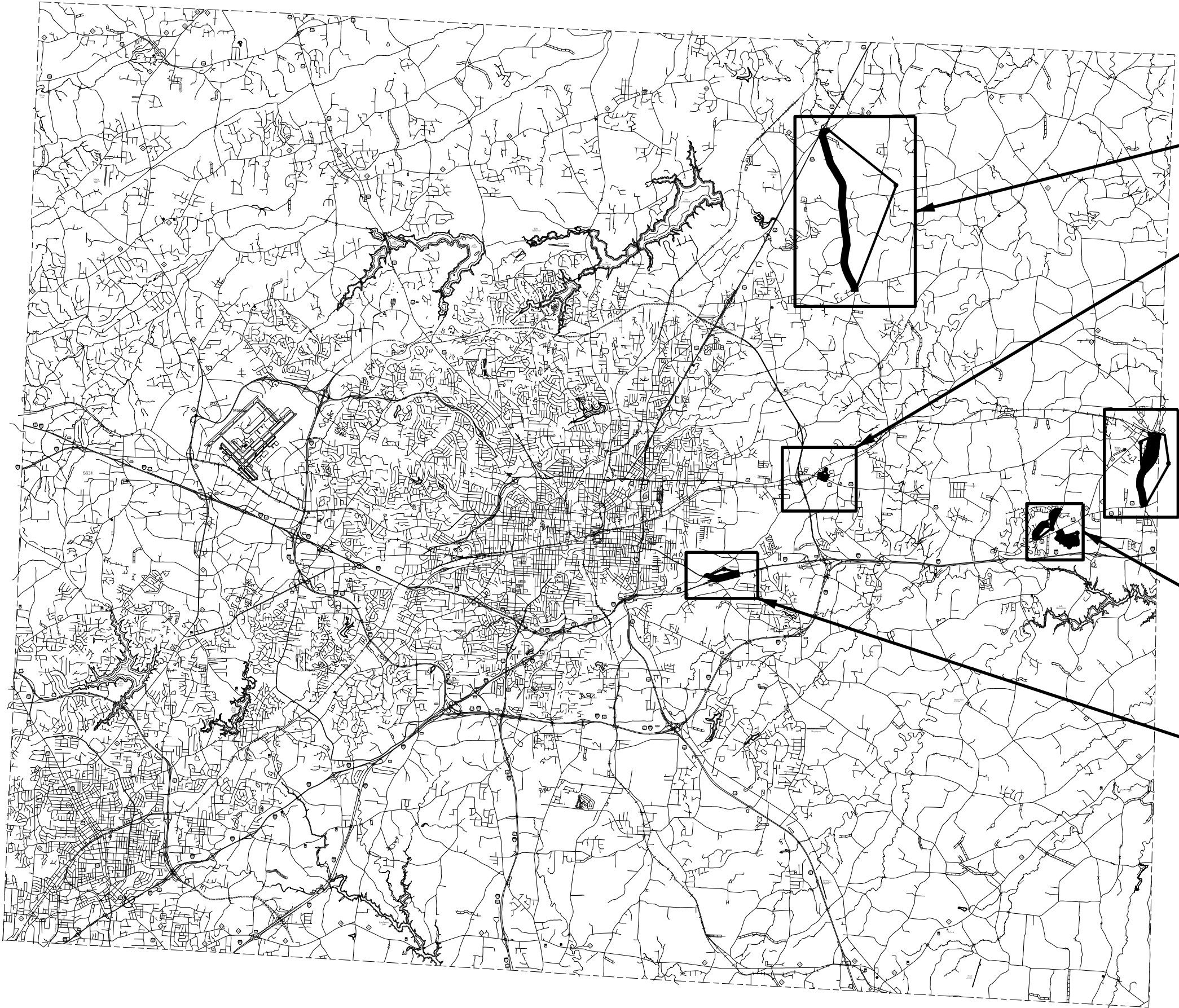


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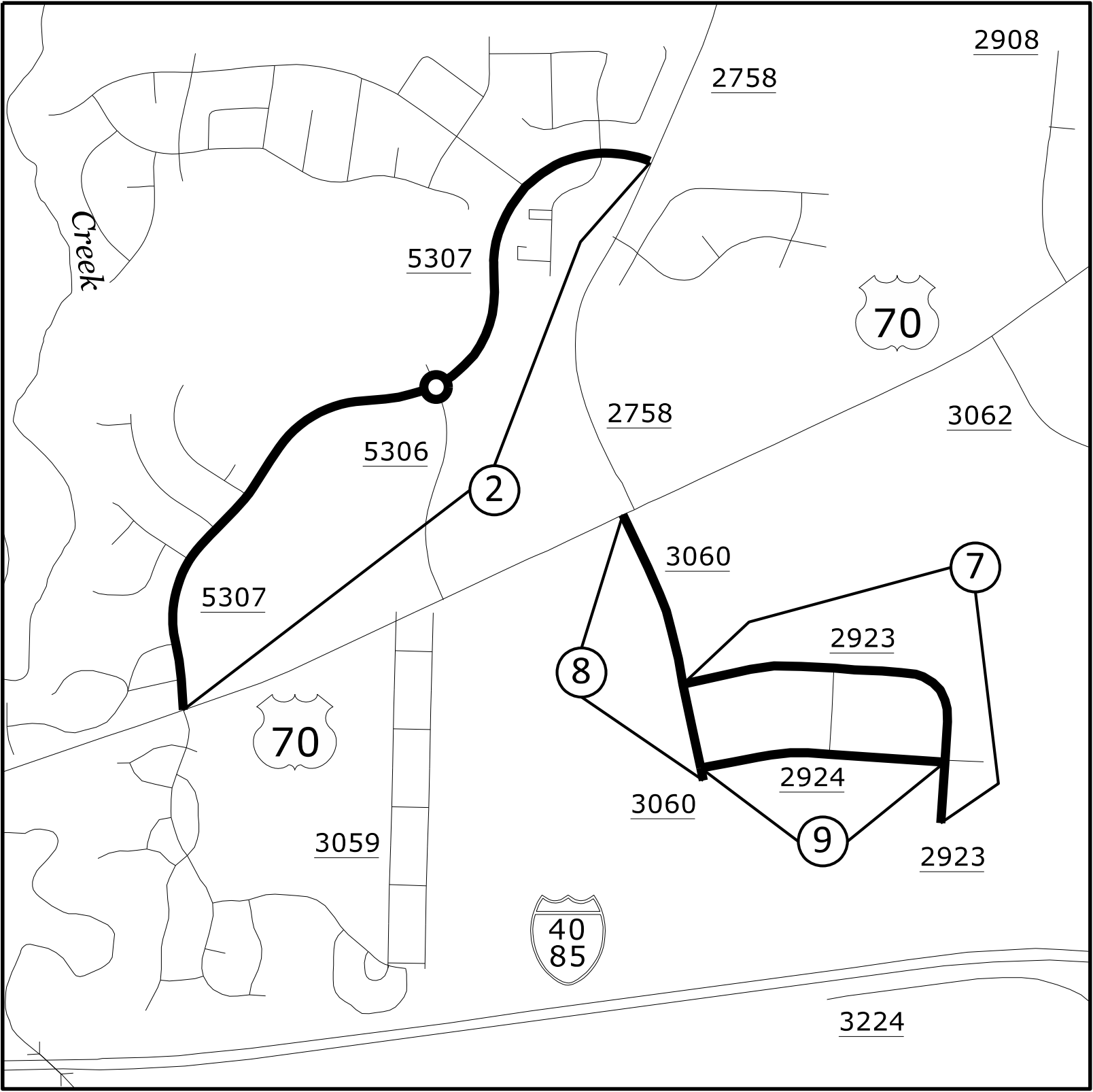
SHEET 2

SHEET 4

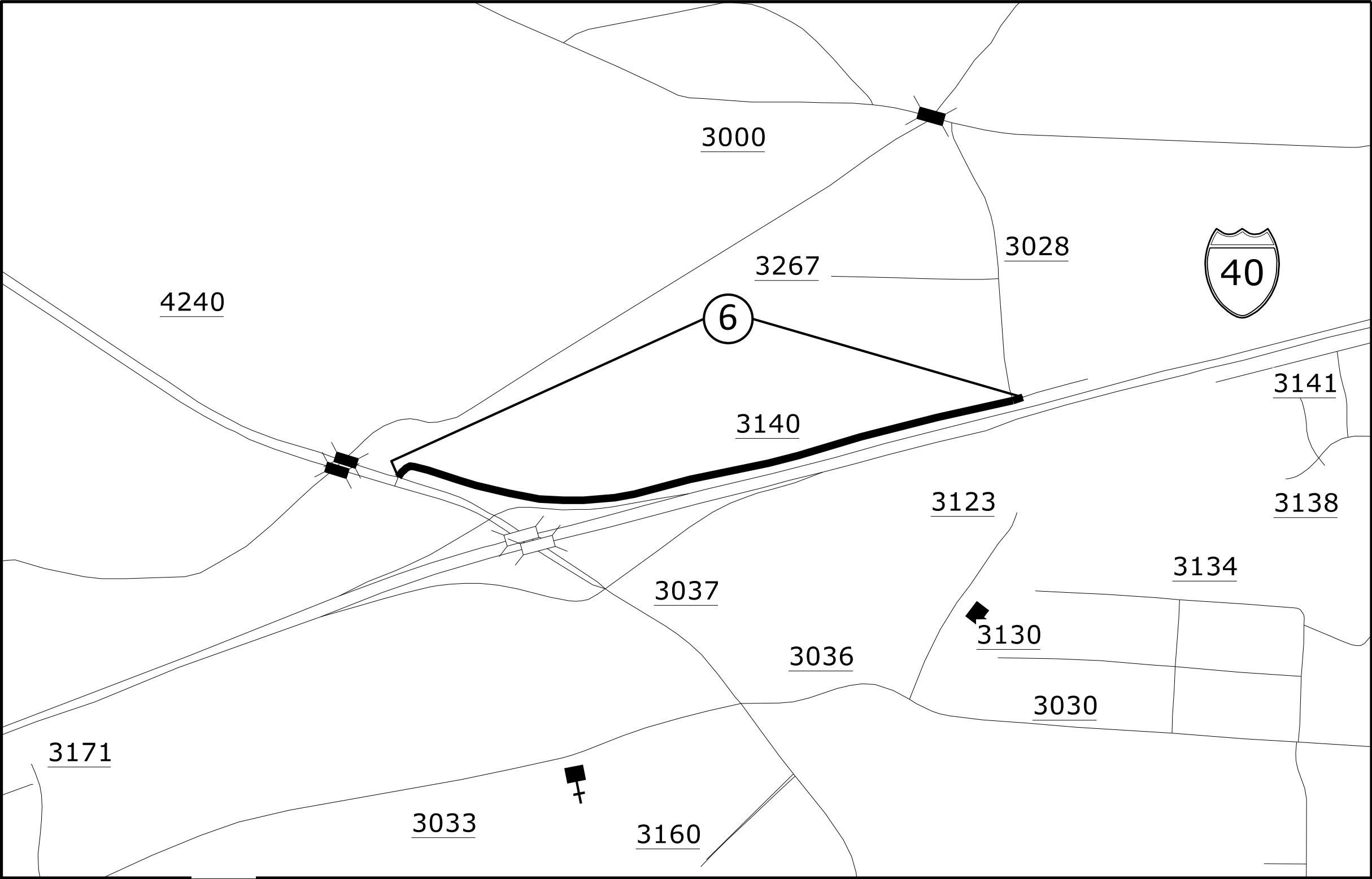
SHEET 5

SHEET 3

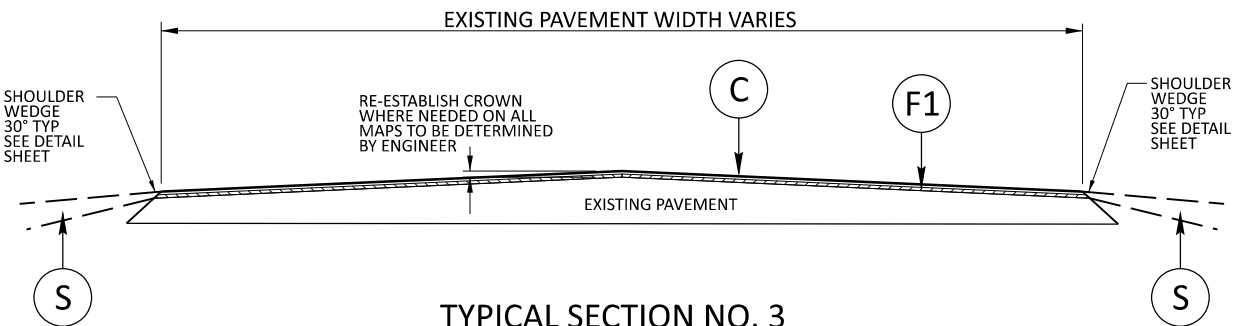
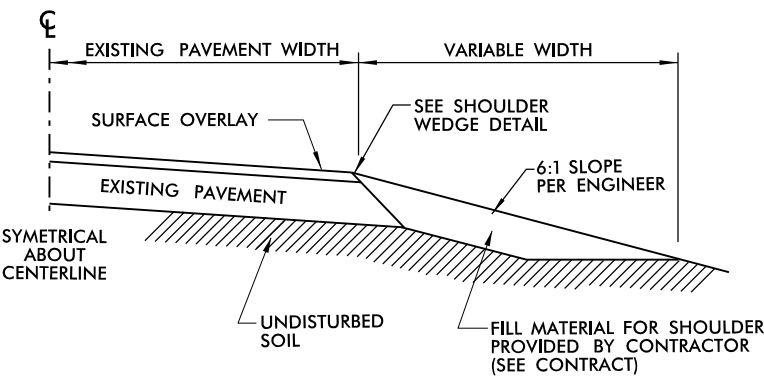
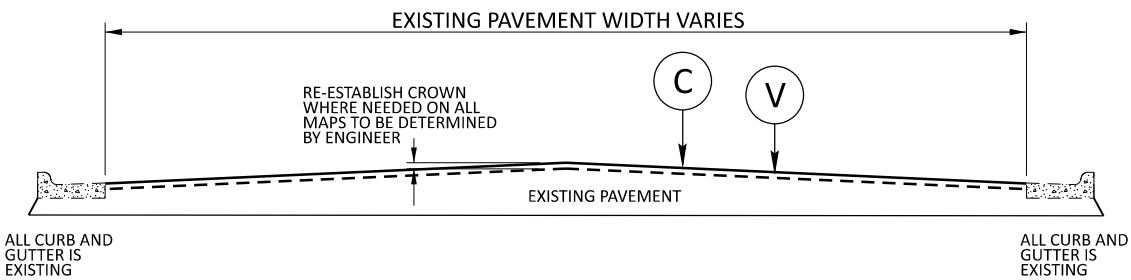
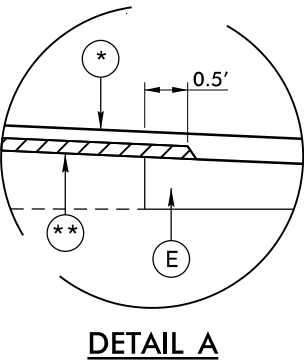
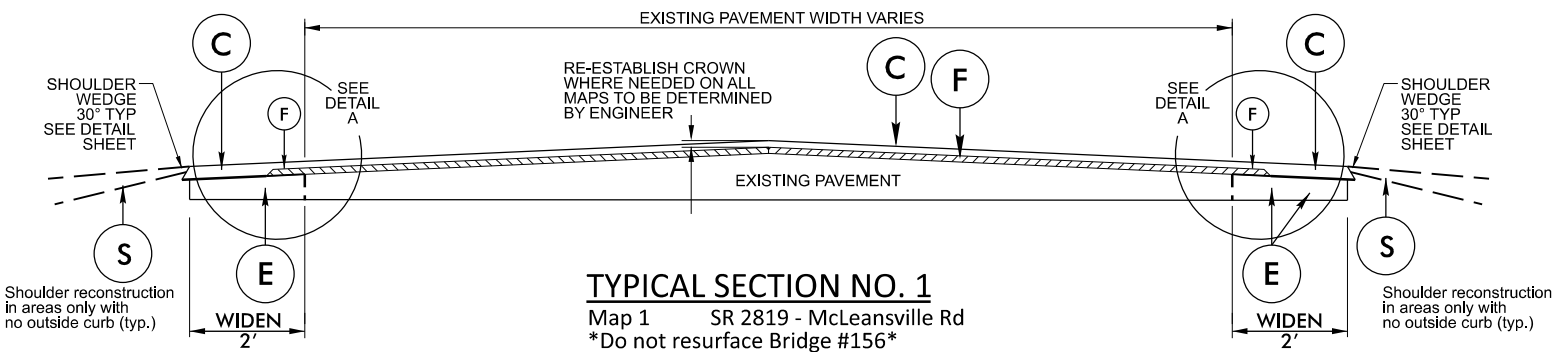
SHEET 6



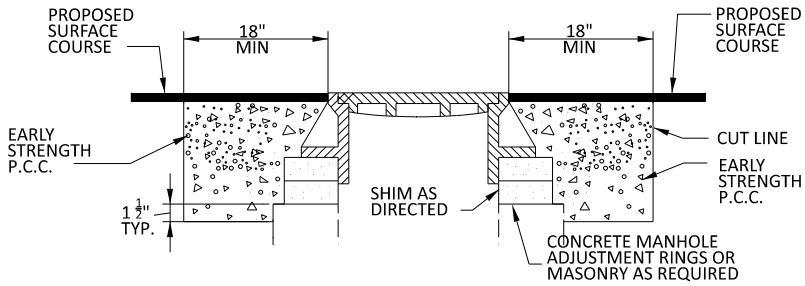
Map 2	SR 5307 - Preakness Pkwy
Map 7	SR 2923 - Dow Dr
Map 8	SR 3060 - Penn-Lo Dr
Map 9	SR 2924 - Stella Dr



Map 6 SR 3140 - Cedar Park Rd

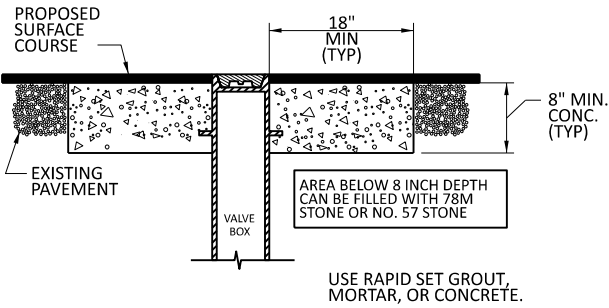


PAVEMENT SCHEDULE	
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
F	AST MAT COAT, #67
F1	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH

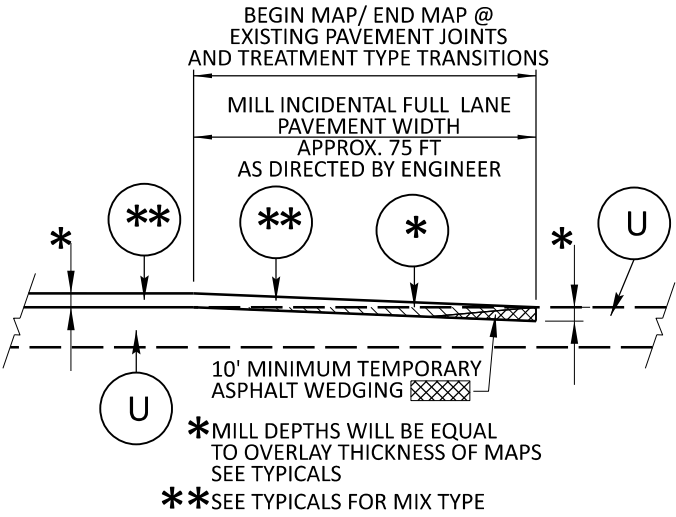


- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS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

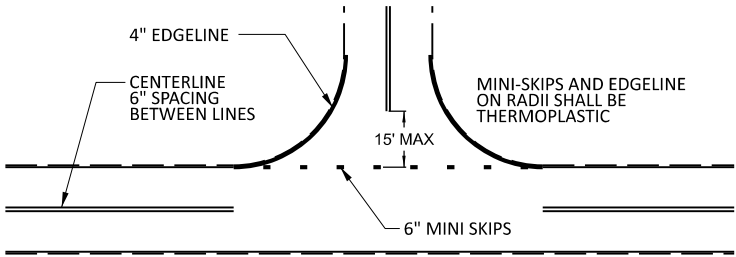
STANDARD CONCRETE ENCASEMENT
FOR MANHOLE CASTINGS IN PAVEMENT



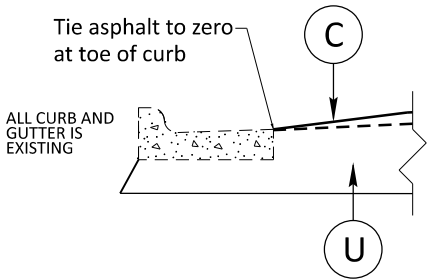
STANDARD CONCRETE ENCASEMENT FOR
VALVE CASTINGS IN PAVEMENT



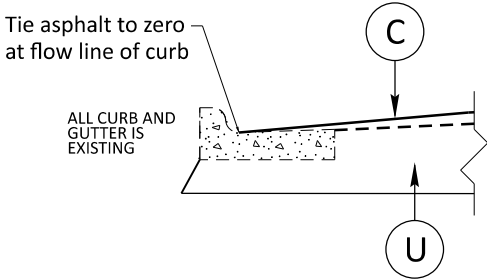
INCIDENTAL MILLING AT TIE-IN DETAIL



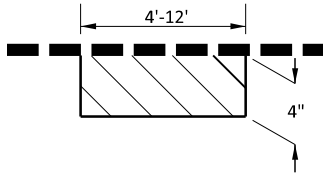
TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS
(NOT TO SCALE)



Where asphalt is not in gutter



Where asphalt is in gutter or there is no gutter

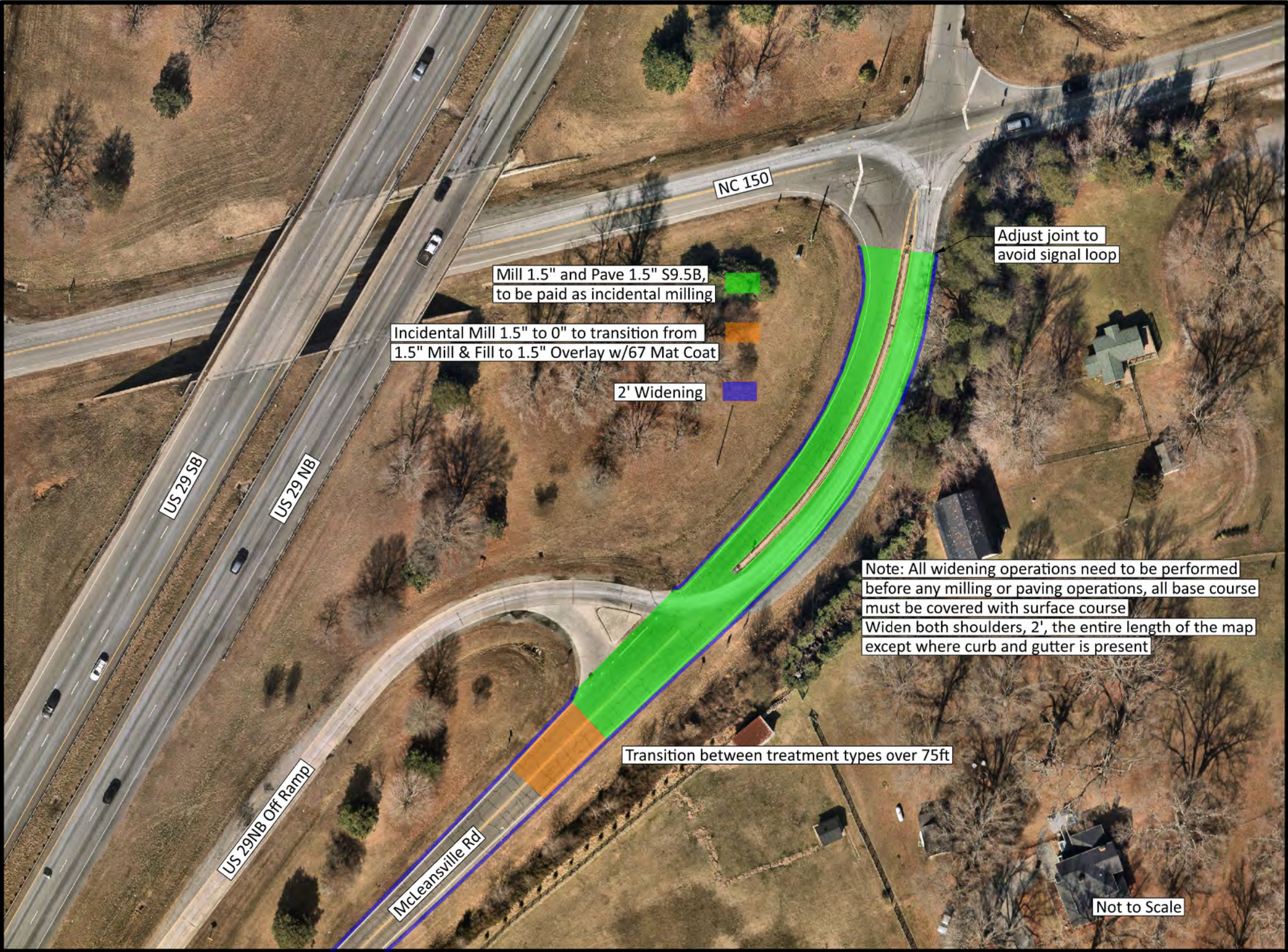


PATCH WITH ACSC, ACIC OR ACBC
AS DIRECTED BY THE ENGINEER

PATCHING EXISTING
PAVEMENT DETAIL

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

SPECIAL DETAIL FOR MAP 1



SPECIAL DETAIL FOR MAP 2

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.07.10.20411	10



SPECIAL DETAIL FOR MAP 3



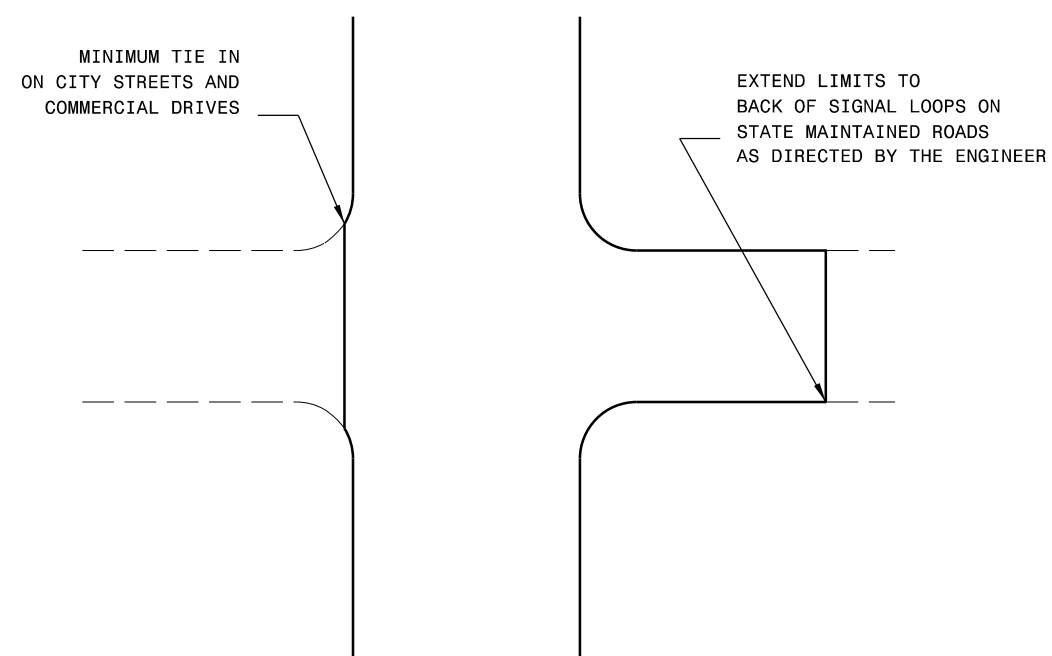
SPECIAL DETAIL FOR MAP 5

PROJECT REFERENCE NO.	SHEET NO.
2026CPT.07.10.20411	12

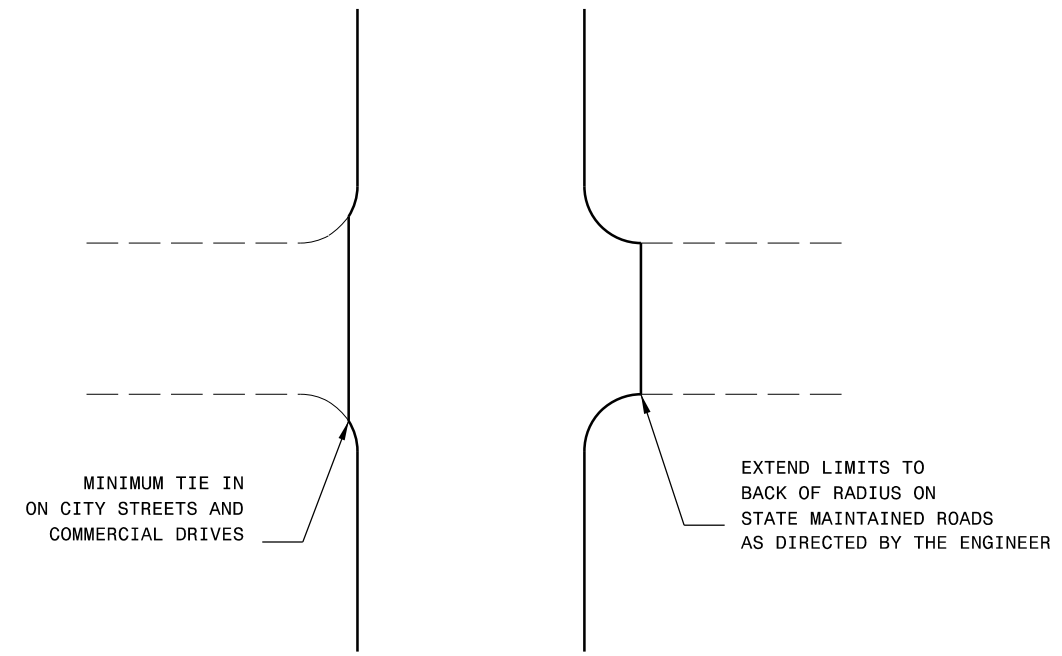


SPECIAL DETAIL FOR MAP 5



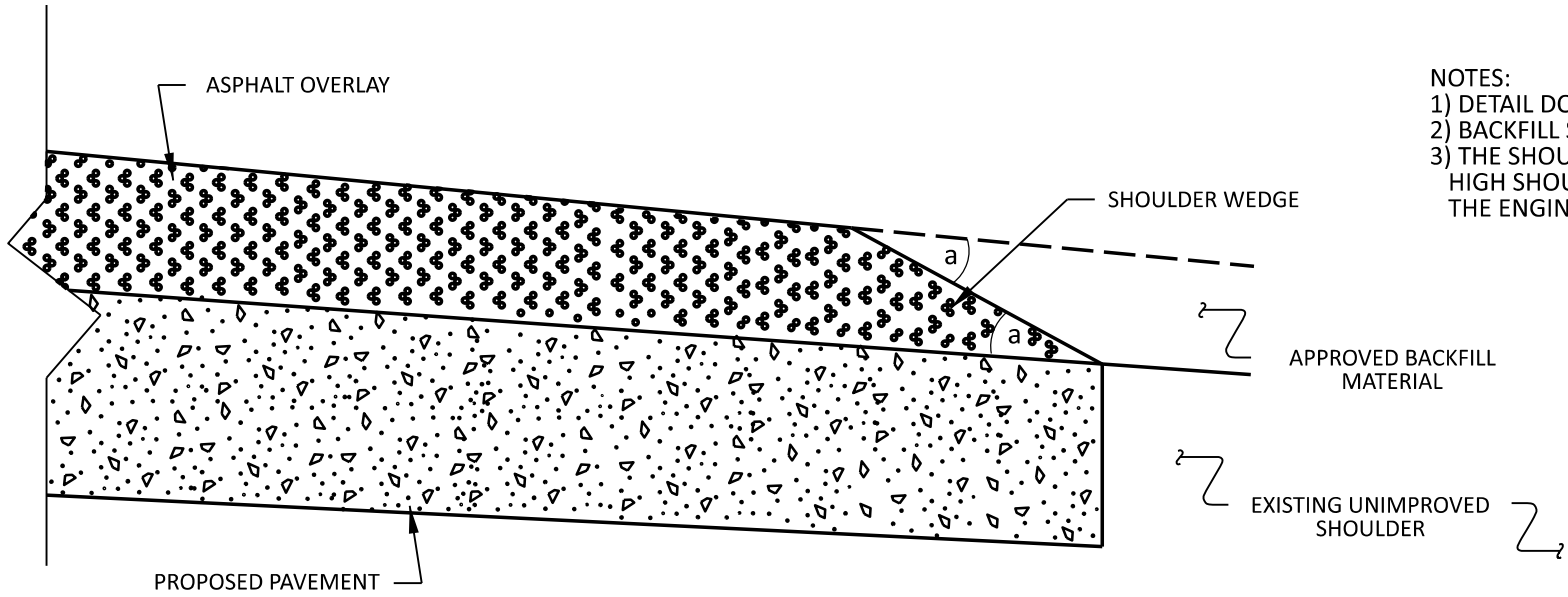


TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



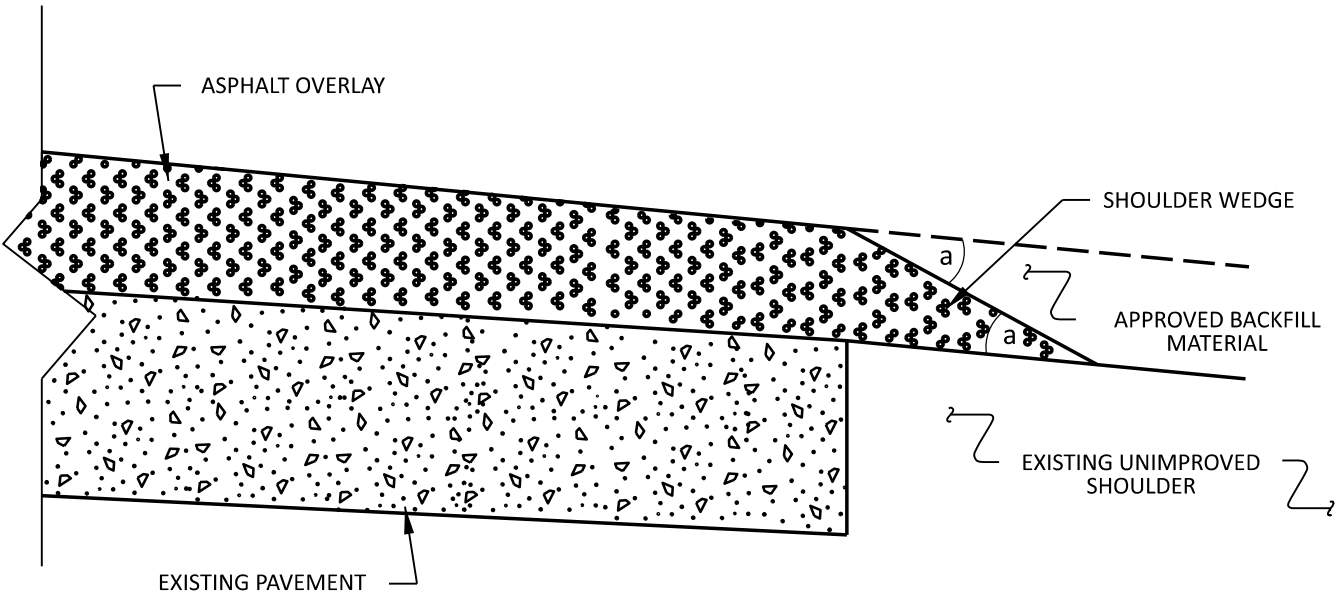
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

[illegible]

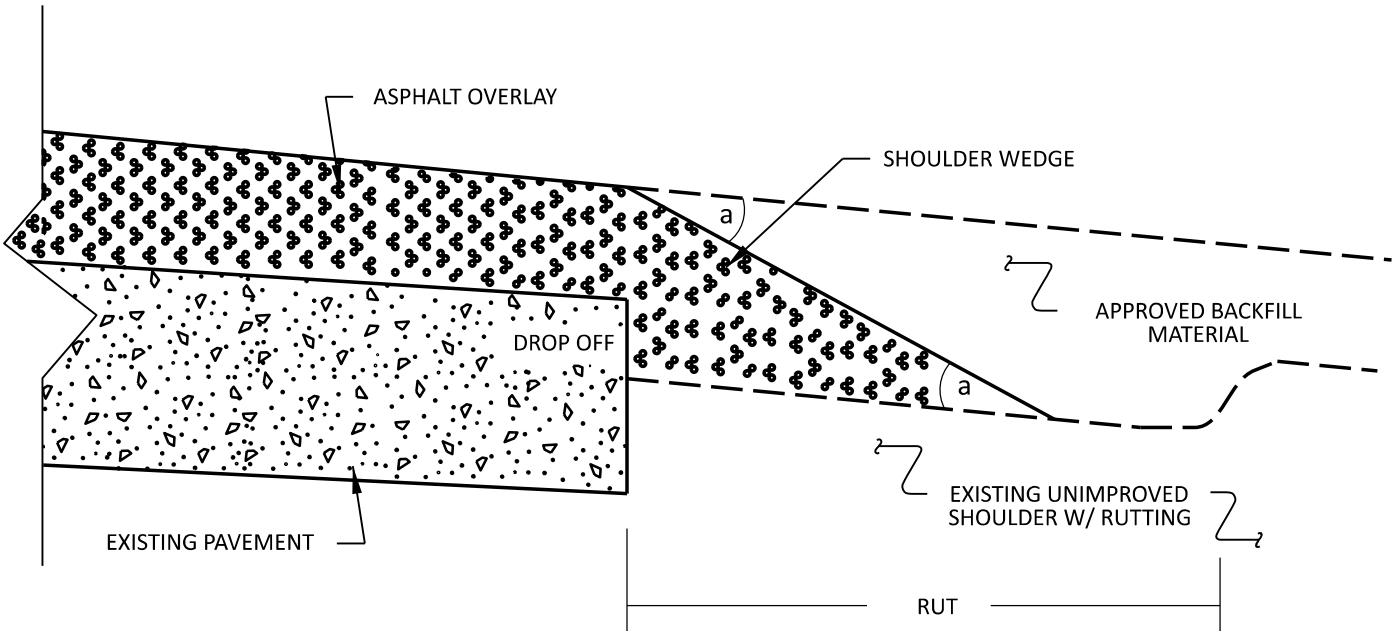


NOTES:
1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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)

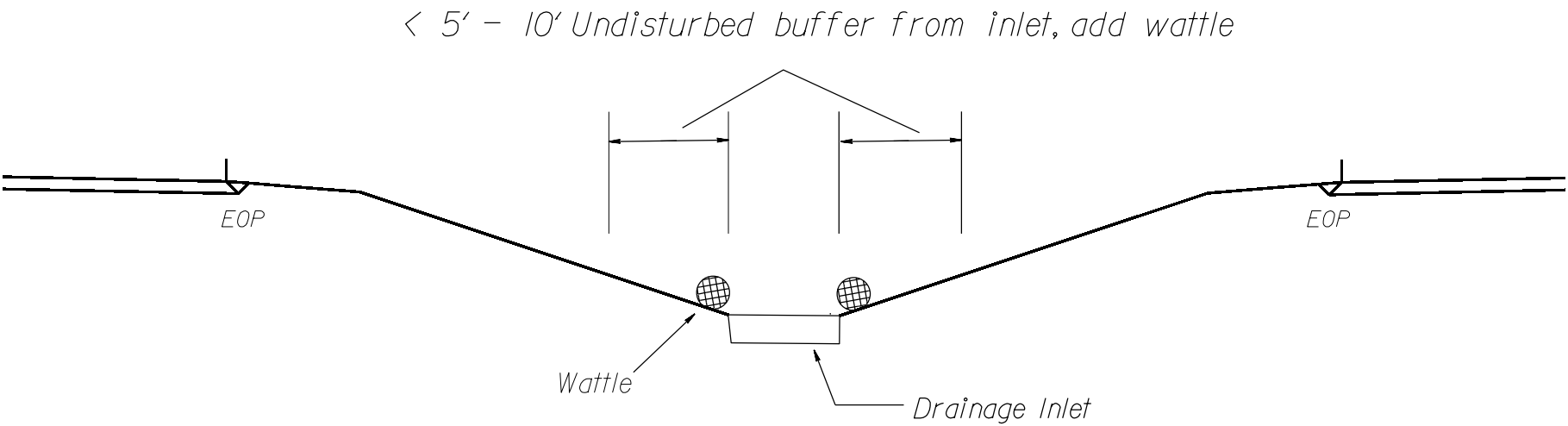
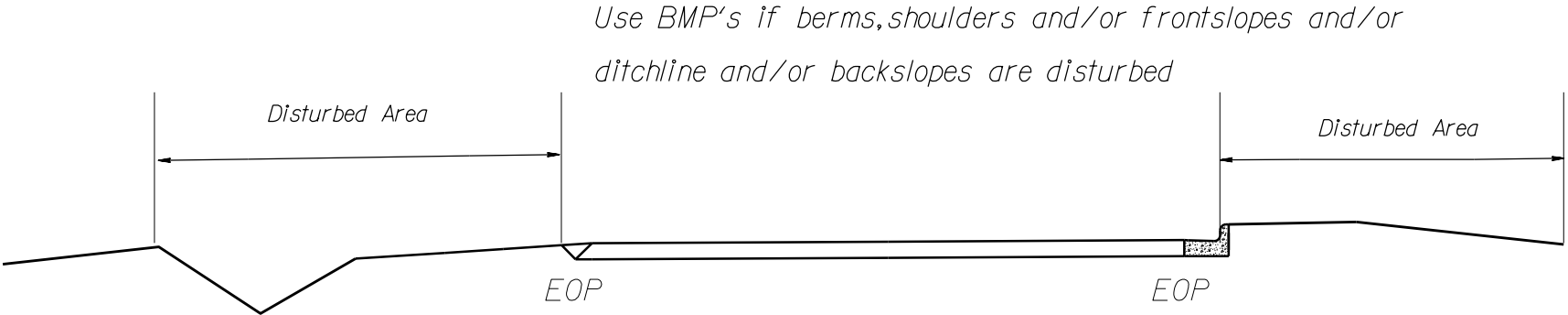
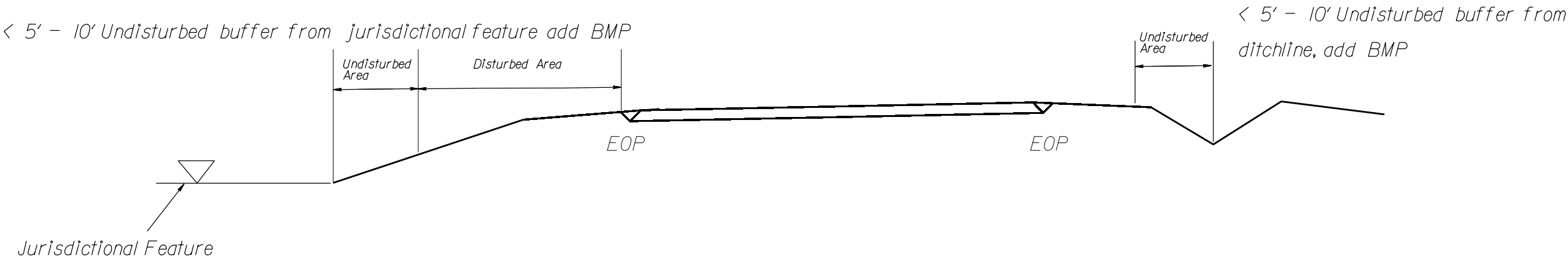
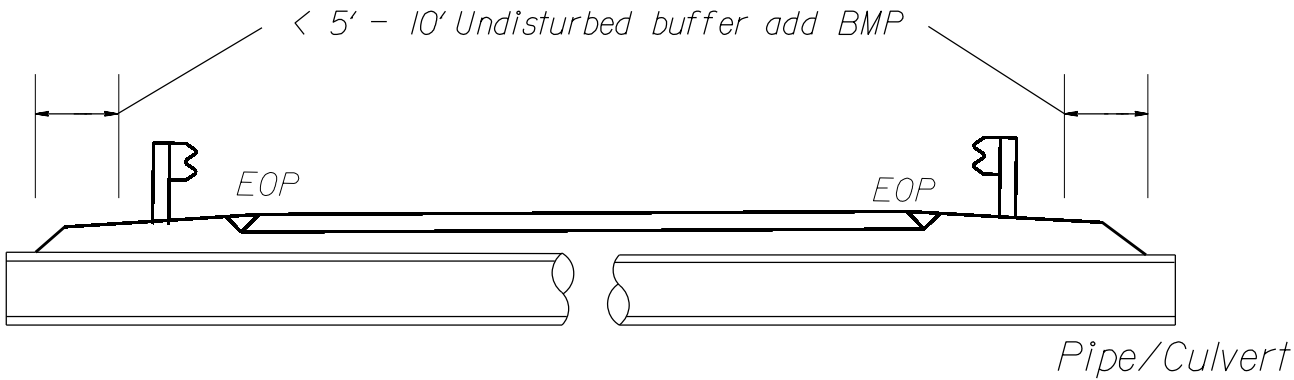
- SHOULDER WEDGE ANGLE = 30°

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.:	s:\usr\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



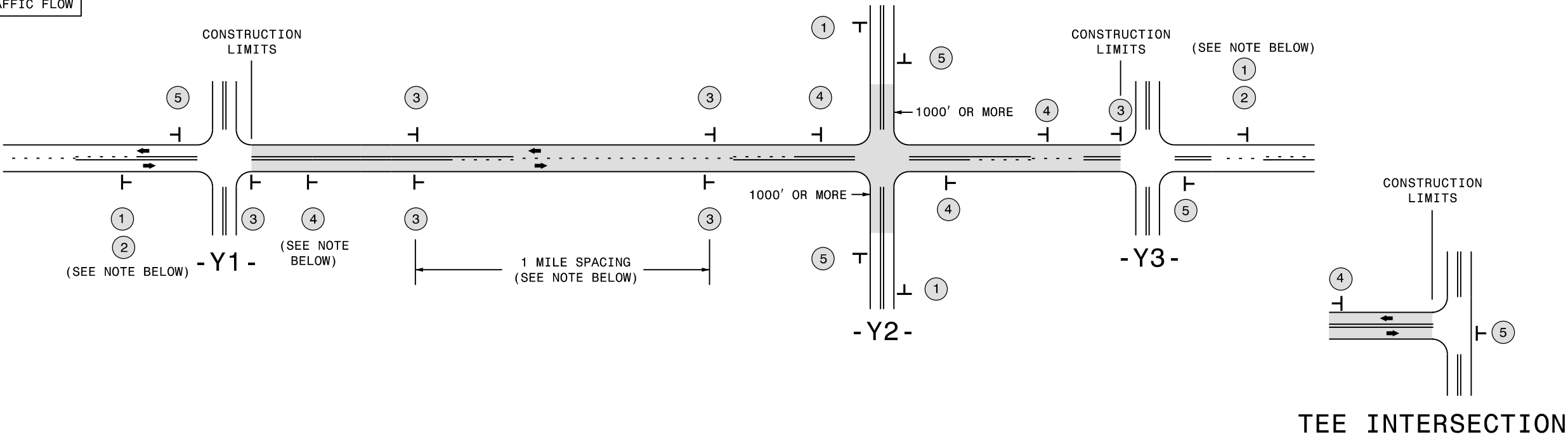
NOT TO SCALE

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div><div>1</div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div></div> <div><div>2</div><div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. #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)</div>	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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. <div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div><div>PLACED 500' IN ADVANCE OF FLAGGER.</div></div> <div><div><div><div></div></div><div>W20-7 A 48" X 48"</div></div><div>PLACED 250' IN ADVANCE OF FLAGGER.</div></div>
	<div><div>3</div><div><div>LOWSOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div></div> <div>- 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.</div>	
	<div><div>4</div><div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div></div> <div>- 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.</div>	
	<div><div>5</div><div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	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.	
LESS 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.	

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

WORK ZONE TRAFFIC CONTROL

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

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

OPTION 1

INSTALL 1" SECTIONS OF BACKER ROD ON 1 FOOT CENTERS

12"-18"

12"-18"

A

A

OPTION 2 (POOR PAVEMENT)

45°

LOOP WIRE TAIL SECTION TO JUNCTION BOX

1 1/4" CORE DRILL ALL SAW CUT INTERSECTIONS

CHISEL EDGES SMOOTH

A

A

SECTION A - A

MIN. TOTAL ASPHALT REQUIRED

SAW SLOT DEPTH

5/16" MIN (TYP)

2-INCH MILLING DEPTH

LOOP WINDING METHOD

START

FINISH

WHEN INSTALLING 2 OR MORE LOOPS IN ADJACENT LANES, WIND LOOPS IN ALTERNATE DIRECTIONS

QUADRUPOLE LOOP

SAW CUT OPTIONS

OPTION 1

8"-12"

12"-18"

A

A

OPTION 2 (POOR PAVEMENT)

3'

3'

45°

LOOP WIRE TAIL SECTION TO JUNCTION BOX

1 1/4" CORE DRILL ALL SAW CUT INTERSECTIONS

CHISEL EDGES SMOOTH

A

A

SECTION A - A

MIN. TOTAL ASPHALT REQUIRED

SAW SLOT DEPTH

5/16" MIN (TYP)

2-INCH MILLING DEPTH

LOOP WINDING METHOD

FINISH

START

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

Seal

Seal

Prepared In the Offices of:

Transportation Mobility and Safety Division

Department of Transportation

750 N. Greenfield Pkwy, Garner, NC 27529

DocuSigned by:

Milton I. Dean

7/1/2015

DATE

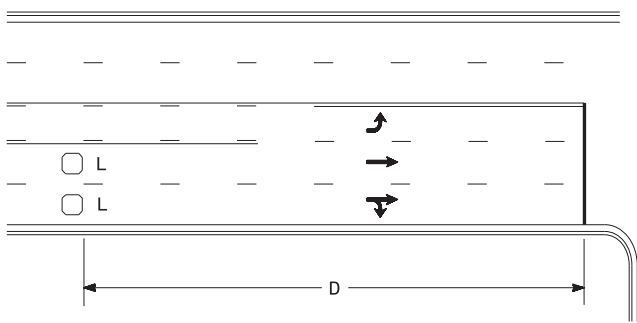
STATE OF NORTH CAROLINA
DEPT. OF TRANSPORTATION
DIVISION OF HIGHWAYS
RALEIGH, N.C.

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

SHEET OF

PROJECT REFERENCE NO.
2026CPT.07.10.20411
SHEET No.
18

High Speed Detection
(≥40 mph)

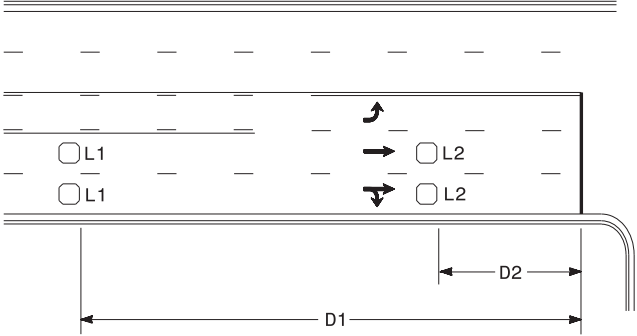


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



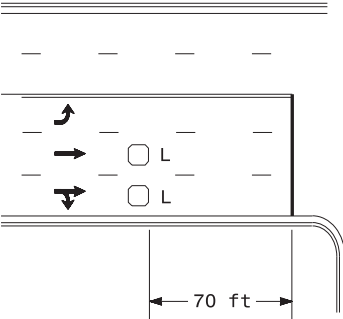
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

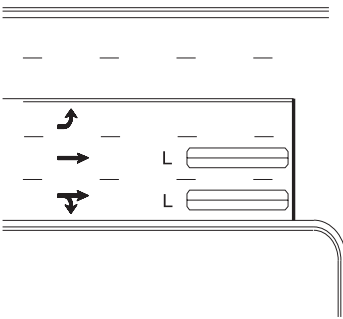
"Stretch" Operation

Low Speed Detection
(≤35 mph)



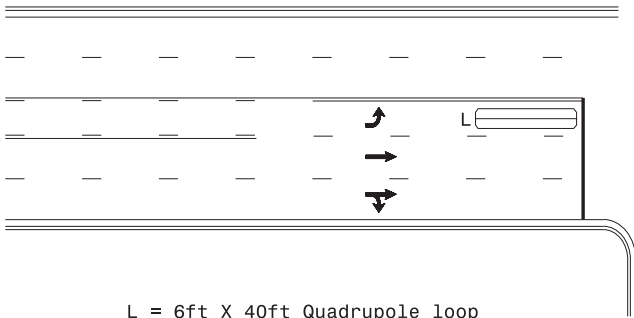
L = 6ft X 6ft
Wired in series

OR



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

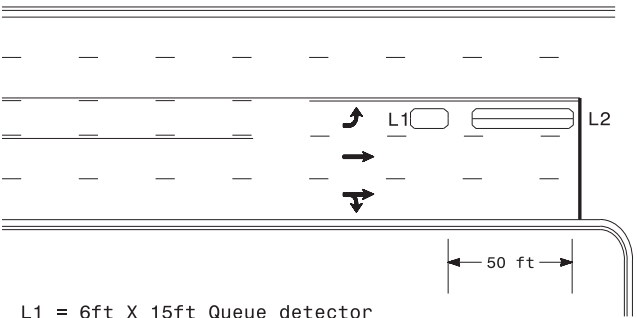
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

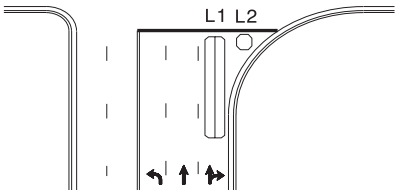
OR



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

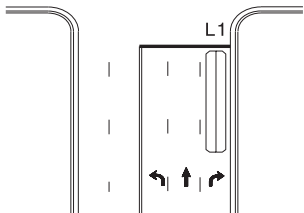
Queue Loop Detection

Right Turn Lane Detection

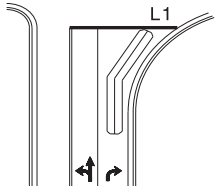


Shared Lane/
Wide Radius Turn

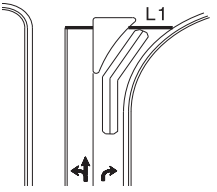
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

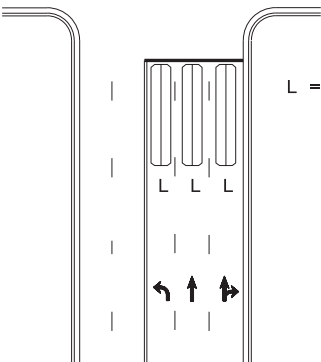


Wide Radius Turn



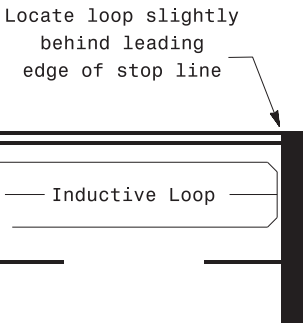
Channelized Turn

Side Street Detection



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

Presence Loop 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

Prepared in the Offices of:
TRANSPORTATION MOBILITY AND SAFETY DIVISION
DEPARTMENT OF TRANSPORTATION
SIGNAL DESIGN SECTION
750 N. Greenfield Pkwy, Garner, NC 27529

Typical Signal Loop Locations

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

SEAL
NORTH CAROLINA
PROFESSIONAL ENGINEER
029904
JASON P. GALLOWAY
DATE
SIG. INVENTORY NO.

PROJECT NO.	SHEET NO.	TOTAL NO.
2026CPT.07.10.20411	20	21

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH			0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1491000000-E	1519000000-E	1575000000-E	1704000000-E	1775000000-E	1775500000-E	1838000000-E	2830000000-N	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 BASE COURSE, TYPE B25.0C	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	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)
							MI	FT	BEGIN MP	END MP	CY	TONS	SMI	TON	SY	SY	TON	TONS	TON	TON	SY	SY	GAL	EA	EA	LF	LF	AC	LF
2026CPT.07.10.20411	Guilford	1	SR-2819 / MCLEANSVILLE RD	FROM NC 150 TO SR 2565 - HICONE RD	1,2	2	4.27	20	0	4.27	317	195	7.91	897	2,960	3,059	4,390	6,079	593	2		53,217	20,223		2	1,692	169	1.151	348
TOTAL FOR MAP NO. 1							4.27				317	195	7.91	897	2,960	3,059	4,390	6,079	593	2		53,217	20,223		2	1,692	169	1.151	348
2026CPT.07.10.20411	Guilford	2	SR-5307 / PREAKNESS PKWY	FROM US 70 - BURLINGTON RD TO SR 2758 - BRIGHTWOOD CHURCH RD	2	2	1.10	25	0	1.1					21,435	3,370		2,251	146					9	5				144
TOTAL FOR MAP NO. 2							1.10								21,435	3,370		2,251	146					9	5				144
2026CPT.07.10.20411	Guilford	3	SR-4763 / RICHARDSON VILLAGE WAY	FROM SR 2950 - MCLEANSVILLE RD TO END MAINT	2,3	2	0.22	18	0	0.22	4	18	0.36	9		1,720		362	33	207	3,117		1,029			103	10	0.016	
TOTAL FOR MAP NO. 3							0.22				4	18	0.36	9		1,720		362	33	207	3,117		1,029			103	10	0.016	
2026CPT.07.10.20411	Guilford	4	SR-2860 / SMITH ST	FROM SR 2748 - SPRINGWOOD AVE TO RAILROAD AVE	3	2	0.89	18	0	0.89	37	120	1.74	12		379		994	68	68	10,113		3,337	4	14	349	35	0.135	
TOTAL FOR MAP NO. 4							0.89				37	120	1.74	12		379		994	68	68	10,113		3,337	4	14	349	35	0.135	
2026CPT.07.10.20411	Guilford	5	SR-2748 / SPRINGWOOD CHURCH RD / SPRINGWOOD AVE / BURKE ST	FROM US 70 TO NC 100 - W MAIN ST	2,3	2	2.06	21	1.35	3.41	51	105	2.56	24	12,456	2,254		2,827	185	19	16,271		5,370	15	20	807	81	0.186	204
TOTAL FOR MAP NO. 5							2.06				51	105	2.56	24	12,456	2,254		2,827	185	19	16,271		5,370	15	20	807	81	0.186	204
2026CPT.07.10.20411	Guilford	6	SR-3140 / CEDAR PARK RD	FROM E GATE CITY BLVD TO END PAVEMENT	3	2	0.85	18	0	0.85	18	12	1.57	41		221		925	62	36	9,990		3,297	1		314	31	0.064	
TOTAL FOR MAP NO. 6							0.85				18	12	1.57	41		221		925	62	36	9,990		3,297	1		314	31	0.064	
2026CPT.07.10.20411	Guilford	7	SR-2923 / DOW DR	FROM SR 3060 - PENN-LO DR TO DEAD END	3	2	0.51	20	0	0.51	24	18	0.95					551	36		5,635		1,860			191	19	0.087	
TOTAL FOR MAP NO. 7							0.51				24	18	0.95					551	36		5,635		1,860			191	19	0.087	
2026CPT.07.10.20411	Guilford	8	SR-3060 / PENN-LO DR	FROM US 70 - BURLINGTON RD TO END PAVEMENT	3	2	0.36	20	0	0.36	17	6	0.70			183		405	26		4,233		1,397			139	14	0.063	144
TOTAL FOR MAP NO. 8							0.36				17	6	0.70			183		405	26		4,233		1,397			139	14	0.063	144
2026CPT.07.10.20411	Guilford	9	SR-2924 / STELLA DR	FROM SR 3060 - PENN-LO DR TO SR 2923 - DOW DR	3	2	0.32	20	0	0.32	15	3	0.60					333	22	4	3,567		1,177			121	12	0.055	
TOTAL FOR MAP NO. 9							0.32				15	3	0.60					333	22	4	3,567		1,177			121	12	0.055	
TOTAL FOR PROJ NO. 2026CPT.07.10.20411							10.58				483	477	16.39	983	36,851	11,186	4,390	14,727	1,171	336	52,926	53,217	37,690	29	41	3,716	371	1.757	840
GRAND TOTAL							10.58				483	477	16.39	983	36,851	11,186	4,390	14,727	1,171	336	52,926	53,217	37,690	29	41	3,716	371	1.757	840

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.07.10.20411	21	21

THERMOPLASTIC AND PAINT QUANTITIES

											4413000000-E	4457000000-N	4510000000-N	4685000000-E		4695000000-E	4700000000-E	4704000000-E	4709000000-E	4720000000-E				4725000000-E				4810000000-E		4820000000-E	4835000000-E	4845000000-N
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	WIDTH	BEGIN MP	END MP	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	8" X 90 M WHITE THERMO	12" X 90 M YELLOW THERMO	16" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG SCHOOL 90 M	THERMO RXR 90 M	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO LT ARROW 90 M	THERMO LT STR RT ARROW 90 M	THERMO RT ARROW 90 M	THERMO STR & LT ARROW 90 M	4" YELLOW PAINT	4" WHITE PAINT	8" WHITE PAINT	24" WHITE PAINT	PAINT LT ARROW
							MI	FT						LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	LF	LF	LF	LF	EA
2026CPT.07.10.20411	Guilford	1	SR-2819 / MCLEANSVILLE RD	FROM NC 150 TO SR 2565 - HICONE RD	1,2	2	4.27	20	0	4.27	474	1.00	80	45,000	40,000		500		100	12				2				4,110	200			2
TOTAL FOR MAP NO. 1							4.27				474		80	45,000	40,000		500		100	12				2				4,110	200			2
2026CPT.07.10.20411	Guilford	2	SR-5307 / PREAKNESS PKWY	FROM US 70 - BURLINGTON RD TO SR 2758 - BRIGHTWOOD CHURCH RD	2	2	1.10	25	0	1.1			40						150					1								
TOTAL FOR MAP NO. 2							1.10						40						150					1								
2026CPT.07.10.20411	Guilford	3	SR-4763 / RICHARDSON VILLAGE WAY	FROM SR 2950 - MCLEANSVILLE RD TO END MAINT	2,3	2	0.22	18	0	0.22																						
TOTAL FOR MAP NO. 3							0.22																									
2026CPT.07.10.20411	Guilford	4	SR-2860 / SMITH ST	FROM SR 2748 - SPRINGWOOD AVE TO RAILROAD AVE	3	2	0.89	18	0	0.89				3,700	4,700				50													
TOTAL FOR MAP NO. 4							0.89							3,700	4,700				50													
2026CPT.07.10.20411	Guilford	5	SR-2748 / SPRINGWOOD CHURCH RD / SPRINGWOOD AVE / BURKE ST	FROM US 70 TO NC 100 - W MAIN ST	2,3	2	2.06	21	1.35	3.41	254			16,400	10,800	185		50	250		2	16	10			1	1	100	50	100	30	
TOTAL FOR MAP NO. 5							2.06				254			16,400	10,800	185		50	250		2	16	10			1	1	100	50	100	30	
2026CPT.07.10.20411	Guilford	6	SR-3140 / CEDAR PARK RD	FROM E GATE CITY BLVD TO END PAVEMENT	3	2	0.85	18	0	0.85				8,300	7,500																	
TOTAL FOR MAP NO. 6							0.85							8,300	7,500																	
2026CPT.07.10.20411	Guilford	7	SR-2923 / DOW DR	FROM SR 3060 - PENN-LO DR TO DEAD END	3	2	0.51	20	0	0.51																						
TOTAL FOR MAP NO. 7							0.51																									
2026CPT.07.10.20411	Guilford	8	SR-3060 / PENN-LO DR	FROM US 70 - BURLINGTON RD TO END PAVEMENT	3	2	0.36	20	0	0.36									15													
TOTAL FOR MAP NO. 8							0.36												15													
2026CPT.07.10.20411	Guilford	9	SR-2924 / STELLA DR	FROM SR 3060 - PENN-LO DR TO SR 2923 - DOW DR	3	2	0.32	20	0	0.32																						
TOTAL FOR MAP NO. 9							0.32																									
TOTAL FOR PROJ NO. 2026CPT.07.10.20411							10.58				728	1.00	120	73,400	63,000	185	500	50	565	12	2	16	10	2	1	1	1	4,210	250	100	30	2
														136,400						40				5				4,460				
GRAND TOTAL							10.58				728	1.00	120	73,400	63,000	185	500	50	565	12	2	16	10	2	1	1	1	4,210	250	100	30	2
														136,400						40				5				4,460				

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