

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS - REVISED
May 31, 2017

CONTRACT ID: DF00164

WBS ELEMENT NO.: 2017CPT.06.15.10431.1 & 2017CPT.06.15.20431.1

FEDERAL AID NO.: STATE FUNDED

COUNTY: HARNETT

TIP NO.: -----

LENGTH OF PROJECT: 18.11 MILES

ROUTE NO.: US 421, NC 42, SR 1532 & SR 1551

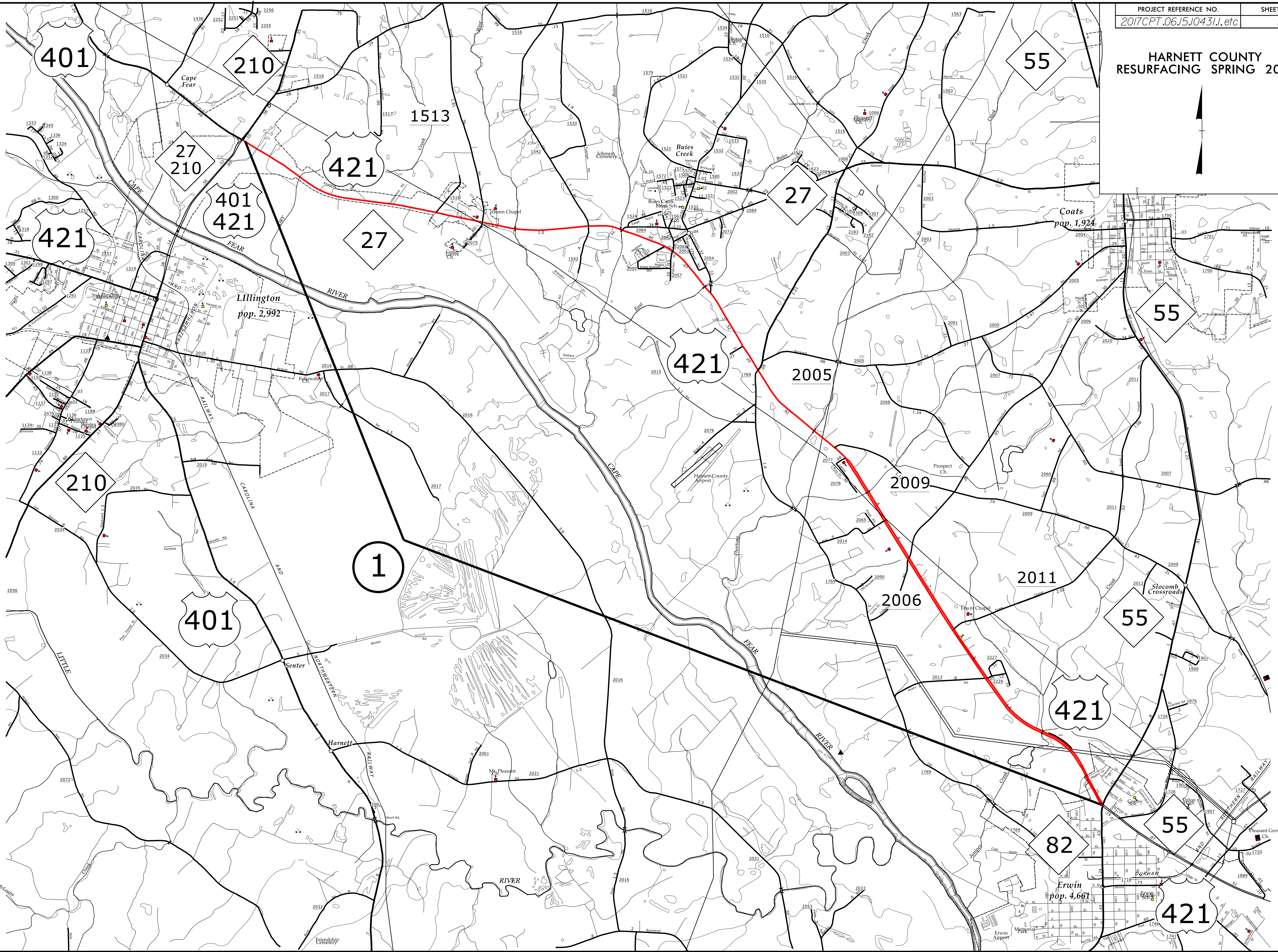
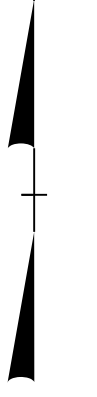
TYPE OF WORK: RESURFACING, MILLING, WIDENING & PAVEMENT MARKINGS

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HARNETT COUNTY RESURFACING SPRING 2017



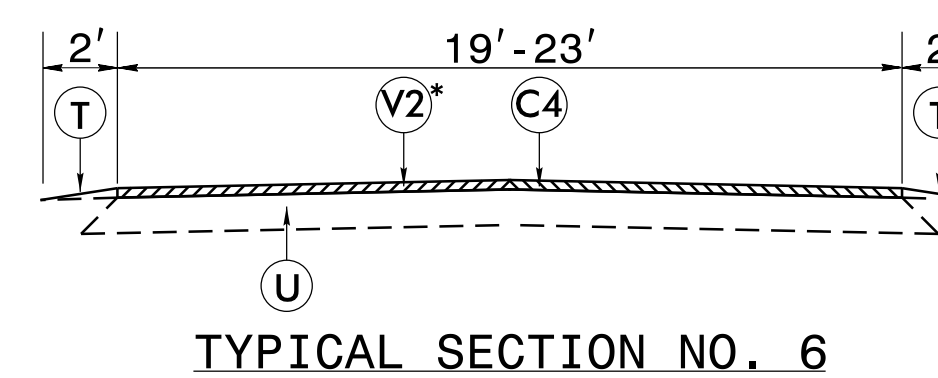
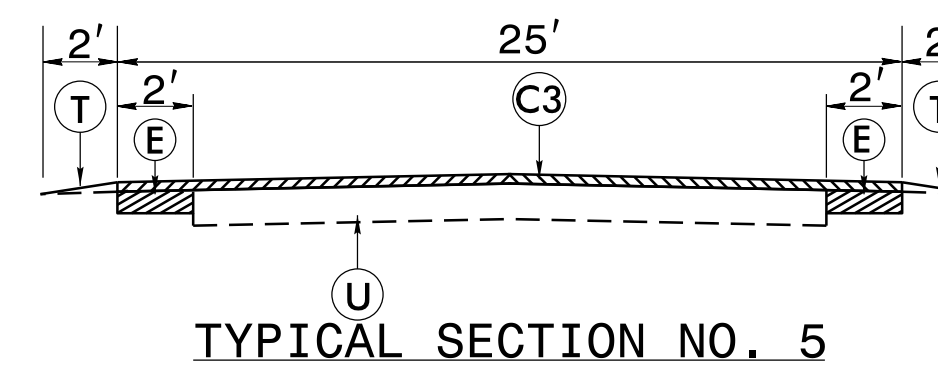
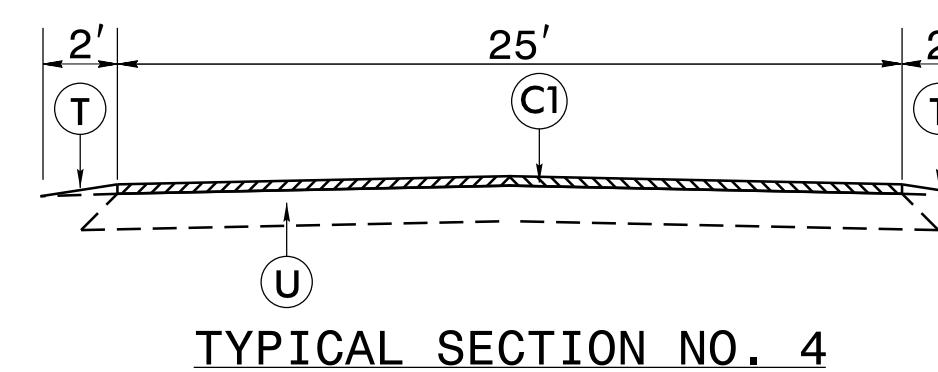
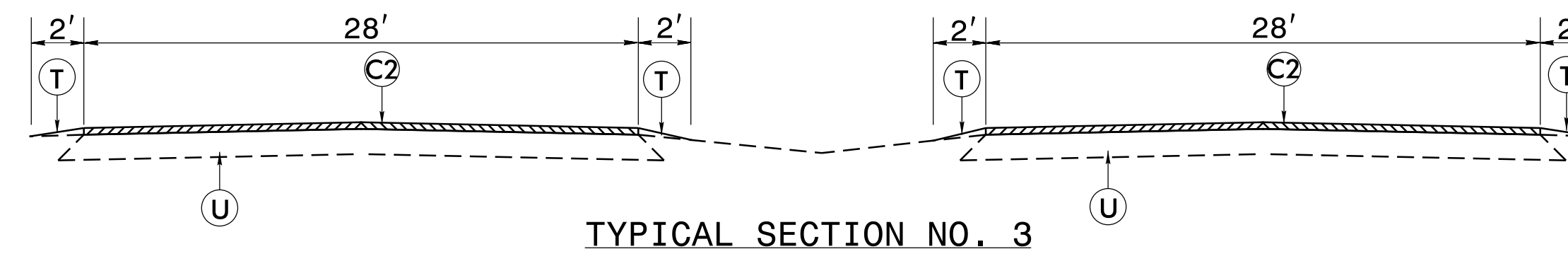
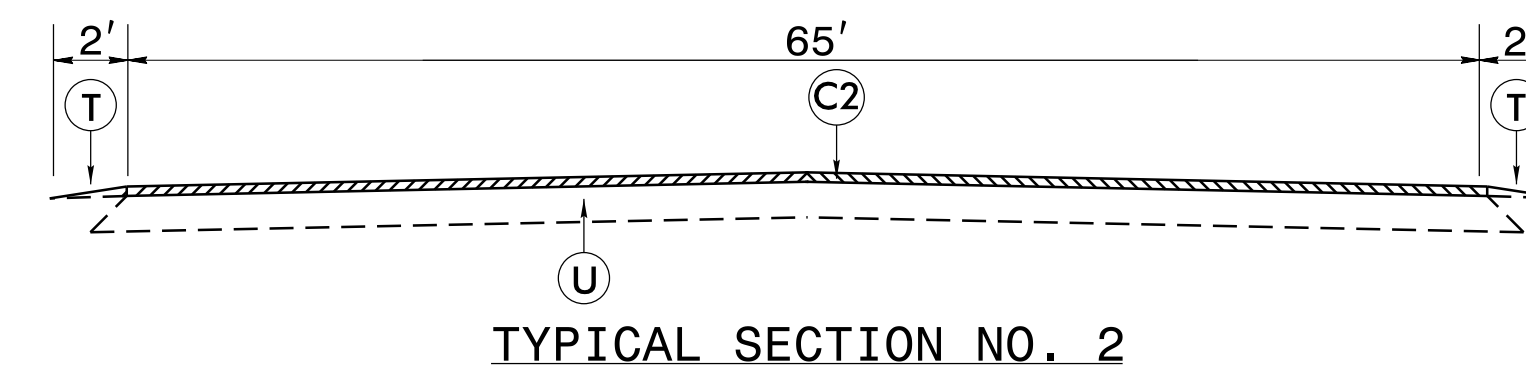
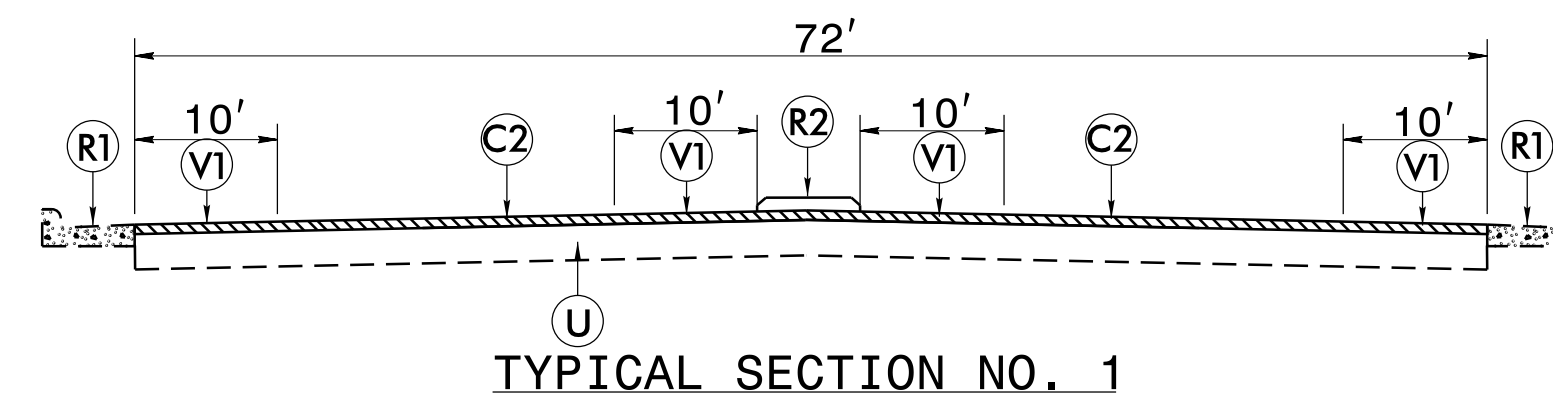
REVISIONS

8/17/99

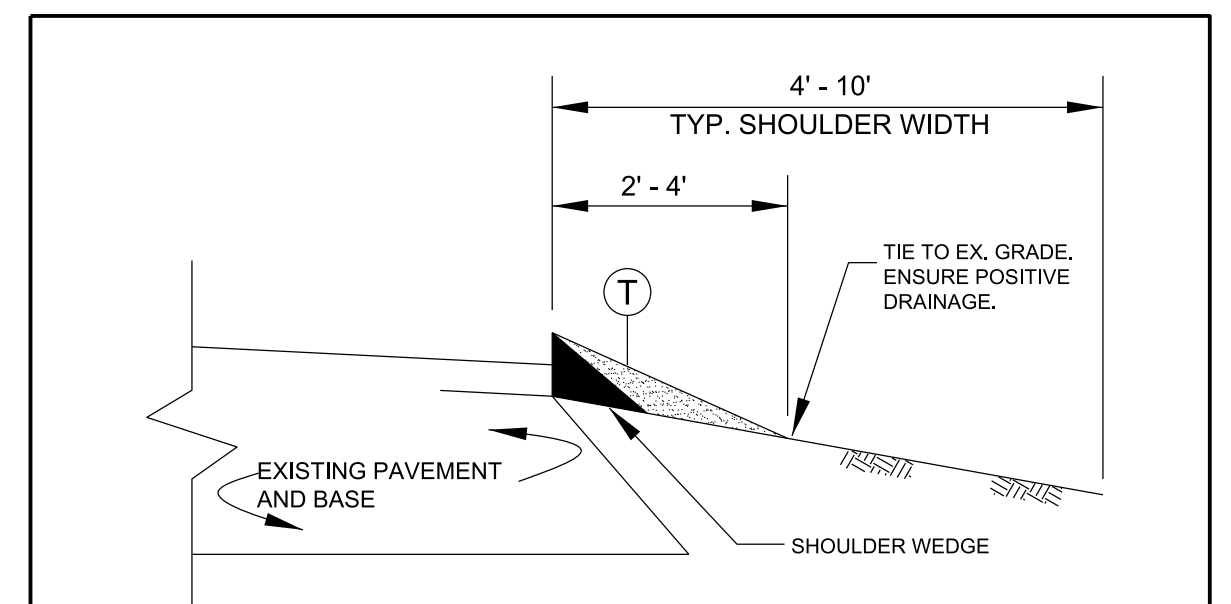
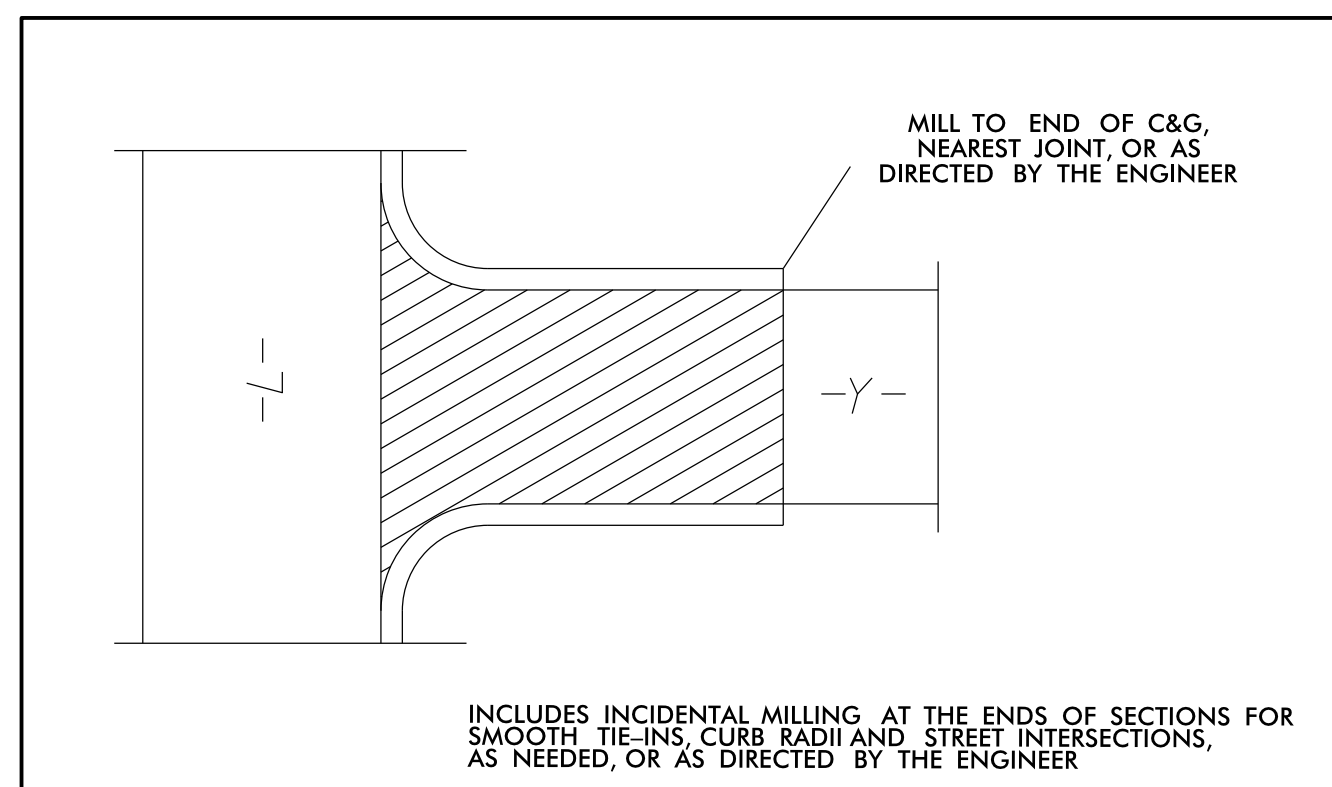
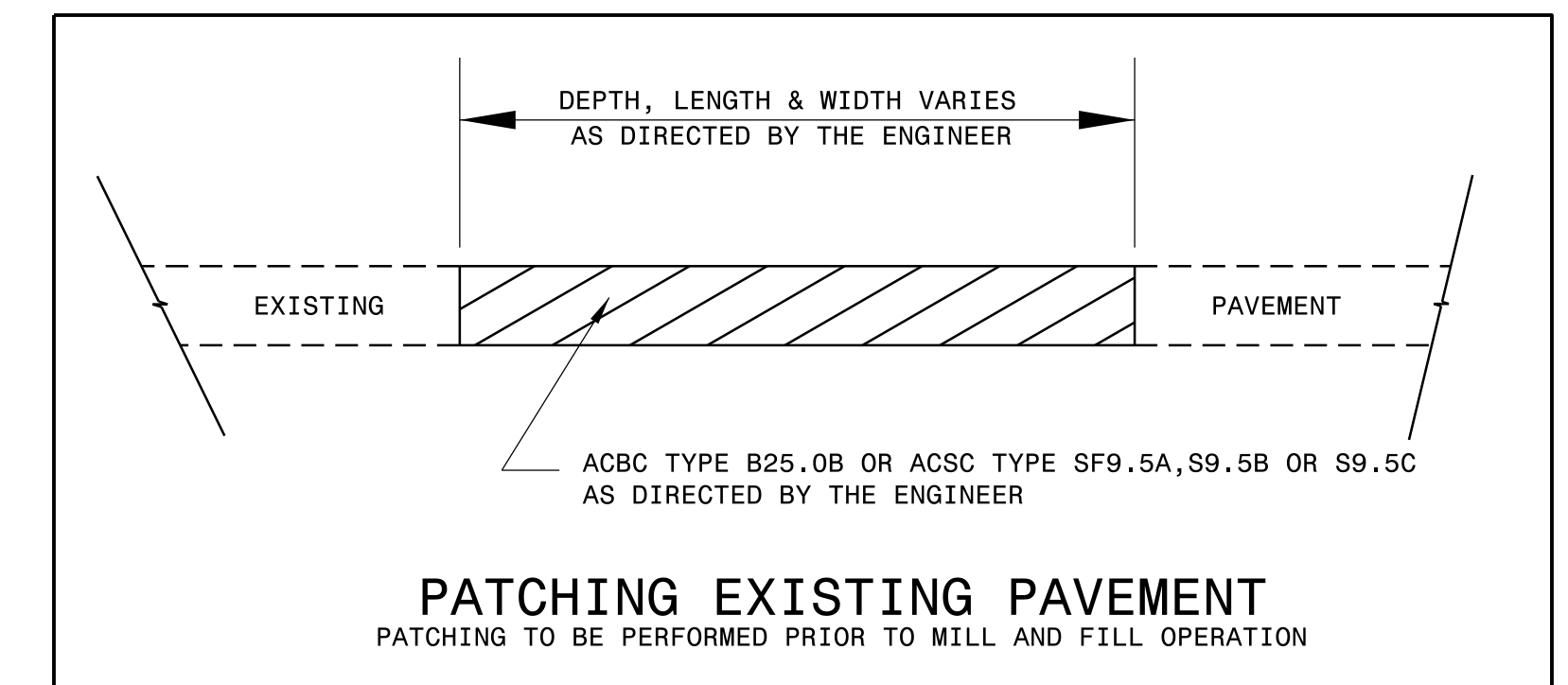
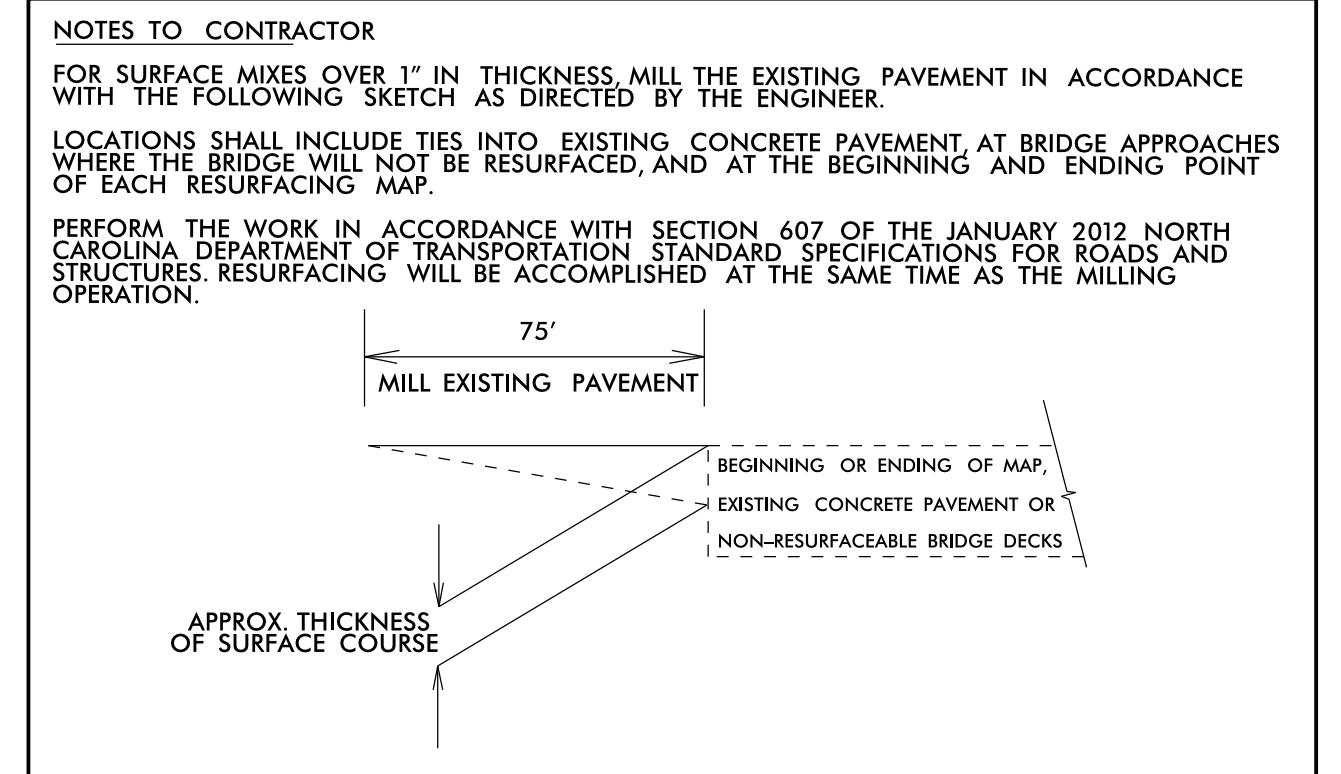
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PAVEMENT SCHEDULE

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C4	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
E	5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
R2	EXISTING CONCRETE ISLAND
T	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	0" - 2" MILLING
V2	0" - 1½" MILLING

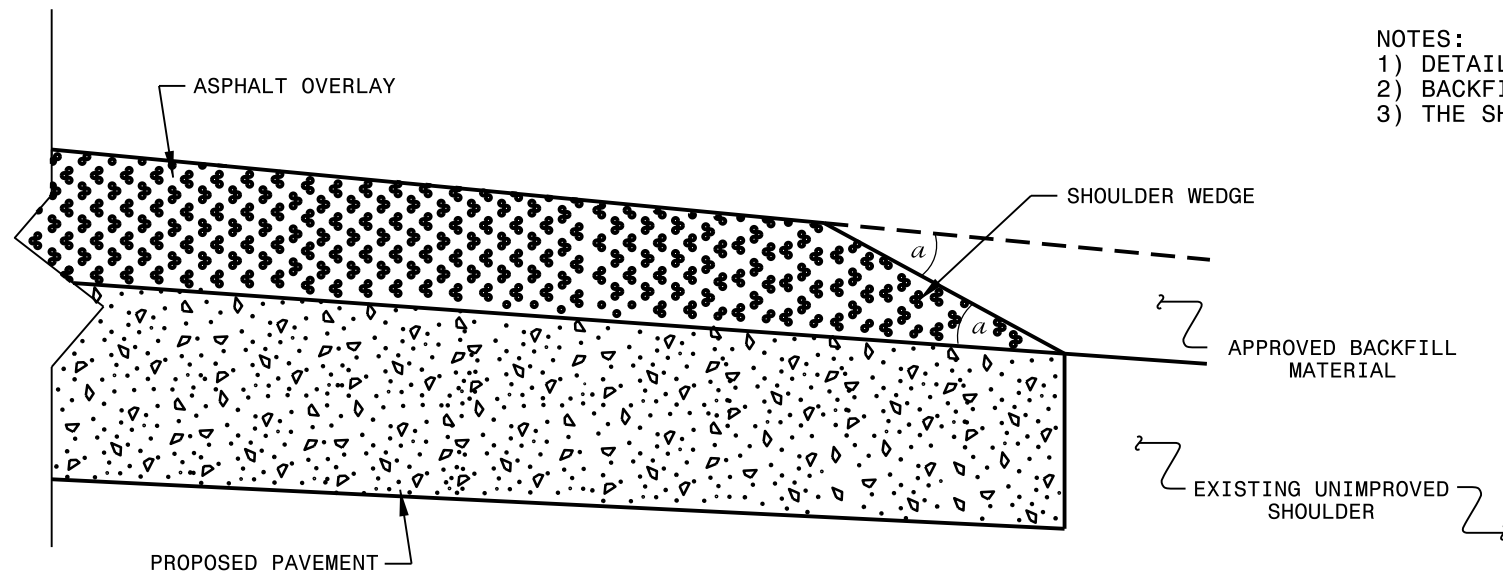


*NOTE: 0"-1½" MILLING INCLUDED AT LANE SEPARATION ISLAND

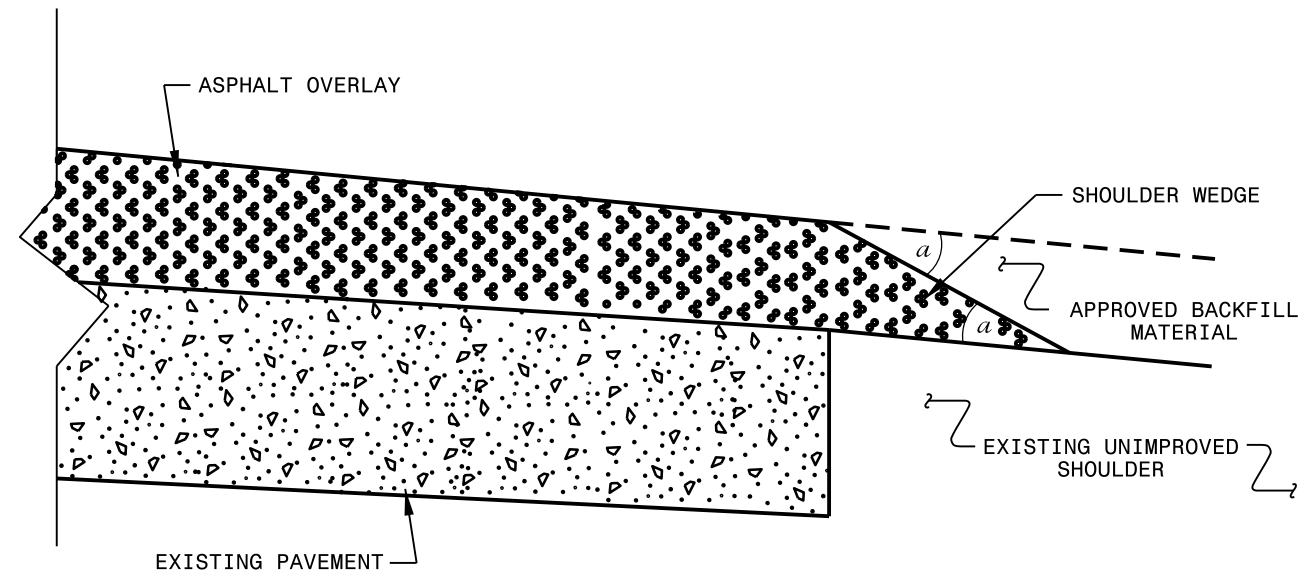


- NOTES:**
- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
 - AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
 - A VEGETATIVE BUFFER SHALL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

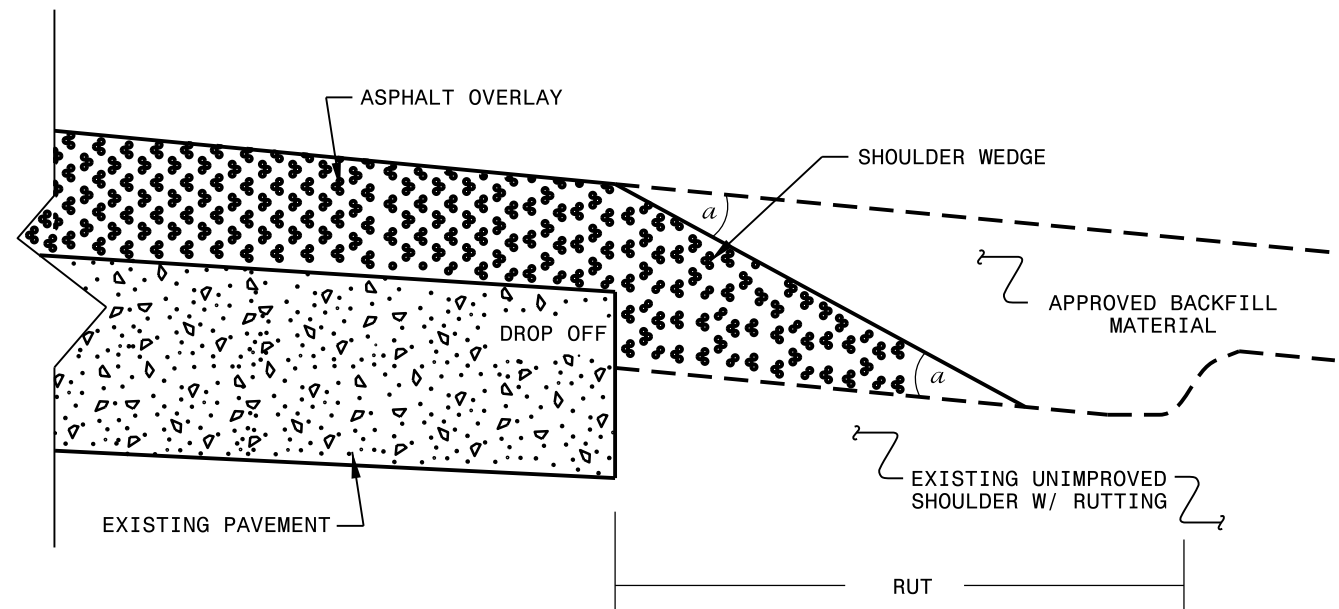
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



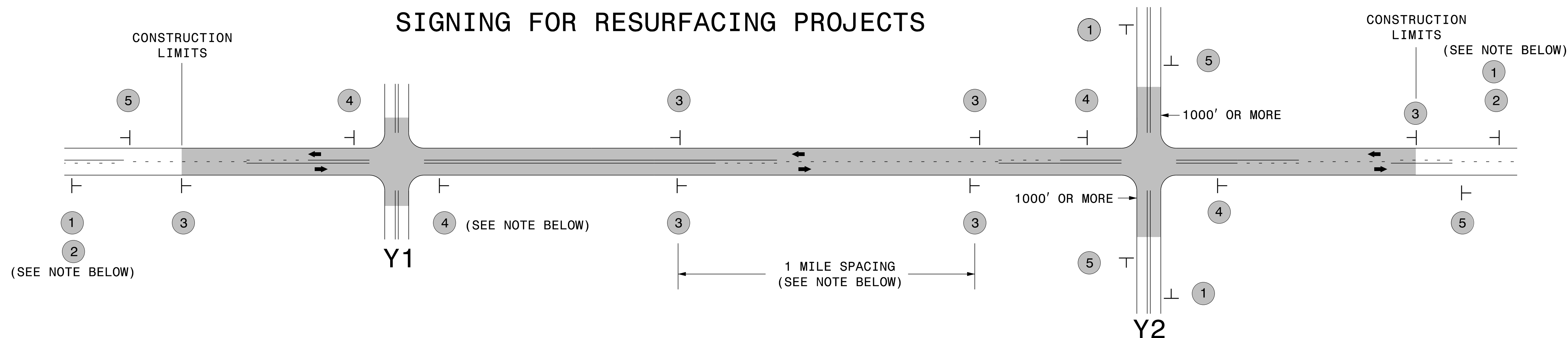
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- 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: 06/15/11
 USER: T.SPELL
 FILE: susr/details/stand/shoulderwedgedetail.dgn

SIGNING FOR RESURFACING PROJECTS



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

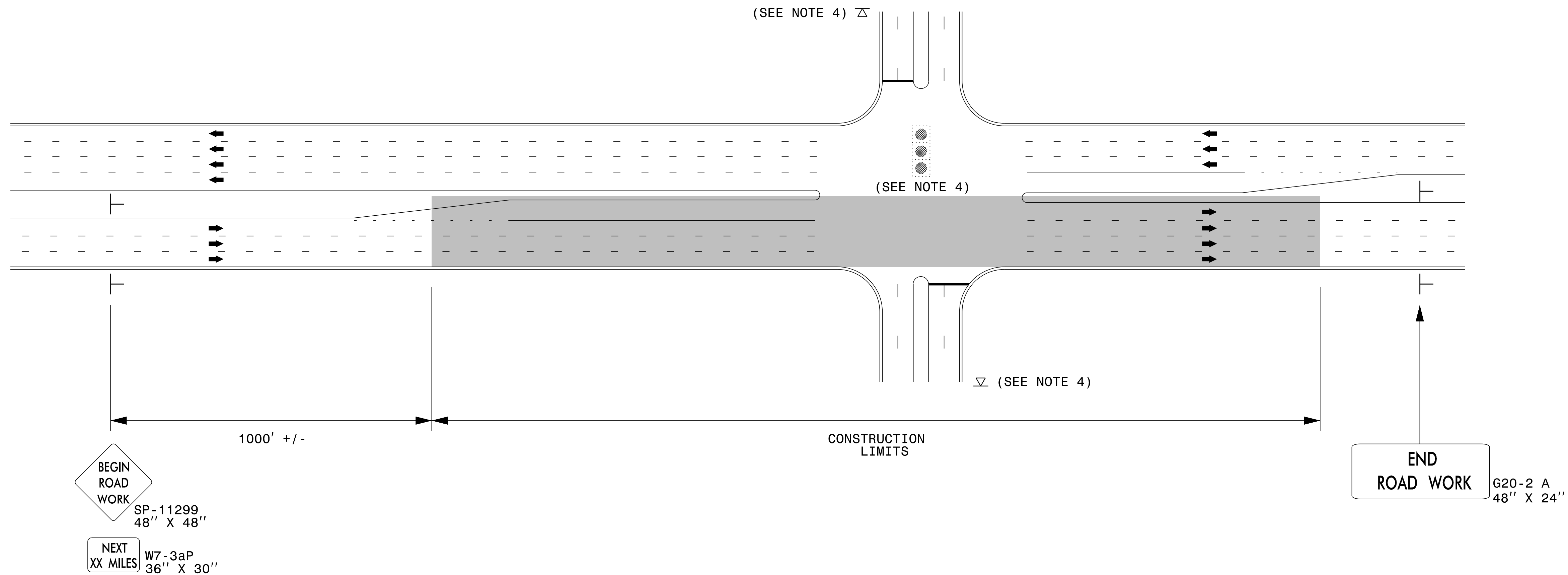
-Y- LINE SIGNING

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"> 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;"> <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>
	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
 2 LANE ROADWAYS**

3/19/2015 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn.2Ln (2).dgn User:rmgarrrett

URBAN / SUBURBAN WORKZONES

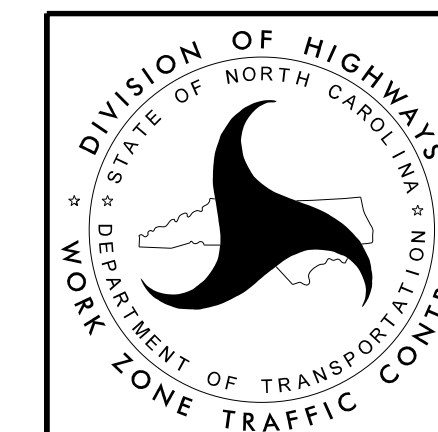


NOTES:

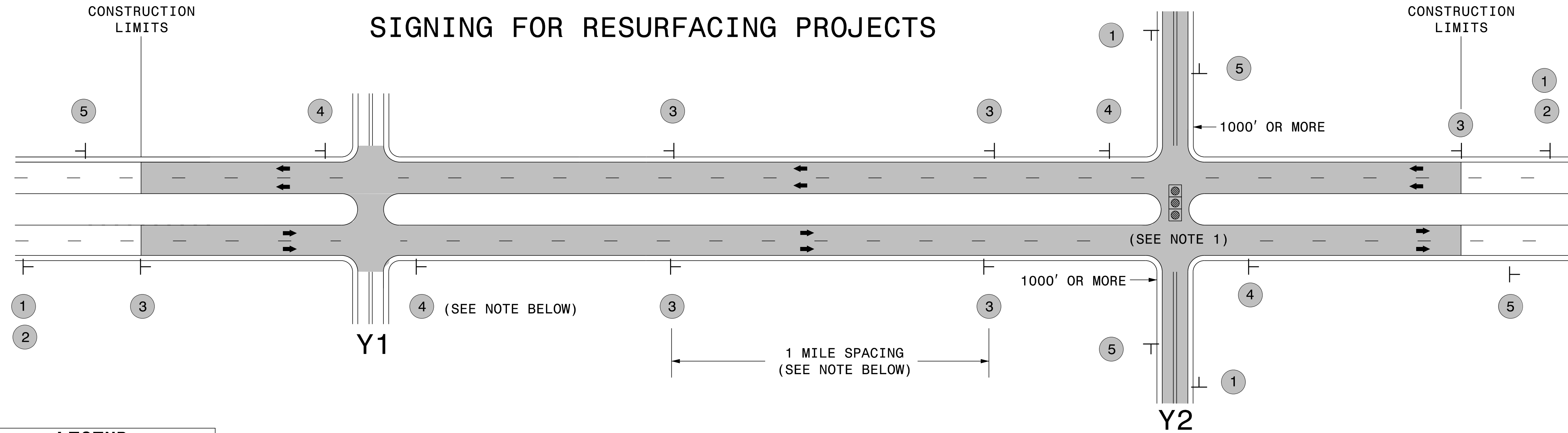
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

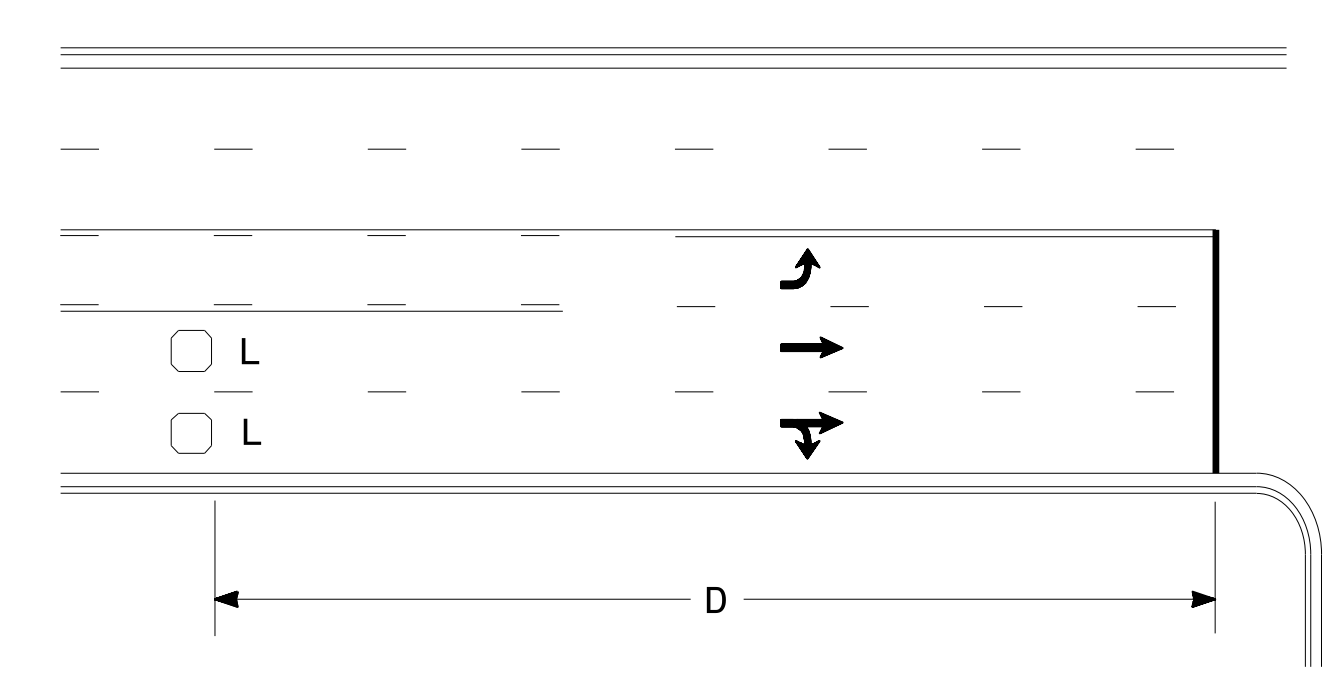
-Y- LINE SIGNING

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

High Speed Detection (≥40 mph)

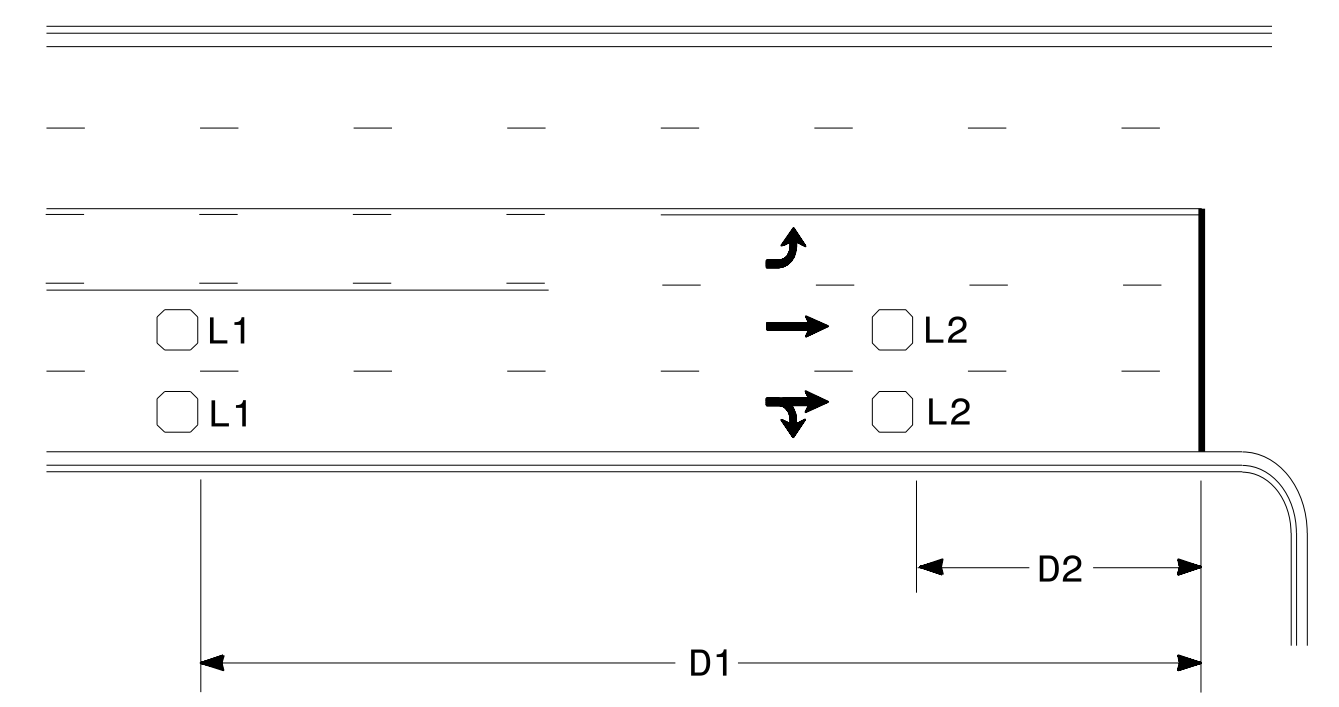


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

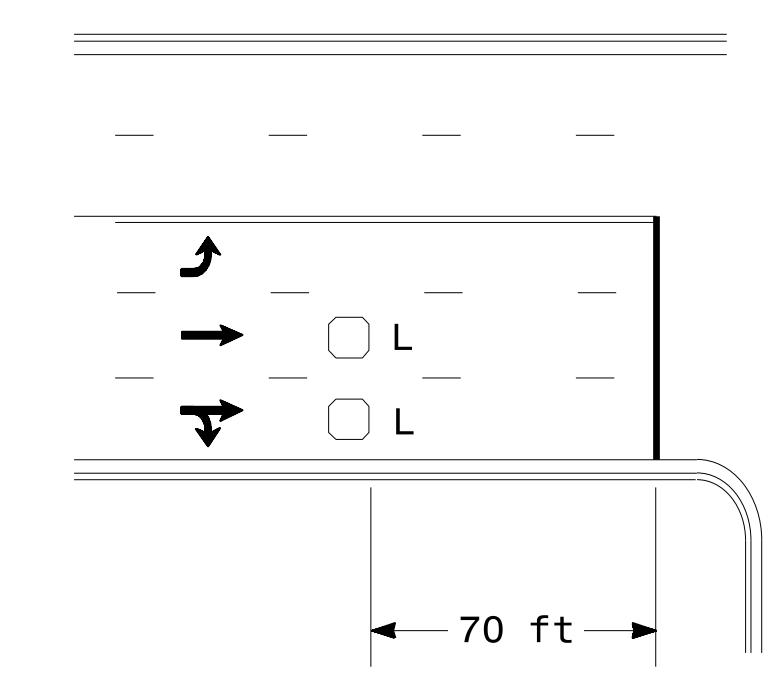


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

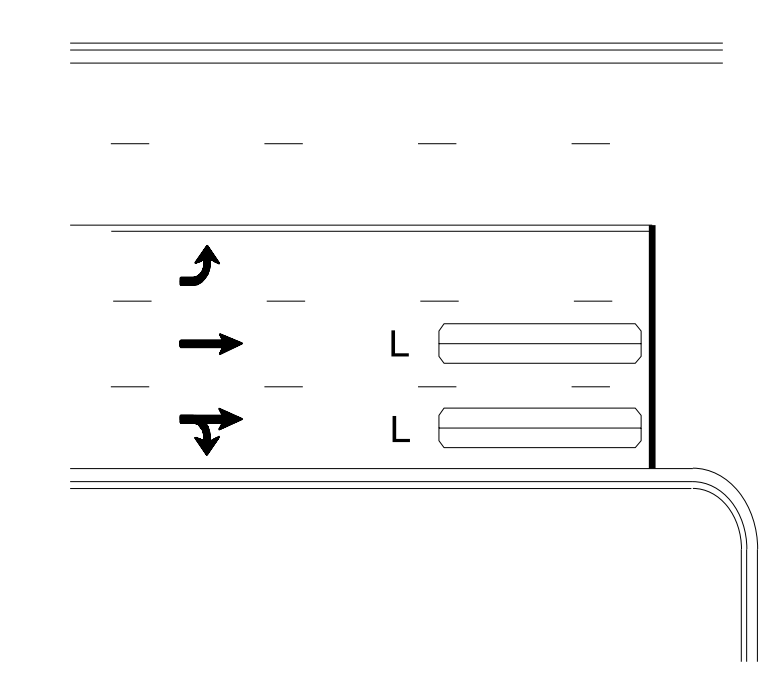
"Stretch" Operation

Low Speed Detection (≤35 mph)



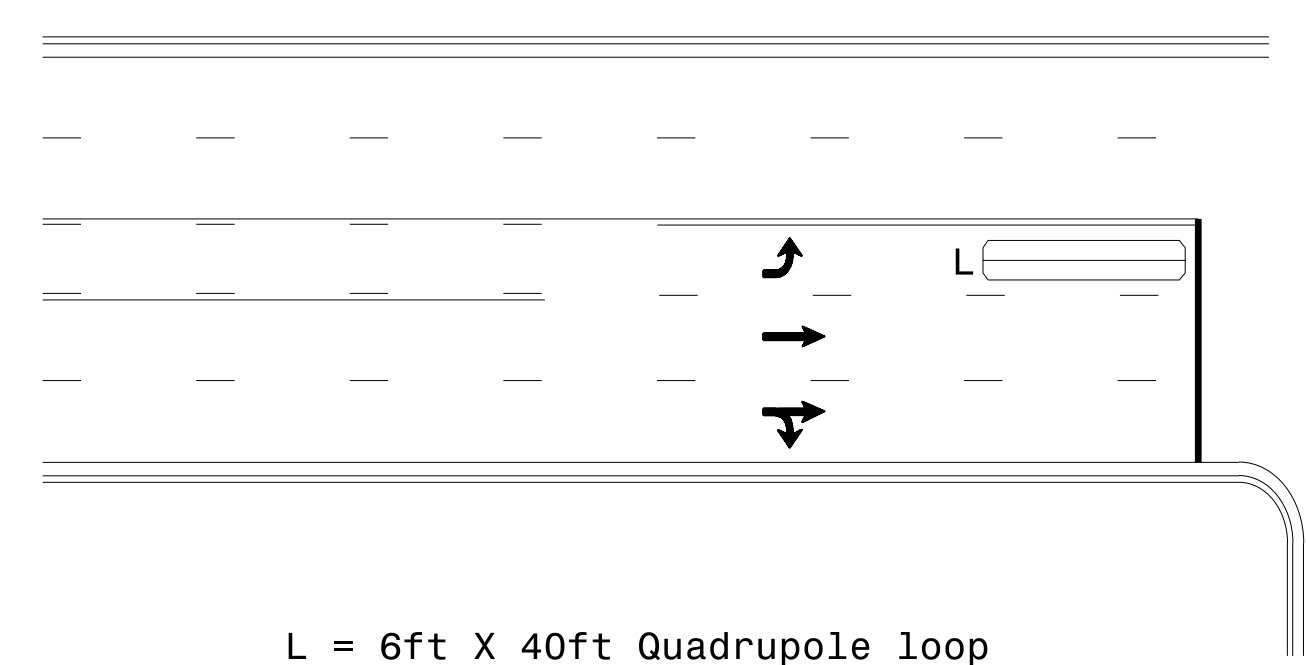
L = 6ft X 6ft
Wired in series

OR



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

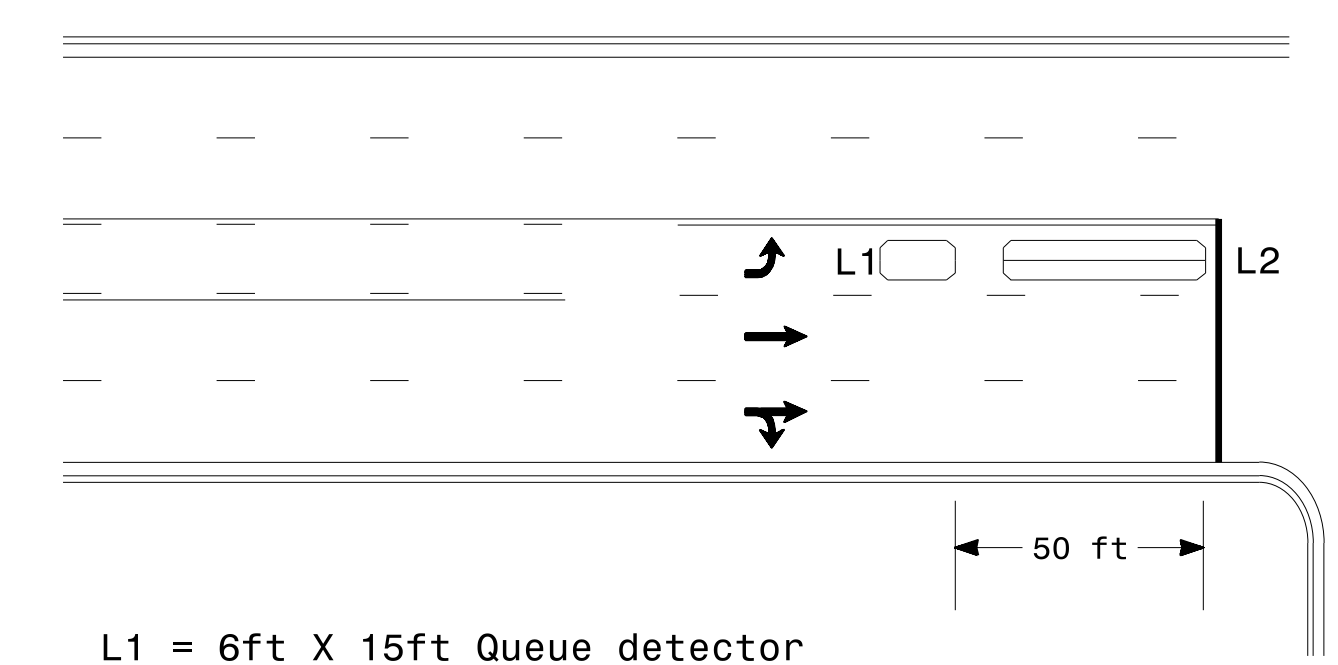
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

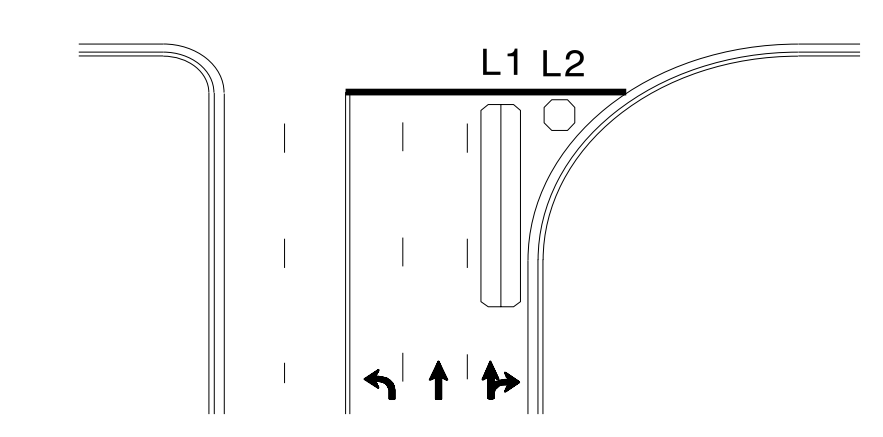
OR



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

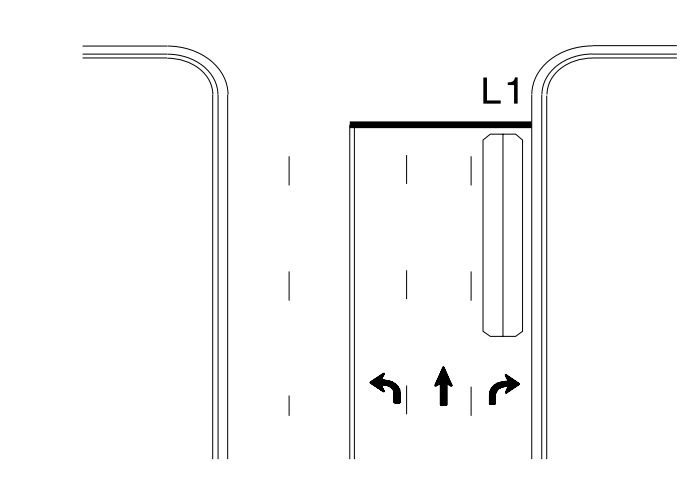
Queue Loop Detection

Right Turn Lane Detection

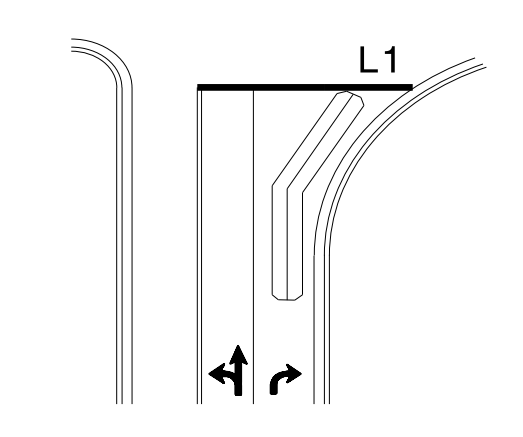


Shared Lane/
Wide Radius Turn

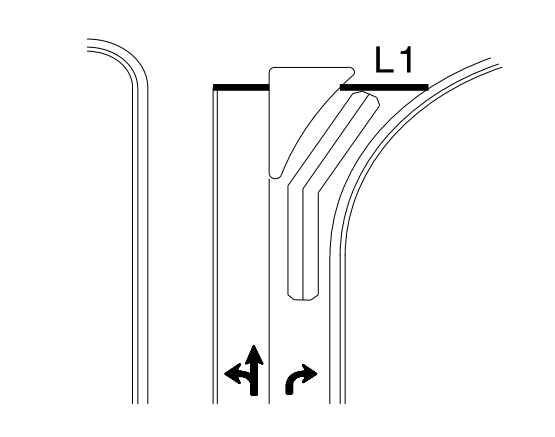
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

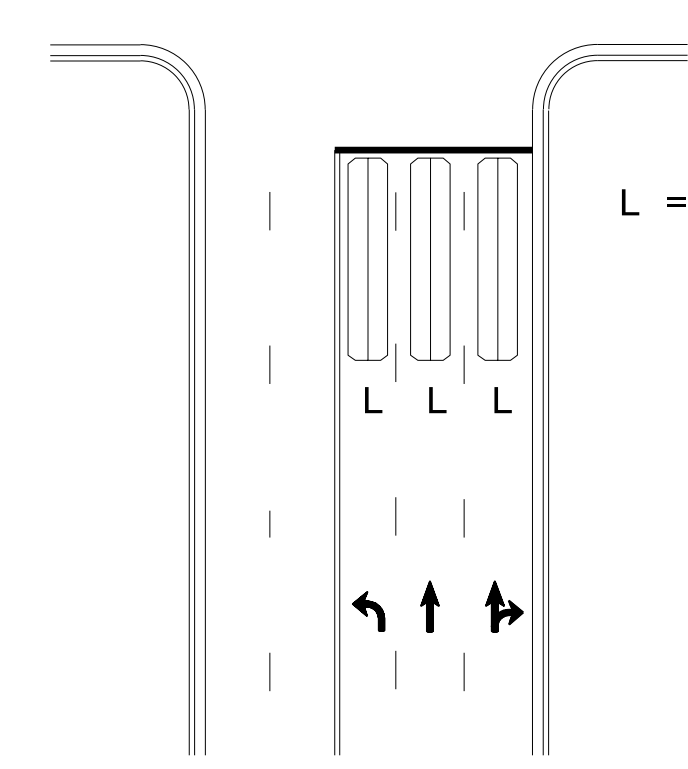


Wide Radius Turn



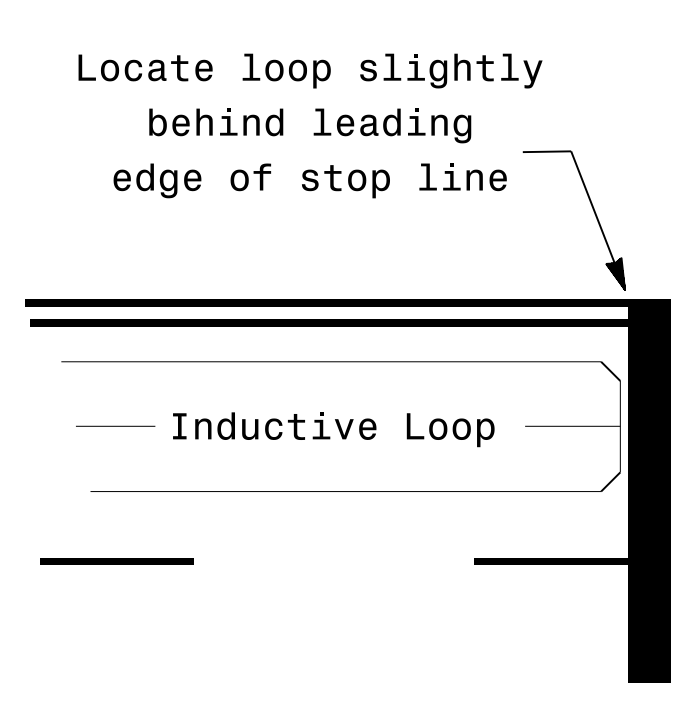
Channelized Turn

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

Typical Signal Loop Locations

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

SCALE: N/A

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
PAMELA L. ALEXANDER
23489

DocuSigned by:
P. Alexander
1/30/2015 10:44:44 AM
B4756E00CE4E4ED
SIG. INVENTORY NO.

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

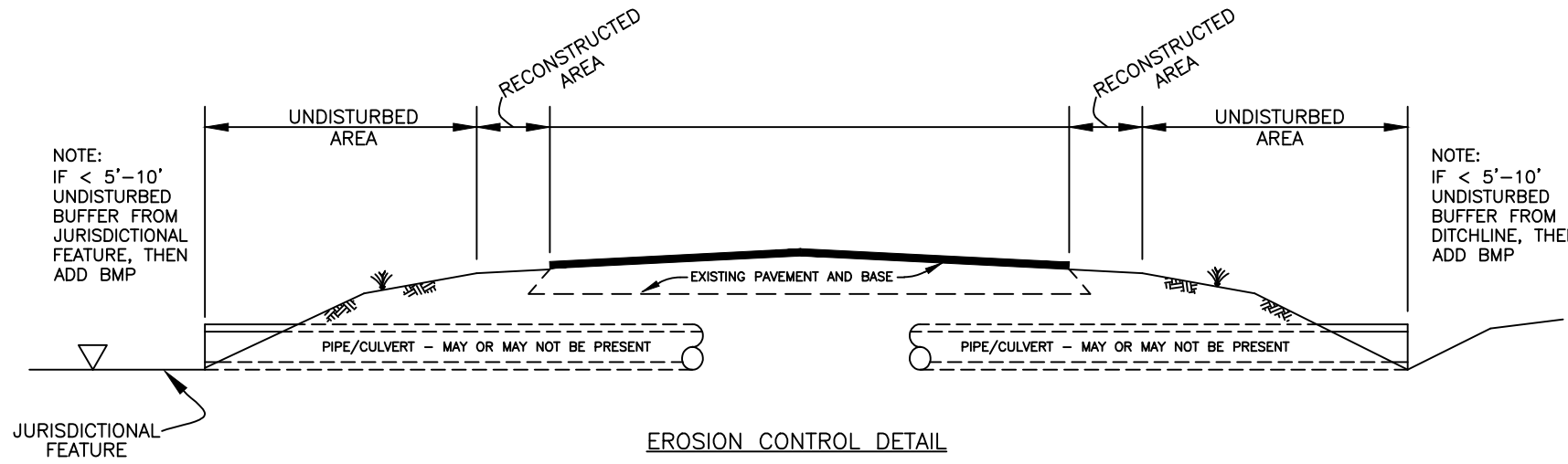
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

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'

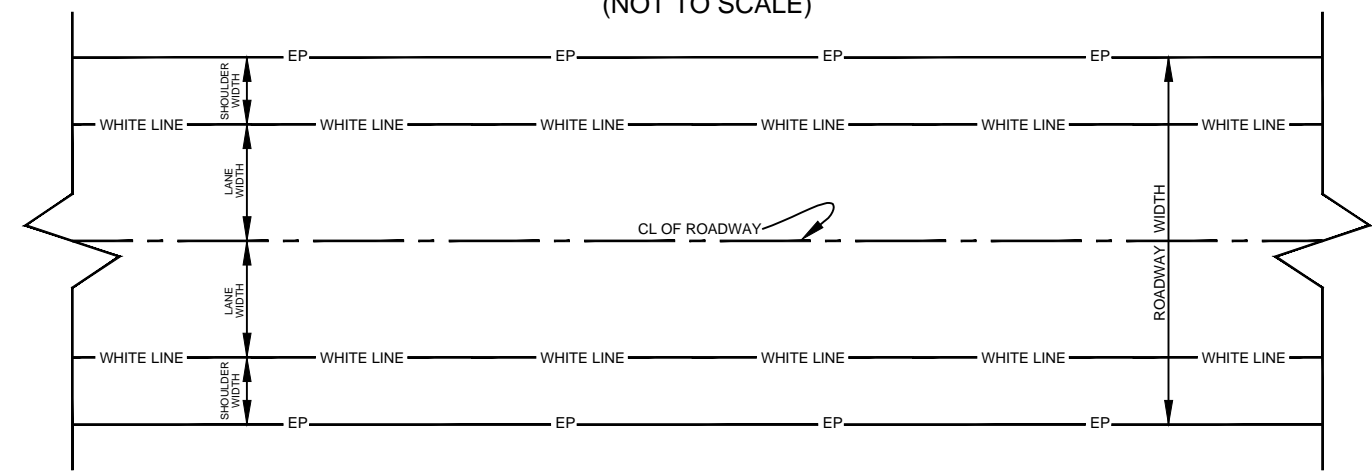
* May vary due to pavement width



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)



SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	ASB TON	SHOULDER RECONSTRUCTION SMI	0" TO 2" MILLING SY	0" TO 1.5" MILLING SY	INCIDENTAL MILLING SY	BASE COURSE, B25.0B TONS	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ADJ. OF MANHOLES EA	ADJ. OF METER OR VALVE BOX EA	JUNCTION BOX (STANDARD SIZE) EA	JUNCTION BOX (OVERSIZED, HEAVY DUTY) EA	INDUCTIVE LOOP SAWCUT LF		
2017CPT.06.15.10431.1	Harnett	1	US HWY 421	FROM NC HWY 210 MP 16.96 TO END CONCRETE MEDIAN MP 16.84	1	6	MD	NO	NO	0.12	67			2,816		69		545								4.00	2.00	1,425.00	
		"	"	FROM END CONCRETE MEDIAN MP 16.84 TO BEGIN DIVIDED HWY MP 16.54	2	5	MU	NO	NO	0.3	64	39	0.60	117				1,404			91	42							
		"	"	FROM BEGIN DIVIDED HWY MP 16.54 TO BEGIN CONCRETE MEDIAN MP 13.97	3	4	MD	NO	NO	2.57	56	668	10.28	352		208		10,887			708	1	5	1					
		"	"	FROM BEGIN CONCRETE MEDIAN MP 13.97 TO PVMT. JT. 0.12 MILE NORTH OF SR 2084 MP 13.48	1	4	MD	NO	NO	0.49	48			9,621		208		2,069			135	1		3					
		"	"	FROM PVMT. JT. 0.30 MILE SOUTH OF SR 2054 MP 12.975 TO BEGIN DIVIDED HWY MP 10.855	2	5	MU	NO	NO	2.12	65	276	4.24	821		486		9,574			622	1							
		"	"	FROM BEGIN DIVIDED HWY MP 10.855 TO NC HWY 55 MP 7.195	3	4	MD	NO	NO	3.66	56	952	14.64	1,760		556		15,967			1,038		1						
TOTAL FOR MAP NO. 1										9.26		1,935	29.76	15,487		1,527		40,446			2,629	45	6	4	4.00	2.00	1,425.00		
2017CPT.06.15.10431.1	Harnett	2	NC HWY 42	FROM CHATHAM CO. LINE MP 0.0 TO PVMT. JT. 0.12 MILE WEST OF OLD FARM ROAD MP 2.68	4	2	2WU	NO	NO	2.68	25	348	5.36			139				3,327	216	2							
TOTAL FOR MAP NO. 2										2.68		348	5.36			139				3,327	216	2							
TOTAL FOR PROJ NO. 2017CPT.06.15.10431.1										11.94		2,283	35.12	15,487		1,666		40,446			3,327	2,845	47	6	4	4.00	2.00	1,425.00	
2017CPT.06.15.20431.1	Harnett	3	SR 1532	NC HWY 55 MP 3.72 TO SR 1535 MP 5.27	5	2	2WU	NO	NO	1.55	25	202	3.10			208	1,244			1,933	178	58							
TOTAL FOR MAP NO. 3										1.55		202	3.10			208	1,244			1,933	178	58							
2017CPT.06.15.20431.1	Harnett	4	SR 1551	JOHNSTON CO. LINE MP 0.0 TO SR 1556 MP 4.62	6	2	2WU	NO	NO	4.62	21	601	9.24		117	694		5,175			336	155							
TOTAL FOR MAP NO. 4										4.62		601	9.24		117	694		5,175			336	155							
TOTAL FOR PROJ NO. 2017CPT.06.15.20431.1										6.17		803	12.34		117	902		1,244			1,933	514	213						
GRAND TOTAL										18.11		3,086	47.46	15,487		2,568		1,244		45,621	3,327	1,933	3,359	260	6	4	4.00	2.00	1,425.00

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-	4457000000-N	4685000000-E		4686000000-E		4695000000-E	4700000000-E	4710000000-E	4725000000-E				4810000000-E		4900000000-N										
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	8" X 90 M WHITE THERMO LF	12" X 90 M YELLOW THERMO LF	24" X 120 M WHITE THERMO LF	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMOPLASTIC PAVEMENT MARKINGSYMBOL (90 MILS) EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	CRYSTAL & RED MARKERS EA	YELLOW & YELLOW MARKERS EA								
2017CPT.06.15.10431.1	Harnett	1	US HWY 421	FROM NC HWY 210 MP 16.96 TO END CONCRETE MEDIAN MP 16.84	1	6	MD	0.12	67	2,086	1.00	93,826	73,682	31,478	50,660	1,600	150	120	189	26	125	7	14			2,052	60								
		"	"	FROM END CONCRETE MEDIAN MP 16.84 TO BEGIN DIVIDED HWY MP 16.54	2	5	MU	0.3	64																										
		"	"	FROM BEGIN DIVIDED HWY MP 16.54 TO BEGIN CONCRETE MEDIAN MP 13.97	3	4	MD	2.57	56																										
		"	"	FROM BEGIN CONCRETE MEDIAN MP 13.97 TO PVMT. JT. 0.12 MILE NORTH OF SR 2084 MP 13.48	1	4	MD	0.49	48																										
		"	"	FROM PVMT. JT. 0.30 MILE SOUTH OF SR 2054 MP 12.975 TO BEGIN DIVIDED HWY MP 10.855	2	5	MU	2.12	65																										
		"	"	FROM BEGIN DIVIDED HWY MP 10.855 TO NC HWY 55 MP 7.195	3	4	MD	3.66	56																										
TOTAL FOR MAP NO. 1																																			
2017CPT.06.15.10431.1	Harnett	2	NC HWY 42	FROM CHATHAM CO. LINE MP 0.0 TO PVMT. JT. 0.12 MILE WEST OF OLD FARM ROAD MP 2.68	4	2	2WU	2.68	25			32,282															220								
TOTAL FOR MAP NO. 2																												220							
TOTAL FOR PROJ NO. 2017CPT.06.15.10431.1																													2,332						
												199,790	109,577								361														
2017CPT.06.15.20431.1	Harnett	3	SR 1532	NC HWY 55 MP 3.72 TO SR 1535 MP 5.27	5	2	2WU	1.55	25																16,556	14,072									
TOTAL FOR MAP NO. 3																										16,556	14,072								
2017CPT.06.15.20431.1	Harnett	4	SR 1551	JOHNSTON CO. LINE MP 0.0 TO SR 1556 MP 4.62	6	2	2WU	4.62	21																49,253	41,863									
TOTAL FOR MAP NO. 4																										49,253	41,863								
TOTAL FOR PROJ NO. 2017CPT.06.15.20431.1																											65,809	55,935							
																											121,744								
GRAND TOTAL												18.11		2,086	1	126,108	73,682	31,478	78,099	1,600	150	120	189	26	125	7	14	65,809	55,935	2,052	280				
																												199,790	109,577			361		121,744	2,332