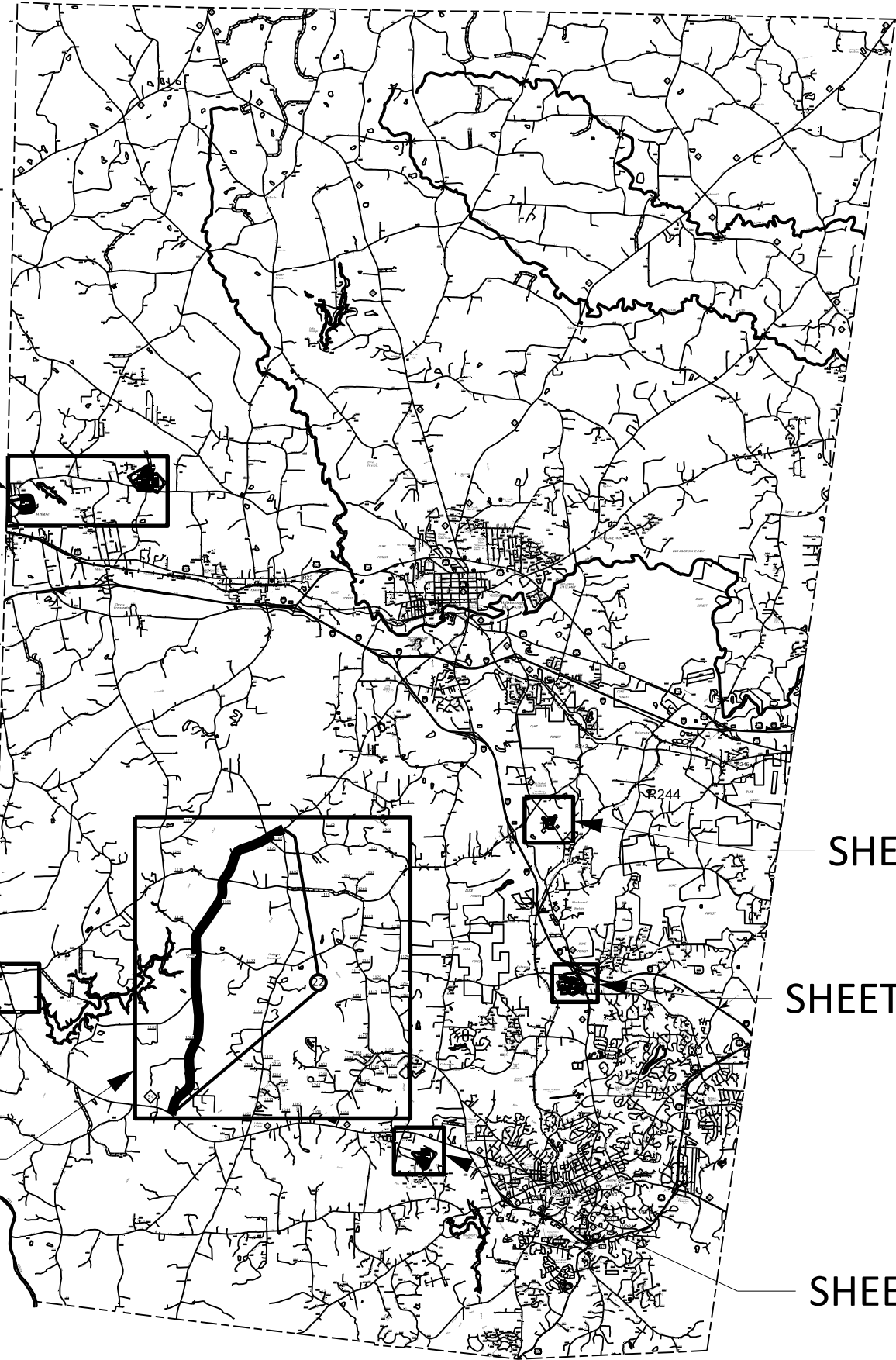


SHEET 2



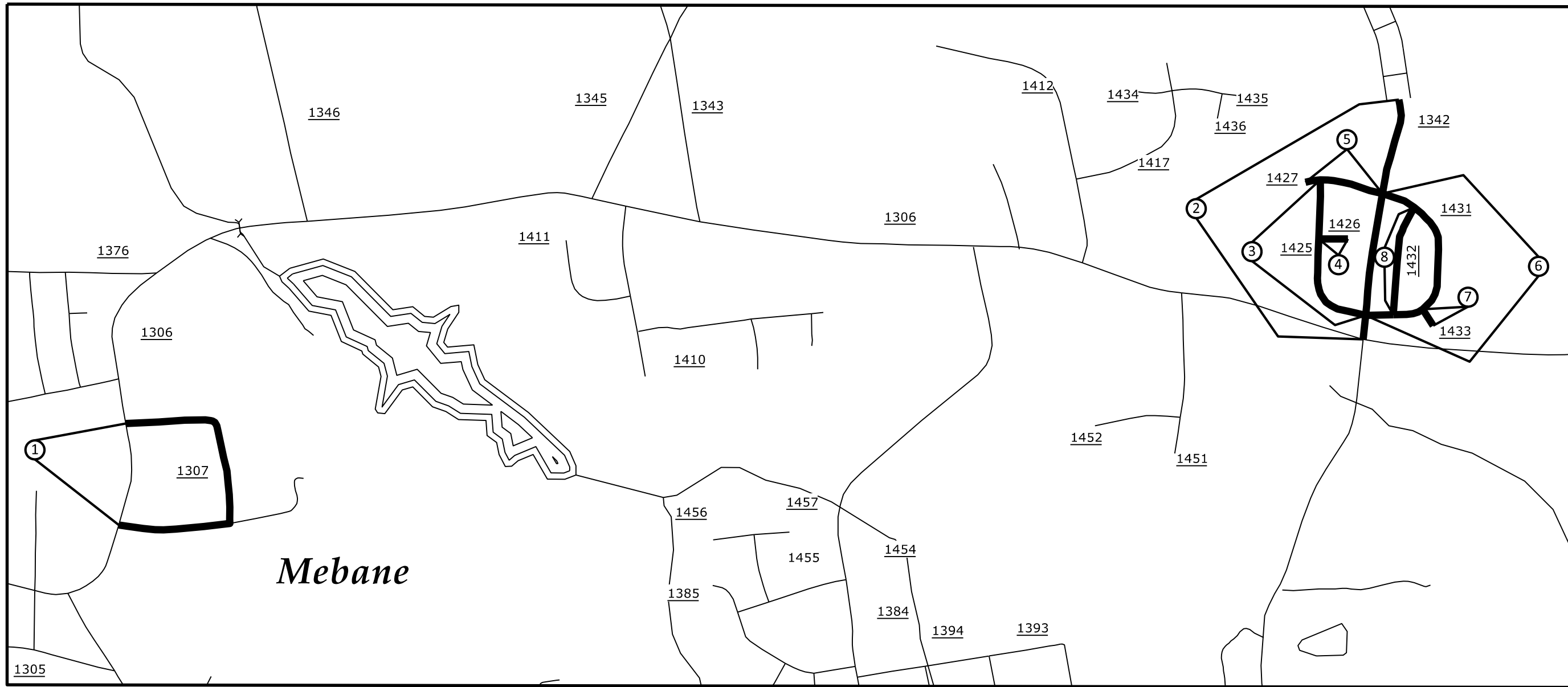
SHEET 3

SHEET 4

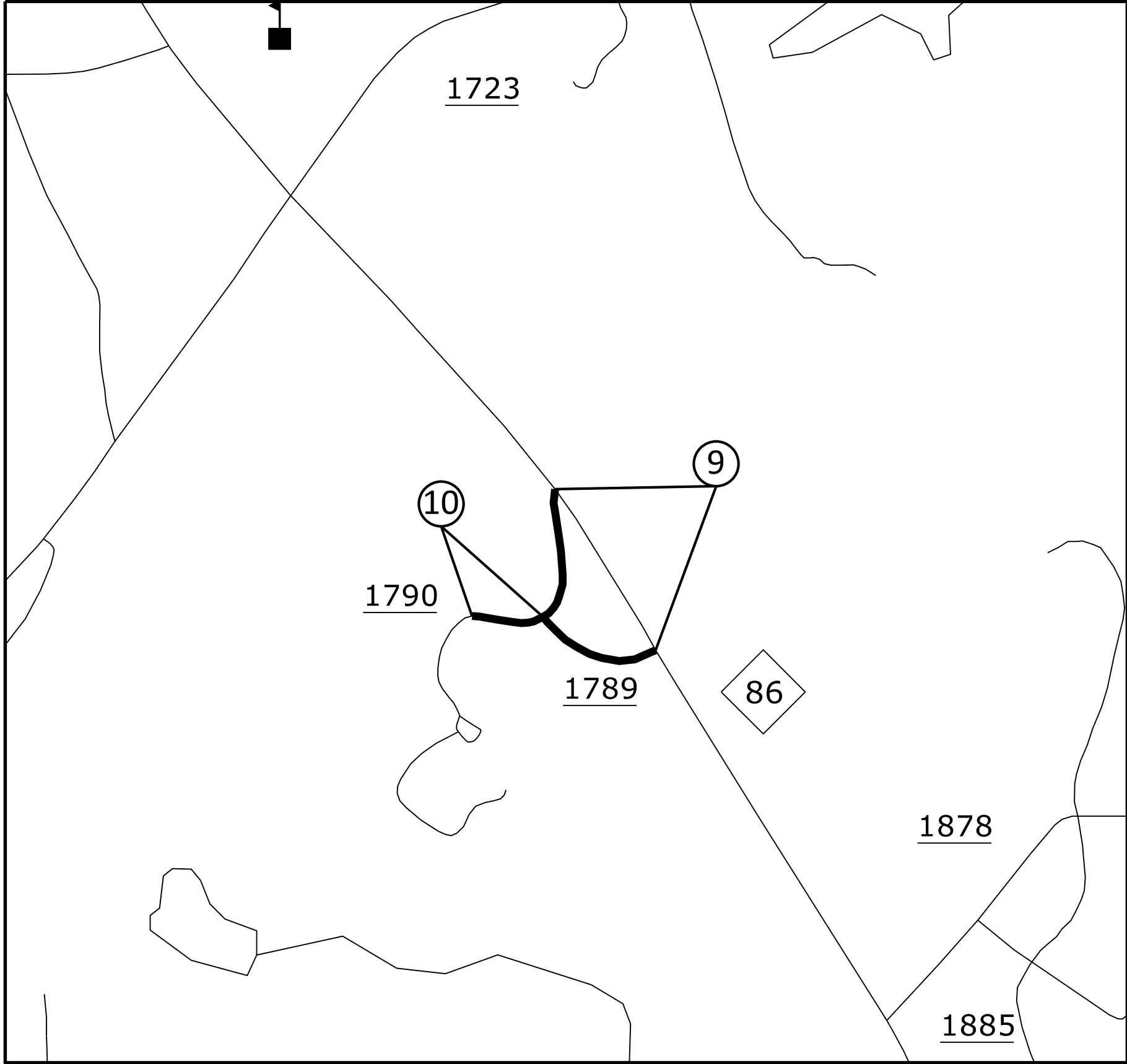
SHEET 7

SHEET 6

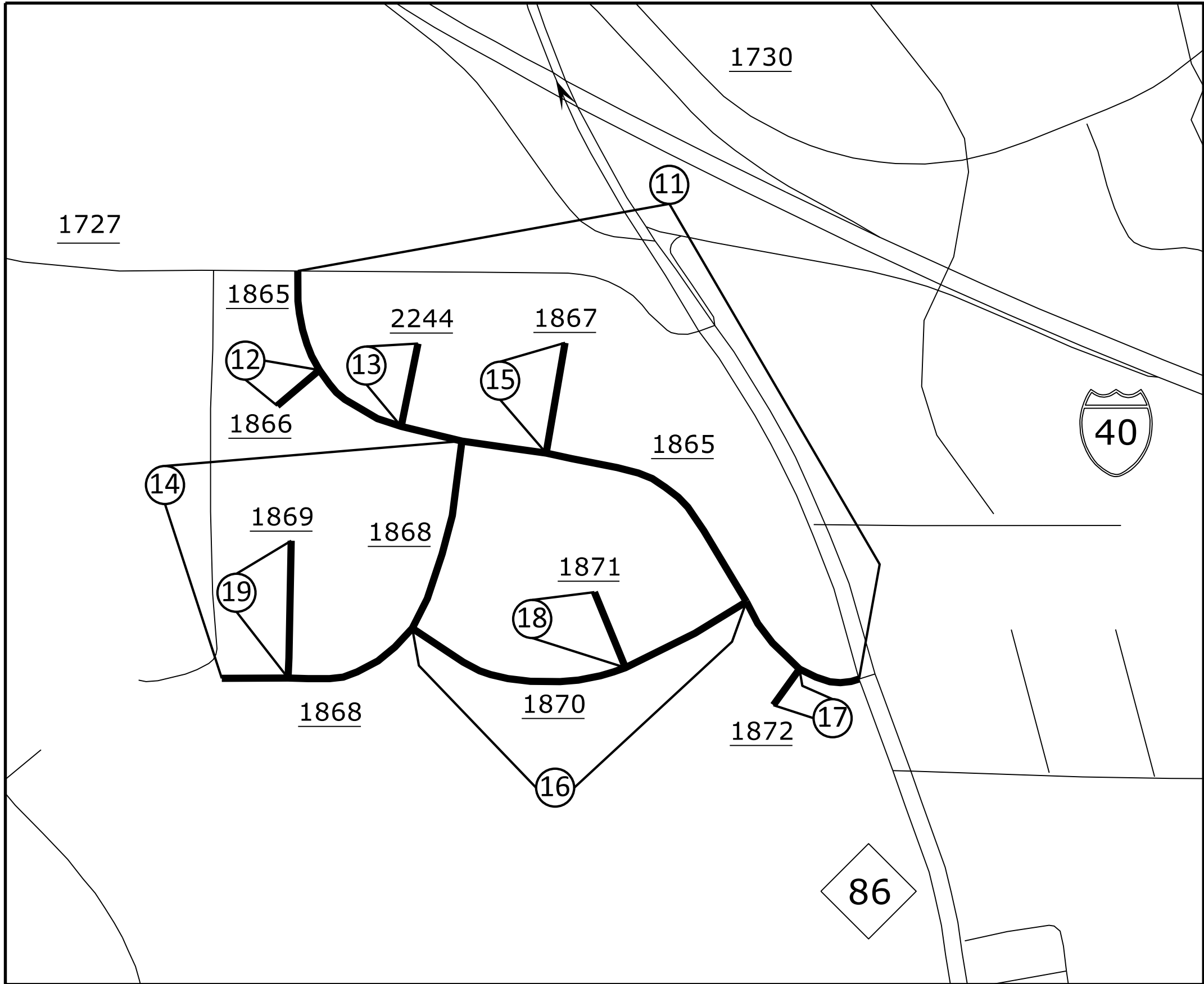
SHEET 5



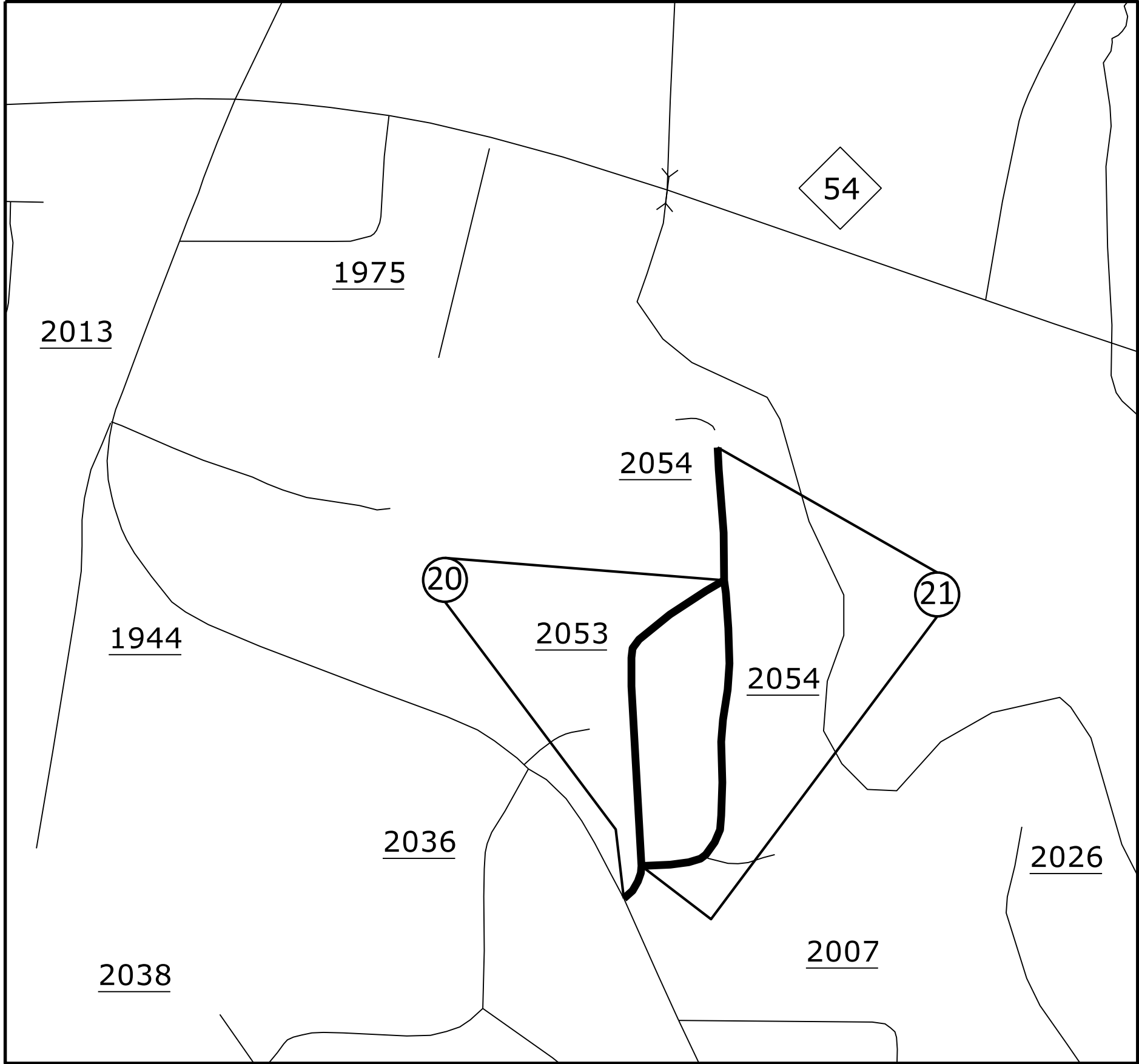
- Map 1 SR 1307 - York Lp
- Map 2 SR 1342 - Frazier Rd
- Map 3 SR 1425 - Fieldview Rd
- Map 4 SR 1426 - Field Ct
- Map 5 SR 1427 - Pine Meadow Ln
- Map 6 SR 1431 - Meadow Field Dr
- Map 7 SR 1433 - Prairie Ct
- Map 8 SR 1432 - Frazier Ridge Ln



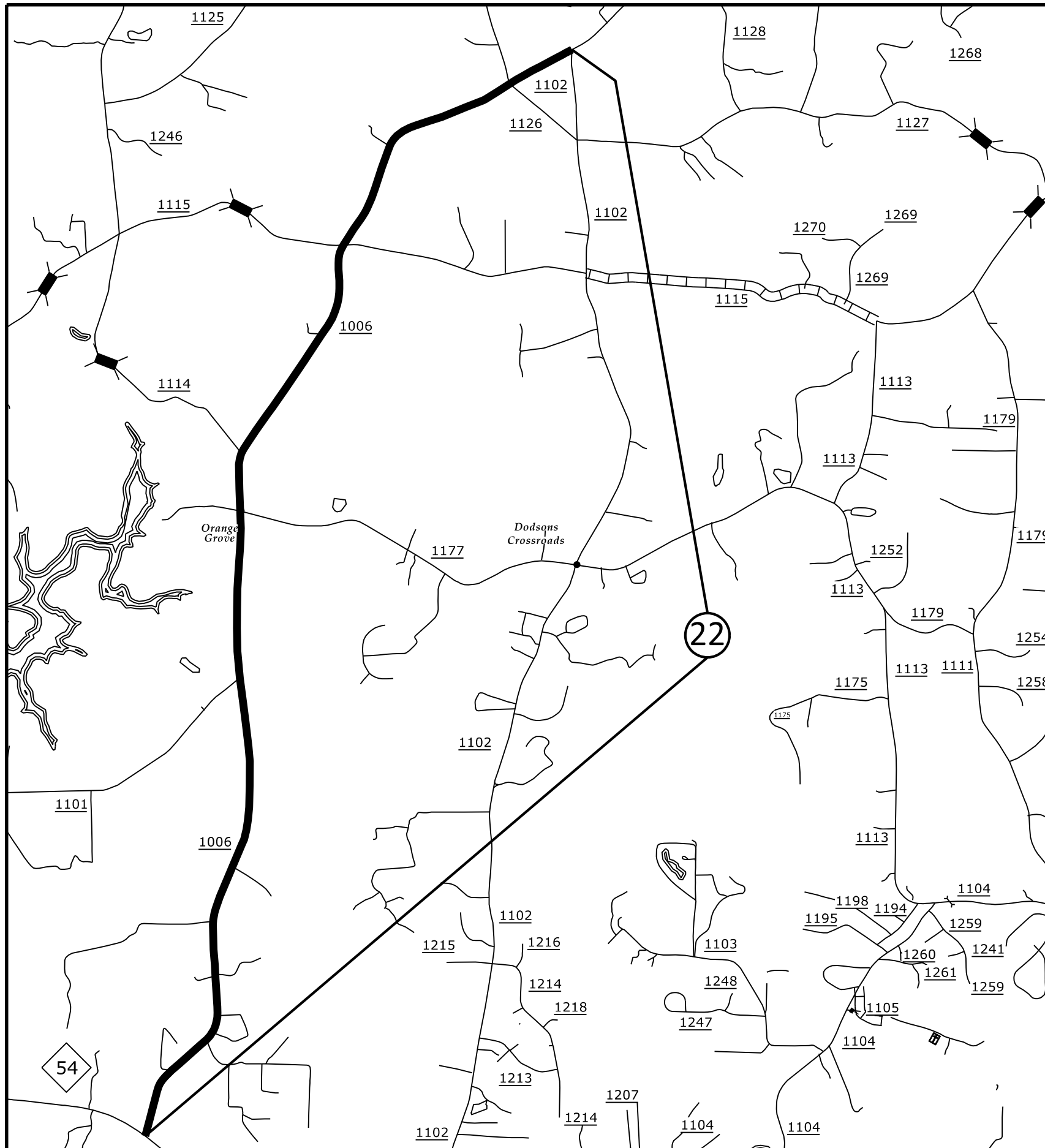
Map 9 SR 1789 - Camp Cir  
Map 10 SR 1790 - New Hope Camp Rd



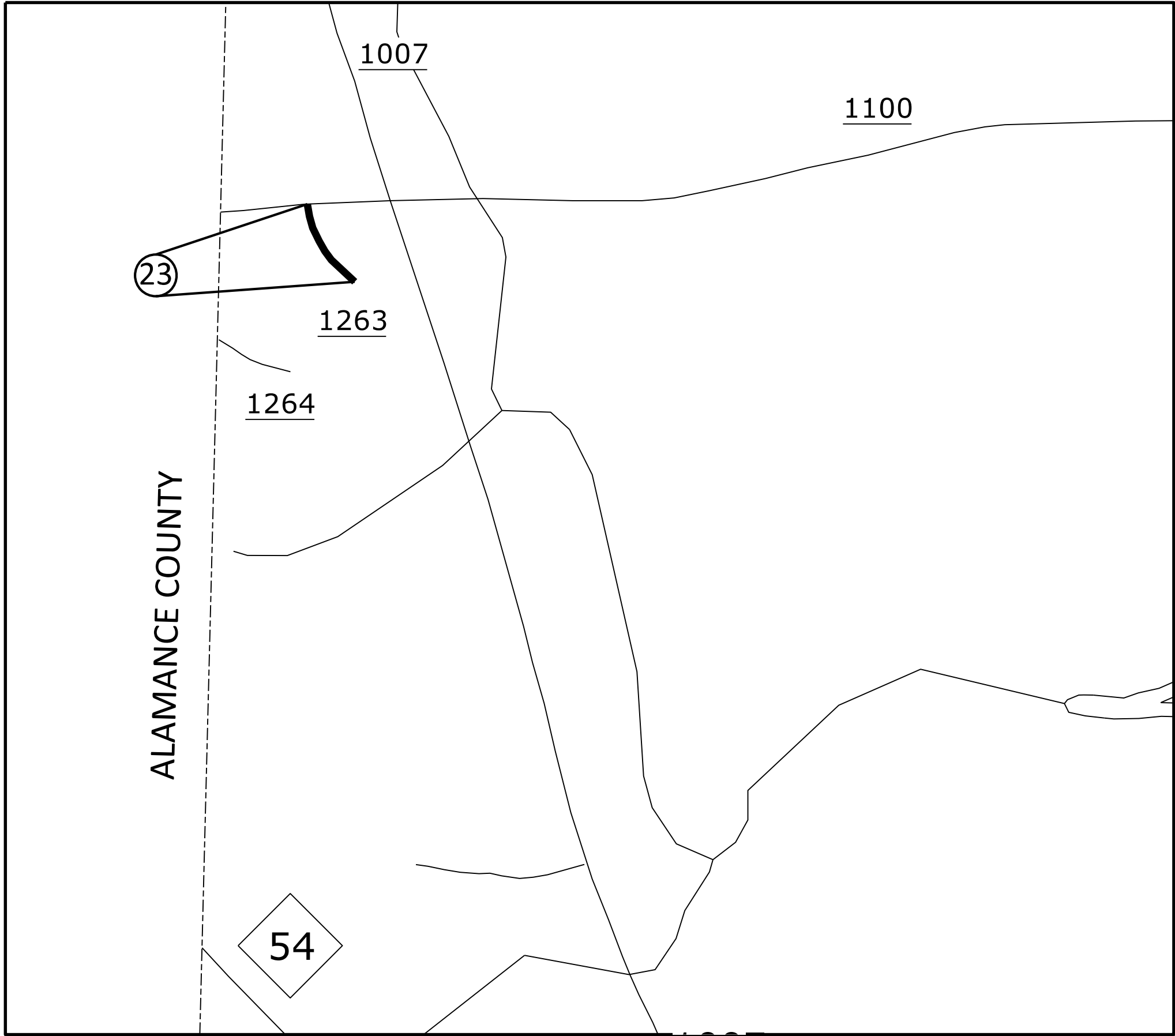
- Map 11 SR 1865 - Northwood Dr
- Map 12 SR 1866 - Pebble Ct
- Map 13 SR 2244 - Baywood Pl
- Map 14 SR 1868 - Hunter Hill Rd
- Map 15 SR 1867 - Groomsbridge Ct
- Map 16 SR 1870 - Autumn Ln
- Map 17 SR 1872 - Ivy Ct
- Map 18 SR 1871 - Walden Pl
- Map 19 SR 1869 - Mosswood Ct



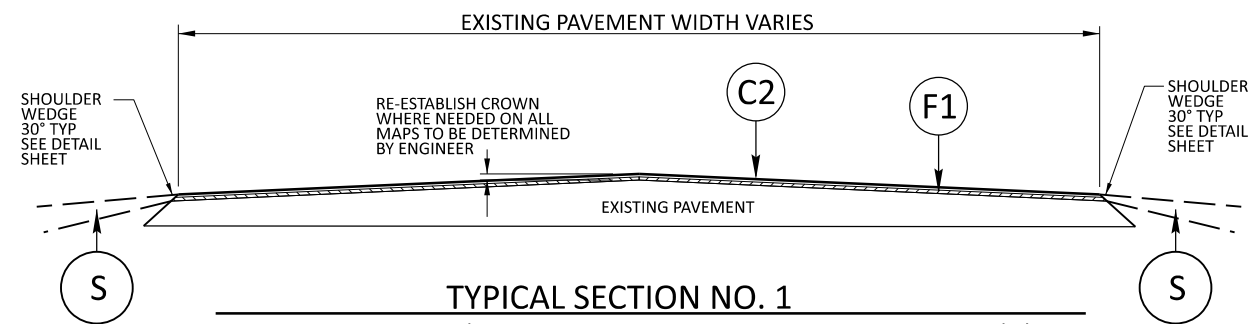
Map 20 SR 2053 - Pine Acres Rd  
Map 21 SR 2054 - Council Ln



Map 22 SR 1006 - Orange Grove Rd

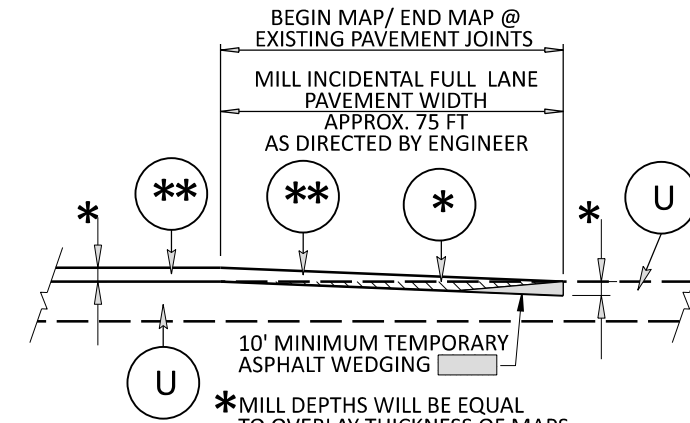


Map 23 SR 1263 - Willow Oak Dr



TYPICAL SECTION NO. 1

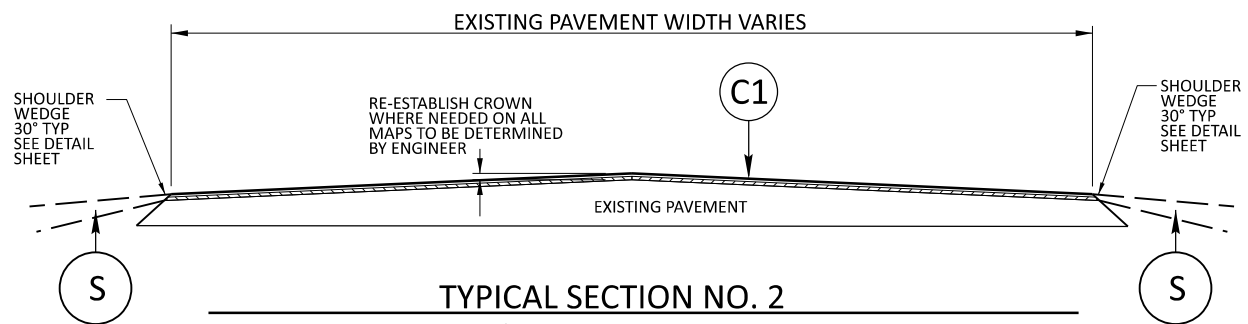
Map 1	SR 1307 - York Lp	Map 13	SR 2244 - Baywood Pl
Map 2	SR 1342 - Frazier Rd	Map 14	SR 1868 - Hunter Hill Rd
Map 3	SR 1425 - Fieldview Rd	Map 15	SR 1867 - Groomsbridge Ct
Map 4	SR 1426 - Field Ct	Map 16	SR 1870 - Autumn Ln
Map 5	SR 1427 - Pine Meadow Ln	Map 17	SR 1872 - Ivy Ct
Map 6	SR 1431 - Meadow Field Dr	Map 18	SR 1871 - Walden Pl
Map 7	SR 1433 - Prairie Ct	Map 19	SR 1869 - Mosswood Ct
Map 8	SR 1432 - Frazier Ridge Ln	Map 20	SR 2053 - Pine Acres Rd
Map 11	SR 1865 - Northwood Dr	Map 21	SR 2054 - Council Ln
Map 12	SR 1866 - Pebble Ct	Map 23	SR 1263 - Willow Oak Dr



\*MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS

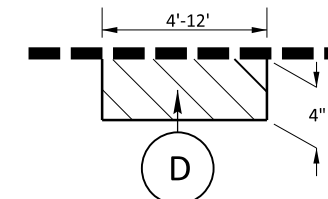
\*\*SEE TYPICALS FOR MIX TYPE

INCIDENTAL MILLING AT TIE-IN DETAIL



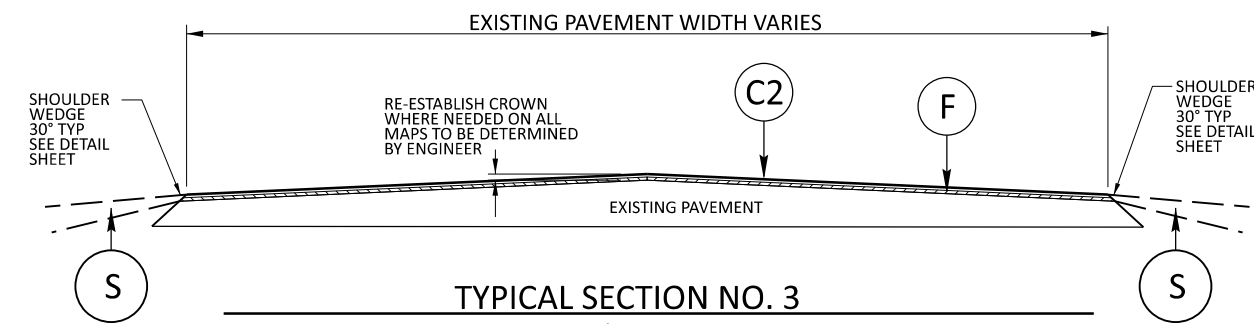
TYPICAL SECTION NO. 2

Map 9	SR 1789 - Camp Cir
Map 10	SR 1790 - New Hope Camp Rd



MILL FILL WITH INTERMEDIATE COURSE, TYPE I19.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

PATCHING EXISTING PAVEMENT DETAIL



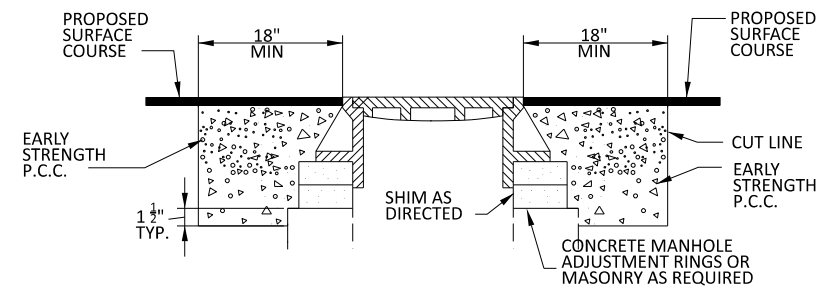
TYPICAL SECTION NO. 3

Map 22	SR 1006 - Orange Grove Rd
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PAVEMENT SCHEDULE

C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B TO BE APPLIED AT AN AVERAGE RATE OF 137.5 LBS PER SQ YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT

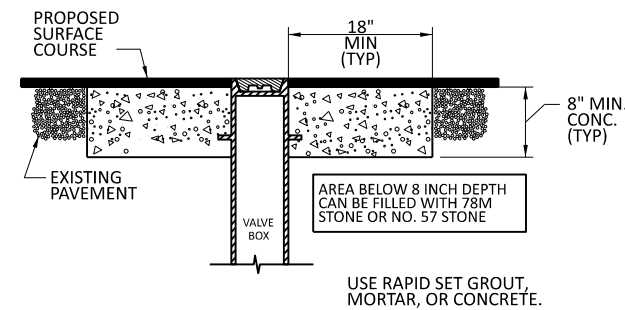




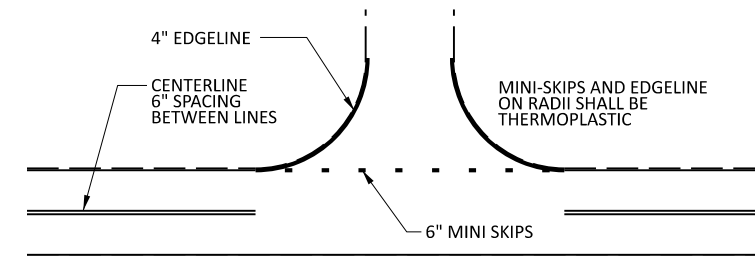
NOTES:

1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED. CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.

**STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT**



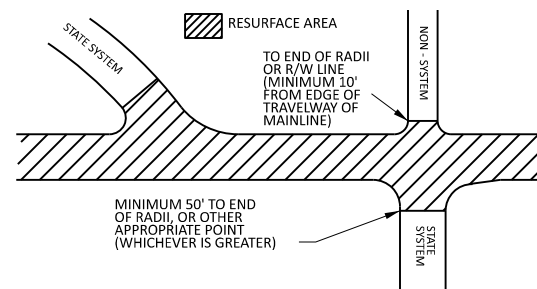
**STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT**



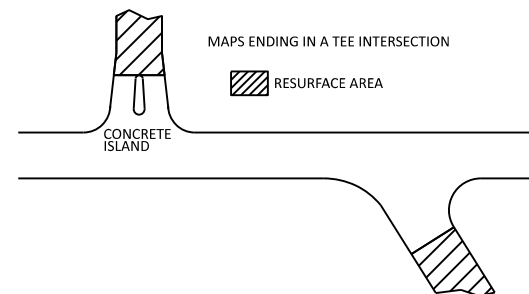
NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

**TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS (NOT TO SCALE)**

NOTE: NON-SYSTEM (CITY STREET, PRIVATE DRIVE, SCHOOL BUS DRIVE)



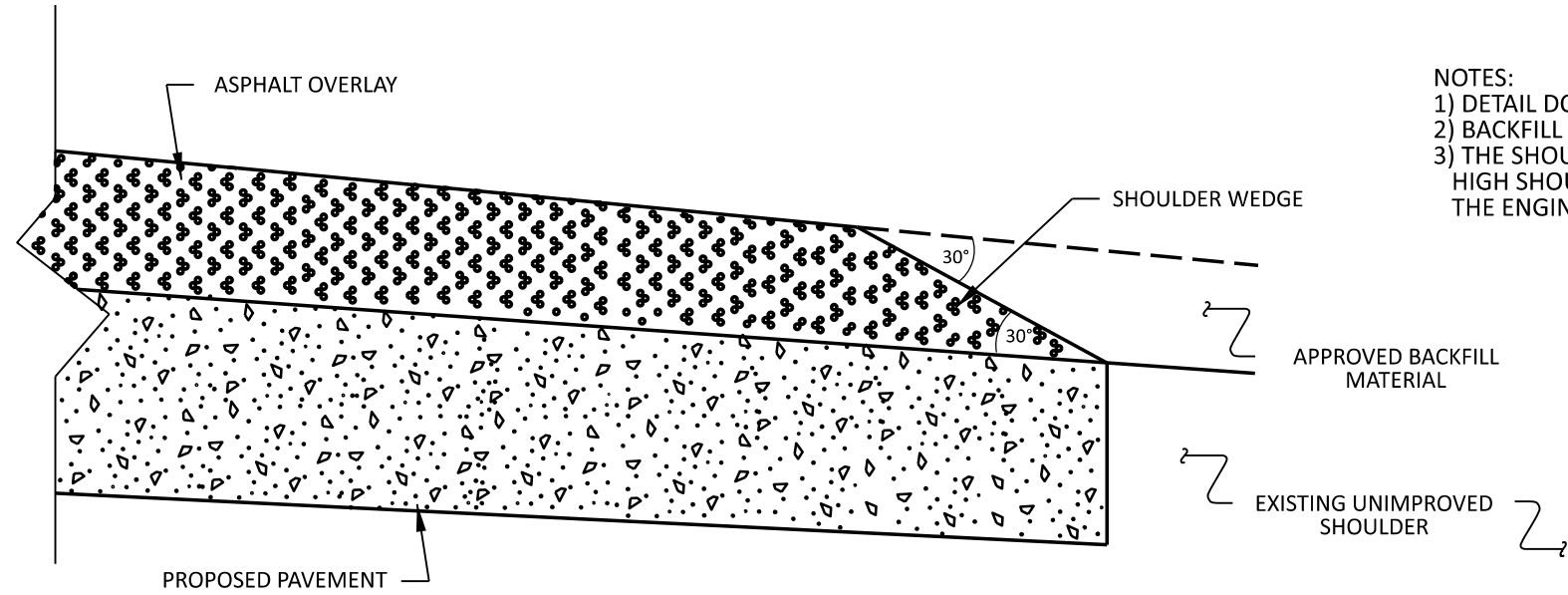
**PAVING DETAIL 1  
MAIN LINE IS BEING RESURFACED**



**PAVING DETAIL 2  
MAIN LINE NOT BEING RESURFACED**

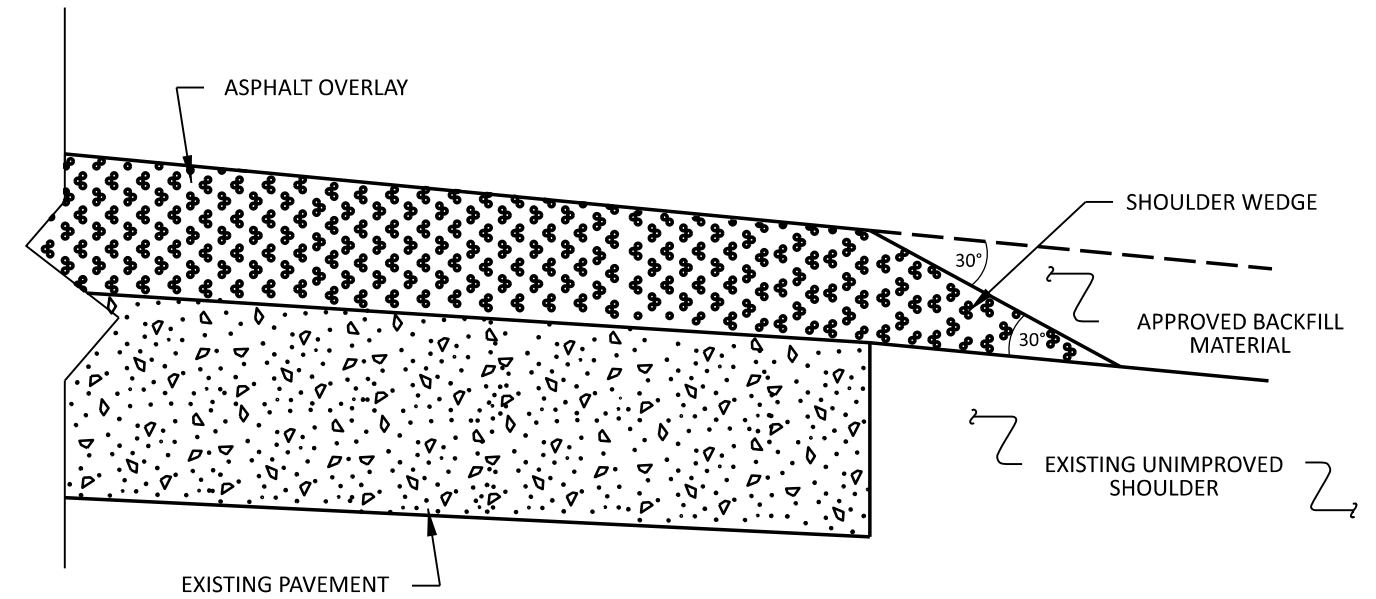
**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B TO BE APPLIED AT AN AVERAGE RATE OF 137.5 LBS PER SQ YD.
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT

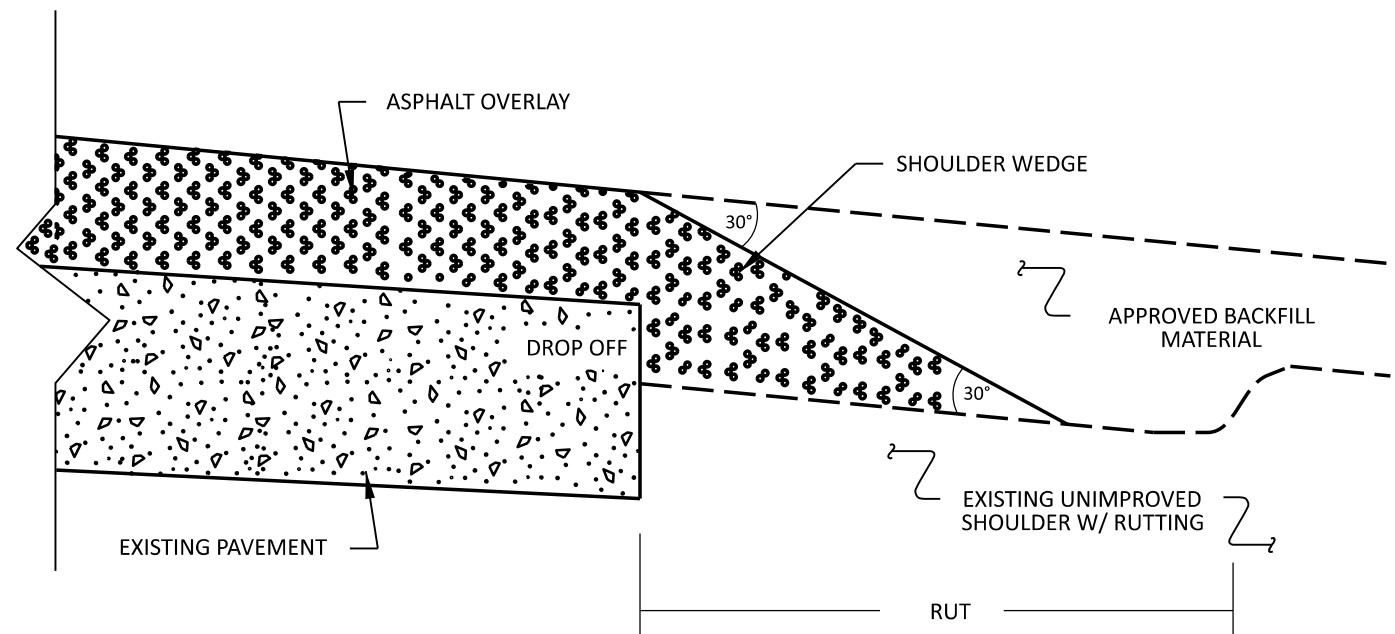


- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

**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°

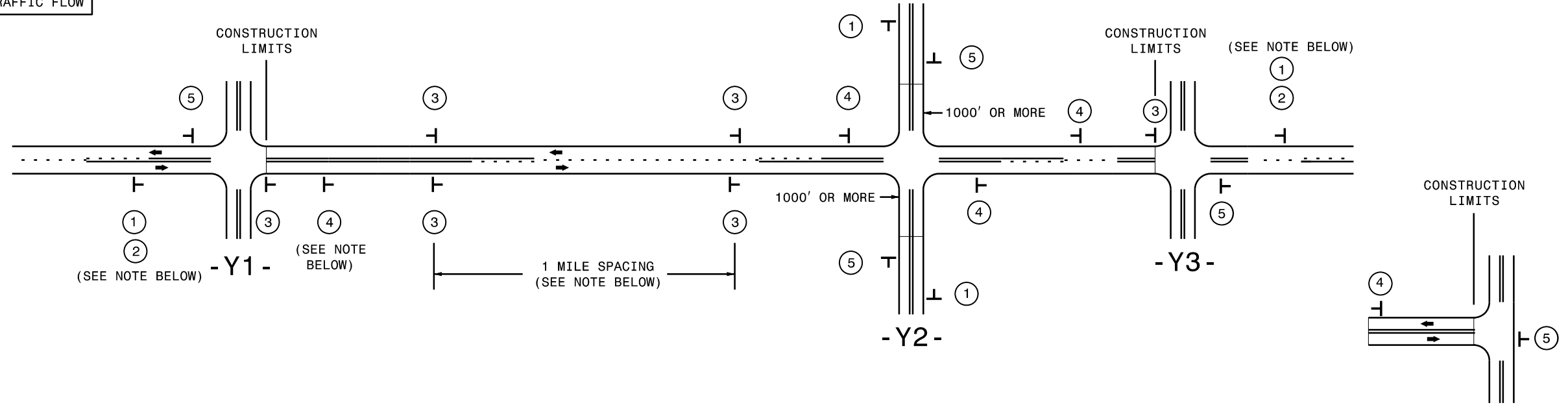
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
<b>SHOULDER WEDGE DETAILS</b>			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	susr/details/stand/shoulderwedgedetail.dgn		

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING 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;">               PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">               PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	②		#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	③		<ul style="list-style-type: none"> <li>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	④		<ul style="list-style-type: none"> <li>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>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.</li> <li>A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	⑤		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

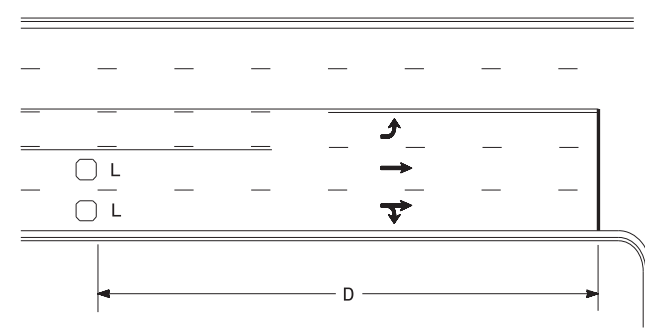
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

**MAPS LESS THAN 2 MILES**

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.

**ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING**

### High Speed Detection (≥40 mph)

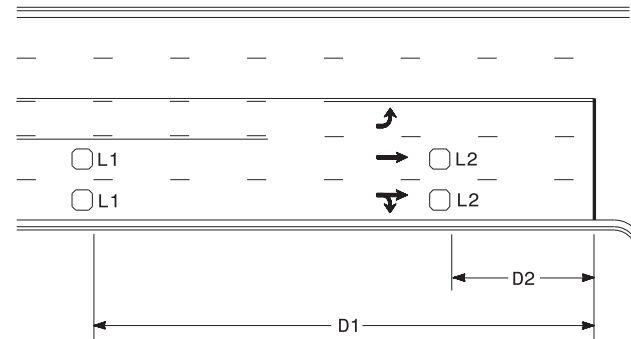


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

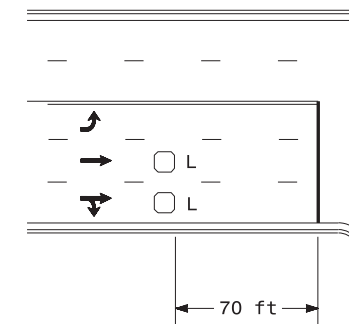


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

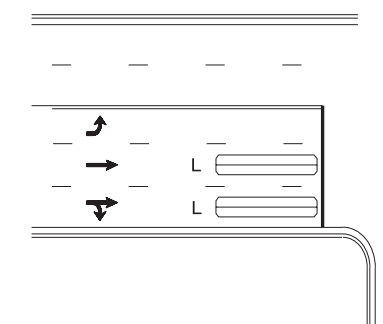
"Stretch" Operation

### Low Speed Detection (≤35 mph)



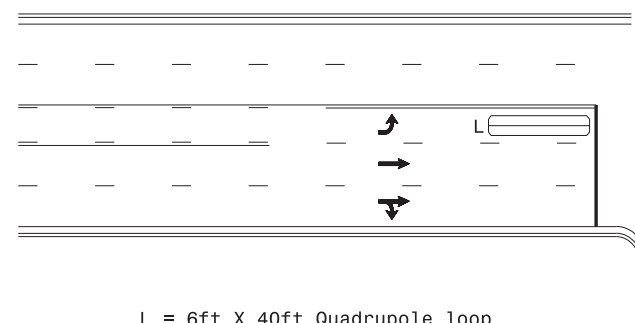
L = 6ft X 6ft  
Wired in series

OR



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

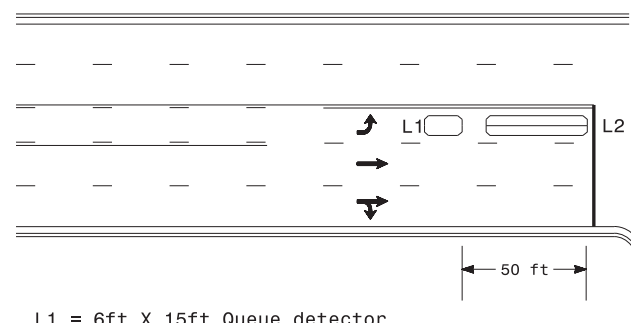
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

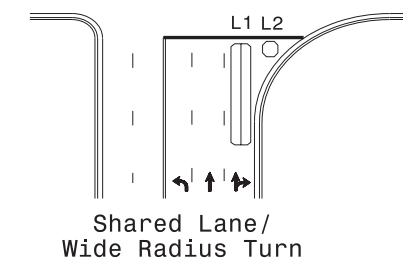
OR



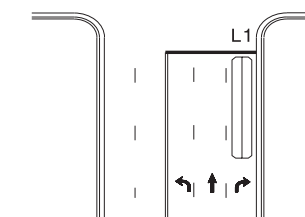
L1 = 6ft X 15ft Queue detector  
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

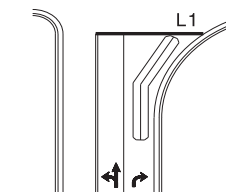
### Right Turn Lane Detection



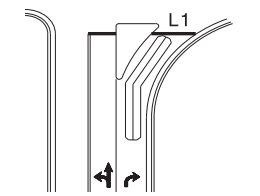
L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately



Standard Turn

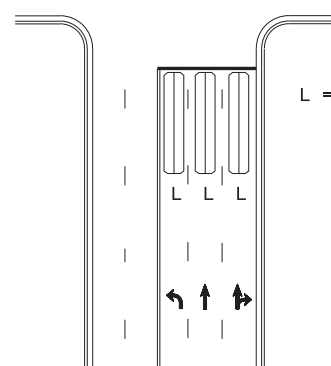


Wide Radius Turn



Channelized Turn

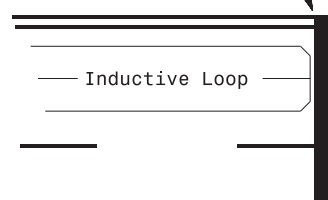
### Side Street Detection



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

Prepared in the Offices of:

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE
<p>9/8/2020</p> <p>SIG. INVENTORY NO.</p>	

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR  
**DEEP-CUT INDUCTIVE DETECTION LOOPS**  
(FOR INSTALLATION PRIOR TO MILLING)

SHEET 1 OF 1

**NOTES**

- OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
- MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
- WIRE LOOPS CONNECTED TO THE SAME DETECTOR IN SERIES.
- LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS.
- USE A SERIES OF ONE INCH PIECES OF BACKER ROD SPACED ONE FOOT APART ALONG THE ENTIRE LENGTH OF THE FEEDER SLOT AND LOOP SAW SLOT.
- CONSULT LOOP SEALANT MANUFACTURER TO DETERMINE CURING TIME REQUIRED PRIOR TO MILLING.
- REFER TO STANDARD DRAWING 1725.01 SHEETS 2 AND 3 FOR ADDITIONAL REQUIREMENTS.

**SAW SLOT DEPTH CHART**

ASSUMING 2" MILLING DEPTH

DEPTH (IN)	MAX NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

**LOOP WIRE TWISTING METHOD**

INCORRECT WAY TO TWIST WIRE

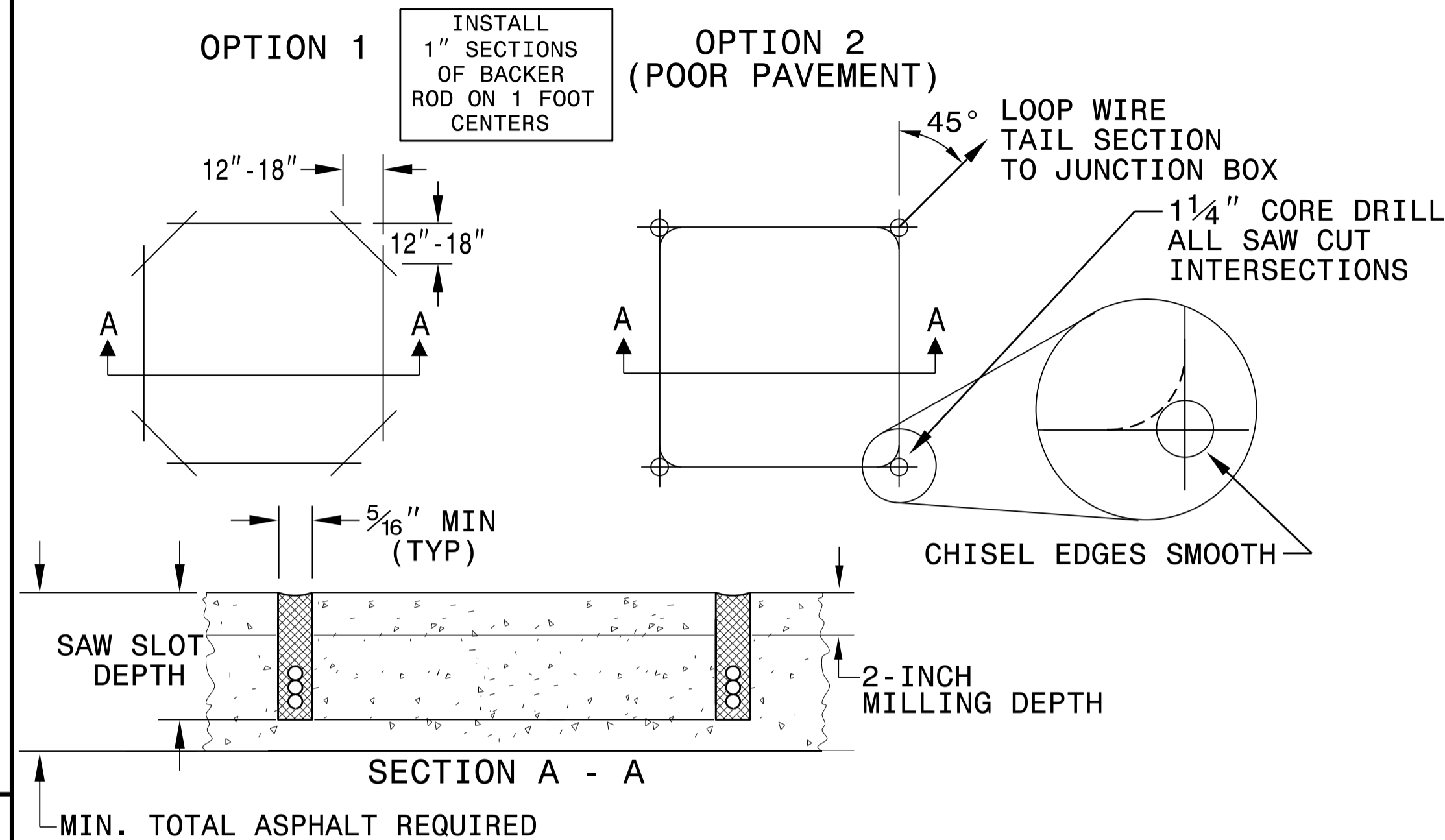


CORRECT WAY TO TWIST WIRE

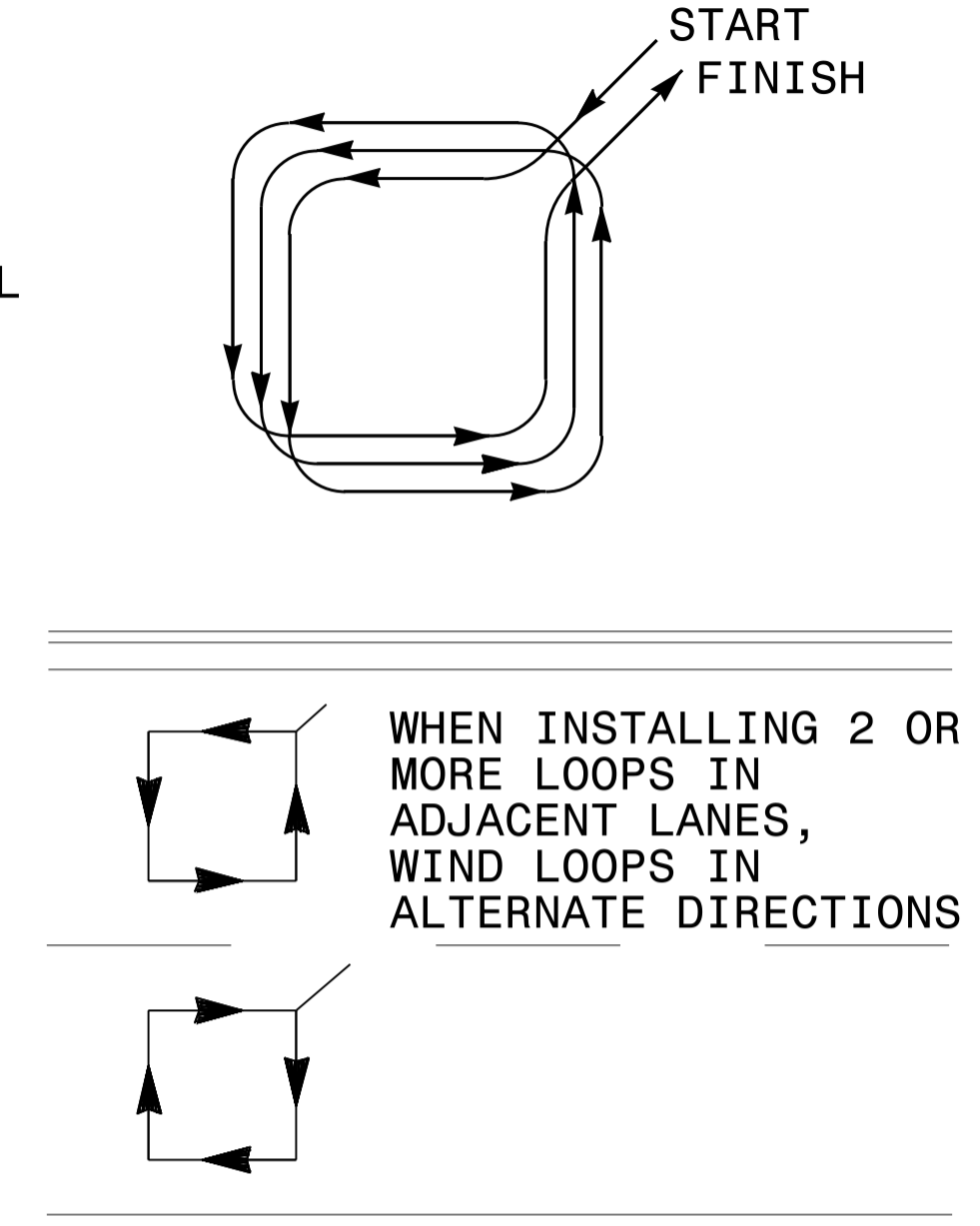


**CONVENTIONAL 4-SIDED LOOP**

**SAW CUT OPTIONS**

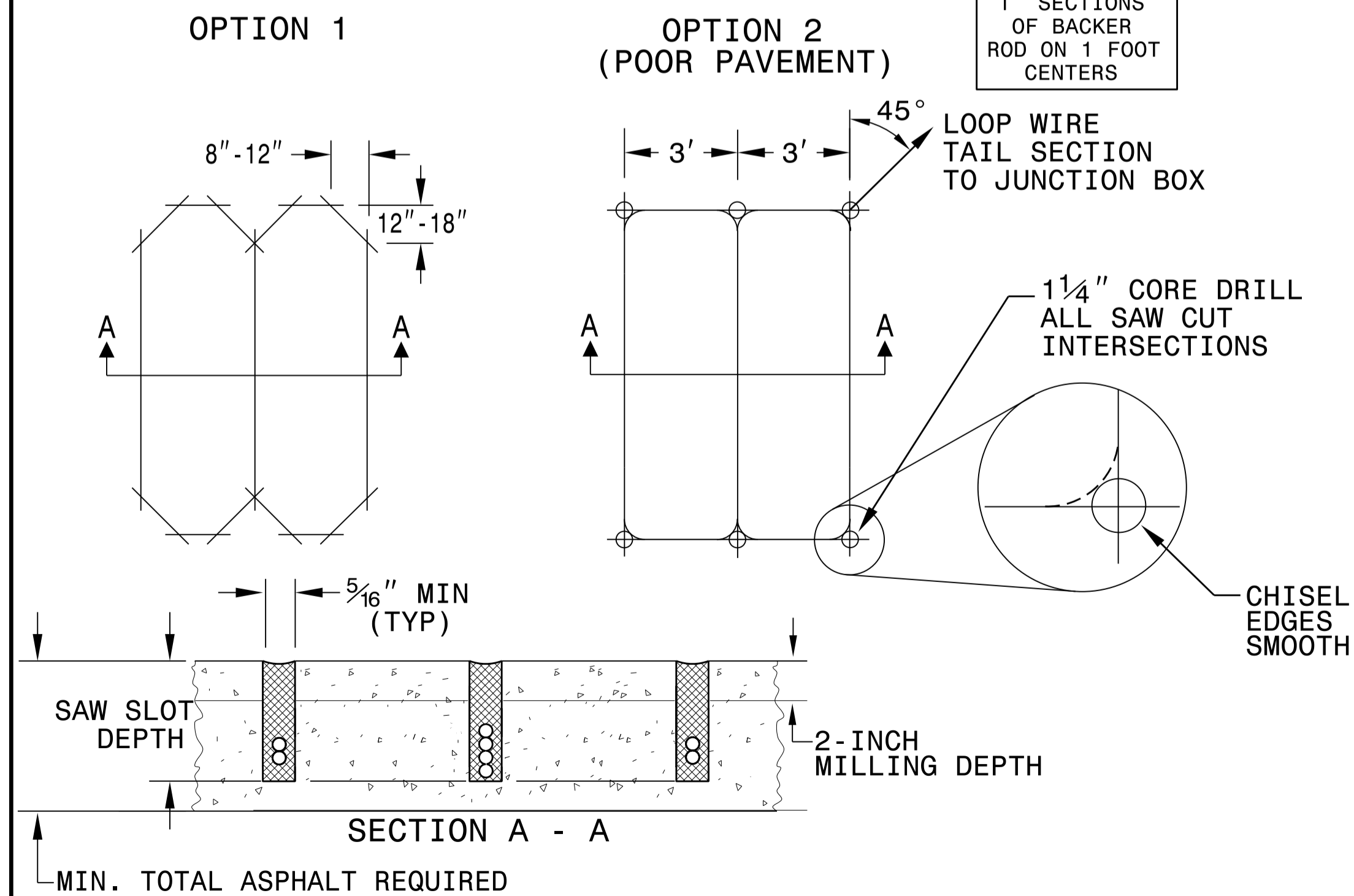


**LOOP WINDING METHOD**

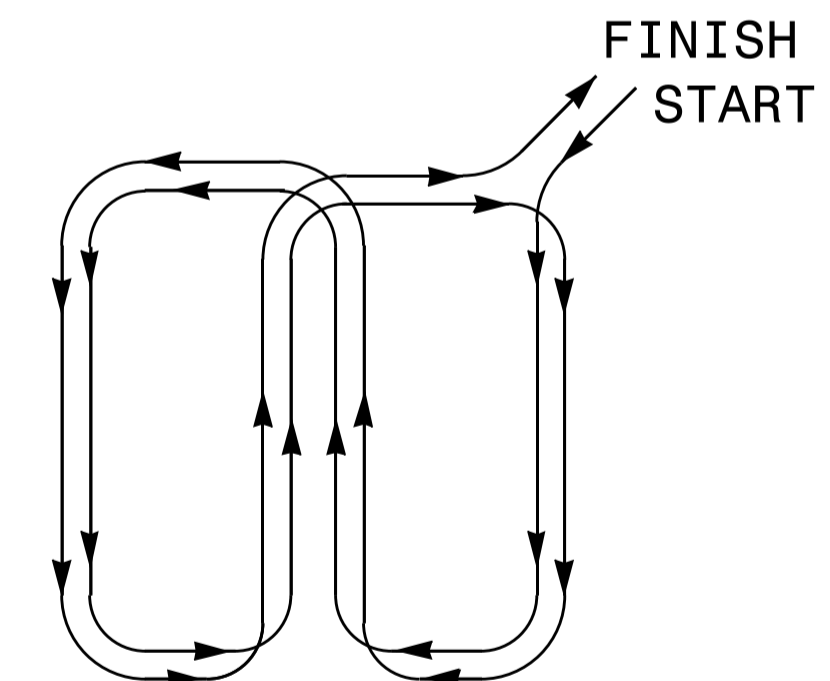


**QUADRUPOLE LOOP**

**SAW CUT OPTIONS**

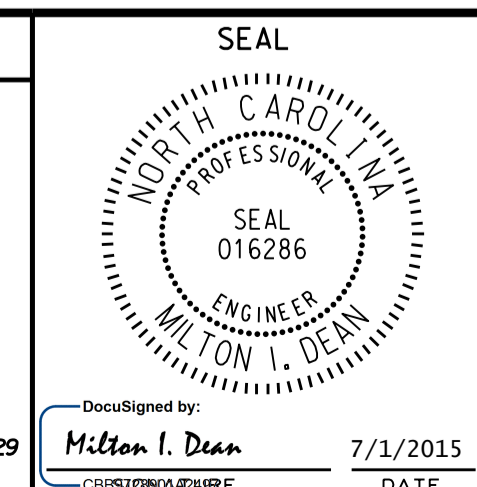
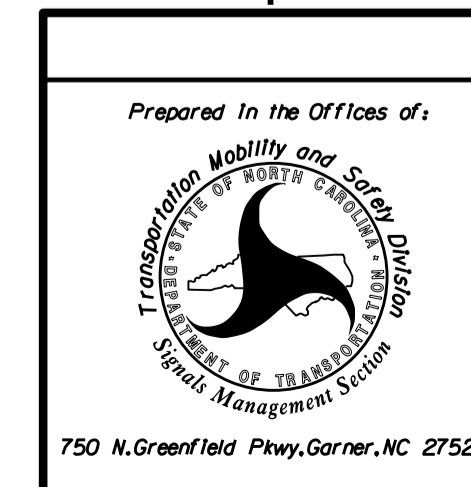


**LOOP WINDING METHOD**



**REVISIONS**

1. REMOVED TWISTING NOTES FROM TAIL SECT. TO JUNCTION BOX. 2/26/08 MWH
2. REVISED SECTION A - A DETAILS. 6/29/15 JTP



DocuSigned by:  
**Milton I. Dean**  
7/1/2015  
DATE

ENGLISH STANDARD DRAWING FOR  
**DEEP-CUT INDUCTIVE DETECTION LOOPS**  
(FOR INSTALLATION PRIOR TO MILLING)

SHEET 14 OF

STATE OF NORTH CAROLINA  
DEPT. OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
RALEIGH, N.C.



PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.07.12.20681	15	15

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	BEGIN MP	END MP	441300000-E	445700000-N	468500000-E		468800000-E	470900000-E	472000000-E	
										WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	6" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M
										SF	LS	LF	LF	LF	LF	EA	EA
2024CPT.07.12.20681	Orange	1	SR-1307 / YORK LOOP	FROM SR 1306 - LEBANON RD TO SR 1306 - LEBANON RD	1	0.587	18	0	0.587	66							
<b>TOTAL FOR MAP NO. 1</b>						<b>0.587</b>				<b>66</b>							
2024CPT.07.12.20681	Orange	2	SR-1342 / FRAZIER RD	FROM SR 1306 - LEBANON RD TO END PVMT	1	0.889	18	0	0.889	100						4	5
<b>TOTAL FOR MAP NO. 2</b>						<b>0.889</b>				<b>100</b>						<b>4</b>	<b>5</b>
2024CPT.07.12.20681	Orange	3	SR-1425 / FIELDVIEW RD	FROM SR 1427 - PINE MEADOW LN TO SR 1342 - FRAZIER RD	1	0.317	20	0	0.317	36							
<b>TOTAL FOR MAP NO. 3</b>						<b>0.317</b>				<b>36</b>							
2024CPT.07.12.20681	Orange	4	SR-1426 / FIELD CT	FROM SR 1425 - FIELDVIEW RD TO CUL DE SAC	1	0.054	21	0	0.054	7							
<b>TOTAL FOR MAP NO. 4</b>						<b>0.054</b>				<b>7</b>							
2024CPT.07.12.20681	Orange	5	SR-1427 / PINE MEADOW LN	FROM SR 1342 - FRAZIER RD TO END PVMT	1	0.167	20	0	0.167	19							
<b>TOTAL FOR MAP NO. 5</b>						<b>0.167</b>				<b>19</b>							
2024CPT.07.12.20681	Orange	6	SR-1431 / MEADOW FIELD DR	FROM SR 1342 - FRAZIER RD TO SR 1342 - FRAZIER RD	1	0.422	20	0	0.422	48							
<b>TOTAL FOR MAP NO. 6</b>						<b>0.422</b>				<b>48</b>							
2024CPT.07.12.20681	Orange	7	SR-1433 / PRAIRIE COURT	FROM SR 1431 - MEADOW FIELD DR TO CUL DE SAC	1	0.031	21	0	0.031	4							
<b>TOTAL FOR MAP NO. 7</b>						<b>0.031</b>				<b>4</b>							
2024CPT.07.12.20681	Orange	8	SR-1432 / FRAZIER RIDGE LN	FROM SR 1431 - MEADOW FIELD DR TO SR 1431 - MEADOW FIELD DR	1	0.208	22	0	0.208	24							
<b>TOTAL FOR MAP NO. 8</b>						<b>0.208</b>				<b>24</b>							
2024CPT.07.12.20681	Orange	9	SR-1789 / CAMP CIR	FROM NC 86 TO NC 86	2	0.208	18	0	0.208	24							
<b>TOTAL FOR MAP NO. 9</b>						<b>0.208</b>				<b>24</b>							
2024CPT.07.12.20681	Orange	10	SR-1790 / NEW HOPE CAMP RD	FROM SR 1789 - CAMP CIR TO END PVMT	2	0.073	18	0	0.073	9							
<b>TOTAL FOR MAP NO. 10</b>						<b>0.073</b>				<b>9</b>							
2024CPT.07.12.20681	Orange	11	SR-1865 / NORTHWOOD DR	FROM SR 1727 - EUBANKS RD TO NC 86	1	0.586	20	0	0.586	66			300	300		100	
<b>TOTAL FOR MAP NO. 11</b>						<b>0.586</b>				<b>66</b>			<b>300</b>	<b>300</b>		<b>100</b>	
2024CPT.07.12.20681	Orange	12	SR-1866 / PEBBLE CT	FROM SR 1865 - NORTHWOOD DR TO CUL DE SAC	1	0.044	19	0	0.044	5							
<b>TOTAL FOR MAP NO. 12</b>						<b>0.044</b>				<b>5</b>							
2024CPT.07.12.20681	Orange	13	SR-2244 / BAYWOOD PL	FROM SR 1865 - NORTHWOOD DR TO CUL DE SAC	1	0.056	19	0	0.056	7							
<b>TOTAL FOR MAP NO. 13</b>						<b>0.056</b>				<b>7</b>							
2024CPT.07.12.20681	Orange	14	SR-1868 / HUNTER HILL RD	FROM SR 1865 - NORTHWOOD DR TO END PVMT	1	0.287	19	0	0.287	33							
<b>TOTAL FOR MAP NO. 14</b>						<b>0.287</b>				<b>33</b>							
2024CPT.07.12.20681	Orange	15	SR-1867 / GROOMSBRIDGE CT	FROM SR 1865 - NORTHWOOD DR TO CUL DE SAC	1	0.082	20	0	0.082	10							
<b>TOTAL FOR MAP NO. 15</b>						<b>0.082</b>				<b>10</b>							
2024CPT.07.12.20681	Orange	16	SR-1870 / AUTUMN LN	FROM SR 1868 - HUNTER HILL RD TO SR 1865 - NORTHWOOD DR	1	0.245	20	0	0.245	28							
<b>TOTAL FOR MAP NO. 16</b>						<b>0.245</b>				<b>28</b>							
2024CPT.07.12.20681	Orange	17	SR-1872 / IVY CT	FROM SR 1865 - NORTHWOOD DR TO CUL DE SAC	1	0.027	20	0	0.027	3							
<b>TOTAL FOR MAP NO. 17</b>						<b>0.027</b>				<b>3</b>							
2024CPT.07.12.20681	Orange	18	SR-1871 / WALDEN PL	FROM SR 1870 - AUTUMN LN TO CUL DE SAC	1	0.054	21	0	0.054	7							
<b>TOTAL FOR MAP NO. 18</b>						<b>0.054</b>				<b>7</b>							
2024CPT.07.12.20681	Orange	19	SR-1869 / MOSSWOOD CT	FROM SR 1868 - HUNTER HILL RD TO CUL DE SAC	1	0.096	21	0	0.096	11							
<b>TOTAL FOR MAP NO. 19</b>						<b>0.096</b>				<b>11</b>							
2024CPT.07.12.20681	Orange	20	SR-2053 / PINE ACRES RD	FROM SR 1944 - HATCH RD TO SR 2054 - COUNCIL LN	1	0.312	18	0	0.312	35							
<b>TOTAL FOR MAP NO. 20</b>						<b>0.312</b>				<b>35</b>							
2024CPT.07.12.20681	Orange	21	SR-2054 / COUNCIL LN	FROM SR 2053 - PINE ACRES RD TO END PVMT	1	0.443	18	0	0.443	50							
<b>TOTAL FOR MAP NO. 21</b>						<b>0.443</b>				<b>50</b>							
2024CPT.07.12.20681	Orange	22	SR-1006 / ORANGE GROVE RD	FROM SR 1102 - DODSONS XRDS TO NC 54	3	6.473	24	5.427	11.9	725			68,000	57,000	200		
<b>TOTAL FOR MAP NO. 22</b>						<b>6.473</b>				<b>725</b>			<b>68,000</b>	<b>57,000</b>	<b>200</b>		
2024CPT.07.12.20681	Orange	23	SR-1263 / WILLOW OAK DR	FROM SR 1100 - THOM RD TO CUL DE SAC	1	0.08	20	0	0.08	10							
<b>TOTAL FOR MAP NO. 23</b>						<b>0.08</b>				<b>10</b>							
<b>TOTAL FOR PROJ NO. 2024CPT.07.12.20681</b>						<b>11.741</b>				<b>1,327</b>	<b>1.00</b>	<b>74,500</b>	<b>63,500</b>	<b>215</b>	<b>100</b>	<b>4</b>	<b>5</b>
<b>GRAND TOTAL</b>						<b>11.741</b>				<b>1,327</b>	<b>1.00</b>	<b>74,500</b>	<b>63,500</b>	<b>215</b>	<b>100</b>	<b>4</b>	<b>5</b>
												<b>138,000</b>				<b>9</b>	