2	SR-1344 / BLACK & DECKER RD	FROM SR 1141 T US 301 / I95BUS	2 & 3	2	2WU	2.05	61	0	2.05	255		8,100	16,210	100	250	260	4	65	27	22		750		200	380							
<b>TOTAL FOR MAP NO. 2</b>												<b>255</b>		<b>8,100</b>	<b>16,210</b>	<b>100</b>	<b>250</b>	<b>260</b>	<b>4</b>	<b>65</b>	<b>27</b>	<b>22</b>		<b>750</b>		<b>200</b>	<b>380</b>							
2026CPT.06.02.20261.1	Cumberland	3	SR-1414 / RAEFORD RD	FROM US 401 BUS TO SR 1404	2	3	2WU	1.49	48	0	1.49	219		9,460	20,044	45		85		31		2	4	3	970	90	275	65						
<b>TOTAL FOR MAP NO. 3</b>												<b>219</b>		<b>9,460</b>	<b>20,044</b>	<b>45</b>		<b>85</b>		<b>31</b>		<b>2</b>	<b>4</b>	<b>3</b>	<b>970</b>	<b>90</b>	<b>275</b>	<b>65</b>						
2026CPT.06.02.20261.1	Cumberland	4	SR-1606 / ELLIOT FARM RD	FROM SR 1605 TO SR 1607	1	2	2WU	1.73	25	2.57	4.3	172		18,500	15,600												125							
<b>TOTAL FOR MAP NO. 4</b>												<b>172</b>		<b>18,500</b>	<b>15,600</b>													<b>125</b>						
2026CPT.06.02.20261.1	Cumberland	5	SR-1607 / ELLIOT BRIDGE RD	FROM US 401 TO HARNETT CO. LINE	1	2	2WU	2.62	22	0	2.62	293		28,000	22,550	200		50		6	4	1		225		290	45							
<b>TOTAL FOR MAP NO. 5</b>												<b>293</b>		<b>28,000</b>	<b>22,550</b>	<b>200</b>		<b>50</b>		<b>6</b>	<b>4</b>	<b>1</b>		<b>225</b>		<b>290</b>	<b>45</b>							
2026CPT.06.02.20261.1	Cumberland	6	SR-1798 / SANDCLAY RD	FROM SR 1600 TO HARNETT CO. LINE	1	2	2WU	0.09	22	0	0.09	10		1,100	1,000												7							
<b>TOTAL FOR MAP NO. 6</b>												<b>10</b>		<b>1,100</b>	<b>1,000</b>												<b>7</b>							
2026CPT.06.02.20261.1	Cumberland	7	SR-2244 / JOHN MCMILLAN RD	FROM ROBESON CO. LINE TO SR 2252	4	2	2WU	2.04	18	0	2.04	228															7							
<b>TOTAL FOR MAP NO. 7</b>												<b>228</b>															<b>7</b>							
2026CPT.06.02.20261.1	Cumberland	8	SR-2245 / THROWER RD	FROM NC 87 TO NC87	4	2	2WU	2.25	18	0.08	2.33	254																						
<b>TOTAL FOR MAP NO. 8</b>												<b>254</b>																						
<b>TOTAL FOR PROJ NO. 2026CPT.06.02.20261.1</b>												<b>1,533</b>	<b>1,000</b>	<b>75,010</b>	<b>84,804</b>	<b>545</b>	<b>250</b>	<b>395</b>	<b>4</b>	<b>104</b>	<b>31</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>2,020</b>	<b>90</b>	<b>982</b>	<b>510</b>						
														<b>159,814</b>		<b>795</b>				<b>167</b>			<b>2,110</b>		<b>1,492</b>									
<b>GRAND TOTAL</b>														<b>13.18</b>				<b>1,533</b>	<b>1,000</b>	<b>75,010</b>	<b>84,804</b>	<b>545</b>	<b>250</b>	<b>395</b>	<b>4</b>	<b>104</b>	<b>31</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>2,020</b>	<b>90</b>	<b>982</b>	<b>510</b>
														<b>159,814</b>		<b>795</b>				<b>167</b>			<b>2,110</b>		<b>1,492</b>									