

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: December 20, 2023

CONTRACT ID: DF00462

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2024CPT.06.11.20261.1

ROUTE NO.: VARIES

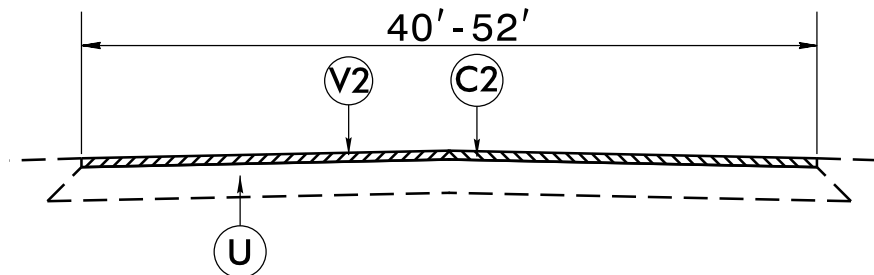
LOCATION: VARIES

COUNTY: CUMBERLAND

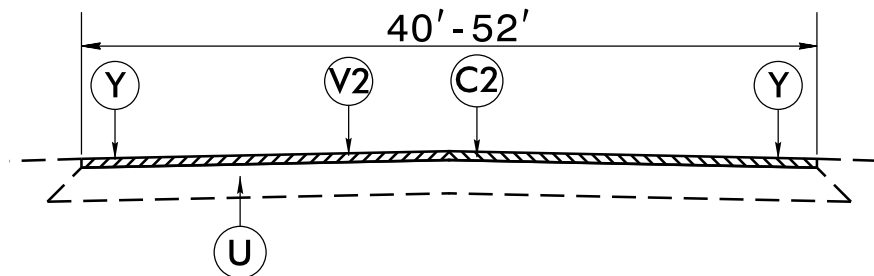
LENGTH OF PROJECT: 6.74 MILES

TYPE OF WORK: RESURFACING, MILLING & PAVEMENT MARKINGS

PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	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)



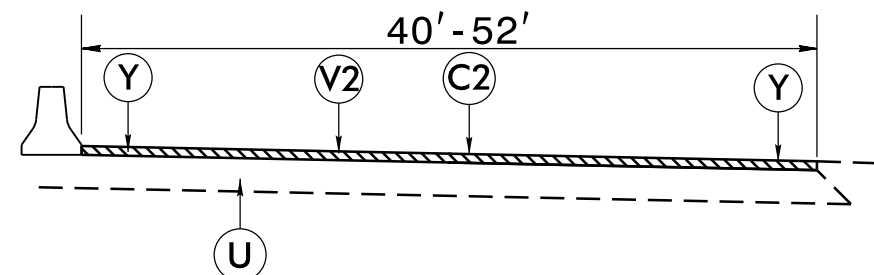
TYPICAL SECTION NO. 1



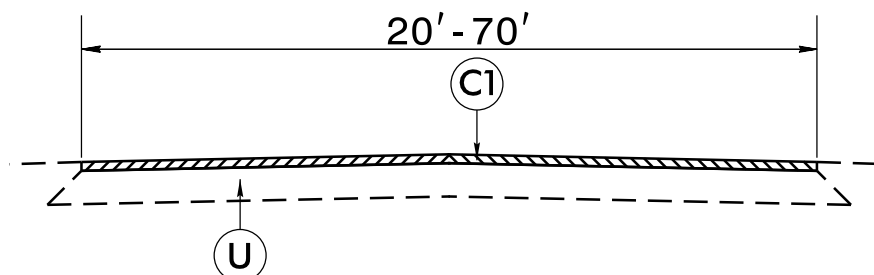
TYPICAL SECTION NO. 2

NOTES: -INCLUDES NORTHBOUND OFF RAMP AND SOUTHBOUND ON RAMP AT SR 1404 & ALL RAMPS AND LOOPS AT SR 1400 AND BUS 401

-MATERIAL TRANSFER VEHICLE SHALL BE USED ON MAPS 1 & 2

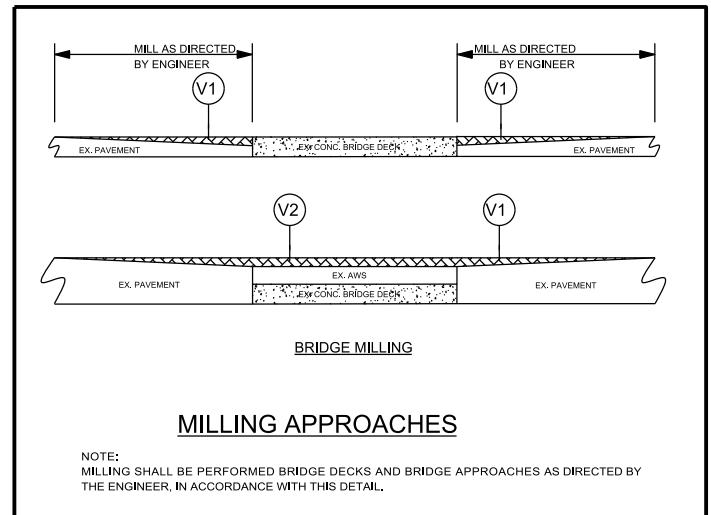


TYPICAL SECTION NO. 3

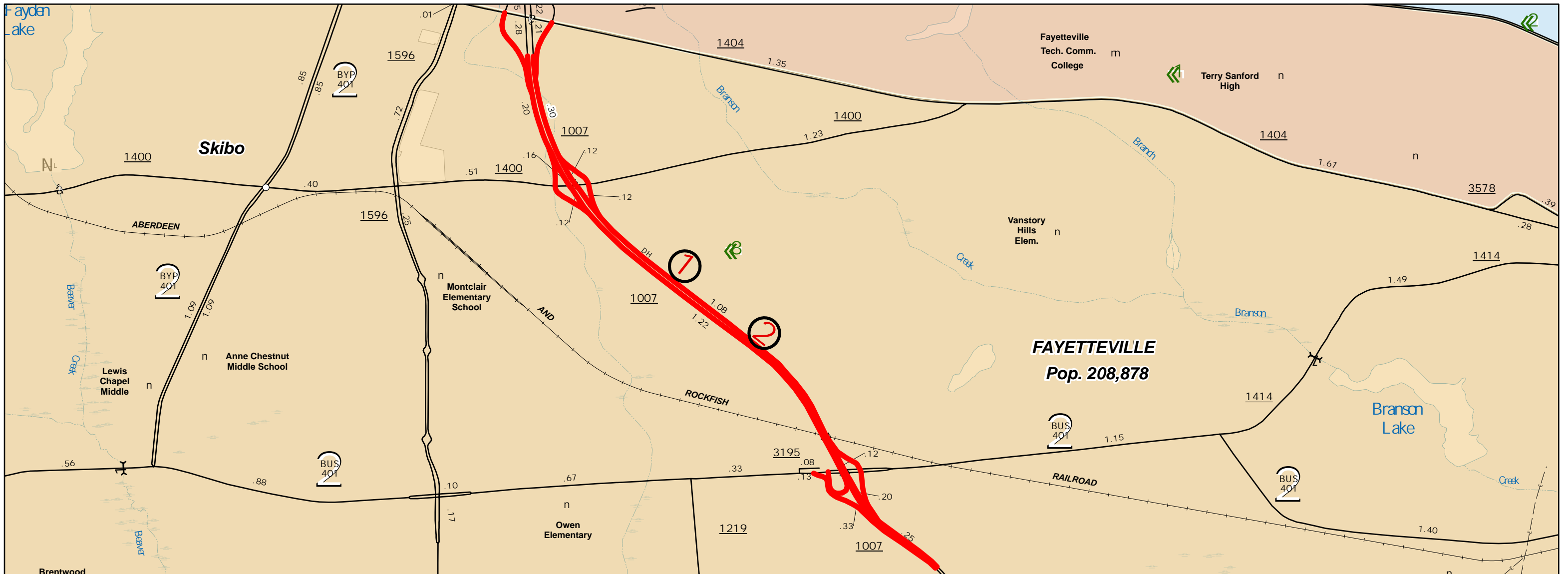


TYPICAL SECTION NO. 4

NOTE: MAP 3 INCLUDES RAMP 7132



6/2/99
25-NOV-2023 09:01 c:\c-k Files\Projects\Resurfacing\2023 Fall\1\2\typ - Copy.dgn

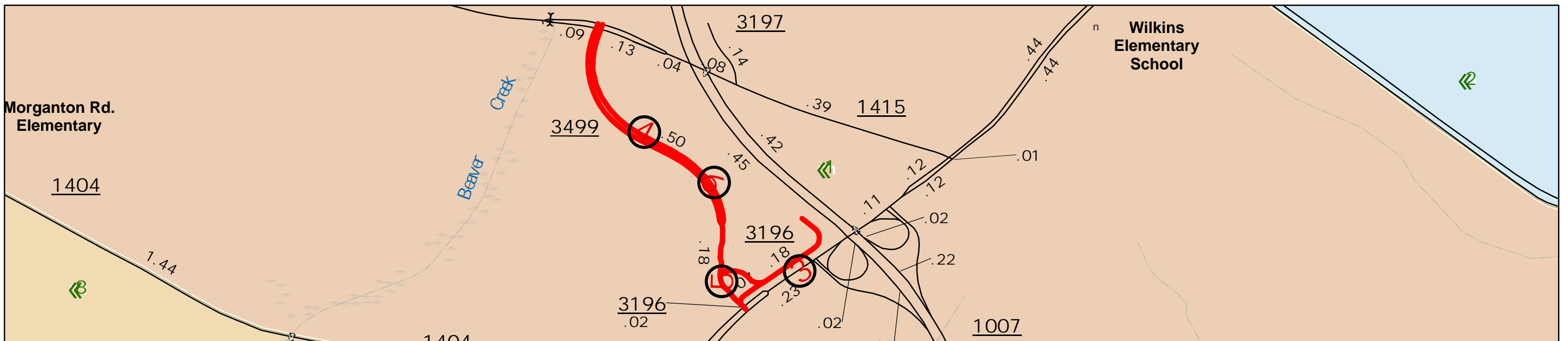
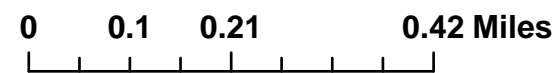


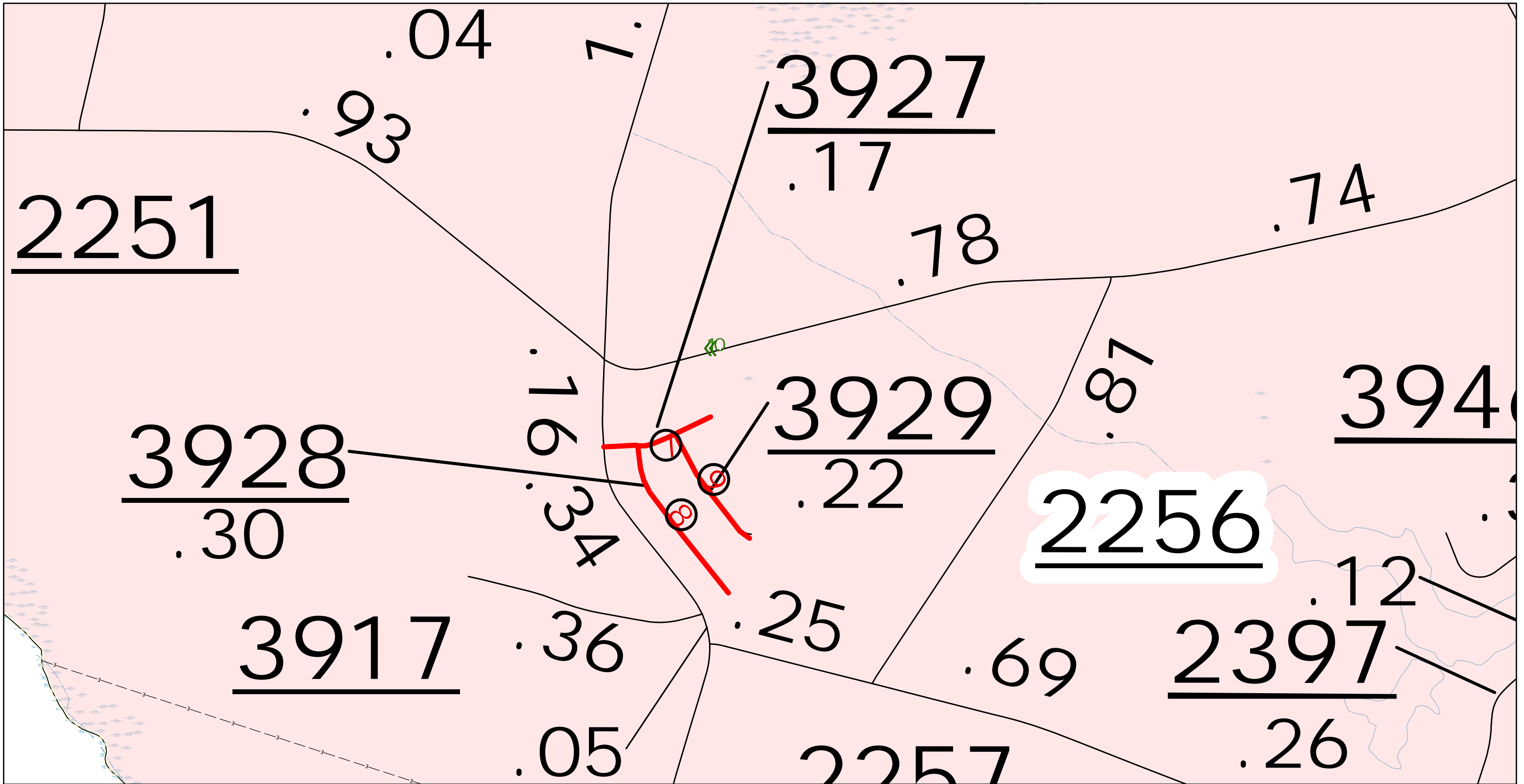
Cumberland County Resurfacing_1

WBS: 2024CPT.06.11.20261.1

Legend

— Contract DF00462





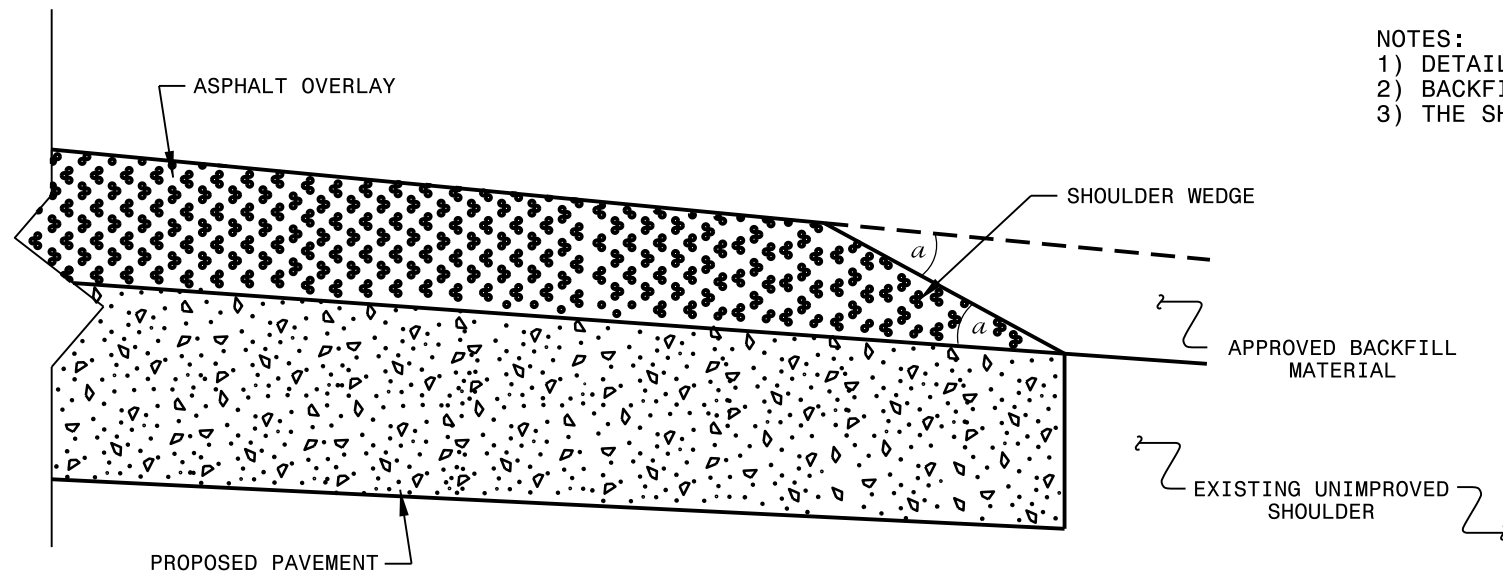
Cumberland County Resurfacing 2

WBS: 2024CPT.06.11.20261.1

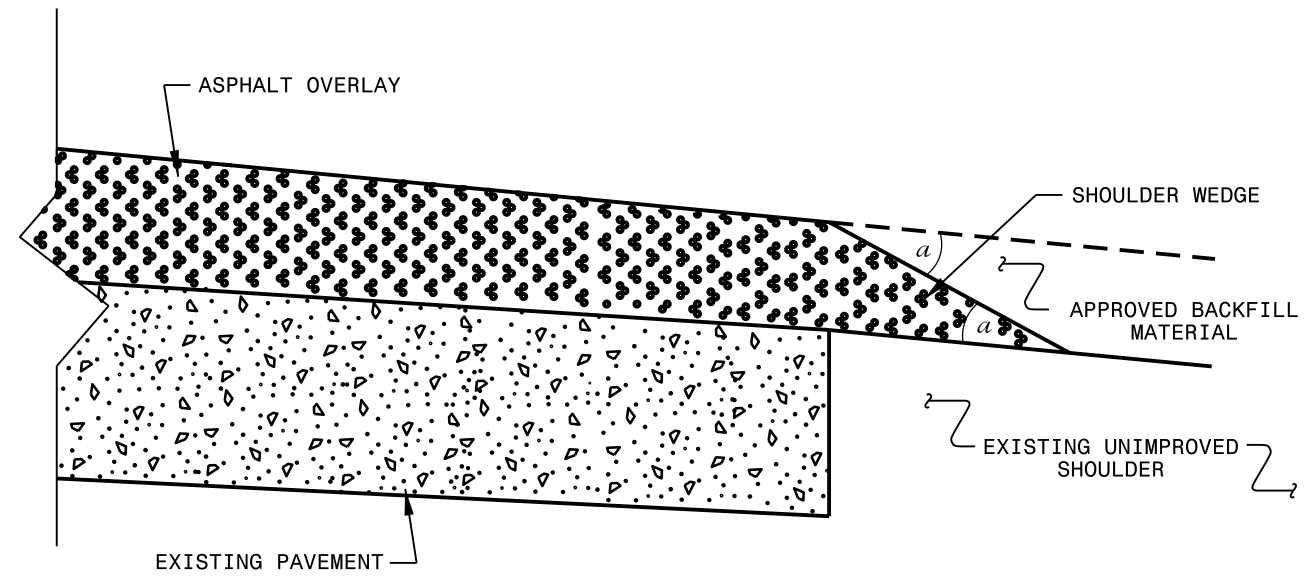
Legend
 — Contract
 DF00462

0 0.060.12 0.23 Miles

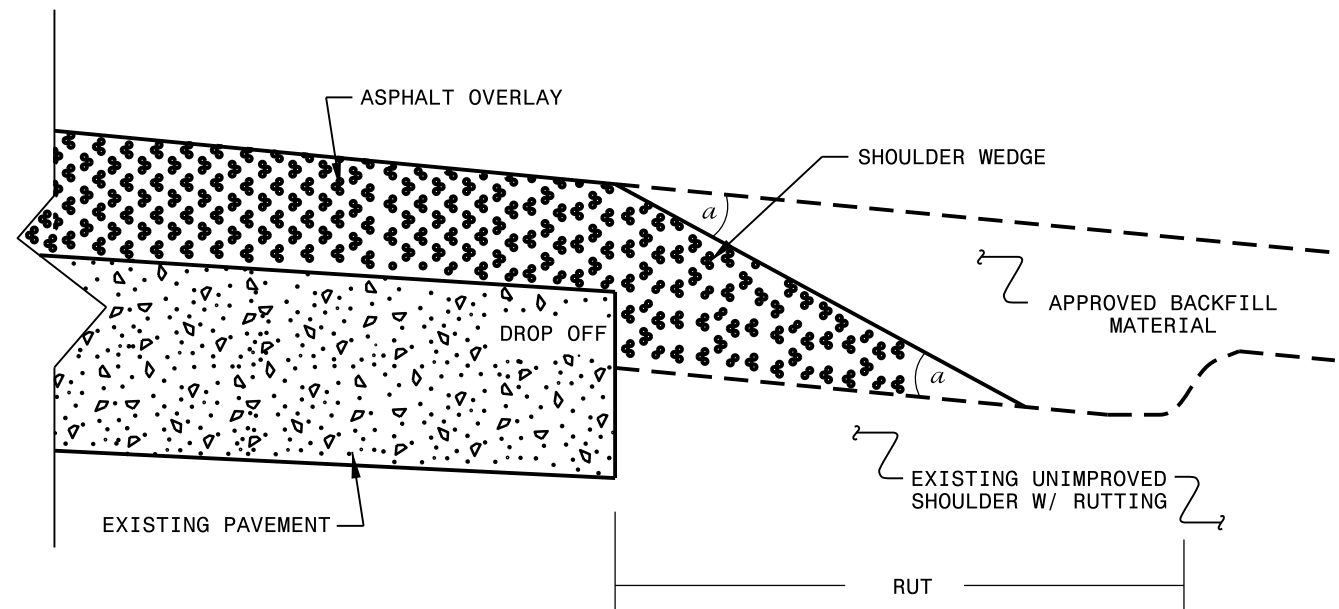
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

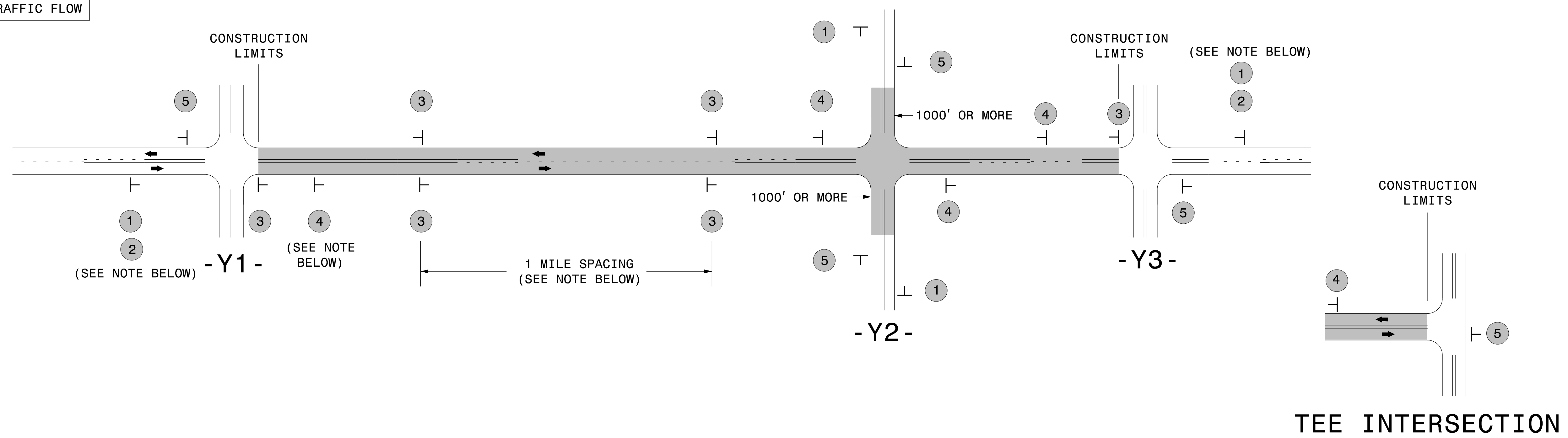
SYSTEMS DESIGN USER NAME

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

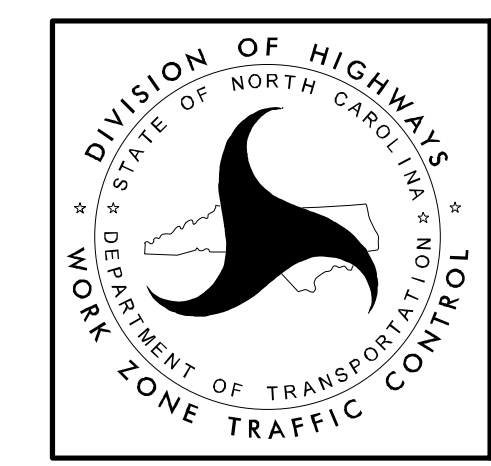
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	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" 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	 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.	

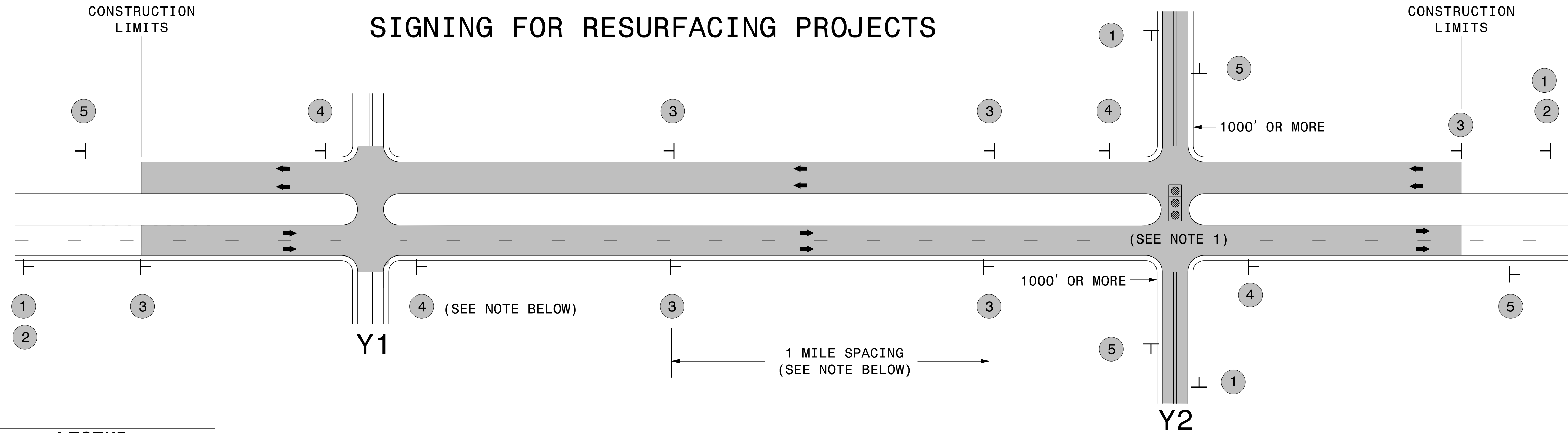
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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



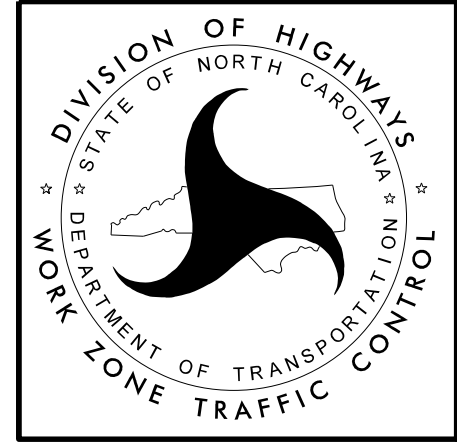
LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

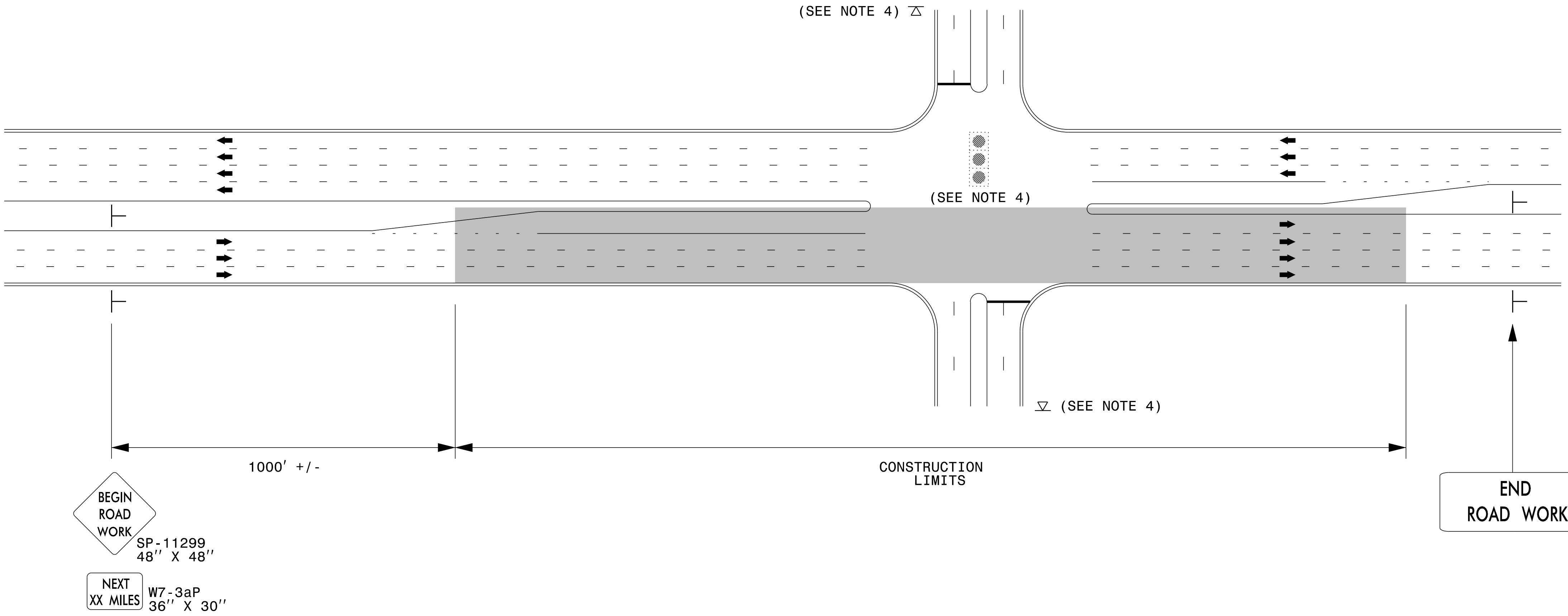
SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL 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> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 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.
		<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>	
		<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>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

3/23/2015
 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_Ltr-Su_Shldr.dgn
 User:rmgarrrett



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

URBAN / SUBURBAN WORKZONES



NOTES:

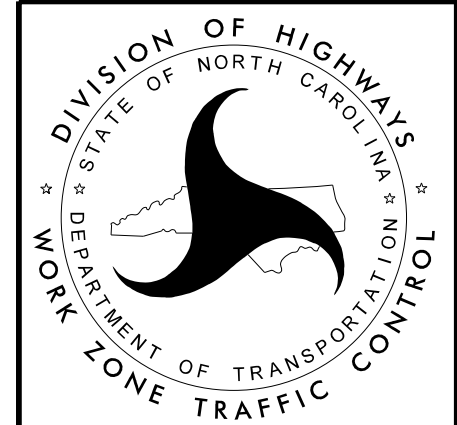
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

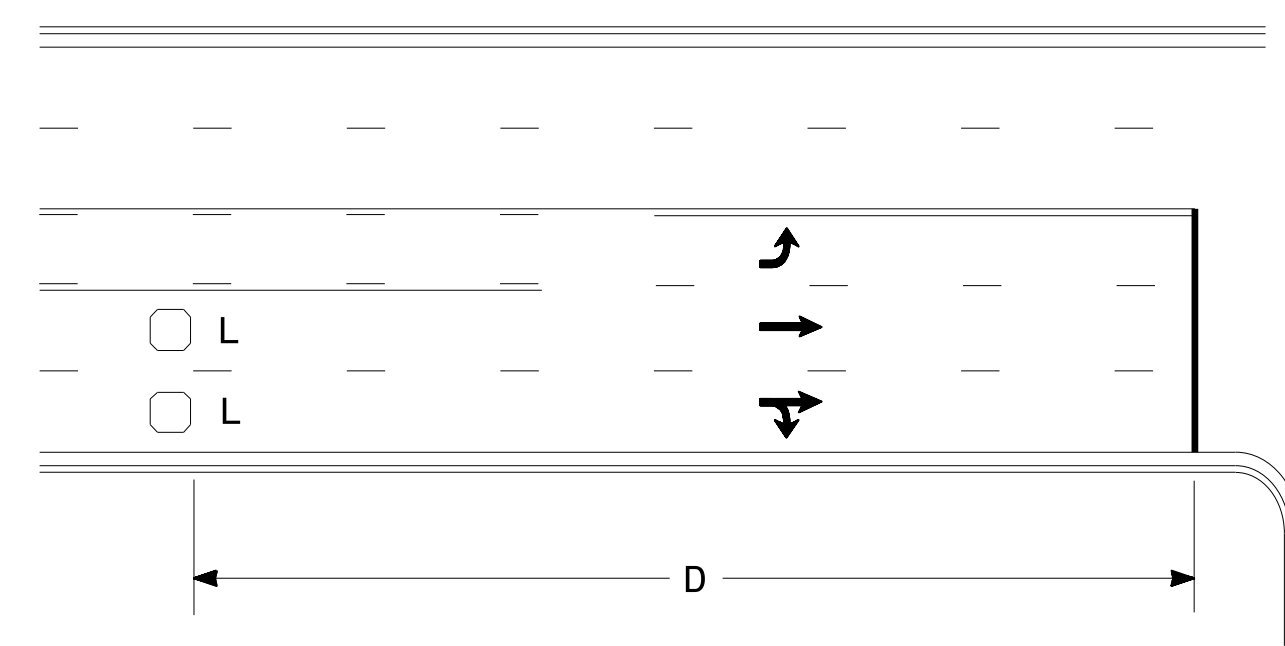
➔ DIRECTION OF TRAFFIC FLOW

END ROAD WORK G20-2 A
48" X 24"



RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

High Speed Detection (≥40 mph)

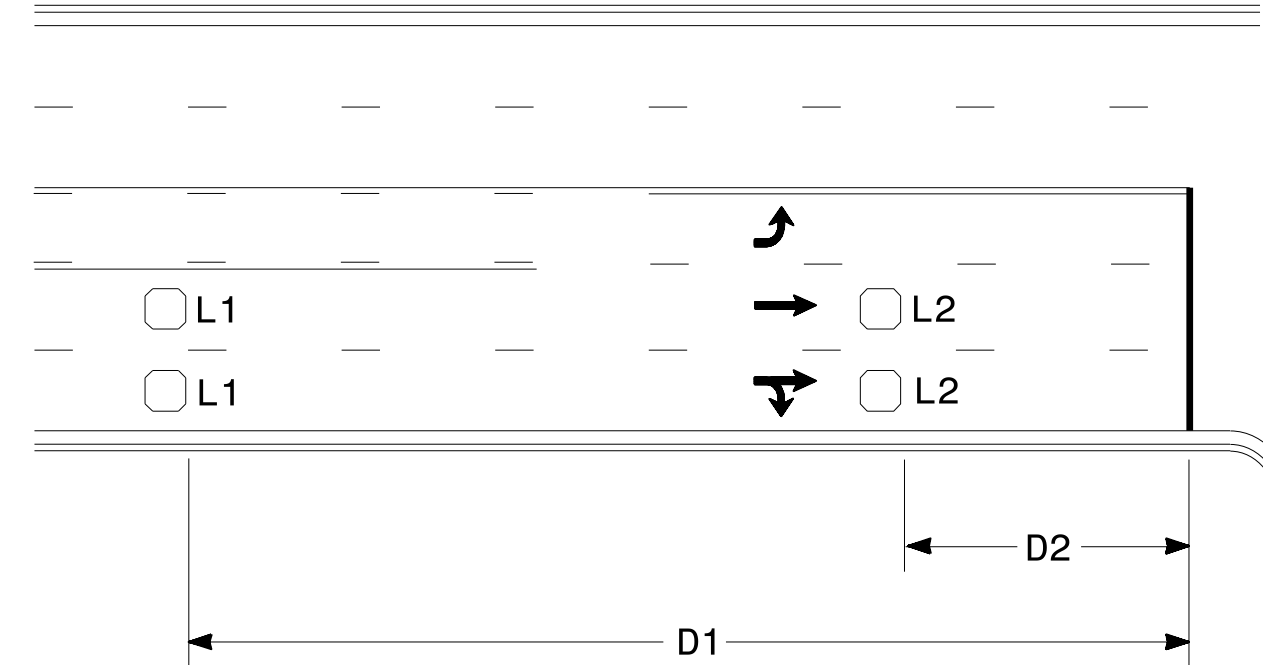


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

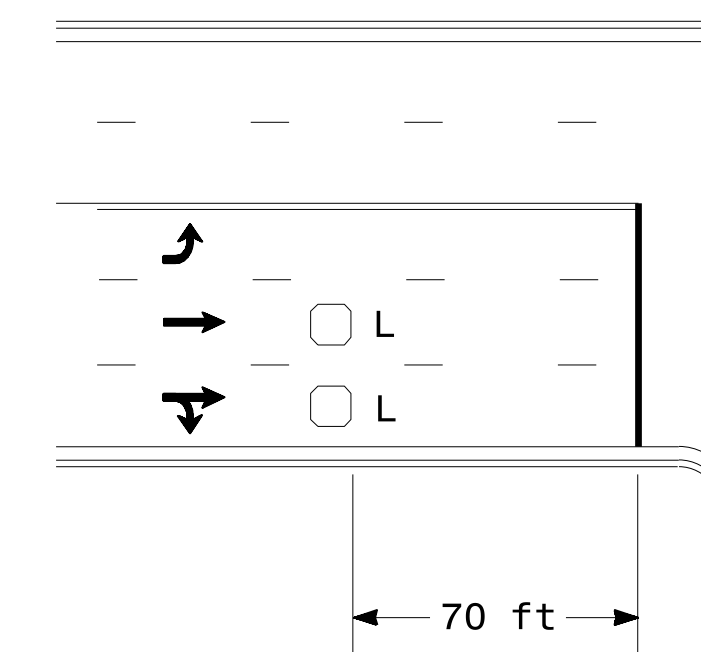


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

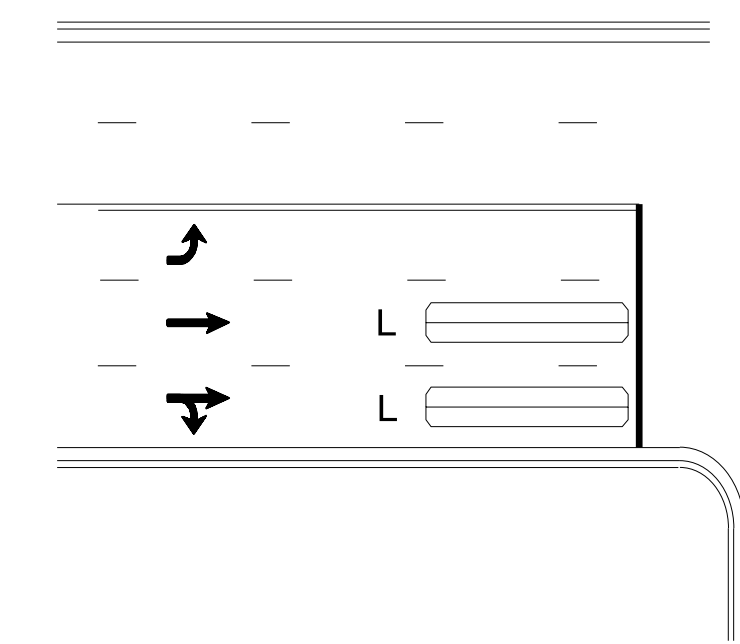
"Stretch" Operation

Low Speed Detection (≤35 mph)



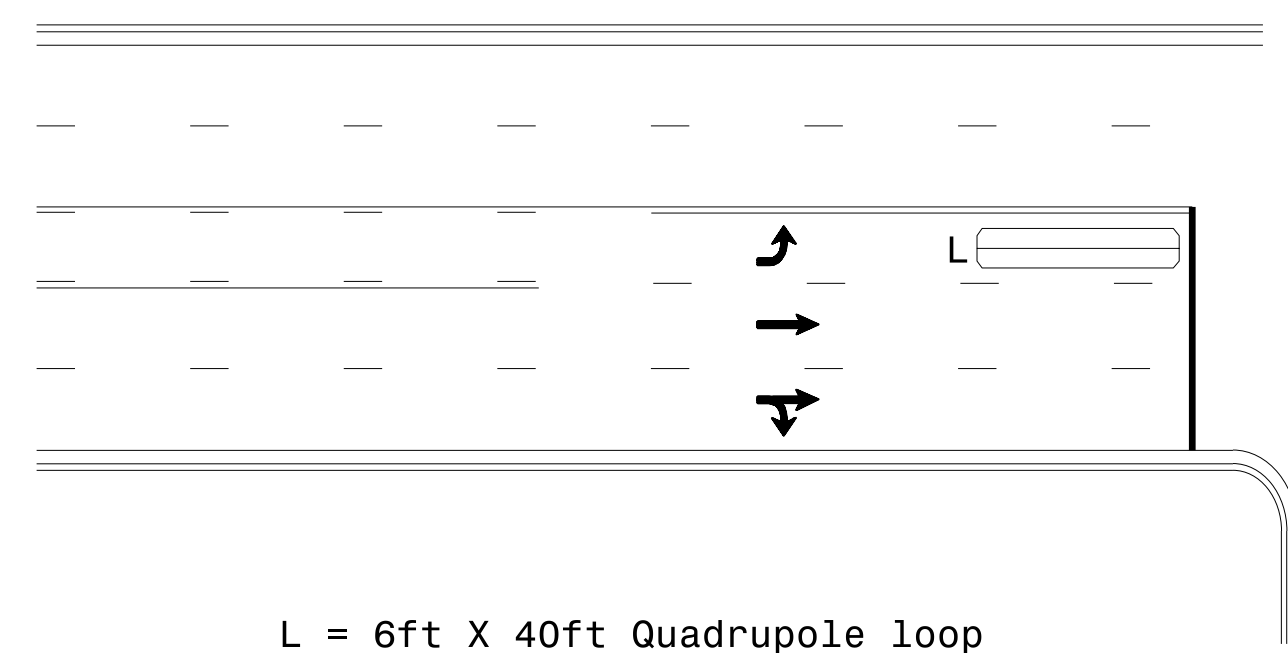
L = 6ft X 6ft
Wired in series

OR



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

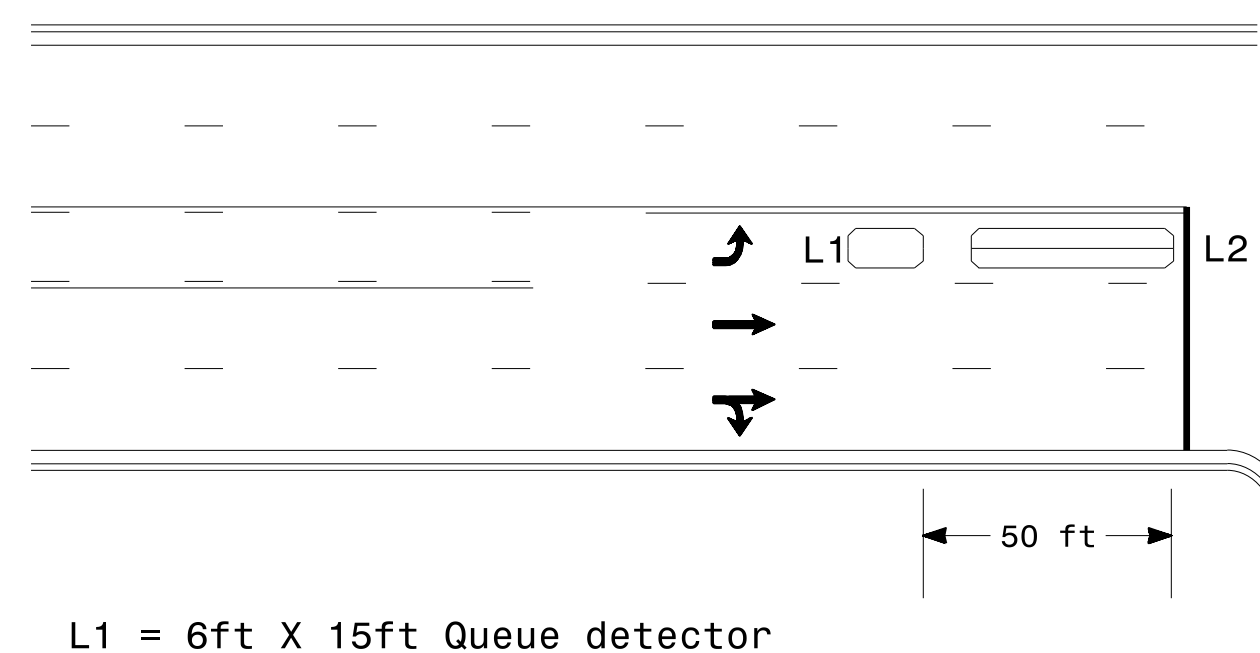
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

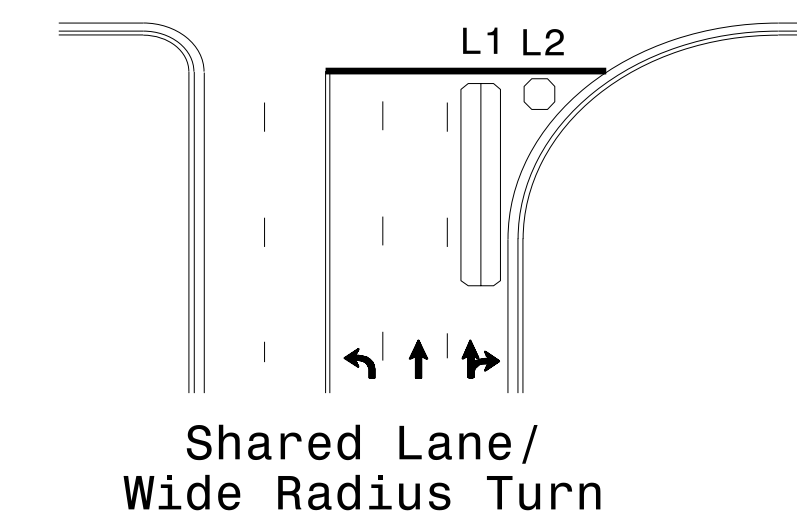
OR



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

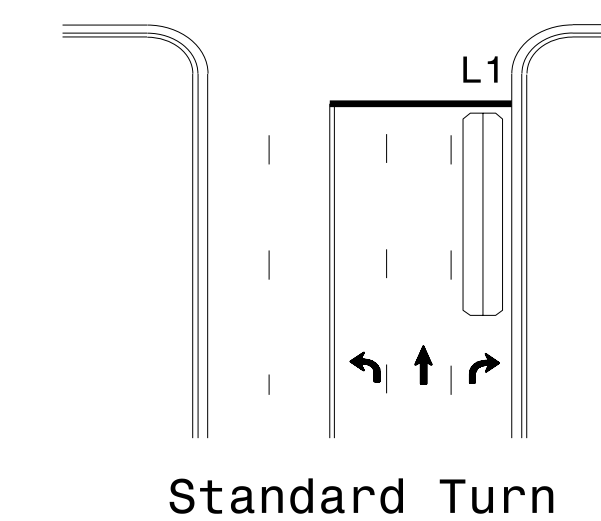
Queue Loop Detection

Right Turn Lane Detection

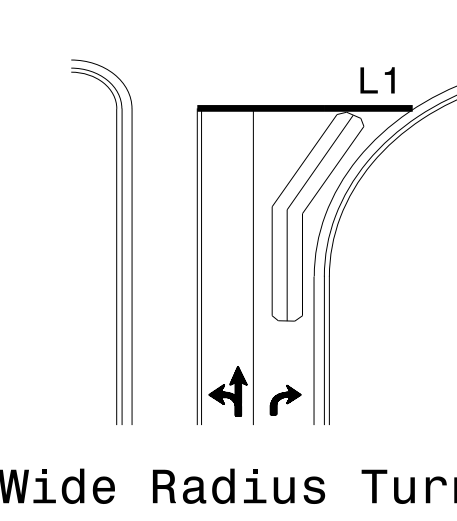


Shared Lane/
Wide Radius Turn

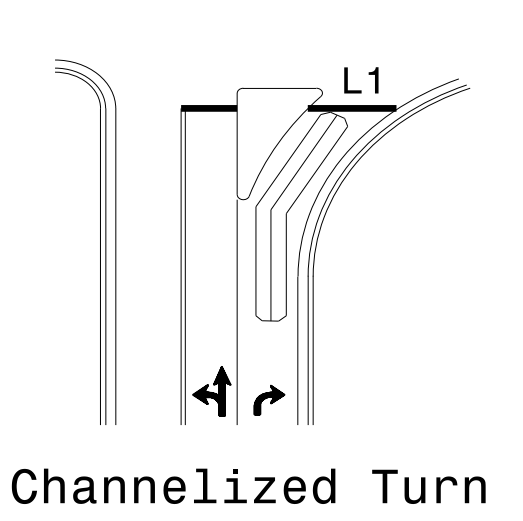
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

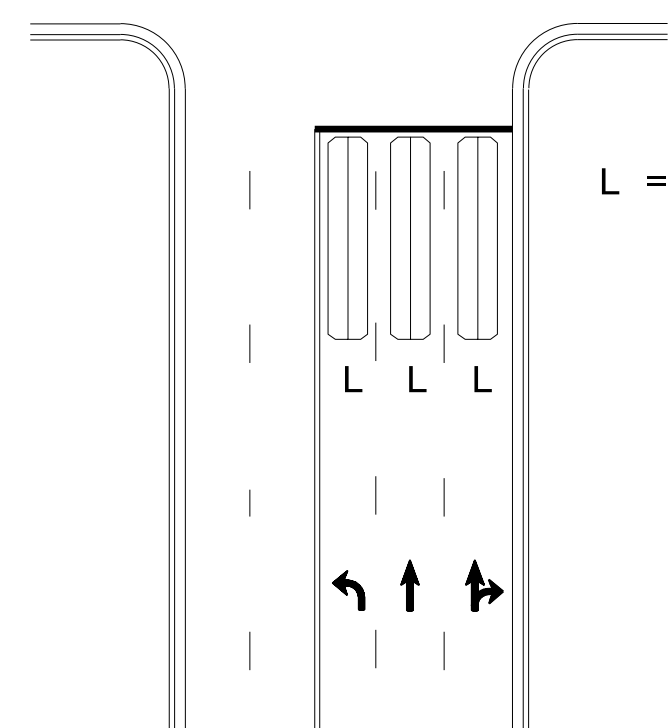


Wide Radius Turn



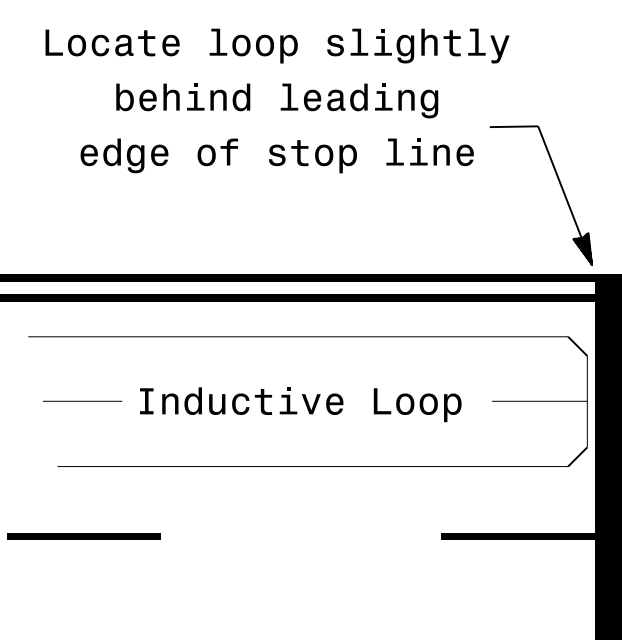
Channelized Turn

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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared In the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION
DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
PAMELA L. ALEXANDER
23489

PLAN DATE: January 2015		REVIEWED BY: JPG	
PREPARED BY: PLA		REVIEWED BY:	
SCALE	REVISIONS	INIT.	DATE
N/A			

DocuSigned by:
P. Alexander
1/30/2015 11:00:00 AM
DATE

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'

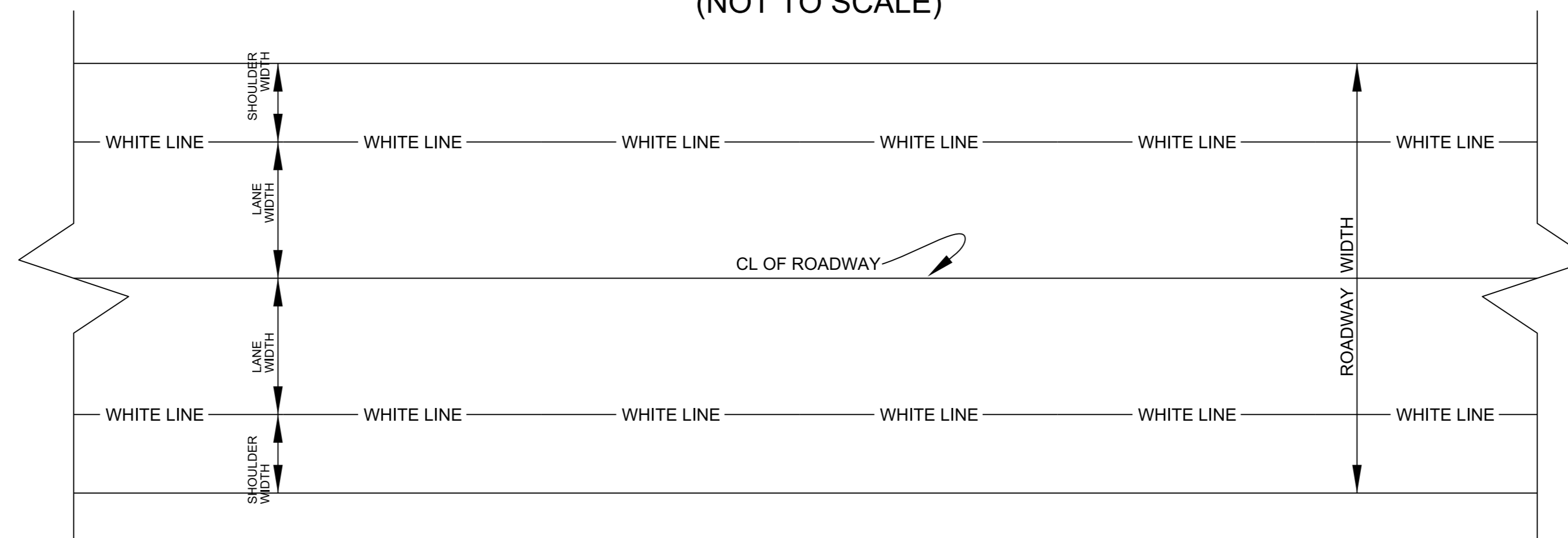
* May vary due to pavement width

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

SCHEMATIC OF ROADWAY

(NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.06.11.20261.1		

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	1297000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	1840000000-E	2830000000-N	2845000000-N	7324000000-N	7444000000-E							
														1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	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																
														SY	SY	TONS	TONS	TONS	TONS	LF	EA	EA	EA	LF							
2024CPT.06.11.20261.1	Cumberland	1	SR-1007 OI / ALL AMERICAN EXP	FROM BEGIN DIV HWY TO PVMT JT. S OF SR1404	1, 2 & 3	2	MD	NO	NO	2.31	40	5.18	7.49	72,981	2,294		6,166	371	1	23,550.00			3.00	1,050.00							
TOTAL FOR MAP NO. 1														2.31					72,981	2,294		6,166	371	1	23,550.00			3.00	1,050.00		
2024CPT.06.11.20261.1	Cumberland	2	SR-1007 OO / ALL AMERICAN EXP	FROM PVMT JT. S OF SR1404 TO END DIV HWY	1, 2 & 3	2	MD	NO	NO	2.3	40	4.01	6.31	72,653	2,294		6,128	369	1	23,445.00			3.00	1,050.00							
TOTAL FOR MAP NO. 2														2.3					72,653	2,294		6,128	369	1	23,445.00			3.00	1,050.00		
2024CPT.06.11.20261.1	Cumberland	3	SR-3196 /	FROM SR3499 TO DEAD END	4	2	2WU	NO	NO	0.25	20	0	0.25			316		22	20												
TOTAL FOR MAP NO. 3														0.25							316		22	20							
2024CPT.06.11.20261.1	Cumberland	4	SR-3499 OI / LAKE VALLEY DR	FROM SR 1415 TO END DIVIDED SECTION	5	2		NO	NO	0.51	26	0	0.51	10,830	278	917		63	1		3	2	3.00	1,050.00							
TOTAL FOR MAP NO. 4														0.51					10,830	278	917		63	1		3	2	3.00	1,050.00		
2024CPT.06.11.20261.1	Cumberland	5	SR-3499 OI / LAKE VALLEY DR	FROM END DIVIDED SECTION TO US 401	6	5		NO	NO	0.18	60	0.51	0.69	8,448	1,250	702		48	1				1.00	350.00							
TOTAL FOR MAP NO. 5														0.18					8,448	1,250	702		48	1				1.00	350.00		
2024CPT.06.11.20261.1	Cumberland	6	SR-3499 OO / LAKE VALLEY DR	FROM BEGIN DIVIDED SECTION TO SR1415	5	2	MD	NO	NO	0.5	26	0.2	0.7	11,135	278	944		64	1												
TOTAL FOR MAP NO. 6														0.5					11,135	278	944		64	1							
2024CPT.06.11.20261.1	Cumberland	7	SR-3927 / BESALT DR	FROM SR2252 TO DEAD END	4	2	2WU	NO	NO	0.17	20	0	0.17		278	189		14	10												
TOTAL FOR MAP NO. 7														0.17							278	189		14	10						
2024CPT.06.11.20261.1	Cumberland	8	SR-3928 / BRIGHTLEAF PL	FROM SR3927 TO CUL-DE-SAC	4	2	2WU	NO	NO	0.3	20	0	0.3		338			23	10												
TOTAL FOR MAP NO. 8														0.3							338		23	10							
2024CPT.06.11.20261.1	Cumberland	9	SR-3929 / SUNNING CT	FROM SR3927 TO CUL-DE-SAC	4	2	2WU	NO	NO	0.22	20	0	0.22			261		18	16												
TOTAL FOR MAP NO. 9														0.22							261		18	16							
TOTAL FOR PROJ NO. 2024CPT.06.11.20261.1														6.74							176,047	6,672	3,667	12,294	992	61	46,995.00	3	2	10.00	3,500.00
GRAND TOTAL														6.74							176,047	6,672	3,667	12,294	992	61	46,995.00	3	2	10.00	3,500.00

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.06.11.20261.1		

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	4510000000-N	4685000000-E		4688000000-E		4695000000-E	4700000000-E	4709000000-E	4720000000-E	4725000000-E		4810000000-E		4815000000-E		4820000000-E	4835000000-E	4845000000-N		4891000000-E	4900000000-N																		
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M YELLOW THERMO	4" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	8" X 90 M WHITE THERMO	12" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG ONLY 90 M	THERMO RT ARROW 90 M	THERMO RAMP ARROW (90 MILS)	THERMO LT ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO LT STR RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO LT & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	6" WHITE PAINT	6" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT LT STR RT ARROW	PAINT LT & RT ARROW	GENERIC MARKING, 4" X 90 M WHITE THERMO (SKIP & MINI SKIP)	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS									
MI	FT	SF	LS	HR	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA																	
2024CPT.06.11.20261.1	Cumberland	1	SR-1007 OI / ALL AMERICAN EXP	FROM BEGIN DIV HWY TO PVMT JT. S OF SR1404	1, 2 & 3	2	MD	2.31	40	5.18	7.49	259	1.00	8.00	3,407	2,985	12,196	16,836	960	133	8	7	6	7	3	4	2	3,590	3,407	16,836	12,196	133	7	7	2	4	605	266	7													
TOTAL FOR MAP NO. 1												259	1	8.00	3,407	2,985	12,196	16,836	960	133	8	7	6	7	3	4	2	3,590	3,407	16,836	12,196	133	7	7	2	4	605	266	7													
2024CPT.06.11.20261.1	Cumberland	2	SR-1007 OO / ALL AMERICAN EXP	FROM PVMT JT. S OF SR1404 TO END DIV HWY	1, 2 & 3	2	MD	2.3	40	4.01	6.31	267		8.00	4,040	3,475	12,196	16,836	960	40	8	8	9	6		2	4,730	4,040	16,836	12,196	40	6	8		2	1,255	266	7														
TOTAL FOR MAP NO. 2												267		8.00	4,040	3,475	12,196	16,836	960	40	8	8	9	6		2	4,730	4,040	16,836	12,196	40	6	8		2	1,255	266	7														
2024CPT.06.11.20261.1	Cumberland	3	SR-3196 /	FROM SR3499 TO DEAD END	4	2	2WU	0.25	20	0	0.25	154			2,640	2,640				30														2	89	5	16															
TOTAL FOR MAP NO. 3												154			2,640	2,640				30																				2	89	5	16									
2024CPT.06.11.20261.1	Cumberland	4	SR-3499 OI / LAKE VALLEY DR	FROM SR 1415 TO END DIVIDED SECTION	5	2		0.51	26	0	0.51	57		8.00					360	70		6	6														1,653	80														
TOTAL FOR MAP NO. 4												57		8.00					360	70		6	6																				1,653	80								
2024CPT.06.11.20261.1	Cumberland	5	SR-3499 OI / LAKE VALLEY DR	FROM END DIVIDED SECTION TO US 401	6	5		0.18	60	0.51	0.69	20		8.00	1,800					70		6		12			4	1,210	1,800									70	12	6	4	1,210	60	20								
TOTAL FOR MAP NO. 5												20		8.00	1,800					70		6		12			4	1,210	1,800															70	12	6	4	1,210	60	20		
2024CPT.06.11.20261.1	Cumberland	6	SR-3499 OO / LAKE VALLEY DR	FROM BEGIN DIVIDED SECTION TO SR1415	5	2	MD	0.5	26	0.2	0.7	56		8.00					215	140		7		12															215	140	12	7	8	2,275	125							
TOTAL FOR MAP NO. 6												56		8					215	140		7		12																					215	140	12	7	8	2,275	125	
2024CPT.06.11.20261.1	Cumberland	7	SR-3927 / BESALT DR	FROM SR2252 TO DEAD END	4	2	2WU	0.17	20	0	0.17	19								140		7																		215	140	12	7	8	2,275	125						
TOTAL FOR MAP NO. 7												19								140		7																								215	140	12	7	8	2,275	125
2024CPT.06.11.20261.1	Cumberland	8	SR-3928 / BRIGHTLEAF PL	FROM SR3927 TO CUL-DE-SAC	4	2	2WU	0.3	20	0	0.3	34																																								
TOTAL FOR MAP NO. 8												34																																								
2024CPT.06.11.20261.1	Cumberland	9	SR-3929 / SUNNING CT	FROM SR3927 TO CUL-DE-SAC	4	2	2WU	0.22	20	0	0.22	25																																								
TOTAL FOR MAP NO. 9												25																																								
TOTAL FOR PROJ NO. 2024CPT.06.11.20261.1												891	1,000	40.00	11,887	9,100	24,392	33,672	575	1,920	483	16	34	15	45	3	6	20	2	13,458	9,247	33,672	24,392	575	453	45	34	20	6	2	7,087	802	50									
GRAND TOTAL												891	1,000	40.00	11,887	9,100	24,392	33,672	575	1,920	483	16	34	15	45	3	6	20	2	13,458	9,247	33,672	24,392	575	453	45	34	20	6	2	7,087	802	50									