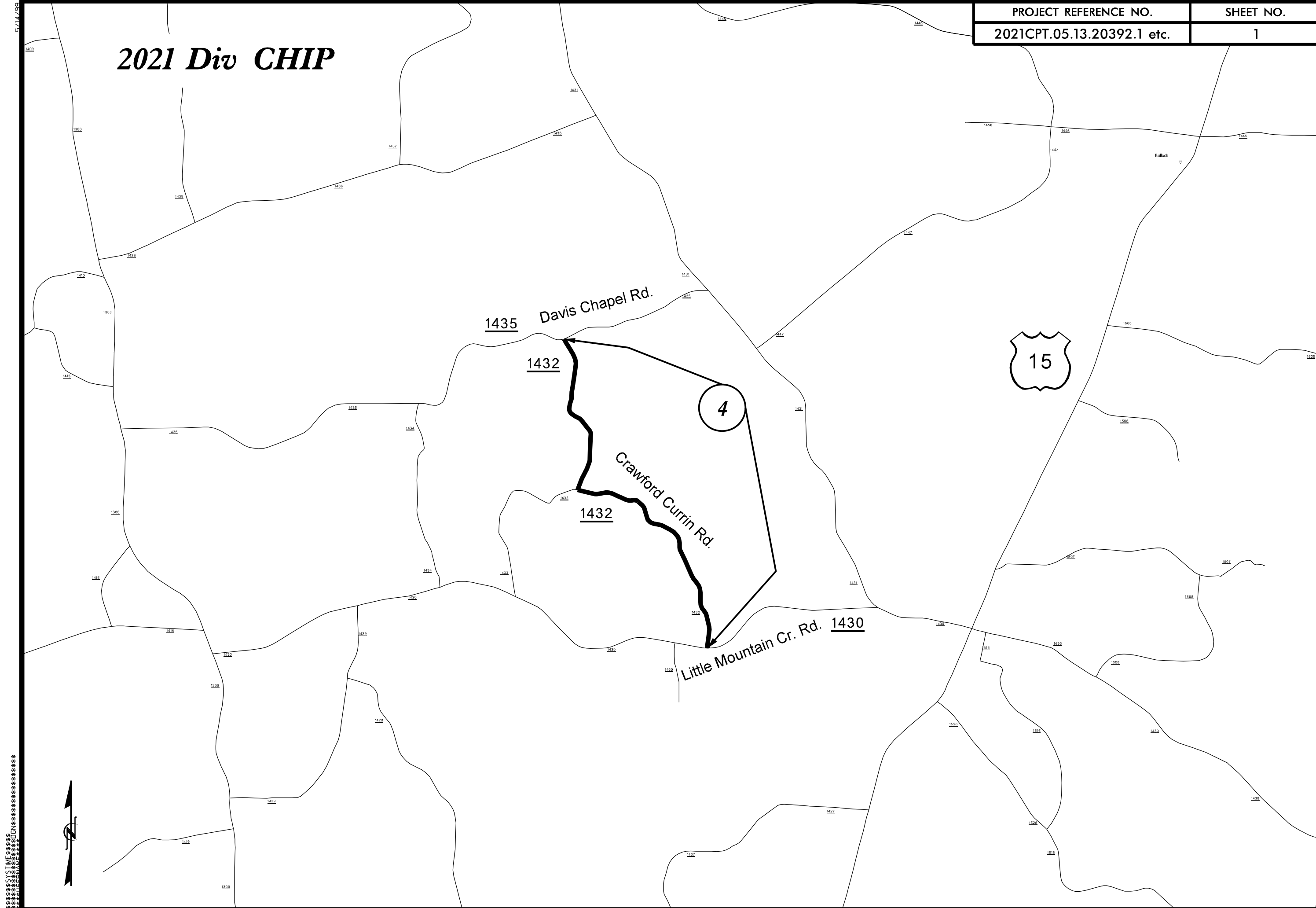


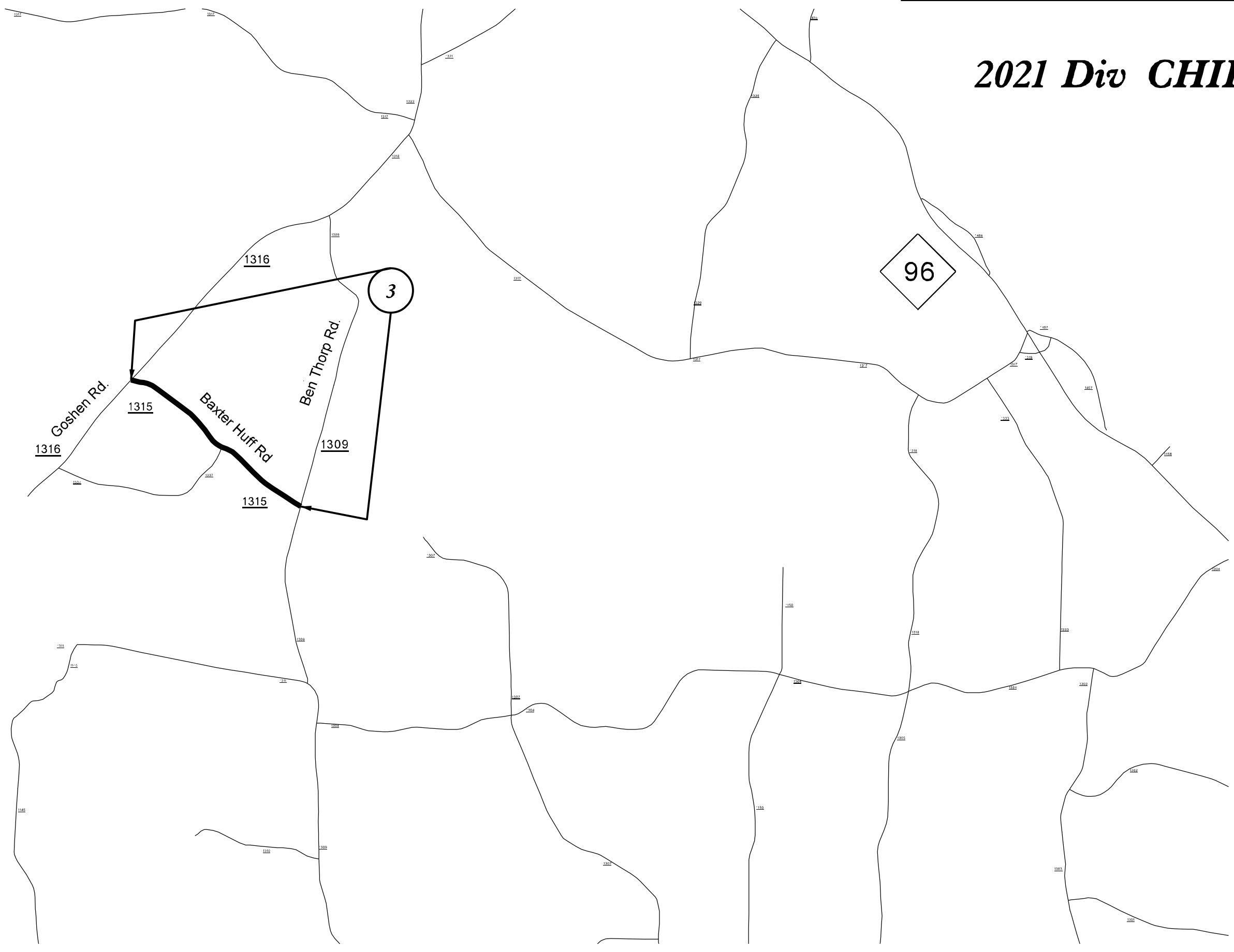
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SYSTEMS  
CONDITIONS  
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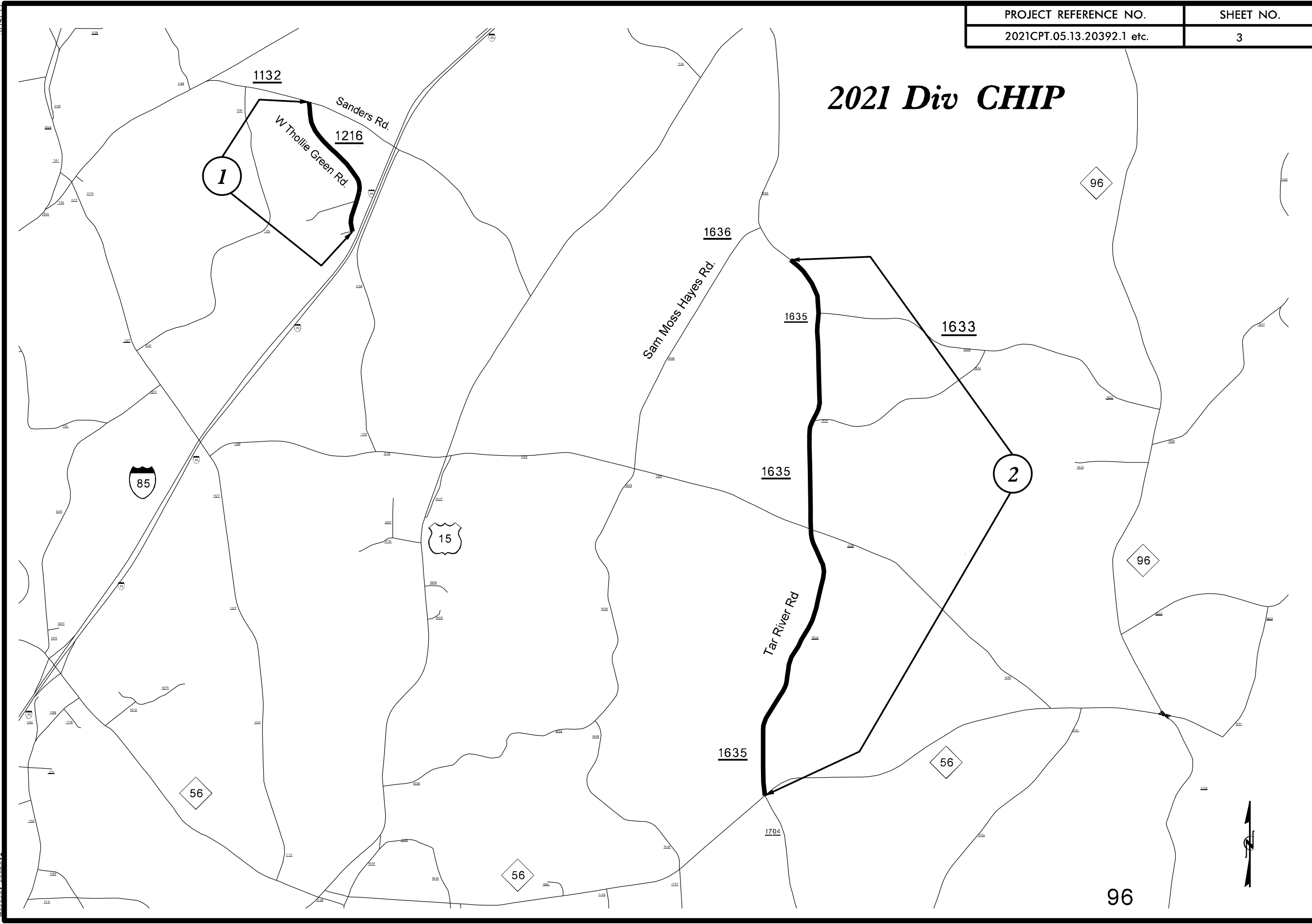
# 2021 Div CHIP

PERSON COUNTY  
GRANVILLE COUNTY



# 2021 Div CHIP

5/14/99  
\*\*\*\*\*CYCLING\*\*\*\*\*  
\*\*\*\*\*SECTION\*\*\*\*\*  
\*\*\*\*\*\*\*\*\*\*



96

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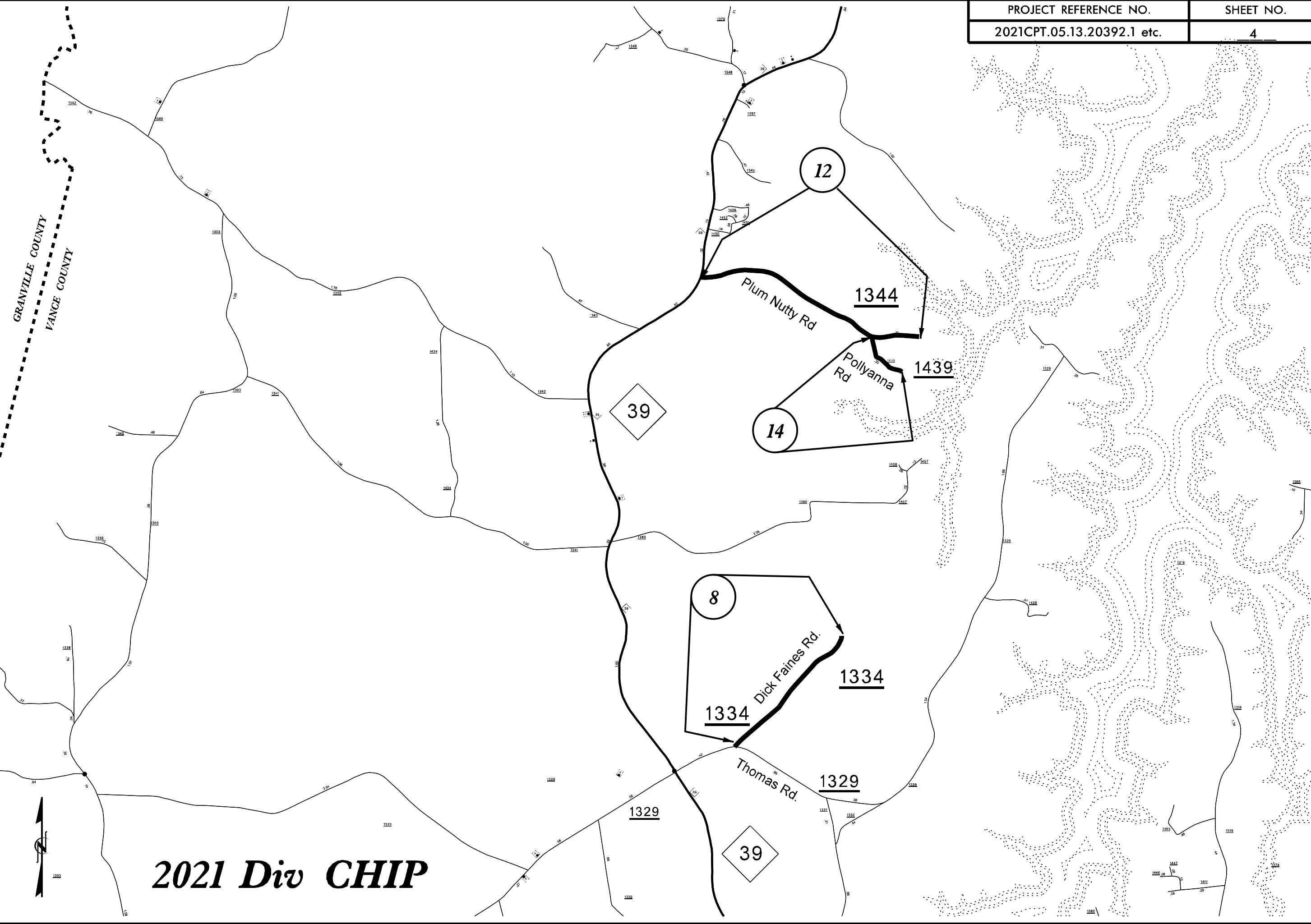
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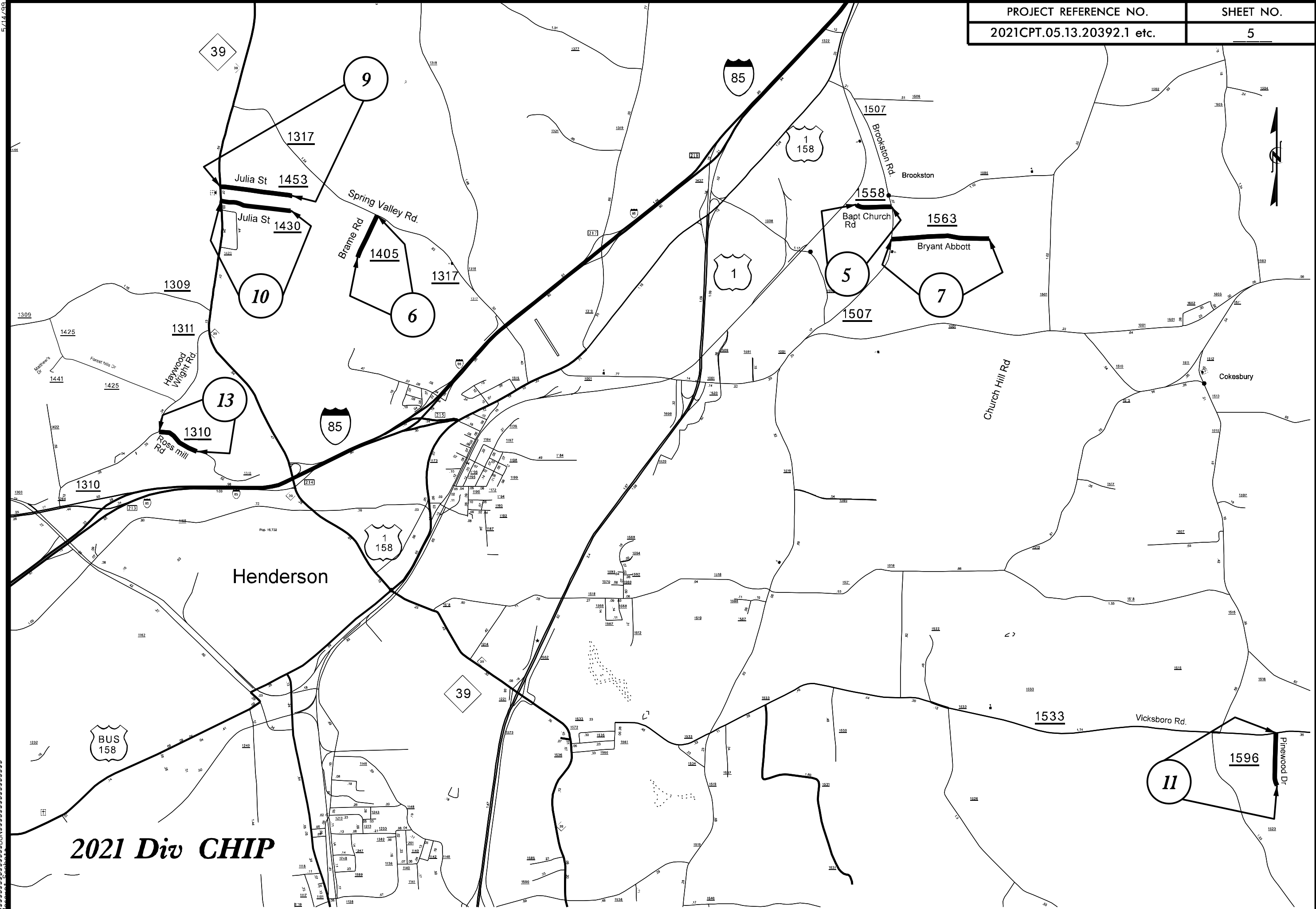
PROJECT REFERENCE NO. 2021CPT.05.13.20392.1 etc.	SHEET NO. 4
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**2021 Div CHIP**

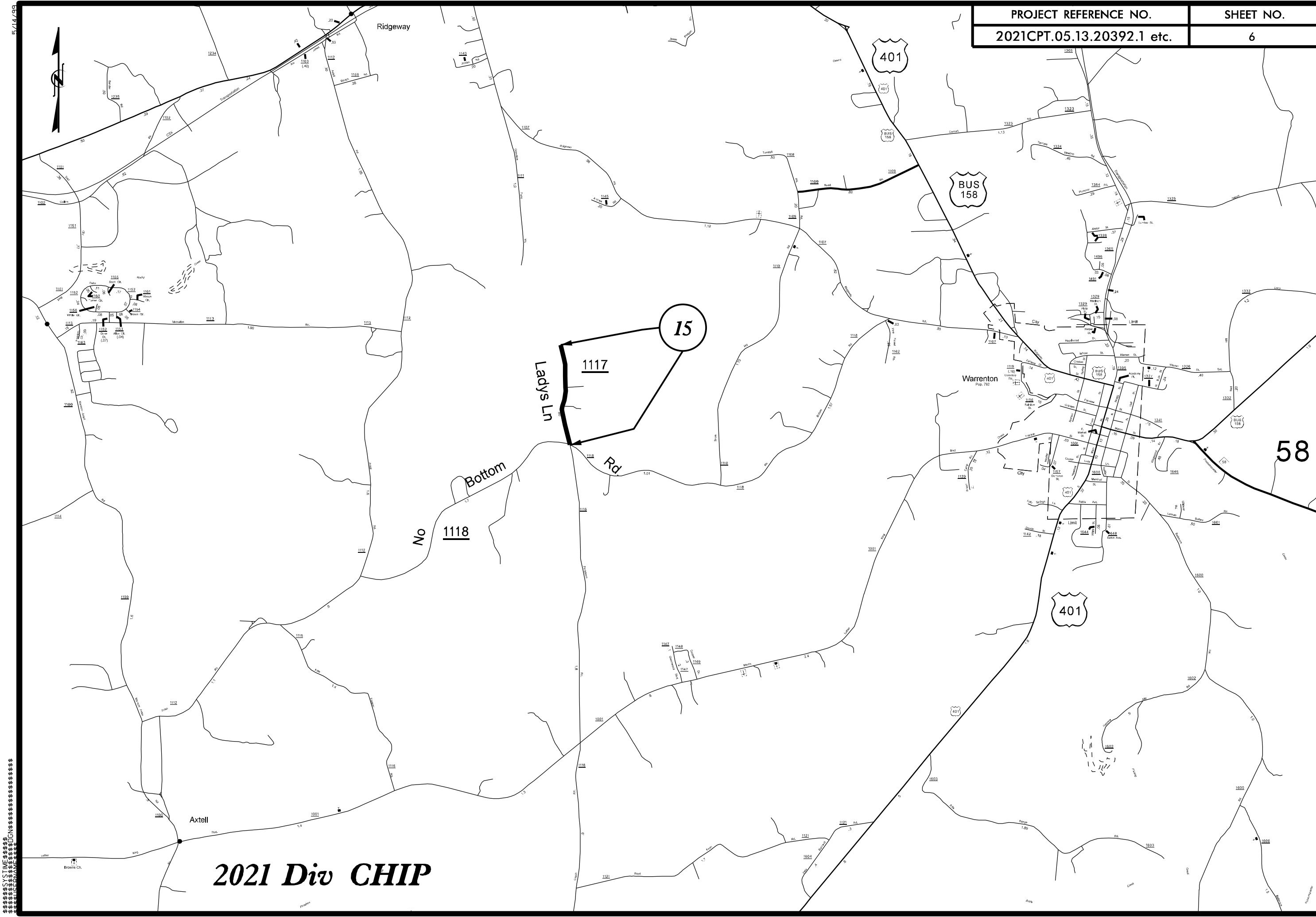
5/14/20

\$\$\$\$\$\$CUTLINE\$\$\$\$\$  
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\$\$\$\$\$SECTION\$\$\$\$\$  
\$\$\$\$\$MIDDLE\$\$\$\$\$



**2021 Div CHIP**

5/14/99



**2021 Div CHIP**

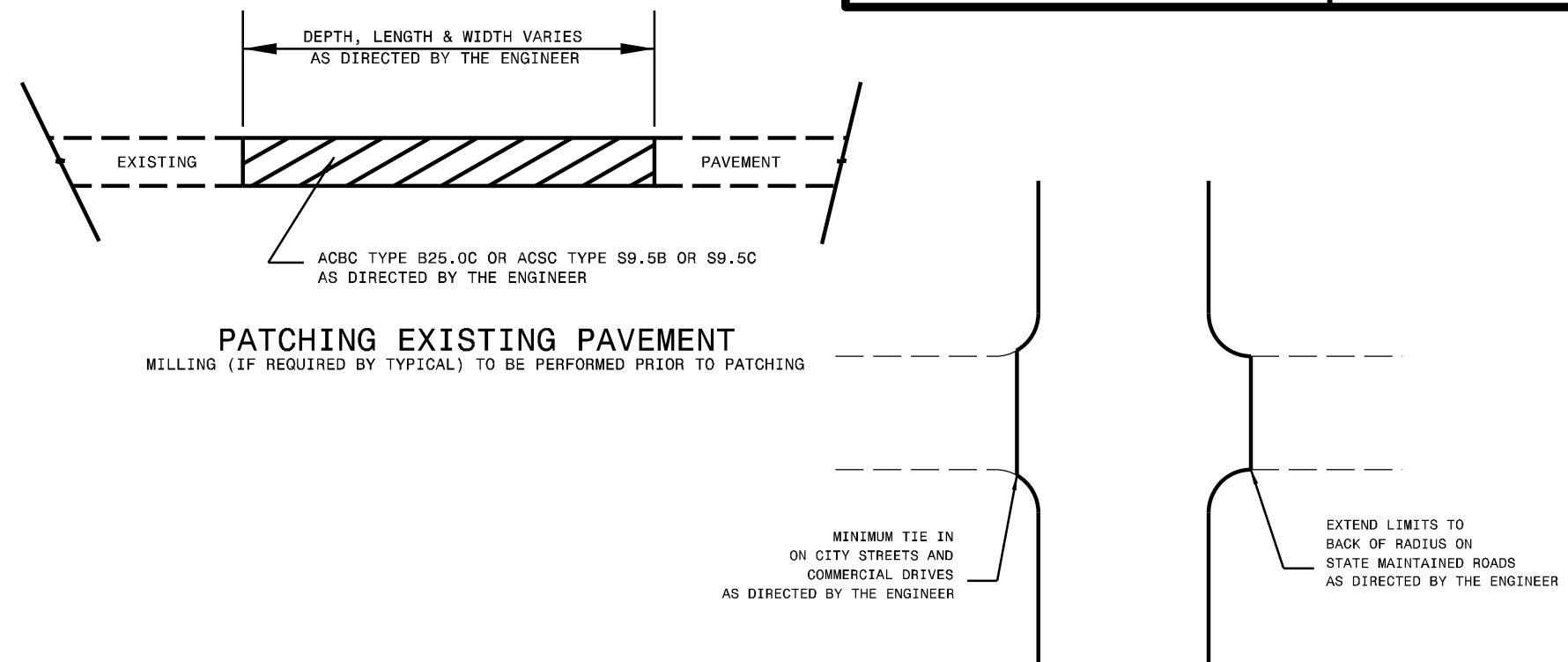
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# PAVEMENT SCHEDULE

PROJECT REFERENCE NO.  
2021CPT.05.13.20392.1 etc.

SHEET NO.  
7

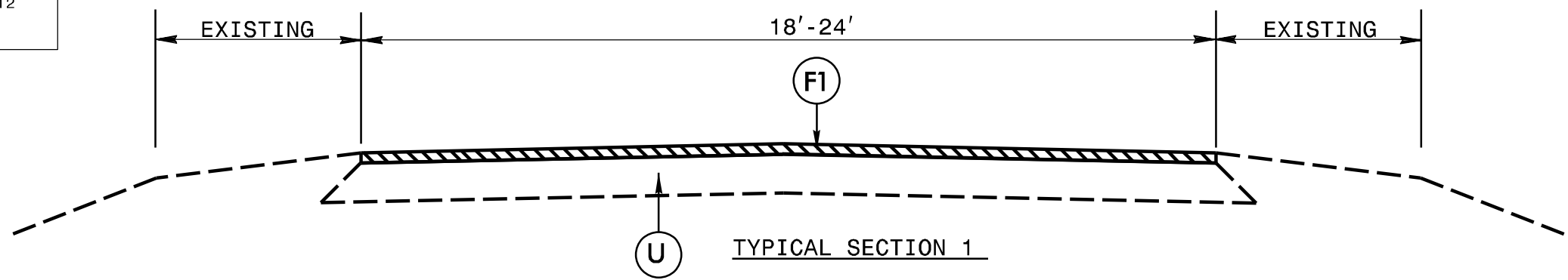
F1	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL
F2	PROP. FOG SEAL TO BE APPLIED WITHIN 5 DAYS OF DOUBLE SEAL ROADWAY SURFACE TO BE SWEEPED PRIOR TO FOG SEAL APPLICATION
U	EXISTING PAVEMENT



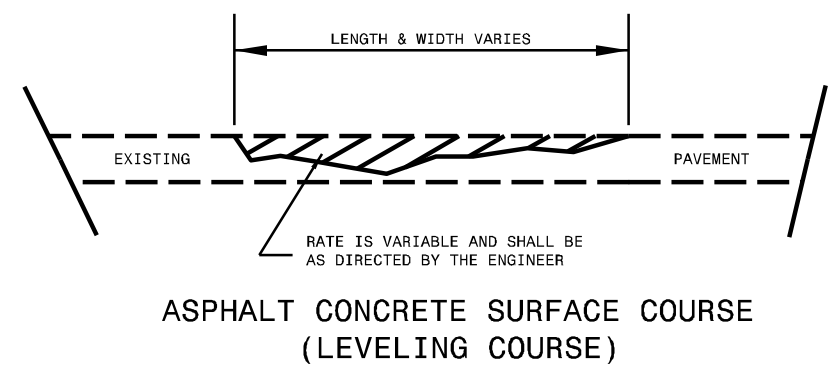
**PATCHING EXISTING PAVEMENT**  
MILLING (IF REQUIRED BY TYPICAL) TO BE PERFORMED PRIOR TO PATCHING

**DETAIL OF PROJECT LIMITS AT Y LINES**

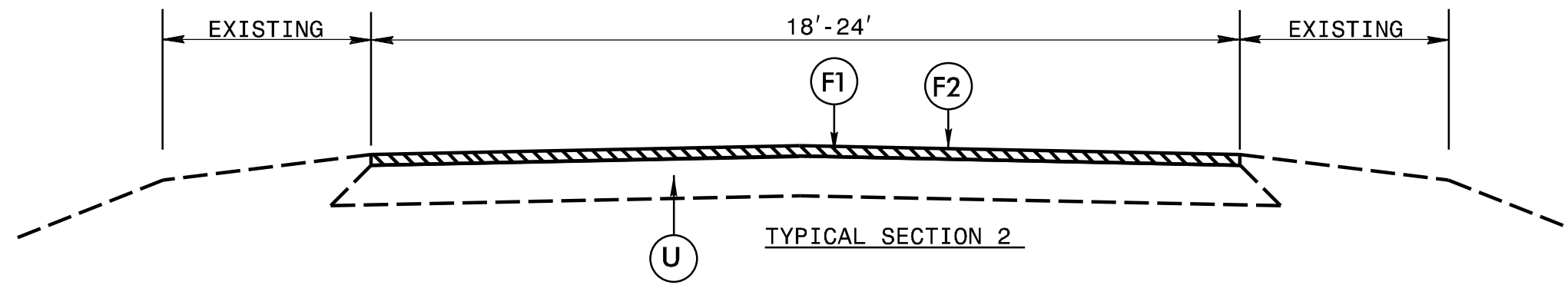
SEAL TYPES AND MATERIAL APPLICATION RATES					
MAP #	TYPE OF SEAL	LAYER	AGGREGATE TYPE	AGGREGATE TARGET RATES (LBS/SY)	EMULSION TARGET RATES (GAL/SY)
ALL MAPS	DOUBLE	BOTTOM	78M	18	0.30
		TOP	9M	9	0.25
			EMULSION TYPE		
map #5-15	FOG SEAL	WITHIN 5 DAYS OF DOUBLE SEAL	CSS-1H		0.12



**TYPICAL SECTION 1**



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



**TYPICAL SECTION 2**

PROJECT NO.	SHEET NO.
2021CPT.05.13.20392.1, etc.	8




## SUMMARY OF QUANTITIES

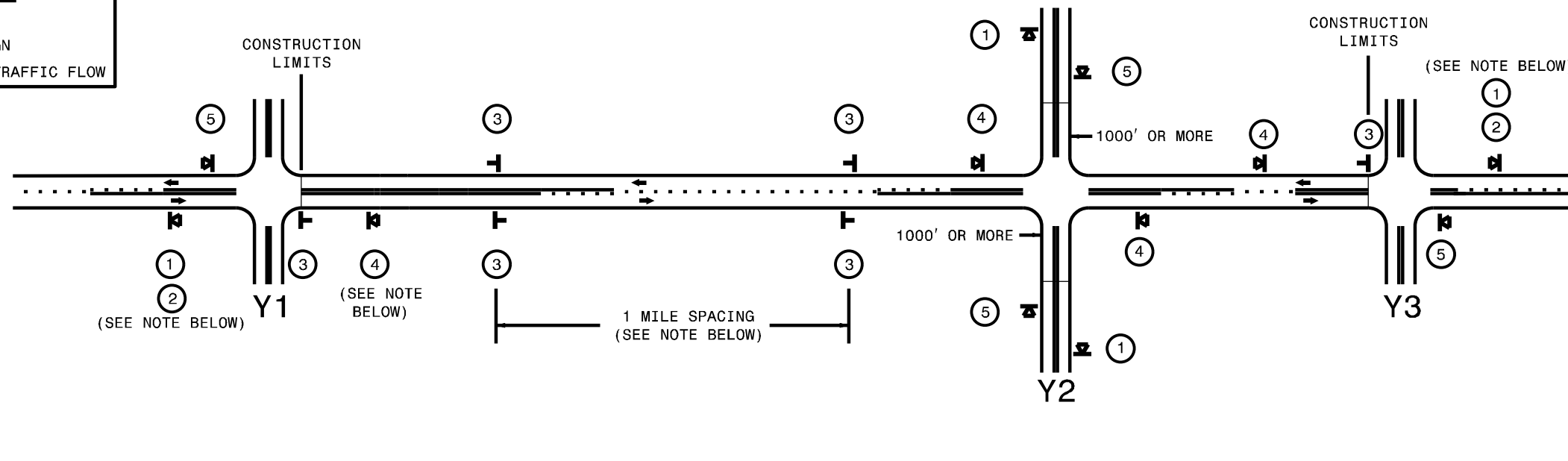
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	LEVEL-ING COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, DOUBLE SEAL	ASPHALT SURFACE TREATMENT, FOG SEAL	EMULSION FOR ASPHALT SURFACE TREATMENT	WORK ZONE ADVANCE/G ENERAL WARNING SIGNING	TEMP. TRAFFIC CONTROL	HOT SPRAY THERMO PM LINES, 4", 50 MIL		
									MI	FT	TON	TON	TONS	SY	SY	GAL	SF	LS	LF		
2021CPT.05.13.20392.1	Granville	1	SR 1216 - W THOLLIE GREEN RD	SR 1132 - SANDERS RD TO END MAINT	1	2	NO	NO	1.11	20			120	13,024		7,164	125	*	23,444		
		2	SR 1635 - TAR RIVER RD	NC 56 TO JTS OF SR 1636 - SAM MOSS HAYES RD	1	2	NO	NO	4.23	20			641	49,632		27,298	474	*	89,336		
		3	SR 1315 - BAXTER HUFF RD	SR 1316 - GOSHEN RD TO SR 1309 - BEN THORP RD	1	2	NO	NO	1.38	20			195	16,192		8,906	155	*	29,144		
		4	SR 1432 - CRAWFORD CURRIN RD	SR 1430 - LITTLE MOUNTAIN CREEK RD TO SR 1435 - DAVIS CHAPEL RD	1	2	NO	NO	2.47	20			195	28,981		15,940	277	*	52,167		
<b>TOTAL FOR PROJ NO. 2021CPT.05.13.20392.1</b>									<b>9.19</b>				<b>1,151</b>	<b>107,829</b>		<b>59,308</b>	<b>1,031</b>		<b>194,091</b>		
2021CPT.05.13.20912.1	Vance	5	SR 1558 - BAPTIST CHURCH RD	SR 1507 - BROOKSTON RD TO END MAINT	2	2	NO	NO	0.228	20			17	2,675	2,675	1,471	26	*	4,816		
		6	SR 1405 - BRAME RD	SR 1317 - SPRING VALLEY RD TO END MAINT	2	2	NO	NO	0.303	20			1	3,555	3,555	1,955	34	*	6,400		
		7	SR 1563 - BRYANT ABBOTT RD	SR 1507 - BROOKSTON RD TO END MAINT	2	2	NO	NO	0.637	20				7,474	7,474	4,111	71	*	13,450		
		8	SR 1334 - DICK FAINES RD	SR 1329 - THOMAS RD TO DEAD END	2	2	NO	NO	1.002	20				11,757	11,757	6,466	112	*	21,162		
		9	SR 1453 - JULIA ST	NC 39 TO END MAINT	2	2	NO	NO	0.476	20				5,585	5,585	3,072	53	*	10,054		
		10	SR 1430 - JULIA ST	NC 39 TO END MAINT	2	2	NO	NO	0.471	20				5,526	5,526	3,039	53	*	9,948		
		11	SR 1596 - PINWOOD DR	SR 1533 - VICKSBORO RD TO END MAINT	2	2	NO	NO	0.34	20	2	0.1		3,989	3,989	2,194	38	*	7,180		
		12	SR 1344 - PLUM NUTTY RD	NC 39 TO END MAINT	2	2	NO	NO	1.54	20	7	0.5	4	18,069	18,069	9,938	173	*	32,524		
		13	SR 1310 - ROSS MILL RD	SR 1311 - HAYWOOD WRIGHT RD TO END PVMT	2	2	NO	NO	1.158	24	7	0.5	5	16,305	16,305	8,968	130	*	24,456		
		14	SR 1439 - POLLYANNA RD	SR 1344 - PLUM NUTTY RD TO END MAINT.	2	2	NO	NO	0.33	20			5	3,872	3,872	2,130	37	*			
		<b>TOTAL FOR PROJ NO. 2021CPT.05.13.20912.1</b>									<b>6.485</b>		<b>16</b>	<b>1.1</b>	<b>32</b>	<b>78,807</b>	<b>78,807</b>	<b>43,344</b>	<b>727</b>		<b>129,990</b>
		2021 CPT	Warren	15	SR 1117 - LADY'S LN	SR 1118 - NO BOTTOM RD TO END MAINT	2	2	NO	NO	0.618	20	2	0.1	21	7,251	7,251	3,988	69	*	13,052
				<b>TOTAL FOR PROJ NO. 2021CPT.05.13.20932.1</b>									<b>0.618</b>		<b>2</b>	<b>0.1</b>	<b>21</b>	<b>7,251</b>	<b>7,251</b>	<b>3,988</b>	<b>69</b>
		<b>GRAND TOTAL</b>									<b>16.293</b>		<b>18</b>	<b>1.2</b>	<b>1,204</b>	<b>193,887</b>	<b>86,058</b>	<b>106,640</b>	<b>1,827</b>	<b>1</b>	<b>337,133</b>



# SIGNING FOR ASPHALT SURFACE TREATMENT








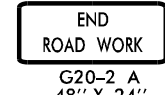
**LEGEND**

-  PORTABLE SIGN
-  STATIONARY SIGN
-  DIRECTION OF TRAFFIC FLOW



## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	①	 W20-1 48" X 48"	- 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"> <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; align-items: center;"> <div style="text-align: center;">  W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER.         </div> <div style="text-align: center;">  W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER.         </div> </div>
	②	 W7-3aP 24" X 18"	- 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.	
	③	 W8-7 48" X 48"	- 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.	
		 SP 48" X 48"	- AT TEE INTERSECTIONS INSTALL INITIALLY 0.5 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.	
	④	 SP 13106 48" X 48"	- 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.	
⑤	 G20-2 A 48" X 24"	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\$\$\$\$\$