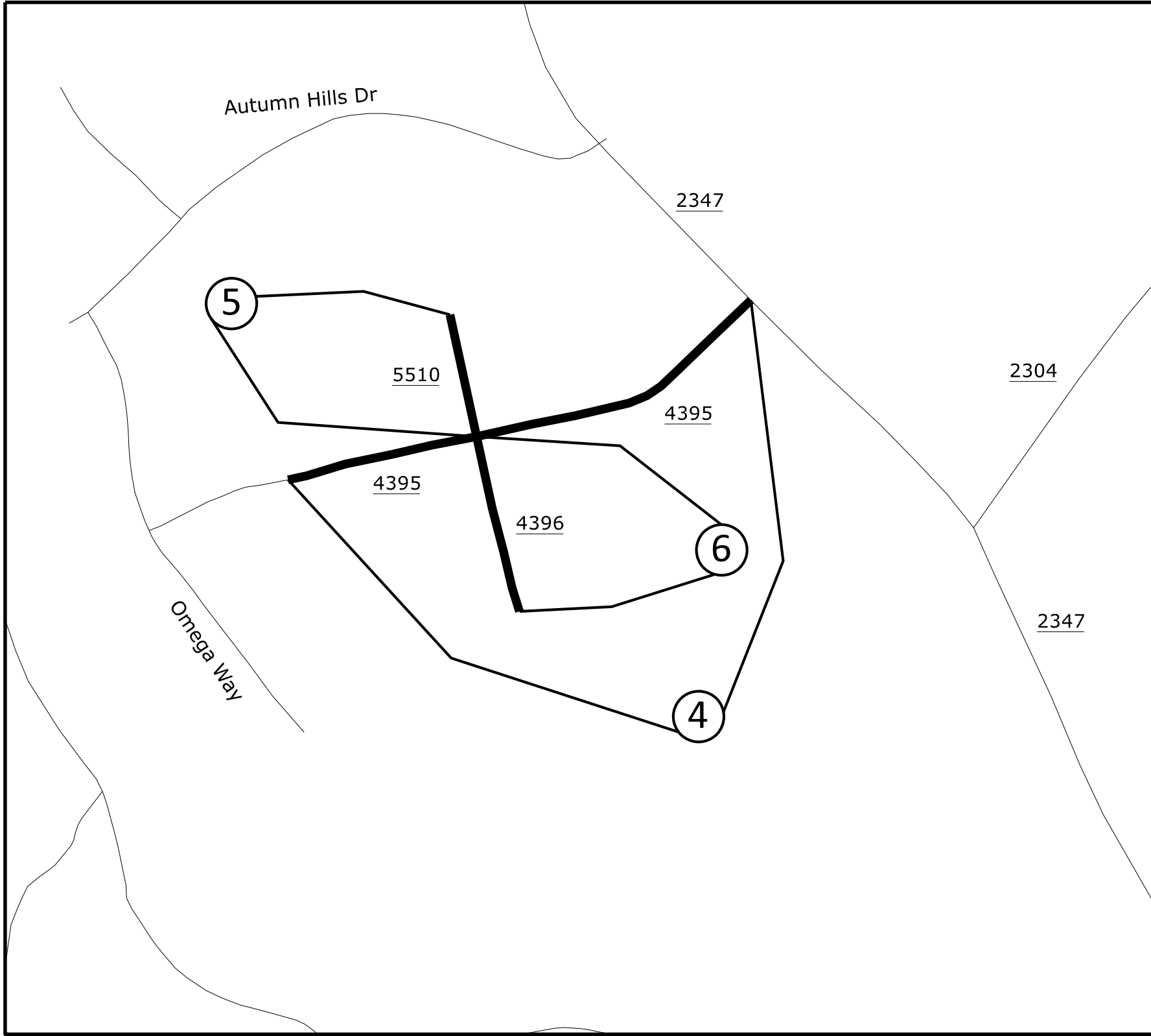


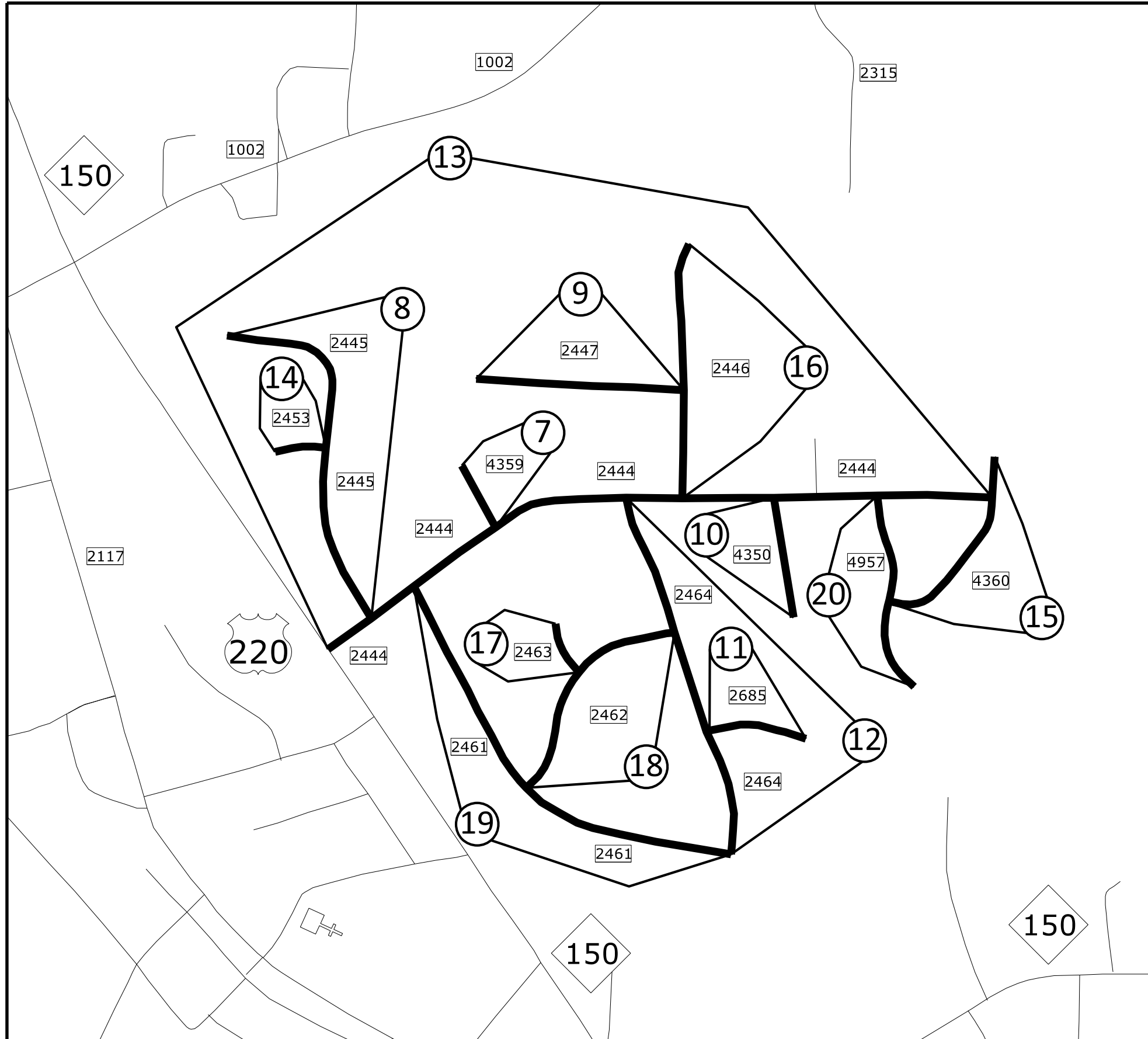
Map 1 NC 610 / E Fairfield Rd
 Map 2 NC 610 / E Fairfield Rd
 Map 3 NC 62 / Liberty Rd
 *Small section in Randolph County
 will be paid for under Guilford WBS

Map 21 SR 1113 - Kivett Dr
 *Do not resurface bridge #47 & #48
 Mill & Fill Curb & Gutter section and
 under I-85 Bridges

Map 24 SR 4015 - Emsley Rd
 Map 25 SR 4015 - Blazer Rd

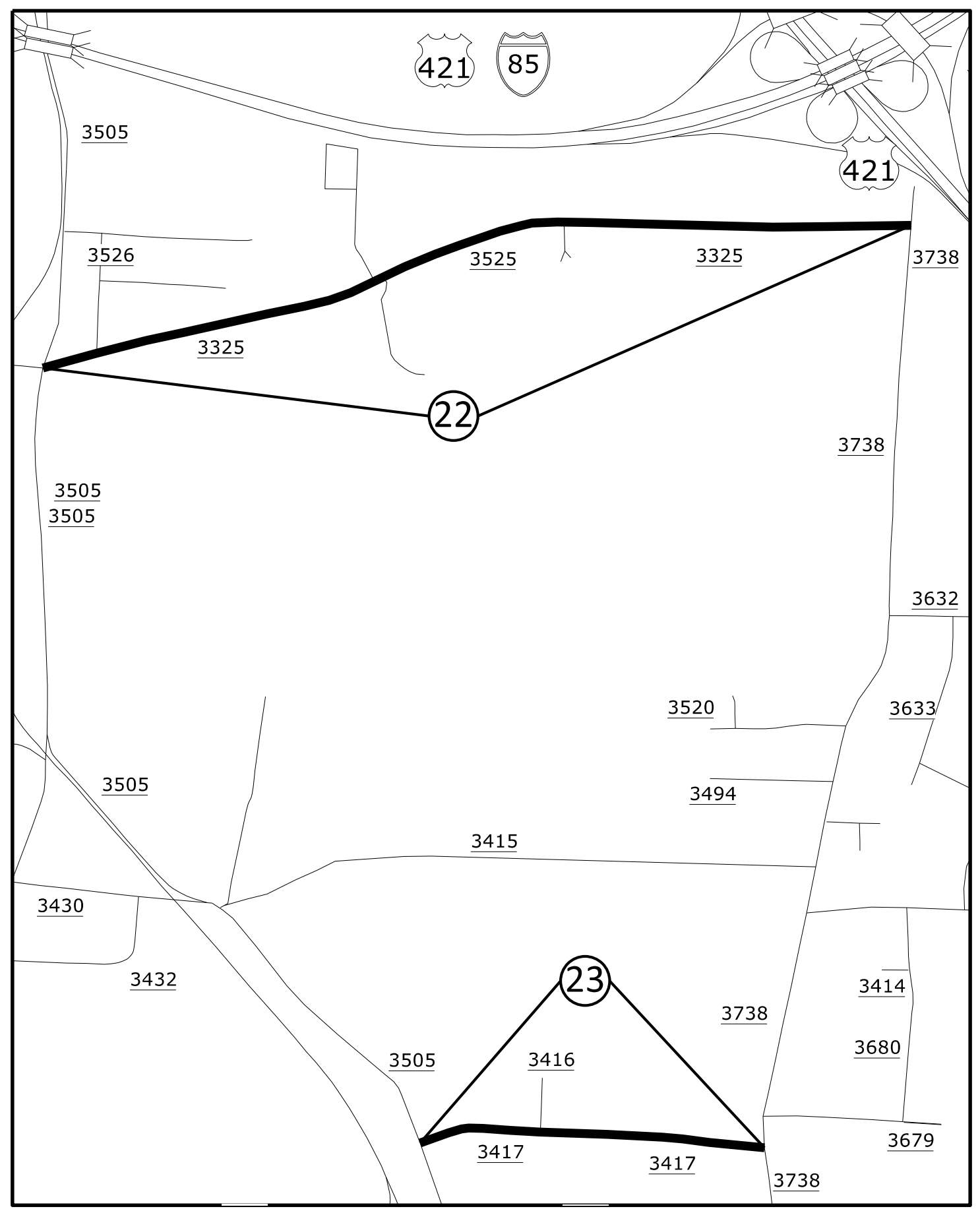


Map 4 SR 4395 - Squirrel Chase Dr
Map 5 SR 5510 - North Scamper Grey Ct
Map 6 SR 4396 - South Scamper Grey Ct

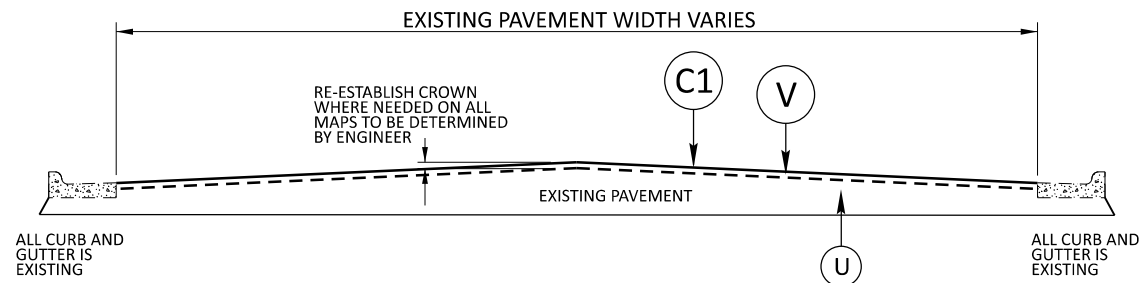


- Map 7 SR 4359 - Cornus Ct
- Map 8 SR 2445 - Dickenben Dr
- Map 9 SR 2447 - Emmacyn Dr
- Map 10 SR 4350 - Henfree Dr
- Map 11 SR 2685 - Hepatica Ct
- Map 12 SR 2464 - Hepatica Ln
- Map 13 SR 2444 - Joseph Hoskins Rd
- *Mill & Fill around island

- Map 14 SR 4360 - Pauline Ct
- Map 15 SR 4360 - Sarah Marie Dr
- Map 16 SR 2446 - Sarelma Dr
- Map 17 SR 2463 - Tiarella Ct
- Map 18 SR 2462 - Tiarella Dr
- Map 19 SR 2461 - Weitzel Dr
- Map 20 SR 4957 - William Bailey Rd

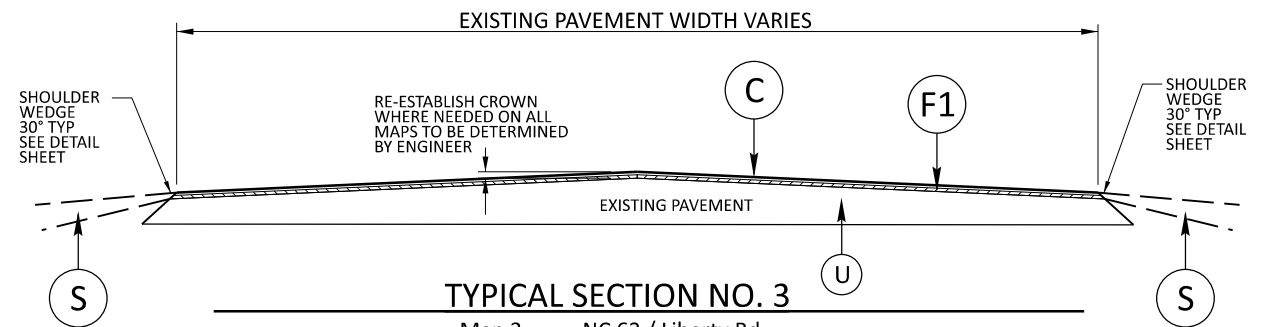


Map 22 SR 3325 - Ritters Lake Rd
 Map 23 SR 3417 - Ryegate Dr



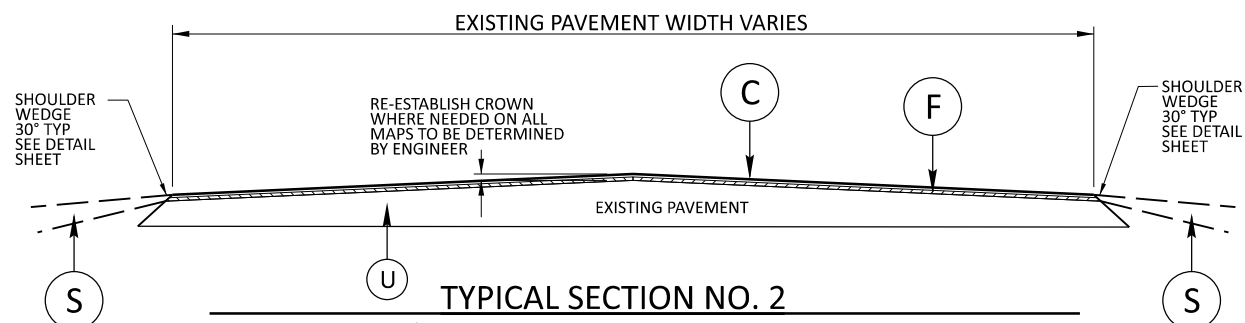
TYPICAL SECTION NO. 1

Map 1 NC 610 / E Fairfield Rd
Map 21 SR 1113 Kivett Dr



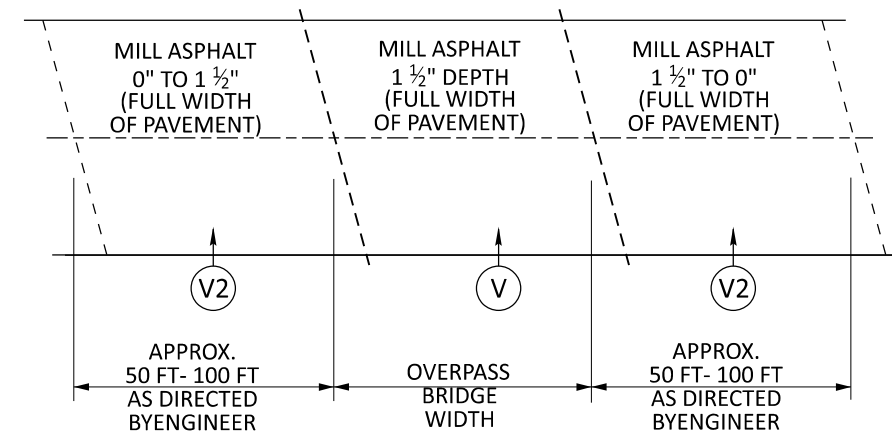
TYPICAL SECTION NO. 3

Map 3 NC 62 / Liberty Rd
Map 21 SR 1113 Kivett Dr



TYPICAL SECTION NO. 2

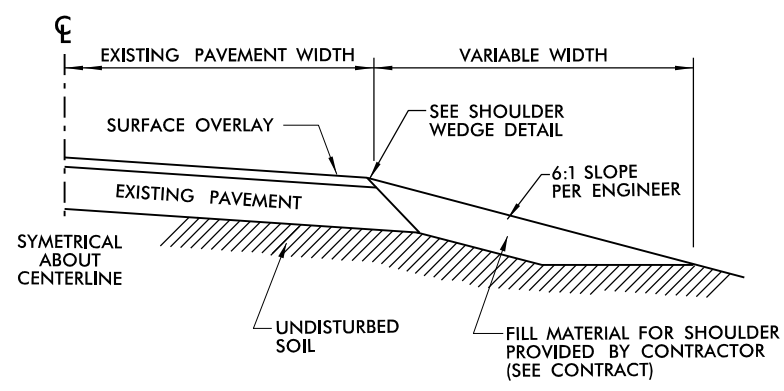
Map 2	NC 610 / E Fairfield Rd	Map 14	SR 2453	Paulina Ct	
Map 4	SR 4395	Squirrel Chase Dr	Map 15	SR 4360	Sarah Marie Dr
Map 5	SR 5510	N Scamper Grey Ct	Map 16	SR 2446	Sarelma Dr
Map 6	SR 4396	S Scamper Grey Ct	Map 17	SR 2463	Tiarella Ct
Map 7	SR 4359	Cornus Ct	Map 18	SR 2462	Tiarella Dr
Map 8	SR 2445	Dickenben Dr	Map 19	SR 2461	Weitzel Dr
Map 9	SR 2447	Emmacyn Dr	Map 20	SR 4957	William Bailey Ed
Map 10	SR 4350	Henfree Dr	Map 22	SR 3325	Ritters Lake Rd
Map 11	SR 2685	Hepatical Ct	Map 23	SR 3417	Rygate Dr
Map 12	SR 2464	Hepatical Ln	Map 24	SR 4015	Emsley Rd
Map 13	SR 2444	Joseph Hoskins Ln	Map 25	SR 4018	Blazer Rd



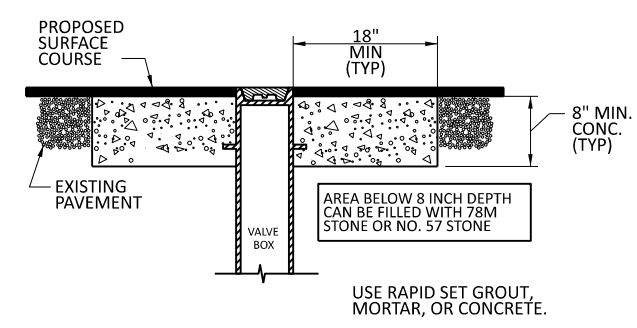
**PLAN VIEW-
MILLING ASPHALT PAVEMENT UNDER OVERPASS**

Map 21 SR 1113 Kivett Dr

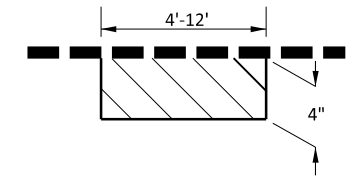
PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F	AST MAT COAT, #78M
F1	AST MAT COAT, # 67M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
V2	MILL ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH



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

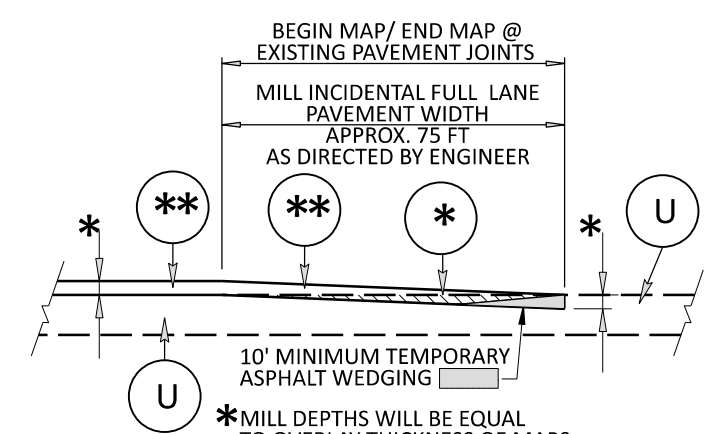


STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT

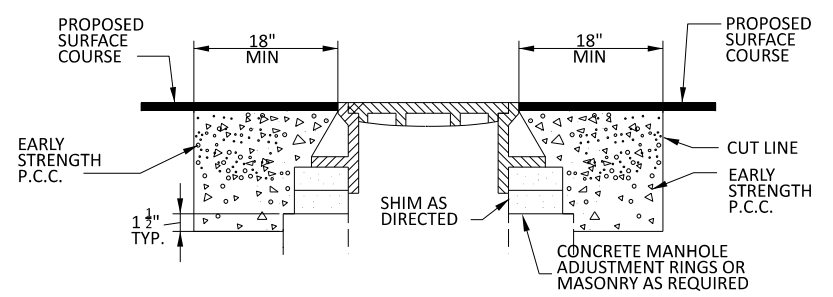


PATCH WITH ACSC, ACIC OR ACBC AS DIRECTED BY THE ENGINEER

PATCHING EXISTING PAVEMENT DETAIL

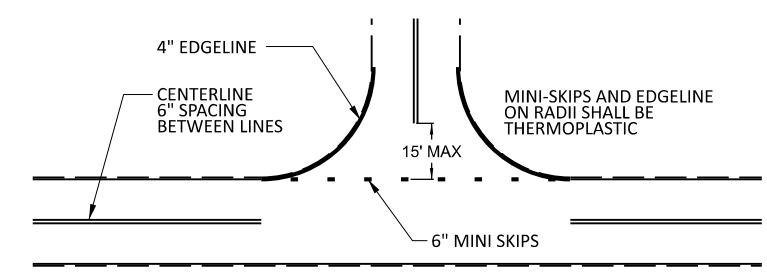


INCIDENTAL MILLING AT TIE-IN DETAIL



- 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.

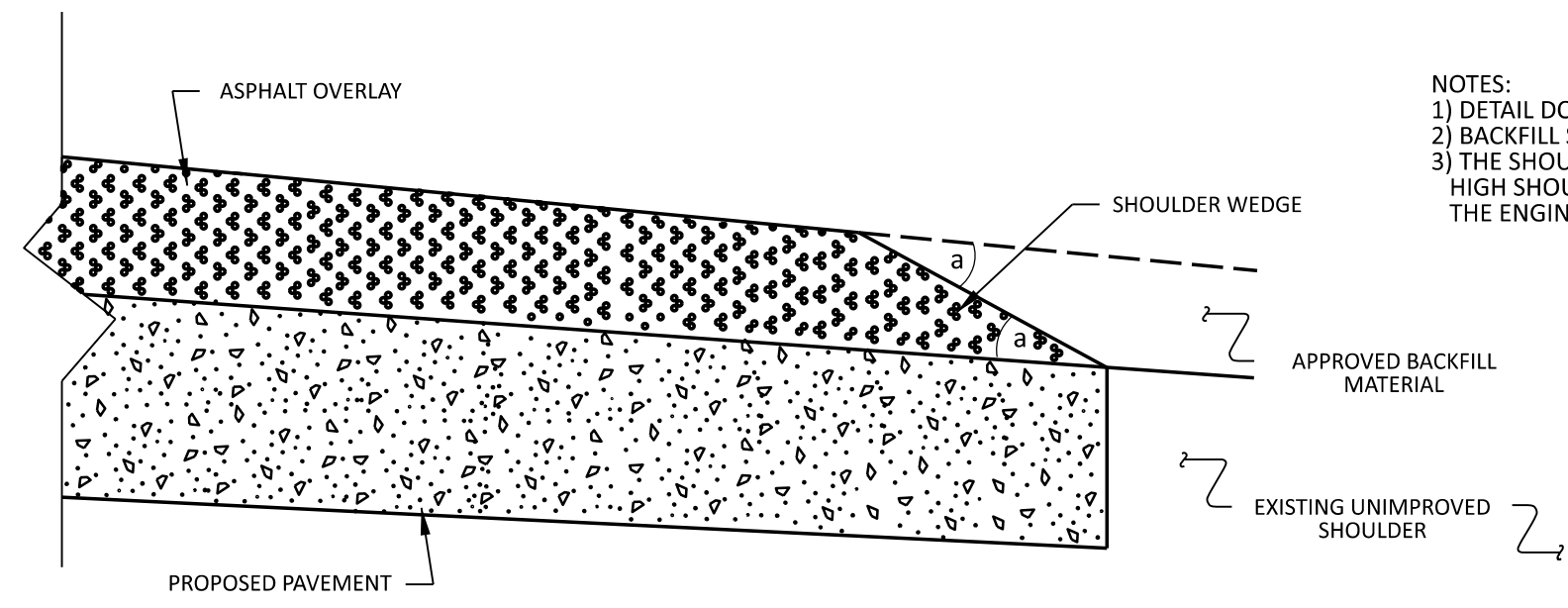
STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT



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

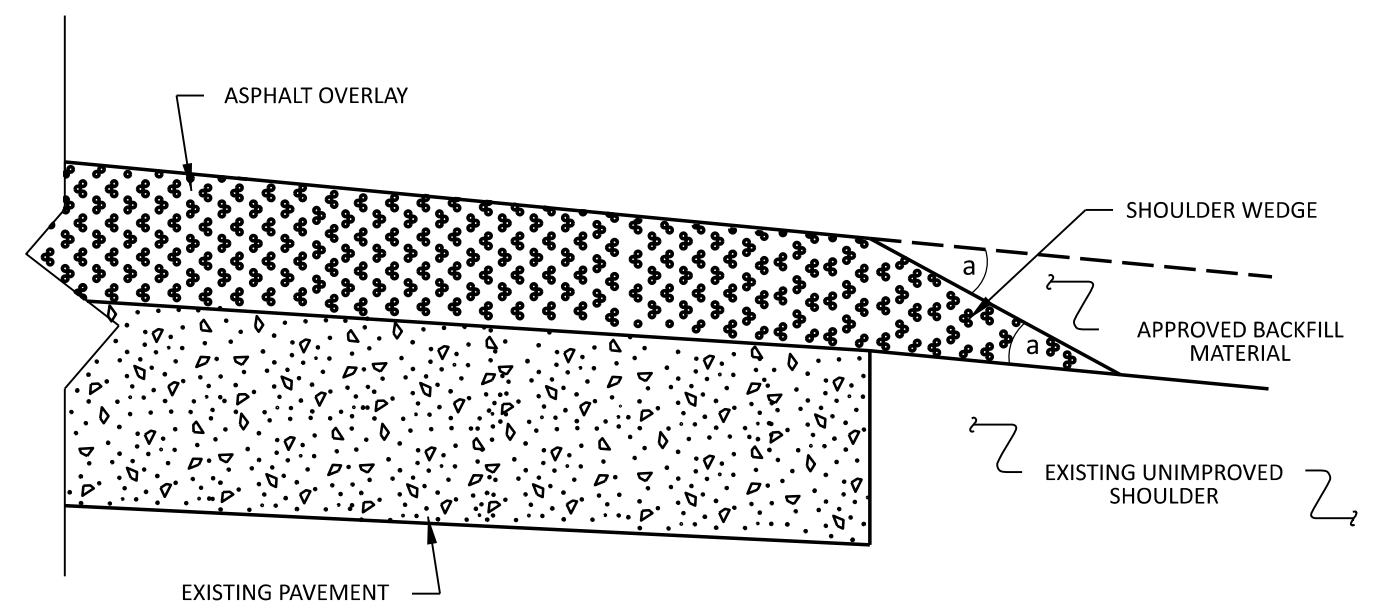
TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS
(NOT TO SCALE)

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.
F	AST MAT COAT, #78M
F1	AST MAT COAT, # 67M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH
V2	MILL ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH

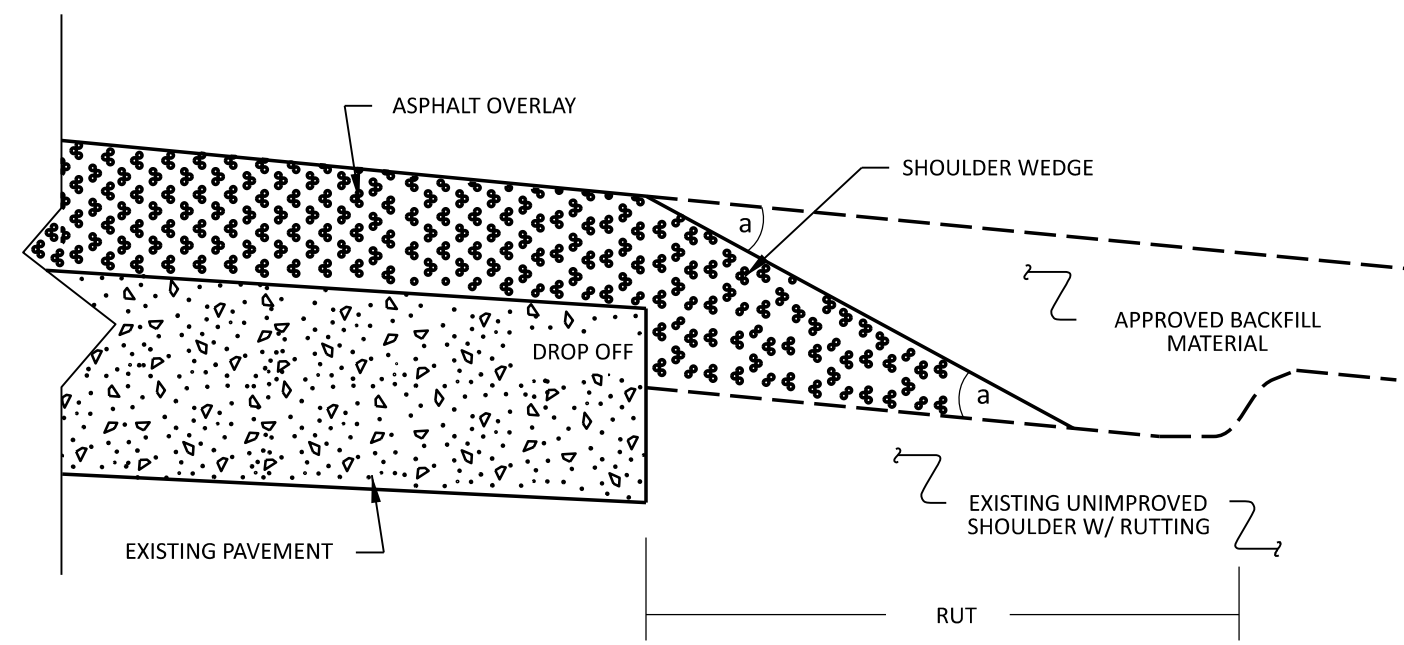


NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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)

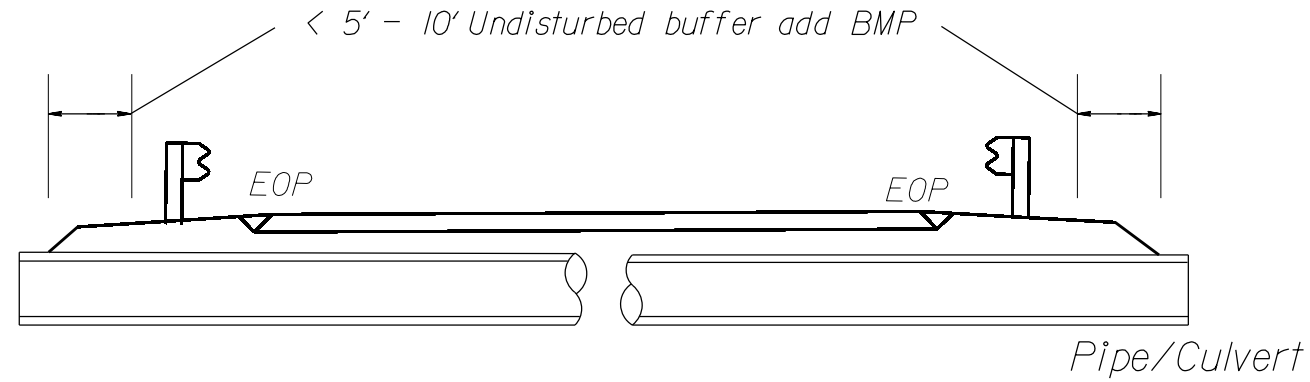
- SHOULDER WEDGE ANGLE = 30°

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	

NOTES: Less than 5' - 10' undisturbed buffer from ROW, ditchline, water feature, or drainage inlet, add BMP.

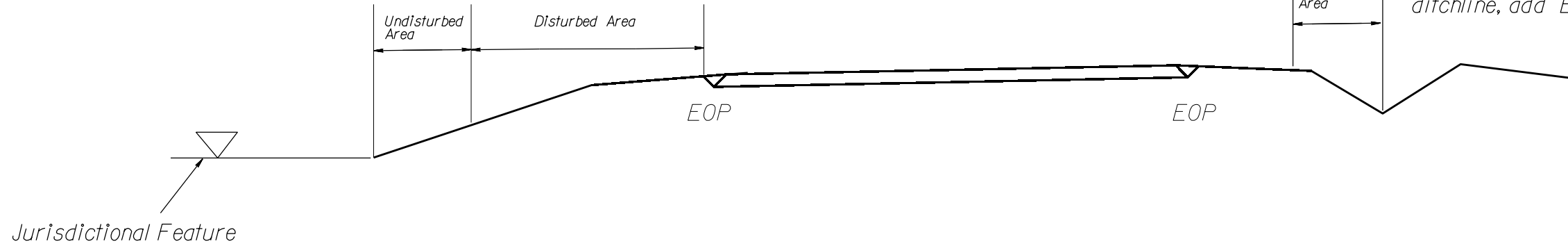
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

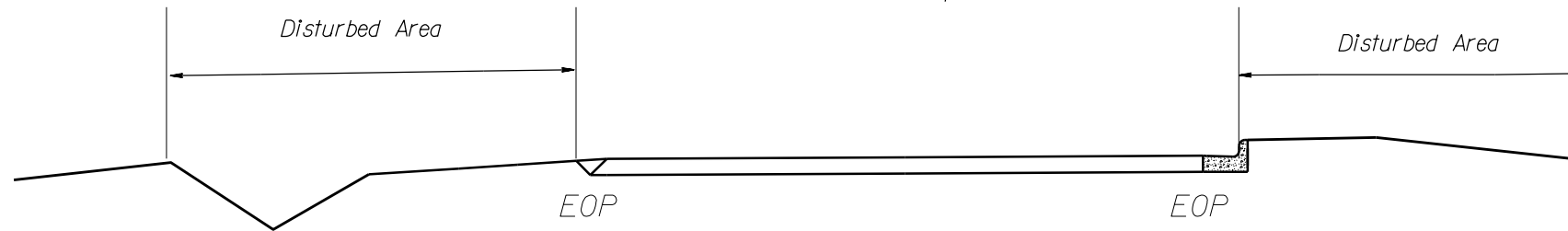


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

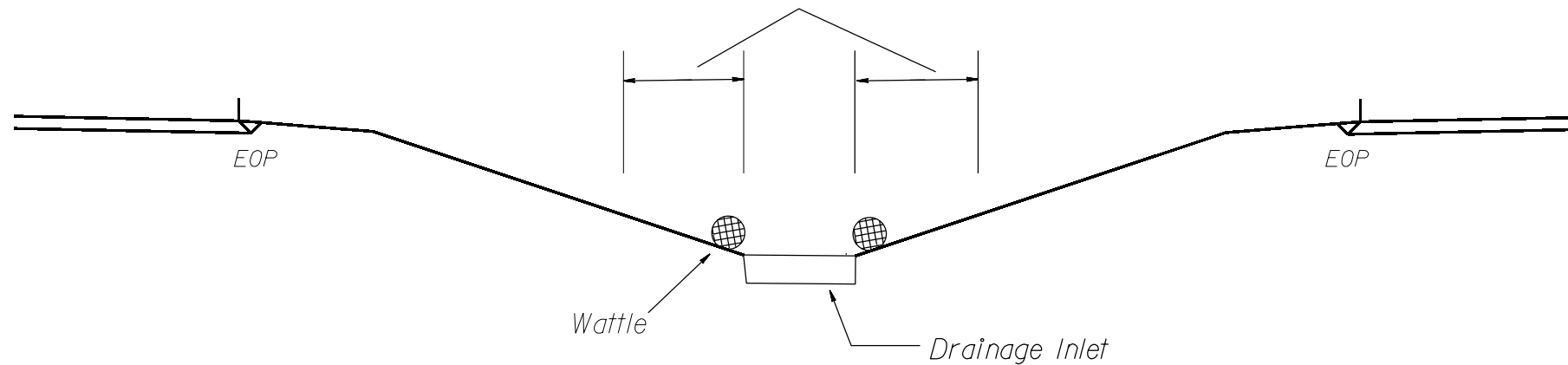
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



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



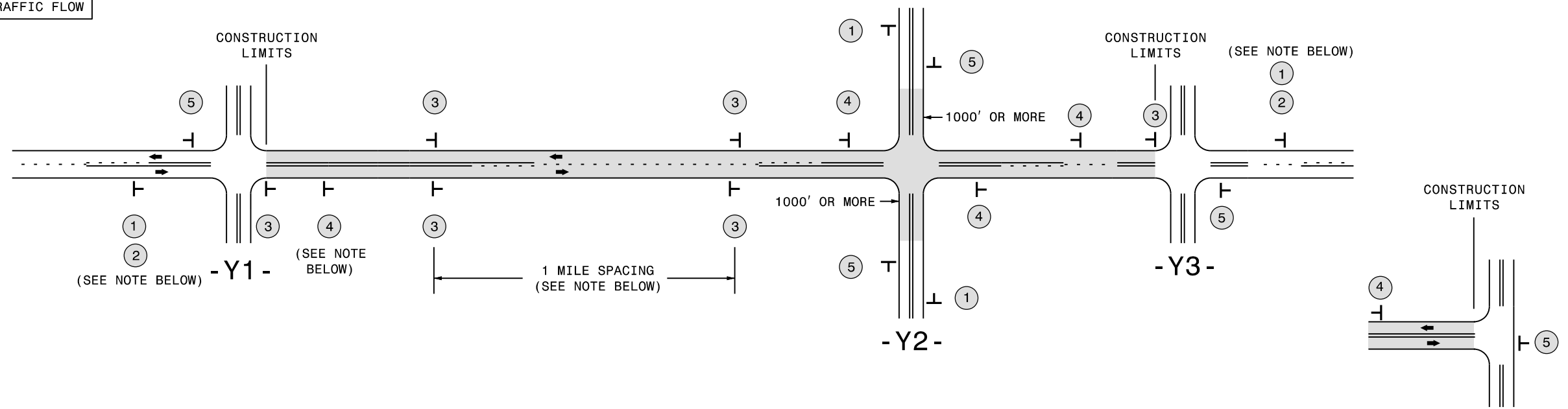
NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>1</p> <p>2</p>	<p>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>#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)</p>	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) 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> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
	<p>3</p>	<p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
	<p>4</p>	<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS.</p> <p>- DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p> <p>- FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</p>	
	<p>5</p>	<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	

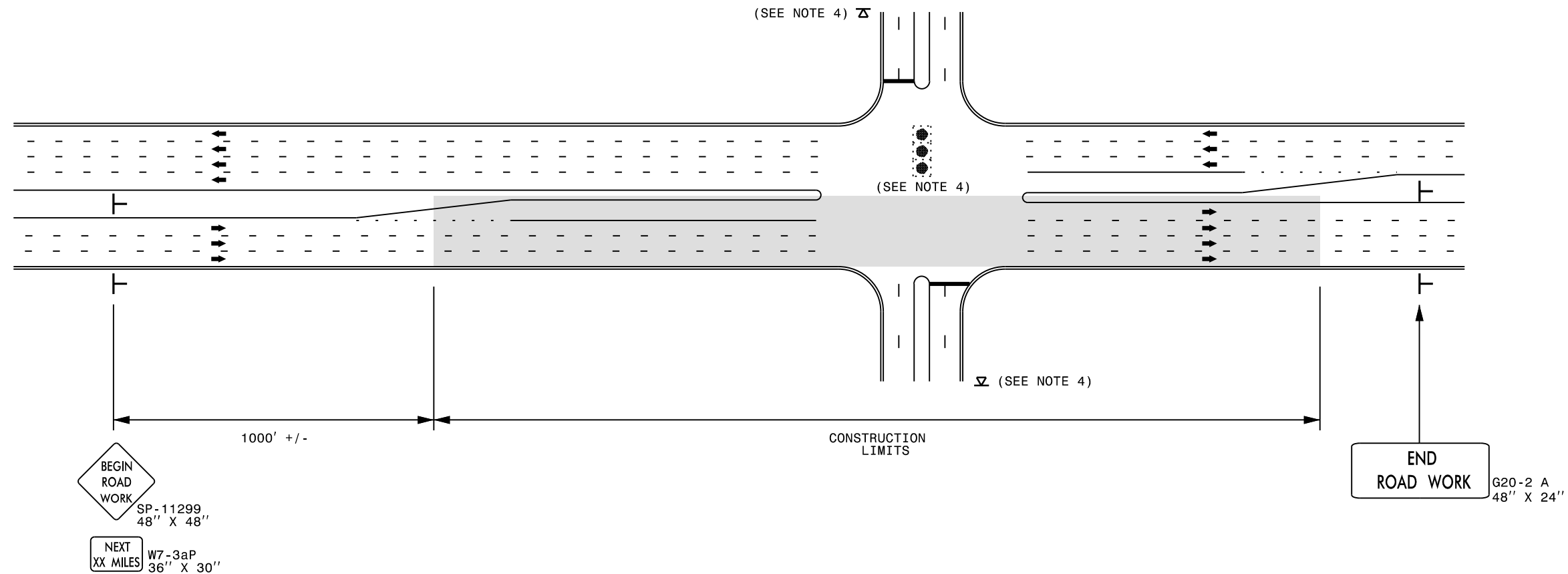
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

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

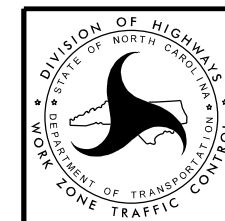
URBAN / SUBURBAN WORKZONES



NOTES:

- 1) 48" x 48" SIZED SIGNS (SP- 11299) MAY BE REDUCED TO 36" X 36" ON ROADWAYS WITH SPEED LIMITS OF 40 MPH OR LESS.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) ADVANCE WARNING SIGNS NOT REQUIRED ON NON-SIGNALIZED SIDE STREETS.
- 4) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
- 5) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 2' AS MEASURED FROM THE EDGE OF PAVEMENT OR THE FACE OF THE CURB. WHEN UNABLE TO OBTAIN THE LATERAL CLEARANCE WITHIN THE MEDIAN AREA USE SHOULDER MOUNTS ONLY.
- 6) SIGN MOUNT LOCATIONS SHALL NOT BLOCK SIDEWALKS OR DRIVEWAYS.
- 7) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 8) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND	
└	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



**RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES**

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

ENGLISH STANDARD DRAWING FOR
DEEP-CUT INDUCTIVE DETECTION LOOPS
(FOR INSTALLATION PRIOR TO MILLING)

SHEET 1 OF 1

NOTES

- OVERLAP SAW CUTS AT CORNERS AND INTERSECTION POINTS TO ENSURE UNIFORM SAW SLOT DEPTH.
- MAINTAIN 12" SPACING BETWEEN LOOP WIRE TAIL SECTIONS.
- WIRE LOOPS CONNECTED TO THE SAME DETECTOR IN SERIES.
- LOCATE LOOPS IN CENTER OF LANES UNLESS OTHERWISE SHOWN ON PLANS.
- USE A SERIES OF ONE INCH PIECES OF BACKER ROD SPACED ONE FOOT APART ALONG THE ENTIRE LENGTH OF THE FEEDER SLOT AND LOOP SAW SLOT.
- CONSULT LOOP SEALANT MANUFACTURER TO DETERMINE CURING TIME REQUIRED PRIOR TO MILLING.
- REFER TO STANDARD DRAWING 1725.01 SHEETS 2 AND 3 FOR ADDITIONAL REQUIREMENTS.

SAW SLOT DEPTH CHART
ASSUMING 2" MILLING DEPTH

DEPTH (IN)	MAX NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

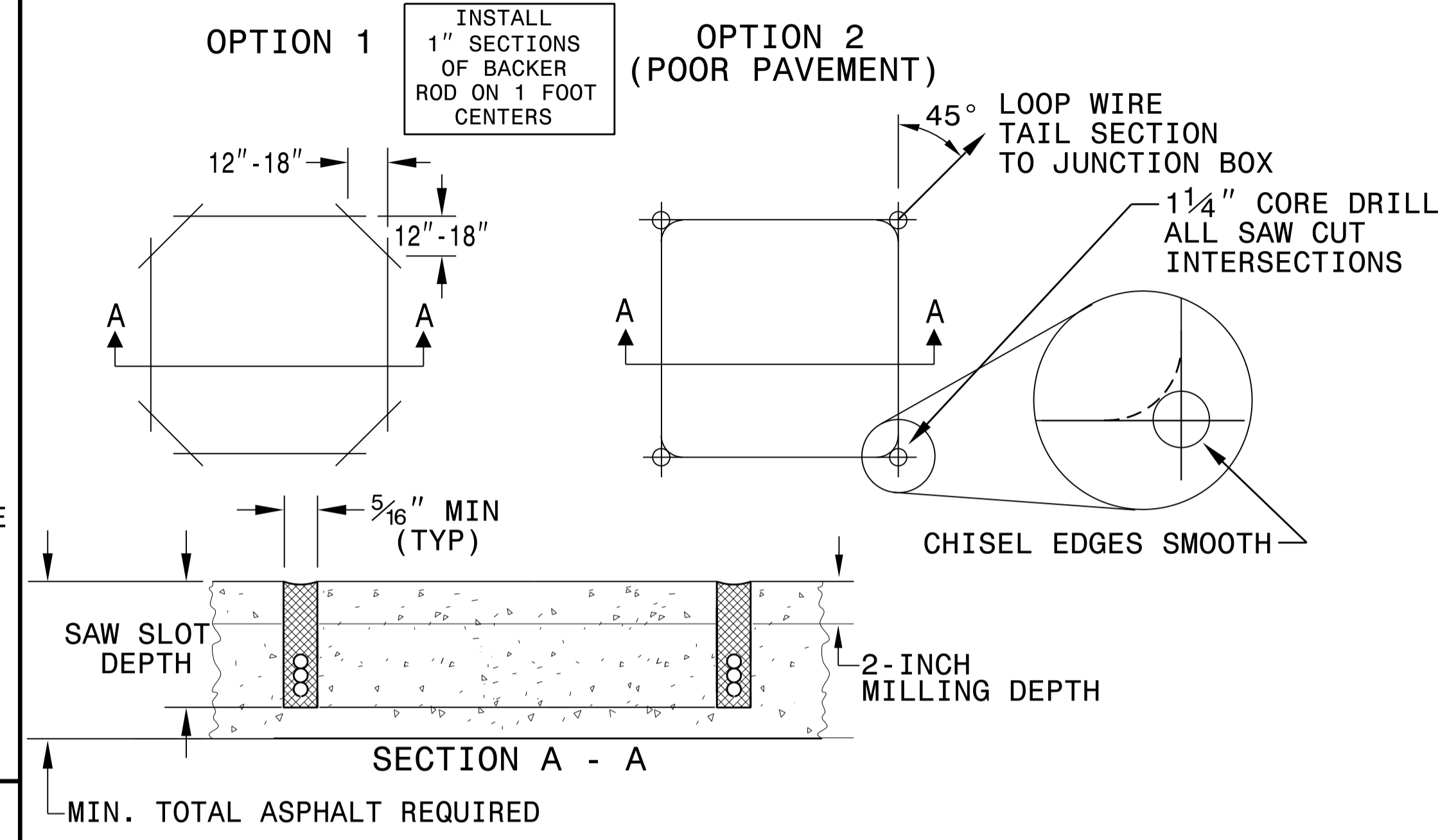


CORRECT WAY TO TWIST WIRE

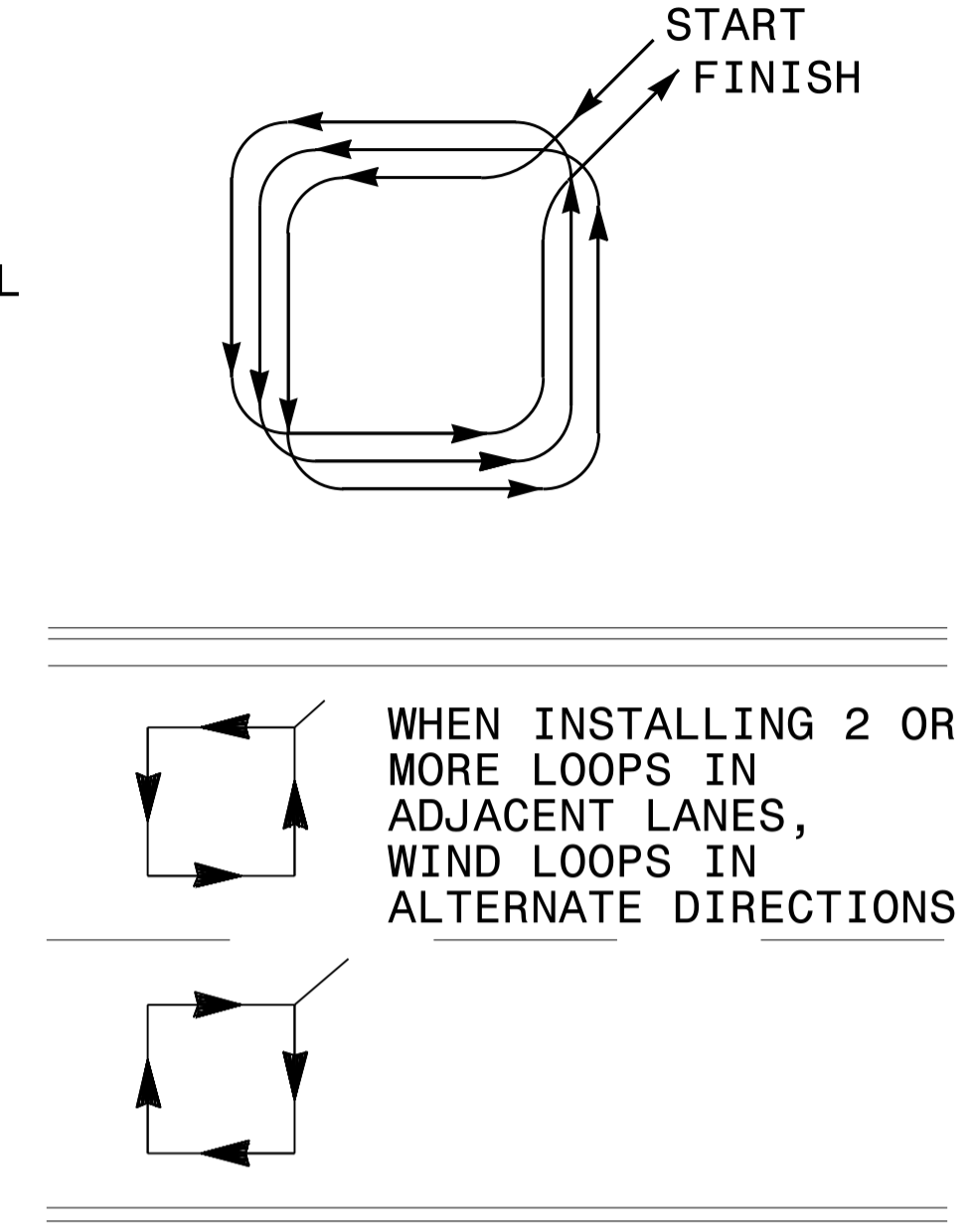


CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

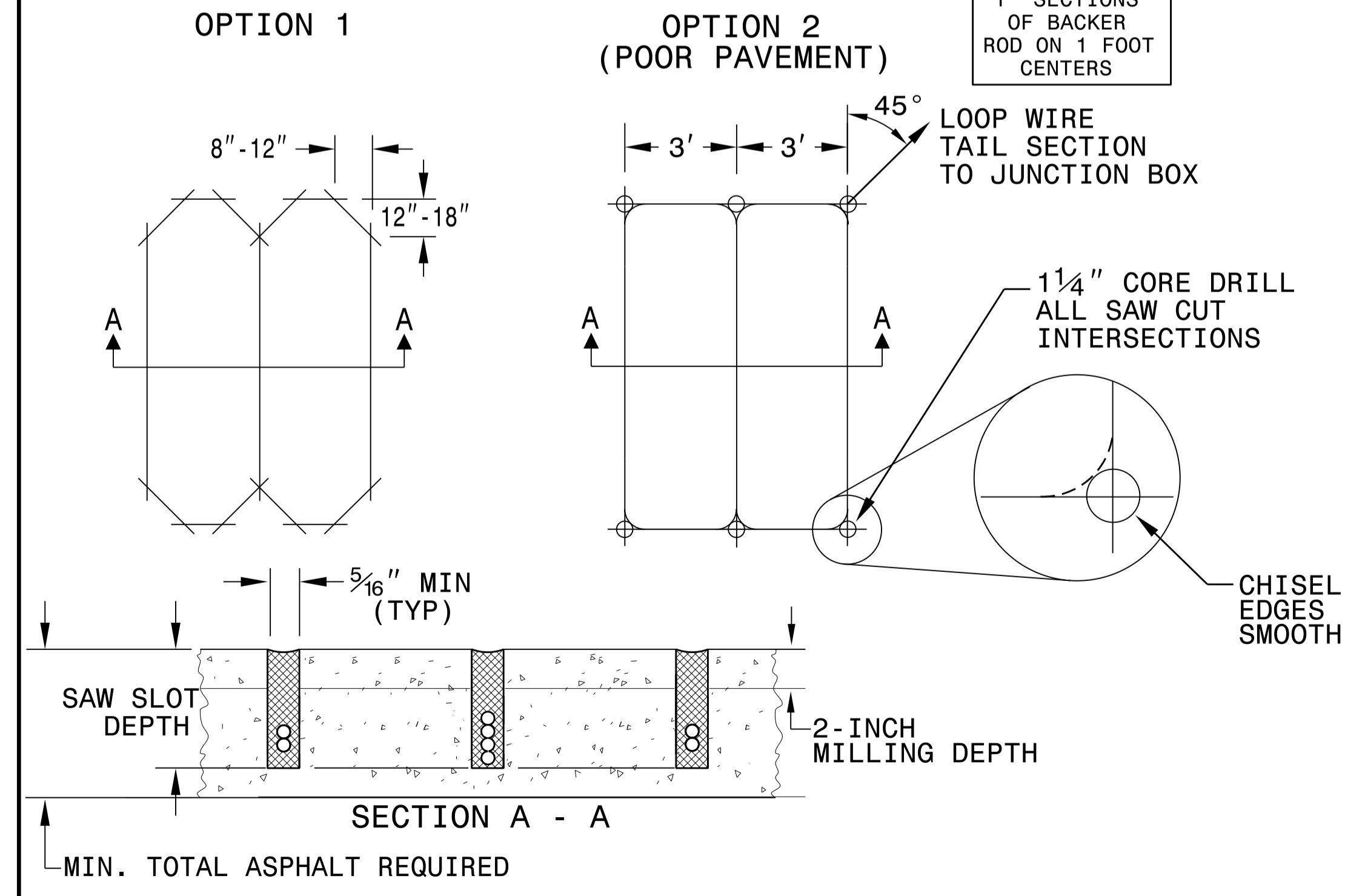


LOOP WINDING METHOD

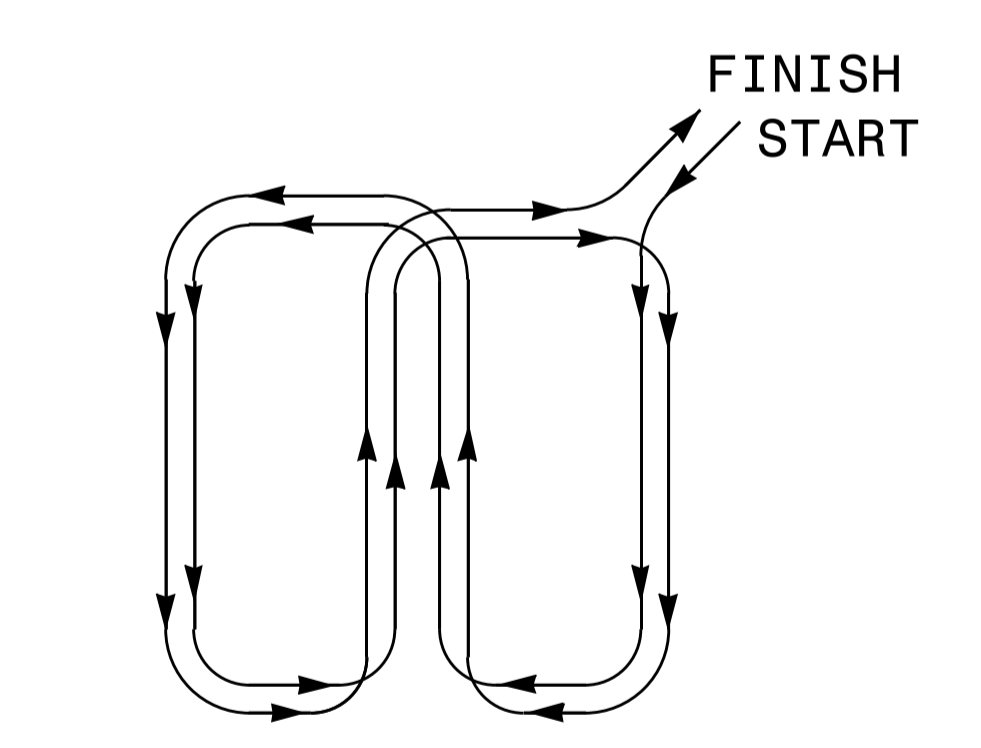


QUADRUPOLE LOOP

SAW CUT OPTIONS

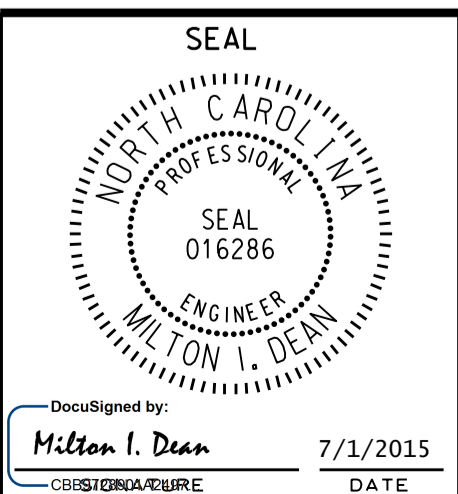
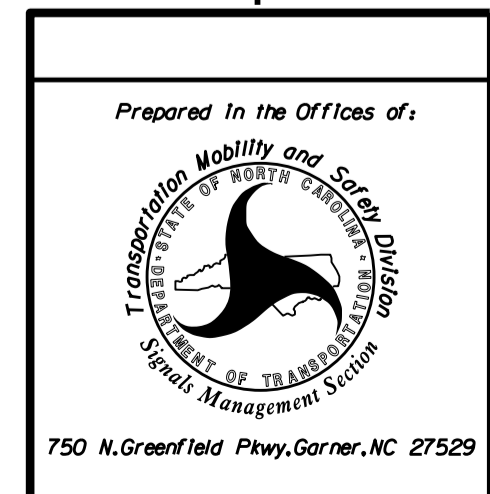


LOOP WINDING METHOD



REVISIONS

1. REMOVED TWISTING NOTES FROM TAIL SECT. TO JUNCTION BOX. 2/26/08 MWH
2. REVISED SECTION A - A DETAILS. 6/29/15 JTP



DocuSigned by:
Milton I. Dean
7/1/2015
DATE

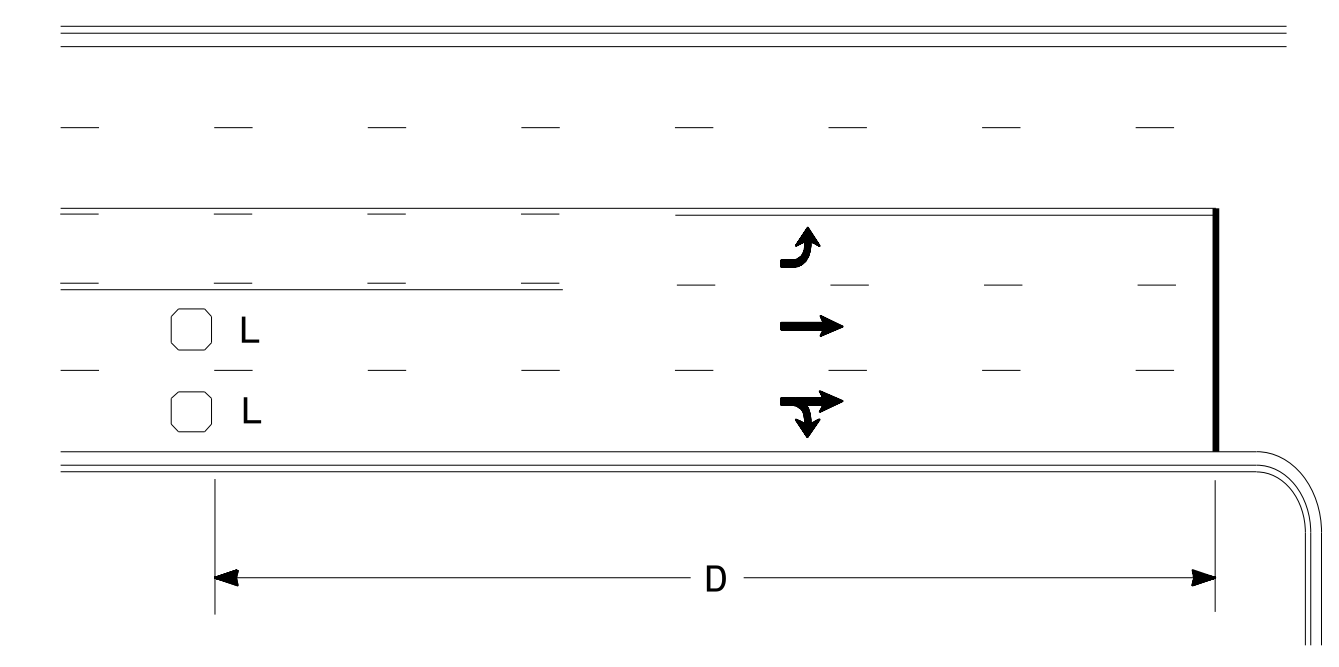
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

ENGLISH STANDARD DRAWING FOR
DEEP-CUT INDUCTIVE DETECTION LOOPS
(FOR INSTALLATION PRIOR TO MILLING)

SHEET OF

PROJECT REFERENCE NO.
2026CPT.07.11.10411
2026CPT.07.11.20411
SHEET No.
13

High Speed Detection (≥35 mph)

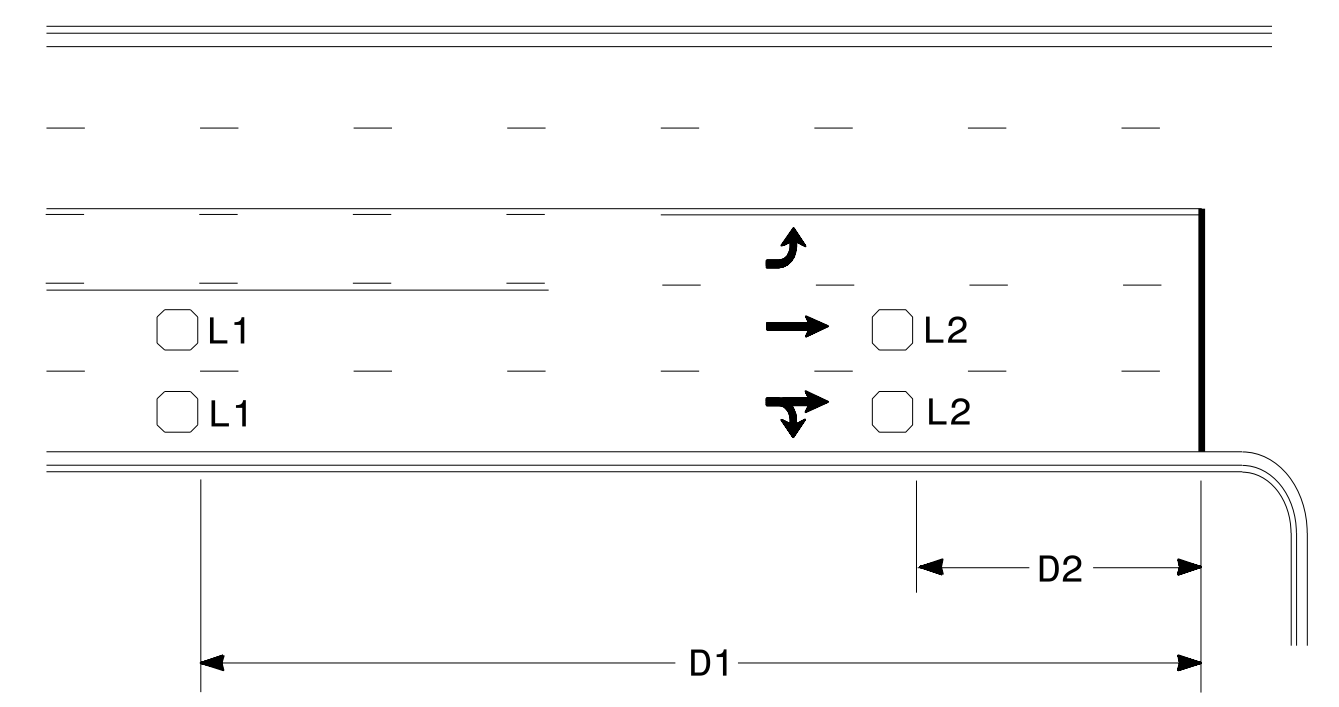


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



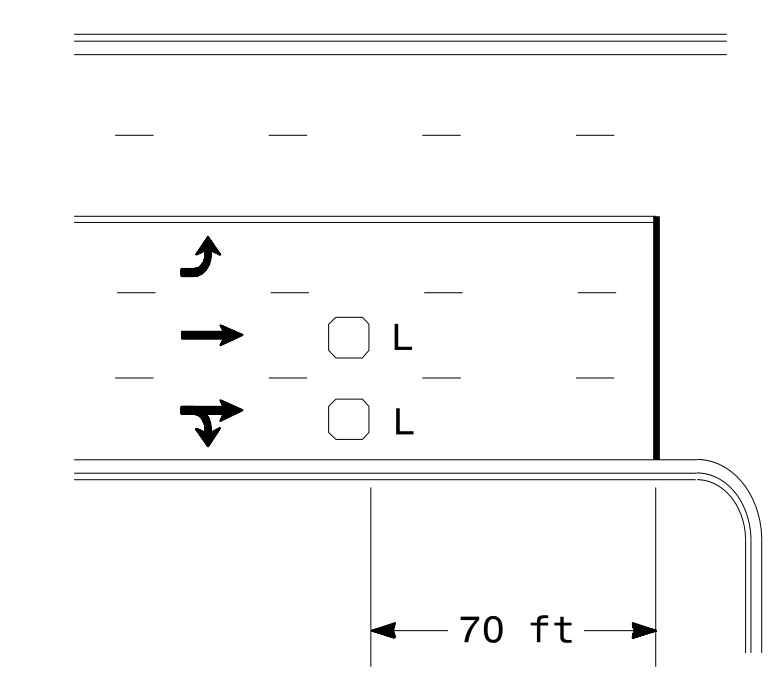
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

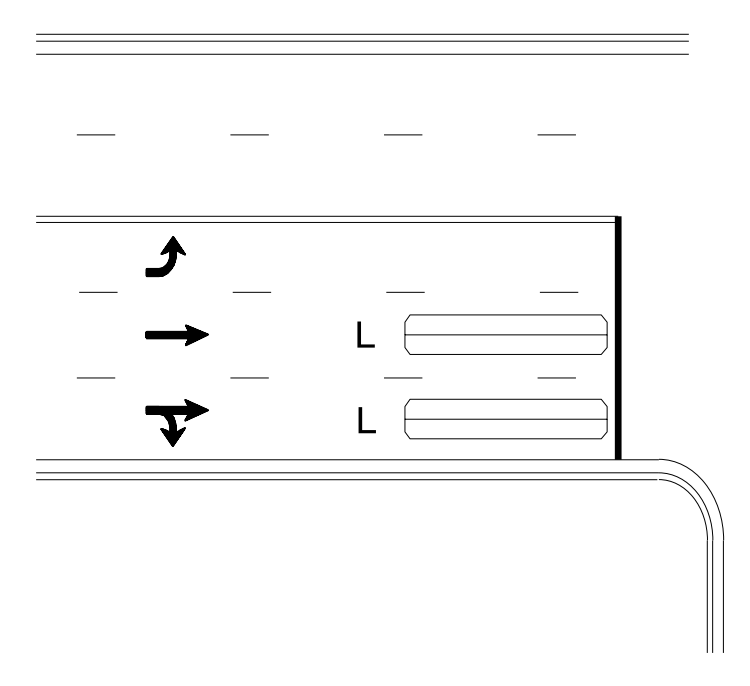
Low Speed Detection (≤35 mph)



L = 6ft X 6ft
Wired in series

Volume Density Operation

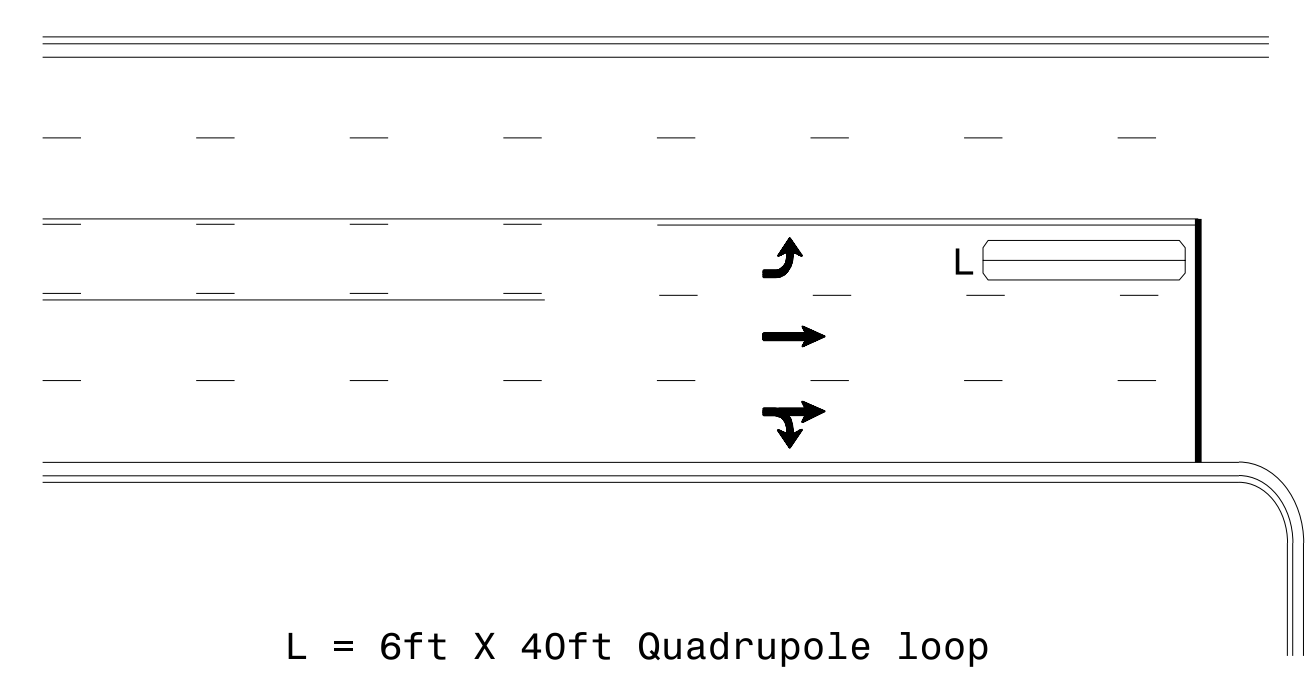
OR



L = 6ft X 40ft
Quadrupole loop, wired separately

'Stretch' Operation

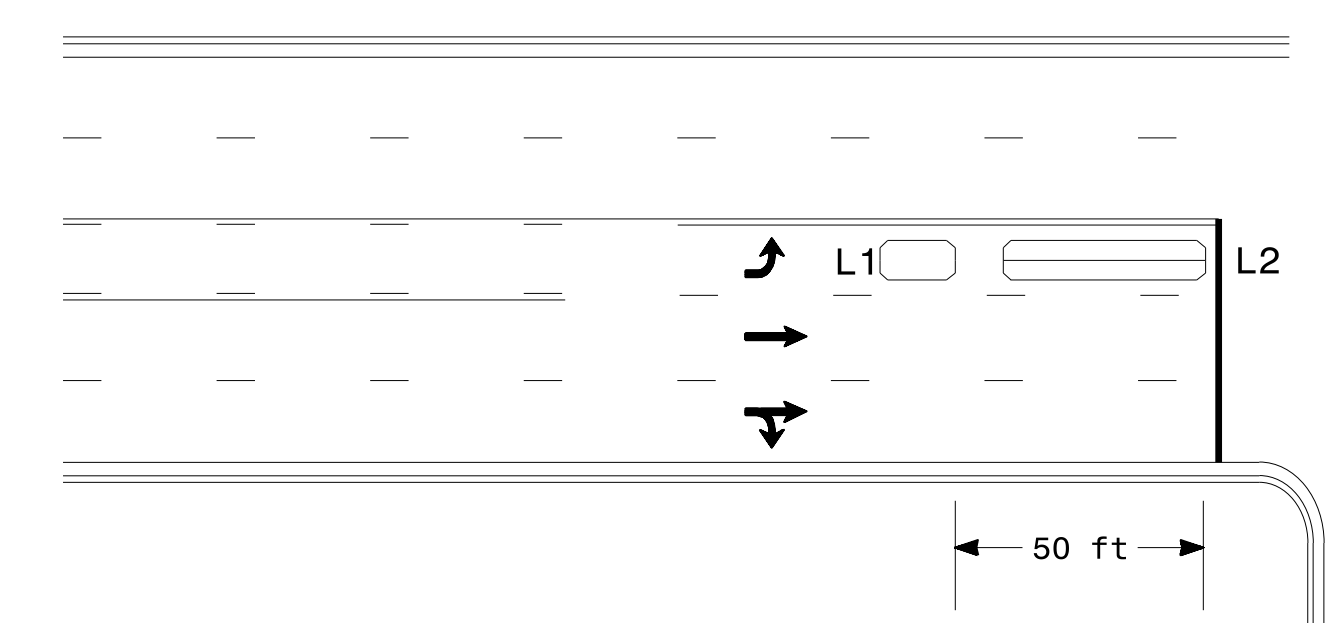
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

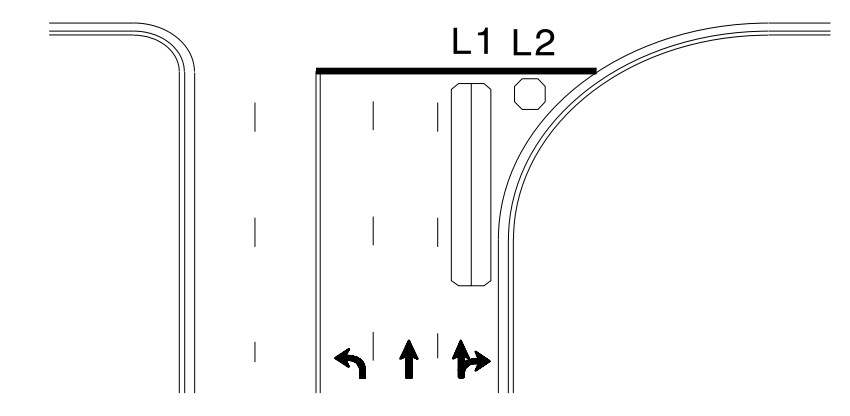
OR



L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

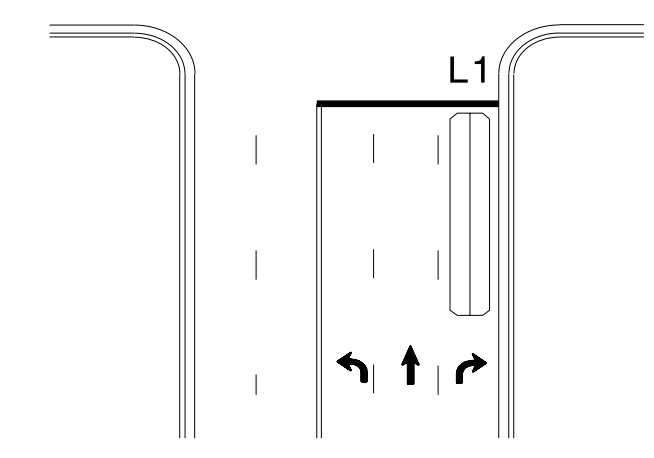
Queue Loop Detection

Right Turn Lane Detection

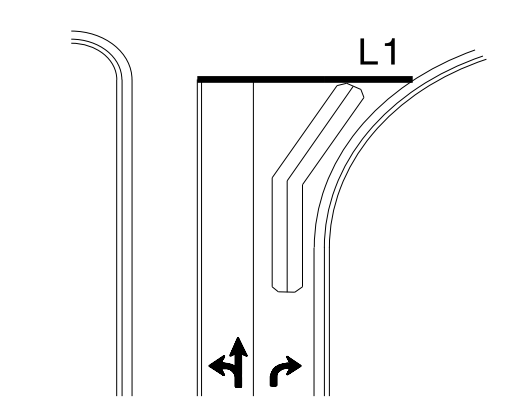


Shared Lane/
Wide Radius Turn

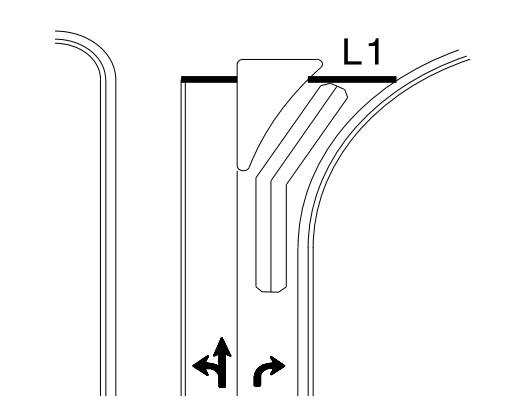
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

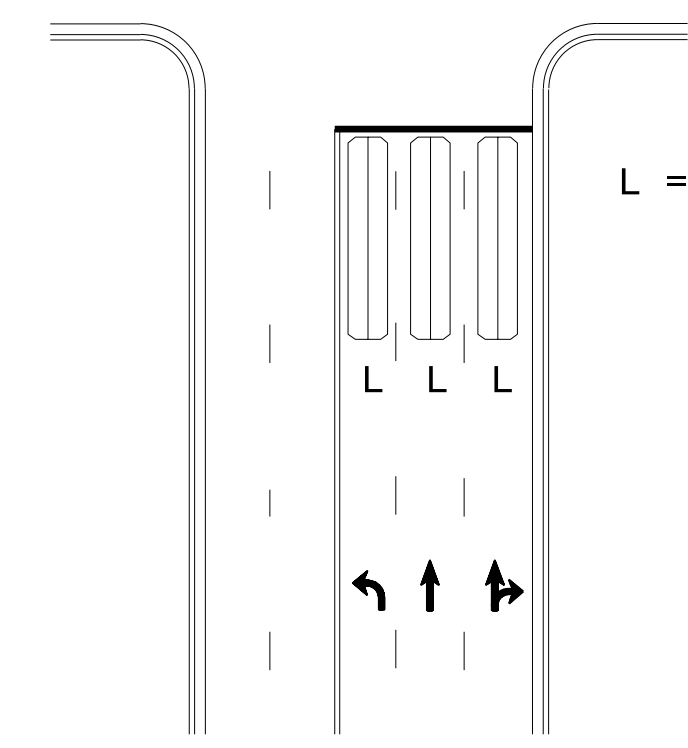


Wide Radius Turn



Channelized Turn

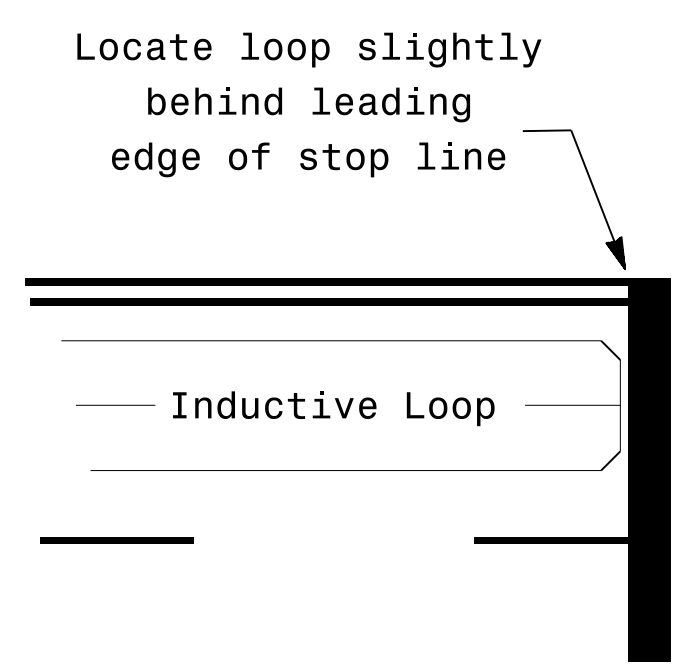
Side Street Detection



L = 6ft X 40ft
Quadrupole loop
Wired to separate
detectors/channels

Side Street Detection

Presence Loop Placement at Stop Lines



Locate loop slightly
behind leading
edge of stop line

- Note:
Loop may be located in advance
of stop line under any of the
following conditions:
- 1) stop line is greater than 15' from edge of intersecting roadway
 - 2) loop detects a permissive or protected/permissive left turn
 - 3) for an exclusive right turn lane

Presence Loop Placement at Stop Lines

Recommended Number of Turns

Single 6' X 6' loop
(when wired separately):

Length of Lead-in ft	Number of Turns
< 250	3
250-375	4
375-525	5
> 525	6

Quadrupole loops: Use 2-4-2 turns
6' X 15' Loops:
Lead-in < 150', use 2 turns
Lead-in > 150', use 3 turns

Prepared In the Offices of:

750 N. Greenfield Pkwy, Garner, NC 27529

Typical Signal Loop Locations

PLAN DATE: September 2025 REVIEWED BY:

PREPARED BY: J.A. Lohr REVIEWED BY:

REVISIONS: _____ INIT. DATE

SCALE: N/A

SEAL

11/25/2025

SIG. INVENTORY NO.

17-0004-2025_07-25
 S:\170004\170004\SIG Design Section\Eastern Regional\loop_Typical.dgn
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PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.07.11.10411, 2026CPT.07.11.20411	15	18

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	1775000000-E	1775500000-E	1838000000-E	2830000000-N	2845000000-N	5255000000-N	6000000000-E	6071010000-E	6084000000-E	7990000000-E	
												BORROW EXCAVATION	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	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	PORTABLE LIGHTING	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)	
MI	FT											CY	TONS	SMI	TON	SY	SY	TONS	TON	TONS	SY	SY	GAL	EA	EA	LS	LF	LF	AC	LF	
2026CPT.07.11.10411	Guilford	1	NC-610 / E FAIRFIELD RD	FROM SR 1009 - S MAIN ST TO CHAMBERS ST	1	2	MU	0.280	48	0.000	0.280					7,677	698	760	49				14	10	1,000					780	
TOTAL FOR MAP NO. 1								0.280								7,677	698	760	49				14	10	1,000					780	
2026CPT.07.11.10411	Guilford	2	NC-610 / E FAIRFIELD RD	FROM CHAMBERS ST TO NC 62	2	2	2WU	1.820	24	0.280	2.100	86	135	3.61	9		1,312	2,815	186	70	27,583		9,102	13	28		722	72	0.31	504	
TOTAL FOR MAP NO. 2								1.820				86	135	3.61	9		1,312	2,815	186	70	27,583		9,102	13	28		722	72	0.31	504	
2026CPT.07.11.10411	Guilford	3	NC-62 / LIBERTY RD	FROM JOINT 225' INSIDE RANDOLPH CL TO 415' EAST OF NC 610 / E FAIRFIELD RD	3	2	2WU	1.070	24	0.000	1.070	42	75	2.25	27		450	1,781	117	35		16,904	6,424	2	4		451	45	0.15	738	
TOTAL FOR MAP NO. 3								1.070				42	75	2.25	27		450	1,781	117	35		16,904	6,424	2	4		451	45	0.15	738	
TOTAL FOR PROJ NO. 2026CPT.07.11.10411								3.170				128	210	5.86	36	7,677	2,460	5,356	352	105	27,583	16,904	15,526	29	42	1,000	1,173	117	0.47	2,022	
2026CPT.07.11.20411	Guilford	4	SR-4395 / SQUIRREL CHASE DR	FROM SR 2347 - LAKE BRANDT RD TO END MAINT	2	2	2WU	0.260	20	0.000	0.260	12		0.48			358	279	23	95	2,886		952				97	10	0.04		
TOTAL FOR MAP NO. 4								0.260				12		0.48			358	279	23	95	2,886		952					97	10	0.04	
2026CPT.07.11.20411	Guilford	5	SR-5510 / N SCAMPER GREY CT	FROM SR 4395 - SQUIRREL CHASE DR TO CUL-DE-SAC	2	2	2WU	0.060	20	0.000	0.060	3	9	0.11	1			90	7	20	988		326				23	2	0.01		
TOTAL FOR MAP NO. 5								0.060				3	9	0.11	1			90	7	20	988		326				23	2	0.01		
2026CPT.07.11.20411	Guilford	6	SR-4396 / S SCAMPER GREY CT	FROM SR 4395 - SQUIRREL CHASE DR TO CUL-DE-SAC	2	2	2WU	0.090	21	0.000	0.090	4	9	0.17	1			128	10	25	1,408		465				35	3	0.01		
TOTAL FOR MAP NO. 6								0.090				4	9	0.17	1			128	10	25	1,408		465				35	3	0.01		
2026CPT.07.11.20411	Guilford	7	SR-4359 / CORNUS CT	FROM SR 2444 - JOSEPH HOSKINS RD TO CUL-DE-SAC	2	2	2WU	0.040	20	0.000	0.040	3	3	0.15	2			127	11	60	1,402		463				30	3	0.01		
TOTAL FOR MAP NO. 7								0.040				3	3	0.15	2			127	11	60	1,402		463				30	3	0.01		
2026CPT.07.11.20411	Guilford	8	SR-2445 / DICKINBEN DR	FROM SR 2444 - JOSEPH HOSKINS RD TO END MAINT	2	2	2WU	0.470	20	0.000	0.470	14	9	0.81	12			449	34	90	4,808		1,587				163	16	0.05		
TOTAL FOR MAP NO. 8								0.470				14	9	0.81	12			449	34	90	4,808		1,587				163	16	0.05		
2026CPT.07.11.20411	Guilford	9	SR-2447 / EMMACYN DR	FROM SR 2446 - SARELMA DR TO END PVMT	2	2	2WU	0.250	20	0.000	0.250	12	15	0.47				257	17		2,830		934				94	9	0.04		
TOTAL FOR MAP NO. 9								0.250				12	15	0.47			257	17		2,830		934				94	9	0.04			
2026CPT.07.11.20411	Guilford	10	SR-4350 / HENFREE DR	FROM SR 2444 - JOSEPH HOSKINS RD TO CUL-DE-SAC	2	2	2WU	0.150	20	0.000	0.150	6	6	0.28	3			181	13	23	1,998		659				56	6	0.02		
TOTAL FOR MAP NO. 10								0.150				6	6	0.28	3			181	13	23	1,998		659				56	6	0.02		
2026CPT.07.11.20411	Guilford	11	SR-2685 / HEPATICA CT	FROM SR 2464 - HEPATICA LN TO CUL DE SAC	2	2	2WU	0.130	20	0.000	0.130	5		0.25	2			186	12		2,049		676				50	5	0.02		
TOTAL FOR MAP NO. 11								0.130				5		0.25	2			186	12		2,049		676				50	5	0.02		
2026CPT.07.11.20411	Guilford	12	SR-2464 / HEPATICA LN	FROM SR 2444 - JOSEPH HOSKINS RD TO SR 2461 - WEITZEL DR	2	2	2WU	0.450	20	0.000	0.450	15	30	0.86	12			503	33	10	5,214		1,720				172	17	0.06		
TOTAL FOR MAP NO. 12								0.450				15	30	0.86	12			503	33	10	5,214		1,720				172	17	0.06		
2026CPT.07.11.20411	Guilford	13	SR-2444 OI / JOSEPH HOSKINS RD	FROM US 220 TO SR 4360 - SARAH MARIE DR	2	2	2WU	0.860	20	0.000	0.860	27	30	1.56	22			1,294	1,074	73	60	9,879		3,260			332	33	0.10		
TOTAL FOR MAP NO. 13								0.860				27	30	1.56	22			1,294	1,074	73	60	9,879		3,260				332	33	0.10	

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

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.07.11.10411, 2026CPT.07.11.20411	16	18

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	010600000-E	122000000-E	124500000-E	126000000-E	129700000-E	133000000-E	151900000-E	157500000-E	170400000-E	177500000-E	177550000-E	183800000-E	283000000-N	284500000-N	525500000-N	600000000-E	607101000-E	608400000-E	799000000-E				
												BORROW EXCAVATION	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	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	PORTABLE LIGHTING	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)				
												MI	FT																					
2026CPT.07.11.20411	Guilford	14	SR-2453 / PAULINE CT	FROM SR 2445 - DICKINBEN DR TO CUL-DE-SAC	2	2	2WU	0.070	20	0.000	0.070	3		0.13			110	7		1,209		399					26	3	0.01					
TOTAL FOR MAP NO. 14								0.070				3		0.13			110	7		1,209		399				26	3	0.01						
2026CPT.07.11.20411	Guilford	15	SR-4360 / SARAH MARIE DR	FROM WILLIAM BAILEY RD TO END MAINT	2	2	2WU	0.240	20	0.000	0.240	12	6	0.48			273	26	180	2,888		953				95	10	0.04						
TOTAL FOR MAP NO. 15								0.240				12	6	0.48			273	26	180	2,888		953				95	10	0.04						
2026CPT.07.11.20411	Guilford	16	SR-2446 / SARELMA DR	FROM SR 2444 - JOSEPH HOSKINS RD TO END MAINT	2	2	2WU	0.210	20	0.000	0.210	15	15	0.60			339	23	20	3,621		1,195				120	12	0.05						
TOTAL FOR MAP NO. 16								0.210				15	15	0.60			339	23	20	3,621		1,195				120	12	0.05						
2026CPT.07.11.20411	Guilford	17	SR-2463 / TIARELLA CT	FROM SR 2462 - TIARELLA DR TO CUL DE SAC	2	2	2WU	0.070	20	0.000	0.070	3	6	0.13			97	7	10	1,071		353				25	3	0.01						
TOTAL FOR MAP NO. 17								0.070				3	6	0.13			97	7	10	1,071		353				25	3	0.01						
2026CPT.07.11.20411	Guilford	18	SR-2462 / TIARELLA DR	FROM SR 2461 - WEITZEL DR TO SR 2464 - HEPATICA LN	2	2	2WU	0.280	20	0.000	0.280	11	3	0.53	5		295	20	20	3,153		1,040				107	11	0.04						
TOTAL FOR MAP NO. 18								0.280				11	3	0.53	5		295	20	20	3,153		1,040				107	11	0.04						
2026CPT.07.11.20411	Guilford	19	SR-2461 / WEITZEL DR	FROM SR 2444 - JOSEPH HOSKINS RD TO SR 2464 - HEPATICA LN	2	2	2WU	0.540	20	0.000	0.540	23	33	1.04	5		583	38	3	6,291		2,076				208	21	0.09						
TOTAL FOR MAP NO. 19								0.540				23	33	1.04	5		583	38	3	6,291		2,076				208	21	0.09						
2026CPT.07.11.20411	Guilford	20	SR-4957 / WILLIAM BAILEY RD	FROM SR 2444 - JOSEPH HOSKINS RD TO DEAD END	2	2	2WU	0.240	20	0.000	0.240	12	3	0.47			271	18		2,853		942				94	9	0.04						
TOTAL FOR MAP NO. 20								0.240				12	3	0.47			271	18		2,853		942				94	9	0.04						
2026CPT.07.11.20411	Guilford	21	SR-1113 / KIVETT DR	FROM SR 1145 - RIVERDALE DR TO SR 1131 - BURNETTS CHAPEL RD	3	2	2WU	3.150	18	5.110	8.260	108	150	5.74	68	4,653	4,733	4,632	308	150		41,988	15,956			1,260	126	0.39						
TOTAL FOR MAP NO. 21								3.150				108	150	5.74	68	4,653	4,733	4,632	308	150		41,988	15,956				1,260	126	0.39					
2026CPT.07.11.20411	Guilford	22	SR-3325 / RITTERS LAKE RD	FROM SR 3505 - PLEASANT GARDEN RD TO SR 3738 - ALLIANCE CHURCH RD	2	2	2WU	1.590	24	1.530	3.120	47	120	3.13	59		429	2,033	138	115	22,174		7,318			626	63	0.17	204					
TOTAL FOR MAP NO. 22								1.590				47	120	3.13	59		429	2,033	138	115	22,174		7,318				626	63	0.17	204				
2026CPT.07.11.20411	Guilford	23	SR-3417 / RYEGATE DR	FROM SR 3738 - ALLIANCE CHURCH RD TO SR 3505 - PLEASANT GARDEN RD	2	2	2WU	0.630	21	0.000	0.630	19	78	1.18	20		363	686	48	70	7,498		2,474			236	24	0.07						
TOTAL FOR MAP NO. 23								0.630				19	78	1.18	20		363	686	48	70	7,498		2,474				236	24	0.07					
2026CPT.07.11.20411	Guilford	24	SR-4015 / EMSLEY RD	FROM SR 1113 - KIVETT DR TO END MAINT	2	2	2WU	0.410	18	0.000	0.410	10	30	0.79	19			414	31	75	4,427		1,461			157	16	0.04						
TOTAL FOR MAP NO. 24								0.410				10	30	0.79	19			414	31	75	4,427		1,461				157	16	0.04					
2026CPT.07.11.20411	Guilford	25	SR-4018 / BLAZER RD	FROM SR 1113 - E KIVETT DR TO SR 4015 - EMSLEY RD	2	2	2WU	0.360	17	0.000	0.360	9	27	0.69	16			334	25	60	3,686		1,216			138	14	0.03						
TOTAL FOR MAP NO. 25								0.360				9	27	0.69	16			334	25	60	3,686		1,216				138	14	0.03					
TOTAL FOR PROJ NO. 2026CPT.07.11.20411								10.550				373	582	20.05	247		4,653	7,177	13,341	922	1,086	92,333		41,988	46,425			4,144	416	1.35	204			
GRAND TOTAL								13.720				501	792	25.91	283		12,330	9,637	18,697	1,274	1,191	119,916		58,892	61,951	29	42	1,000	5,317	533	1.82	2,226		

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

