

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: April 15, 2026

CONTRACT ID: DF00551

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2026CPT.06.18.10431.1 & 2026CPT.06.18.20431.1

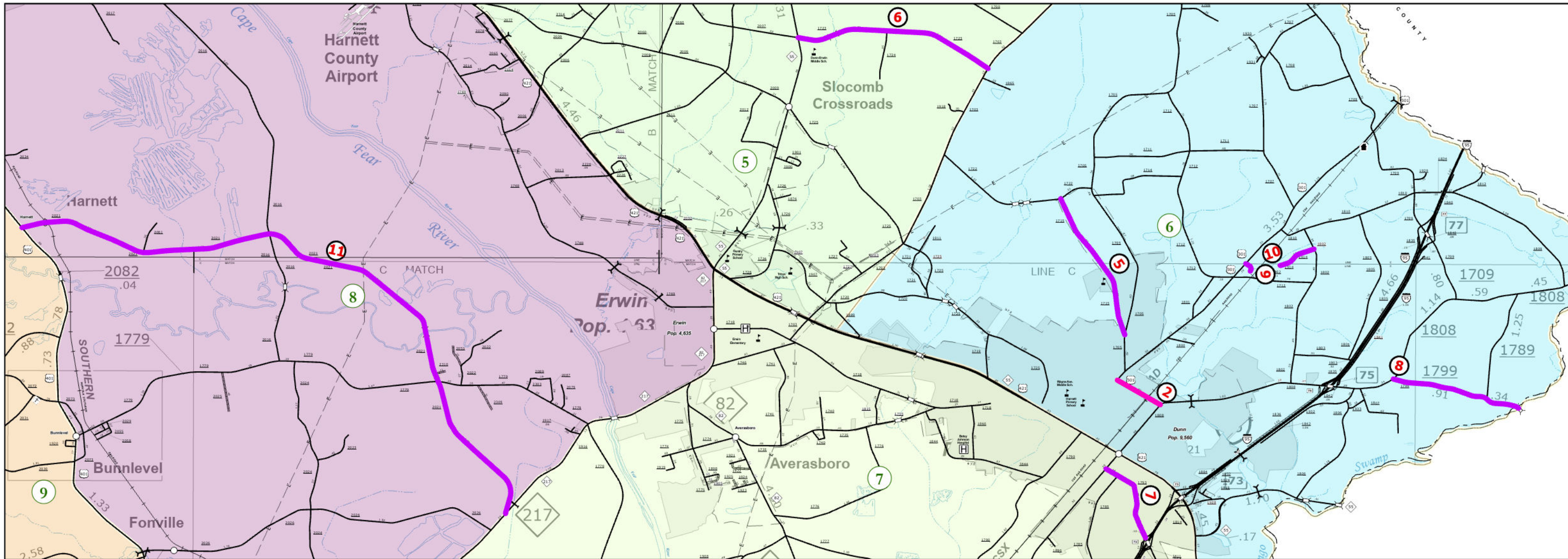
ROUTE NO.: VARIES

LOCATION: VARIES

COUNTY: HARNETT

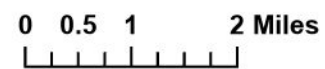
LENGTH OF PROJECT: 24.19 MILES

TYPE OF WORK: MILLING, RESURFACING & SHOULDER RECONSTRUCTION



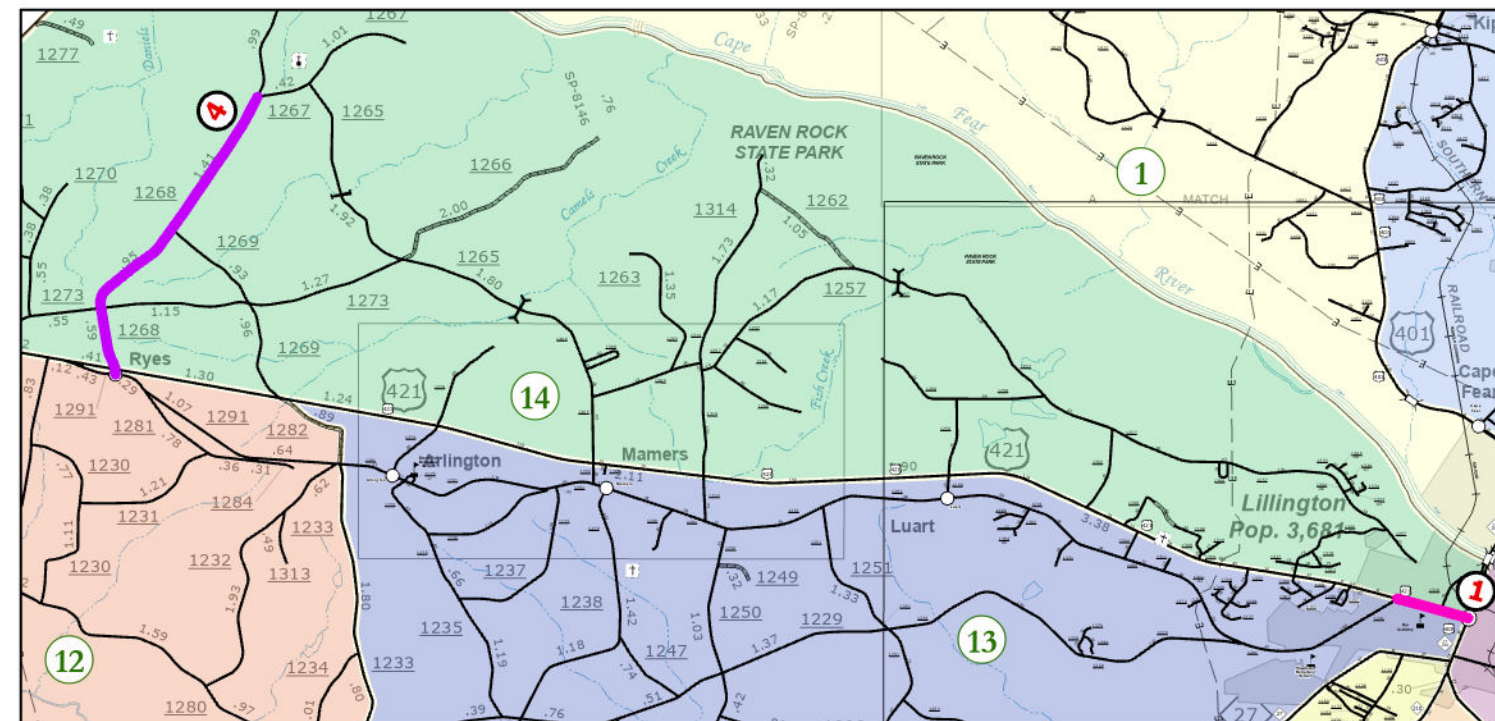
Harnett County Resurfacing, 2025

Contract: DF00551



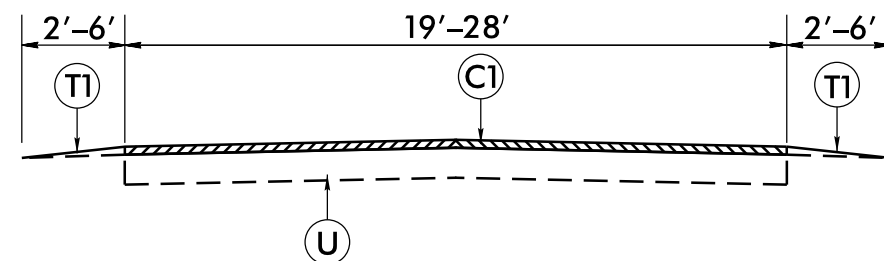
Legend

- WBS: 2026CPT.06.18.10431.1
- WBS: 2026CPT.06.18.20431.1



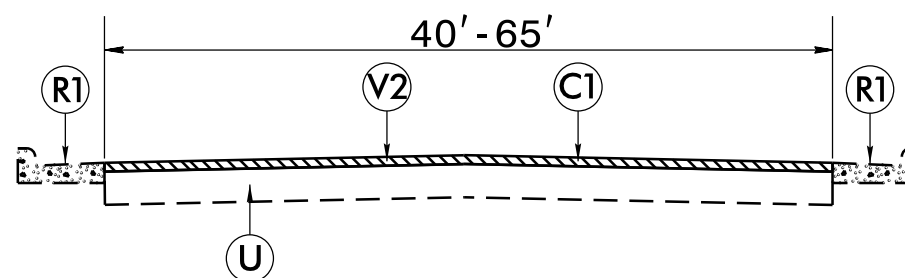
PAVEMENT SCHEDULE

C1	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
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

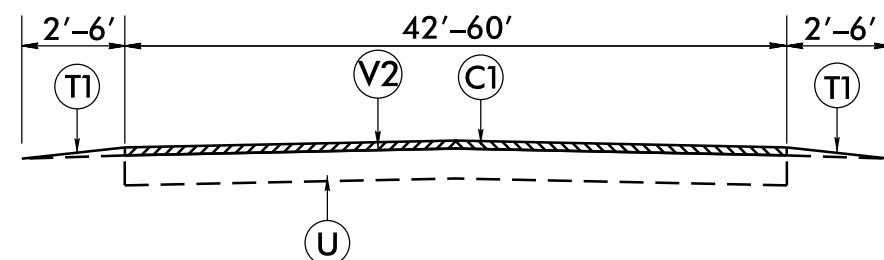


TYPICAL SECTION NO. 1

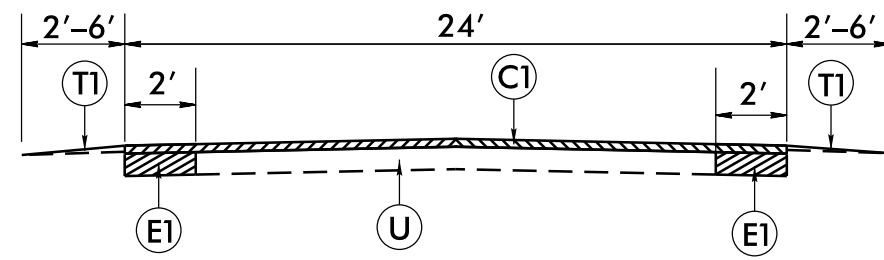
-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL)
MAPS 3,4,6 & 11



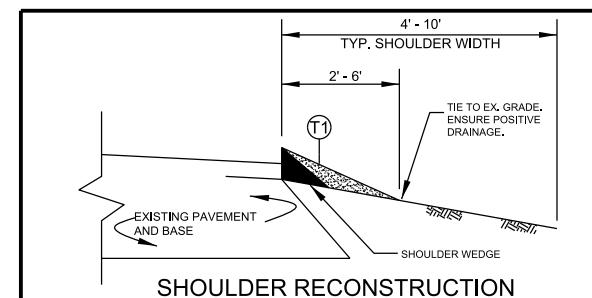
TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 3

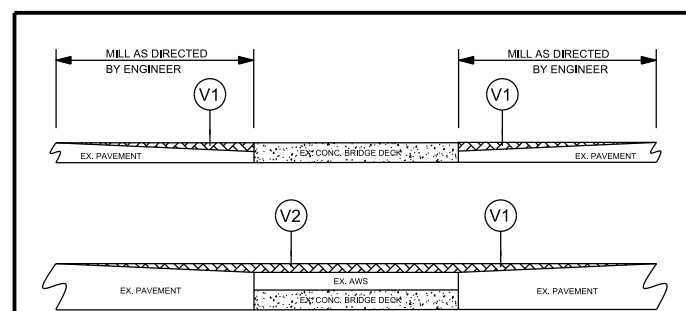


TYPICAL SECTION NO. 4

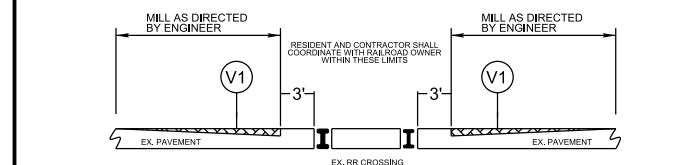


SHOULDER RECONSTRUCTION

- 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.



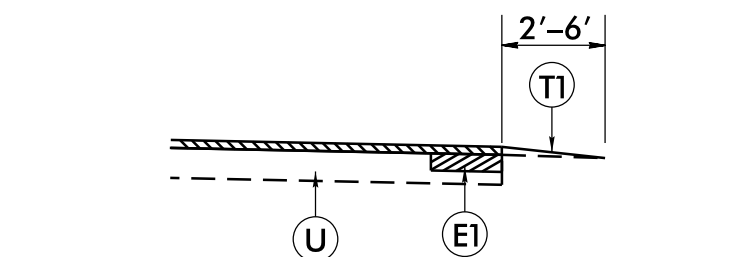
BRIDGE MILLING



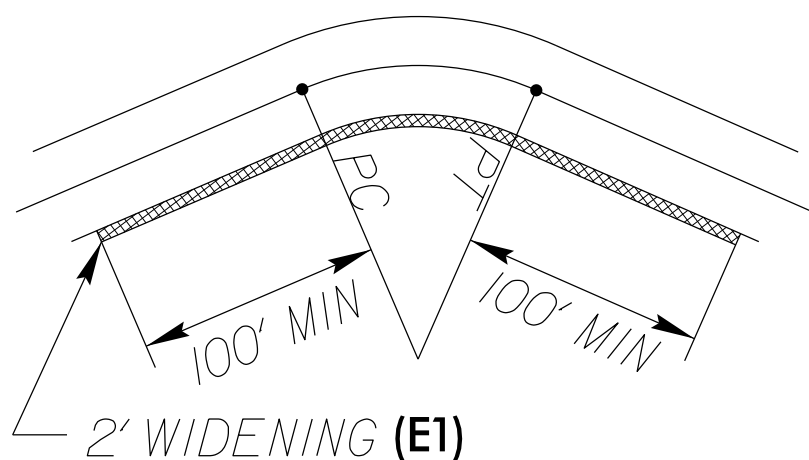
RAILROAD TRACKS MILLING

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



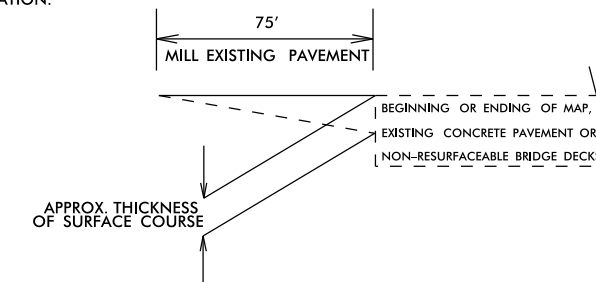
**2' WIDENING (E1)
INSIDE CURVE WIDENING**

NOTES TO CONTRACTOR

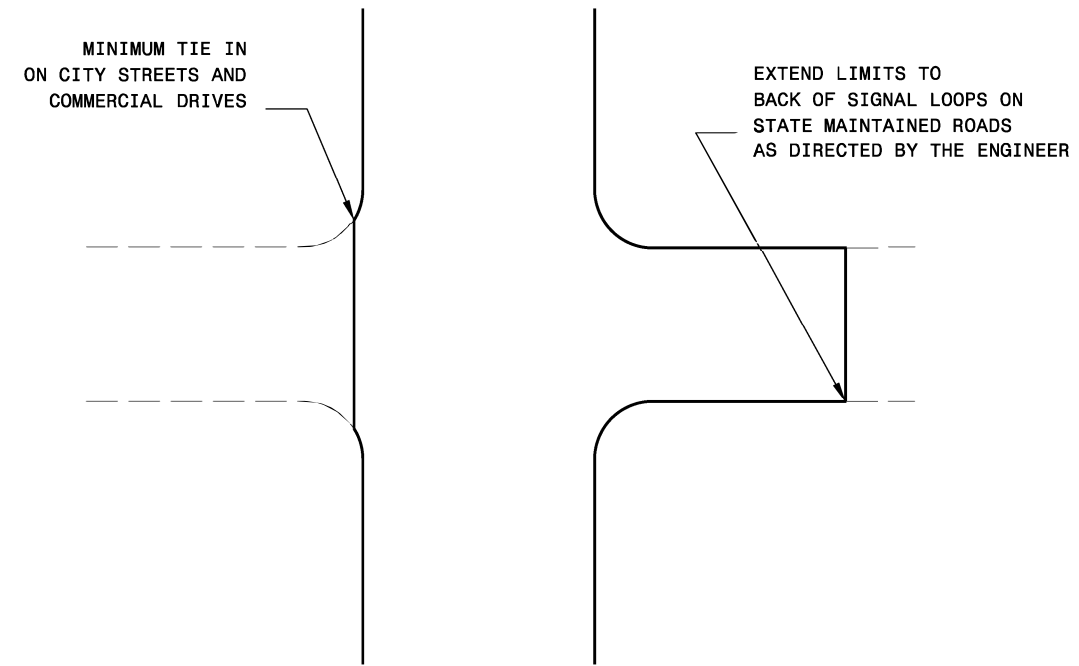
FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

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.

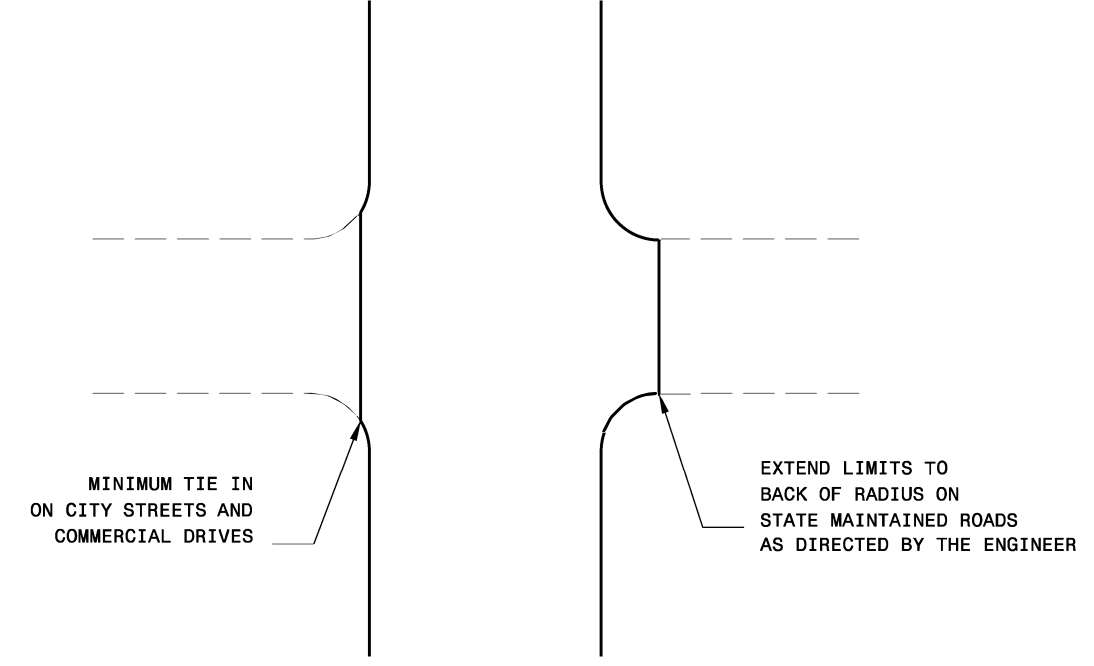
PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2024 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



MILLING AT PAVEMENT TIE-INS DETAIL



TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



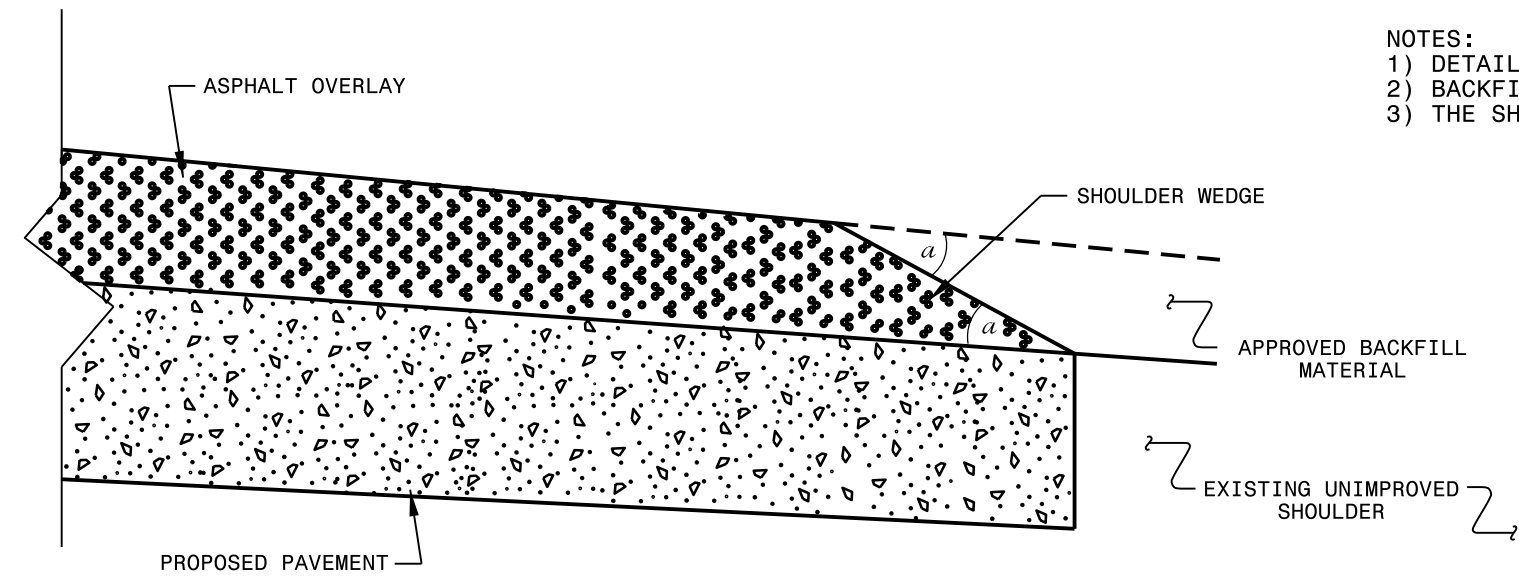
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

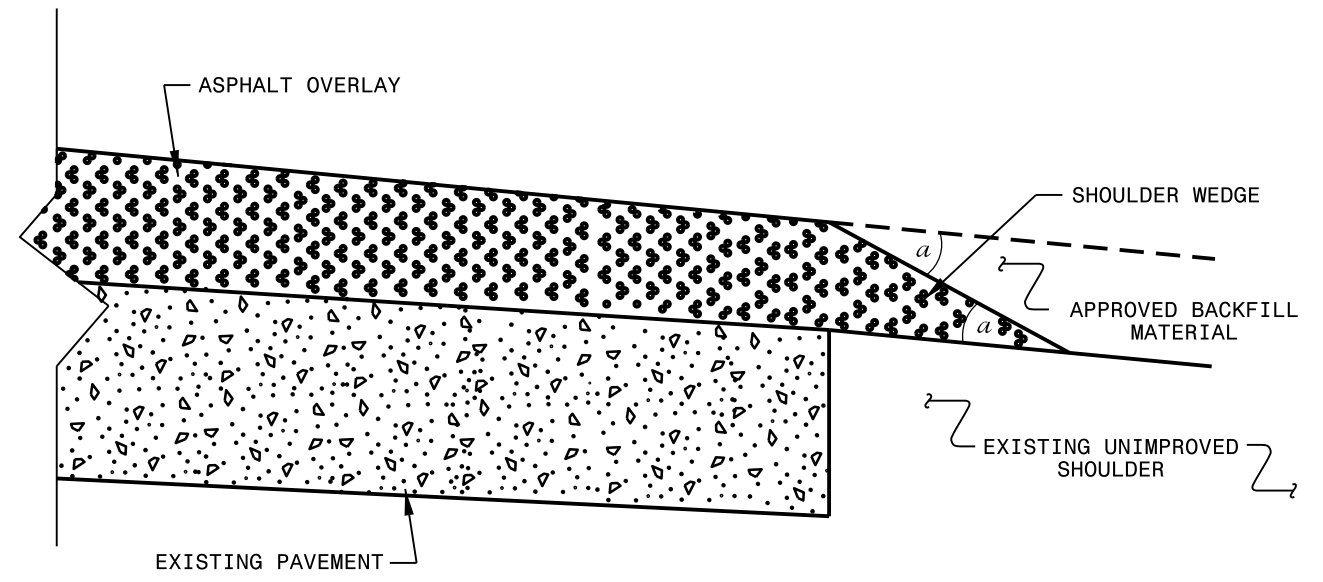
Extend paving limits to back of radius or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
1	US 421 LT Summerville Mamers Road	53.7 ft from EP of L-Line 952.58 SY
1	US 421 RT South 10th Street	22.52 ft from EP of L-Line 183.66 SY
3	SR 1120 LT Lasater Road	92.23 ft from EP of L-Line 1637.49 SY
3	SR 1120 RT Whisper Creek Court	31.16 ft from EP of L-Line 302.63 SY
3	SR 1120 LT Whisper Creek Court North	21.43 ft from EP of L-Line 195.58 SY
4	SR 1268 RT Patterson Road	39.56 ft from EP of L-Line 463.33 SY
6	SR 1723 LT Daniels Road	93.45 ft from EP of L-Line 415.33 SY
7	SR 1793 RT South Elm Avenue	22.74 ft from EP of L-Line 154 SY
8	SR 1799 LT West Strickland Road SR	32.91 ft from EP of L-Line 367.31 SY
11	SR 2021 LT James Tart Road	41.82 ft from EP of L-Line 310.95 SY
11	SR 2021 LT Bad Roads Lane	21.29 ft from EP of L-Line 92.84 SY

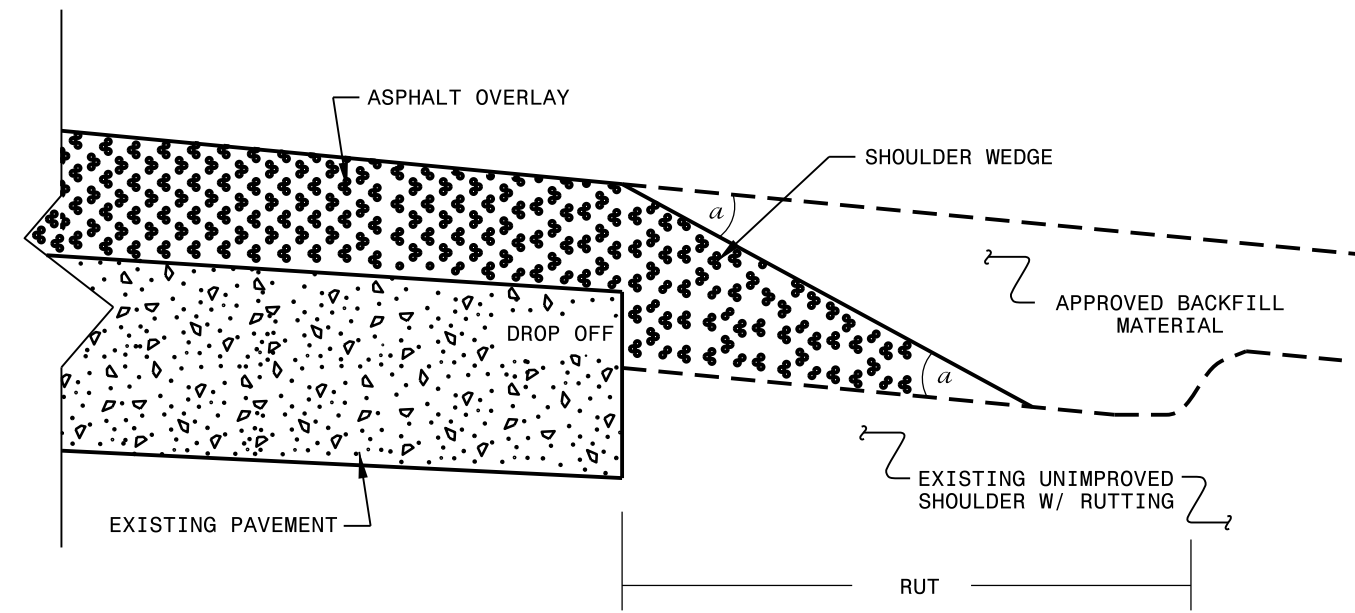
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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)

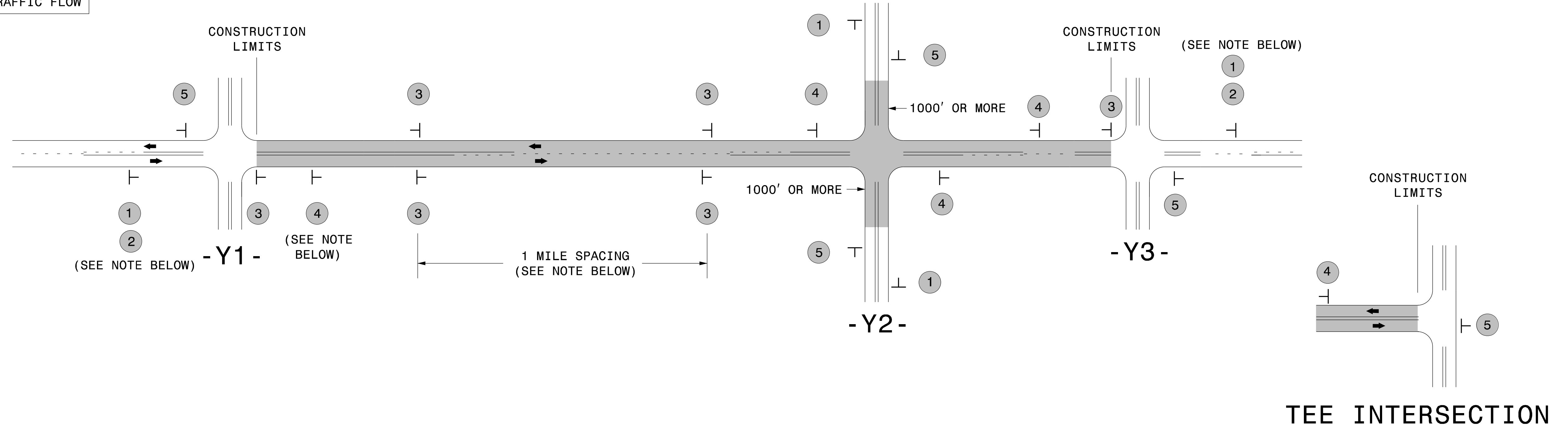
- SHOULDER WEDGE ANGLE = 30°

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			

SYSTEM: 11/11/11
 USER: T.SPELL
 FILE: susr/details/stand/shoulderwedgedetail.dgn

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

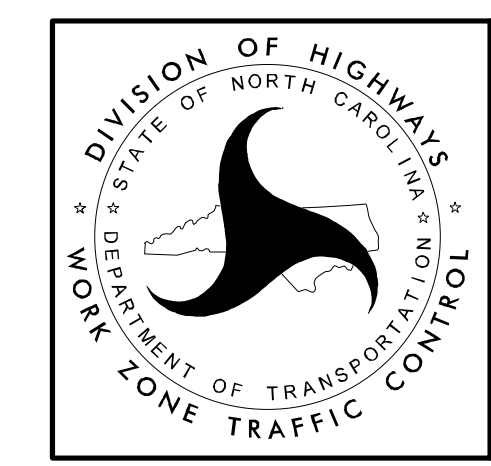
-Y- LINE SIGNING

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.	<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, 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" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p>
	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"	<ul style="list-style-type: none"> - 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"	<ul style="list-style-type: none"> - 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.	

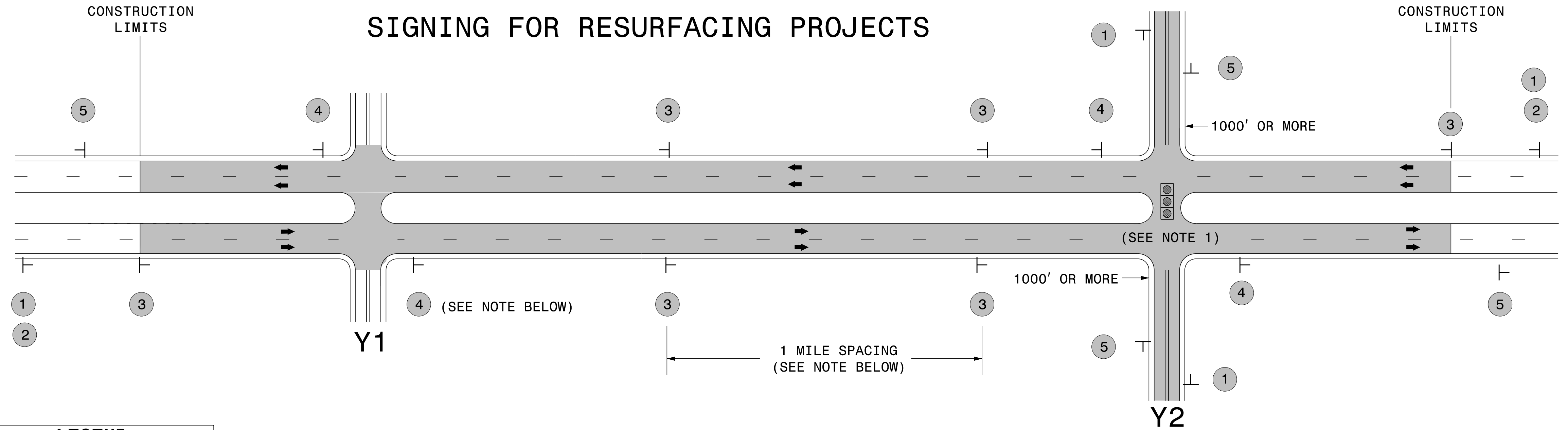
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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

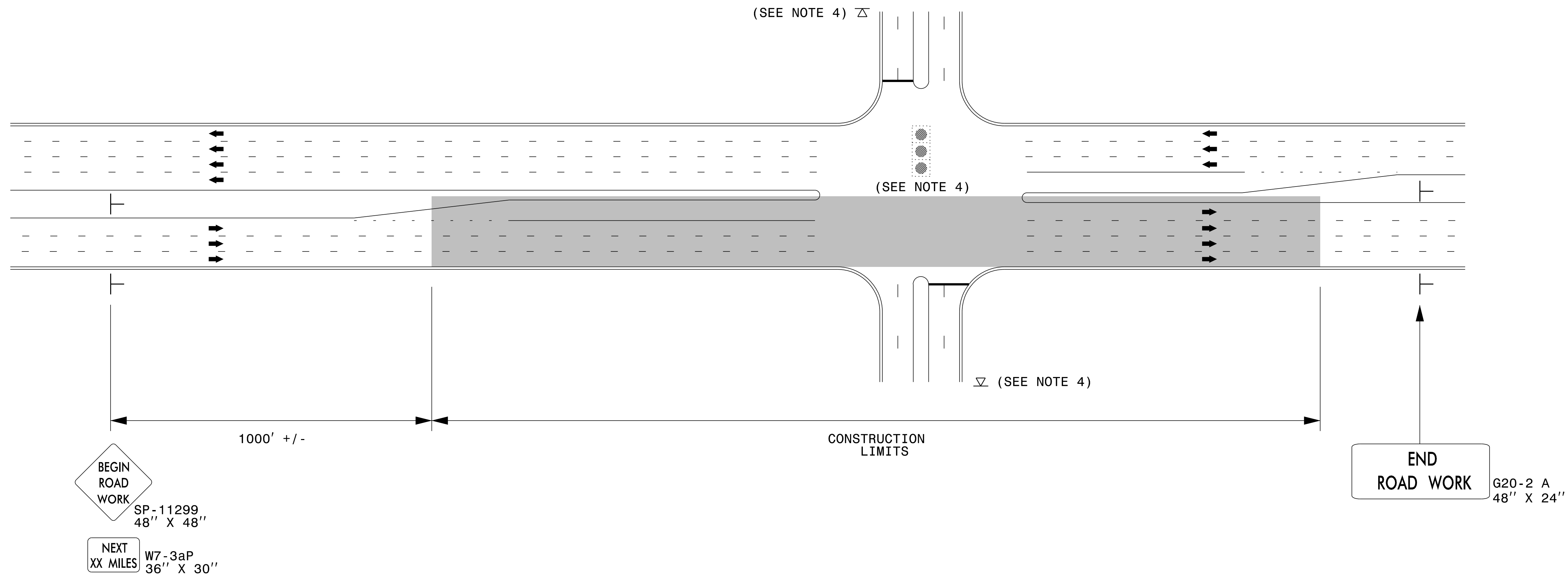
-Y- LINE SIGNING

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>	

3/23/2015
 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_Ltr-Su_Shldr.dgn
 User:rmgarrrett

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

URBAN / SUBURBAN WORKZONES

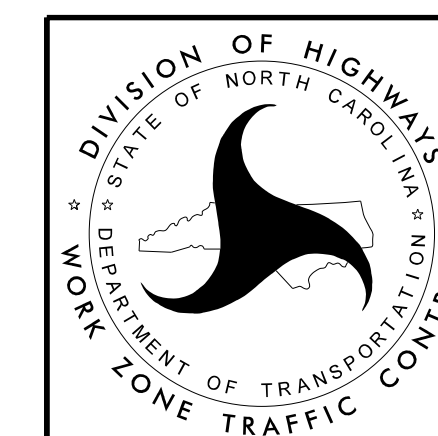


NOTES:

- 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.

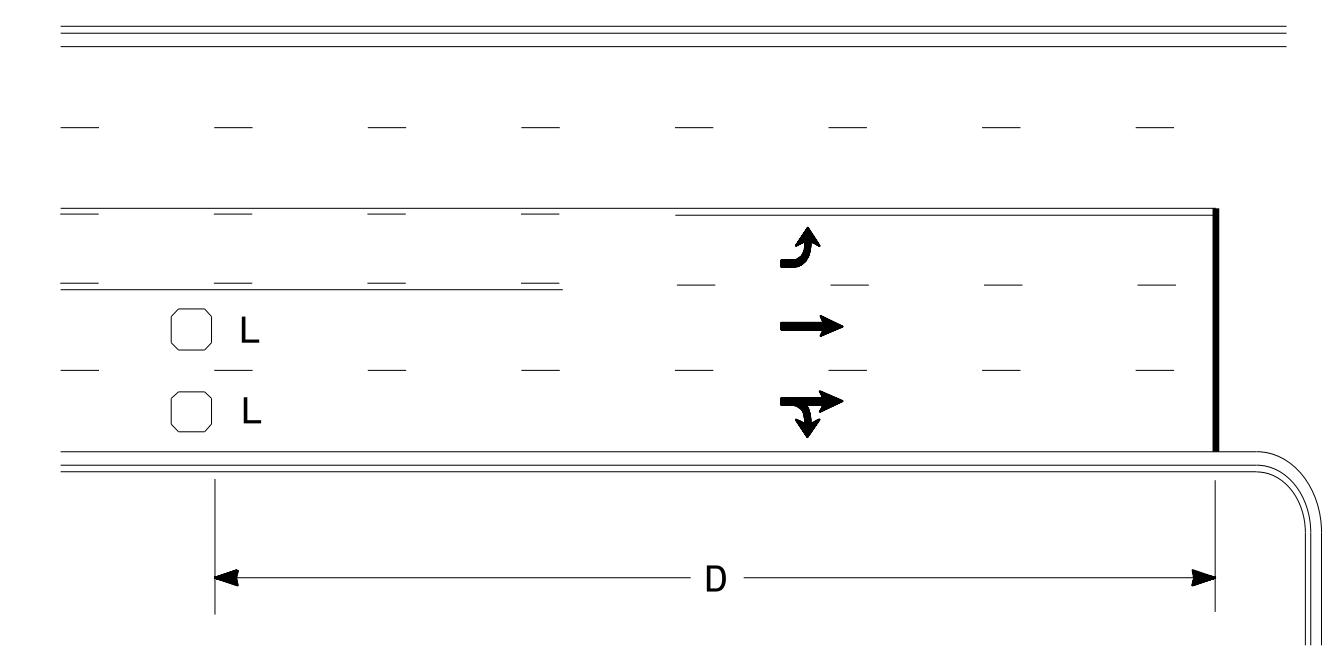
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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

High Speed Detection (≥35 mph)

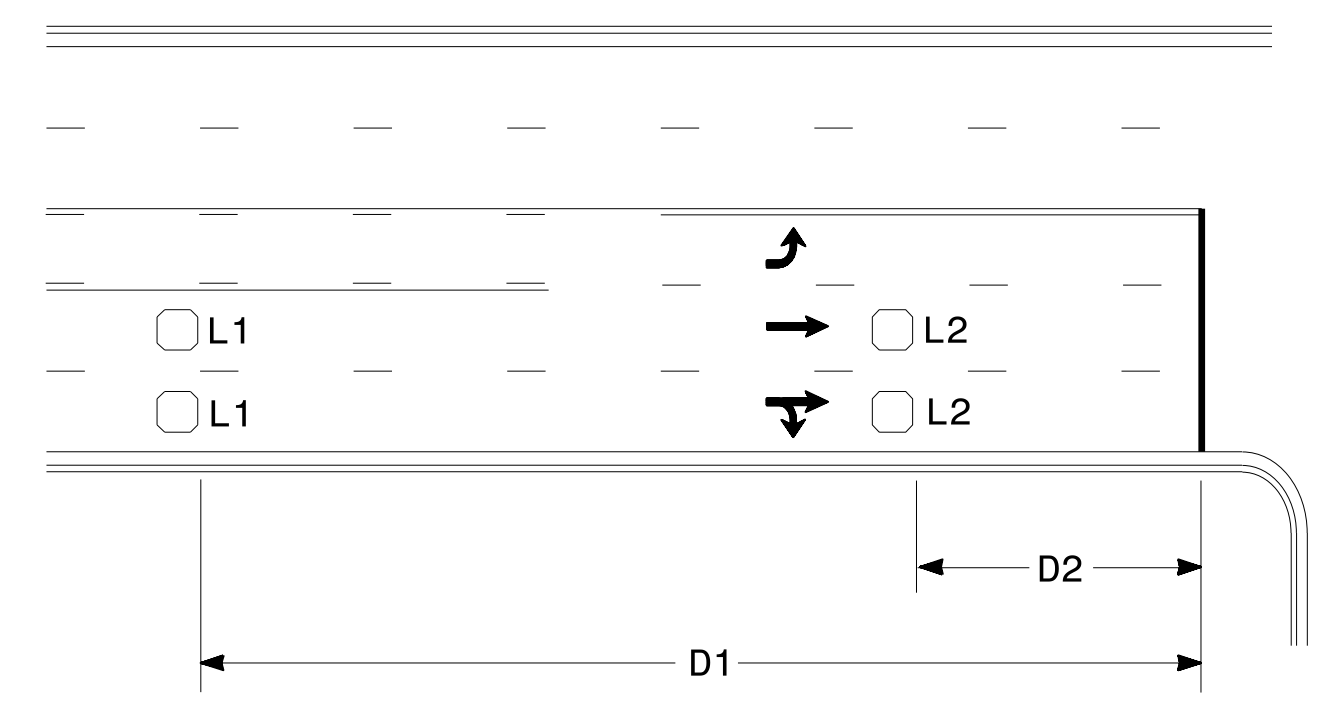


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



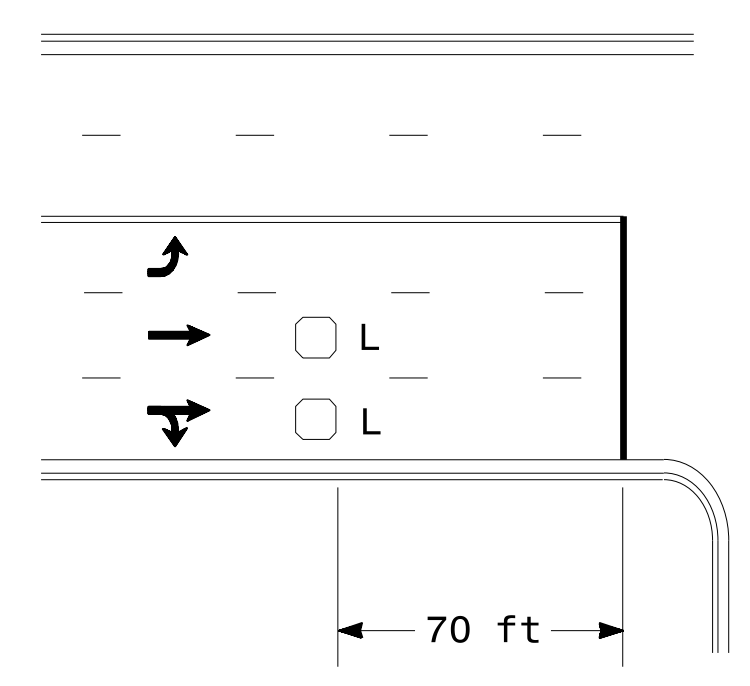
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

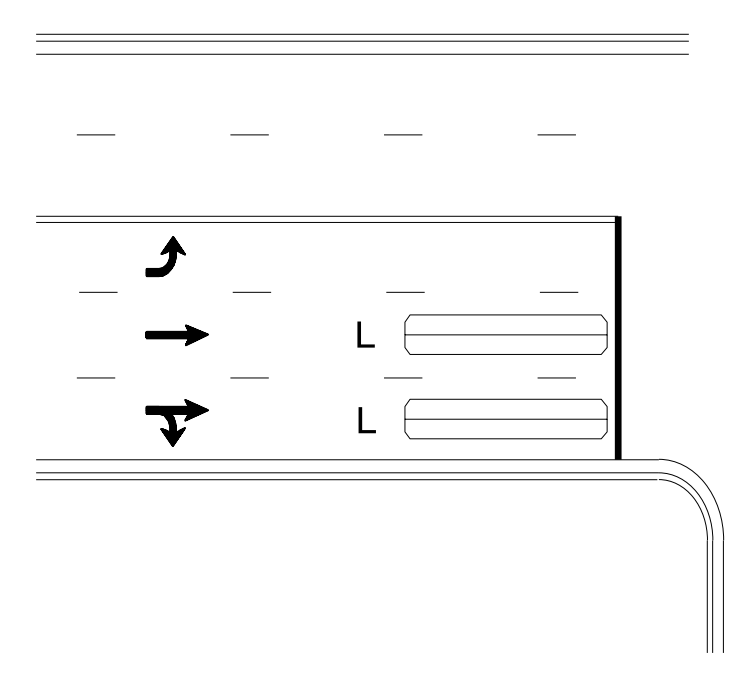
"Stretch" Operation

Low Speed Detection (≤35 mph)



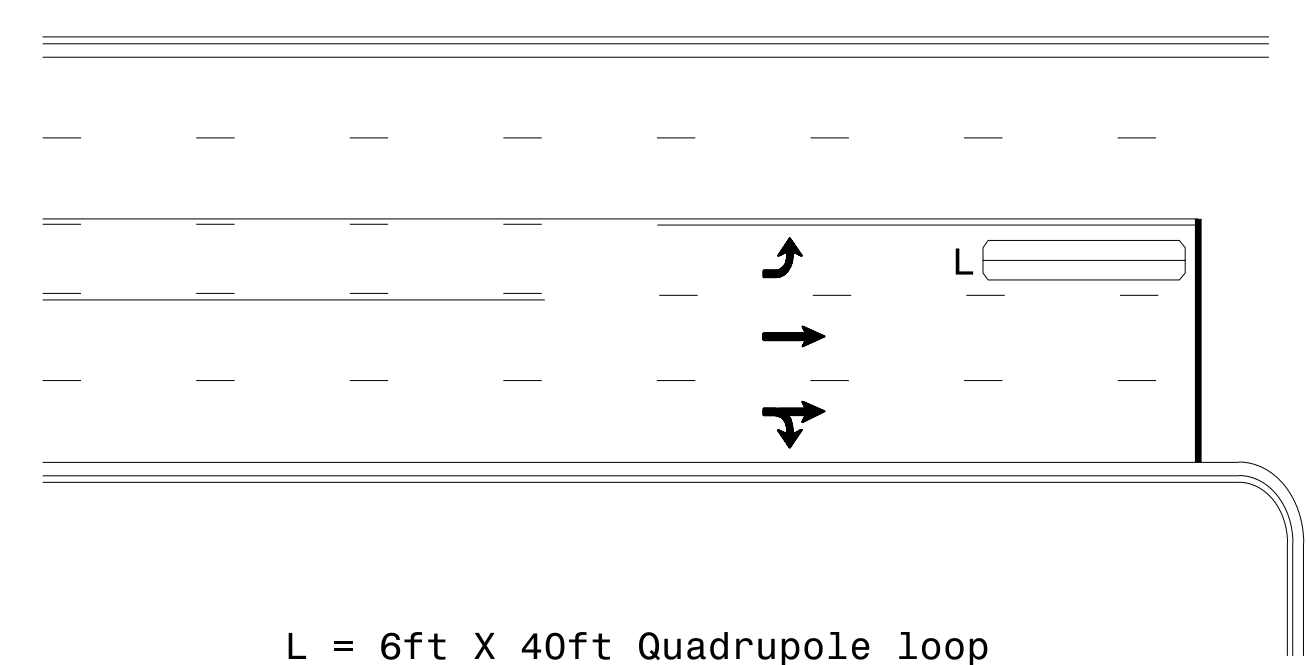
L = 6ft X 6ft
Wired in series

OR



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

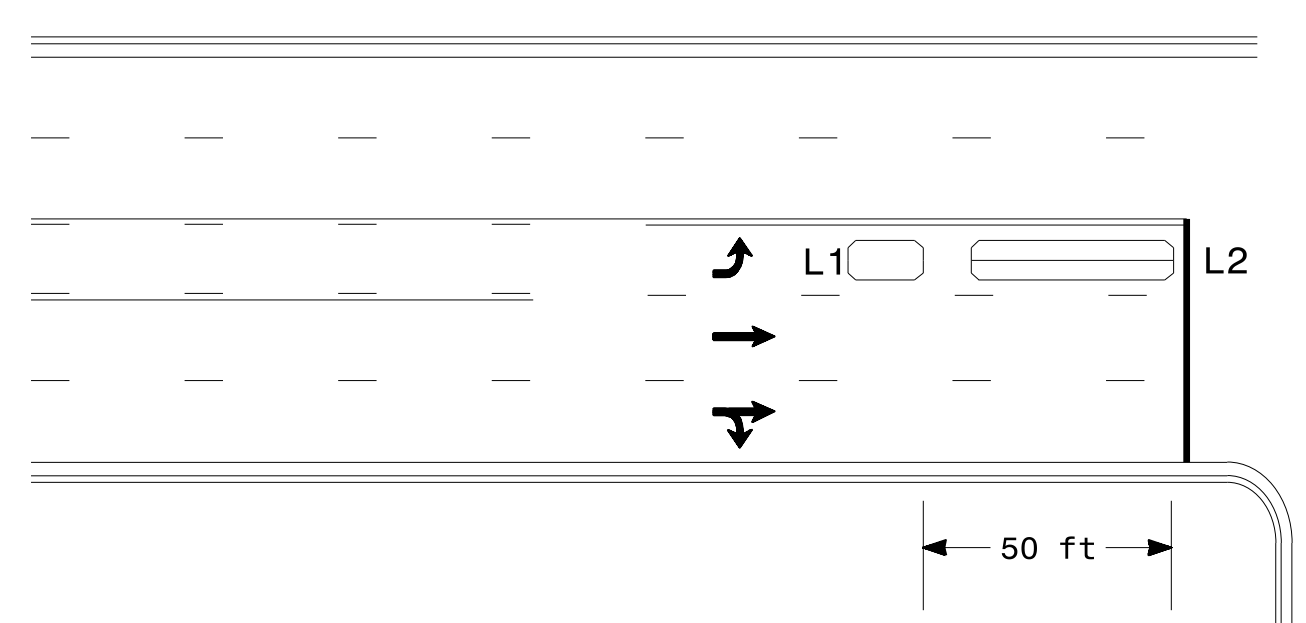
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

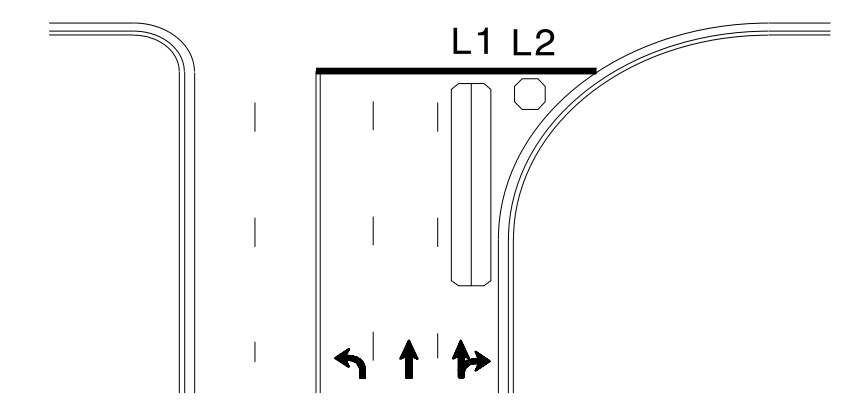
OR



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

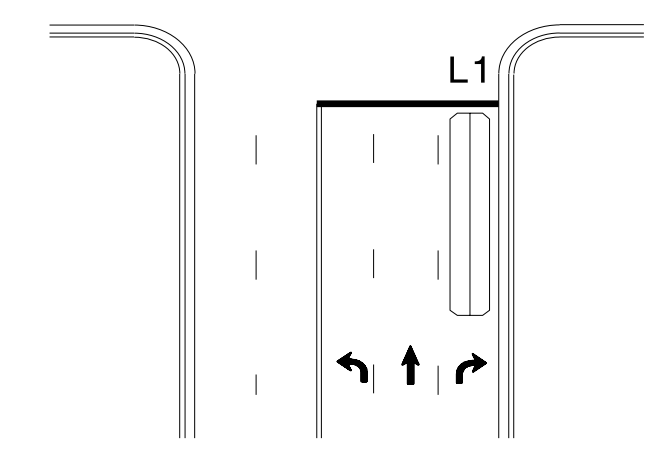
Queue Loop Detection

Right Turn Lane Detection

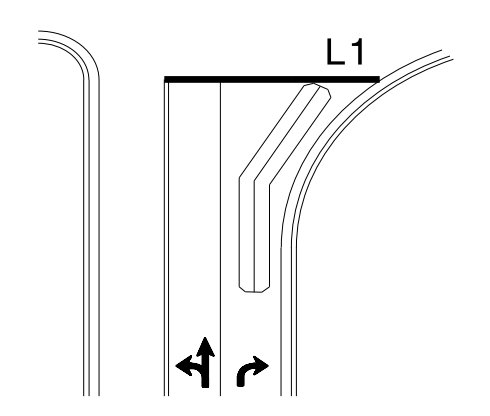


Shared Lane/
Wide Radius Turn

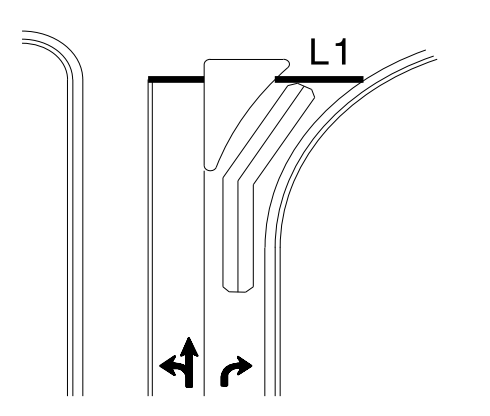
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

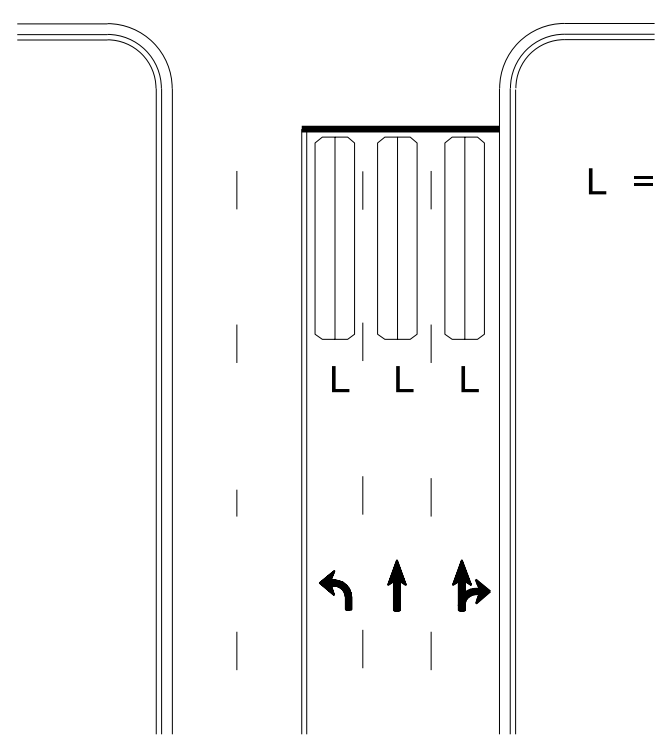


Wide Radius Turn



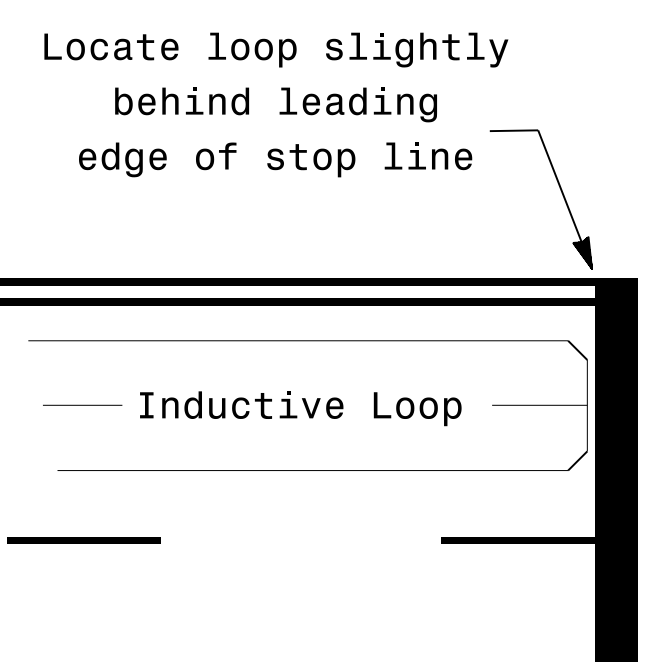
Channelized Turn

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

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE
N/A

Typical Signal Loop Locations

PLAN DATE: September 2025 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS INIT. DATE

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
SEAL
026486
ROBERT J. ZIEGLER

11/25/2025
DATE

SIG. INVENTORY NO.

17-0004-2025_07-25
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 11/25/2025 10:15:15 AM
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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'

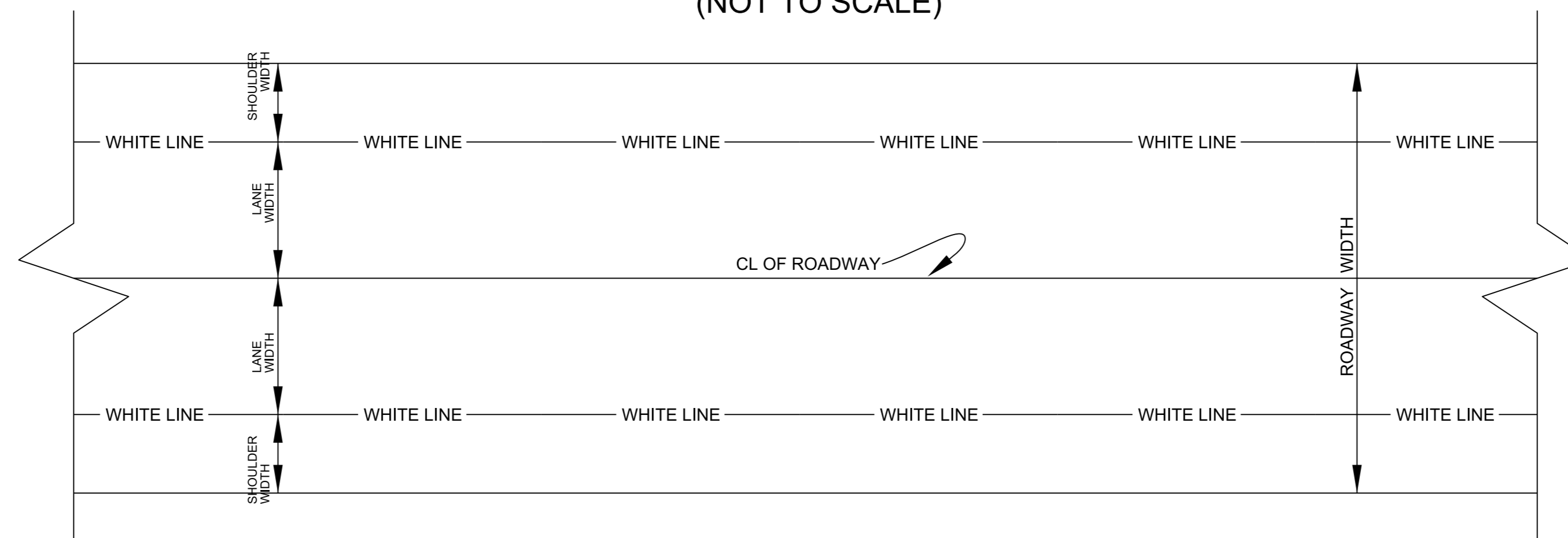
* May vary due to pavement width

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.06.18.10431.1, 2026CPT.06.18.2		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1704000000-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	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT		
												TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	EA	EA	LF		
2026CPT.06.18.10431.1	Harnett	1	US-421	FROM US 401 TO PVM JOINT	1, 2 & 3	2	MU	0.880	65	18.520	19.400		0.79	128	19,448	2,167		2,314	154		10	40	2.00	950.00		
TOTAL FOR MAP NO. 1								0.880					0.79	128	19,448	2,167		2,314	154		10	40	2.00	950.00		
2026CPT.06.18.10431.1	Harnett	2	US-301	FROM SR1808 TO ELLIS AVENUE	2	2	MU	0.490	40	5.080	5.570				11,499			949	64		14	48	1.00	650.00		
TOTAL FOR MAP NO. 2								0.490							11,499			949	64		14	48	1.00	650.00		
TOTAL FOR PROJ NO. 2026CPT.06.18.10431.1								1.370						0.79	128	30,947	2,167		3,263	218		24	88	3.00	1,600.00	
2026CPT.06.18.20431.1	Harnett	3	SR-1120 OI / OVERHILLS RD	FROM NC 210 TO SR 2045	1	2	2WU	7.000	20	0.000	7.000		83	6.04	977		1,025	13	2,976	200						
TOTAL FOR MAP NO. 3								7.000						83	6.04	977		1,025	13	2,976	200					
2026CPT.06.18.20431.1	Harnett	4	SR-1268 / COOL SPRINGS RD	FROM SR1291 TO SR1267	1	2	2WU	3.000	19	0.000	3.000			6.00	970		833	87	2,856	198	53					
TOTAL FOR MAP NO. 4								3.000							6.00	970		833	87	2,856	198	53				
2026CPT.06.18.20431.1	Harnett	5	SR-1715 / MEADOWLARK RD	FROM SR1715 TO SR1705	1	2	2WU	1.690	20	0.000	1.690			3.38	547				1,686	113						
TOTAL FOR MAP NO. 5								1.690							3.38	547				1,686	113					
2026CPT.06.18.20431.1	Harnett	6	SR-1723 / TURLINGTON RD	FROM SR1703 TO NC55	1	2	2WU	1.940	22	0.000	1.940		62	3.66	592		794	7	1,975	132						
TOTAL FOR MAP NO. 6								1.940						62	3.66	592		794	7	1,975	132					
2026CPT.06.18.20431.1	Harnett	7	SR-1793 / E POPE ST	FROM US301 TO PVMT JOINT	2	2	2WU	0.780	42	0.000	0.780					19,219	278		1,610	108		34	50	300.00		
TOTAL FOR MAP NO. 7								0.780									19,219	278		1,610	108		34	50	300.00	
2026CPT.06.18.20431.1	Harnett	8	SR-1799 / WISE RD	FROM SR1808 TO SAMPSON COUNTY LINE	4	2	2WU	1.240	18	0.000	1.240		42	2.48	401		278	670	1,347	121	5					
TOTAL FOR MAP NO. 8								1.240						42	2.48	401		278	670	1,347	121	5				
2026CPT.06.18.20431.1	Harnett	9	SR-1902 / JOHN ST	FROM US301 TO CUL-DE-SAC	1	2	2WU	0.110	22	0.000	0.110		10	0.26	41				136	9						
TOTAL FOR MAP NO. 9								0.110						10	0.26	41				136	9					
2026CPT.06.18.20431.1	Harnett	10	SR-1914 / TANNING RIDGE DR	FROM SR1802 TO CUL-DE-SAC	1	2	2WU	0.380	21	0.000	0.380			0.76	123				386	30	76					
TOTAL FOR MAP NO. 10								0.380							0.76	123				386	30	76				
2026CPT.06.18.20431.1	Harnett	11	SR-2021 / TITAN ROBERTS RD	FROM US401 TO NC217	1	2	2WU	6.680	22	0.000	6.680		170	13.36	2,160		1,349	29	7,029	478	109					
TOTAL FOR MAP NO. 11								6.680						170	13.36	2,160		1,349	29	7,029	478	109				
TOTAL FOR PROJ NO. 2026CPT.06.18.20431.1								22.820						367	35.94	5,811	19,219	4,557	806	20,001	1,389	243	34	50		300.00
GRAND TOTAL								24.190						367	36.73	5,939	50,166	6,724	806	23,264	1,607	243	58	138	3.00	1,900.00

PROJECT NO.	SHEET NO.	TOTAL NO.
.06.18.10431.1, 2026CPT.06.18		

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		4700000000-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 WHITE THERMO	8" X 90 M YELLOW THERMO	12" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG ONLY 90 M	THERMO MSG SCHOOL 90 M						
												SF	LS	LF	LF	LF	LF	LF	LF	EA	EA								
2026CPT.06.18.10431.1	Harnett	1	US-421	FROM US 401 TO PVM JOINT	1, 2 & 3	2	MU	0.88	65	18.52	19.4	180	1.00			6,700	1,880			150	90	2							
TOTAL FOR MAP NO. 1								0.88				180	1			6,700	1,880			150	90	2							
2026CPT.06.18.10431.1	Harnett	2	US-301	FROM SR1808 TO ELLIS AVENUE	2	2	MU	0.49	40	5.08	5.57	126				7,570	175			200									
TOTAL FOR MAP NO. 2								0.49				126				7,570	175			200									
TOTAL FOR PROJ NO. 2026CPT.06.18.10431.1								1.37				306	1.000			14,270	2,055			350	90	2							
												16,325										2							
2026CPT.06.18.20431.1	Harnett	3	SR-1120 OI / OVERHILLS RD	FROM NC 210 TO SR 2045	1	2	2WU	7	20	0	7	338			32,050		24,000												
TOTAL FOR MAP NO. 3								7				338			32,050		24,000												
2026CPT.06.18.20431.1	Harnett	4	SR-1268 / COOL SPRINGS RD	FROM SR1291 TO SR1267	1	2	2WU	3	19	0	3	336			32,000	25,600													
TOTAL FOR MAP NO. 4								3				336			32,000	25,600													
2026CPT.06.18.20431.1	Harnett	5	SR-1715 / MEADOWLARK RD	FROM SR1715 TO SR1705	1	2	2WU	1.69	20	0	1.69	189			18,435	14,490			80	60		160	2						
TOTAL FOR MAP NO. 5								1.69				189			18,435	14,490			80	60		160	2						
2026CPT.06.18.20431.1	Harnett	6	SR-1723 / TURLINGTON RD	FROM SR1703 TO NC55	1	2	2WU	1.94	22	0	1.94	205			20,500	17,500						12							
TOTAL FOR MAP NO. 6								1.94				205			20,500	17,500							12						
2026CPT.06.18.20431.1	Harnett	7	SR-1793 / E POPE ST	FROM US301 TO PVMT JOINT	2	2	2WU	0.78	42	0	0.78	87			125	8,300						25	1						
TOTAL FOR MAP NO. 7								0.78				87			125	8,300							25	1					
2026CPT.06.18.20431.1	Harnett	8	SR-1799 / WISE RD	FROM SR1808 TO SAMPSON COUNTY LINE	4	2	2WU	1.24	18	0	1.24	139			13,500	11,220													
TOTAL FOR MAP NO. 8								1.24				139			13,500	11,220													
2026CPT.06.18.20431.1	Harnett	9	SR-1902 / JOHN ST	FROM US301 TO CUL-DE-SAC	1	2	2WU	0.11	22	0	0.11	14																	
TOTAL FOR MAP NO. 9								0.11				14																	
2026CPT.06.18.20431.1	Harnett	10	SR-1914 / TANNING RIDGE DR	FROM SR1802 TO CUL-DE-SAC	1	2	2WU	0.38	21	0	0.38	43																	
TOTAL FOR MAP NO. 10								0.38				43																	
2026CPT.06.18.20431.1	Harnett	11	SR-2021 / TITAN ROBERTS RD	FROM US401 TO NC217	1	2	2WU	6.68	22	0	6.68	940			70,900	53,250													
TOTAL FOR MAP NO. 11								6.68				940			70,900	53,250													
TOTAL FOR PROJ NO. 2026CPT.06.18.20431.1								22.82				2,291			187,510	130,360	24,000		80	60			197	1	2				
												317,870		24,000		140		80		60		350		287		3		2	
GRAND TOTAL								24.19				2,597	1.000	187,510	130,360	38,270	2,055	80	60	350	287	3	2						
												317,870		40,325		140		350		287		5							

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 STR ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO RT ARROW 90 M	GENERIC MARKING, 24" X 90 M WHITE (HIGH VIS CRWALK)	GENERIC MARKING, 16" X 90 M WHITE THERMO(RXR CROSSBUCK)	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS
												EA	EA	EA	EA	EA	LF	LF	LF	EA	EA
2026CPT.06.18.10431.1	Harnett	1	US-421	FROM US 401 TO PVM JOINT	1, 2 & 3	2	MU	0.88	65	18.52	19.4	7	2	4	6				150	55	
TOTAL FOR MAP NO. 1								0.88				7	2	4	6				150	55	
2026CPT.06.18.10431.1	Harnett	2	US-301	FROM SR1808 TO ELLIS AVENUE	2	2	MU	0.49	40	5.08	5.57	16			2			200	10	125	
TOTAL FOR MAP NO. 2								0.49				16		2			200	10	125		
TOTAL FOR PROJ NO. 2026CPT.06.18.10431.1								1.37				23	2	4	8		105	200		160	180
												37			340						
2026CPT.06.18.20431.1	Harnett	3	SR-1120 OI / OVERHILLS RD	FROM NC 210 TO SR 2045	1	2	2WU	7	20	0	7									200	
TOTAL FOR MAP NO. 3								7												200	
2026CPT.06.18.20431.1	Harnett	4	SR-1268 / COOL SPRINGS RD	FROM SR1291 TO SR1267	1	2	2WU	3	19	0	3									200	
TOTAL FOR MAP NO. 4								3												200	
2026CPT.06.18.20431.1	Harnett	5	SR-1715 / MEADOWLARK RD	FROM SR1715 TO SR1705	1	2	2WU	1.69	20	0	1.69	1							6	120	
TOTAL FOR MAP NO. 5								1.69				1							6	120	
2026CPT.06.18.20431.1	Harnett	6	SR-1723 / TURLINGTON RD	FROM SR1703 TO NC55	1	2	2WU	1.94	22	0	1.94									135	
TOTAL FOR MAP NO. 6								1.94												135	
2026CPT.06.18.20431.1	Harnett	7	SR-1793 / E POPE ST	FROM US301 TO PVMT JOINT	2	2	2WU	0.78	42	0	0.78			3		3			1,075	115	120
TOTAL FOR MAP NO. 7								0.78						3		3			1,075	115	120
2026CPT.06.18.20431.1	Harnett	8	SR-1799 / WISE RD	FROM SR1808 TO SAMPSON COUNTY LINE	4	2	2WU	1.24	18	0	1.24									85	
TOTAL FOR MAP NO. 8								1.24													85
2026CPT.06.18.20431.1	Harnett	9	SR-1902 / JOHN ST	FROM US301 TO CUL-DE-SAC	1	2	2WU	0.11	22	0	0.11										
TOTAL FOR MAP NO. 9								0.11													
2026CPT.06.18.20431.1	Harnett	10	SR-1914 / TANNING RIDGE DR	FROM SR1802 TO CUL-DE-SAC	1	2	2WU	0.38	21	0	0.38										
TOTAL FOR MAP NO. 10								0.38													
2026CPT.06.18.20431.1	Harnett	11	SR-2021 / TITAN ROBERTS RD	FROM US401 TO NC217	1	2	2WU	6.68	22	0	6.68									450	
TOTAL FOR MAP NO. 11								6.68													450
TOTAL FOR PROJ NO. 2026CPT.06.18.20431.1								22.82				1		3		3			1,075	121	1,310
												7			1,431						
GRAND TOTAL								24.19				24	2	7	8	3	105	200	1,075	281	1,490
												44		1,771							