

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION 6

**PLANS**

**10-4-16**

**CONTRACT ID: DF00144**

**WBS ELEMENT NO.: 2017CPT.06.05.10091.1 & 2017CPT.06.05.20091.1**

**FEDERAL AID NO.: STATE FUNDED**

**COUNTY: BLADEN**

**TIP NO.: -----**

**LENGTH OF PROJECT: 4.56 MILES**

**ROUTE NO.: NC 410 & SR 1178**

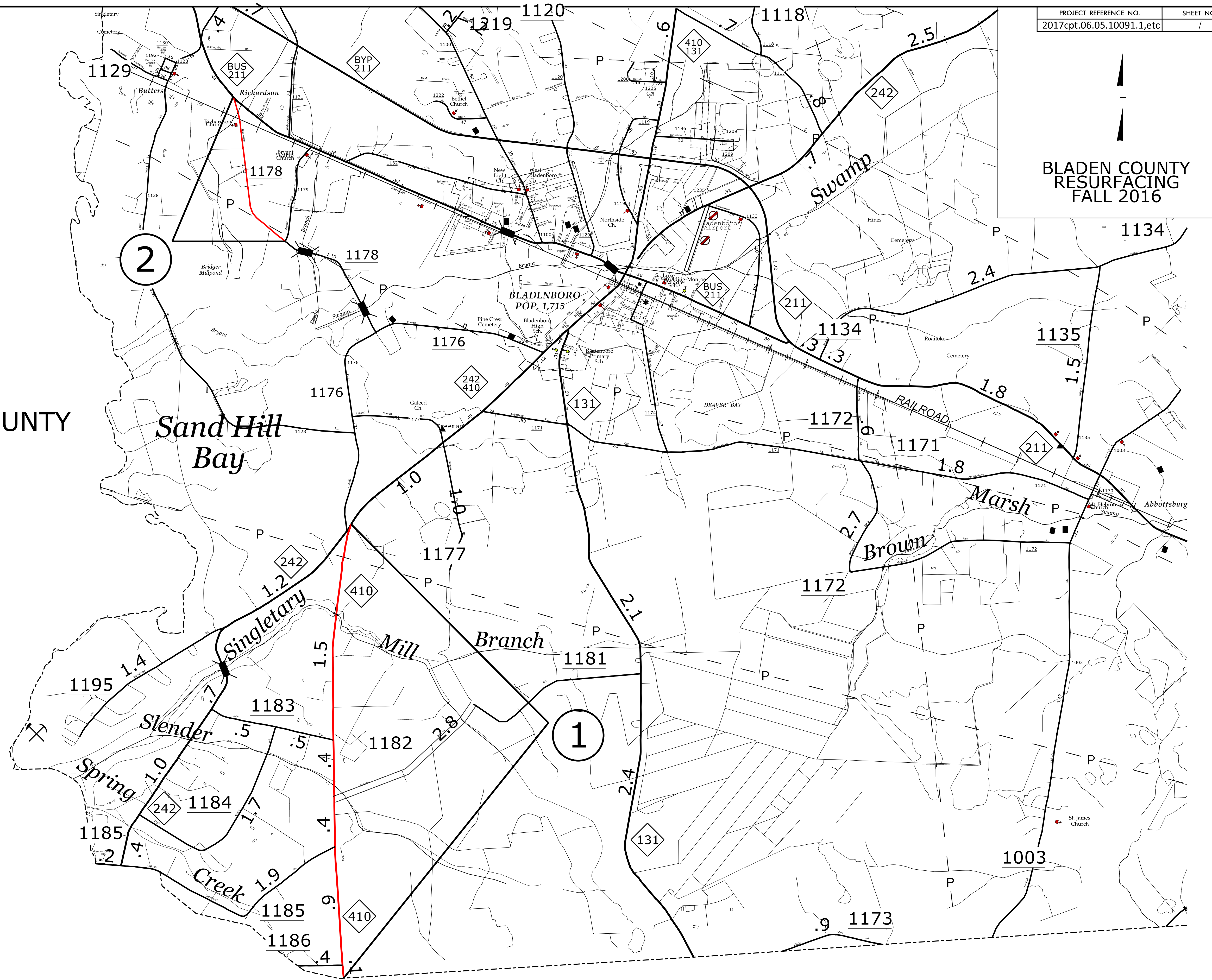
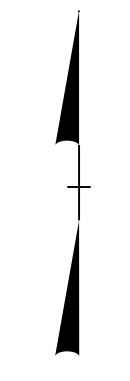
**TYPE OF WORK: RESURFACING, MILL & FILL, WEDGING & CURVE  
WIDENING**

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BLADEN COUNTY RESURFACING FALL 2016



ROBESON COUNTY

Sand Hill Bay

Brown Marsh

COLUMBUS COUNTY

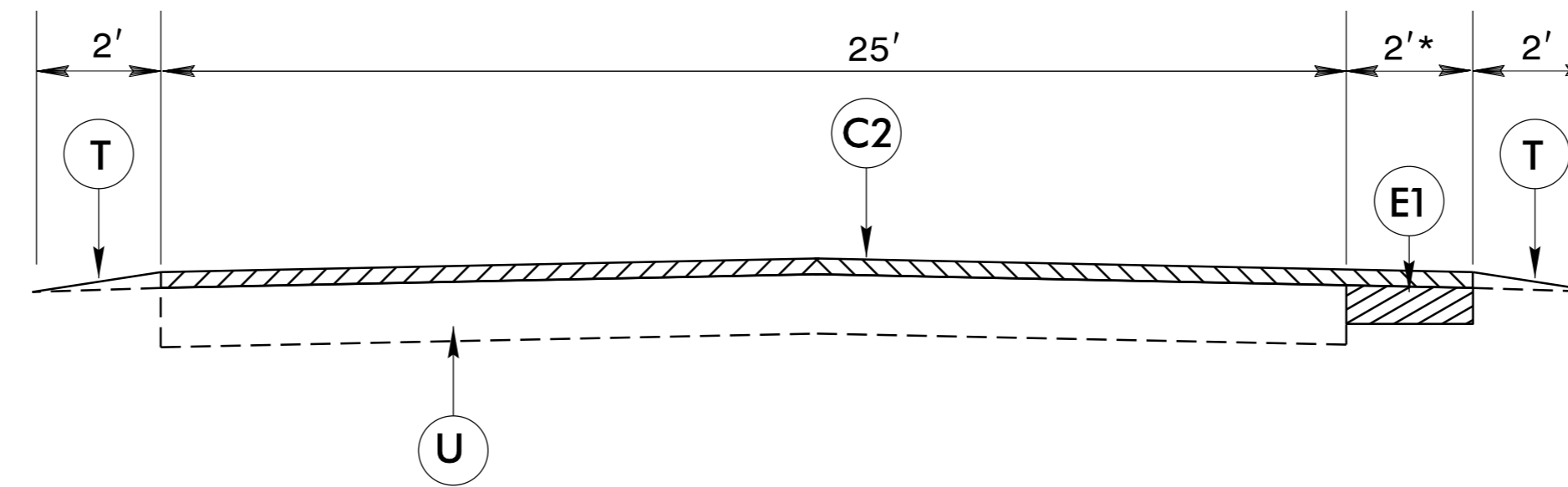
2

1

REVISIONS

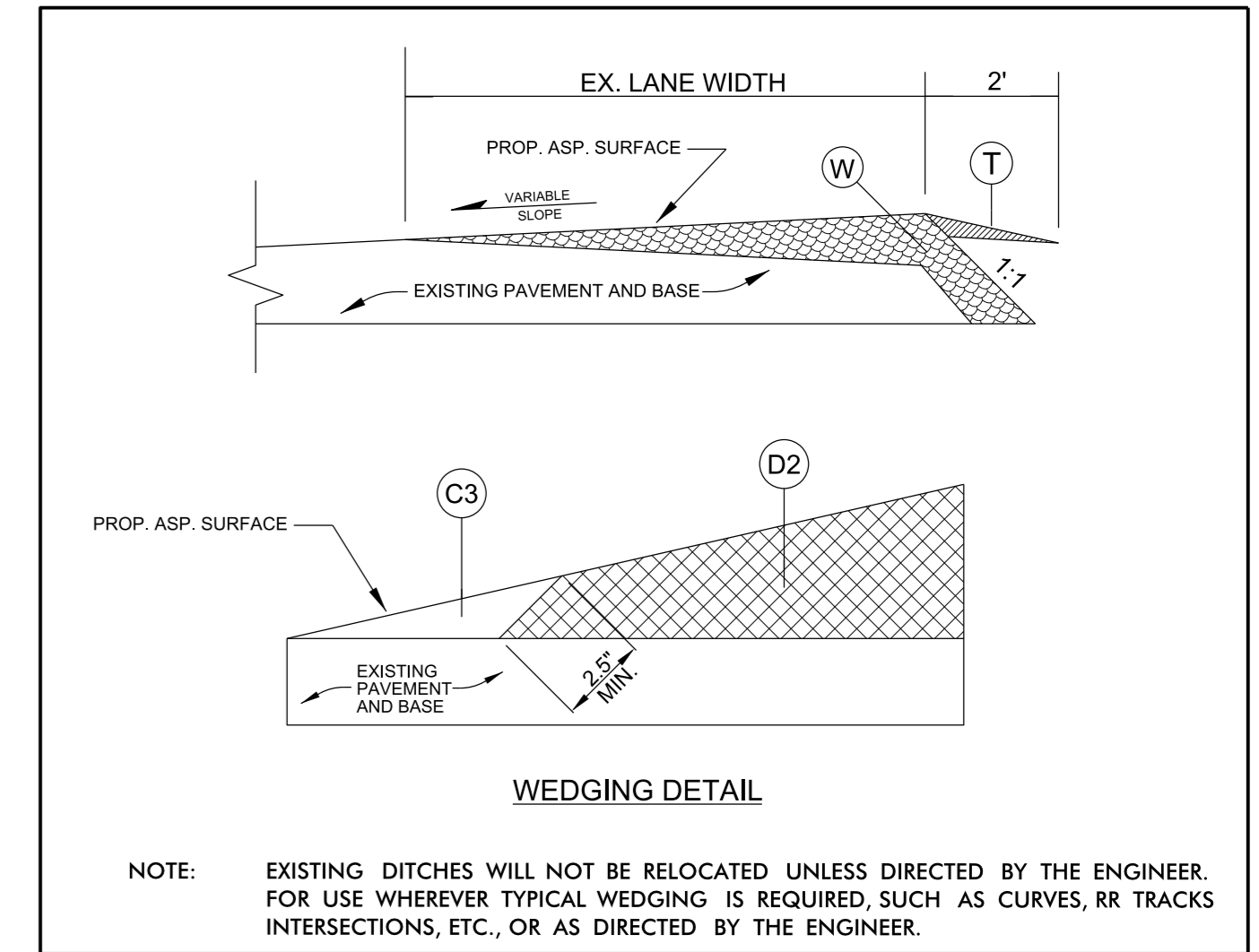
8/17/99  
30-SEP-2016 10:29  
F:\Projects\2016\Fall\Resurfacing\2016\_Fall\Bladen\Columns\BLADEN\_MS.ENG.dgn  
Author: A1066133566

PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1½" IN DEPTH
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
D2	PROP. VAR DEPTH ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2½" NOR GREATER THAN 4" IN DEPTH.
E1	5½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V	2½" MILLING AT ALL DESIGNATED DISTRESSED AREAS, WITH A VARIABLE WIDTH FROM 6' - 12'
W	WEDGING

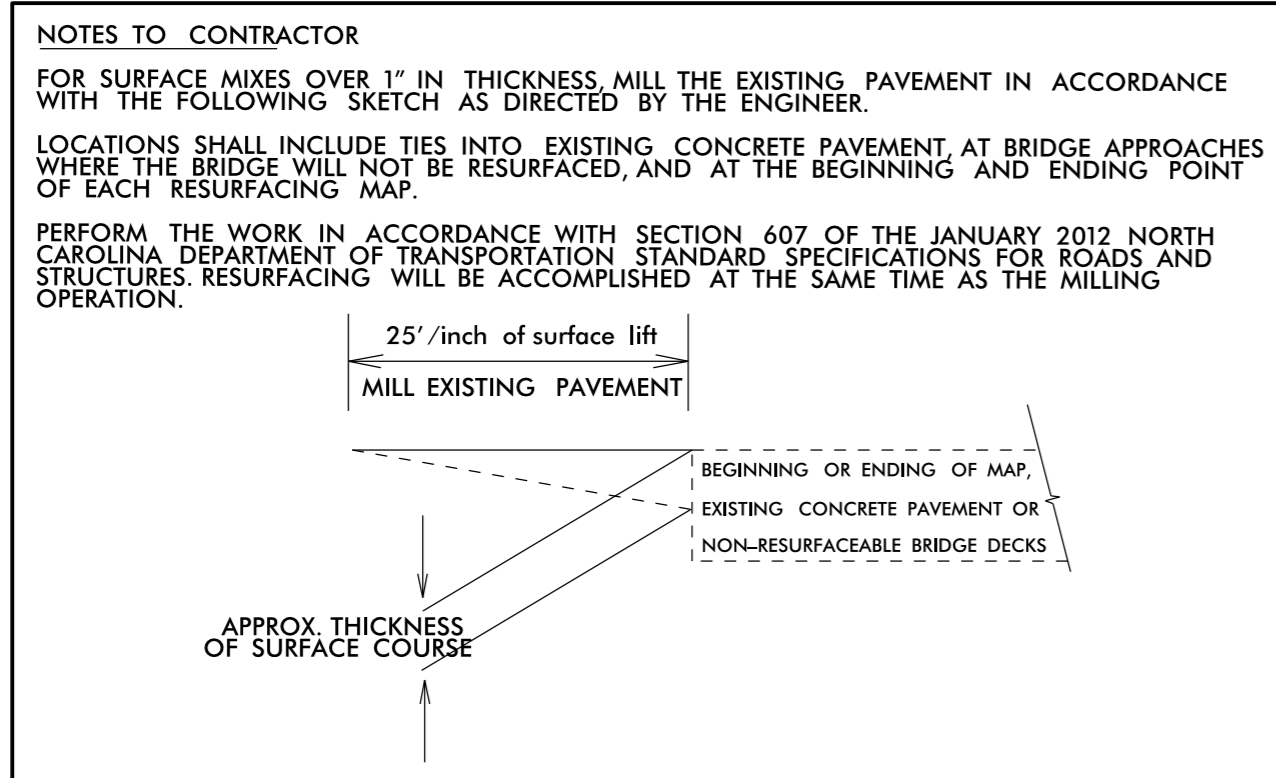


**TYPICAL SECTION NO. 1**

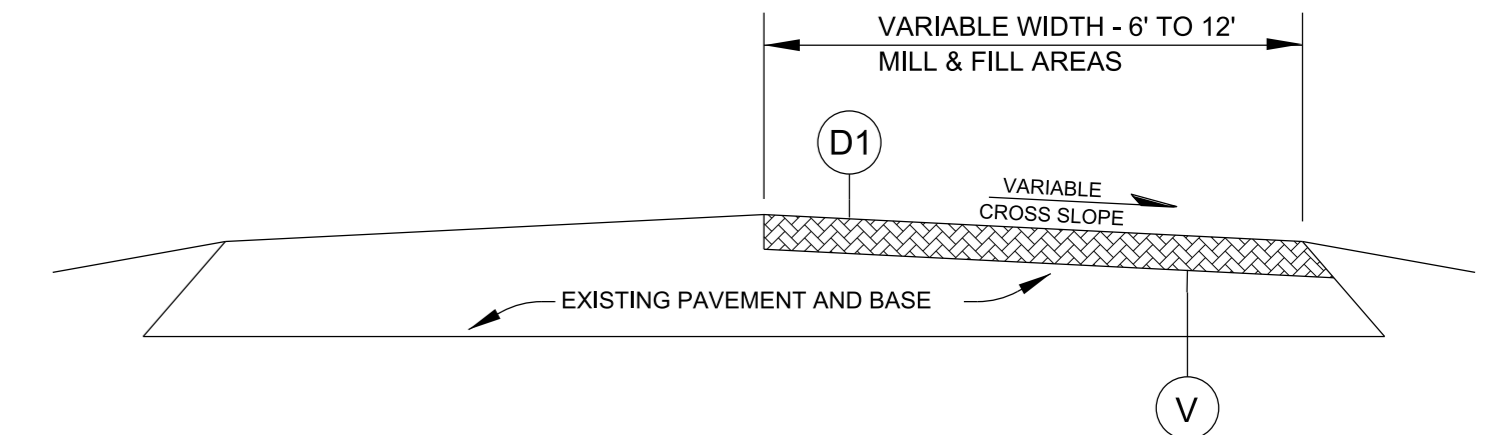
\* INSIDE CURVE WIDENING ONLY (SEE DETAIL)



NOTE: EXISTING DITCHES WILL NOT BE RELOCATED UNLESS DIRECTED BY THE ENGINEER. FOR USE WHEREVER TYPICAL WEDGING IS REQUIRED, SUCH AS CURVES, RR TRACKS INTERSECTIONS, ETC., OR AS DIRECTED BY THE ENGINEER.



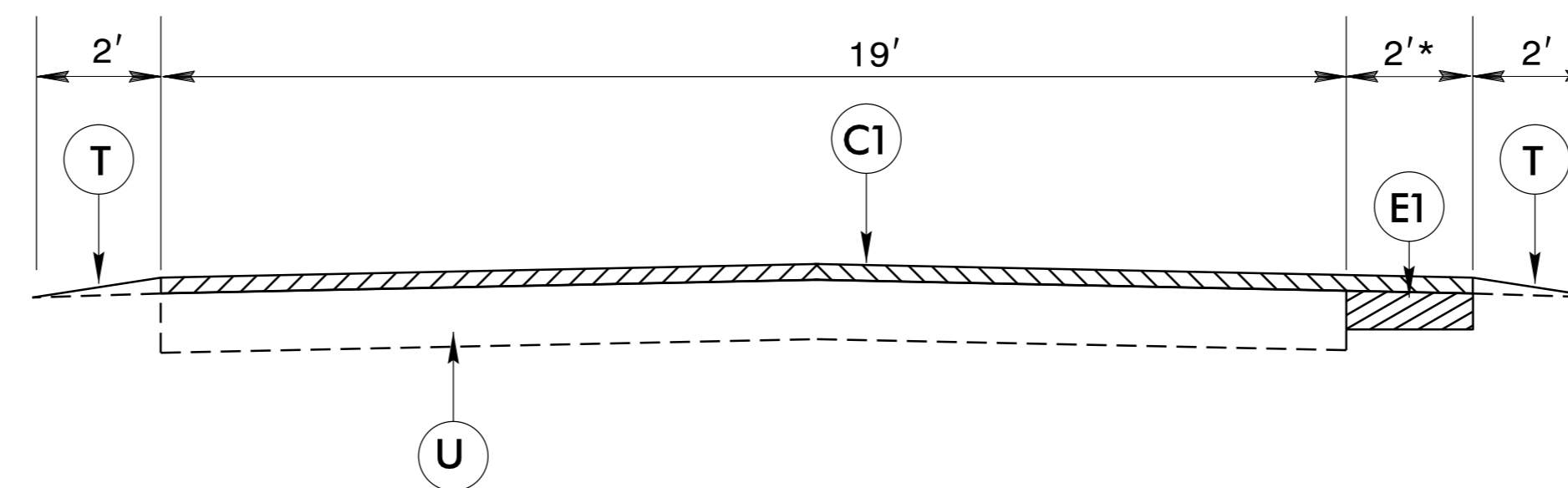
**MILLING AT PAVEMENT TIE-INS DETAIL**



**MILL & FILL PAVEMENT REPAIR**

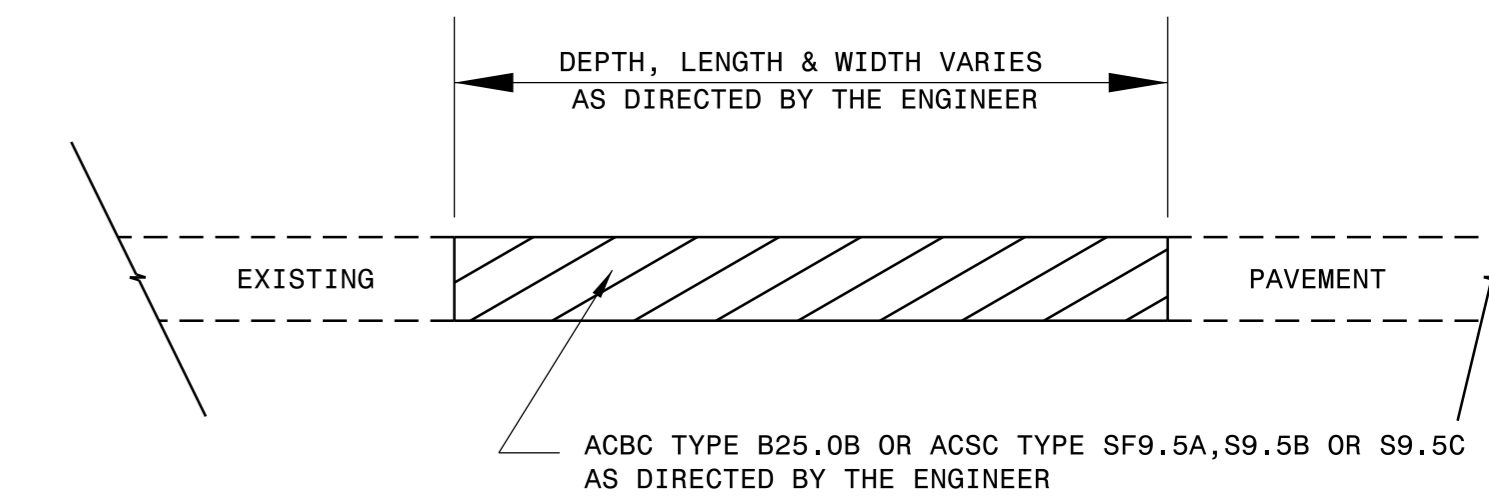
NOTES:

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

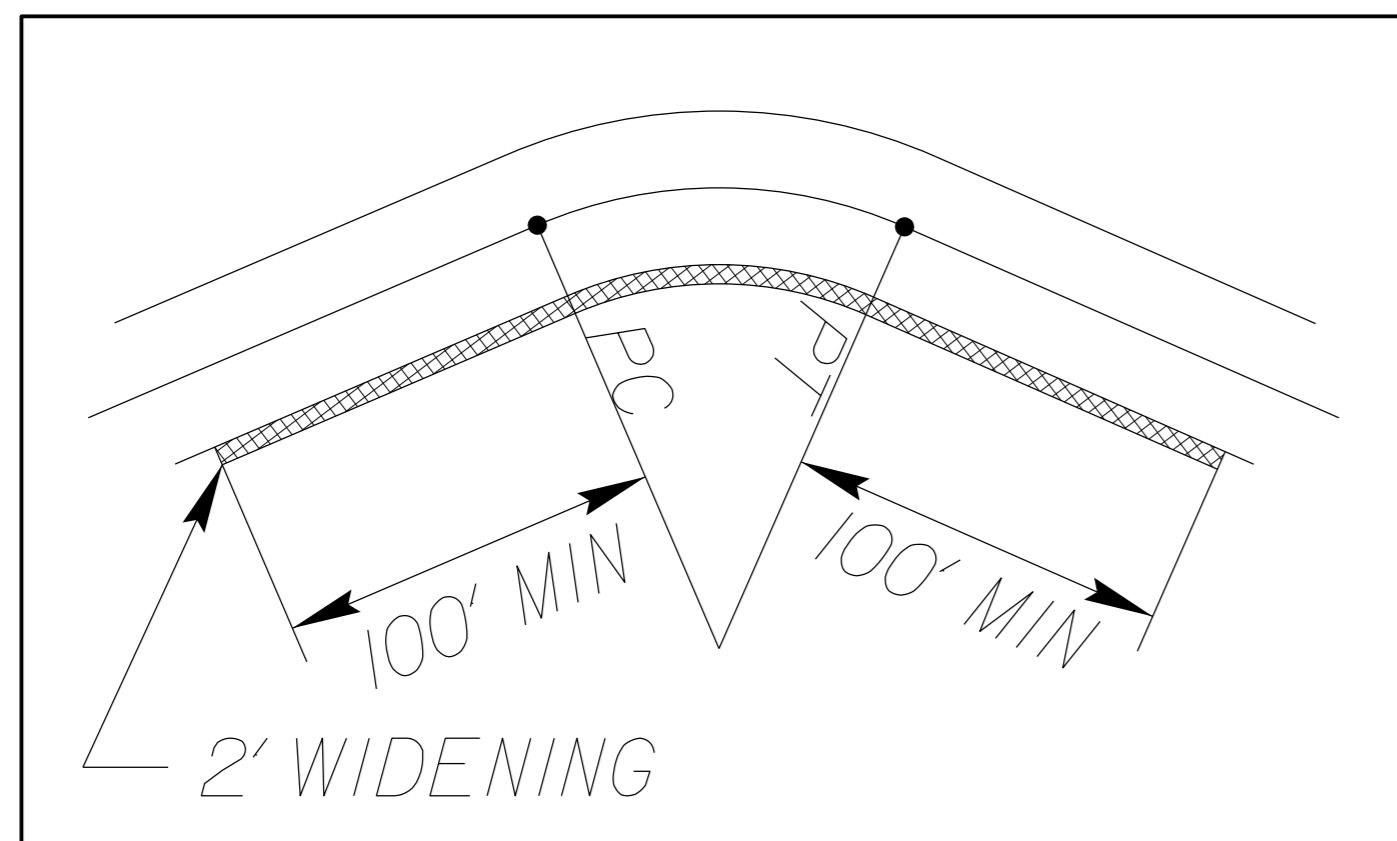


**TYPICAL SECTION NO. 2**

\* INSIDE CURVE WIDENING ONLY (SEE DETAIL)



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

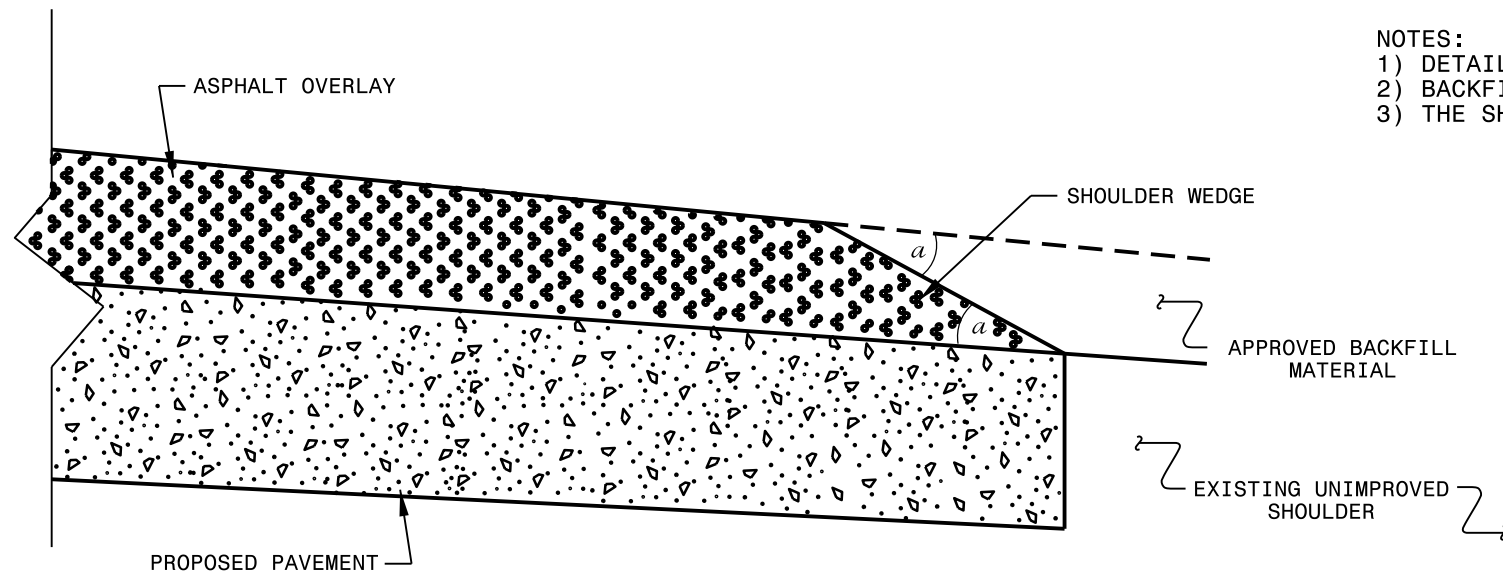


**INSIDE CURVE WIDENING**

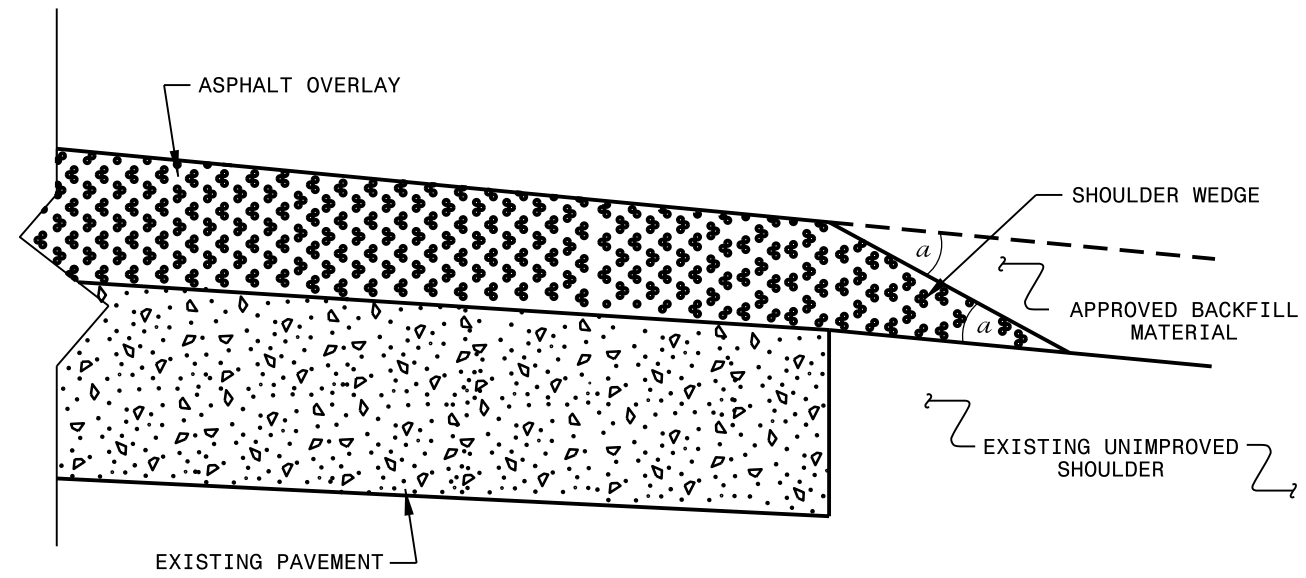
6/2/99

04-OCT-2016 08:54 Files\Projects\Let\Resurfacing\2016 Fall\Blad\Colum\Bladen Typ.dgn

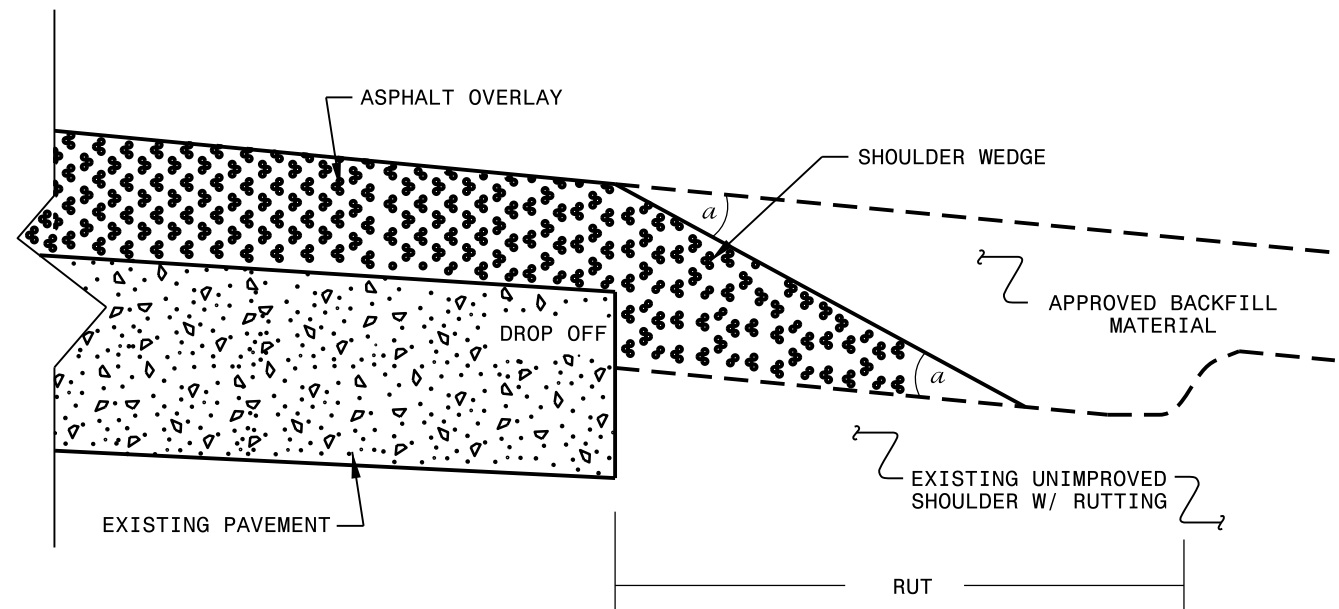
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
  - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
  - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



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



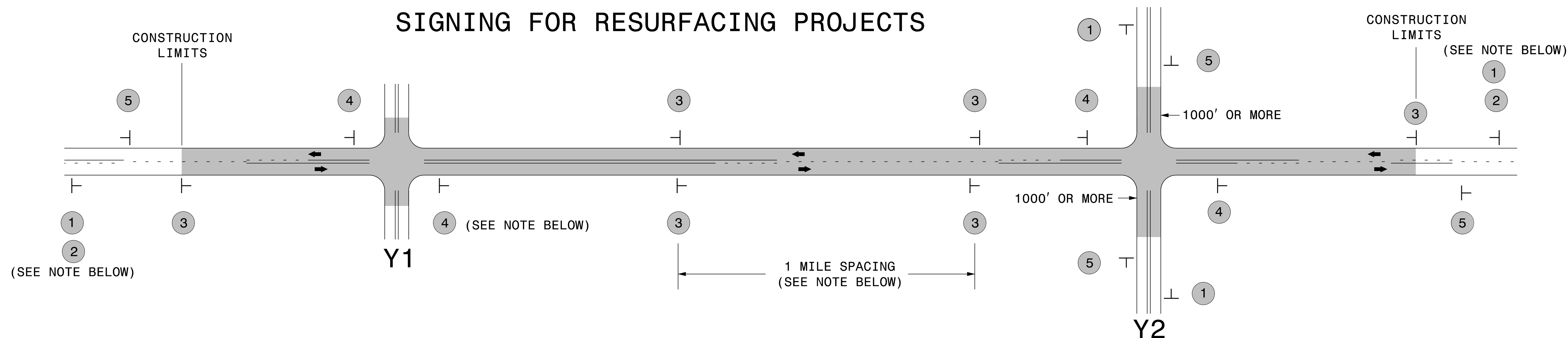
**SHOULDER WEDGE DETAIL**  
(Resurfacing Adjacent to  
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

<b>CONTRACT STANDARDS AND DEVELOPMENT UNIT</b>			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
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	2	3	4	5	
			PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.			
			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.			
			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.			
			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

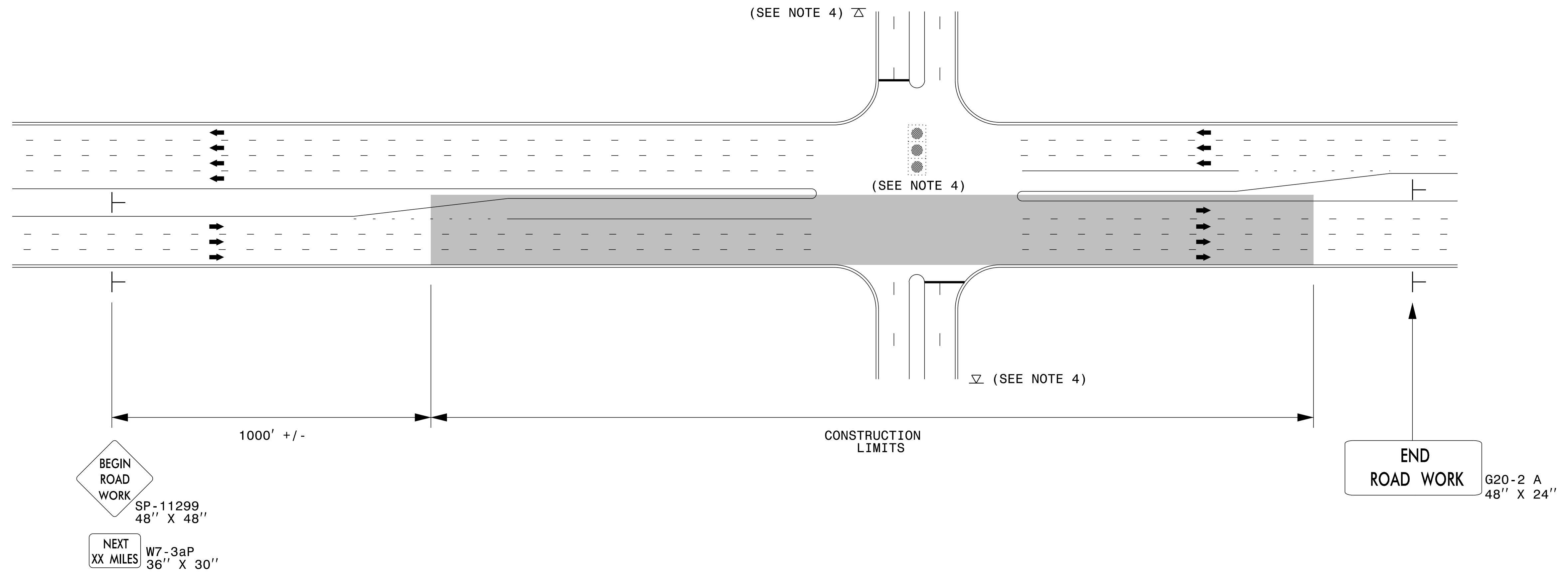
WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.



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

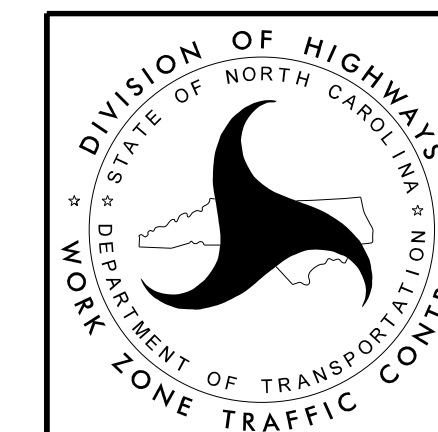


### NOTES:

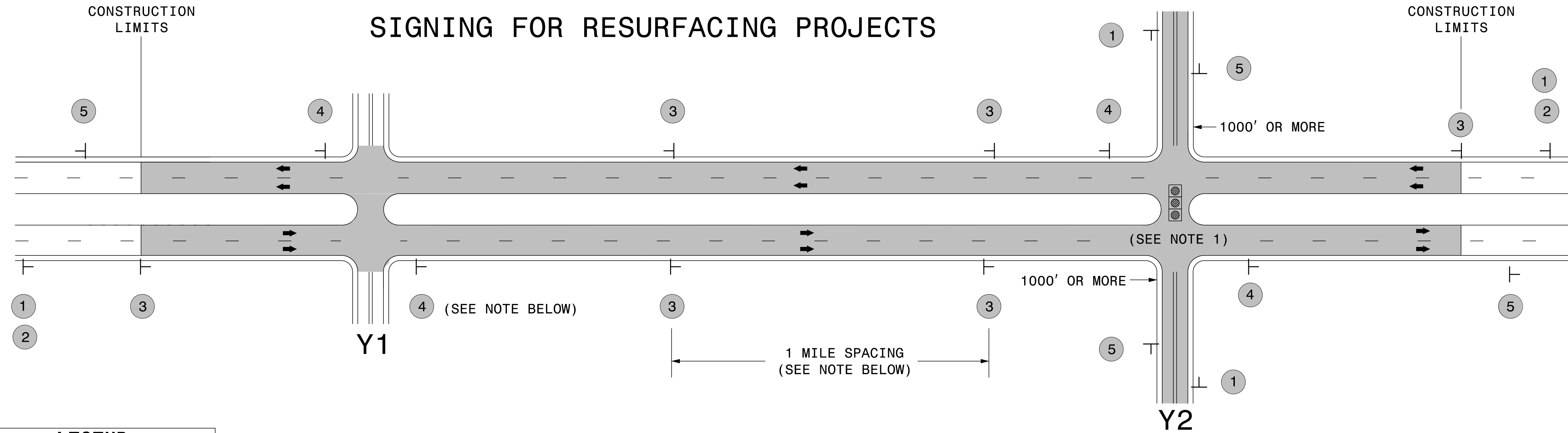
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

### MAINLINE (-L-) SIGNING

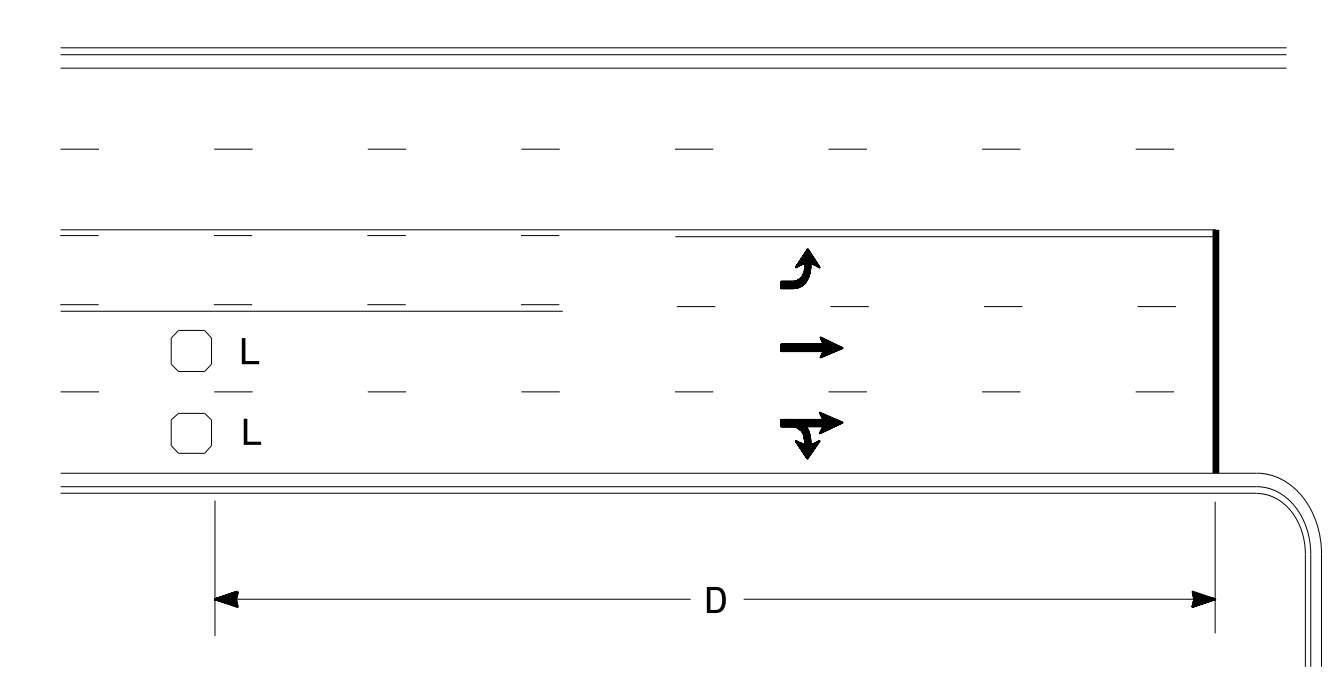
### -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) 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;"> <div style="text-align: center;">             W20-1            48" X 48"         </div> <div style="text-align: center;">             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.		
			<p>NOTES:</p> <ol style="list-style-type: none"> <li>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.</li> </ol>	

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



### High Speed Detection (≥40 mph)

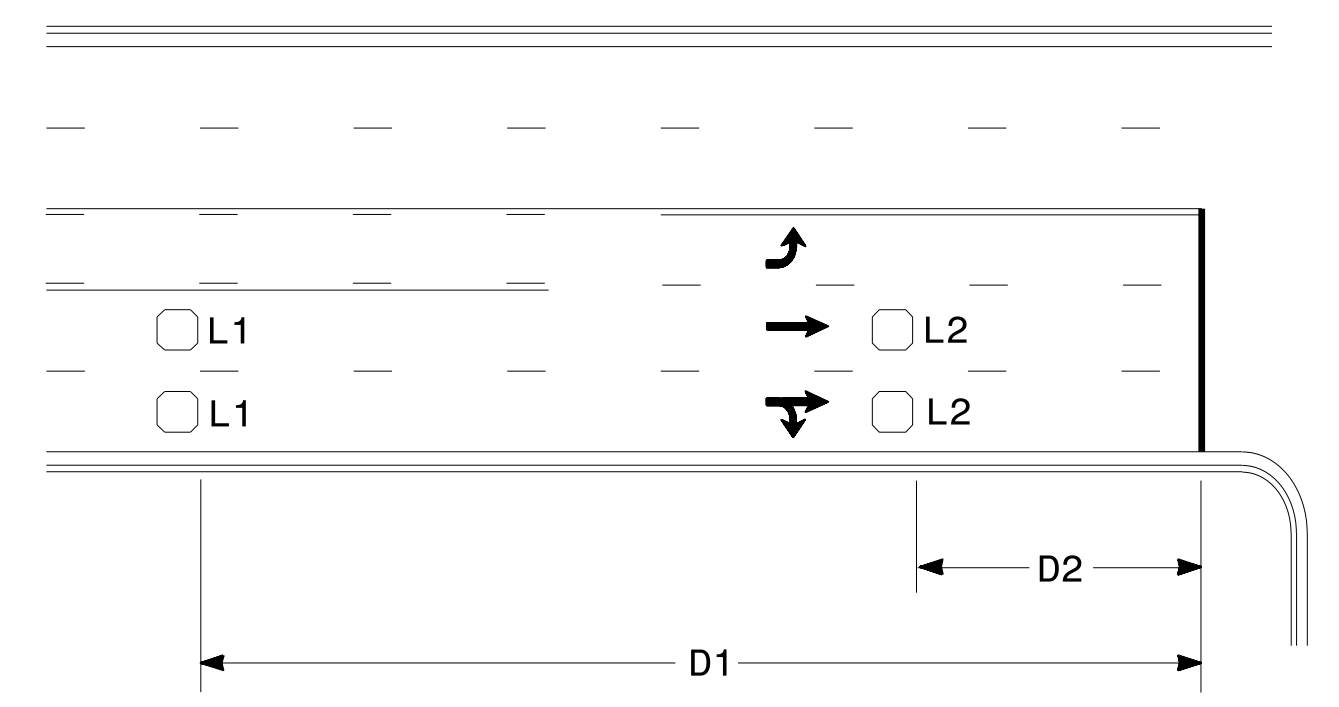


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

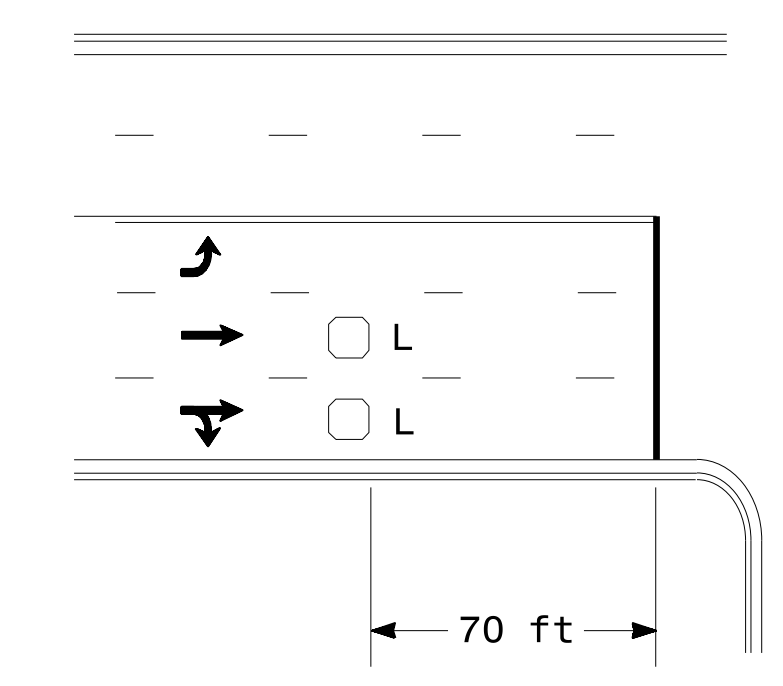


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

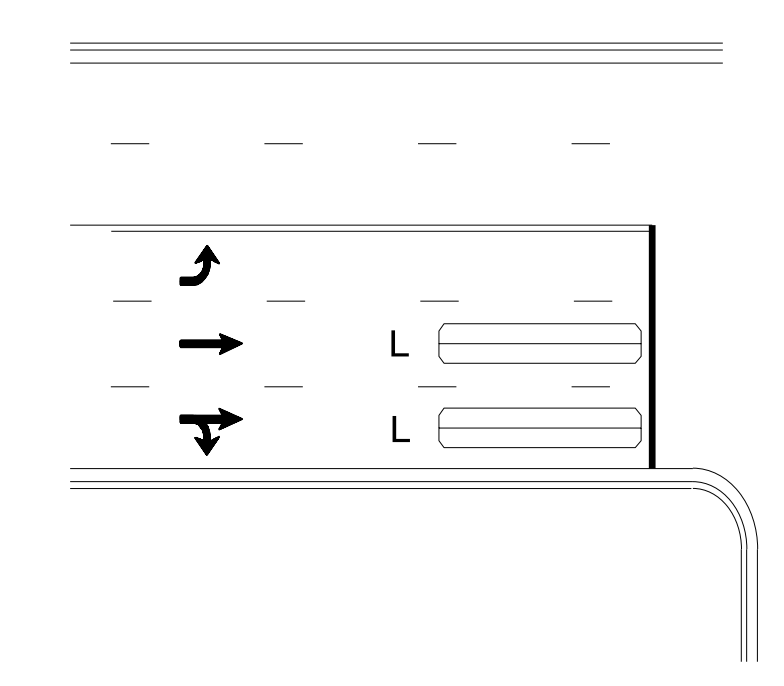
"Stretch" Operation

### Low Speed Detection (≤35 mph)



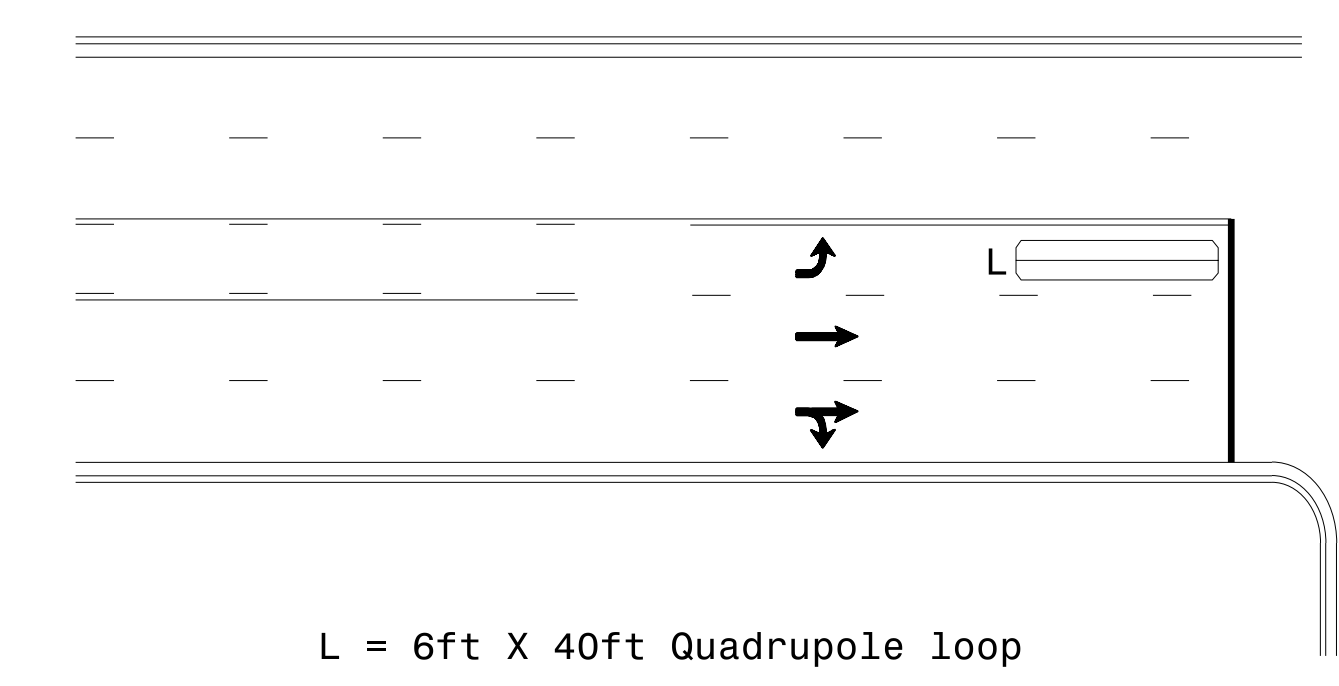
L = 6ft X 6ft  
Wired in series

OR



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

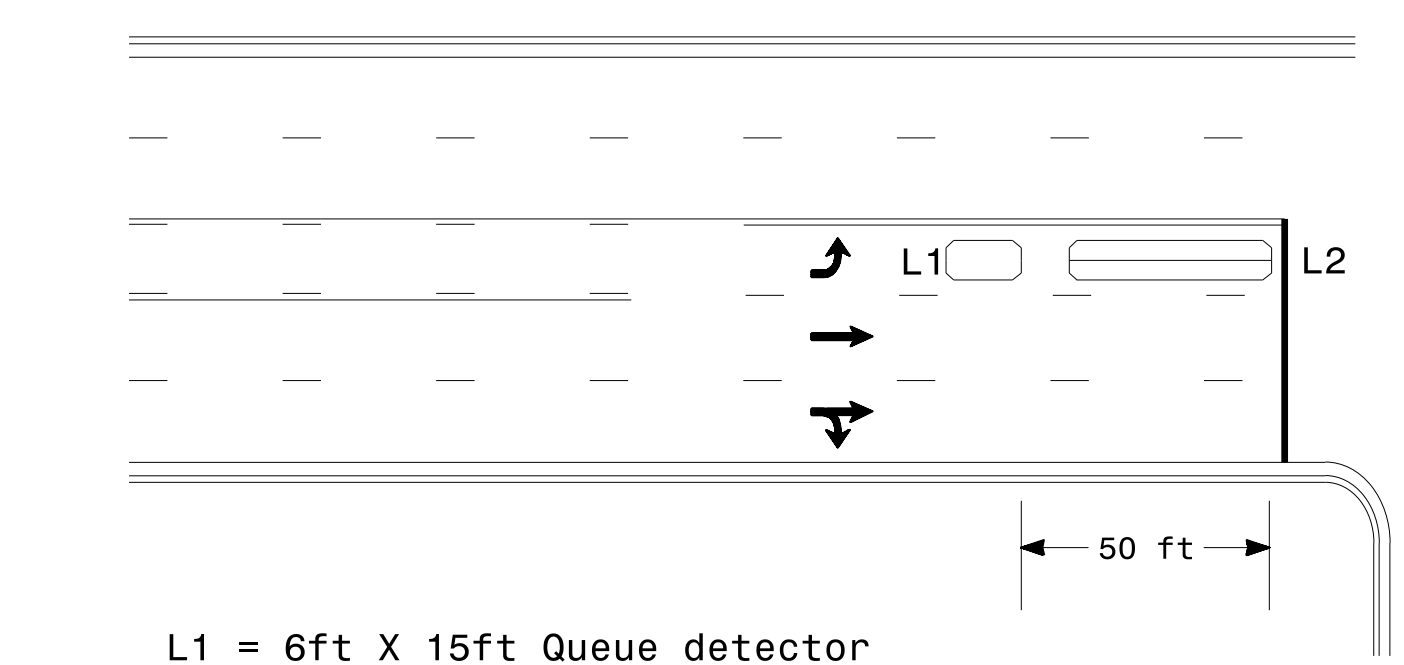
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

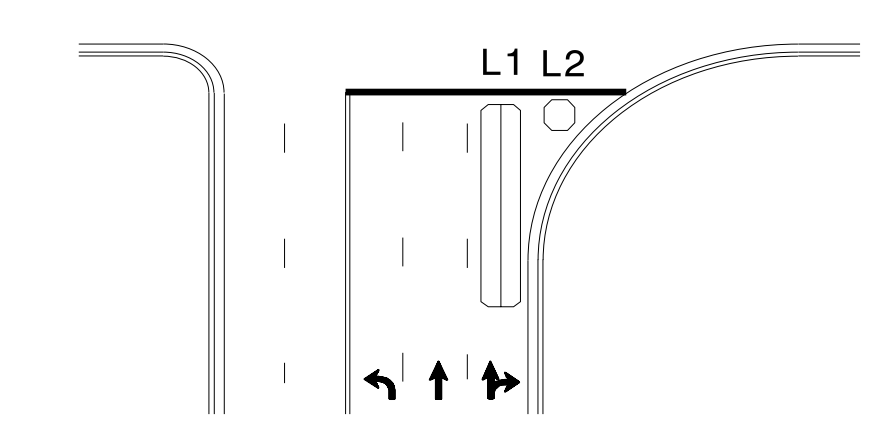
OR



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

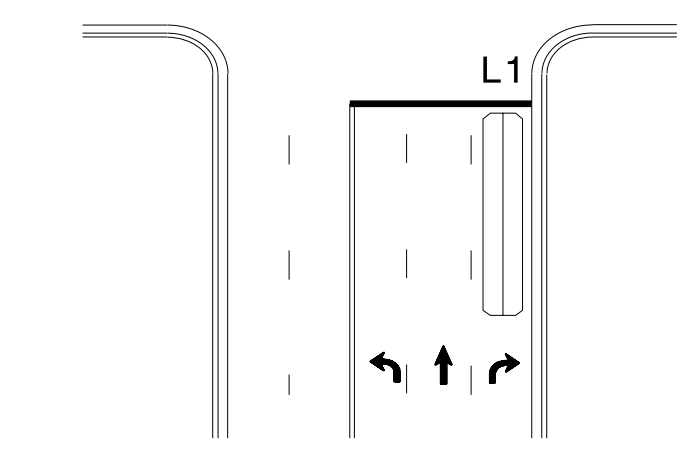
Queue Loop Detection

### Right Turn Lane Detection

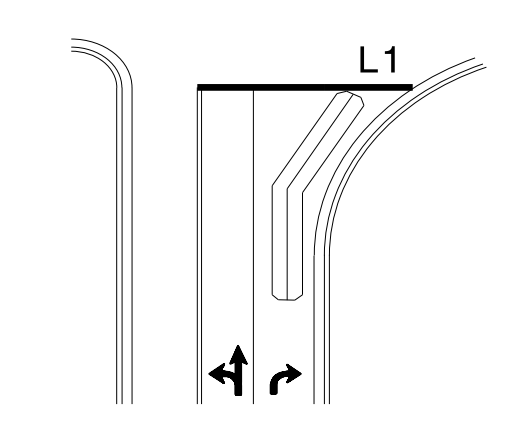


Shared Lane/  
Wide Radius Turn

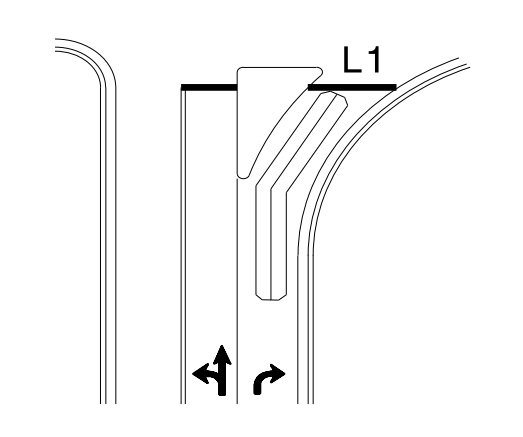
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

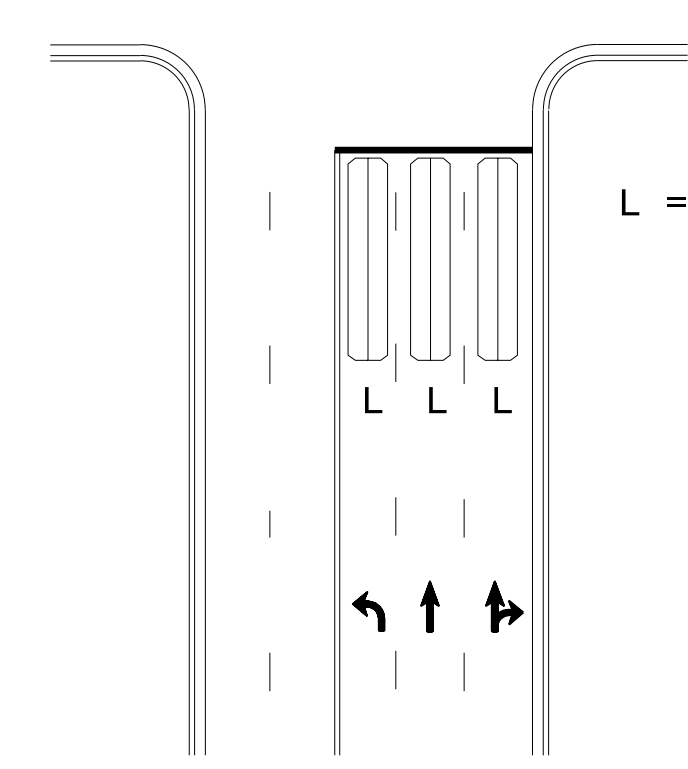


Wide Radius Turn



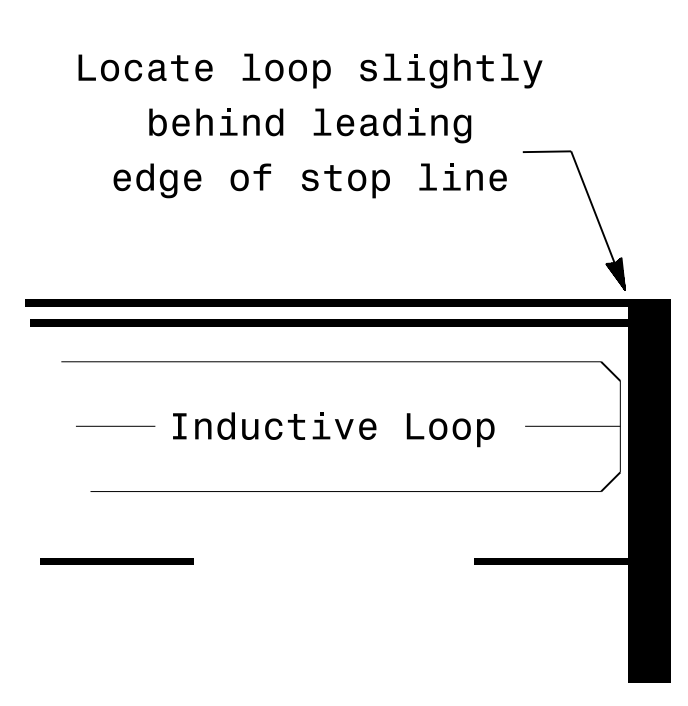
Channelized Turn

### 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

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE  
N/A

#### Typical Signal Loop Locations

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

DocuSigned by:  
*P. Alexander*  
1/30/2015 11:47:56 AM  
SIG. INVENTORY NO.

SEAL  
NORTH CAROLINA  
PROFESSIONAL ENGINEER  
PAMELA L. ALEXANDER  
23489

3D:\4146-2015\_12\319  
 S:\ITS\ASST\15\_Signal\Signal Design\_Section\Eastern\_Regional\loop\ypj\ca\2015.dgn  
 paalexander

### GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

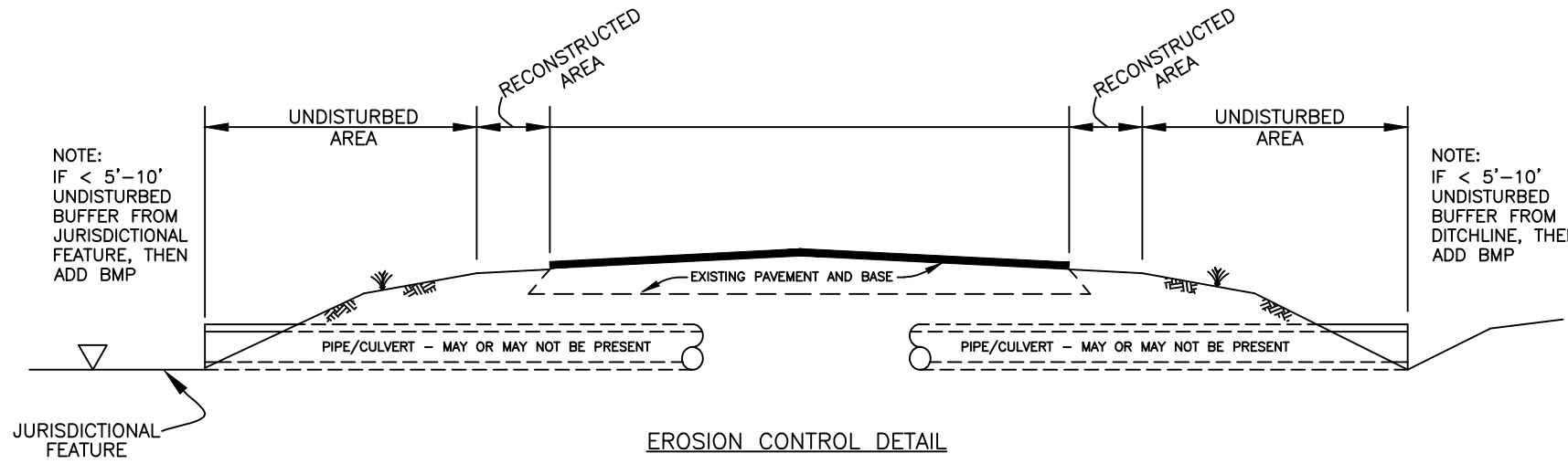
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

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

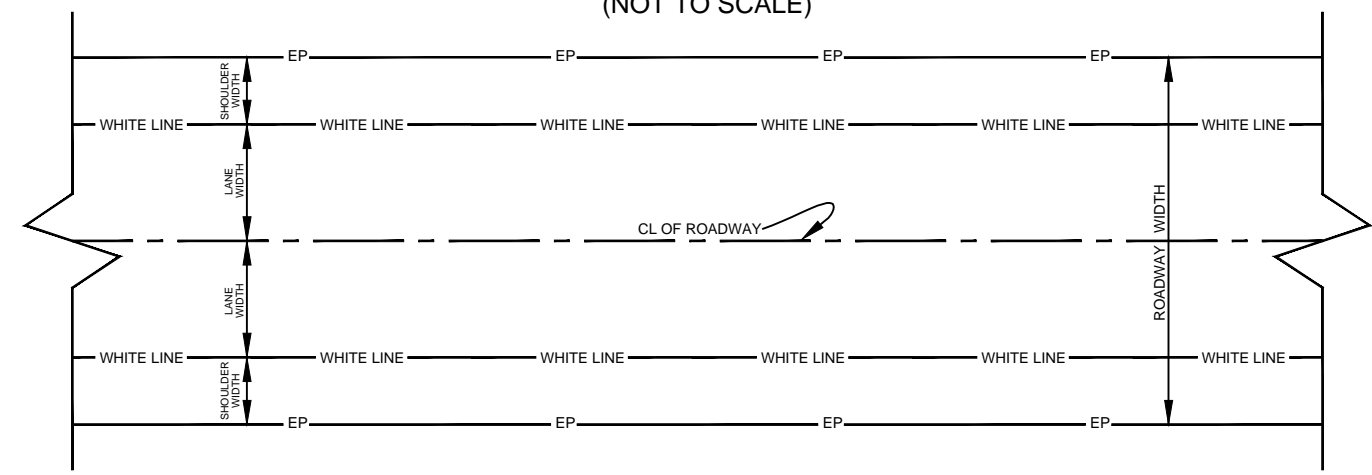
TWO LANE - TWO WAY ROADWAY 50 MPH OR LESS		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'

\* 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.06.05.10091.1, 2017CPT.06.05.20091.1	9	

# 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	SHOULDER RECONSTRUCTION	2.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B	SURFACE COURSE, S9.5B
NO		NO			NO					MI	FT	TON	SMI	SY	SY	TONS	TONS	TONS
2017CPT.06.05.10091.1	Bladen	1	NC 410	FROM COLUMBUS CL TO NC 242	1	2	2WU	NO	NO	3.39	25	1,130	6.80	9,750	178	140	1,389	4,181
<b>TOTAL FOR MAP NO. 1</b>										<b>3.39</b>		<b>1,130</b>	<b>6.80</b>	<b>9,750</b>	<b>178</b>	<b>140</b>	<b>1,389</b>	<b>4,181</b>
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.10091.1</b>										<b>3.39</b>		<b>1,130</b>	<b>6.80</b>	<b>9,750</b>	<b>178</b>	<b>140</b>	<b>1,389</b>	<b>4,181</b>
2017CPT.06.05.20091.1	Bladen	2	SR 1178	FROM NC 211 BUS. TO SR 1179	2	2	2WU	NO	NO	1.17	19	390	2.30	563	153	117	169	
<b>TOTAL FOR MAP NO. 2</b>										<b>1.17</b>		<b>390</b>	<b>2.30</b>	<b>563</b>	<b>153</b>	<b>117</b>	<b>169</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.20091.1</b>										<b>1.17</b>		<b>390</b>	<b>2.30</b>	<b>563</b>	<b>153</b>	<b>117</b>	<b>169</b>	
<b>GRAND TOTAL</b>										<b>4.56</b>		<b>1,520</b>	<b>9.10</b>	<b>10,313</b>	<b>331</b>	<b>257</b>	<b>1,558</b>	<b>4,181</b>

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	LEVELING COURSE, S9.5B	SURFACE COURSE, SF9.5A	LEVELING COURSE, SF9.5A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX
NO		NO			NO					MI	FT	TONS	TONS	TONS	TONS	TONS	EA	EA
2017CPT.06.05.10091.1	Bladen	1	NC 410	FROM COLUMBUS CL TO NC 242	1	2	2WU	NO	NO	3.39	25	51			327	102		
<b>TOTAL FOR MAP NO. 1</b>										<b>3.39</b>		<b>51</b>			<b>327</b>	<b>102</b>		
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.10091.1</b>										<b>3.39</b>		<b>51</b>			<b>327</b>	<b>102</b>		
2017CPT.06.05.20091.1	Bladen	2	SR 1178	FROM NC 211 BUS. TO SR 1179	2	2	2WU	NO	NO	1.17	19		1,142	151	99	23	1	1
<b>TOTAL FOR MAP NO. 2</b>										<b>1.17</b>			<b>1,142</b>	<b>151</b>	<b>99</b>	<b>23</b>	<b>1</b>	<b>1</b>
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.20091.1</b>										<b>1.17</b>			<b>1,142</b>	<b>151</b>	<b>99</b>	<b>23</b>	<b>1</b>	<b>1</b>
<b>GRAND TOTAL</b>										<b>4.56</b>		<b>51</b>	<b>1,142</b>	<b>151</b>	<b>426</b>	<b>125</b>	<b>1</b>	<b>1</b>

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.06.05.10091.1, 2017CPT.06.05.20091.1	10	

# THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E	4686000000-E	4810000000-E		
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 120 M YELLOW THERMO	4" WHITE PAINT	4" YELLOW PAINT	
										SF	LS	LF	LF	LF	LF	
2017CPT.06.05.10091.1	Bladen	1	NC 410	FROM COLUMBUS CL TO NC 242	1	2	2WU	3.39	25	380	1	35,860	11,900			
<b>TOTAL FOR MAP NO. 1</b>									<b>3.39</b>		<b>380</b>	<b>1</b>	<b>35,860</b>	<b>11,900</b>		
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.10091.1</b>									<b>3.39</b>		<b>380</b>	<b>1</b>	<b>35,860</b>	<b>11,900</b>		
2017CPT.06.05.20091.1	Bladen	2	SR 1178	FROM NC 211 BUS. TO SR 1179	2	2	2WU	1.17	19	131				12,400	6,350	
<b>TOTAL FOR MAP NO. 2</b>									<b>1.17</b>		<b>131</b>			<b>12,400</b>	<b>6,350</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.20091.1</b>									<b>1.17</b>		<b>131</b>			<b>12,400</b>	<b>6,350</b>	
														<b>18,750</b>		
<b>GRAND TOTAL</b>									<b>4.56</b>		<b>511</b>	<b>1</b>	<b>35,860</b>	<b>11,900</b>	<b>12,400</b>	<b>6,350</b>
														<b>18,750</b>		

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4830000000-E	4835000000-E	4840000000-N	4900000000-N
										16" WHITE PAINT	24" WHITE PAINT	PAINT MSG RXR	YELLOW & YELLOW MARKERS
										LF	LF	EA	EA
2017CPT.06.05.10091.1	Bladen	1	NC 410	FROM COLUMBUS CL TO NC 242	1	2	2WU	3.39	25				225
<b>TOTAL FOR MAP NO. 1</b>									<b>3.39</b>			<b>225</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.10091.1</b>									<b>3.39</b>			<b>225</b>	
2017CPT.06.05.20091.1	Bladen	2	SR 1178	FROM NC 211 BUS. TO SR 1179	2	2	2WU	1.17	19	100	70	4	
<b>TOTAL FOR MAP NO. 2</b>									<b>1.17</b>	<b>100</b>	<b>70</b>	<b>4</b>	
<b>TOTAL FOR PROJ NO. 2017CPT.06.05.20091.1</b>									<b>1.17</b>	<b>100</b>	<b>70</b>	<b>4</b>	
<b>GRAND TOTAL</b>									<b>4.56</b>	<b>100</b>	<b>70</b>	<b>4</b>	<b>225</b>