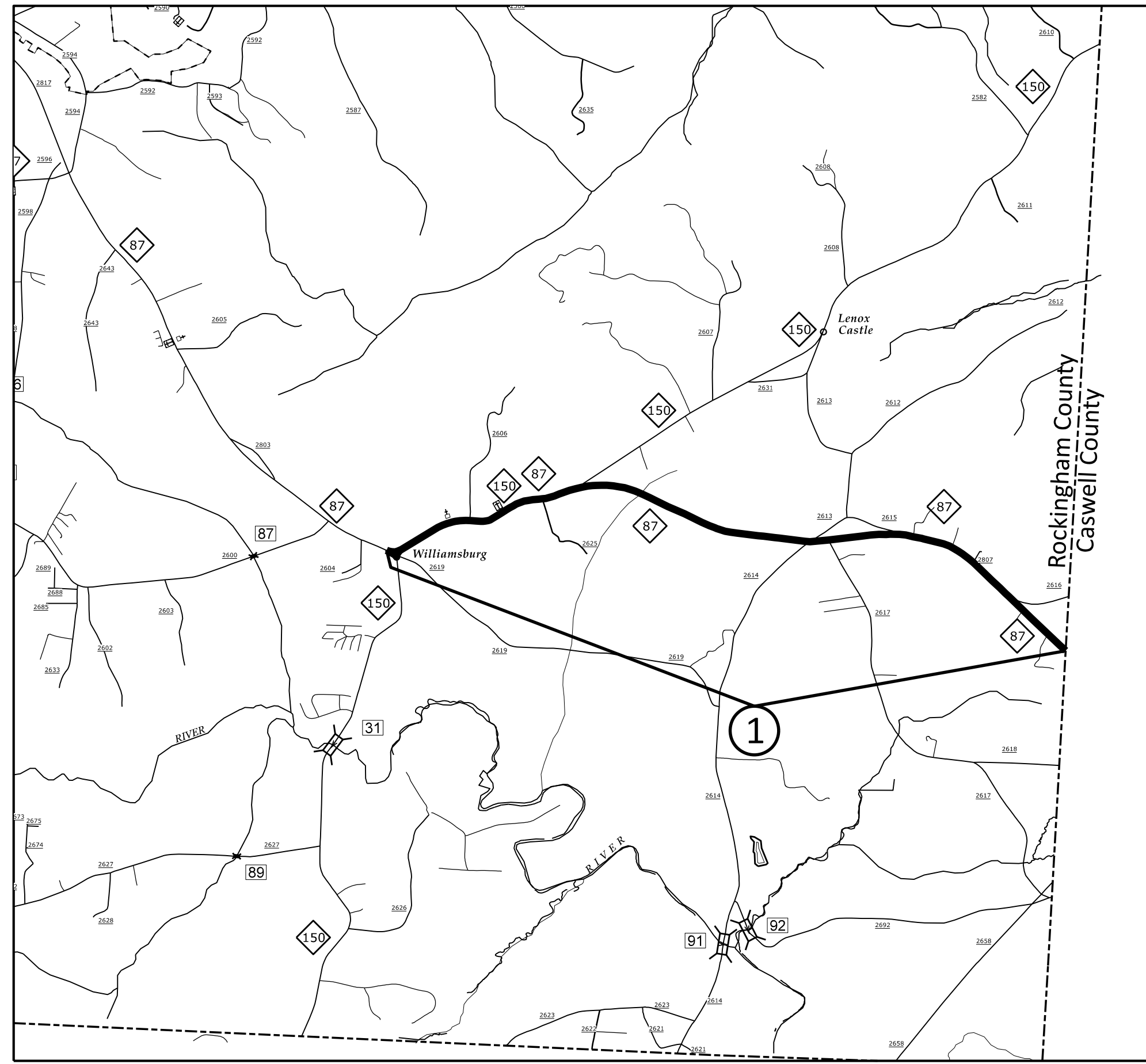


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numbers appear on each page, on the dates appearing  
with their signature on that page.**

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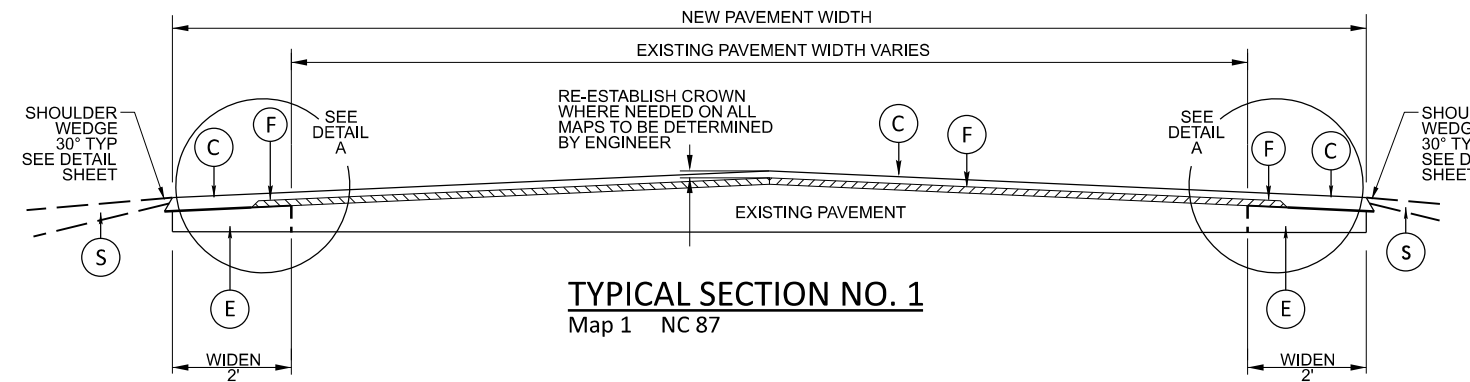


Map 1

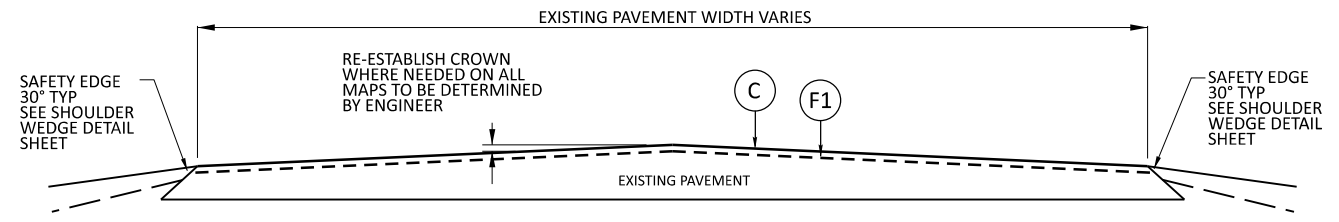
NC 87  
 From Caswell Co. line to Pavement  
 Jt. 370 feet West of intersection at NC 150  
 (near home address 2306 NC 87)  
 Widen 2 feet  
 67 Mat Seal  
 1½" S9.5B





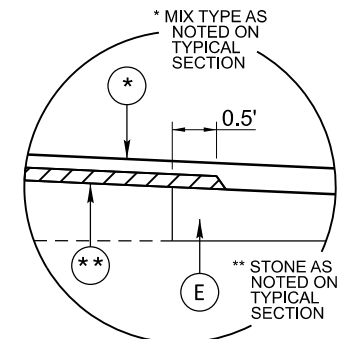


**TYPICAL SECTION NO. 1**  
Map 1 NC 87

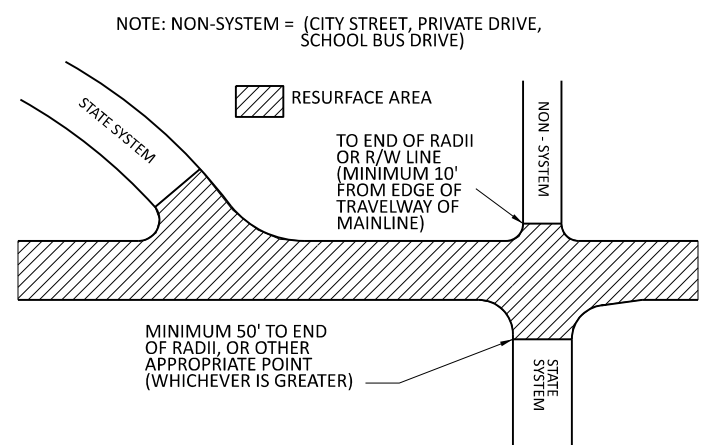


**TYPICAL SECTION NO. 2**

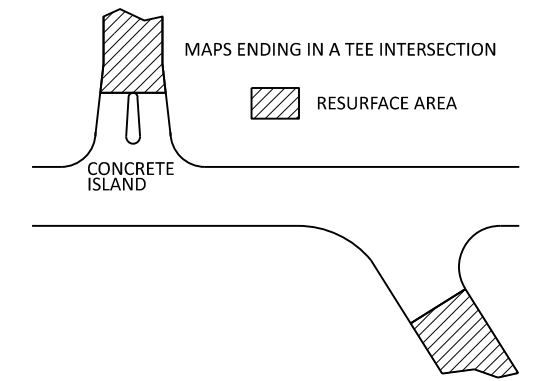
- Map 2 SR 2551 V.F.W. Road
- Map 3 SR 2406 Iron Works Road BRIDGE #9  
**No pavement on Bridge**  
Incidental Mill to Tie into new pavement Joints
- Map 4 SR 1219 Kameron Drive
- Map 5 SR 1220 Chanda Lane
- Map 6 SR 1221 Kenlon Court
- Map 7 SR 2597 Camel Road



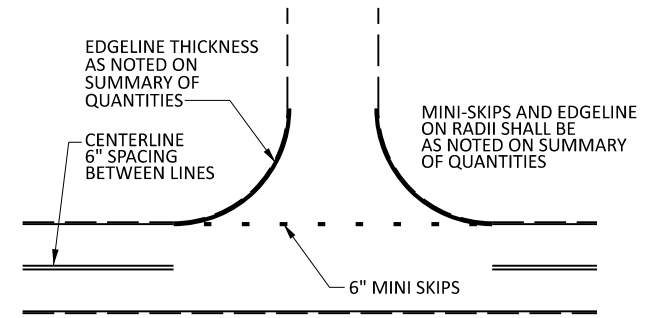
**DETAIL A**



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



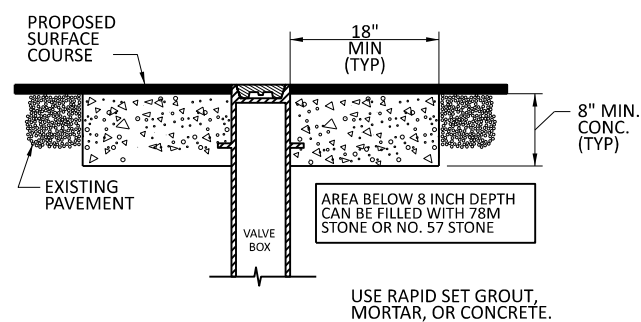
**PAVING DETAIL 2**  
**MAIN LINE NOT BEING RESURFACED**



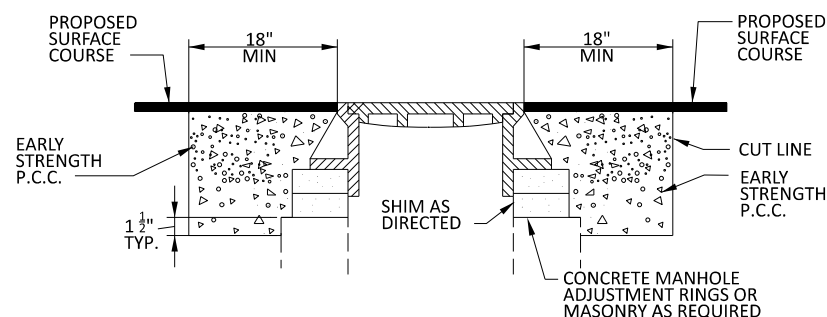
NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

**NON-SIGNALIZED INTERSECTIONS**  
TO BE USED AS DIRECTED BY ENGINEER

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" 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.
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

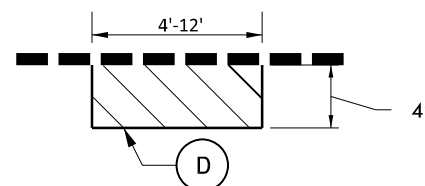


**STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT**



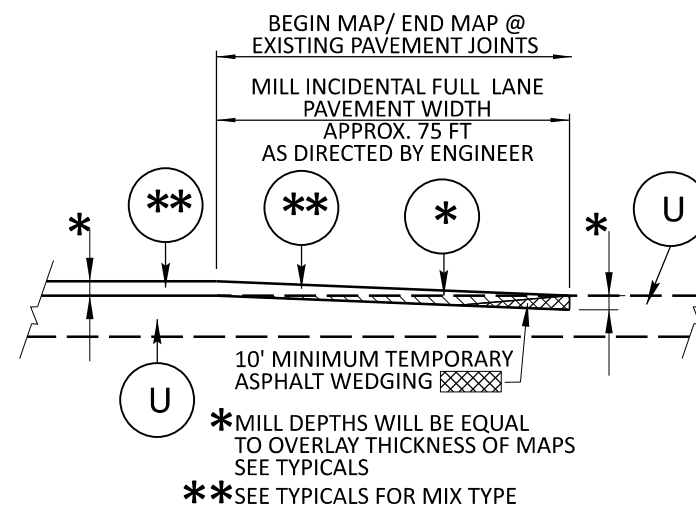
- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
  2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
  3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
  4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN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

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



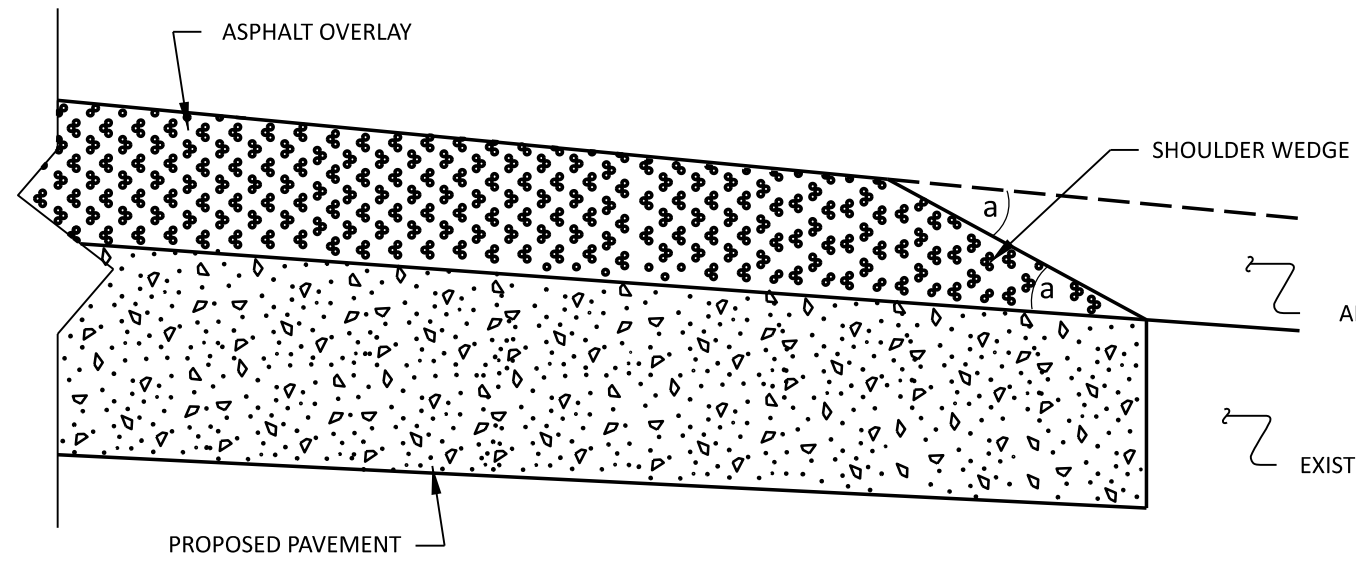
FILL WITH INTERMEDIATE COURSE, TYPE I19.0C AT LOCATIONS AS DIRECTED BY THE ENGINEER.

**PATCHING EXISTING PAVEMENT DETAIL**



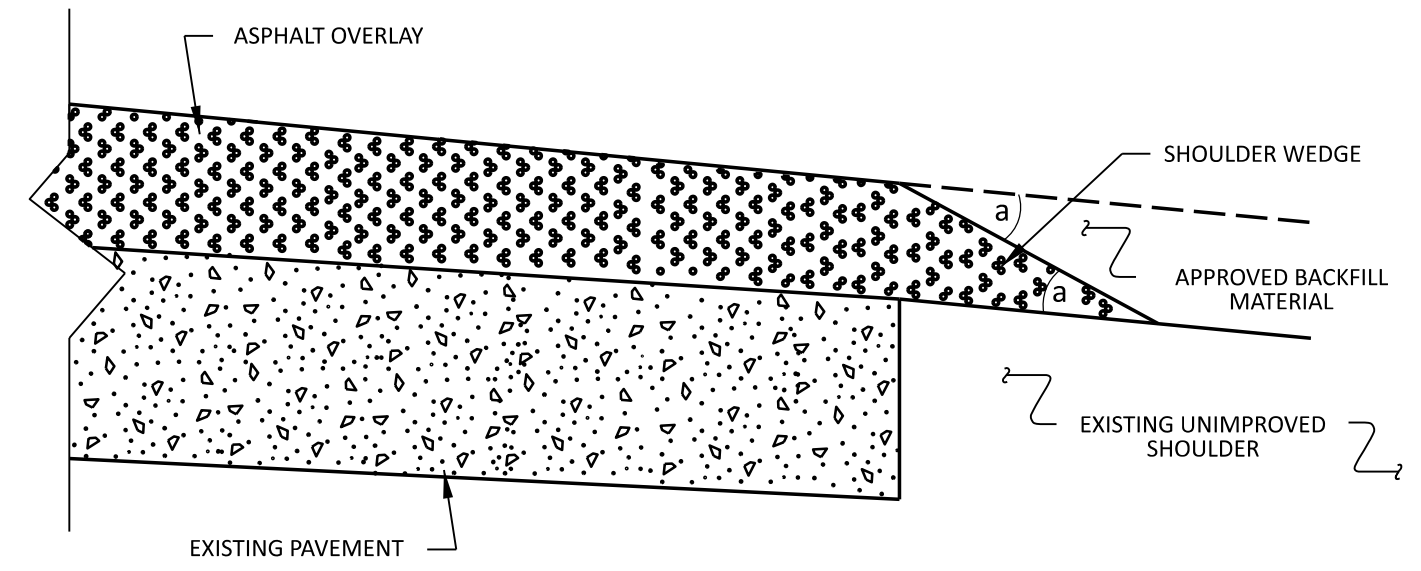
**INCIDENTAL MILLING AT TIE-IN DETAIL**

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.
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 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

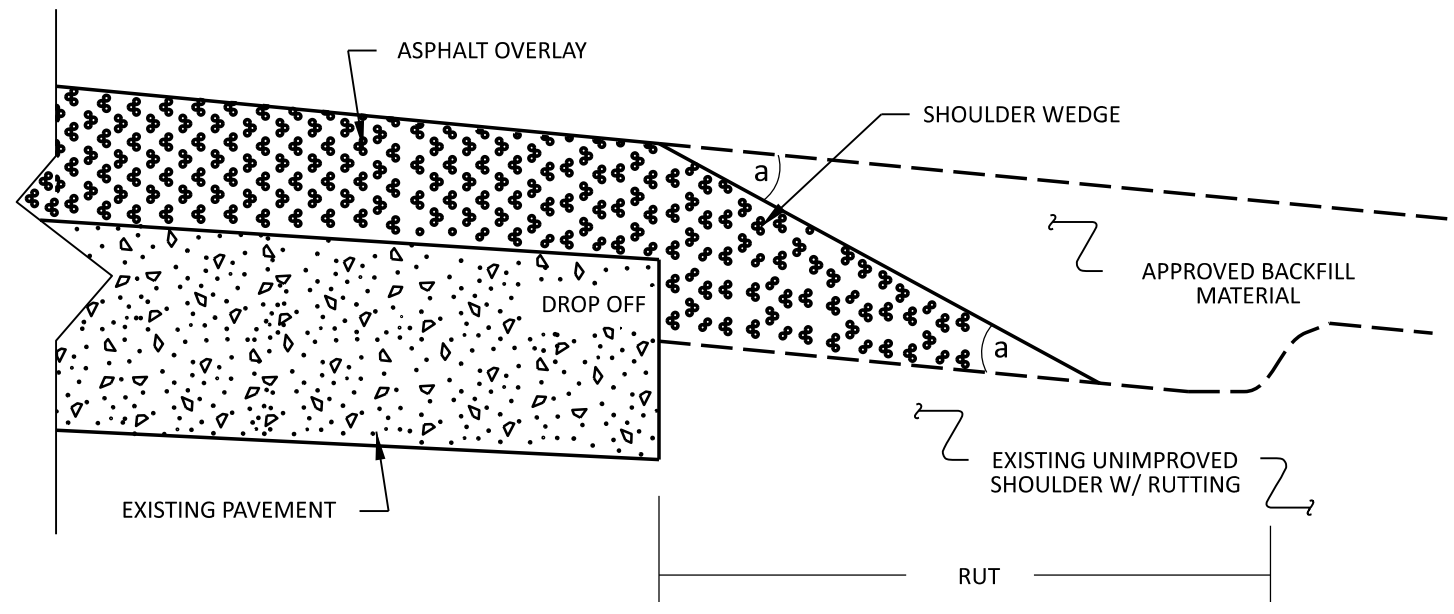


NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

**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	
<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		



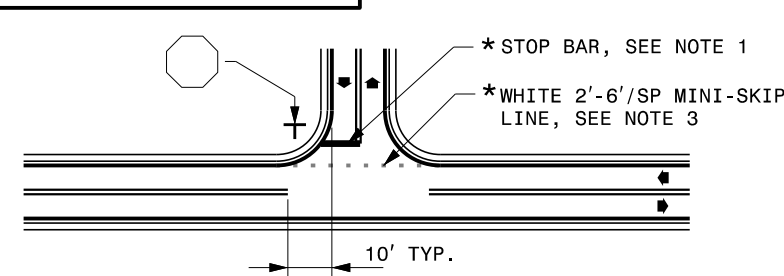
TIP NO.	SHEET NO.
DocuSigned by: <i>Matthew V. Springer</i>	
APPROVED:	8/13/2019
DATE:	6609-528B584403...
SEAL	
	

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

8-19

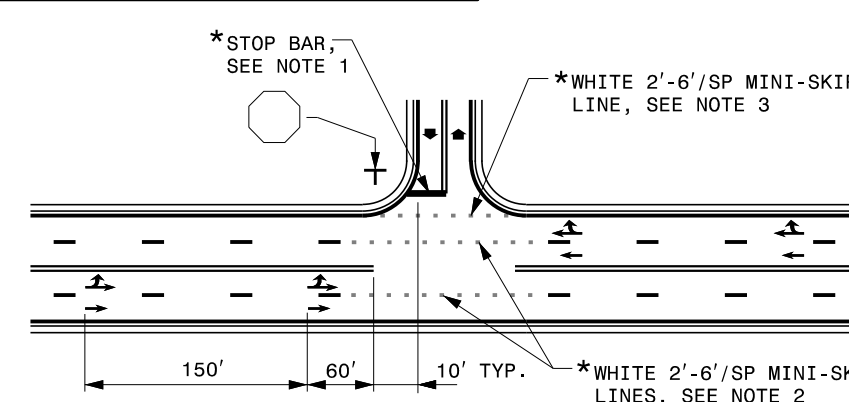
ENGLISH DETAIL DRAWING FOR  
PAVEMENT MARKINGS  
INTERSECTIONS

**TWO-LANE, TWO-WAY ROADWAY**



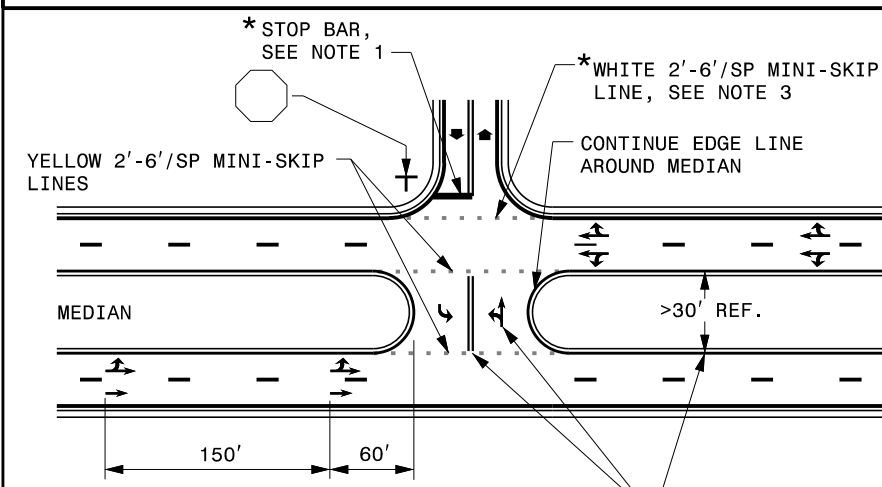
\* STOP BAR, SEE NOTE 1  
 \* WHITE 2'-6"/SP MINI-SKIP LINE, SEE NOTE 3  
 10' TYP.

**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'

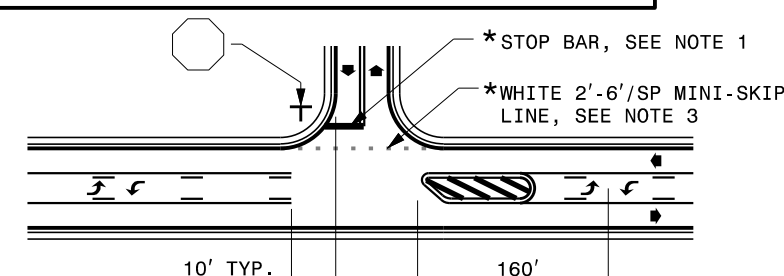
USE DOUBLE YELLOW CENTER LINE AND ARROW SYMBOLS IN MEDIAN CROSSOVER WHEN WIDTH OF MEDIAN EXCEEDS 30 FT, OTHERWISE THEY ARE NOT REQUIRED.

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

8-19

ENGLISH DETAIL DRAWING FOR  
PAVEMENT MARKINGS  
INTERSECTIONS

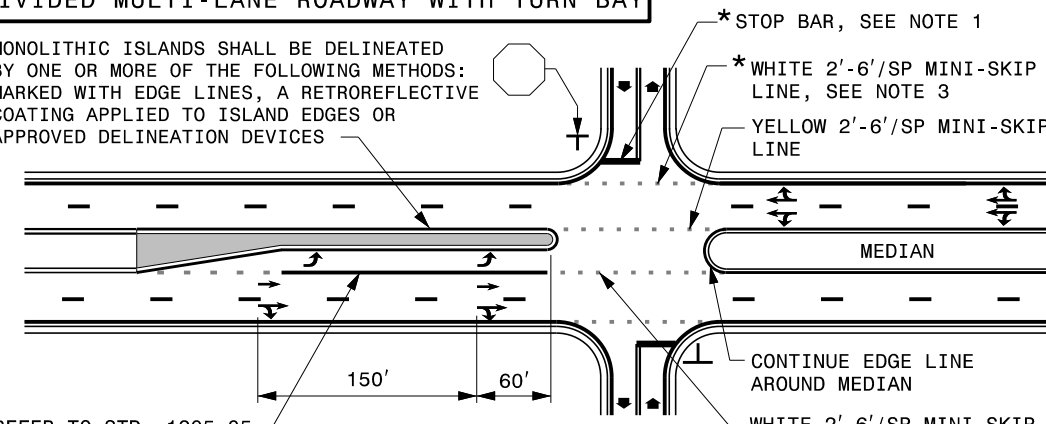
**TWO-LANE, TWO-WAY ROADWAY WITH TWO-WAY LEFT TURN LANE**



\* 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	

SHEET 2 OF 2  
**1205D04**

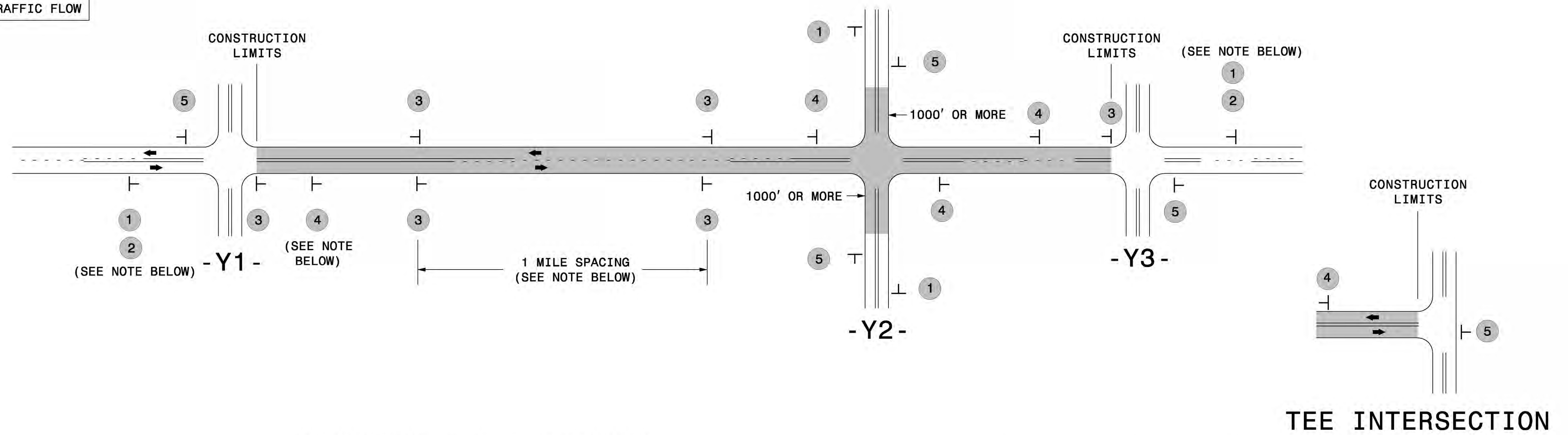
SHEET 2 OF 2  
**1205D04**

**REVISED PAVEMENT MARKING  
ROADWAY STANDARD DRAWING**

U:\8\13\17\11\Standards Group\Standards and Drawings\Drawings\2018 Standard Dwg\Division 12 Final\2050402\_08-13-19.dgn  
 User:dstokes

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**  
 ┆ STATIONARY SIGN  
 ← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

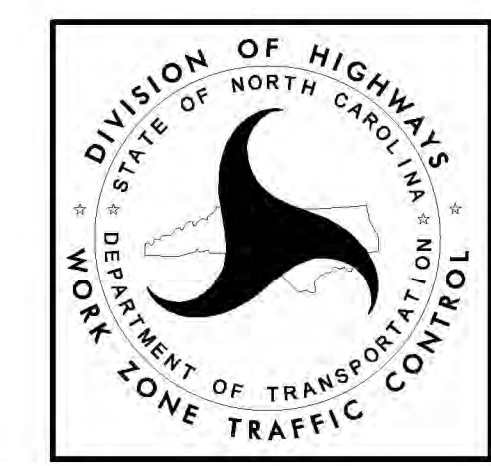
## -Y- LINE SIGNING

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"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) 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;">             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		- 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		- 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 SAT:MUWZTC:\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:keads

PROJECT NO.	SHEET NO.	TOTAL NO.
2024CPT.07.09.10791, 2024CPT.07.09.20791	10	10

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	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	6110000000-E		
									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	RESIDENTIAL SEEDING		
							MI	FT	CY	TONS	SMI	TON	SY	TON	TONS	TON	TONS	SY	SY	GAL	AC		
2024CPT.07.09.10791	Rockingham	1	NC-87	FROM CASWELL CO. LINE TO PAVEMENT JT. 370 feet West of intersection at NC 150 (NEAR HOME ADDRESS 2306 NC 87)	1	2	4.16	23	167	330	8.31	471	458	5,189	7,194	708	135		65,618	24,935	1.20		
<b>TOTAL FOR MAP NO. 1</b>							<b>4.16</b>		<b>167</b>	<b>330</b>	<b>8.31</b>	<b>471</b>	<b>458</b>	<b>5,189</b>	<b>7,194</b>	<b>708</b>	<b>135</b>		<b>65,618</b>	<b>24,935</b>	<b>1.20</b>		
<b>TOTAL FOR PROJ NO. 2024CPT.07.09.10791</b>							<b>4.16</b>		<b>167</b>	<b>330</b>	<b>8.31</b>	<b>471</b>	<b>458</b>	<b>5,189</b>	<b>7,194</b>	<b>708</b>	<b>135</b>		<b>65,618</b>	<b>24,935</b>	<b>1.20</b>		
2024CPT.07.09.20791	Rockingham	2	SR-2551 / VFW RD	FROM SR 2549 - NE MARKET ST TO END MAINT	2	2	0.43	17		66			146		402	29	54		4,173		1,377		
<b>TOTAL FOR MAP NO. 2</b>							<b>0.43</b>			<b>66</b>			<b>146</b>		<b>402</b>	<b>29</b>	<b>54</b>		<b>4,173</b>		<b>1,377</b>		
2024CPT.07.09.20791	Rockingham	3	SR-2406 / IRON WORKS RD	FROM SR 1001 - SANDY CROSS RD TO US 158	2	2	5.16	22		285			721		6,138	408	195		64,455		21,270		
<b>TOTAL FOR MAP NO. 3</b>							<b>5.16</b>			<b>285</b>			<b>721</b>		<b>6,138</b>	<b>408</b>	<b>195</b>		<b>64,455</b>		<b>21,270</b>		
2024CPT.07.09.20791	Rockingham	4	SR-1219 / KAMERON DR	FROM SR 1128 - SARDIS CHURCH RD TO CUL-DE-SAC	2	2	0.35	21		33			175		450	36	140		4,545		1,500		
<b>TOTAL FOR MAP NO. 4</b>							<b>0.35</b>			<b>33</b>			<b>175</b>		<b>450</b>	<b>36</b>	<b>140</b>		<b>4,545</b>		<b>1,500</b>		
2024CPT.07.09.20791	Rockingham	5	SR-1220 / CHANDA LN	FROM SR 1221 - KENLON CT TO CUL-DE-SAC	2	2	0.10	21		30			179		171	13	30		1,873		618		
<b>TOTAL FOR MAP NO. 5</b>							<b>0.10</b>			<b>30</b>			<b>179</b>		<b>171</b>	<b>13</b>	<b>30</b>		<b>1,873</b>		<b>618</b>		
2024CPT.07.09.20791	Rockingham	6	SR-1221 / KENLON CT	FROM SR 1219 - KAMERON DR TO SR 1140 - WALTER RD	2	2	0.18	21		9			171		188	14	40		1,891		624		
<b>TOTAL FOR MAP NO. 6</b>							<b>0.18</b>			<b>9</b>			<b>171</b>		<b>188</b>	<b>14</b>	<b>40</b>		<b>1,891</b>		<b>624</b>		
2024CPT.07.09.20791	Rockingham	7	SR-2597 / CAMEL RD	FROM NC 87 TO CUL-DE-SAC	2	2	0.28	21		15			196		328	22	10		3,595		1,186		
<b>TOTAL FOR MAP NO. 7</b>							<b>0.28</b>			<b>15</b>			<b>196</b>		<b>328</b>	<b>22</b>	<b>10</b>		<b>3,595</b>		<b>1,186</b>		
<b>TOTAL FOR PROJ NO. 2024CPT.07.09.20791</b>							<b>6.50</b>			<b>438</b>			<b>1,588</b>		<b>7,677</b>	<b>522</b>	<b>469</b>		<b>80,532</b>		<b>26,575</b>		
<b>GRAND TOTAL</b>							<b>10.66</b>			<b>167</b>	<b>768</b>	<b>8.31</b>	<b>471</b>	<b>2,046</b>	<b>5,189</b>	<b>14,871</b>	<b>1,230</b>	<b>604</b>		<b>80,532</b>	<b>65,618</b>	<b>51,510</b>	<b>1.20</b>

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	4413000000-E	4457000000-N	4685000000-E		4688000000-E		4700000000-E		4709000000-E		4725000000-E		4905100000-N			
									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	6" X 90 M YELLOW THERMO	12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS YELLOW/YELLOW	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS CRYSTAL/RED			
							MI	FT	SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA					
2024CPT.07.09.10791	Rockingham	1	NC-87	FROM CASWELL CO. LINE TO PAVEMENT JT. 370 feet West of intersection at NC 150 (NEAR HOME ADDRESS 2306 NC 87)	1	2	4.16	23	466	1.00			47,500	43,000	650	600	30	4	2	425	20			
<b>TOTAL FOR MAP NO. 1</b>							<b>4.16</b>		<b>466</b>	<b>1.000</b>			<b>47,500</b>	<b>43,000</b>	<b>650</b>	<b>600</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>425</b>	<b>20</b>			
<b>TOTAL FOR PROJ NO. 2024CPT.07.09.10791</b>							<b>4.16</b>		<b>466</b>	<b>1.000</b>			<b>47,500</b>	<b>43,000</b>	<b>650</b>	<b>600</b>	<b>30</b>	<b>4</b>	<b>2</b>	<b>425</b>	<b>20</b>			
											90,500		1,250		6		445							
2024CPT.07.09.20791	Rockingham	2	SR-2551 / VFW RD	FROM SR 2549 - NE MARKET ST TO END MAINT	2	2	0.43	17	49															
<b>TOTAL FOR MAP NO. 2</b>							<b>0.43</b>		<b>49</b>															
2024CPT.07.09.20791	Rockingham	3	SR-2406 / IRON WORKS RD	FROM SR 1001 - SANDY CROSS RD TO US 158	2	2	5.16	22	584		56,000	49,000	80			65								
<b>TOTAL FOR MAP NO. 3</b>							<b>5.16</b>		<b>584</b>		<b>56,000</b>	<b>49,000</b>	<b>80</b>			<b>65</b>								
2024CPT.07.09.20791	Rockingham	4	SR-1219 / KAMERON DR	FROM SR 1128 - SARDIS CHURCH RD TO CUL-DE-SAC	2	2	0.35	21	41															
<b>TOTAL FOR MAP NO. 4</b>							<b>0.35</b>		<b>41</b>															
2024CPT.07.09.20791	Rockingham	5	SR-1220 / CHANDA LN	FROM SR 1221 - KENLON CT TO CUL-DE-SAC	2	2	0.1	21	14															
<b>TOTAL FOR MAP NO. 5</b>							<b>0.1</b>		<b>14</b>															
2024CPT.07.09.20791	Rockingham	6	SR-1221 / KENLON CT	FROM SR 1219 - KAMERON DR TO SR 1140 - WALTER RD	2	2	0.18	21	19															
<b>TOTAL FOR MAP NO. 6</b>							<b>0.18</b>		<b>19</b>															
2024CPT.07.09.20791	Rockingham	7	SR-2597 / CAMEL RD	FROM NC 87 TO CUL-DE-SAC	2	2	0.28	21	32															
<b>TOTAL FOR MAP NO. 7</b>							<b>0.28</b>		<b>32</b>															
<b>TOTAL FOR PROJ NO. 2024CPT.07.09.20791</b>							<b>6.50</b>		<b>739</b>		<b>56,000</b>	<b>49,000</b>	<b>80</b>			<b>65</b>								
											105,000		80		95		4		2		425		20	
<b>GRAND TOTAL</b>							<b>10.66</b>		<b>1,205</b>	<b>1.000</b>	<b>56,000</b>	<b>49,000</b>	<b>47,580</b>	<b>43,000</b>	<b>650</b>	<b>600</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>425</b>	<b>20</b>			
											105,000		90,580		1,250		6		445					