

SHEET 2

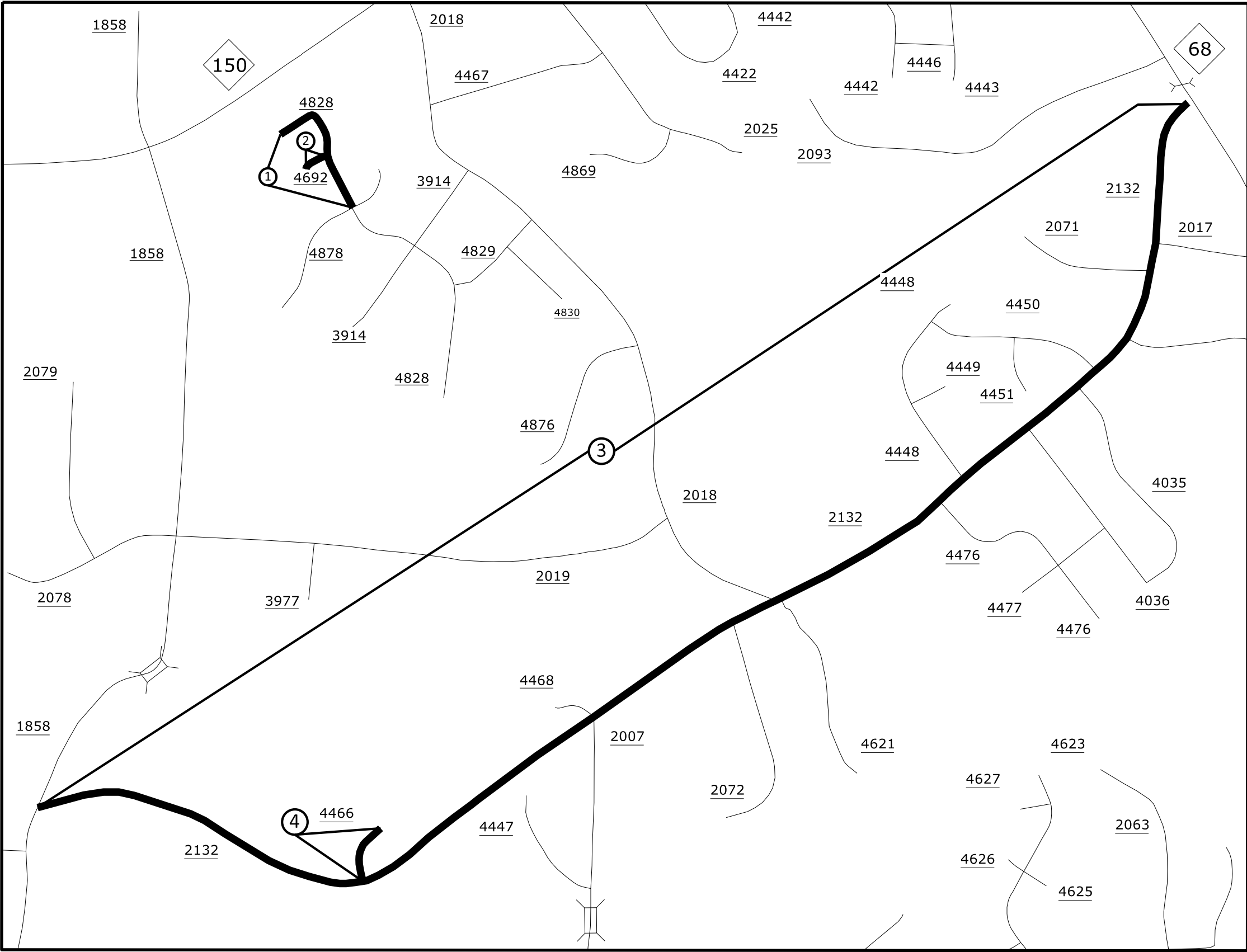
SHEET 3

SHEET 4

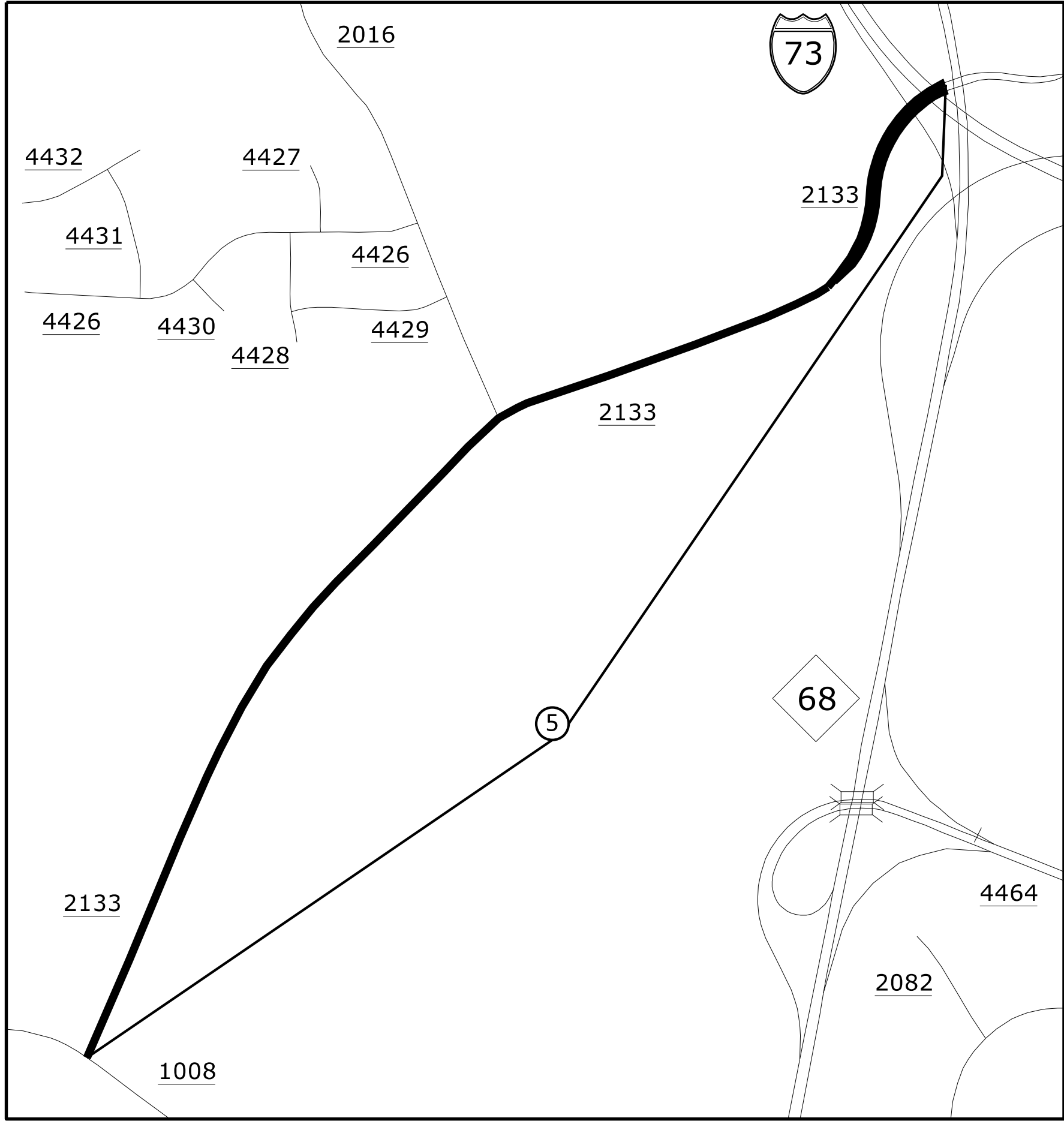
SHEET 5

SHEET 6

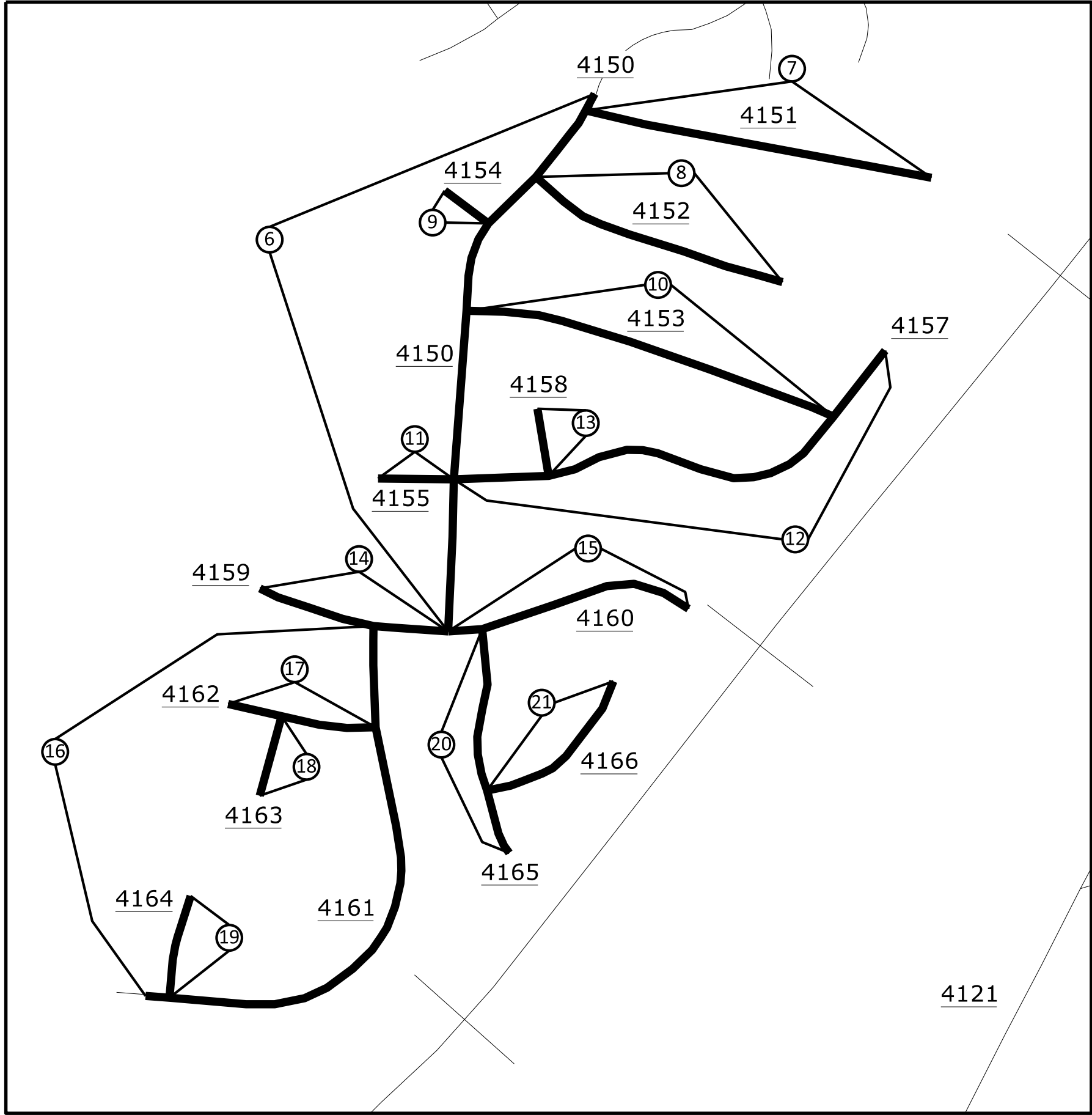




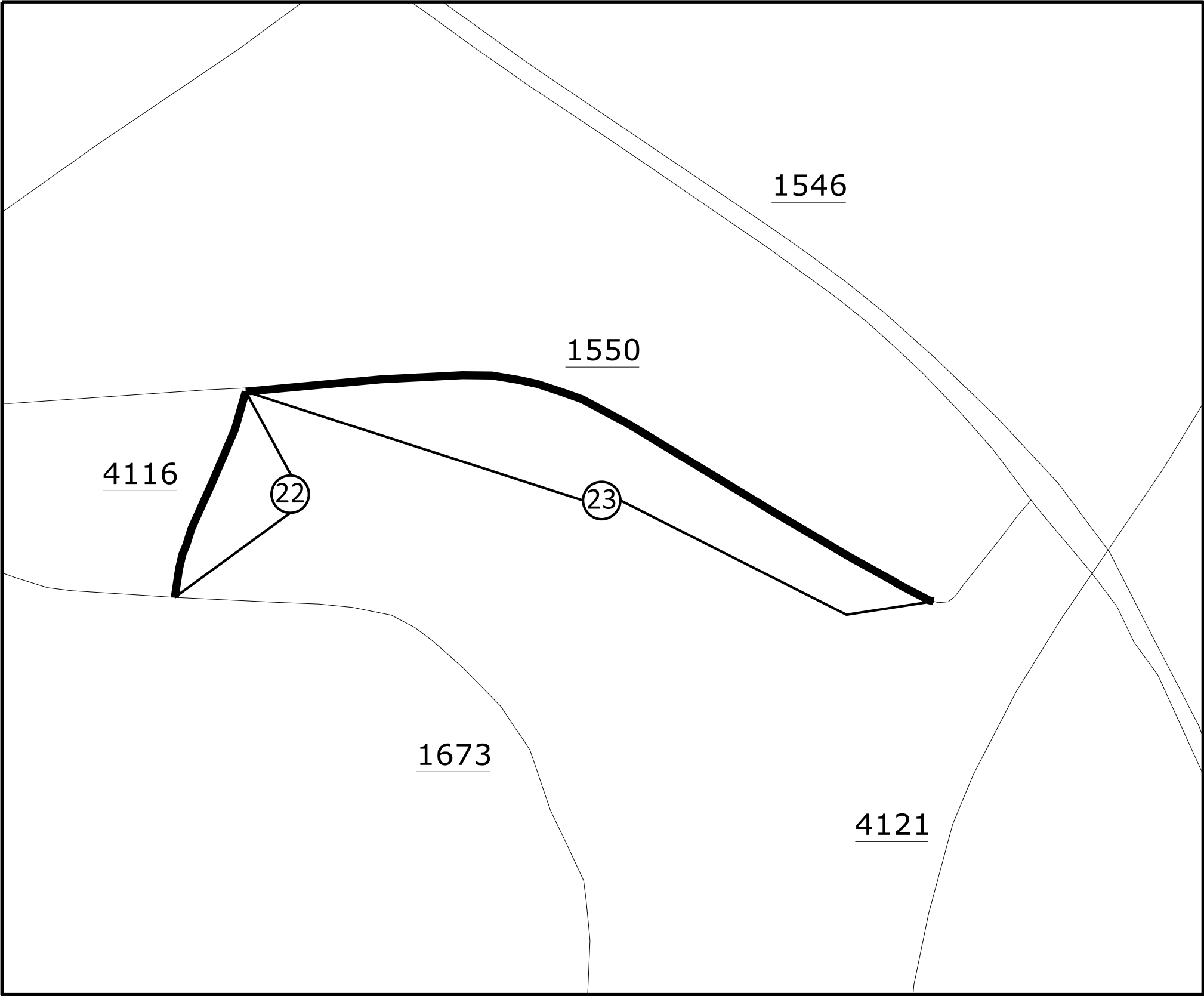
- Map 1 SR 4828 - Red Fox Dr
- Map 2 SR 4692 - Red Fox Ct
- Map 3 SR 2132 - Stafford Mill
- Map 4 SR 4466 - Stafford Pointe Ct



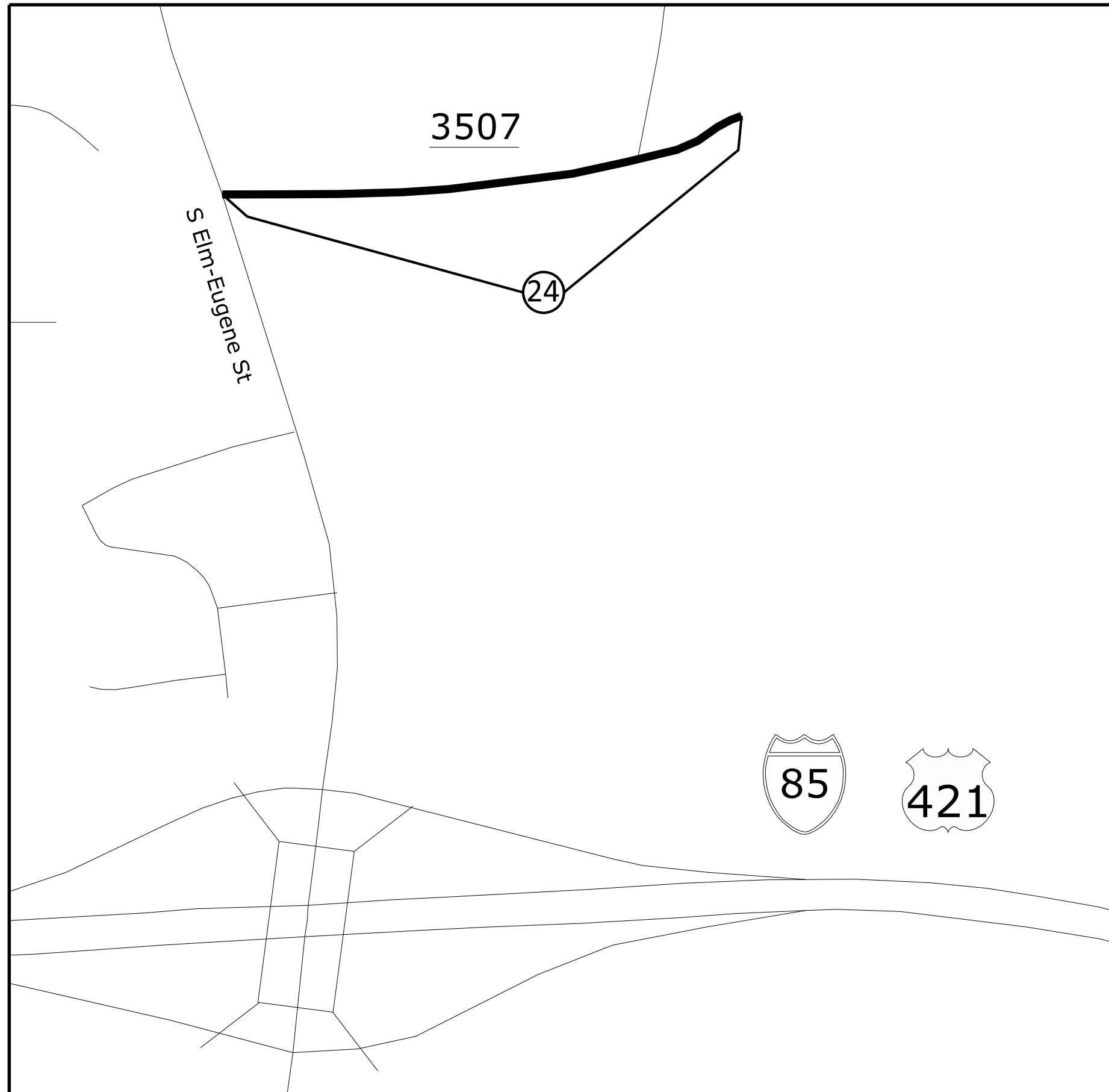
Map 5 SR 2133 - Pleasant Ridge Rd
Mill & Fill 1.5" S9.5B in Curb & Gutter Sections
Overlay with 78M Mat Seal and 1.5" S9.5B in
non Curb & Gutter Sections



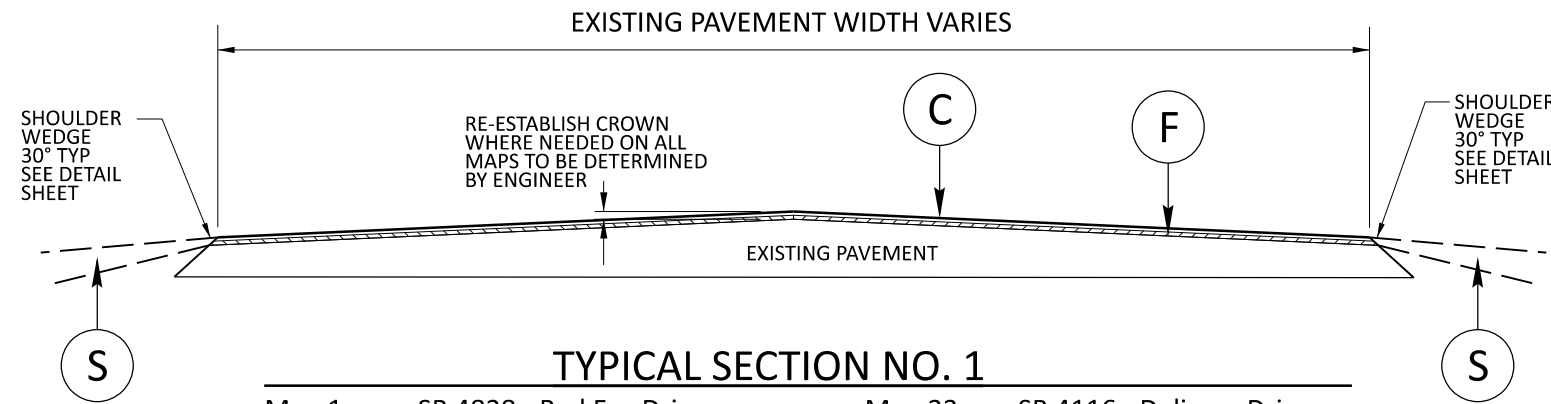
- Map 6 SR 4150 - Adams Farm Pkwy
- Map 7 SR 4151 - Pebble Garden Ct
- Map 8 SR 4152 - Westerborne Dr
- Map 9 SR 4154 - Pine Tuck Dr
- Map 10 SR 4153 - Cornerstaff Dr
- Map 11 SR 4155 - Stone Kirk Ct
- Map 12 SR 4157 - Whitley Way
- Map 13 SR 4158 - Whitley Ct
- Map 14 SR 4159 - Wellsley Dr (West)
- Map 15 SR 4160 - Wellsley Dr (East)
- Map 16 SR 4161 - Hunt Chase Dr
- Map 17 SR 4162 - Westlock Ct
- Map 18 SR 4163 - Watercourse Ct
- Map 19 SR 4164 - Hunt Chase Ct
- Map 20 SR 4165 - Creek Point Way
- Map 21 SR 4166 - Creek Point Ct



Map 22 SR 4116 - Delivery Dr
Map 23 SR 1550 - Stanford Rd

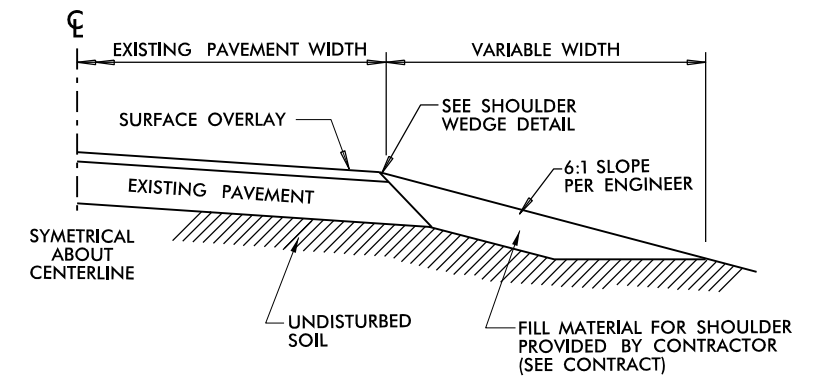


Map 24 SR 3507 - Vivan Ln



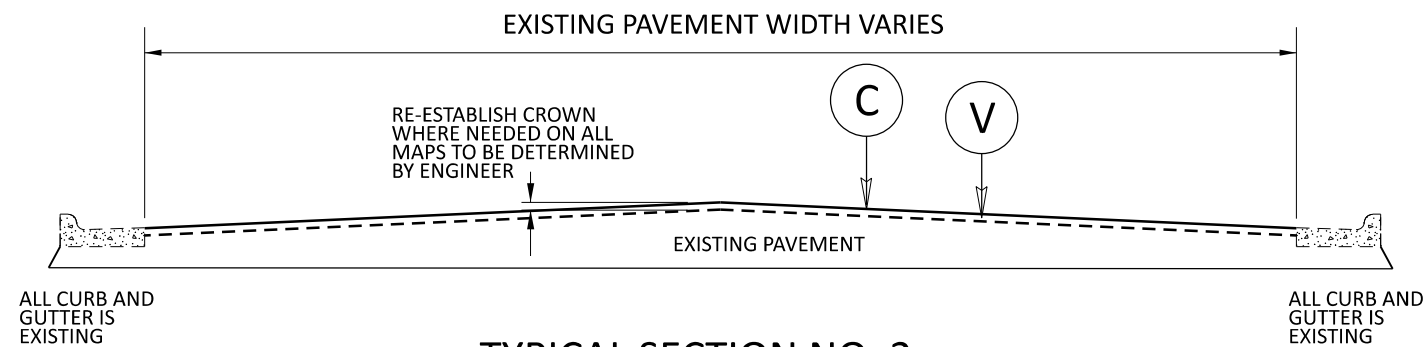
TYPICAL SECTION NO. 1

Map 1	SR 4828 - Red Fox Drive	Map 22	SR 4116 - Delivery Drive
Map 2	SR 4692 - Red Fox Court	Map 23	SR 1550 - Stanford Road
Map 3	SR 2132 - Stafford Mill Road	Map 24	SR 3507 - Vivan Lane
Map 4	SR 4466 - Stafford Pointe Court		
Map 5	SR 2133 - Pleasant Ridge Road		



SHOULDER RECONSTRUCTION

* PLACE ASB OR BORROW AS DIRECTED BY THE ENGINEER

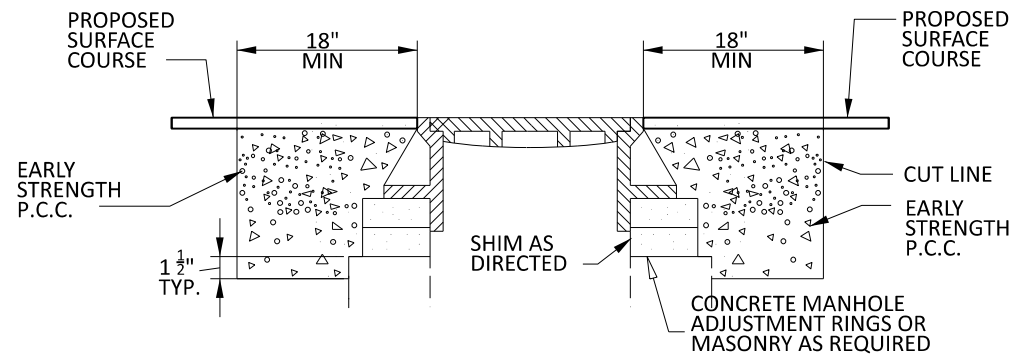


TYPICAL SECTION NO. 2

Map 6	SR 4150 - Adams Farm Pkwy	Map 14	SR 4159 - Wellsley Drive (West)
Map 7	SR 4151 - Pebble Garden Court	Map 15	SR 4160 - Wellsley Drive (East)
Map 8	SR 4152 - Westerborne Drive	Map 16	SR 4161 - Hunt Chase Drive
Map 9	SR 4154 - Pine Tuck Drive	Map 17	SR 4162 - Westlock Court
Map 10	SR 4153 - Cornerstaff Drive	Map 18	SR 4163 - Watercourse Court
Map 11	SR 4155 - Stone Kirk Court	Map 19	SR 4164 - Hunt Chase Court
Map 12	SR 4157 - Whitley Way	Map 20	SR 4165 - Creek Point Way
Map 13	SR 4158 - Whitley Court	Map 21	SR 4166 - Creek Point Court

PAVEMENT SCHEDULE

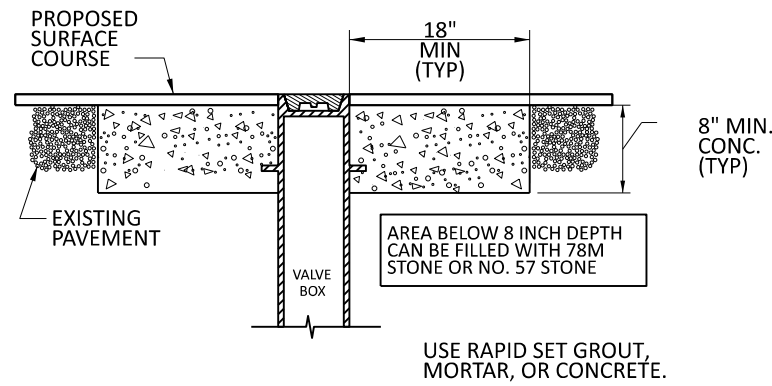
C	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
F	AST MAT COAT, #78M
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH



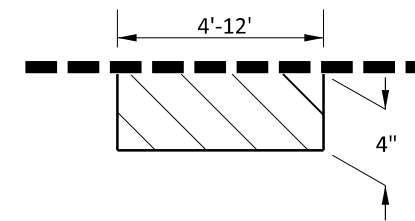
NOTES:

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

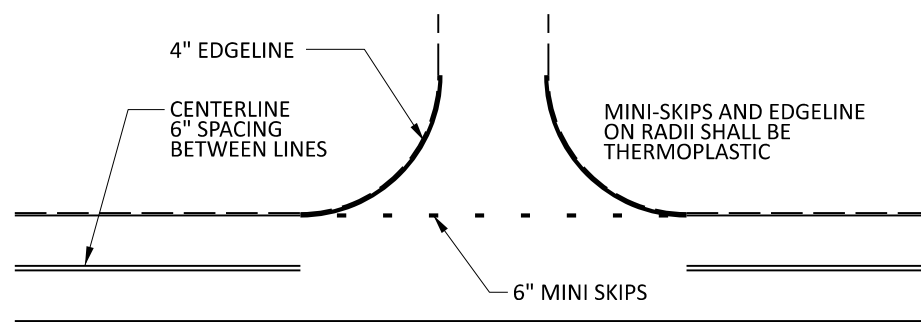


STANDARD CONCRETE ENCASEMENT FOR VALVE CASTINGS IN PAVEMENT



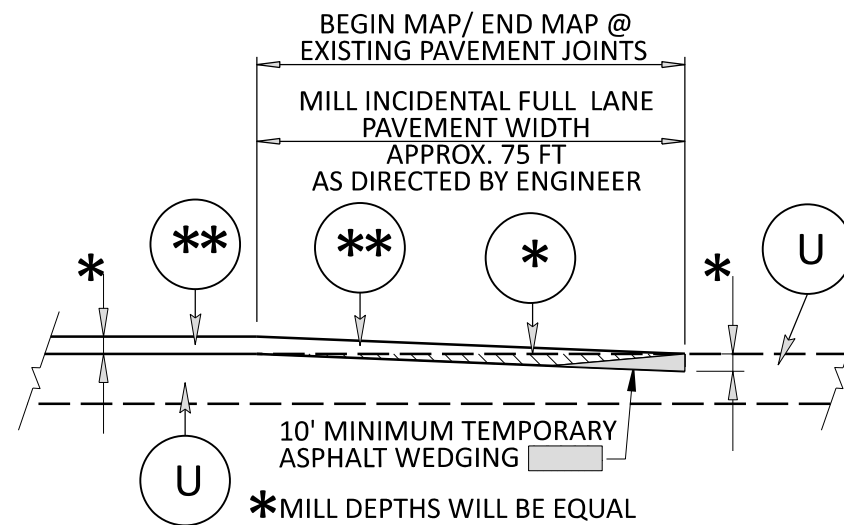
MILL FILL WITH ACSC, ACIC OR ACBC AS DIRECTED BY THE ENGINEER

PATCHING EXISTING PAVEMENT 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)



- *MILL DEPTHS WILL BE EQUAL TO OVERLAY THICKNESS OF MAPS SEE TYPICALS
- **SEE TYPICALS FOR MIX TYPE

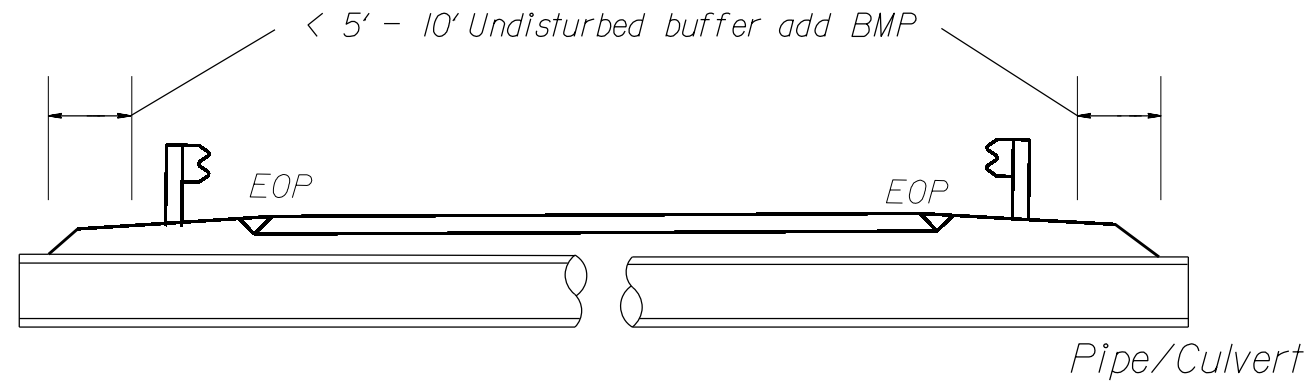
INCIDENTAL MILLING AT TIE-IN DETAIL

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

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

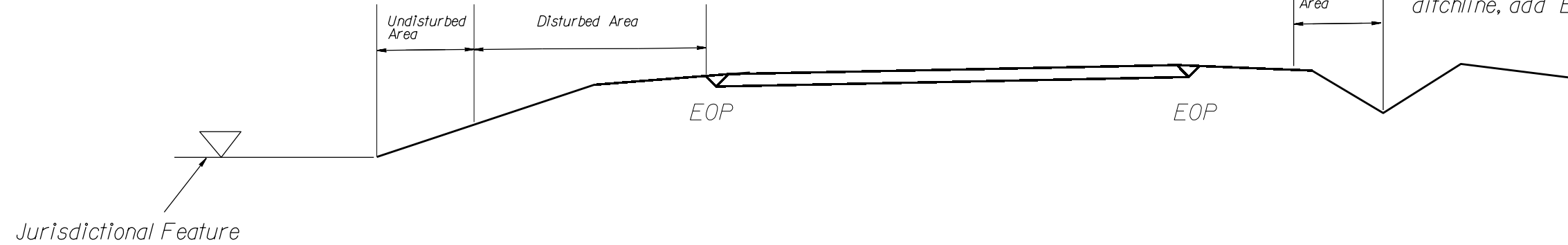
BMP Options: Wattle or Silt Fence

EROSION CONTROL DETAIL

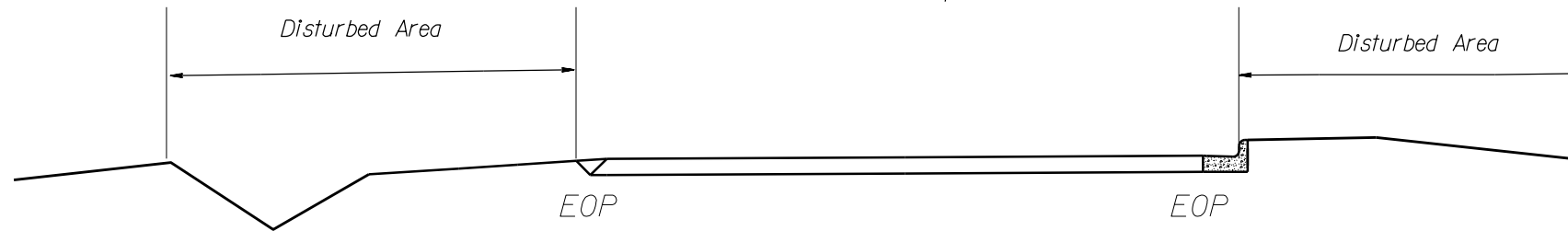


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

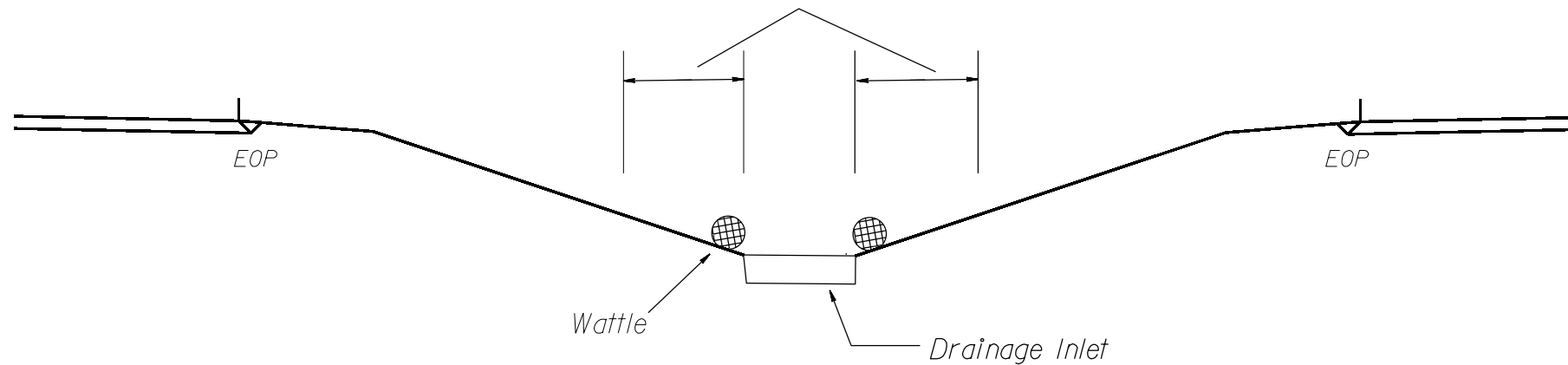
< 5' - 10' Undisturbed buffer from ditchline, add BMP



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

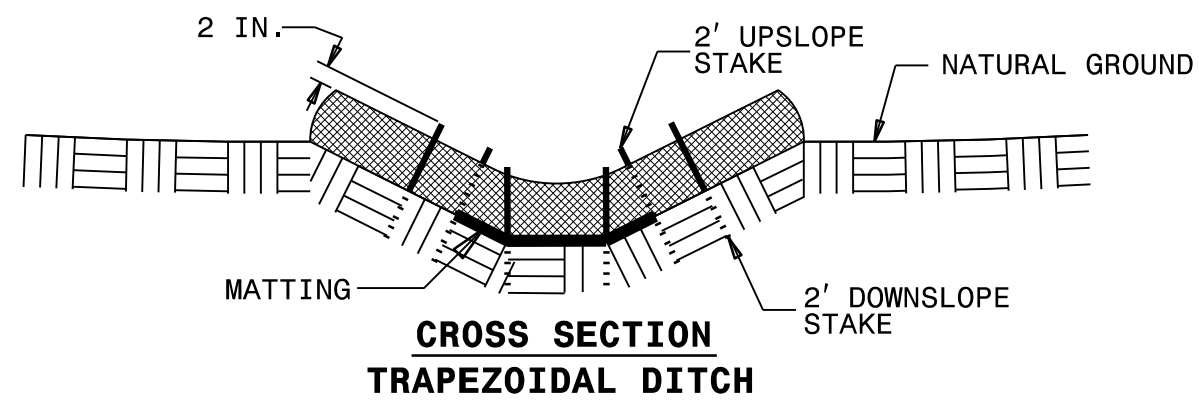
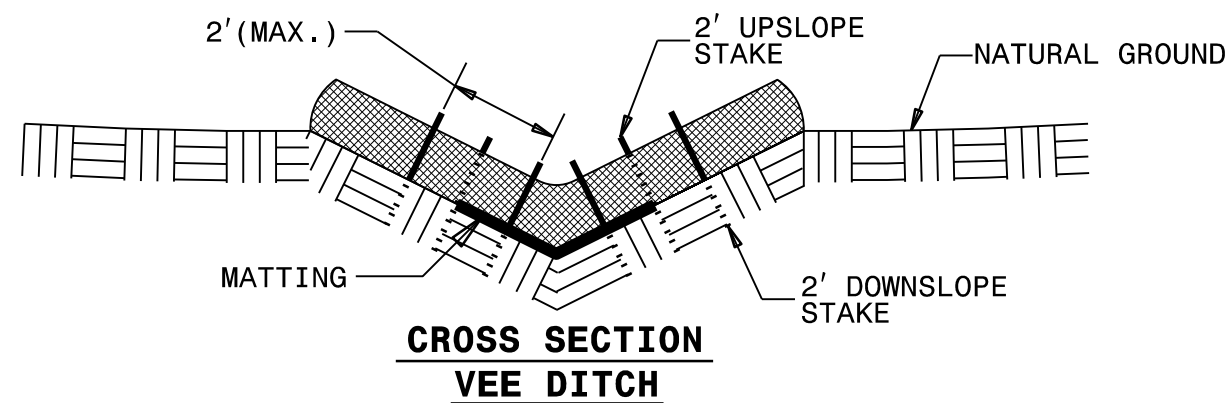
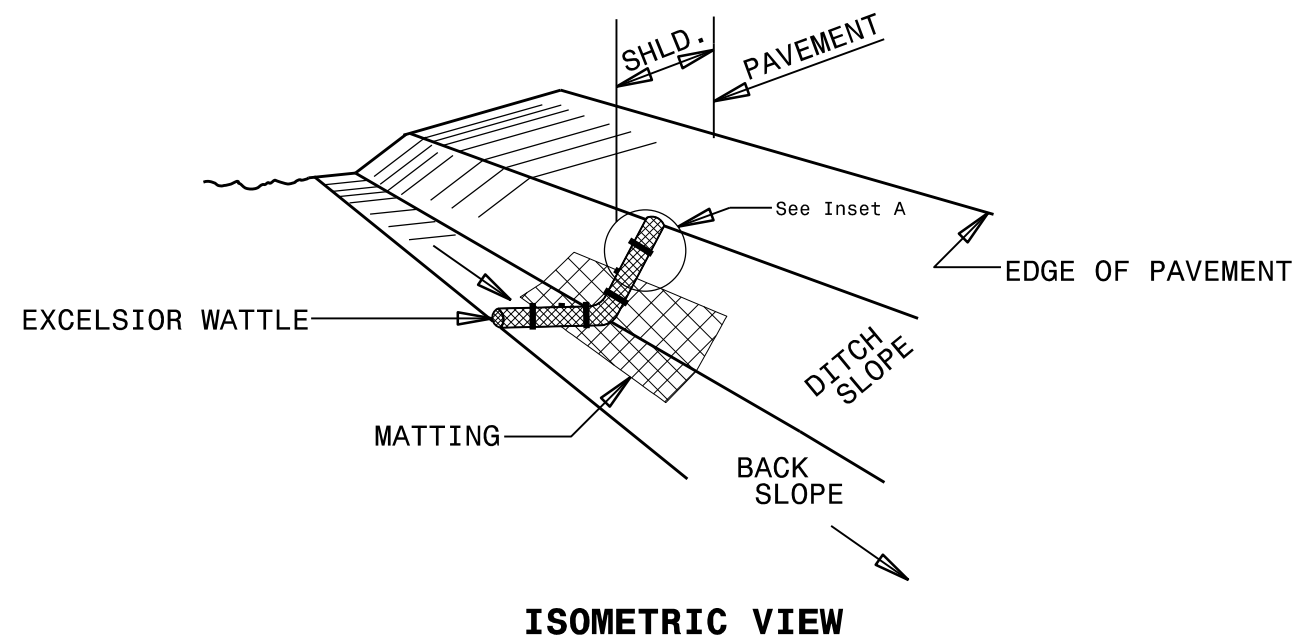


< 5' - 10' Undisturbed buffer from inlet, add wattle



NOT TO SCALE

WATTLE DETAIL



NOTES:

USE MINIMUM 12 IN. DIAMETER EXCELSIOR WATTLE.

USE 2 FT. WOODEN STAKES WITH A 2 IN. BY 2 IN. NOMINAL CROSS SECTION.

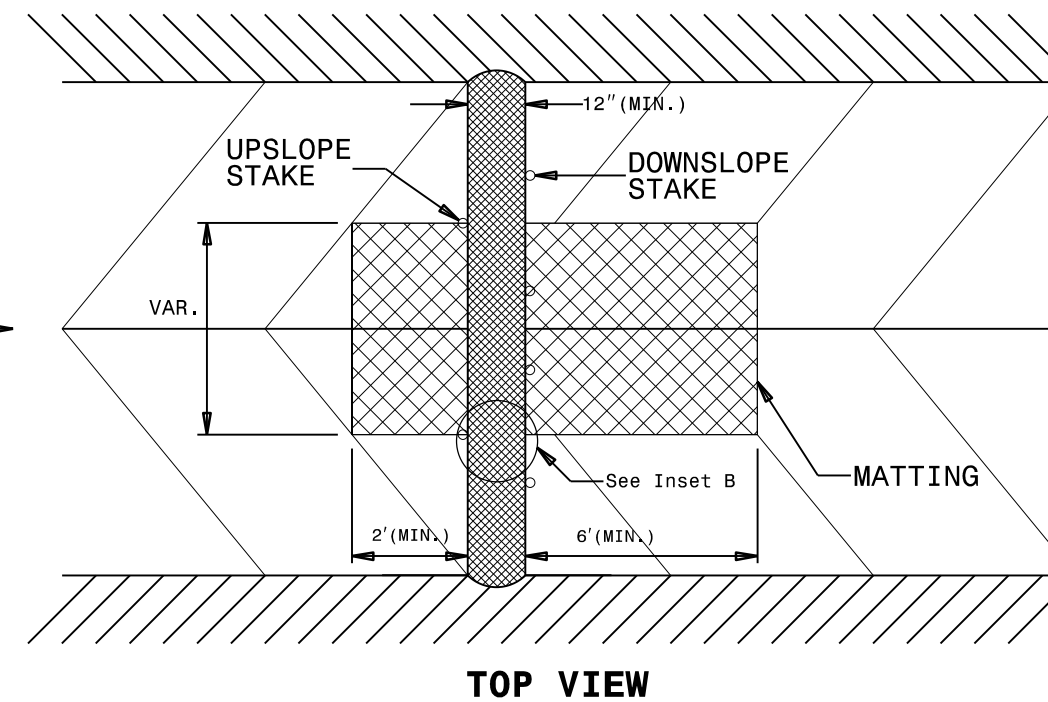
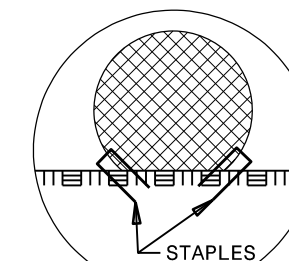
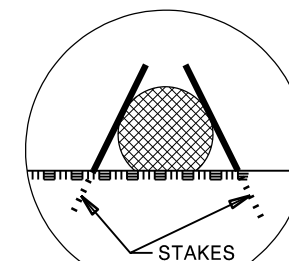
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

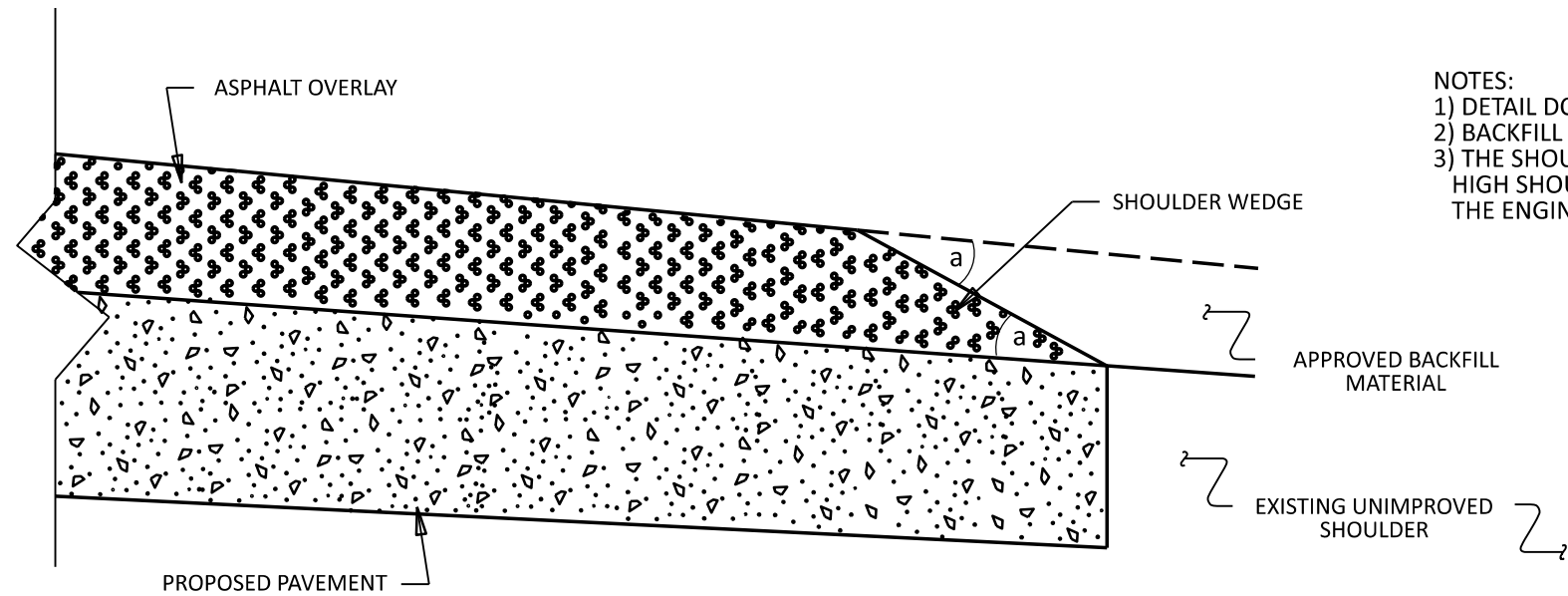
INSTALL A MINIMUM OF 2 UPSLOPE STAKES AND 4 DOWNSLOPE STAKES AT AN ANGLE TO WEDGE WATTLE TO BOTTOM OF DITCH.

PROVIDE STAPLES MADE OF 0.125 IN. DIAMETER STEEL WIRE FORMED INTO A U SHAPE NOT LESS THAN 12" IN LENGTH.

INSTALL STAPLES APPROXIMATELY EVERY 1 LINEAR FOOT ON BOTH SIDES OF WATTLE AND AT EACH END TO SECURE IT TO THE SOIL.

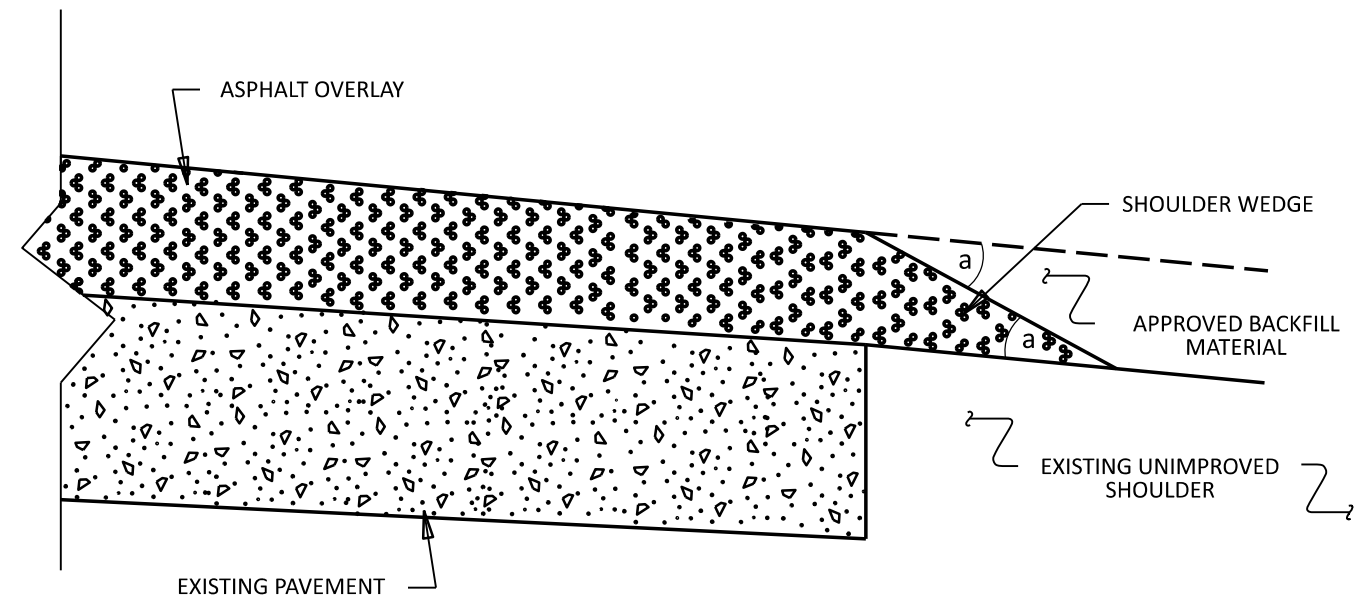
INSTALL MATTING IN ACCORDANCE WITH SECTION 1631 OF THE STANDARD SPECIFICATIONS.



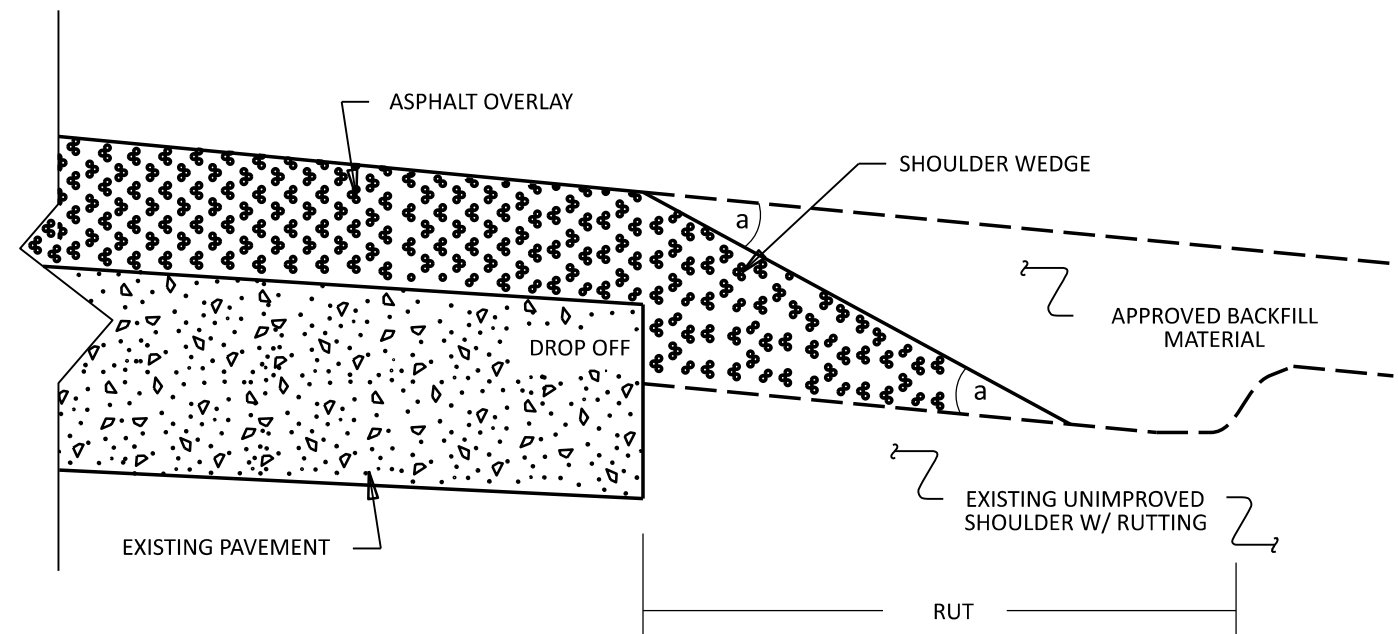


NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

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°

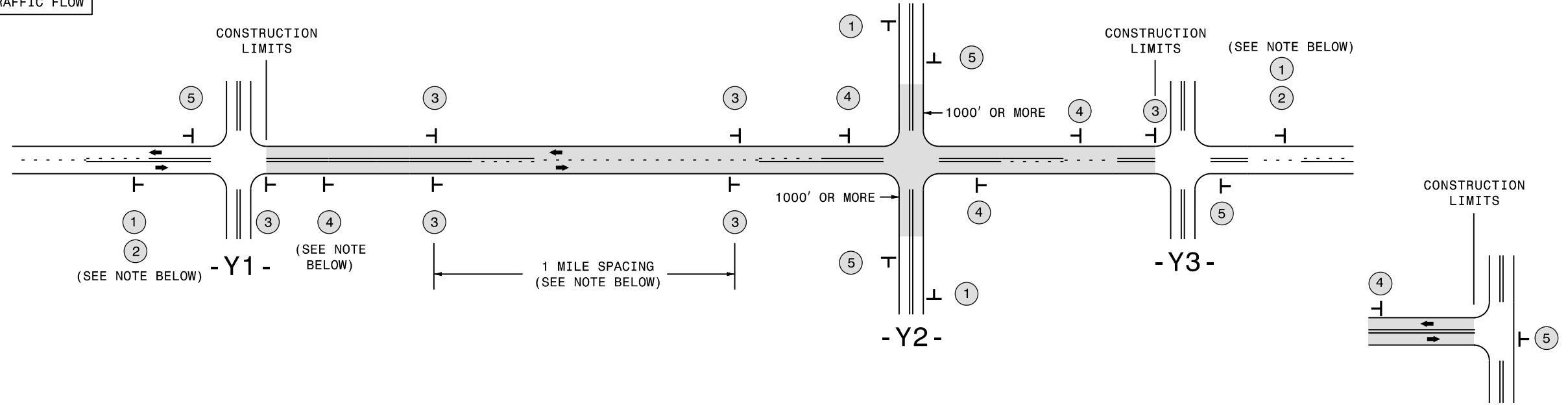
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	susr/details/stand/shoulderwedgedetail.dgn		

SIGNING FOR RESURFACING PROJECTS

LEGEND

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION		<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"> 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> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<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>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. 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>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>		

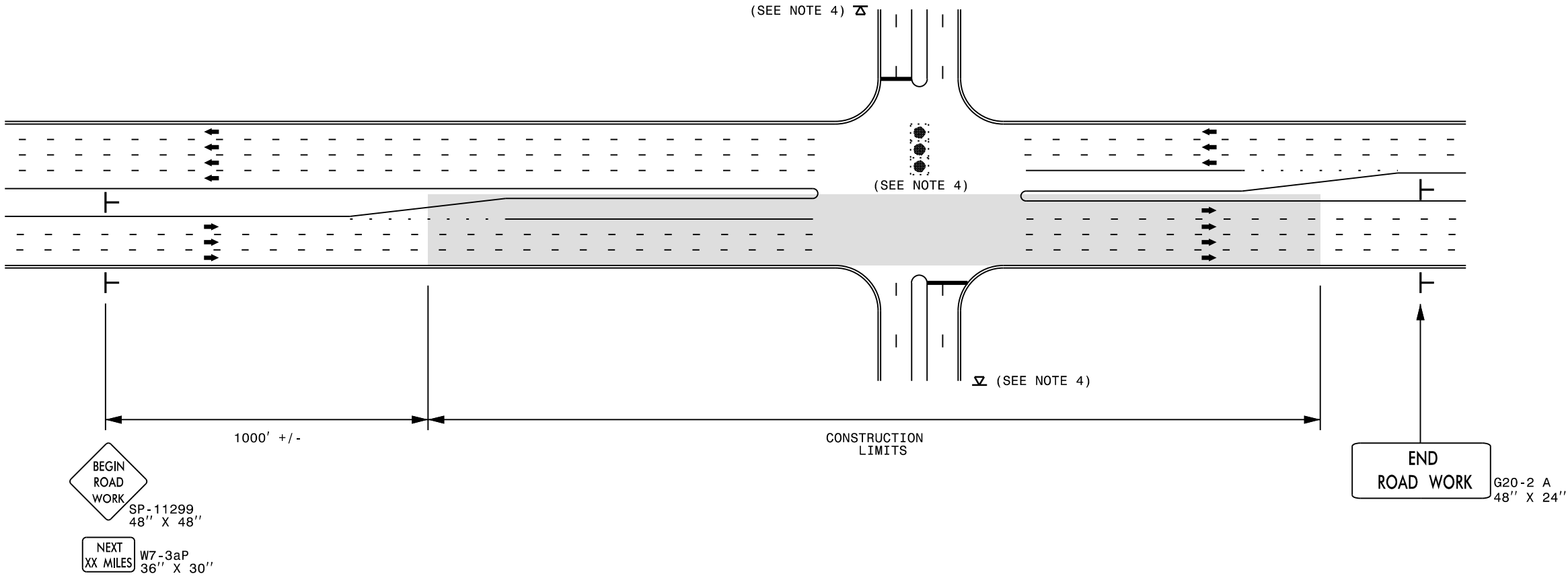
THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.

MAPS LESS THAN 2 MILES

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

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

URBAN / SUBURBAN WORKZONES



NOTES:

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

LEGEND

┌ STATIONARY SIGN

➔ DIRECTION OF TRAFFIC FLOW



RESURFACING ADVANCE
WARNING SIGNS FOR
URBAN / SUBURBAN
FACILITIES

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

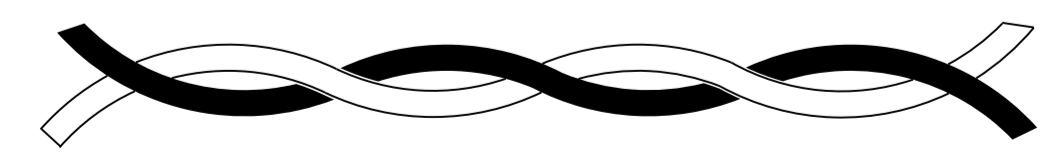
DEPTH (IN)	MAX NO. OF WIRE LAYERS				
	2	3	4	5	6
SAW SLOT DEPTH	4.0	4.5	5.0	5.0	5.0
MINIMUM TOTAL ASPHALT DEPTH REQUIRED	5.0	5.5	6.0	6.0	6.0

LOOP WIRE TWISTING METHOD

INCORRECT WAY TO TWIST WIRE

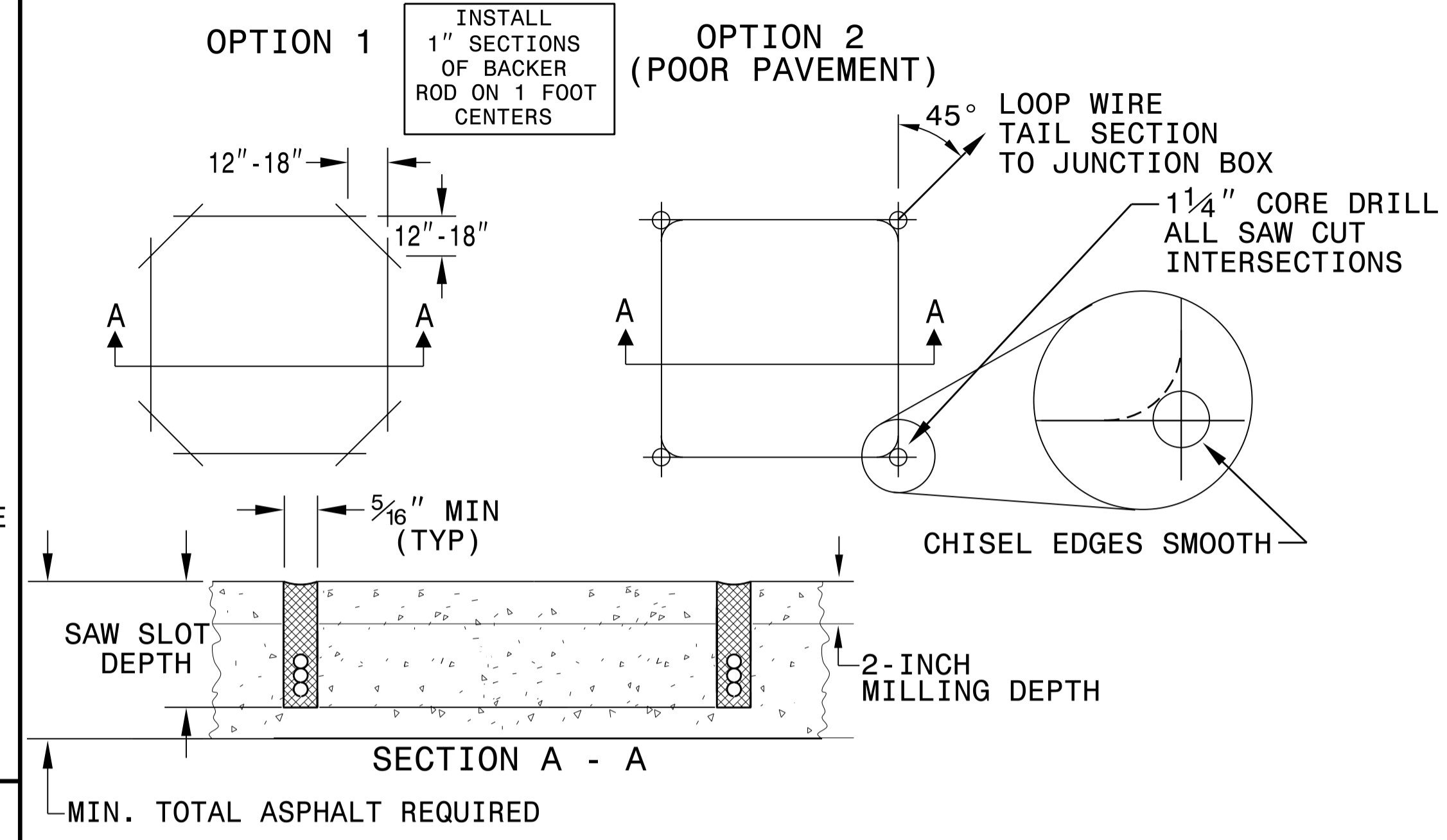


CORRECT WAY TO TWIST WIRE

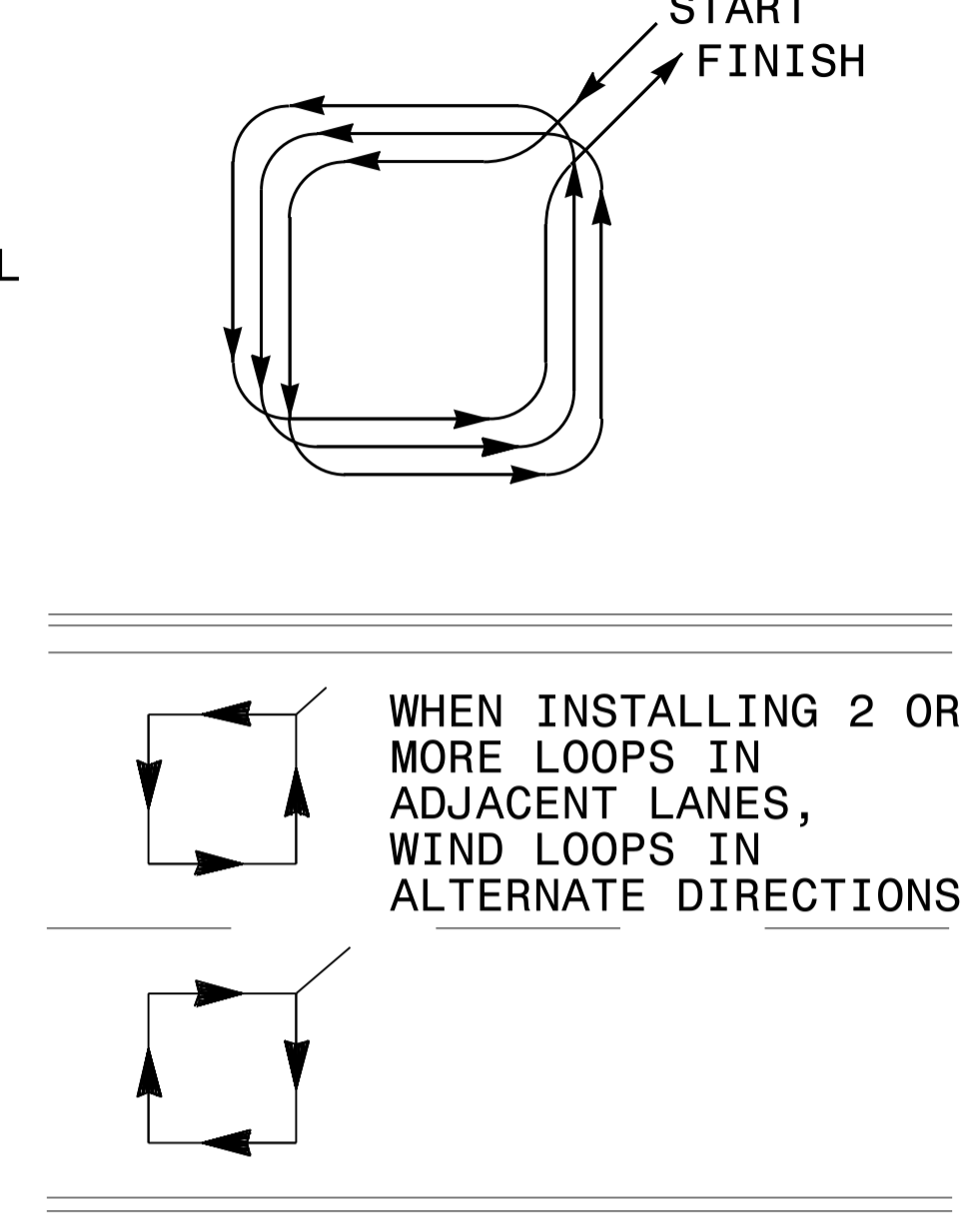


CONVENTIONAL 4-SIDED LOOP

SAW CUT OPTIONS

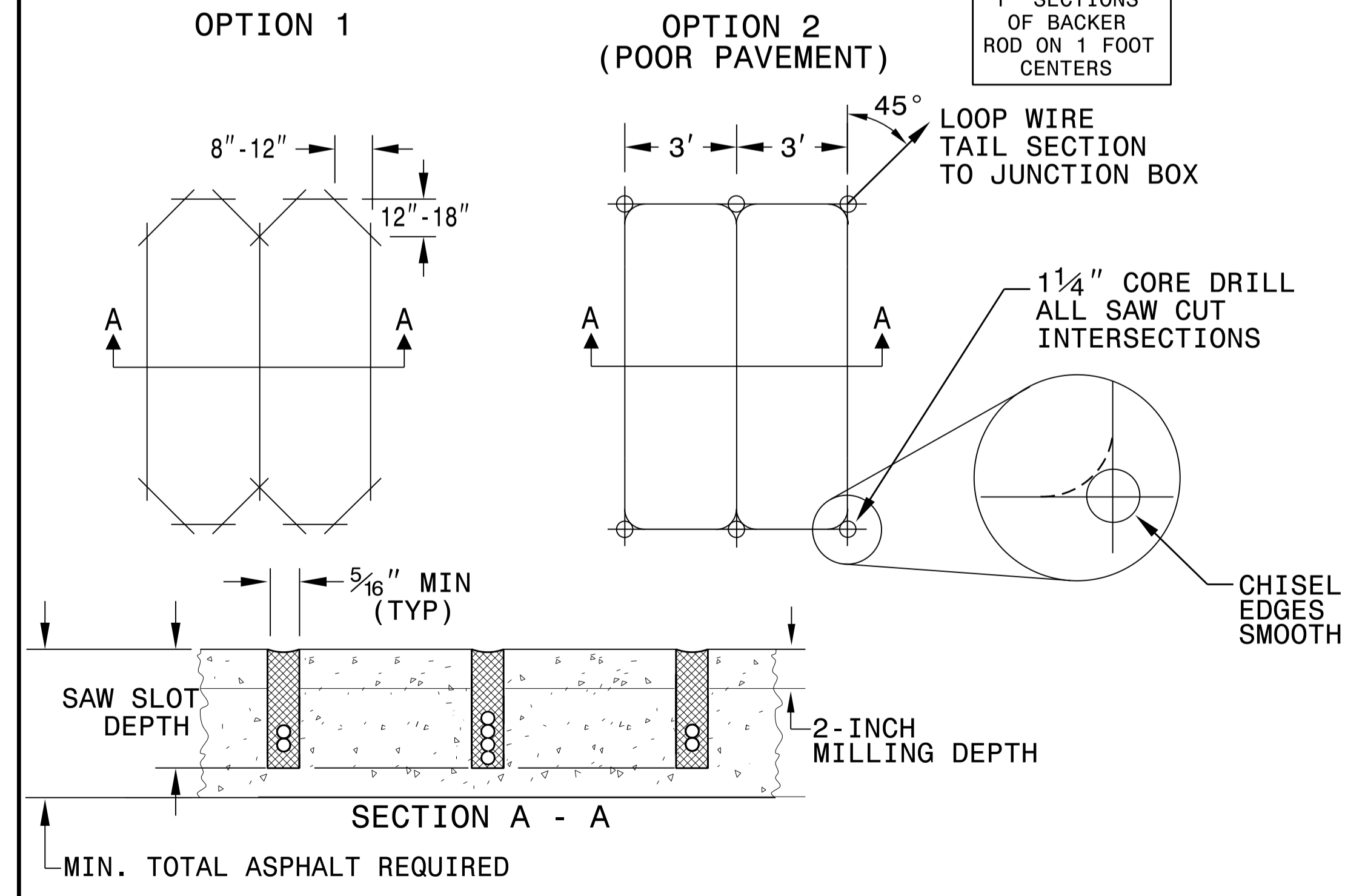


LOOP WINDING METHOD

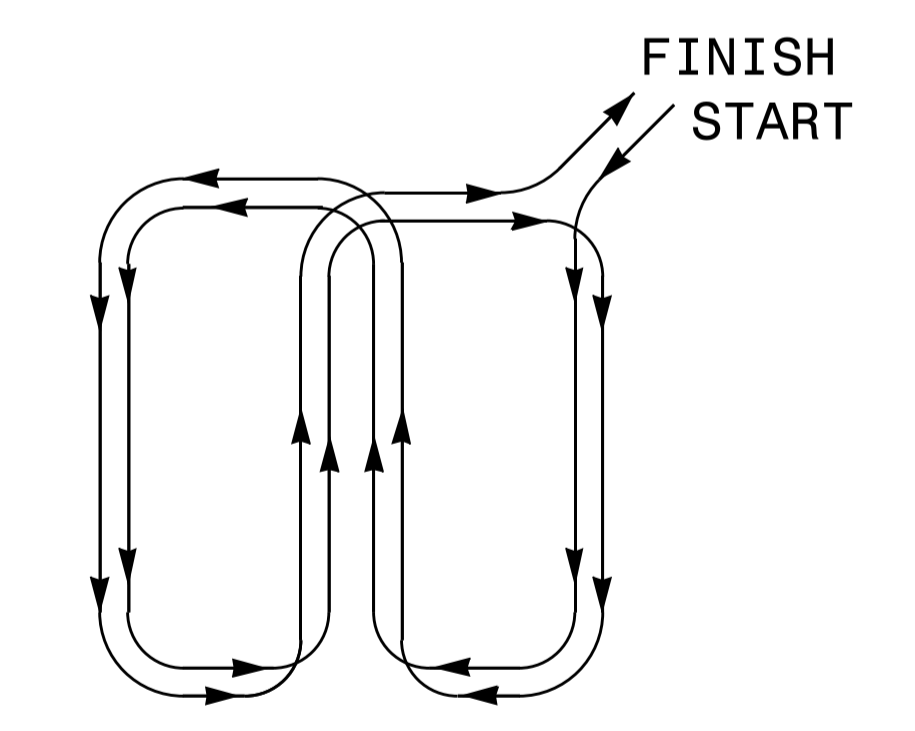


QUADRUPOLE LOOP

SAW CUT OPTIONS

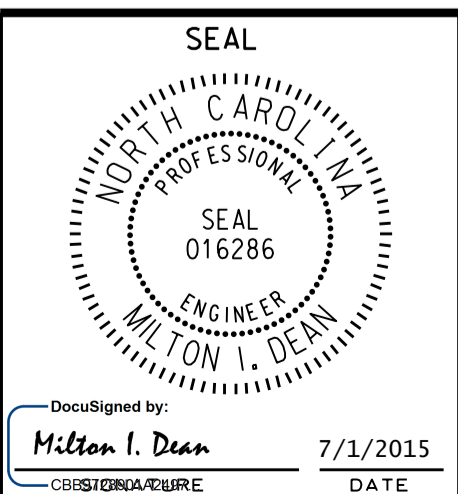
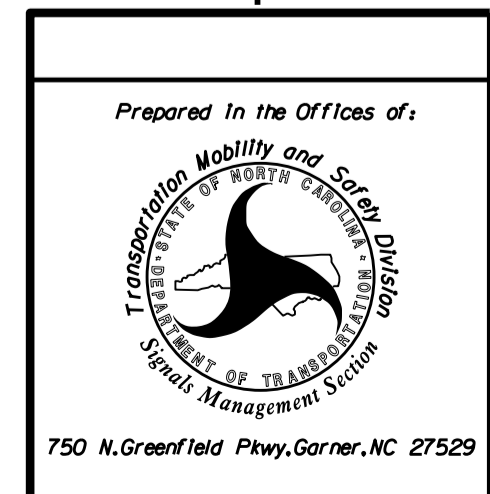


LOOP WINDING METHOD

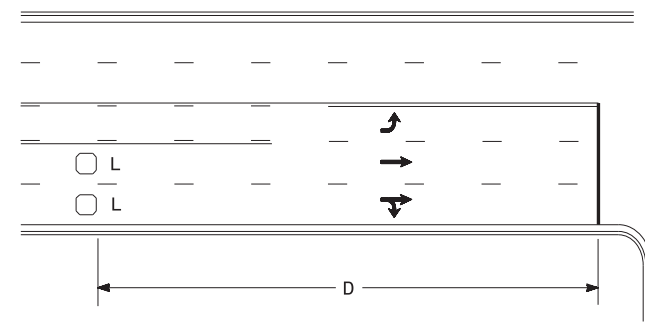


REVISIONS

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)

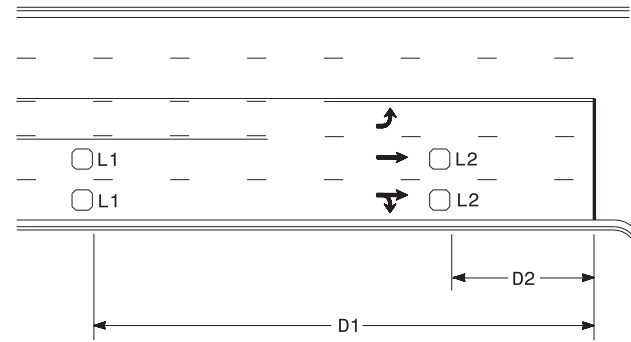


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft
Wired separately

Volume Density Operation

OR

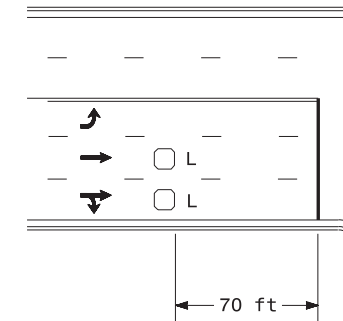


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

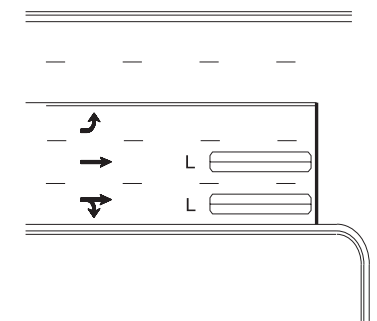
"Stretch" Operation

Low Speed Detection (≤35 mph)



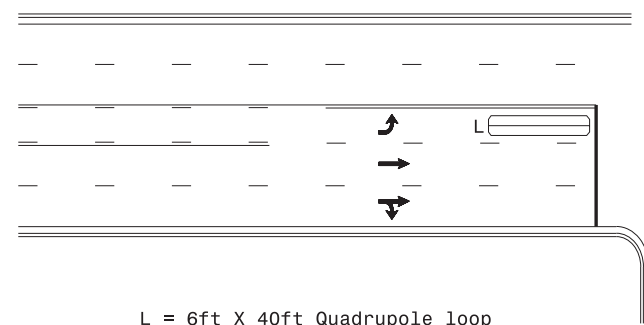
L = 6ft X 6ft
Wired in series

OR



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

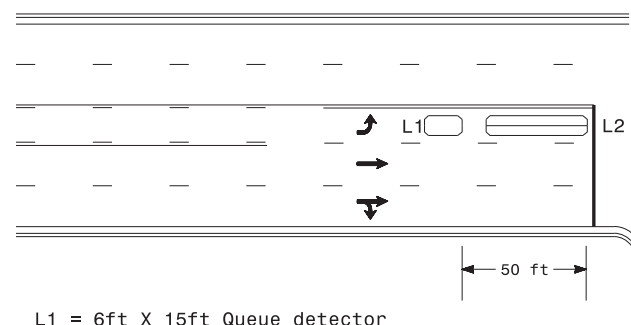
Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

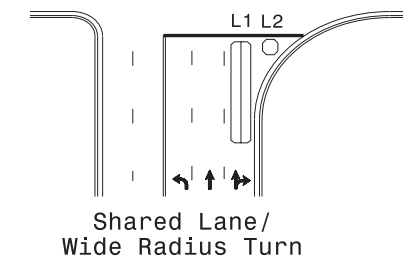
OR



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

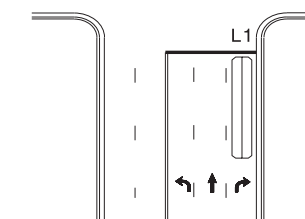
Queue Loop Detection

Right Turn Lane Detection

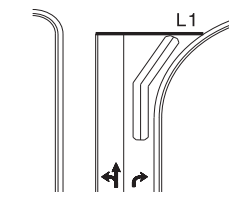


Shared Lane/
Wide Radius Turn

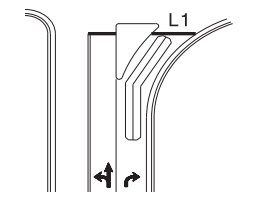
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

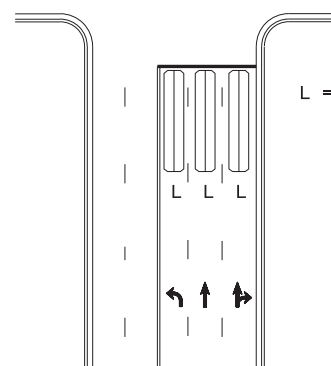


Wide Radius Turn



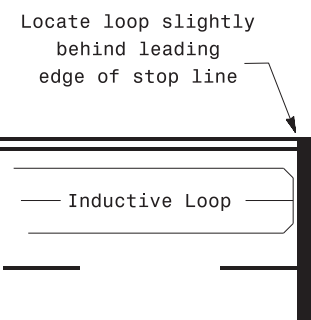
Channelized Turn

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

750 N. Greenfield Pkwy, Garner, NC 27529

Prepared in the Offices of:

Typical Signal Loop Locations	
PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
SCALE: N/A	REVISIONS: INIT. DATE
<p>9/8/2020</p> <p>SIG. INVENTORY NO.</p>	

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.07.04.20411	17	18

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	1519000000-E	1575000000-E	1704000000-E	1775000000-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 SURFACE COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT, #78M 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	CY	TONS	SMI	TON	SY	SY	TONS	TON	TONS	SY	GAL	EA	EA	LF	LF	AC	LF
2025CPT.07.04.20411	Guilford	1	SR-4828 / RED FOX DR	FROM SR 4878 - CAPE FOX DR TO END MAINT	1	0.25	21	13	6	0.50			179	300	20		3,184	1,051			100	10	0.05	
TOTAL FOR MAP NO. 1						0.25		13	6	0.50			179	300	20		3,184	1,051			100	10	0.05	
2025CPT.07.04.20411	Guilford	2	SR-4692 / RED FOX CT	FROM SR 4828 - RED FOX DR TO CUL-DE-SAC	1	0.05	21	2		0.09				82	5		905	299			18	2	0.01	
TOTAL FOR MAP NO. 2						0.05		2		0.09				82	5		905	299			18	2	0.01	
2025CPT.07.04.20411	Guilford	3	SR-2132 / STAFFORD MILL RD	FROM SR 1858 - BEESON RD TO DEAD END	1	2.83	19	106	150	5.66	67	200	3,775	277	650	37,881	12,501			1,131	113	0.39		
TOTAL FOR MAP NO. 3						2.83		106	150	5.66	67	200	3,775	277	650	37,881	12,501			1,131	113	0.39		
2025CPT.07.04.20411	Guilford	4	SR-4466 / STAFFORD POINTE CT	FROM SR 2132 - STAFFORD MILL RD TO CUL-DE-SAC	1	0.10	20	5		0.20			143	15	115	1,579	521			41	4	0.02		
TOTAL FOR MAP NO. 4						0.10		5		0.20			143	15	115	1,579	521			41	4	0.02		
2025CPT.07.04.20411	Guilford	5	SR-2133 / PLEASANT RIDGE RD	FROM SR 1008 - W. MARKET ST TO NC 68	1,2	2.37	21	17	63	1.74	49	35,145	3,367	4,855	335	415	16,103	5,314	2	7	644	64	0.06	2,800
TOTAL FOR MAP NO. 5						2.37		17	63	1.74	49	35,145	3,367	4,855	335	415	16,103	5,314	2	7	644	64	0.06	2,800
2025CPT.07.04.20411	Guilford	6	SR-4150 / ADAMS FARM PKWY	FROM BEGIN MAINT TO SR 4159 - WELLSLEY DR W	2	0.35	25					6,546	959	681	44					8	16			
TOTAL FOR MAP NO. 6						0.35						6,546	959	681	44					8	16			
2025CPT.07.04.20411	Guilford	7	SR-4151 / PEBBLE GARDEN CT	FROM SR 4150 - ADAMS FARM PKWY TO CUL-DE-SAC	2	0.21	26					3,008	508	319	21					4				
TOTAL FOR MAP NO. 7						0.21						3,008	508	319	21					4				
2025CPT.07.04.20411	Guilford	8	SR-4152 / WESTERBORNE DR	FROM SR 4150 - ADAMS FARM PKWY TO CUL-DE-SAC	2	0.17	26					2,405	774	288	19					4	3			
TOTAL FOR MAP NO. 8						0.17						2,405	774	288	19					4	3			
2025CPT.07.04.20411	Guilford	9	SR-4154 / PINE TUCK DR	FROM SR 4150 - ADAMS FARM PKWY TO DEAD END	2	0.04	26					566		51	3					1				
TOTAL FOR MAP NO. 9						0.04						566		51	3					1				
2025CPT.07.04.20411	Guilford	10	SR-4153 / CORNERSTAFF DR	FROM SR 4150 - ADAMS FARM PKWY TO SR 4157 - WHITLEY WAY	2	0.22	26					3,338		303	20					3	2			
TOTAL FOR MAP NO. 10						0.22						3,338		303	20					3	2			
2025CPT.07.04.20411	Guilford	11	SR-4155 / STONE KIRK CT	FROM SR 4150 - ADAMS FARM PKWY TO CUL-DE-SAC	2	0.05	22					461	651	101	7					1	1			
TOTAL FOR MAP NO. 11						0.05						461	651	101	7					1	1			
2025CPT.07.04.20411	Guilford	12	SR-4157 / WHITLEY WAY	FROM SR 4150 - ADAMS FARM PKWY TO CUL-DE-SAC	2	0.30	26					4,415	651	460	30					6	8			
TOTAL FOR MAP NO. 12						0.30						4,415	651	460	30					6	8			
2025CPT.07.04.20411	Guilford	13	SR-4158 / WHITLEY CT	FROM SR 4157 - WHITLEY WAY TO CUL-DE-SAC	2	0.04	22					343	651	90	6					1	1			
TOTAL FOR MAP NO. 13						0.04						343	651	90	6					1	1			
2025CPT.07.04.20411	Guilford	14	SR-4159 / WELLSLEY DR W	FROM SR 4160 - WELLSLEY DR E TO CUL-DE-SAC	2	0.12	26					1,708	823	230	15					3	4			
TOTAL FOR MAP NO. 14						0.12						1,708	823	230	15					3	4			
2025CPT.07.04.20411	Guilford	15	SR-4160 / WELLSLEY DR E	FROM SR 4159 - WELLSLEY DR W TO CUL-DE-SAC	2	0.16	22					2,470	963	312	20					5	8			
TOTAL FOR MAP NO. 15						0.16						2,470	963	312	20					5	8			
2025CPT.07.04.20411	Guilford	16	SR-4161 / HUNT CHASE DR	FROM SR 4159 - WELLSLEY DR W TO DEAD END	2	0.36	32					6,746	261	636	41					11	9			
TOTAL FOR MAP NO. 16						0.36						6,746	261	636	41					11	9			
2025CPT.07.04.20411	Guilford	17	SR-4162 / WESTLOCK CT	FROM SR 4161 - HUNT CHASE DR TO CUL-DE-SAC	2	0.09	26					1,085	768	168	11					2	5			
TOTAL FOR MAP NO. 17						0.09						1,085	768	168	11					2	5			
2025CPT.07.04.20411	Guilford	18	SR-4163 / WATERCOURSE CT	FROM SR 4162 - WESTLOCK CT TO CUL-DE-SAC	2	0.05	22					419	651	97	6					1	1			
TOTAL FOR MAP NO. 18						0.05						419	651	97	6					1	1			
2025CPT.07.04.20411	Guilford	19	SR-4164 / HUNT CHASE CT	FROM SR 4161 - HUNT CHASE DR TO CUL-DE-SAC	2	0.06	22					643	651	117	8					1	1			
TOTAL FOR MAP NO. 19						0.06						643	651	117	8					1	1			
2025CPT.07.04.20411	Guilford	20	SR-4165 / CREEK POINT WAY	FROM SR 4160 - WELLSLEY DR E TO CUL-DE-SAC	2	0.14	26					1,883	776	241	16					4	4			
TOTAL FOR MAP NO. 20						0.14						1,883	776	241	16					4	4			
2025CPT.07.04.20411	Guilford	21	SR-4166 / CREEK POINT CT	FROM SR 4165 - CREEK POINT WAY TO CUL-DE-SAC	2	0.10	26					1,375	651	184	12					4	1			
TOTAL FOR MAP NO. 21						0.10						1,375	651	184	12					4	1			
2025CPT.07.04.20411	Guilford	22	SR-4116 / DELIVERY DR	FROM SR 1673 - BONNER DR TO SR 1550 - STANFORD RD	1	0.08	21	4		0.15		360	546	92	6		950	313			30	3	0.01	
TOTAL FOR MAP NO. 22						0.08		4		0.15		360	546	92	6		950	313			30	3	0.01	
2025CPT.07.04.20411	Guilford	23	SR-1550 / STANFORD RD	FROM SR 4116 - DELIVERY DR TO END OF TWO WAY TRAFFIC	1	0.28	21	14	6	0.55			183	327	21	4	3,603	1,189			111	11	0.05	
TOTAL FOR MAP NO. 23						0.28		14	6	0.55			183	327	21	4	3,603	1,189			111	11	0.05	
2025CPT.07.04.20411	Guilford	24	SR-3507 / VIVIAN LN	FROM BEGIN MAINT, NEAR S ELM-EUGENE ST (NON-SYSTEM) TO DEAD END	1,2	1.00	20	5	18	0.52	15	1,370	158	291	22	57	3,102	1,024			103	10	0.02	
TOTAL FOR MAP NO. 24						1.00		5	18	0.52	15	1,370	158	291	22	57	3,102	1,024			103	10	0.02	
TOTAL FOR PROJ NO. 2025CPT.07.04.20411						9.38		166	243	9.41	131	74,286	14,371	14,143	980	1,241	67,307	22,212	61	71	2,178	217	0.61	2,800
GRAND TOTAL						9.38		166	243	9.41	131	74,286	14,371	14,143	980	1,241	67,307	22,212	61	71	2,178	217	0.61	2,800

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

