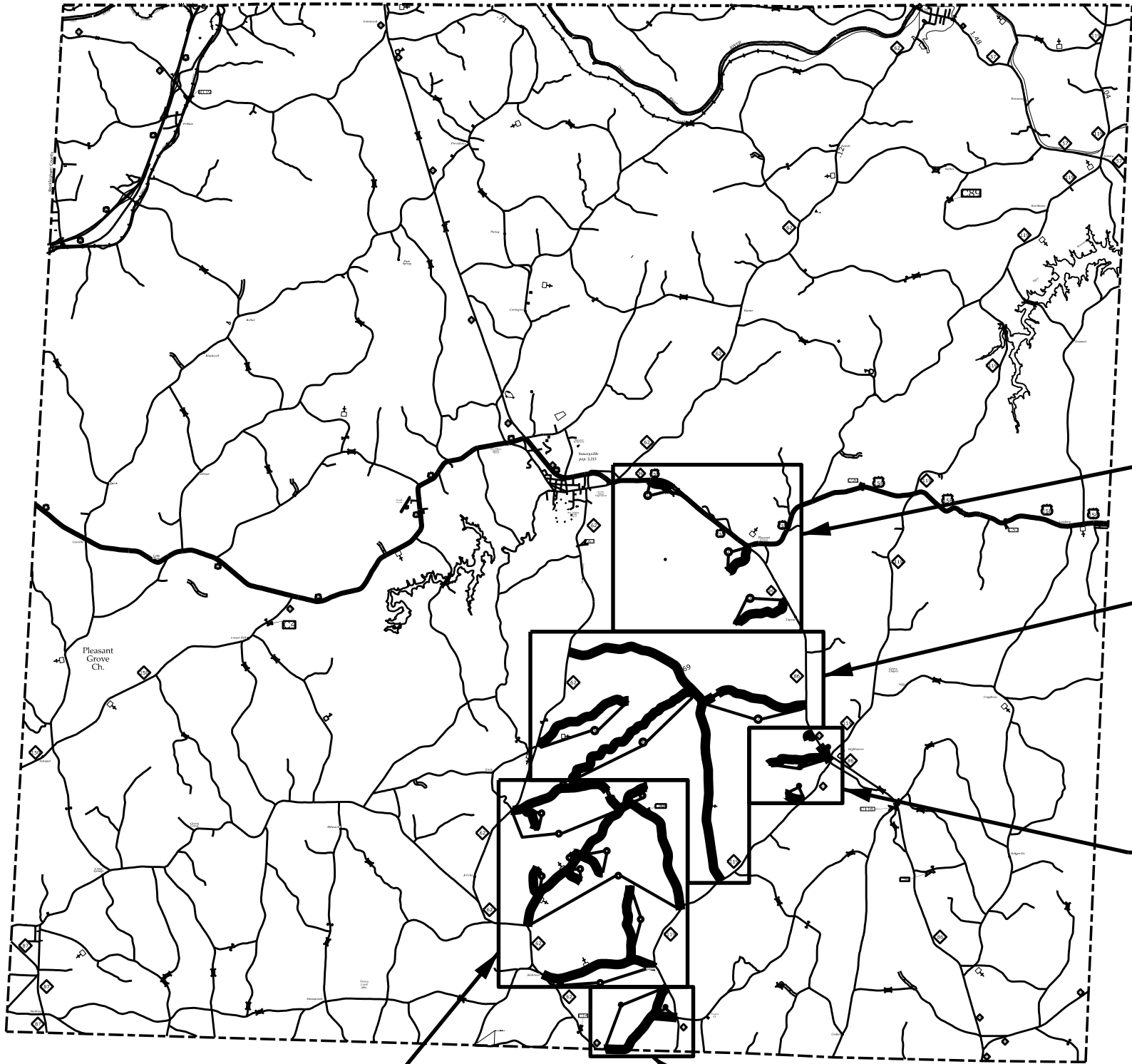


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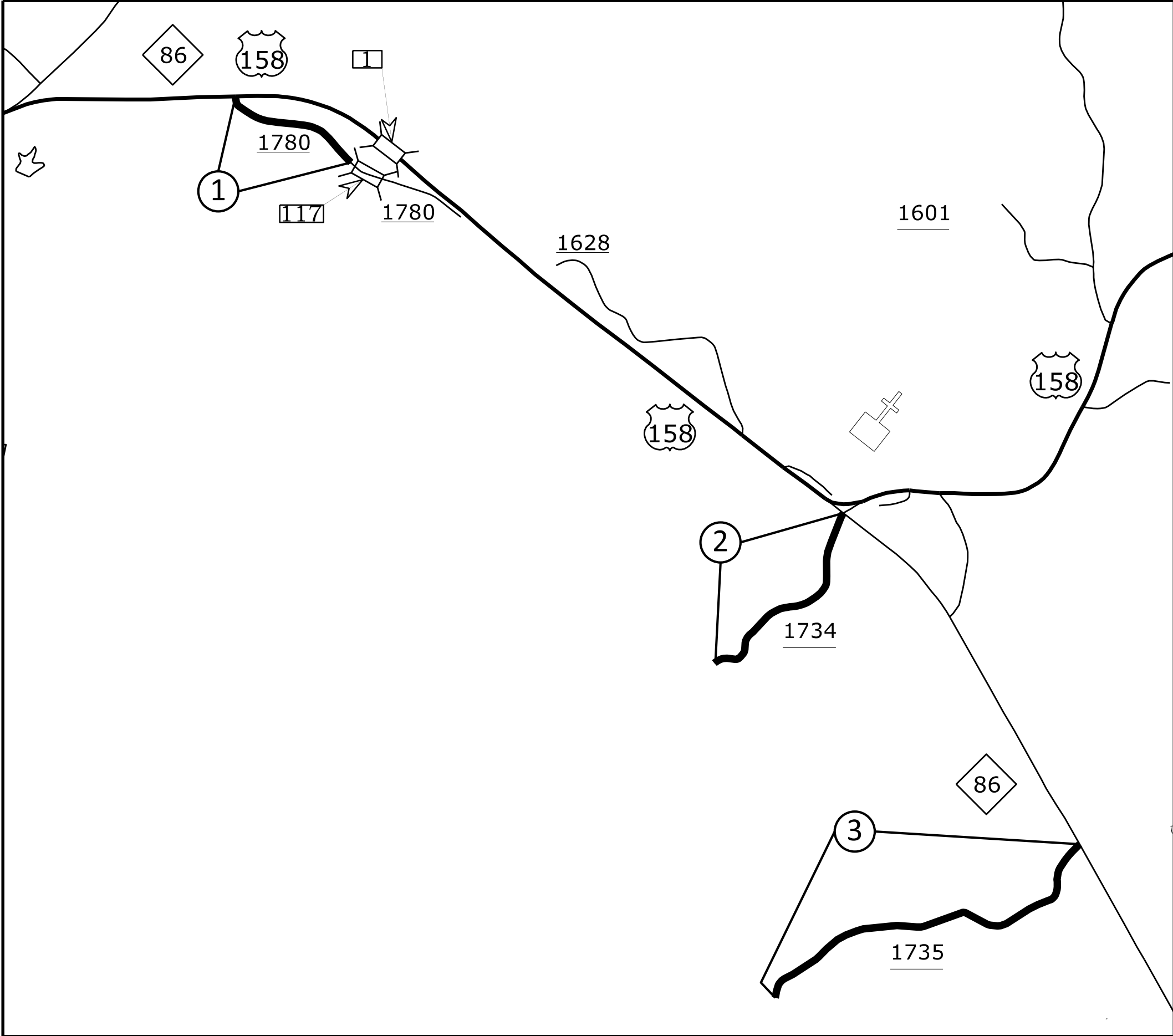
SHEET 2

SHEET 3

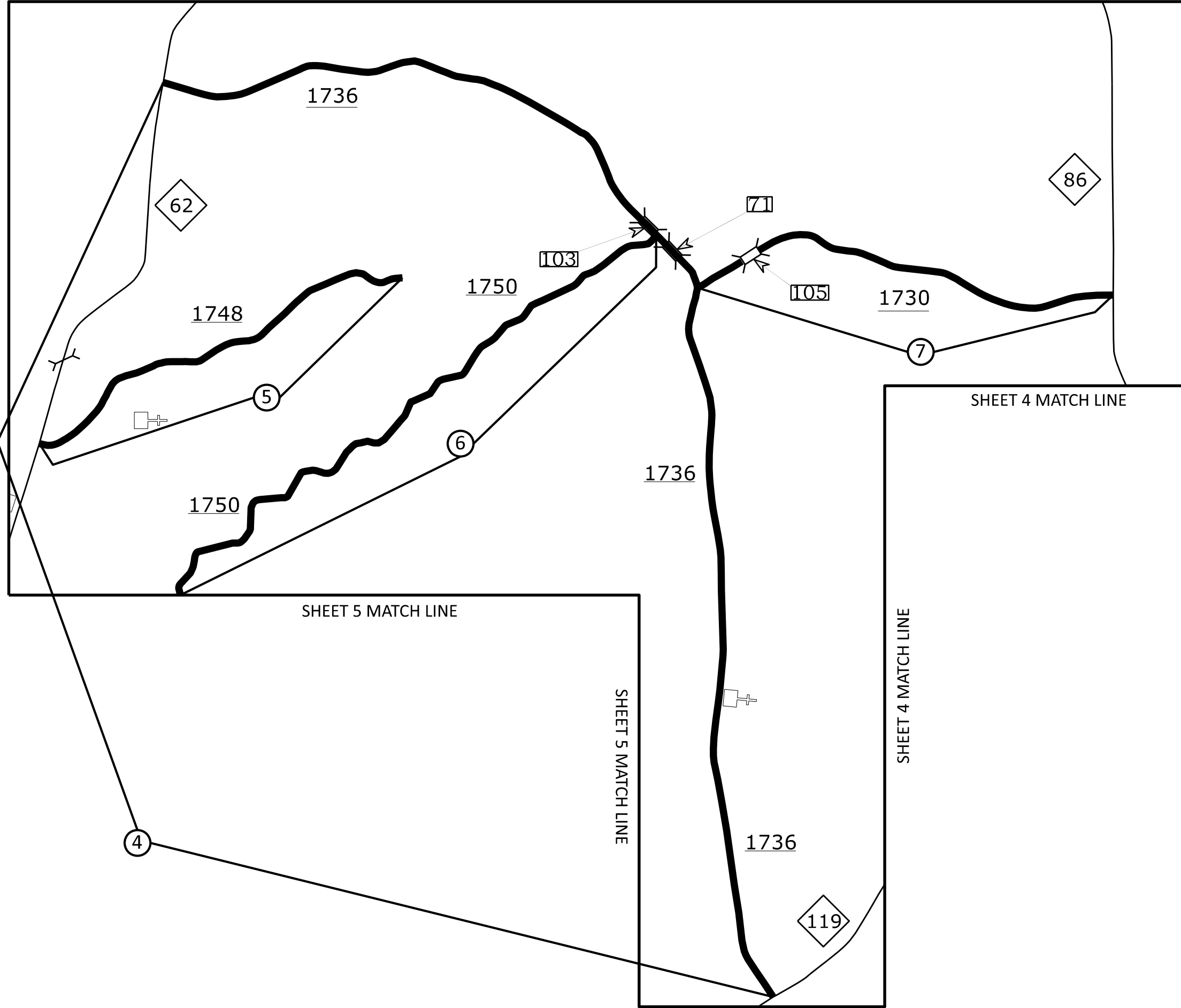
SHEET 4

SHEET 5

SHEET 6



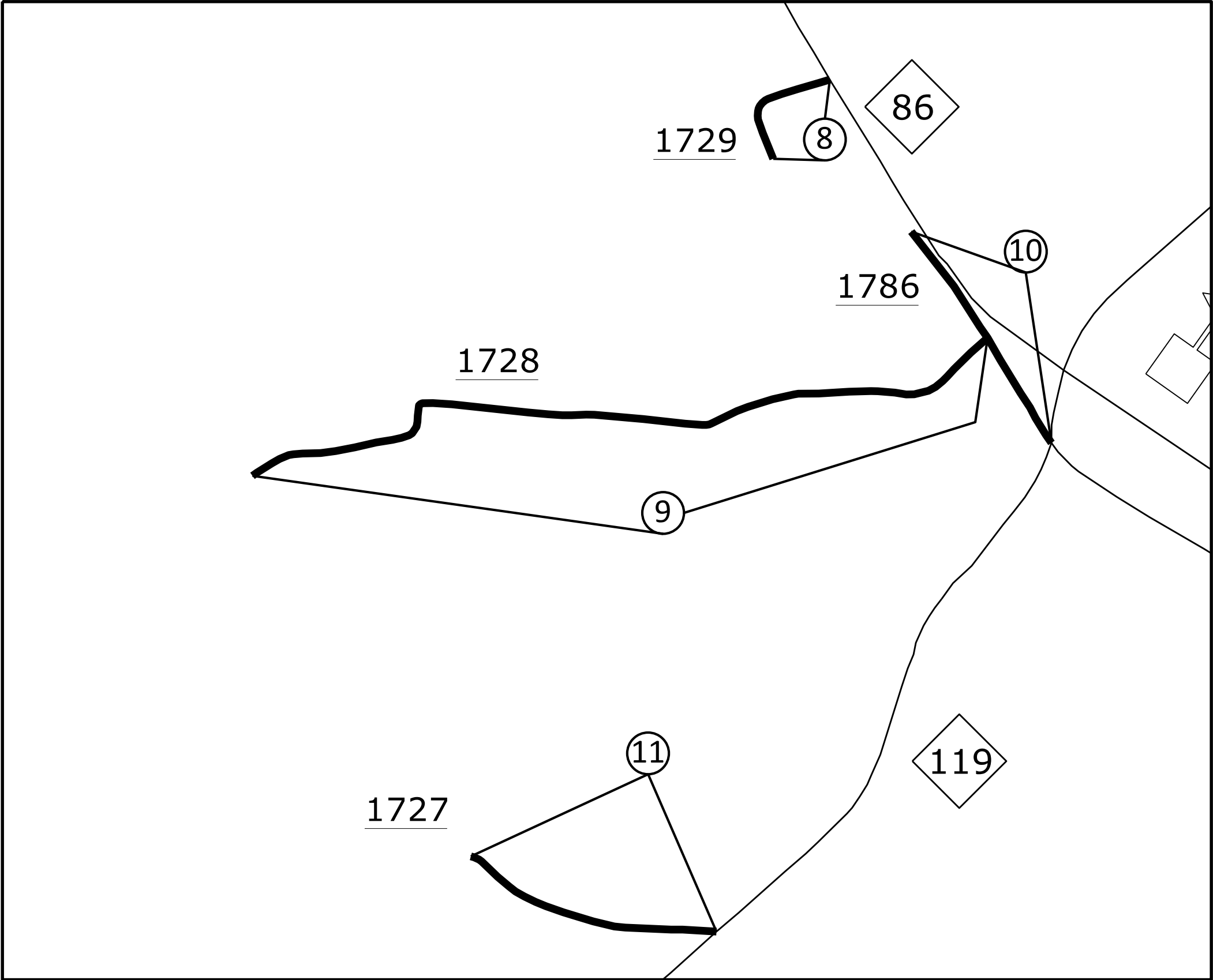
Map 1 SR 1780 - Gatewood Rd
Map 2 SR 1734 - RP Fuquay Rd
Map 3 SR 1735 - Cook Rd



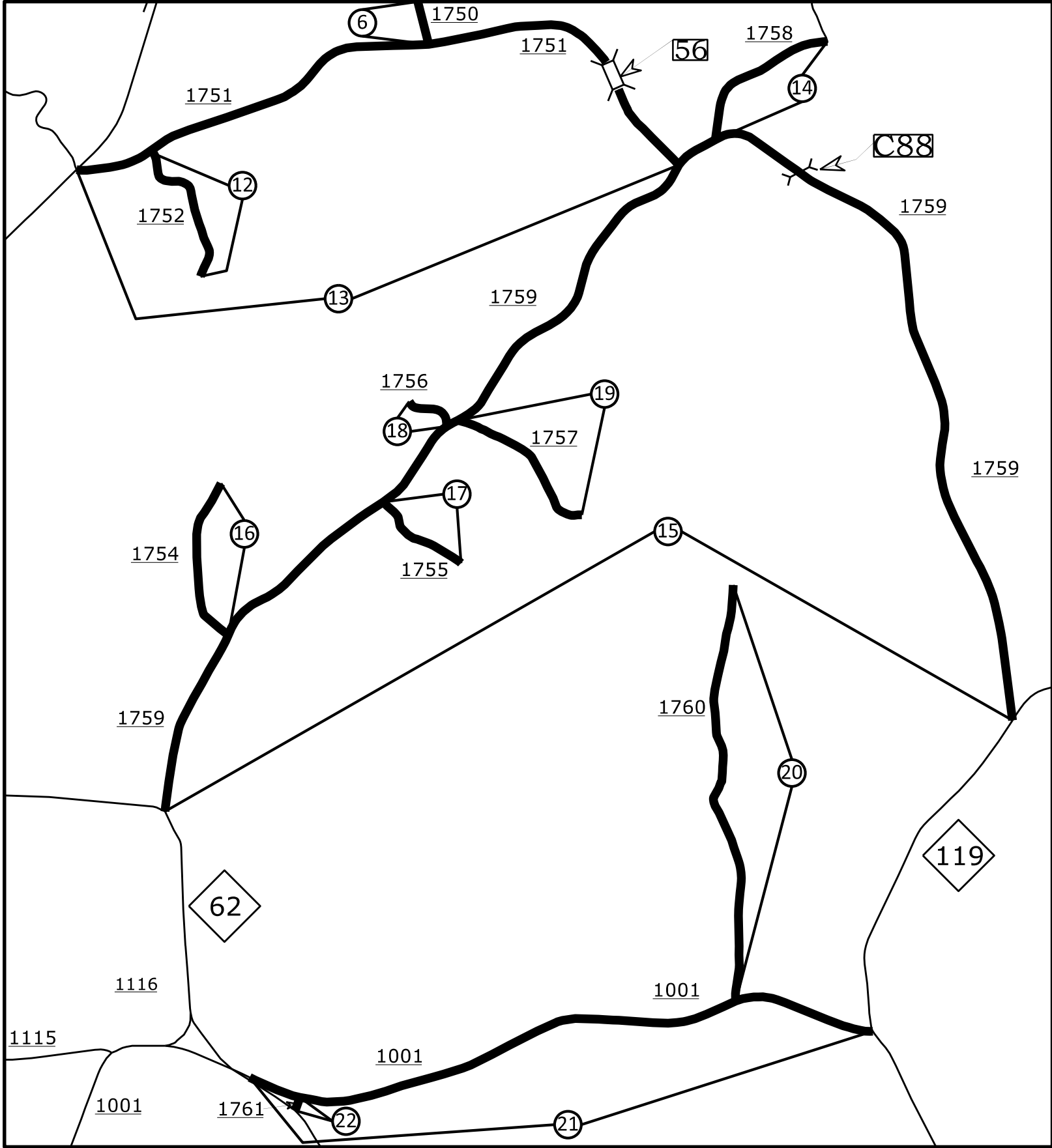
- Map 4 SR 1736 - Burton Chapel Rd
*Resurface Bridge #71 & #103
- Map 5 SR 1748 - Rudd Ridge Rd
- Map 6 SR 1750 - George Russell Rd
- Map 7 SR 1730 - Mary Jane Bigelow Rd
*Skip Bridge #105

SHEET 3 MATCH LINE

SHEET 3 MATCH LINE



- Map 8 SR 1729 - WP Cobb Rd
- Map 9 SR 1728 - Mise Rd
- Map 10 SR 1786 - Nicks Rd/Old NC Hwy 86 S
- Map 11 SR 1727 - Daniel Fuqua Rd



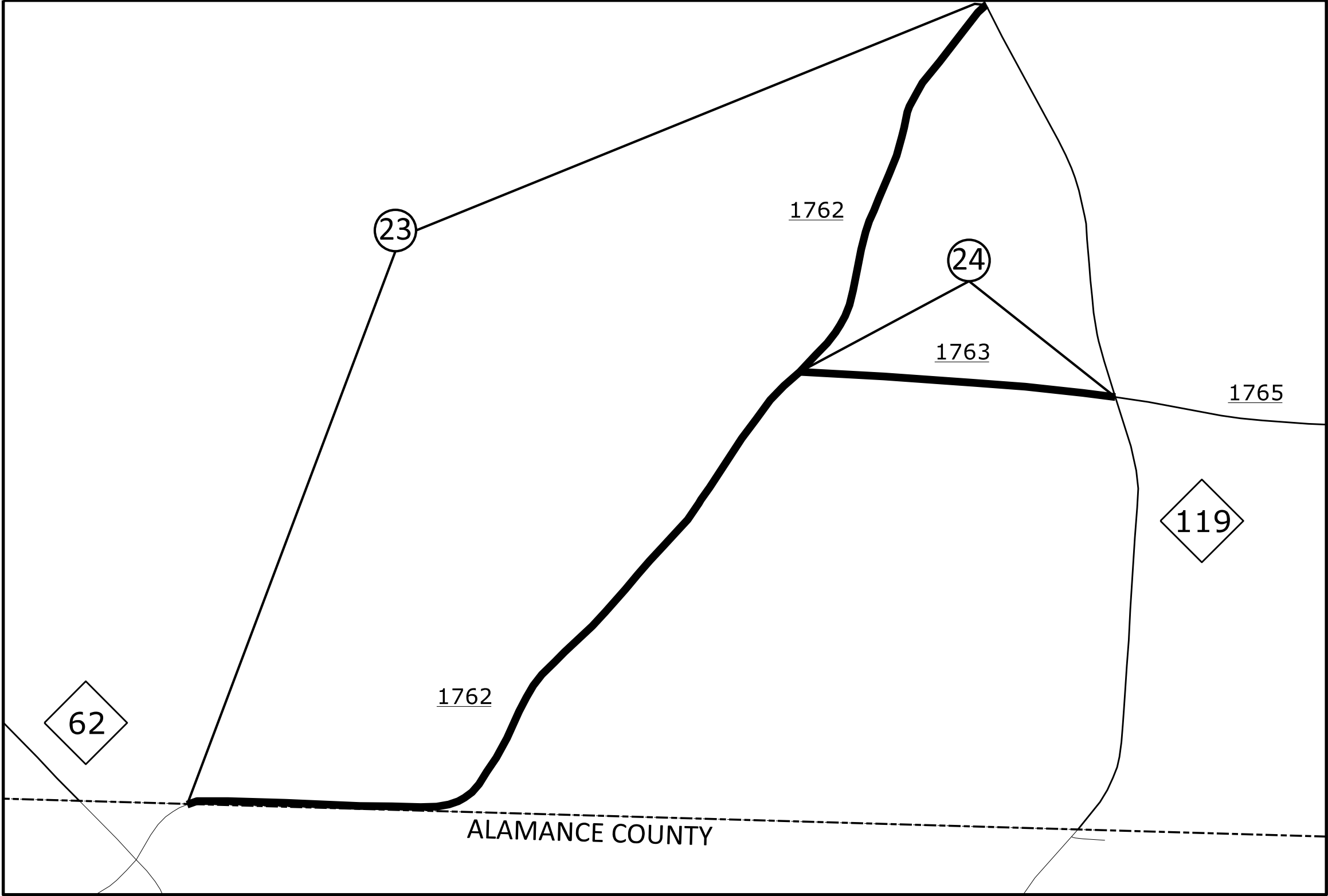
SHEET 3 MATCH LINE



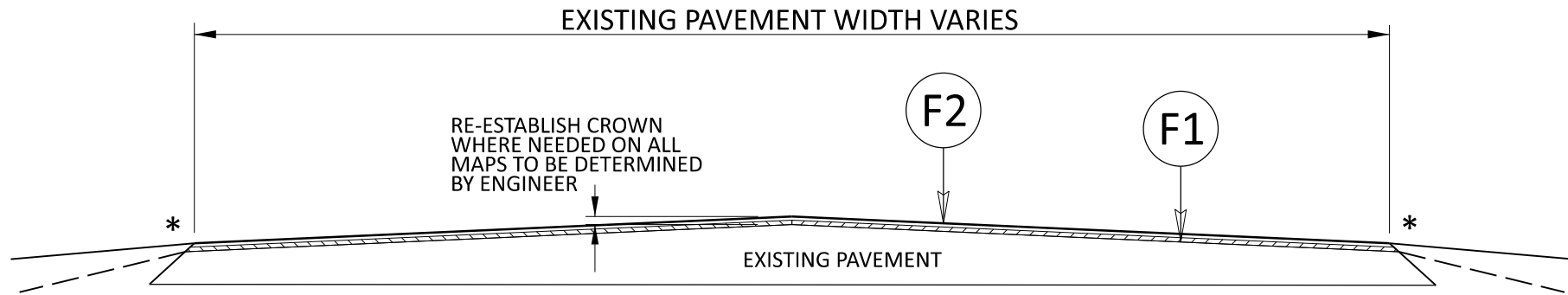
- Map 6 SR 1750 - George Russell Rd
- Map 12 SR 1752 - John Sellars Rd
- Map 13 SR 1751 - Fitch Rd
- *Skip Bridge #56
- Map 14 SR 1758 - DC Oakley Rd
- Map 15 SR 1759 - Rascoe Dameron Rd
- Map 16 SR 1754 - Roberts Rd
- Map 17 SR 1755 - Stainback Rd
- Map 18 SR 1756 - Abner Fitch Rd
- Map 19 SR 1757 - Jim King Rd
- Map 20 SR 1760 - Stanfield Rd
- Map 21 SR 1001 - Baynes Rd
- Map 22 SR 1761 - Baynes Road Ext

SHEET 6 MATCH LINE

SHEET 5 MATCH LINE



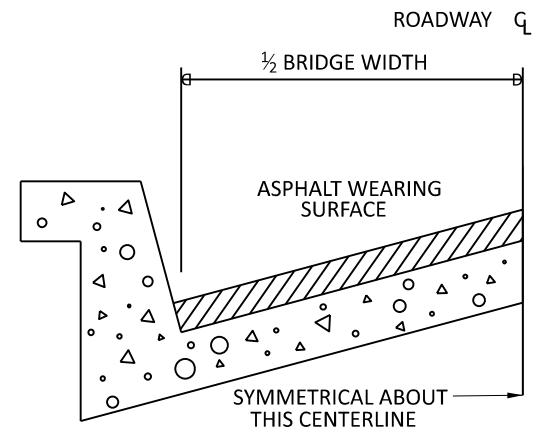
Map 23 SR 1762 - East Hughes Mill Rd
Map 24 SR 1763 - Huffines Rd



***NOTE:**
THE SURFACE TO BE TREATED SHALL BE CLEANED TO THE SATISFACTION OF THE INSPECTOR PRIOR TO STARTING ON EACH MAP

TYPICAL SECTION NO. 1

Map 1	SR 1780 - Gatewood Rd	Map 13	SR 1751 - Fitch Rd
Map 2	SR 1734 - RP Fuquay Rd	Map 14	*Skip Bridge #56
Map 3	SR 1735 - Cook Rd	Map 15	SR 1758 - DC Oakley Rd
Map 4	SR 1736 - Burton Chapel Rd	Map 16	SR 1759 - Rascoe Dameron Rd
	*Resurface Bridge #71 & #103	Map 17	SR 1754 - Roberts Rd
Map 5	SR 1748 - Rudd Ridge Rd	Map 18	SR 1755 - Stainback Rd
Map 6	SR 1750 - George Russell Rd	Map 19	SR 1756 - Abner Fitch Rd
Map 7	SR 1730 - Mary Jane Bigelow Rd	Map 20	SR 1757 - Jim King Rd
	*Skip Bridge #105	Map 21	SR 1760 - Stanfield Rd
Map 8	SR 1729 - WP Cobb Rd	Map 22	SR 1001 - Baynes Road
Map 9	SR 1728 - Mise Rd	Map 23	SR 1761 - Baynes Road Ext
Map 10	SR 1786 - Nicks Rd/Old NC Hwy 86 S	Map 24	SR 1762 - East Hughes Mill Rd
Map 11	SR 1727 - Daniel Fuqua Rd		SR 1763 - Huffines Rd
Map 12	SR 1752 - John Sellars Rd		

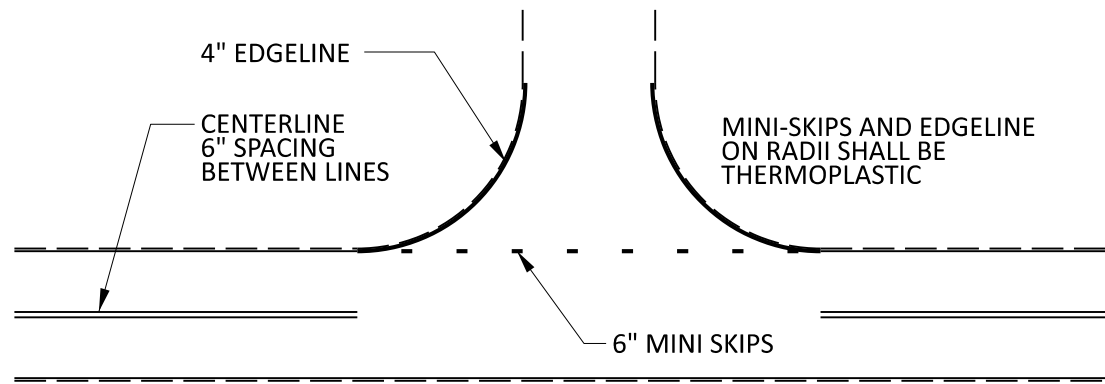


BRIDGE HALF TYPICAL SECTION

FOR BRIDGES WITH FLOOR DRAINS, CARE SHALL BE EXERCISED IN PLACING THE WEARING SURFACE AROUND FLOOR DRAINS SO AS NOT TO HINDER EFFECTIVE DRAINAGE. ALL DRAINS SHALL BE LEFT OPEN. THE PROPOSED WEARING SURFACE SHALL VARY IN THICKNESS AS NECESSARY TO PROVIDE A SMOOTH RIDING SURFACE. A THICKNESS OF NOT LESS THAN 3/8" SHALL BE PROVIDED. THE MAXIMUM THICKNESS SHALL PREFERABLY BE 1-1/2" UNLESS IT IS IMPRACTICAL TO PROVIDE A SMOOTH RIDING SURFACE OTHERWISE.

NOTES

ALL UNPAVED S.R. ROUTES TO BE SURFACED 50' FROM EDGE OF PAVEMENT OF MAIN PROJECT.
ALL PAVED S.R. ROUTES TO BE RESURFACED TO END OF RADDII, OR AS DIRECTED BY THE ENGINEER. EDGES, PAVEMENT WIDENING, INTERSECTIONS AND BRIDGE FLARES ARE INCLUDED IN THE SUMMARY OF QUANTITIES. BRIDGES TO BE RESURFACED AT LOCATIONS AND DEPTH AS DIRECTED BY THE ENGINEER.



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

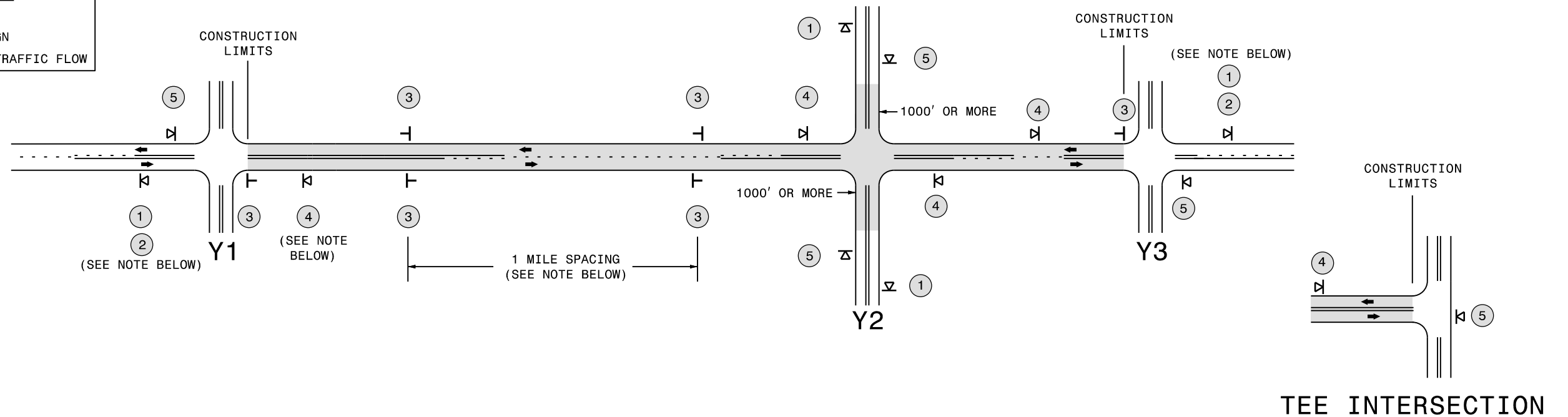
**TO BE USED AT ALL
NON-SIGNALIZED INTERSECTIONS**
(NOT TO SCALE)

PAVEMENT SCHEDULE	
F1	ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	FOG SEAL
U	EXISTING PAVEMENT

SIGNING FOR ASPHALT SURFACE TREATMENT

LEGEND

PORTABLE SIGN
 STATIONARY SIGN
 DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">1</div>	 <small>W20-1 48" X 48"</small>	<ul style="list-style-type: none"> - PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. 	<p>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, PORTABLE ADVANCE WARNING SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <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>
	<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">2</div>	 <small>W7-3aP 24" X 18"</small>	<ul style="list-style-type: none"> - SIGN #2 ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO THE NEAREST WHOLE NUMBER. DO NOT USE FRACTIONAL OR DECIMAL NUMBERS. 	
	<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3</div>	 <small>W8-7 48" X 48"</small>	<ul style="list-style-type: none"> - ALTERNATE THE FOLLOWING TWO SIGNS: - STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT". - PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. 	
	<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">4</div>	 <small>SP 48" X 48"</small>	<ul style="list-style-type: none"> - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	
	<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">5</div>	 <small>SP 13106 48" X 48"</small>	<ul style="list-style-type: none"> - 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. 	
<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">5</div>	 <small>G20-2 A 48" X 24"</small>	<ul style="list-style-type: none"> - PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION. 		
<p>THE ABOVE SIGNS ARE ALL THAT ARE REQUIRED FOR A CONTRACTOR TO BEGIN A RESURFACING CONTRACT. ANY ADDITIONAL SIGNS REQUESTED BY NCDOT DIVISIONS SHALL BE INSTALLED WITHIN 7 BUSINESS DAYS OF THE START OF CONTRACT WORK.</p>				
MAPS LESS THAN 2 MILES	<p>FOR AST RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, USE A STATIONARY "LOOSE GRAVEL" SIGN AT THE BEGINNING CONSTRUCTION LIMIT FOLLOWED BY AN "UNMARKED PAVEMENT" SIGN MIDWAY THROUGH AND AN "END ROAD WORK" SIGN AT THE END CONSTRUCTION LIMIT.</p>			



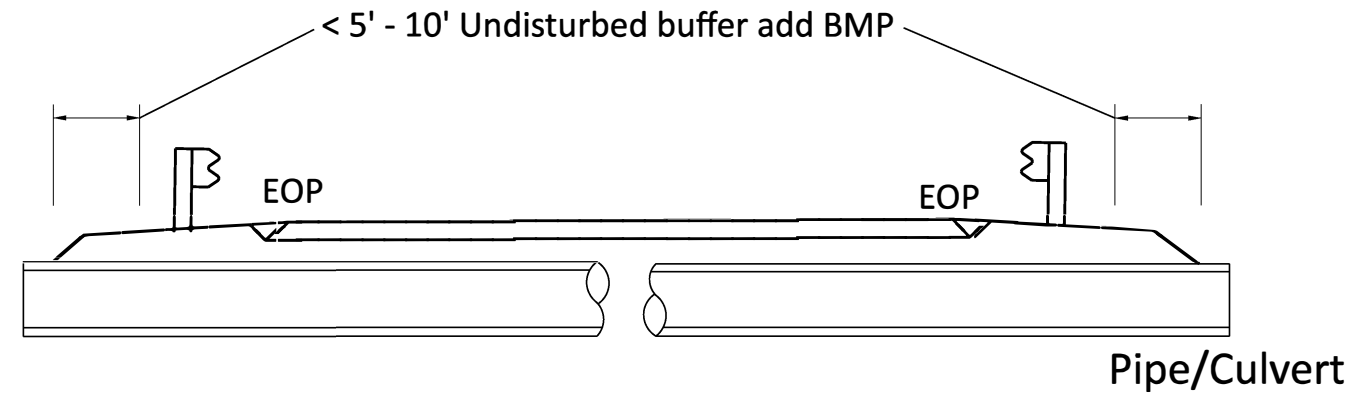
**ADVANCE WARNING SIGNS
FOR
2-LANE ROADWAY
ASPHALT SURFACE TREATMENT**

EROSION CONTROL DETAIL

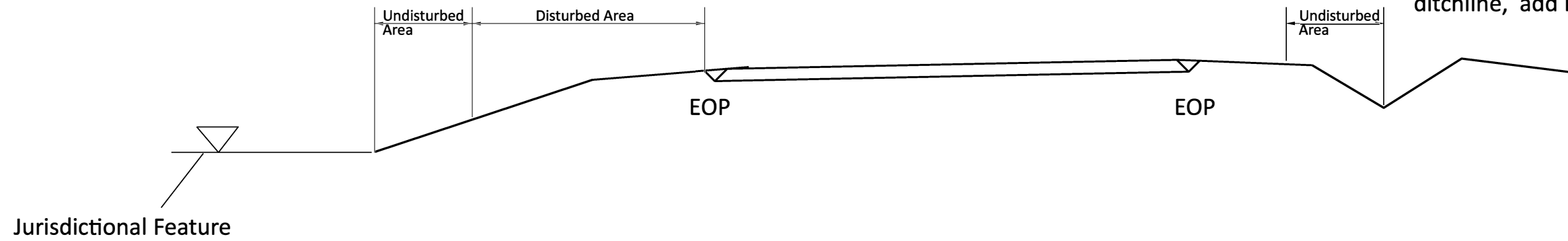
PROJECT REFERENCE NO.	SHEET NO.
2025CPT.07.05.20172	10

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

BMP Options: Wattle or Silt Fence

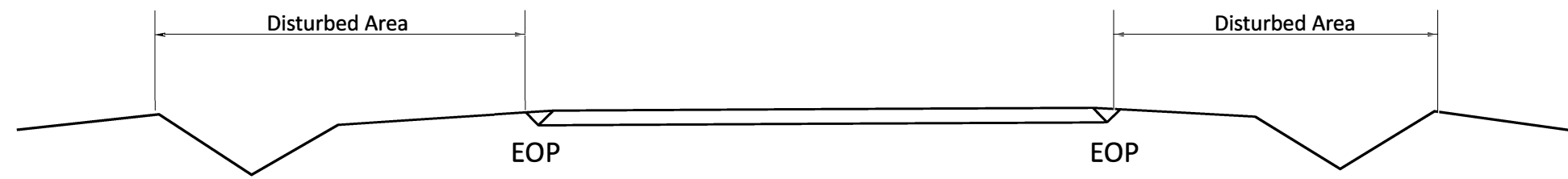


< 5' - 10' Undisturbed buffer from jurisdictional feature add BMP

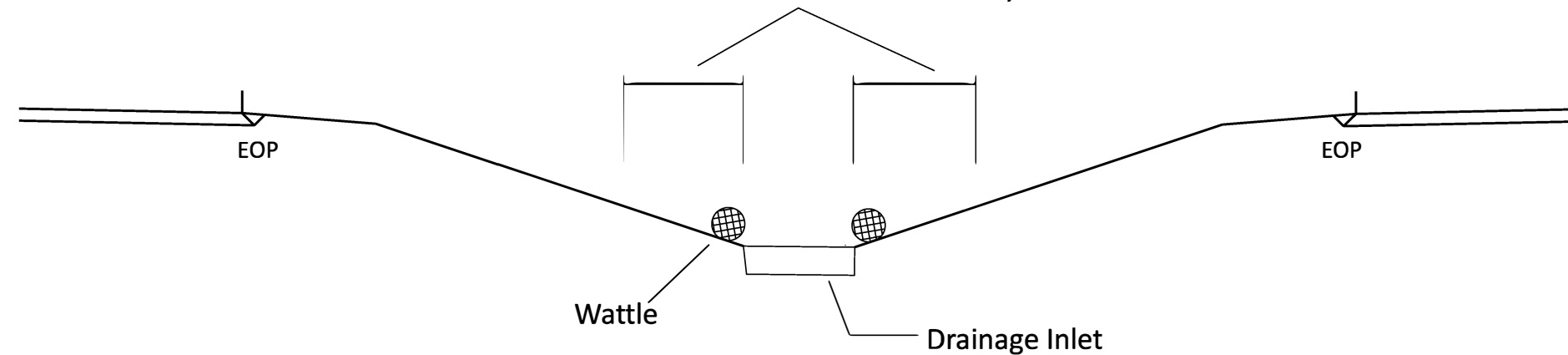


< 5' - 10' Undisturbed buffer from ditchline, add BMP

Use BMP's if shoulders and/or front slopes and/or ditchline and/or backslopes are disturbed



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



NOT TO SCALE

PROJECT NO.	SHEET NO.	TOTAL NO.
2025CPT.07.05.20172	11	11

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LENGTH	WIDTH	1803500000-E	1820000000-E	1838000000-E	1838500000-N	4413000000-E	4457000000-N	4890000000-E	4890000000-E	4890000000-E		
								ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	VACUUM TRUCK	WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" 50 MILS HOT SPRAY THERMO (WHITE)	4" 50 MILS HOT SPRAY THERMO (YELLOW)	6" 50 MILS HOT SPRAY THERMO (WHITE)		
						MI	FT	SY	SY	GAL	WK	SF	LS	LF	LF	LF		
2025CPT.07.05.20172	Caswell	1	SR-1780 / GATEWOOD RD	FROM NC 86 TO 50' BEFORE BRIDGE #117, ABIDE BY POSTED WEIGHT LIMITS	1	0.46	20	5,444	5,444	2,994	4.00	24	1.00					
TOTAL FOR MAP NO. 1						0.46		5,444	5,444	2,994		24						
2025CPT.07.05.20172	Caswell	2	SR-1734 / RP FUQUAY RD	FROM US 158 TO DEAD END	1	0.67	20	8,054	8,054	4,430		24						
TOTAL FOR MAP NO. 2						0.67		8,054	8,054	4,430		24						
2025CPT.07.05.20172	Caswell	3	SR-1735 / COOK RD	FROM NC 86 TO DEAD END	1	1.18	20	13,914	13,914	7,653		24						
TOTAL FOR MAP NO. 3						1.18		13,914	13,914	7,653		24						
2025CPT.07.05.20172	Caswell	4	SR-1736 / BURTON CHAPEL RD	FROM NC 62 TO NC 119, RESURFACE BRIDGE #71 & #103	1	6.64	20	78,817	78,817	43,349		744				70,080	70,080	80
TOTAL FOR MAP NO. 4						6.64		78,817	78,817	43,349		744				70,080	70,080	80
2025CPT.07.05.20172	Caswell	5	SR-1748 / RUDD RIDGE RD	FROM NC 62 TO CUL-DE-SAC	1	1.91	18.5	21,186	21,186	11,652		80				20,192	20,192	
TOTAL FOR MAP NO. 5						1.91		21,186	21,186	11,652		80				20,192	20,192	
2025CPT.07.05.20172	Caswell	6	SR-1750 / GEORGE RUSSELL RD	FROM SR 1751 - FITCH RD TO SR 1736 - BURTON CHAPEL RD	1	3.29	19	36,695	36,695	20,182		369				34,764	34,764	
TOTAL FOR MAP NO. 6						3.29		36,695	36,695	20,182		369				34,764	34,764	
2025CPT.07.05.20172	Caswell	7	SR-1730 / MARY JANE BIGELOW RD	FROM SR 1736 - BURTON CHAPEL RD TO NC 86, SKIP BRIDGE #105	1	2.14	20.5	25,693	25,693	14,131		240				22,560	22,560	
TOTAL FOR MAP NO. 7						2.14		25,693	25,693	14,131		240				22,560	22,560	
2025CPT.07.05.20172	Caswell	8	SR-1729 / WP COBB RD	FROM NC 86 TO DEAD END	1	0.19	21	2,447	2,447	1,346		24						
TOTAL FOR MAP NO. 8						0.19		2,447	2,447	1,346		24						
2025CPT.07.05.20172	Caswell	9	SR-1728 / MISE RD	FROM SR 1786 - NICKS RD/OLD NC HWY 86 S TO CUL-DE-SAC	1	1.14	20	13,725	13,725	7,549		40				12,030	12,030	
TOTAL FOR MAP NO. 9						1.14		13,725	13,725	7,549		40				12,030	12,030	
2025CPT.07.05.20172	Caswell	10	SR-1786 / NICKS RD/OLD NC HWY 86 S	FROM NC 119 TO DEAD END	1	0.31	19	3,483	3,483	1,916		40				1,680	1,680	22
TOTAL FOR MAP NO. 10						0.31		3,483	3,483	1,916		40				1,680	1,680	22
2025CPT.07.05.20172	Caswell	11	SR-1727 / DANIEL FUQUA RD	FROM NC 119 TO DEAD END	1	0.41	19	4,773	4,773	2,625		24						
TOTAL FOR MAP NO. 11						0.41		4,773	4,773	2,625		24						
2025CPT.07.05.20172	Caswell	12	SR-1752 / JOHN SELLARS RD	FROM SR 1751 - FITCH RD TO DEAD END	1	0.53	20	6,316	6,316	3,474		24						
TOTAL FOR MAP NO. 12						0.53		6,316	6,316	3,474		24						
2025CPT.07.05.20172	Caswell	13	SR-1751 / FITCH RD	FROM SR 1759 - RASCOE DAMERON RD TO NC 62, SKIP BRIDGE #56	1	2.43	21	30,686	30,686	16,877	273			25,710	25,710	72		
TOTAL FOR MAP NO. 13						2.43		30,686	30,686	16,877	273			25,710	25,710	72		
2025CPT.07.05.20172	Caswell	14	SR-1758 / DC OAKLEY RD	FROM SR 1759 - RASCOE DAMERON RD TO DEAD END	1	0.58	19	6,604	6,604	3,632	40			6,126	6,126			
TOTAL FOR MAP NO. 14						0.58		6,604	6,604	3,632	40			6,126	6,126			
2025CPT.07.05.20172	Caswell	15	SR-1759 / RASCOE DAMERON RD	FROM NC 62 TO NC 119	1	5.67	20.5	69,285	69,285	38,106	635			59,850	59,850	128		
TOTAL FOR MAP NO. 15						5.67		69,285	69,285	38,106	635			59,850	59,850	128		
2025CPT.07.05.20172	Caswell	16	SR-1754 / ROBERTS RD	FROM SR 1759 - RASCOE DAMERON RD TO DEAD END	1	0.66	18.5	7,278	7,278	4,003	24							
TOTAL FOR MAP NO. 16						0.66		7,278	7,278	4,003	24							
2025CPT.07.05.20172	Caswell	17	SR-1755 / STAINBACK RD	FROM SR 1759 - RASCOE DAMERON RD TO DEAD END	1	0.38	18.5	4,164	4,164	2,290	24							
TOTAL FOR MAP NO. 17						0.38		4,164	4,164	2,290	24							
2025CPT.07.05.20172	Caswell	18	SR-1756 / ABNER FITCH RD	FROM SR 1759 - RASCOE DAMERON RD TO DEAD END	1	0.18	21	2,342	2,342	1,288	24							
TOTAL FOR MAP NO. 18						0.18		2,342	2,342	1,288	24							
2025CPT.07.05.20172	Caswell	19	SR-1757 / JIM KING RD	FROM SR 1759 - RASCOE DAMERON RD TO DEAD END	1	0.59	19	6,663	6,663	3,665	24							
TOTAL FOR MAP NO. 19						0.59		6,663	6,663	3,665	24							
2025CPT.07.05.20172	Caswell	20	SR-1760 / STANFIELD RD	FROM SR 1001 - BAYNES RD TO DEAD END	1	1.49	20.5	18,053	18,053	9,929	40			15,726	15,726			
TOTAL FOR MAP NO. 20						1.49		18,053	18,053	9,929	40			15,726	15,726			
2025CPT.07.05.20172	Caswell	21	SR-1001 / BAYNES RD	FROM NC 62 TO NC 119	1	2.31	20.5	28,198	28,198	15,509	259			24,360	24,360	48		
TOTAL FOR MAP NO. 21						2.31		28,198	28,198	15,509	259			24,360	24,360	48		
2025CPT.07.05.20172	Caswell	22	SR-1761 / BAYNES RD EXT	FROM NC 62 TO SR 1001 - BAYNES RD	1	0.03	21	385	385	212	40			330	330			
TOTAL FOR MAP NO. 22						0.03		385	385	212	40			330	330			
2025CPT.07.05.20172	Caswell	23	SR-1762 / EAST HUGHES MILL RD	FROM ALAMANCE CO LINE TO NC 119	1	1.88	20.5	22,878	22,878	12,583	80			19,870	19,870	30		
TOTAL FOR MAP NO. 23						1.88		22,878	22,878	12,583	80			19,870	19,870	30		
2025CPT.07.05.20172	Caswell	24	SR-1763 / HUFFINES RD	FROM SR 1762 - EAST HUGHES MILL RD TO NC 119	1	0.46	19.5	5,243	5,243	2,884	40			4,840	4,840			
TOTAL FOR MAP NO. 24						0.46		5,243	5,243	2,884	40			4,840	4,840			
TOTAL FOR PROJ NO. 2025CPT.07.05.20172						35.53		422,326	422,326	232,279	4.00		3,160	1.00	318,118	318,118	380	
GRAND TOTAL						35.53		422,326	422,326	232,279	4.00		3,160	1.00	318,118	318,118	380	