

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

# PLANS

**Letting Date: April 3, 2024**

**CONTRACT ID: DF00475**

**TIP NO.: -----**

**FEDERAL AID NO.: STATE FUNDED**

**WBS ELEMENT NO.: 2024CPT.06.18.20431.1**

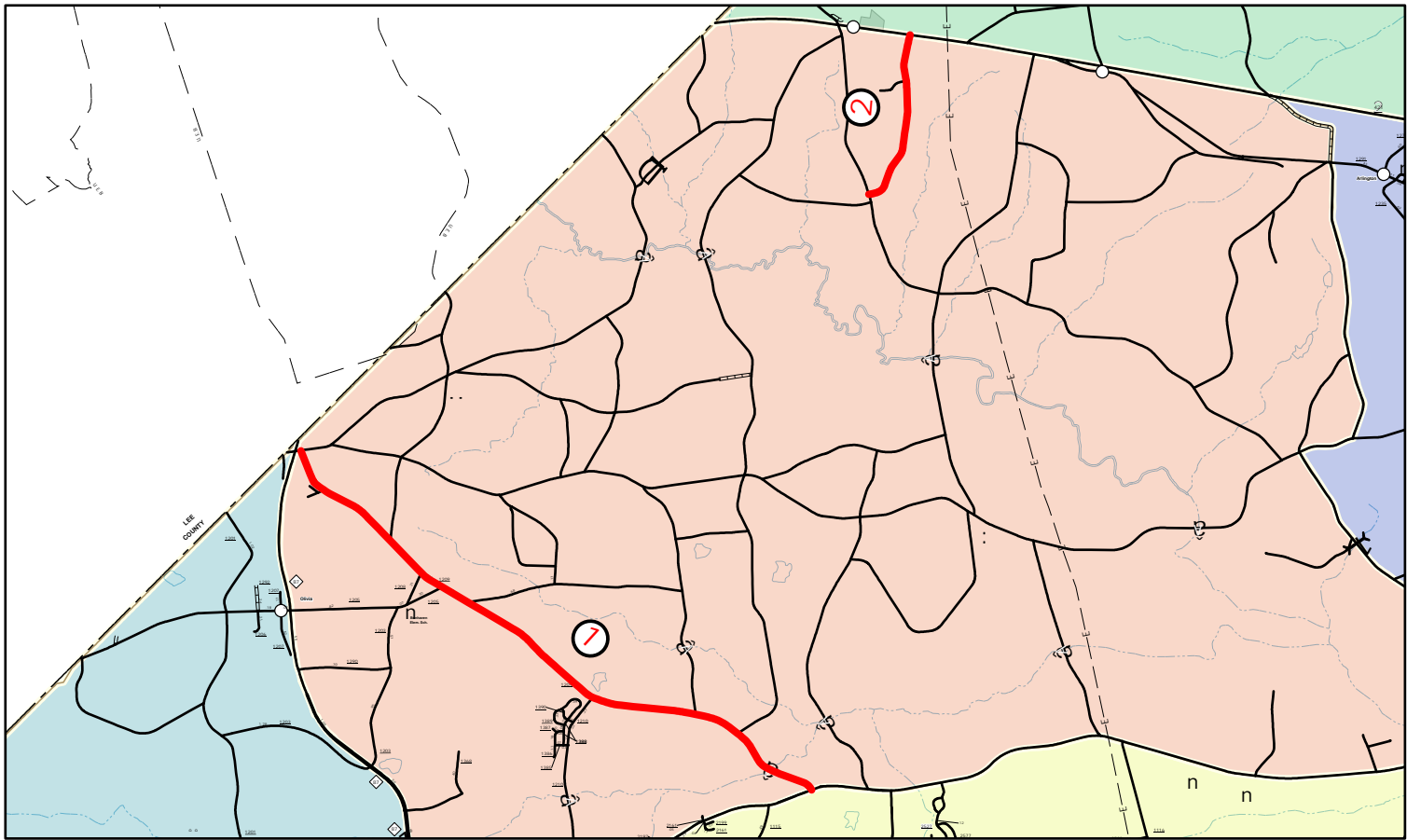
**ROUTE NO.: VARIES**

**LOCATION: VARIES**

**COUNTY: HARNETT**

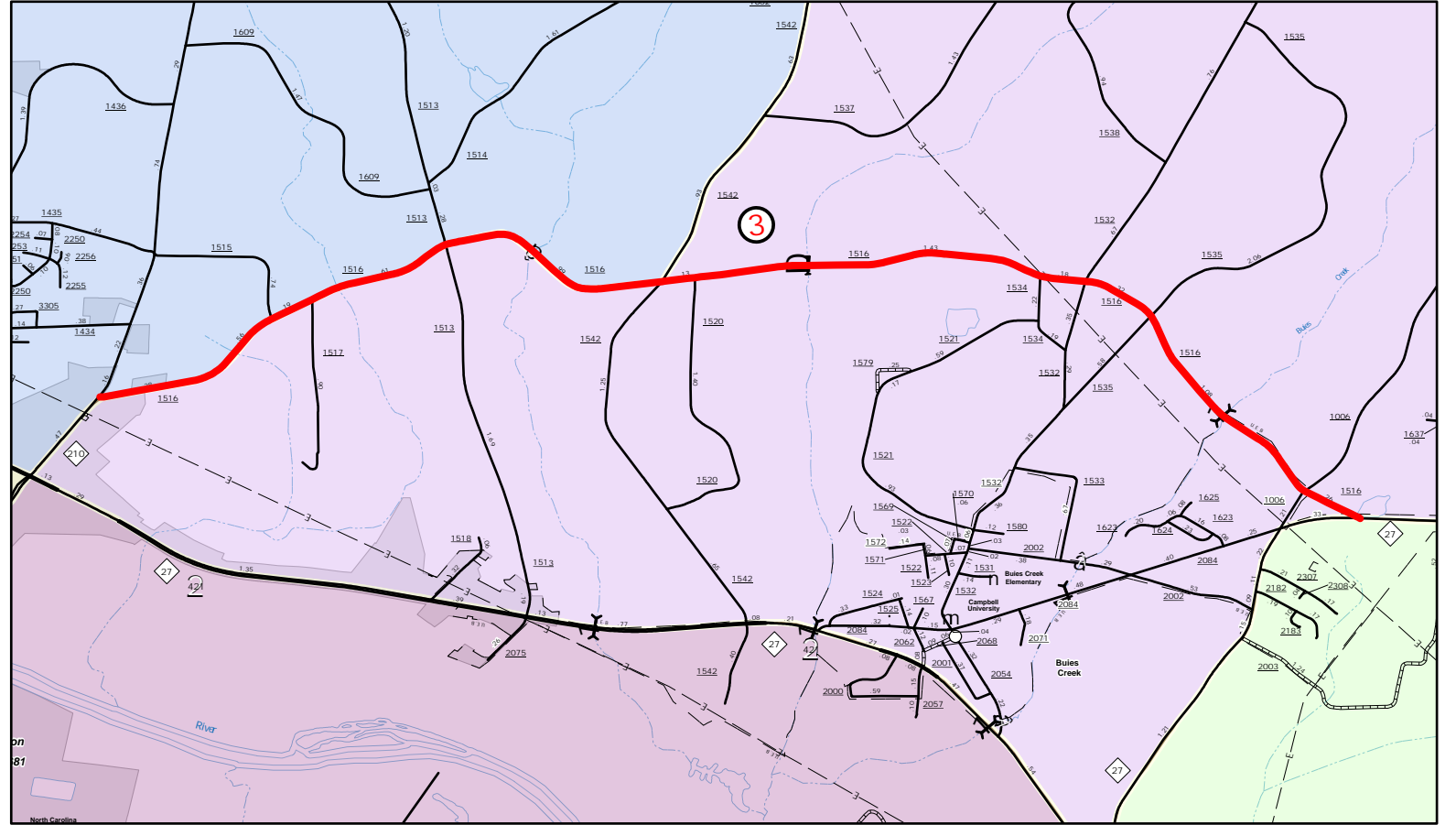
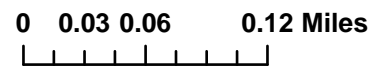
**LENGTH OF PROJECT: 22.08 MILES**

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



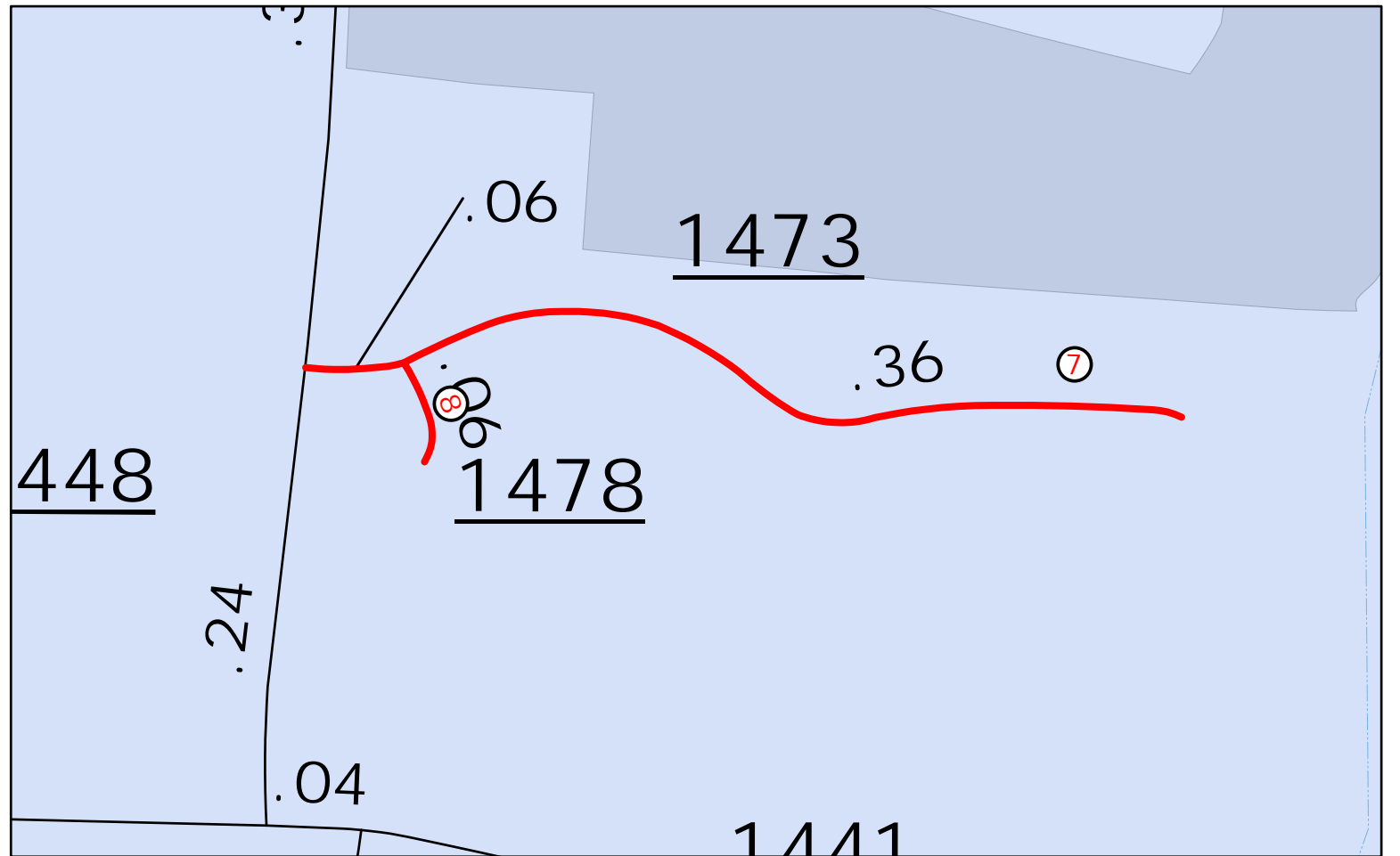
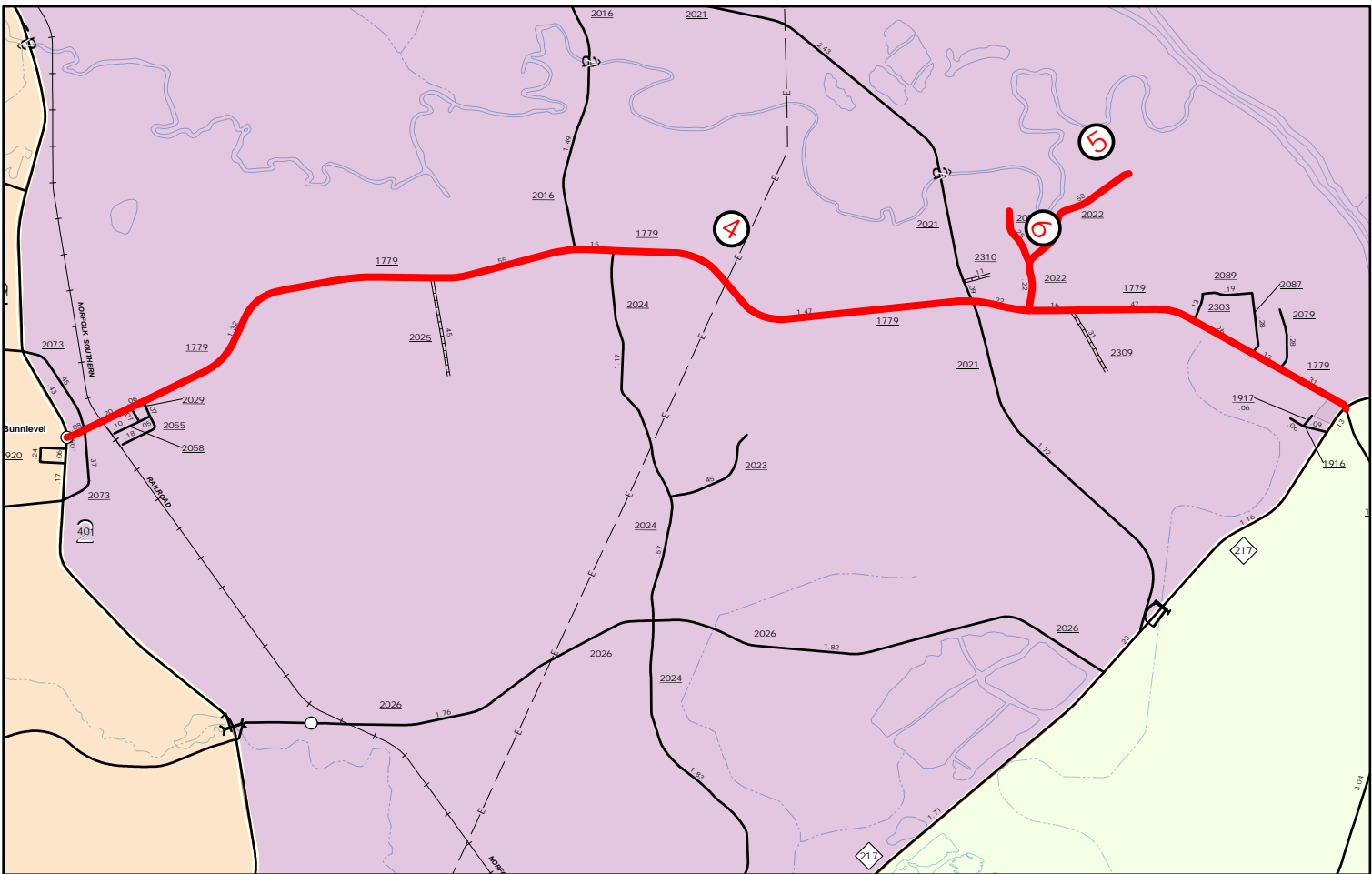
# Harnett County Resurfacing

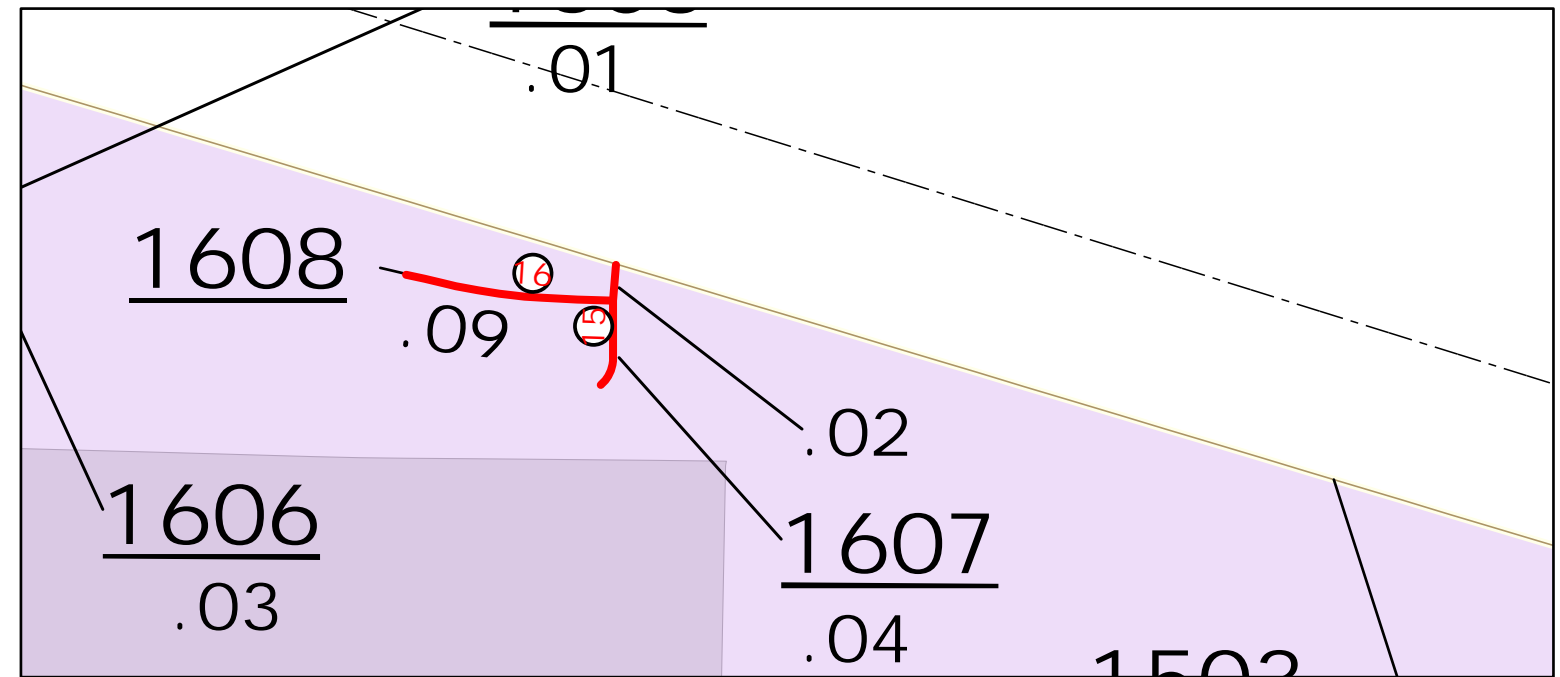
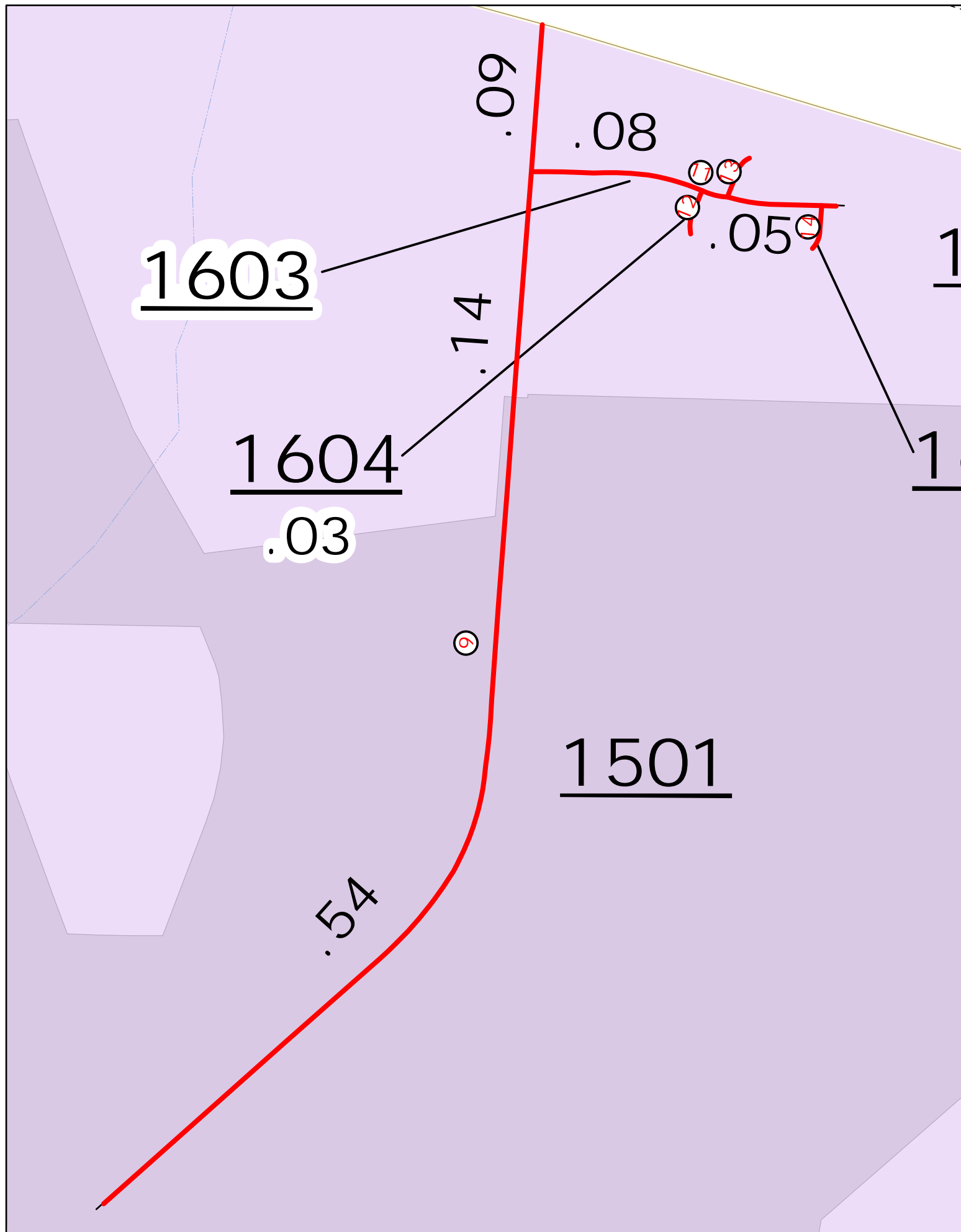
## Contract: DF00475




### Legend

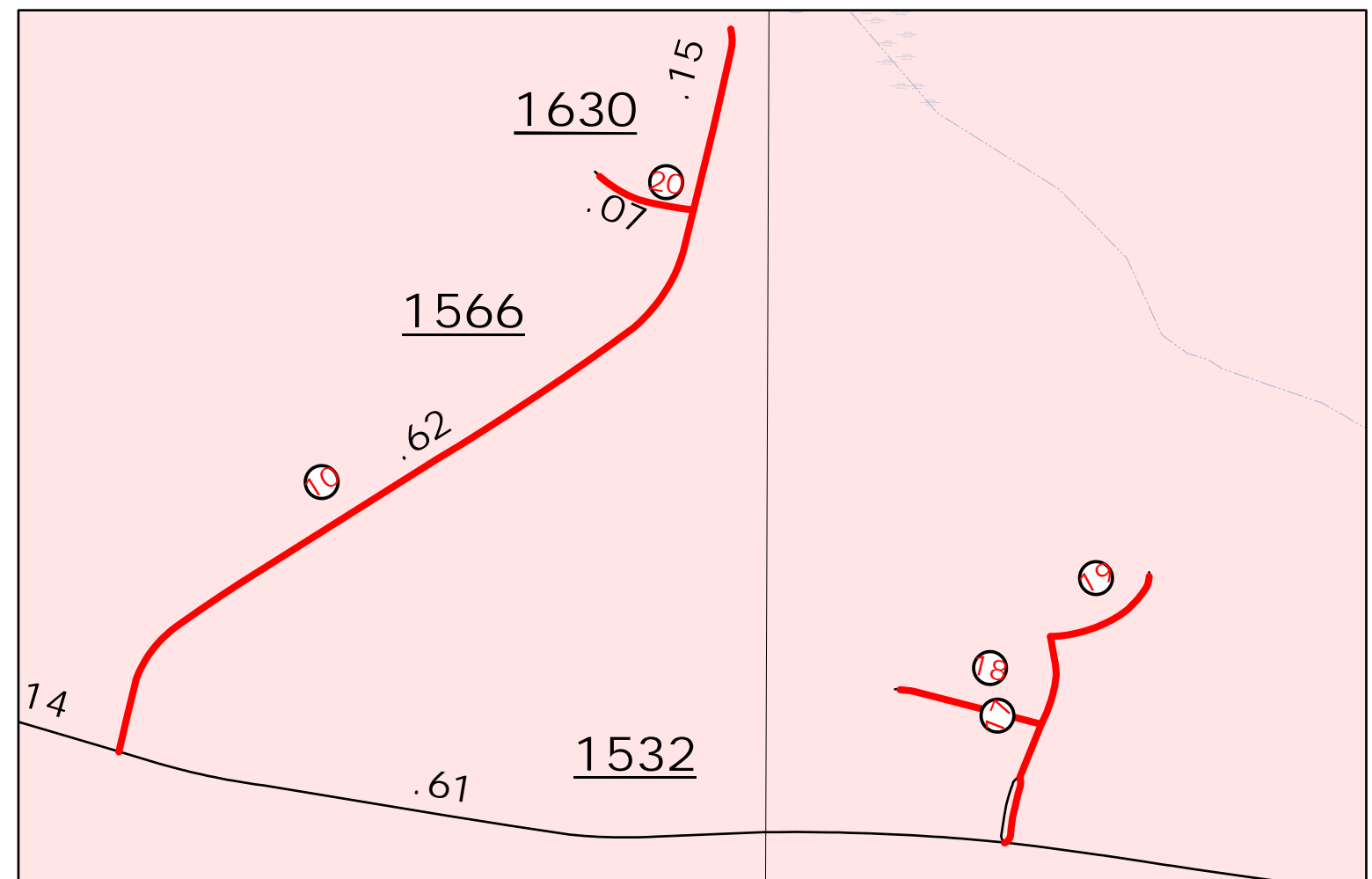
— WBS: 2024CPT.06.18.2043.1





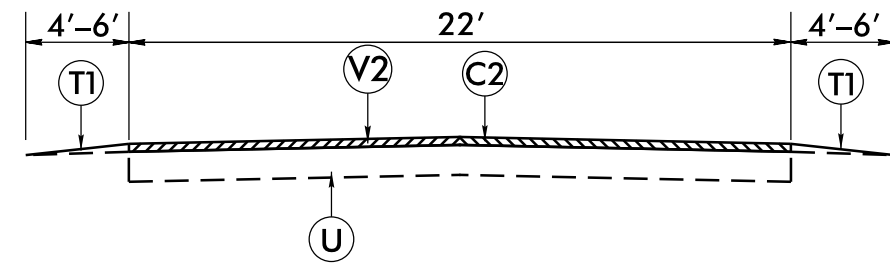
Harnett County Resurfacing  
Contract: DF00475

Legend  
 WBS: 2024CPT.06.18.2043.1

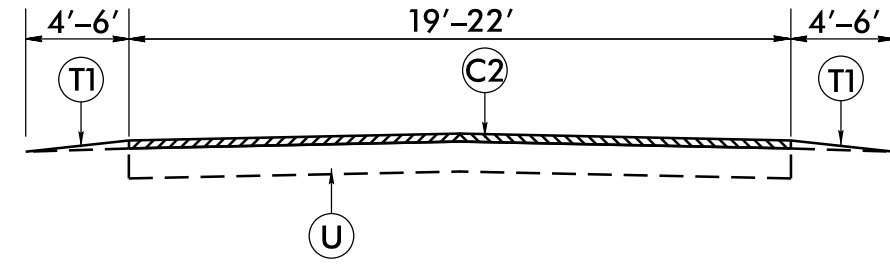


# PAVEMENT SCHEDULE

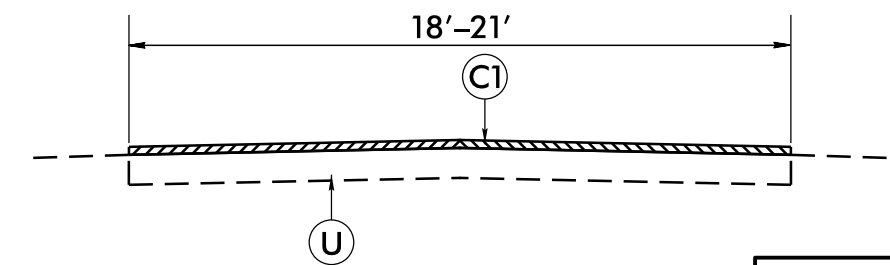
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT PAVEMENT
V1	0"-1½" MILLING
V2	1½" MILLING



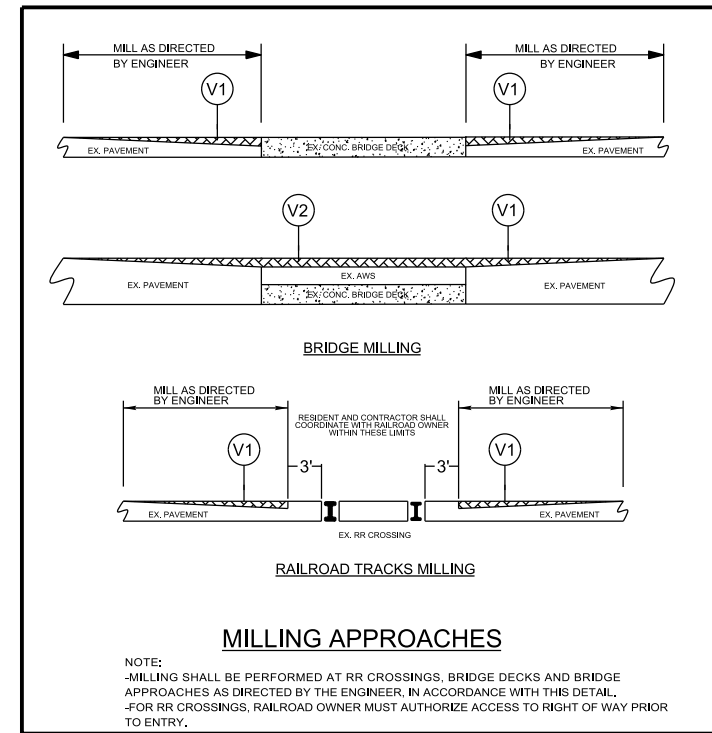
TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2

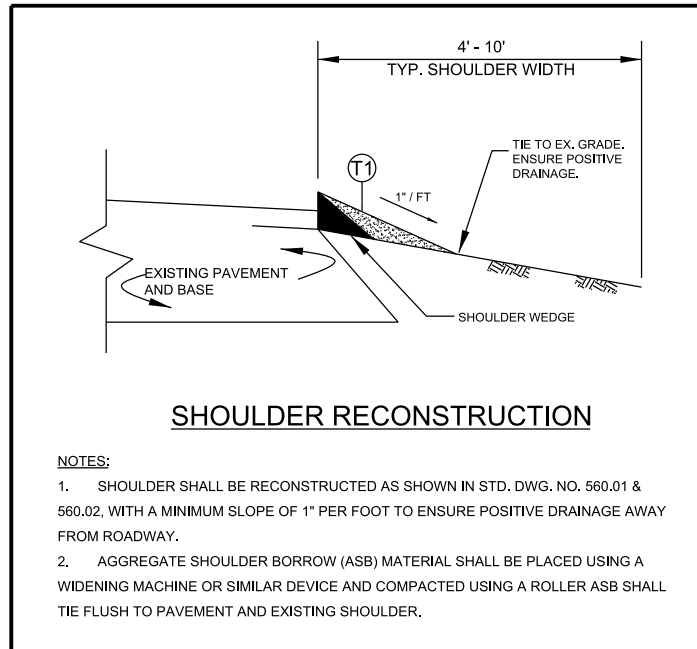


TYPICAL SECTION NO. 3



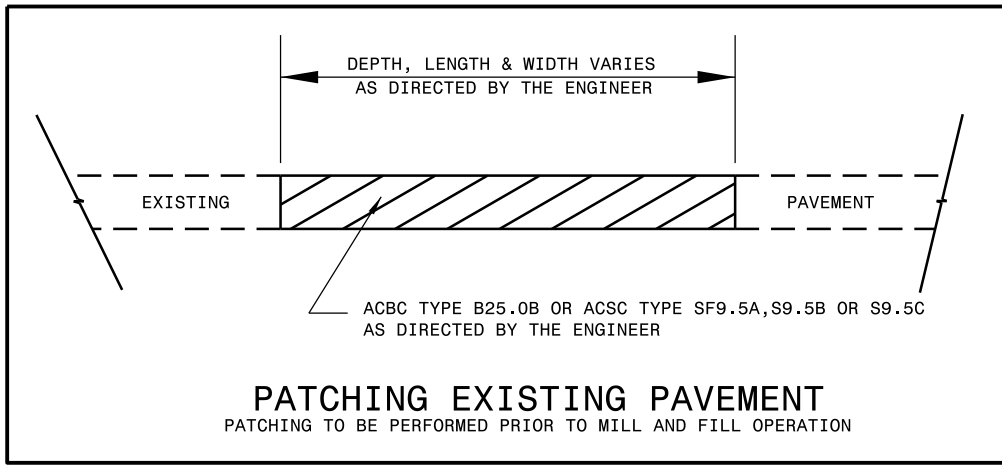
### MILLING APPROACHES

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.



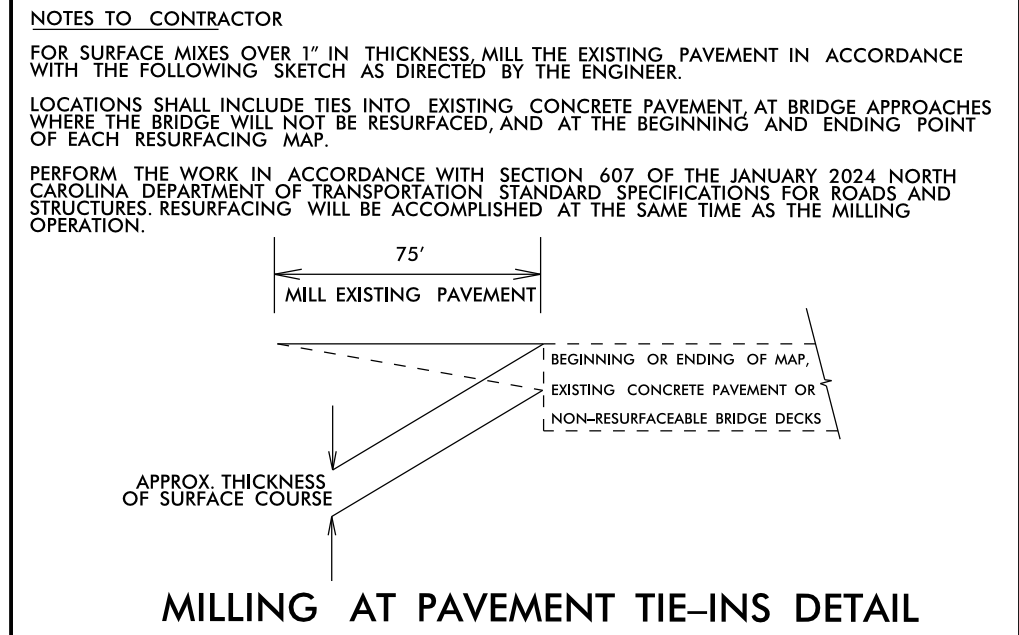
### SHOULDER RECONSTRUCTION

- 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 AND COMPACTED USING A ROLLER ASB SHALL TIE FLUSH TO PAVEMENT AND EXISTING SHOULDER.



### PATCHING EXISTING PAVEMENT

PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION



### MILLING AT PAVEMENT TIE-INS DETAIL

NOTES TO CONTRACTOR

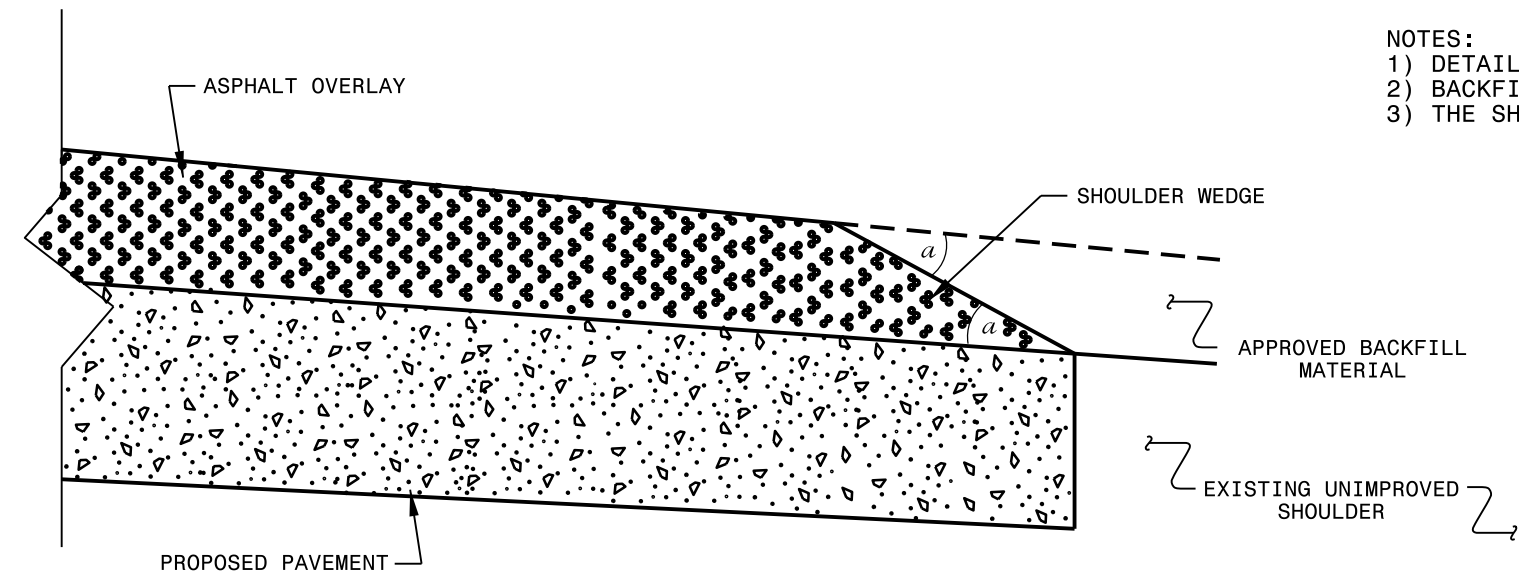
FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

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.

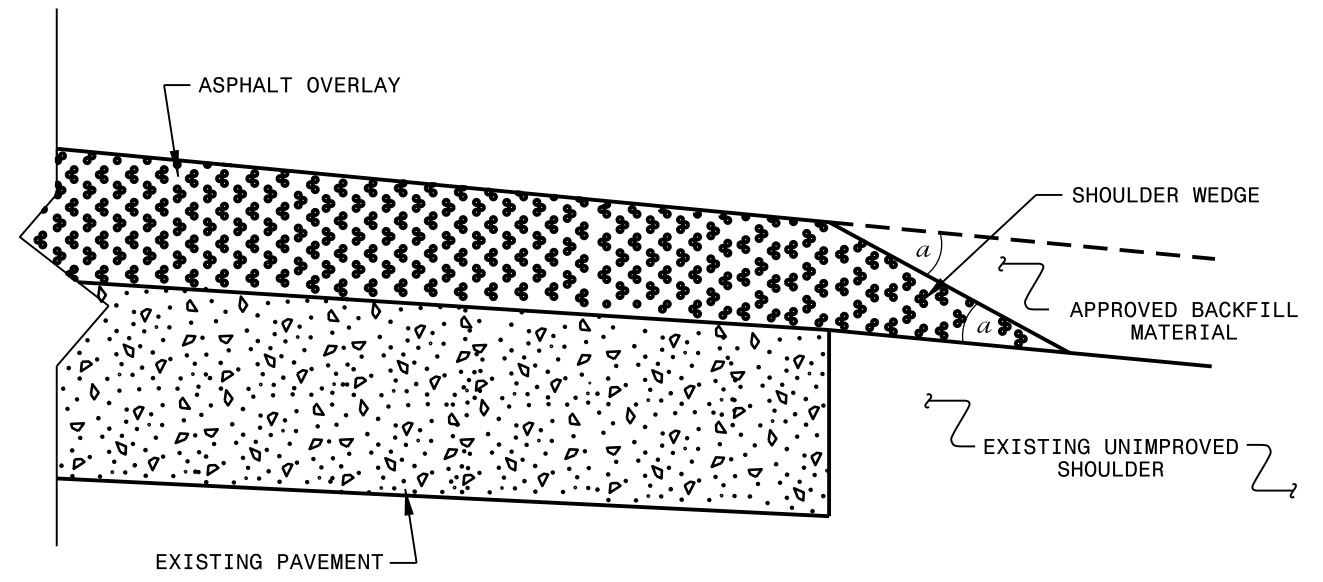
PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2024 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.

6/2/2024 10:08 AM C:\Users\jgibson\OneDrive\Desktop\Projects\Resurfacing\2024 Spring\02\tyg.pdg

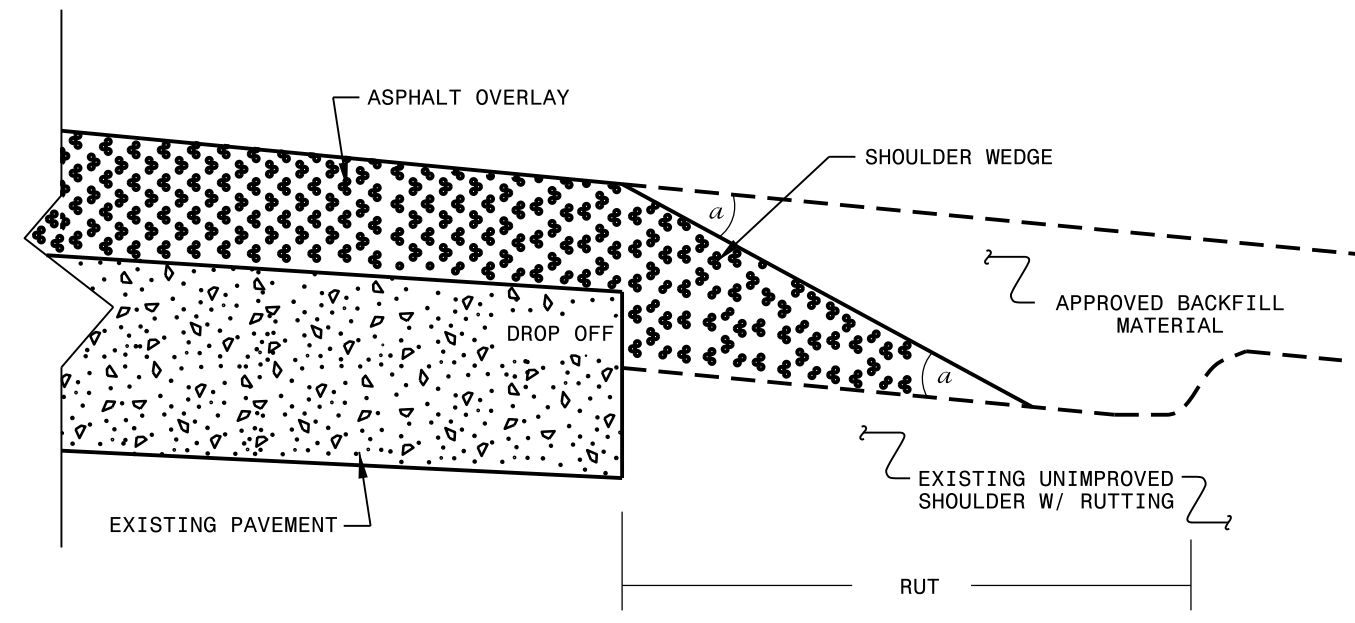
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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

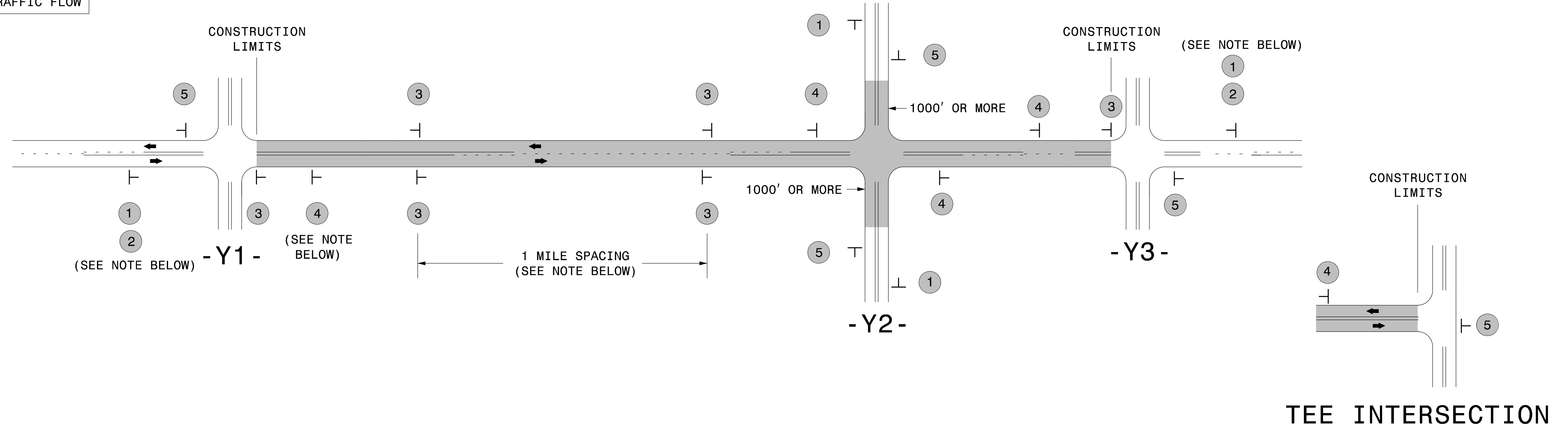
**SHOULDER WEDGE  
 DETAILS**

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

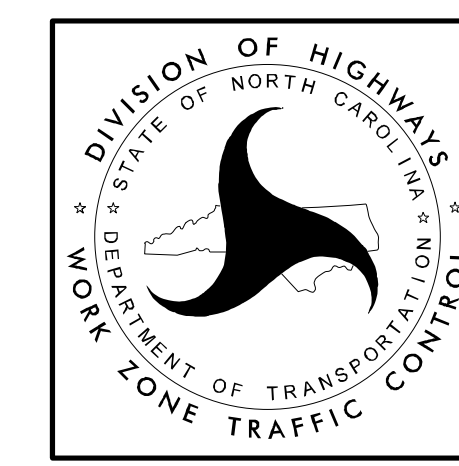
## -Y- LINE SIGNING

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.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) DEAD END ROADS</li> </ol> <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"            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"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	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

**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.

<b>TWO LANE - TWO WAY ROADWAY - 55 MPH</b>		
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'

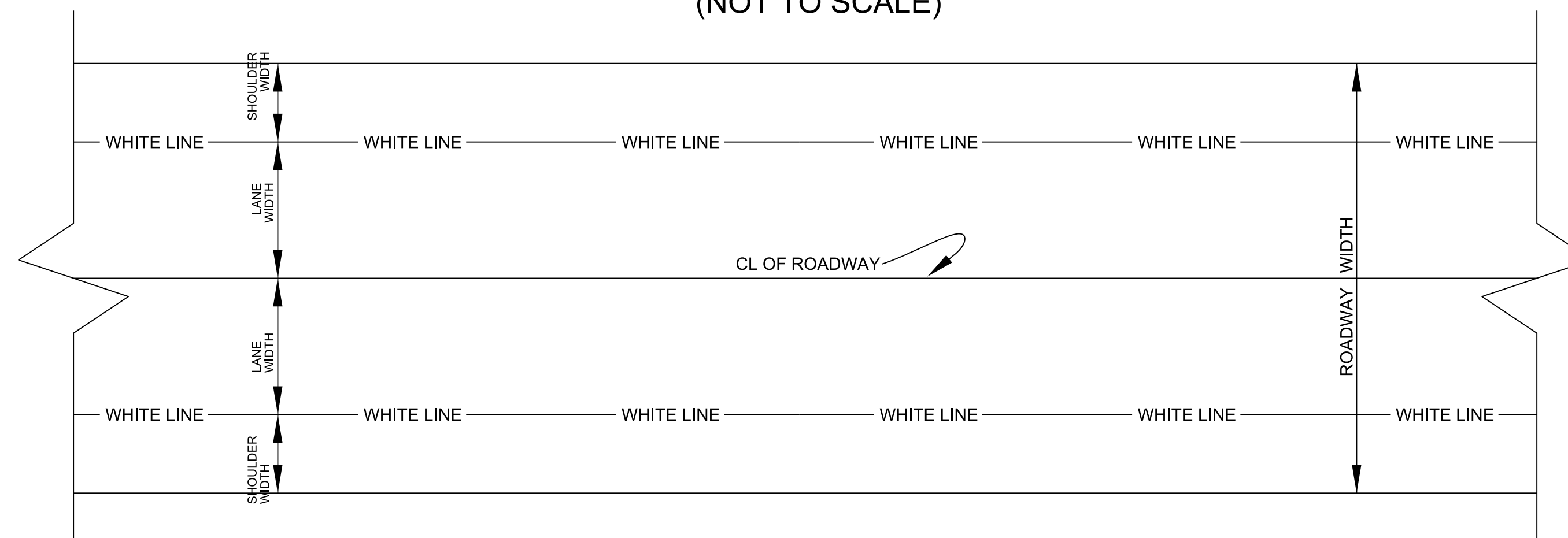
\* May vary due to pavement width

<b>TWO LANE - TWO WAY ROADWAY</b>		<b>50</b>
<b>MPH OR LESS</b>		
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.
2024CPT.06.18.20431.1		

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	2845000000-N	
														INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF METER OR VALVE BOX	
											TONS	SMI	TON	SY	SY	SY	TONS	TONS	TONS	EA				
2024CPT.06.18.20431.1	Harnett	1	SR-1209 / BARBECUE CHURCH RD	FROM NC27 TO SR1222	1	2	2WU	NO	NO	5.21	22	0	5.21	112	10.42	1,685	67,244		1,944	5,721	383			
<b>TOTAL FOR MAP NO. 1</b>										<b>5.21</b>				<b>112</b>	<b>10.42</b>	<b>1,685</b>	<b>67,244</b>		<b>1,944</b>	<b>5,721</b>	<b>383</b>			
2024CPT.06.18.20431.1	Harnett	2	SR-1228 / MCNEILL MILL RD	FROM SR1280 TO US 421	2	2	2WU	NO	NO	1.59	19	0	1.59	12	3.18	514				1,462	99	2		
<b>TOTAL FOR MAP NO. 2</b>										<b>1.59</b>				<b>12</b>	<b>3.18</b>	<b>514</b>				<b>1,462</b>	<b>99</b>	<b>2</b>		
2024CPT.06.18.20431.1	Harnett	3	SR-1516 / SHERIFF JOHNSON RD	FROM NC27 TO NC210	2	2	2WU	NO	NO	6.04	22	0	6.04	117	12.08	1,953			2,778	6,679	447			
<b>TOTAL FOR MAP NO. 3</b>										<b>6.04</b>				<b>117</b>	<b>12.08</b>	<b>1,953</b>			<b>2,778</b>	<b>6,679</b>	<b>447</b>			
2024CPT.06.18.20431.1	Harnett	4	SR-1779 / BUNNLEVEL ERWIN RD	FROM US401 TO NC 217	2	2	2WU	NO	NO	5.37	26	0	5.37	210	10.74	1,737			2,500	6,980	469	19	8	
<b>TOTAL FOR MAP NO. 4</b>										<b>5.37</b>				<b>210</b>	<b>10.74</b>	<b>1,737</b>			<b>2,500</b>	<b>6,980</b>	<b>469</b>	<b>19</b>	<b>8</b>	
2024CPT.06.18.20431.1	Harnett	5	SR-2022 / GENTRY RD	FROM 1779 TO DEAD END	2	2	2WU	NO	NO	0.8	23	0	0.8	32	1.60	259				891	62	24	3	
<b>TOTAL FOR MAP NO. 5</b>										<b>0.8</b>				<b>32</b>	<b>1.60</b>	<b>259</b>				<b>891</b>	<b>62</b>	<b>24</b>	<b>3</b>	
2024CPT.06.18.20431.1	Harnett	6	SR-2053 / FINCH RD	FROM SR2022 TO DEAD END	2	2	2WU	NO	NO	0.25	21	0	0.25	3	0.50	81				254	17		2	
<b>TOTAL FOR MAP NO. 6</b>										<b>0.25</b>				<b>3</b>	<b>0.50</b>	<b>81</b>				<b>254</b>	<b>17</b>		<b>2</b>	
2024CPT.06.18.20431.1	Harnett	7	SR-1473 / VUNCANNON DR	FROM 1448 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.41	20	0	0.41	18						294	21	4		
<b>TOTAL FOR MAP NO. 7</b>										<b>0.41</b>				<b>18</b>						<b>294</b>	<b>21</b>	<b>4</b>		
2024CPT.06.18.20431.1	Harnett	8	SR-1478 / DUPREE CT	FROM 1473 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.06	20	0	0.06	8						68	5			
<b>TOTAL FOR MAP NO. 8</b>										<b>0.06</b>				<b>8</b>						<b>68</b>	<b>5</b>			
2024CPT.06.18.20431.1	Harnett	9	SR-1501 / JUNNY RD	FROM WAKE CO. TO DEAD END	2	2	2WU	NO	NO	0.76	21	0	0.76	13	1.52	246			211	278	797	54	3	2
<b>TOTAL FOR MAP NO. 9</b>										<b>0.76</b>				<b>13</b>	<b>1.52</b>	<b>246</b>			<b>211</b>	<b>278</b>	<b>797</b>	<b>54</b>	<b>3</b>	<b>2</b>
2024CPT.06.18.20431.1	Harnett	10	SR-1566 / POPE LAKE RD	FROM SR1532 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.77	21	0	0.77	17						551	37			
<b>TOTAL FOR MAP NO. 10</b>										<b>0.77</b>				<b>17</b>						<b>551</b>	<b>37</b>			
2024CPT.06.18.20431.1	Harnett	11	SR-1603 / DEER HAVEN DR	FROM SR1501 TO DEAD END	3	2	2WU	NO	NO	0.15	20	0	0.15	5						97	7	1	1	
<b>TOTAL FOR MAP NO. 11</b>										<b>0.15</b>				<b>5</b>						<b>97</b>	<b>7</b>	<b>1</b>	<b>1</b>	
2024CPT.06.18.20431.1	Harnett	12	SR-1604 / DOE CT	FROM SR1603 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.03	20	0	0.03	5						48	3		1	
<b>TOTAL FOR MAP NO. 12</b>										<b>0.03</b>				<b>5</b>						<b>48</b>	<b>3</b>		<b>1</b>	
2024CPT.06.18.20431.1	Harnett	13	SR-1605 / FAWN CT	FROM SR1605 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.03	20	0	0.03	3						48	4	3		
<b>TOTAL FOR MAP NO. 13</b>										<b>0.03</b>				<b>3</b>						<b>48</b>	<b>4</b>	<b>3</b>		
2024CPT.06.18.20431.1	Harnett	14	SR-1606 / SPIKEBUCK CT	FROM SR1606 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.03	20	0	0.03	5						48	3		1	
<b>TOTAL FOR MAP NO. 14</b>										<b>0.03</b>				<b>5</b>						<b>48</b>	<b>3</b>		<b>1</b>	
2024CPT.06.18.20431.1	Harnett	15	SR-1607 / RACK CT	FROM WAKE CO. TO CUL-DE-SAC	3	2	2WU	NO	NO	0.06	21	0	0.06	8						70	6	1		
<b>TOTAL FOR MAP NO. 15</b>										<b>0.06</b>				<b>8</b>						<b>70</b>	<b>6</b>	<b>1</b>		
2024CPT.06.18.20431.1	Harnett	16	SR-1608 / DEER HAVEN DR	FROM SR1607 TO DEAD END	3	2	2WU	NO	NO	0.08	20	0	0.08	3						52	3			
<b>TOTAL FOR MAP NO. 16</b>										<b>0.08</b>				<b>3</b>						<b>52</b>	<b>3</b>			
2024CPT.06.18.20431.1	Harnett	17	SR-1615 OI / BARCLAY DR	FROM SR1532 TO SR1617	3	2	2WU	NO	NO	0.18	20	0	0.18	5						116	9	3		
<b>TOTAL FOR MAP NO. 17</b>										<b>0.18</b>				<b>5</b>						<b>116</b>	<b>9</b>	<b>3</b>		
2024CPT.06.18.20431.1	Harnett	18	SR-1616 / FIELDVIEW CT	FROM SR1615 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.1	19	0	0.1							88	7	1	1	
<b>TOTAL FOR MAP NO. 18</b>										<b>0.1</b>										<b>88</b>	<b>7</b>	<b>1</b>	<b>1</b>	
2024CPT.06.18.20431.1	Harnett	19	SR-1617 / WOODSTONE PL	FROM SR1615 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.09	18	0	0.09	2						79	5			
<b>TOTAL FOR MAP NO. 19</b>										<b>0.09</b>				<b>2</b>						<b>79</b>	<b>5</b>			
2024CPT.06.18.20431.1	Harnett	20	SR-1630 / SWAN LN	FROM SR1630 TO CUL-DE-SAC	3	2	2WU	NO	NO	0.07	21	0	0.07							74	5			
<b>TOTAL FOR MAP NO. 20</b>										<b>0.07</b>										<b>74</b>	<b>5</b>			
<b>TOTAL FOR PROJ NO. 2024CPT.06.18.20431.1</b>										<b>22.08</b>				<b>578</b>	<b>40.04</b>	<b>6,475</b>	<b>67,244</b>	<b>211</b>	<b>7,500</b>	<b>24,417</b>	<b>1,646</b>	<b>61</b>	<b>19</b>	
<b>GRAND TOTAL</b>										<b>22.08</b>				<b>578</b>	<b>40.04</b>	<b>6,475</b>	<b>67,244</b>	<b>211</b>	<b>7,500</b>	<b>24,417</b>	<b>1,646</b>	<b>61</b>	<b>19</b>	



PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.06.18.20431.1		

### THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E		4688000000-E		4695000000-E	4700000000-E	4709000000-E		4725000000-E		4810000000-E		4891000000-E		4900000000-N					
												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	12" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	GENERIC MARKING, 16" X 90 M WHITE THERMO (RXR CROSSBUCK)	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS					
												SF	LS	LF	LF	LF	LF	LF	LF	EA	EA	LF	LF	LF	LF	EA	EA						
2024CPT.06.18.20431.1	Harnett	1	SR-1209 / BARBECUE CHURCH RD	FROM NC27 TO SR1222	1	2	2WU	5.21	22	0	5.21	584	1.00	55,018	41,265																		
<b>TOTAL FOR MAP NO. 1</b>								<b>5.21</b>				<b>584</b>	<b>1</b>	<b>55,018</b>	<b>41,265</b>																		
2024CPT.06.18.20431.1	Harnett	2	SR-1228 / MCNEILL MILL RD	FROM SR1280 TO US 421	2	2	2WU	1.59	19	0	1.59	178		17,000	12,600																		
<b>TOTAL FOR MAP NO. 2</b>								<b>1.59</b>				<b>178</b>		<b>17,000</b>	<b>12,600</b>																		
2024CPT.06.18.20431.1	Harnett	3	SR-1516 / SHERIFF JOHNSON RD	FROM NC27 TO NC210	2	2	2WU	6.04	22	0	6.04	676		63,800	47,850			280		180													
<b>TOTAL FOR MAP NO. 3</b>								<b>6.04</b>				<b>676</b>		<b>63,800</b>	<b>47,850</b>			<b>280</b>		<b>180</b>													
2024CPT.06.18.20431.1	Harnett	4	SR-1779 / BUNNLEVEL ERWIN RD	FROM US401 TO NC 217	2	2	2WU	5.37	26	0	5.37	601		56,900	43,200	100	100			200	200	2	2			50	100	550	15				
<b>TOTAL FOR MAP NO. 4</b>								<b>5.37</b>				<b>601</b>		<b>56,900</b>	<b>43,200</b>	<b>100</b>	<b>100</b>			<b>200</b>	<b>200</b>	<b>2</b>	<b>2</b>			<b>50</b>	<b>100</b>	<b>550</b>	<b>15</b>				
2024CPT.06.18.20431.1	Harnett	5	SR-2022 / GENTRY RD	FROM 1779 TO DEAD END	2	2	2WU	0.8	23	0	0.8	90																					
<b>TOTAL FOR MAP NO. 5</b>								<b>0.8</b>				<b>90</b>																					
2024CPT.06.18.20431.1	Harnett	6	SR-2053 / FINCH RD	FROM SR2022 TO DEAD END	2	2	2WU	0.25	21	0	0.25	28																					
<b>TOTAL FOR MAP NO. 6</b>								<b>0.25</b>				<b>28</b>																					
2024CPT.06.18.20431.1	Harnett	7	SR-1473 / VUNCANNON DR	FROM 1448 TO CUL-DE-SAC	3	2	2WU	0.41	20	0	0.41	46																					
<b>TOTAL FOR MAP NO. 7</b>								<b>0.41</b>				<b>46</b>																					
2024CPT.06.18.20431.1	Harnett	8	SR-1478 / DUPREE CT	FROM 1473 TO CUL-DE-SAC	3	2	2WU	0.06	20	0	0.06	7																					
<b>TOTAL FOR MAP NO. 8</b>								<b>0.06</b>				<b>7</b>																					
2024CPT.06.18.20431.1	Harnett	9	SR-1501 / JUNNY RD	FROM WAKE CO. TO DEAD END	2	2	2WU	0.76	21	0	0.76	85		8,050	6,900																		
<b>TOTAL FOR MAP NO. 9</b>								<b>0.76</b>				<b>85</b>		<b>8,050</b>	<b>6,900</b>																		
2024CPT.06.18.20431.1	Harnett	10	SR-1566 / POPE LAKE RD	FROM SR1532 TO CUL-DE-SAC	3	2	2WU	0.77	21	0	0.77	86																					
<b>TOTAL FOR MAP NO. 10</b>								<b>0.77</b>				<b>86</b>																					
2024CPT.06.18.20431.1	Harnett	11	SR-1603 / DEER HAVEN DR	FROM SR1501 TO DEAD END	3	2	2WU	0.15	20	0	0.15	17																					
<b>TOTAL FOR MAP NO. 11</b>								<b>0.15</b>				<b>17</b>																					
2024CPT.06.18.20431.1	Harnett	12	SR-1604 / DOE CT	FROM SR1603 TO CUL-DE-SAC	3	2	2WU	0.03	20	0	0.03	3																					
<b>TOTAL FOR MAP NO. 12</b>								<b>0.03</b>				<b>3</b>																					
2024CPT.06.18.20431.1	Harnett	13	SR-1605 / FAWN CT	FROM SR1605 TO CUL-DE-SAC	3	2	2WU	0.03	20	0	0.03	3																					
<b>TOTAL FOR MAP NO. 13</b>								<b>0.03</b>				<b>3</b>																					
2024CPT.06.18.20431.1	Harnett	14	SR-1606 / SPIKEBUCK CT	FROM SR1606 TO CUL-DE-SAC	3	2	2WU	0.03	20	0	0.03	3																					
<b>TOTAL FOR MAP NO. 14</b>								<b>0.03</b>				<b>3</b>																					
2024CPT.06.18.20431.1	Harnett	15	SR-1607 / RACK CT	FROM WAKE CO. TO CUL-DE-SAC	3	2	2WU	0.06	21	0	0.06	7																					
<b>TOTAL FOR MAP NO. 15</b>								<b>0.06</b>				<b>7</b>																					
2024CPT.06.18.20431.1	Harnett	16	SR-1608 / DEER HAVEN DR	FROM SR1607 TO DEAD END	3	2	2WU	0.08	20	0	0.08	9																					
<b>TOTAL FOR MAP NO. 16</b>								<b>0.08</b>				<b>9</b>																					
2024CPT.06.18.20431.1	Harnett	17	SR-1615 OI / BARCLAY DR	FROM SR1532 TO SR1617	3	2	2WU	0.18	20	0	0.18	20																					
<b>TOTAL FOR MAP NO. 17</b>								<b>0.18</b>				<b>20</b>																					
2024CPT.06.18.20431.1	Harnett	18	SR-1616 / FIELDVIEW CT	FROM SR1615 TO CUL-DE-SAC	3	2	2WU	0.1	19	0	0.1	11																					
<b>TOTAL FOR MAP NO. 18</b>								<b>0.1</b>				<b>11</b>																					
2024CPT.06.18.20431.1	Harnett	19	SR-1617 / WOODSTONE PL	FROM SR1615 TO CUL-DE-SAC	3	2	2WU	0.09	18	0	0.09	10																					
<b>TOTAL FOR MAP NO. 19</b>								<b>0.09</b>				<b>10</b>																					
2024CPT.06.18.20431.1	Harnett	20	SR-1630 / SWAN LN	FROM SR1630 TO CUL-DE-SAC	3	2	2WU	0.07	21	0	0.07	8																					
<b>TOTAL FOR MAP NO. 20</b>								<b>0.07</b>				<b>8</b>																					
<b>TOTAL FOR PROJ NO. 2024CPT.06.18.20431.1</b>								<b>22.08</b>				<b>2,472</b>	<b>1.000</b>	<b>200,768</b>	<b>151,815</b>	<b>100</b>	<b>100</b>	<b>280</b>	<b>200</b>	<b>380</b>	<b>2</b>	<b>2</b>	<b>55,018</b>	<b>41,265</b>	<b>50</b>	<b>100</b>	<b>1,935</b>	<b>35</b>					
														<b>352,583</b>		<b>200</b>				<b>4</b>		<b>96,283</b>		<b>150</b>		<b>1,970</b>							
<b>GRAND TOTAL</b>								<b>22.08</b>				<b>2,472</b>	<b>1.000</b>	<b>200,768</b>	<b>151,815</b>	<b>100</b>	<b>100</b>	<b>280</b>	<b>200</b>	<b>380</b>	<b>2</b>	<b>2</b>	<b>55,018</b>	<b>41,265</b>	<b>50</b>	<b>100</b>	<b>1,935</b>	<b>35</b>					
														<b>352,583</b>		<b>200</b>				<b>4</b>		<b>96,283</b>		<b>150</b>		<b>1,970</b>							