

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: February 6, 2019

CONTRACT ID: DF00247

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2020CPT.06.11.10261.1 & 2020CPT.06.11.20261.1

ROUTE NO.: NC 87 AND VARIOUS SR ROUTES

LOCATION: VARIOUS

COUNTY: CUMBERLAND

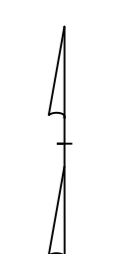
LENGTH OF PROJECT: 9.66 MILES

TYPE OF WORK: RESURFACING, MAT SEAL, MILLING & PVT. MKGS.

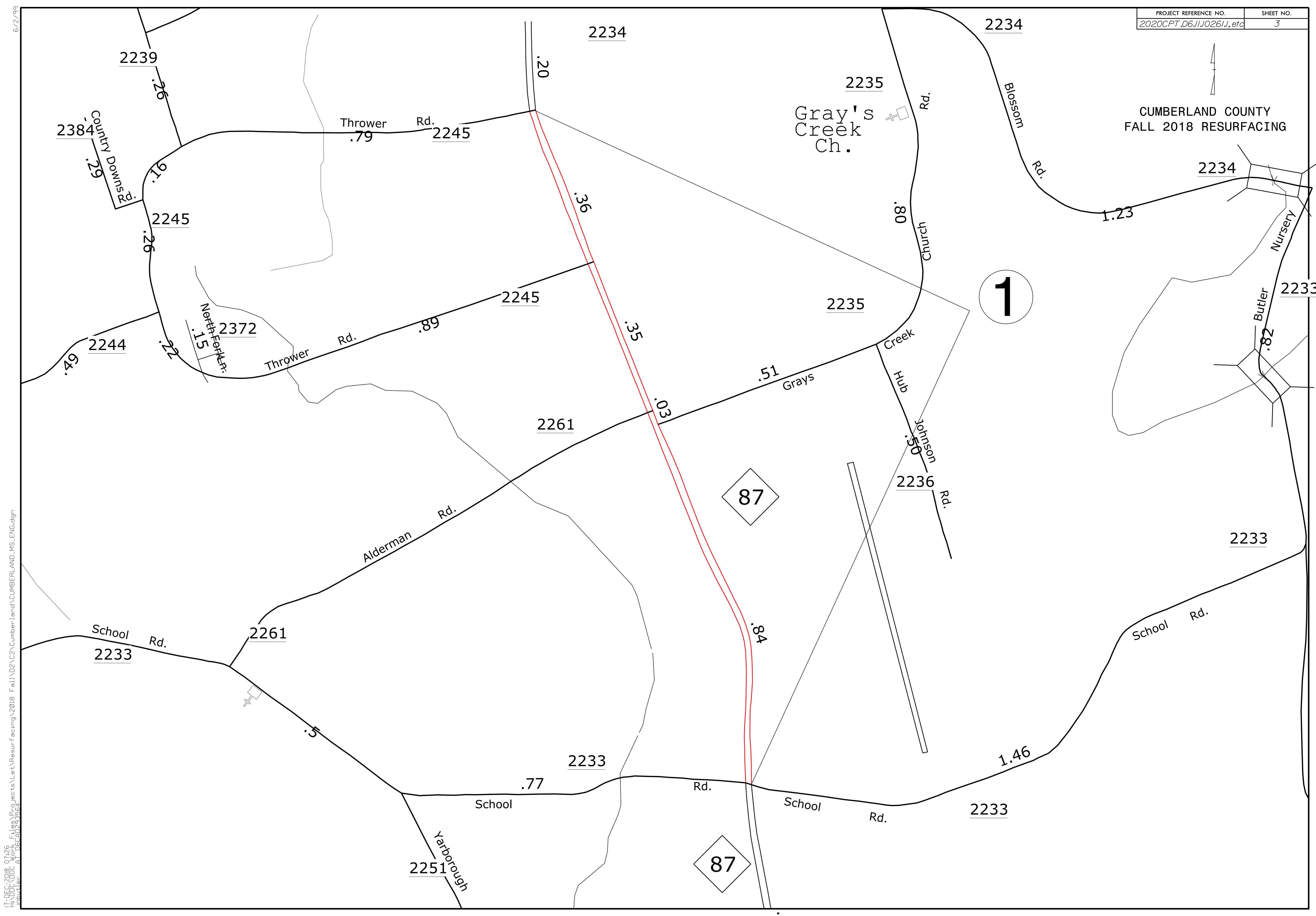
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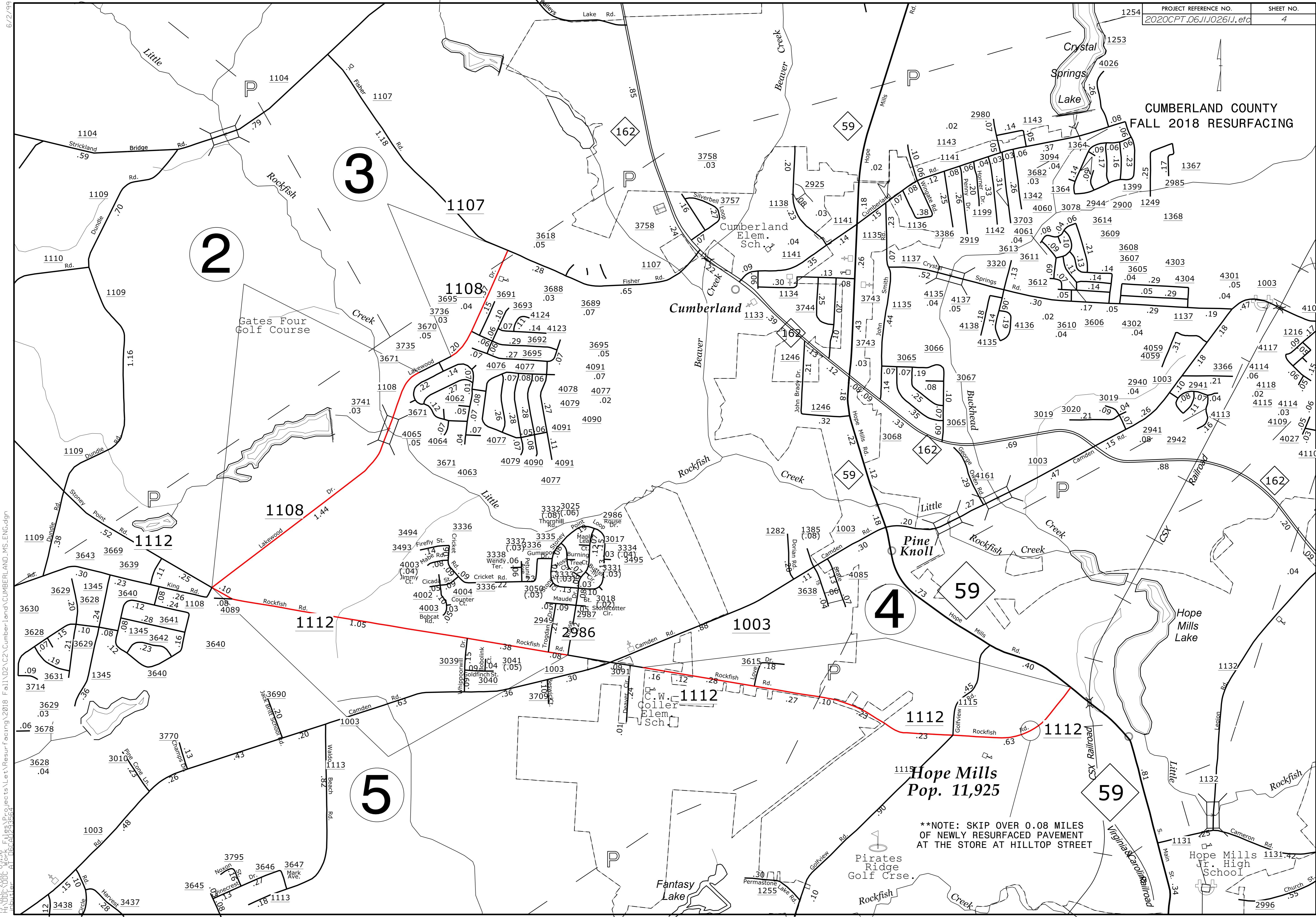


CUMBERLAND COUNTY
FALL 2018 RESURFACING



I:\056-2018_0726
 #\NDC\DDC\A\16161583562
 6/2/99
 17-056-2018_0726
 #\NDC\DDC\A\16161583562
 Fall1\02\C2\CumberLand\CUMBERLAND_MS-ENG.dgn

CUMBERLAND COUNTY FALL 2018 RESURFACING



2

3

4

5

Hope Mills Pop. 11,925

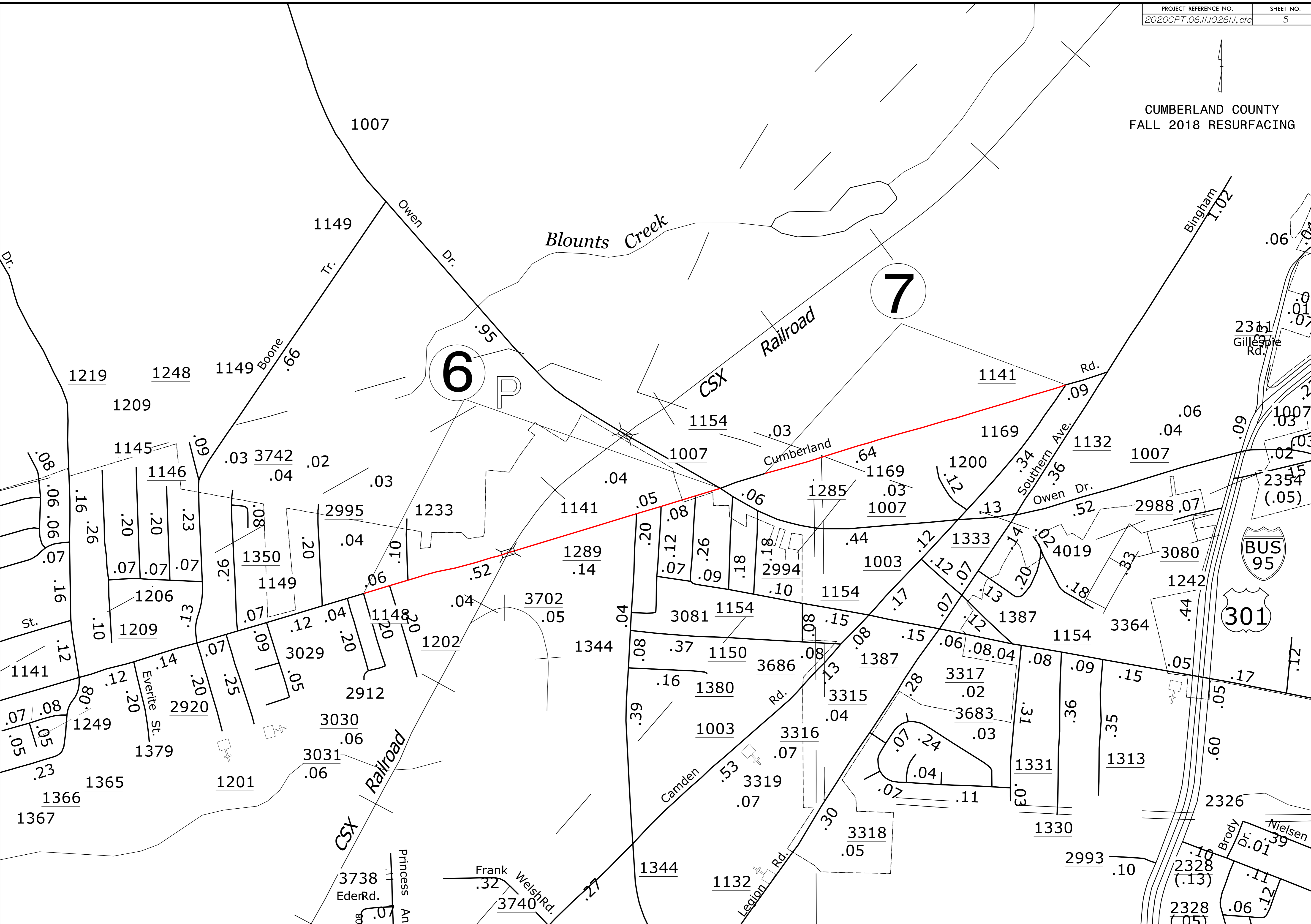
**NOTE: SKIP OVER 0.08 MILES OF NEWLY RESURFACED PAVEMENT AT THE STORE AT HILLTOP STREET

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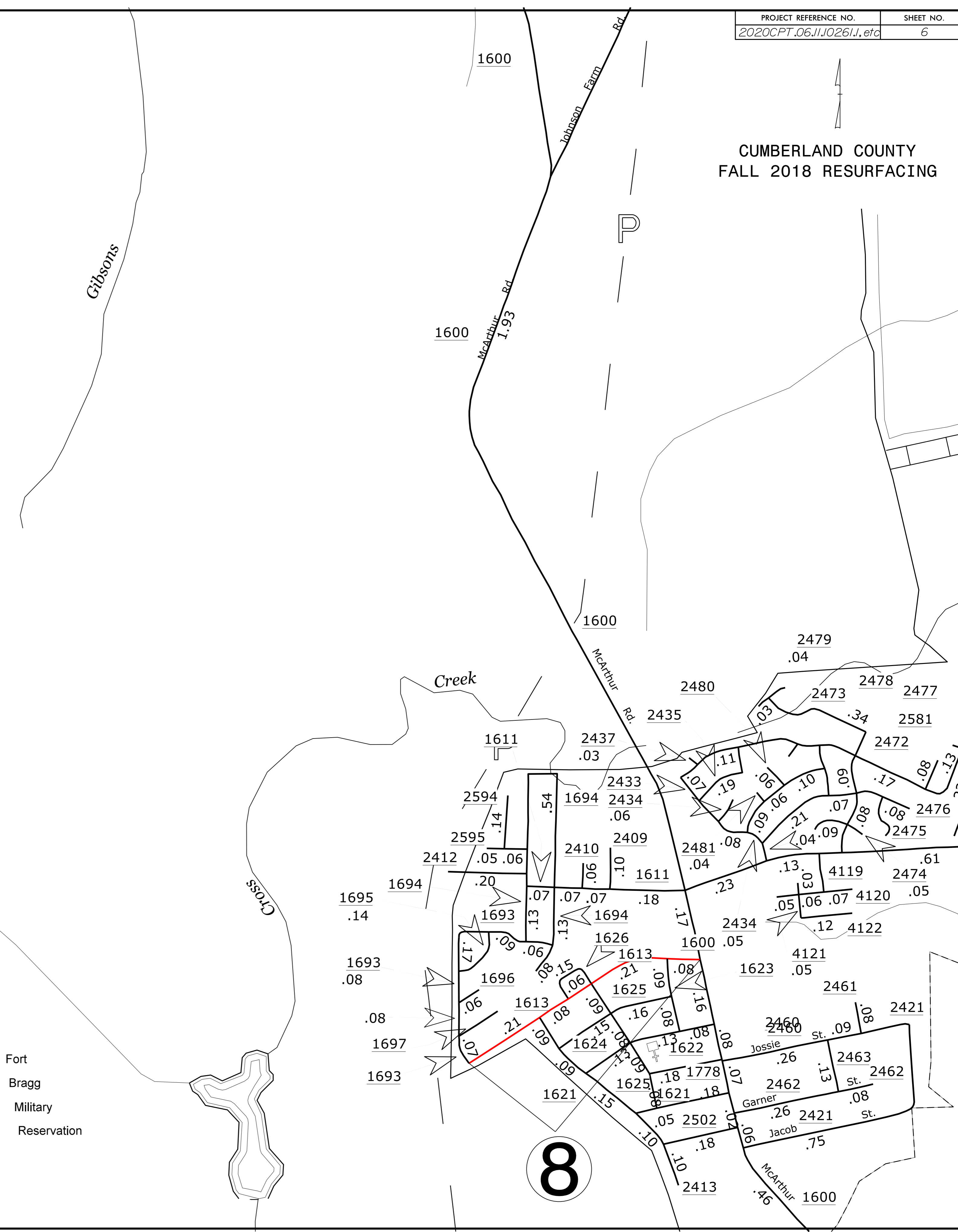
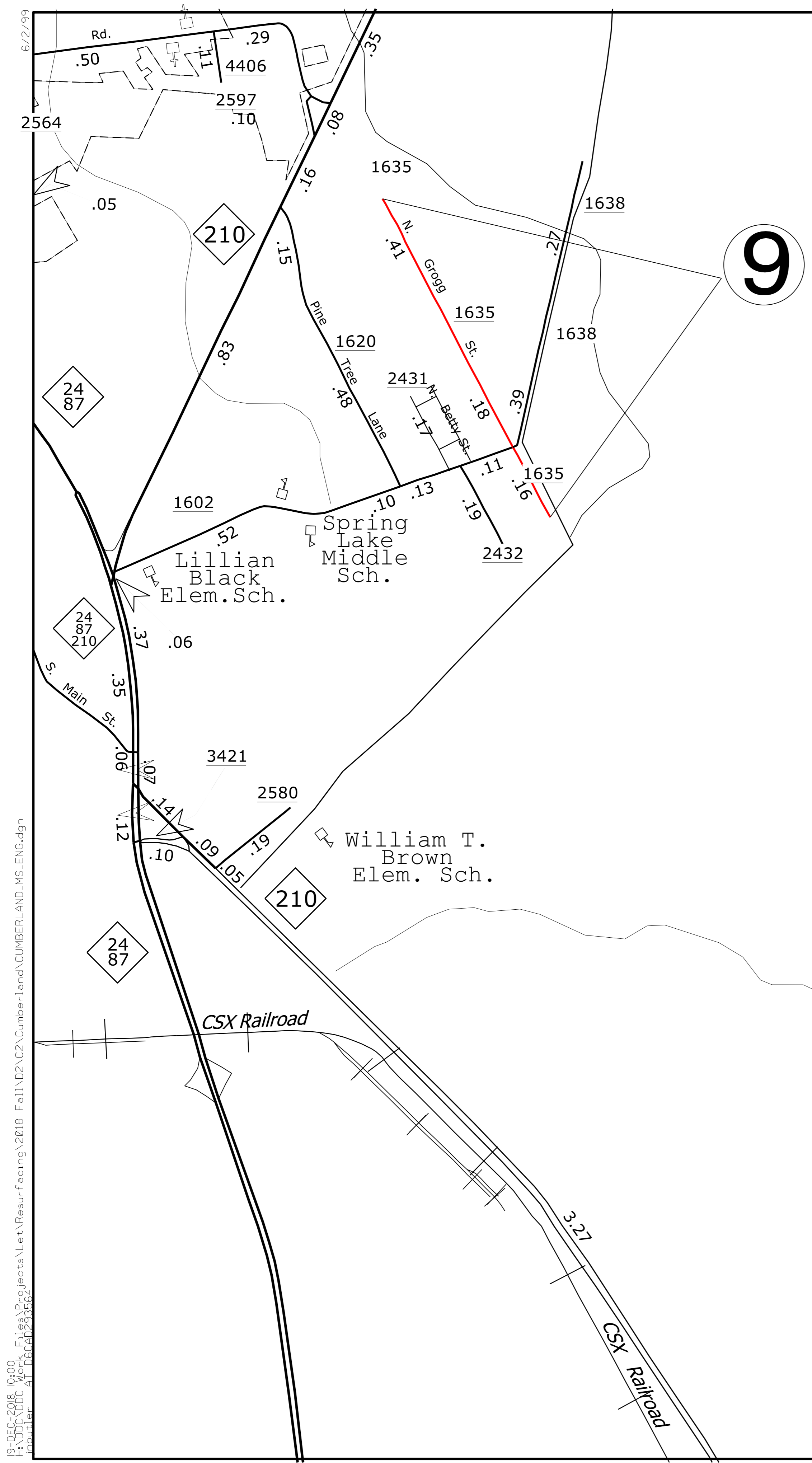
CUMBERLAND COUNTY FALL 2018 RESURFACING



6/2/2/99
17-056-2018_0127
#N:\DTC\DDC\Alterations\2018\Fall18\Resurfacing\2018_Fall18\2\C2\CumberLand\CUMBERLAND_MS-ENG.dgn



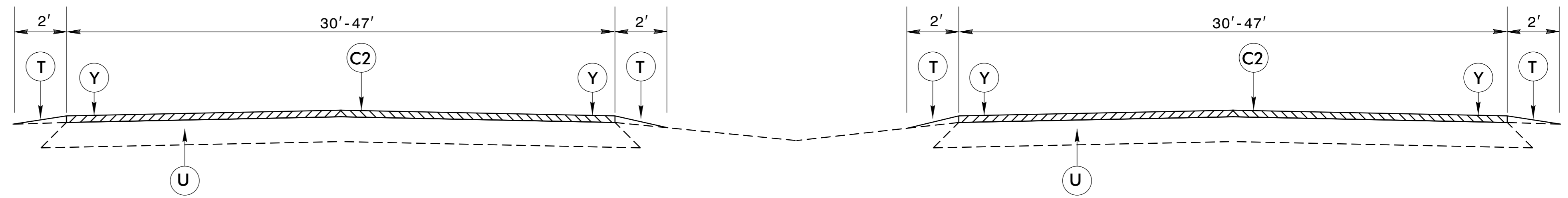
CUMBERLAND COUNTY
FALL 2018 RESURFACING



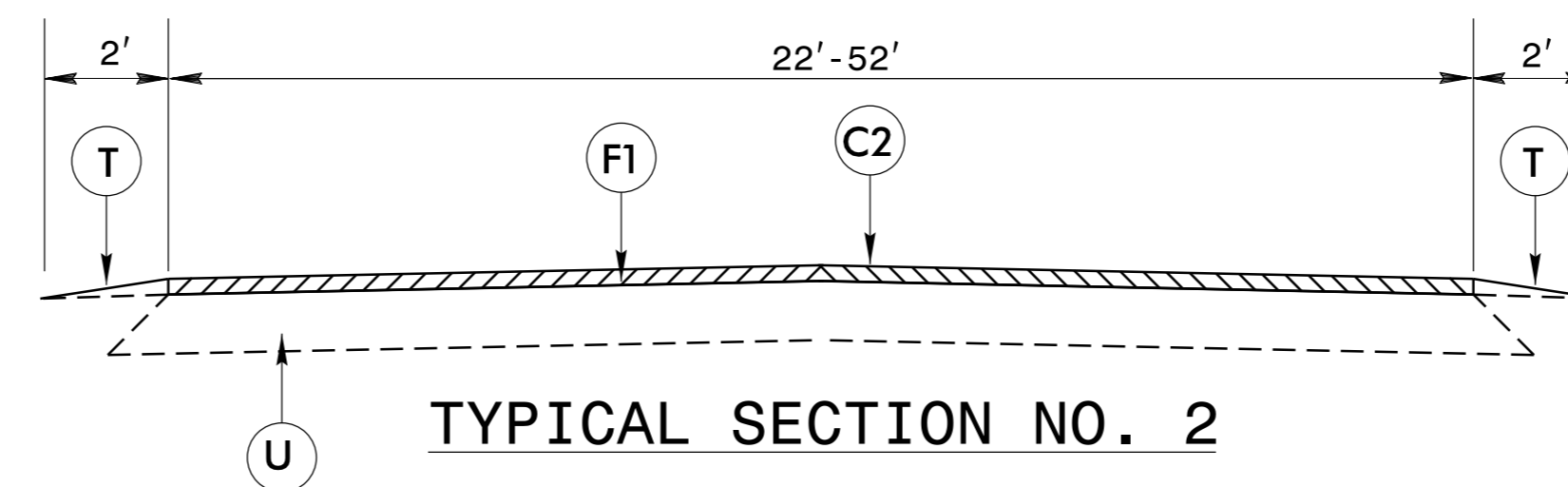
19-DEC-2018 10:00
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PAVEMENT SCHEDULE

C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	#67M MAT COAT
R1	EXISTING CONCRETE ISLAND
T	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	1½" MILLING (FULL WIDTH)
V2	2½" MILLING (FULL WIDTH)
V3	0"-1½" MILLING (10' CURB MILLING)
Y	MILLED RUMBLE STRIPS

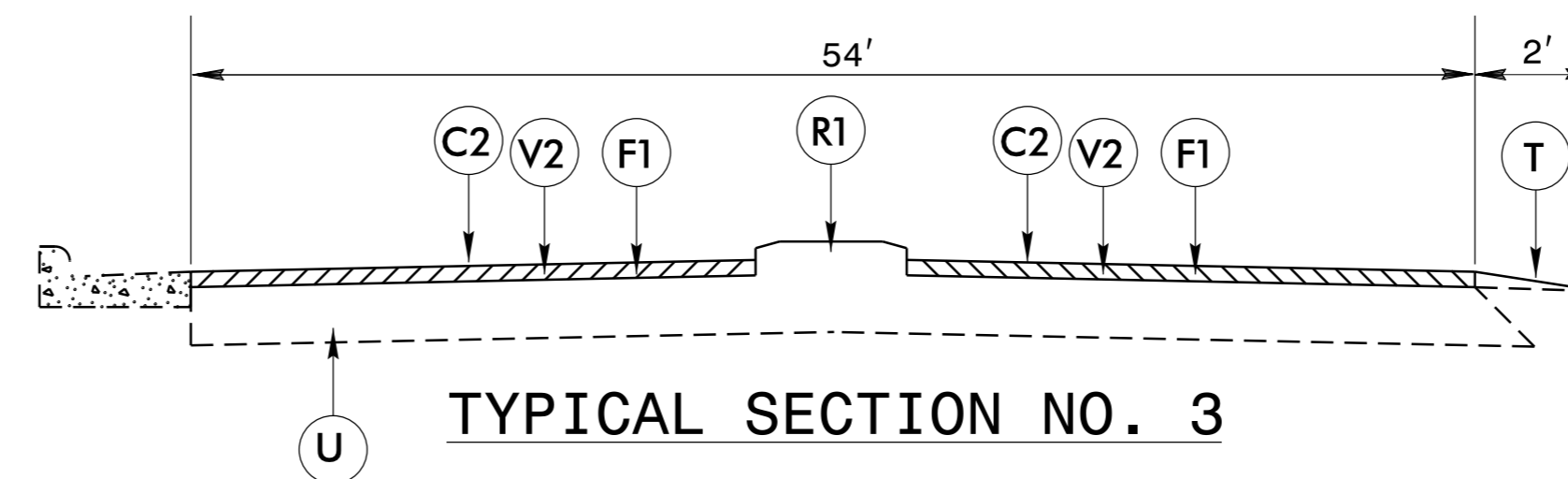


TYPICAL SECTION NO. 1

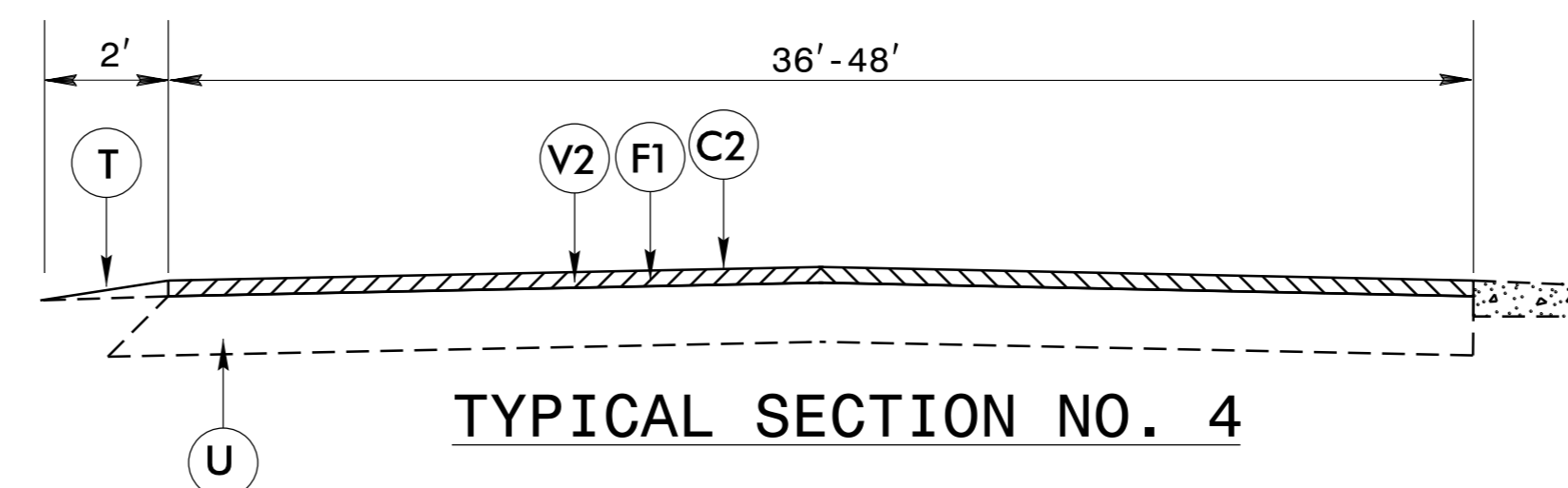


TYPICAL SECTION NO. 2

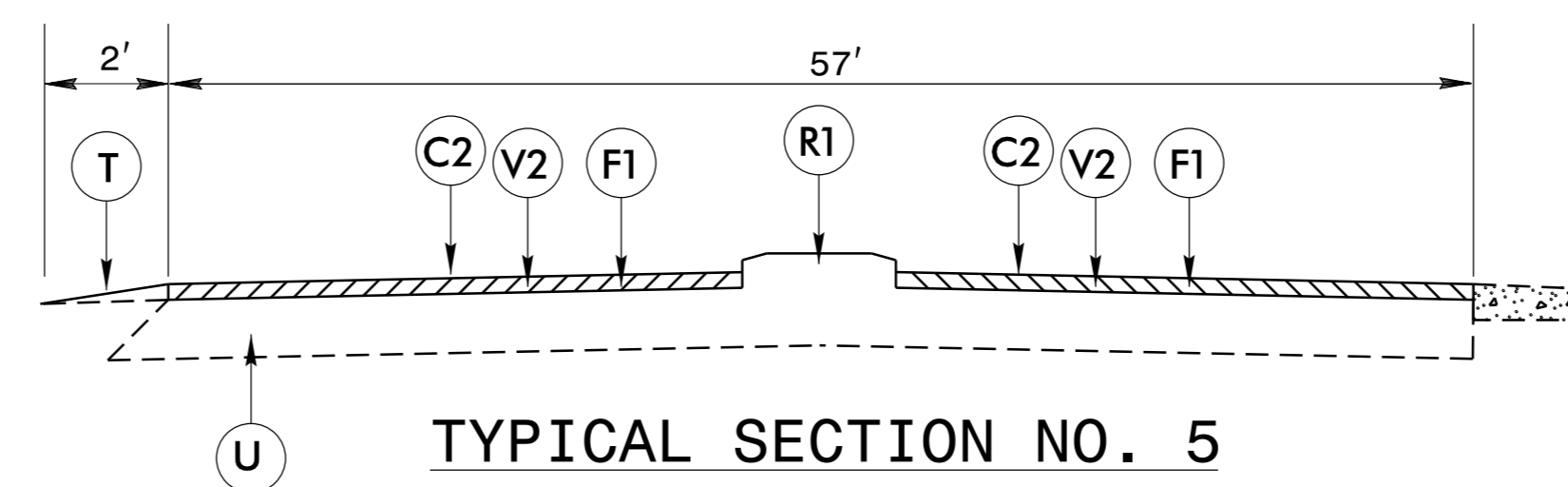
**NOTE: ON MAP 4 SKIP OVER 0.08 MILES OF NEWLY RESURFACED PAVEMENT AT THE STORE AT HILLTOP STREET



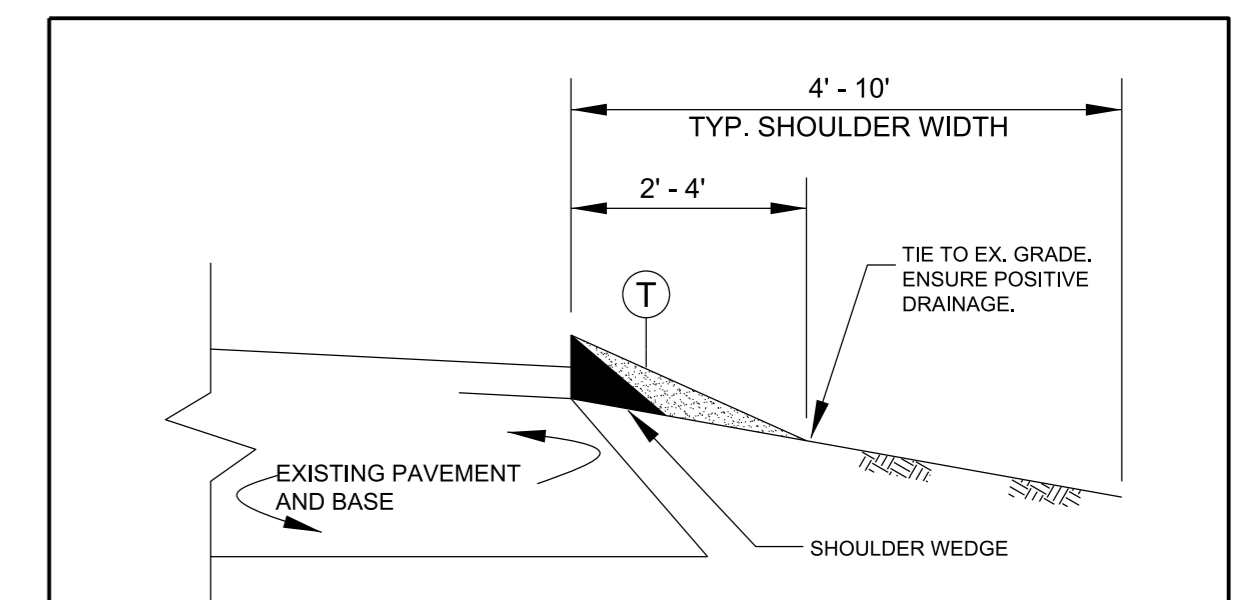
TYPICAL SECTION NO. 3



TYPICAL SECTION NO. 4

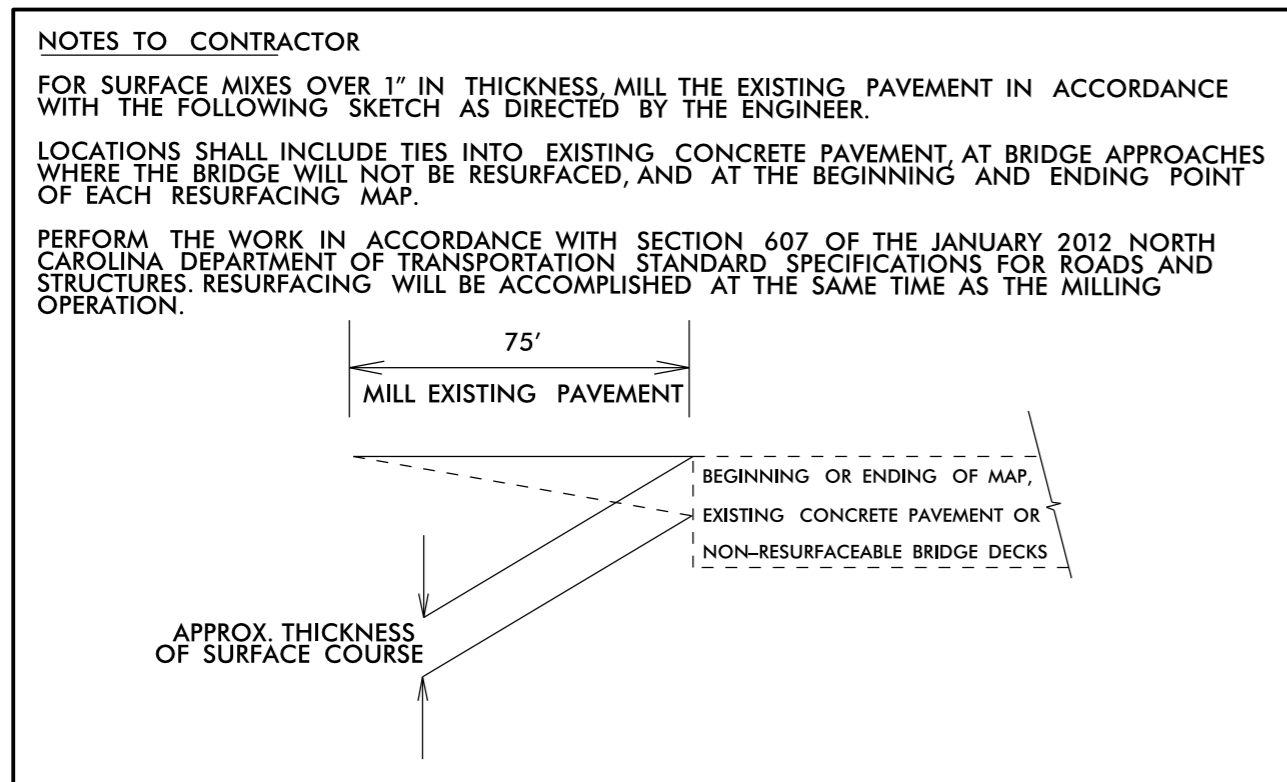


TYPICAL SECTION NO. 5

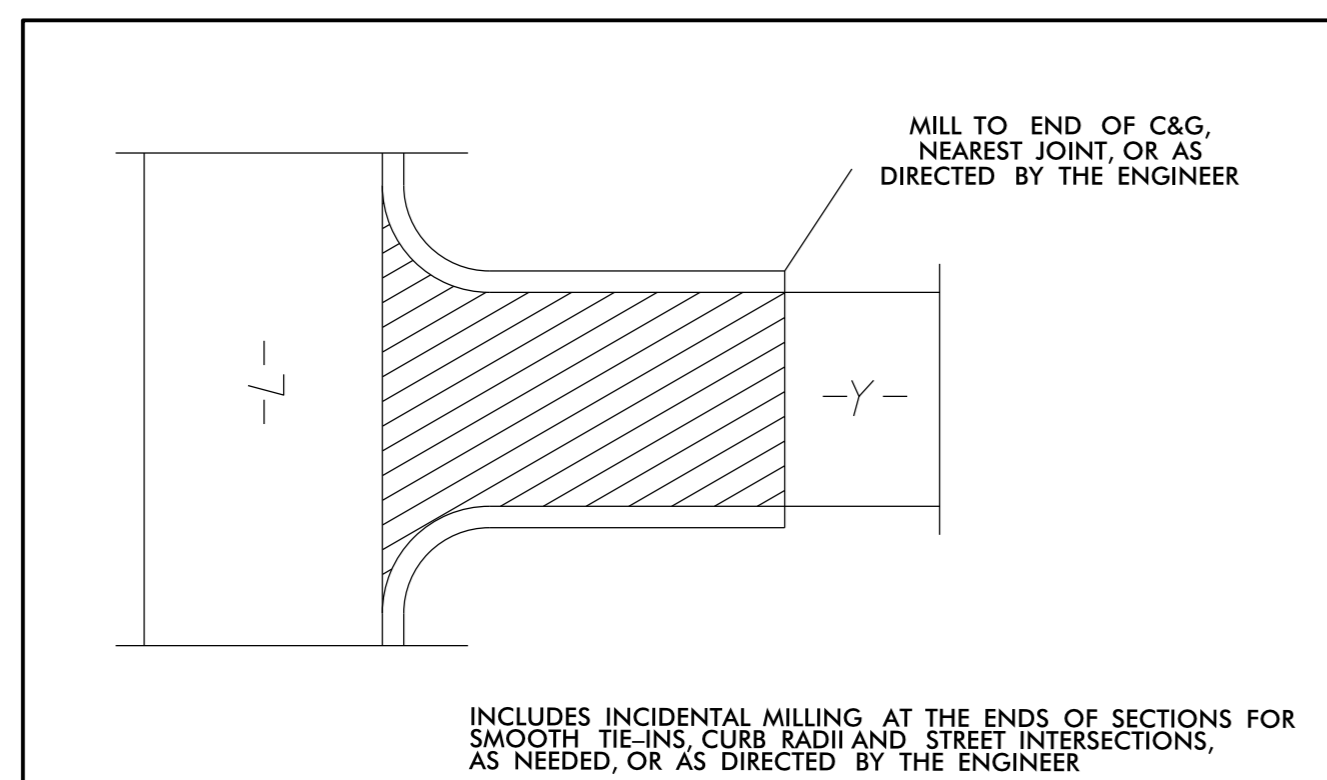


SHOULDER RECONSTRUCTION

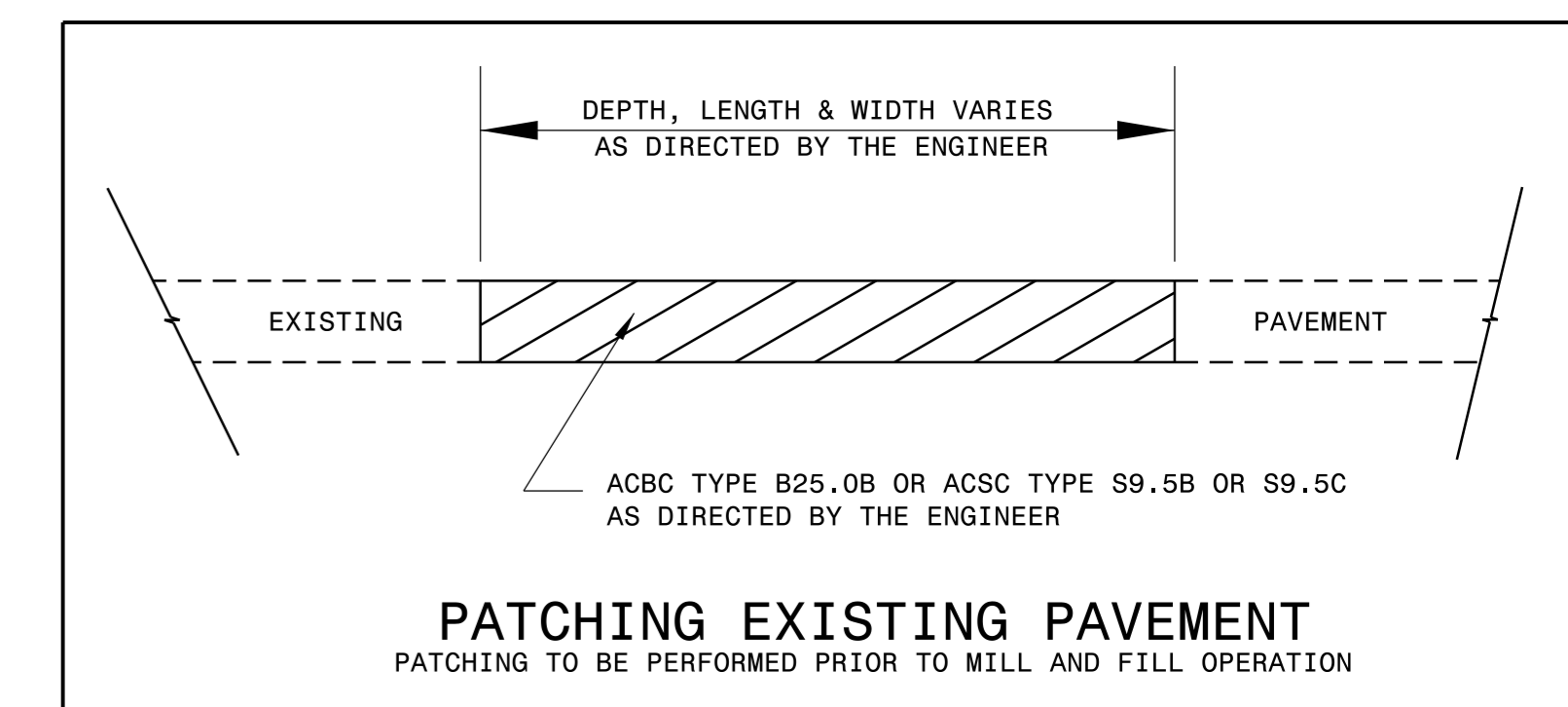
- NOTES:
- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
 - AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
 - A VEGETATIVE BUFFER SHALL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



MILLING AT PAVEMENT TIE-INS DETAIL



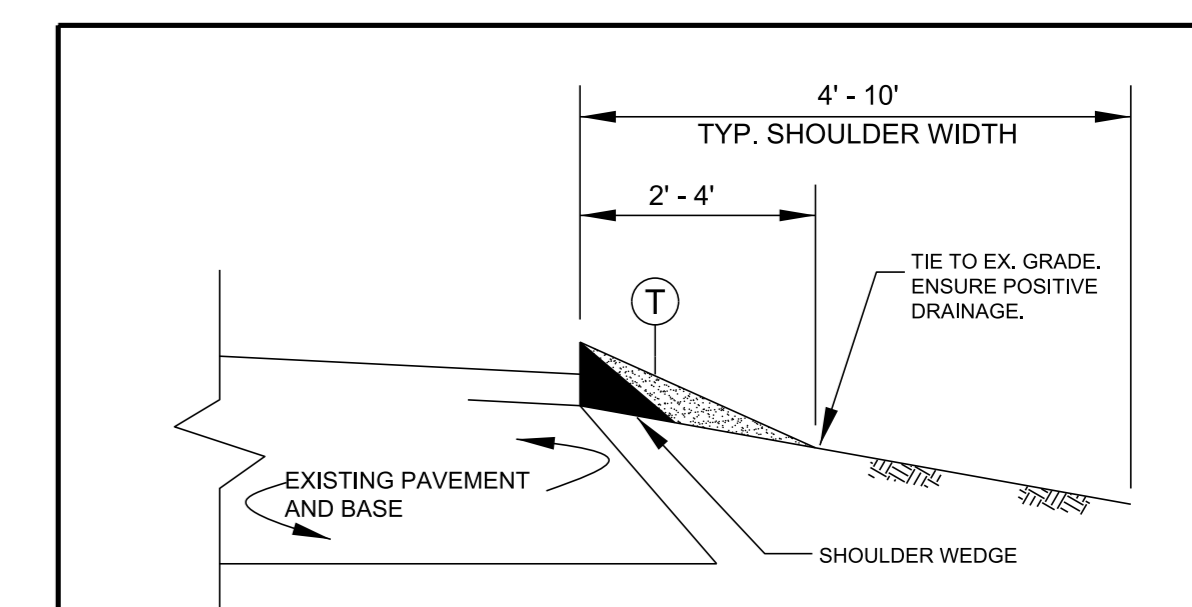
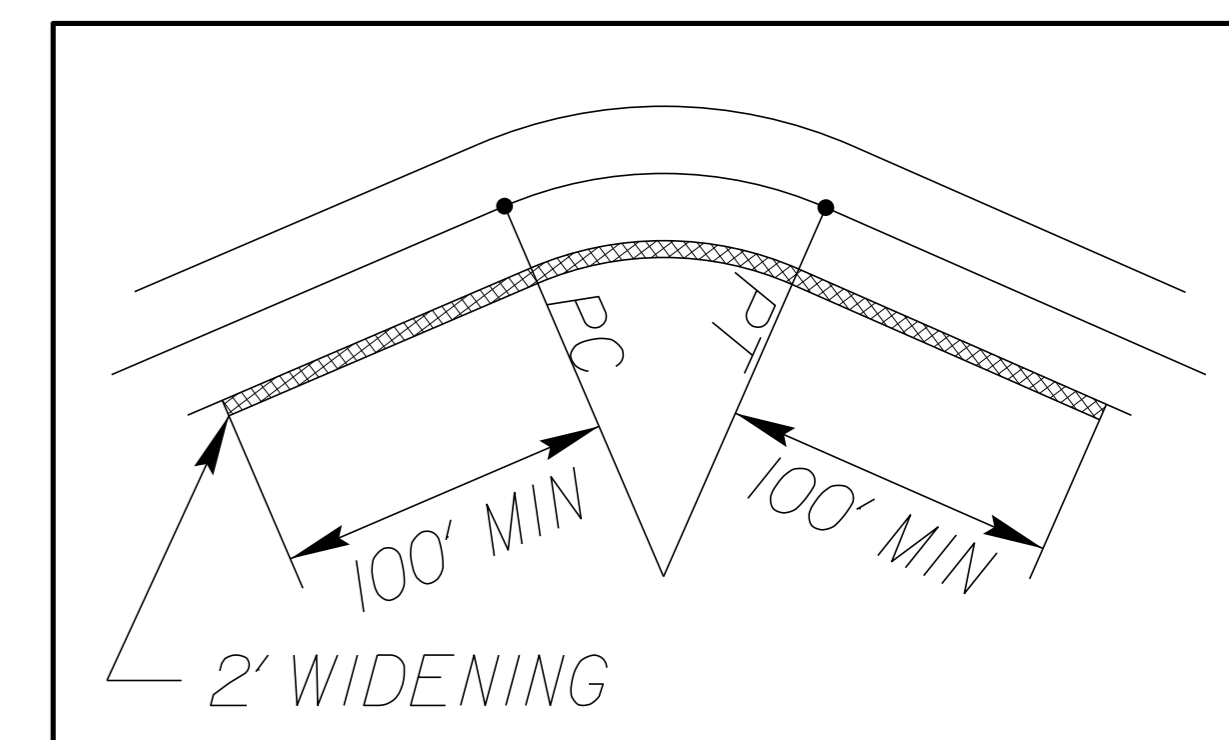
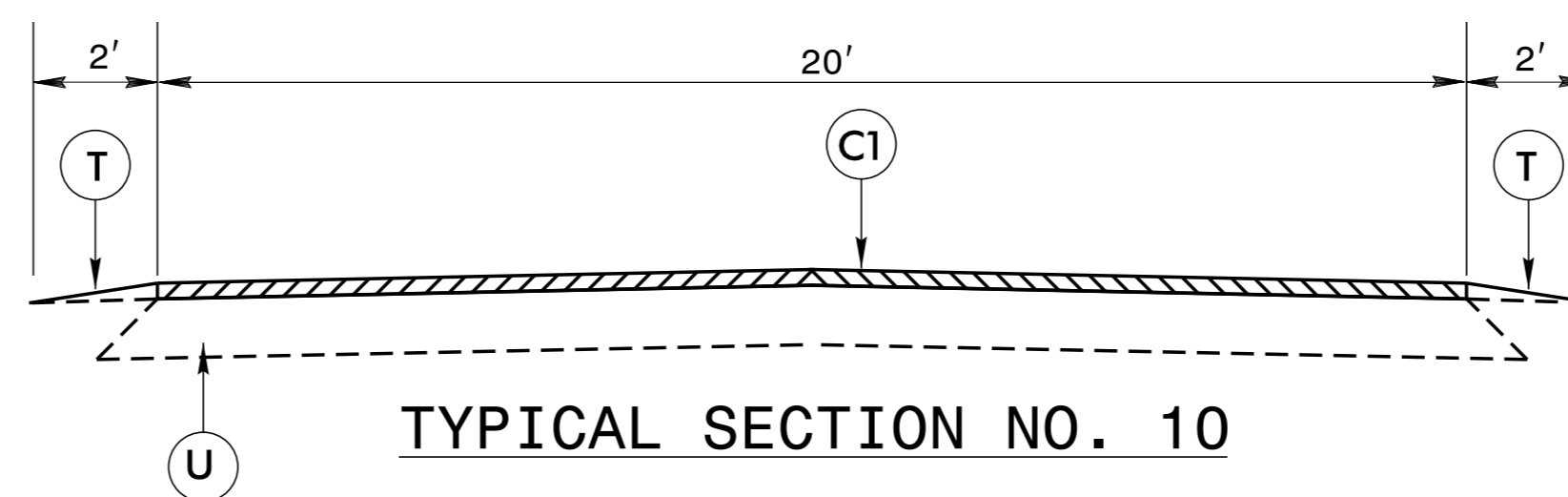
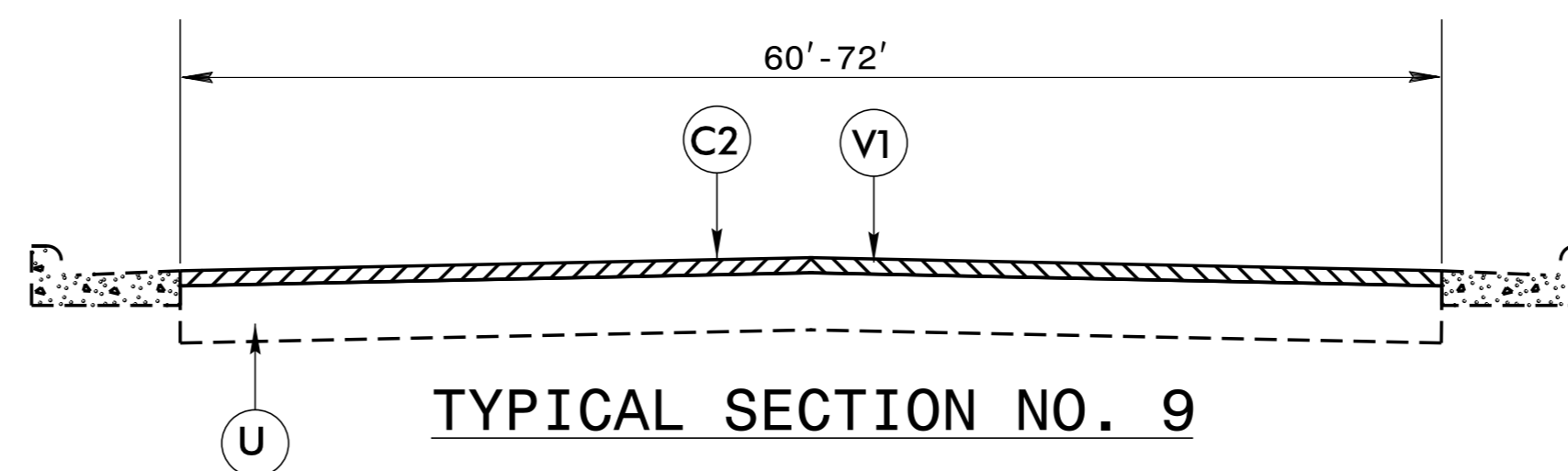
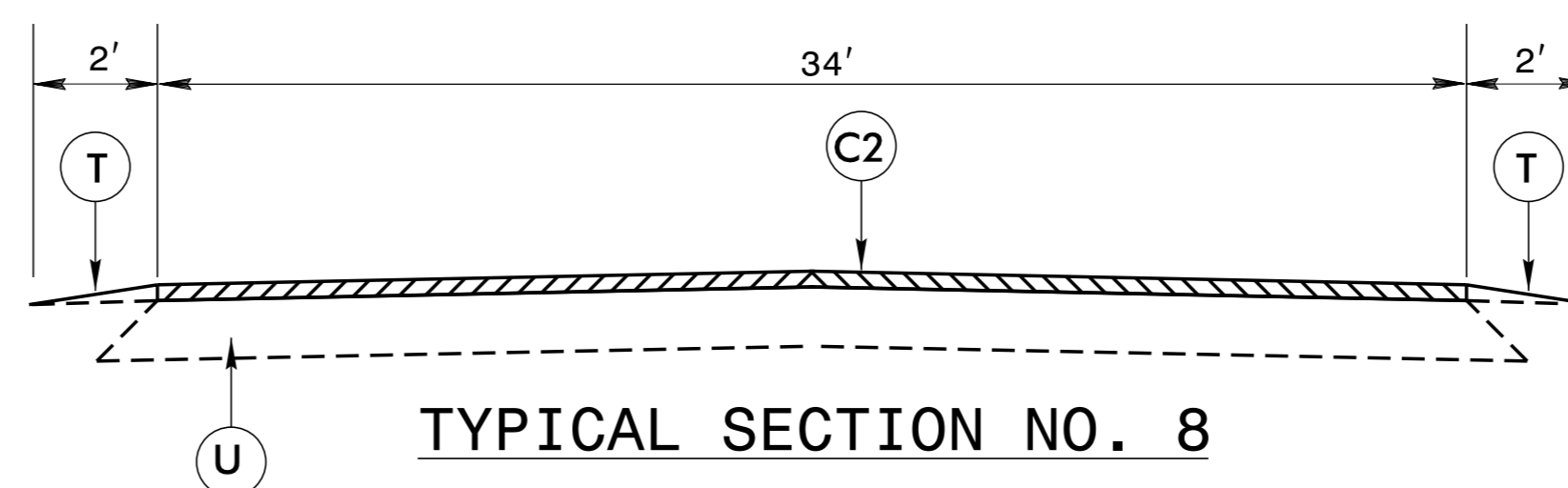
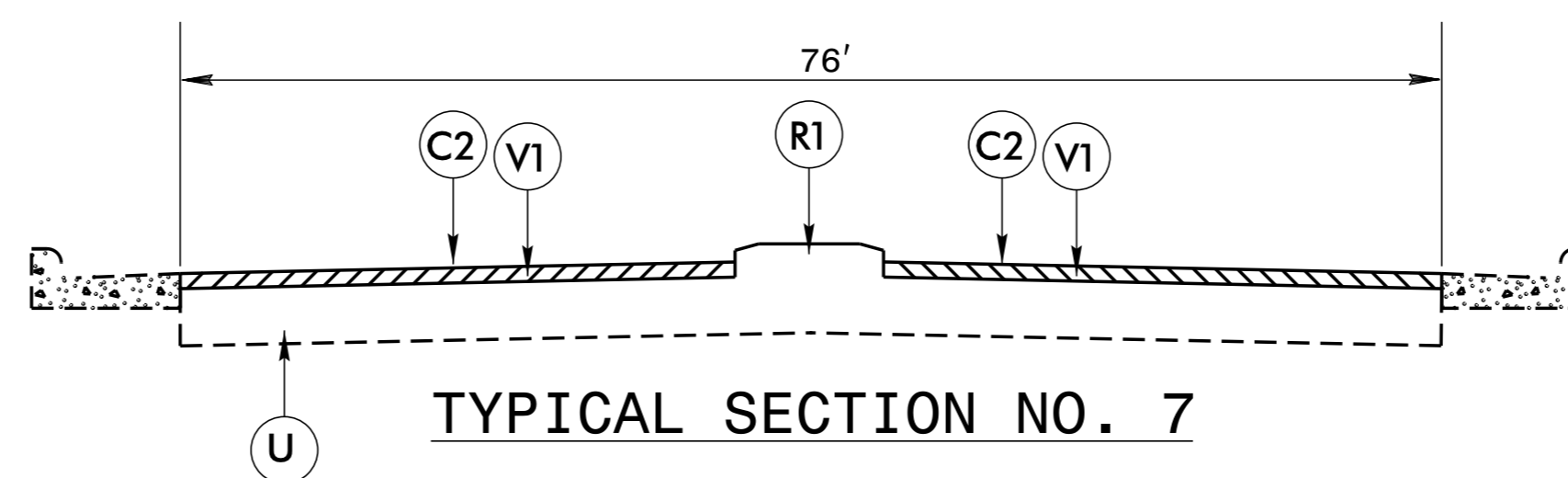
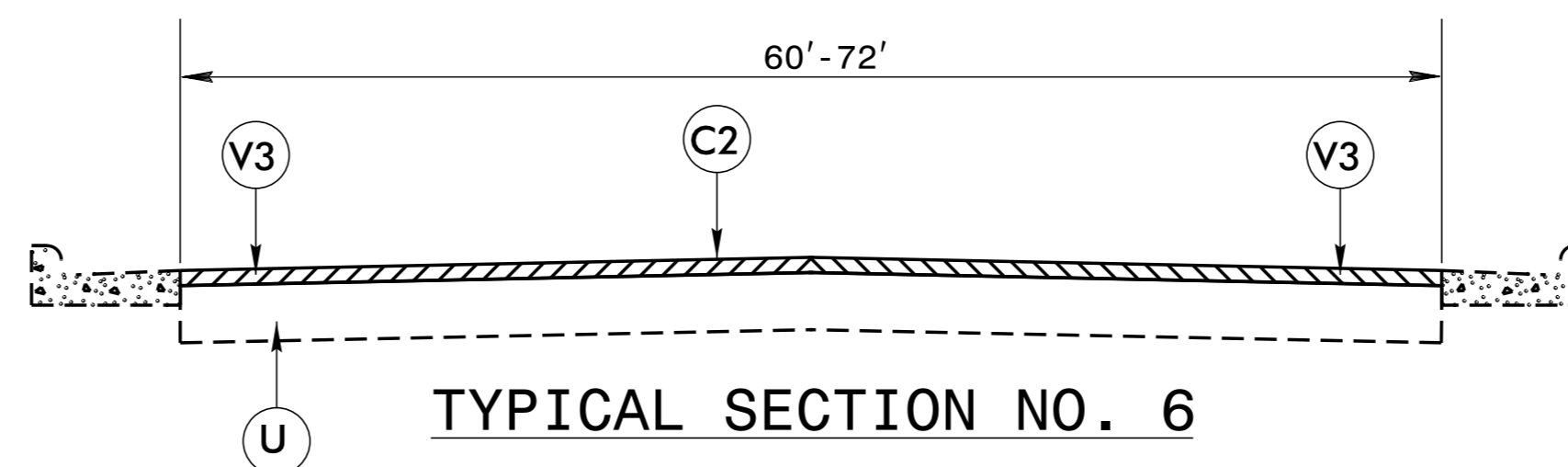
MILLING AT CURB AND GUTTER INTERSECTIONS



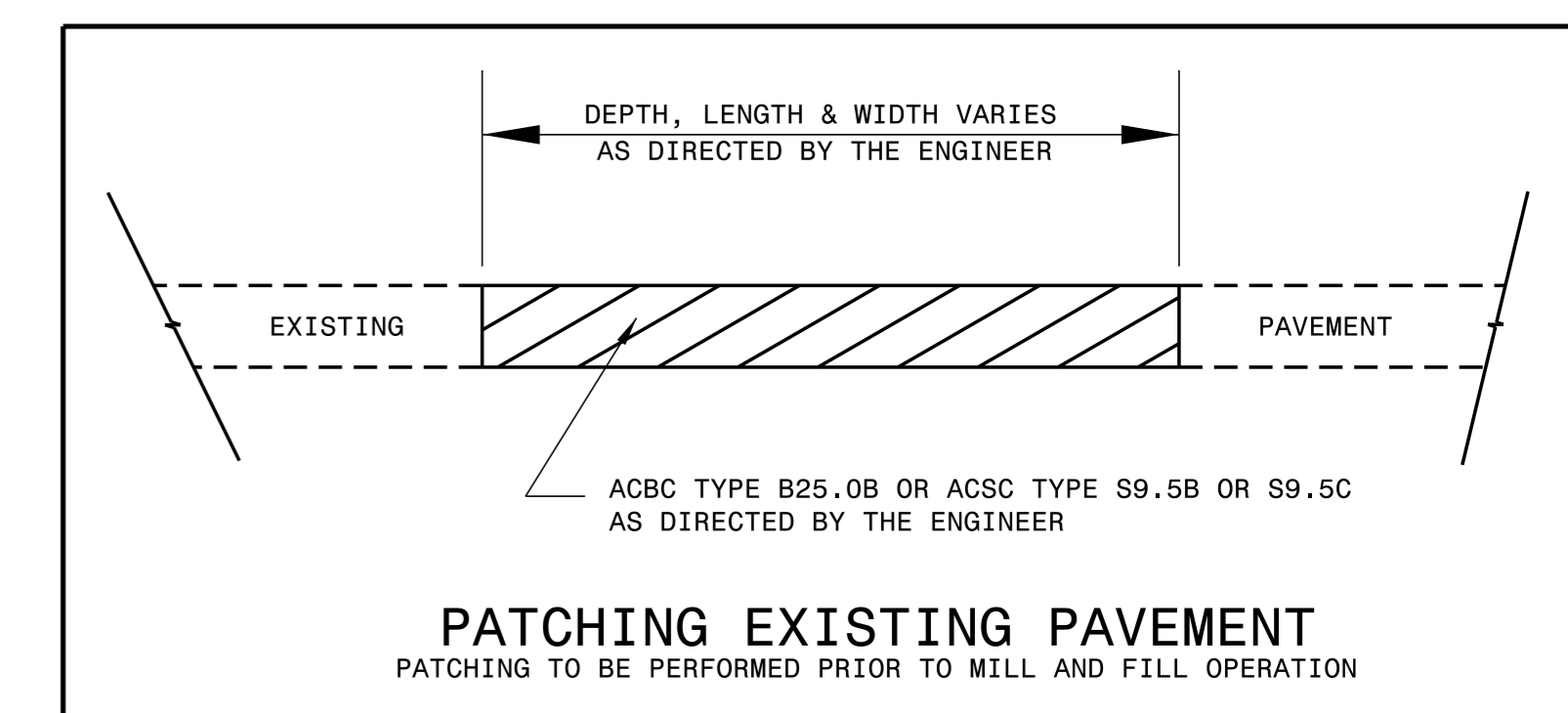
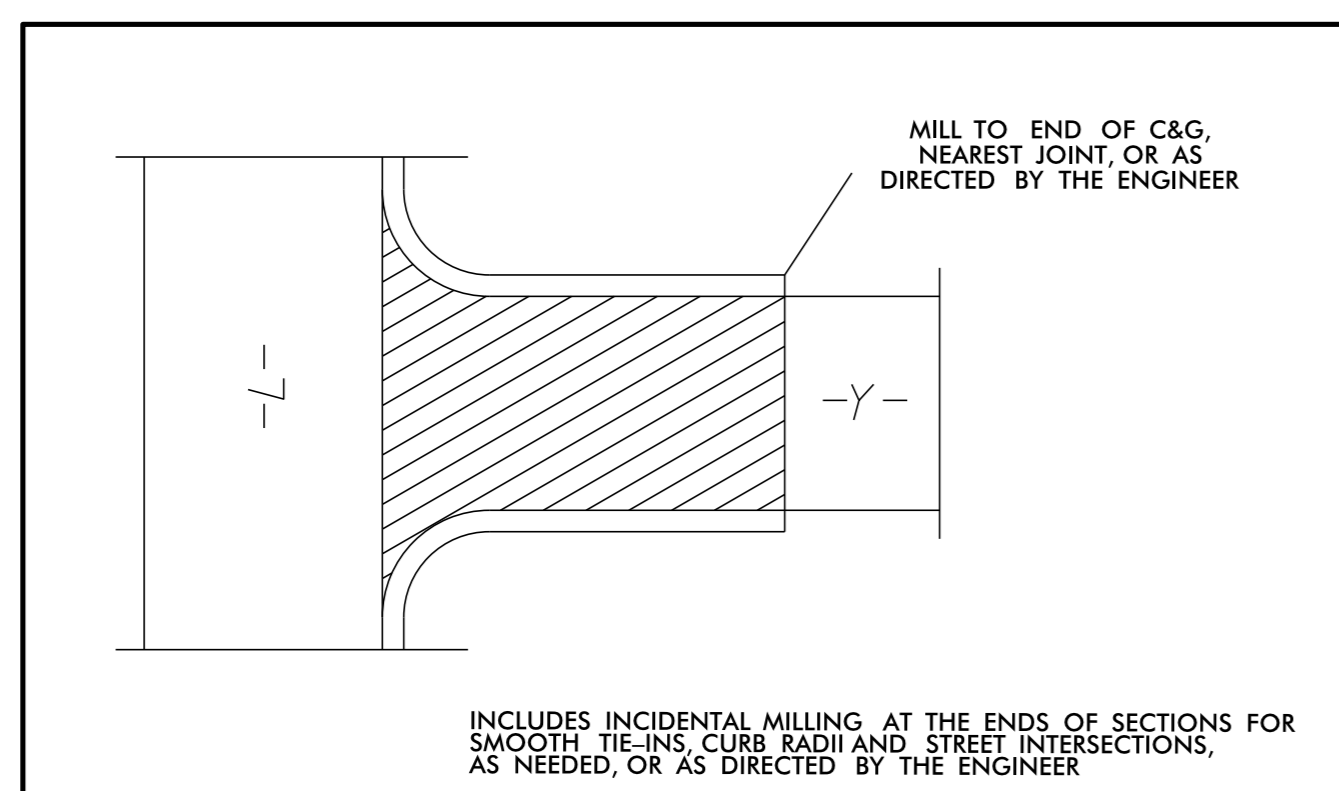
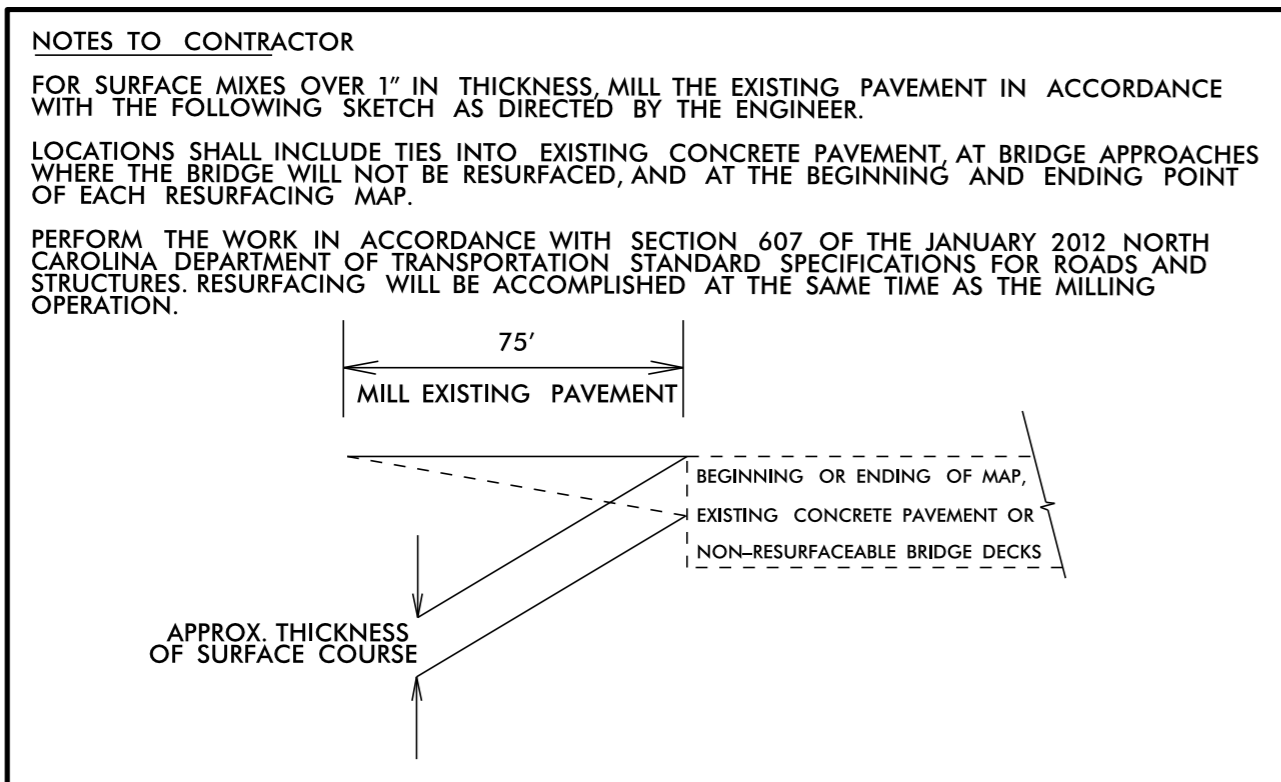
PATCHING EXISTING PAVEMENT

6/2/99 19-DEC-2018 09:55 F:\es\Projects\Let\Resurfacing\2018_Fall\11\2\2\CumberLand\Resurf_Typical.s.dgn

PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	#67M MAT COAT
R1	EXISTING CONCRETE ISLAND
T	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	1½" MILLING (FULL WIDTH)
V2	2½" MILLING (FULL WIDTH)
V3	0"-1½" MILLING (10' CURB MILLING)
Y	MILLED RUMBLE STRIPS

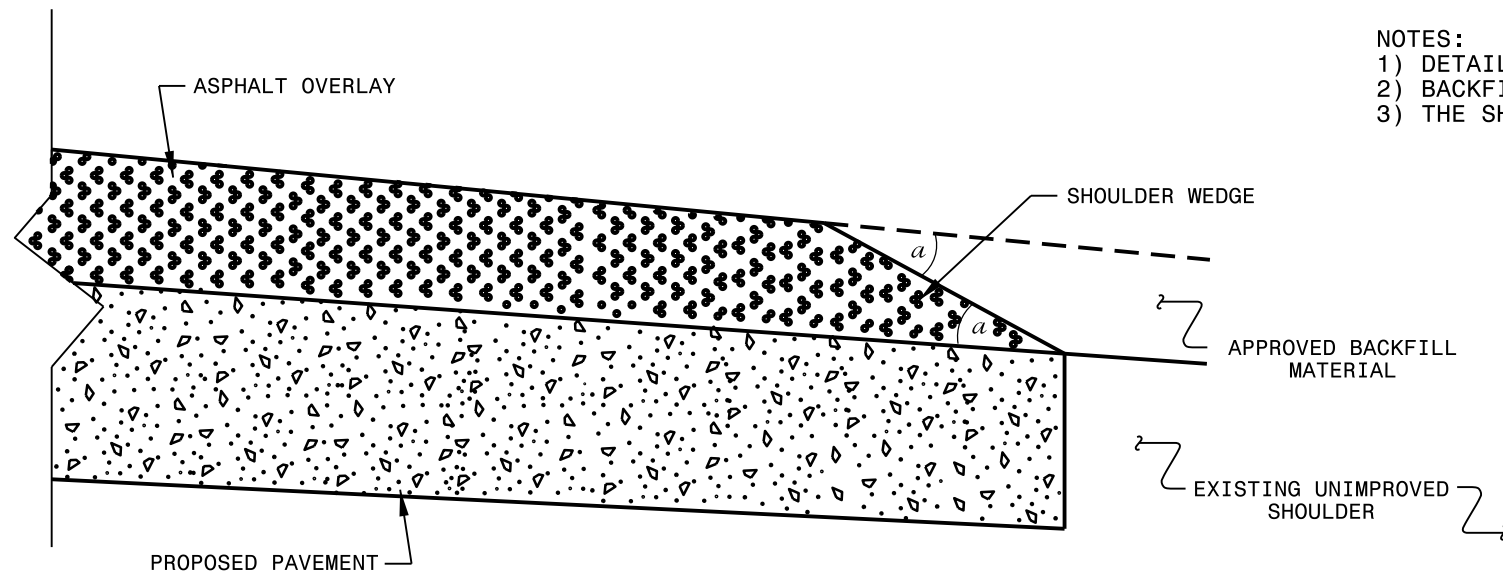


- NOTES:
- SHOULDER SHALL BE RECONSTRUCTED AS SHOWN IN STD. DWG. NO. 560.01 & 560.02, WITH A MINIMUM SLOPE OF 1" PER FOOT TO ENSURE POSITIVE DRAINAGE AWAY FROM ROADWAY.
 - AGGREGATE SHOULDER BORROW (ASB) MATERIAL SHALL BE PLACED USING A WIDENING MACHINE OR SIMILAR DEVICE.
 - A VEGETATIVE BUFFER SHALL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

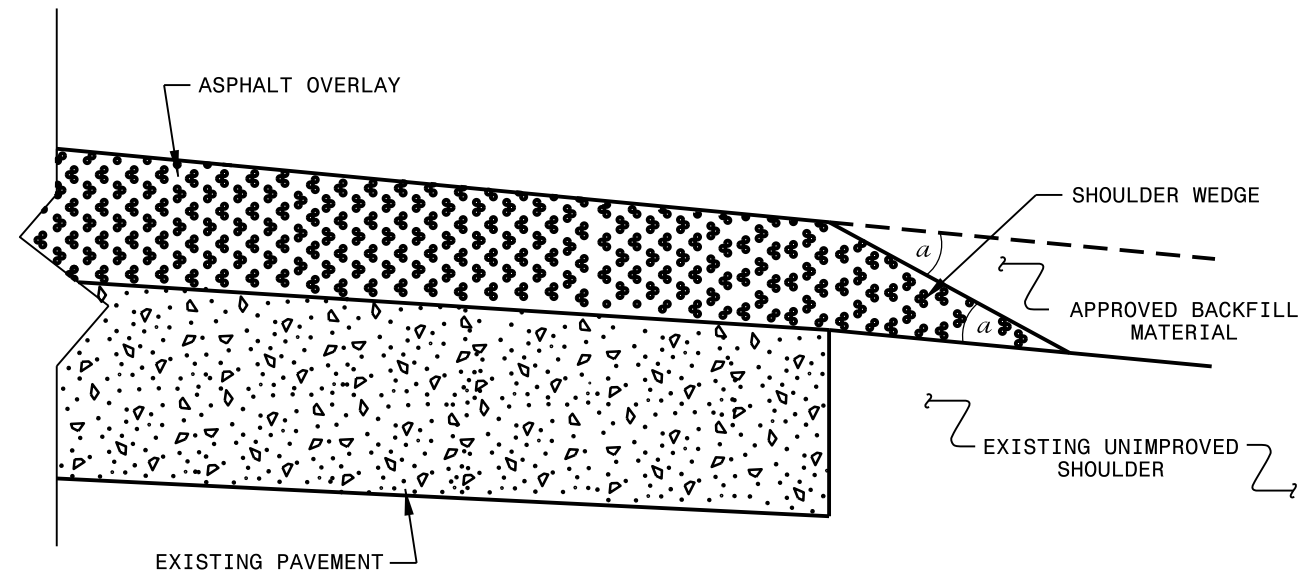


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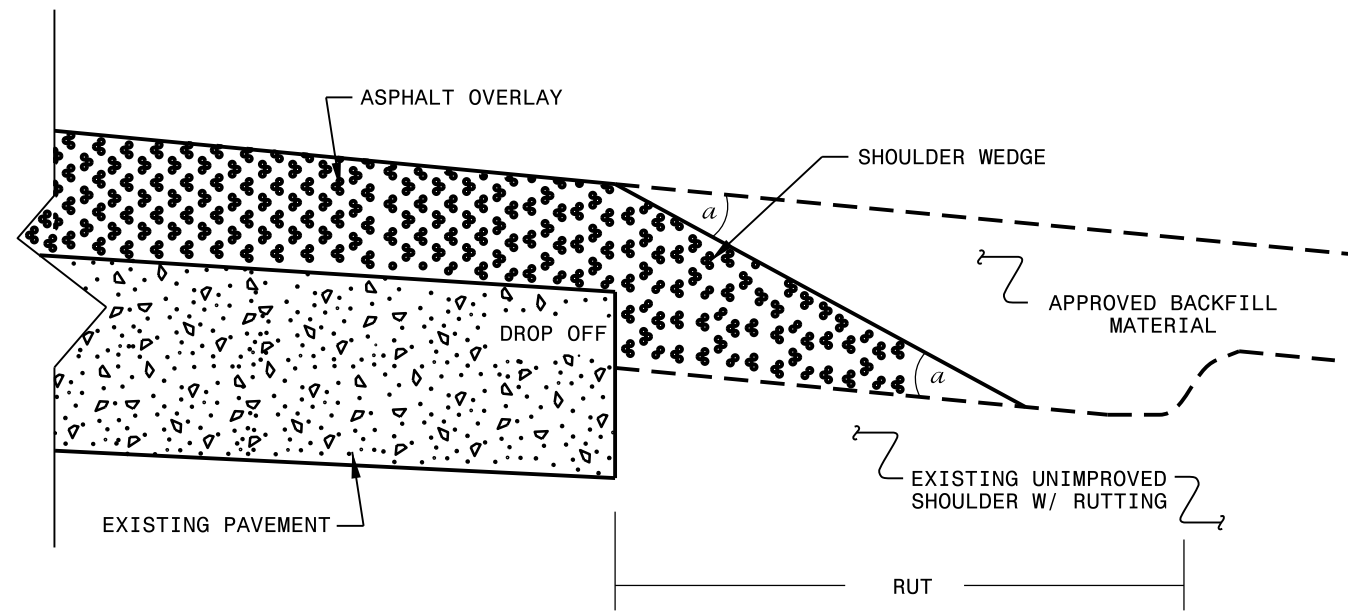
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



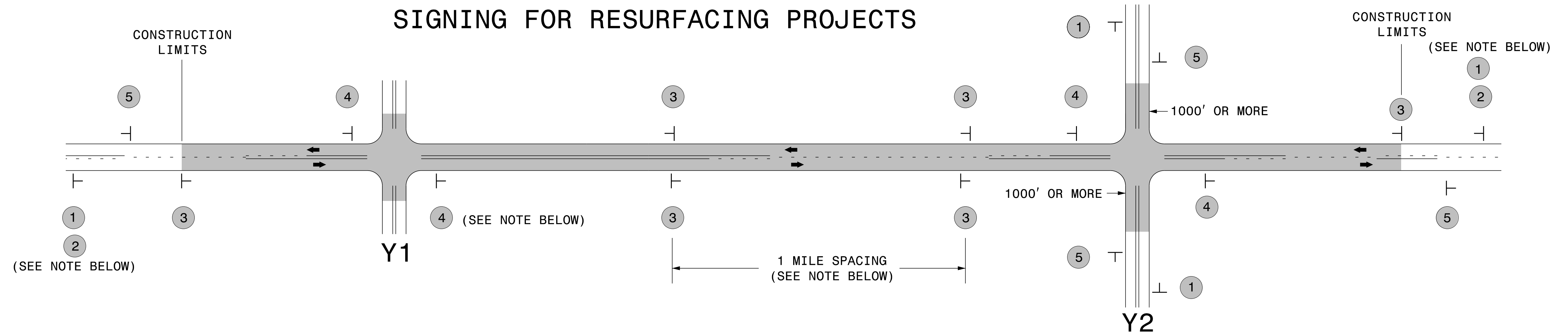
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to Rutted Shoulder)

- 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

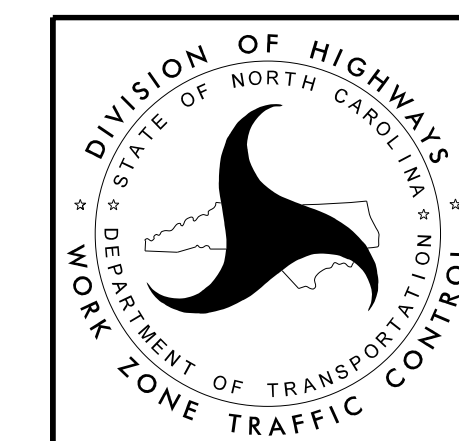


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

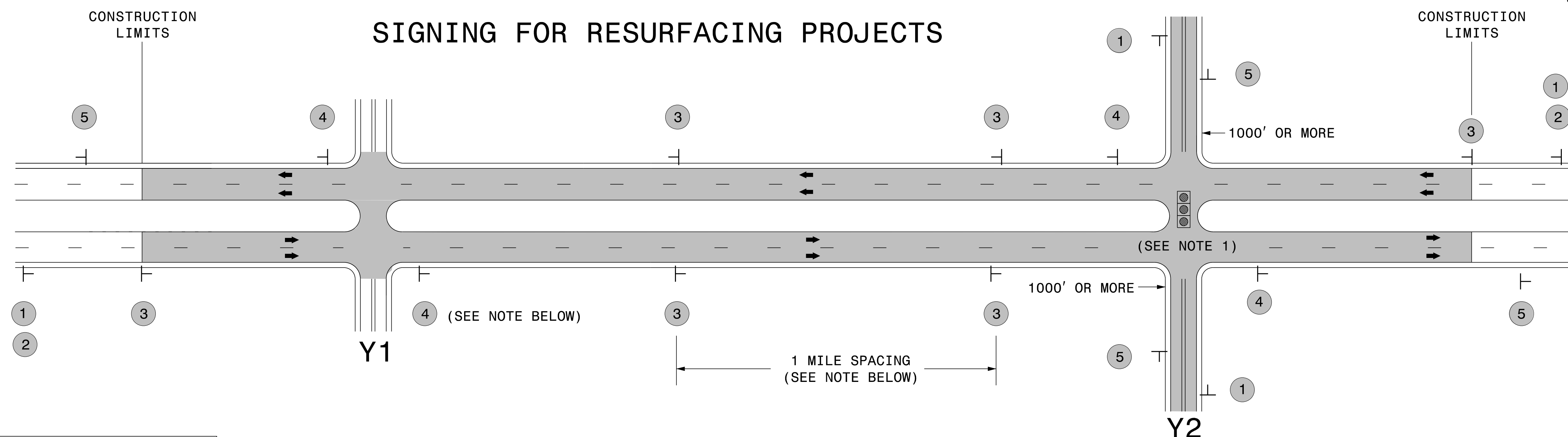
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<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;"> <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>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
2 LANE ROADWAYS**



LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

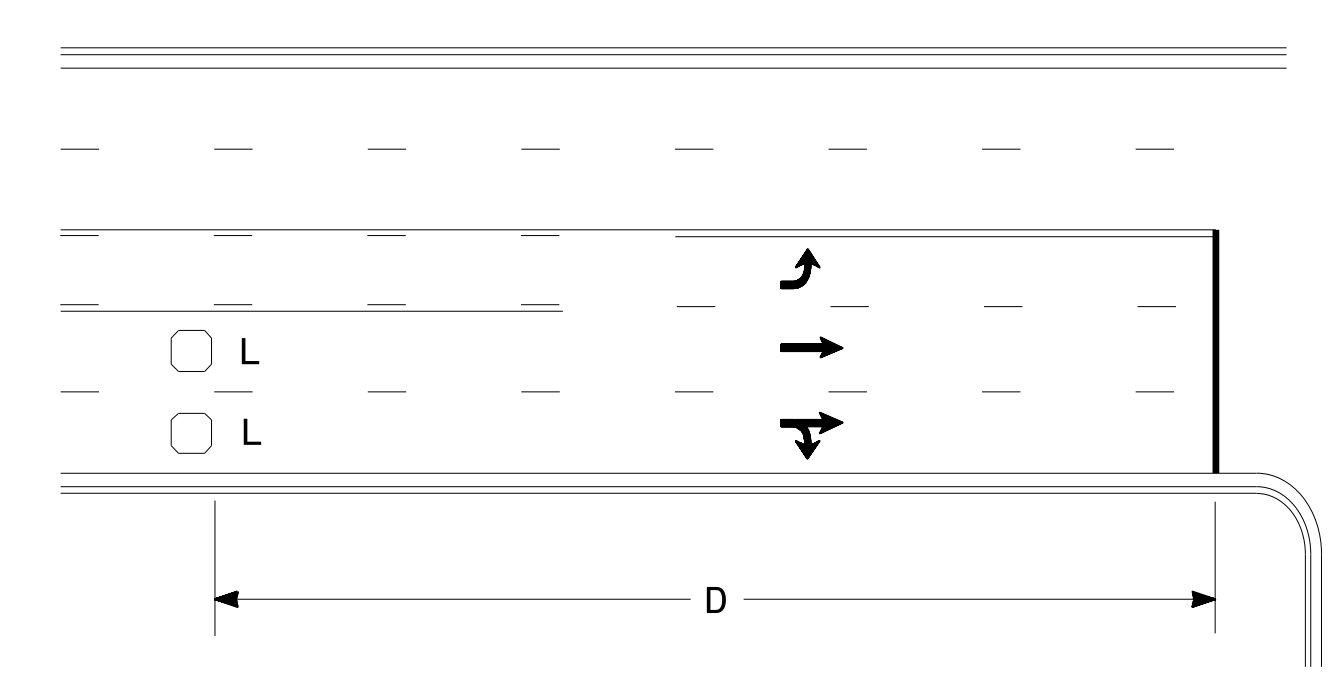
MAINLINE (-L-) SIGNING

-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;"> <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**

High Speed Detection (≥40 mph)

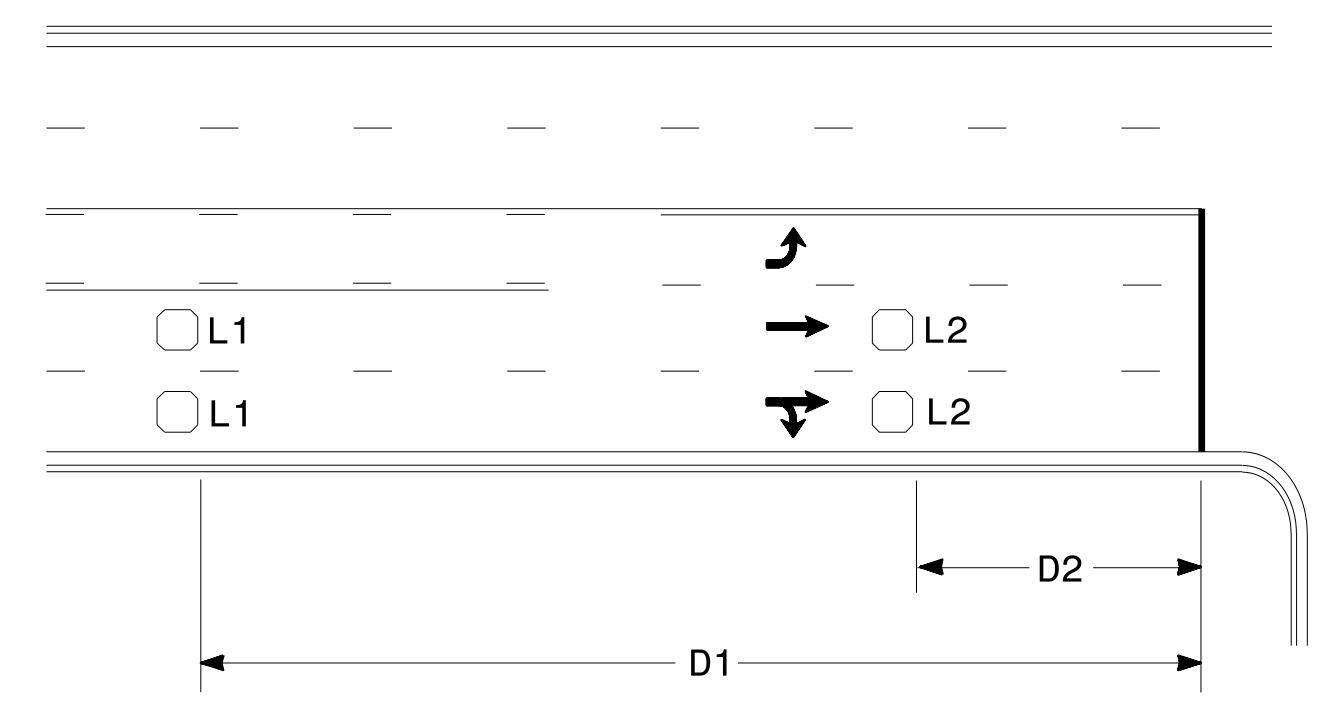


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

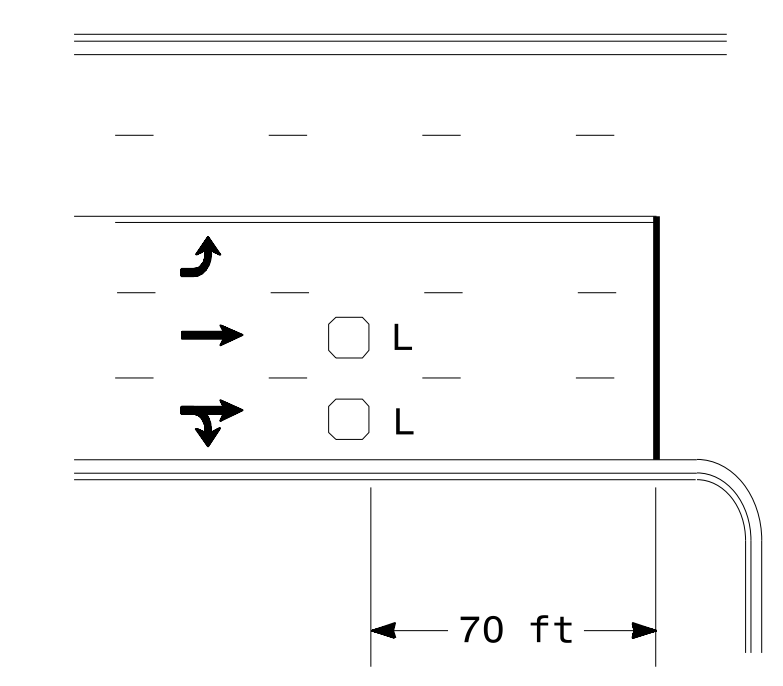


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

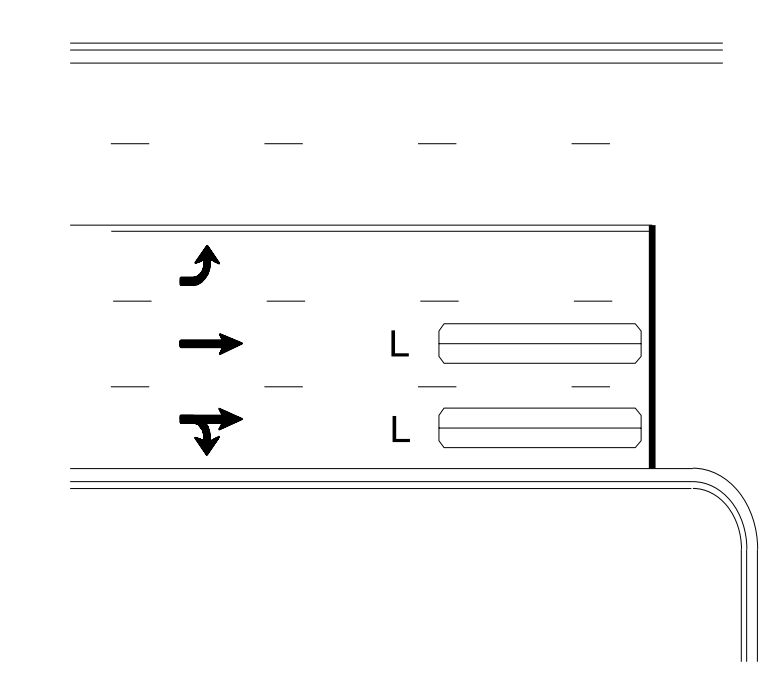
"Stretch" Operation

Low Speed Detection (≤35 mph)



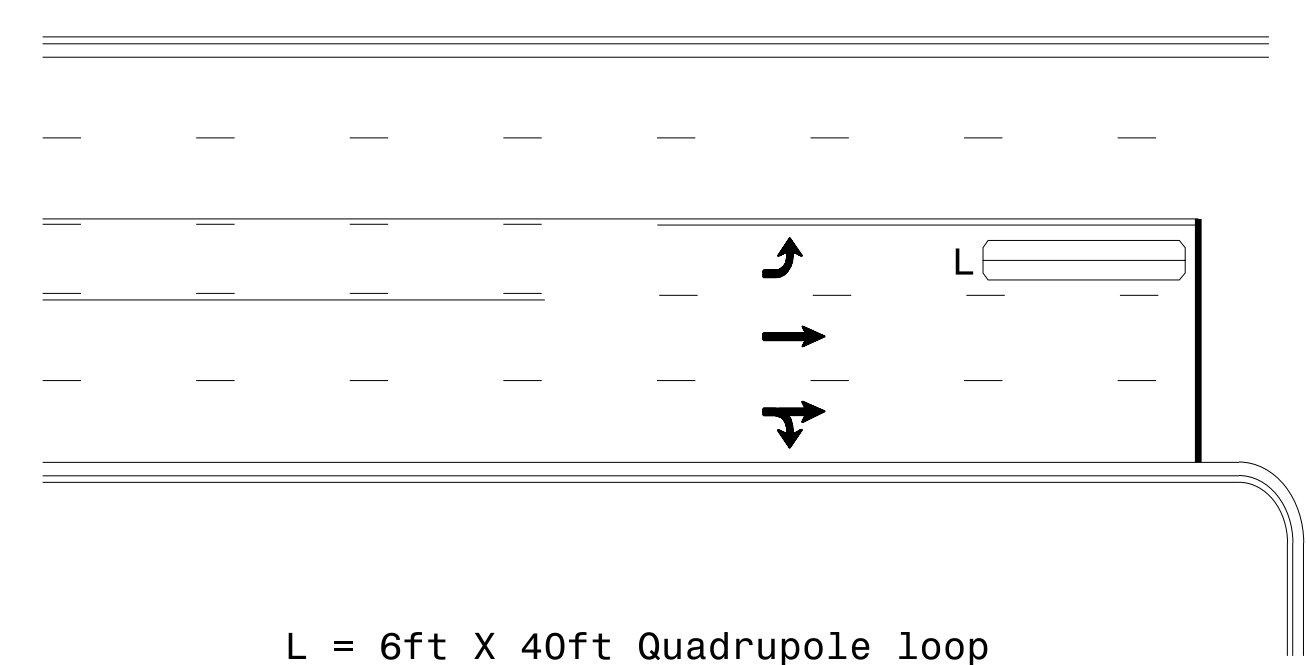
L = 6ft X 6ft
Wired in series

OR



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

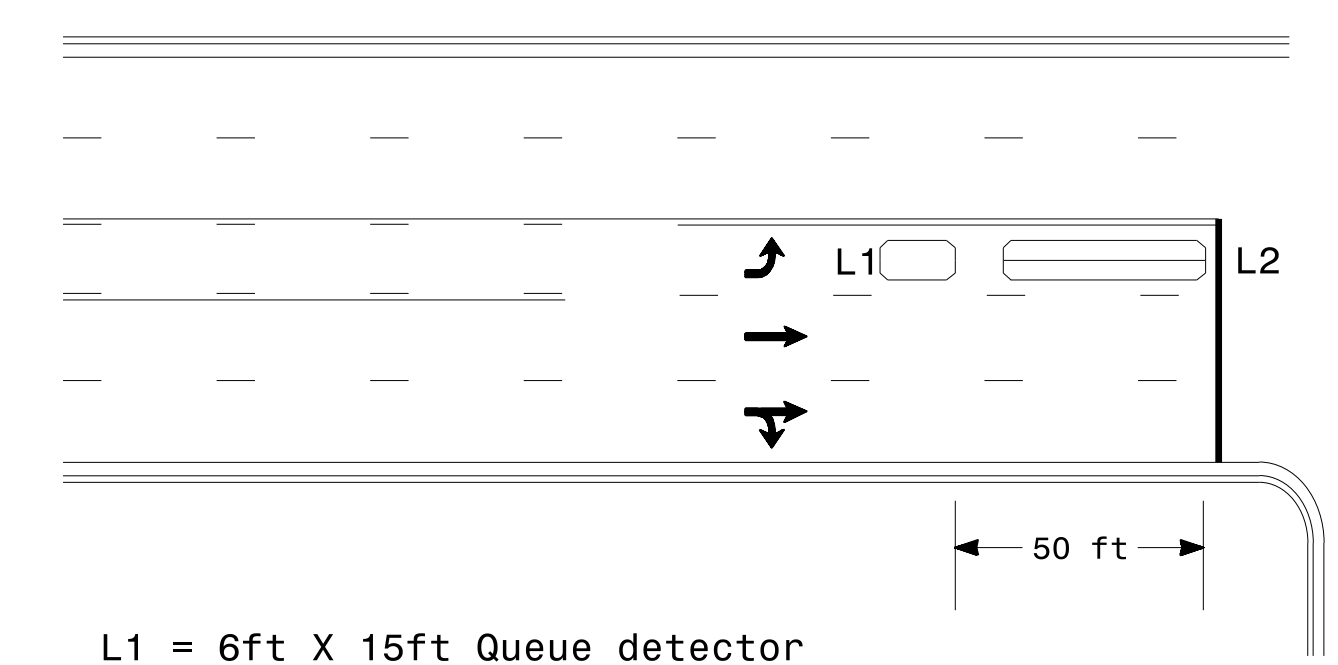
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

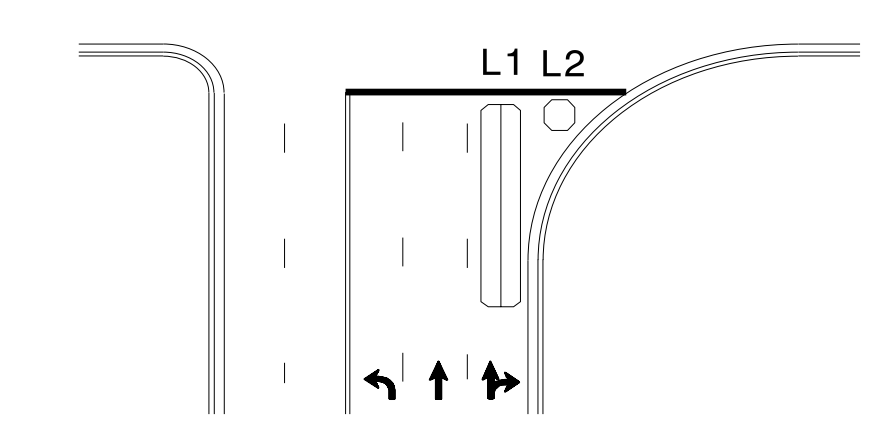
OR



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

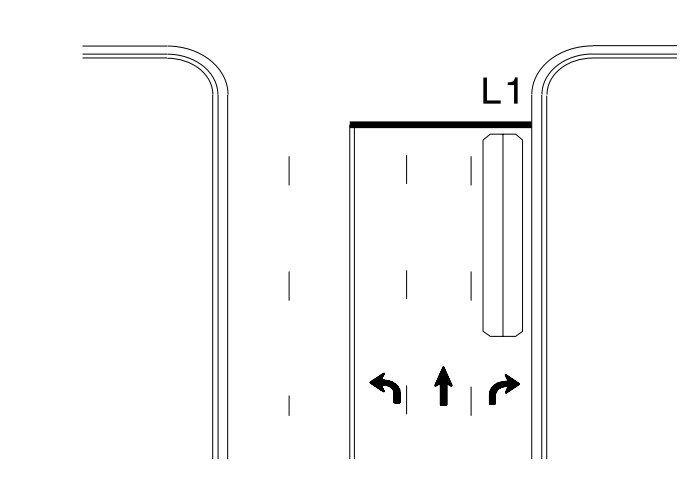
Queue Loop Detection

Right Turn Lane Detection

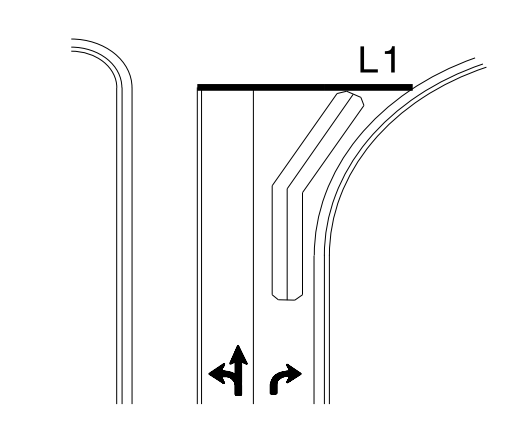


Shared Lane/
Wide Radius Turn

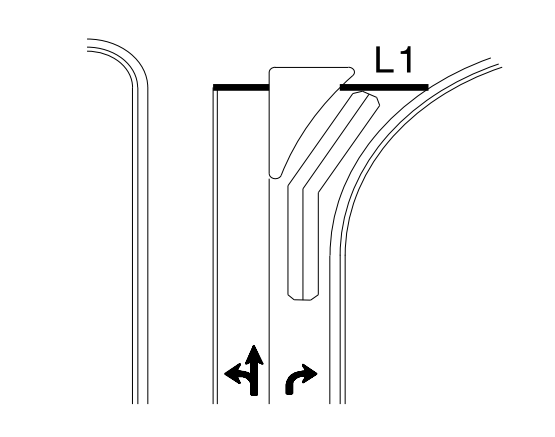
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

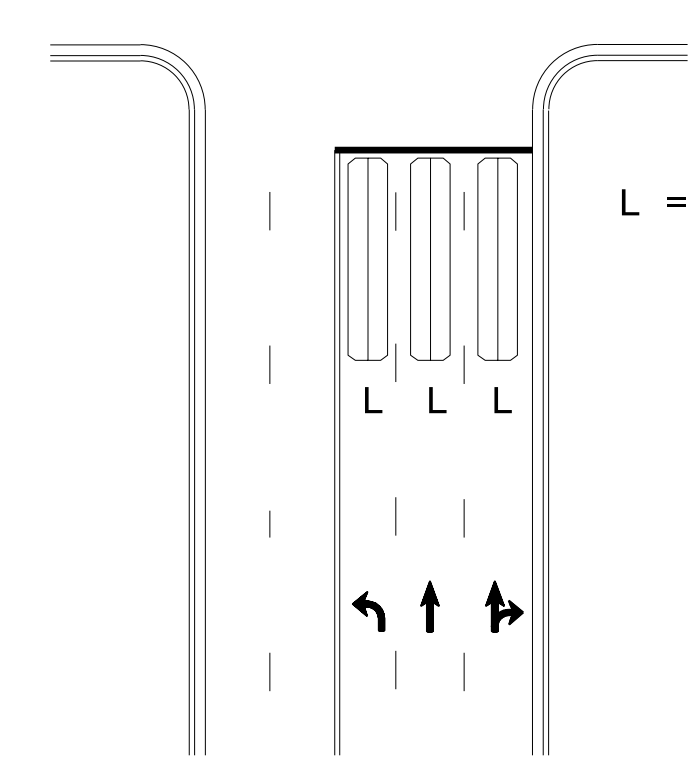


Wide Radius Turn



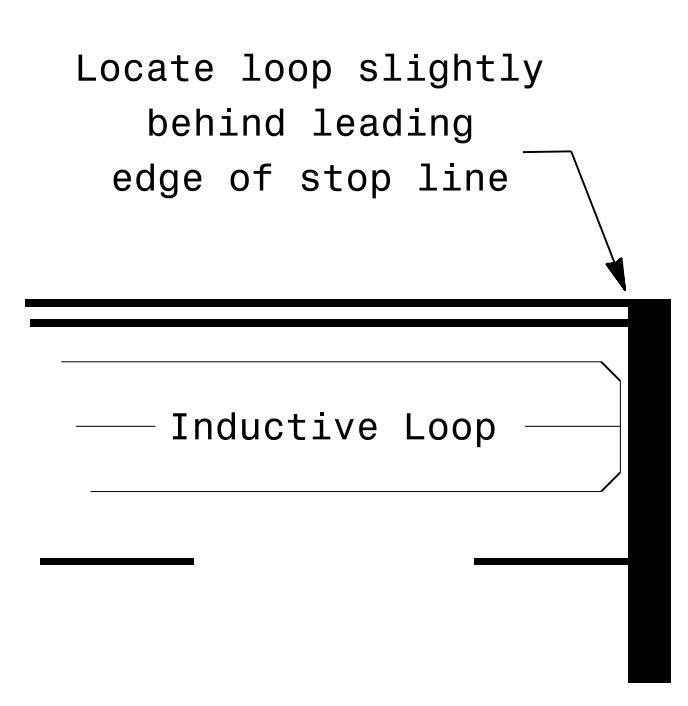
Channelized Turn

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
DATE

SIG. INVENTORY NO.

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

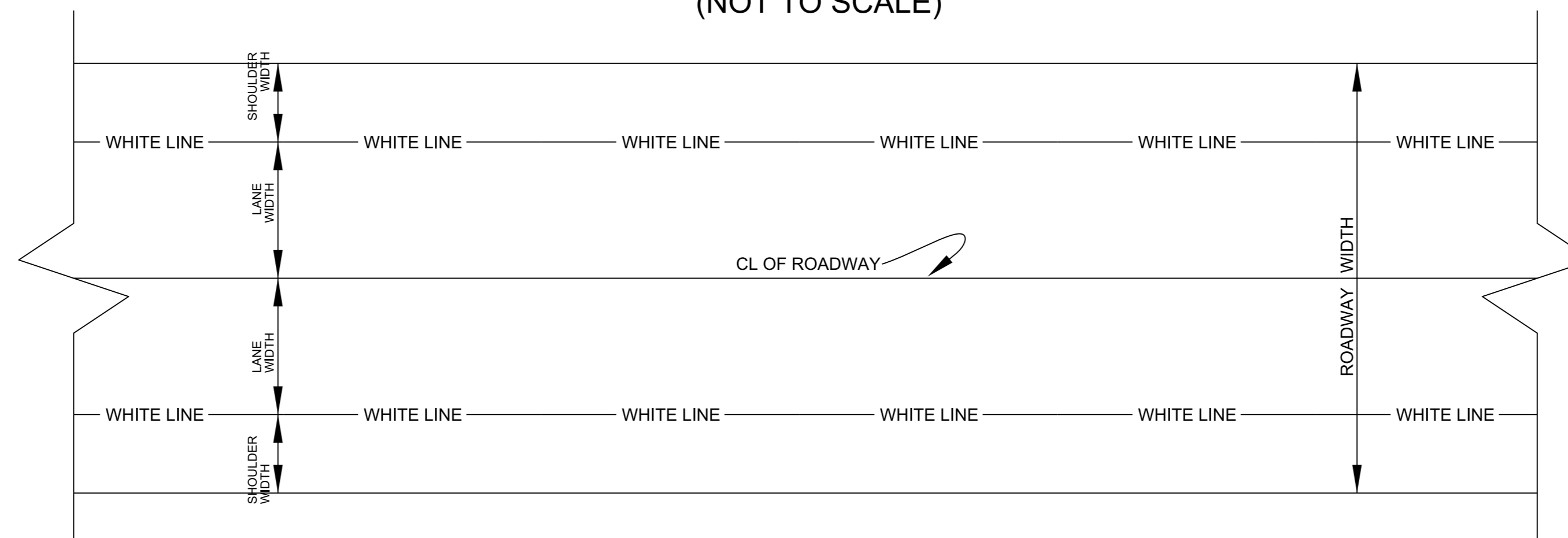
* May vary due to pavement width

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.
2020CPT.06.11.10261.1, etc		15

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH		WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M		4" X 120 M		8" X 90 M		8" X 120 M		12" X 90 M		12" X 90 M		24" X 120 M		THERMO MSG SCHOOL 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	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS		
								MI	FT				SF	LS	HR	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA										EA	EA
2020CPT.06.11.10261.1	Cumberland	1	NC 87	FROM SR 2245 PAVEMENT JT MP 24.93 TO SR 2233 PAVEMENT JT MP 26.58	1	4	MD	1.65	60	185	1.00		17,424	17,424	6,142			3,698				452						21	17	24				492			
TOTAL FOR MAP NO. 1								1.65		185	1		17,424	17,424	6,142			3,698				452					21	17	24				492				
TOTAL FOR PROJ NO. 2020CPT.06.11.10261.1								1.65		185	1		17,424	17,424	6,142			3,698				452					21	17	24				492				
													34,848		6,142																				62		492
2020CPT.06.11.20261.1	Cumberland	2	SR 1108	FROM SR 1112 MP 1.85 TO BEGIN PROJECT W-5601FN MP 3.16 (150' NORTH OF INTERSECTION WITH BROOKRUN DRIVE)	2 & 3	2	2WU	1.31	27	160			11,932	925	1,570	13,931	230			748		60					16	10		2			78	86			
TOTAL FOR MAP NO. 2								1.31		160			11,932	925	1,570	13,931	230			748		60					16	10		2			78	86			
2020CPT.06.11.20261.1	Cumberland	3	SR 1108	FROM END PROJECT W-5601FN MP 3.38 (0.1 MILE NORTH OF INTERSECTION WITH SR 3670) TO SR 1107 MP 3.88	2	3	2WU	0.5	40	56			5,280		1,060	5,426			100	350		150	12				6	6		1			66	50			
TOTAL FOR MAP NO. 3								0.5		56			5,280		1,060	5,426			100	350		150	12				6	6		1			66	50			
2020CPT.06.11.20261.1	Cumberland	4	SR 1112	FROM NC 59 MP 0.00 TO SOMMER DRIVE PAVEMENT JOINT MP 2.01	2	2	2WU	1.93	22	216		40	21,048		1,171	28,471		310	1,002		162	12				10	6			4	40	150					
TOTAL FOR MAP NO. 4								1.93		216		40	21,048		1,171	28,471		310	1,002		162	12				10	6			4	40	150					
2020CPT.06.11.20261.1	Cumberland	5	SR 1112	FROM SR 2986 PAVEMENT JOINT MP 2.36 TO SR 1108 MP 3.93	2, 4 & 5	2	2WU	1.57	22	204		40	15,714		1,639	17,691	266	220		500	275	12				15	15	6			90	107					
TOTAL FOR MAP NO. 5								1.57		204		40	15,714		1,639	17,691	266	220		500	275	12				15	15	6			90	107					
2020CPT.06.11.20261.1	Cumberland	6	SR 1141	FROM SR 1148 PAVEMENT JOINT MP 2.91 TO SR 1007 PAVEMENT JOINT MP 3.69	6 & 7	5	MU	0.74	60	100		40		1,600	3,442	9,939					231	175		8	19	16	9			94	87						
TOTAL FOR MAP NO. 6								0.74		100		40		1,600	3,442	9,939					231	175		8	19	16	9			94	87						
2020CPT.06.11.20261.1	Cumberland	7	SR 1141	FROM SR 1007 PAVEMENT JOINT (0.12 MILES EAST OF SR 1007) MP 3.83 TO ROUND ABOUT PAVEMENT JOINT MP 4.44	8	2	2WU	0.61	34	68			6,441			7,154		70	230		100	6			7	7							70				
TOTAL FOR MAP NO. 7								0.61		68			6,441			7,154		70	230		100	6			7	7							70				
2020CPT.06.11.20261.1	Cumberland	8	SR 1613	FROM SR 1600 MP 0.00 TO END MAINTENANCE MP 0.64	9	5	MU	0.64	60	72			1,000		5,113	10,628			300		60		8	22	14	3				64	83						
TOTAL FOR MAP NO. 8								0.64		72			1,000		5,113	10,628			300		60		8	22	14	3				64	83						
2020CPT.06.11.20261.1	Cumberland	9	SR 1635	FROM DEAD END MP 0.00 TO DEAD END MP 0.73	10	2	2WU	0.71	20	80			7,497			7,497																	46				
TOTAL FOR MAP NO. 9								0.71		80			7,497			7,497																	46				
TOTAL FOR PROJ NO. 2020CPT.06.11.20261.1								8.01		956		120		68,912	2,525	13,995	100,737	496	700	2,861	500	982	42	16	95	74	18	3	4	432	679						
													71,437		114,732			3,361			58				194								1,111				
GRAND TOTAL													9.66		1,141	1	120	86,336	19,949	20,137	100,737	4,194	700	2,861	500	1,434	42	16	116	91	42	3	4	924	679		
														106,285		120,874			3,361			58				256									1,603		