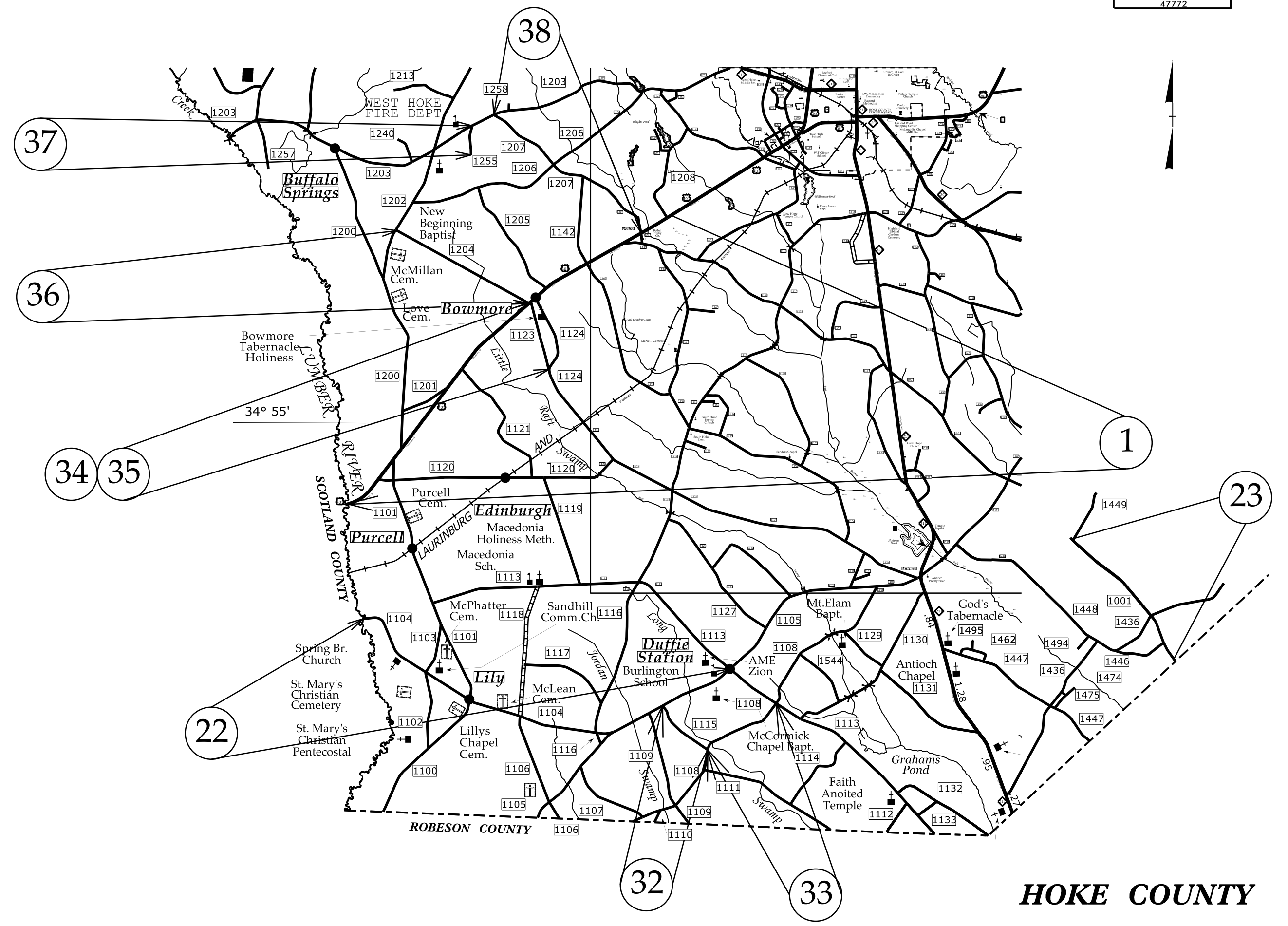


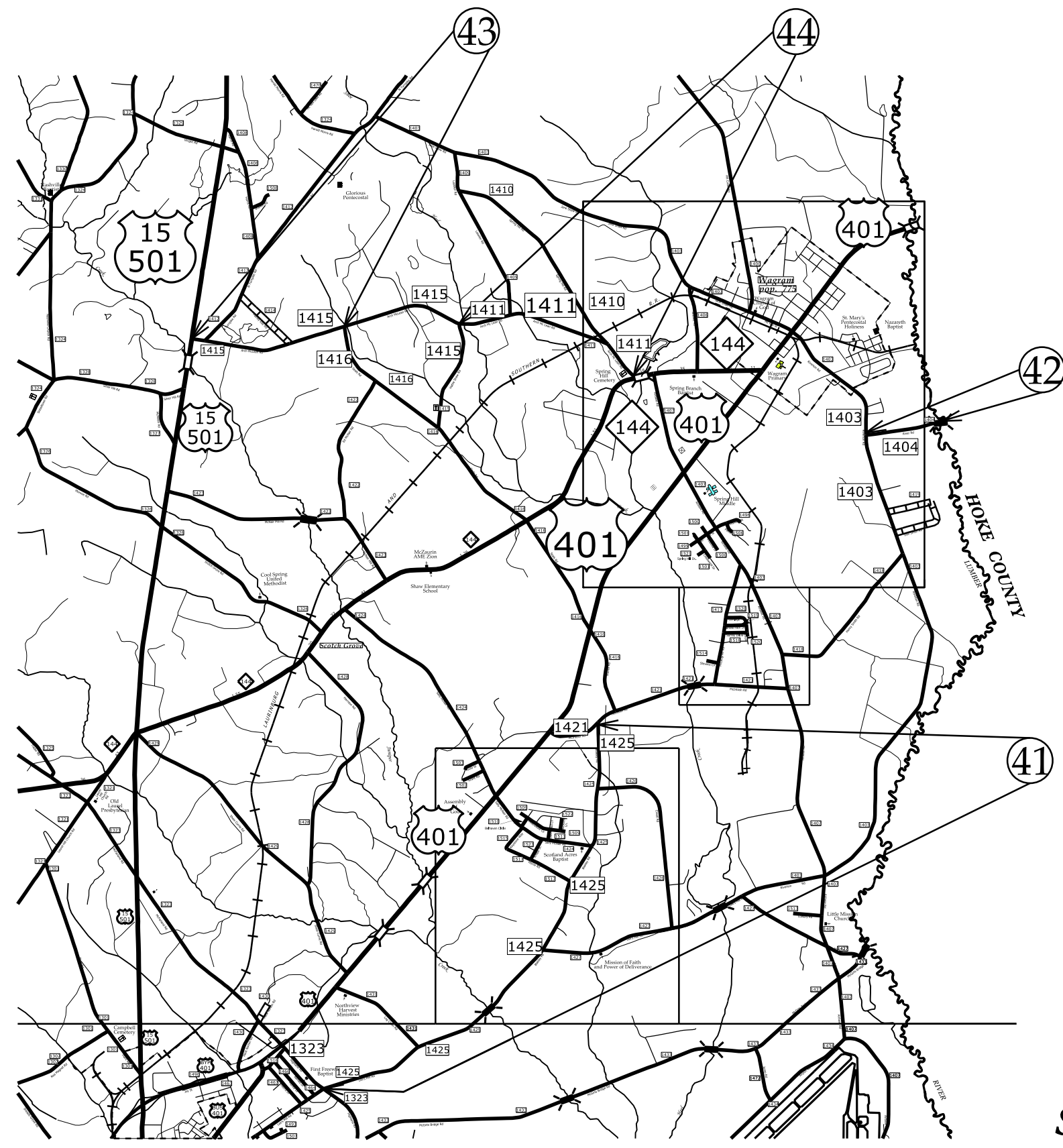
HOKE COUNTY

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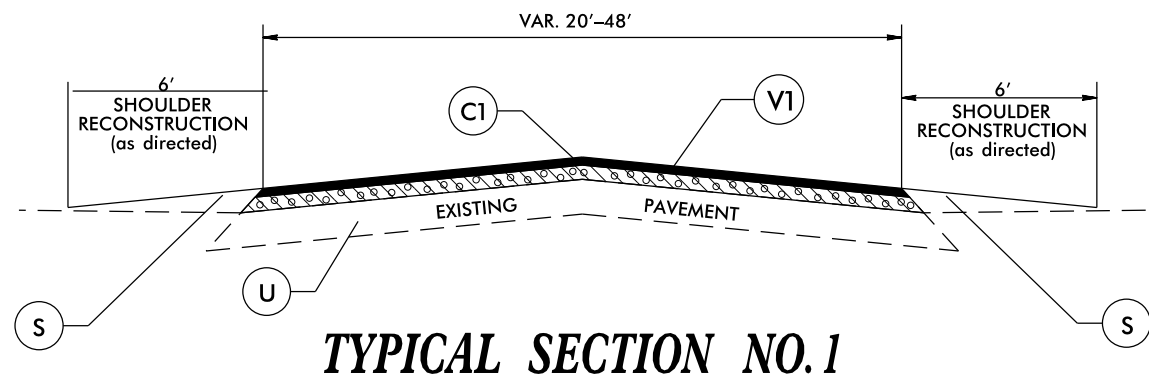
HOKE COUNTY

| WBS ELEMENT | SHEET NO. |
|---------------------|-----------|
| 2018CPT.08.16.10471 | 5 |
| 2018CPT.08.16.10831 | |
| 2018CPT.08.16.20471 | |
| 2018CPT.08.16.20831 | |
| 47772 | |

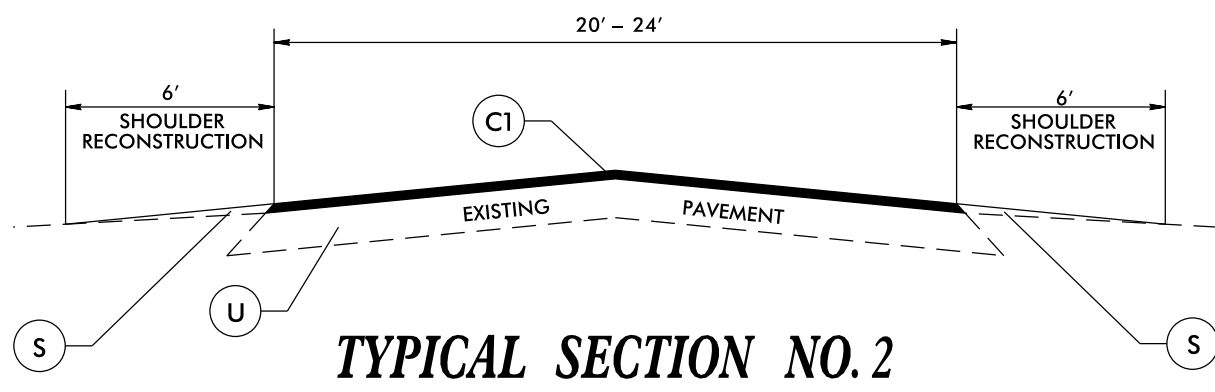


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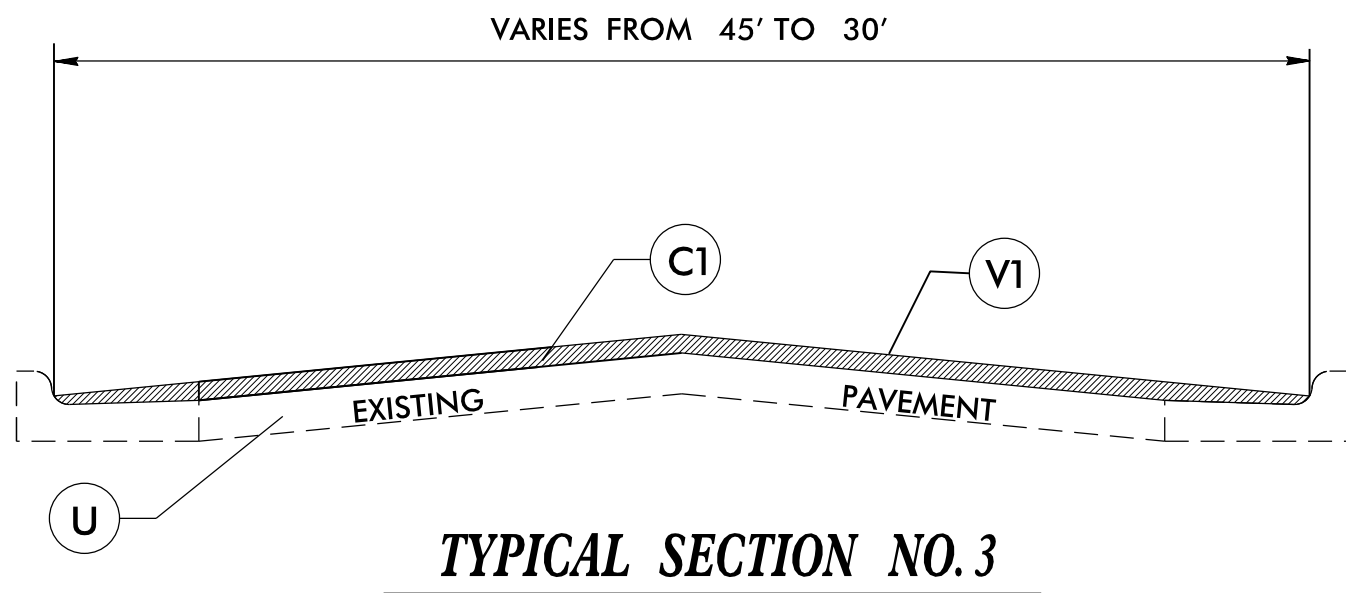
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TYPICAL SECTION NO. 1

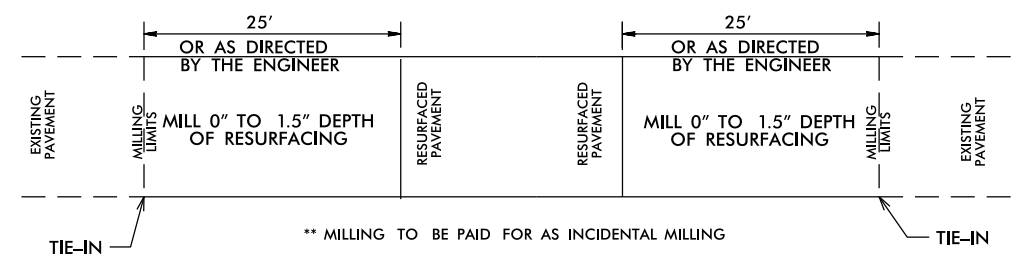
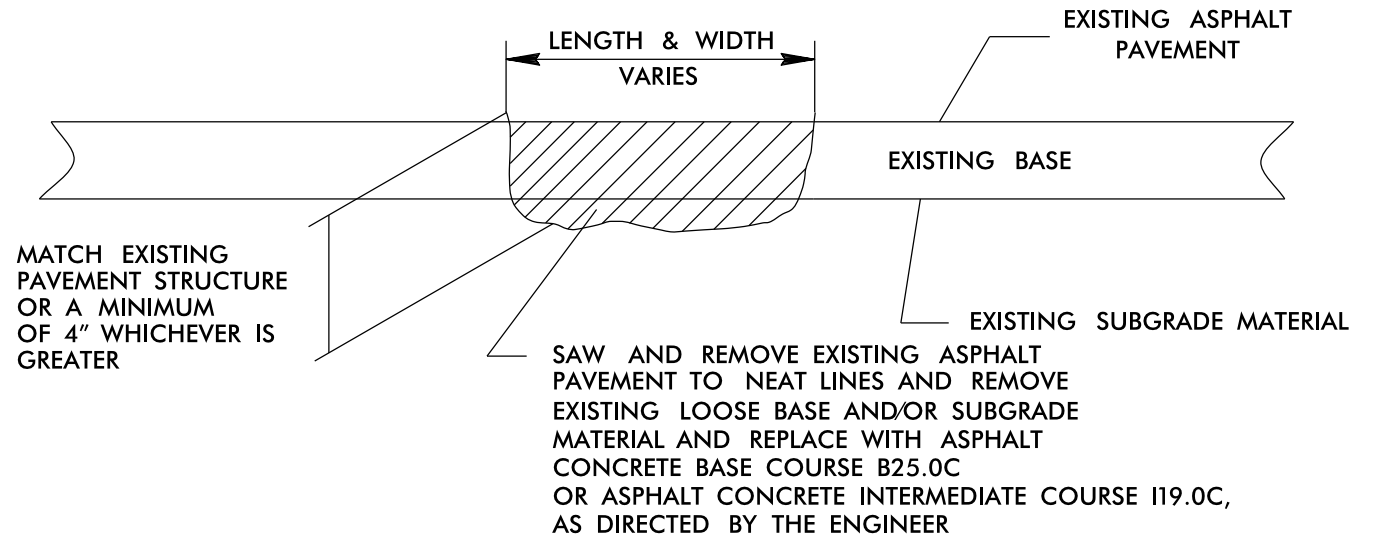


TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 3

DETAILS OF PATCHING EXISTING PAVEMENT PRIOR TO RESURFACING
DETAIL

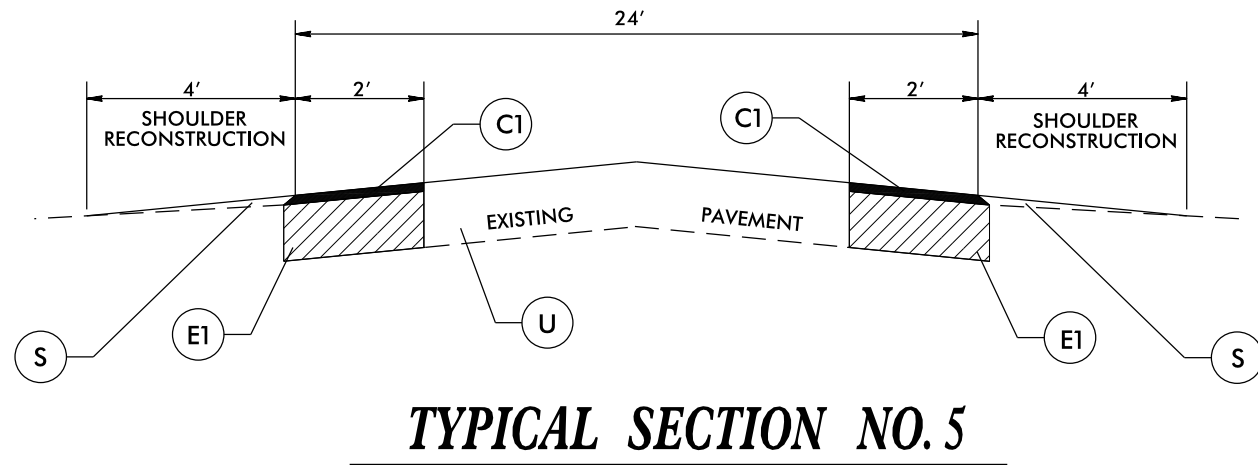
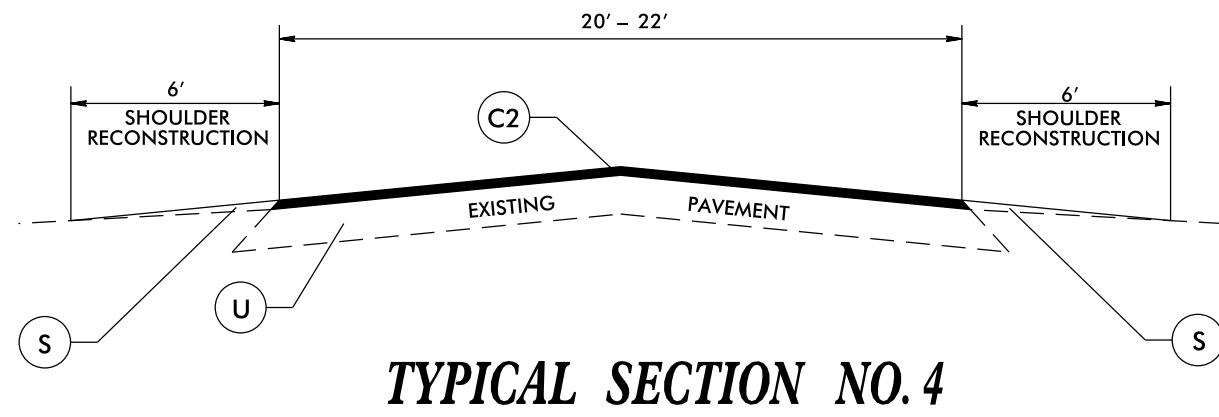


PAVEMENT TIE-IN DETAIL

| PAVEMENT SCHEDULE | |
|-------------------|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 2.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF 2 LAYERS |
| E1 | PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. |
| S | AGGREGATE SHOULDER BORROW |
| U | EXISTING PAVEMENT |
| V1 | MILLING ASPHALT PAVEMENT, 1.5" DEPTH |

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| PAVEMENT SCHEDULE | |
|-------------------|--|
| C1 | PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. |
| C2 | PROP. APPROX. 2.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD. IN EACH OF 2 LAYERS |
| E1 | PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. |
| S | AGGREGATE SHOULDER BORROW |
| U | EXISTING PAVEMENT |
| VI | MILLING ASPHALT PAVEMENT, 1.5" DEPTH |

| | | |
|---------------------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 2018CPT.08.16.10471, etc. | 9 | |

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 | SHOULDER RECONSTRUCTION | AGGREGATE SHOULDER BORROW | 1.5" MILLING | INCIDENTAL MILLING | BASE COURSE, B25.0C | SURFACE COURSE, S9.5B | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT | ADJUST MANHOLES | ADJUST METER OR VALVE BOX | INDUCTIVE LOOP SAWCUT |
|---|----------|--------|-------------------------|--|--------|-------|-----------|--------------------------------|---------------------------|--------|------|-------|-------------------------|---------------------------|--------------|--------------------|---------------------|-----------------------|------------------------------|----------------------------|-----------------|---------------------------|-----------------------|
| | | | | | | | | | | MI | FT | | | | | | | | | | | | |
| 2018CPT.08.16.10471 | Hoke | 1 | US HWY. 401 | FROM C.J. AT SCOT. CO. LINE TO AND THROUGH SR 1208 | 1 | 2 | 2WU | NO | NO | 5.96 | 35.5 | | 6.19 | 867 | 121,580 | | | 11,235 | 753 | 132 | | | 293 |
| TOTAL FOR MAP NO. 1 | | | | | | | | | | 5.96 | | | 6.19 | 867 | 121,580 | | | 11,235 | 753 | 132 | | | 293 |
| TOTAL FOR PROJ NO. 2018CPT.08.16.10471 | | | | | | | | | | 5.96 | | | 6.19 | 867 | 121,580 | | | 11,235 | 753 | 132 | | | 293 |
| 2018CPT.08.16.10831 | Scotland | 2 | US 74 BYP EB (EXIT 182) | EB ON RAMP TO NC 79 | 1 | 1 | | NO | NO | 0.17 | 24 | | 0.34 | 50 | 2,566 | | | 245 | 16 | | | | |
| TOTAL FOR MAP NO. 2 | | | | | | | | | | 0.17 | | | 0.34 | 50 | 2,566 | | | 245 | 16 | | | | |
| 2018CPT.08.16.10831 | Scotland | 3 | US 74 BYP WB (EXIT 182) | WB OFF RAMP TO NC HWY 79 | 1 | 1 | | NO | NO | 0.1 | 24 | | 0.20 | 30 | 2,120 | | | 195 | 13 | | | | |
| TOTAL FOR MAP NO. 3 | | | | | | | | | | 0.1 | | | 0.20 | 30 | 2,120 | | | 195 | 13 | | | | |
| 2018CPT.08.16.10831 | Scotland | 4 | US 74 BYP WB (EXIT 183) | WB OFF RAMP TO US 401 BUS. | 1 | 1 | | NO | NO | 0.14 | 24 | | 0.28 | 40 | 2,020 | | | 195 | 13 | | | | |
| TOTAL FOR MAP NO. 4 | | | | | | | | | | 0.14 | | | 0.28 | 40 | 2,020 | | | 195 | 13 | | | | |
| 2018CPT.08.16.10831 | Scotland | 5 | US 74 BYP WB (EXIT 183) | WB ON RAMP FROM US 401 BUS. | 1 | 1 | | NO | NO | 0.24 | 27 | | 0.48 | 68 | 3,805 | | | 350 | 23 | | | | |
| TOTAL FOR MAP NO. 5 | | | | | | | | | | 0.24 | | | 0.48 | 68 | 3,805 | | | 350 | 23 | | | | |
| 2018CPT.08.16.10831 | Scotland | 6 | US 74 BYP EB (EXIT 183) | EB OFF RAMP FROM US 401 BUS. | 1 | 1 | | NO | NO | 0.16 | 24 | | 0.32 | 45 | 2,342 | | | 215 | 14 | | | | |
| TOTAL FOR MAP NO. 6 | | | | | | | | | | 0.16 | | | 0.32 | 45 | 2,342 | | | 215 | 14 | | | | |
| 2018CPT.08.16.10831 | Scotland | 7 | US 74 BYP EB (EXIT 183) | EB ON RAMP TO US 401 BUS | 1 | 1 | | NO | NO | 0.25 | 24 | | 0.50 | 70 | 3,673 | | | 325 | 22 | | | | |
| TOTAL FOR MAP NO. 7 | | | | | | | | | | 0.25 | | | 0.50 | 70 | 3,673 | | | 325 | 22 | | | | |
| 2018CPT.08.16.10831 | Scotland | 8 | US 74 BYP WB (EXIT 185) | WB OFF RAMP FROM US 501 | 1 | 1 | | NO | NO | 0.1 | 24 | | 0.20 | 38 | 1,433 | | | 135 | 9 | | | | |
| TOTAL FOR MAP NO. 8 | | | | | | | | | | 0.1 | | | 0.20 | 38 | 1,433 | | | 135 | 9 | | | | |
| 2018CPT.08.16.10831 | Scotland | 9 | US 74 BYP WB (EXIT 185) | WB ON RAMP TO US 501 | 1 | 1 | | NO | NO | 0.12 | 27 | | 0.24 | 34 | 2,059 | | | 190 | 13 | | | | |
| TOTAL FOR MAP NO. 9 | | | | | | | | | | 0.12 | | | 0.24 | 34 | 2,059 | | | 190 | 13 | | | | |
| 2018CPT.08.16.10831 | Scotland | 10 | US 74 BYP EB (EXIT 185) | EB OFF RAMP TO US 501 | 1 | 1 | | NO | NO | 0.09 | 24 | | 0.18 | 25 | 1,335 | | | 125 | 8 | | | | |
| TOTAL FOR MAP NO. 10 | | | | | | | | | | 0.09 | | | 0.18 | 25 | 1,335 | | | 125 | 8 | | | | |
| 2018CPT.08.16.10831 | Scotland | 11 | US 74 BYP EB (EXIT 185) | EB ON RAMP FROM US 501 | 1 | 1 | | NO | NO | 0.13 | 24 | | 0.26 | 36 | 1,916 | | | 180 | 12 | | | | |
| TOTAL FOR MAP NO. 11 | | | | | | | | | | 0.13 | | | 0.26 | 36 | 1,916 | | | 180 | 12 | | | | |
| 2018CPT.08.16.10831 | Scotland | 12 | US 74 BYP WB (EXIT 186) | WB ON RAMP FROM SR 1323 (HIGHLAND RD) | 1 | 1 | | NO | NO | 0.14 | 24 | | 0.28 | 40 | 2,130 | | | 195 | 13 | | | | |
| TOTAL FOR MAP NO. 12 | | | | | | | | | | 0.14 | | | 0.28 | 40 | 2,130 | | | 195 | 13 | | | | |
| 2018CPT.08.16.10831 | Scotland | 13 | US 74 BYP EB (EXIT 186) | EB OFF RAMP TO SR 1323 (HIGHLAND RD) | 1 | 1 | | NO | NO | 0.17 | 24 | | 0.34 | 48 | 2,540 | | | 230 | 15 | | | | |
| TOTAL FOR MAP NO. 13 | | | | | | | | | | 0.17 | | | 0.34 | 48 | 2,540 | | | 230 | 15 | | | | |
| 2018CPT.08.16.10831 | Scotland | 14 | US 74 BYP WB (EXIT 187) | WB OFF RAMP TO 74 BUS | 1 | 1 | | NO | NO | 0.08 | 24 | | 0.16 | 23 | 1,300 | | | 125 | 8 | | | | |
| TOTAL FOR MAP NO. 14 | | | | | | | | | | 0.08 | | | 0.16 | 23 | 1,300 | | | 125 | 8 | | | | |
| 2018CPT.08.16.10831 | Scotland | 15 | US 74 BYP WB (EXIT 187) | WB ON RAMP FROM US 74 BUS. | 1 | 1 | | NO | NO | 0.12 | 27 | | 0.24 | 34 | 1,990 | | | 185 | 12 | | | | |
| TOTAL FOR MAP NO. 15 | | | | | | | | | | 0.12 | | | 0.24 | 34 | 1,990 | | | 185 | 12 | | | | |
| 2018CPT.08.16.10831 | Scotland | 16 | US 74 BYP EB (EXIT 187) | EB ON RAMP TO US 74 BUS. | 1 | 1 | | NO | NO | 0.18 | 24 | | 0.36 | 50 | 2,654 | | | 245 | 16 | | | | |
| TOTAL FOR MAP NO. 16 | | | | | | | | | | 0.18 | | | 0.36 | 50 | 2,654 | | | 245 | 16 | | | | |
| 2018CPT.08.16.10831 | Scotland | 17 | US 74 BYP EB (EXIT 187) | EB OFF RAMP FROM 74 BUS | 1 | 1 | | NO | NO | 0.28 | 24 | | 0.56 | 79 | 4,022 | | | 370 | 25 | | | | |
| TOTAL FOR MAP NO. 17 | | | | | | | | | | 0.28 | | | 0.56 | 79 | 4,022 | | | 370 | 25 | | | | |
| 2018CPT.08.16.10831 | Scotland | 18 | US 74 BYP WB (EXIT 190) | WB OFF RAMP FROM SR 1436 (AIRPORT RD) | 1 | 1 | | NO | NO | 0.31 | 24 | | 0.62 | 86 | 4,500 | | | 415 | 28 | | | | |
| TOTAL FOR MAP NO. 18 | | | | | | | | | | 0.31 | | | 0.62 | 86 | 4,500 | | | 415 | 28 | | | | |
| 2018CPT.08.16.10831 | Scotland | 19 | US 74 BYP WB (EXIT 190) | WB ON RAMP TO SR 1436 (AIRPORT RD) | 1 | 1 | | NO | NO | 0.17 | 24 | | 0.34 | 48 | 2,500 | | | 235 | 16 | | | | |
| TOTAL FOR MAP NO. 19 | | | | | | | | | | 0.17 | | | 0.34 | 48 | 2,500 | | | 235 | 16 | | | | |
| 2018CPT.08.16.10831 | Scotland | 20 | US 74 BYP EB (EXIT 190) | EB ON RAMP FROM SR 1436 (AIRPORT RD) | 1 | 1 | | NO | NO | 0.28 | 24 | | 0.56 | 78 | 4,108 | | | 375 | 25 | | | | |
| TOTAL FOR MAP NO. 20 | | | | | | | | | | 0.28 | | | 0.56 | 78 | 4,108 | | | 375 | 25 | | | | |
| 2018CPT.08.16.10831 | Scotland | 21 | US 74 BYP EB (EXIT 190) | EB OFF RAMP TO SR 1436 (AIRPORT RD) | 1 | 1 | | NO | NO | 0.18 | 24 | | 0.36 | 50 | 2,646 | | | 245 | 16 | | | | |
| TOTAL FOR MAP NO. 21 | | | | | | | | | | 0.18 | | | 0.36 | 50 | 2,646 | | | 245 | 16 | | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.10831 | | | | | | | | | | 3.41 | | | 6.82 | 972 | 51,659 | | | 4,775 | 317 | | | | |

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---------------------------|-----------|-----------|
| 2018CPT.08.16.10471, etc. | 10 | |

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 | SHOULDER RECONSTRUCTION | AGGREGATE SHOULDER BORROW | 1.5" MILLING | INCIDENTAL MILLING | BASE COURSE, B25.0C | SURFACE COURSE, S9.5B | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT | ADJUST MANHOLES | ADJUST METER OR VALVE BOX | INDUCTIVE LOOP SAWCUT |
|---|----------|--------|------------------------------|--|------------|-------|-----------|--------------------------------|---------------------------|--------------|-------|-------------------------|---------------------------|----------------|--------------------|---------------------|-----------------------|------------------------------|----------------------------|-----------------|---------------------------|-----------------------|
| | | | | | | | | | | MI | FT | SMI | TON | SY | SY | TONS | TONS | TONS | TONS | EA | EA | LF |
| 2018CPT.08.16.20471 | Hoke | 22 | SR 1104 (SPRING HILL RD) | FROM SCOT. CO TO SR 1113 (DUFFIE RD) | 2 | 2 | 2WU | NO | NO | 4.04 | 20 | 8.08 | 1,131 | | 600 | | 4,770 | 320 | 100 | | | |
| TOTAL FOR MAP NO. 22 | | | | | | | | | | 4.04 | | 8.08 | 1,131 | | 600 | | 4,770 | 320 | 100 | | | |
| 2018CPT.08.16.20471 | Hoke | 23 | SR 1001 (N SHANNON RD) | FROM SR 1449 (HALL RD) TO ROBESON CO. LINE | 2 | 2 | 2WU | NO | NO | 2.27 | 22 | 4.54 | 635 | | 300 | | 2,955 | 198 | 300 | | | |
| TOTAL FOR MAP NO. 23 | | | | | | | | | | 2.27 | | 4.54 | 635 | | 300 | | 2,955 | 198 | 300 | | | |
| 2018CPT.08.16.20471 | Hoke | 24 | SR 1461 (KOONLE RD) | FROM SR 1406 (ROCKFISH RD) TO SR 1422 (PHILLIPI CH RD) | 2 | 2 | 2WU | NO | NO | 1.1 | 20 | 2.20 | 308 | | 200 | | 1,195 | 80 | 200 | | | |
| TOTAL FOR MAP NO. 24 | | | | | | | | | | 1.1 | | 2.20 | 308 | | 200 | | 1,195 | 80 | 200 | | | |
| 2018CPT.08.16.20471 | Hoke | 25 | SR 1417 (ADCOX RD) | FROM SR 1409 (JOHNSON MILL RD) TO SR 1418 (LINDSAY RD) | 2 | 2 | 2WU | NO | NO | 1.34 | 22 | 2.68 | 375 | | 300 | | 1,795 | 120 | 200 | | | |
| TOTAL FOR MAP NO. 25 | | | | | | | | | | 1.34 | | 2.68 | 375 | | 300 | | 1,795 | 120 | 200 | | | |
| 2018CPT.08.16.20471 | Hoke | 26 | SR 1419 (STONE POINT) | FROM CUMB. CO TO SR 1418 (LINDSAY RD) | 2 | 2 | 2WU | NO | NO | 0.82 | 22 | 1.64 | 230 | | 200 | | 975 | 65 | 75 | | | |
| TOTAL FOR MAP NO. 26 | | | | | | | | | | 0.82 | | 1.64 | 230 | | 200 | | 975 | 65 | 75 | | | |
| 2018CPT.08.16.20471 | Hoke | 27 | SR 1317 (BROCK RD) | FROM US 401 TO SR 1305 (WAYSIDE DR) | 2 | 2 | 2WU | NO | NO | 0.59 | 21 | 1.18 | 166 | | 200 | | 730 | 49 | 50 | | | |
| TOTAL FOR MAP NO. 27 | | | | | | | | | | 0.59 | | 1.18 | 166 | | 200 | | 730 | 49 | 50 | | | |
| 2018CPT.08.16.20471 | Hoke | 28 | SR 1491 (SCURLOCK SCHOOL RD) | FROM 401 BUS. TO SR 1406 (ROCKFISH RD) | 2 | 2 | 2WU | NO | NO | 0.7 | 21 | 1.40 | 196 | | 200 | | 800 | 54 | 100 | | | |
| TOTAL FOR MAP NO. 28 | | | | | | | | | | 0.7 | | 1.40 | 196 | | 200 | | 800 | 54 | 100 | | | |
| 2018CPT.08.16.20471 | Hoke | 29 | SR 1412 (S PARKER CHURCH RD) | FROM SR 1409 (JOHNSON MILL) TO SR 1422 (PHILLIPI CH. RD) | 2 | 2 | 2WU | NO | NO | 1.83 | 22 | 3.66 | 540 | | 150 | | 2,235 | 150 | 75 | 2 | 1 | |
| TOTAL FOR MAP NO. 29 | | | | | | | | | | 1.83 | | 3.66 | 540 | | 150 | | 2,235 | 150 | 75 | 2 | 1 | |
| 2018CPT.08.16.20471 | Hoke | 30 | SR 1411 (N. PARKER CH. RD) | FROM US 401 TO SR 1409 (JOHNSON MILL) | 2 | 2 | 2WU | NO | NO | 0.83 | 23 | 1.66 | 232 | | 150 | | 1,100 | 74 | 50 | | | |
| TOTAL FOR MAP NO. 30 | | | | | | | | | | 0.83 | | 1.66 | 232 | | 150 | | 1,100 | 74 | 50 | | | |
| 2018CPT.08.16.20471 | Hoke | 31 | SR 1345 (MIDWAY RD) | FROM US 401 TO DEAD END | 2 | 2 | 2WU | NO | NO | 0.23 | 22 | 0.46 | 65 | | 200 | | 305 | 20 | 20 | | | |
| TOTAL FOR MAP NO. 31 | | | | | | | | | | 0.23 | | 0.46 | 65 | | 200 | | 305 | 20 | 20 | | | |
| 2018CPT.08.16.20471 | Hoke | 32 | SR 1115 (TOM MCLAUGHLIN RD) | FROM SR 1108 (WILSON RD) TO SR 1105 (OLD WIRE RD) | PATCH ONLY | 2 | 2WU | NO | NO | 0.9 | 20 | | | | | | | | 25 | | | |
| TOTAL FOR MAP NO. 32 | | | | | | | | | | 0.9 | | | | | | | | | 25 | | | |
| 2018CPT.08.16.20471 | Hoke | 33 | SR 1108 (WILSON RD) | FROM SR 1113 (DUFFIE RD) TO SR 1115 (TOM MCLAUGHLIN RD) | PATCH ONLY | 2 | 2WU | NO | NO | 1.2 | 20 | | | | | | | | 10 | | | |
| TOTAL FOR MAP NO. 33 | | | | | | | | | | 1.2 | | | | | | | | | 10 | | | |
| 2018CPT.08.16.20471 | Hoke | 34 | SR 1123 (GRAHAM RD) | FROM US 401 TO SR 1124 (WALTER GIBSON RD) | PATCH ONLY | 2 | 2WU | NO | NO | 0.98 | 20 | | | | | | | | 40 | | | |
| TOTAL FOR MAP NO. 34 | | | | | | | | | | 0.98 | | | | | | | | | 40 | | | |
| 2018CPT.08.16.20471 | Hoke | 35 | SR 1124 (WALTER GIBSON RD) | FROM SR 1123 (GRAHAM RD) TO US 401 | PATCH ONLY | 2 | 2WU | NO | NO | 1.11 | 20 | | | | | | | | 15 | | | |
| TOTAL FOR MAP NO. 35 | | | | | | | | | | 1.11 | | | | | | | | | 15 | | | |
| 2018CPT.08.16.20471 | Hoke | 36 | SR 1204 (NORTON RD) | FROM US 401 TO SR 1202 (FULFORD MCMILLAN RD) | PATCH ONLY | 2 | 2WU | NO | NO | 2.12 | 20 | | | | | | | | 10 | | | |
| TOTAL FOR MAP NO. 36 | | | | | | | | | | 2.12 | | | | | | | | | 10 | | | |
| 2018CPT.08.16.20471 | Hoke | 37 | SR 1255 (SUMMERWOOD DR) | FROM SR 1203 (TURNPIKE RD) TO DEAD END | PATCH ONLY | 2 | 2WU | NO | NO | 0.41 | 20 | | | | | | | | 20 | | | |
| TOTAL FOR MAP NO. 37 | | | | | | | | | | 0.41 | | | | | | | | | 20 | | | |
| 2018CPT.08.16.20471 | Hoke | 38 | SR 1207 (JOHN RUSSELL RD) | FROM SR 1203 (TURNPIKE RD) TO US 401 | PATCH ONLY | 2 | 2WU | NO | NO | 2.75 | 20 | | | | | | | | 30 | | | |
| TOTAL FOR MAP NO. 38 | | | | | | | | | | 2.75 | | | | | | | | | 30 | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.20471 | | | | | | | | | | 23.22 | | 27.50 | 3,878 | | 2,500 | | 16,860 | 1,130 | 1,320 | 2 | 1 | |
| 2018CPT.08.16.20831 | Scotland | 39 | SR 1438 (S CALEDONIA ST) | FROM US 74 BYP TO US 74 BUS | 3 | 2 | 2WU | NO | NO | 1.21 | 45 | | | 32,000 | 600 | | 2,690 | 180 | | 22 | 11 | 300 |
| TOTAL FOR MAP NO. 39 | | | | | | | | | | 1.21 | | | | 32,000 | 600 | | 2,690 | 180 | | 22 | 11 | 300 |
| 2018CPT.08.16.20831 | Scotland | 40 | SR 1438 (N CALEDONIA ST) | FROM US 74 BUS TO SR 1323 (MCFARLAND RD) | 2,3 | 2 | 2WU | NO | NO | 1.64 | 22 | 2.99 | 420 | 2,000 | 700 | | 2,390 | 160 | 150 | 4 | 4 | |
| TOTAL FOR MAP NO. 40 | | | | | | | | | | 1.64 | | 2.99 | 420 | 2,000 | 700 | | 2,390 | 160 | 150 | 4 | 4 | |
| 2018CPT.08.16.20831 | Scotland | 41 | SR 1425 (LEE'S MILL RD) | FROM SR 1323 (HIGHLAND RD) TO SR 1421 (MCINTOSH RD) | 2 | 2 | 2WU | NO | NO | 3.93 | 22 | 7.86 | 1,100 | | 600 | | 4,945 | 331 | 150 | | | |
| TOTAL FOR MAP NO. 41 | | | | | | | | | | 3.93 | | 7.86 | 1,100 | | 600 | | 4,945 | 331 | 150 | | | |
| 2018CPT.08.16.20831 | Scotland | 42 | SR 1404 (RIVER RD) | FROM SR 1403 (RIVERTON RD) TO HOKE CO LINE. | 2 | 2 | 2WU | NO | NO | 0.6 | 21 | 1.20 | 168 | | 400 | | 685 | 46 | 150 | | | |
| TOTAL FOR MAP NO. 42 | | | | | | | | | | 0.6 | | 1.20 | 168 | | 400 | | 685 | 46 | 150 | | | |
| 2018CPT.08.16.20831 | Scotland | 43 | SR 1415 (ARCH MCLEAN) | FROM US 15 TO SR 1416 (SEALS RD) | 4 | 2 | 2WU | NO | NO | 1.25 | 22 | 2.50 | 350 | | 200 | | 2,510 | 165 | 100 | | | |
| TOTAL FOR MAP NO. 43 | | | | | | | | | | 1.25 | | 2.50 | 350 | | 200 | | 2,510 | 165 | 100 | | | |
| 2018CPT.08.16.20831 | Scotland | 44 | SR 1411 (ARCH MCLEAN) | FROM NC 144 TO SR 1415 (HATTIE SHAW) | 4 | 2 | 2WU | NO | NO | 1.61 | 20 | 3.22 | 450 | | 500 | | 2,940 | 193 | 100 | | | |
| TOTAL FOR MAP NO. 44 | | | | | | | | | | 1.61 | | 3.22 | 450 | | 500 | | 2,940 | 193 | 100 | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.20831 | | | | | | | | | | 10.24 | | 17.77 | 2,488 | 34,000 | 3,000 | | 16,160 | 1,075 | 650 | 26 | 15 | 300 |
| 47772 | Hoke | 45 | SR 1441 (DAVIS BRIDGE RD) | FROM ROBESON CO LINE TO SR 1003 (ARABIA RD) | 5 | 2 | 2WU | NO | YES | 0.47 | 24 | 0.95 | 131 | | | 355 | 105 | 23 | | | | |
| TOTAL FOR MAP NO. 45 | | | | | | | | | | 0.47 | | 0.95 | 131 | | | 355 | 105 | 23 | | | | |
| TOTAL FOR PROJ NO. 47772 | | | | | | | | | | 0.47 | | 0.95 | 131 | | | 355 | 105 | 23 | | | | |
| GRAND TOTAL | | | | | | | | | | 43.3 | | 59.23 | 8,336 | 207,239 | 5,500 | 355 | 49,135 | 3,298 | 2,102 | 28 | 16 | 593 |

| PROJECT NO. | SHEET NO. | TOTAL NO. |
|---------------------------|-----------|-----------|
| 2018CPT.08.16.10471, etc. | 10 | |

SUMMARY OF QUANTITIES

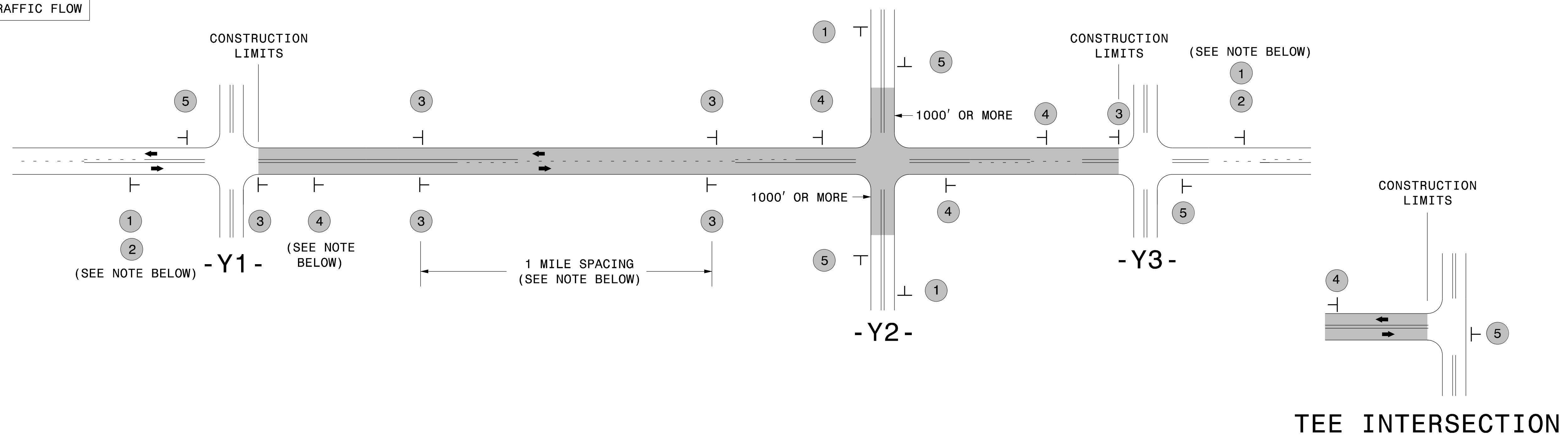
| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | FINAL SURFACE TESTING REQUIRED | WARM MIX ASPHALT REQUIRED | LENGTH | WIDTH | SHOULDER RECONSTRUCTION | AGGREGATE SHOULDER BORROW | 1.5" MILLING | INCIDENTAL MILLING | BASE COURSE, B25.0C | SURFACE COURSE, S9.5B | ASPHALT BINDER FOR PLANT MIX | PATCHING EXISTING PAVEMENT | ADJUST MANHOLES | ADJUST METER OR VALVE BOX | INDUCTIVE LOOP SAWCUT | |
|---|----------|--------|------------------------------|--|------------|-------|-----------|--------------------------------|---------------------------|--------------|-------|-------------------------|---------------------------|----------------|--------------------|---------------------|-----------------------|------------------------------|----------------------------|-----------------|---------------------------|-----------------------|------------|
| | | | | | | | | | | MI | FT | SMI | TON | SY | SY | TONS | TONS | TONS | TONS | EA | EA | LF | |
| 2018CPT.08.16.20471 | Hoke | 22 | SR 1104 (SPRING HILL RD) | FROM SCOT. CO TO SR 1113 (DUFFIE RD) | 2 | 2 | 2WU | NO | NO | 4.04 | 20 | 8.08 | 1,131 | | 600 | | 4,770 | 320 | 100 | | | | |
| TOTAL FOR MAP NO. 22 | | | | | | | | | | 4.04 | | 8.08 | 1,131 | | 600 | | 4,770 | 320 | 100 | | | | |
| 2018CPT.08.16.20471 | Hoke | 23 | SR 1001 (N SHANNON RD) | FROM SR 1449 (HALL RD) TO ROBESON CO. LINE | 2 | 2 | 2WU | NO | NO | 2.27 | 22 | 4.54 | 635 | | 29,298 | | 2,955 | 198 | 300 | | | | |
| TOTAL FOR MAP NO. 23 | | | | | | | | | | 2.27 | | 4.54 | 635 | | 29,298 | | 2,955 | 198 | 300 | | | | |
| 2018CPT.08.16.20471 | Hoke | 24 | SR 1461 (KOONLE RD) | FROM SR 1406 (ROCKFISH RD) TO SR 1422 (PHILLIPI CH RD) | 2 | 2 | 2WU | NO | NO | 1.1 | 20 | 2.20 | 308 | | 200 | | 1,195 | 80 | 200 | | | | |
| TOTAL FOR MAP NO. 24 | | | | | | | | | | 1.1 | | 2.20 | 308 | | 200 | | 1,195 | 80 | 200 | | | | |
| 2018CPT.08.16.20471 | Hoke | 25 | SR 1417 (ADCOX RD) | FROM SR 1409 (JOHNSON MILL RD) TO SR 1418 (LINDSAY RD) | 2 | 2 | 2WU | NO | NO | 1.34 | 22 | 2.68 | 375 | | 300 | | 1,795 | 120 | 200 | | | | |
| TOTAL FOR MAP NO. 25 | | | | | | | | | | 1.34 | | 2.68 | 375 | | 300 | | 1,795 | 120 | 200 | | | | |
| 2018CPT.08.16.20471 | Hoke | 26 | SR 1419 (STONE POINT) | FROM CUMB. CO TO SR 1418 (LINDSAY RD) | 2 | 2 | 2WU | NO | NO | 0.82 | 22 | 1.64 | 230 | | 200 | | 975 | 65 | 75 | | | | |
| TOTAL FOR MAP NO. 26 | | | | | | | | | | 0.82 | | 1.64 | 230 | | 200 | | 975 | 65 | 75 | | | | |
| 2018CPT.08.16.20471 | Hoke | 27 | SR 1317 (BROCK RD) | FROM US 401 TO SR 1305 (WAYSIDE DR) | 2 | 2 | 2WU | NO | NO | 0.59 | 21 | 1.18 | 166 | | 200 | | 730 | 49 | 50 | | | | |
| TOTAL FOR MAP NO. 27 | | | | | | | | | | 0.59 | | 1.18 | 166 | | 200 | | 730 | 49 | 50 | | | | |
| 2018CPT.08.16.20471 | Hoke | 28 | SR 1491 (SCURLOCK SCHOOL RD) | FROM 401 BUS. TO SR 1406 (ROCKFISH RD) | 2 | 2 | 2WU | NO | NO | 0.7 | 21 | 1.40 | 196 | | 200 | | 800 | 54 | 100 | | | | |
| TOTAL FOR MAP NO. 28 | | | | | | | | | | 0.7 | | 1.40 | 196 | | 200 | | 800 | 54 | 100 | | | | |
| 2018CPT.08.16.20471 | Hoke | 29 | SR 1412 (S PARKER CHURCH RD) | FROM SR 1409 (JOHNSON MILL) TO SR 1422 (PHILLIPI CH. RD) | 2 | 2 | 2WU | NO | NO | 1.83 | 22 | 3.66 | 540 | | 150 | | 2,235 | 150 | 75 | 2 | 1 | | |
| TOTAL FOR MAP NO. 29 | | | | | | | | | | 1.83 | | 3.66 | 540 | | 150 | | 2,235 | 150 | 75 | 2 | 1 | | |
| 2018CPT.08.16.20471 | Hoke | 30 | SR 1411 (N. PARKER CH. RD) | FROM US 401 TO SR 1409 (JOHNSON MILL) | 2 | 2 | 2WU | NO | NO | 0.83 | 23 | 1.66 | 232 | | 150 | | 1,100 | 74 | 50 | | | | |
| TOTAL FOR MAP NO. 30 | | | | | | | | | | 0.83 | | 1.66 | 232 | | 150 | | 1,100 | 74 | 50 | | | | |
| 2018CPT.08.16.20471 | Hoke | 31 | SR 1345 (MIDWAY RD) | FROM US 401 TO DEAD END | 2 | 2 | 2WU | NO | NO | 0.23 | 22 | 0.46 | 65 | | 200 | | 305 | 20 | 20 | | | | |
| TOTAL FOR MAP NO. 31 | | | | | | | | | | 0.23 | | 0.46 | 65 | | 200 | | 305 | 20 | 20 | | | | |
| 2018CPT.08.16.20471 | Hoke | 32 | SR 1115 (TOM MCLAUGHLIN RD) | FROM SR 1108 (WILSON RD) TO SR 1105 (OLD WIRE RD) | PATCH ONLY | 2 | 2WU | NO | NO | 0.9 | 20 | | | | | | | | 25 | | | | |
| TOTAL FOR MAP NO. 32 | | | | | | | | | | 0.9 | | | | | | | | | 25 | | | | |
| 2018CPT.08.16.20471 | Hoke | 33 | SR 1108 (WILSON RD) | FROM SR 1113 (DUFFIE RD) TO SR 1115 (TOM MCLAUGHLIN RD) | PATCH ONLY | 2 | 2WU | NO | NO | 1.2 | 20 | | | | | | | | 10 | | | | |
| TOTAL FOR MAP NO. 33 | | | | | | | | | | 1.2 | | | | | | | | | 10 | | | | |
| 2018CPT.08.16.20471 | Hoke | 34 | SR 1123 (GRAHAM RD) | FROM US 401 TO SR 1124 (WALTER GIBSON RD) | PATCH ONLY | 2 | 2WU | NO | NO | 0.98 | 20 | | | | | | | | 40 | | | | |
| TOTAL FOR MAP NO. 34 | | | | | | | | | | 0.98 | | | | | | | | | 40 | | | | |
| 2018CPT.08.16.20471 | Hoke | 35 | SR 1124 (WALTER GIBSON RD) | FROM SR 1123 (GRAHAM RD) TO US 401 | PATCH ONLY | 2 | 2WU | NO | NO | 1.11 | 20 | | | | | | | | 15 | | | | |
| TOTAL FOR MAP NO. 35 | | | | | | | | | | 1.11 | | | | | | | | | 15 | | | | |
| 2018CPT.08.16.20471 | Hoke | 36 | SR 1204 (NORTON RD) | FROM US 401 TO SR 1202 (FULFORD MCMILLAN RD) | PATCH ONLY | 2 | 2WU | NO | NO | 2.12 | 20 | | | | | | | | 10 | | | | |
| TOTAL FOR MAP NO. 36 | | | | | | | | | | 2.12 | | | | | | | | | 10 | | | | |
| 2018CPT.08.16.20471 | Hoke | 37 | SR 1255 (SUMMERWOOD DR) | FROM SR 1203 (TURNPIKE RD) TO DEAD END | PATCH ONLY | 2 | 2WU | NO | NO | 0.41 | 20 | | | | | | | | 20 | | | | |
| TOTAL FOR MAP NO. 37 | | | | | | | | | | 0.41 | | | | | | | | | 20 | | | | |
| 2018CPT.08.16.20471 | Hoke | 38 | SR 1207 (JOHN RUSSELL RD) | FROM SR 1203 (TURNPIKE RD) TO US 401 | PATCH ONLY | 2 | 2WU | NO | NO | 2.75 | 20 | | | | | | | | 30 | | | | |
| TOTAL FOR MAP NO. 38 | | | | | | | | | | 2.75 | | | | | | | | | 30 | | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.20471 | | | | | | | | | | 23.22 | | 27.50 | 3,878 | | 31,498 | | 16,860 | 1,130 | 1,320 | 2 | 1 | | |
| 2018CPT.08.16.20831 | Scotland | 39 | SR 1438 (S CALEDONIA ST) | FROM US 74 BYP TO US 74 BUS | 3 | 2 | 2WU | NO | NO | 1.21 | 45 | | | 32,000 | 600 | | 2,690 | 180 | | 22 | 11 | 300 | |
| TOTAL FOR MAP NO. 39 | | | | | | | | | | 1.21 | | | | 32,000 | 600 | | 2,690 | 180 | | 22 | 11 | 300 | |
| 2018CPT.08.16.20831 | Scotland | 40 | SR 1438 (N CALEDONIA ST) | FROM US 74 BUS TO SR 1323 (MCFARLAND RD) | 2,3 | 2 | 2WU | NO | NO | 1.64 | 22 | 2.99 | 420 | 2,000 | 700 | | 2,390 | 160 | 150 | 4 | 4 | | |
| TOTAL FOR MAP NO. 40 | | | | | | | | | | 1.64 | | 2.99 | 420 | 2,000 | 700 | | 2,390 | 160 | 150 | 4 | 4 | | |
| 2018CPT.08.16.20831 | Scotland | 41 | SR 1425 (LEE'S MILL RD) | FROM SR 1323 (HIGHLAND RD) TO SR 1421 (MCINTOSH RD) | 2 | 2 | 2WU | NO | NO | 3.93 | 22 | 7.86 | 1,100 | | 600 | | 4,945 | 331 | 150 | | | | |
| TOTAL FOR MAP NO. 41 | | | | | | | | | | 3.93 | | 7.86 | 1,100 | | 600 | | 4,945 | 331 | 150 | | | | |
| 2018CPT.08.16.20831 | Scotland | 42 | SR 1404 (RIVER RD) | FROM SR 1403 (RIVERTON RD) TO HOKE CO LINE. | 2 | 2 | 2WU | NO | NO | 0.6 | 21 | 1.20 | 168 | | 400 | | 685 | 46 | 150 | | | | |
| TOTAL FOR MAP NO. 42 | | | | | | | | | | 0.6 | | 1.20 | 168 | | 400 | | 685 | 46 | 150 | | | | |
| 2018CPT.08.16.20831 | Scotland | 43 | SR 1415 (ARCH MCLEAN) | FROM US 15 TO SR 1416 (SEALS RD) | 4 | 2 | 2WU | NO | NO | 1.25 | 22 | 2.50 | 350 | | 200 | | 2,510 | 165 | 100 | | | | |
| TOTAL FOR MAP NO. 43 | | | | | | | | | | 1.25 | | 2.50 | 350 | | 200 | | 2,510 | 165 | 100 | | | | |
| 2018CPT.08.16.20831 | Scotland | 44 | SR 1411 (ARCH MCLEAN) | FROM NC 144 TO SR 1415 (HATTIE SHAW) | 4 | 2 | 2WU | NO | NO | 1.61 | 20 | 3.22 | 450 | | 500 | | 2,940 | 193 | 100 | | | | |
| TOTAL FOR MAP NO. 44 | | | | | | | | | | 1.61 | | 3.22 | 450 | | 500 | | 2,940 | 193 | 100 | | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.20831 | | | | | | | | | | 10.24 | | 17.77 | 2,488 | 34,000 | 3,000 | | 16,160 | 1,075 | 650 | 26 | 15 | 300 | |
| 47772 | Hoke | 45 | SR 1441 (DAVIS BRIDGE RD) | FROM ROBESON CO LINE TO SR 1003 (ARABIA RD) | 5 | 2 | 2WU | NO | YES | 0.47 | 24 | 0.95 | 131 | | | 355 | 105 | 23 | | | | | |
| TOTAL FOR MAP NO. 45 | | | | | | | | | | 0.47 | | 0.95 | 131 | | | 355 | 105 | 23 | | | | | |
| TOTAL FOR PROJ NO. 47772 | | | | | | | | | | 0.47 | | 0.95 | 131 | | | 355 | 105 | 23 | | | | | |
| GRAND TOTAL | | | | | | | | | | 43.3 | | 59.23 | 8,336 | 207,239 | 34,498 | | 355 | 49,135 | 3,298 | 2,102 | 28 | 16 | 593 |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | LANES | LANE TYPE | LENGTH | WIDTH | 4413000000 | 4457000000 | 4.51E+09 | 4685000000 | 4686000000 | 4688000000 | 4690000000 | 4700000000 | 4710000000 | 4725000000 | 4810000000 | | 4820000000 | | 4825000000 | 4830000000 | 4835000000 | 4840000000 | | 4845000000 | | | 4850000000 | 4900000000 | | 4905000000 | | | | | | | | | | | |
|--|----------|--------|------------------------------|--|--------|-------|-----------|--------|-------|------------|------------|----------|------------|------------|------------|------------|------------|------------|------------|----------------|-----------------|-----------------|----------------|------------|------------|------------|------------------|---------------|----------------|----------------|------------------|------------|-----------------|-----------------------|-------------------------|-------------------------------------|-------------------------------------|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | | | | | | | | | | | 4" WHITE PAINT | 4" YELLOW PAINT | 8" YELLOW PAINT | 8" WHITE PAINT | | | | PAINT MSG SCHOOL | PAINT MSG RXR | PAINT RT ARROW | PAINT LT ARROW | PAINT RAMP ARROW | | 4" LINE REMOVAL | CRYSTAL & RED MARKERS | YELLOW & YELLOW MARKERS | SNOW PLOWABLE MARKERS C & R MARKERS | SNOW PLOWABLE MARKERS Y & Y MARKERS | | | | | | | | | |
| | | | | | | | | | | | LS | HR | LF | LF | LF | LF | LF | LF | LF | EA | EA | EA | LF | LF | LF | LF | LF | EA | EA | EA | EA | EA | EA | EA | EA | EA | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 22 | SR 1104 (SPRING HILL RD) | FROM SCOT. CO TO SR 1113 (DUFFIE RD) | 2 | 2 | 2WU | 4.04 | 20 | | | | | | | | | | | 43,500 | 22,830 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 23 | SR 1001 (N SHANNON RD) | FROM SR 1449 (HALL RD) TO ROBESON CO. LINE | 2 | 2 | 2WU | 2.27 | 22 | | | | | | | | | | | 24,500 | 22,400 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 23 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 24 | SR 1461 (KOONLE RD) | FROM SR 1406 (ROCKFISH RD) TO SR 1422 (PHILLIPI CH RD) | 2 | 2 | 2WU | 1.1 | 20 | | | | | | | | | | | 11,850 | 9,200 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 24 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 25 | SR 1417 (ADCOX RD) | FROM SR 1409 (JOHNSON MILL RD) TO SR 1418 (LINDSAY RD) | 2 | 2 | 2WU | 1.34 | 22 | | | | | | | | | | | 14,550 | 17,500 | | | 260 | | | | | | | | | | | | | 88 | | | | | | | | | |
| TOTAL FOR MAP NO. 25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 26 | SR 1419 (STONE POINT) | FROM CUMB. CO TO SR 1418 (LINDSAY RD) | 2 | 2 | 2WU | 0.82 | 22 | | | | | | | | | | | 8,900 | 8,650 | | | | | | | | | | | | | | | 54 | | | | | | | | | | |
| TOTAL FOR MAP NO. 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 27 | SR 1317 (BROCK RD) | FROM US 401 TO SR 1305 (WAYSIDE DR) | 2 | 2 | 2WU | 0.59 | 21 | | | | | | | | | | | 6,400 | 6,300 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 28 | SR 1491 (SCURLOCK SCHOOL RD) | FROM US 401 BUS. TO SR 1305 (WAYSIDE DR) | 2 | 2 | 2WU | 0.7 | 21 | | | | | | | | | | | 7,600 | 8,150 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 29 | SR 1412 (S PARKER CHURCH RD) | FROM SR 1409 (JOHNSON MILL) TO SR 1422 (PHILLIPI CH. RD) | 2 | 2 | 2WU | 1.83 | 22 | | | | | | | | | | | 19,700 | 9,300 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 30 | SR 1411 (N. PARKER CH. RD) | FROM US 401 TO SR 1409 (JOHNSON MILL) | 2 | 2 | 2WU | 0.83 | 23 | | | | | | | | | | | 9,000 | 8,800 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 31 | SR 1345 (MIDWAY RD) | FROM US 401 TO DEAD END | 2 | 2 | 2WU | 0.23 | 22 | | | | | | | | | | | 2,500 | 2,500 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 32 | SR 1115 (TOM MCLAUGHLIN RD) | FROM SR 1108 (WILSON RD) TO SR 1105 (OLD WIRE RD) | PATC H | 2 | 2WU | 0.9 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 33 | SR 1108 (WILSON RD) | FROM SR 1113 (DUFFIE RD) TO SR 1115 (TOM MCLAUGHLIN RD) | PATC H | 2 | 2WU | 1.2 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 34 | SR 1123 (GRAHAM RD) | FROM US 401 TO SR 1124 (WALTER GIBSON RD) | PATC H | 2 | 2WU | 0.98 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 35 | SR 1124 (WALTER GIBSON RD) | FROM SR 1123 (GRAHAM RD) TO US 401 | PATC H | 2 | 2WU | 1.11 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 36 | SR 1204 (NORTON RD) | FROM US 401 TO SR 1202 (FULFORD MCMILLAN RD) | PATC H | 2 | 2WU | 2.12 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 37 | SR 1255 (SUMMERWOOD DR) | FROM SR 1203 (TURNPIKE RD) TO DEAD END | PATC H | 2 | 2WU | 0.41 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20471 | Hoke | 38 | SR 1207 (JOHN RUSSELL RD) | FROM SR 1203 (TURNPIKE RD) TO US 401 | PATC H | 2 | 2WU | 2.75 | 20 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 38 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.20471 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20831 | Scotland | 39 | SR 1438 (S CALEDONIA ST) | FROM US 74 BYP TO US 74 BUS | 3 | 2 | 2WU | 1.21 | 45 | | | | | | | | | | | 14,100 | 19,200 | | | 1,080 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 39 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20831 | Scotland | 40 | SR 1438 (N CALEDONIA ST) | FROM US 74 BUS TO SR 1323 (MCFARLAND RD) | 2,3 | 2 | 2WU | 1.64 | 22 | | | | | | | | | | | 17,400 | 26,775 | | | 330 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20831 | Scotland | 41 | SR 1425 (LEE'S MILL RD) | FROM SR 1323 (HIGHLAND RD) TO SR 1421 (MCINTOSH RD) | 2 | 2 | 2WU | 3.93 | 22 | | | | | | | | | | | | 42,800 | 28,900 | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 41 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20831 | Scotland | 42 | SR 1404 (RIVER RD) | FROM SR 1403 (RIVERTON RD) TO HOKE CO LINE. | 2 | 2 | 2WU | 0.6 | 21 | | | | | | | | | | | 6,500 | 4,000 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 42 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20831 | Scotland | 43 | SR 1415 (ARCH MCLEAN) | FROM US 15 TO SR 1416 (SEALS RD) | 4 | 2 | 2WU | 1.25 | 22 | | | | | | | | | | | 13,500 | 8,250 | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 43 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2018CPT.08.16.20831 | Scotland | 44 | SR 1411 (ARCH MCLEAN) | FROM NC 144 TO SR 1415 (HATTIE SHAW) | 4 | 2 | 2WU | 1.61 | 20 | | | | | | | | | | | | 18,400 | 16,125 | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR MAP NO. 44 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL FOR PROJ NO. 2018CPT.08.16.20831 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 47772 | Hoke | 45 | SR 1441 (DAVIS BRIDGE RD) | FROM ROBES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

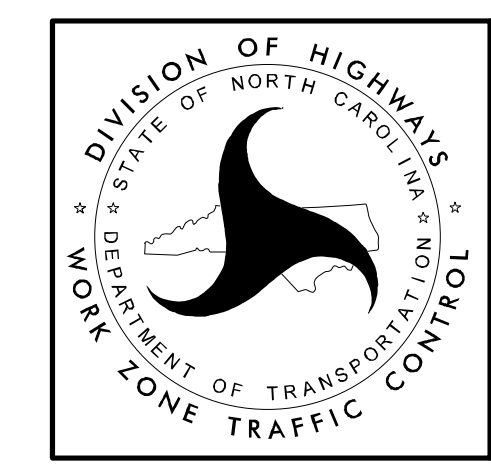
-Y- LINE SIGNING

| | | | | |
|---|---|--|---|--|
| SIGNING NOTES AND PLACEMENT PER DIRECTION | 1 | | 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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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" 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 | | #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 | | - 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 | | - 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 | | 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.

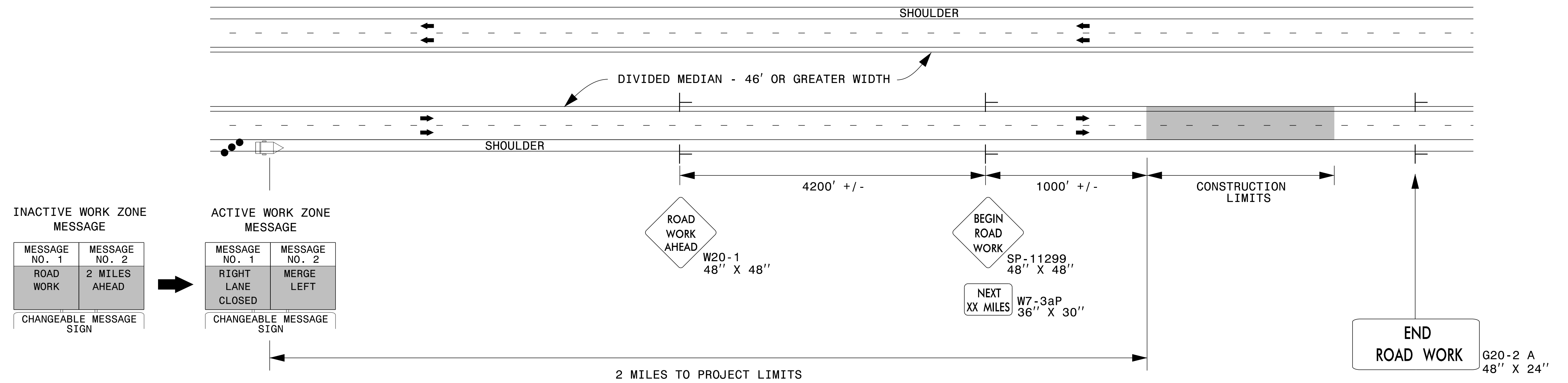
MAPS LESS THAN 2 MILES

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.

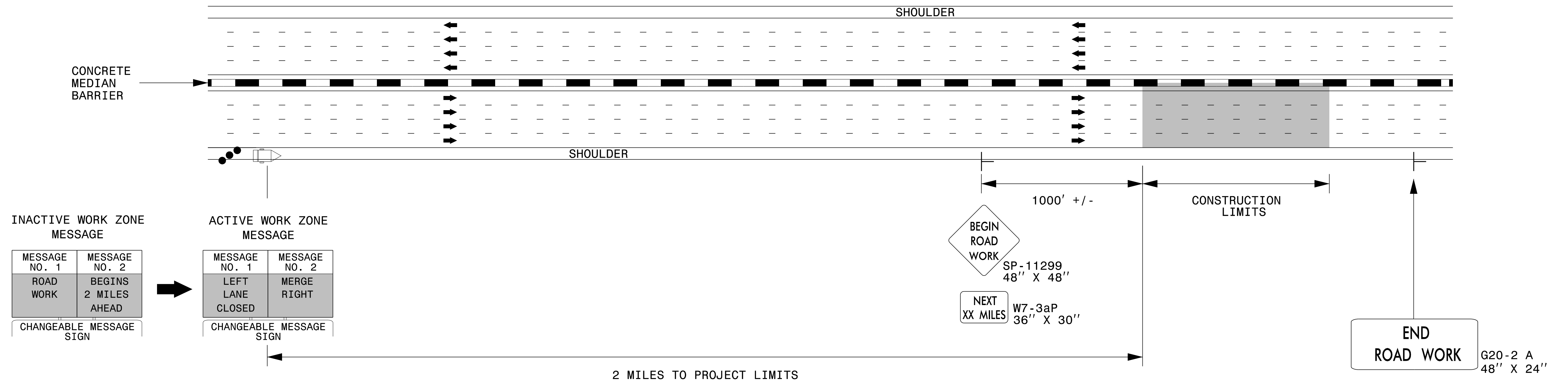


ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

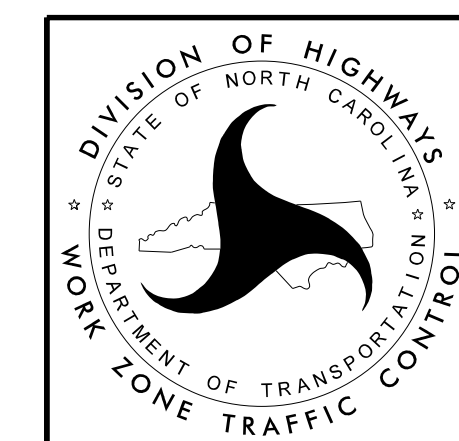


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 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) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) 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 AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

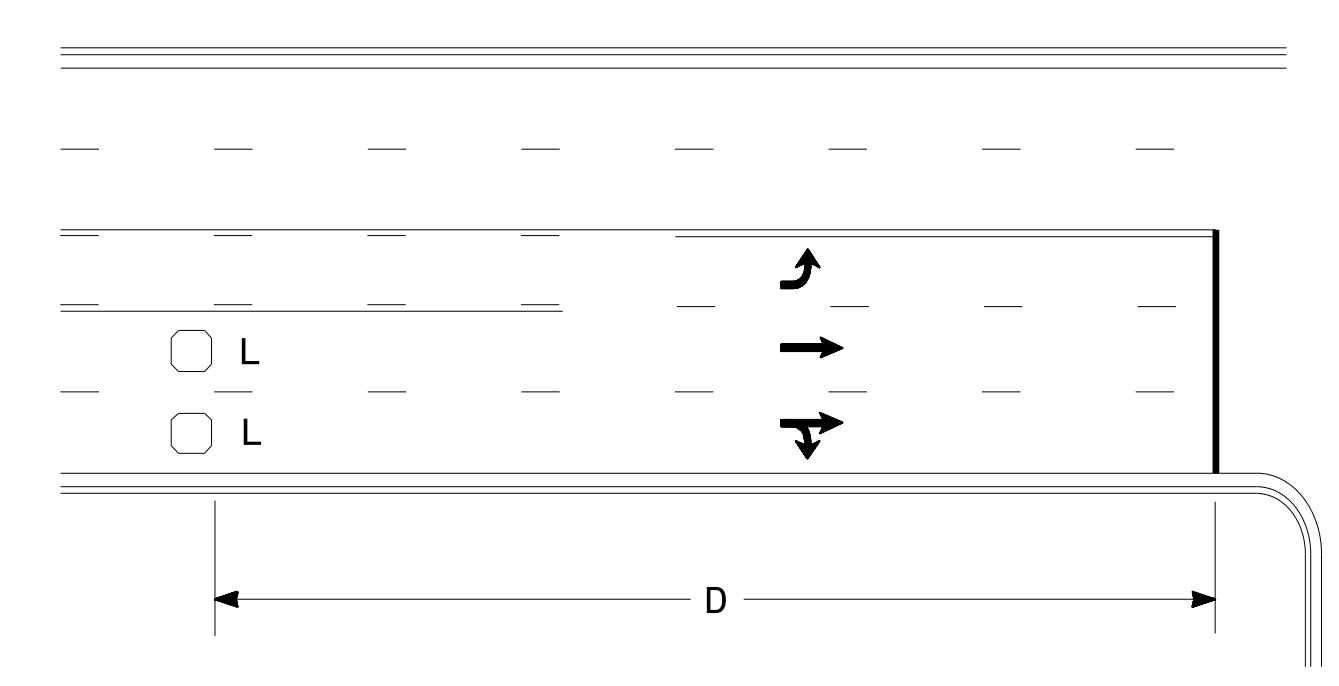
LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**

High Speed Detection (≥40 mph)

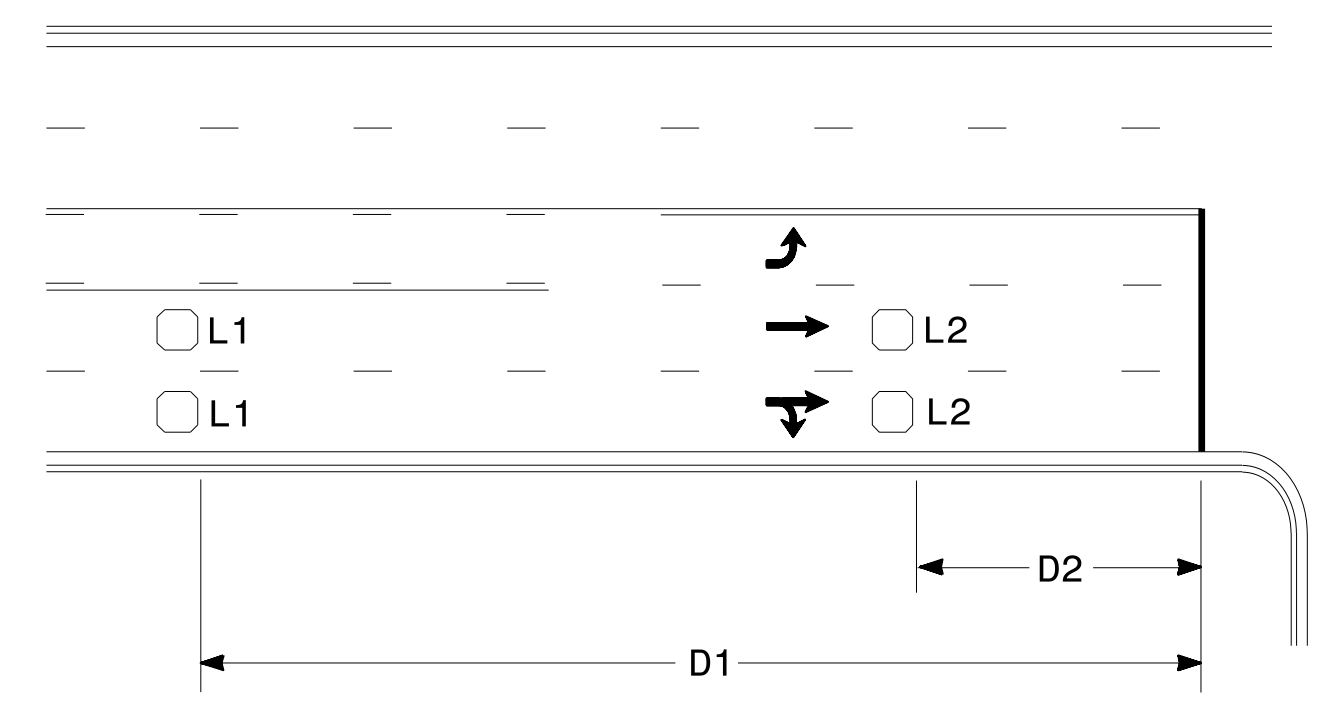


| Speed Limit mph | D ft |
|--------------------|---------|
| 40 | 250 |
| 45 | 300 |
| 50 | 355 |
| 55 | 420 |

L = 6ft X 6ft
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

Volume Density Operation

OR

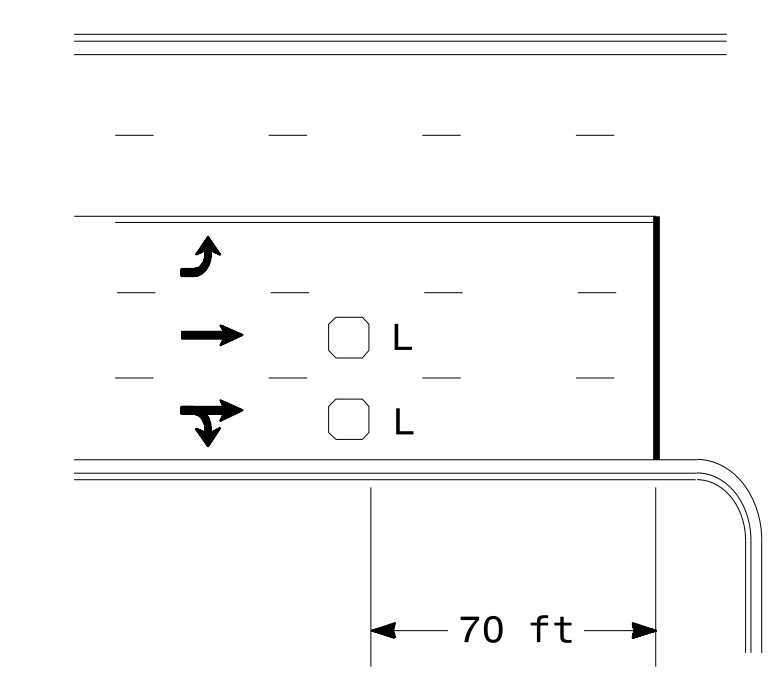


| Speed Limit mph | D1 ft | D2 ft |
|--------------------|----------|----------|
| 40 | 250 | 80 |
| 45 | 300 | 90 |
| 50 | 355 | 100 |
| 55 | 420 | 110 |

L1 = 6ft X 6ft
Wired in series
L2 = 6ft X 6ft
Wired in series

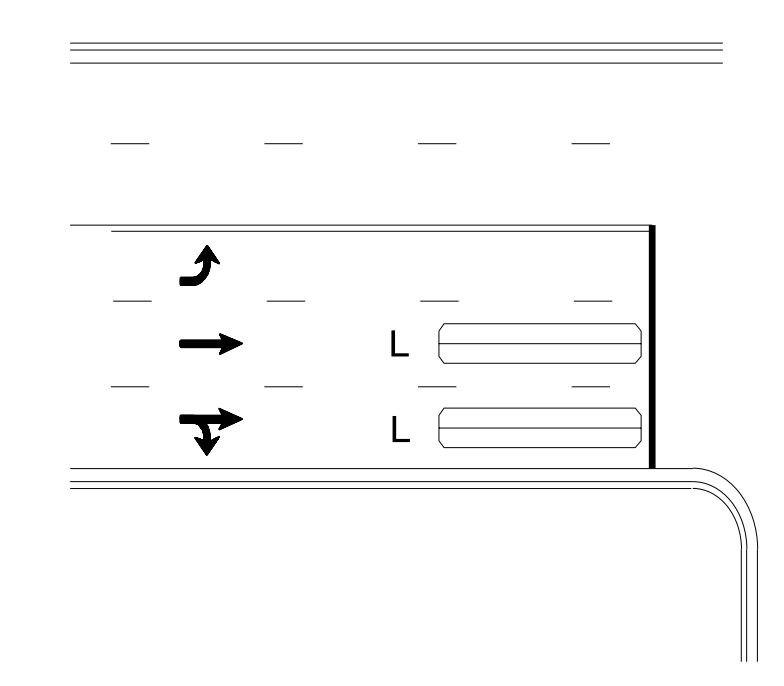
"Stretch" Operation

Low Speed Detection (≤35 mph)



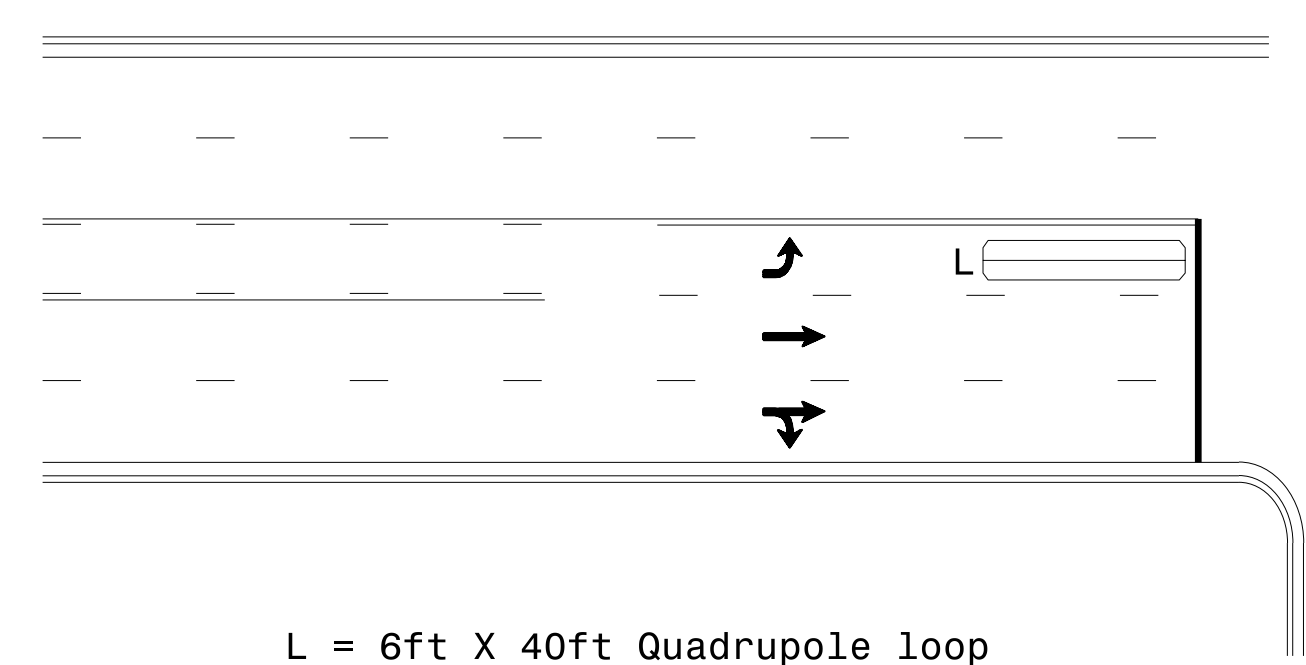
L = 6ft X 6ft
Wired in series

OR



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

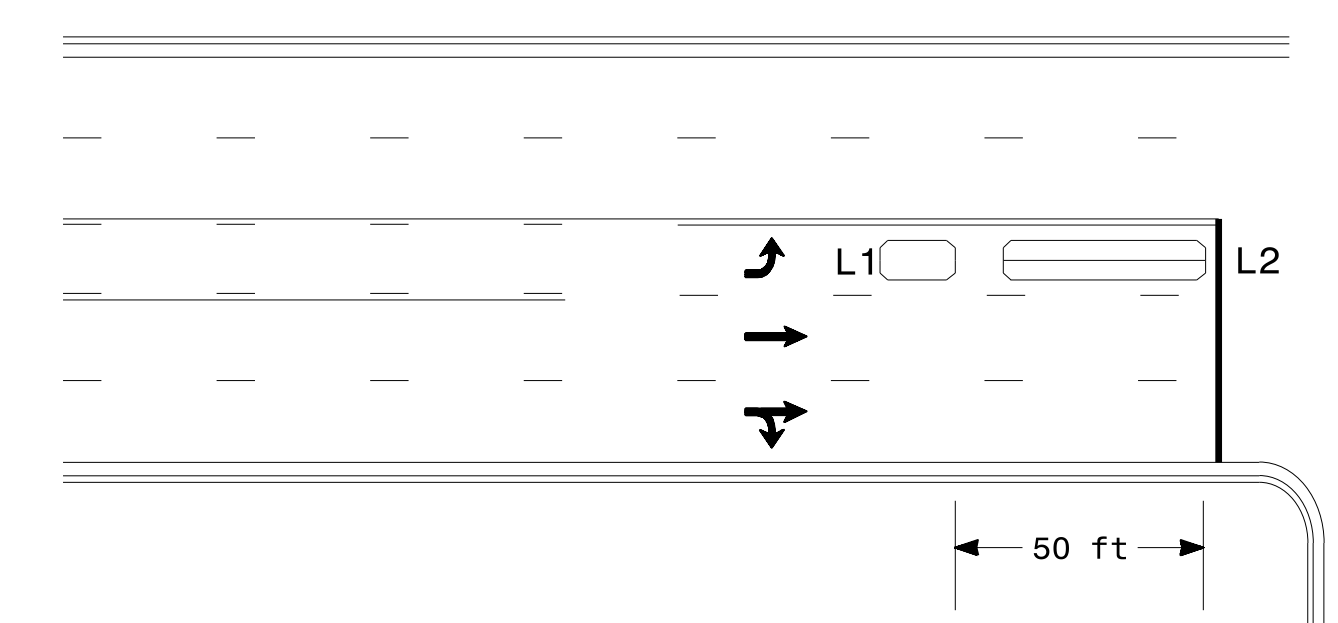
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

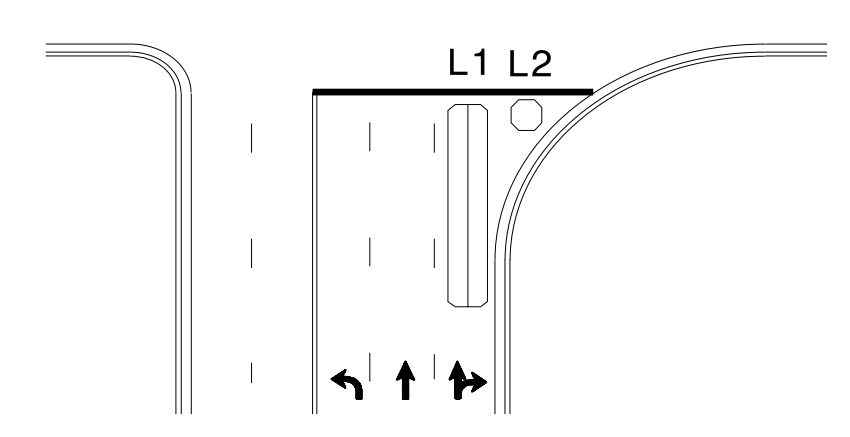
OR



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

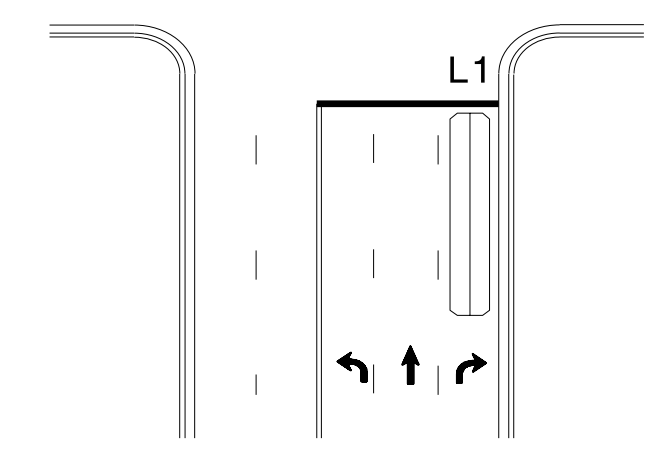
Queue Loop Detection

Right Turn Lane Detection

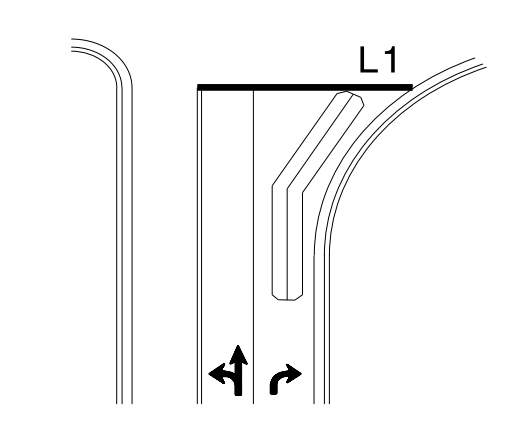


Shared Lane/
Wide Radius Turn

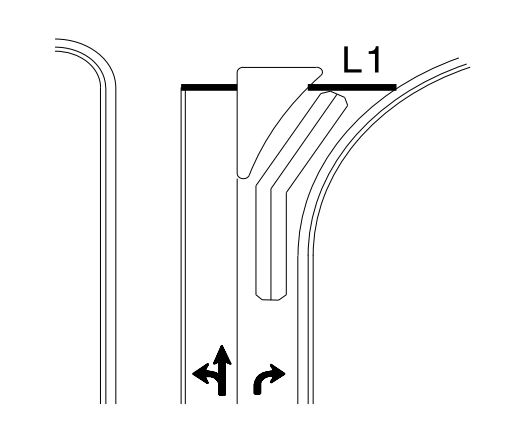
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

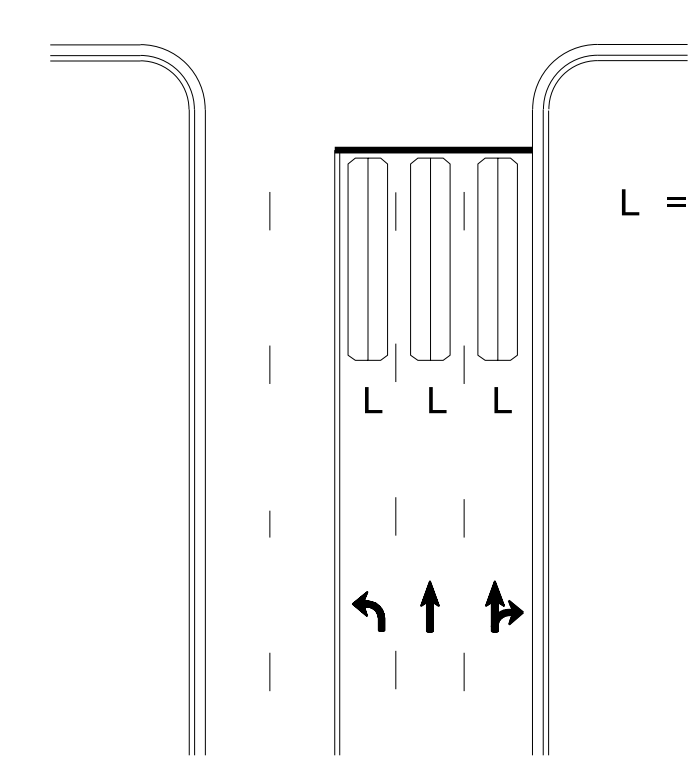


Wide Radius Turn



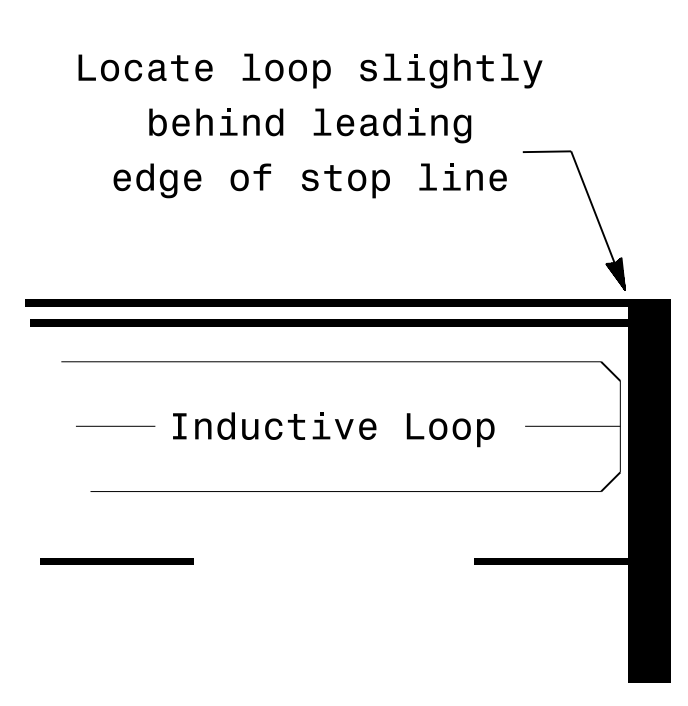
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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

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. Alexander
1/30/2015 10:45:00 AM
DATE