

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION 6

PLANS
May 24, 2017

CONTRACT ID: DF00161

WBS ELEMENT NO.: 2017CPT.06.12.10091.1 & 2017CPT.06.12.20091.1

FEDERAL AID NO.: STATE FUNDED

COUNTY: BLADEN

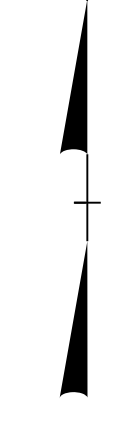
TIP NO.: -----

LENGTH OF PROJECT: 12.80 MILES

ROUTE NO.: US 701, NC 242 & VARIOUS SR

TYPE OF WORK: RESURFACING, MILL & FILL, PROFILE MILLING & PVT. MKGS.

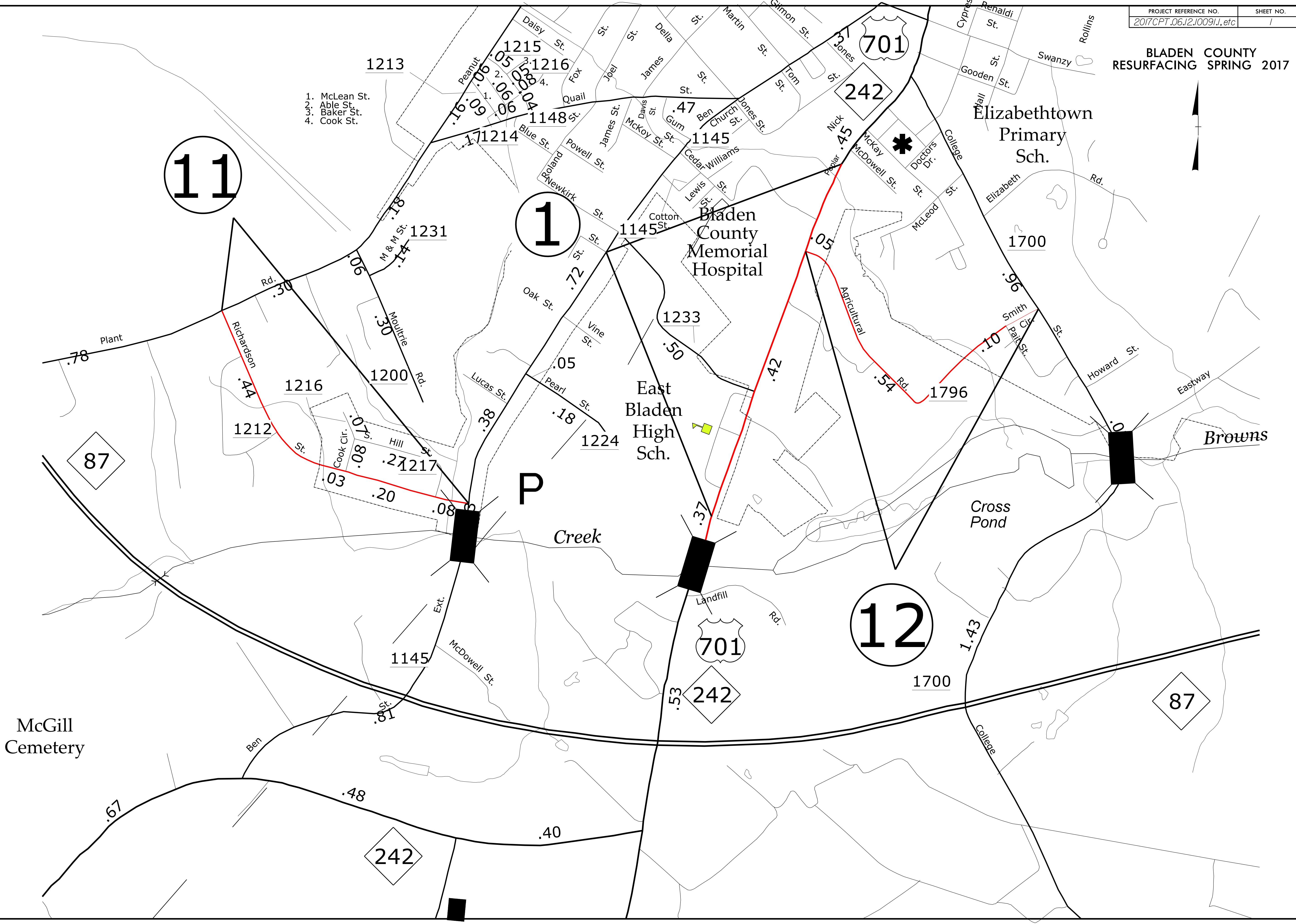
**BLADEN COUNTY
RESURFACING SPRING 2017**



8/17/99

REVISIONS

08-MAY-2017 09:38
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11

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12

87

87

242

701

242

1. McLean St.
2. Able St.
3. Baker St.
4. Cook St.

McGill Cemetery

Bladen County Memorial Hospital

East Bladen High Sch.

Elizabethtown Primary Sch.

Creek

Cross Pond

Browns

Plant Rd.

Richardson Rd.

Moultrie Rd.

Hill St.

Lucas St.

Oak St.

Pearl St.

Vine St.

Landfill Rd.

McDowell St.

Ext.

Ben St.

College

Smith Pk. Cir.

Howard St.

Eastway

Elizabeth Rd.

College

Gooden St.

Renaldi St.

Cypress

Swanzy

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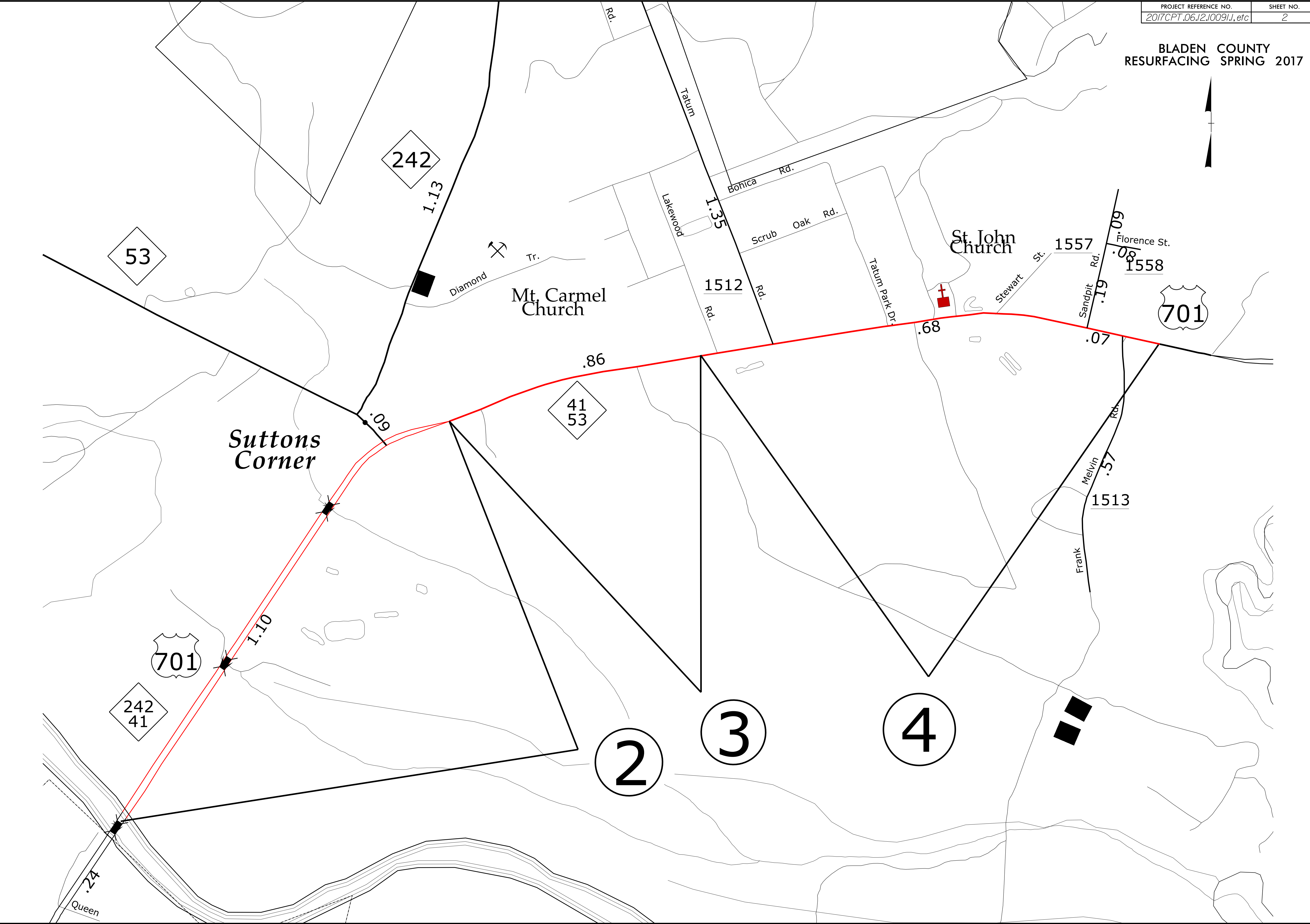
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BLADEN COUNTY
RESURFACING SPRING 2017



REVISIONS

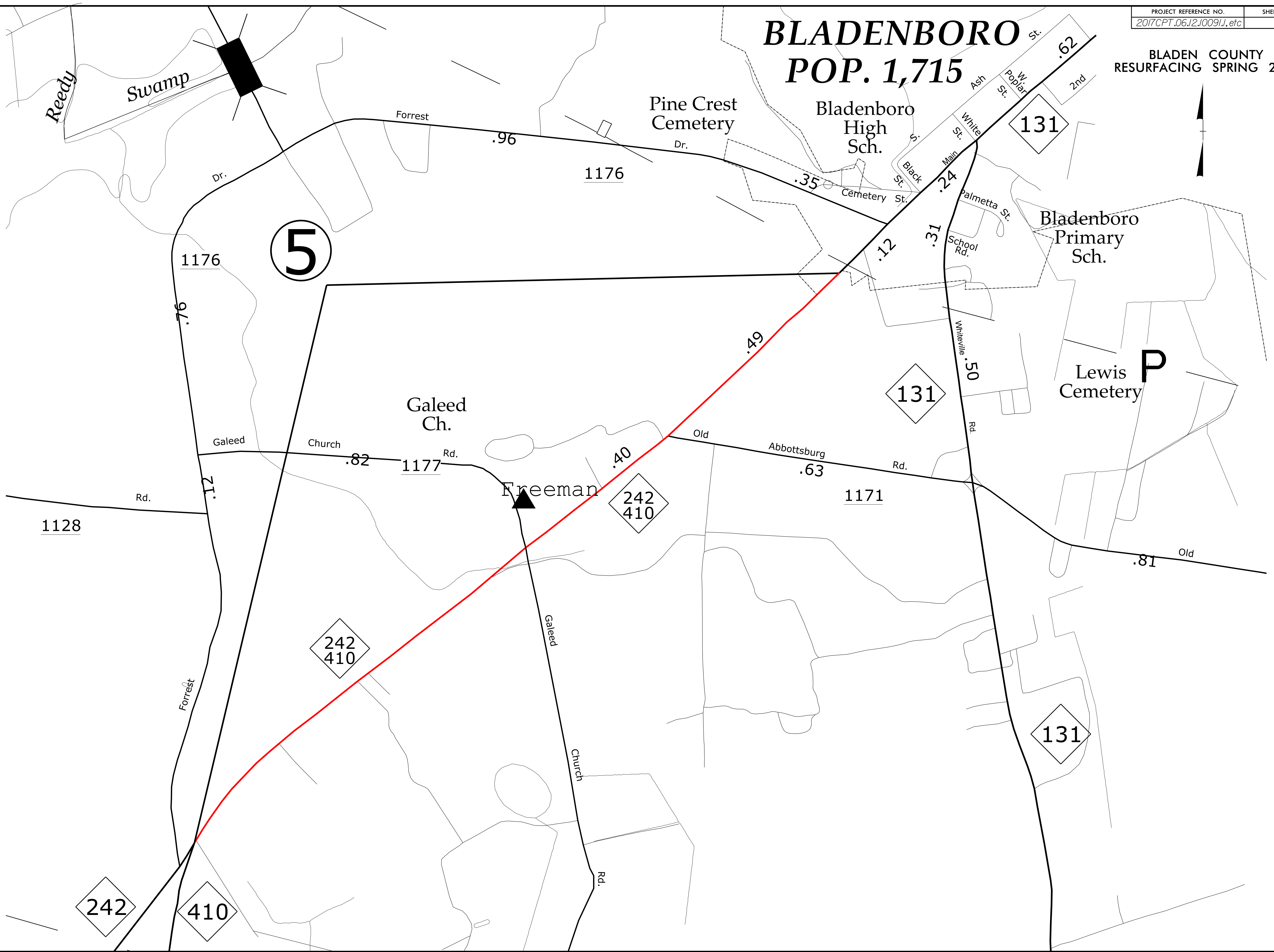
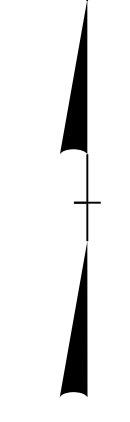
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② ③ ④

BLADENBORO

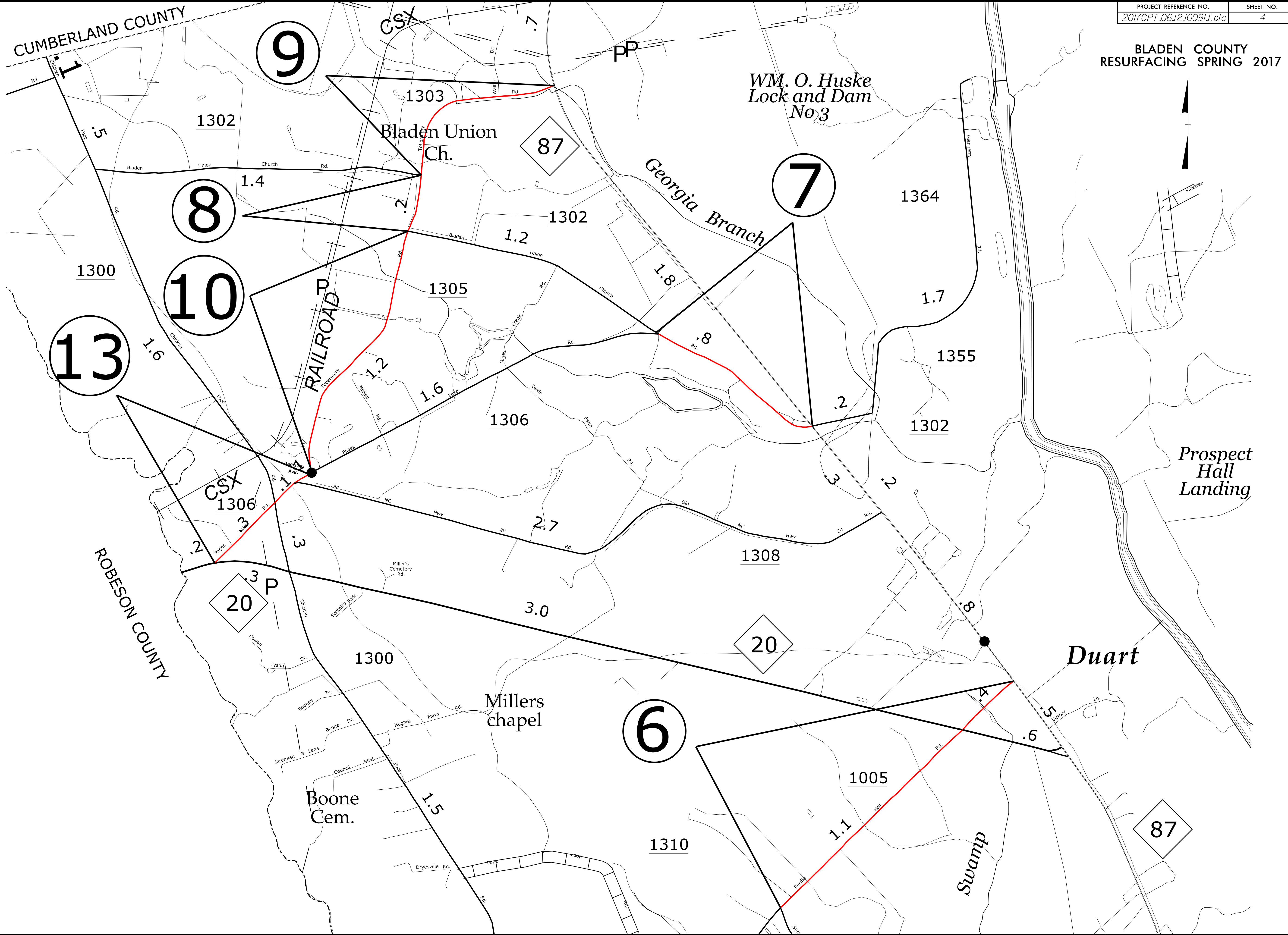
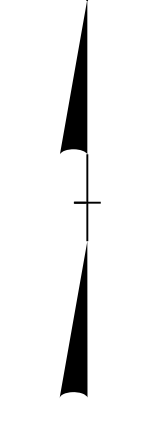
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REVISIONS

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8/17/99

BLADEN COUNTY
RESURFACING SPRING 2017

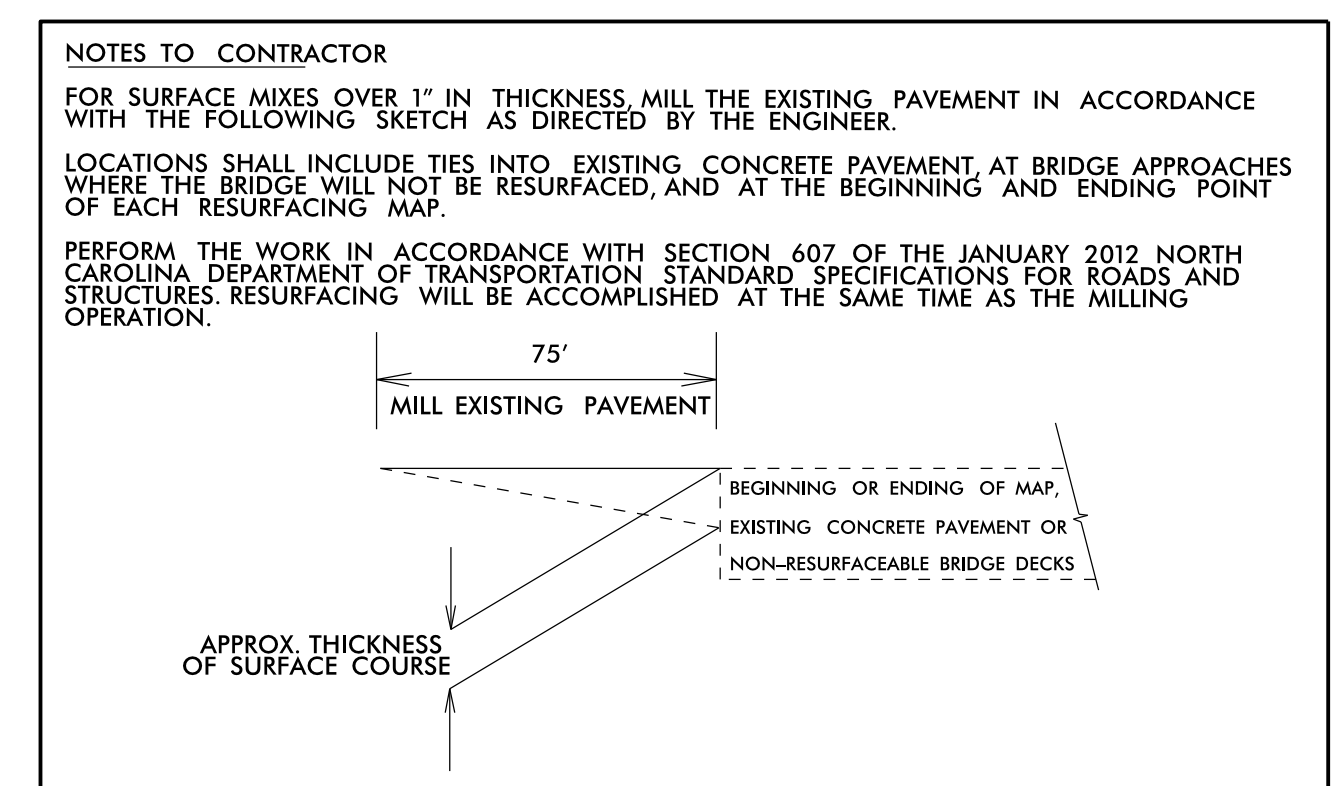
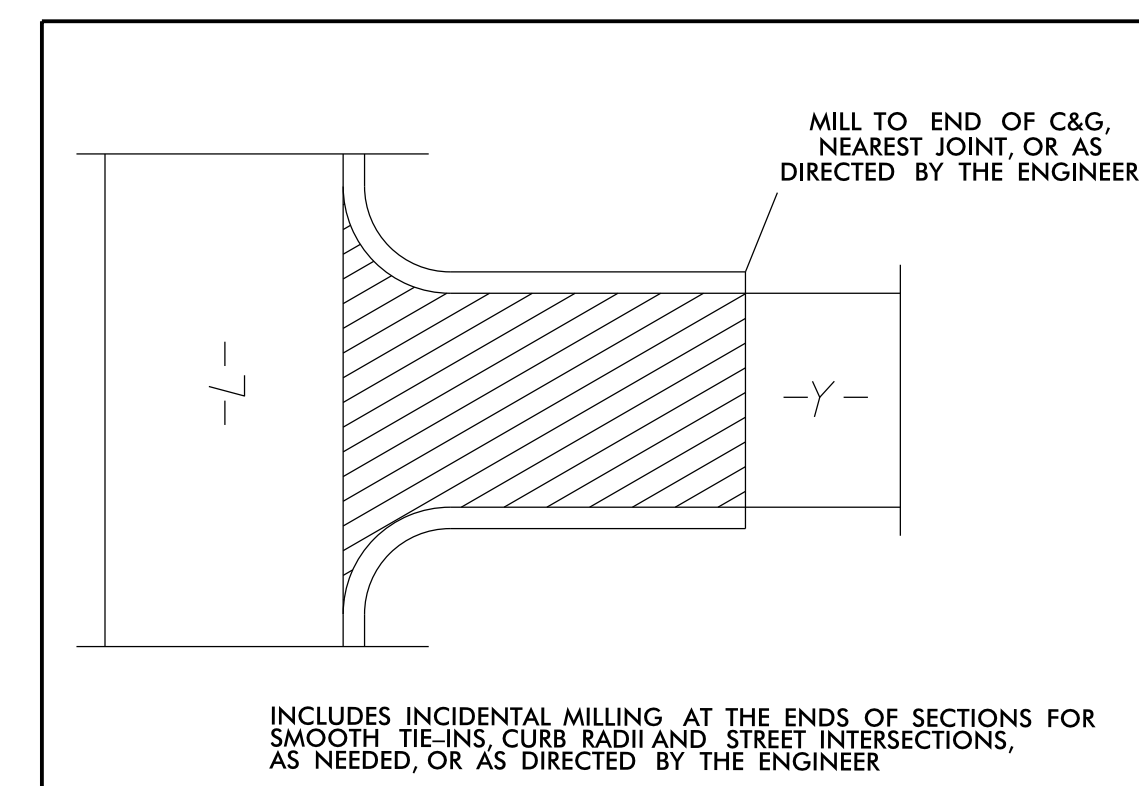
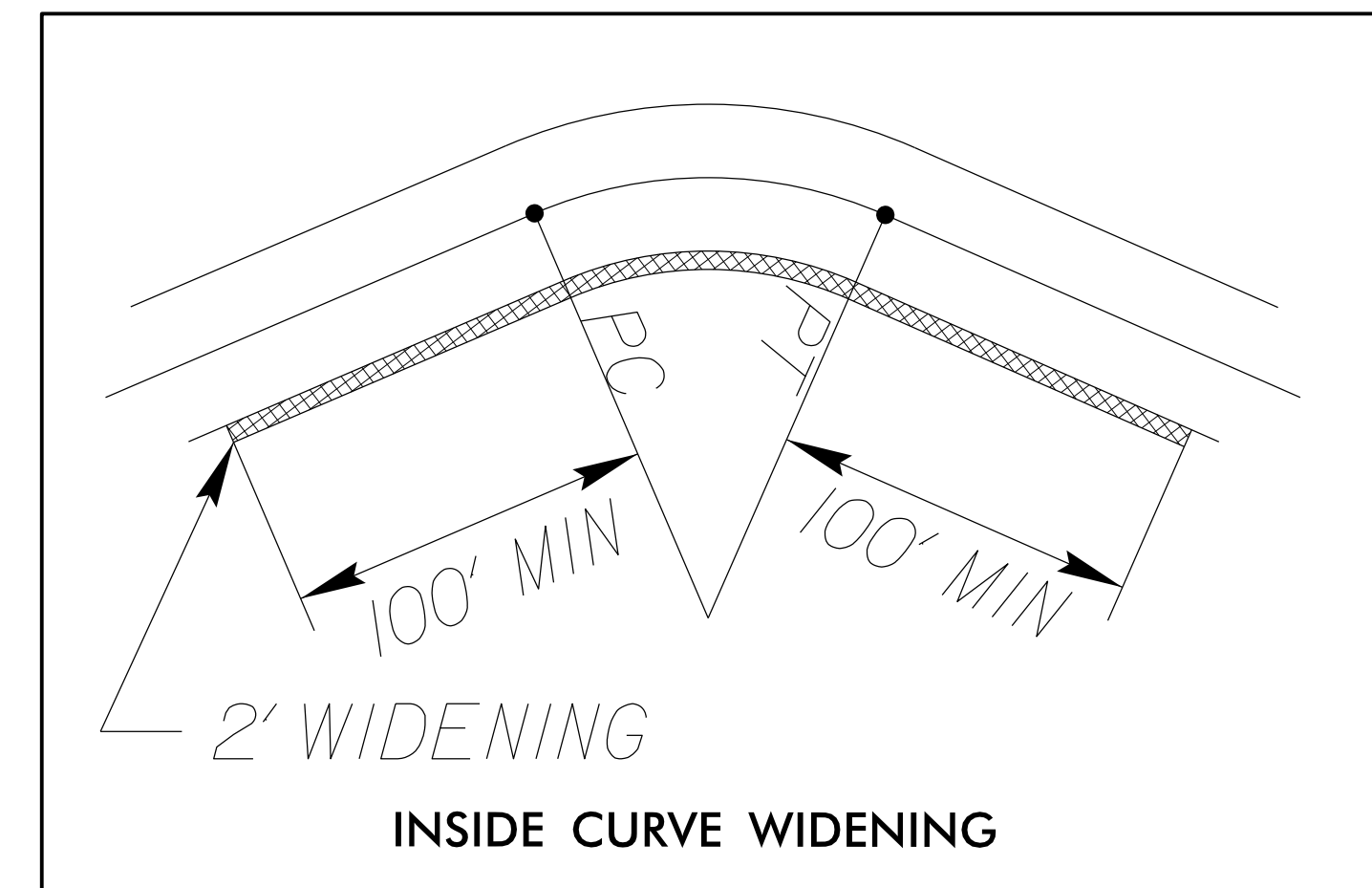
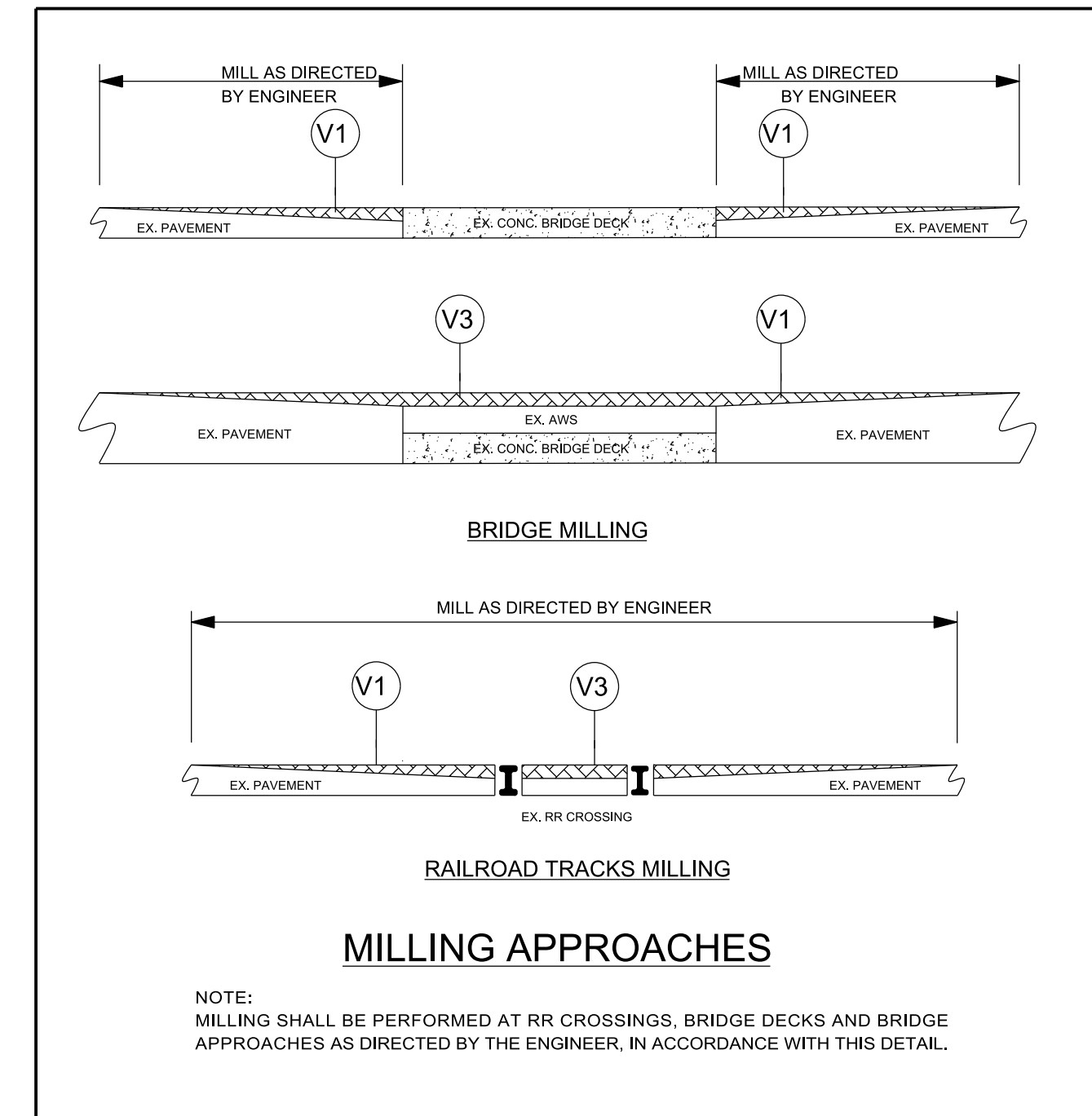
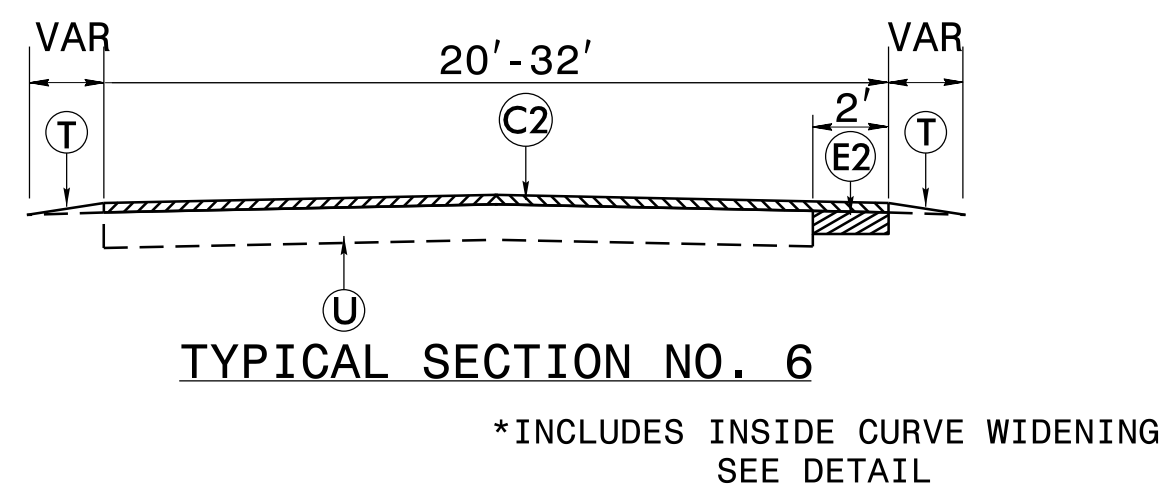
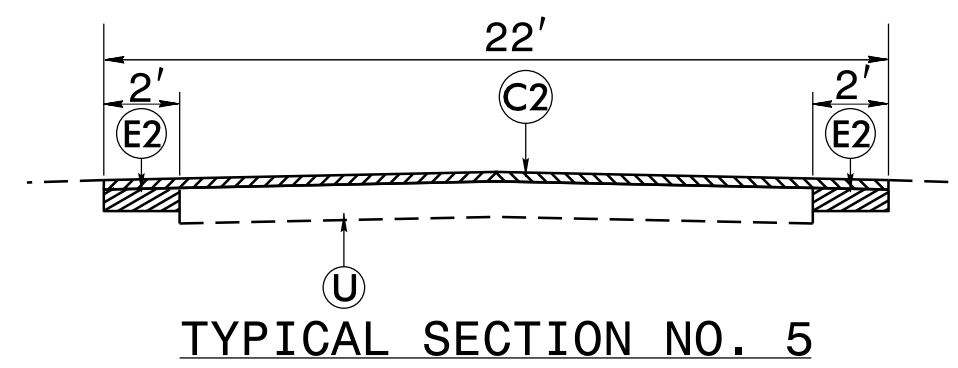
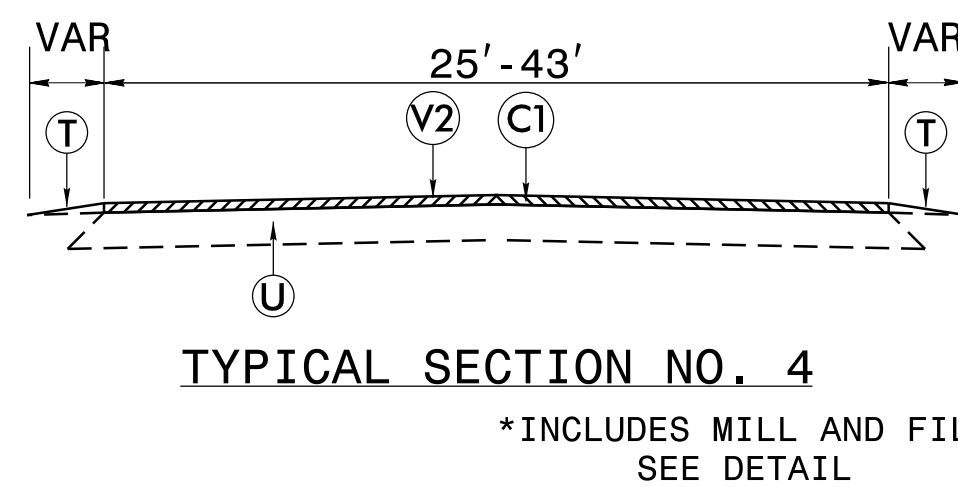
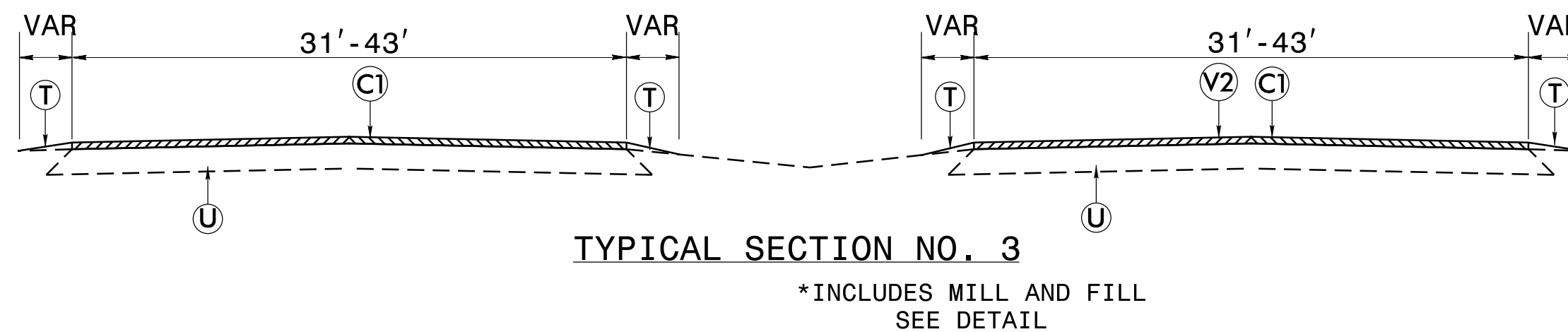
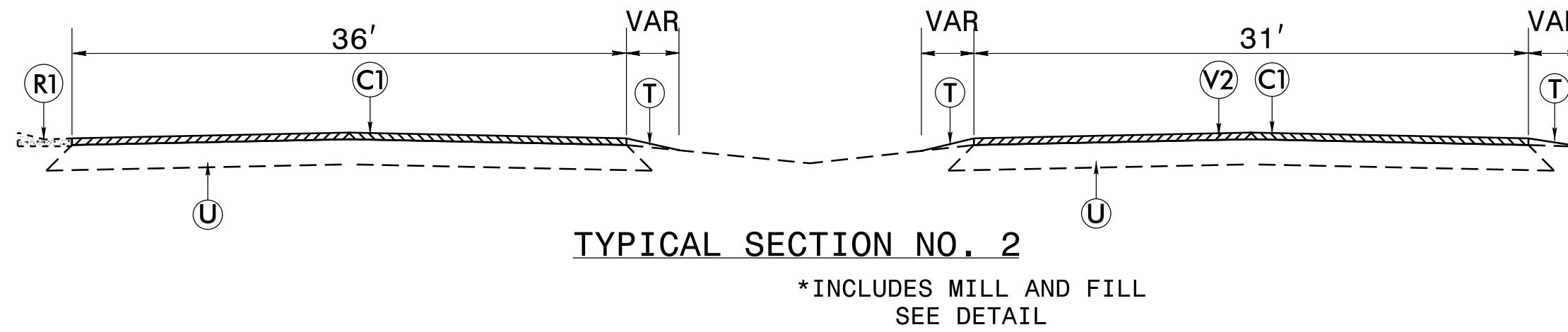
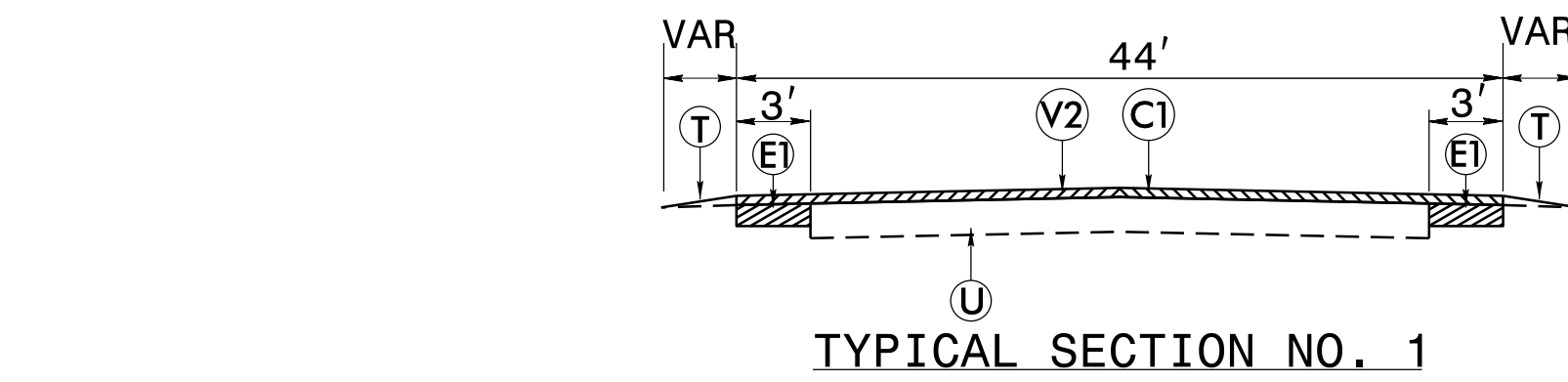
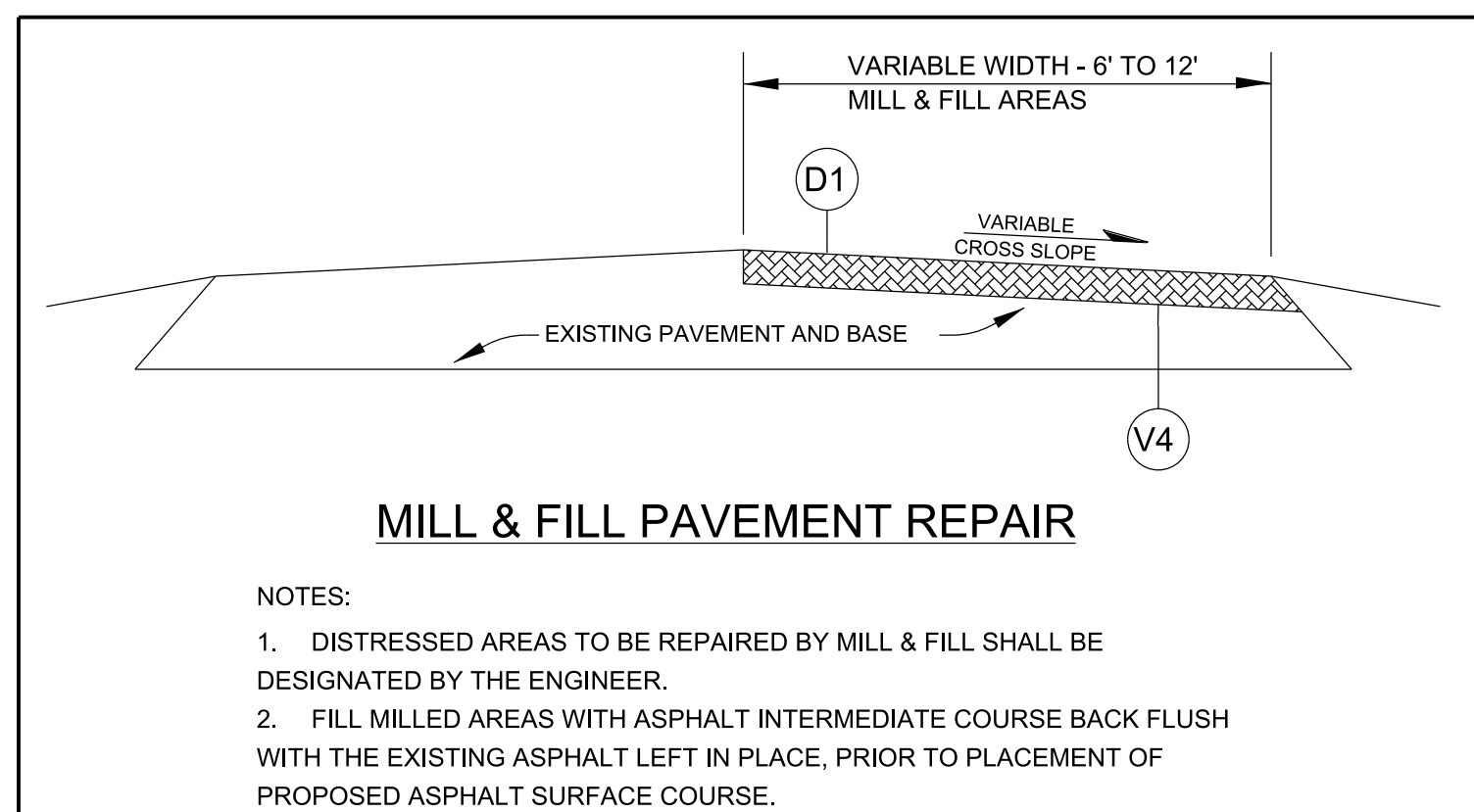
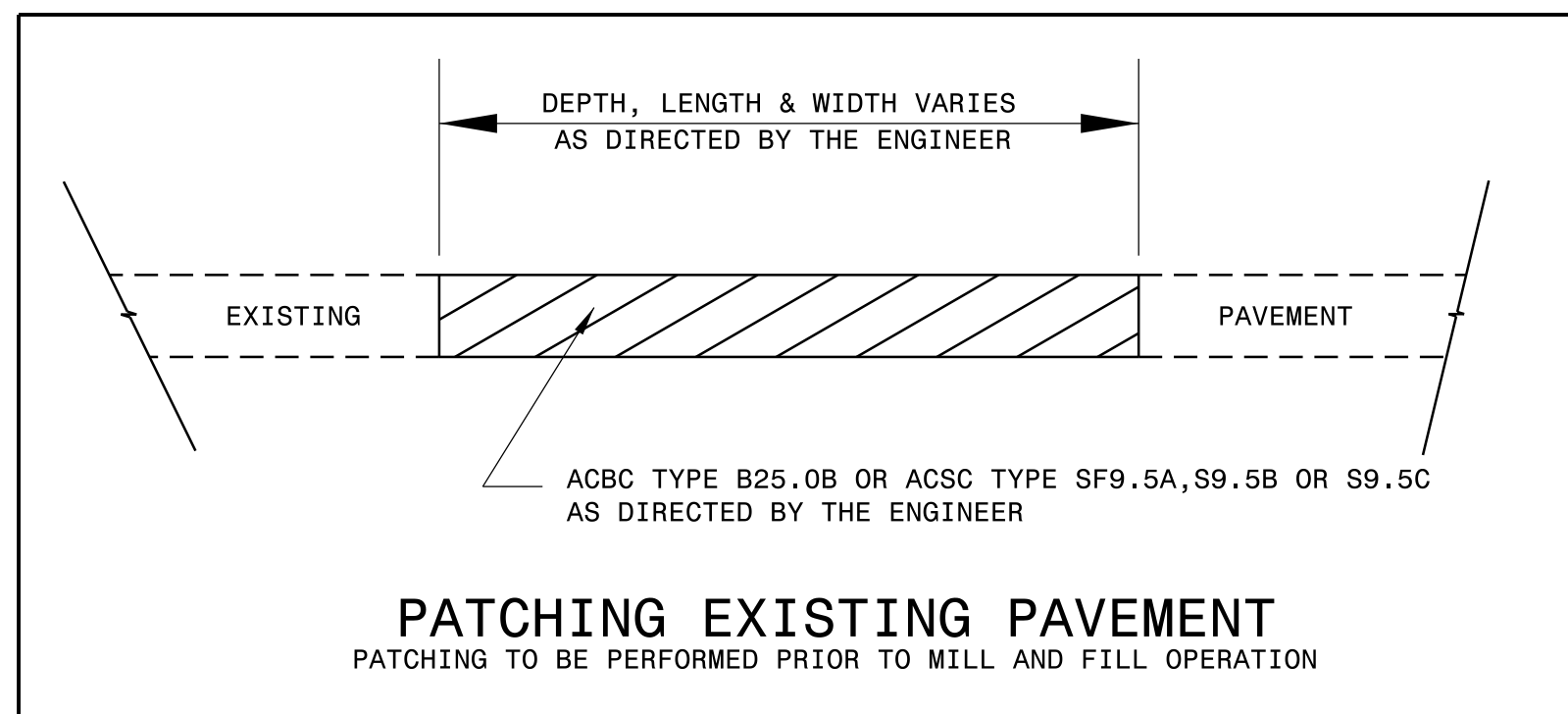


REVISIONS

23 MAY 2017 12:02
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 8/17/99

PAVEMENT SCHEDULE

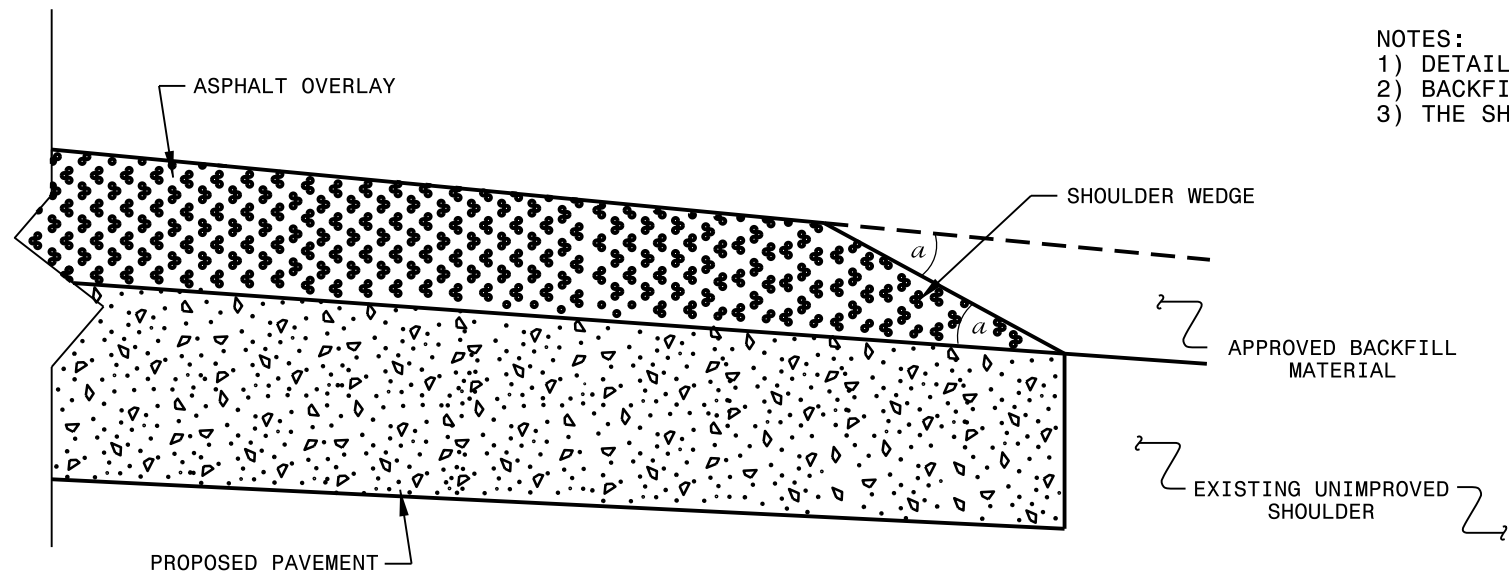
C1	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
D1	2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
E2	6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
R1	EXISTING CONCRETE GUTTER
T	SHOULDER RECONSTRUCTION TO THE SHOULDER POINT WITH AGGREGATE SHOULDER BORROW
U	EXISTING ASPHALT
V1	0" - 1 1/2" MILLING
V2	3/4" MILLING (PROFILE MILLING)
V3	1 1/2" MILLING
V4	2 1/2" MILLING



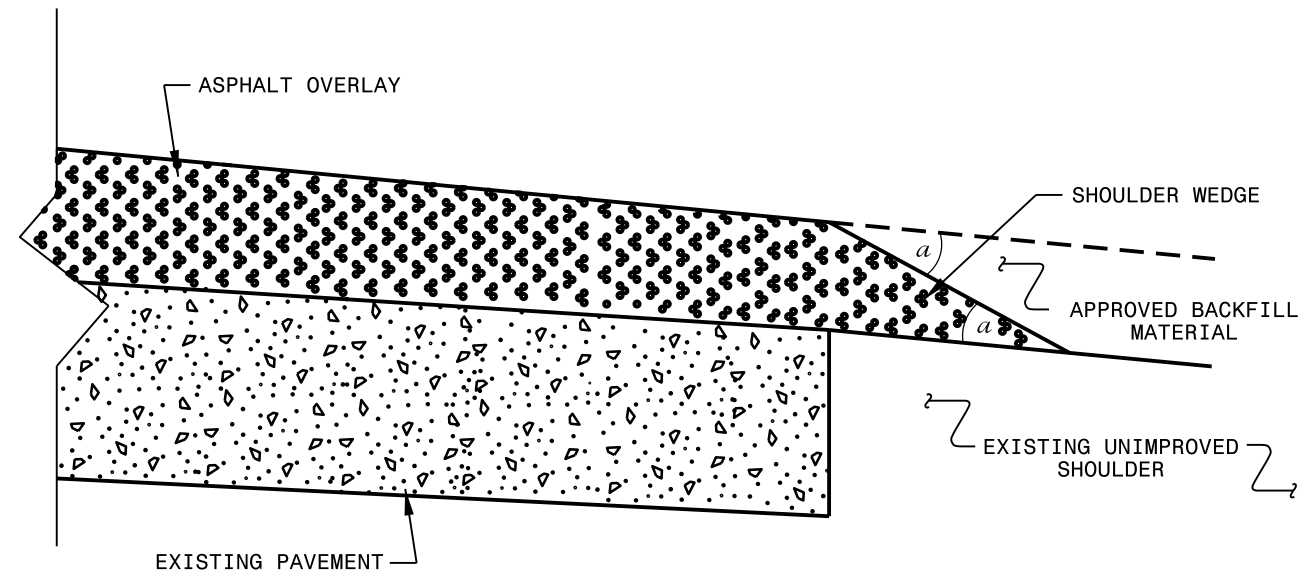
6/2/09

24 MAY 2017 13:20
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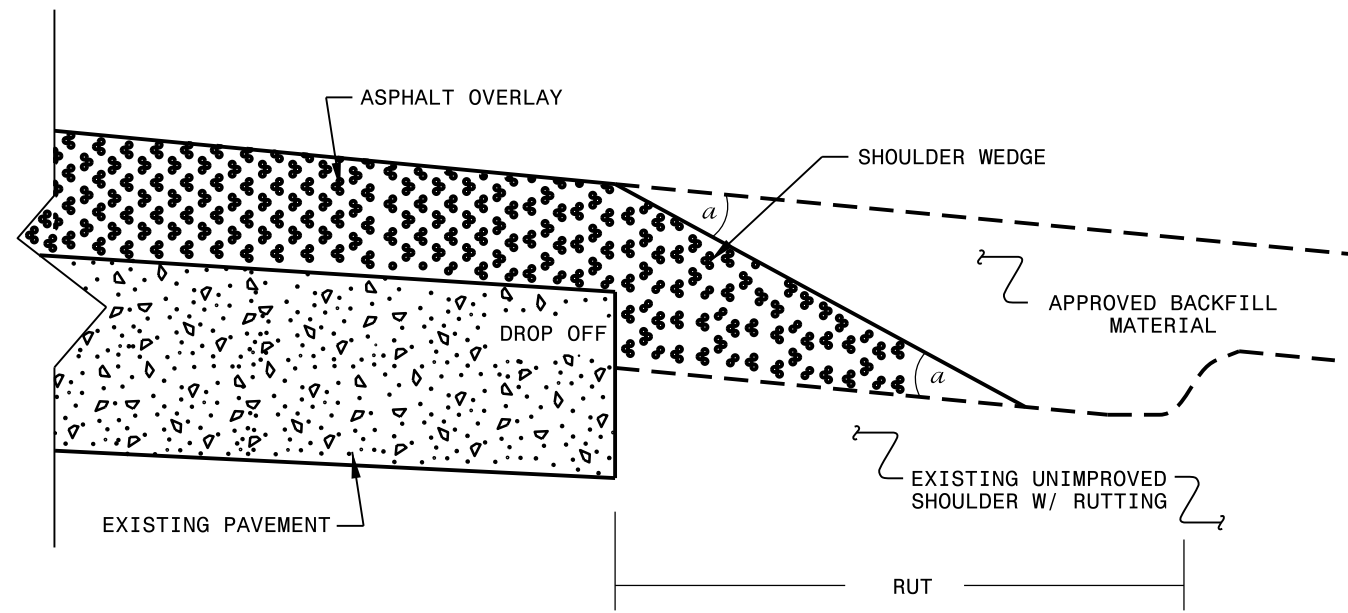
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



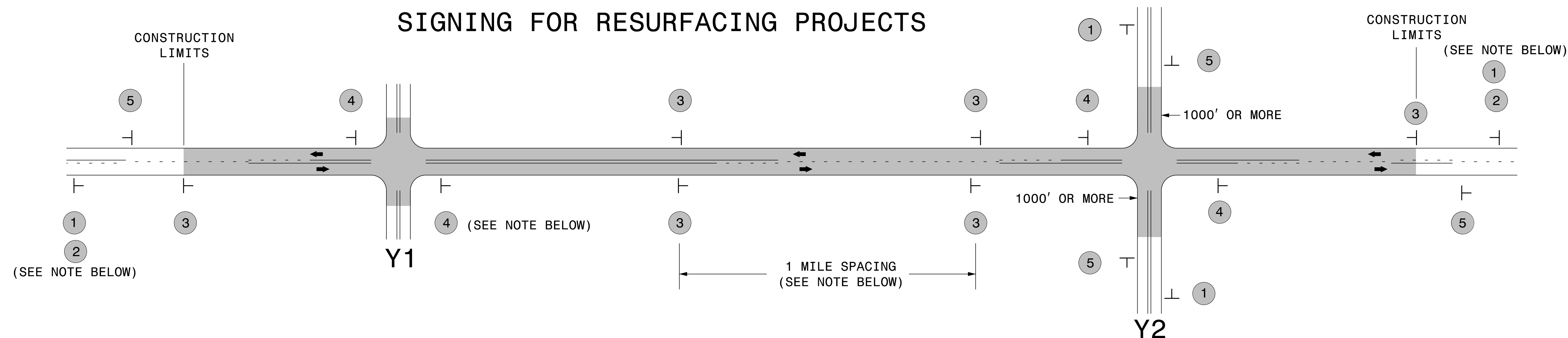
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- 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	
T	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

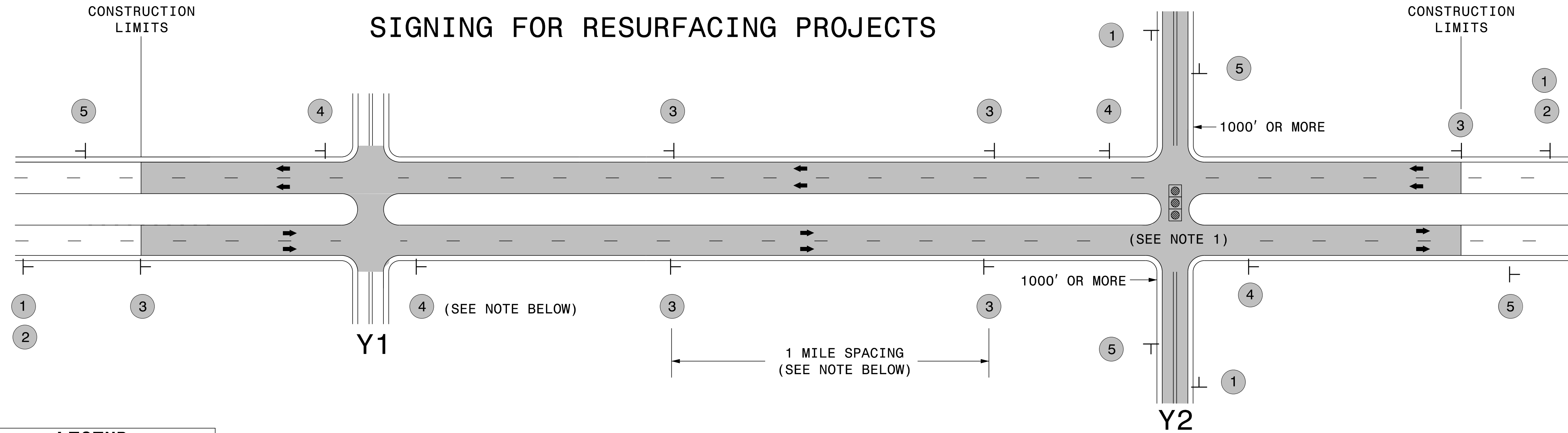
MAINLINE (-L-) SIGNING

-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.		



RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS



LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

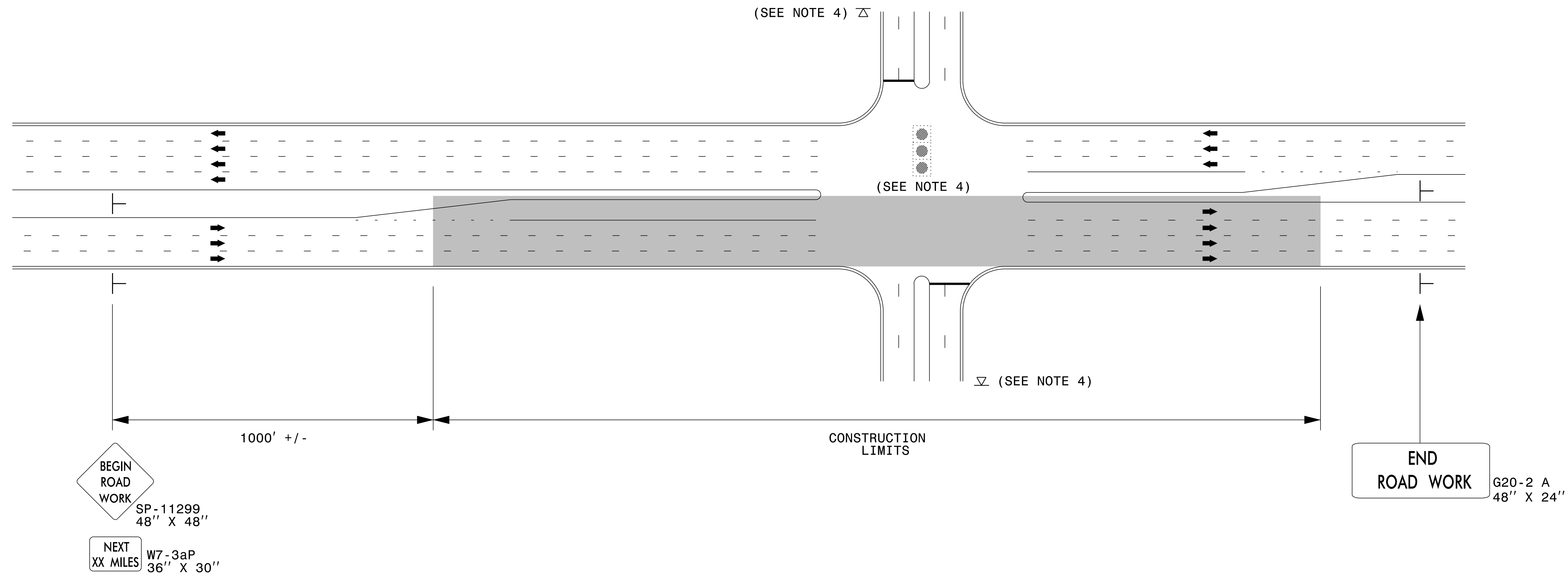
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	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> <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**

URBAN / SUBURBAN WORKZONES

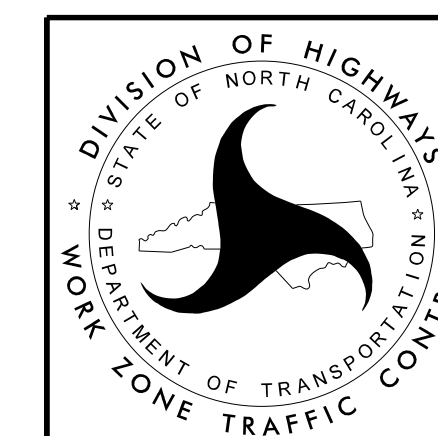


NOTES:

- 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.

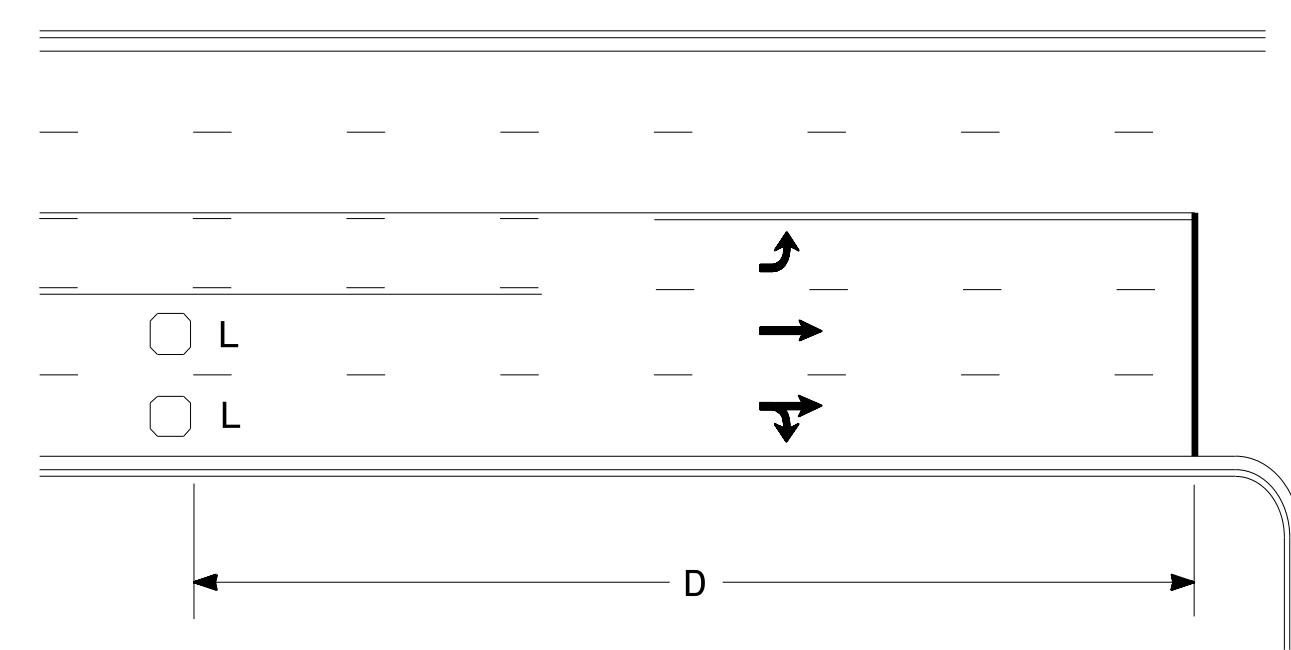
LEGEND

- ┆ STATIONARY SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



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

High Speed Detection (≥40 mph)

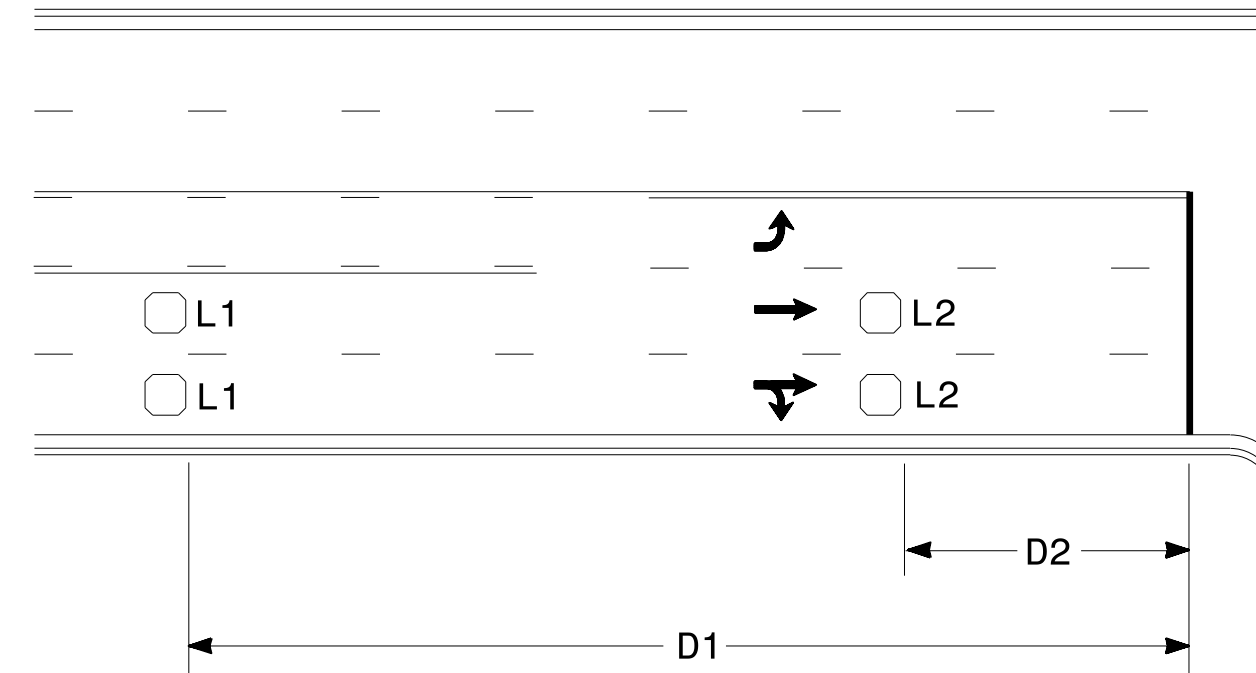


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

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

Volume Density Operation

OR

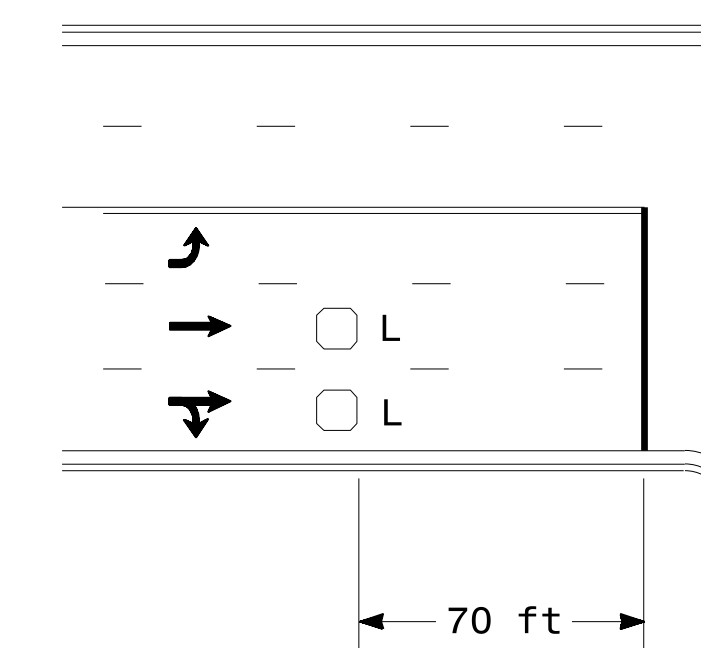


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

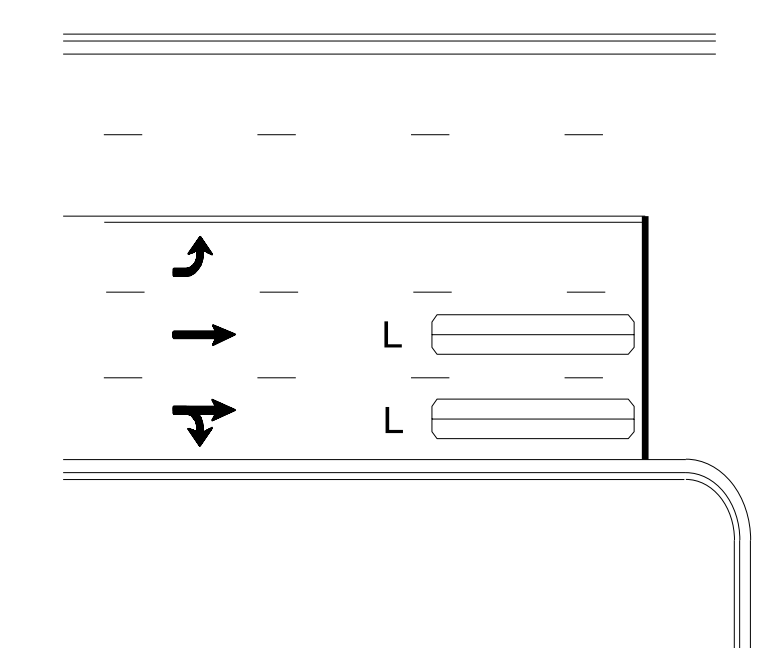
"Stretch" Operation

Low Speed Detection (≤35 mph)



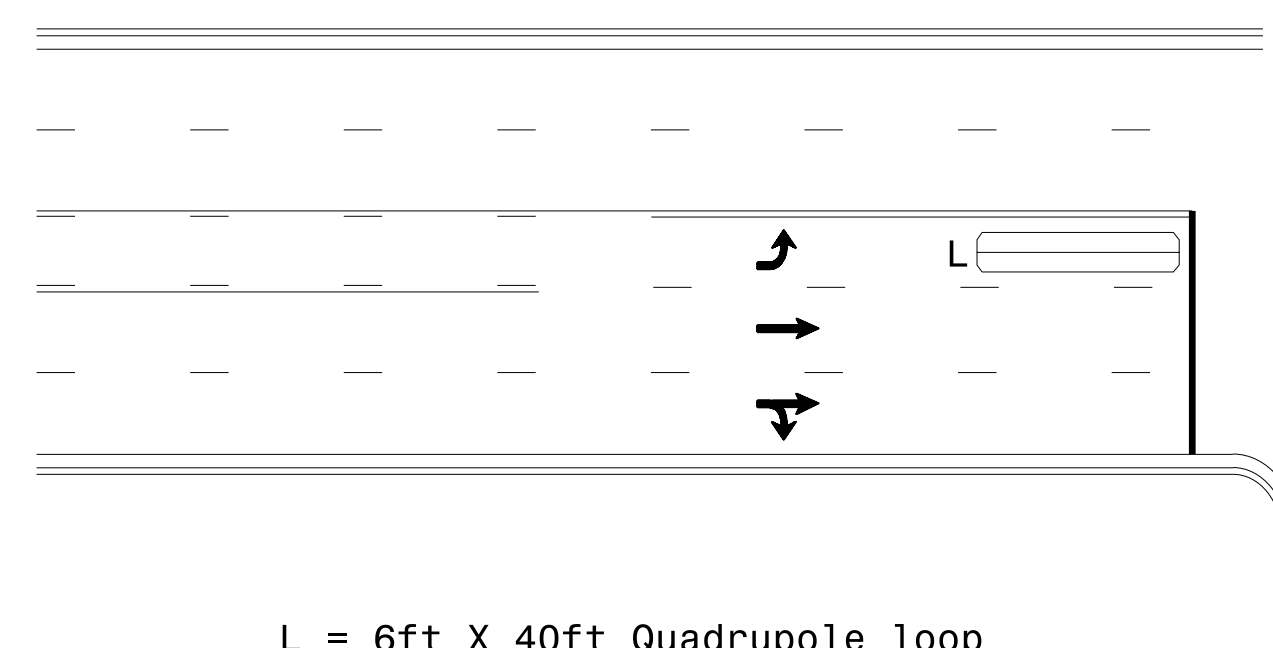
L = 6ft X 6ft
Wired in series

OR



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

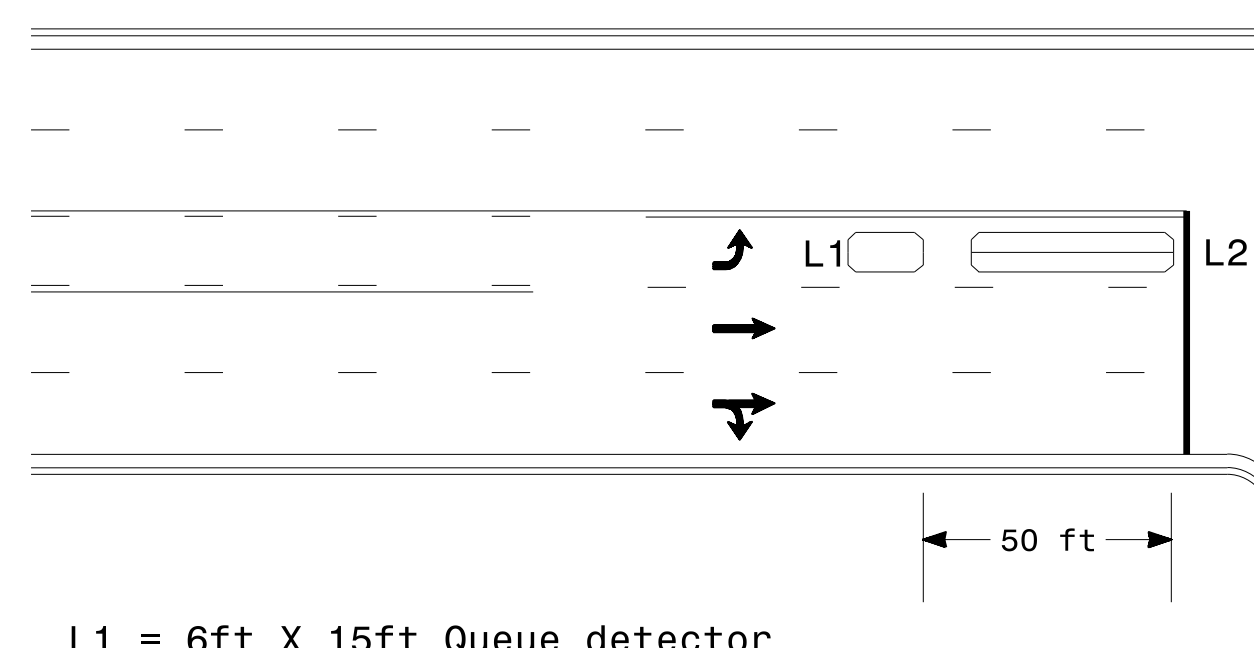
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

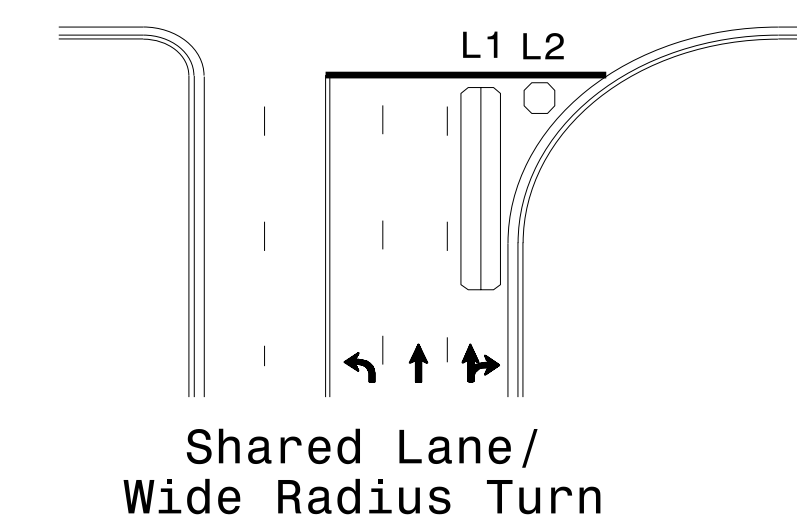
OR



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

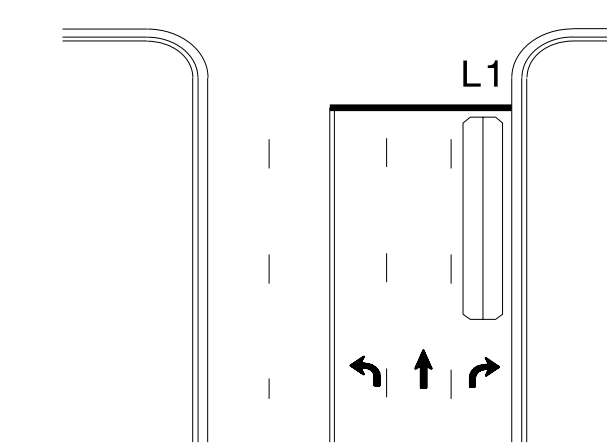
Queue Loop Detection

Right Turn Lane Detection

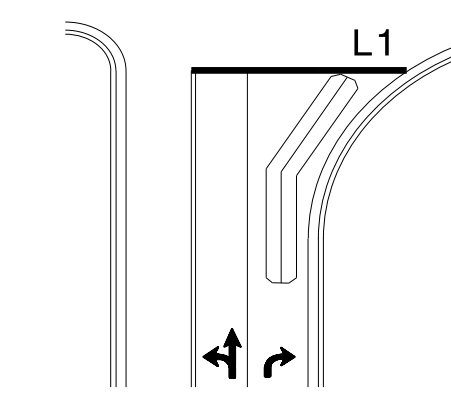


Shared Lane/
Wide Radius Turn

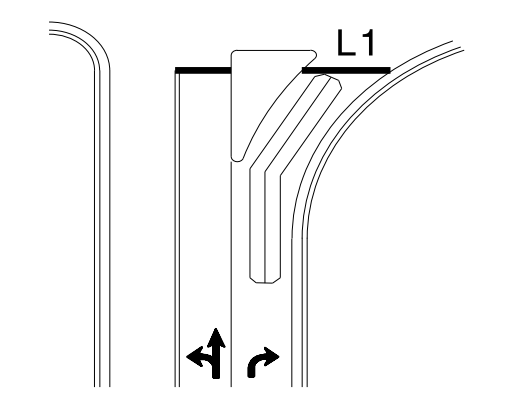
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

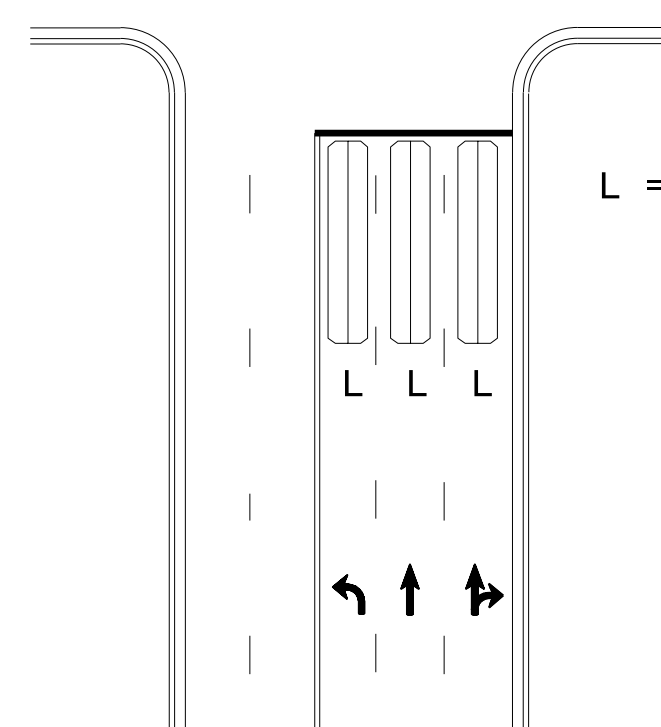


Wide Radius Turn



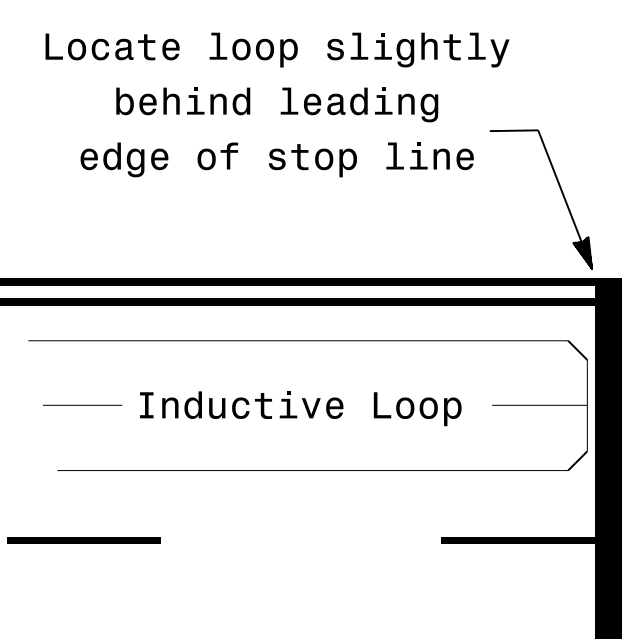
Channelized Turn

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

	<p>Prepared In the Offices of:</p> <p>TRANSPORTATION MOBILITY AND SAFETY DIVISION DEPARTMENT OF TRANSPORTATION SIGNAL DESIGN SECTION 750 N. Greenfield Pkwy, Garner, NC 27529</p>		<p>SEAL NORTH CAROLINA PROFESSIONAL ENGINEER PAMELA L. ALEXANDER 23489</p>
	<p>Typical Signal Loop Locations</p>		
<p>SCALE N/A</p>	<p>PLAN DATE: January 2015 PREPARED BY: PLA</p>	<p>REVIEWED BY: JPG REVIEWED BY:</p>	<p>DocuSigned by: P. Alexander 1/30/2015 10:44:44 AM B4756E00CE4E4ED SIG. INVENTORY NO.</p>

GUIDELINES FOR LANE WIDTHS ON RESURFACING PROJECTS

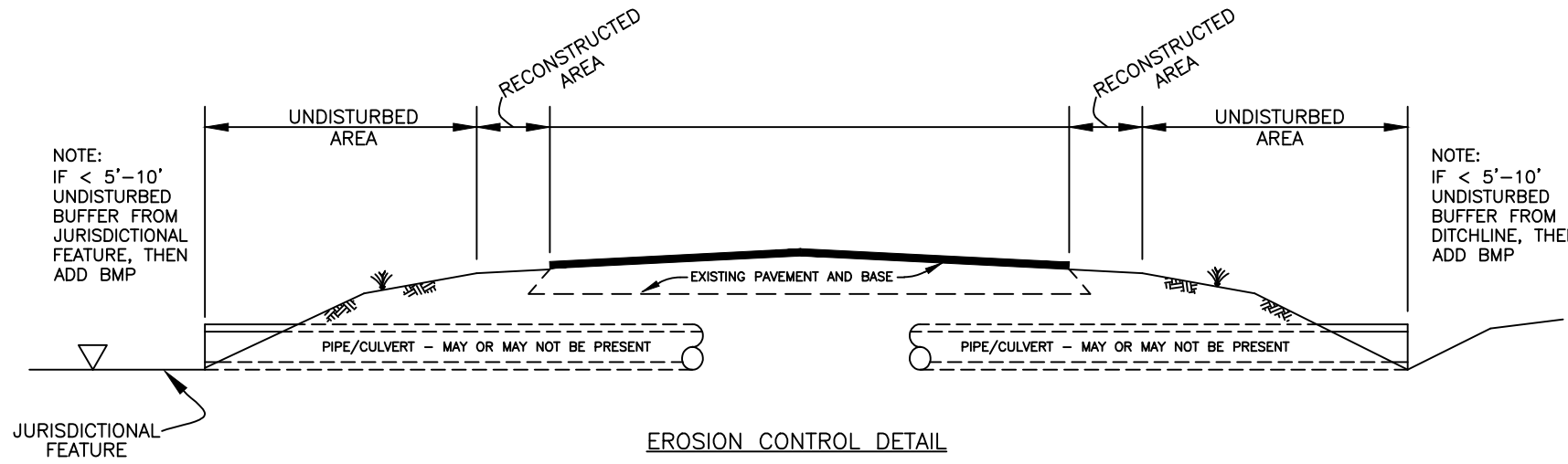
Contractor shall place the new pavement markings in accordance with this table and detail unless otherwise directed by the Engineer.

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

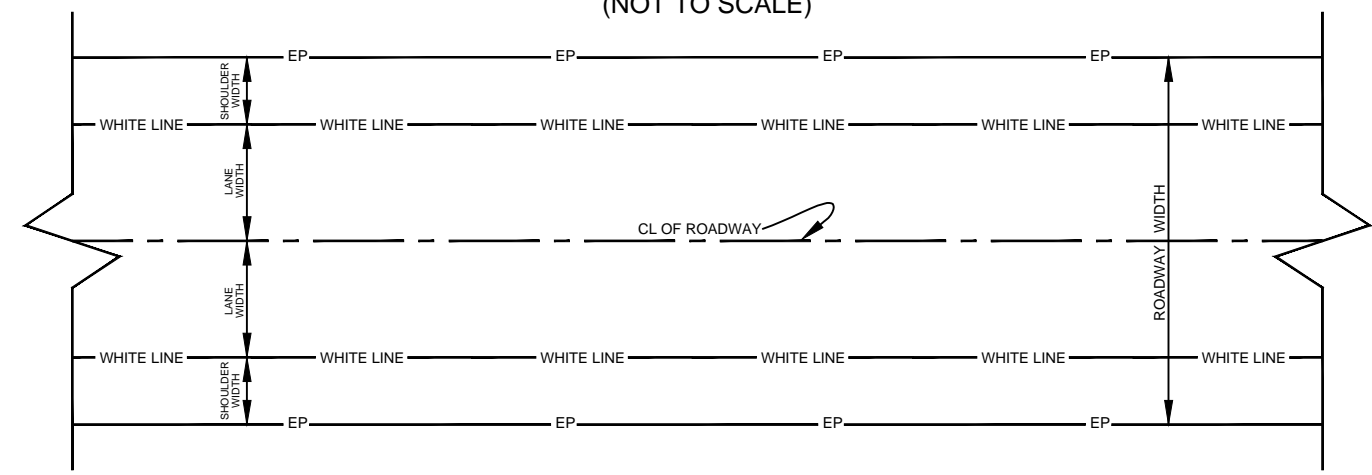
TWO LANE - TWO WAY ROADWAY 50 MPH OR LESS		
ROADWAY WIDTH	LANE WIDTH	SHOULDER WIDTH
18'	9' *	0'
20'	10' *	0'
22'	10'	1'
24'	10'	2'
26'	11'	2'
28'	11'	3'
32'	11'	5'

* May vary due to pavement width



- NOTES:**
- IF A 5'-10' VEGETATED, UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET CAN BE MAINTAINED, THEN NO BMP'S NEEDED.
 - IF < 5'-10' UNDISTURBED BUFFER FROM ROW, DITCHLINE, WATER FEATURE OR DRAINAGE INLET, THEN ADD BMP'S.
 - BMP OPTIONS:
 - MATting MAY BE APPLIED AS SHOWN IN NCDOT STD. DWG. 1631.01 TO ESTABLISH BUFFER.
 - IF MATting IS NOT PRACTICAL, OR THERE IS NOT ENOUGH SHOULDER WIDTH, THEN INSTALL TEMPORARY SILT FENCE AS SHOWN IN NCDOT STD. DWG. 1605.01, AND WATTLES WITH POLYACRYLAMIDE (PAM).

SCHEMATIC OF ROADWAY (NOT TO SCALE)



PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.06.12.10091.1, 2017CPT.06.12.20091.1		

SUMMARY OF QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	GENERIC GRADING ITEM AGGREGATE SHOULDER BORROW	SHOULDER RECONSTRUCTION	0.75" MILLING	1½" MILLING	2.5" MILLING	INCIDENTAL MILLING	BASE COURSE, B25.0B	INTERMEDIATE COURSE, I19.0B
NO		NO			NO					MI	FT	TON	SMI	SY	SY	SY	SY	TONS	TONS
2017CPT.06.12.10091.1	Bladen	1	US 701	FROM CONST JT AT PROJECT TO DUNHAM STREET	1	2	M2	NO	NO	0.95	44	10	1.90	20,064	1,443	1,619	1,311	1,048	437
TOTAL FOR MAP NO. 1																			
2017CPT.06.12.10091.1	Bladen	2	US 701	FROM CAPE FEAR TO BEGIN TWO LANES	2,3	2	MD	NO	NO	1.08	67	217	2.16	26,335		17,037	6,029		2,428
TOTAL FOR MAP NO. 2																			
2017CPT.06.12.10091.1	Bladen	3	US 701	FROM BEGIN TWO LANES TO BEGIN THREE LANES	4	2	M2	NO	NO	1.25	43	404	3.13	31,533	9,011		833		1,284
TOTAL FOR MAP NO. 3																			
2017CPT.06.12.10091.1	Bladen	4	US 701	FROM BEGIN THREE LANES TO BEGIN DIVIDED HIGHWAY	5	2	M2	NO	NO	1.25	43	404	2.50	31,533	9,011		133		1,284
TOTAL FOR MAP NO. 4																			
2017CPT.06.12.10091.1	Bladen	5	NC 242	FROM NC 410 TO SCL BLADENBORO	6	2	2WU	NO	NO	1.74	25	563	3.48	25,520	12,250		822		1,746
TOTAL FOR MAP NO. 5																			
TOTAL FOR PROJ NO. 2017CPT.06.12.10091.1																			
2017CPT.06.12.20091.1	Bladen	6	SR 1005	FROM SR 1311 TO NC 87	5	2	2WU	NO	NO	1.4	22	453	2.80				678	1,030	
TOTAL FOR MAP NO. 6																			
2017CPT.06.12.20091.1	Bladen	7	SR 1302	FROM NC 87 TO SR 1306	6	2	2WU	NO	NO	0.79	19	255	1.58				544	44	
TOTAL FOR MAP NO. 7																			
2017CPT.06.12.20091.1	Bladen	8	SR 1302	FROM SR 1305 TO SR 1303	6	2	2WU	NO	NO	0.25	19	81	0.50					44	
TOTAL FOR MAP NO. 8																			
2017CPT.06.12.20091.1	Bladen	9	SR 1303	FROM NC 87 TO SR 1302	6	2	2WU	NO	NO	0.82	20	265	1.64				244	151	
TOTAL FOR MAP NO. 9																			
2017CPT.06.12.20091.1	Bladen	10	SR 1305	FROM SR 1306 TO SR 1302	6	2	2WU	NO	NO	1.15	19	372	2.30				244	166	
TOTAL FOR MAP NO. 10																			
2017CPT.06.12.20091.1	Bladen	11	SR 1212	FROM SR 1150 TO SR 1145	6	2	2WU	NO	NO	0.75	32	97	1.50				400	81	
TOTAL FOR MAP NO. 11																			
2017CPT.06.12.20091.1	Bladen	12	SR 1796	FROM US 701 TO SR 1806	6	2	2WU	NO	NO	0.75	20	243	1.50				400	70	
TOTAL FOR MAP NO. 12																			
2017CPT.06.12.20091.1	Bladen	13	SR 1306	NC 20 TO SR 1305	5	2	2WU	NO	NO	0.57	22	184	1.14				589	419	
TOTAL FOR MAP NO. 13																			
TOTAL FOR PROJ NO. 2017CPT.06.12.20091.1																			
GRAND TOTAL										12.75		3,548	26.13	134,985	31,715	18,656	12,227	3,009	7,179

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	SURFACE COURSE, S9.5B	LEVELING COURSE, S9.5B	SURFACE COURSE, SF9.5A	LEVELING COURSE, SF9.5A	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJ. OF MANHOLES	ADJ. OF METER OR VALVE BOX
NO		NO			NO					MI	FT	TONS	TONS	TONS	TONS	TONS	TONS	EA	EA
2017CPT.06.12.10091.1	Bladen	1	US 701	FROM CONST JT AT PROJECT TO DUNHAM STREET	1	2	M2	NO	NO	0.95	44	2,178	21			199	29	2	2
TOTAL FOR MAP NO. 1																			
2017CPT.06.12.10091.1	Bladen	2	US 701	FROM CAPE FEAR TO BEGIN TWO LANES	2,3	2	MD	NO	NO	1.08	67	3,620	36			336	20	2	2
TOTAL FOR MAP NO. 2																			
2017CPT.06.12.10091.1	Bladen	3	US 701	FROM BEGIN TWO LANES TO BEGIN THREE LANES	4	2	M2	NO	NO	1.25	43	2,687	26			225	38		
TOTAL FOR MAP NO. 3																			
2017CPT.06.12.10091.1	Bladen	4	US 701	FROM BEGIN THREE LANES TO BEGIN DIVIDED HIGHWAY	5	2	M2	NO	NO	1.25	43	2,687	26			225	38		
TOTAL FOR MAP NO. 4																			
2017CPT.06.12.10091.1	Bladen	5	NC 242	FROM NC 410 TO SCL BLADENBORO	6	2	2WU	NO	NO	1.74	25	2,272	21			221	52		
TOTAL FOR MAP NO. 5																			
TOTAL FOR PROJ NO. 2017CPT.06.12.10091.1																			
2017CPT.06.12.20091.1	Bladen	6	SR 1005	FROM SR 1311 TO NC 87	5	2	2WU	NO	NO	1.4	22			1,540	15	149	42		
TOTAL FOR MAP NO. 6																			
2017CPT.06.12.20091.1	Bladen	7	SR 1302	FROM NC 87 TO SR 1306	6	2	2WU	NO	NO	0.79	19			800	8	56	24		
TOTAL FOR MAP NO. 7																			
2017CPT.06.12.20091.1	Bladen	8	SR 1302	FROM SR 1305 TO SR 1303	6	2	2WU	NO	NO	0.25	19			242	2	16	8		
TOTAL FOR MAP NO. 8																			
2017CPT.06.12.20091.1	Bladen	9	SR 1303	FROM NC 87 TO SR 1302	6	2	2WU	NO	NO	0.82	20			885	66	25	25		
TOTAL FOR MAP NO. 9																			
2017CPT.06.12.20091.1	Bladen	10	SR 1305	FROM SR 1306 TO SR 1302	6	2	2WU	NO	NO	1.15	19			1,213	11	89	35		
TOTAL FOR MAP NO. 10																			
2017CPT.06.12.20091.1	Bladen	11	SR 1212	FROM SR 1150 TO SR 1145	6	2	2WU	NO	NO	0.75	32			964	12	69	9		
TOTAL FOR MAP NO. 11																			
2017CPT.06.12.20091.1	Bladen	12	SR 1796	FROM US 701 TO SR 1806	6	2	2WU	NO	NO	0.75	20			763	7	55	23		
TOTAL FOR MAP NO. 12																			
2017CPT.06.12.20091.1	Bladen	13	SR 1306	NC 20 TO SR 1305	5	2	2WU	NO	NO	0.57	22			632	6	61	17		
TOTAL FOR MAP NO. 13																			
TOTAL FOR PROJ NO. 2017CPT.06.12.20091.1																			
GRAND TOTAL										12.75		13,444	130	7,039	61	1,767	360	2	2

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.06.12.10091.1, 2017CPT.06.12.20091.1		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	441300000-E	445700000-N	468500000-E		468600000-E		469500000-E	471000000-E	472100000-E	472500000-E			
										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 YELLOW THERMO	4" X 120 M WHITE THERMO	8" X 90 M WHITE THERMO	24" X 120 M WHITE THERMO	THERMO MSG SCHOOL 120 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	THERMO MERGE ARROW 90 M	
2017CPT.06.12.10091.1	Bladen	1	US 701	FROM CONST JT AT PROJECT TO DUNHAM STREET	1	2	M2	0.95	44	126	1	18,800		17,720			100	6	30			
TOTAL FOR MAP NO. 1										126	1	18,800		17,720			100	6	30			
2017CPT.06.12.10091.1	Bladen	2	US 701	FROM CAPE FEAR TO BEGIN TWO LANES	2,3	2	MD	1.08	67	126		11,222	10,808	1,900	1,971	1,000			3	1	8	
TOTAL FOR MAP NO. 2										126		11,222	10,808	1,900	1,971	1,000			3	1	8	
2017CPT.06.12.10091.1	Bladen	3	US 701	FROM BEGIN TWO LANES TO BEGIN THREE LANES	4	2	M2	1.25	43	50		4,752		4,039								
TOTAL FOR MAP NO. 3										50		4,752		4,039								
2017CPT.06.12.10091.1	Bladen	4	US 701	FROM BEGIN THREE LANES TO BEGIN DIVIDED HIGHWAY	5	2	M2	1.25	43	126		12,514		22,064	180				35			
TOTAL FOR MAP NO. 4										126		12,514		22,064	180			35				
2017CPT.06.12.10091.1	Bladen	5	NC 242	FROM NC 410 TO SCL BLADENBORO	6	2	2WU	1.74	25	195		18,376		15,619	304		90	6	6			
TOTAL FOR MAP NO. 5										195		18,376		15,619	304		90	6	6			
TOTAL FOR PROJ NO. 2017CPT.06.12.10091.1										623	1	65,664	10,808	61,342	2,455	1,000	190	12	74	1	8	
												76,472		63,797						83		
2017CPT.06.12.20091.1	Bladen	6	SR 1005	FROM SR 1311 TO NC 87	5	2	2WU	1.4	22	157		14,784		12,566								
TOTAL FOR MAP NO. 6										157		14,784		12,566								
2017CPT.06.12.20091.1	Bladen	7	SR 1302	FROM NC 87 TO SR 1306	6	2	2WU	0.79	19	88												
TOTAL FOR MAP NO. 7										88												
2017CPT.06.12.20091.1	Bladen	8	SR 1302	FROM SR 1305 TO SR 1303	6	2	2WU	0.25	19	28												
TOTAL FOR MAP NO. 8										28												
2017CPT.06.12.20091.1	Bladen	9	SR 1303	FROM NC 87 TO SR 1302	6	2	2WU	0.82	20	92							20					
TOTAL FOR MAP NO. 9										92						20						
2017CPT.06.12.20091.1	Bladen	10	SR 1305	FROM SR 1306 TO SR 1302	6	2	2WU	1.15	19	129												
TOTAL FOR MAP NO. 10										129												
2017CPT.06.12.20091.1	Bladen	11	SR 1212	FROM SR 1150 TO SR 1145	6	2	2WU	0.75	32	84												
TOTAL FOR MAP NO. 11										84												
2017CPT.06.12.20091.1	Bladen	12	SR 1796	FROM US 701 TO SR 1806	6	2	2WU	0.75	20	84												
TOTAL FOR MAP NO. 12										84												
2017CPT.06.12.20091.1	Bladen	13	SR 1306	NC 20 TO SR 1305	5	2	2WU	0.57	22	64												
TOTAL FOR MAP NO. 13										64												
TOTAL FOR PROJ NO. 2017CPT.06.12.20091.1										726		14,784		12,566		20						
												14,784		12,566								
GRAND TOTAL										12.75	1,349	1	80,448	10,808	73,908	2,455	1,000	210	12	74	1	8
												91,256		76,363					83			

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	481000000-E		482000000-E	482500000-E	483500000-E	484000000-N	484500000-N	489100000-E	490000000-N			
										4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	12" YELLOW PAINT	24" WHITE PAINT	PAINT MSG SCHOOL	PAINT LT ARROW	12" X 90 M YELLOW THERMO	YELLOW & YELLOW MARKERS	CRYSTAL & RED MARKERS		
2017CPT.06.12.10091.1	Bladen	1	US 701	FROM CONST JT AT PROJECT TO DUNHAM STREET	1	2	M2	0.95	44	18,800		17,720		100	6	30		128			
TOTAL FOR MAP NO. 1										18,800		17,720		100	6	30		128			
2017CPT.06.12.10091.1	Bladen	2	US 701	FROM CAPE FEAR TO BEGIN TWO LANES	2,3	2	MD	1.08	67	11,222			1,000	12,708		4	815	23	202		
TOTAL FOR MAP NO. 2										11,222		1,000	12,708		4	815	23	202			
2017CPT.06.12.10091.1	Bladen	3	US 701	FROM BEGIN TWO LANES TO BEGIN THREE LANES	4	2	M2	1.25	43	4,752		4,039						30			
TOTAL FOR MAP NO. 3										4,752		4,039					30				
2017CPT.06.12.10091.1	Bladen	4	US 701	FROM BEGIN THREE LANES TO BEGIN DIVIDED HIGHWAY	5	2	M2	1.25	43	12,514		22,064					35	165	12		
TOTAL FOR MAP NO. 4										12,514		22,064				35	165	12			
2017CPT.06.12.10091.1	Bladen	5	NC 242	FROM NC 410 TO SCL BLADENBORO	6	2	2WU	1.74	25	18,680		15,619		90	6	6		115	16		
TOTAL FOR MAP NO. 5										18,680		15,619		90	6	6		115	16		
TOTAL FOR PROJ NO. 2017CPT.06.12.10091.1										65,968		59,442	1,000	12,708	190	12	75	815	461	230	
												125,410							691		
2017CPT.06.12.20091.1	Bladen	6	SR 1005	FROM SR 1311 TO NC 87	5	2	2WU	1.4	22									93			
TOTAL FOR MAP NO. 6																		93			
2017CPT.06.12.20091.1	Bladen	7	SR 1302	FROM NC 87 TO SR 1306	6	2	2WU	0.79	19	20,908		17,772									
TOTAL FOR MAP NO. 7										20,908		17,772									
2017CPT.06.12.20091.1	Bladen	8	SR 1302	FROM SR 1305 TO SR 1303	6	2	2WU	0.25	19	5,280		4,488									
TOTAL FOR MAP NO. 8										5,280		4,488									
2017CPT.06.12.20091.1	Bladen	9	SR 1303	FROM NC 87 TO SR 1302	6	2	2WU	0.82	20	17,068		14,506									
TOTAL FOR MAP NO. 9										17,068		14,506									
2017CPT.06.12.20091.1	Bladen	10	SR 1305	FROM SR 1306 TO SR 1302	6	2	2WU	1.15	19	24,288		20,648									
TOTAL FOR MAP NO. 10										24,288		20,648									
2017CPT.06.12.20091.1	Bladen	11	SR 1212	FROM SR 1150 TO SR 1145	6	2	2WU	0.75	32	15,676		15,676									
TOTAL FOR MAP NO. 11										15,676		15,676									
2017CPT.06.12.20091.1	Bladen	12	SR 1796	FROM US 701 TO SR 1806	6	2	2WU	0.75	20	14,056		14,056									
TOTAL FOR MAP NO. 12										14,056		14,056									
2017CPT.06.12.20091.1	Bladen	13	SR 1306	NC 20 TO SR 1305	5	2	2WU	0.57	22	6,000		5,000									
TOTAL FOR MAP NO. 13										6,000		5,000									
TOTAL FOR PROJ NO. 2017CPT.06.12.20091.1										103,276		92,146	195,422						93	93	
												169,244	151,588	1,000	12,708	190	12	75	815	554	230
GRAND TOTAL										12.75		320,832							784		