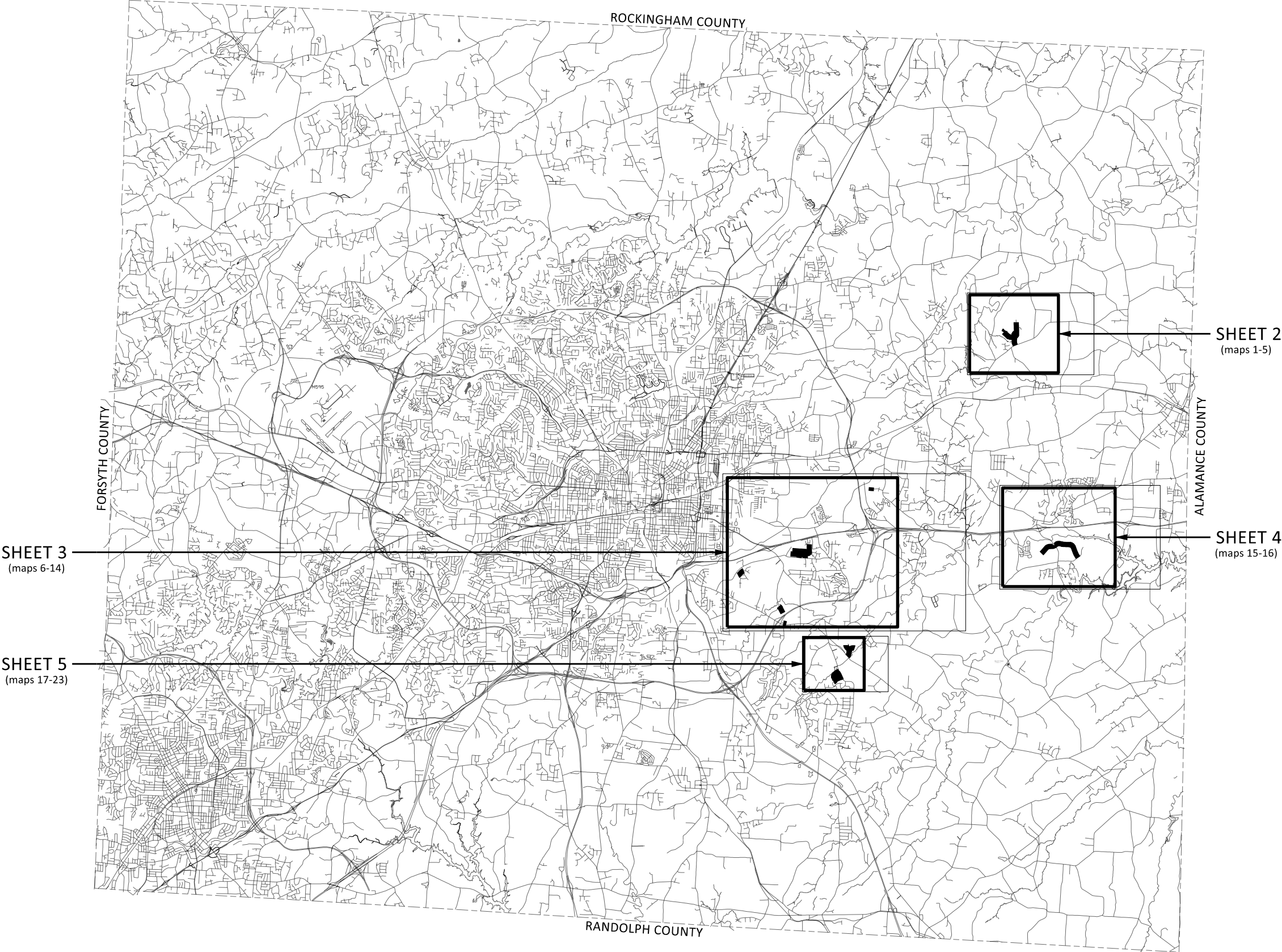
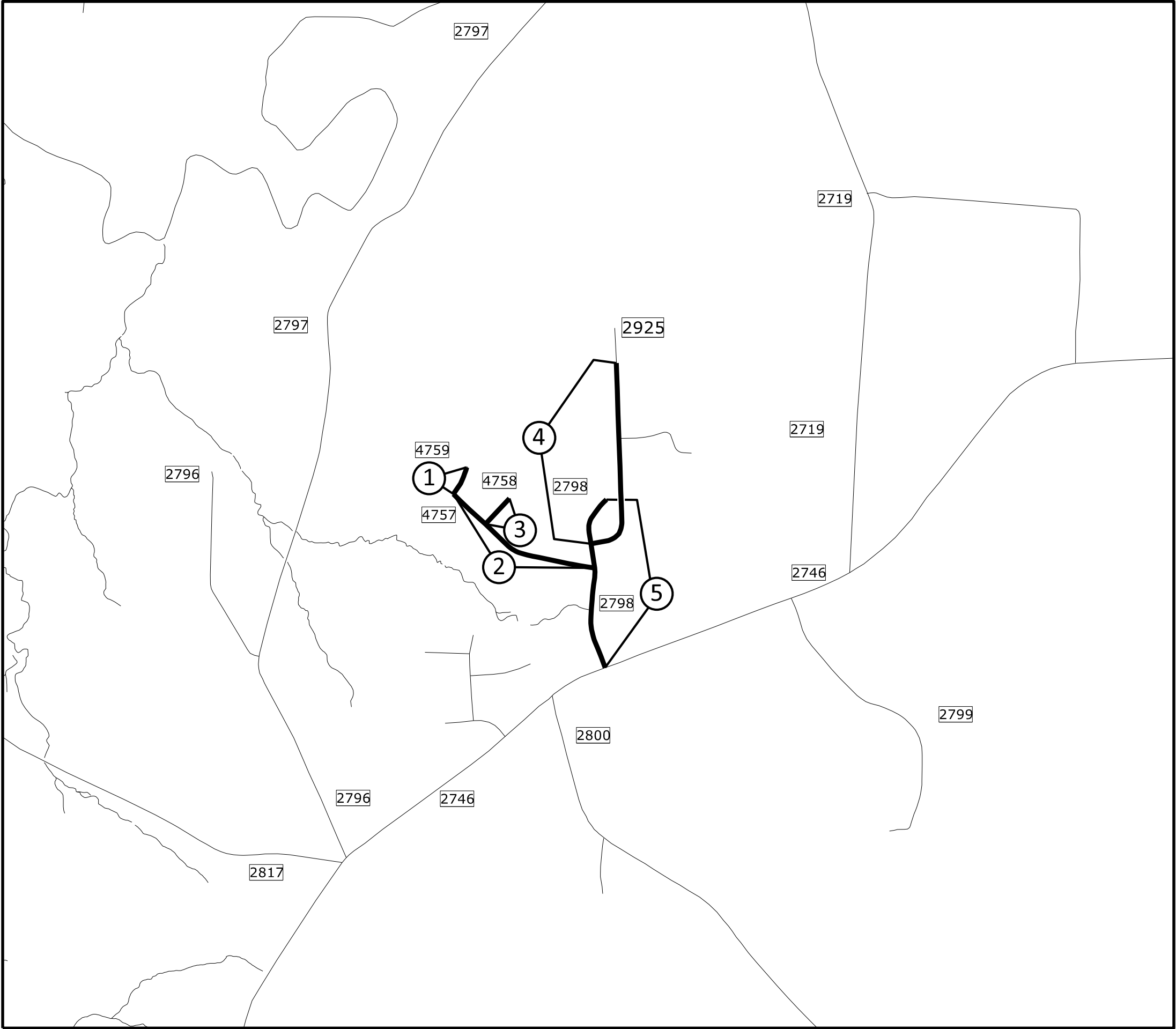
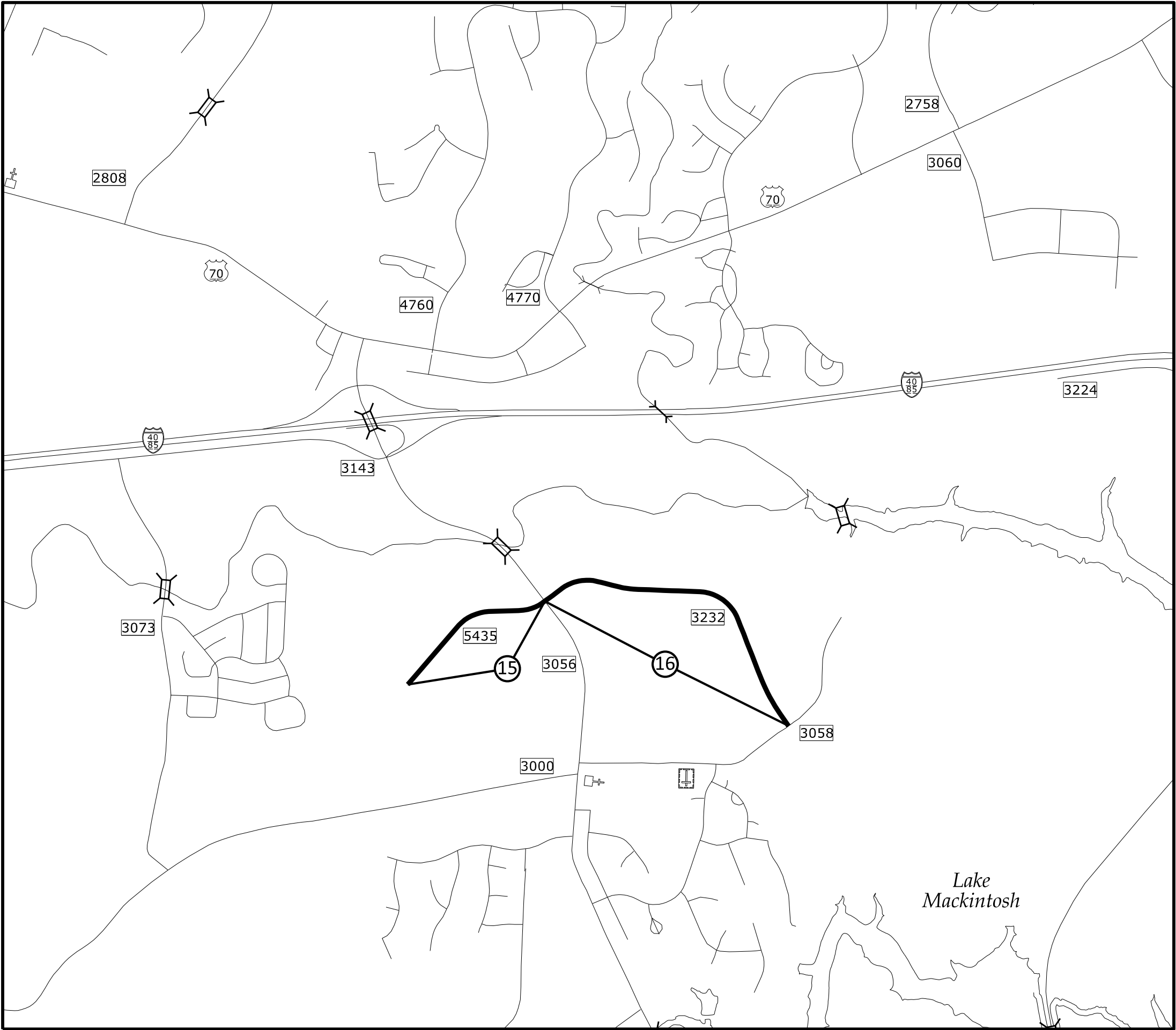






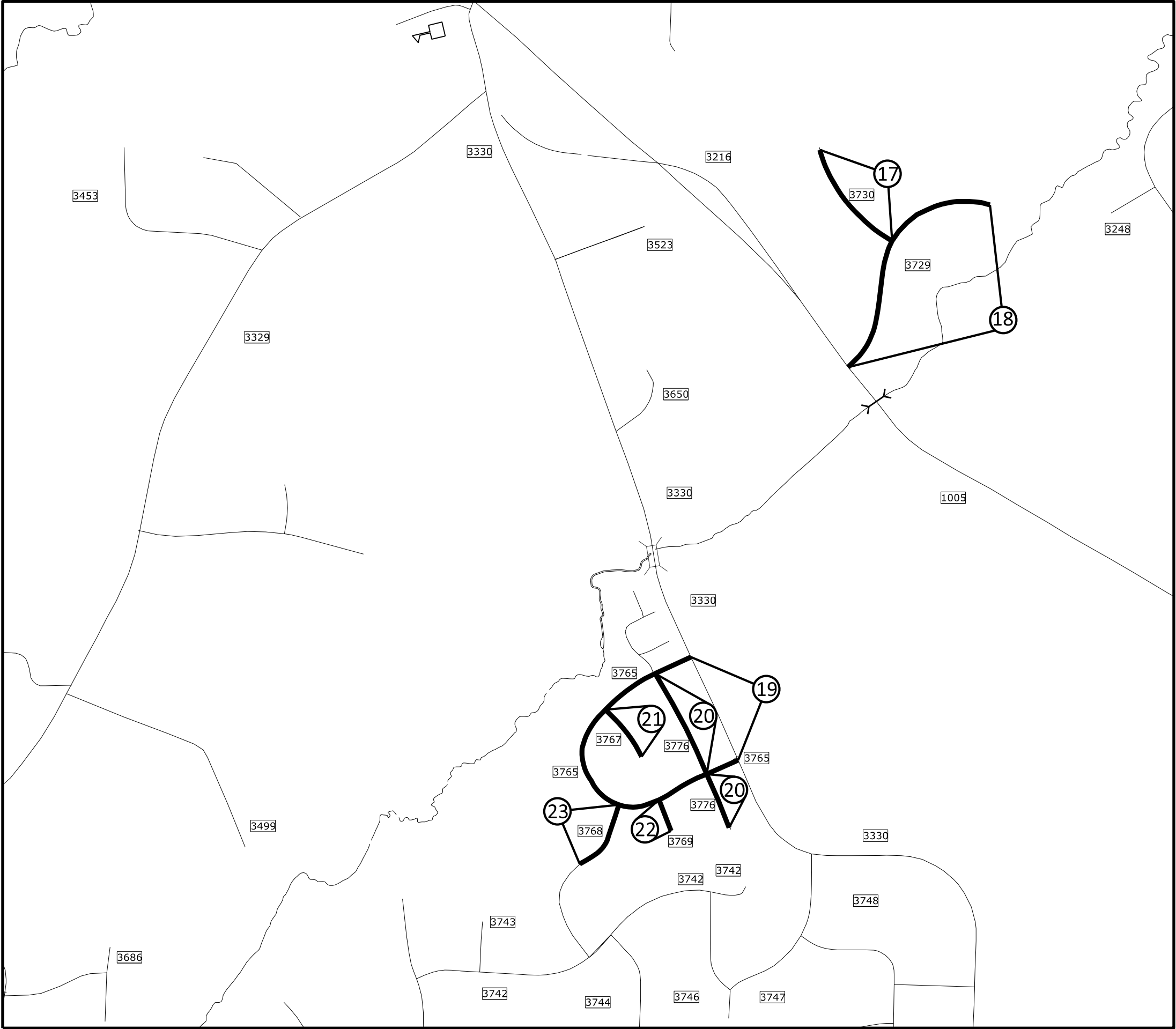
- Map 1 SR 4759 - OAK RIPPLE CT
- Map 2 SR 4757 - OAK WIND DR
- Map 3 SR 4758 - N BROAD TREE CT
- Map 4 SR 2925 - JESSE RD
- Map 5 SR 2798 - SWEETGUM RD

PROJECT REFERENCE NO.	SHEET NO.
2027CPT.07.17.20411	4

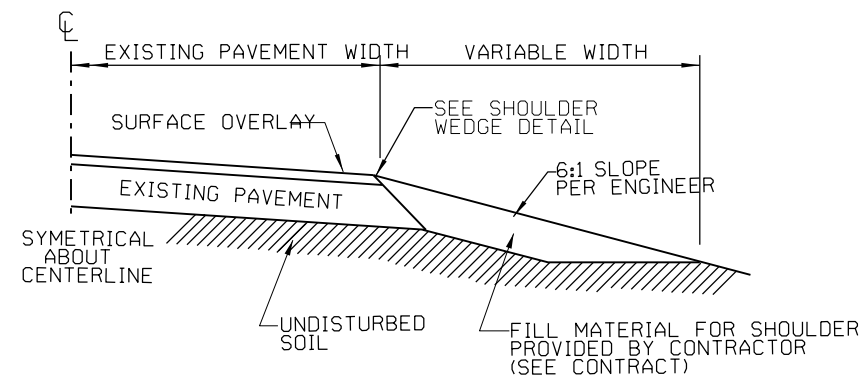
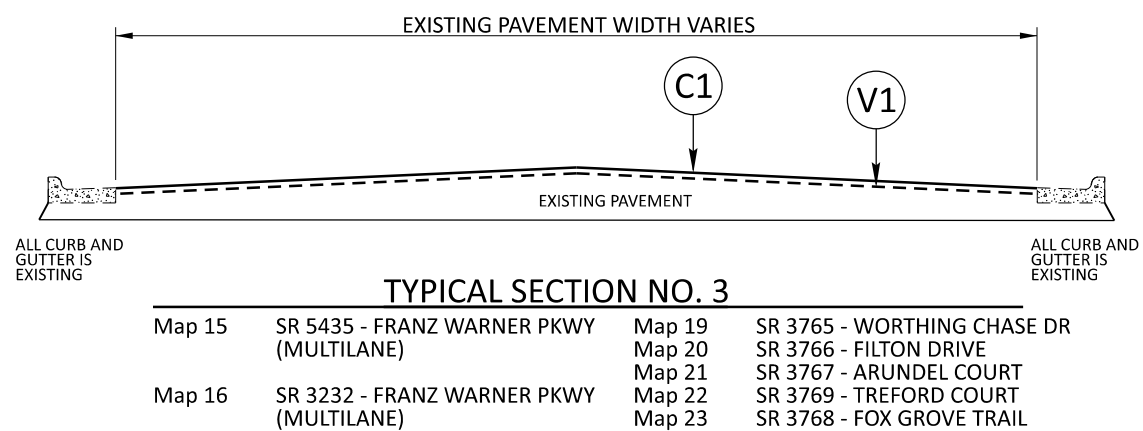
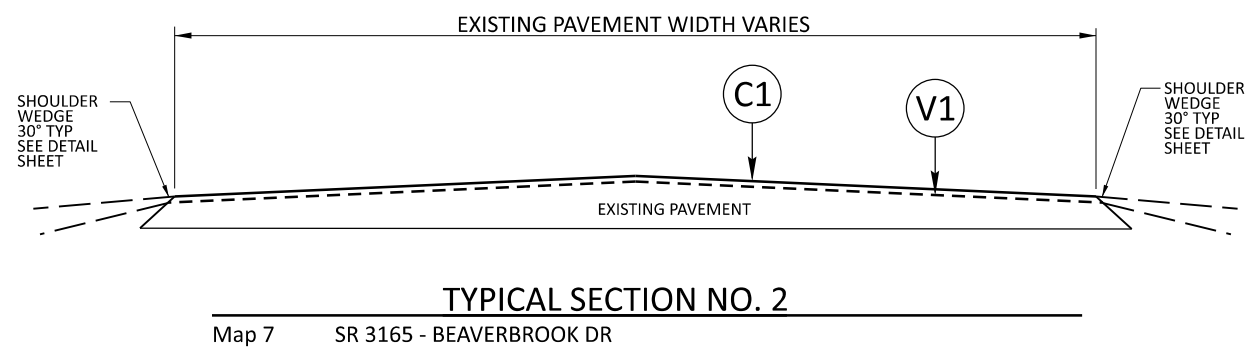
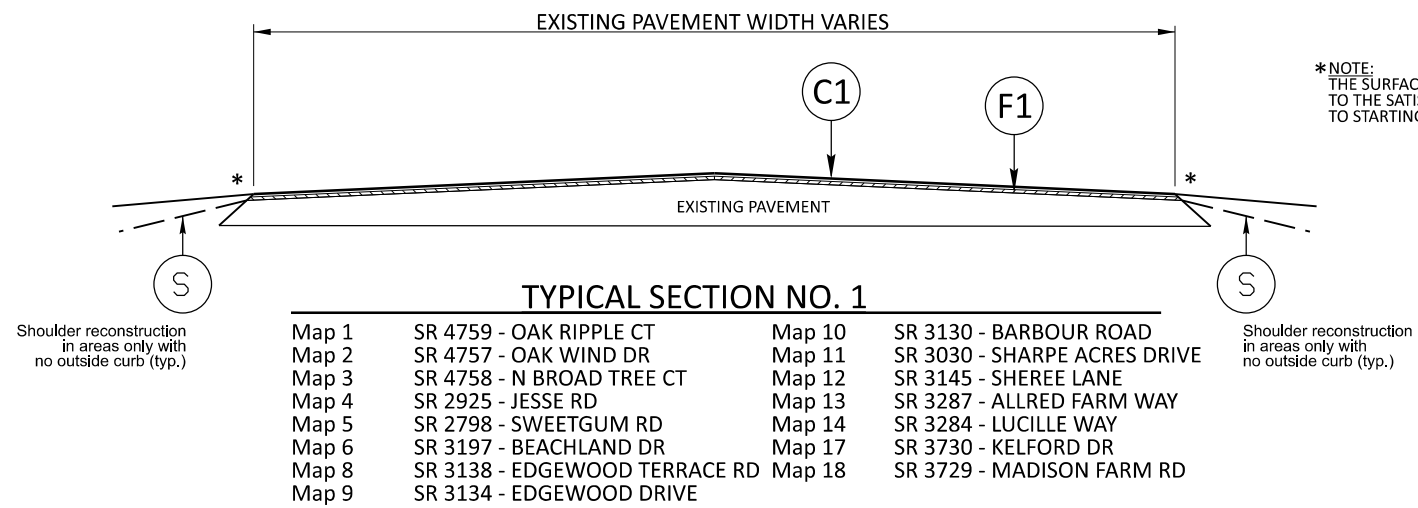


Map 15 SR 5435 - FRANZ WARNER PARKWAY
Map 16 SR 3232 - FRANZ WARNER PARKWAY

PROJECT REFERENCE NO.	SHEET NO.
2027CPT.07.17.20411	5

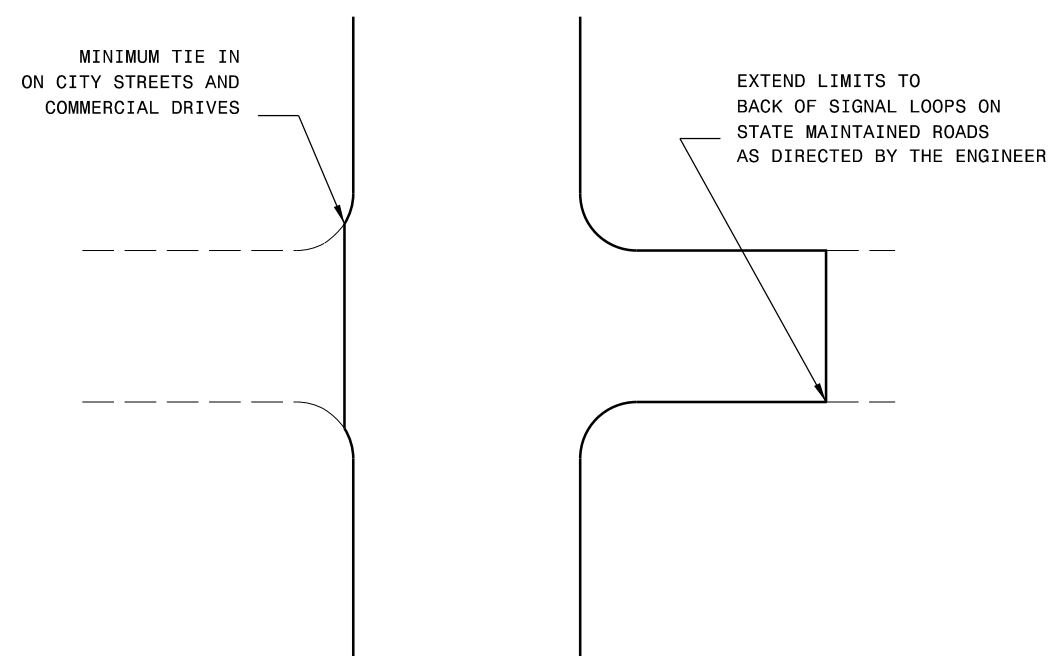


- Map 17 SR 3730 - Kelford Dr
- Map 18 SR 3729 - Madison Farm Rd
- Map 19 SR 3765 - Worthing Chase Dr
- Map 20 SR 3766 - Filton Dr
- Map 21 SR 3767 - Arundel Ct
- Map 22 SR 3769 - Treford Ct
- Map 23 SR 3768 - Fox Grove Trl

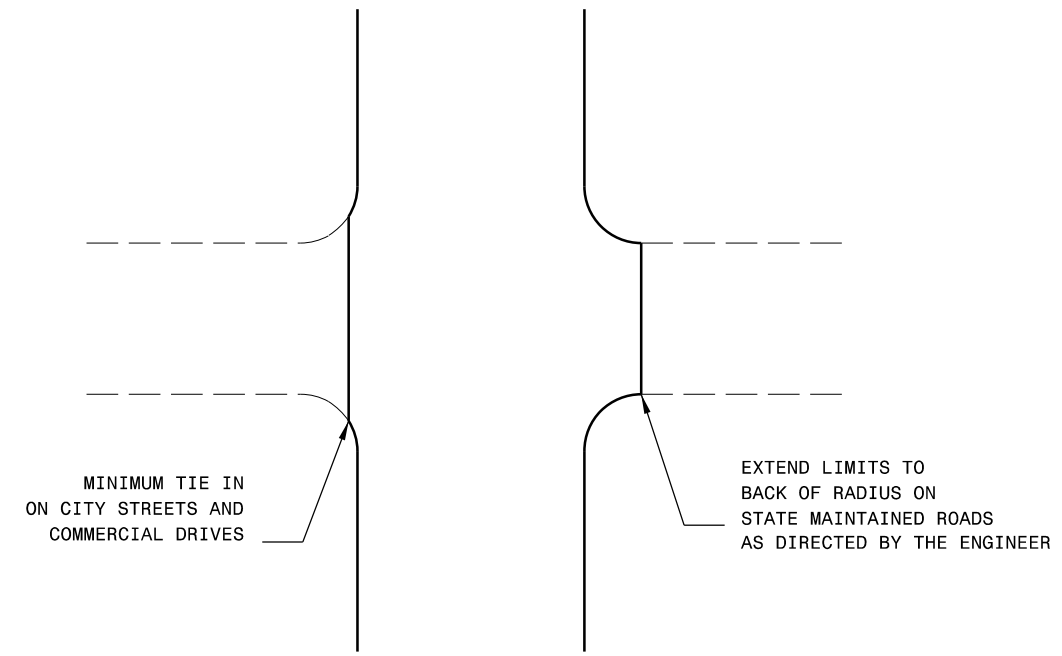


SHOULDER RECONSTRUCTION
* PLACE ASB OR BORROW AS DIRECTED BY THE ENGINEER

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F1	AST MAT COAT, #78M
V1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING ASPHALT



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES

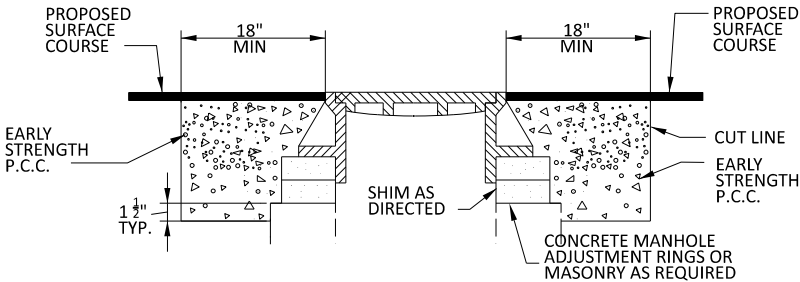


TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

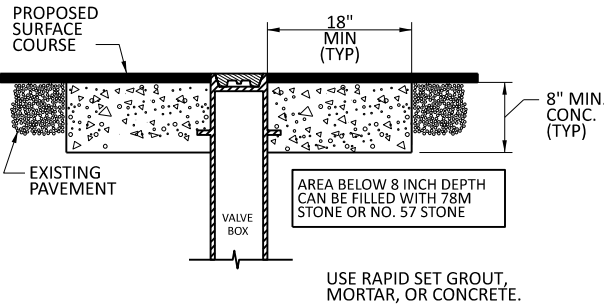
Extend paving limits to back of radius
or loop on the following intersections:

[illegible]

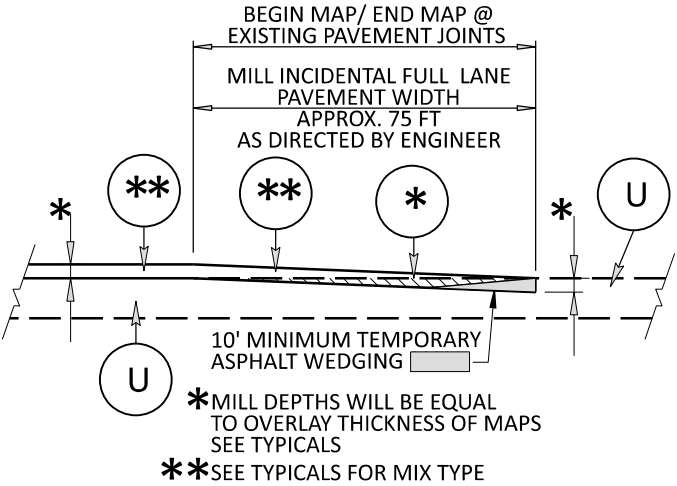


- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
 2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
 3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
 4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS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

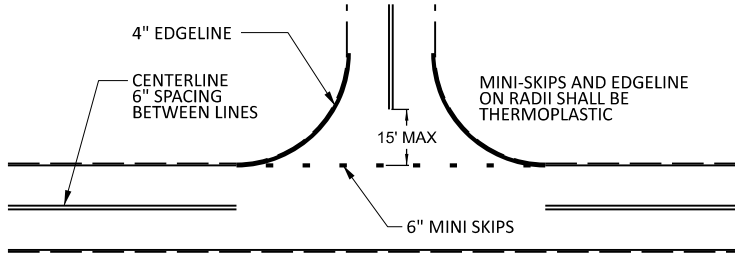
**STANDARD CONCRETE ENCASEMENT
FOR MANHOLE CASTINGS IN PAVEMENT**



**STANDARD CONCRETE ENCASEMENT FOR
VALVE CASTINGS IN PAVEMENT**

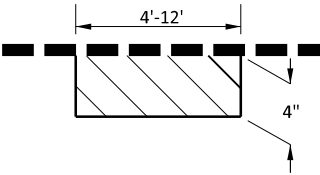


INCIDENTAL MILLING AT TIE-IN DETAIL



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

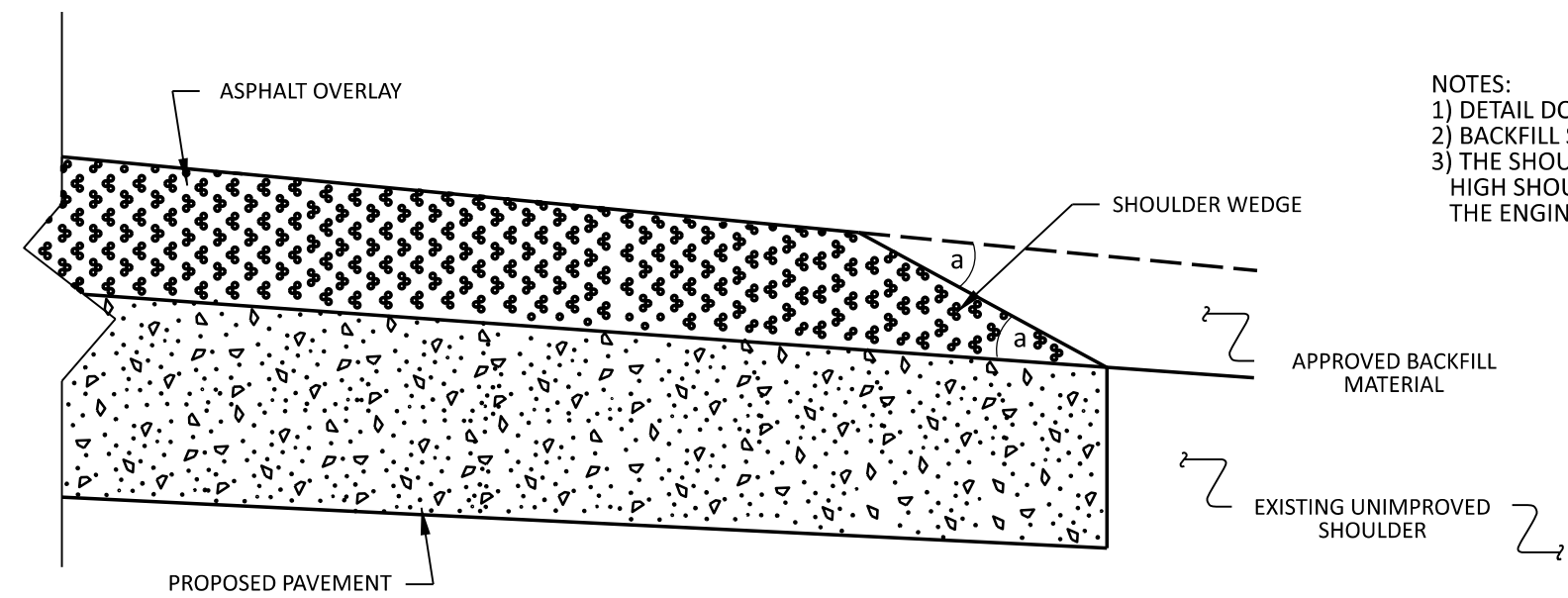
**TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS
(NOT TO SCALE)**



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

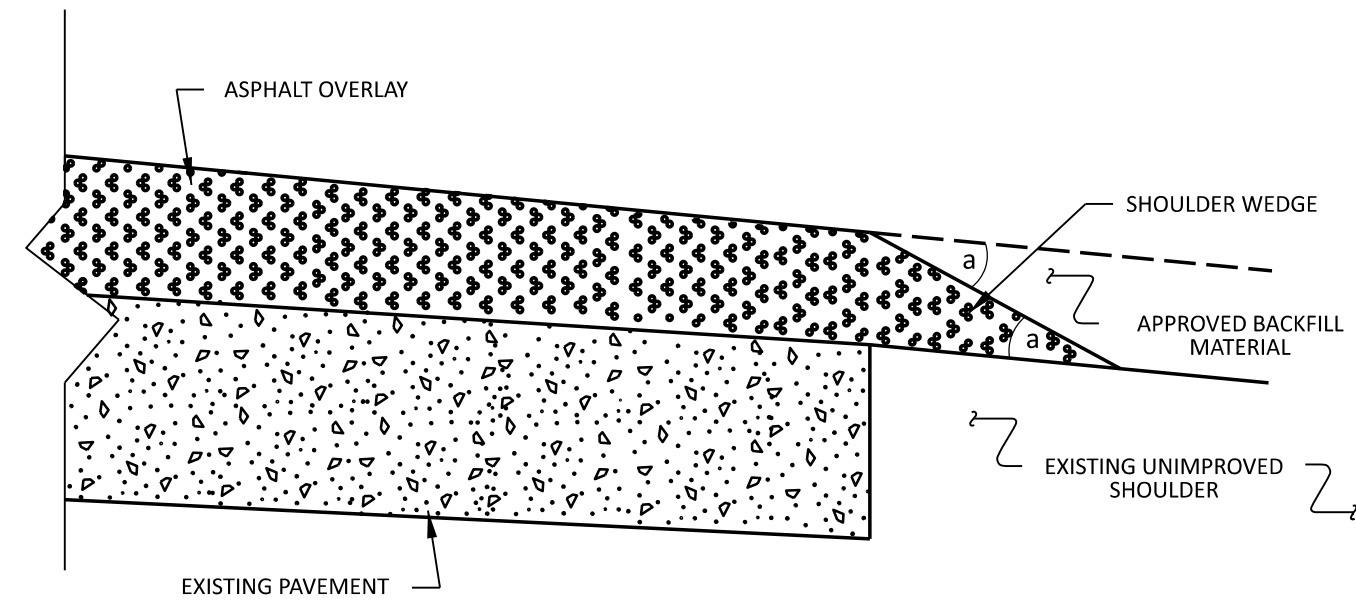
**PATCHING EXISTING
PAVEMENT DETAIL**

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F1	AST MAT COAT, #78M
V1	MILL ASPHALT PAVEMENT, 1½" DEPTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING ASPHALT

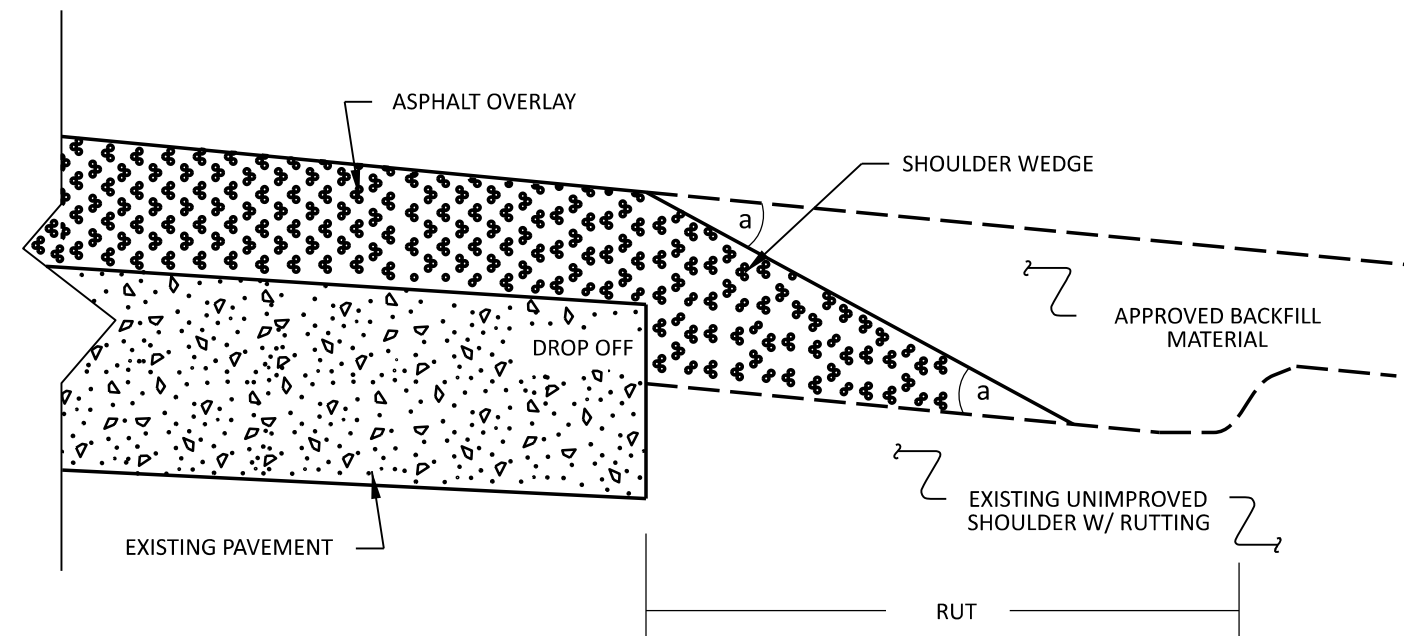


NOTES:
1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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°

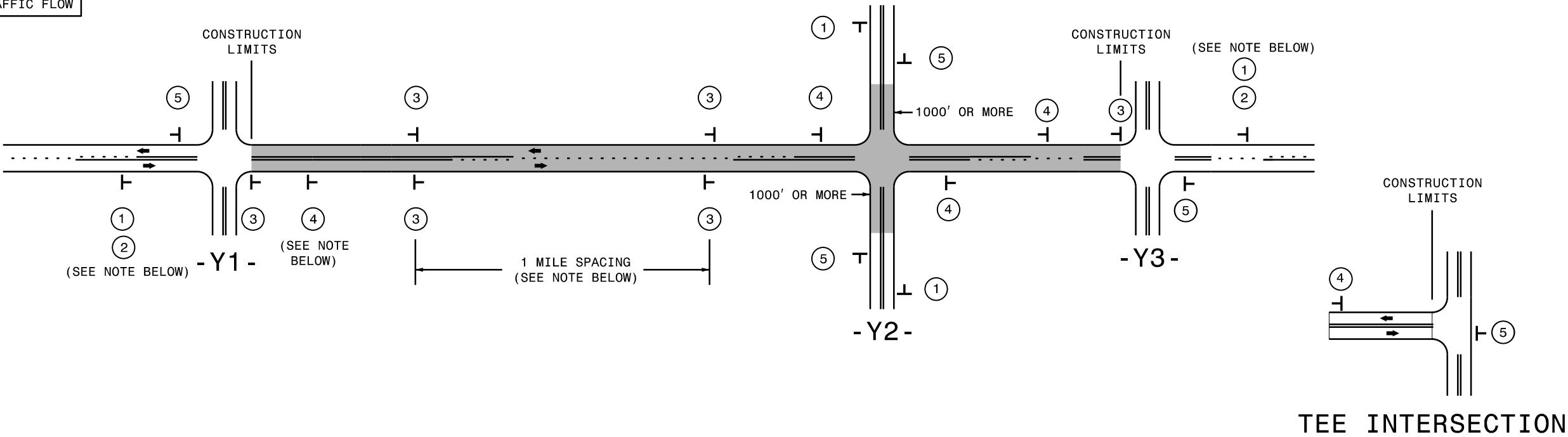
CONTRACT STANDARDS AND DEVELOPMENT UNIT Office 919-707-6950 FAX 919-250-4119			
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

SIGNING FOR RESURFACING PROJECTS

LEGEND

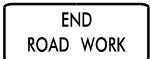
STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



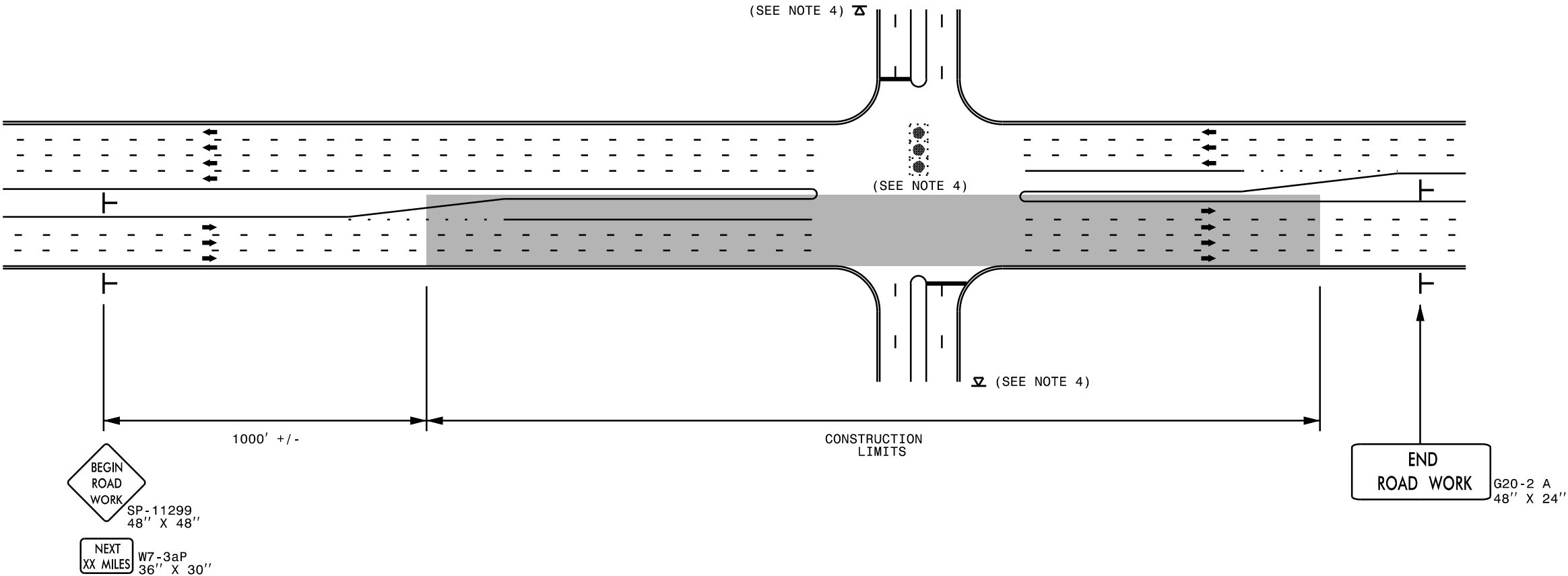
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

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

AD

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

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

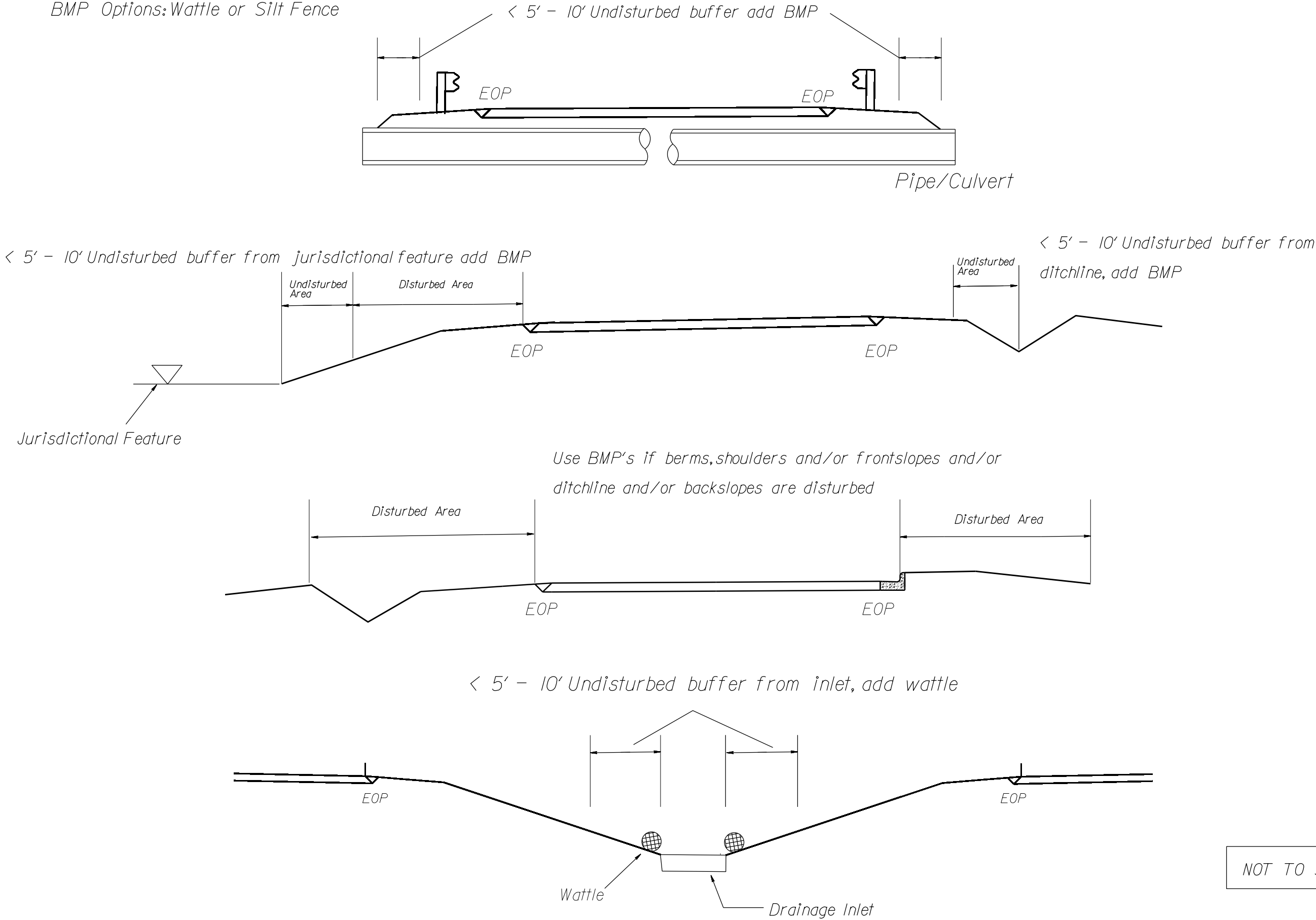
WORK ZONE TRAFFIC CONTROL

RESURFACING ADVANCE WARNING SIGNS FOR URBAN / SUBURBAN FACILITIES

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

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

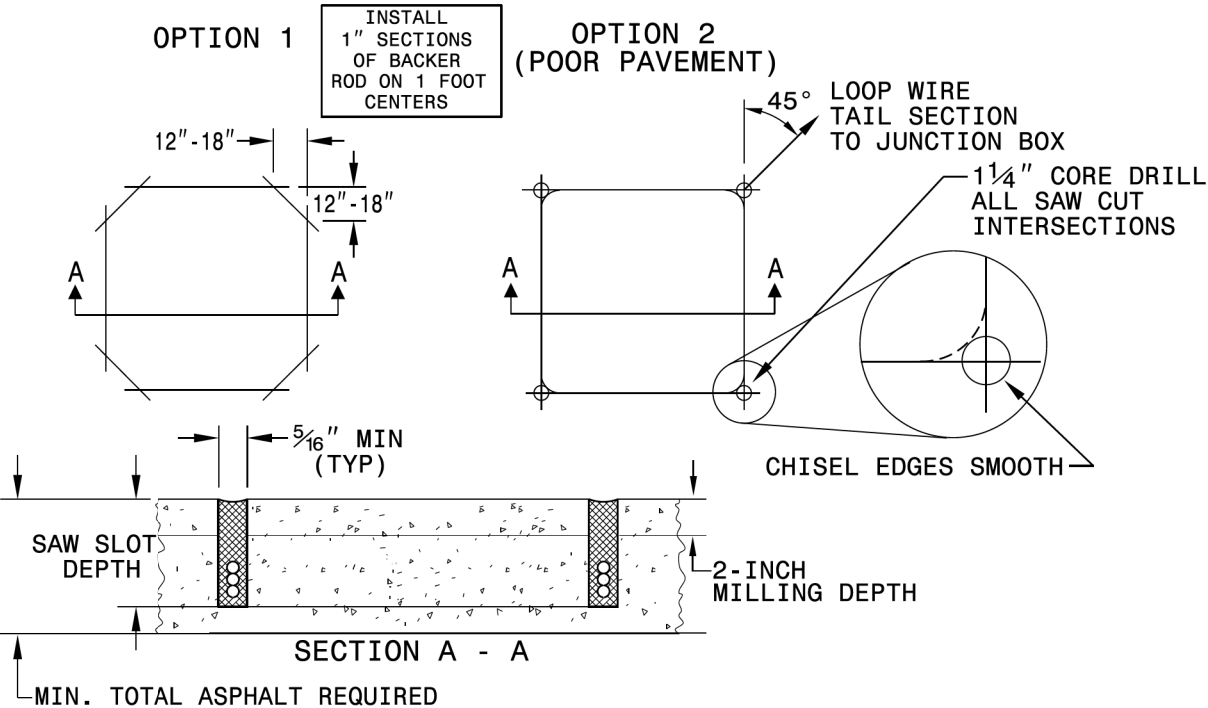


CORRECT WAY TO TWIST WIRE

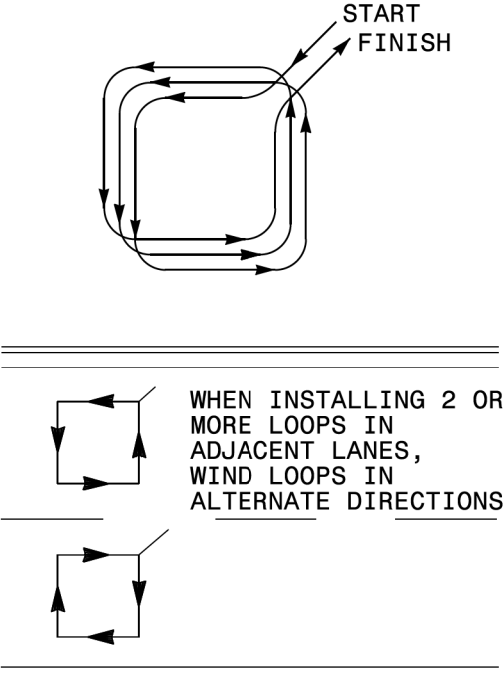


CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

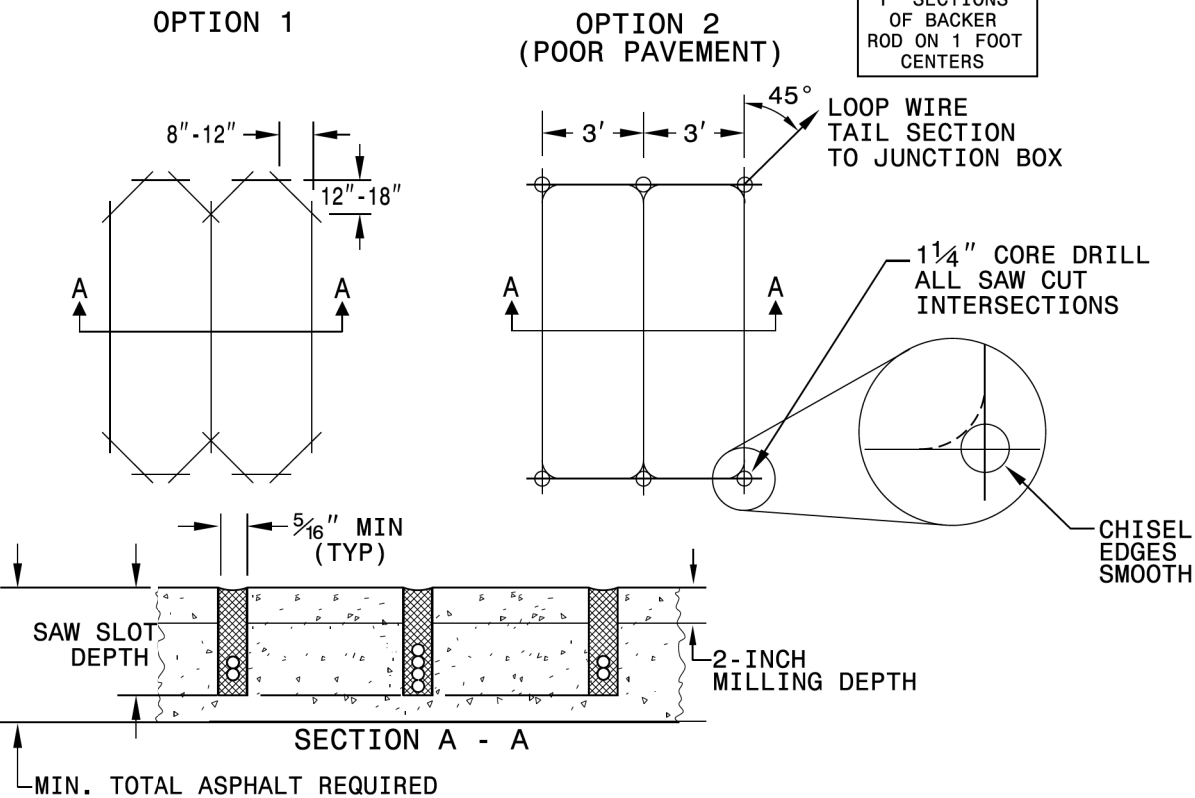


LOOP WINDING METHOD

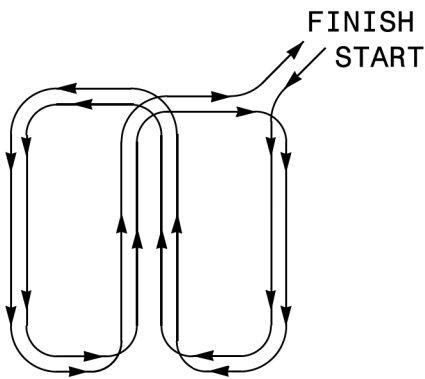


QUADRUPOLE LOOP

SAW CUT OPTIONS

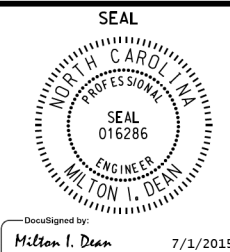


LOOP WINDING METHOD



REVISIONS

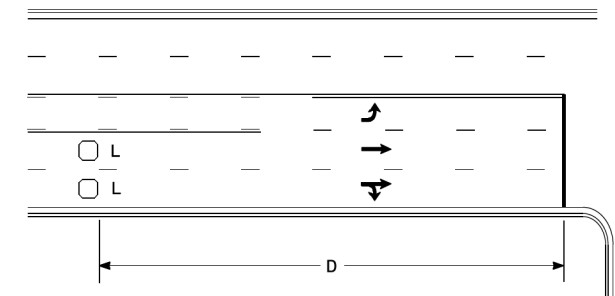
1. REMOVED TWISTING NOTES FROM TAIL SECT. TO JUNCTION BOX. 2/26/08 MWH
2. REVISED SECTION A - A DETAILS. 6/29/15 JTP



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)

High Speed Detection
(≥35 mph)

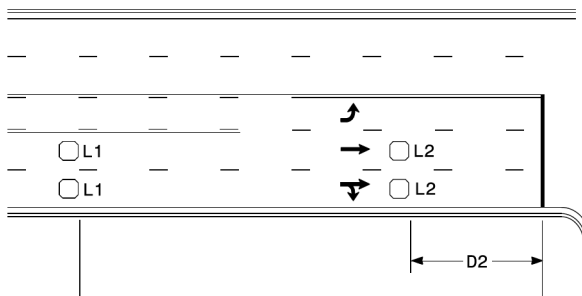


Speed Limit mph	D ft
35	200
40	250
45	300
50	355
55	420
60	475
65	550

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR



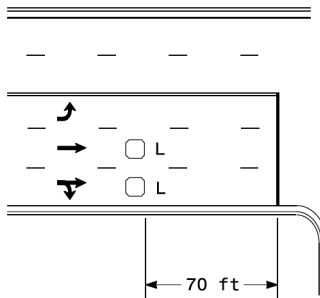
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110
60	475	120
65	550	130

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

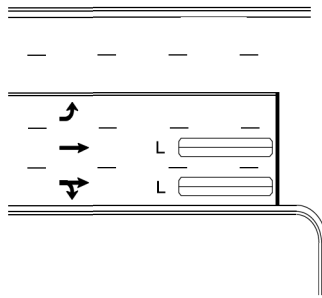
"Stretch" Operation

Low Speed Detection
(≤35 mph)



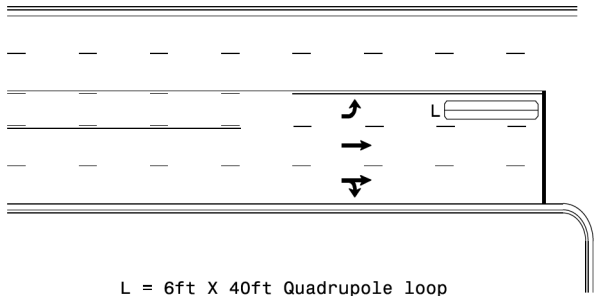
L = 6ft X 6ft
Wired in series

OR



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

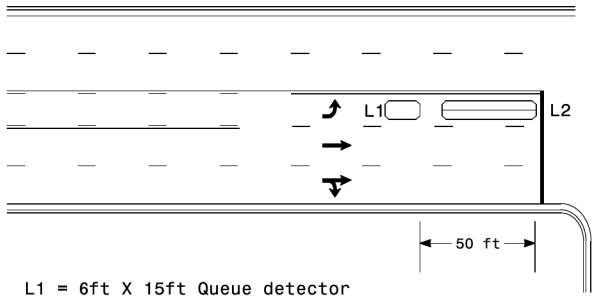
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

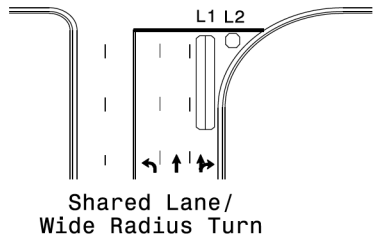
OR



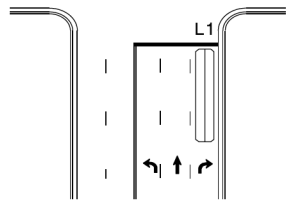
L1 = 6ft X 15ft Queue detector
L2 = 6ft X 40ft Quadrupole loop

Queue Loop Detection

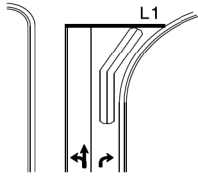
Right Turn Lane Detection



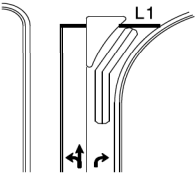
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

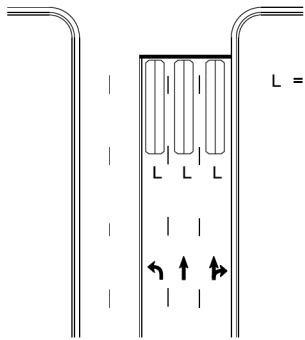


Wide Radius Turn



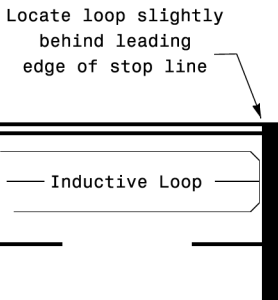
Channelized Turn

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	Typical Signal Loop Locations		 11/25/2025
	PLAN DATE: September 2025	REVIEWED BY:	
	PREPARED BY: J.A. Lohr	REVIEWED BY:	
	REVISIONS	INIT. DATE	
SCALE N/A			SIG. INVENTORY NO.

SUMMARY OF QUANTITIES																																	
PROJECTNO	COUNTY	MAPNO	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	1838000000-E	2830000000-N	2845000000-N	6000000000-E	6071010000-E	6084000000-E	7990000000-E					
								M	FT																								
2027CPT.07.17.20411	Guilford	1	SR-4759 / OAK RIFPLE CT	FROM SR 4757 - OAKWIND DR TO CUL-DE-SAC	1	2	2WU	0.06	20	0.00	0.06	1		0.12	3			97	6		1,069	353			24	2	0.00						
TOTAL FORM MAP NO. 1							0.06					1		0.12	3			97	6		1,069	353			24	2	0.00						
2027CPT.07.17.20411	Guilford	2	SR-4757 / OAKWIND DR	FROM SR 2798 - SWEETGUM RD TO DEAD END	1	2	2WU	0.33	20	0.00	0.33	7	18	0.68	19			397	26		4,102	1,354			136	14	0.03	870					
TOTAL FORM AP NO. 2							0.33					7	18	0.68	19			397	26		4,102	1,354			136	14	0.03	870					
2027CPT.07.17.20411	Guilford	3	SR-4758 / N BROAD TREE CT	FROM SR 4757 - OAKWIND DR TO CUL-DE-SAC	1	2	2WU	0.07	20	0.00	0.07	1	3	0.13	4			101	7		1,115	368			27	3	0.01						
TOTAL FORM AP NO. 3							0.07					1	3	0.13	4			101	7		1,115	368			27	3	0.01						
2027CPT.07.17.20411	Guilford	4	SR-2925 / JESSE RD	FROM SR 2798 - SWEETGUM RD TO END OF MAINTENANCE	1	2	2WU	0.47	18	0.00	0.47	9	45	0.94	27		150	468	31	13		5,153	1,700			189	19	0.03					
TOTAL FORM AP NO. 4							0.47					9	45	0.94	27		150	468	31	13		5,153	1,700			189	19	0.03					
2027CPT.07.17.20411	Guilford	5	SR-2798 / SWEETGUM RD	FROM SR 2746 - FRIEDEN CHURCH RD TO DEAD END	1	2	2WU	0.32	20	0.00	0.32	6	39	0.64	18		175	384	32	145		3,896	1,286			129	13	0.02					
TOTAL FORM AP NO. 5							0.32					6	39	0.64	18		175	384	32	145		3,896	1,286			129	13	0.02					
2027CPT.07.17.20411	Guilford	6	SR-3197 / BEACHLAND DR	FROM DEAD END TO DEAD END	1	2	2WU	0.10	20	0.00	0.10	2		0.19	5			116	9	37	1,146	378			38	4	0.01						
TOTAL FORM AP NO. 6							0.10					2		0.19	5			116	9	37	1,146	378			38	4	0.01						
2027CPT.07.17.20411	Guilford	7	SR-3165 / BEAVERBROOK DR	FROM SR 3207 - LONGBROOK DR TO SR 3164 - YORKSHIRE DR	2	2	2WU	0.17	19	0.00	0.17		18			1,973		179	12														
TOTAL FORM AP NO. 7							0.17						18			1,973		179	12														
2027CPT.07.17.20411	Guilford	8	SR-3138 / EDGEWOOD TERRACE RD	FROM SR 3134 - EDGEWOOD DR TO MP0.33	1	2	2WU	0.33	21	0.00	0.33	7	48	0.66	19		317	394	26	15		4,339	1,432			132	13	0.02					
TOTAL FORM AP NO. 8							0.33					7	48	0.66	19		317	394	26	15		4,339	1,432			132	13	0.02					
2027CPT.07.17.20411	Guilford	9	SR-3134 / EDGEWOOD DR	FROM SR 3138 - EDGEWOOD TERRACE DR TO DEAD END	1	2	2WU	0.37	20	0.00	0.37	7	54	0.75	21			439	29	12		4,526	1,494			150	15	0.03					
TOTAL FORM AP NO. 9							0.37					7	54	0.75	21			439	29	12		4,526	1,494			150	15	0.03					
2027CPT.07.17.20411	Guilford	10	SR-3130 / BARBOUR RD	FROM SR 3145 - SHEREE LN TO CUL-DE-SAC	1	2	2WU	0.38	20	0.00	0.38	8	54	0.76	22			420	28	5		4,631	1,528			152	15	0.03					
TOTAL FORM AP NO. 10							0.38					8	54	0.76	22			420	28	5		4,631	1,528			152	15	0.03					
2027CPT.07.17.20411	Guilford	11	SR-3030 / SHARPE ACRES DR	FROM SR 3036 - SHARPE RD TO SR 3134 - EDGEWOOD DR	1	2	2WU	0.16	20	0.00	0.16	3	12	0.32	9		175	193	13	4		1,925	635			64	6	0.01					
TOTAL FORM AP NO. 11							0.16					3	12	0.32	9		175	193	13	4		1,925	635			64	6	0.01					
2027CPT.07.17.20411	Guilford	12	SR-3145 / SHEREE LN	FROM SR 3036 - SHARPE RD TO SR 3134 - EDGEWOOD DR	1	2	2WU	0.14	20	0.00	0.14	3	12	0.27	8		175	162	11	2		1,690	558			55	5	0.01					
TOTAL FORM AP NO. 12							0.14					3	12	0.27	8		175	162	11	2		1,690	558			55	5	0.01					
2027CPT.07.17.20411	Guilford	13	SR-3287 / ALLRED FARM WAY	FROM SR 3285 - CAUSEY LAKE RD TO DEAD END	1	2	2WU	0.21	20	0.00	0.21	4	18	0.18	12		204	243	16			2,524	833			81	8	0.02					
TOTAL FORM AP NO. 13							0.21					4	18	0.18	12		204	243	16			2,524	833			81	8	0.02					
2027CPT.07.17.20411	Guilford	14	SR-3284 / LUCILLE WAY	FROM SR 3314 - WILEY LEWIS RD TO DEAD END	1	2	2WU	0.07	23	0.00	0.07	1	6	0.15	4		404	105	7			1,023	338			30	3	0.01					
TOTAL FORM AP NO. 14							0.07					1	6	0.15	4		404	105	7			1,023	338			30	3	0.01					
2027CPT.07.17.20411	Guilford	15	SR-5435 / FRANZ WARNER PKWY	FROM SR 3056 - ROCK CREEK DAIRY RD TO CUL-DE-SAC	3	3	MU	0.41	36	0.00	0.41					9,834		892	58					1				217					
TOTAL FORM AP NO. 15							0.41									9,834		892	58					1				217					
2027CPT.07.17.20411	Guilford	16	SR-3232 / FRANZ WARNER PKWY	FROM SR 3056 - ROCK CREEK DAIRY RD TO SR 3058 - JUDGE ADAMS RD	3	3	MU	0.80	36	0.00	0.80					17,356		1,575	102				1					217					
TOTAL FORM AP NO. 16							0.80									17,356		1,575	102				1					217					
2027CPT.07.17.20411	Guilford	17	SR-3730 / KELFORD DR	FROM SR 3729 - MADISON FARM RD TO DEAD END	1	2	2WU	0.16	21	0.00	0.16	3	27	0.32	9			183	12			2,021	667			64	6	0.01					
TOTAL FORM AP NO. 17							0.16					3	27	0.32	9			183	12			2,021	667			64	6	0.01					
2027CPT.07.17.20411	Guilford	18	SR-3729 / MADISON FARMS RD	FROM SR 1005 - ALAMANCE CHURCH RD TO CUL-DE-SAC	1	2	2WU	0.33	20	0.00	0.33	7	48	0.66	19		213	417	27			4,499	1,485			132	13	0.02					
TOTAL FORM AP NO. 18							0.33					7	48	0.66	19		213	417	27			4,499	1,485			132	13	0.02					
2027CPT.07.17.20411	Guilford	19	SR-3765 / WORTHINGCHASE DR	FROM SR 3330 - SOUTHEAST SCHOOL DR TO SR 3330 - SOUTHEAST SCHOOL DR	3	2	2WU	0.45	26	0.00	0.45					7,086		643	42	5			13	15									
TOTAL FORM AP NO. 19							0.45									7,086		643	42	5			13	15									
2027CPT.07.17.20411	Guilford	20	SR-3766 / ILTON DR	FROM SR 3765 - WORTHINGCHASE DR TO CUL DESAC	3	2	2WU	0.21	26	0.00	0.21					3,891		353	23	2		3,891	1,284	3	2								
TOTAL FORM AP NO. 20							0.21									3,891		353	23	2		3,891	1,284	3	2								
2027CPT.07.17.20411	Guilford	21	SR-3767 / ARUNDEL CT	FROM SR 3765 - WORTHINGCHASE DR TO CUL DESAC	3	2	2WU	0.08	22	0.00	0.08					1,601		145	10	2			2	1									
TOTAL FORM AP NO. 21							0.08									1,601		145	10														

NOTE: All Quantities listed Include Intersections and Cul-de-Sacs and are Estimates, Payment will be based actual Field Measurements and Quantities Recieved.

												PROJECT REFERENCE NO.		SHEET NO.			
												2027CPT.07.17.20411		16			
THERMOPLASTIC AND PAINT QUANTITIES																	
PROJECTNO	COUNTY	MAPNO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4457000000-N	4510000000-N	4688000000-E		4700000000-E	4720000000-E
												TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	6" X90 M WHITE THERMO	6" X90 M YELLOW THERMO	12" X90 M YELLOW THERMO	THERMOPLASTIC PAVEMENT MARKING CHARACTER (90 MILS)
								M	FT			LS	HR	LF	LF	LF	EA
2027CPT.07.17.20411	Guilford	1	SR-4759 / OAK RIPPLE CT	FROM SR4757 - OAKWIND DR TO CUL-DE-SAC	1	2	2WU	0.06	20	0.00	0.06	1.00					
TOTAL FOR MAP NO. 1							0.06										
2027CPT.07.17.20411	Guilford	2	SR-4757 / OAKWIND DR	FROM SR2798 - SWEETGUM RD TO DEAD END	1	2	2WU	0.33	20	0.00	0.33						
TOTAL FOR MAP NO. 2							0.33										
2027CPT.07.17.20411	Guilford	3	SR-4758 / N BROAD TREE CT	FROM SR4757 - OAKWIND DR TO CUL-DE-SAC	1	2	2WU	0.07	20	0.00	0.07						
TOTAL FOR MAP NO. 3							0.07										
2027CPT.07.17.20411	Guilford	4	SR-2925 / JESSE RD	FROM SR2798 - SWEETGUM RD TO END OF MAINTENANCE	1	2	2WU	0.47	18	0.00	0.47						
TOTAL FOR MAP NO. 4							0.47										
2027CPT.07.17.20411	Guilford	5	SR-2798 / SWEETGUM RD	FROM SR2746 - FRIEDEN CHURCH RD TO DEAD END	1	2	2WU	0.32	20	0.00	0.32						
TOTAL FOR MAP NO. 5							0.32										
2027CPT.07.17.20411	Guilford	6	SR-3197 / BEACHLAND DR	FROM DEAD END TO DEAD END	1	2	2WU	0.10	20	0.00	0.10						
TOTAL FOR MAP NO. 6							0.10										
2027CPT.07.17.20411	Guilford	7	SR-3165 / BEAVERBROOK DR	FROM SR3207 - LONGBROOK DR TO SR3164 - YORKSHIRE DR	2	2	2WU	0.17	19	0.00	0.17						
TOTAL FOR MAP NO. 7							0.17										
2027CPT.07.17.20411	Guilford	8	SR-3138 / EDGEWOOD TERRACE RD	FROM SR3134 - EDGEWOOD DR TO MP0.33	1	2	2WU	0.33	21	0.00	0.33						
TOTAL FOR MAP NO. 8							0.33										
2027CPT.07.17.20411	Guilford	9	SR-3134 / EDGEWOOD DR	FROM SR3138 - EDGEWOOD TERRACE DR TO DEAD END	1	2	2WU	0.37	20	0.00	0.37			4,000	4,000		
TOTAL FOR MAP NO. 9							0.37							4,000	4,000		
2027CPT.07.17.20411	Guilford	10	SR-3130 / BARBOUR RD	FROM SR3145 - SHEREE LN TO CUL-DE-SAC	1	2	2WU	0.38	20	0.00	0.38			3,900	3,900		
TOTAL FOR MAP NO. 10							0.38							3,900	3,900		
2027CPT.07.17.20411	Guilford	11	SR-3030 / SHARPE ACRES DR	FROM SR3036 - SHARPE RD TO SR3134 - EDGEWOOD DR	1	2	2WU	0.16	20	0.00	0.16			1,800	1,800		
TOTAL FOR MAP NO. 11							0.16							1,800	1,800		
2027CPT.07.17.20411	Guilford	12	SR-3145 / SHEREE LN	FROM SR3036 - SHARPE RD TO SR3134 - EDGEWOOD DR	1	2	2WU	0.14	20	0.00	0.14			1,500	1,500		
TOTAL FOR MAP NO. 12							0.14							1,500	1,500		
2027CPT.07.17.20411	Guilford	13	SR-3287 / ALLRED FARM WAY	FROM SR3285 - CAUSEY LAKE RD TO DEAD END	1	2	2WU	0.21	20	0.00	0.21						
TOTAL FOR MAP NO. 13							0.21										
2027CPT.07.17.20411	Guilford	14	SR-3284 / LUCILLE WAY	FROM SR3314 - WILEY LEWIS RD TO DEAD END	1	2	2WU	0.07	23	0.00	0.07						
TOTAL FOR MAP NO. 14							0.07										
2027CPT.07.17.20411	Guilford	15	SR-5435 / FRANZ WARNER PKWY	FROM SR3056 - ROCK CREEK DAIRY RD TO CUL-DE-SAC	3	3	MU	0.41	36	0.00	0.41		40		5,200	50	13
TOTAL FOR MAP NO. 15							0.41						40		5,200	50	13
2027CPT.07.17.20411	Guilford	16	SR-3232 / FRANZ WARNER PKWY	FROM SR3056 - ROCK CREEK DAIRY RD TO SR3058 - JUDGE ADAMS RD	3	3	MU	0.80	36	0.00	0.80			500	11,500	150	26
TOTAL FOR MAP NO. 16							0.80							500	11,500	150	26
2027CPT.07.17.20411	Guilford	17	SR-3730 / Kelford DR	FROM SR3729 - MADISON FARM RD TO DEAD END	1	2	2WU	0.16	21	0.00	0.16						
TOTAL FOR MAP NO. 17							0.16										
2027CPT.07.17.20411	Guilford	18	SR-3729 / MADISON FARMS RD	FROM SR1005 - ALAMANCE CHURCH RD TO CUL-DE-SAC	1	2	2WU	0.33	20	0.00	0.33						
TOTAL FOR MAP NO. 18							0.33										
2027CPT.07.17.20411	Guilford	19	SR-3765 / WORTHING CHASE DR	FROM SR3330 - SOUTHEAST SCHOOL DR TO SR3330 - SOUTHEAST SCHOOL DR	3	2	2WU	0.45	26	0.00	0.45						
TOTAL FOR MAP NO. 19							0.45										
2027CPT.07.17.20411	Guilford	20	SR-3766 / FILTON DR	FROM SR3765 - WORTHING CHASE DR TO CUL DE SAC	3	2	2WU	0.21	26	0.00	0.21						
TOTAL FOR MAP NO. 20							0.21										
2027CPT.07.17.20411	Guilford	21	SR-3767 / ARUNDEL CT	FROM SR3765 - WORTHING CHASE DR TO CUL DE SAC	3	2	2WU	0.08	22	0.00	0.08						
TOTAL FOR MAP NO. 21							0.08										
2027CPT.07.17.20411	Guilford	22	SR-3769 / TREFORD CT	FROM SR3765 - WORTHING CHASE DR TO CUL DE SAC	3	2	2WU	0.04	22	0.00	0.04						
TOTAL FOR MAP NO. 22							0.04										
2027CPT.07.17.20411	Guilford	23	SR-3768 / FOX GROVE TRL	FROM SR3765 - WORTHING CHASE DR TO END MAINTENANCE	3	2	2WU	0.17	20	0.00	0.17						
TOTAL FOR MAP NO. 23							0.17										
TOTAL FOR PROJ.NO. 2027CPT.07.17.20411							5.83					1.00	40	11,700	27,900	200	39
														39,600			
GRAND TOTAL							5.83					1.00	40	11,700	27,900	200	39
														39,600			

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