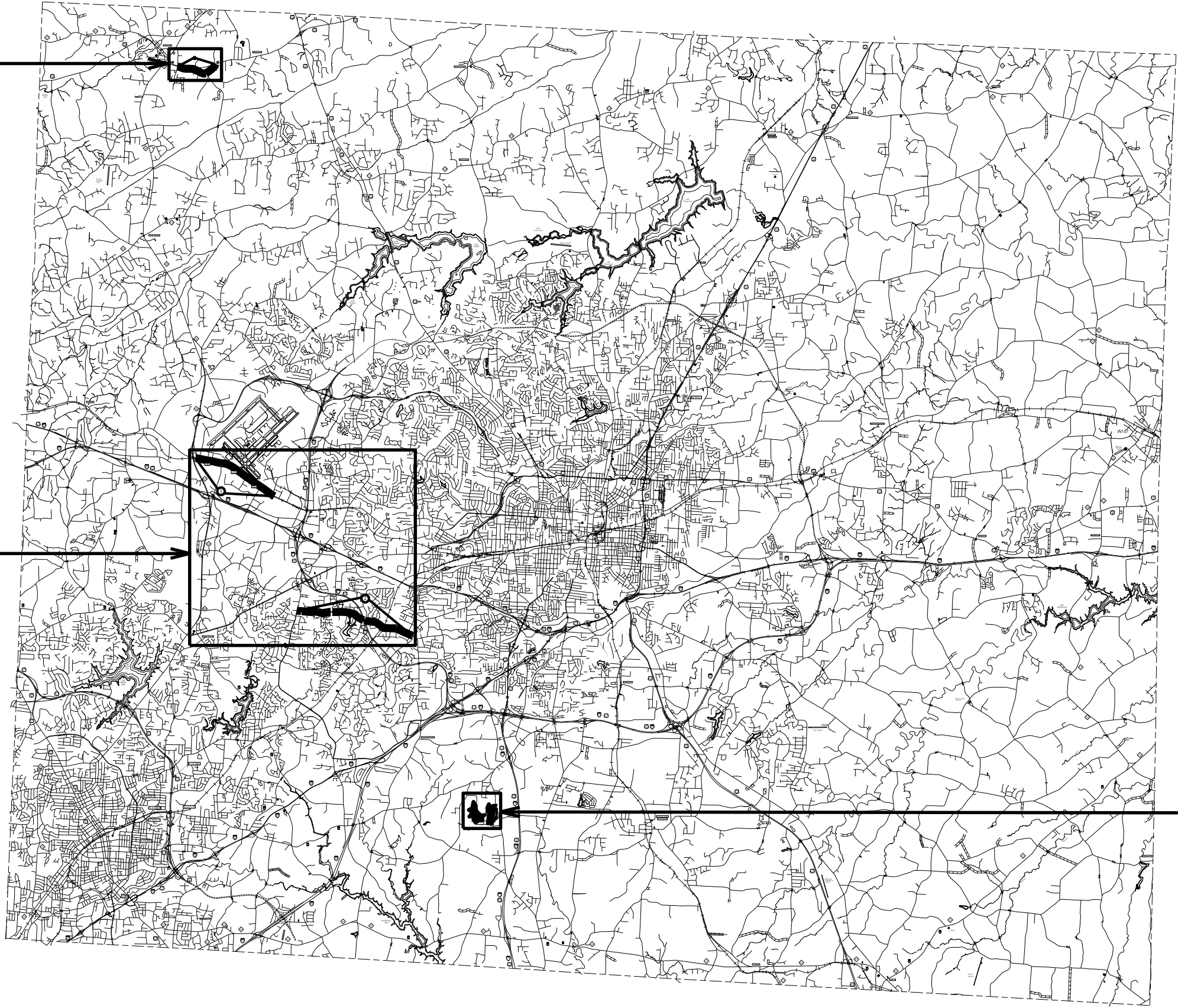
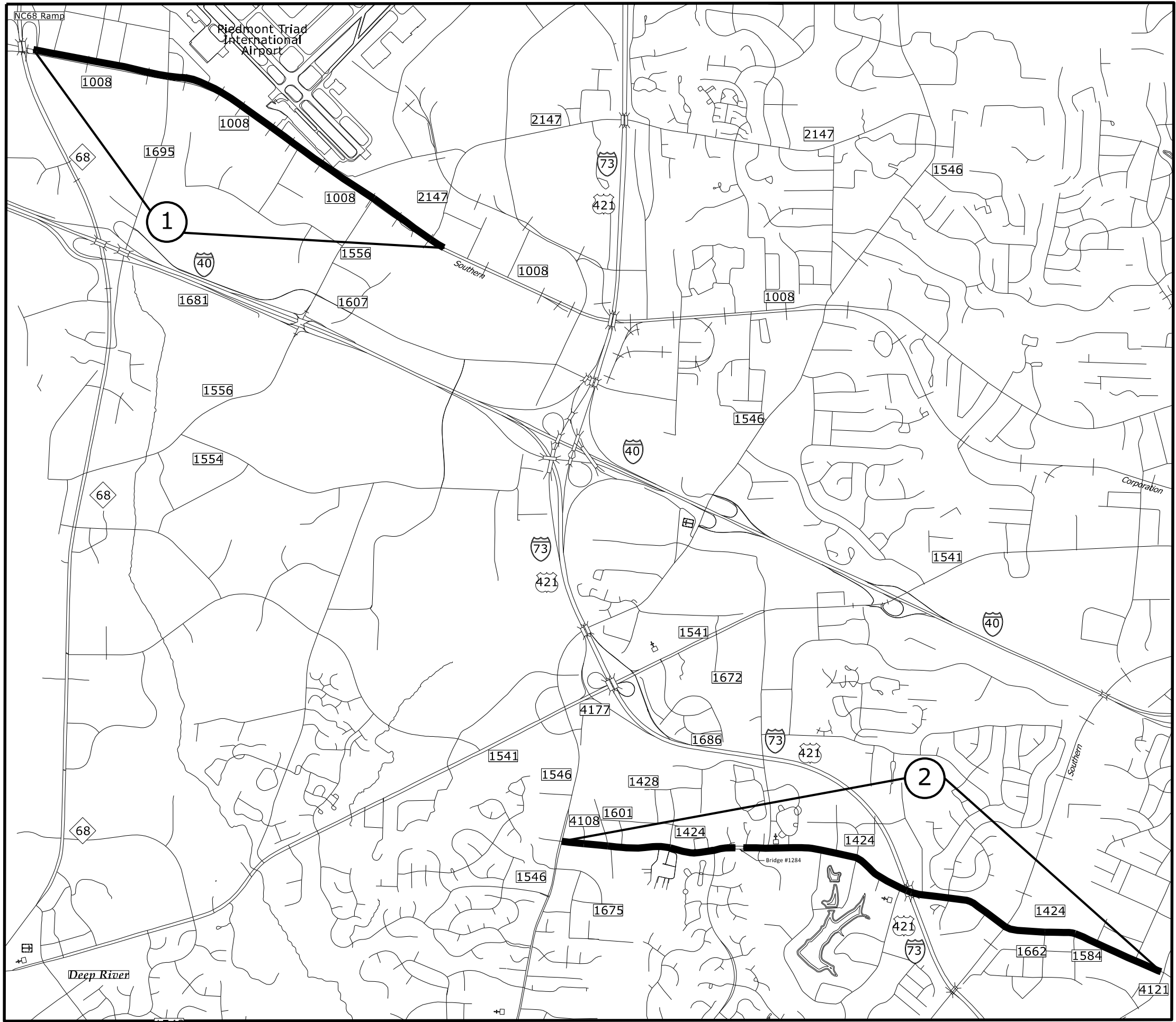


SHEET 4

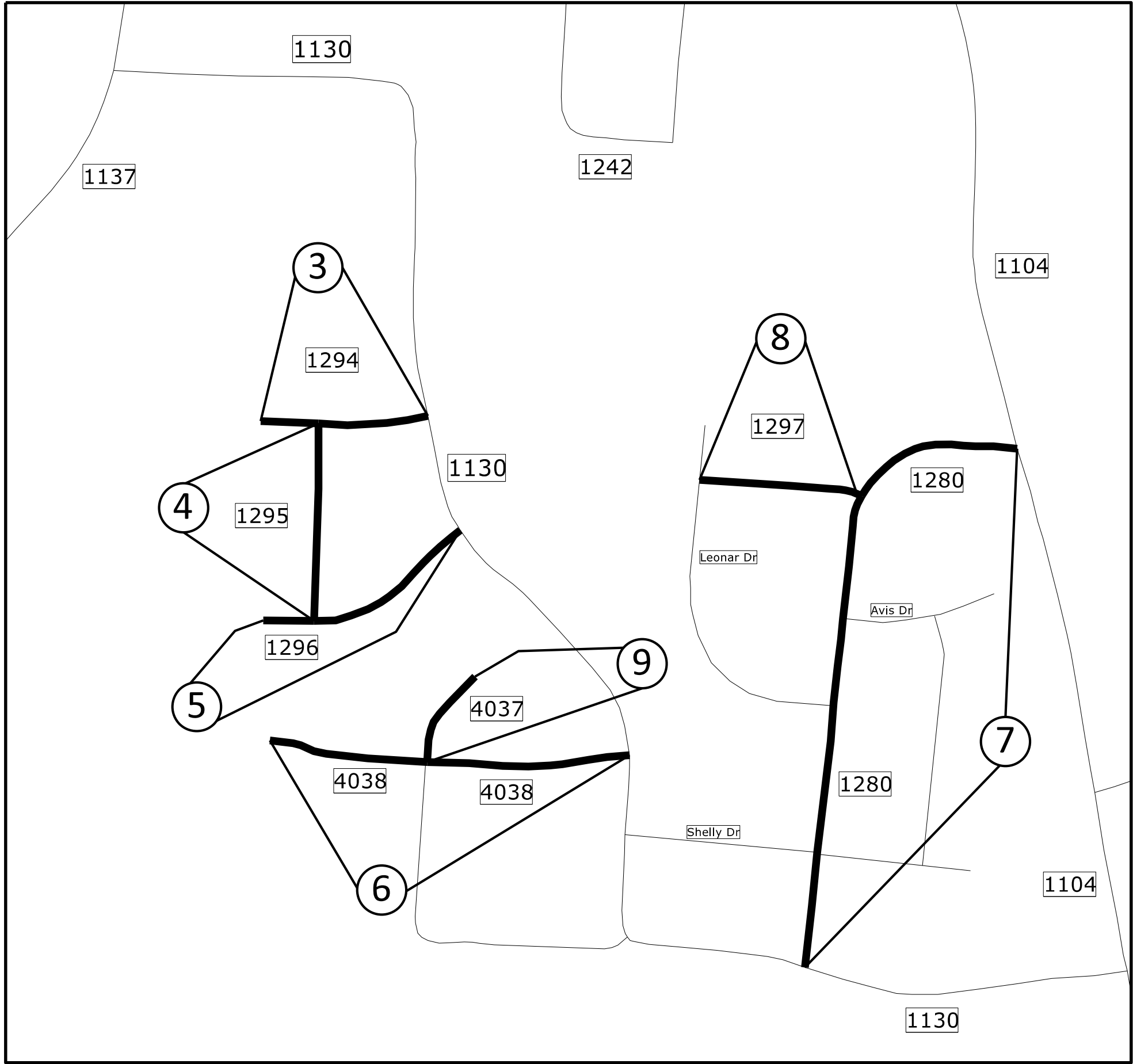
SHEET 2

SHEET 3

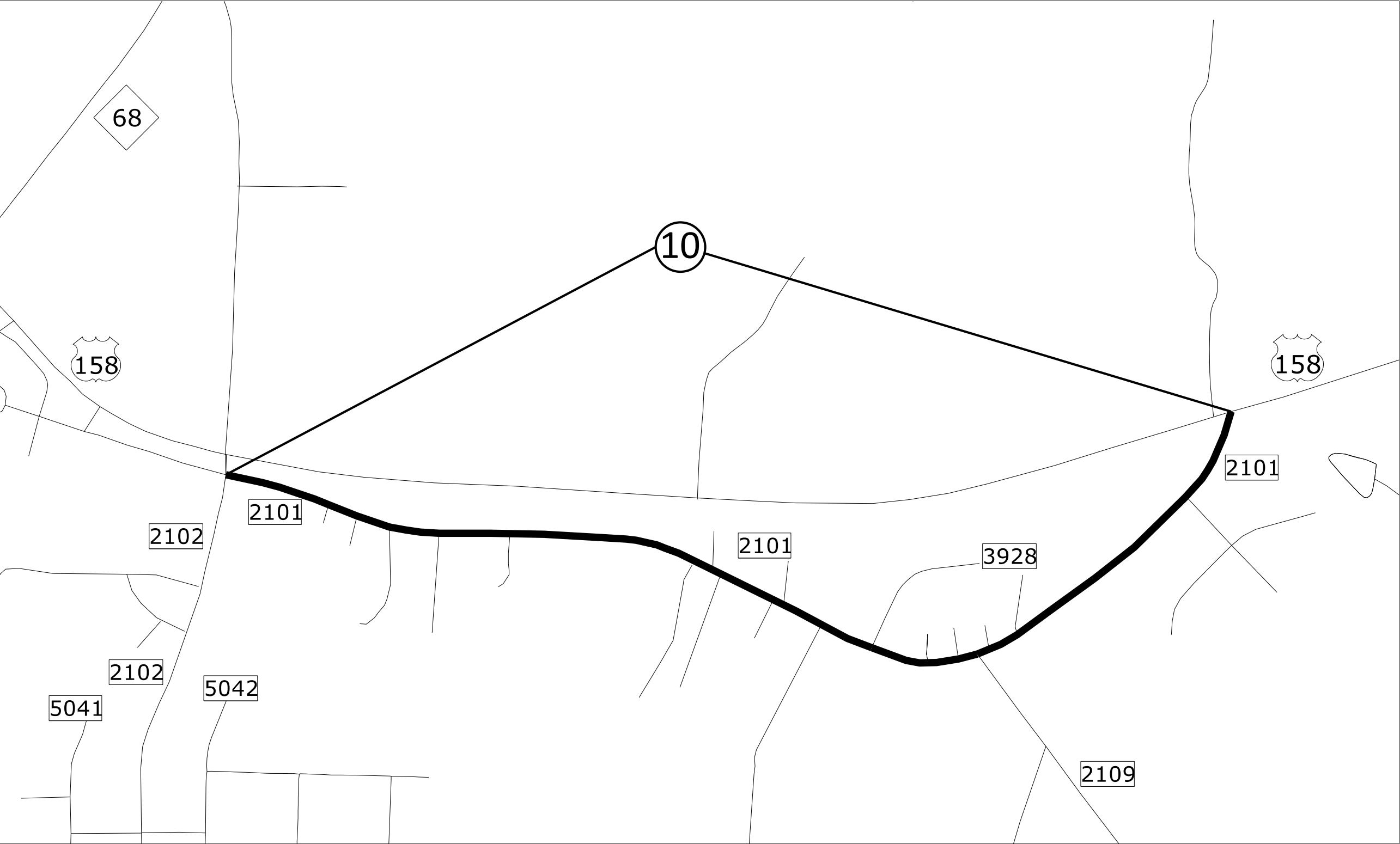




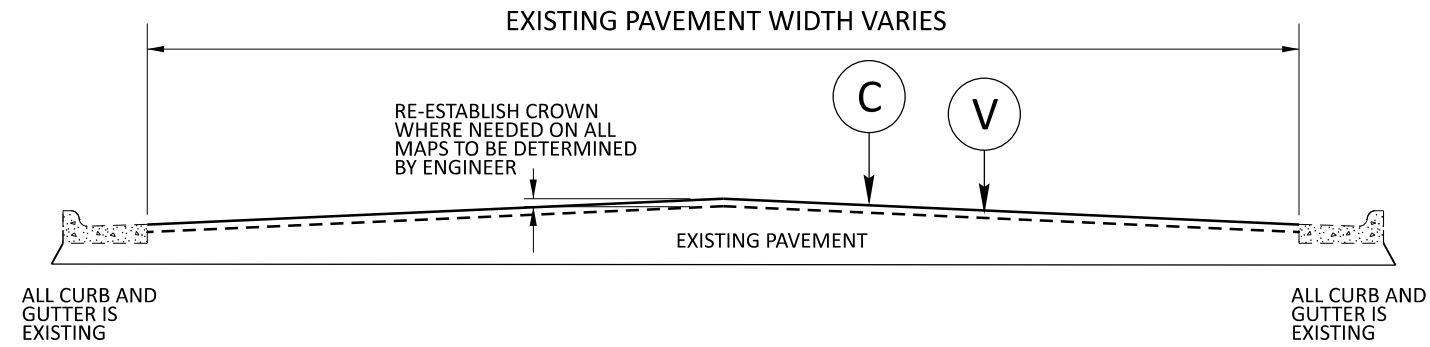
Map 1 SR 1008 - W Market St
Map 2 SR 1424 - Hilltop Rd
* Do not resurface Bridge #1284
* Tie to railroad tracks



- | | |
|-------|-----------------------|
| Map 3 | SR 1294 - Lynnoak Dr |
| Map 4 | SR 1295 - Dora Pl |
| Map 5 | SR 1296 - Shelia Dr |
| Map 6 | SR 4038 - Burnette Dr |
| Map 7 | SR 1280 - Siler Rd |
| Map 8 | SR 1297 - Harold Dr |
| Map 9 | SR 4037 - Bartlett Dr |

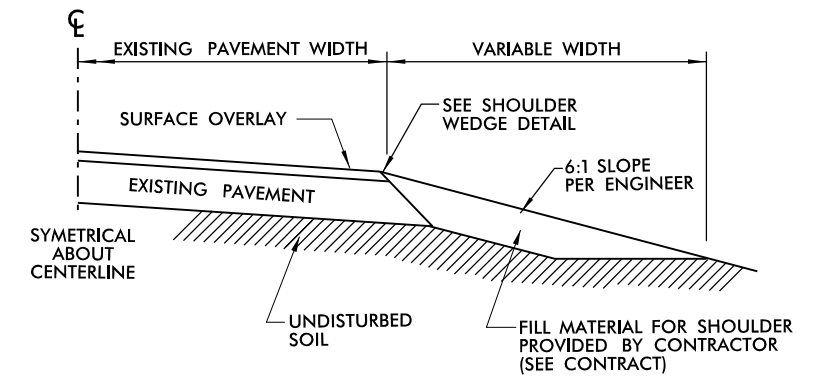


Map 10 SR 2101 - Athens Rd



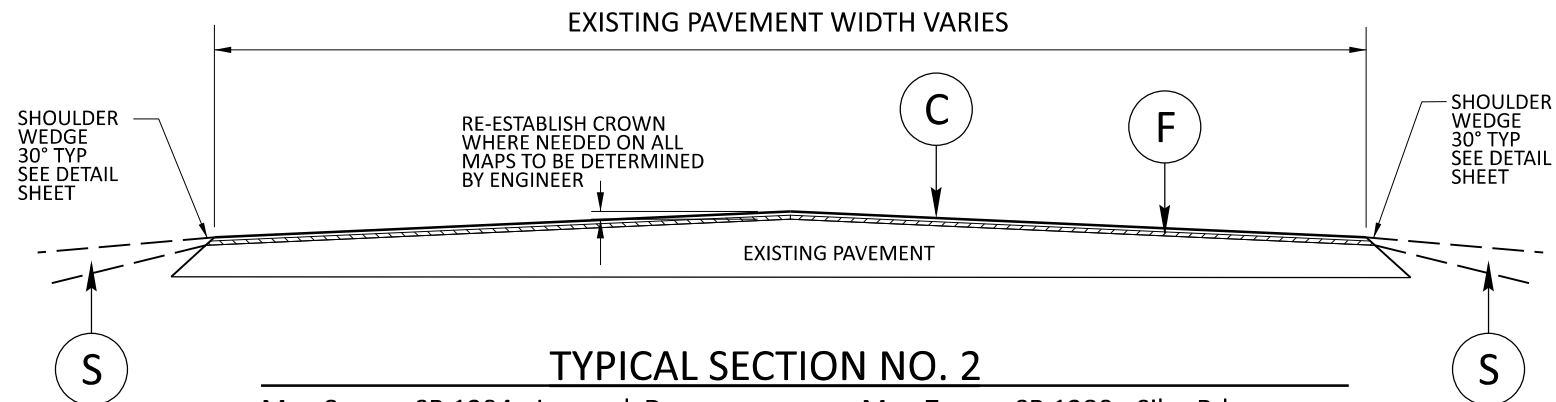
TYPICAL SECTION NO. 1

Map 1 SR 1008 - W Market St
 Map 2 SR 1424 - Hilltop Rd



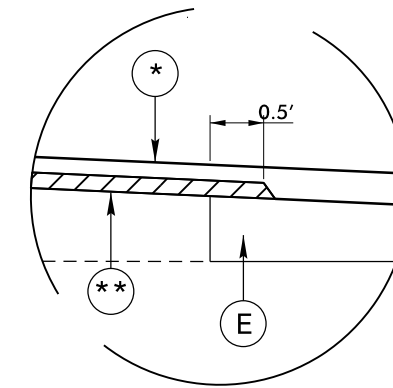
SHOULDER RECONSTRUCTION

* PLACE ASB OR BORROW AS DIRECTED BY THE ENGINEER

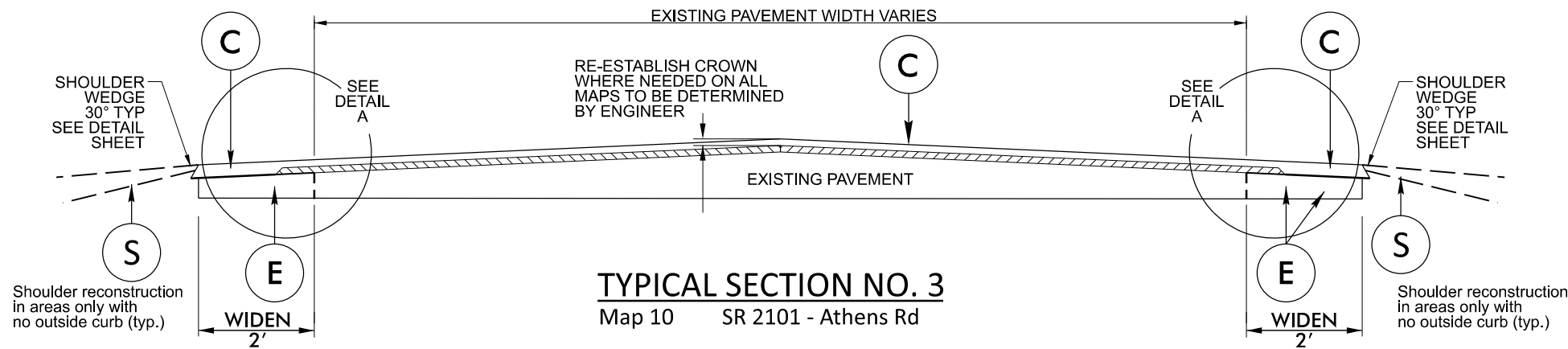


TYPICAL SECTION NO. 2

Map 3	SR 1294 - Lynoak Dr	Map 7	SR 1280 - Siler Rd
Map 4	SR 1295 - Dora Pl	Map 8	SR 1297 - Harold Dr
Map 5	SR 1296 - Shelia Dr	Map 9	SR 4037 - Bartlett Dr
Map 6	SR 4038 - Burnette Dr		



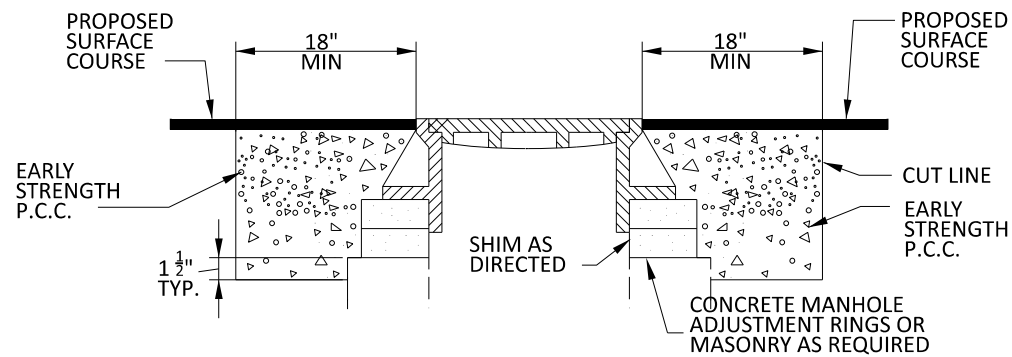
DETAIL A



TYPICAL SECTION NO. 3

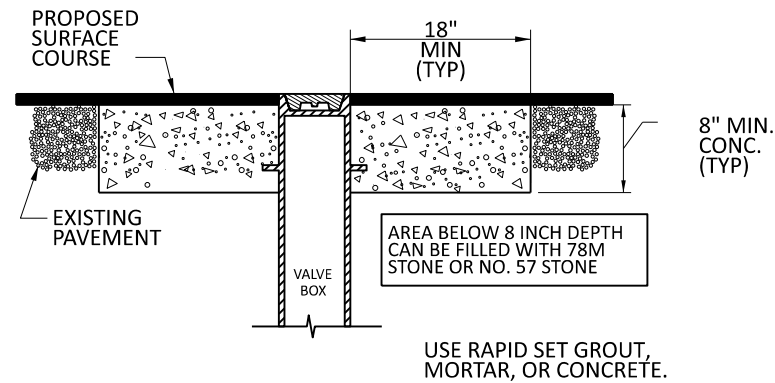
Map 10 SR 2101 - Athens Rd

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH

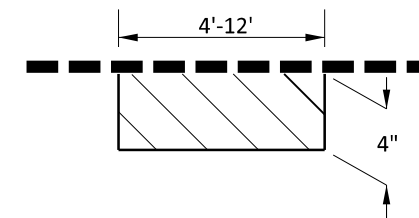


- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS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

STANDARD CONCRETE ENCASEMENT FOR MANHOLE CASTINGS IN PAVEMENT

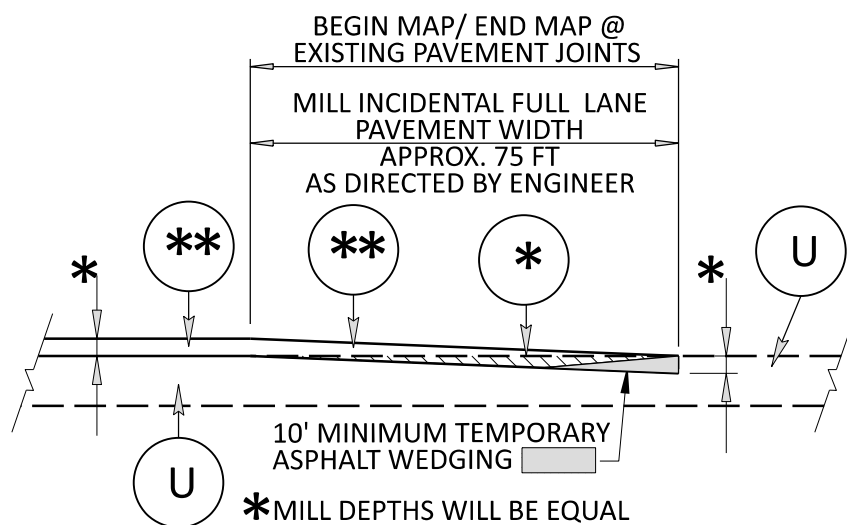


STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



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

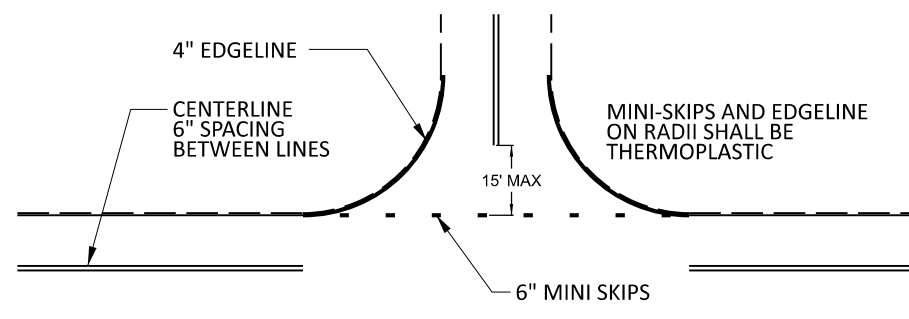
PATCHING EXISTING PAVEMENT DETAIL



*MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS

**SEE TYPICALS FOR MIX TYPE

INCIDENTAL MILLING AT TIE-IN DETAIL

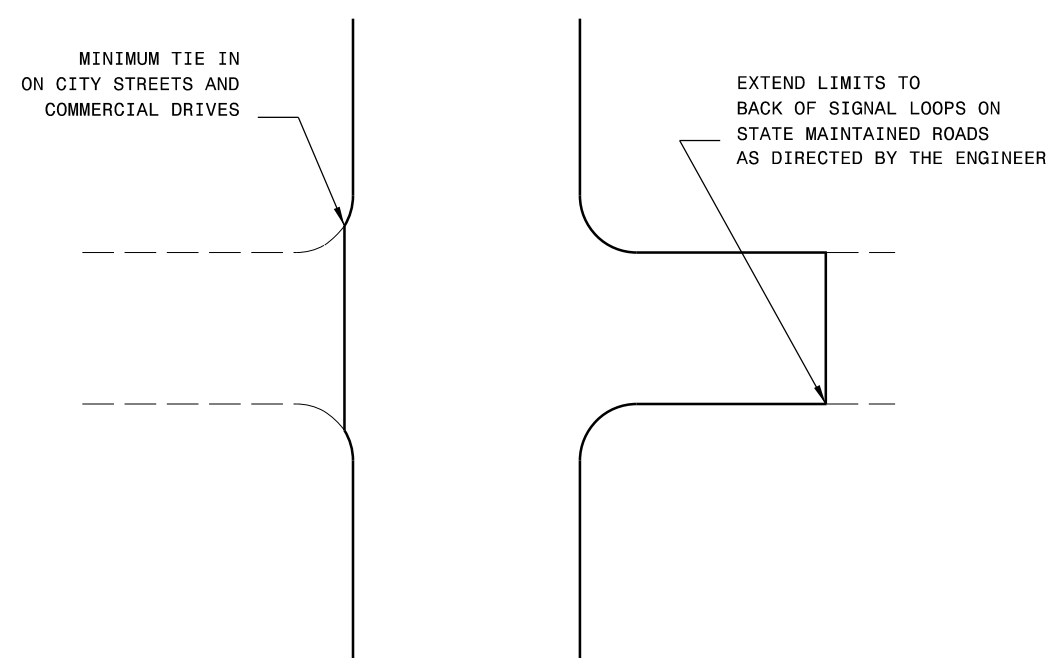


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

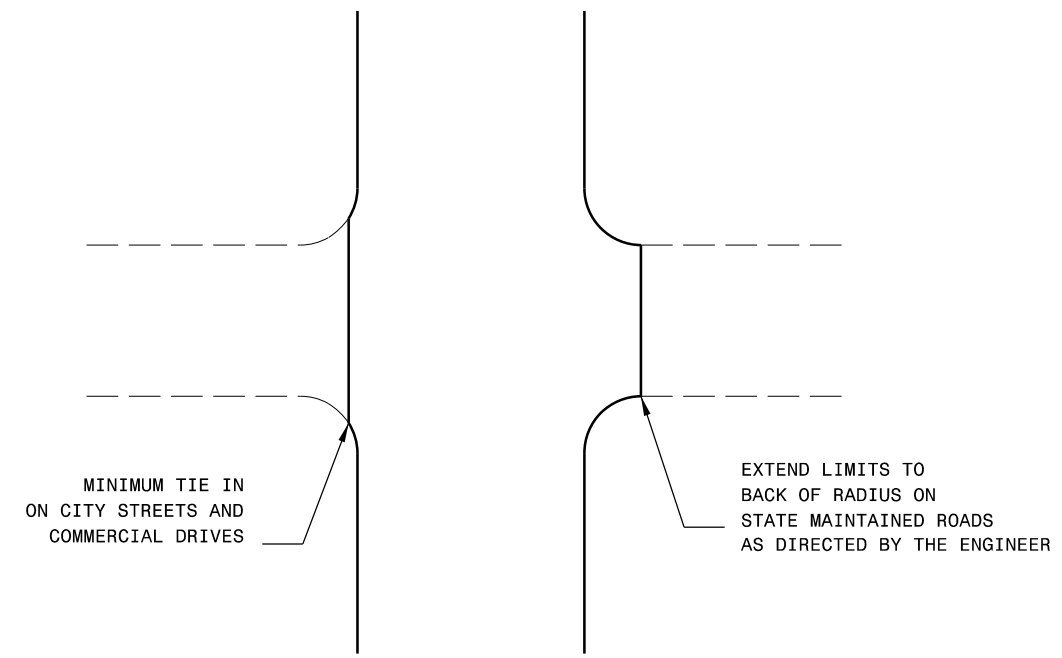
TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS (NOT TO SCALE)

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.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH



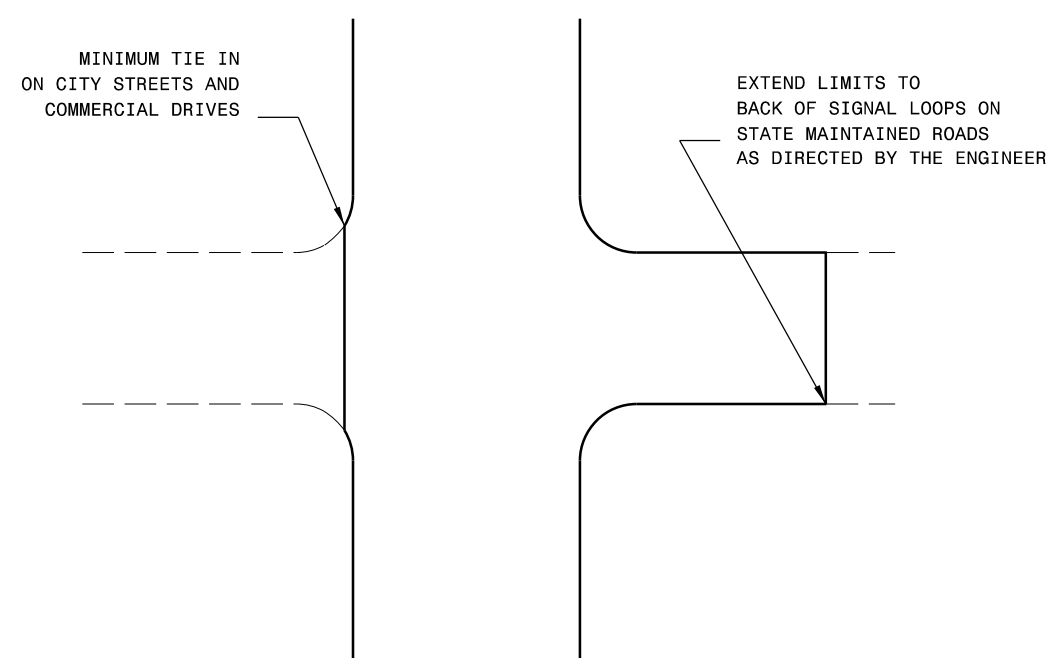
TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



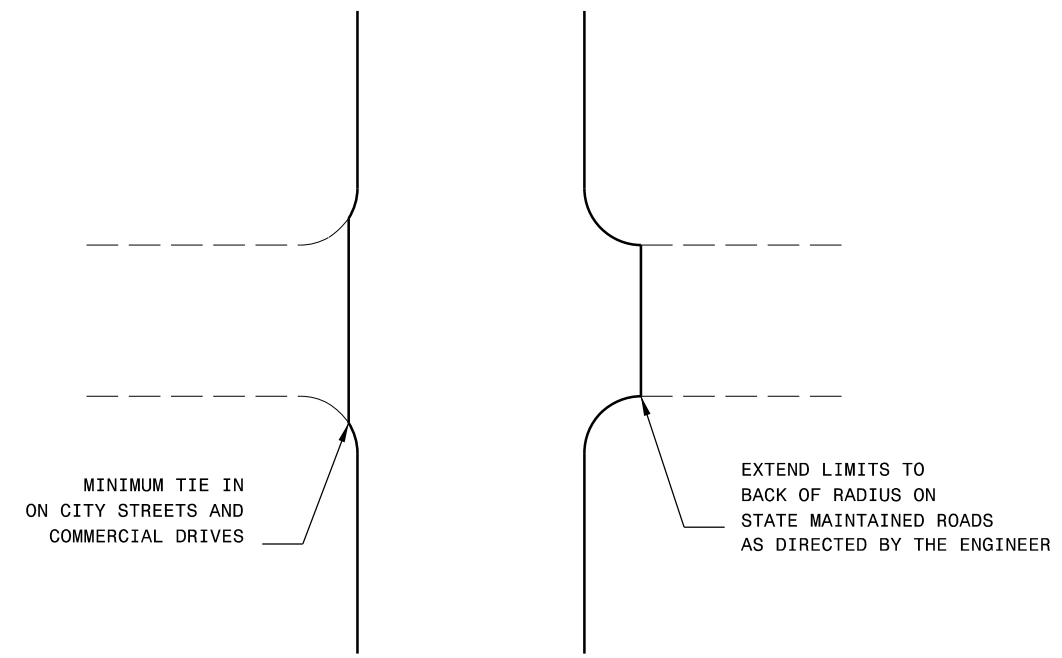
TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

MAP#	STREET NAME	COMMENTS
1	NC 68 NB Off Ramp	Tie to EP of W Market St
1	NC 68 NB On Ramp	Tie to EP of W Market St and Beginning of Island
1	Burgers Rd	Tie to back of radius
1	Brush Rd	Tie to back of radius
1	Arrow Rd	Tie to back of radius
1	Regional Rd Ramp	Tie to end of curb & gutter
1	Airline Rd	Tie to back of radius
1	Boeing Dr	Tie to railroad tracks
1	Gallimore Dairy Rd	Tie to railroad tracks
1	W Friendly Ave	Tie behind loops
2	Unitarian Universalist Church	Tie to EP of Hilltop Rd
2	Shimer Dr (South)	Tie to back of radius
2	Legacy at Twin Oaks	Tie to EP of Hilltop Rd
2	Gate City Baptist Church (West)	Tie to EP of Hilltop Rd
2	Gate City Baptist Church (East)	Tie behind loops
2	Adams Farm Pkwy	Tie behind loops
2	MacGregor Place	Tie to EP of Hilltop Rd
2	Bridford Pkwy	Tie behind loops
2	Hilltop Trl	Tie behind loops



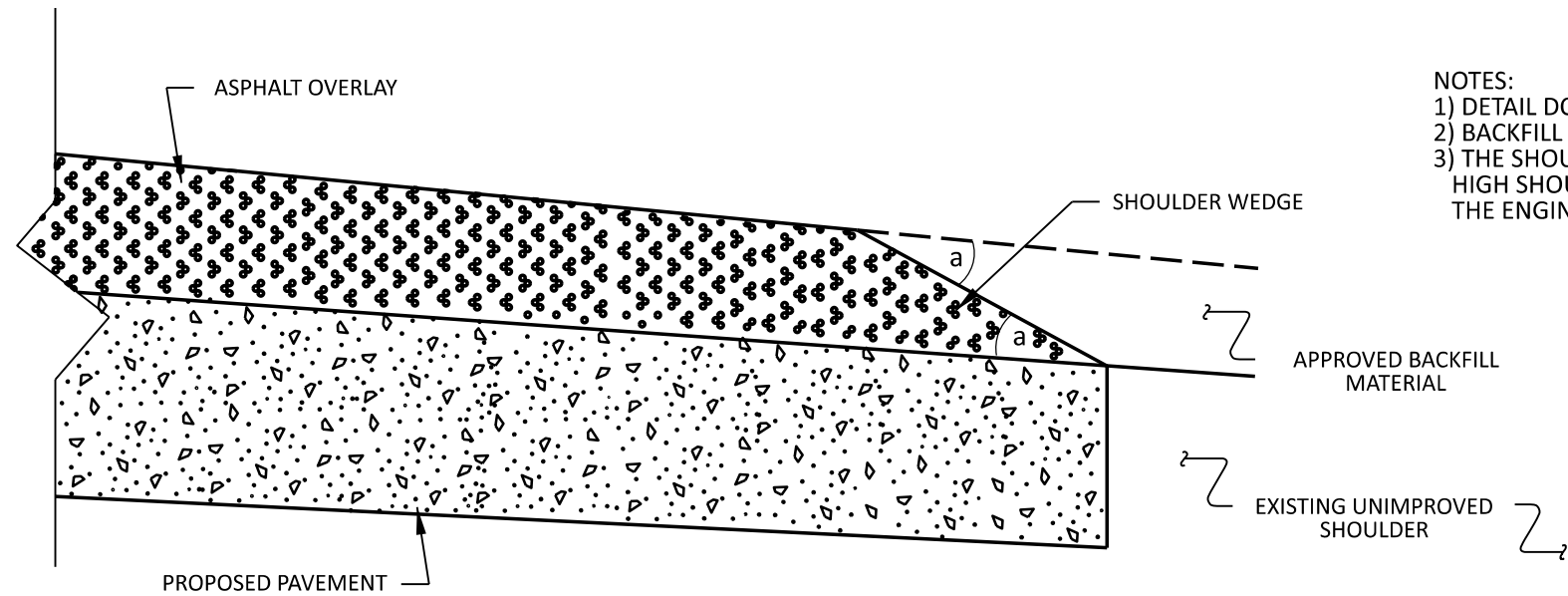
TYPICAL DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

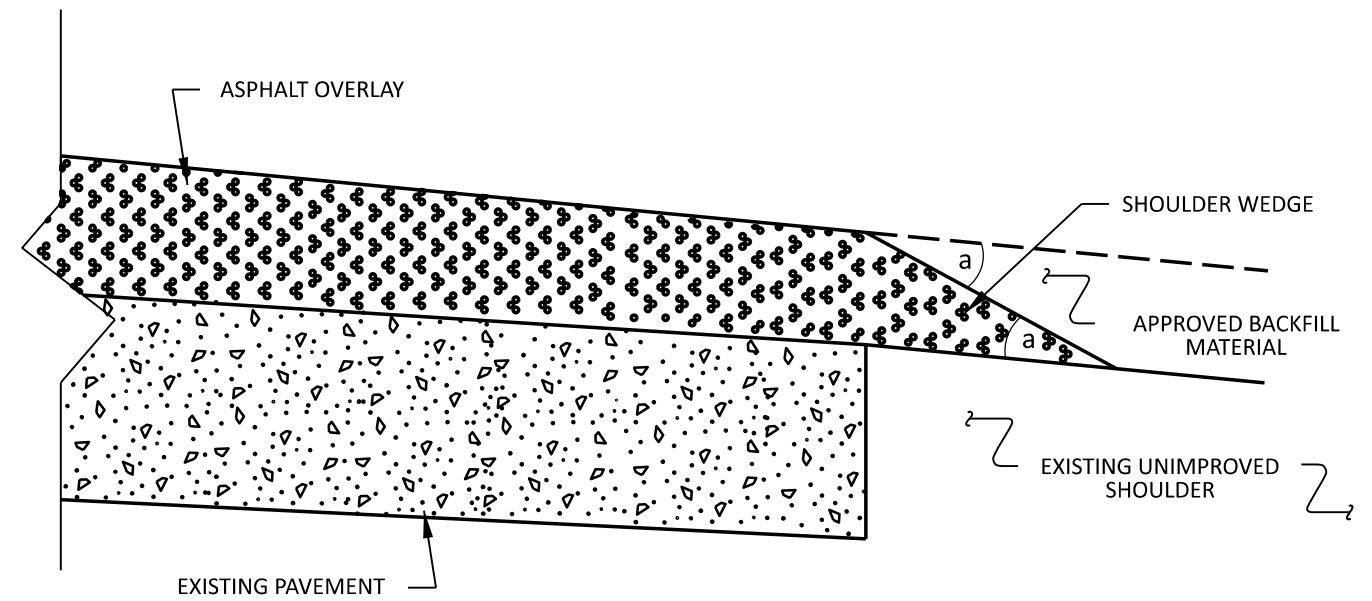
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

MAP#	STREET NAME	COMMENTS
2	W Woodlyn Wy	Tie to back of radius
2	Mowbray Trl	Tie to back of radius
2	Lakeshore Dr (North)	Tie to back of radius
2	Lakeshore Dr (South)	Tie to back of radius
2	Ellery Ct	Tie to back of radius
2	E Woodlyn Wy	Tie to back of radius
2	Stanley Rd	Tie behind loops
2	Pennoak Rd	Tie to back of radius
2	D.H. Griffin Entrance	Tie to EP of Hilltop Rd
2	Roediger Ct	Tie to back of radius
2	Duke Energy Entrance	Tie to EP of Hilltop Rd
2	Cromwell Rd	Tie to back of radius
2	Fairfax Rd (North & South)	Tie behind loops
2	Sellers Ave	Tie to concrete
6	Bartlett Dr (South)	Tie to back of radius
7	Shelly Dr (West & East)	Tie to back of radius
7	Leona Dr	Tie to back of radius
7	Avis Dr	Tie to back of radius
10	Southern Meadows Dr	Tie to back of radius

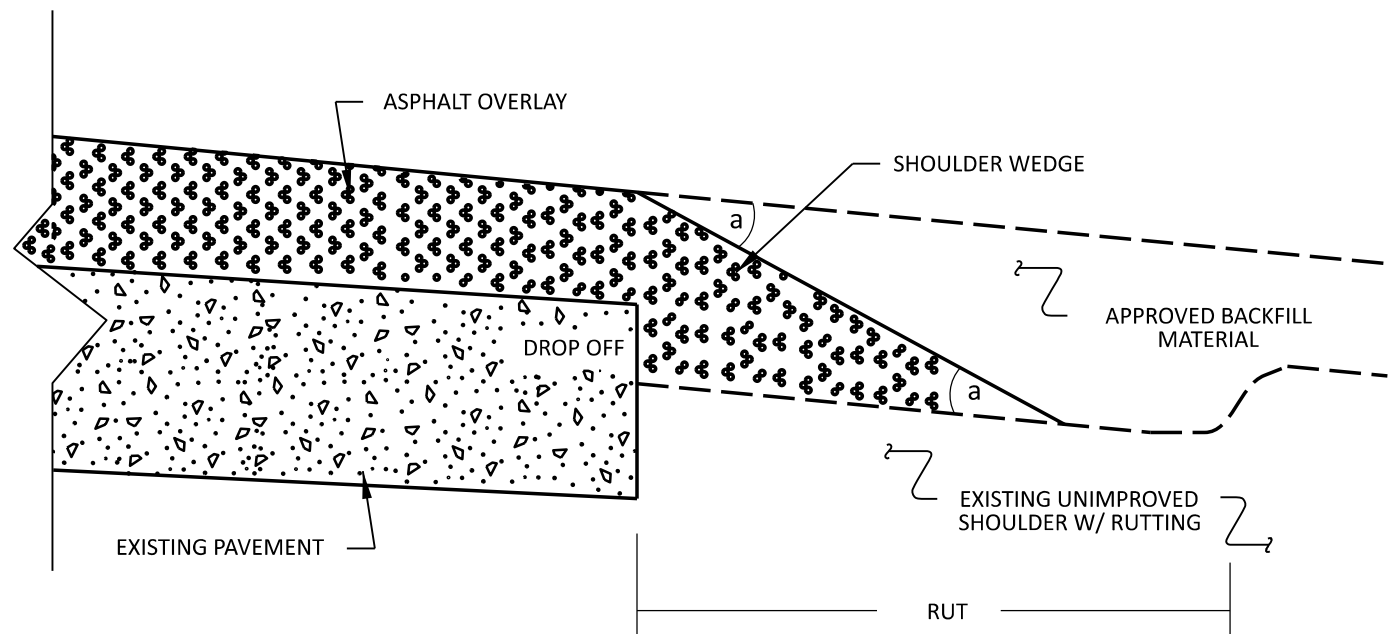


- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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)

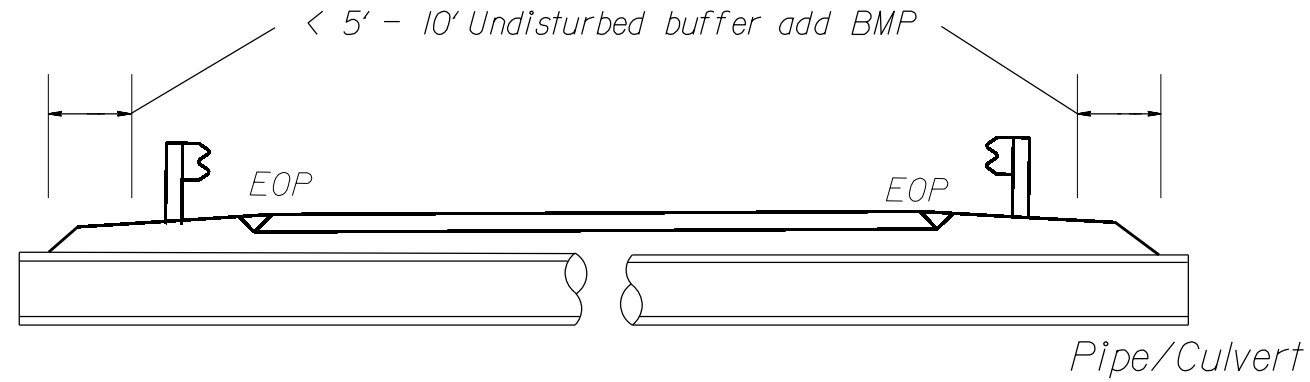
- SHOULDER WEDGE ANGLE = 30°

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.

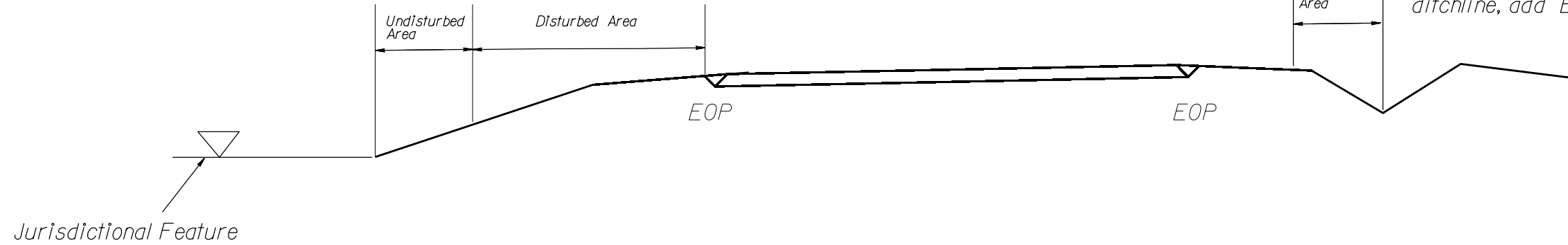
EROSION CONTROL DETAIL

BMP Options: Wattle or Silt Fence

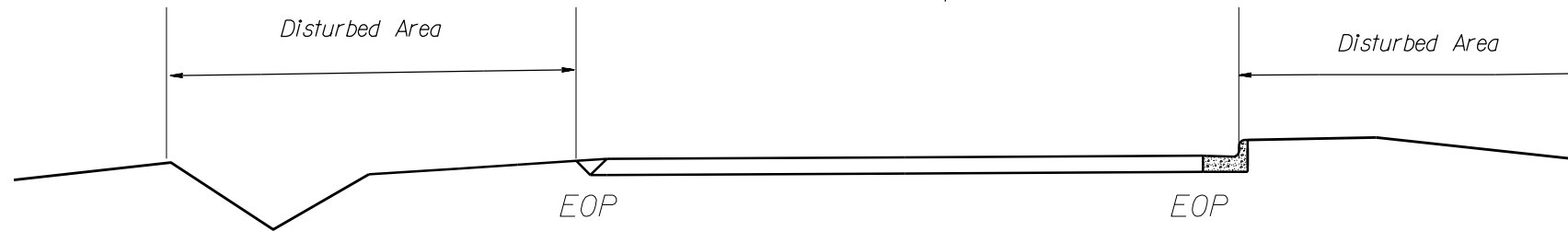


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

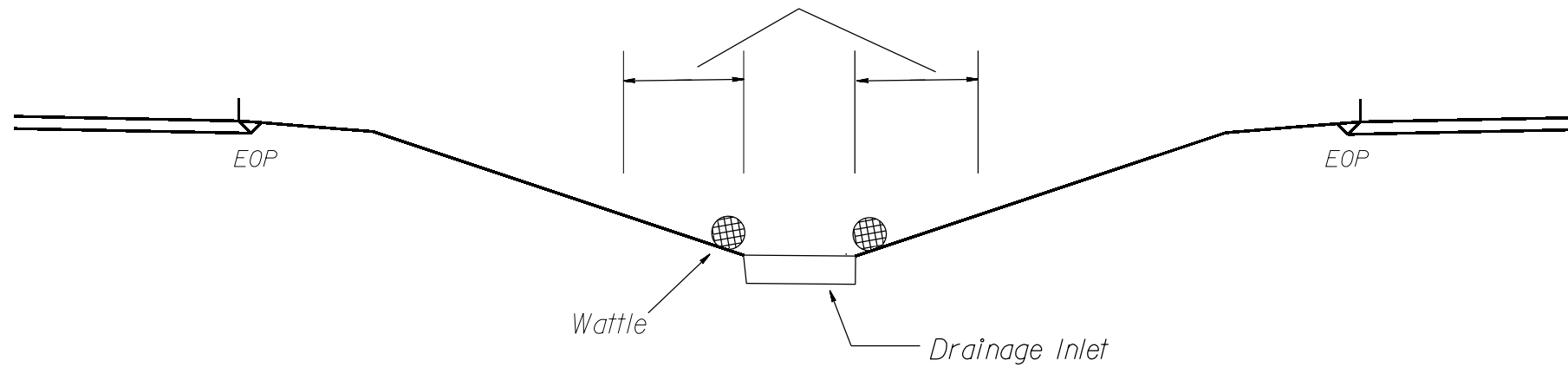
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



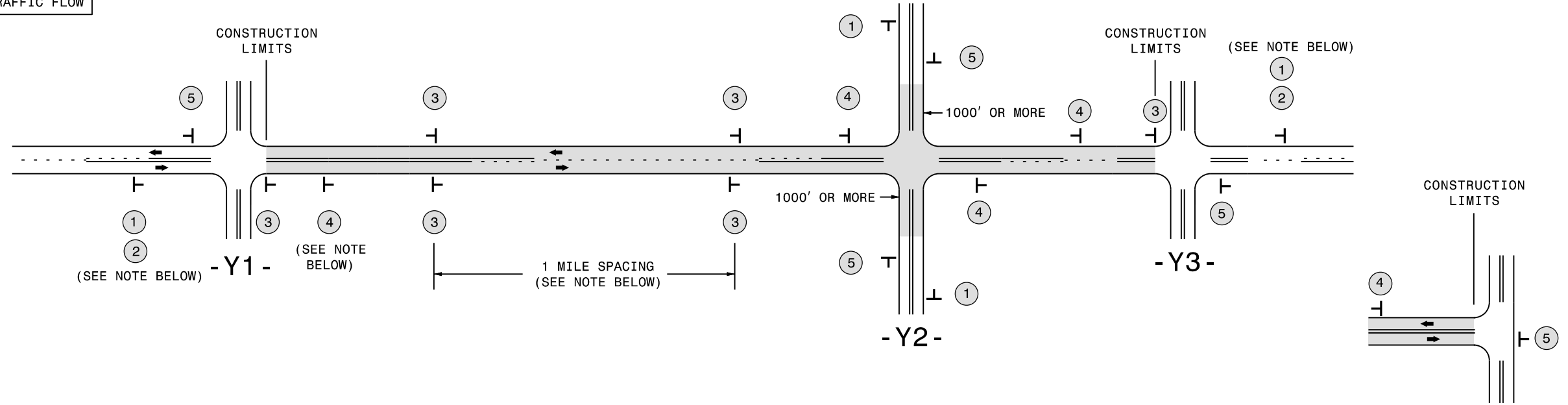
NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

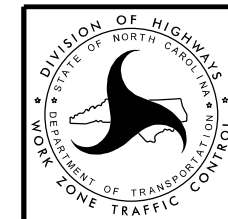
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<p>1</p> <p>W20-1 48" X 48"</p> <p>2</p> <p>W7-3aP 24" X 18"</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>W20-1 48" X 48"</p> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div> <p>W20-7 A 48" X 48"</p> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
	<p>3</p> <p>SP 13107 48" X 48"</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>SP 13106 48" X 48"</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>G20-2 A 48" X 24"</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.

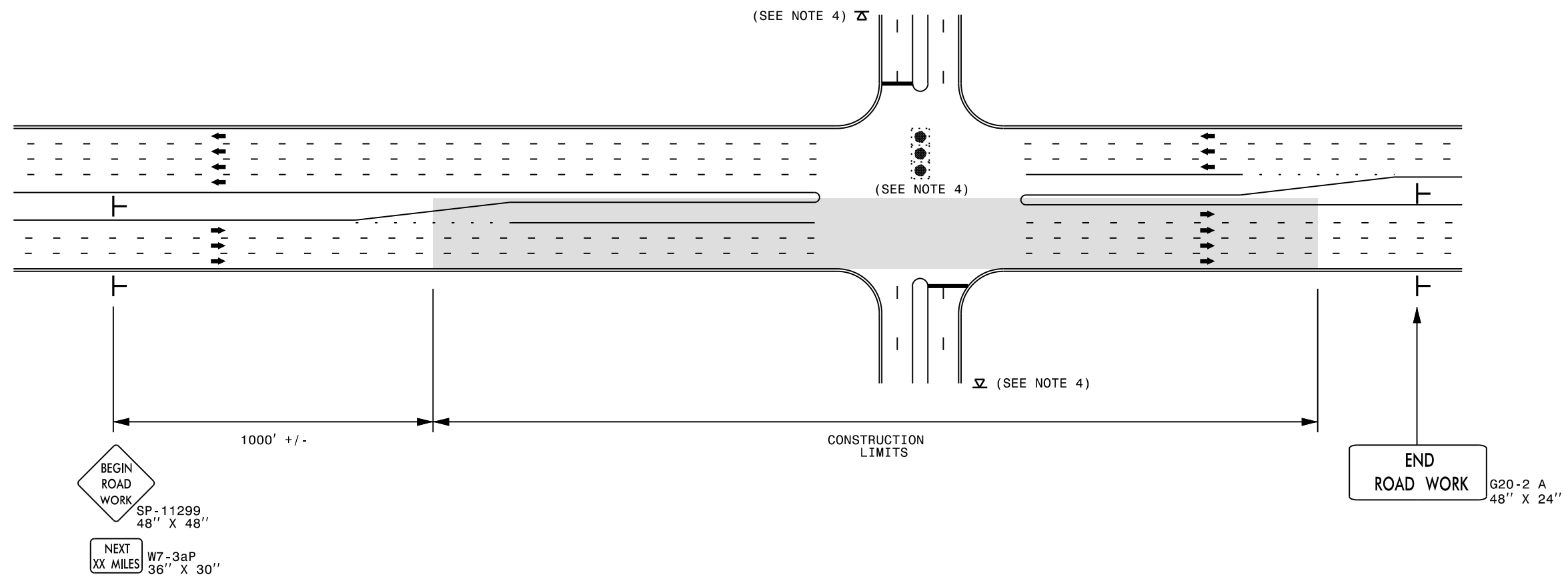
MAPS LESS THAN 2 MILES

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



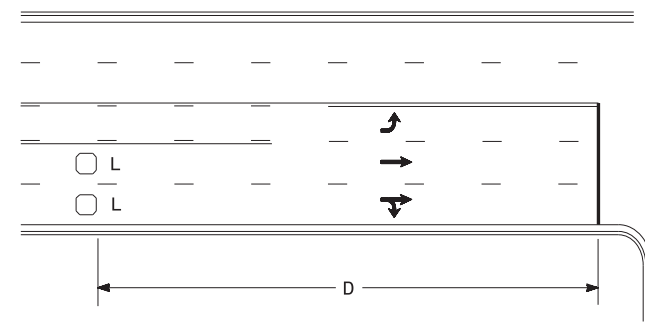
NOTES:

- 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

	<p>RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES</p>
--	---

High Speed Detection (≥40 mph)

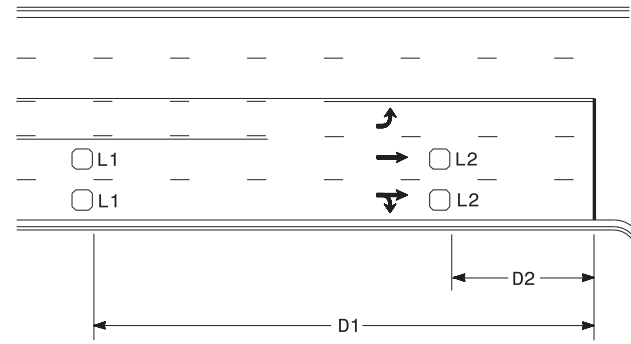


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR

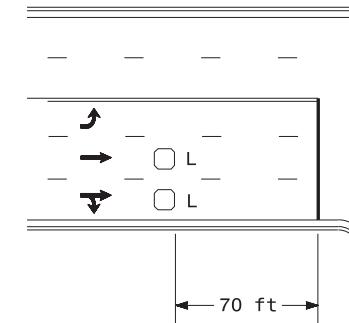


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series
L2 = 6ft X 6ft
Wired in series

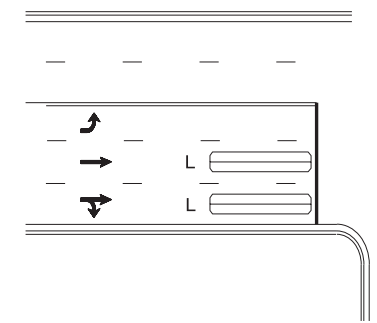
"Stretch" Operation

Low Speed Detection (≤35 mph)



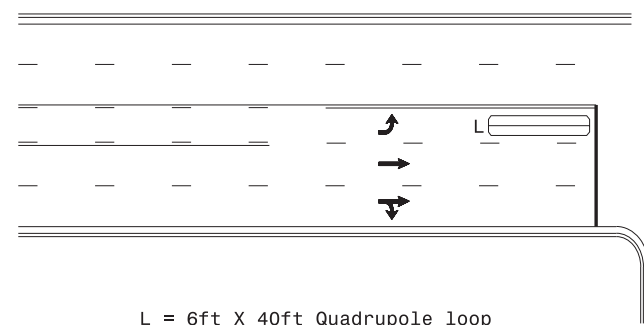
L = 6ft X 6ft
Wired in series

OR



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

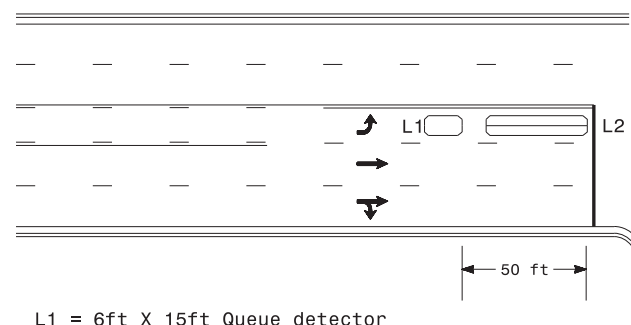
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

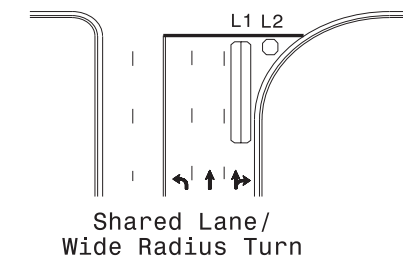
OR



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

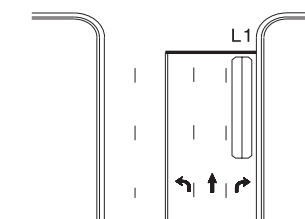
Queue Loop Detection

Right Turn Lane Detection

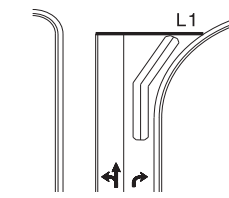


Shared Lane/
Wide Radius Turn

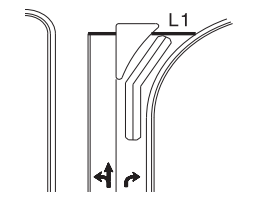
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

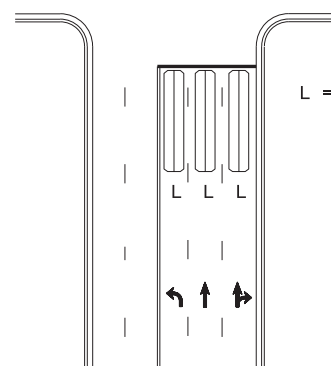


Wide Radius Turn



Channelized Turn

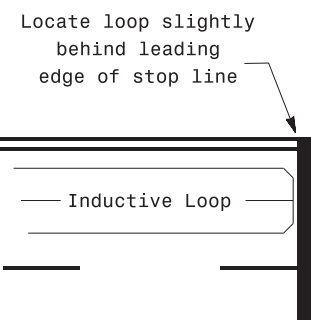
Side Street Detection



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

Presence Loop 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

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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared in the Offices of:

TRANSPORTATION MOBILITY AND SAFETY DIVISION
STATE OF NORTH CAROLINA
SIGNAL DESIGN SECTION

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
029904
JASON P. GALLOWAY

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE

9/8/2020
DATE

SIG. INVENTORY NO.

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

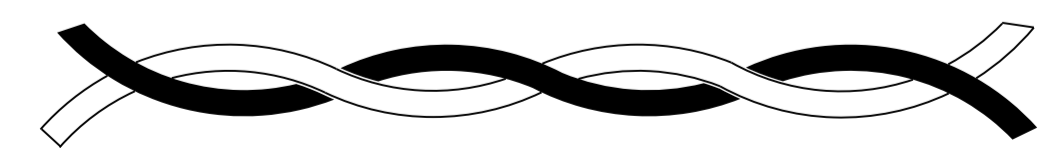
DEPTH (IN)	MAX NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

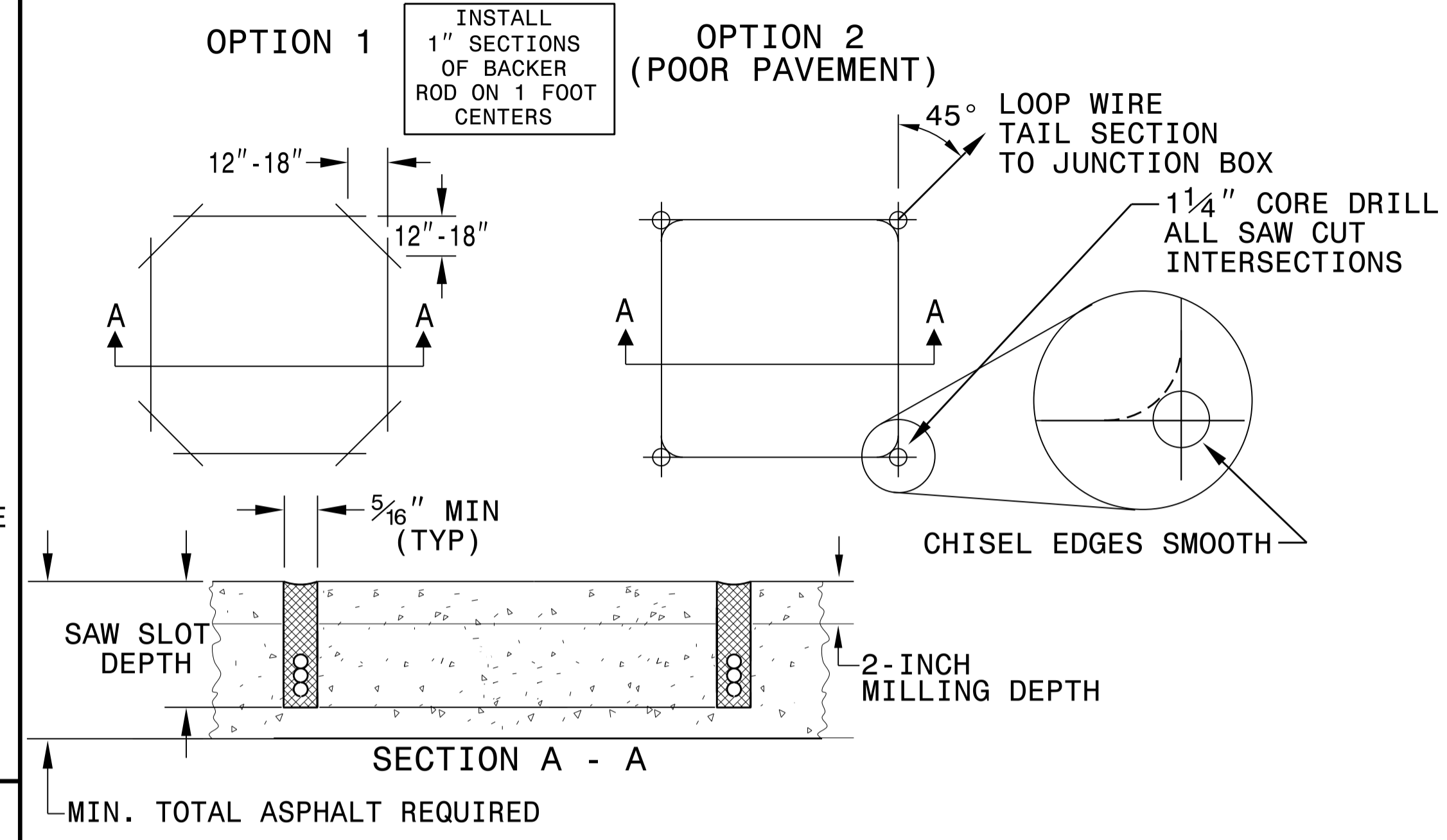


CORRECT WAY TO TWIST WIRE

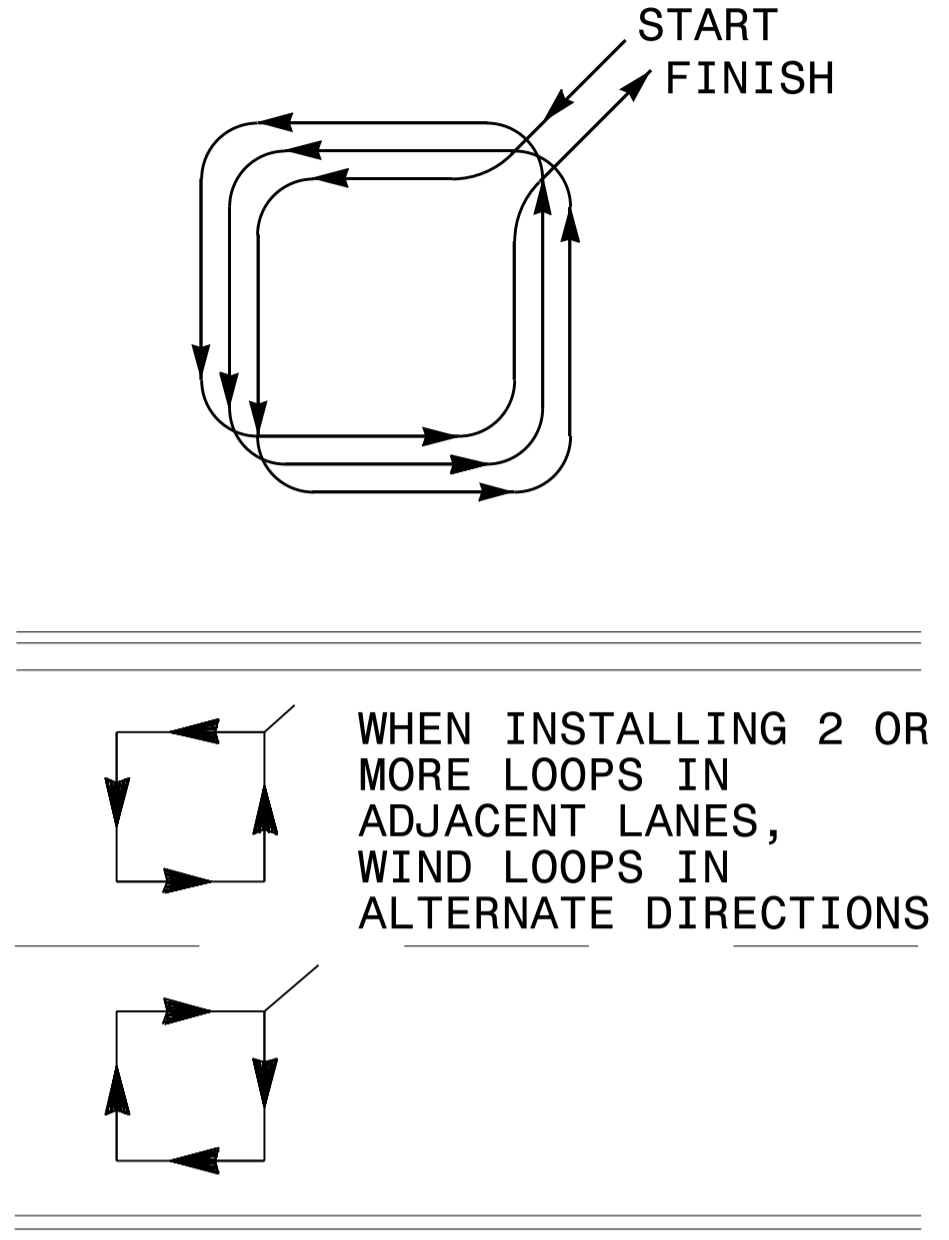


CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

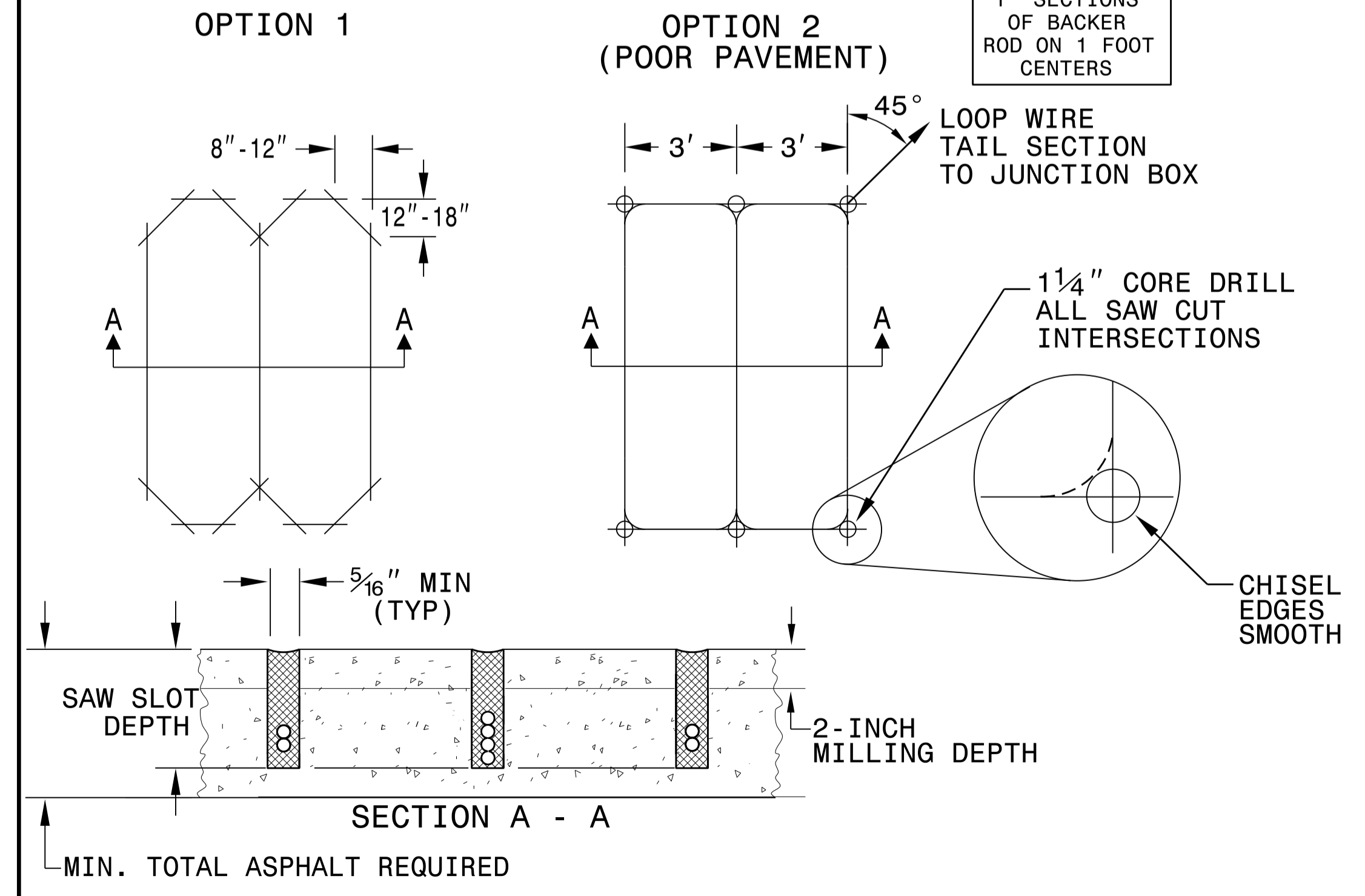


LOOP WINDING METHOD

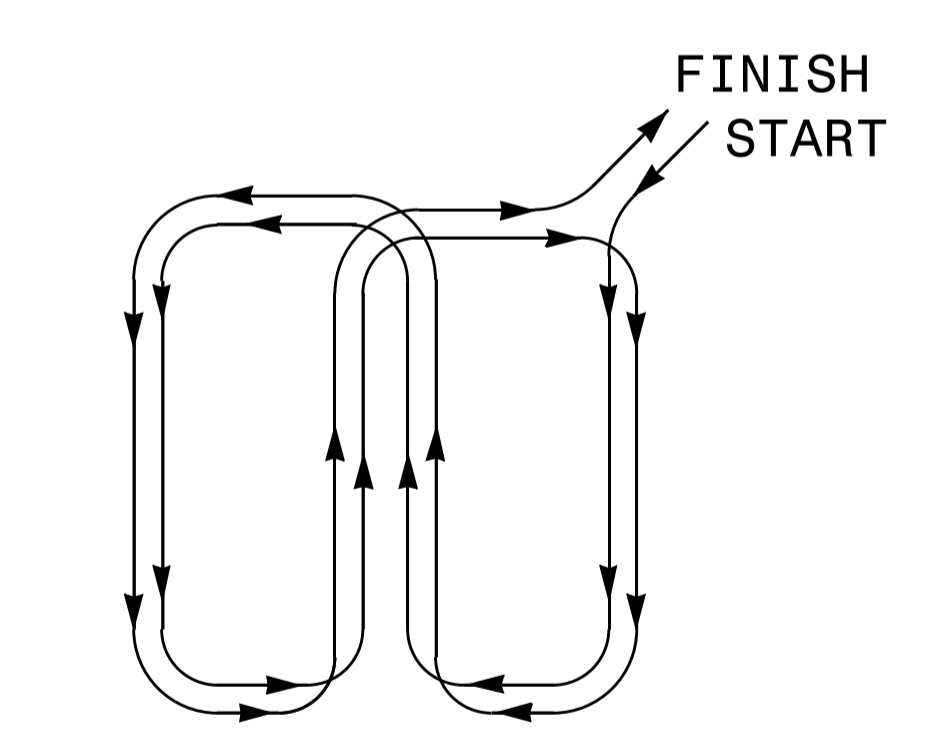


QUADRUPOLE LOOP

SAW CUT OPTIONS

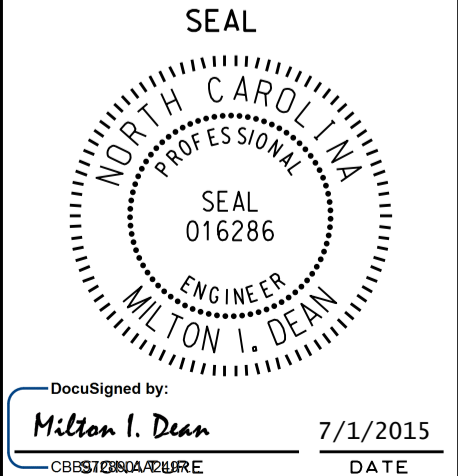
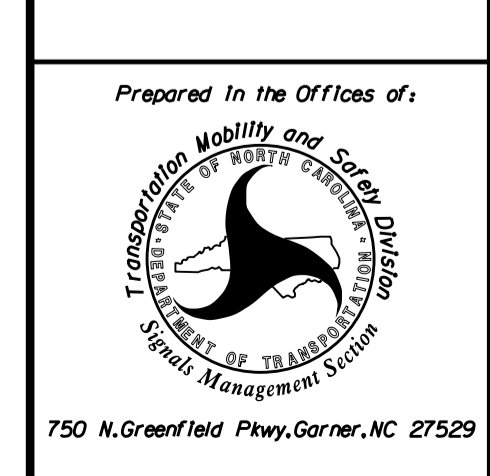


LOOP WINDING METHOD



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



SHEET OF

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

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

PROJECT REFERENCE NO.
2026CPT.07.12.20411
SHEET No.
14

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.07.12.20411	15	16

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1704000000-E	1775000000-E	1838000000-E	2830000000-N	2845000000-N	5255000000-N	6000000000-E	6071010000-E	6084000000-E	7990000000-E	
						MI	FT	CY	TONS	SMI	TON	SY	SY	TON	TONS	TON	TON	SY	GAL	EA	EA	LS	LF	LF	AC	LF	
2026CPT.07.12.20411	Guilford	1	SR-1008 OI / W MARKET ST	FROM JOINT 270' W OF NC 68 NB RAMP TO 360' E OF SR 2147 W FRIENDLY AV AT END OF CONCRETE ISLAND	1	2.23	49					80,512	4,663		7,730	502			60	80	0.40					2,470	
TOTAL FOR MAP NO. 1						2.23						80,512	4,663		7,730	502			60	80	0.40					2,470	
2026CPT.07.12.20411	Guilford	2	SR-1424 OI / HILLTOP RD	FROM SR 1546 - GUILFORD COLLEGE RD TO SR 4121 - W GATE CITY BLVD	1	3.03	44					99,648	8,125		9,780	636			112	106	0.60					3,820	
TOTAL FOR MAP NO. 2						3.03						99,648	8,125		9,780	636			112	106	0.60					3,820	
2026CPT.07.12.20411	Guilford	3	SR-1294 / LYNNOAK DR	FROM SR 1130 - NEWMAN DAVIS RD TO DEAD END	2	0.14	21	5	15	0.24	1		175		150	11	30	1,514	500				49	5	0.02		
TOTAL FOR MAP NO. 3						0.14		5	15	0.24	1		175		150	11	30	1,514	500				49	5	0.02		
2026CPT.07.12.20411	Guilford	4	SR-1295 / DORA PL	FROM SR 1294 - LYNNOAK DR TO SR 1296 - SHELIA DR	2	0.16	20	7	18	0.30	1				158	11	20	1,744	576				59	6	0.02		
TOTAL FOR MAP NO. 4						0.16		7	18	0.30	1				158	11	20	1,744	576				59	6	0.02		
2026CPT.07.12.20411	Guilford	5	SR-1296 / SHELIA DR	FROM SR 1130 - NEWMAN DAVIS RD TO DEAD END	2	0.19	20	7	36	0.36	3		167		203	15	35	2,124	701				72	7	0.03		
TOTAL FOR MAP NO. 5						0.19		7	36	0.36	3		167		203	15	35	2,124	701				72	7	0.03		
2026CPT.07.12.20411	Guilford	6	SR-4038 / BURNETTE DR	FROM SR 1130 - NEWMAN DAVIS RD TO DEAD END	2	0.30	20	15	21	0.59			167		335	26	80	3,455	1,140				117	12	0.05		
TOTAL FOR MAP NO. 6						0.30		15	21	0.59			167		335	26	80	3,455	1,140				117	12	0.05		
2026CPT.07.12.20411	Guilford	7	SR-1280 / SILER RD	FROM SR 1130 - NEWMAN DAVIS RD TO SR 1104 - OLD RANDLEMAN RD	2	0.54	20	21	6	1.03	10		333		614	42	45	6,105	2,015				207	21	0.08		
TOTAL FOR MAP NO. 7						0.54		21	6	1.03	10		333		614	42	45	6,105	2,015				207	21	0.08		
2026CPT.07.12.20411	Guilford	8	SR-1297 / HAROLD DR	FROM SR 1280 - SILER RD TO LEONA DR	2	0.14	20	5	12	0.24	1				130	9	15	1,431	472				48	5	0.02		
TOTAL FOR MAP NO. 8						0.14		5	12	0.24	1				130	9	15	1,431	472				48	5	0.02		
2026CPT.07.12.20411	Guilford	9	SR-4037 / BARTLETT DR	FROM SR 4038 - BURNETTE DR TO CUL DE SAC	2	0.09	19	2	15	0.16	4				125	9	15	1,379	455				32	3	0.01		
TOTAL FOR MAP NO. 9						0.09		2	15	0.16	4				125	9	15	1,379	455				32	3	0.01		
2026CPT.07.12.20411	Guilford	10	SR-2101 / ATHENS RD	FROM SR 2102 ANGEL PARDUE RD TO US 158	3	1.05	21	144	75	2.06	117		354	1,103	1,485	146							412	41	0.53	145	
TOTAL FOR MAP NO. 10						1.05		144	75	2.06	117		354	1,103	1,485	146								412	41	0.53	145
TOTAL FOR PROJ NO. 2026CPT.07.12.20411						7.87		206	198	4.98	137		180,160	13,984	1,103	20,710	1,407	240	17,752	5,859	172	186	1.00	996	100	0.75	6,435
GRAND TOTAL						7.87		206	198	4.98	137		180,160	13,984	1,103	20,710	1,407	240	17,752	5,859	172	186	1.00	996	100	0.75	6,435

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.07.12.20411	16	16

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	4688000000-E	4695000000-E	4700000000-E	4704000000-E	4709000000-E	4720000000-E	4725000000-E					4895000000-N				
								WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	8" X 90 M YELLOW THERMO	12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO RXR 90 M	THERMO LT ARROW 90 M	THERMO STR ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & RT ARROW 90 M	THERMO STR & LT ARROW 90 M	POLYCARBONATE H- SHAPED MARKERS YELLOW/YELLOW	POLYCARBONATE H- SHAPED MARKERS CRYSTAL/ RED
						MI	FT	SF	LS	HR	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA			
2026CPT.07.12.20411	Guilford	1	SR-1008 OI / W MARKET ST	FROM JOINT 270' W OF NC 68 NB RAMP TO 360' E OF SR 2147 W FRIENDLY AV AT END OF CONCRETE ISLAND	1	2.23	49	126	1.00	200	9,000	31,500			400	900		700	65	35	10	5	400	450		
TOTAL FOR MAP NO. 1						2.23		126	1.00	200	9,000	31,500			400	900		700	65	35	10	5	400	450		
2026CPT.07.12.20411	Guilford	2	SR-1424 OI / HILLTOP RD	FROM SR 1546 - GUILFORD COLLEGE RD TO SR 4121 - W GATE CITY BLVD	1	3.03	44	126		240	12,500	38,000	2,000	500			200	1,000	8	65	45	15	15	5		
TOTAL FOR MAP NO. 2						3.03		126		240	12,500	38,000	2,000	500			200	1,000	8	65	45	15	15	5		
2026CPT.07.12.20411	Guilford	3	SR-1294 / LYNNOAK DR	FROM SR 1130 - NEWMAN DAVIS RD TO DEAD END	2	0.14	21																			
TOTAL FOR MAP NO. 3						0.14																				
2026CPT.07.12.20411	Guilford	4	SR-1295 / DORA PL	FROM SR 1294 - LYNNOAK DR TO SR 1296 - SHELIA DR	2	0.16	20																			
TOTAL FOR MAP NO. 4						0.16																				
2026CPT.07.12.20411	Guilford	5	SR-1296 / SHELIA DR	FROM SR 1130 - NEWMAN DAVIS RD TO DEAD END	2	0.19	20																			
TOTAL FOR MAP NO. 5						0.19																				
2026CPT.07.12.20411	Guilford	6	SR-4038 / BURNETTE DR	FROM SR 1130 - NEWMAN DAVIS RD TO DEAD END	2	0.30	20																			
TOTAL FOR MAP NO. 6						0.30																				
2026CPT.07.12.20411	Guilford	7	SR-1280 / SILER RD	FROM SR 1130 - NEWMAN DAVIS RD TO SR 1104 - OLD RANDLEMAN RD	2	0.54	20																			
TOTAL FOR MAP NO. 7						0.54																				
2026CPT.07.12.20411	Guilford	8	SR-1297 / HAROLD DR	FROM SR 1280 - SILER RD TO LEONA DR	2	0.14	20																			
TOTAL FOR MAP NO. 8						0.14																				
2026CPT.07.12.20411	Guilford	9	SR-4037 / BARTLETT DR	FROM SR 4038 - BURNETTE DR TO CUL DE SAC	2	0.09	19																			
TOTAL FOR MAP NO. 9						0.09																				
2026CPT.07.12.20411	Guilford	10	SR-2101 / ATHENS RD	FROM SR 2102 ANGEL PARDUE RD TO US 158	3	1.05	21				11,500	11,000														
TOTAL FOR MAP NO. 10						1.05					11,500	11,000														
TOTAL FOR PROJ NO. 2026CPT.07.12.20411						7.87		252	1.00	440	33,000	80,500	2,000	500	400	900	200	1,700	8	130	80	25	20	5	400	450
											113,500	2,500			1,300			260					850			
GRAND TOTAL						7.87		252	1.00	440	33,000	80,500	2,000	500	400	900	200	1,700	8	130	80	25	20	5	400	450
											113,500	2,500			1,300			260					850			

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