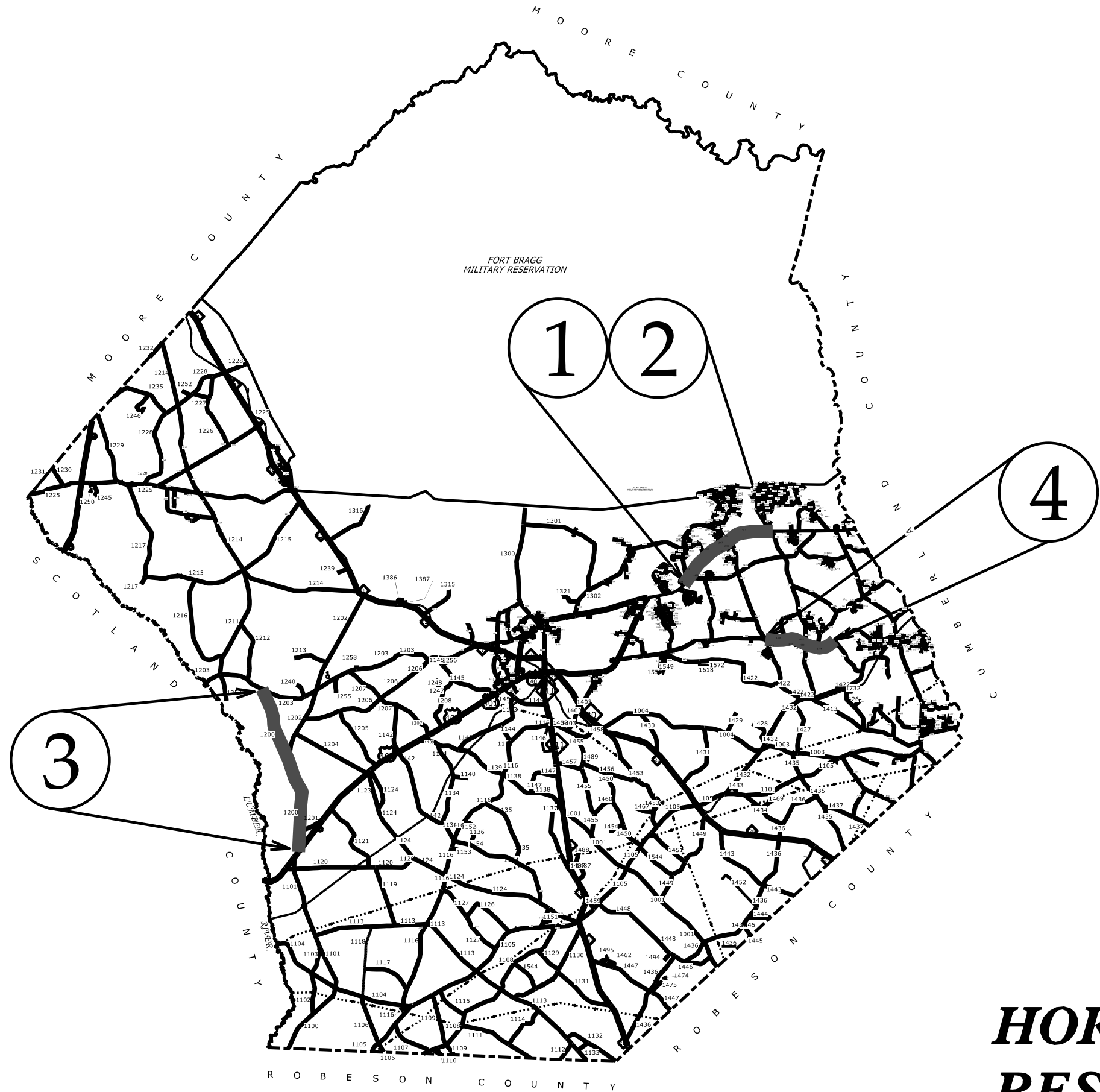
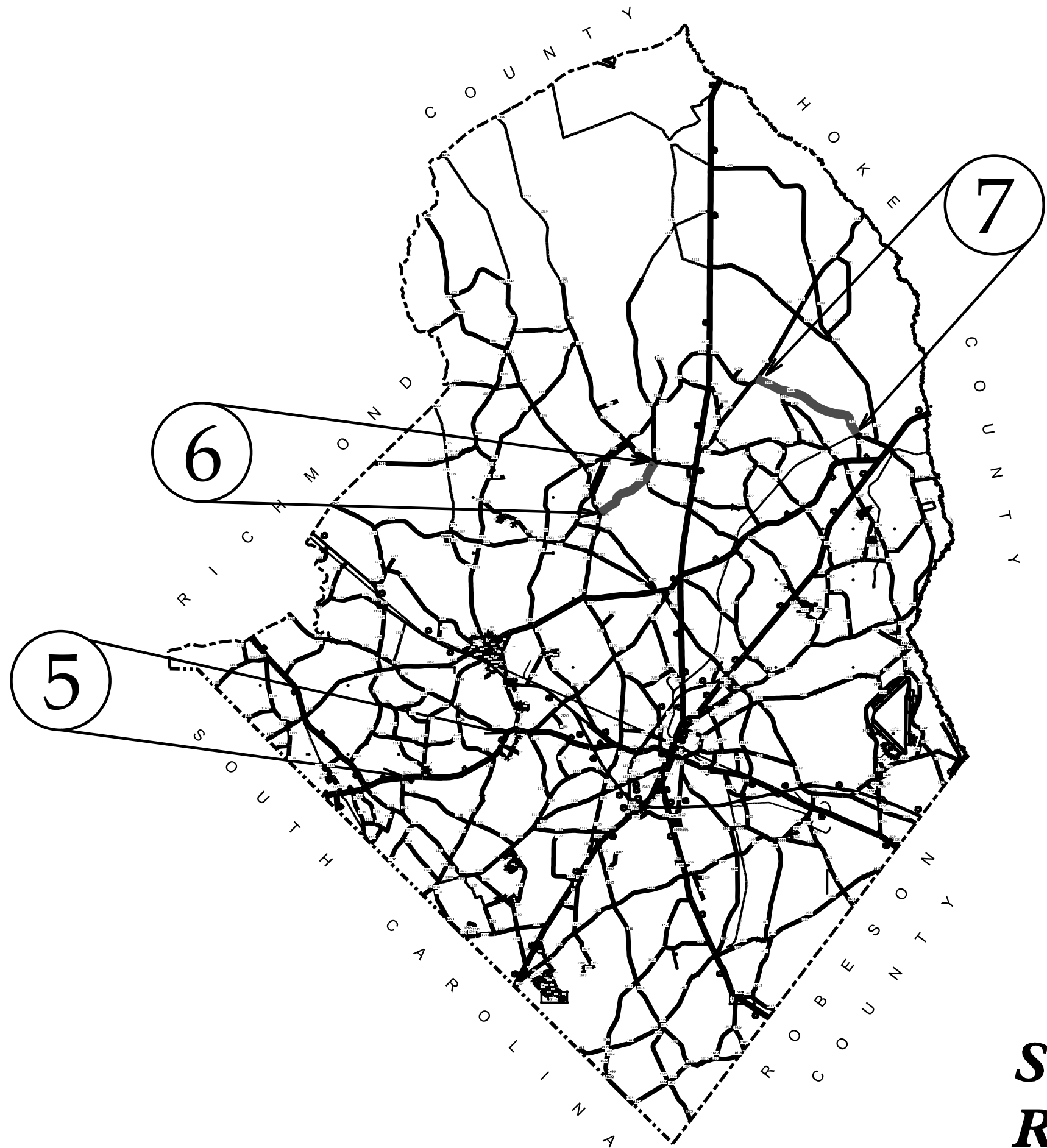




HOKE COUNTY RESURFACING

2026CPT.08.08.10471
2026CPT.08.08.20471
2026CPT.08.08.10831
2026CPT.08.08.20831

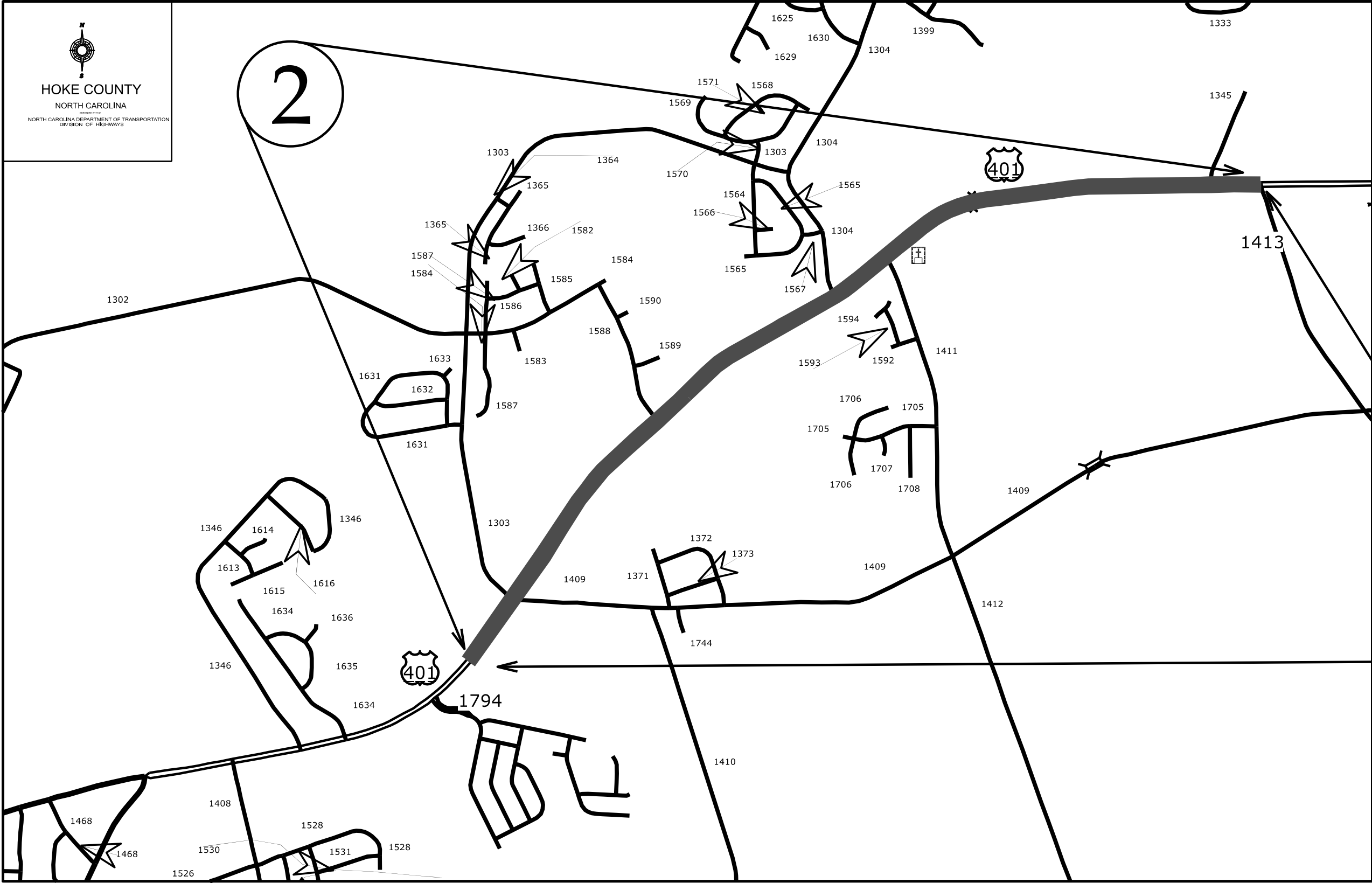
WBS ELEMENT	SHEET NO.
2026CPT.08.08.10471	2
2026CPT.08.08.20471	
2026CPT.08.08.10831	
2026CPT.08.08.20831	



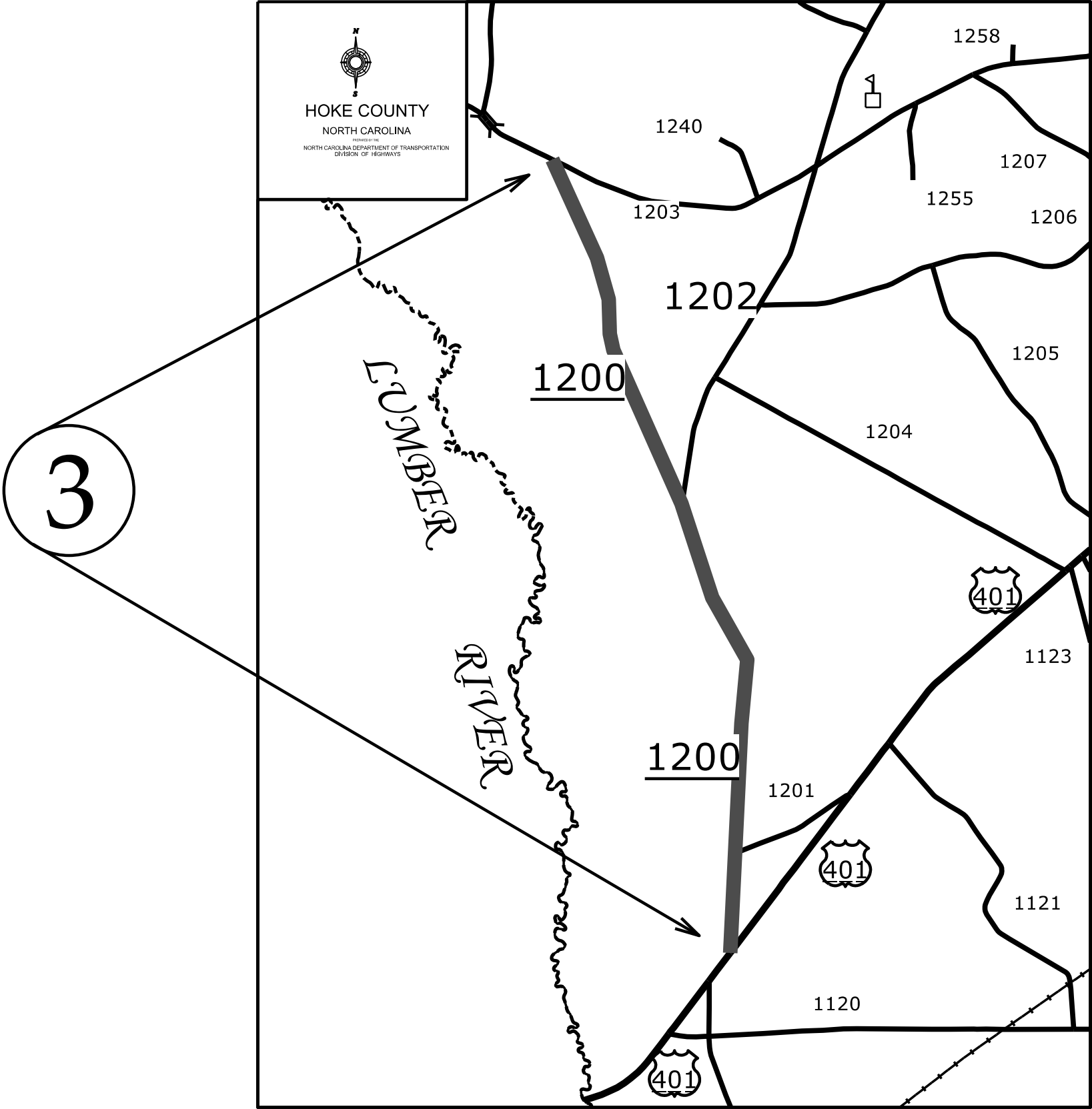
**SCOTLAND COUNTY
RESURFACING**

\$\$\$\$\$SYTIME\$\$\$\$\$
\$\$\$\$\$DATE\$\$\$\$\$
\$\$\$\$\$USER\$\$\$\$\$
\$\$\$\$\$ELEMENT\$\$\$\$\$
\$\$\$\$\$ADGN\$\$\$\$\$

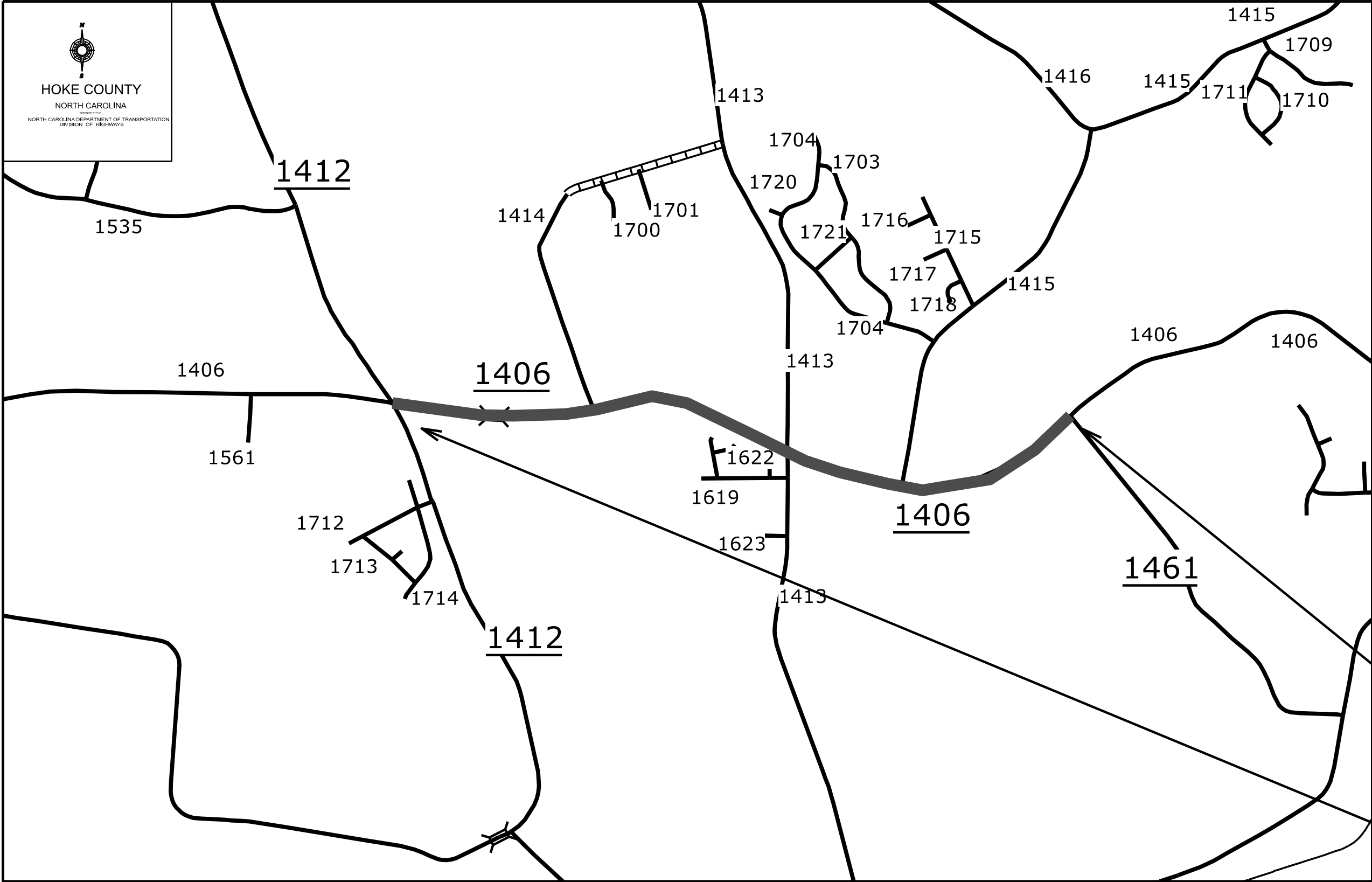
Maps 1 & 2



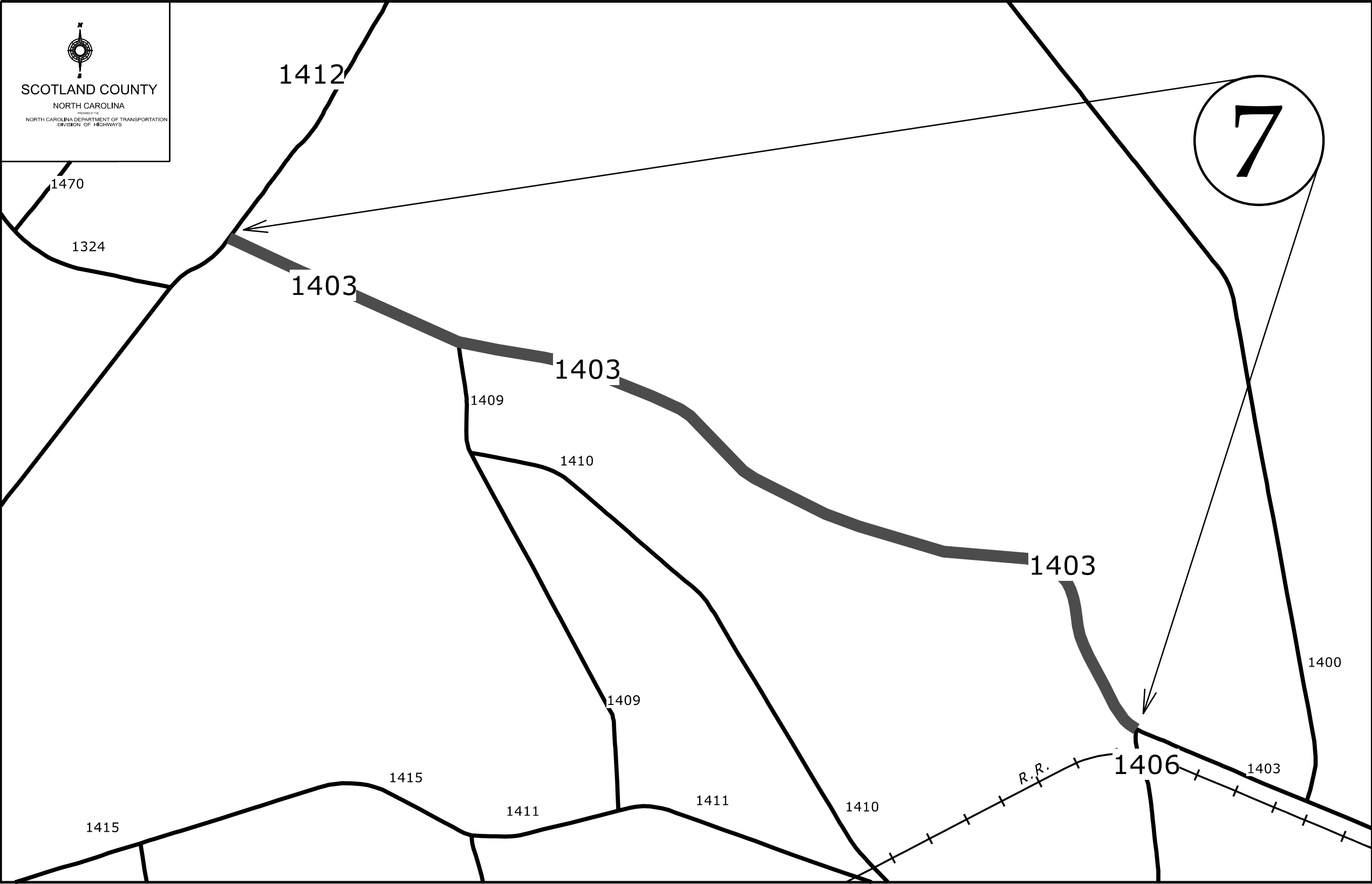
Map 3

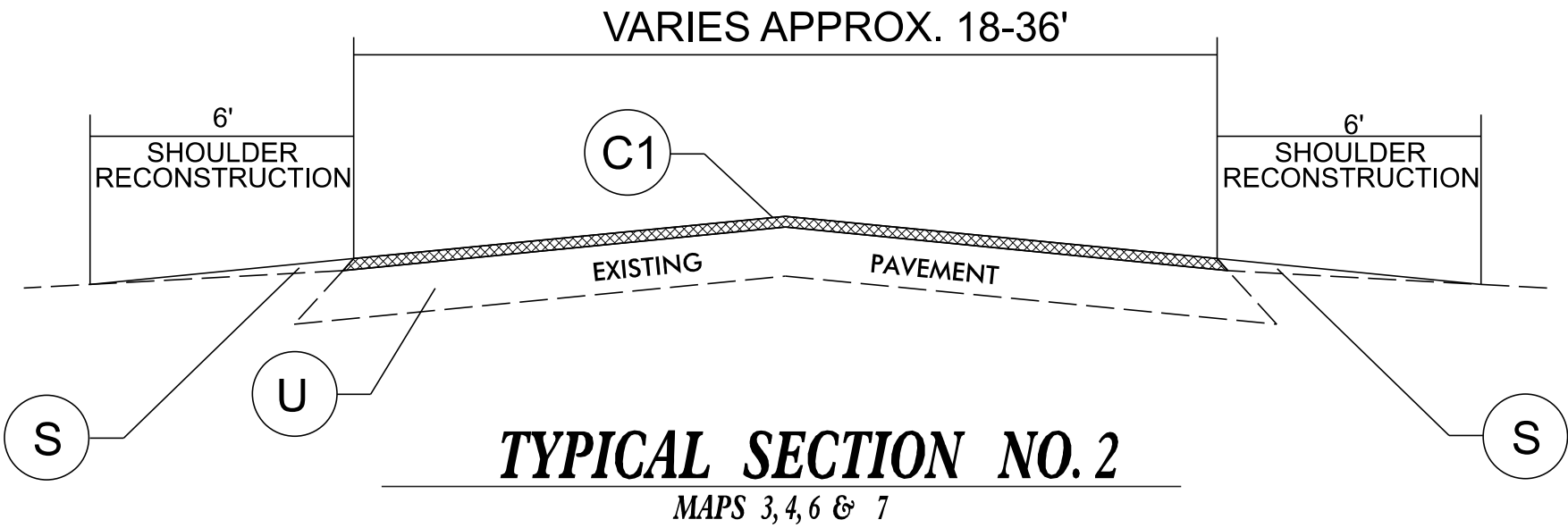
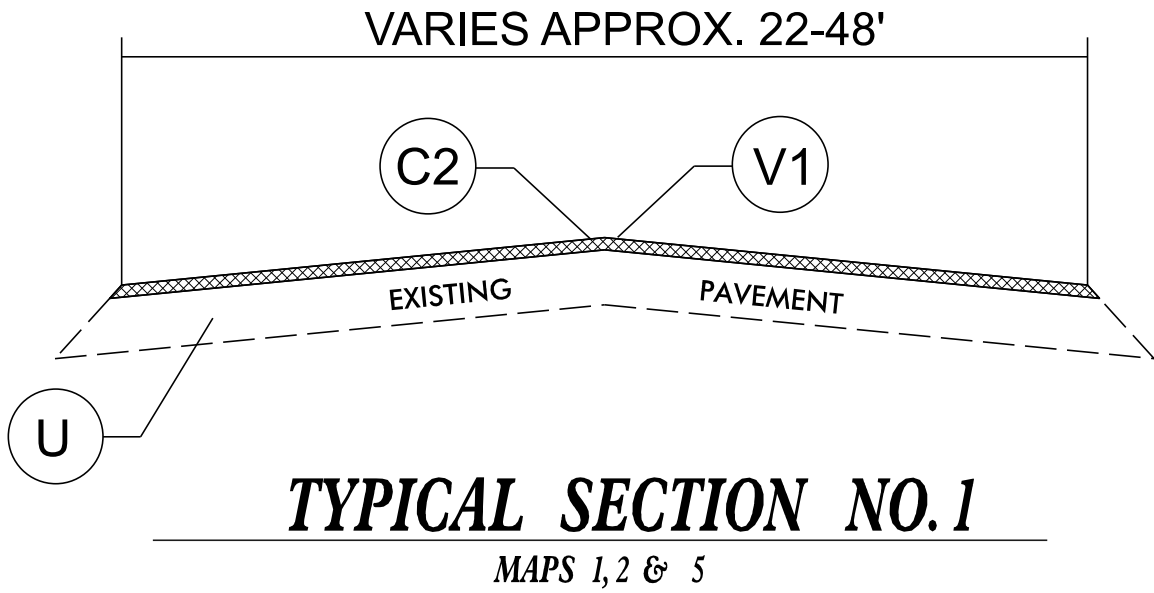


Map 4



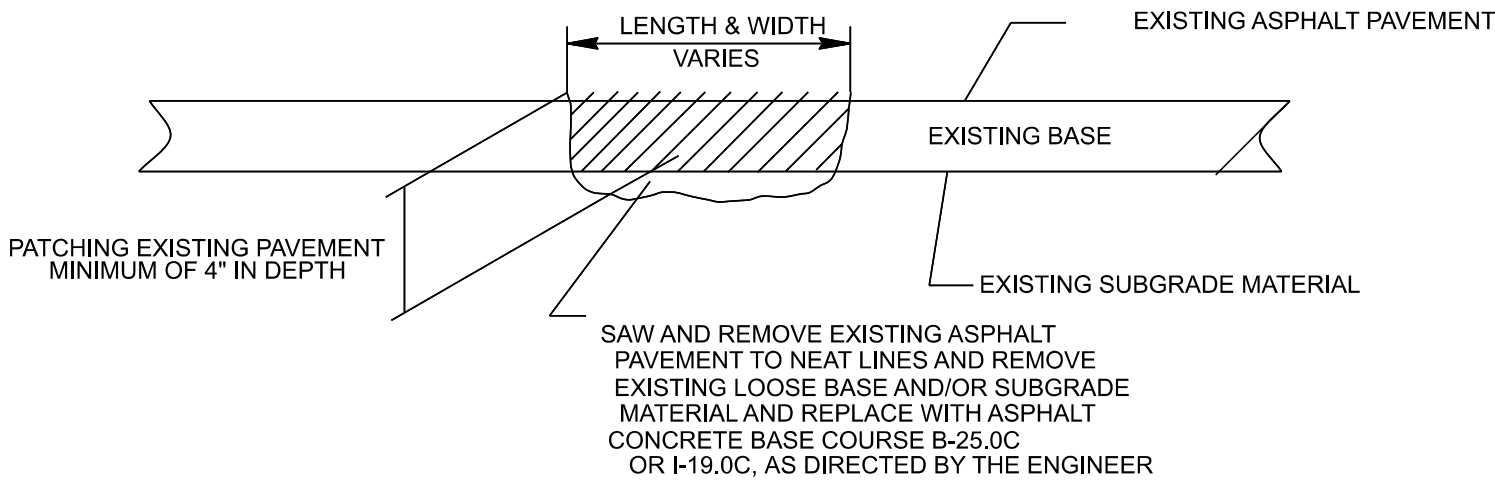
Map 7



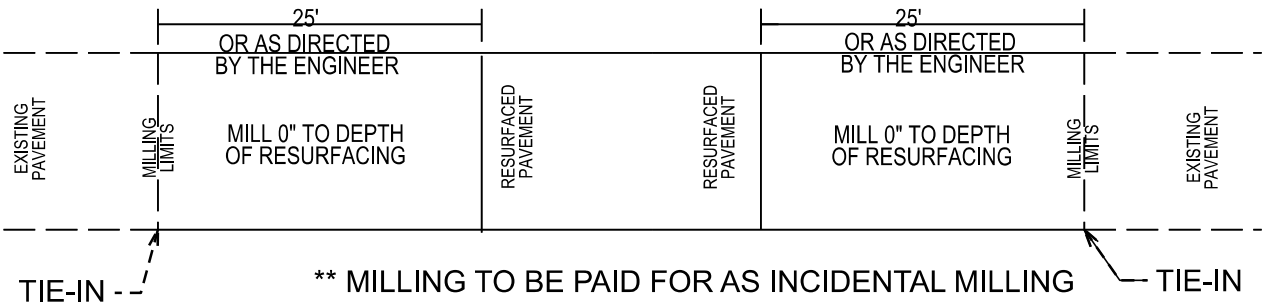


DETAILS

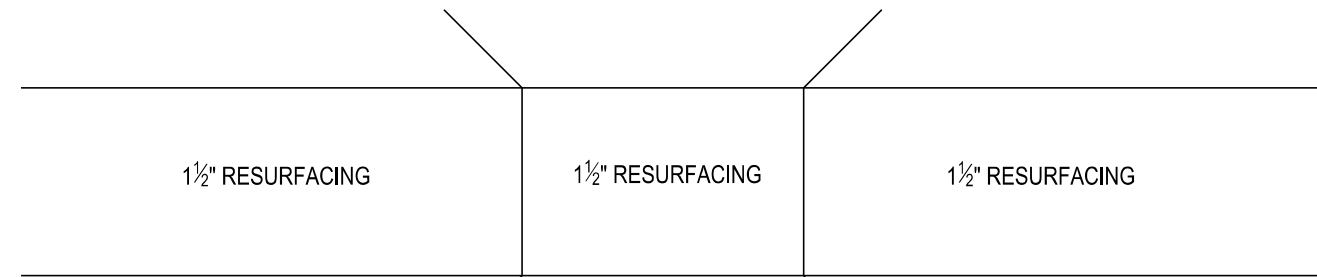
DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING



PAVEMENT TIE-IN DETAIL



BRIDGE DETAILS



BRIDGE DRAWING FOR MAP #4 SR 1406 ROCKFISH RD BRIDGE #57 &
MAP #6 SR 1324 SNEADTOWN RD BRIDGE #11

NOTE: DO NOT COVER UP BRIDGE DRAINS / WEEP HOLES

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$$$SYTIME$$$
$$$SYSDG$$$
$$$SYSNAME$$$

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PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.08.08.10471, 2026CPT.08.08.20471 2026CPT.08.08.10831, 2026CPT.08.08.20831	14	

SUMMARY OF QUANTITIES

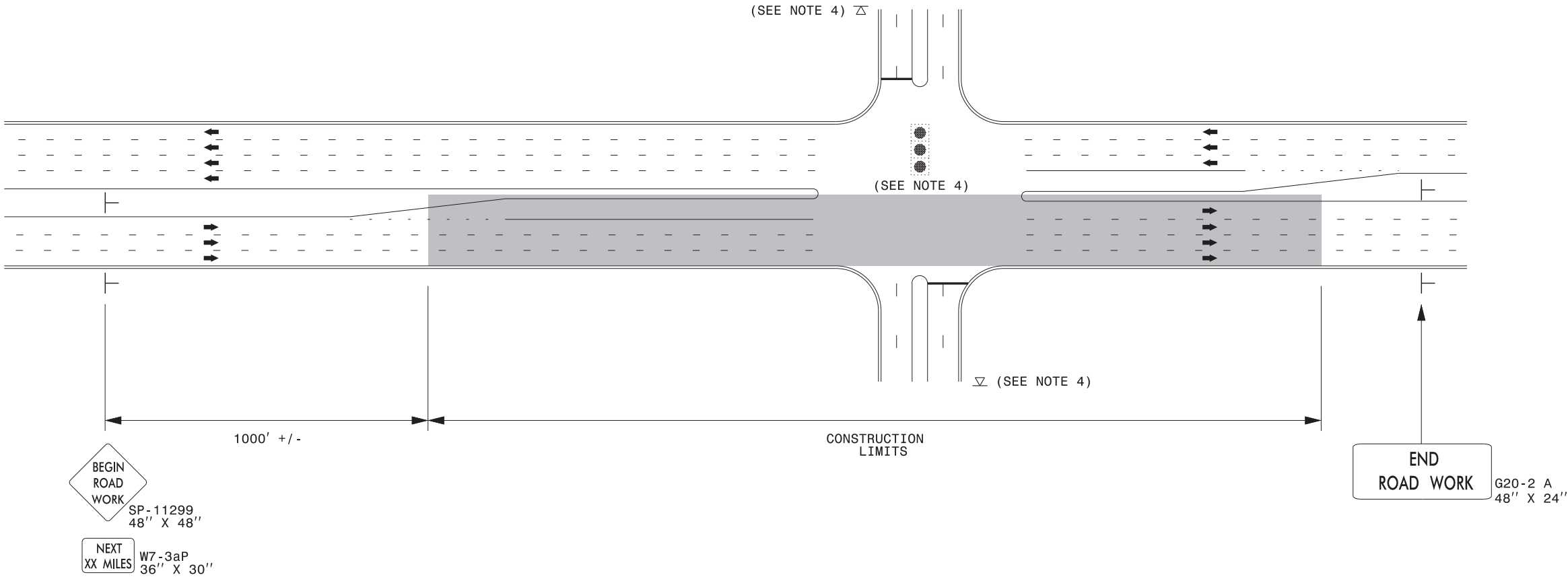
												1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	5255000000-N	7444000000-E	7456100000-E	
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	SHOULDER RECONSTRUC TION	AGGREGATE SHOULDER BORROW	1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST MANHOLES	PORTABLE LIGHTING	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)	
								MI	FT			SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	LS	LF	LF	
2026CPT.08.08.10471	Hoke	1	US-401 N (FAYETTEVILLE RD.)	FROM 650' N. OF S.R. 1794 (ROYAL BIRKDALE DR.) TO SR 1413 (PITTMAN GROVE CH RD)	1	2	MD	2.850	28	13.840	16.690			46,816	8,740		5,133	310	154	2	1	540	750	
TOTAL FOR MAP NO. 1							2.850							46,816	8,740		5,133	310	154	2		540	750	
2026CPT.08.08.10471	Hoke	2	US-401 S (FAYETTEVILLE RD)	FROM SR 1413 (PITTMAN GROVE CH RD) TO 650" N. OF SR 1794 (ROYAL BIRKDALE DR.)	1	2	MD	2.860	28	2.130	4.990			46,980	4,583		4,764	285	83					
TOTAL FOR MAP NO. 2							2.860							46,980	4,583		4,764	285	83					
TOTAL FOR PROJ NO. 2026CPT.08.08.10471								5.710						93,796	13,323		9,897	595	237	2		540	750	
2026CPT.08.08.20471	Hoke	3	SR-1200 / GAINEY RD	FROM US HWY 401 (LAURINBURG RD.) TO SR 1203 (TURNPIKE RD.)	2	2	2WU	4.410	18	0.000	4.410	8.78	1,228.87		380	4,062		264						
TOTAL FOR MAP NO. 3								4.410				8.78	1,228.87		380	4,062		264						
2026CPT.08.08.20471	Hoke	4	SR-1406 / ROCKFISH RD	FROM SR 1412 (S. PARKER CHURCH RD.) TO SR 1461 (KOONCE RD.)	2	2	2WU	1.880	24	3.890	5.770	3.86	541.07		356	2,336		158	132					
TOTAL FOR MAP NO. 4								1.880				3.86	541.07		356	2,336		158	132					
TOTAL FOR PROJ NO. 2026CPT.08.08.20471								6.290				12.64	1,769.94		736	6,398		422	132					
2026CPT.08.08.10831	Scotland	5	NC-79 (GIBSON RD.)	FROM SR 1132 (DUNC PATE RD) TO SR 1126 (ROCKINGHAM RD.)	1	2	2WU	3.180	26	2.060	5.240			48,506	2,217		4,472	264	10					
TOTAL FOR MAP NO. 5								3.180						48,506	2,217		4,472	264	10					
TOTAL FOR PROJ NO. 2026CPT.08.08.10831								3.180						48,506	2,217		4,472	264	10					
2026CPT.08.08.20831	Scotland	7	SR-1403 / JANE SHAW RD	FROM SR 1406 (WOOLEY RD.) TO SR 1412 (TURNPIKE RD.)	2	2	2WU	3.040	23	6.650	9.690	6.07	849.90		383	3,860		255	81					
TOTAL FOR MAP NO. 7								3.040				6.07	849.90		383	3,860		255	81					
2026CPT.08.08.20831	Scotland	6	SR-1324 / SNEADTOWN RD	FROM SR 1345 (SNEADS GROVE RD) TO SR 1328 (HOFFMAN RD.)	2	2	2WU	1.960	22	2.220	4.180	3.99	558.67		419	2,572		184	345					
TOTAL FOR MAP NO. 6								1.960				3.99	558.67		419	2,572		184	345					
TOTAL FOR PROJ NO. 2026CPT.08.08.20831								5.000				10.06	1,408.57		802	6,432		439	426					
GRAND TOTAL								20.180				22.70	3,178.51	142,302	17,078	12,830	14,369	1,720	805	2	1	540	750	

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.08.08.10471, 2026CPT.08.08.20471 2026CPT.08.08.10831, 2026CPT.08.08.20831	15	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E WORK ZONE ADVANCE/GE NERAL WARNING SIGNING	4457000000-N TEMPORARY TRAFFIC CONTROL	4510000000-N LAW ENFORCEMEN T	4688000000-E 6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	4700000000-E 12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	4709000000-E 24" X 90 M WHITE THERMO	4720000000-E THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO U TURN ARROW 90 M	4810000000-E 4" WHITE PAINT	4" YELLOW PAINT	4815000000-E 6" WHITE PAINT	6" YELLOW PAINT	4835000000-E 24" WHITE PAINT	4840000000-N PAINT MSG STOP	PAINT MSG AHEAD	4895000000-N GENERIC PAVEMENT MARKING ITEM POLYCARBON ATE H-SHAPED MARKERS C&R	GENERIC PAVEMENT MARKING ITEM POLYCARBON ATE H-SHAPED MARKERS Y&Y
								MI	FT			SF	LS	HR	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	LF	EA	EA	EA	EA
2026CPT.08.08.10471	Hoke	1	US-401 N (FAYETTEVILLE RD.)	FROM 650' N. OF S.R. 1794 (ROYAL BIRKDALE DR.) TO SR 1413 (PITTMAN GROVE CH RD)	1	2	MD	2.85	28	13.84	16.69	320	1.0000	160	21,740	15,500	3,665	50	185			19	11	55		13,610	15,500			185			496	5
TOTAL FOR MAP NO. 1								2.85				320		160	21,740	15,500	3,665	50	185			19	11	55		13,610	15,500			185			496	5
2026CPT.08.08.10471	Hoke	2	US-401 S (FAYETTEVILLE RD)	FROM SR 1413 (PITTMAN GROVE CH RD) TO 650" N. OF SR 1794 (ROYAL BIRKDALE DR.)	1	2	MD	2.86	28	2.13	4.99	320		160	22,190	5,667	4,168	323	169			17	8	50	3	6,772	5,177			13			579	2
TOTAL FOR MAP NO. 2								2.86				320		160	22,190	5,667	4,168	323	169			17	8	50	3	6,772	5,177			13			579	2
TOTAL FOR PROJ NO. 2026CPT.08.08.10471								5.71				640		320	43,930	21,167	7,833	373	354			36	19	105	3	20,382	20,677			198			1,075	7
															65,097		8,206					163		3		41,059							1,082	
2026CPT.08.08.20471	Hoke	3	SR-1200 / GAINES RD	FROM US HWY 401 (LAURINBURG RD.) TO SR 1203 (TURNPIKE RD.)	2	2	2WU	4.41	18	0	4.41	494																						
TOTAL FOR MAP NO. 3								4.41				494																						
2026CPT.08.08.20471	Hoke	4	SR-1406 / ROCKFISH RD	FROM SR 1412 (S. PARKER CHURCH RD.) TO SR 1461 (KOONCE RD.)	2	2	2WU	1.88	24	3.89	5.77	212								12	15													
TOTAL FOR MAP NO. 4								1.88				212								12	15													
TOTAL FOR PROJ NO. 2026CPT.08.08.20471								6.29				706								27														
2026CPT.08.08.10831	Scotland	5	NC-79 (GIBSON RD.)	FROM SR 1132 (DUNC PATE RD) TO SR 1126 (ROCKINGHAM RD.)	1	2	2WU	3.18	26	2.06	5.24	360			34,311	19,230																		226
TOTAL FOR MAP NO. 5								3.18				360			34,311	19,230																		226
TOTAL FOR PROJ NO. 2026CPT.08.08.10831								3.18				360			34,311	19,230																		226
															53,541																			226
2026CPT.08.08.20831	Scotland	7	SR-1403 / JANE SHAW RD	FROM SR 1406 (WOOLEY RD.) TO SR 1412 (TURNPIKE RD.)	2	2	2WU	3.04	23	6.65	9.69	345																64,110	45,344					
TOTAL FOR MAP NO. 7								3.04				345																64,110	45,344					
2026CPT.08.08.20831	Scotland	6	SR-1324 / SNEADTOWN RD	FROM SR 1345 (SNEADS GROVE RD) TO SR 1328 (HOFFMAN RD.)	2	2	2WU	1.96	22	2.22	4.18	220								4	5							42,140	39,420		4	5		
TOTAL FOR MAP NO. 6								1.96				220								4	5							42,140	39,420		4	5		
TOTAL FOR PROJ NO. 2026CPT.08.08.20831								5				565								4	5							106,250	84,764		4	5		
																				9								191,014		9				
GRAND TOTAL								20.18				2,271	1.0000	320	78,241	40,397	7,833	373	354	16	20	36	19	105	3	20,382	20,677	240,094	178,598	342	16	20	1,075	233
															118,638		8,206			36		163				41,059		418,692		36			1,308	

URBAN / SUBURBAN WORKZONES



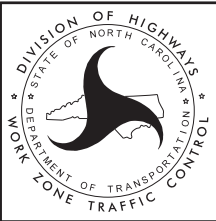
NOTES:

- 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



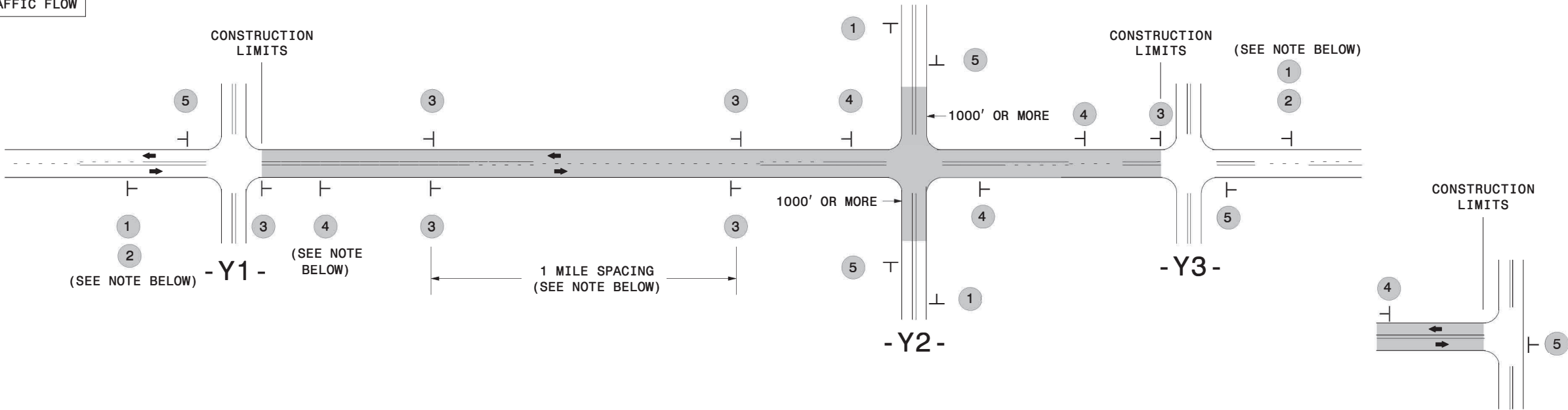
RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

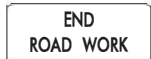
DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

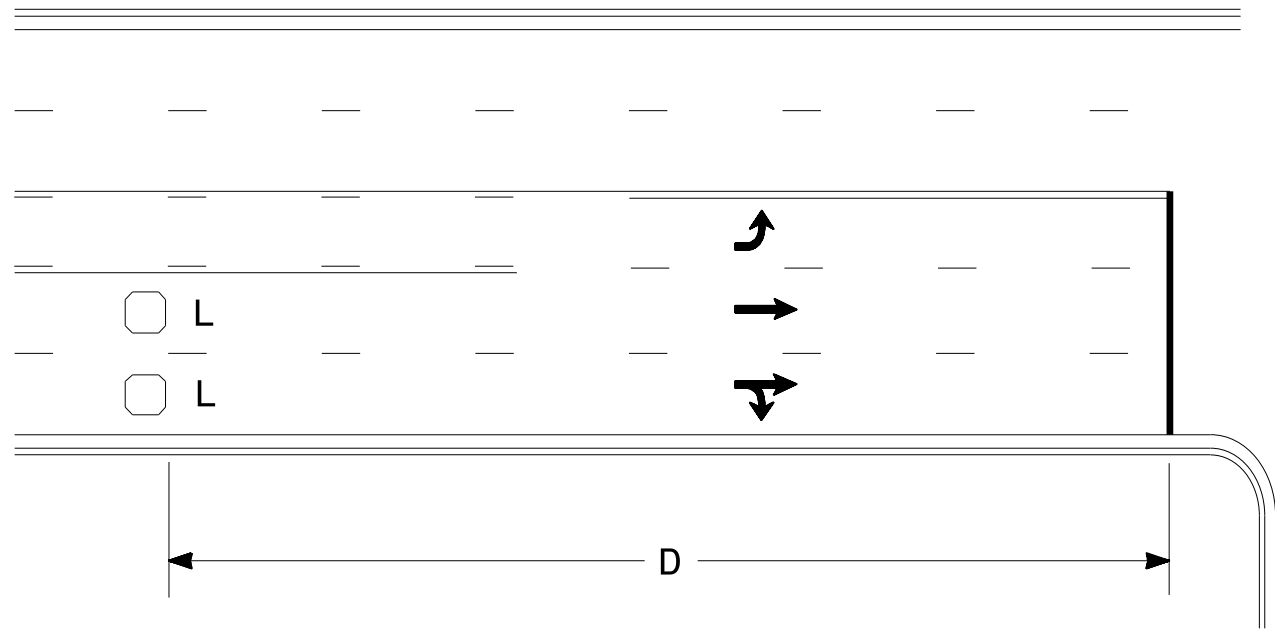
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1  W20-1 48" X 48" 2  W7-3aP 24" X 18"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)	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.  W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER.  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.
	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.		
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.		 AD



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

High Speed Detection
(≥35 mph)

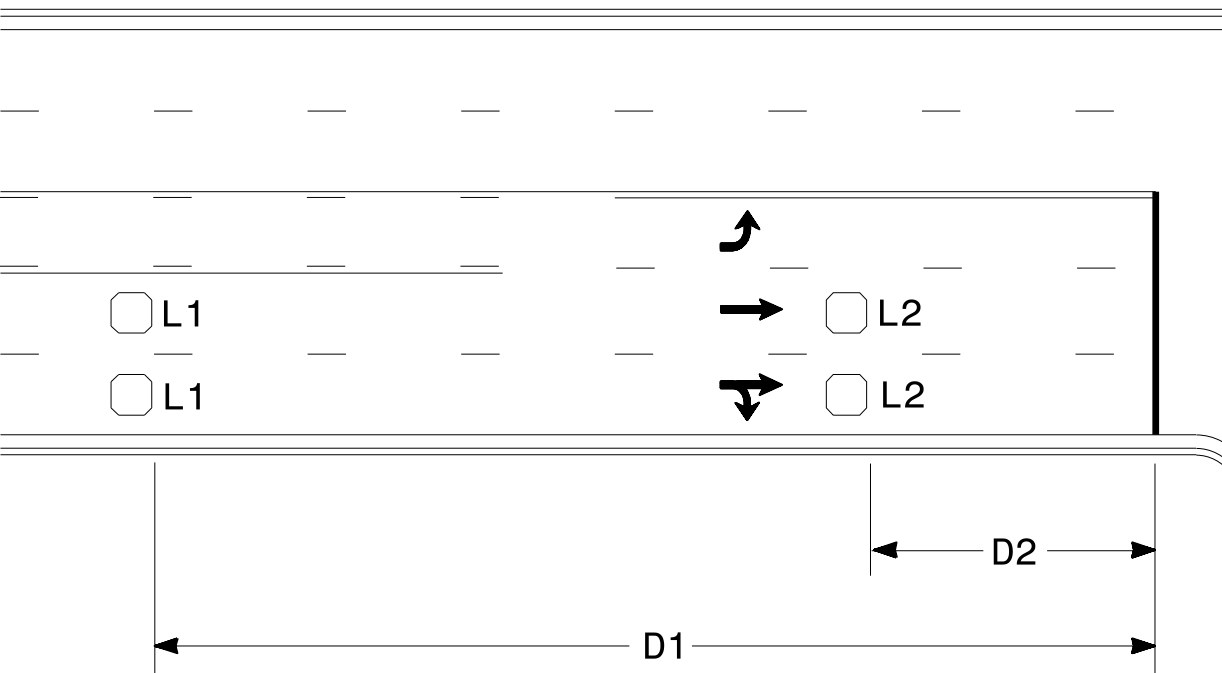


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



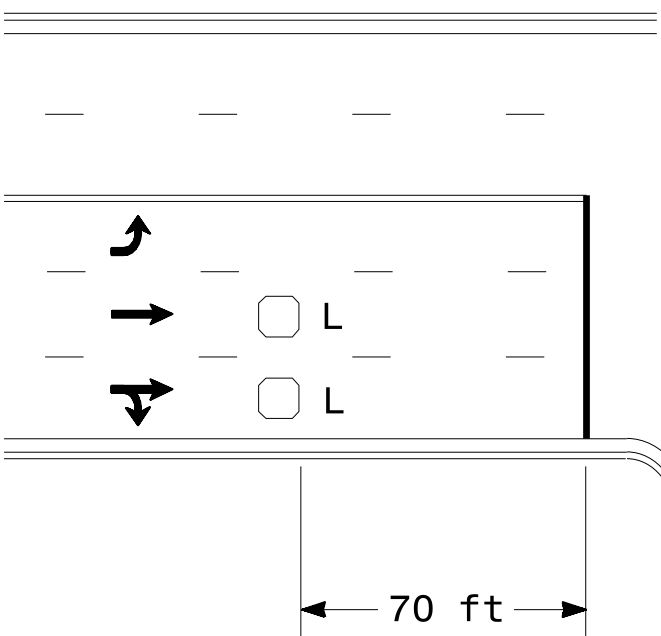
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

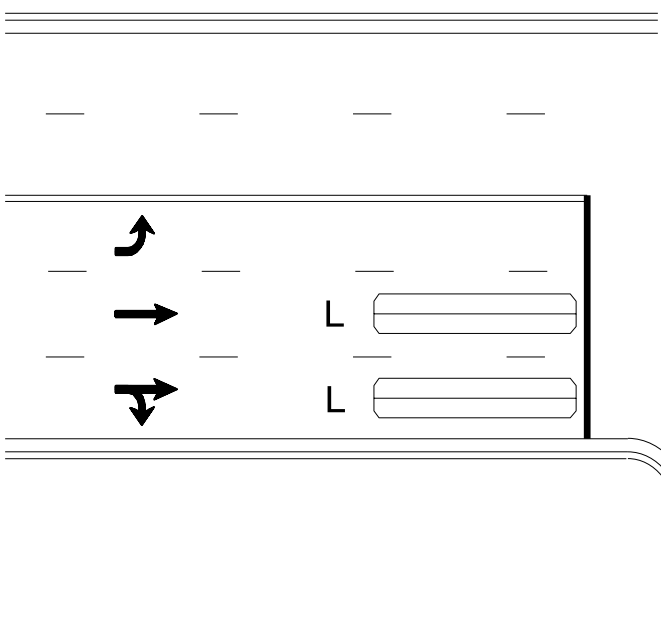
"Stretch" Operation

Low Speed Detection
(≤35 mph)



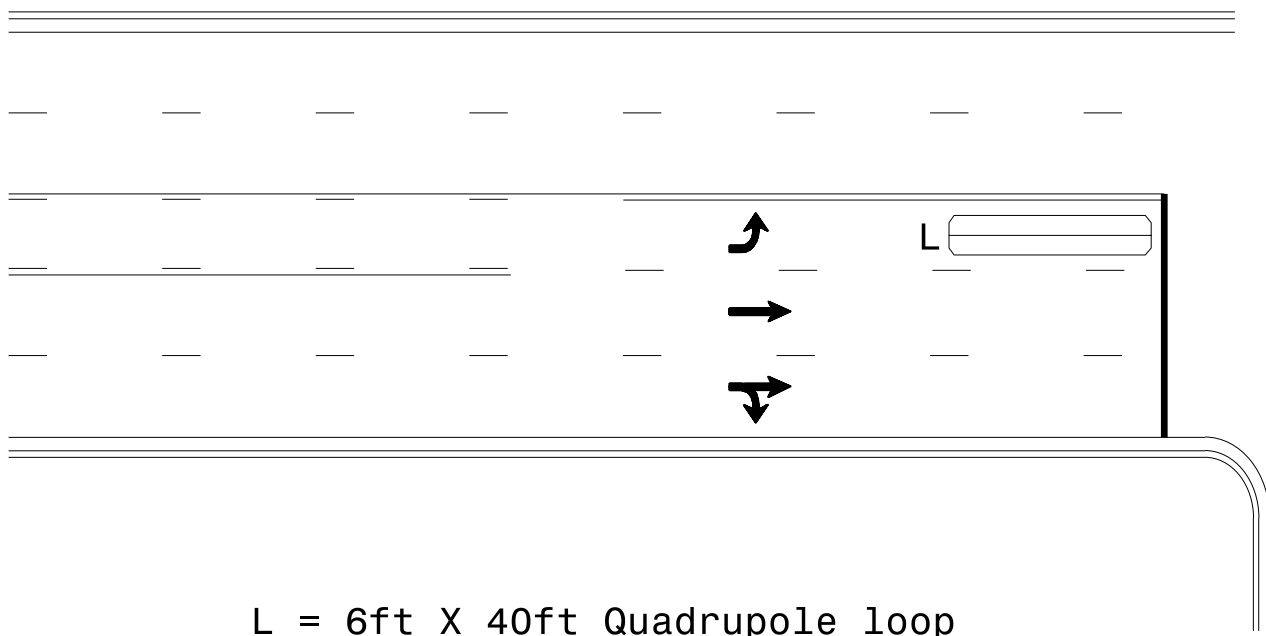
L = 6ft X 6ft
Wired in series

OR



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

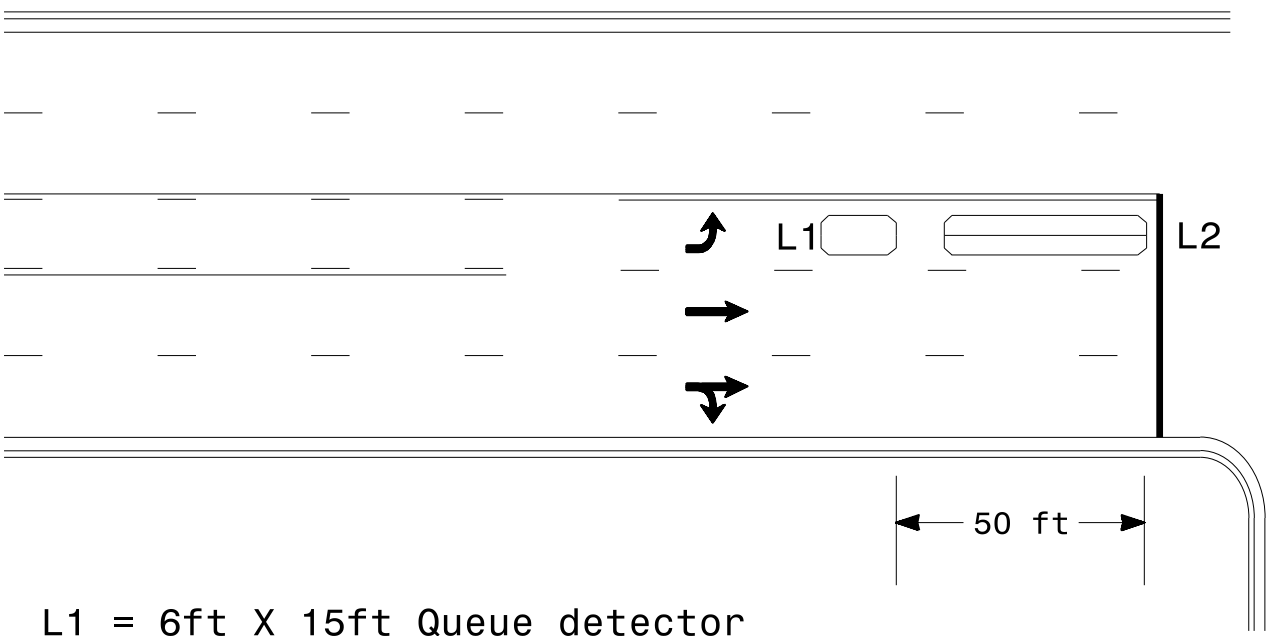
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

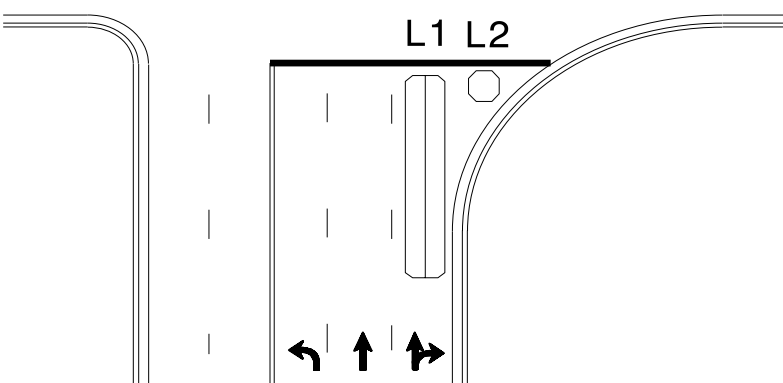
OR



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

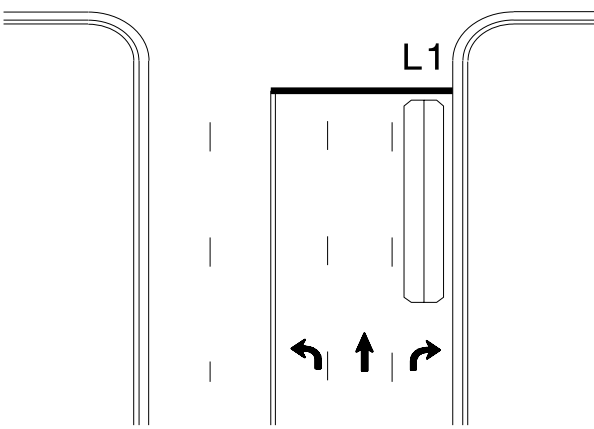
Queue Loop Detection

Right Turn Lane Detection

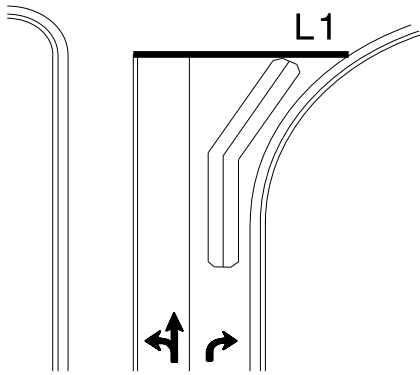


Shared Lane/
Wide Radius Turn

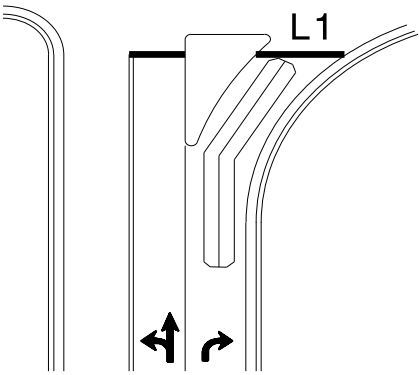
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

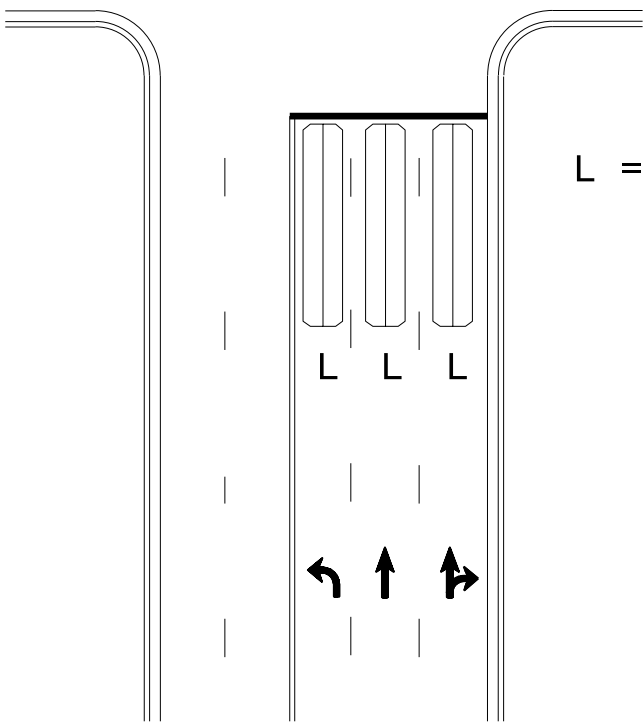


Wide Radius Turn



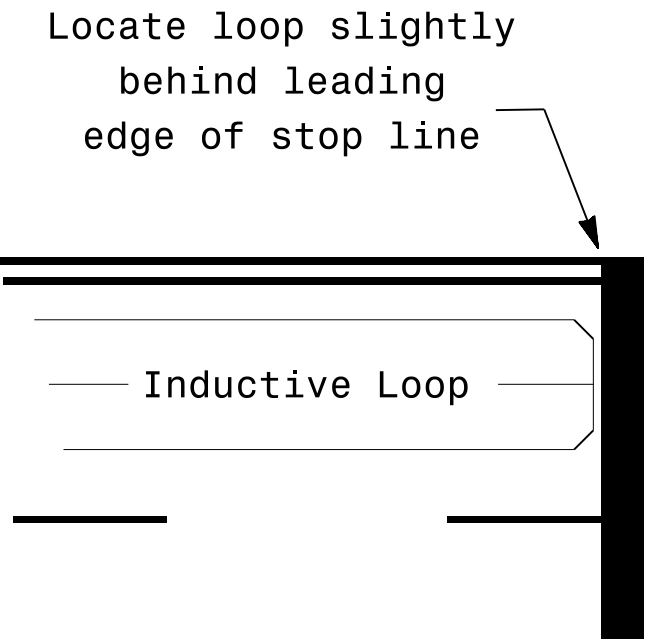
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



- Note:
Loop may be located in advance of stop line under any of the following conditions:
- stop line is greater than 15' from edge of intersecting roadway
 - loop detects a permissive or protected/permissive left turn
 - 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
DEPARTMENT OF TRANSPORTATION
Signal Design Section
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
ROBERT J. ZIEMBA
11/25/2025
DATE
SIG. INVENTORY NO.