

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS – REVISED – 2-18-19

Letting Date: February 20, 2019

CONTRACT ID: DF00252

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2020CPT.06.10.10781.1 & 2020CPT.06.10.20781.1

ROUTE NO.: NC 72, NC 711 & VARIOUS SR

LOCATION: VARIOUS

COUNTY: ROBESON

LENGTH OF PROJECT: 25.560 MILES

TYPE OF WORK: RESURFACING, WIDENING, MILLING & PVT. MKGS.

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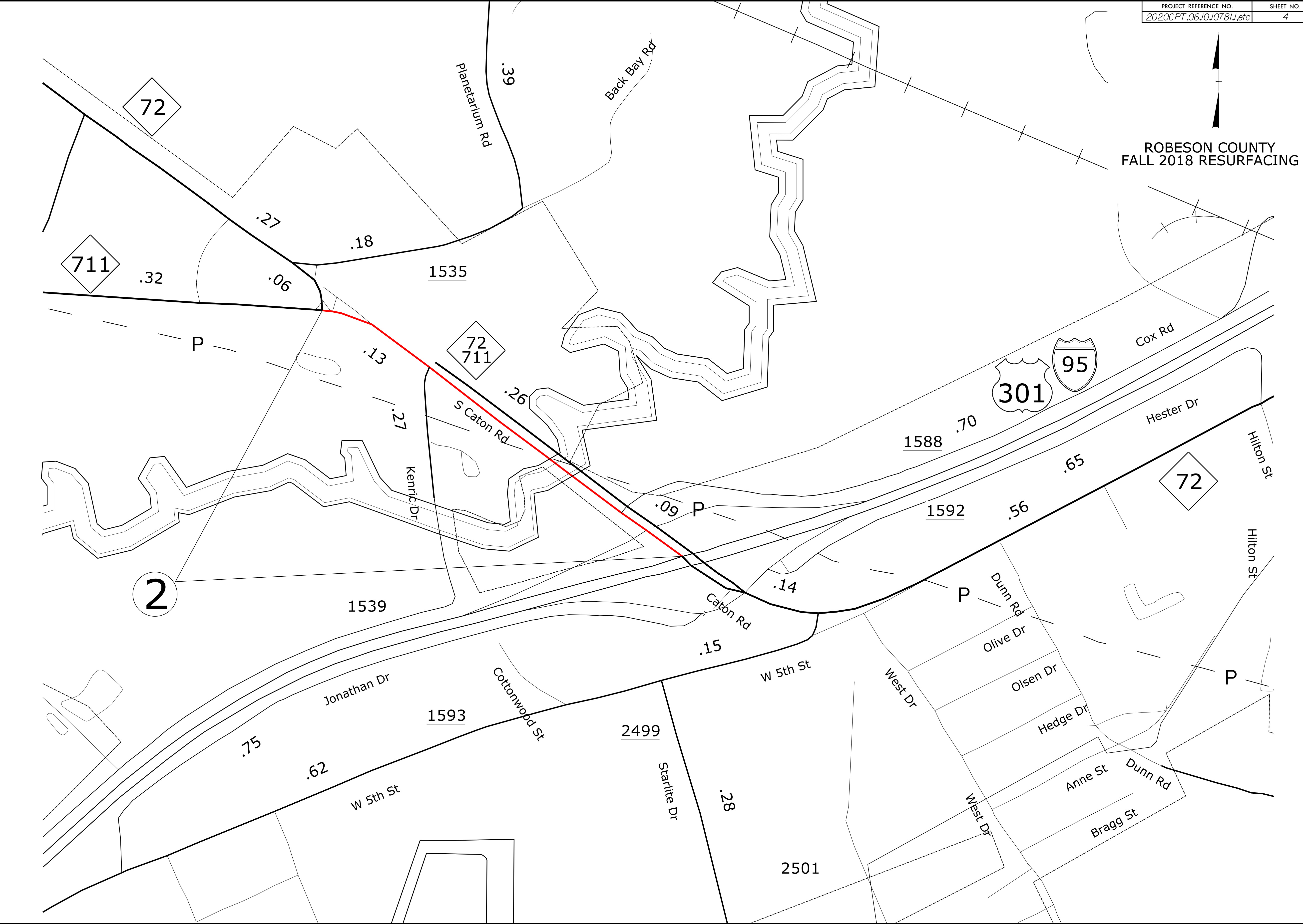
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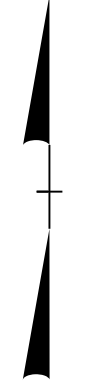


ROBESON COUNTY
FALL 2018 RESURFACING

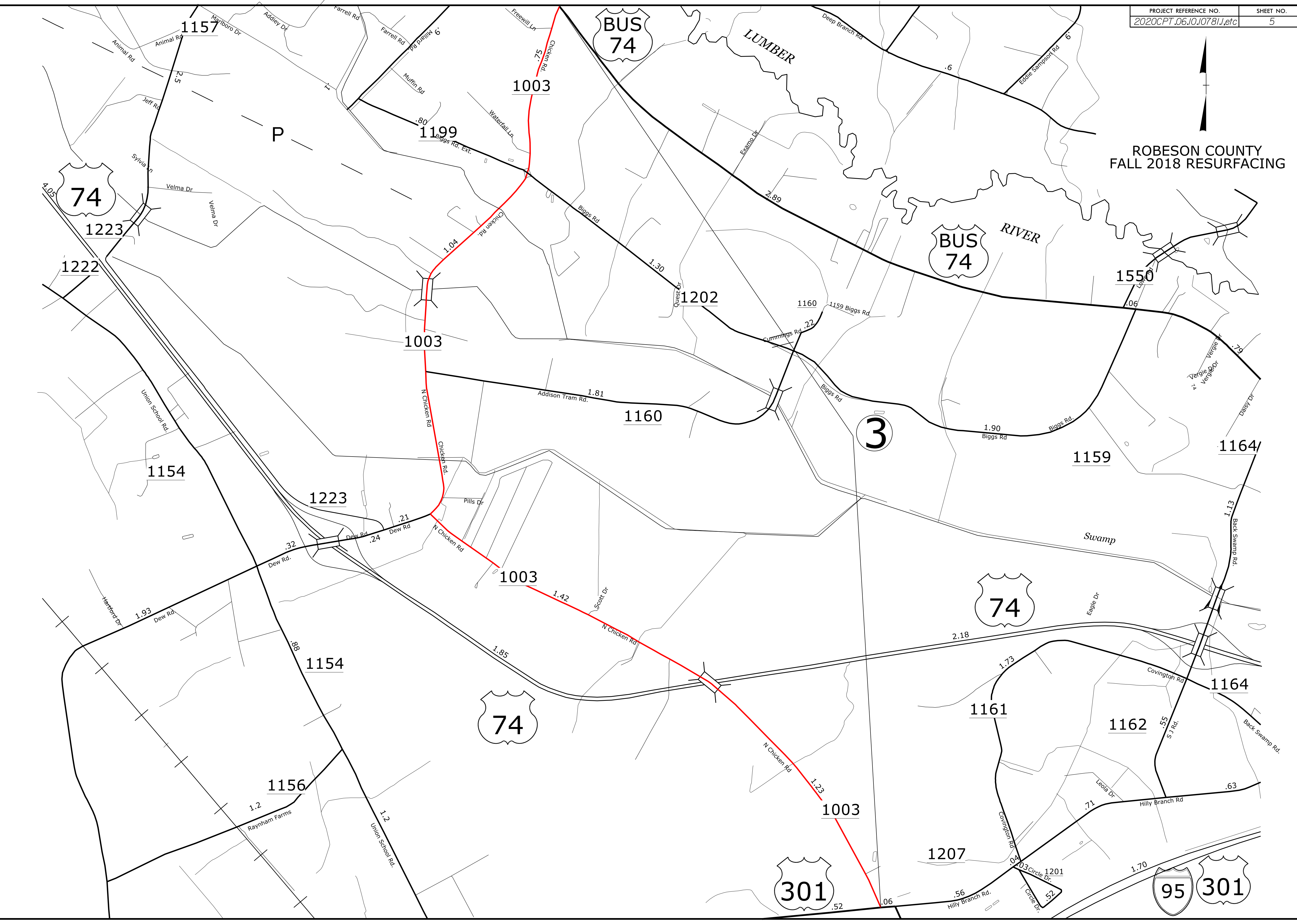
REVISIONS

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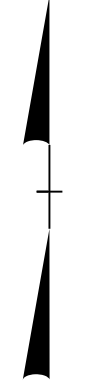
ROBESON COUNTY
FALL 2018 RESURFACING



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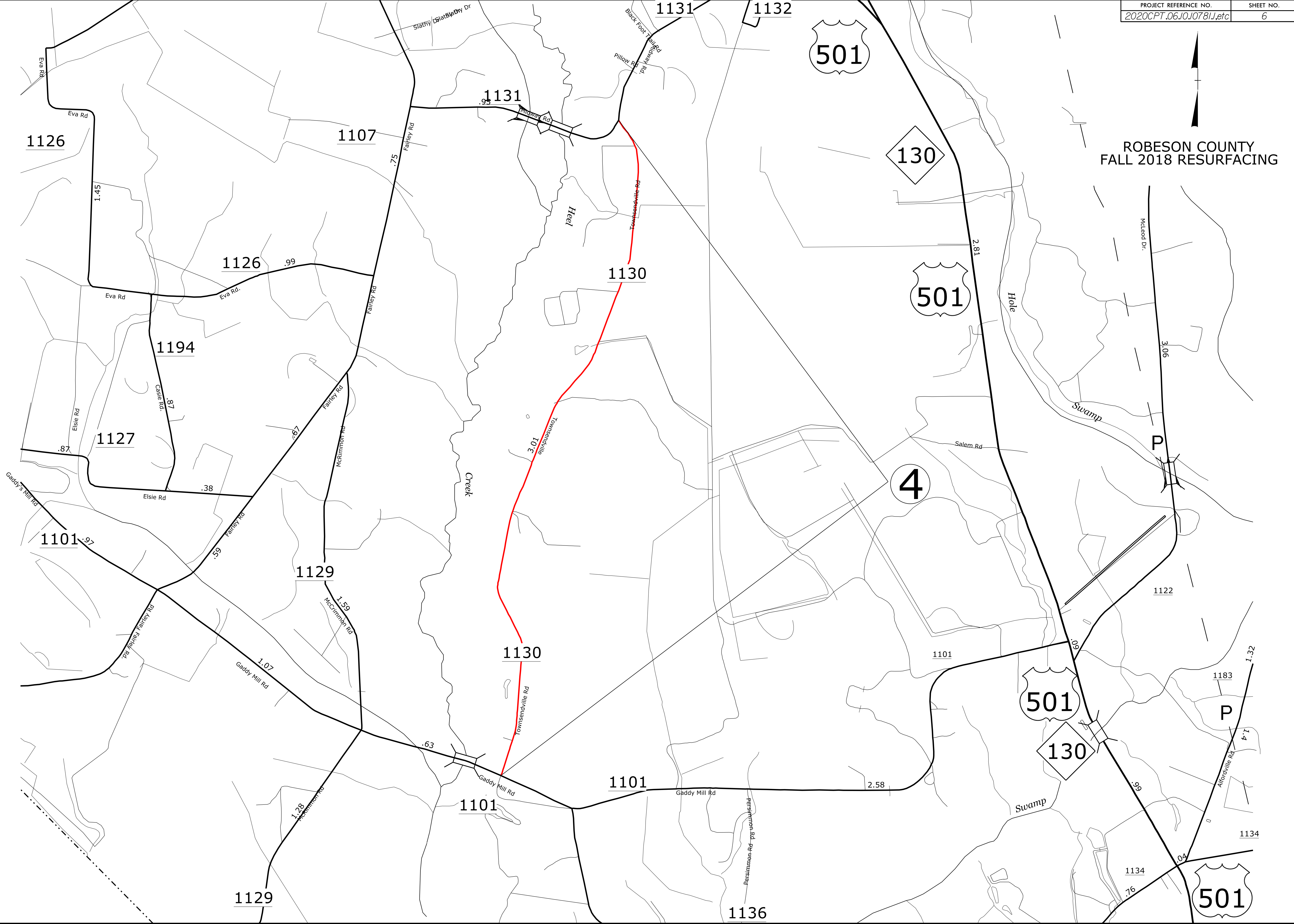
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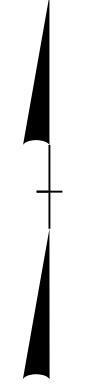
**ROBESON COUNTY
FALL 2018 RESURFACING**



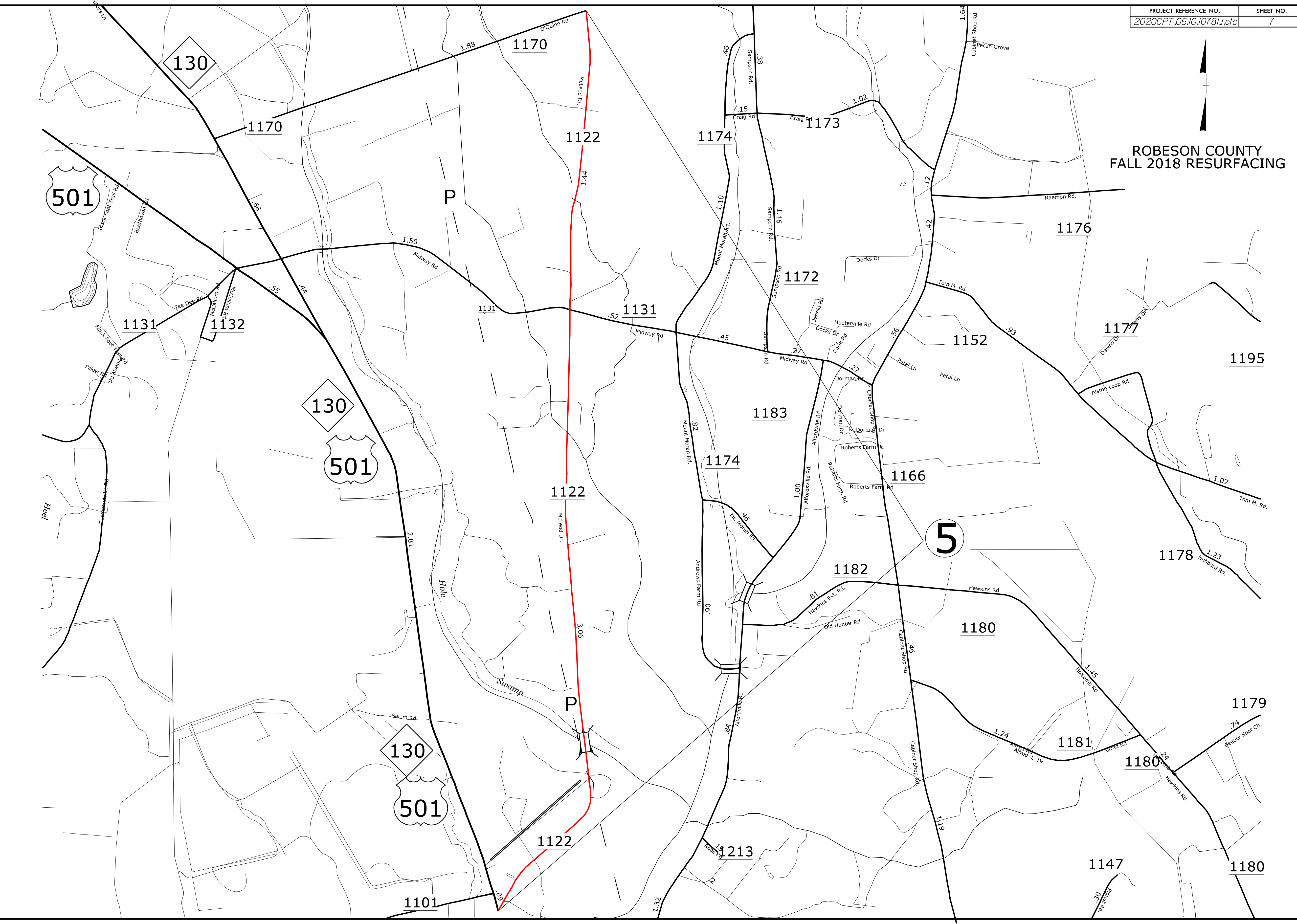
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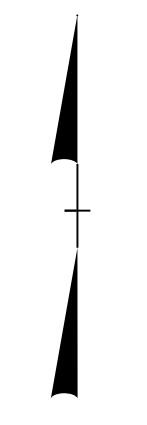
ROBESON COUNTY
FALL 2018 RESURFACING



NO.	DATE	DESCRIPTION

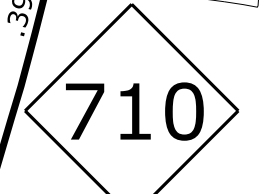
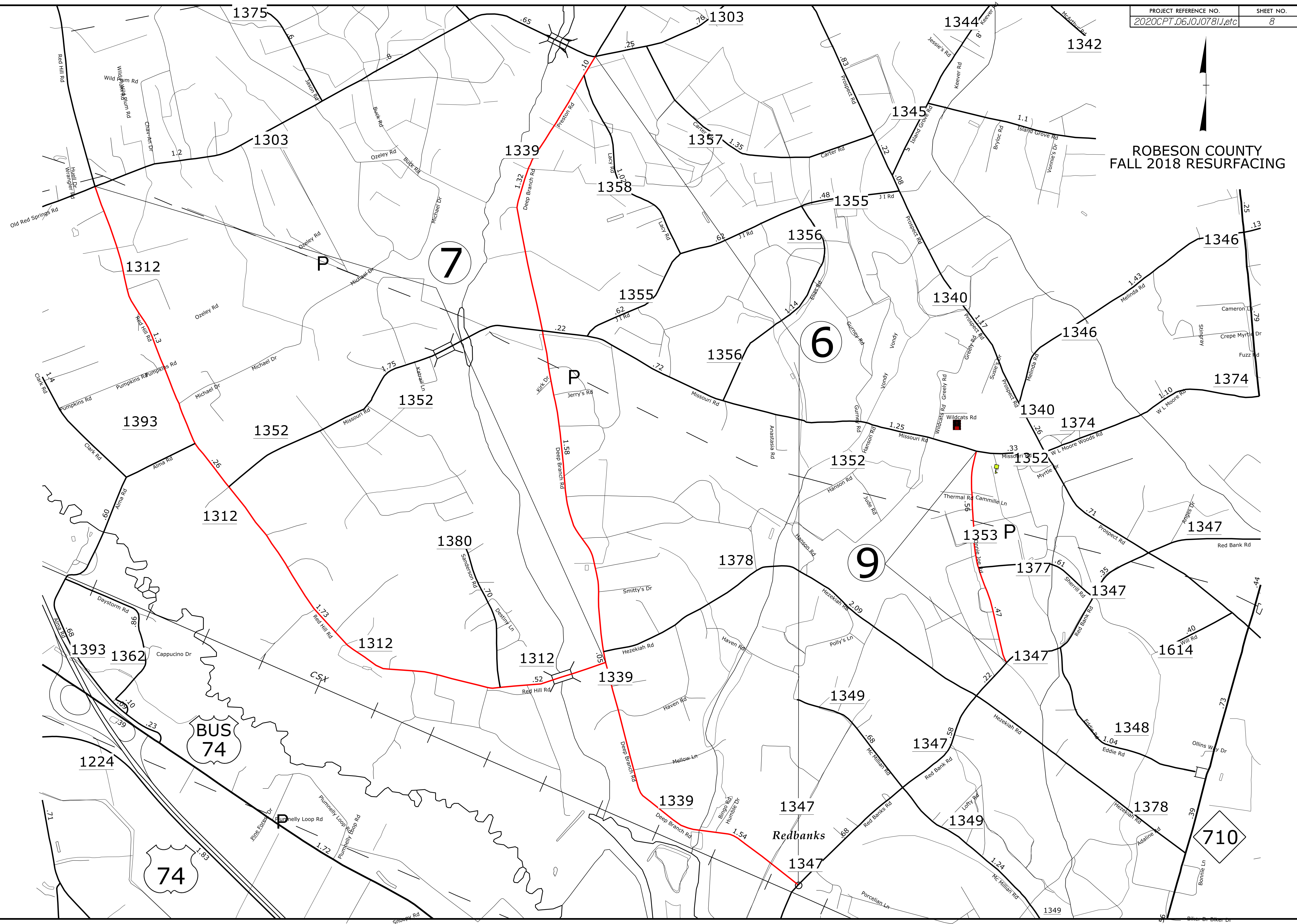
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ROBESON COUNTY FALL 2018 RESURFACING



REVISIONS

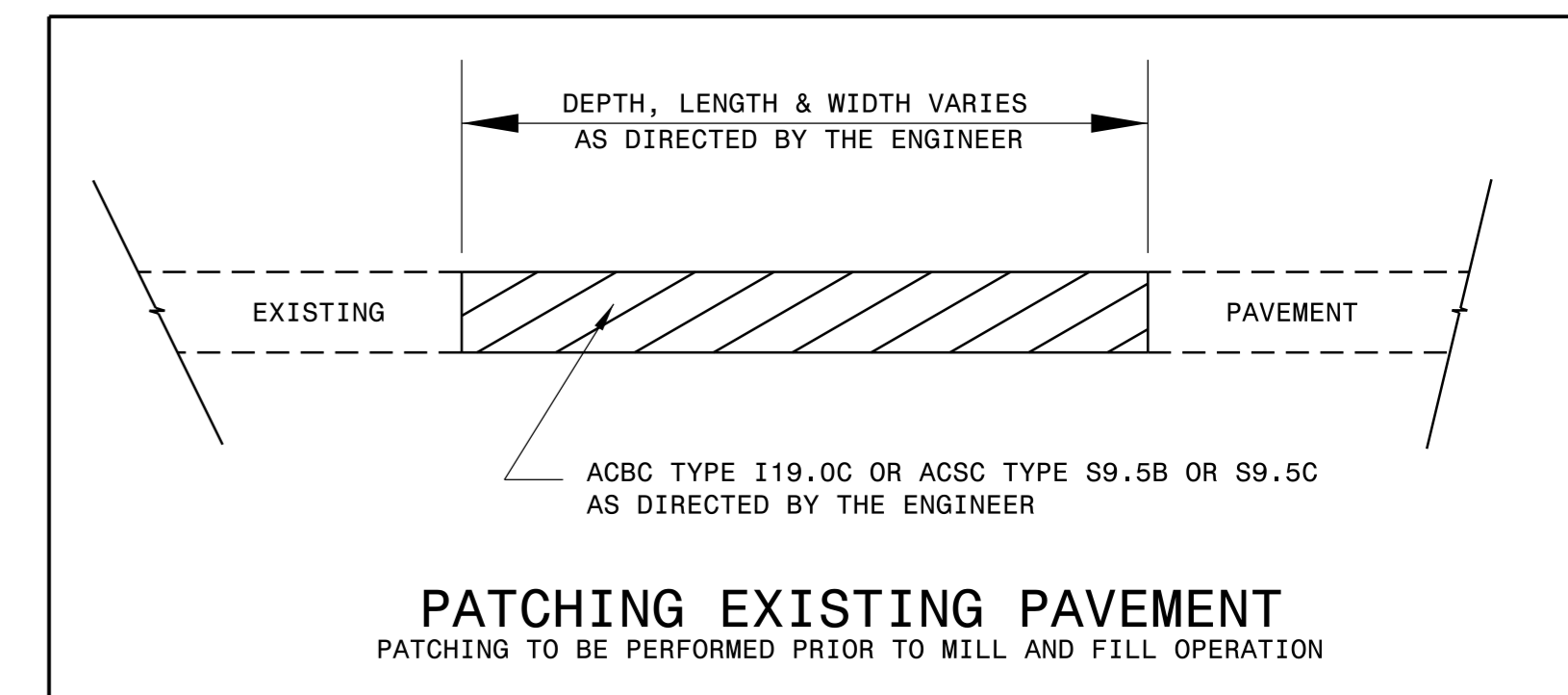
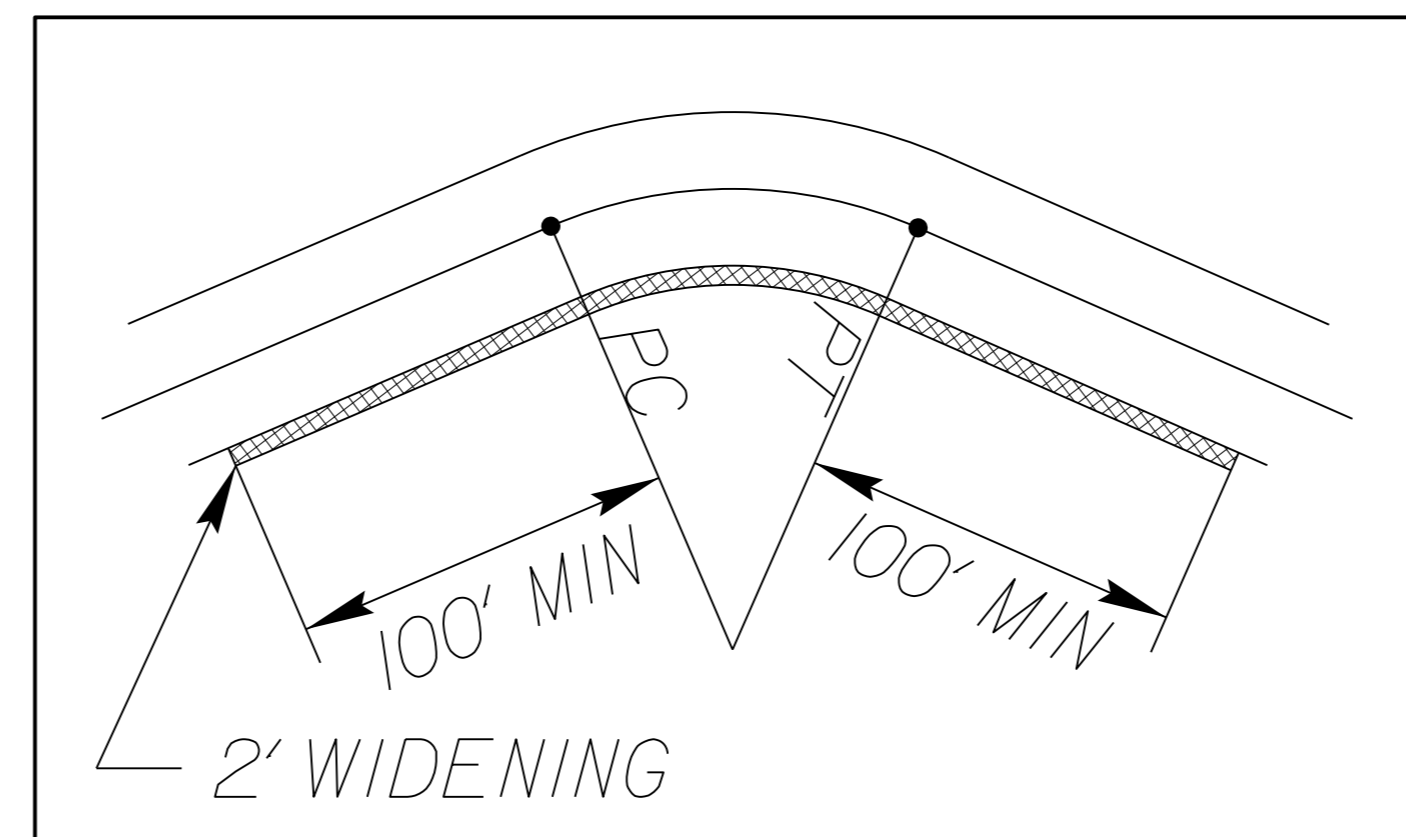
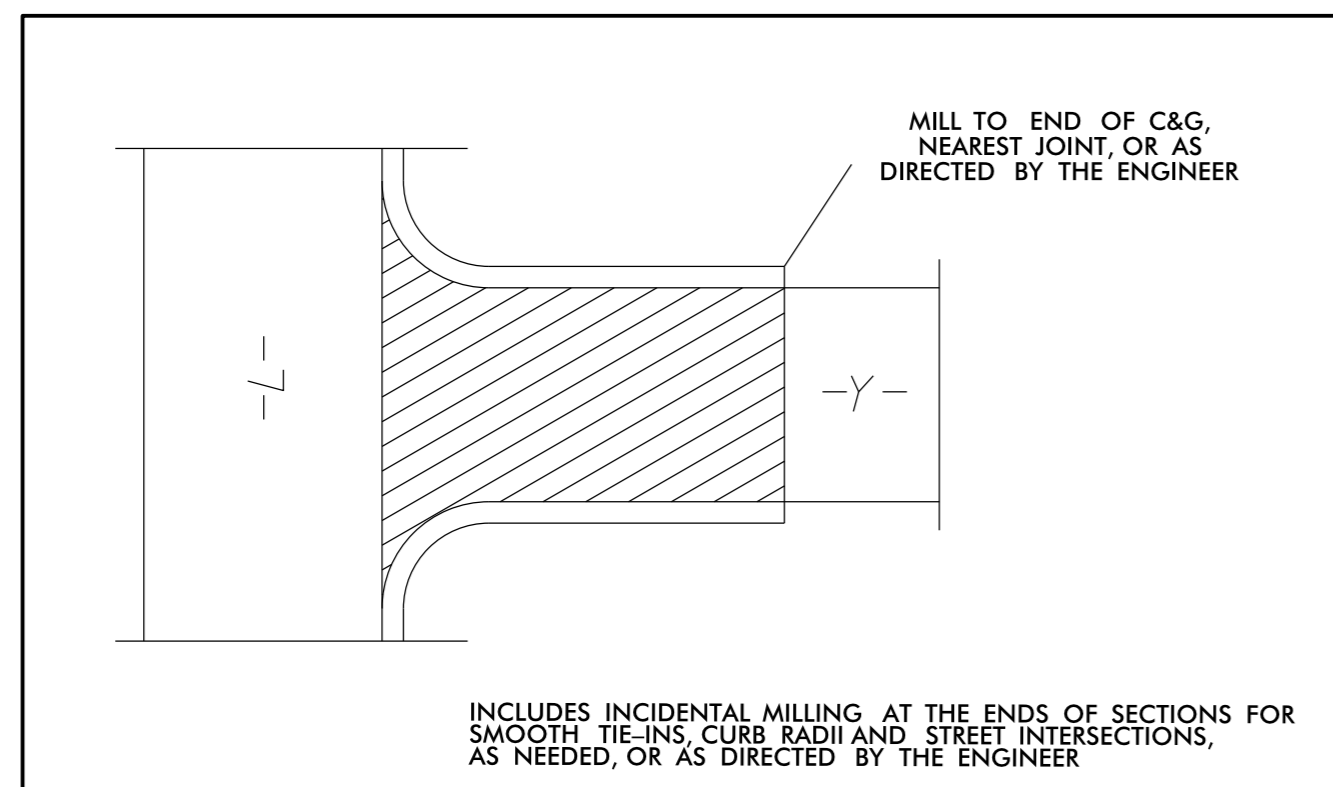
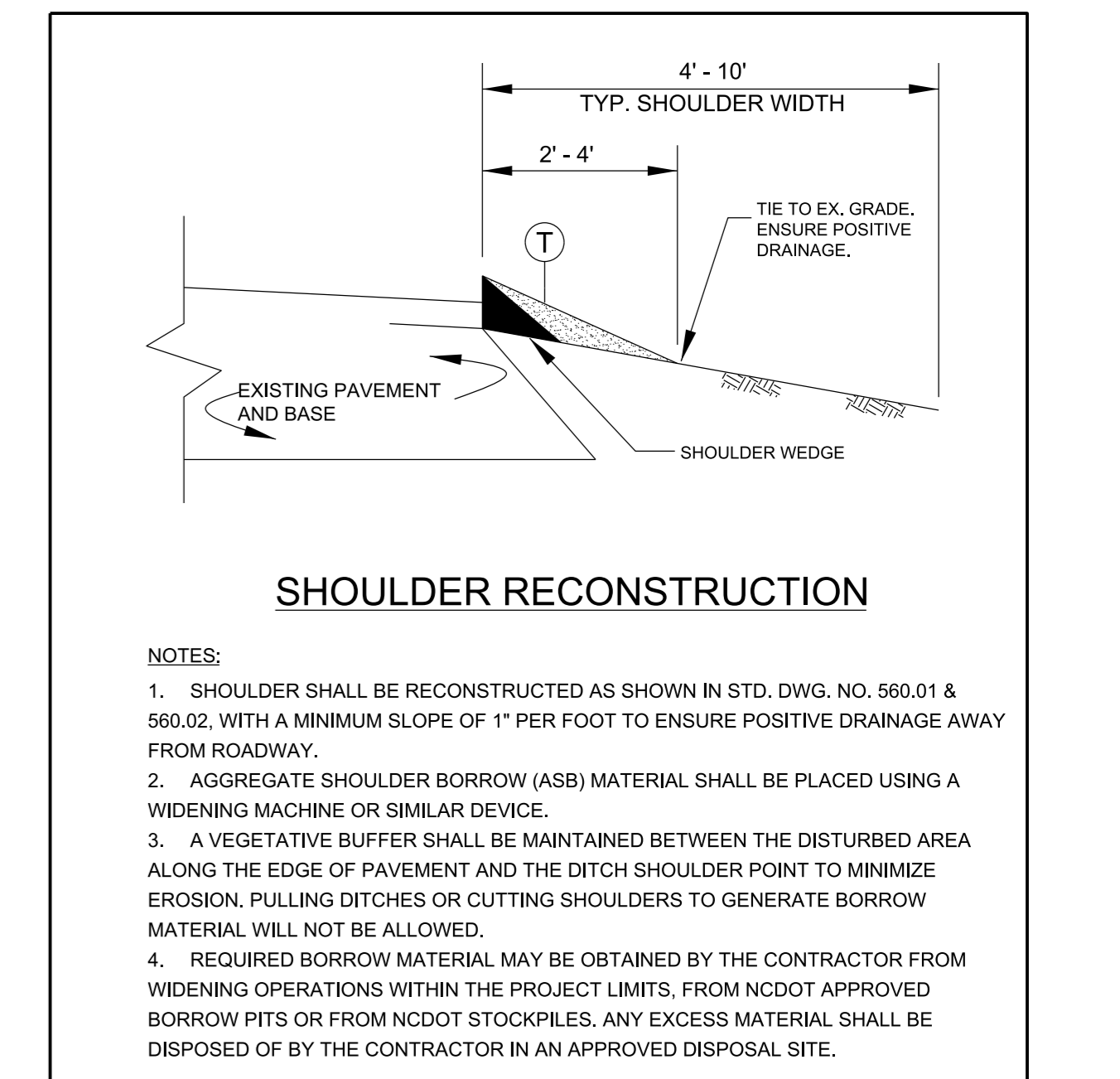
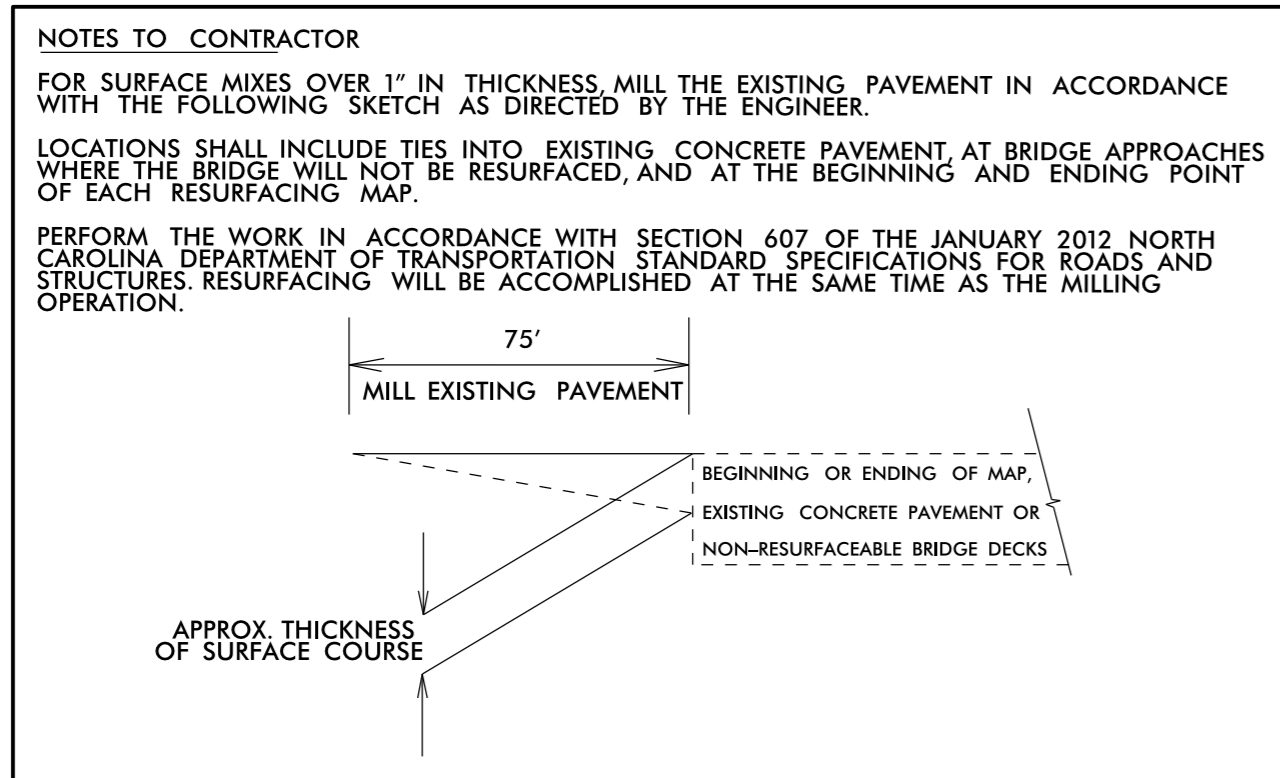
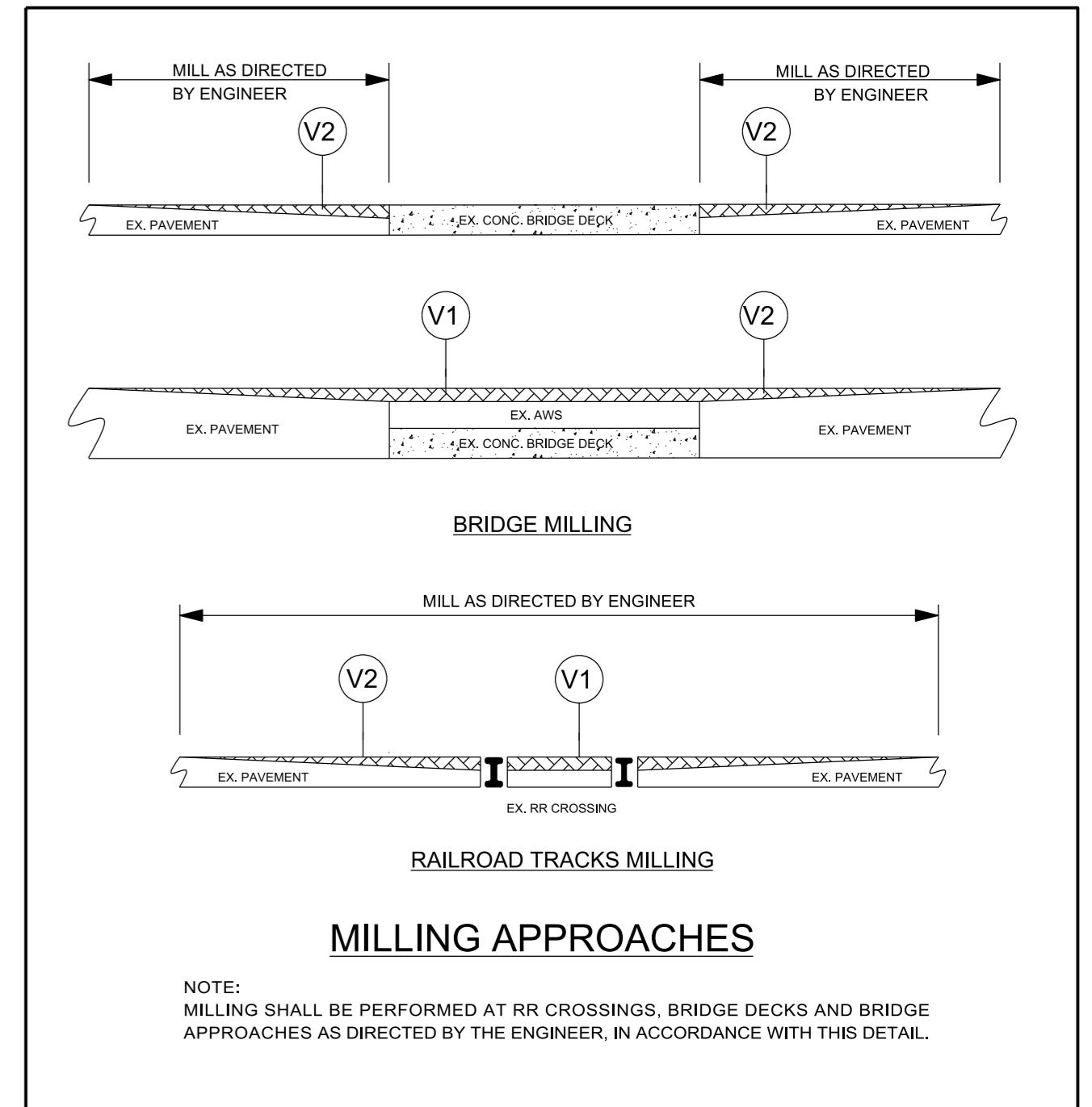
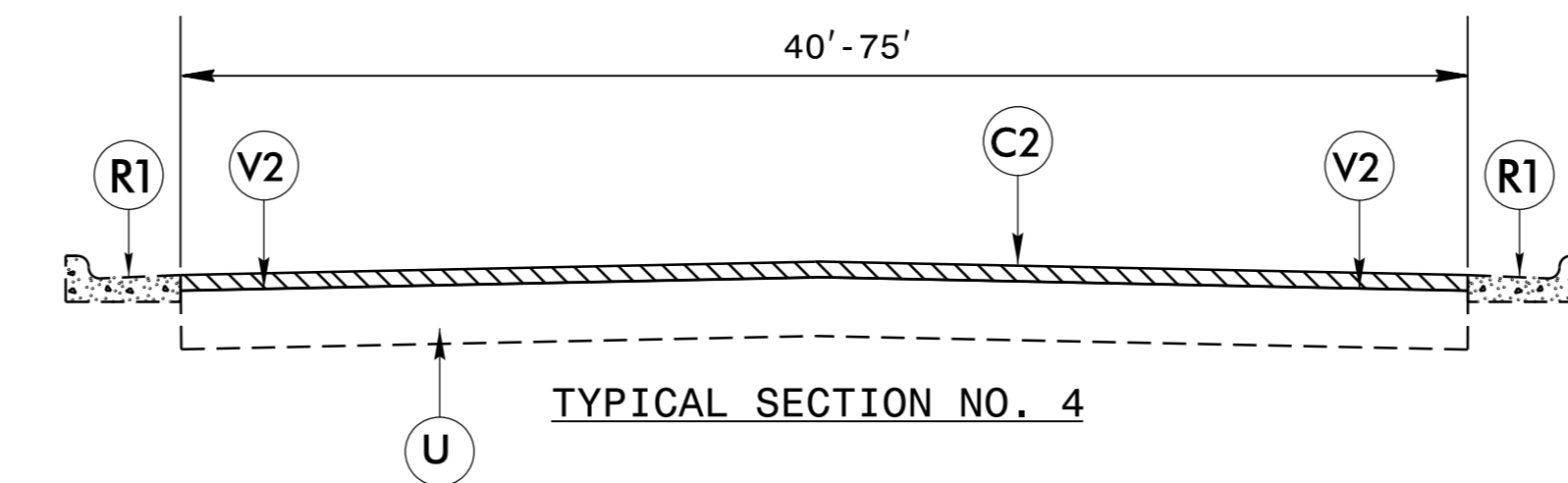
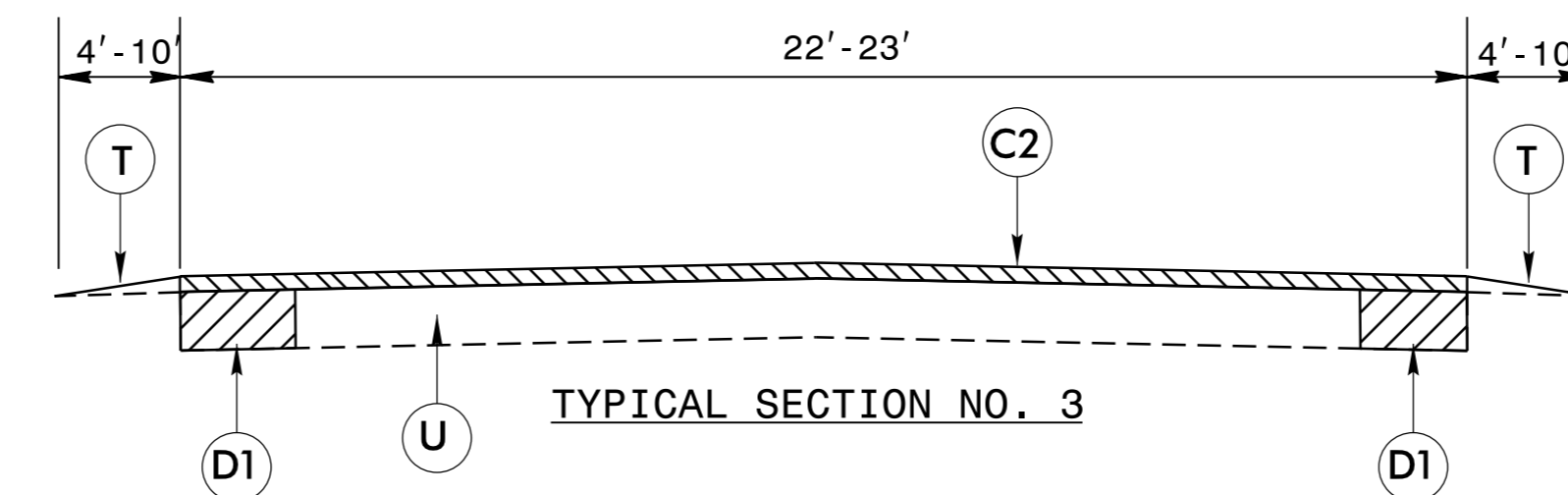
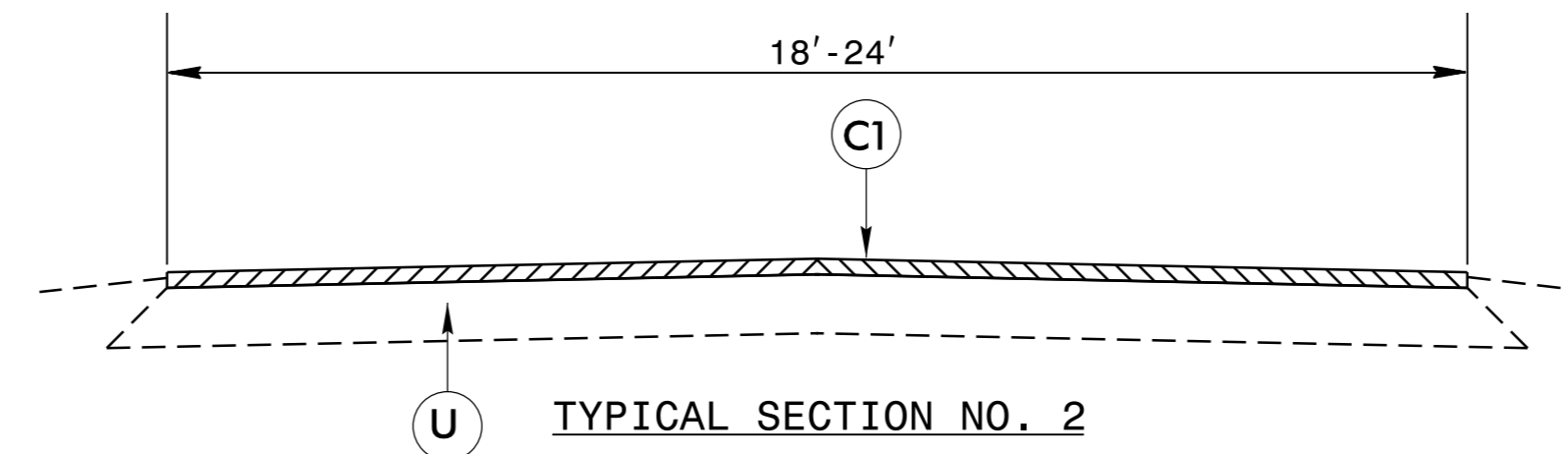
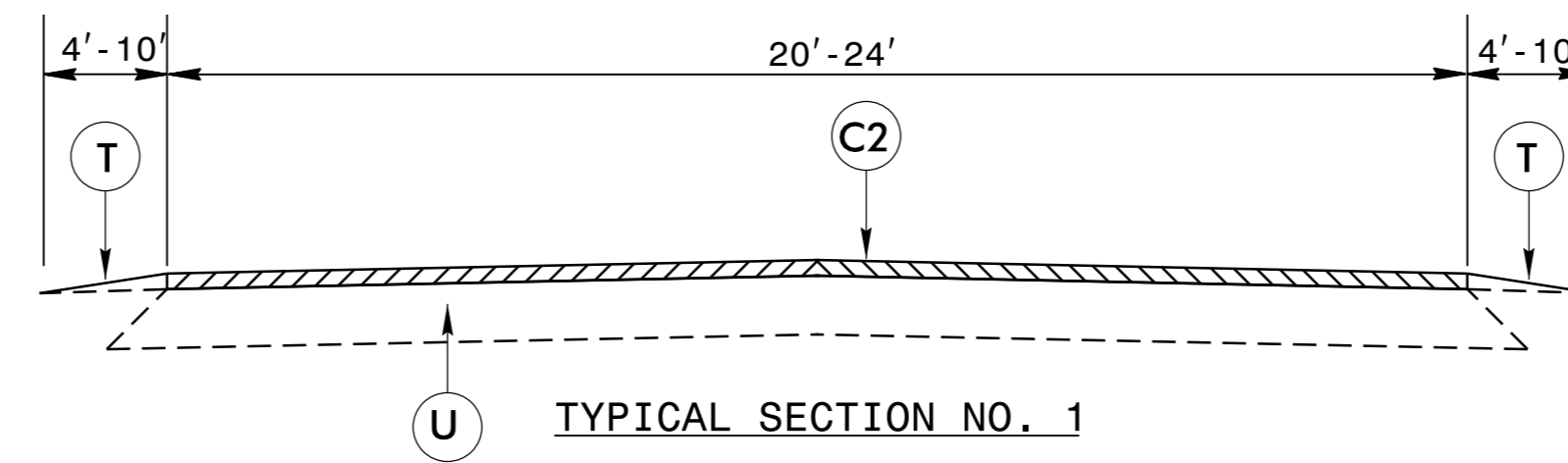
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Redbanks

PAVEMENT SCHEDULE

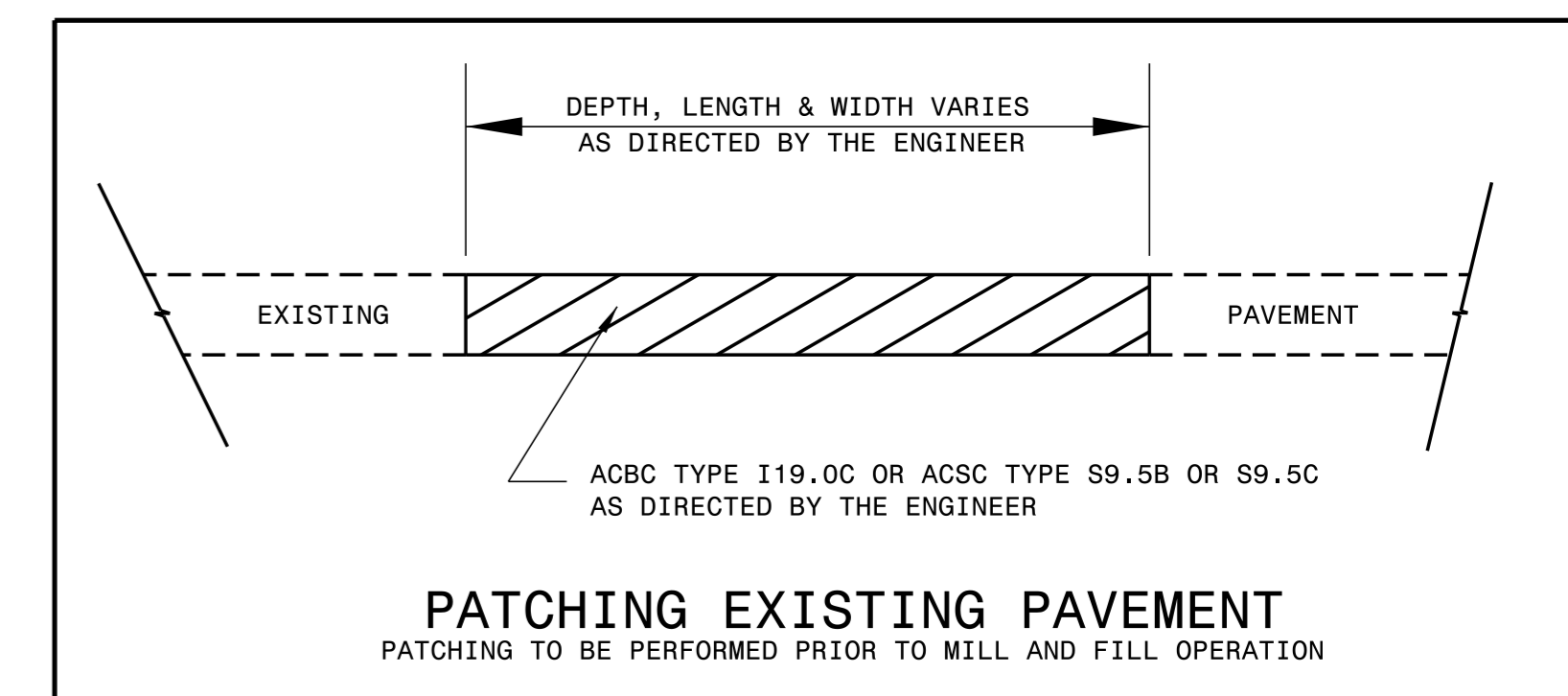
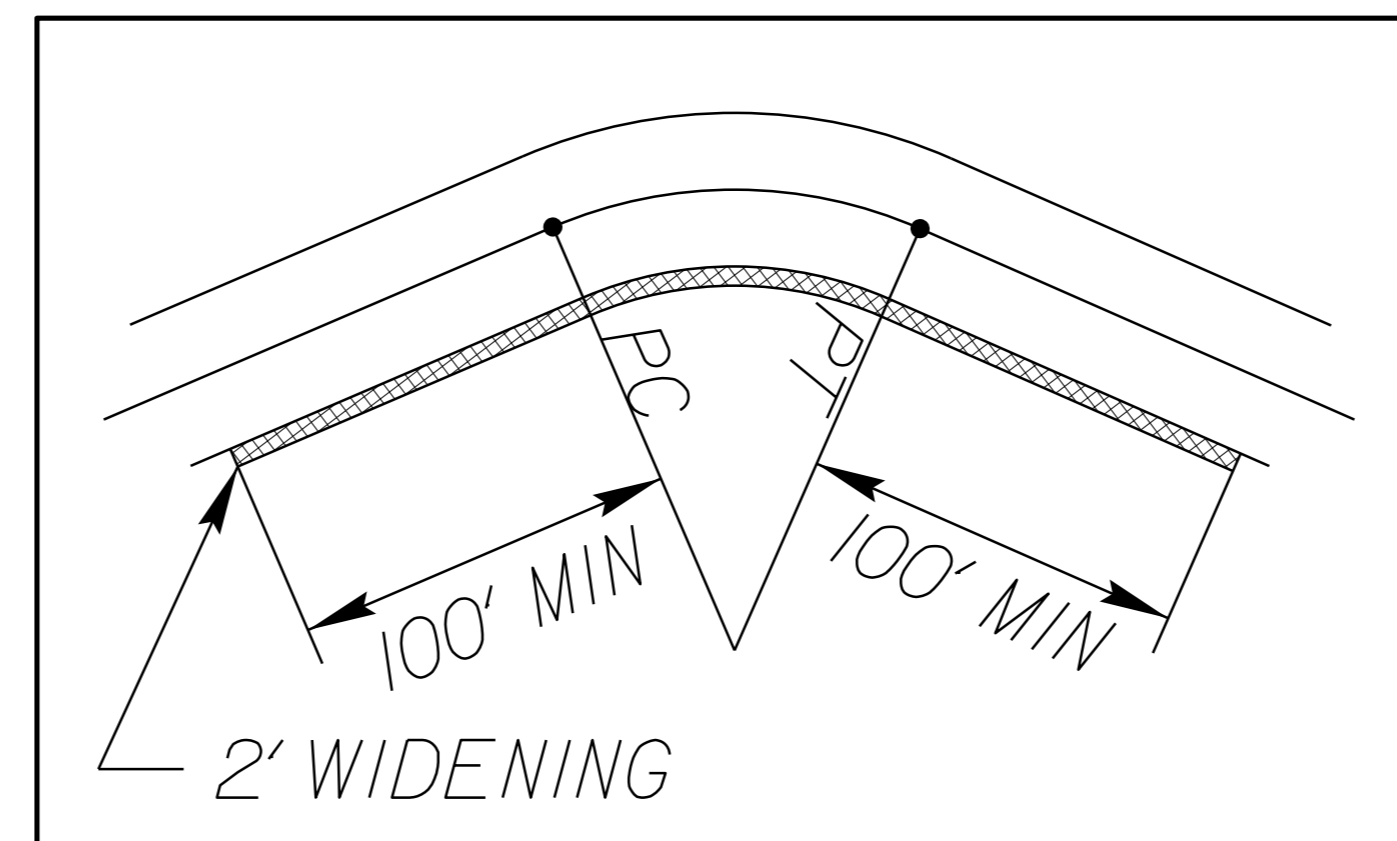
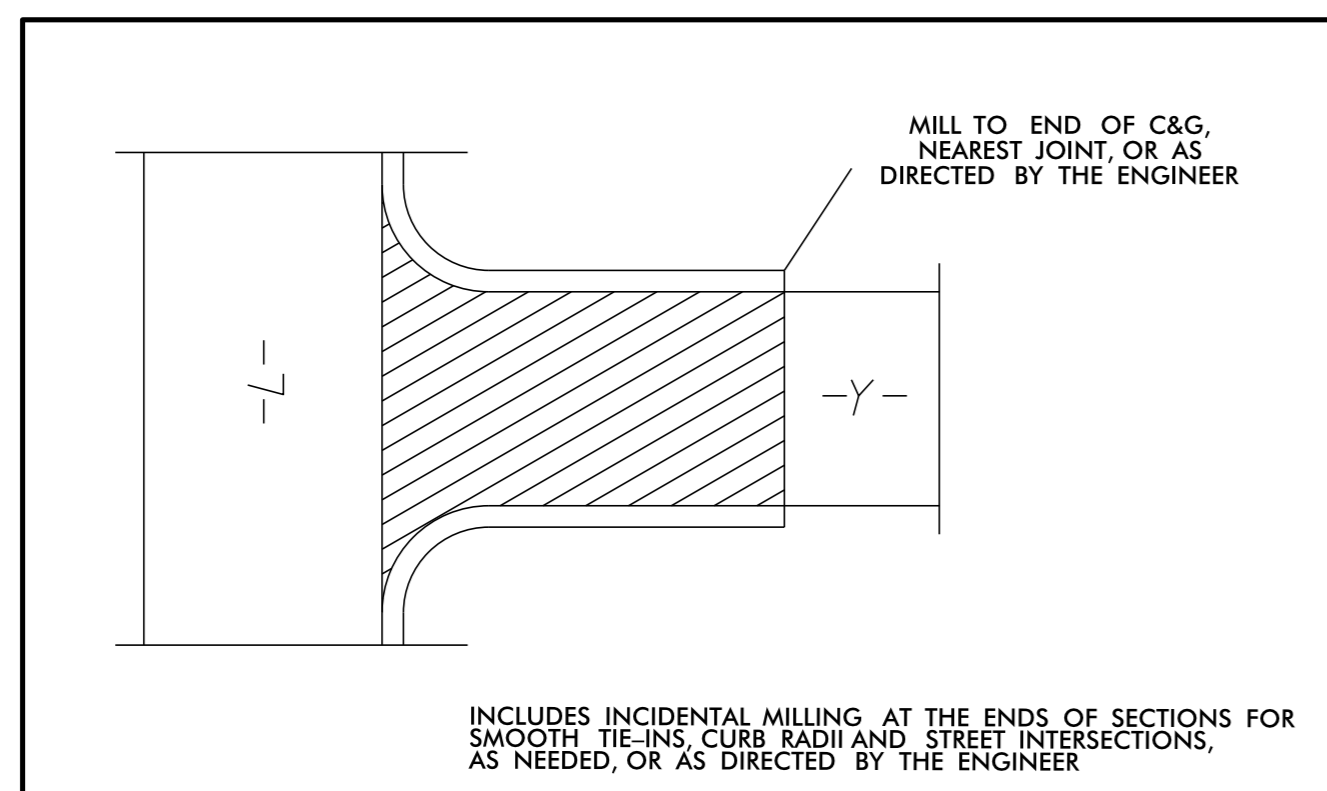
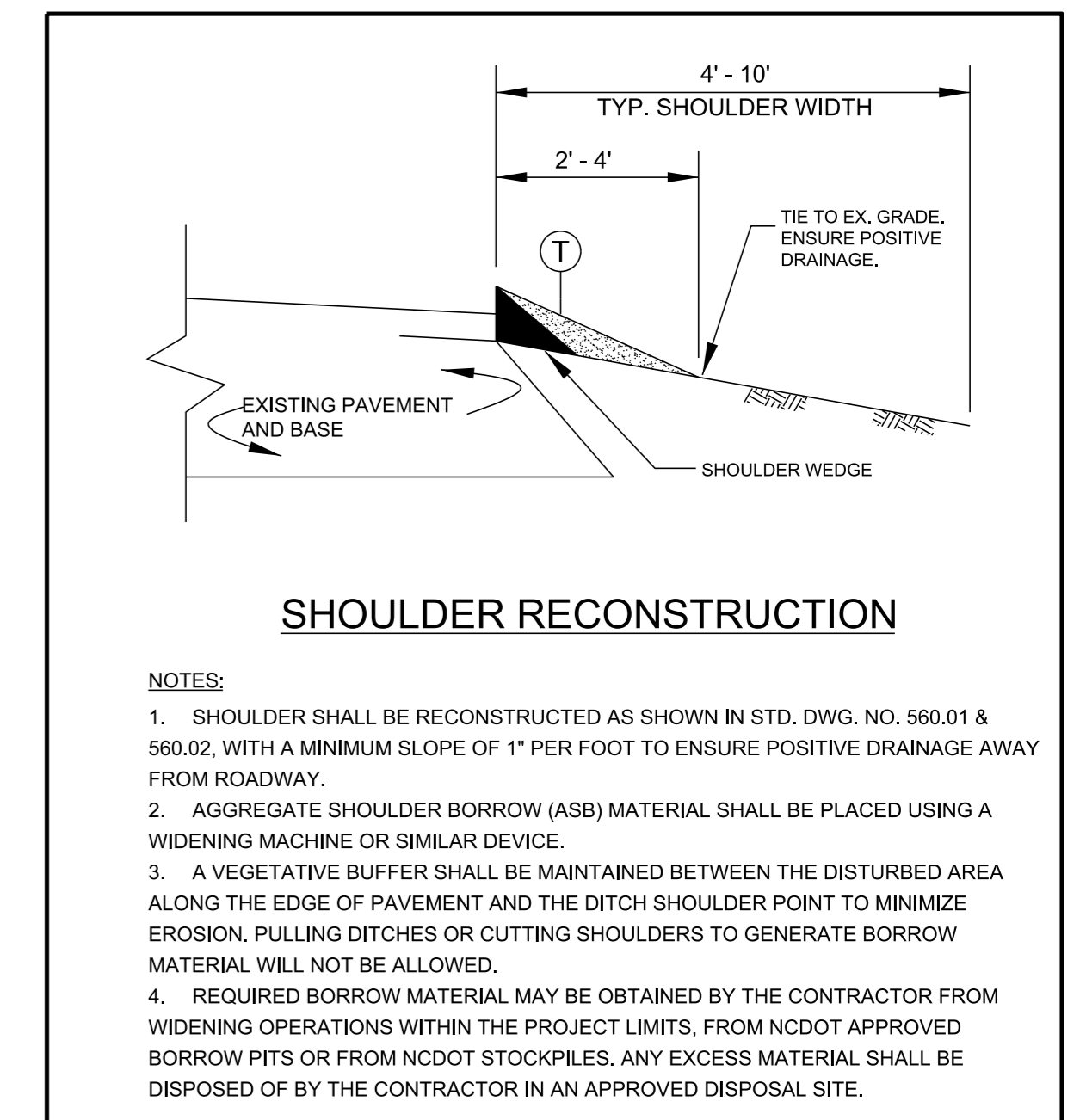
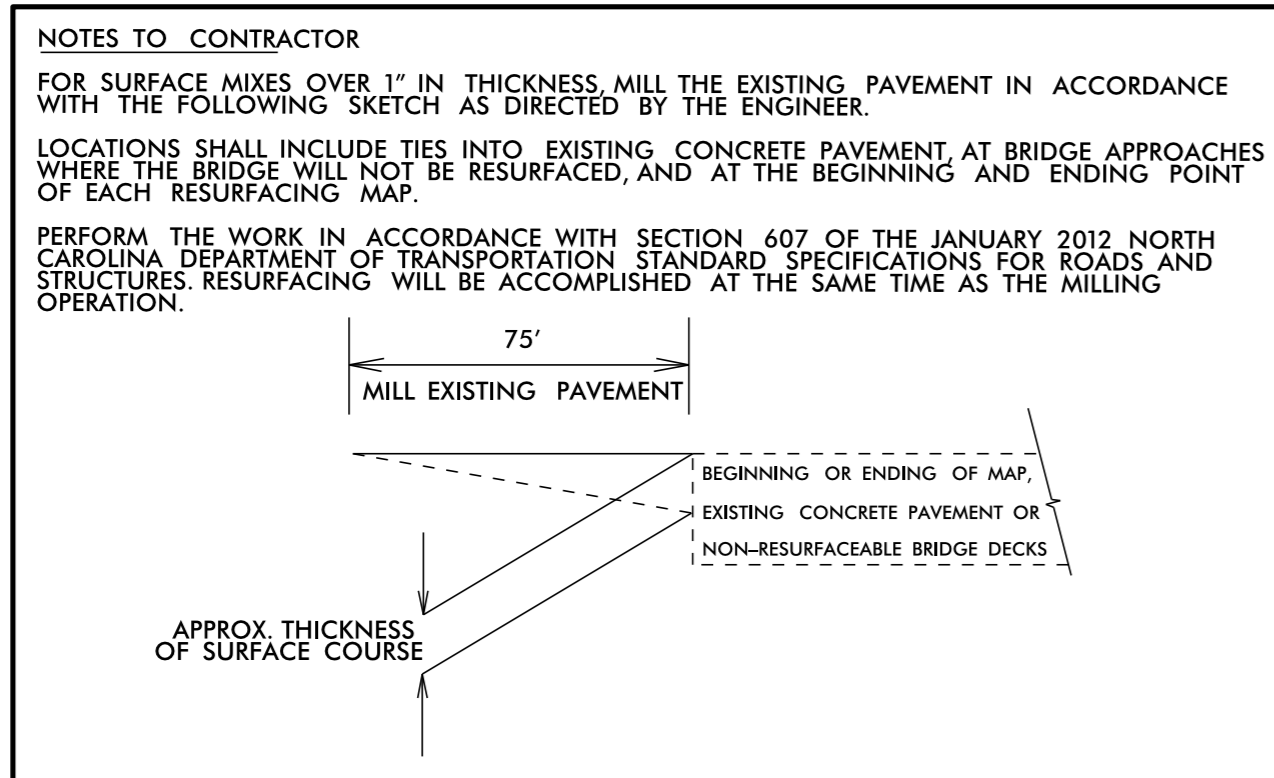
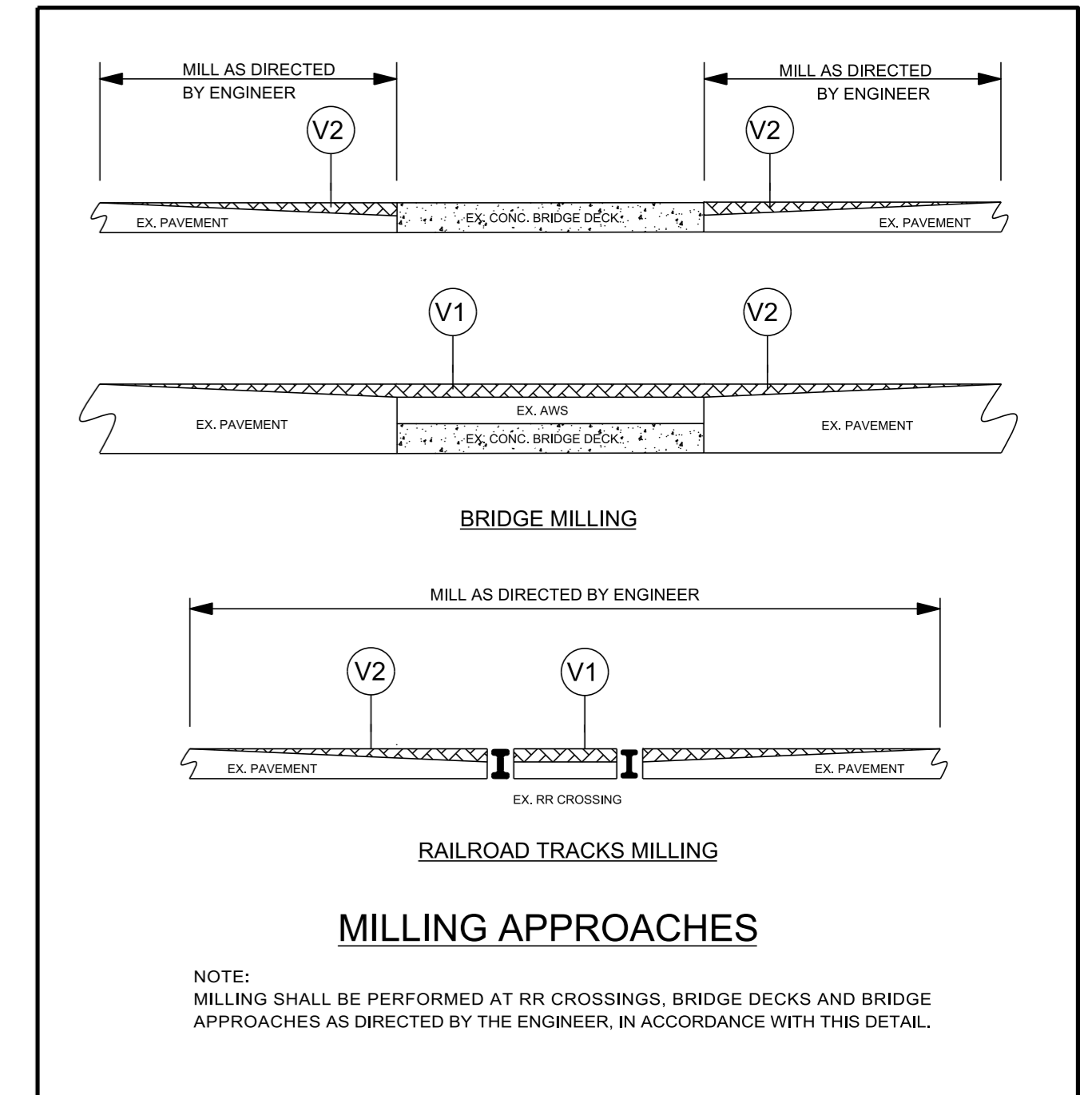
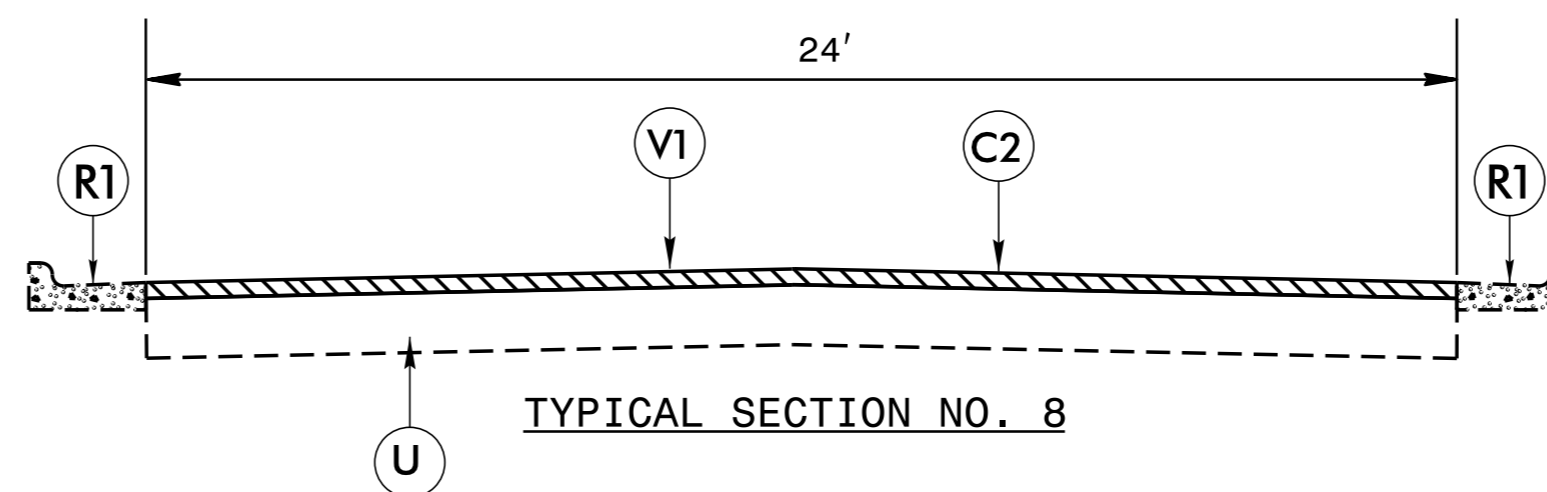
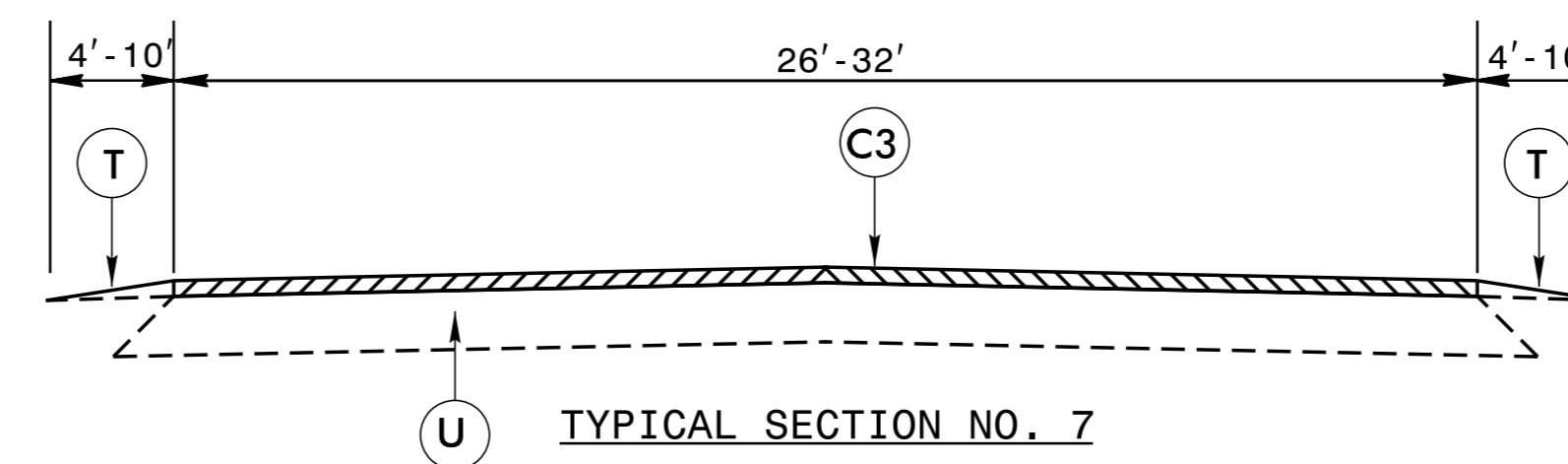
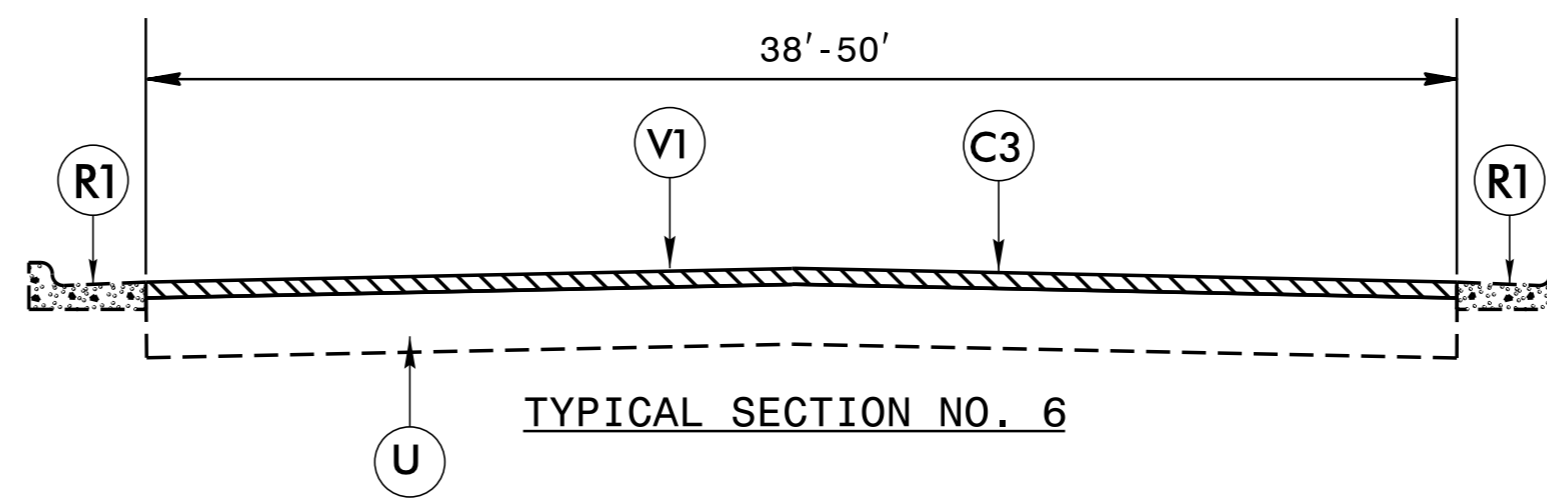
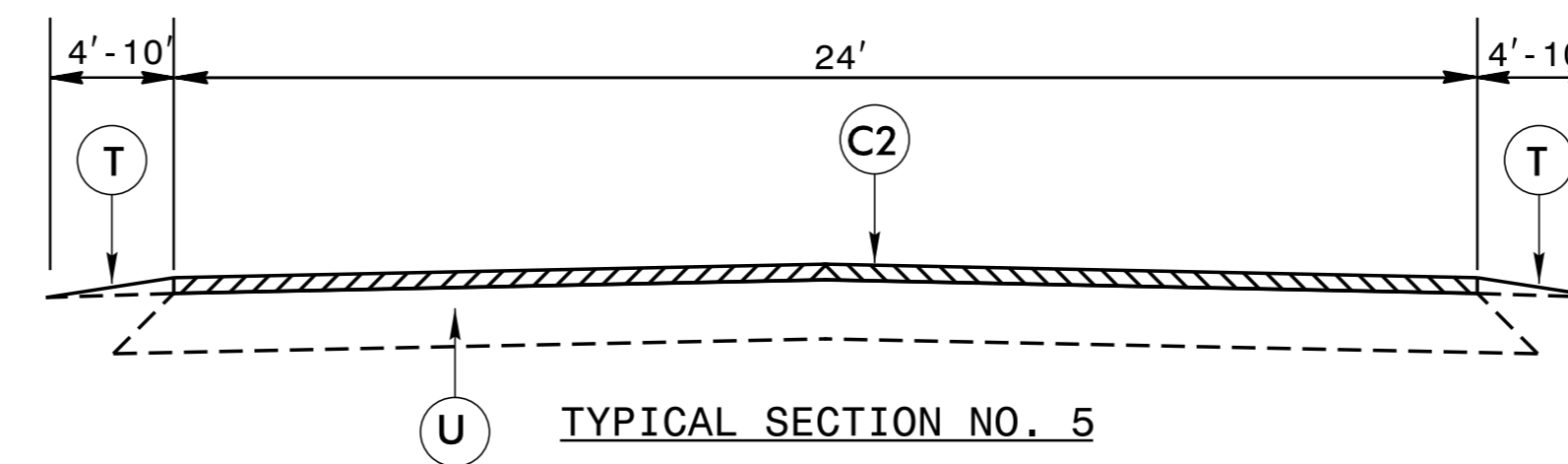
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	5½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
T	AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	1½" MILLING (FULL WIDTH)
V2	0"-1½" MILLING (8' CURB MILLING)



6/2/09
20 JAN 2019 16:04
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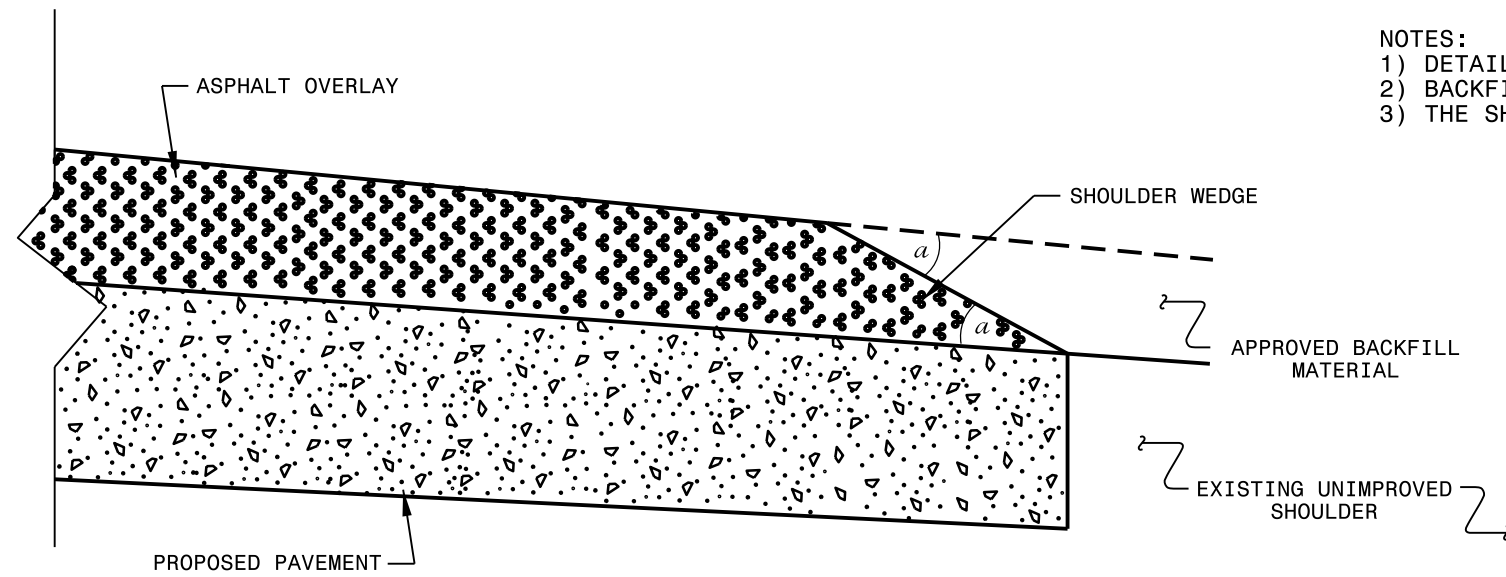
PAVEMENT SCHEDULE

C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	5½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
T	AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	1½" MILLING (FULL WIDTH)
V2	0"-1½" MILLING (8' CURB MILLING)

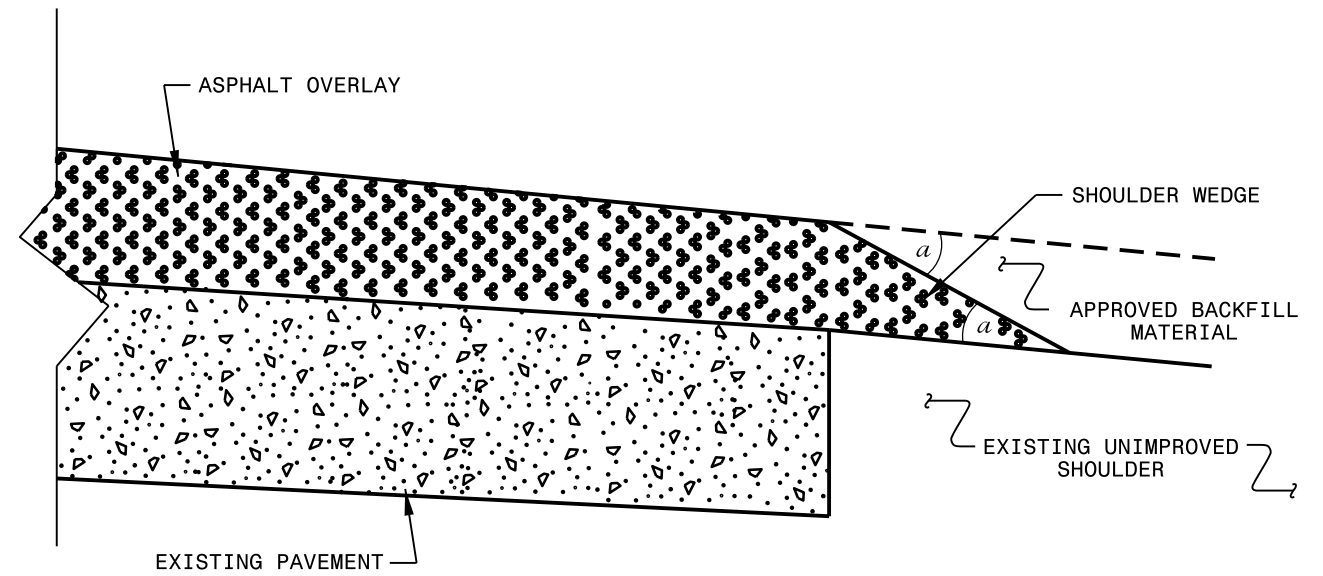


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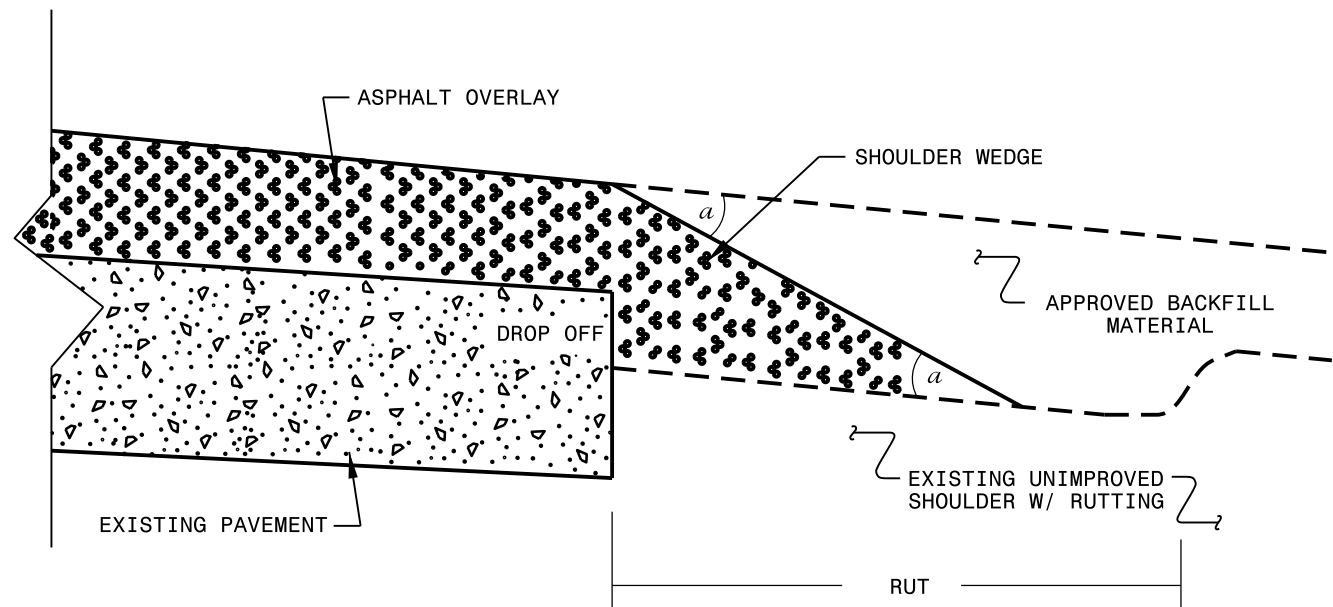
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



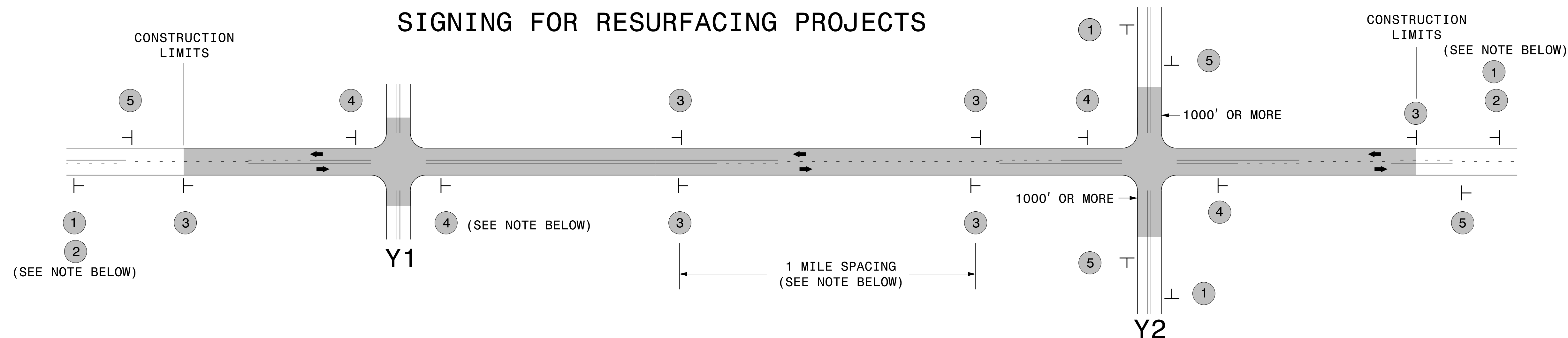
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- 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	

SYSTEMS DESIGN
USER NAME

SIGNING FOR RESURFACING PROJECTS



LEGEND	
	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

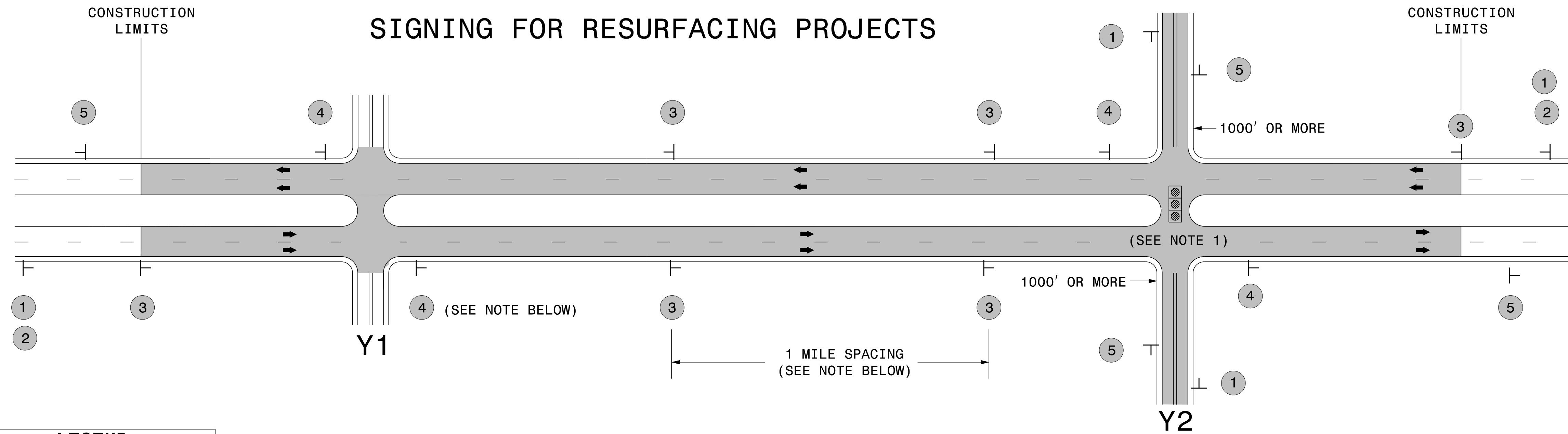
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 <small>W20-1 48" X 48"</small>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p>	<p style="text-align: center;">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>
	2	 <small>W7-3aP 24" X 18"</small>	<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>	
	3	 <small>SP 13107 48" X 48"</small>	<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>	
	4	 <small>SP 13106 48" X 48"</small>	<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>	
5	 <small>G20-2 A 48" X 24"</small>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</p>		



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

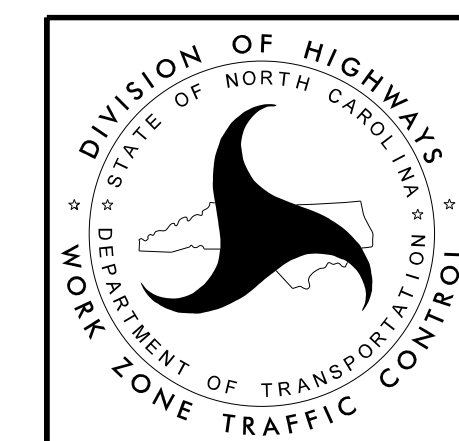


LEGEND	
—	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

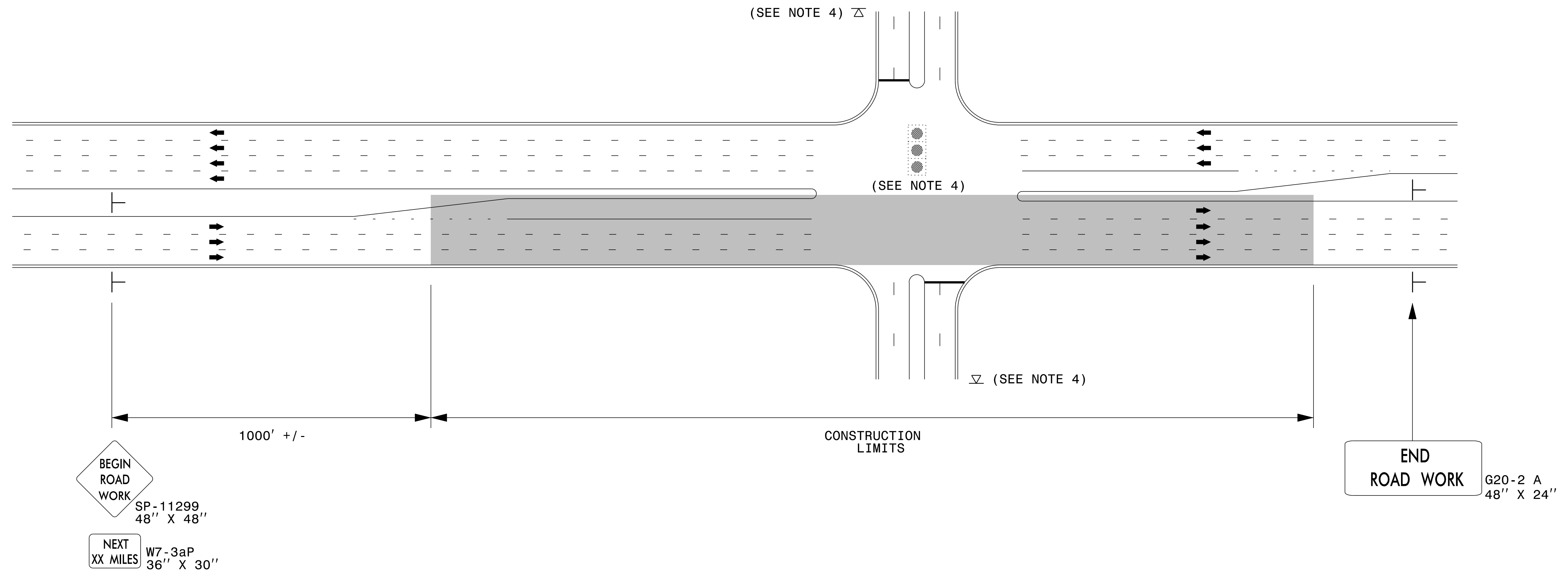
-Y- LINE SIGNING

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 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"> 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. 	



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

URBAN / SUBURBAN WORKZONES

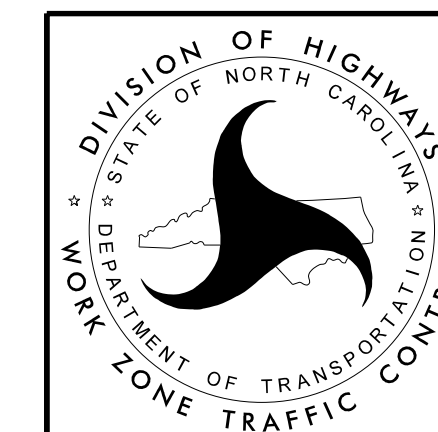


NOTES:

- 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.

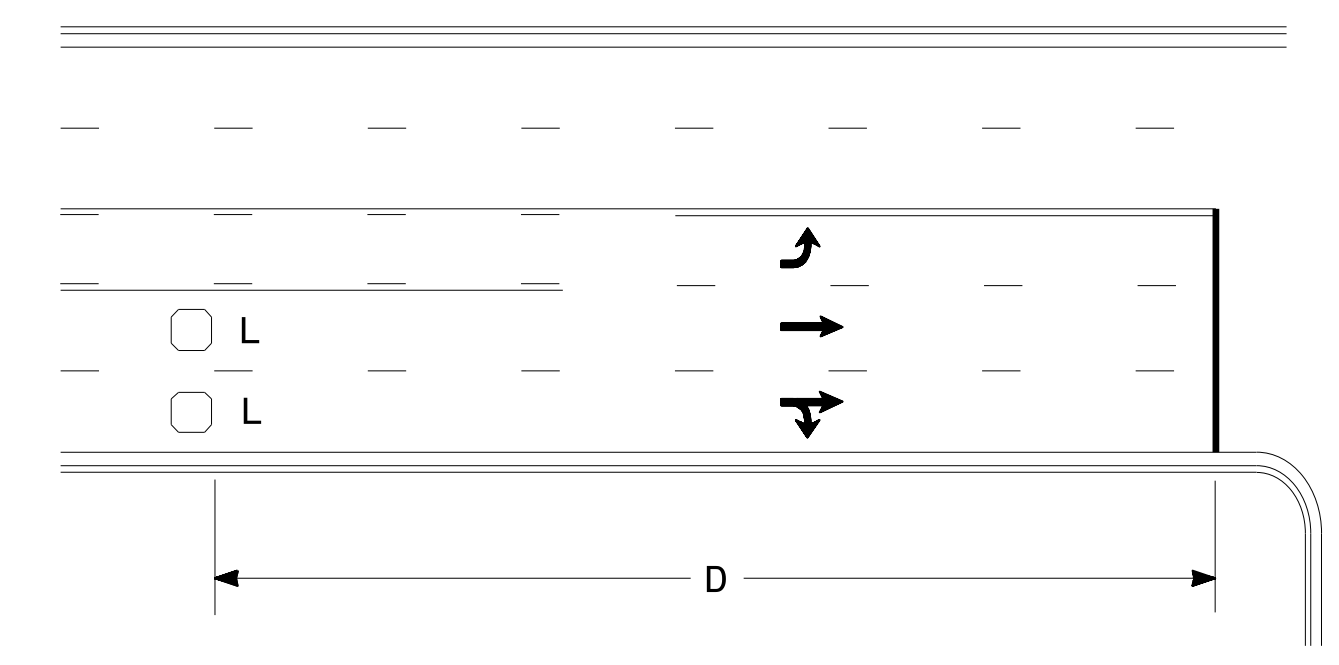
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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

High Speed Detection (≥40 mph)

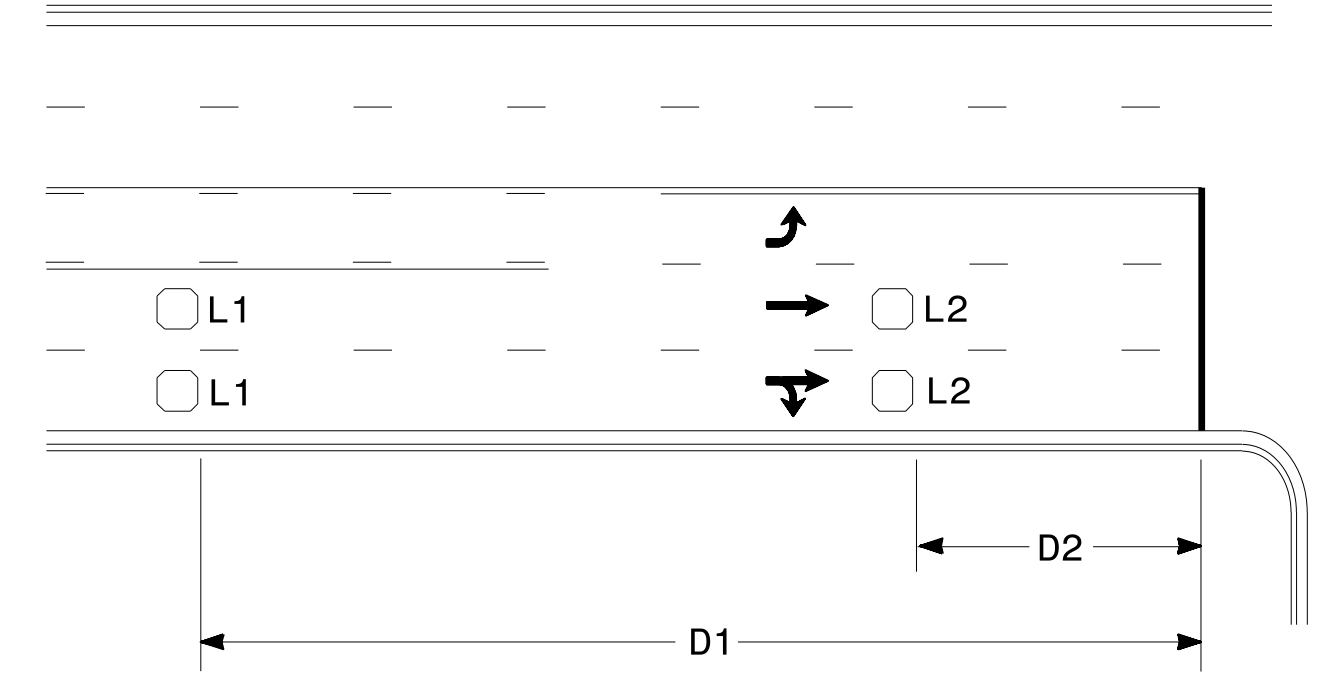


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

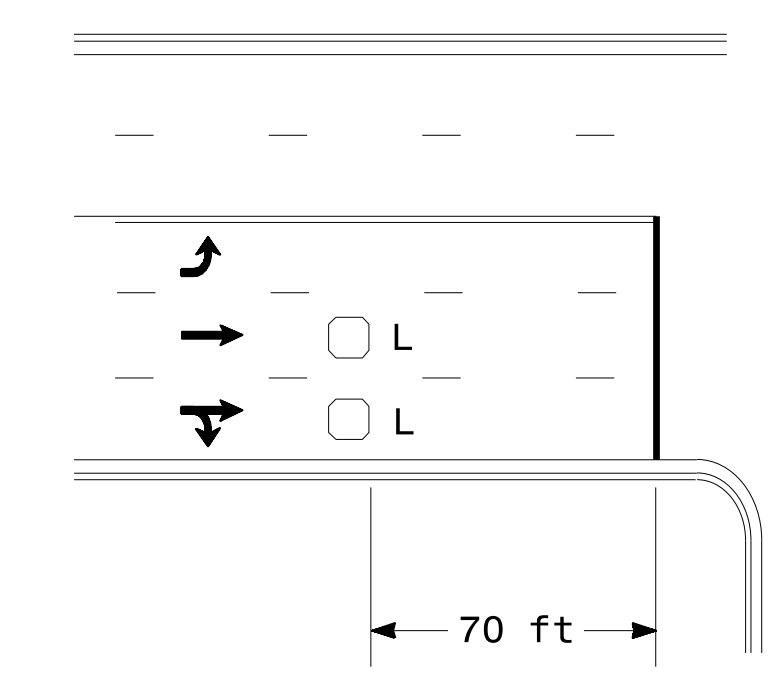


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

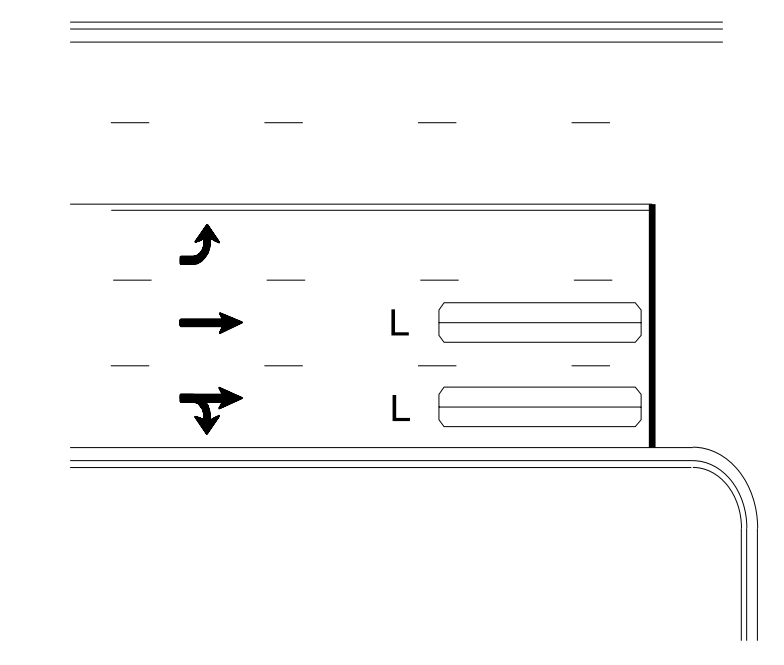
"Stretch" Operation

Low Speed Detection (≤35 mph)



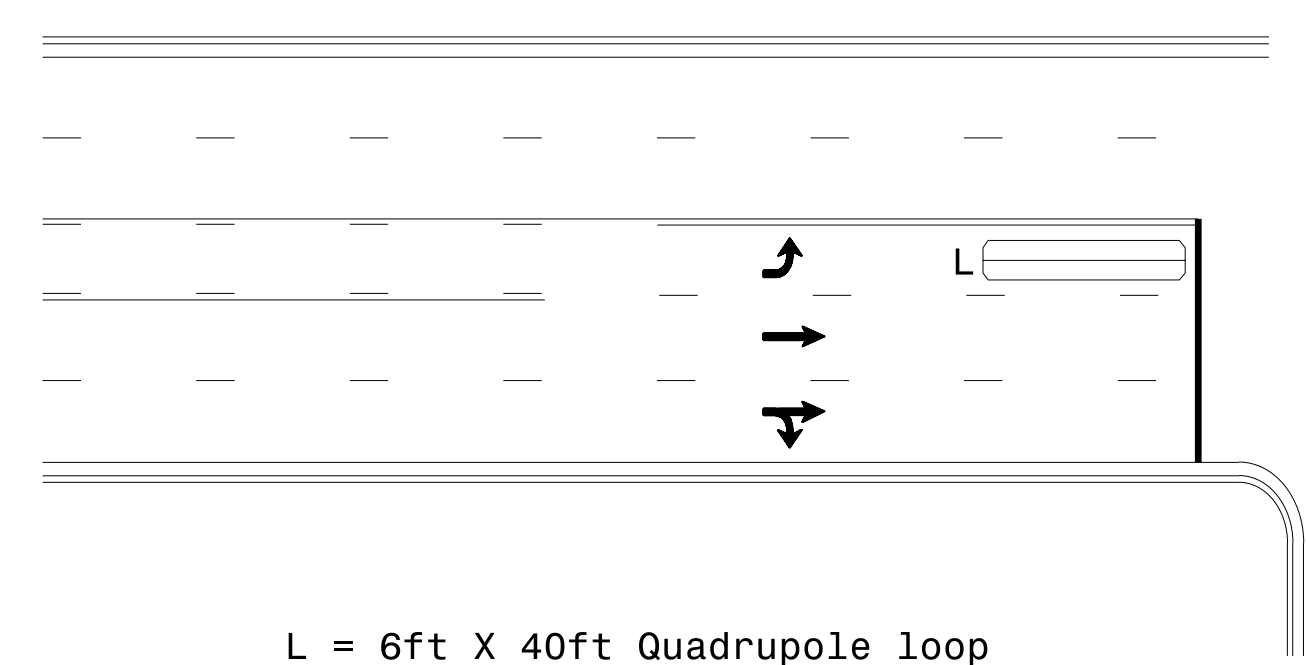
L = 6ft X 6ft
Wired in series

OR



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

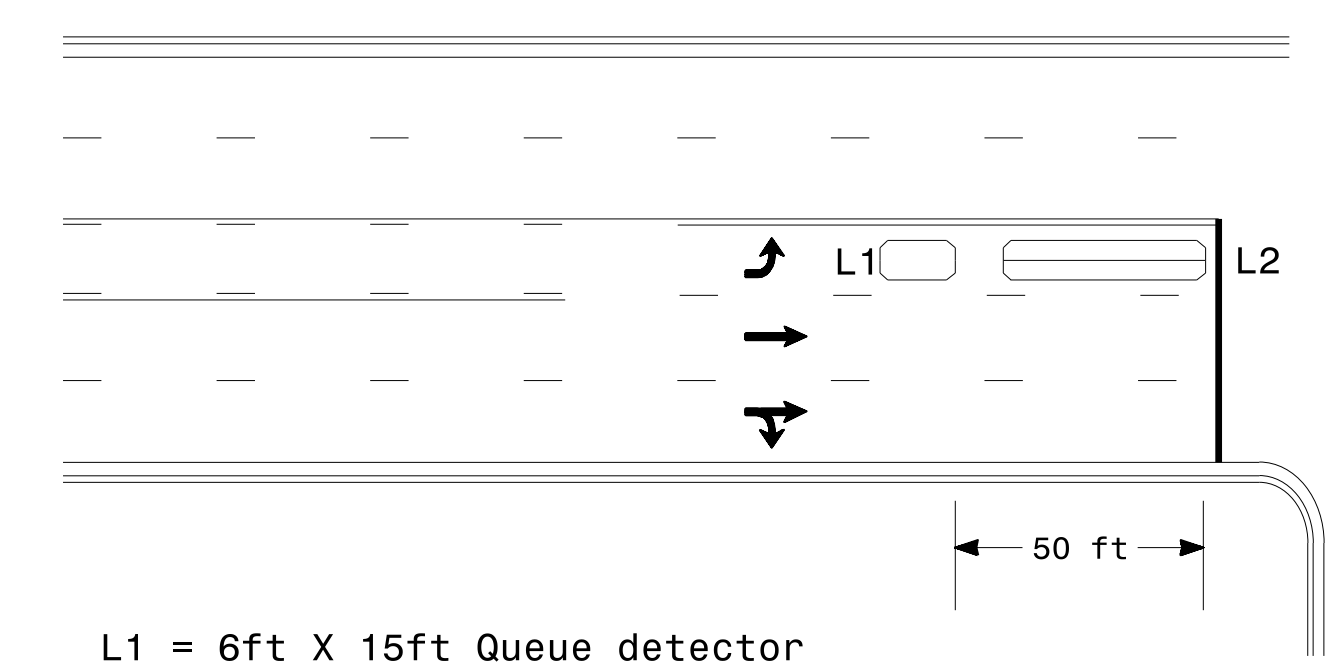
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

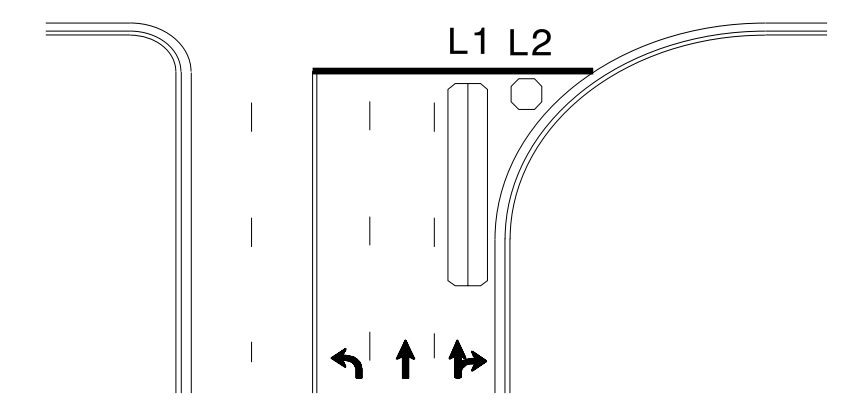
OR



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

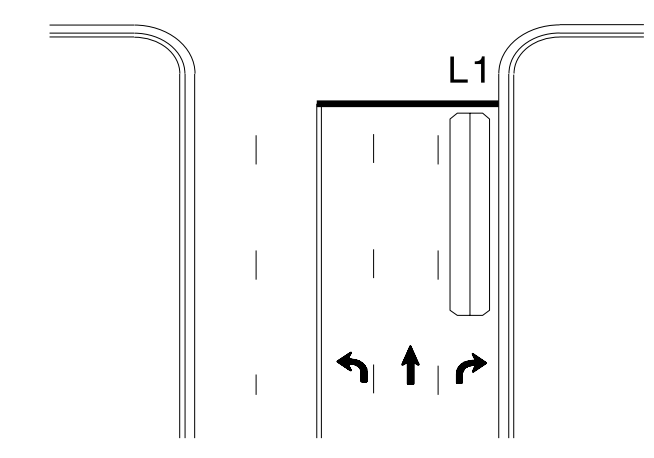
Queue Loop Detection

Right Turn Lane Detection

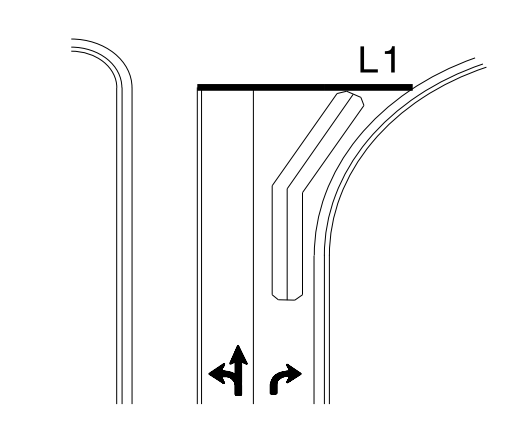


Shared Lane/
Wide Radius Turn

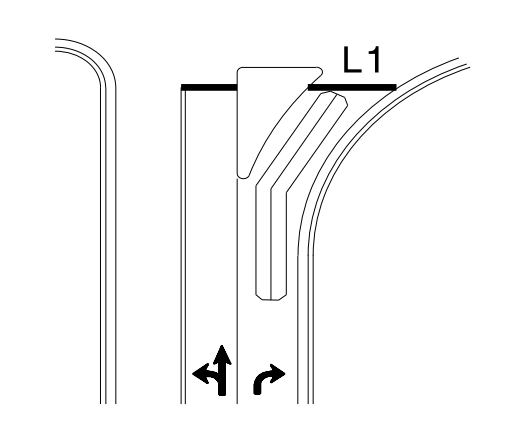
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

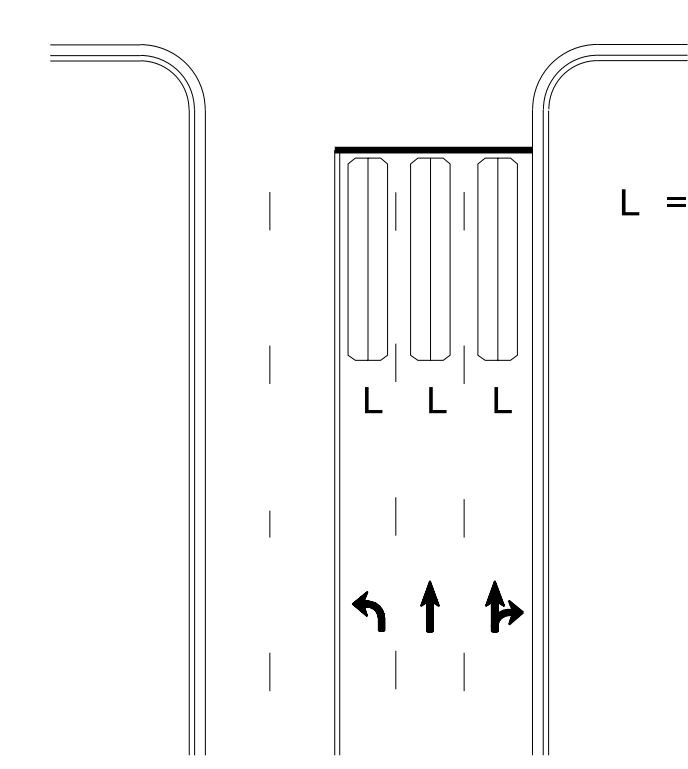


Wide Radius Turn



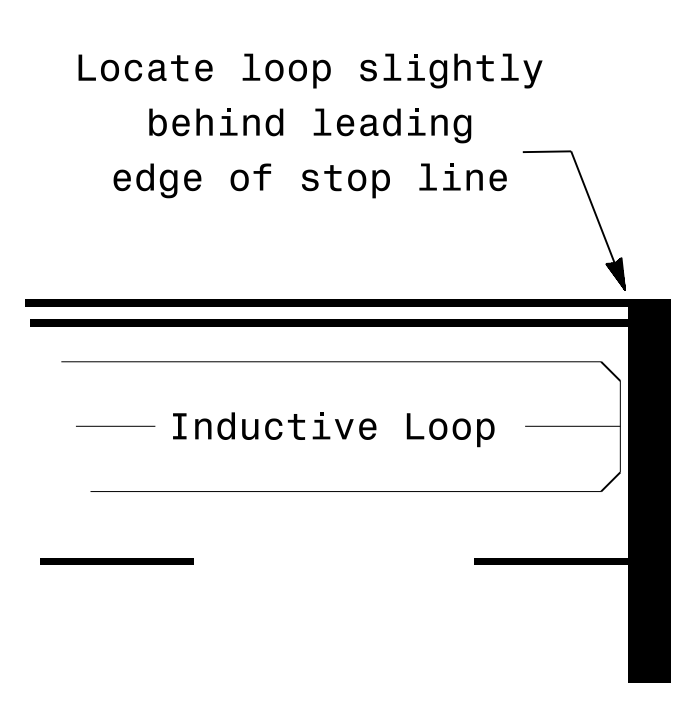
Channelized Turn

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
SIG. INVENTORY NO.

3D:\146-2015-12-29
 S:\146\2015\12-29\Signal Design\Section\Eastern\Region\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'

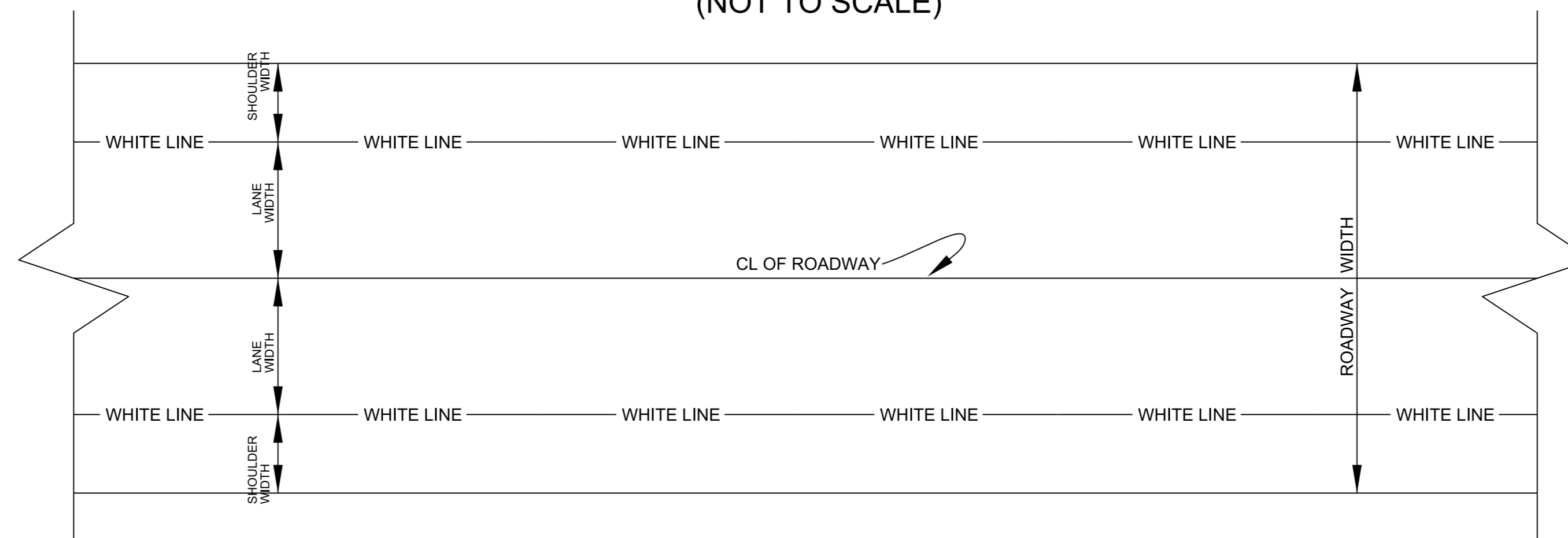
* May vary due to pavement width

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

SCHEMATIC OF ROADWAY

(NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.06.10.10781.1, 2020CPT.06.10.20781.1		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1503000000-E	1519000000-E	1523000000-E	1575000000-E	2830000000-N	2845000000-N	7444000000-E	
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1 1/2" MILLING	0" TO 1 1/2" MILLING	INCIDENTAL MILLING	INTERMEDIATE COURSE, I19.0C	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	INDUCTIVE LOOP SAWCUT	
												MI	FT	SY	SY	SY	TONS	TONS	TONS	EA	EA	FT		
2020CPT.06.10.10781.1	Robeson	1	NC 711	FROM SR 1340 (MP1.72) TO END C&G (MP3.15)	6	4	MU	NO	NO	1.43	50	1.00	100	41,947		3,400			3,603	216	34	11	4,400.00	
TOTAL FOR MAP NO. 1											1.43		1.00	100	41,947		3,400		3,603	216	34	11	4,400.00	
2020CPT.06.10.10781.1	Robeson	2	NC 72	FROM I-95 (MP 16.27) TO NC 711 (MP 16.73)	4	2	MU	NO	NO	0.46	75	0.15	65		4,318	2,500			1,788	107	4	1	800.00	
TOTAL FOR MAP NO. 2											0.46		0.15	65		4,318	2,500		1,788	107	4	1	800.00	
TOTAL FOR PROJ NO. 2020CPT.06.10.10781.1											1.89		1.15	165	41,947		4,318	5,900		5,391	323	38	12	5,200.00
2020CPT.06.10.20781.1	Robeson	3	SR 1003	FROM US 301 (MP 5.79) TO US 74 (MP 10.89)	1	2	2WU	NO	NO	5.1	24	10.20	2,219				430	6,074		428				
TOTAL FOR MAP NO. 3											5.1		10.20	2,219				430	6,074		428			
2020CPT.06.10.20781.1	Robeson	4	SR 1130	FROM SR 1101 (MP 0.0) TO SR 1131 (MP 3.01)	1	2	2WU	NO	NO	3.01	20	6.02	1,309				254	2,991		213				
TOTAL FOR MAP NO. 4											3.01		6.02	1,309				254	2,991		213			
2020CPT.06.10.20781.1	Robeson	5	SR 1122	FROM SR 1170 (MP 3.72) TO US 501 (MP 8.22)	1	2	2WU	NO	NO	4.5	18	9.00	1,958				3,764	4,943		512				
TOTAL FOR MAP NO. 5											4.5		9.00	1,958				3,764	4,943		512			
2020CPT.06.10.20781.1	Robeson	6	SR 1339	FROM MP SR 1347 (12.27) TO SR 1303 (MP 16.87)	1	2	2WU	NO	NO	4.6	24	9.20	2,001				388	5,479		386				
TOTAL FOR MAP NO. 6											4.6		9.20	2,001				388	5,479		386			
2020CPT.06.10.20781.1	Robeson	7	SR 1312	FROM SR 1339 (MP 8.17) TO SR 1303 (MP 12.01)	1	2	2WU	NO	NO	3.84	22	7.68	1,670				324	4,235		299				
TOTAL FOR MAP NO. 7											3.84		7.68	1,670				324	4,235		299			
2020CPT.06.10.20781.1	Robeson	8	SR 1565	FROM SR 1564 (MP 0.00) TO PTL (MP 0.52)	1	2	2WU	NO	NO	0.52	21	1.04	226				44	558		40				
		"	"	FROM PTL (MP 0.52) TO SR 1563 (MP 0.93)	4	3	MU - Multi-lane undivided traffic	NO	NO	0.41	34			3,849				691		46	4	4		
TOTAL FOR MAP NO. 8											0.93		1.04	226			3,849		44	1,249		86	4	4
2020CPT.06.10.20781.1	Robeson	9	SR 1353	FROM SR 1352 (MP 0.00) TO SR 1347 (MP 1.03)	1	2	2WU	NO	NO	1.03	20	2.06	448				87	1,079		76				
TOTAL FOR MAP NO. 9											1.03		2.06	448				87	1,079		76			
2020CPT.06.10.20781.1	Robeson	10	SR 1616	FROM SR 1553 (MP 0.00) TO SR 1339 (MP 0.66)	1	2	2WU	NO	NO	0.66	20	1.32	287				56	656		47				
TOTAL FOR MAP NO. 10											0.66		1.32	287				56	656		47			
TOTAL FOR PROJ NO. 2020CPT.06.10.20781.1											23.67		46.52	10,118			3,849		5,347	26,706		2,047	4	4
GRAND TOTAL											25.56		47.67	10,283	41,947		8,167		5,347	26,706		42	16	5,200.00

PROJECT NO.	SHEET NO.	TOTAL NO.
2020CPT.06.10.10781.1, 2020CPT.06.10.20781.1		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH		441300000-E WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	445700000-N TEMPORARY TRAFFIC CONTROL	468500000-E		468600000-E		469500000-E		469700000-E		470000000-E		470500000-E		471000000-E		472100000-E		472500000-E		481000000-E		490000000-N					
								MI	FT			4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	8" X 120 M WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 120 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO RXR 120 M	THERMO MSG ONLY 120 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	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS					
2020CPT.06.10.10781.1	Robeson	1	NC 711	FROM SR 1340 (MP1.72) TO END C&G (MP3.15)	6	4	MU	1.43	50	366	1.00	1,508	230	14,418	14,954	990	165	575			730	700	6	8	31	28	18	1	3			164	161				
TOTAL FOR MAP NO. 1								1.43		366	1	1,508	230	14,418	14,954	990	165	575			730	700	6	8	31	28	18	1	3			164	161				
2020CPT.06.10.10781.1	Robeson	2	NC 72	FROM I-95 (MP 16.27) TO NC 711 (MP 16.73)	4	2	MU	0.46	75	212		4,950		1,958	7,466	120				273		225		12	14	1	10			2		122	60				
TOTAL FOR MAP NO. 2								0.46		212		4,950		1,958	7,466	120					273		225		12	14	1	10			2		122	60			
TOTAL FOR PROJ NO. 2020CPT.06.10.10781.1								1.89		578	1	6,458	230	16,376	22,420	1,110	165	575	273	730	925	6	20	45	29	28	28	1	5			286	221				
												6,688	230	38,796			1,275					26					108						507				
2020CPT.06.10.20781.1	Robeson	3	SR 1003	FROM US 301 (MP 5.79) TO US 74 (MP 10.89)	1	2	2WU	5.1	24	892		54,876		45,777							30												345				
TOTAL FOR MAP NO. 3								5.1		892		54,876		45,777									30												345		
2020CPT.06.10.20781.1	Robeson	4	SR 1130	FROM SR 1101 (MP 0.0) TO SR 1131 (MP 3.01)	1	2	2WU	3.01	20	417																				64,775	39,732			199			
TOTAL FOR MAP NO. 4								3.01		417																					64,775	39,732			199		
2020CPT.06.10.20781.1	Robeson	5	SR 1122	FROM SR 1170 (MP 3.72) TO US 501 (MP 8.22)	1	2	2WU	4.5	18	664																				96,840	59,400			297			
TOTAL FOR MAP NO. 5								4.5		664																					96,840	59,400			297		
2020CPT.06.10.20781.1	Robeson	6	SR 1339	FROM MP SR 1347 (12.27) TO SR 1303 (MP 16.87)	1	2	2WU	4.6	24	755		49,496		41,289																				303			
TOTAL FOR MAP NO. 6								4.6		755		49,496		41,289																						303	
2020CPT.06.10.20781.1	Robeson	7	SR 1312	FROM SR 1339 (MP 8.17) TO SR 1303 (MP 12.01)	1	2	2WU	3.84	22	830		41,318		34,467							30													260			
TOTAL FOR MAP NO. 7								3.84		830		41,318		34,467								30														260	
2020CPT.06.10.20781.1	Robeson	8	SR 1565	FROM SR 1564 (MP 0.00) TO PTL (MP 0.52)	1	2	2WU	0.52	21	138		6,500		150	7,430						115				5	5							9	66			
TOTAL FOR MAP NO. 8								0.93		264		10,912		150	11,076								115				5	5							9	69	
2020CPT.06.10.20781.1	Robeson	9	SR 1353	FROM SR 1352 (MP 0.00) TO SR 1347 (MP 1.03)	1	2	2WU	1.03	20	195																				22,166	13,596			68			
TOTAL FOR MAP NO. 9								1.03		195																					22,166	13,596			68		
2020CPT.06.10.20781.1	Robeson	10	SR 1616	FROM SR 1553 (MP 0.00) TO SR 1339 (MP 0.66)	1	2	2WU	0.66	20	74																								9	1,541		
TOTAL FOR MAP NO. 10								0.66		74																										9	1,541
TOTAL FOR PROJ NO. 2020CPT.06.10.20781.1								23.67		4,091		156,602	230	150	132,609					115				60			5	5					183,781	112,728	9	1,541	
												156,602	230	150	132,609					115			60			5	5					183,781	112,728	9	1,541		
GRAND TOTAL								25.56		4,669	1	163,060	230	150	155,029	1,110	165	575	388	730	985	6	20	50	34	28	1	5			183,781	112,728	295	1,762			
												163,290	230	150	171,555	1,275						26				118				296,509				2,057			