

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

# PLANS

**Letting Date: May 20, 2026**

**CONTRACT ID: DF00553**

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

**FEDERAL AID NO.: STATE FUNDED**

**WBS ELEMENT NO.: 2026CPT.06.16.20781.1**

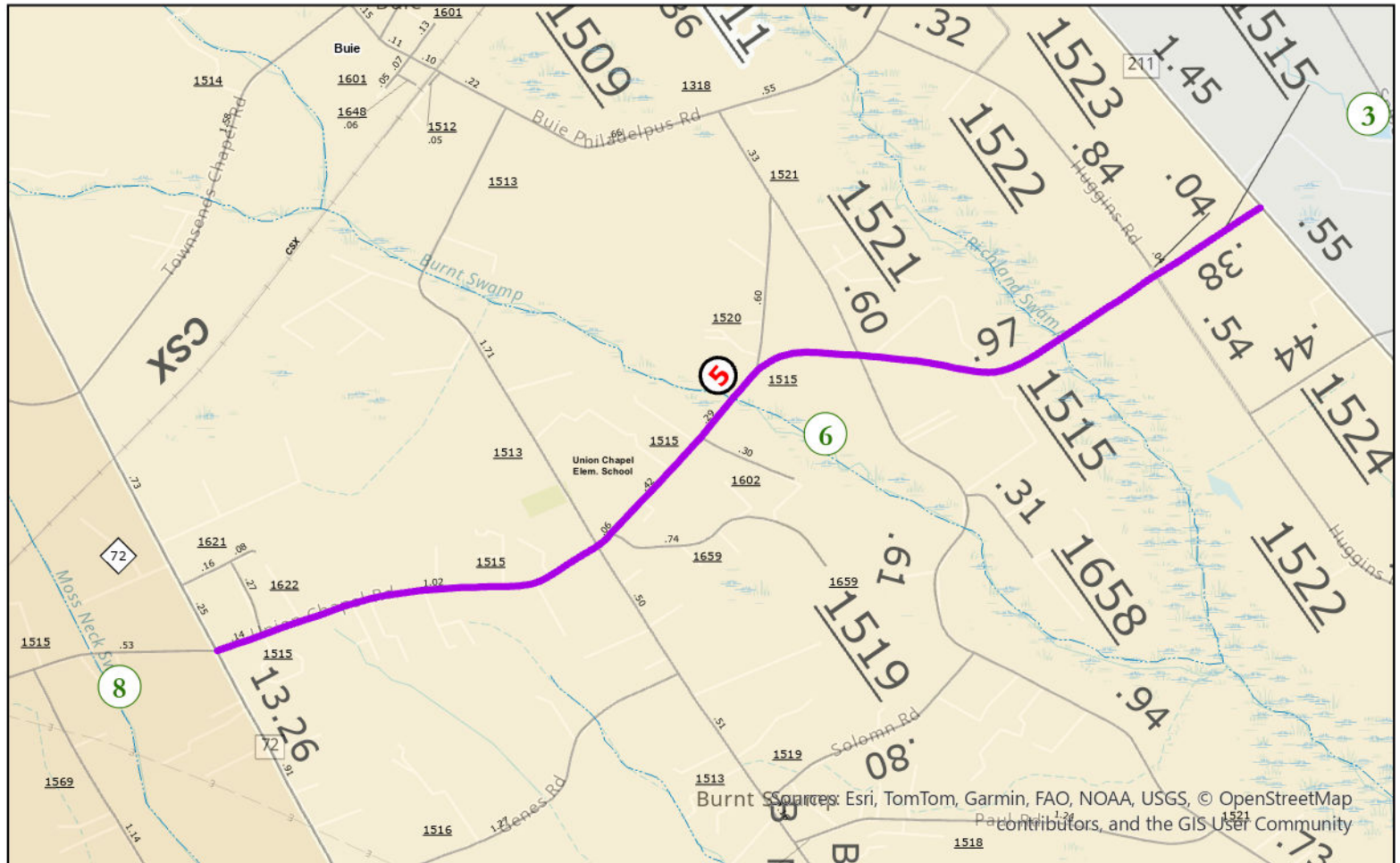
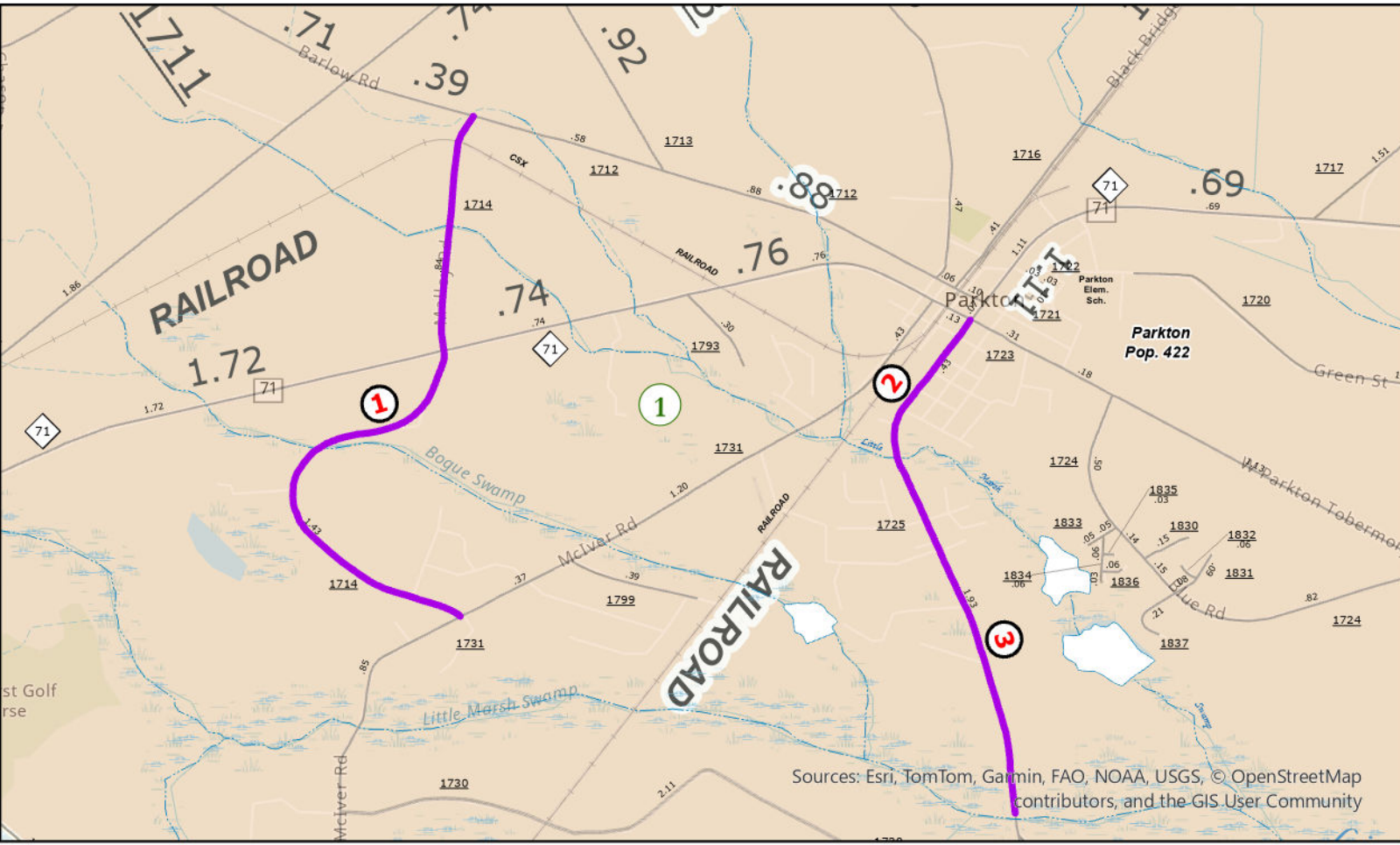
**ROUTE NO.: VARIES**

**LOCATION: VARIES**

**COUNTY: ROBESON**

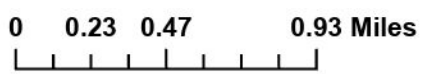
**LENGTH OF PROJECT: 12.32 MILES**

**TYPE OF WORK: MILLING, WIDENING, RESURFACING & SHOULDER RECONSTRUCTION**

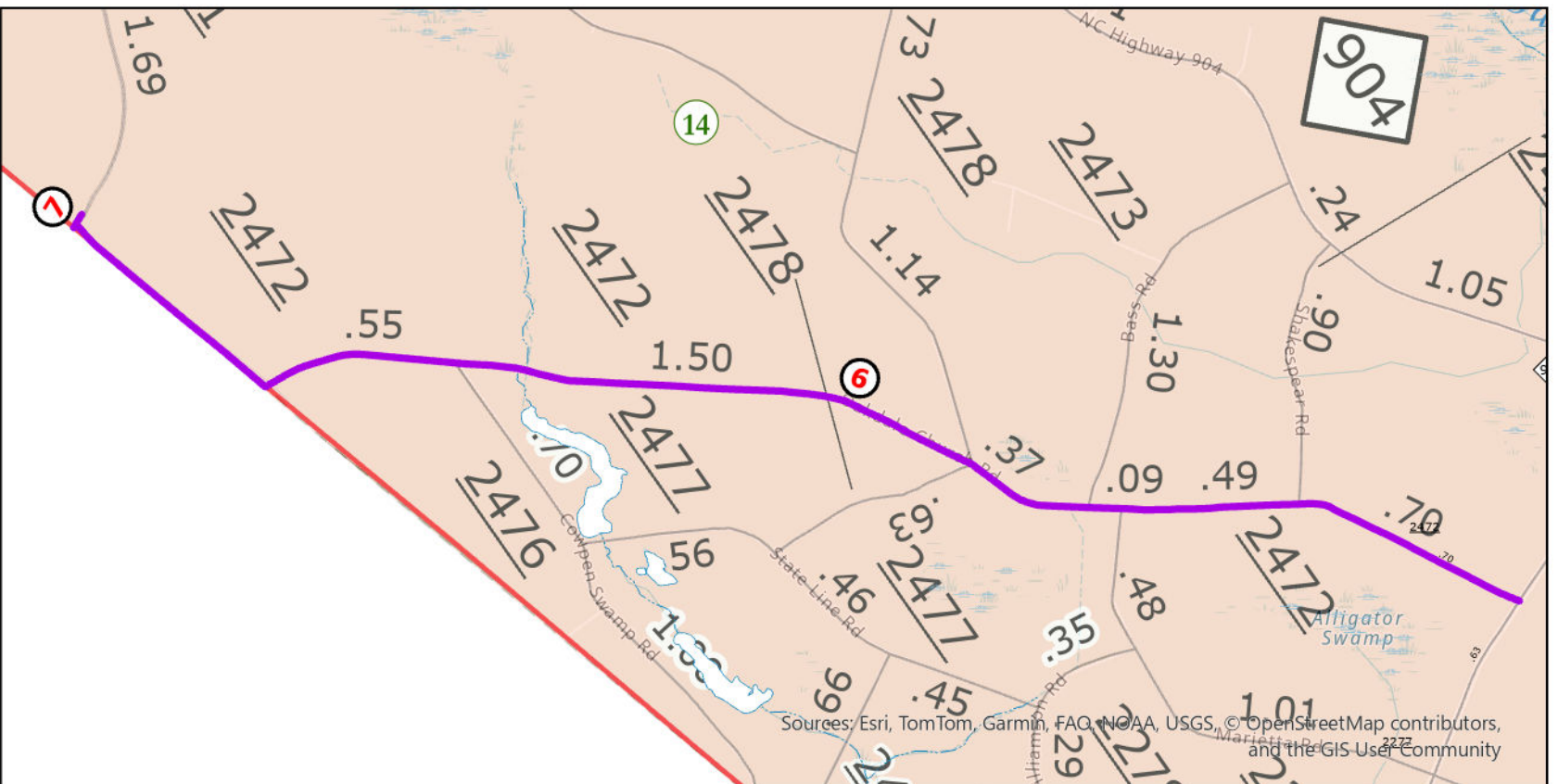
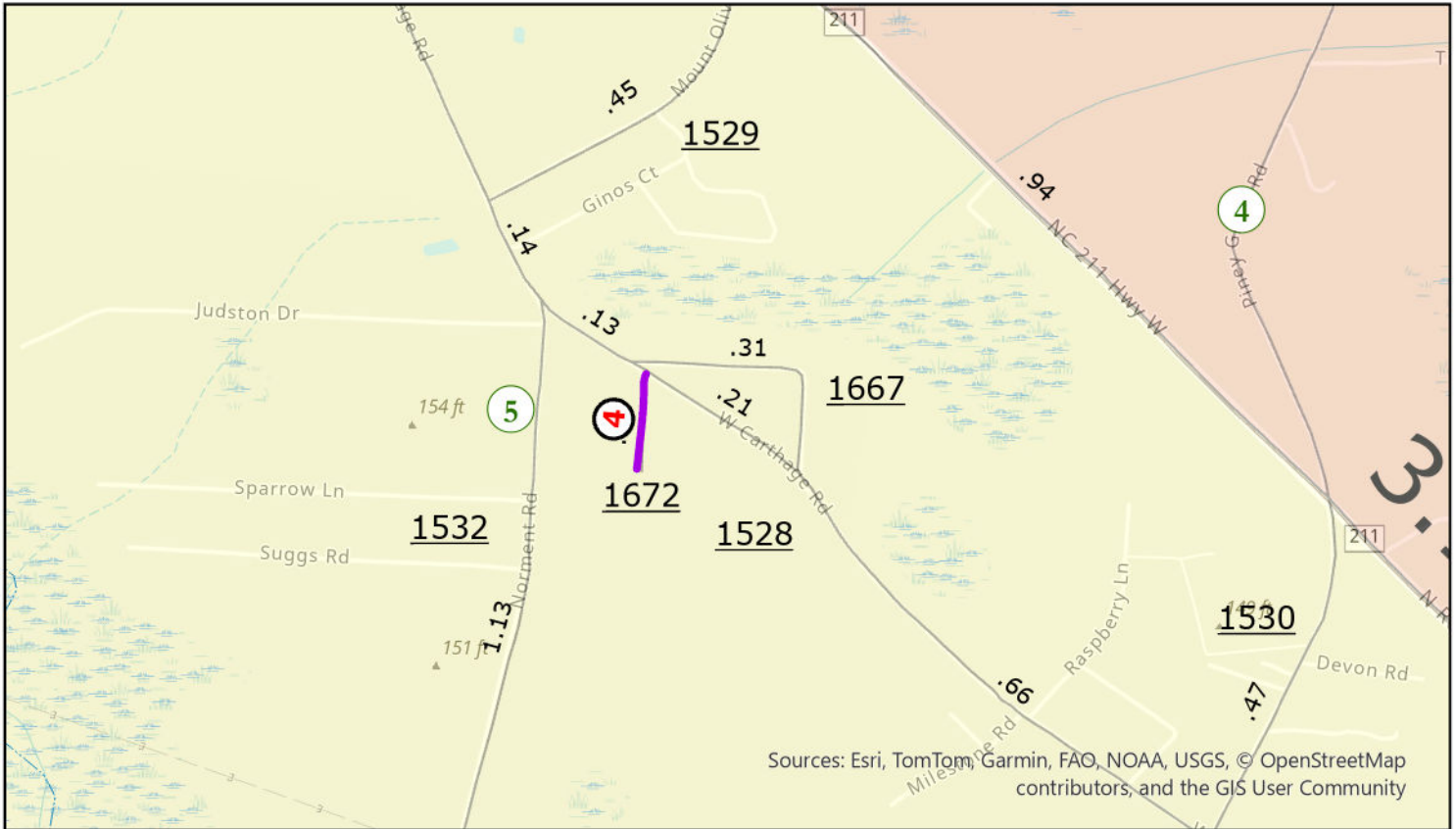


# Robeson County Resurfacing, 2026

Contract: DF00553



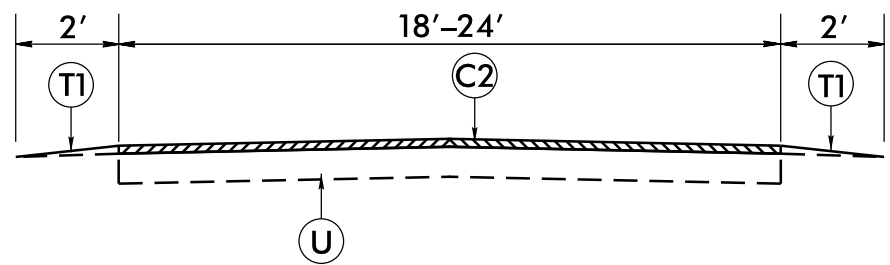
**Legend**  
— WBS: 2026CPT.06.16.20781.1



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

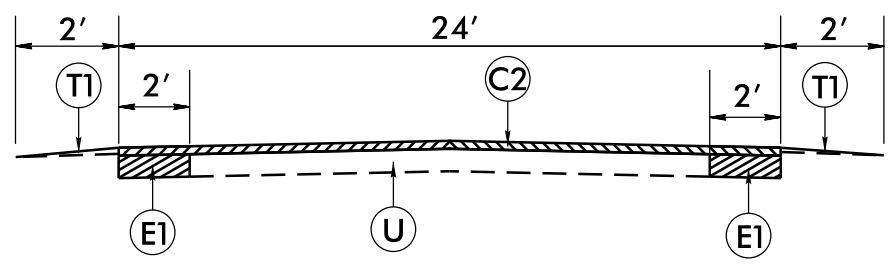
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

PAVEMENT SCHEDULE	
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
E1	5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	0" - 1 1/2" MILLING
V2	1 1/2" MILLING



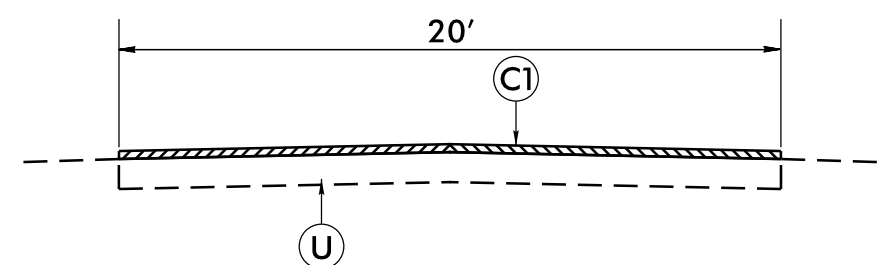
TYPICAL SECTION NO. 1

-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL) MAPS 1, 5 & 6

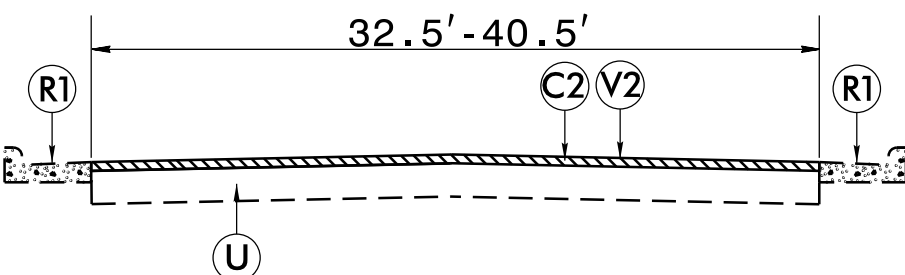


TYPICAL SECTION NO. 2

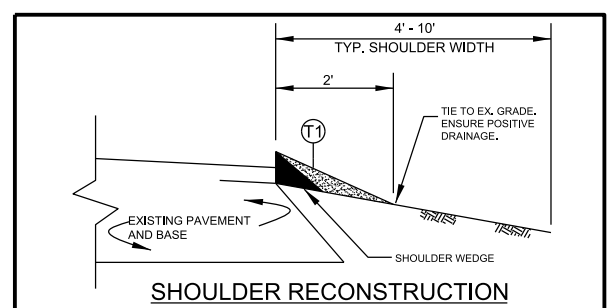
-PLUS 2' INSIDE CURVE WIDENING (SEE DETAIL)



TYPICAL SECTION NO. 3

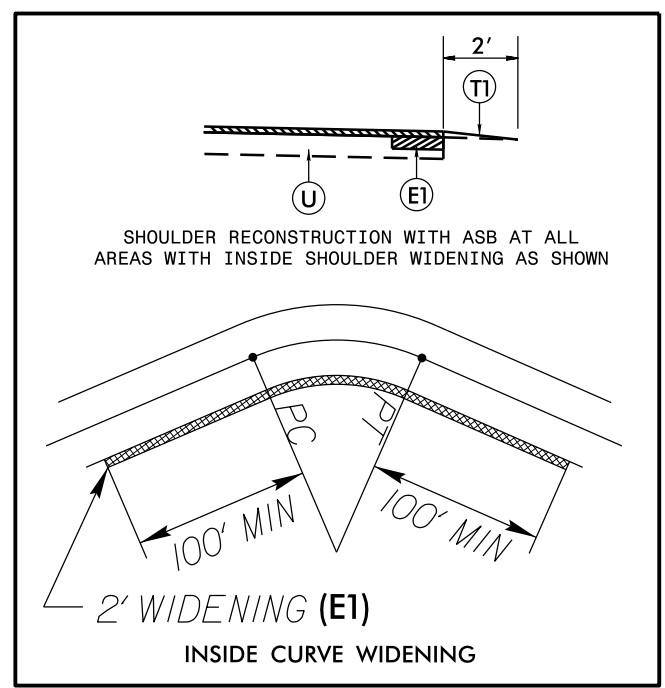


TYPICAL SECTION NO. 4



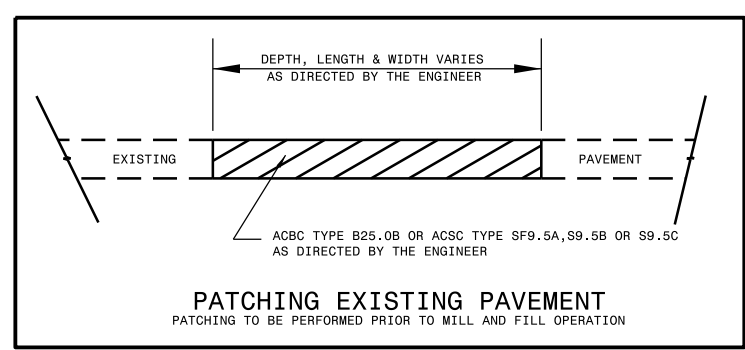
SHOULDER RECONSTRUCTION

- 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.

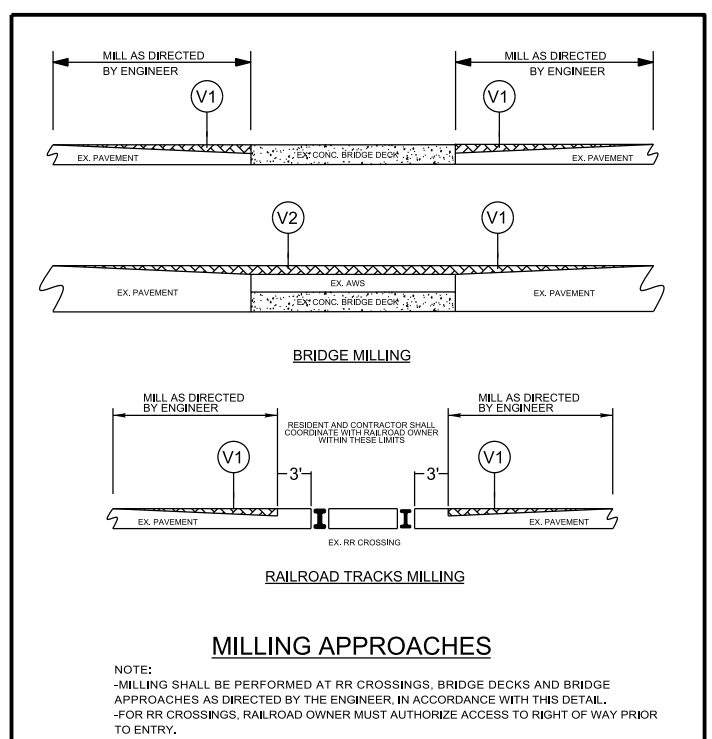


SHOULDER RECONSTRUCTION WITH ASB AT ALL AREAS WITH INSIDE SHOULDER WIDENING AS SHOWN

2' WIDENING (E1) INSIDE CURVE WIDENING



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

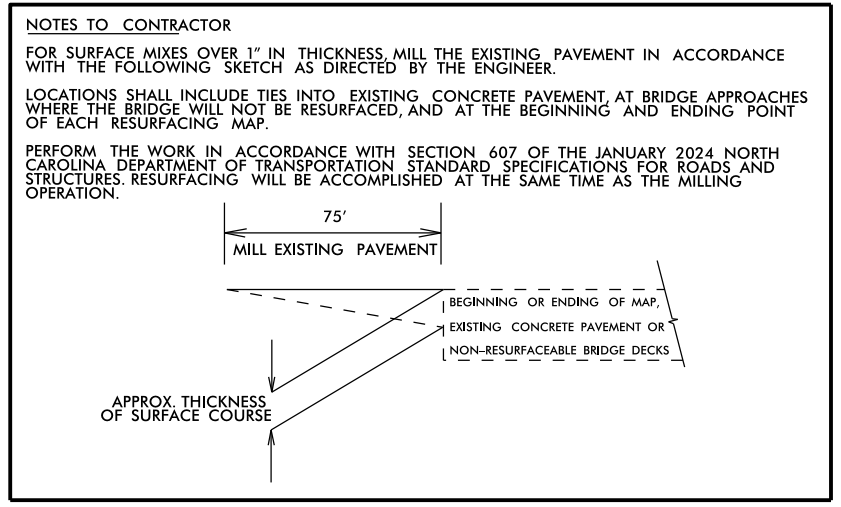


BRIDGE MILLING

RAILROAD TRACKS MILLING

MILLING APPROACHES

- NOTE:
- MILLING SHALL BE PERFORMED AT RR CROSSINGS, BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.
  - FOR RR CROSSINGS, RAILROAD OWNER MUST AUTHORIZE ACCESS TO RIGHT OF WAY PRIOR TO ENTRY.



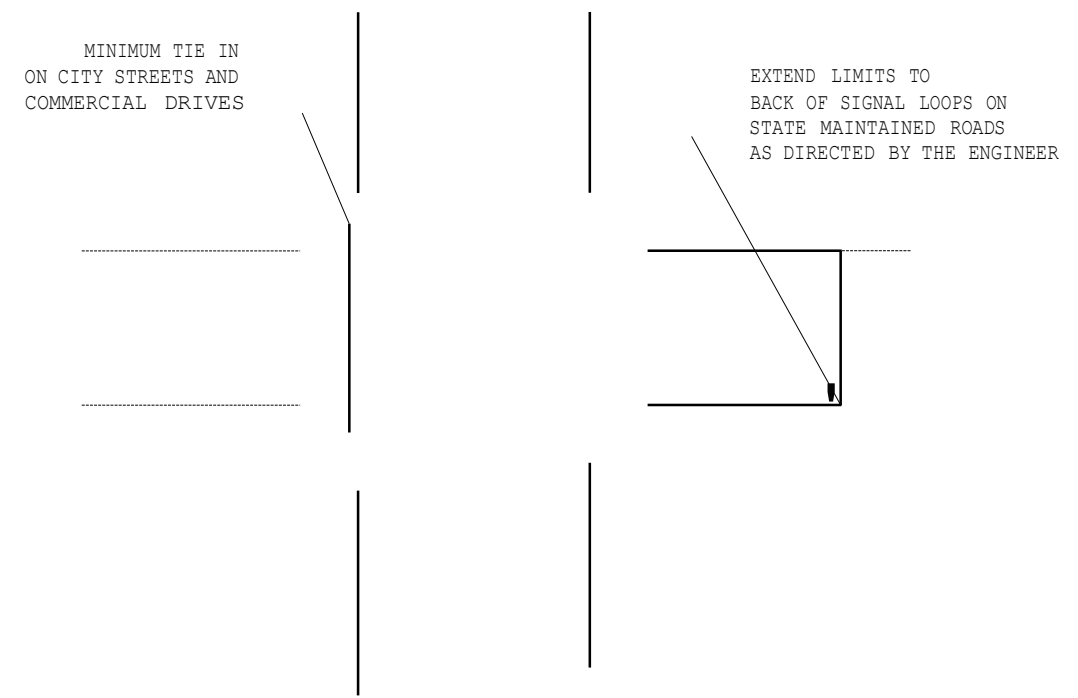
MILLING AT PAVEMENT TIE-INS DETAIL

NOTES TO CONTRACTOR

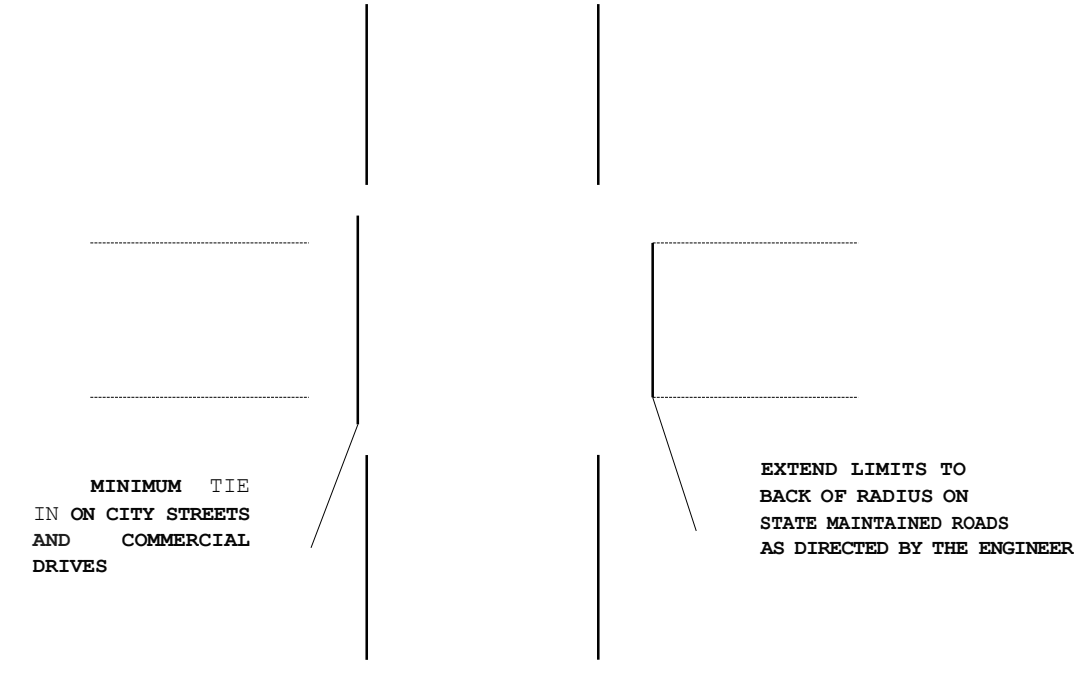
FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.

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 2024 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



TYPICAL DETAIL OF PROJECT LIMITS AT  
SIGNALIZED Y LINES



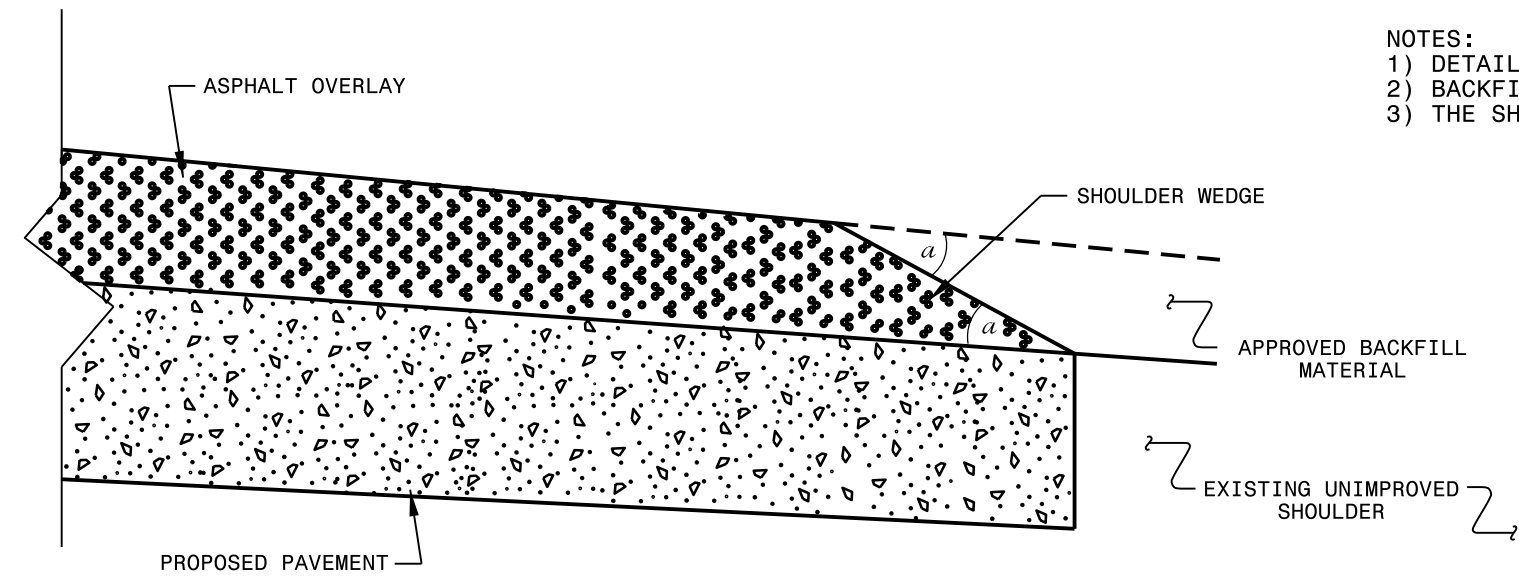
TYPICAL DETAIL OF PROJECT LIMITS AT  
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

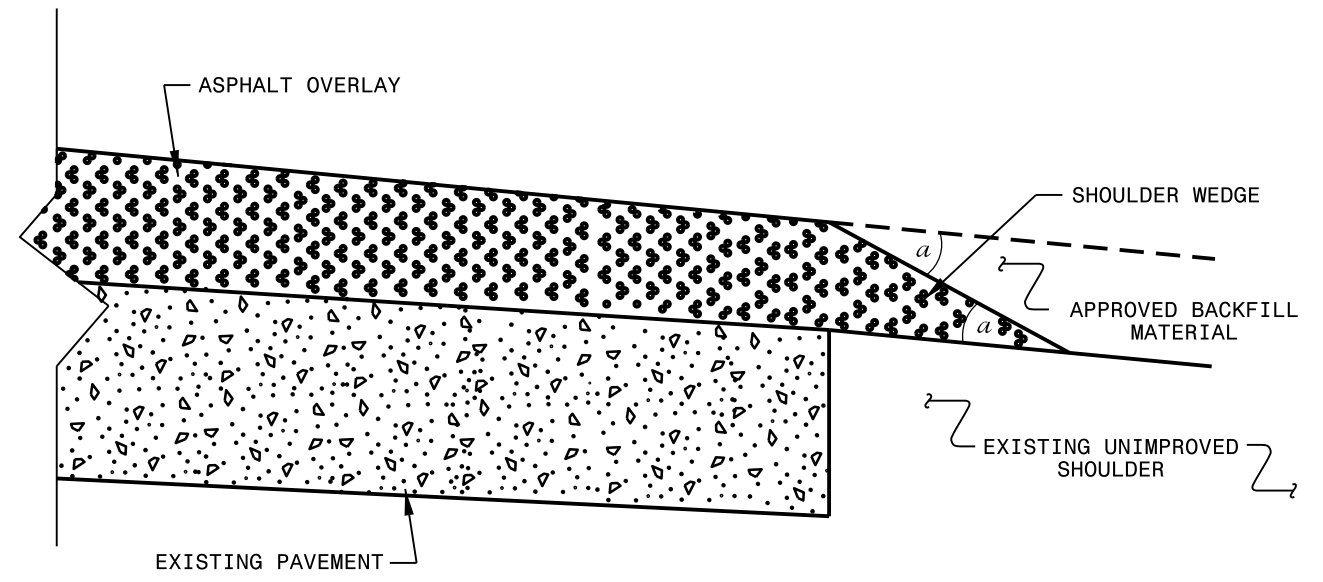
Extend paving limits to back of radius  
or loop on the following intersections:

MAP#	STREET NAME	COMMENTS
5	SR 1622 (Mission Church Rd)	60 FT from EP of L-Line = 300SY
5	SR 1659 (Ambay Rd)	45 FT from EP of L-Line = 185 SY
5	SR 1602 (Hayes Locklear Rd)	50 FT from EP of L-Line = 345SY
5	SR 1520 (Barber Shop Rd)	35 FT from EP of L-Line = 222 SY
5	SR 1521 (Oakgrove Church Rd) RT	75 FT from EP of L-Line = 708 SY
5	SR 1521 (Oakgrove Church Rd) LT	75 FT from EP of L-Line = 558 SY
5	SR 1522 (Huggins Rd) RT	35 FT from EP of L-Line = 183 SY
5	SR 1522 (Huggins Rd) LT	75 FT from EP of L-line = 517 SY
6	SR 2471 (Shakespear Rd)	103 FT from EP of L-Line = 585 SY
6	SR 2277 (Marietta Rd)	48 FT from EP of L-Line = 360 SY
6	SR 2473 (Bass Rd)	117 FT from EP of L-Line = 458 SY
6	SR 2478 (Harrington Rd) RT	105 FT from EP of L-Line = 589 SY
6	SR 2478 (Harrington Rd) LT	93 FT from EP of L-Line = 595 SY
6	SR 2476 (Cowpen Swamp Rd)	103 FT from EP of L-Line = 585 SY
6	Finn Rd	51 FT from EP of L-Line = 266 SY

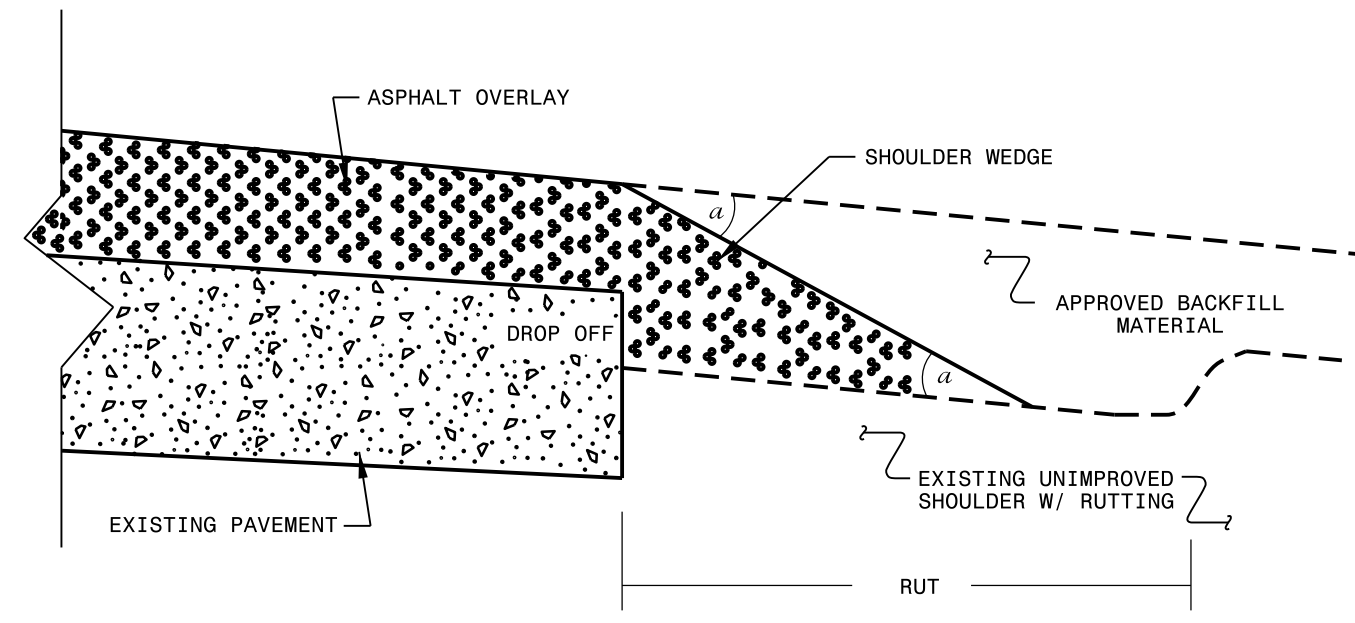
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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

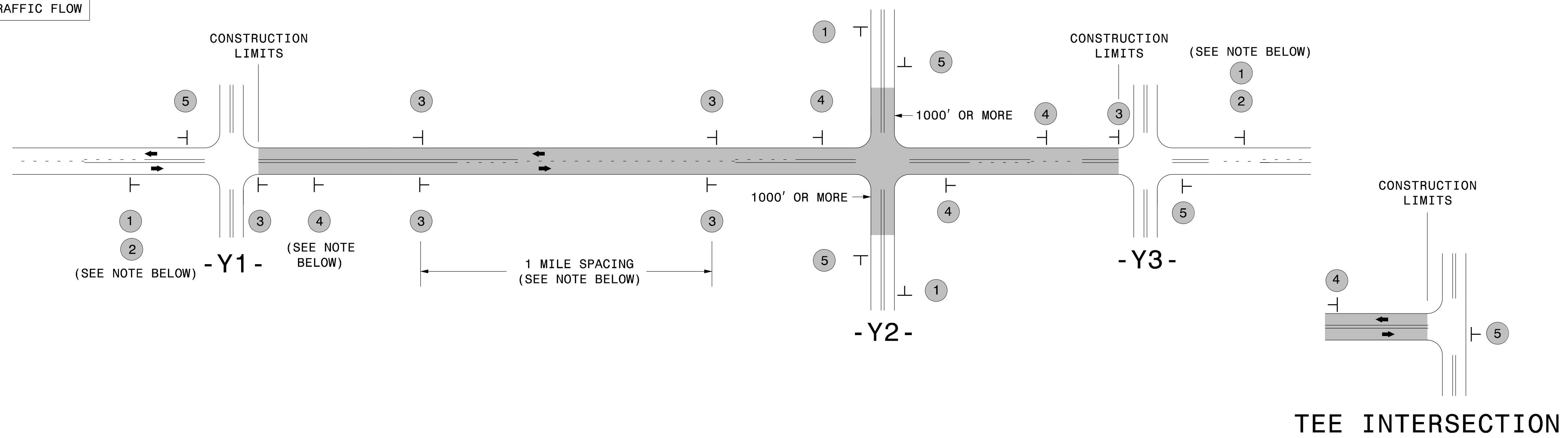
**SHOULDER WEDGE  
 DETAILS**

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

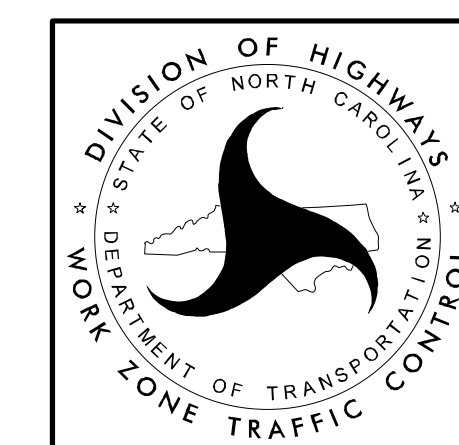
## -Y- LINE SIGNING

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.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</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, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">           W20-1          48" X 48"       </div> <div style="text-align: center;">           W20-7 A          48" X 48"       </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 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"	<ul style="list-style-type: none"> <li>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	4	 SP 13106 48" X 48"	<ul style="list-style-type: none"> <li>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</li> <li>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>- 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.</li> <li>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	5	 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.	

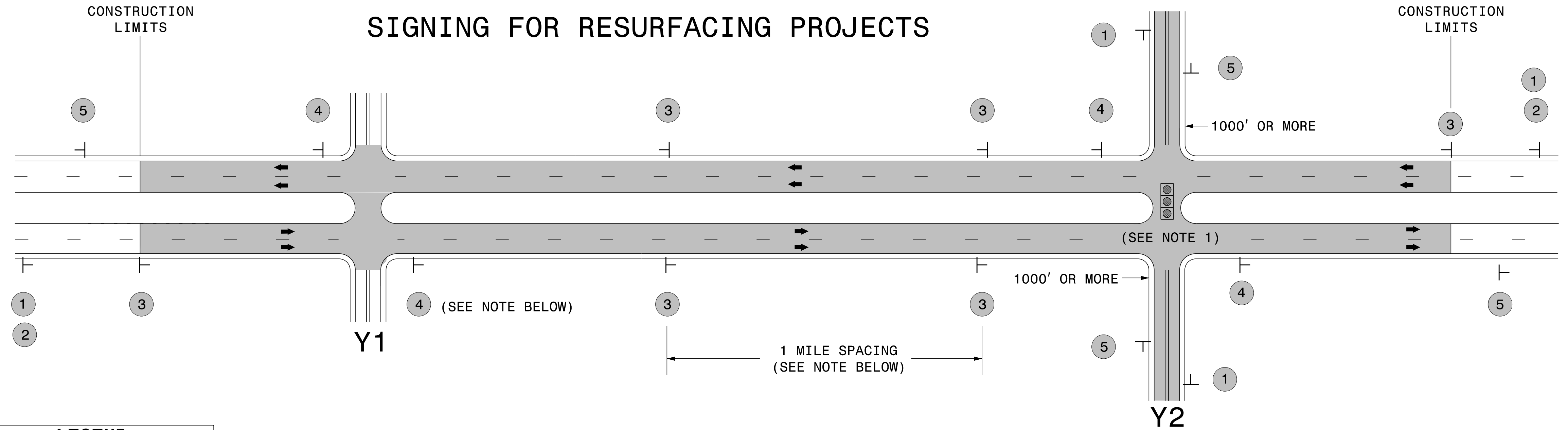
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

## 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**

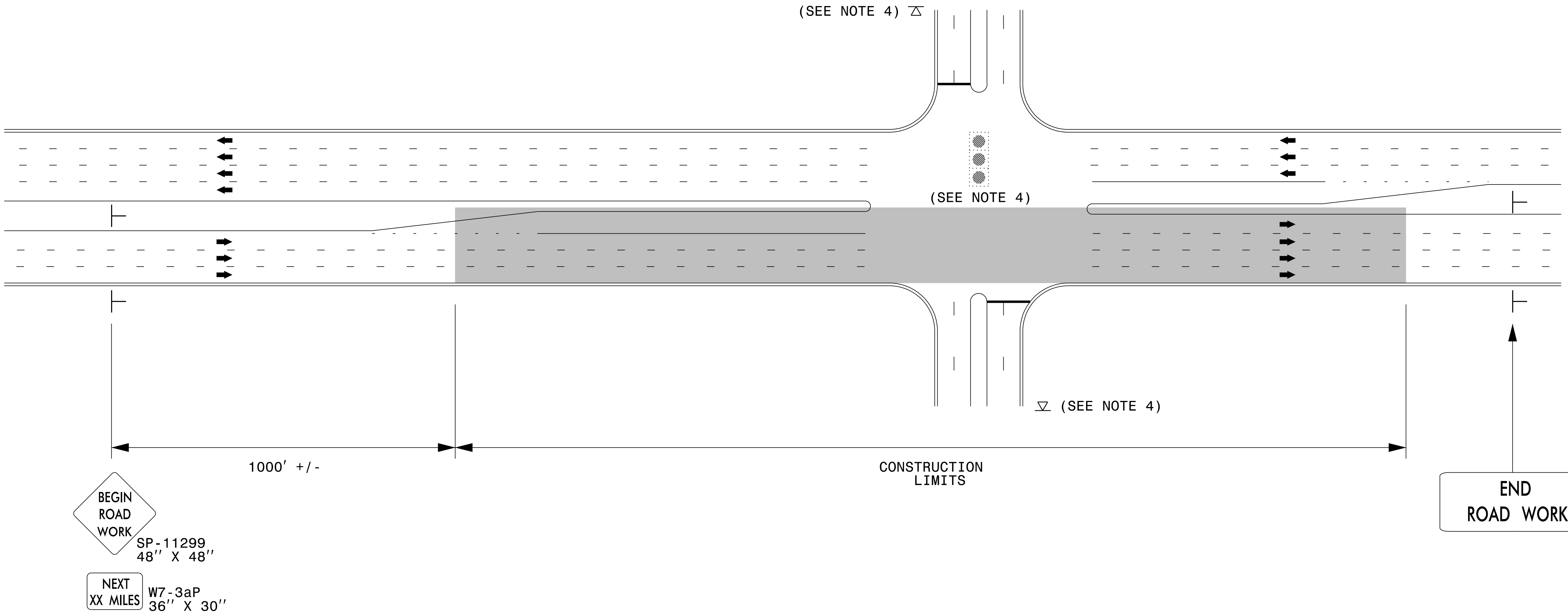
**-Y- LINE SIGNING**

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><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;">   <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><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>
		<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



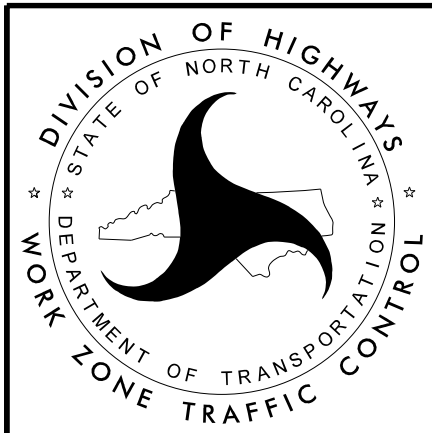
**NOTES:**

- 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



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

**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'

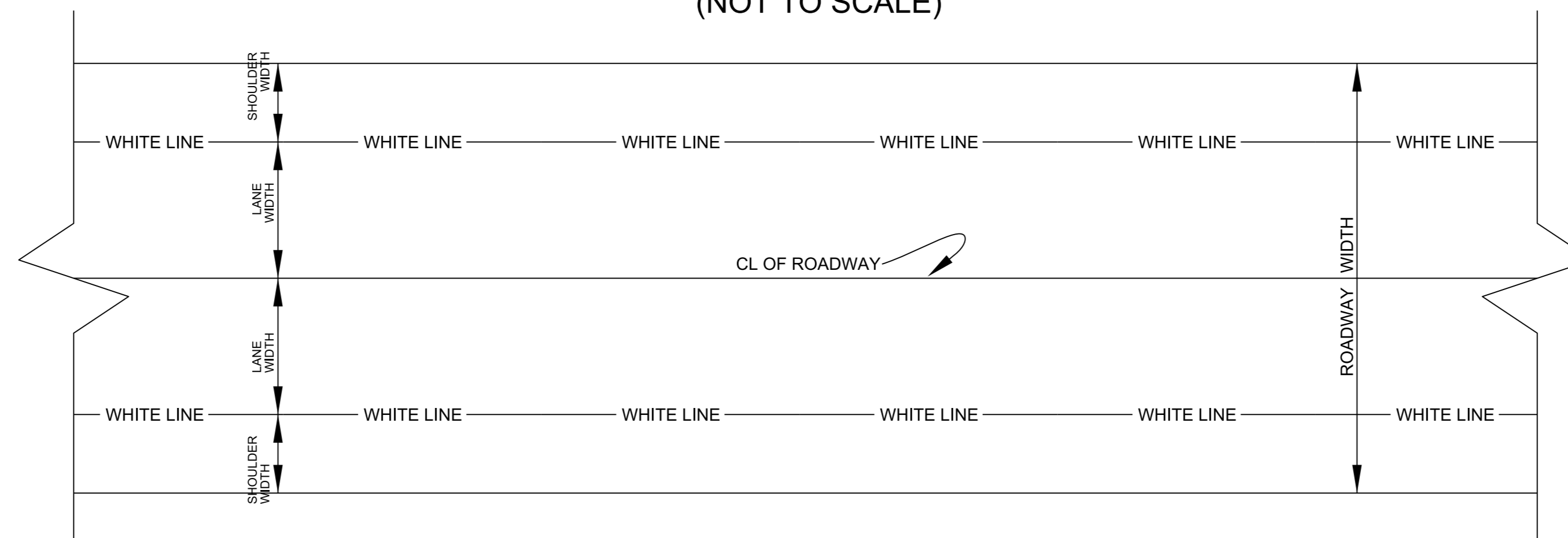
\* May vary due to pavement width

<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.
2026CPT.06.16.20781.1		

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1520000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N		
												INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0C	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX		
												TONS	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	TONS	EA	EA		
2026CPT.06.16.20781.1	Robeson	1	SR-1714 / MALLOY RD	SR 1712 TO SR 1731	1	2	2WU	2.270	20	0.000	2.270	30	4.54	734			588	2,352	10	186	5				
<b>TOTAL FOR MAP NO. 1</b>												<b>2.270</b>	<b>4.54</b>	<b>734</b>			<b>588</b>	<b>2,352</b>	<b>10</b>	<b>186</b>	<b>5</b>				
2026CPT.06.16.20781.1	Robeson	2	SR-1725 / S FAYETTEVILLE ST	NC 71 TO END OF C&G	4	2	2WU	0.470	32.5	0.000	0.470				9,057			747		51	5	4	2		
<b>TOTAL FOR MAP NO. 2</b>												<b>0.470</b>					<b>9,057</b>		<b>747</b>		<b>51</b>	<b>5</b>	<b>4</b>	<b>2</b>	
2026CPT.06.16.20781.1	Robeson	3	SR-1725 / S FAYETTEVILLE ST	FROM END OF C&G TO BRIDGE JOINT	2	2	2WU	1.370	20	0.480	1.850	30	2.74	443			1,074	1,644	10	160	5				
<b>TOTAL FOR MAP NO. 3</b>												<b>1.370</b>	<b>2.74</b>	<b>443</b>			<b>1,074</b>	<b>1,644</b>	<b>10</b>	<b>160</b>	<b>5</b>				
2026CPT.06.16.20781.1	Robeson	4	SR-1672 / ROCKET RD	FROM SR 1528 TO DEAD END	3	2	2WU	0.130	20	0.000	0.130	3					84	10	8	5					
<b>TOTAL FOR MAP NO. 4</b>												<b>0.130</b>					<b>84</b>	<b>10</b>	<b>8</b>	<b>5</b>					
2026CPT.06.16.20781.1	Robeson	5	SR-1515 / UNION CHAPEL RD	FROM NC-72 TO NC-211	1	2	2WU	3.570	24	4.100	7.670	100	7.14	1,155	464	4,188	368	4,516	10	322	5				
<b>TOTAL FOR MAP NO. 5</b>												<b>3.570</b>	<b>7.14</b>	<b>1,155</b>	<b>464</b>	<b>4,188</b>	<b>368</b>	<b>4,516</b>	<b>10</b>	<b>322</b>	<b>5</b>				
2026CPT.06.16.20781.1	Robeson	6	SR-2472 / OAKDALE CHURCH RD	FROM SR 2481 TO NC-41	1	2	2WU	4.460	18	0.000	4.460	67	8.92	1,442		3,158	368	4,205	10	300	11				
<b>TOTAL FOR MAP NO. 6</b>												<b>4.460</b>	<b>8.92</b>	<b>1,442</b>		<b>3,158</b>	<b>368</b>	<b>4,205</b>	<b>10</b>	<b>300</b>	<b>11</b>				
2026CPT.06.16.20781.1	Robeson	7	SR-2481 / J.W. ROAD	FROM SOUTH CAROLINA LINE TO END OF PAVEMENT	1	2	2WU	0.050	20	0.000	0.050	2	0.10	16				48	10	5	2				
<b>TOTAL FOR MAP NO. 7</b>												<b>0.050</b>	<b>0.10</b>	<b>16</b>			<b>48</b>	<b>10</b>	<b>5</b>	<b>2</b>					
<b>TOTAL FOR PROJ NO. 2026CPT.06.16.20781.1</b>												<b>12.320</b>		<b>232</b>	<b>23.44</b>	<b>3,790</b>	<b>9,521</b>	<b>7,346</b>	<b>2,398</b>	<b>13,596</b>	<b>60</b>	<b>1,032</b>	<b>38</b>	<b>4</b>	<b>2</b>
<b>GRAND TOTAL</b>												<b>12.320</b>		<b>232</b>	<b>23.44</b>	<b>3,790</b>	<b>9,521</b>	<b>7,346</b>	<b>2,398</b>	<b>13,596</b>	<b>60</b>	<b>1,032</b>	<b>38</b>	<b>4</b>	<b>2</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.06.16.20781.1		

## 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	4709000000-E	4720000000-E	4725000000-E	4891000000-E	4892000000-N	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 YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO LT ARROW 90 M	GENERIC MARKING, 16" X 90 M WHITE THERMO(RXR CROSSBUCK)	GENERIC MARKING, THERMO RXR 90 M	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS		
								MI	FT			SF	LS	LF	LF	LF	LF	EA	EA	LF	EA	EA	EA		
2026CPT.06.16.20781.1	Robeson	1	SR-1714 / MALLOY RD	SR 1712 TO SR 1731	1	2	2WU	2.27	20	0	2.27	254	1.00	24,000	17,500		60			100	4	150			
<b>TOTAL FOR MAP NO. 1</b>								<b>2.27</b>				<b>254</b>	<b>1</b>	<b>24,000</b>	<b>17,500</b>		<b>60</b>			<b>100</b>	<b>4</b>	<b>150</b>			
2026CPT.06.16.20781.1	Robeson	2	SR-1725 / S FAYETTEVILLE ST	NC 71 TO END OF C&G	4	2	2WU	0.47	32.5	0	0.47	97			5,060							33			
<b>TOTAL FOR MAP NO. 2</b>								<b>0.47</b>				<b>97</b>			<b>5,060</b>								<b>33</b>		
2026CPT.06.16.20781.1	Robeson	3	SR-1725 / S FAYETTEVILLE ST	FROM END OF C&G TO BRIDGE JOINT	2	2	2WU	1.37	20	0.48	1.85	153		14,600	10,950							95			
<b>TOTAL FOR MAP NO. 3</b>								<b>1.37</b>				<b>153</b>		<b>14,600</b>	<b>10,950</b>								<b>95</b>		
2026CPT.06.16.20781.1	Robeson	4	SR-1672 / ROCKET RD	FROM SR 1528 TO DEAD END	3	2	2WU	0.13	20	0	0.13	15													
<b>TOTAL FOR MAP NO. 4</b>								<b>0.13</b>				<b>15</b>													
2026CPT.06.16.20781.1	Robeson	5	SR-1515 / UNION CHAPEL RD	FROM NC-72 TO NC-211	1	2	2WU	3.57	24	4.1	7.67	400		39,000	31,300	100	60	12	3			275	3		
<b>TOTAL FOR MAP NO. 5</b>								<b>3.57</b>				<b>400</b>		<b>39,000</b>	<b>31,300</b>	<b>100</b>	<b>60</b>	<b>12</b>	<b>3</b>				<b>275</b>	<b>3</b>	
2026CPT.06.16.20781.1	Robeson	6	SR-2472 / OAKDALE CHURCH RD	FROM SR 2481 TO NC-41	1	2	2WU	4.46	18	0	4.46	585		47,150	35,400							310			
<b>TOTAL FOR MAP NO. 6</b>								<b>4.46</b>				<b>585</b>		<b>47,150</b>	<b>35,400</b>									<b>310</b>	
2026CPT.06.16.20781.1	Robeson	7	SR-2481 / J.W. ROAD	FROM SOUTH CAROLINA LINE TO END OF PAVEMENT	1	2	2WU	0.05	20	0	0.05	6		528	370							4			
<b>TOTAL FOR MAP NO. 7</b>								<b>0.05</b>				<b>6</b>		<b>528</b>	<b>370</b>									<b>4</b>	
<b>TOTAL FOR PROJ NO. 2026CPT.06.16.20781.1</b>								<b>12.32</b>				<b>1,510</b>	<b>1,000</b>	<b>125,278</b>	<b>100,580</b>	<b>100</b>	<b>120</b>	<b>12</b>	<b>3</b>	<b>100</b>	<b>4</b>		<b>867</b>	<b>3</b>	
												225,858										870			
<b>GRAND TOTAL</b>								<b>12.32</b>				<b>1,510</b>	<b>1,000</b>	<b>125,278</b>	<b>100,580</b>	<b>100</b>	<b>120</b>	<b>12</b>	<b>3</b>	<b>100</b>	<b>4</b>	<b>867</b>	<b>3</b>		
												225,858										870			