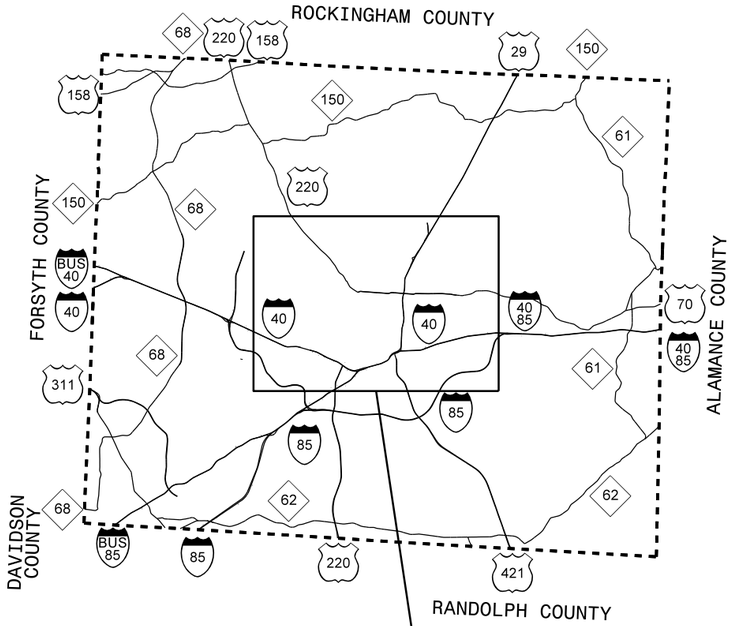
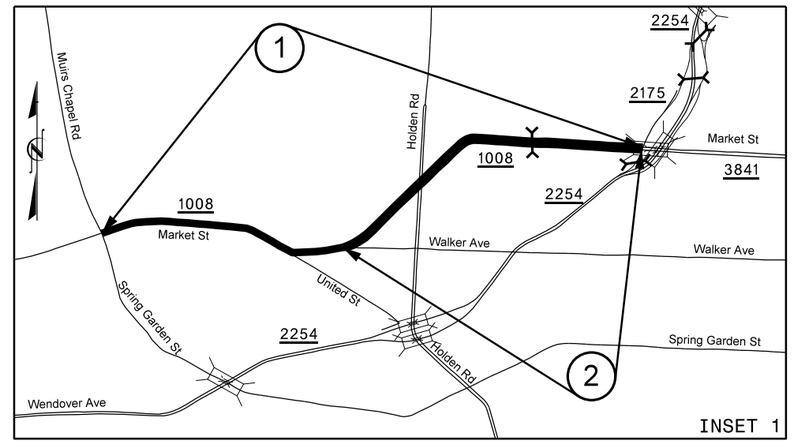
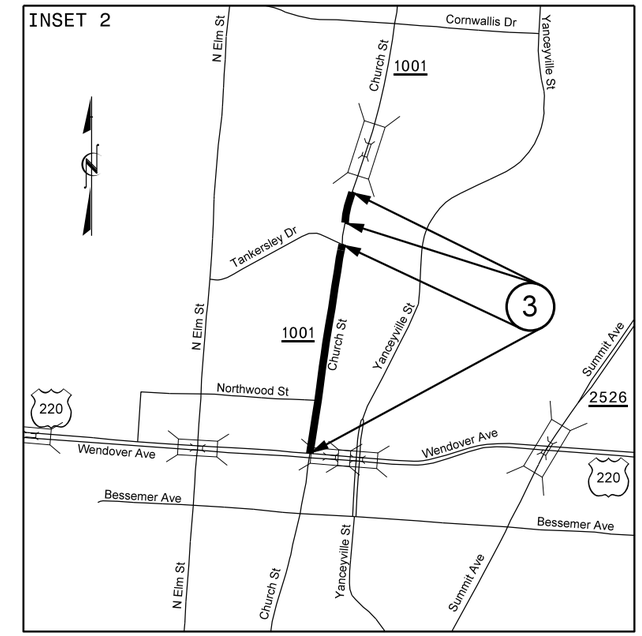
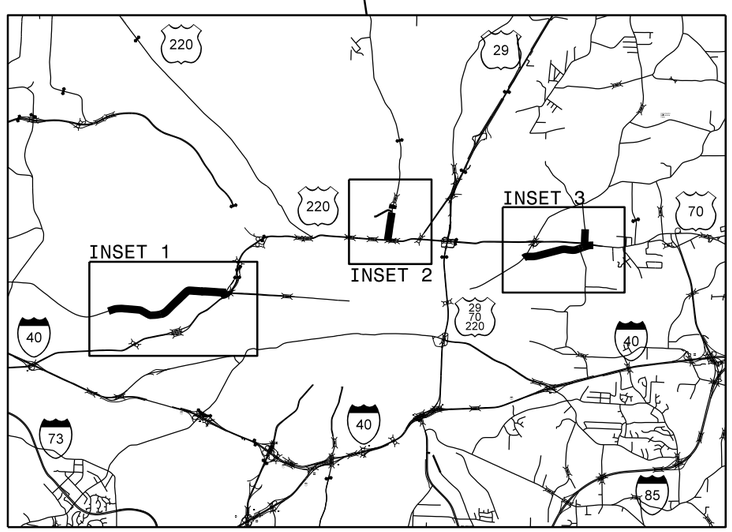
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.05.20411	1	8
F.A. PROJ. NO.			

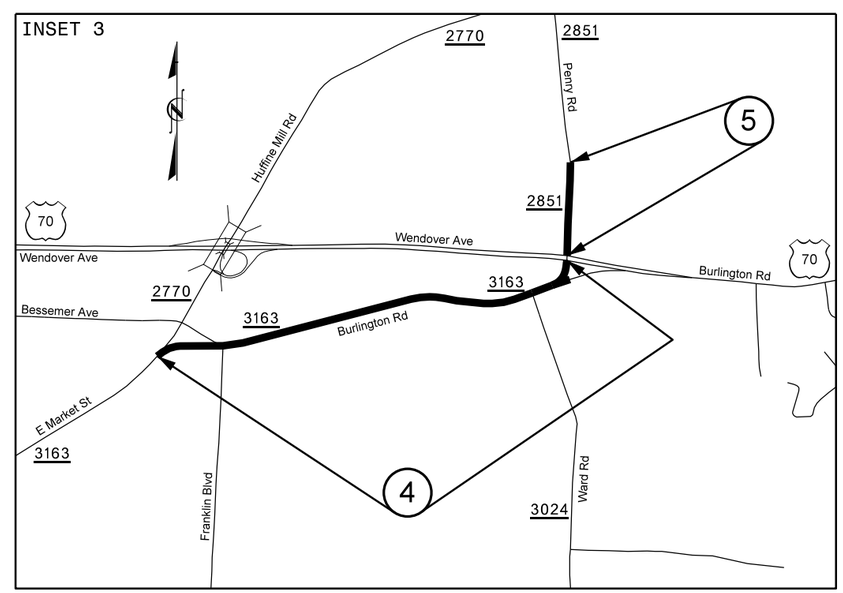
2016 GUILFORD COUNTY











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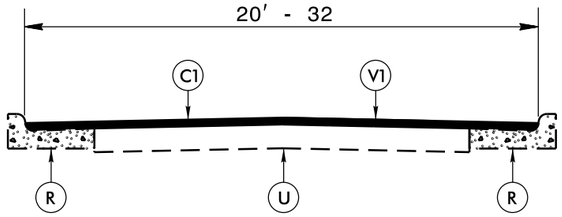
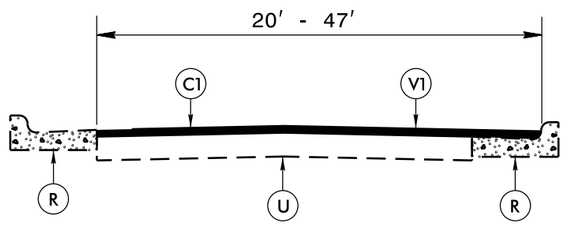
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.05.20411	2	8



TYPICAL SECTION NO. 1

TO BE USED ON MAPS 1, 2, AND 3

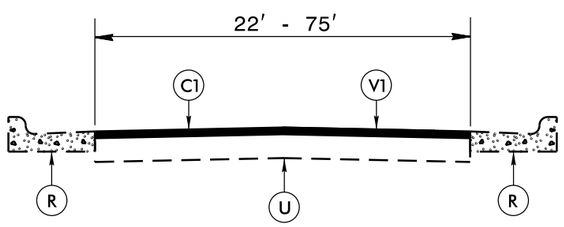
MAP 1: STA. 0+00 TO STA. 36+15
STA. 47+50 TO STA. 61+60
MAP 2: STA. 0+00 TO STA. 12+85
STA. 18+15 TO STA. 28+15
STA. 31+75 TO STA. 63+00
MAP 3: STA. 29+15 TO STA. 31+70



TYPICAL SECTION NO. 2

TO BE USED ON MAPS 1 AND 3

MAP 1: STA. 36+15 TO STA. 39+40
MAP 3: STA. 8+95 TO STA. 12+75

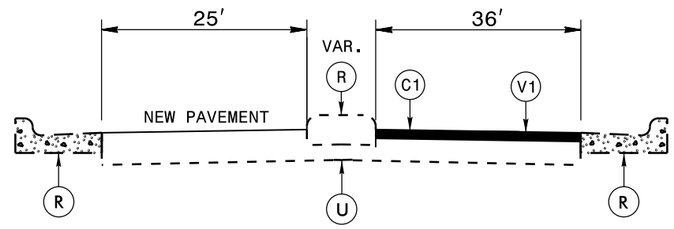


*NOTE: NO PAVEMENT ON SECTIONS:
MAP 1: STA. 44+25 TO STA. 47+50
STA. 63+20 TO STA. 63+95
MAP 2: STA. 15+30 TO STA. 18+15

TYPICAL SECTION NO. 3

TO BE USED ON MAPS 1, 2, AND 3

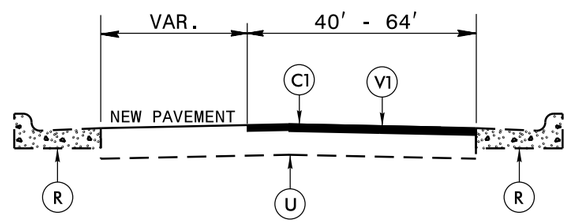
MAP 1: STA. 39+40 TO STA. 47+50
STA. 61+60 TO STA. 65+70
STA. 70+30 TO STA. 70+95
STA. 73+80 TO STA. 74+70
STA. 77+00 TO STA. 115+00
MAP 2: STA. 12+85 TO STA. 18+15
MAP 3: STA. 0+00 TO STA. 6+15
STA. 7+05 TO STA. 8+95
STA. 13+05 TO STA. 14+60



*NOTE: NO PAVEMENT ON NEW PAVEMENT SECTIONS

TYPICAL SECTION NO. 4

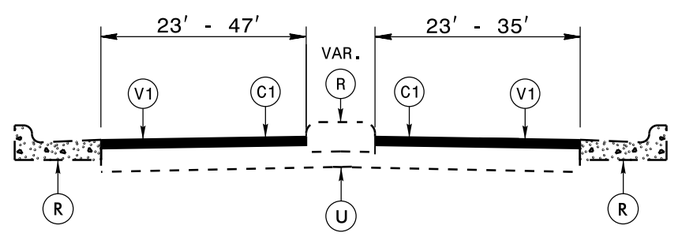
TO BE USED ON MAP 1
STA. 65+70 TO STA. 66+20



*NOTE: NO PAVEMENT ON NEW PAVEMENT SECTIONS

TYPICAL SECTION NO. 5

TO BE USED ON MAP 1
STA. 66+20 TO STA. 67+15
STA. 75+60 TO STA. 77+00



TYPICAL SECTION NO. 6

TO BE USED ON MAPS 1 AND 3

MAP 1: STA. 67+15 TO STA. 70+30
STA. 70+95 TO STA. 73+80
MAP 3: STA. 6+15 TO STA. 7+05

NOTE: EACH MAP MUST BE SPOT MILLED AND FILLED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
D1	PROP. APPROX. 4½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.		
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, #67M STONE		
R	EXISTING CONCRETE STRUCTURE		
U	EXISTING PAVEMENT.		
V1	1½" MILLING	V2	1½" - 3" MILLING
V3	0" - 1½" MILLING	V4	4½" MILLING FOR PATCHING
V5	8" MILLING FOR PATCHING	V6	3" MILLING FOR PATCHING

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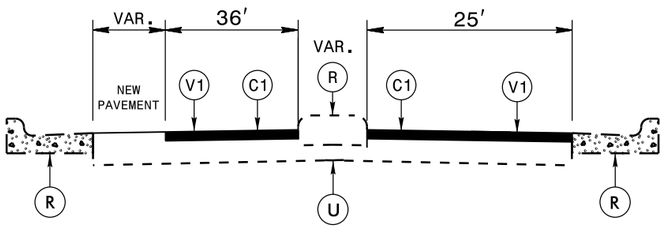
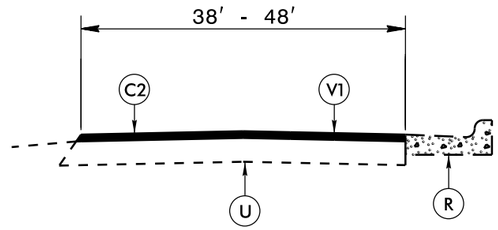
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.05.20411	3	8



*NOTE: NO PAVEMENT ON NEW PAVEMENT SECTIONS

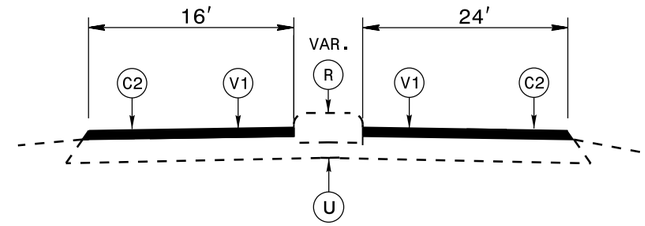
TYPICAL SECTION NO. 7

TO BE USED ON MAP 1
STA. 74+70 TO STA. 75+60



TYPICAL SECTION NO. 10

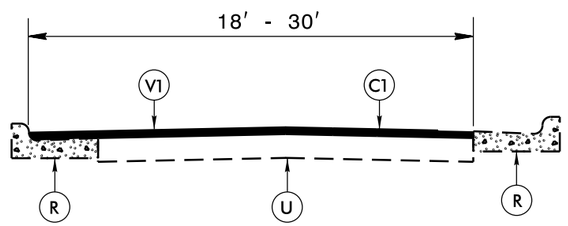
TO BE USED ON MAP 4
STA. 0+00 TO STA. 6+80



TYPICAL SECTION NO. 13

TO BE USED ON MAP 4
STA. 52+25 TO STA. 54+20

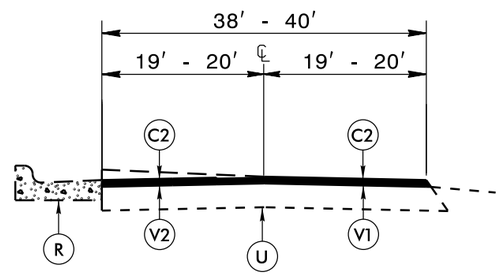
NOTE: EACH MAP MUST BE SPOT MILLED AND FILLED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING



*NOTE: NO PAVEMENT ON SECTIONS:
MAP 3: STA. 23+05 TO STA. 29+15

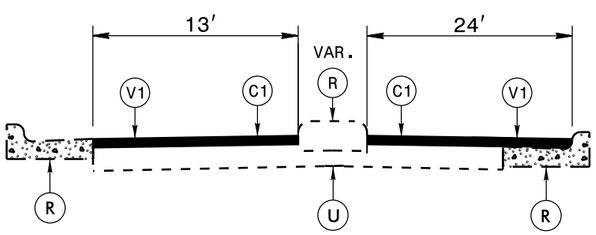
TYPICAL SECTION NO. 8

TO BE USED ON MAPS 2 AND 3
MAP 2: STA. 28+15 TO STA. 31+75
MAP 3: STA. 14+60 TO STA. 29+15



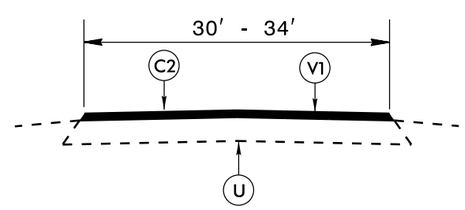
TYPICAL SECTION NO. 11

TO BE USED ON MAP 4
STA. 6+80 TO STA. 25+90



TYPICAL SECTION NO. 9

TO BE USED ON MAP 3
STA. 12+75 TO STA. 13+05



TYPICAL SECTION NO. 12

TO BE USED ON MAP 4
STA. 25+90 TO STA. 52+25
STA. 54+20 TO STA. 54+55

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
D1	PROP. APPROX. 4½″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.		
D2	PROP. APPROX. 3″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
E	PROP. APPROX. 8″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, #67M STONE		
R	EXISTING CONCRETE STRUCTURE		
U	EXISTING PAVEMENT.		
V1	1½″ MILLING	V2	1½″ - 3″ MILLING
V3	0″ - 1½″ MILLING	V4	4½″ MILLING FOR PATCHING
V5	8″ MILLING FOR PATCHING	V6	3″ MILLING FOR PATCHING

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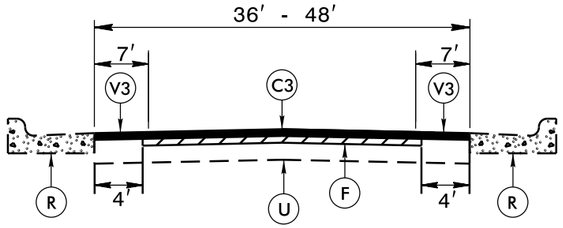
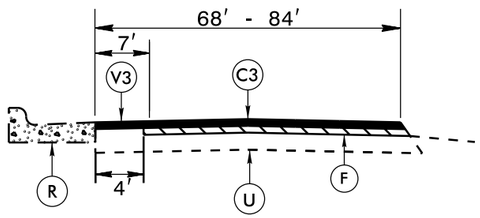
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.05.20411	4	8



TYPICAL SECTION NO. 14

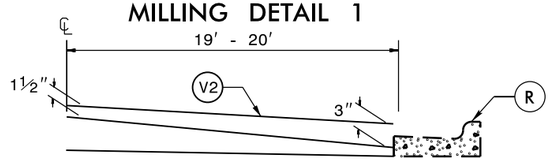
TO BE USED ON MAP 5
STA. 0+00 TO STA. 6+50



TYPICAL SECTION NO. 15

TO BE USED ON MAP 5
STA. 6+50 TO STA. 11+30

MILLING DETAIL 1

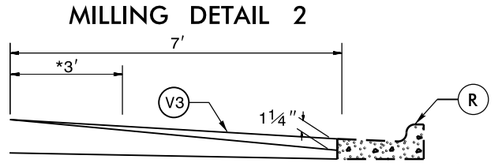


MILLING 1½″ - 3″

MILL EXISTING ASPHALT PAVEMENT 1½″ - 3″ AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 11 ON MAP 4 STA. 6+80 TO STA. 25+90 LT

MILLING DETAIL 2



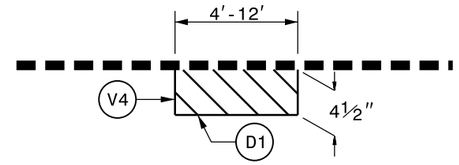
*IF #67 STONE OR 78M SEAL IS INVOLVED OVERLAP 3′.

PROFILE MILLING 0 - 1¼″

PROFILE MILL EXISTING ASPHALT PAVEMENT 1¼″ AT LOCATIONS AS DIRECTED BY THE ENGINEER.

NOTE: TO BE USED IN CONJUNCTION WITH:
TS. NO. 14 ON MAP 5 STA. 0+00 TO STA. 6+50 LT & RT
TS. NO. 15 ON MAP 5 STA. 6+50 TO STA. 11+30 LT

MILLING DETAIL 3

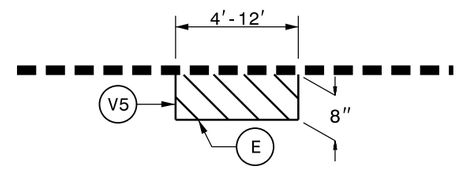


MILL EXISTING ASPHALT PAVEMENT 4½″ IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUCTION WITH MAPS 1 AND 2

MAP 1: 4½″ MILLING = 589 SYD
INTERMEDIATE COURSE, TYPE I19.0B = 151 TONS
MAP 2: 4½″ MILLING = 1758 SYD
INTERMEDIATE COURSE, TYPE I19.0B = 451 TONS
MAP 3: 41#2″ MILLING = 499 SYD
INTERMEDIATE COURSE, TYPE I19.0B = 128 TONS
MAP 4: 41#2″ MILLING = 628 SYD
INTERMEDIATE COURSE, TYPE I19.0B = 161 TONS

MILLING DETAIL 4

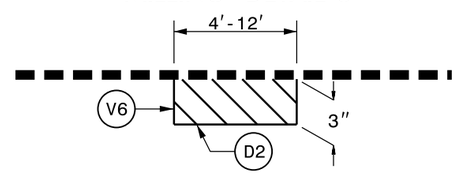


MILL EXISTING ASPHALT PAVEMENT 8″ IN DEPTH AND FILL WITH BASE COURSE, TYPE B25.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUCTION WITH MAPS 1 AND 2

MAP 1: 8″ MILLING = 917 SYD
BASE COURSE, TYPE B25.0B = 418 TONS
MAP 2: 8″ MILLING = 2689 SYD
BASE COURSE, TYPE B25.0B = 1226 TON
MAP 3: 8″ MILLING = 741 SYD
BASE COURSE, TYPE B25.0B = 338 TON
MAP 4: 8″ MILLING = 939 SYD
BASE COURSE, TYPE B25.0B = 428 TON
MAP 5: 8″ MILLING = 164 SYD
BASE COURSE, TYPE B25.0B = 75 TON

MILLING DETAIL 5



MILL EXISTING ASPHALT PAVEMENT 3″ IN DEPTH AND FILL WITH INTERMEDIATE COURSE, TYPE I19.0B AT LOCATIONS AS DIRECTED BY THE ENGINEER.

TO BE USED IN CONJUCTION WITH MAPS 1 AND 2

MAP 5: 3″ MILLING = 170 SYD
INTERMEDIATE COURSE, TYPE I19.0B = 29 TONS

NOTE: EACH MAP MUST BE SPOT MILLED AND FILLED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
D1	PROP. APPROX. 4½″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.		
D2	PROP. APPROX. 3″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
E	PROP. APPROX. 8″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, #67M STONE		
R	EXISTING CONCRETE STRUCTURE		
U	EXISTING PAVEMENT.		
V1	1½″ MILLING	V2	1½″ - 3″ MILLING
V3	0″ - 1½″ MILLING	V4	4½″ MILLING FOR PATCHING
V5	8″ MILLING FOR PATCHING	V6	3″ MILLING FOR PATCHING

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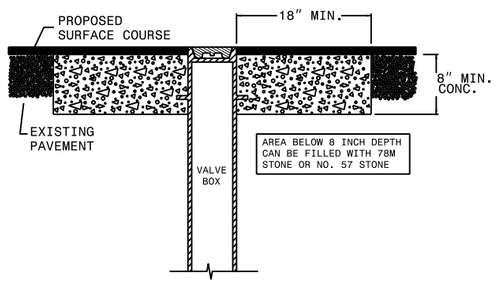
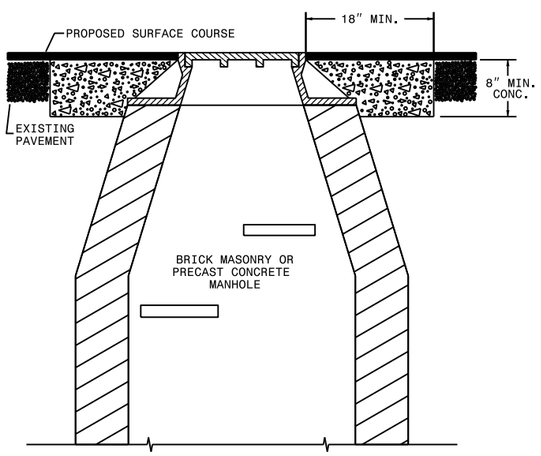
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.05.20411	5	8

STANDARD CONCRETE ENCASEMENT FOR MANHOLE & VALVE CASTINGS IN PAVEMENT
DETAIL DRAWING NO. 858.01

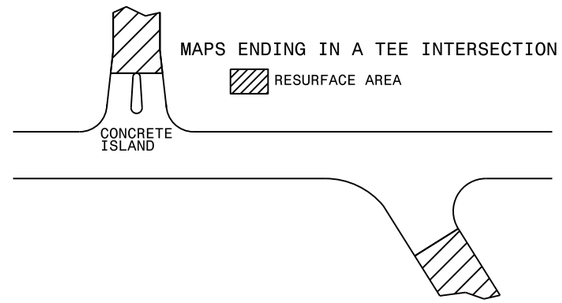


USE RAPID SET GROUT, MORTAR, OR CONCRETE CLASS B CONCRETE MAY BE USED WHEN ADJUSTMENTS ARE NOT IN THE TRAVEL LANE.



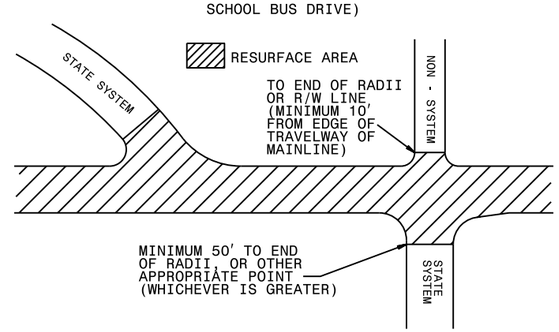
NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED

PAVING DETAIL 1
MAIN LINE IS NOT BEING RESURFACED

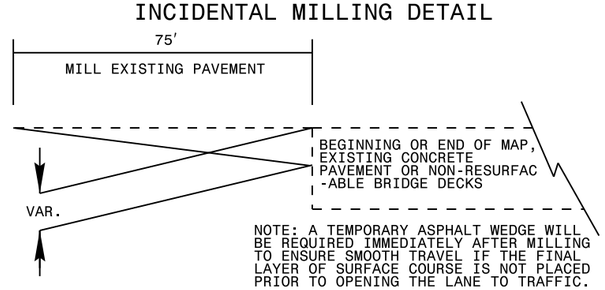


PAVING DETAIL 2
MAIN LINE IS BEING RESURFACED

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

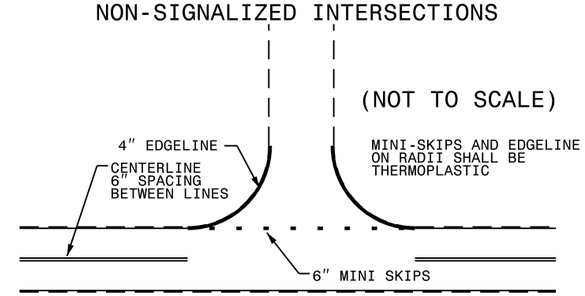


INCIDENTAL MILLING DETAIL



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.

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".

NOTE: EACH MAP MUST BE SPOT MILLED AND FILLED AS DIRECTED BY THE ENGINEER BEFORE PROCEDING WITH RESURFACING

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.		
D1	PROP. APPROX. 4½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.		
D2	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.		
E	PROP. APPROX. 8" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD. IN EACH OF TWO LAYERS		
F	AST MAT COAT, #67M STONE		
R	EXISTING CONCRETE STRUCTURE		
U	EXISTING PAVEMENT.		
V1	1½" MILLING	V2	1½" - 3" MILLING
V3	0" - 1½" MILLING	V4	4½" MILLING FOR PATCHING
V5	8" MILLING FOR PATCHING	V6	3" MILLING FOR PATCHING

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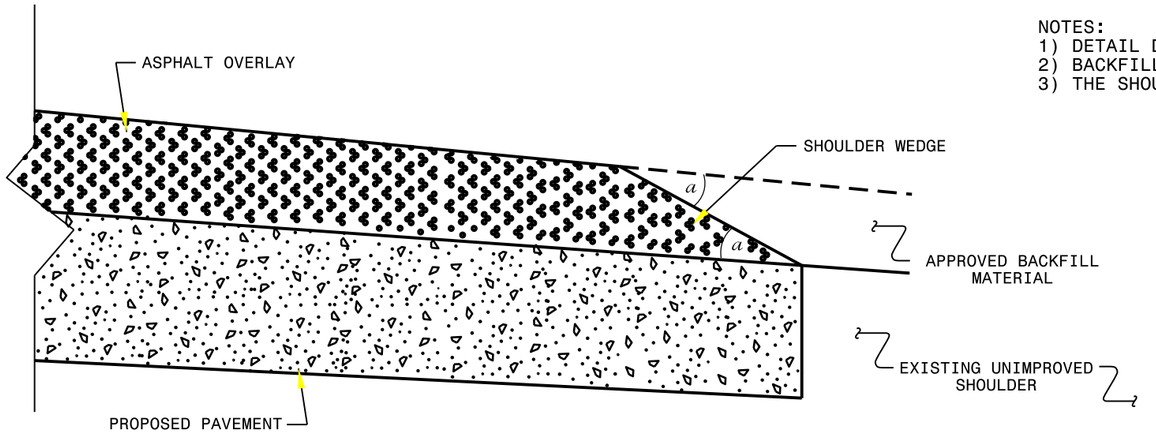
cbuskins AI 07CADD271374

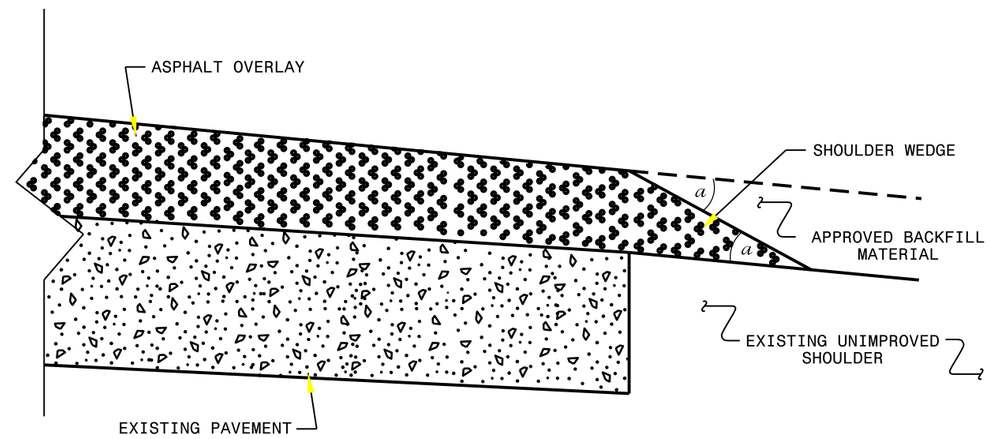
PROJECT REFERENCE NO.	SHEET NO.
2016CPT.07.05.20411	6 – 8

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.



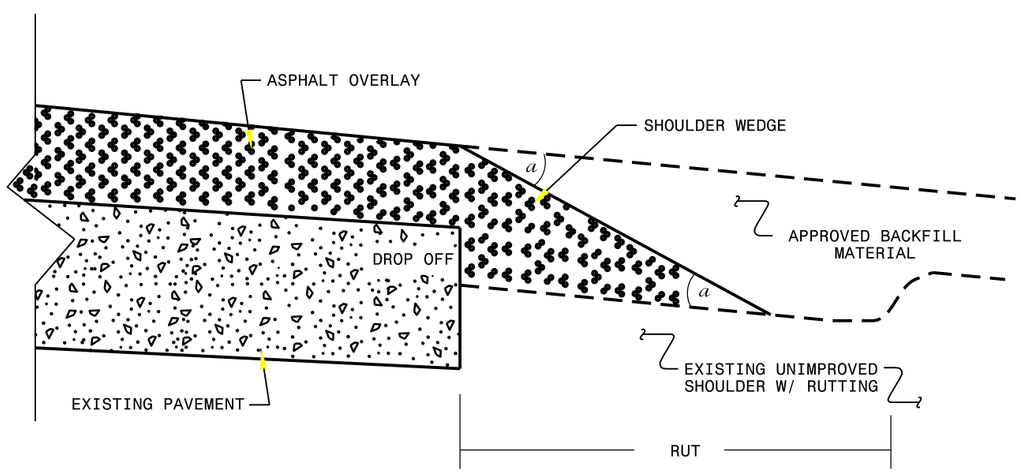
SHOULDER WEDGE DETAIL

(Resurfacing Projects w/ Widening 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

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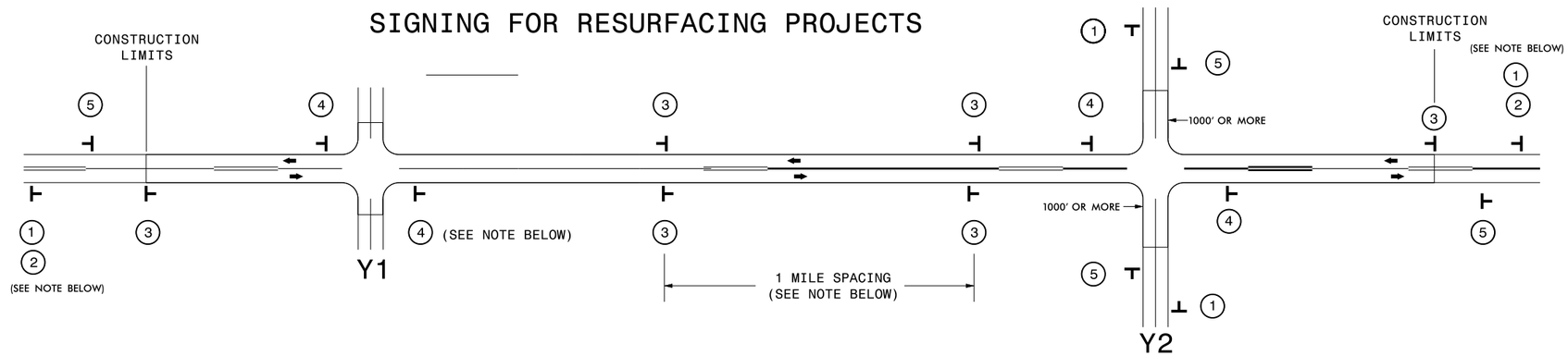
STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
N.C.	2016CPT.07.05.20411	7	8

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"
2. NEXT XX MILES — 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 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

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cthuskins AT DTCADD271374

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.07.05.20411	8	8

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	INCIDENTAL STONE BASE TONS	MILLING ASPHALT PAVEMENT, 1½" DEPTH SY	MILLING ASPHALT PAVEMENT, 8" DEPTH SY	MILLING ASPHALT PAVEMENT, 4½" DEPTH SY	MILLING ASPHALT PAVEMENT, 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 1½ - 3" DEPTH SY	MILLING ASPHALT PAVEMENT, 0" TO 1 1/2" DEPTH SY	ASPHALT CONC BASE COURSE, TYPE B25.0B TONS	ASPHALT CONC INTERMEDIATE COURSE, TYPE I19.0B TONS	ASPHALT CONC SURFACE COURSE, TYPE S9.5B TONS	SURFACE COURSE, S9.5C TONS	ASPHALT CONC SURFACE COURSE, TYPE SF9.5A TONS	ASPHALT BINDER FOR PLANT MIX TONS	ASPHALT SURFACE TREATMENT, MATCOAT, #67 STONE SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	RETROFITTING EXISTING CURB RAMPS EA	ADJ. OF DROP INLET EA	ADJ. OF MANHOLES EA	ADJUSTMENT OF METER BOXES OR VALVE BOXES EA	INDUCTIVE LOOP SAW CUT LF
2016CPT.07.05.20411	Guilford	1	SR 1008 WESTBOUND (MARKET STREET)	FROM SR 2175 (GREEN VALLEY ROAD) - 0.07 TO NON-SYSTEM (SPRING GARDEN STREET/MUIRS CHAPEL ROAD) - 2.25	1	2	MU	NO	NO	0.533	20		8,160	917	589				418	151		689		66					7	2	
					1	2	MU	NO	NO	0.03	20-32		458									39		2							
					1	2	MU	NO	NO	0.039	32		848									72		4							
					1	2	MU	NO	NO	0.082	20		962									81		5							
					2	2	MU	NO	NO	0.025	20-30		367									31		2							
					2	2	MU	NO	NO	0.037	30		888									75		4							
					3	2	MU	NO	NO	0.059	28-41		1,212									102		6							
					3	2	MU	NO	NO	0.033	41-48		871									73		4							820
				SKIP - INTERSECTION	3	2	MU	NO	NO	0.062	20-48																				
					1	2	MU	NO	NO	0.239	20		3,157									267		16				1		2	
					1	2	MU	NO	NO	0.028	20-37		476									40		2							
					3	2	MU	NO	NO	0.014	34-41		312									26		2							
					3	2	MU	NO	NO	0.016	41		385									32		2							650
				SKIP - NEW PAVEMENT	3	2	MU	NO	NO	0.014	41																				
					3	2	MU	NO	NO	0.018	22		232									20		1							
					3	2	MU	NO	NO	0.015	22-36		255									22		1					1	1	
					4	2	MD	NO	NO	0.009	36		190									16		1							
					5	2	M2	NO	NO	0.018	40		422									36		2					1	1	
					6	2	MD	NO	NO	0.009	50		264									22		1							
					6	2	MD	NO	NO	0.029	50-60		936									79		5							
					6	2	MD	NO	NO	0.022	60		774									65		4							
					3	2	M2	NO	NO	0.012	75		528									44		3					1		
					6	2	MD	NO	NO	0.021	72		887									75		4					2		
					6	2	MD	NO	NO	0.02	60-72		774									65		4					1		
					6	2	MD	NO	NO	0.013	60		458									39		2						1	
					3	2	M2	NO	NO	0.017	64		638									54		3					1		850
					7	2	MD	NO	NO	0.017	61		608									51		3					1	1	
					3,5	2	M2	NO	NO	0.746	64		31,113									2,617		154			8		26	24	4,625
		TOTAL FOR MAP NO. 1								**2.177**			**56,175**	**917**	**589**				**418**	**151**		**4,732**		**303**			**8**	**1**	**41**	**32**	**6,945**
		2	SR 1008 EASTBOUND (MARKET STREET)	FROM NON-SYSTEM (WALKER AVENUE) - 11.65 TO SR 2175 (GREEN VALLEY ROAD)/ WESTBOUND WENDOVER AVENUE ON RAMP - 12.84	1	2	MU	NO	NO	0.243	20		2,851	1,758	2,689				1,226	451		241		90							
					3	2	MU	NO	NO	0.03	20-45		581									49		3							
					3	2	MU	NO	NO	0.01	45-50		282									24		1							
					3	2	MU	NO	NO	0.006	50		176									15		1					1		
				SKIP - INTERSECTION	3	2	MU	NO	NO	0.054	50																				
					1	2	MU	NO	NO	0.189	20		2,579									217		13					1		
					8	2	MU	NO	NO	0.032	18-30		451									38		2							
					8	2	MU	NO	NO	0.036	30		752									63		4					1		
					1	2	MU	NO	NO	0.592	20		7,540									637		38					1	1	325
		TOTAL FOR MAP NO. 2								**1.192**			**15,212**	**1,758**	**2,689**				**1,226**	**451**		**1,284**		**152**					**4**	**1**	**325**
		3	SR 1001 (CHURCH STREET)	FROM US 220 (WENDOVER AVENUE) - 0.00 TO JOINT 730' NORTH OF NON-SYSTEM (TANKERSLEY STREET) - 0.60	3	2	2WU	NO	NO	0.116	53		4,098	741	499				338	128		344		41					2	5	
					6	2	2WU	NO	NO	0.017	46-50		479									40		2							
					3	2	2WU	NO	NO	0.036	45-50		1,014									85		5					1		
					2	2	2WU	NO	NO	0.007	46-47		193									16		1							
					2	2	2WU	NO	NO	0.033	46		891									75		4					1		
					2	2	2WU	NO	NO	0.032	42-46		826									70		4					1	2	
					9	2	2WU	NO	NO	0.006	37		130									11		1							
					3	2	2WU	NO	NO	0.012	41-44		303									26		2							
					3	2	2WU	NO	NO	0.017	62		618									52		3			1		1		
					8	2	2WU	NO	NO	0.012	64		451									38		2			1				
					8	2	2WU	NO	NO	0.148	51		4,428									373		22					4	2	300
				SKIP - NEW PAVEMENT	8	2	2WU	NO	NO	0.116	45-51																				
					1	2	2WU	NO	NO	0.048	45		1,267									107		6							
		TOTAL FOR MAP NO. 3								**0.6**			**14,698**	**741**	**499**				**338**	**128**		**1,237**		**93**			**2**		**10**	**9**	**300**
		4	SR 3163 (EAST MARKET STREET/BURLINGTON ROAD)	FROM SR 2770 (HUFFINE MILL ROAD) - 1.23 TO US 70 (WENDOVER AVENUE/BURLINGTON ROAD) - 2.26	10	2	MU	NO	NO	0.023	38-48	38	580	939	628				428	161	49			29					1		
					10	2	MU	NO	NO	0.106	38		3,317							279			17						1	925
					11	2	MU	NO	NO	0.268	38		2,987				2,987			504			30							
					11	2	MU	NO	NO	0.094	40		1,103				1,103			186			11					3		
					12	2	MU	NO	NO	0.48	30		9,402							793			48					2	1	
					12	2	MU	NO	NO	0.019	30-34		357							30			2							
					13	2	2WD	NO	NO	0.037	40		1,581							133			8						1	
					12	2	2WU	NO	NO	0.007	34		140							12			1							
		TOTAL FOR MAP NO. 4								**1.034**		**38**	**19,467**	**939**	**628**		**4,090**		**428**	**161**	**1,986**			**146**					**6**	**3**	**925**
		5	SR 2851 (PENRY ROAD)	FROM US 70 (WENDOVER AVENUE/BURLINGTON ROAD) - 0.63 TO NEW PAVEMENT JOINT AT END OF CURB AND GUTTER - 0.42	14	2	M2	NO	NO	0.043	36			164		170		353	75	29		75	10	700	266.00						
					14	2	M2	NO	NO	0.028	36-48							230				57	4	567	215.33						
					14	2	M2	NO	NO	0.052	48							427				121	8	1,222	464.44				1	1	
					15	2	M2	NO	NO	0.091	36							374				159	11	1,707	648.53						1,694
		TOTAL FOR MAP NO. 5								**0.214**				**164**		**170**		**1,384**	**75**	**29**		**412**	**33**	**4,196**	**1,594.30**				**1**	**1**	**1,694**
TOTAL FOR PROJ NO. 2016CPT.07.05.20411										**5.217**		**38**	**105,552**	**4,519**	**4,405**	**170**	**4,090**	**1,384**	**2,485**	**920**	**1,986**	**7,253**	**412**	**727**	**4,196**	**1,594.30**	**10**	**1**	**62**	**46**	**10,189**
GRAND TOTAL										**5.217**		**38**	**105,552**	**4,519**	**4,405**	**170**	**4,090**	**1,384**	**2,485**	**920**	**1,986**	**7,253**	**412**	**727**	**4,196**	**1,594.30**	**10**	**1**	**62**	**46**	**10,189**

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF	TEMPORARY TRAFFIC CONTROL LS	4" X 90 M WHITE THERMO LF	4" X 90 M YELLOW THERMO LF	4" X 120 M WHITE THERMO LF	4" X 120 M YELLOW THERMO LF	6" X 120 M WHITE THERMO LF	6" X 90 M WHITE THERMO LF	6" X 90 M YELLOW THERMO LF	8" X 120 M WHITE THERMO LF	12" X 90 M YELLOW THERMO LF	16" X 120 M WHITE THERMO LF	24" X 120 M WHITE THERMO LF	THERMO MSG ONLY 120 M EA	THERMO MSG RXR 120 M EA	THERMO MSG SCHOOL 120 M EA	THERMO LT ARROW 90 M EA	THERMO STR ARROW 90 M EA	THERMO RT ARROW 90 M EA	THERMO STR & RT ARROW 90 M EA	THERMO STR & LT ARROW 90 M EA	4" WHITE PAINT LF	4" YELLOW PAINT LF	6" WHITE PAINT LF	6" WHITE PAINT LF	12" YELLOW PAINT LF	16" WHITE PAINT LF	24" WHITE PAINT LF	PAINT MSG ONLY EA	PAINT MSG RXR EA	PAINT MSG SCHOOL EA	PAINT LT ARROW EA	PAINT STR ARROW EA	PAINT RT ARROW EA	PAINT STR & RT ARROW EA	PAINT STR & LT ARROW EA
2016CPT.07.05.20411	Guilford	1	SR 1008 WESTBOUND (MARKET STREET)	FROM SR 2175 (GREEN VALLEY ROAD) - 0.07 TO NON-SYSTEM (SPRING GARDEN STREET/MUIRS CHAPEL ROAD) - 2.25	1-7	2	MU	2.177	20-75	266	1	115	6,580	8,190	9,245		155		910			370	8			56	42	9	3		8,305	15,825		1,065			370	8			56	42	9	3	
		TOTAL FOR MAP NO. 1						**2.177**		**266**	**1**	**115**	**6,580**	**8,190**	**9,245**		**155**		**910**			**370**	**8**			**56**	**42**	**9**	**3**		**8,305**	**15,825**		**1,065**			**370**	**8**			**56**	**42**	**9**	**3**	
		2	SR 1008 EASTBOUND (MARKET STREET)	FROM NON-SYSTEM (WALKER AVENUE) - 11.65 TO SR 2175 (GREEN VALLEY ROAD)/ WESTBOUND WENDOVER AVENUE ON RAMP - 12.84	1,3,8	2	MU	1.192	18-50	134			6,660	2,727			430			100		174				3	2	3			2,637	6,660		430	100		174				3	2	3		
		TOTAL FOR MAP NO. 2						**1.192**		**134**			**6,660**	**2,727**			**430**			**100**		**174**				**3**	**2**	**3**			**2,637**	**6,660**		**430**	**100**		**174**				**3**	**2**	**3**		
		3	SR 1001 (CHURCH STREET)	FROM US 220 (WENDOVER AVENUE) - 0.00 TO JOINT 730' NORTH OF NON-SYSTEM (TANKERSLEY STREET) - 0.60	1-3, 6, 8-9	2	2WU	0.6	37-64	68		110		2,260	6,330				264			142				13	8	3	4	1	2,370	6,170		264			142				13	8	3	4	1
		TOTAL FOR MAP NO. 3						**0.6**		**68**		**110**		**2,260**	**6,330**				**264**			**142**				**13**	**8**	**3**	**4**	**1**	**2,370**	**6,170**		**264**			**142**				**13**	**8**	**3**	**4**	**1**
		4	SR 3163 (EAST MARKET STREET/BURLINGTON ROAD)	FROM SR 2770 (HUFFINE MILL ROAD) - 1.23 TO US 70 (WENDOVER AVENUE/BURLINGTON ROAD) - 2.26	10-13	2	MU	1.034	30-48	126		8,320	400	579	13,803	74	320	72	286		50	273	4	2	12	30		4	2		8,899	14,203	74	606		50	273	4	2	12	30		4	2	
		TOTAL FOR MAP NO. 4						**1.034**		**126**		**8,320**	**400**	**579**	**13,803**	**74**	**320**	**72**	**286**		**50**	**273**	**4**	**2**	**12**	**30**		**4**	**2**		**8,899**	**14,203**	**74**	**606**		**50**	**273**	**4**	**2**	**12**	**30**		**4**	**2**	
		5	SR 2851 (PENRY ROAD)	FROM US 70 (WENDOVER AVENUE/BURLINGTON ROAD) - 0.63 TO NEW PAVEMENT JOINT AT END OF CURB AND GUTTER - 0.42	14-15	2	M2	0.214	36-48	126		480		462	2,113							45	4			9		5	3																
		TOTAL FOR MAP NO. 5						**0.214**		**126**		**480**		**462**	**2,113**							**45**	**4**			**9**		**5**	**3**																
TOTAL FOR PROJ NO. 2016CPT.07.05.20411								**5.217**		**720**	**1**	**9,025**	**13,640**	**14,218**	**31,491**	**74**	**905**	**72**	**1,460**	**100**	**50**	**1,004**	**16**	**2**	**12**	**111**	**52**	**24**	**12**	**1**	**22,211**	**42,858**	**74**	**2,365**	**100**	**50**	**959**	**12**	**2**	**12**	**102**	**52**	**19**	**9**	**1**
												22,665		**45,709**			**977**							**30**			**200**					**65,069**							**26**			**183**		
GRAND TOTAL								**5.217**		**720**	**1**	**9,025**	**13,640**	**14,218**	**31,491**	**74**	**905**	**72**	**1,460**	**100**	**50**	**1,004**	**16**	**2**	**12**	**111**	**52**	**24**	**12**	**1**	**22,211**	**42,858**	**74**	**2,365**	**100**	**50**	**959**	**12**	**2**	**12**	**102**	**52**	**19**	**9**	**1**
												22,665		**45,709**			**977**							**30**			**200**					**65,069**							**26**			**183**		