

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

# PLANS

**Letting Date: December 20, 2023**

**CONTRACT ID: DF00461**

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

**FEDERAL AID NO.: STATE FUNDED**

**WBS ELEMENT NO.: 2024CPT.06.10.10261.1**

**ROUTE NO.: VARIES**

**LOCATION: VARIES**

**COUNTY: CUMBERLAND**

**LENGTH OF PROJECT: 10.32 MILES**

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

# Cumberland County Resurfacing

**Wetmoreville  
Municipal  
Airport**

87

53  
210

795

3


1

2

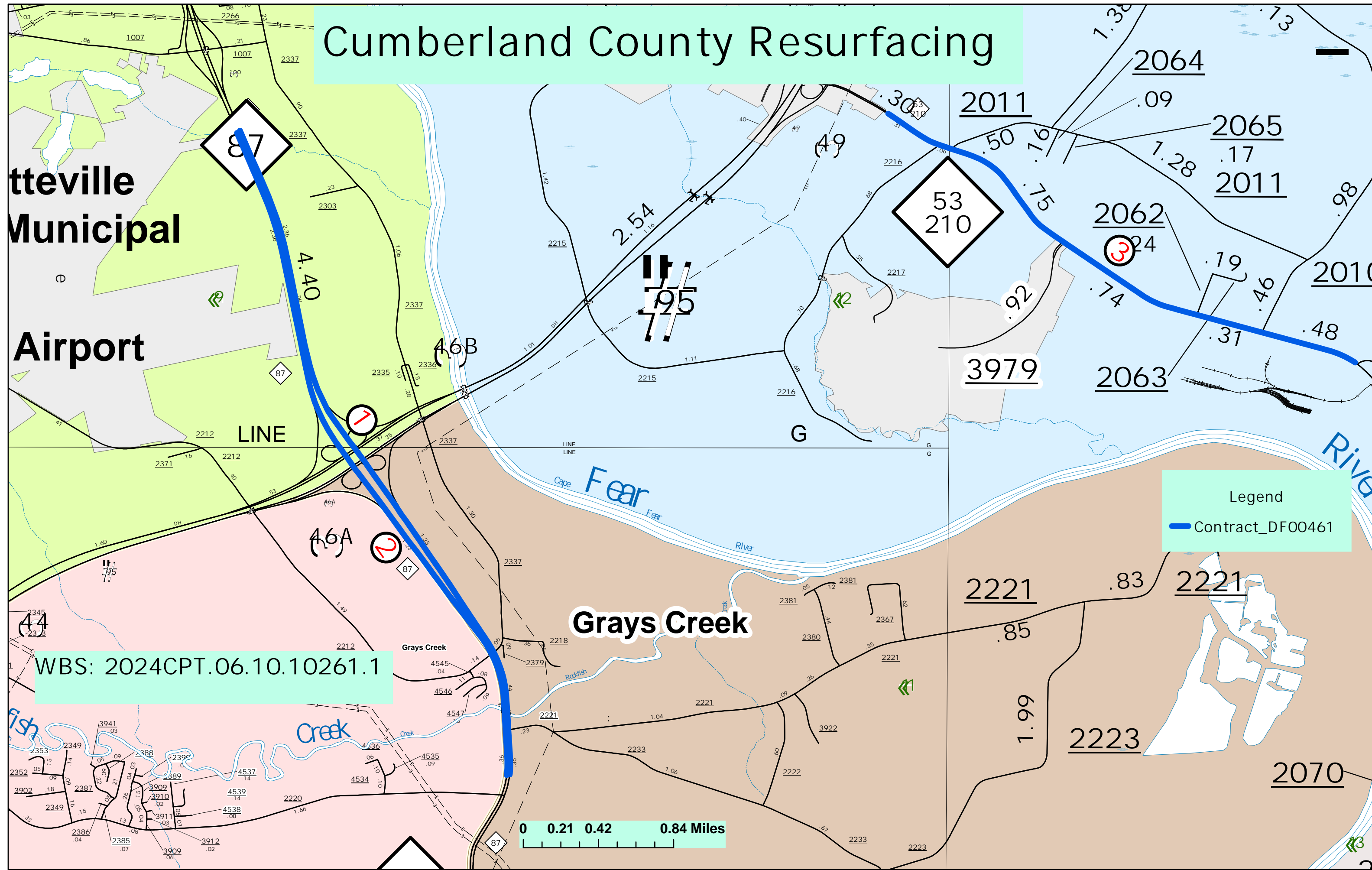
WBS: 2024CPT.06.10.10261.1

**Grays Creek**

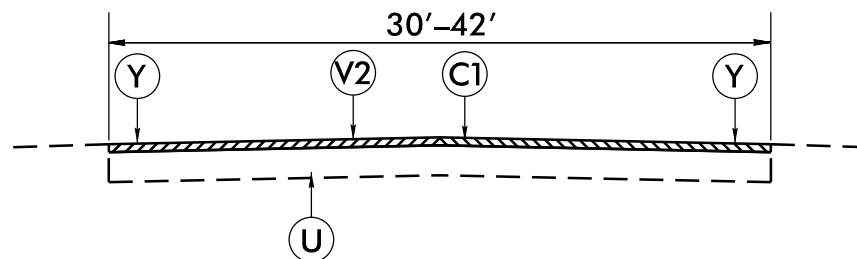
Legend

 Contract\_DF00461

0 0.21 0.42 0.84 Miles

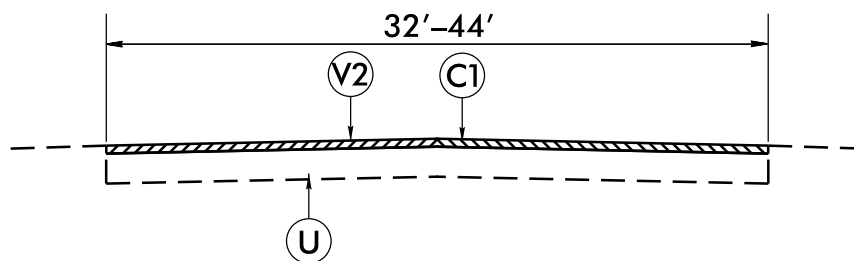


PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING ASPHALT PAVEMENT
V1	0"-1½" MILLING
V2	1½" MILLING
Y	MILLED RUMBLE STRIP (STD 665.01)

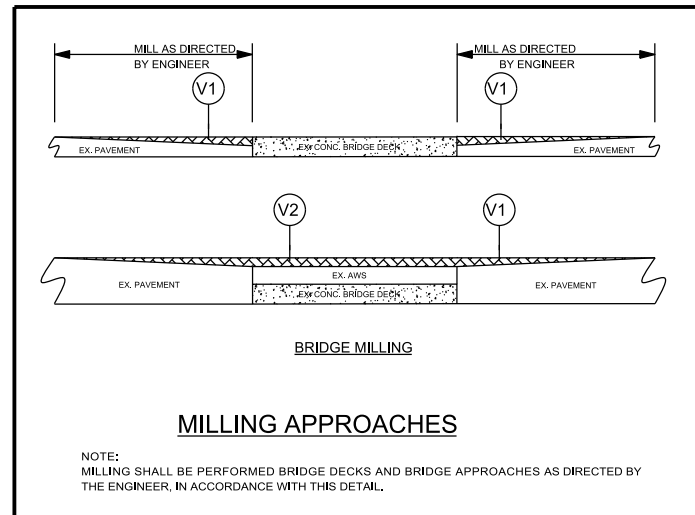
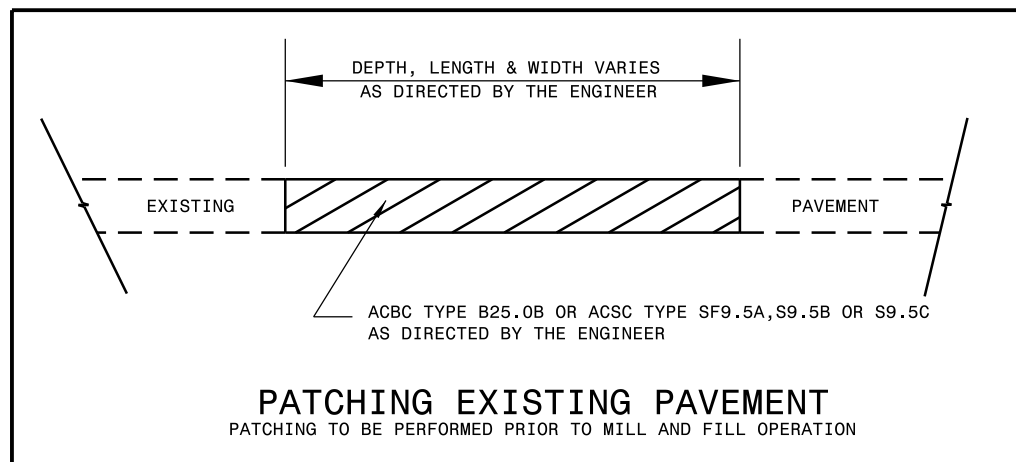


TYPICAL SECTION NO. 1

NOTE: MATERIAL TRANSFER VEHICLE SHALL BE USED ON MAPS 1 & 2

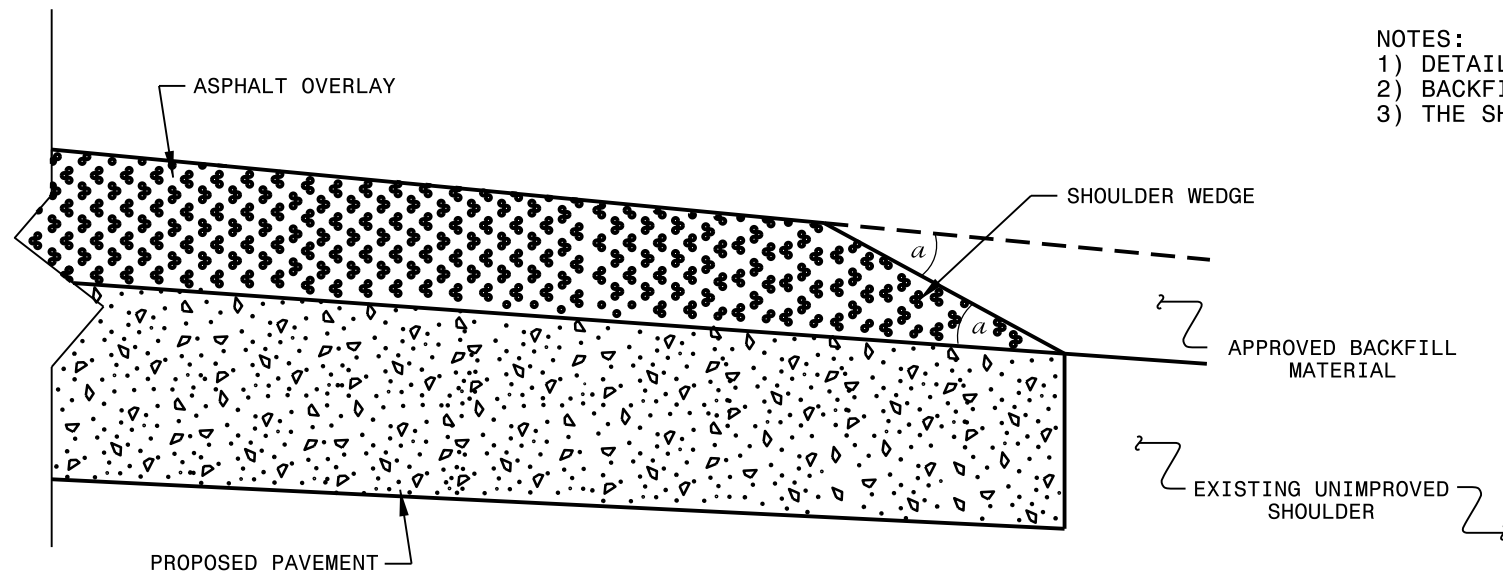


TYPICAL SECTION NO. 2

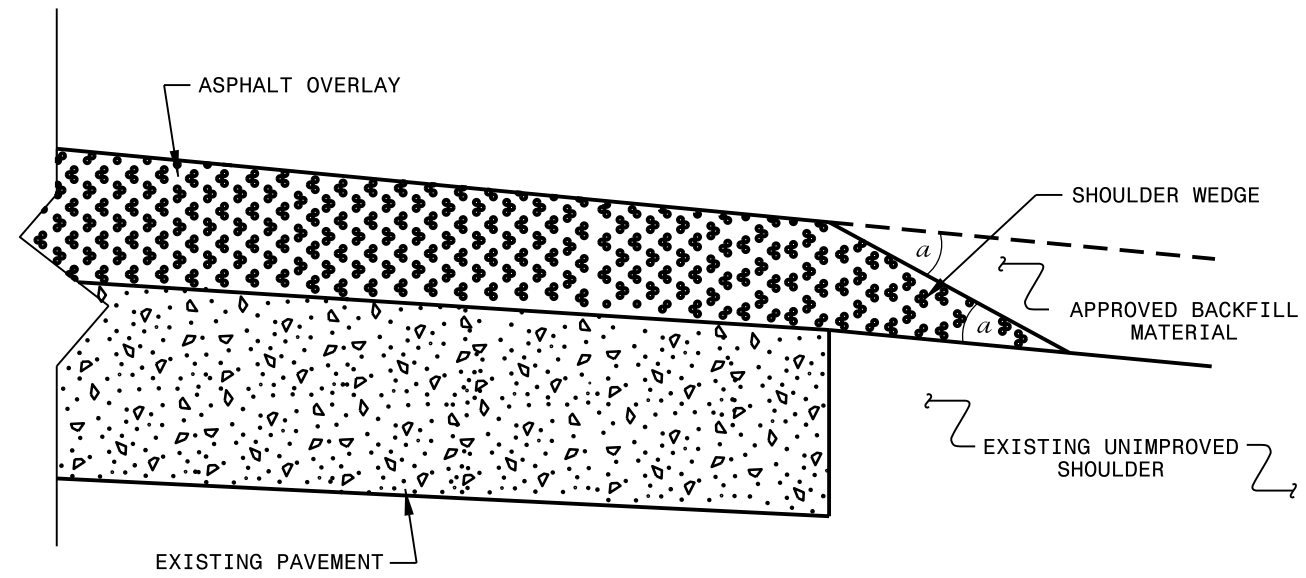


6/2/99 2:11NOV.2023 14:17 Wcrk Files\Projects\Resurfacing\2023 Fall\11\21\typ.dgn

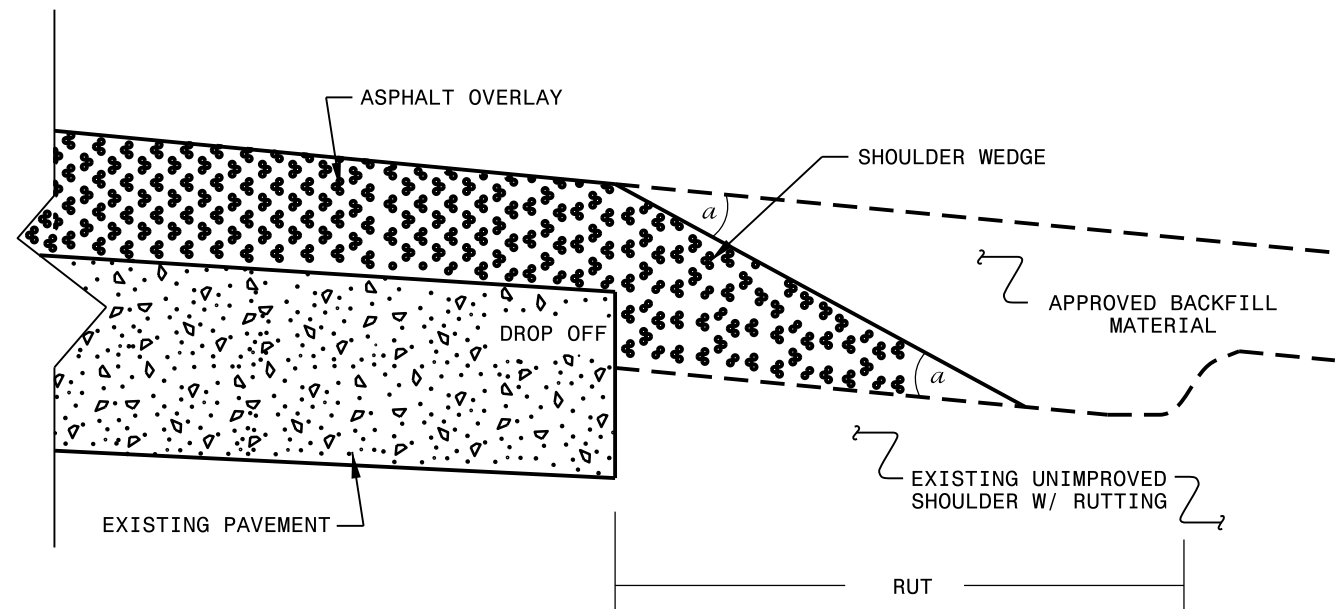
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

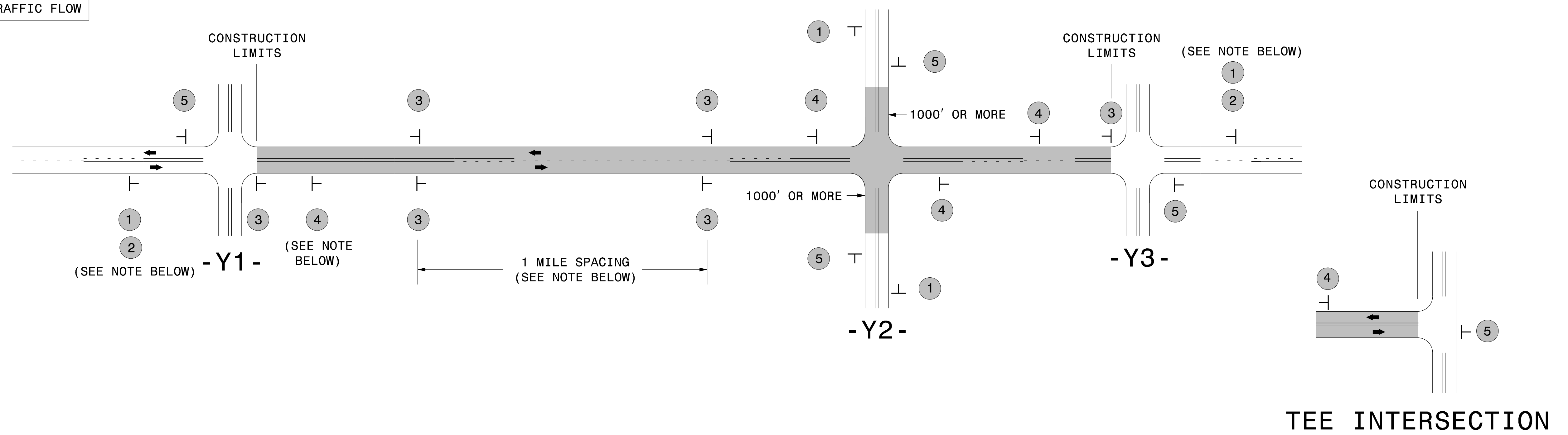
SYSTEMS DESIGN USER NAME

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

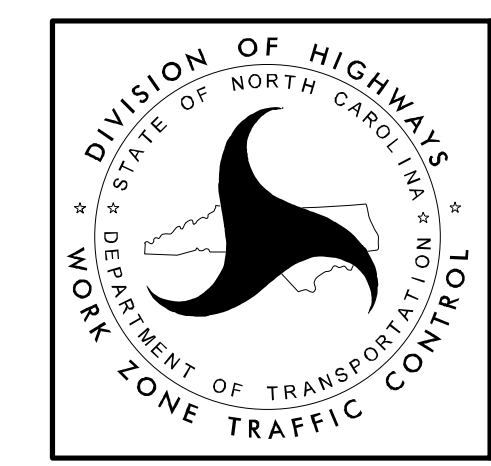
## -Y- LINE SIGNING

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.	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.  <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">                       W20-1                      48" X 48"                 </div> <div style="text-align: center;">                       W20-7 A                      48" X 48"                 </div> </div> PLACED 500' IN ADVANCE OF FLAGGER.      PLACED 250' IN ADVANCE OF FLAGGER.
	2	 NEXT XX MILES 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"	- 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	 END ROAD WORK 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.	

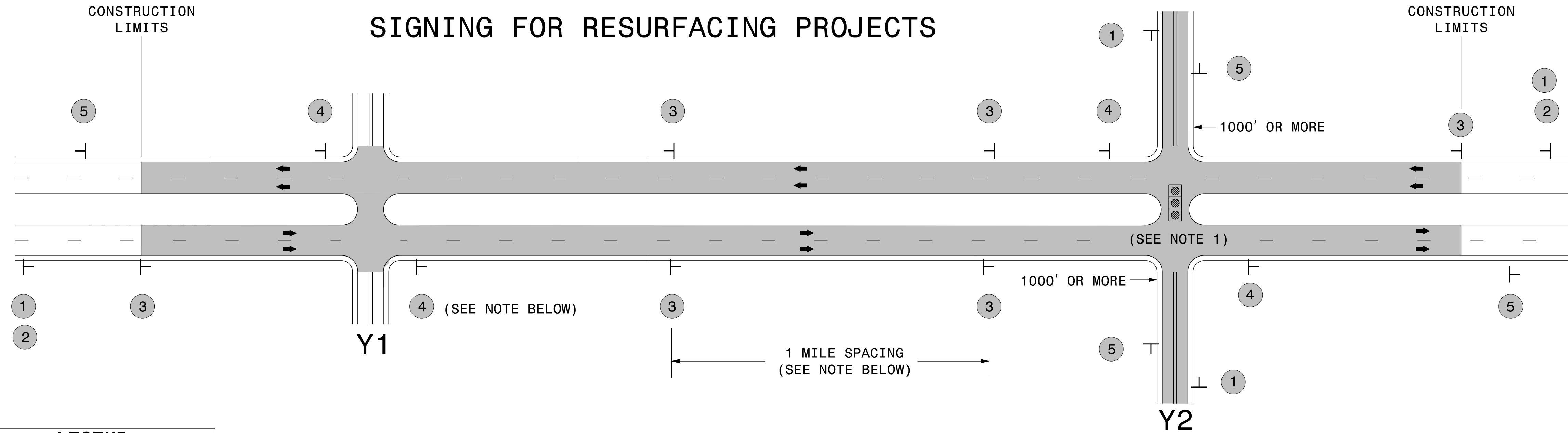
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

### 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



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

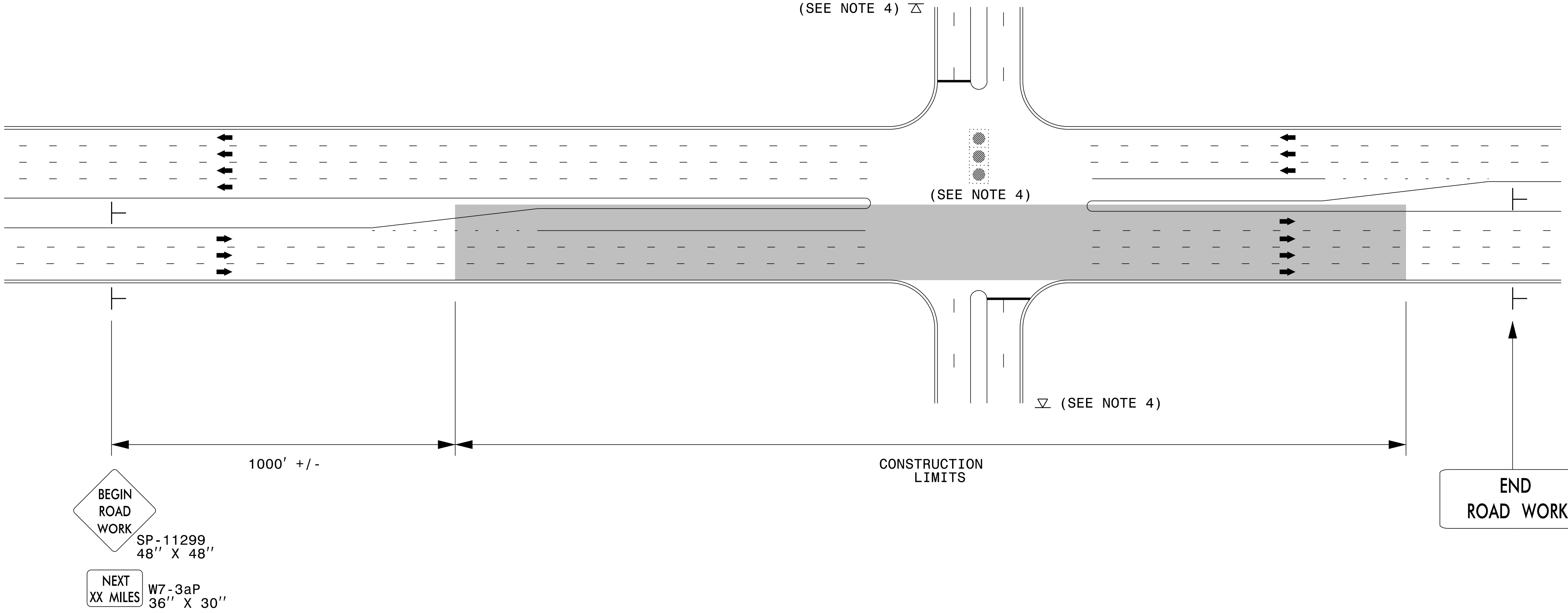
### MAINLINE (-L-) SIGNING

### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	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><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></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, 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;"> <div style="text-align: center;">             W20-1            48" X 48"         </div> <div style="text-align: center;">             W20-7 A            48" X 48"         </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p><b>NOTES:</b></p> <ol style="list-style-type: none"> <li>1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.</li> </ol>
	2	 W7-3aP 24" X 18"	#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)	
	3	 SP 13107 48" X 48"	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.	
	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.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

**RESURFACING  
ADVANCE WARNING SIGNS  
FOR RURAL AND SUBURBAN  
MULTI-LANE ROADWAYS  
W/ SHOULDER SECTIONS**

# URBAN / SUBURBAN WORKZONES



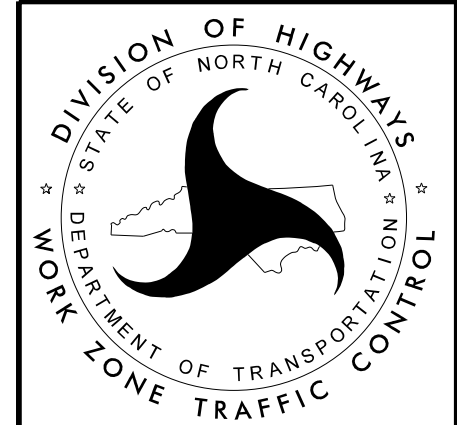
**NOTES:**

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

**LEGEND**

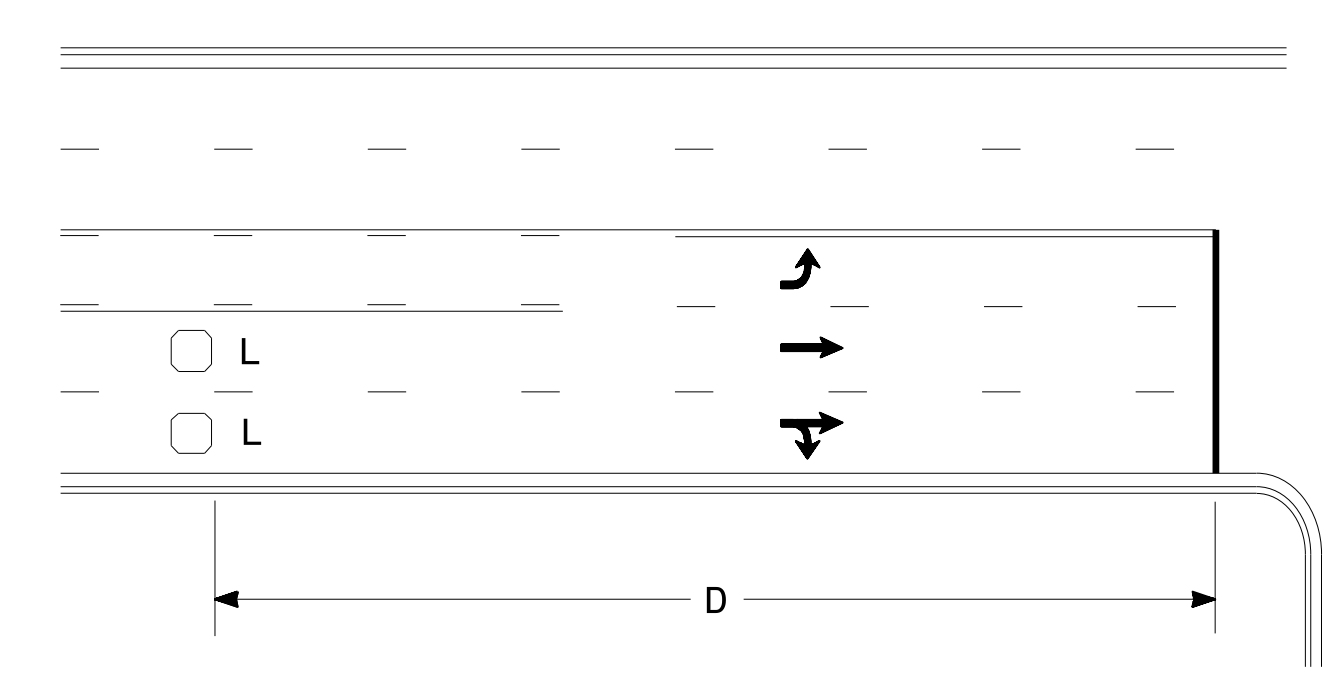
┆ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW



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

### High Speed Detection (≥40 mph)

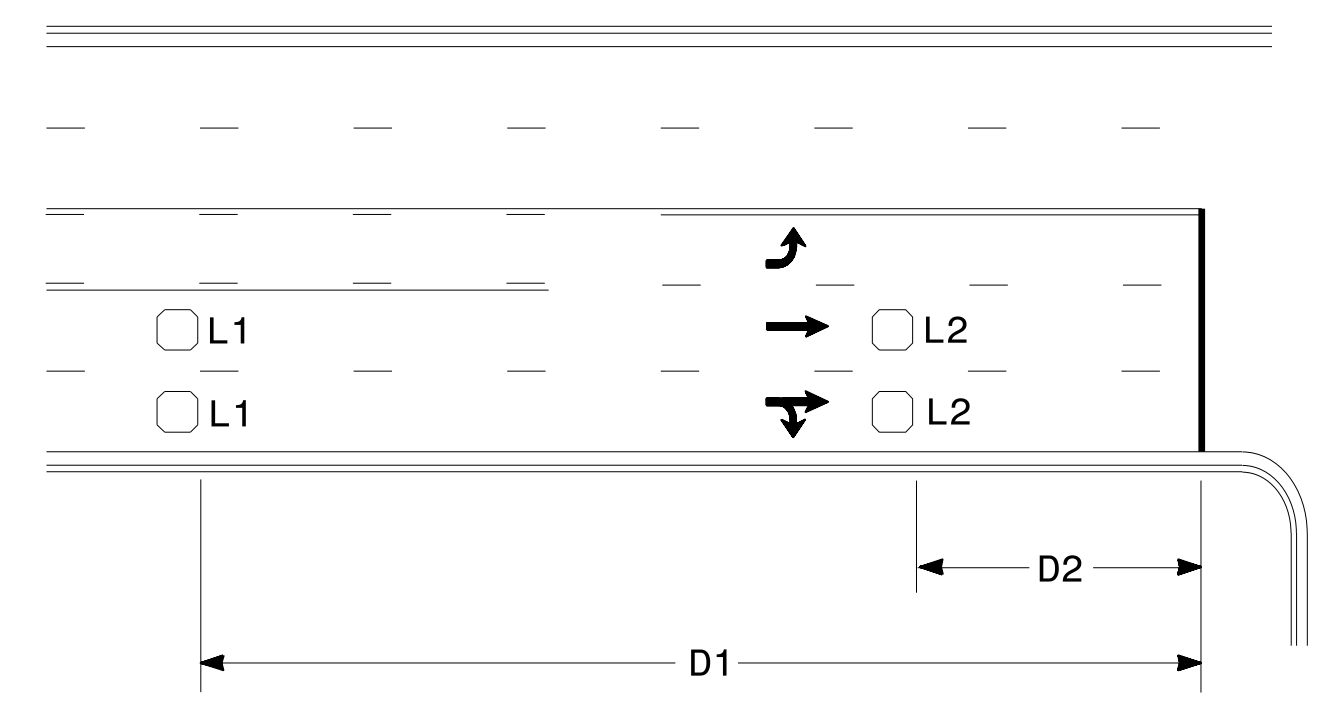


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

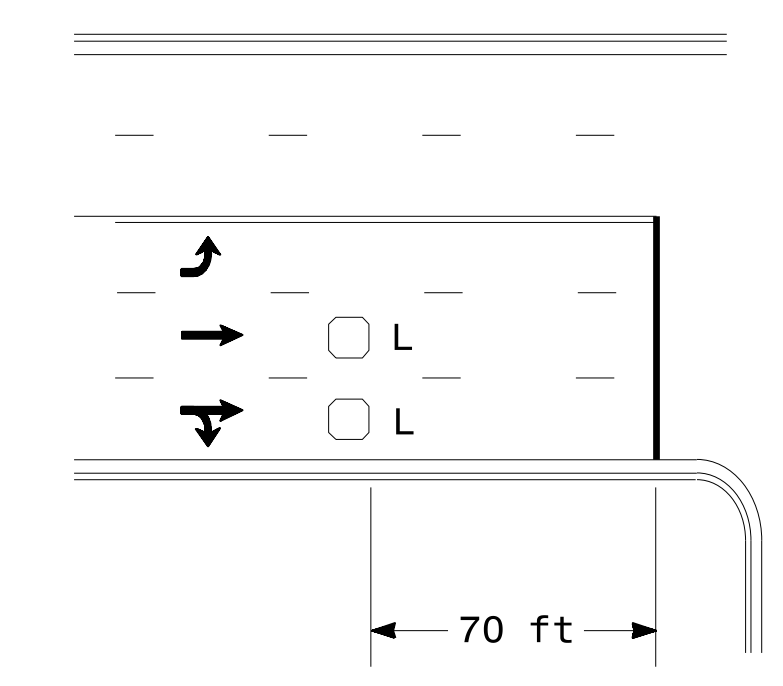


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

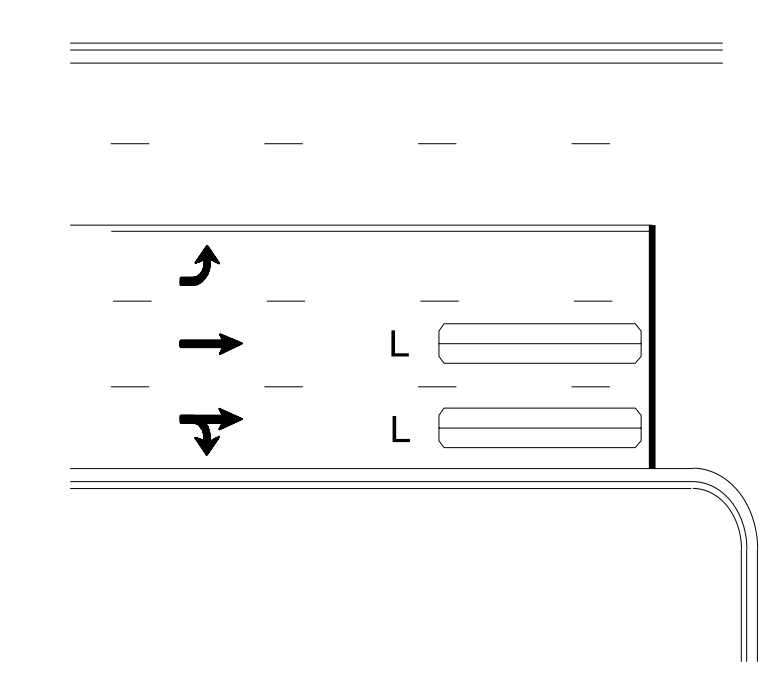
"Stretch" Operation

### Low Speed Detection (≤35 mph)



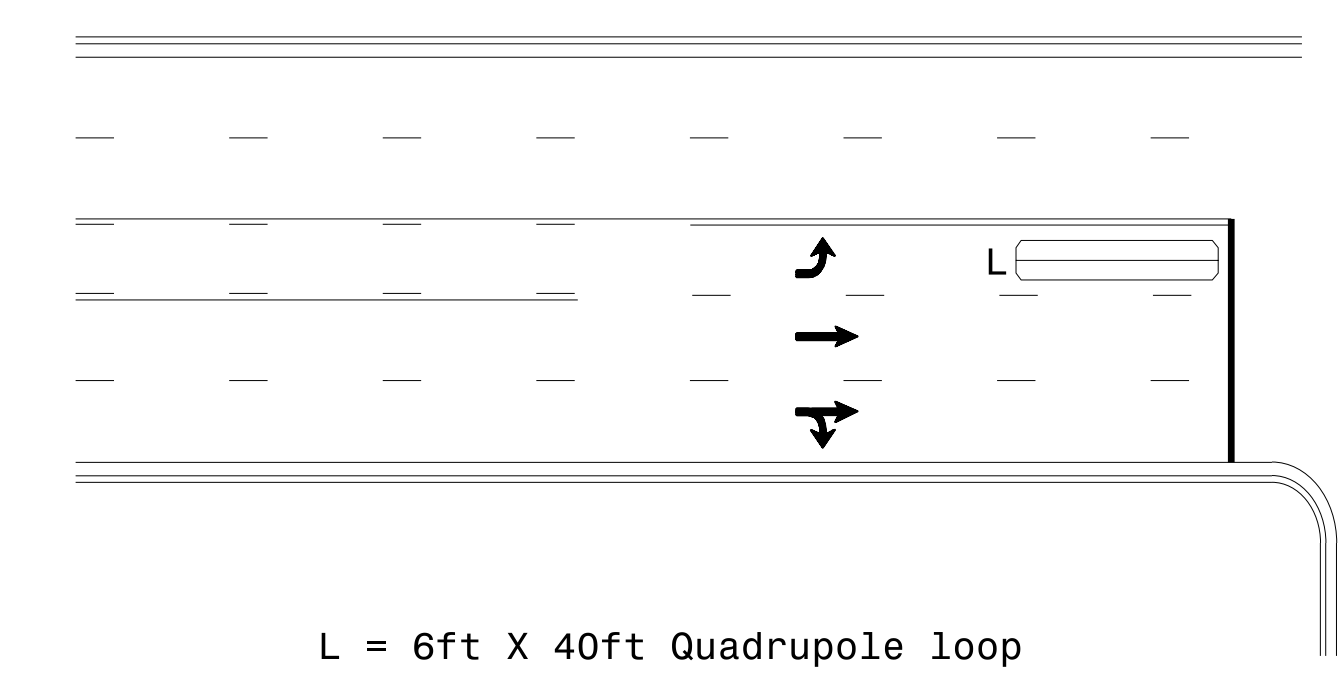
L = 6ft X 6ft  
Wired in series

OR



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

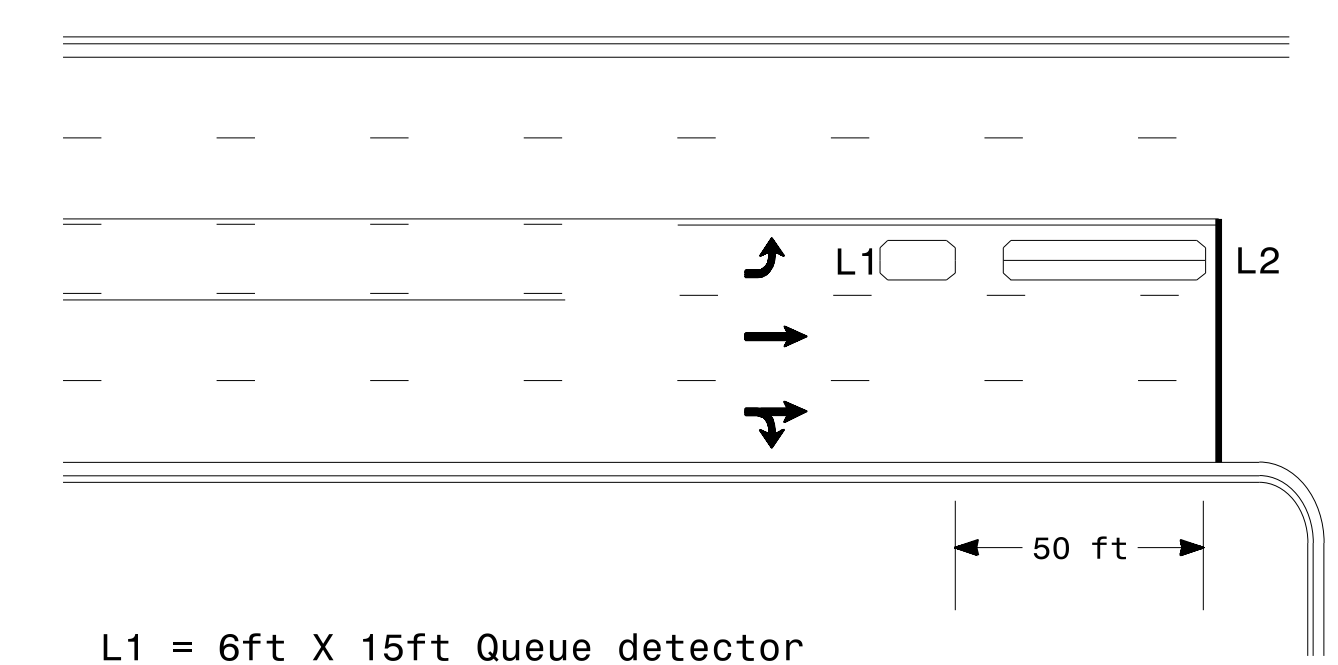
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

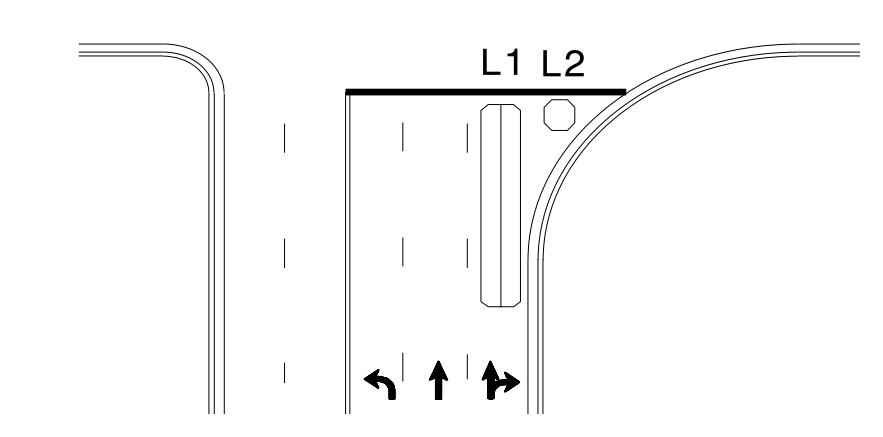
OR



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

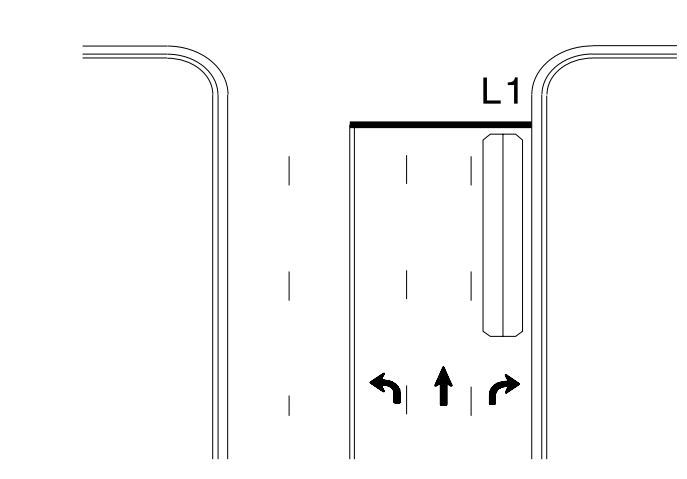
Queue Loop Detection

### Right Turn Lane Detection

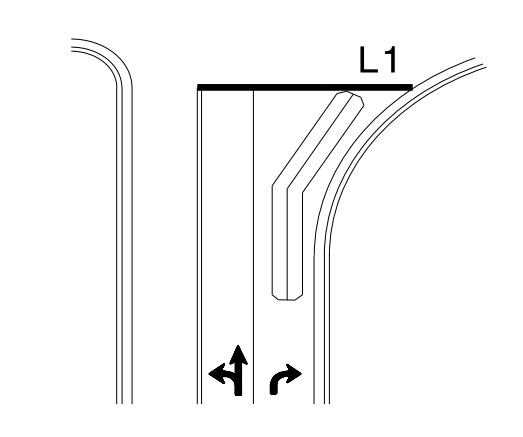


Shared Lane/  
Wide Radius Turn

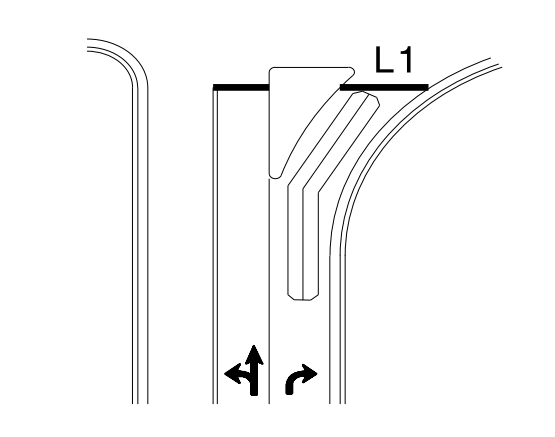
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

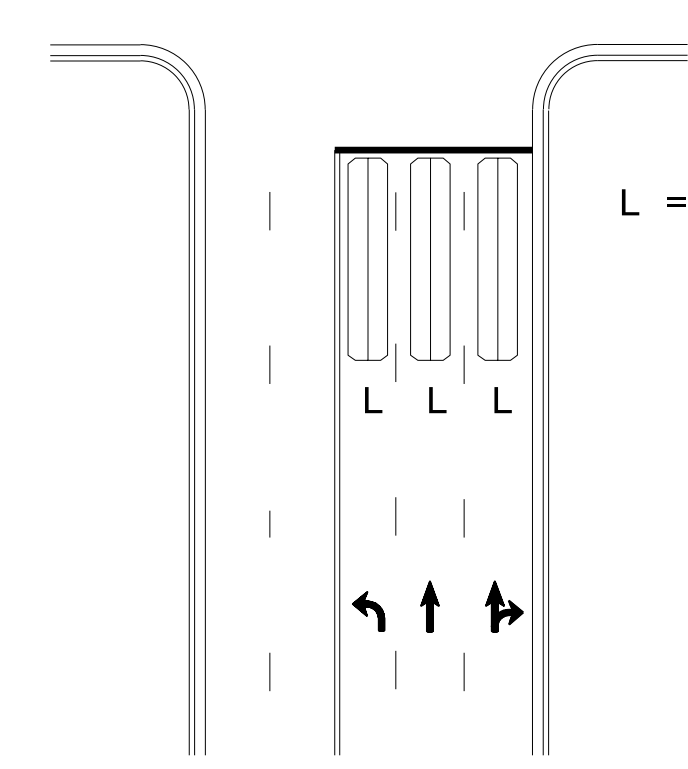


Wide Radius Turn



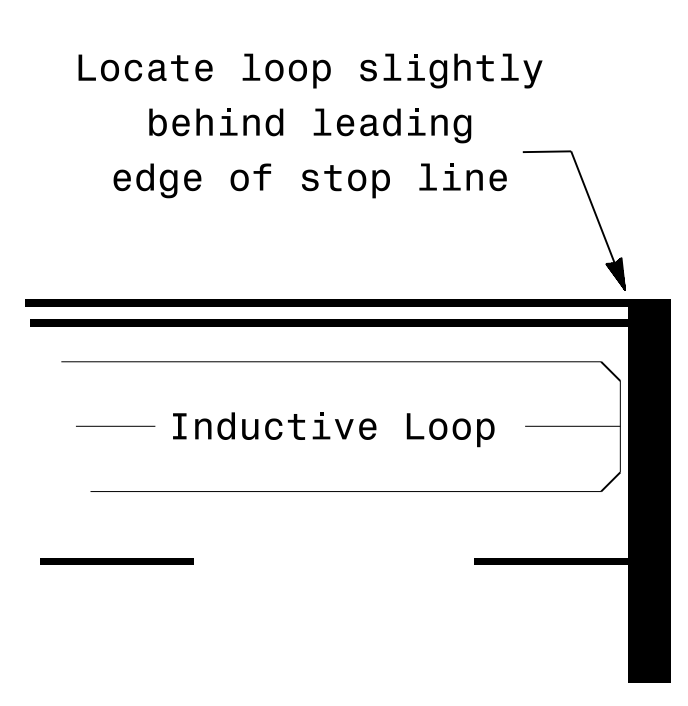
Channelized Turn

### Side Street Detection



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

### Presence Loop Placement at Stop Lines



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

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE  
N/A

#### Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
REVISIONS	INIT. DATE

SEAL  
NORTH CAROLINA  
PROFESSIONAL ENGINEER  
PAMELA L. ALEXANDER  
23489

DocuSigned by:  
*P. Alexander*  
1/30/2015 10:44:44 AM

SIG. INVENTORY NO.



### GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

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

<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'

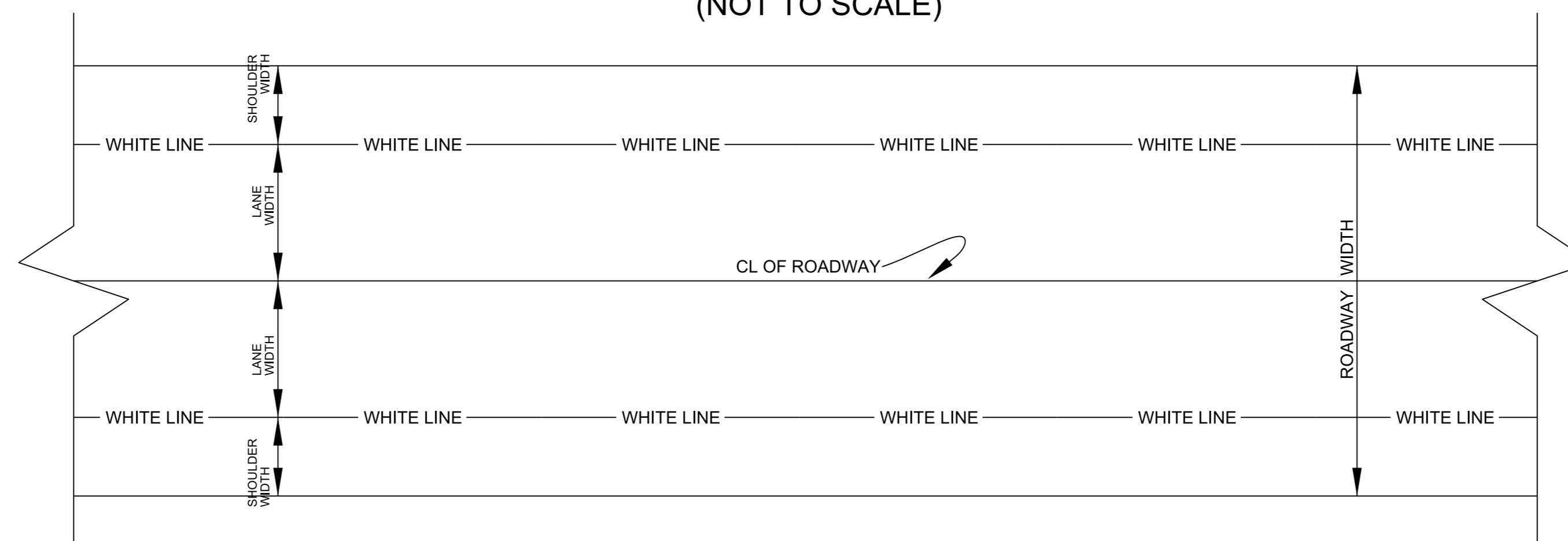
\* May vary due to pavement width

<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.06.10.10261.1		

### 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	1297000000-E	1330000000-E	1523000000-E	1575000000-E	1704000000-E	1840000000-E	2830000000-N	2845000000-N	7324000000-N	7444000000-E	
														INCIDENTAL STONE BASE	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	MILLED RUMBLE STRIPS (ASPHALT CONCRETE)	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	
														MI	FT										
														TONS	SY	SY	TONS	TONS	TONS	LF	EA	EA	EA	LF	
2024CPT.06.10.1026.1	Cumberland	1	NC-87 N	FROM PVMT JT N OF SR2220 TO PVMT JT S OF SR1007	1	2	MD	NO	NO	3.85	30	7.71	11.56		85,184	1,537	7,209	434	31	40,656.00					
<b>TOTAL FOR MAP NO. 1</b>										<b>3.85</b>					<b>85,184</b>	<b>1,537</b>	<b>7,209</b>	<b>434</b>	<b>31</b>	<b>40,656.00</b>					
2024CPT.06.10.1026.1	Cumberland	2	NC-87 S	FROM PVMNT JT. S OF SR1007 TO PEMNT JT. N OF SR2220	1	2	MD	NO	NO	3.85	30	19.62	23.47		84,656	1,537	7,155	431	36	40,656.00					
<b>TOTAL FOR MAP NO. 2</b>										<b>3.85</b>					<b>84,656</b>	<b>1,537</b>	<b>7,155</b>	<b>431</b>	<b>36</b>	<b>40,656.00</b>					
2024CPT.06.10.1026.1	Cumberland	3	NC-53	PVMT JT. W OF NC210 TO PVMT JT. END PROJECT	2	2	2WU	NO	NO	2.62	32	10.23	12.85	93	63,266	2,083	5,447	327	36		1	6	1.00	1,000.00	
<b>TOTAL FOR MAP NO. 3</b>										<b>2.62</b>				<b>93</b>	<b>63,266</b>	<b>2,083</b>	<b>5,447</b>	<b>327</b>	<b>36</b>		<b>1</b>	<b>6</b>	<b>1.00</b>	<b>1,000.00</b>	
<b>TOTAL FOR PROJ NO. 2024CPT.06.10.1026.1</b>										<b>10.32</b>				<b>93</b>	<b>233,106</b>	<b>5,157</b>	<b>19,811</b>	<b>1,192</b>	<b>103</b>	<b>81,312.00</b>	<b>1</b>	<b>6</b>	<b>1.00</b>	<b>1,000.00</b>	
<b>GRAND TOTAL</b>										<b>10.32</b>				<b>93</b>	<b>233,106</b>	<b>5,157</b>	<b>19,811</b>	<b>1,192</b>	<b>103</b>	<b>81,312.00</b>	<b>1</b>	<b>6</b>	<b>1.00</b>	<b>1,000.00</b>	

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.06.10.10261.1		

**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		4695000000-E	4700000000-E	4709000000-E	4725000000-E			4810000000-E		4820000000-E	4835000000-E	4845000000-N			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	8" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS	
								MI	FT			SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	EA	EA	EA	LF	EA	EA	
2024CPT.06.10.1026.1	Cumberland	1	NC-87 N	FROM PVMNT JT N OF SR2220 TO PVMNT JT S OF SR1007	1	2	MD	3.85	30	7.71	11.56	431	1.00	20,328	20,328	1,135		25	6	3	8	20,328	26,684	1,135	25	6	3	8	6,356	378		
<b>TOTAL FOR MAP NO. 1</b>								<b>3.85</b>				<b>431</b>	<b>1</b>	<b>20,328</b>	<b>20,328</b>	<b>1,135</b>		<b>25</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>20,328</b>	<b>26,684</b>	<b>1,135</b>	<b>25</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>6,356</b>	<b>378</b>		
2024CPT.06.10.1026.1	Cumberland	2	NC-87 S	FROM PVMNT JT. S OF SR1007 TO PEMNT JT. N OF SR2220	1	2	MD	3.85	30	19.62	23.47	431		20,400	20,328	1,140		25	6	5	8	20,328	26,760	1,140	25	6	5	8	6,360	380		
<b>TOTAL FOR MAP NO. 2</b>								<b>3.85</b>				<b>431</b>		<b>20,400</b>	<b>20,328</b>	<b>1,140</b>		<b>25</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>20,328</b>	<b>26,760</b>	<b>1,140</b>	<b>25</b>	<b>6</b>	<b>5</b>	<b>8</b>	<b>6,360</b>	<b>380</b>		
2024CPT.06.10.1026.1	Cumberland	3	NC-53	PVMNT JT. W OF NC210 TO PVMNT JT. END PROJECT	2	2	2WU	2.62	32	10.23	12.85	293		28,946	41,339	90	1,300	60	26	25	4	41,339	30,840		60				1,894	105	325	
<b>TOTAL FOR MAP NO. 3</b>								<b>2.62</b>				<b>293</b>		<b>28,946</b>	<b>41,339</b>	<b>90</b>	<b>1,300</b>	<b>60</b>	<b>26</b>	<b>25</b>	<b>4</b>	<b>41,339</b>	<b>30,840</b>		<b>60</b>					<b>1,894</b>	<b>105</b>	<b>325</b>
<b>TOTAL FOR PROJ NO. 2024CPT.06.10.1026.1</b>								<b>10.32</b>				<b>1,155</b>	<b>1.000</b>	<b>69,674</b>	<b>81,995</b>	<b>2,365</b>	<b>1,300</b>	<b>110</b>	<b>38</b>	<b>33</b>	<b>20</b>	<b>81,995</b>	<b>84,284</b>	<b>2,275</b>	<b>110</b>	<b>12</b>	<b>8</b>	<b>16</b>	<b>14,610</b>	<b>863</b>	<b>325</b>	
<b>GRAND TOTAL</b>								<b>10.32</b>				<b>1,155</b>	<b>1.000</b>	<b>69,674</b>	<b>81,995</b>	<b>2,365</b>	<b>1,300</b>	<b>110</b>	<b>38</b>	<b>33</b>	<b>20</b>	<b>81,995</b>	<b>84,284</b>	<b>2,275</b>	<b>110</b>	<b>12</b>	<b>8</b>	<b>16</b>	<b>14,610</b>	<b>863</b>	<b>325</b>	
														<b>151,669</b>							<b>91</b>		<b>166,279</b>			<b>36</b>			<b>14,610</b>	<b>863</b>	<b>1,188</b>	