

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: October 2, 2024

CONTRACT ID: DF00494

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2025CPT.06.06.10781.1

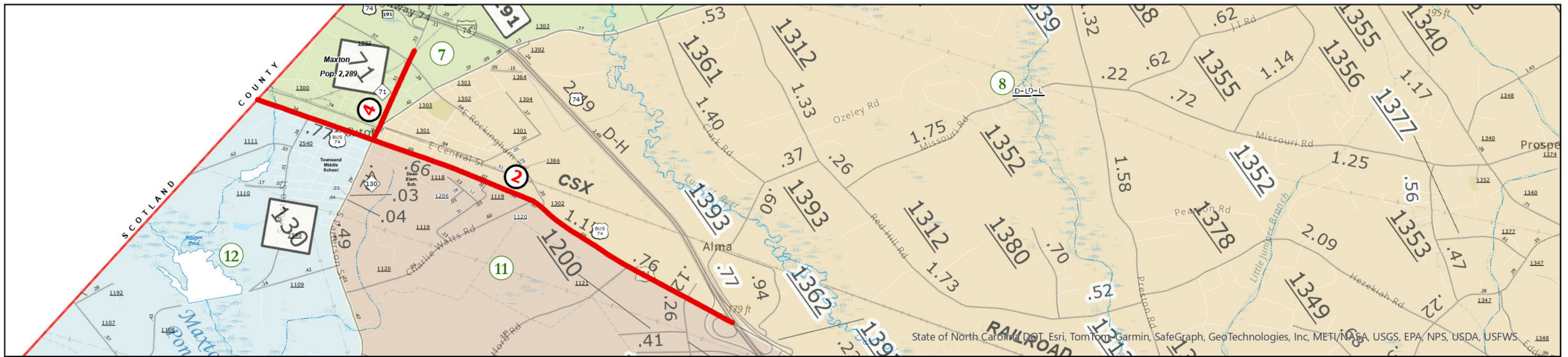
ROUTE NO.: VARIES

LOCATION: VARIES

COUNTY: ROBESON

LENGTH OF PROJECT: 15.0 MILES

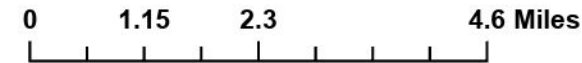
TYPE OF WORK: RESURFACING, MILLING & PAVEMENT MARKINGS



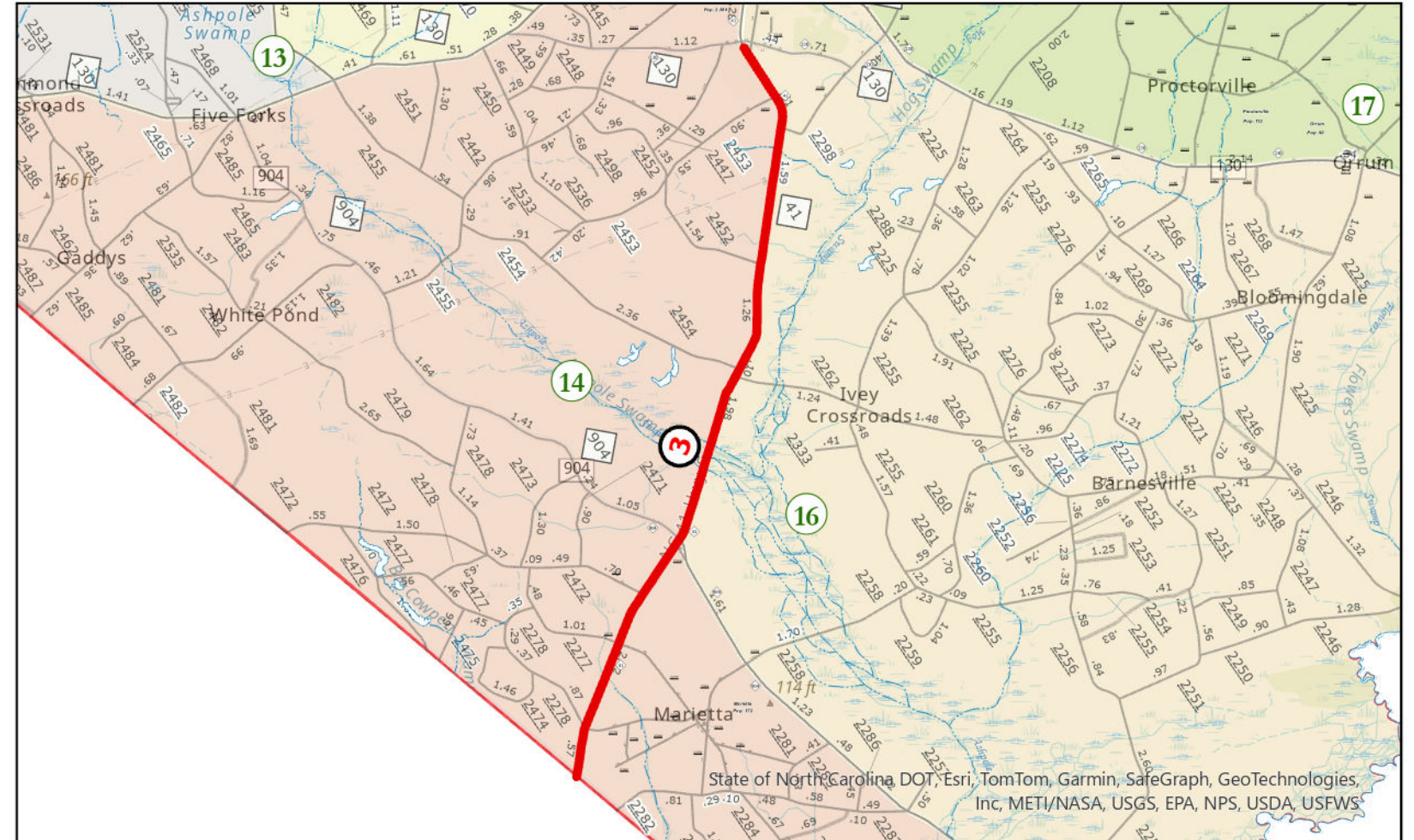
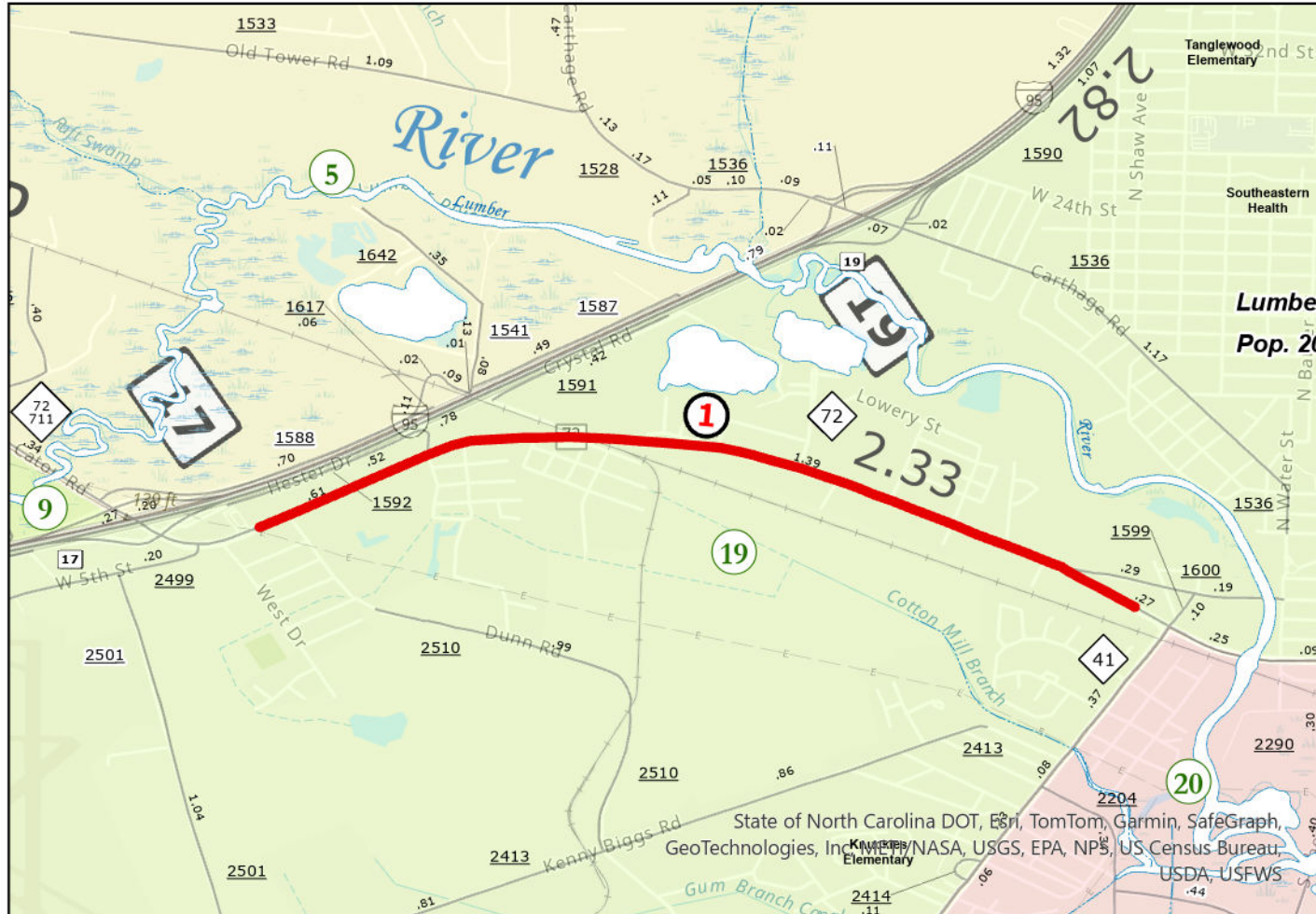
Robeson County Resurfacing, 2024

Contract : DF00494

Legend

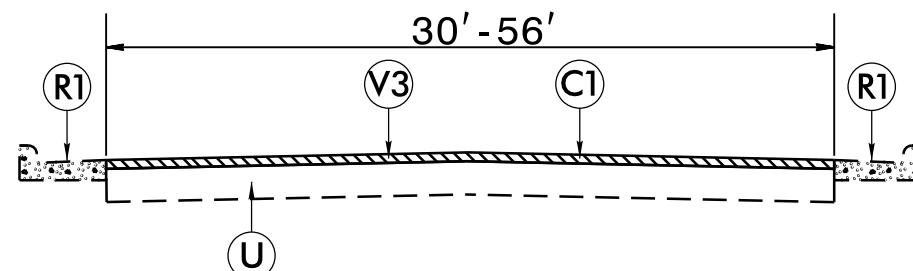


— WBS: 2025CPT.06.06.10781.1

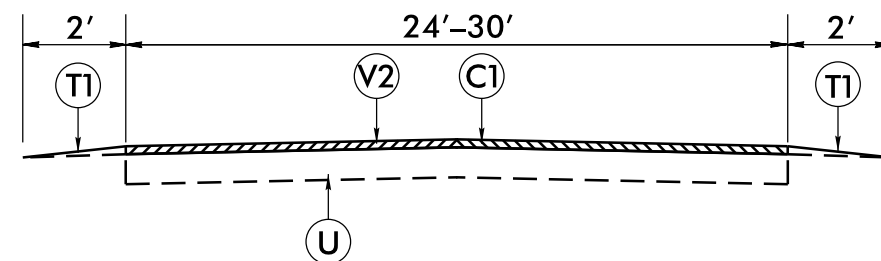


PAVEMENT SCHEDULE

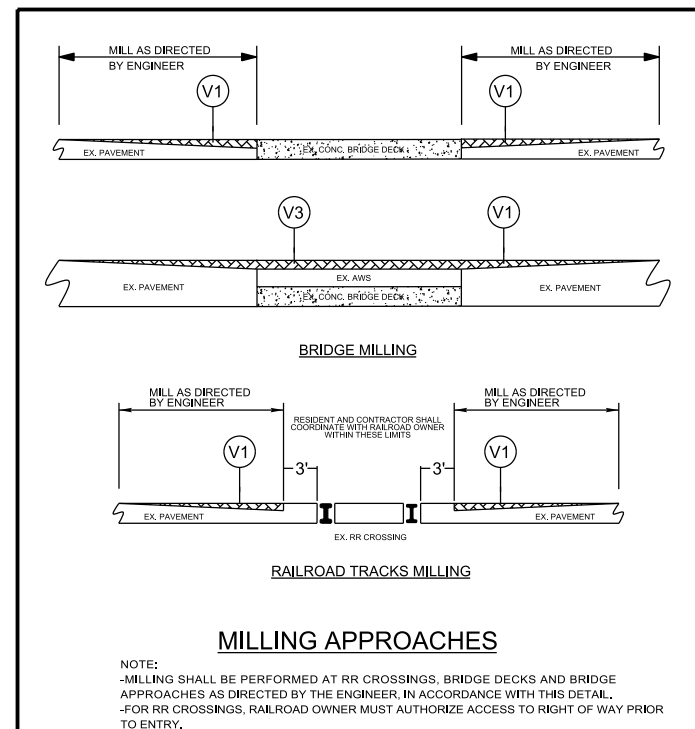
C1	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	0" - 1 1/2" MILLING
V2	3/4" MILLING
V3	1 1/2" MILLING



TYPICAL SECTION NO. 1

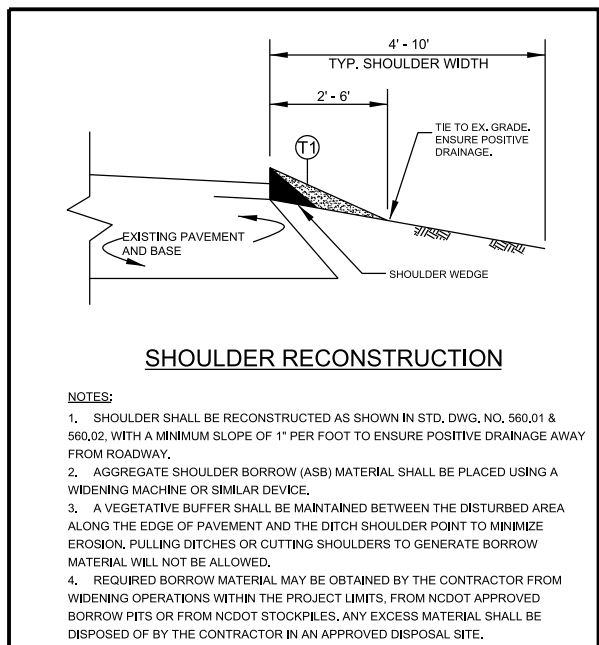


TYPICAL SECTION NO. 2



MILLING APPROACHES

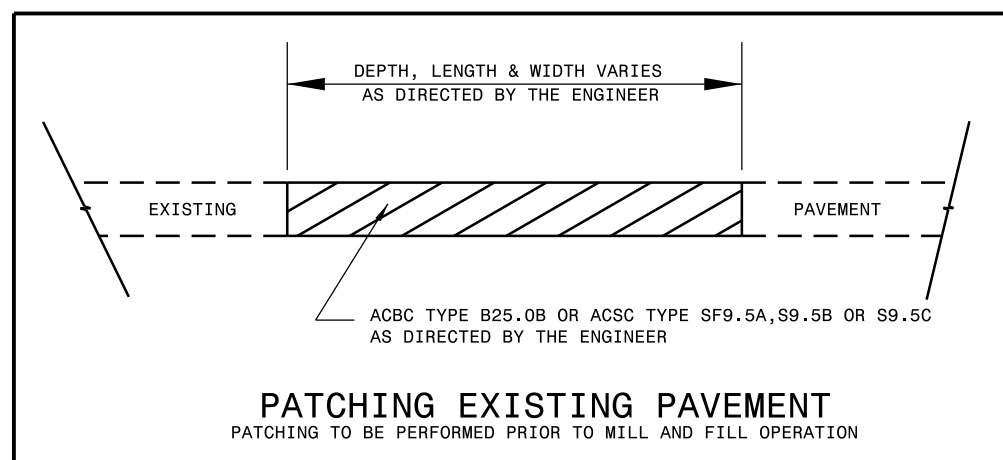
NOTE:
-MILLING SHALL BE PERFORMED AT RR CROSSINGS, BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.
-FOR RR CROSSINGS, RAILROAD OWNER MUST AUTHORIZE ACCESS TO RIGHT OF WAY PRIOR TO ENTRY.



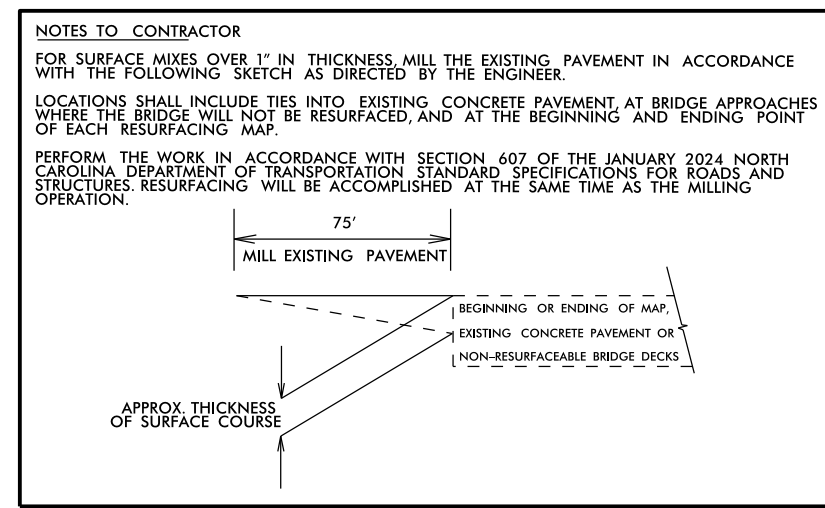
SHOULDER RECONSTRUCTION

NOTES:

- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
- AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
- A VEGETATIVE BUFFER SHALL BE MAINTAINED BETWEEN THE DISTURBED AREA ALONG THE EDGE OF PAVEMENT AND THE DITCH SHOULDER POINT TO MINIMIZE EROSION, PULLING DITCHES OR CUTTING SHOULDERS TO GENERATE BORROW MATERIAL WILL NOT BE ALLOWED.
- REQUIRED BORROW MATERIAL MAY BE OBTAINED BY THE CONTRACTOR FROM WIDENING OPERATIONS WITHIN THE PROJECT LIMITS, FROM NCDOT APPROVED BORROW PITS OR FROM NCDOT STOCKPILES, ANY EXCESS MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR IN AN APPROVED DISPOSAL SITE.



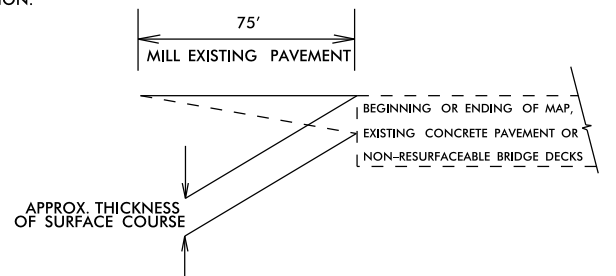
PATCHING EXISTING PAVEMENT
PATCHING TO BE PERFORMED PRIOR TO MILL AND FILL OPERATION



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

LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.

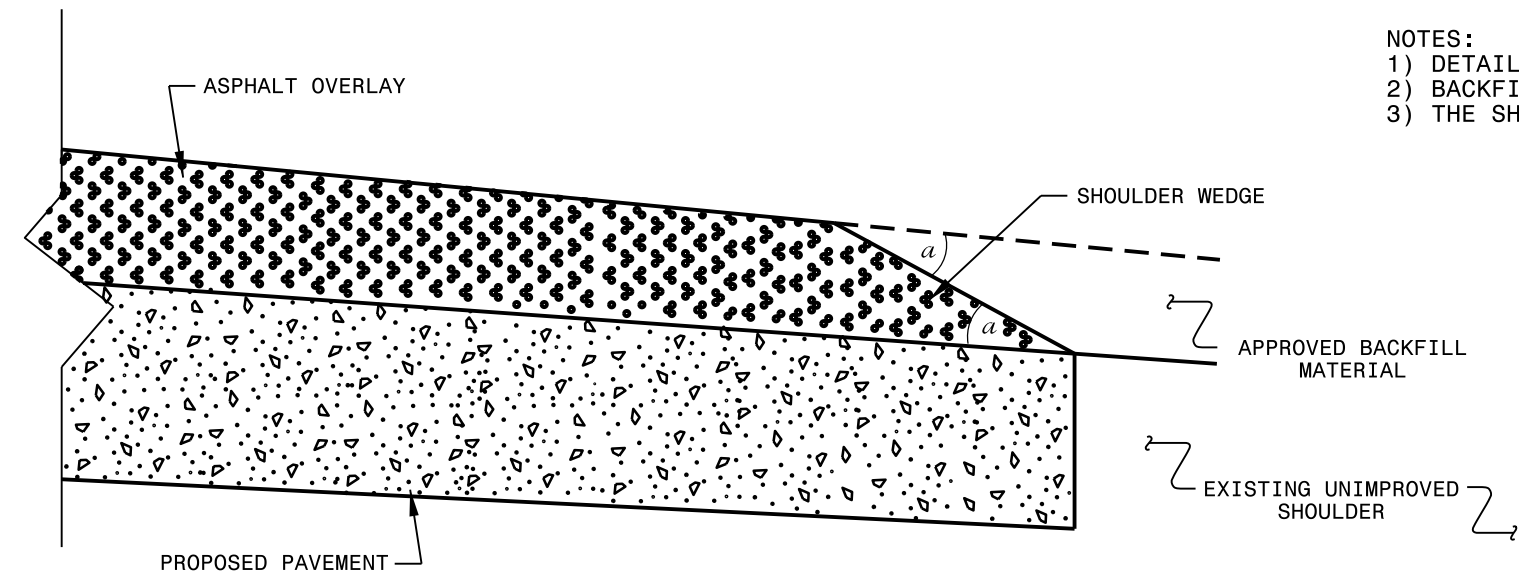
PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2024 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



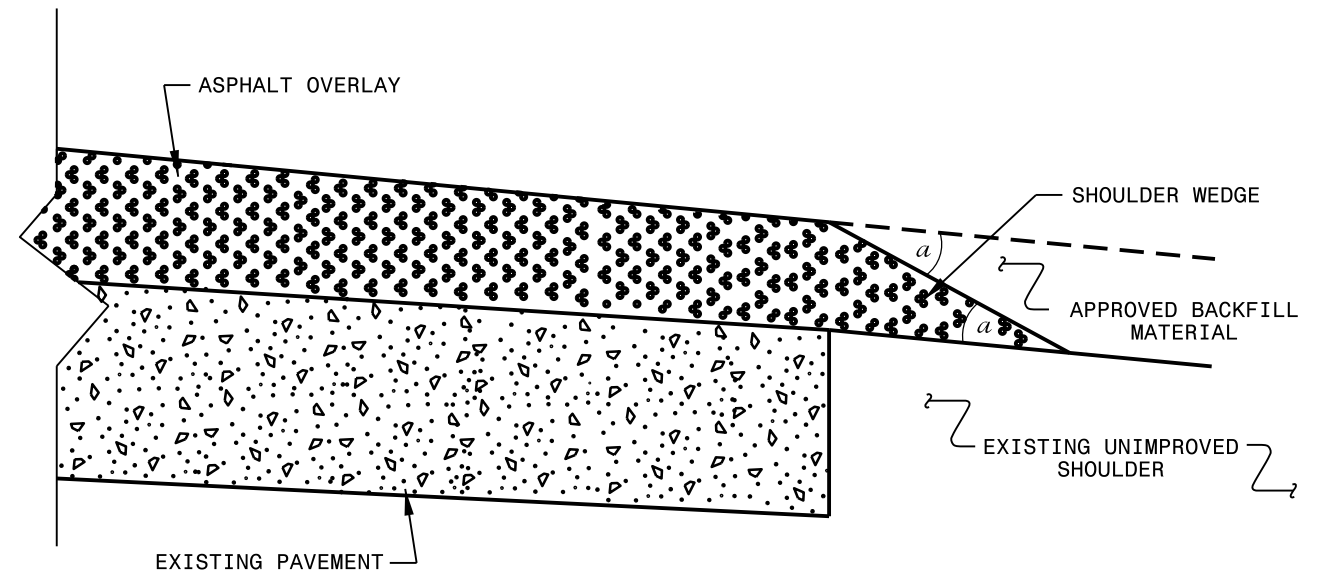
MILLING AT PAVEMENT TIE-INS DETAIL

6/2/199
20_AUG-2024 14:45
C:\Users\jroberson\OneDrive\Documents\2024\Resurfacing\DF00494_2025CPT.06.06.10781.1.F.e11.2045_Roberson\Plans\TYPICAL.S.dgn

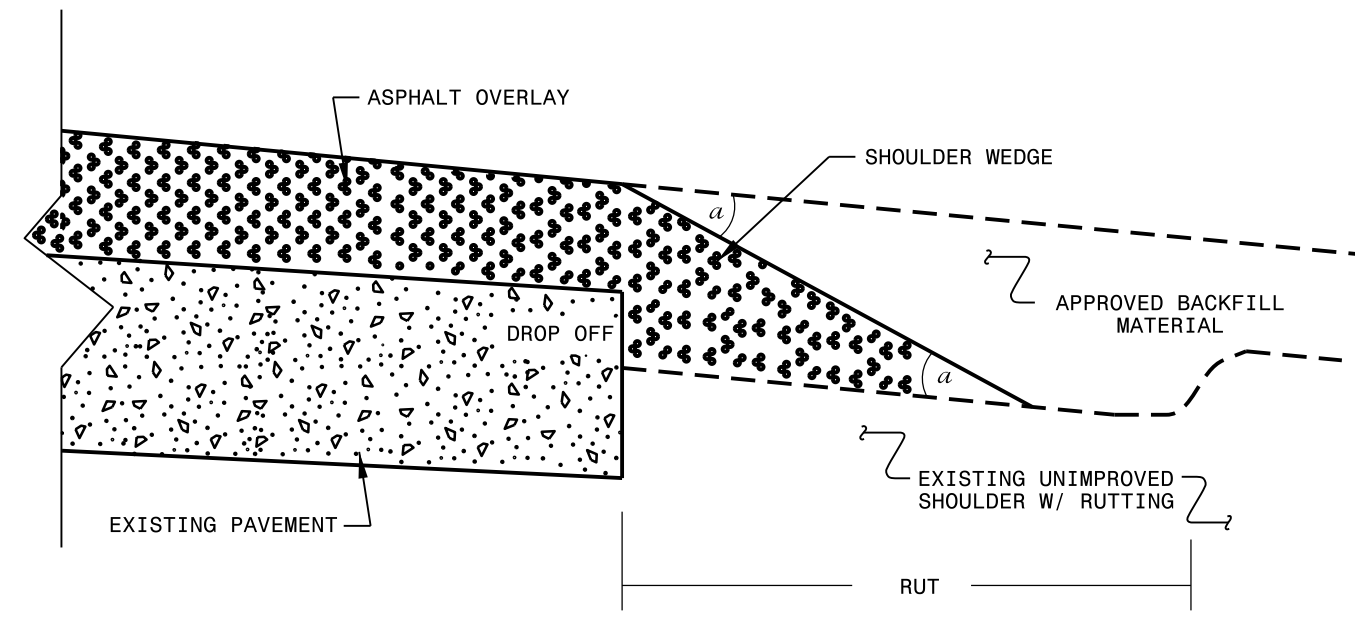
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
 (Resurfacing Projects w/ NO Widening)



SHOULDER WEDGE DETAIL
 (Resurfacing Adjacent to
 Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/16/12
 CHECKED BY: DATE:
 FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn

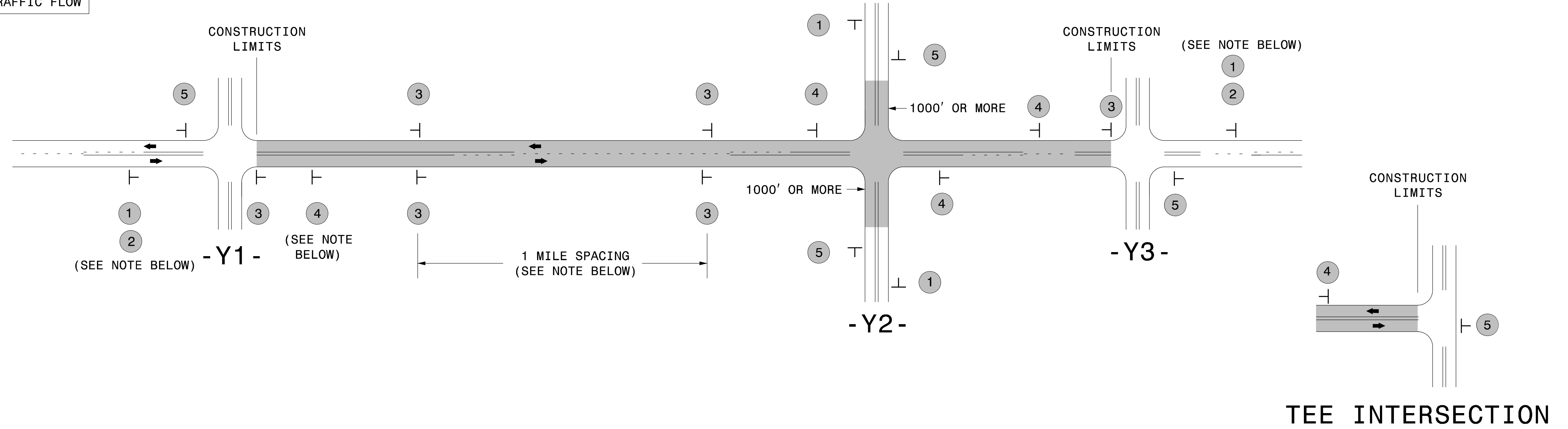
SYSTEMS DESIGN
 USER NAME

SIGNING FOR RESURFACING PROJECTS

LEGEND

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

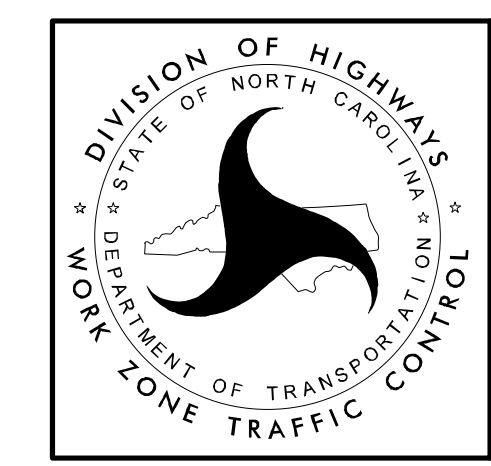
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	2		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3		- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	4		- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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

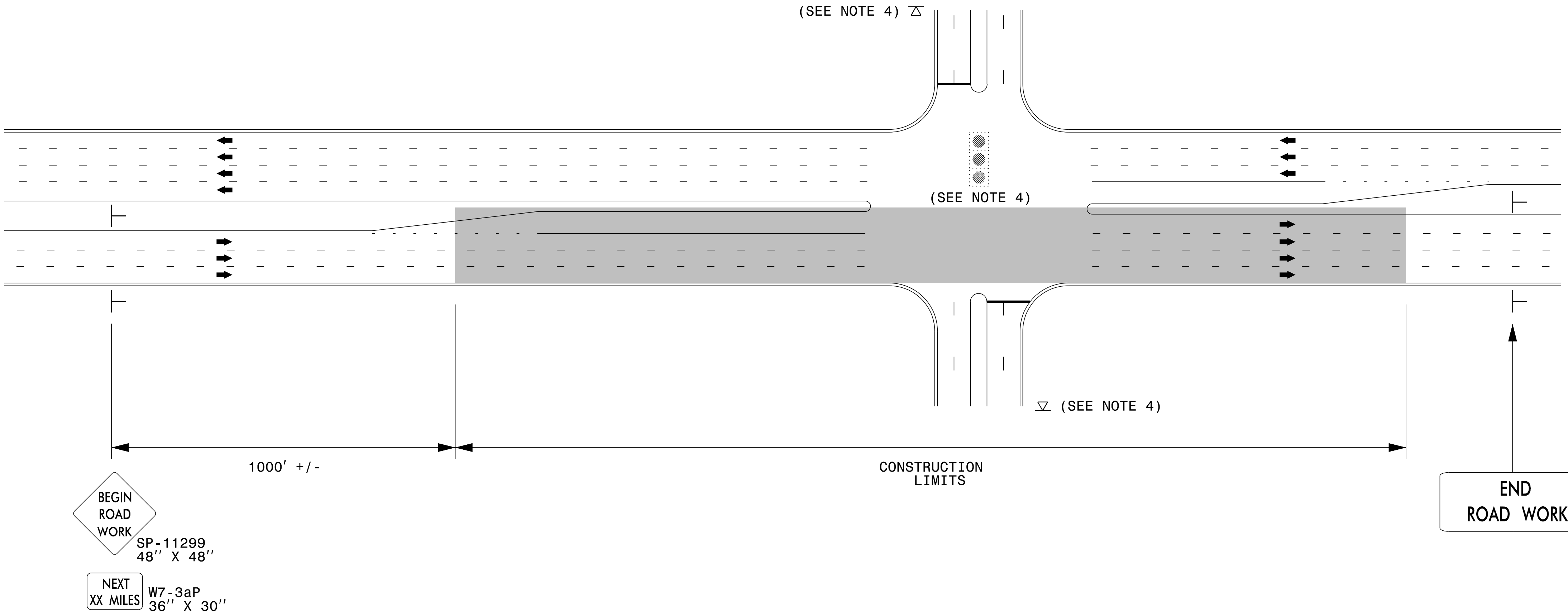
MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.



ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

URBAN / SUBURBAN WORKZONES



NOTES:

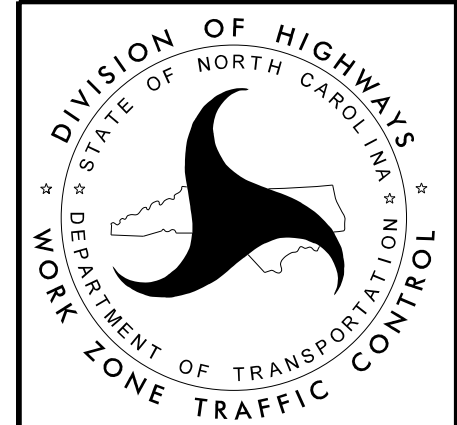
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

┆ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW

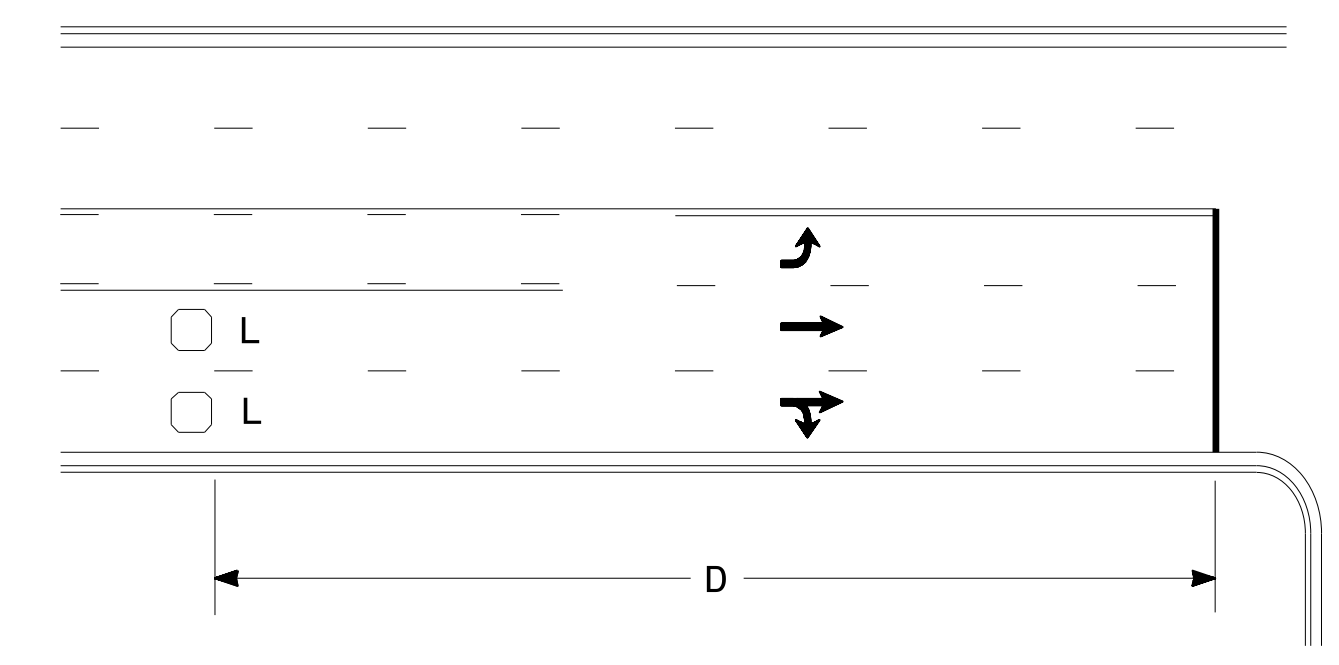
END ROAD WORK
G20-2 A
48" X 24"



RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

4/8/2015 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_UrSu (2).dgn User:rmgarrrett

High Speed Detection (≥40 mph)

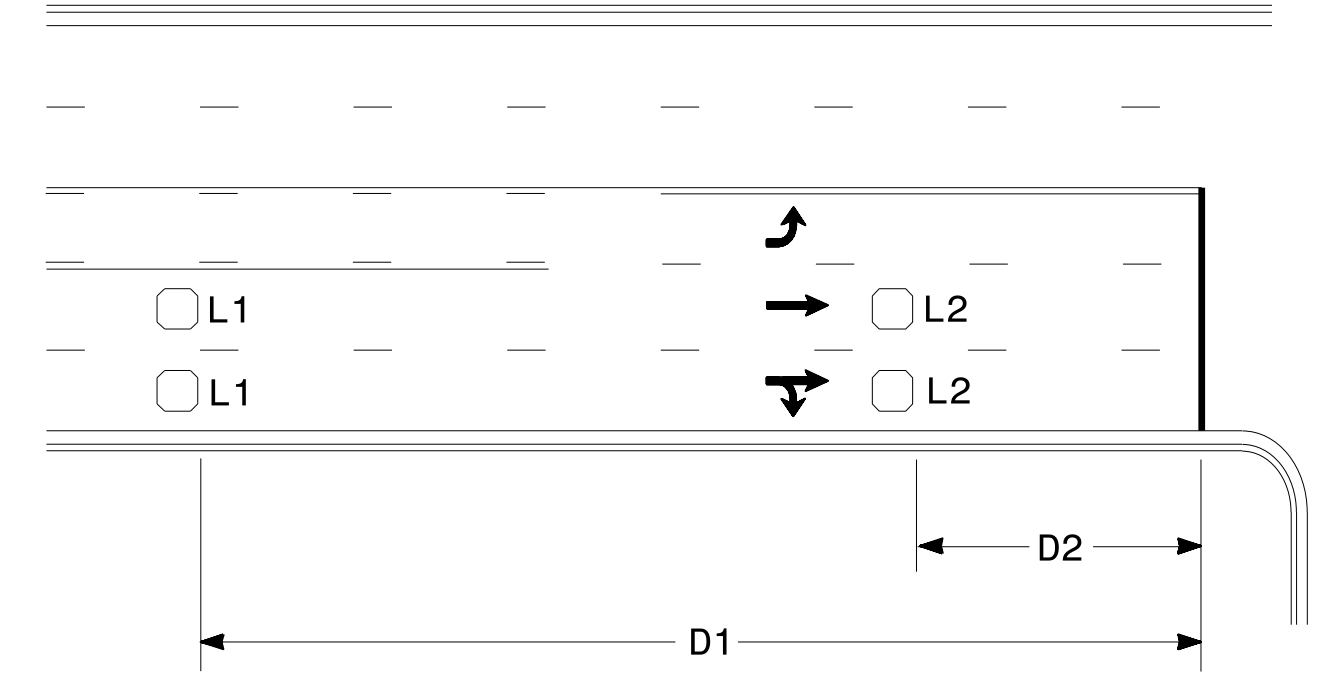


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

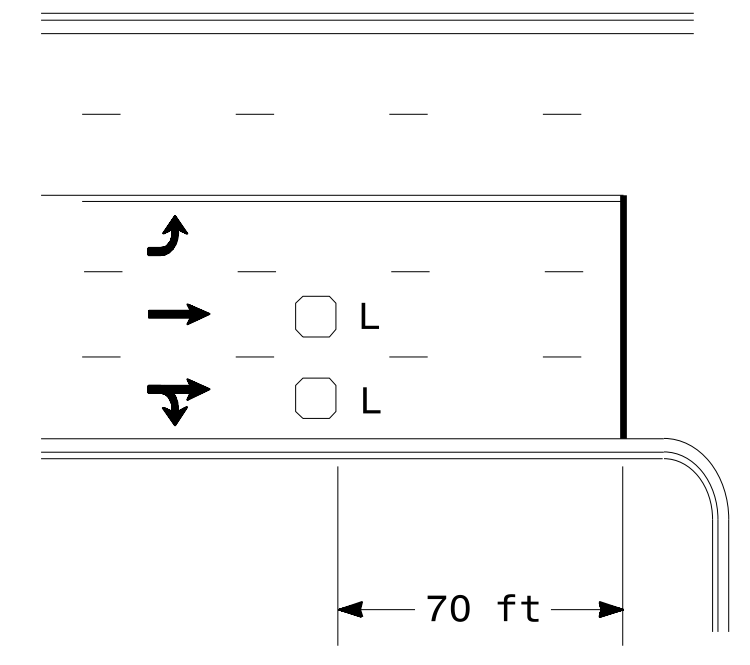


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

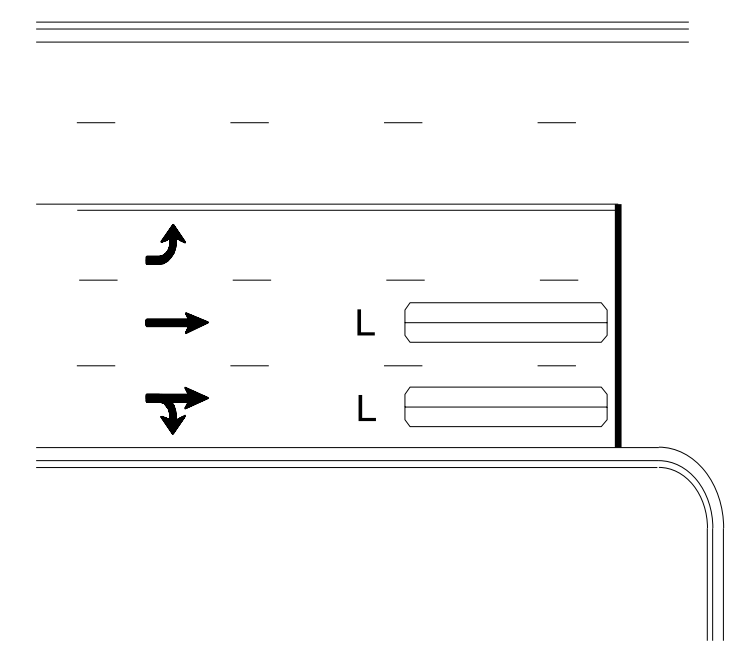
"Stretch" Operation

Low Speed Detection (≤35 mph)



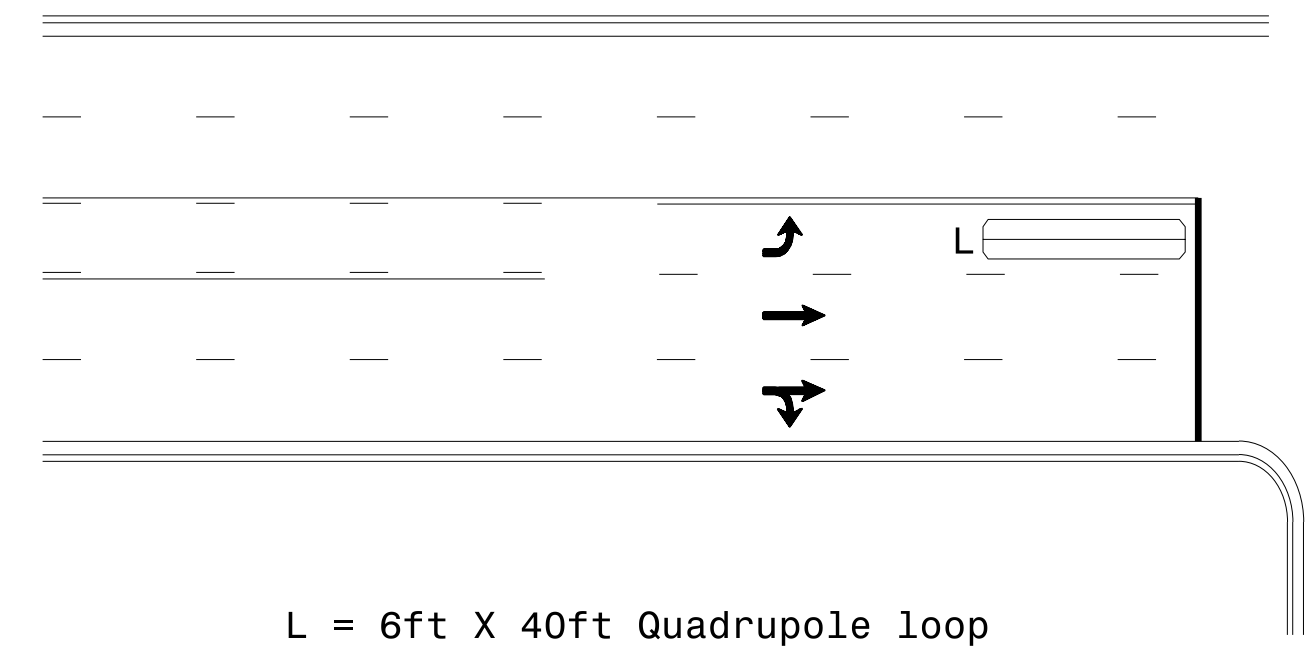
L = 6ft X 6ft
Wired in series

OR



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

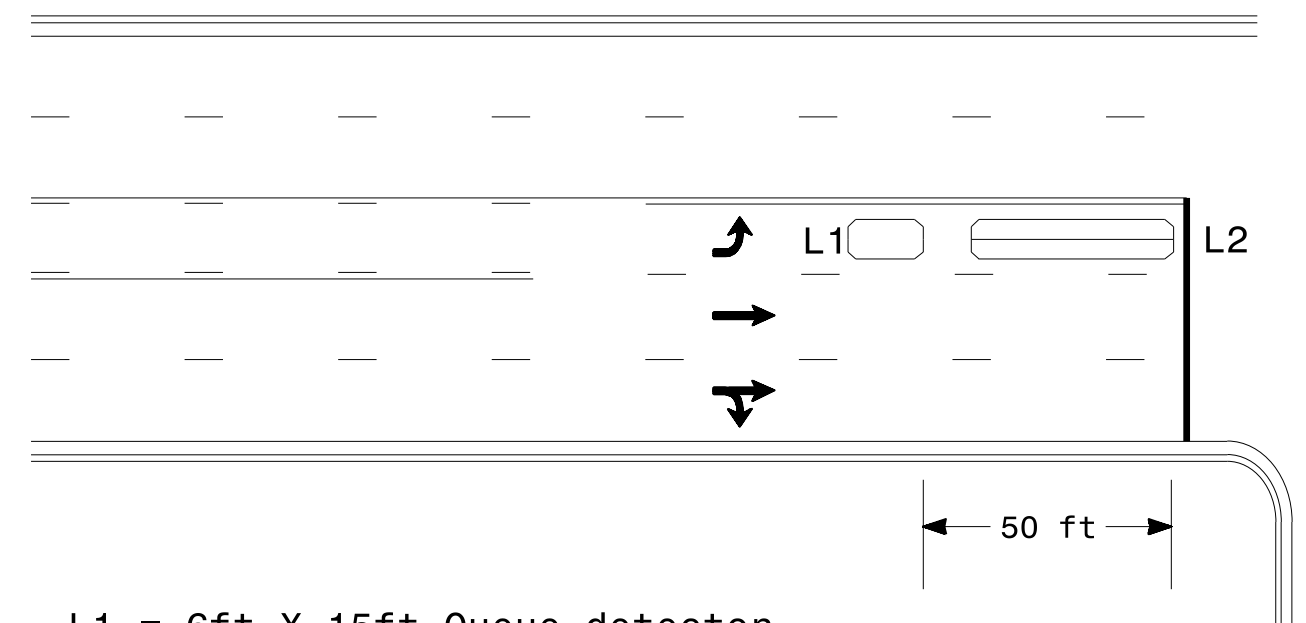
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

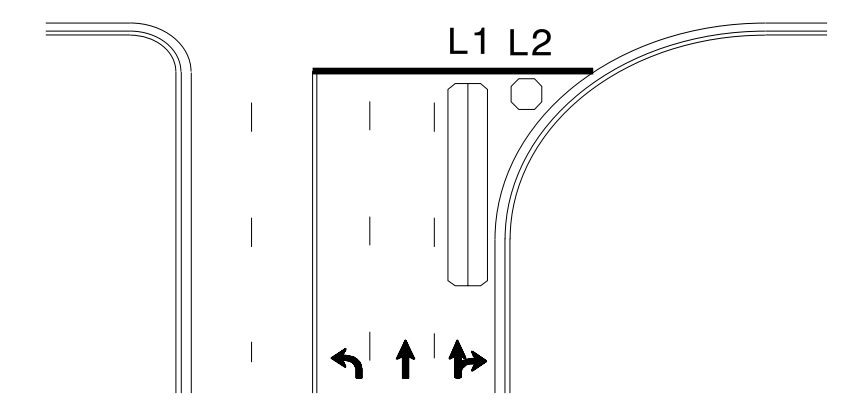
OR



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

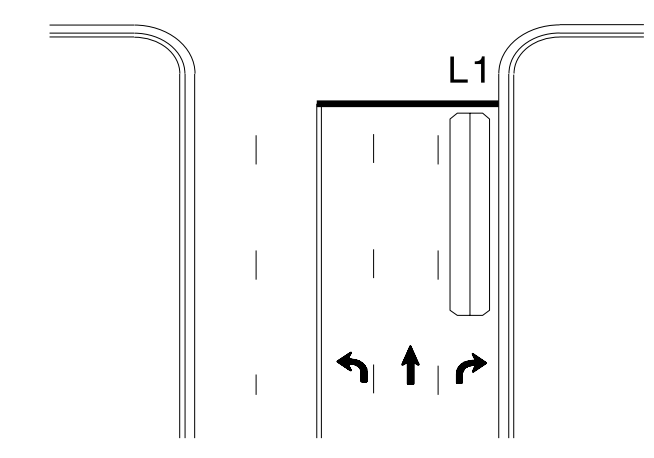
Queue Loop Detection

Right Turn Lane Detection

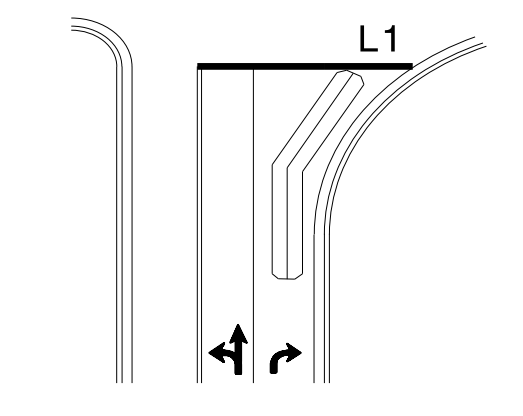


Shared Lane/
Wide Radius Turn

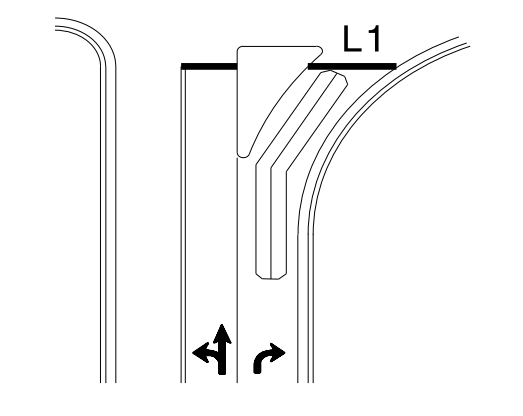
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

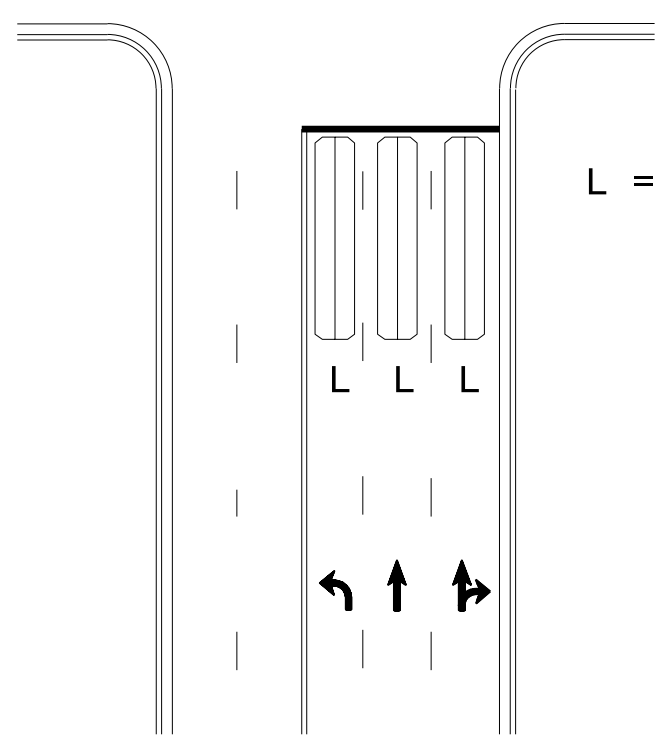


Wide Radius Turn



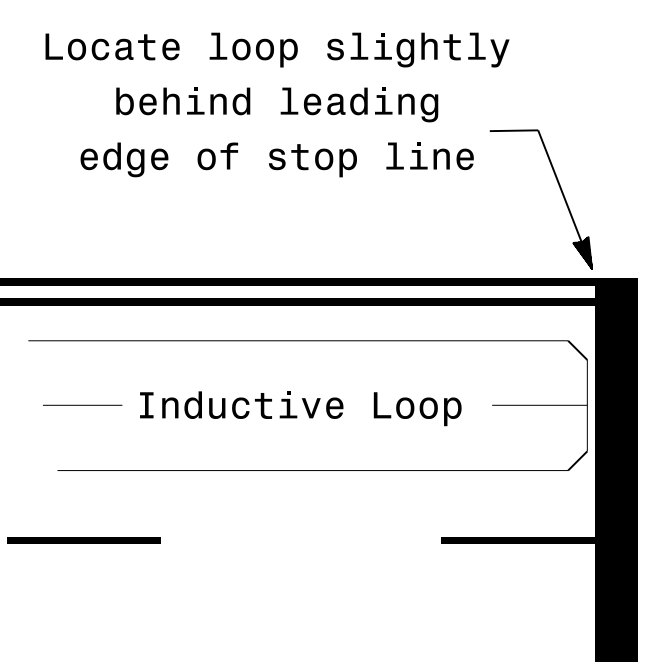
Channelized Turn

Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate
detectors/channels

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

Note:
Loop may be located in advance
of stop line under any of the
following conditions:
1) stop line is greater than 15'
from edge of intersecting
roadway
2) loop detects a permissive or
protected/permissive left turn
3) for an exclusive right turn
lane

Recommended Number of Turns

Single 6' X 6' loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns
6' X 15' Loops:
Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

750 N. Greenfield Pkwy, Garner, NC 27529

Typical Signal Loop Locations

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

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
PAMELA L. ALEXANDER
23489

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

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

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

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

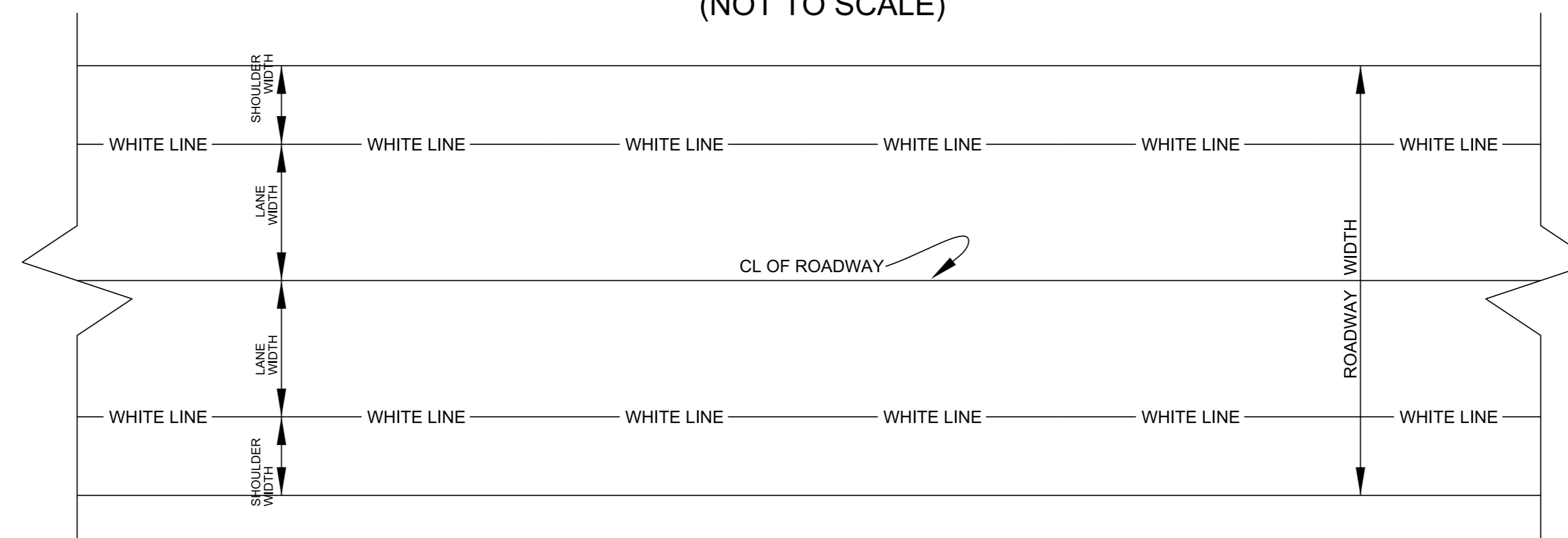
* May vary due to pavement width

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

* May vary due to pavement width

SCHEMATIC OF ROADWAY

(NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.06.06.10781.1		

SUMMARY OF QUANTITIES

PROJECT NO	COUNT	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BEGIN MP	END MP	1220000000-E	1245000000-E	1260000000-E	1297000000-E		1330000000-E	1523000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	7324000000-N	7444000000-E
														INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	0.75" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT
														TONS	SMI	TON	SY	SY	SY	TONS	TONS	TONS	EA	EA	EA	LF
2025CPT.06.06.10781.1	Robeson	1	NC-72	FROM PVMT JT W OF NC 41 TO I-95 PROJECT LIMITS/I-6064	1	4	MU	NO	NO	1.97	44	13.99	15.96				54,982		556	4,665	281	5	18	56	2.00	550.00
TOTAL FOR MAP NO. 1										1.97						54,982		556	4,665	281	5	18	56	2.00	550.00	
2025CPT.06.06.10781.1	Robeson	2	US-74 BUS	FROM SCOTLAND CL TO I74 W	1, 2	2	2WU	NO	NO	3.36	30	0	3.36	50	4.52	734	20,390	39,432	1,944	5,201	314	5	56	30	3.00	1,055.00
TOTAL FOR MAP NO. 2										3.36				50	4.52	734	20,390	39,432	1,944	5,201	314	5	56	30	3.00	1,055.00
2025CPT.06.06.10781.1	Robeson	3	NC-41	FROM SC LINE TO NC130 BYP PVMT JT	2	2	2WU	NO	NO	8.97	24	0	8.97	83	17.94	2,901	903	127,096	5,438	11,040	664	5	2	2		
TOTAL FOR MAP NO. 3										8.97				83	17.94	2,901	903	127,096	5,438	11,040	664	5	2	2		
2025CPT.06.06.10781.1	Robeson	4	NC-71	FROM US 74 TO PVMT JT N OF R/R	1, 2	2	2WU	NO	NO	0.7	30	0	0.7	2	0.18	29	13,411	1,478	1,389	1,378	84	5	26	12	3.00	1,055.00
TOTAL FOR MAP NO. 4										0.7				2	0.18	29	13,411	1,478	1,389	1,378	84	5	26	12	3.00	1,055.00
TOTAL FOR PROJ NO. 2025CPT.06.06.10781.1										15				135	22.64	3,664	89,686	168,006	9,327	22,284	1,343	20	102	100	8.00	2,660.00
														257,692												
GRAND TOTAL										15				135	22.64	3,664	89,686	168,006	9,327	22,284	1,343	20	102	100	8.00	2,660.00
														257,692												

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.06.06.10781.1		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNT	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4685000000-E		4688000000-E		4695000000-E		4709000000-E	4720000000-E	4725000000-E					4810000000-E		
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG ONLY 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR ARROW 90 M	THERMO STR & LT ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	
												SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2025CPT.06.06.10781.1	Robeson	1	NC-72	FROM PVMT JT W OF NC 41 TO I-95 PROJECT LIMITS/I-6064	1	4	MU	1.97	44	13.99	15.96	126	1.00	4,300	25,700	400	100	530	150	375	12	16	11	23	2	5	4,300	25,700	
TOTAL FOR MAP NO. 1								1.97				126	1	4,300	25,700	400	100	530	150	375	12	16	11	23	2	5	4,300	25,700	
2025CPT.06.06.10781.1	Robeson	2	US-74 BUS	FROM SCOTLAND CL TO I74 W	1,2	2	2WU	3.36	30	0	3.36	379		21,800	27,000			70				2	2	2			21,800	27,000	
TOTAL FOR MAP NO. 2								3.36				379			21,800	27,000			70				2	2	2			21,800	27,000
2025CPT.06.06.10781.1	Robeson	3	NC-41	FROM SC LINE TO NC130 BYP PVMT JT	2	2	2WU	8.97	24	0	8.97	1,005		96,000	72,000			350		135		1	1	1			96,000	72,000	
TOTAL FOR MAP NO. 3								8.97				1,005			96,000	72,000			350		135		1	1	1			96,000	72,000
2025CPT.06.06.10781.1	Robeson	4	NC-71	FROM US 74 TO PVMT JT N OF R/R	1,2	2	2WU	0.7	30	0	0.7	136		1,250	7,500	200	150			250		1			1		1,250	7,500	
TOTAL FOR MAP NO. 4								0.7				136			1,250	7,500	200	150			250		1			1		1,250	7,500
TOTAL FOR PROJ NO. 2025CPT.06.06.10781.1								15				1,646	1,000		123,350	132,200	600	250	950	150	760	12	20	14	26	2	6	123,350	132,200
												255,550	850	1,100				68			255,550								
GRAND TOTAL								15				1,646	1,000	123,350	132,200	600	250	950	150	760	12	20	14	26	2	6	123,350	132,200	
												255,550	850	1,100				68			255,550								

PROJECT NO	COUNT	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4815000000-E		4820000000-E		4830000000-E	4835000000-E	4840000000-N		4845000000-N					4891000000-E	4892000000-N	4900000000-N			
												6" YELLOW PAINT	6" WHITE PAINT	8" WHITE PAINT	8" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG RXR	PAINT MSG ONLY	PAINT STR ARROW	PAINT LT ARROW	PAINT RT ARROW	PAINT STR & RT ARROW	PAINT STR & LT ARROW	GENERIC MARKING, 16" X 90 M WHITE THERMO(RXR CROSSBUCK)	GENERIC MARKING, THERMO RXR 90 M	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS		
												LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2025CPT.06.06.10781.1	Robeson	1	NC-72	FROM PVMT JT W OF NC 41 TO I-95 PROJECT LIMITS/I-6064	1	4	MU	1.97	44	13.99	15.96	400	100	530	150	200	375	4	12	23	16	11	5	2	200	8	350	375		
TOTAL FOR MAP NO. 1								1.97				400	100	530	150	200	375	4	12	23	16	11	5	2	200	8	350	375		
2025CPT.06.06.10781.1	Robeson	2	US-74 BUS	FROM SCOTLAND CL TO I74 W	1,2	2	2WU	3.36	30	0	3.36	70		70						2	2	2					50	350		
TOTAL FOR MAP NO. 2								3.36				70			70						2	2	2					50	350	
2025CPT.06.06.10781.1	Robeson	3	NC-41	FROM SC LINE TO NC130 BYP PVMT JT	2	2	2WU	8.97	24	0	8.97			350						1	1	1					50	900		
TOTAL FOR MAP NO. 3								8.97						350			135			1	1	1						50	900	
2025CPT.06.06.10781.1	Robeson	4	NC-71	FROM US 74 TO PVMT JT N OF R/R	1,2	2	2WU	0.7	30	0	0.7	200	150			150	250	6			1		1		150	6	10	100		
TOTAL FOR MAP NO. 4								0.7				200	150			150	250	6			1			1		150	6	10	100	
TOTAL FOR PROJ NO. 2025CPT.06.06.10781.1								15				600	250	950	150	350	760	10	12	26	20	14	6	2	350	14	460	1,725		
												850	250,000	1,100				22		68			2,185							
GRAND TOTAL								15				600	250,000	950	150	350	760	10	12	26	20	14	6	2	350	14	460	1,725		
												850	1,100	22				68			2,185									