

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS
Letting Date: March 26, 2025

CONTRACT ID: DF00509

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2025CPT.06.15.10261.1 & 2025CPT.06.15.20261.1

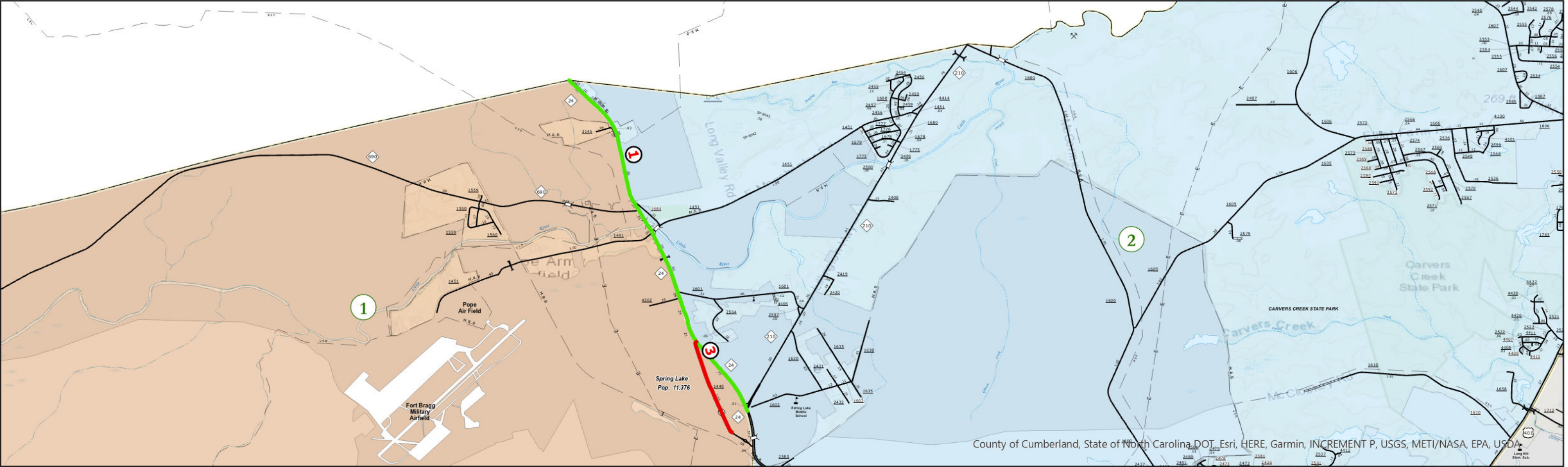
ROUTE NO.: VARIES

LOCATION: VARIES

COUNTY: CUMBERLAND

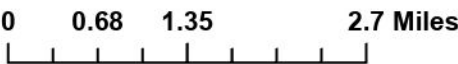
LENGTH OF PROJECT: 11.20 MILES

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

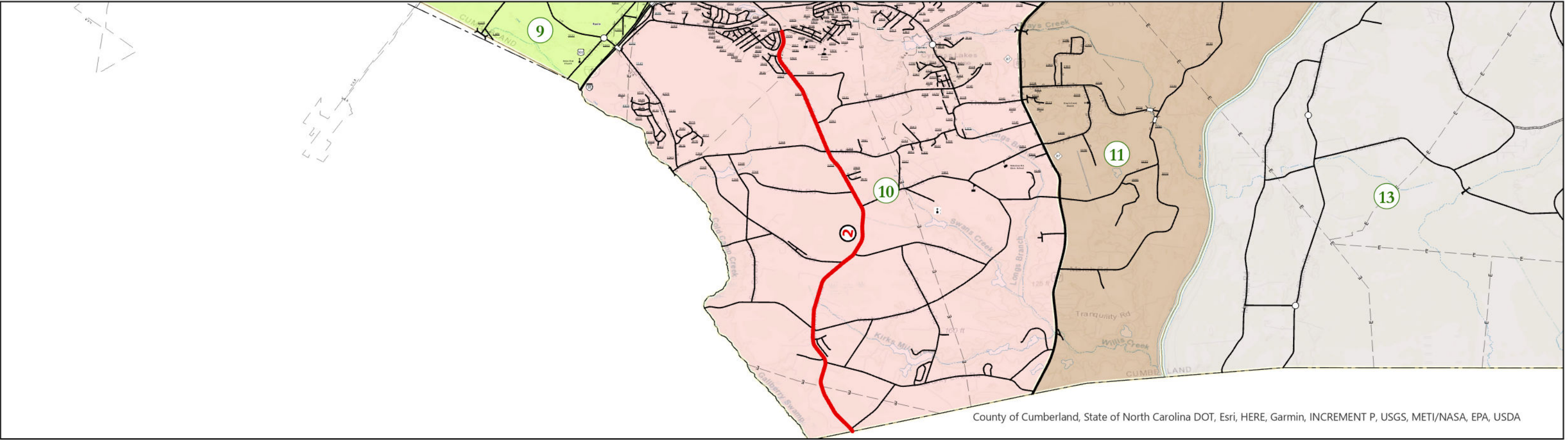


Cumberland County Resurfacing 2025

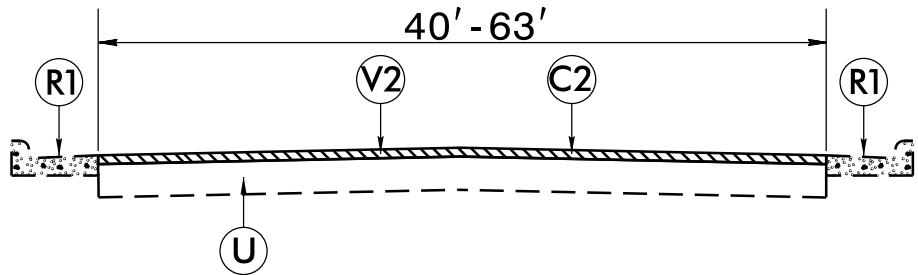
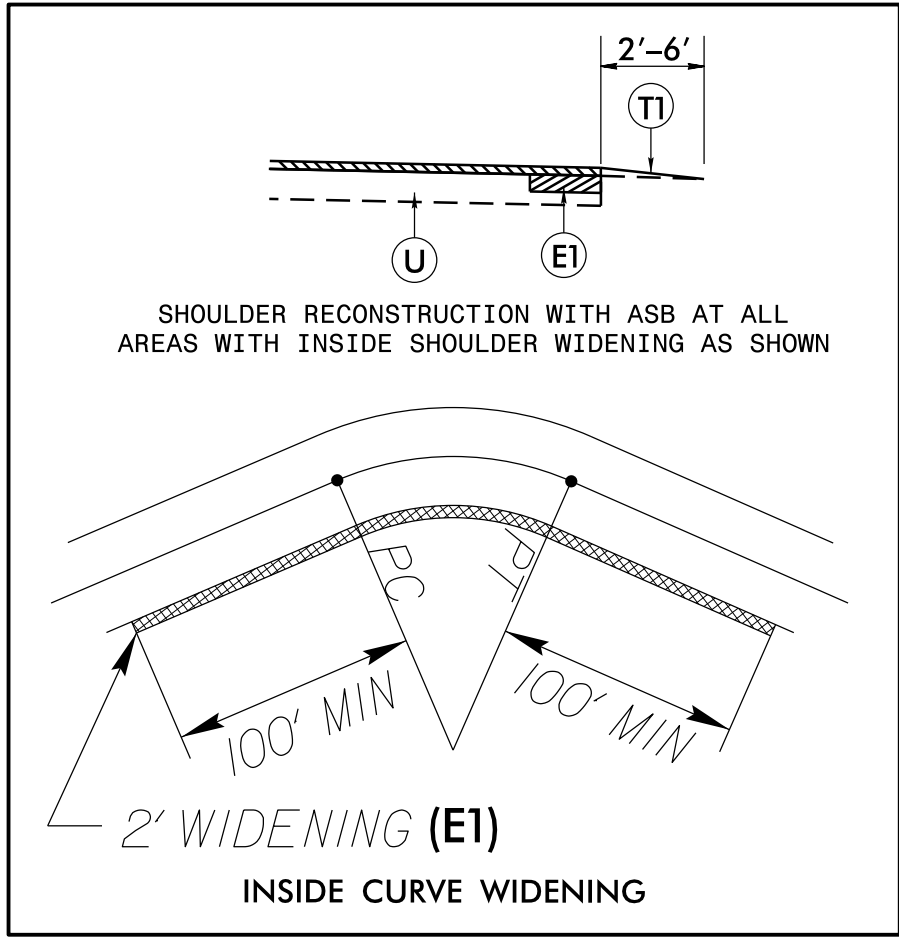
Contract: DF00509



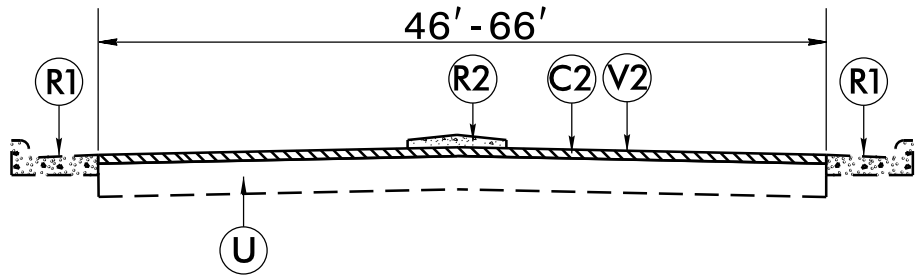
- Legend**
- WBS: 2025CPT.06.15.10261.1
 - WBS: 2025CPT.06.15.20261.1



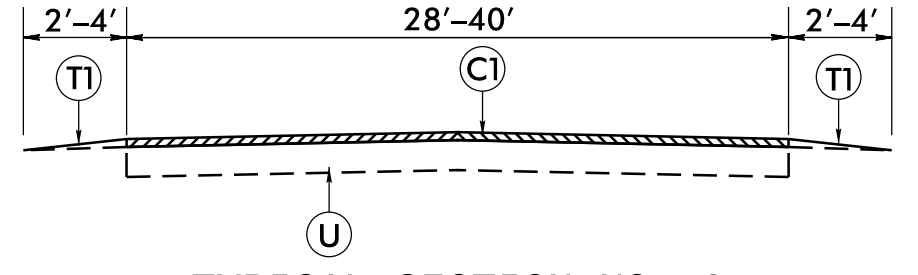
PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E1	5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
R2	EXISTING CONCRETE MEDIAN ISLAND
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	0" - 1½" MILLING
V2	1½" MILLING



TYPICAL SECTION NO. 1

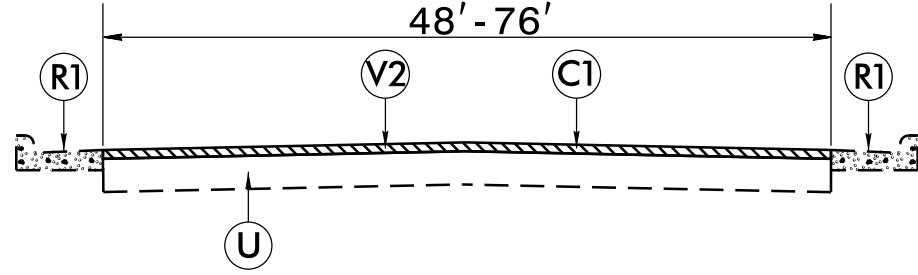


TYPICAL SECTION NO. 2

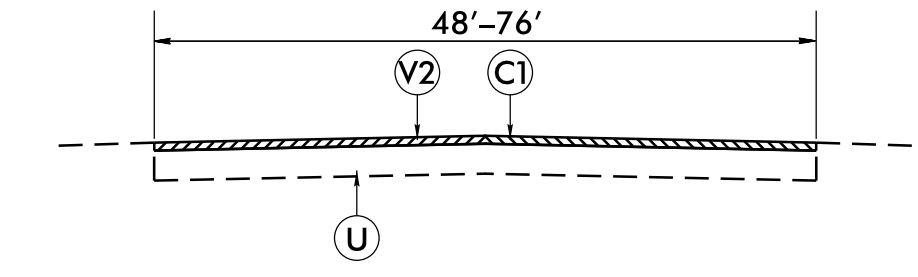


TYPICAL SECTION NO. 3

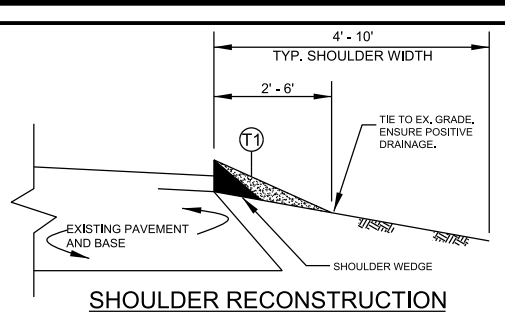
-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL)



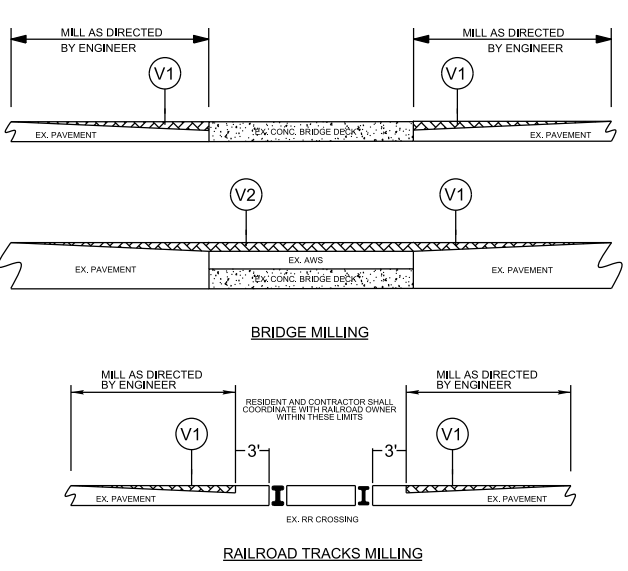
TYPICAL SECTION NO. 4



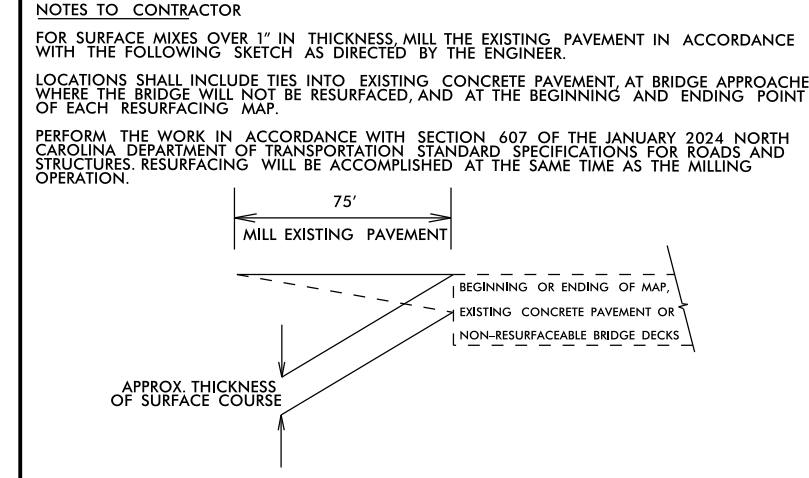
TYPICAL SECTION NO. 5



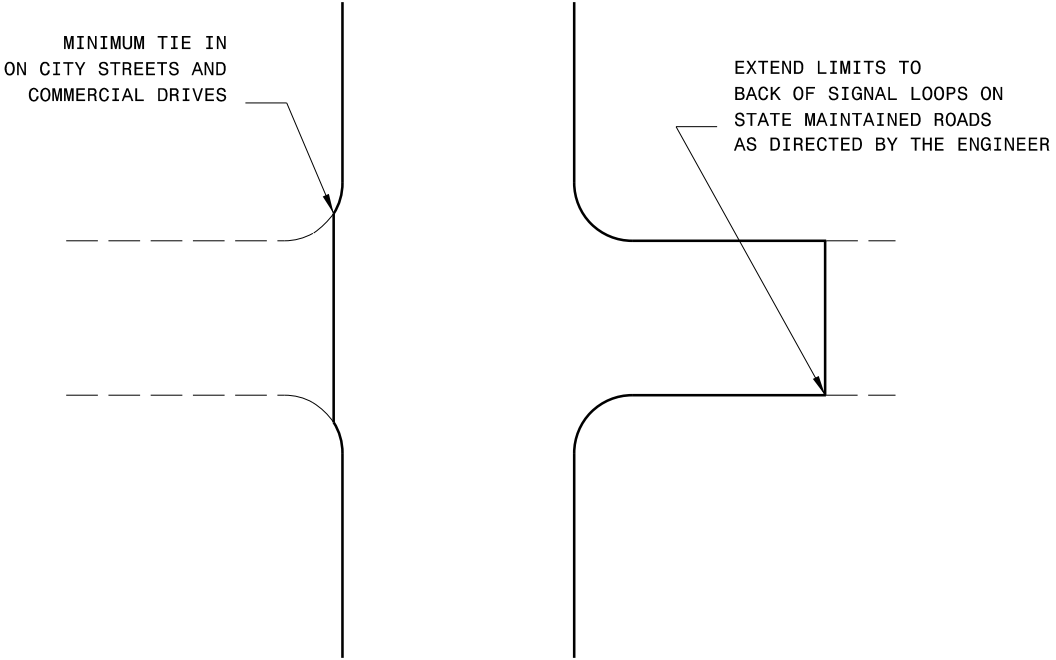
- NOTES:
- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
 - AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
 - A VEGETATIVE BUFFER SHALL 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.



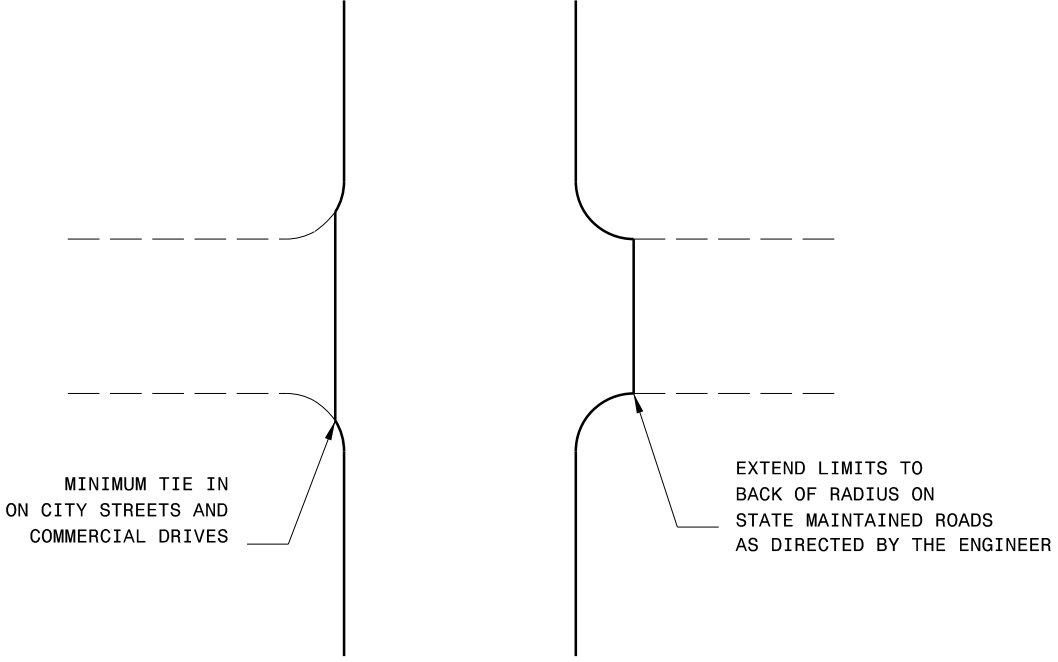
NOTE:
-MILLING SHALL BE PERFORMED AT RR CROSSINGS, BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.
-FOR RR CROSSINGS, RAILROAD OWNER MUST AUTHORIZE ACCESS TO RIGHT OF WAY PRIOR TO ENTRY.



MILLING AT PAVEMENT TIE-INS DETAIL



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES

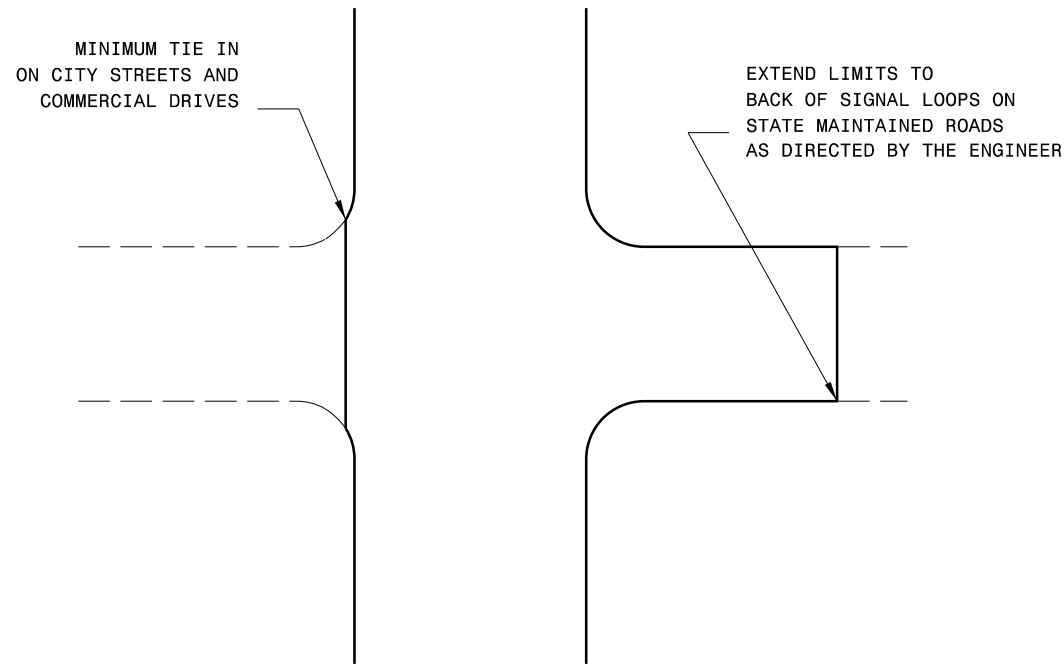


TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

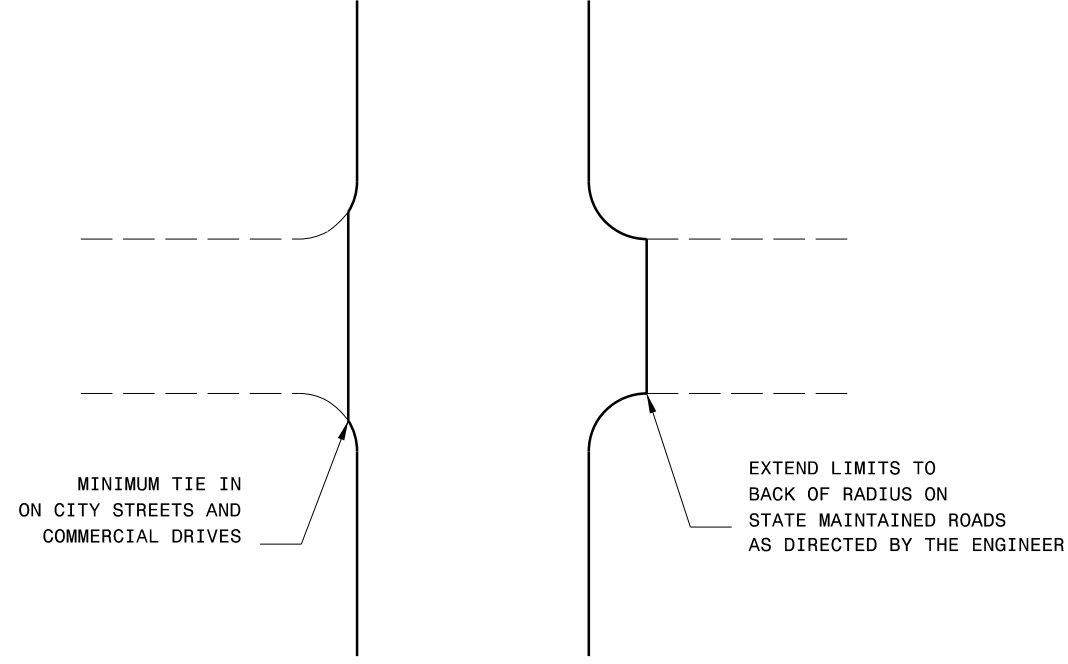
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

[illegible]

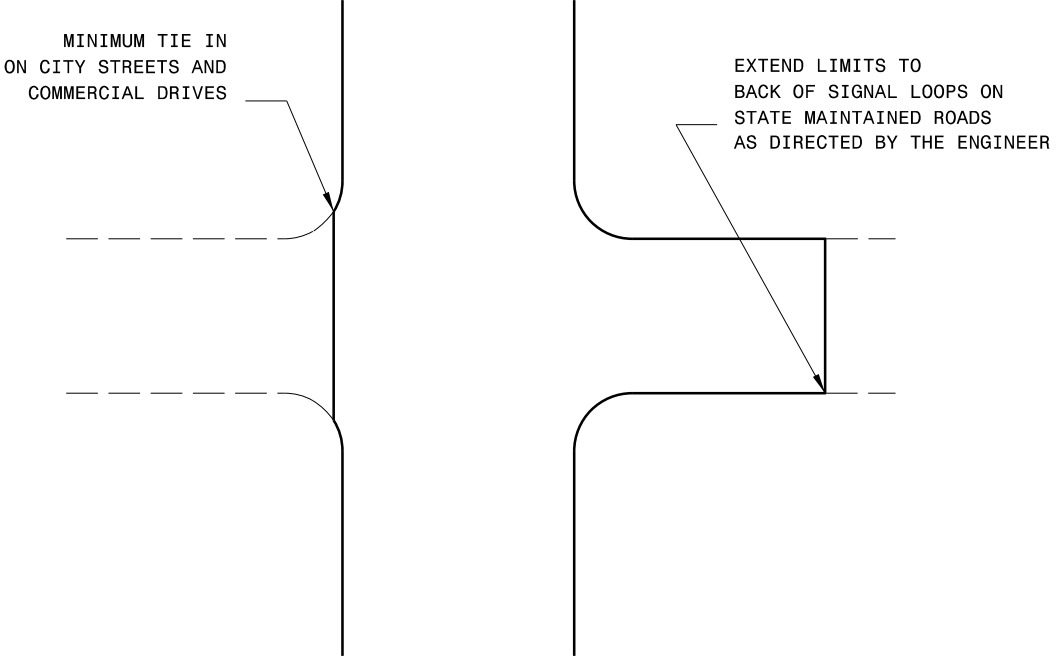


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

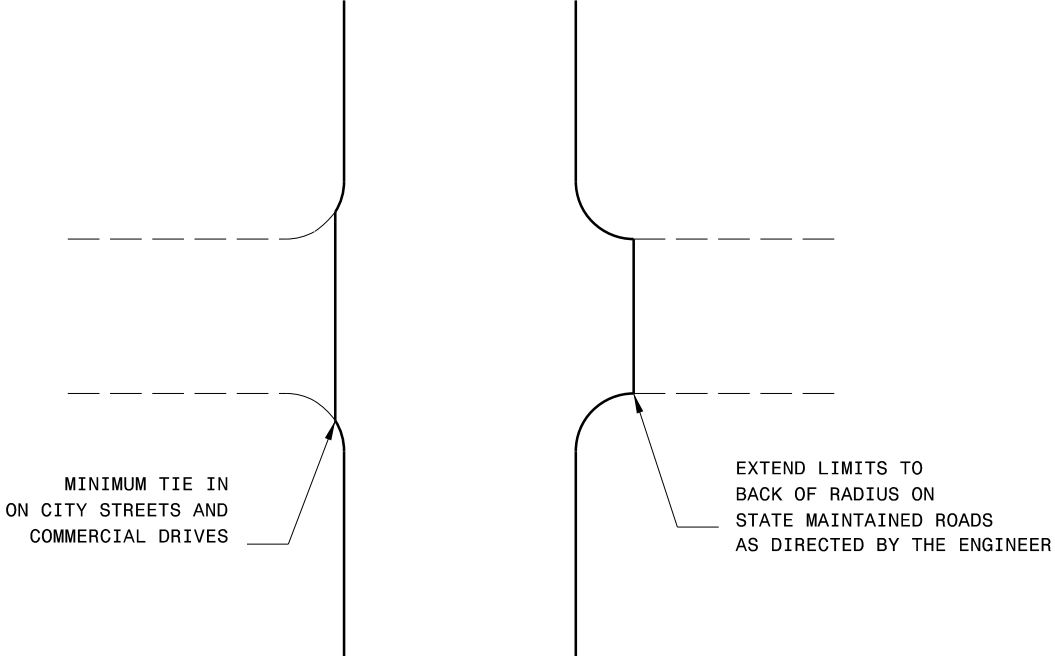


TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
2	SR 2252 RT Berly Dr	40 Ft from EP of L-Line 377 SY
2	SR 2252 RT Kalmia Ln	35 Ft from EP of L-Line 322 SY
2	SR 2252 LT Clifton Mcneil Rd	75 Ft from EP of L-Line 850 SY
2	SR 2252 RT Shawnee Creek Ct	35 Ft from EP of L-Line 213 SY
2	SR 2252 LT H Bullard Rd	52 Ft from EP of L-Line 508 SY
2	SR 2252 RT John Mcmillian Rd	65 Ft from EP of L-Line 664 SY
2	SR 2252 LT John Mcmillian Rd	55 Ft from EP of L-Line 464 SY
2	SR 2252 LT Pineville Dr	45 Ft from EP of L-Line 440 SY
2	SR 2252 RT Joe Hall Rd	51 Ft from EP of L-Line 425 SY
2	SR 2252 LT School Rd	73 Ft from EP of L-Line 973 SY
2	SR 2252 LT Odom Rd	65 Ft from EP of L-Line 960 SY
2	SR 2252 RT Canady Pond Rd	93 Ft from EP of L-Line 1508 SY
2	SR 2252 RT Yarborough Rd	59 Ft from EP of L-Line 760 SY
2	SR 2252 LT Yarborough Rd	65 Ft from EP of L-Line 832 SY
2	SR 2252 LT Besalt Dr	54 Ft from EP of L-Line 402 SY
2	SR 2252 RT William Duke	32 Ft from EP of L-Line 195 SY



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



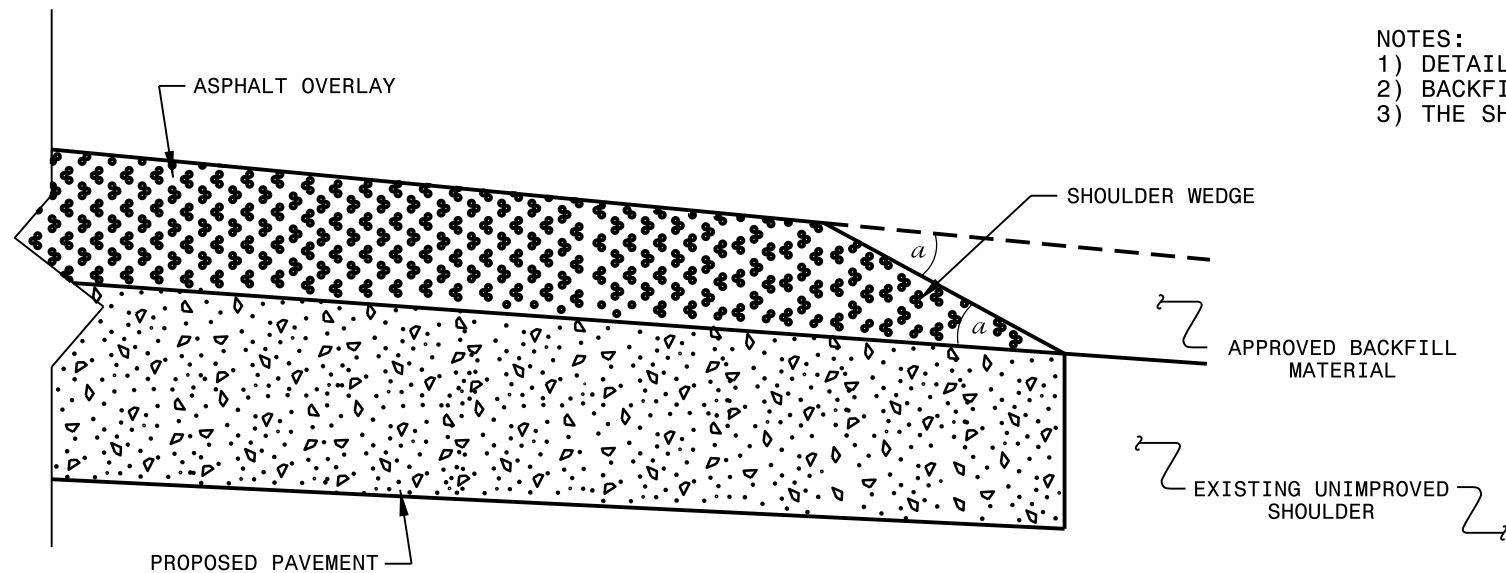
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

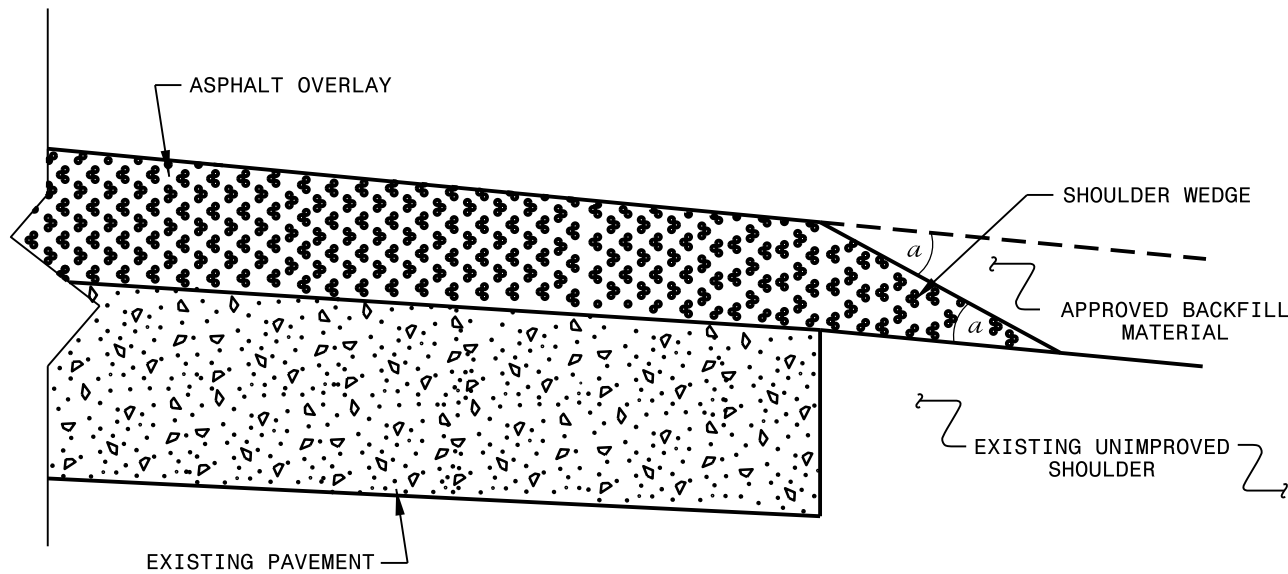
Extend paving limits to back of radius
or loop on the following intersections

[illegible]

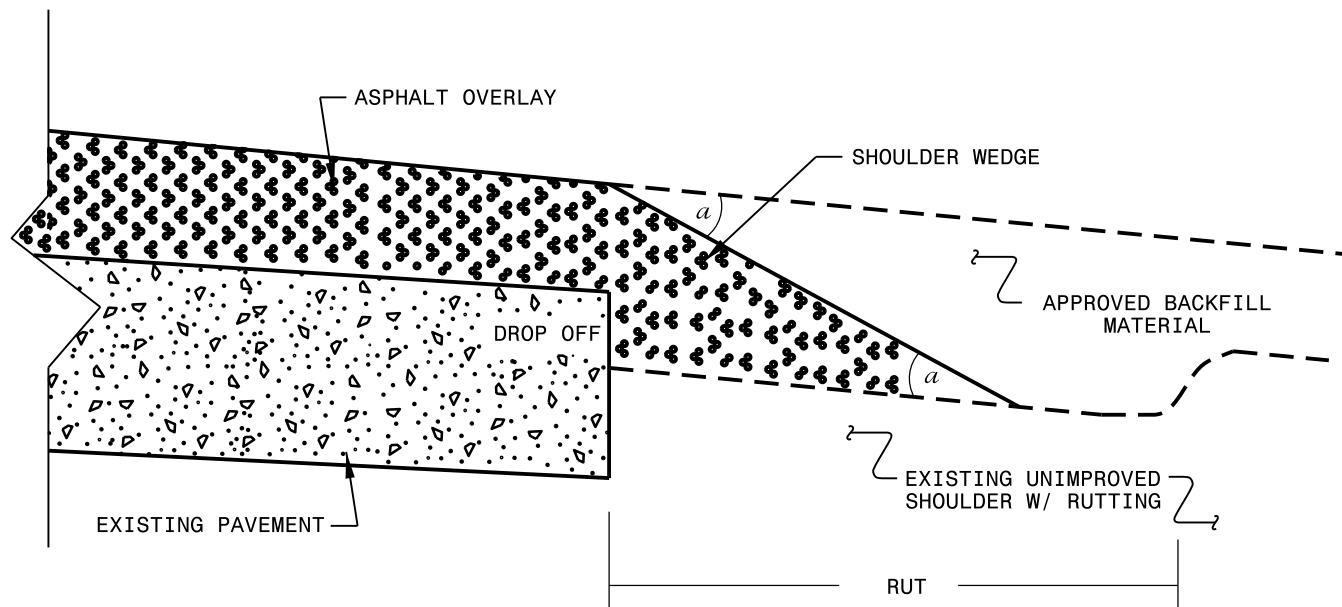
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

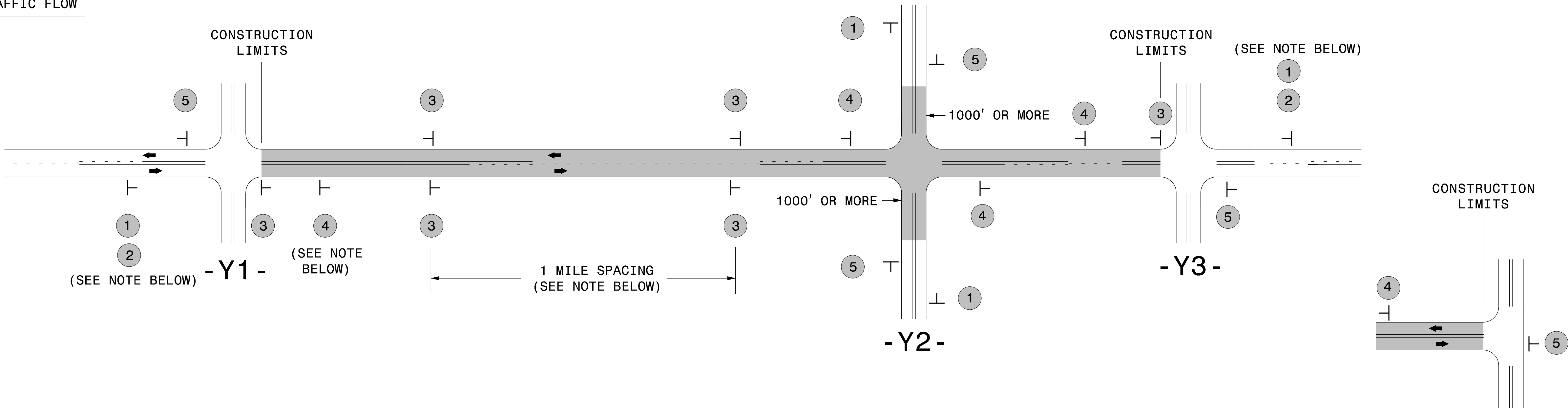
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T. SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div><div>1</div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div></div><div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div><div>#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)</div></div>	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.
	<div><div>3</div><div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div><div>- 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.</div></div>	
	<div><div>4</div><div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div><div>- 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.</div></div>	
	<div><div>5</div><div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div><div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div></div>	
	THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.	
LESS 2 MILES	FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.	

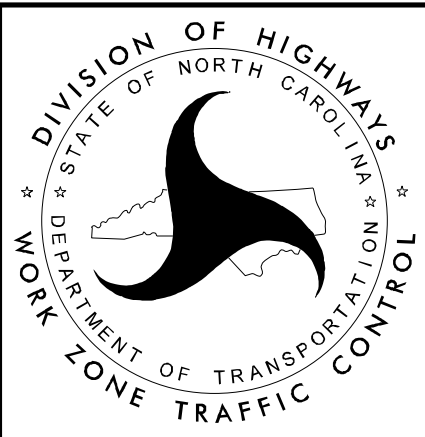
DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

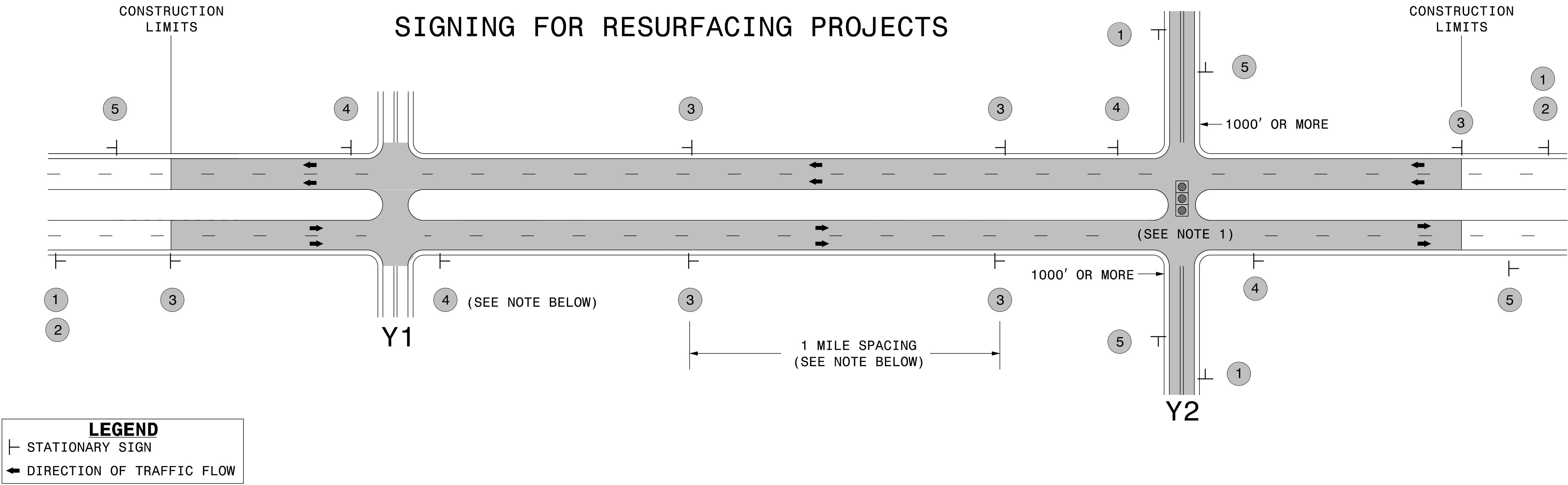
DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

AD



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

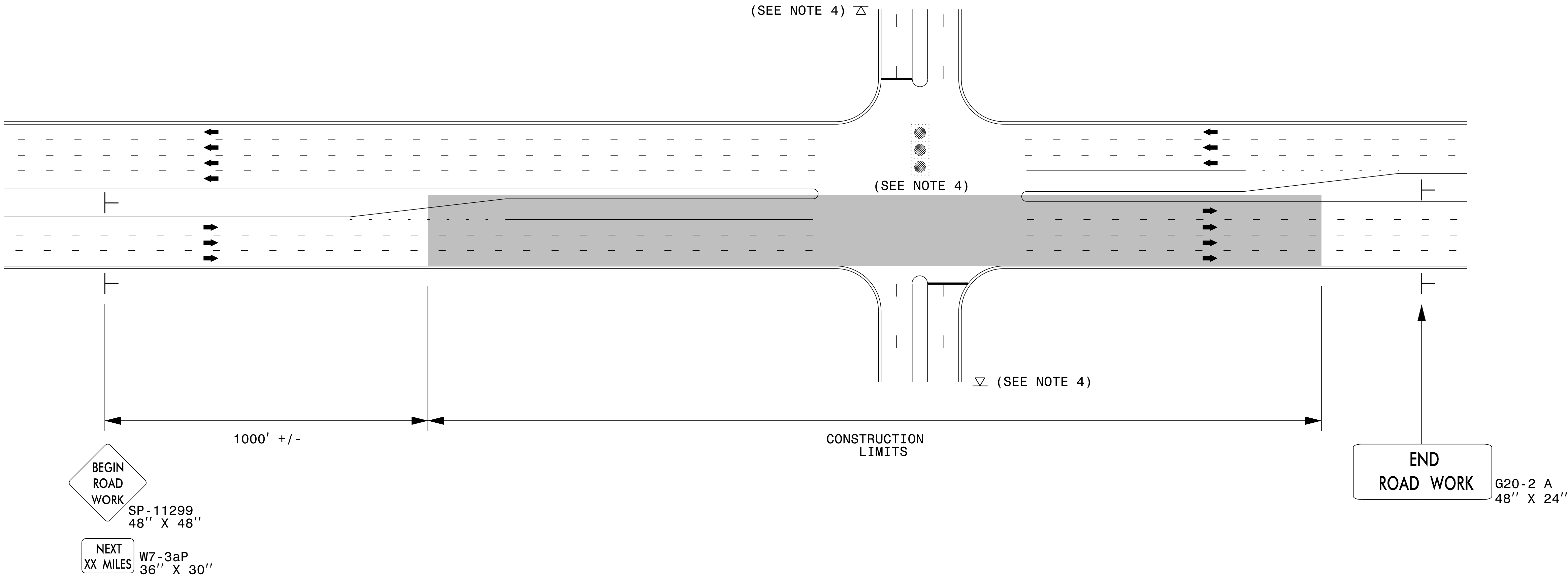


MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-36P 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</div> <div>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.</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div><div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div></div> <div>NOTES:</div> <div>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.</div>
	<div>3</div> <div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>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.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	

URBAN / SUBURBAN WORKZONES

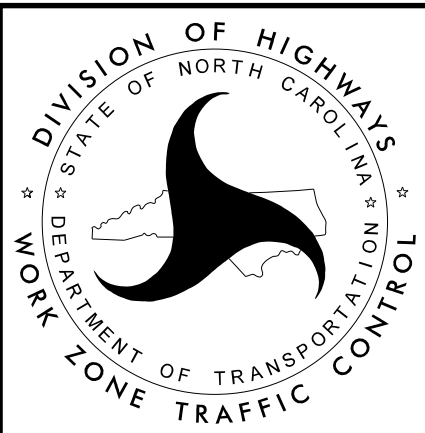


NOTES:

- 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.

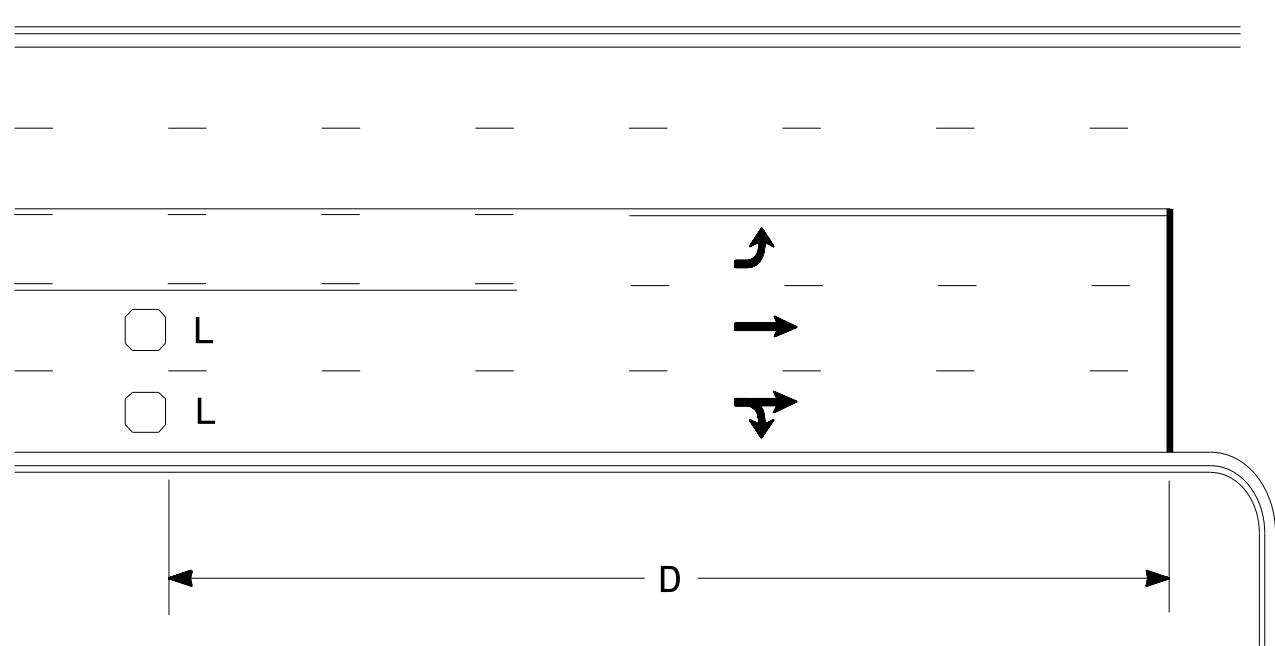
LEGEND

- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW



RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

High Speed Detection
(≥40 mph)

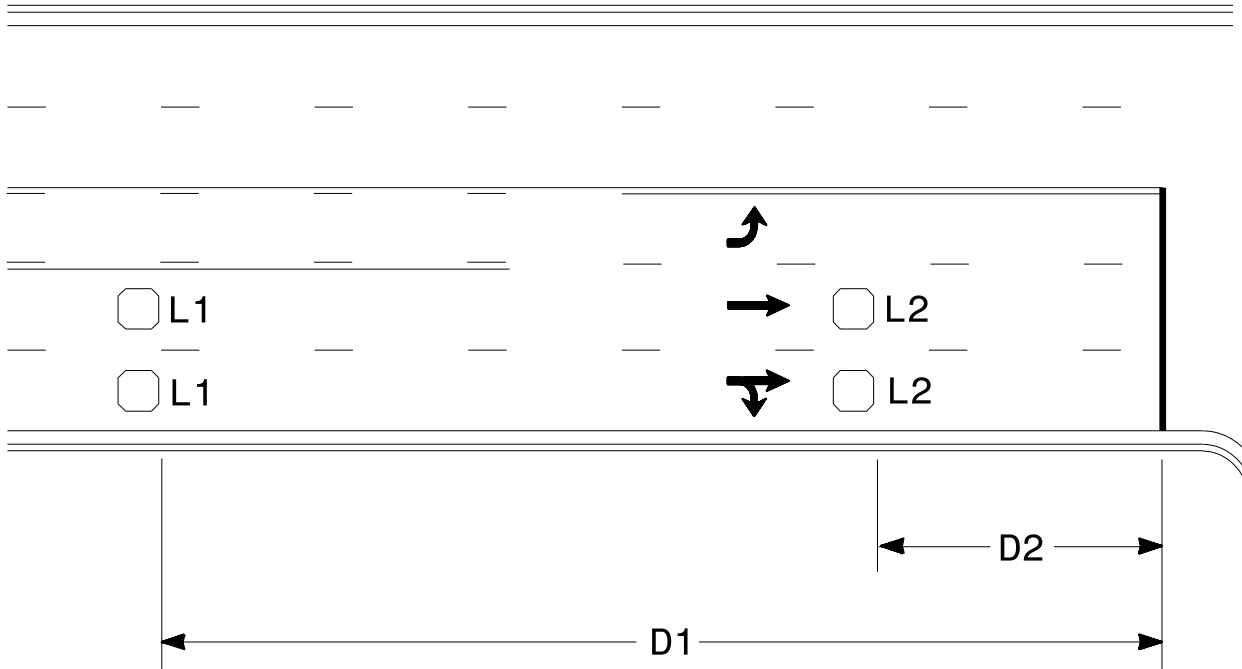


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR



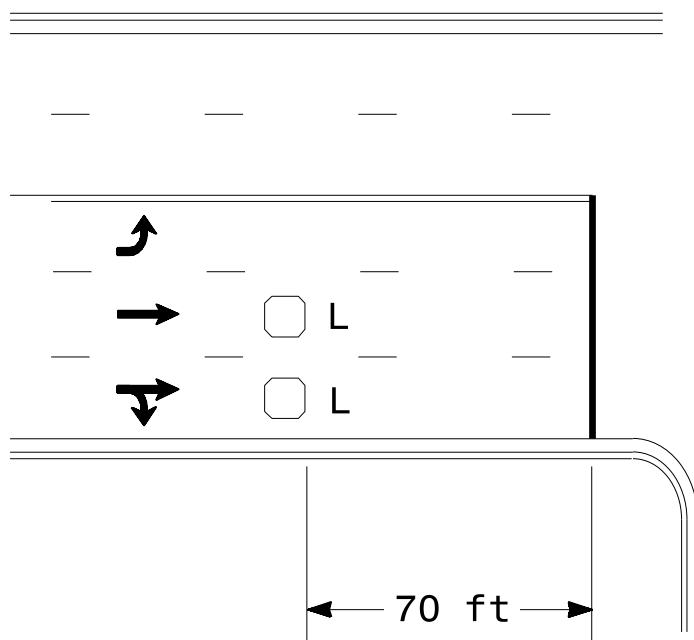
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

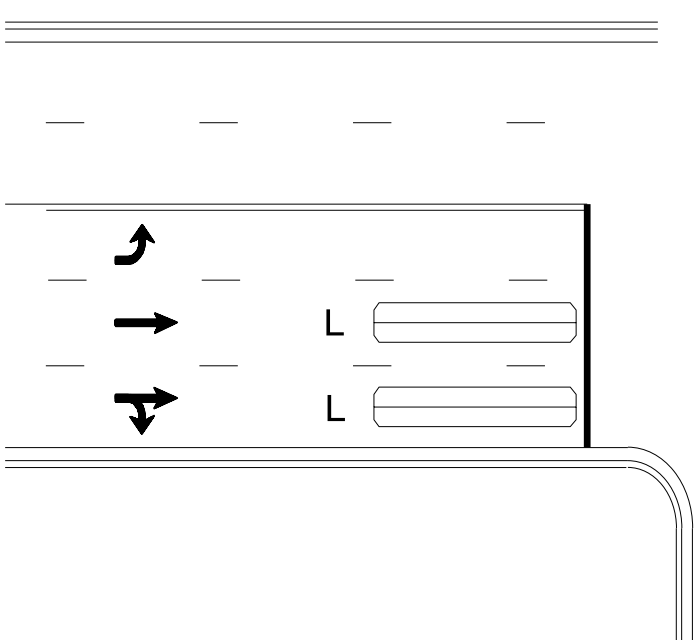
"Stretch" Operation

Low Speed Detection
(≤35 mph)



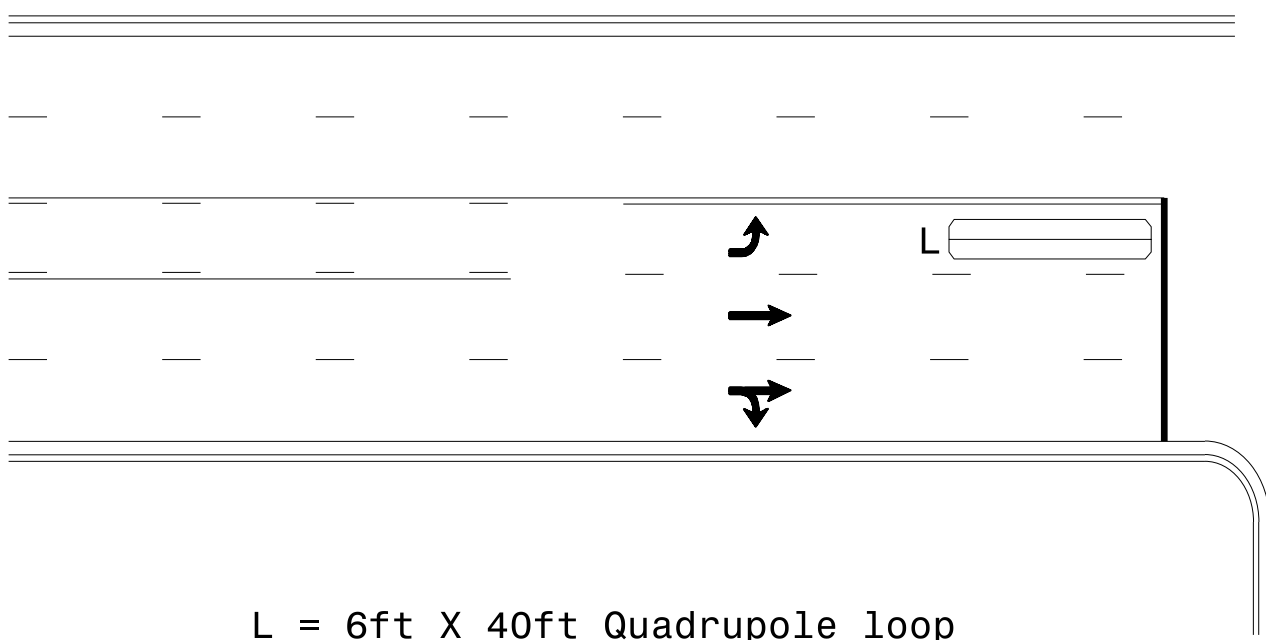
L = 6ft X 6ft
Wired in series

OR



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

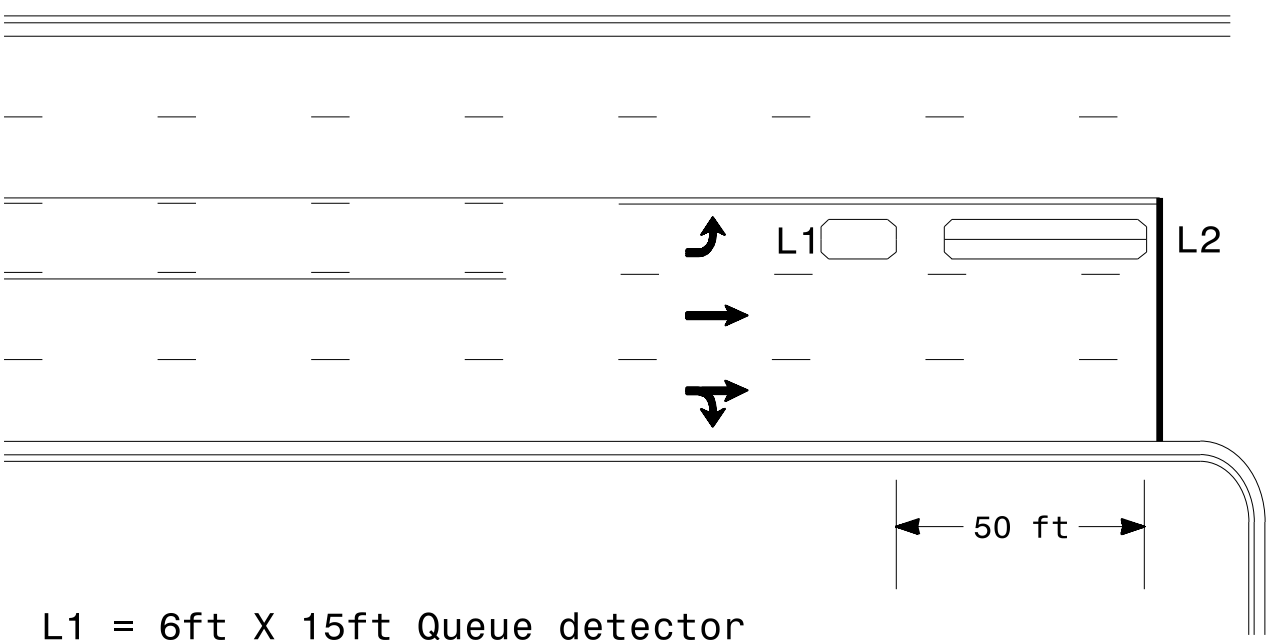
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

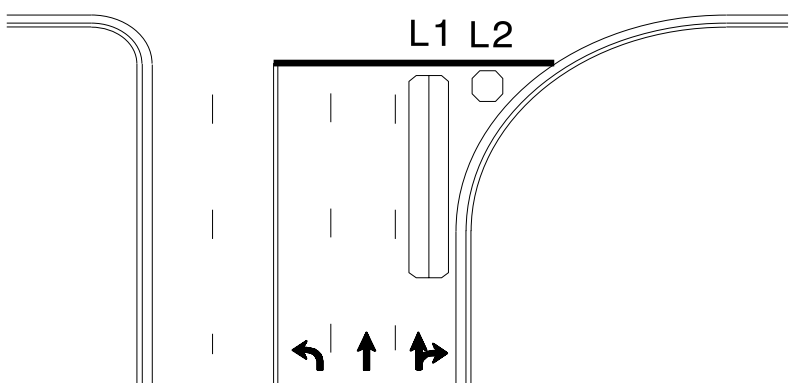
OR



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

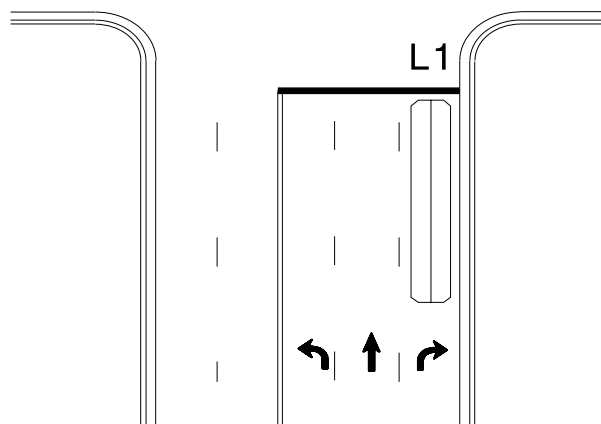
Queue Loop Detection

Right Turn Lane Detection

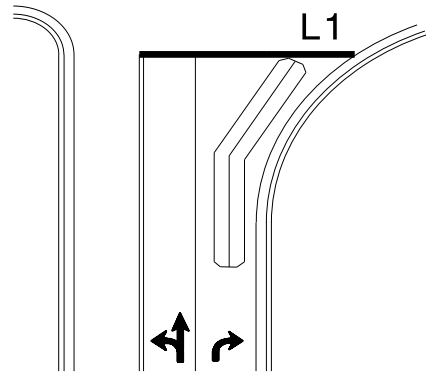


Shared Lane/
Wide Radius Turn

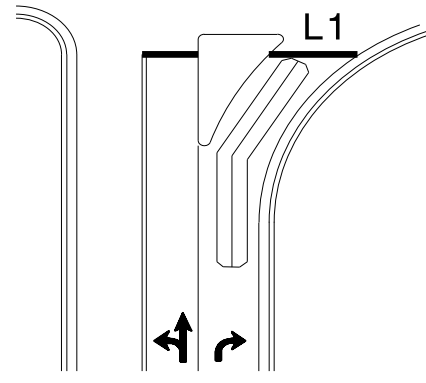
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

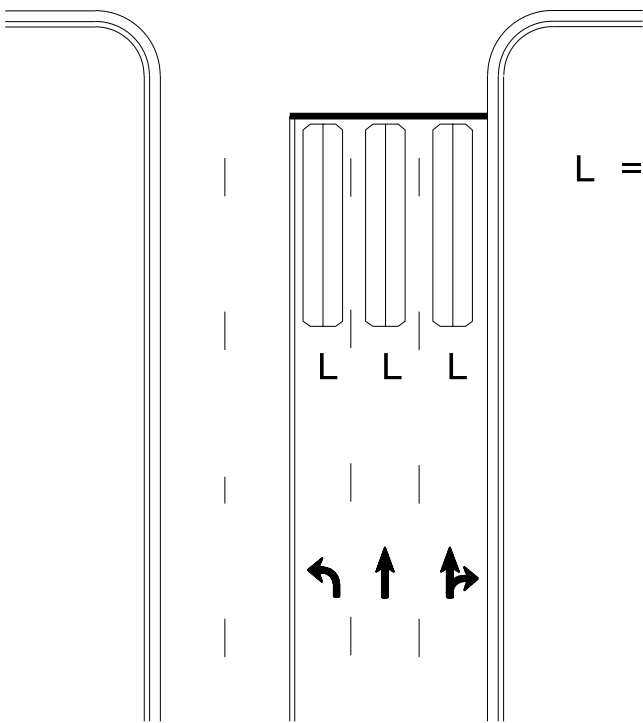


Wide Radius Turn



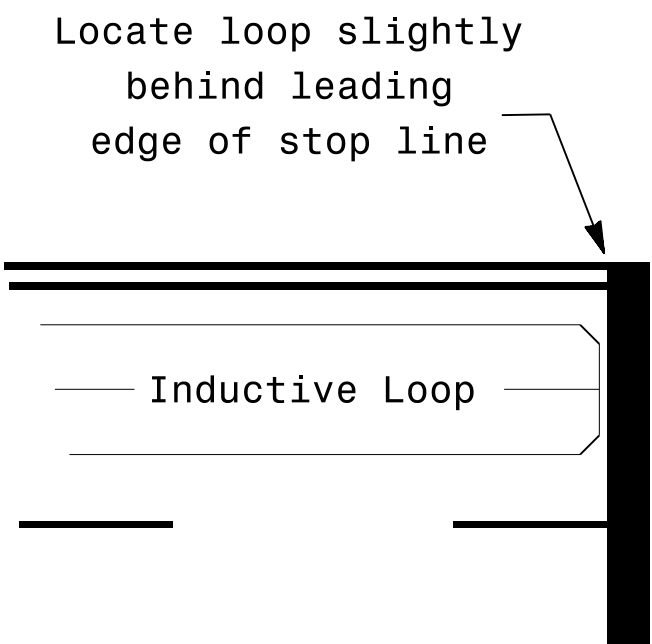
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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

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

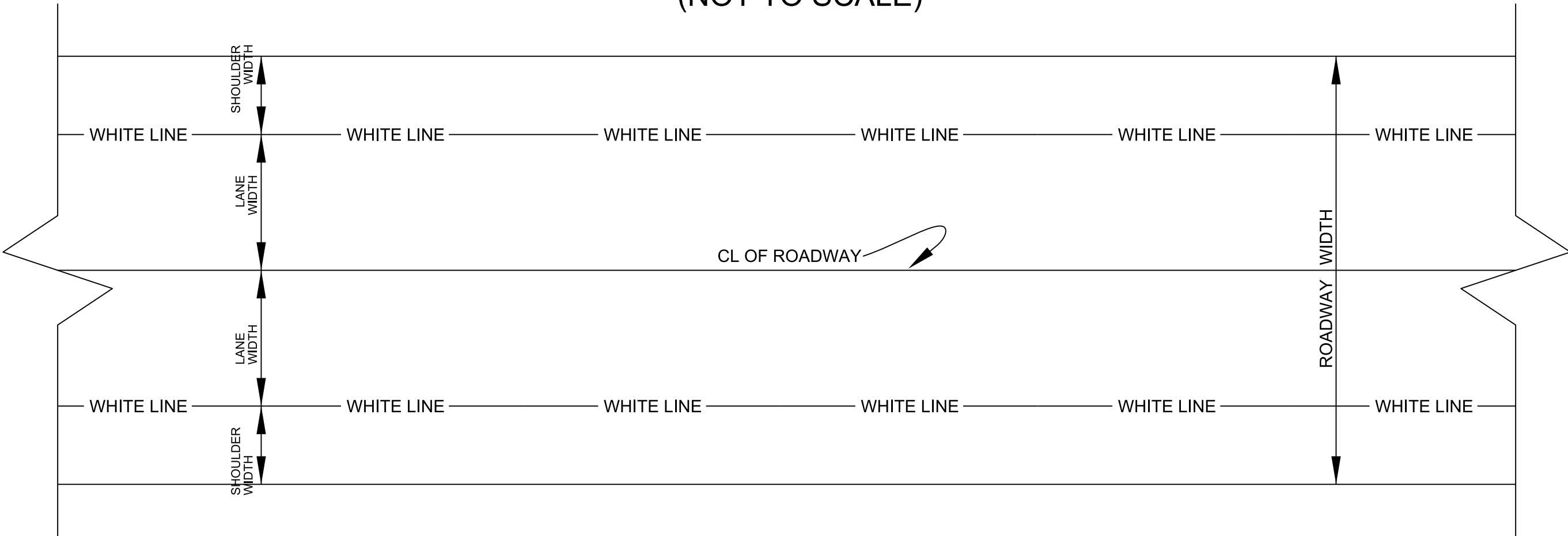
GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

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

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.06.15.10261.1, 2025CPT.06.15.2		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI	END	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1523000000-E	1575000000-E	2830000000-N	2845000000-N	7324000000-N	7444000000-E
										N	MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTI ON	AGGREGATE SHOULDER BORROW	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	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
2025CPT.06.15.10261.1	Cumberland	1	NC-24	FROM HARNETT CO. LINE TO NC 210	1 & 2	4	MD	3.59	46	0	3.59				93,104	7,579			10,764	646	80	30	12.00	7,455.00
TOTAL FOR MAP NO. 1								3.59							93,104	7,579			10,764	646	80	30	12.00	7,455.00
TOTAL FOR PROJ NO. 2025CPT.06.15.10261.1								3.59							93,104	7,579			10,764	646	80	30	12.00	7,455.00
2025CPT.06.15.20261.1	Cumberland	2	SR-2252 / CHICKEN FOOT RD	FROM SR3947 TO BLADEN CO. LINE	3	2	2WU	6.67	28	1.17	7.84	175	8.40	1,358		5,556	184	7,886		537	3	3	2.00	1,485.00
TOTAL FOR MAP NO. 2								6.67				175	8.40	1,358		5,556	184	7,886		537	3	3	2.00	1,485.00
2025CPT.06.15.20261.1	Cumberland	3	SR-1449 / N MAIN ST	FROM NC24 TO NC24	4 & 5	2	2WU	0.94	76	0	0.94				26,000	833		2,312		154	40	46		300.00
TOTAL FOR MAP NO. 3								0.94							26,000	833		2,312		154	40	46		300.00
TOTAL FOR PROJ NO. 2025CPT.06.15.20261.1								7.61				175	8.40	1,358	26,000	6,389	184	10,198		691	43	49	2.00	1,785.00
GRAND TOTAL								11.2				175	8.40	1,358	119,104	13,968	184	10,198	10,764	1,337	123	79	14.00	9,240.00

PROJECT NO.	SHEET NO.	TOTAL NO.
.06.15.10261.1, 2025CPT.06.15		

THERMOPLASTIC AND PAINT QUANTITIES

												4413000000-E	4457000000-N	4685000000-E		4695000000-E		4709000000-E	4720000000-E	4725000000-E			
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	WORK ZONE ADVANCE/GE NERAL 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 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
								MI	FT					SF	LS	LF	LF	LF	LF	LF	EA	EA	EA
2025CPT.06.15.10261.1	Cumberland	1	NC-24	FROM HARNETT CO. LINE TO NC 210	1 & 2	4	MD	3.59	46	0	3.59	238	1.00	3,000	26,000	3,250	100	650	2	73	37	36	2
TOTAL FOR MAP NO. 1								3.59				238	1.000	3,000	26,000	3,250	100	650	2	73	37	36	2
TOTAL FOR PROJ NO. 2025CPT.06.15.10261.1								3.59				238	1.000	3,000	26,000	3,250	100	650	2	73	37	36	2
														29,000		3,350				148			
2025CPT.06.15.20261.1	Cumberland	2	SR-2252 / CHICKEN FOOT RD	FROM SR3947 TO BLADEN CO. LINE	3	2	2WU	6.67	28	1.17	7.84	596		71,000	60,000	1,630				30	3	2	
TOTAL FOR MAP NO. 2								6.67				596		71,000	60,000	1,630				30	3	2	
2025CPT.06.15.20261.1	Cumberland	3	SR-1449 / N MAIN ST	FROM NC24 TO NC24	4 & 5	2	2WU	0.94	76	0	0.94	171		4,875	8,600	150		60		23			3
TOTAL FOR MAP NO. 3								0.94				171		4,875	8,600	150		60		23			3
TOTAL FOR PROJ NO. 2025CPT.06.15.20261.1								7.61				767		75,875	68,600	1,780		60		53	3	2	3
														144,475		1,780				61			
GRAND TOTAL								11.2				1,005	1.000	78,875	94,600	5,030	100	710	2	126	40	38	5
														173,475		5,130				209			

												4810000000-E		4820000000-E		4835000000-E	4845000000-N				4891000000-E	4900000000-N	
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & RT ARROW	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS
								MI	FT			LF	LF	LF	LF	LF	EA	EA	EA	EA			
2025CPT.06.15.10261.1	Cumberland	1	NC-24	FROM HARNETT CO. LINE TO NC 210	1 & 2	4	MD	3.59	46	0	3.59	3,550	26,000	3,050	100	650	73	37	36	2	550	1,400	200
TOTAL FOR MAP NO. 1								3.59				3,550	26,000	3,050	100	650	73	37	36	2	550	1,400	200
TOTAL FOR PROJ NO. 2025CPT.06.15.10261.1								3.59				3,550	26,000	3,050	100	650	73	37	36	2	550	1,400	200
												29,550		3,150			148					1,600	
2025CPT.06.15.20261.1	Cumberland	2	SR-2252 / CHICKEN FOOT RD	FROM SR3947 TO BLADEN CO. LINE	3	2	2WU	6.67	28	1.17	7.84										400	100	750
TOTAL FOR MAP NO. 2								6.67													400	100	750
2025CPT.06.15.20261.1	Cumberland	3	SR-1449 / N MAIN ST	FROM NC24 TO NC24	4 & 5	2	2WU	0.94	76	0	0.94	4,875	8,600	150		60	23			3			
TOTAL FOR MAP NO. 3								0.94				4,875	8,600	150		60	23			3			
TOTAL FOR PROJ NO. 2025CPT.06.15.20261.1								7.61				4,875	8,600	150		60	23			3	400	100	750
												13,475		150			26					850	
GRAND TOTAL								11.2				8,425	34,600	3,200	100	710	96	37	36	5	950	1,500	950
														43,025		3,300			174				