

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: October 15, 2025

REVISED 10-7-2025

CONTRACT ID: DF00537

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2026CPT.06.11.20261.1 & 2026.06.11.20431.1

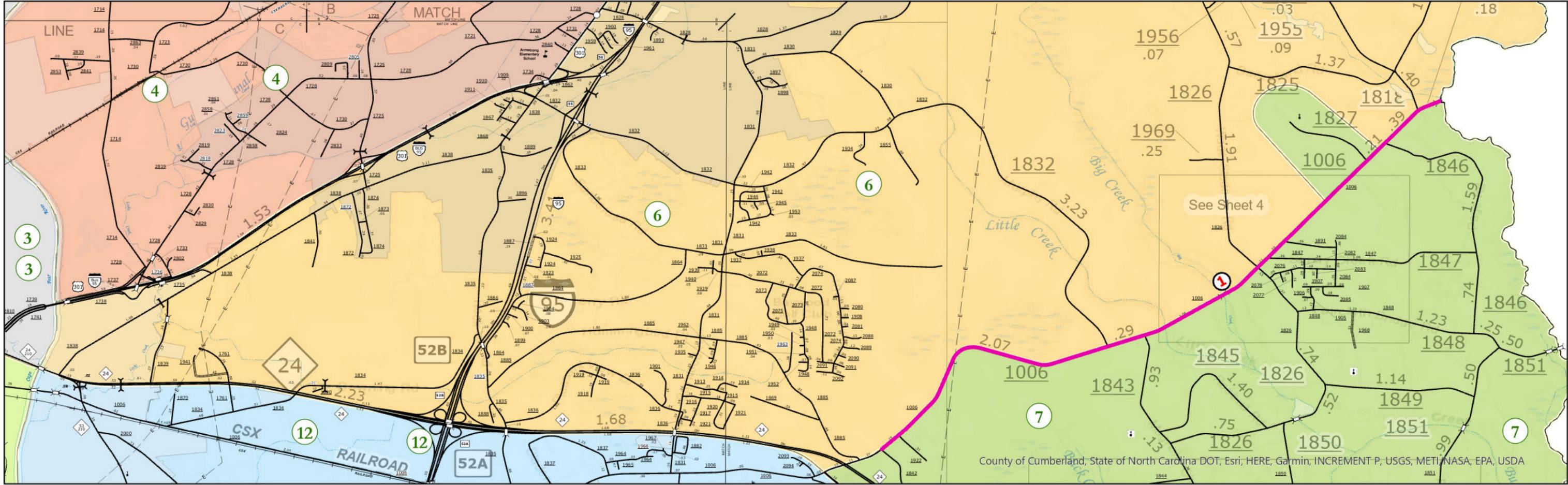
ROUTE NO.: VARIES

LOCATION: VARIES

COUNTY: CUMBERLAND & HARNETT

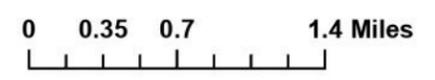
LENGTH OF PROJECT: 13.04 MILES

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



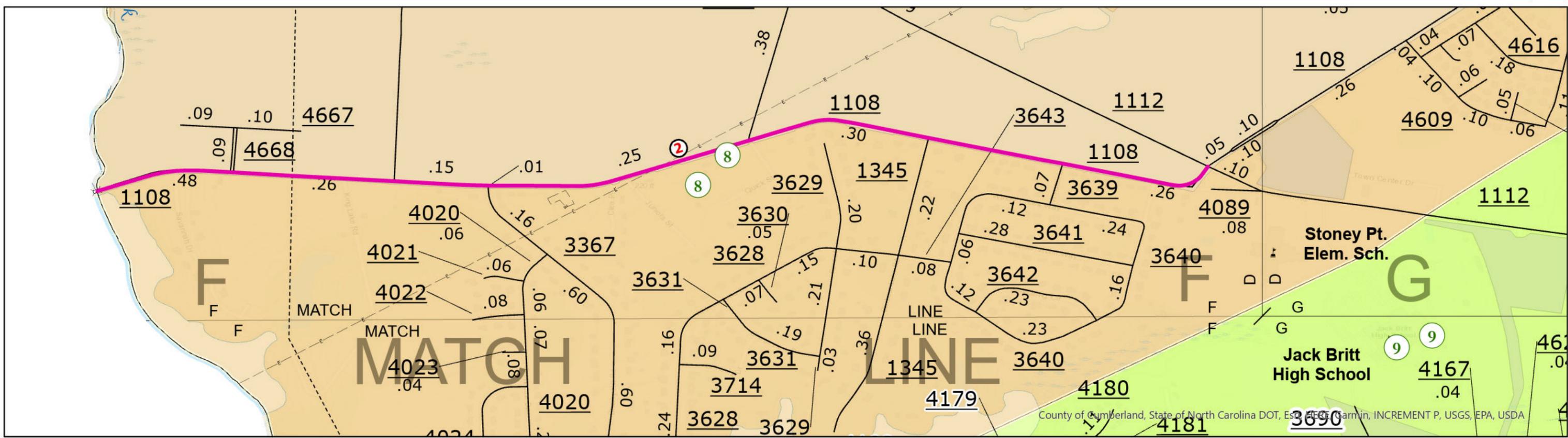
Cumberland County Resurfacing, 2026

Contract : DF00537



Legend

— WBS: 2026CPT.06.11.20261.1



Harnett County Resurfacing

Contract: DF00537

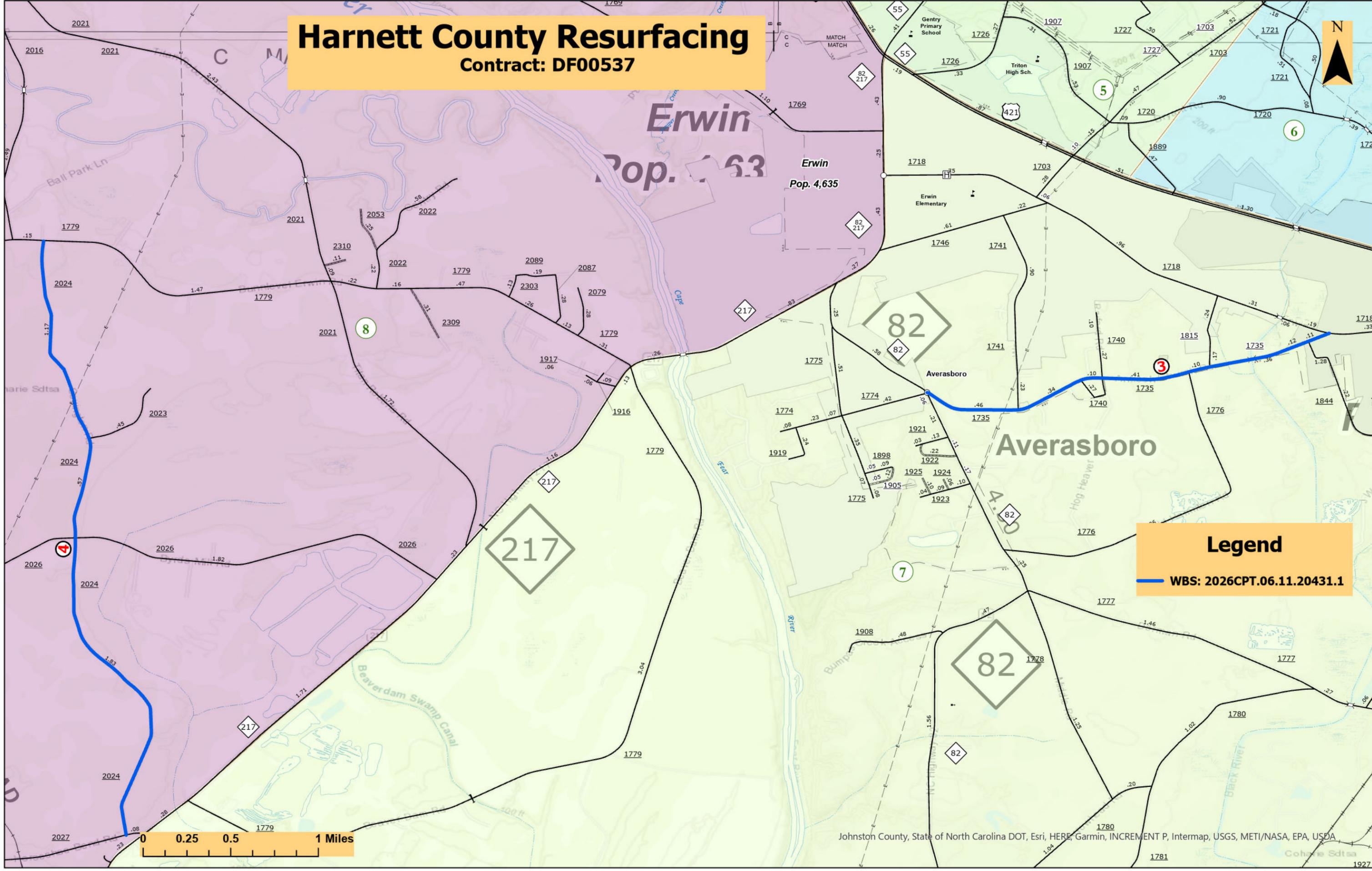
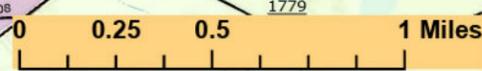


Erwin
Pop. 4,635

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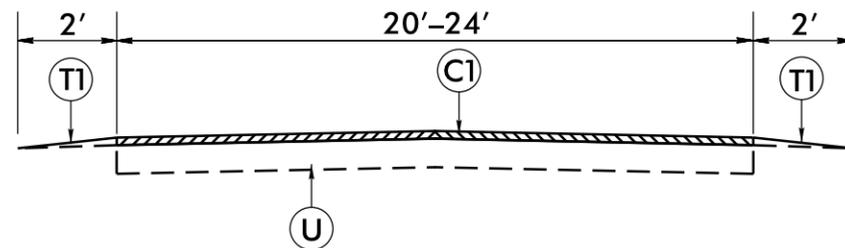
Legend

— WBS: 2026CPT.06.11.20431.1



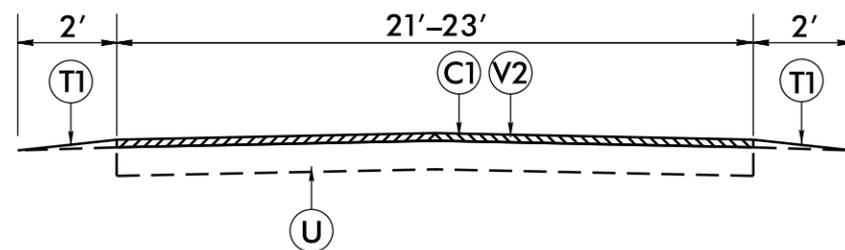
PAVEMENT SCHEDULE

C1	1 1/2" 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	5 1/2" 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" - 1 1/2" MILLING
V2	1 1/2" MILLING



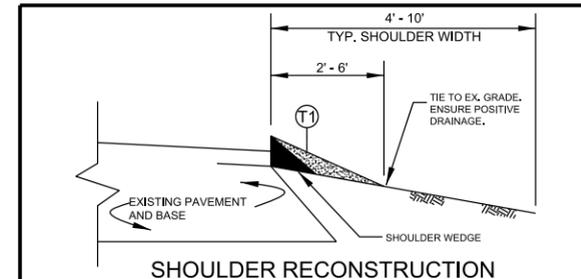
TYPICAL SECTION NO. 1

-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL)



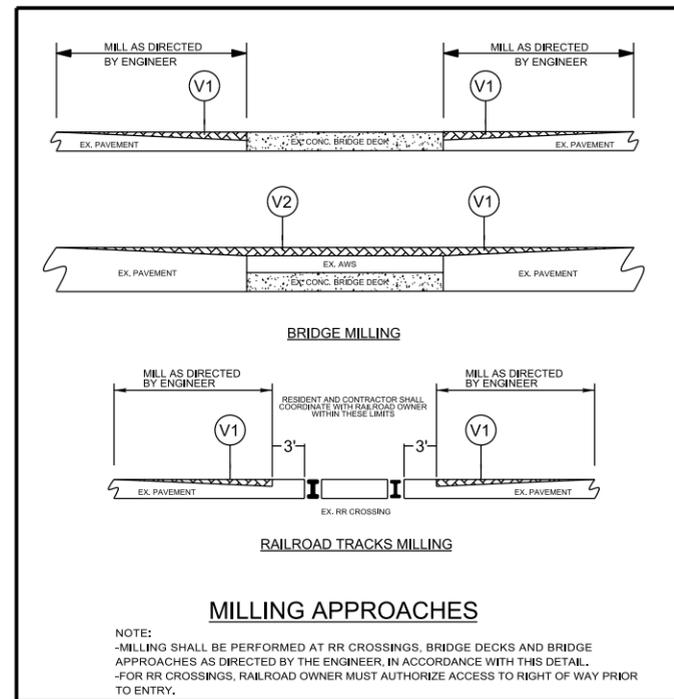
TYPICAL SECTION NO. 2

-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL)



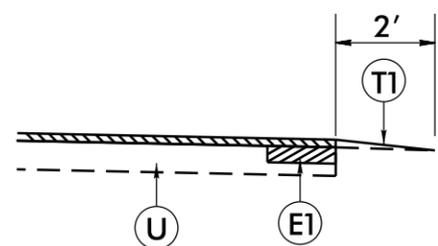
SHOULDER RECONSTRUCTION

- 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.

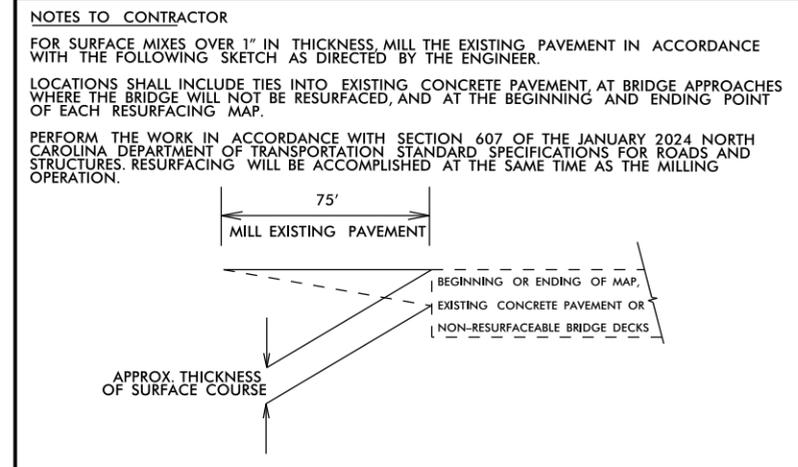
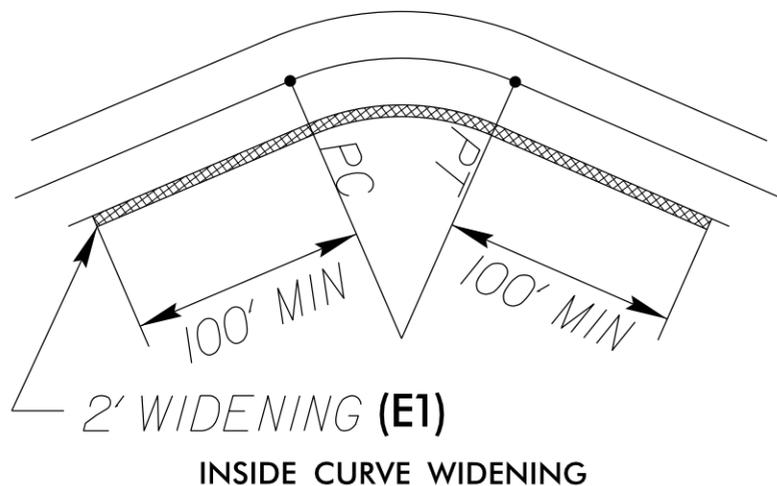


MILLING APPROACHES

- 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.

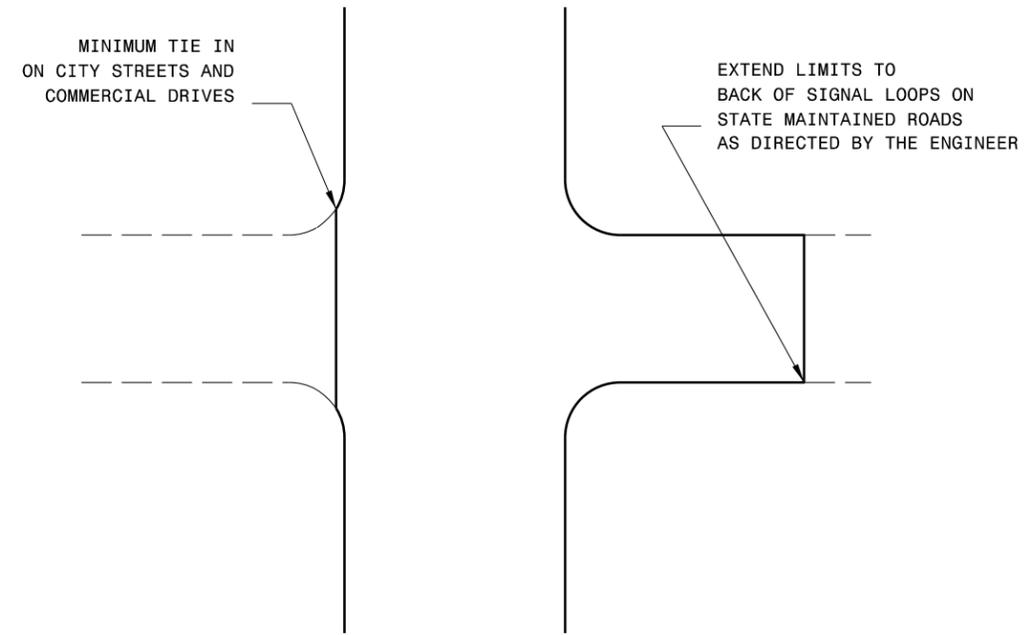


SHOULDER RECONSTRUCTION WITH ASB AT ALL AREAS WITH INSIDE SHOULDER WIDENING AS SHOWN

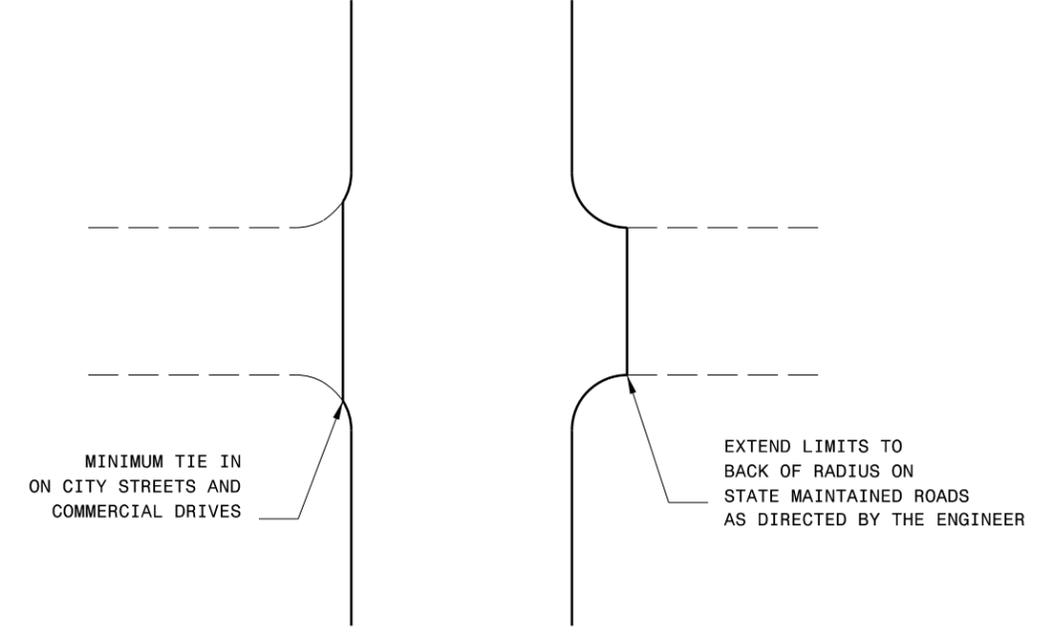


MILLING AT PAVEMENT TIE-INS DETAIL

6/2/2025 10:32 AM
 I:\SEP-2025\0332\2025\Resurfacing\DF00537_2026CPT.06.11.2026\1.etc.Fall.2025\CumberLand_Hornett\Plans\Map2.dgn
 2025-09-02 10:32 AM
 2025-09-02 10:32 AM

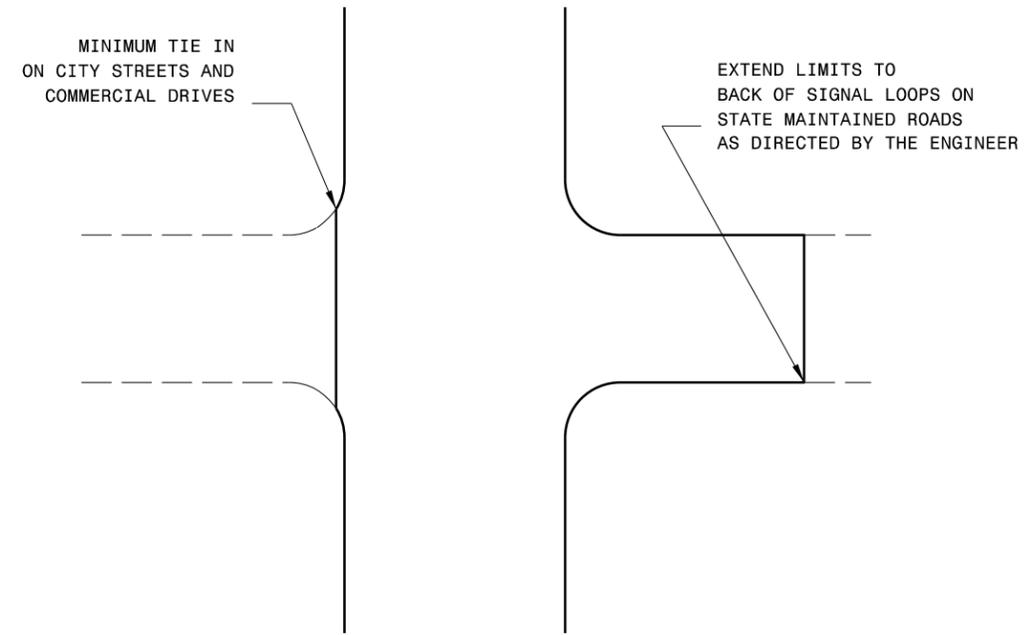


TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

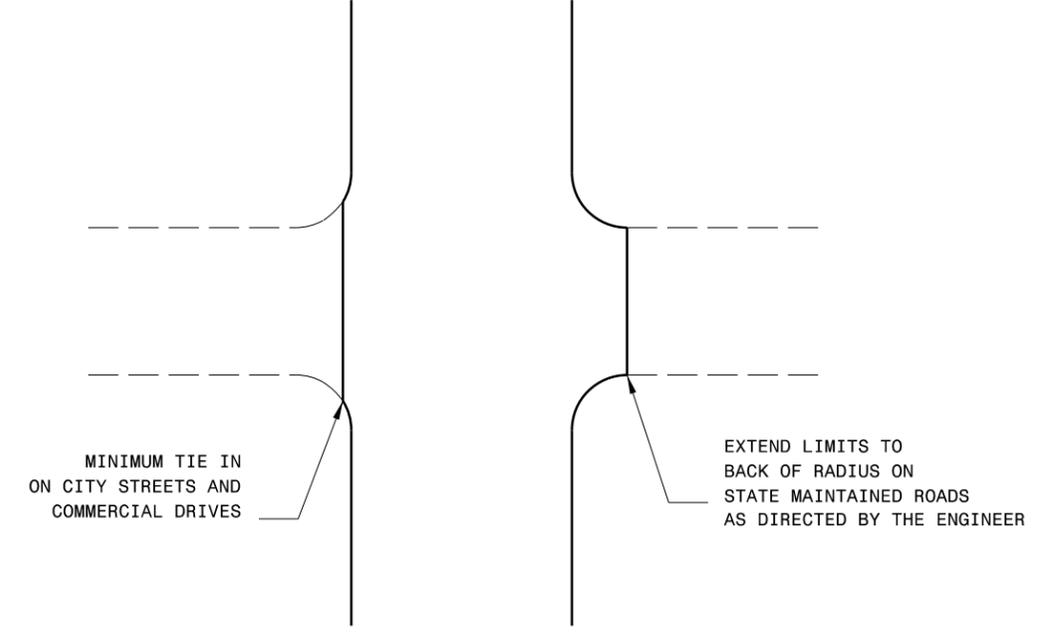


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
1	SR 1006 RT Sand Mine Dr	28 FT from EP of L-line = 252 SY
1	SR 1006 RT High Brnach CT	27 FT from EP of L-line = 289.26 SY
1	SR 1006 LT Murphy Rd	95 FT from EP of L-line = 1818.3 SY
1	SR 1006 RT Magnolia Church Rd	61 FT from EP of L-line = 427 SY
1	SR 1006 LT Wade Stedman Rd	111 FT from EP of L-line = 1097 SY
1	SR 1006 RT Wade Stedman Rd	110 FT from EP of L-line = 1087 SY
1	SR 1006 RT Sandy Creek Rd	61 FT from EP of L-line = 589 SY
1	SR 1006 RT Bethany Dr	46 FT from EP of L-line = 460 SY
1	SR 1006 LT New Hope Church Rd	42 FT from EP of L-line = 354 SY
1	SR 1006 RT Page Rd	31 RT from EP of L-Line = 237 SY
1	SR 1006 LT Hayfield Rd	76 FT from EP of L-Line = 878 SY
4	SR 2024 RT Byrds Mill Rd	25 RT from EP of L-Line = 155.5 SY
4	SR 2024 LT Byrds Mill Rd	25 RT from EP of L-Line = 155.5 SY



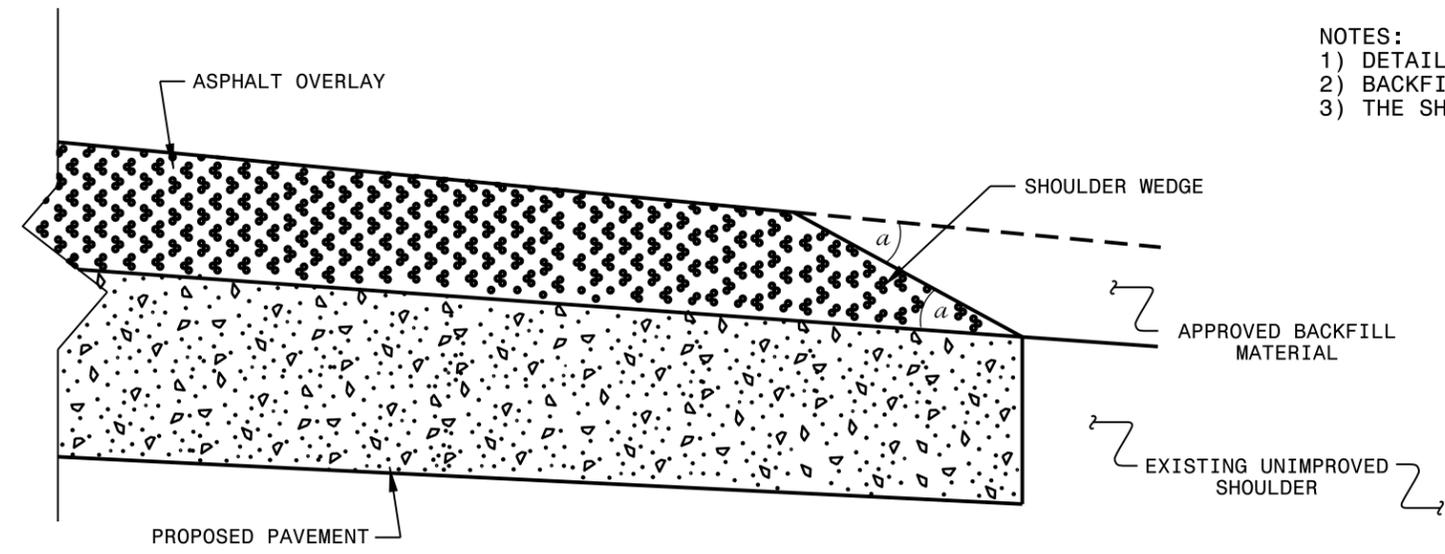
TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



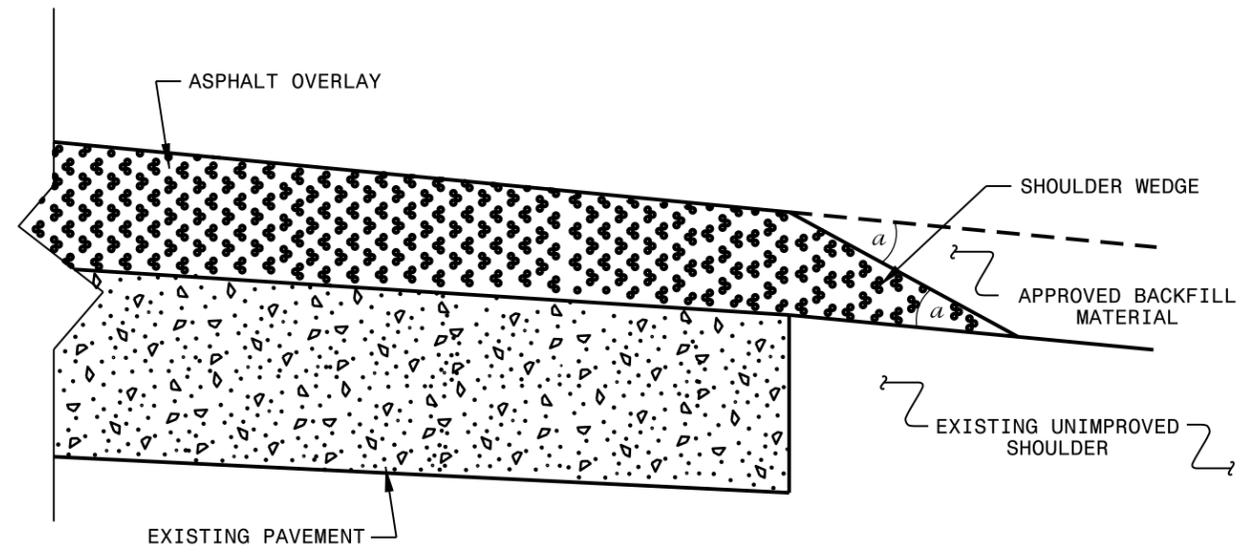
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
2	SR 1108 LT Marcelle Dr	21 FT from EP of L-line = 179.6 SY
2	SR 1108 LT Braddy Rd	56 FT from EP of L-line = 690.6 SY
2	SR 1108 RT Brushy Hill Rd	59 FT from EP of L-line = 603.1 SY
2	SR 1108 LT Dundle Rd	39 FT from EP of L-line = 342.3 SY
2	SR 1108 RT Barbour Lake Rd	72 FT from EP of L-line = 1088 SY
2	SR 1108 RT Windfall Ln	30 FT from EP of L-line = 243.3 SY
3	SR 1735 LT Warren Rd	130.14 FT from EP of L-line = 1720.74 SY
3	SR 1735 RT Baits Rd	52 FT from EP of L-line = 387.11 SY
3	SR 1735 RT Baits Rd	26 RT from EP of L-Line = 150.2 SY
3	SR 1735 LT Railford Rd	23 FT from EP of L-Line = 120.11 SY
3	SR 1735 RT Old Hamilton Rd	47 FT from EP of L-Line = 355.11 SY
3	R 1735 Lucas Rd	74 RT from EP of L-Line = 616.6 SY
3	SR 1735 RT Susan Tart Rd	100 RT from EP of L-Line = 844.4 SY

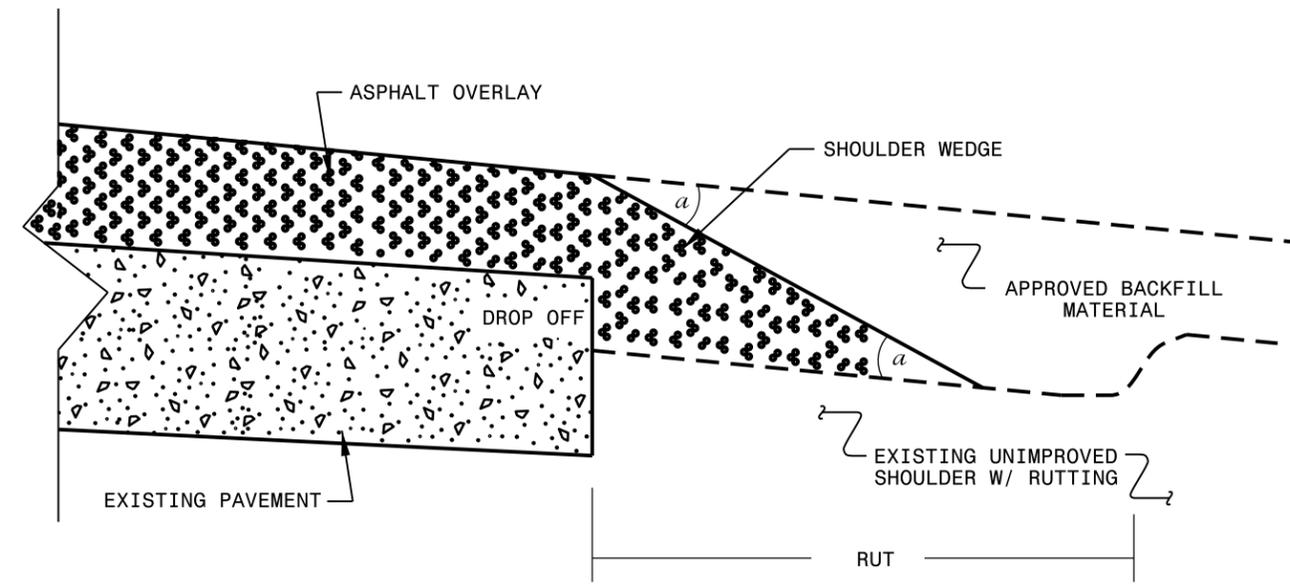
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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

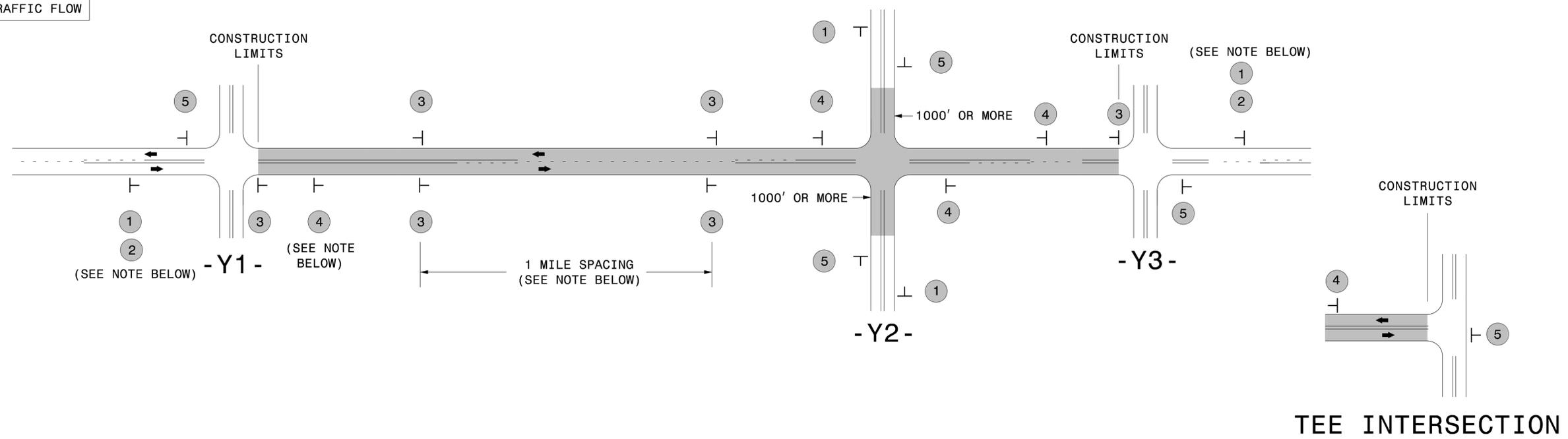
SYSTEMS DESIGN
 USER NAME

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2	 <small>W7-3aP 24" X 18"</small>	#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	 <small>SP 13107 48" X 48"</small>	- 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	 <small>SP 13106 48" X 48"</small>	- 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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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

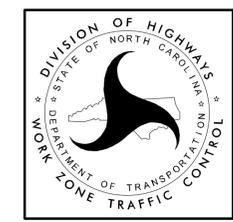
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

 <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER.	 <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER.
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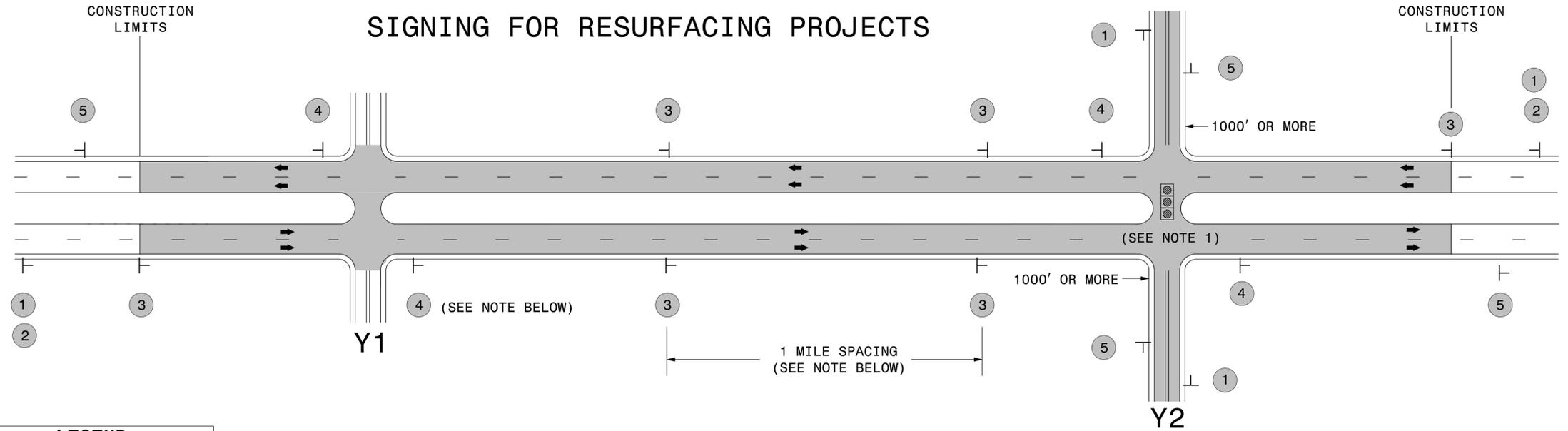
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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

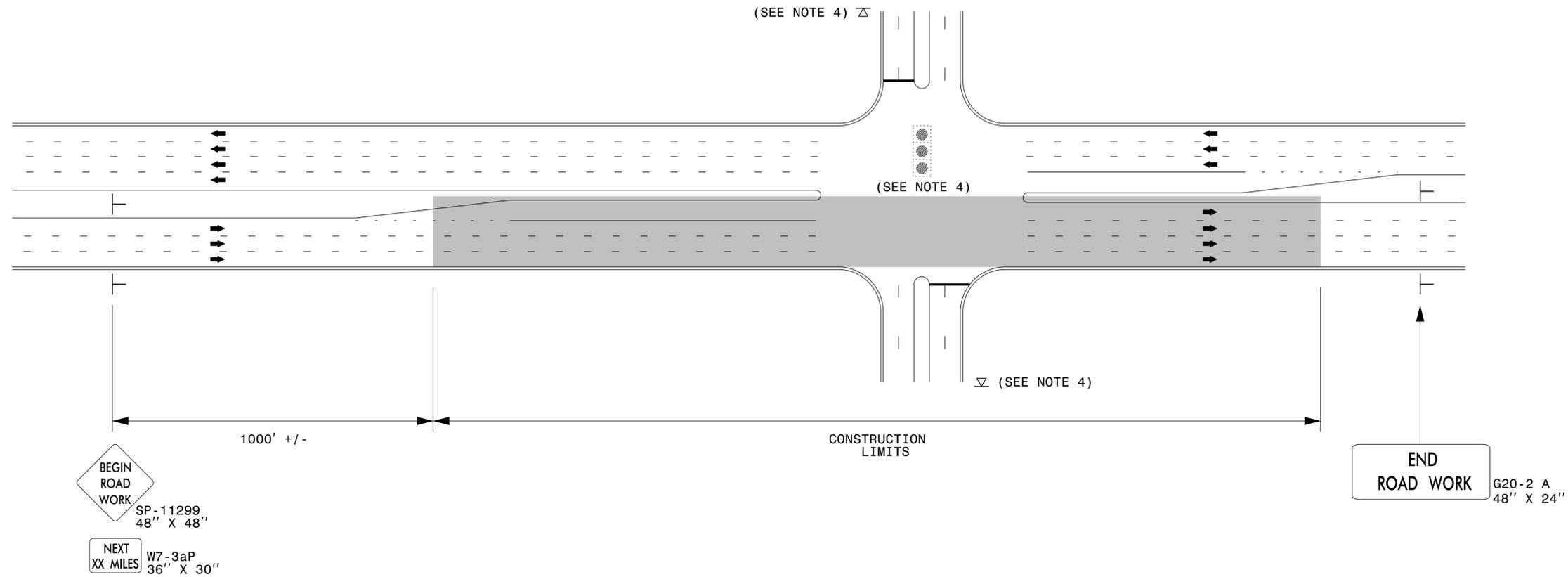
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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>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, 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;"> <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>NOTES:</p> <ol style="list-style-type: none"> 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.
		<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
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 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



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

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.

TWO LANE - TWO WAY ROADWAY - 55 MPH		
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'

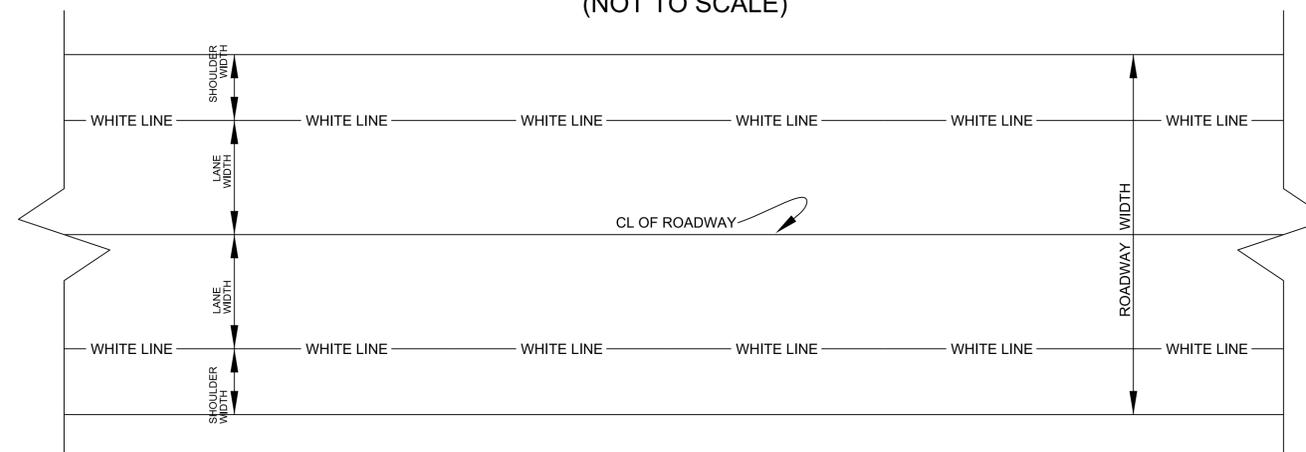
* May vary due to pavement width

TWO LANE - TWO WAY ROADWAY		50
MPH OR LESS		
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.
PT.06.11.20261.1, 2026CPT.06.11.1		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEG N	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	
												TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	EA	
							MI	FT															
2026CPT.06.11.20261.1	Cumberland	1	SR-1006 / MAXWELL RD	FROM SR 1842 PAVEMENT CHANGE TO SAMPSON COUNTY LINE	1	2	2WU	5.63	24	7.07	12.7	157	11.30	1,821		3,904	22	6,787	456				
TOTAL FOR MAP NO. 1								5.63				157	11.30	1,821		3,904	22	6,787	456				
2026CPT.06.11.20261.1	Cumberland	2	SR-1108 / KING RD	FROM HOKE CO. LINE TO SR 1112	1	2	2WU	1.84	22	0	1.84	37	3.68	595		2,700	11	2,089	141			2	
TOTAL FOR MAP NO. 2								1.84				37	3.68	595		2,700	11	2,089	141			2	
TOTAL FOR PROJ NO. 2026CPT.06.11.20261.1								7.47				194	14.98	2,416		6,604	33	8,876	597			2	
2026CPT.06.11.20431.1	Harnett	3	SR-1735 / ANTIOCH CHURCH RD	FROM NC82 TO SR1718	2	2	2WU	2	23	0	2	83	4.00	647	26,987	2,484	11	2,403	161		4		
TOTAL FOR MAP NO. 3								2				83	4.00	647	26,987	2,484	11	2,403	161		4		
2026CPT.06.11.20431.1	Harnett	4	SR-2024 / COVINGTON RD	FROM SR2027 TO SR1779	1	2	2WU	3.57	22	0	3.57	33	7.14	1,155		833		3,876	267	145			
TOTAL FOR MAP NO. 4								3.57				33	7.14	1,155		833		3,876	267	145			
TOTAL FOR PROJ NO. 2026CPT.06.11.20431.1								5.57				116	11.14	1,802	26,987	3,317	11	6,279	428	145		4	
GRAND TOTAL								13.04				310	26.12	4,218	26,987	9,921	44	15,155	1,025	145		4	2

PROJECT NO.	SHEET NO.	TOTAL NO.
.06.11.20261.1, 2026CPT.06.1		

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	4725000000-E		4891000000-E	4900000000-N			
								MI	FT			ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS		
2026CPT.06.11.20261.1	Cumberland	1	SR-1006 / MAXWELL RD	FROM SR 1842 PAVEMENT CHANGE TO SAMPSON COUNTY LINE	1	2	2WU	5.63	24	7.07	12.7	631	1.00	60,600	48,000	200	425	100	5	4	110	45	45		
TOTAL FOR MAP NO. 1								5.63				631	1	60,600	48,000	200	425	100	5	4	110	45	45		
2026CPT.06.11.20261.1	Cumberland	2	SR-1108 / KING RD	FROM HOKE CO. LINE TO SR 1112	1	2	2WU	1.84	22	0	1.84	204		19,600	14,800						75		150		
TOTAL FOR MAP NO. 2								1.84				204		19,600	14,800							75		150	
TOTAL FOR PROJ NO. 2026CPT.06.11.20261.1								7.47				835	1.000	80,200	62,800	200	425	100	5	4	185	45	195		
														143,000		625		9			240				
2026CPT.06.11.20431.1	Harnett	3	SR-1735 / ANTIOCH CHURCH RD	FROM NC82 TO SR1718	2	2	2WU	2	23	0	2	224		21,750	14,500								145		
TOTAL FOR MAP NO. 3								2				224		21,750	14,500										145
2026CPT.06.11.20431.1	Harnett	4	SR-2024 / COVINGTON RD	FROM SR2027 TO SR1779	1	2	2WU	3.57	22	0	3.57	400		38,125	25,375								255		
TOTAL FOR MAP NO. 4								3.57				400		38,125	25,375										255
TOTAL FOR PROJ NO. 2026CPT.06.11.20431.1								5.57				624		59,875	39,875										400
														99,750									400		
GRAND TOTAL								13.04				1,459	1.000	140,075	102,675	200	425	100	5	4	185	45	595		
														242,750		625		9			640				