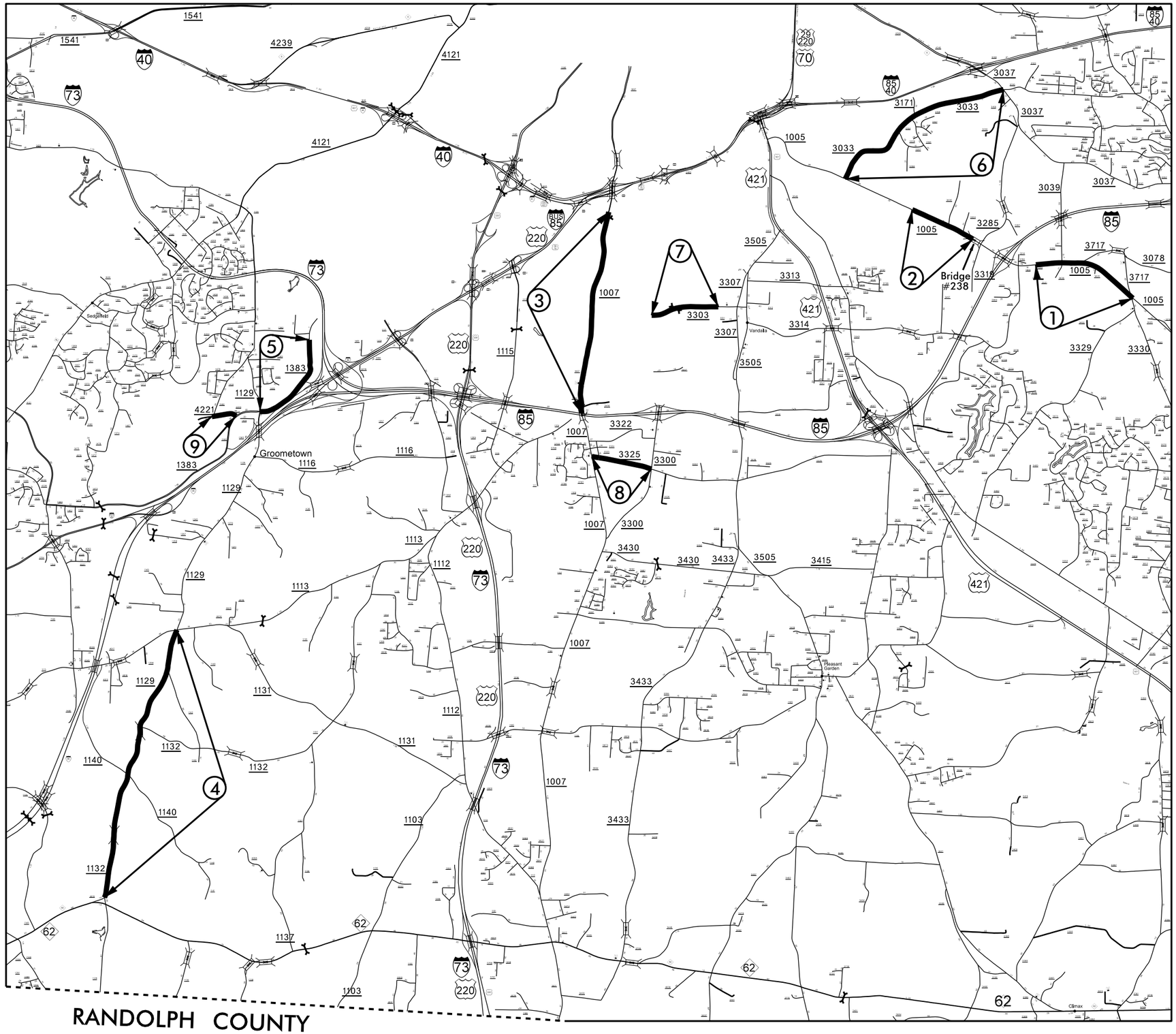
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.07.08.20411	1

GUILFORD COUNTY



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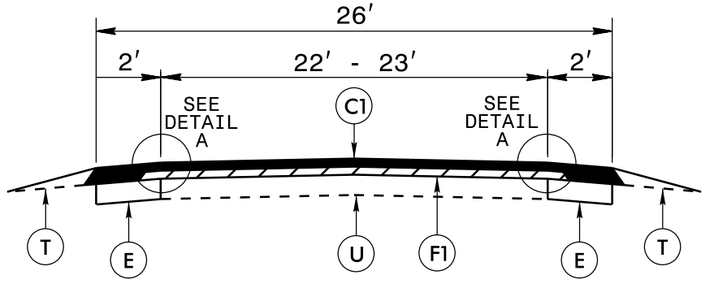
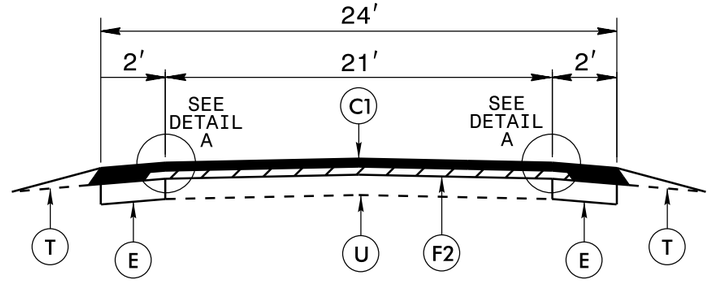
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.07.08.20411	2



TYPICAL SECTION NO. 1

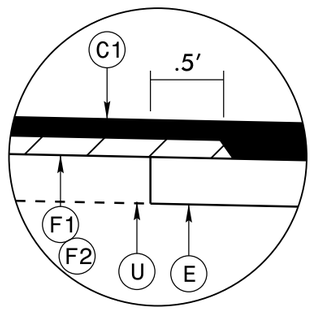
TO BE USED ON MAPS 1, 2



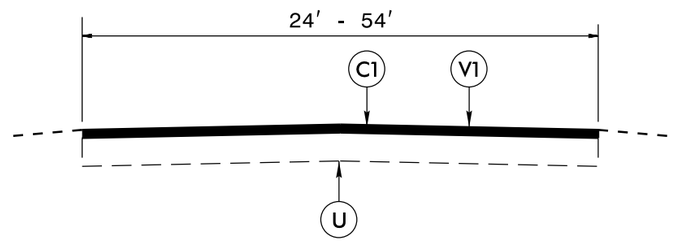
TYPICAL SECTION NO. 4

TO BE USED ON MAP 5

MAP 5: STA. 27+30 TO STA. 54+00

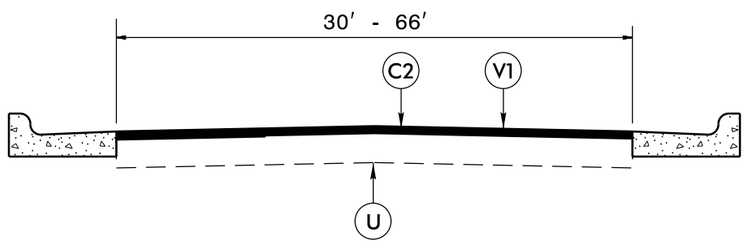


DETAIL A



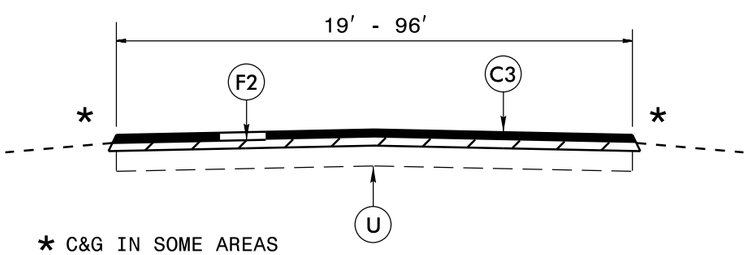
TYPICAL SECTION NO. 5

MAP 7



TYPICAL SECTION NO. 2

MAP 3



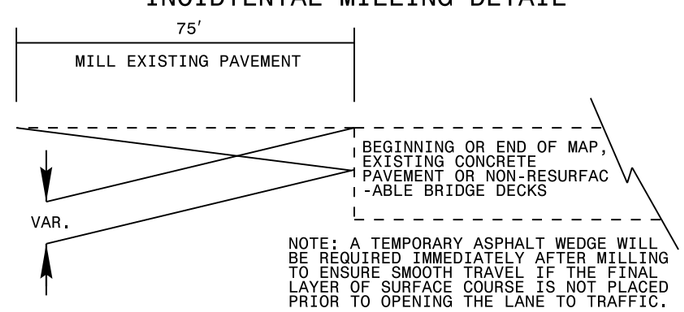
* C&G IN SOME AREAS

TYPICAL SECTION NO. 3

MAPS 4, 5, 6, 8, 9

MAP 5: STA. 0+00 TO STA. 27+30

INCIDTENTAL MILLING DETAIL



NOTE: A TEMPORARY ASPHALT WEDGE WILL BE REQUIRED IMMEDIATELY AFTER MILLING TO ENSURE SMOOTH TRAVEL IF THE FINAL LAYER OF SURFACE COURSE IS NOT PLACED PRIOR TO OPENING THE LANE TO TRAFFIC.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1¼″ ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX. 4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN ONE LIFT		
E	PROP. APPROX. 7″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE.		
F2	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE.		
T	SHOULDER RECONSTRUCTION	U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT, 1½″ DEPTH		
V2	MILLING BITUMINOUS PAVEMENT, 4″ DEPTH FOR PATCHING.		

8/17/99

REVISIONS

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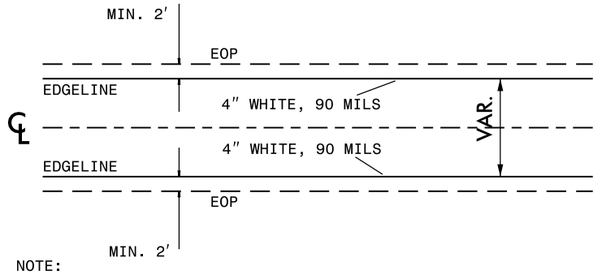
cthuskins 0.72000271374

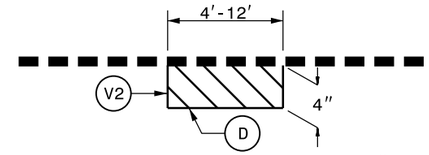
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.07.08.20411	3

STRIPING DETAIL 1
GENERAL STRIPING DETAIL FOR MAPS 1, 2, 5



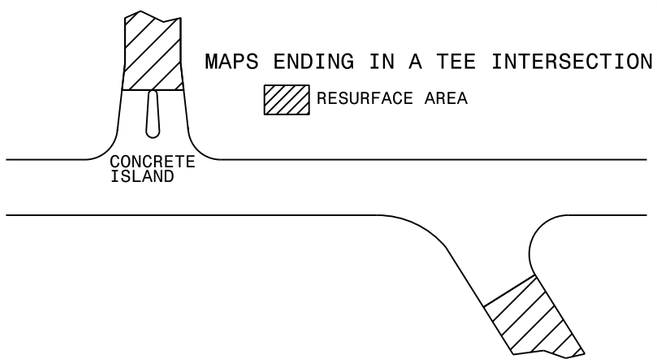
NOTE:
1. TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO. 1 AND 4
2. USE IN CONJUNCTION WITH THE EXISTING PAVEMENT MARKINGS TO ESTABLISH THE STRIPING.
3. USE IN CONJUNCTION WITH THE NCDOT STANDARD DRAWINGS.

PATCHING EXISTING PAVEMENT DETAIL 1



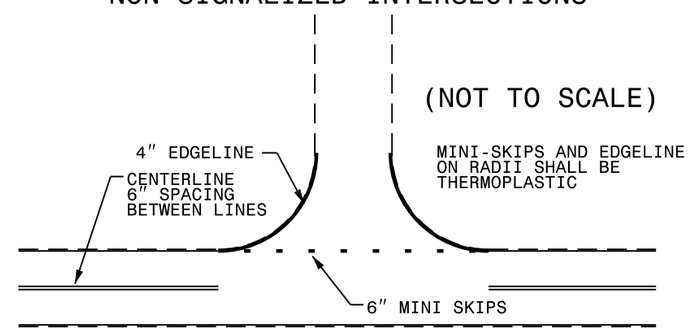
MILL EXISTING ASPHALT PAVEMENT 4" IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

PAVING DETAIL 1
MAIN LINE IS NOT BEING RESURFACED



TO BE USED AT ALL NON-SIGNALIZED INTERSECTIONS

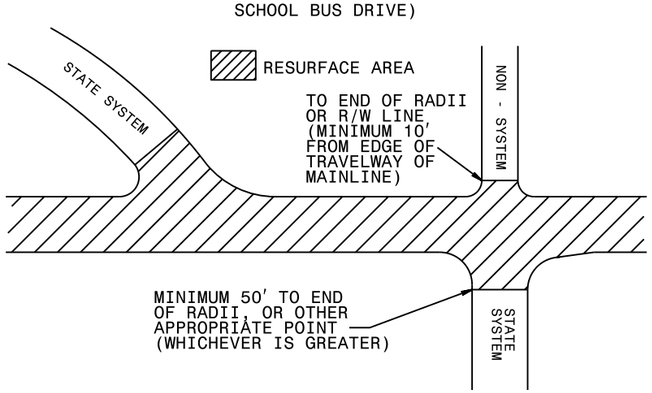
(NOT TO SCALE)



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

PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED

NOTE: NON-SYSTEM (CITY STREET, PRIVATE DRIVE, SCHOOL BUS DRIVE)



PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.		
D	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN ONE LIFT		
E	PROP. APPROX. 7" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 399 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F1	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE.		
F2	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE.		
T	SHOULDER RECONSTRUCTION	U	EXISTING PAVEMENT.
V1	MILLING BITUMINOUS PAVEMENT, 1½" DEPTH		
V2	MILLING BITUMINOUS PAVEMENT, 4" DEPTH FOR PATCHING.		

REVISIONS

8/17/99

05-AUG-2016 10:06
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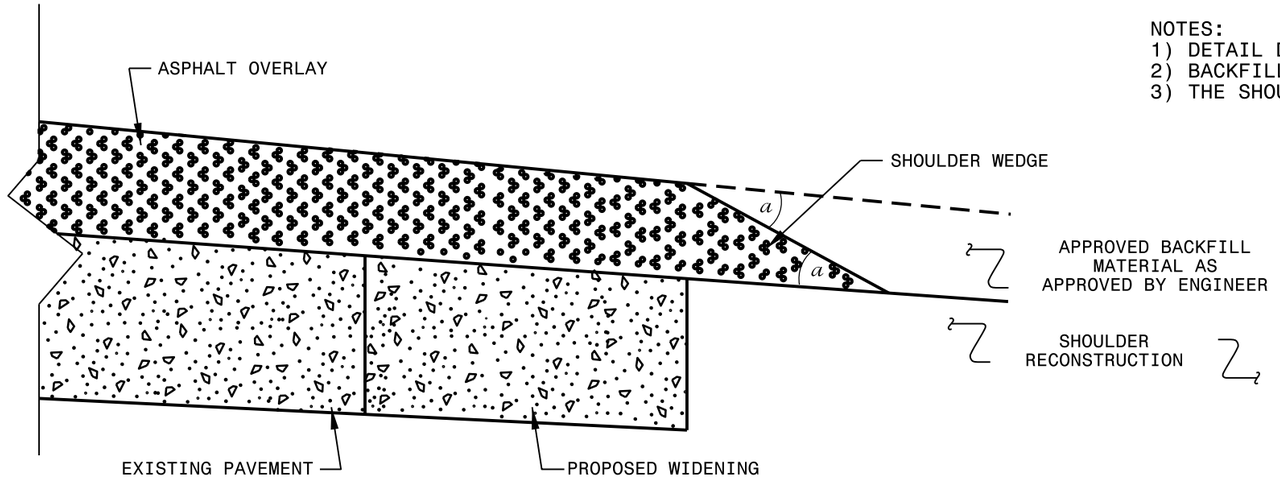
Schaefer, Ryan D. (RDSCHAEFER)

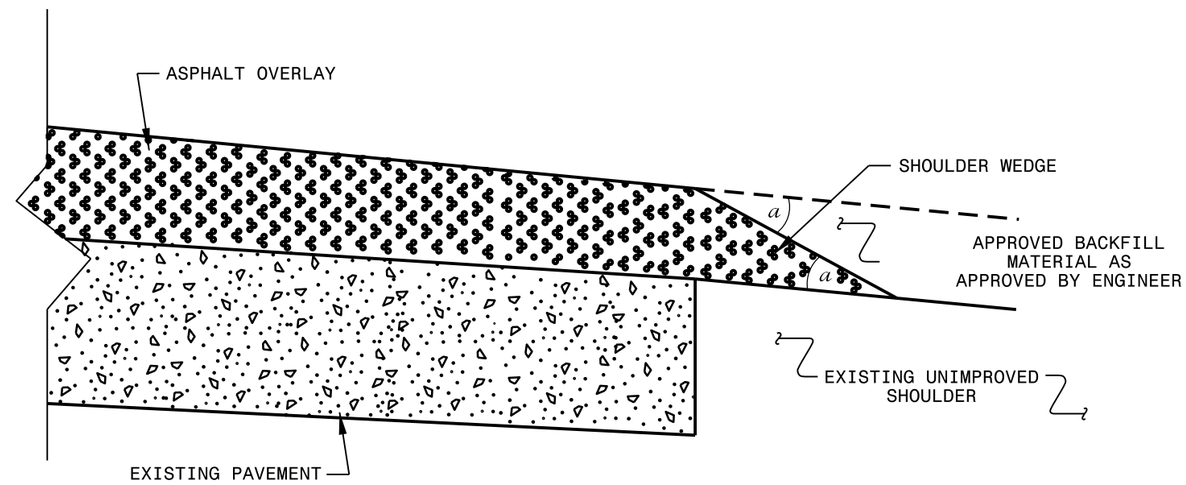
PROJECT REFERENCE NO.	SHEET NO.
2017CPT.07.08.20411	4

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.



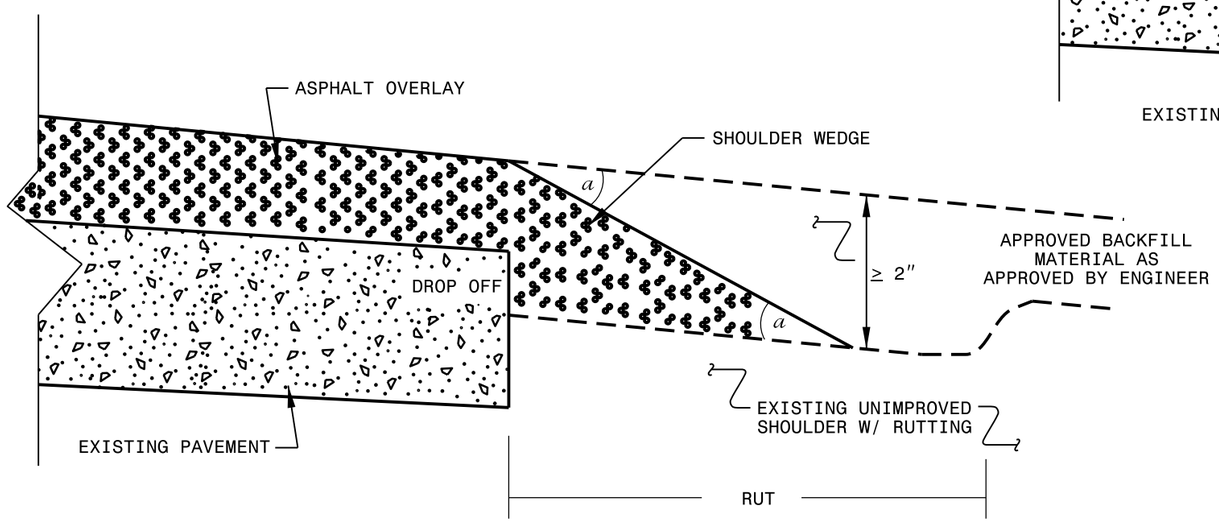
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening)



SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ NO Widening Or Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL

(Resurfacing Adjacent to Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

REV. DIV 7 5/6/2016

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		

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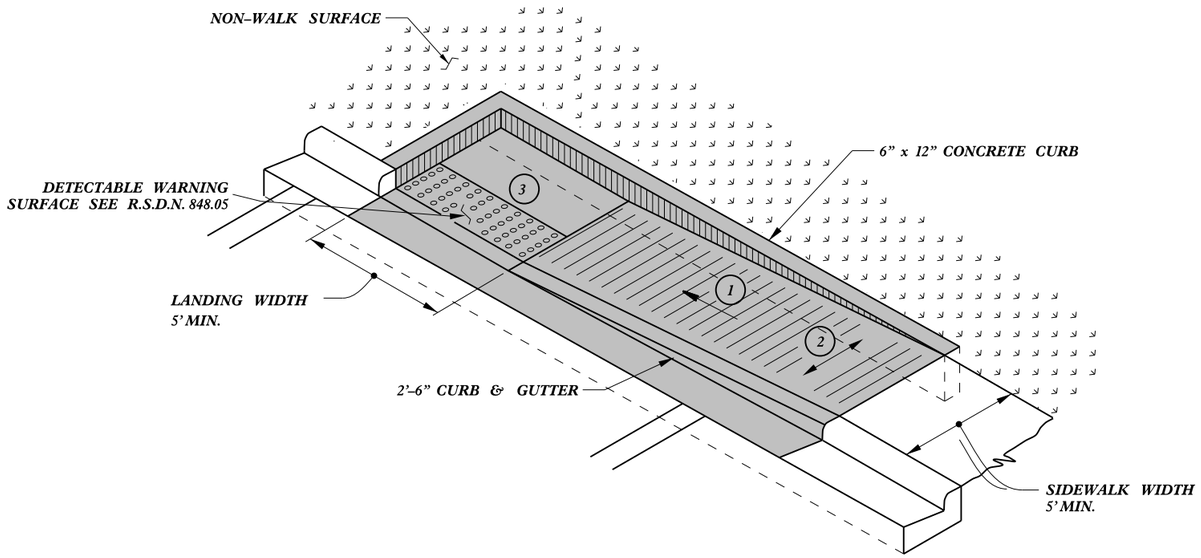
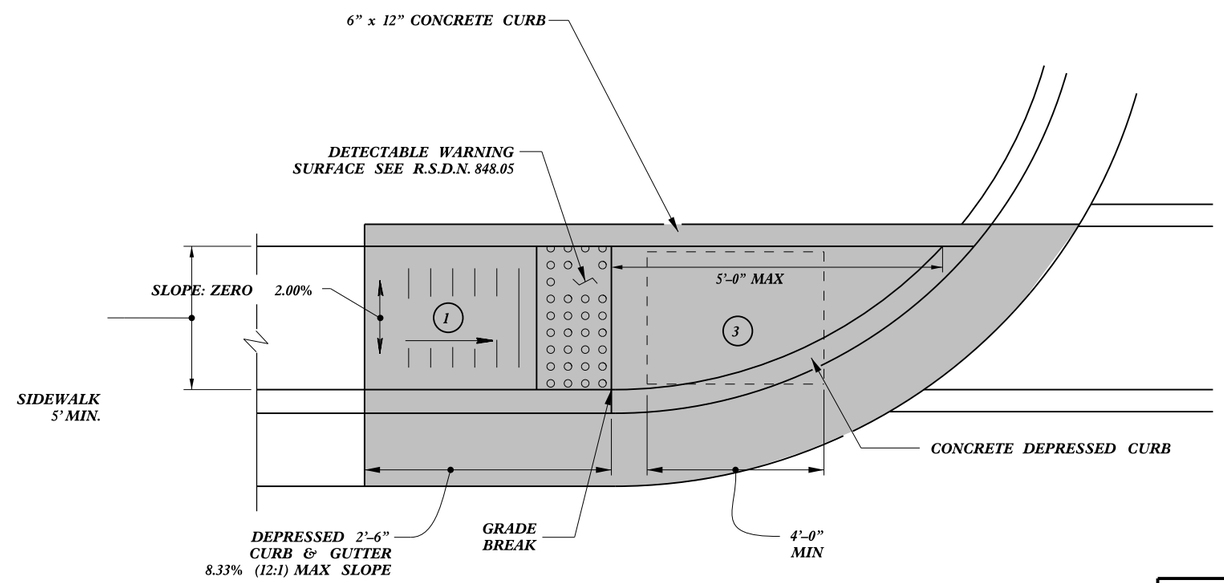
cthuskins AT D7CADD0271374



TYPE 1A



TYPE 1

PAY LIMITS FOR 1 CURB RAMP

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

Directional Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn

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05-AUG-2016 10:06
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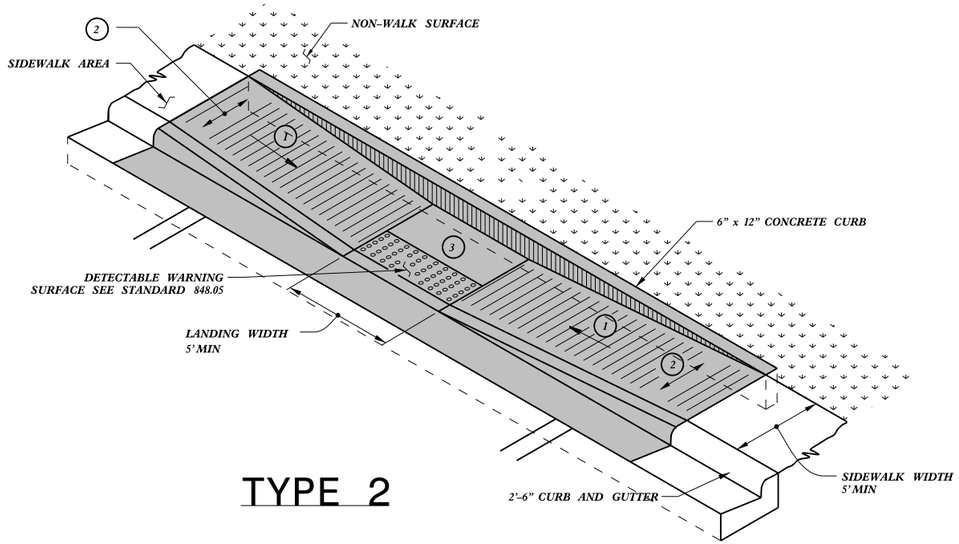
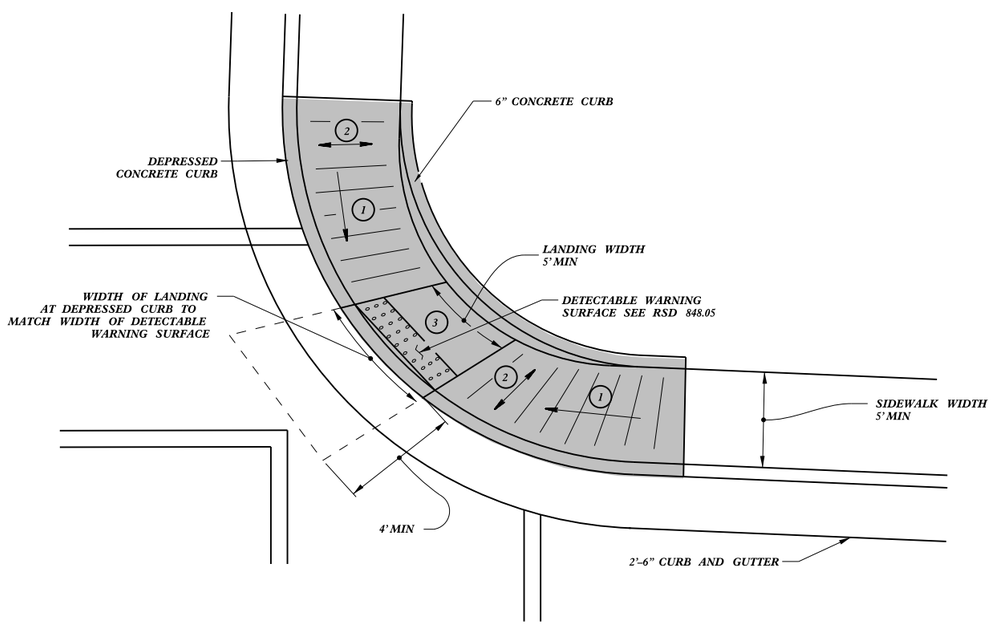


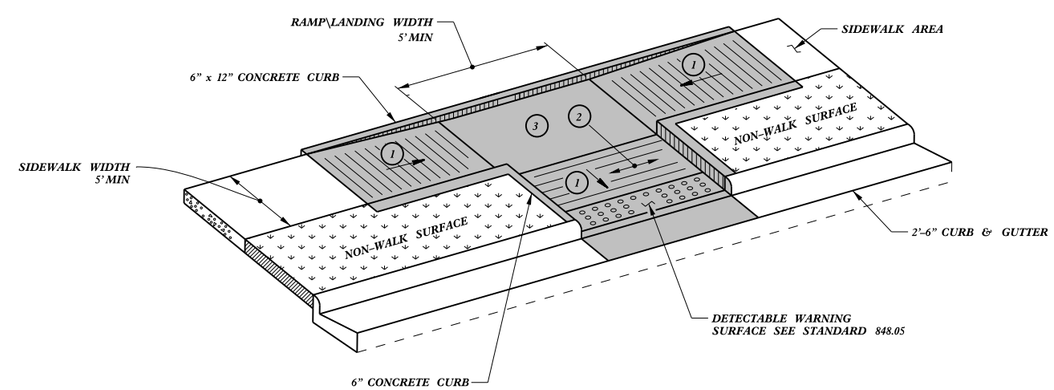
TYPE 2

PAY LIMITS FOR 1 CURB RAMP

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.



TYPE 2A



TYPE 3

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

Parallel Ramps

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn

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05-AUG-2016 10:06
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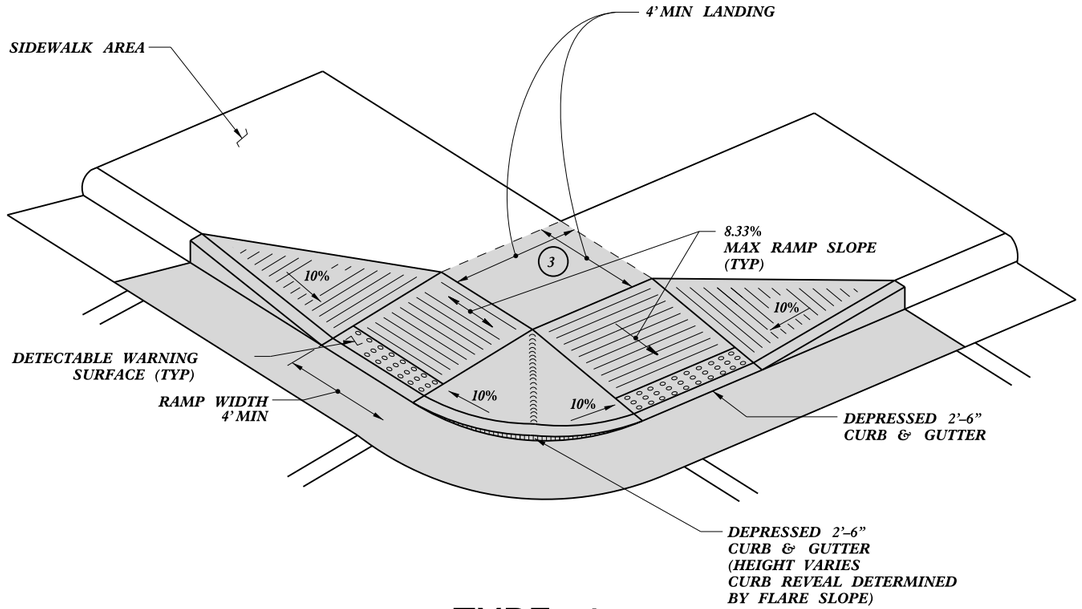
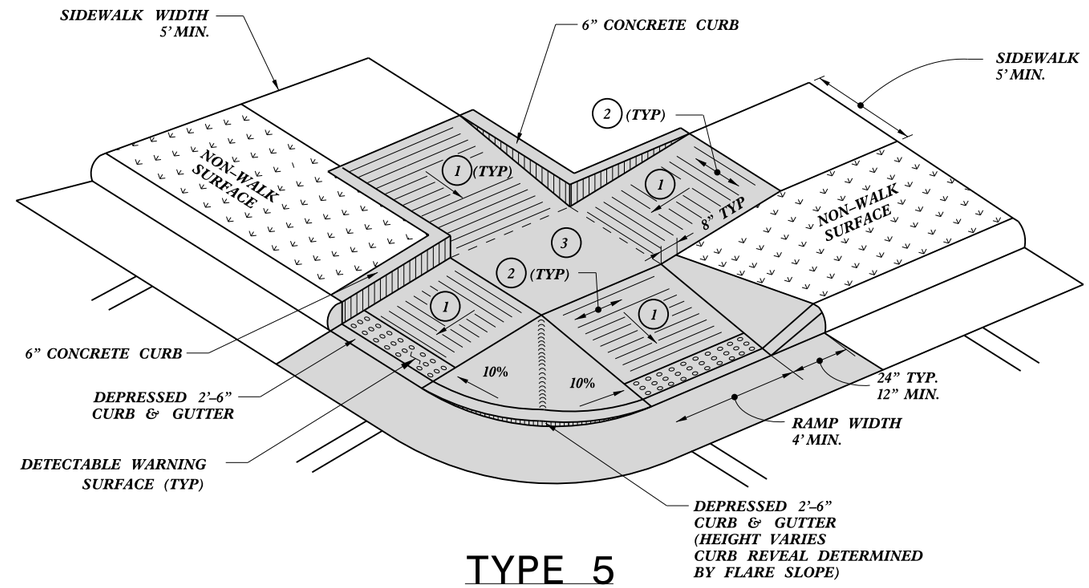
cthuskins AT D7CADD271374

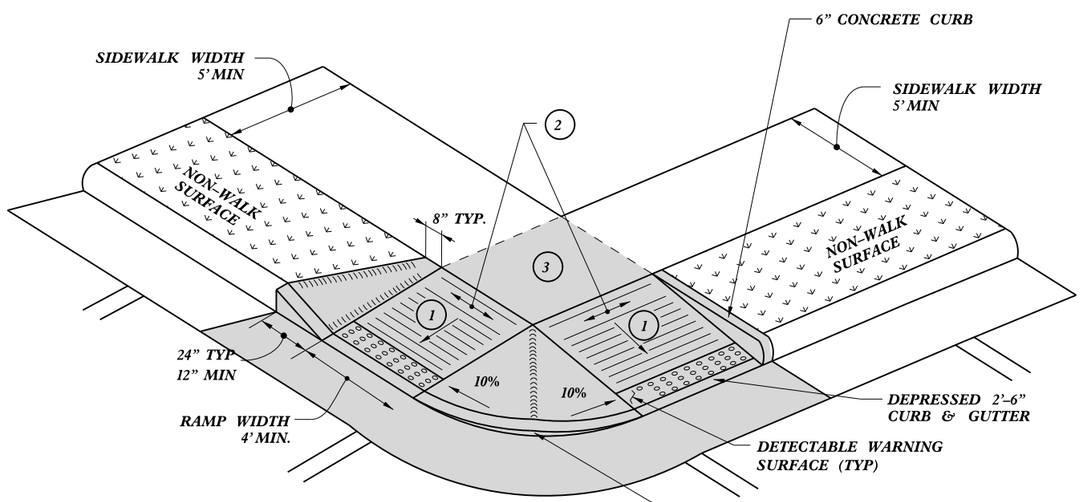
PAY LIMITS FOR 1 CURB RAMP



TYPE 4



TYPE 5



TYPE 4A

1. 8.33% (12:1) MAX RAMP SLOPE
2. CROSS SLOPE: 2.00%
3. CURB RAMPS REQUIRE A (4'-0") MINIMUM LANDING WITH A MAXIMUM CROSS SLOPE AND LONGITUDINAL SLOPE OF 2.00% WHERE PEDESTRIANS PERFORM TURNING MANEUVERS. SLOPE TO DRAIN TO CURB.

REFER TO ROADWAY STANDARD DRAWING NUMBER 848.05 SHEET 3 OF 3 FOR ALL RAMP NOTES

CONTRACT STANDARDS
AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

Shared Landing

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn

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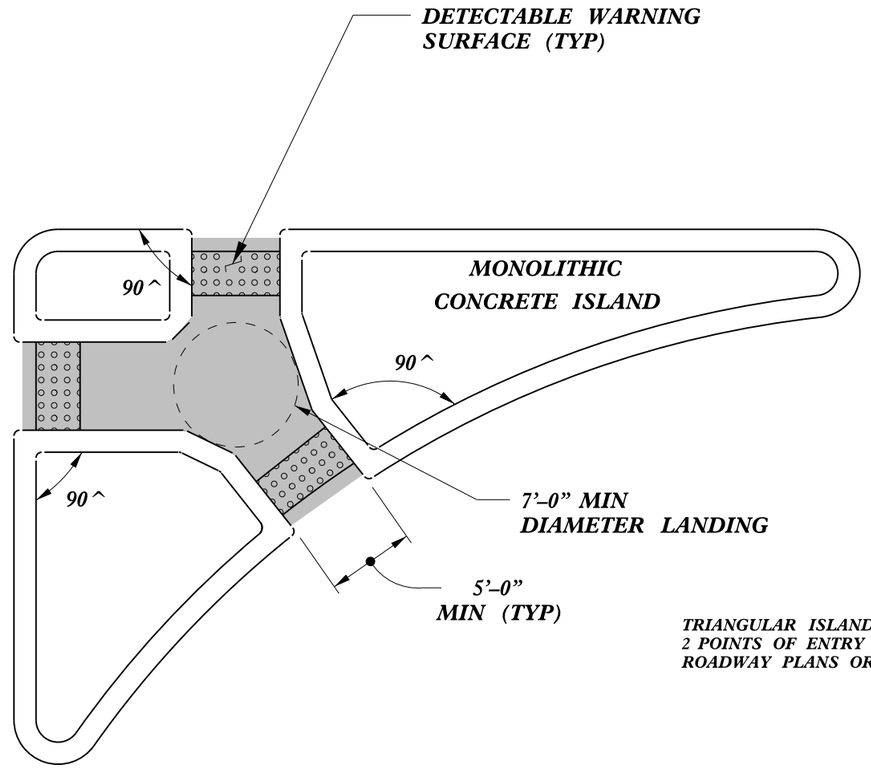
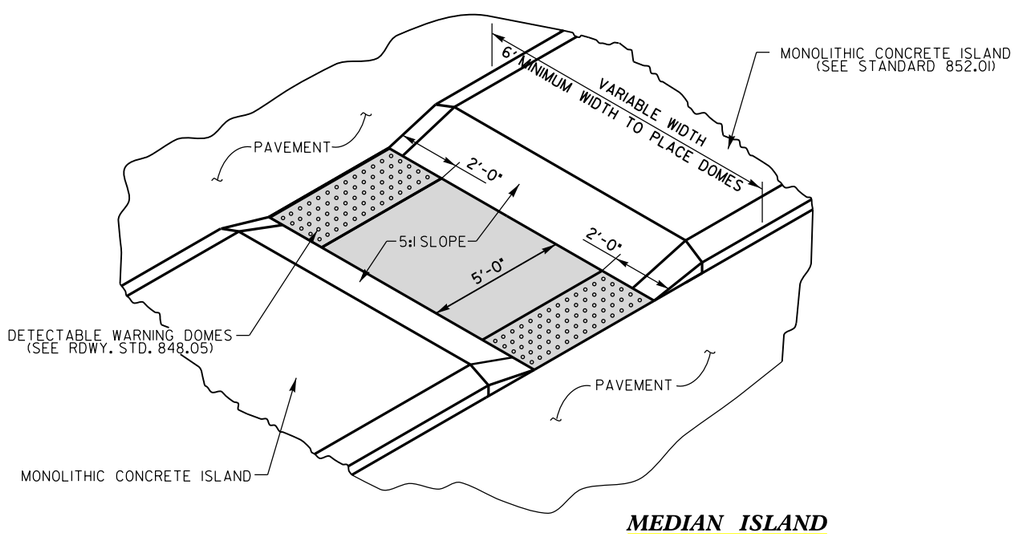
PAY LIMITS FOR 1 CURB RAMP

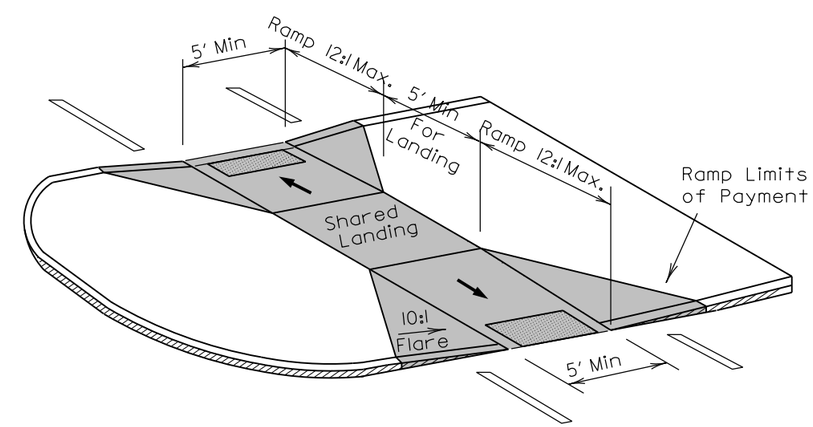


TRIANGULAR ISLANDS MAY BE CONSTRUCTED WITH ONLY 2 POINTS OF ENTRY AND EXIT AS SHOWN IN THE ROADWAY PLANS OR AS DIRECTED BY THE ENGINEER.

TRIANGULAR ISLAND WITH CUT THROUGH



MEDIAN ISLAND WITH CUT THROUGH



MEDIAN ISLAND CURB RAMPS

CONTRACT STANDARDS AND DEVELOPMENT UNIT
Office 919-707-6950 FAX 919-250-4119

CURB RAMPS

Median or Turn Lane Islands

ORIGINAL BY: J.S. HOWERTON DATE: 7/7/11
MODIFIED BY: DATE:
CHECKED BY: DATE:
FILE SPEC.: stds/2012CurbRamp/CurbRampDetails.dgn

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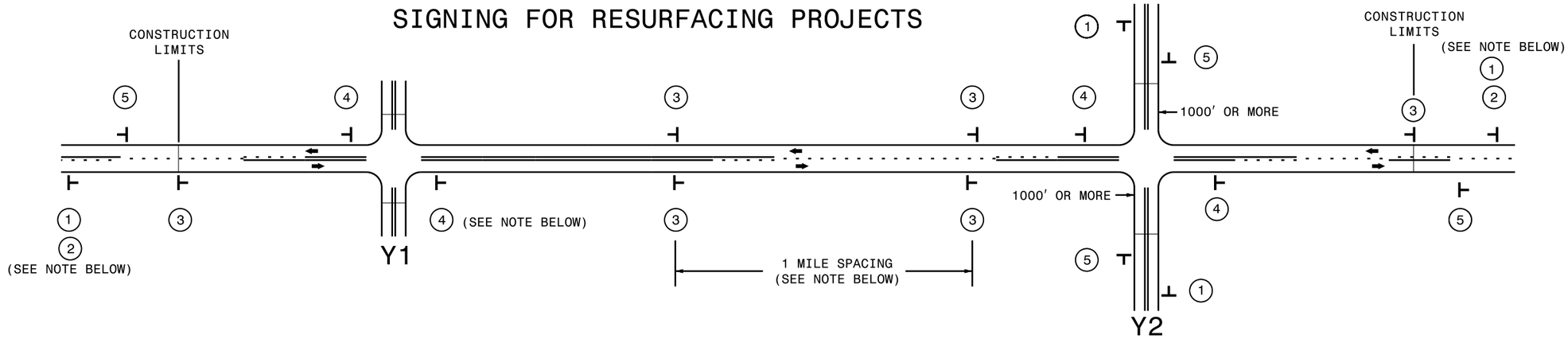
cthuskins AT D7CADD271374

PROJ. REFERENCE NO.	SHEET NO.
2017CPT.07.08.20411	9

SIGNING FOR RESURFACING PROJECTS



LEGEND
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW

SIGNING NOTES AND PLACEMENT PER DIRECTION

MAINLINE (-L-) SIGNING

1	ROAD WORK AHEAD W20-1 48″ X 48″	PLACE 1000′ PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000′ ALONG -Y- LINE.
2	NEXT XX MILES W7-3aP 24″ X 18″	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)
3	LOW/SOFT SHOULDER SP 13107 48″ X 48″	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
4	ROAD UNDER CONST 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.
5	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS.

-Y- LINE SIGNING

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, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.

ROAD WORK AHEAD
W20-1
48″ X 48″

PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A
48″ X 48″

PLACED 250′ IN ADVANCE OF FLAGGER.

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

05-AUG-2016 10:06
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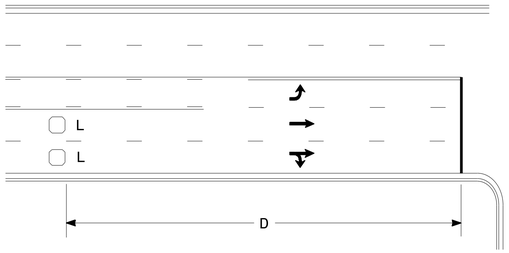
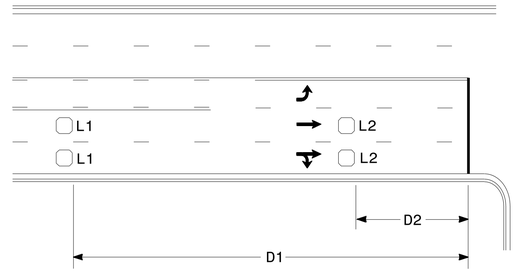
cthuskins AT D7CADD271374

PROJECT REFERENCE NO.	SHEET NO.
2017CPT.07.08.20411	10

High Speed Detection
(≥40 mph)



OR



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

L = 6ft X 6ft
Wired in series for TS1 Controllers
Wired separately for TS2, 170, and 2070L Controllers

Volume Density Operation

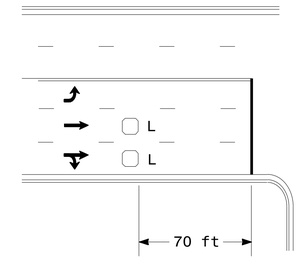
Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

L1 = 6ft X 6ft
Wired in series

L2 = 6ft X 6ft
Wired in series

"Stretch" Operation

Low Speed Detection
(≤35 mph)



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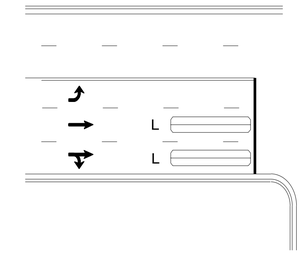
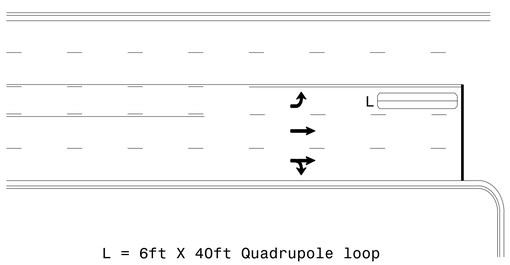


L = 6ft X 6ft
Wired in series

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

Left Turn Lane Detection



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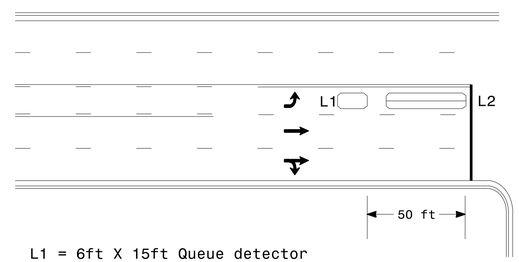


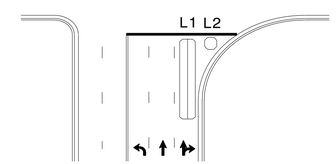
L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

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

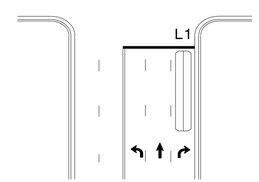
Queue Loop Detection

Right Turn Lane Detection

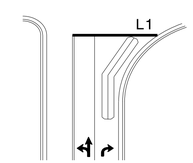


Shared Lane/
Wide Radius Turn

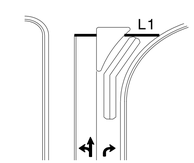
L1 = 6ft X 40ft Quadrupole loop
L2 = 6ft X 6ft [Minimum] Presence loop
Wired separately



Standard Turn

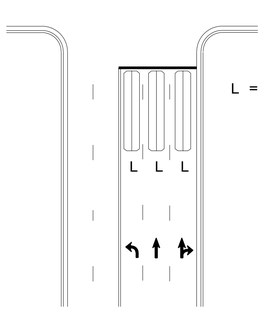


Wide Radius Turn



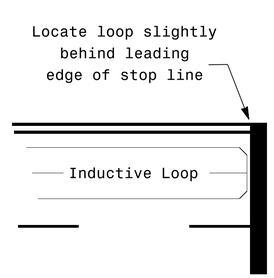
Channelized Turn

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
Signal Design Section
750 N.Greenfield Pkwy,Garner,NC 27529

Typical Signal Loop Locations

PLAN DATE: January 2015	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:

REVISIONS	INIT.	DATE

SCALE
N/A

SEAL
NORTH CAROLINA PROFESSIONAL SEAL 23489 ENGINEER PAMELA L. ALEXANDER

DocuSigned by:
P L Alexander
B4756E00CE4E46D...
1/30/2015
DATE

SIG. INVENTORY NO.

30-JAN-2015 12:39
S:\ITS&SU\ITS Signals\Signal Design Section\Eastern Region\looptypical2015.dgn
palexander

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.07.08.20411	11	12

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH MI	WIDTH FT	BORROW EXCAVATION CY	INCIDENTAL STONE BASE TONS	SHOULDER RECONSTRUCTION SMI	MILLING ASPHALT PAVEMENT, 1½" DEPTH SY	INCIDENTAL MILLING SY	ASPHALT CONC BASE COURSE, TYPE B25.0B TONS	ASPHALT CONC SURFACE COURSE, TYPE S9.5C TONS	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	PATCHING EXISTING PAVEMENT TONS	ASPHALT SURFACE TREATMENT, MAT COAT, #78M STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	GENERIC PAVING ITEM - [ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE] SY	RETROFITTING EXISTING WHEELCHAIR RAMPS EA	ADJUSTMENT OF MANHOLES EA	ADJUSTMENT OF METER AND/OR VALVE BOXES EA	SEEDING & MULCHING AC	GENERIC EROSION CONTROL ITEM - [RESIDENTIAL SEEDING] AC	TRENCHING (UNPAVED) (1)(2") LF	JUNCTION BOX (STANDARD SIZE) EA	2" RISER W/ WEATHERHEAD EA	INDUCTIVE LOOP SAW CUT LF	LEAD-IN CABLE (14-2) LF
2017CPT.07.08.20411	Guilford	1	ALAMANCE CHURCH ROAD (SR 1005)	FROM SOUTHEAST SCHOOL ROAD (SR 3330, MP 11.22) TO BARKWOOD DRIVE (SR 3320, MP 12.33)	1	2	2WU	NO	NO	0.961	22	10	58	1.92		1,225	1,031		1,321	134	750		3,931	12,967				0.35	0.35					
TOTAL FOR MAP NO. 1										**0.961**		**10**	**58**	**1.92**		**1,225**	**1,031**		**1,321**	**134**	**750**		**3,931**	**12,967**				**0.35**	**0.35**					
2017CPT.07.08.20411	Guilford	2	ALAMANCE CHURCH ROAD (SR 1005)	FROM 400 FT WEST OF BRIDGE #238 (MP 13.1) TO GREENSBORO CITY LIMIT (MP 13.74)	1	2	2WU	NO	NO	0.624	23	10	117	1.25		175	669		903	90	750		3,339	8,786				0.23	0.23					
TOTAL FOR MAP NO. 2										**0.624**		**10**	**117**	**1.25**		**175**	**669**		**903**	**90**	**750**		**3,339**	**8,786**				**0.23**	**0.23**					
2017CPT.07.08.20411	Guilford	3	RANDLEMAN ROAD (SR 1007)	FROM I-85 (MP 6.35) TO CREEKRIDGE ROAD (MP 8.45)	1	2	2WU	NO	NO	0.015	36		8		317	175		27		2	500					20	20							
					1	2	2WU	NO	NO	0.034	33				658			56		3														
					1	3	MU	NO	NO	0.013	40				305			66		4														
					1	4	MU	NO	NO	0.058	40				1,361			115		7					1									
					1	2	2WU	NO	NO	0.024	43				605			51		3														
					1	3	MU	NO	NO	0.022	47.5				613			52		3														
					1	3	MU	NO	NO	0.088	49				2,530			253		15					2						1		1,266	2,200
					1	4	MU	NO	NO	0.034	47.5				948			100		6					1									
					1	3	2WD	NO	NO	0.042	43				1,060			89		5														
					1	3	MU	NO	NO	0.12	40				2,816			257		15														
					1	4	MU	NO	NO	0.032	47.5				892			75		4														
					1	5	MU	NO	NO	0.858	55				27,685			2,591		153					10								2,433	
					1	5	MU	NO	NO	0.02	66				774			65		4														
					1	5	MU	NO	NO	0.038	60.5				1,349			114		7					2									
					1	5	MU	NO	NO	0.252	55				8,131			785		46													735	
					1	5	MU	NO	NO	0.365	60.5				12,955			1,170		69														
					1	5	MU	NO	NO	0.034	66				1,317			111		7														
					1	5	MD	NO	NO	0.013	63				481			40		2										50	1	1	1,647	1,750
TOTAL FOR MAP NO. 3										**2.062**			**8**		**64,797**	**175**		**6,017**		**355**	**500**				**16**	**20**	**20**			**50**	**2**	**1**	**6,081**	**3,950**
2017CPT.07.08.20411	Guilford	4	1 GROOMETOWN ROAD (SR 1129)	FROM NC 62 (MP 0.9) TO KIVETT DRIVE (SR 1113, MP 3.83)	1	2	2WU	NO	NO	0.426	22		152			175			380	25	250	5,498	1,814											
					1	2	2WU	NO	NO	0.079	37.5								120	8		1,738	574											
					1	2	2WU	NO	NO	0.057	34					283			78	5		1,137	375											
					1	2	2WU	NO	NO	0.035	32																							
					1	2	2WU	NO	NO	0.055	33.5					279			75	5		1,081	357											
					1	2	2WU	NO	NO	0.119	33								159	11		2,304	760											
					1	2	2WU	NO	NO	0.856	24					525			872	58		12,052	3,977											
					1	2	2WU	NO	NO	0.102	24																							
					1	2	2WU	NO	NO	1.055	24					14,854			1,046	70		14,854	4,902											
TOTAL FOR MAP NO. 4										**2.784**			**152**			**16,116**			**2,730**	**182**	**250**	**38,664**	**12,759**											
2017CPT.07.08.20411	Guilford	5	1 WILEY DAVIS ROAD (SR 1383)	FROM GROOMETOWN ROAD (SR 1129, MP 1.48) TO CLAIR PLACE (SR 1391, MP 0.42)	1	5	2WU	NO	NO	0.081	65		79			361			213	14	60	3,089	1,019								1		1,620	
					1	2	2WU	NO	NO	0.222	34								305	20		4,428	1,461											
					1	2	2WU	NO	NO	0.107	34								147	10		2,134	704											
					1	2	2WU	NO	NO	0.103	27.5								115	8		1,662	548											
					1	2	2WU	NO	NO	0.449	21	10					482		549	58		5,532	1,825				0.16	0.16					
					1	2	2WU	NO	NO	0.061	27.5					153			82	5		984	325											
TOTAL FOR MAP NO. 5										**1.023**		**10**	**79**			**514**	**482**		**1,411**	**115**	**60**	**17,829**	**5,882**					**0.16**	**0.16**		**1**		**1,620**	
2017CPT.07.08.20411	Guilford	6	SHARPE ROAD (SR 3033)	FROM ALAMANCE CHURCH ROAD (SR 1005, MP 1.97) TO LEE STREET (SR 3037, MP 0.0)	1	2	2WU	NO	NO	1.942	21		162			350			1,713	115		23,925	7,895											
TOTAL FOR MAP NO. 6										**1.942**			**162**			**350**			**1,713**	**115**		**23,925**	**7,895**											
2017CPT.07.08.20411	Guilford	7	1 VANDALIA ROAD (SR 3303)	FROM S. ELM-EUGENE ST. (MP 0.94) TO GREENSBORO CITY LIMIT (MP 0.29)	1	2	2WU	NO	NO	0.476	24		50		6,702				576	39	130				2								531	
					1	2	2WU	NO	NO	0.031	28				509				52	3														
					1	3	2WU	NO	NO	0.02	43				505				62	4														
					1	2	2WU	NO	NO	0.035	54				1,109				92	6														
					1	3	2WU	NO	NO	0.082	38				1,828				171	11														
					1	2	2WU	NO	NO	0.016	31				291				24	2														
TOTAL FOR MAP NO. 7										**0.66**			**50**		**10,944**				**977**	**65**	**130**				**2**								**531**	
2017CPT.07.08.20411	Guilford	8	RITTERS LAKE ROAD (SR 3325)	FROM RANDLEMAN ROAD (SR 1007, MP 0.0) TO S. ELM-EUGENE ST. (SR 3300, MP 0.62)	1	2	2WU	NO	NO	0.579	23		55			350			560	37	60	7,813	2,578								1		894	750
TOTAL FOR MAP NO. 8										**0.579**			**55**			**350**			**560**	**37**	**60**	**7,813**	**2,578**								**1**		**894**	**750**
2017CPT.07.08.20411	Guilford	9	1 GREEN LAKE COURT (SR 4221)	FROM END PAVEMENT (MP 0.33) TO GRANDOVER PARKWAY (SR 1383, MP 0.0)	1	2	2WU	NO	NO	0.178	19		47			175			157	11	45	1,984	655											
					1	2	2WU	NO	NO	0.072	30.5					175			109	7		1,288	425											
TOTAL FOR MAP NO. 9										**0.25**			**47**			**350**			**266**	**18**	**45**	**3,272**	**1,080**											
TOTAL FOR PROJ NO. 2017CPT.07.08.20411										**10.885**		**30**	**728**	**3.17**	**75,741**	**19,255**	**2,182**	**6,017**	**9,881**	**1,111**	**2,545**	**91,503**	**37,464**	**21,753**	**18**	**20**	**20**	**0.74**	**0.74**	**50**	**4**	**1**	**9,126**	**4,700**
GRAND TOTAL										**10.885**		**30**	**728**	**3.17**	**75,741**	**19,255**	**2,182**	**6,017**	**9,881**	**1,111**	**2,545**	**91,503**	**37,464**	**21,753**	**18**	**20**	**20**	**0.74**	**0.74**	**50**	**4**	**1**	**9,126**	**4,700**

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.07.08.20411	12	12

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	TEMPORARY TRAFFIC CONTROL LS	WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	4" X 90 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	6" X 120 M WHITE THERMO LF	8" X 90 M WHITE THERMO LF	8" X 90 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO MSG SCHOOL 120 M EA	THERMO LT ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO MERGE LEFT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF
2017CPT.07.08.20411	Guilford	1	ALAMANCE CHURCH ROAD (SR 1005)	FROM SOUTHEAST SCHOOL ROAD (SR 3330, MP 11.22) TO BARKWOOD DRIVE (SR 3320, MP 12.33)	1	2	2WU	0.961	22	1	108	10,186	9,746		68											
TOTAL FOR MAP NO. 1								**0.961**		**1**	**108**	**10,186**	**9,746**		**68**											
2017CPT.07.08.20411	Guilford	2	ALAMANCE CHURCH ROAD (SR 1005)	FROM 400 FT WEST OF BRIDGE #238 (MP 13.1) TO GREENSBORO CITY LIMIT (MP 13.74)	1	2	2WU	0.624	23		70	6,810	6,590		80											
TOTAL FOR MAP NO. 2								**0.624**			**70**	**6,810**	**6,590**		**80**											
2017CPT.07.08.20411	Guilford	3	RANDLEMAN ROAD (SR 1007)	FROM I-85 (MP 6.35) TO CREEKRIDGE ROAD (MP 8.45)	1	2	2WU	0.015	36			2,945	24,874	5,984		165		620	547	8		73	11			
					1	2	2WU	0.034	33																	
					1	3	MU	0.013	40																	
					1	4	MU	0.058	40																	
					1	2	2WU	0.024	43																	
					1	3	MU	0.022	47.5																	
					1	3	MU	0.088	49																	
					1	4	MU	0.034	47.5																	
					1	3	2WD	0.042	43																	
					1	3	MU	0.12	40																	
					1	4	MU	0.032	47.5																	
					1	5	MU	0.858	55																	
					1	5	MU	0.02	66																	
					1	5	MU	0.038	60.5																	
					1	5	MU	0.252	55																	
					1	5	MU	0.365	60.5																	
					1	5	MU	0.034	66																	
					1	5	MD	0.013	63																	
TOTAL FOR MAP NO. 3								**2.062**				**2,945**	**24,874**	**5,984**		**165**		**620**	**547**	**8**		**73**	**11**			
2017CPT.07.08.20411	Guilford	4	GROOMETOWN ROAD (SR 1129)	FROM NC 62 (MP 0.9) TO KIVETT DRIVE (SR 1113, MP 3.83)	1	2	2WU	0.426	22		316	330			88										58,800	58,800
					1	2	2WU	0.079	37.5																	
					1	2	2WU	0.057	34																	
					1	2	2WU	0.035	32																	
					1	2	2WU	0.055	33.5																	
					1	2	2WU	0.119	33																	
					1	2	2WU	0.856	24																	
					1	2	2WU	0.102	24																	
					1	2	2WU	1.055	24																	
TOTAL FOR MAP NO. 4								**2.784**			**316**	**330**			**88**										**58,800**	**58,800**
2017CPT.07.08.20411	Guilford	5	1 WILEY DAVIS ROAD (SR 1383)	FROM GROOMETOWN ROAD (SR 1129, MP 1.48) TO CLAIR PLACE (SR 1391, MP 0.42)	1	5	2WU	0.081	65		117	10,800	10,800	741	12	485	85					1		1		
					1	2	2WU	0.222	34																	
					1	2	2WU	0.107	34																	
					1	2	2WU	0.103	27.5																	
					1	2	2WU	0.449	21																	
					1	2	2WU	0.061	27.5																	
TOTAL FOR MAP NO. 5								**1.023**			**117**	**10,800**	**10,800**	**741**	**12**	**485**	**85**					**1**		**1**		
2017CPT.07.08.20411	Guilford	6	SHARPE ROAD (SR 3033)	FROM ALAMANCE CHURCH ROAD (SR 1005, MP 1.97) TO LEE STREET (SR 3037, MP 0.0)	1	2	2WU	1.942	21		218	20,510	17,964		44											
TOTAL FOR MAP NO. 6								**1.942**			**218**	**20,510**	**17,964**		**44**											
2017CPT.07.08.20411	Guilford	7	1 VANDALIA ROAD (SR 3303)	FROM S. ELM-EUGENE ST. (MP 0.94) TO GREENSBORO CITY LIMIT (MP 0.29)	1	2	2WU	0.476	24		77	6,966	6,966	122	1,060				50		6		3			
					1	2	2WU	0.031	28																	
					1	3	2WU	0.02	43																	
					1	2	2WU	0.035	54																	
					1	3	2WU	0.082	38																	
					1	2	2WU	0.016	31																	
TOTAL FOR MAP NO. 7								**0.66**			**77**	**6,966**	**6,966**	**122**	**1,060**				**50**		**6**		**3**			
2017CPT.07.08.20411	Guilford	8	RITTERS LAKE ROAD (SR 3325)	FROM RANDLEMAN ROAD (SR 1007, MP 0.0) TO S. ELM-EUGENE ST. (SR 3300, MP 0.62)	1	2	2WU	0.579	23		65	110			12										12,220	12,220
TOTAL FOR MAP NO. 8								**0.579**			**65**	**110**			**12**										**12,220**	**12,220**
2017CPT.07.08.20411	Guilford	9	1 GREEN LAKE COURT (SR 4221)	FROM END PAVEMENT (MP 0.33) TO GRANDOVER PARKWAY (SR 1383, MP 0.0)	1	2	2WU	0.178	19		29	220			16										5,280	5,280
					1	2	2WU	0.072	30.5																	
TOTAL FOR MAP NO. 9								**0.25**			**29**	**220**			**16**										**5,280**	**5,280**
TOTAL FOR PROJ NO. 2017CPT.07.08.20411								**10.885**		**1**	**1,000**	**58,877**	**76,940**	**6,847**	**1,380**	**650**	**85**	**620**	**597**	**8**	**6**	**74**	**14**	**1**	**76,300**	**76,300**
													83,787			**735**				**14**		**89**			**152,600**	
GRAND TOTAL								**10.885**		**1**	**1,000**	**58,877**	**76,940**	**6,847**	**1,380**	**650**	**85**	**620**	**597**	**8**	**6**	**74**	**14**	**1**	**76,300**	**76,300**
													83,787			**735**				**14**		**89**			**152,600**	