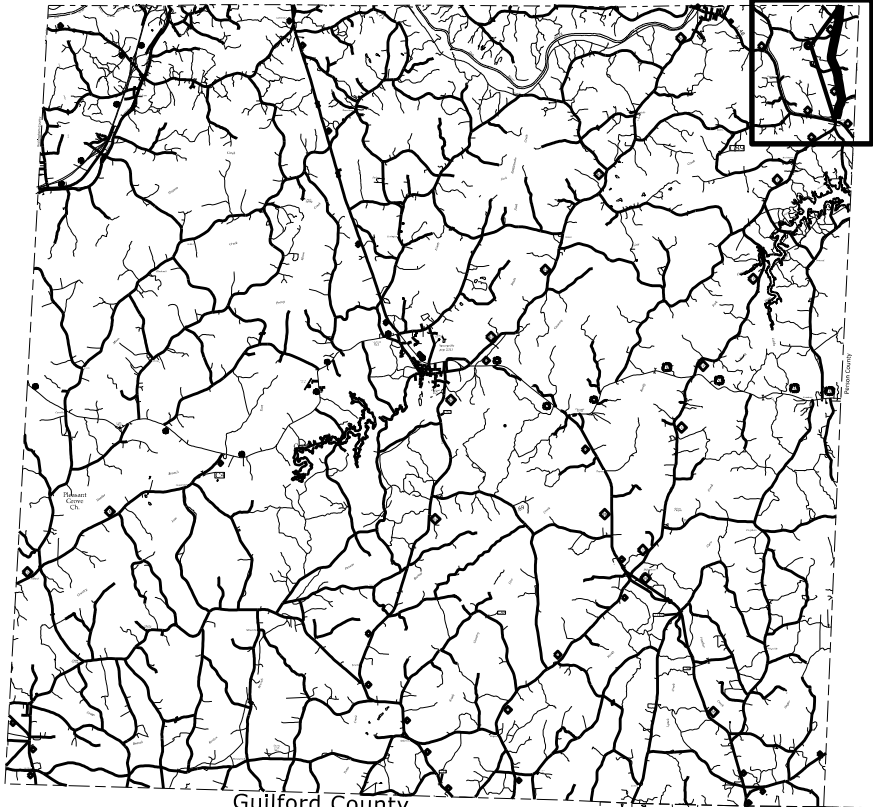


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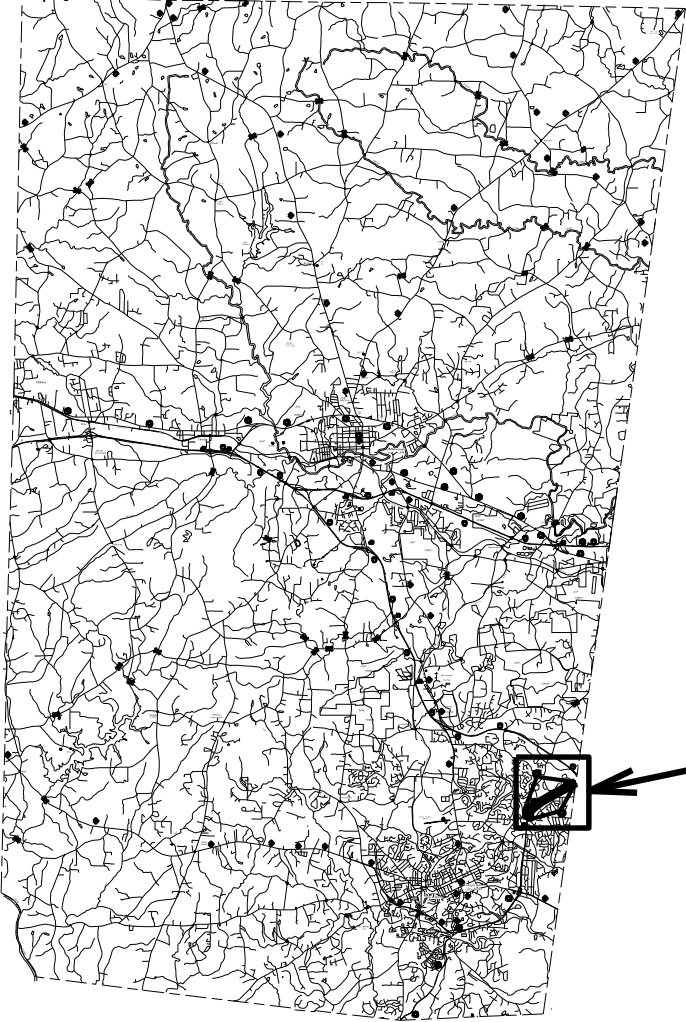
PROJECT REFERENCE NO.	SHEET NO.
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Sheet  
No. 2

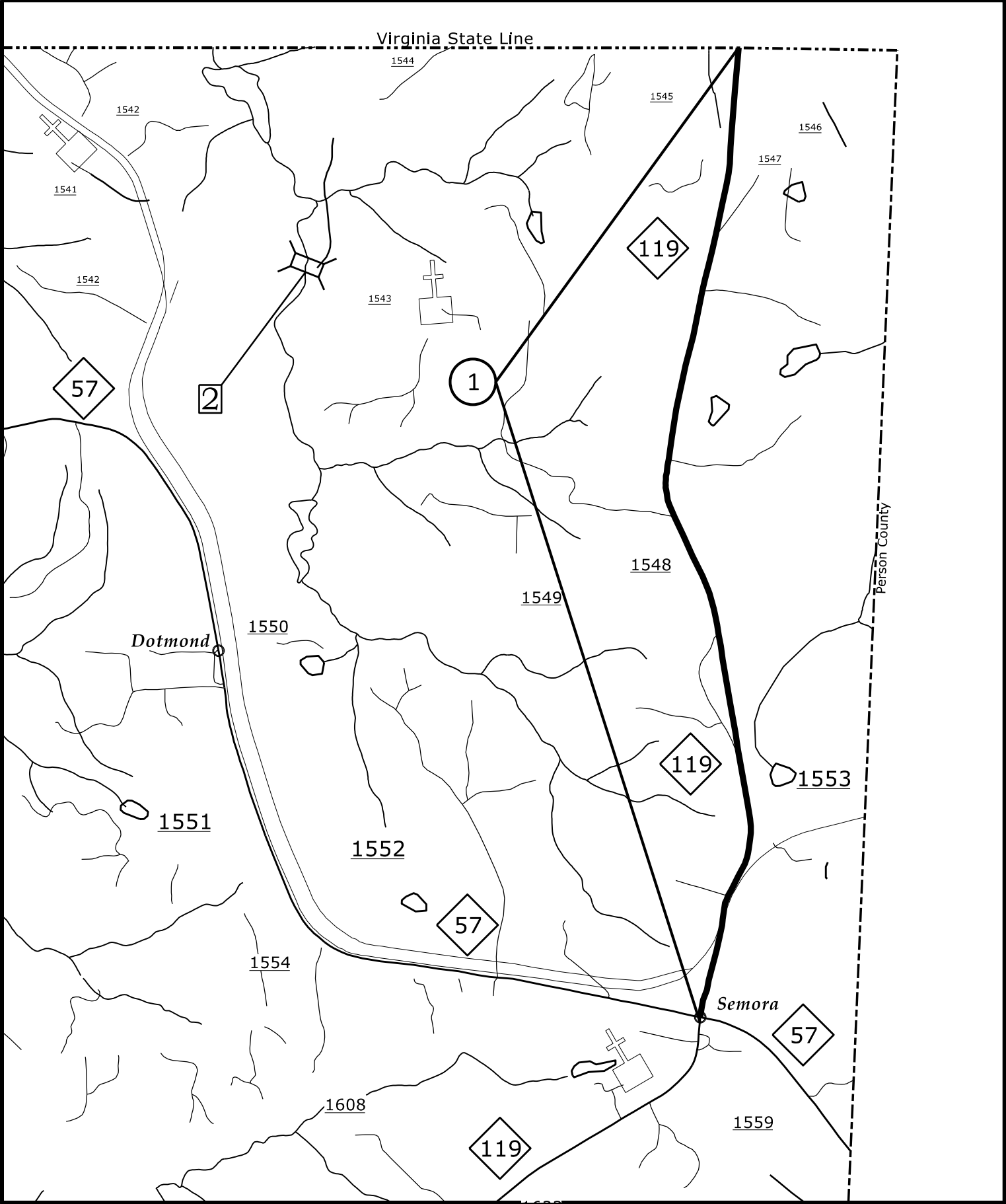


Guilford County

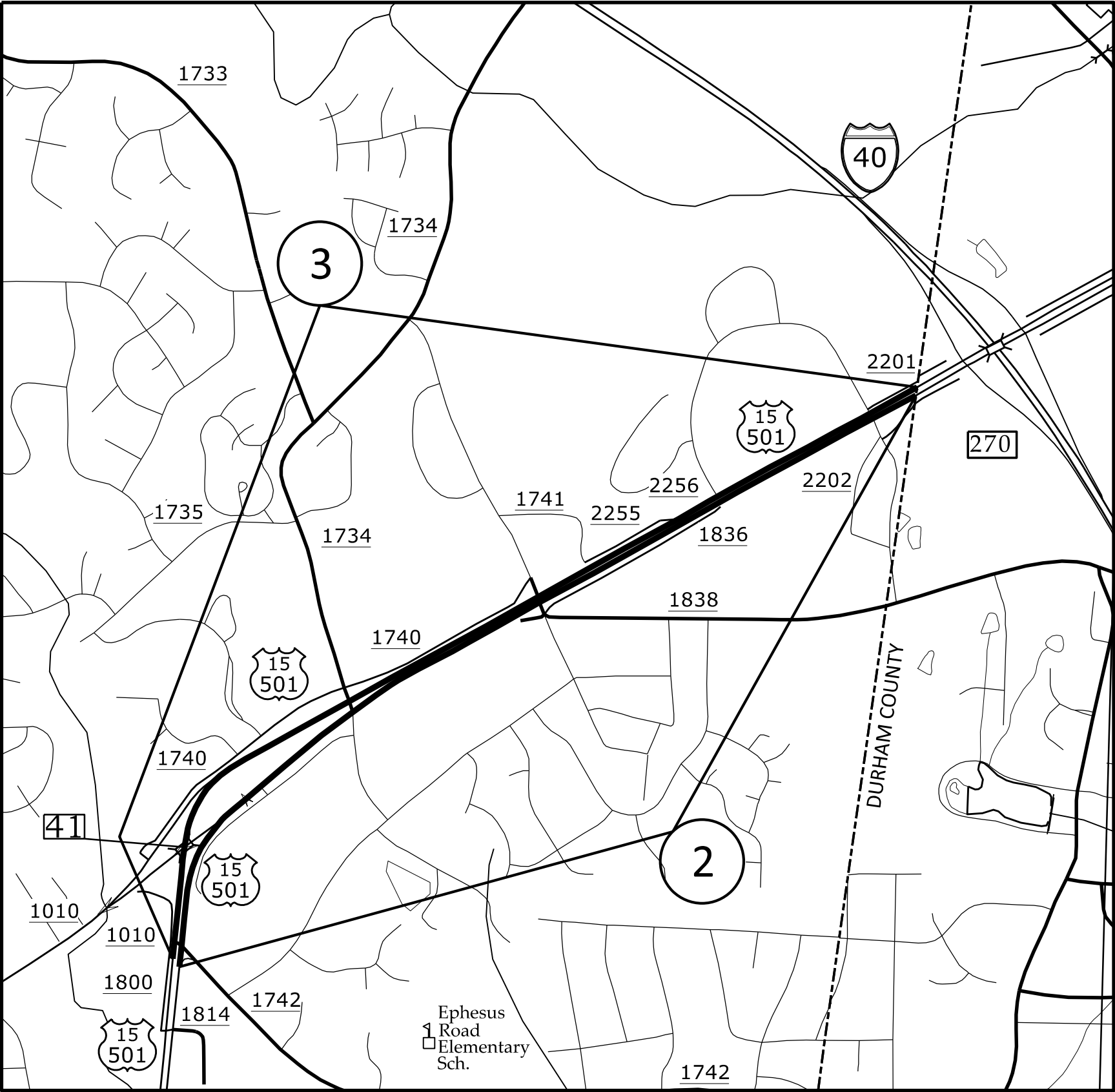


Sheet  
No. 3

CASWELL COUNTY  
ORANGE COUNTY  
NORTH CAROLINA

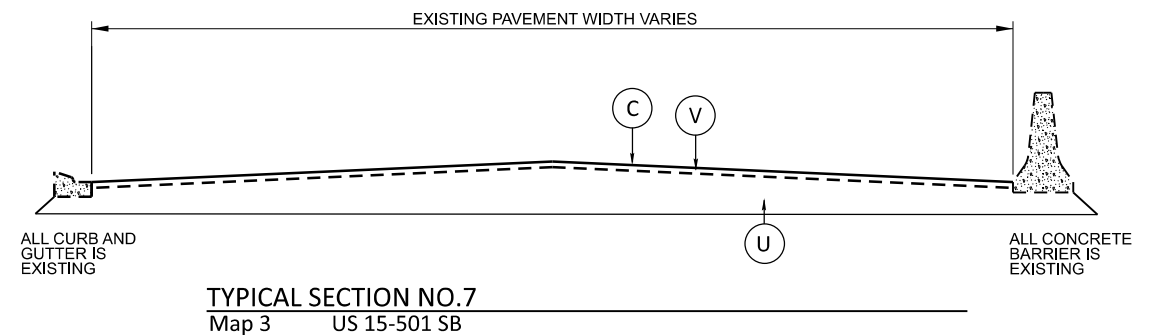
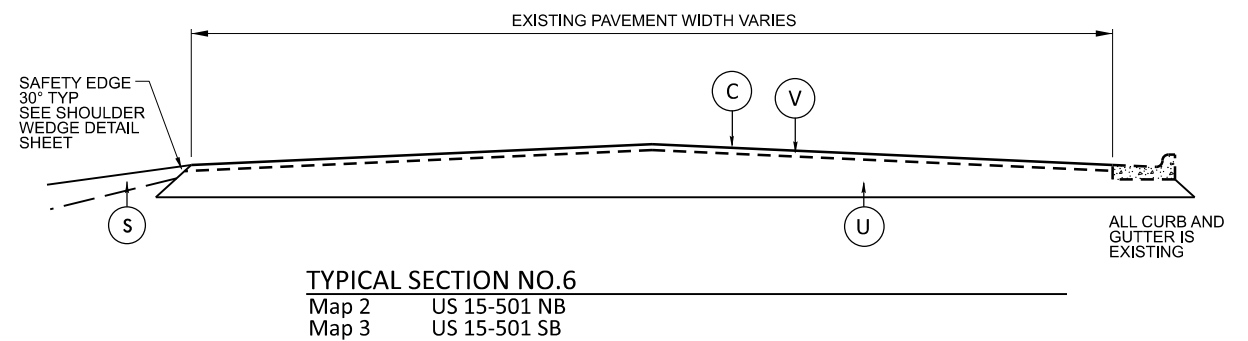
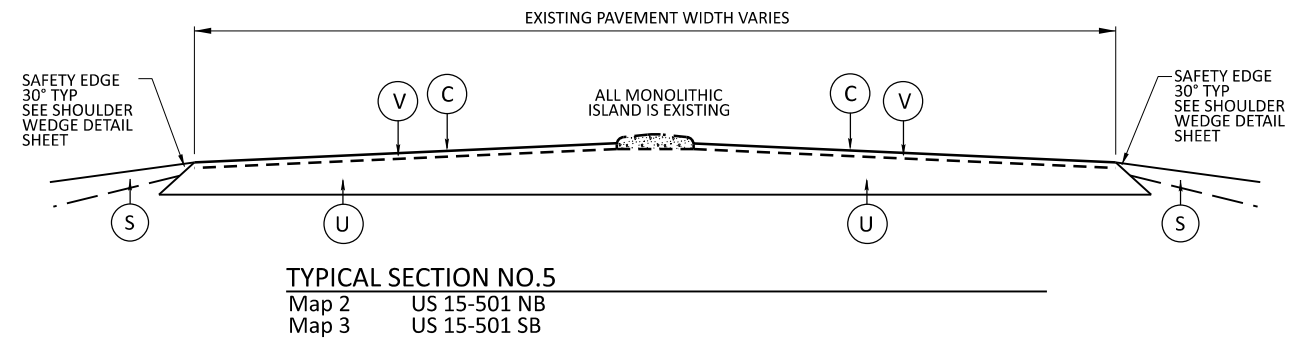
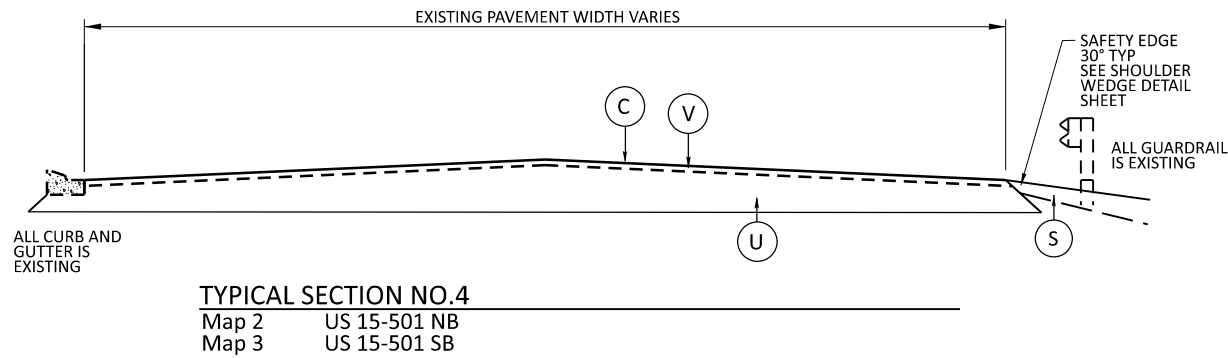
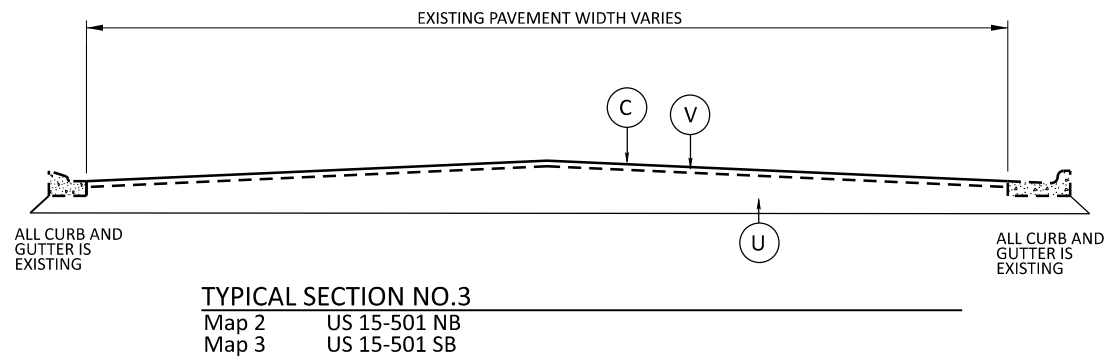
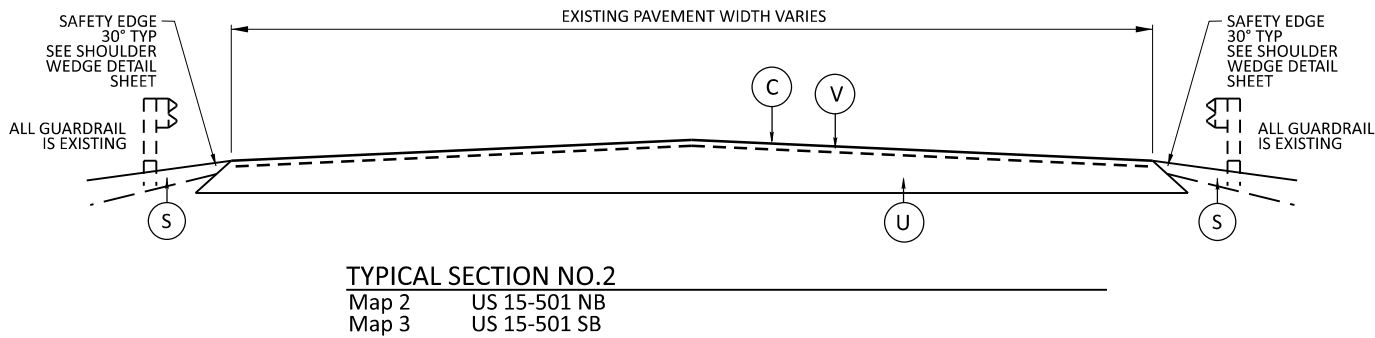
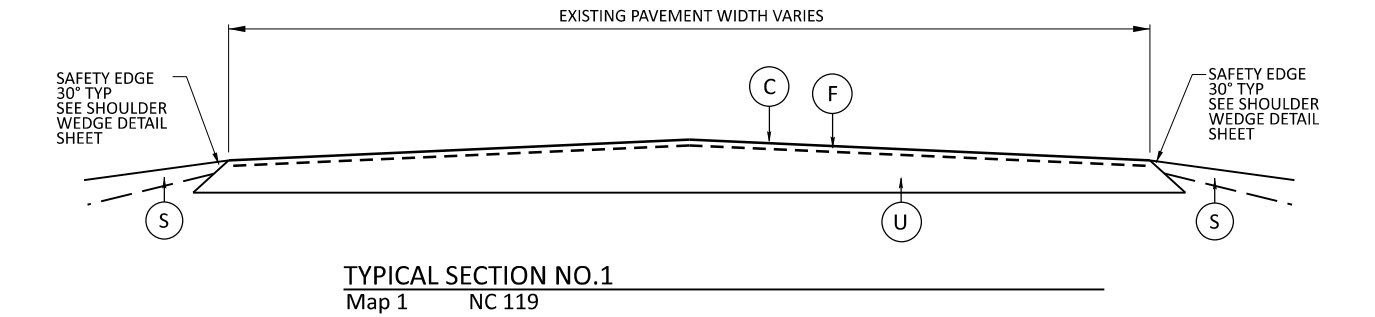


Map 1      NC 119

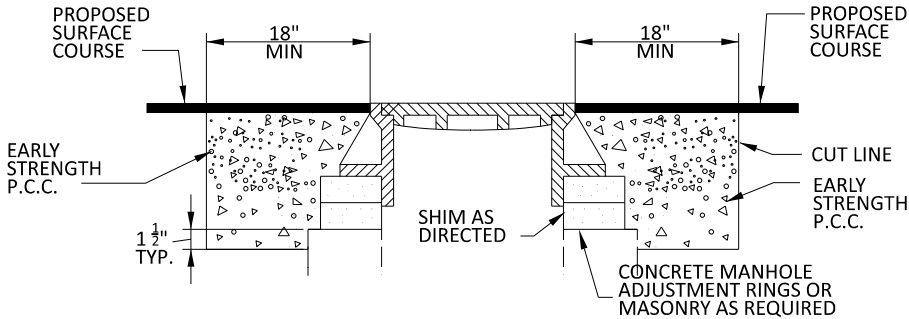


- Map 2    US 15-501 NB  
**DO NOT PUT BACK DECORATIVE CROSSWALK**  
**PUT BACK HIGH VIS CROSSWALK**
- Map 3    US 15-501 SB  
**DO NOT PUT BACK DECORATIVE CROSSWALK**  
**PUT BACK HIGH VIS CROSSWALK**  
Maintain Clearance at Bridge #41



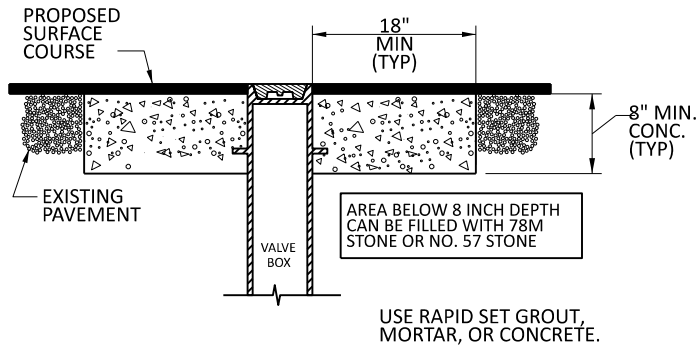


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5.B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F	AST MAT COAT, #67
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION

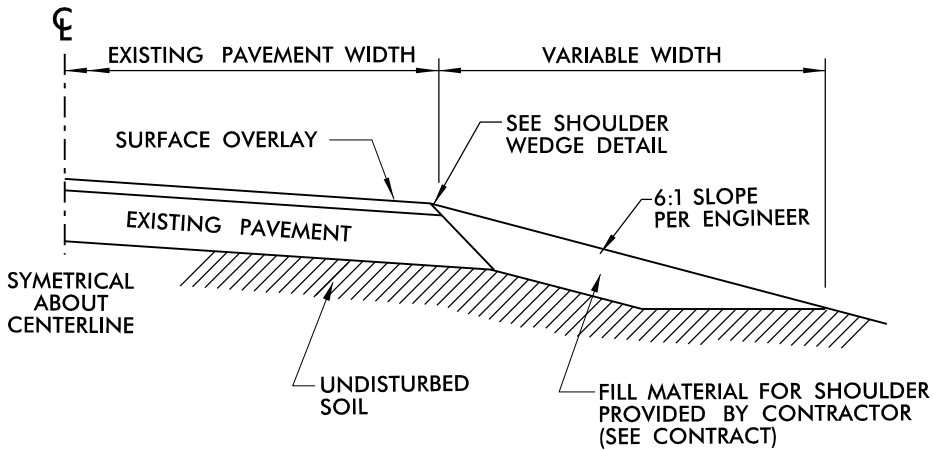


- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
  2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
  3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
  4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN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

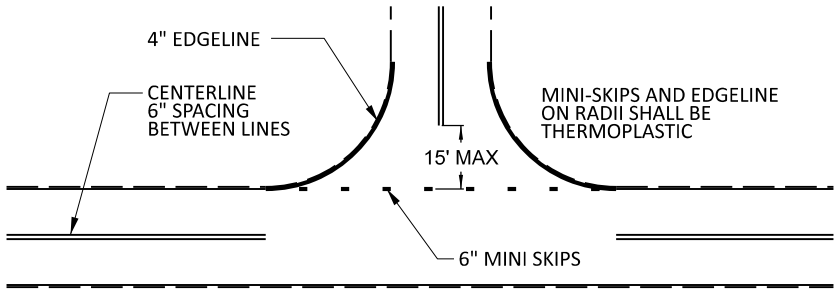
**STANDARD CONCRETE ENCASEMENT  
FOR MANHOLE CASTINGS IN PAVEMENT**



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

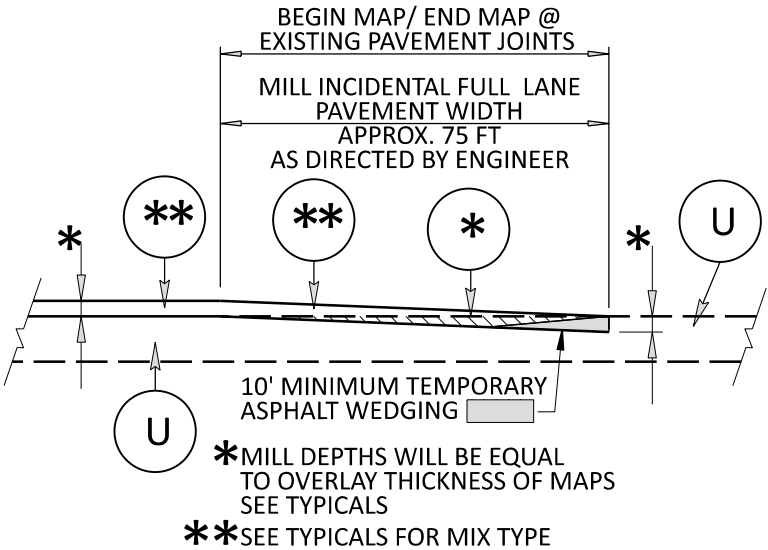


**SHOULDER RECONSTRUCTION**  
\* PLACE ASB OR BORROW AS DIRECTED BY ENGINEER



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)



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

\*\*SEE TYPICALS FOR MIX TYPE

**INCIDENTAL MILLING AT TIE-IN DETAIL**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5.B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F	AST MAT COAT, #67
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
S	SHOULDER RECONSTRUCTION



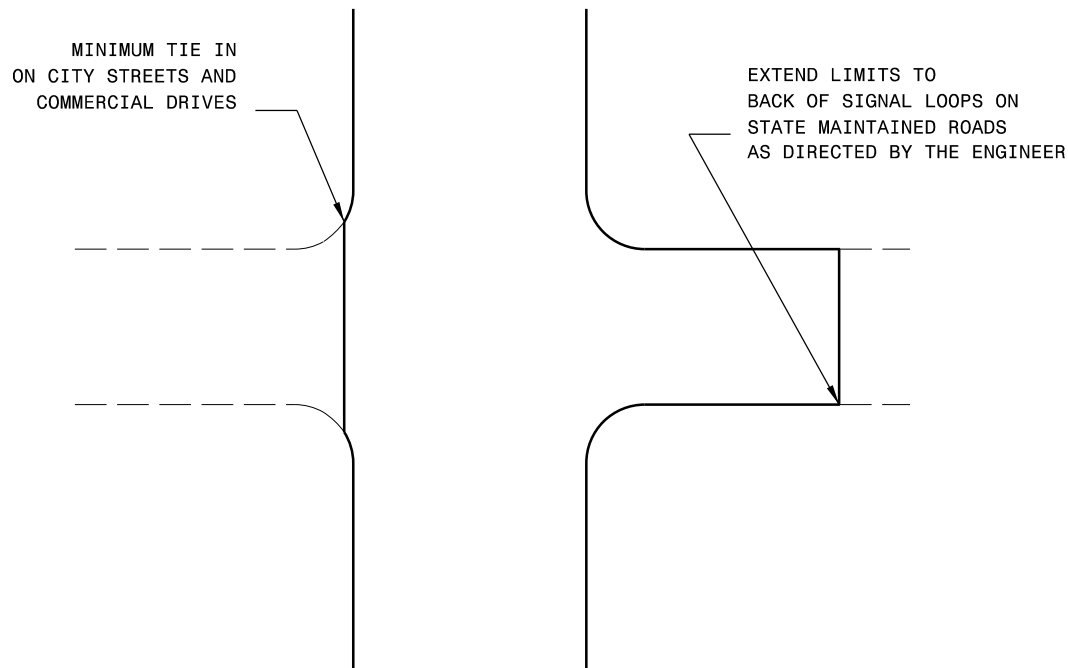
# Map 2 & 3 Decorative Crosswalk Special Detail

PROJECT REFERENCE NO.	SHEET NO.
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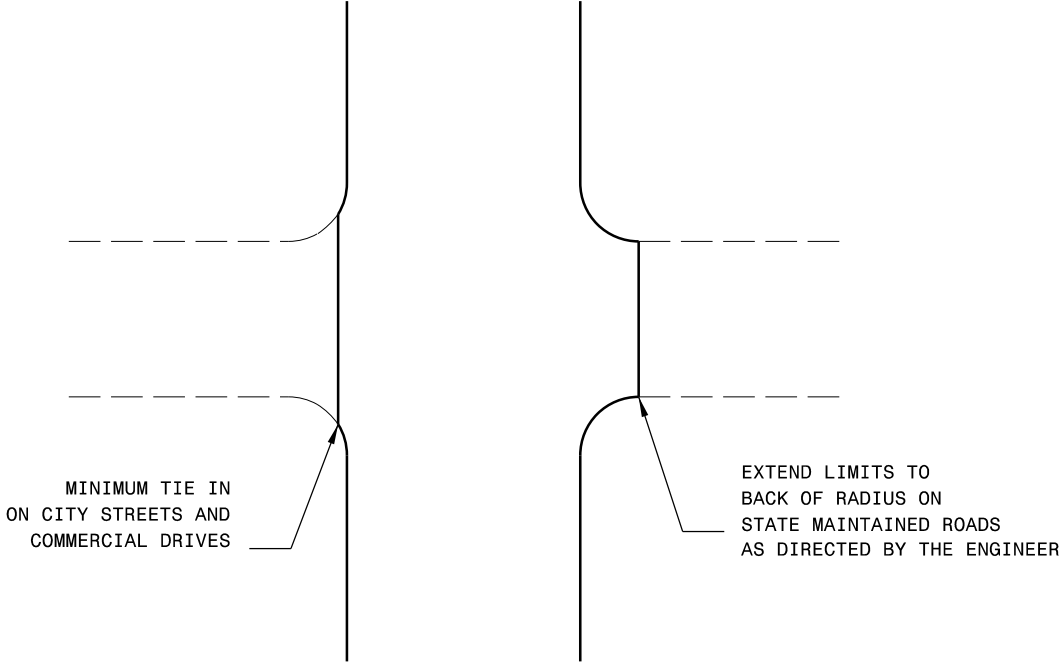


Replace decorative crosswalks on Maps 2 & 3 with standard Hi-Vis crosswalks as shown.



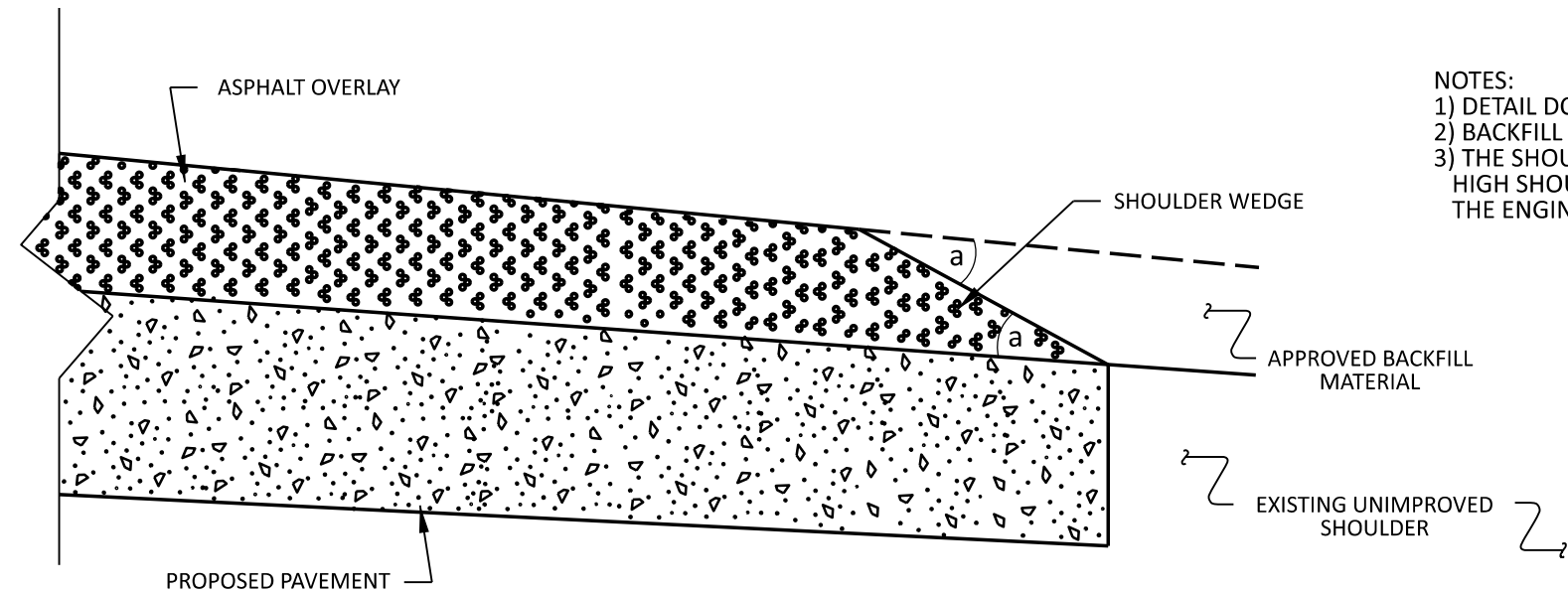


TYPICAL DETAIL OF PROJECT LIMITS AT  
SIGNALIZED Y LINES



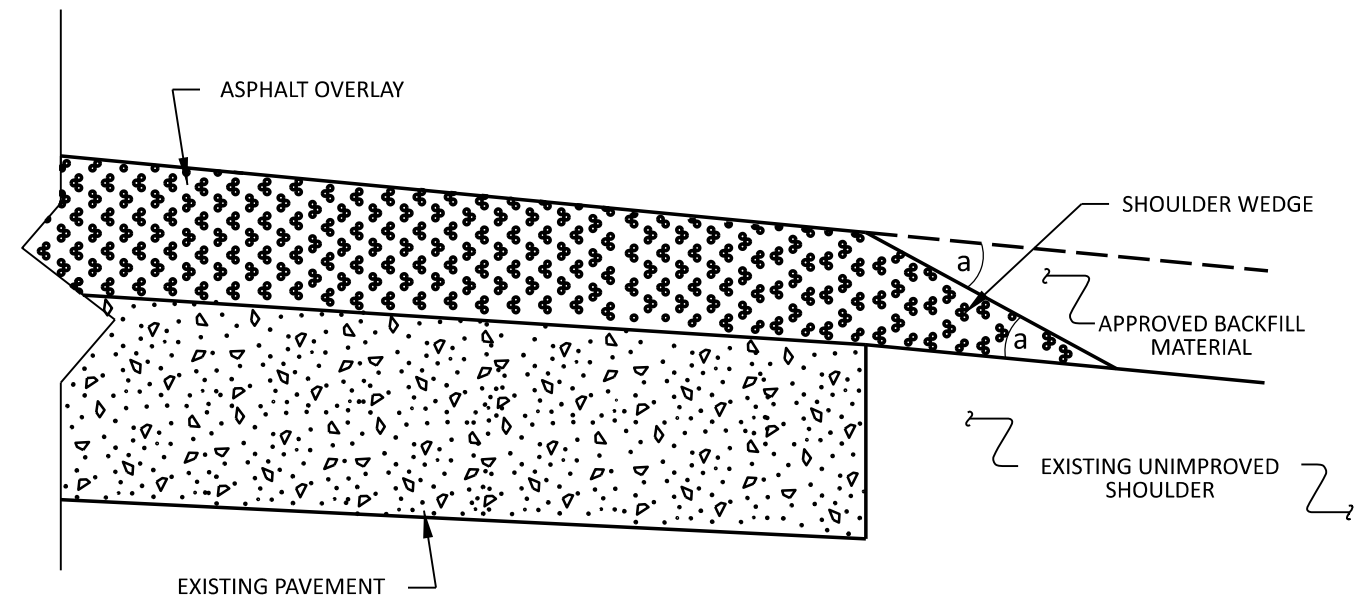
TYPICAL DETAIL OF PROJECT LIMITS AT  
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
MAP#	STREET NAME	COMMENTS
2	RT Turn to SR 1742 - Ephesus Church Rd	Tie just beyond Hi-Vis Crosswalk
2	SR 1742 - Ephesus Church Rd	Tie to nose of island, avoid loops if possible
2	Service Rd To/From Rams Plaza	Tie to end of Gurb & Gutter
2	From SR 1010 - E Franklin St	Tie to joint 790' from signal @ US 15-501 SB crossover
2	Service Rd to Advance Auto Parts	Tie 8' from US 15-501 NB EP
2	To Europa Dr	Tie to back of radius
2	From Europa Dr	Tie to nose of island, avoid loops if possible
2	To/From SR 1838 - Old Durham Rd	Tie to back of radius
2	SR 1836 - Service Rd	Tie behind loops
2	E Lakeview Dr	Tie to existing joint, avoid loops if possible
3	Eastowne Dr	Tie to existing joint, avoid loops if possible
3	From SR 2256 - Eastowne Dr	Tie behind loops
3	To SR 2256 - Eastowne Dr	Tie to back of radius
3	To/From SR 1741 - Sage Rd	Tie to back of radius
3	SR 1734 - Erwin Rd	Tie to joint 160' from US 15-501 SB EP
3	To SR 1010 - E. Franklin St	Tie to end of gore line on E. Franklin St
3	To SR 2298 - Service Rd	Tie to joint 200' from back of gore
3	To/From Eastgate Crossing	Tie 8' from US 15-501 SB EP

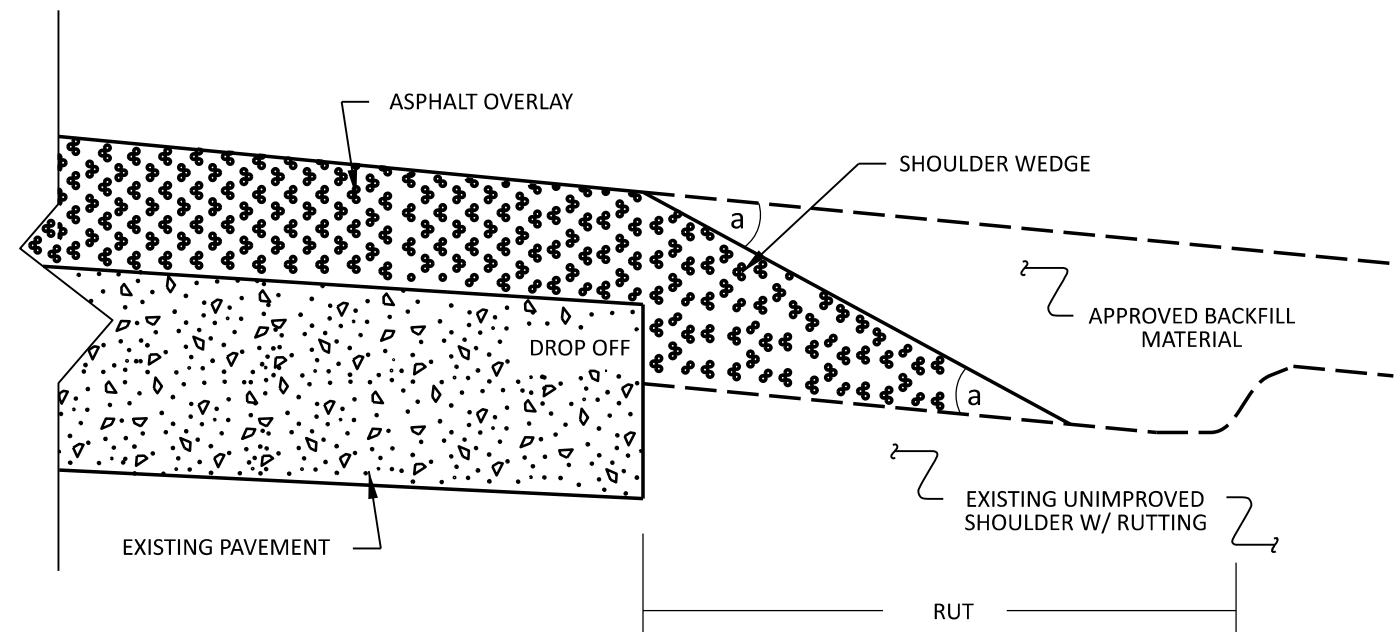


NOTES:  
1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.  
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

**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)

a - SHOULDER WEDGE ANGLE = 30°

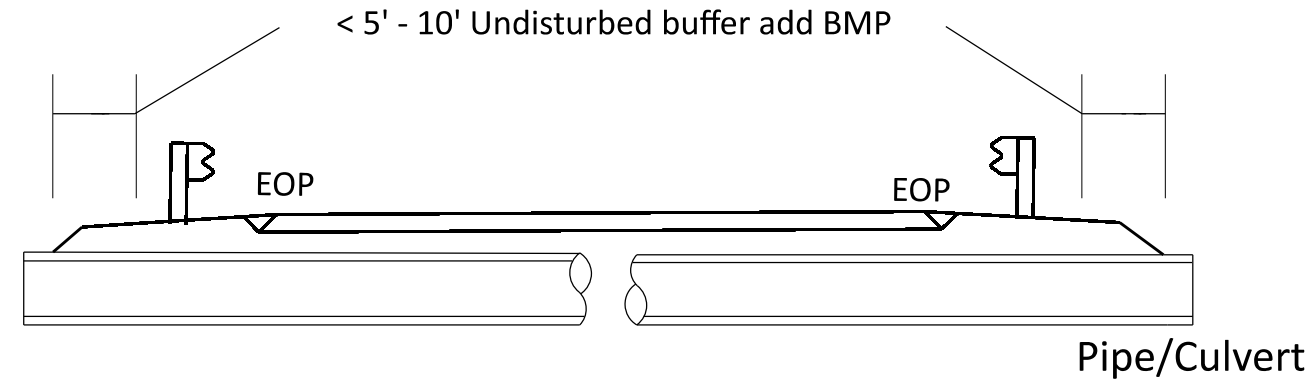
CONTRACT STANDARDS AND DEVELOPMENT UNIT Office 919-707-6950 FAX 919-250-4119			
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

# EROSION CONTROL DETAIL

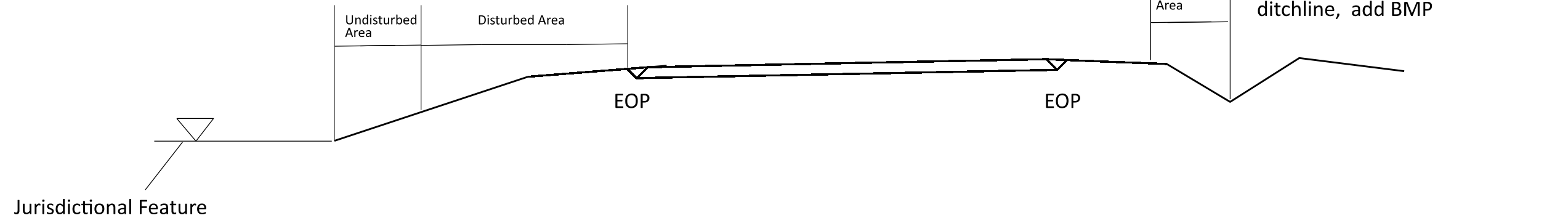
PROJECT REFERENCE NO.	SHEET NO.
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NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

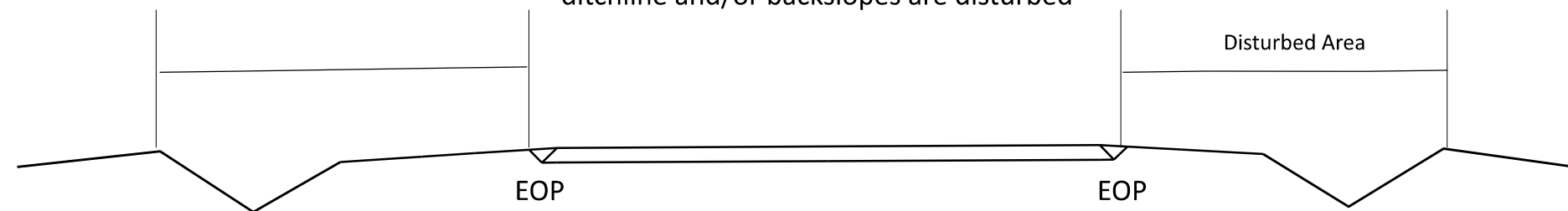
BMP Options: Wattle or Silt Fence



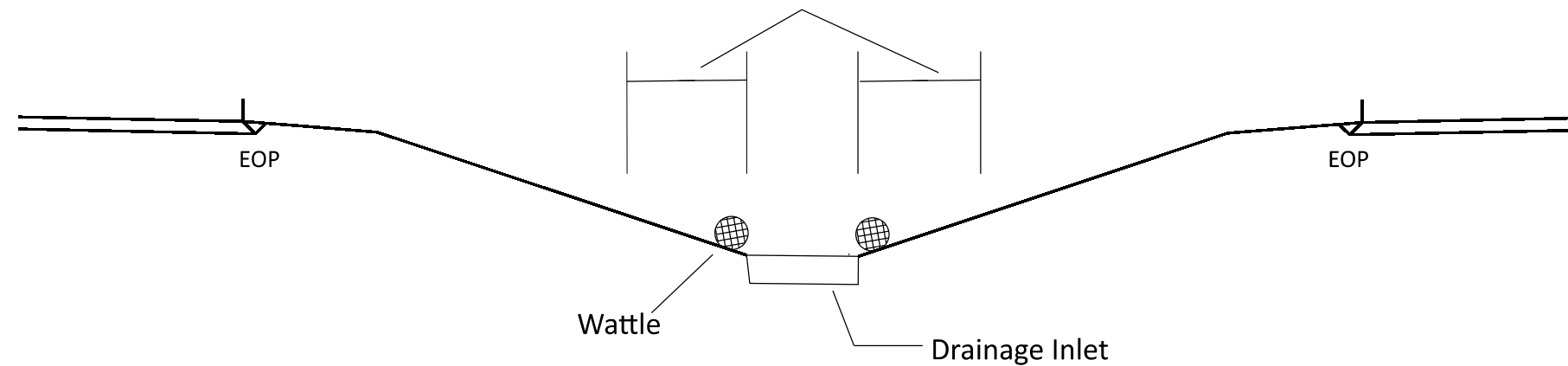
< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP



Use BMP's if shoulders and/or frontslopes and/or ditchline and/or backslopes are disturbed



< 5' - 10' Undisturbed buffer from inlet, add wattle



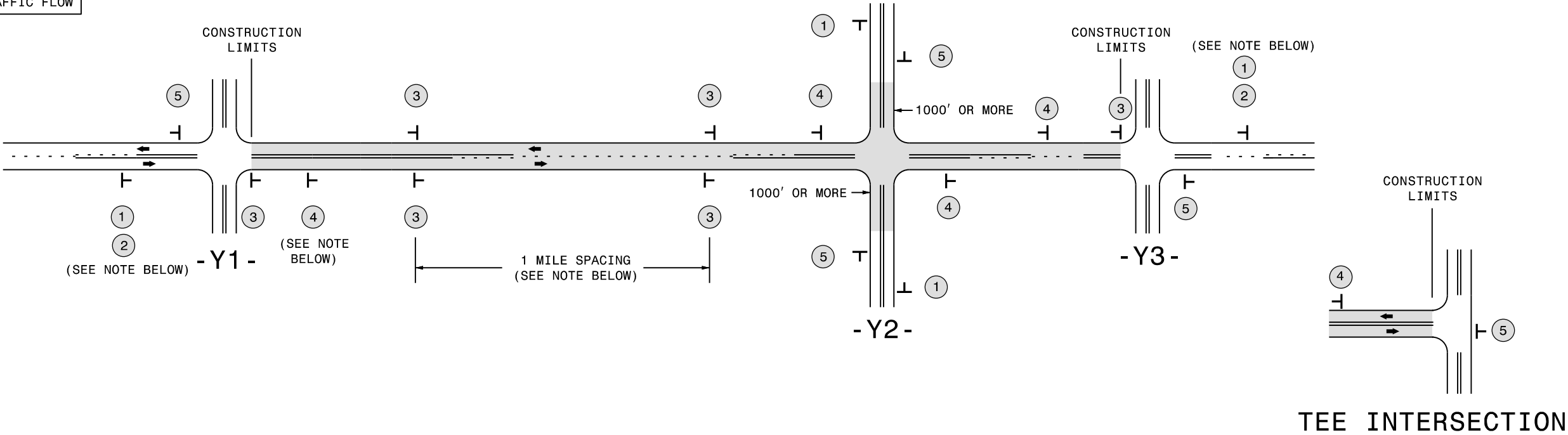
NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

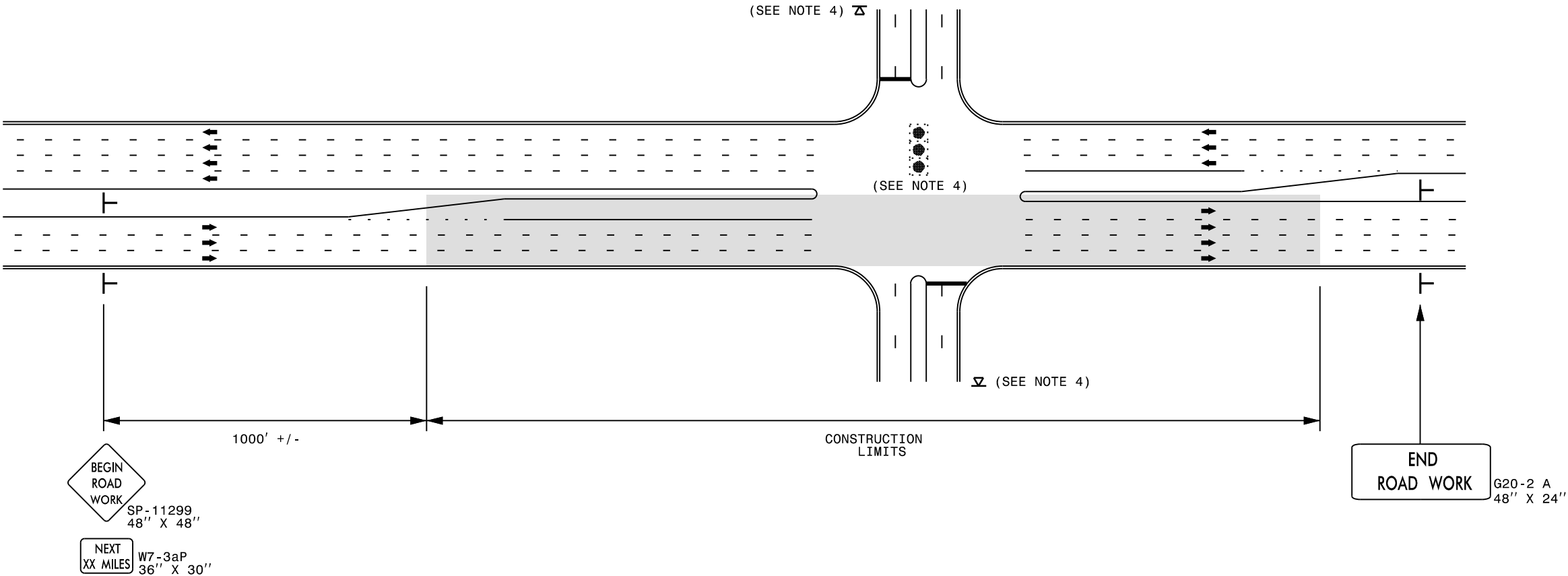
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div><div>1</div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div></div> <div><div>2</div><div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.  #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)</div>	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:  1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS  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. <div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div><div>PLACED 500' IN ADVANCE OF FLAGGER.</div></div> <div><div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div><div>PLACED 250' IN ADVANCE OF FLAGGER.</div></div>
	<div><div>3</div><div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div></div> <div>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</div>	
	<div><div>4</div><div><div>ROAD UNDER CONST.</div><div>SP 13106 48" X 48"</div></div></div> <div>- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</div>	
	<div><div>5</div><div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	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.	
LESS 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.	

DIVISION OF HIGHWAYS  
STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
WORK ZONE \* \* \* \* \* TRAFFIC CONTROL

AD

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

DIVISION OF HIGHWAYS

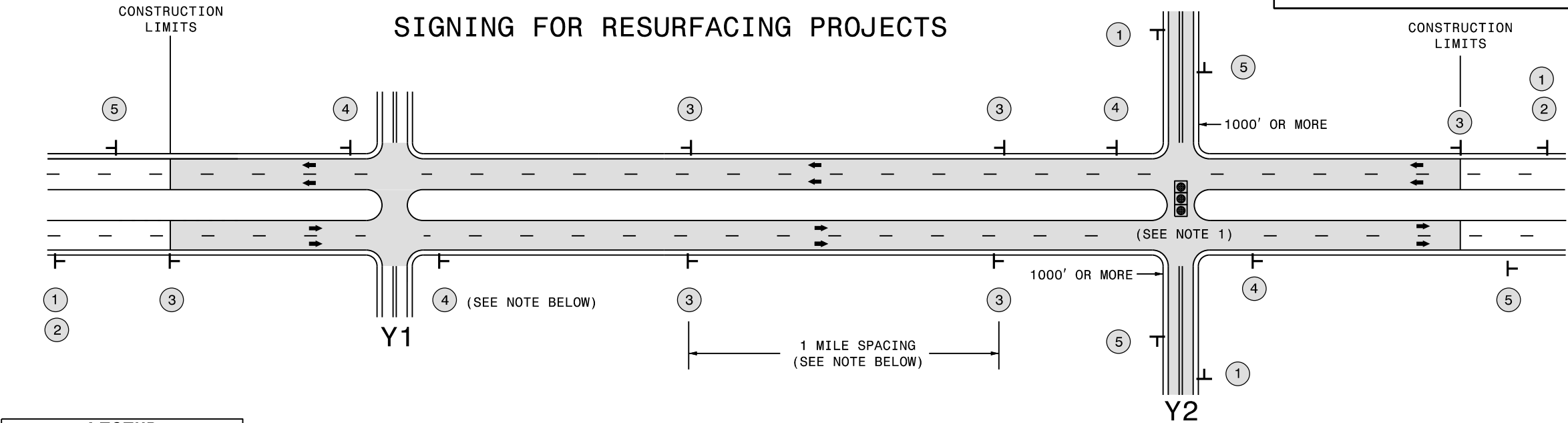
STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE  
WARNING SIGNS FOR  
URBAN / SUBURBAN  
FACILITIES





**MAINLINE (-L-) SIGNING**

**-Y- LINE SIGNING**

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS</div> <div>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.</div> <div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div>
	<div>3</div> <div></div> <div>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.</div>	
	<div>4</div> <div></div> <div>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.</div>	
	<div>5</div> <div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	
		<div>NOTES:</div> <div>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.</div>

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

OPTION 1

INSTALL 1" SECTIONS OF BACKER ROD ON 1 FOOT CENTERS

12"-18"

12"-18"

A

A

OPTION 2 (POOR PAVEMENT)

45°

LOOP WIRE TAIL SECTION TO JUNCTION BOX

1 1/4" CORE DRILL ALL SAW CUT INTERSECTIONS

CHISEL EDGES SMOOTH

A

A

SECTION A - A

5/16" MIN (TYP)

SAW SLOT DEPTH

2-INCH MILLING DEPTH

MIN. TOTAL ASPHALT REQUIRED

LOOP WINDING METHOD

START

FINISH

WHEN INSTALLING 2 OR MORE LOOPS IN ADJACENT LANES, WIND LOOPS IN ALTERNATE DIRECTIONS

QUADRUPOLE LOOP

SAW CUT OPTIONS

OPTION 1

8"-12"

12"-18"

A

A

OPTION 2 (POOR PAVEMENT)

3'

3'

45°

LOOP WIRE TAIL SECTION TO JUNCTION BOX

1 1/4" CORE DRILL ALL SAW CUT INTERSECTIONS

CHISEL EDGES SMOOTH

A

A

SECTION A - A

5/16" MIN (TYP)

SAW SLOT DEPTH

2-INCH MILLING DEPTH

MIN. TOTAL ASPHALT REQUIRED

LOOP WINDING METHOD

FINISH

START

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

SEAL

SEAL 016286

ENGINEER

MILTON I. DEAN

DocuSigned by:

Milton I. Dean

7/1/2015

DATE

Prepared In the Offices of:

Transportation Mobility and Safety Division

DEPARTMENT OF TRANSPORTATION

750 N. Greenfield Pkwy, Garner, NC 27529



PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.07.04.10171, 2026CPT.07.04.10681	15	16

SUMMARY OF QUANTITIES

												0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	1775500000-E	1838000000-E	2830000000-N	2845000000-N	5255000000-N	6000000000-E	6071010000-E	6084000000-E	7990000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	BORROW EXCAVATION	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	PORTABLE LIGHTING	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)
								MI	FT			CY	TONS	SMI	TON	SY	SY	TONS	TON	SY	GAL	EA	EA	LS	LF	LF	AC	LF
2026CPT.07.04.10171	Caswell	1	NC-119	FROM JOINT 180' NORTH OF NC 57 TO VIRGINIA STATE LINE	1	2	2WU	3.08	22	21.81	24.89	61	168	6.12	174		421	3,774	245	39,846	15,142				1,224	122	0.22	
TOTAL FOR MAP NO. 1								3.08				61	168	6.12	174		421	3,774	245	39,846	15,142				1,224	122	0.22	
TOTAL FOR PROJ NO. 2026CPT.07.04.10171								3.08				61	168	6.12	174		421	3,774	245	39,846	15,142				1,224	122	0.22	
2026CPT.07.04.10681	Orange	2	US-15-501 NB	FROM JOINT 320' SOUTH OF SR 1742 - EPHESUS CHURCH RD TO DURHAM COUNTY LINE	2,3,4,5,6	2-4	MU	1.67	25	6.81	8.48					38,075	3,482	3,771	245			1	3	0.50				5,831
TOTAL FOR MAP NO. 2								1.67								38,075	3,482	3,771	245			1	3	0.50				5,831
2026CPT.07.04.10681	Orange	3	US-15-501 SB	FROM DURHAM COUNTY LINE TO JOINT 150' SOUTH OF SR 1742 - EPHESUS CHURCH RD	2,3,4,5,6,7	2-4	MU	1.68	26	0	1.68					35,880	3,650	3,587	233			1	7	0.50				4,703
TOTAL FOR MAP NO. 3								1.68								35,880	3,650	3,587	233			1	7	0.50				4,703
TOTAL FOR PROJ NO. 2026CPT.07.04.10681								3.35								73,955	7,132	7,358	478			2	10	1.00				10,534
GRAND TOTAL								6.43				61	168	6.12	174	73,955	7,553	11,132	723	39,846	15,142	2	10	1.00	1,224	122	0.22	10,534

NOTE: All Quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities received.

