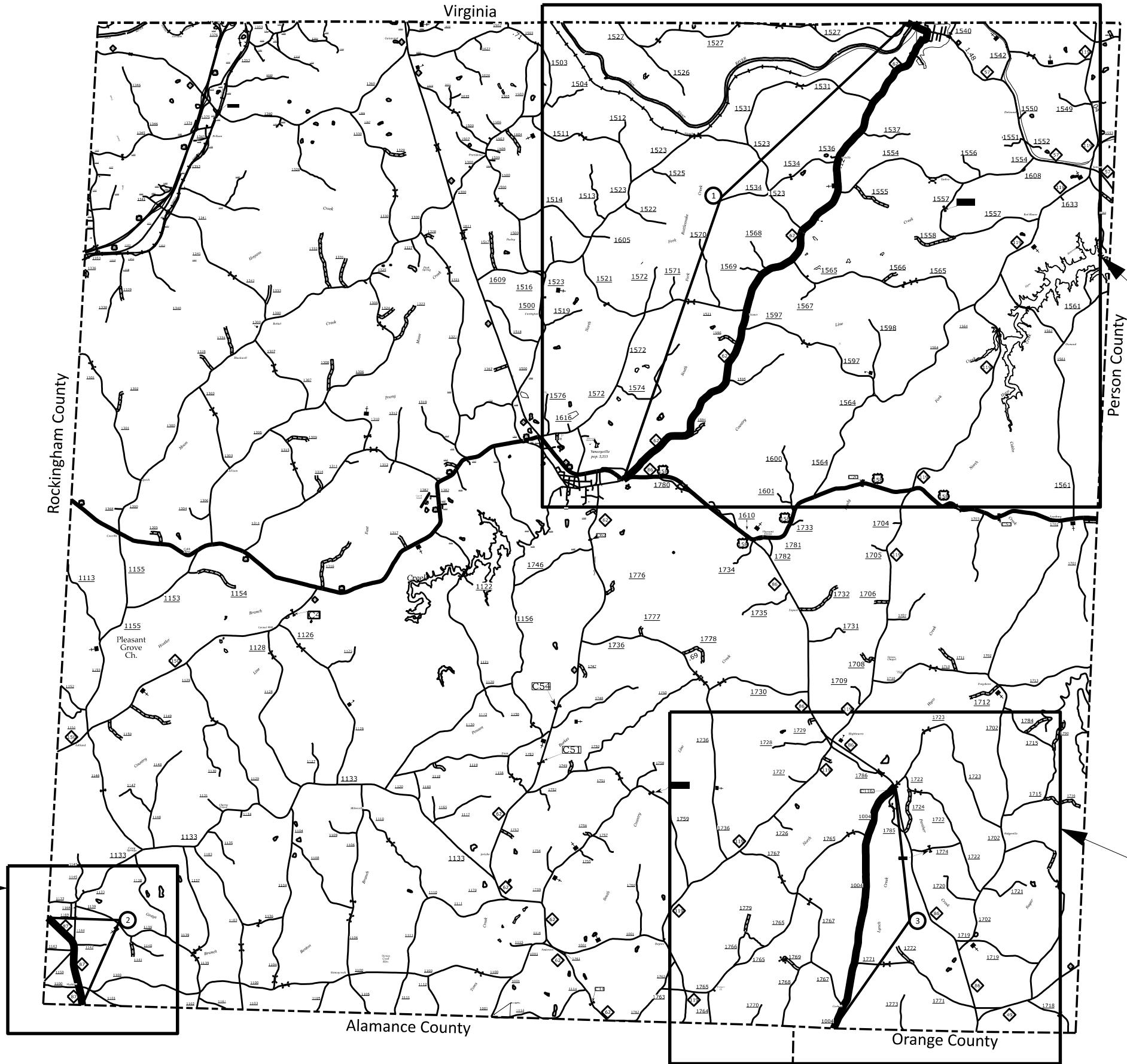


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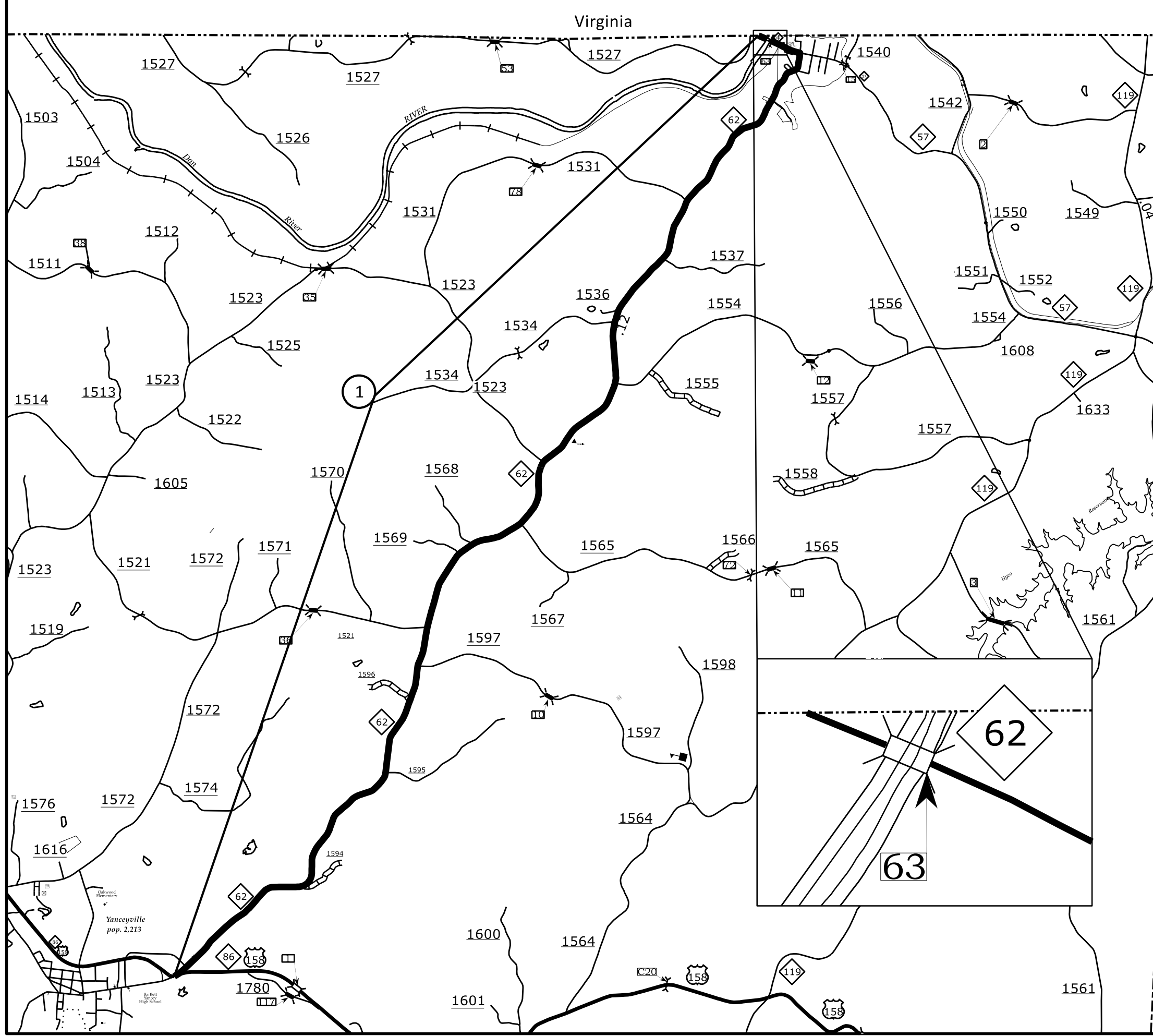


Sheet 2

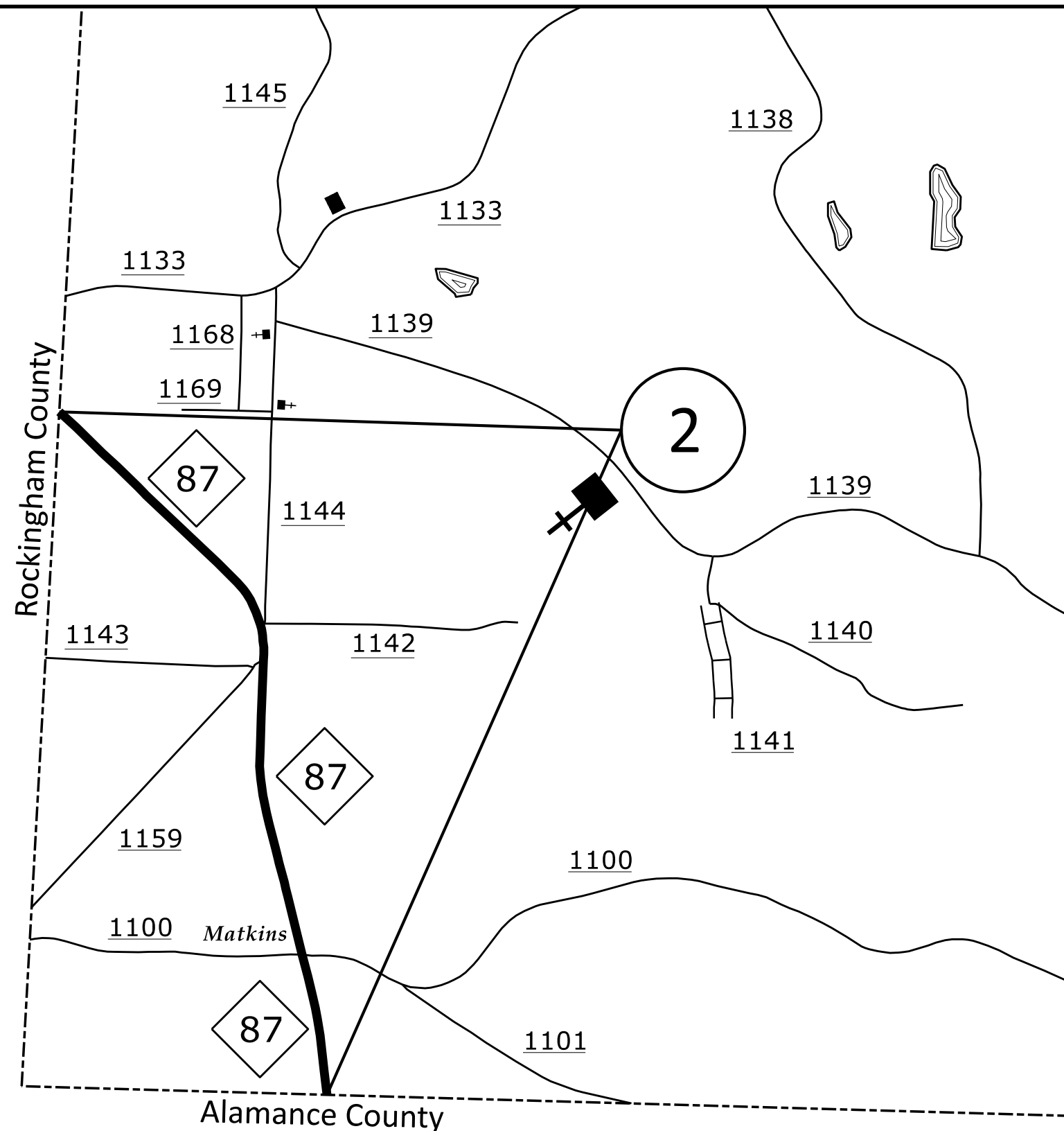
Sheet 3

Sheet 4

**CASWELL COUNTY**  
NORTH CAROLINA

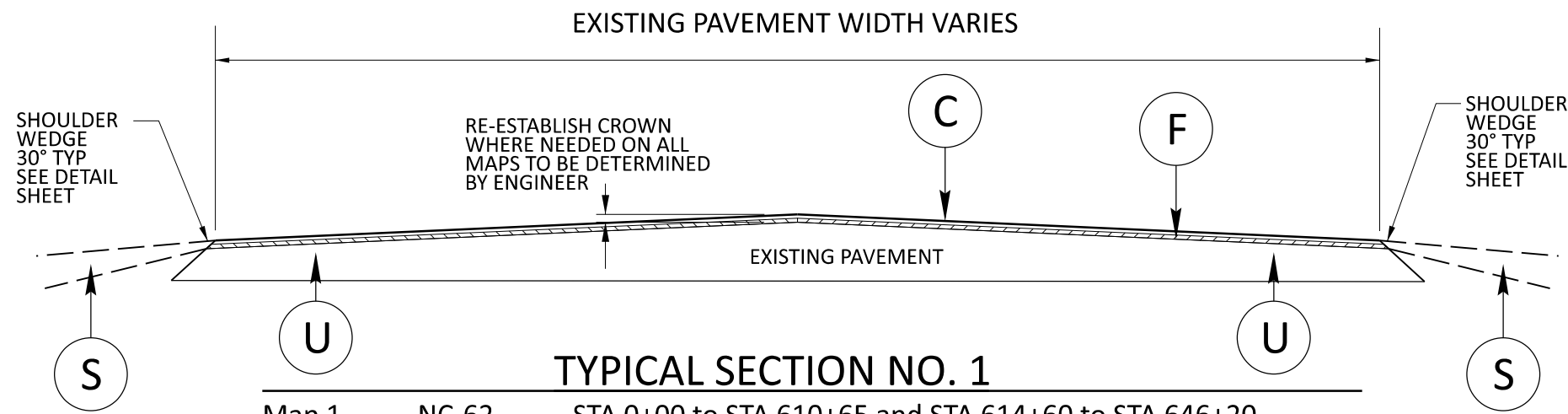


Map 1 NC-62  
1.5" S9.5B w/78M Seal  
STA 0+00 to STA 610+65 &  
STA 614+60 to STA 646+20  
Mill & Fill 1.5" S9.5B  
STA 610+65 to STA 614+60  
\*Skip Bridge #63\*



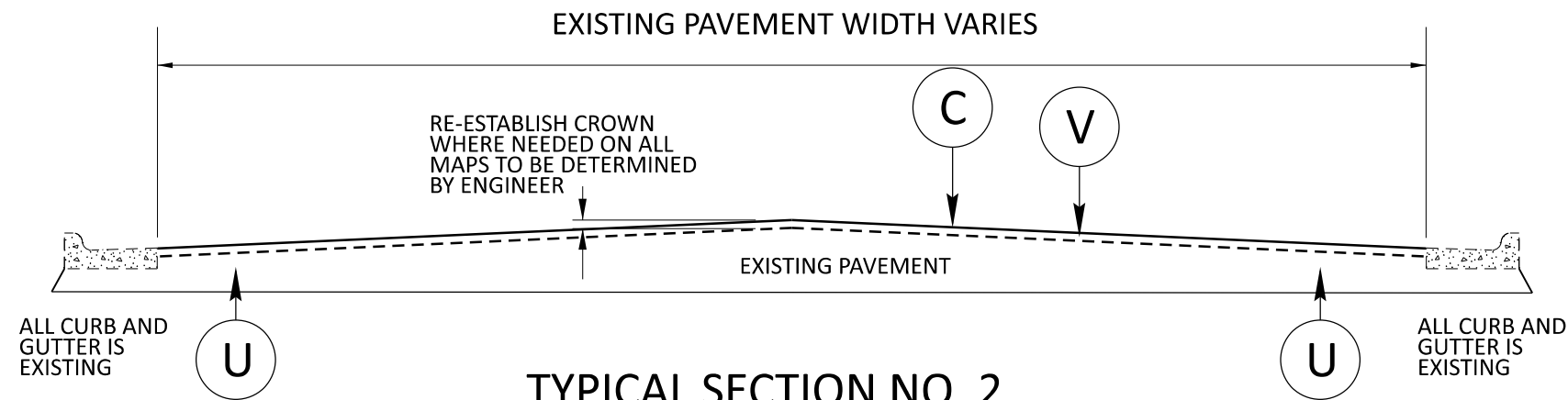
Map 2 NC-87  
1.5" S9.5B w/67 Seal





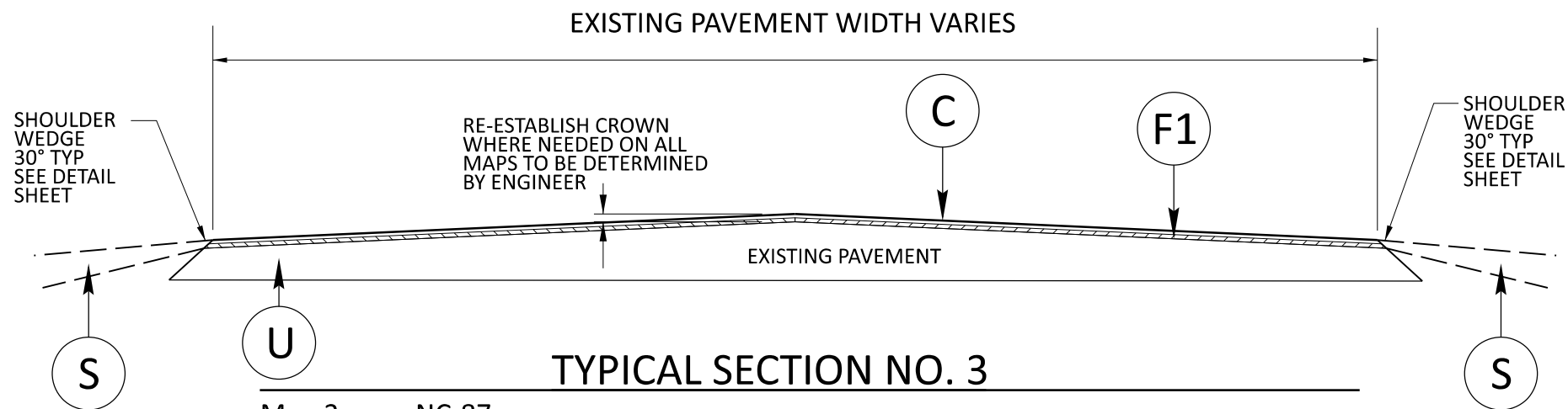
**TYPICAL SECTION NO. 1**

Map 1 NC-62 STA 0+00 to STA 610+65 and STA 614+60 to STA 646+20  
 \*Skip Bridge #63\*  
 Map 3 SR 1004 - Corbett Ridge Rd



**TYPICAL SECTION NO. 2**

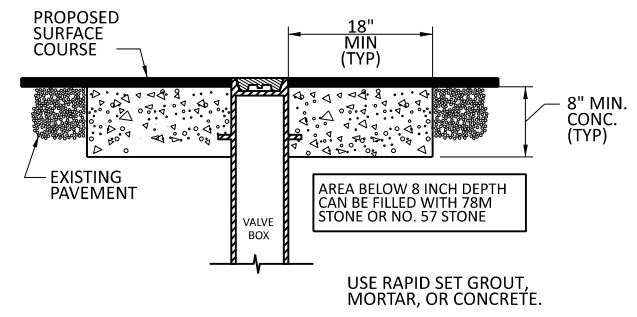
Map 1 NC-62 STA 610+65 to STA 614+60



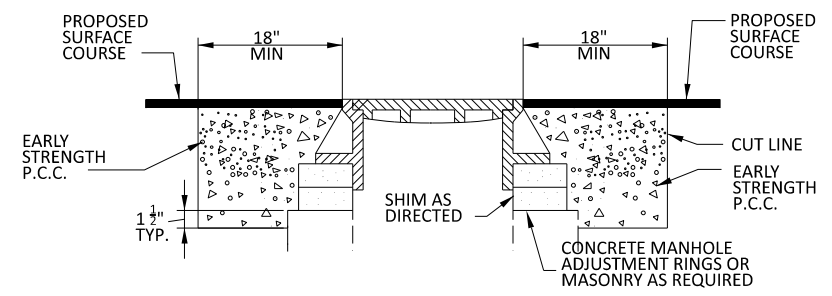
**TYPICAL SECTION NO. 3**

Map 2 NC-87

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
F1	AST MAT COAT, #67
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1½" DEPTH

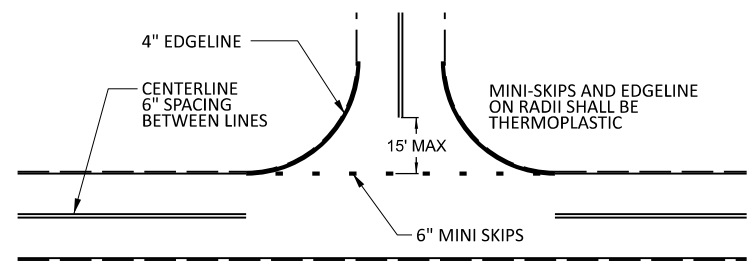


**STANDARD CONCRETE ENCASUREMENT FOR VALVE CASTINGS IN PAVEMENT**



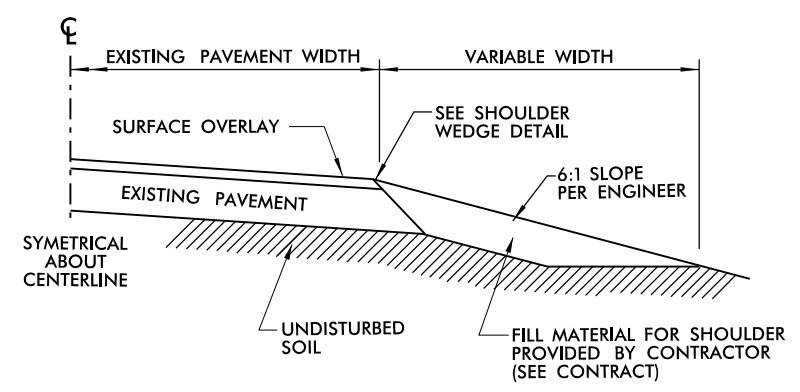
- NOTES:
1. MORTAR SHALL BE MIXED TO NCDOT SPECIFICATIONS.
  2. ALL FAULTY EXISTING BRICKWORK TO BE REMOVED AND REPLACED WITH NEW BRICK MASONRY.
  3. EXCAVATION FOR THE ADJUSTMENT SHALL BE SHEER CUT ON ALL SIDES.
  4. RAPID SET GROUT, MORTAR, OR CONCRETE SHALL BE USED CLASS B CONCRETE MAY BE USED WHEN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

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

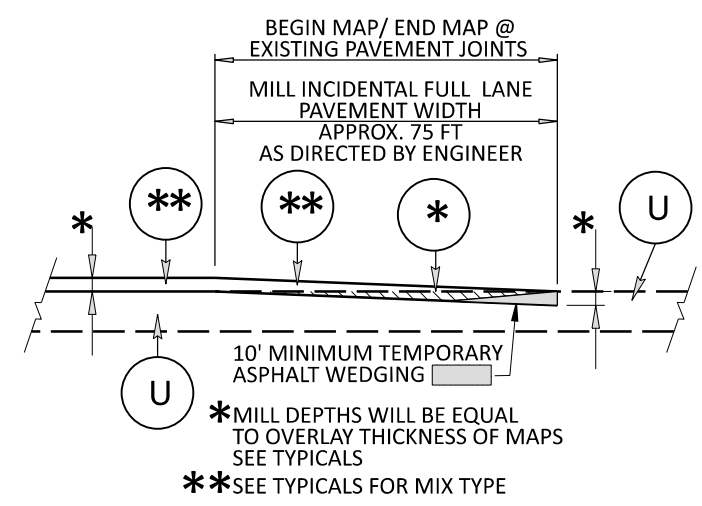


NOTE: MINI SKIPS SHALL BE PLACED ON A 8' CYCLE, CONTAINING A 6' AND 2' SKIP, THE WIDTH OF THE SKIP SHALL BE 6'.

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

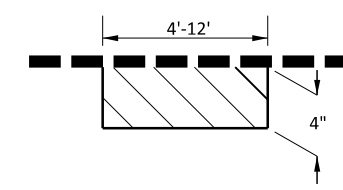


**SHOULDER RECONSTRUCTION**  
\* PLACE ASB OR BORROW AS DIRECTED BY THE ENGINEER



**INCIDENTAL MILLING AT TIE-IN DETAIL**

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



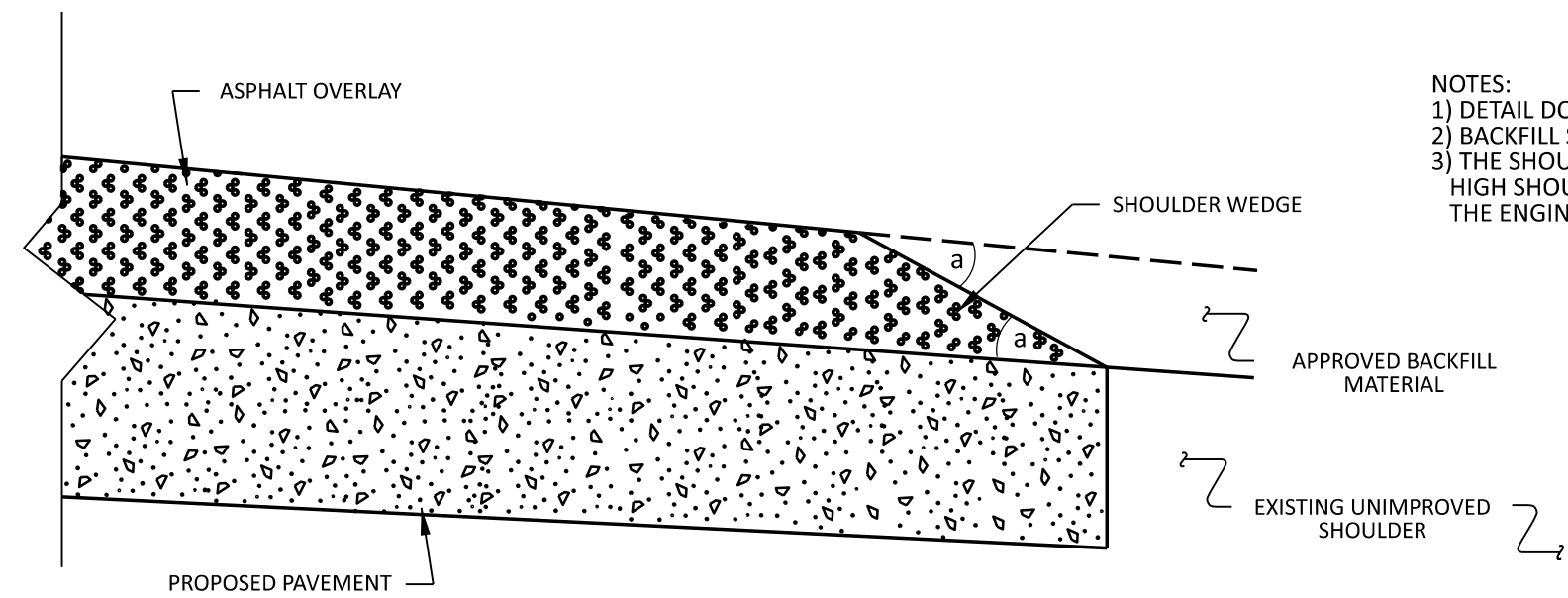
PATCH WITH ACSC, ACIC OR ACBC AS DIRECTED BY THE ENGINEER

**PATCHING EXISTING PAVEMENT DETAIL**

PAVEMENT SCHEDULE	
C	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ. YD.
F	AST MAT COAT, #78M
F1	AST MAT COAT, #67
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT
V	MILL ASPHALT PAVEMENT, 1 1/2" DEPTH

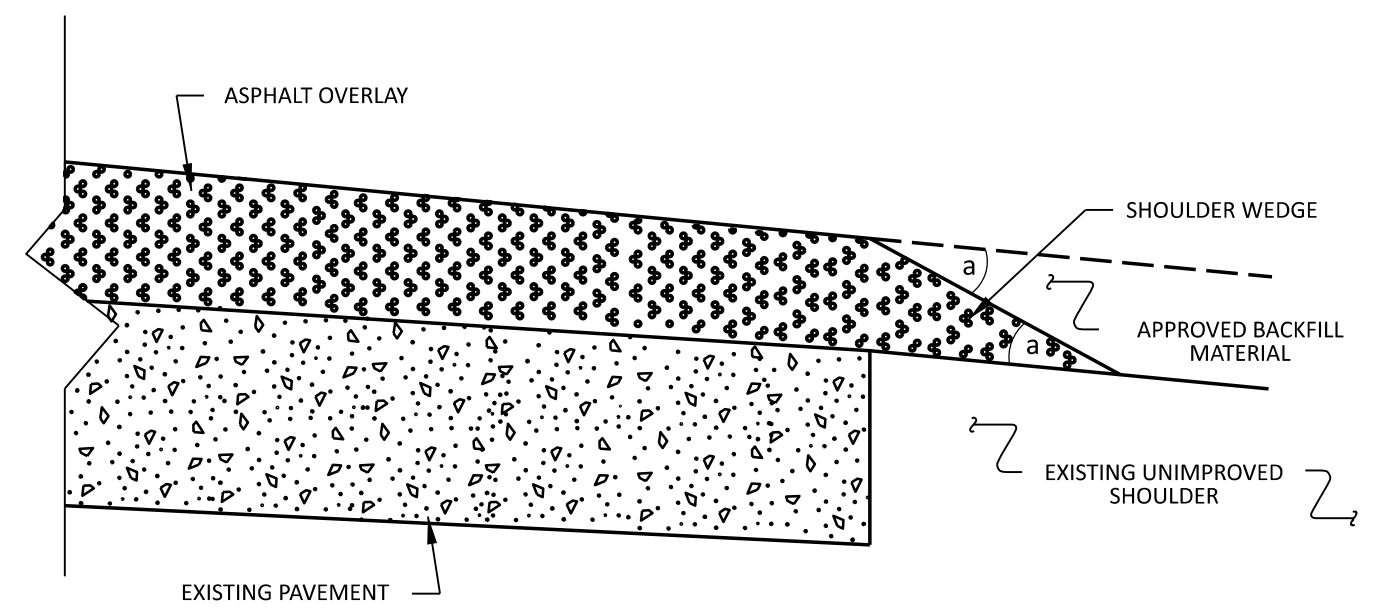




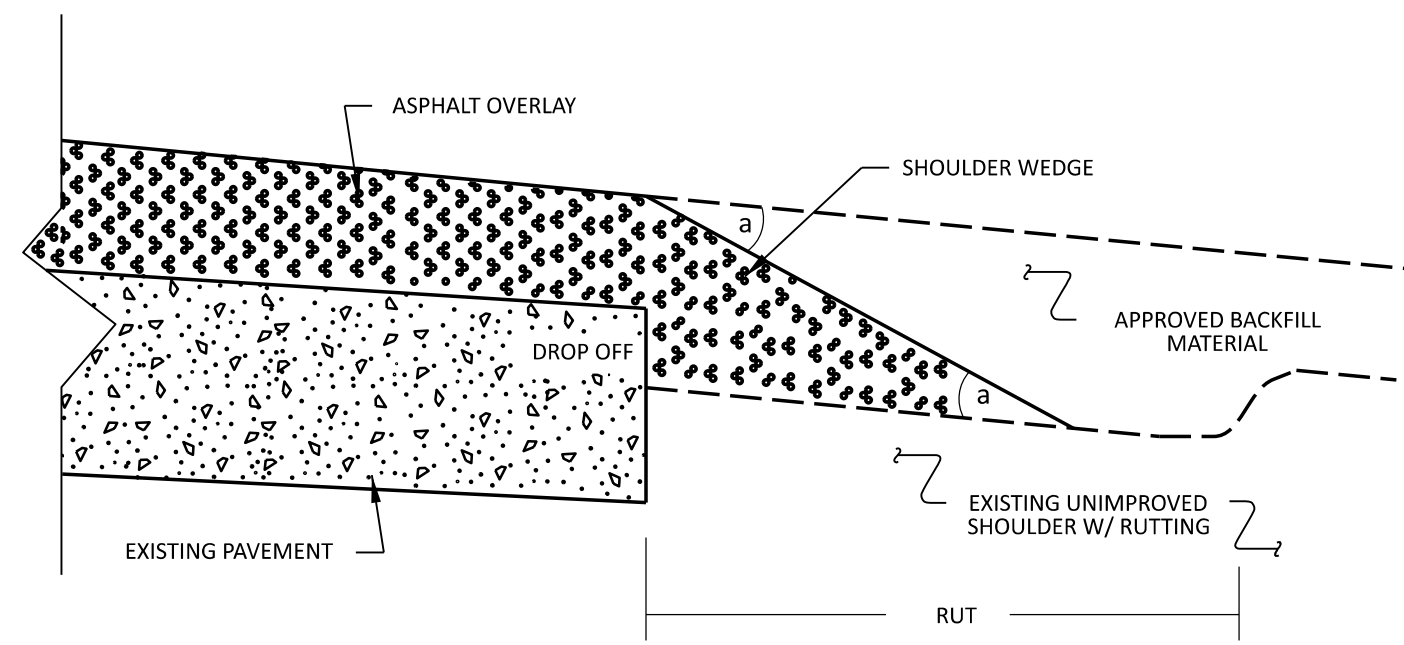


NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS DIRECTED BY THE ENGINEER.

**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)

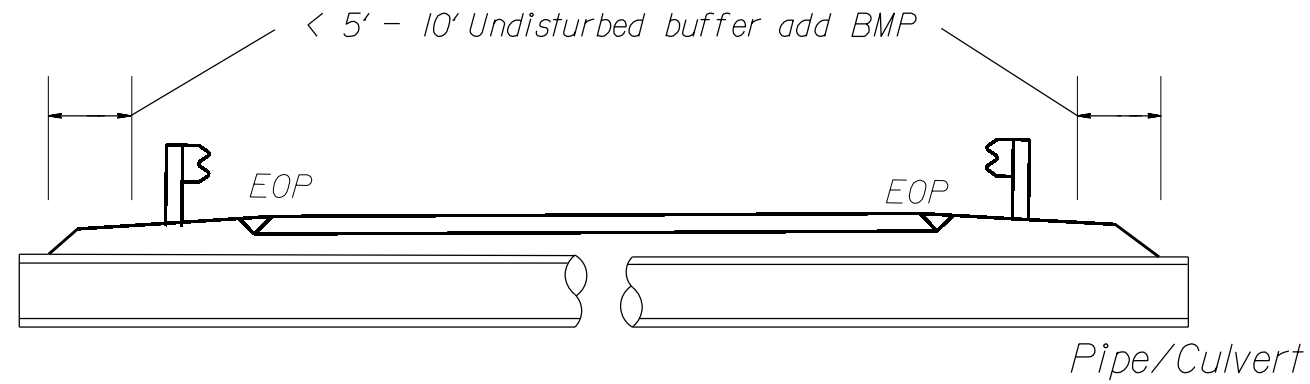
- SHOULDER WEDGE ANGLE = 30°

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

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

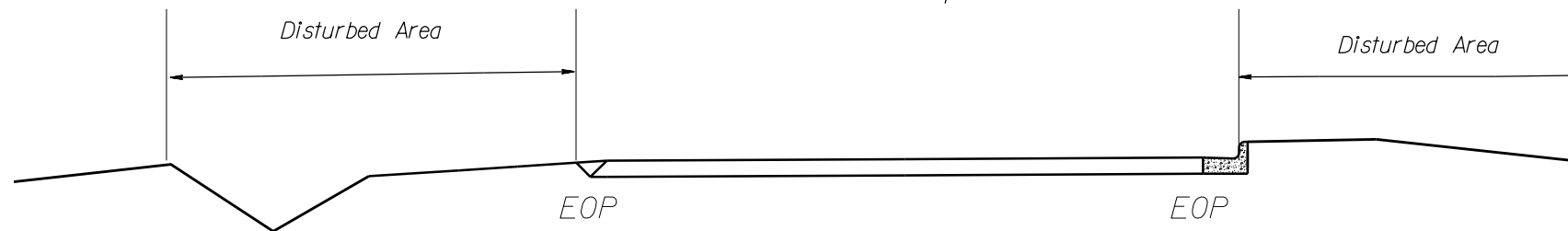
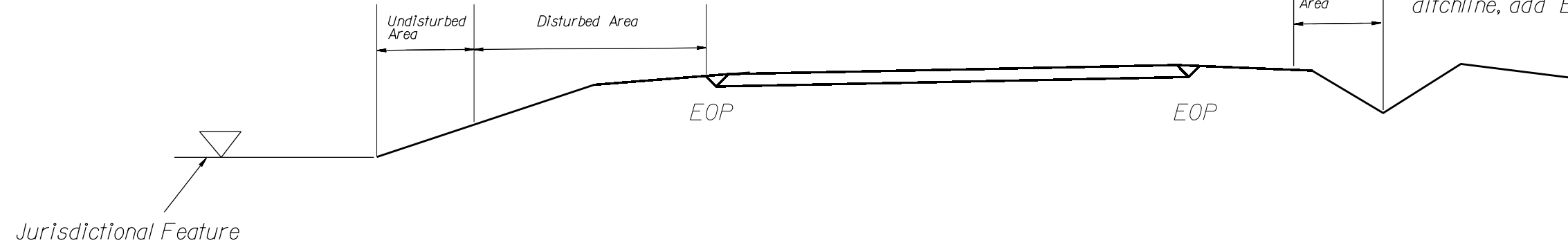
# EROSION CONTROL DETAIL

BMP Options: Wattle or Silt Fence

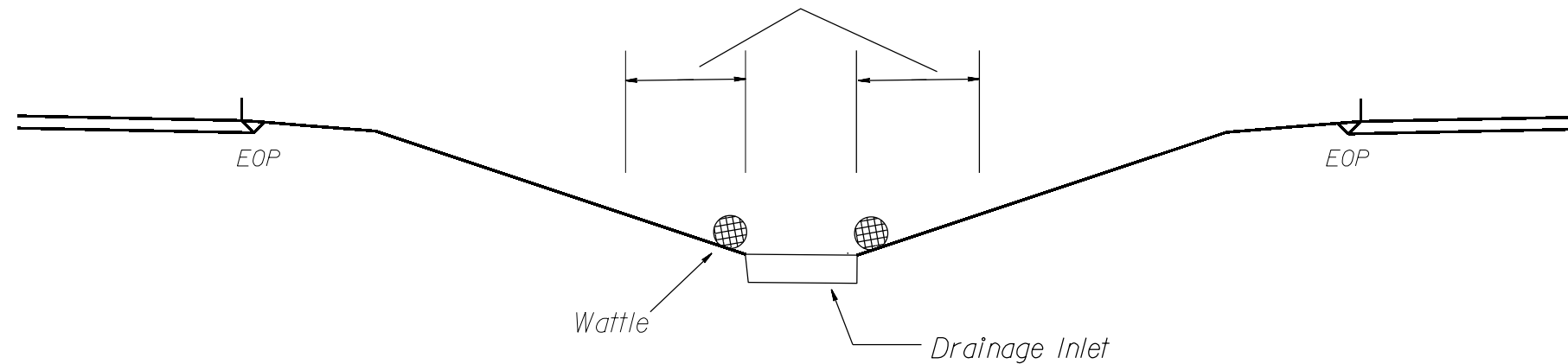


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

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



< 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.

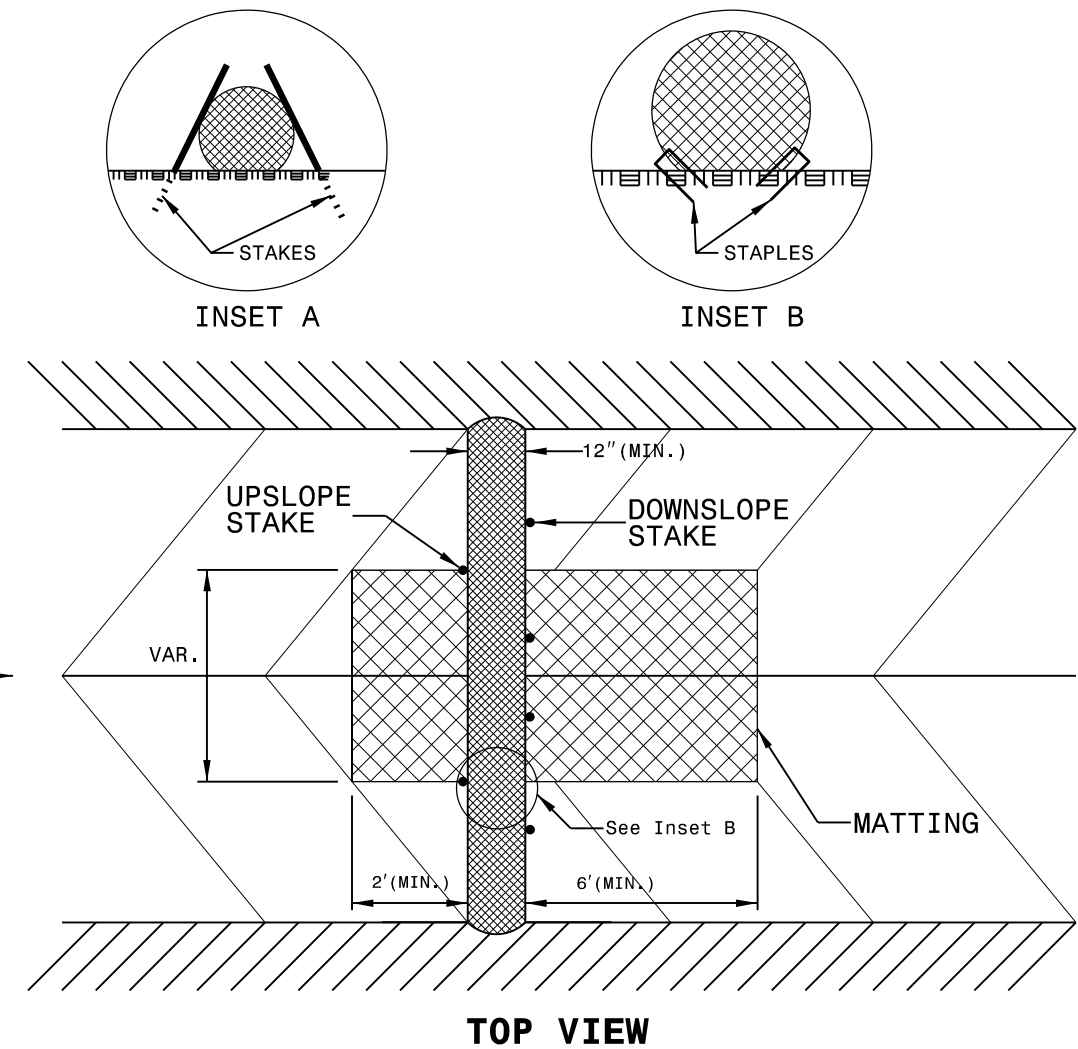
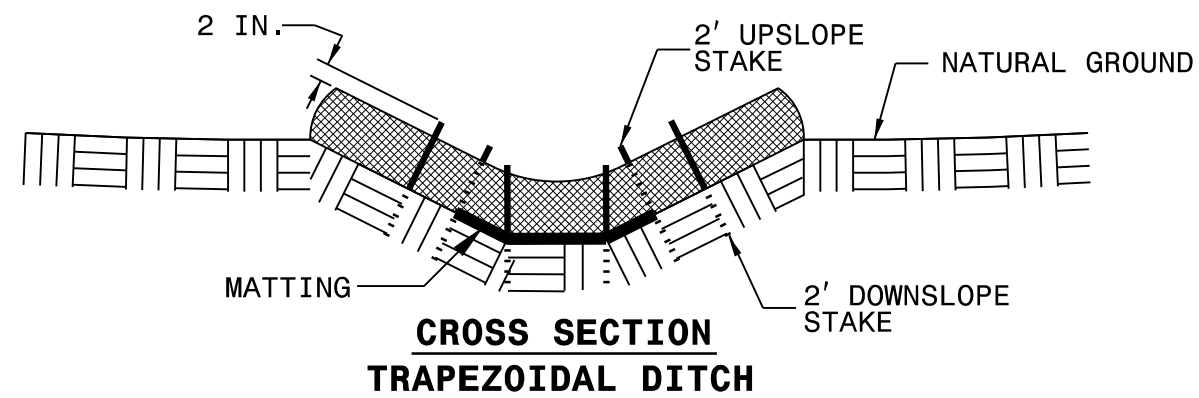
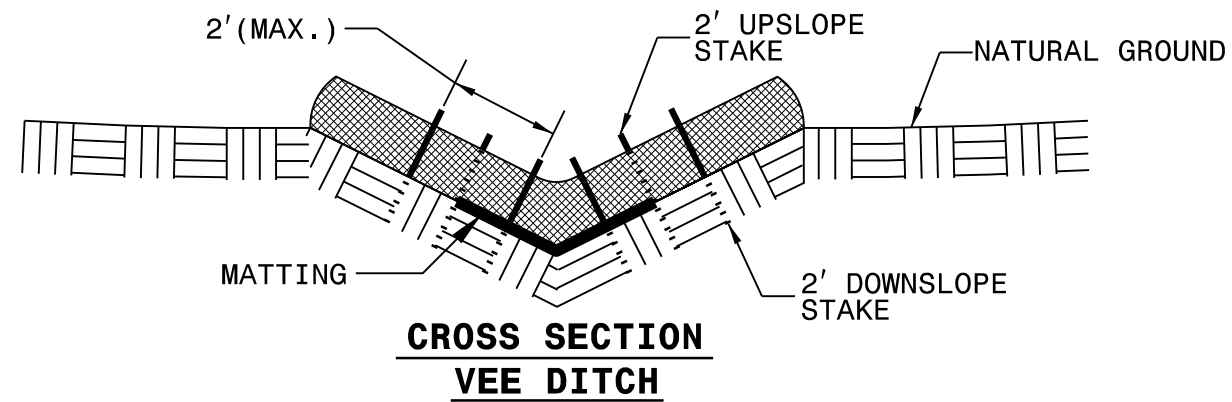
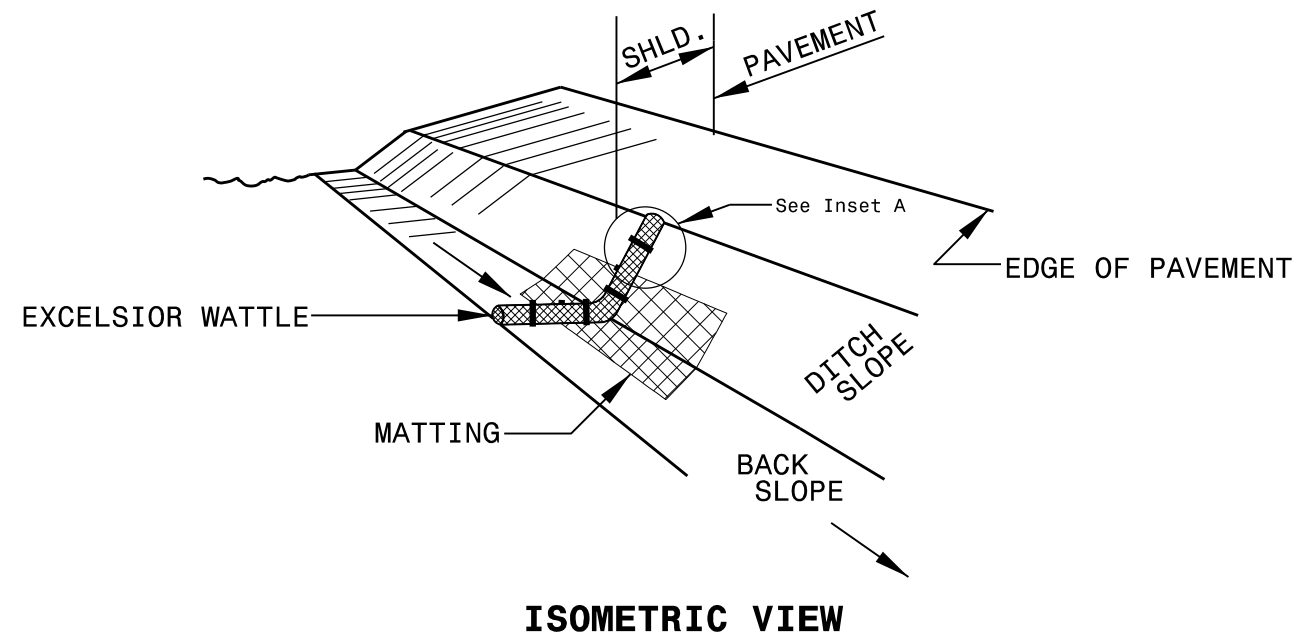
ONLY INSTALL WATTLE(S) TO A HEIGHT IN DITCH SO FLOW WILL NOT WASH AROUND WATTLE AND SCOUR DITCH SLOPES AND AS DIRECTED.

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.

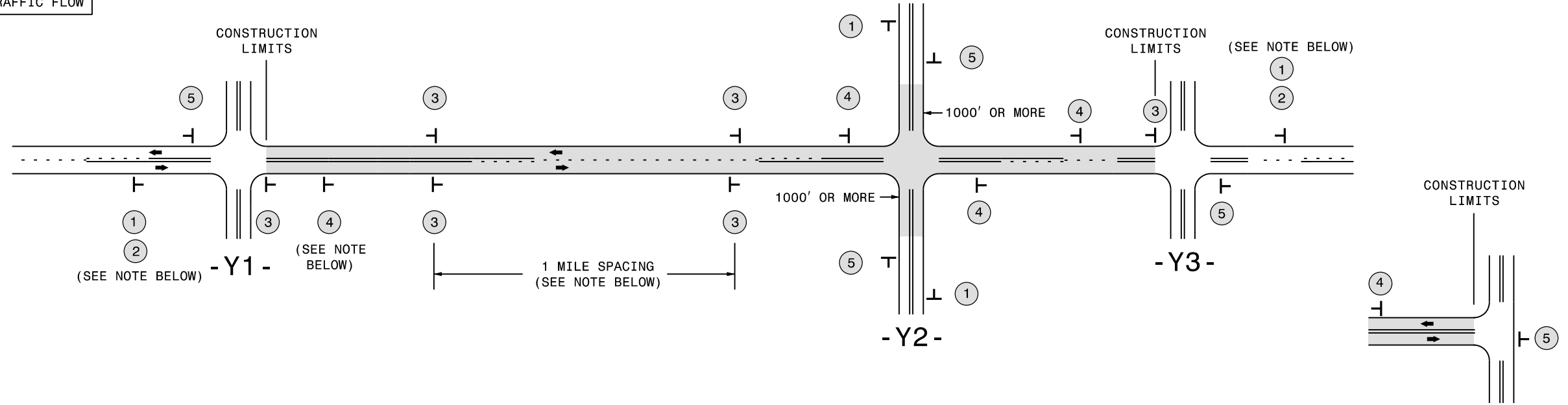


# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┃ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p><b>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</b></p> <ol style="list-style-type: none"> <li>LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>SUBDIVISION ROADS</li> <li>DEAD END ROADS</li> </ol> <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 style="text-align: center;">   <small>W20-1 48" X 48"</small>              PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">   <small>W20-7 A 48" X 48"</small>              PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	②	 <small>W7-3aP 24" X 18"</small>	#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)	
	③	 <small>SP 13107 48" X 48"</small>	<ul style="list-style-type: none"> <li>PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER.</li> <li>AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</li> </ul>	
	④	 <small>SP 13106 48" X 48"</small>	<ul style="list-style-type: none"> <li>THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</li> <li>INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</li> <li>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.</li> <li>A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</li> <li>FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</li> </ul>	
	⑤	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

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

**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**

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

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

**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

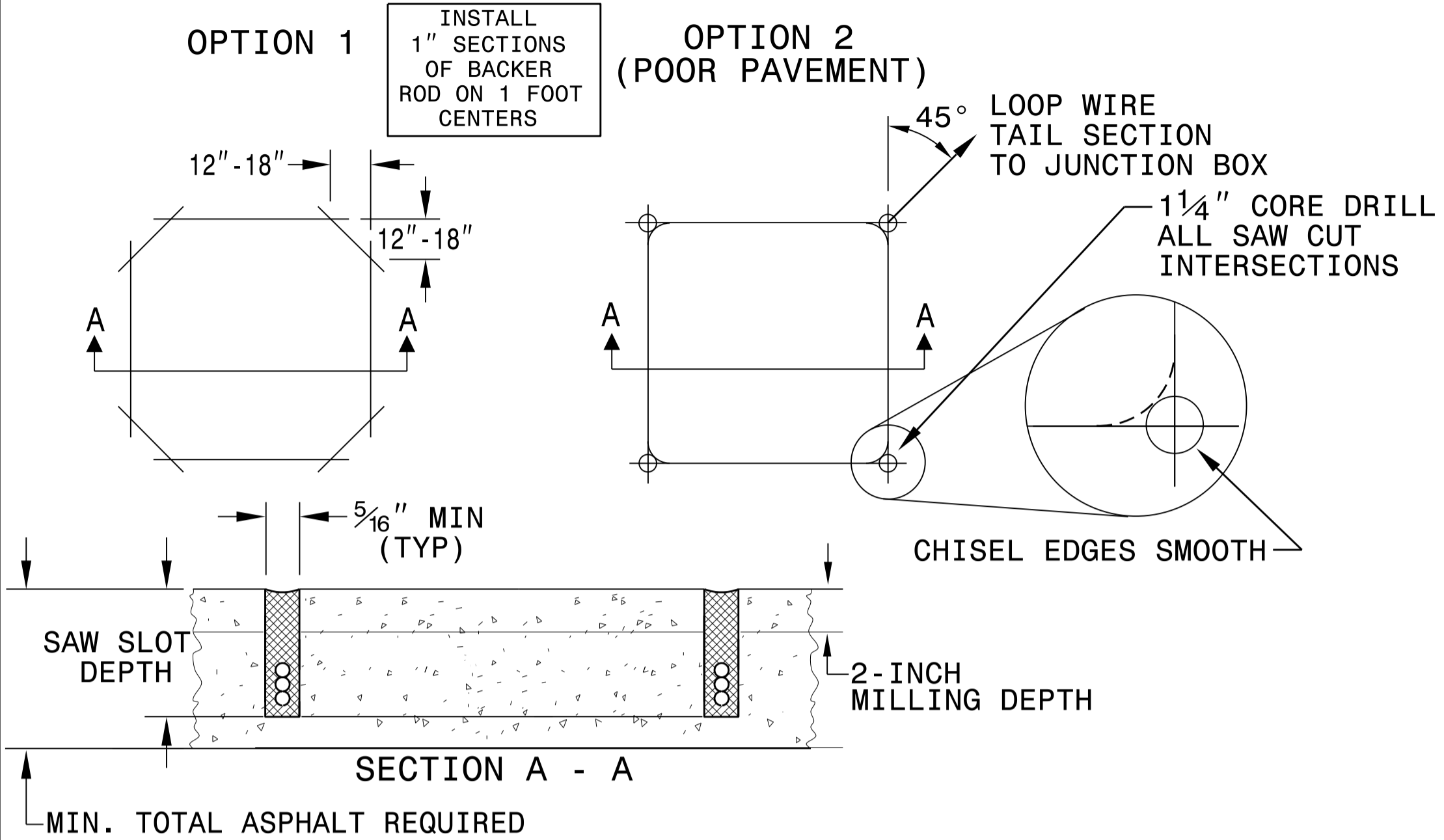


CORRECT WAY TO TWIST WIRE

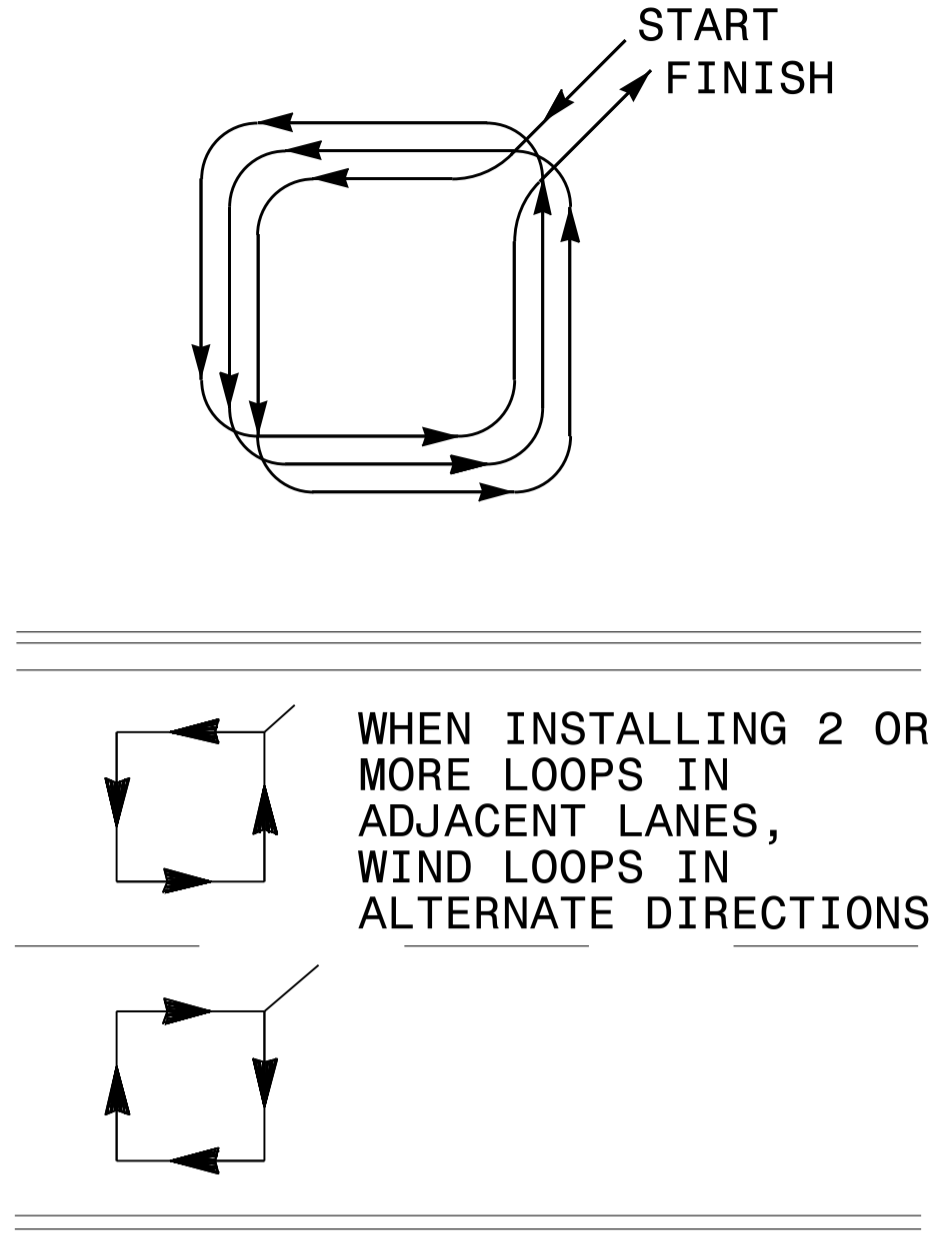


**CONVENTIONAL 4-SIDED LOOP**

**SAW CUT OPTIONS**

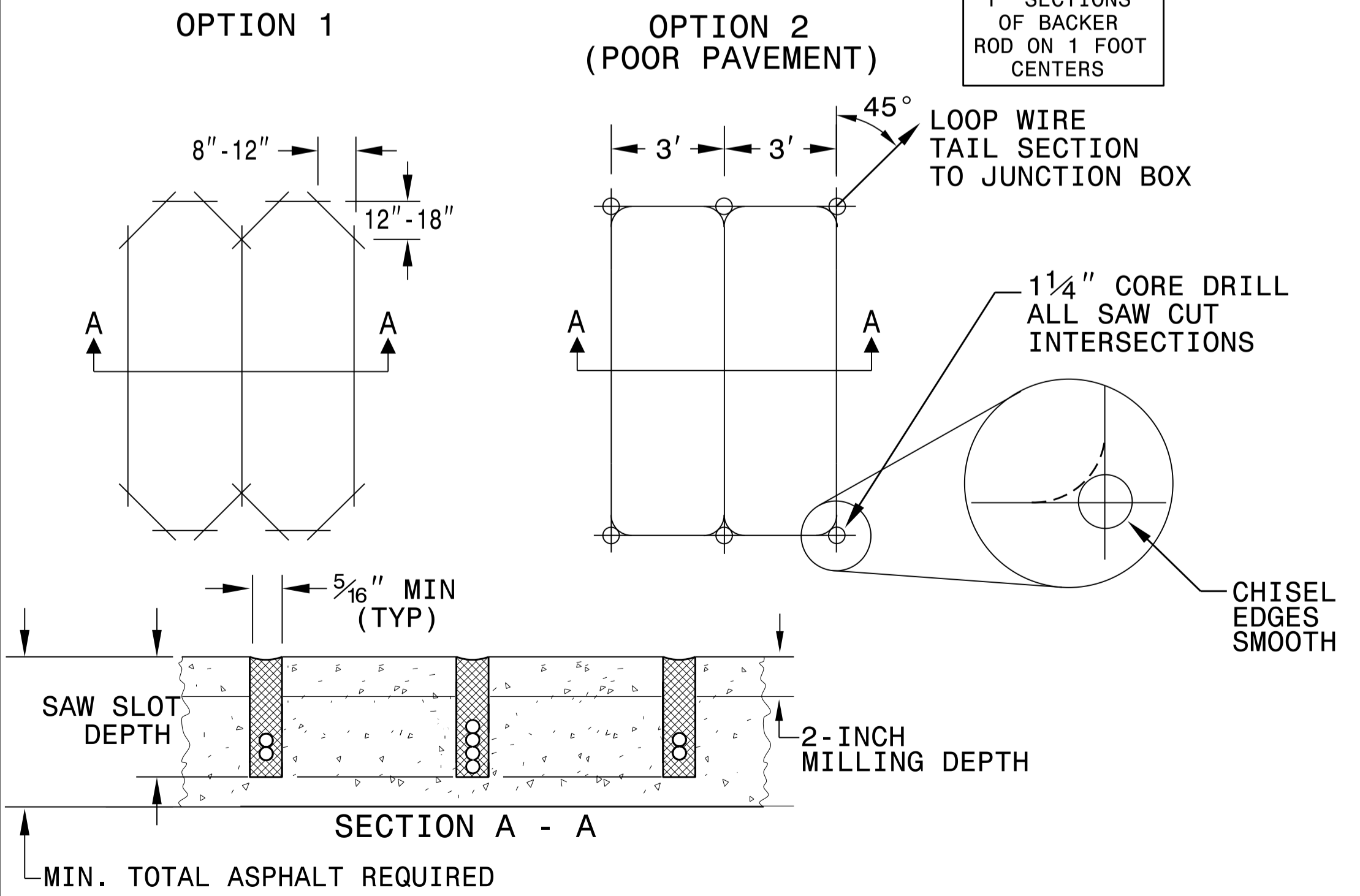


**LOOP WINDING METHOD**

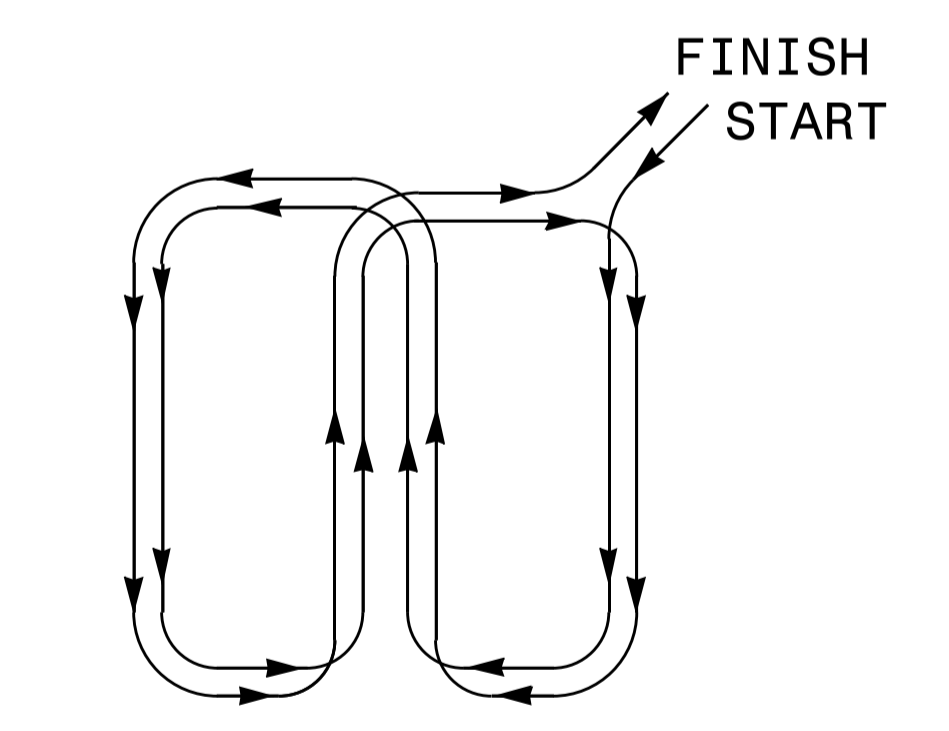


**QUADRUPOLE LOOP**

**SAW CUT OPTIONS**

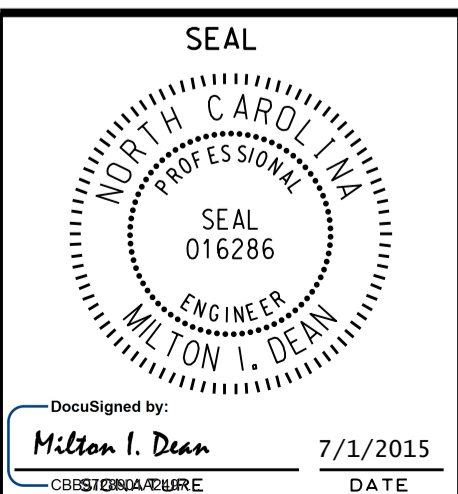
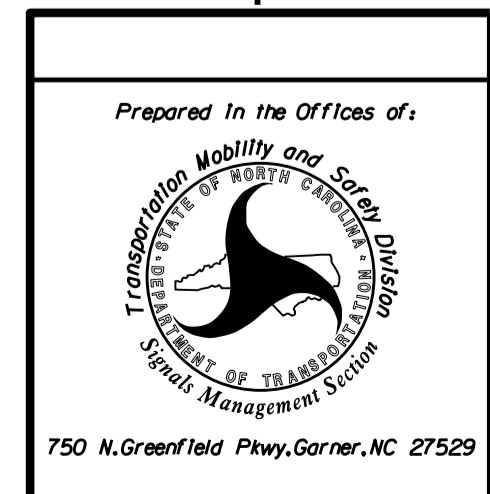


**LOOP WINDING METHOD**



**REVISIONS**

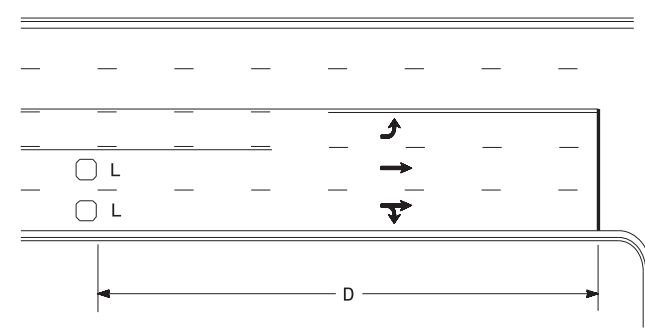
1.	REMOVED TWISTING NOTES FROM TAIL SECT. TO JUNCTION BOX. 2/26/08 MWH
2.	REVISED SECTION A - A DETAILS. 6/29/15 JTP



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

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

### High Speed Detection (≥40 mph)

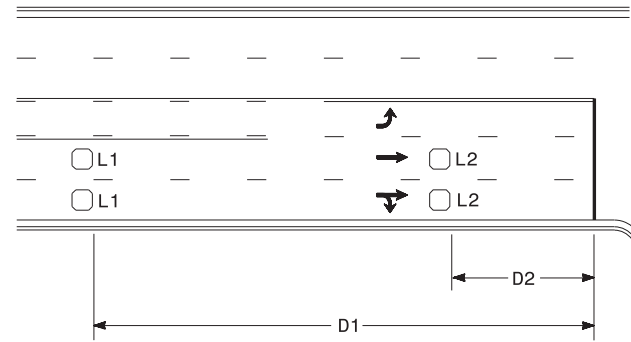


Speed Limit mph	D ft
40	250
45	300
50	355
55	420

L = 6ft X 6ft  
Wired separately

Volume Density Operation

OR

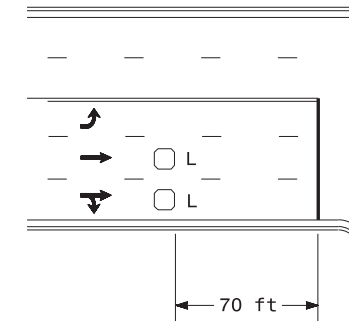


Speed Limit mph	D1 ft	D2 ft
40	250	80
45	300	90
50	355	100
55	420	110

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

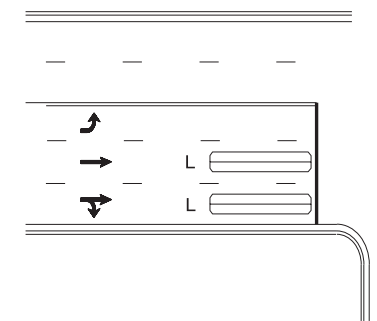
"Stretch" Operation

### Low Speed Detection (≤35 mph)



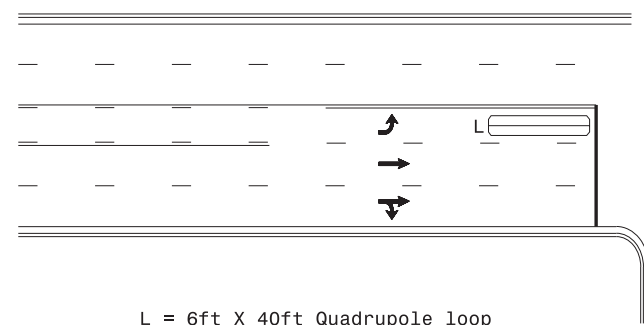
L = 6ft X 6ft  
Wired in series

OR



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

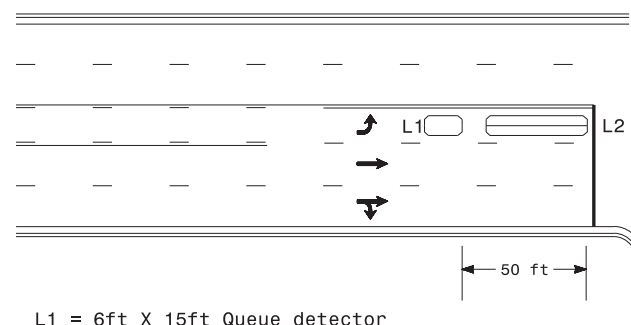
### Left Turn Lane Detection



L = 6ft X 40ft Quadrupole loop

Presence Loop Detection

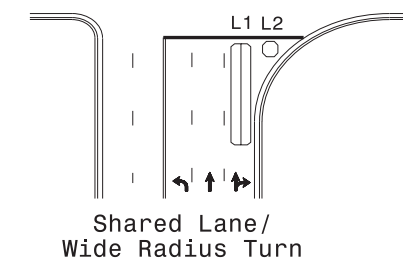
OR



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

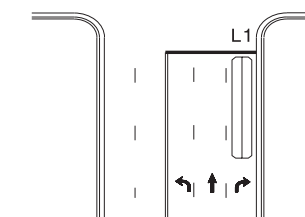
Queue Loop Detection

### Right Turn Lane Detection

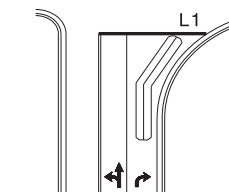


L1 = 6ft X 40ft Quadrupole loop  
L2 = 6ft X 6ft [Minimum] Presence loop  
Wired separately

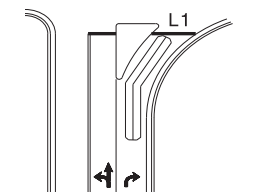
Shared Lane/  
Wide Radius Turn



Standard Turn

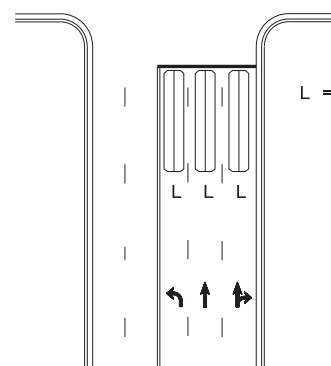


Wide Radius Turn



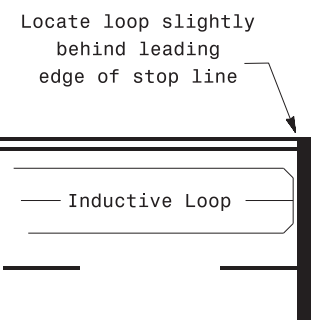
Channelized Turn

### 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:

PLANNING, MOBILITY AND SAFETY DIVISION  
STATE OF NORTH CAROLINA  
SIGNAL DESIGN SECTION

750 N. Greenfield Pkwy, Garner, NC 27529

SCALE: N/A

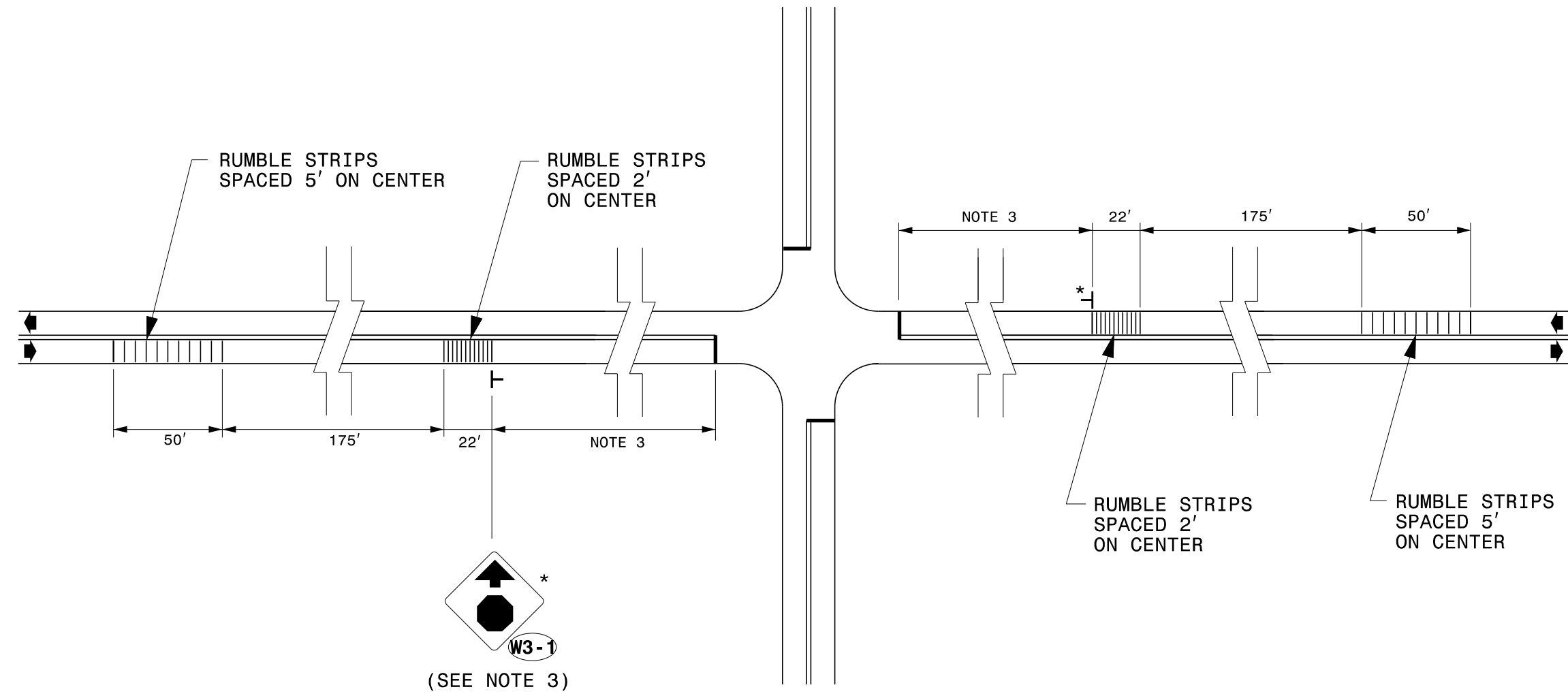
Typical Signal Loop Locations

PLAN DATE: September 2020	REVIEWED BY: JPG
PREPARED BY: PLA	REVIEWED BY:
REVISIONS	INIT. DATE

SEAL  
JASON P. GALLAWAY  
ENGINEER  
029904  
9/8/2020

ENGLISH DETAIL DRAWING FOR  
**TWO-LANE, TWO-WAY THERMOPLASTIC  
 RUMBLE STRIPS WITH EXISTING SIGNING**

ENGLISH DETAIL DRAWING FOR  
**TWO-LANE, TWO-WAY THERMOPLASTIC  
 RUMBLE STRIPS WITH EXISTING SIGNING**



GENERAL NOTES:

- 1- ALL RUMBLE STRIPS SHALL BE CENTERED IN THE LANE AND SHALL BE 2 FEET LESS THAN THE WIDTH OF THE TRAVEL LANE
- 2- RUMBLE STRIPS SHALL BE PLACED USING 4" x 240 MIL WHITE THERMOPLASTIC PAVEMENT MARKING MATERIAL.
- 3- PLACEMENT OF FIRST SET OF RUMBLE STRIPS CLOSEST TO THE STOP BAR SHALL BE LOCATED IN CONJUNCTION WITH EXISTING STOP-AHEAD (W3-1) SIGN. FOR SECOND SET, FOLLOW DISTANCE AS SHOWN ABOVE.

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.07.10.10171, 2025CPT.07.10.20171	15	16

## SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	1775000000-E	1775500000-E	1838000000-E	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	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUSTMENT OF METER BOXES OR VALVE BOXES	TEMPORARY SILT FENCE	WATTLE	SEEDING & MULCHING	INDUCTIVE LOOP SAW CUT (DEEP CUT)
							MI	CY	TONS	SMI	TON	SY	SY	TONS	TON	TON	SY	SY	GAL	EA	LF	LF	AC	LF
2025CPT.07.10.10171	Caswell	1	NC-62	FROM US-158 TO VIRGINIA STATE LINE	1,2	2	12.24	241	585	24.11	684	1,037	867	16,037	1,062	416	169,771		56,025	3	4,895	490	0.88	652
<b>TOTAL FOR MAP NO. 1</b>							<b>12.24</b>	<b>241</b>	<b>585</b>	<b>24.11</b>	<b>684</b>	<b>1,037</b>	<b>867</b>	<b>16,037</b>	<b>1,062</b>	<b>416</b>	<b>169,771</b>		<b>56,025</b>	<b>3</b>	<b>4,895</b>	<b>490</b>	<b>0.88</b>	<b>652</b>
2025CPT.07.10.10171	Caswell	2	NC-87	FROM ALAMANCE COUNTY LINE TO ROCKINGHAM COUNTY LINE	3	2	2.02	41	180	4.07	115		421	3,014	196			30,684	11,660		813	81	0.15	
<b>TOTAL FOR MAP NO. 2</b>							<b>2.02</b>	<b>41</b>	<b>180</b>	<b>4.07</b>	<b>115</b>		<b>421</b>	<b>3,014</b>	<b>196</b>			<b>30,684</b>	<b>11,660</b>		<b>813</b>	<b>81</b>	<b>0.15</b>	
<b>TOTAL FOR PROJ NO. 2025CPT.07.10.10171</b>							<b>14.26</b>	<b>282</b>	<b>765</b>	<b>28.18</b>	<b>799</b>	<b>1,037</b>	<b>1,288</b>	<b>19,051</b>	<b>1,258</b>	<b>416</b>	<b>169,771</b>	<b>30,684</b>	<b>67,685</b>	<b>3</b>	<b>5,708</b>	<b>571</b>	<b>1.03</b>	<b>652</b>
2025CPT.07.10.20171	Caswell	3	SR-1004 / CORBETT RIDGE RD	FROM ORANGE COUNTY LINE TO NC-86	1	2	5.23	105	225	10.45	296		433	5,891	384	25	63,410		20,925		2,090	209	0.38	
<b>TOTAL FOR MAP NO. 3</b>							<b>5.23</b>	<b>105</b>	<b>225</b>	<b>10.45</b>	<b>296</b>		<b>433</b>	<b>5,891</b>	<b>384</b>	<b>25</b>	<b>63,410</b>		<b>20,925</b>		<b>2,090</b>	<b>209</b>	<b>0.38</b>	
<b>TOTAL FOR PROJ NO. 2025CPT.07.10.20171</b>							<b>5.23</b>	<b>105</b>	<b>225</b>	<b>10.45</b>	<b>296</b>		<b>433</b>	<b>5,891</b>	<b>384</b>	<b>25</b>	<b>63,410</b>		<b>20,925</b>		<b>2,090</b>	<b>209</b>	<b>0.38</b>	
<b>GRAND TOTAL</b>							<b>19.49</b>	<b>387</b>	<b>990</b>	<b>38.63</b>	<b>1,095</b>	<b>1,037</b>	<b>1,721</b>	<b>24,942</b>	<b>1,642</b>	<b>441</b>	<b>233,181</b>	<b>30,684</b>	<b>88,610</b>	<b>3</b>	<b>7,798</b>	<b>780</b>	<b>1.41</b>	<b>652</b>

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



PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.07.10.10171, 2025CPT.07.10.20171	16	16

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH	441300000-E	445700000-N	468500000-E	468700000-E	468800000-E	470000000-E	470900000-E	472000000-E	472500000-E	489500000-N			
								WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" X 90 M WHITE THERMO	4" X 90 M YELLOW THERMO	4" X 240 MILS WHITE THERMO	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	12" X 90 M WHITE THERMO	24" X 90 M WHITE THERMO	THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	THERMO RT ARROW 90 M	POLYCARBONATE H-SHAPED MARKERS YELLOW/YELLOW
								MI	SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	
2025CPT.07.10.10171	Caswell	1	NC-62	FROM US-158 TO VIRGINIA STATE LINE	1,2	2	12.24	1,371	0.65				132,000	117,000		110			830	
<b>TOTAL FOR MAP NO. 1</b>							<b>12.24</b>	<b>1,371</b>	<b>0.65</b>				<b>132,000</b>	<b>117,000</b>		<b>110</b>			<b>830</b>	
2025CPT.07.10.10171	Caswell	2	NC-87	FROM ALAMANCE COUNTY LINE TO ROCKINGHAM COUNTY LINE	3	2	2.02	228	0.12		450	23,000	19,000	90	65	24	10	1	160	
<b>TOTAL FOR MAP NO. 2</b>							<b>2.02</b>	<b>228</b>	<b>0.12</b>		<b>450</b>	<b>23,000</b>	<b>19,000</b>	<b>90</b>	<b>65</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>160</b>	
<b>TOTAL FOR PROJ NO. 2025CPT.07.10.10171</b>							<b>14.26</b>	<b>1,599</b>	<b>0.77</b>		<b>450</b>	<b>155,000</b>	<b>136,000</b>	<b>90</b>	<b>175</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>990</b>	
												<b>291,000</b>			<b>34</b>					
2025CPT.07.10.20171	Caswell	3	SR-1004 / CORBETT RIDGE RD	FROM ORANGE COUNTY LINE TO NC-86	1	2	5.23	585	0.23	56,000	39,000		100							
<b>TOTAL FOR MAP NO. 3</b>							<b>5.23</b>	<b>585</b>	<b>0.23</b>	<b>56,000</b>	<b>39,000</b>		<b>100</b>							
<b>TOTAL FOR PROJ NO. 2025CPT.07.10.20171</b>							<b>5.23</b>	<b>585</b>	<b>0.23</b>	<b>56,000</b>	<b>39,000</b>		<b>100</b>							
										<b>95,000</b>		<b>100</b>								
<b>GRAND TOTAL</b>							<b>19.49</b>	<b>2,184</b>	<b>1.00</b>	<b>56,000</b>	<b>39,000</b>	<b>450</b>	<b>155,100</b>	<b>136,000</b>	<b>90</b>	<b>175</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>990</b>
										<b>95,000</b>		<b>291,100</b>			<b>34</b>					

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