

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

LETTING DATE: SEPTEMBER 20, 2023

CONTRACT ID: DF00441

TIP NO.: R-5786IA, R-5786IB & R-5786IC

FEDERAL AID NO.: TAP-4491(622), TAP-4491(623) & TAP-4491(624)

WBS ELEMENT NO.: 44916.3.22, 44916.3.23 & 44916.3.24

ROUTE NO.: VARIOUS

LOCATION: VARIOUS

COUNTY: BLADEN, COLUMBUS, CUMBERLAND, HARNETT & ROBESON

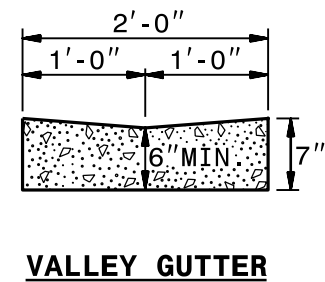
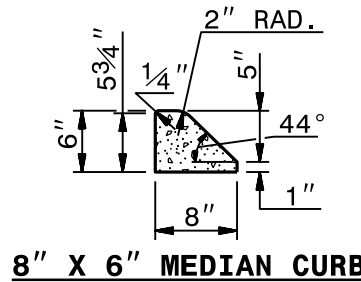
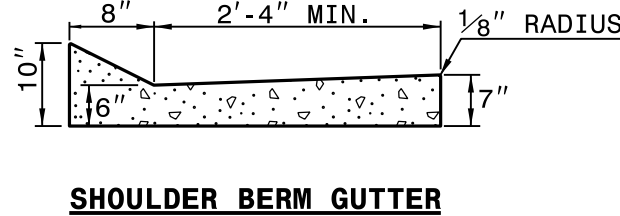
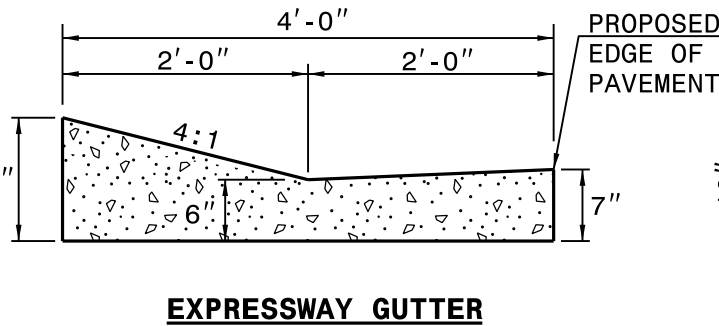
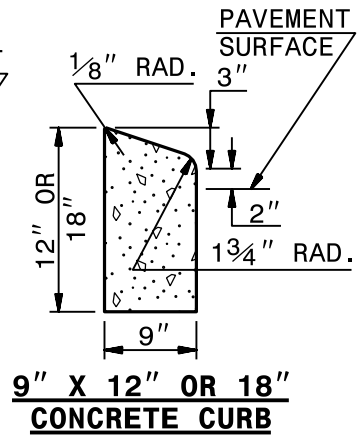
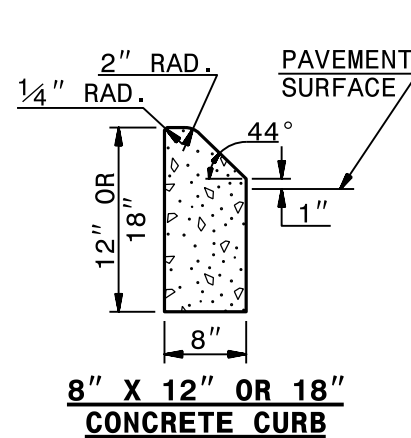
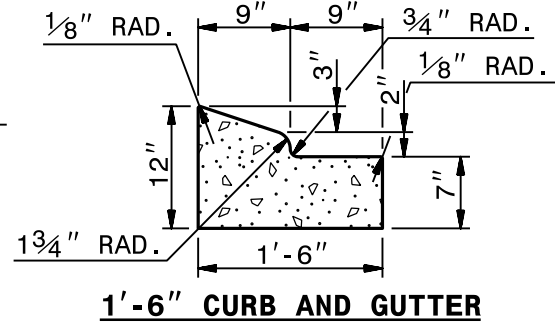
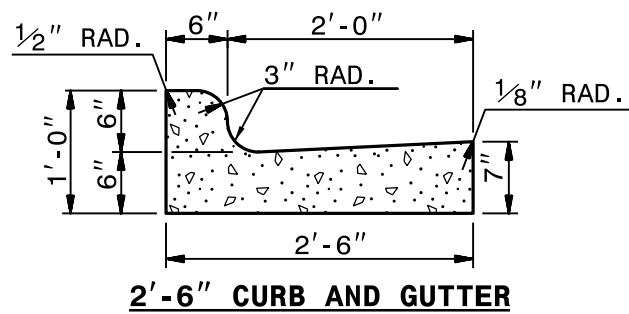
LENGTH OF PROJECT: VARIES

TYPE OF WORK: CONCRETE INSTALLATIONS

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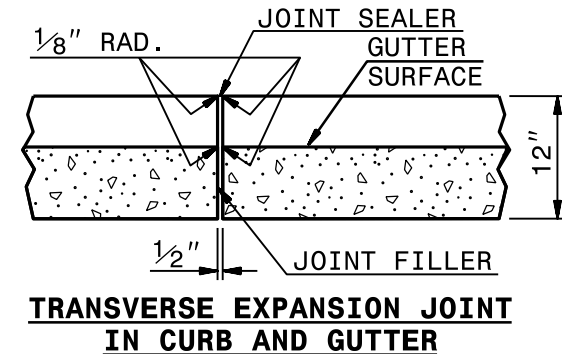
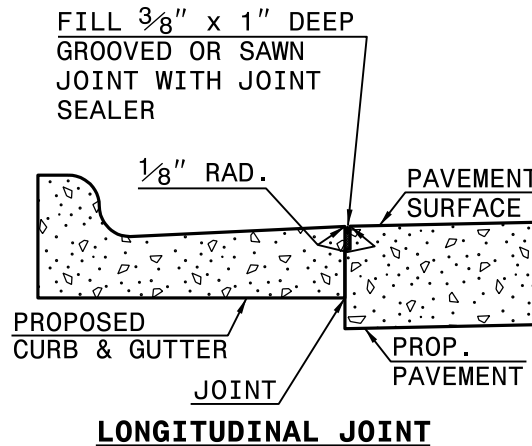
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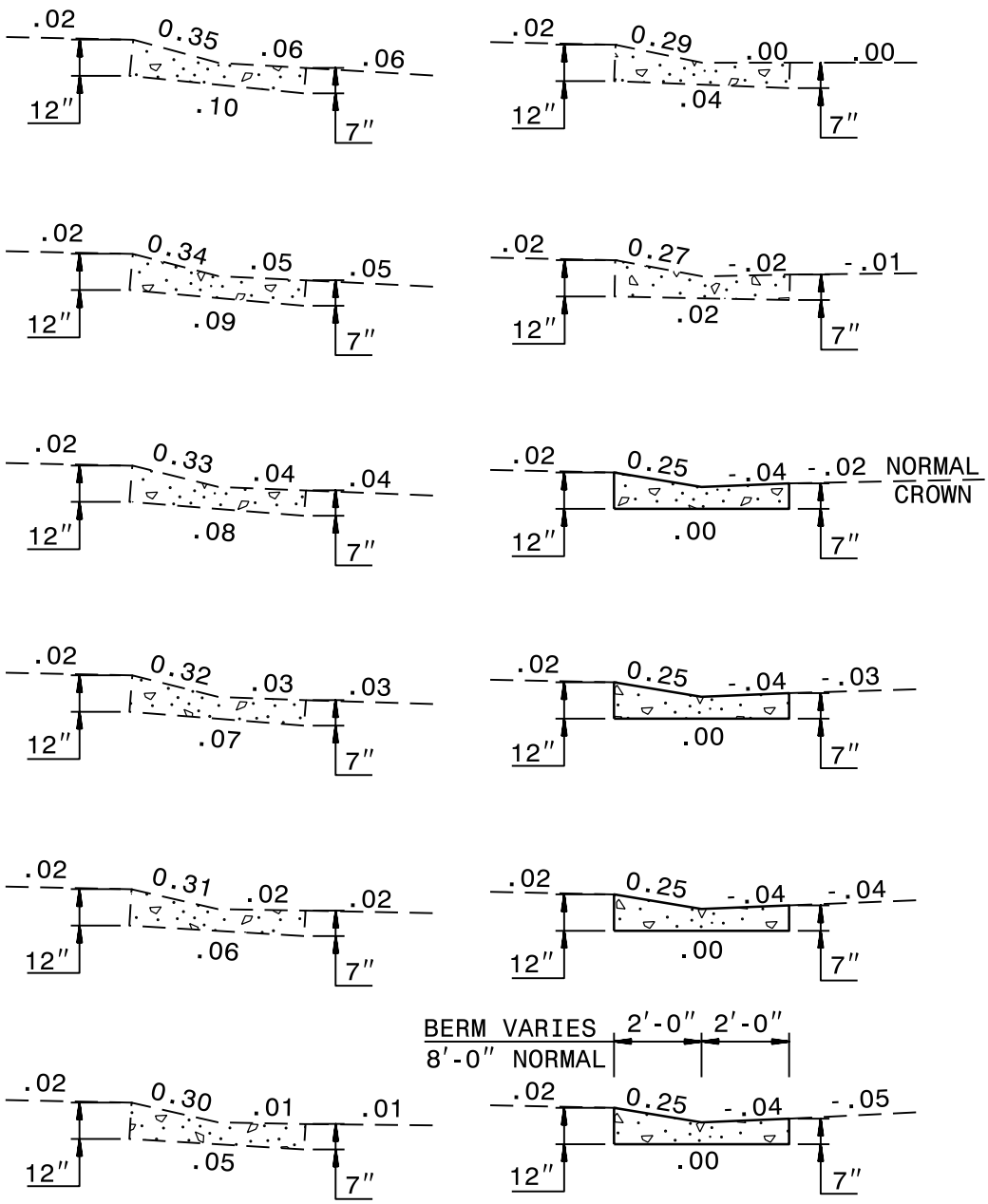
SECTION VIEW OF CURBS OR CURBS AND GUTTERS

GENERAL NOTES:

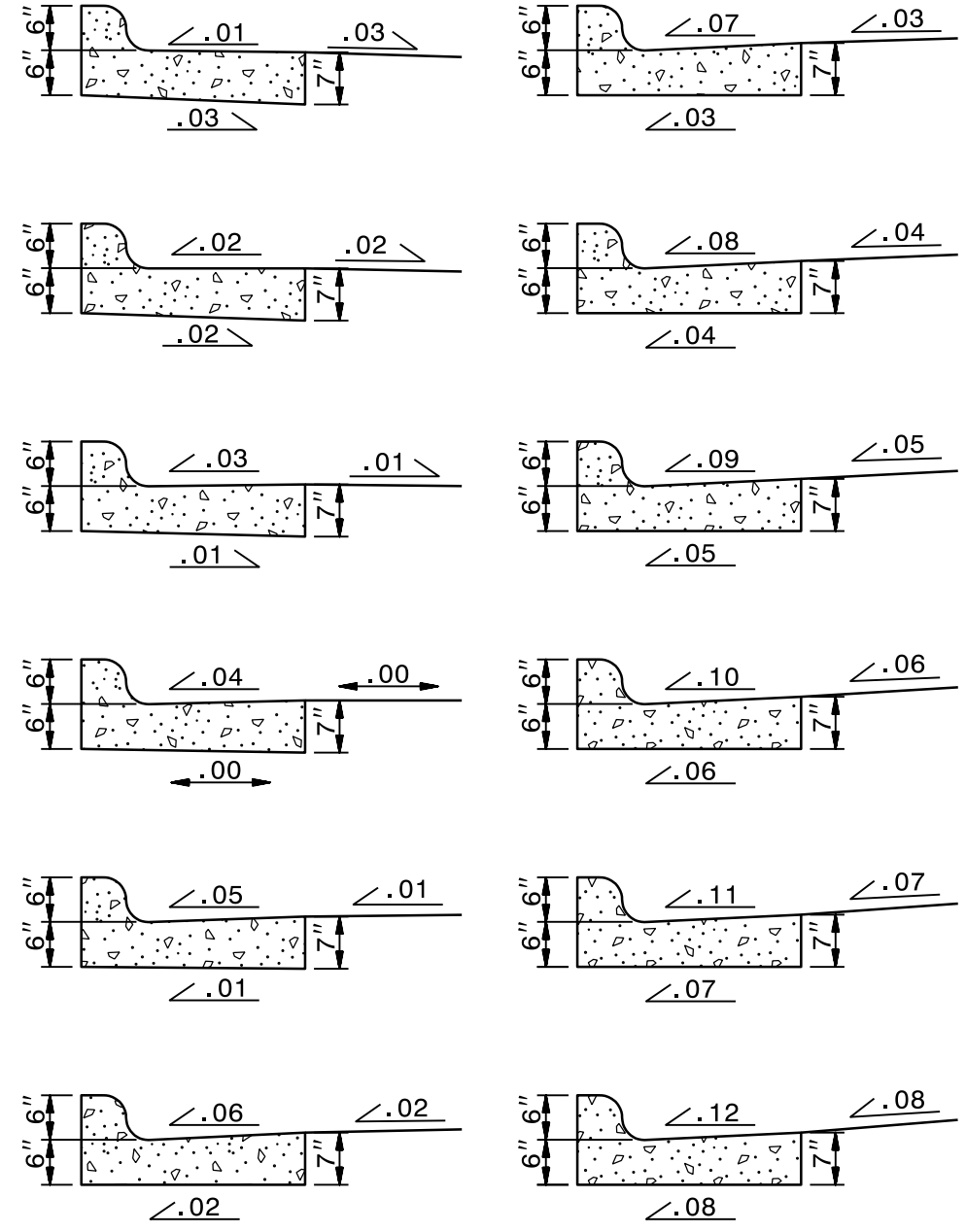
- PLACE CONTRACTION JOINTS AT 10' INTERVALS, EXCEPT THAT A 15' SPACING MAY BE USED WHEN A MACHINE IS USED OR WHEN SATISFACTORY SUPPORT FOR THE FACE FORM CAN BE OBTAINED WITHOUT THE USE OF TEMPLATES AT 10' INTERVALS.
- JOINT SPACING MAY BE ALTERED IF REQUIRED BY THE ENGINEER.
- CONTRACTION JOINTS MAY BE INSTALLED WITH THE USE OF TEMPLATES OR FORMED BY OTHER APPROVED METHODS.
- CONSTRUCT NON-TEMPLATE FORMED JOINTS A MIN. OF 1 1/2" DEEP.
- FILL ALL CONSTRUCTION JOINTS, EXCEPT IN 8"x6" MEDIAN CURB, WITH JOINT FILLER AND SEALER.
- SPACE EXPANSION JOINTS AT 90' INTERVALS AND ADJACENT TO ALL RIGID OBJECTS.



SECTION VIEW OF JOINTS



SECTION VIEWS OF EXPRESSWAY GUTTER IN SUPER ELEVATION



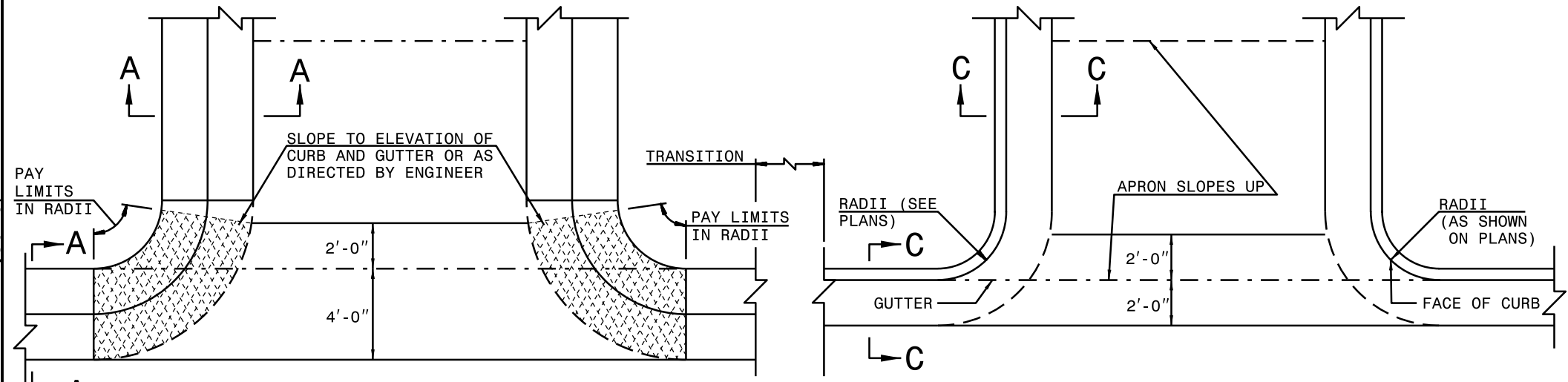
SECTION VIEWS OF 2'-6" CURB AND GUTTER SUPERELEVATION RATES

1-18

ROADWAY STANDARD DRAWING FOR

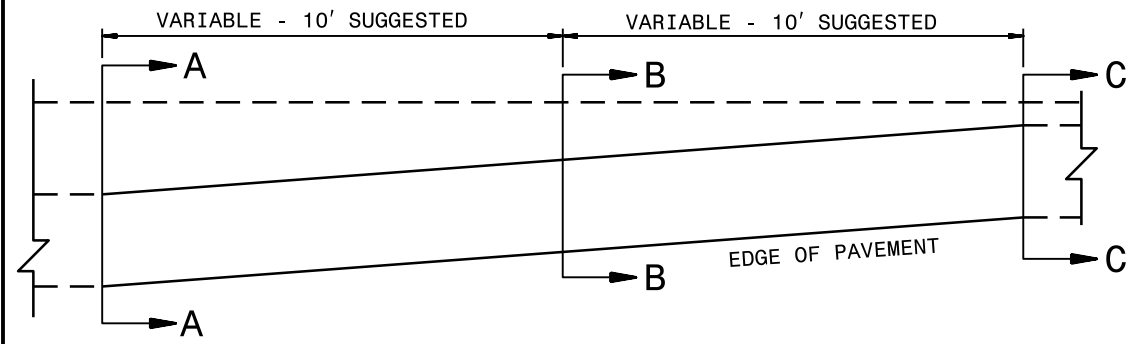
CONCRETE CURB, GUTTER AND CURB & GUTTER

STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

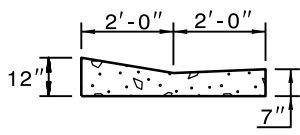


DRIVEWAY WITH EXPRESSWAY GUTTER TRANSITION DRIVEWAY WITH 2'-6" CURB AND GUTTER

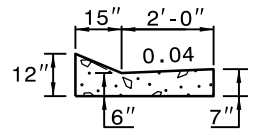
PLAN VIEW OF TYPICAL CURB AND GUTTER OCCURENCES



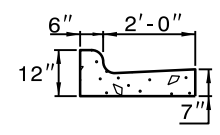
**PLAN VIEW OF TRANSITION
EXPRESSWAY GUTTER TO 2'-6" CURB AND GUTTER**



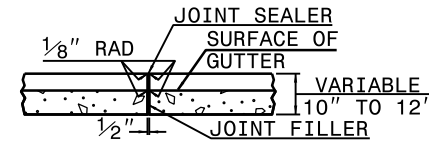
**SECTION A-A
EXPRESSWAY GUTTER**



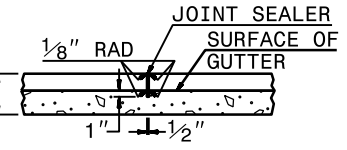
**SECTION B-B
TRANSITION GUTTER**



**SECTION C-C
2'-6" CURB & GUTTER**



EXPANSION JOINT



CONTRACTION JOINT

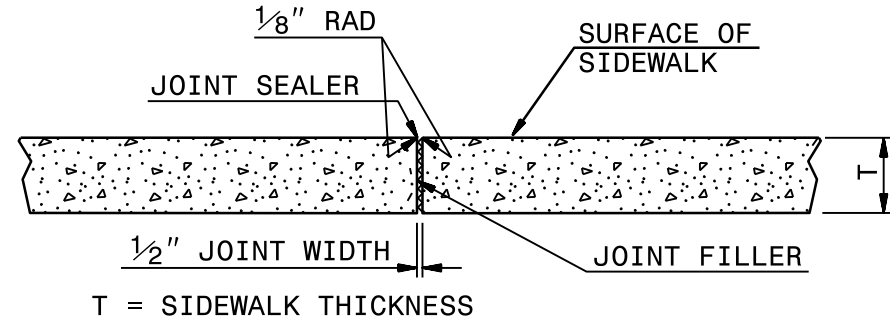
- NOTES:
- IN THE TRANSITION FROM 4'-0" CONCRETE EXPRESSWAY GUTTER TO 2'-6" CONCRETE CURB AND GUTTER, PLACE 1/2" EXPANSION JOINTS AT 25' INTERVALS.
 - PLACE GROOVE JOINTS 1" DEEP AT 12'-6" INTERVALS BETWEEN EXPANSION JOINTS.
 - FILL AND SEAL THE TOP 1/2" OF THE EXPANSION JOINTS AND 1" OF CONTRACTION JOINTS WITH APPROVED JOINT SEALING COMPOUND.

NOTES:

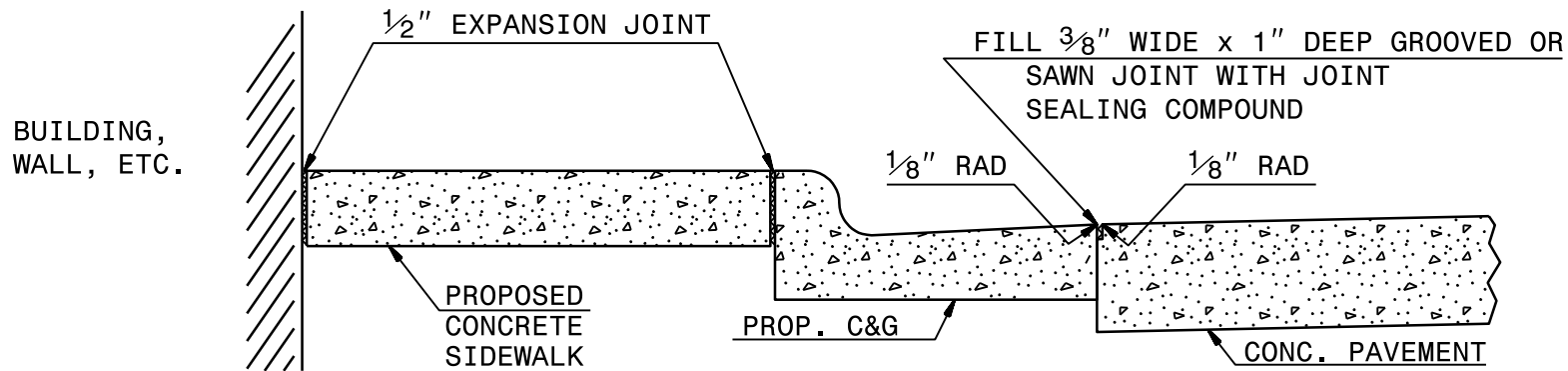
CONSTRUCT STANDARD SIDEWALK 5' WIDE AND 4" THICK UNLESS OTHERWISE DENOTED ON PLANS.

PLACE A GROOVE JOINT 1" DEEP WITH $\frac{1}{8}$ " RADII IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE $\frac{1}{2}$ " EXPANSION JOINT WILL BE REQUIRED AT 50' INTERVALS. A $\frac{1}{2}$ " EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.

SEE STD. DWG. 848.05 FOR CURB RAMP LOCATION REQUIREMENTS AND CONSTRUCTION GUIDELINES.

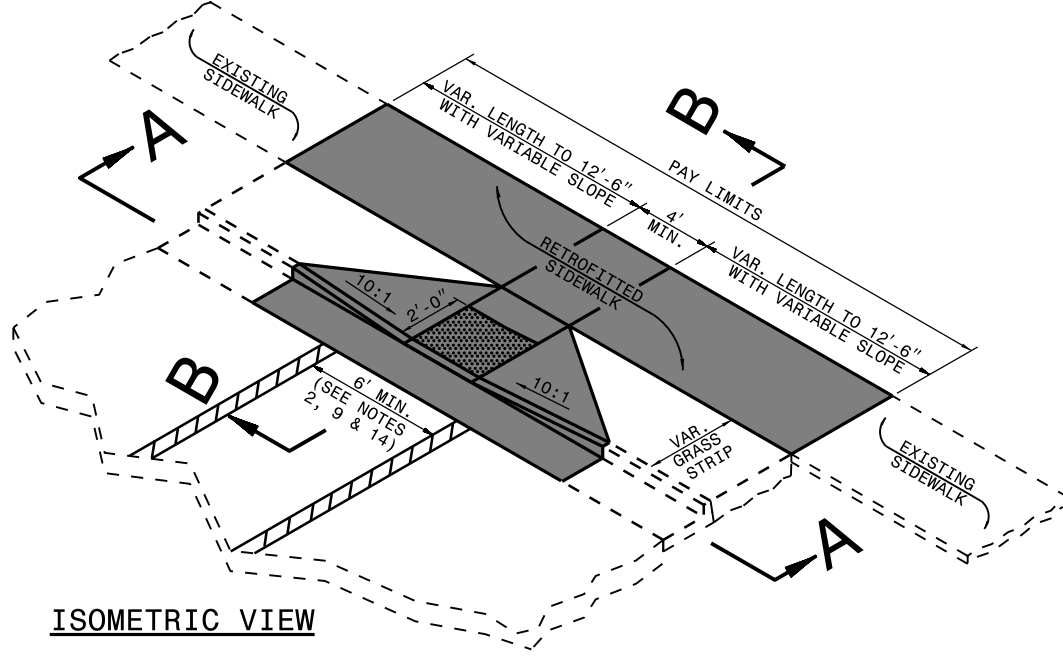


TRANSVERSE EXPANSION JOINT
IN SIDEWALK



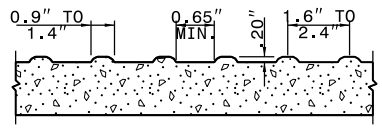
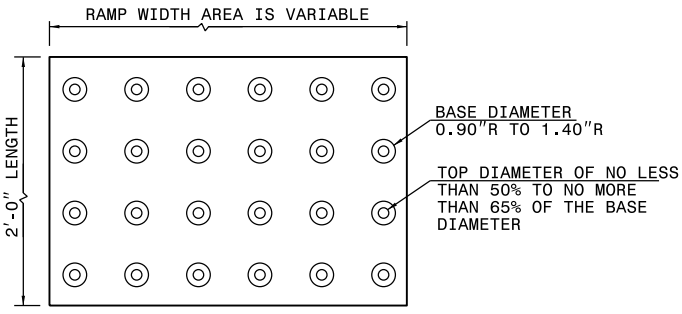
DETAILS SHOWING JOINTS IN CONCRETE SIDEWALK

CURB RAMP AND EXISTING SIDEWALK WITH GRASS STRIP



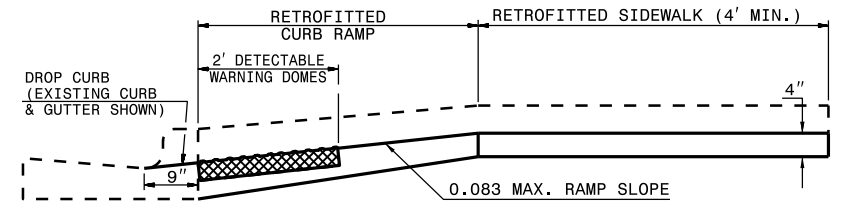
ISOMETRIC VIEW

PAY LIMITS OF CURB RAMP

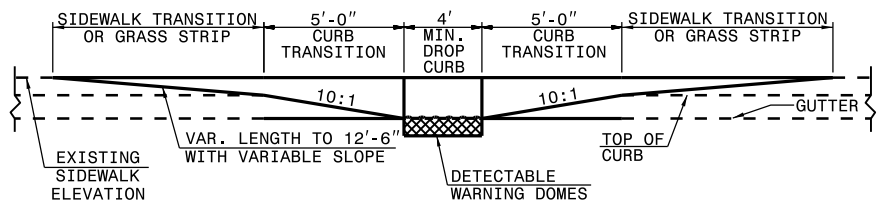


DETECTABLE WARNING DOMES

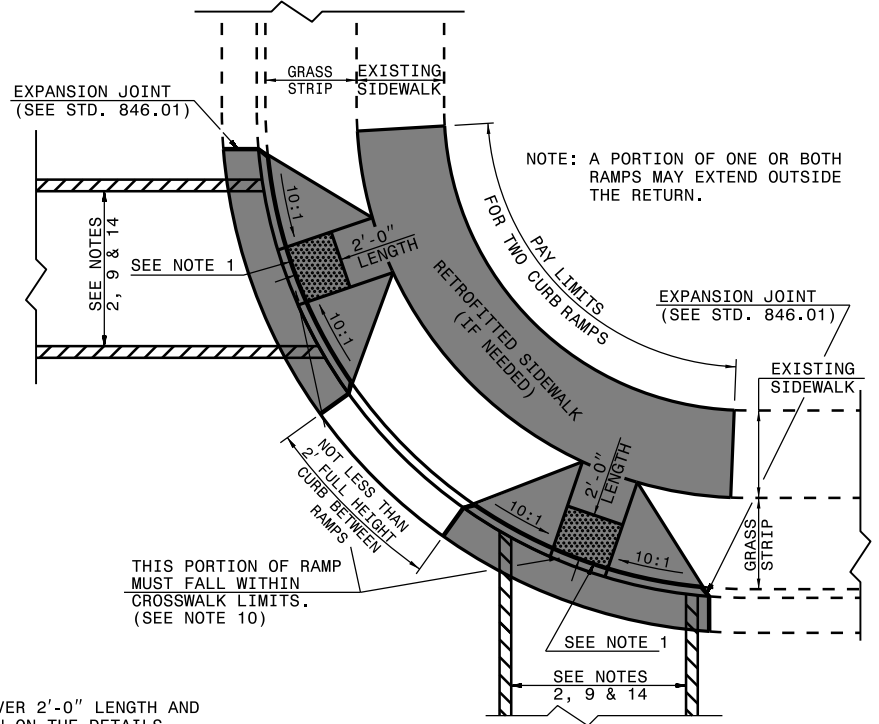
- NOTES:**
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



SECTION B-B



SECTION A-A



PLAN VIEW

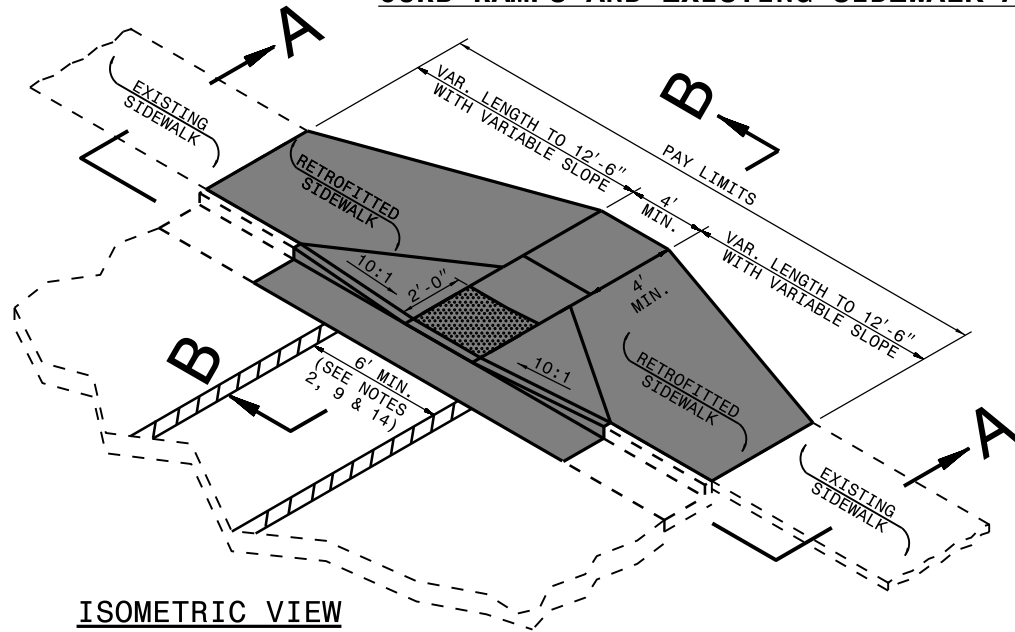
DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

1-18

ROADWAY STANDARD DRAWING FOR

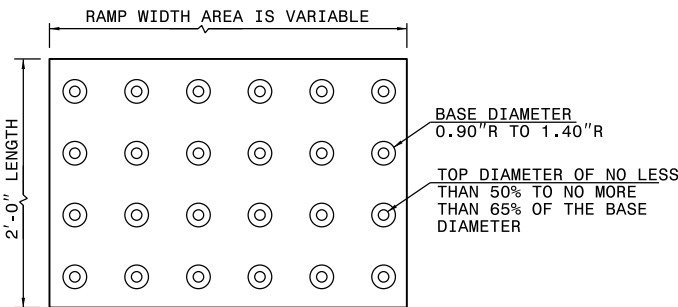
CURB RAMP
EXISTING CURB AND GUTTER

CURB RAMPS AND EXISTING SIDEWALK ADJACENT TO CURB



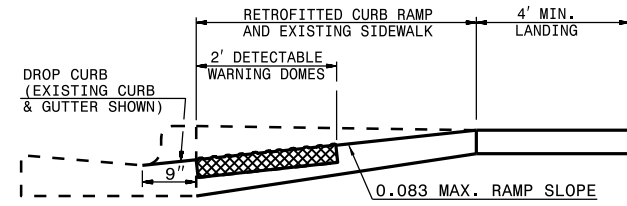
ISOMETRIC VIEW

PAY LIMITS OF CURB RAMP

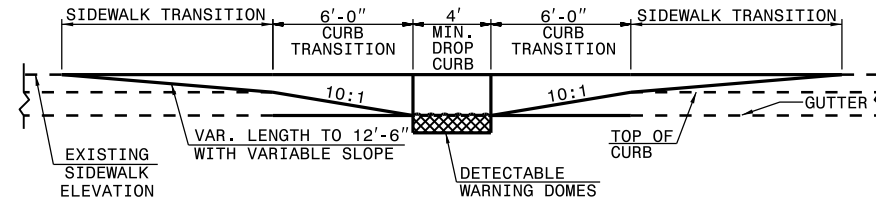


DETECTABLE WARNING DOMES

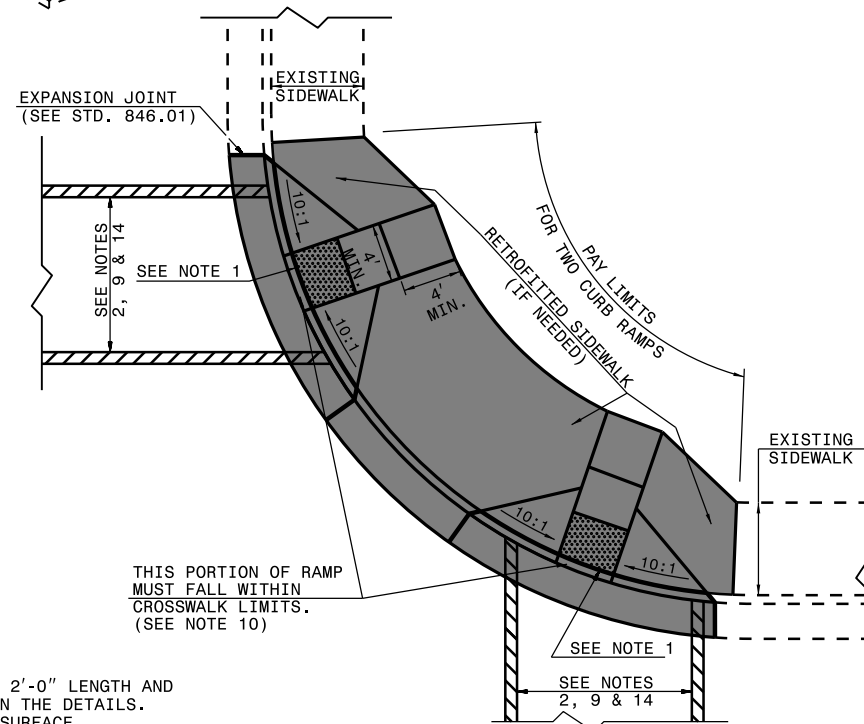
- NOTES:
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



SECTION B-B



SECTION A-A



PLAN VIEW

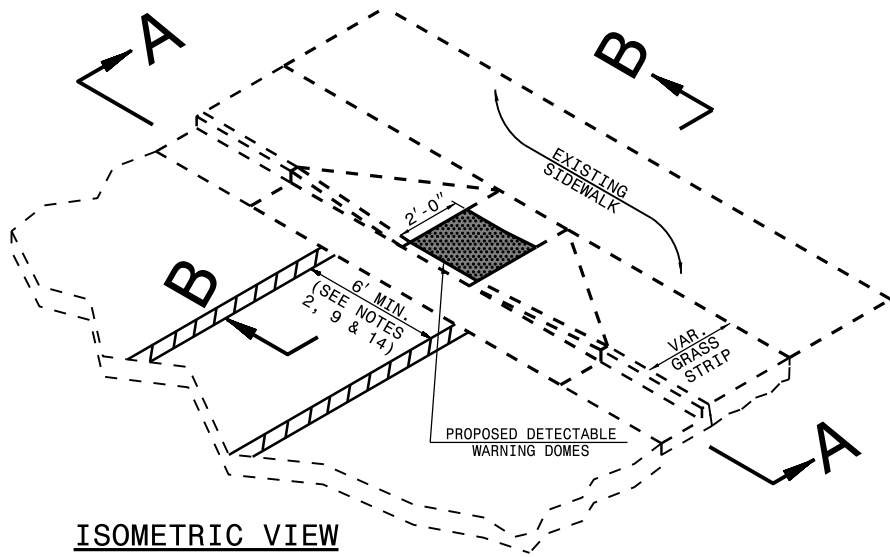
DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

1-18

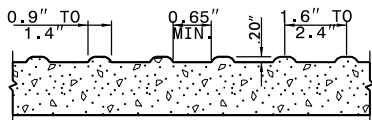
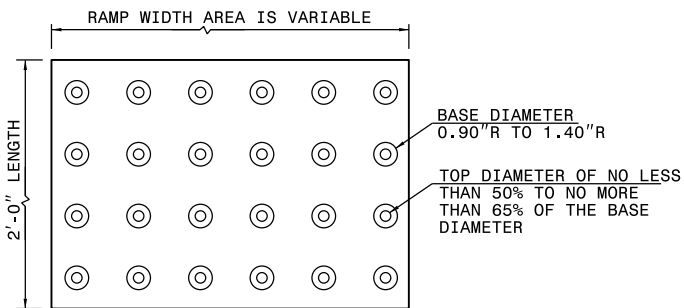
CURB RAMP

EXISTING CURB AND GUTTER

RETROFITTING DETECTABLE WARNING DOMES ONTO EXISTING CURB RAMP

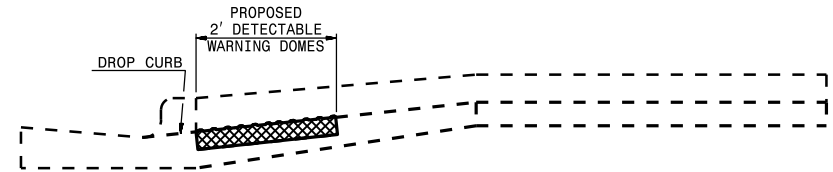


PAY LIMITS OF RETROFIT CURB RAMP

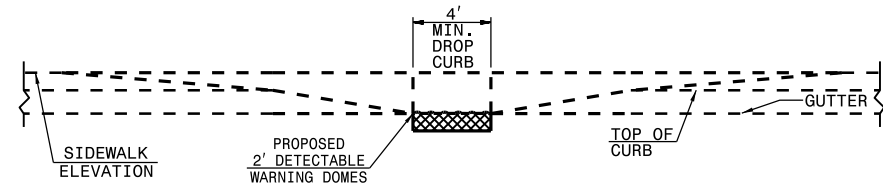


DETECTABLE WARNING DOMES

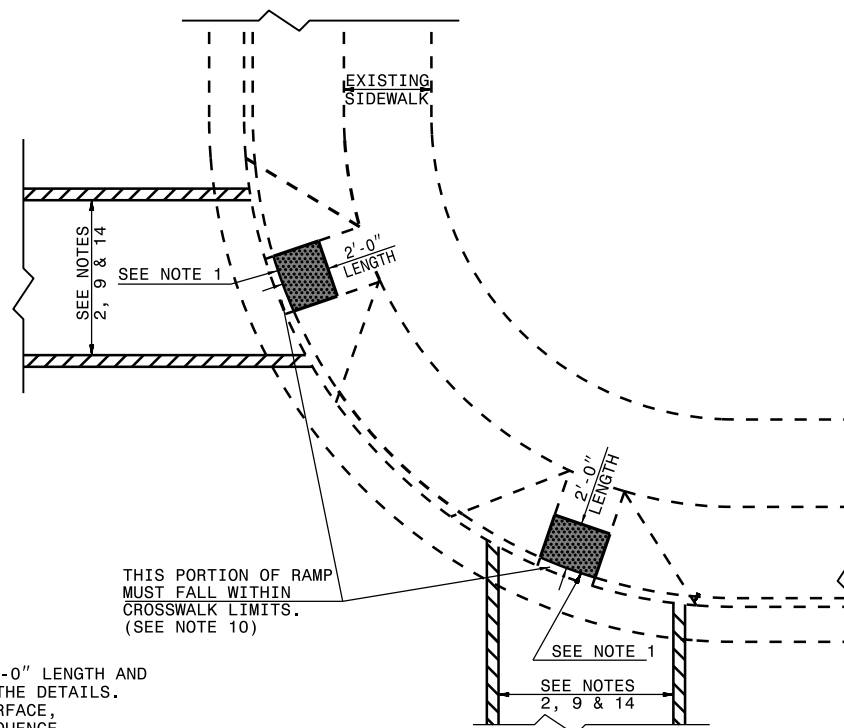
- NOTES:
1. PLACE DETECTABLE WARNING DOMES TO COVER 2'-0" LENGTH AND FULL WIDTH OF THE RAMP FLOOR AS SHOWN ON THE DETAILS.
 2. OBTAIN VISIBLE CONTRAST WITH ADJOINING SURFACE, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT SEQUENCE COVERING THE ENTIRE RAMP.



SECTION B-B



SECTION A-A



PLAN VIEW

DUAL RAMPS
ANY RADII
(40" MIN. FLOOR WIDTH)

ROADWAY STANDARD DRAWING FOR

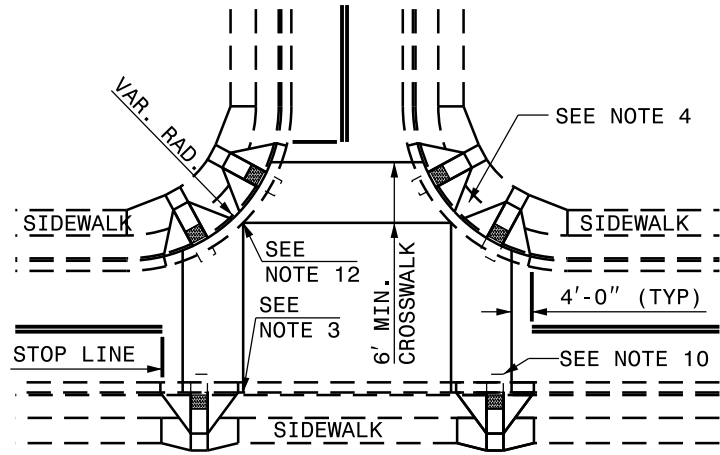
CURB RAMP

EXISTING CURB AND GUTTER

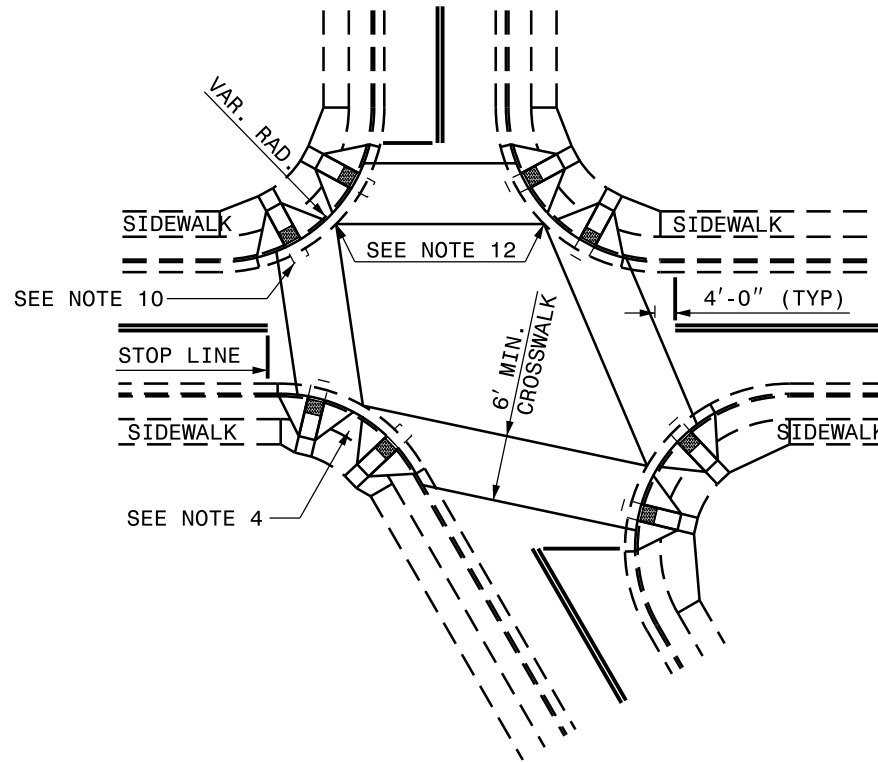
1-18

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NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

CURB RAMPS AND EXISTING SIDEWALK

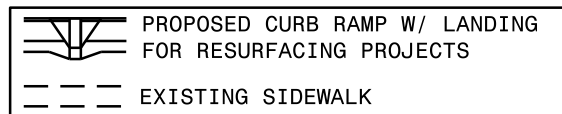


DETAIL SHOWING TYPICAL LOCATION OF CURB RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES FOR TEE INTERSECTIONS



DETAIL SHOWING TYPICAL LOCATION OF CURB RAMPS, PEDESTRIAN CROSSWALKS AND STOP LINES

RESURFACING PROJECTS



ALLOWABLE LOCATIONS
 DUAL RAMP RADII.....ANY

CURB RAMP AND EXISTING SIDEWALK

NOTES:

1. CONSTRUCT THE RAMP SURFACE TO BE STABLE, FIRM, AND SLIP RESISTANT. CONSTRUCT THE CURB RAMP TYPE AS SHOWN IN THE PAVEMENT MARKING PLANS OR AS DIRECTED BY THE ENGINEER.
2. LOCATE CURB RAMPS AND PLACE PEDESTRIAN CROSSWALK MARKINGS AS SHOWN IN THE PAVEMENT MARKING PLANS. WHEN FIELD ADJUSTMENTS REQUIRE MOVING CURB RAMPS OR MARKINGS AS SHOWN, CONTACT THE SIGNING AND DELINEATION UNIT OR LOCATE AS DIRECTED BY THE ENGINEER.
3. COORDINATE THE CURB RAMP AND THE PEDESTRIAN CROSSWALK MARKINGS SO A 4'x4' CLEAR SPACE AT THE BASE OF THE CURB RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES.
4. SET BACK DISTANCE FROM INSIDE CROSSWALK MARKING TO NEAREST EDGE OF TRAVEL LANE IS 4' MINIMUM.
5. REFER TO THE PAVEMENT MARKING PLANS FOR STOP BAR LOCATIONS AT SIGNALIZED INTERSECTIONS. IF A PAVEMENT MARKING PLAN IS NOT PROVIDED, CONTACT THE SIGNAL DESIGN SECTION FOR THE STOP BAR LOCATIONS OR LOCATE AS DIRECTED BY THE ENGINEER.
6. TERMINATE PARKING A MINIMUM OF 20' BACK OF A PEDESTRIAN CROSSWALK.
7. CONSTRUCT CURB RAMPS A MINIMUM OF 4' WIDE.
8. CONSTRUCT THE RUNNING SLOPE OF THE RAMP 8.33% MAXIMUM.
9. ALLOWABLE CROSS SLOPE ON SIDEWALKS AND CURB RAMPS WILL BE 2% MAXIMUM.
10. CONSTRUCT THE SIDE FLARE SLOPE A MAXIMUM OF 10% MEASURED ALONG THE CURB LINE.
11. CONSTRUCT THE COUNTER SLOPE OF THE GUTTER OR STREET AT THE BASE OF THE CURB RAMP A MAXIMUM OF 5% AND MAINTAIN A SMOOTH TRANSITION.
12. CONSTRUCT LANDINGS FOR SIDEWALK A MINIMUM OF 4'x4' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION. CONSTRUCT LANDINGS FOR MEDIAN ISLANDS A MINIMUM OF 5'x5' WITH A MAXIMUM SLOPE OF 2% IN ANY DIRECTION.
13. TO USE A MEDIAN ISLAND AS A PEDESTRIAN REFUGE AREA, MEDIAN ISLANDS WILL BE A MINIMUM OF 6' WIDE. CONSTRUCT MEDIAN ISLANDS TO PROVIDE PASSAGE OVER OR THROUGH THE ISLAND.
14. SMALL CHANNELIZATION ISLANDS THAT CAN NOT PROVIDE A 5'x5' LANDING AT THE TOP OF A RAMPS, WILL BE CUT THROUGH LEVEL WITH THE SURFACE STREET.
15. CURB RAMPS WITH RETURNED CURBS MAY BE USED ONLY WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP. THE ADJACENT SURFACE IS PLANTING OR OTHER NON-WALKING SURFACE OR THE SIDE APPROACH IS SUBSTANTIALLY OBSTRUCTED.
16. PLACE A 1/2" EXPANSION JOINT WHERE THE CONCRETE CURB RAMP JOINS THE CURB AS SHOWN IN ROADWAY STANDARD DRAWING 848.01
17. PLACE ALL PEDESTRIAN PUSH BUTTON ACTUATORS AND CROSSING SIGNALS AS SHOWN IN THE PLANS OR AS SHOWN IN THE MUTCD.
18. CURB RAMPS THROUGH MEDIAN ISLANDS, SINGLE RAMPS AT DUAL CROSSWALKS OR LIMITED R/W SITUATIONS, WILL BE HANDLED BY SPECIAL DETAILS. CONTACT THE CONTRACT STANDARDS AND DEVELOPMENT UNIT FOR THE DETAILS OR FOR A SPECIAL DESIGN.

1-18

ROADWAY STANDARD DRAWING FOR

CURB RAMP

EXISTING CURB AND GUTTER

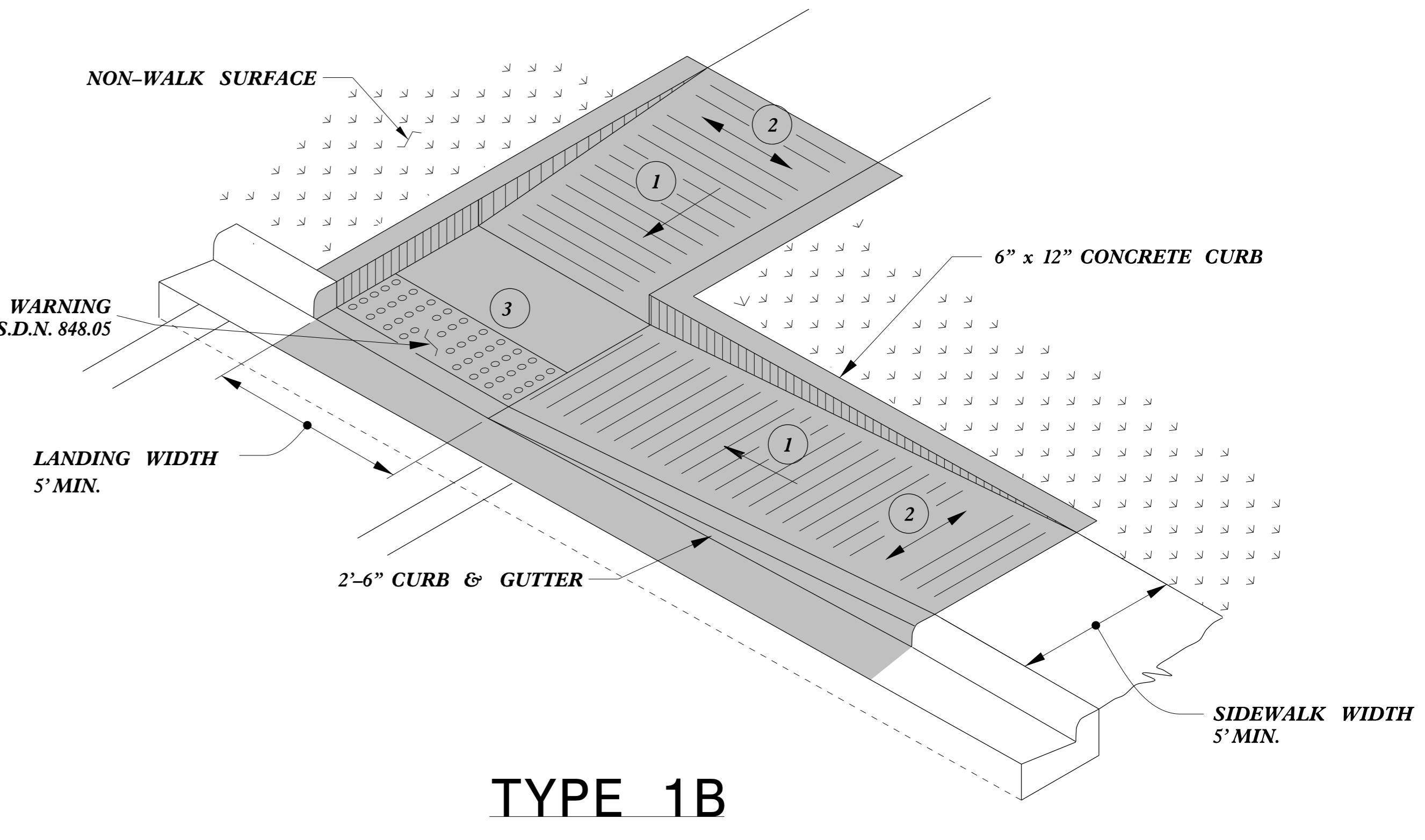
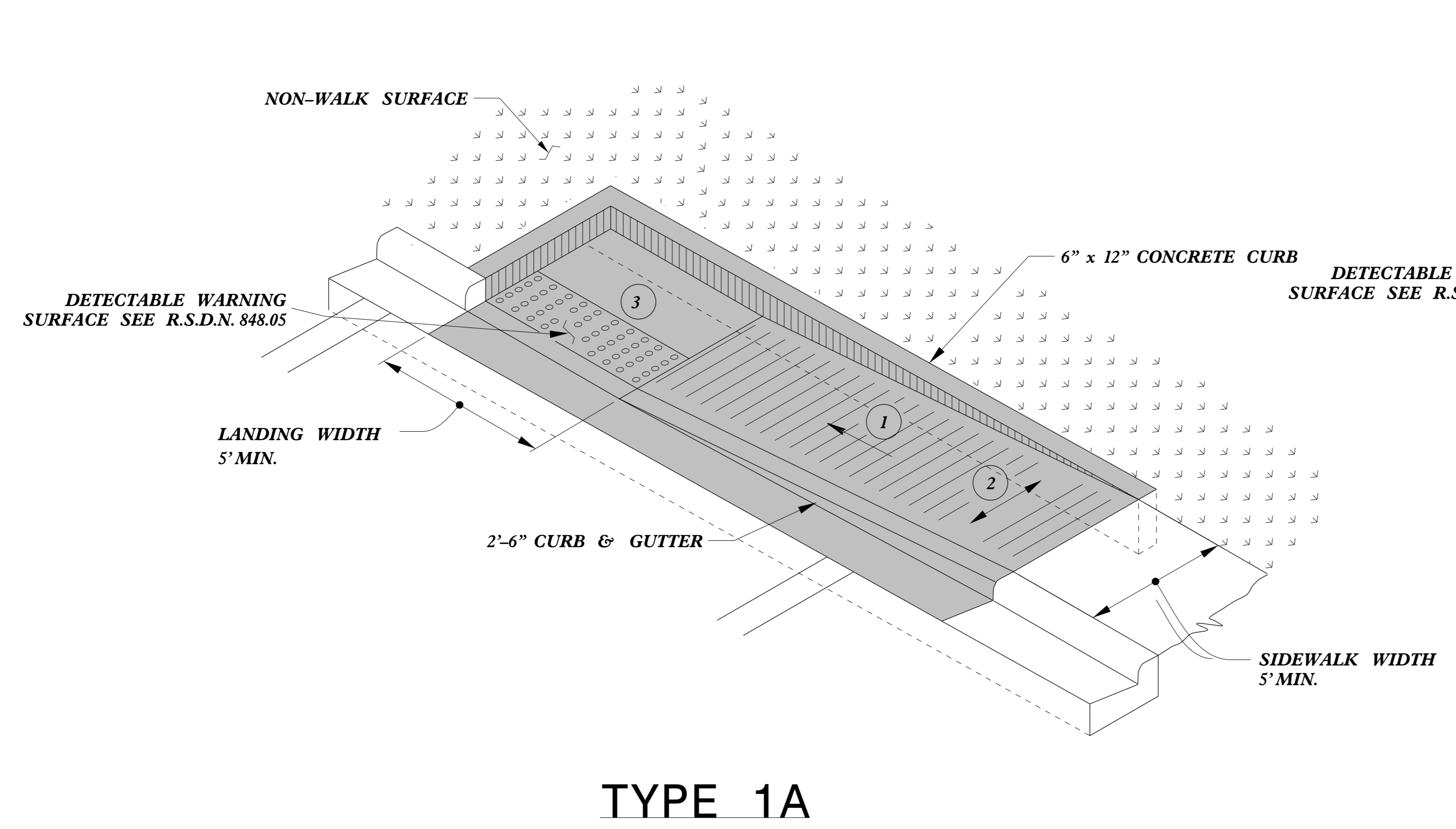
STATE OF

NORTH CAROLINA

DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS

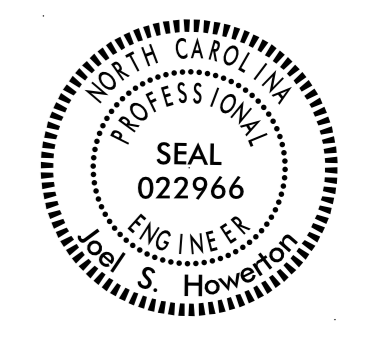
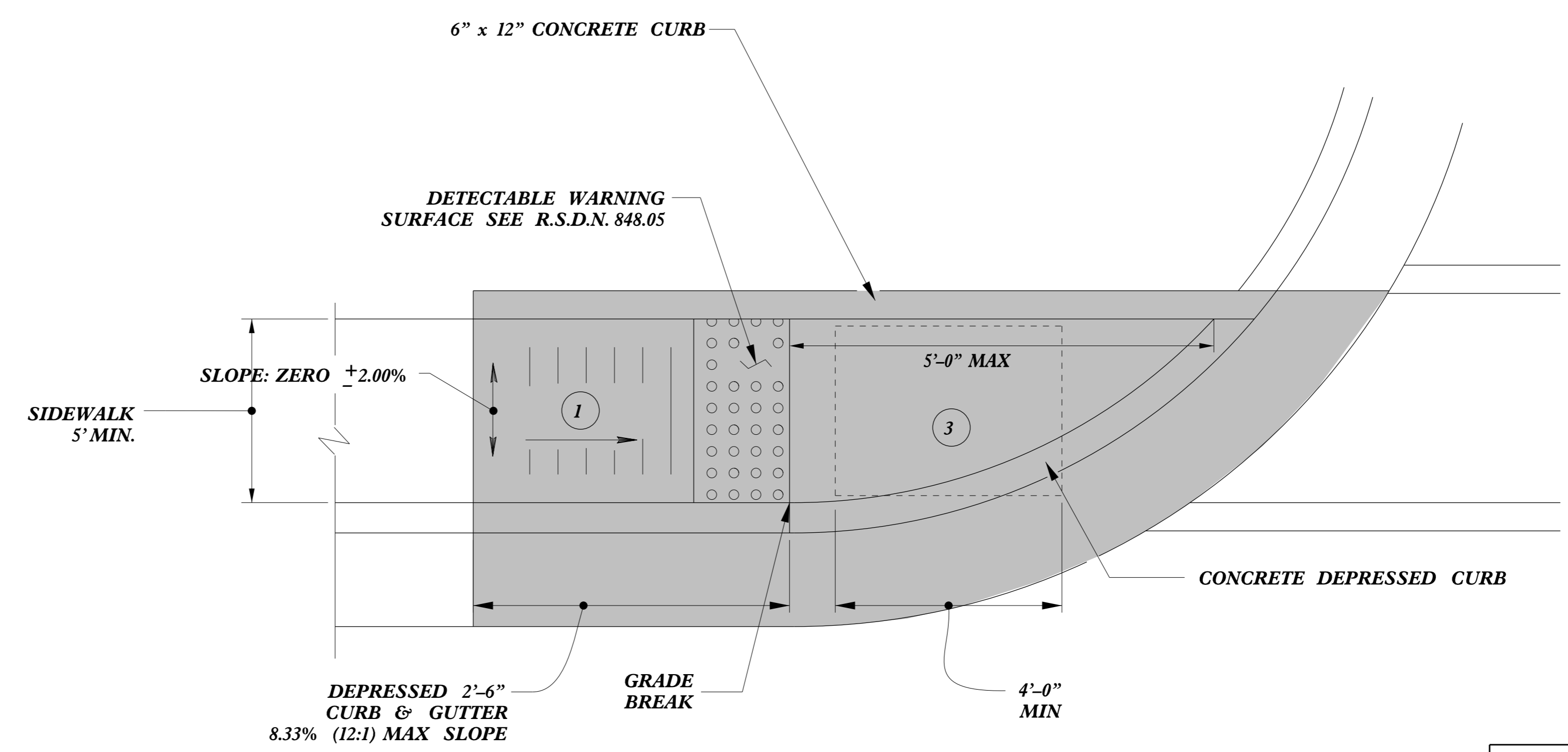
RALEIGH, N.C.

5/14/99



PAY LIMITS FOR 1 CURB RAMP

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



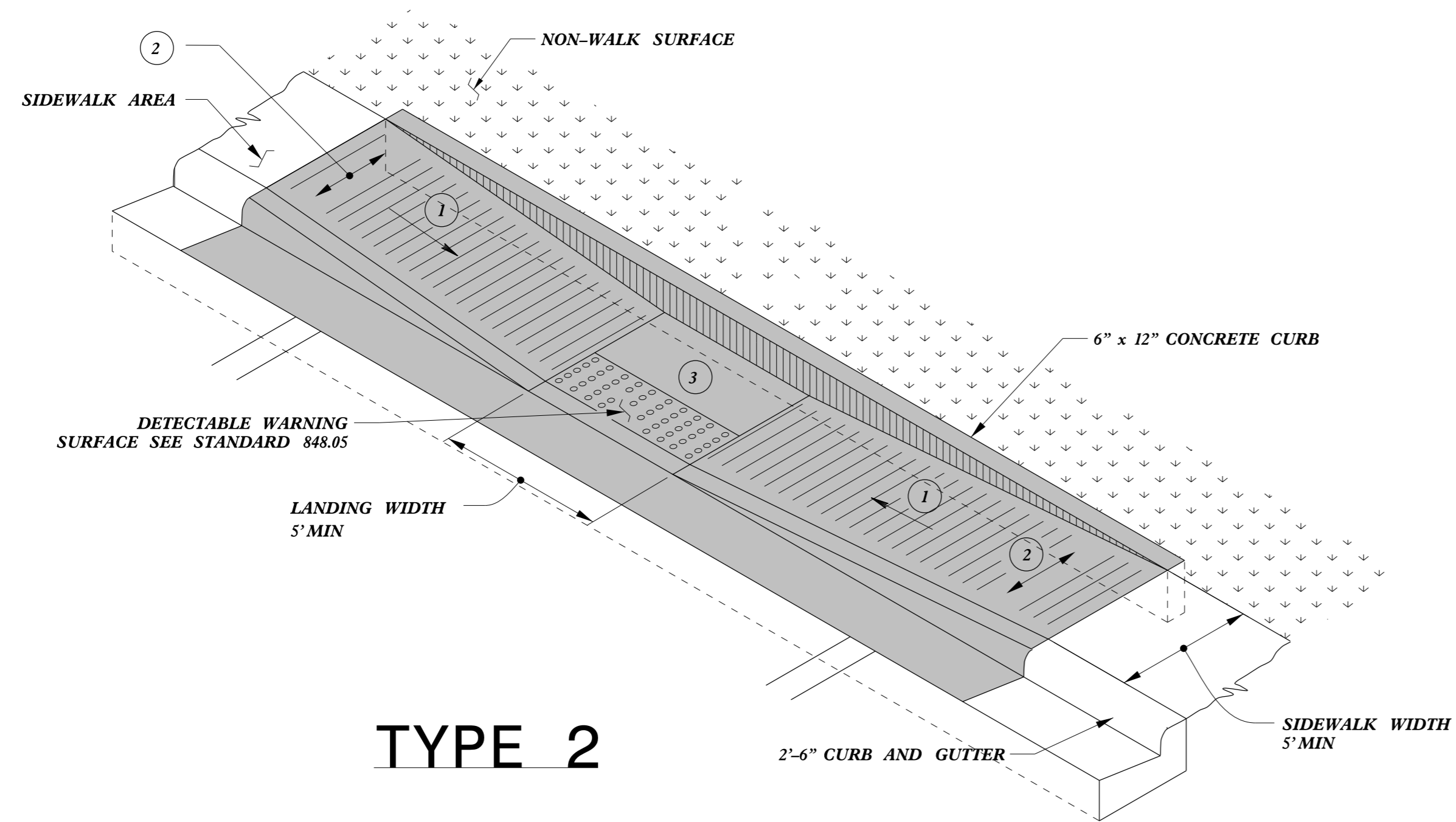
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|--|------------------|
| CONTRACT STANDARDS AND DEVELOPMENT UNIT | |
| Office 919-707-6950 | FAX 919-250-4119 |
| CURB RAMPS | |
| Directional Ramps | |
| ORIGINAL BY: J.S. HOWERTON | DATE: 7/7/11 |
| MODIFIED BY: | DATE: |
| CHECKED BY: | DATE: |
| FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn | |

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

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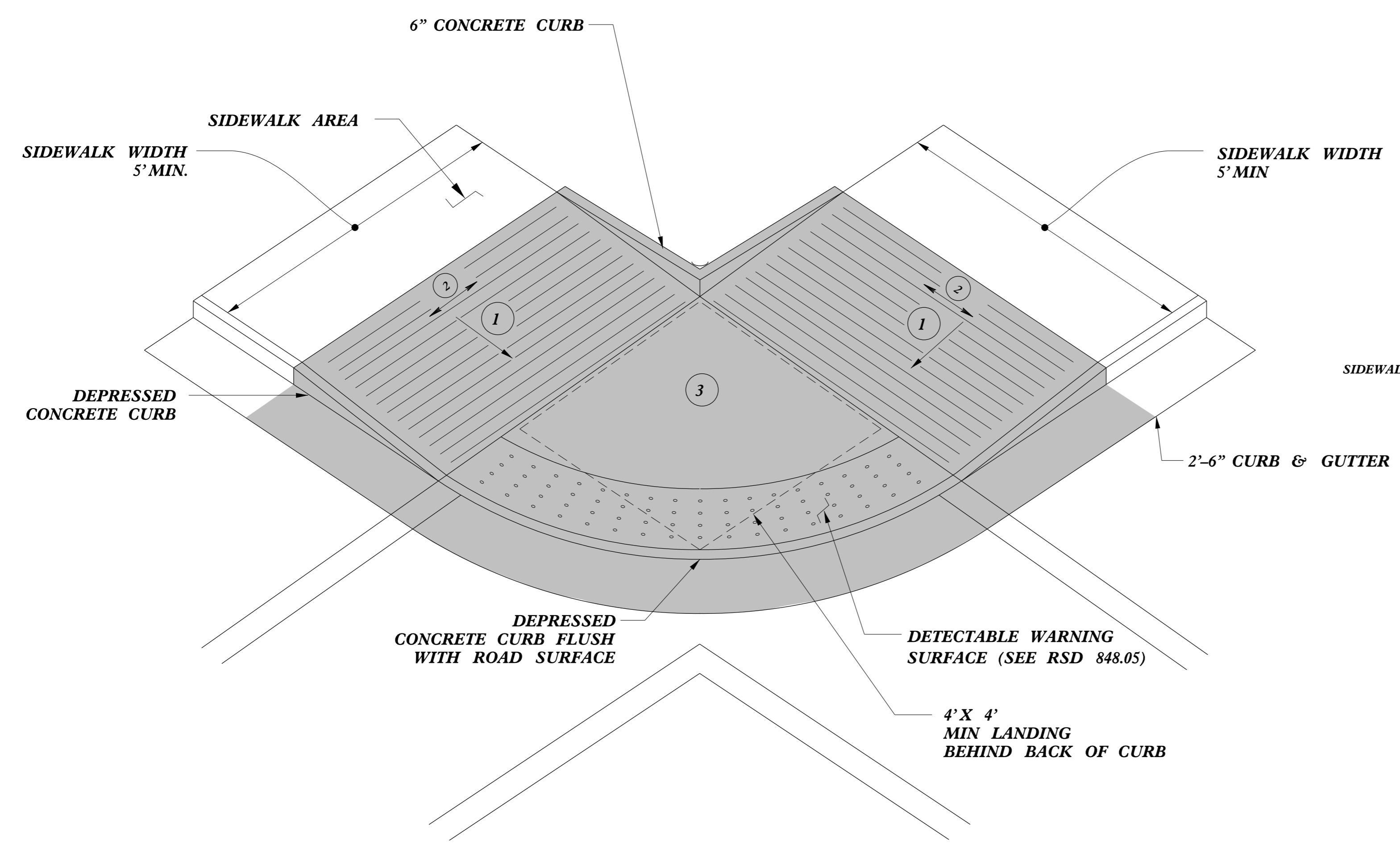
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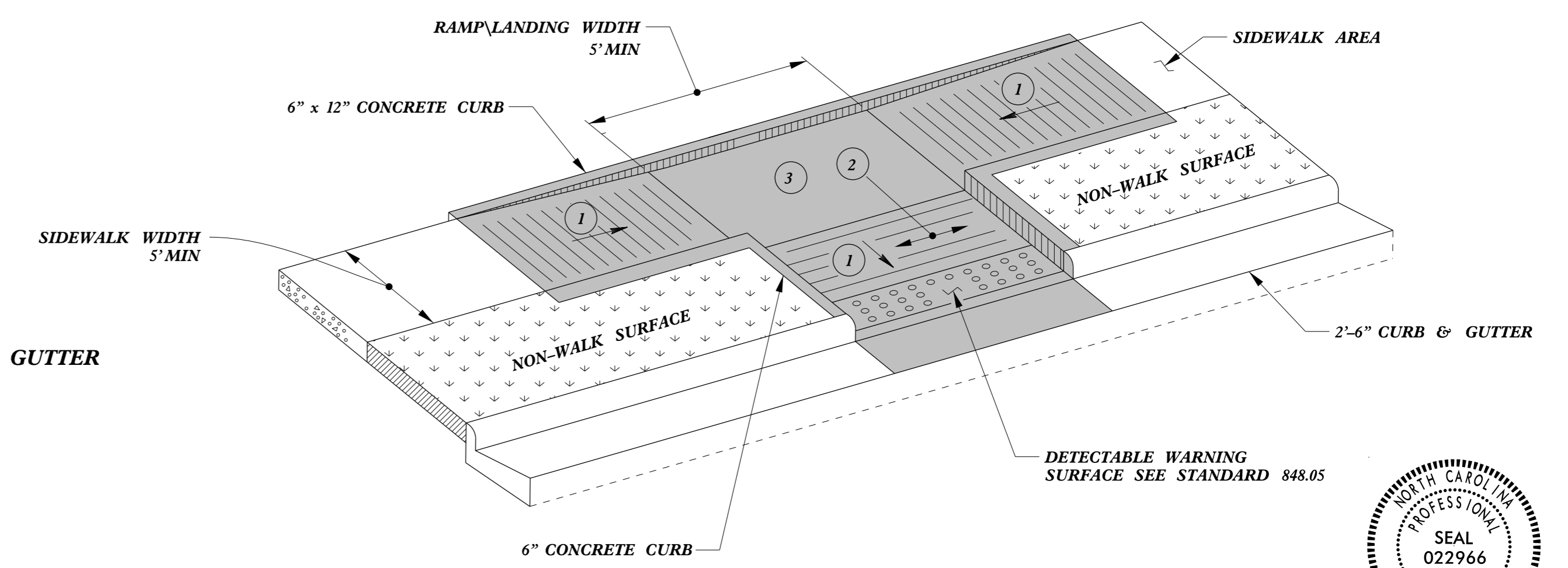
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

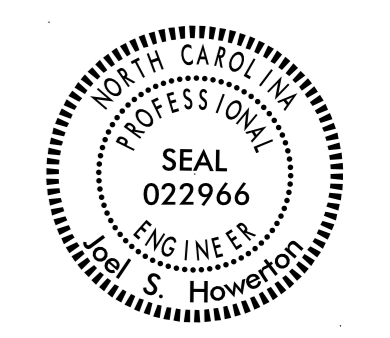
- 1 8.33% (12:1) MAX RAMP SLOPE
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- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



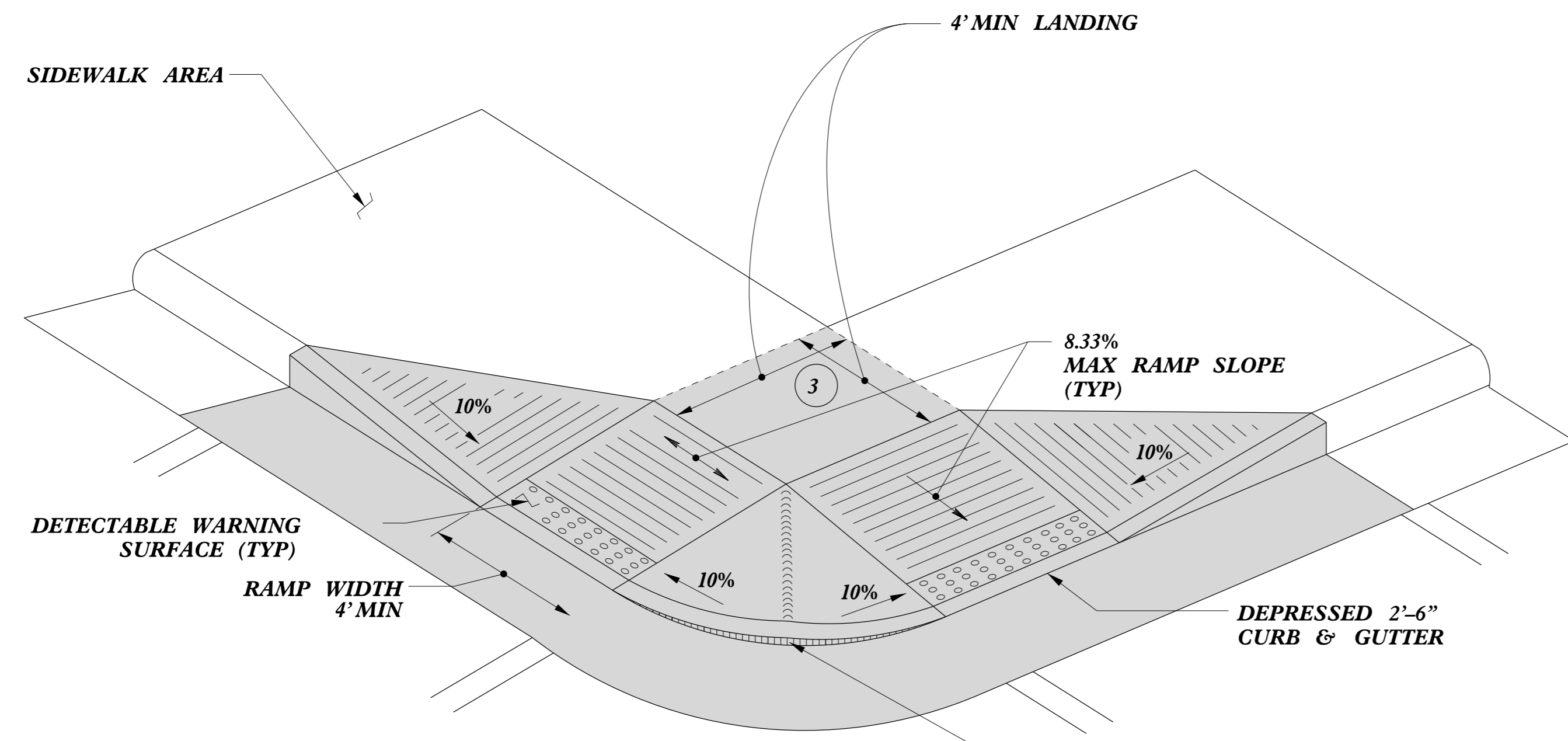
TYPE 3



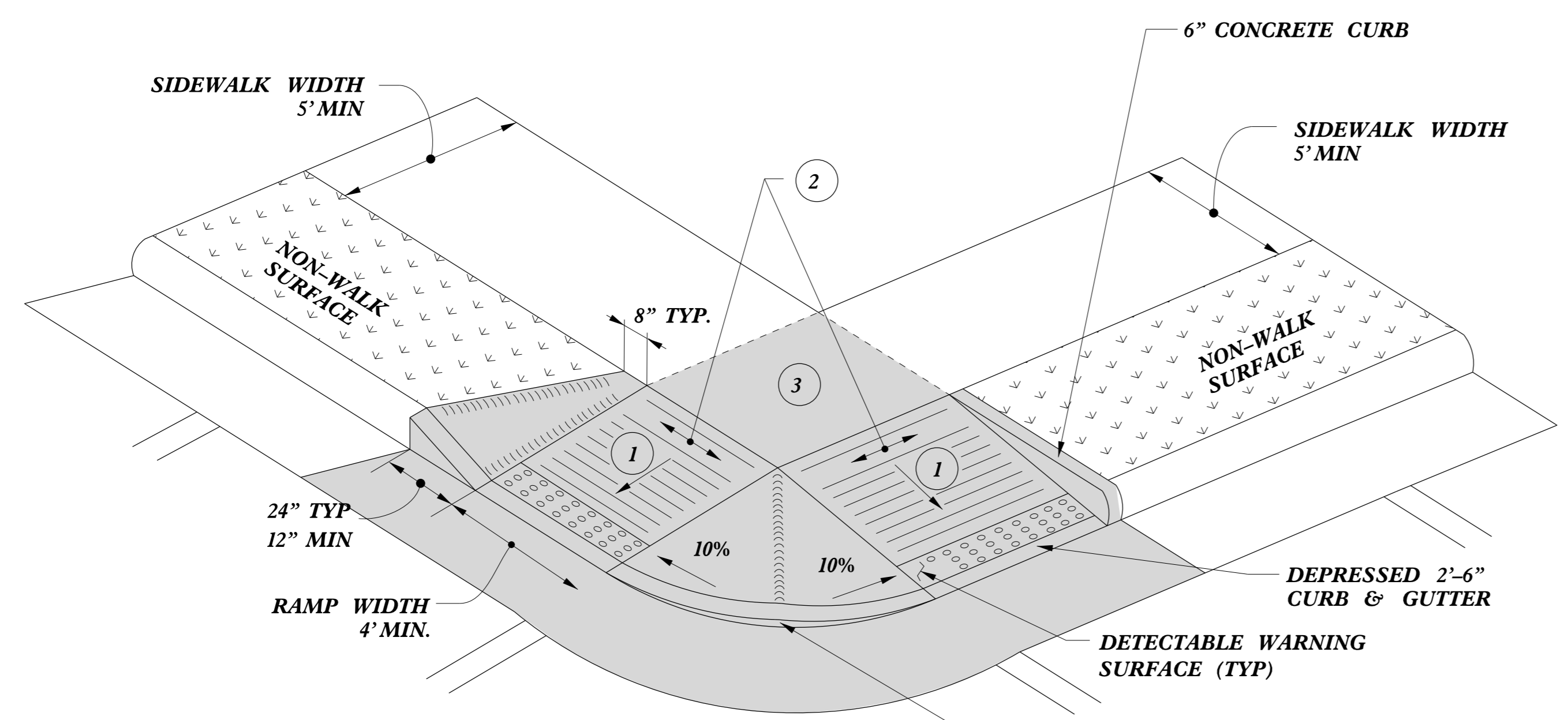
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

| | |
|--|------------------|
| CONTRACT STANDARDS AND DEVELOPMENT UNIT | |
| Office 919-707-6950 | FAX 919-250-4119 |
| CURB RAMPS | |
| Parallel Ramps | |
| ORIGINAL BY: J.S. HOWERTON | DATE: 7/7/11 |
| MODIFIED BY: | DATE: |
| CHECKED BY: | DATE: |
| FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dwg | |

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

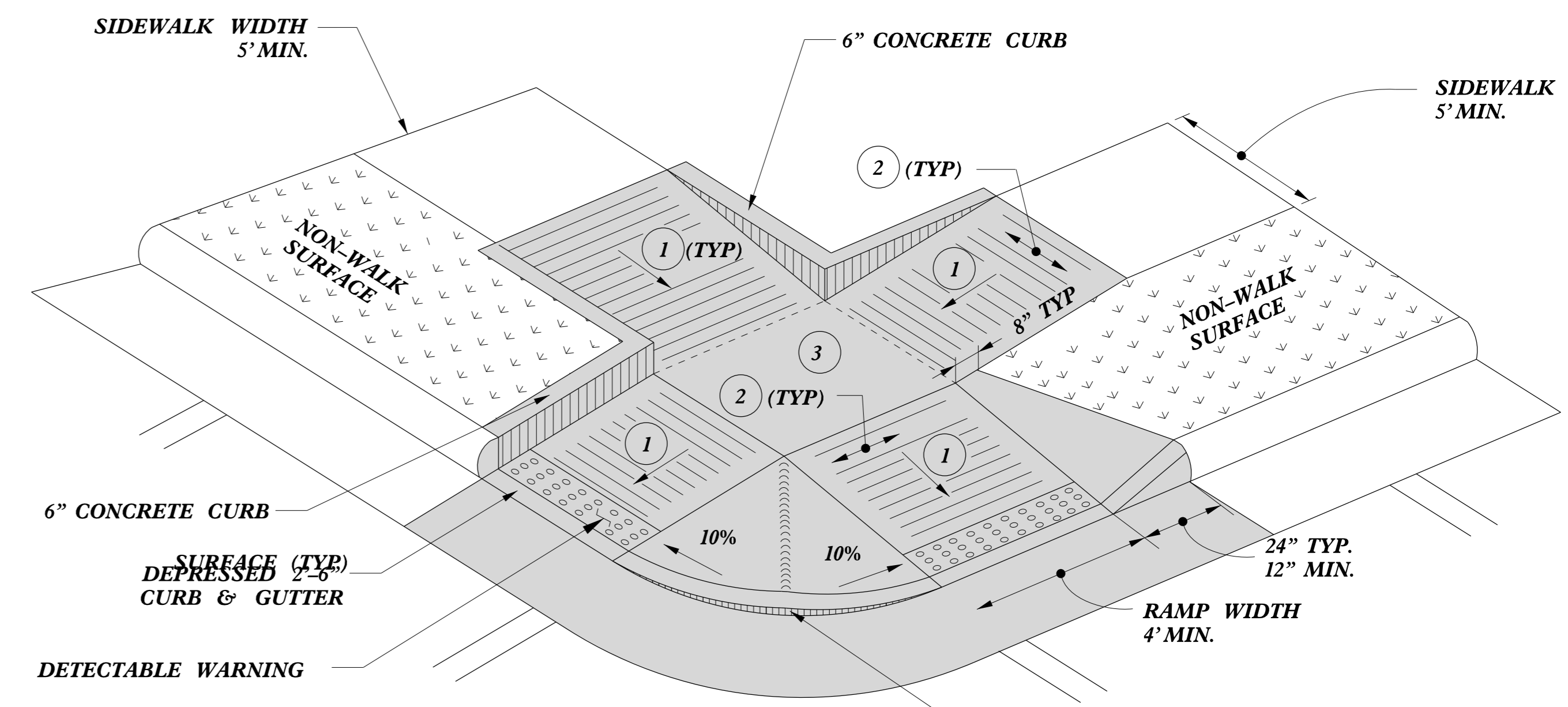


TYPE 4



TYPE 4A

PAY LIMITS FOR 2 CURB RAMPS



TYPE 5

- 1 8.33% (12:1) MAX RAMP SLOPE
- 2 CROSS SLOPE: 2.00%
- 3 CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

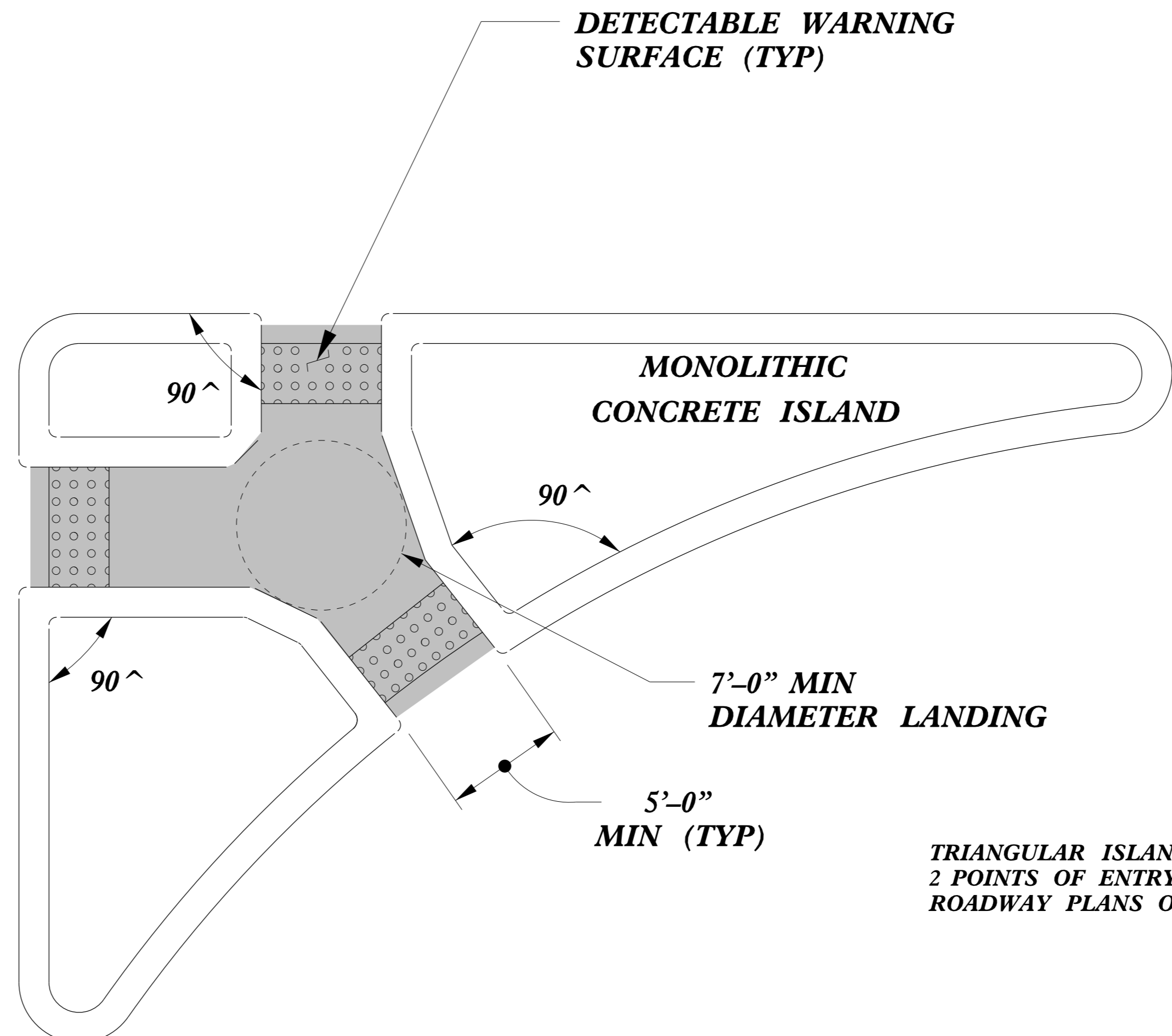


DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

| | |
|--|------------------|
| CONTRACT STANDARDS AND DEVELOPMENT UNIT | |
| Office 919-707-6950 | FAX 919-250-4119 |
| CURB RAMPS | |
| Shared Landing | |
| ORIGINAL BY: J.S. HOWERTON | DATE: 7/7/11 |
| MODIFIED BY: | DATE: |
| CHECKED BY: | DATE: |
| FILE SPEC: stds/2012CurbRamp/CurbRampDetails.dgn | |

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

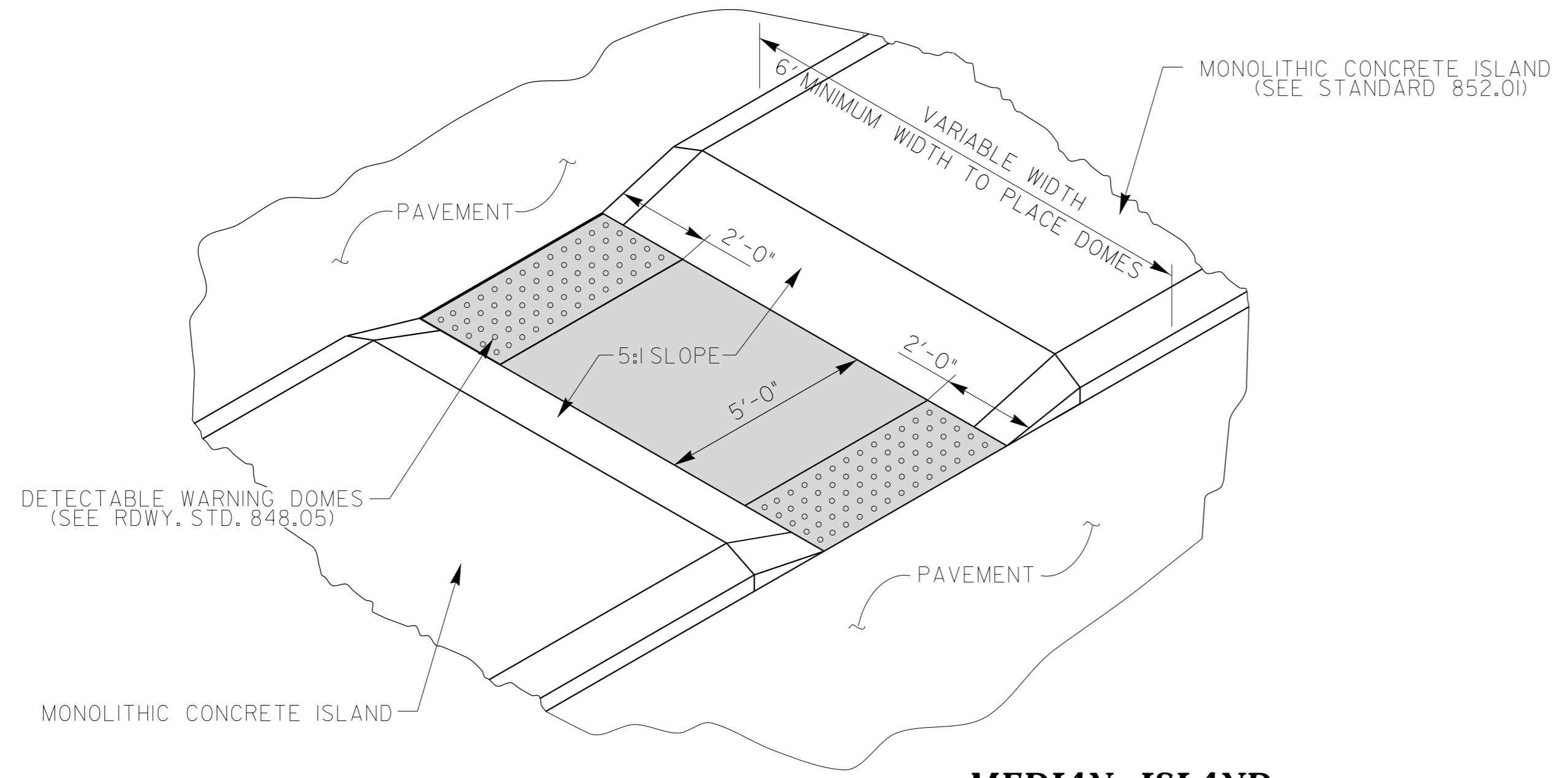
5/14/99
C:\TIME\STDS\CON\STDS\USER\NAME



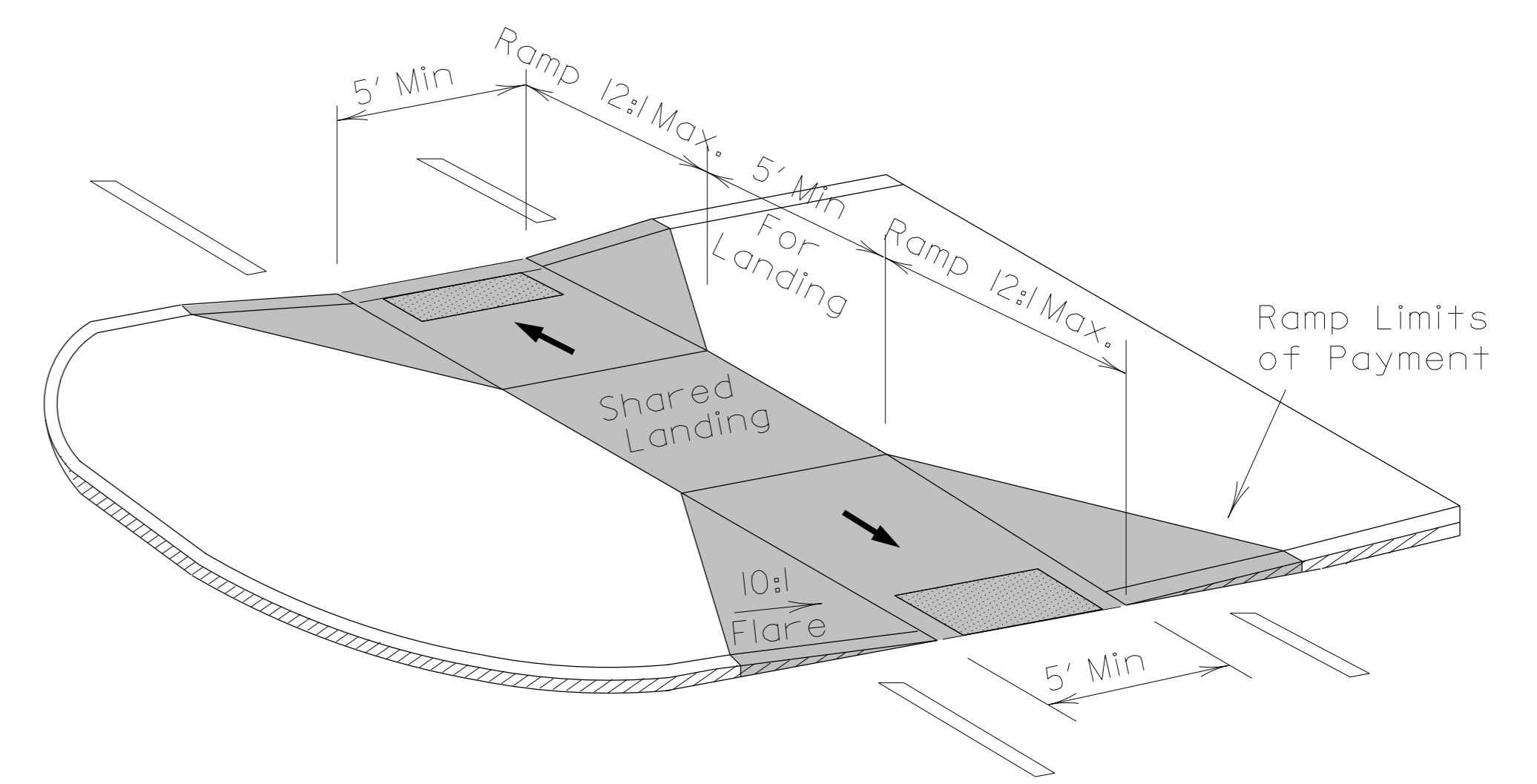
**PAY LIMITS FOR 2 OR 3 CURB RAMPS
(CALCULATE BASED ON NUMBER OF
SETS OF TRUNCATED DOMES)**

*TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY
2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE
ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.*

**TRIANGULAR ISLAND
WITH CUT THROUGH**



**MEDIAN ISLAND
WITH CUT THROUGH**



**MEDIAN ISLAND
CURB RAMPS**



DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

| | |
|--|------------------|
| CONTRACT STANDARDS AND DEVELOPMENT UNIT | |
| Office 919-707-6950 | FAX 919-250-4119 |
| CURB RAMPS | |
| Median or Turn Lane Islands | |
| ORIGINAL BY: J.S. HOWERTON | DATE: 7/7/11 |
| MODIFIED BY: | DATE: |
| CHECKED BY: | DATE: |
| FILE SPEC. :stds/2012CurbRamp/CurbRampDetails.dgn | |

C:\TIME\DESIGN\CON\CON\USER\NAME\$\$\$\$\$
 10:22 AM 5/14/99

SUMMARY OF QUANTITIES - BLADEN

| PROJECT | COUNTY | MUNICIPALITY | MAJOR ROUTE | MINOR ROUTE | 0000100000-N | 1220000000-E | 2549000000-E | 2591000000-E | 2600000000-N | 2605000000-N | 2612000000-E | 2613000000-N | 2800000000-N | 2815000000-N | 2830000000-N | 4457000000-N | 4695000000-E | 4709000000-E | 4860000000-E | NOTES | |
|--|---------------|--------------|--------------------|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------|---|
| NO | | | | | LS | TON | LF | SY | EA | EA | SY | EA | EA | EA | EA | LS | LF | LF | LF | | |
| Bladen | Bladenboro | | NC 410 | Forest | | | 20 | | | 1 | | | | | | | | | | | Change NW Corner to be Crossing of Main Only / Extend Curb |
| Bladen | Bladenboro | | NC 131 / 410 | First Baptist (Midblock) | | | 20 | 11 | | | | | | | | | | | | | Remove Ramp - Replace With Curb and Sidewalk (Ck Drainage) |
| Bladen | Bladenboro | | NC 131 / 410 | Old Town Hall (Midblock) | | | 20 | 11 | | | | | | | | | | | | | Remove Ramp - Replace With Curb and Sidewalk (Ck Drainage) |
| Bladen | Bladenboro | | NC 131 / 410 | Railroad | | | | 18 | | | | | | | | | | | | | Bulb-outs' Around Benches |
| Bladen | Bladenboro | | NC 131 / 410 | Seaboard | | | | | | | | | | | | | 220 | | | | Add 220 ft Crosswalk Lines for Verification |
| SUBTOTAL | | | | | 0.0 | 0.0 | 60.0 | 40.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 220.0 | 0.0 | 0.0 | | |
| Bladen | Clarkton | | US 701-B (College) | Peach to Ex SW | | | | 260 | | | | | 2 | | | | | | | | |
| Bladen | Clarkton | | US 701-B (College) | Family Dollar | | | | | | | | | 2 | | | | | | | | |
| Bladen | Clarkton | | NC 211 (Green) | Davis | | | | | | 1 | | | | | | | | | | | |
| Bladen | Clarkton | | NC 211 (Green) | Elm | | | | | | 1 | | | | | | | | | | | |
| Bladen | Clarkton | | NC 211 (Green) | Elm to US 701-B | | | | 300 | | 2 | | | | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 0.0 | 560.0 | 0.0 | 4.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Bladen | White Lake | | NC 53 | Timberlake | | | | | | 1 | | | | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | | |
| Bladen | Elizabethtown | | US 701 (Poplar) | Dunham | | | | 28 | | 1 | | | | | | | | | | | |
| Bladen | Elizabethtown | | US 701 (Poplar) | Walgreens DW | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | US 701 (Poplar) | CVS DW | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (E Broad) | Courthouse Dr | | | | | | | | | 1 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Pine | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | First Citizens Bank | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Slingsby | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Owen | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Graig | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Robeson | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Morehead | | | | | | | | | 1 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Marvin | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Lyon | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | Gillespie | | | | | | | | | 2 | | | | | | | | |
| Bladen | Elizabethtown | | NC 87-B (W Broad) | SR 1150 (Peanut) | | | | 23 | | 1 | | | | | | | | | | | |
| Bladen | Elizabethtown | | SR 1145 (MLK) | King | | | | | | | | | 2 | | | | | | | | 1-Type I / 1-Type II |
| Bladen | Elizabethtown | | SR 1145 (MLK) | Swanzy NE | | | | | | 1 | | | | | | | | | | | |
| Bladen | Elizabethtown | | SR 1145 (MLK) | Swanzy to Mill | | | 60 | 33 | | | | | 32 | | | | | | | | Eliminate or Modify Driveways (Grade Issues) |
| SUBTOTAL | | | | | 0.0 | 0.0 | 60.0 | 84.0 | 0.0 | 3.0 | 32.0 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Bladen | Dublin | | NC 87 (Albert) | 9th | | | 40 | 22 | | | | | 2 | | | | | | | | Close Ramp Crossing 87 Using Curb / Revise Ramp Along 87 |
| Bladen | Dublin | | NC 87 (Albert) | Dublin Pentacostal FWC | | | 40 | 22 | | | | | 2 | | | | | | | | Close Ramp Crossing 87 Using Curb / Revise Ramp Along 87 |
| Bladen | Dublin | | NC 87 (Albert) | Dublin Elementary | | | 160 | 89 | | | | | 2 | | | | | | | | Close 8 Ramp Xings Using Curb / Modify 2 Ramps to Conform (Type II's) |
| SUBTOTAL | | | | | 0.0 | 0.0 | 240.0 | 133.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Bladen | Tar Heel | | NC 87 | NC 131 | | | | | | | | | 1 | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| R-5786IA - 44916.3.22 - POP. < 5K - BLADEN - TOTAL | | | | | 0.0 | 0.0 | 360.0 | 817.0 | 0.0 | 9.0 | 32.0 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 220.0 | 0.0 | 0.0 | | |
| GRAND TOTAL - BLADEN | | | | | 0.0 | 0.0 | 360.0 | 817.0 | 0.0 | 9.0 | 32.0 | 35.0 | 0.0 | 0.0 | 0.0 | 0.0 | 220.0 | 0.0 | 0.0 | | |

| PROJECT | COUNTY | MUNICIPALITY | MAJOR ROUTE | MINOR ROUTE | 0000100000-N | 1220000000-E | 2549000000-E | 2591000000-E | 2600000000-N | 2605000000-N | 2612000000-E | 2613000000-N | 2800000000-N | 2815000000-N | 2830000000-N | 4457000000-N | 4695000000-E | 4709000000-E | 4860000000-E | NOTES | |
|--|------------|--------------|----------------|--------------------------|--------------|-----------------------|------------------------------|--------------------------------|-----------------------------|--------------------|----------------------|-----------------------------|-----------------------------|----------------------------|------------------------|---------------------------|--|---|--|------------|---|
| | | | | | Mobilization | Incidental Stone Base | 2'-6" Concrete Curb & Gutter | 4" Concrete Sidewalk (5' Wide) | Retrofit Existing Curb Ramp | Concrete Curb Ramp | 6" Concrete Driveway | Remove & Replace Curb Ramps | Adjustments of Catch Basins | Adjustments of Drop Inlets | Adjustment of Manholes | Temporary Traffic Control | Thermoplastic Pavement Marking Lines (8", 90 mils) | Thermoplastic Pavement Marking Lines (24", 90 mils) | Removal of Pavement Marking Lines (8") | | |
| | Cumberland | Spring Lake | N Bragg Blvd | Vass Rd | | | 80 | 50 | | | | 2 | | | | | | | | | Install new ramp on corner without one, Remove the 3 ramps in front of Circle K that direct pedestrians across Bragg, remove two other ramps and replace back with one that matches the first one installed. Refer to photo |
| | Cumberland | Spring Lake | N Bragg Blvd | Guns Plus Entrance | | | | | | | | 2 | | | | | | | | | Remove/Replace |
| | Cumberland | Spring Lake | N Bragg Blvd | Riverbark Vet Hospital | | | | | | | | 2 | | | | | | | | | Remove/Replace |
| | Cumberland | Spring Lake | Lillington Hwy | Lake Park Dr | | | | | | | | 1 | | | | | | | | | |
| | Cumberland | Spring Lake | Lillington Hwy | Watercliff Dr | | | | | | | | 1 | | | | | | | | | |
| | Cumberland | Spring Lake | Lillington Hwy | Cottageville Dr | | | | | | | | 1 | | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 80.0 | 467.0 | 0.0 | 0.0 | 0.0 | 19.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| R-5786IC - 44916.3.24 - POP. > 200K - CUMBERLAND - TOTAL | | | | | 0.0 | 0.0 | 1,277.0 | 1,222.0 | 1.0 | 2.0 | 0.0 | 196.0 | 0.0 | 0.0 | 0.0 | 0.0 | 159.0 | 0.0 | 159.0 | | |
| | Cumberland | Stedman | Clinton Rd | City St | | | | | | | | 1 | | | | | | | | | Remove/Replace the ramp next to the street that is without a warning pad. |
| | Cumberland | Stedman | Clinton Rd | Sunshine Square Entrance | | | | | | | | 2 | | | | | | | | | Remove/Replace if need be to meet code |
| | Cumberland | Stedman | Clinton Rd | Carol St | | | | | | | | 2 | | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| R-5786IA - 44916.3.22 - POP. < 5K - CUMBERLAND - TOTAL | | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| GRAND TOTAL - CUMBERLAND | | | | | 0.0 | 0.0 | 1277.0 | 1222.0 | 1.0 | 2.0 | 0.0 | 201.0 | 0.0 | 0.0 | 0.0 | 0.0 | 159.0 | 0.0 | 159.0 | | |

SUMMARY OF QUANTITIES - HARNETT

| PROJECT | COUNTY | MUNICIPALITY | MAJOR ROUTE | MINOR ROUTE | 000100000-N Mobilization | 122000000-E Incidental Stone Base | 254900000-E 2'-6" Concrete Curb & Gutter | 259100000-E 4" Concrete Sidewalk (5' Wide) | 260000000-N Retrofit Existing Curb Ramp | 260500000-N Concrete Curb Ramp | 261200000-E 6" Concrete Driveway | 261300000-N Remove & Replace Curb Ramps | 280000000-N Adjustments of Catch Basins | 281500000-N Adjustments of Drop Inlets | 283000000-N Adjustment of Manholes | 445700000-N Temporary Traffic Control | 469500000-E Thermoplastic Pavement Marking Lines (8", 90 mils) | 470900000-E Thermoplastic Pavement Marking Lines (24", 90 mils) | 486000000-E Removal of Pavement Marking Lines (8") | NOTES | |
|--|---------|--------------|---------------------|----------------------------------|-----------------------------|--------------------------------------|---|---|--|-----------------------------------|-------------------------------------|--|--|---|---------------------------------------|--|---|--|---|---|--|
| NO | | | | | LS | TON | LF | SY | EA | EA | SY | EA | EA | EA | EA | LS | LF | LF | LF | | |
| | Harnett | Angier | E Melver St | S Poplar St | 0.3 | | 16 | 10 | | | | | | | | 0.3 | | | | Remove ramp for crossing S Poplar St | |
| | Harnett | Angier | E Wimberly St | N Willow St | | | | | | | | 1 | | | | | | | | | |
| | Harnett | Angier | N Raleigh St | W Cutts St | | | | | | | | 1 | | | | | | | | Add new ramp | |
| | Harnett | Angier | N Raleigh St | W Wimberly St | | | | | | | | 1 | | | | | | | | Add new ramp | |
| | Harnett | Angier | S Raleigh St | E Lillington St | | | | | | | | 1 | | | | | | | | Add new ramp on the Angier Meat Market corner | |
| | Harnett | Angier | S Raleigh St | W Church St | | | 16 | 10 | | | | 1 | | | | | | | | Remove ramp from crossing Raleigh St. add new ramp on the other corner | |
| SUBTOTAL | | | | | 0.3 | 0.0 | 32.0 | 20.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | | |
| R-5786IC - 44916.3.24 - POP. > 200K - HARNETT - TOTAL | | | | | 0.3 | 0.0 | 32.0 | 20.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | | |
| | Harnett | Buies Creek | Burt St | Main St | 0.3 | | | | | | | 1 | | | | 0.3 | | | | Install new ramp in sidewalk on Main St directly across from the ramp on the corner of Burt St. | |
| | Harnett | Buies Creek | TT Lanier St | Bernard McLeod Admissions Center | | | | | 2 | | | | | | | | | | | Add pads | |
| | Harnett | Buies Creek | Leslie Campbell Ave | Short Stop Gas Station | | | | | | | | 1 | | | | | | | | Remove/Replace at the rear entrance (Next to the transformer box) | |
| | Harnett | Buies Creek | Upchurch Lane | Heads Up Salon | | | | | | | | 1 | | | | | | | | Add new ramp at the end of the sidewalk near the rear parking lot | |
| SUBTOTAL | | | | | 0.3 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | | |
| | Harnett | Erwin | Denim Dr | S 7th St | | | 32 | 20 | | | | | | | | | | | | Remove two ramps across Denim Dr and replace with curb and sidewalk | |
| | Harnett | Erwin | Denim Dr | Masonic Rd | | | 32 | 20 | | | | | | | | | | | | Remove two ramps across Denim Dr and replace with curb and sidewalk | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 64.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | Harnett | Dunn | E Cumberland St | S Sampson Ave | | | | | | | | 1 | | | | | | | | Remove/Replace existing ramp | |
| | Harnett | Dunn | E Cumberland St | S Elm Ave | | | | | | | | 1 | | | | | | | | Add new ramp on corner and tie into existing sidewalk | |
| | Harnett | Dunn | E Cumberland St | S Railroad Ave | | | | | | | | 1 | | | | | | | | new ramp on the corner with the manhole | |
| | Harnett | Dunn | E Cumberland St | Lucknow Sq | | | | | | | | 1 | | | | | | | | Intall new ramp on the corner without one | |
| | Harnett | Dunn | E Cumberland St | S Wayne Ave | | | | | | | | 2 | | | | | | | | Install new ramps to go with the current crosswalk | |
| | Harnett | Dunn | E Cumberland St | S Watauga Ave | | | | | 1 | | | 1 | | | | | | | | New pad on existing ramp and new ramp on corner of Advance Auto | |
| | Harnett | Dunn | E Cumberland St | S Wilson Ave | | | | | | | | | | | | | 90 | | | | |
| | Harnett | Dunn | N Clinton Ave | E Harnett St | | | | | | | | 1 | | | | | | | | Replace ramp on the corner of the Shrine Club | |
| | Harnett | Dunn | S Clinton Ave | E Godwin St | | | | | | | | | | | | | | | | | |
| | Harnett | Dunn | S Clinton Ave | E Pearsall St to E Pope St | | | | 105 | | 4 | | | | | | | | | | | |
| | Harnett | Dunn | S Clinton Ave | E Pope St to E Bay St | | | | 65 | | | | | | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 0.0 | 170.0 | 1.0 | 4.0 | 0.0 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 90.0 | 0.0 | 0.0 | | |
| R-5786IB - 44916.3.23 - POP. > 5K, BUT < 200K - HARNETT - TOTAL | | | | | 0.3 | 0.0 | 64.0 | 210.0 | 3.0 | 4.0 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 | 0.3 | 90.0 | 0.0 | 0.0 | | |
| | Harnett | Lillington | W Front St | S 10th St | 0.4 | | | | | | | 1 | | | | 0.4 | | | | One new ramp | |
| | Harnett | Lillington | W Front St | S 13th St | | | | | | | | 1 | | | | | | | | One new ramp | |
| | Harnett | Lillington | S Main St | E Harnett St | | | | | | | | 2 | | | | | | | | Two new ramps | |
| SUBTOTAL | | | | | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | | |
| R-5786IA - 44916.3.22 - POP. < 5K - HARNETT - TOTAL | | | | | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | | |
| GRAND TOTAL - HARNETT | | | | | 1.0 | 0.0 | 96.0 | 230.0 | 3.0 | 4.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 1.0 | 90.0 | 0.0 | 0.0 | | |

| PROJECT | COUNTY | MUNICIPALITY | MAJOR ROUTE | MINOR ROUTE | 0000100000-N Mobilization | 1220000000-E Incidental Stone Base | 2549000000-E 2'-6" Concrete Curb & Gutter | 2591000000-E 4" Concrete Sidewalk (5' Wide) | 2600000000-N Retrofit Existing Curb Ramp | 2605000000-N Concrete Curb Ramp | 2612000000-E 6" Concrete Driveway | 2613000000-N Remove & Replace Curb Ramps | 2800000000-N Adjustments of Catch Basins | 2815000000-N Adjustments of Drop Inlets | 2830000000-N Adjustment of Manholes | 4457000000-N Temporary Traffic Control | 4695000000-E Thermoplastic Pavement Marking Lines (8", 90 mils) | 4709000000-E Thermoplastic Pavement Marking Lines (24", 90 mils) | 4860000000-E Removal of Pavement Marking Lines (8") | NOTES | |
|---|---------|--------------|-------------|-----------------|------------------------------|---------------------------------------|--|--|---|------------------------------------|--------------------------------------|---|---|--|--|---|--|---|--|-------|-------------------------|
| SUBTOTAL | | | | | 0.0 | 0.0 | 15.0 | 5.0 | 18.0 | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| | Robeson | Rowland | US 301 | Lumbree Bank | | | | | 2 | | | | | | | | | | | | |
| | Robeson | Rowland | SR 1186 | N. Canal St. | | | | 10 | 1 | | | 1 | | | | | | | | | Repair damaged sidewalk |
| | Robeson | Rowland | SR 1186 | SR 1141 | | | | | 2 | | | 1 | | | | | | | | | |
| | Robeson | Rowland | SR 1141 | W. Mill St. | | | | | 2 | | | 1 | | | | | | | | | |
| | Robeson | Rowland | NC 130 | Canal St. | | | | | 1 | | | | | | | | | | | | |
| | Robeson | Rowland | NC 130 | MLK | | | | | | 1 | | | | | | | | | | | |
| | Robeson | Rowland | NC 130 | N. Watson St. | | | | 5 | 3 | | | 1 | | | | | | | | | |
| | Robeson | Rowland | NC 130 | N. McCallum St. | | | | | 2 | | | 1 | | | | | | | | | |
| | Robeson | Rowland | NC 130 | Ward St. | | | | | 3 | | | 1 | | | | | | | | | |
| | Robeson | Rowland | NC 130 | Ash St. | | | | | 3 | | | | | | | | | | | | |
| | Robeson | Rowland | NC 130 | Cedar St. | | | | | 3 | | 6 | | | | | | | | | | |
| | Robeson | Rowland | NC 130 | SR 2518 | | | | 10 | 1 | 1 | | | | | | | | | | | |
| SUBTOTAL | | | | | 0.0 | 0.0 | 0.0 | 25.0 | 23.0 | 2.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| R-5786IA - 44916.3.22 - POP. < 5K - ROBESON - TOTAL | | | | | 0.0 | 0.0 | 150.0 | 120.0 | 70.0 | 13.0 | 6.0 | 25.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 180.0 | 0.0 | 0.0 | |
| GRAND TOTAL - ROBESON | | | | | 0.0 | 0.0 | 530.0 | 1798.0 | 182.0 | 58.0 | 43.0 | 136.0 | 3.0 | 4.0 | 0.0 | 0.0 | 0.0 | 180.0 | 0.0 | 0.0 | |