

# STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER J. ERIC BOYETTE GOVERNOR SECRETARY

April 4, 2023

#### Addendum No. 1

RE: Contract # C204736 WBS # 45908.3.1 FEDERAL AID NO. 0040115 **Guilford County (I-5955)** I-40 FROM BUFFALO CREEK BRIDGE EAST OF US-220 TO EAST OF SR-3037/SR-4240 (GATE CITY BLVD) IN GREENSBORO

#### April 18, 2023 Letting

To Whom It May Concern:

Reference is made to the plans furnished to you on this project.

The following revisions have been made to the Plans.

Sheet No.	Revision
3	Barrer Wall Special Note added.
7-8	Summary of Quantities updated to reflect new pay items.

Please void the above listed Sheets in your Plans and staple the revised Sheets thereto.

The following revisions have been made to the proposal.

Page No.	Revision
Dranagal Cayon	Note added that reads
Proposal Cover	"Includes Addendum No. 1 Dated 04-04-2023".
Table of Contents	Unit Special Provision-Pavement Markings PM-1 removed
Table of Contents	from Table of Contents.
R-8 thru R-14	The project special provision entitled <b>POLYUREA</b>
	PAVEMENT MARKING MATERIAL-TYPE 2
	TYPICAL CERTIFIED MILL TEST REPORT
	has been deleted.
D 15 (NL )	The project special provision entitled REMOVE AND
R-15 (New)	REPLACE CONCRETE APRON has been added.

Location:

Website: www.ncdot.gov

Page No.	Revision
	Unit Project Special Provision entitled
PM-1	POLYUREA PAVEMENT MARKING MEDIA AND
	THICKNESS has been deleted.

Please void the above listed Pages in your proposal and staple the revised Pages thereto. Staple New Page R-15 after new R-14 in your proposal.

On the item sheets the following pay item revisions have been made:

<u>Item</u>	<b>Description</b>	<b>Old Quantity</b>	<b>New Quantity</b>
0030-478500000-Е 1205	COLD APPLIED PLASTIC PAVEMENT MARKING LINES, TYPE III (12")	129 LF	DELETED
0038-2364200000-N 840	FRAME WITH TWO GRATES, STD 840.20	NEW ITEM	20 EA
0039-2473000000-N SP	REMOVE AND REPLACE CONCRETE APRON	NEW ITEM	20 EA

The Contractor's bid must include these pay item revisions.

The electronic bidding file has been updated to reflect these revisions. Please download the Addendum File and follow the instructions for applying the addendum. Bid Express will not accept your bid unless the addendum has been applied.

The contract will be prepared accordingly.

Sincerely,

Docusigned by:

Ronald Elton Davenport, Jr.

Ronald E. Davenport, Jr., PE State Contract Officer

RED/cms Attachments

cc: Mr. Boyd Tharrington, PE

Mr. Wright R. Archer, III, PE

Mr. Ken Kennedy, PE

Mr. Mike Gwyn Project File (2) Mr. Forrest Dungan, PE

Ms. Jaci Kincaid

Mr. Jon Weathersbee, PE

# STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH, N.C.

### **PROPOSAL**

# **INCLUDES ADDENDUM No. 1 DATED 04-04-2023**

DATE AND TIME OF BID OPENING: Apr 18, 2023 AT 02:00 PM

CONTRACT ID C204736

WBS 45908.3.1

FEDERAL-AID NO. 0040115

COUNTY GUILFORD

T.I.P NO. 1-5955

MILES 4.735

ROUTE NO. I-40

LOCATION I-40 FROM BUFFALO CREEK BRIDGE EAST OF US-220 TO EAST OF SR-

3037/SR-4240 (GATE CITY BLVD) IN GREENSBORO.

TYPE OF WORK PAVEMENT REHABILITATION.

#### NOTICE:

ALL BIDDERS SHALL COMPLY WITH ALL APPLICABLE LAWS REGULATING THE PRACTICE OF GENERAL CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA WHICH REQUIRES THE BIDDER TO BE LICENSED BY THE N.C. LICENSING BOARD FOR CONTRACTORS WHEN BIDDING ON ANY NON-FEDERAL AID PROJECT WHERE THE BID IS \$30,000 OR MORE, EXCEPT FOR CERTAIN SPECIALTY WORK AS DETERMINED BY THE LICENSING BOARD. BIDDERS SHALL ALSO COMPLY WITH ALL OTHER APPLICABLE LAWS REGULATING THE PRACTICES OF ELECTRICAL, PLUMBING, HEATING AND AIR CONDITIONING AND REFRIGERATION CONTRACTING AS CONTAINED IN CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA. NOTWITHSTANDING THESE LIMITATIONS ON BIDDING, THE BIDDER WHO IS AWARDED ANY FEDERAL - AID FUNDED PROJECT SHALL COMPLY WITH CHAPTER 87 OF THE GENERAL STATUTES OF NORTH CAROLINA FOR LICENSING REQUIREMENTS WITHIN 60 CALENDAR DAYS OF BID OPENING.

#### BIDS WILL BE RECEIVED AS SHOWN BELOW:

THIS IS A ROADWAY PROPOSAL

5% BID BOND OR BID DEPOSIT REQUIRED

C204736 I-5955 Guilford County

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C204736 I-5955		Guilford County
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#### THERMOPLASTIC PAVEMENT MARKING MATERIAL - COLOR TESTING:

3-19-19

1087

SP10 R05

Revise the 2018 Standard Specifications as follows:

Pages 10-183 and 10-184, Subarticle 1087-7(D)(1)(b) Yellow, lines 9-11, delete and replace with the following:

Obtain Color Values Y,x,y per ASTM E1349 using C/2° illuminant/observer. Results shall be  $Y \ge 45\%$ , and x,y shall fall within PR#1 chart chromaticity limits.

#### NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKERS:

10-19-21 (Rev. 11-16-21)

1086, 1250, 1253

SP10 R08

Revise the 2018 Standard Specifications as follows:

Pages 10-177 and 10-178, Subarticle 1086-3 SNOWPLOWABLE PAVEMENT MARKERS, delete items (A), (B) and (C)(1) and replace with the following:

#### (A) General

Use non-cast iron snowplowable pavement markers evaluated by NTPEP. The non-cast iron snowplowable pavement marker shall consist of a housing with one or more glass or plastic face lens type reflective lenses to provide the required color designation. The marker shall be designed or installed in a manner that minimizes damage from snowplow blades. Plastic lens faces shall use an abrasion resistant coating.

#### (B) Housings

(1) Dimensions

The dimension, slope and minimum area of reflecting surface shall conform to dimensions as shown in the plans. The minimum area of each reflecting surface shall be 1.44 sq.in.

(2) Materials

Use non-cast iron snowplowable pavement markers that are on the NCDOT Approved Products List.

(3) Surface

The surface of the housing shall be free of scale, dirt, rust, oil, grease or any other contaminant which might reduce its bond to the epoxy adhesive.

(4) Identification

Mark the housing with the manufacturer's name and model number of marker.

#### (C) Reflectors

(1) General

Laminate the reflector to an elastomeric pad and attach with adhesive to the housing. The thickness of the elastomeric pad shall be 0.04".

Pages 12-14, Subarticle 1250-3(C) Removal of Existing Pavement Markers, lines 19-29, delete and replace with the following:

Remove the existing raised pavement markers or the snowplowable pavement markers including the housings, before overlaying an existing roadway with pavement. Repair the pavement by filling holes as directed by the Engineer. When traffic patterns are changed in work zones due to construction or reconstruction, remove all raised pavement markers or snowplowable markers including housings that conflict with the new traffic pattern before switching traffic to the new traffic pattern. Lens removal in lieu of total housing removal is not an acceptable practice for snowplowable markers.

Properly dispose of the removed pavement markers. No direct payment will be made for removal or disposal of existing pavement markers or repair of pavement, as such work will be incidental to other items in the contract.

Pages 12-16, Subarticle 1253-1 DESCRIPTION, lines 4-5, delete and replace with the following:

Furnish, install and maintain non-cast iron snowplowable pavement markers in accordance with the contract.

**Pages 12-16 and 12-17, Subarticle 1253-3 CONSTRUCTION METHODS,** delete items (A), (B) and (C) and replace with the following:

#### (A) General

Bond marker housings to the pavement with epoxy adhesive. Mechanically mix and dispense epoxy adhesives as required by the manufacturer's specifications. Place the markers immediately after the adhesive has been mixed and dispensed.

If saw cutting, milling, or grooving operations are used, promptly remove all resulting debris from the pavement surface. Install the marker housings within 7 calendar days after saw cutting, milling, or grooving the pavement. Remove and dispose of loose material from the slots by brushing, blow cleaning, or vacuuming. Dry the slots before applying the epoxy adhesive. Install non-cast iron snowplowable pavement markers according to the manufacturer's recommendations.

Protect the non-cast iron snowplowable pavement markers until the epoxy has initially cured and is track free.

#### (B) Reflector Replacement

In the event that a reflector is damaged, replace the damaged reflector by using adhesives and methods recommended by the manufacturer of the markers and approved by the Engineer.

This work is considered incidental if damage occurs during the initial installation of the marker housings and maintenance of initial non-cast iron snowplowable markers specified in this section. This work will be paid for under the pay item for the type of reflector replacement if the damage occurred after the initial installation of the non-cast iron snowplowable pavement marker.

Missing housings shall be replaced. Broken housings shall be removed and replaced. In both cases the slot for the housings shall be properly prepared prior to installing the new housing; patch the existing marker slots as directed by the Engineer and install the new marker approximately one foot before or after the patch. Removal of broken housings and preparation of slots will be considered incidental to the work of replacing housings.

Pages 12-17, Subarticle 1253-4 MAINTENANCE, lines 5, delete and replace with the following:

Maintain all installed non-cast iron snowplowable pavement markers until acceptance.

Pages 12-17, Subarticle 1253-5 MEASUREMENT AND PAYMENT, lines 7-8, delete and replace with the following:

Non-Cast Iron Snowplowable Pavement Markers will be measured and paid as the actual number of non-cast iron snowplowable pavement markers satisfactorily placed and accepted by the Engineer.

Pages 12-17, Subarticle 1253-5 MEASUREMENT AND PAYMENT, lines 11, delete and replace with the following:

Payment will be made under:

Pay ItemPay UnitNon-Cast Iron Snowplowable Pavement MarkerEachReplace Snowplowable Pavement Marker ReflectorEach

#### MATERIAL AND EQUIPMENT STORAGE & PARKING OF PERSONAL VEHICLES:

11-17-21(Rev. 8-16-22)

1101

SP11 R

Revise the 2018 Standard Specifications as follows:

Page 11-2, Article 1101-8 MATERIAL AND EQUIPMENT STORAGE, line 35-38, delete and replace with the following:

When work is not in progress, keep all personnel, equipment, machinery, tools, construction debris, materials and supplies away from active travel lanes that meets Table 1101-1.

TABLE 1101-1			
MATERIAL AND EQUIPMENT STORAGE FROM ACTIVE TRAVEL LANES			
Posted Speed Limit (mph)	Distance (ft)		
40 or less	≥ 18		
45-50	≥ 28		
55	≥ 32		
60 or higher	≥ 40		

When vehicles, equipment and materials are protected by concrete barrier or guardrail, they shall be offset at least 5 feet from the barrier or guardrail.

Page 11-2, Article 1101-9 PARKING OF PERSONAL VEHICLES, line 40-41, delete and replace with the following:

Provide staging areas for personal vehicle parking in accordance with Article 1101-8 or as directed by the Engineer before use.

#### **WORK ZONE INSTALLER:**

(7-20-21)(Rev. 8-16-22) 1101, 1150 SP11 R04

Provide the service of at least one qualified work zone installer during the setup, installation, and removal of temporary traffic control within the highway right of way. The qualified work zone installer shall serve as crew leader and shall be on site and directing the installation and removal of temporary traffic control. If multiple temporary traffic control installations or removals are occurring simultaneously, then each shall have a qualified work zone installer.

The work zone installer shall be qualified by an NCDOT approved training agency or other NCDOT approved training provider in the safe and competent set up of temporary traffic control. For a complete listing of approved training agencies, see the Work Zone Safety Training webpage.

A work zone supervisor, in accordance with Article 1101-13 of the *Standard Specifications*, may fulfill the role of the work zone installer during the setup, installation, and removal of temporary traffic control within the highway right of way provided they are on site and directing the installation and removal of temporary traffic control.

All other individuals participating in the setup, installation, and removal of temporary traffic control within the highway right of way shall be certified as a qualified flagger in accordance with Article 1150-3 of the *Standard Specifications*, even if flagging is not being performed as part of the traffic control.

Provide the name and contact information of all qualified work zone installers to the Engineer prior to or at the preconstruction conference. Additionally, provide a qualification statement that all other individuals participating in the setup, installation, and removal of temporary traffic control are qualified flaggers that have been properly trained through an NCDOT approved training agency or other NCDOT approved training provider.

All certification records for qualified work zone installers and flaggers shall be uploaded by the approved training agency or other NCDOT approved training provider to the Department's Work Zone Education Verification App (WZ-EVA) prior to the qualified work zone installer or flagger performing any traffic control duties on the project. For more information about WZ-EVA, see the Work Zone Safety Training webpage.

#### PORTABLE CHANGEABLE MESSAGE SIGNS:

(9-20-22)(Rev. 11-15-22) 1089, 1120 SP11 R10

Revise the 2018 Standard Specifications as follows:

Page 10-197, Subarticle 1089-7(D) Controller, line 16, add the following after the third sentence of the first paragraph:

Change the controller password from the factory default and periodically change the controller password to deter unauthorized programming of the controller.

Page 10-197, Subarticle 1089-7(D) Controller, lines 16-19, replace the forth sentence of the first paragraph with the following:

The password system is recommended to include at least two levels of security such that operators at one level may only change message sequences displayed using preprogrammed sequences and operators at a higher level may create and store messages or message sequences.

Page 10-197, Subarticle 1089-7(D) Controller, line 24 replace the sentence with the following:

The controller shall be stored in a locked, weather and vandal resistant box when not in use and after changes to the messages are made.

Page 11-8, Article 1120-3 CONSTRUCTION METHODS, lines 26-32, replace the second paragraph with the following:

Provide an experienced operator for the portable changeable message sign during periods of operation to ensure that the messages displayed on the sign panel are in accordance with the plans and Subarticle 1089-7(D). Change the controller password from the factory default and periodically change the controller password to deter unauthorized programming of the controller. Using two levels of password security is recommended such that operators at one level may only change message sequences displayed using preprogrammed sequences and operators at a higher level may create and store messages or message sequences. Lock the controller in a weather and vandal resistant box when not in use and after changes to the messages are made.

#### LAW ENFORCEMENT:

(6-21-22)(Rev. 11-15-22) 1190 SP11 R30

Revise the 2018 Standard Specifications as follows:

Page 11-19, Article 1190-1 DESCRIPTION, lines 4-5, replace the paragraph with the following:

Furnish Law Enforcement Officers and official Law Enforcement vehicles to direct traffic in accordance with the contract.

Page 11-19, Article 1190-2 CONSTRUCTION METHODS, lines 7-10, replace the first and second paragraph with the following:

Use off duty uniformed Law Enforcement Officers and official Law Enforcement vehicles equipped with blue lights to direct or control traffic as required by the plans or by the Engineer.

Law Enforcement vehicles shall not be parked within the buffer space on any roadway. Law

Enforcement vehicles shall not be used to close or block an active travel lane on multilane roadways with a posted speed limit of 45 MPH or higher, except as allowed during rolling roadblock operations as shown in the *Roadway Standard Drawings* or while responding to an emergency.

Page 11-19, Article 1190-3 MEASUREMENT AND PAYMENT, lines 14-15, replace the second sentence of the first paragraph with the following:

There will be no direct payment for official Law Enforcement vehicles as they are considered incidental to the pay item.

#### **EXTRUDED THERMOPLASTIC PAVEMENT MARKING THICKNESS:**

3-19-19 (Rev. 6-21-22) 1205 SP12 R05

Revise the 2018 Standard Specifications as follows:

Page 12-6, Subarticle 1205-4(A)(1) General, lines 5-8, delete the second sentence and replace with the following:

Use application equipment that provides multiple width settings ranging from 4 inches to 12 inches and multiple thickness settings to achieve the required thickness above the surface of the pavement as shown in Table 1205-3.

Page 12-7, Table 1205-3, THICKNESS REQUIREMENTS FOR THERMOPLASTIC, replace with the following:

TABLE 1205-3			
MINIMUM THICKNESS REQUIREMENTS FOR THERMOPLASTIC			
Thickness	Location		
240 mils	In-lane and shoulder-transverse pavement markings (rumble strips). May be		
	placed in 2 passes.		
90 mils	Center lines, skip lines, transverse bands, mini-skip lines, characters, bike lane		
	symbols, crosswalk lines, edge lines, gore lines, diagonals, and arrow symbols		

#### **PORTABLE CONSTRUCTION LIGHTING:**

4-19-22 1413 SP14 R13

Revise the 2018 Standard Specifications as follows:

Page 14-24, Article 1413-3 TOWER LIGHT, lines 2-7, delete and replace the first and second sentence in the first paragraph with the following:

Use tower lights which consist of mercury vapor, metal halide, high pressure sodium, low pressure sodium or light emitting diode (with correlated color temperature of 4000 Kelvin or less) fixtures mounted on a tower approximately 30 feet in height. Use tower light fixtures which are heavy duty flood, area, or roadway style with wide beam spread, have sufficient output to provide the minimum illumination requirements for the Category of work, are weatherproof and supplied with attached waterproof power cord and plug.

Page 14-24, Article 1413-3 TOWER LIGHT, lines 11-12, delete and replace the second paragraph with the following:

Provide tower lights of sufficient wattage or quantity to provide the minimum average maintained horizontal illuminance over the work area based on the Category of work as shown in Table 1413-1. For any work not covered in Table 1413-1, provide a minimum average maintained horizontal illuminance of 20.0 footcandles over the work area.

Category	Description of Construction and Maintenance Task	Minimum Average Maintained Horizontal Illuminance
I	Excavation; Embankment, Fill and Compaction; Maintenance of Embankment; Asphalt Pavement Rolling; Subgrade, Stabilization and Construction; Base Course Rolling; Sweeping and Cleaning; Landscaping, Sod and Seeding; Reworking Shoulders.	5.0 footcandle
II	Barrier Wall and Traffic Separators; Milling, Removal of Pavement; Asphalt Paving and Resurfacing; Concrete Pavement; Base Course Grading and Shaping; Surface Treatment; Waterproofing and Sealing; Sidewalk Construction; Guardrails and Fencing; Striping and Pavement Marking; Highway Signs; Bridge Decks; Drainage Structures and Drainage Piping; Other Concrete Structures; Repair of Concrete Pavement; Pothole Filling; Repair of Guardrail and Fencing.	10.0 footcandle
III	Traffic Signals; Highway Lighting Systems; Crack Filling.	20.0 footcandle

Page 14-24, Article 1413-4 MACHINE LIGHTS, lines 18-21, delete and replace the first and second sentence in the first paragraph with the following:

Use machine lights which have mercury vapor, metal halide, high pressure sodium, low pressure sodium or light emitting diode (with correlated color temperature of 4000 Kelvin or less) fixtures mounted on supports attached to the construction machine at a height of approximately 13 feet.

Page 14-24, Article 1413-5 CONSTRUCTION METHODS, lines 33-34, delete and replace the third and fourth sentence in the first paragraph with the following:

Submit photometric calculations showing the minimum average maintained horizontal illuminance over the work area and the tower spacing to the Engineer for review and approval prior to installation.

#### REMOVE AND REPLACE CONCRETE APRON:

(10-24-16)

#### **Description**

This work shall consist of removing and replacing existing concrete aprons at existing drainage structures as directed by the Engineer.

#### **Materials and Construction Methods**

Remove existing concrete aprons as directed by the Engineer. Construct concrete aprons in accordance with Section 840 of the *Standard Specifications*, the details shown in the *Roadway Standard Drawings*, and as directed by the Engineer.

#### **Measurement and Payment**

Remove and Replace Concrete Apron at existing drainage structures will be measured and paid per each concrete apron that has been completed and accepted. Work shall include but not be limited to removal of existing damaged apron, construction of and placement of the new concrete apron, backfilling and compacting backfill material, joint material and sealant and seeding and mulching all grass or soil areas disturbed by the Contractor's operations.

Payment will be made under:

Pay Item
Remove and Replace Concrete Apron

Pay Unit Each

#### ITEMIZED PROPOSAL FOR CONTRACT NO. C204736

Apr 03, 2023 2:41 PM

County: GUILFORD

Line Item Number Sec Description Quantity **Unit Cost Amount** # # **ROADWAY ITEMS** 0001 0000100000-N 800 **MOBILIZATION** Lump Sum L.S. MILLING ASPHALT PAVEMENT, \*\*\*" 0002 1297000000-E 607 48,831 DEPTH SY (1-1/2")0003 1297000000-E 607 MILLING ASPHALT PAVEMENT, \*\*\*" 369,156 **DEPTH** SY (2")0004 1297000000-E 607 MILLING ASPHALT PAVEMENT, \*\*\*" 3,054 **DEPTH** SY (4")0005 1330000000-E 607 INCIDENTAL MILLING 12,852 SY 0006 1503000000-E 610 ASPHALT CONC INTERMEDIATE 436 TON COURSE, TYPE I19.0C 0007 1524200000-E 610 ASPHALT CONC SURFACE COURSE, 45,962 TYPE S9.5D TON 8000 1575000000-E 620 ASPHALT BINDER FOR PLANT MIX 21 TON 0009 1577000000-E 620 POLYMER MODIFIED ASPHALT 3,389 BINDER FOR PLANT MIX TON **OPEN-GRADED ASPHALT FRICTION** 0010 1662000000-F 650 11,659 COURSE, TYPE FC-1 MODIFIED TON 0011 1840000000-E 665 MILLED RUMBLE STRIPS (ASPHALT 109,685 CONCRETE) LF 0012 4400000000-E 288 1110 WORK ZONE SIGNS (STATIONARY) SF 0013 4405000000-E WORK ZONE SIGNS (PORTABLE) 2,986 1110 SF 0014 4410000000-E 1110 WORK ZONE SIGNS (BARRICADE 578 MOUNTED) SF 0015 4415000000-N 1115 FLASHING ARROW BOARD 8 EΑ 0016 442000000-N 1120 PORTABLE CHANGEABLE MESSAGE 4 SIGN EΑ

Apr 03, 2023 2:41 PM

County: GUILFORD

Line Item Number Sec Description Quantity **Unit Cost Amount** # # 0017 4422000000-N 1120 PORTABLE CHANGEABLE MESSAGE 170 SIGN (SHORT TERM) DAY 0018 4424000000-N SP WORK ZONE PRESENCE LIGHTING 28 EΑ 0019 443000000-N 1130 **DRUMS** 600 EΑ 0020 4434000000-N SP SEQUENTIAL FLASHING WARNING 24 EΑ LIGHTS 0021 4445000000-E 1145 BARRICADES (TYPE III) 320 LF 0022 448000000-N 1165 TMA 6 EΑ 0023 4510000000-N 1190 LAW ENFORCEMENT 4,992 HR SP GENERIC TRAFFIC CONTROL ITEM 460000000-N 4 0024 CONNECTED LANE CLOSURE DEVICE EΑ THERMOPLASTIC PAVEMENT 0025 4688000000-E 1205 182.302 MARKING LINES (6", 90 MILS) LF 0026 4700000000-E 1205 THERMOPLASTIC PAVEMENT 20,443 MARKING LINES (12", 90 MILS) LF 0027 4709000000-E 1205 THERMOPLASTIC PAVEMENT 488 MARKING LINES (24", 90 MILS) ΙF 0028 4720000000-E 1205 THERMOPLASTIC PAVEMENT 72 MARKING CHARACTER (90 MILS) EΑ 0029 4725000000-E 1205 THERMOPLASTIC PAVEMENT 113 MARKING SYMBOL (90 MILS) EΑ 0031 4815000000-E 1205 PAINT PAVEMENT MARKING LINES (6") 149,703 LF 1205 19,478 0032 4825000000-E PAINT PAVEMENT MARKING LINES (12")LF 0033 484000000-N 1205 PAINT PAVEMENT MARKING 64 **CHARACTER** EΑ 4845000000-N 0034 1205 PAINT PAVEMENT MARKING SYMBOL 55 EΑ

Page 3 of 3	Page 3	3 of	3
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ITEMIZED PROPOSAL FOR CONTRACT NO. C204736

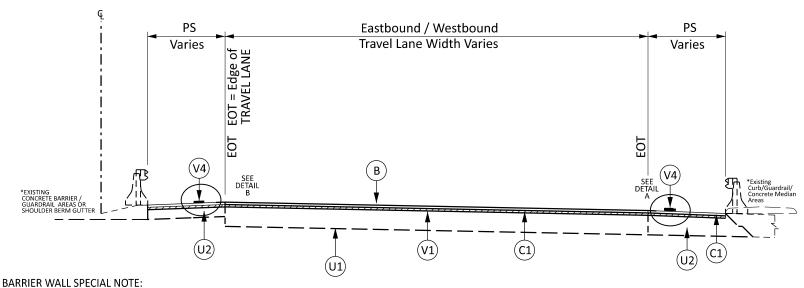
Apr 03, 2023 2:41 PM

County: GUILFORD

Line #	Item Number	Sec #	Description	Quantity	Unit Cost	Amount
0035	4905100000-N	SP	NON-CAST IRON SNOWPLOWABLE PAVEMENT MARKER	3,161 EA		
0036	5255000000-N	1413	PORTABLE LIGHTING	Lump Sum	L.S.	
0037	7444000000-E		INDUCTIVE LOOP SAWCUT	4,750 LF		
0038	2364200000-N	840	FRAME WITH TWO GRATES, STD 840.20	20 EA		
0039	2473000000-N	SP	GENERIC DRAINAGE ITEM REMOVE AND REPLACE CONCRETE APRON	20 EA		

1441/Apr03/Q995724/D138005600000/E38

Total Amount Of Bid For Entire Project :

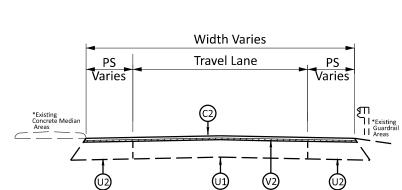


TYPICAL SECTION NO. 1

MAPS 1, 14

\*NOTE: TYPICAL SECTION CONSTRUCTION SEQUENCE: 1. MILL 2" AND FILL WITH 2" SURFACE COURSE, TYPE S9.5D

2. OVERLAY TRAVEL LANES WITH 3/4" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED.



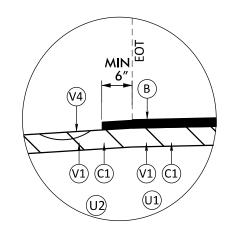
PROJECT REFERENCE NO.

1-5955

SHEET NO.

3

TYPICAL SECTION NO. 4



1. CONTRACTOR TO MILL AS CLOSE TO INSIDE

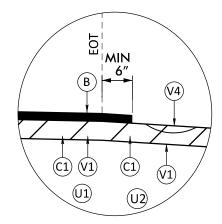
2. LEAVING A MINIMUM STRIP OF MATERIAL

OR AS DIRECTED BY THE ENGINEER.

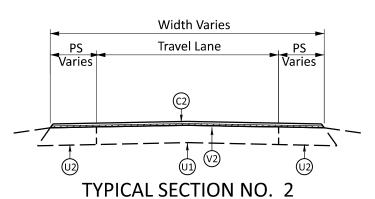
BARRIER WALL AS REASONABLY POSSIBLE.

AGAINST INSIDE BARRIER WALL IS ACCEPTABLE

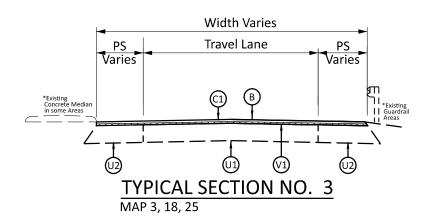
**DETAIL B**OVERLAP SHOULDERS

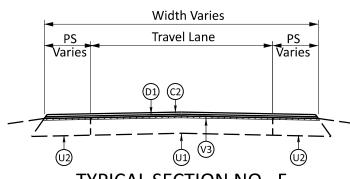


**DETAIL A**OVERLAP SHOULDERS



MAP 2, 4, 5, 6, 6A, 12, 15, 16, 17, 19, 20, 21, 22, 23, 24





TYPICAL SECTION NO. 5
MAP 13

	PAVEMENT SCHEDULE
В	3⁄4" OGAFC Type FC-1 Modified
C1	PROP. APPROX. 2 " ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C2	PROP. APPROX. $1\frac{1}{2}$ " ASPHALT. CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT. CONC. INTERMEDIATE COURSE, TYPE 119.0C AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
U1	EXISTING TRAVELWAY
U2	EXISTING PAVED SHOULDER
V1	MILL ASPHALT PAVEMENT 2 " DEPTH
V2	MILL ASPHALT PAVEMENT 1½" DEPTH
V3	MILL ASPHALT PAVEMENT 4" DEPTH
V4	MILLED RUMBLE STRIPS, USE IN CONJUNCTION WITH STANDARD DRAWING NO. 665.01

PROJECT NO.	SHEET NO.	TOTAL NO.
I-5955	7	

## SUMMARY OF QUANTITIES

	SUMMARY OF QUANTITIES																					
				0-E			90-E	9-E	9	90-E	90	30-E	N-00	2- 0	N-00	N-00	90					
								0000			0000	0000	50000	0000	0000	0000	)0000	5000	0000	0000	0000	00000
									2970		1330(	1203(	1524;	1575(	)7721	1662(	18400	3647	2473(	00091	5255(	74440
PROJECT NO COUNTY MAP NO	ROUTE	DESCRIPTION	LENGTH WID	гн 🛌	T = -	- I-	S S	2		~	⊕ %	z		o 8	Щ.	ш	9					
				TYP	SURFAC TESTING			HAL ("C)	HAL (1)	MILLING ASPHALT PAVEMENT, ***"DEPTH (4")	MILLI	ASPHALT CONC ITERMEDIATE, TYF 119.0C	ASPHALT CONC SURFACE COURSE, TYPE S9.5D	ASPHALT BINDER FOR PLANT MIX	ER F	OPEN-GRADED ASPHALT FRICTION	MBLE	FRAME WITH TWO GRATES, STD 840.20	CRE CRE	ED LAN	景	9 -
					REQUIRE			ASF	ASF IMEN	ASF	F.	DIAT 9.0C	LLT C	ANT ANT	S M F	F. GRA	RIPS	STD	ON RON	TED #	E LIGH	V CU
								PAVE *	PAVE	* PAVE	CIDENTAL	SPHA RMEI	SPHA	PHAI	POLYMER MODI SPHALT BINDER PLANT MIX	PEN-	MILLED RUM STRIPS	TES,	ACE	CONNECTE	TABI	SAV
								₹ *	₹ ₹	₹ *	NC I	NTEF	SUR	A G	POLY	O ASP	Σ	FRA GRA	REMOVE A REPLACE CONG APRON	8 9	POR	Ĭ
							MI FT	SY	SY	SY	SY	TONS	TON	TON	TONS	TON	LF	EA	EA	EA	LS	LF
45908.3.1 Guilford 1	I-40 EB	I-40 EB FROM BRIDGE OVER BUFFALO CREEK TO JOINT EAST OF E GATE CITY BLVD/E LEE ST	1	3	NO	NO	5.315 45 5.315	175,101			6,522 <b>6,522</b>		19,697 <b>19,697</b>		1,508 1,508	5,897 <b>5,897</b>	53,040 <b>53,040</b>					
45908.3.1 Guilford 2		I-40 EB RAMP TO BUS 85 SB	2	1	NO	NO	0.058 22		832	1	0,322		72		4	3,837	33,040					
	TOTAL FOR MAP NO. 2	DUC OF ND TO LAO FD		2	NO	NO	0.058	F 546	832		527		72		4	470	020					
45908.3.1   Guilford   3	BUS 85 NB TOTAL FOR MAP NO. 3	BUS 85 NB TO I-40 EB	3	2	NO	NO	0.177 31 <b>0.177</b>	5,516 <b>5,516</b>			537 <b>537</b>		621 <b>621</b>		47 <b>47</b>	179 <b>179</b>	930 <b>930</b>					
45908.3.1 Guilford 4		BUS 85 NB RAMP TO RANDLEMAN RD	2,8,13	1	NO	NO	0.08 29		1,360				115		7							450
45908.3.1 Guilford 5	I-40 EB RAMP TO RANDLEMAN RD	I-40 EB RAMP TO RANDLEMAN RD	2,4	1	NO	NO	0.08 0.139 27		<b>1,360</b> 2,426	+			<b>115</b> 205	-	<b>7</b> 12	-						<b>450</b> 400
1	TOTAL FOR MAP NO. 5						0.139		2,426	1			205		12							400
	W PREDDY BLVD/RANDLEMAN RD RAMP TO I-40 EB	W PREDDY BLVD/RANDLEMAN RD RAMP TO 1-40 EB	2,4,6	1	NO	NO	0.194 19 <b>0.194</b>		3,890 <b>3,890</b>	+			330 330	-	19 <b>19</b>	-						450 <b>450</b>
6A		I-40 EB RAMP TO S ELM-EUGENE ST	7,8	1	NO	NO	0.077 26		1,655				140		8							650
45908.3.1 Guilford 7	OTAL FOR MAP NO. 6A S ELM-EUGENE ST RAMP TO I-40 EB	S ELM-EUGENE ST RAMP TO I-40 EB	8	1	NO	NO	0.077 0.092 21		<b>1,655</b> 1,296				140 110		<b>8</b>							650
	TOTAL FOR MAP NO. 7	3 ELIVI-EUGENE 31 NAIVIF 10 1-40 EB	0	1	NO	NO	0.092 21 0.092		1,296	1			110		6							
45908.3.1 Guilford 8		I-40 EB OFF RAMP TO MLK JR DR	8,9	1	NO	NO	0.152 28		3,684				312		18							650
45908.3.1 Guilford 9	TOTAL FOR MAP NO. 8  MAP DELETED	MAP DELETED			NO	NO	0.152 0 1		3,684				312		18							650
1	TOTAL FOR MAP NO. 9						0															
45908.3.1   Guilford   10	MLK JR DR RAMP TO I-40 EB OTAL FOR MAP NO. 10	MLK JR DR RAMP TO I-40 EB	10	2	NO	NO	0.365 27 0.365	6,974 <b>6,974</b>		+			789 <b>789</b>		46 <b>46</b>							
45908.3.1 Guilford 11	MAP DELETED	MAP DELETED			NO	NO	0 1															
	OTAL FOR MAP NO. 11  I-40 EB RAMP TO E GATE CITY BLVD/E LEE ST	I-40 EB RAMP TO E GATE CITY BLVD/E LEE ST	2	1	NO	NO	0.258 24		3,806	-			322		19							425
T	OTAL FOR MAP NO. 12						0.258		3,806				322		19							425
	E GATE CITY BLVD/E LEE ST RAMP TO I-40 EB	E GATE CITY BLVD/E LEE ST RAMP TO I-40 EB	5	1	NO	NO	0.316 33 0.316			3,054 <b>3,054</b>		436 <b>436</b>	258 <b>258</b>	21 <b>21</b>	15 <b>15</b>			20	20	4	1	
45908.3.1 Guilford 14		1-40 WB FROM JOINT EAST OF GATE CITY BLVD TO BRIDGE OVER BUFFALO CREEK	1	3	NO	NO		176,605	5	3,034	4,625	430	19,864		1,491	5,466	53,790					
	OTAL FOR MAP NO. 14  I-40 WB RAMP TO E GATE CITY BLVD	I-40 WB RAMP TO E GATE CITY BLVD	2,11	1	NO	NO	<b>4.9</b> 0.128 29	176,605	2,768		4,625		<b>19,864</b> 234		<b>1,491</b>	5,466	53,790					
45908.3.1 Guilford 15	OTAL FOR MAP NO. 15	1°40 WD RAIVIF TO E GATE CITT BLVD	2,11	1	NO	INO	0.128		2,768	1			234		14							
45908.3.1 Guilford 16		E GATE CITY BLVD RAMP TO I-40 WB	2	1	NO	NO	0.068 25		1,131				96		6							
45908.3.1 Guilford 17	OTAL FOR MAP NO. 16  I-40 WB RAMP TO MLK JR DR	I-40 WB RAMP TO MLK JR DR	2,8,12	1	NO	NO	0.068 0.259 35		<b>1,131</b> 4,976				<b>96</b> 422		<b>6</b> 24		640					
T	OTAL FOR MAP NO. 17						0.259		4,976				422		24		640					
45908.3.1   Guilford   18	US 29 SB TO I-40 WB	US 29 SB TO I-40 WB	3	2	NO	NO	0.12 34 <b>0.12</b>	3,068 <b>3,068</b>		-	675 <b>675</b>		347 <b>347</b>		24 <b>24</b>	63 <b>63</b>	760 <b>760</b>					
45908.3.1 Guilford 19	US 29 SB RAMP TO MLK JR DR	US 29 SB RAMP TO MLK JR DR	2,4	1	NO	NO	0.403 25	_	7,658				648		38							425
45908.3.1 Guilford 20	OTAL FOR MAP NO. 19  MLK JR DR RAMP TO I-40 WB	MLK JR DR RAMP TO I-40 WB	2,13	1	NO	NO	0.403 0.098 20		<b>7,658</b> 1,266	-			<b>648</b> 108		<b>38</b>							425
T	OTAL FOR MAP NO. 20						0.098		1,266				108		6							
	I-40 WB RAMP TO S ELM-EUGENE ST	I-40 WB RAMP TO S ELM-EUGENE ST	2,13	1	NO	NO	0.121 21 <b>0.121</b>		1,479 <b>1,479</b>				159 <b>159</b>	<u> </u>	9 <b>9</b>							300 300
45908.3.1 Guilford 22	S ELM-EUGENE ST RAMP TO I-40 WB	S ELM-EUGENE ST RAMP TO I-40 WB	2,13	1	NO	NO	0.121		1,995	<u> </u>			169		10	<u> </u>						300
	S ELM-EUGENE ST RAMP TO I-40 WB	I-40 WB RAMP TO RANDLEMAN RD	7	1	NO	NO	0.108		<b>1,995</b> 1,273				169 108		<b>10</b>							1,000
	OTAL FOR MAP NO. 22A	1°40 WD NAIWIT TO KANDLEIVIAN KU	'	1	INU	INU	0.103 20 0.103		1,273	+			108		6							1,000
	RANDLEMAN RD RAMP TO I-40 WB	RANDLEMAN RD RAMP TO I-40 WB	2,14	1	NO	NO	0.286 22		4,206				357		21							
45908.3.1 Guilford 24	OTAL FOR MAP NO. 23  RANDLEMAN RD RAMP TO BUS 85 SB	RANDLEMAN RD RAMP TO BUS 85 SB	2,15	1	NO	NO	0.286 0.239 18		<b>4,206</b> 3,130	+			<b>357</b> 266	<del>                                     </del>	<b>21</b> 15	<del>                                     </del>						
Т	OTAL FOR MAP NO. 24						0.239		3,130				266		15							
45908.3.1 Guilford 25	BUS 85 SB OTAL FOR MAP NO. 25	I-40 WB TO BUS 85 SB	3	2	NO	NO	0.066 38 0.066	1,892 <b>1,892</b>		+	493 <b>493</b>	1	213 213	-	16 <b>16</b>	54 <b>54</b>	525 <b>525</b>					
	AL FOR PROJ NO. 45908.3.1						14.122			3,054		436	45,962	21	3,389			20	20	4	1	4,750
.012											<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>			<u> </u>	<u> </u>	
	GRAND TOTAL						14.122	369,156	48,831	3,054	12,852	436	45,962	21	3,389	11,659	109,685	20	20	4	1	4,750
	COURT TOTAL																					

# THERMOPLASTIC AND PAINT QUANTITIES

														•	<u> </u>	• • • •	• • • • • •															
						4400000000-E	4405000000-E	4410000000-E	441500000-N	4420000000-N	4422000000-N	4424000000-N	4430000000-N	444500000-E	4480000000-N	4510000000-N	468800000-E	470000000-E	470900000-E	4720000000-E			472500000-E				4815000000-E	4825000000-E		484500000-N		4895000000-N
PROJECT NO COUNTY MAP NO	O ROUTE	DESCRIPTION	TYP NO	LANES LANE	LENGTH WIDTH	1																	>		_							>
				ТҮРЕ		NARY WORK ZONE SIGNS	ILE WORK ZONE SIGN	ADE MOUNTED WORK ZONE	NG ARROW BOARD	SLE CHANGEABLE MESSAGE	ILE CHANGEABLE MESSAGE IORT TERM)	ONE PRESENCE LIGHTING	ITIAL FLASHING WARNING	BARICADE		FORCEMENT	M WHITE THERMO M YELLOW THERMO	) M WHITE THERMO	) M WHITE THERMO	D MSG ONLY 90 M D LT ARROW 90 M	D RT ARROW 90 M	O STR & RT ARROW 90 M	IO WRONG WAY RAMP ARROV	STR & LT ARROW 90 M	10 MERGE RIGHT ARROW 90 M 10 LT & RT ARROW 90 M	E PAINT	YELLOW PAINT	12" WHITE PAINT PAINT MSG ONLY	LT ARROW	RT ARROW MERGE LEFT ARROW	PAIN I MERGE LEFT ARROW NON-CAT IRON SNOWPLOWABLE	PAVEMENT MARKERS CRYSTAL/RED NON-CAT IRON SNOWPLOWABLE PAVEMENT MARKERS YELLOW/YELLO
						٥	TAB	2	{   }	¥	TAB SH	ξX	MS N	<u>.</u>		E	06	06 X	8 ×	Ž   Ž	M M	<b>X</b>	Ĭ	Ž	SMO MO MO	1 =	1 🗒	3 5		F F	<u>:</u>   5	M A M
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					MI FT	SE.	SF	E N	EA	<u>-</u> ν	DVA	ΕΛ	EA E		ΕΛ	HR	LF LF	LF	16	EA EA	EA E	A FA	ΕΛ	ΕΛ	EA EA	IE.	LF		\ EA	EA EA		
		I-40 EB FROM BRIDGE OVER BUFFALO CREEK		<del>                                     </del>	IVII FI	ЭГ	ЭГ	эг	EA	EA	DAT	EA	EA E	4 LF	EA	I III	Lr Lr	LF	LF	EA EA	EA E	A EA	EA	EA	EA EA	LF	LF	LF EP	A EA	EA LA	1	1 EA
45908.3.1 Guilford 1	I-40 EB	TO JOINT EAST OF E GATE CITY BLVD/E LEE ST	1	3	5.315 45												45,155 28,065	9,050		40 10	10 1	5				45.155	28,065	9,050 40	10	10 15	1,49	196
1	TOTAL FOR MAP NO. 1				5.315												45,155 28,065	9,050		40 10	10 1	5						9,050 40	10	10 1	5 1,49	96
45908.3.1 Guilford 2	RAMP TO BUS 85 SB	I-40 EB RAMP TO BUS 85 SB	2	1	0.058 22												305 305															16
	TOTAL FOR MAP NO. 2				0.058			1						1			305 305													$\bot$		16
45908.3.1 Guilford 3		BUS 85 NB TO I-40 EB	3	2	0.177 31	4		1		- 1							1,270 950			4	2 2	2			_	1,270		645 4		2 2	_	
45009.3.4   Coultered	TOTAL FOR MAP NO. 3	DUC OF NID DAMP TO BANDLEAGAN SO	2042	+ + -	0.177	4		1						1			1,270 950	645	40	4		2	1	$\vdash \vdash$		1,270	950	645 4	++	2 2	_	
45908.3.1 Guilford 4	BUS 85 NB RAMP TO RANDLEMAN RD TOTAL FOR MAP NO. 4	BUS 85 NB RAMP TO RANDLEMAN RD	2,8,13	1	0.08 29 0.08	-		1		- 1							422 422 422 422		40 <b>40</b>	2			1	$\vdash$		-	1	<b> </b>	+	+	_	4
45908.3.1 Guilford 5		I-40 EB RAMP TO RANDLEMAN RD	2,4	1	0.08	-		1		1							734 734		30		2		1	$\vdash$	-+	-	+	<del>                                     </del>	++	+	22	
	TOTAL FOR MAP NO. 5	1 40 ED INSKII TO NAMDELIMAN ND	2,4	-	0.139 27	-		1		- 1							734 734		<b>30</b>		2	-	1	$\vdash$	_	1	1	<del>                                     </del>	+	+		2
		W PREDDY BLVD/RANDLEMAN RD RAMP TO I-		<del>                                      </del>		1		1						1			757	1		<u> </u>	<del>                                     </del>	_	Ť			1	1		++	+	<del></del>	
45908.3.1 Guilford 6	W PREDDY BLVD/RANDLEMAN RD RAMP TO I-40 EB	40 EB	2,4,6	1	0.194 19	1		1		1							1,300 1,400		240	2	2										12	.2
	TOTAL FOR MAP NO. 6				0.194												1,300 1,400		240	2	2										12	2
45908.3.1 Guilford 6A	I-40 EB RAMP TO S ELM-EUGENE ST	I-40 EB RAMP TO S ELM-EUGENE ST	7,8	1	0.077 26												480 206		38	3	3			3							16	.6
	TOTAL FOR MAP NO. 6A				0.077												480 206		38	3	3			3							16	6
45908.3.1 Guilford 7	S ELM-EUGENE ST RAMP TO I-40 EB	S ELM-EUGENE ST RAMP TO I-40 EB	8	1	0.092 21												485 485															
45908.3.1 Guilford 8	I-40 EB OFF RAMP TO MLK JR DR	I-40 EB OFF RAMP TO MLK JR DR	8,9	1	0.092       0.152     28												<b>485 485</b> 1,180 450		60		6			3						士	20	
	TOTAL FOR MAP NO. 8				0.152												1,180 450		60		6			3							20	ð
45908.3.1 Guilford 9	MAP DELETED	MAP DELETED		ļ	0	_																							-	$-\!$	$-\!$	
45009 2.1 Guilford 10	TOTAL FOR MAP NO. 9	MIVID DD DAMD TO LAG ED	10	-	0 0.365 27	4											2 220 1 000	220		_	-		+		3		-		+-+	$-\!\!\!\!+\!\!\!\!-$	47	-
45908.3.1 Guilford 10	MLK JR DR RAMP TO I-40 EB TOTAL FOR MAP NO. 10	MLK JR DR RAMP TO I-40 EB	10	2	0.365	_											2,320 1,900 2,320 1,900								3				+ +	$+\!\!\!-$		17
45908.3.1 Guilford 11		MAP DELETED		<del>                                     </del>	0.303	_											2,320 1,300	330			+ +		1				+		+ +	+	+	<del></del>
	TOTAL FOR MAP NO. 11				0																										$\neg$	
45908.3.1 Guilford 12		I-40 EB RAMP TO E GATE CITY BLVD/E LEE ST	2	1	0.258 24												1,336 1,260		40	2	2										7	,
	TOTAL FOR MAP NO. 12				0.258												1,336 1,260		40	2	2										7	/
45908.3.1 Guilford 13		E GATE CITY BLVD/E LEE ST RAMP TO I-40 EB	5	1		288	2,986	578	8	4	170	28	600 2	320	6	4,992									4						26	
	TOTAL FOR MAP NO. 13				0.316												1,030 830								4						26	6
		I-40 WB FROM JOINT EAST OF GATE CITY BLVD																														
45908.3.1 Guilford 14	I-40 WB	TO BRIDGE OVER BUFFALO CREEK	1	3	4.9 35	_											43,517 28,025			20	10 (	5					28,025			10 6	6 1,18	
	TOTAL FOR MAP NO. 14	I-40 WB RAMP TO E GATE CITY BLVD	2 1 1	1	4.9	_											43,517 28,025	9,206		20	10 (	,	1			43,517	28,025	9,206 20	,	10 6		
45908.3.1 Guilford 15	I-40 WB RAMP TO E GATE CITY BLVD TOTAL FOR MAP NO. 15	1-40 WB RAINF TO E GATE CITT BEVB	2,11	1	0.128 29 <b>0.128</b>	_											1,060 675 1,060 675			8 1 8 1									+ +	$+\!\!\!-$		!5
45908.3.1 Guilford 16		E GATE CITY BLVD RAMP TO I-40 WB	2	1	0.068 25	+		1									400 490			<del>-   1</del>	+ - +	+				1	+		+	+	<del></del>	$\overline{}$
	TOTAL FOR MAP NO. 16		_		0.068	1		1		1							400 490		- 1				1			1	1		+	$\neg$	+	
45908.3.1 Guilford 17		I-40 WB RAMP TO MLK JR DR	2,8,12	1	0.259 35	1		1									1,000 1,220	490								1					2!	:5
	TOTAL FOR MAP NO. 17				0.259	]		1						1			1,000 1,220														25	
45908.3.1 Guilford 18		US 29 SB TO I-40 WB	3	2	0.12 34	_		1									1,333 643				$\perp \perp$						643		$\bot$	<u> </u>	30	
	TOTAL FOR MAP NO. 18	LIC 20 CD DAMS TO A SUCCESS	2 :		0.12	4		1									1,333 643	272	45		$\vdash \vdash$	_					643	272	+	$-\!$	30	
45908.3.1 Guilford 19	US 29 SB RAMP TO MLK JR DR TOTAL FOR MAP NO. 19	US 29 SB RAMP TO MLK JR DR	2,4	1	0.403 25 0.403	4		1		1							1,710 1,270 1,710 1,270	<del>                                     </del>	40 <b>40</b>	2 2		-	1	<del>  </del> -	2 2		1		++	+	23	:3 : <b>3</b>
45908.3.1 Guilford 20		MLK JR DR RAMP TO I-40 WB	2,13	1	0.403	$\dashv$		1									360 490	1	40	-   -	+ +	+	1	-	-   -	1	+		+	+	- 23	<del>-</del>
	TOTAL FOR MAP NO. 20		2,13	+ - + -	0.098	1		1		1							360 490		<del>  </del>	+	<del>                                     </del>	_	1	<del>                                     </del>	-+	1	+	<del>                                     </del>	++	+	+	$\overline{}$
45908.3.1 Guilford 21		I-40 WB RAMP TO S ELM-EUGENE ST	2,13	1	0.121 21	1		1									680 620	70		2	2	1				1	1		1 1	$\neg$	32	2
	TOTAL FOR MAP NO. 21				0.121			1		- 1							680 620			2	2				L							2
45908.3.1 Guilford 22	II.	S ELM-EUGENE ST RAMP TO I-40 WB	2,13	1	0.108 26	_		1						1			280 580				$\Box \Box$											
	TOTAL FOR MAP NO. 22				0.108	_		1									280 580				$\perp$					1	1		$\bot \bot$	Щ	$\dashv$	
45908.3.1 Guilford 22A		I-40 WB RAMP TO RANDLEMAN RD	7	1	0.103 20	4		1		1							200				2	_	1	$\vdash \vdash$	_	-	1		44	$-\!\!\!\!\!+\!\!\!\!\!\!-$	34	
45908.3.1 Guilford 23	TOTAL FOR MAP NO. 22A  RANDLEMAN RD RAMP TO I-40 WB	RANDLEMAN RD RAMP TO I-40 WB	214	1	<b>0.103</b> 0.286 22	-		1									980 460	75		2	2	-	1			+	+		++	+	34	4
	TOTAL FOR MAP NO. 23	AMINDLEIVIMIN ND KAIVIP TO 1-40 WB	2,14	1	0.286 22 0.286	$\dashv$		1									980 460 980 460	75 <b>75</b>			+ +	+	1	-	-	1	+		+	+	+-	+-
45908.3.1 Guilford 24		RANDLEMAN RD RAMP TO BUS 85 SB	2,15	1	0.239 18	1		1		1							1,270 1,270		<del>  </del>	+	<del>                                     </del>	_	1	<del>                                     </del>	-+	1	+	<del>                                     </del>	++	+	+	+
	TOTAL FOR MAP NO. 24		,		0.239	1		1									1,270 1,270					_	1			1	1		+ +	-	+	+
45908.3.1 Guilford 25		I-40 WB TO BUS 85 SB	3	2	0.066 38			1		1							415 330	305								415	330	305			64	4
	TOTAL FOR MAP NO. 25				0.066				$\perp \perp \perp$								415 330										330				64	
тот	TAL FOR PROJ NO. 45908.3.1				14.122	288	2,986	578	8	4	170	28	600 2	4 320	6	4,992	109,222 73,080	20,443	488	72 28	42 2	3 2		6	7 2			19,478 64			3 3,1	145 16
		<u> </u>					<u> </u>										182,302						113			149	9,703			55		3,161
				1 1	14.122	200	2 000	E70	o	<u>л</u> Т	170	20	600 3	1 220	1 6	4 992	109,222 73,080	20 442	180	72 20	1/2   2	2 2	٠,	6	7 7	01 600	59.012	10 //70   64	1 10	22   2	2 2 1	AE 16
	GRAND TOTAL			+ + + -	14.122	268	2,986	, 5/8	<del>                                     </del>	-	1/0	40	200 2	- 320	, 6	4,392	182,302	20,443	+00	12 28	+4 Z	. <sub> </sub> 2	113	0	, , ,		9,703	13,4/0 64		55		3,161
L		ı	ı	1 1	ı	1	1						1			1	102,302	1 1					113			14	J,103	<u> </u>				3,101