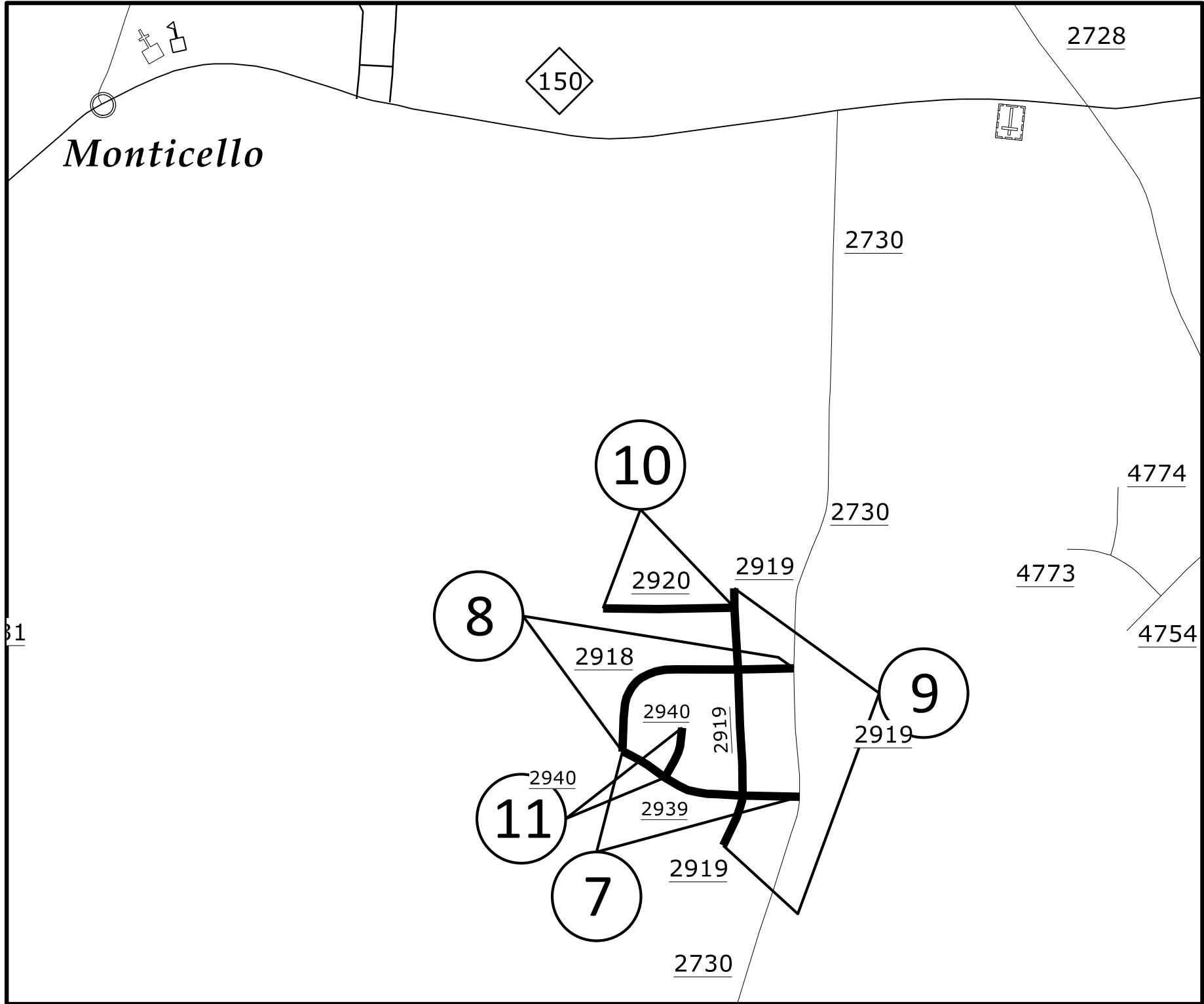


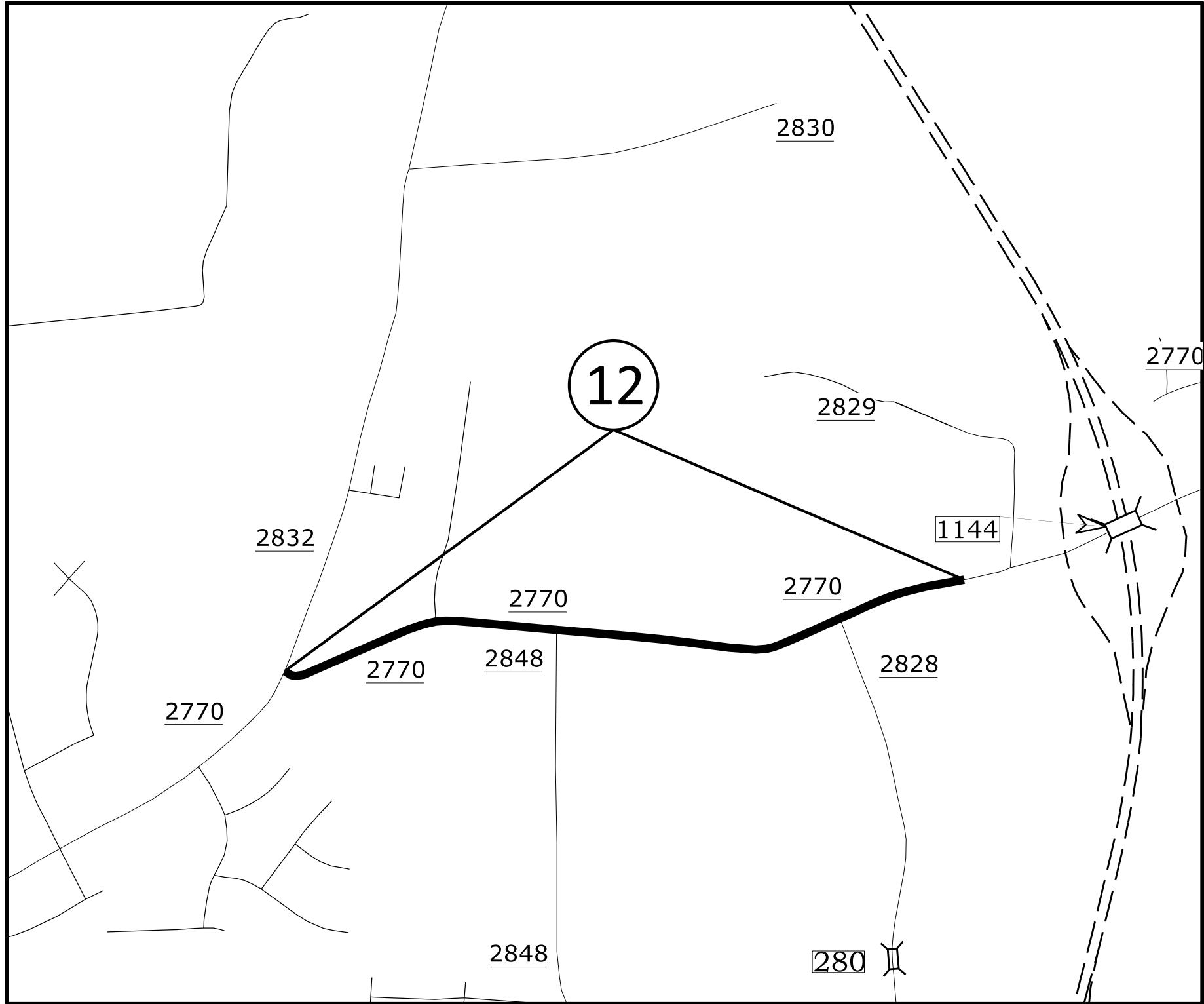
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and sealed by the individuals whose names and license
numbers appear on each page, on the dates appearing
with their signature on that page.**

**This file or an individual page
shall not be considered a certified document.**



- Map 7 SR 2939 - Mallard Dr
- Map 8 SR 2918 - Pine Level Dr
- Map 9 SR 2919 - Landis Dr
Skip and Tie into New Pavement of SR 2918 - Pine Level Rd.
Skip and Tie into New Pavement of SR 2939 - Mallard Dr.
- Map 10 SR 2920 - Keenan Dr
- Map 11 SR 2940 - Newsome Ct



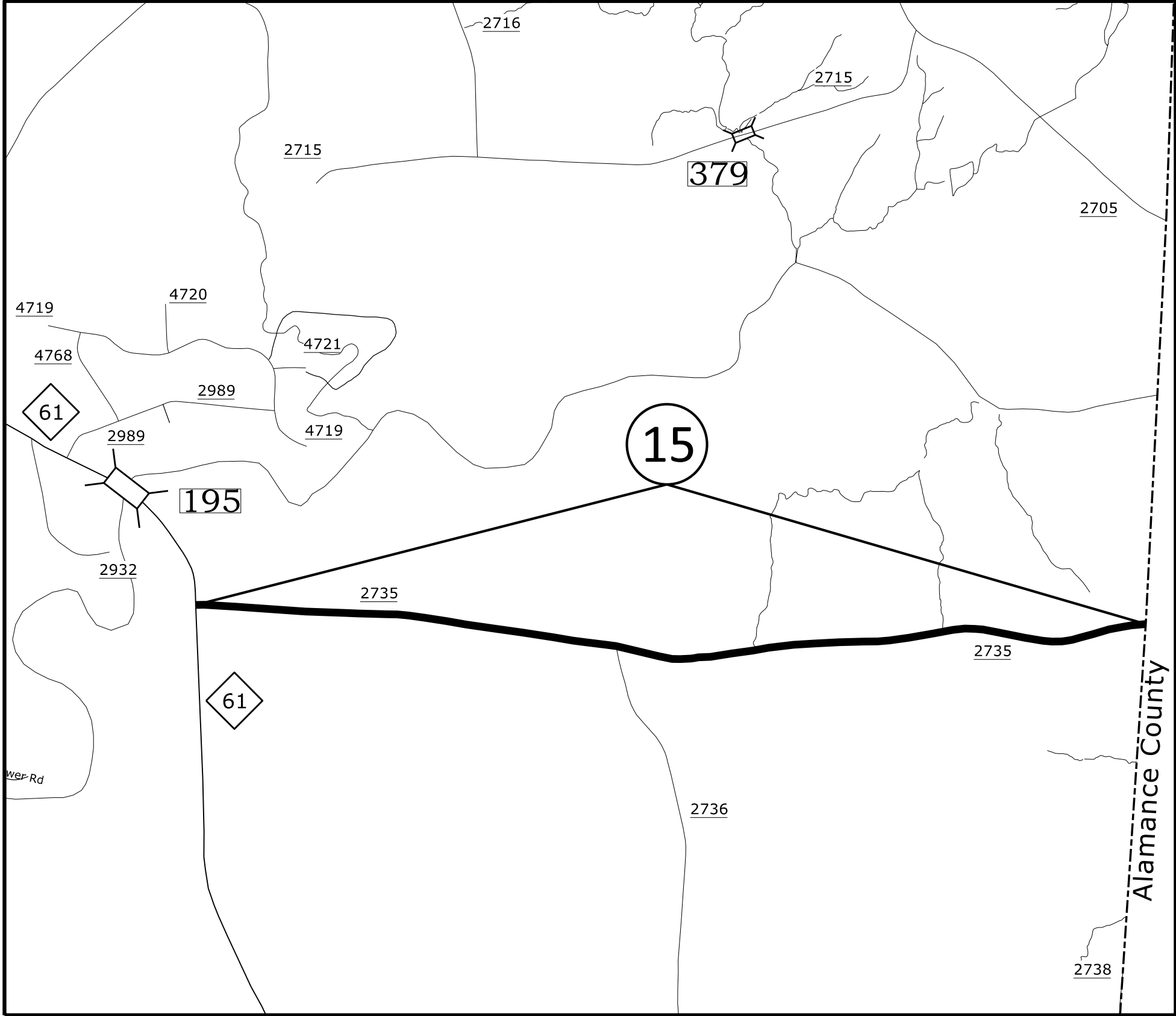
Map 12 SR 2770 - Huffine Mill Rd
Begin Map at SR 2832 Rankin Mill Rd
End Map at the second pavement joint
located approximately 1045 feet from
center of SR 2828 Willowlake Rd



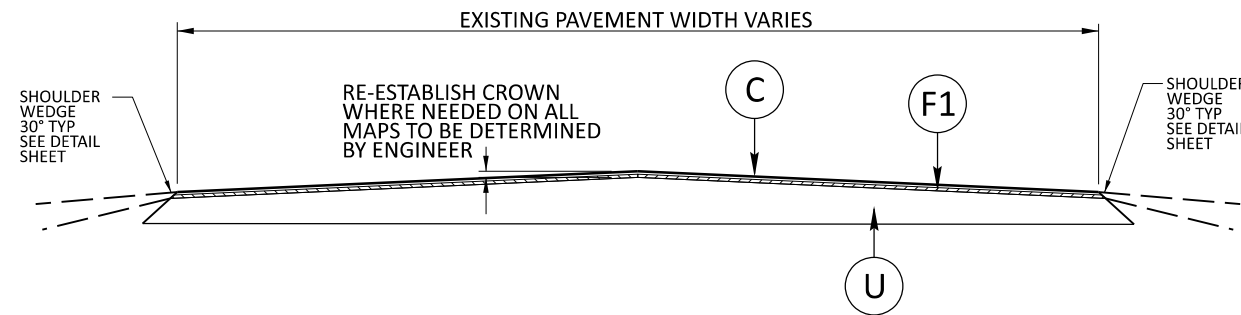
Map 12 SR 2770 - Huffine Mill Rd

Install stop bar close to pavement joint with Rankin Mill Rd for improved visibility

Contact Traffic Services (336-690-6780) for assistance with layout



Map 15 SR 2735 - Sockwell Rd

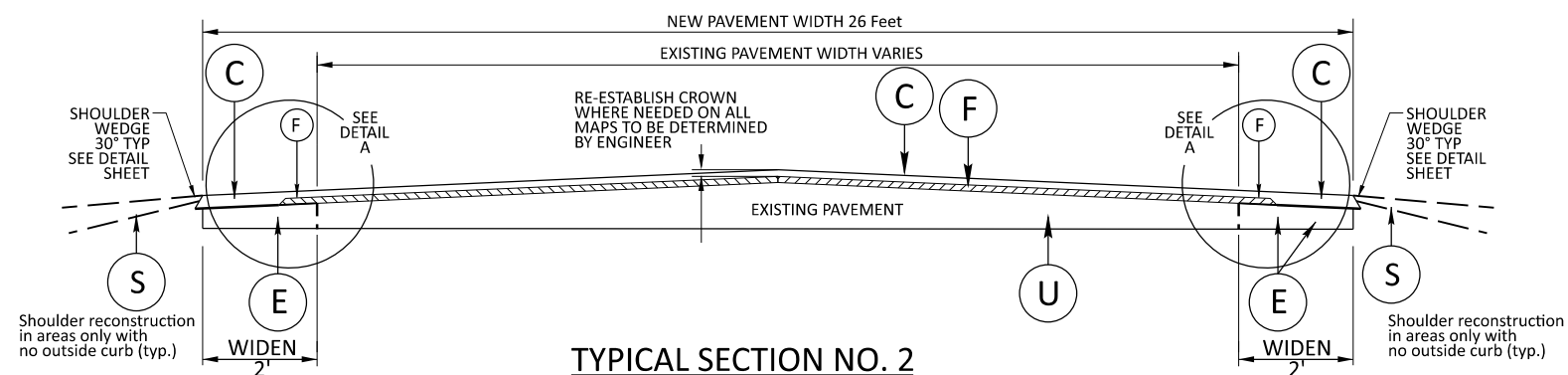


TYPICAL SECTION NO. 1

- Map 1 SR 2912 - Honey Dew Dr
- Map 2 SR 2915 - Valleyrun Rd
- Map 3 SR 2909 - Sidney Ln
- Map 4 SR 2910 - Eristin Dr
- Map 5 SR 2911 - Luewood Rd
- Map 6 SR 2891 - Arborlinda Dr
- Map 7 SR 2939 - Mallard Dr
- Map 8 SR 2918 - Pine Level Dr
- Map 9 SR 2919 - Landis Dr
- Map 10 SR 2920 - Keenan Dr
- Map 11 SR 2940 - Newsome Ct

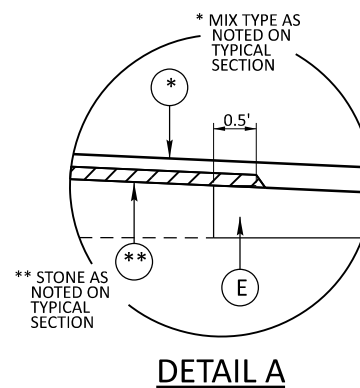
- Map 14 SR 2719 - High Rock Rd
Bridge #193 Resurface, NO Milling on Bridge

- Map 15 SR 2735 - Sockwell Rd



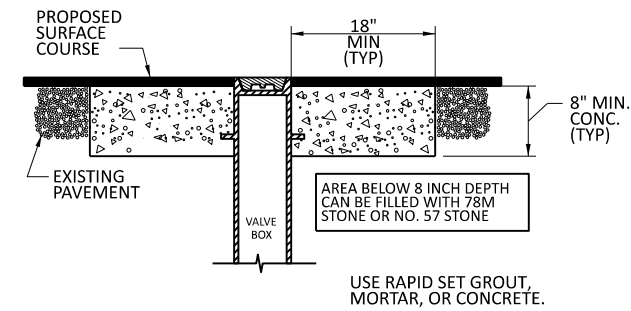
TYPICAL SECTION NO. 2

- Map 12 SR 2770 - Huffine Mill Rd
- Map 13 SR 2770 - Huffine Mill Rd
Bridge #172 Resurface, NO Milling on Bridge
Bridge #174 Resurface, NO Milling on Bridge

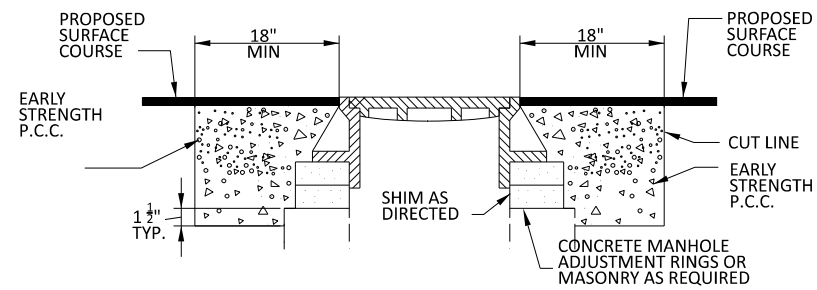


PAVEMENT SCHEDULE

C	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.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

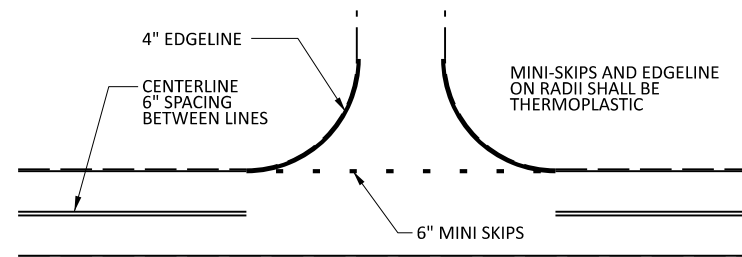


STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



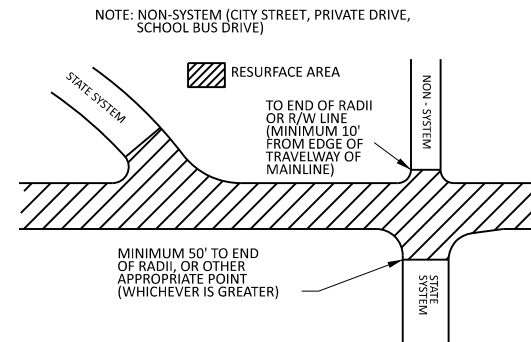
- NOTES:
- MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 - ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 - EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 - RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS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

STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT

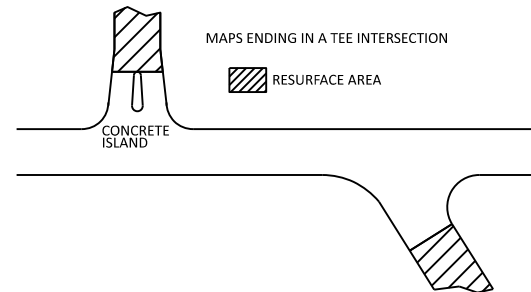


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

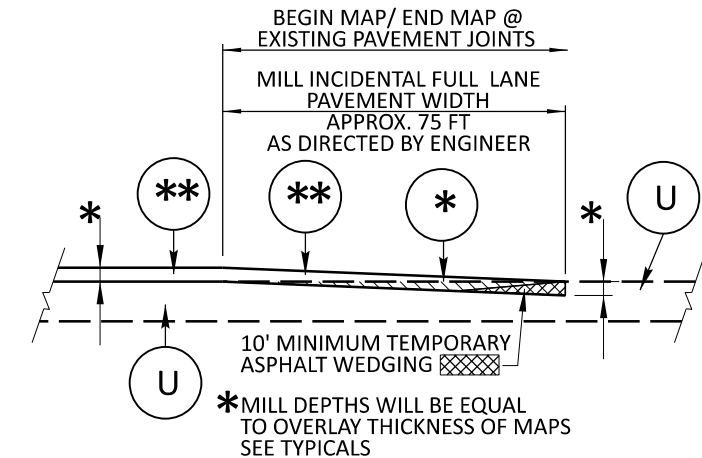
TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS (NOT TO SCALE)



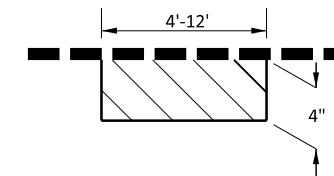
PAVING DETAIL 1 MAIN LINE IS BEING RESURFACED



PAVING DETAIL 2 MAIN LINE NOT BEING RESURFACED



INCIDENTAL MILLING AT TIE-IN DETAIL

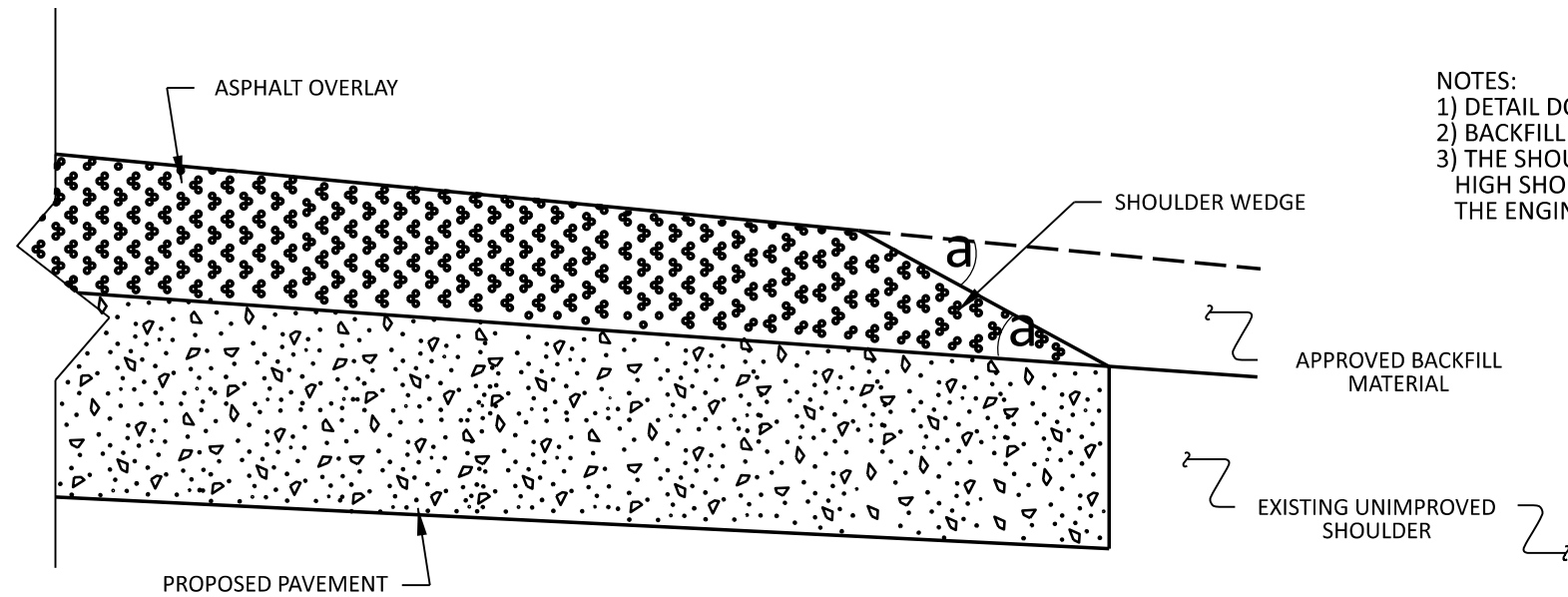


MILL FILL WITH INTERMEDIATE COURSE, TYPE 119.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

PATCHING EXISTING PAVEMENT DETAIL

PAVEMENT SCHEDULE

C	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.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT

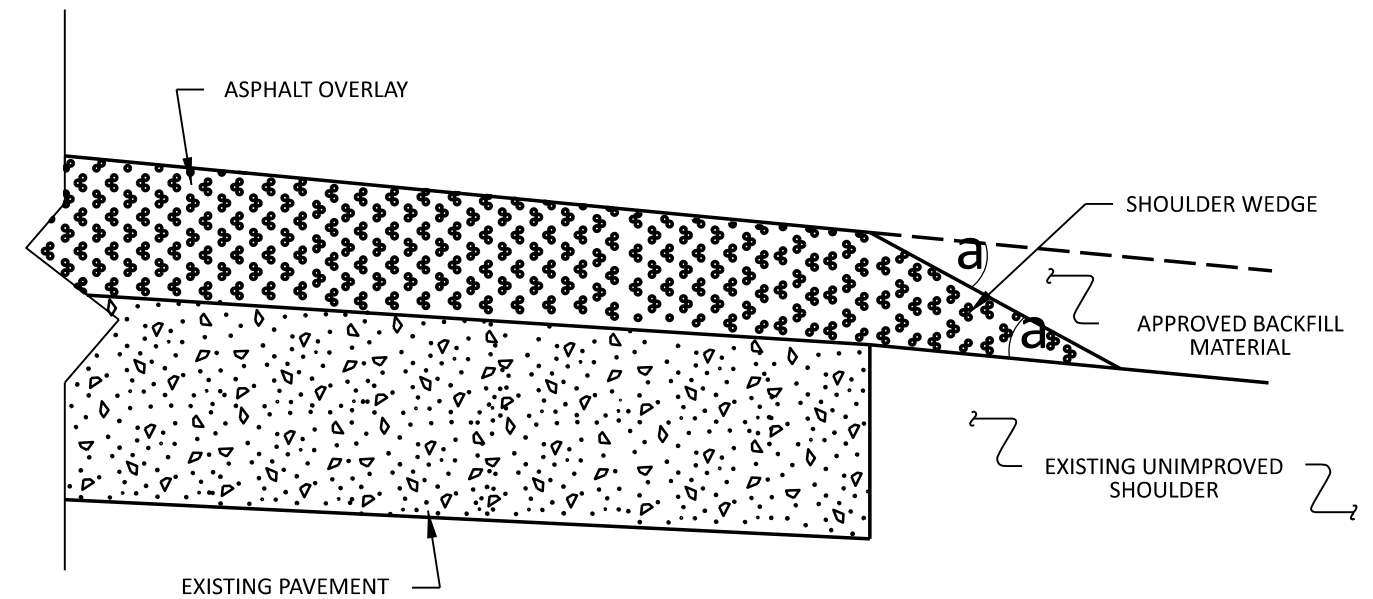


NOTES:

- 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.

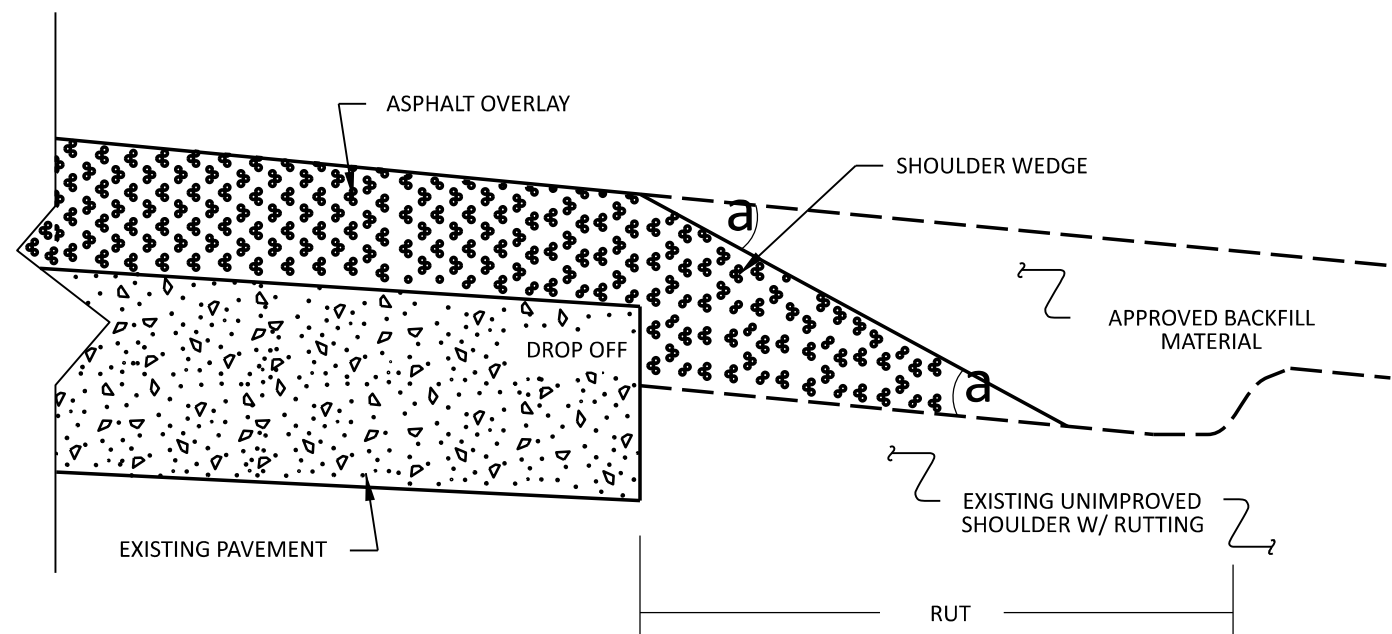
SHOULDER WEDGE DETAIL

(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°

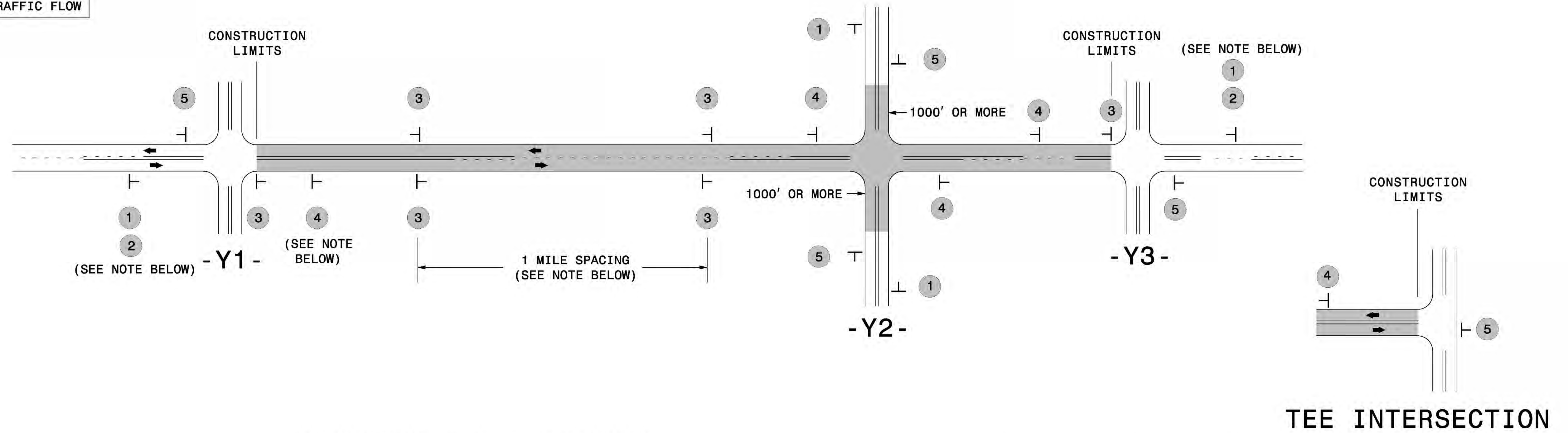
CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

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

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

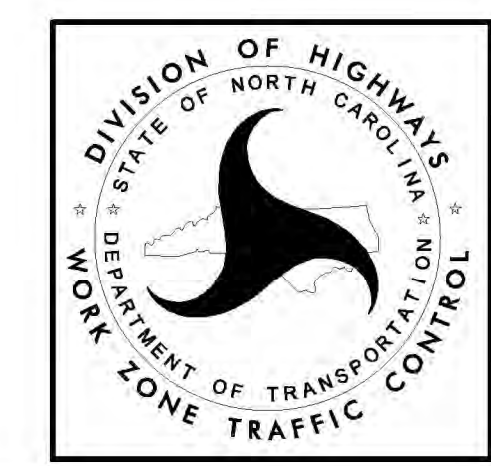
-Y- LINE SIGNING

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>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS DEAD END ROADS <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;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" 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"> 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. 	
	4		<ul style="list-style-type: none"> 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. 	
	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

5/15/2017 5:11:10 PM \\NCDOT\resurfacing\2L2W & AST Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keads

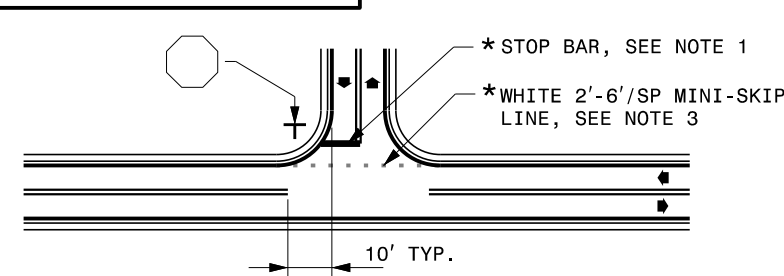
TIP NO.	SHEET NO.
DocuSigned by: <i>Matthew V. Springer</i>	
APPROVED:	8/13/2019
DATE:	6609-528B584403...
SEAL	
	

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

8-19

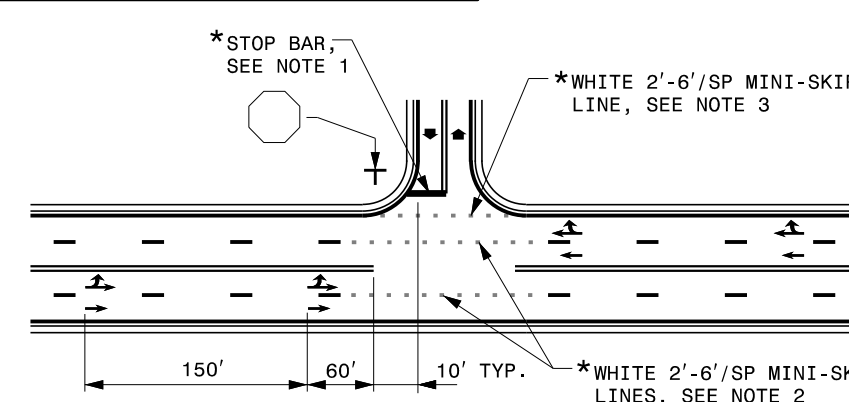
ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
INTERSECTIONS

TWO-LANE, TWO-WAY ROADWAY



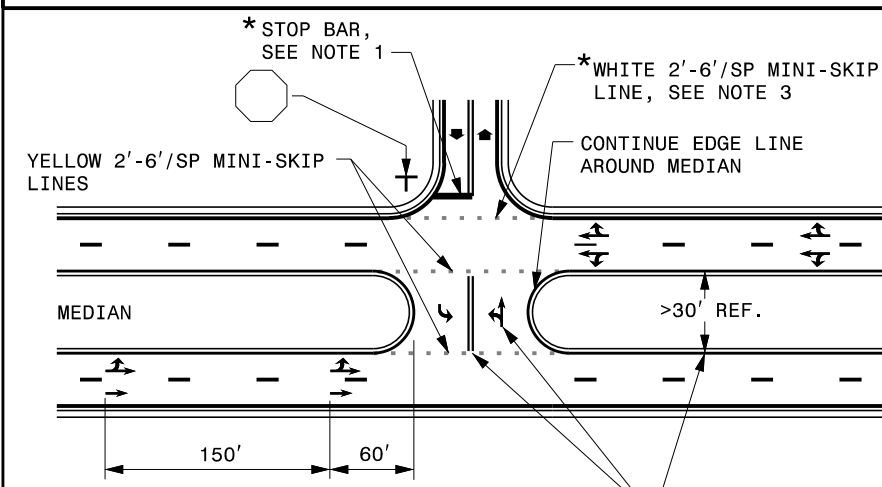
* STOP BAR, SEE NOTE 1
 * WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3
 10' TYP.

UNDIVIDED MULTI-LANE ROADWAY



* STOP BAR, SEE NOTE 1
 * WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3
 150' 60' 10' TYP.
 * WHITE 2'-6"/SP MINI-SKIP LINES, SEE NOTE 2

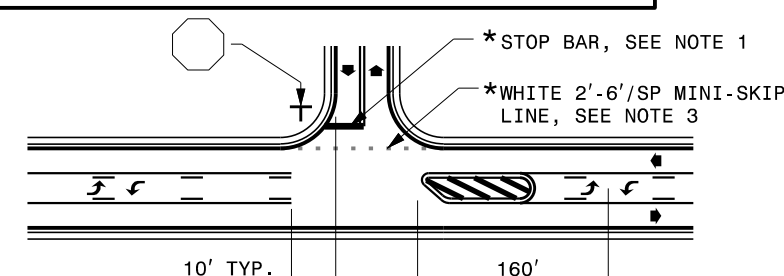
DIVIDED MULTI-LANE ROADWAY WITH WIDE MEDIAN CROSSOVER



* STOP BAR, SEE NOTE 1
 * WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3
 CONTINUE EDGE LINE AROUND MEDIAN
 YELLOW 2'-6"/SP MINI-SKIP LINES
 MEDIAN
 >30' REF.
 150' 60'

USE DOUBLE YELLOW CENTER LINE AND ARROW SYMBOLS IN MEDIAN CROSSOVER WHEN WIDTH OF MEDIAN EXCEEDS 30 FT, OTHERWISE THEY ARE NOT REQUIRED.

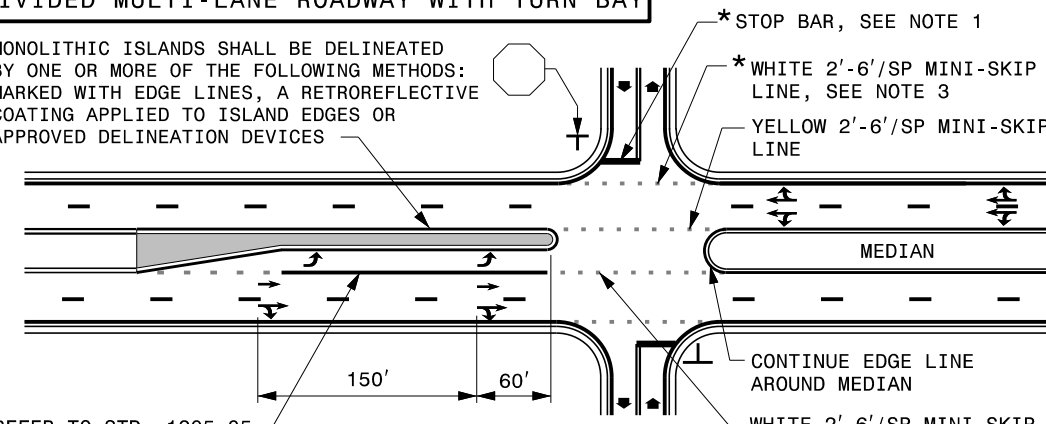
TWO-LANE, TWO-WAY ROADWAY WITH TWO-WAY LEFT TURN LANE



* STOP BAR, SEE NOTE 1
 * WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3
 10' TYP. 160'

DIVIDED MULTI-LANE ROADWAY WITH TURN BAY

MONOLITHIC ISLANDS SHALL BE DELINEATED BY ONE OR MORE OF THE FOLLOWING METHODS:
 MARKED WITH EDGE LINES, A RETROREFLECTIVE COATING APPLIED TO ISLAND EDGES OR APPROVED DELINEATION DEVICES







* STOP BAR, SEE NOTE 1
 * WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3
 YELLOW 2'-6"/SP MINI-SKIP LINE
 MEDIAN
 CONTINUE EDGE LINE AROUND MEDIAN
 WHITE 2'-6"/SP MINI-SKIP LINE
 150' 60'

REFER TO STD. 1205.05 FOR TURN LANE MARKING GUIDANCE

GENERAL NOTES:

- 1- PLACEMENT OF STOP BARS AT NON-SIGNALIZED INTERSECTIONS IS OPTIONAL AND USED WHERE IT IS IMPORTANT TO INDICATE THE POINT WHICH VEHICLES ARE REQUIRED TO STOP. PLACE STOP BARS NO LESS THAN 4 FEET AND NO MORE THAN 30 FEET FROM THE NEAREST EDGE OF THE INTERSECTING ROADWAY. USE 10 FEET AS THE TYPICAL SETBACK DISTANCE OR AS DIRECTED BY THE ENGINEER.
- 2- MINI-SKIP LANE LINE EXTENSIONS SHOULD BE USED AT INTERSECTIONS THAT HAVE REDUCED VISIBILITY CONDITIONS SUCH AS OFFSET, SKEWED, OR CURVED ROADWAYS.
- 3- MINI-SKIP EDGE LINE EXTENSIONS MAY BE PLACED THROUGH INTERSECTIONS AND MAJOR DRIVEWAYS.
- 4- REFER TO ROADWAY STANDARD DRAWINGS 1205.01, 1205.02, 1205.05, 1205.08 AND 1205.09 FOR ADDITIONAL PAVEMENT MARKING GUIDANCE.

LEGEND

 STOP SIGN	 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW	 PAVEMENT MARKING SYMBOLS
* OPTIONAL	

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

8-19

ENGLISH DETAIL DRAWING FOR
PAVEMENT MARKINGS
INTERSECTIONS

1205D04

**REVISED PAVEMENT MARKING
ROADWAY STANDARD DRAWING**

U:\8\13\17\Standards Group\Standards and Drawings\Drawings\2018 Standard Dwg\Division 12 Final\2050402_08-13-19.dgn
User:dstokes

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.07.03.20411	12	13

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1704000000-E	1775000000-E	1775500000-E	1838000000-E	2830000000-N	2845000000-N	6110000000-E	
						MI	FT	BORROW EXCAVATION	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	ASPHALT CONC BASE COURSE, TYPE B25.0C	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUSTMENT OF MANHOLES	ADJUSTMENT OF METER BOXES OR VALVE BOXES	RESIDENTIAL SEEDING	
						CY	TONS	SMI	TON	SY	TON	TONS	TON	TONS	TONS	SY	SY	GAL	EA	EA	AC		
2024CPT.07.03.20411	Guilford	1	SR-2912 / HONEY DEW DR	FROM SR 2732 - HINES CHAPEL RD TO END PVMT	1	0.33	19		15			163		301	21	16	3,302		1,090				
TOTAL FOR MAP NO. 1						0.33			15			163		301	21	16	3,302		1,090				
2024CPT.07.03.20411	Guilford	2	SR-2915 / VALLEYRUN RD	FROM SR 2912 - HONEY DEW DR TO SR 2911 - LUEWOOD RD	1	0.231	20		15			358		254	17		2,789		920				
TOTAL FOR MAP NO. 2						0.231			15			358		254	17		2,789		920				
2024CPT.07.03.20411	Guilford	3	SR-2909 / SIDNEY LN	FROM SR 2732 - HINES CHAPEL RD TO SR 2910 - ERISTIN DR	1	0.26	20		15			167		257	17		2,818		930				
TOTAL FOR MAP NO. 3						0.26			15			167		257	17		2,818		930				
2024CPT.07.03.20411	Guilford	4	SR-2910 / ERISTIN DR	FROM SR 2911 - LUEWOOD RD TO SR 2565 - HICONE RD	1	0.18	21					175		220	15		2,408		795				
TOTAL FOR MAP NO. 4						0.18						175		220	15		2,408		795				
2024CPT.07.03.20411	Guilford	5	SR-2911 / LUEWOOD RD	FROM SR 2732 - HINES CHAPEL RD TO SR 2943 ASHWORTH DR	1	0.2	20		15			333		406	27		4,448		1,468				
TOTAL FOR MAP NO. 5						0.2			15			333		406	27		4,448		1,468				
2024CPT.07.03.20411	Guilford	6	SR-2891 / ARBORLINDA DR	FROM SR 2565 - HICONE RD TO DEAD END	1	0.22	19		12			158		210	15	16	2,301		759				
TOTAL FOR MAP NO. 6						0.22			12			158		210	15	16	2,301		759				
2024CPT.07.03.20411	Guilford	7	SR-2939 / MALLARD DR	FROM SR 2730 - JACKSON SCHOOL RD TO SR 2918 - PINE LEVEL DR	1	0.27	21		12			179		354	24	6	3,879		1,280				
TOTAL FOR MAP NO. 7						0.27			12			179		354	24	6	3,879		1,280				
2024CPT.07.03.20411	Guilford	8	SR-2918 / PINE LEVEL DR	FROM SR 2730 - JACKSON SCHOOL RD TO SR 2939 - MALLARD DR	1	0.33	21		12			179		391	27	8	4,275		1,411				
TOTAL FOR MAP NO. 8						0.33			12			179		391	27	8	4,275		1,411				
2024CPT.07.03.20411	Guilford	9	SR-2919 / LANDIS DR	FROM DEAD END TO DEAD END	1	0.3	22							411	28		4,509		1,488				
TOTAL FOR MAP NO. 9						0.3								411	28		4,509		1,488				
2024CPT.07.03.20411	Guilford	10	SR-2920 / KEENAN DR	FROM SR 2919 - LANDIS DR TO DEAD END	1	0.19	21					175		199	13		2,182		720				
TOTAL FOR MAP NO. 10						0.19						175		199	13		2,182		720				
2024CPT.07.03.20411	Guilford	11	SR-2940 / NEWSOME CT	FROM SR 2939 - MALLARD DR TO CUL-DE-SAC	1	0.08	21					179		114	8	6	1,252		413				
TOTAL FOR MAP NO. 11						0.08						179		114	8	6	1,252		413				
2024CPT.07.03.20411	Guilford	12	SR-2770 / HUFFINE MILL RD	FROM SR 2832 - RANKIN MILL RD TO PVMT JOINT JUST SOUTHWEST OF I-785 INTERCHANGE	2	1.07	22	81	105	2.02	38	450	1,264	1,552	161			15,241	5,792			0.60	
TOTAL FOR MAP NO. 12						1.07			81	105	2.02	38	450	1,264	1,552	161			15,241	5,792			0.60
2024CPT.07.03.20411	Guilford	13	SR-2770 / HUFFINE MILL RD	FROM PVMT JOINT NEAR 2410 HUFFINE MILL RD NORTH OF (HARVEST RD) TO PVMT JOINT NEAR 2903 HUFFINE MILL RD NORTH OF (HUFFINE FARM RD)	2	3.61	20	172	180	6.87	325	358	4,289	5,178	548	160		50,748	19,284	1	7	1.20	
TOTAL FOR MAP NO. 13						3.61			172	180	6.87	325	358	4,289	5,178	548	160		50,748	19,284	1	7	1.20
2024CPT.07.03.20411	Guilford	14	SR-2719 / HIGH ROCK RD	FROM SR 2746 - FRIEDEN CHURCH RD TO SR 2770 - HUFFINE MILL RD	1	2.19	21		135			354		2,698	181		29,561		9,755				
TOTAL FOR MAP NO. 14						2.19			135			354		2,698	181		29,561		9,755				
2024CPT.07.03.20411	Guilford	15	SR-2735 / SOCKWELL RD	FROM NC 61 TO ALAMANCE CO LINE	1	2.14	21		105			371		2,451	165	10	26,848		8,860				
TOTAL FOR MAP NO. 15						2.14			105			371		2,451	165	10	26,848		8,860				
TOTAL FOR PROJ NO. 2024CPT.07.03.20411							11.601		253	621	8.89	363	3,599	5,553	14,996	1,267	222	90,572	65,989	54,965	1	7	1.80
GRAND TOTAL							11.601		253	621	8.89	363	3,599	5,553	14,996	1,267	222	90,572	65,989	54,965	1	7	1.80

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.07.03.20411	13	13

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4688000000-E	4700000000-E	4709000000-E	4720000000-E		4890000000-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	12" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG AHEAD 90 M	THERMO MSG STOP 90 M	4" 50 MILS HOT SPRAY THERMO (WHITE)	4" 50 MILS HOT SPRAY THERMO (YELLOW)	6" 50 MILS HOT SPRAY THERMO (WHITE)	
								SF	LS	LF	LF	LF	LF	LF	EA	EA	LF	LF	LF	
2024CPT.07.03.20411	Guilford	1	SR-2912 / HONEY DEW DR	FROM SR 2732 - HINES CHAPEL RD TO END PVMT	1	0.33	19	32												
TOTAL FOR MAP NO. 1						0.33		32												
2024CPT.07.03.20411	Guilford	2	SR-2915 / VALLEYRUN RD	FROM SR 2912 - HONEY DEW DR TO SR 2911 - LUEWOOD RD	1	0.231	20	26												
TOTAL FOR MAP NO. 2						0.231		26												
2024CPT.07.03.20411	Guilford	3	SR-2909 / SIDNEY LN	FROM SR 2732 - HINES CHAPEL RD TO SR 2910 - ERISTIN DR	1	0.26	20	27												
TOTAL FOR MAP NO. 3						0.26		27												
2024CPT.07.03.20411	Guilford	4	SR-2910 / ERISTIN DR	FROM SR 2911 - LUEWOOD RD TO SR 2565 - HICONE RD	1	0.18	21	21												
TOTAL FOR MAP NO. 4						0.18		21												
2024CPT.07.03.20411	Guilford	5	SR-2911 / LUEWOOD RD	FROM SR 2732 - HINES CHAPEL RD TO SR 2943 ASHWORTH DR	1	0.2	20	40												
TOTAL FOR MAP NO. 5						0.2		40												
2024CPT.07.03.20411	Guilford	6	SR-2891 / ARBORLINDA DR	FROM SR 2565 - HICONE RD TO DEAD END	1	0.22	19	24												
TOTAL FOR MAP NO. 6						0.22		24												
2024CPT.07.03.20411	Guilford	7	SR-2939 / MALLARD DR	FROM SR 2730 - JACKSON SCHOOL RD TO SR 2918 - PINE LEVEL DR	1	0.27	21	33												
TOTAL FOR MAP NO. 7						0.27		33												
2024CPT.07.03.20411	Guilford	8	SR-2918 / PINE LEVEL DR	FROM SR 2730 - JACKSON SCHOOL RD TO SR 2939 - MALLARD DR	1	0.33	21	37												
TOTAL FOR MAP NO. 8						0.33		37												
2024CPT.07.03.20411	Guilford	9	SR-2919 / LANDIS DR	FROM DEAD END TO DEAD END	1	0.3	22	39												
TOTAL FOR MAP NO. 9						0.3		39												
2024CPT.07.03.20411	Guilford	10	SR-2920 / KEENAN DR	FROM SR 2919 - LANDIS DR TO DEAD END	1	0.19	21	20												
TOTAL FOR MAP NO. 10						0.19		20												
2024CPT.07.03.20411	Guilford	11	SR-2940 / NEWSOME CT	FROM SR 2939 - MALLARD DR TO CUL-DE-SAC	1	0.08	21	8												
TOTAL FOR MAP NO. 11						0.08		8												
2024CPT.07.03.20411	Guilford	12	SR-2770 / HUFFINE MILL RD	FROM SR 2832 - RANKIN MILL RD TO PVMT JOINT JUST SOUTHWEST OF I-785 INTERCHANGE	2	1.07	22	121			11,000									
TOTAL FOR MAP NO. 12						1.07		121			11,000									
2024CPT.07.03.20411	Guilford	13	SR-2770 / HUFFINE MILL RD	FROM PVMT JOINT NEAR 2410 HUFFINE MILL RD NORTH OF (HARVEST RD) TO PVMT JOINT NEAR 2903 HUFFINE MILL RD NORTH OF (HUFFINE FARM RD)	2	3.61	20	405			38,500	35,500	192	250	55	10	24			
TOTAL FOR MAP NO. 13						3.61		405			38,500	35,500	192	250	55	10	24			
2024CPT.07.03.20411	Guilford	14	SR-2719 / HIGH ROCK RD	FROM SR 2746 - FRIEDEN CHURCH RD TO SR 2770 - HUFFINE MILL RD	1	2.19	21	257										24,500	21,500	
TOTAL FOR MAP NO. 14						2.19		257										24,500	21,500	
2024CPT.07.03.20411	Guilford	15	SR-2735 / SOCKWELL RD	FROM NC 61 TO ALAMANCE CO LINE	1	2.14	21	238										22,500	20,000	
TOTAL FOR MAP NO. 15						2.14		238										22,500	20,000	
TOTAL FOR PROJ NO. 2024CPT.07.03.20411						11.601		1,328	1		49,500	46,500	232	250	105	10	24	47,000	41,500	52
											96,000				34		88,500			
GRAND TOTAL								11.601	1,328	1	49,500	46,500	232	250	105	10	24	47,000	41,500	52
											96,000				34		88,500			