

PLANS - REVISED - 3-24-2021

Letting Date: March 31, 2021

CONTRACT ID: DF00279

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2021CPT.06.13.20781.1

ROUTE NO.: VARIOUS SR ROUTES

LOCATION: VARIOUS

COUNTY: ROBESON

LENGTH OF PROJECT: 18.86 MILES

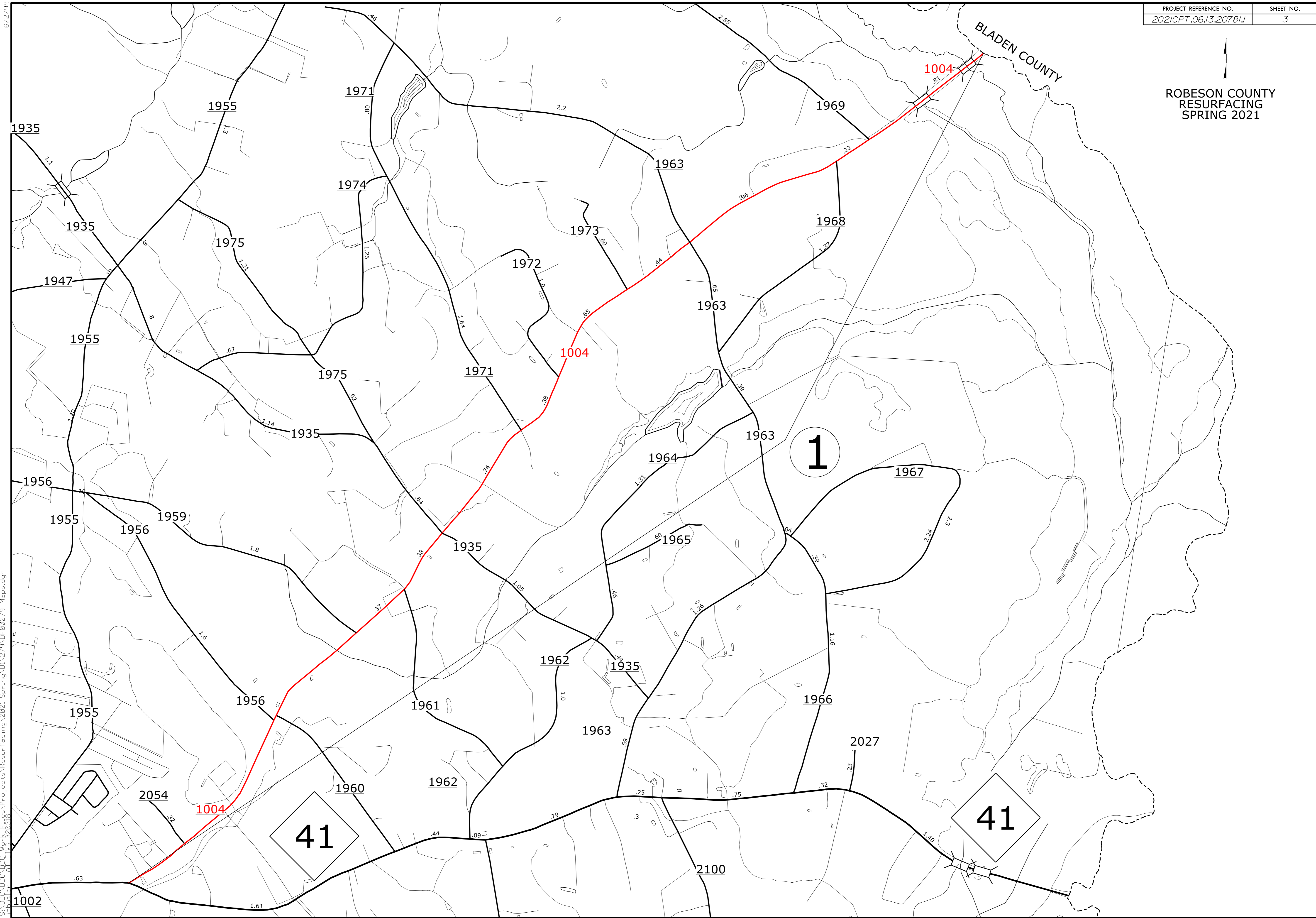
TYPE OF WORK: RESURFACING, MILLING & PVT. MKGS.

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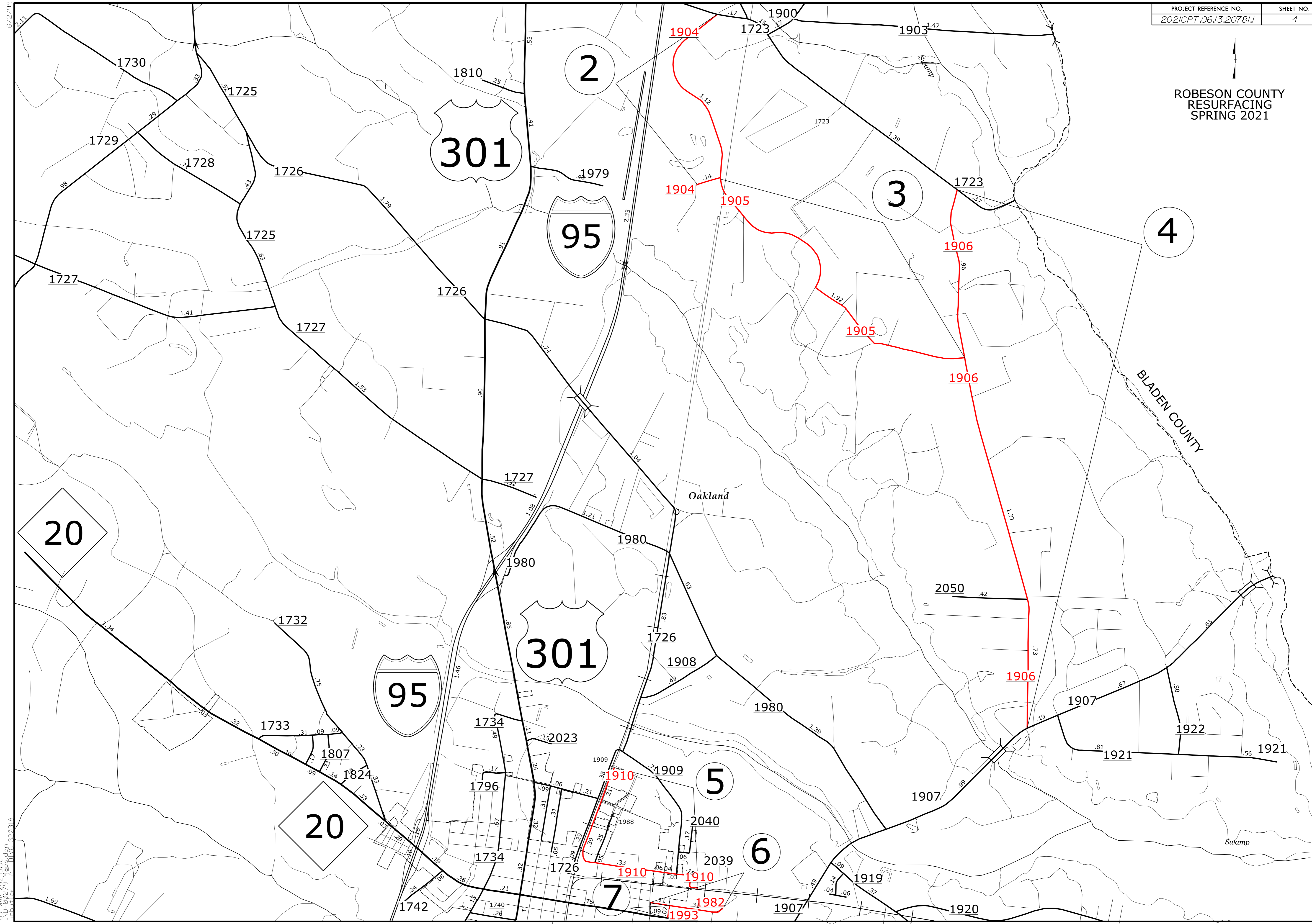
ROBESON COUNTY
RESURFACING
SPRING 2021



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6/2/2021



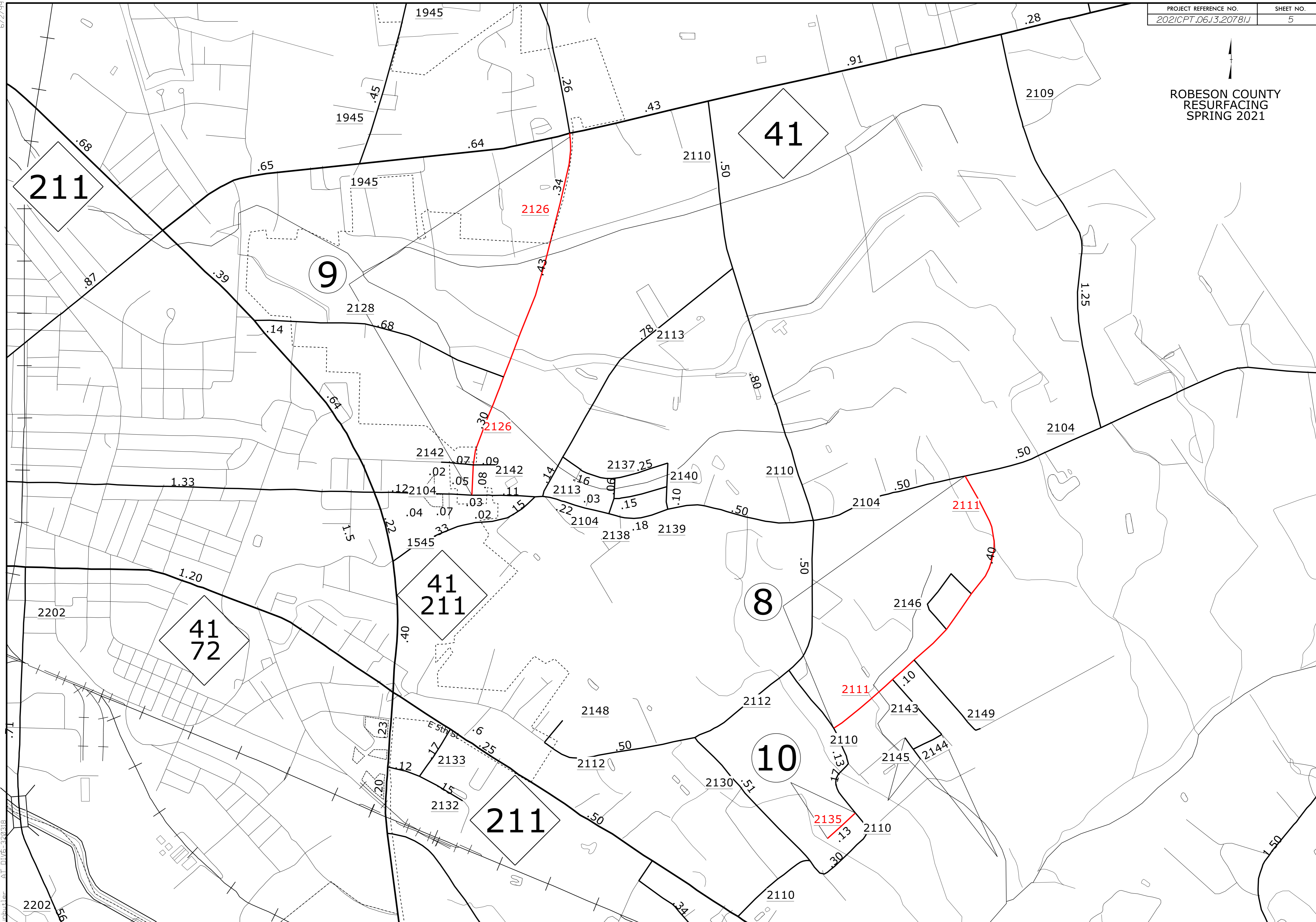
ROBESON COUNTY
RESURFACING
SPRING 2021



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ROBESON COUNTY
RESURFACING
SPRING 2021

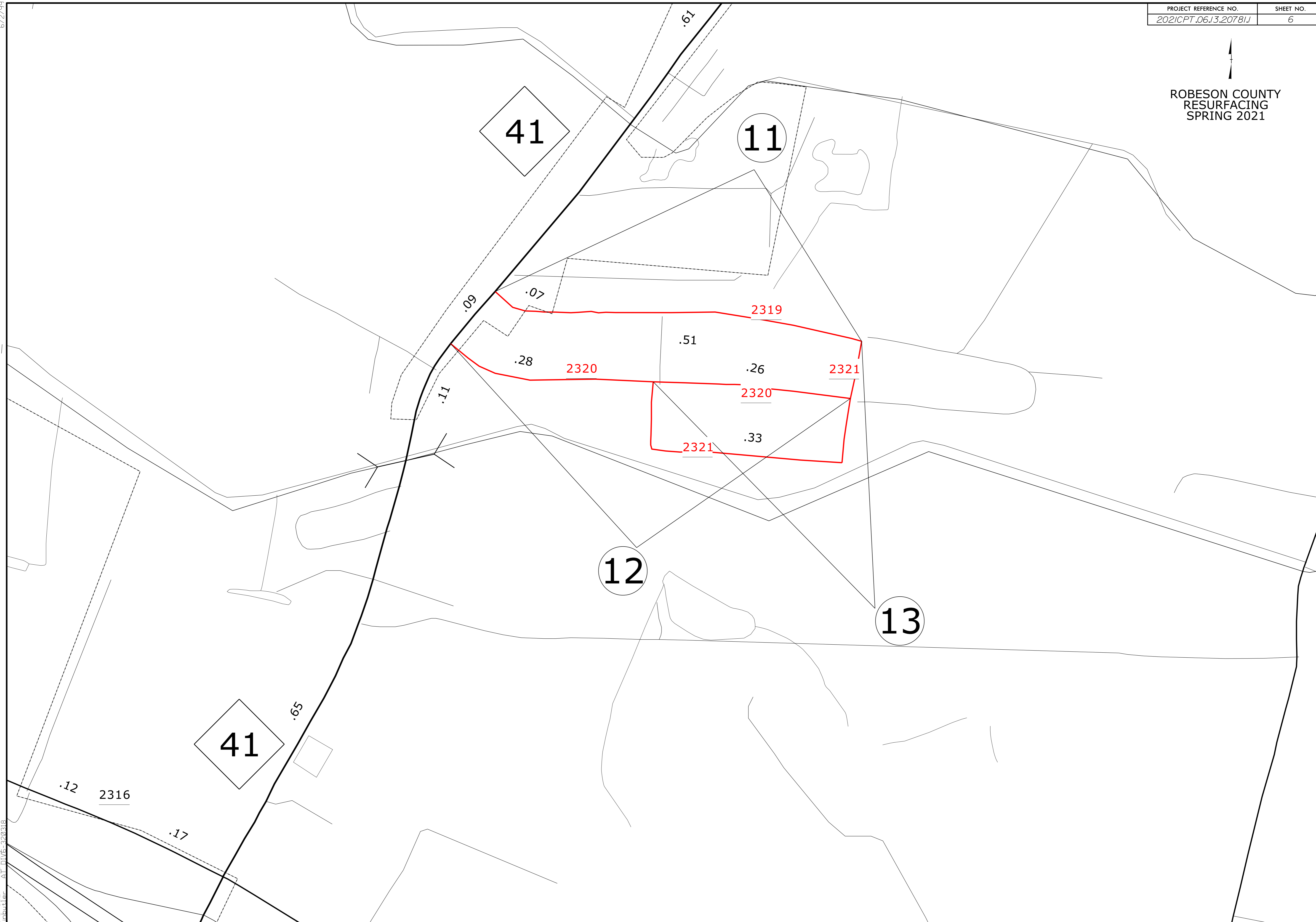


6/2/09

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ROBESON COUNTY
RESURFACING
SPRING 2021

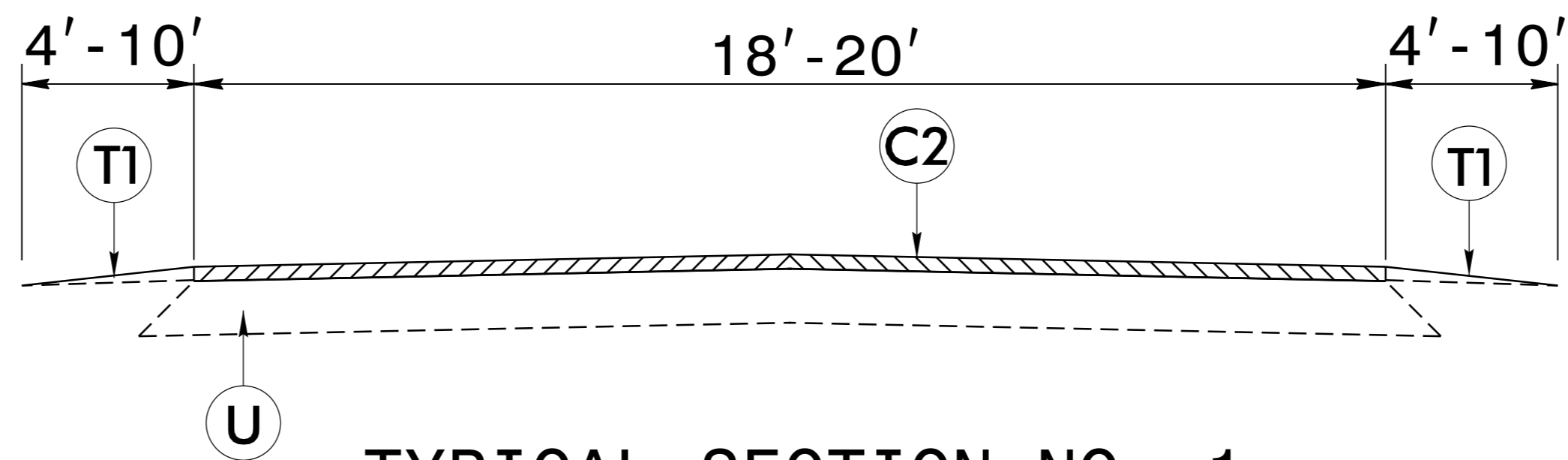


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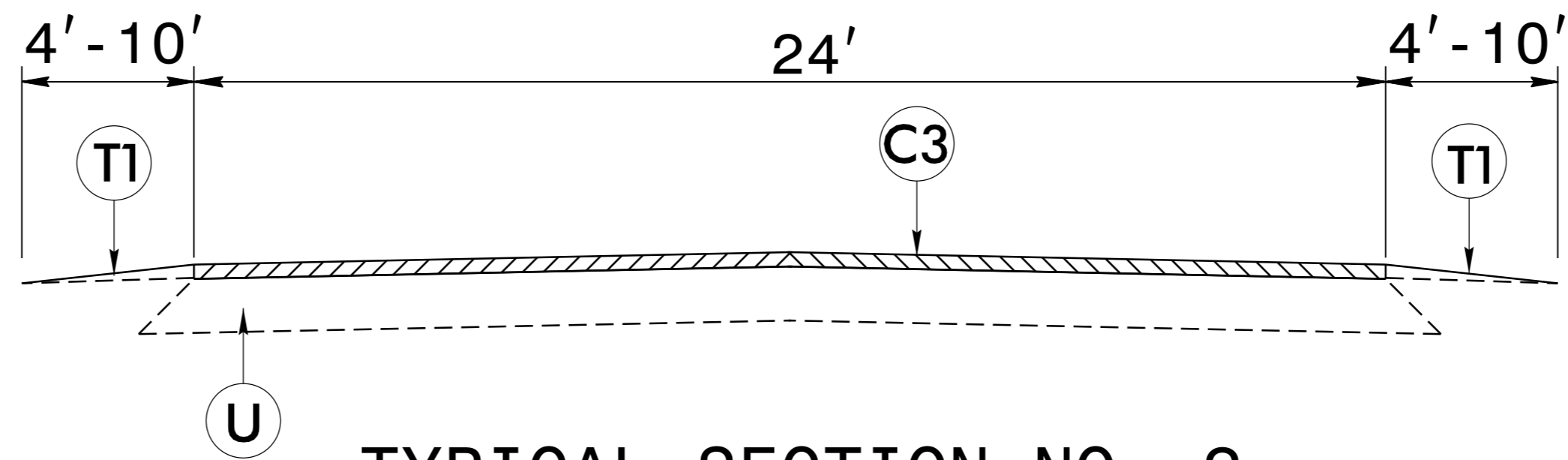
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03/11/21

PAVEMENT SCHEDULE

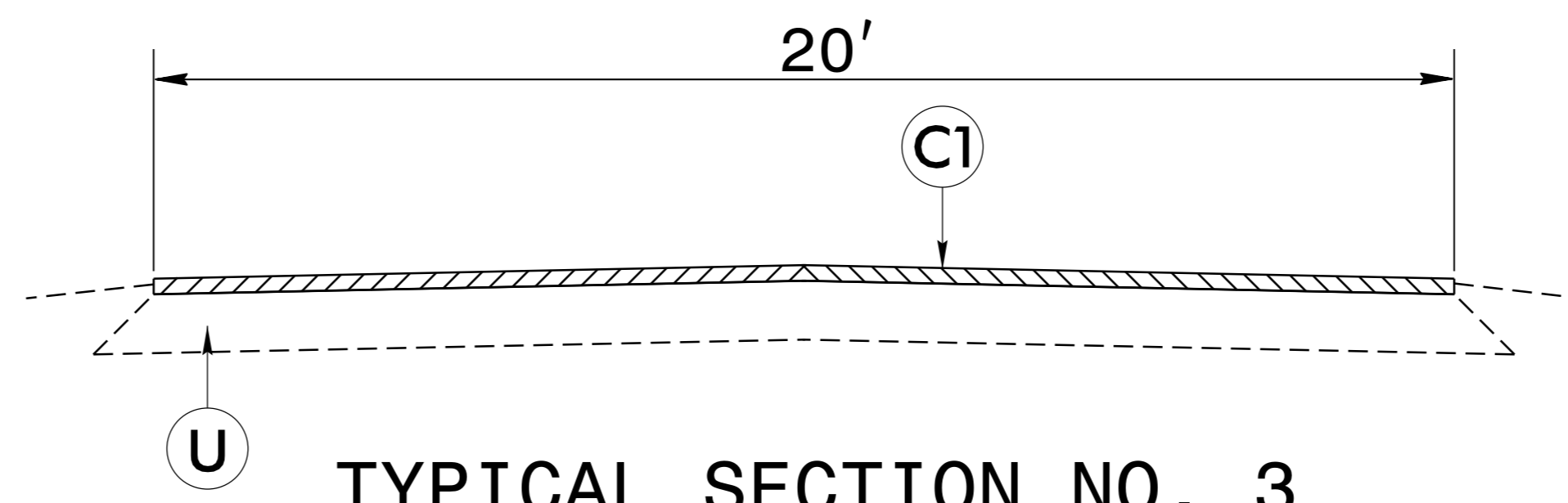
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	5½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E1	PROP. VAR. DEPTH ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT GREATER THAN 5½" IN DEPTH OR LESS THAN 3" IN DEPTH
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
T2	SHOULDER RECONSTRUCTION WITH SHOULDER BORROW
U	EXISTING ASPHALT
V1	1½" MILLING
V2	0" - 1½" MILLING



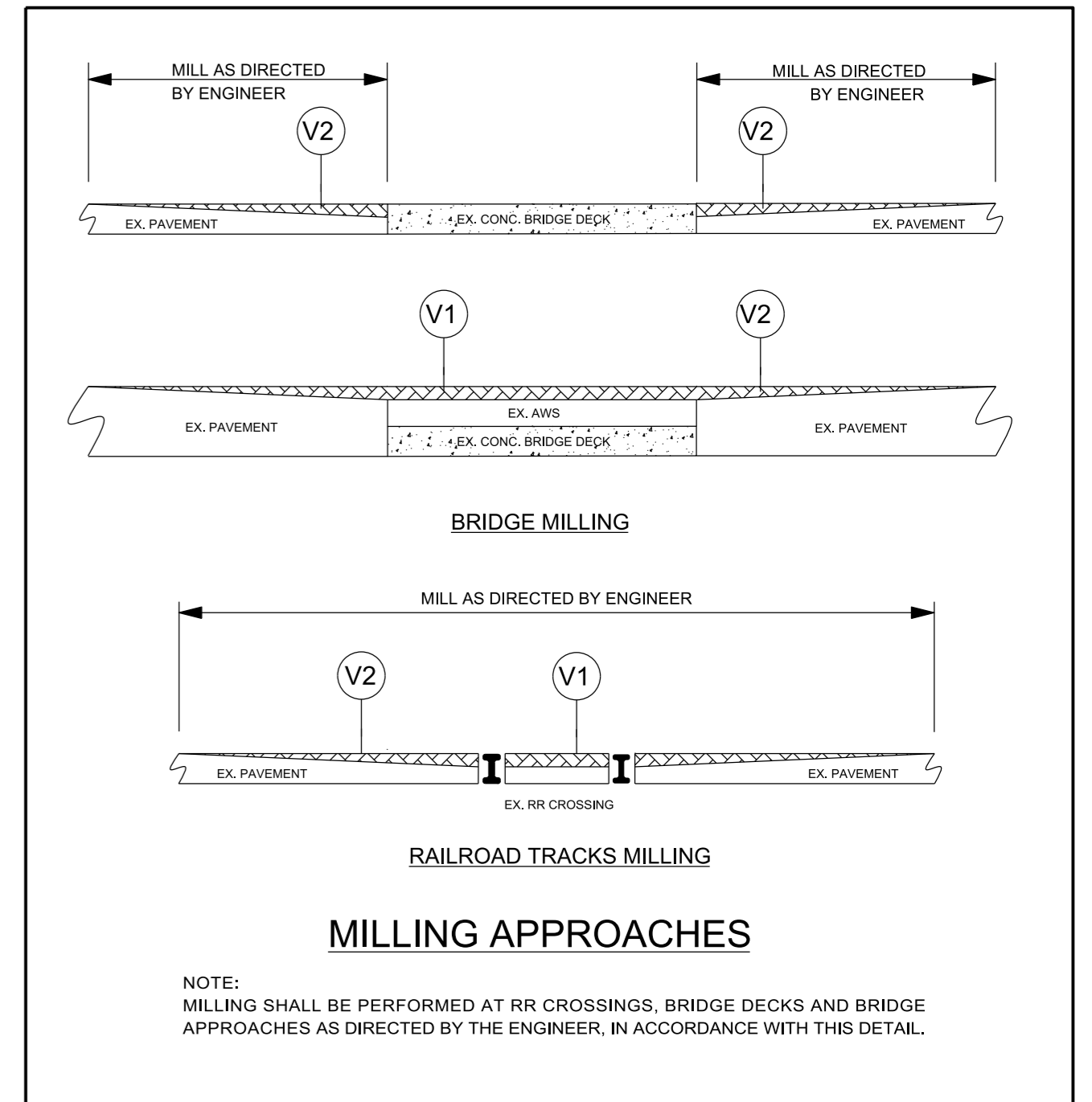
TYPICAL SECTION NO. 1



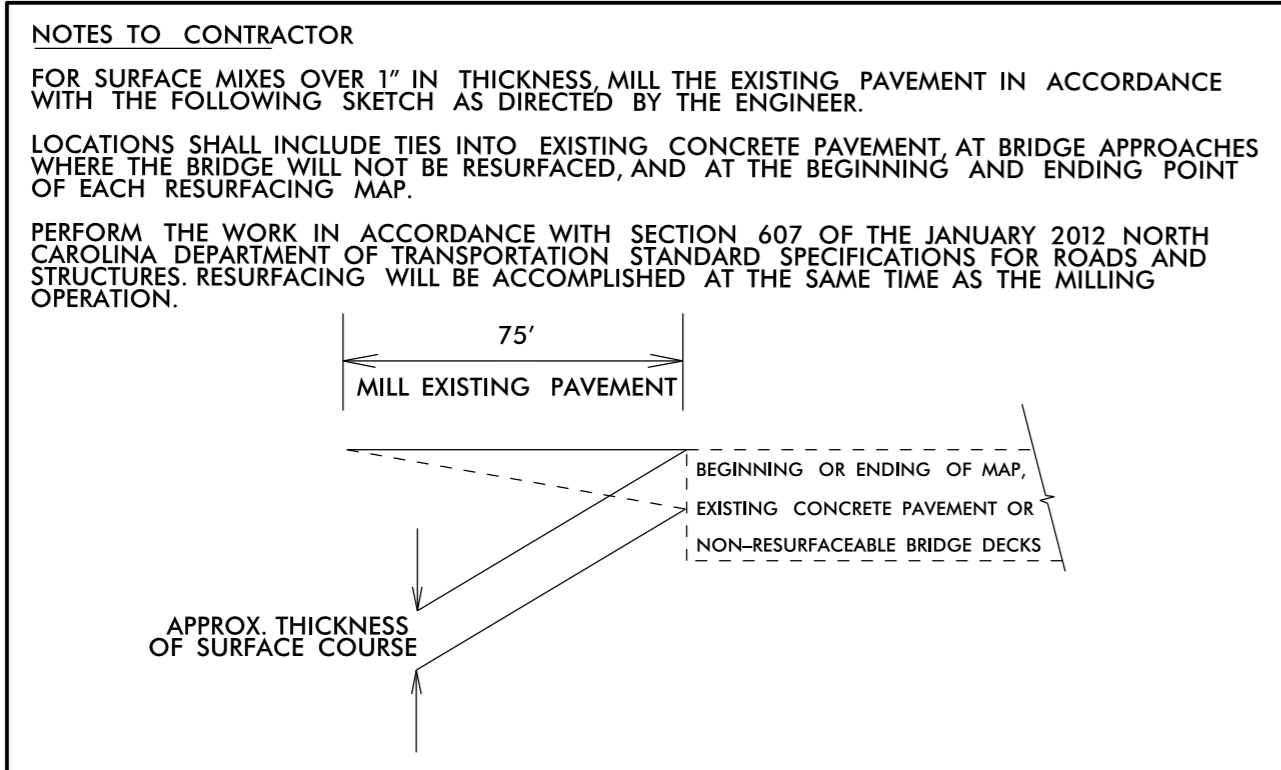
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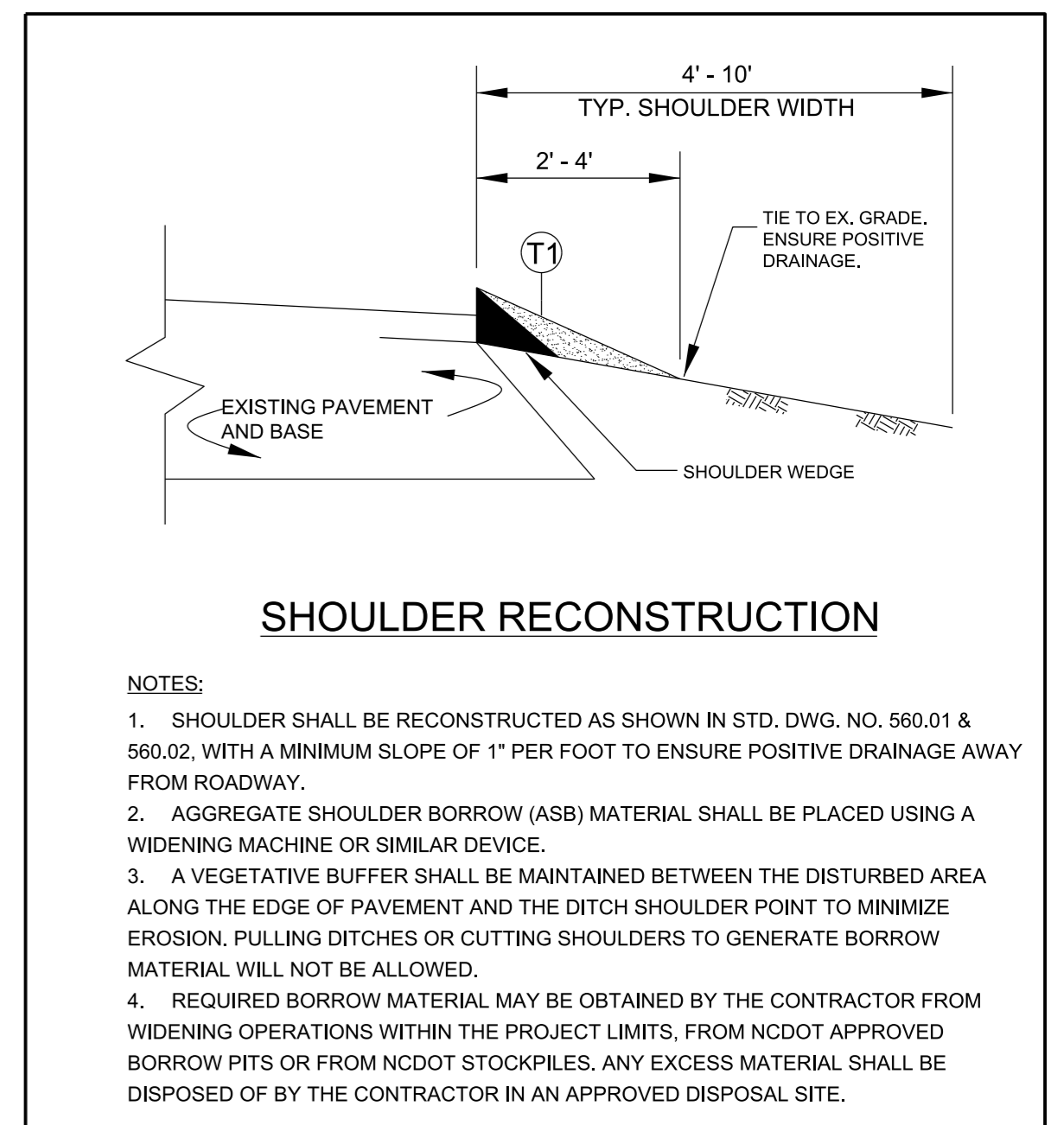
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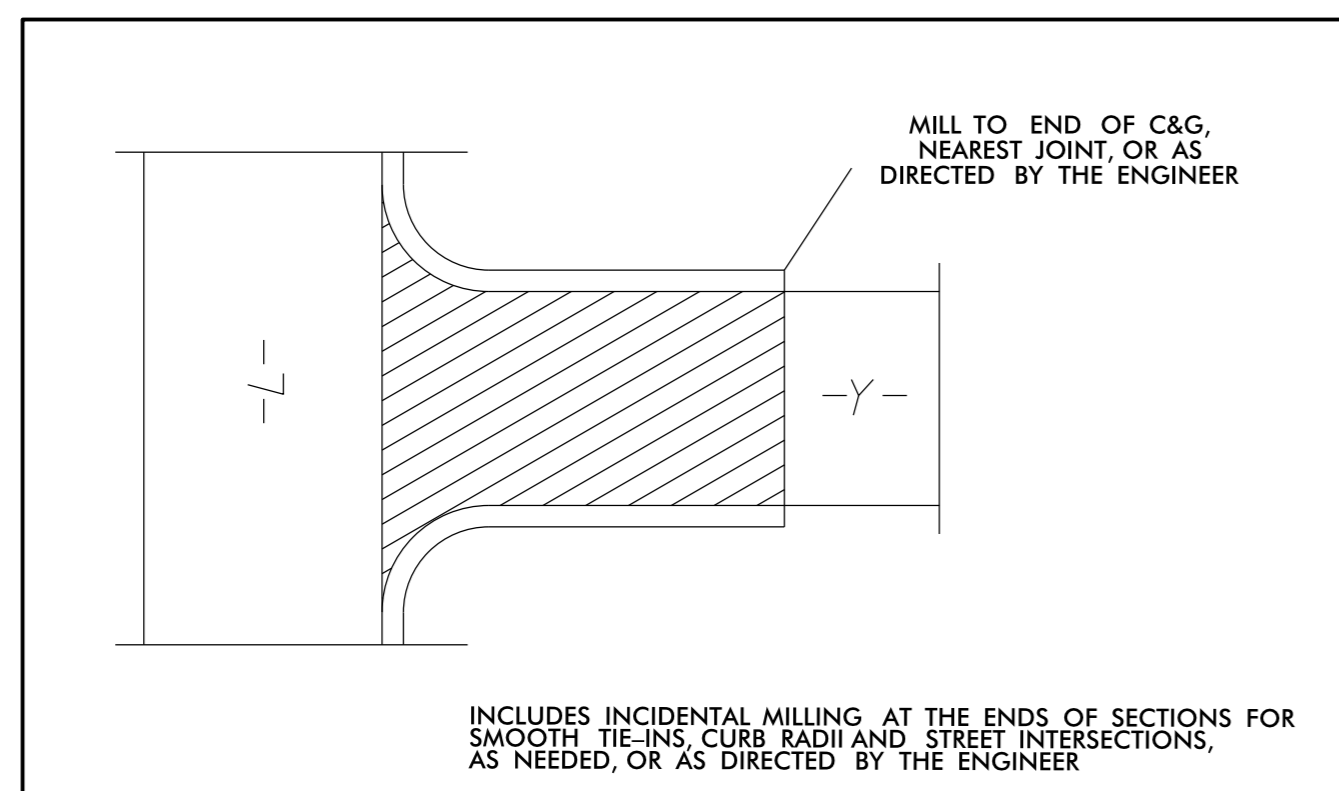
NOTE: MILLING SHALL BE PERFORMED AT RR CROSSINGS, BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.



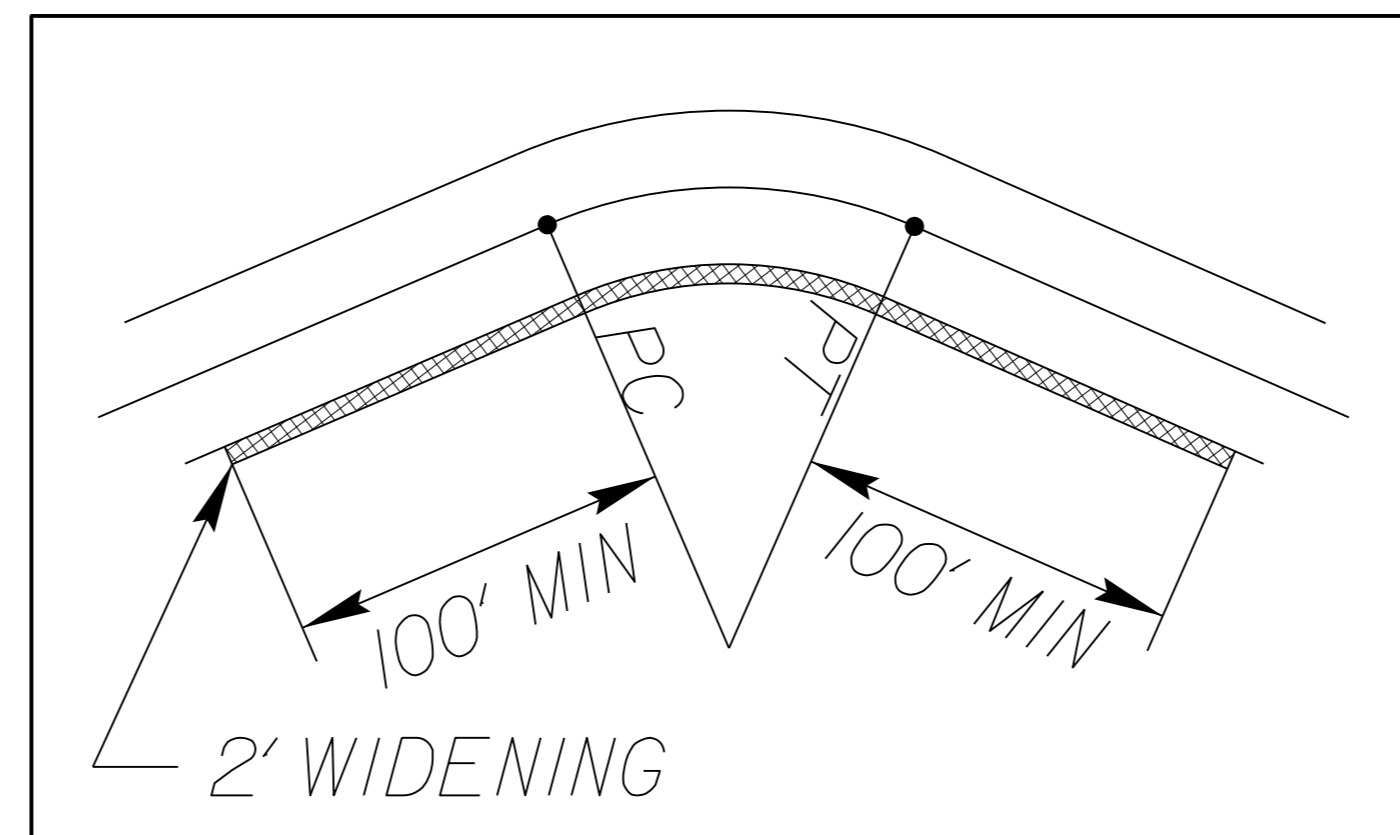
MILLING AT PAVEMENT TIE-INS DETAIL



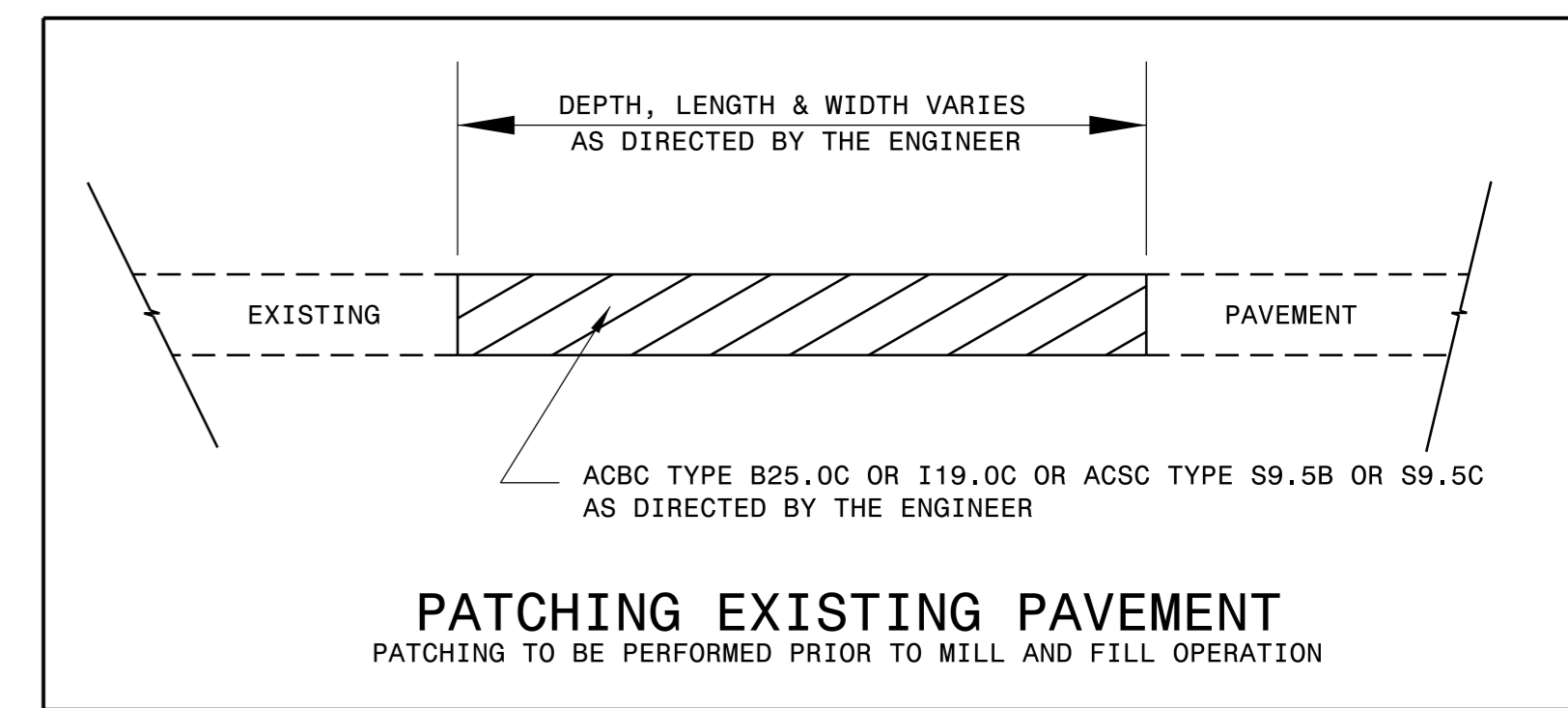
- NOTES:
- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
 - AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
 - A VEGETATIVE BUFFER SHALL 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.
 - 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.



MILLING AT CURB AND GUTTER INTERSECTIONS



INSIDE CURVE WIDENING



PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

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PAVEMENT SCHEDULE

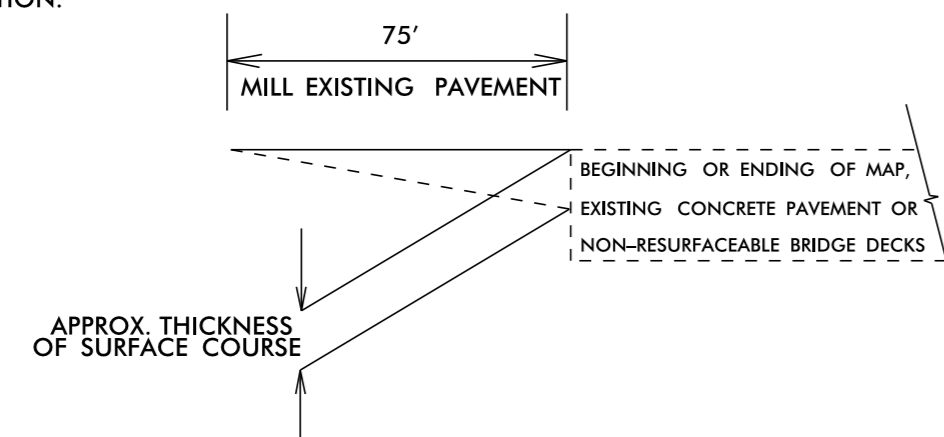
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C2	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	5 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E1	PROP. VAR. DEPTH ASPHALT CONC. BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT GREATER THAN 5 1/2" IN DEPTH OR LESS THAN 3" IN DEPTH
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
T2	SHOULDER RECONSTRUCTION WITH SHOULDER BORROW
U	EXISTING ASPHALT
V1	1 1/2" MILLING
V2	0"-1 1/2" MILLING

NOTES TO CONTRACTOR

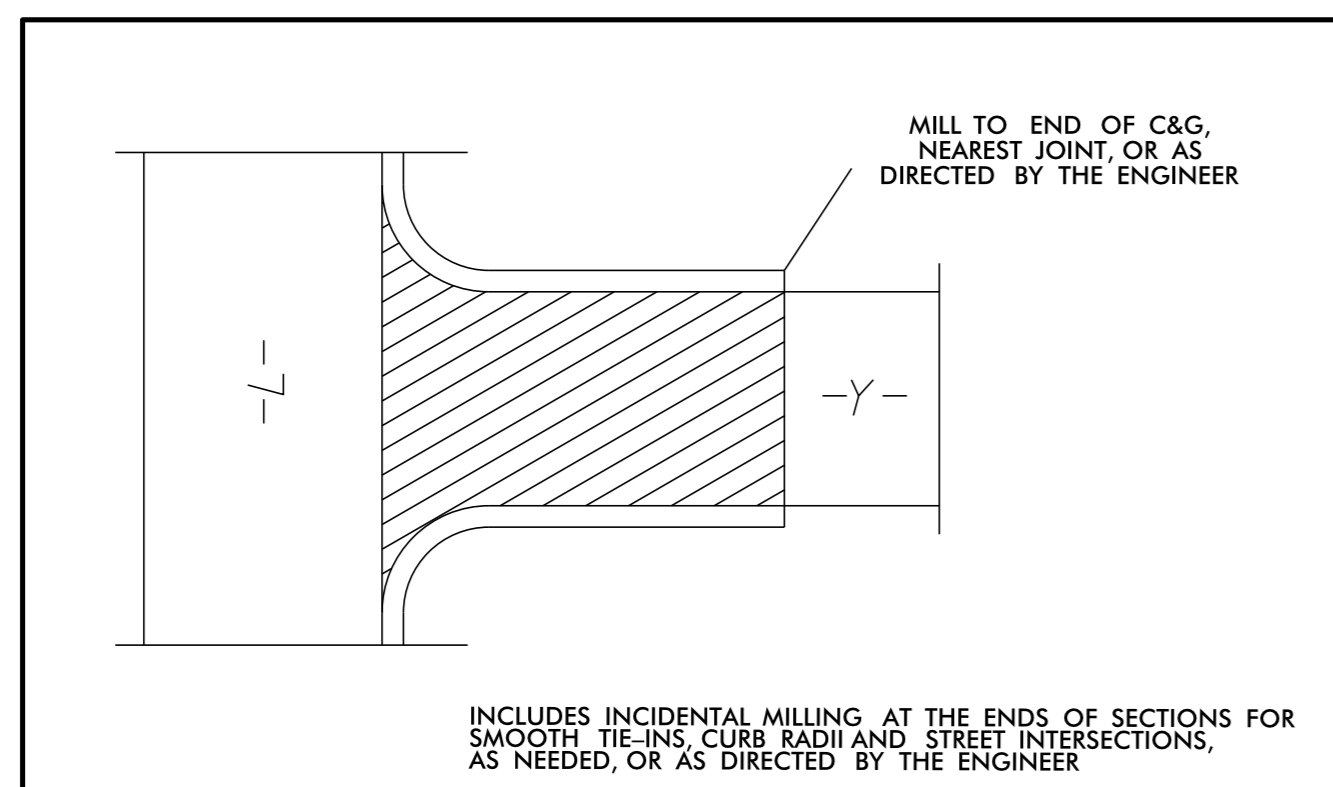
FOR SURFACE MIXES OVER 1" IN THICKNESS MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

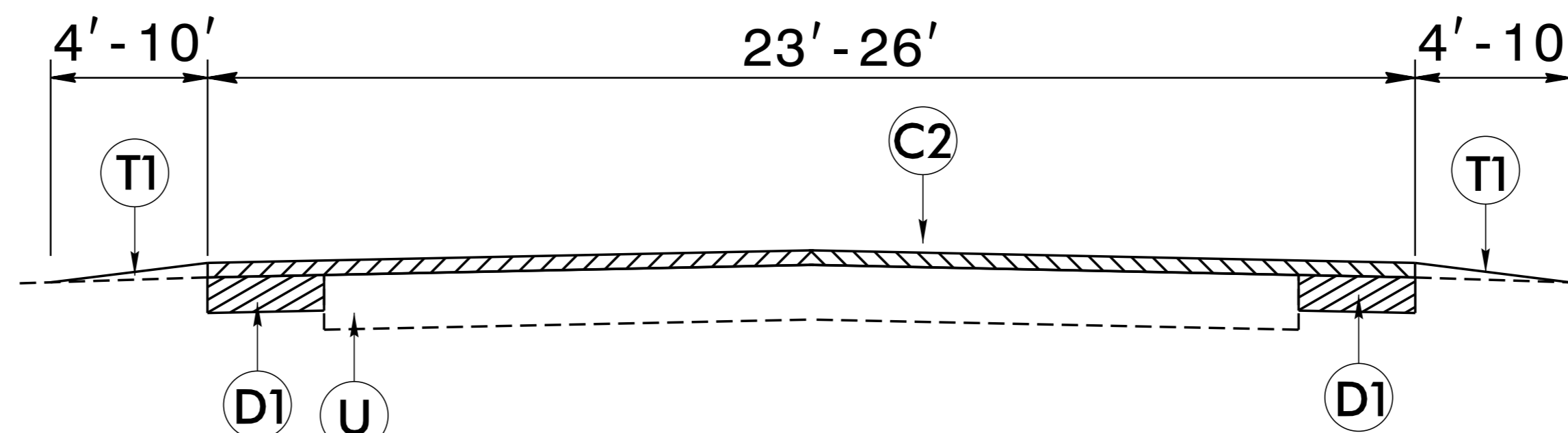
PERFORM THE WORK IN ACCORDANCE WITH SECTION .607 OF THE JANUARY 2012 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



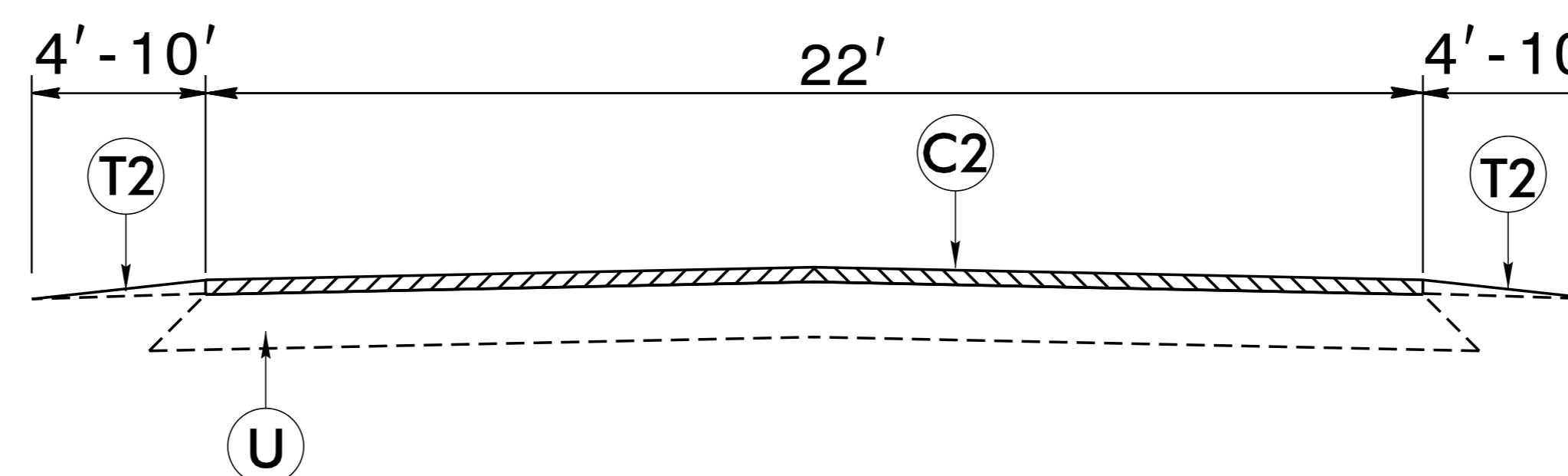
MILLING AT PAVEMENT TIE-INS DETAIL



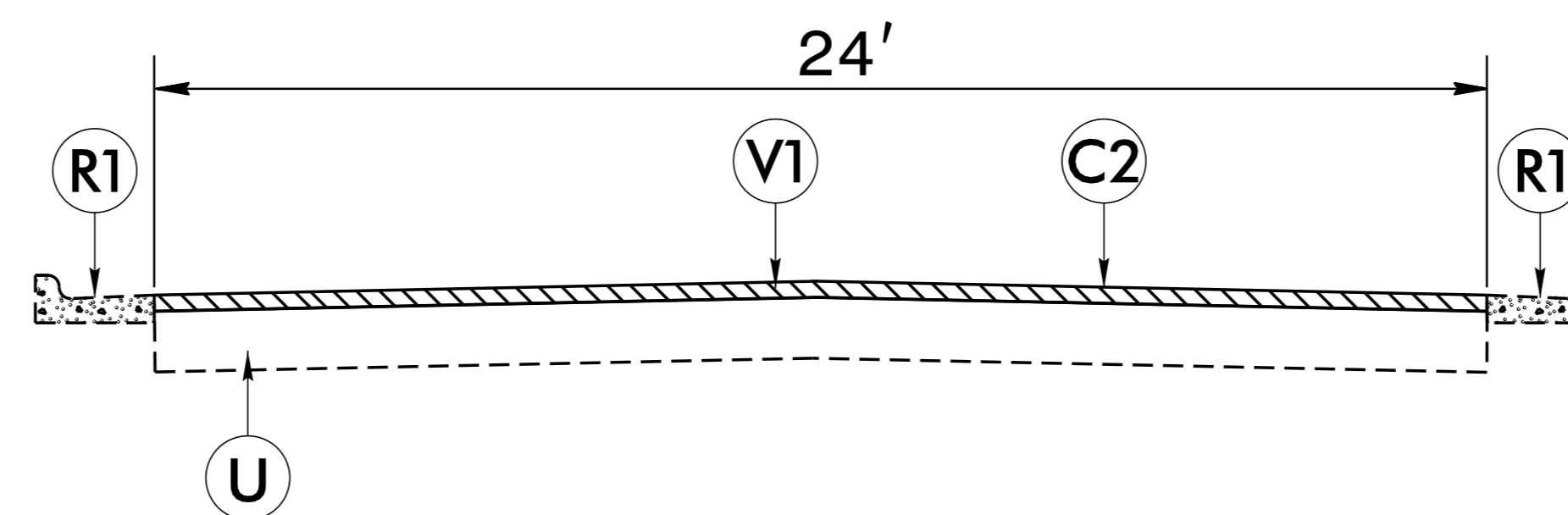
MILLING AT CURB AND GUTTER INTERSECTIONS



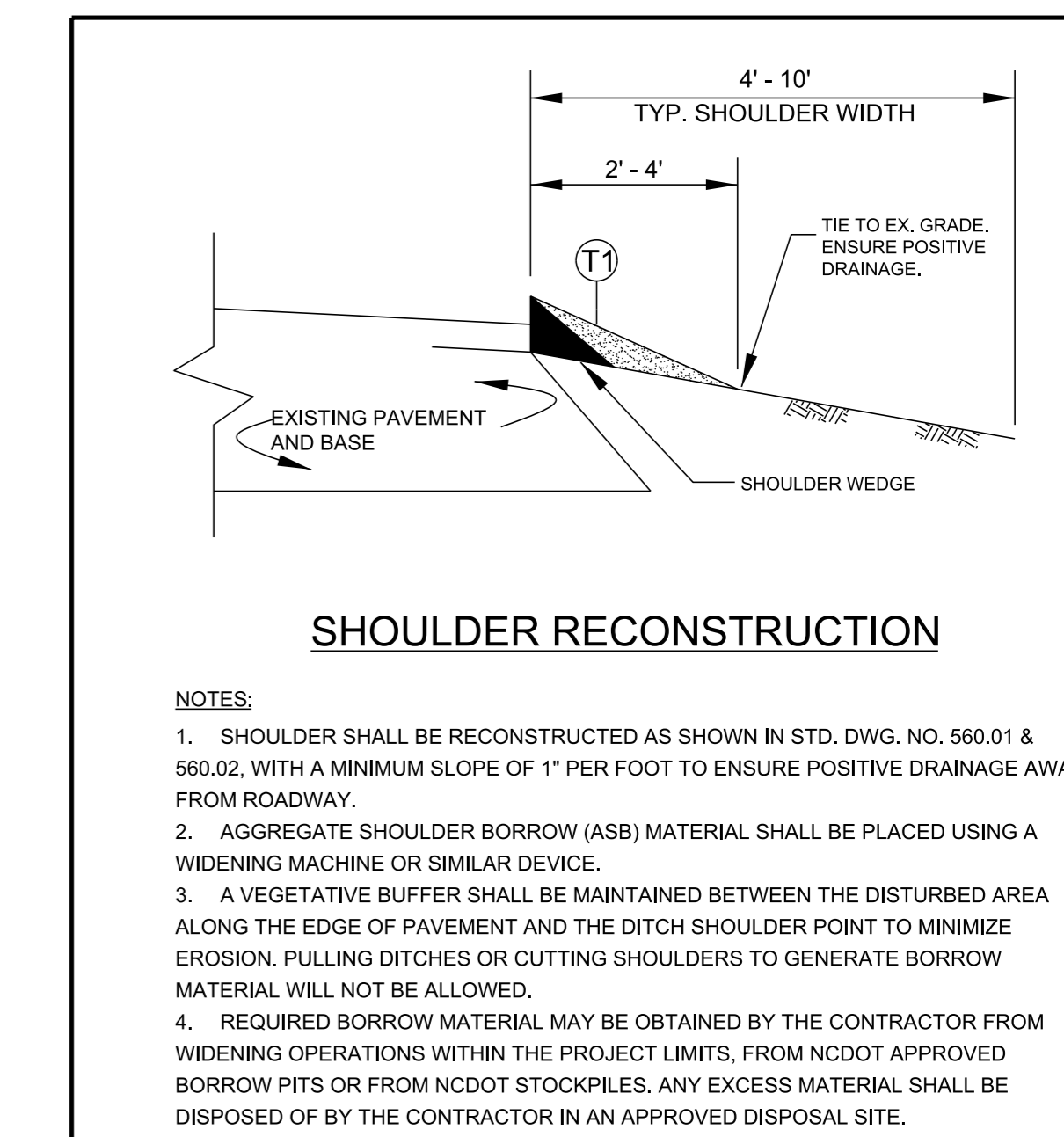
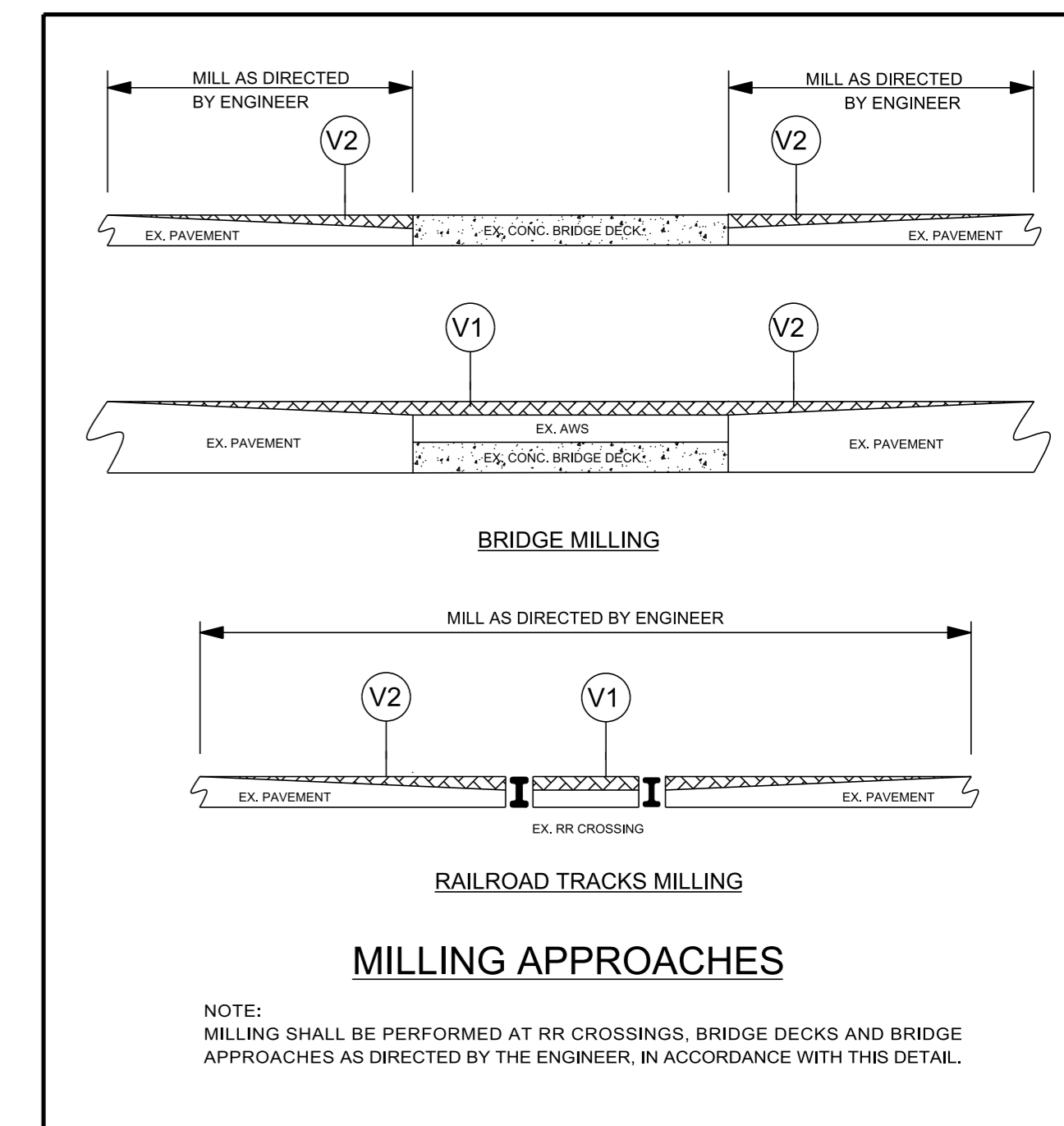
TYPICAL SECTION NO. 4



TYPICAL SECTION NO. 5

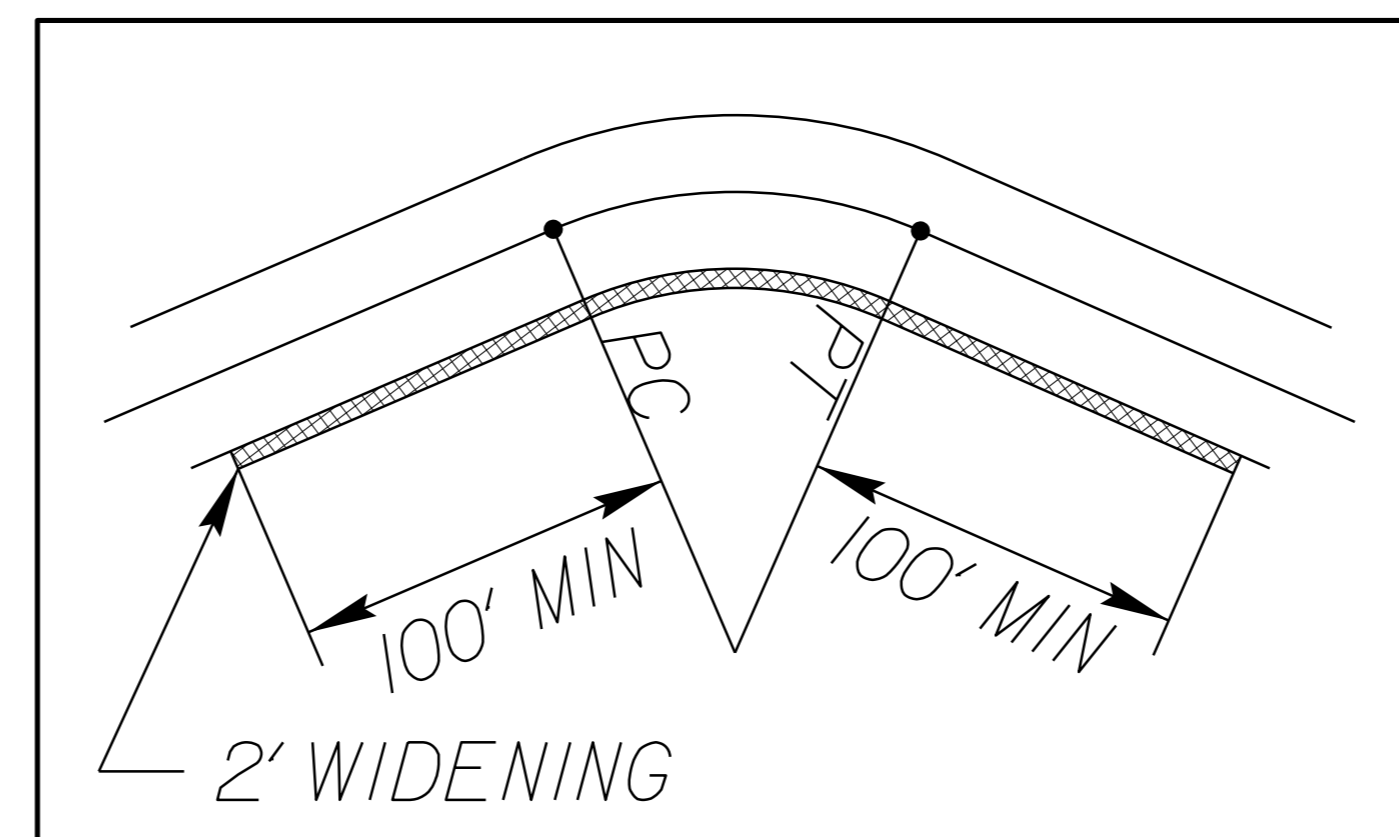


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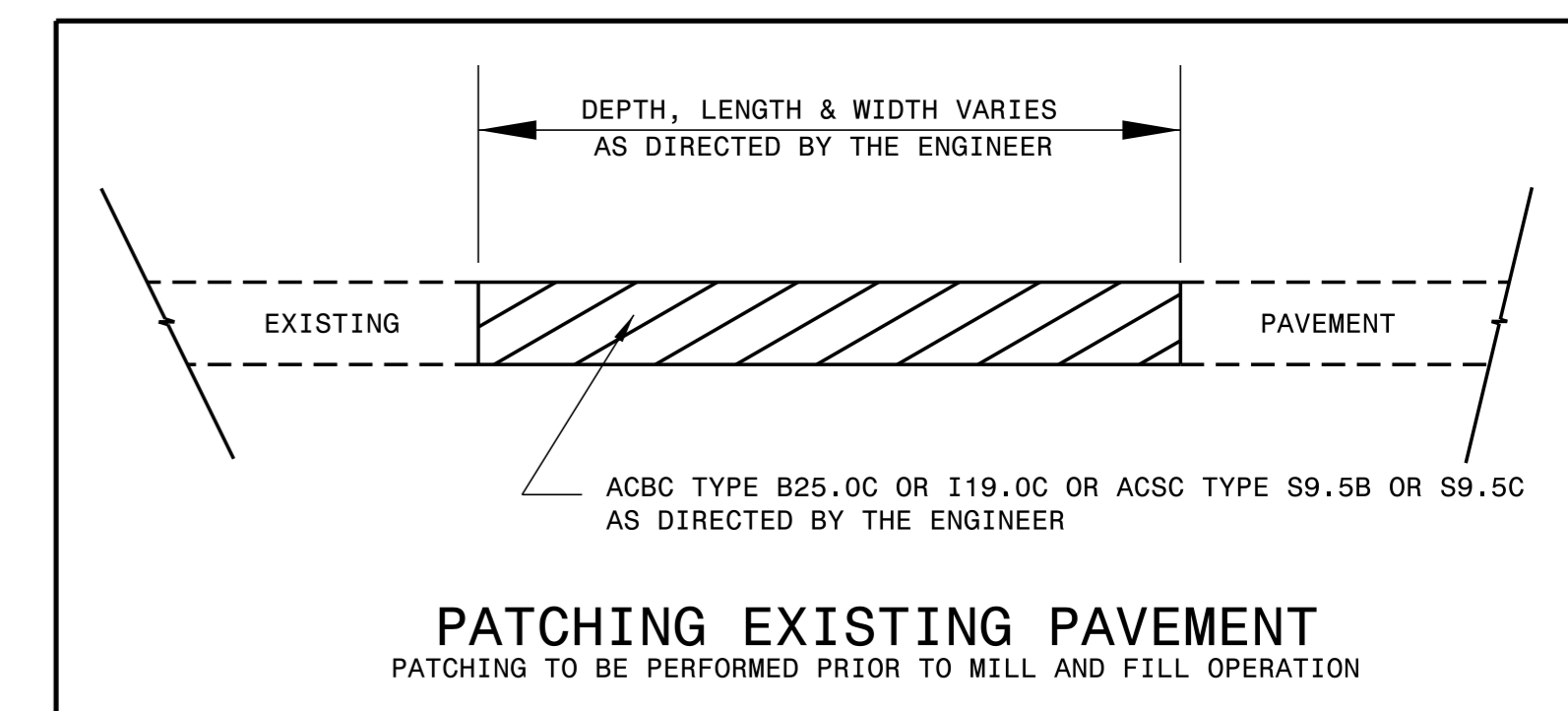


NOTES:

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.



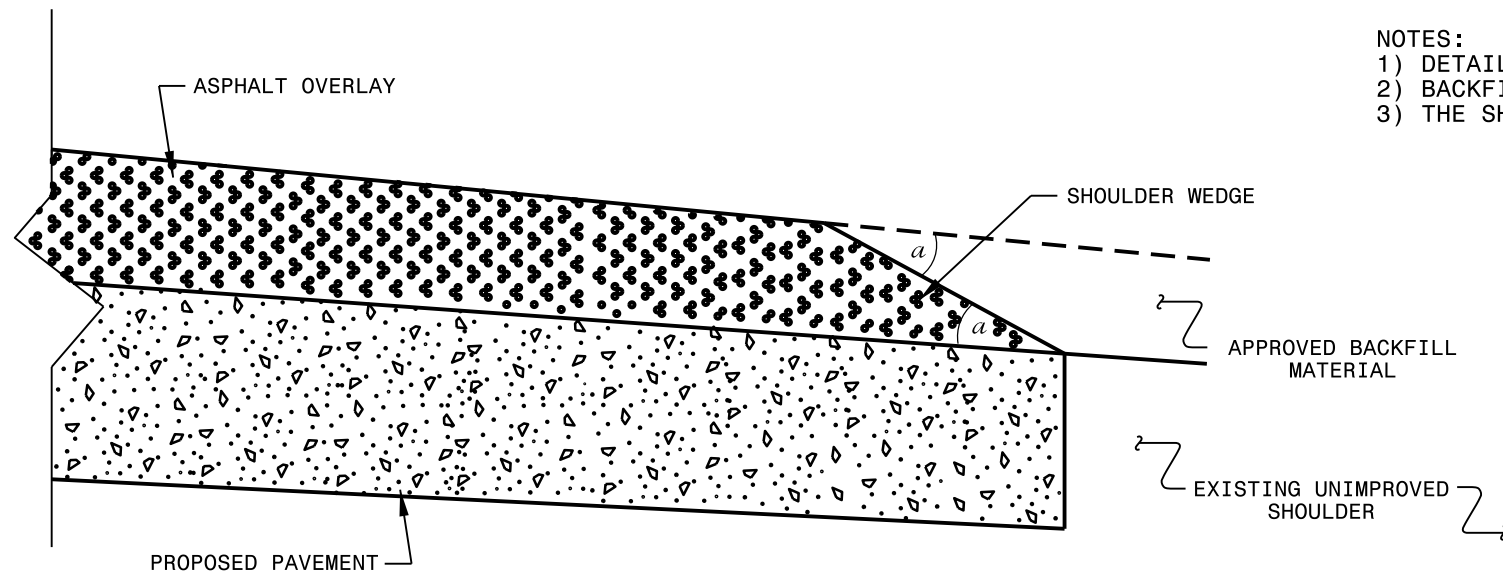
INSIDE CURVE WIDENING



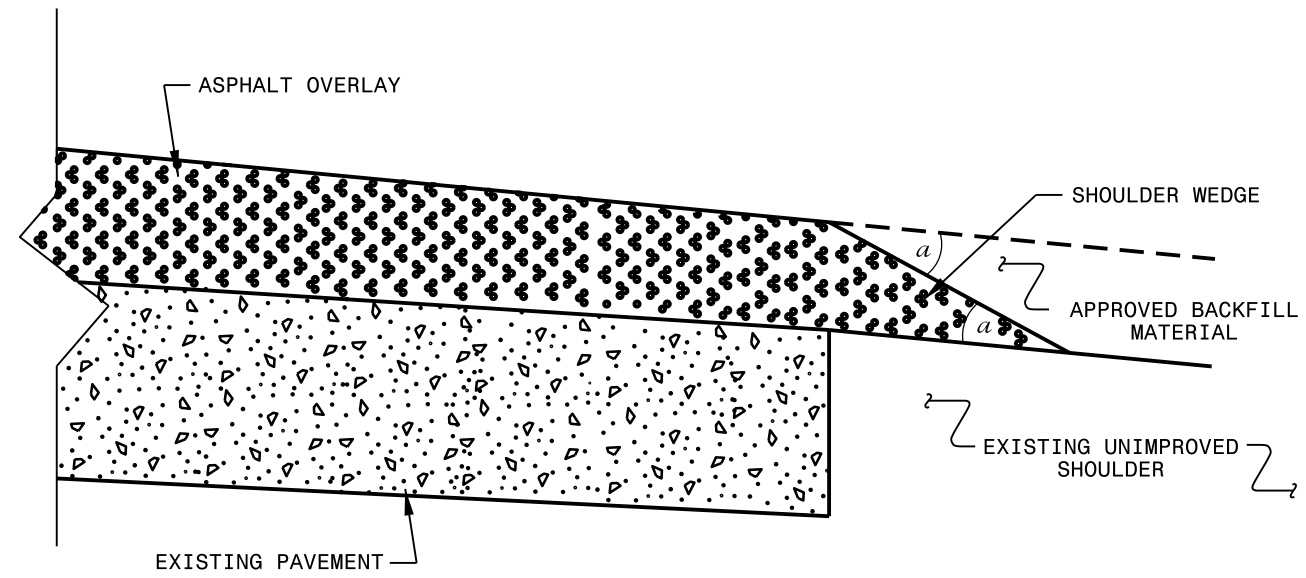
PATCHING EXISTING PAVEMENT

PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION

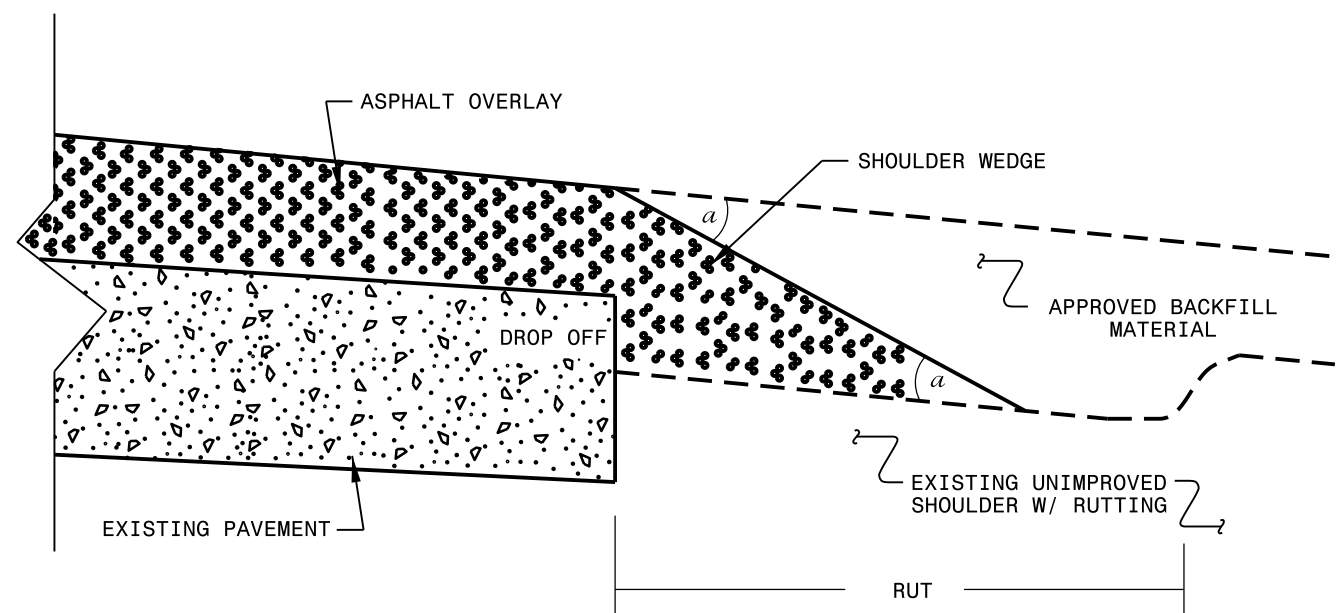
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



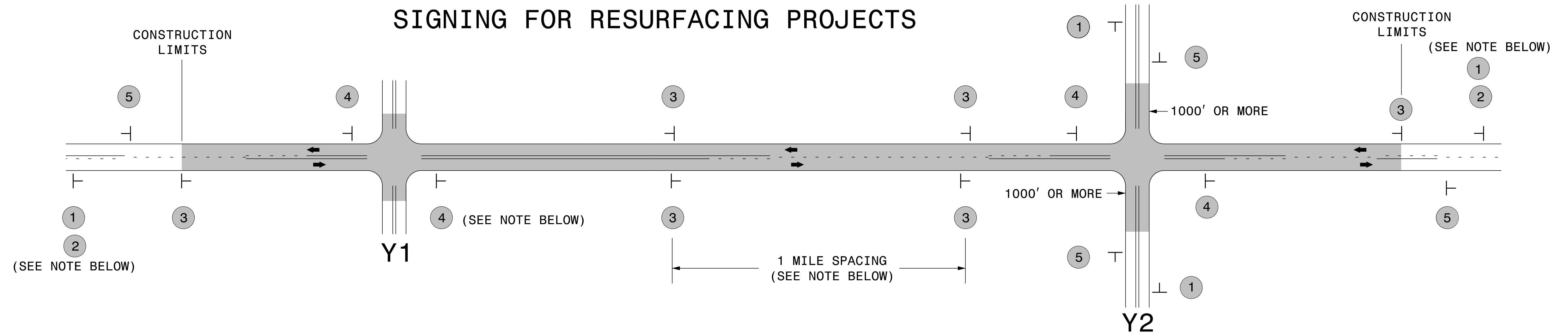
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- 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			

SYSTEM: 06/13/2021 10:00 AM
USER: T.SPELL

SIGNING FOR RESURFACING PROJECTS



LEGEND	
T	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	 <small>W20-1 48" X 48"</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>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, 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;"> <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>
	2	 <small>W7-3aP 24" X 18"</small>	<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>	
	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>		

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

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

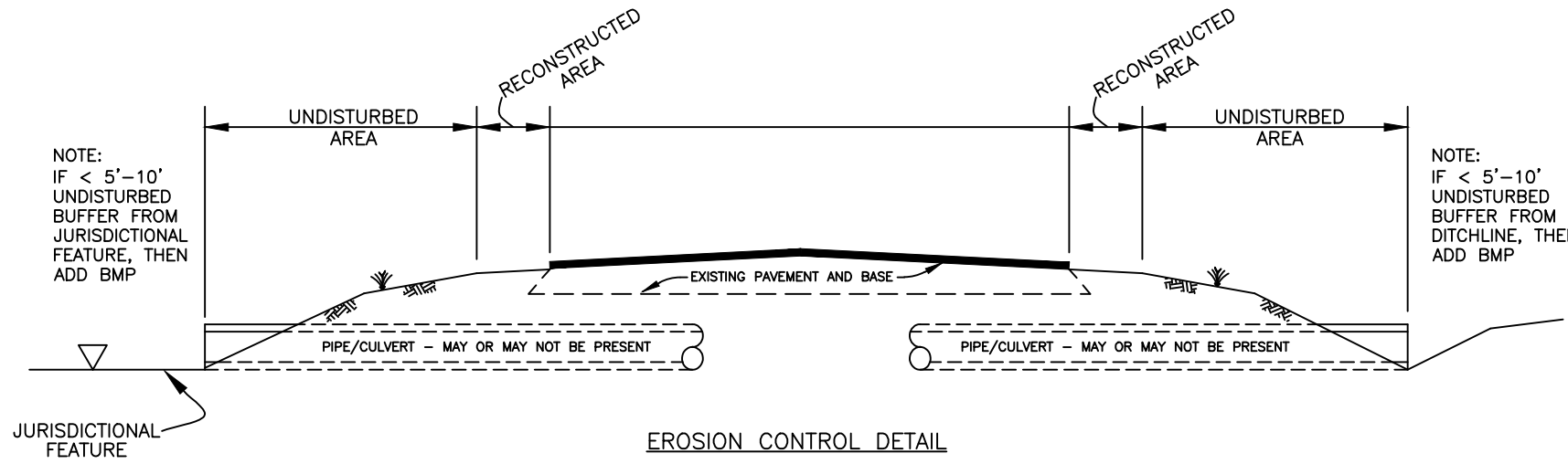
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

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'

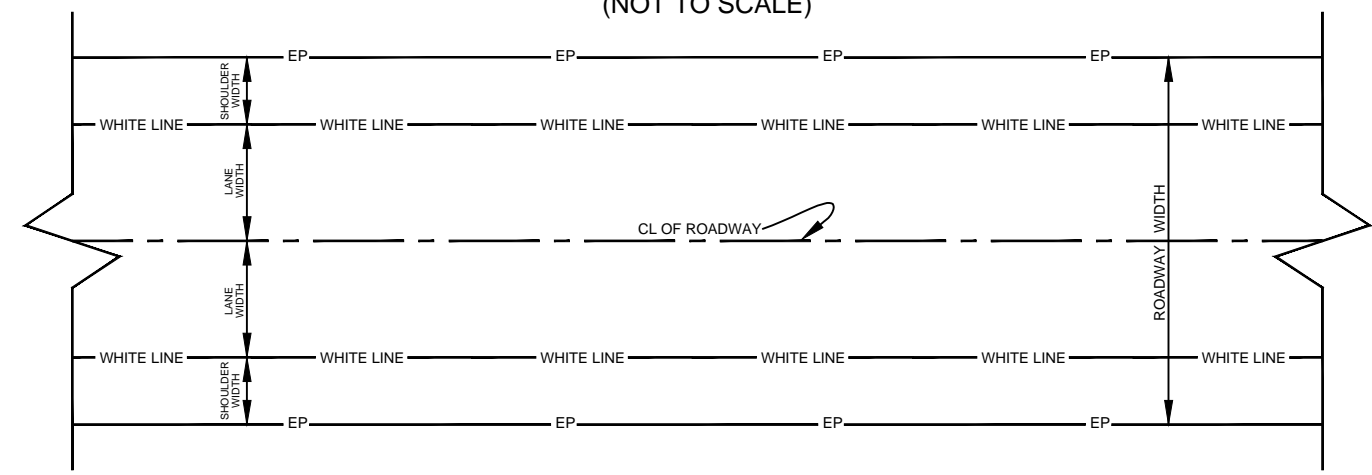
* May vary due to pavement width



EROSION CONTROL DETAIL

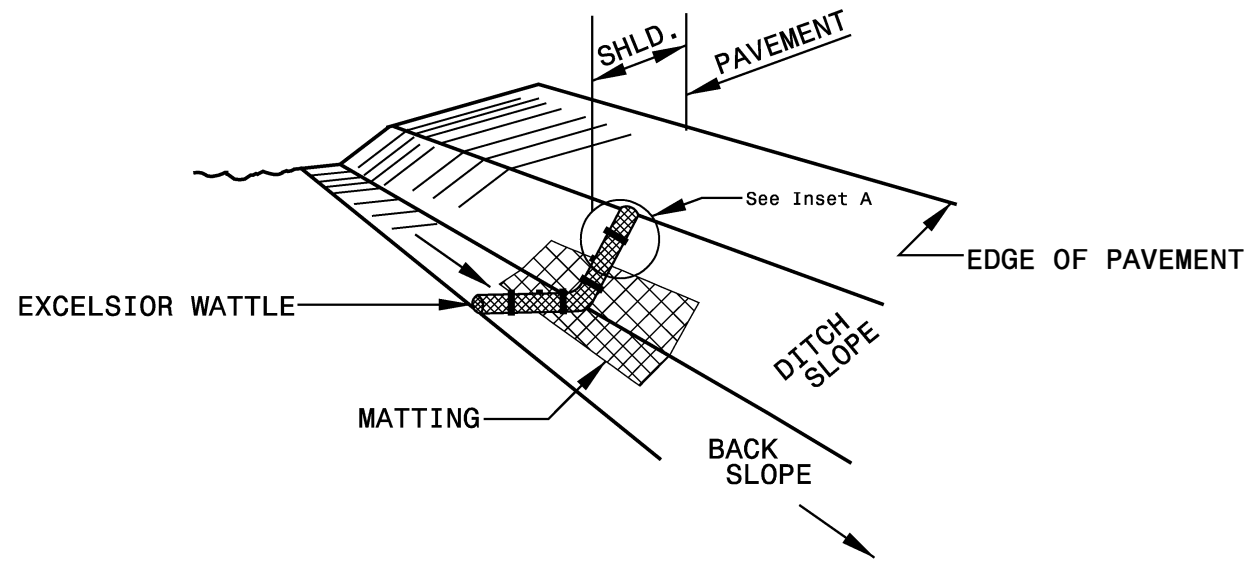
- NOTES:**
- IF A 5'-10' VEGETATED, UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET CAN BE MAINTAINED, THEN NO BMP'S NEEDED.
 - IF < 5'-10' UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET, THEN ADD BMP'S.
 - BMP OPTIONS:
 - MATTING MAY BE APPLIED AS SHOWN IN NCDOT STD. DWG. 1631.01 TO ESTABLISH BUFFER.
 - IF MATTING IS NOT PRACTICAL, OR THERE IS NOT ENOUGH SHOULDER WIDTH, THEN INSTALL TEMPORARY SILT FENCE AS SHOWN IN NCDOT STD. DWG. 1605.01, AND WATTLES WITH POLYACRYLAMIDE (PAM).

SCHEMATIC OF ROADWAY (NOT TO SCALE)

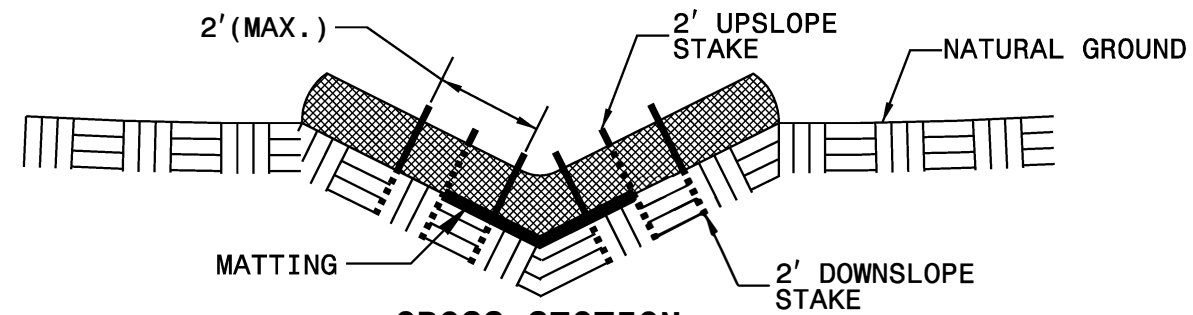


PROJECT REFERENCE NO. 2021CPT.06.13.20781.1	SHEET NO. 12
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

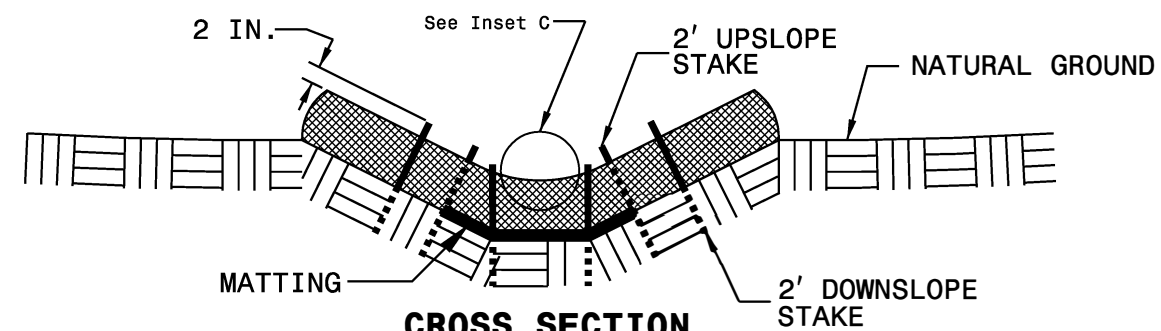
WATTLE WITH POLYACRYLAMIDE DETAIL



ISOMETRIC VIEW



**CROSS SECTION
VEE DITCH**



**CROSS SECTION
TRAPEZOIDAL DITCH**

NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. CROSS SECTION.

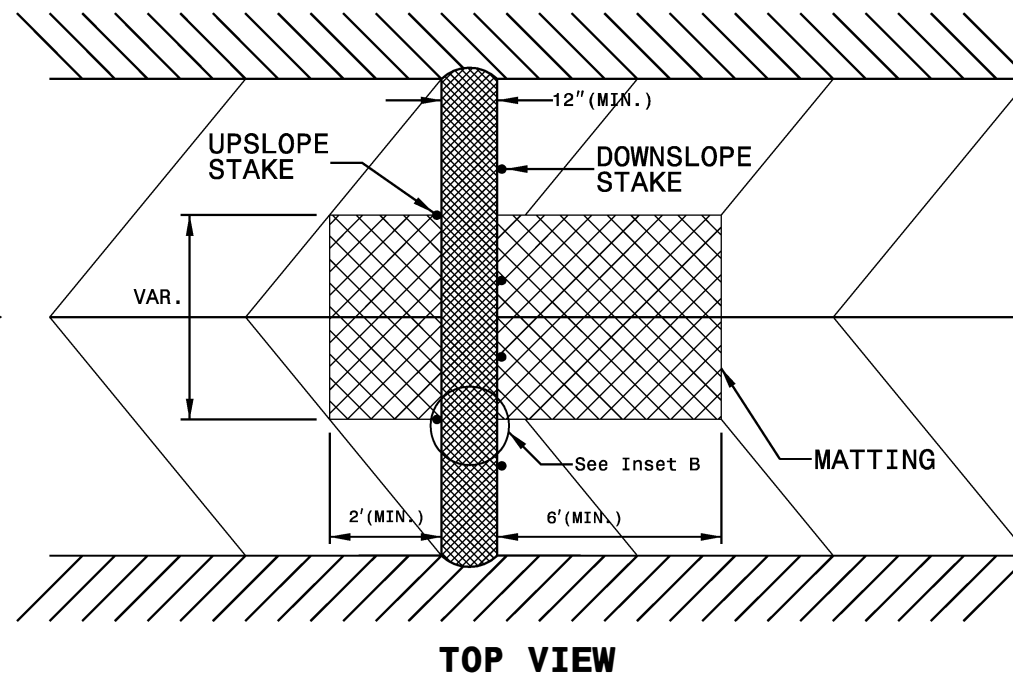
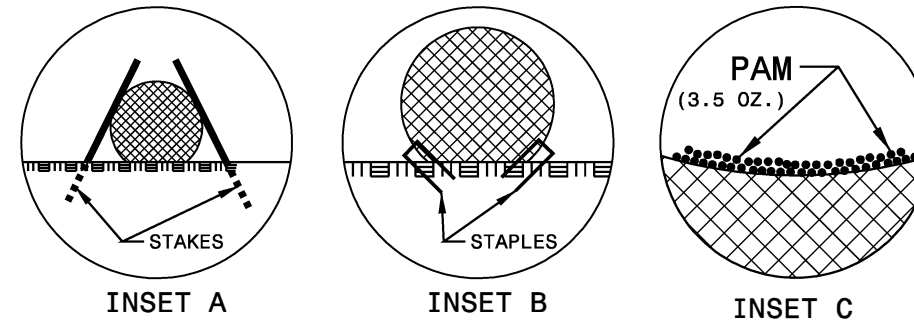
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.

INITIALLY APPLY 3.5 OUNCES OF ANIONIC OR NEUTRALLY CHARGED POLYACRYLAMIDE (PAM) OVER WATTLE WHERE WATER WILL FLOW AND AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.25 IN.



SUMMARY OF QUANTITIES

															PROJECT NO.		SHEET NO.	TOTAL NO.				
															2021CPT.06.13.20781.1							
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	019600000-E		1099500000-E	1121000000-E	1231000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1491000000-E	1503000000-E	
										GEOTEXTILE FOR SOIL STABILIZATION	SHALLOW UNDERCUT	AGGREGATE BASE COURSE	SHOULDER BORROW	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	0" TO 1.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	INTERMEDIATE COURSE, I19.0C		
										MI	FT	SY	CY	TONS	CY	SMI	TON	SY	SY	SY	TONS	TONS
2021CPT.06.13.20781.1	Robeson	1	SR 1004	FROM NC 41 (MM0) TO BCL (MM6.92)	2	2	2WU	NO	NO	6.92	24	2,800	1,100	1,100		13.84	3,010		800	400	450	
TOTAL FOR MAP NO. 1										6.92		2,800	1,100	1,100		13.84	3,010		800	400	450	
2021CPT.06.13.20781.1	Robeson	2	SR 1904	FROM SR 1723 (MM0) TO END PAVEMENT (MM1.25)	4	2	2WU	NO	NO	1.25	19					2.50	544			160		1,025
TOTAL FOR MAP NO. 2										1.25						2.50	544			160		1,025
2021CPT.06.13.20781.1	Robeson	3	SR 1905	FROM SR 1904 (MM0) TO SR 1906 (MM2.24)	1	2	2WU	NO	NO	2.24	20					4.48	974			160		
TOTAL FOR MAP NO. 3										2.24						4.48	974			160		
2021CPT.06.13.20781.1	Robeson	4	SR 1906	FROM SR 1723 (MM0) TO SR 1907 (MM3.1)	1	2	2WU	NO	NO	3.1	20					6.20	1,349			333		
TOTAL FOR MAP NO. 4										3.1						6.20	1,349			333		
2021CPT.06.13.20781.1	Robeson	5	SR 1910	FROM BEG MAINT (MM0) TO BEG C&G (MM0.31)	1	2	2WU	NO	NO	0.31	18					0.62	135					
		"	"	FROM BEG C&G (MM0.31) TO END C&G (MM0.78)	6	2	2WU	NO	NO	0.47	24								6,618			
		"	"	FROM END C&G (MM0.78) TO END MAINT (MM1.11)	1	2	2WU	NO	NO	0.33	18					0.66	144					
TOTAL FOR MAP NO. 5										1.11						1.28	279		6,618			
2021CPT.06.13.20781.1	Robeson	6	SR 1982	FROM N MLK JR DR (MM0) TO DE (MM0.42)	1	2	2WU	NO	NO	0.42	20					0.84	183			167		
TOTAL FOR MAP NO. 6										0.42						0.84	183			167		
2021CPT.06.13.20781.1	Robeson	7	SR 1993	FROM NC 20 (MM0) TO SR 1982 (MM0.07)	1	2	2WU	NO	NO	0.07	18					0.14	30			80		
TOTAL FOR MAP NO. 7										0.07						0.14	30			80		
2021CPT.06.13.20781.1	Robeson	9	SR 2126	FROM SR 2104 (MM0) TO NC 41 (MM1.14)	4	2		NO	NO	1.14	22					2.28	496			367		935
TOTAL FOR MAP NO. 9										1.14						2.28	496			367		935
2021CPT.06.13.20781.1	Robeson	8	SR 2111	FROM SR 2104 (MM0) TO SR 2110 (MM0.98)	1	2	2WU	NO	NO	0.98	20					1.96	426			333		
TOTAL FOR MAP NO. 8										0.98						1.96	426			333		
2021CPT.06.13.20781.1	Robeson	10	SR 2135	FROM SR 2110 (MM0) TO DE (MM0.11)	3	2	2WU	NO	NO	0.11	20											
TOTAL FOR MAP NO. 10										0.11												
2021CPT.06.13.20781.1	Robeson	11	SR 2319	FROM NC 41 (MM0) TO SR 2321 (MM0.49)	5	2	2WU	NO	NO	0.49	22	1,300	20	600	128	0.98						83
TOTAL FOR MAP NO. 11										0.49		1,300	20	600	128	0.98						83
2021CPT.06.13.20781.1	Robeson	12	SR 2320	FROM SR 2321 (MM0) TO NC 41 (MM0.54)	5	2	2WU	NO	NO	0.54	22	1,290	20	600	141	1.08						83
TOTAL FOR MAP NO. 12										0.54		1,290	20	600	141	1.08						83
2021CPT.06.13.20781.1	Robeson	13	SR 2321	FROM SR 2319 (MM0) TO SR 2320 (MM0.49)	5	2	2WU	NO	NO	0.49	22	1,290	10	600	128	0.98						83
TOTAL FOR MAP NO. 13										0.49		1,290	10	600	128	0.98						83
TOTAL FOR PROJ NO. 2021CPT.06.13.20781.1										18.86		6,680	1,150	2,900	397	36.56	7,291	6,618	800	2,000	699	1,960
GRAND TOTAL										18.86		6,680	1,150	2,900	397	36.56	7,291	6,618	800	2,000	699	1,960

SUMMARY OF QUANTITIES

												PROJECT NO.		SHEET NO.	TOTAL NO.							
												2021CPT.06.13.20781.1										
												1519000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	6000000000-E	6036000000-E	6071010000-E	6084000000-E	
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH		SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	TEMPORARY SILT FENCE	MATting FOR EROSION CONTROL	WATTLE	SEED & MULCHING	
										MI	FT	TONS	TONS	TONS	TONS	EA	EA	LF	SY	LF	AC	
2021CPT.06.13.20781.1	Robeson	1	SR 1004	FROM NC 41 (MM0) TO BCL (MM6.92)	2	2	2WU	NO	NO	6.92	24		8,467	528	1,204	1	1					
TOTAL FOR MAP NO. 1										6.92			8,467	528	1,204	1	1					
2021CPT.06.13.20781.1	Robeson	2	SR 1904	FROM SR 1723 (MM0) TO END PAVEMENT (MM1.25)	4	2	2WU	NO	NO	1.25	19	1,157		127								
TOTAL FOR MAP NO. 2										1.25			1,157	127								
2021CPT.06.13.20781.1	Robeson	3	SR 1905	FROM SR 1904 (MM0) TO SR 1906 (MM2.24)	1	2	2WU	NO	NO	2.24	20	2,194		147	60							
TOTAL FOR MAP NO. 3										2.24			2,194	147	60							
2021CPT.06.13.20781.1	Robeson	4	SR 1906	FROM SR 1723 (MM0) TO SR 1907 (MM3.1)	1	2	2WU	NO	NO	3.1	20	3,171		212								
TOTAL FOR MAP NO. 4										3.1			3,171	212								
2021CPT.06.13.20781.1	Robeson	5	SR 1910	FROM BEG MAINT (MM0) TO BEG C&G (MM0.31)	1	2	2WU	NO	NO	0.31	18	272		18								
		"	"	FROM BEG C&G (MM0.31) TO END C&G (MM0.78)	6	2	2WU	NO	NO	0.47	24	549		37		5	1					
		"	"	FROM END C&G (MM0.78) TO END MAINT (MM1.11)	1	2	2WU	NO	NO	0.33	18	289		19								
TOTAL FOR MAP NO. 5										1.11			1,110	74		5	1					
2021CPT.06.13.20781.1	Robeson	6	SR 1982	FROM N MLK JR DR (MM0) TO DE (MM0.42)	1	2	2WU	NO	NO	0.42	20	430		29	12							
TOTAL FOR MAP NO. 6										0.42			430	29	12							
2021CPT.06.13.20781.1	Robeson	7	SR 1993	FROM NC 20 (MM0) TO SR 1982 (MM0.07)	1	2	2WU	NO	NO	0.07	18	61		4								
TOTAL FOR MAP NO. 7										0.07			61	4								
2021CPT.06.13.20781.1	Robeson	9	SR 2126	FROM SR 2104 (MM0) TO NC 41 (MM1.14)	4	2		NO	NO	1.14	22	1,406		139	5							
TOTAL FOR MAP NO. 9										1.14			1,406	139	5							
2021CPT.06.13.20781.1	Robeson	8	SR 2111	FROM SR 2104 (MM0) TO SR 2110 (MM0.98)	1	2	2WU	NO	NO	0.98	20	1,030		69	50							
TOTAL FOR MAP NO. 8										0.98			1,030	69	50							
2021CPT.06.13.20781.1	Robeson	10	SR 2135	FROM SR 2110 (MM0) TO DE (MM0.11)	3	2	2WU	NO	NO	0.11	20	71		5								
TOTAL FOR MAP NO. 10										0.11			71	5								
2021CPT.06.13.20781.1	Robeson	11	SR 2319	FROM NC 41 (MM0) TO SR 2321 (MM0.49)	5	2	2WU	NO	NO	0.49	22	577		42	20			20	80	40	0.40	
TOTAL FOR MAP NO. 11										0.49			577	42	20			20	80	40	0.40	
2021CPT.06.13.20781.1	Robeson	12	SR 2320	FROM SR 2321 (MM0) TO NC 41 (MM0.54)	5	2	2WU	NO	NO	0.54	22	636		46	20			20	80	40	0.52	
TOTAL FOR MAP NO. 12										0.54			636	46	20			20	80	40	0.52	
2021CPT.06.13.20781.1	Robeson	13	SR 2321	FROM SR 2319 (MM0) TO SR 2320 (MM0.49)	5	2	2WU	NO	NO	0.49	22	577		42	20		4	20	80	40	0.47	
TOTAL FOR MAP NO. 13										0.49			577	42	20		4	20	80	40	0.47	
TOTAL FOR PROJ NO. 2021CPT.06.13.20781.1										18.86			12,420	8,467	1,464	1,391	6	6	60	240	120	1.39
GRAND TOTAL										18.86			12,420	8,467	1,464	1,391	6	6	60	240	120	1.39

THERMOPLASTIC AND PAINT QUANTITIES

													PROJECT NO.		SHEET NO.	TOTAL NO.						
													2021CPT.06.13.20781.1									
													4413000000-E		4457000000-N		4685000000-E		4810000000-E		4890000000-E	4900000000-N
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH		WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M		4" WHITE PAINT	4" YELLOW PAINT	GENERIC PAVEMENT MARKING ITEM - 24" X 90 M WHITE THERMO	YELLOW & YELLOW MARKERS					
								MI	FT			SF	LS					LF	LF	LF	LF	LF
2021CPT.06.13.20781.1	Robeson	1	SR 1004	FROM NC 41 (MM0) TO BCL (MM6.92)	2	2	2WU	6.92	24	358	1	74,459	62,115			60	457					
TOTAL FOR MAP NO. 1								6.92		358	1	74,459	62,115			60	457					
2021CPT.06.13.20781.1	Robeson	2	SR 1904	FROM SR 1723 (MM0) TO END PAVEMENT (MM1.25)	4	2	2WU	1.25	19	176		13,450	12,375				83					
TOTAL FOR MAP NO. 2								1.25		176		13,450	12,375				83					
2021CPT.06.13.20781.1	Robeson	3	SR 1905	FROM SR 1904 (MM0) TO SR 1906 (MM2.24)	1	2	2WU	2.24	20	96		24,102	22,176				148					
TOTAL FOR MAP NO. 3								2.24		96		24,102	22,176				148					
2021CPT.06.13.20781.1	Robeson	4	SR 1906	FROM SR 1723 (MM0) TO SR 1907 (MM3.1)	1	2	2WU	3.1	20	96		33,356	27,525				204					
TOTAL FOR MAP NO. 4								3.1		96		33,356	27,525				204					
2021CPT.06.13.20781.1	Robeson	5	SR 1910	FROM BEG MAINT (MM0) TO BEG C&G (MM0.31)	1	2	2WU	0.31	18													
		"	"	FROM BEG C&G (MM0.31) TO END C&G (MM0.78)	6	2	2WU	0.47	24													
		"	"	FROM END C&G (MM0.78) TO END MAINT (MM1.11)	1	2	2WU	0.33	18													
TOTAL FOR MAP NO. 5								1.11														
2021CPT.06.13.20781.1	Robeson	6	SR 1982	FROM N MLK JR DR (MM0) TO DE (MM0.42)	1	2	2WU	0.42	20	80												
TOTAL FOR MAP NO. 6								0.42		80												
2021CPT.06.13.20781.1	Robeson	7	SR 1993	FROM NC 20 (MM0) TO SR 1982 (MM0.07)	1	2	2WU	0.07	18	80												
TOTAL FOR MAP NO. 7								0.07		80												
2021CPT.06.13.20781.1	Robeson	9	SR 2126	FROM SR 2104 (MM0) TO NC 41 (MM1.14)	4	2		1.14	22	112		12,266	10,234			50	75					
TOTAL FOR MAP NO. 9								1.14		112		12,266	10,234			50	75					
2021CPT.06.13.20781.1	Robeson	8	SR 2111	FROM SR 2104 (MM0) TO SR 2110 (MM0.98)	1	2	2WU	0.98	20	80				21,090	12,936		65					
TOTAL FOR MAP NO. 8								0.98		80				21,090	12,936		65					
2021CPT.06.13.20781.1	Robeson	10	SR 2135	FROM SR 2110 (MM0) TO DE (MM0.11)	3	2	2WU	0.11	20													
TOTAL FOR MAP NO. 10								0.11														
2021CPT.06.13.20781.1	Robeson	11	SR 2319	FROM NC 41 (MM0) TO SR 2321 (MM0.49)	5	2	2WU	0.49	22	40												
TOTAL FOR MAP NO. 11								0.49		40												
2021CPT.06.13.20781.1	Robeson	12	SR 2320	FROM SR 2321 (MM0) TO NC 41 (MM0.54)	5	2	2WU	0.54	22	24												
TOTAL FOR MAP NO. 12								0.54		24												
2021CPT.06.13.20781.1	Robeson	13	SR 2321	FROM SR 2319 (MM0) TO SR 2320 (MM0.49)	5	2	2WU	0.49	22	24												
TOTAL FOR MAP NO. 13								0.49		24												
TOTAL FOR PROJ NO. 2021CPT.06.13.20781.1								18.86		1,166	1	157,633	134,425	21,090	12,936	110	1,032					
												292,058	34,026	1,142								
GRAND TOTAL								18.86		1,166	1	157,633	134,425	21,090	12,936	110	1,032					
												292,058	34,026	1,142								