




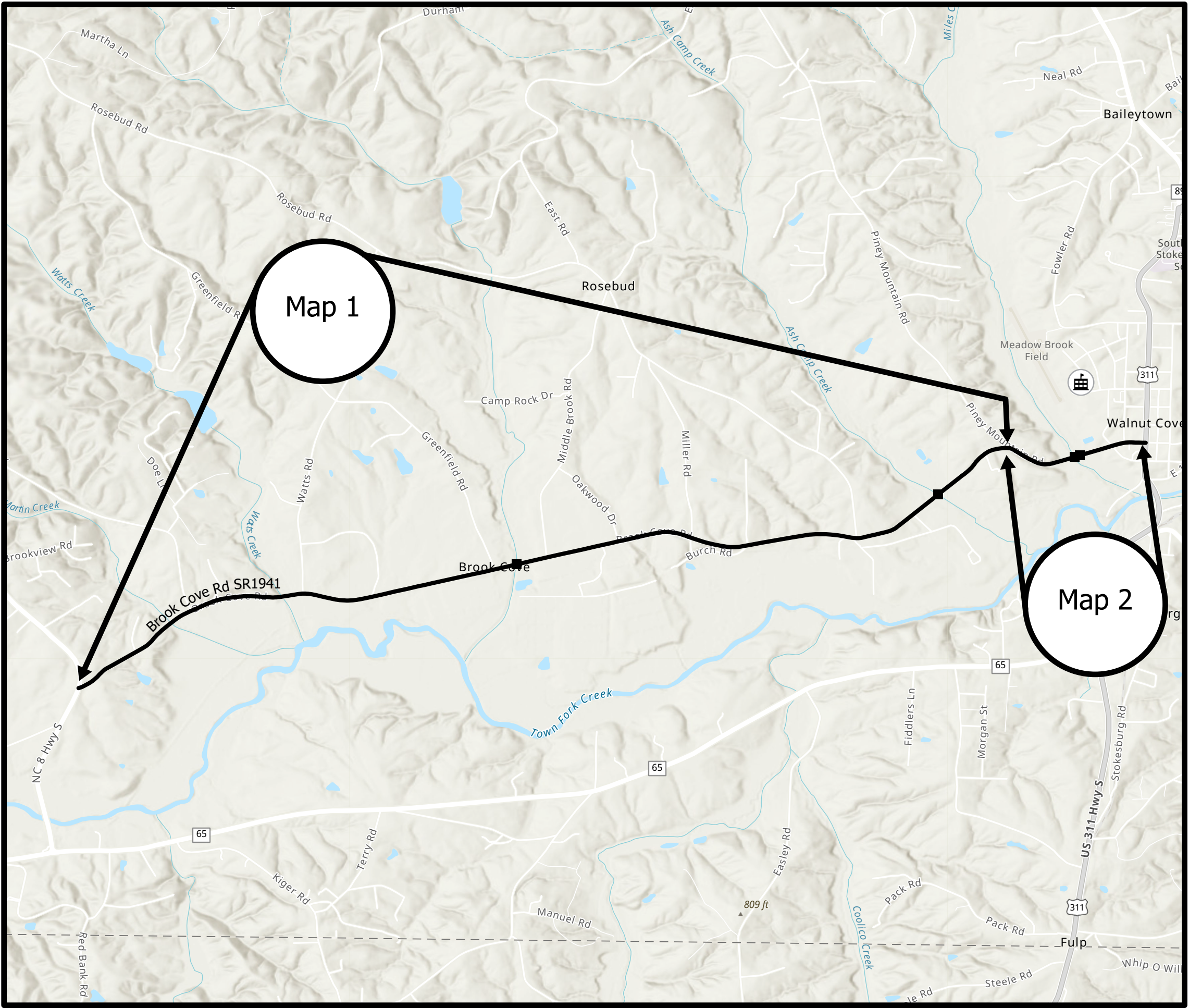
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.10.20851	Title

- Map 1 SR1941 Brook Cove Rd
- Map 2 SR1935 Piney Mountain Rd
- Map 3 SR1695 Dodgetown Rd
- Map 4 SR1647 Delta Church Rd
- Map 5 SR1674 Delta Church Rd
- Map 6 SR1625 Amostown Rd

Legend

-  Public_Schools selection
-  NCDOTStructureLocations selection
-  Stokes2025








PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.10.20851	SHEET 2

Map 1 SR1941 Brook Cove Rd
From Piney Mountain Rd SR1935 to
NC8
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Pave 11/2" S9.5B

Map 2 SR1935 Piney Mountain Rd
From US311 to Brook Cove Rd SR1941
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Pave 11/2" S9.5B

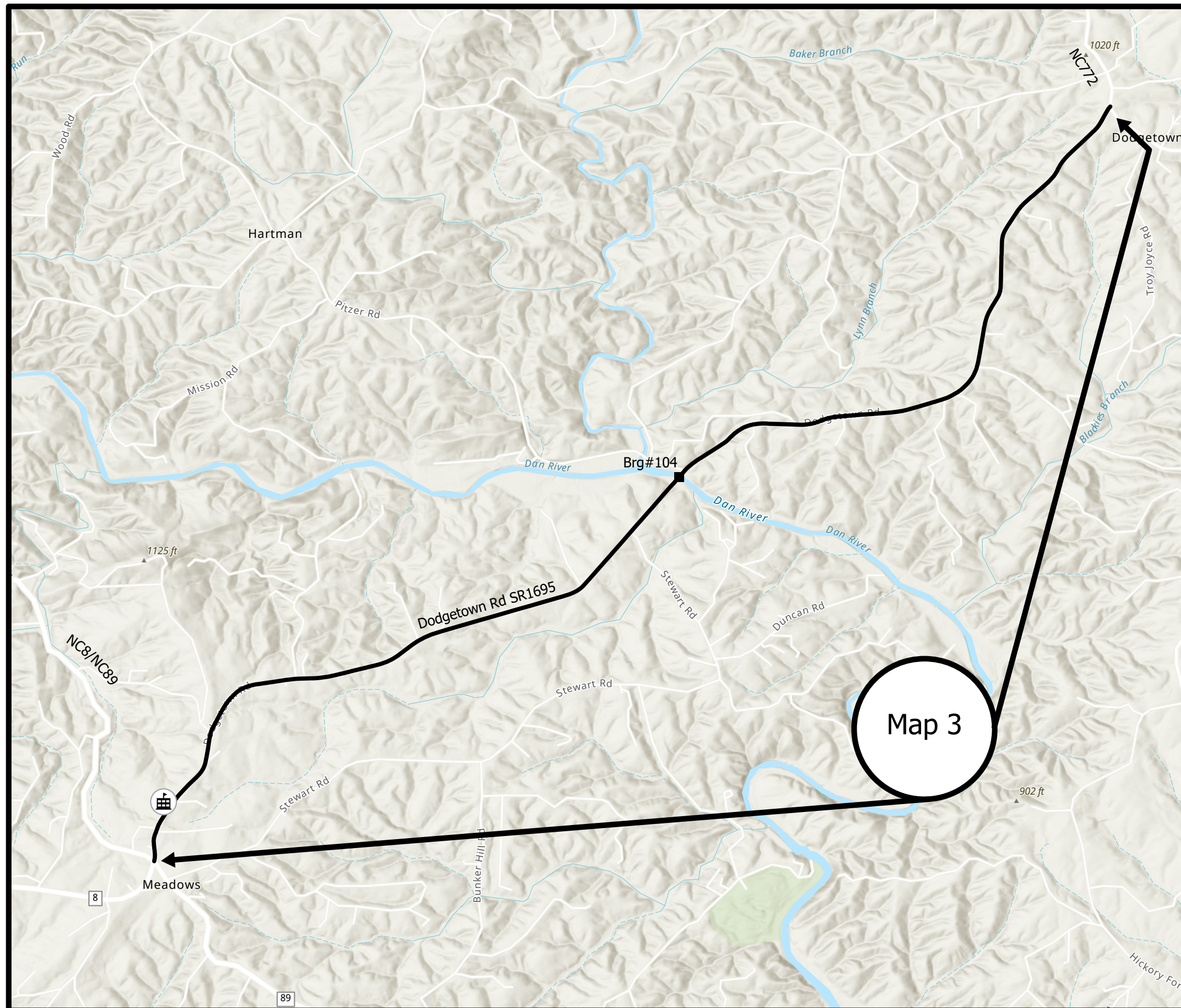
Legend

-  Public_Schools selection
-  NCDOT Structure Locations selection
-  Stokes2025






PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.10.20851	Sheet 3

Map 3 SR1695 Dodgetown Rd
From NC8/NC89 to NC772
Mill 0-11/2" incidental milling
beginning, end and at all SR
intersections
Mill 0-11/2" @ 7' width curb profile
Pave 11/2" S9.5B



Legend

-  Public_Schools selection
-  NCDOTStructureLocations selection
-  Stokes2025



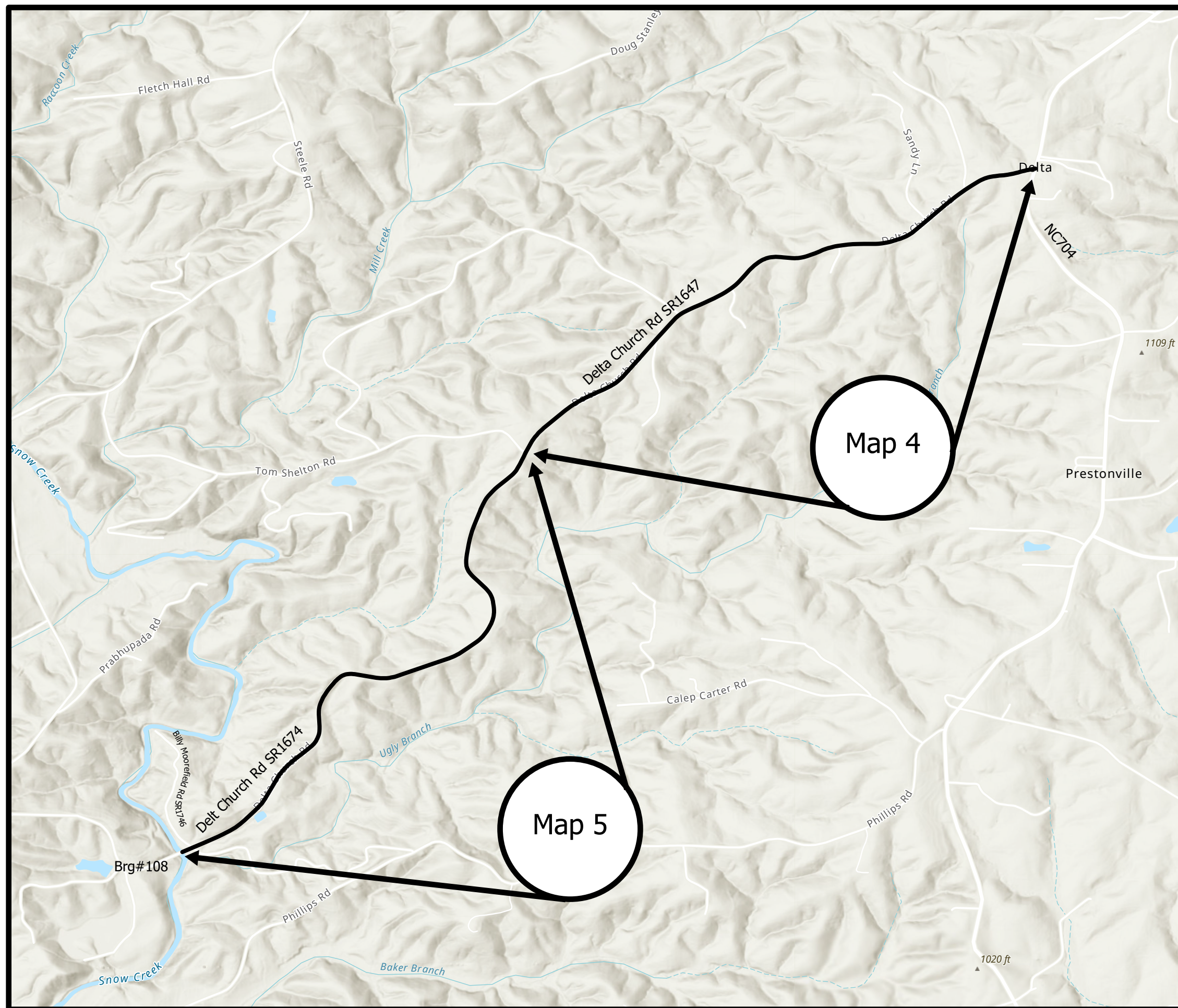
STOKES COUNTY

NORTH CAROLINA




PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.10.20851	Sheet 4

Map 4 SR1647 Delta Church Rd
From NC704 to Delta Church Rd
SR1674
Mill 11/2" entire width
Pave 11/2" S9.5B

Map 5 SR1674 Delta Church Rd
From Delta Church Rd SR1647 to
Brg#108 at Billy Moorefield Rd SR1746
Mill 11/2" entire width
Pave 11/2" S9.5B



Legend

-  Public_Schools selection
-  NCDOTStructureLocations selection
-  Stokes2025

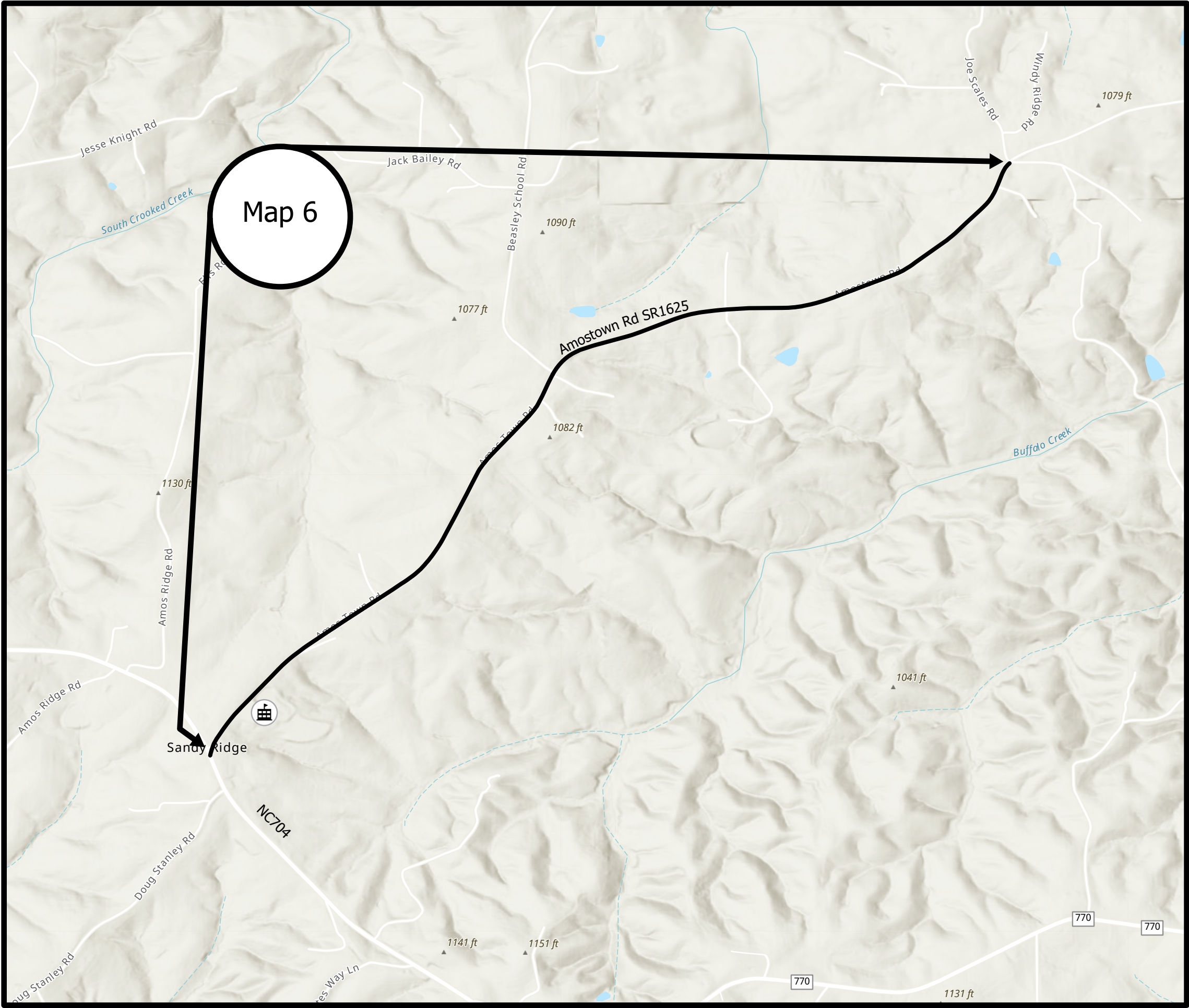


STOKES COUNTY




NORTH CAROLINA

PROJECT REFERENCE NO.	SHEET NO.
2025CPT.09.10.20851	Sheet 5

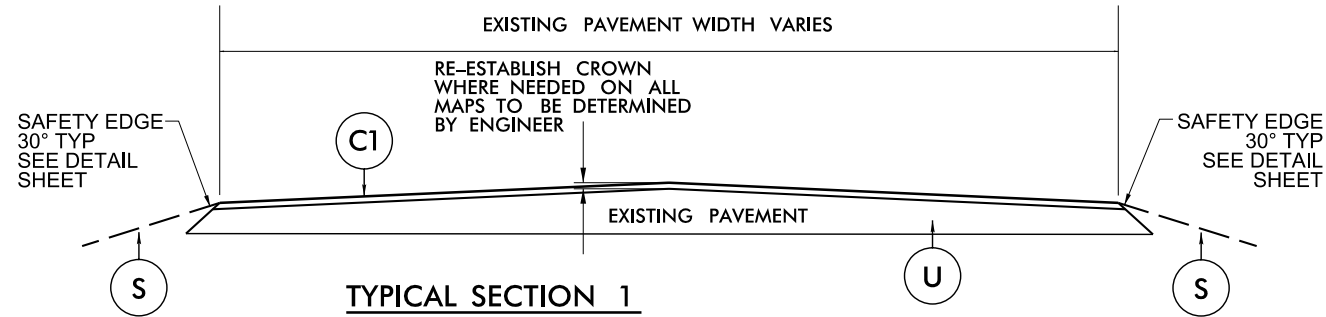
Map 6 SR1625 Amostown Rd
From NC704 to Joe Scales Rd SR1626
Mill 11/2" entire width
Pave 11/2" S9.5B



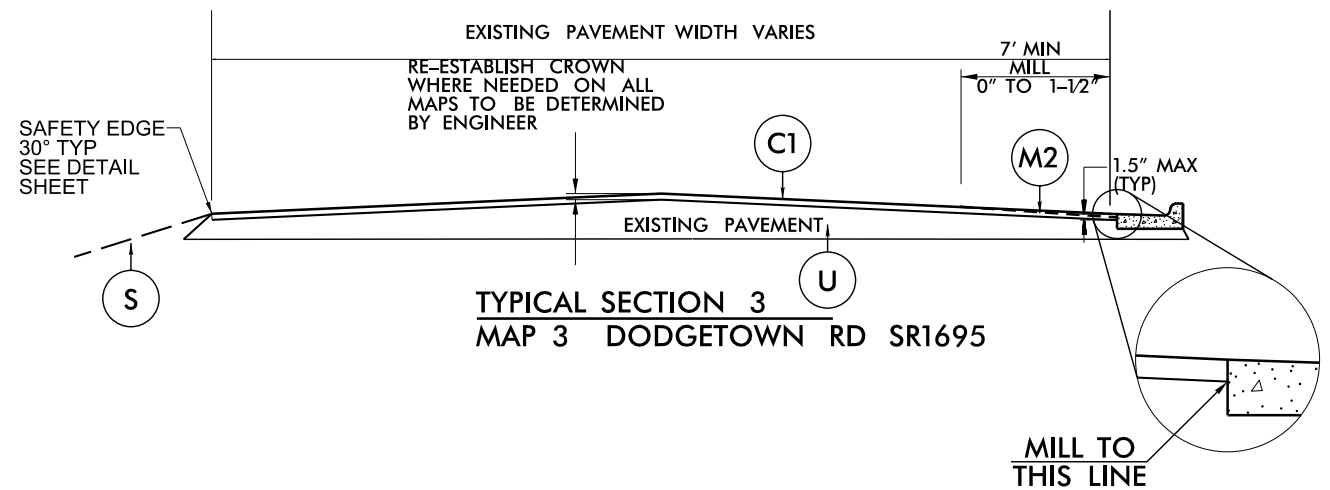
Legend

-  Public_Schools selection
-  NCDOTStructureLocations selection
-  Stokes2025

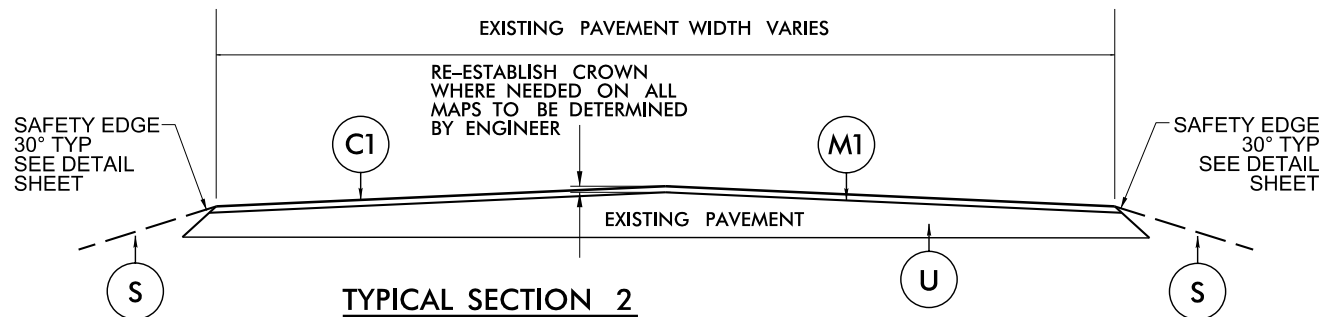




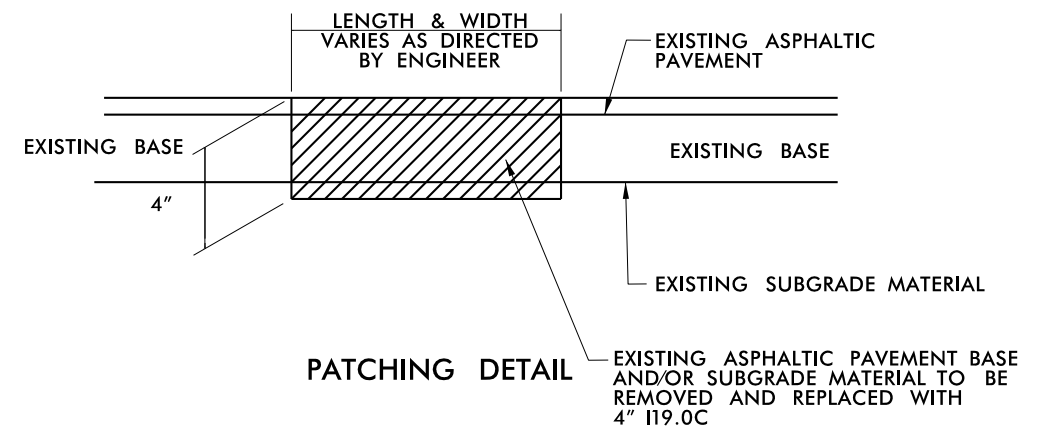
TYPICAL SECTION 1
MAP 1 BROOK COVE RD SR1941
MAP 2 PINEY MOUNTAIN RD SR1935
MAP 3 DODGETOWN RD SR1695



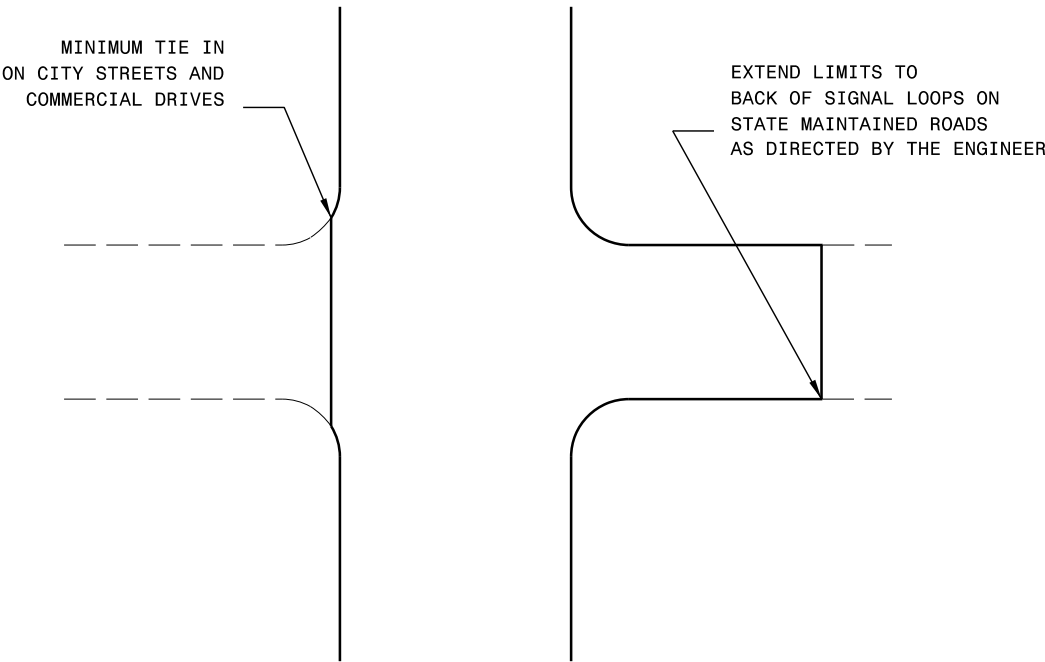
TYPICAL SECTION 3
MAP 3 DODGETOWN RD SR1695



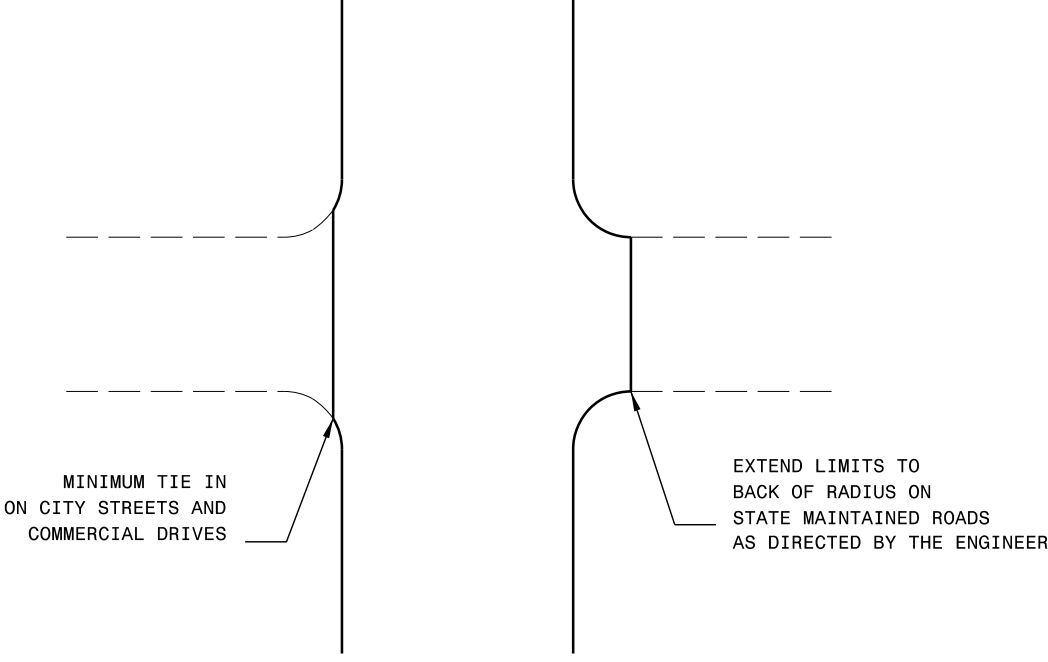
TYPICAL SECTION 2
MAP 4 DELTA CHURCH RD SR1647
MAP 5 DELTA CHURCH RD SR1674
MAP 6 AMOSTOWN RD SR1625



C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, TO BE APPLIED AT AN AVERAGE RATE OF 165 LBS PER SQ YD.
M1	MILL ASPHALT PAVEMENT, 1½" DEPTH
M2	MILL ASPHALT PAVEMENT, 0-1½" DEPTH @7' WIDTH
S	SHOULDER RECONSTRUCTION (SEE DETAIL)
U	EXISTING PAVEMENT



TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



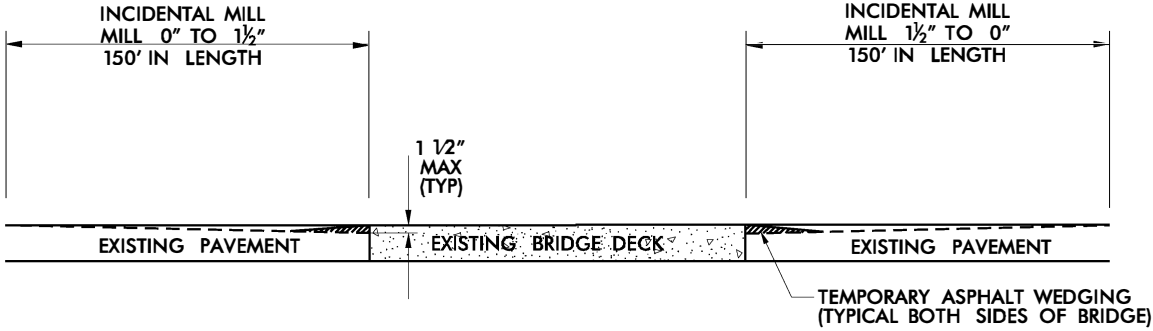
TYPICAL DETAIL OF PROJECT LIMITS AT
UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)		
Extend paving limits to back of radius or loop on the following intersections:		
MAP#	STREET NAME	COMMENTS
MAP#1	SR1935 Piney Mountain Rd	31*130
MAP#1	SR1945 Rosebud	25*60
MAP#1	SR1942 Burch	18*60
MAP#1	SR1939 Miller	22*50
MAP#1	SR1940 Oakwood	20*50
MAP#1	SR1938 Middle Brook	20*60
MAP#1	SR2022 Greenfield	21.5*50
MAP#1	SR1943 Meadowlark	21*50
MAP#1	SR1944 Watts	23*88
MAP#1	SR1948 Hampton	23*80
MAP#3	SR1690 Dillard	24*50
MAP#3	SR1698 Davis Chapel	22*35
MAP#3	SR1744 Pensie	24*50
MAP#3	SR1698 Pitzer	24*50
MAP#3	SR1707 Stewart	24*50
MAP#3	SR1704 Riverview	24*40

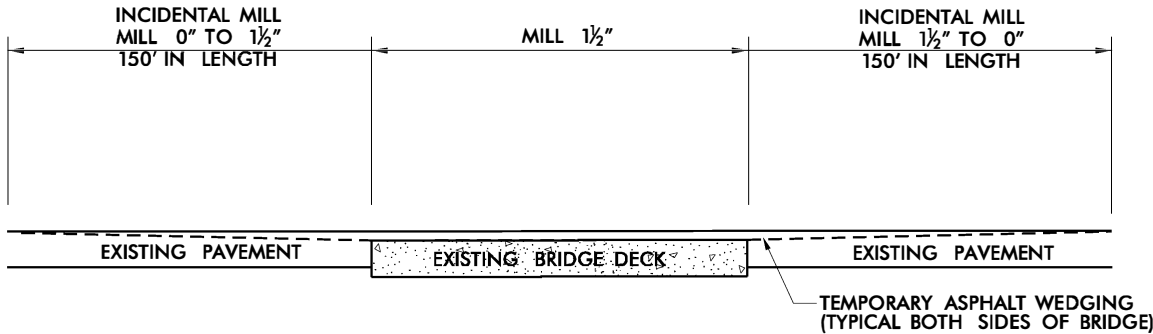
ADDITIONAL INTERSECTIONS (NON-TYPICAL)

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

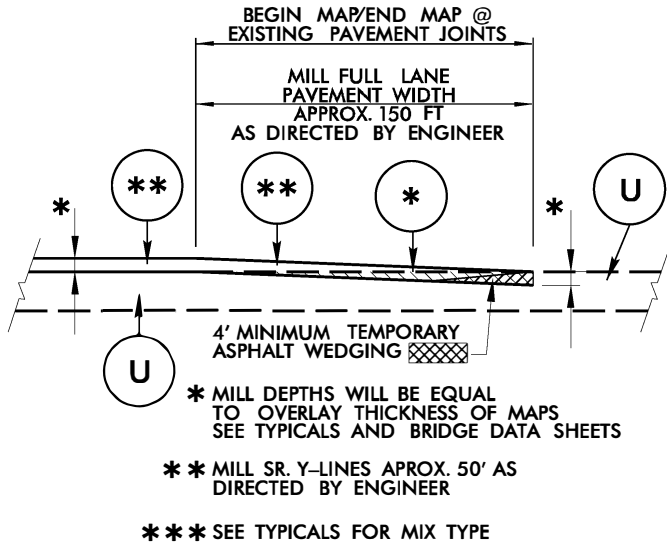
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**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

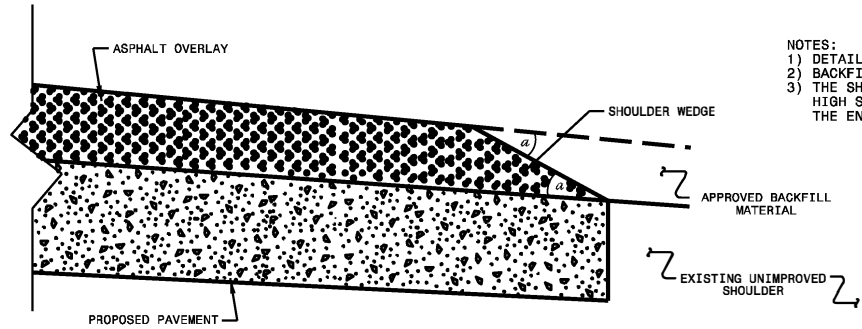


**INCIDENTAL MILLING
BRIDGE APPROACHES**
(SEE BRIDGE DATA SHEET)

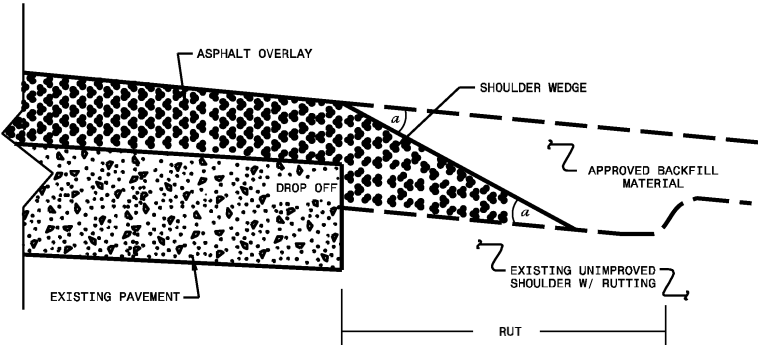


INCIDENTAL TIE-IN MILLING DETAIL

*** NOTE: MILL AND PAVE
UP TO R x R ROW***

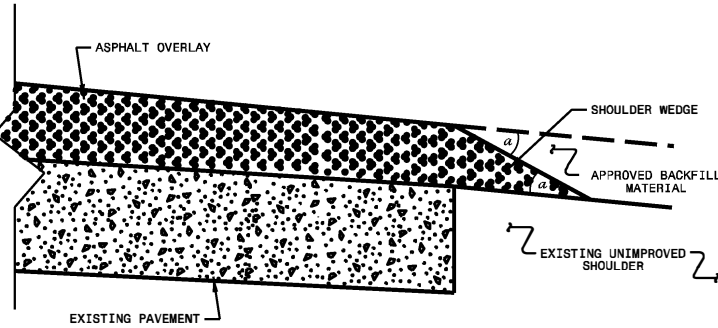


SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder having no dropoffs)

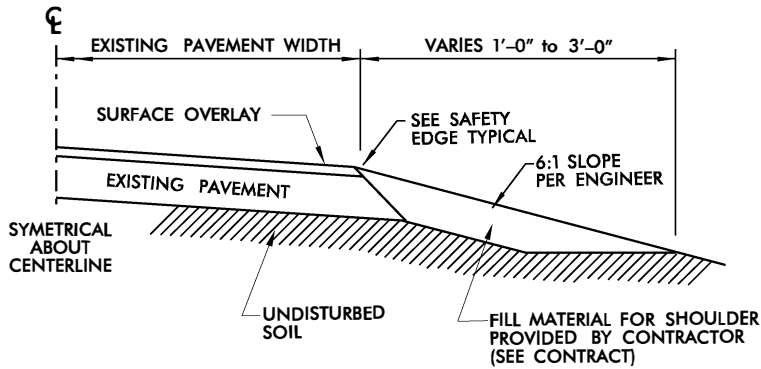


SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

NOTES:
1) DETAIL DOES NOT APPLY TO OGAFB 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/ NO Widening)



SHOULDER RECONSTRUCTION

CONSTRUCTION NOTES:

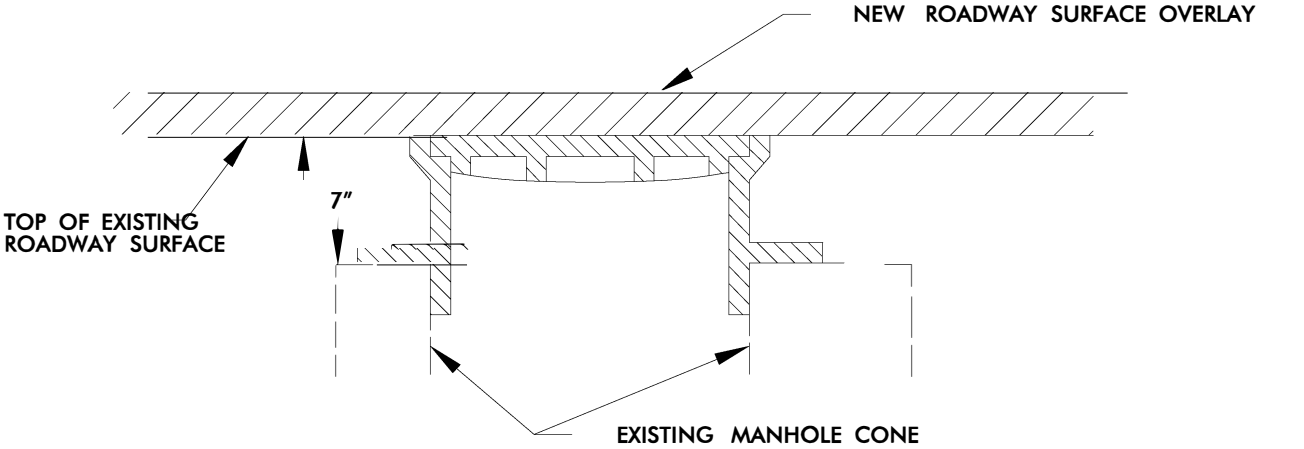
1. ALL QUANTITIES ARE "ESTIMATED" AS INDICATED IN THE "SUMMARY OF QUANTITIES".
2. CONSTRUCTION SHALL PROGRESS IN PHASES, IN THE ORDER INDICATED BELOW:

PHASE 1 – MILLING AND PATCHING (WHEN REQUIRED)

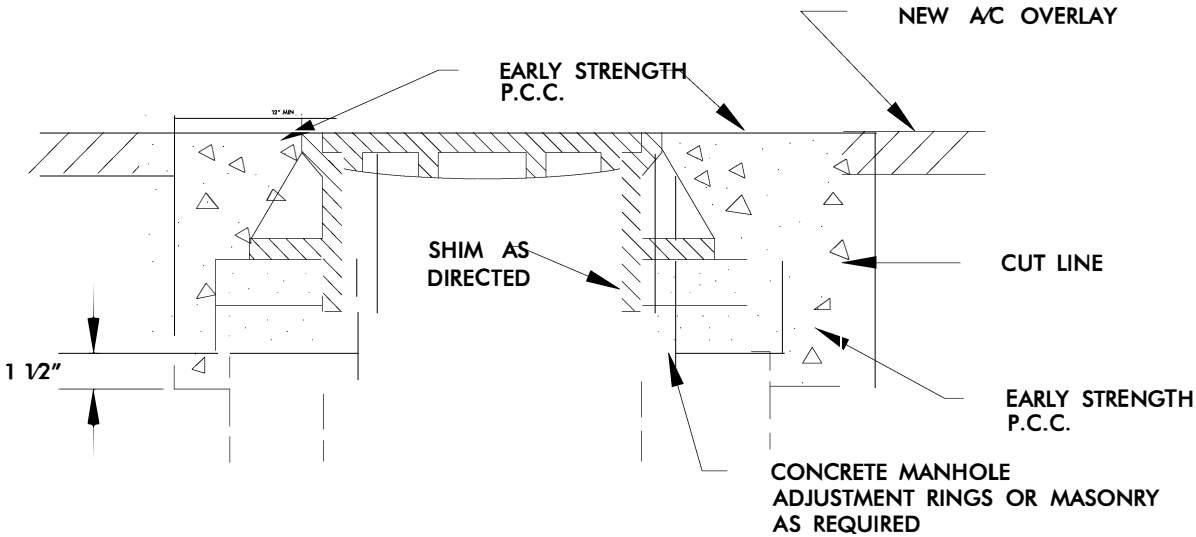
PHASE 2 – SURFACE OVERLAY

PHASE 3 – SHOULDER DROP-OFF REPAIR (AS NEEDED AND DIRECTED BY ENGINEER)

PHASE 4 – UTILITY ADJUSTMENTS (MANHOLE RING/COVER, VALVE/METER BOX RING/COVER, CATCH BASIN GRATE/COVER, DROP INLET GRATE/COVER, ETC.) WHEN REQUIRED.
3. BRIDGES THAT HAVE FLOOR DRAINS, SHALL HAVE ALL FLOOR DRAINS LEFT OPEN. EXTRA CARE SHALL BE EXERCISED IN MILLING (IF REQUIRED) AND IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE.
4. TEMPORARY ASPHALT WEDGING SHALL BE PLACED ON THE SAME DAY THAT BRIDGE AND/OR RAILROAD APPROACHES ARE MILLED (AND IF APPROACHES ARE MILLED PRIOR TO BRIDGE DECK).
5. FOR TWO-LANE ROADWAYS – IT SHALL BE UNDERSTOOD THAT TYPICALLY ON A ROADWAY MEASURING 20 FEET OR LESS IN WIDTH, THE CENTER OF THE WHITE EDGELINE SHALL BE LOCATED SIX INCHES FROM THE EDGE OF PAVEMENT ON EITHER SIDE OF THE ROADWAY; ON A ROADWAY MEASURING 22 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 10 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 24 FEET IN WIDTH, TRAVEL LANES SHALL MEASURE 11 FEET AND THE WHITE EDGELINE SHALL BE LOCATED ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE; ON A ROADWAY MEASURING 26 FEET OR MORE IN WIDTH, TRAVEL LANES SHALL MEASURE 12 FEET AND THE WHITE EDGELINE SHALL BE LOCATED NO LESS THAN ONE FOOT FROM THE EDGE OF PAVEMENT ON EITHER SIDE. THIS SHALL BE STANDARD PRACTICE UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
6. PAPER JOINTS ARE TO BE PLACED BETWEEN DAYS OF PAVING OPERATIONS AS SPECIFIED IN THE STANDARD SPECIFICATIONS SECTION 610-11.
7. ALL MILLED AREAS WILL BE PAVED WITHIN 72 HOURS UNLESS APPROVED BY THE ENGINEER.
8. REPLACE ANY PORTION OF STOP BARS AND OTHER PAVEMENT MARKINGS AT ANY INTERSECTION INCLUDING Y-LINES NOT ACTUALLY BEING PAVED OVER, THAT ARE OBLITERATED BY THE PAVING OPERATION EITHER BY HAULING WHEEL TRACKS OR TACK TRUCK BY THE END OF EACH RESURFACING OPERATION



STEP 1



STEPS 2,3, & 4

- STEP 1 COVER EXISTING MANHOLE WITH APPROVED MATERIAL AND CONSTRUCT OVERLAY ACROSS TOP OF MANHOLE
- STEP 2 SAW CUT EXCAVATION AROUND MANHOLE 12" MIN. FROM MANHOLE FRAME.
- STEP 3 RAISE MANHOLE FRAME RINGS TO FINISH PAVEMENT PROFILE AND CROSS SLOPE.
- STEP 4 BACKFILL WITH EARLY STRENGTH P.C.C. TO DEPTHS AS DIRECTED.

MANHOLE ADJUSTMENT DETAIL

BRIDGE DATA

									PROJECT NO.	SHEET NO.	
									2025CPT.09.10.20851	11	
Map No.	Route No.	Route Name	Bridge No.	Feature Intersected	Floor Construction	Clear Roadway Width (Ft)	Horizontal Clearance Under (Ft.)	Vertical Clearance Under	Length (Ft)	Posting	Recommended Treatment, From Bridge Maintenance
3	SR1695	DODGETOWN RD	104	DAN RIVER	RC DECK	28.5	NA	NA	360	NA	DO NOT PAVE DO NOT MILL
5	SR1674	DELTA CHURCH RD	108	SNOW CREEK	E.BTS.RC	36	NA	NA	157	NA	DO NOT PAVE DO NOT MILL

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.09.10.20851	12	

SUMMARY OF QUANTITIES

												1220000000-E	1245000000-E	1260000000-E	1297000000-E	1308000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	MILLING ASPHALT PAVEMENT, 1 1/2"DEPTH	MILLING ASPHALT PAVEMENT, 0"TO 1 1/2" DEPTH	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
								MI	FT			TONS	SMI	TON	SY	SY	SY	TONS	TONS	TONS
2025CPT.09.10.20851	Stokes	1	SR-1941 / BROOK COVE RD	FROM PINEY MOUNTAIN RD SR1935 TO NC8	1	2	2WU	4.23	26-28	0	4.23	81	8.46	1,633			3,016	6,411	428	225
TOTAL FOR MAP NO. 1								4.23				81	8.46	1,633			3,016	6,411	428	225
2025CPT.09.10.20851	Stokes	2	SR-1935 / PINEY MTN RD	FROM US311 TO BROOK COVE RD SR1941	1	2	2WU	0.6	26-30	0	0.6	10	1.20	232			500	865	57	25
TOTAL FOR MAP NO. 2								0.6				10	1.20	232			500	865	57	25
2025CPT.09.10.20851	Stokes	3	SR-1695 / DODGETOWN RD	FROM NC8/NC89 TO NC772	1,3	2	2WU	6.694	24-29	0	6.694	350	13.39	2,584		350	2,432	9,468	637	450
TOTAL FOR MAP NO. 3								6.694				350	13.39	2,584		350	2,432	9,468	637	450
2025CPT.09.10.20851	Stokes	4	SR-1647 / DELTA CHURCH RD	FROM NC704 TO DELTA CHURCH RD SR1674	2	2	2WU	1.7	22	0	1.7	70	3.40	656	22,325		665	2,130	149	220
TOTAL FOR MAP NO. 4								1.7				70	3.40	656	22,325		665	2,130	149	220
2025CPT.09.10.20851	Stokes	5	SR-1674 / DELTA CHURCH RD	FROM DELTA CHURCH SR1647 TO BRG#108 AT BILLY MOOREFIELD RD SR1746	2	2	2WU	1.82	22	0	1.82	70	3.64	703	23,490		367	2,241	156	220
TOTAL FOR MAP NO. 5								1.82				70	3.64	703	23,490		367	2,241	156	220
2025CPT.09.10.20851	Stokes	6	SR-1625 / AMOSTOWN RD	FROM NC704 TO JOE SCALES RD SR1626	2	2	2WU	2.5	25-33	0	2.5	150	5.00	965	36,472		917	3,550	244	286
TOTAL FOR MAP NO. 6								2.5				150	5.00	965	36,472		917	3,550	244	286
TOTAL FOR PROJ NO. 2025CPT.09.10.20851								17.544				731	35.09	6,773	82,287	350	7,897	24,665	1,671	1,426
GRAND TOTAL								17.544				731	35.09	6,773	82,287	350	7,897	24,665	1,671	1,426

Note: All quantities listed included turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.09.10.20851	13	

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4457000000-N	4688000000-E		4700000000-E	4709000000-E	4720000000-E	4810000000-E		4835000000-E	4840000000-N
												WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	6" X 90 M WHITE THERMO	6" X 90 M YELLOW THERMO	THERMOPLASTIC PAVEMENT MARKING S YELLOW(12", 90 MILS)	THERMOPLASTIC PAVEMENT MARKING LINES (24", 90 MILS)	THERMO MSG SCHOOL 90 M	4" WHITE PAINT	4" YELLOW PAINT	24" WHITE PAINT	PAINT MSG SCHOOL
								MI	FT			SF	LS	LF	LF	LF	LF	EA	LF	LF	LF	EA
2025CPT.09.10.20851	Stokes	1	SR-1941 / BROOK COVE RD	FROM PINEY MOUNTAIN RD SR1935 TO NC8	1	2	2WU	4.23	26-28	0	4.23	475	1	44,484	44,484							
TOTAL FOR MAP NO. 1								4.23				475	1	44,484	44,484							
2025CPT.09.10.20851	Stokes	2	SR-1935 / PINEY MTN RD	FROM US311 TO BROOK COVE RD SR1941	1	2	2WU	0.6	26-30	0	0.6	75		6,228	6,228							
TOTAL FOR MAP NO. 2								0.6				75		6,228	6,228							
2025CPT.09.10.20851	Stokes	3	SR-1695 / DODGETOWN RD	FROM NC8/NC89 TO NC772	1,3	2	2WU	6.694	24-29	0	6.694	775		72,800	72,800	10						
TOTAL FOR MAP NO. 3								6.694				775		72,800	72,800	10						
2025CPT.09.10.20851	Stokes	4	SR-1647 / DELTA CHURCH RD	FROM NC704 TO DELTA CHURCH RD SR1674	2	2	2WU	1.7	22	0	1.7	200		18,292	18,292				18,292	18,292		
TOTAL FOR MAP NO. 4								1.7				200		18,292	18,292				18,292	18,292		
2025CPT.09.10.20851	Stokes	5	SR-1674 / DELTA CHURCH RD	FROM DELTA CHURCH SR1647 TO BRG#108 AT BILLY MOOREFIELD RD SR1746	2	2	2WU	1.82	22	0	1.82	200		19,583	19,583				19,583	19,583		
TOTAL FOR MAP NO. 5								1.82				200		19,583	19,583				19,583	19,583		
2025CPT.09.10.20851	Stokes	6	SR-1625 / AMOSTOWN RD	FROM NC704 TO JOE SCALES RD SR1626	2	2	2WU	2.5	25-33	0	2.5	280		26,900	26,900		84	12	26,900	26,900	184	12
TOTAL FOR MAP NO. 6								2.5				280		26,900	26,900		84	12	26,900	26,900	184	12
TOTAL FOR PROJ NO. 2025CPT.09.10.20851								17.544				2,005	1.000	188,287	188,287	10	84	12	64,775	64,775	184	12
														376,574					129,550			
GRAND TOTAL								17.544				2,005	1.000	188,287	188,287	10	84	12	64,775	64,775	184	12
														376,574					129,550			

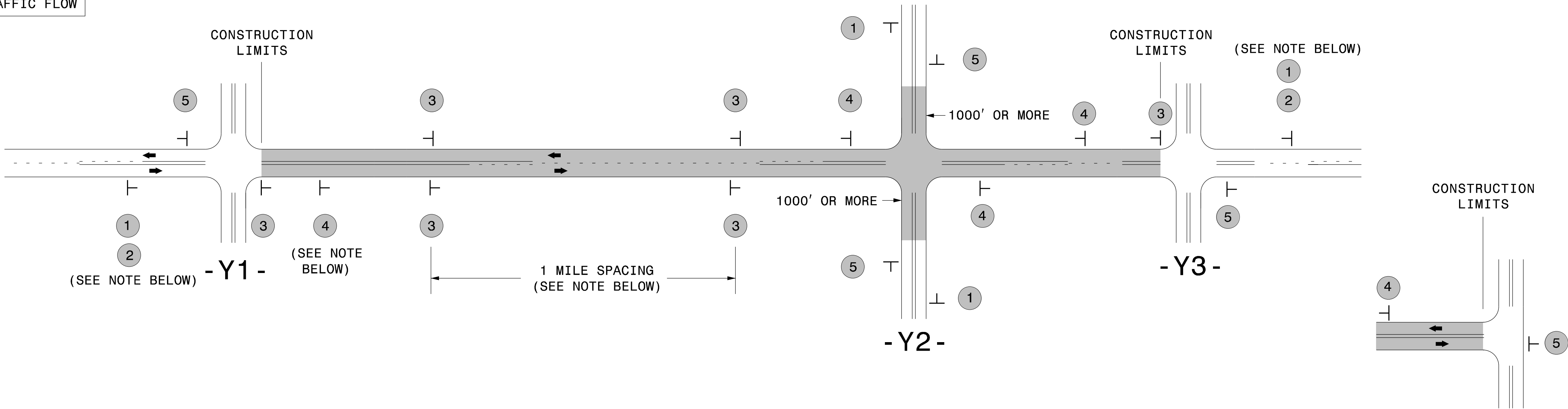
Note: All quantities listed include turn lanes and are estimates; Payment will be based on actual field measurements and quantities recieved

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN


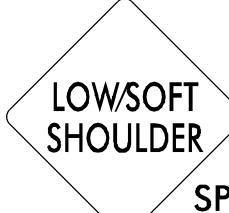
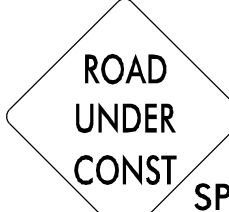
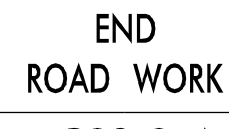
DIRECTION OF TRAFFIC FLOW



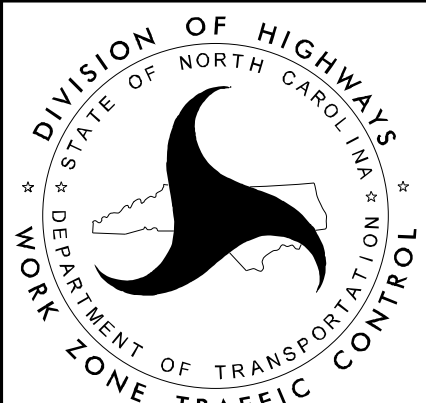
TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.
	<div>3</div> <div><div>SP 13107 48" X 48"</div></div> <div>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</div>	
	<div>4</div> <div><div>SP 13106 48" X 48"</div></div> <div>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. - DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. - INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE. - FOR MULTIPLE -Y- LINES THAT ARE SEPARATED BY 0.25 MILES OR LESS, TREAT AS A SINGLE UNIT AND INSTALL WITHIN 500' OF EACH APPROACH. - A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</div>	
	<div>5</div> <div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	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.
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	ADVANCE WARNING SIGNS FOR RURAL AND SUBURBAN 2-LANE ROADWAY RESURFACING
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