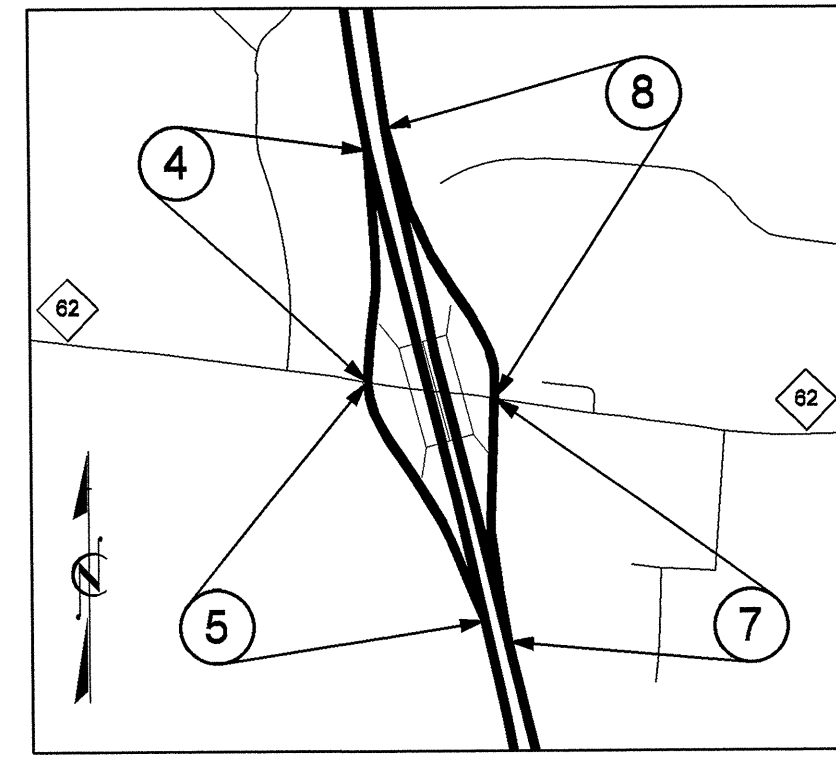
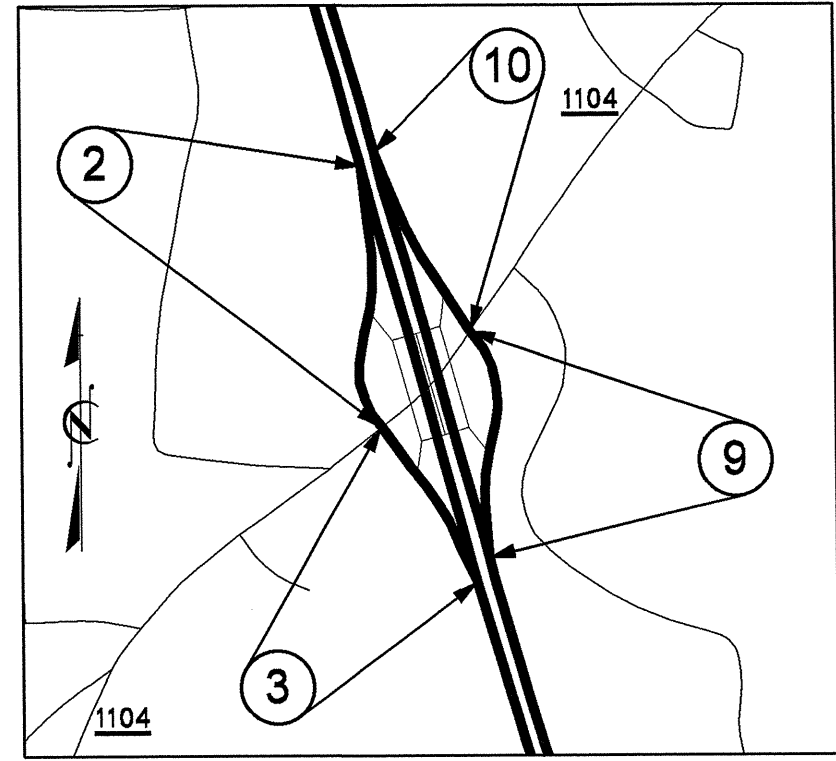
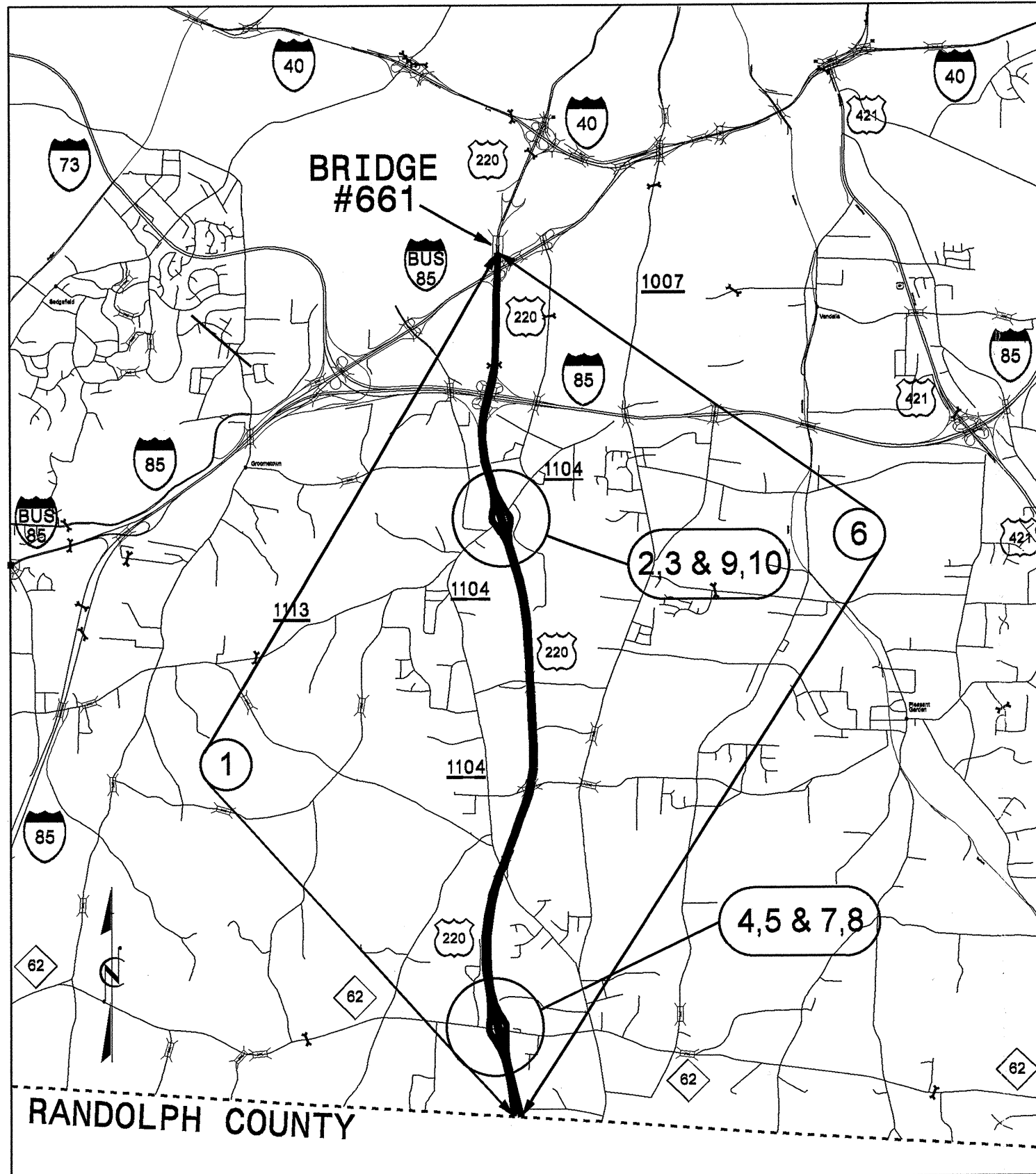


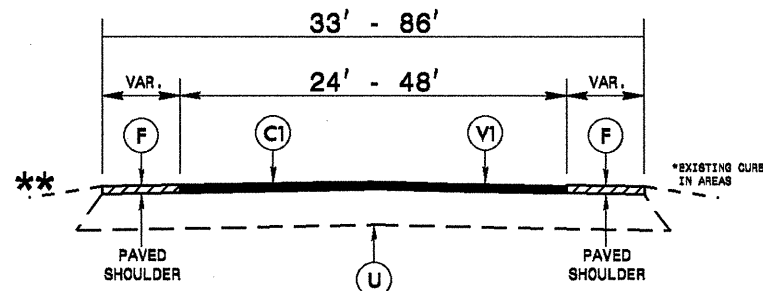
2012 GUILFORD COUNTY

| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
|----------------|--------------|-----------|--------------|
| N.C. | 7CR.10411.49 | 1 | |
| F.A. PROJ. NO. | | | |



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 Reporter: AJ_CSD261658

| | | | |
|-------|--------------|-----------|--------------|
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 7CR.10411.49 | 2 | |



TYPICAL SECTION NO. 1

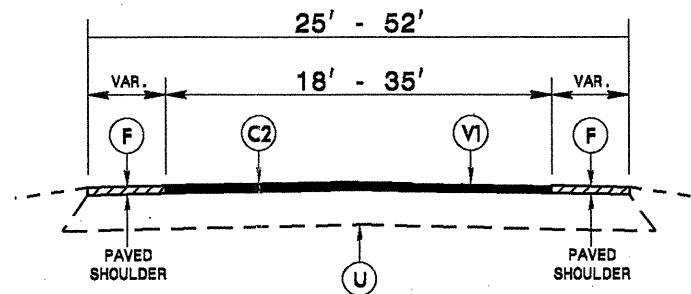
TO BE USED ON MAPS 1 AND 6

MAP 1: STA. 0+00 TO STA. 99+08
STA. 104+08 TO STA. 406+00

****NOTE: TYPICAL SECTION CONSTRUCTION SEQUENCE:**
1. MILL TRAVEL LANES 1½" AND FILL WITH 1½" SURFACE COURSE, TYPE S9.5C
2. OVERLAY SHOULDERS WITH FOG SEAL

****NOTE: CONCRETE BARRIER LT ON MAP 1 AND 6**
MAP 1: STA. 0+00 TO STA. 51+45
MAP 6: STA. 359+20 TO STA. 408+35

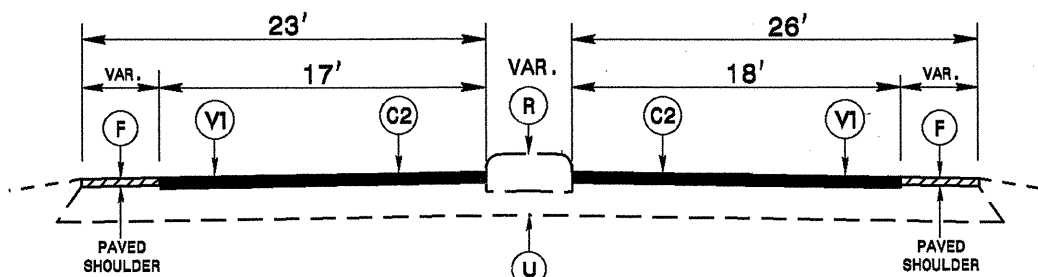
*****NOTE: MAP 1: NO PAVEMENT ON BRIDGES:**
BRIDGE #15: STA. 8+85 TO STA. 10+30
BRIDGE #534: STA. 123+30 TO STA. 125+80
BRIDGE #532: STA. 200+45 TO STA. 202+00
BRIDGE #7: STA. 288+45 TO STA. 290+90
BRIDGE #5: STA. 365+15 TO STA. 367+40
MAP 6: NO PAVEMENT ON BRIDGES:
BRIDGE #4: STA. 41+80 TO STA. 43+95
BRIDGE #6: STA. 116+30 TO STA. 119+15
BRIDGE #531: STA. 207+00 TO STA. 208+55
BRIDGE #533: STA. 284+30 TO STA. 287+00
BRIDGE #15: STA. 398+70 TO STA. 402+00



***NOTE: TYPICAL SECTION CONSTRUCTION SEQUENCE:**
1. MILL TRAVEL LANES 1½" AND FILL WITH 1½" SURFACE COURSE, TYPE S9.5B
2. OVERLAY SHOULDERS WITH FOG SEAL

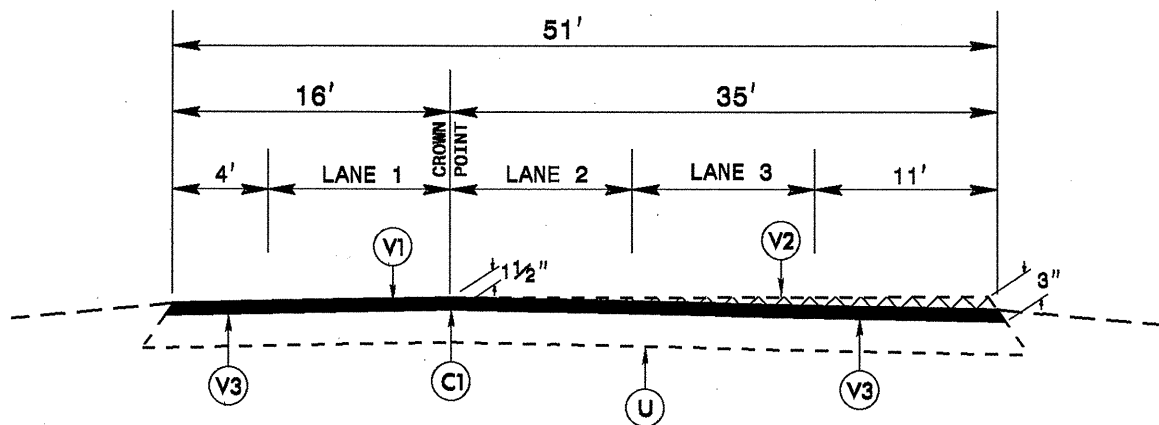
TYPICAL SECTION NO. 3

TO BE USED ON MAPS 2, 3, 4, 5, 7, 8, 9, AND 10
MAP 4: STA. 0+00 TO STA. 10+45



TYPICAL SECTION NO. 4

TO BE USED ON MAP 4
MAP 4: STA. 10+45 TO STA. 10+70



***NOTE: MILLING THROUGH SUPER-ELEVATION TRANSITION**

TYPICAL SECTION NO. 2

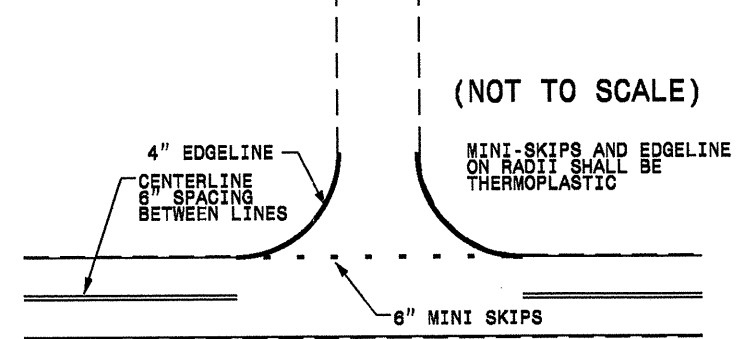
TO BE USED ON MAP 1
STA. 99+08 TO STA. 104+08

PAVEMENT SCHEDULE

| | | | |
|----|--|----|-------------------------|
| C1 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. | | |
| C2 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. | | |
| D | PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. | | |
| E | PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS | | |
| F | PROPOSED FOG SEAL TO BE APPLIED TO THE EXISTING SHOULDER | | |
| R | EXISTING CONCRETE STRUCTURE | | |
| U | EXISTING PAVEMENT. | | |
| V1 | 1½" MILLING | V2 | 1½" - 3" MILLING |
| V3 | RUMBLE STRIPS | V4 | 3" MILLING FOR PATCHING |
| V5 | 8" MILLING FOR PATCHING | | |

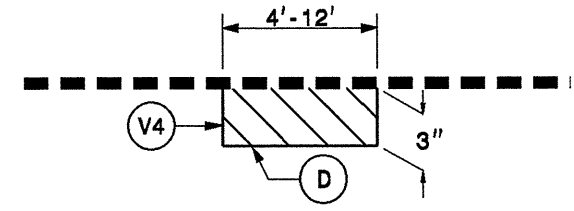
| | | | |
|-------|--------------|-----------|--------------|
| STATE | PROJECT NO. | SHEET NO. | TOTAL SHEETS |
| N.C. | 7CR.10411.49 | 3 | |

TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS



NOTE: MINI SKIPS SHALL BE PLACED ON A 10' CYCLE, CONTAINING AN 8' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

MILLING DETAIL 1

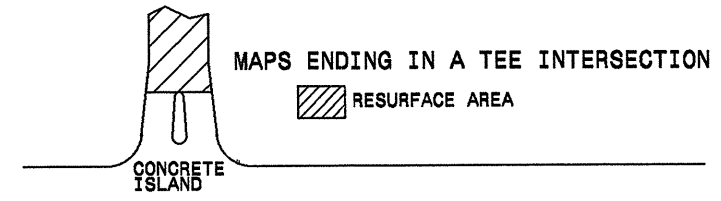


MILL EXISTING ASPHALT PAVEMENT 3" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUNCTION WITH MAPS 1 AND 6

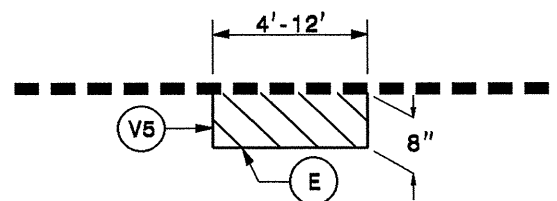
- MAP 1: 3" MILLING = 133 SYD
- INTERMEDIATE COURSE, TYPE I19.0B = 11 TONS
- MAP 6: 3" MILLING = 133 SYD
- INTERMEDIATE COURSE, TYPE I19.0B = 11 TONS

PAVING DETAIL 1
MAIN LINE IS NOT BEING RESURFACED



MAPS ENDING IN A TEE INTERSECTION
RESURFACE AREA

MILLING DETAIL 2

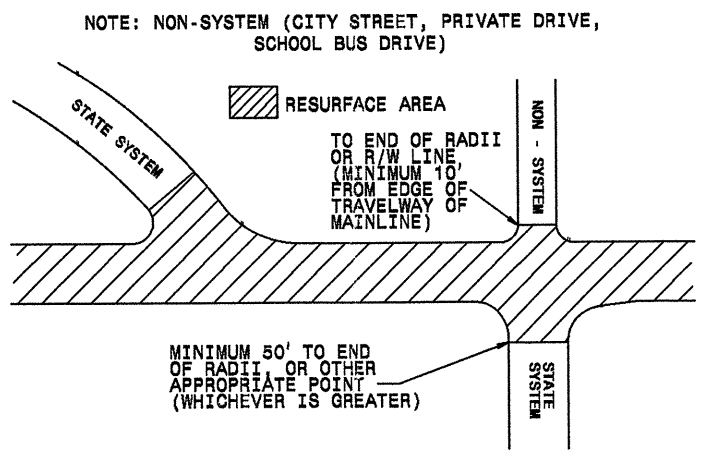


MILL EXISTING ASPHALT PAVEMENT 8" IN DEPTH AND FILL WITH BASE COURSE, TYPE B25.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUNCTION WITH MAPS 1, 6, AND 13

- MAP 1: 8" MILLING = 67 SYD
- BASE COURSE, TYPE B25.0B = 15 TONS
- MAP 6: 8" MILLING = 67 SYD
- BASE COURSE, TYPE B25.0B = 15 TON

PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED



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

MINIMUM 50' TO END OF RADII, OR OTHER APPROPRIATE POINT (WHICHEVER IS GREATER)

PAVEMENT SCHEDULE

| | | |
|----|--|---------------------|
| C1 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. | |
| C2 | PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. | |
| D | PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD. | |
| E | PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS | |
| F | PROPOSED FOG SEAL TO BE APPLIED TO THE EXISTING SHOULDER | |
| R | EXISTING CONCRETE STRUCTURE | |
| U | EXISTING PAVEMENT. | |
| V1 | 1½" MILLING | V2 1½" - 3" MILLING |
| V3 | RUMBLE STRIPS | V4 3" MILLING |
| V5 | 8" MILLING | |

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| | | |
|--------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 7CR.10411.49 | 4 | |

SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | FINAL SURFACE TESTING REQUIRED | WARM MIX ASPHALT REQUIRED | LENGTH MI | WIDTH FT | MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY | MILLING ASPHALT PAVEMENT, 3" DEPTH SY | MILLING ASPHALT PAVEMENT, 8" DEPTH SY | MILLING ASPHALT PAVEMENT, 1 1/2 - 3" DEPTH SY | INCIDENTAL MILLING SY | ASPHALT CONC BASE COURSE, TYPE B25.0B TONS | ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B TONS | ASPHALT CONC SURFACE COURSE, TYPE S9.5B TONS | ASPHALT CONC SURFACE COURSE, TYPE S9.5C TONS | ASPHALT BINDER FOR PLANT MIX TONS | MILLED RUMBLE STRIPS LF | FOG SEAL SY | PORTABLE LIGHTING LS | | | | | |
|------------|--------|--------|-------------------|---|--------|--------------------------------|---------------------------|--|----------|---|---------------------------------------|---------------------------------------|---|-----------------------|--|--|--|--|-----------------------------------|-------------------------|-------------|----------------------|-------|-------|--------|-------|----|
| | | | | | | | | | | | | | | | | | | | | | | | NO | NO | NO | NO | NO |
| 1 | | | US 220 SOUTHBOUND | FROM BRIDGE #661- 685' NORTH OF BRIDGE OVER I-85 BUSINESS - 22.83 TO RANDOLPH COUNTY LINE - 30.52 | 1 | NO | NO | 0.018 | 33 | 253 | 133 | 67 | | | 31 | 23 | | 21 | 4 | | 95 | | | | | | |
| | | | | | 1 | NO | NO | 0.021 | 33-57 | 296 | | | | | | | | | | 25 | 1 | | 257 | | | | |
| | | | | | 1 | NO | NO | 0.021 | 42-49 | 296 | | | | | | | | | | | 25 | 1 | | 263 | | | |
| | | | | | 1 | NO | NO | 0.049 | 42 | 690 | | | | | | | | | | | 58 | 3 | | 520 | | | |
| | | | | | 1 | NO | NO | 0.021 | 53-75 | 517 | | | | | | | | | | | 44 | 3 | | 269 | | | |
| | | | | BRIDGE #15 | | | | 1 | NO | NO | 0.065 | 48-53 | | | | | | | | | 235 | 14 | | 772 | | | |
| | | | | | | | | 1 | NO | NO | 0.132 | 44-48 | 2,788 | | | | | | | | 110 | 6 | | 800 | | | |
| | | | | | | | | 1 | NO | NO | 0.057 | 47-79 | 1,304 | | | | | | | | 333 | 20 | | 1,204 | | | |
| | | | | | | | | 1 | NO | NO | 0.187 | 47 | 3,949 | | | | | | | | 62 | 4 | | 94 | | | |
| | | | | | | | | 1 | NO | NO | 0.032 | 41-47 | 732 | | | | | | | | 314 | 19 | | 2,635 | | | |
| | | | | | | | | 1 | NO | NO | 0.264 | 41 | 3,717 | | | | | | | | 222 | 13 | | 1,960 | | | |
| | | | | | | | | 1 | NO | NO | 0.136 | 41-74 | 2,633 | | | | | | | | 228 | 13 | | 1,692 | | | |
| | | | | | | | | 1 | NO | NO | 0.192 | 39 | 2,703 | | | | | | | | 21 | 1 | | 243 | | | |
| | | | | | | | | 1 | NO | NO | 0.018 | 39-55 | 253 | | | | | | | | 73 | 4 | | 1,102 | | | |
| | | | | | | | | 1 | NO | NO | 0.061 | 55 | 859 | | | | | | | | 20 | 1 | | 230 | | | |
| | | | | | | | | 1 | NO | NO | 0.017 | 39-55 | 239 | | | | | | | | 414 | 24 | | 3,067 | | | |
| | | | | | | | | 1 | NO | NO | 0.348 | 39 | 4,900 | | | | | | | | 183 | 11 | | 1,148 | | | |
| | | | | | | | | 1 | NO | NO | 0.077 | 61-86 | 2,168 | | | | | | | | 157 | 9 | | 506 | | | |
| | | | | | | | | 1 | NO | NO | 0.066 | 61 | 1,859 | | | | | | | | 69 | 4 | | 272 | | | |
| | | | | | | | | 1 | NO | NO | 0.033 | 51-61 | 813 | | | | | | | | 109 | 6 | | 538 | | | |
| | | | | | | | | 1 | NO | NO | 0.061 | 51 | 1,288 | | | | | 425 | | | 239 | 14 | 1,003 | | | | |
| | | | | SUPER ELEVATION TRANSITION | | | | 2 | NO | NO | 0.095 | 51 | 889 | | | | 1,944 | | | | 237 | 14 | | 1,170 | | | |
| | | | | | | | | 1 | NO | NO | 0.133 | 51 | 2,809 | | | | | 425 | | | 569 | 34 | | 1,006 | | | |
| | | | | | | | | 1 | NO | NO | 0.295 | 51-78 | 6,750 | | | | | | | | 195 | 12 | | 1,442 | | | |
| | | | | | | | | 1 | NO | NO | 0.164 | 39 | 2,309 | | | | | | | | | | | | | | |
| | | | | BRIDGE #534 | | | | 1 | NO | NO | 0.047 | 39 | | | | | | | | | | 190 | 11 | | 1,408 | | |
| | | | | | | | | 1 | NO | NO | 0.16 | 39 | 2,253 | | | | | | | | | 406 | 24 | | 3,434 | | |
| | | | | | | | | 1 | NO | NO | 0.249 | 39-74 | 4,821 | | | | | | | | | 889 | 52 | | 6,583 | | |
| | | | | | | | | 1 | NO | NO | 0.748 | 39 | 10,532 | | | | | | | | | 306 | 18 | | 2,258 | | |
| | | | | BRIDGE #532 | | | | 1 | NO | NO | 0.257 | 39 | 3,619 | | | | | | | | | | | | | | |
| | | | | | | | | 1 | NO | NO | 0.029 | 39 | | | | | | | | | | | 615 | 36 | | 4,550 | |
| | | | | | | | | 1 | NO | NO | 0.517 | 39 | 7,279 | | | | | | | | | 99 | 6 | | 782 | | |
| | | | | | | | | 1 | NO | NO | 0.083 | 40 | 1,169 | | | | | | | | | 1,233 | 73 | | 9,125 | | |
| | | | | BRIDGE #7 | | | | 1 | NO | NO | 1.037 | 39 | 14,601 | | | | | | | | | | | | | | |
| | | | | | | | | 1 | NO | NO | 0.046 | 39-40 | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | NO | NO | 0.05 | 40 | 704 | | | | | | | | | | 59 | 4 | | 471 | |
| | | | | | | | | 1 | NO | NO | 0.342 | 39 | 4,815 | | | | | | | | | | 407 | 24 | | 3,008 | |
| | | | | | | | | 1 | NO | NO | 0.066 | 40 | 929 | | | | | | | | | | 78 | 5 | | 622 | |
| | | | | | | | | 1 | NO | NO | 0.477 | 39 | 6,716 | | | | | | | | | | 567 | 33 | | 4,200 | |
| | | | | | | | | 1 | NO | NO | 0.087 | 40 | 1,225 | | | | | | | | | | 103 | 6 | | 818 | |
| | | | | | | | | 1 | NO | NO | 0.09 | 39 | 1,267 | | | | | | | | | | 107 | 6 | | 792 | |
| | | | | | | | | 1 | NO | NO | 0.085 | 39-79 | 1,646 | | | | | | | | | | 139 | 8 | | 1,300 | |
| | | | | | | | | 1 | NO | NO | 0.208 | 39 | 2,929 | | | | | | | | | | 247 | 15 | | 1,833 | |
| | | | | BRIDGE #5 | | | | 1 | NO | NO | 0.043 | 39 | | | | | | | | | | | | | | | |
| | | | | | | | | 1 | NO | NO | 0.219 | 39 | 3,084 | | | | | | | | | | 260 | 15 | | 1,925 | |
| | | | | | | | | 1 | NO | NO | 0.195 | 39-75 | 3,775 | | | | | | | | | | 318 | 19 | | 2,747 | |
| | | | | | | | | 1 | NO | NO | 0.113 | 39 | 1,591 | | | | | | | | | | 134 | 8 | | 992 | |
| | | | | | | | | 1 | NO | NO | 0.078 | 40 | 1,098 | | | | | | | | | | 93 | 5 | | 729 | |
| | | | | | | | | 1 | NO | NO | 0.127 | 39 | 1,788 | | | | | | | | | | 151 | 9 | | 1,117 | |
| | | | | TOTAL FOR MAP NO. 1 | | | | | | | 7.916 | | 120,855 | 133 | 67 | 1,944 | 850 | 31 | 23 | | | 10,364 | 612 | 1,003 | 69,979 | | |
| | | | | 2 | | | OFF RAMP | FROM US 220 SOUTHBOUND TO SR 1104 (OLD RANDLEMAN ROAD) | 3 | NO | NO | 0.192 | 25 | 2,028 | | | | | | | 171 | 10 | | 789 | | | |
| | | | | | | | | | 3 | NO | NO | 0.019 | 25-33 | 245 | | | | | | | 21 | 1 | | 78 | | | |
| | | | | TOTAL FOR MAP NO. 2 | | | | | | | 0.211 | | 2,273 | | | | | | | | | 192 | 11 | | 867 | | |
| | | | | 3 | | | ON RAMP | FROM SR 1104 (OLD RANDLEMAN ROAD) TO US 220 SOUTHBOUND | 3 | NO | NO | 0.145 | 25 | 1,531 | | | | | | | 130 | 8 | | 595 | | | |
| | | | | TOTAL FOR MAP NO. 3 | | | | | | | 0.145 | | 1,531 | | | | | | | | | 130 | 8 | | 595 | | |
| | | | | 4 | | | OFF RAMP | FROM US 220 SOUTHBOUND TO NC 62 | 3 | NO | NO | 0.17 | 25 | 1,795 | | | | | | | 152 | 9 | | 696 | | | |
| | | | | | | | | | 3 | NO | NO | 0.028 | 25-52 | 460 | | | | | | | 39 | 2 | | 183 | | | |
| | | | | | | | | | 4 | NO | NO | 0.005 | 49 | 103 | | | | | | | 9 | 1 | | 39 | | | |
| | | | | TOTAL FOR MAP NO. 4 | | | | | | | 0.203 | | 2,358 | | | | | | | | | 200 | 12 | | 918 | | |
| | | | | 5 | | | ON RAMP | FROM NC 62 TO US 220 SOUTHBOUND | 3 | NO | NO | 0.026 | 25-36 | 351 | | | | | | | 30 | 2 | | 113 | | | |
| | | | | | | | | | 3 | NO | NO | 0.233 | 25 | 2,460 | | | | | | | 208 | 12 | | 957 | | | |
| | | | | TOTAL FOR MAP NO. 5 | | | | | | | 0.259 | | 2,811 | | | | | | | | | 238 | 14 | | 1,070 | | |

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| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 7CR.10411.49 | 5 | |

SUMMARY OF QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | TYP NO | FINAL SURFACE TESTING REQUIRED | WARM MIX ASPHALT REQUIRED | LENGTH MI | WIDTH FT | MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY | MILLING ASPHALT PAVEMENT, 3" DEPTH SY | MILLING ASPHALT PAVEMENT, 8" DEPTH SY | MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH SY | INCIDENTAL MILLING SY | ASPHALT CONC BASE COURSE, TYPE B25.0B TONS | ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B TONS | ASPHALT CONC SURFACE COURSE, TYPE S9.5B TONS | ASPHALT CONC SURFACE COURSE, TYPE S9.5C TONS | ASPHALT BINDER FOR PLANT MIX TONS | MILLED RUMBLE STRIPS LF | FOG SEAL SY | PORTABLE LIGHTING LS | | | | | | | | | | | | | |
|--------------------|----------|--------|-------|--|--------|--------------------------------|---------------------------|---------------|----------|---|---------------------------------------|---------------------------------------|---|-----------------------|--|--|--|--|-----------------------------------|-------------------------|---------------|----------------------|----------------|------------|------------|--------------|------------|-----------|-----------|--------------|---------------|--------------|--------------|----------------|----------|
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | FROM RANDOLPH COUNTY LINE - 0.00 TO BRIDGE #661 - 635' NORTH OF BRIDGE OVER I-85 BUSINESS - 7.73 | 1 | NO | NO | 0.509 | 39 | 7,167 | 133 | 67 | | | 30 | 22 | | 605 | 38 | | 4,475 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.085 | 39-79 | 1,646 | | | | | | | | 139 | 8 | | 1,300 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.198 | 39 | 2,788 | | | | | | | | 235 | 14 | | 1,742 | | | | | | | | | | | | | | |
| | | | | BRIDGE #4 | 1 | NO | NO | 0.041 | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.231 | 39 | 3,252 | | | | | | | | 275 | 16 | | 2,033 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.183 | 48-76 | 3,543 | | | | | | | | 299 | 18 | | 3,109 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.016 | 48-56 | 225 | | | | | | | | 19 | 1 | | 264 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.007 | 52-56 | 99 | | | | | | | | 8 | | | 117 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.068 | 44-52 | 957 | | | | | | | | 81 | 5 | | 960 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.866 | 39 | 12,193 | | | | | | | | 1,030 | 61 | | 7,617 | | | | | | | | | | | | | | |
| | | | | BRIDGE #6 | 1 | NO | NO | 0.054 | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.135 | 39 | 1,901 | | | | | | | | 160 | 9 | | 1,192 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.896 | 39 | 12,616 | | | | | | | | 1,065 | 63 | | 7,883 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.059 | 40 | 831 | | | | | | | | 70 | 4 | | 551 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.475 | 39 | 6,688 | | | | | | | | 565 | 33 | | 4,183 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.098 | 40 | 1,380 | | | | | | | | 117 | 7 | | 924 | | | | | | | | | | | | | | |
| | | | | BRIDGE #531 | 1 | NO | NO | 0.029 | 39 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.118 | 39 | 1,661 | | | | | | | | 140 | 8 | | 1,024 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.134 | 40 | 1,887 | | | | | | | | 159 | 9 | | 1,262 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.179 | 39 | 2,520 | | | | | | | | 213 | 13 | | 1,575 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.027 | 40 | 380 | | | | | | | | 32 | 2 | | 249 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.15 | 39 | 2,112 | | | | | | | | 178 | 11 | | 1,317 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.088 | 40 | 1,239 | | | | | | | | 105 | 6 | | 827 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.463 | 41 | 6,519 | | | | | | | | 550 | 32 | | 4,618 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.111 | 41-81 | 2,149 | | | | | | | | 181 | 11 | | 1,820 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.165 | 41 | 2,323 | | | | | | | | 196 | 12 | | 1,643 | | | | | | | | | | | | | | |
| | | | | BRIDGE #533 | 1 | NO | NO | 0.051 | 41 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.218 | 41 | 3,069 | | | | | | | | 259 | 15 | | 2,172 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.219 | 41-74 | 4,240 | | | | | | | | 357 | 21 | | 3,144 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.195 | 41 | 2,746 | | | | | | | | 232 | 14 | | 1,946 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.149 | 41-80 | 2,885 | | | | | | | | 263 | 16 | | 2,399 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.181 | 39 | 2,548 | | | | | | | | 215 | 13 | | 1,592 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.045 | 39-45 | 634 | | | | | | | | 53 | 3 | | 470 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.025 | 45-64 | 440 | | | | | | | | 37 | 2 | | 354 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.062 | 64 | 1,309 | | | | | | | | 110 | 7 | | 1,011 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.021 | 44-64 | 444 | | | | | | | | 37 | 2 | | 220 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.05 | 44-82 | 1,144 | | | | | | | | 96 | 6 | | 707 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.11 | 39 | 1,549 | | | | | | | | 131 | 8 | | 967 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.055 | 47-75 | 1,258 | | | | | | | | 106 | 6 | | 709 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.04 | 47 | 845 | | | | | | | | 71 | 4 | | 257 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.155 | 42-47 | 2,728 | | | | | | | | 230 | 14 | | 1,321 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.419 | 42 | 5,900 | | | | | | | | 498 | 29 | | 4,420 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.082 | 42-78 | 1,588 | | | | | | | | 134 | 8 | | 1,305 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.073 | 42 | 1,028 | | | | | | | | 87 | 5 | | 770 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.019 | 52-73 | 435 | | | | | | | | 37 | 2 | | 261 | | | | | | | | | | | | | | |
| | | | | BRIDGE #15 | 1 | NO | NO | 0.063 | 49-52 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.039 | 49 | 824 | | | | | | | | 69 | 4 | | 296 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.032 | 49-86 | 732 | | | | | | | | 62 | 4 | | 538 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.026 | 39-51 | 366 | | | | | | | | 31 | 2 | | 315 | | | | | | | | | | | | | | |
| | | | | | 1 | NO | NO | 0.024 | 39 | 338 | | | | | | | | 29 | 2 | | 208 | | | | | | | | | | | | | | |
| | | | | TOTAL FOR MAP NO. 6 | | | | 7.738 | | 113,126 | 133 | 67 | | | 30 | 22 | | 9,566 | 568 | | 76,067 | | | | | | | | | | | | | | |
| | | | | 7 OFF RAMP FROM US 220 NORTHBOUND TO NC 62 | 3 | NO | NO | 0.159 | 25 | 1,679 | | | | | | | | 142 | 9 | | 653 | | | | | | | | | | | | | | |
| | | | | | 3 | NO | NO | 0.025 | 25-43 | 396 | | | | | | | | 33 | 2 | | 108 | | | | | | | | | | | | | | |
| | | | | TOTAL FOR MAP NO. 7 | | | | 0.184 | | 2,075 | | | | | | | | 175 | 11 | | 761 | | | | | | | | | | | | | | |
| | | | | 8 ON RAMP FROM NC 62 TO US 220 NORTHBOUND | 3 | NO | NO | 0.026 | 25-36 | 366 | | | | | | | | 31 | 2 | | 98 | | | | | | | | | | | | | | |
| | | | | | 3 | NO | NO | 0.239 | 25 | 2,524 | | | | | | | | 213 | 13 | | 980 | | | | | | | | | | | | | | |
| | | | | TOTAL FOR MAP NO. 8 | | | | 0.265 | | 2,890 | | | | | | | | 244 | 15 | | 1,078 | | | | | | | | | | | | | | |
| | | | | 9 OFF RAMP FROM US 220 NORTHBOUND TO SR 1104 (OLD RANDLEMAN ROAD) | 3 | NO | NO | 0.196 | 25 | 2,070 | | | | | | | | 175 | 11 | | 805 | | | | | | | | | | | | | | |
| | | | | | 3 | NO | NO | 0.028 | 25-41 | 427 | | | | | | | | 36 | 2 | | 125 | | | | | | | | | | | | | | |
| | | | | TOTAL FOR MAP NO. 9 | | | | 0.224 | | 2,497 | | | | | | | | 211 | 13 | | 930 | | | | | | | | | | | | | | |
| | | | | 10 ON RAMP FROM SR 1104 (OLD RANDLEMAN ROAD) TO US 220 NORTHBOUND | 3 | NO | NO | 0.186 | 25 | 1,964 | | | | | | | | 166 | 10 | | 762 | | | | | | | | | | | | | | |
| | | | | TOTAL FOR MAP NO. 10 | | | | 0.186 | | 1,964 | | | | | | | | 166 | 10 | | 762 | | | | | | | | | | | | | | |
| 7CR.10411.49 | Guilford | | | TOTAL FOR PROJ NO. 7CR.10411.49 | | | | 17.331 | | 252,380 | 266 | 134 | 1,944 | 850 | 61 | 45 | | 1,556 | 19,930 | 1,274 | 1,003 | 153,027 | 1 | | | | | | | | | | | | |
| GRAND TOTAL | | | | | | | | | | | | | | | | | | | | | | 17.331 | 252,380 | 266 | 134 | 1,944 | 850 | 61 | 45 | 1,556 | 19,930 | 1,274 | 1,003 | 153,027 | 1 |

| | | |
|--------------|-----------|-----------|
| PROJECT NO. | SHEET NO. | TOTAL NO. |
| 7CR.10411.49 | 6 | |

THERMOPLASTIC AND PAINT QUANTITIES

| PROJECT NO | COUNTY | MAP NO | ROUTE | DESCRIPTION | LENGTH | WIDTH | 4399000000-N | 4685000000-E | 4686000000 | 4695000000 | 4697000000-E | 4700000000-E | 4721000000-E | 4725000000-E | | | | 4810000000-E | 4820000000 | 4825000000-E | 4840000000-N | 4845000000-N | | | 4905000000-N | | | | |
|--|----------|--------|-------------------|---|--------|-------|---------------------------------|------------------------------|-------------------------------|-------------------------------|------------------------------|-------------------------------|-------------------------------|-----------------------------|----------------------------|------------------------------------|-----------------------|----------------------------------|----------------------|-----------------------|----------------------|-----------------------|----------------------|----------------------|------------------------------|----------------------------|-------------------------------------|----------|--------------|
| | | | | | | | TEMPORARY TRAFFIC CONTROL LS | 4" X 90 M WHITE THERMO LF | 4" X 90 M YELLOW THERMO LF | 4" X 120 M WHITE THERMO LF | 8" X 90 M WHITE THERMO LF | 8" X 120 M WHITE THERMO LF | 12" X 90 M WHITE THERMO LF | THERMO MSG ONLY 120 M EA | THERMO RT ARROW 90 M EA | THERMO MERGE LEFT ARROW 90 M EA | RAMP ARROW 90 M EA | THERMO STR & LT ARROW 90 M EA | 4" WHITE PAINT LF | 4" YELLOW PAINT LF | 8" WHITE PAINT LF | 12" WHITE PAINT LF | PAINT MSG ONLY EA | PAINT RT ARROW EA | PAINT MERGE LEFT ARROW EA | PAINT STR & LT ARROW EA | SNOWPLOWABLE PAVEMENT MARKERS EA | | |
| 7CR.10411.49 | Guilford | 1 | US 220 SOUTHBOUND | FROM BRIDGE #661- 685' NORTH OF BRIDGE OVER I-85 BUSINESS - 22.83 TO RANDOLPH COUNTY LINE - 30.52 | 7.916 | 33-86 | | 40,600 | 40,600 | 11,858 | 5,410 | | | 8 | 4 | 13 | | 52,458 | 40,600 | 5,410 | | 8 | 4 | 13 | | 850 | | | |
| | | 2 | OFF RAMP | FROM US 220 SOUTHBOUND TO SR 1104 (OLD RANDLEMAN ROAD) | 0.211 | 25-33 | | 1,115 | 1,115 | | 40 | | | | 1 | | 1 | | 1,115 | 1,115 | 40 | | | 1 | | | | | |
| | | 3 | ON RAMP | FROM SR 1104 (OLD RANDLEMAN ROAD) TO US 220 SOUTHBOUND | 0.145 | 25 | | 765 | 765 | | | | | | | | | | 765 | 765 | | | | | | | | | |
| | | 4 | OFF RAMP | FROM US 220 SOUTHBOUND TO NC 62 | 0.203 | 25-52 | | 1,070 | 1,070 | | 100 | 40 | | | | | | | 1,070 | 1,070 | 140 | | | | | | | | |
| | | 5 | ON RAMP | FROM NC 62 TO US 220 SOUTHBOUND | 0.259 | 25-36 | * | 1,365 | 1,365 | | | | | | | | | | 1,365 | 1,365 | | | | | | | | | |
| | | 6 | US 220 NORTHBOUND | FROM RANDOLPH COUNTY LINE - 0.00 TO BRIDGE #661 - 635' NORTH OF BRIDGE OVER I-85 BUSINESS - 7.73 | 7.738 | 39-86 | | 40,835 | 40,835 | 11,324 | 6,140 | | | 200 | | | | 9 | | 52,159 | 40,835 | 6,140 | 200 | | | 9 | | 875 | |
| | | 7 | OFF RAMP | FROM US 220 NORTHBOUND TO NC 62 | 0.184 | 25-43 | | 970 | 970 | | 120 | | | | | | | 1 | | 970 | 970 | 120 | | | | | | | |
| | | 8 | ON RAMP | FROM NC 62 TO US 220 NORTHBOUND | 0.265 | 25-36 | | 1,395 | 1,395 | | | | | | | | | | 1,395 | 1,395 | | | | | | | | | |
| | | 9 | OFF RAMP | FROM US 220 NORTHBOUND TO SR 1104 (OLD RANDLEMAN ROAD) | 0.224 | 25-41 | | 1,185 | 1,185 | | 40 | | | | | 1 | | 1 | 1 | 1,185 | 1,185 | 40 | | | 1 | | 1 | | |
| | | 10 | ON RAMP | FROM SR 1104 (OLD RANDLEMAN ROAD) TO US 220 NORTHBOUND | 0.186 | 25 | | 980 | 980 | | | | | | | | | | 980 | 980 | | | | | | | | | |
| GRAND TOTAL FOR PROJ NO. 7CR.10411.49 | | | | | | | 17.331 | | 1 | 90,280 | 90,280 | 23,182 | 11,850 | 40 | 200 | 8 | 6 | 22 | 3 | 1 | 113,462 | 90,280 | 11,890 | 200 | 8 | 6 | 22 | 1 | 1,725 |
| | | | | | | | | 180,560 | | | | | | | | 32 | | 203,742 | | | | | 29 | | | | | | |