

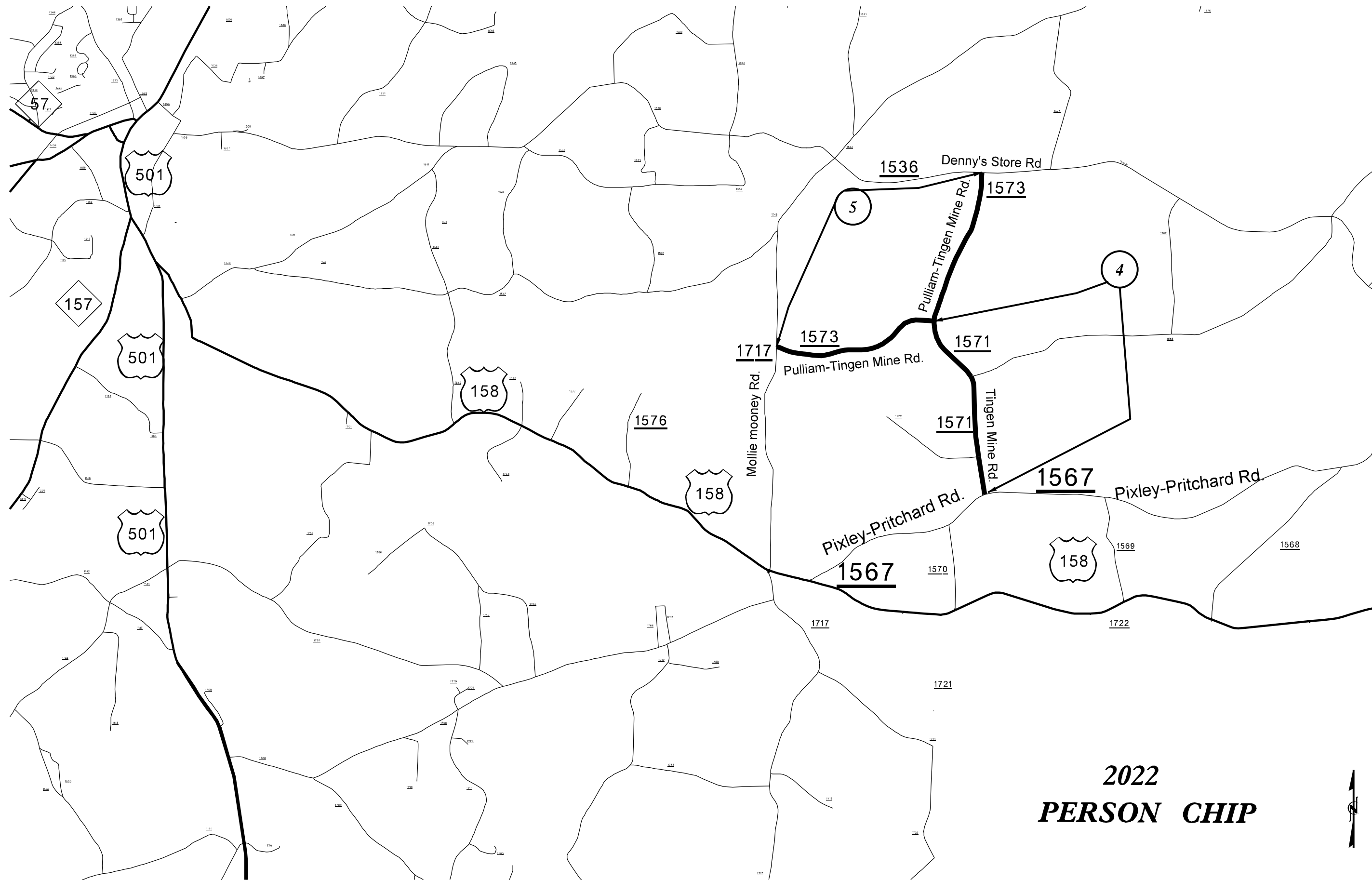
SYSTEMS

2022
PERSON CHIP



5/14/23

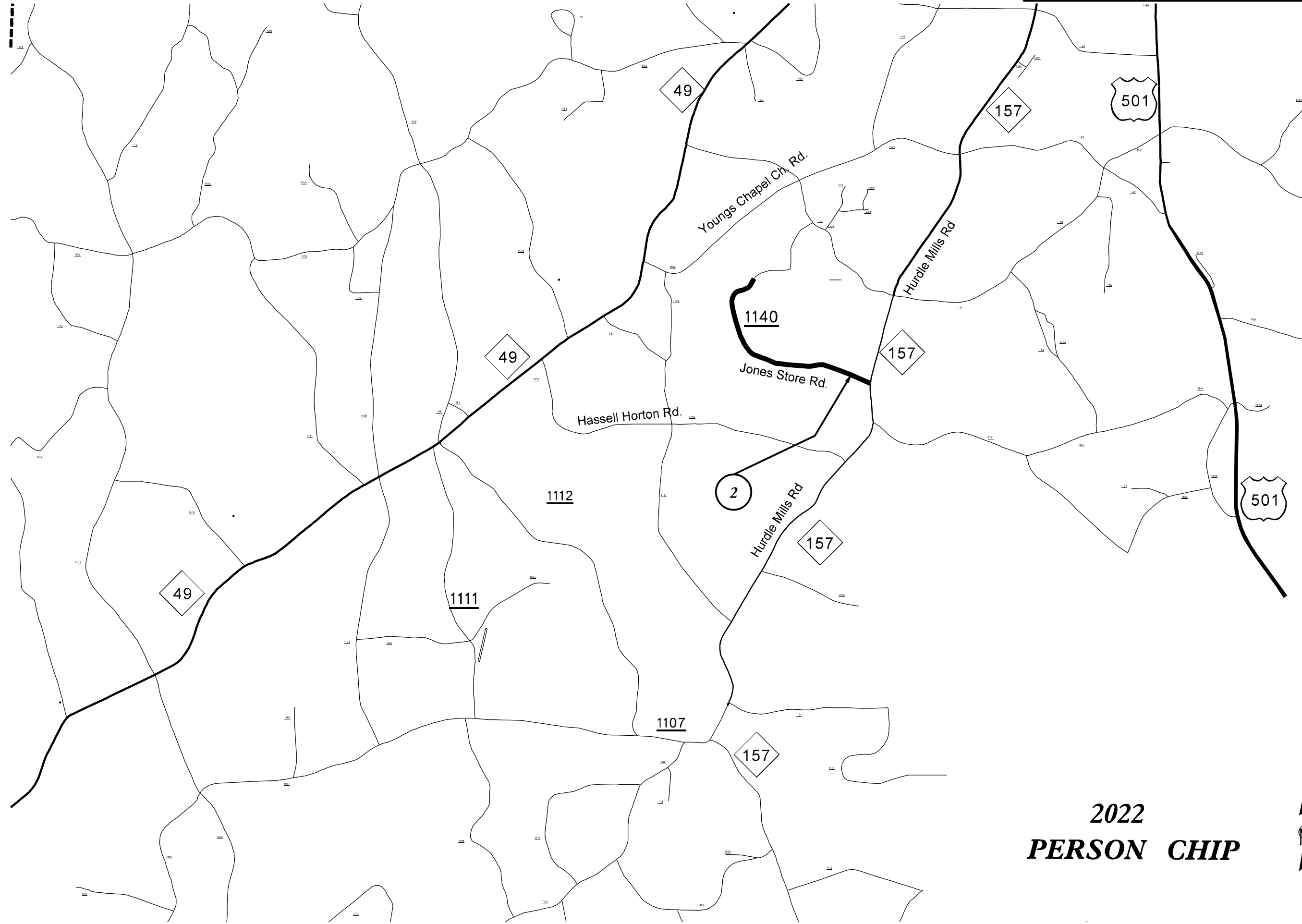
SYSTEMS SECTION



**2022
PERSON CHIP**

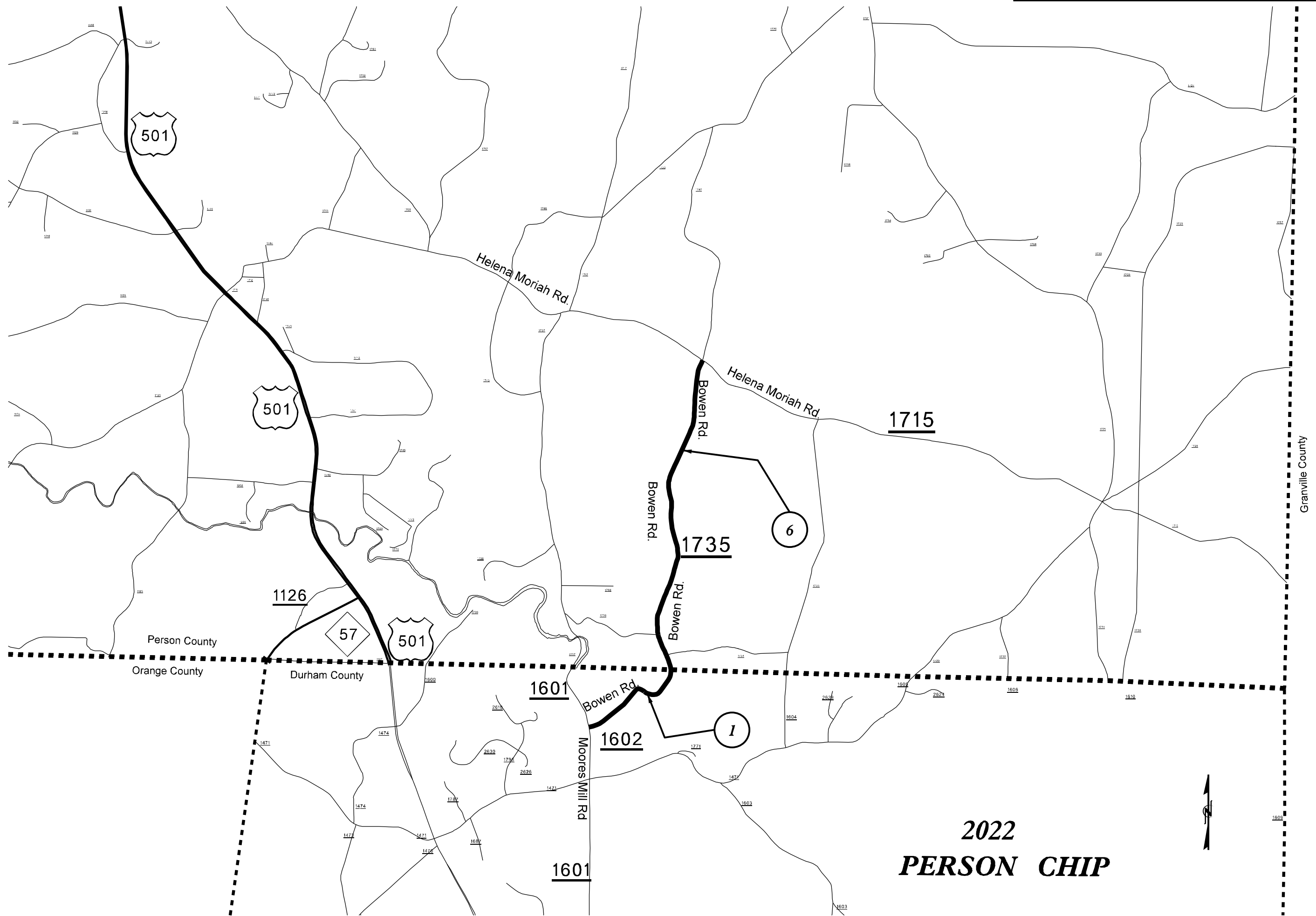


5/14/23
 CURATIVE ACTION



2022
PERSON CHIP





**2022
PERSON CHIP**



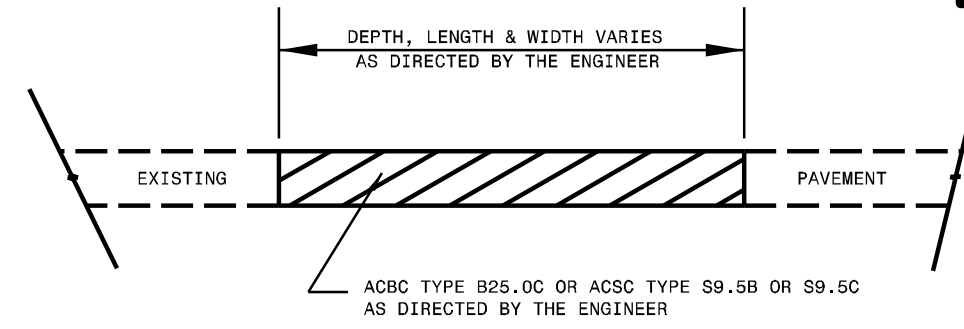
UTM

PAVEMENT SCHEDULE

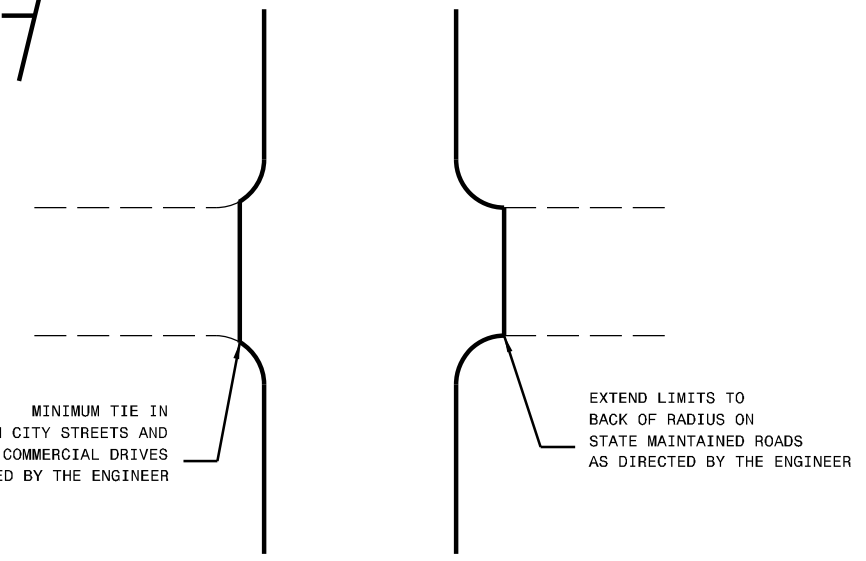
PROJECT REFERENCE NO.
2022CPT.05.06.20322.1 etc.

SHEET NO.
5

F1	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	PROP. FOG SEAL TO BE APPLIED WITHIN 5 DAYS OF DOUBLE SEAL ROADWAY SURFACE TO BE SWEEPED PRIOR TO FOG SEAL APPLICATION
U	EXISTING PAVEMENT

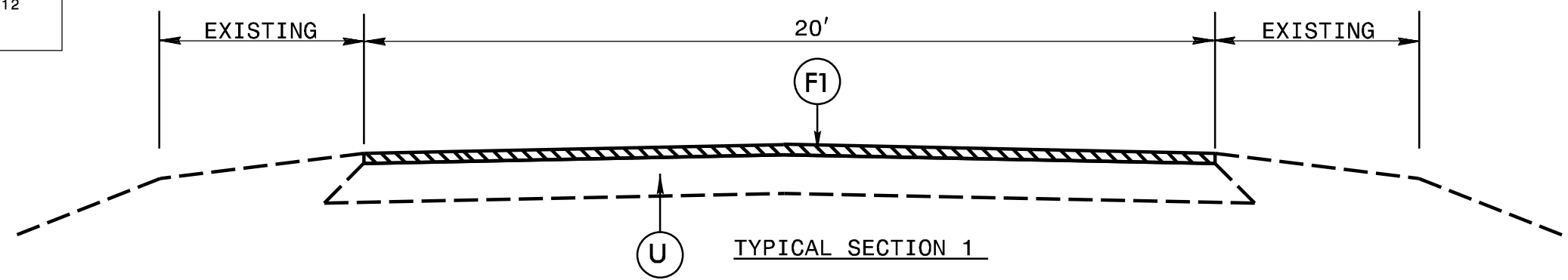


PATCHING EXISTING PAVEMENT
MILLING (IF REQUIRED BY TYPICAL) TO BE PERFORMED PRIOR TO PATCHING

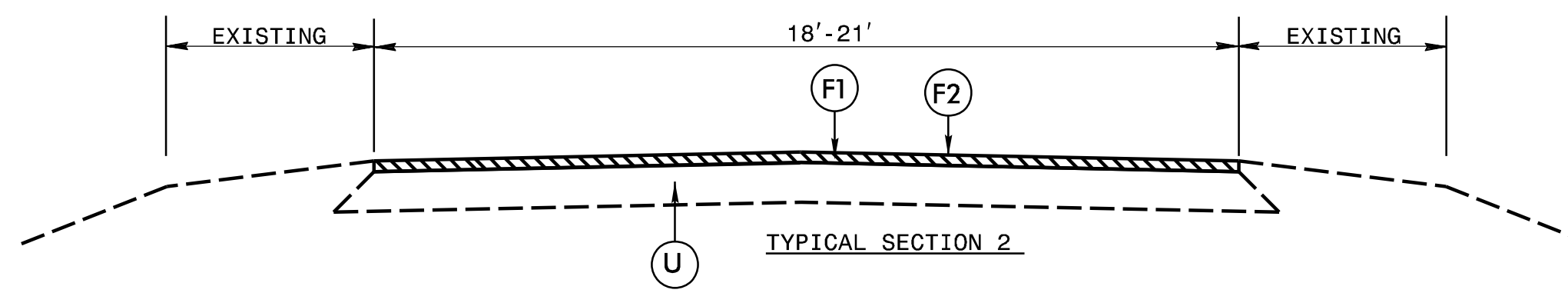


DETAIL OF PROJECT LIMITS AT Y LINES

SEAL TYPES AND MATERIAL APPLICATION RATES					
MAP #	TYPE OF SEAL	LAYER	AGGREGATE TYPE	AGGREGATE TARGET RATES (LBS/SY)	EMULSION TARGET RATES (GAL/SY)
ALL MAPS	DOUBLE	BOTTOM	78M	18	0.30
		TOP	9M	9	0.25
			EMULSION TYPE		
map #5-15	FOG SEAL	WITHIN 5 DAYS OF DOUBLE SEAL	CSS-1H		0.12



TYPICAL SECTION 1



TYPICAL SECTION 2

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.05.06.20322.1, etc	6	

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1704000000-E	1803500000-E	1820000000-E	1838000000-E			
											PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT			
											MI	FT	TONS	SY	SY	GAL	
2022CPT.05.06.20322.1	Durham	1	SR 1601 - BOWEN RD	SR 6101 - MOORES MILL RD TO PERSON CO.	2	2	NO	NO	0.92	20	10	10,795	10,795	5,905			
TOTAL FOR PROJ NO. 2022CPT.05.06.20322.1												10	10,795	10,795	5,905		
2022CPT.05.06.20732.1	Person	2	SR 1140 - JONES STORE RD	NC 157 - HURDLE MILLS RD TO END PVMT	1	2	NO	NO	1.7	20	100	19,947		10,971			
		3	SR 1394 - ARCHIE CLAYTON RD	SR 1340 - CONCORD CEFFO RD TO END MAINTENANCE	2	2	NO	NO	0.61	18	8	6,442	6,442	3,549			
		4	SR 1571 - TINGEN MINE RD	SR 1573 - PULLIAM TINGEN MINE RD TO SR 1567 - PIXLEY- PRITCHARD RD	1	2	NO	NO	1.48	20	300	17,365		9,577			
		5	SR 1573 - PULLIAM-TINGEN MINE RD	SR 1536 - DENNY'S STORE RD TO SR 1717 - MOLLIE MOONEY RD	1	2	NO	NO	2.58	20	45	30,272		16,630			
		6	SR 1735 - BOWEN RD	SR 1715 - HELENA- MORIAH RD TO DURHAM CO	2	2	NO	NO	2.64	21	940	32,525	32,525	17,862			
		TOTAL FOR PROJ NO. 2022CPT.05.06.20732.1												1,393	106,551	38,967	58,589
GRAND TOTAL												9.93		1,403	117,346	49,762	64,494

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.05.06.20322.1, etc	7	

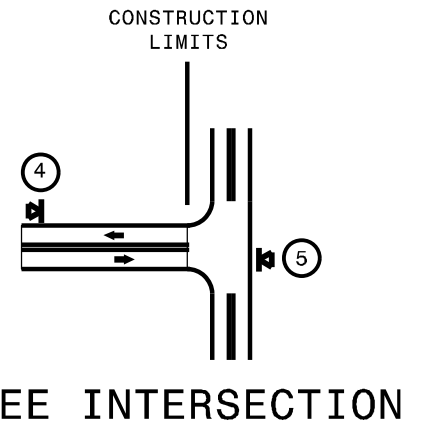
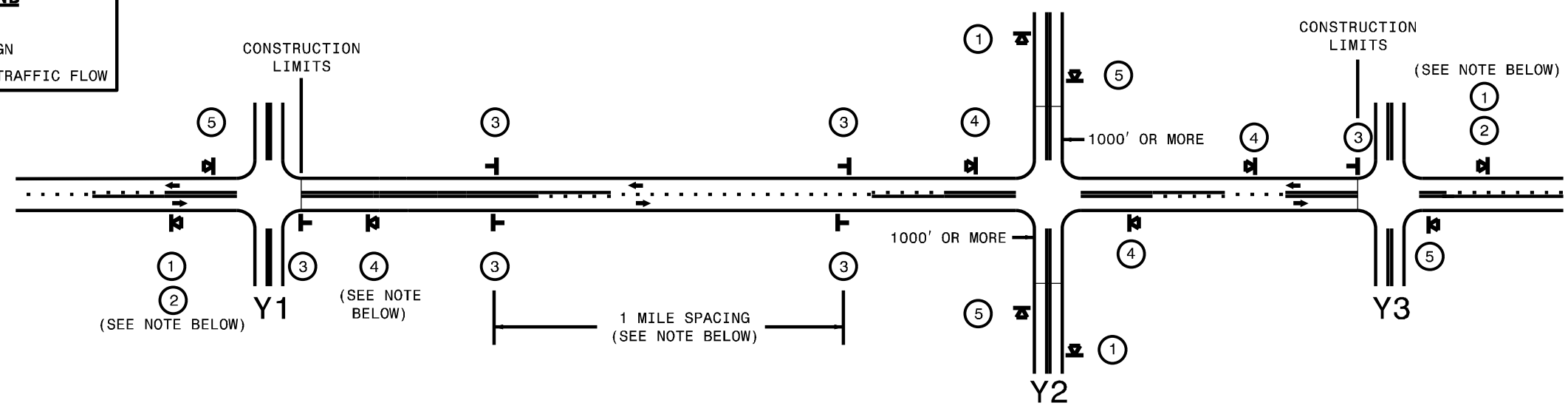
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	4413000000-E		4457000000-N	4890000000-E	
							LENGTH	WIDTH	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	GENERIC MARKING, HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 50 MIL
									MI	FT	SF
2022CPT.05.06.20322.1	Durham	1	SR 1601 - BOWEN RD	SR 6101 - MOORES MILL RD TO PERSON CO.	2	2	0.92	20	102	0.07	19,432
TOTAL FOR PROJ NO. 2022CPT.05.06.20322.1							0.92		102	0.07	19,432
2022CPT.05.06.20732.1	Person	2	SR 1140 - JONES STORE RD	NC 157 RD TO END PVMT	1	2	1.7	20	190	0.11	35,904
		3	SR 1394 - ARCHIE CLAYTON RD	SR 1340 - CONCORD CEFFO RD TO END MAINTENANCE	2	2	0.61	18	126	0.06	
		4	SR 1571 - TINGEN MINE RD	SR 1573 - PULLIAM TINGEN MINE RD TO SR 1567 - PIXLEY- PRITCHARD RD	1	2	1.48	20	166	0.17	31,256
		5	SR 1573 - PULLIAM-TINGEN MINE RD	SR 1536 - DENNY'S STORE RD TO SR 1717 - MOLLIE MOONEY RD	1	2	2.58	20	289	0.13	54,488
		6	SR 1735 - BOWEN RD	SR 1715 - HELENA- MORIAH RD TO DURHAM CO	2	2	2.64	21	295	0.46	55,756
		TOTAL FOR PROJ NO. 2022CPT.05.06.20732.1							9.01		1,066
GRAND TOTAL							9.93		1,168	1.00	196,836

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		<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"> LESS THAN 1000' OF RESURFACING ALONG -Y- LINE SUBDIVISION ROADS 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;"> <div style="text-align: center;"> <p>PLACED 500' IN ADVANCE OF FLAGGER.</p> </div> <div style="text-align: center;"> <p>PLACED 250' IN ADVANCE OF FLAGGER.</p> </div> </div>
		<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. 	
		<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. 	
		<ul style="list-style-type: none"> - AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER. 	
		<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. 	
	<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. 		

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 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.



ADVANCE WARNING SIGNS FOR 2-LANE ROADWAY ASPHALT SURFACE TREATMENT

\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DCON\$\$\$\$\$
 \$\$\$USERNAME\$\$\$\$\$