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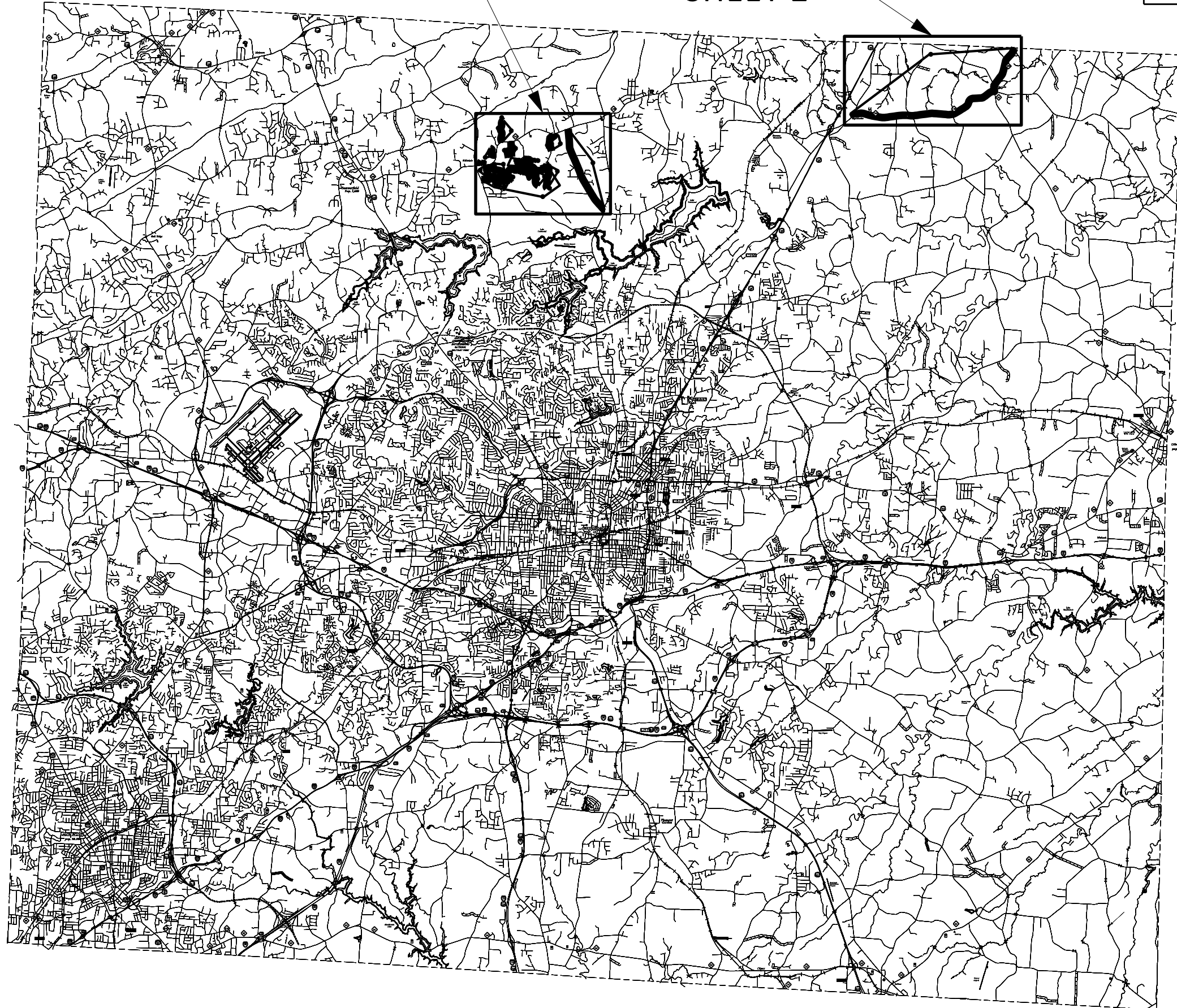
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SHEET 3

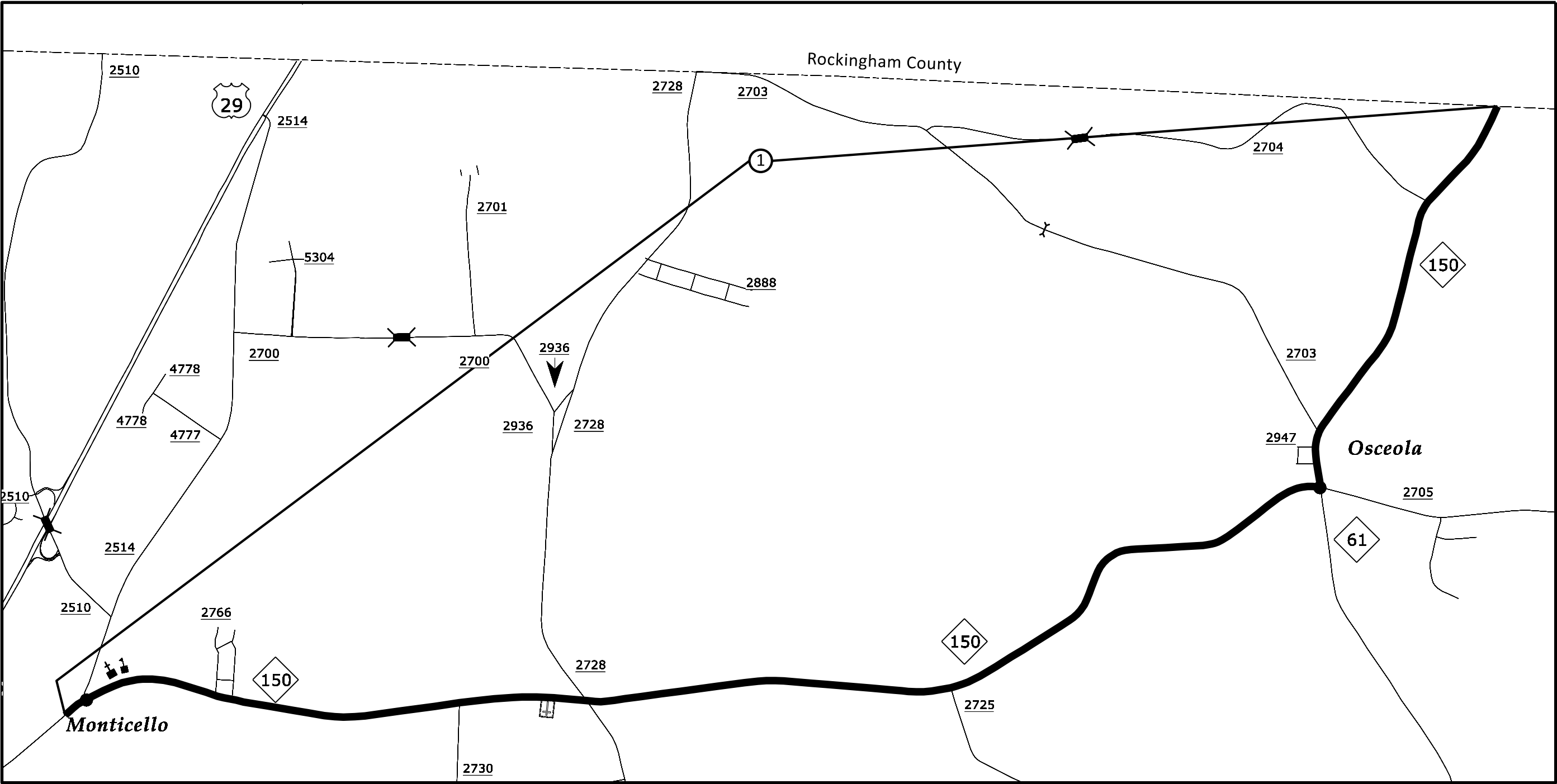
SHEET 2

PROJECT REFERENCE NO.
2026CPT.07.09.10411,2026CPT.07.09.20411

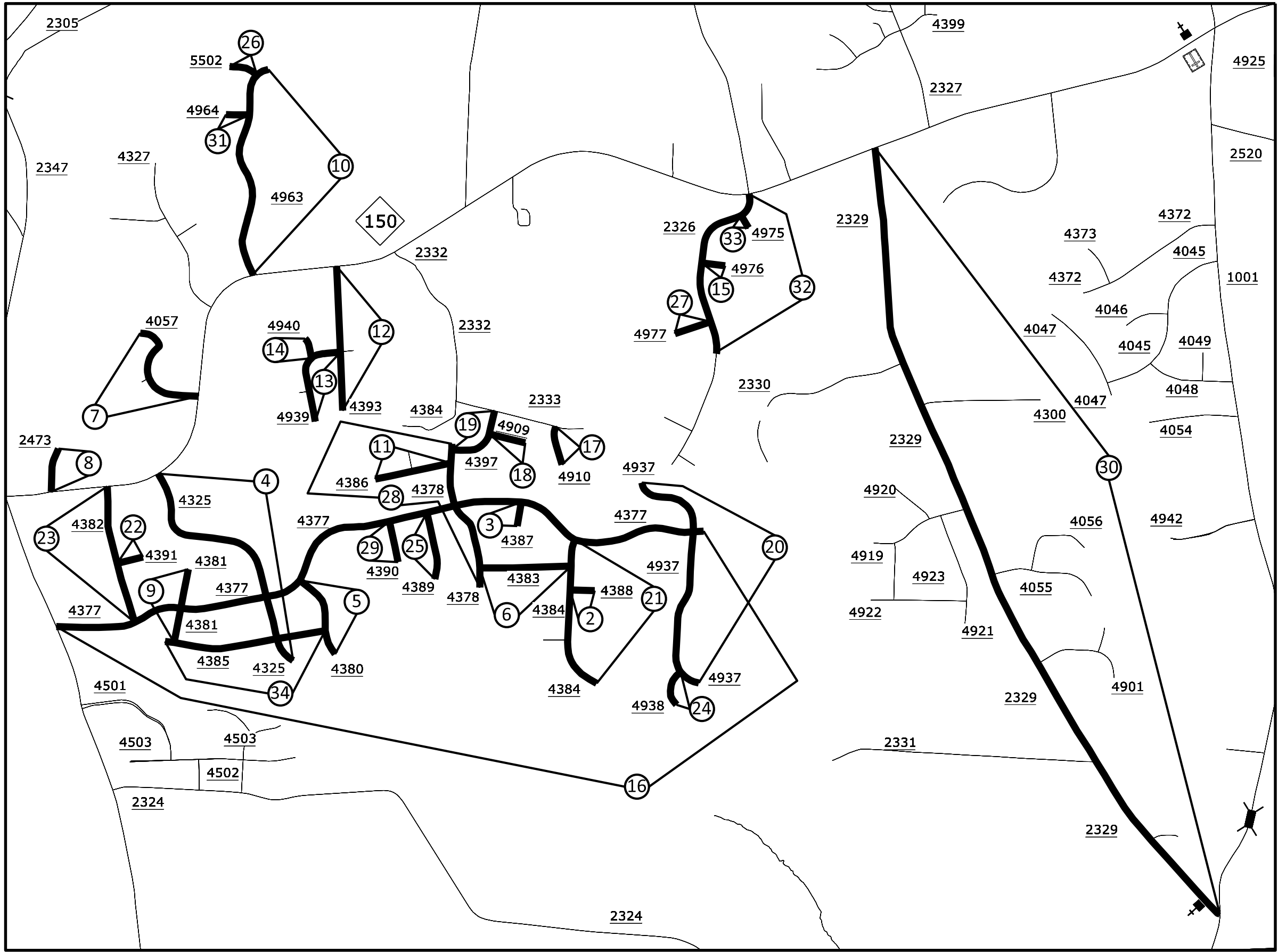
SHEET NO.
1



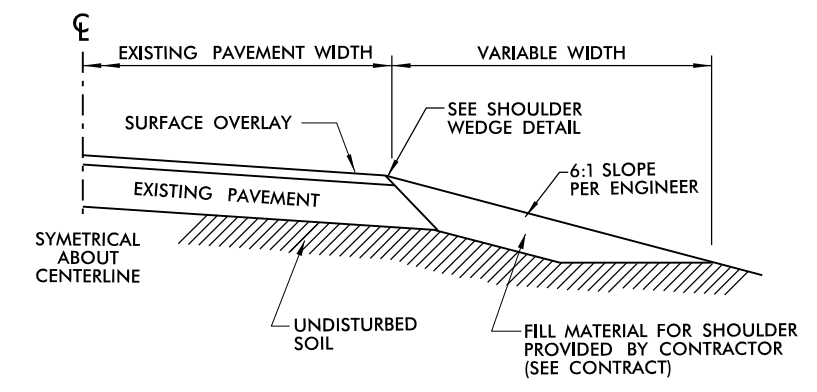
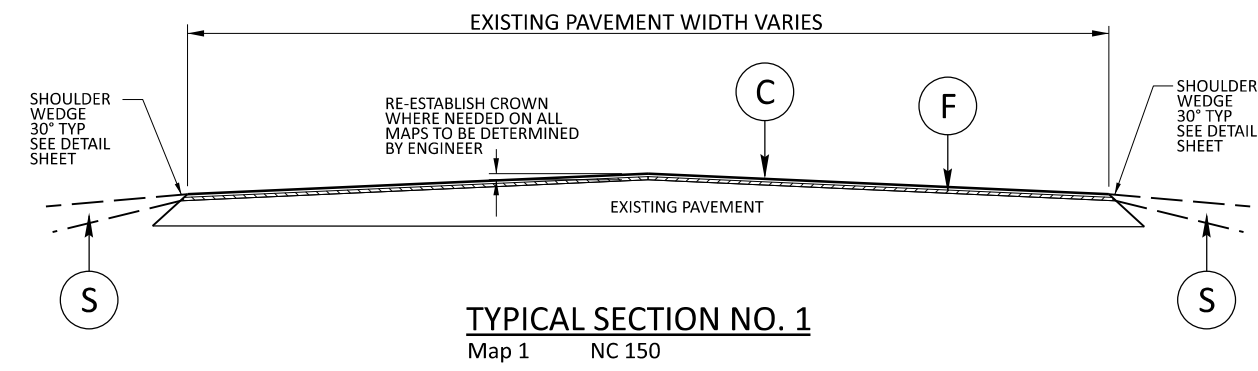
GUILFORD COUNTY
NORTH CAROLINA



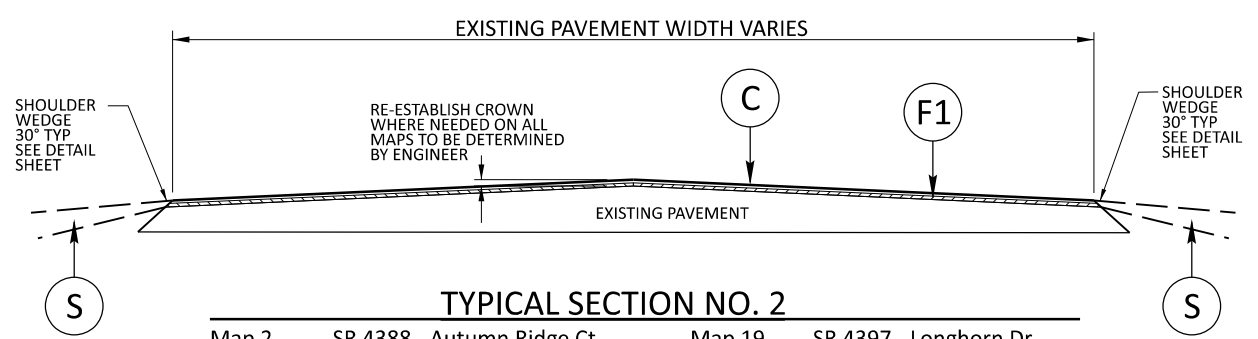
Map 1 NC 150



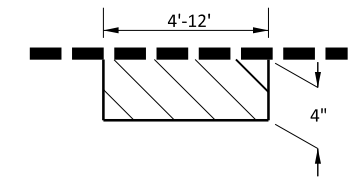
- Map 2 SR 4388 - Autumn Ridge Ct
- Map 3 SR 4387 - Baggage Master Ct
- Map 4 SR 4325 - Bar-Mot Dr
- Map 5 SR 4380 - Brush Arbor Ct
- Map 6 SR 4383 - Buffalo Tom Dr
- Map 7 SR 4057 - Cedar Chase Dr
- Map 8 SR 2473 - Center Grove Ct
- Map 9 SR 4381 - Centre Camp Ct
- Map 10 SR 4963 - Chesterbrooke Dr
- Map 11 SR 4386 - Chestnut Hill Ct
- Map 12 SR 4393 - Crabtree Valley Ct
- Map 13 SR 4939 - Crossroads Dr
- Map 14 SR 4940 - Devonmille Ct
- Map 15 SR 4976 - Hugh Patrick Ct
- Map 16 SR 4377 - James Doak Pkwy
- Map 17 SR 4910 - Lashley Ct
- Map 18 SR 4909 - Longhorn Ct
- Map 19 SR 4397 - Longhorn Dr
- Map 20 SR 4937 - Mountain Brook Rd
- Map 21 SR 4384 - Old Brick Store Rd
- Map 22 SR 4391 - Old Iron Ct
- Map 23 SR 4382 - Old Ironworks Rd
- Map 24 SR 4938 - Pebble Ridge Ct
- Map 25 SR 4389 - Pleasant Field Dr
- Map 26 SR 5502 - Pondsides Ct
- Map 27 SR 4977 - Rachel Smothers Dr
- Map 28 SR 4378 - Royster Rd
- Map 29 SR 4390 - Soldier Retreat Ct
- Map 30 SR 2329 - Spencer Dixon Rd
- Map 31 SR 4964 - Springberry Ct
- Map 32 SR 2326 - Sutter Rd
- Map 33 SR 4975 - Tillie Scott Ct
- Map 34 SR 4385 - Troublesome Creek Dr



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

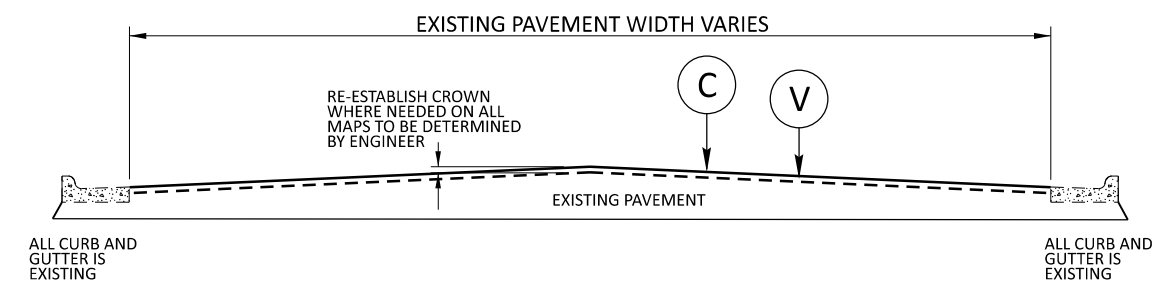


- | | | |
|-------------------------------------|---------------------------------------------------|--|
| Map 2 SR 4388 - Autumn Ridge Ct | Map 19 SR 4397 - Longhorn Dr | |
| Map 3 SR 4387 - Baggage Master Ct | Map 20 SR 4937 - Mountain Brook Rd | |
| Map 4 SR 4325 - Bar-Mot Dr | Map 21 SR 4384 - Old Brick Store Rd | |
| Map 5 SR 4380 - Brush Arbor Ct | Map 22 SR 4391 - Old Iron Ct | |
| Map 6 SR 4383 - Buffalo Tom Dr | Map 23 SR 4382 - Old Ironworks Rd | |
| Map 7 SR 4057 - Cedar Chase Dr | Map 24 SR 4938 - Pebble Ridge Ct | |
| Map 8 SR 2473 - Center Grove Ct | Map 25 SR 4389 - Pleasant Field Dr | |
| Map 9 SR 4381 - Centre Camp Ct | Map 26 SR 5502 - Pondside Ct | |
| Map 10 SR 4963 - Chesterbrooke Dr | Map 27 SR 4977 - Rachel Smothers Dr | |
| Map 11 SR 4386 - Chestnut Hill Ct | Map 28 SR 4378 - Royster Rd | |
| Map 12 SR 4393 - Crabtree Valley Ct | Map 29 SR 4390 - Soldier Retreat Ct | |
| Map 13 SR 4939 - Crossroads Dr | Map 30 SR 2329 - Spencer-Dixon Rd | |
| Map 14 SR 4940 - Devonmille Ct | *From SR 1001 - Church St to SR 4300 - Grenham Rd | |
| Map 15 SR 4976 - Hugh Patrick Ct | Map 31 SR 4964 - Springberry Ct | |
| Map 16 SR 4377 - James Doak Pkwy | Map 32 SR 2326 - Sutter Rd | |
| Map 17 SR 4910 - Lashley Ct | Map 33 SR 4975 - Tillie Scott Ct | |
| Map 18 SR 4909 - Longhorn Ct | Map 34 SR 4385 - Troublesome Creek Dr | |



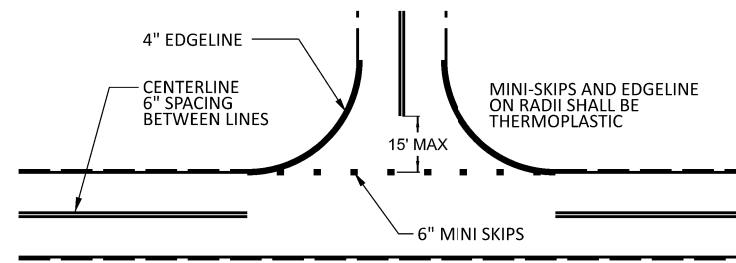
PATCH WITH ACSC, ACIC OR ACBC AS DIRECTED BY THE ENGINEER

PATCHING EXISTING PAVEMENT DETAIL



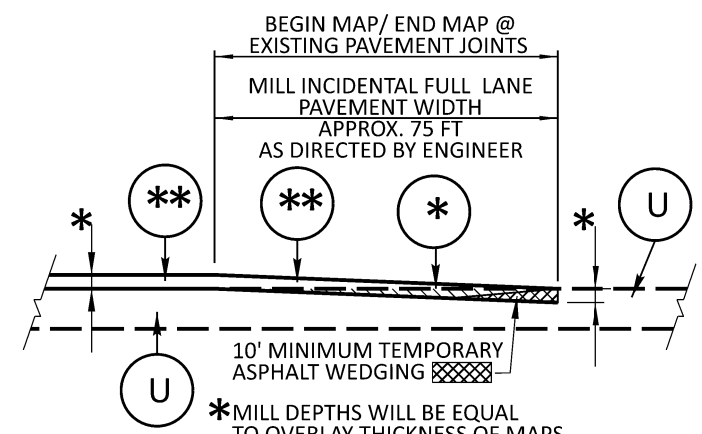
TYPICAL SECTION NO. 3
Map 30 SR 2329 - Spencer-Dixon Rd
From SR 4300 - Grenham Rd to NC 150

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.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH



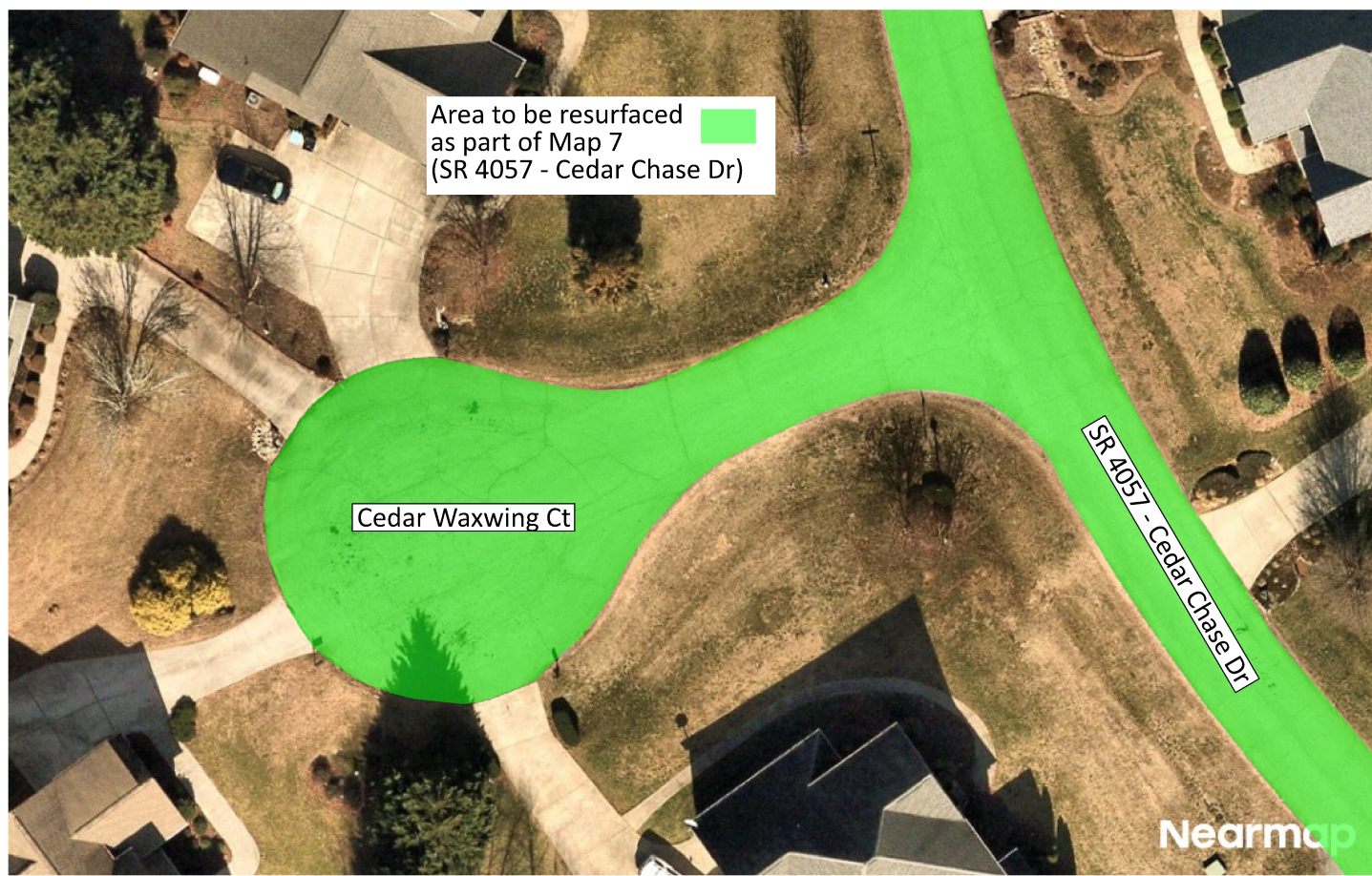
NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6".

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

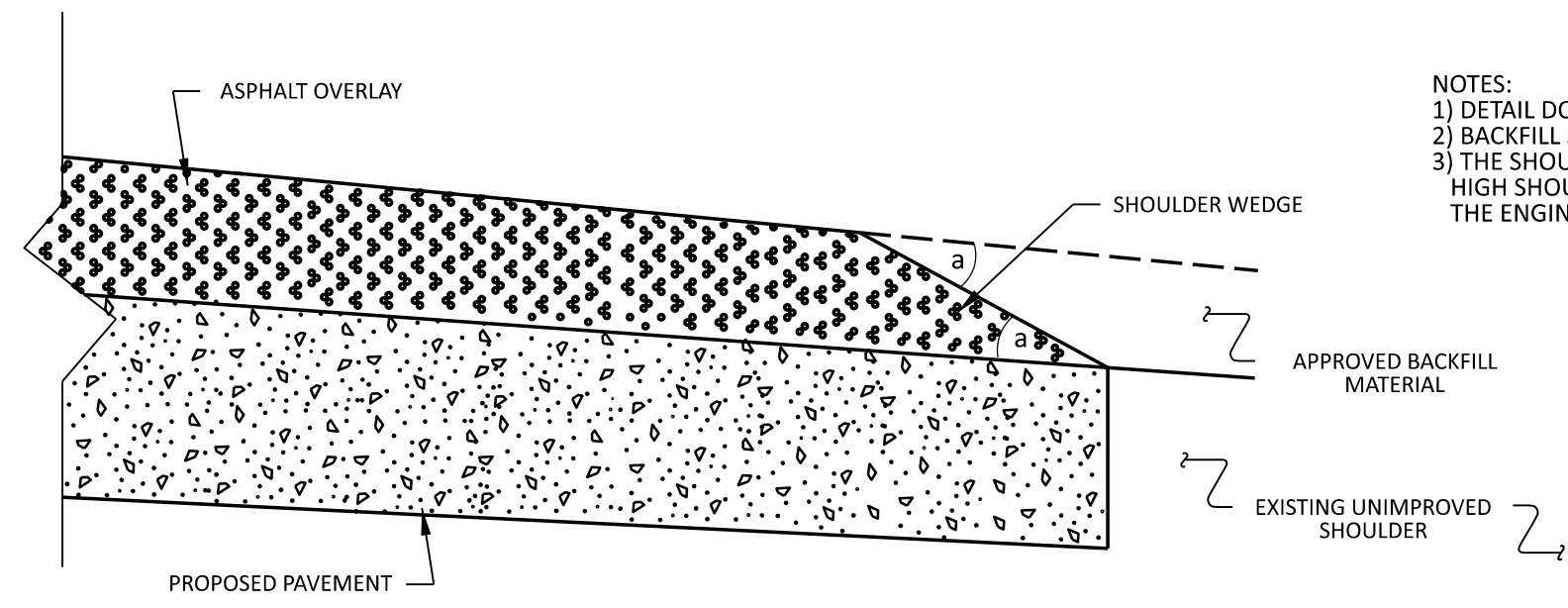


INCIDENTAL MILLING AT TIE-IN DETAIL

Special Detail for Map 7 (SR 4057 - Cedar Chase Dr)

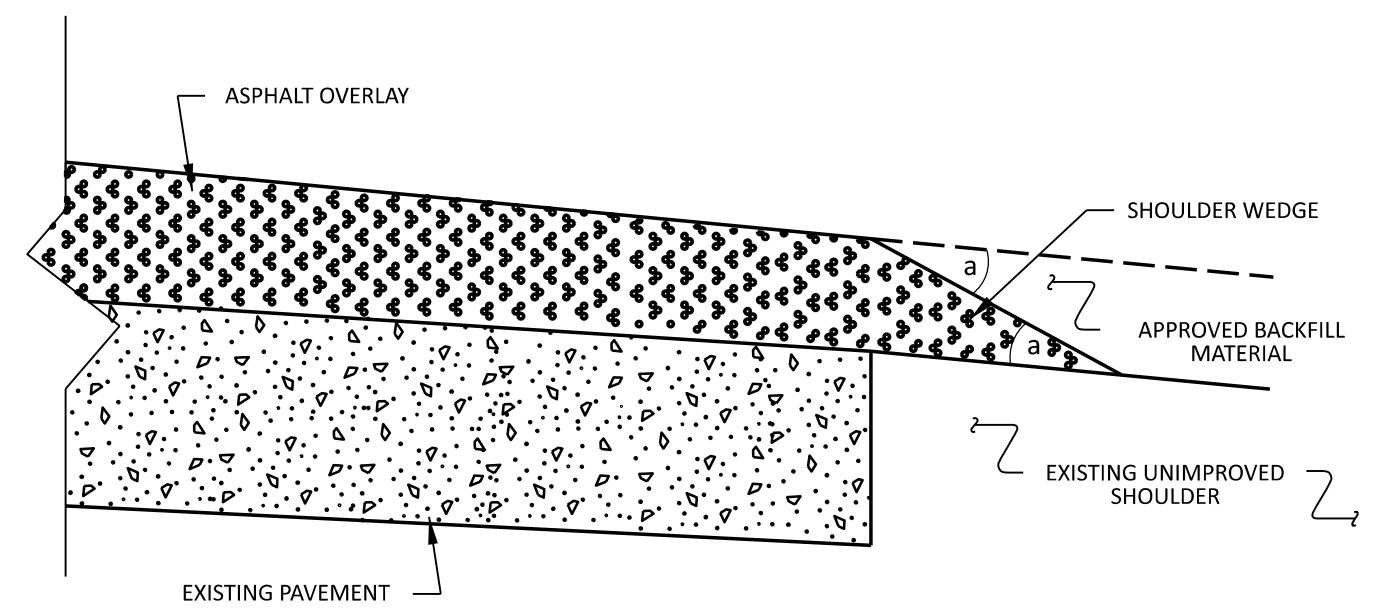


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH

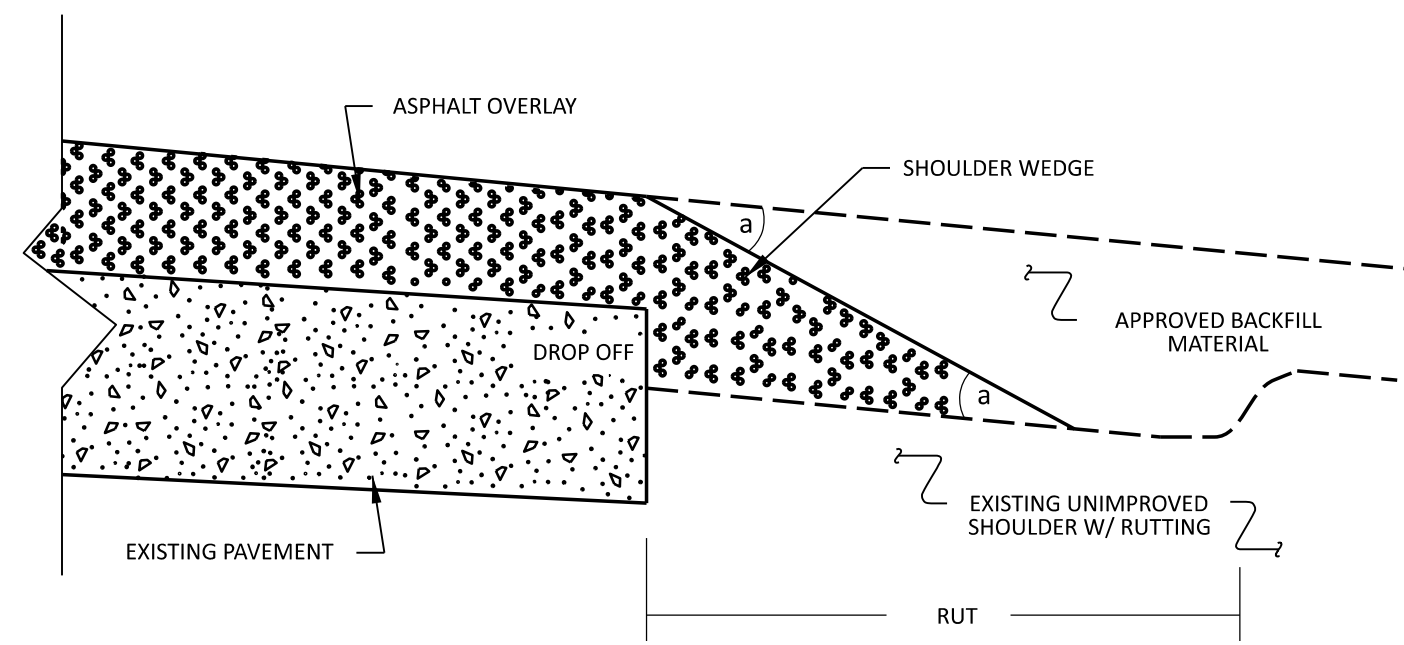


NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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)

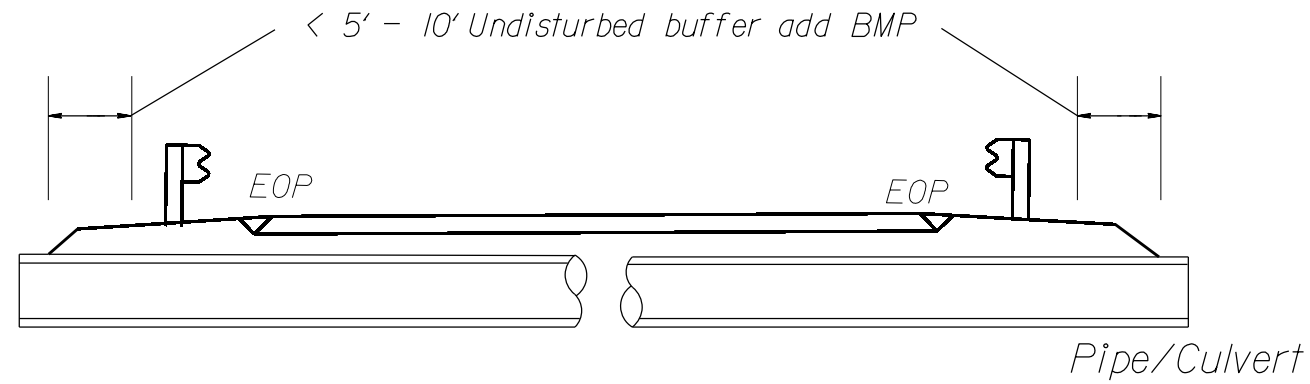
- SHOULDER WEDGE ANGLE = 30°

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.

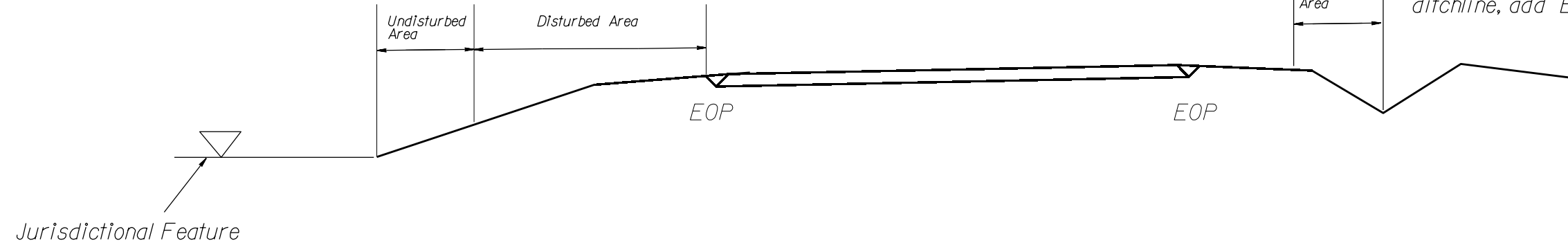
EROSION CONTROL DETAIL

BMP Options: Wattle or Silt Fence

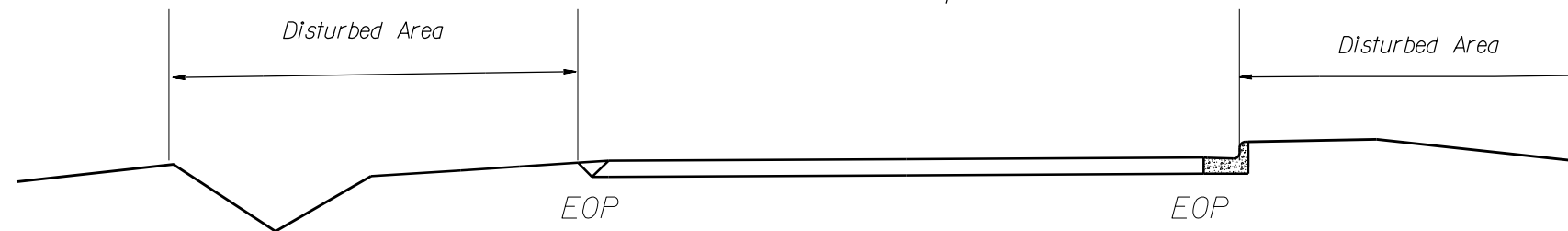


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

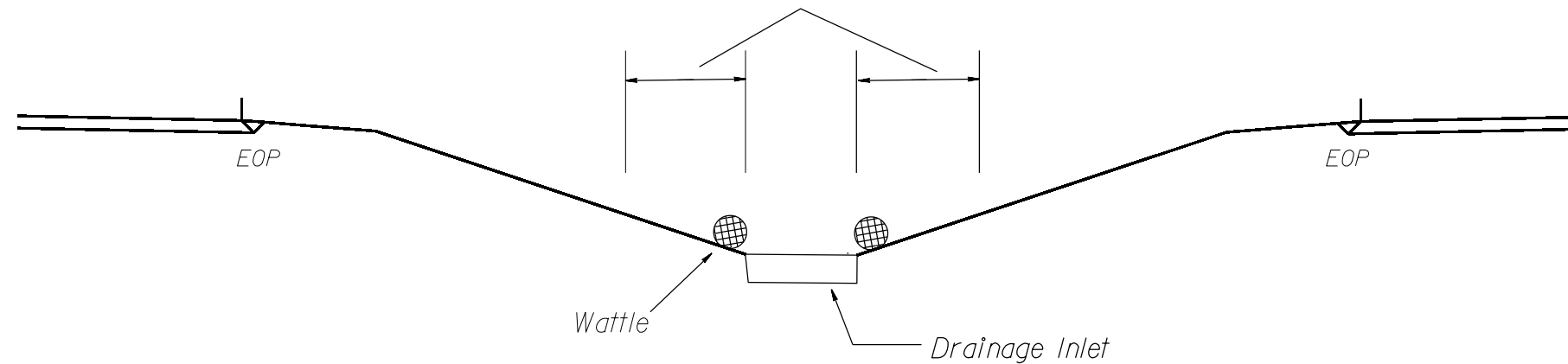
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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



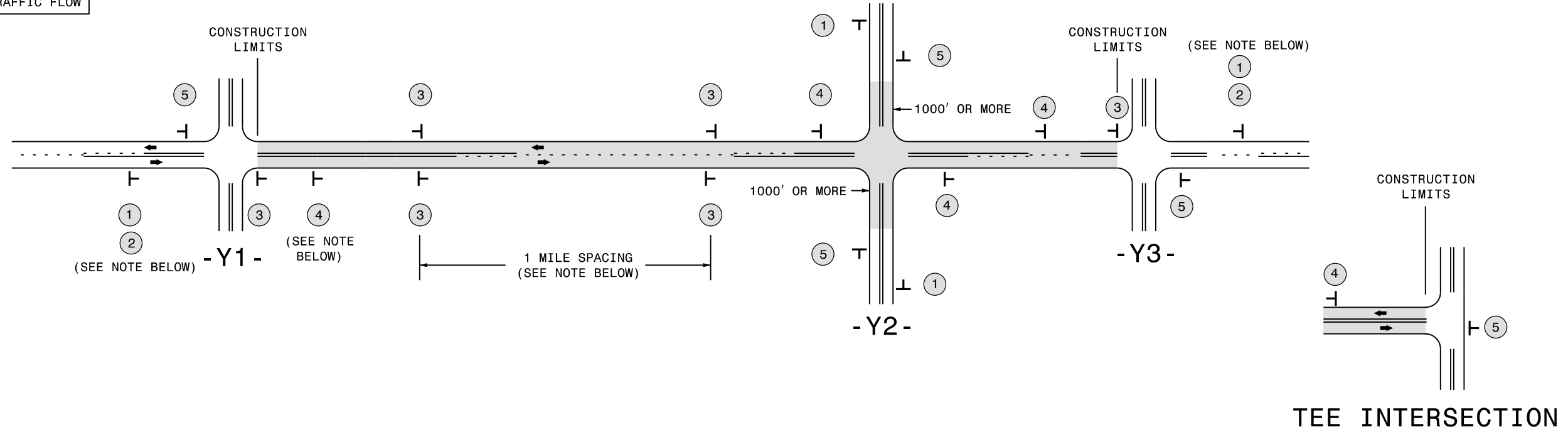
NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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 style="text-align: center;"> <small>W20-1 48" X 48"</small> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	②	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	③	 <small>SP 13107 48" X 48"</small>	<ul style="list-style-type: none"> PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	
	④	 <small>SP 13106 48" X 48"</small>	<ul style="list-style-type: none"> THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE. 	
⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.		

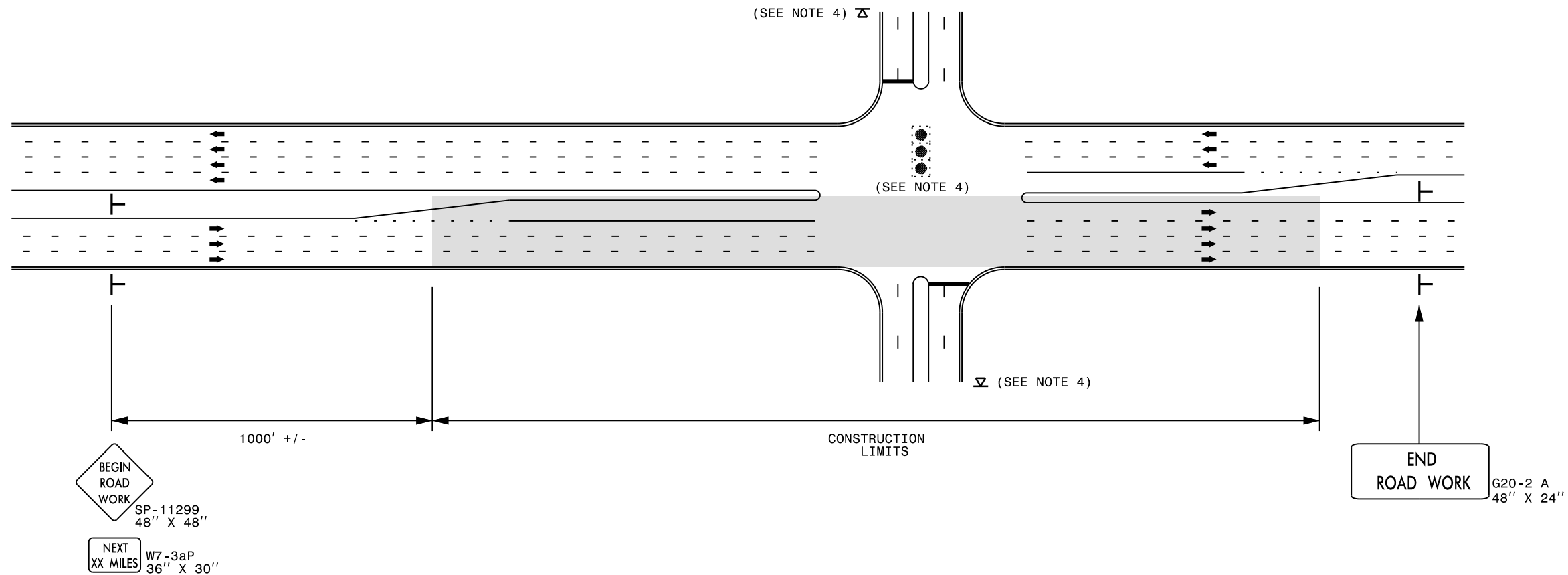
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.

ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING

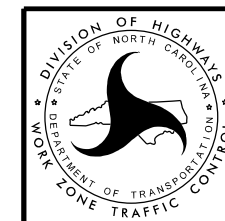
URBAN / SUBURBAN WORKZONES



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.

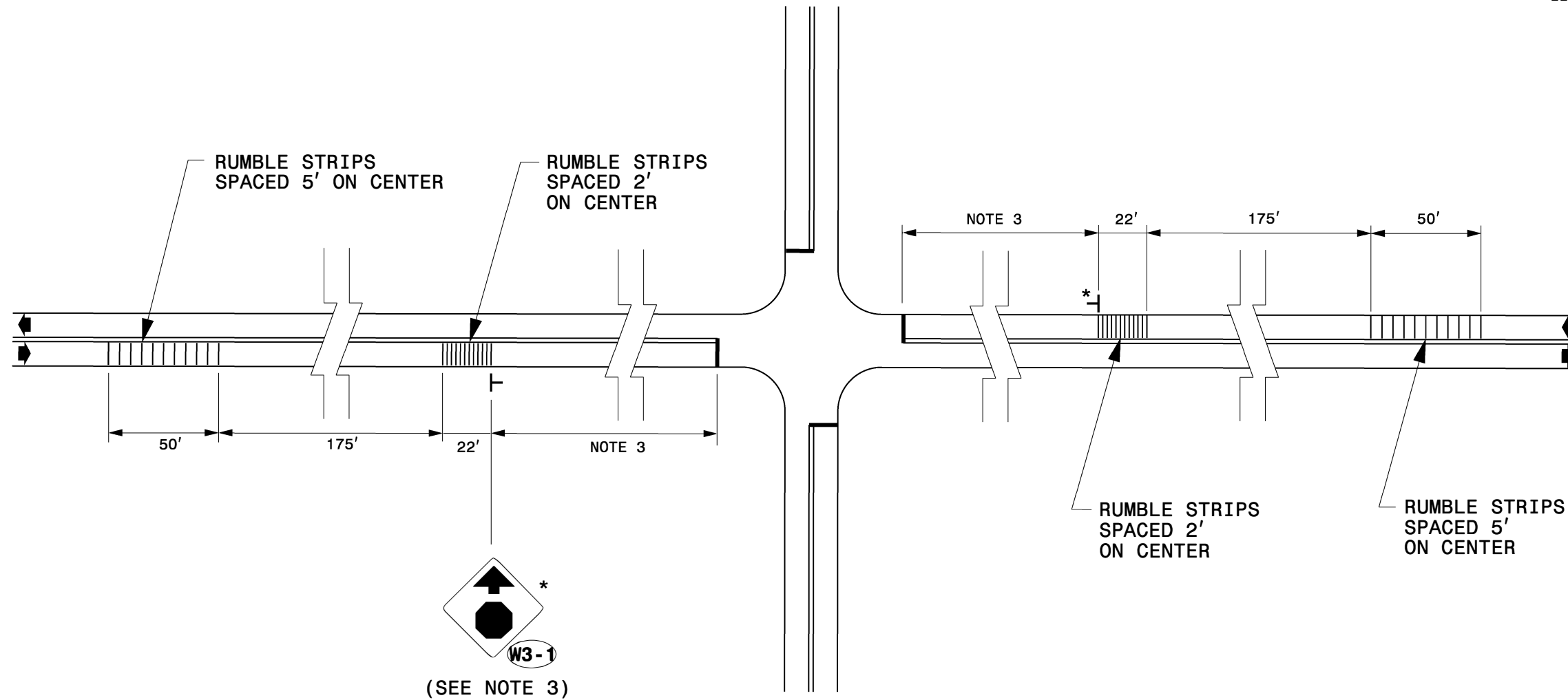
LEGEND	
└	STATIONARY SIGN
➔	DIRECTION OF TRAFFIC FLOW



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

ENGLISH DETAIL DRAWING FOR
**TWO-LANE, TWO-WAY THERMOPLASTIC
 RUMBLE STRIPS WITH EXISTING SIGNING**

ENGLISH DETAIL DRAWING FOR
**TWO-LANE, TWO-WAY THERMOPLASTIC
 RUMBLE STRIPS WITH EXISTING SIGNING**



GENERAL NOTES:

- 1- ALL RUMBLE STRIPS SHALL BE CENTERED IN THE LANE AND SHALL BE 2 FEET LESS THAN THE WIDTH OF THE TRAVEL LANE
- 2- RUMBLE STRIPS SHALL BE PLACED USING 4" x 240 MIL WHITE THERMOPLASTIC PAVEMENT MARKING MATERIAL.
- 3- PLACEMENT OF FIRST SET OF RUMBLE STRIPS CLOSEST TO THE STOP BAR SHALL BE LOCATED IN CONJUNCTION WITH EXISTING STOP-AHEAD (W3-1) SIGN. FOR SECOND SET, FOLLOW DISTANCE AS SHOWN ABOVE.

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

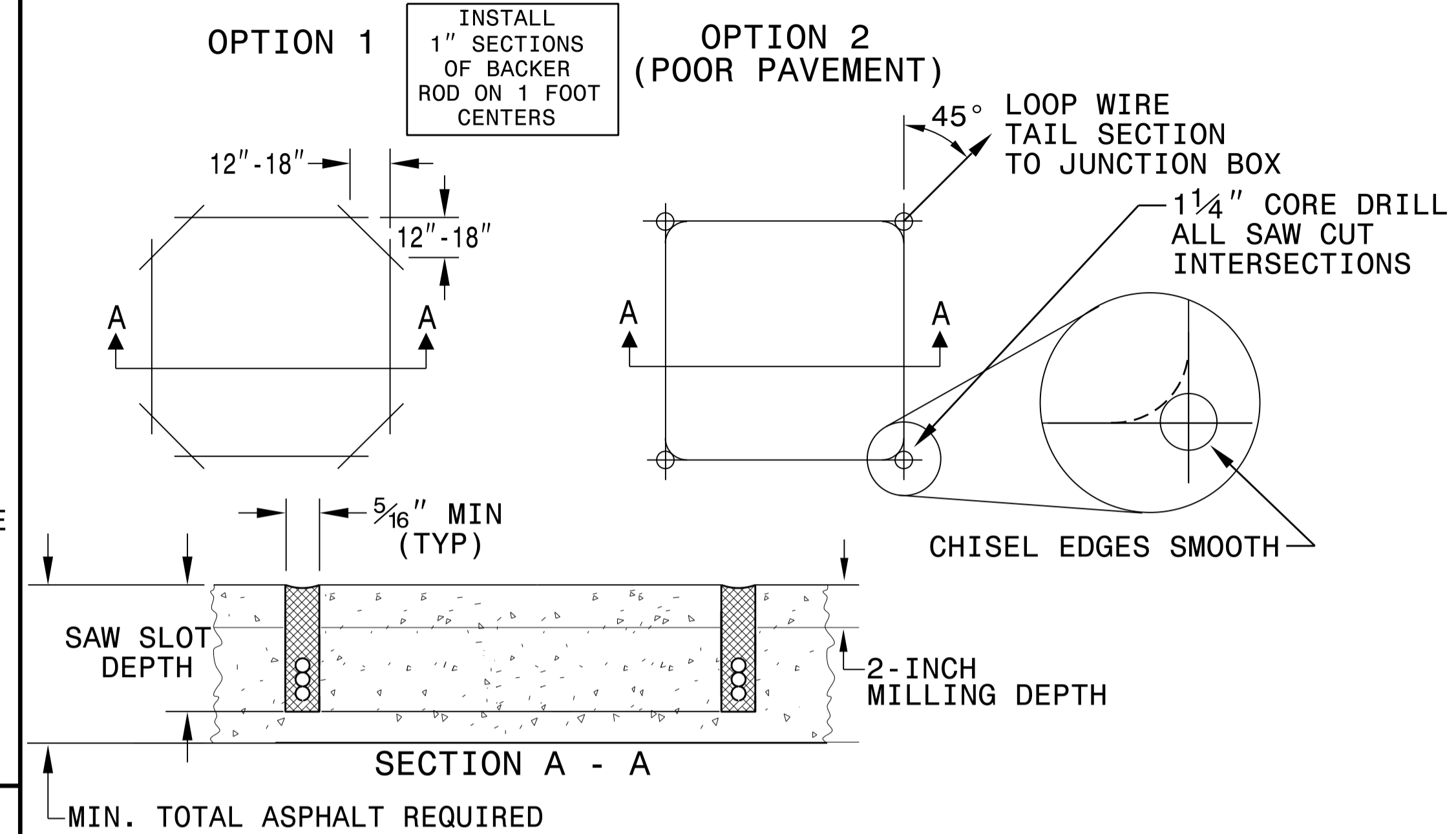


CORRECT WAY TO TWIST WIRE

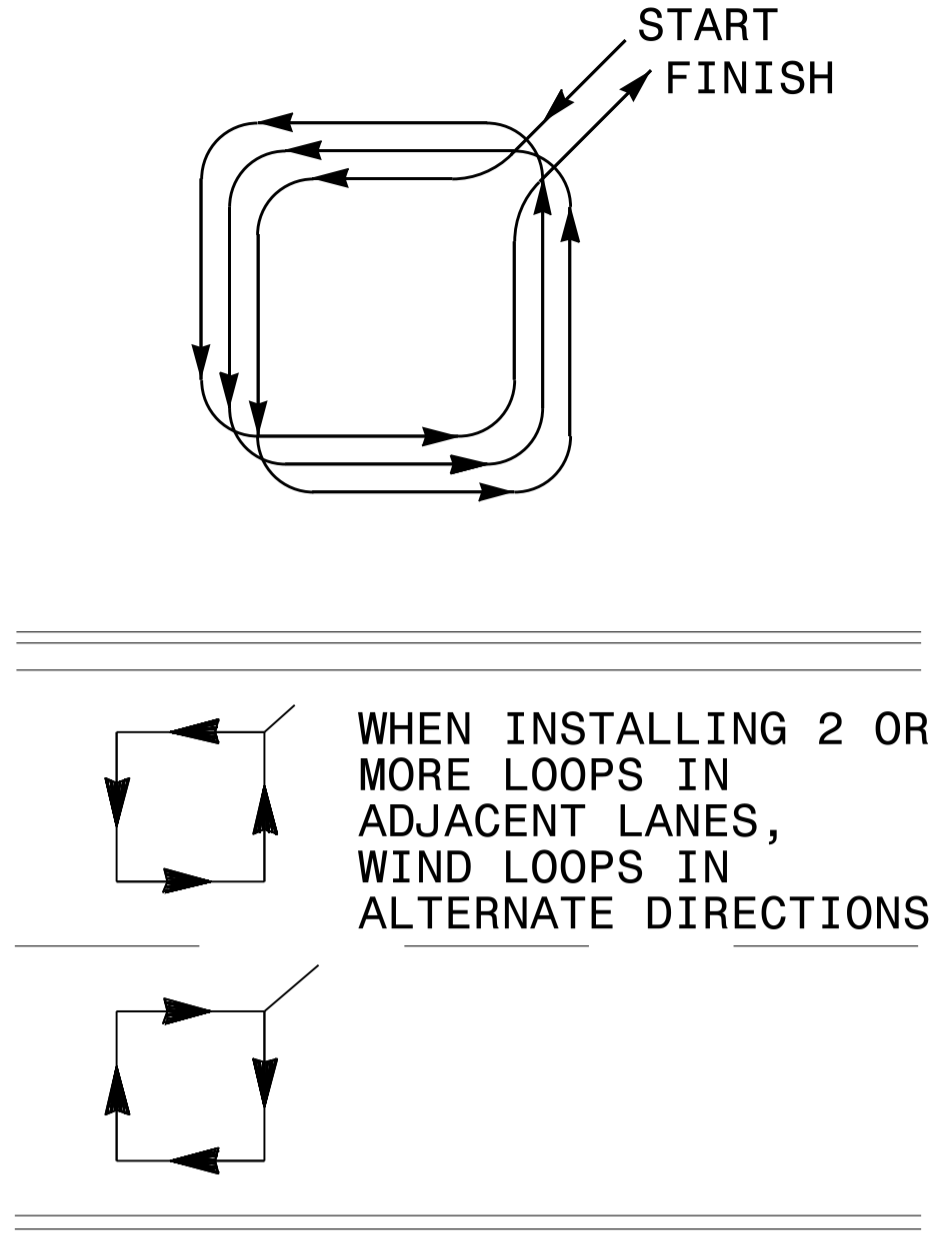


CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

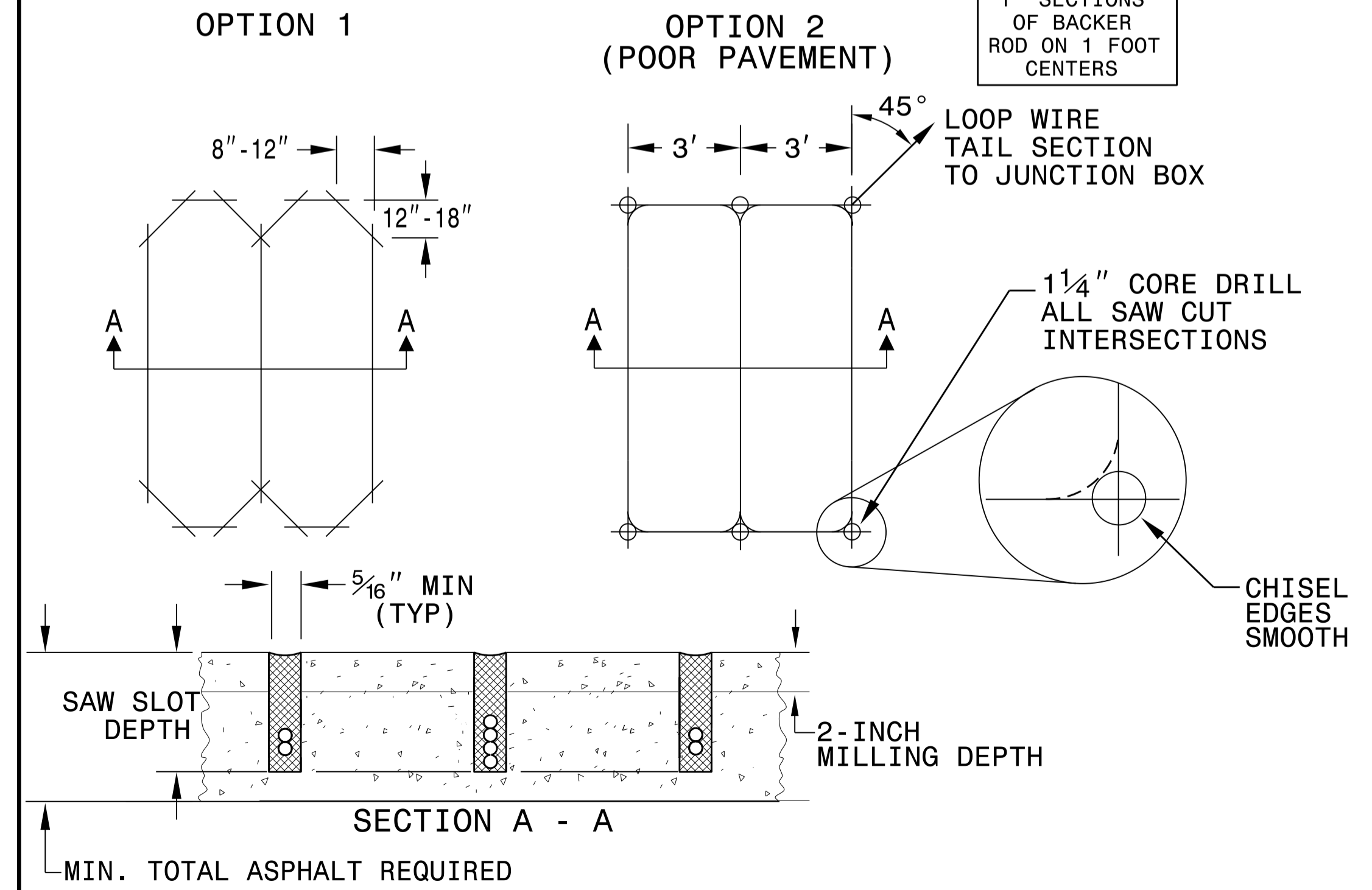


LOOP WINDING METHOD

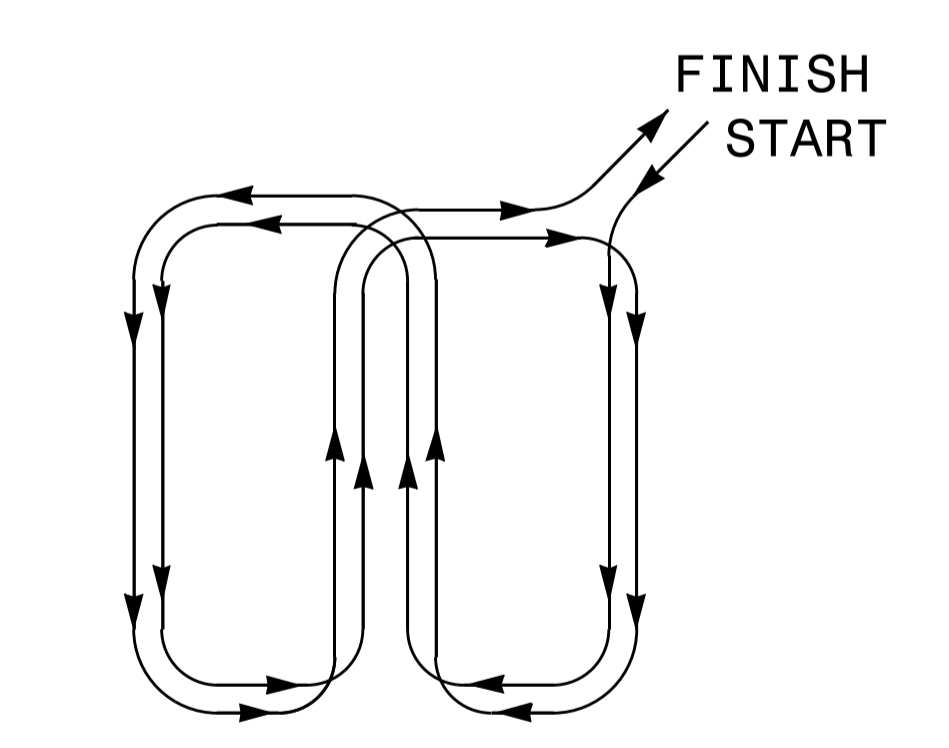


QUADRUPOLE LOOP

SAW CUT OPTIONS

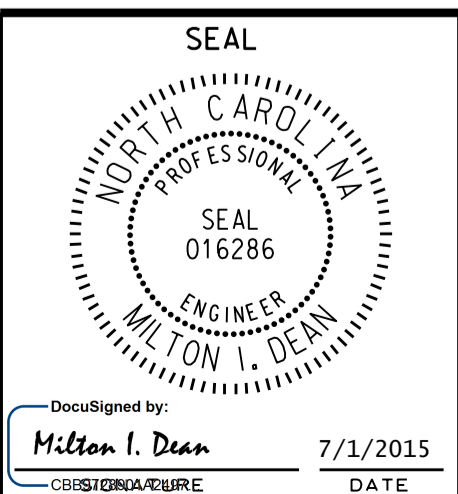
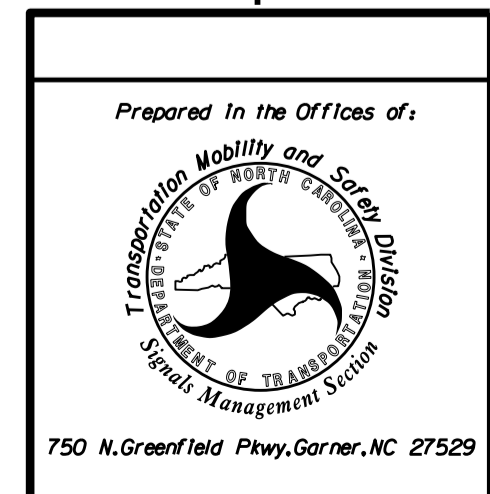


LOOP WINDING METHOD

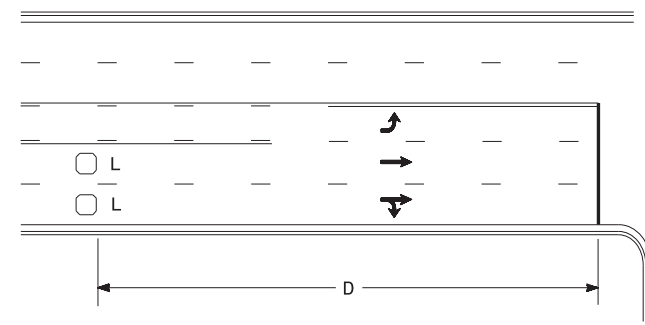


REVISIONS

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



High Speed Detection (≥40 mph)

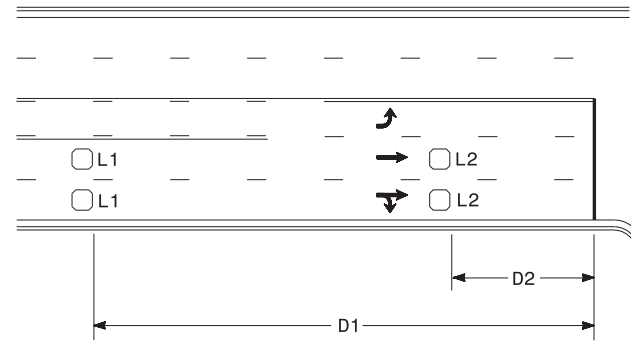


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR

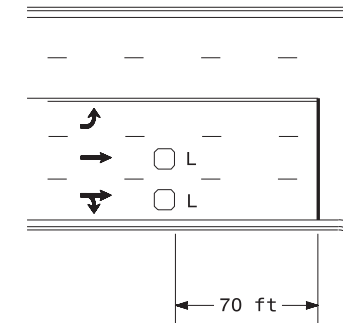


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

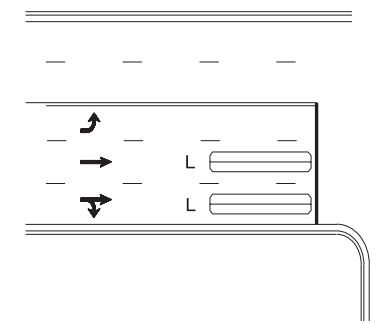
"Stretch" Operation

Low Speed Detection (≤35 mph)



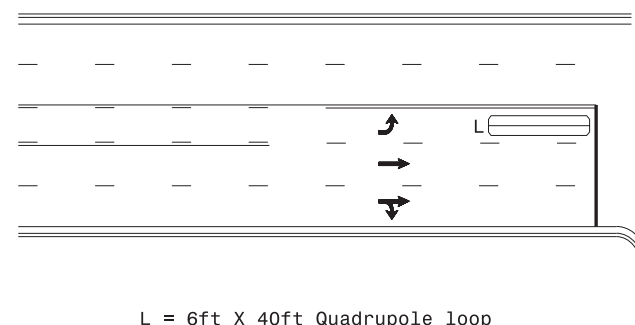
L = 6ft X 6ft
Wired in series

OR



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

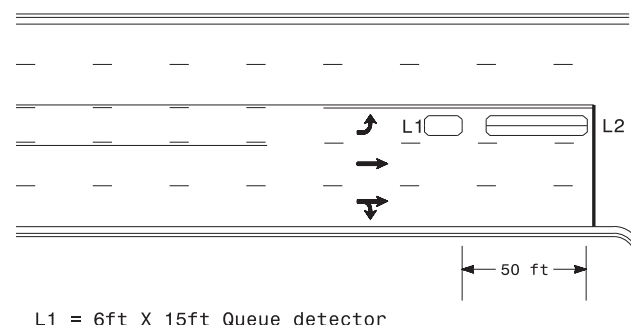
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

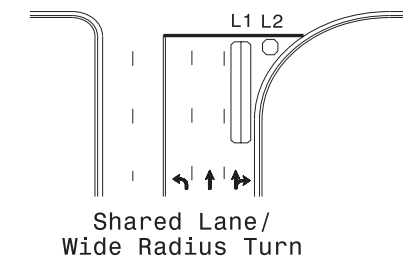
OR



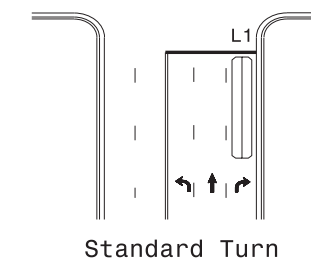
L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

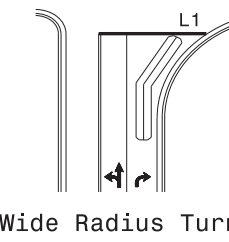
Right Turn Lane Detection



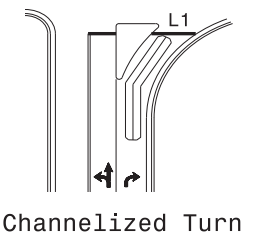
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

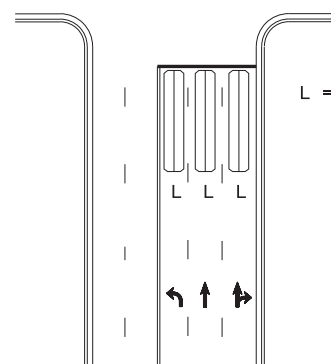


Wide Radius Turn



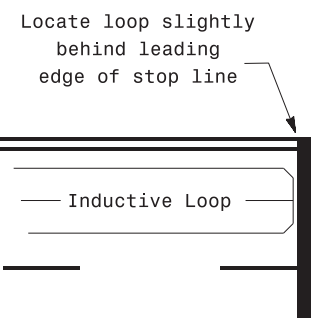
Channelized Turn

Side Street Detection



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

Presence Loop Placement at Stop Lines



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
JASON P. GALLOWAY
029904

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.

09-SEP-2020 11:54 S:\17545\17545\SIGNAL\Design\Section\Eastern_Regional\Loop_Type\cal\loop\typical\cal\2015.dgn JGallaway

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.07.09.10411, 2026CPT.07.09.20411	14	17

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	1775000000-E	1838000000-E	2845000000-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 METER BOXES OR VALVE BOXES	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)
												CY	TONS	SMI	TON	SY	SY	TONS	TON	TON	SY	SY	GAL	EA	LF	LF	AC	LF
2026CPT.07.09.10411	Guilford	1	NC-150	FROM SR 2514 - OLD REIDSVILLE RD TO ROCKINGHAM CO	1	2	2WU	4.94	25	24.02	28.96	123	255	9.81	232		3,252	7,389	480			76,647	29,126		1,962	196	0.45	
TOTAL FOR MAP NO. 1								4.94				123	255	9.81	232		3,252	7,389	480			76,647	29,126		1,962	196	0.45	
TOTAL FOR PROJ NO. 2026CPT.07.09.10411								4.94				123	255	9.81	232		3,252	7,389	480			76,647	29,126		1,962	196	0.45	
2026CPT.07.09.20411	Guilford	2	SR-4388 / AUTUMN RIDGE CT	FROM SR 4384 - OLD BRICK STORE RD TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07	3		0.12				99	7	14	1,090		360		25		0.01	
TOTAL FOR MAP NO. 2								0.07				3		0.12				99	7	14	1,090		360		25		0.01	
2026CPT.07.09.20411	Guilford	3	SR-4387 / BAGGAGE MASTER CT	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07	3		0.12				91	6		1,003		331		24	2	0.01	
TOTAL FOR MAP NO. 3								0.07				3		0.12			91	6		1,003		331		24	2	0.01		
2026CPT.07.09.20411	Guilford	4	SR-4325 / BAR-MOT DR	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.68	20	0.00	0.68	32		1.28			200	738	48		8,128		2,682		256	26	0.12	
TOTAL FOR MAP NO. 4								0.68				32		1.28		200	738	48		8,128		2,682		256	26	0.12		
2026CPT.07.09.20411	Guilford	5	SR-4380 / BRUSH ARBOR CT	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.23	20	0.00	0.23	11		0.44				282	18		2,995		988		89	9	0.04	
TOTAL FOR MAP NO. 5								0.23				11		0.44			282	18		2,995		988		89	9	0.04		
2026CPT.07.09.20411	Guilford	6	SR-4383 / BUFFALO TOM DR	FROM SR 4378 - ROYSTER RD TO SR 4384 - OLD BRICK STORE RD	2	2	2WU	0.24	21	0.00	0.24	11		0.45				252	20	72	2,781		918		90	9	0.04	
TOTAL FOR MAP NO. 6								0.24				11		0.45			252	20	72	2,781		918		90	9	0.04		
2026CPT.07.09.20411	Guilford	7	SR-4057 / CEDAR CHASE DR	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.31	21	0.00	0.31	16		0.65			179	446	29		4,748		1,567		129	13	0.05	
TOTAL FOR MAP NO. 7								0.31				16		0.65		179	446	29		4,748		1,567		129	13	0.05		
2026CPT.07.09.20411	Guilford	8	SR-2473 / CENTER GROVE CT	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.12	20	0.00	0.12	6		0.23			171	153	10		1,682		555		46	5	0.02	
TOTAL FOR MAP NO. 8								0.12				6		0.23		171	153	10		1,682		555		46	5	0.02		
2026CPT.07.09.20411	Guilford	9	SR-4381 / CENTRE CAMP CT	FROM SR 4385 - TROUBLESOME CREEK DR TO CUL DE SAC	2	2	2WU	0.20	20	0.00	0.20	9		0.37				240	17	20	2,647		873		73	7	0.03	
TOTAL FOR MAP NO. 9								0.20				9		0.37			240	17	20	2,647		873		73	7	0.03		
2026CPT.07.09.20411	Guilford	10	SR-4963 / CHESTERBROOKE DR	FROM NC 150 TO DEAD END	2	2	2WU	0.59	21	0.00	0.59	29		1.15			843	691	45		6,584		2,173		230	23	0.10	
TOTAL FOR MAP NO. 10								0.59				29		1.15		843	691	45		6,584		2,173		230	23	0.10		
2026CPT.07.09.20411	Guilford	11	SR-4386 / CHESTNUT HILL CT	FROM SR 4378 - ROYSTER RD TO CUL DE SAC	2	2	2WU	0.22	20	0.00	0.22	11		0.42				275	19	14	2,891		954		84	8	0.04	
TOTAL FOR MAP NO. 11								0.22				11		0.42			275	19	14	2,891		954		84	8	0.04		
2026CPT.07.09.20411	Guilford	12	SR-4393 / CRABTREE VALLEY CT	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.38	20	0.00	0.38	19		0.75			196	461	30	3	4,893		1,615		150	15	0.07	
TOTAL FOR MAP NO. 12								0.38				19		0.75		196	461	30	3	4,893		1,615		150	15	0.07		
2026CPT.07.09.20411	Guilford	13	SR-4939 / CROSSROADS DR	FROM SR 4393 - CRABTREE VALLEY CT TO CUL DE SAC	2	2	2WU	0.25	20	0.00	0.25	12		0.50				324	21		3,317		1,095		100	10	0.05	
TOTAL FOR MAP NO. 13								0.25				12		0.50			324	21		3,317		1,095		100	10	0.05		
2026CPT.07.09.20411	Guilford	14	SR-4940 / DEVONMILLE CT	FROM SR 4939 - CROSSROADS DR TO CUL DE SAC	2	2	2WU	0.06	20	0.00	0.06	3		0.10				86	6		946		312		20	2	0.01	
TOTAL FOR MAP NO. 14								0.06				3		0.10			86	6		946		312		20	2	0.01		
2026CPT.07.09.20411	Guilford	15	SR-4976 / HUGH PATRICK CT	FROM SR 2326 - SUTTER RD TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07	3		0.12				96	6		1,055		348		24	2	0.01	
TOTAL FOR MAP NO. 15								0.07				3		0.12			96	6		1,055		348		24	2	0.01		
2026CPT.07.09.20411	Guilford	16	SR-4377 / JAMES DOAK PKWY	FROM SR 2347 - LAKE BRANDT RD TO END PVMT	2	2	2WU	1.82	24	0.00	1.82	92		3.67			221	2,566	168	19	26,557		8,764		735	73	0.33	
TOTAL FOR MAP NO. 16								1.82				92		3.67		221	2,566	168	19	26,557		8,764		735	73	0.33		
2026CPT.07.09.20411	Guilford	17	SR-4910 / LASHLEY CT	FROM SR 2333 - LASHLEY RD TO CUL DE SAC	2	2	2WU	0.10	20	0.00	0.10	5		0.19			171	133	9		1,469		485		38	4	0.02	
TOTAL FOR MAP NO. 17								0.10				5		0.19		171	133	9		1,469		485		38	4	0.02		
2026CPT.07.09.20411	Guilford	18	SR-4909 / LONGHORN CT	FROM SR 4397 - LONGHORN DR TO CUL DE SAC	2	2	2WU	0.10	20	0.00	0.10	5		0.18				129	9	8	1,420		469		36	4	0.02	
TOTAL FOR MAP NO. 18								0.10				5		0.18			129	9	8	1,420		469		36	4	0.02		

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.07.09.10411, 2026CPT.07.09.20411	15	17

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	2845000000-N	6000000000-E	6071010000-E	6084000000-E	7990000000-E	
												BORROW EXCAVATION	INCIDENTAL STONE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1/2" DEPTH	INCIDENTAL MILLING	ASPHALT CONC SURFACE COURSE, TYPE #9.5B	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 METER BOXES OR VALVE BOXES	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)	
												CY	TONS	SMI	TON	SY	SY	TONS	TON	TON	SY	SY	GAL	EA	LF	LF	AC	LF	
2026CPT.07.09.20411	Guilford	19	SR-4397 / LONGHORN DR	FROM SR 4378 - ROYSTER RD TO SR 2333 - LASHLEY RD	2	2	2WU	0.18	21	0.00	0.18	8		0.32			175	182	12		2,009		663		64	6	0.03		
TOTAL FOR MAP NO. 19								0.18				8		0.32			175	182	12		2,009		663		64	6	0.03		
2026CPT.07.09.20411	Guilford	20	SR-4937 / MOUNTAIN BROOK RD	FROM DEAD END TO DEAD END	2	2	2WU	0.66	20	0.00	0.66	32		1.26				715	47	6		7,692		2,538		252	25	0.11	
TOTAL FOR MAP NO. 20								0.66				32		1.26				715	47	6		7,692		2,538		252	25	0.11	
2026CPT.07.09.20411	Guilford	21	SR-4384 / OLD BRICK STORE RD	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.42	21	0.00	0.42	20		0.82				530	37	57		5,396		1,781		163	16	0.07	
TOTAL FOR MAP NO. 21								0.42				20		0.82				530	37	57		5,396		1,781		163	16	0.07	
2026CPT.07.09.20411	Guilford	22	SR-4391 / OLD IRON CT	FROM SR 4382 - OLD IRONWORKS RD TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07	3		0.13				98	6			1,082		357		26	3	0.01	
TOTAL FOR MAP NO. 22								0.07				3		0.13				98	6			1,082		357		26	3	0.01	
2026CPT.07.09.20411	Guilford	23	SR-4382 / OLD IRONWORKS RD	FROM NC 150 TO SR 4377 - JAMES DOAK PKWY	2	2	2WU	0.36	24	0.00	0.36	22		0.88			200	594	39	6		6,436		2,124	2	176	18	0.08	
TOTAL FOR MAP NO. 23								0.36				22		0.88			200	594	39	6		6,436		2,124	2	176	18	0.08	
2026CPT.07.09.20411	Guilford	24	SR-4938 / PEBBLE RIDGE CT	FROM SR 4937 - MOUNTAIN BROOK RD TO CUL DE SAC	2	2	2WU	0.10	20	0.00	0.10	5		0.19				143	9			1,571		518		38	4	0.02	
TOTAL FOR MAP NO. 24								0.10				5		0.19				143	9			1,571		518		38	4	0.02	
2026CPT.07.09.20411	Guilford	25	SR-4389 / PLEASANT FIELD DR	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.18	20	0.00	0.18	8		0.34				212	14			2,335		770		67	7	0.03	
TOTAL FOR MAP NO. 25								0.18				8		0.34				212	14			2,335		770		67	7	0.03	
2026CPT.07.09.20411	Guilford	26	SR-5502 / PONDSIDE CT	FROM SR 4963 - CHESTERBROOKE DR TO CUL DE SAC	2	2	2WU	0.08	21	0.00	0.08	3		0.14				80	5			879		290		28	3	0.01	
TOTAL FOR MAP NO. 26								0.08				3		0.14				80	5			879		290		28	3	0.01	
2026CPT.07.09.20411	Guilford	27	SR-4977 / RACHEL SMOTHERS DR	FROM SR 2326 - SUTTER RD TO DEAD END	2	2	2WU	0.10	20	0.00	0.10	4		0.18				113	7	3		1,089		359		36	4	0.02	
TOTAL FOR MAP NO. 27								0.10				4		0.18				113	7	3		1,089		359		36	4	0.02	
2026CPT.07.09.20411	Guilford	28	SR-4378 / ROYSTER RD	FROM DEAD END TO DEAD END	2	2	2WU	0.40	20	0.00	0.40	19		0.77				465	32	39		4,686		1,547		155	15	0.07	
TOTAL FOR MAP NO. 28								0.40				19		0.77				465	32	39		4,686		1,547		155	15	0.07	
2026CPT.07.09.20411	Guilford	29	SR-4390 / SOLDIER RETREAT CT	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.11	20	0.00	0.11	5		0.21				143	11	40		1,571		518		42	4	0.02	
TOTAL FOR MAP NO. 29								0.11				5		0.21				143	11	40		1,571		518		42	4	0.02	
2026CPT.07.09.20411	Guilford	30	SR-2329 / SPENCER-DIXON RD	FROM SR 1001 - CHURCH ST TO SR 4300 - GRENHAM RD	2	2	2WU	1.58	21	0.00	1.58	63	120	3.14	30		358	1,904	128	86		19,943		6,581		629	63	0.23	
2026CPT.07.09.20411	Guilford	30	SR-2329 / SPENCER-DIXON RD	FROM SR 4300 - GRENHAM RD TO NC 150	3	2	MU	0.67	23	1.58	2.25							13,590	137			1,246						288	
TOTAL FOR MAP NO. 30								2.25				63	126	3.14	30	13,590	495	3,150	209	86		19,943		6,581		629	63	0.23	288
2026CPT.07.09.20411	Guilford	31	SR-4964 / SPRINGBERRY CT	FROM SR 4963 - CHESTERBROOKE DR TO CUL DE SAC	2	2	2WU	0.08	20	0.00	0.08	4		0.14				105	7			1,159		382		28	3	0.01	
TOTAL FOR MAP NO. 31								0.08				4		0.14				105	7			1,159		382		28	3	0.01	
2026CPT.07.09.20411	Guilford	32	SR-2326 / SUTTER RD	FROM NC 150 TO END MAINT	2	2	2WU	0.46	20	0.00	0.46	22		0.89			874	548	36	5		4,961		1,637		178	18	0.08	
TOTAL FOR MAP NO. 32								0.46				22		0.89			874	548	36	5		4,961		1,637		178	18	0.08	
2026CPT.07.09.20411	Guilford	33	SR-4975 / TILLIE SCOTT CT	FROM SR 2326 - SUTTER RD TO CUL DE SAC	2	2	2WU	0.04	20	0.00	0.04	2		0.08				72	5			790		261		16	2	0.01	
TOTAL FOR MAP NO. 33								0.04				2		0.08				72	5			790		261		16	2	0.01	
2026CPT.07.09.20411	Guilford	34	SR-4385 / TROUBLESOME CREEK DR	FROM SR 4380 - BRUSH ARBOR CT TO CUL DE SAC	2	2	2WU	0.43	20	0.00	0.43	21		0.85				529	37	50		5,462		1,802		170	17	0.08	
TOTAL FOR MAP NO. 34								0.43				21		0.85				529	37	50		5,462		1,802		170	17	0.08	
TOTAL FOR PROJ NO. 2026CPT.07.09.20411								11.43				511	126	21.08	30	13,590	3,725	14,741	981	442		141,267		46,617	2	4,217	420	1.85	288
GRAND TOTAL								16.37				634	381	30.89	262	13,590	6,977	22,130	1,461	442		141,267	76,647	75,743	2	6,179	616	2.30	288

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.07.09.10411, 2026CPT.07.09.20411	16	17

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4510000000-N	4685000000-E	4687000000-E	4688000000-E	4700000000-E	4709000000-E	4720000000-E	4725000000-E	4810000000-E	4815000000-E	4825000000-E	4835000000-E	4840000000-N	4845000000-N	4895000000-N													
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 240 M WHITE THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	12" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO LT ARROW 90 M	THERMO RT ARROW 90 M	4" WHITE PAINT	4" YELLOW PAINT	6" WHITE PAINT	6" YELLOW PAINT	12" YELLOW PAINT	24" WHITE PAINT	PAINT MSG SCHOOL	PAINT LT ARROW	PAINT RT ARROW	POLYCARBONATE H-SHAPED MARKERS CRYSTAL/RED	POLYCARBONATE H-SHAPED MARKERS YELLOW/YELLOW			
2026CPT.07.09.10411	Guilford	1	NC-150	FROM SR 2514 - OLD REIDSVILLE RD TO ROCKINGHAM CO	1	2	2WU	4.94	25	24.02	28.96	549	0.30				210	53,000	44,000	300	600	350	12	32	10	2	4			500	1,750	405			2	4	40	450			
TOTAL FOR MAP NO. 1								4.94				549	0.30				210	53,000	44,000	300	600	350	12	32	10	2	4			500	1,750	405			2	4	40	450			
TOTAL FOR PROJ NO. 2026CPT.07.09.10411								4.94				549	0.30						210	53,000	44,000	300	600	350	12	32	10	2	4			500	1,750	405			2	4	40	450	
																	97,000	900				54			6					2,250					6			490			
2026CPT.07.09.20411	Guilford	2	SR-4388 / AUTUMN RIDGE CT	FROM SR 4384 - OLD BRICK STORE RD TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07																														
TOTAL FOR MAP NO. 2								0.07																																	
2026CPT.07.09.20411	Guilford	3	SR-4387 / BAGGAGE MASTER CT	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07																														
TOTAL FOR MAP NO. 3								0.07																																	
2026CPT.07.09.20411	Guilford	4	SR-4325 / BAR-MOT DR	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.68	20	0.00	0.68																														
TOTAL FOR MAP NO. 4								0.68																																	
2026CPT.07.09.20411	Guilford	5	SR-4380 / BRUSH ARBOR CT	FROM SR 4377 - JAMES DOAK PKWY TO CUL DE SAC	2	2	2WU	0.23	20	0.00	0.23																														
TOTAL FOR MAP NO. 5								0.23																																	
2026CPT.07.09.20411	Guilford	6	SR-4383 / BUFFALO TOM DR	FROM SR 4378 - ROYSTER RD TO SR 4384 - OLD BRICK STORE RD	2	2	2WU	0.24	21	0.00	0.24																														
TOTAL FOR MAP NO. 6								0.24																																	
2026CPT.07.09.20411	Guilford	7	SR-4057 / CEDAR CHASE DR	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.31	21	0.00	0.31																														
TOTAL FOR MAP NO. 7								0.31																																	
2026CPT.07.09.20411	Guilford	8	SR-2473 / CENTER GROVE CT	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.12	20	0.00	0.12																														
TOTAL FOR MAP NO. 8								0.12																																	
2026CPT.07.09.20411	Guilford	9	SR-4381 / CENTRE CAMP CT	FROM SR 4385 - TROUBLESOME CREEK DR TO CUL DE SAC	2	2	2WU	0.20	20	0.00	0.20																														
TOTAL FOR MAP NO. 9								0.20																																	
2026CPT.07.09.20411	Guilford	10	SR-4963 / CHESTERBROOKE DR	FROM NC 150 TO DEAD END	2	2	2WU	0.59	21	0.00	0.59																														
TOTAL FOR MAP NO. 10								0.59																																	
2026CPT.07.09.20411	Guilford	11	SR-4386 / CHESTNUT HILL CT	FROM SR 4378 - ROYSTER RD TO CUL DE SAC	2	2	2WU	0.22	20	0.00	0.22																														
TOTAL FOR MAP NO. 11								0.22																																	
2026CPT.07.09.20411	Guilford	12	SR-4393 / CRABTREE VALLEY CT	FROM NC 150 TO CUL DE SAC	2	2	2WU	0.38	20	0.00	0.38																														
TOTAL FOR MAP NO. 12								0.38																																	
2026CPT.07.09.20411	Guilford	13	SR-4939 / CROSSROADS DR	FROM SR 4393 - CRABTREE VALLEY CT TO CUL DE SAC	2	2	2WU	0.25	20	0.00	0.25																														
TOTAL FOR MAP NO. 13								0.25																																	
2026CPT.07.09.20411	Guilford	14	SR-4940 / DEVONMILLE CT	FROM SR 4939 - CROSSROADS DR TO CUL DE SAC	2	2	2WU	0.06	20	0.00	0.06																														
TOTAL FOR MAP NO. 14								0.06																																	
2026CPT.07.09.20411	Guilford	15	SR-4976 / HUGH PATRICK CT	FROM SR 2326 - SUTTER RD TO CUL DE SAC	2	2	2WU	0.07	20	0.00	0.07																														
TOTAL FOR MAP NO. 15								0.07																																	
2026CPT.07.09.20411	Guilford	16	SR-4377 / JAMES DOAK PKWY	FROM SR 2347 - LAKE BRANDT RD TO END PVMT	2	2	2WU	1.82	24	0.00	1.82																														
TOTAL FOR MAP NO. 16								1.82																																	
2026CPT.07.09.20411	Guilford	17	SR-4910 / LASHLEY CT	FROM SR 2333 - LASHLEY RD TO CUL DE SAC	2	2	2WU	0.10	20	0.00	0.10																														
TOTAL FOR MAP NO. 17								0.10																																	
2026CPT.07.09.20411	Guilford	18	SR-4909 / LONGHORN CT	FROM SR 4397 - LONGHORN DR TO CUL DE SAC	2	2	2WU	0.10	20	0.00	0.10																														
TOTAL FOR MAP NO. 18								0.10																																	

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

