

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS

Letting Date: April 18, 2018

CONTRACT ID: DF00209

TIP NO.: -----

FEDERAL AID NO.: STATE FUNDED

WBS ELEMENT NO.: 2019CPT.06.09.10261.1

ROUTE NO.: NC 210, NC 217 & NC 295

LOCATION: VARIOUS

COUNTY: CUMBERLAND

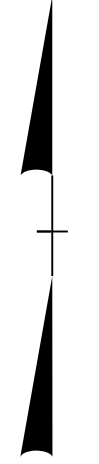
LENGTH OF PROJECT: 7.35 MILES

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

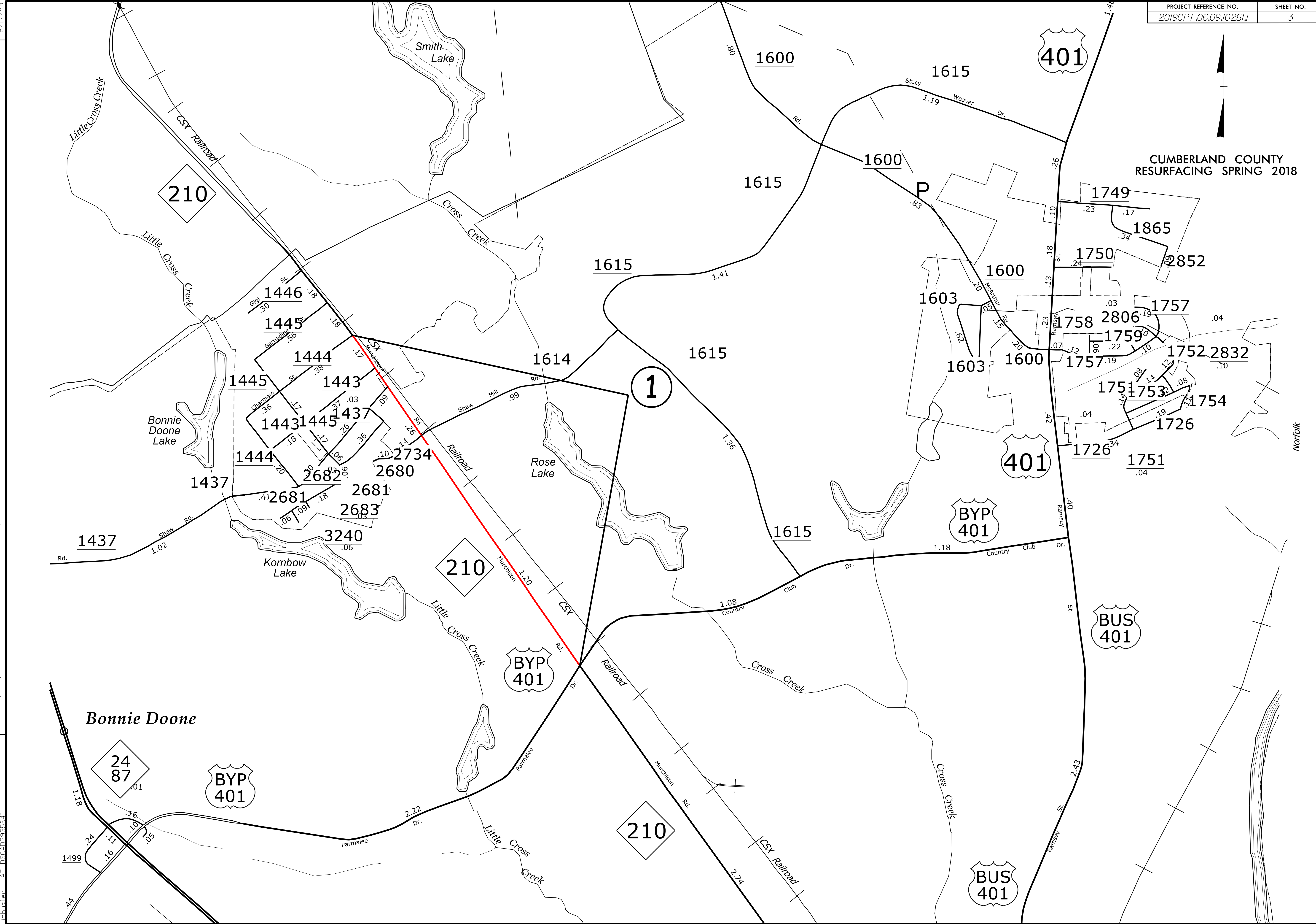
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CUMBERLAND COUNTY
RESURFACING SPRING 2018



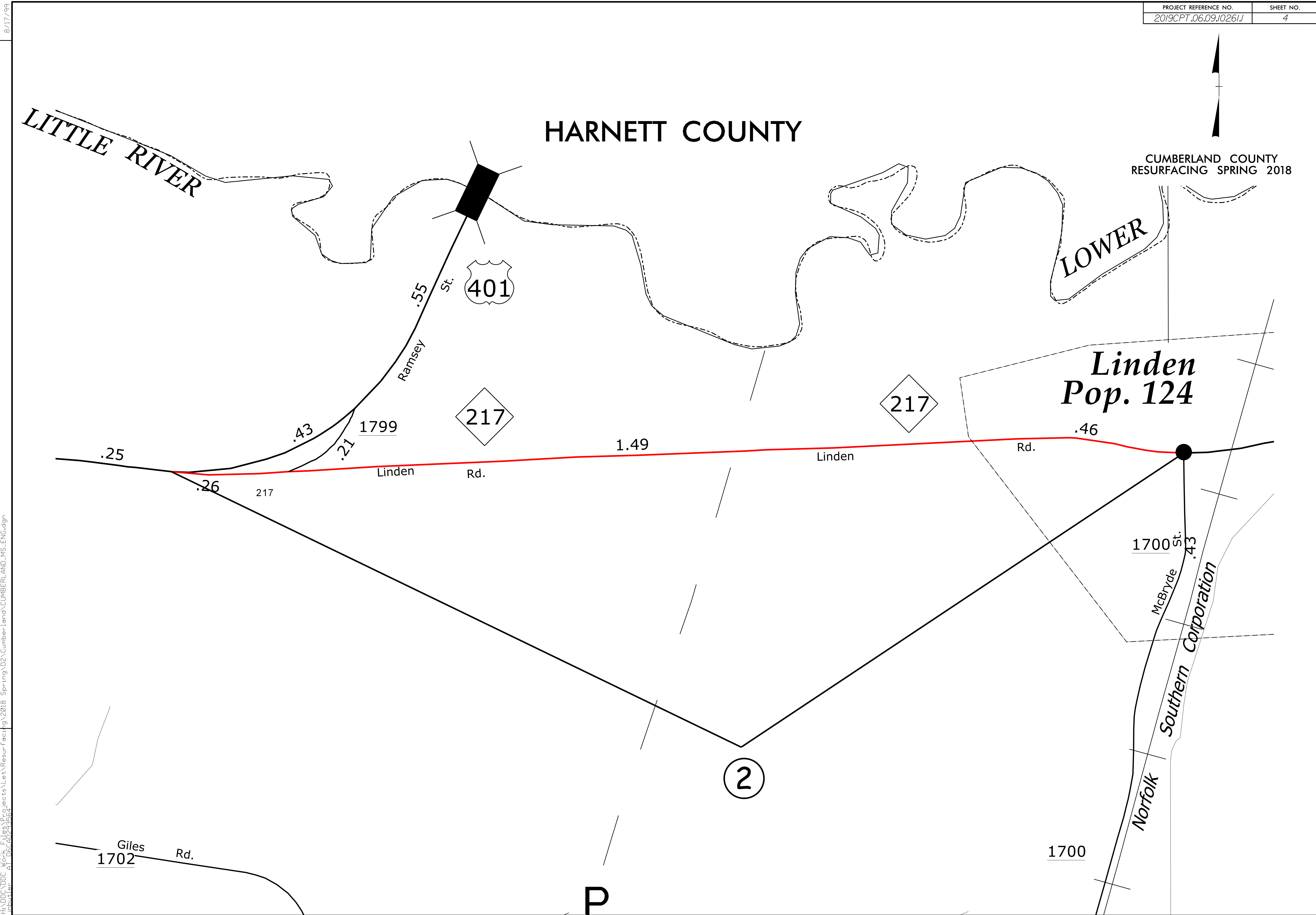
REVISIONS

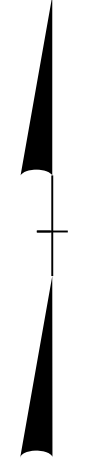
8/17/99
13-MAR-2018 14:38
F:\Projects\2018\Resurfacing\Let\Resurfacing\2018_Spring\2\Cumberland\MS_ENG.dgn
Author: MFC/3/3/2018

8/17/99

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Author: A11661133562

REVISIONS

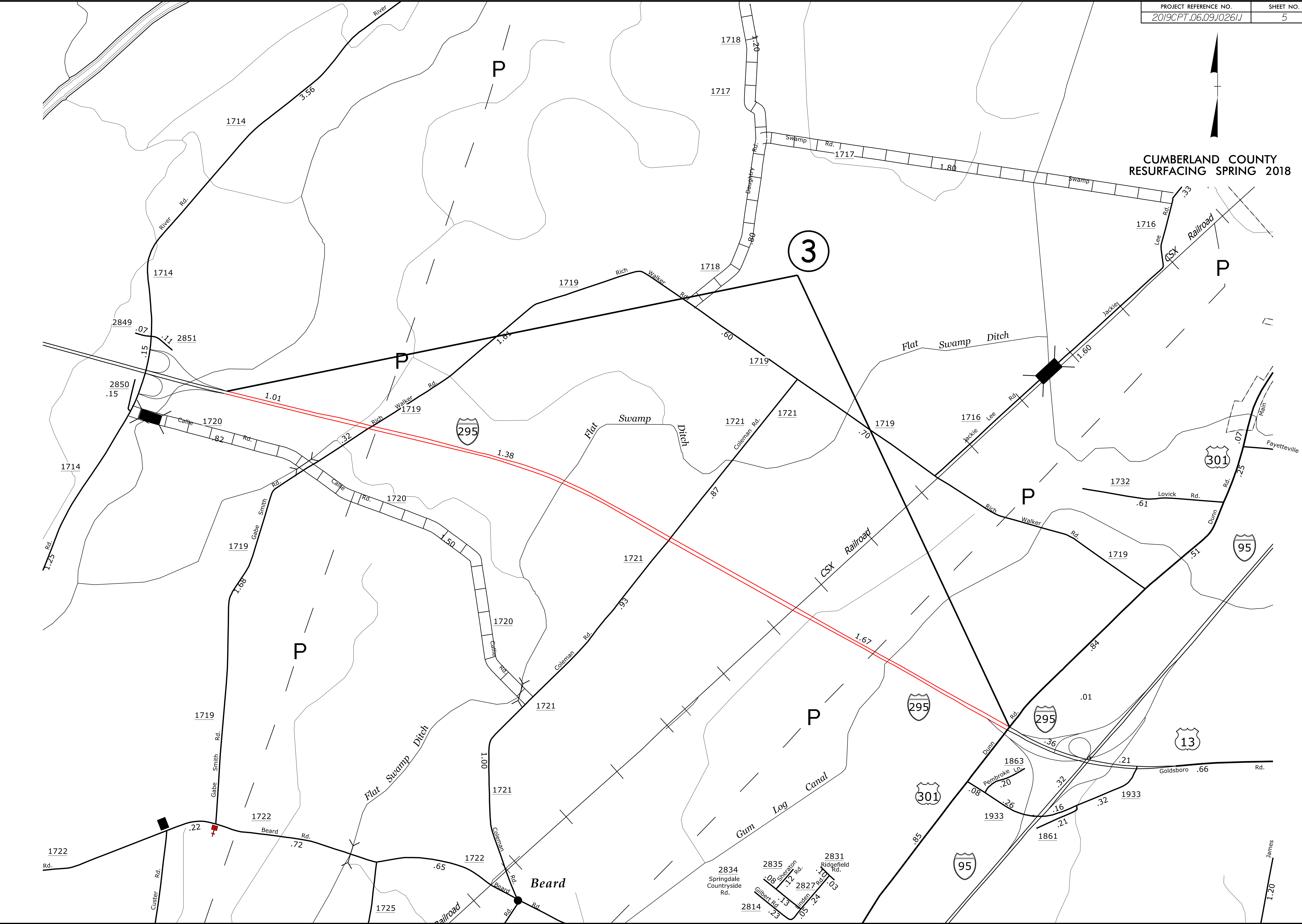




CUMBERLAND COUNTY
RESURFACING SPRING 2018

REVISIONS

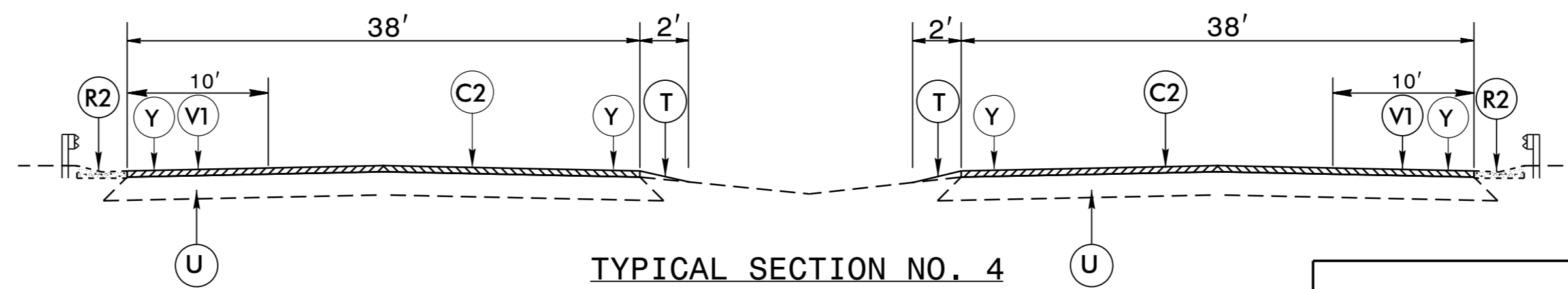
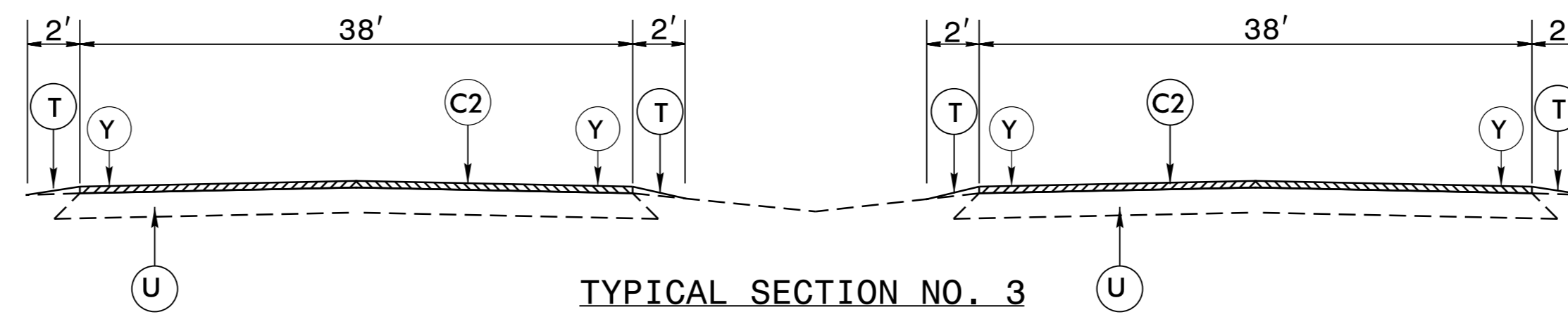
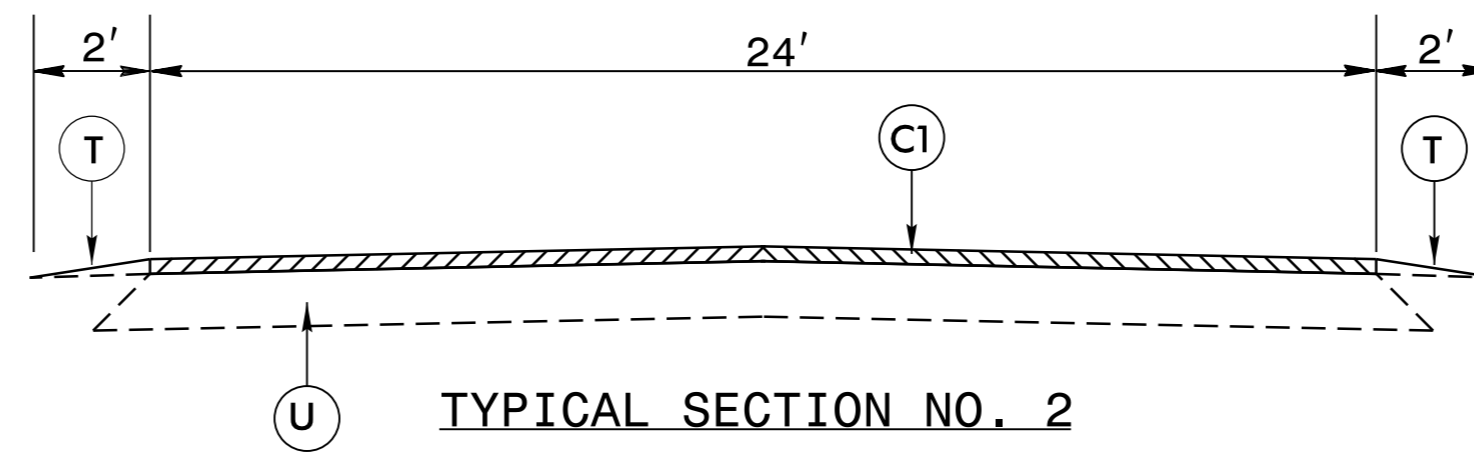
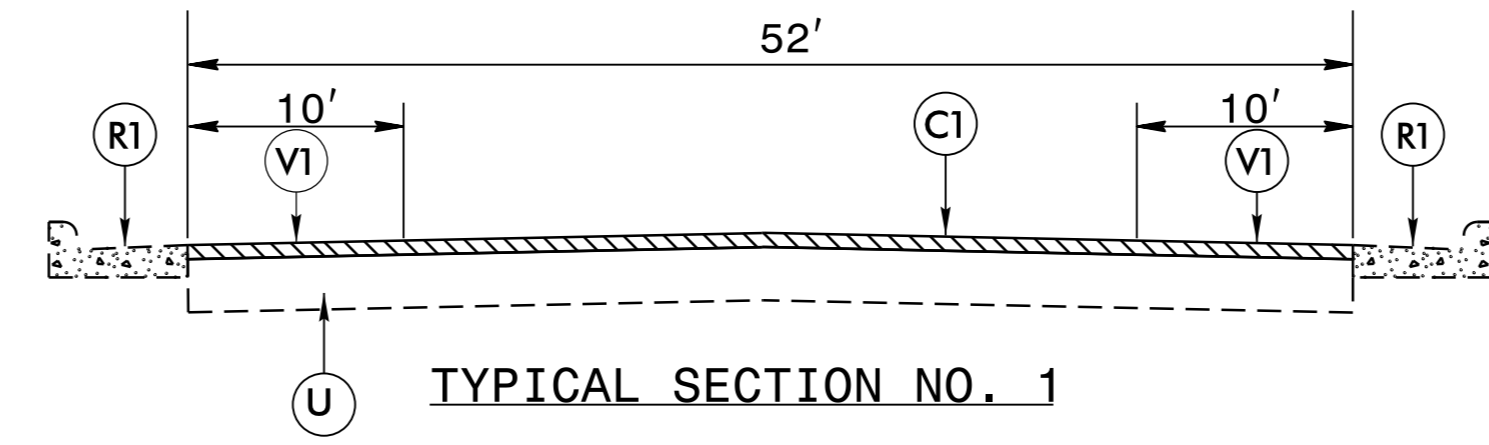
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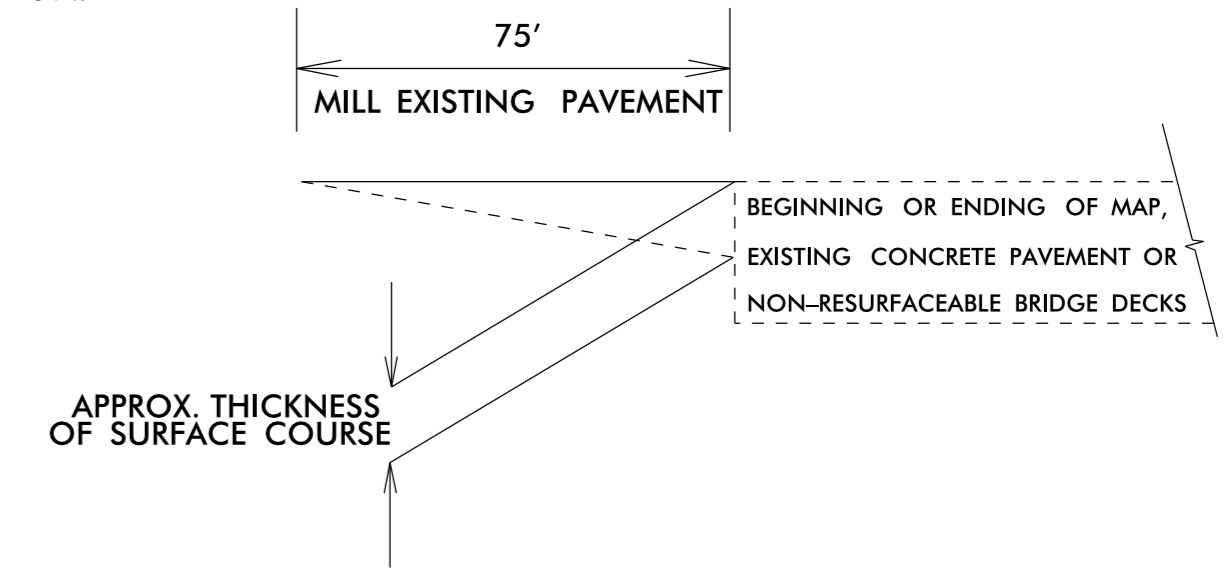
James Rd. 1.20

2834 Springdale Countryside Rd. .23
 2835 Sycamore Rd. .12
 2827 Ridgefield Rd. .03
 2831 Ridgefield Rd. .03
 2814 Gilbert Rd. .13
 2814 Springdale Countryside Rd. .23

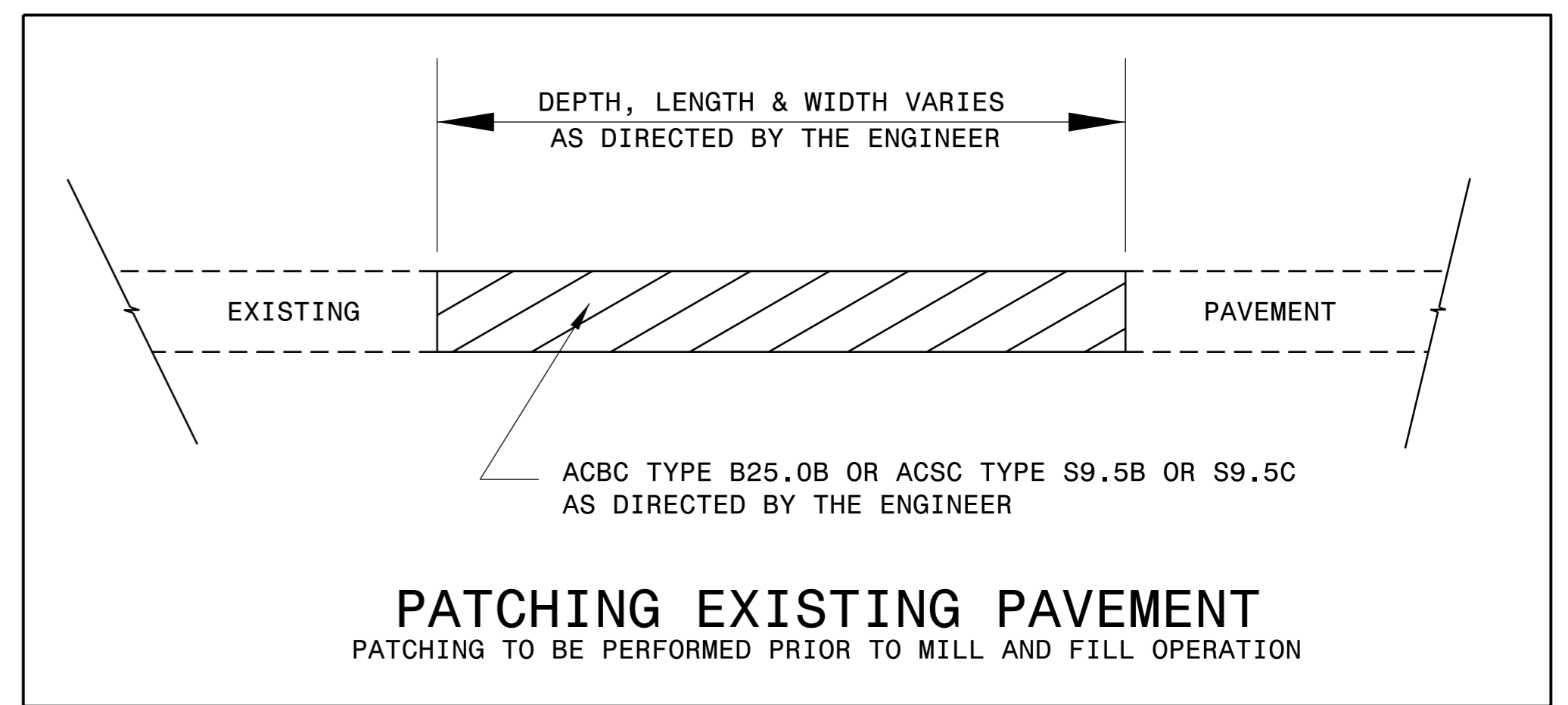
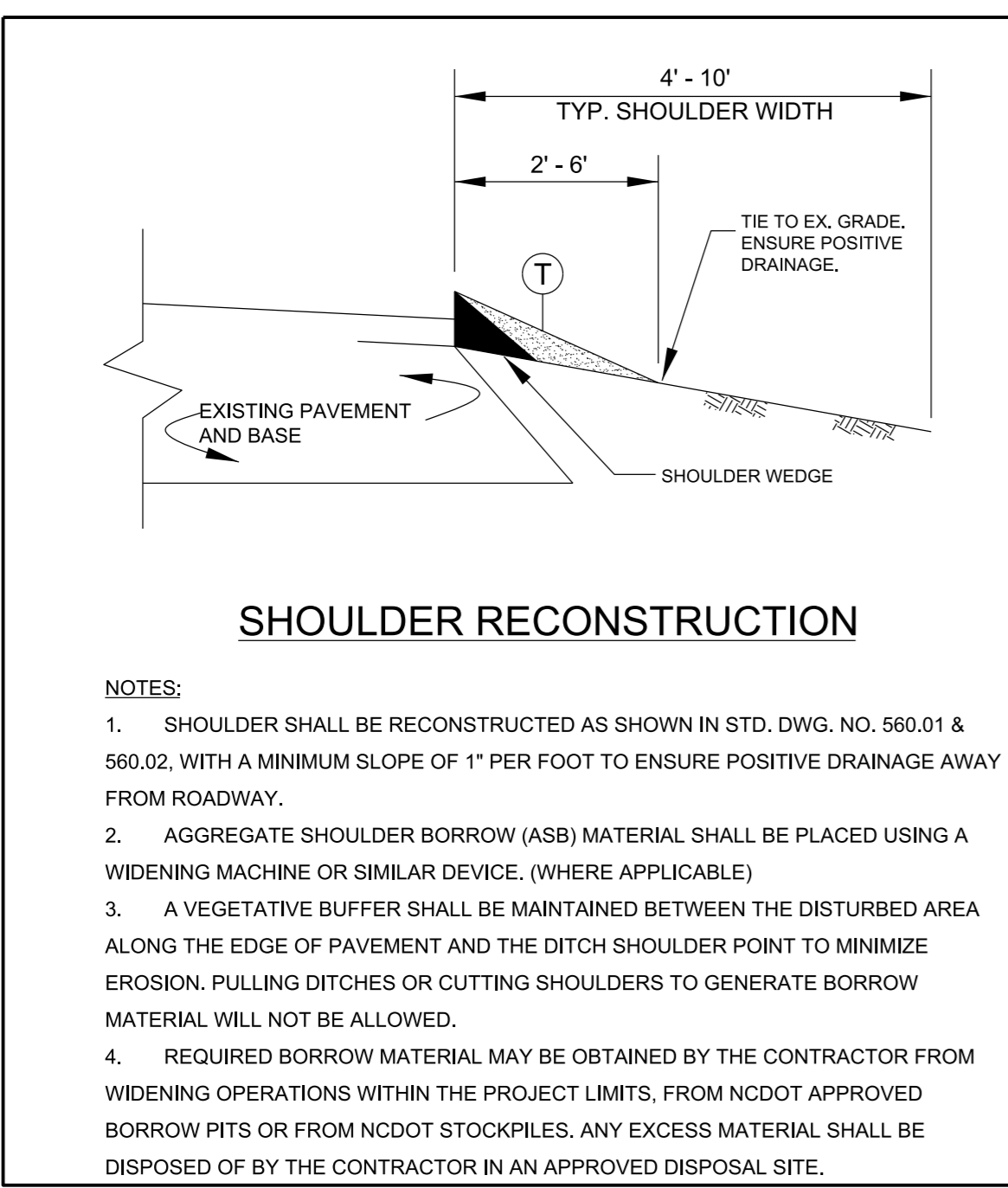
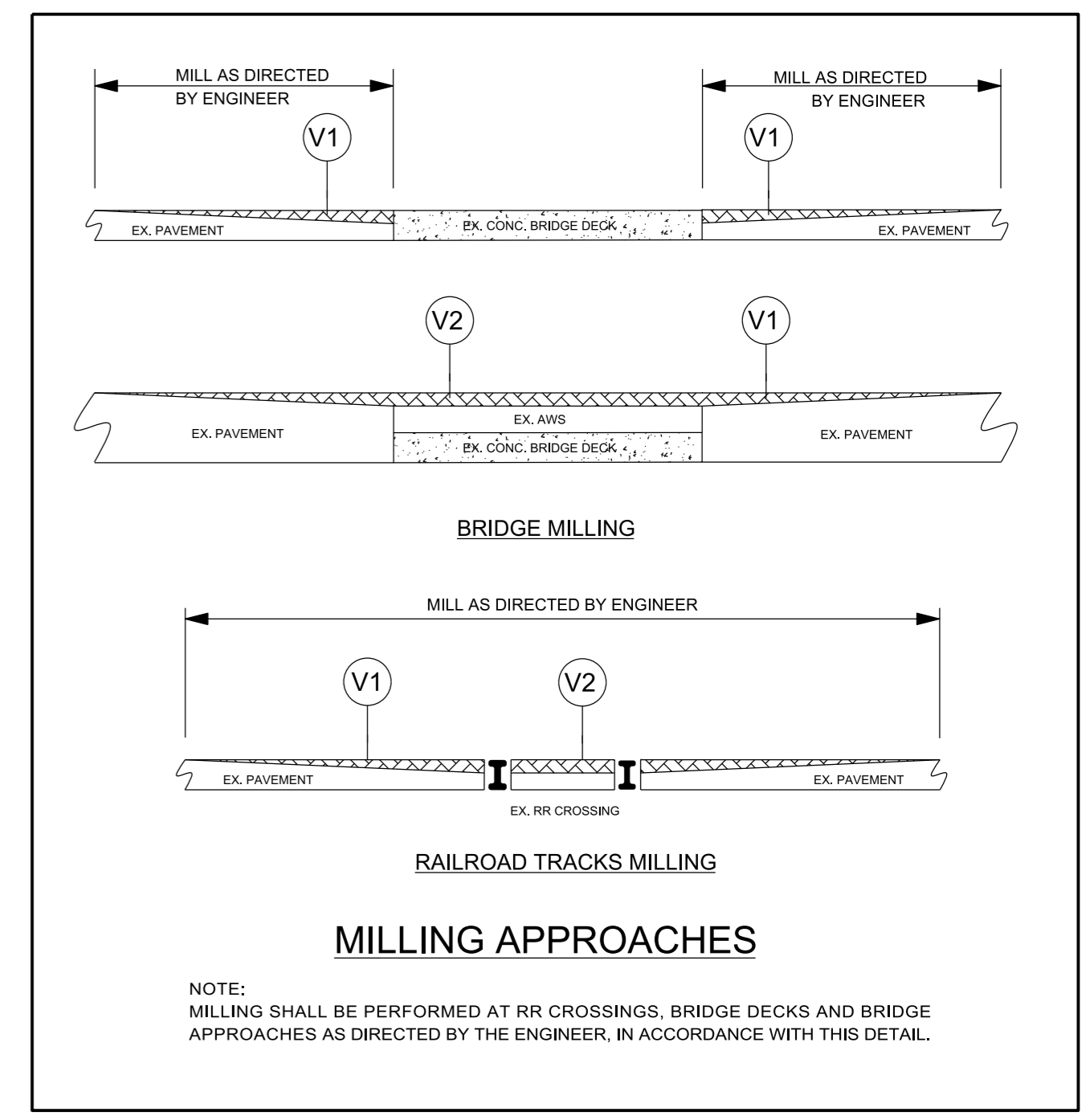
PAVEMENT SCHEDULE	
C1	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
R1	EXISTING CURB AND GUTTER
R2	EXISTING EXPRESSWAY GUTTER
T	SHOULDER RECONSTRUCTION WITH AGGREGATE SHOULDER BORROW
U	EXISTING PAVEMENT
V1	0" - 1½" MILLING
V2	1½" MILLING
Y	MILLED RUMBLE STRIPS



NOTES TO CONTRACTOR
 FOR SURFACE MIXES OVER 1" IN THICKNESS, MILL THE EXISTING PAVEMENT IN ACCORDANCE WITH THE FOLLOWING SKETCH AS DIRECTED BY THE ENGINEER.
 LOCATIONS SHALL INCLUDE TIES INTO EXISTING CONCRETE PAVEMENT, AT BRIDGE APPROACHES WHERE THE BRIDGE WILL NOT BE RESURFACED, AND AT THE BEGINNING AND ENDING POINT OF EACH RESURFACING MAP.
 PERFORM THE WORK IN ACCORDANCE WITH SECTION 607 OF THE JANUARY 2012 NORTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES. RESURFACING WILL BE ACCOMPLISHED AT THE SAME TIME AS THE MILLING OPERATION.



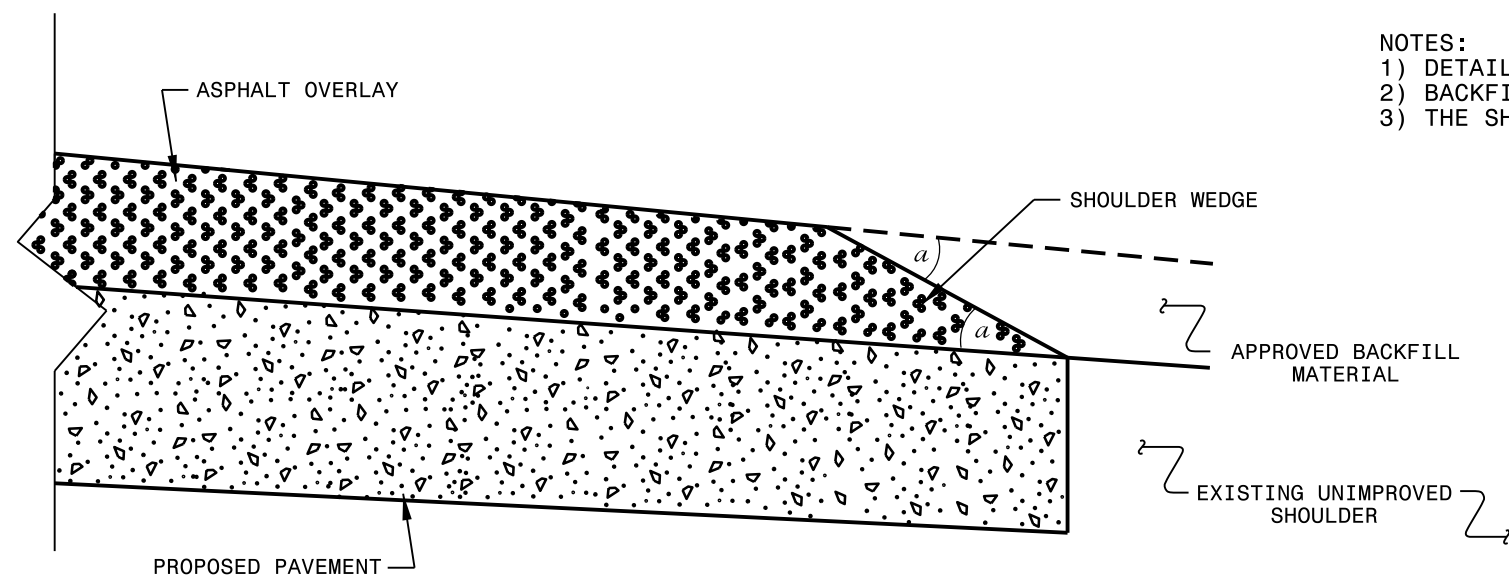
MILLING AT PAVEMENT TIE-INS DETAIL



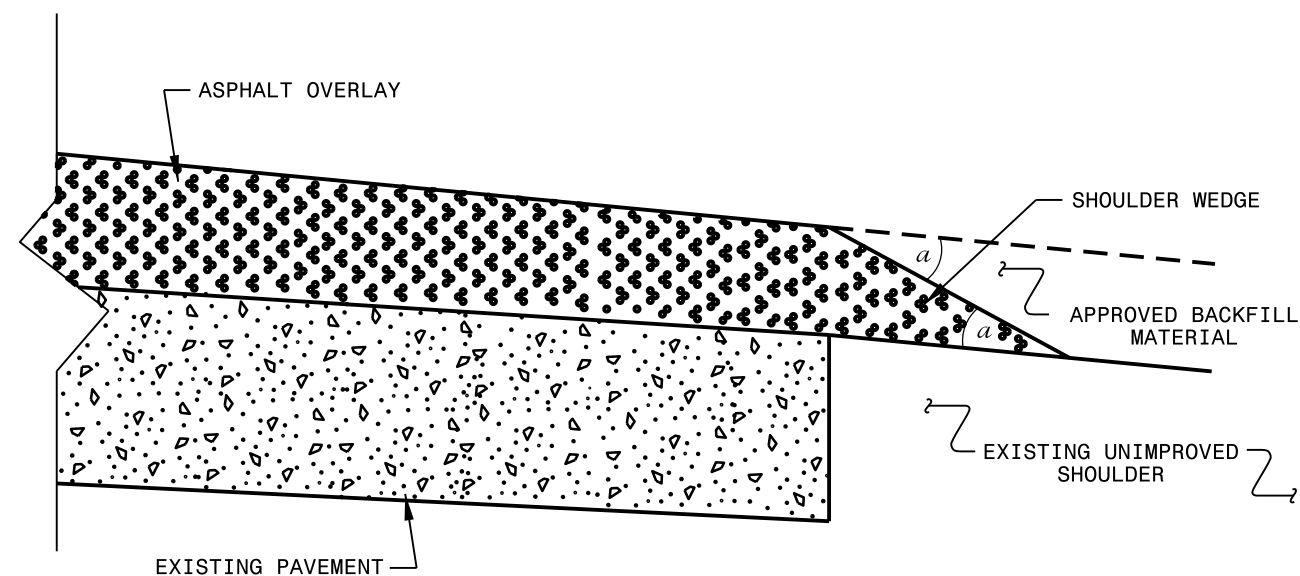
6/12/19 13-MAR-2018 16:59 F:\es\Projects\Let\Resurfacing\2018 Spring\02\Cumber-land\Contract\1\Types.dgn

NOTES:

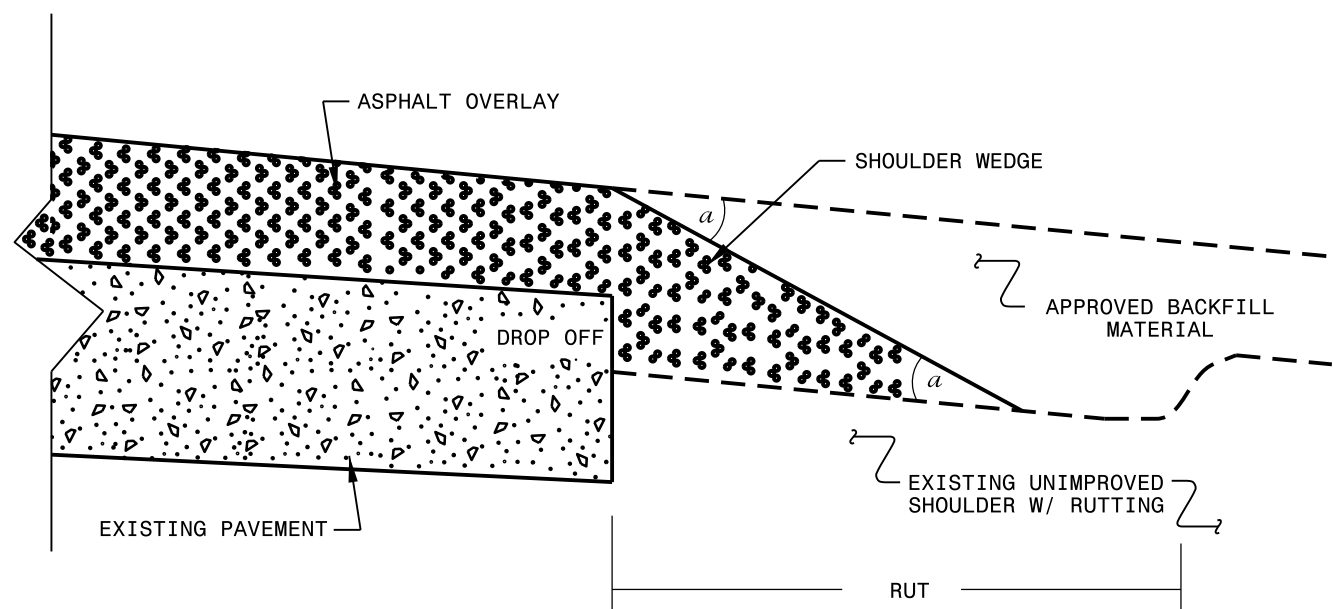
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



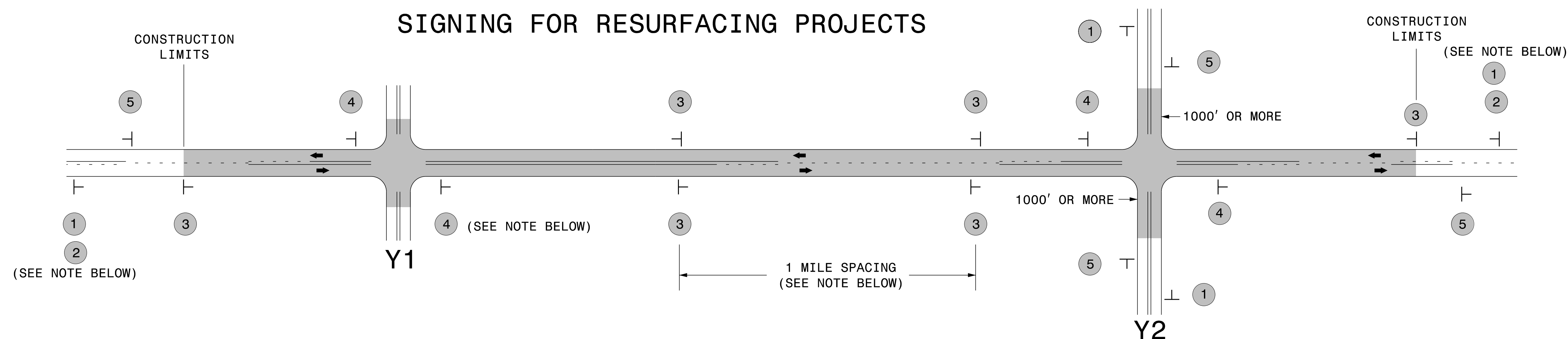
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- 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

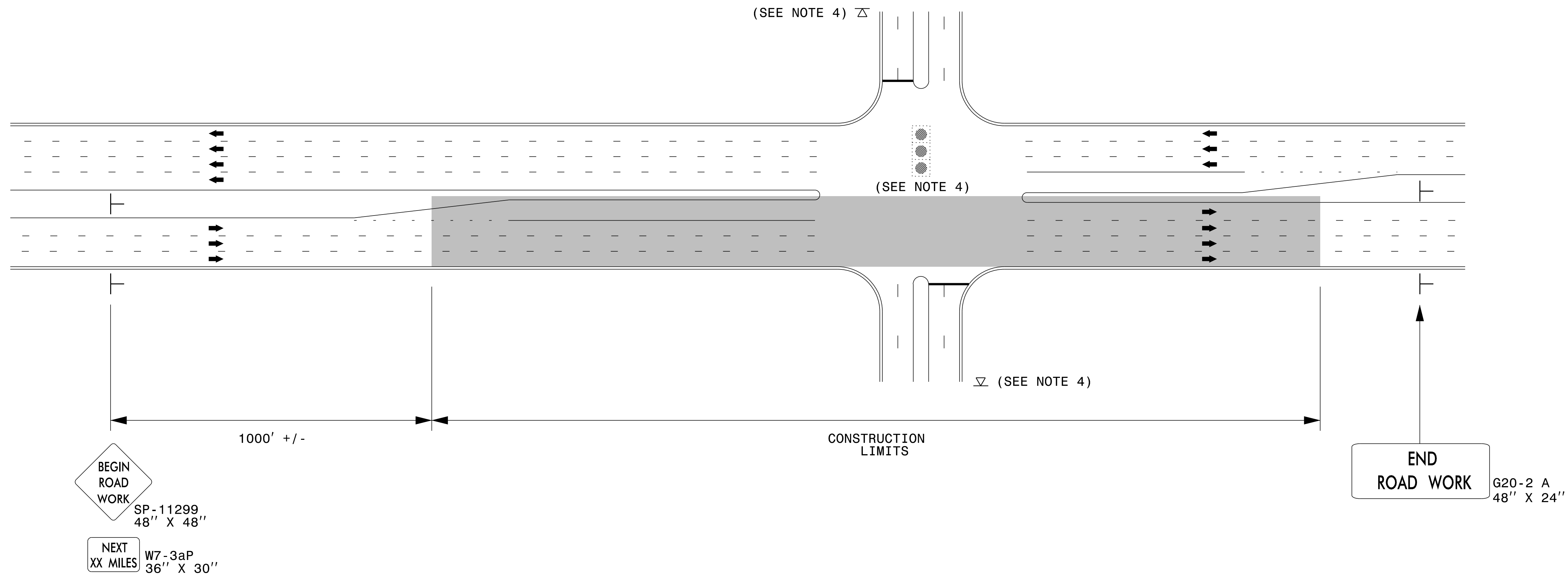
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		
1 2		<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 style="text-align: center;">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;"> <p style="font-size: small;">W20-1 48" X 48"</p> </div> <div style="text-align: center;"> <p style="font-size: small;">W20-7 A 48" X 48"</p> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p>
3		
4		
5		

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

URBAN / SUBURBAN WORKZONES

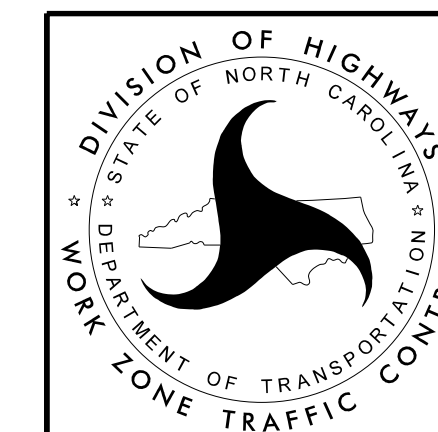


NOTES:

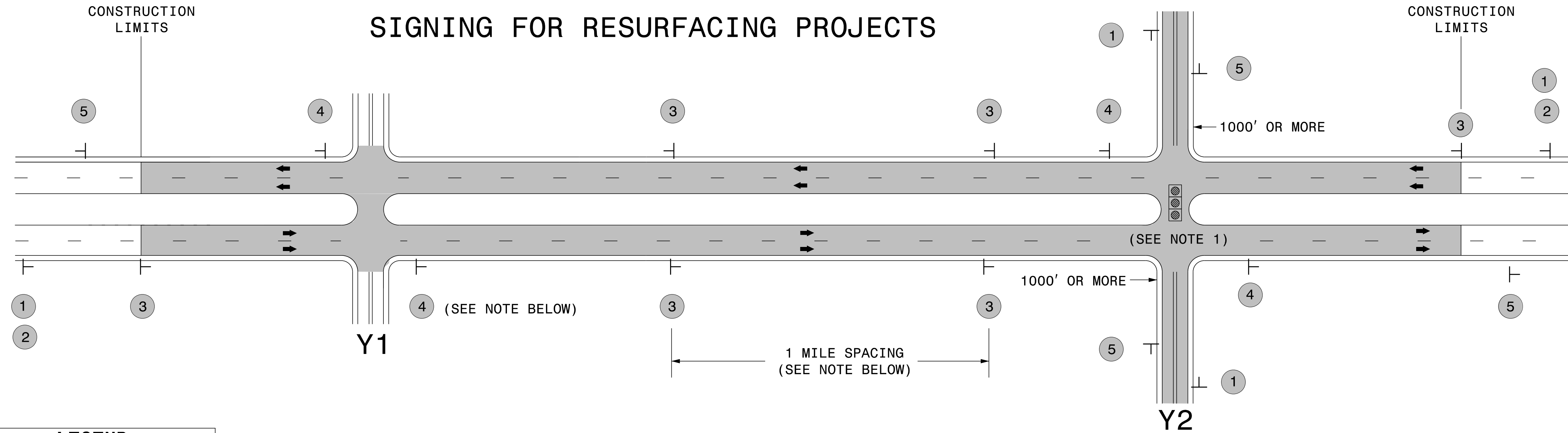
- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT.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

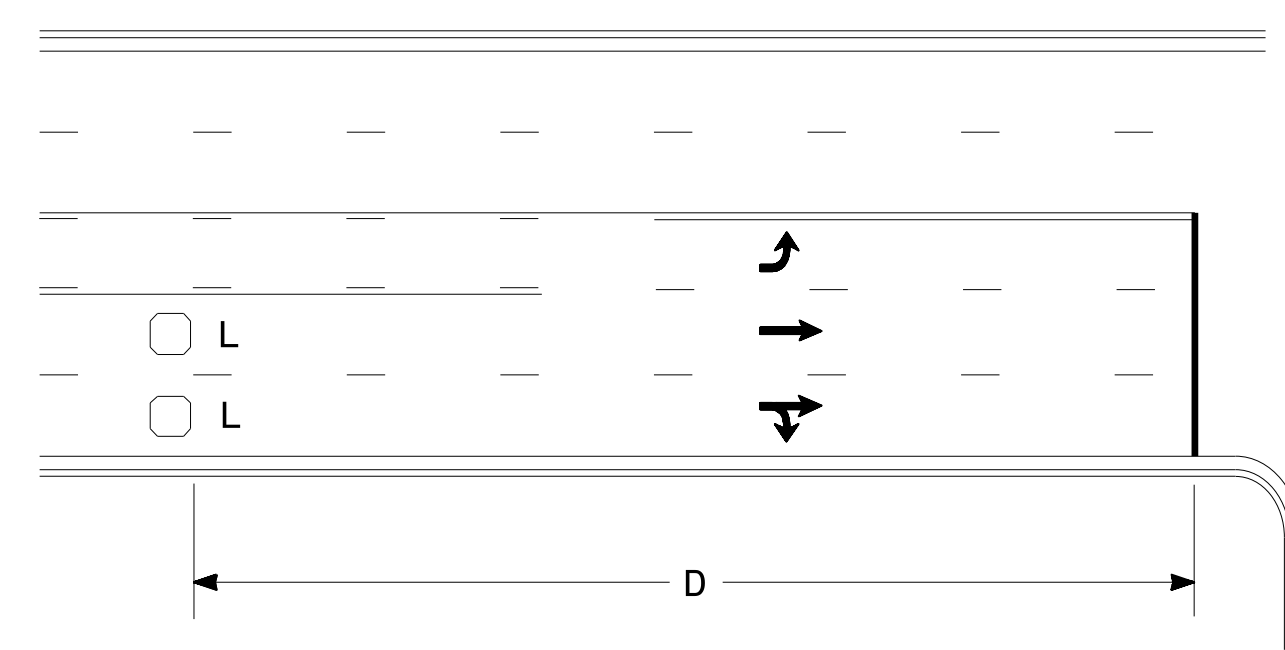
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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; align-items: center;"> <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> <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.
	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
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**

High Speed Detection (≥40 mph)

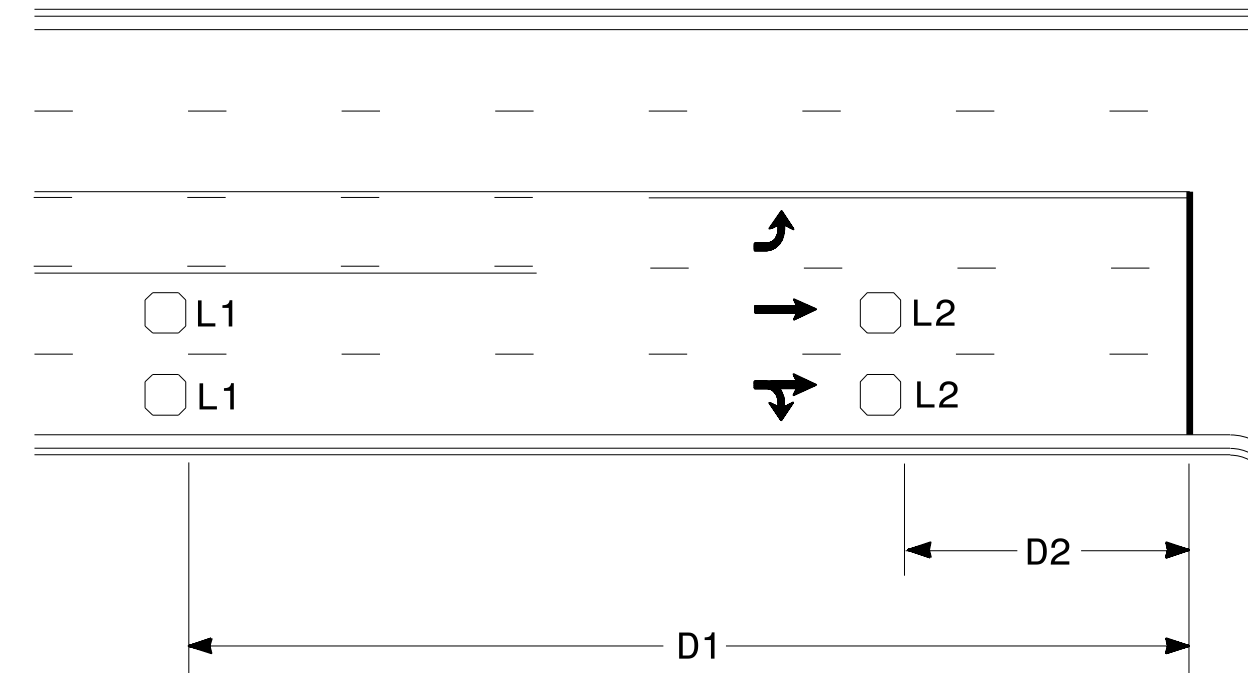


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

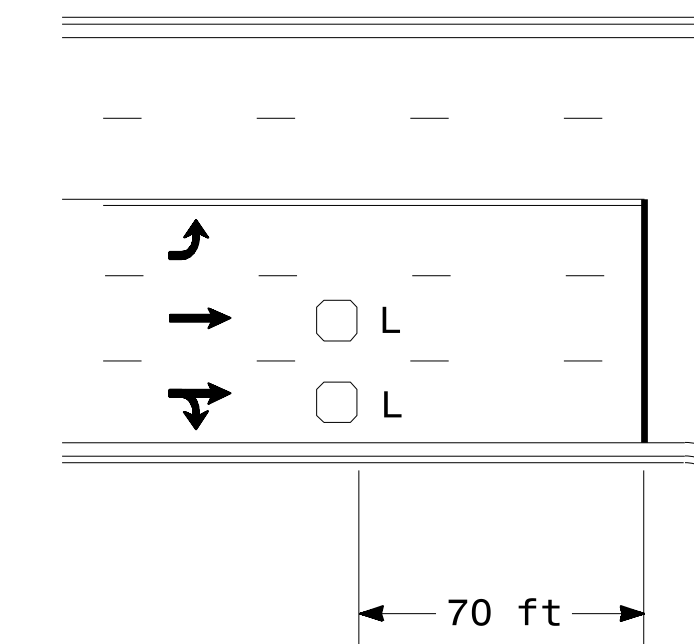


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

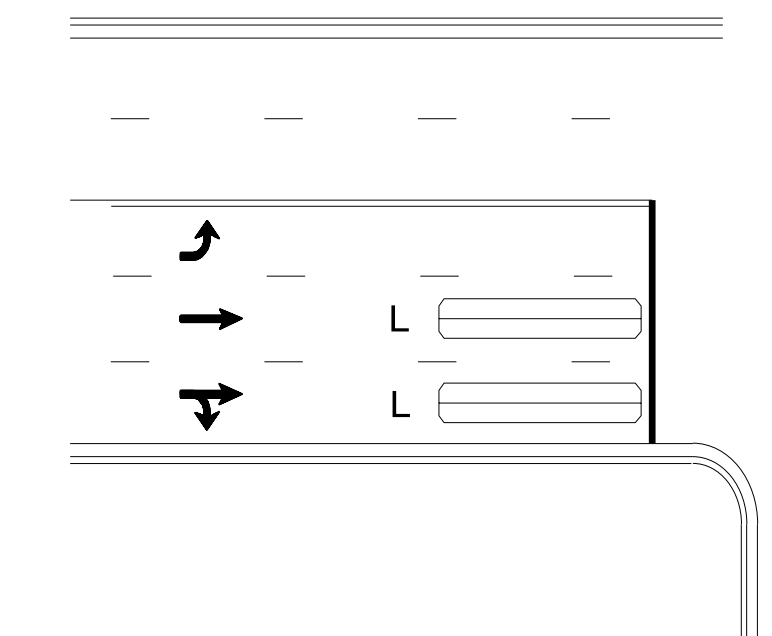
"Stretch" Operation

Low Speed Detection (≤35 mph)



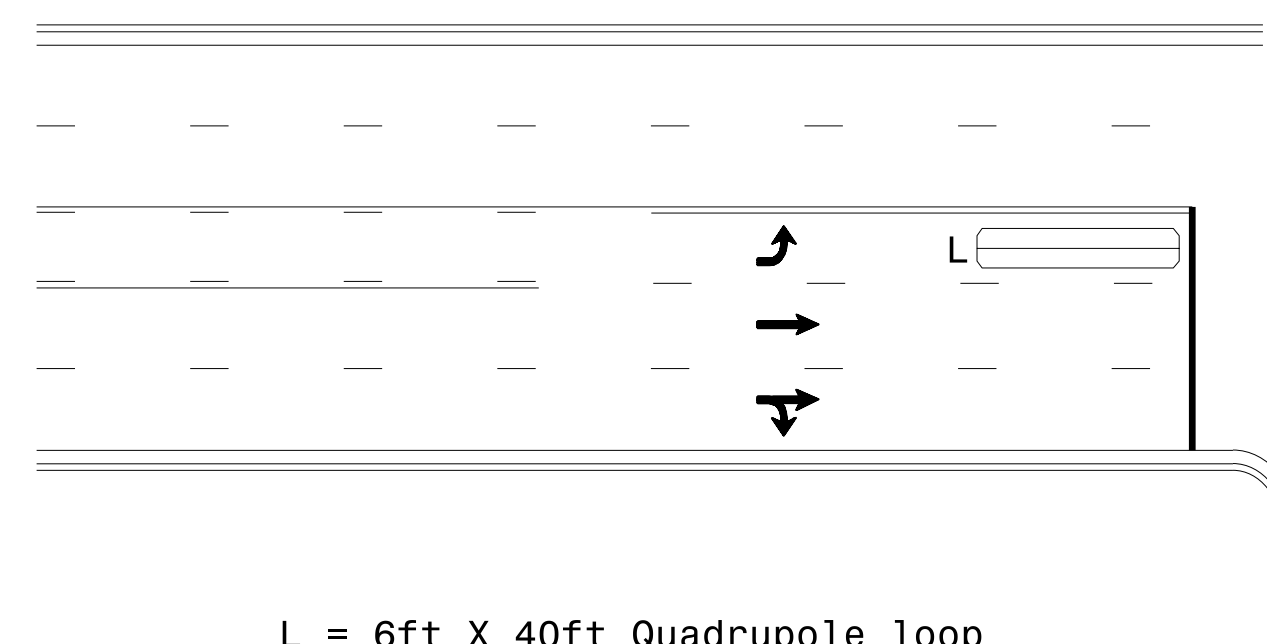
L = 6ft X 6ft
Wired in series

OR



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

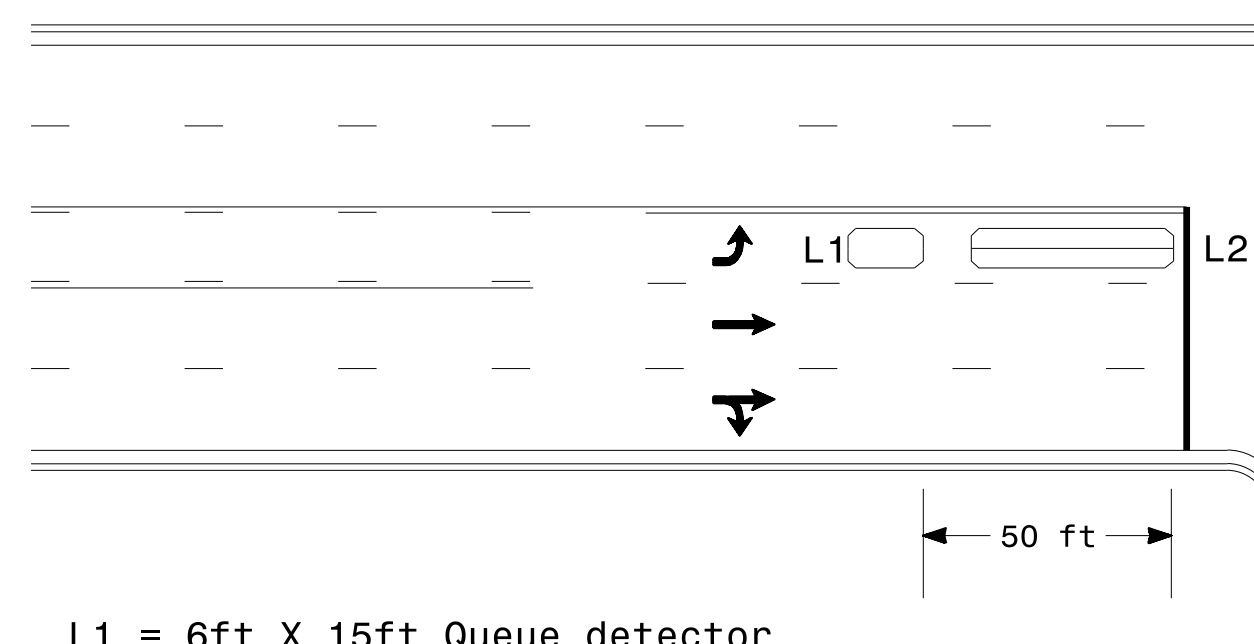
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

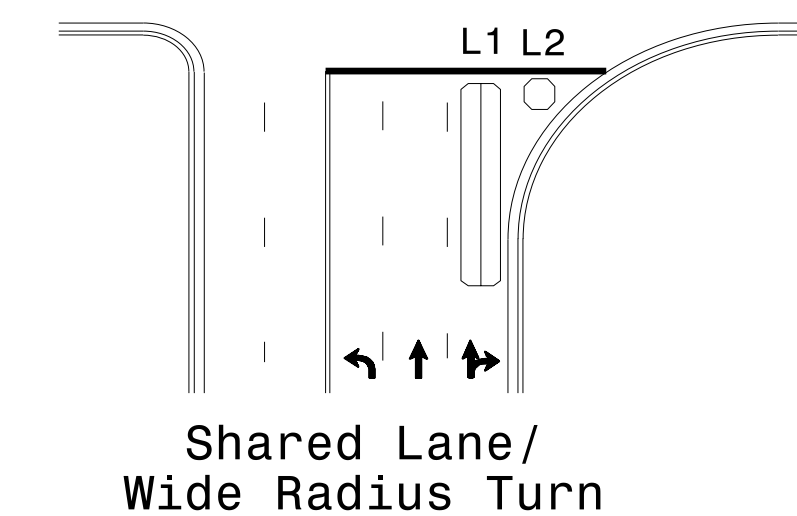
OR



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

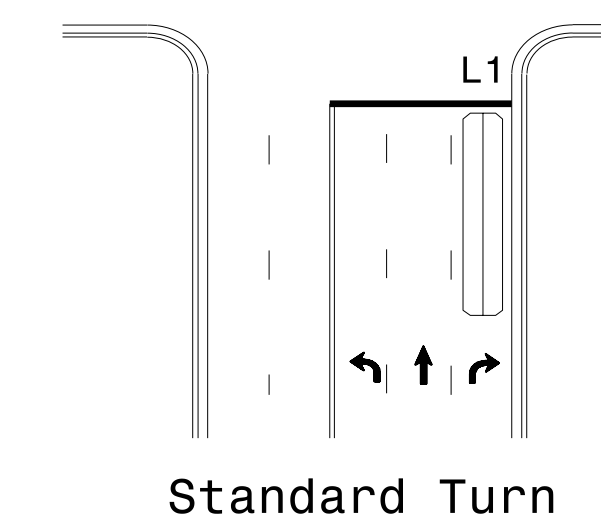
Queue Loop Detection

Right Turn Lane Detection

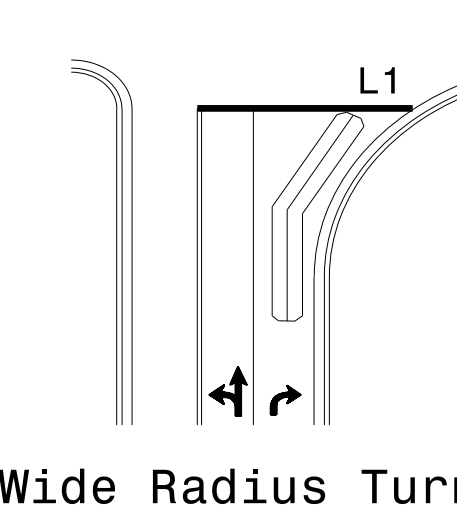


Shared Lane/
Wide Radius Turn

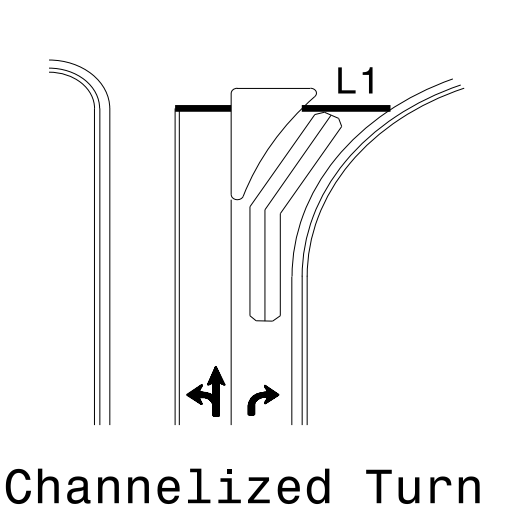
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

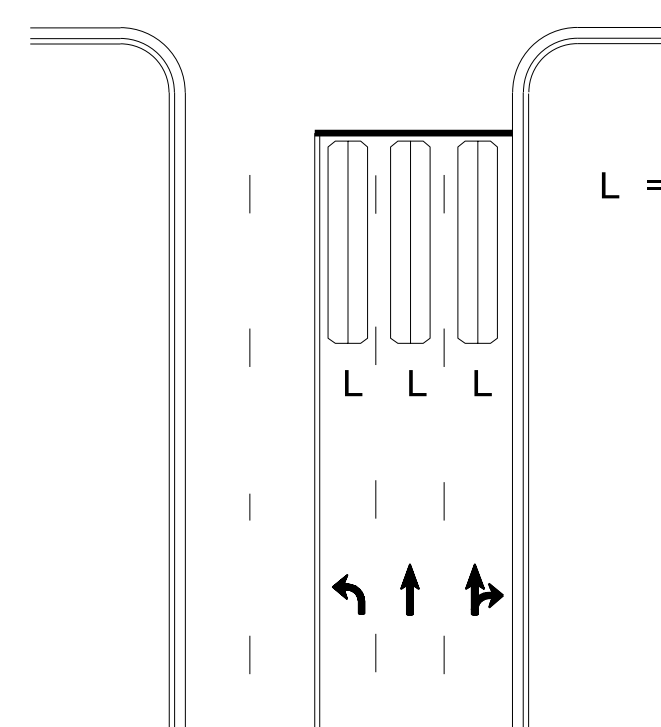


Wide Radius Turn



Channelized Turn

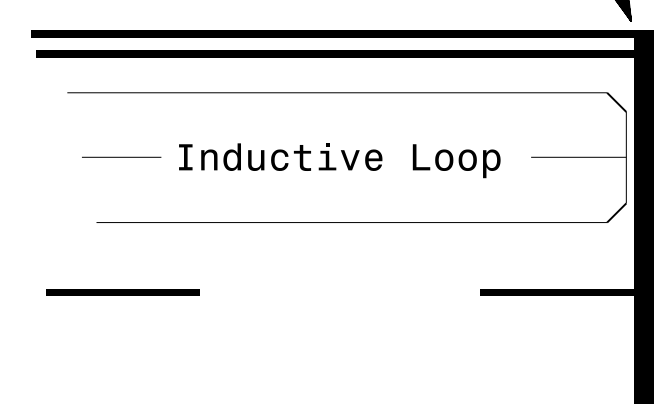
Side Street Detection



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

Presence Loop Placement at Stop Lines

Locate loop slightly
behind leading
edge of stop line



Note:

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

Recommended Number of Turns

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

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

Quadrupole loops: Use 2-4-2 turns

6' X 15' Loops:

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

	<p>Prepared In the Offices of:</p> <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION</p> <p>750 N. Greenfield Pkwy, Garner, NC 27529</p>		<p>SEAL</p> <p>NORTH CAROLINA</p> <p>PROFESSIONAL ENGINEER</p> <p>SEAL 23489</p> <p>PAMELA L. ALEXANDER</p>
	<p>Typical Signal Loop Locations</p> <p>PLAN DATE: January 2015 REVIEWED BY: JPG</p> <p>PREPARED BY: PLA REVIEWED BY:</p>		
<p>SCALE</p> <p>N/A</p>	<p>REVISIONS</p> <p>INIT. DATE</p>	<p>DocuSigned by:</p> <p>P. Alexander</p> <p>1/30/2015</p>	<p>SIG. INVENTORY NO.</p>

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

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

TWO LANE - TWO WAY ROADWAY - 55 MPH		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	12'	2'
32'	12'	4'

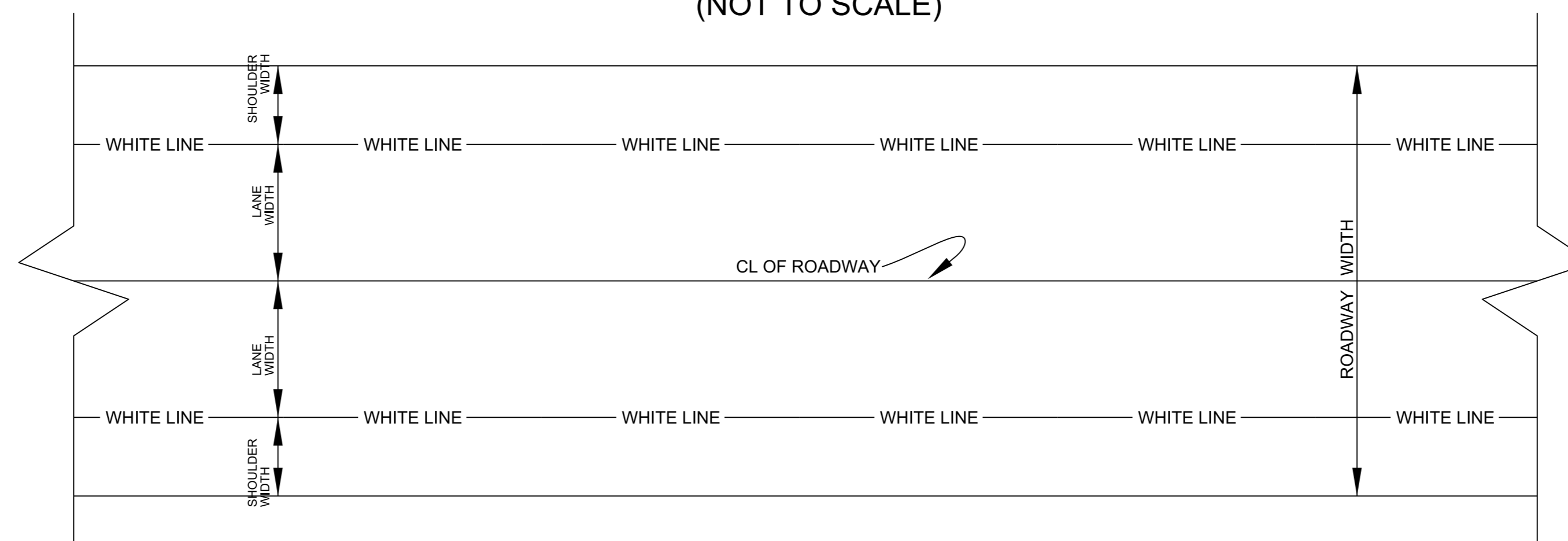
* May vary due to pavement width

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

* May vary due to pavement width

SCHEMATIC OF ROADWAY

(NOT TO SCALE)



DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER

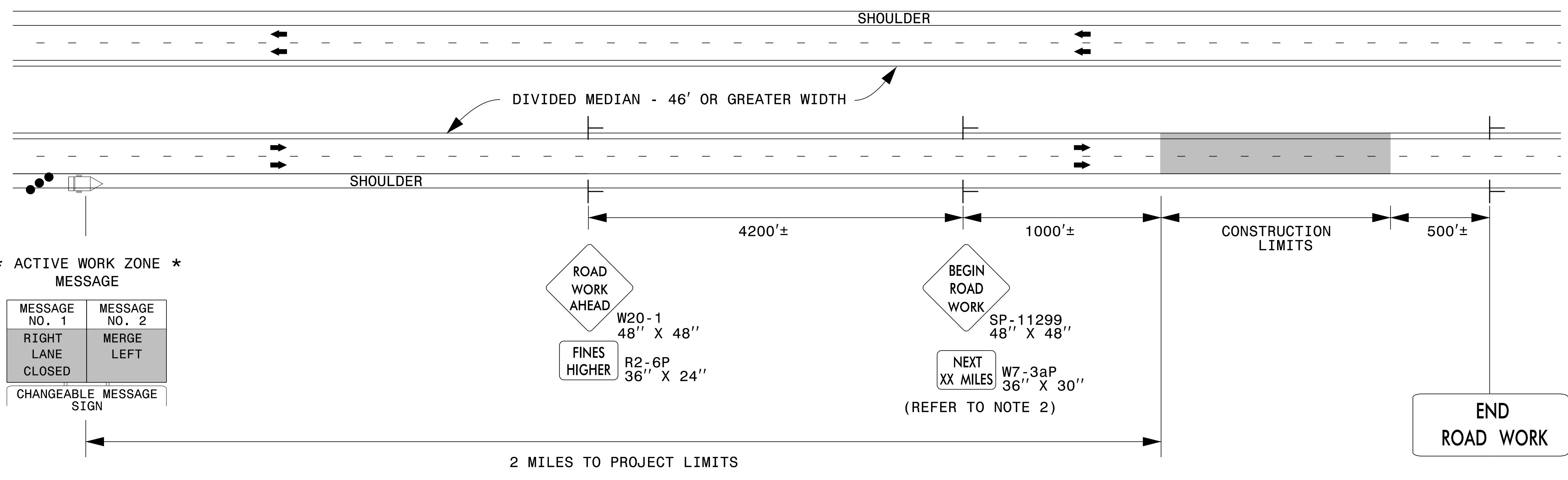
* NOTE: ADVANCE THIS CMS CONTINUOUSLY AS WORK OPERATIONS PROGRESS.

* 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	



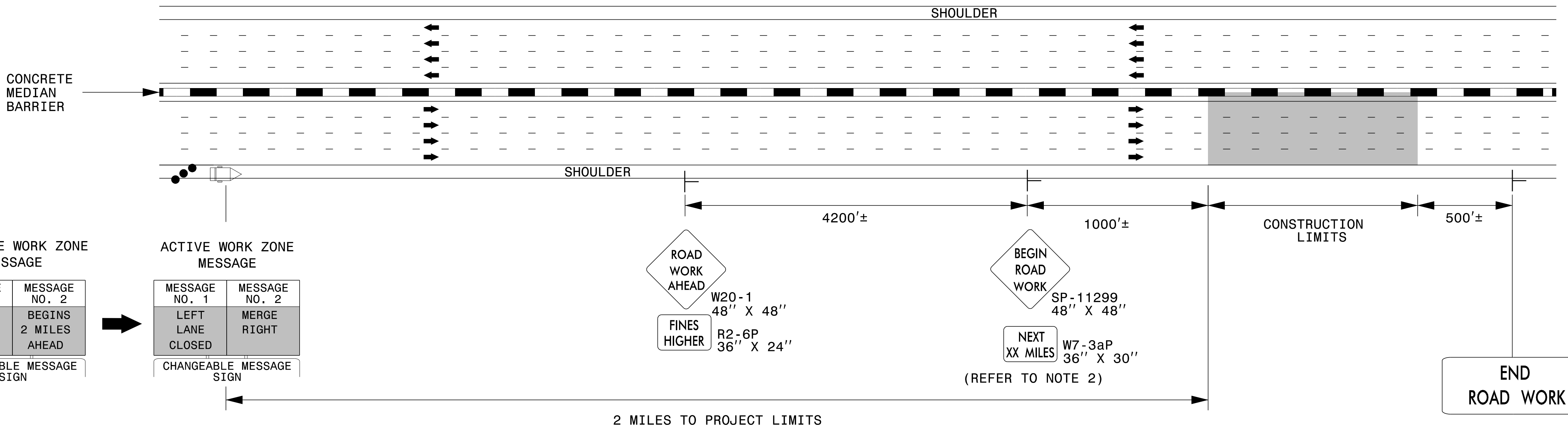
DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

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*
DATE: 2/23/2017

DocuSigned by:
E27CE30E10FC442...

PROFESSIONAL SEAL
022104
JOHN S. KITE, II
ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



STATIONARY ADVANCE WARNING SIGNS FOR INTERSTATE/FREEWAY RESURFACING PROJECTS

2/23/2017 S:\TMU\WZTC\DesignGroup3\Squad3B\0ats\Interstate Resurfacing Provisions and Details\Keg\Resurfacing_AdvWarn_HSpd.dgn User:kedais

PROJECT NO.	SHEET NO.
2019CPT.06.09.10261.1	14.00

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	1308000000-E	1330000000-E	1519000000-E	1523000000-E	1575000000-E	1704000000-E	1840000000-E	2830000000-N	2845000000-N	7300000000-E	7324000000-N	7444000000-E	7456000000-E		
												SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	0" TO 1.5" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	MILLED RUMBLE STRIPS (ASPHALT CEMENT CONCRETE)	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX	UNPAVED TRENCHING (1 CONDUIT, 2")	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT	LEAD-IN CABLE (14-2)		
											MI	FT	SMI	TON	SY	SY	TONS	TONS	TONS	TONS	LF	EA	EA	LF	EA	LF	LF	
2019CPT.06.09.10261.1	Cumberland	1	NC 210	FROM US HWY 401 MP 31.50 TO SR 1444 MP 33.23	1	5	MU	NO	NO	1.73	52			20,299	178	4,607		309	52		12	5	100.00	1.00	3,615.00	100.00		
TOTAL FOR MAP NO. 1											1.73				20,299	178	4,607		309	52		12	5	100.00	1.00	3,615.00	100.00	
2019CPT.06.09.10261.1	Cumberland	2	NC 217	FROM US HWY 401 MP 0.00 TO SR 1700 MP 2.10	2	2	2WU	NO	NO	2.1	24	4.20	679		426	2,499		168	63									
TOTAL FOR MAP NO. 2											2.1		4.20	679		426	2,499		168	63								
2019CPT.06.09.10261.1	Cumberland	3	NC 295	FROM NC HWY 295 (JUST NORTH OF SR 1714) MP 10.10 TO BRIDGE 0340 MP 13.70	3 & 4	2	MD	NO	NO	3.52	76	10.60	1,707	20,240	17,835		13,449	807	106	148,684								
TOTAL FOR MAP NO. 3											3.52		10.60	1,707	20,240	17,835		13,449	807	106	148,684							
TOTAL FOR PROJ NO. 2019CPT.06.09.10261.1											7.35		14.80	2,386	40,539	18,439		7,106	13,449	1,284	221	148,684	12	5	100.00	1.00	3,615.00	100.00
GRAND TOTAL											7.35		14.80	2,386	40,539	18,439		7,106	13,449	1,284	221	148,684	12	5	100.00	1.00	3,615.00	100.00

PROJECT NO.	SHEET NO.
2019CPT.06.09.10261.1	15

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4686000000-E		4695000000-E		4697000000-E	4700000000-E	4705000000-E	4710000000-E	4721000000-E		4725000000-E				4900000000-N				
										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	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 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 & RT ARROW 90 M	THERMO MERGE ARROW (90 MILS)	CRYSTAL & RED MARKERS	YELLOW & YELLOW MARKERS		
MI	FT	SF	LS	LF	LF	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA						
2019CPT.06.09.10261.1	Cumberland	1	NC 210	FROM US HWY 401 MP 31.50 TO SR 1444 MP 33.23	1	5	MU	1.73	52	194	1.00			5,892	22,966	40		240	40		200			56	11	17	6		260	287		
TOTAL FOR MAP NO. 1								1.73		194	1			5,892	22,966	40		240	40		200			56	11	17	6		260	287		
2019CPT.06.09.10261.1	Cumberland	2	NC 217	FROM US HWY 401 MP 0.00 TO SR 1700 MP 2.10	2	2	2WU	2.1	24	235			16,774							240	140	4								115		
TOTAL FOR MAP NO. 2								2.1		235				16,774							240	140	4								115	
2019CPT.06.09.10261.1	Cumberland	3	NC 295	FROM NC HWY 295 (JUST NORTH OF SR 1714) MP 10.10 TO BRIDGE 0340 MP 13.70	3 & 4	2	MD	3.52	76	394			40,550	40,550	10,140			1,700						4		1		3	342			
TOTAL FOR MAP NO. 3								3.52		394				40,550	40,550	10,140			1,700						4		1		3	342		
TOTAL FOR PROJ NO. 2019CPT.06.09.10261.1								7.35		823	1			57,324	40,550	16,032	38,584	40	1,700	240	40	240	340	4	4	56	12	17	6	3	602	402
													97,874	54,616		1,740					8			94				1,004				
GRAND TOTAL								7.35		823	1			57,324	40,550	16,032	38,584	40	1,700	240	40	240	340	4	4	56	12	17	6	3	602	402
													97,874	54,616		1,740					8			94				1,004				