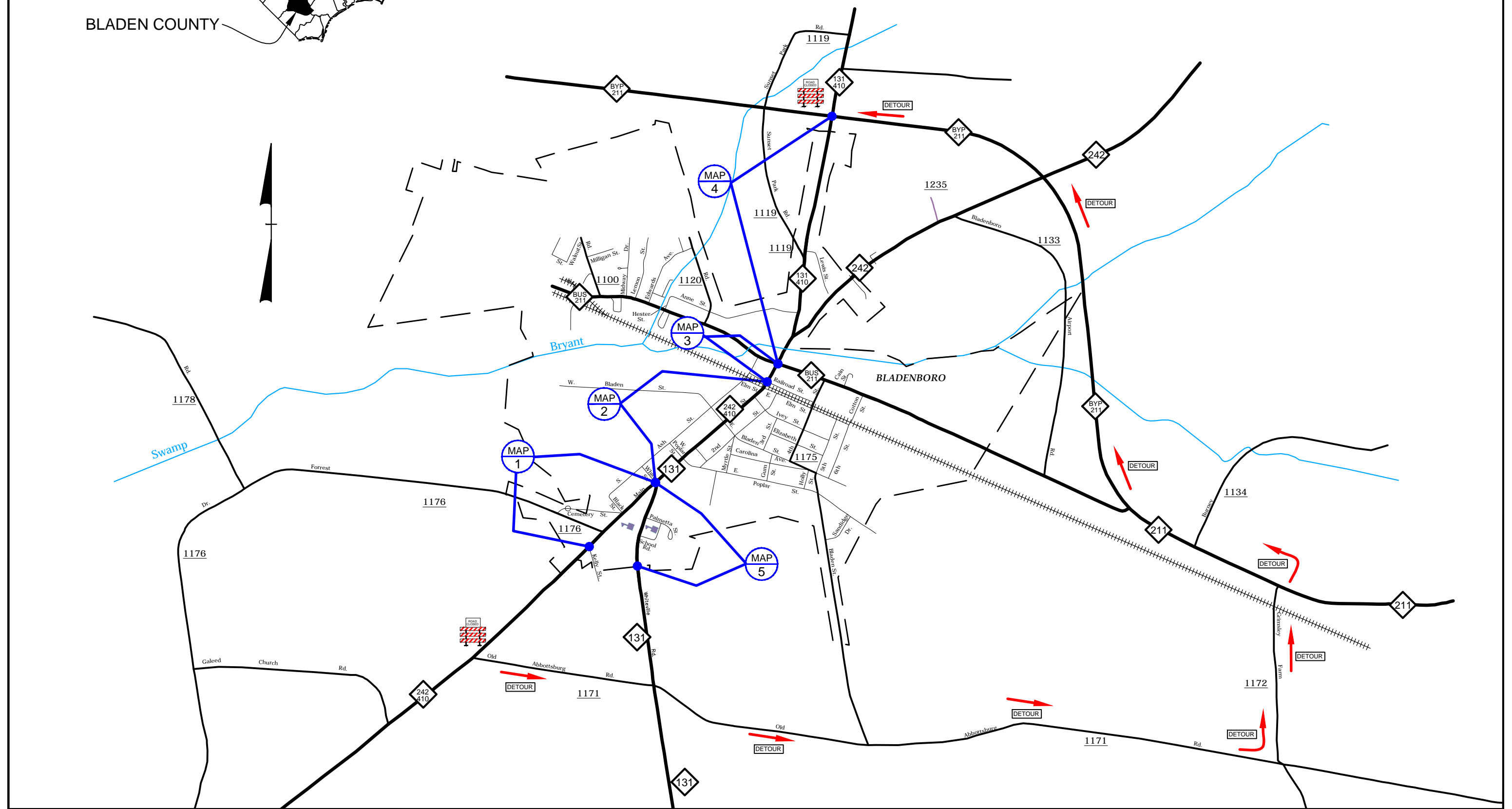
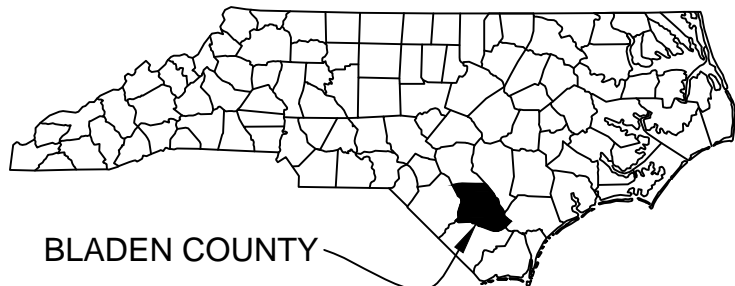
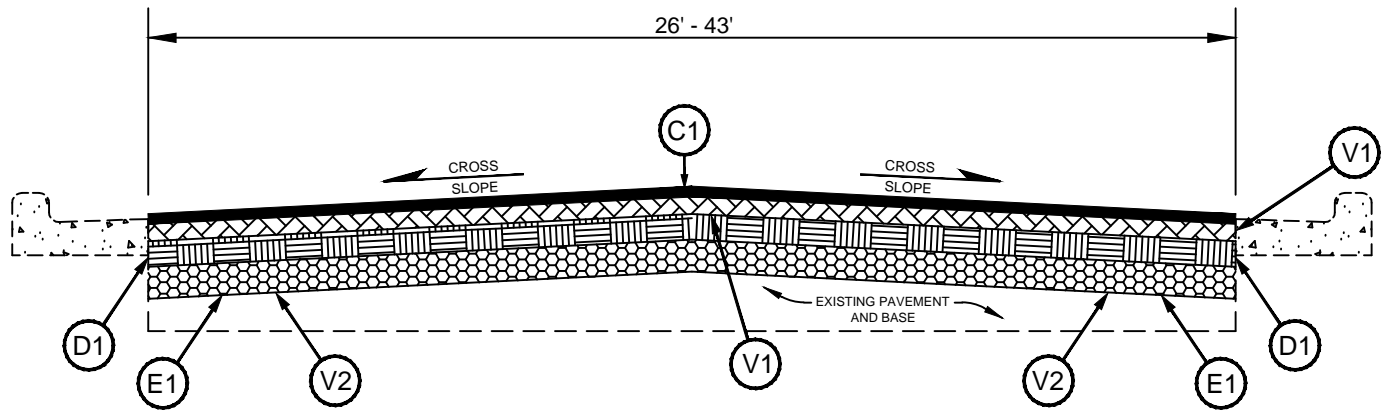


NC 131 / 242 / 410 - ROADWAY IMPROVEMENTS TOWN OF BLADENBORO



TYPICAL SECTION NO. 1

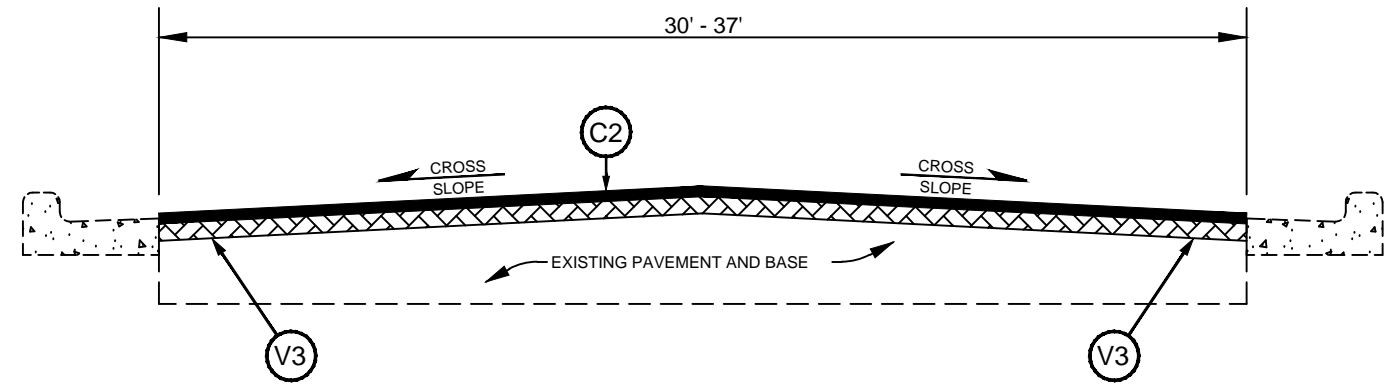
MAP 1: NC 242/410 - FROM KELLY ST. TO NC 131
 MAP 2: NC 131/242/410 - FROM NC 131 TO RAILROAD ST.



- NOTES:**
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.
 2. INCLUDES MILLING AT RAILROAD TRACKS, AS NEEDED, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 4.

TYPICAL SECTION NO. 2

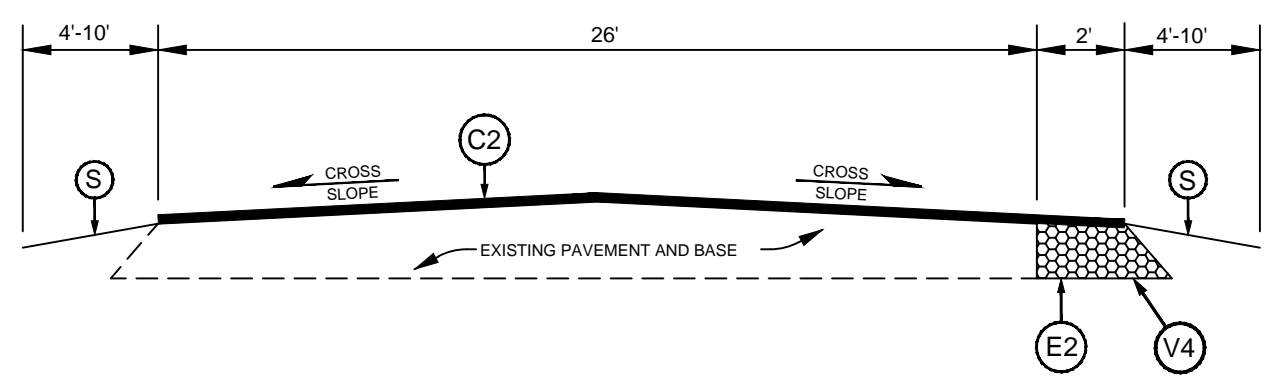
MAP 3: NC 131/242/410 - FROM RAILROAD ST. TO NC 211 BUS.
 MAP 5: NC 131 - FROM BLADENBORO CL TO NC 242/410



- NOTES:**
1. INCLUDES MILL & FILL PAVEMENT REPAIR WHERE IDENTIFIED BY ENGINEER. SEE DETAIL 2.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.

TYPICAL SECTION NO. 3

MAP 4: NC 131/242/410 - FROM NC 211 BUS. TO NC 211 BYP.



- NOTES:**
1. INCLUDES 2' WIDENING ON THE INSIDE RADIUS OF ALL CURVES, PROVIDED ADEQUATE SHOULDER WIDTH EXISTS. ENGINEER WILL IDENTIFY CURVES TO BE WIDENED IN THE FIELD. SEE DETAIL 1.
 2. INCLUDES MILL & FILL PAVEMENT REPAIR WHERE IDENTIFIED BY ENGINEER. SEE DETAIL 2.
 3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.

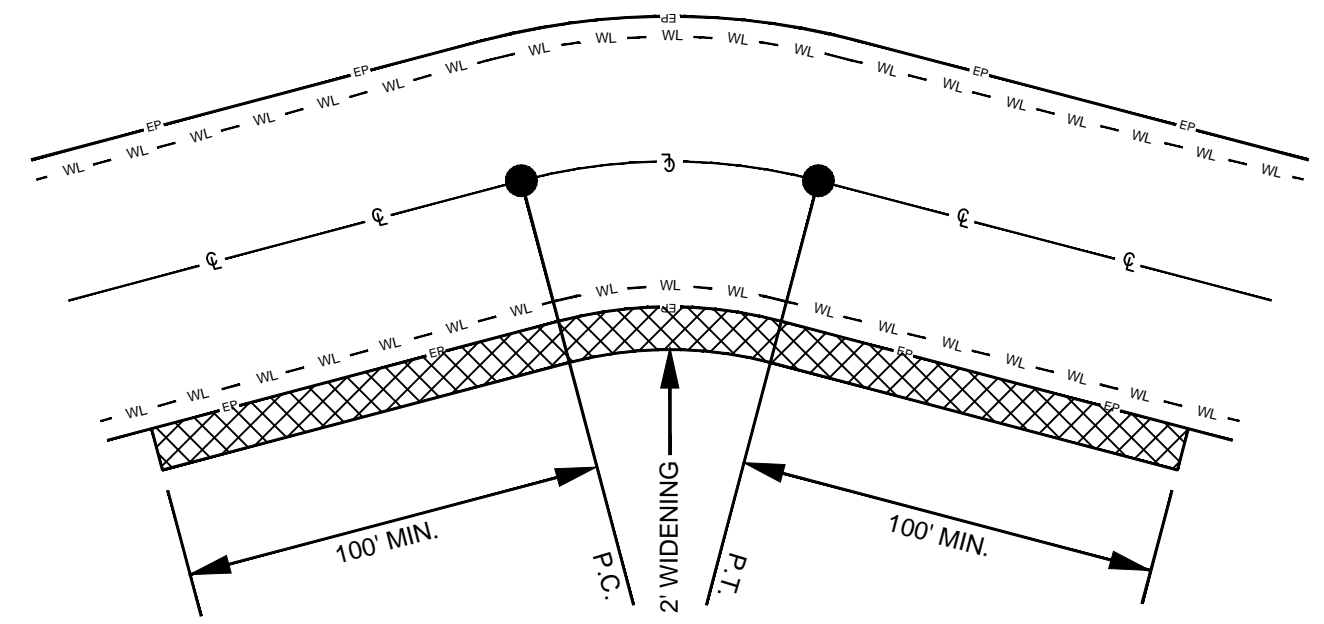
PAVEMENT SCHEDULE

C1	Proposed approximately 3" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 336 pounds per square yard, placed in two lifts of 1½" each.
C2	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 168 pounds per square yard.
D1	Proposed approximately 2½" of Asphalt Concrete Intermediate Course, Type I-19.0-B, at an average rate of 285 pounds per square yard.
E1	Proposed approximately 4" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 456 pounds per square yard.
E2	Proposed approximately 5½" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 627 pounds per square yard for 2' widening at inside curve radii, as Directed by the Engineer.
V1	Milling Depth 1½" for the entire width of the roadway, or as Directed by the Engineer.
V2	Milling of Existing Asphalt Pavement and Soil Type Base Course for an additional 8" for the entire width of the roadway, or as Directed by the Engineer.
V3	Milling Depth 1½" for the entire width of the roadway. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
V4	Milling existing soil shoulder, to a depth of 5½" with a width of 2', where indicated by Typical, for & inside curve widening.
V5	Milling Depth 2½" at all designated distressed areas, with a variable width from 8' to 12', or as Directed by the Engineer.
V6	Milling Depth 0" - 1½" at all Railroad Approaches, for the entire width of the roadway, or as Directed by the Engineer.
S	Shoulder Reconstruction

DRAWINGS NOT TO SCALE

TYPICAL CONSTRUCTION SEQUENCE - FOR MAPS 1 & 2:

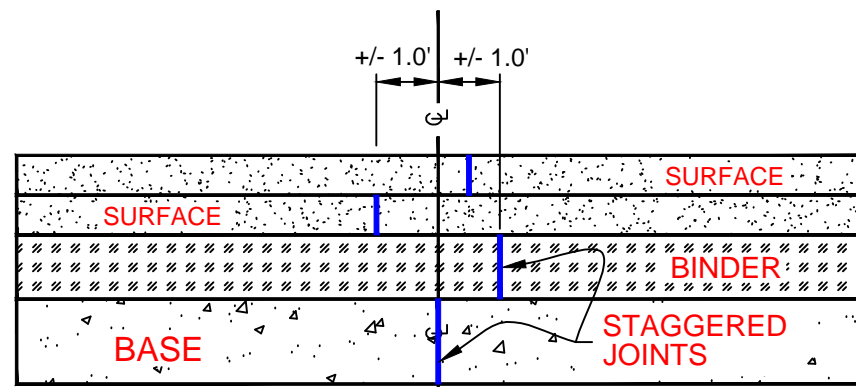
1. Mill asphalt surface to a depth of 1.5" for the entire width of the roadway.
 2.
 - a. Mill half of the roadway an additional depth of 8"
 - b. Place a 4" layer of Asphalt Concrete Base Course.
- Note: All loaded trucks shall stay on the existing roadway that is left in place, to prevent damage to the newly exposed soil subgrade. Use a **Material Transfer Vehicle** to shuttle asphalt from the trucks to the paver.
3. Repeat Step 2 for the other half of the roadway.
 5. Place 2.5" of Asphalt Concrete Intermediate Course for the entire width of the roadway. Offset paving width so that the new joint between lanes is not over the joint from the layers underneath. See Joint Detail.
 6. Place 3" of Asphalt Concrete Surface Course for the entire width of the roadway, in two 1.5" lifts. Offset paving width so that the new joint between lanes is not over the joint from the layers underneath. See Joint Detail.



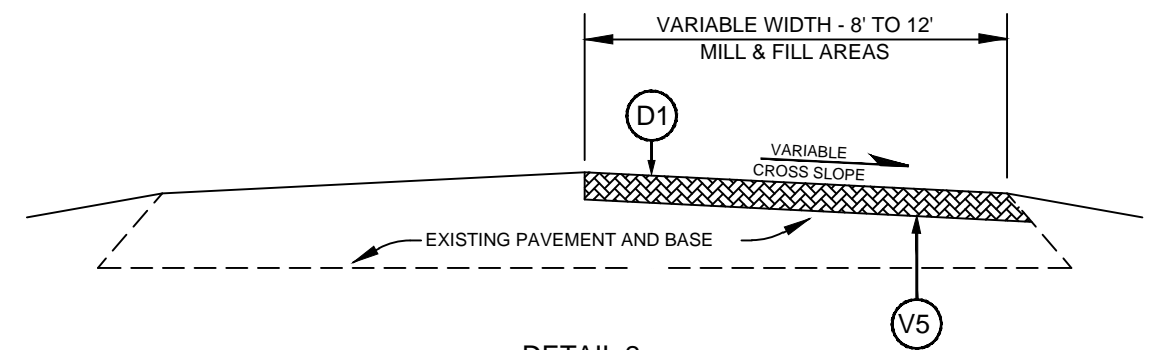
DETAIL 1
2' INSIDE CURVE WIDENING

NOTES:

1. CONSTRUCT CURVE WIDENING ON ALL CURVES, PROVIDED ADEQUATE SHOULDER EXISTS, OR AS DIRECTED BY ENGINEER.
2. MAINTAIN LANE WIDTHS AND WHITE EDGE LINE PLACEMENT AS SHOWN. CURVE WIDENING SHOULD ACT AS A PAVED SHOULDER, NOT ADDITIONAL LANE WIDTH.



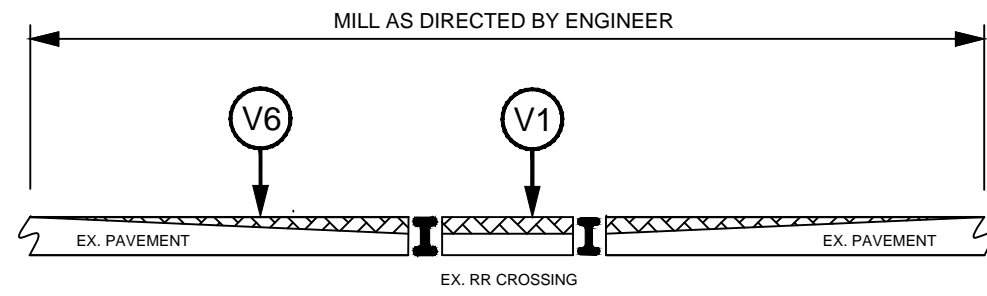
TYPICAL JOINT DETAIL
NTS



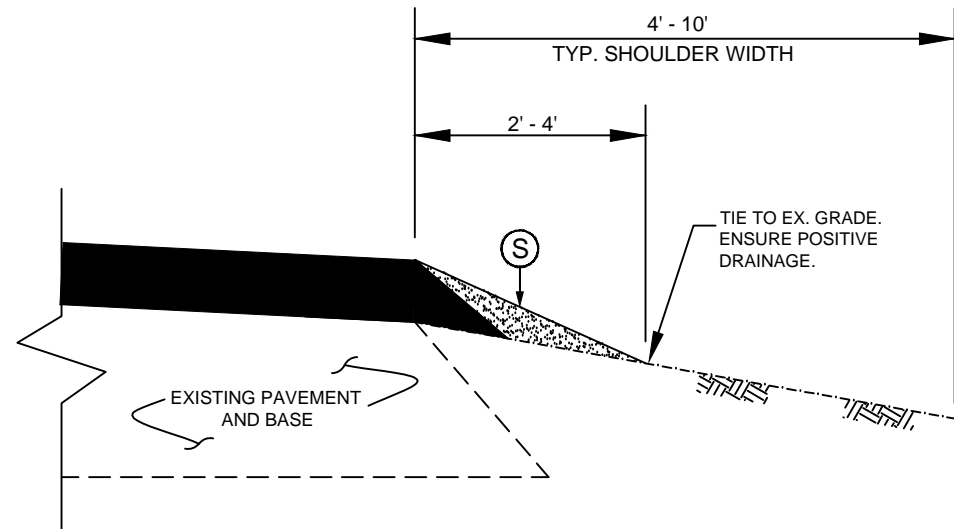
DETAIL 2
MILL & FILL PAVEMENT REPAIR

NOTES:

1. DISTRESSED AREAS TO BE REPAIRED BY MILL & FILL SHALL BE DESIGNATED BY THE ENGINEER.
2. FILL MILLED AREAS WITH ASPHALT INTERMEDIATE COURSE BACK FLUSH WITH THE EXISTING ASPHALT LEFT IN PLACE, PRIOR TO PLACEMENT OF PROPOSED ASPHALT SURFACE COURSE.



RAILROAD TRACKS MILLING
DETAIL 4
MILLING APPROACHES



DETAIL 6
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.

DETAIL 5
GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

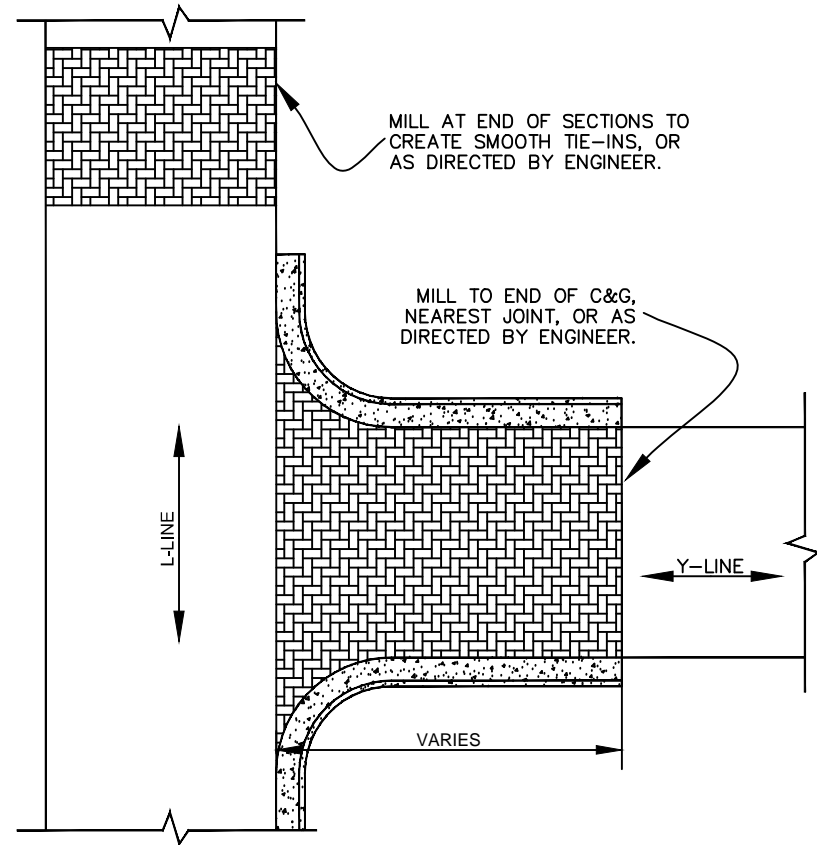
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

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

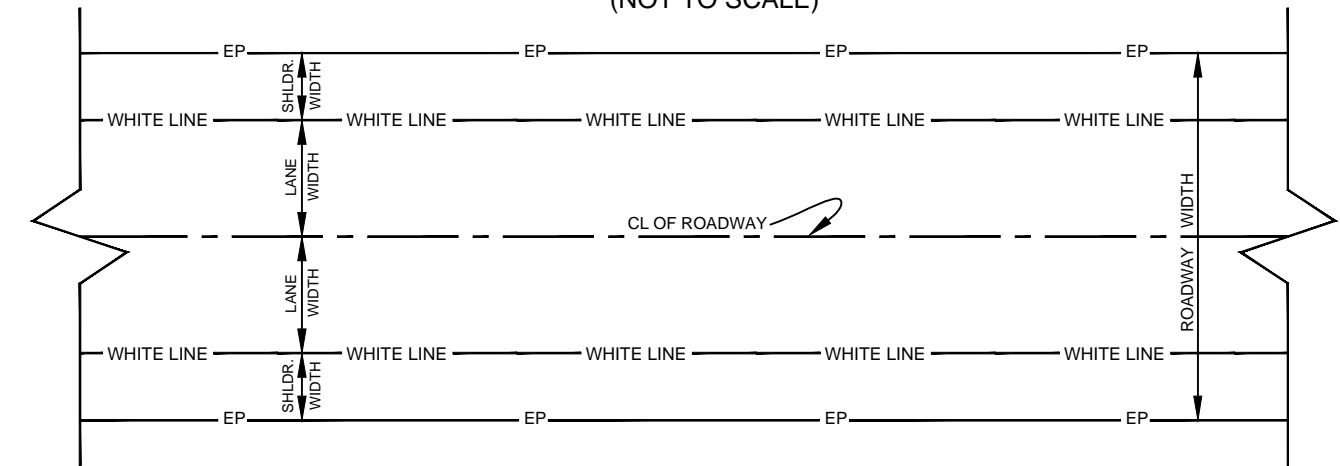


DETAIL 3
Y-LINE / BUTT JOINT MILLING

NOTES:

1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

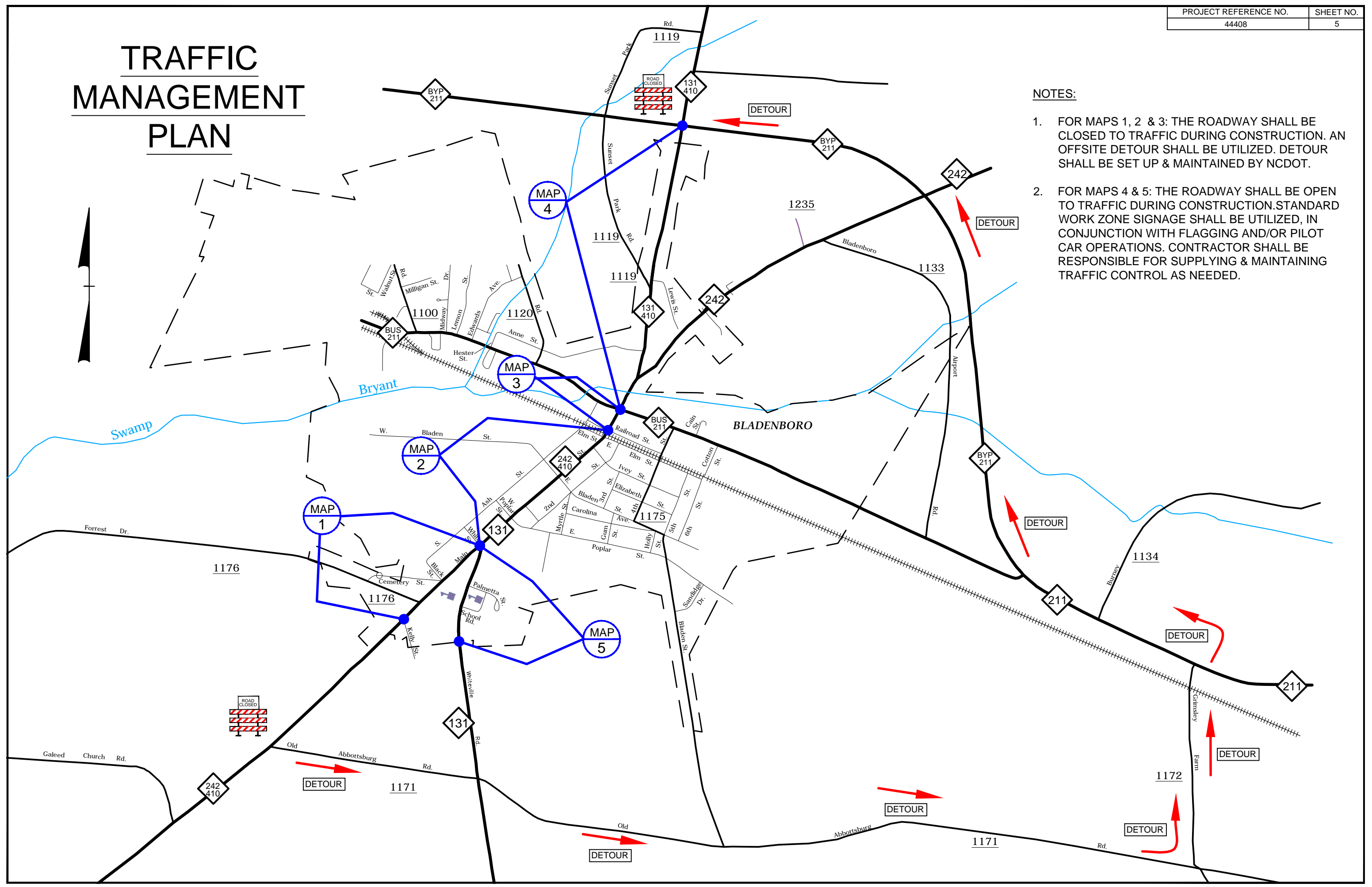
SCHEMATIC OF ROADWAY
(NOT TO SCALE)



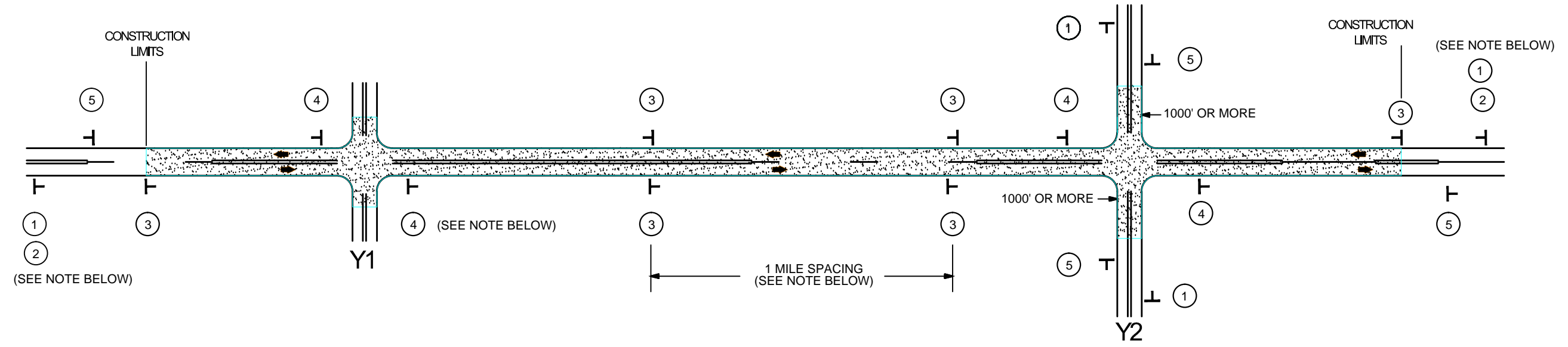
TRAFFIC MANAGEMENT PLAN

NOTES:

- FOR MAPS 1, 2 & 3: THE ROADWAY SHALL BE CLOSED TO TRAFFIC DURING CONSTRUCTION. AN OFFSITE DETOUR SHALL BE UTILIZED. DETOUR SHALL BE SET UP & MAINTAINED BY NCDOT.
- FOR MAPS 4 & 5: THE ROADWAY SHALL BE OPEN TO TRAFFIC DURING CONSTRUCTION. STANDARD WORK ZONE SIGNAGE SHALL BE UTILIZED, IN CONJUNCTION WITH FLAGGING AND/OR PILOT CAR OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING & MAINTAINING TRAFFIC CONTROL AS NEEDED.



SIGNING FOR RESURFACING PROJECTS

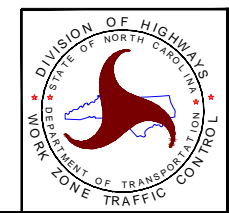


LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

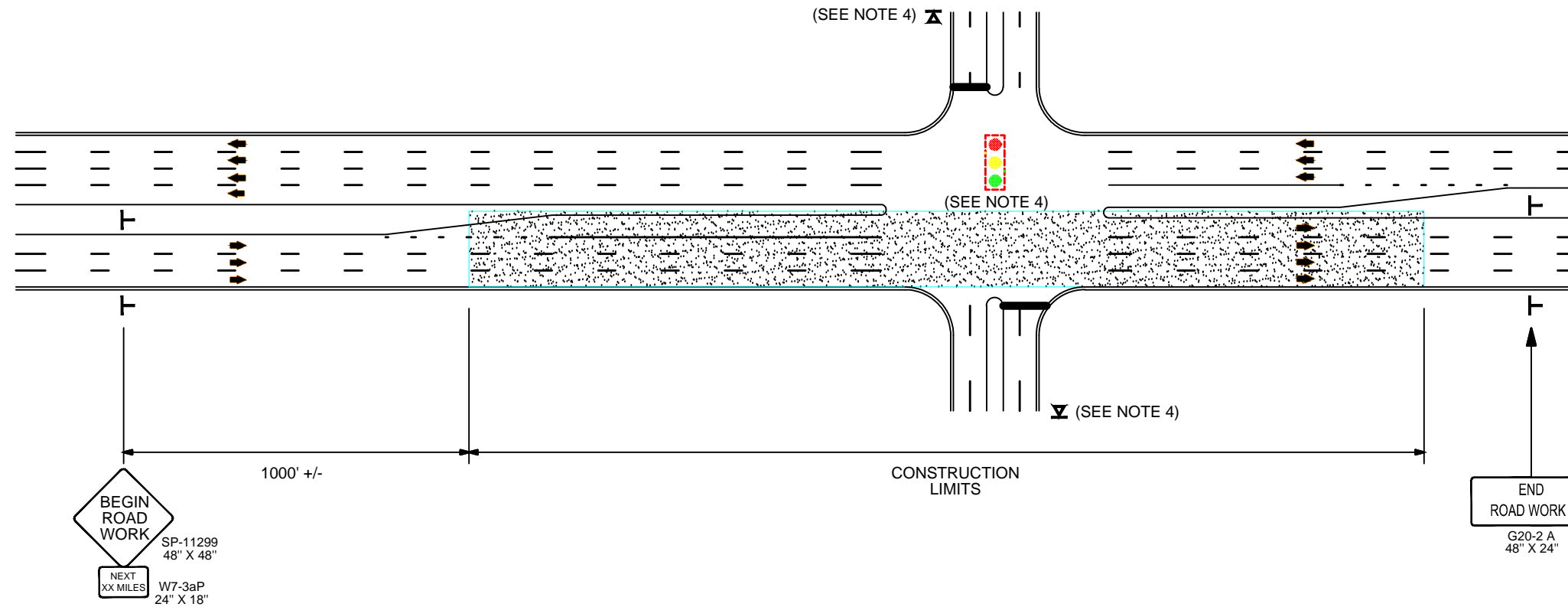
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	① ②	 <small>W20-1 48" X 48"</small> <small>W7-3aP 24" X 18"</small>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1. LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2. SUBDIVISION ROADS 3. DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	③	 <small>SP 13107 48" X 48"</small>	<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
	④	 <small>SP 13106 48" X 48"</small>	<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
	⑤	 <small>G20-2 A 48" X 24"</small>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	



**RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS**

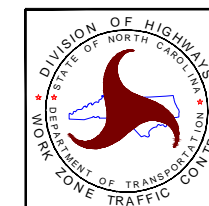
URBAN / SUBURBAN WORKZONES



NOTES:

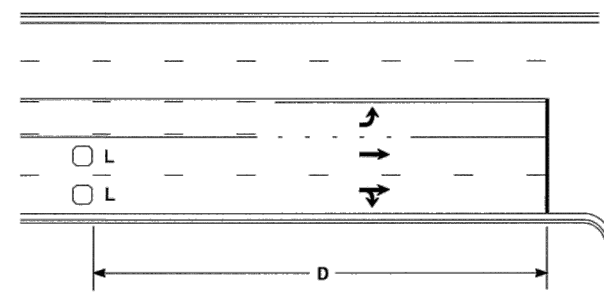
1. 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
2. MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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



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

High Speed Detection [≥40 mph (64 km/hr)]

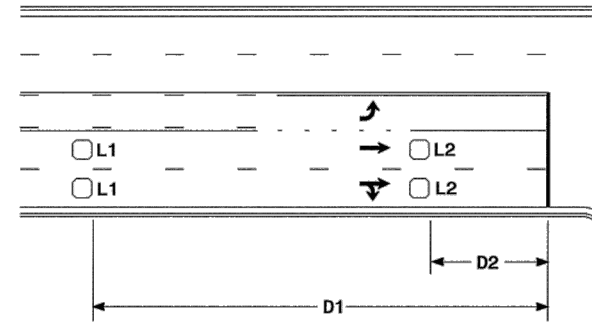


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)
Wired in series for TS1
Controllers
Wired separately for TS2,
170, and 2070L Controllers

Volume Density Operation

OR

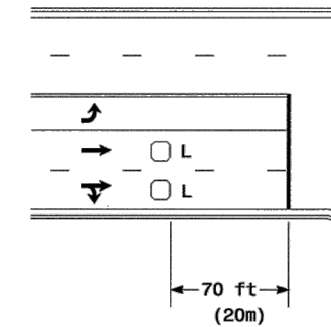


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

L1 = 6ft X 6ft
(1.8m X 1.8m)
Wired in series
L2 = 6ft X 6ft
(1.8m X 1.8m)
Wired in series

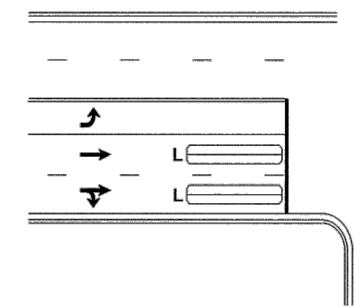
"Stretch" Operation

Low Speed Detection [≤35 mph (56 km/hr)]



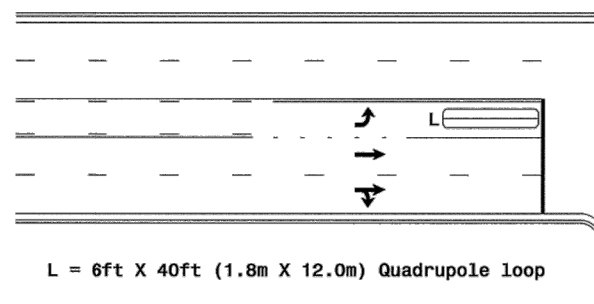
L = 6ft X 6ft (1.8m X 1.8m)
Wired in series

OR



L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop, wired separately

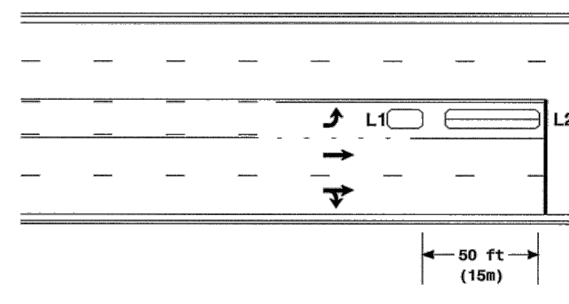
Left Turn Lane Detection



L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

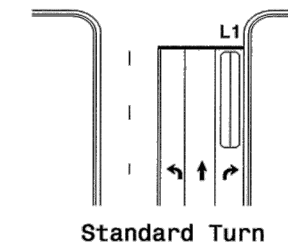
OR



L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

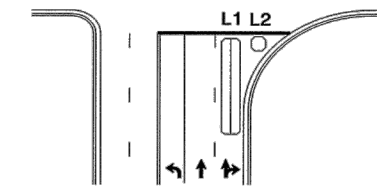
Queue Loop Detection

Right Turn Lane Detection

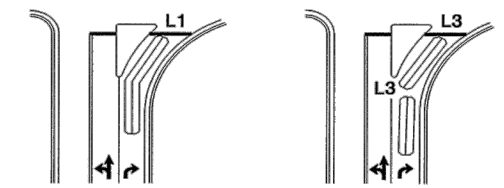


Standard Turn

L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop
Wired separately
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop
Wired in series

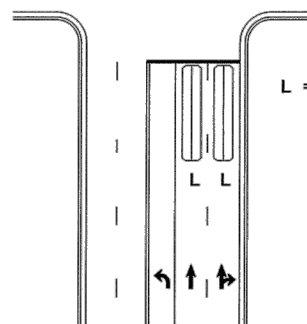


Wide Radius Turn



Channelized Turn

Side Street Detection

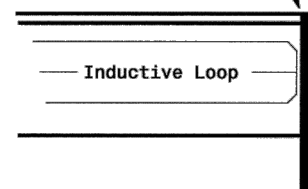


L = 6ft X 40ft (1.8m X 12.0m)
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Detection

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 when stop line is
greater than 15' (4.5m) from edge
of intersecting roadway; or, when
loop detects a permissive or
protected/permissive left turn.

Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m)
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns

6' X 15' (1.8m X 4.6m) Loops:
Lead-in < 150' (45 m), use 2 turns
Lead-in > 150' (45 m), use 3 turns

19-DEC-2006 14:29
22-wf-ts & gpo/aw/1b turn inmail/loop/typical/2006-dgn
pdl/alexander

122 N. McDowell St., Raleigh, NC 27603

Typical Loop Locations

PLAN DATE: June 2006 REVIEWED BY:

PREPARED BY: P. I. Alexander REVIEWED BY:

SCALE: N/A

INIT. DATE: [Signature] 12/1/06

SIG. INVENTORY NO. 61610

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
P. I. ALEXANDER
61610

SUMMARY OF QUANTITIES

																PROJECT NO. 44,408	SHEET NO.	TOTAL NO.	
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	GEOTEXTILE FOR SOIL STABILIZATION	GENERIC GRADING ITEM AGGREGATE SHOULDER BORROW	SHALLOW UNDERCUT	CLASS IV SUBGRADE STABILIZATION	SHOULDER RECONSTRUCTION	1.5" MILLING	2.5" MILLING	8" MILLING
NO		NO			NO					MI	FT	SY	TON	CY	TON	SMI	SY	SY	SY
44408	Bladen	1	NC 410-A	FROM CJ @ KELLY ST. TO NC 131	1	2	2WU	NO	NO	0.33	26	188		75	130		5,034		5,034
TOTAL FOR MAP NO. 1										0.33		188		75	130		5,034		5,034
44408	Bladen	2	NC 410-B	FROM NC 131 TO RAILROAD ST.	1	2	2WU	NO	NO	0.56	26	812		325	570		10,490		10,490
TOTAL FOR MAP NO. 2										0.56		812		325	570		10,490		10,490
44408	Bladen	3	NC 410-C	FROM RAILROAD ST. TO NC 211 BUS.	2	2	2WU	NO	NO	0.06	37						1,302		
TOTAL FOR MAP NO. 3										0.06							1,302		
44408	Bladen	4	NC 410-D	FROM NC 211 BUS. TO NC 211 BYP.	3	2	2WU	NO	NO	0.84	26		314			1.70		7,885	
TOTAL FOR MAP NO. 4										0.84			314			1.70		7,885	
44408	Bladen	5	NC 131	FROM BLADENBORO CL TO NC 410	2	2	2WU	NO	NO	0.31	30						5,456		
TOTAL FOR MAP NO. 5										0.31							5,456		
TOTAL FOR PROJ NO. 44408										2.1		1,000	314	400	700	1.70	22,282	7,885	15,524
GRAND TOTAL										2.1		1,000	314	400	700	1.70	22,282	7,885	15,524

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF DROP INLET
NO		NO			NO					MI	FT	SY	TONS	TONS	TONS	TONS	TONS	TONS	EA
44408	Bladen	1	NC 410-A	FROM CJ @ KELLY ST. TO NC 131	1	2	2WU	NO	NO	0.33	26	133	1,148	717	1,051		148		1
TOTAL FOR MAP NO. 1										0.33		133	1,148	717	1,051		148		1
44408	Bladen	2	NC 410-B	FROM NC 131 TO RAILROAD ST.	1	2	2WU	NO	NO	0.56	26	222	2,392	1,495	1,889		290		1
TOTAL FOR MAP NO. 2										0.56		222	2,392	1,495	1,889		290		1
44408	Bladen	3	NC 410-C	FROM RAILROAD ST. TO NC 211 BUS.	2	2	2WU	NO	NO	0.06	37	133			147		9		1
TOTAL FOR MAP NO. 3										0.06		133			147		9		1
44408	Bladen	4	NC 410-D	FROM NC 211 BUS. TO NC 211 BYP.	3	2	2WU	NO	NO	0.84	26	133	74	1,124	1,114	27	126	25	1
TOTAL FOR MAP NO. 4										0.84		133	74	1,124	1,114	27	126	25	1
44408	Bladen	5	NC 131	FROM BLADENBORO CL TO NC 410	2	2	2WU	NO	NO	0.31	30	89			484		29	9	
TOTAL FOR MAP NO. 5										0.31		89			484		29	9	
TOTAL FOR PROJ NO. 44408										2.1		710	3,614	3,336	4,685	27	602	34	4
GRAND TOTAL										2.1		710	3,614	3,336	4,685	27	602	34	4

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	PAVED TRENCHING (1 CONDUIT, 2")	UNPAVED TRENCHING (1 CONDUIT, 2")	JUNCTION BOX (STANDARD SIZE)	2" RISER WITH WEATHERHEAD	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)	
NO		NO			NO					MI	FT	EA	EA	LF	LF	EA	EA	LF	LF	
44408	Bladen	1	NC 410-A	FROM CJ @ KELLY ST. TO NC 131	1	2	2WU	NO	NO	0.33	26	3	3							
TOTAL FOR MAP NO. 1										0.33		3	3							
44408	Bladen	2	NC 410-B	FROM NC 131 TO RAILROAD ST.	1	2	2WU	NO	NO	0.56	26	7	7							
TOTAL FOR MAP NO. 2										0.56		7	7							
44408	Bladen	3	NC 410-C	FROM RAILROAD ST. TO NC 211 BUS.	2	2	2WU	NO	NO	0.06	37		3							
TOTAL FOR MAP NO. 3										0.06			3							
44408	Bladen	4	NC 410-D	FROM NC 211 BUS. TO NC 211 BYP.	3	2	2WU	NO	NO	0.84	26		3	10	10	1	1	850	200	
TOTAL FOR MAP NO. 4										0.84			3	10	10	1	1	850	200	
44408	Bladen	5	NC 131	FROM BLADENBORO CL TO NC 410	2	2	2WU	NO	NO	0.31	30	3	2							
TOTAL FOR MAP NO. 5										0.31		3	2							
TOTAL FOR PROJ NO. 44408										2.1		13	18	10	10	1	1	850	200	
GRAND TOTAL										2.1		13	18	10	10	1	1	850	200	

