

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: April 1, 2026

REVISED 3-25-2026

CONTRACT ID: DF00549

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2026CPT.06.17.10261.1 & 2026CPT.06.17.20261.1

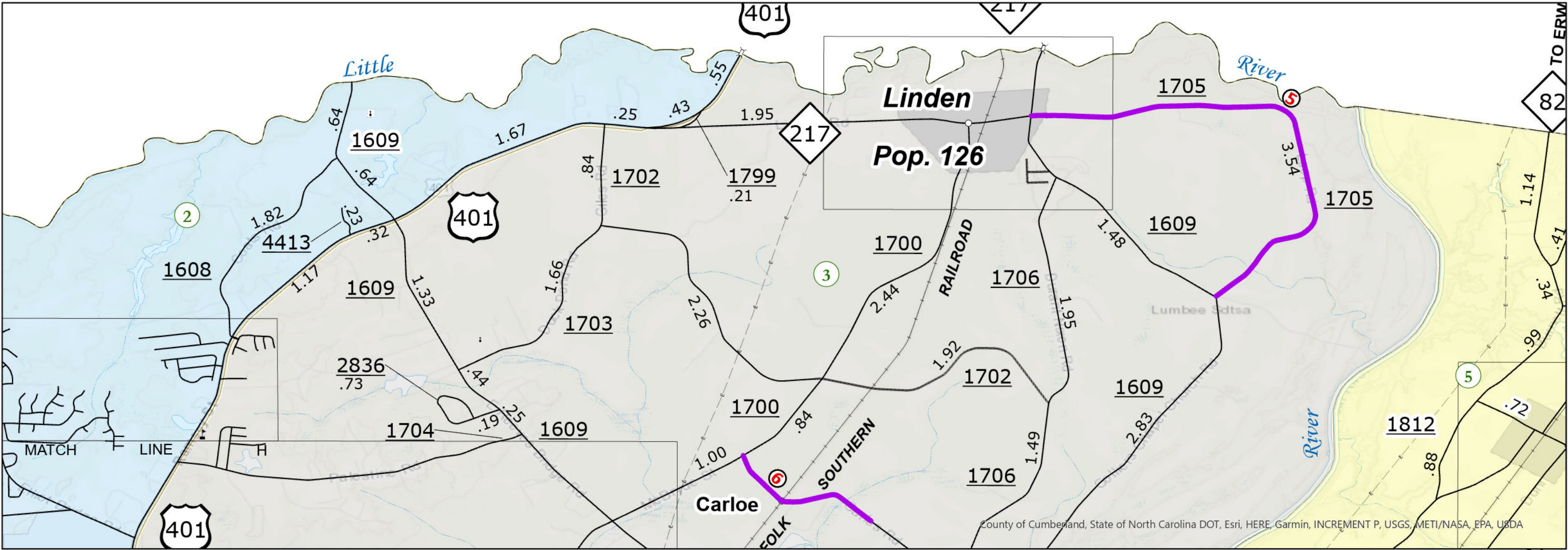
ROUTE NO.: VARIES

LOCATION: VARIES

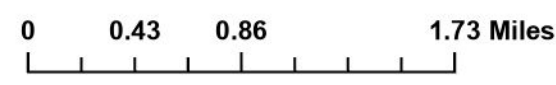
COUNTY: CUMBERLAND

LENGTH OF PROJECT: 24.26 MILES

TYPE OF WORK: MILLING, RESURFACING & SHOULDER RECONSTRUCTION

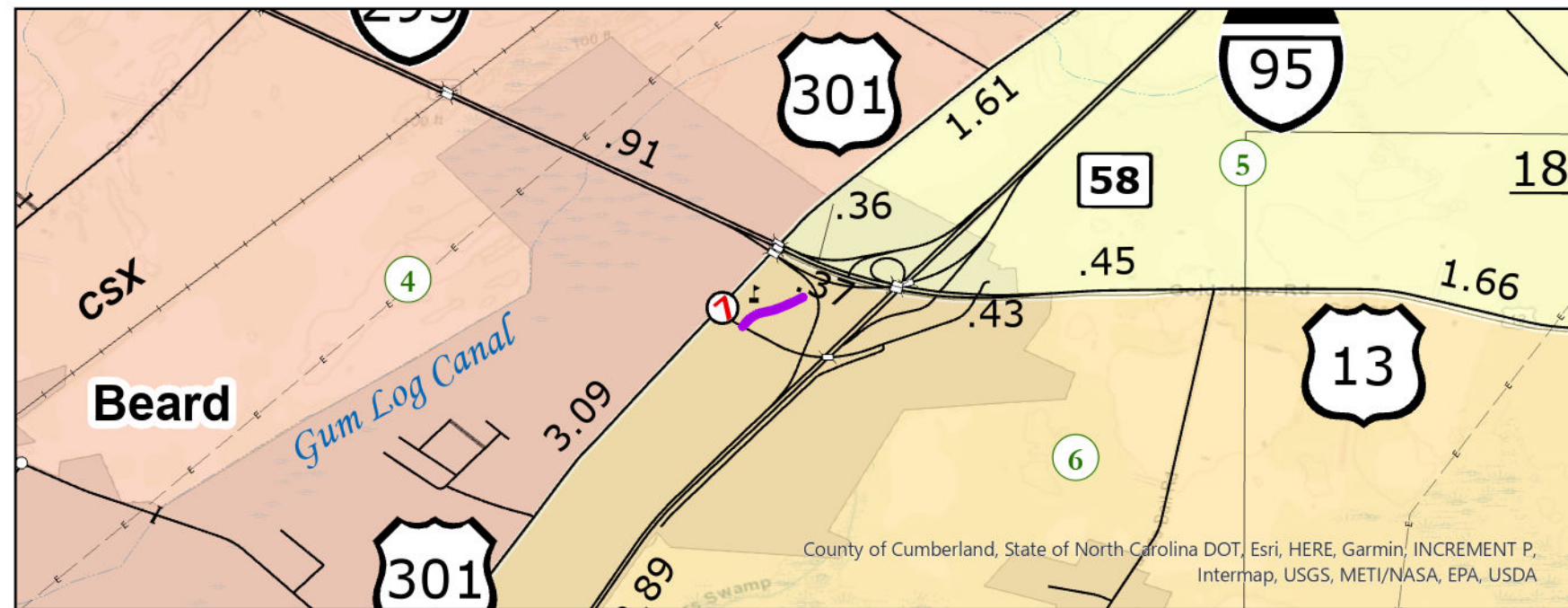
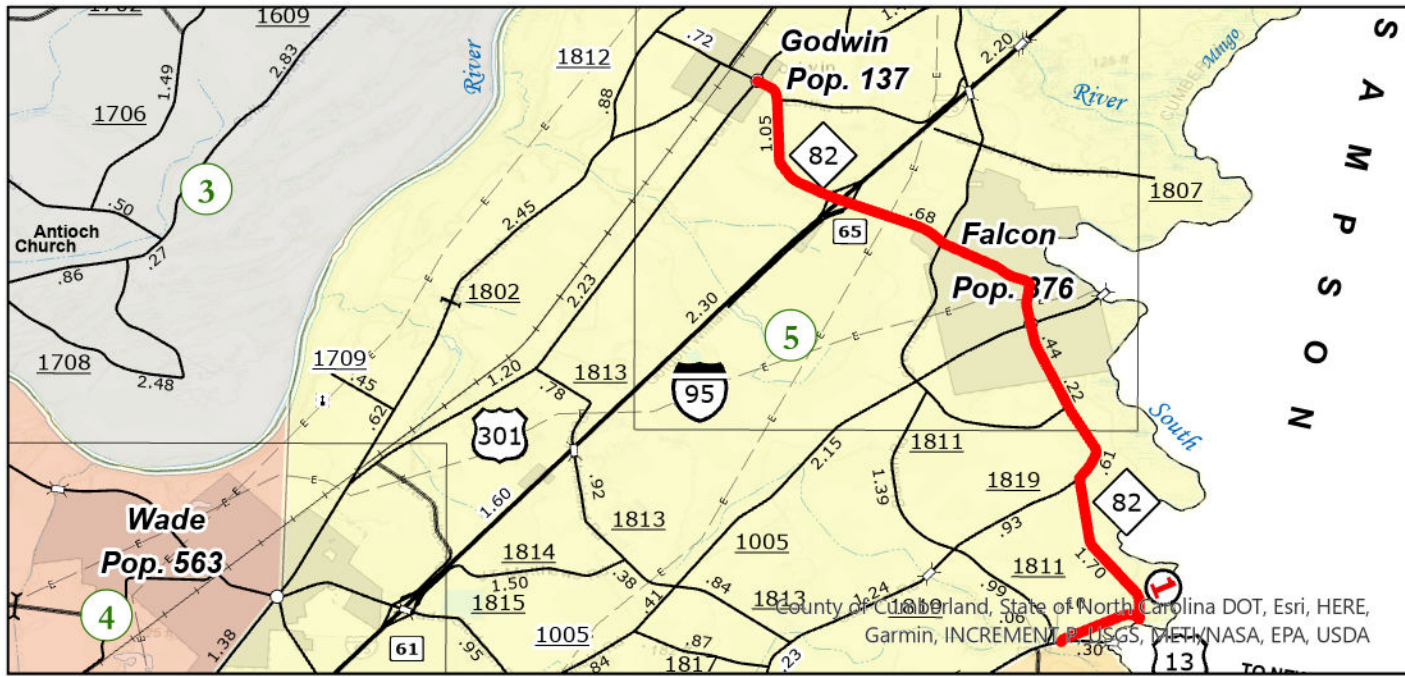


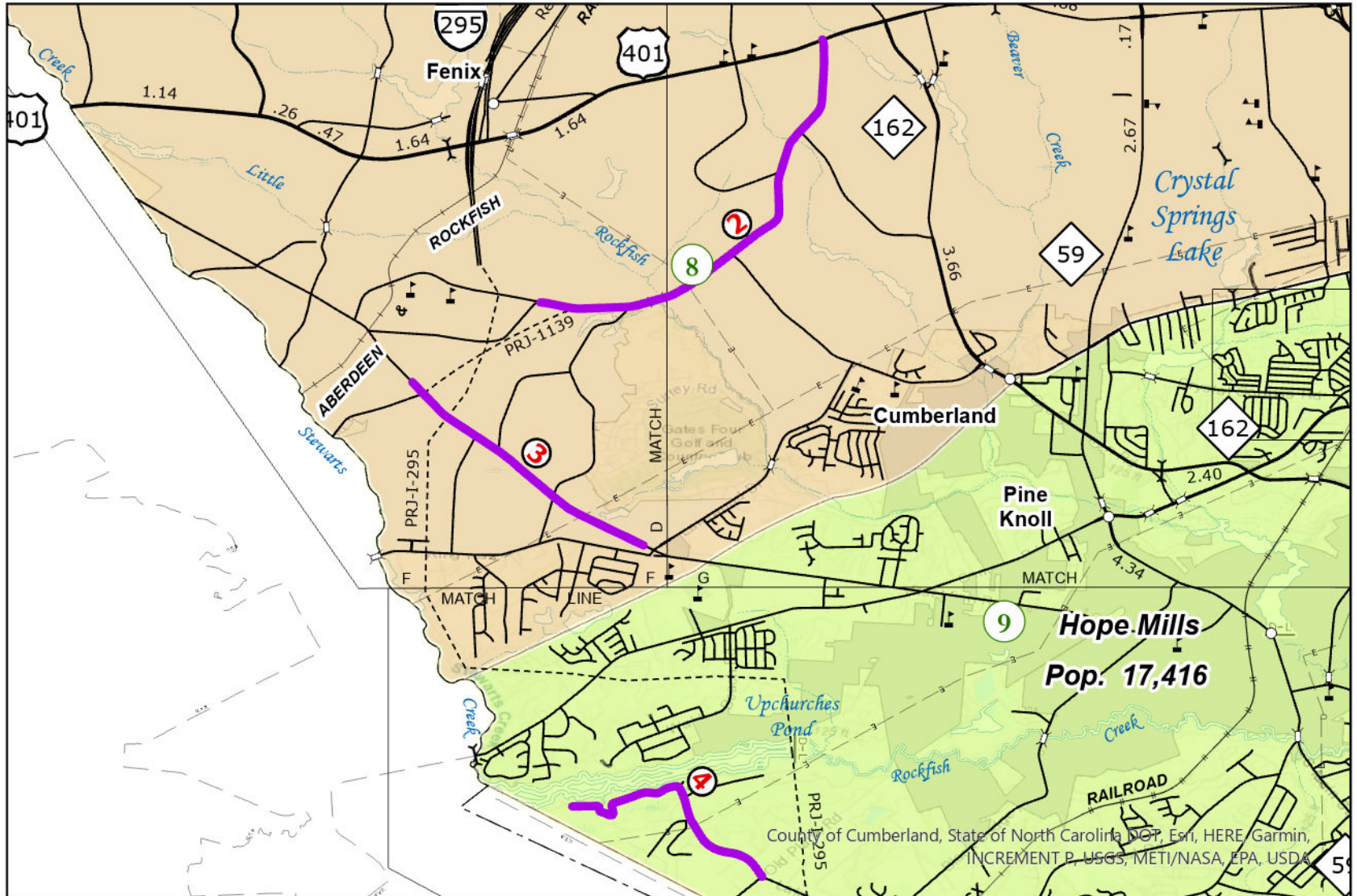
Cumberland County Resurfacing, 2026
Contract: DF00549



Legend

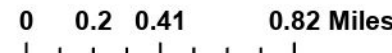
- WBS: 2026cpt.06.17.10261.1
- WBS: 2026cpt.06.17.20261.1





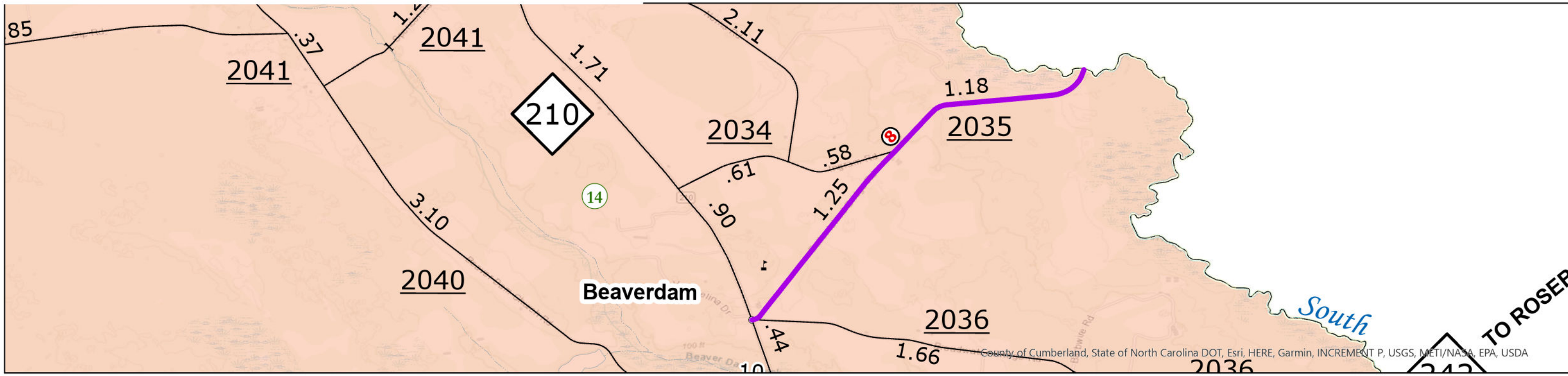
Cumberland County Resurfacing, 2026

Contract: DF00549



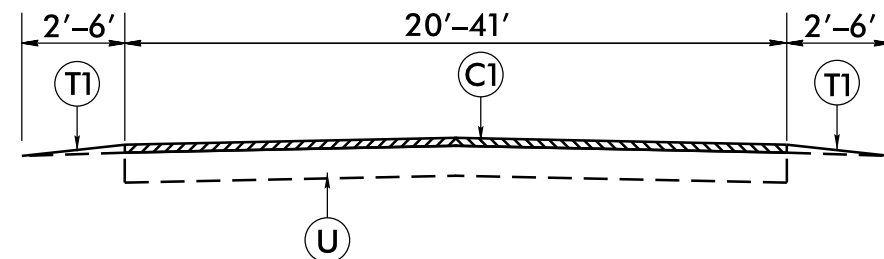
Legend

- WBS: 2026cpt.06.17.10261.1
- WBS: 2026cpt.06.17.20261.1



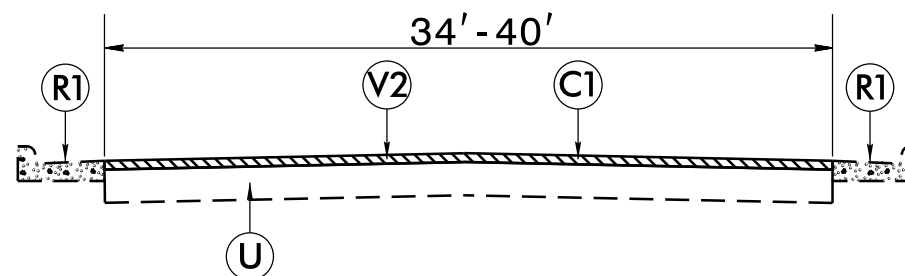
PAVEMENT SCHEDULE

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 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

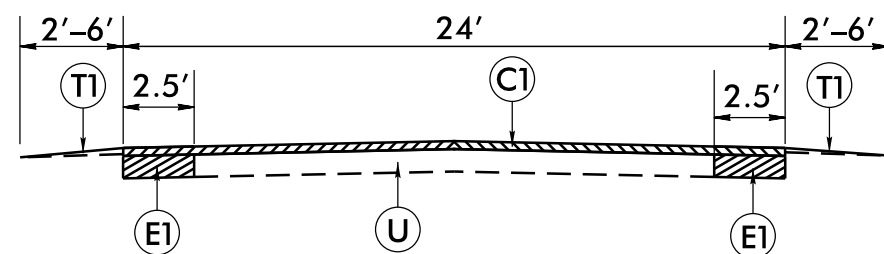


TYPICAL SECTION NO. 1

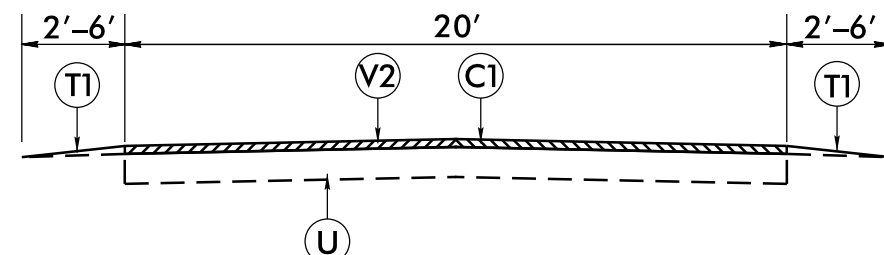
-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL)
MAPS 1,4,5,6 & 8



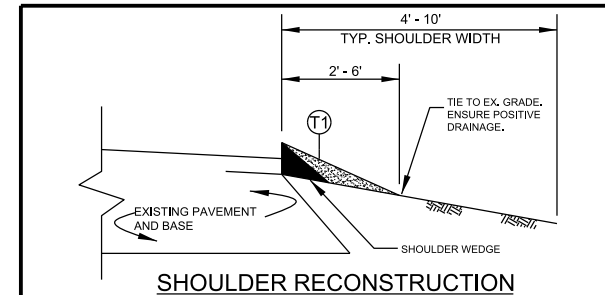
TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 3

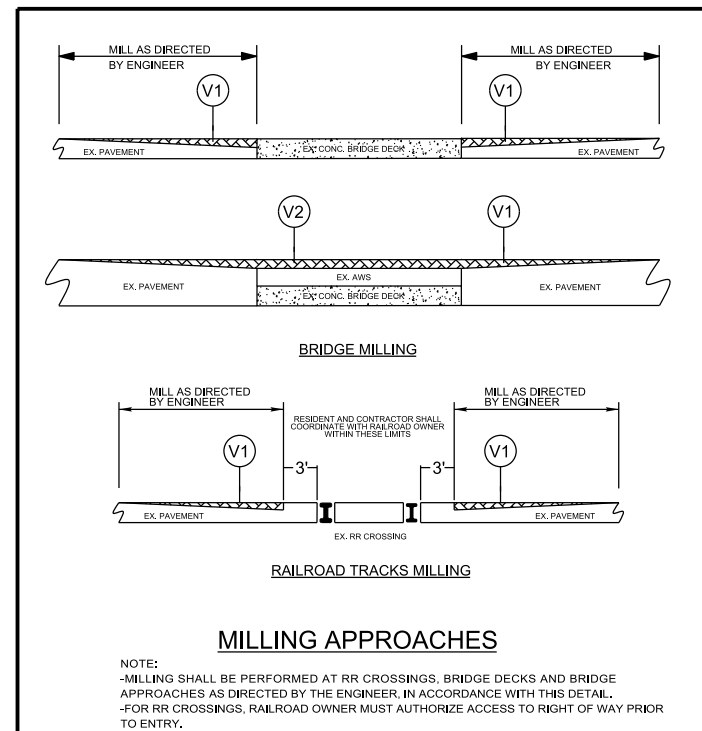


TYPICAL SECTION NO. 4



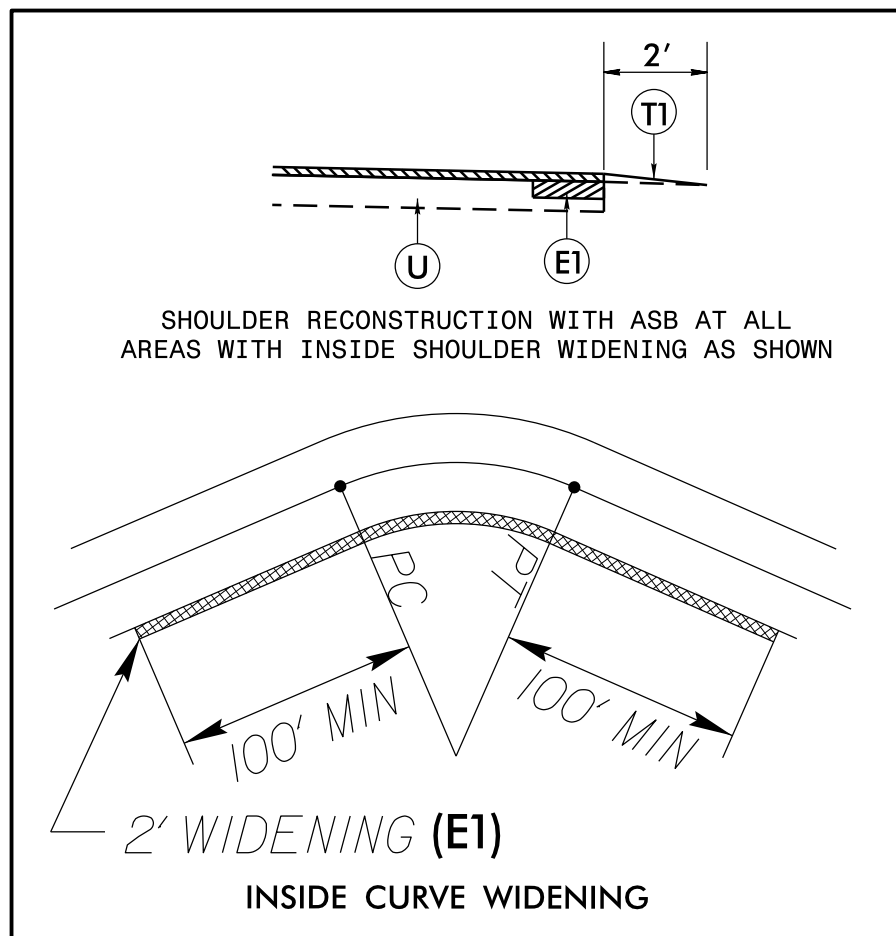
SHOULDER RECONSTRUCTION

- 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.



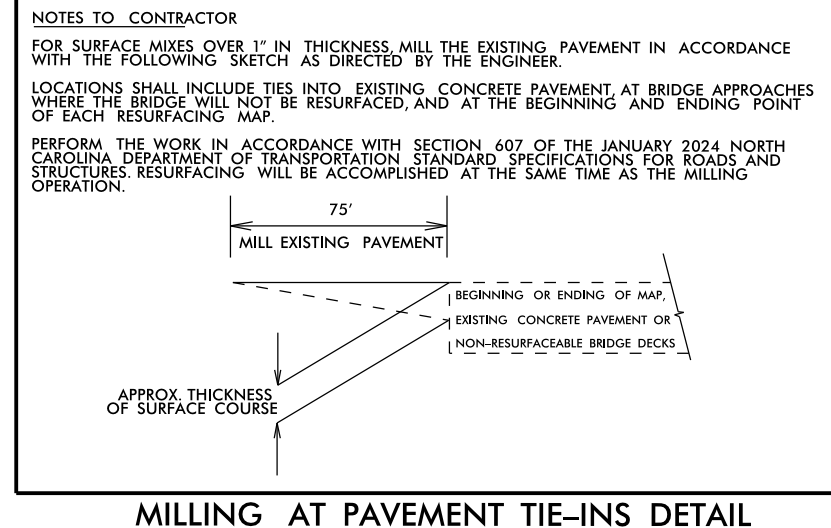
MILLING APPROACHES

- 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

**2' WIDENING (E1)
INSIDE CURVE WIDENING**



MILLING AT PAVEMENT TIE-INS DETAIL

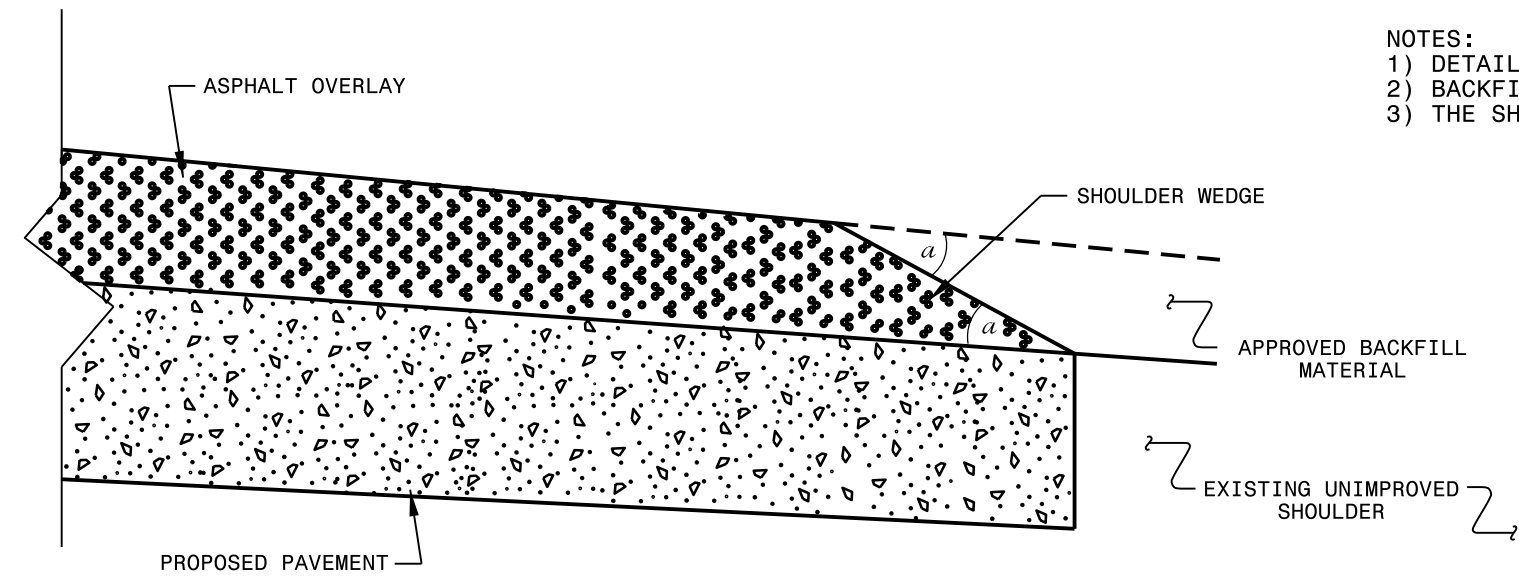
NOTES TO CONTRACTOR

FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

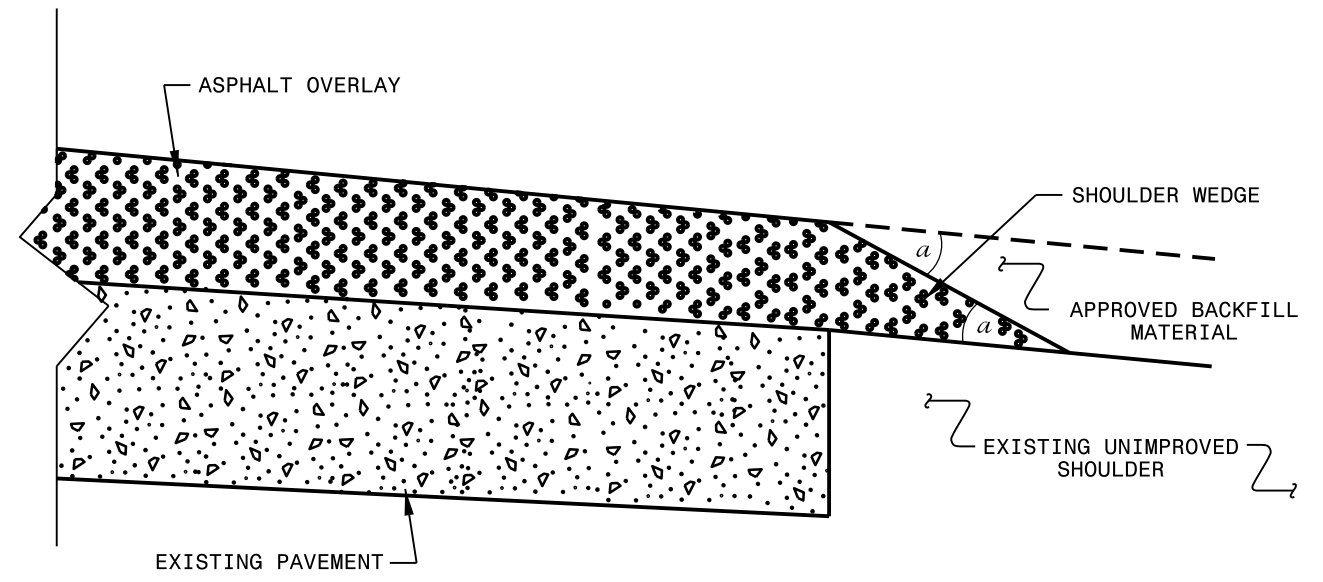
LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

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.

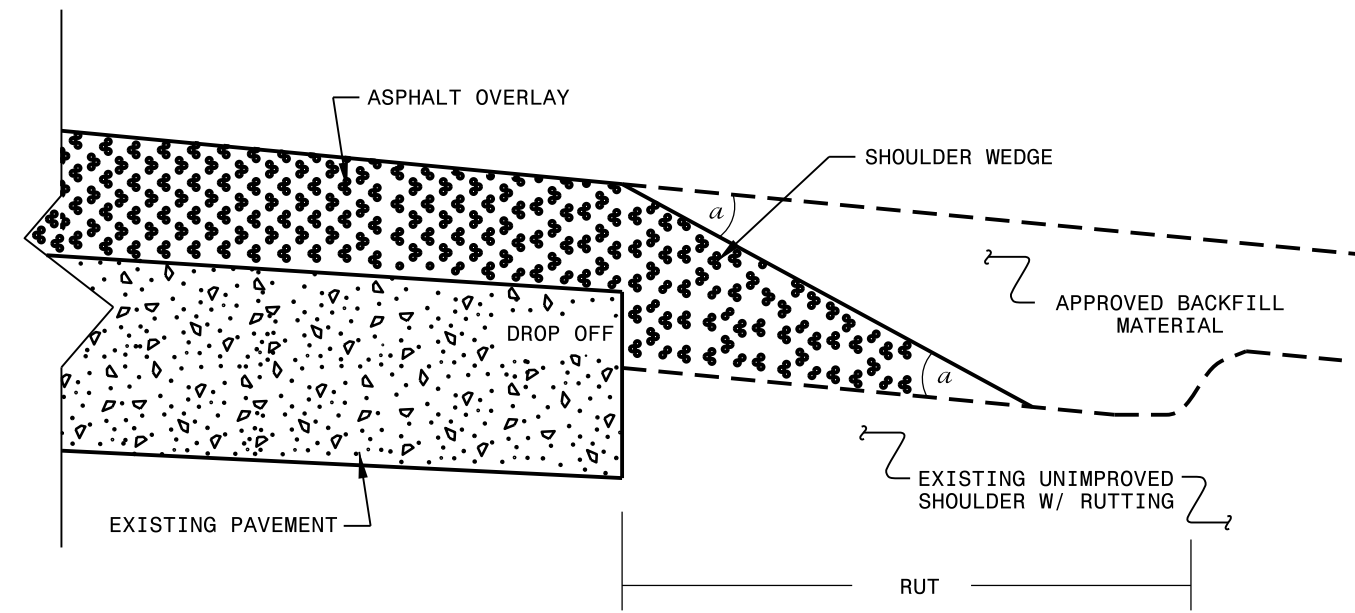
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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

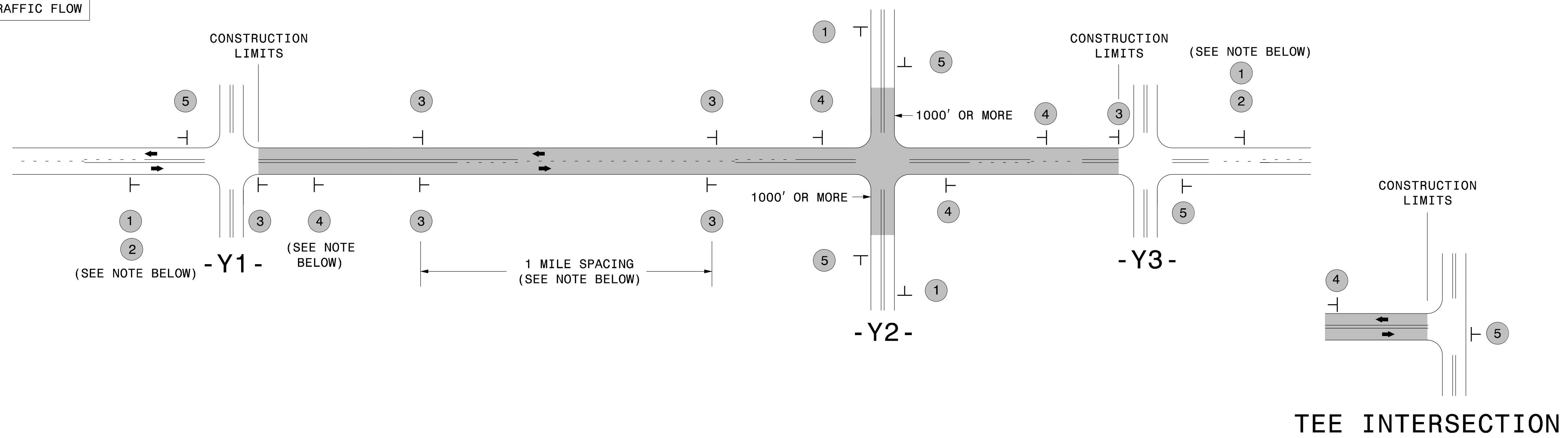
SYSTEMS DESIGN
 USER NAME

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

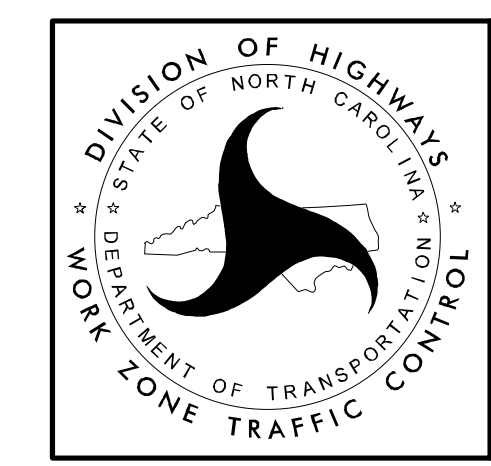
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	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 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	 W7-3aP 24" X 18"	#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	 SP 13107 48" X 48"	- 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	 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	 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.	

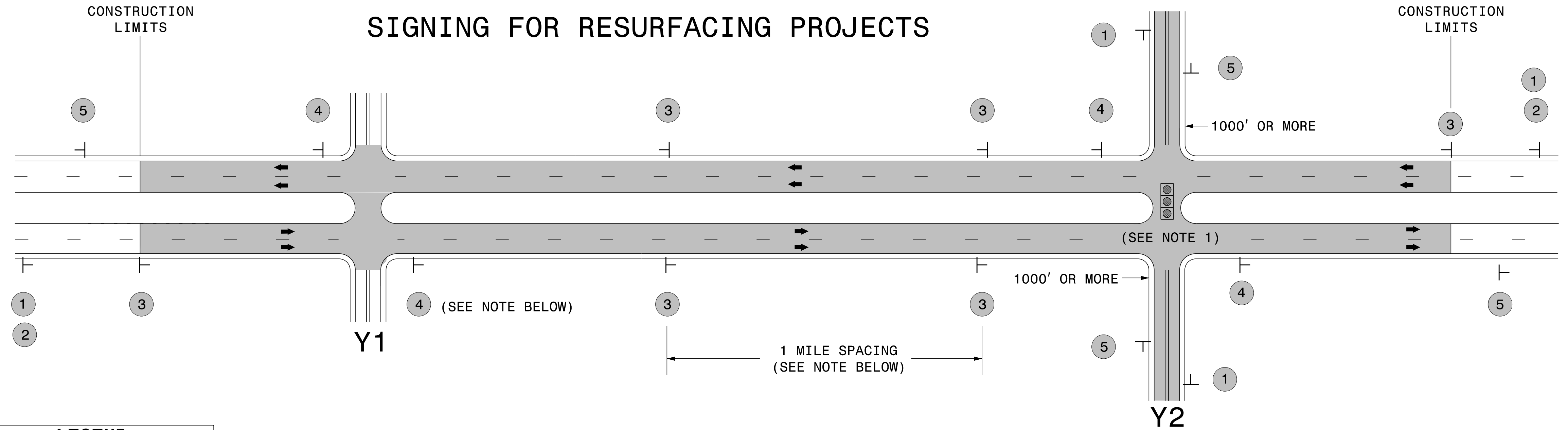
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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.



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



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

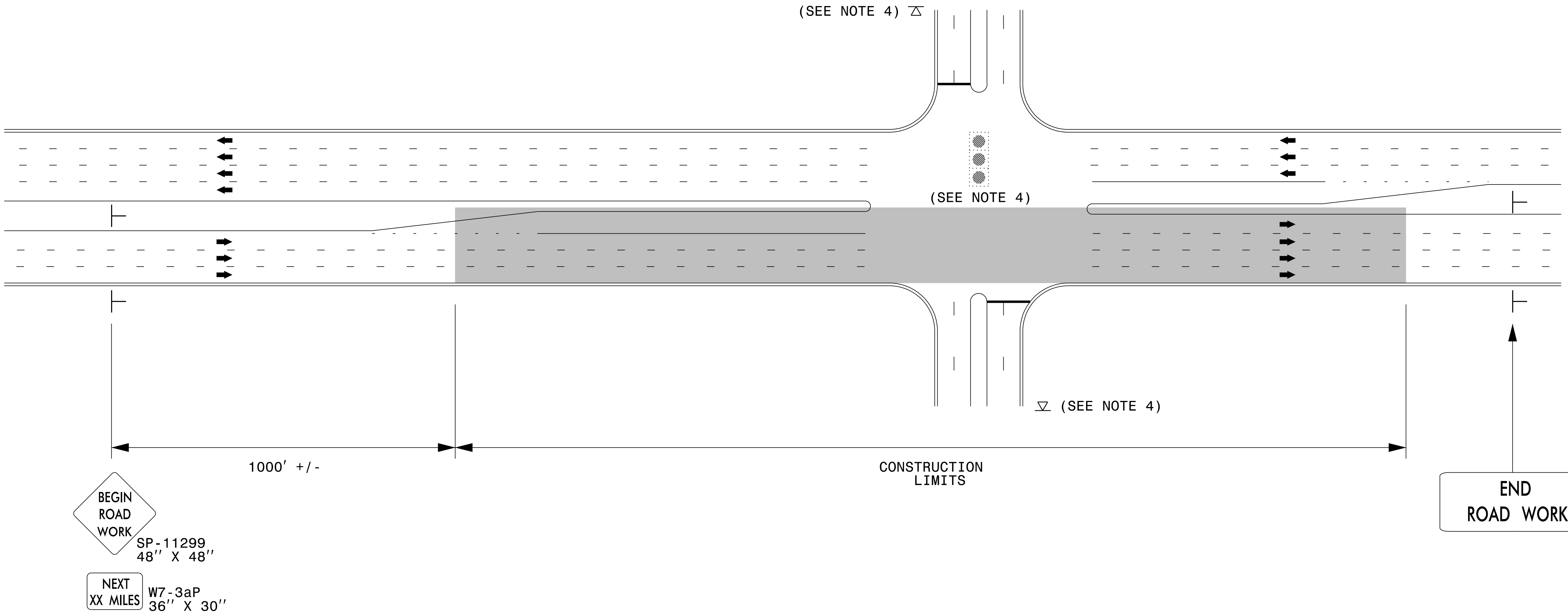
MAINLINE (-L-) SIGNING

-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>	

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

URBAN / SUBURBAN WORKZONES



NOTES:

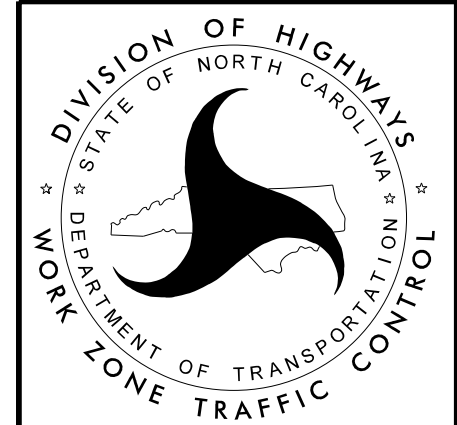
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

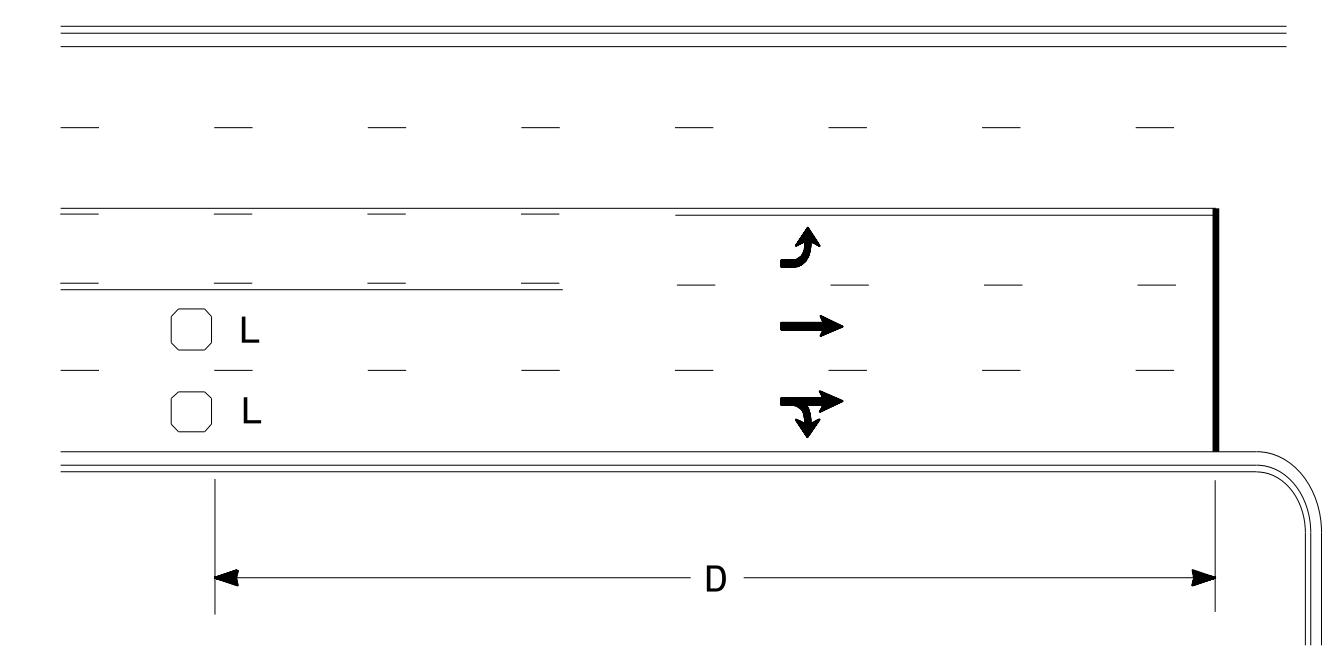
END ROAD WORK
G20-2 A
48" X 24"



RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

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

High Speed Detection (≥35 mph)

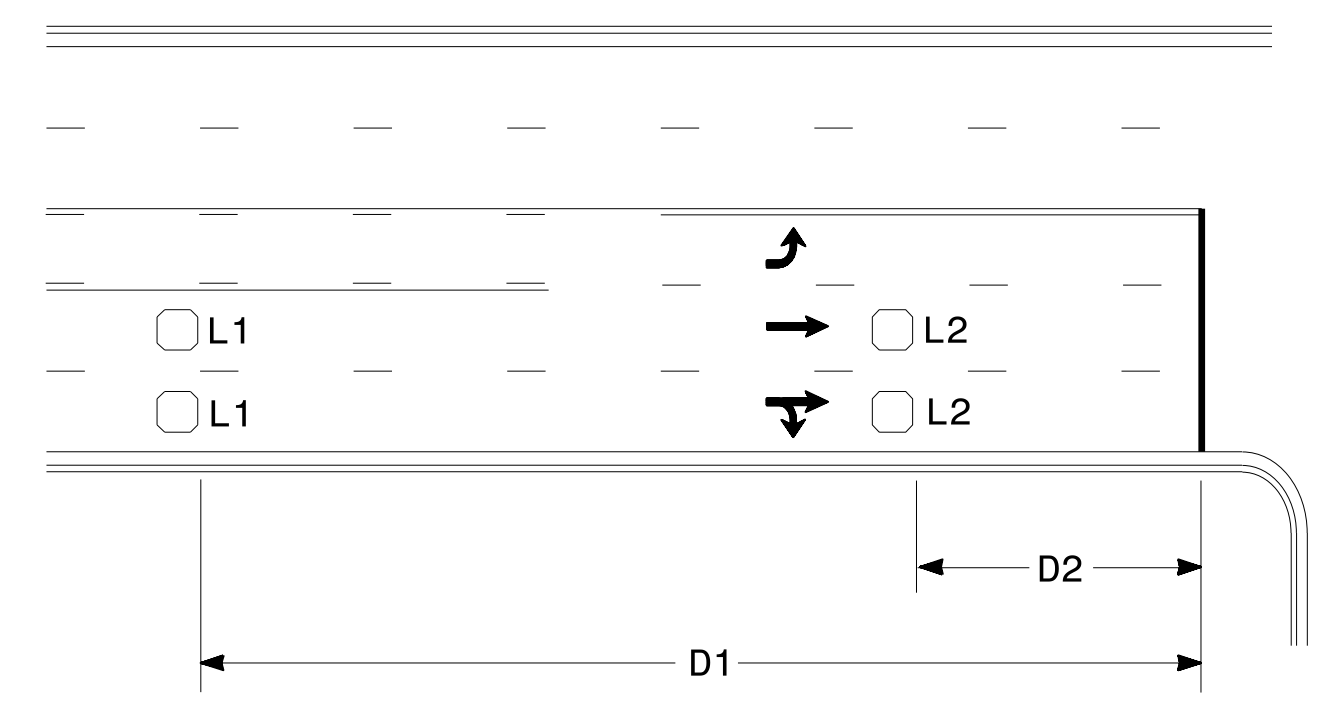


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



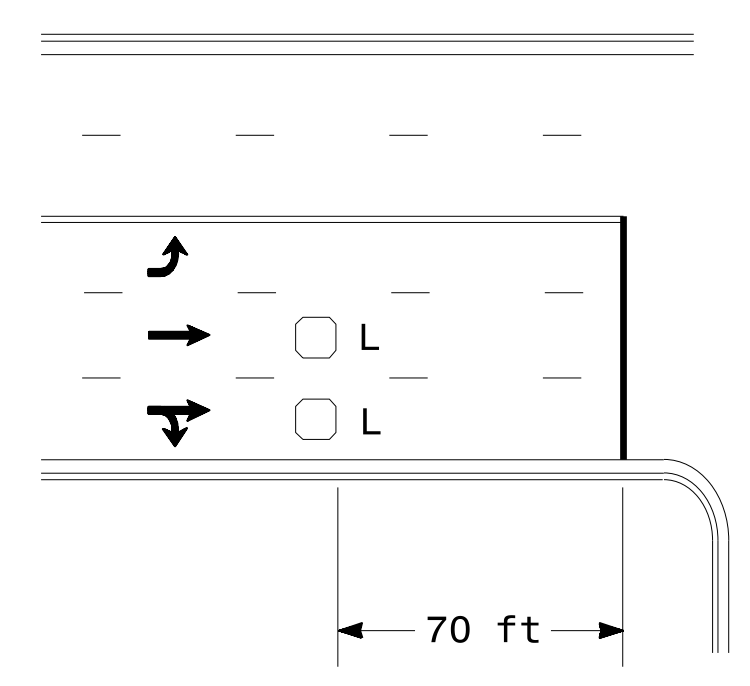
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

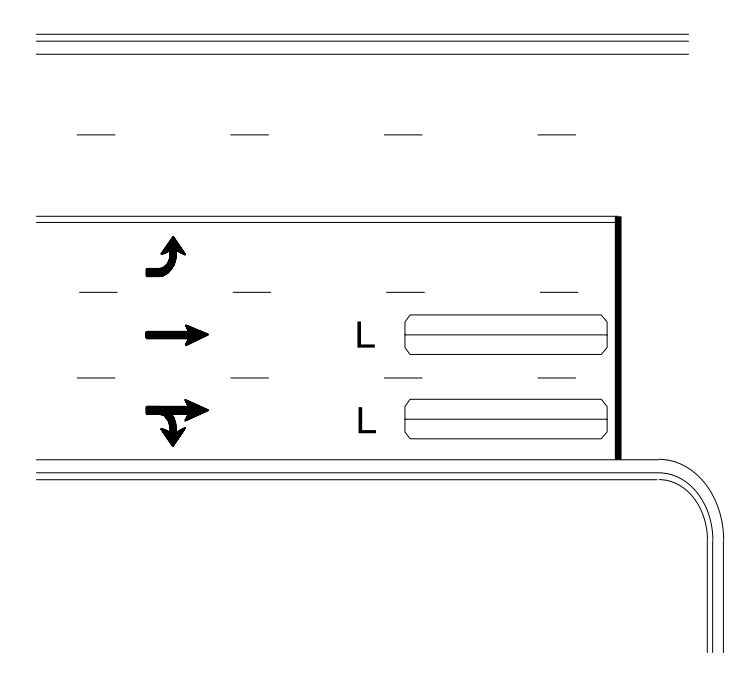
Low Speed Detection (≤35 mph)



L = 6ft X 6ft
Wired in series

Volume Density Operation

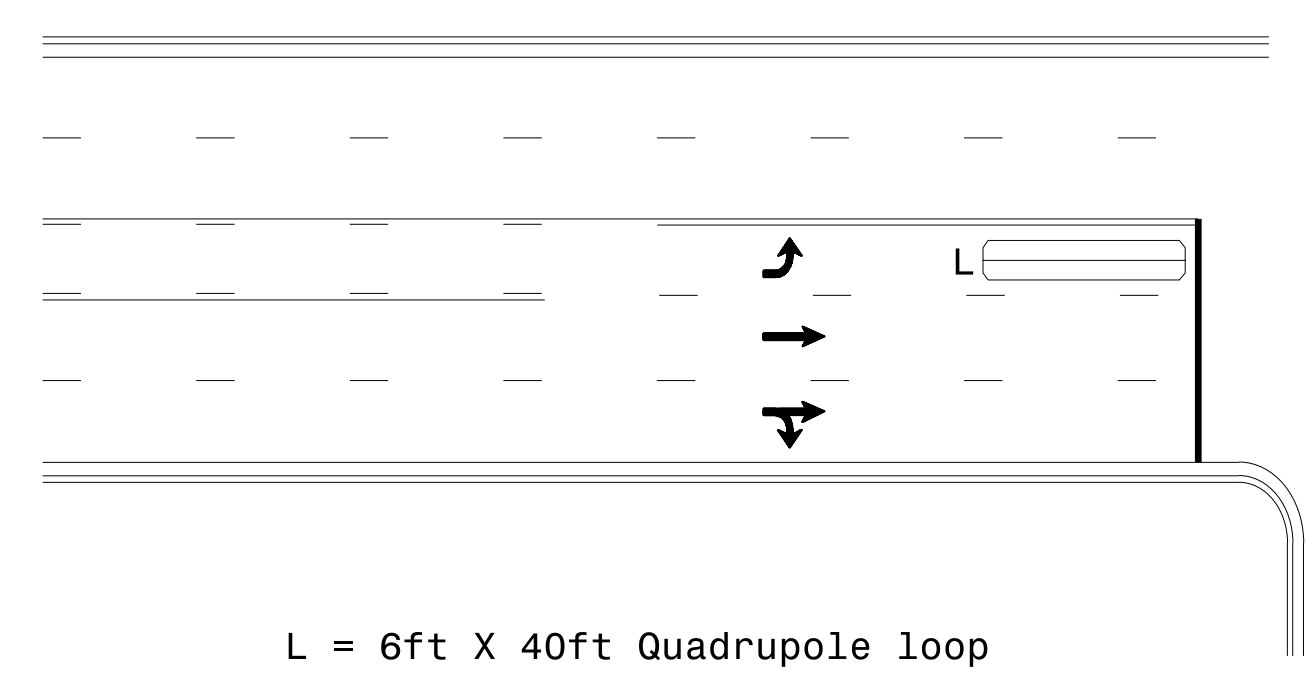
OR



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

"Stretch" Operation

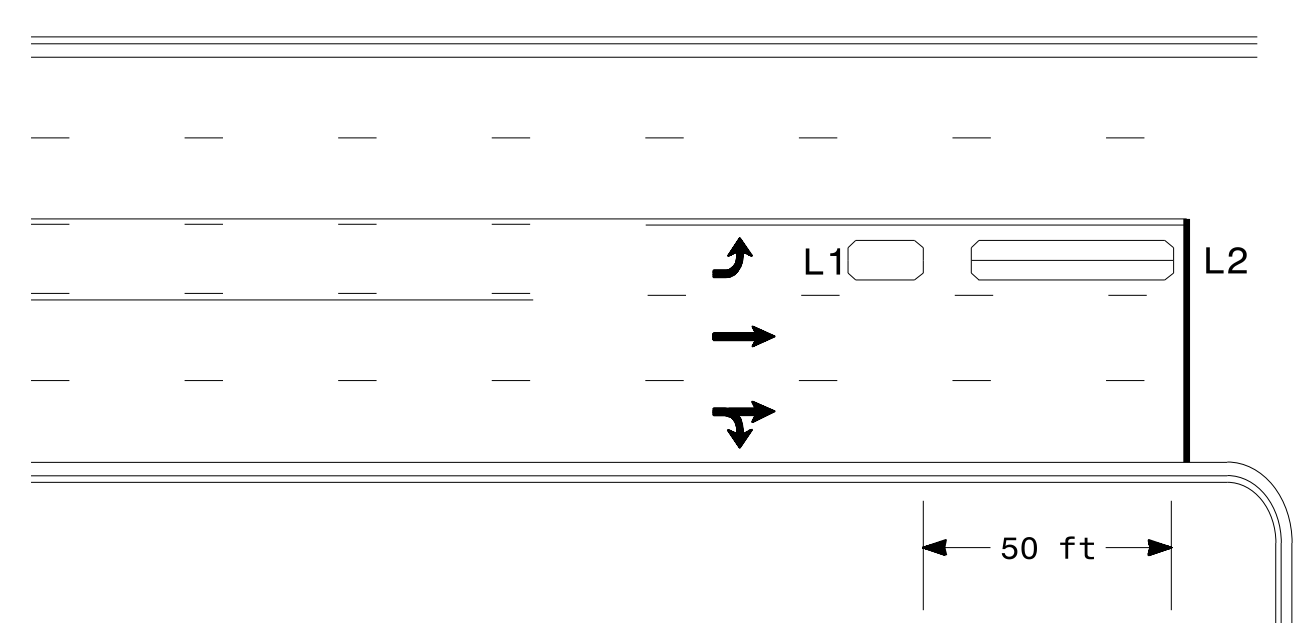
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

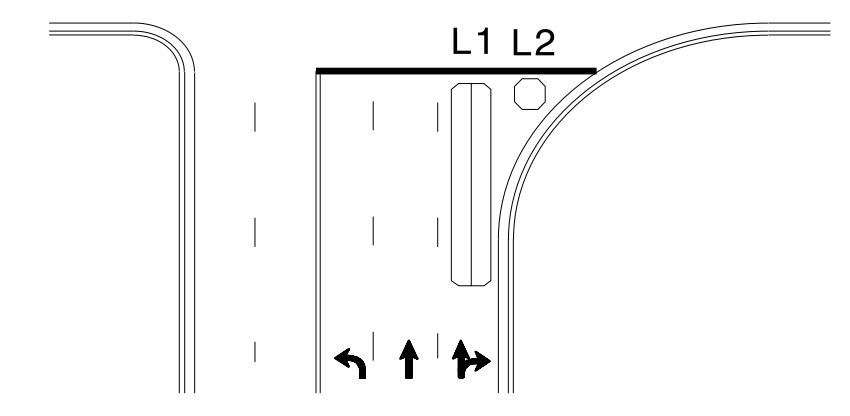
OR



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

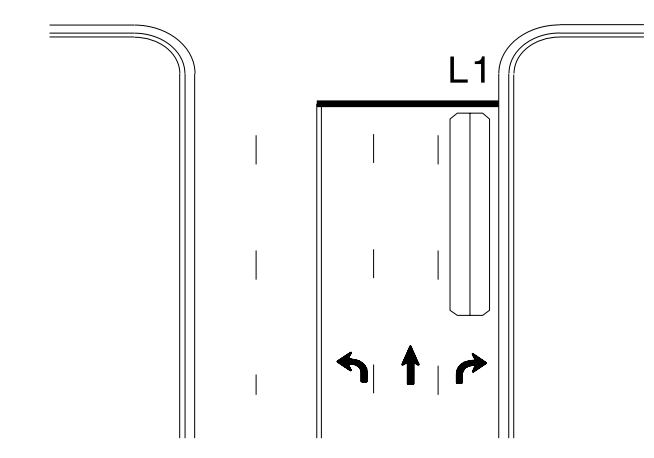
Queue Loop Detection

Right Turn Lane Detection

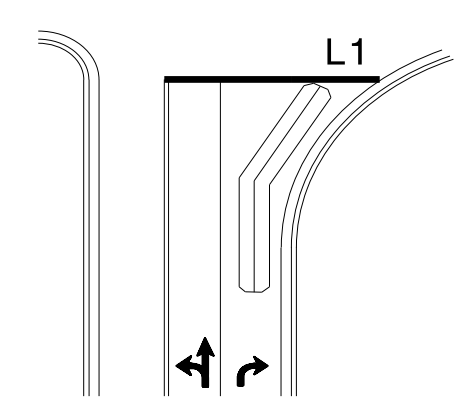


Shared Lane/
Wide Radius Turn

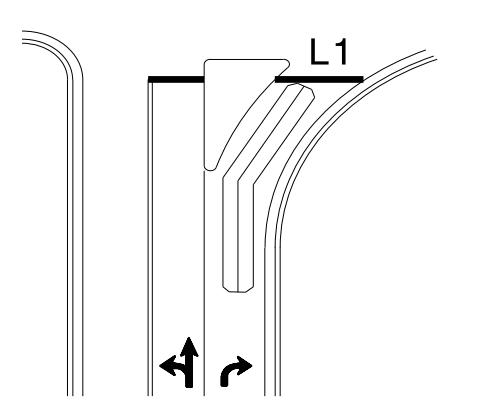
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

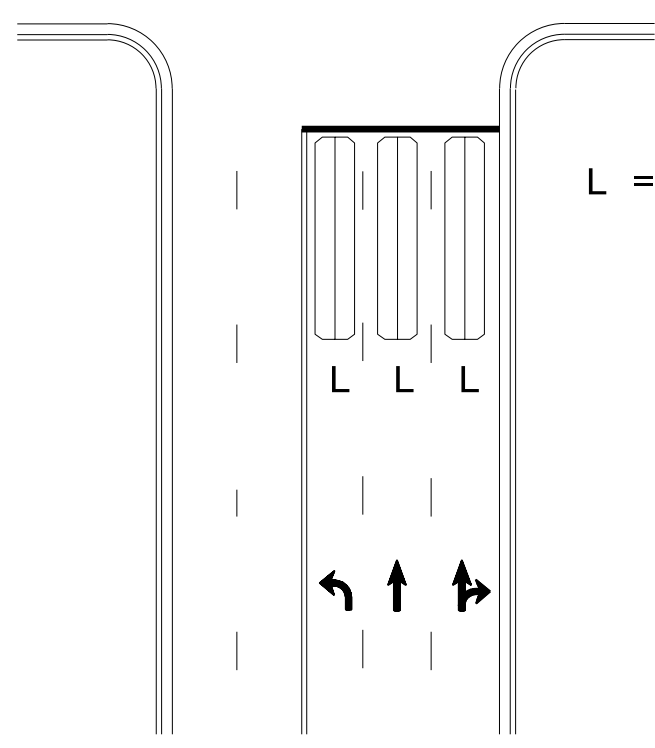


Wide Radius Turn



Channelized Turn

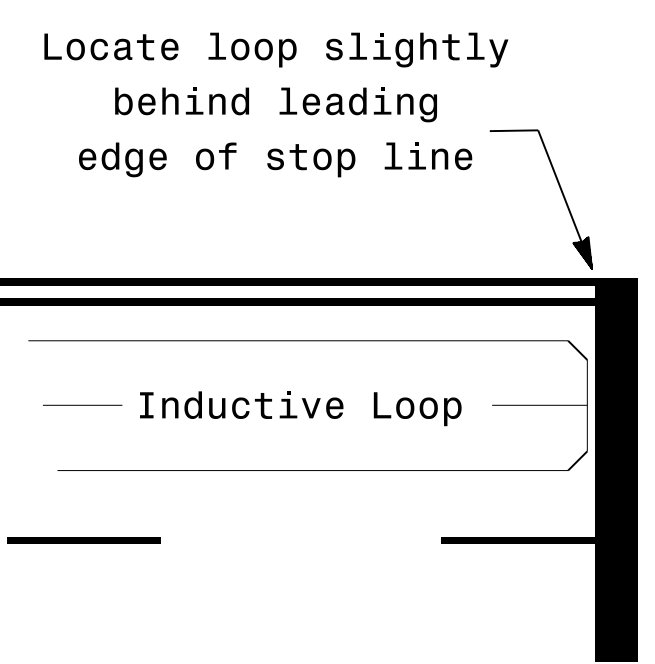
Side Street Detection



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

Side Street Detection

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

Presence Loop Placement at Stop Lines

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:

750 N. Greenfield Pkwy, Garner, NC 27529

Typical Signal Loop Locations

PLAN DATE: September 2025 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: N/A

SEAL

11/25/2025

SIG. INVENTORY NO.

17-0004-2025_07-25
 S:\17-0004\17-0004\SIG\17-0004\SIG\Signal Design Section\Eastern Regional\loop_Typical.dgn
 17-0004-2025_07-25

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'

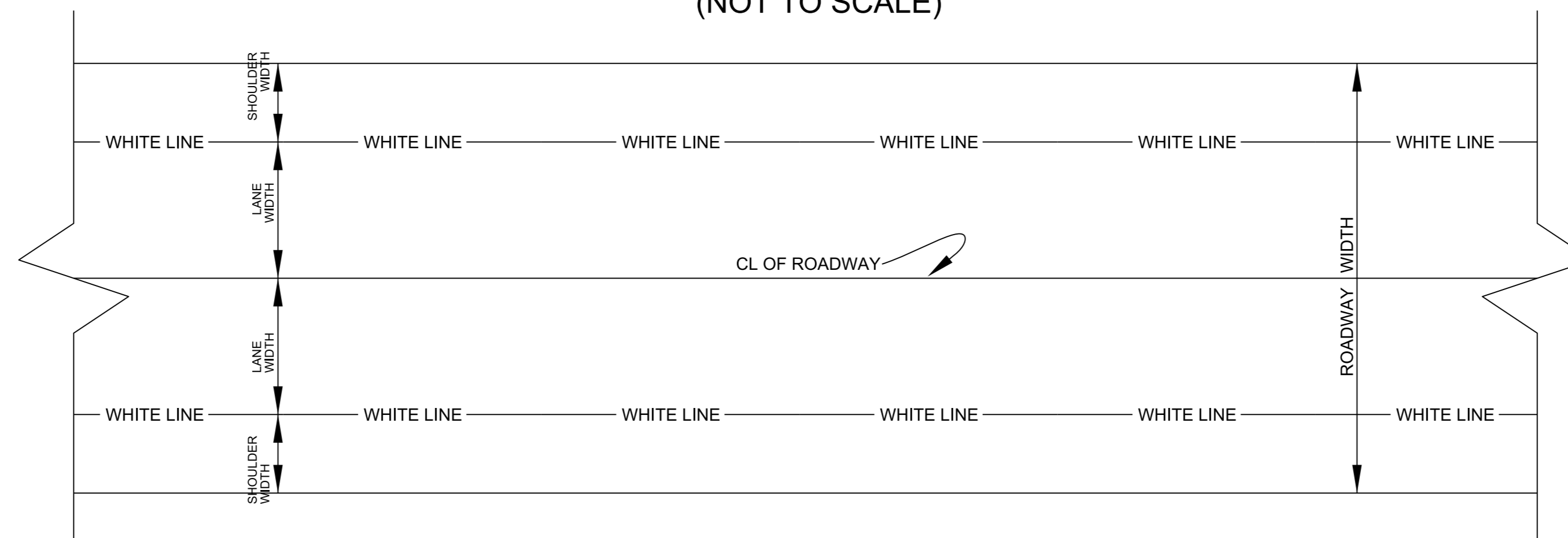
* May vary due to pavement width

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.06.17.10261.1, 2026cpt.06.17.2		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1704000000-E	2845000000-N	7324000000-N	7444000000-E
												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 METER OR VALVE BOX	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT
												TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	EA	LF
2026cpt.06.17.10261.1	Cumberland	1	NC-82	FROM US 13 TO US 301	1 & 2	2	2WU	5.730	22	0.000	5.730	92	10.36	1,675	3,473	5,056	28	5,983	403	13			
TOTAL FOR MAP NO. 1								5.730				92	10.36	1,675	3,473	5,056	28	5,983	403	13			
TOTAL FOR PROJ NO. 2026cpt.06.17.10261.1								5.730				92	10.36	1,675	3,473	5,056	28	5,983	403	13			
2026cpt.06.17.20261.1	Cumberland	2	SR-1104 / STRICKLAND BRIDGE RD	FROM US 401 TO SR 1112	1, 2 & 3	2	2WU	4.700	25	0.000	4.700	52	8.30	1,342	4,693	1,674	342	6,033	420	1	36	2.00	1,200.00
TOTAL FOR MAP NO. 2								4.700				52	8.30	1,342	4,693	1,674	342	6,033	420	1	36	2.00	1,200.00
2026cpt.06.17.20261.1	Cumberland	3	SR-1112 / STONEY POINT RD	FROM PAVEMENT JOINT TO SR1110	1	2	2WU	1.160	20	4.050	5.210	23	2.32	375		833		1,454	98		2	2.00	860.00
TOTAL FOR MAP NO. 3								1.160				23	2.32	375		833		1,454	98		2	2.00	860.00
2026cpt.06.17.20261.1	Cumberland	4	SR-1288 / LAKE UPCHURCH DR	FROM SR 1116 TO SR 1110	1	2	2WU	1.800	20	0.000	1.800	83	3.60	582			7	1,744	118	12			
TOTAL FOR MAP NO. 4								1.800				83	3.60	582			7	1,744	118	12			
2026cpt.06.17.20261.1	Cumberland	5	SR-1705 / LOOP RD	FROM NC 217 TO SR 1609	1	2	2WU	3.620	20	0.000	3.620	42	7.24	1,171			11	3,507	239	68			
TOTAL FOR MAP NO. 5								3.620				42	7.24	1,171			11	3,507	239	68			
2026cpt.06.17.20261.1	Cumberland	6	SR-1707 / CARLOS RD	FROM PIT DRIVEWAY TO SR 1700	1	2	2WU	1.160	24	1.260	2.420	13	2.32	375			11	1,350	91	7			
TOTAL FOR MAP NO. 6								1.160				13	2.32	375			11	1,350	91	7			
2026cpt.06.17.20261.1	Cumberland	7	SR-1863 / PEMBROKE LN	FROM 1933 TO DEAD END	1	2	2WU	0.200	24	0.000	0.200		0.40	65			278		17				
TOTAL FOR MAP NO. 7								0.200					0.40	65			278		17				
2026cpt.06.17.20261.1	Cumberland	8	SR-2035 / BUTLER ISLAND BRIDGE RD	FROM NC 210 TO SAMPSON COUNTY LINE	4	2	2WU	2.450	20	0.000	2.450	33	4.90	792	28,747	747	4	2,397	161				
TOTAL FOR MAP NO. 8								2.450				33	4.90	792	28,747	747	4	2,397	161				
2026cpt.06.17.20261.1	Cumberland	9	SR-2212 / DOC BENNETT RD	FROM NC 87 TO SR2341	1	2	2WU	3.440	26	0.000	3.440	78	6.88	1,112			888	4,354	292				
TOTAL FOR MAP NO. 9								3.440				78	6.88	1,112			888	4,354	292				
TOTAL FOR PROJ NO. 2026cpt.06.17.20261.1								18.530				324	35.96	5,814	33,440	4,420	375	21,096	1,436	88	38	4.00	2,060.00
GRAND TOTAL								24.260				416	46.32	7,489	36,913	9,476	403	27,079	1,839	101	38	4.00	2,060.00

PROJECT NO.	SHEET NO.	TOTAL NO.
06.17.10261.1, 2026cpt.06.17.		

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		4688000000-E		4695000000-E	4709000000-E	4720000000-E		
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M		
												MI	FT	SF	LS	LF	LF	LF	LF	LF	EA	
2026cpt.06.17.10261.1	Cumberland	1	NC-82	FROM US 13 TO US 301	1 & 2	2	2WU	5.73	22	0	5.73	144	1.00			40,950	54,600		35			
TOTAL FOR MAP NO. 1												5.73		144	1.000			40,950	54,600		35	
TOTAL FOR PROJ NO. 2026cpt.06.17.10261.1												5.73		144	1.000			40,950	54,600		35	
														95,550								
2026cpt.06.17.20261.1	Cumberland	2	SR-1104 / STRICKLAND BRIDGE RD	FROM US 401 TO SR 1112	1, 2 & 3	2	2WU	4.7	25	0	4.7	591		11,500	10,900			300	200	6		
TOTAL FOR MAP NO. 2												4.7		591		11,500	10,900			300	200	6
2026cpt.06.17.20261.1	Cumberland	3	SR-1112 / STONEY POINT RD	FROM PAVEMENT JOINT TO SR1110	1	2	2WU	1.16	20	4.05	5.21	130		13,250	12,200				150			
TOTAL FOR MAP NO. 3												1.16		130		13,250	12,200				150	
2026cpt.06.17.20261.1	Cumberland	4	SR-1288 / LAKE UPCHURCH DR	FROM SR 1116 TO SR 1110	1	2	2WU	1.8	20	0	1.8	202		19,500	16,500							
TOTAL FOR MAP NO. 4												1.8		202		19,500	16,500					
2026cpt.06.17.20261.1	Cumberland	5	SR-1705 / LOOP RD	FROM NC 217 TO SR 1609	1	2	2WU	3.62	20	0	3.62	405		38,500	26,950							
TOTAL FOR MAP NO. 5												3.62		405		38,500	26,950					
2026cpt.06.17.20261.1	Cumberland	6	SR-1707 / CARLOS RD	FROM PIT DRIVEWAY TO SR 1700	1	2	2WU	1.16	24	1.26	2.42	130		12,500	9,500				60			
TOTAL FOR MAP NO. 6												1.16		130		12,500	9,500				60	
2026cpt.06.17.20261.1	Cumberland	7	SR-1863 / PEMBROKE LN	FROM 1933 TO DEAD END	1	2	2WU	0.2	24	0	0.2	22		2,050	1,950				45			
TOTAL FOR MAP NO. 7												0.2		22		2,050	1,950				45	
2026cpt.06.17.20261.1	Cumberland	8	SR-2035 / BUTLER ISLAND BRIDGE RD	FROM NC 210 TO SAMPSON COUNTY LINE	4	2	2WU	2.45	20	0	2.45	274		26,250	18,800				50			
TOTAL FOR MAP NO. 8												2.45		274		26,250	18,800				50	
2026cpt.06.17.20261.1	Cumberland	9	SR-2212 / DOC BENNETT RD	FROM NC 87 TO SR2341	1	2	2WU	3.44	26	0	3.44	385		3,700	3,150							
TOTAL FOR MAP NO. 9												3.44		385		3,700	3,150					
TOTAL FOR PROJ NO. 2026cpt.06.17.20261.1												18.53		2,139		127,250	99,950			350	455	6
GRAND TOTAL												24.26		2,283	1.000	127,250	99,950	40,950	54,600	350	490	6
														227,200		95,550						

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4725000000-E			4891000000-E		4900000000-N					
												THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	GENERIC MARKING, 24" X 90 M WHITE THERMO	GENERIC MARKING, 16" X 90 M WHITE THERMO(RXR CROSSBUCK)	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS				
												EA	EA	EA	LF	LF	EA	EA				
2026cpt.06.17.10261.1	Cumberland	1	NC-82	FROM US 13 TO US 301	1 & 2	2	2WU	5.73	22	0	5.73							265				
TOTAL FOR MAP NO. 1												5.73							265			
TOTAL FOR PROJ NO. 2026cpt.06.17.10261.1												5.73							265			
																265						
2026cpt.06.17.20261.1	Cumberland	2	SR-1104 / STRICKLAND BRIDGE RD	FROM US 401 TO SR 1112	1, 2 & 3	2	2WU	4.7	25	0	4.7	18	2		50	100	90	35				
TOTAL FOR MAP NO. 2												4.7				18	2		50	100	90	35
2026cpt.06.17.20261.1	Cumberland	3	SR-1112 / STONEY POINT RD	FROM PAVEMENT JOINT TO SR1110	1	2	2WU	1.16	20	4.05	5.21	4		4			160	25				
TOTAL FOR MAP NO. 3												1.16				4		4		160	25	
2026cpt.06.17.20261.1	Cumberland	4	SR-1288 / LAKE UPCHURCH DR	FROM SR 1116 TO SR 1110	1	2	2WU	1.8	20	0	1.8						135					
TOTAL FOR MAP NO. 4												1.8							135			
2026cpt.06.17.20261.1	Cumberland	5	SR-1705 / LOOP RD	FROM NC 217 TO SR 1609	1	2	2WU	3.62	20	0	3.62						245					
TOTAL FOR MAP NO. 5												3.62							245			
2026cpt.06.17.20261.1	Cumberland	6	SR-1707 / CARLOS RD	FROM PIT DRIVEWAY TO SR 1700	1	2	2WU	1.16	24	1.26	2.42				100		80					
TOTAL FOR MAP NO. 6												1.16						100		80		
2026cpt.06.17.20261.1	Cumberland	7	SR-1863 / PEMBROKE LN	FROM 1933 TO DEAD END	1	2	2WU	0.2	24	0	0.2	1	1				20					
TOTAL FOR MAP NO. 7												0.2				1	1		20			
2026cpt.06.17.20261.1	Cumberland	8	SR-2035 / BUTLER ISLAND BRIDGE RD	FROM NC 210 TO SAMPSON COUNTY LINE	4	2	2WU	2.45	20	0	2.45						175					
TOTAL FOR MAP NO. 8												2.45							175			
2026cpt.06.17.20261.1	Cumberland	9	SR-2212 / DOC BENNETT RD	FROM NC 87 TO SR2341	1	2	2WU	3.44	26	0	3.44						250					
TOTAL FOR MAP NO. 9												3.44							250			
TOTAL FOR PROJ NO. 2026cpt.06.17.20261.1												18.53				23	3	4	50	200	1,155	60
GRAND TOTAL												24.26				23	3	4	50	200	1,420	60
														30		250		1,480				