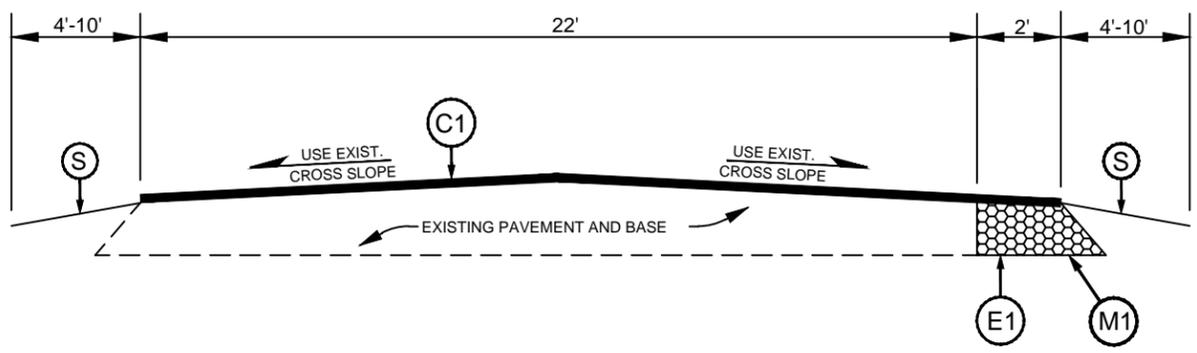




### TYPICAL SECTION NO. 4

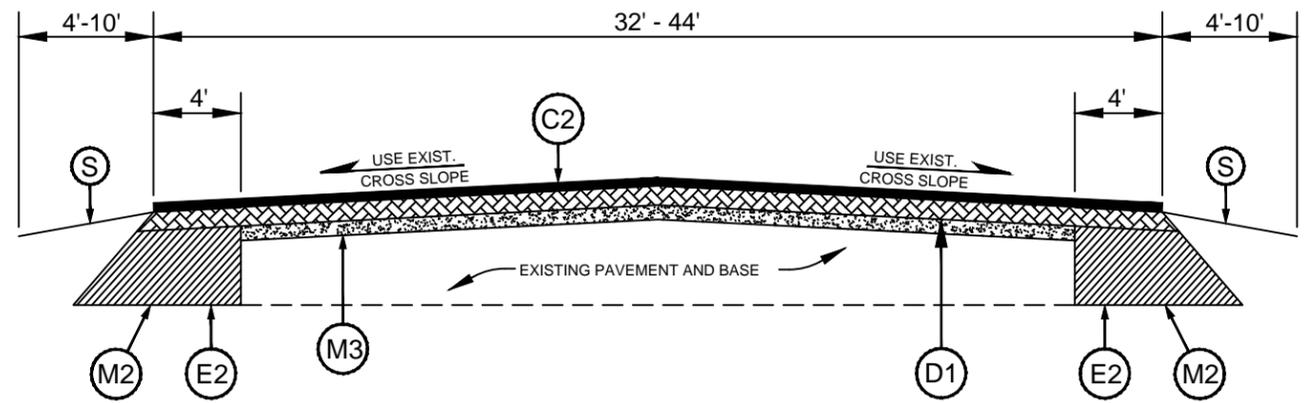
MAP 5: SR 1002 - FROM NC 210 TO NC 242



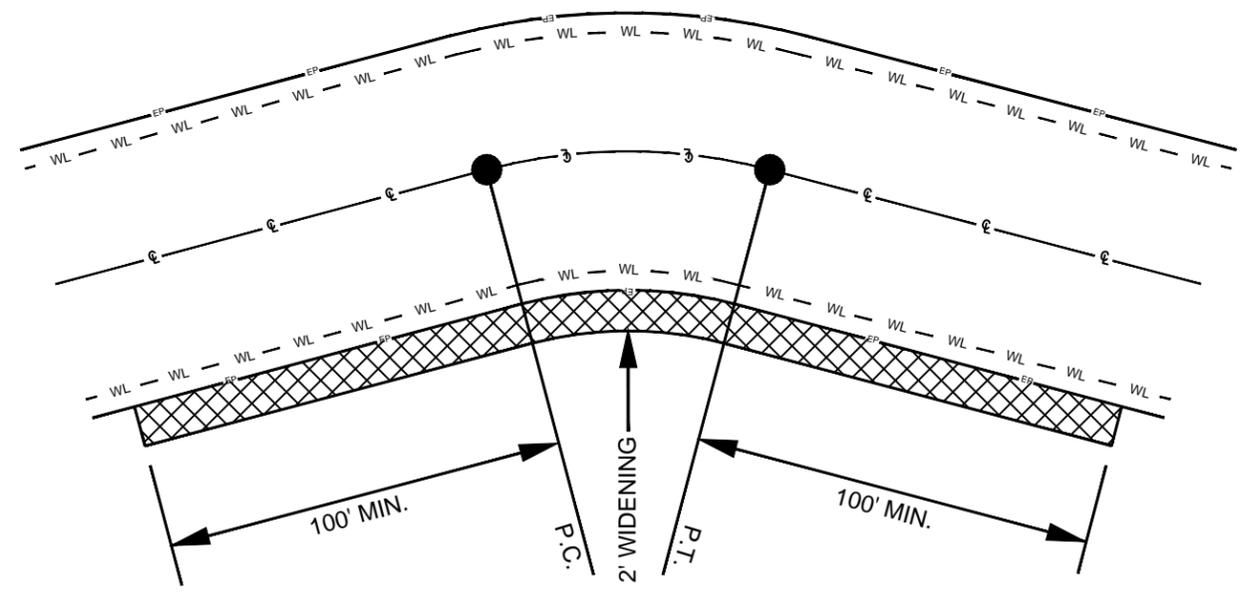
- NOTES:**
1. INCLUDES 2' WIDENING ON THE INSIDE RADIUS OF ALL CURVES, PROVIDED ADEQUATE SHOULDER WIDTH EXISTS. ENGINEER WILL IDENTIFY CURVES TO BE WIDENED IN THE FIELD. SEE DETAIL 1.
  2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS, CURB RADII, AND ALL PUBLIC ROADWAY INTERSECTIONS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

### TYPICAL SECTION NO. 5

MAP 6: SR 1316 - FROM NC 87 TO BRIDGE CJ



- NOTES:**
1. MILL THE FULL WIDTH OF THE EXISTING PAVEMENT.
  2. PLACE 4' SYMMETRICAL WIDENING. MAKE FLUSH WITH THE EXISTING ASPHALT LEFT IN PLACE AFTER FULL WIDTH MILLING.
  3. PLACE ASPHALT BINDER COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
  4. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
  5. 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 2.



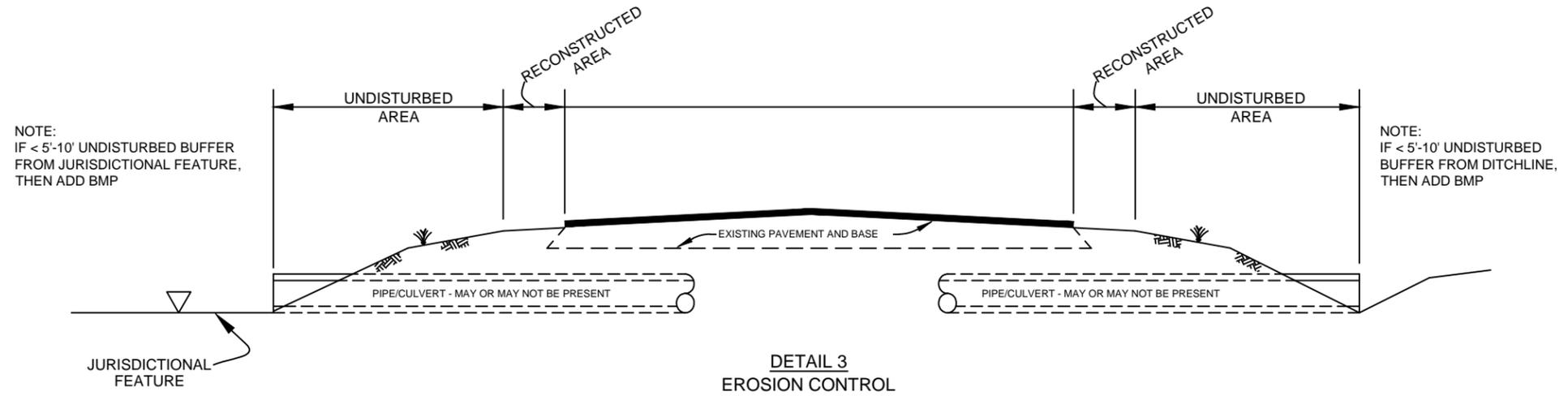
**DETAIL 1**  
2' INSIDE CURVE WIDENING

- 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

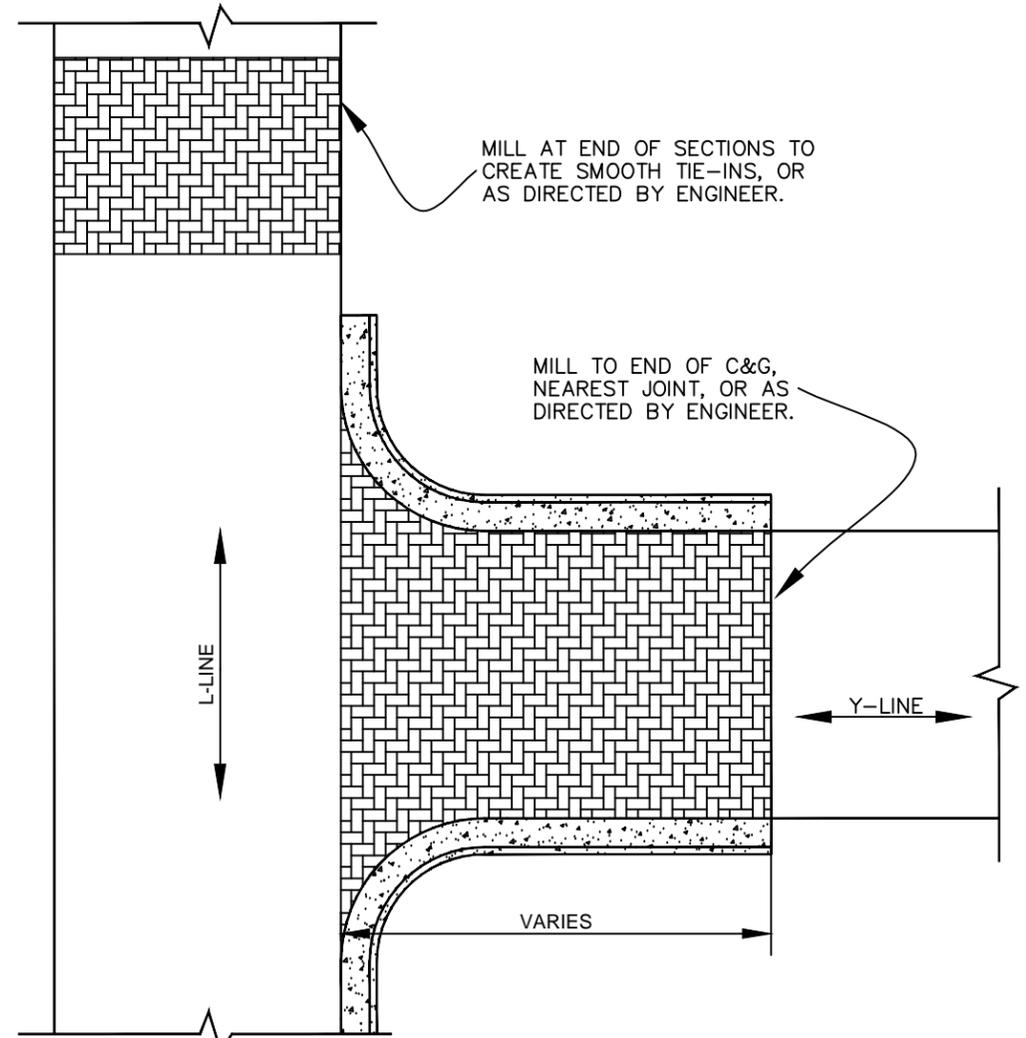
C1	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type SF-9.5-A, at an average rate of 165 pounds per square yard.
C2	Proposed approximately 1½" of Asphalt Concrete Surface Course, Type S-9.5-B, at an average rate of 168 pounds per square yard.
D1	Proposed approximately 2½" of Asphalt 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.
E2	Proposed approximately 5½" of Asphalt Concrete Base Course, Type B-25.0-B, at an average rate of 627 pounds per square yard for 4' symmetrical widening.
M1	Milling existing soil shoulder, to a depth of 5½", with a width of 2' where indicated by Typical, for symmetrical & inside curve widening.
M2	Milling existing soil shoulder, to a depth of 5½", with a width of 4' where indicated by Typical, for symmetrical widening.
M3	Milling Depth 1½" for the entire width of the roadway.
S	Shoulder Reconstruction as directed by the Engineer.

**DRAWINGS NOT TO SCALE**



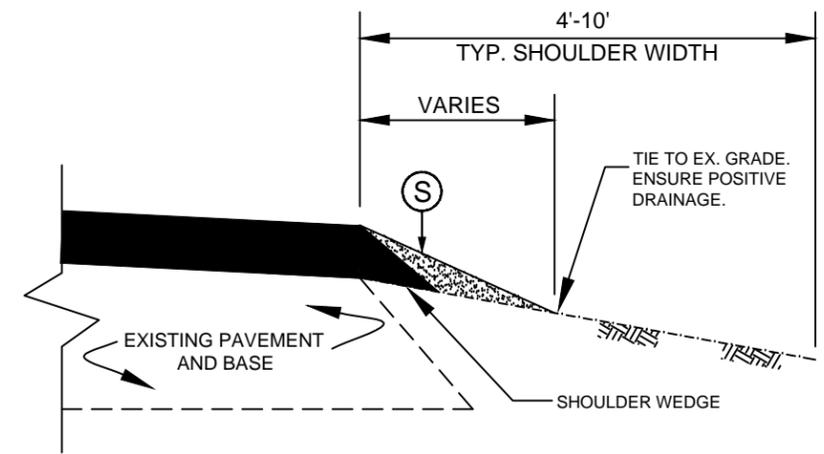
**DETAIL 3**  
**EROSION CONTROL**

- 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).



**DETAIL 2**  
**Y-LINE / BUTT JOINT MILLING**

- NOTES:**
- 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.
  - PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



**DETAIL 4**  
**SHOULDER RECONSTRUCTION - SEEDING & MULCHING**

- 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.
  - THE EXISTING SHOULDER SHALL BE SCARIFIED PRIOR TO ADDING BORROW MATERIAL TO PROVIDE A GOOD BOND BETWEEN LAYERS. SOIL MIXERS OR ROTAVATORS MAY NOT BE USED. SHOULDER SHALL BE PROPERLY COMPACTED AFTER SOIL PLACEMENT.
  - BORROW 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.

### 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.

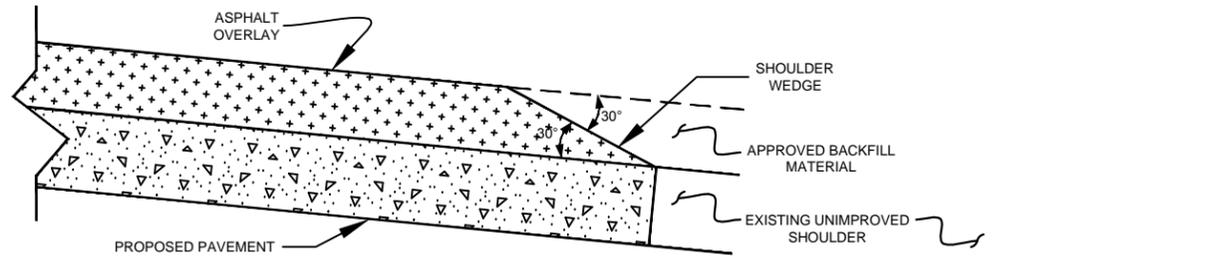
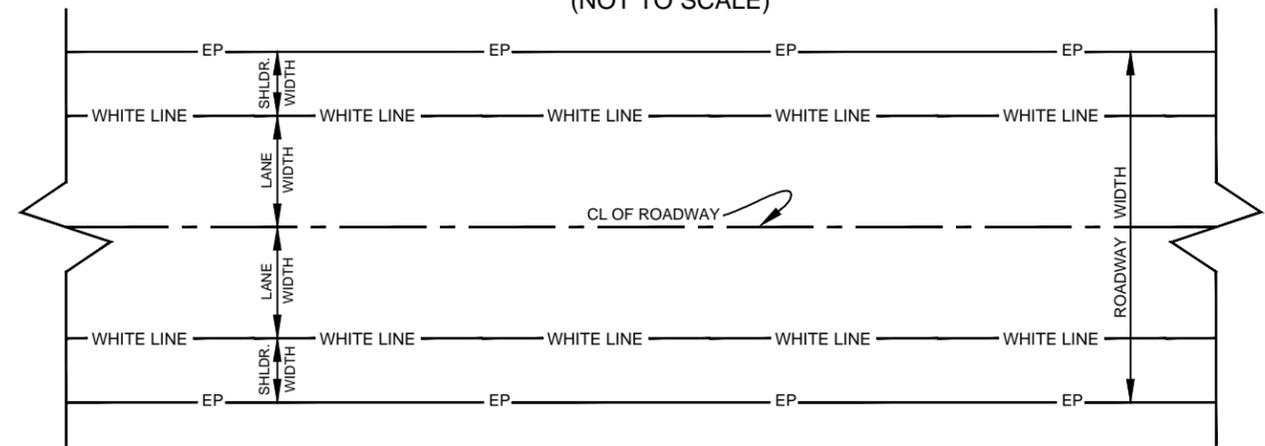
TWO LANE - TWO WAY ROADWAY - 55 MPH		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	12'	2'
32'	12'	4'

\* May vary due to pavement width

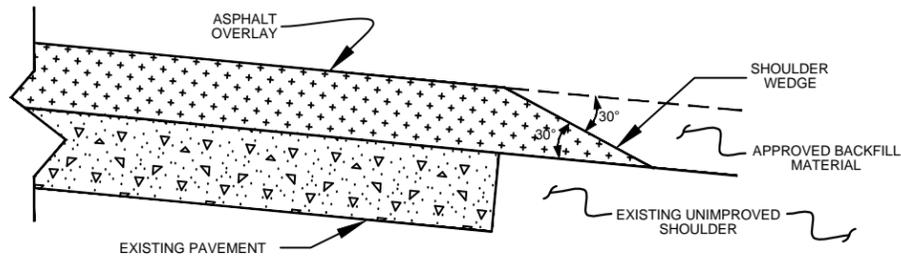
TWO LANE - TWO WAY ROADWAY 50 MPH OR LESS		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'

\* May vary due to pavement width

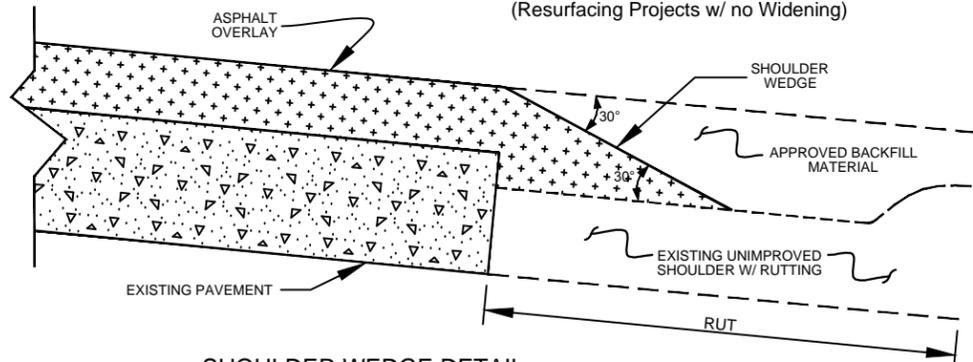
### SCHMATIC OF ROADWAY (NOT TO SCALE)



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



**SHOULDER WEDGE DETAIL**  
(Resurfacing Projects w/ no Widening)



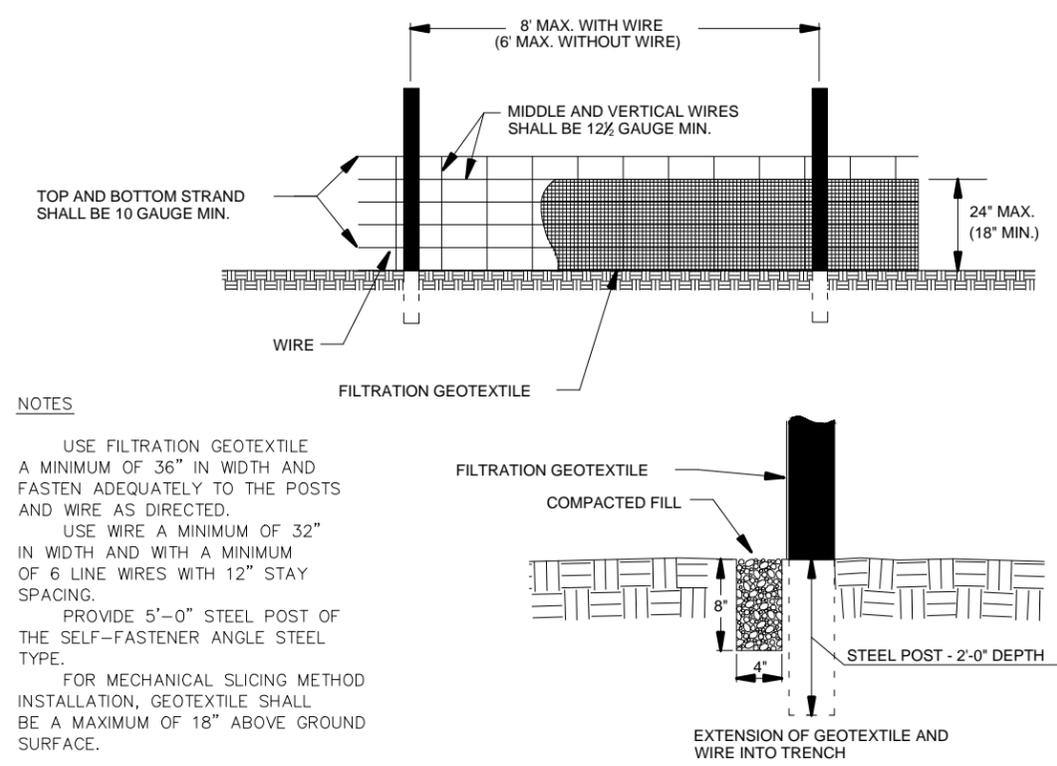
**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to Rutted Shoulder)

### DETAIL 5 SHOULDER WEDGE DETAILS

**NOTES:**

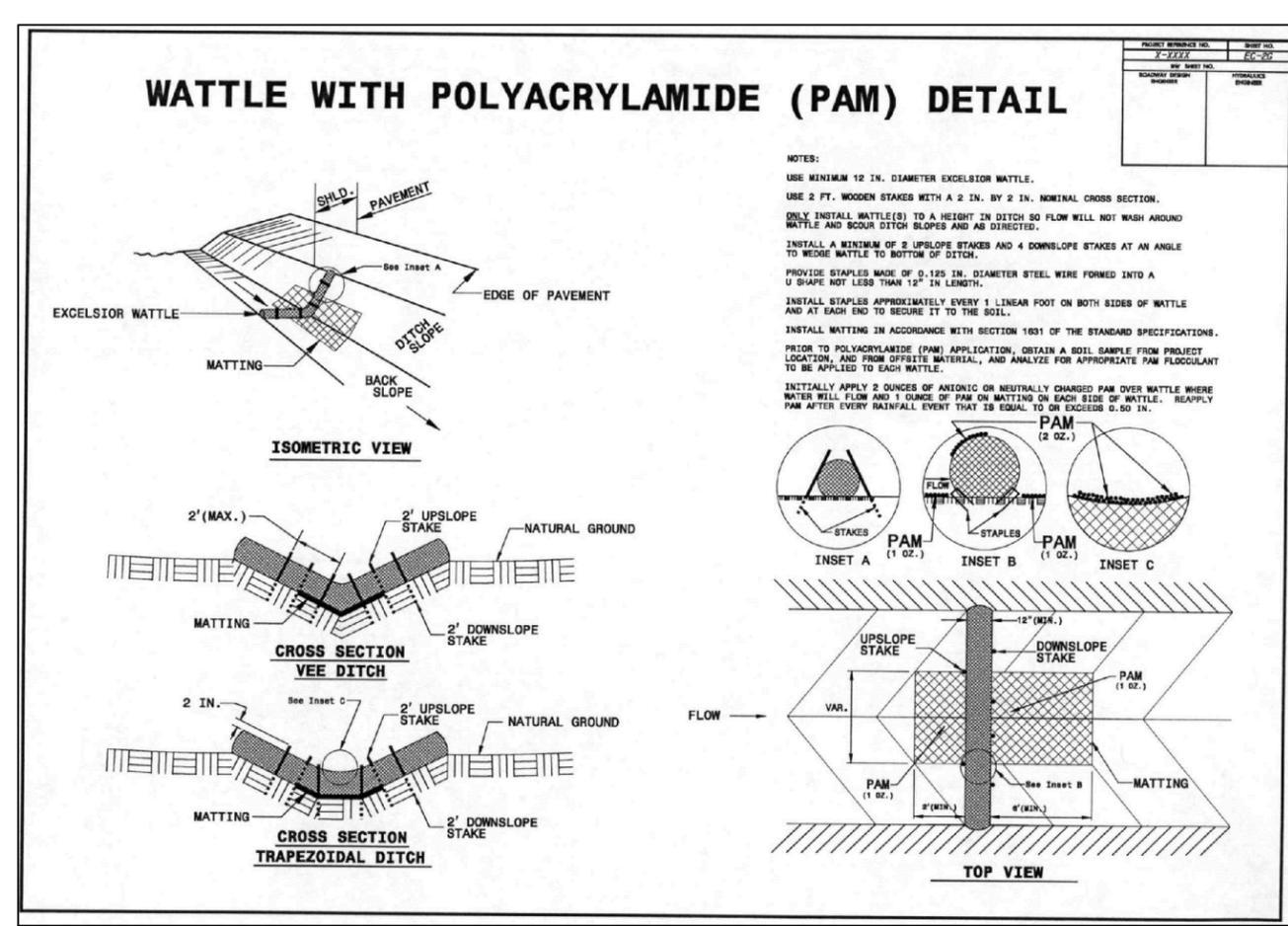
1. DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
2. BACKFILL SHOULDER WITH APPROVED MATERIAL.
3. THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.  
ENGLISH STANDARD DRAWING FOR TEMPORARY SILT FENCE  
SHEET 1 OF 1 1605.01

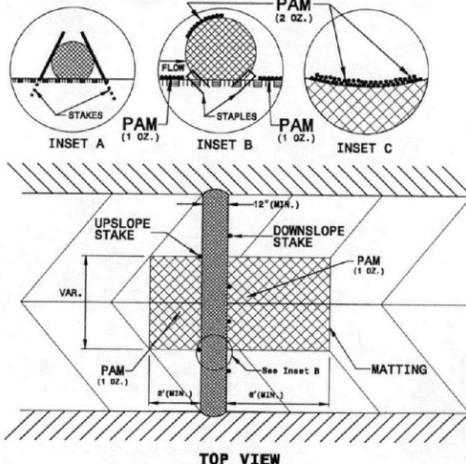


**NOTES**  
USE FILTRATION GEOTEXTILE A MINIMUM OF 36" IN WIDTH AND FASTEN ADEQUATELY TO THE POSTS AND WIRE AS DIRECTED.  
USE WIRE A MINIMUM OF 32" IN WIDTH AND WITH A MINIMUM OF 6 LINE WIRES WITH 12" STAY SPACING.  
PROVIDE 5'-0" STEEL POST OF THE SELF-FASTENER ANGLE STEEL TYPE.  
FOR MECHANICAL SLICING METHOD INSTALLATION, GEOTEXTILE SHALL BE A MAXIMUM OF 18" ABOVE GROUND SURFACE.

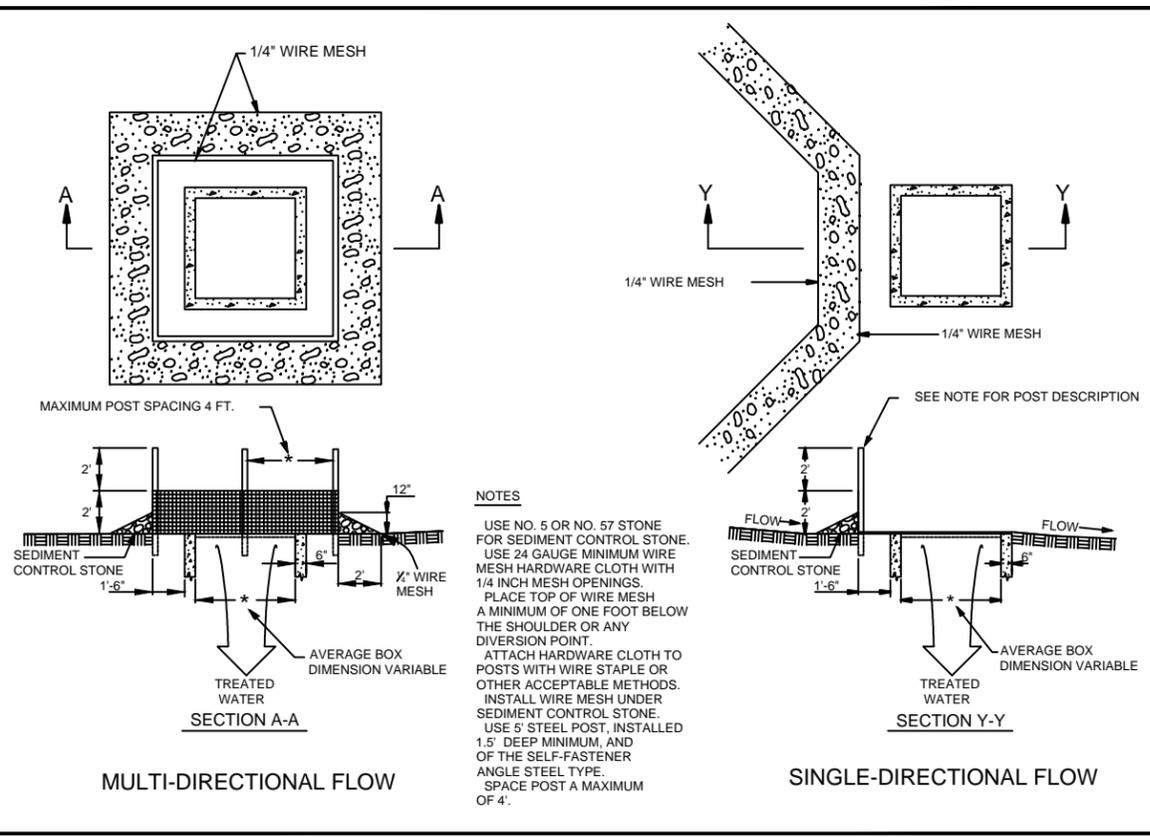
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.  
ENGLISH STANDARD DRAWING FOR TEMPORARY SILT FENCE  
SHEET 1 OF 1 1605.01



**NOTES:**  
USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.  
USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.  
ONLY INSTALL WATTLE(S) TO A HEIGHT 2N DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.  
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.  
PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.  
INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.  
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.  
PRIOR TO POLYACRYLAMIDE (PAM) APPLICATION, OBTAIN A SOIL SAMPLE FROM PROJECT LOCATION, AND FROM OFFSITE MATERIAL, AND ANALYZE FOR APPROPRIATE PAM FLOCCULANT TO BE APPLIED TO EACH WATTLE.  
INITIALLY APPLY 2 OUNCES OF ANIONIC OR NEUTRALLY CHARGED PAM OVER WATTLE WHERE WATER WILL FLOW AND 1 OUNCE OF PAM ON MATTING ON EACH SIDE OF WATTLE. REAPPLY PAM AFTER EVERY RAINFALL EVENT THAT IS EQUAL TO OR EXCEEDS 0.50 IN.



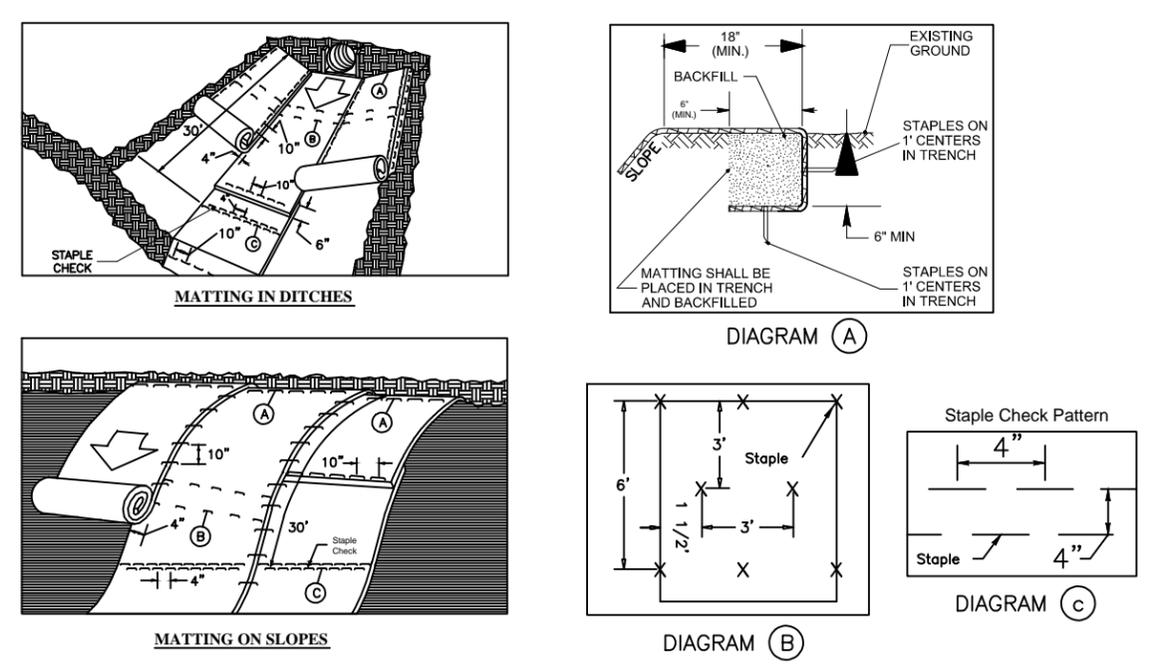
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.  
ENGLISH STANDARD DRAWING FOR ROCK INLET SEDIMENT TRAP TYPE C  
SHEET 1 OF 1 1632.03



**NOTES**  
USE NO. 5 OR NO. 57 STONE FOR SEDIMENT CONTROL STONE.  
USE 24 GAUGE MINIMUM WIRE MESH HARDWARE CLOTH WITH 1/4 INCH MESH OPENINGS.  
PLACE TOP OF WIRE MESH A MINIMUM OF ONE FOOT BELOW THE SHOULDER OR ANY DIVERSION POINT.  
ATTACH HARDWARE CLOTH TO POSTS WITH WIRE STAPLE OR OTHER ACCEPTABLE METHODS.  
INSTALL WIRE MESH UNDER SEDIMENT CONTROL STONE.  
USE 5" STEEL POST, INSTALLED 1.5" DEEP MINIMUM, AND OF THE SELF-FASTENER ANGLE STEEL TYPE.  
SPACE POST A MAXIMUM OF 4'.

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.  
ENGLISH STANDARD DRAWING FOR ROCK INLET SEDIMENT TRAP TYPE C  
SHEET 1 OF 1 1632.03

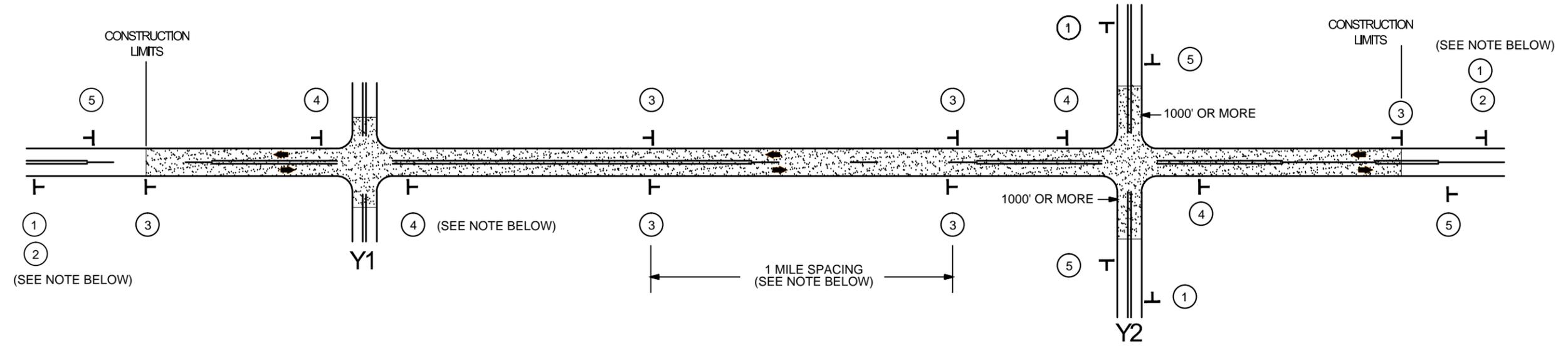
STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.  
ENGLISH STANDARD DRAWING FOR MATTING INSTALLATION  
SHEET 1 OF 1 1631.01



**NOTES:**  
THIS DETAIL APPLIES TO STRAW, EXCELSIOR, COIR FIBER MAT AND PERMANENT SOIL REINFORCEMENT MAT (PSRM) INSTALLATION AND AS DIRECTED.  
STAPLES SHALL BE NO. 11 GAUGE STEEL WIRE FORMED INTO A "U" SHAPE WITH A MINIMUM THROAT WIDTH OF 1 INCH AND NOT LESS THAN 6 INCHES IN LENGTH.

STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C.  
ENGLISH STANDARD DRAWING FOR MATTING INSTALLATION  
SHEET 1 OF 1 1631.01

# 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.	
	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.	

### NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:

1. LESS THAN 1000' OF RESURFACING ALONG -Y- LINE
2. SUBDIVISION ROADS
3. DEAD END ROADS

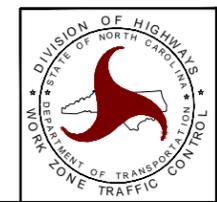
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



PLACED 500' IN ADVANCE OF FLAGGER.

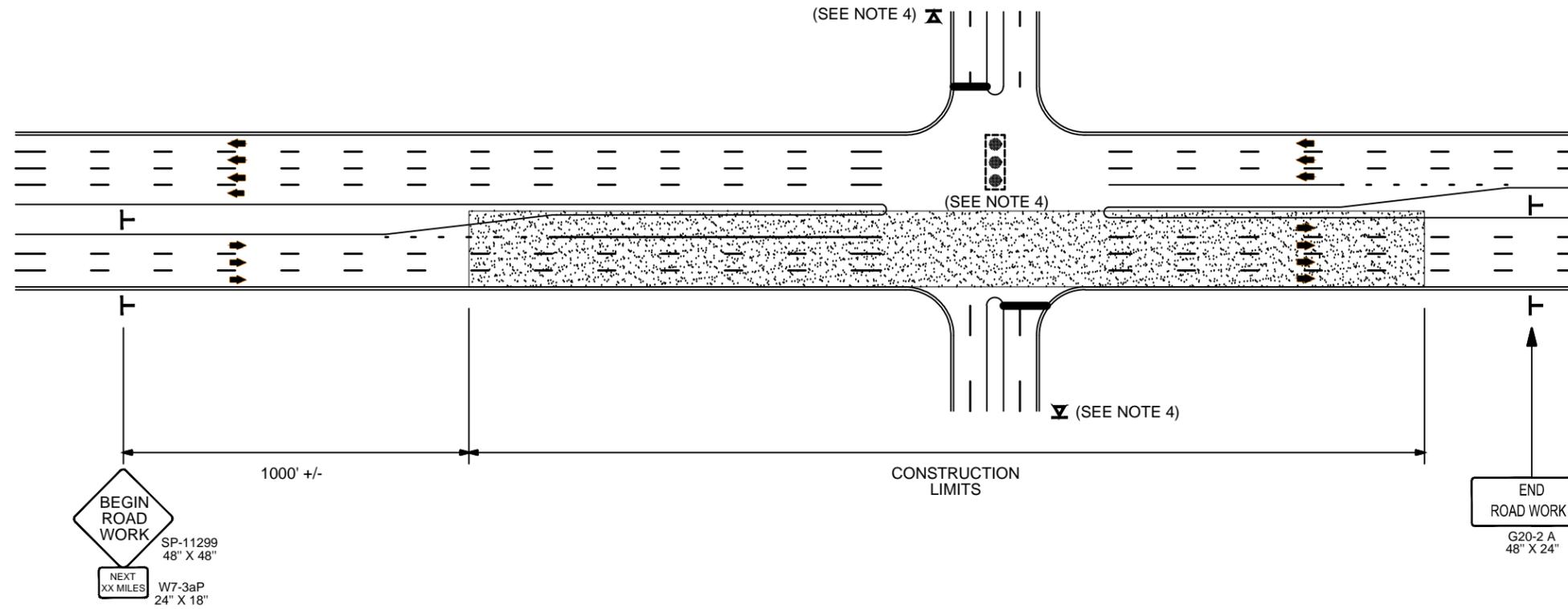


PLACED 250' IN ADVANCE OF FLAGGER.



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

## URBAN / SUBURBAN WORKZONES



### NOTES:

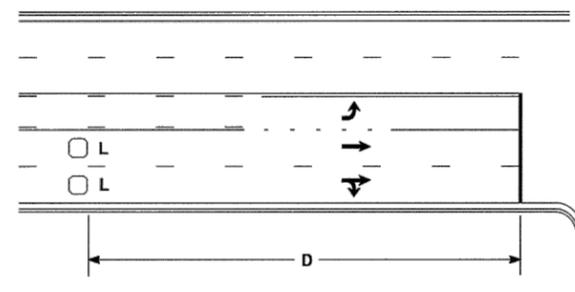
1. 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
2. MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

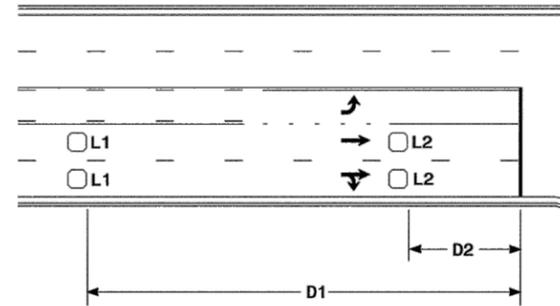


Speed Limit mph (km/hr)	D ft (m)
40 (64)	250 (75)
45 (72)	300 (90)
50 (80)	355 (110)
55 (88)	420 (130)

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

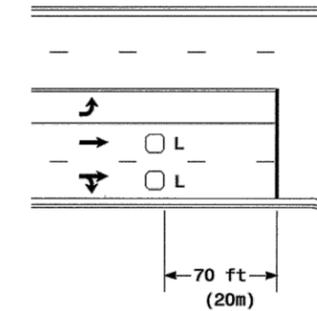


Speed Limit mph (km/hr)	D1 ft (m)	D2 ft (m)
40 (64)	250 (75)	80 (25)
45 (72)	300 (90)	90 (27)
50 (80)	355 (110)	100 (30)
55 (88)	420 (130)	110 (35)

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

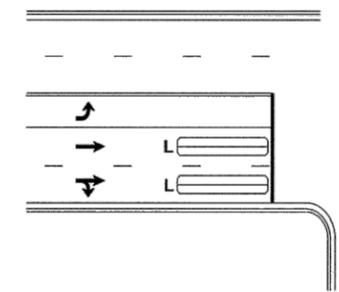
"Stretch" Operation

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



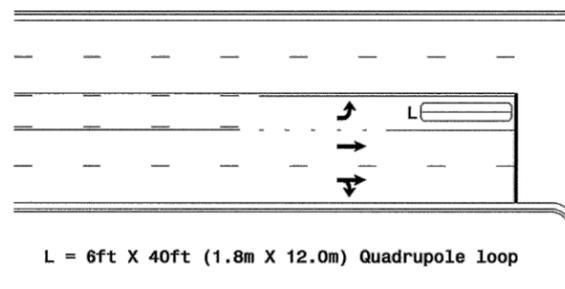
L = 6ft X 6ft (1.8m X 1.8m)  
Wired in series

OR



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

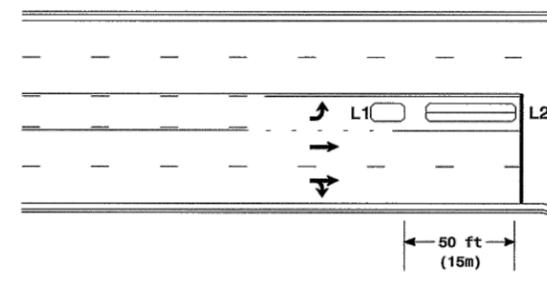
### Left Turn Lane Detection



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

Presence Loop Detection

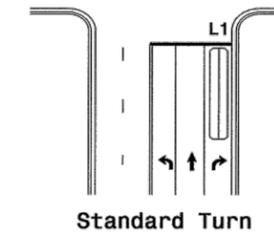
OR



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

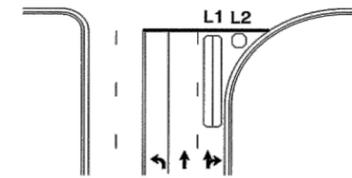
Queue Loop Detection

### Right Turn Lane Detection

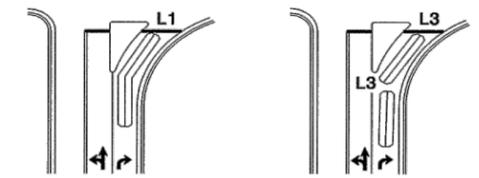


Standard Turn

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

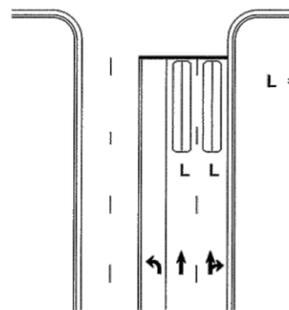


Wide Radius Turn



Channelized Turn

### Side Street Detection

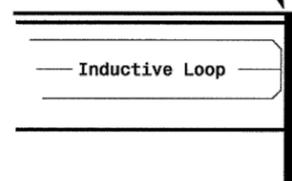


L = 6ft X 40ft (1.8m X 12.0m)  
Quadrupole loop  
Wired to separate  
detectors/channels

Presence Loop Detection

### 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

19-DEC-2006 14:23  
s-w-lts:si:ipol:slw:lb: hurn: in:mi:sc:ki:loop:pl:ca:2006: dgn  
plot recorder

#### Typical Loop Locations

PLAN DATE: June 2006	REVIEWED BY:
PREPARED BY: P. L. Alexander	REVIEWED BY:
SCALE: N/A	DATE: 12/15/06
SIGNATURE: [Signature]	
SIC. INVENTORY NO.:	

# SUMMARY OF QUANTITIES

														PROJECT NO.		SHEET NO.	TOTAL NO.	
														6CR.20091.81		1	2	
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B
NO		NO			NO							TONS	SMI	SY	SY	TONS	TONS	TONS
6CR.20091.81	Bladen	5	SR 1002	FROM NC 210 TO NC 242	4	2	2WU	NO	NO	8.15	22	82	16.30		222	449		
<b>TOTAL FOR MAP NO. 5</b>										<b>8.15</b>		<b>82</b>	<b>16.30</b>		<b>222</b>	<b>449</b>		
6CR.20091.81	Bladen	6	SR 1316	FROM NC 87 TO BRIDGE CJ	5	2	2WU	NO	NO	0.6	24	6	1.20	8,448	44	883	1,605	994
<b>TOTAL FOR MAP NO. 6</b>										<b>0.6</b>		<b>6</b>	<b>1.20</b>	<b>8,448</b>	<b>44</b>	<b>883</b>	<b>1,605</b>	<b>994</b>
<b>TOTAL FOR PROJ NO. 6CR.20091.81</b>										<b>8.75</b>		<b>88</b>	<b>17.5</b>	<b>8,448</b>	<b>266</b>	<b>1,332</b>	<b>1,605</b>	<b>994</b>
<b>GRAND TOTAL</b>										<b>8.75</b>		<b>88</b>	<b>17.5</b>	<b>8,448</b>	<b>266</b>	<b>1,332</b>	<b>1,605</b>	<b>994</b>

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	SURFACE COURSE, SF9.5A	LEVELING COURSE, SF9.5A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	TEMPORARY SILT FENCE	MATTING FOR EROSION CONTROL	WATTLE
NO		NO			NO					TONS	TONS	TONS	TONS	TONS	TONS	LF	SY	LF
6CR.20091.81	Bladen	5	SR 1002	FROM NC 210 TO NC 242	4	2	2WU	NO	NO	8.15	22	8,858	434	639	41	1,223	326	587
<b>TOTAL FOR MAP NO. 5</b>										<b>8.15</b>		<b>8,858</b>	<b>434</b>	<b>639</b>	<b>41</b>	<b>1,223</b>	<b>326</b>	<b>587</b>
6CR.20091.81	Bladen	6	SR 1316	FROM NC 87 TO BRIDGE CJ	5	2	2WU	NO	NO	0.6	24			176	60	90	24	43
<b>TOTAL FOR MAP NO. 6</b>										<b>0.6</b>				<b>176</b>	<b>60</b>	<b>90</b>	<b>24</b>	<b>43</b>
<b>TOTAL FOR PROJ NO. 6CR.20091.81</b>										<b>8.75</b>		<b>8,858</b>	<b>434</b>	<b>815</b>	<b>101</b>	<b>1,313</b>	<b>350</b>	<b>630</b>
<b>GRAND TOTAL</b>										<b>8.75</b>		<b>8,858</b>	<b>434</b>	<b>815</b>	<b>101</b>	<b>1,313</b>	<b>350</b>	<b>630</b>

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	POLY-ACRYLAMIDE (PAM)	SEED & MULCHING	UNPAVED TRENCHING (1 CONDUIT, 2")	JUNCTION BOX (STANDARD SIZE)	2" RISER WITH WEATHERHEAD	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)
NO		NO			NO					LB	AC	LB	AC	LF	EA	EA	LF	LF
6CR.20091.81	Bladen	5	SR 1002	FROM NC 210 TO NC 242	4	2	2WU	NO	NO	8.15	22	24	11.90					
<b>TOTAL FOR MAP NO. 5</b>										<b>8.15</b>		<b>24</b>	<b>11.90</b>					
6CR.20091.81	Bladen	6	SR 1316	FROM NC 87 TO BRIDGE CJ	5	2	2WU	NO	NO	0.6	24	2	0.90	40	2	1	425	100
<b>TOTAL FOR MAP NO. 6</b>										<b>0.6</b>		<b>2</b>	<b>0.90</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>425</b>	<b>100</b>
<b>TOTAL FOR PROJ NO. 6CR.20091.81</b>										<b>8.75</b>		<b>26</b>	<b>12.80</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>425</b>	<b>100</b>
<b>GRAND TOTAL</b>										<b>8.75</b>		<b>26</b>	<b>12.80</b>	<b>40</b>	<b>2</b>	<b>1</b>	<b>425</b>	<b>100</b>

# THERMOPLASTIC AND PAINT QUANTITIES

										PROJECT NO.	SHEET NO.	TOTAL NO.				
										6CR.20091.81	2	2				
										4413000000-E	4457000000-N	4510000000-N	4685000000-E	4686000000-E	4710000000-E	
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO
NO		NO			NO					SF	LS	HR	LF	LF	LF	LF
6CR.20091.81	Bladen	5	SR 1002	FROM NC 210 TO NC 242	4	2	2WU	8.15	22	913	1		90,000	76,500		
<b>TOTAL FOR MAP NO. 5</b>								<b>8.15</b>		<b>913</b>	<b>1</b>		<b>90,000</b>	<b>76,500</b>		
6CR.20091.81	Bladen	6	SR 1316	FROM NC 87 TO BRIDGE CJ	5	2	2WU	0.6	24	67	*	40	8,000	6,400	200	30
<b>TOTAL FOR MAP NO. 6</b>								<b>0.6</b>		<b>67</b>	<b>*</b>		<b>8,000</b>	<b>6,400</b>	<b>200</b>	<b>30</b>
<b>TOTAL FOR PROJ NO. 6CR.20091.81</b>								<b>8.75</b>		<b>980</b>	<b>1</b>	<b>40</b>	<b>98,000</b>	<b>82,900</b>	<b>200</b>	<b>30</b>
<b>GRAND TOTAL</b>								<b>8.75</b>		<b>980</b>	<b>1</b>	<b>40</b>	<b>98,000</b>	<b>82,900</b>	<b>200</b>	<b>30</b>

										4725000000-E	4810000000-E	4900000000-N			
PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	THERMO LT ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS
NO		NO			NO					EA	EA	LF	LF	EA	EA
6CR.20091.81	Bladen	5	SR 1002	FROM NC 210 TO NC 242	4	2	2WU	8.15	22					570	
<b>TOTAL FOR MAP NO. 5</b>								<b>8.15</b>						<b>570</b>	
6CR.20091.81	Bladen	6	SR 1316	FROM NC 87 TO BRIDGE CJ	5	2	2WU	0.6	24	2	2	200	6,400	50	8
<b>TOTAL FOR MAP NO. 6</b>								<b>0.6</b>		<b>2</b>	<b>2</b>	<b>200</b>	<b>6,400</b>	<b>50</b>	<b>8</b>
<b>TOTAL FOR PROJ NO. 6CR.20091.81</b>								<b>8.75</b>		<b>2</b>	<b>2</b>	<b>200</b>	<b>6,400</b>	<b>620</b>	<b>8</b>
<b>GRAND TOTAL</b>								<b>8.75</b>		<b>2</b>	<b>2</b>	<b>200</b>	<b>6,400</b>	<b>620</b>	<b>8</b>