

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

9-26-16

CONTRACT ID: DF00142

WBS ELEMENT NO.: 2017CPT.06.01.10781.1 & 2017CPT.06.01.20781.1

FEDERAL AID NO.: STATE FUNDED

COUNTY: ROBESON

TIP NO.: -----

LENGTH OF PROJECT: 12.7 MILES

ROUTE NO.: NC 71, SR 1347, SR 1953 & SR 1980

**TYPE OF WORK: WIDENING, MILLING, RESURFACING, SHOULDER
RECONSTRUCTION & PAVEMENT MARKINGS**

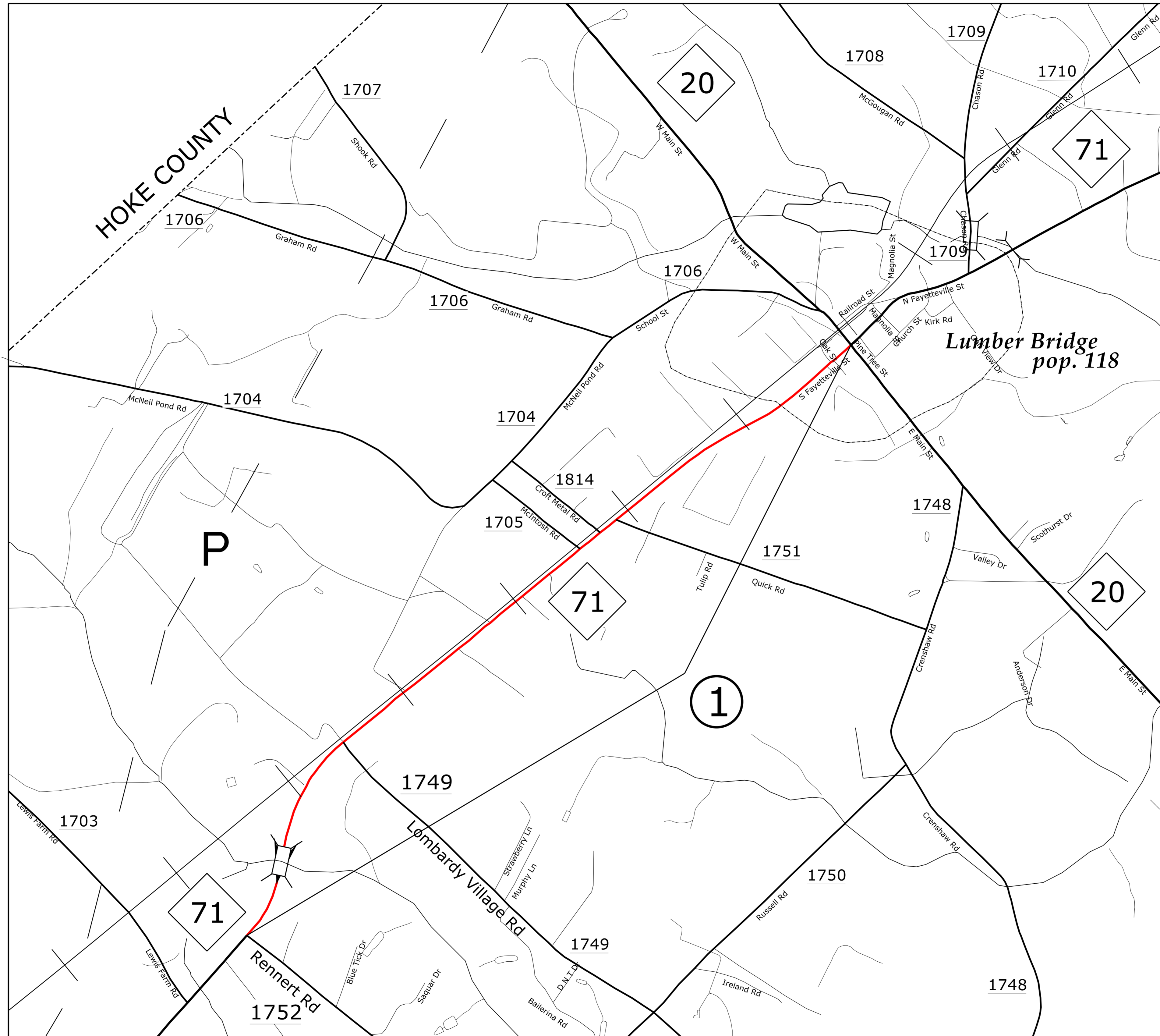
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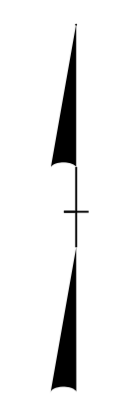


**ROBESON COUNTY
RESURFACING**



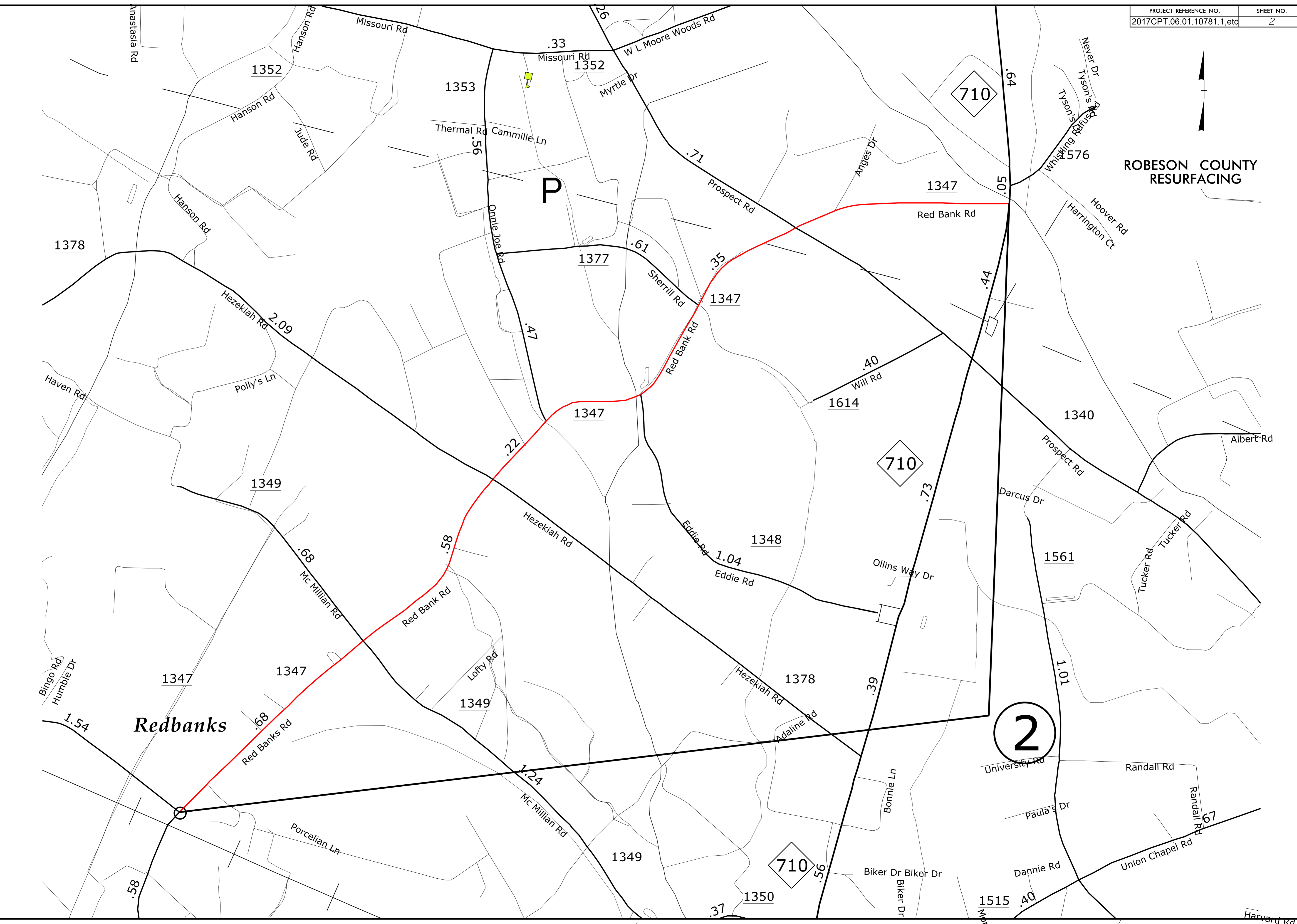
REVISIONS

ROBESON COUNTY RESURFACING

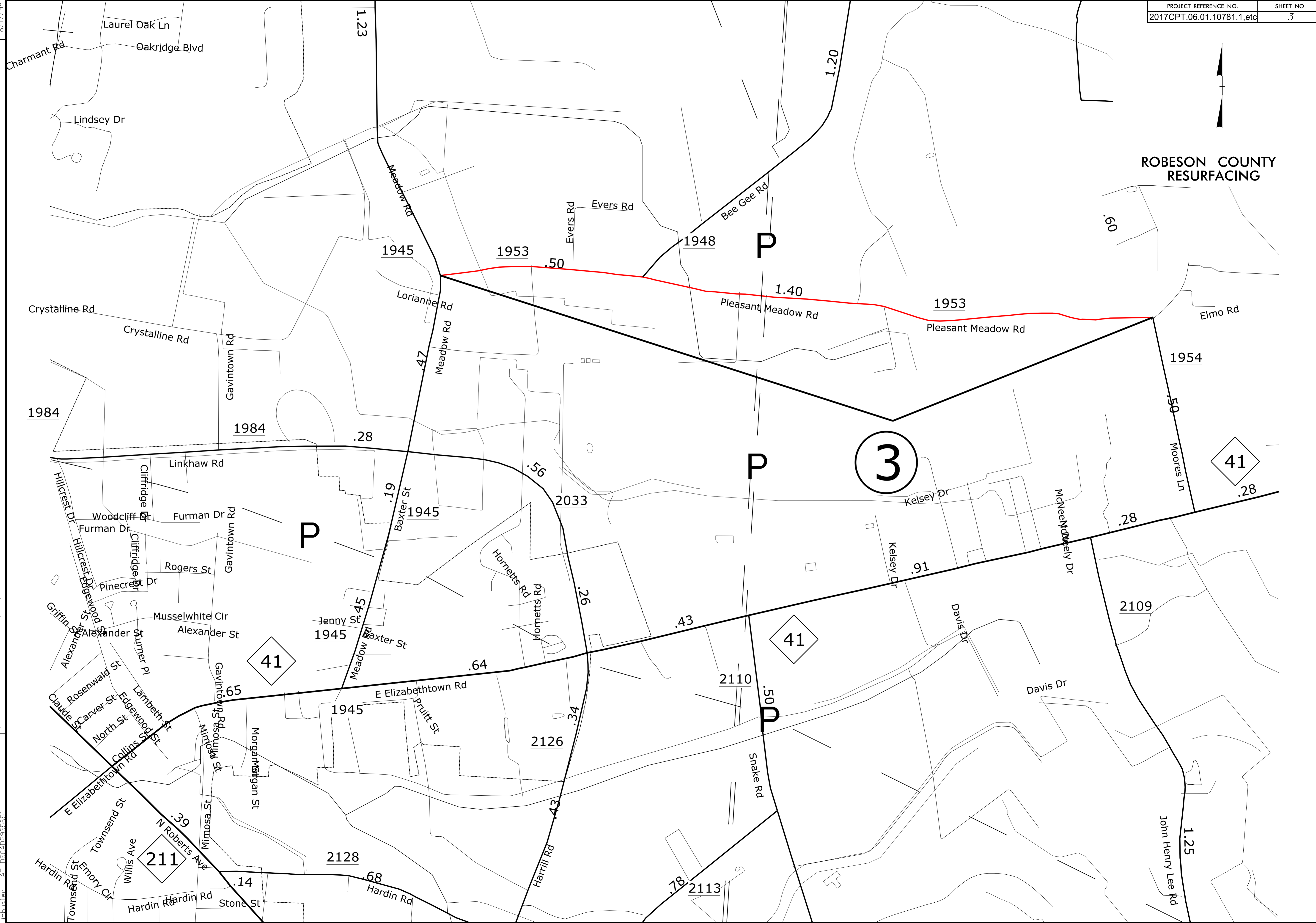


REVISIONS

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11/16/2016 10:35:56 AM
8/17/99



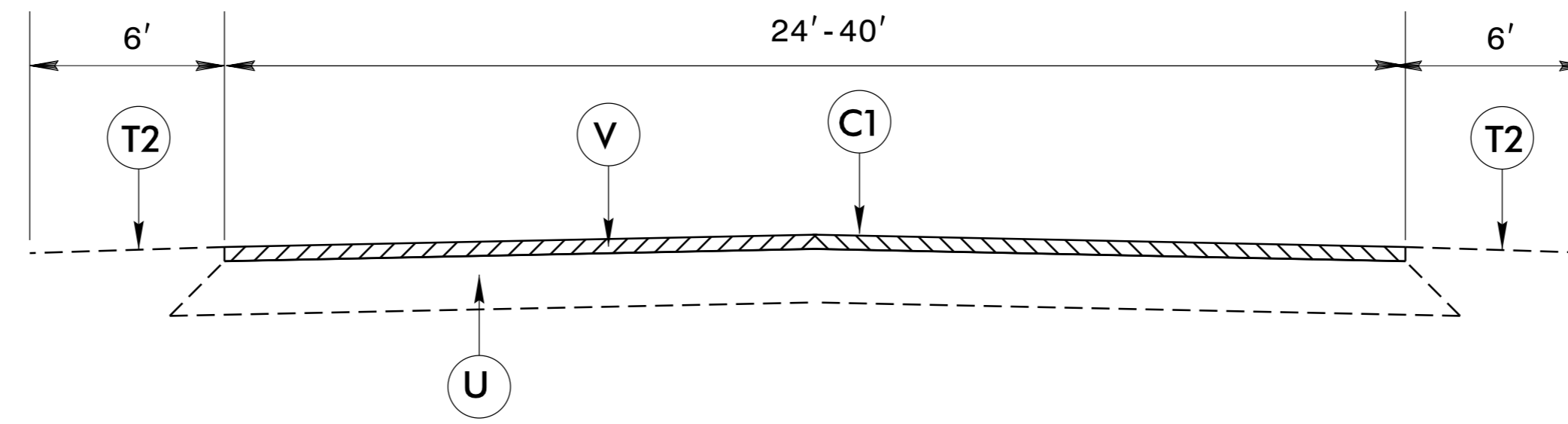
ROBESON COUNTY
RESURFACING



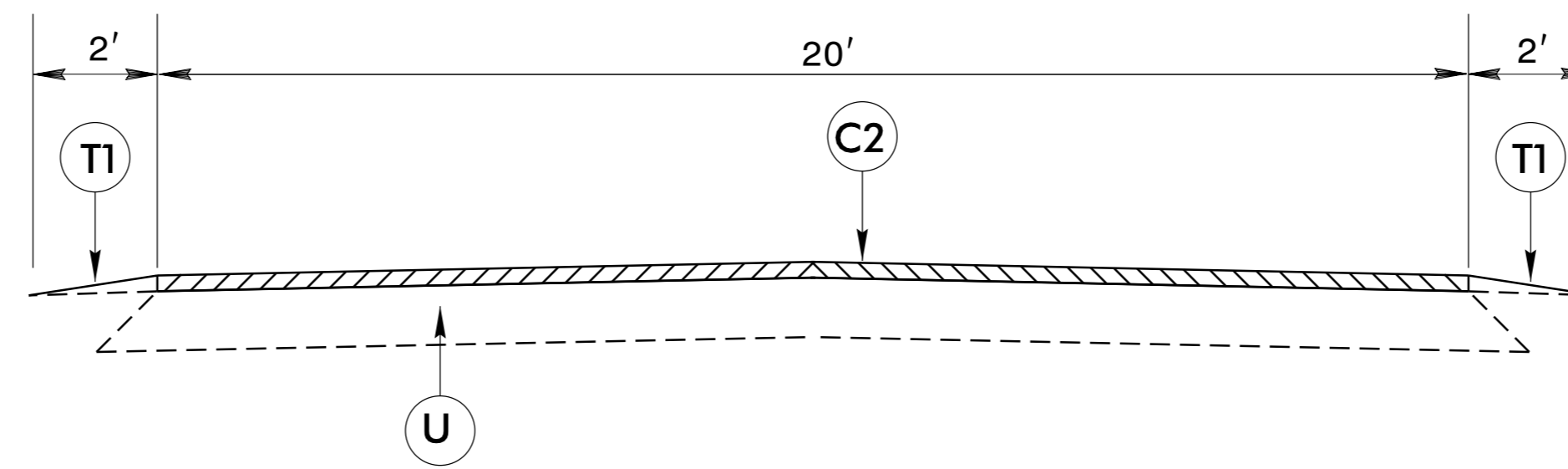
REVISIONS

8/17/99
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Author: A:\C:\Users\j3566

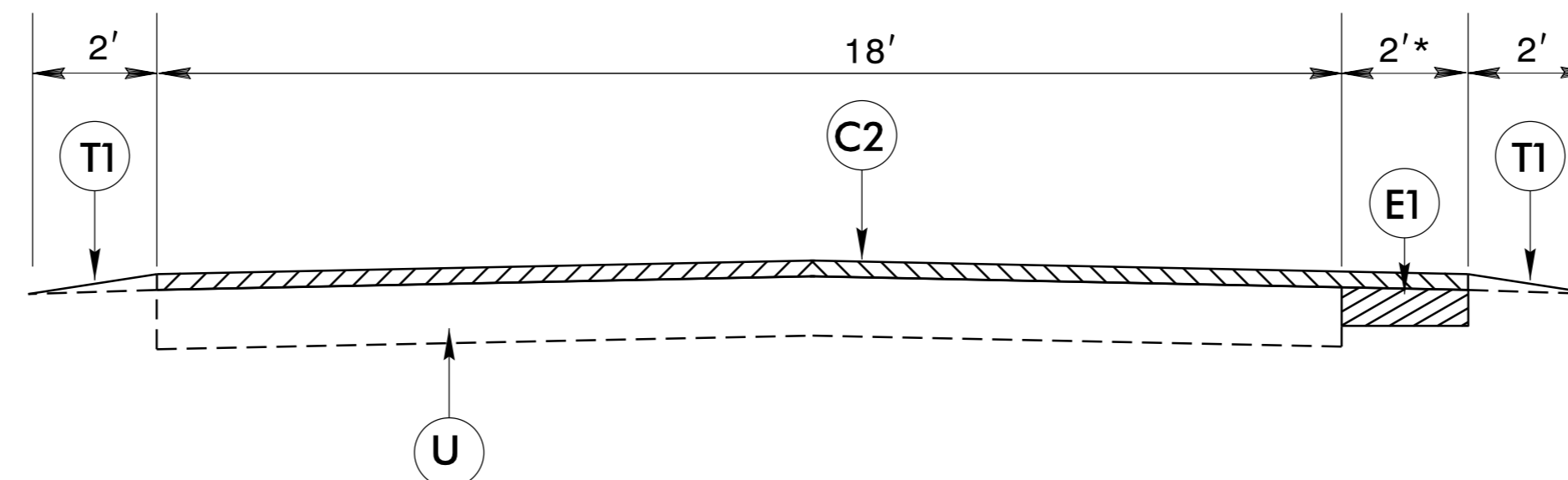
PAVEMENT SCHEDULE	
C1	2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
E1	5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T1	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
T2	SHOULDER RECONSTRUCTION WITH SEEDING AND MULCHING
U	EXISTING ASPHALT
V	2" DEPTH MILLING



TYPICAL SECTION NO. 1

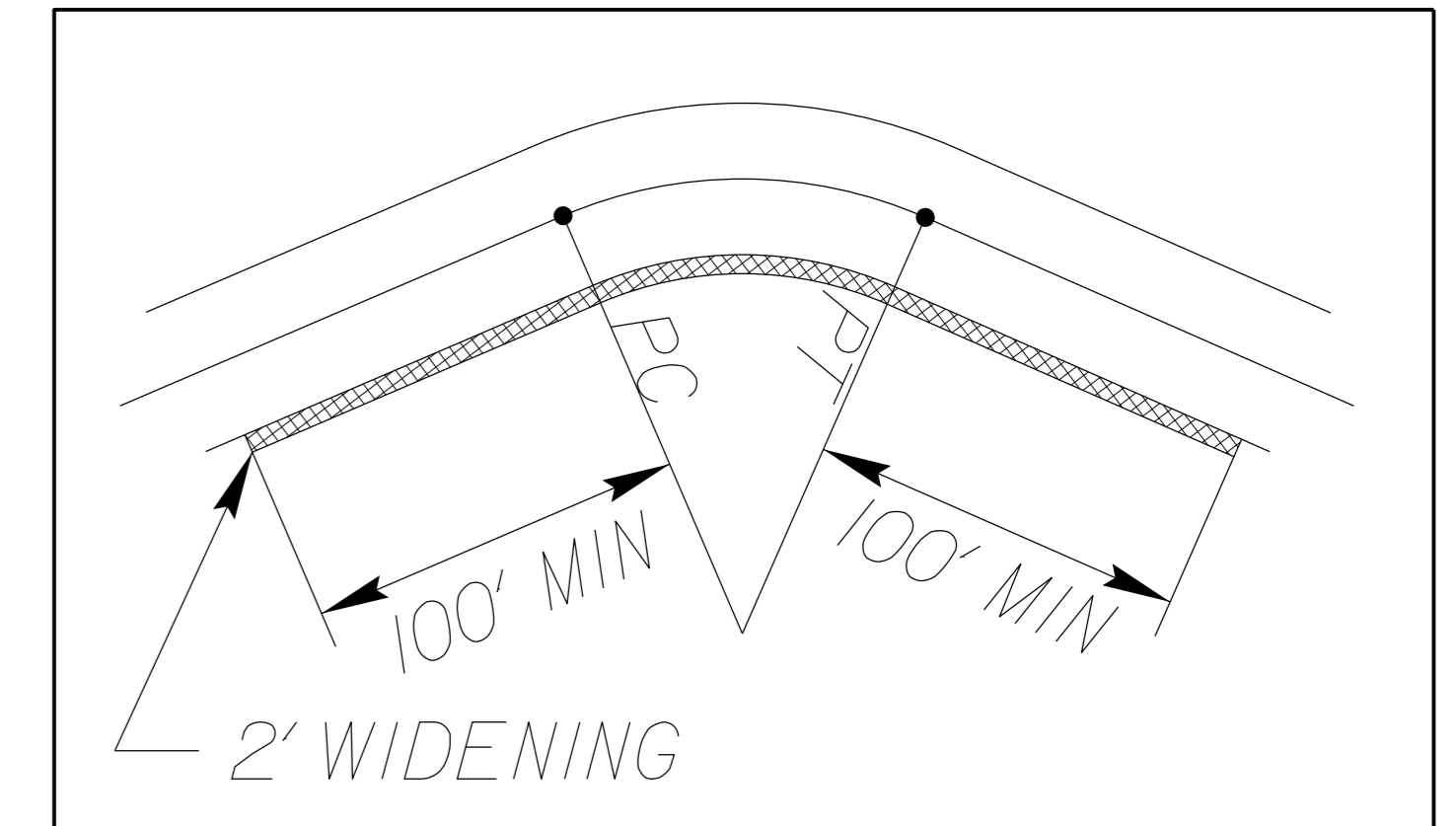


TYPICAL SECTION NO. 2

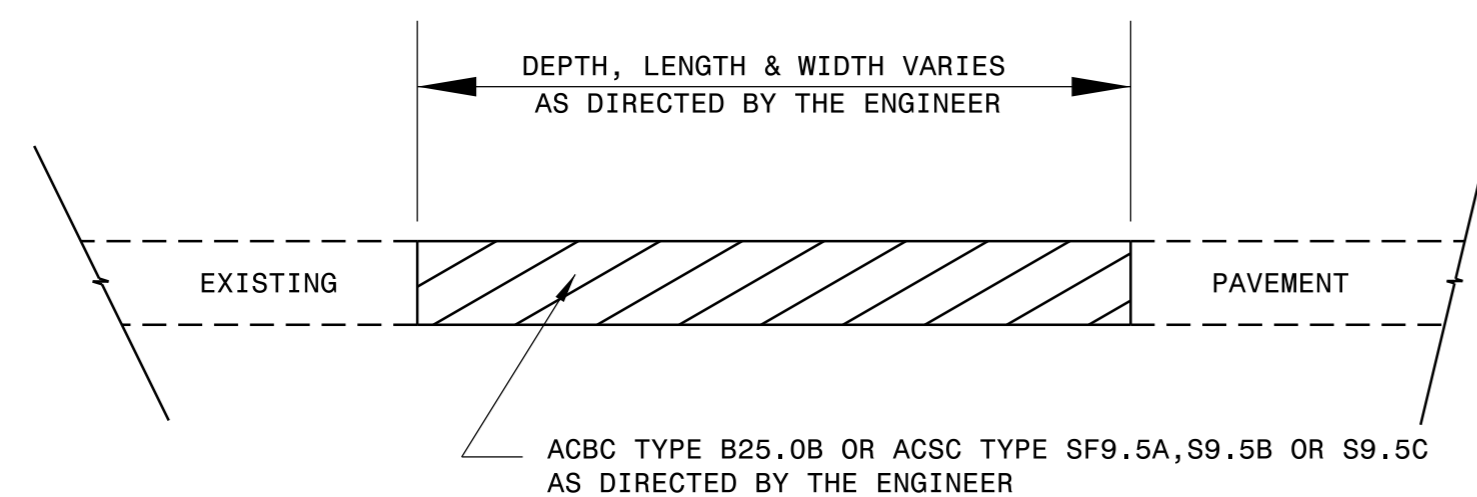


TYPICAL SECTION NO. 3

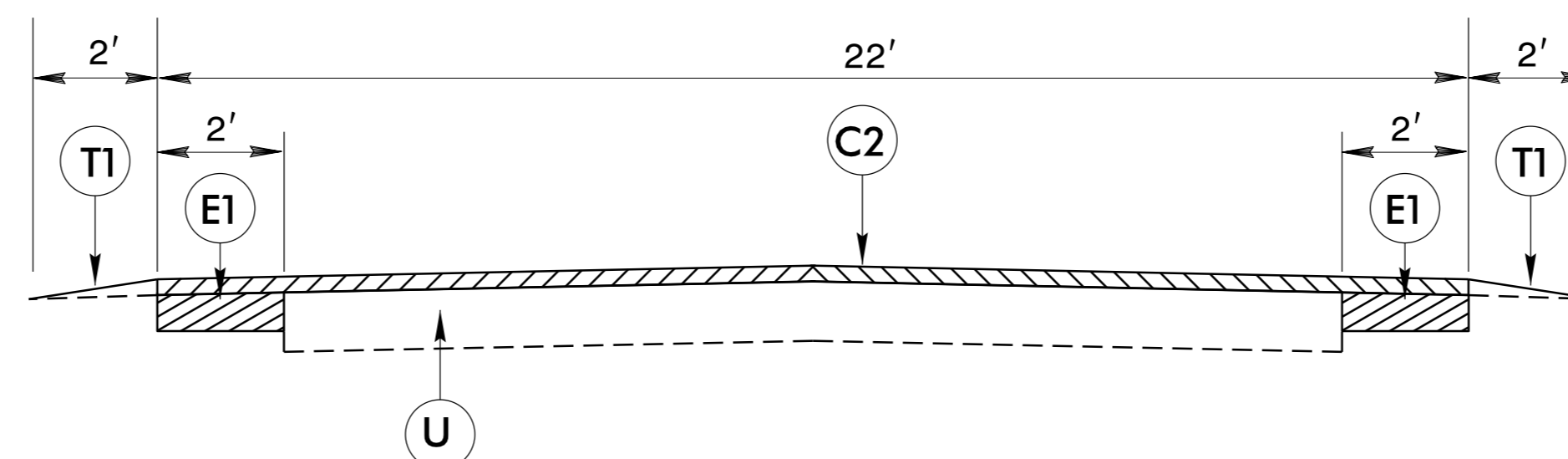
* INSIDE CURVE WIDENING ONLY (SEE DETAIL)



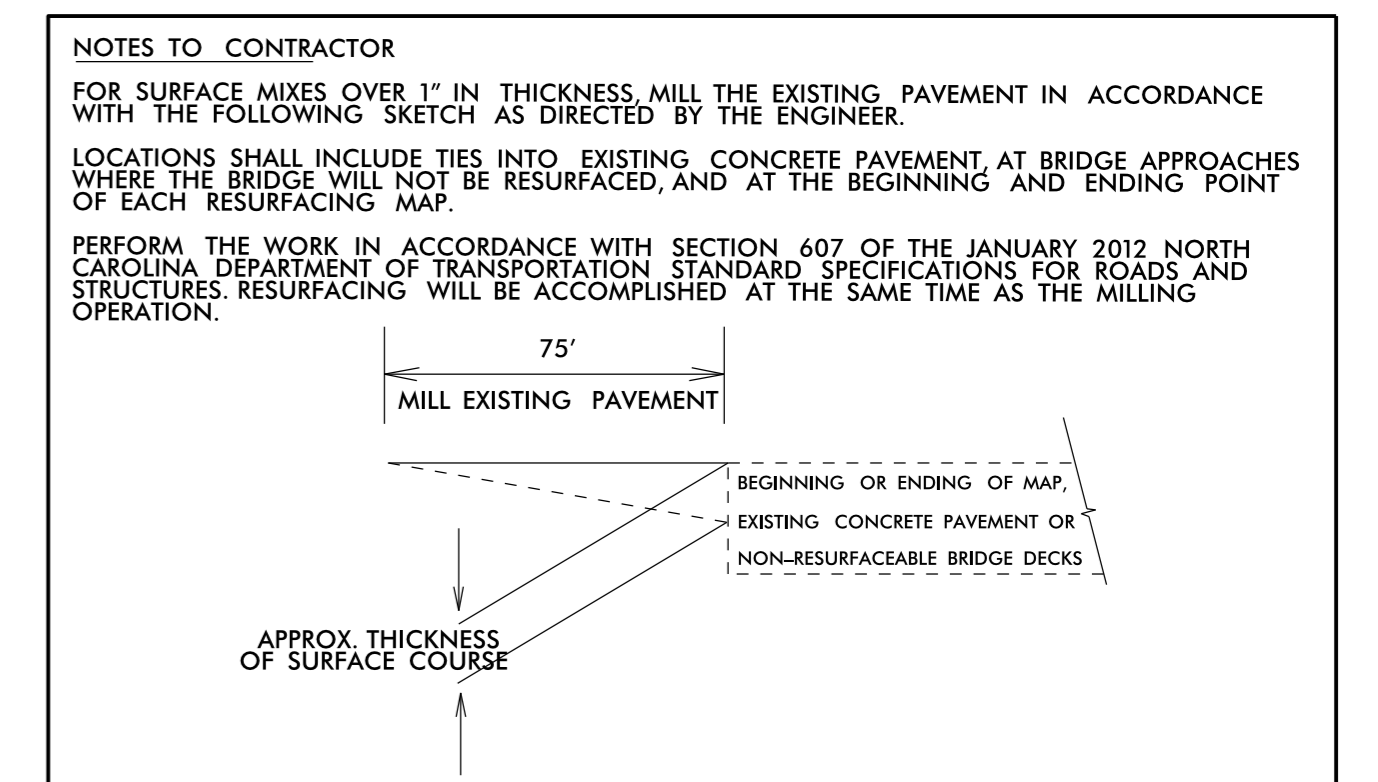
INSIDE CURVE WIDENING
MAP 3



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



TYPICAL SECTION NO. 4

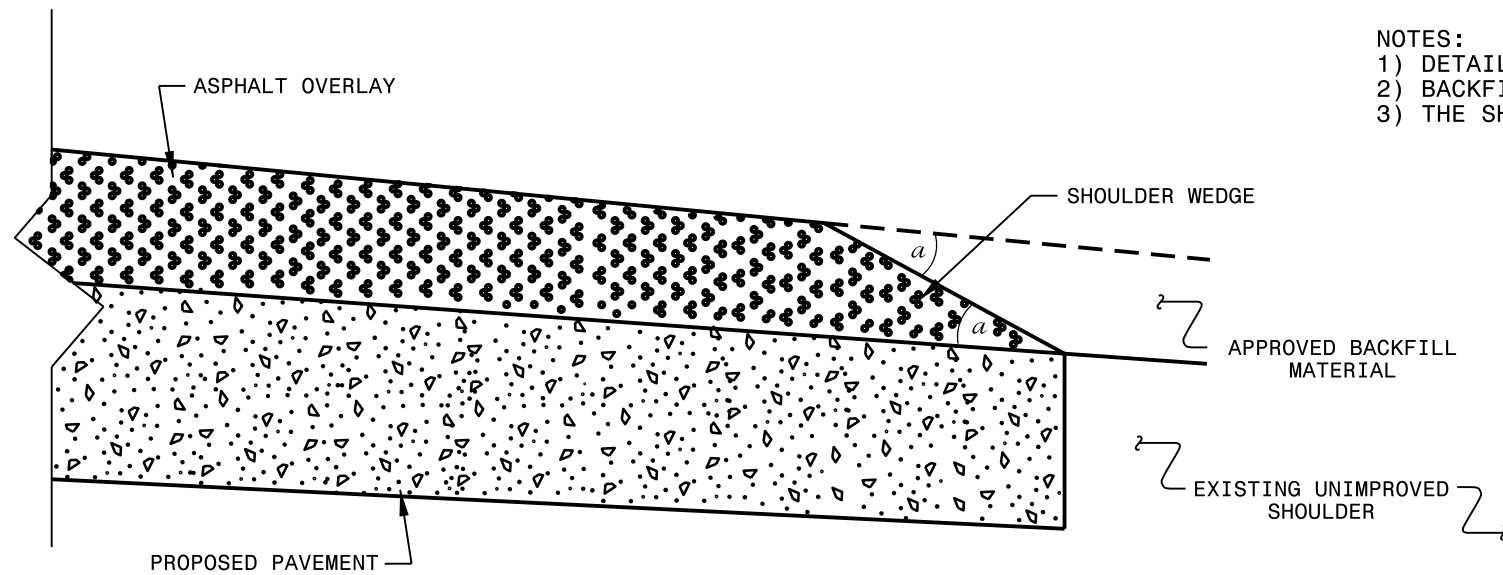


MILLING AT PAVEMENT TIE-INS DETAIL

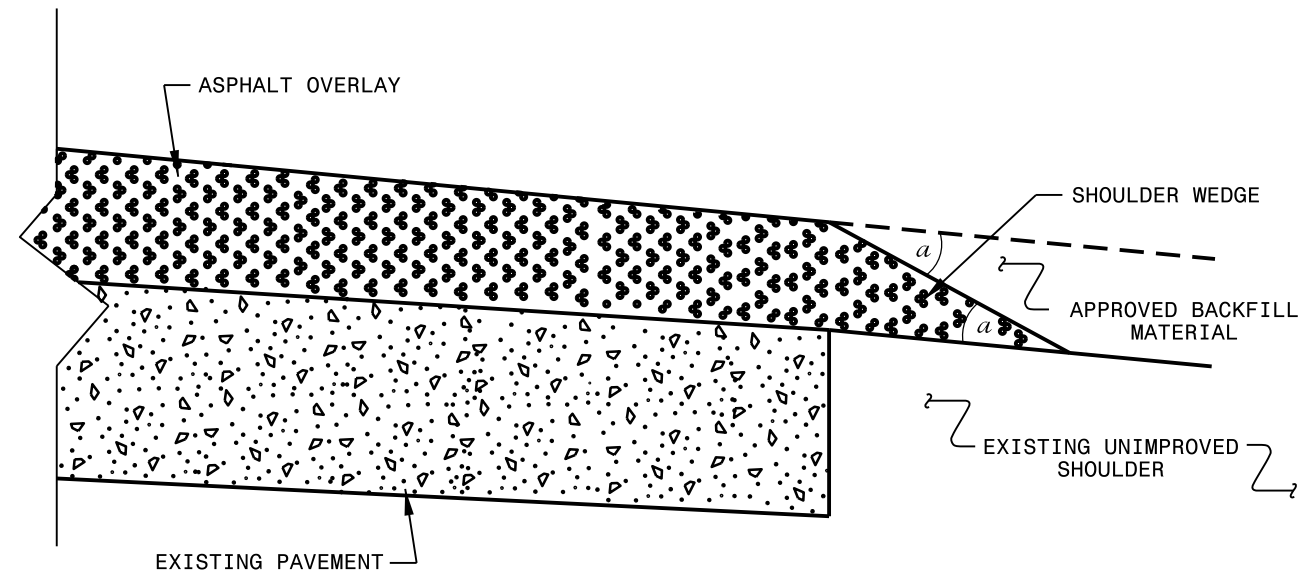
6/2/99

21-SEP-2016 11:22 AM
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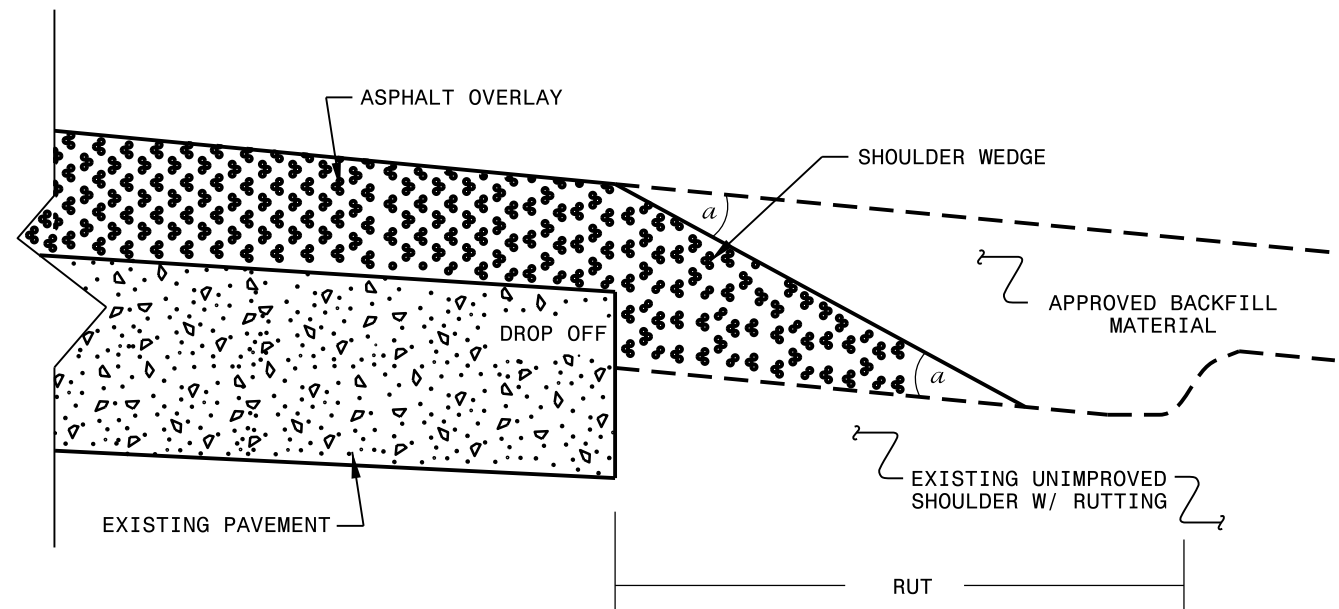
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



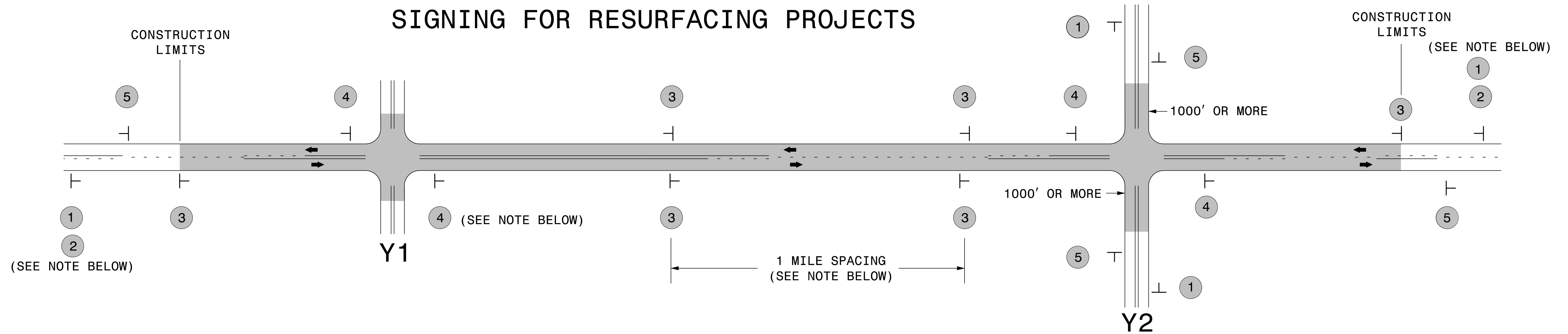
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

- 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	

SYSTEM: 06/01/11
 USER: T.SPELL
 FILE: susr/details/stand/shoulderwedgedetail.dgn

SIGNING FOR RESURFACING PROJECTS

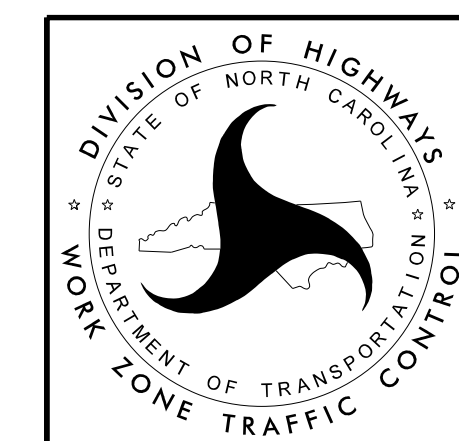


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

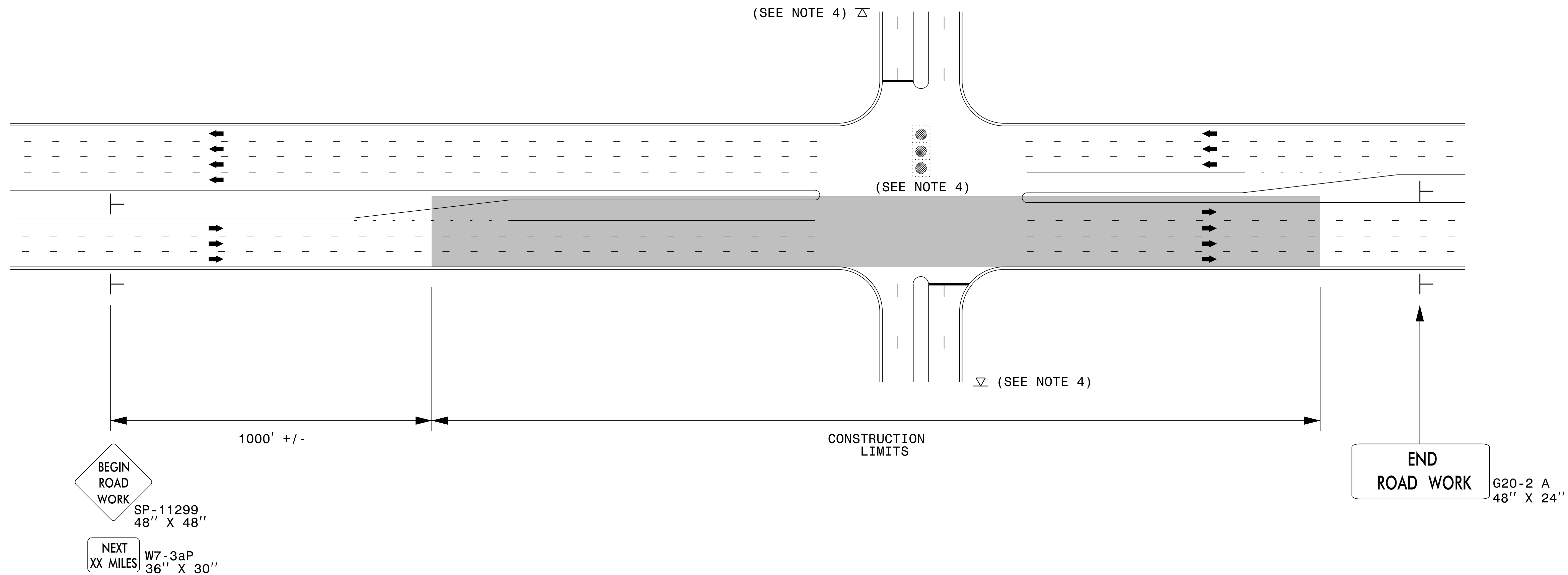
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around;"> <div> W20-1 48" X 48" </div> <div> W20-7 A 48" X 48" </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 SP 13106 48" X 48"	THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

URBAN / SUBURBAN WORKZONES

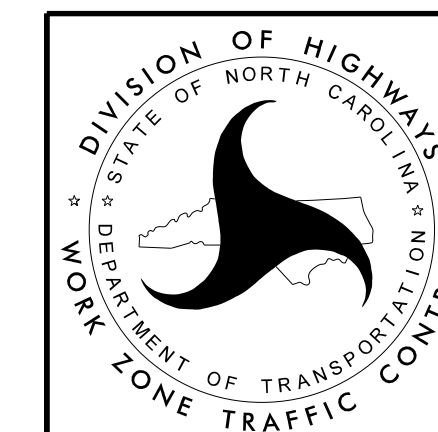


NOTES:

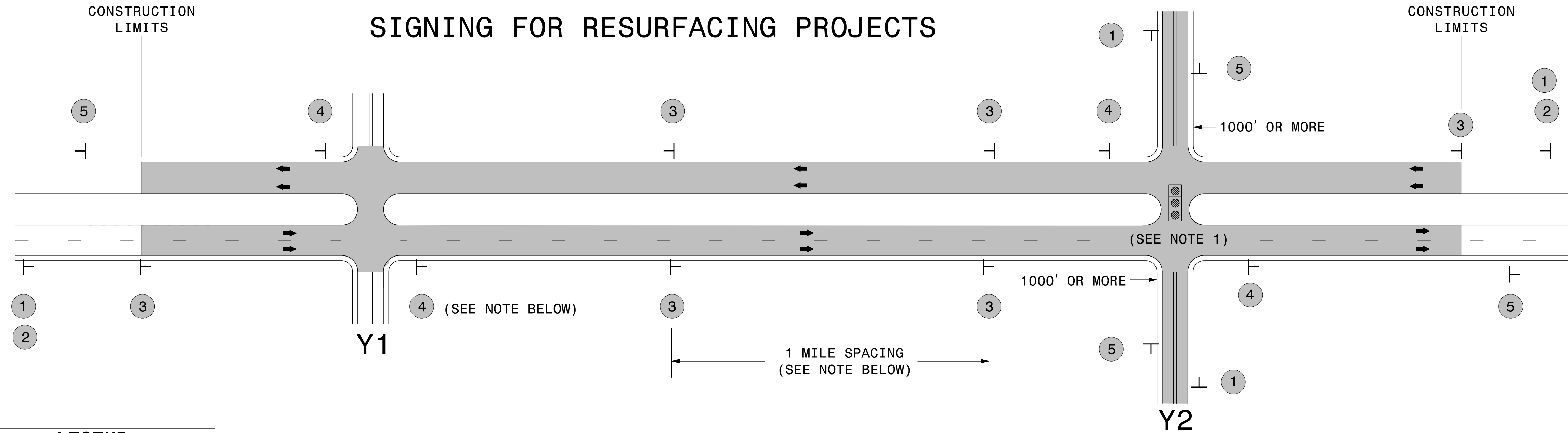
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

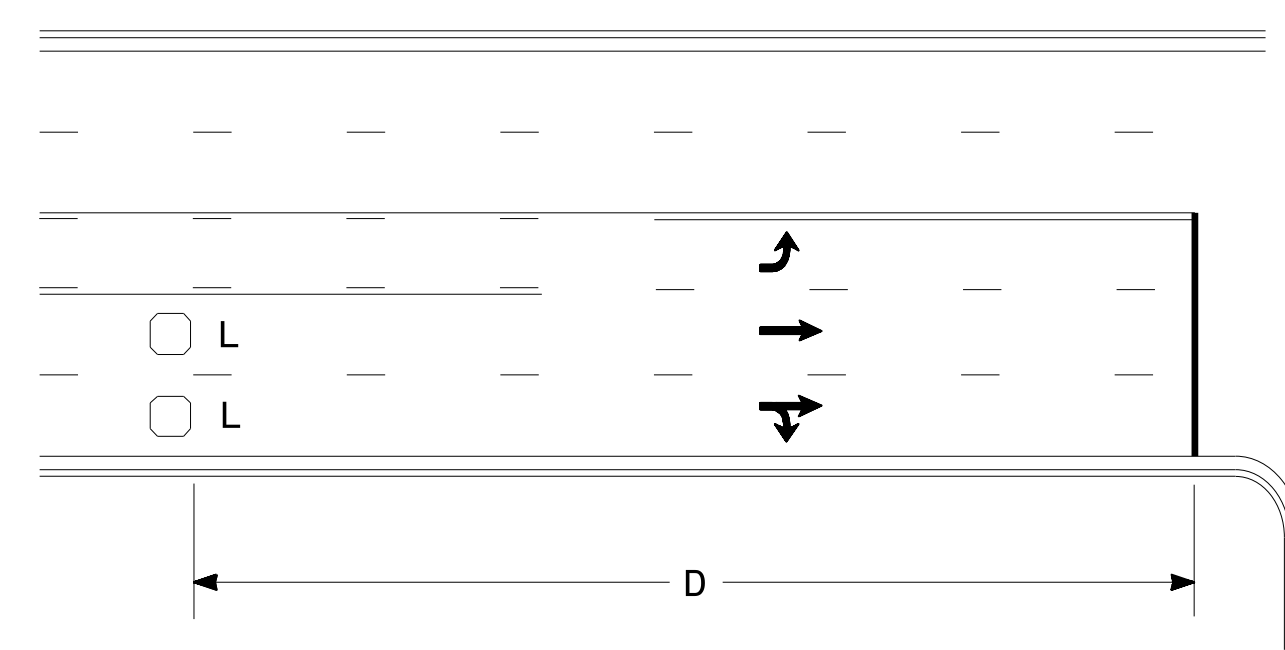
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
		<p>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.</p>	
		<p>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>	

3/23/2015
 C:\Users\rmgarrrett\Downloads\Resurfacing_AdvWarn_Ltr-Su_Shldr.dgn
 User:rmgarrrett

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

High Speed Detection (≥40 mph)

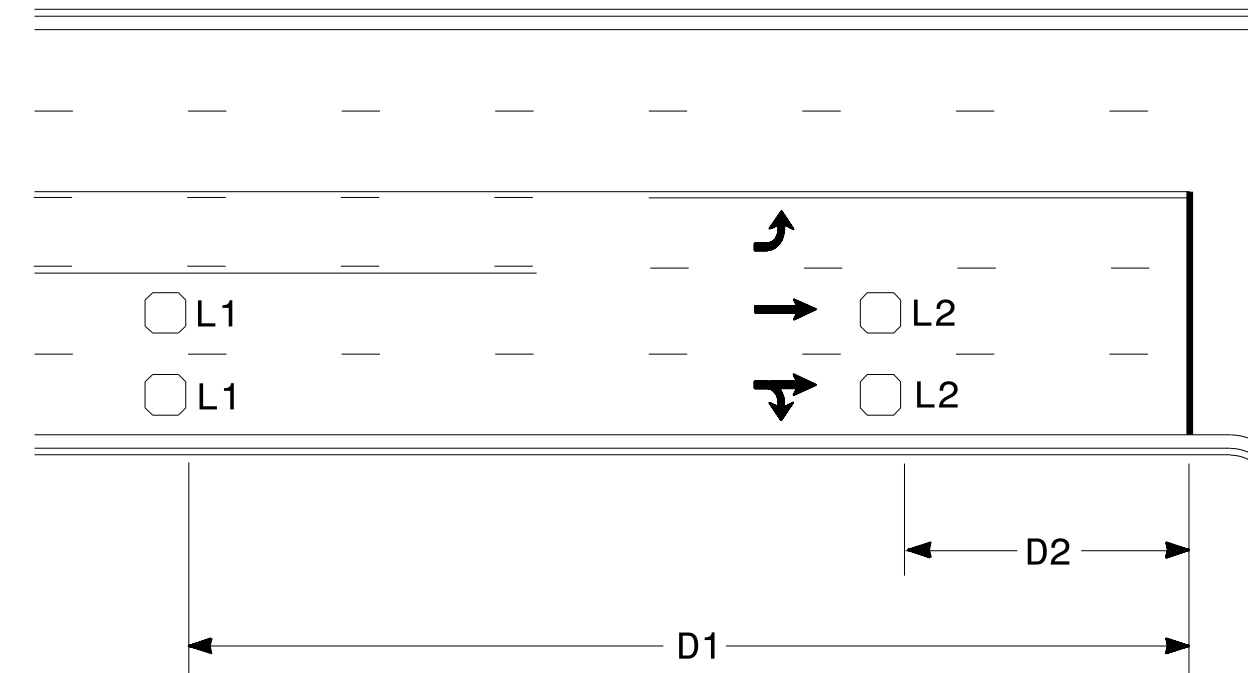


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

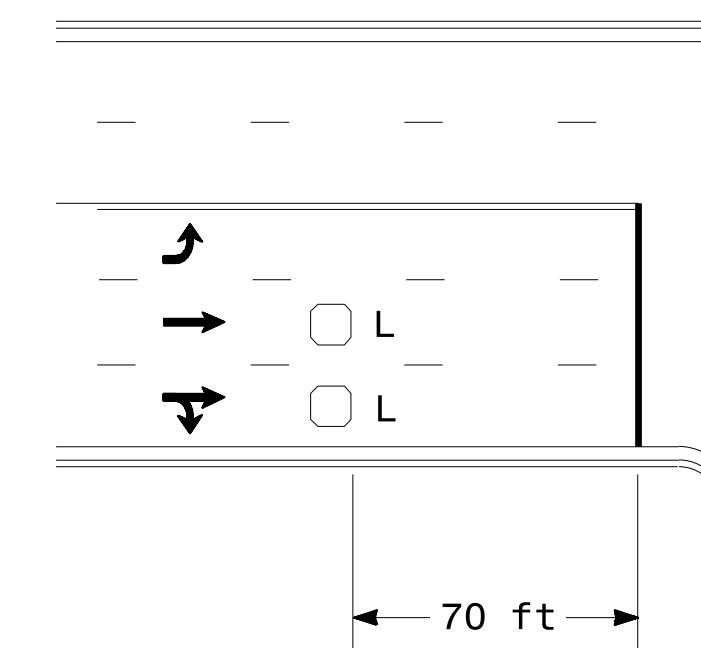


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

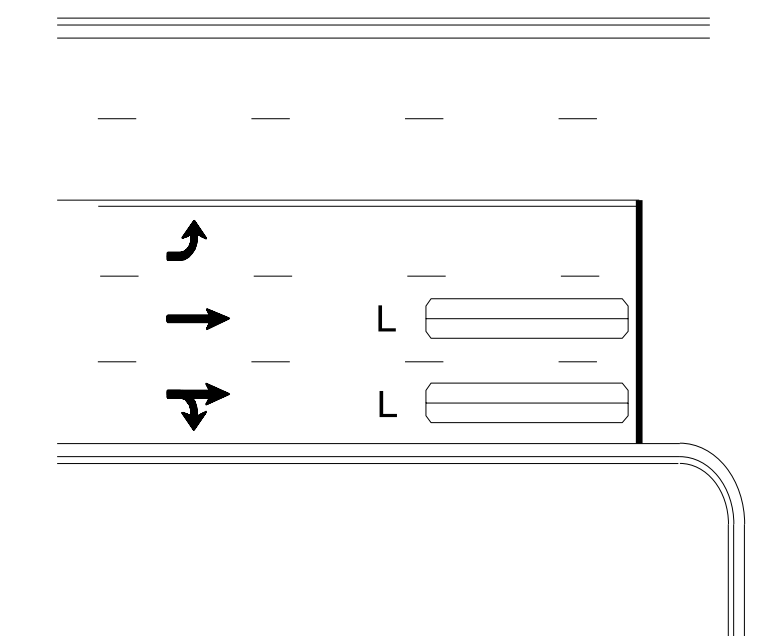
"Stretch" Operation

Low Speed Detection (≤35 mph)



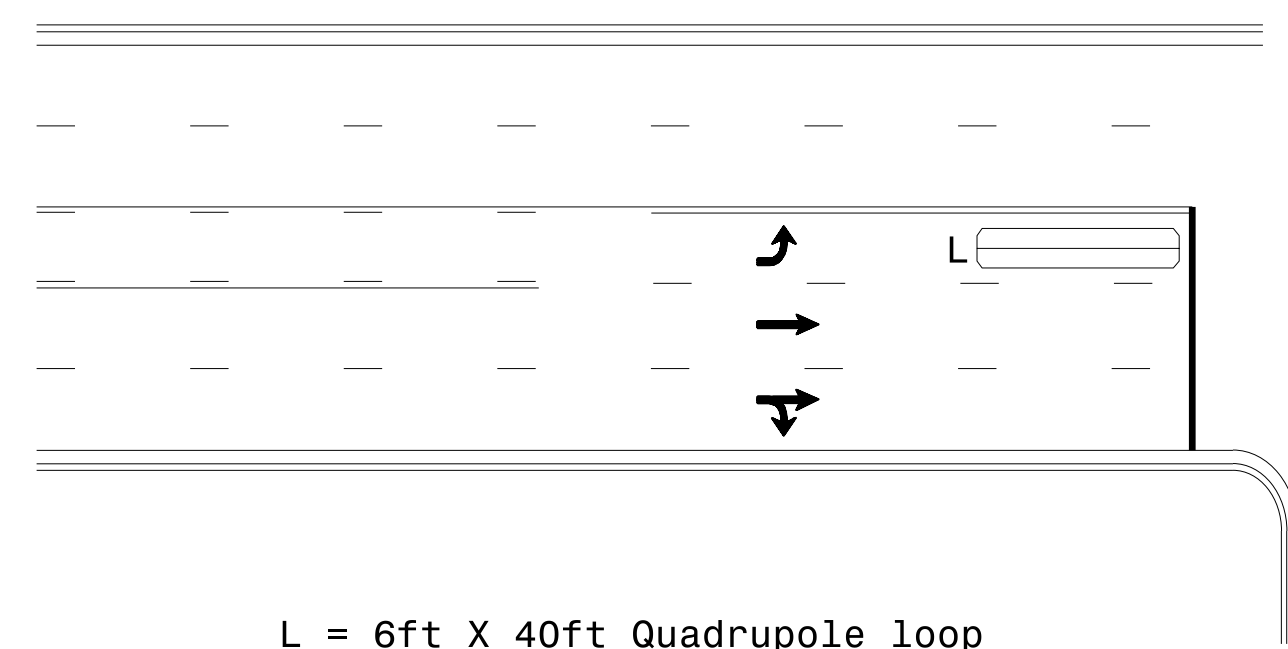
L = 6ft X 6ft
Wired in series

OR



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

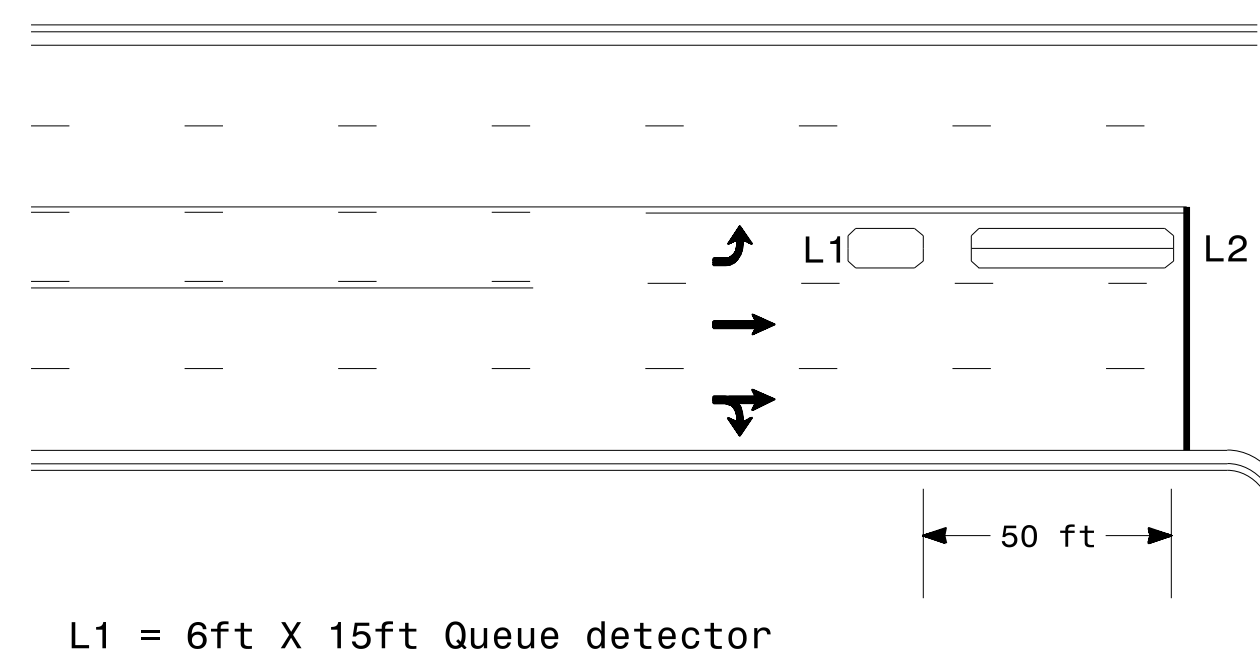
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

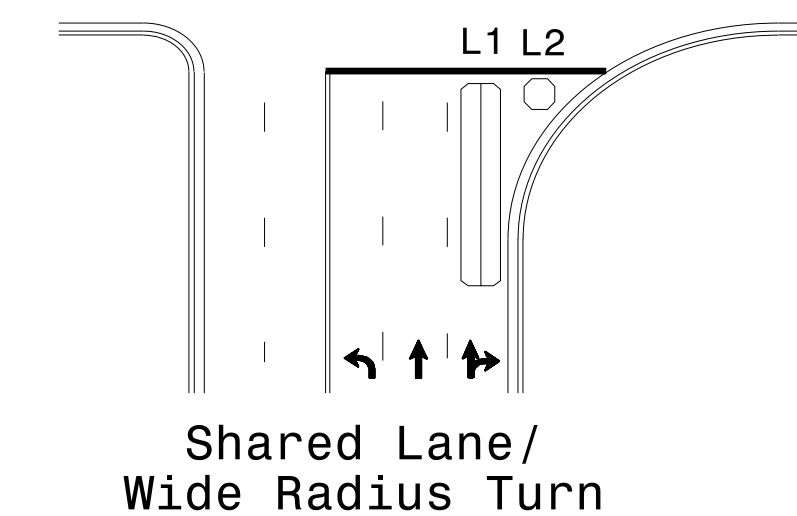
OR



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

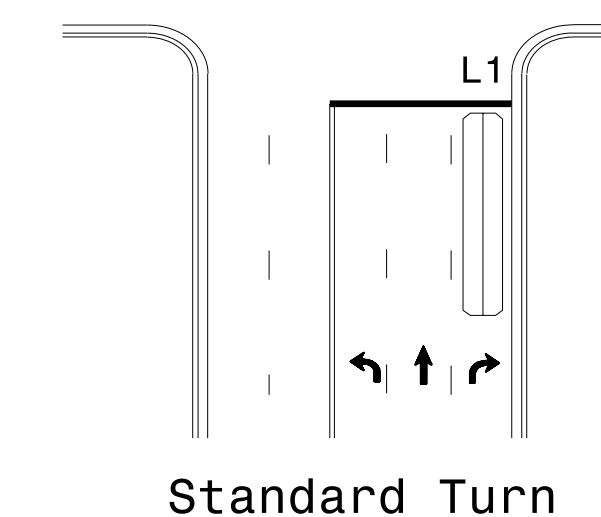
Queue Loop Detection

Right Turn Lane Detection

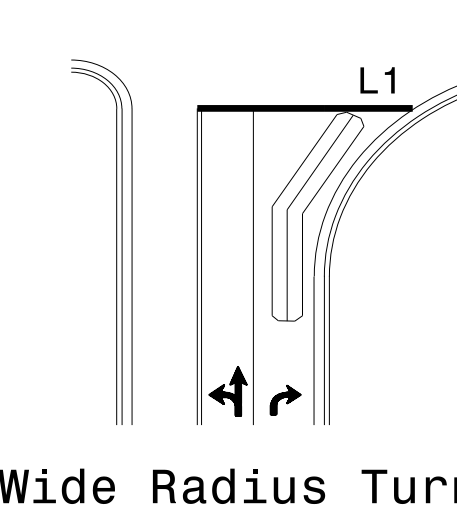


Shared Lane/
Wide Radius Turn

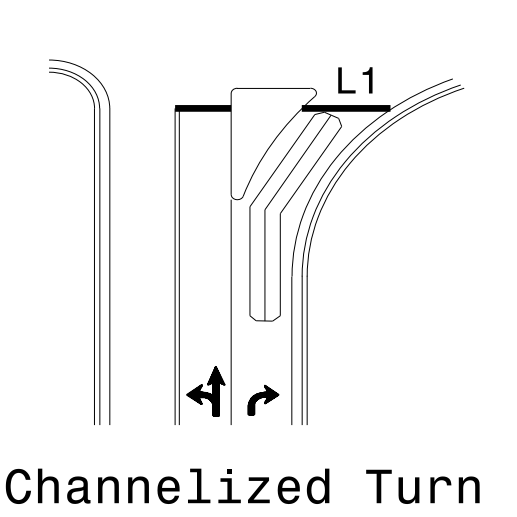
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

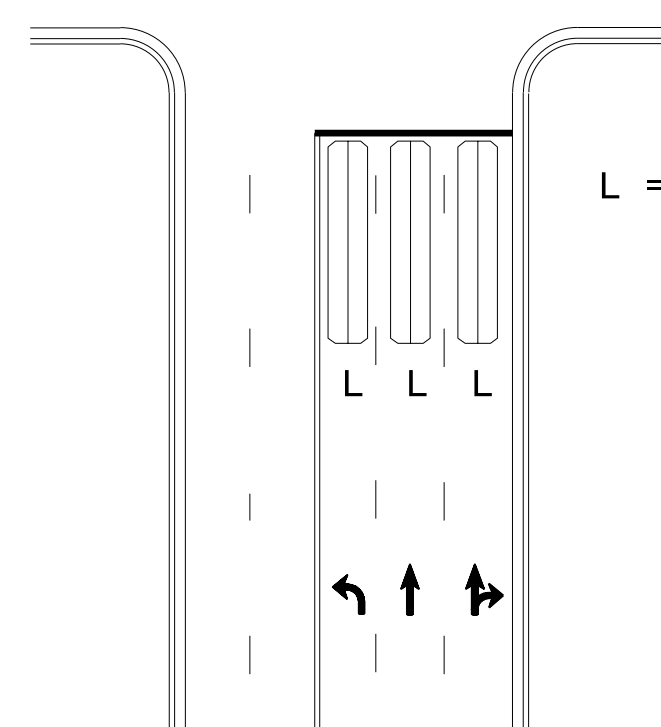


Wide Radius Turn



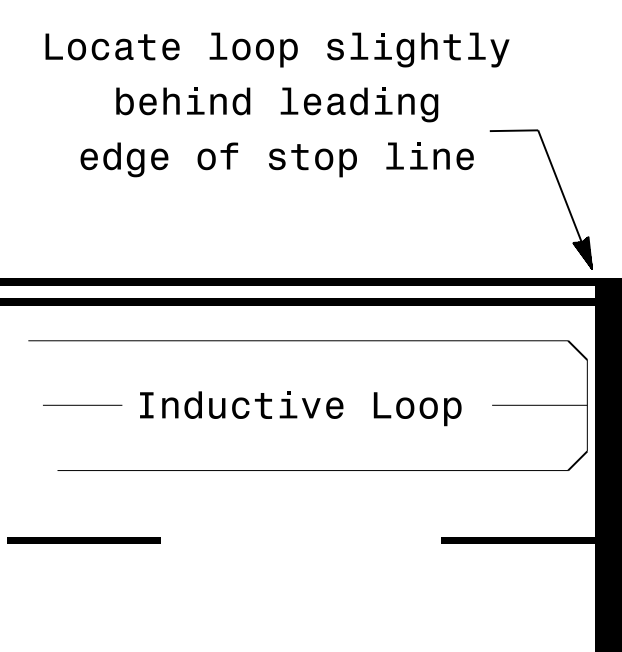
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

Note:

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

Recommended Number of Turns

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

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

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:

- Lead-in < 150', use 2 turns
- Lead-in > 150', use 3 turns

	<p>Prepared In the Offices of:</p> <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION</p> <p>750 N. Greenfield Pkwy, Garner, NC 27529</p>		<p>SEAL</p> <p>NORTH CAROLINA</p> <p>PROFESSIONAL ENGINEER</p> <p>23489</p> <p>PAMELA L. ALEXANDER</p>
	<p>Typical Signal Loop Locations</p>		
<p>SCALE</p> <p>N/A</p>	<p>PLAN DATE: January 2015</p> <p>PREPARED BY: PLA</p>	<p>REVIEWED BY: JPG</p> <p>REVIEWED BY:</p>	<p>DocuSigned by:</p> <p>P. Alexander</p> <p>1/30/2015</p>

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

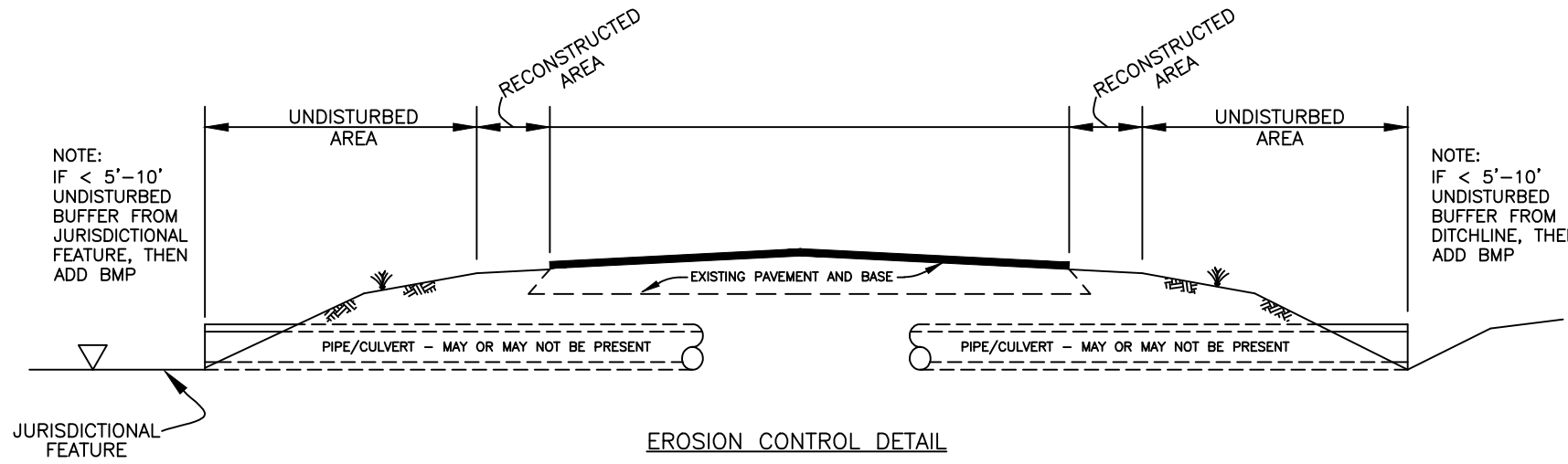
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

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

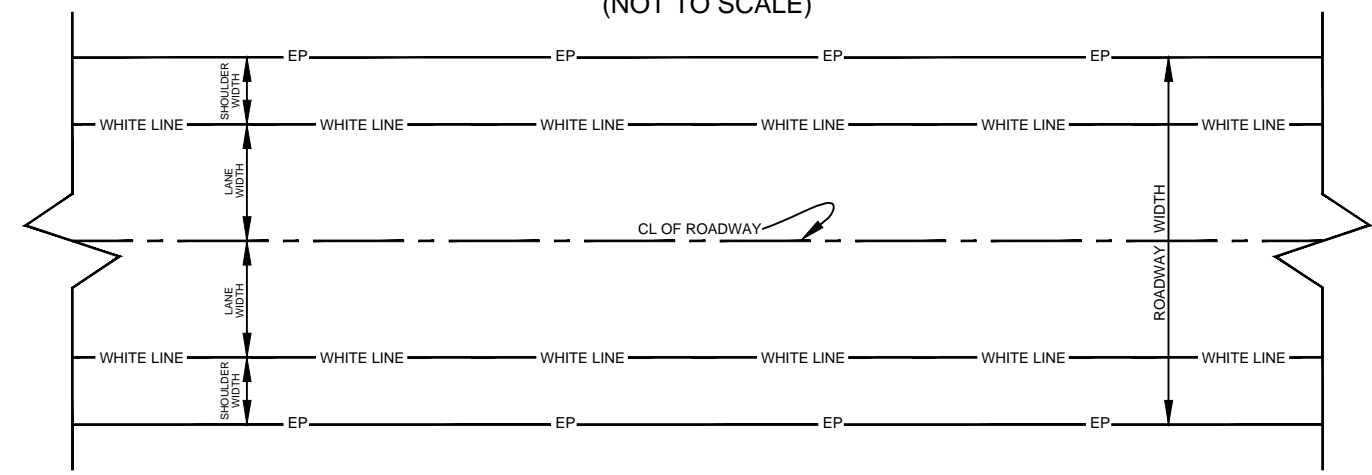
TWO LANE - TWO WAY ROADWAY 50 MPH OR LESS		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'

* May vary due to pavement width



- NOTES:**
- IF A 5'-10' VEGETATED, UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET CAN BE MAINTAINED, THEN NO BMP'S NEEDED.
 - IF < 5'-10' UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET, THEN ADD BMP'S.
 - BMP OPTIONS:
 - MATTING MAY BE APPLIED AS SHOWN IN NCDOT STD. DWG. 1631.01 TO ESTABLISH BUFFER.
 - IF MATTING IS NOT PRACTICAL, OR THERE IS NOT ENOUGH SHOULDER WIDTH, THEN INSTALL TEMPORARY SILT FENCE AS SHOWN IN NCDOT STD. DWG. 1605.01, AND WATTLES WITH POLYACRYLAMIDE (PAM).

SCHEMATIC OF ROADWAY (NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.06.01.10787.1 &		
2017CPT.06.01.20781.1		

SUMMARY OF QUANTITIES

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	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	2" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0B	SURFACE COURSE, S9.5C
NO		NO			NO					MI	FT	TON	TONS	SMI	SY	SY	TONS	TONS
2017CPT.06.01.10781.1	Robeson	1	NC 71	FROM SR 1752 TO NC 20	1	2	2WU	NO	NO	2.8	24		100	5.60	44,200			4,950
TOTAL FOR MAP NO. 1										2.8			100	5.60	44,200			4,950
TOTAL FOR PROJ NO. 2017CPT.06.01.10787.1										2.8			100	5.60	44,200			4,950
2017CPT.06.01.20781.1	Robeson	2	SR 1347	FROM NC 710 TO SR 1339	2	2	2WU	NO	NO	2.99	20	967		6.00		333		
TOTAL FOR MAP NO. 2										2.99		967		6.00		333		
2017CPT.06.01.20781.1	Robeson	3	SR 1953	FROM SR 1954 TO SR 1945	3	2	2WU	NO	NO	1.87	18	605		3.70		300	162	
TOTAL FOR MAP NO. 3										1.87		605		3.70		300	162	
2017CPT.06.01.20781.1	Robeson	4	SR 1980	FROM SR 1907 TO SR 1726	4	2	2WU	NO	NO	2.02	22	653		4.00		733	1,492	
TOTAL FOR MAP NO. 4										2.02		653		4.00		733	1,492	
TOTAL FOR PROJ NO. 2017CPT.06.01.20781.1										6.88		2,225		13.70		1,366	1,654	
GRAND TOTAL										9.68		2,225	100	19.30	44,200	1,366	1,654	4,950

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	SURFACE COURSE, SF9.5A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	COIR FIBER MAT	SEED & MULCHING	SEED FOR REPAIR SEEDING	FERTILIZER FOR REPAIR SEEDING
NO		NO			NO					MI	FT	TONS	TONS	TONS	SY	AC	LB	TON
2017CPT.06.01.10781.1	Robeson	1	NC 71	FROM SR 1752 TO NC 20	1	2	2WU	NO	NO	2.8	24		292		100	4.20	25	0.17
TOTAL FOR MAP NO. 1										2.8			292		100	4.20	25	0.17
TOTAL FOR PROJ NO. 2017CPT.06.01.10787.1										2.8			292		100	4.20	25	0.17
2017CPT.06.01.20781.1	Robeson	2	SR 1347	FROM NC 710 TO SR 1339	2	2	2WU	NO	NO	2.99	20	2,912	195	10				
TOTAL FOR MAP NO. 2										2.99		2,912	195	10				
2017CPT.06.01.20781.1	Robeson	3	SR 1953	FROM SR 1954 TO SR 1945	3	2	2WU	NO	NO	1.87	18	1,640	117					
TOTAL FOR MAP NO. 3										1.87		1,640	117					
2017CPT.06.01.20781.1	Robeson	4	SR 1980	FROM SR 1907 TO SR 1726	4	2	2WU	NO	NO	2.02	22	2,171	211					
TOTAL FOR MAP NO. 4										2.02		2,171	211					
TOTAL FOR PROJ NO. 2017CPT.06.01.20781.1										6.88		6,723	523	10				
GRAND TOTAL										9.68		6,723	815	10	100	4.20	25	0.17

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.06.01.10787.1, 2017CPT.06.01.20781.1		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E	4686000000-E	4697000000-E	4705000000-E
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	THERMOPLASTIC PAVEMENT MARKING LINES (4", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (4", 120 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (8", 120 MILS)	16" X 120 M WHITE THERMO
NO		NO			NO					SF	LS	LF	LF	LF	LF
2017CPT.06.01.10781.1	Robeson	1	NC 71	FROM SR 1752 TO NC 20	1	2	2WU	2.8	24	650	0.46	30,200	28,500	430	
TOTAL FOR MAP NO. 1										650	0.46	30,200	28,500	430	
TOTAL FOR PROJ NO. 2017CPT.06.01.10787.1										650	0.46	30,200	28,500	430	
2017CPT.06.01.20781.1	Robeson	2	SR 1347	FROM NC 710 TO SR 1339	2	2	2WU	2.99	20	335	0.24				100
TOTAL FOR MAP NO. 2										335	0.24				100
2017CPT.06.01.20781.1	Robeson	3	SR 1953	FROM SR 1954 TO SR 1945	3	2	2WU	1.87	18	209	0.15				
TOTAL FOR MAP NO. 3										209	0.15				
2017CPT.06.01.20781.1	Robeson	4	SR 1980	FROM SR 1907 TO SR 1726	4	2	2WU	2.02	22	226	0.16				
TOTAL FOR MAP NO. 4										226	0				
TOTAL FOR PROJ NO. 2017CPT.06.01.20781.1										770	1				100
GRAND TOTAL										1,420	1	30,200	28,500	430	100

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4710000000-E	4721000000-E	4725000000-E	4810000000-E		4900000000-N
										24" X 120 M WHITE THERMO	THERMO RXR 120 M	THERMOPLASTIC PAVEMENT MARKING SYMBOL (90 MILS)	4" WHITE PAINT	4" YELLOW PAINT	PERMANENT RAISED PAVEMENT MARKERS
NO		NO			NO					LF	EA	EA	LF	LF	EA
2017CPT.06.01.10781.1	Robeson	1	NC 71	FROM SR 1752 TO NC 20	1	2	2WU	2.8	24			16			400
TOTAL FOR MAP NO. 1												16			400
TOTAL FOR PROJ NO. 2017CPT.06.01.10787.1												16			400
2017CPT.06.01.20781.1	Robeson	2	SR 1347	FROM NC 710 TO SR 1339	2	2	2WU	2.99	20	70	4		62,800	53,380	
TOTAL FOR MAP NO. 2										70	4		62,800	53,380	
2017CPT.06.01.20781.1	Robeson	3	SR 1953	FROM SR 1954 TO SR 1945	3	2	2WU	1.87	18				39,496	33,572	
TOTAL FOR MAP NO. 3													39,496	33,572	
2017CPT.06.01.20781.1	Robeson	4	SR 1980	FROM SR 1907 TO SR 1726	4	2	2WU	2.02	22				43,663	36,268	
TOTAL FOR MAP NO. 4													43,663	36,268	
TOTAL FOR PROJ NO. 2017CPT.06.01.20781.1										70	4		145,959	123,220	
GRAND TOTAL										70	4	16	145,959	123,220	400