

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS – REVISED – 2-18-19

Letting Date: February 20, 2019

CONTRACT ID: DF00253

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2021CPT.06.03.10781.1 & 2021CPT.06.03.20781.1

ROUTE NO.: US 74 ALT., US 301 & VARIOUS SR

LOCATION: VARIOUS

COUNTY: ROBESON

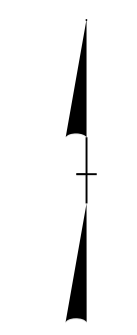
LENGTH OF PROJECT: 26.600 MILES

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

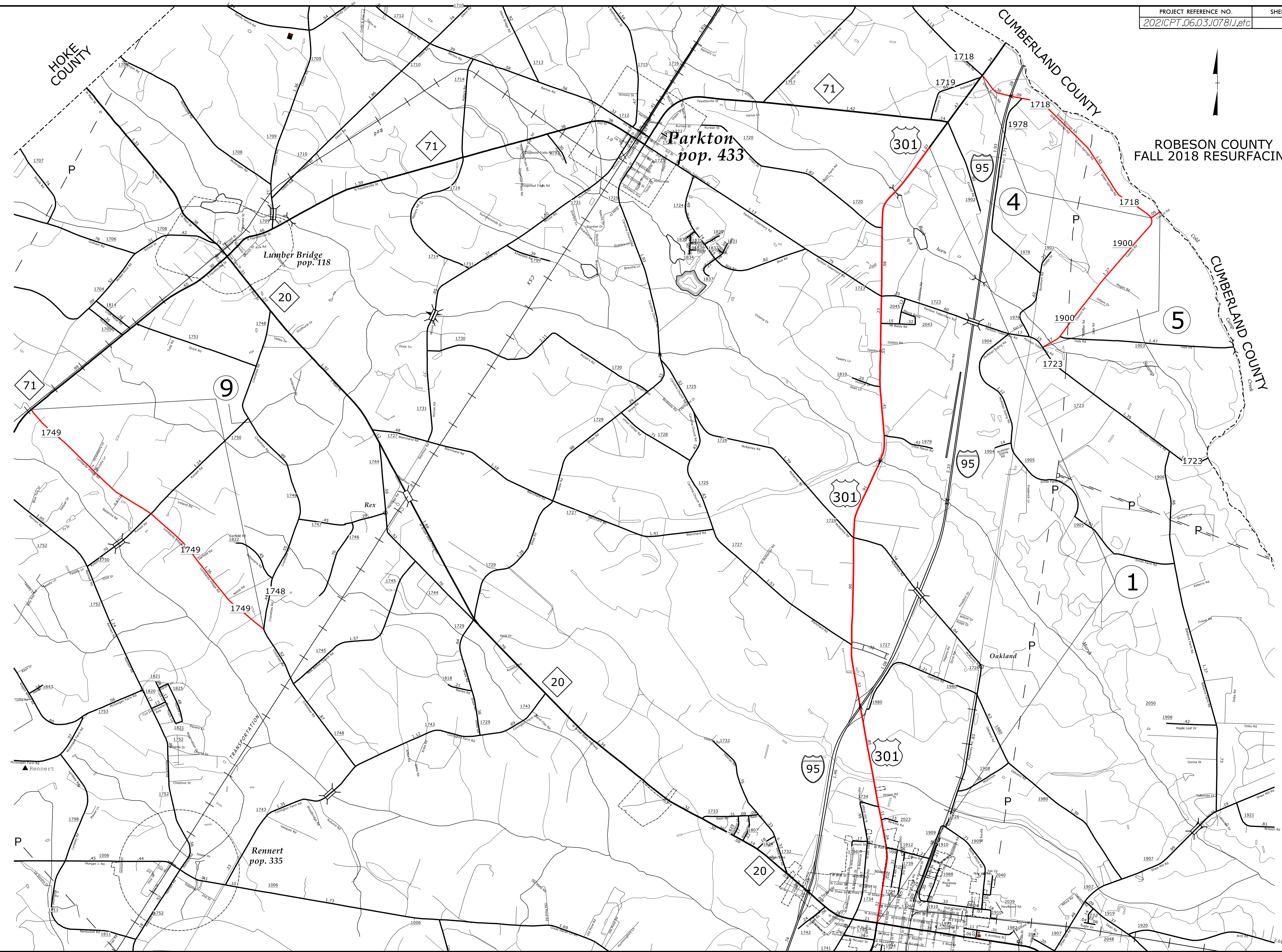
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ROBESON COUNTY FALL 2018 RESURFACING

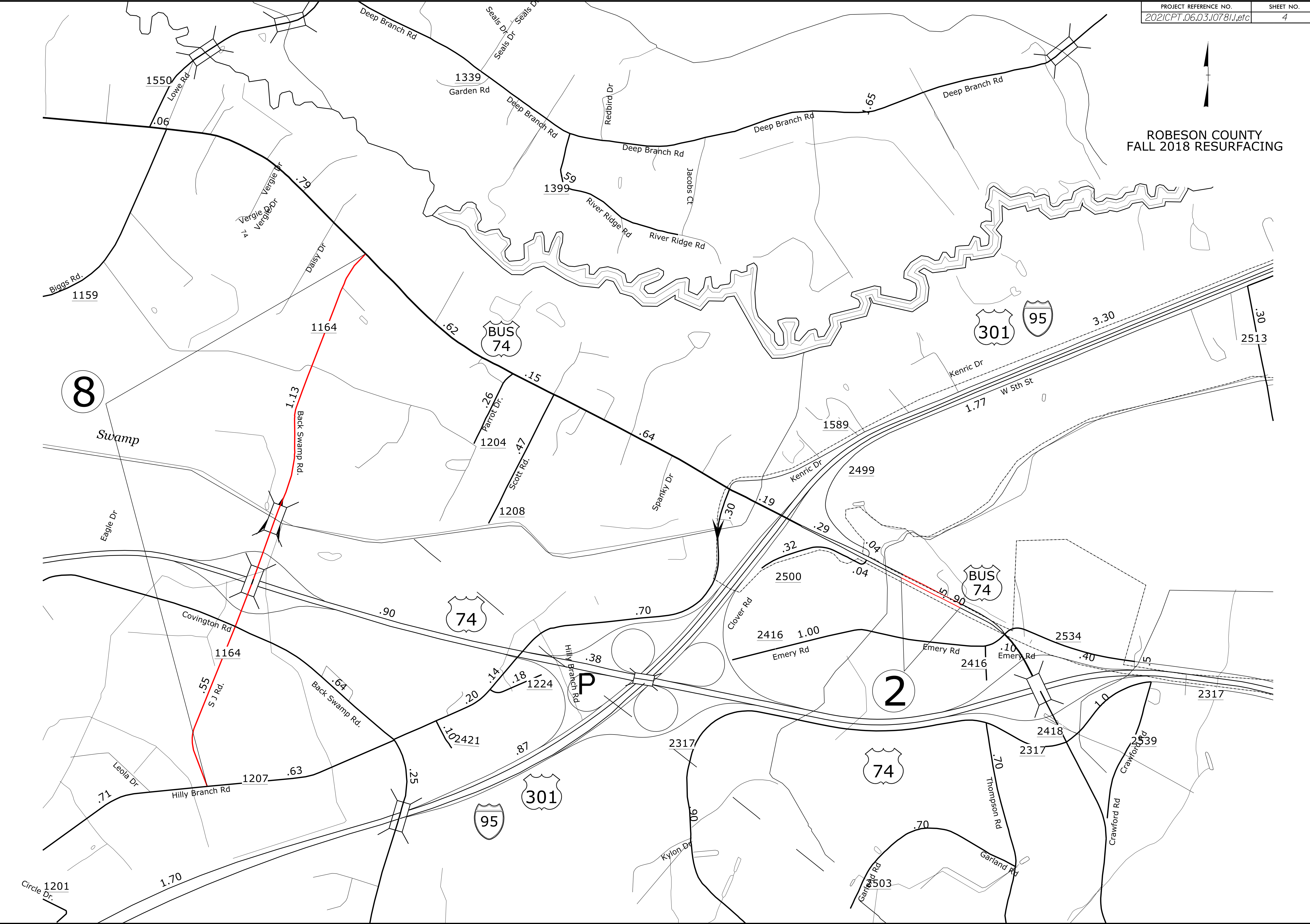
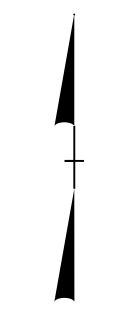


REVISIONS

8/17/99

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ROBESON COUNTY
FALL 2018 RESURFACING



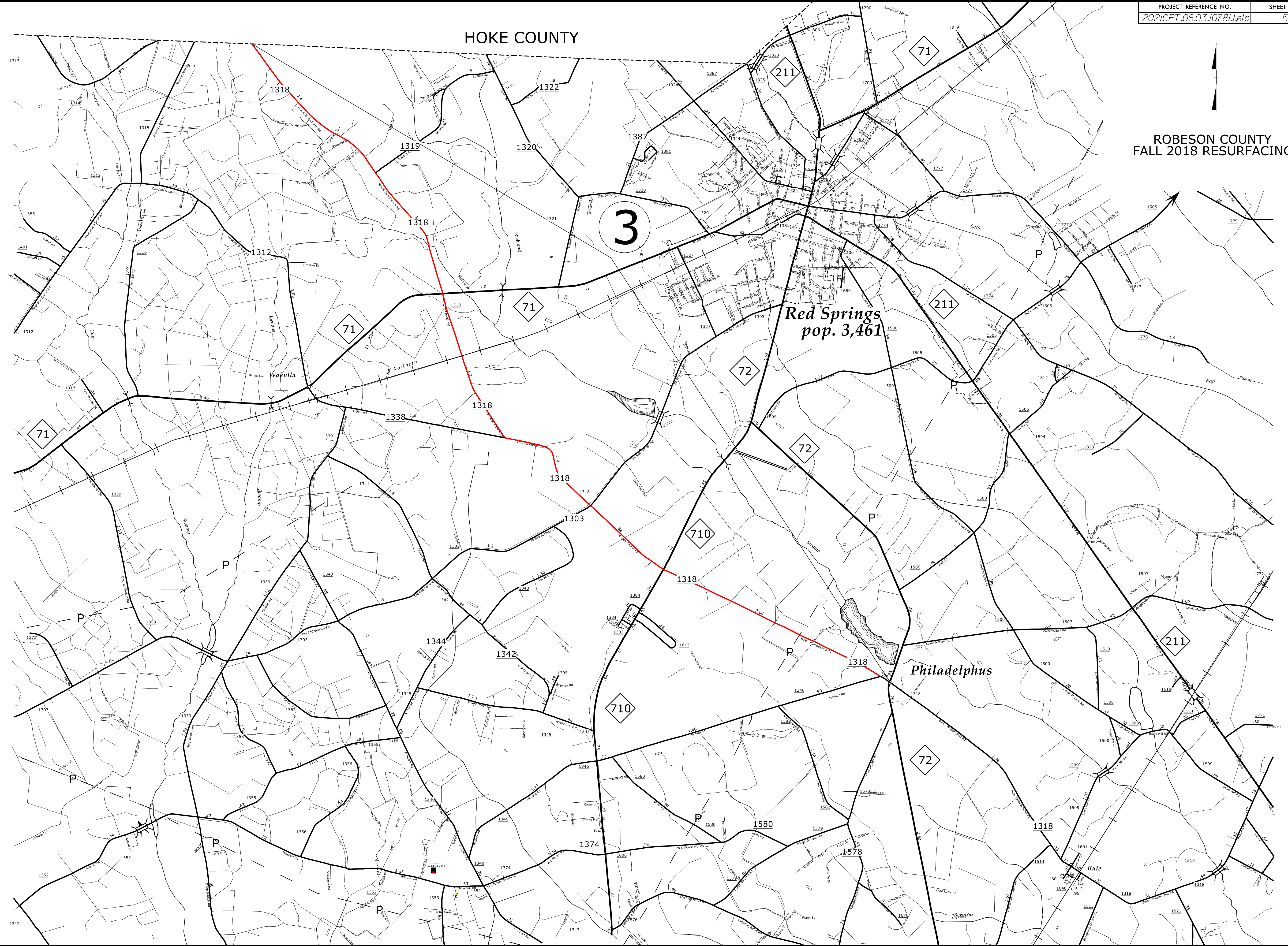
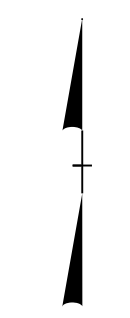
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HOKE COUNTY

ROBESON COUNTY
FALL 2018 RESURFACING



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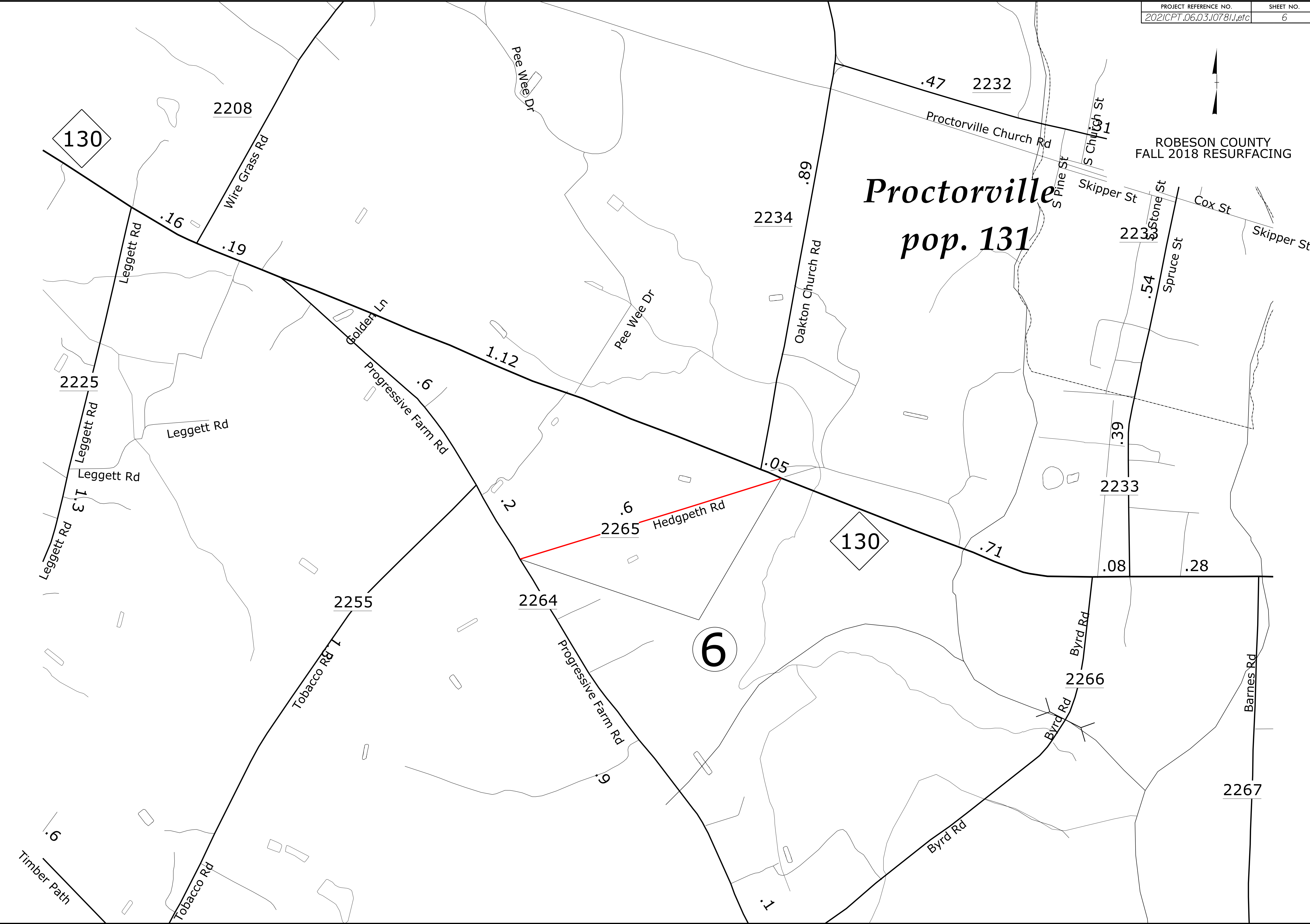
ROBESON COUNTY
FALL 2018 RESURFACING



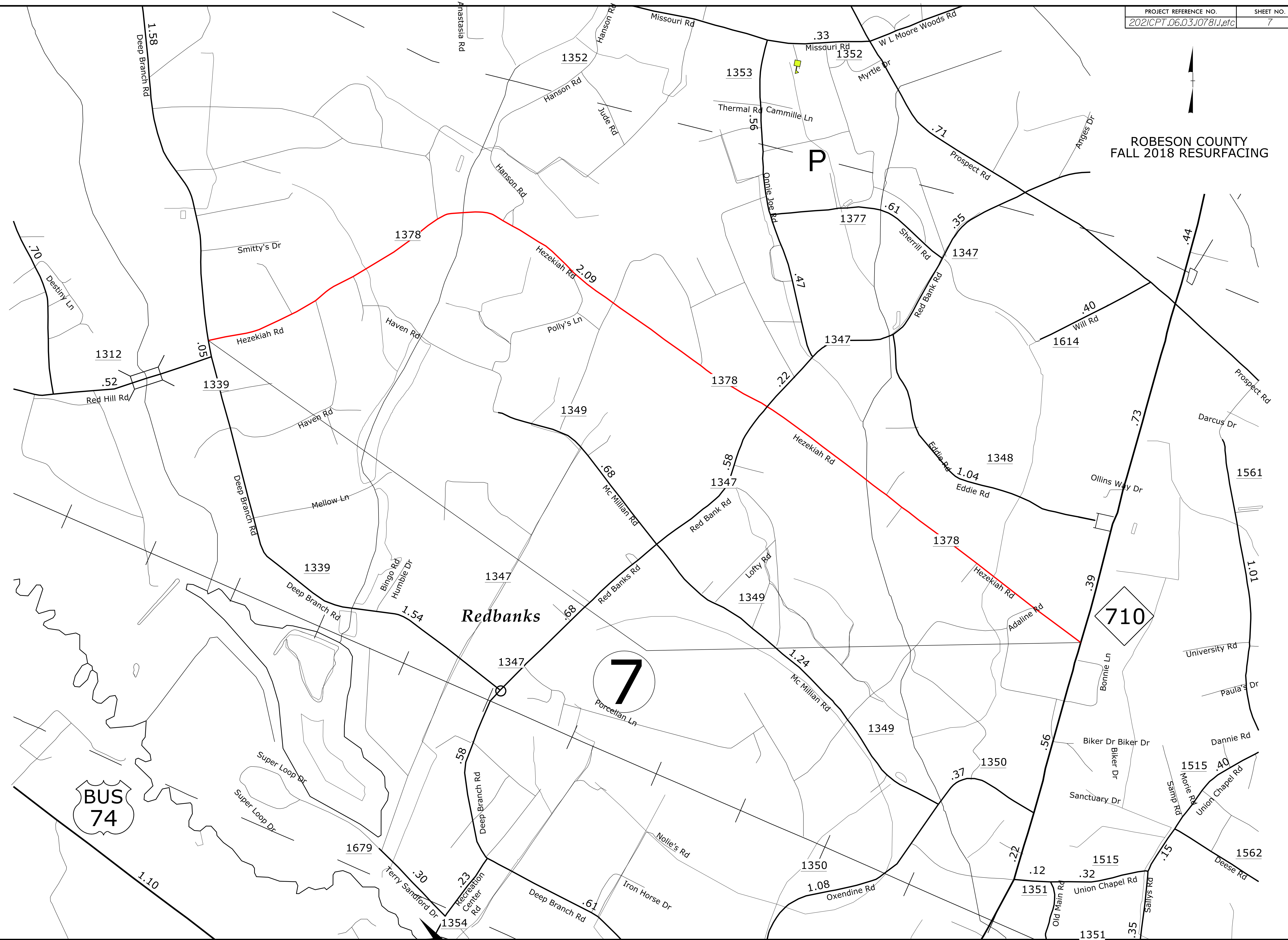
Proctorville
pop. 131

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ROBESON COUNTY
FALL 2018 RESURFACING

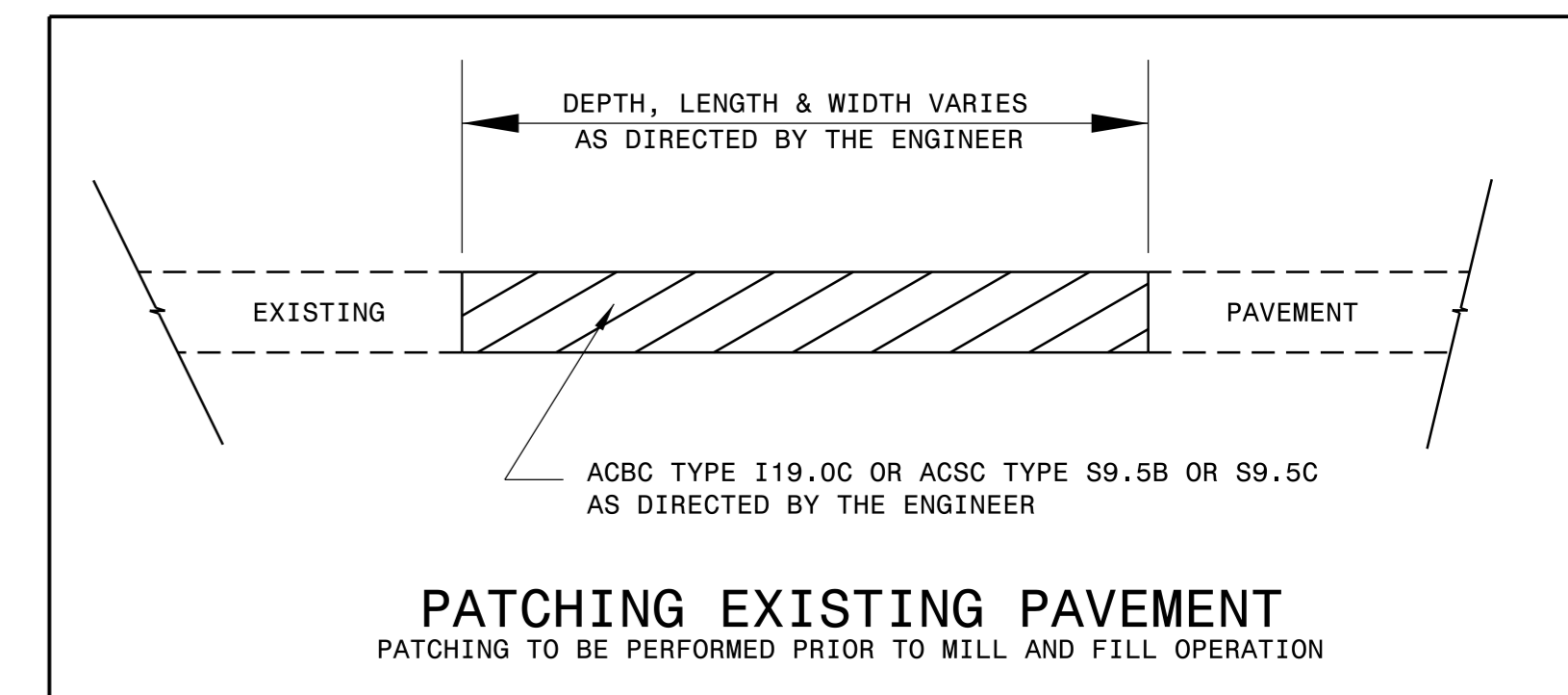
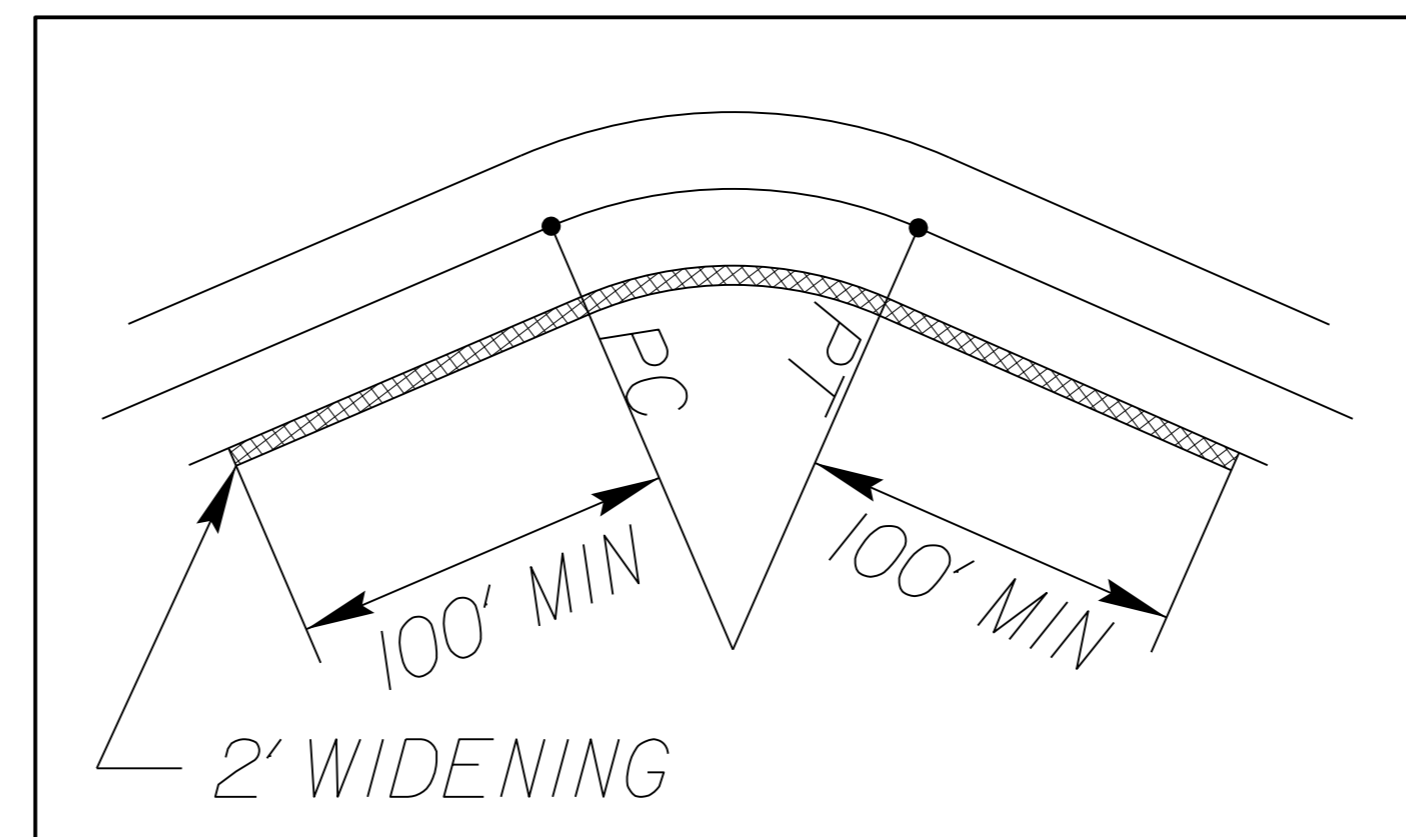
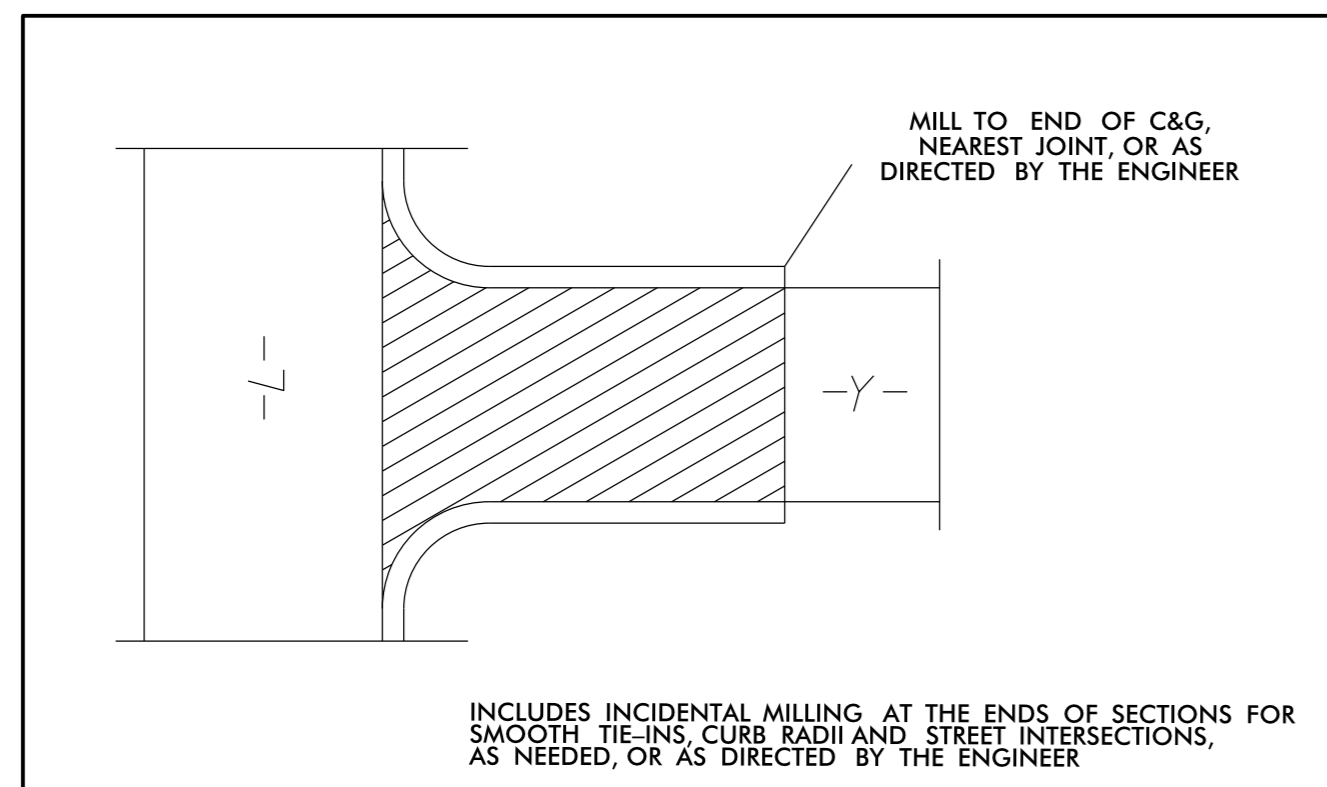
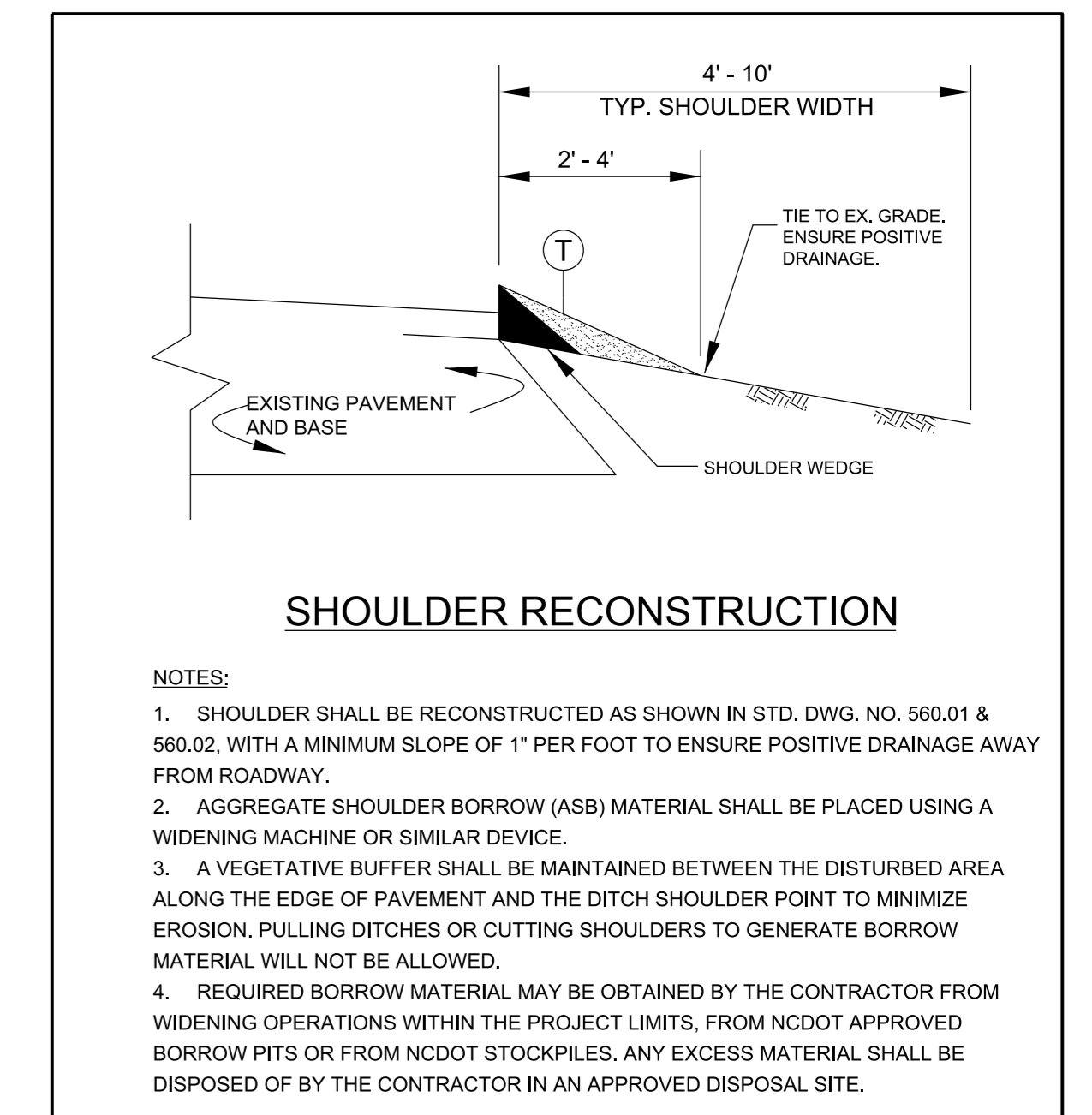
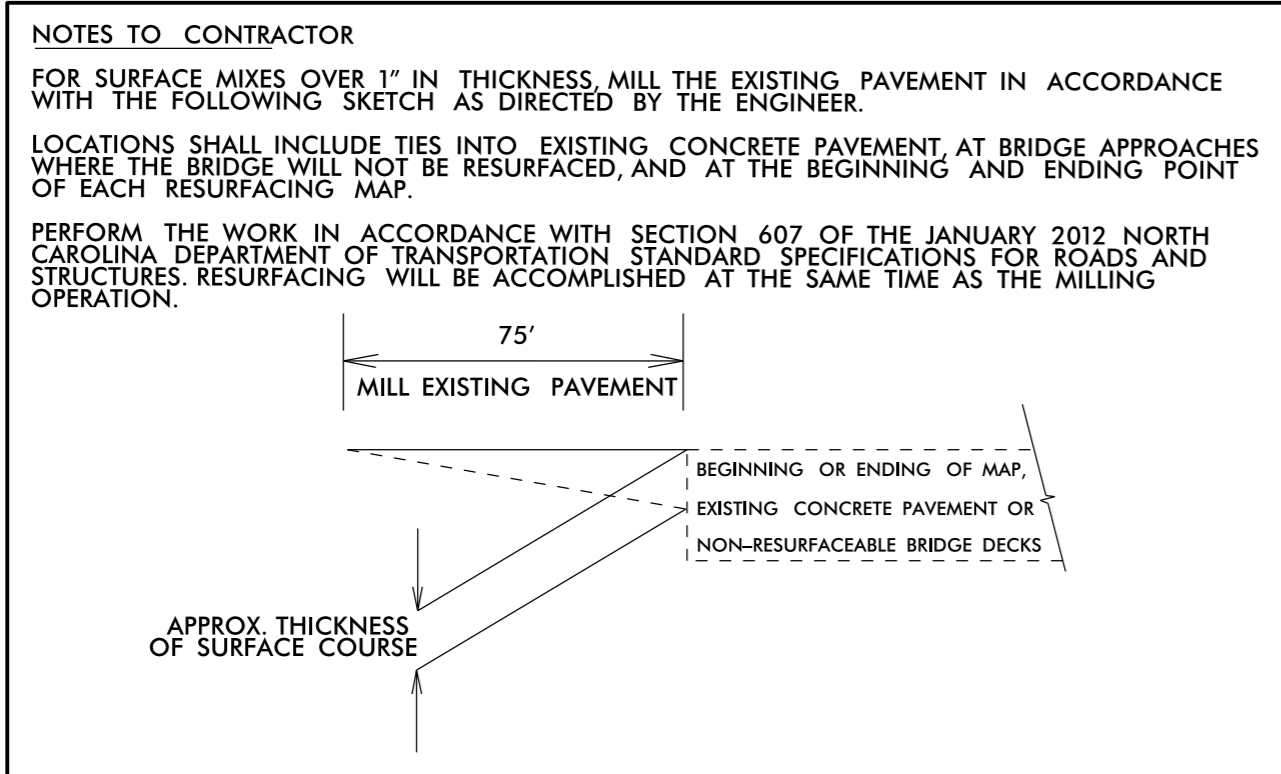
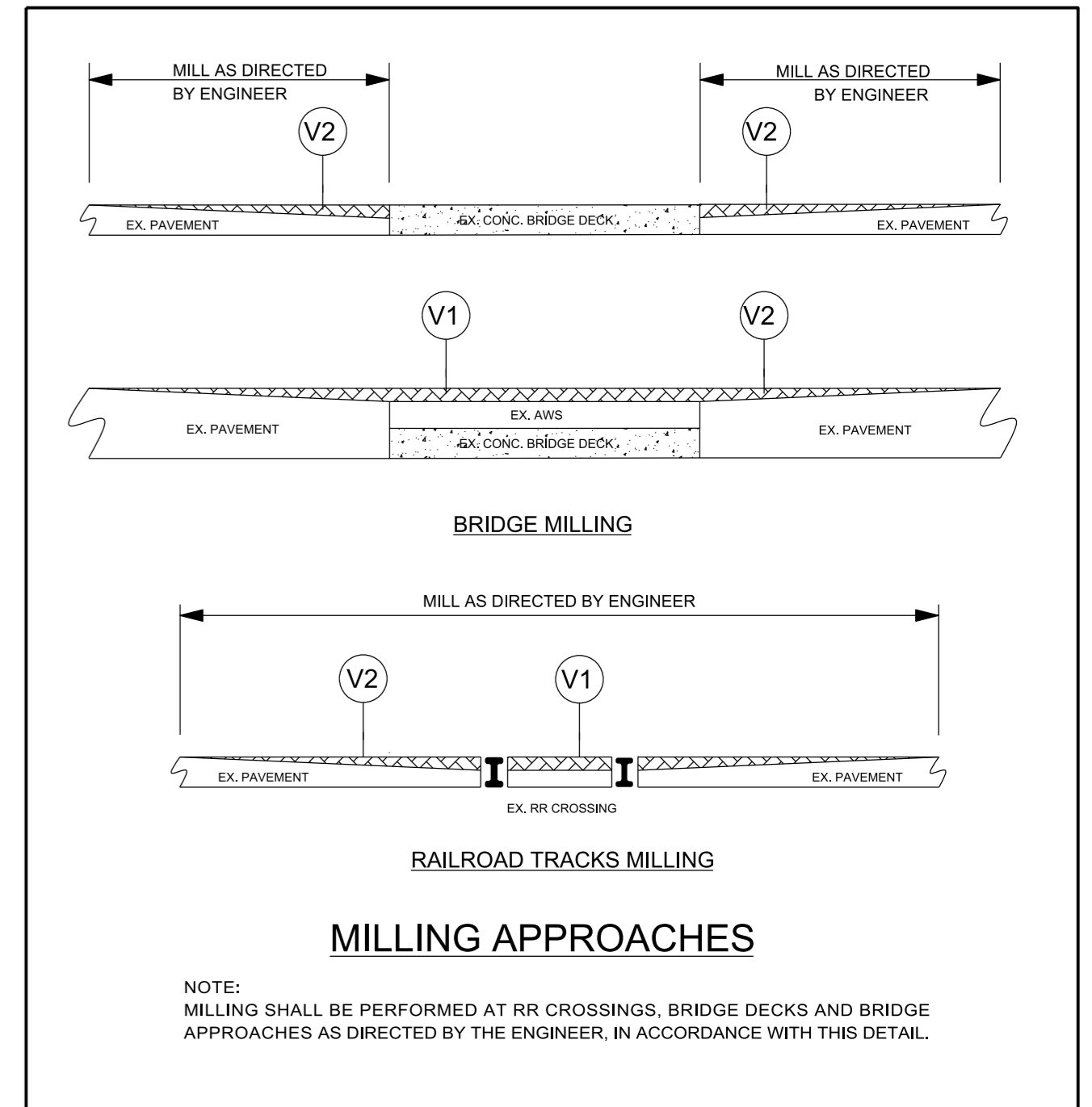
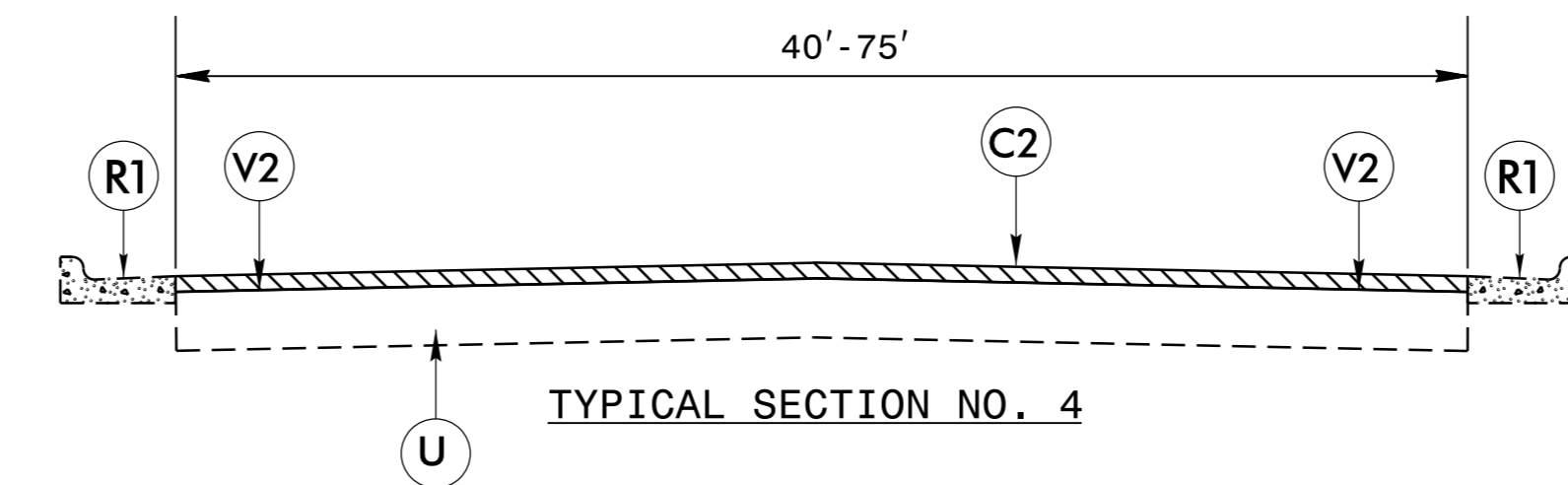
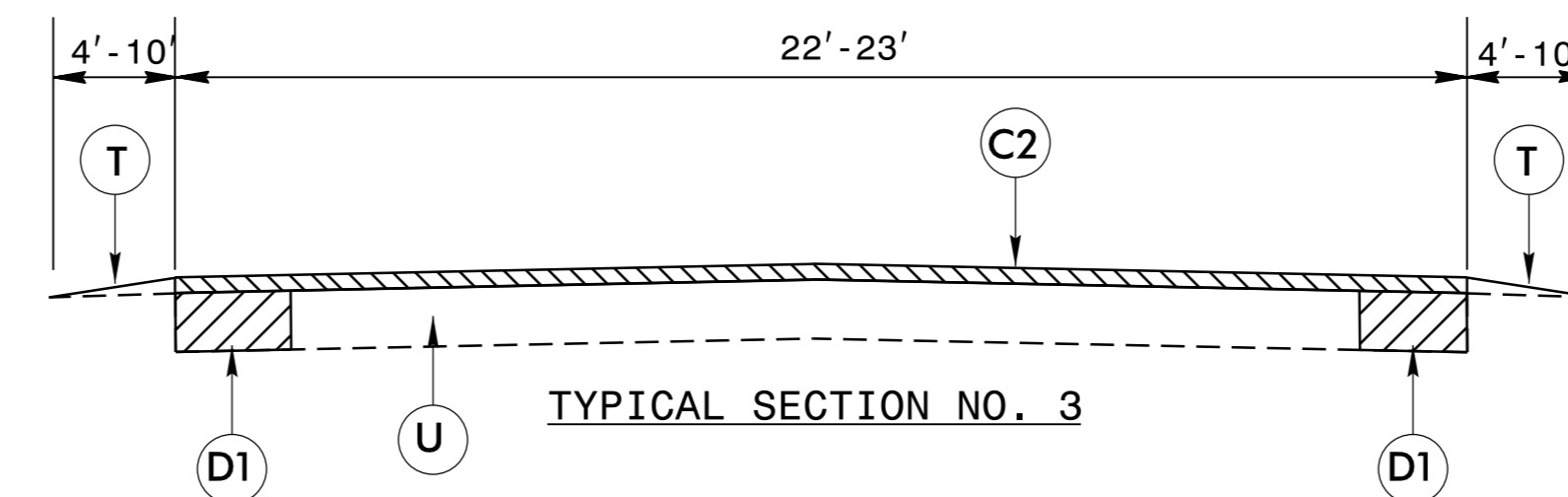
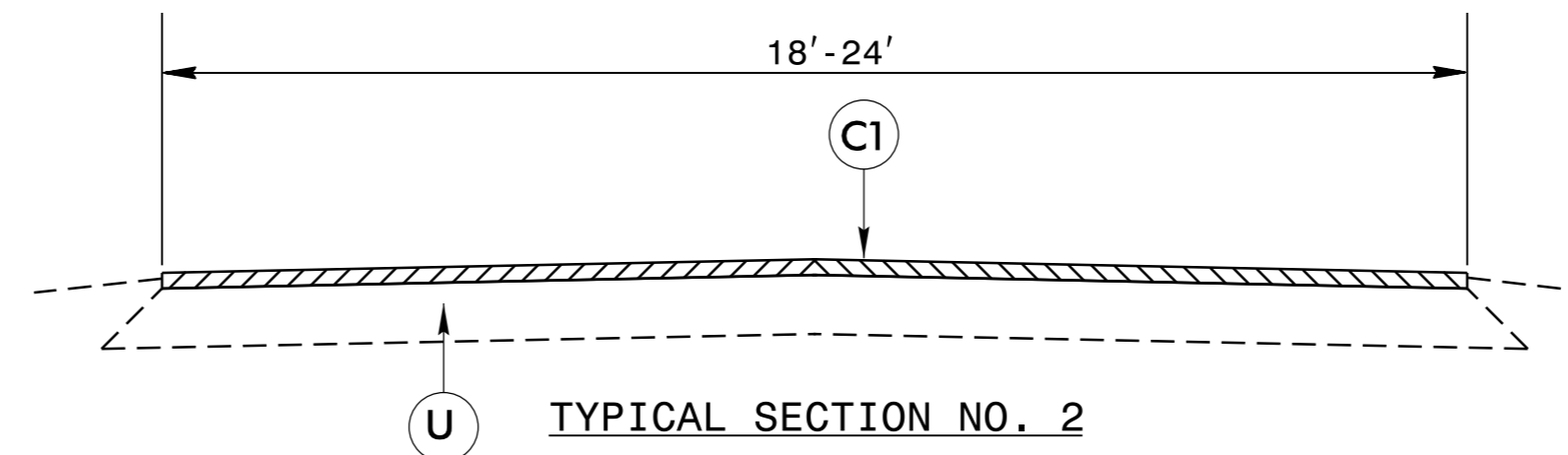
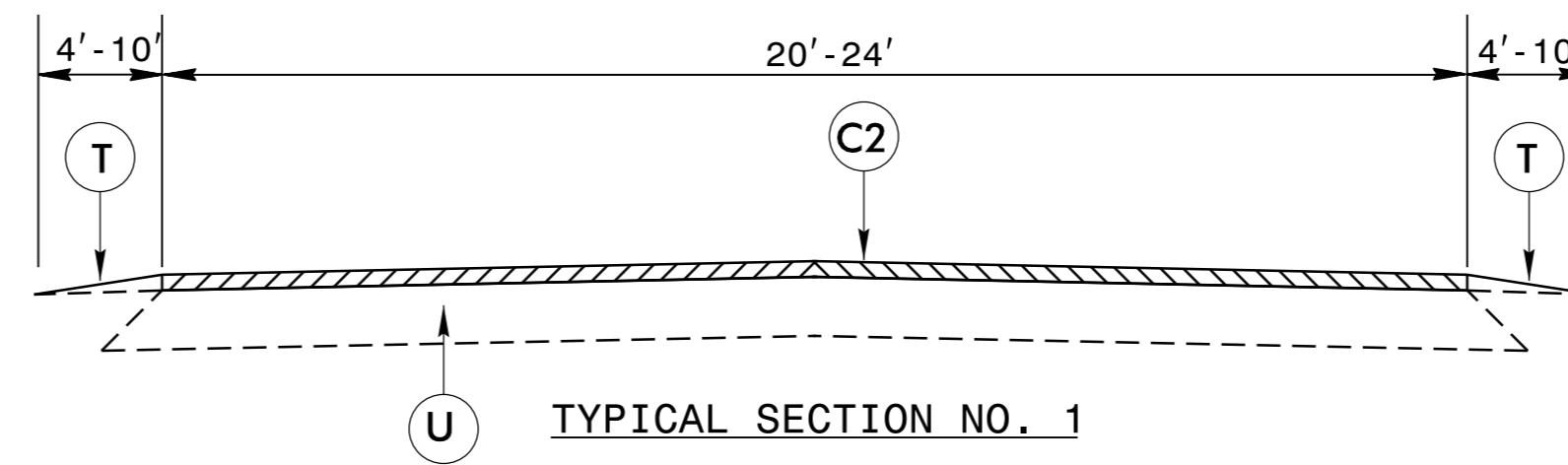


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PAVEMENT SCHEDULE

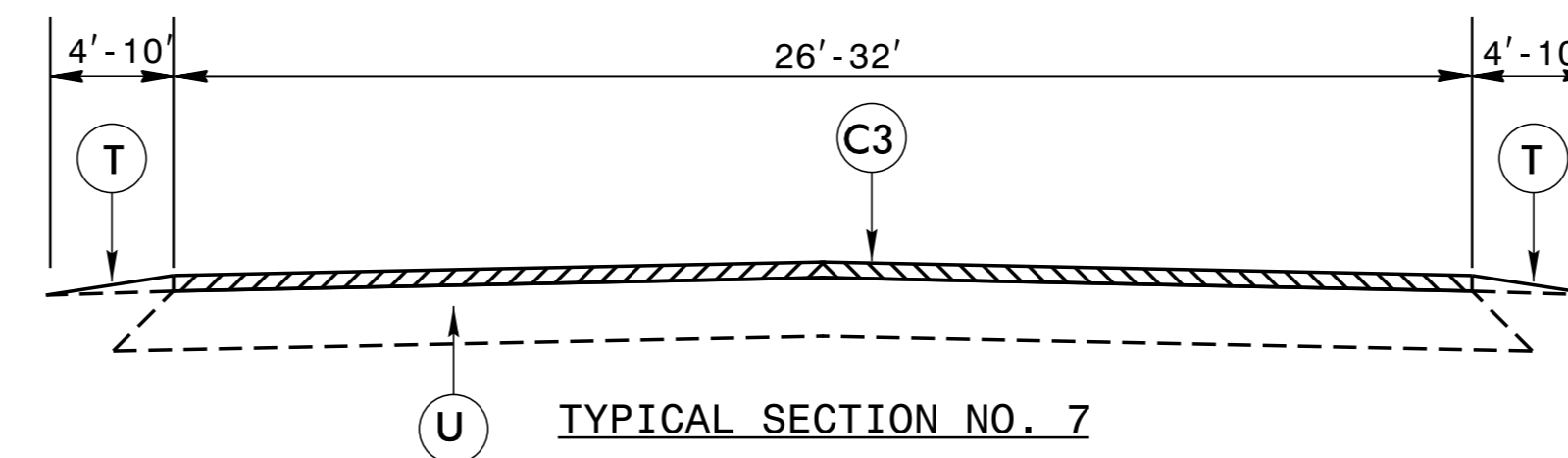
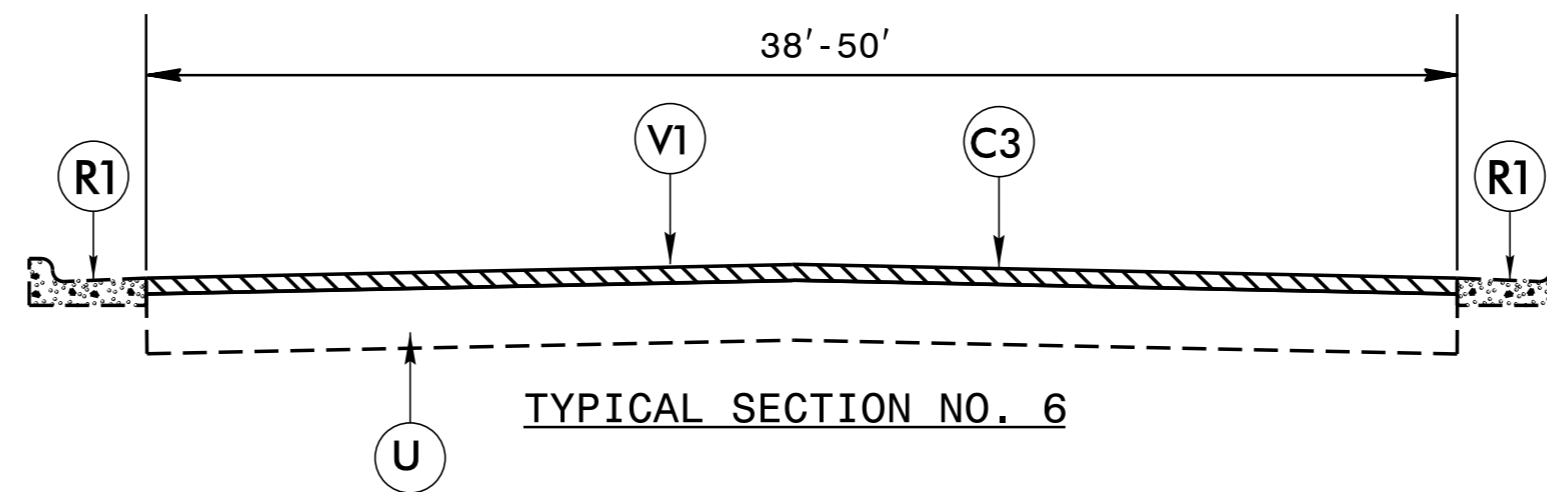
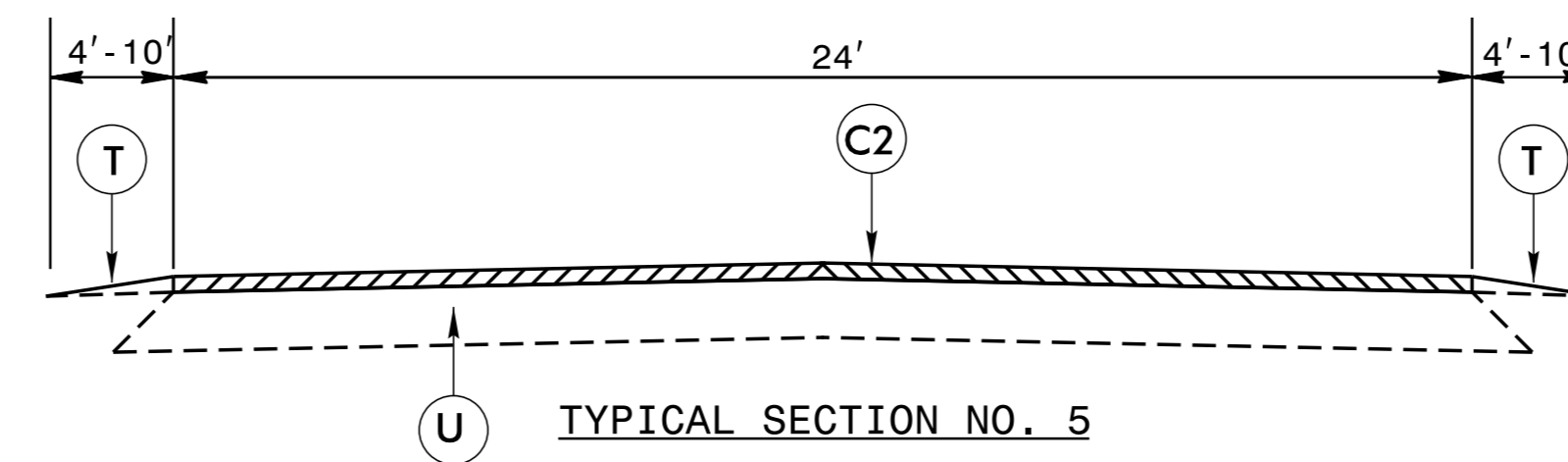
C1	1" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C3	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	5½" ASPHALT CONCRETE 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)



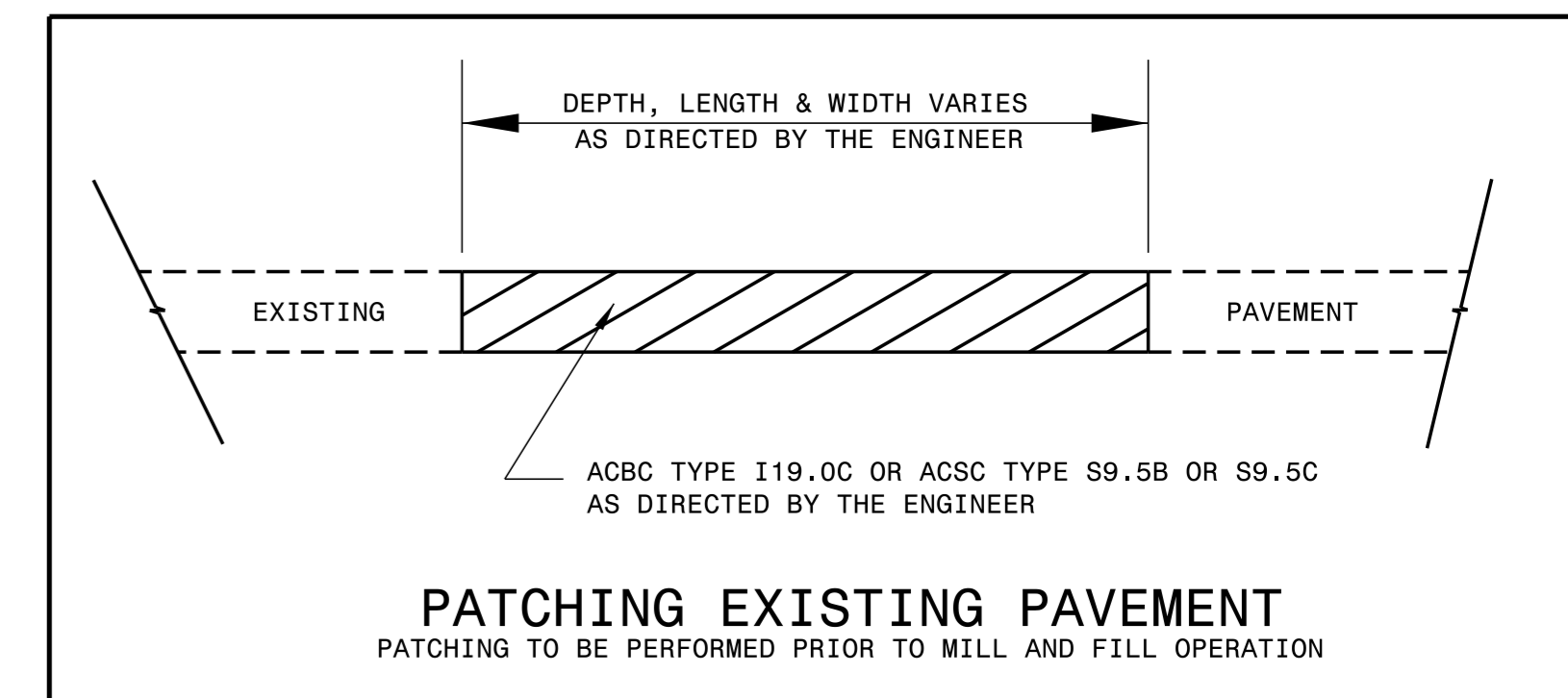
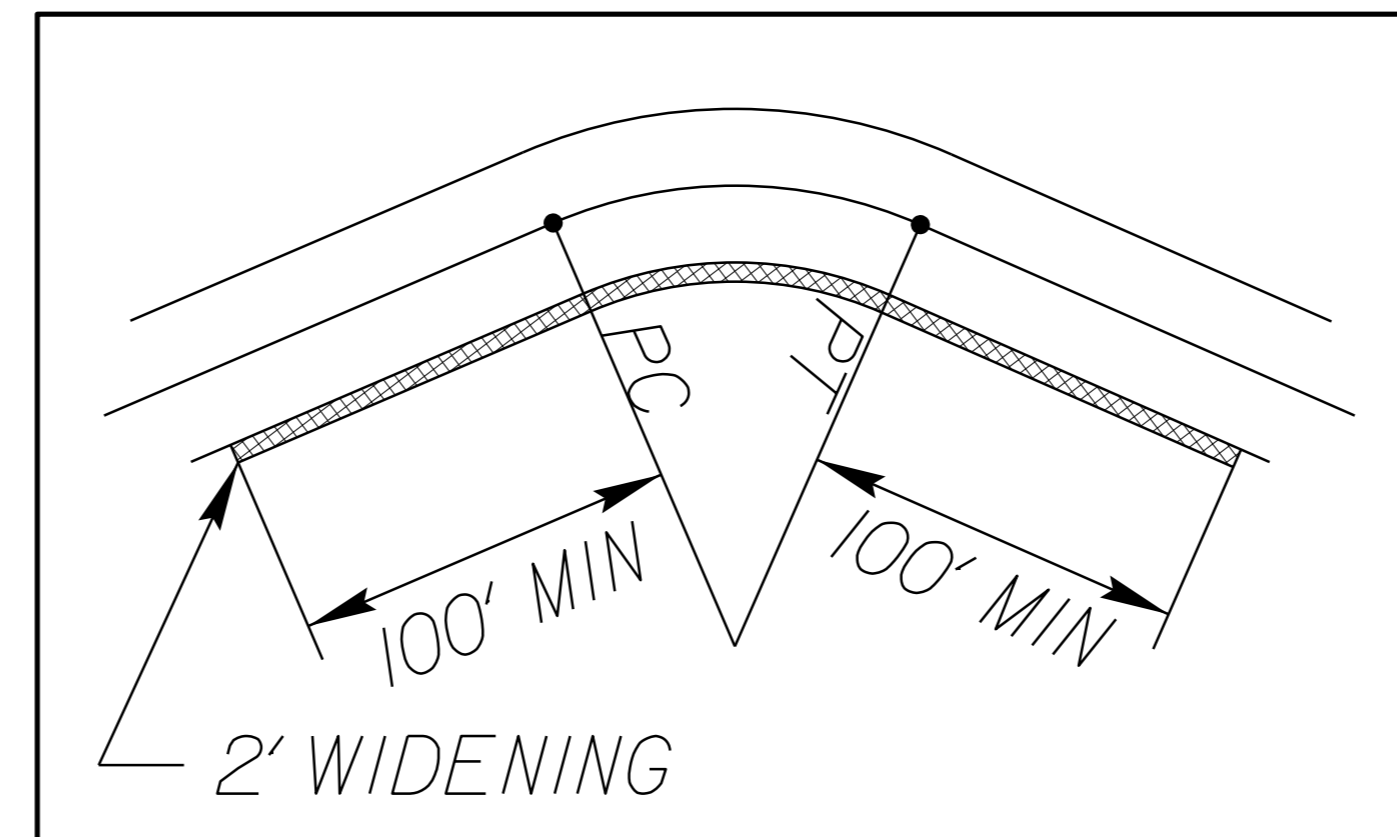
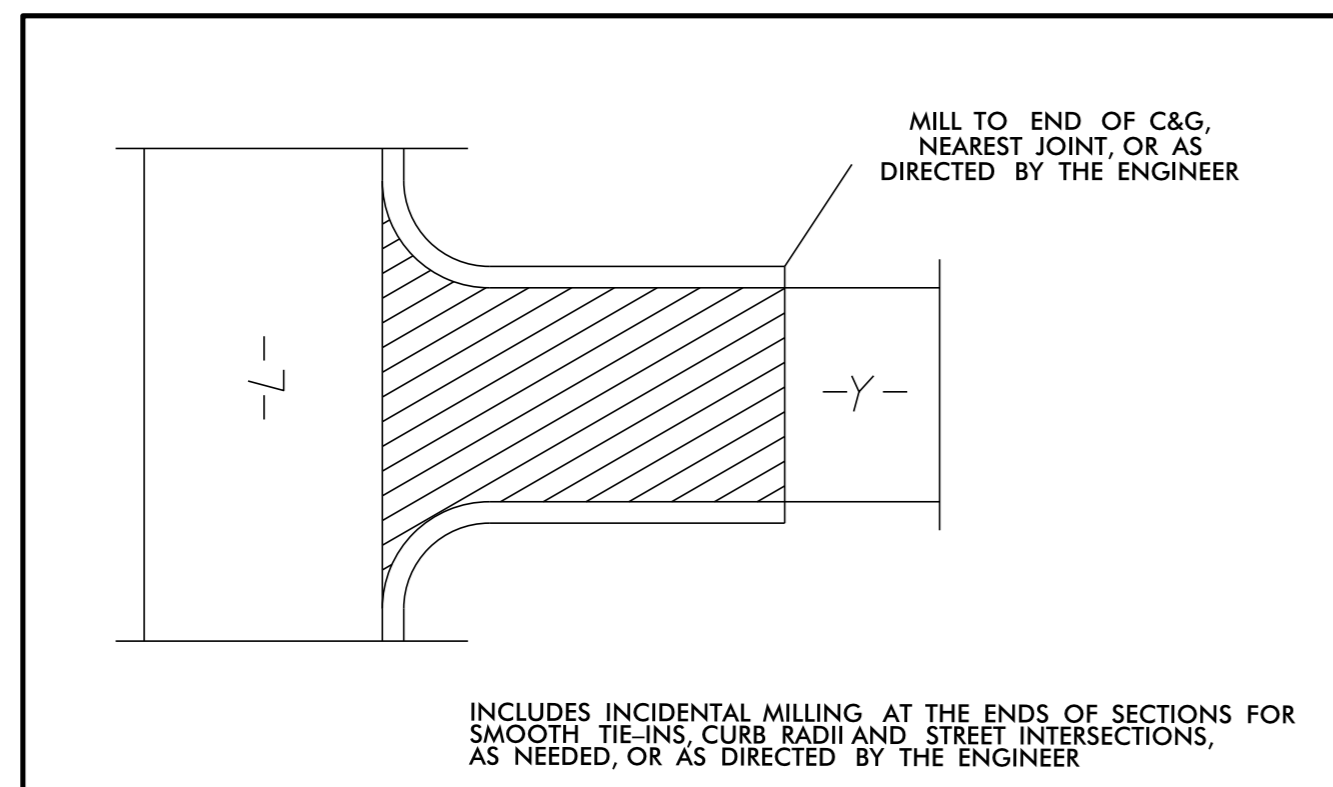
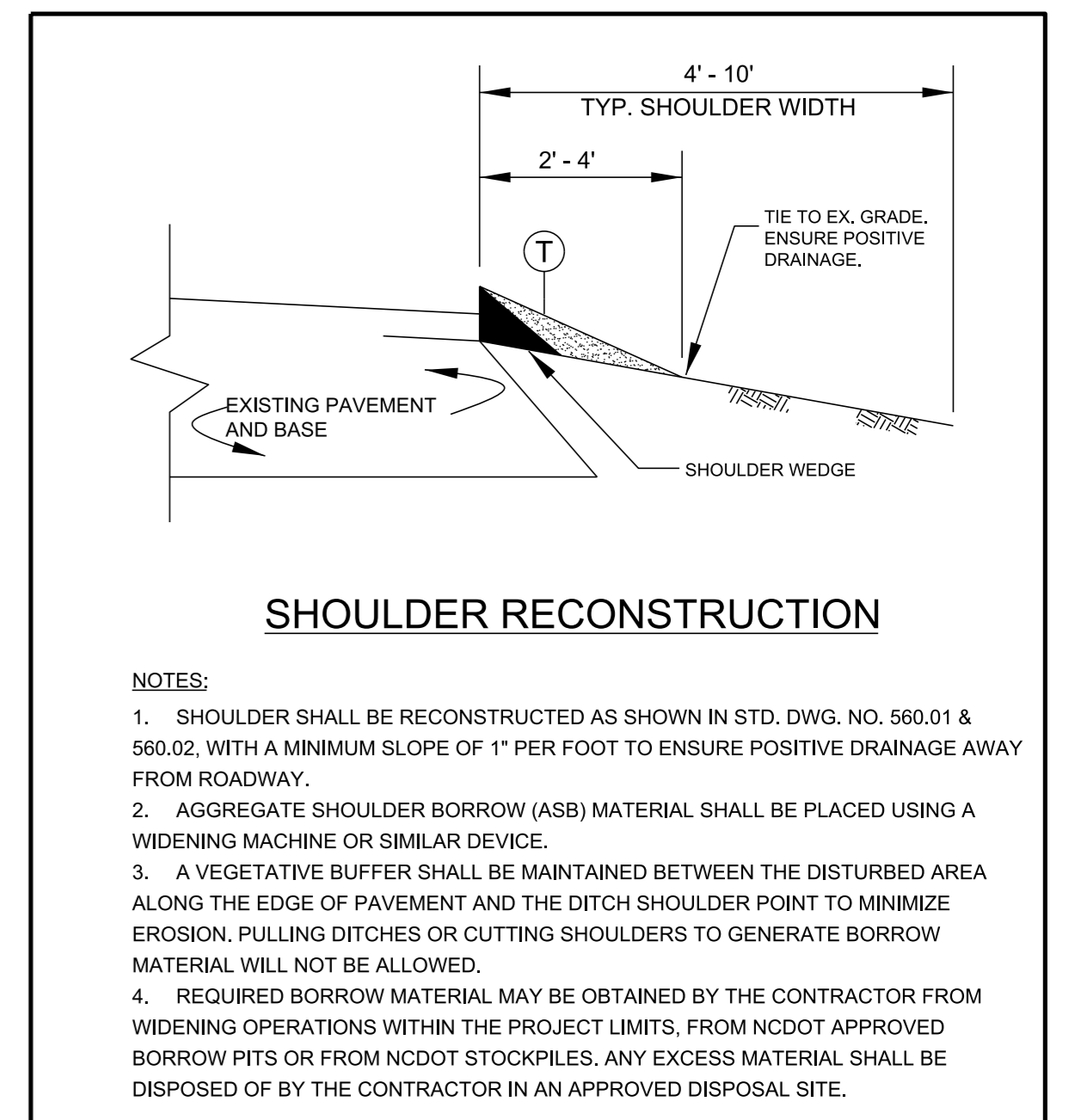
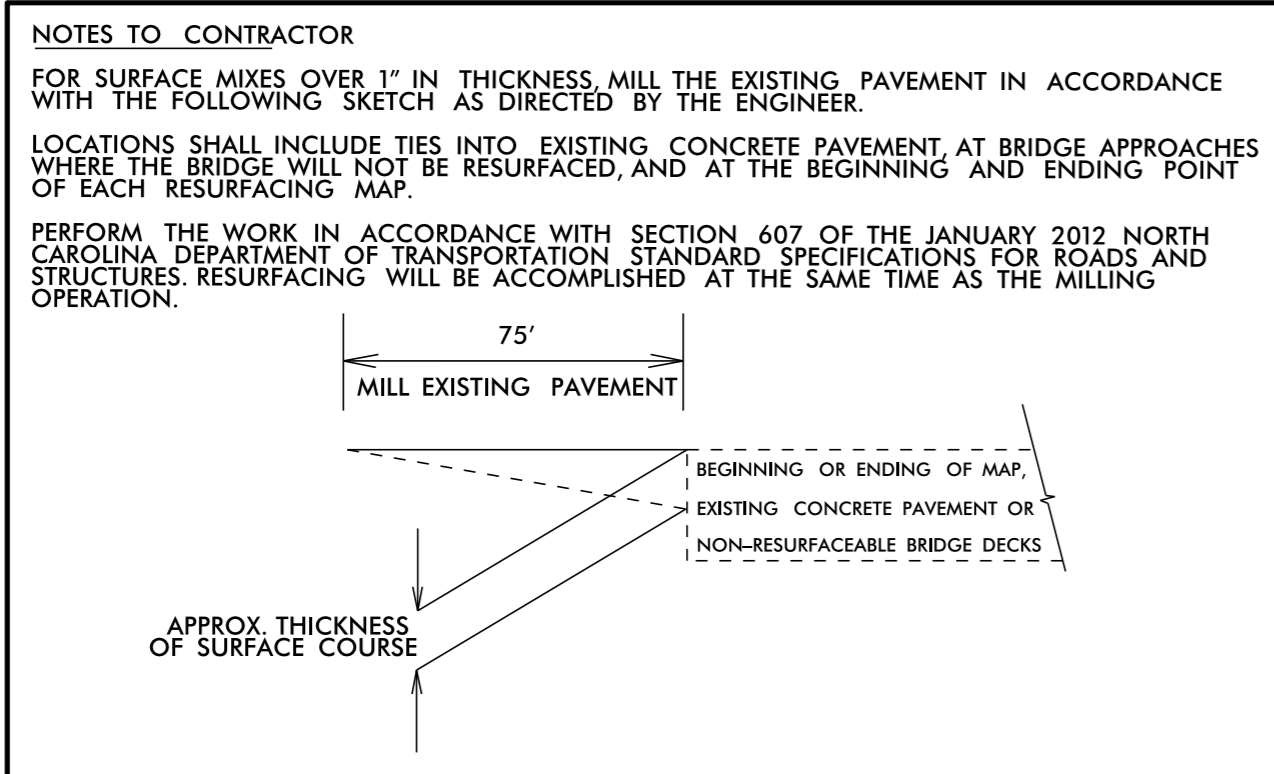
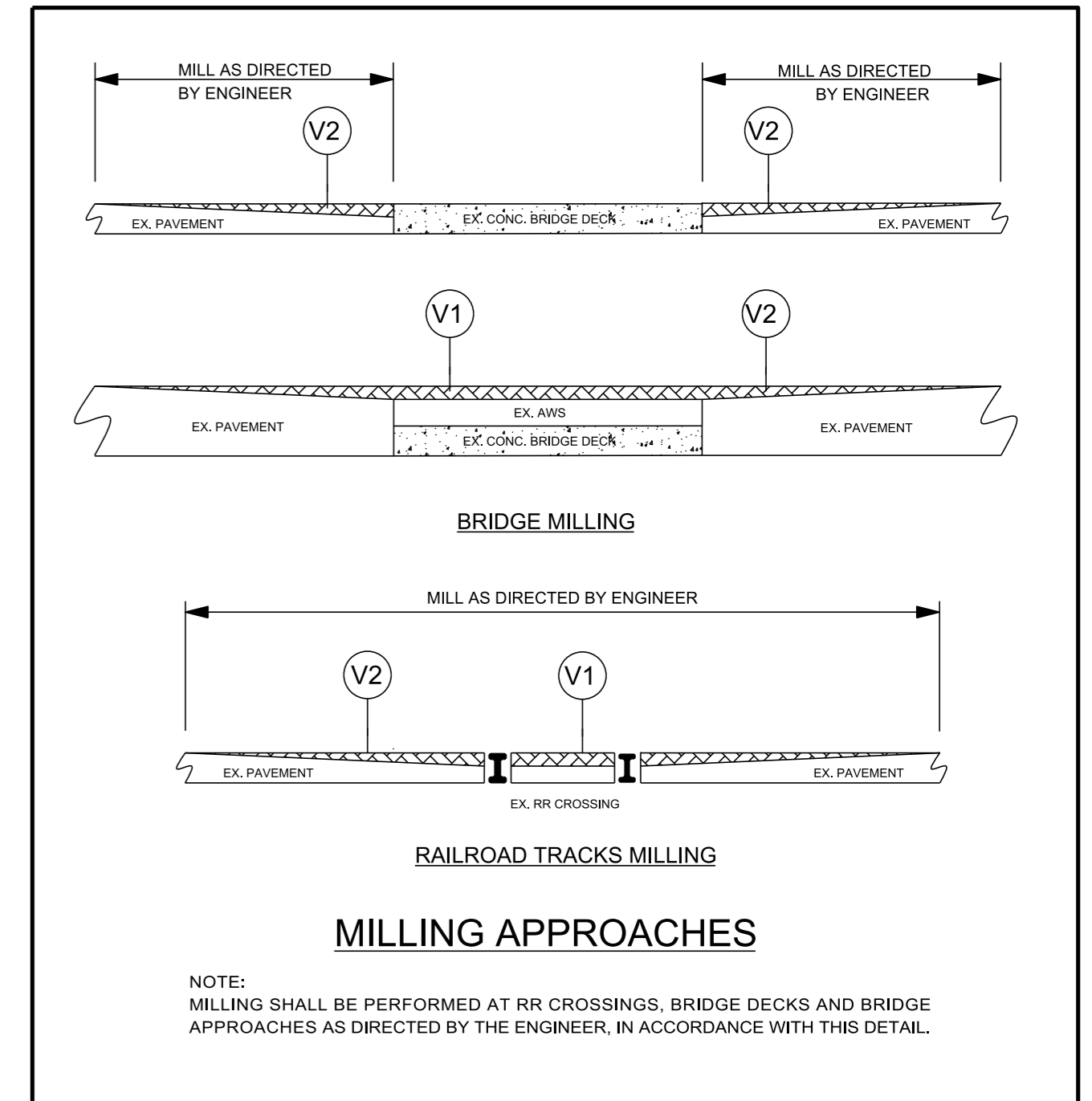
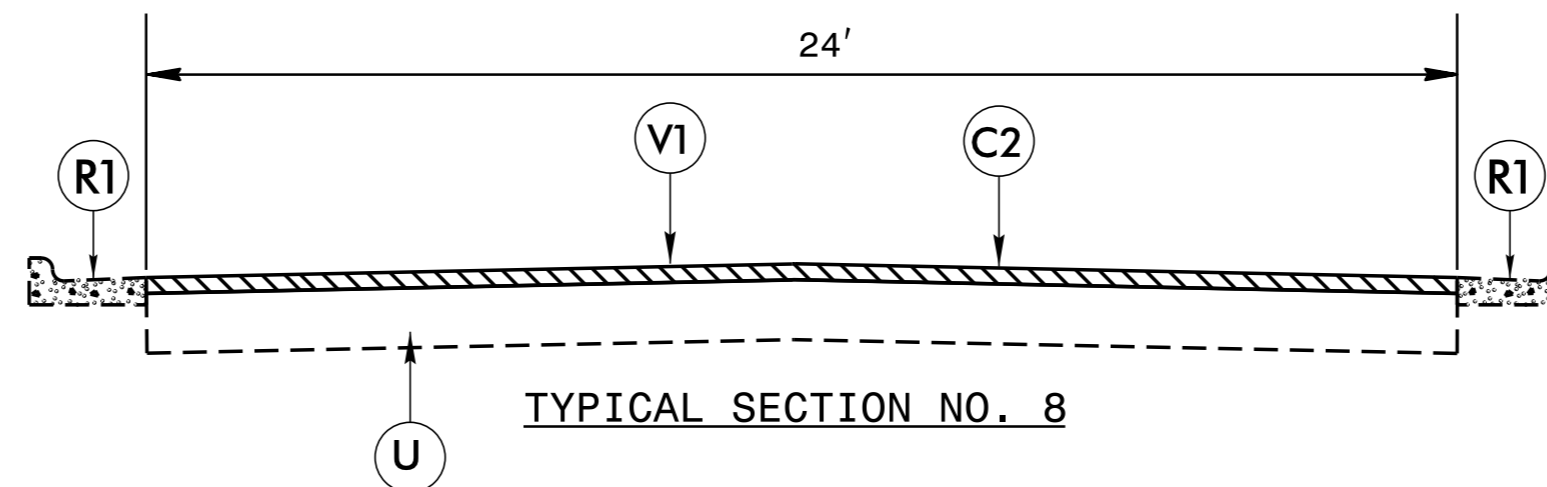
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PAVEMENT SCHEDULE

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)

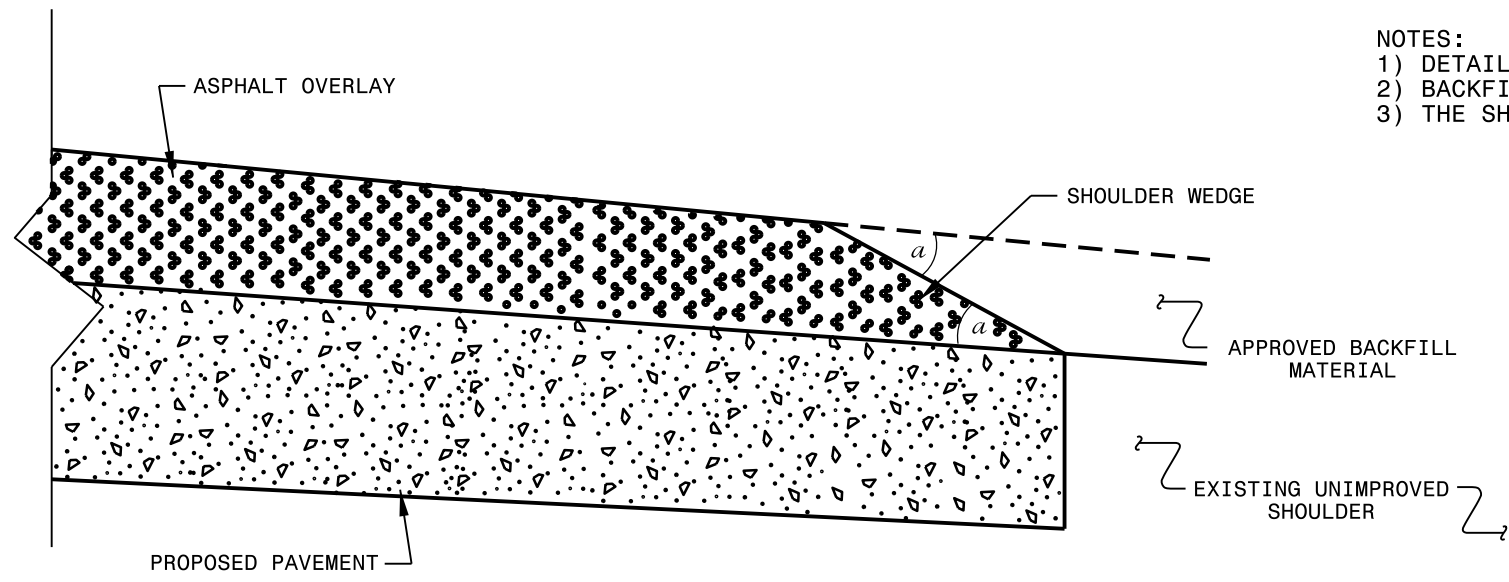


*INCLUDES US 74 ALT (MAP 2) EASTBOUND AND WESTBOUND

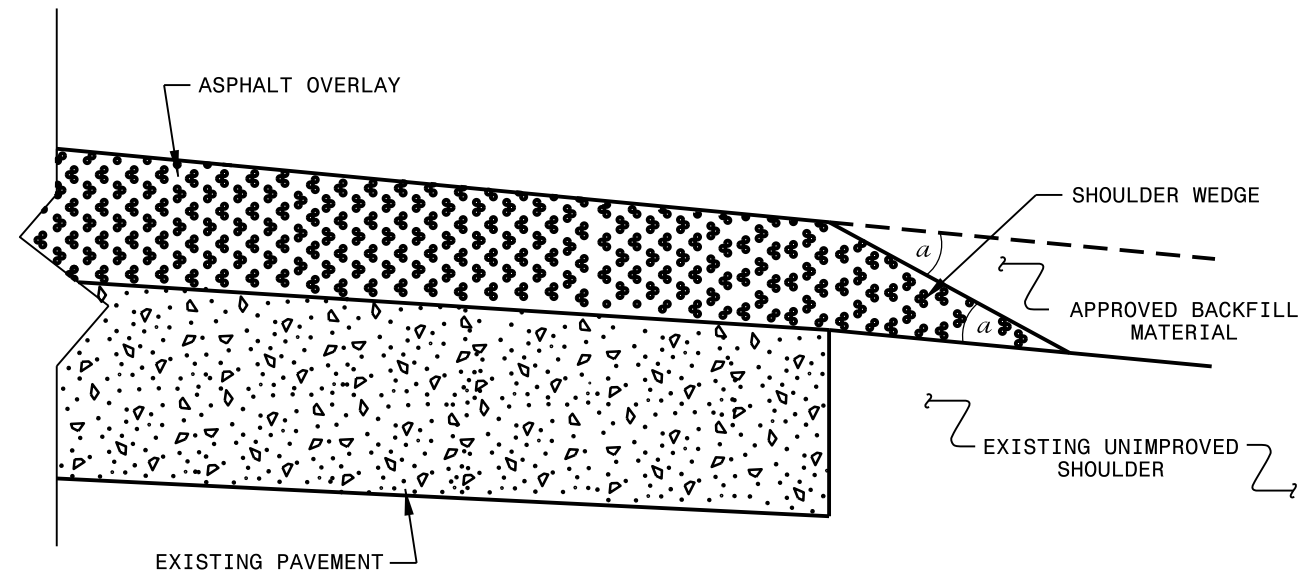


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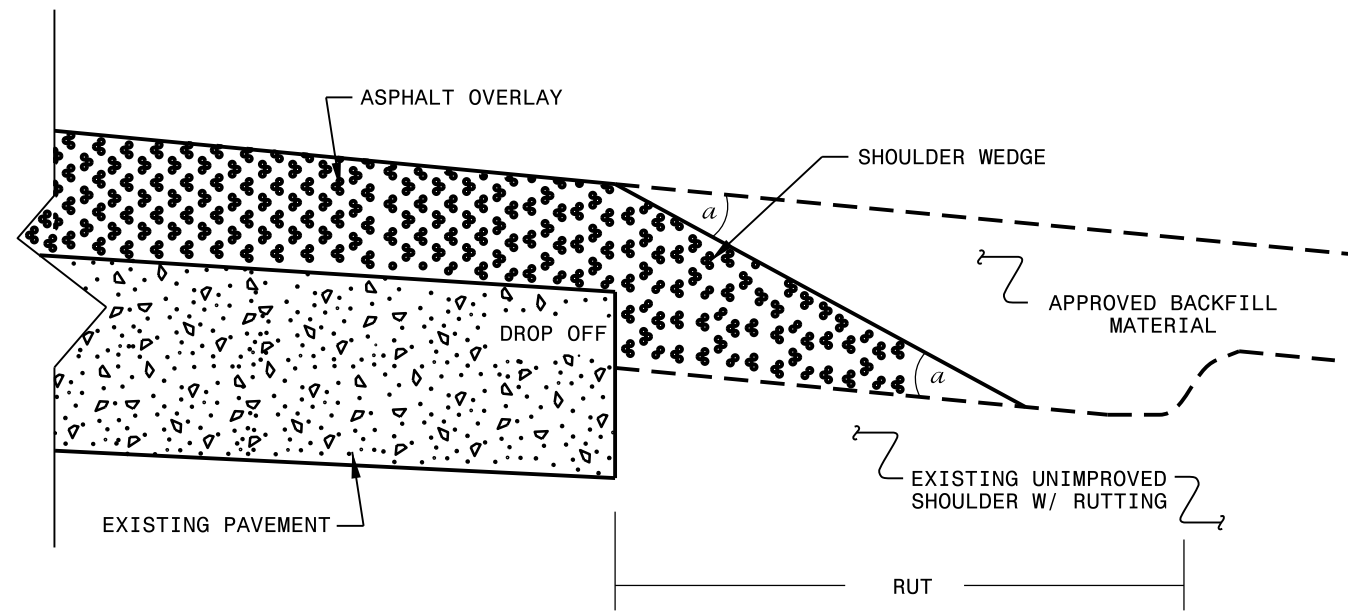
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

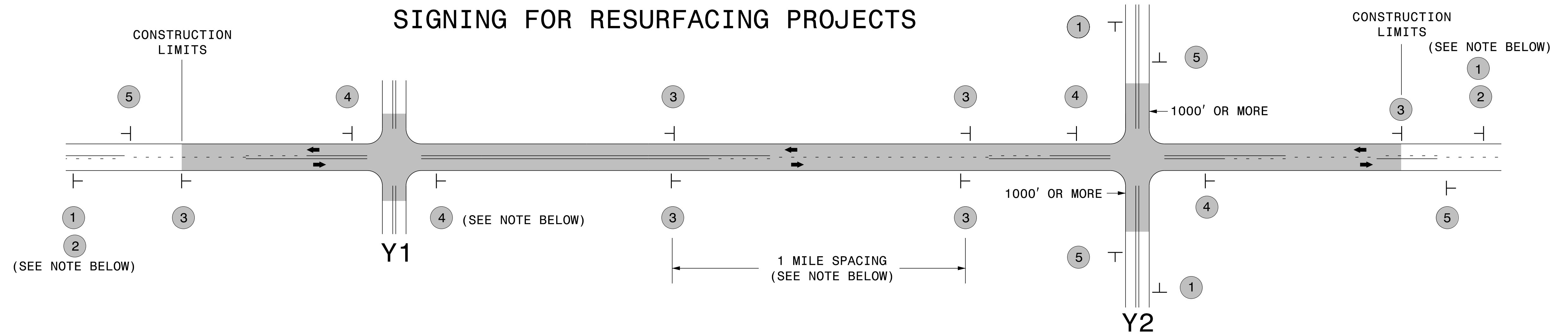
CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

**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

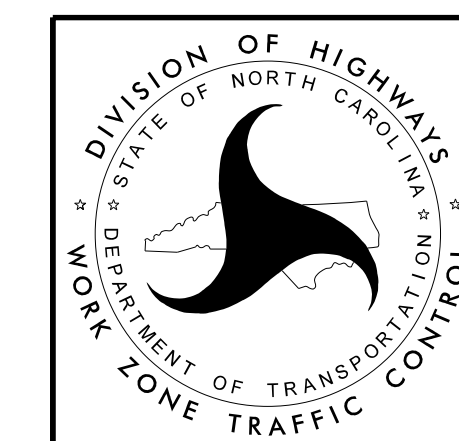


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

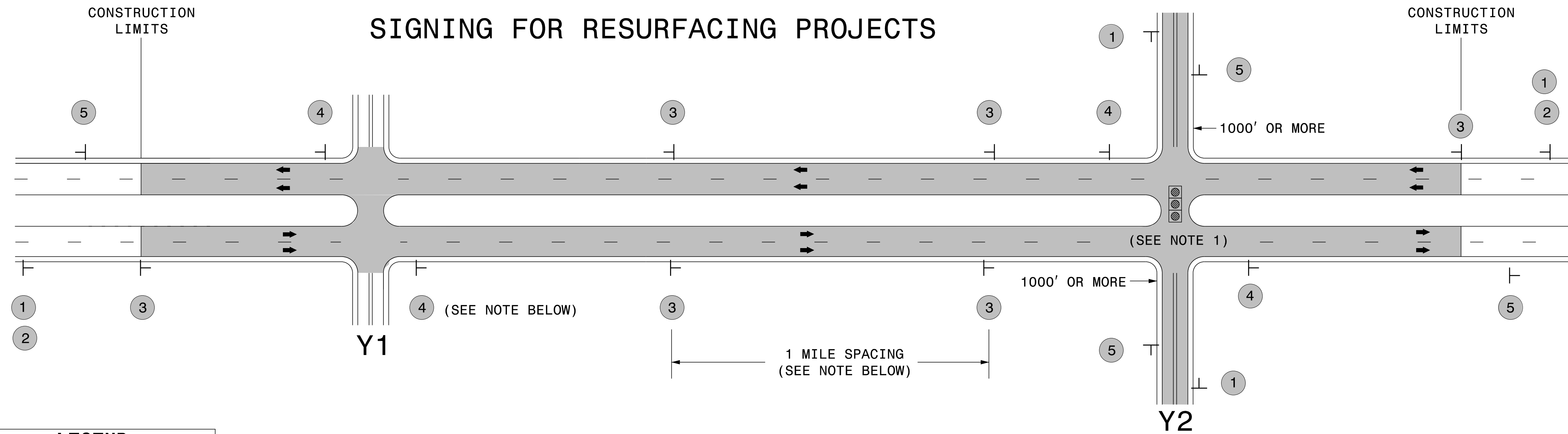
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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.		



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

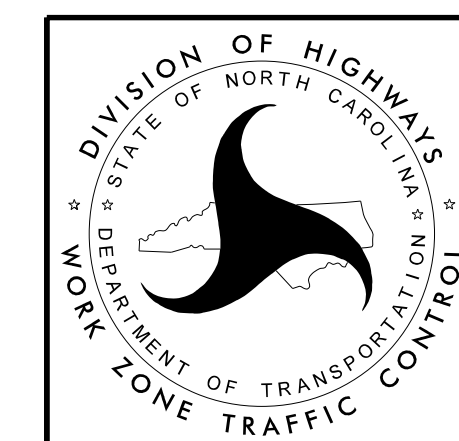


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

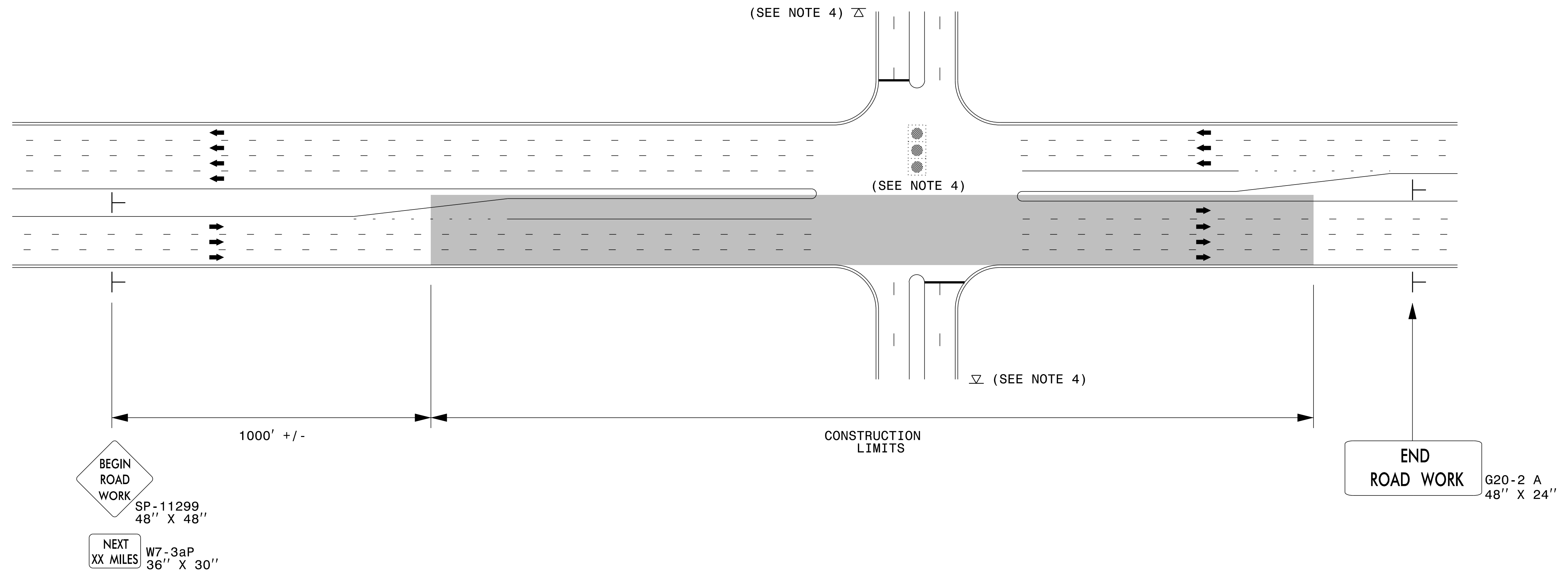
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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>	



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

URBAN / SUBURBAN WORKZONES

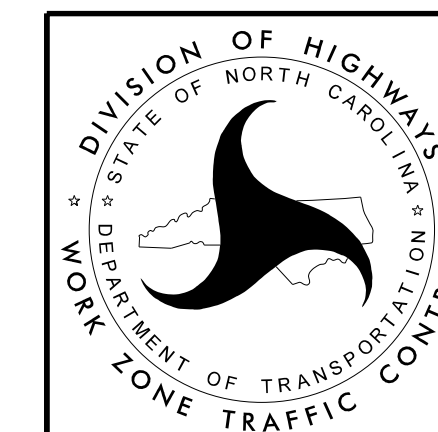


NOTES:

- 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.

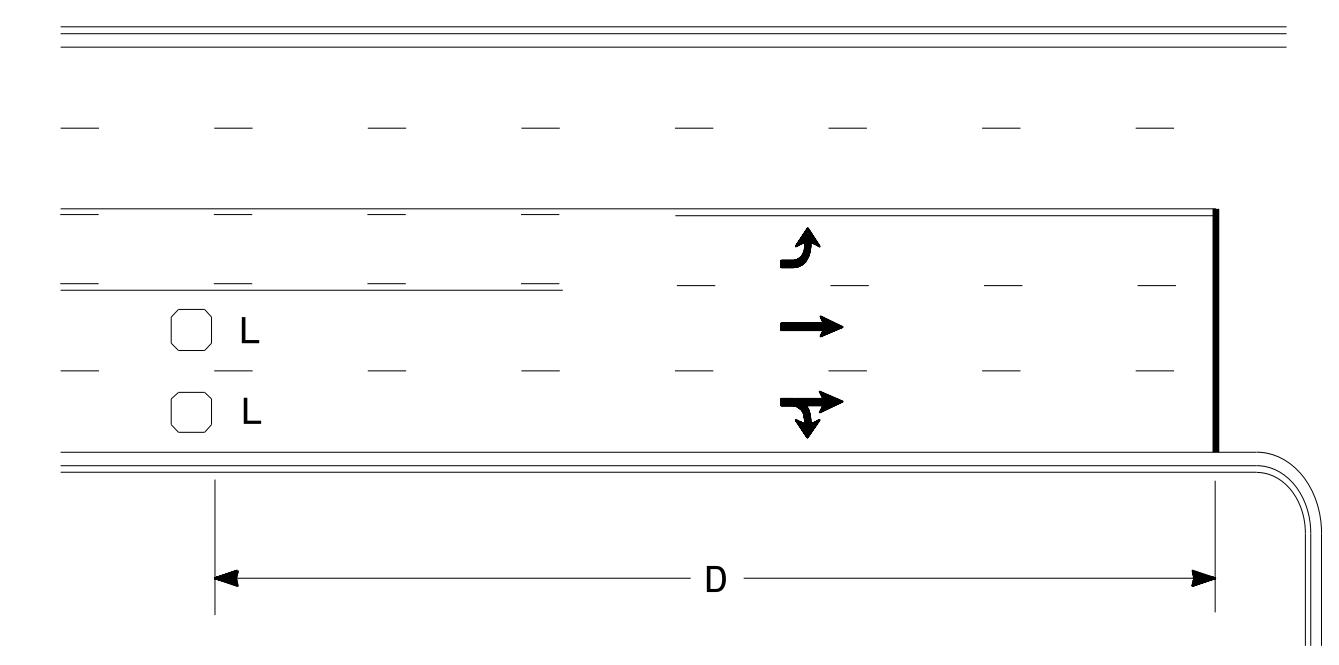
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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

High Speed Detection (≥40 mph)

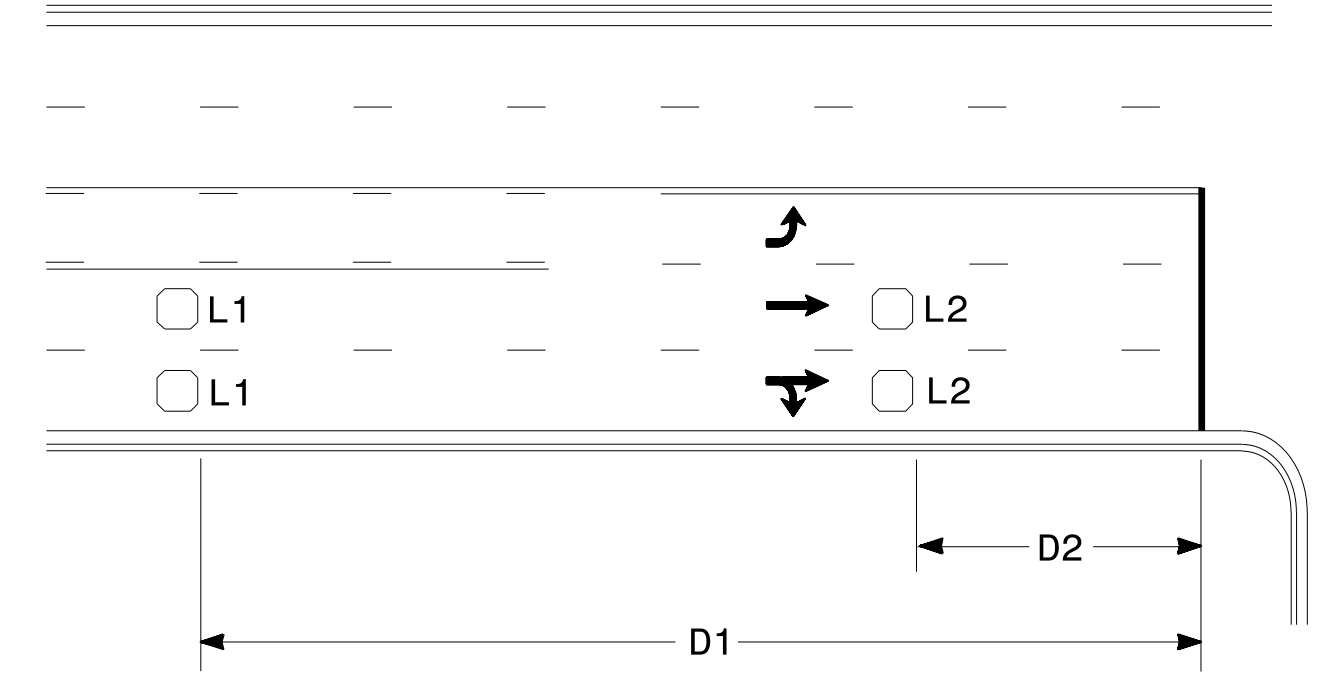


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

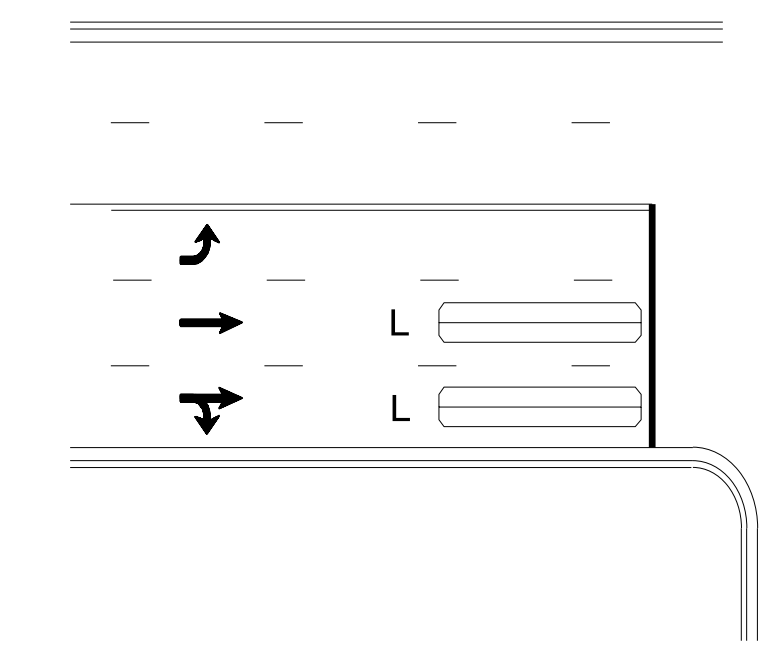
"Stretch" Operation

Low Speed Detection (≤35 mph)



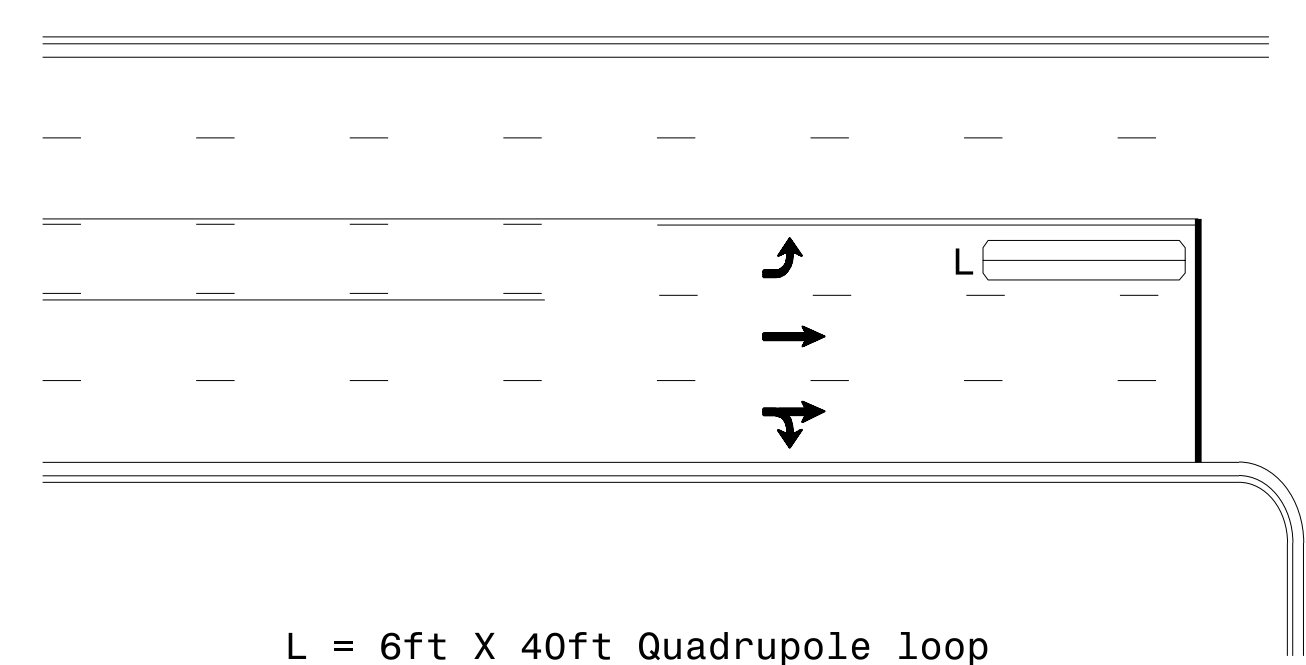
L = 6ft X 6ft
Wired in series

OR



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

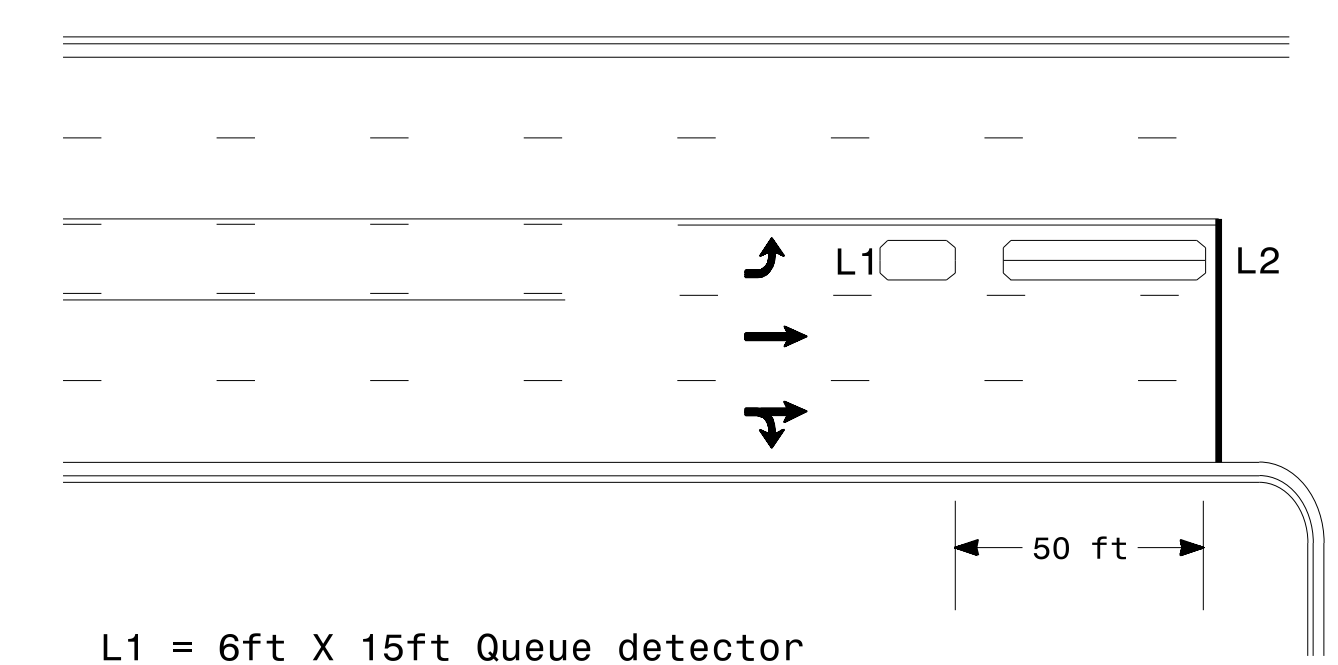
Left Turn Lane Detection



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

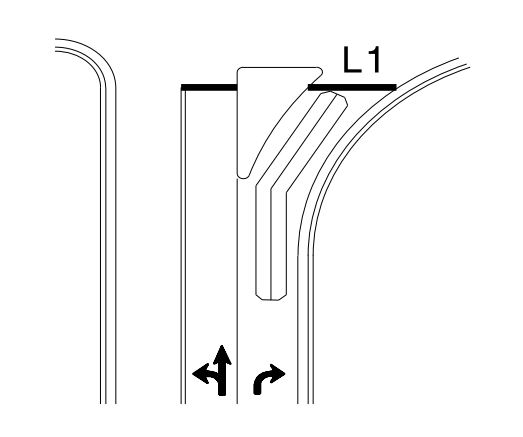
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



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

SIG. INVENTORY NO.

3D:\146-2015-12-29
 S:\146\2015-12-29\Signal Design Section\Eastern Region\loop\loop\p1\ca\2015.dgn
 paalexander

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

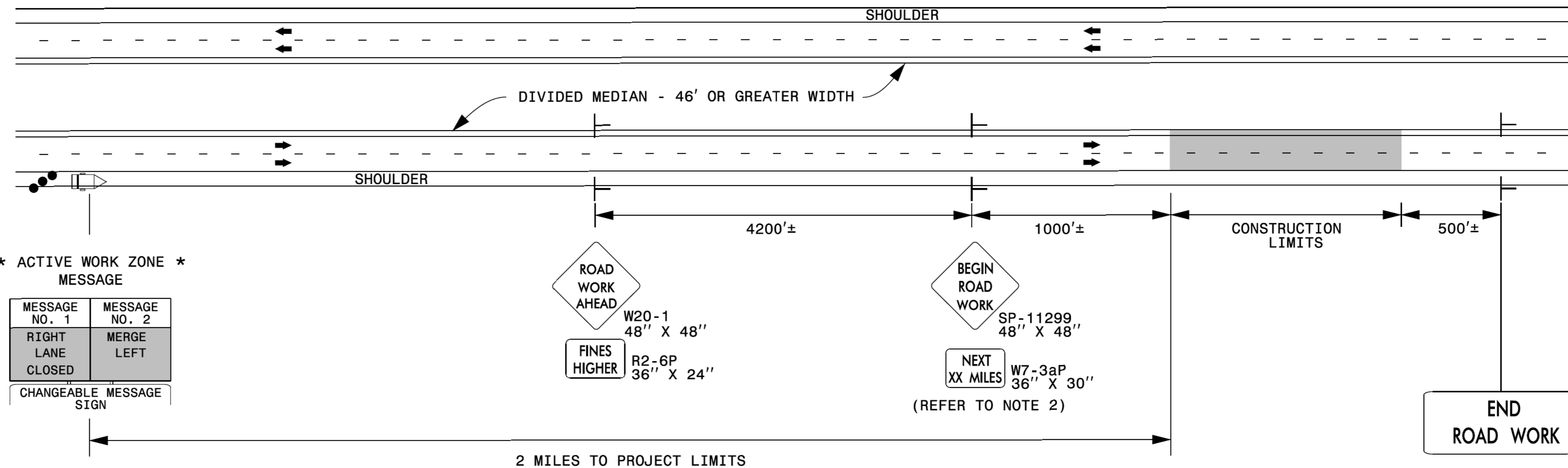
* NOTE: ADVANCE THIS CMS CONTINUOUSLY AS WORK OPERATIONS PROGRESS.

* INACTIVE WORK ZONE * MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK	2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

* ACTIVE WORK ZONE * MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
RIGHT LANE CLOSED	MERGE LEFT
CHANGEABLE MESSAGE SIGN	



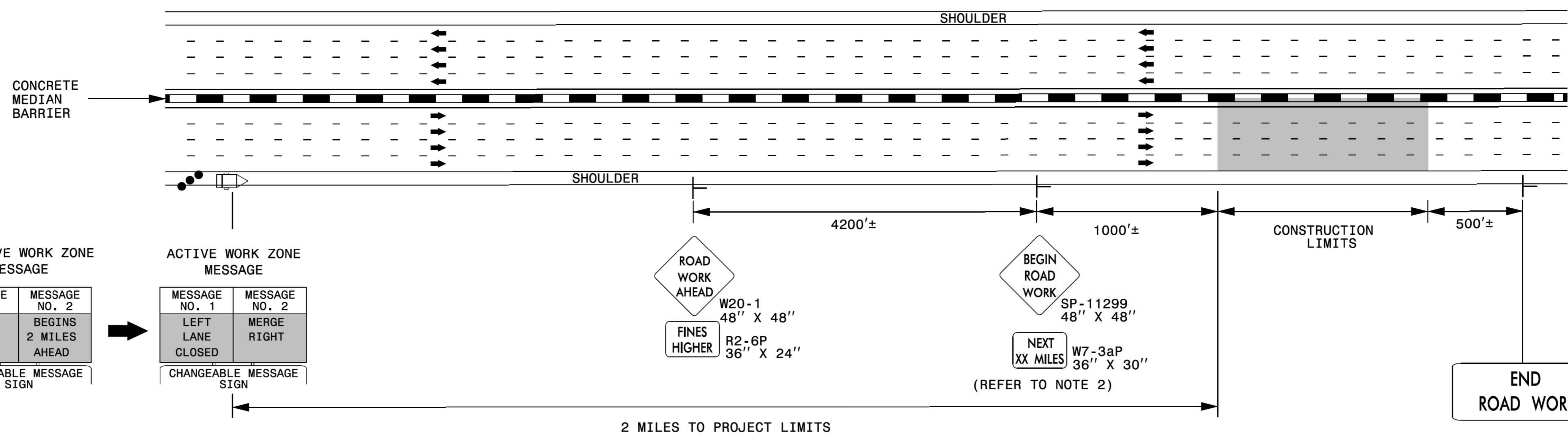
DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

INACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
ROAD WORK	BEGINS 2 MILES AHEAD
CHANGEABLE MESSAGE SIGN	

ACTIVE WORK ZONE MESSAGE

MESSAGE NO. 1	MESSAGE NO. 2
LEFT LANE CLOSED	MERGE RIGHT
CHANGEABLE MESSAGE SIGN	



NOTES

1. THIS DRAWING IS TO BE USED IN CONJUNCTION WITH THE WORK ZONE VARIABLE SPEED LIMIT USING DIGITAL SPEED LIMIT SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS DETAIL.
2. FOR SIGN W7-3aP, ROUND TO THE NEAREST MILE.
3. FOR ENTRANCE AND EXIT RAMP, REFER TO RSD 1101.01, SHEET 1, DETAIL B & C.
4. FOR ADDITIONAL NOTES, REFER TO RSD 1101.01, SHEET 1.

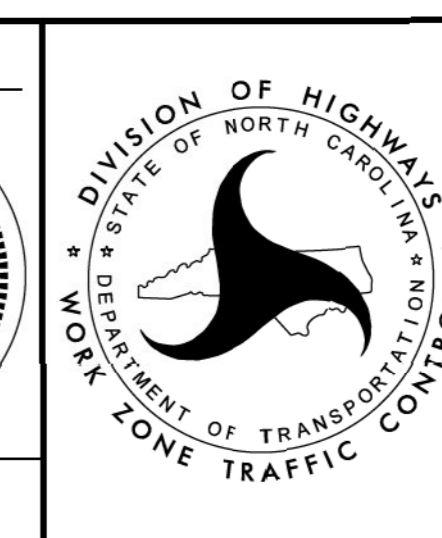
LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM

APPROVED: *Steve Kite*
E270E30E10P-C442
 DATE: 2/23/2017

Seal: JOHN S. KITE, ENGINEER, SEAL 022104, PROFESSIONAL ENGINEER, STATE OF NORTH CAROLINA

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



STATIONARY ADVANCE WARNING SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS

6/2/99

16-JAN-2019 09:31 Files\Projects\Le\Resurfacing\2018 Fall\DI\C3\Resurf_Typicals.dgn

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'

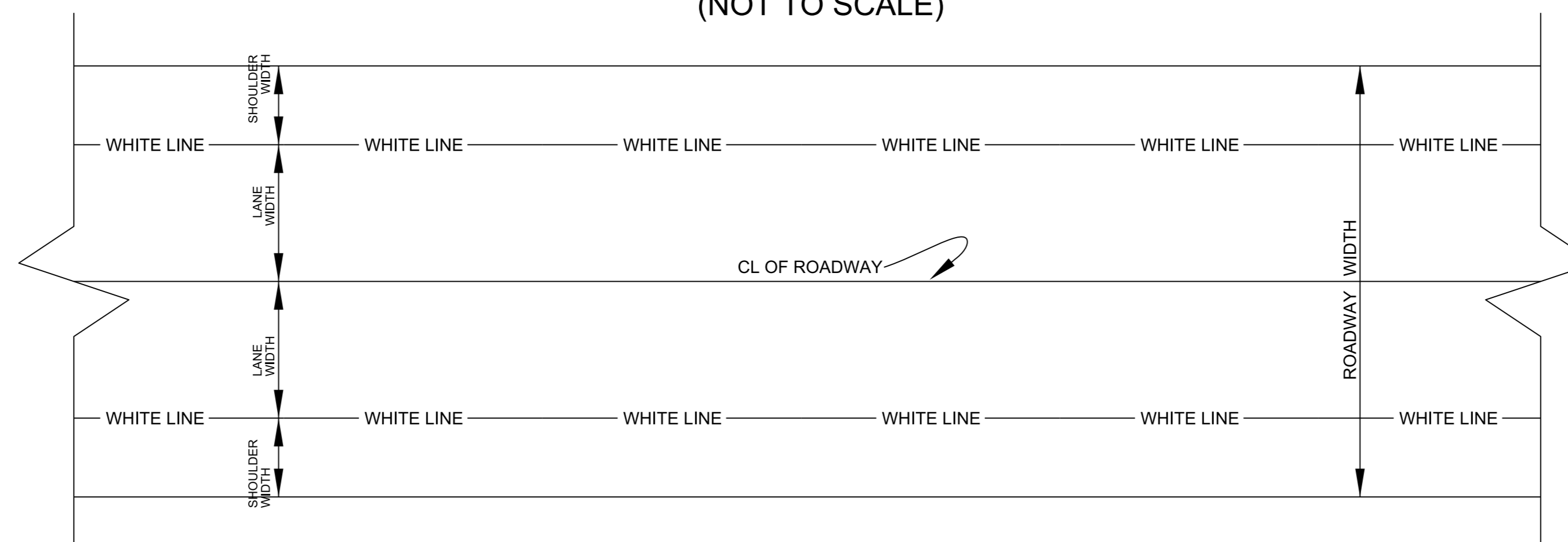
* May vary due to pavement width

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.
2021CPT.06.03.10781.1, 2021CPT.06.03.20781.1		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	1245000000-E		1260000000-E	1297000000-E	1330000000-E	1503000000-E	1519000000-E	1523000000-E	1575000000-E	2830000000-N	2845000000-N	7444000000-E	
										LENGTH	WIDTH	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" 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	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	EA	EA	FT
2021CPT.06.03.10781.1	Robeson	1	US 301	FROM NC 20 (MP 33.08) TO MP 33.5	6	3	MU	NO	NO	0.43	40						867	52	4	4	900.00	
TOTAL FOR MAP NO. 1				MP 33.5 TO FOL LIMITS (MP 39.79)	7	2	2WU	NO	NO	6.29	28	12.58	2,736	700	1,571		9,447	642	4	4	900.00	
2021CPT.06.03.10781.1	Robeson	2	US 74 ALT	CJ (MP 14.9) TO CJ (MP 15.11)	7	4	2WU	NO	NO	0.21	64	0.42	91				677	41	4	4	900.00	
TOTAL FOR MAP NO. 2										0.21		0.42	91				677	41				
TOTAL FOR PROJ NO. 2021CPT.06.03.10781.1										6.93		13.00	2,827	700	1,571		10,991	735	4	4	900.00	
2021CPT.06.03.20781.1	Robeson	3	SR 1318	FROM NC 72 (MP 11.26) TO HCL (MP 19.24)	1	2	2WU	NO	NO	7.98	24	15.96	3,471		673	9,597		675				
TOTAL FOR MAP NO. 3										7.98		15.96	3,471		673	9,597		675				
2021CPT.06.03.20781.1	Robeson	4	SR 1718	FROM US 301 (MP 1.14) TO SR 1900 (MP 3.07)	1	2	2WU	NO	NO	1.93	18	3.86	840		1,614	2,128		220				
TOTAL FOR MAP NO. 4										1.93		3.86	840		1,614	2,128		220				
2021CPT.06.03.20781.1	Robeson	5	SR 1900	FROM CCL (MP 0.0) TO SR 1777 (MP 1.22)	3	2	2WU	NO	NO	1.22	18	2.44	531	150	1,020	1,345		139				
TOTAL FOR MAP NO. 5										1.22		2.44	531	150	1,020	1,345		139				
2021CPT.06.03.20781.1	Robeson	6	SR 2265	FROM SR 2264 (MP 0.0) TO NC 130 (MP 0.59)	1	2	2WU	NO	NO	0.59	20	1.18	257			586		39				
TOTAL FOR MAP NO. 6										0.59		1.18	257			586		39				
2021CPT.06.03.20781.1	Robeson	7	SR 1378	FROM SR 1339 (MP 0.00) TO NC 710 (MP 3.34)	1	2	2WU	NO	NO	3.34	20	6.68	1,453		282	3,318		236				
TOTAL FOR MAP NO. 7										3.34		6.68	1,453		282	3,318		236				
2021CPT.06.03.20781.1	Robeson	8	SR 1164	FROM SR 1207 (MP 0.0) TO US 74 (MP 1.92)	1	2	2WU	NO	NO	1.92	20	3.84	835		162	1,908		136				
TOTAL FOR MAP NO. 8										1.92		3.84	835		162	1,908		136				
2021CPT.06.03.20781.1	Robeson	9	SR 1749	FROM NC 71 (MP 0.0) TO SR 1748 (MP 2.7)	1	2	2WU	NO	NO	2.7	18	5.40	1,175		2,258	2,977		308				
TOTAL FOR MAP NO. 9										2.7		5.40	1,175		2,258	2,977		308				
TOTAL FOR PROJ NO. 2021CPT.06.03.20781.1										19.68		39.36	8,562	150	6,009	21,859		1,753				
GRAND TOTAL										26.61		52.36	11,389	10,091	850	7,580	21,859	10,991	2,488	4	4	900.00

PROJECT NO.	SHEET NO.	TOTAL NO.
2021CPT.06.03.10781.1, 2021CPT.06.03.20781.1		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	4413000000-E		4457000000-N	4685000000-E		4686000000-E		4690000000-E	4695000000-E		4697000000-E	4700000000-E	4705000000-E	4710000000-E	4725000000-E			4810000000-E		4900000000-N					
								LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 120 M WHITE THERMO	4" X 120 M YELLOW THERMO	6" X 120 M YELLOW THERMO	8" X 90 M YELLOW THERMO	8" X 90 M WHITE 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 MSG SCHOOL 120 M	THERMO RXR 120 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS	
								MI	FT	SF	LS	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2021CPT.06.03.10781.1	Robeson	1	US 301	FROM NC 20 (MP 33.08) TO MP 33.5 MP 33.5 TO FOL LIMITS (MP 39.79)	6	3	MU	0.43	40	206	1.00		160	7,796			140		210			390	6		6	7	1			9	60	
TOTAL FOR MAP NO. 1								6.29	28	1,185		67,680		305		62,609	140		450		1,071	345	6		10	7	1		45	415		
2021CPT.06.03.10781.1	Robeson	2	US 74 ALT	CJ (MP 14.9) TO CJ (MP 15.11)	7	4	2WU	0.21	64	47		2,260	1,386																	28		
TOTAL FOR MAP NO. 2								0.21		47		2,260	1,386																28			
TOTAL FOR PROJ NO. 2021CPT.06.03.10781.1								6.93		1,438	1	69,940	1,386	465	7,796	62,609	140	450	210		1,071		735	12		16	14	1		82	475	
												71,326		8,261		590				12						31				557		
2021CPT.06.03.20781.1	Robeson	3	SR 1318	FROM NC 72 (MP 11.26) TO HCL (MP 19.24)	1	2	2WU	7.98	24	1,374		85,865	224	73,207					553	390	215		4	3					12	585		
TOTAL FOR MAP NO. 3								7.98		1,374		85,865	224	73,207					553	390	215		4	3					12	585		
2021CPT.06.03.20781.1	Robeson	4	SR 1718	FROM US 301 (MP 1.14) TO SR 1900 (MP 3.07)	1	2	2WU	1.93	18	376		20,767		16,304																	130	
TOTAL FOR MAP NO. 4								1.93		376		20,767		16,304																	130	
2021CPT.06.03.20781.1	Robeson	5	SR 1900	FROM CCL (MP 0.0) TO SR 1777 (MP 1.22)	3	2	2WU	1.22	18	137		13,127		10,951																	81	
TOTAL FOR MAP NO. 5								1.22		137		13,127		10,951																	81	
2021CPT.06.03.20781.1	Robeson	6	SR 2265	FROM SR 2264 (MP 0.0) TO NC 130 (MP 0.59)	1	2	2WU	0.59	20	66																			12,697	7,788	39	
TOTAL FOR MAP NO. 6								0.59		66																		12,697	7,788	39		
2021CPT.06.03.20781.1	Robeson	7	SR 1378	FROM SR 1339 (MP 0.00) TO NC 710 (MP 3.34)	1	2	2WU	3.34	20	454																					220	
TOTAL FOR MAP NO. 7								3.34		454																			71,877	44,088	220	
2021CPT.06.03.20781.1	Robeson	8	SR 1164	FROM SR 1207 (MP 0.0) TO US 74 (MP 1.92)	1	2	2WU	1.92	20	375																						
TOTAL FOR MAP NO. 8								1.92		375																			71,877	44,088	220	
2021CPT.06.03.20781.1	Robeson	9	SR 1749	FROM NC 71 (MP 0.0) TO SR 1748 (MP 2.7)	1	2	2WU	2.7	18	382																						
TOTAL FOR MAP NO. 9								2.7		382																						
TOTAL FOR PROJ NO. 2021CPT.06.03.20781.1								19.68		3,164		119,759		224	100,462			553	390	215		4	4	3				84,574	51,876	12	1,055	
												119,759		100,686							4		3				136,450			1,067		
GRAND TOTAL								26.61		4,602	1	189,699	1,386	689	108,258	62,609	140	450	210		1,624	390	950	12	4	19	14	1	84,574	51,876	94	1,530
												191,085		108,947			590					16		34			136,450			1,624		