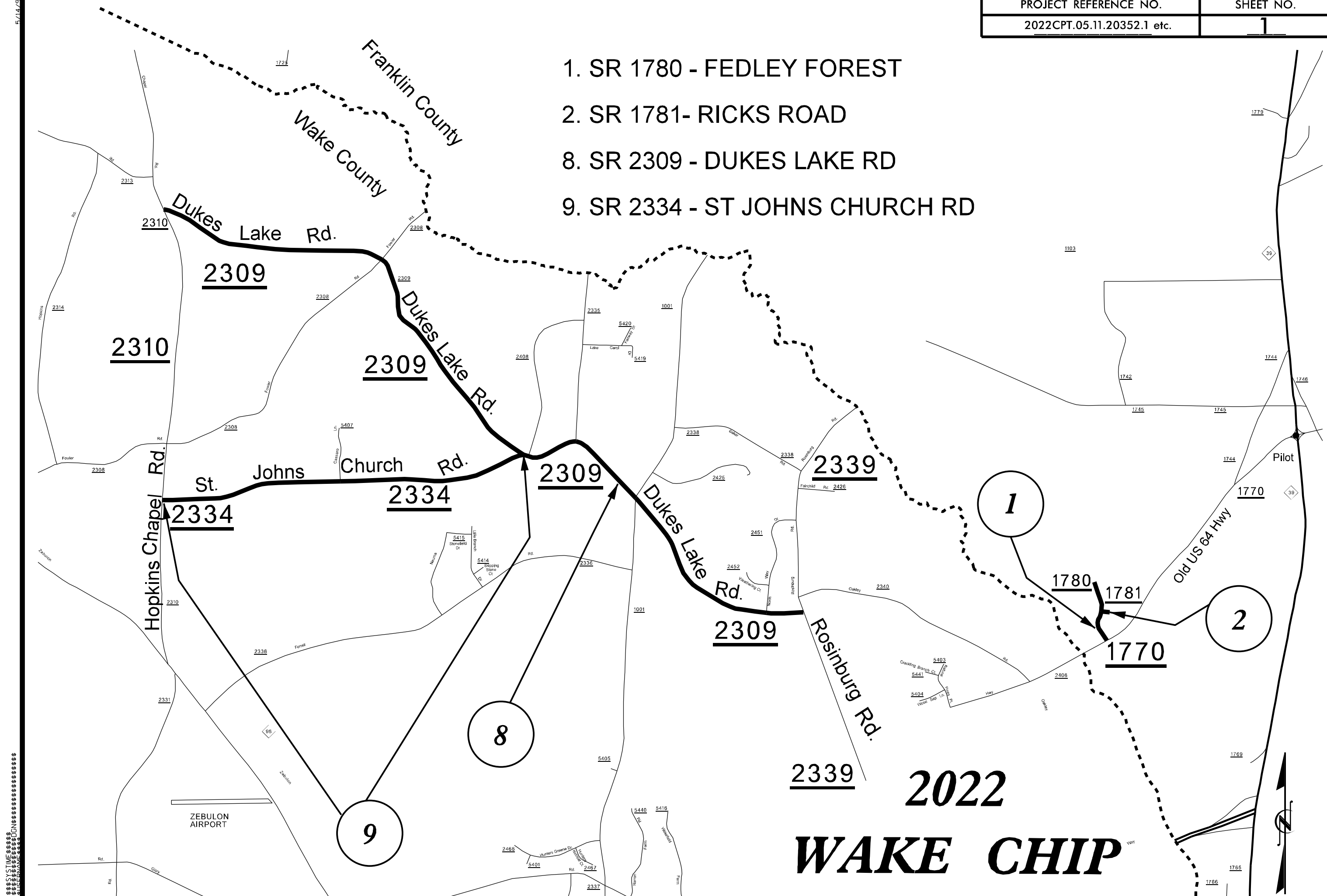


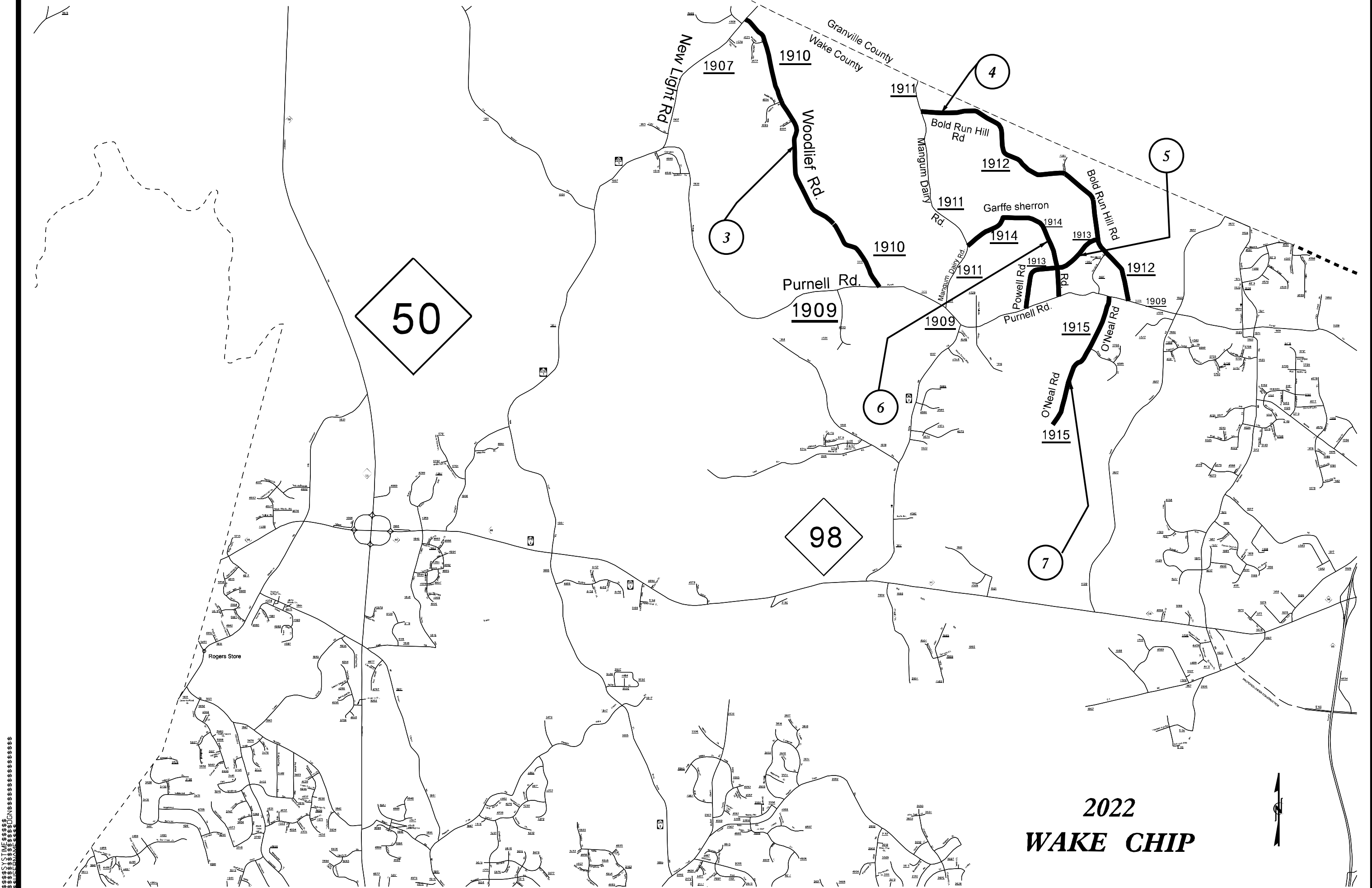
- 1. SR 1780 - FEDLEY FOREST
- 2. SR 1781- RICKS ROAD
- 8. SR 2309 - DUKES LAKE RD
- 9. SR 2334 - ST JOHNS CHURCH RD



**2022**  
**WAKE CHIP**



5/14/23  
SYSTEMS DIVISION  
CITY OF WAKE COUNTY



2022  
**WAKE CHIP**

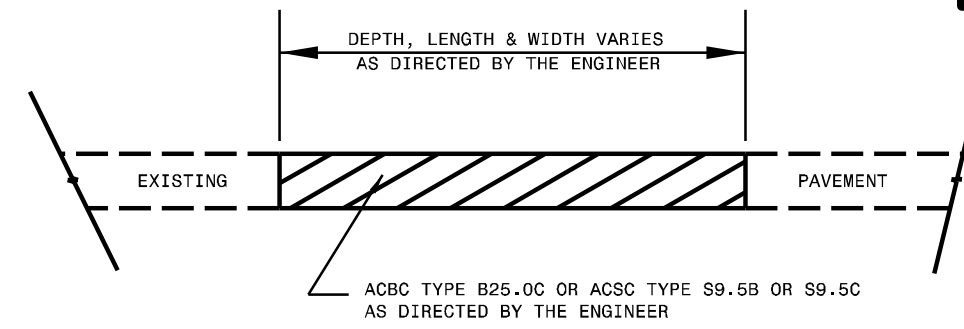
5/14/23  
\*\*\*\*\*CUSTOMER USE ONLY\*\*\*\*\*

# PAVEMENT SCHEDULE

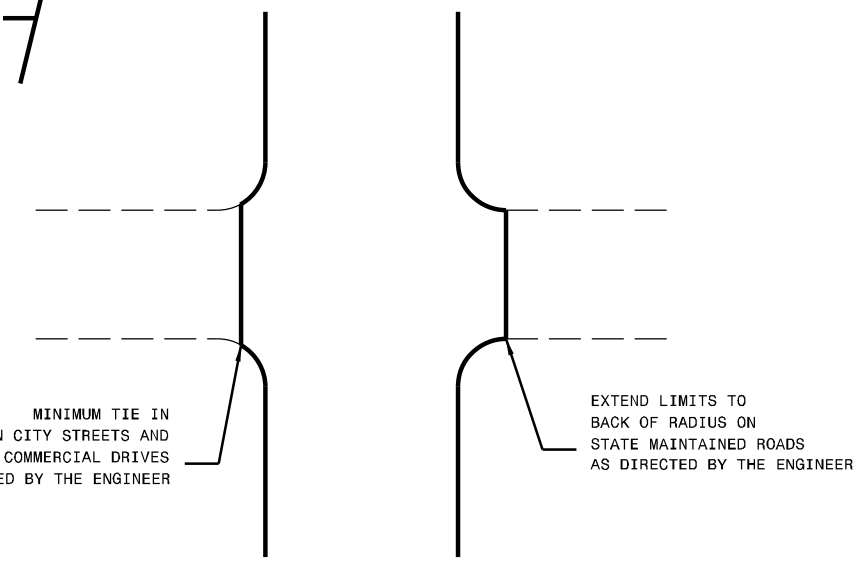
PROJECT REFERENCE NO.  
2022CPT.05.11.20352.1 etc.

SHEET NO.  
3

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

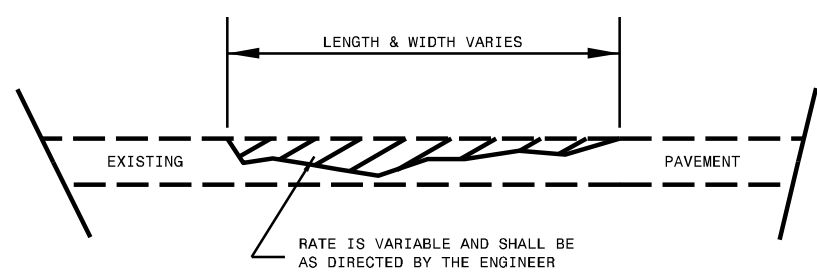


**PATCHING EXISTING PAVEMENT**  
MILLING (IF REQUIRED BY TYPICAL) TO BE PERFORMED PRIOR TO PATCHING

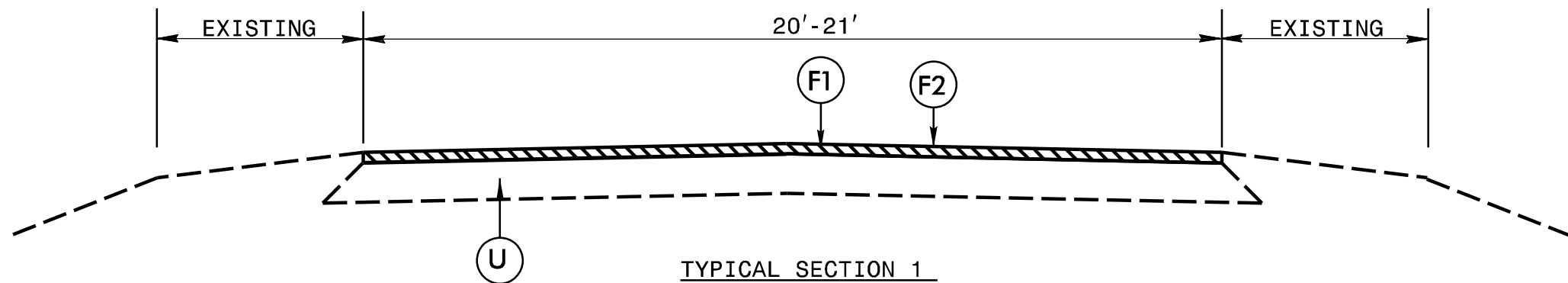


**DETAIL OF PROJECT LIMITS AT Y LINES**

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



**ASPHALT CONCRETE SURFACE COURSE (LEVELING COURSE)**



**TYPICAL SECTION 1**

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.05.11.20352.1,etc	4	

### SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	1520000000-E	1575000000-E	1704000000-E	1803500000-E	1820000000-E	1838000000-E	
											LEVELING COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	
											MI	FT	TON	TON	TONS	SY	SY
2022CPT.05.11.20352.1	Franklin	1	SR 1780 - FEDLEY FOREST	SR 1170 - OLD US 64 HWY TO CUL-DE-SAC	1	2	NO	NO	0.27	21			45	3,326	3,326	1,830	
		2	SR 1781- RICKS ROAD	SR 1780 - FEDLEY FOREST TO CUL-DE-SAC	1	2	NO	NO	0.04	20				469	469	258	
<b>TOTAL FOR PROJ NO. 2022CPT.05.11.20352.1</b>									<b>0.31</b>			<b>45</b>	<b>3,795</b>	<b>3,795</b>	<b>2,088</b>		
2022CPT.05.11.20922.1	Wake	3	SR 1910 - WOODLIEF RD	SR 1907 - NEW LIGHT RD TO SR 1909 - PURNELL RD	1	2	NO	NO	2.64	21	10	1	5	32,525	32,525	17,909	
		4	SR 1912 - BOLD RUN HILL RD	SR 1911 - MANGUM DAIRY RD TO 1909 - PURNELL RD	1	2	NO	NO	2.77	20	20	1	5	32,501	32,501	17,876	
		5	SR 1913 - POWELL RD	SR 1912 - BOLD RUN HILL RD TO SR 1909 - PURNELL RD	1	2	NO	NO	0.96	20			5	11,241	11,241	6,182	
		6	SR 1914 - GARFFE SHERRON RD	SR 1911 - MANGUM DAIRY RD TO 1909 - PURNELL RD	1	2	NO	NO	1.35	20			70	15,840	15,840	8,731	
		7	SR 1915 - ONEAL RD	SR 1909 - PURNELL RD TO DEAD END	1	2	NO	NO	1.21	20			60	14,197	14,197	7,783	
		8	SR 2309 - DUKES LAKE RD	SR 2339 - ROSINBURG RD TO SR 2310 - HOPKINS CHAPEL RD	1	2	NO	NO	3.63	21	15		1	15	44,672	44,672	24,570
		9	SR 2334 - ST JOHNS CHURCH RD	SR 2309 - DUKES LAKE RD TO SR 2310 - HOPKINS CHAPEL RD	1	2	NO	NO	1.6	20	15		1	5	18,773	18,773	10,338
<b>TOTAL FOR PROJ NO. 2022CPT.05.11.20922.1</b>									<b>14.16</b>		<b>60</b>	<b>4</b>	<b>165</b>	<b>169,749</b>	<b>169,749</b>	<b>93,389</b>	
<b>GRAND TOTAL</b>									<b>14.47</b>		<b>60</b>	<b>4</b>	<b>210</b>	<b>173,544</b>	<b>173,544</b>	<b>95,477</b>	




PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.05.11.20352.1,etc	5	

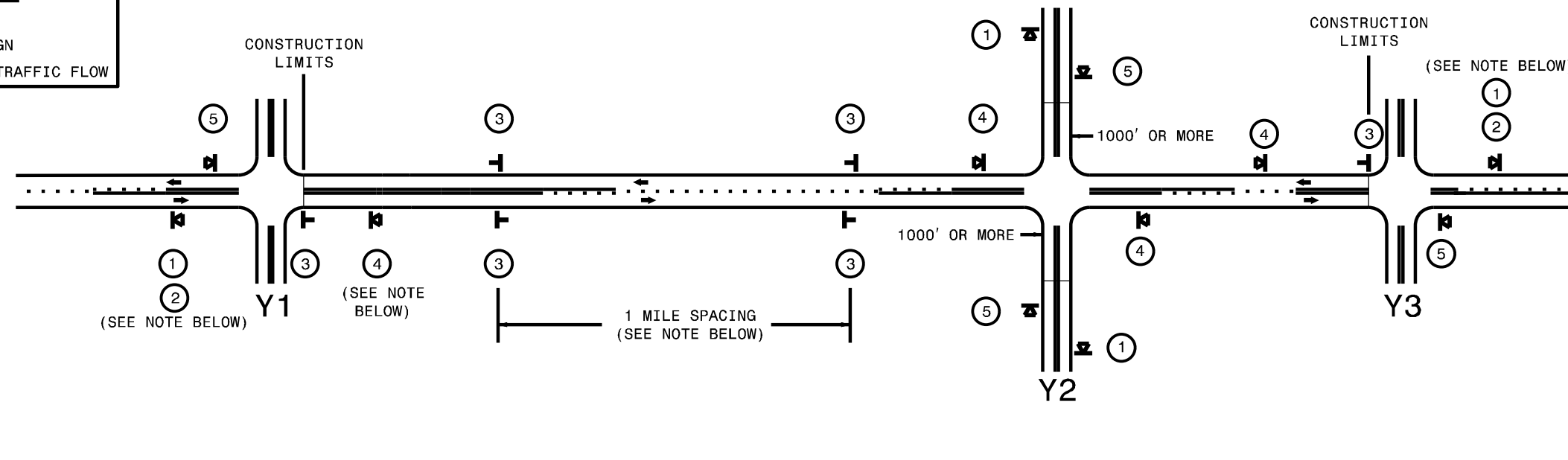
## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LENGTH		WIDTH	4413000000-E	4457000000-N	4720000000-E		4890000000-E	
							WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL		THERMO MSG STOP 90 M	THERMO MSG AHEAD 90 M	GENERIC MARKING, HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 50 MIL	GENERIC MARKING, 24" X 90 M WHITE THERMO		
							MI	FT		SF	LS	EA	EA	LF	LF
2022CPT.05.11.20352.1	Franklin	1	SR 1780 - FEDLEY FOREST	SR 1170 - OLD US 64 HWY TO CUL-DE-SAC	1	2	0.27	21	30	0.02					
		2	SR 1781- RICKS ROAD	SR 1780 - FEDLEY FOREST TO CUL-DE-SAC	1	2	0.04	20	5	0.01					
<b>TOTAL FOR PROJ NO. 2022CPT.05.11.20352.1</b>							<b>0.31</b>		<b>35</b>	<b>0.03</b>					
2022CPT.05.11.20922.1	Wake	3	SR 1910 - WOODLIEF RD	SR 1907 - NEW LIGHT RD TO SR 1909 - PURNELL RD	1	2	2.64	21	296	0.10				56,812	
		4	SR 1912 - BOLD RUN HILL RD	SR 1911 - MANGUM DAIRY RD TO 1909 - PURNELL RD	1	2	2.77	20	310	0.40				58,416	
		5	SR 1913 - POWELL RD	SR 1912 - BOLD RUN HILL RD TO SR 1909 - PURNELL RD	1	2	0.96	20	107	0.07				20,660	
		6	SR 1914 - GARFFE SHERRON RD	SR 1911 - MANGUM DAIRY RD TO 1909 - PURNELL RD	1	2	1.35	20	152	0.08				29,052	
		7	SR 1915 - ONEAL RD	SR 1909 - PURNELL RD TO DEAD END	1	2	1.21	20	135	0.07				26,040	
		8	SR 2309 - DUKES LAKE RD	SR 2339 - ROSINBURG RD TO SR 2310 - HOPKINS CHAPEL RD	1	2	3.63	21	406	0.18	12		10	78,118	12
		9	SR 2334 - ST JOHNS CHURCH RD	SR 2309 - DUKES LAKE RD TO SR 2310 - HOPKINS CHAPEL RD	1	2	1.6	20	179	0.07				34,432	
<b>TOTAL FOR PROJ NO. 2022CPT.05.11.20922.1</b>							<b>14.16</b>		<b>1,585</b>	<b>0.97</b>	<b>12</b>	<b>10</b>	<b>303,530</b>	<b>12</b>	
											<b>22</b>	<b>303,542</b>			
<b>GRAND TOTAL</b>							<b>14.47</b>		<b>1,620</b>	<b>1.00</b>	<b>12</b>	<b>10</b>	<b>303,530</b>	<b>12</b>	
											<b>22</b>	<b>303,542</b>			

# SIGNING FOR ASPHALT SURFACE TREATMENT








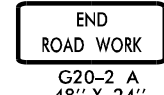
**LEGEND**

-  PORTABLE SIGN
-  STATIONARY SIGN
-  DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	 	<p>- PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</p> <p>- 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.</p>	<p>STATIONARY SIGNING NOT REQUIRED FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> <li>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</li> <li>2) SUBDIVISION ROADS</li> <li>3) 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>
	 	<p>- ALTERNATE THE FOLLOWING TWO SIGNS:</p> <p>- STARTING WITH "LOOSE GRAVEL" (W8-7) FOLLOWED BY "UNMARKED PAVEMENT".</p> <p>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER.</p> <p>- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</p>	
		<p>- THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS.</p> <p>- INSTALL 500' +/- FROM EACH -Y- LINE APPROACH AS SHOWN ABOVE.</p> <p>- 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.</p> <p>- A MAXIMUM OF 2 SIGN SETS PER MILE. DO NOT INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN.</p>	
		<p>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</p>	
	<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

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\$\$\$\$\$