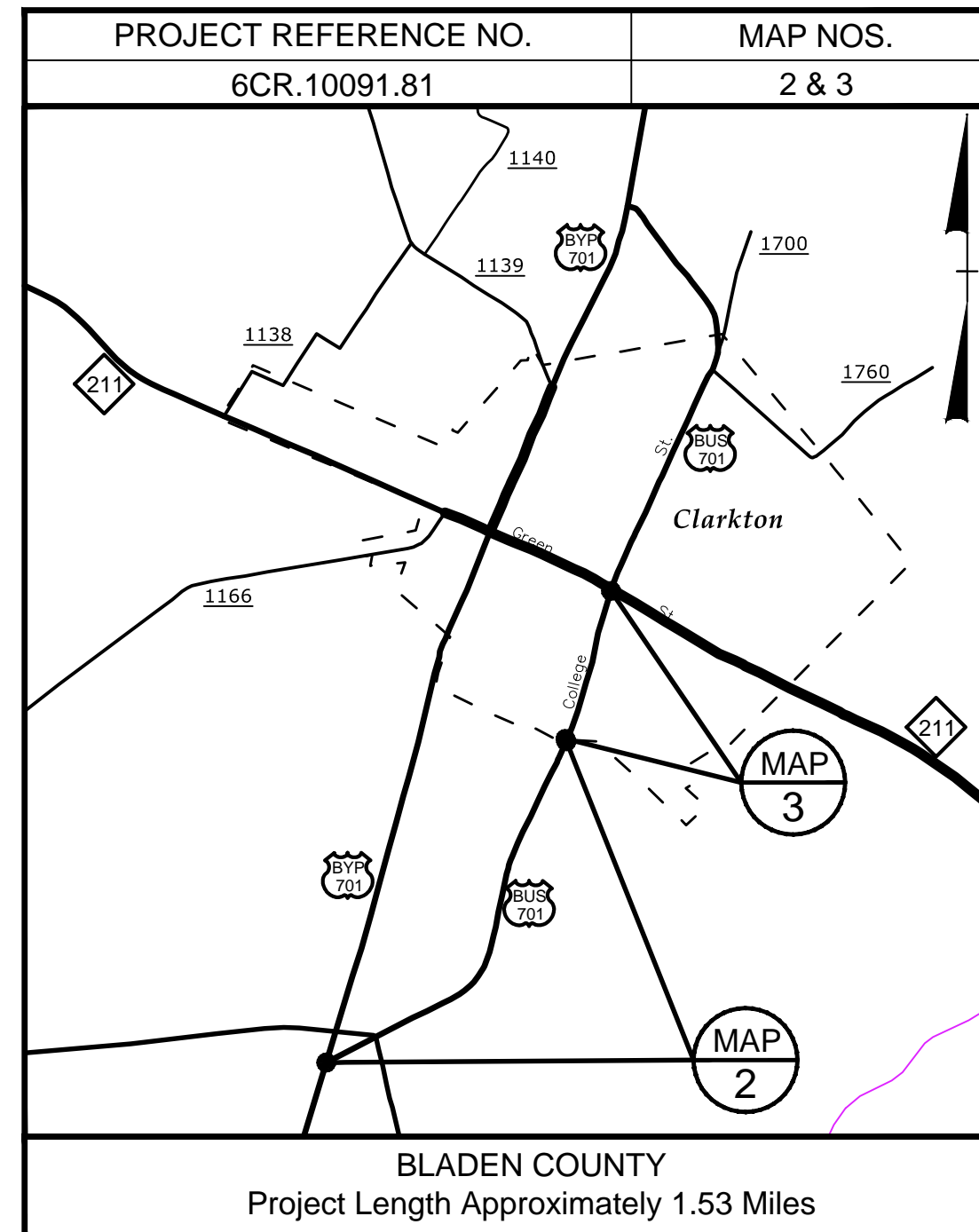
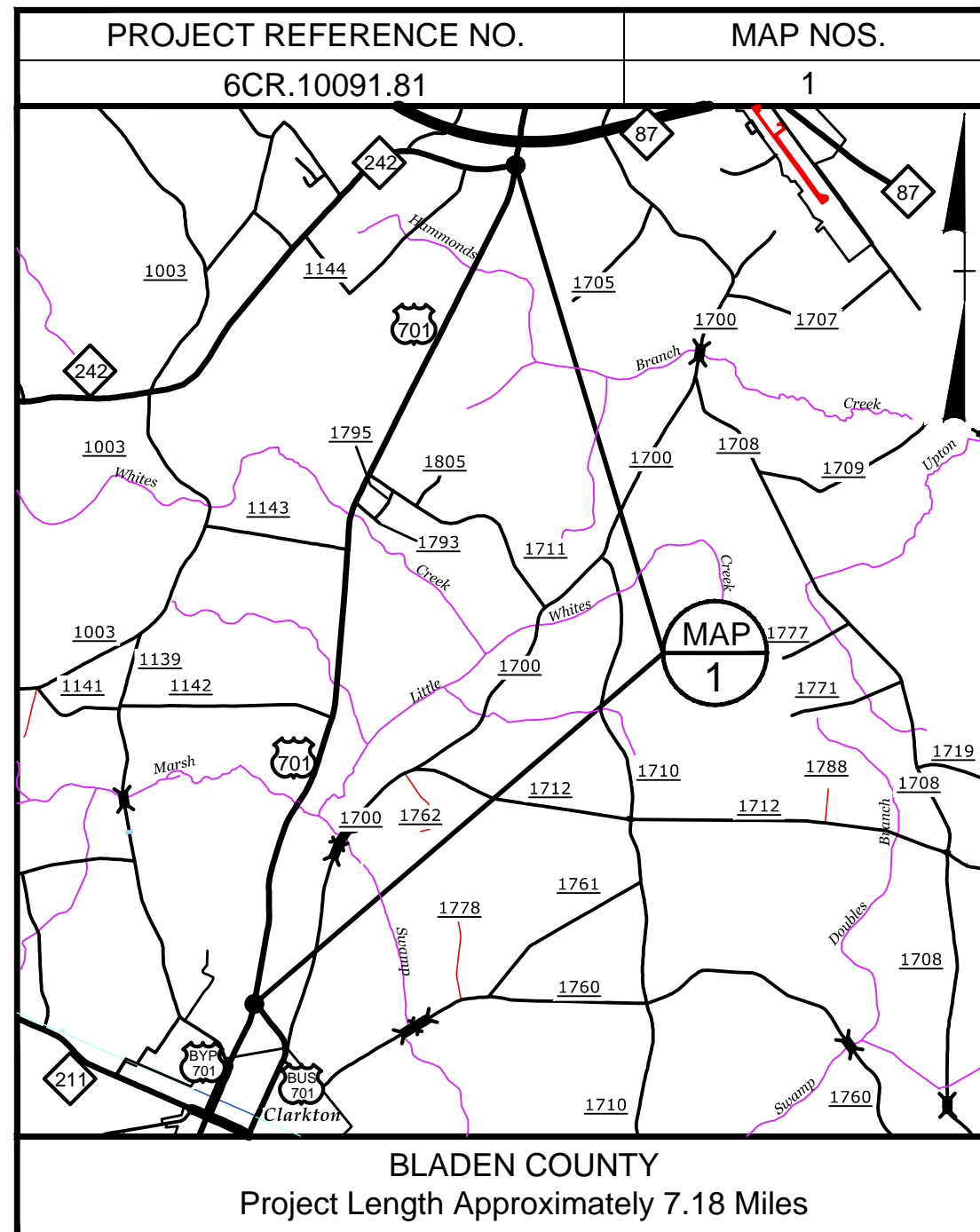
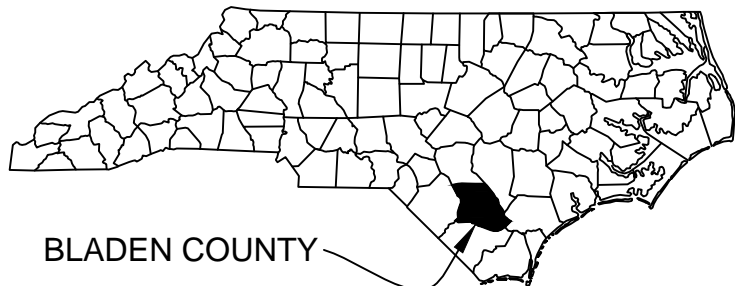


# RESURFACING MAPS - BLADEN COUNTY



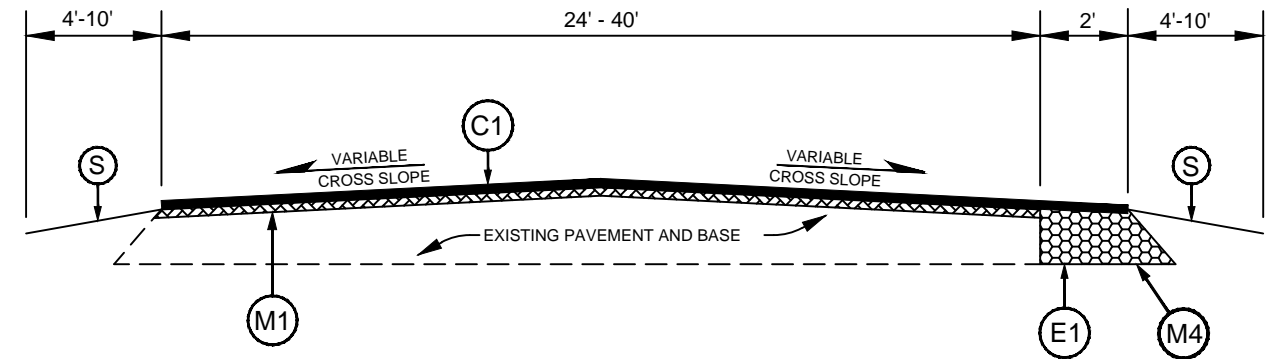
# RESURFACING MAPS - BLADEN COUNTY



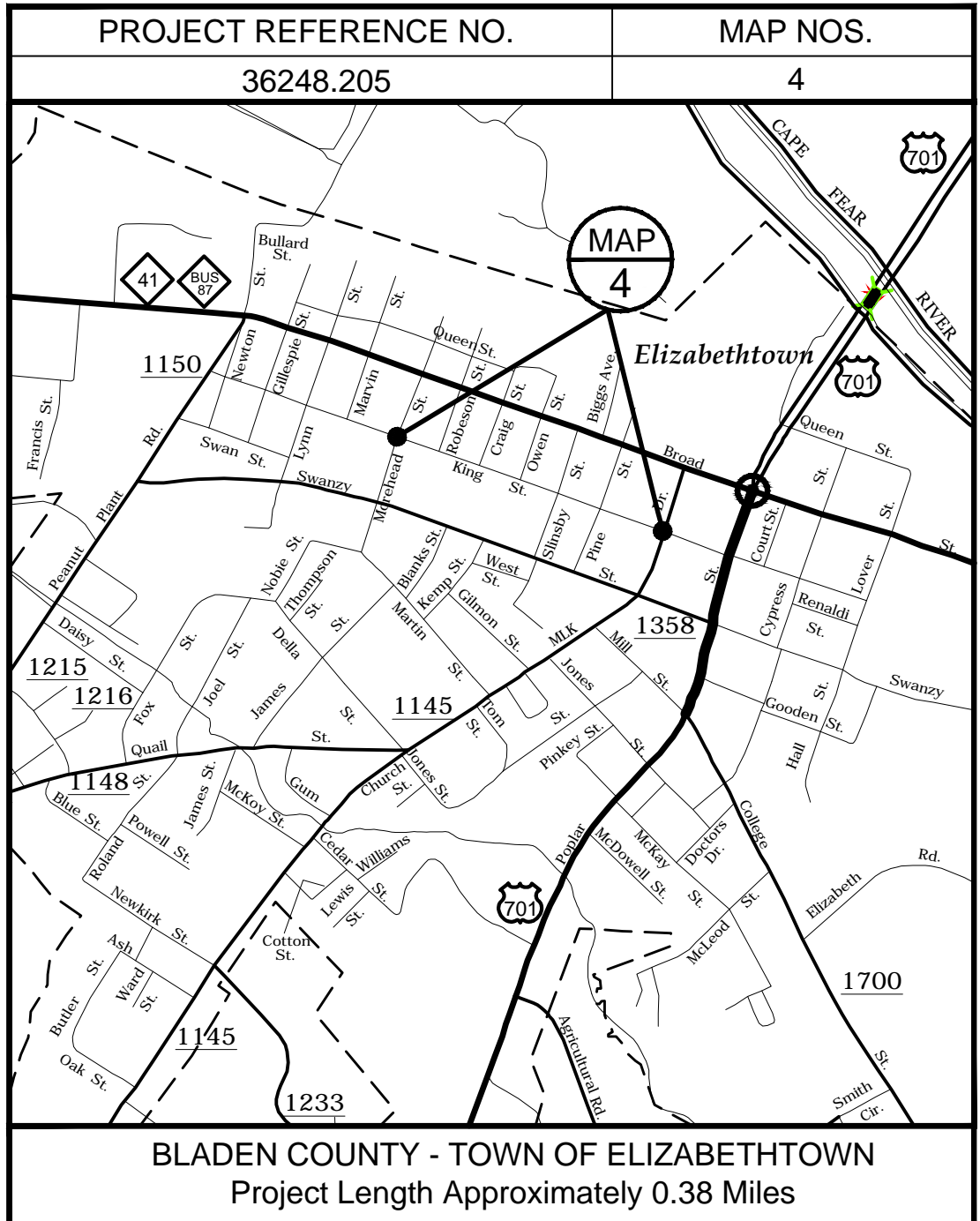
BLADEN COUNTY

## TYPICAL SECTION NO. 1

MAP 1: US 701 - FROM US 701 BUS. TO NC 242  
 MAP 2: US 701 BUS - A - FROM US 701 BYP. TO BEGIN C&G



- NOTES:
1. INCLUDES 2' WIDENING ON THE INSIDE RADIUS OF ALL CURVES, PROVIDED ADEQUATE SHOULDER WIDTH EXISTS. ENGINEER WILL IDENTIFY CURVES TO BE WIDENED IN THE FIELD. SEE DETAIL 1.
  2. INCLUDES MILL & FILL PAVEMENT REPAIR WHERE IDENTIFIED BY ENGINEER. SEE DETAIL 2.
  3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.



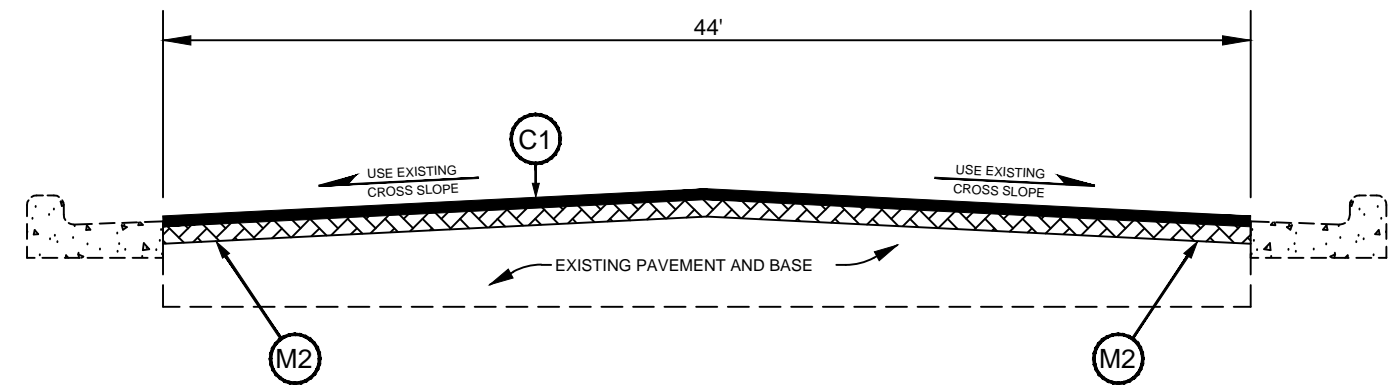
### PAVEMENT SCHEDULE

C1	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 168 pounds per square yard.
D1	Proposed approximately 2½" of Asphalt Concrete Intermediate Course, Type I-19.0-B, at an average rate of 285 pounds per square yard.
E1	Proposed approximately 5½" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 627 pounds per square yard for 2' widening at inside curve radii, as Directed by the Engineer.
M1	Milling Depth ¾" for the entire width of the roadway for roadway profile correction.
M2	Milling Depth 1½" for the entire width of the roadway. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
M3	Milling Depth 0" - 1½" at the edge of Curb & Gutter. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
M4	Milling existing soil shoulder, to a depth of 5½", with a width of 2' where indicated by Typical, for inside curve widening.
M5	Milling Depth 2½" at all designated distressed areas, with a variable width from 9' to 12', or as Directed by the Engineer.
S	Shoulder Reconstruction as directed by the Engineer.

DRAWINGS NOT TO SCALE

### TYPICAL SECTION NO. 2

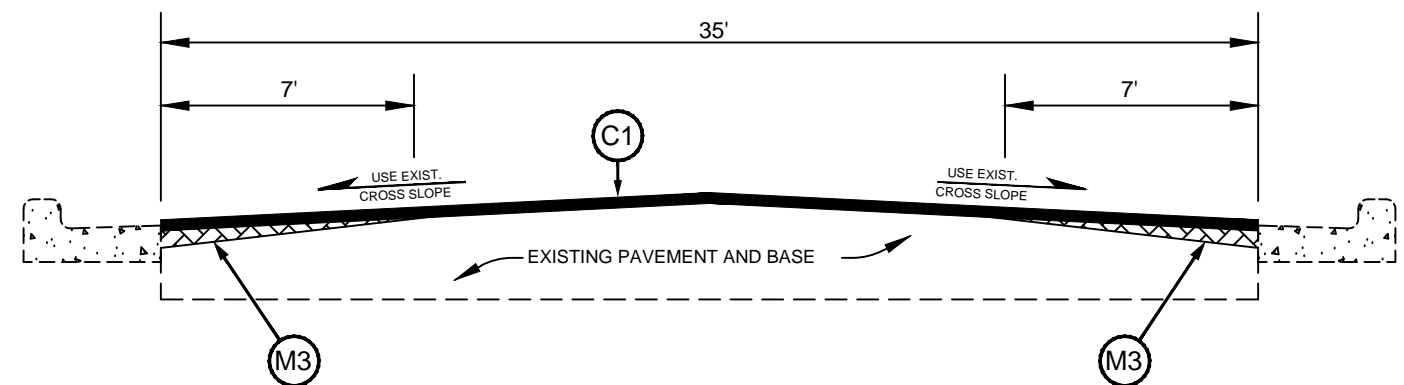
MAP 3: US 701 BUS - B - FROM BEGIN C&G TO NC 211



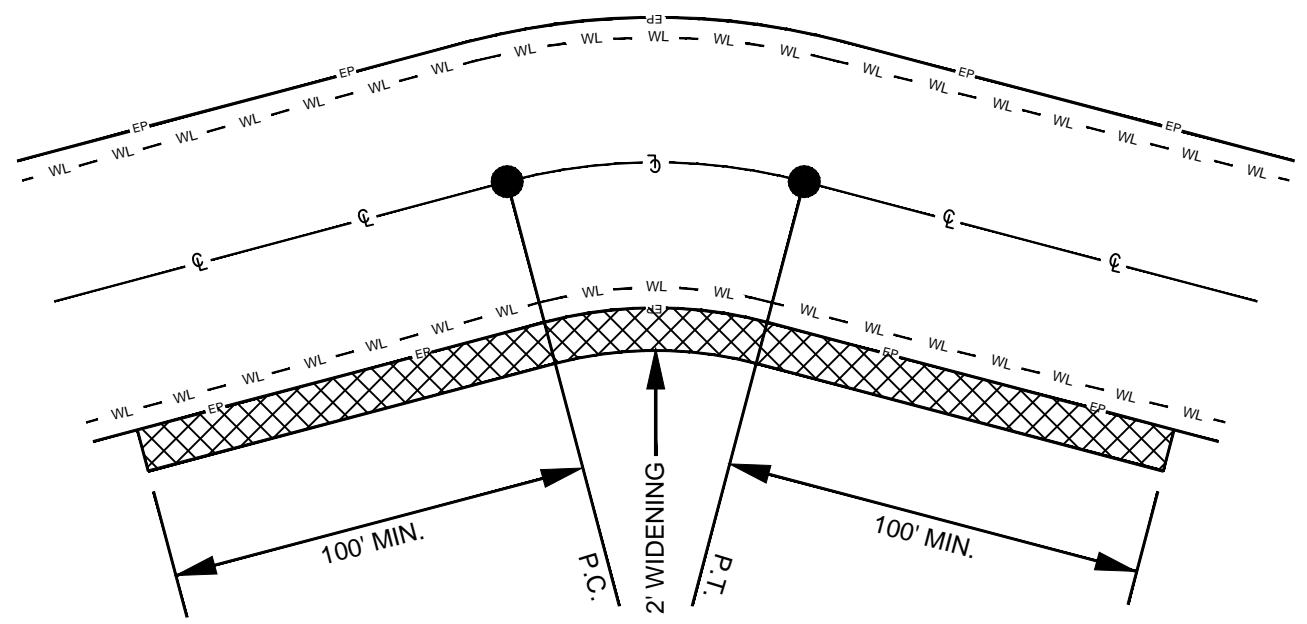
**NOTES:**  
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.

### TYPICAL SECTION NO. 3

MAP 4: KING STREET - FROM SR 1145 (MLK DR.) TO MOREHEAD ST.



**NOTES:**  
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 3.



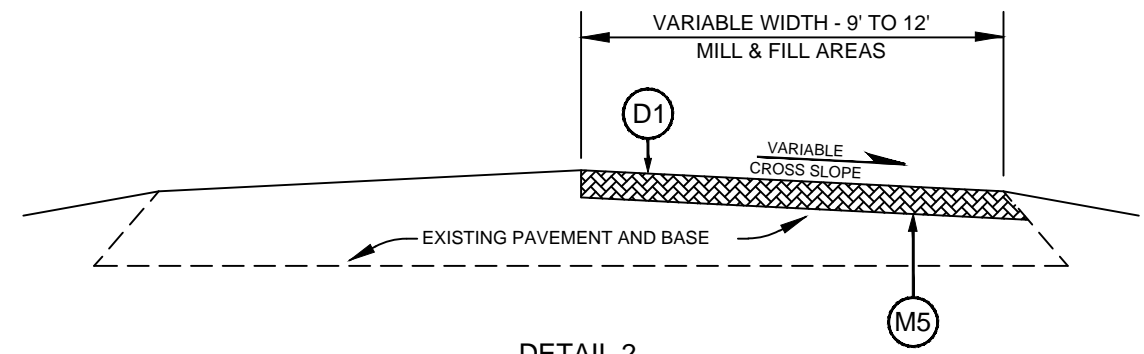
**DETAIL 1**  
**2' INSIDE CURVE WIDENING**

**NOTES:**  
1. CONSTRUCT CURVE WIDENING ON ALL CURVES, PROVIDED ADEQUATE SHOULDER EXISTS, OR AS DIRECTED BY ENGINEER.  
2. MAINTAIN LANE WIDTHS AND WHITE EDGE LINE PLACEMENT AS SHOWN. CURVE WIDENING SHOULD ACT AS A PAVED SHOULDER, NOT ADDITIONAL LANE WIDTH.

### PAVEMENT SCHEDULE

C1	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 168 pounds per square yard.
D1	Proposed approximately 2½" of Asphalt Concrete Intermediate Course, Type I-19.0-B, at an average rate of 285 pounds per square yard.
E1	Proposed approximately 5½" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 627 pounds per square yard for 2' widening at inside curve radii, as Directed by the Engineer.
M1	Milling Depth ¾" for the entire width of the roadway for roadway profile correction.
M2	Milling Depth 1½" for the entire width of the roadway. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
M3	Milling Depth 0" - 1½" at the edge of Curb & Gutter. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
M4	Milling existing soil shoulder, to a depth of 5½", with a width of 2' where indicated by Typical, for inside curve widening.
M5	Milling Depth 2½" at all designated distressed areas, with a variable width from 9' to 12', or as Directed by the Engineer.
S	Shoulder Reconstruction as directed by the Engineer.

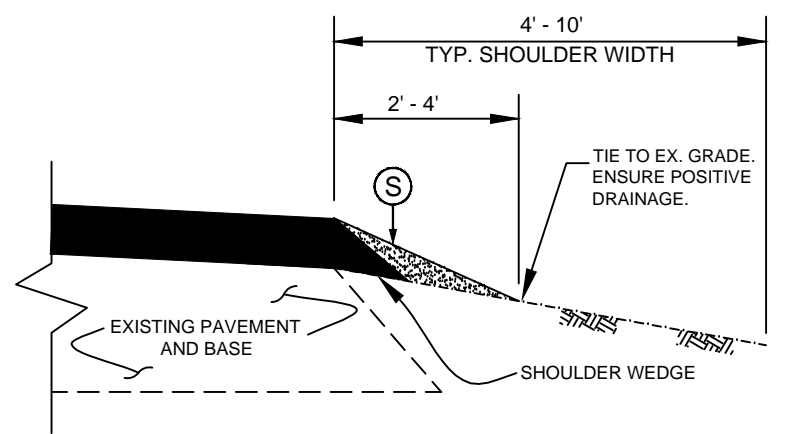
**DRAWINGS NOT TO SCALE**



**DETAIL 2**  
**MILL & FILL PAVEMENT REPAIR**

**NOTES:**

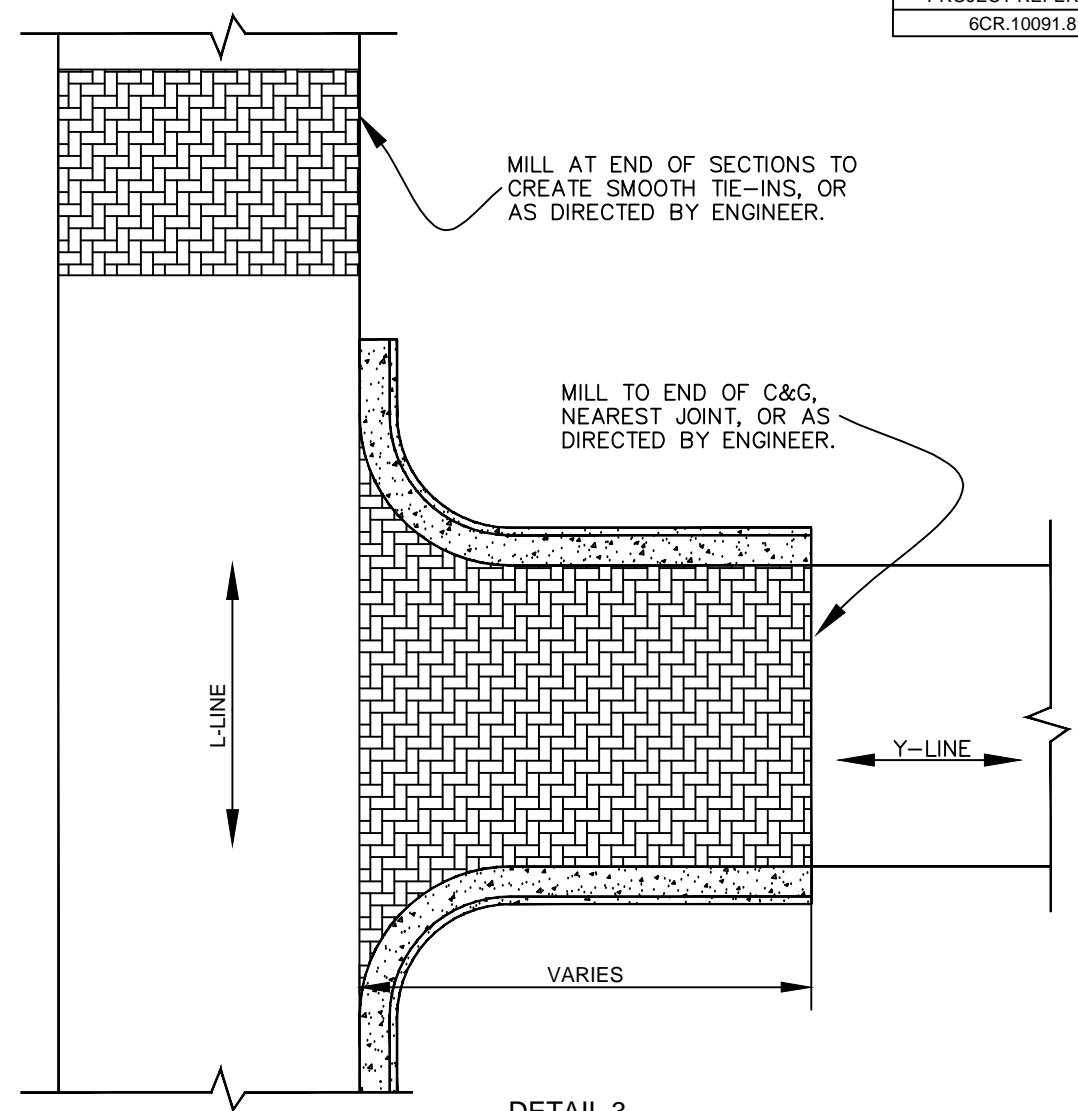
1. DISTRESSED AREAS TO BE REPAIRED BY MILL & FILL SHALL BE DESIGNATED BY THE ENGINEER.
2. FILL MILLED AREAS WITH ASPHALT INTERMEDIATE COURSE BACK FLUSH WITH THE EXISTING ASPHALT LEFT IN PLACE, PRIOR TO PLACEMENT OF PROPOSED ASPHALT SURFACE COURSE.



**DETAIL 4**  
**SHOULDER RECONSTRUCTION**

**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.



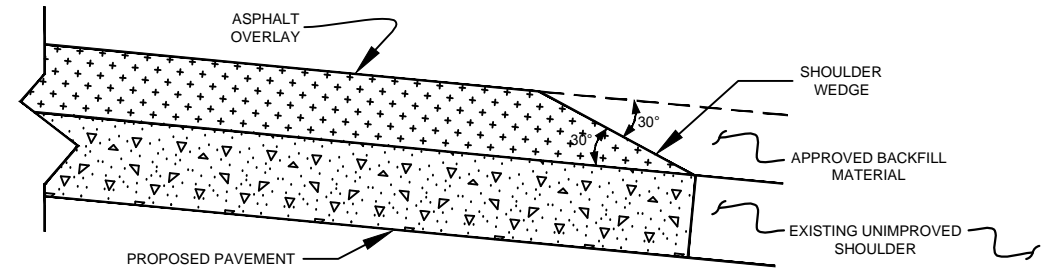
**DETAIL 3**  
**Y-LINE / BUTT JOINT MILLING**

**NOTES:**

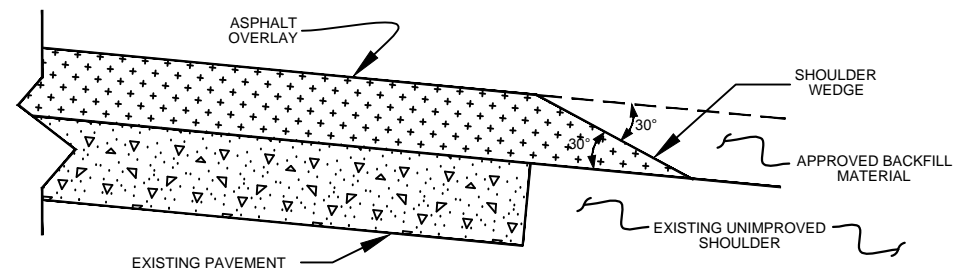
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS (NCDOT & MUNICIPALITY), OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

PAVEMENT SCHEDULE	
C1	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 168 pounds per square yard.
D1	Proposed approximately 2½" of Asphalt Concrete Intermediate Course, Type I-19.0-B, at an average rate of 285 pounds per square yard.
E1	Proposed approximately 5½" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 627 pounds per square yard for 2' widening at inside curve radii, as Directed by the Engineer.
M1	Milling Depth ¾" for the entire width of the roadway for roadway profile correction.
M2	Milling Depth 1½" for the entire width of the roadway. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
M3	Milling Depth 0" - 1½" at the edge of Curb & Gutter. Milling shall extend below the lip of the Curb & Gutter by the thickness of the Proposed Overlay.
M4	Milling existing soil shoulder, to a depth of 5½", with a width of 2' where indicated by Typical, for inside curve widening.
M5	Milling Depth 2½" at all designated distressed areas, with a variable width from 9' to 12', or as Directed by the Engineer.
S	Shoulder Reconstruction as directed by the Engineer.

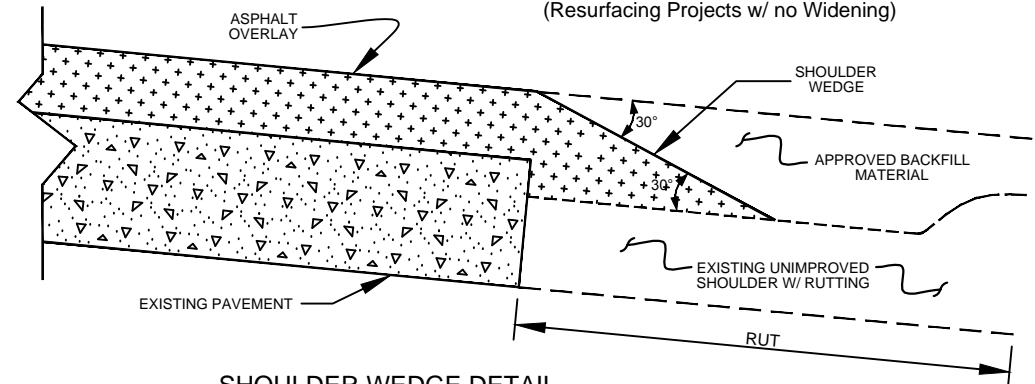
DRAWINGS NOT TO SCALE



**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)

**DETAIL 5**  
**SHOULDER WEDGE DETAILS**

**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.

**DETAIL 6**  
**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.

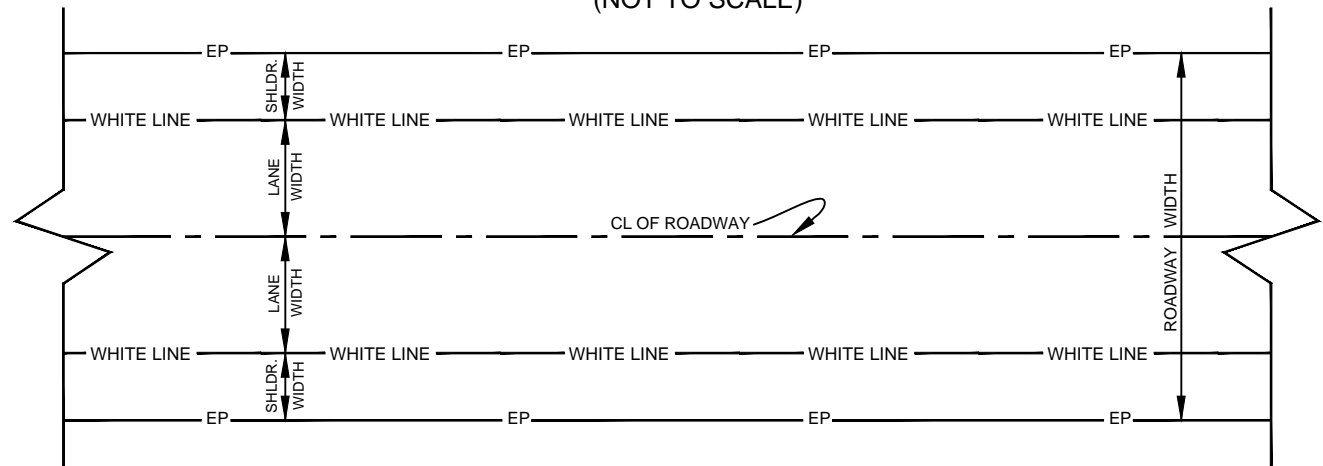
TWO LANE - TWO WAY ROADWAY - 55 MPH		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	12'	2'
32'	12'	4'

\* May vary due to pavement width

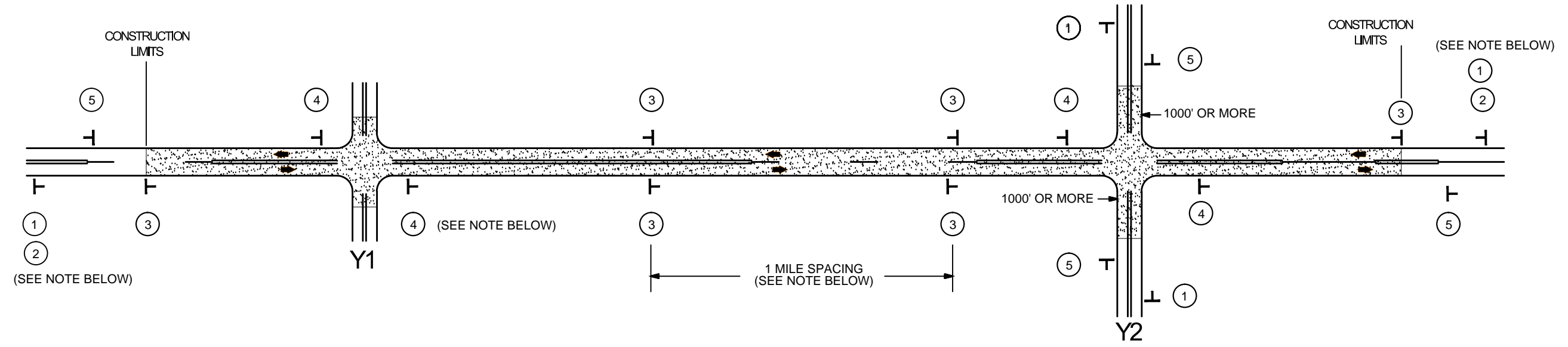
TWO LANE - TWO WAY ROADWAY 50 MPH OR LESS		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'

\* May vary due to pavement width

**SCHMATIC OF ROADWAY**  
(NOT TO SCALE)



# SIGNING FOR RESURFACING PROJECTS

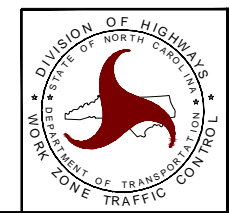


LEGEND	
T	STATIONARY SIGN
→	DIRECTION OF TRAFFIC FLOW

## MAINLINE (-L-) SIGNING

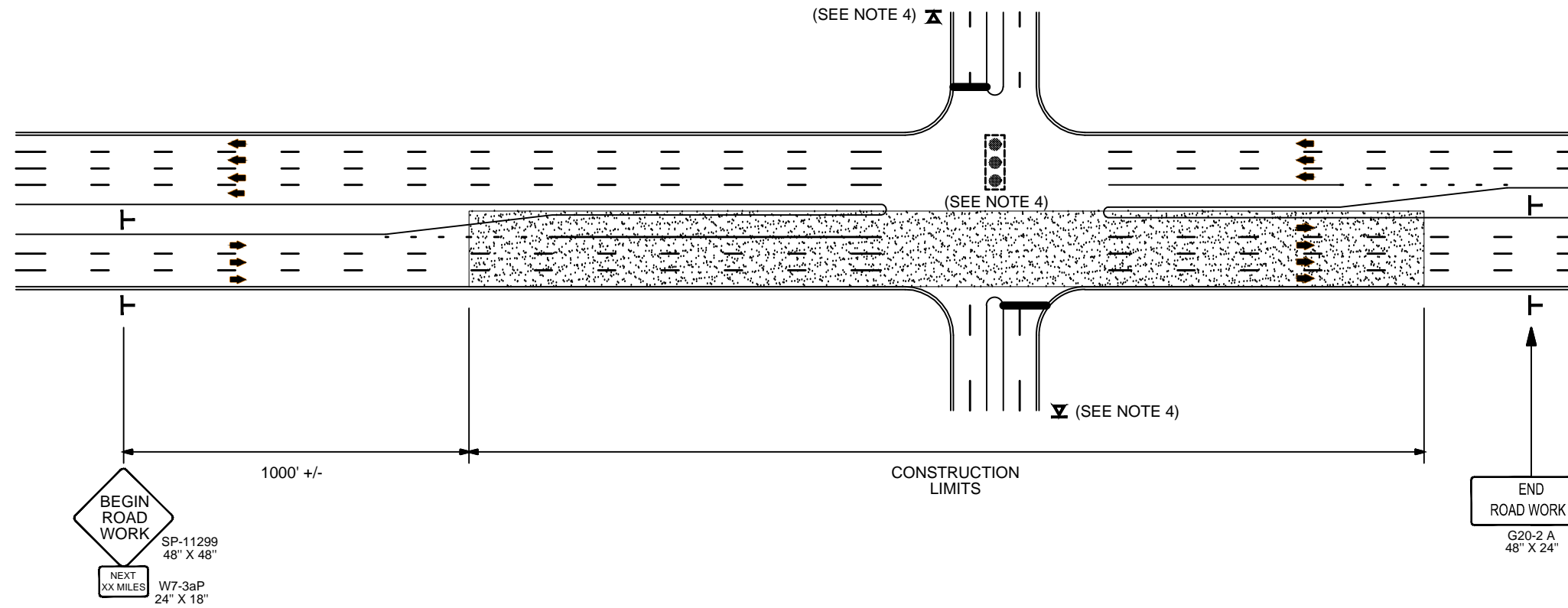
## -Y- LINE SIGNING

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>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>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; align-items: center;"> <div style="text-align: center;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<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>	



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

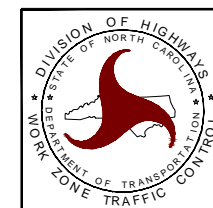
## URBAN / SUBURBAN WORKZONES



**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.

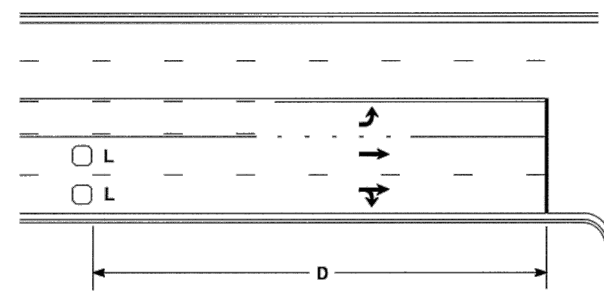
LEGEND	
T	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



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



### High Speed Detection [≥40 mph (64 km/hr)]

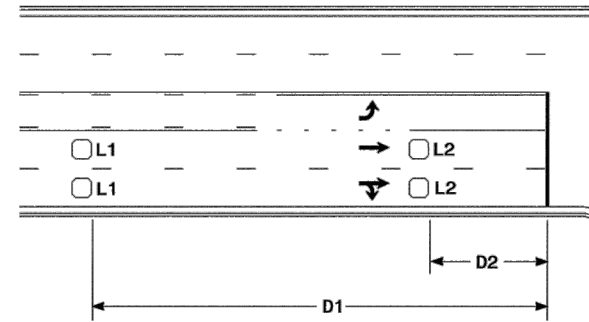


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series for TS1  
Controllers  
Wired separately for TS2,  
170, and 2070L Controllers

Volume Density Operation

OR

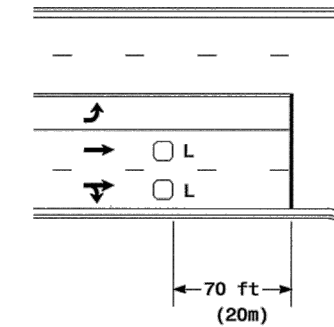


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

L1 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series  
L2 = 6ft X 6ft  
(1.8m X 1.8m)  
Wired in series

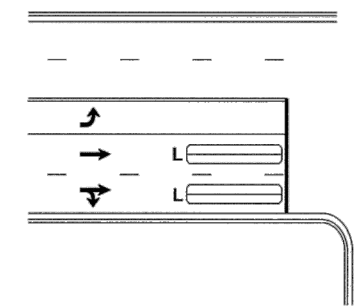
"Stretch" Operation

### Low Speed Detection [≤35 mph (56 km/hr)]



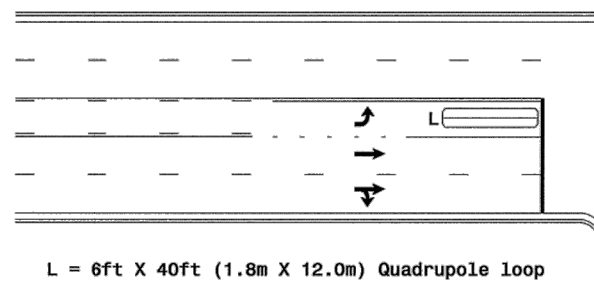
L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

OR



L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop, wired separately

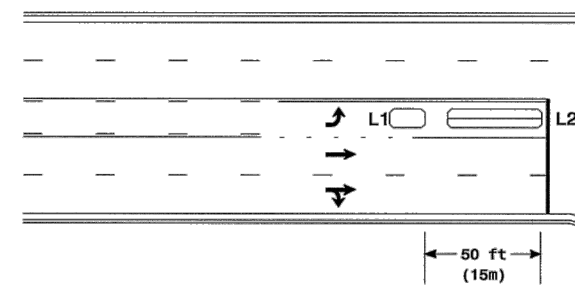
### Left Turn Lane Detection



L = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

Presence Loop Detection

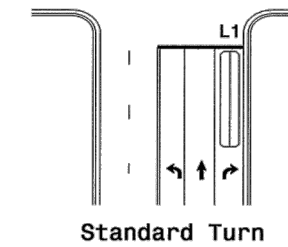
OR



L1 = 6ft X 15ft (1.8m X 4.6m) Queue detector  
L2 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop

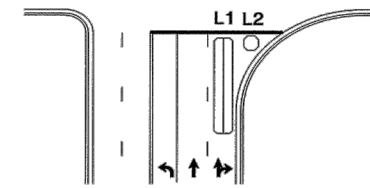
Queue Loop Detection

### Right Turn Lane Detection

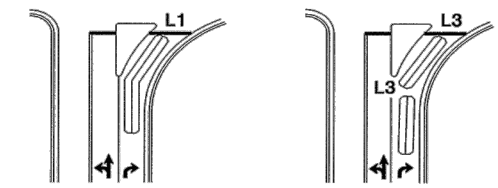


Standard Turn

L1 = 6ft X 40ft (1.8m X 12.0m) Quadrupole loop  
L2 = 6ft X 6ft (1.8m X 1.8m) [Minimum] Presence loop  
Wired separately  
L3 = 6ft X 20ft (1.8m X 6.0m) Quadrupole loop  
Wired in series

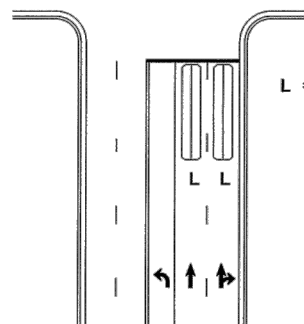


Wide Radius Turn



Channelized Turn

### Side Street Detection

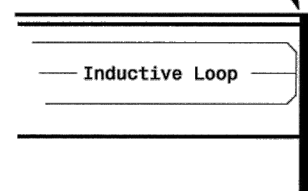


L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop  
Wired to separate  
detectors/channels

19-DEC-2006 14:29  
s-w-lts:slipol:slip:turn:in:mi:sc:loop:pl:ccl:2006-dgn  
pl:alexander

### 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 when stop line is  
greater than 15' (4.5m) from edge  
of intersecting roadway; or, when  
loop detects a permissive or  
protected/permissive left turn.

### Recommended Number of Turns

Single 6' X 6' (1.8m X 1.8m)  
loop (wired separately):

Length of Lead-in ft (m)	Number of Turns
< 250 (75)	3
250-375 (75-115)	4
375-525 (115-160)	5
> 525 (160)	6

Quadrupole loops: Use 2-4-2 turns  
6' X 15' (1.8m X 4.6m) Loops:  
Lead-in < 150' (45 m), use 2 turns  
Lead-in > 150' (45 m), use 3 turns

	<b>Typical Loop Locations</b>		
	PLAN DATE: June 2006 PREPARED BY: P. L. Alexander	REVIEWED BY:	
REVISIONS: 1. Revise pavement markings		INIT. DATE: [Signature] 12/15/06	SIGNATURE: [Signature] DATE: 6/6/06



# SUMMARY OF QUANTITIES

															PROJECT NO.		SHEET NO.	TOTAL NO.			
															6CR.10091.81, 36248.205		1	2			
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	GENERIC GRADING ITEM AGGREGATE SHOULDER BORROW	SHOULDER RECONSTRUCTION	¾" MILLING	1½" MILLING	2½" MILLING	0" TO 1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B	
NO		NO			NO							TON	SMI	SY	SY	SY	SY	SY	TONS	TONS	
6CR.10091.81	Bladen	1	US 701	US 701 BUS. TO NC 242	1	2	2WU	NO	NO	7.18	28	2,394	14.4	128,363		1,264		267	662	180	
<b>TOTAL FOR MAP NO. 1</b>										<b>7.18</b>		<b>2,394</b>	<b>14.4</b>	<b>128,363</b>		<b>1,264</b>		<b>267</b>	<b>662</b>	<b>180</b>	
6CR.10091.81	Bladen	2	US 701 BUS. - A	FROM US 701 BYP. TO BEGIN C&G	1	2	2WU	NO	NO	1.53	24	510	3.1	21,542				89	169		
<b>TOTAL FOR MAP NO. 2</b>										<b>1.53</b>		<b>510</b>	<b>3.1</b>	<b>21,542</b>				<b>89</b>	<b>169</b>		
6CR.10091.81	Bladen	3	US 701 BUS. - B	FROM BEGIN C&G TO NC 211	2	2	2WU	NO	NO	0.20	44				5,163			89			
<b>TOTAL FOR MAP NO. 3</b>										<b>0.20</b>			<b>0.0</b>		<b>5,163</b>			<b>89</b>			
<b>TOTAL FOR PROJ NO. 6CR.10091.81</b>										<b>8.91</b>		<b>2,904</b>	<b>17.5</b>	<b>149,905</b>		<b>5,163</b>	<b>1,264</b>		<b>445</b>	<b>831</b>	<b>180</b>
36248.205	Bladen	4	KING ST.	FROM SR 1145 (MLK DR.) TO MOREHEAD ST.	3	2	2WU	NO	NO	0.38	35						3,121	444			
<b>TOTAL FOR MAP NO. 4</b>										<b>0.38</b>							<b>3,121</b>	<b>444</b>			
<b>TOTAL FOR PROJ NO. 36248.205</b>										<b>0.38</b>							<b>3,121</b>	<b>444</b>			
<b>GRAND TOTAL</b>										<b>9.29</b>		<b>2,904</b>	<b>17.5</b>	<b>149,905</b>		<b>5,163</b>	<b>1,264</b>		<b>889</b>	<b>831</b>	<b>180</b>

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	SURFACE COURSE, S9.5B	SURFACE COURSE, SF9.5A	LEVELING COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
NO		NO			NO							TONS	TONS	TONS	TONS	TONS	EA	EA	LF	LF
6CR.10091.81	Bladen	1	US 701	US 701 BUS. TO NC 242	1	2	2WU	NO	NO	7.18	28	11,035		124	708	44				
<b>TOTAL FOR MAP NO. 1</b>										<b>7.18</b>		<b>11,035</b>		<b>124</b>	<b>708</b>	<b>44</b>				
6CR.10091.81	Bladen	2	US 701 BUS. - A	FROM US 701 BYP. TO BEGIN C&G	1	2	2WU	NO	NO	1.53	24	1,970			126	15				
<b>TOTAL FOR MAP NO. 2</b>										<b>1.53</b>		<b>1,970</b>			<b>126</b>	<b>15</b>				
6CR.10091.81	Bladen	3	US 701 BUS. - B	FROM BEGIN C&G TO NC 211	2	2	2WU	NO	NO	0.20	44	459			28		2	2	310	100
<b>TOTAL FOR MAP NO. 3</b>										<b>0.20</b>		<b>459</b>			<b>28</b>		<b>2</b>	<b>2</b>	<b>310</b>	<b>100</b>
<b>TOTAL FOR PROJ NO. 6CR.10091.81</b>										<b>8.91</b>		<b>13,464</b>		<b>124</b>	<b>862</b>	<b>59</b>	<b>2</b>	<b>2</b>	<b>310</b>	<b>100</b>
36248.205	Bladen	4	KING ST.	FROM SR 1145 (MLK DR.) TO MOREHEAD ST.	3	2	2WU	NO	NO	0.38	35		767		51		7	6	310	15
<b>TOTAL FOR MAP NO. 4</b>										<b>0.38</b>			<b>767</b>		<b>51</b>		<b>7</b>	<b>6</b>	<b>310</b>	<b>15</b>
<b>TOTAL FOR PROJ NO. 36248.205</b>										<b>0.38</b>			<b>767</b>		<b>51</b>		<b>7</b>	<b>6</b>	<b>310</b>	<b>15</b>
<b>GRAND TOTAL</b>										<b>9.29</b>		<b>13,464</b>	<b>767</b>	<b>124</b>	<b>913</b>	<b>59</b>	<b>9</b>	<b>8</b>	<b>620</b>	<b>115</b>

# THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO.	SHEET NO.	TOTAL NO.
6CR.10091.81, 36248.205	2	2

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4685000000-E		4686000000-E		4695000000-E	4700000000-E	4710000000-E	
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	8" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	24" X 120 M WHITE THERMO	
SF	LS	HR	LF	LF	LF	LF	LF	LF	LF											
6CR.10091.81	Bladen	1	US 701	US 701 BUS. TO NC 242	1	2	2WU	7.18	28	804	1		81,350		1,150	71,930	900	880		
<b>TOTAL FOR MAP NO. 1</b>										<b>804</b>	<b>1</b>		<b>81,350</b>		<b>1,150</b>	<b>71,930</b>	<b>900</b>	<b>880</b>		
6CR.10091.81	Bladen	2	US 701 BUS. - A	FROM US 701 BYP. TO BEGIN C&G	1	2	2WU	1.53	24	171			17,600	800	40	15,200	200	120	30	
<b>TOTAL FOR MAP NO. 2</b>										<b>171</b>			<b>17,600</b>	<b>800</b>	<b>40</b>	<b>15,200</b>	<b>200</b>	<b>120</b>	<b>30</b>	
6CR.10091.81	Bladen	3	US 701 BUS. - B	FROM BEGIN C&G TO NC 211	2	2	2WU	0.20	44	126		40	130			2,100			40	
<b>TOTAL FOR MAP NO. 3</b>										<b>126</b>		<b>40</b>	<b>130</b>			<b>2,100</b>			<b>40</b>	
<b>TOTAL FOR PROJ NO. 6CR.10091.81</b>										<b>1,101</b>	<b>1</b>	<b>40</b>	<b>99,080</b>	<b>800</b>	<b>1,190</b>	<b>89,230</b>	<b>1,100</b>	<b>1,000</b>	<b>70</b>	
												<b>99,880</b>	<b>90,420</b>							
36248.205	Bladen	4	KING ST.	FROM SR 1145 (MLK DR.) TO MOREHEAD ST.	3	2	2WU	0.38	35	126		40								
<b>TOTAL FOR MAP NO. 4</b>										<b>126</b>		<b>40</b>								
<b>TOTAL FOR PROJ NO. 36248.205</b>										<b>126</b>		<b>40</b>								
<b>GRAND TOTAL</b>										<b>1,227</b>	<b>1</b>	<b>80</b>	<b>99,080</b>	<b>800</b>	<b>1,190</b>	<b>89,230</b>	<b>1,100</b>	<b>1,000</b>	<b>70</b>	
												<b>99,880</b>	<b>90,420</b>							

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4725000000-E				4810000000-E		4820000000-E	4835000000-E	4845000000-N		4900000000-N		
										THERMO LT ARROW 90 M	MERGE ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT STR & RT ARROW	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS	
EA	EA	EA	EA	LF	LF	LF	LF	EA	EA	EA	EA											
6CR.10091.81	Bladen	1	US 701	US 701 BUS. TO NC 242	1	2	2WU	7.18	28	16	3			1,150	71,930	900				575	80	
<b>TOTAL FOR MAP NO. 1</b>										<b>16</b>	<b>3</b>			<b>1,150</b>	<b>71,930</b>	<b>900</b>				<b>575</b>	<b>80</b>	
6CR.10091.81	Bladen	2	US 701 BUS. - A	FROM US 701 BYP. TO BEGIN C&G	1	2	2WU	1.53	24			2			15,200						120	15
<b>TOTAL FOR MAP NO. 2</b>												<b>2</b>			<b>15,200</b>						<b>120</b>	<b>15</b>
6CR.10091.81	Bladen	3	US 701 BUS. - B	FROM BEGIN C&G TO NC 211	2	2	2WU	0.20	44	2			2		2,100						15	5
<b>TOTAL FOR MAP NO. 3</b>										<b>2</b>			<b>2</b>		<b>2,100</b>						<b>15</b>	<b>5</b>
<b>TOTAL FOR PROJ NO. 6CR.10091.81</b>										<b>18</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1,150</b>	<b>89,230</b>	<b>900</b>				<b>710</b>	<b>100</b>	
												<b>25</b>	<b>90,380</b>						<b>810</b>			
36248.205	Bladen	4	KING ST.	FROM SR 1145 (MLK DR.) TO MOREHEAD ST.	3	2	2WU	0.38	35					110	4,100		24	2	2			
<b>TOTAL FOR MAP NO. 4</b>														<b>110</b>	<b>4,100</b>		<b>24</b>	<b>2</b>	<b>2</b>			
<b>TOTAL FOR PROJ NO. 36248.205</b>														<b>110</b>	<b>4,100</b>		<b>24</b>	<b>2</b>	<b>2</b>			
<b>GRAND TOTAL</b>										<b>18</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>1,260</b>	<b>93,330</b>	<b>900</b>	<b>24</b>	<b>2</b>	<b>2</b>	<b>710</b>	<b>100</b>	
												<b>25</b>	<b>94,590</b>				<b>4</b>		<b>810</b>			