

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: April 23, 2025

REVISED 4-3-2025

CONTRACT ID: DF00515

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2025CPT.06.17.10431.1, 2025CPT.06.17.20261.1 & 50394

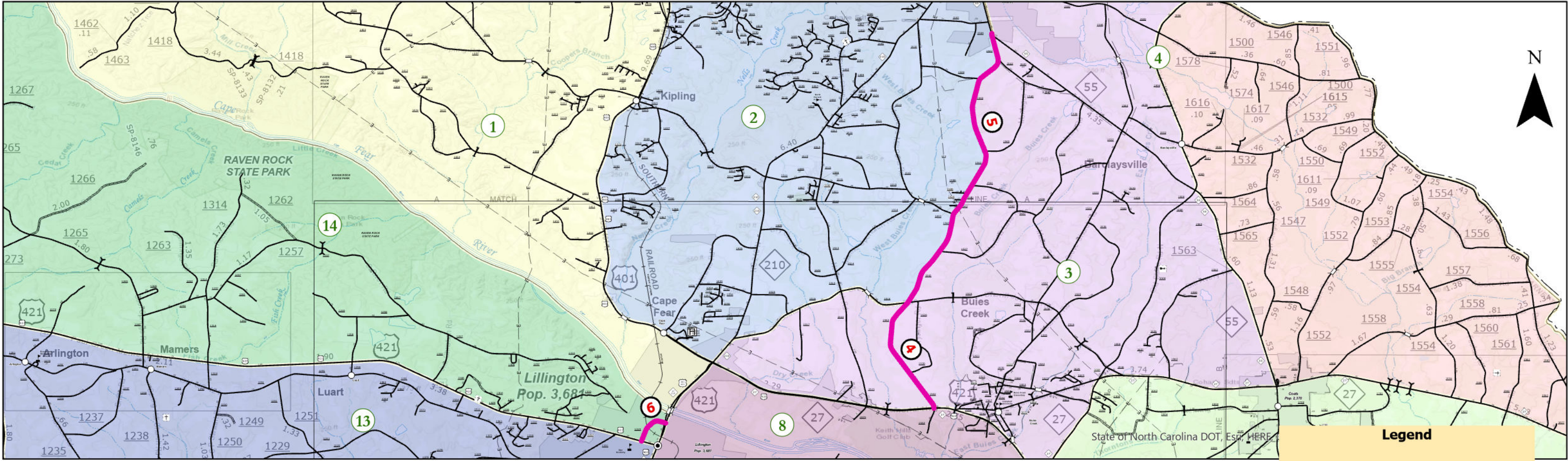
ROUTE NO.: VARIES

LOCATION: VARIES

COUNTY: HARNETT

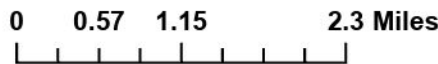
LENGTH OF PROJECT: 16.88 MILES

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



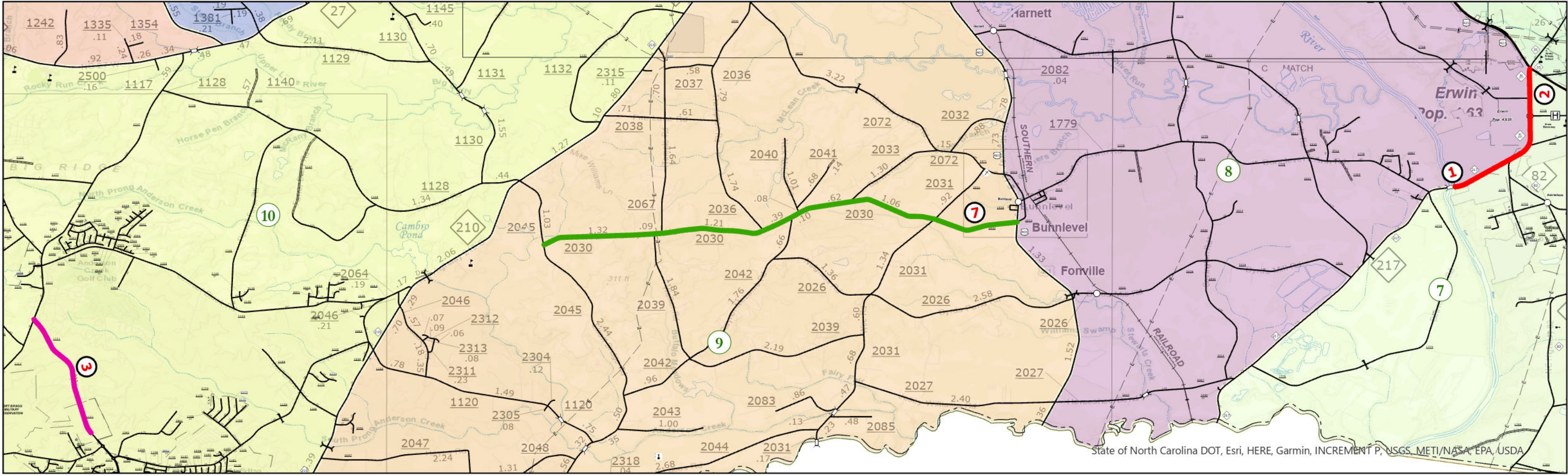
Harnett County Resurfacing 2025

Contract: DF00515



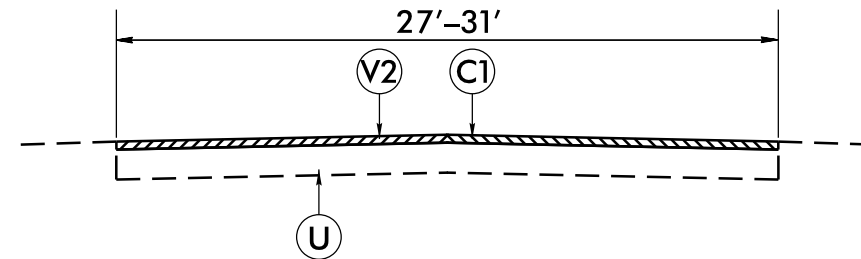
Legend

- WBS: 2025CPT.06.17.10431.1
- WBS: 2025CPT.06.17.20431.1
- WBS: 50394

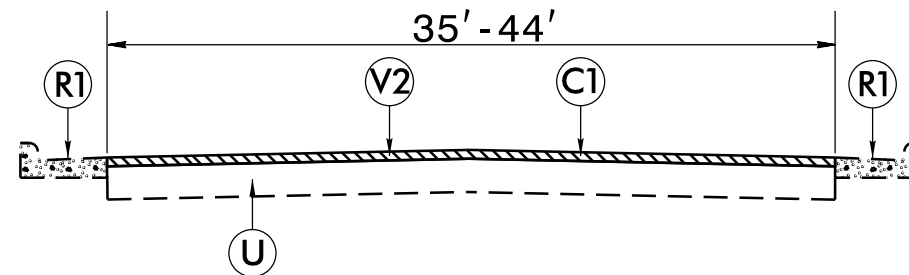


PAVEMENT SCHEDULE

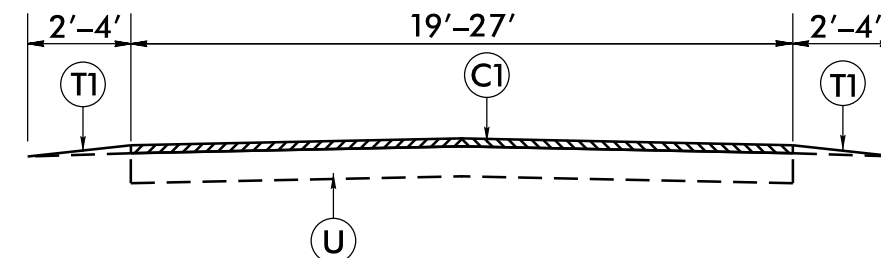
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C,AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D2	4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C,AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 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

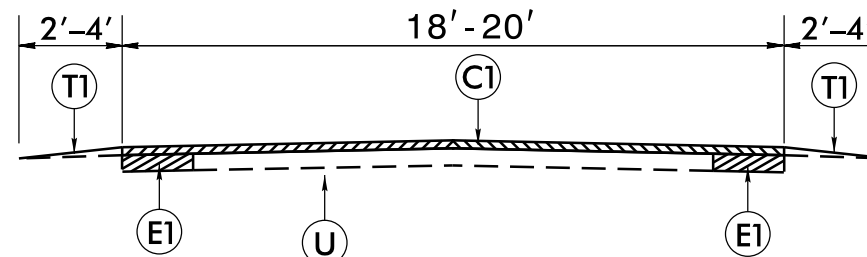


TYPICAL SECTION NO. 2



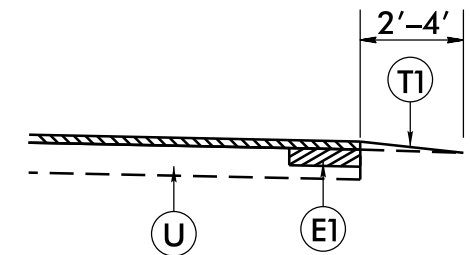
TYPICAL SECTION NO. 3

-PLUS 2' INSIDE CURVE
WIDENING; MAP 4
(SEE DETAIL)

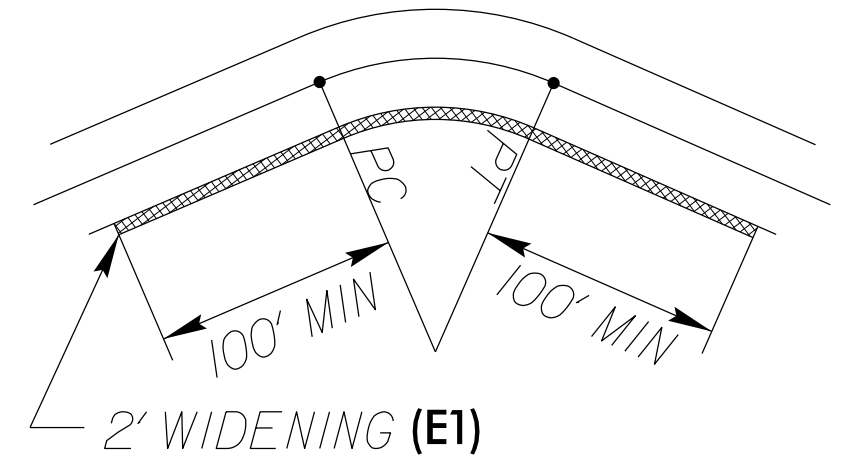


TYPICAL SECTION NO. 4

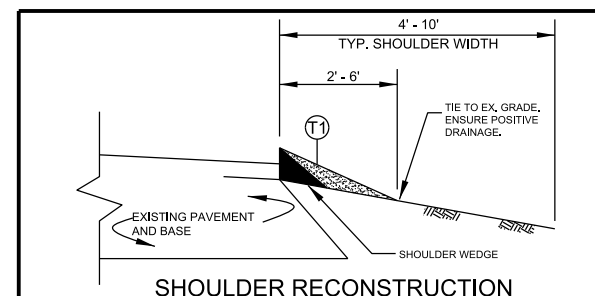
-PLUS 2' INSIDE CURVE
WIDENING; MAP 3
(SEE DETAIL)



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



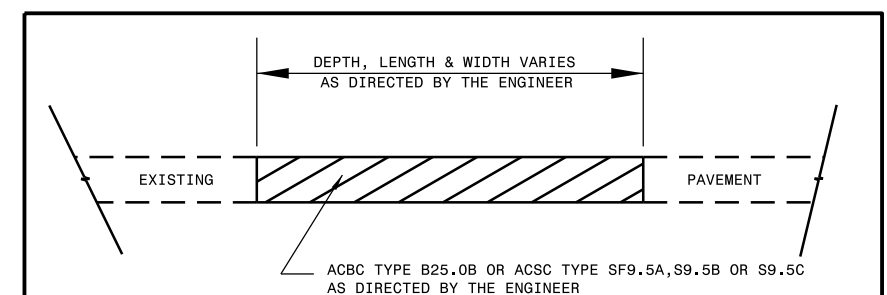
INSIDE CURVE WIDENING



SHOULDER RECONSTRUCTION

NOTES:

1. 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.
2. AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
3. 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.
4. 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.

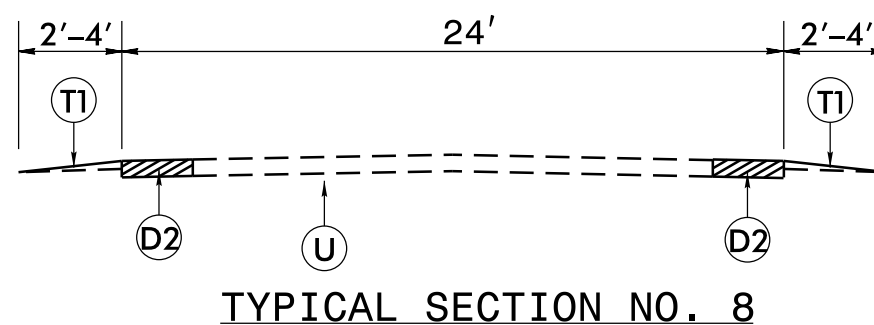
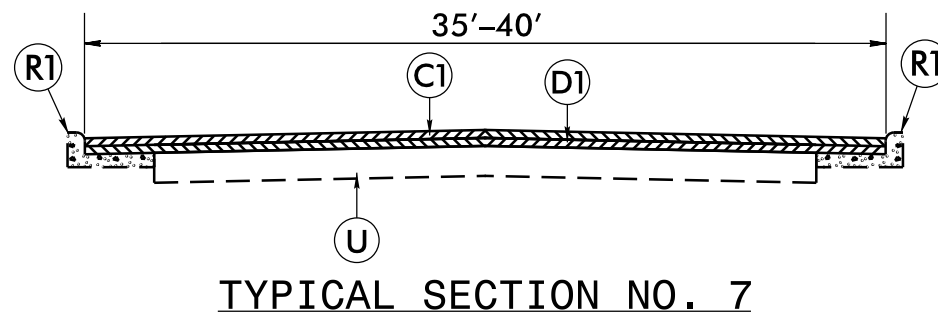
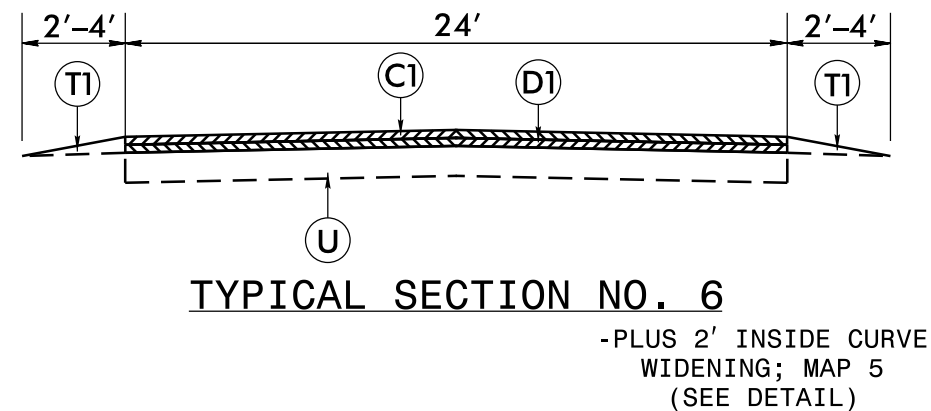
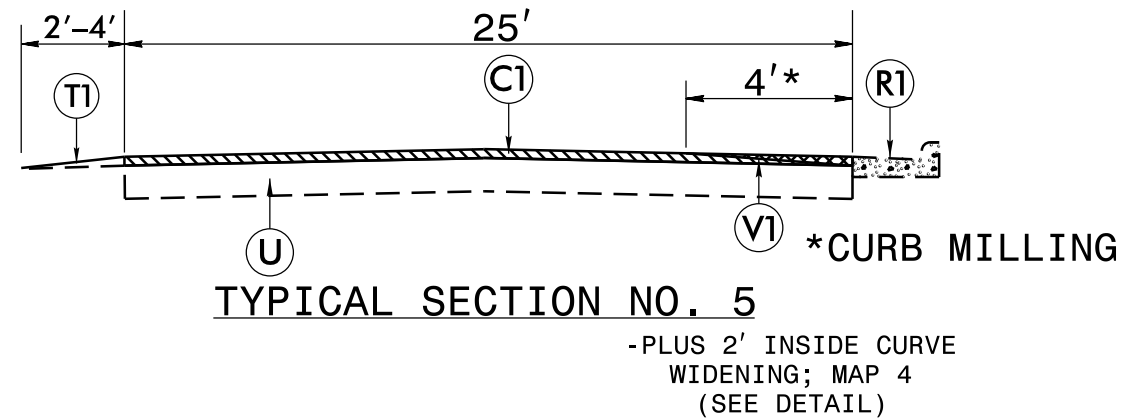


PATCHING EXISTING PAVEMENT

PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

PAVEMENT SCHEDULE

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C,AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D2	4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C,AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 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

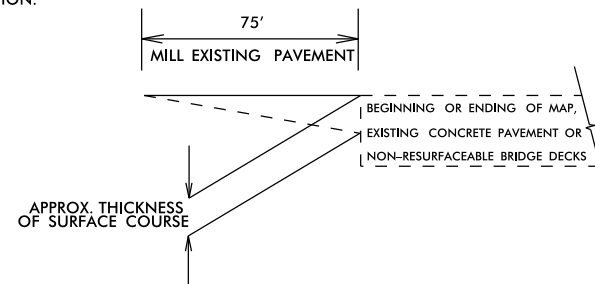


NOTES TO CONTRACTOR

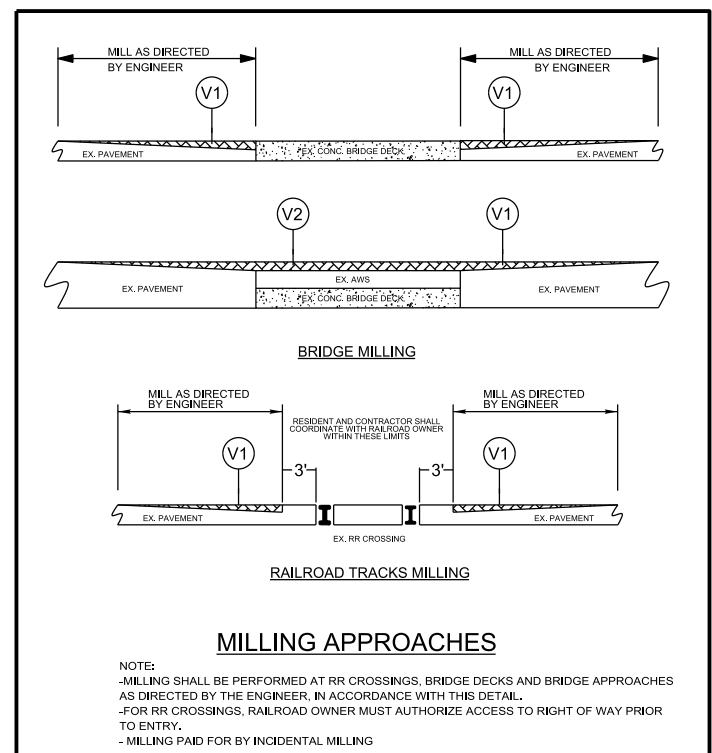
FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

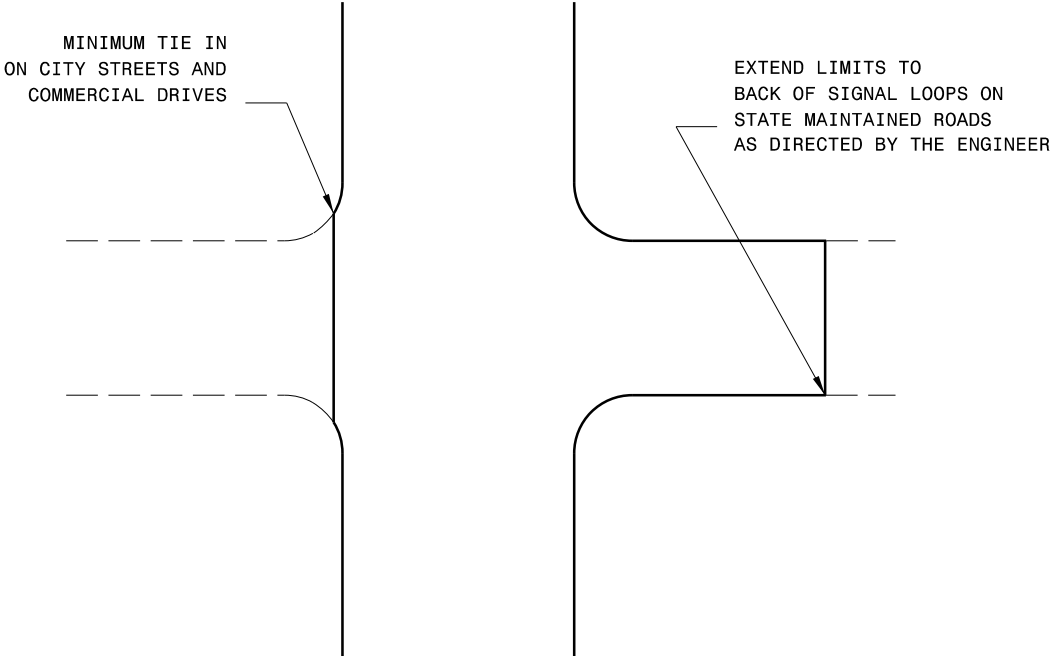
LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

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.

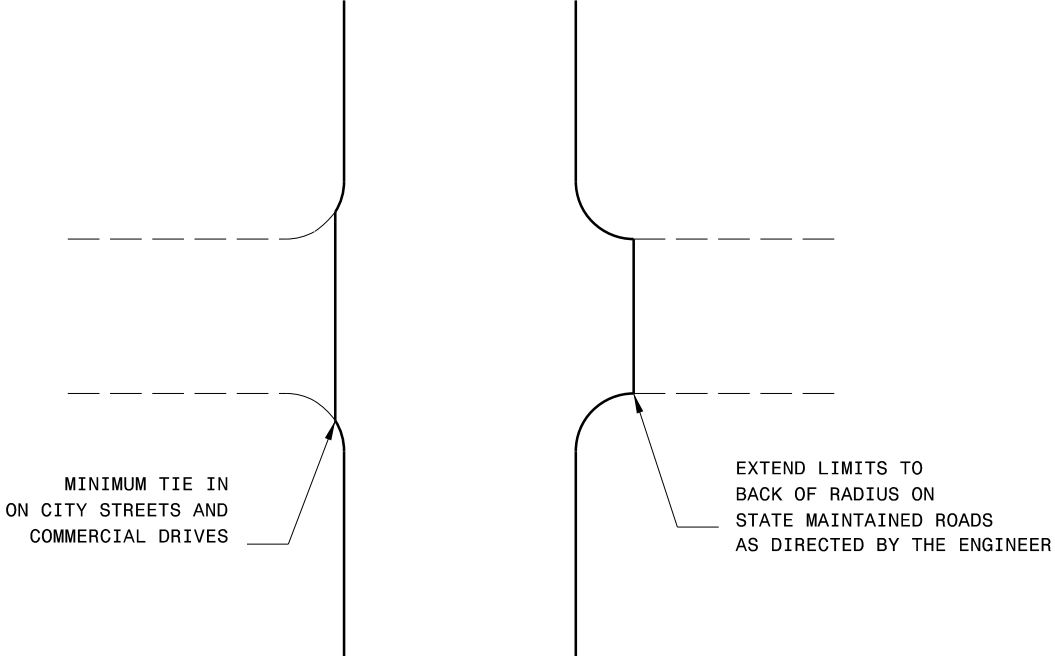


MILLING AT PAVEMENT TIE-INS DETAIL





TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

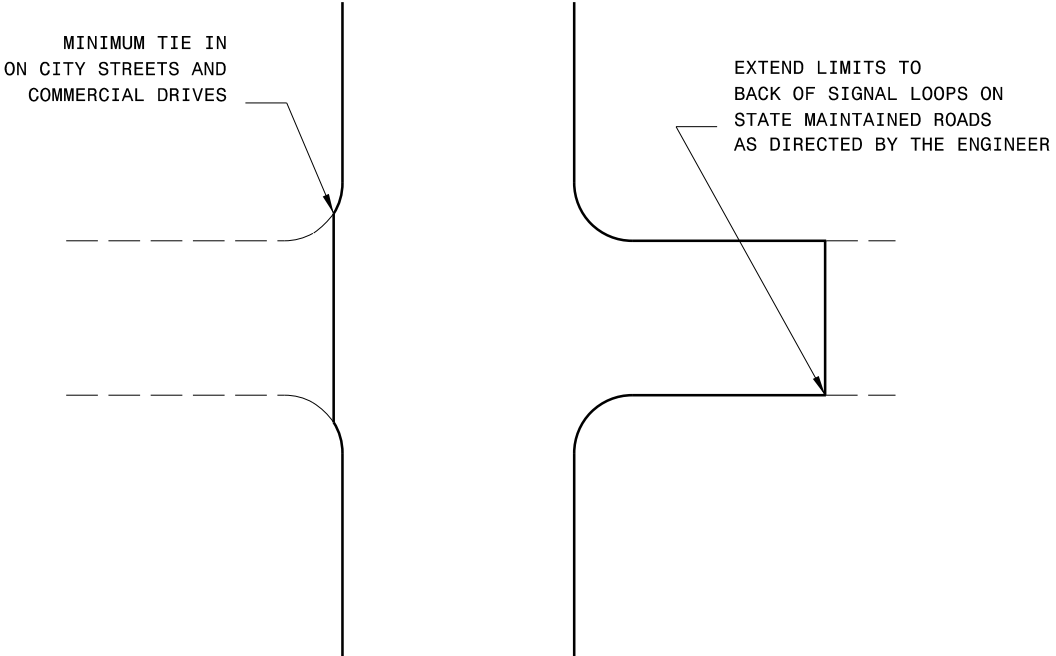


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

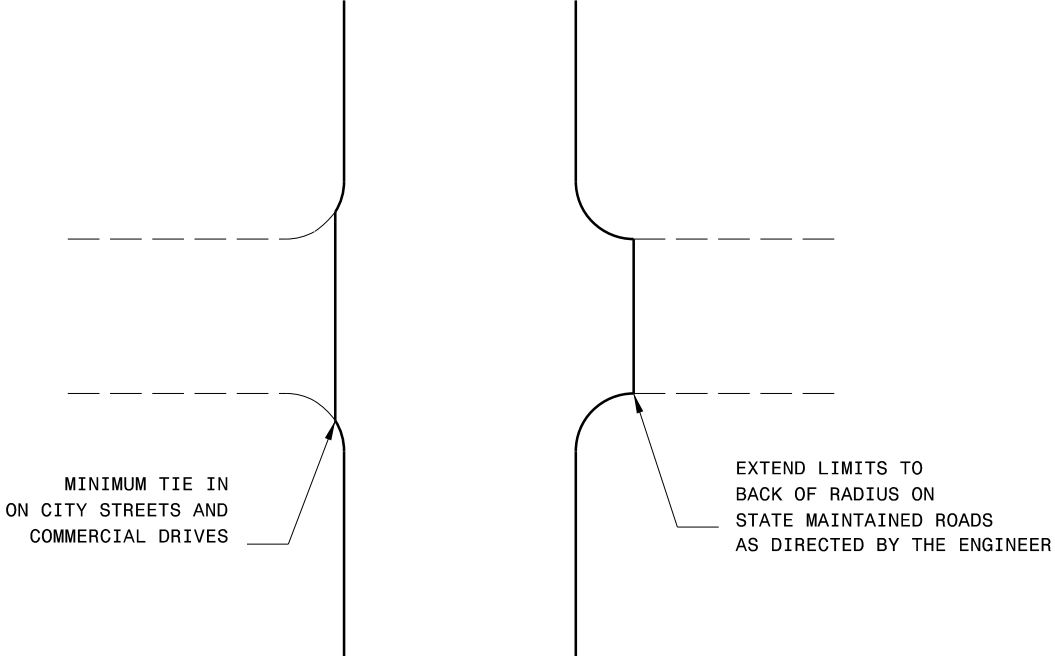
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

[illegible]



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

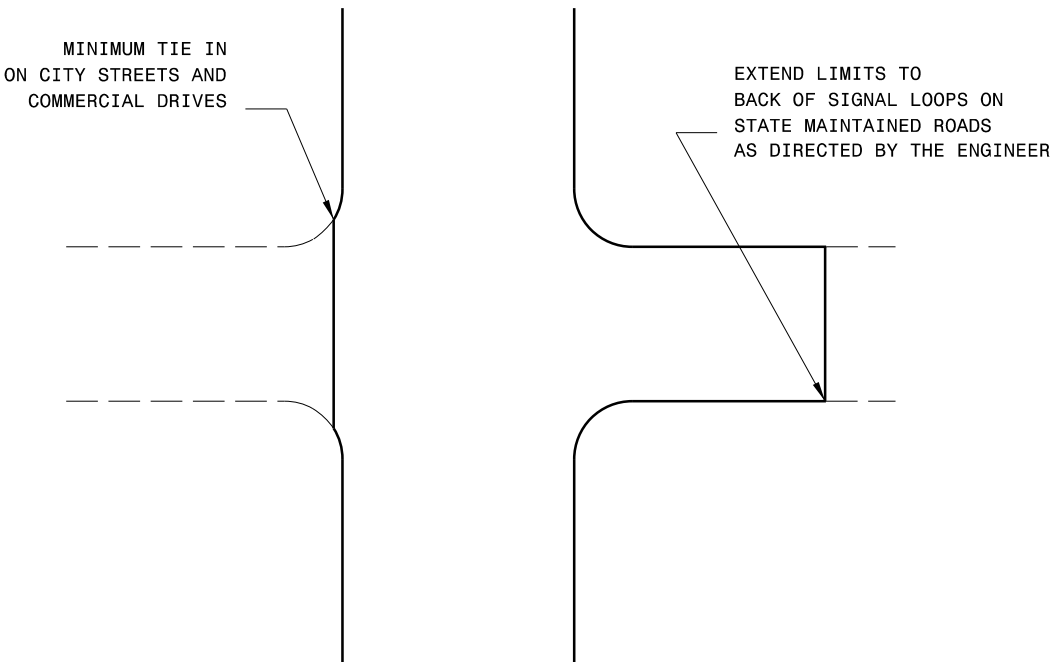


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

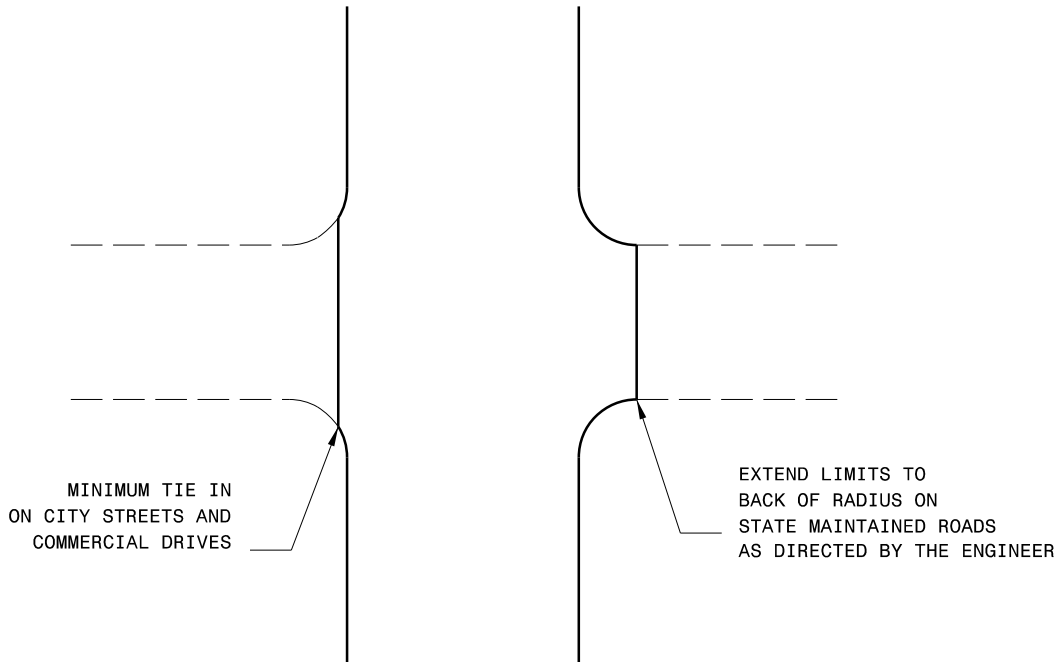
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

[illegible]



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



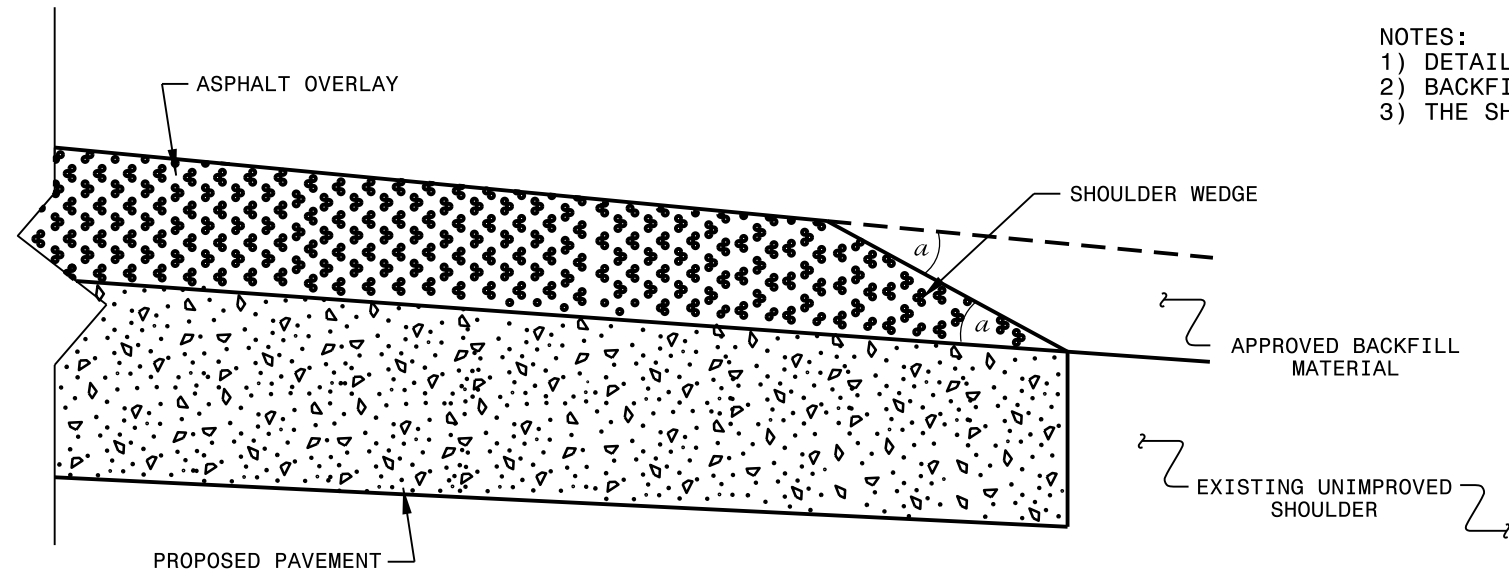
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

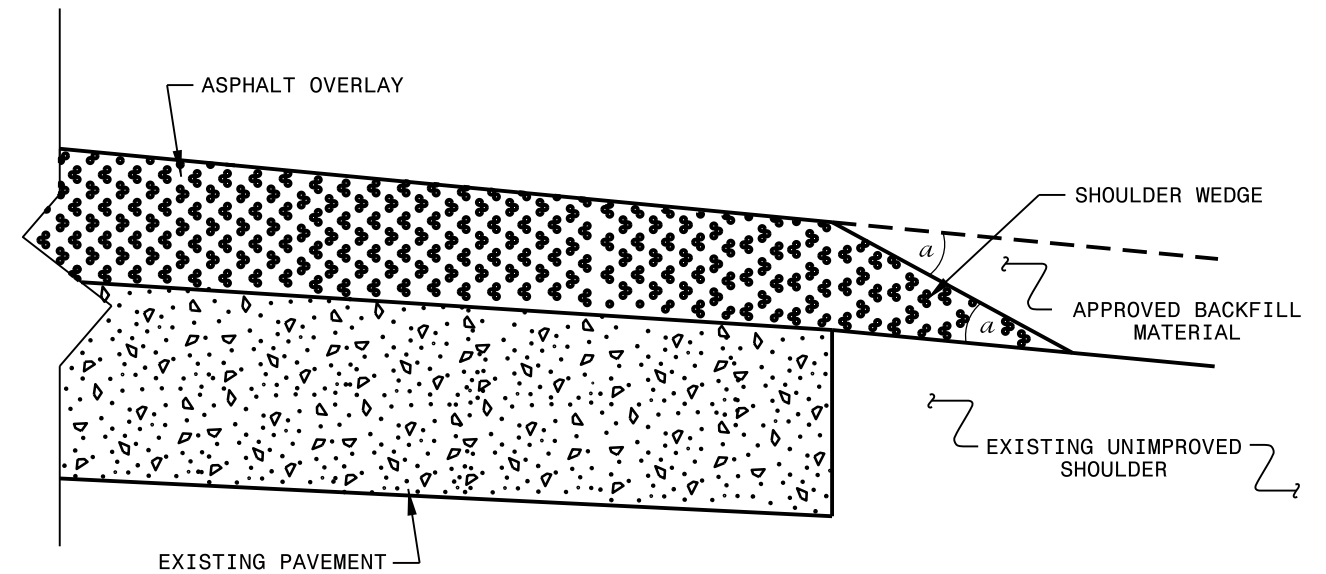
Extend paving limits to back of radius
or loop on the following intersections

[illegible]

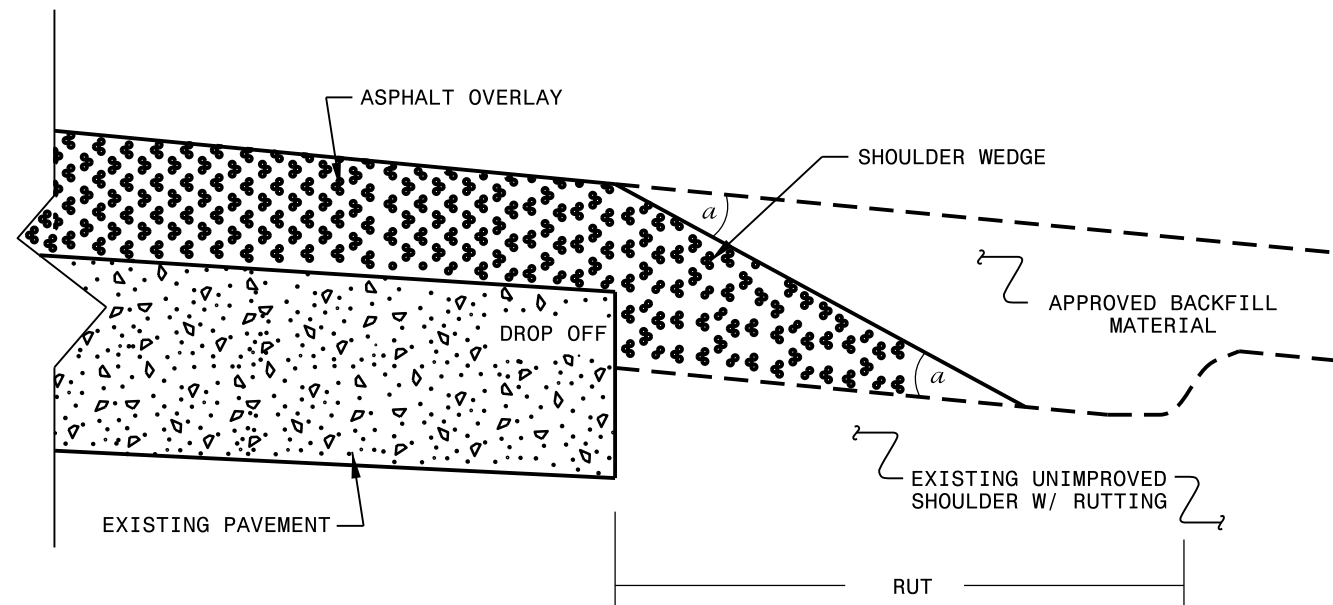
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

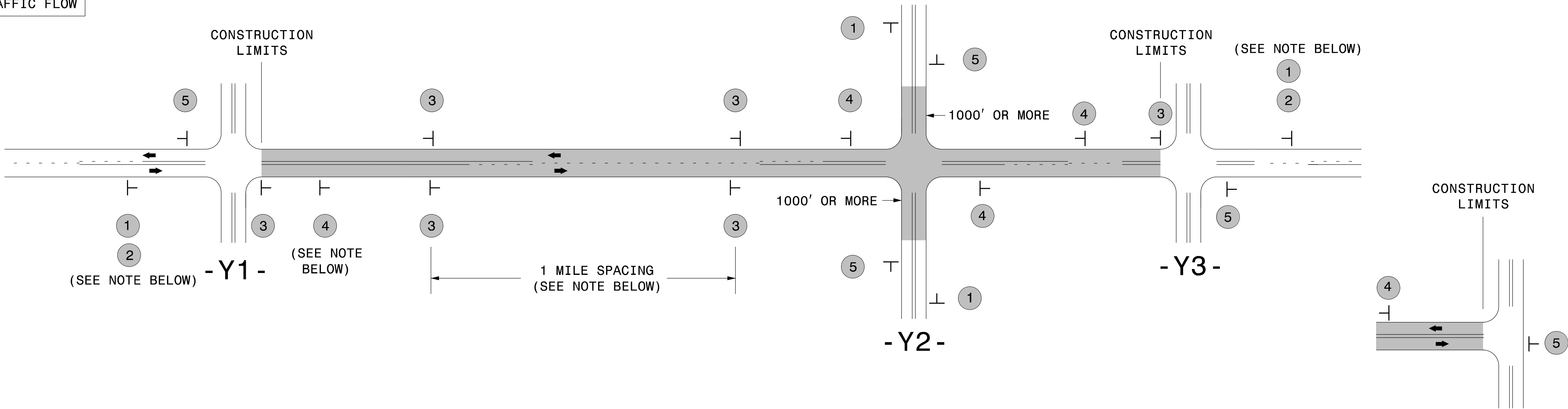
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
ETLE SPFC.: s:\usr\details\stand\shoulderwedgedetail.dgn			

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW

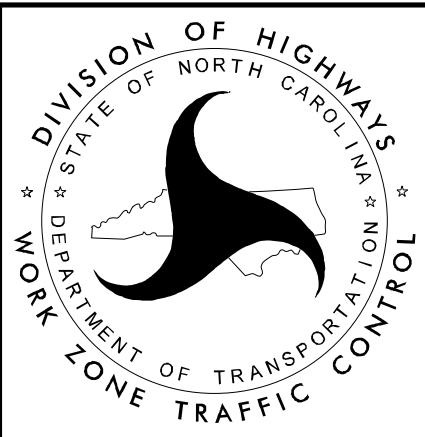


TEE INTERSECTION

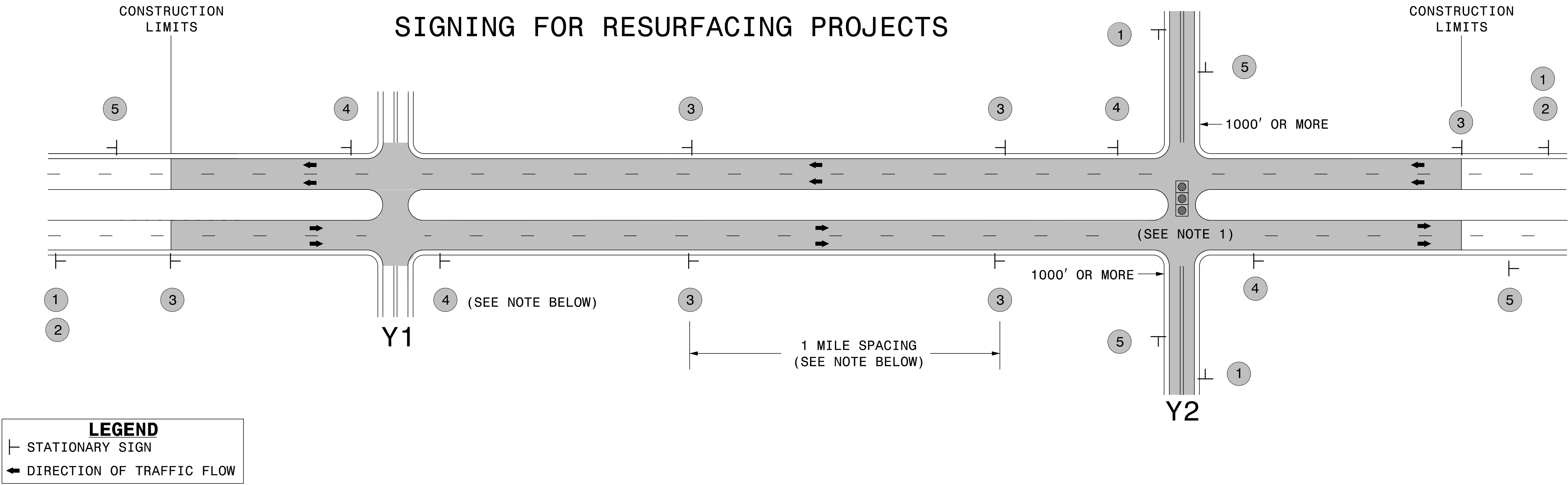
MAINLINE (-L-) SIGNING

-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>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div><div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</div><div>2) SUBDIVISION ROADS</div><div>3) DEAD END ROADS</div></div> <div>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><div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div><div>PLACED 500' IN ADVANCE OF FLAGGER.</div></div><div><div><div><div>WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div><div>PLACED 250' IN ADVANCE OF FLAGGER.</div></div></div></div>
	<div><div>3</div><div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div><div><div>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</div><div>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</div></div></div>	
	<div><div>4</div><div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div><div><div>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</div><div>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</div><div>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</div><div>- 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.</div><div>- 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>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</div></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.	



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

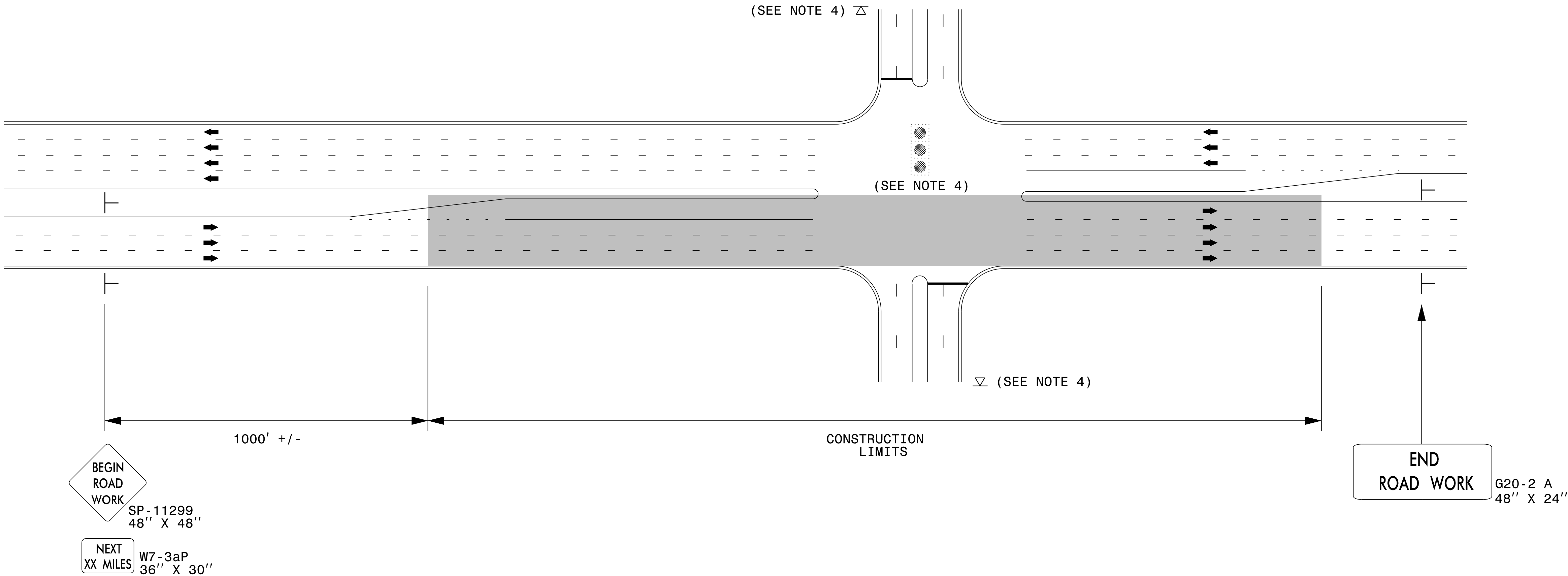


MAINLINE (-L-) SIGNING

-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><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div><div><div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div></div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</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 1/2 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:

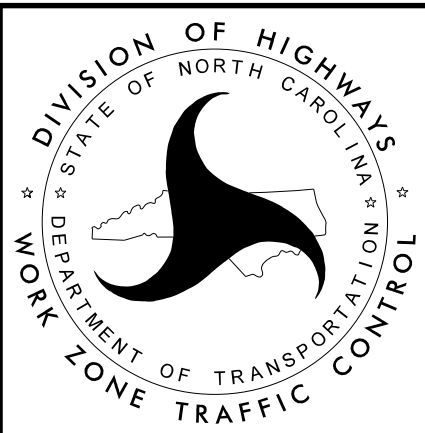
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

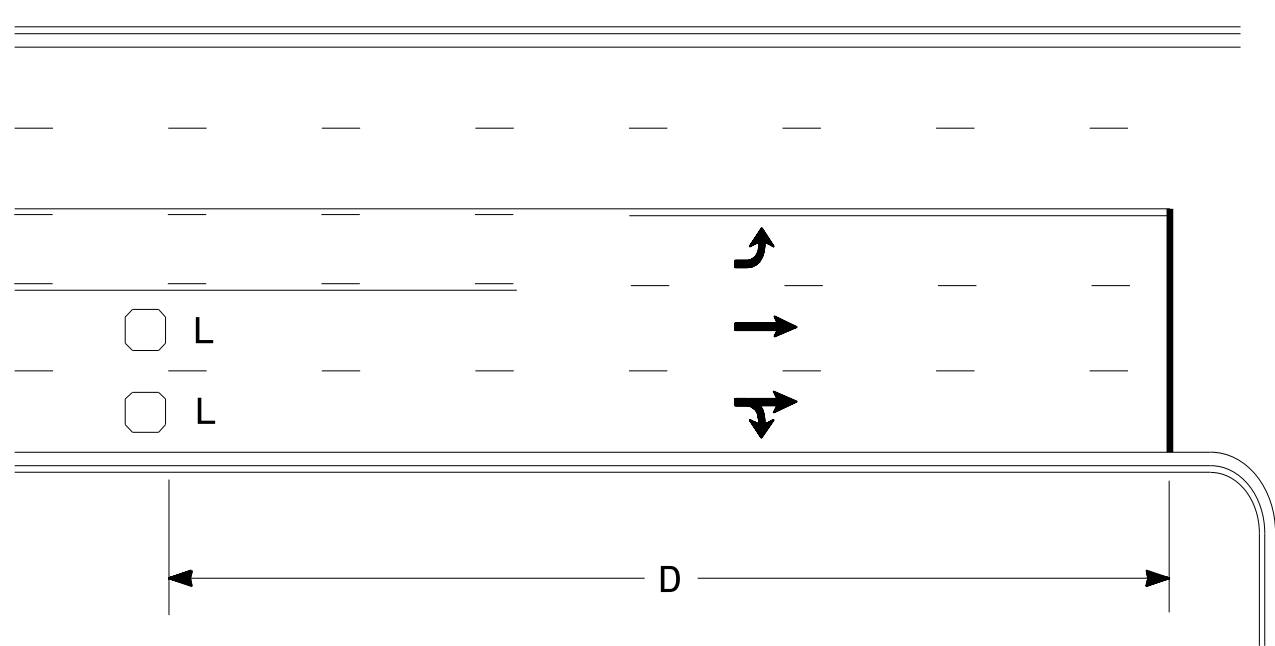
DIRECTION OF TRAFFIC FLOW



RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

High Speed Detection

(≥40 mph)

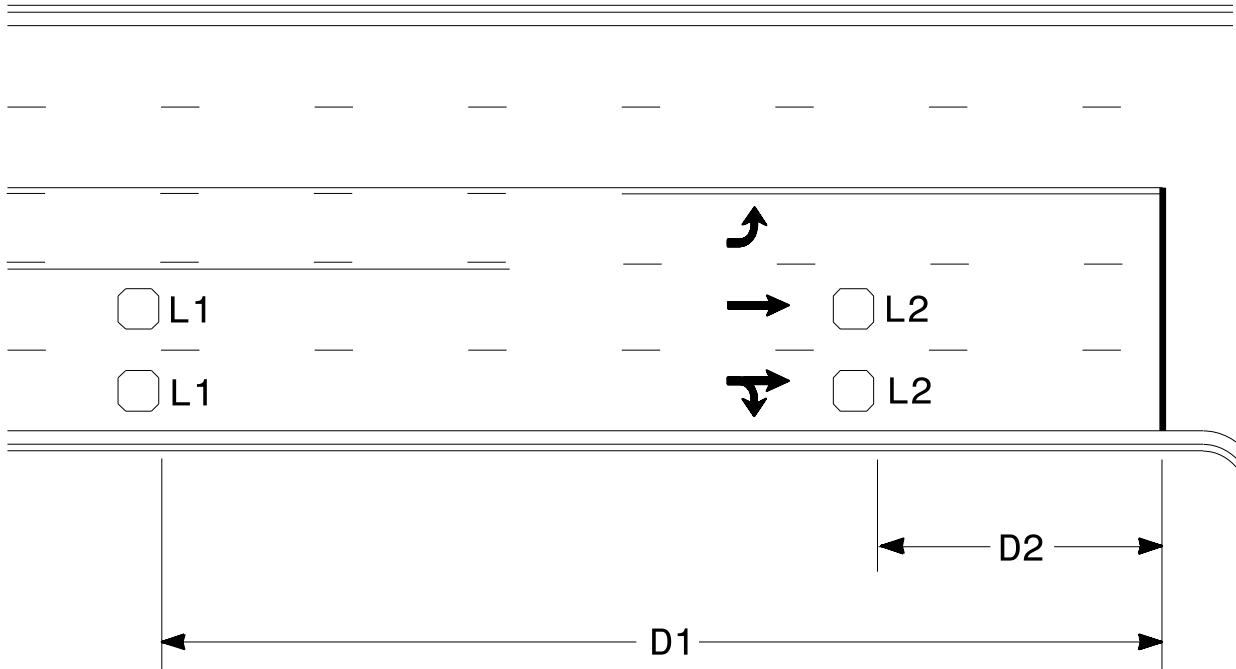


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

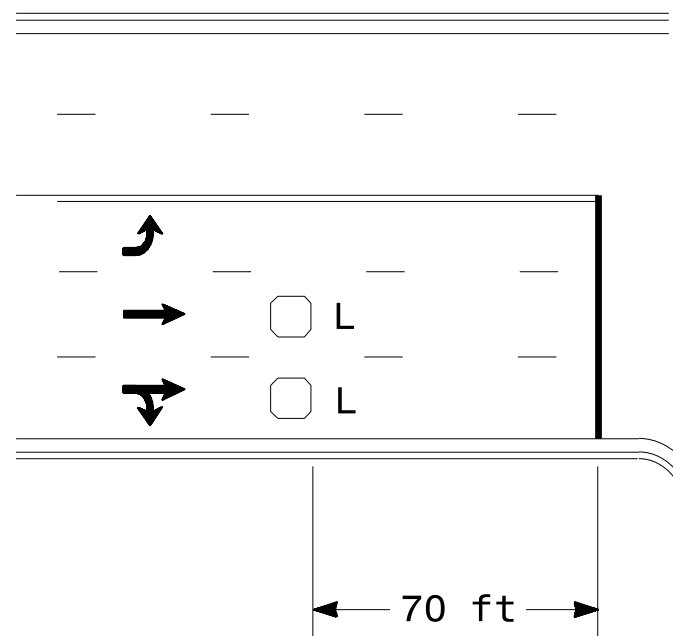
L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

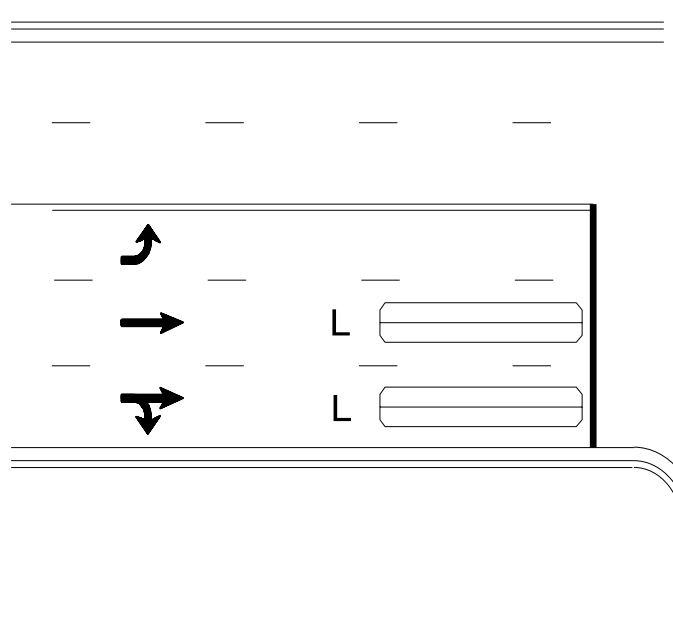
Low Speed Detection

(≤35 mph)



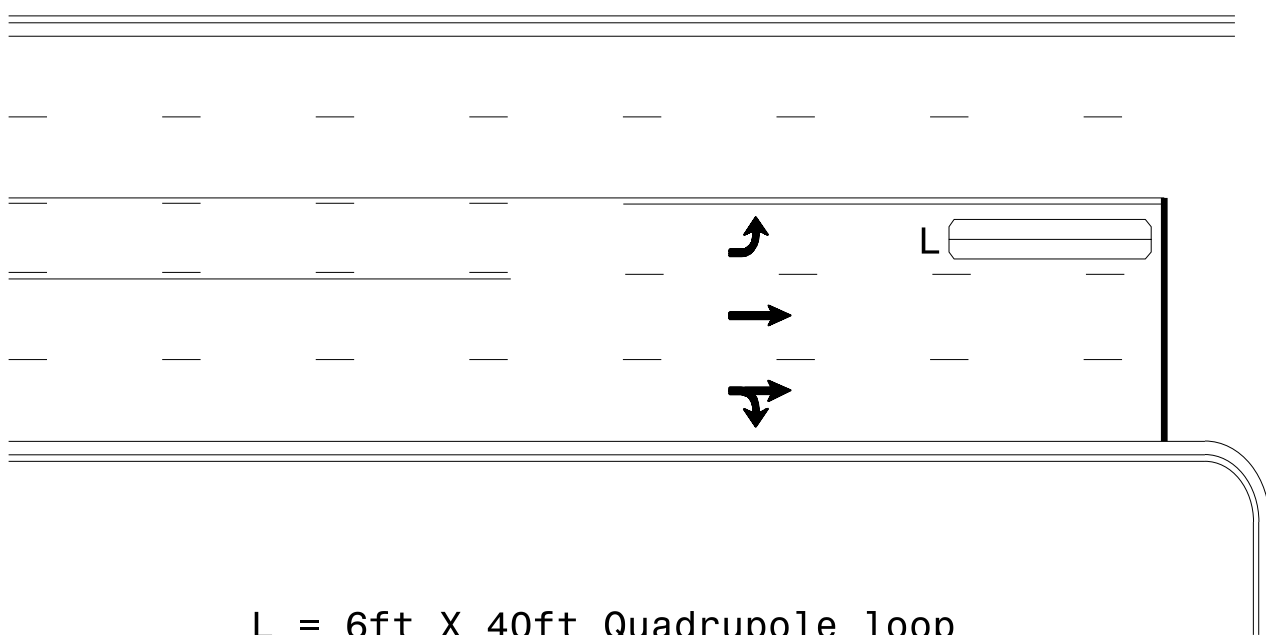
L = 6ft X 6ft
Wired in series

OR



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

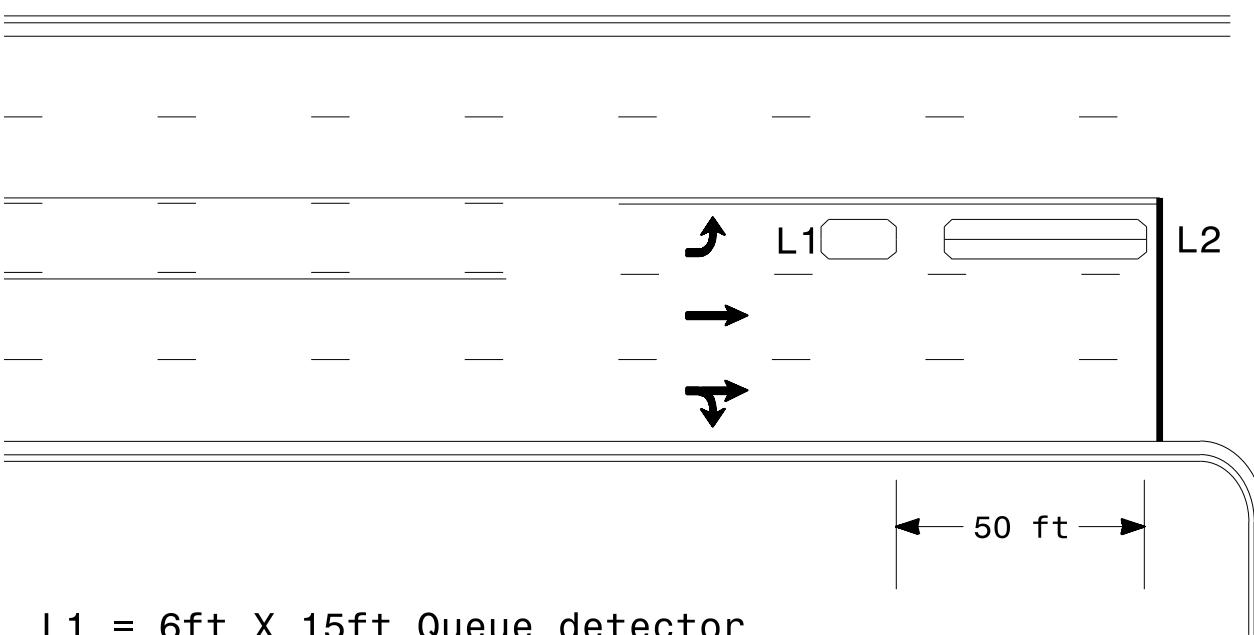
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

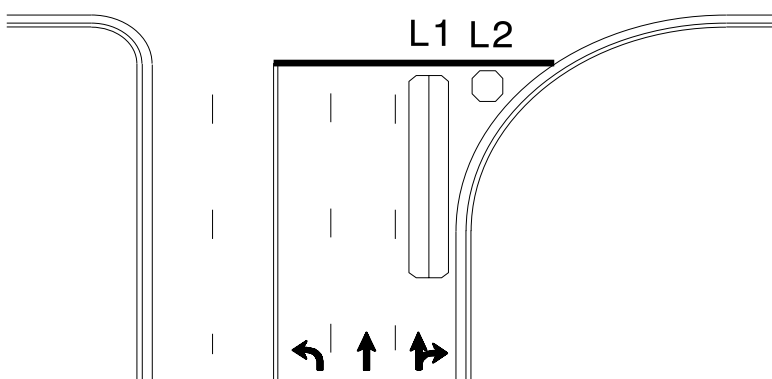
OR



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

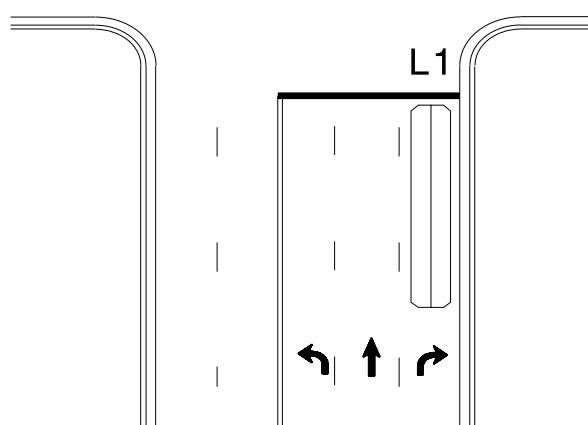
Queue Loop Detection

Right Turn Lane Detection

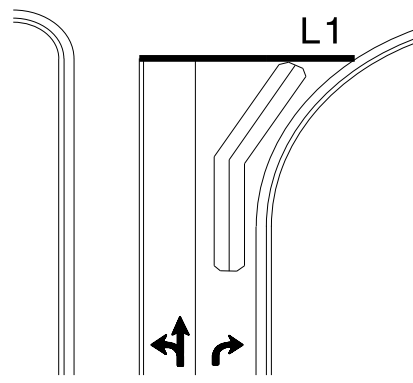


Shared Lane/
Wide Radius Turn

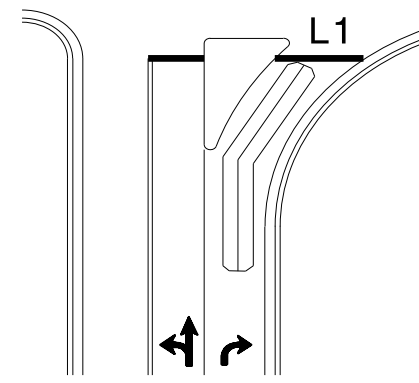
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

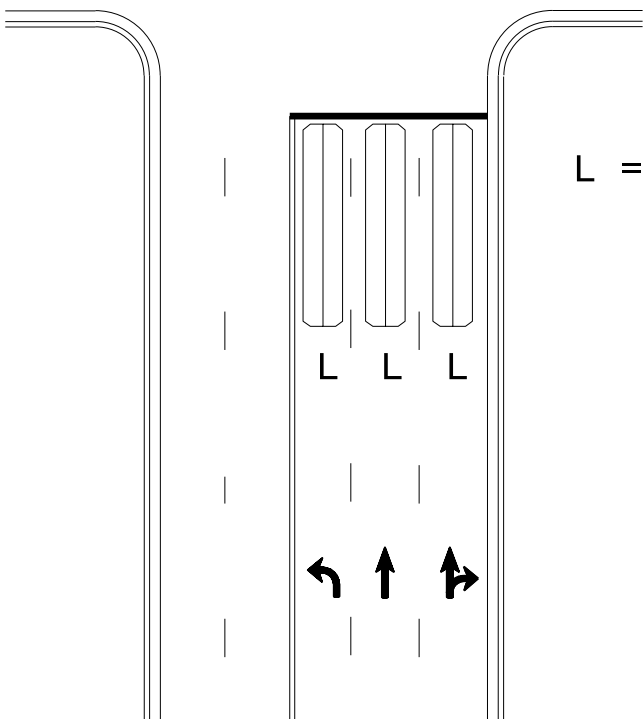


Wide Radius Turn



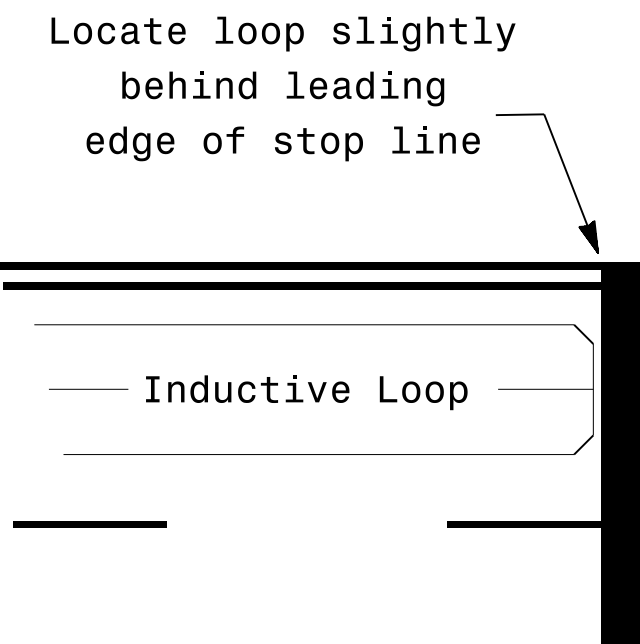
Channelized Turn

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

Prepared In the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION

STATE OF NORTH CAROLINA

SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE
N/A

Typical Signal Loop Locations

PLAN DATE: January 2015

REVIEWED BY: JPG

PREPARED BY: PLA

REVIEWED BY:

REVISIONS

INIT.

DATE

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
PAMELA L. ALEXANDER
23489

DocuSigned by
P. L. Alexander

1/30/2015

DATE

SIG. INVENTORY NO.

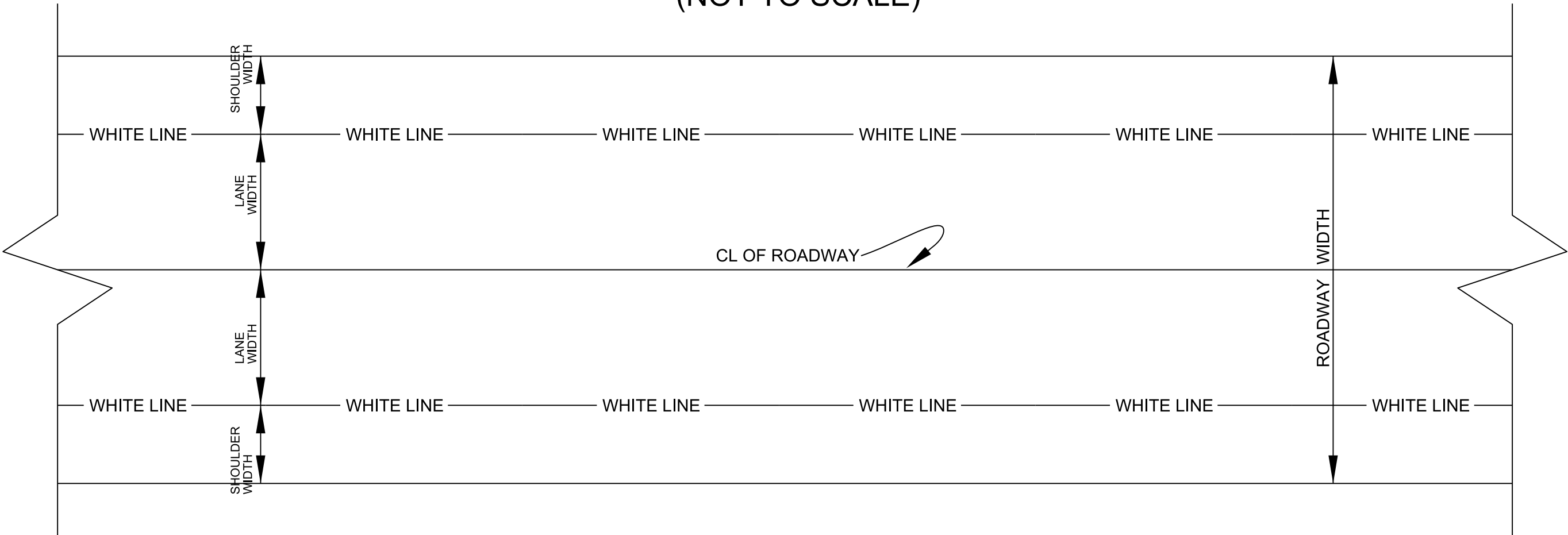
GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

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

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.06.17.10431.1, 2025CPT.06.17.2		
50394,		

SUMMARY OF QUANTITIES

												1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1491000000-E	1503000000-E	1519000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	7444000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N	END MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTI ON	AGGREGATE SHOULDER BORROW	1½" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	INDUCTIVE LOOP SAWCUT
								MI	FT			TONS	SMI	TON	SY	SY	SY	TONS	TONS	TONS	TONS	TONS	EA	EA	LF
2025CPT.06.17.10431.1	Harnett	1	NC-217	FROM BRIDGE TO NC 82	1	2	2WU	0.83	27	4.47	5.3	18			12,197		1,356			1,031	69				
TOTAL FOR MAP NO. 1								0.83	27			18			12,197		1,356			1,031	69				
2025CPT.06.17.10431.1	Harnett	2	NC-82	FROM NC217 TO US 412	1 & 2	3	MU	1.39	28	5.12	6.51	25			29,157		1,800			2,434	178		14	32	1,150.00
TOTAL FOR MAP NO. 2								1.39	28			25			29,157		1,800			2,434	178		14	32	1,150.00
TOTAL FOR PROJ NO. 2025CPT.06.17.10431.1								2.22				43			41,354		3,156			3,465	247		14	32	1,150.00
2025CPT.06.17.20431.1	Harnett	3	SR-1121 / RAY RD	FROM BEGINNING OF PROJECT TO SR1117	3	2	2WU	1.79	27	3.86	5.65	50	3.57	578						2,590	174	8			
TOTAL FOR MAP NO. 3								1.79	27			50	3.57	578						2,590	174	8			
2025CPT.06.17.20431.1	Harnett	4	SR-1542 / JOHNSON FARM RD	FROM SR1516 TO US421	4	2	2WU	1.91	19	4.69	6.6	50	3.82	618			278	1,096		2,170	194				
TOTAL FOR MAP NO. 4								1.91	19			50	3.82	618			278	1,096		2,170	194				
2025CPT.06.17.20431.1	Harnett	5	SR-1542 / OLD BUIES CREEK RD	FROM NC55 TO SR1516	3 & 5	2	2WU	4.69	20	0	4.69	85	9.98	1,614		751	3,056	147		5,214	356				
TOTAL FOR MAP NO. 5								4.69	20			85	9.98	1,614		751	3,056	147		5,214	356				
2025CPT.06.17.20431.1	Harnett	6	SR-1319 / S 10TH ST	FROM US 421 TO US 401	6 & 7	2		0.5	25	0	0.5		1.04	168				13	1,254	726	107		2	2	
TOTAL FOR MAP NO. 6								0.5	25				1.04	168				13	1,254	726	107		2	2	
TOTAL FOR PROJ NO. 2025CPT.06.17.20431.1								8.89				185	18.41	2,978		751	3,334	1,256	1,254	10,700	831	8	2	2	
50394	Harnett	7	SR-2030 / MCLEAN CHAPEL CHURCH RD	FROM US401 TO SR2045	8	2	2WU	5.77	20	0	5.77	208	11.54	1,866					3,087		148				
TOTAL FOR MAP NO. 7								5.77	20			208	11.54	1,866					3,087		148				
TOTAL FOR PROJ NO. 50394								5.77				208	11.54	1,866					3,087		148				
GRAND TOTAL								16.88				436	29.95	4,844	41,354	751	6,490	1,256	4,341	14,165	1,226	8	16	34	1,150.00

PROJECT NO.	SHEET NO.	TOTAL NO.
.06.17.10431.1, 2025CPT.06.17.50394,		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E		4695000000-E		4709000000-E	4720000000-E	4725000000-E							4810000000-E	
												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 SCHOOL 90 M	THERMO RT ARROW 90 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO MERGE ARROW (90 MILS)	4" WHITE PAINT	4" YELLOW PAINT	
								MI	FT			SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2025CPT.06.17.10431.1	Harnett	1	NC-217	FROM BRIDGE TO NC 82	1	2	2WU	0.83	27	4.47	5.3	126	1.00	8,200	7,150					2							8,200	7,150
TOTAL FOR MAP NO. 1								0.83				126	1	8,200	7,150					2							8,200	7,150
2025CPT.06.17.10431.1	Harnett	2	NC-82	FROM NC217 TO US 412	1 & 2	3	MU	1.39	28	5.12	6.51	295		17,000	16,000	200	250	250		4	26	1	4	5	6	17,000	16,000	
TOTAL FOR MAP NO. 2								1.39				295		17,000	16,000	200	250	250		4	26	1	4	5	6	17,000	16,000	
TOTAL FOR PROJ NO. 2025CPT.06.17.10431.1								2.22				421	1.000	25,200	23,150	200	250	250		6	26	1	4	5	6	25,200	23,150	
														48,350		450				48							48,350	
2025CPT.06.17.20431.1	Harnett	3	SR-1121 / RAY RD	FROM BEGINNING OF PROJECT TO SR1117	3	2	2WU	1.79	27	3.86	5.65	200		19,750	18,100		500	100	12		8							
TOTAL FOR MAP NO. 3								1.79				200		19,750	18,100		500	100	12		8							
2025CPT.06.17.20431.1	Harnett	4	SR-1542 / JOHNSON FARM RD	FROM SR1516 TO US421	4	2	2WU	1.91	19	4.69	6.6	214		22,000	15,300			50										
TOTAL FOR MAP NO. 4								1.91				214		22,000	15,300			50										
2025CPT.06.17.20431.1	Harnett	5	SR-1542 / OLD BUIES CREEK RD	FROM NC55 TO SR1516	3 & 5	2	2WU	4.69	20	0	4.69	593		50,000	37,550			50										
TOTAL FOR MAP NO. 5								4.69				593		50,000	37,550			50										
2025CPT.06.17.20431.1	Harnett	6	SR-1319 / S 10TH ST	FROM US 421 TO US 401	6 & 7	2		0.5	25	0	0.5	182		5,800	4,100													
TOTAL FOR MAP NO. 6								0.5				182		5,800	4,100													
TOTAL FOR PROJ NO. 2025CPT.06.17.20431.1								8.89				1,189		97,550	75,050		500	200	12		8							
														172,600		500				8								
50394	Harnett	7	SR-2030 / MCLEAN CHAPEL CHURCH RD	FROM US401 TO SR2045	8	2	2WU	5.77	20	0	5.77	646		1,000														
TOTAL FOR MAP NO. 7								5.77				646		1,000														
TOTAL FOR PROJ NO. 50394								5.77				646		1,000														
														1,000														
GRAND TOTAL								16.88				2,256	1.000	123,750	98,200	200	750	450	12	6	34	1	4	5	6	25,200	23,150	
														221,950		950				56							48,350	

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4820000000-E		4835000000-E	4845000000-N					4891000000-E		4892000000-N	4900000000-N		CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS
												8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT RT ARROW	PAINT LT ARROW	PAINT STR ARROW	PAINT STR & LT ARROW	PAINT STR & RT ARROW	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	GENERIC MARKING, 24" X 90 M WHITE THERMO	GENERIC MARKING, THERMO RXR 90 M				
								MI	FT			LF	LF	LF	EA	EA	EA	EA	EA	LF	LF	EA	EA	EA		
2025CPT.06.17.10431.1	Harnett	1	NC-217	FROM BRIDGE TO NC 82	1	2	2WU	0.83	27	4.47	5.3				2					50			15	60		
TOTAL FOR MAP NO. 1								0.83						2					50			15	60			
2025CPT.06.17.10431.1	Harnett	2	NC-82	FROM NC217 TO US 412	1 & 2	3	MU	1.39	28	5.12	6.51	200	250	250	4	26	1	4	5	210			110	225		
TOTAL FOR MAP NO. 2								1.39				200	250	250	4	26	1	4	5	210			110	225		
TOTAL FOR PROJ NO. 2025CPT.06.17.10431.1								2.22				200	250	250	6	26	1	4	5	260			125	285		
												450		42					260		410					
2025CPT.06.17.20431.1	Harnett	3	SR-1121 / RAY RD	FROM BEGINNING OF PROJECT TO SR1117	3	2	2WU	1.79	27	3.86	5.65									210	100		40	135		
TOTAL FOR MAP NO. 3								1.79												210	100		40	135		
2025CPT.06.17.20431.1	Harnett	4	SR-1542 / JOHNSON FARM RD	FROM SR1516 TO US421	4	2	2WU	1.91	19	4.69	6.6															
TOTAL FOR MAP NO. 4								1.91																		
2025CPT.06.17.20431.1	Harnett	5	SR-1542 / OLD BUIES CREEK RD	FROM NC55 TO SR1516	3 & 5	2	2WU	4.69	20	0	4.69													325		
TOTAL FOR MAP NO. 5								4.69																325		
2025CPT.06.17.20431.1	Harnett	6	SR-1319 / S 10TH ST	FROM US 421 TO US 401	6 & 7	2		0.5	25	0	0.5											2	35			
TOTAL FOR MAP NO. 6								0.5													2	35				
TOTAL FOR PROJ NO. 2025CPT.06.17.20431.1								8.89												210	100	2	40	495		
																			310		535					
50394	Harnett	7	SR-2030 / MCLEAN CHAPEL CHURCH RD	FROM US401 TO SR2045	8	2	2WU	5.77	20	0	5.77															
TOTAL FOR MAP NO. 7								5.77																		
TOTAL FOR PROJ NO. 50394								5.77																		
GRAND TOTAL								16.88				200	250	250	6	26	1	4	5	470	100	2	165	780		
												450		42							945					