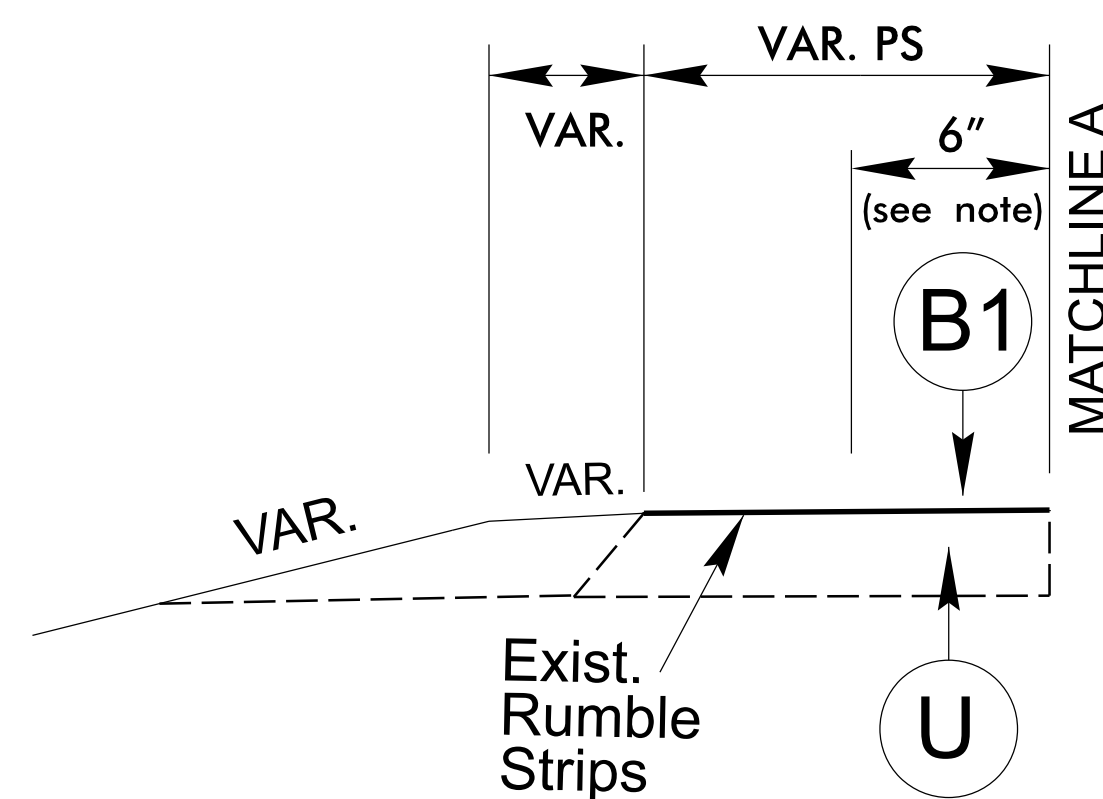


PAVEMENT SCHEDULE	
B1	PROP. APPROX. 3/4" OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED, AT AN AVERAGE RATE OF 90 LBS. PER SQ. YD.
U	EXISTING PAVEMENT

TYPICAL SECTION NO. 1

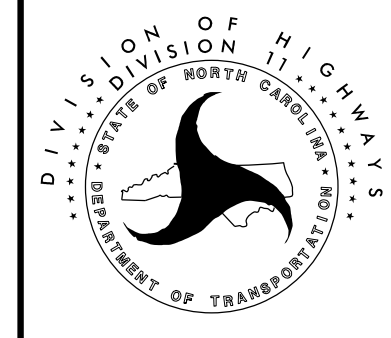
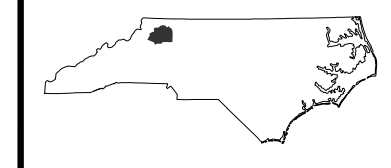
- **MAP 1 - US 421 SB FROM BR#761/BERRY LN OVERPASS TO GORE AREA AT RAMP 2908
- **MAP 2 - US 421 NB FROM BEGIN GORE AT RAMP 2901 TO BR#761/BERRY LN OVERPASS



NOTE:
Resurface the overlay 6" past both inside and outside travel lane edgelines OR in the case where the rumble strips are located closer than 6" resurface the overlay adjacent to the strips; however, do NOT touch the rumble strips with the asphalt overlay.

INSET NO. 1A **

NOTE: INSET NO. 1A IS MIRRORED THE SAME ON LT AND RT SIDES
 MAP 1 - US 421 SB APPROX. MP 5.834 - 7.421
 MAP 2 - US 421 NB APPROX. MP 28.14 - 29.7



PROJECT NO.

SHEET NO.

DK00474

2

SUMMARY OF QUANTITIES

												1577000000-E	1662000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	POLYER MODIFIED ASPHALT BINDER FOR PLANT MIX	OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MODIFIED
								MI	FT			TON	TON
US 421 Skid Resistance	Wilkes	1	US-421	FROM BR# 761/BERRY LN OVERPASS TO GORE AREA AT RAMP 2908		2	MU	1.587	24	5.834	7.421	42.0	676.3
US 421 Skid Resistance	Wilkes	2	US-421 S	FROM BEGIN GORE AT RAMP 2901 TO BR# 761/BERRY'S LN		2	MU	1.56	24	28.14	29.7	41.0	664.8
TOTAL FOR PROJ NO. 50983.3.8								3.147				83.0	1,341.1
GRAND TOTAL								3.147				83.0	1,341.1

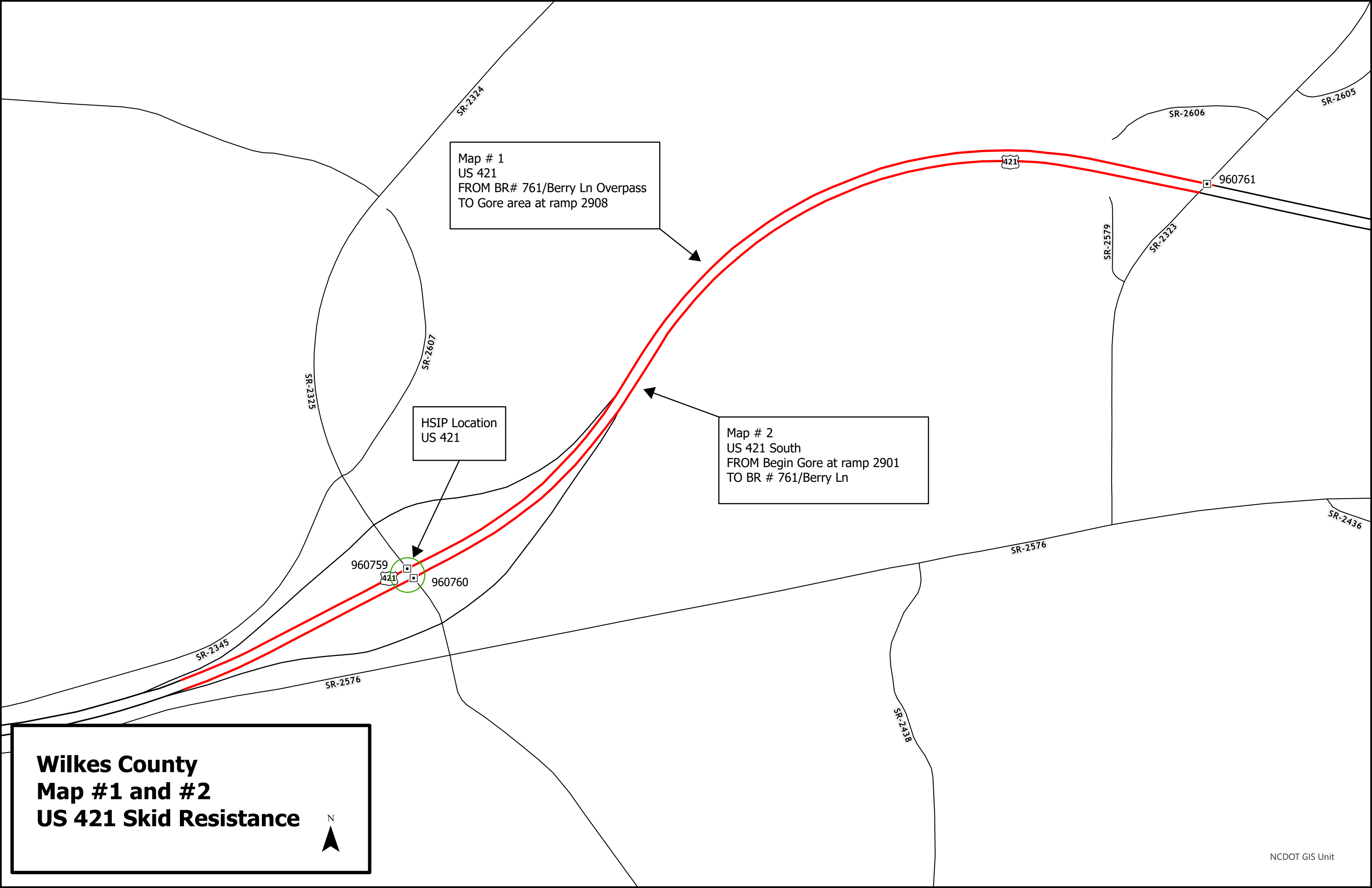
[MILE POST MAPS](#)

PROJECT NO.	SHEET NO.
DK00474	3

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4688000000-E		4700000000-E	4905100000-N
								MI	FT			WORK ZONE ADVANCE/GENERAL WARNING SIGNING	THERMOPLASTIC PAVEMENT MARKING LINES, 6", 90 MIL	THERMOPLASTIC PAVEMENT MARKING LINES, 6", 90 MIL	THERMOPLASTIC PAVEMENT MARKING LINES, 12", 90 MIL	GENERIC PAVEMENT MARKING ITEM, POLYCARBONATE H-SHAPED MARKER
												SF	LF	LF	LF	EA
US 421 Skid Resistance	Wilkes	1	US-421	FROM BRIDGE #761/BERRY LN OVERPASS TO GORE AREA AT RAMP 2908	1	2	MU	1.587	24	5.834	7.421	187	8,379	10,474	1,000	105
US 421 Skid Resistance	Wilkes	2	US-421 S	FROM BEGIN GORE AT RAMP 2901 TO BRIDGE #761/BERRY'S LN	1	2	MU	1.56	24	28.14	29.7	184	8,237	10,296	1,000	103
TOTAL FOR PROJ NO.50983.3.8								3.147				371	16,616	20,770	2,000	208
												37,386				
GRAND TOTAL								3.147				371	16,616	20,770	2,000	208
												37,386				

[MILE POST MAPS](#)



Map # 1
US 421
FROM BR# 761/Berry Ln Overpass
TO Gore area at ramp 2908

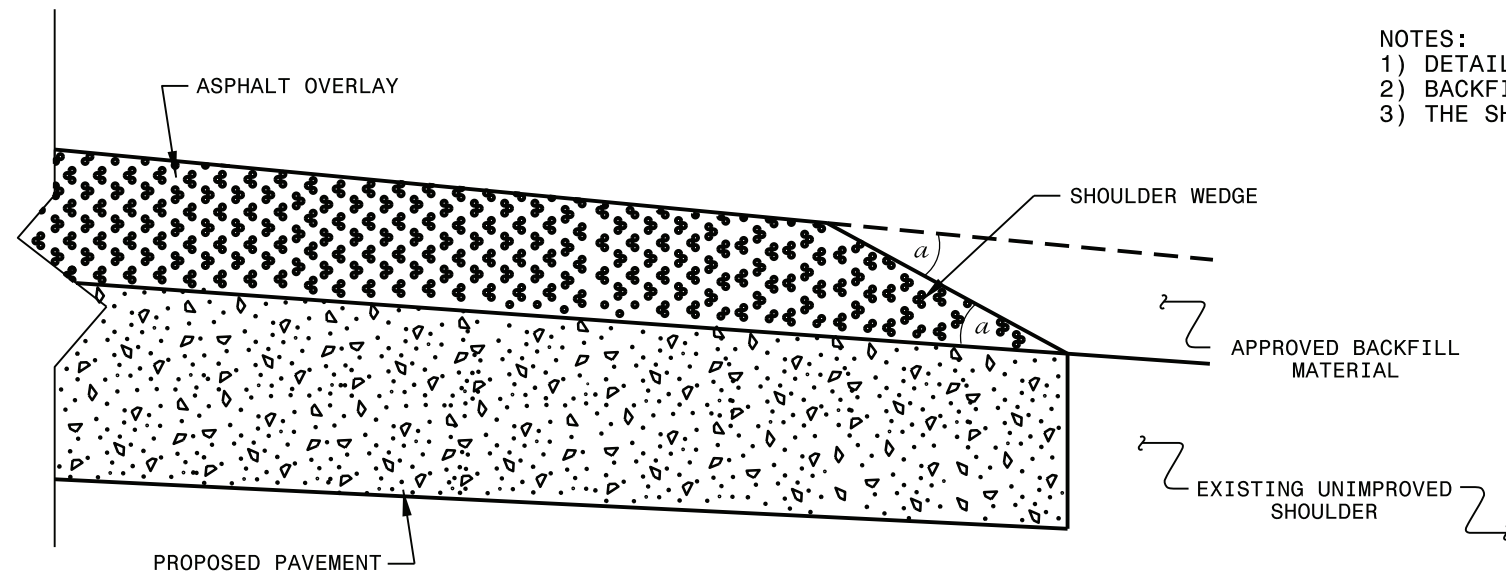
HSIP Location
US 421

Map # 2
US 421 South
FROM Begin Gore at ramp 2901
TO BR # 761/Berry Ln

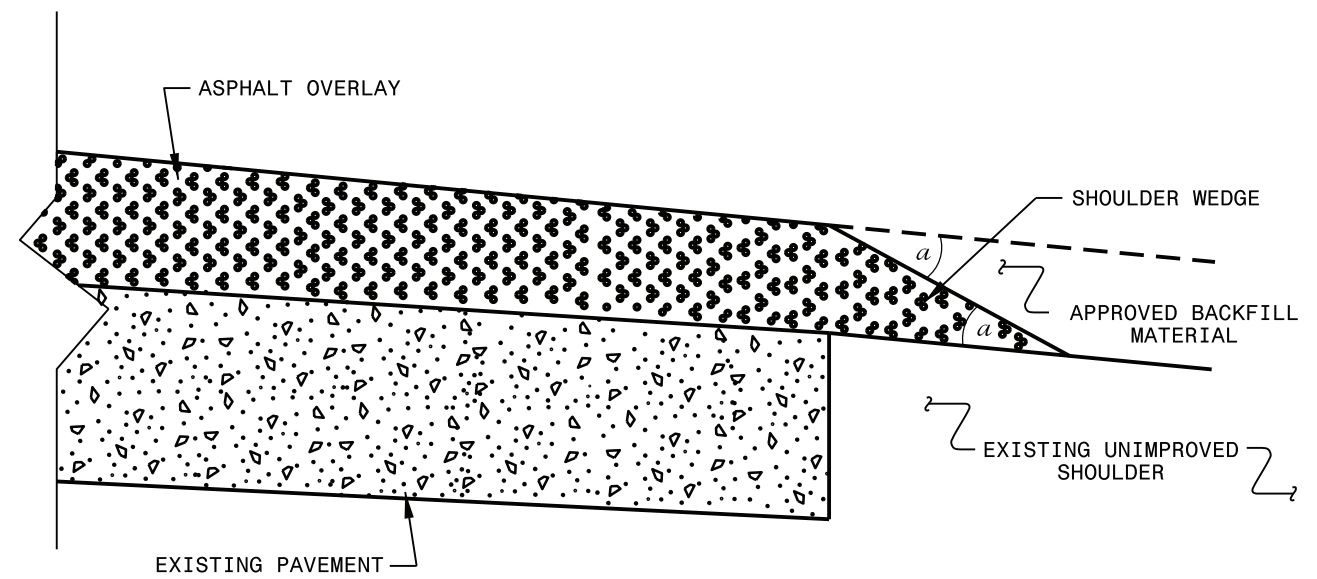
Wilkes County
Map #1 and #2
US 421 Skid Resistance



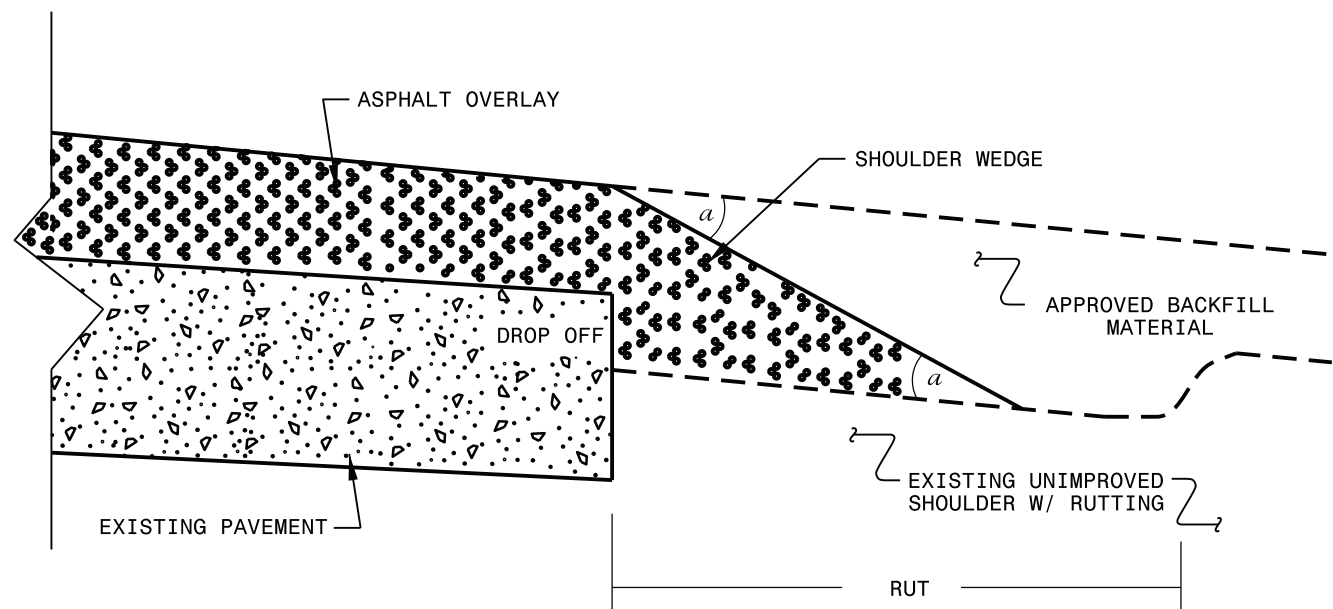
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFc AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



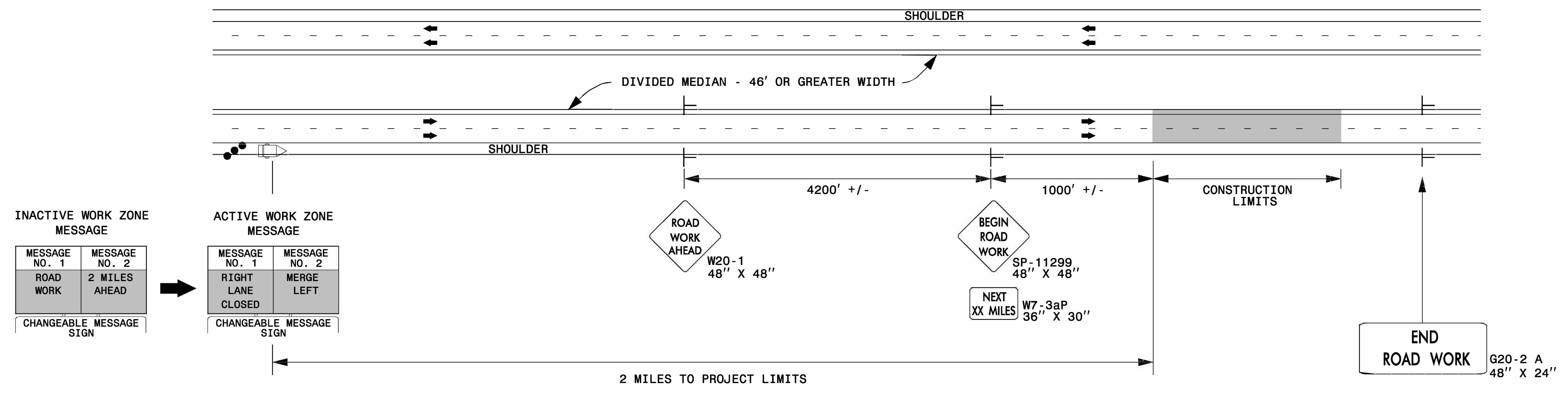
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

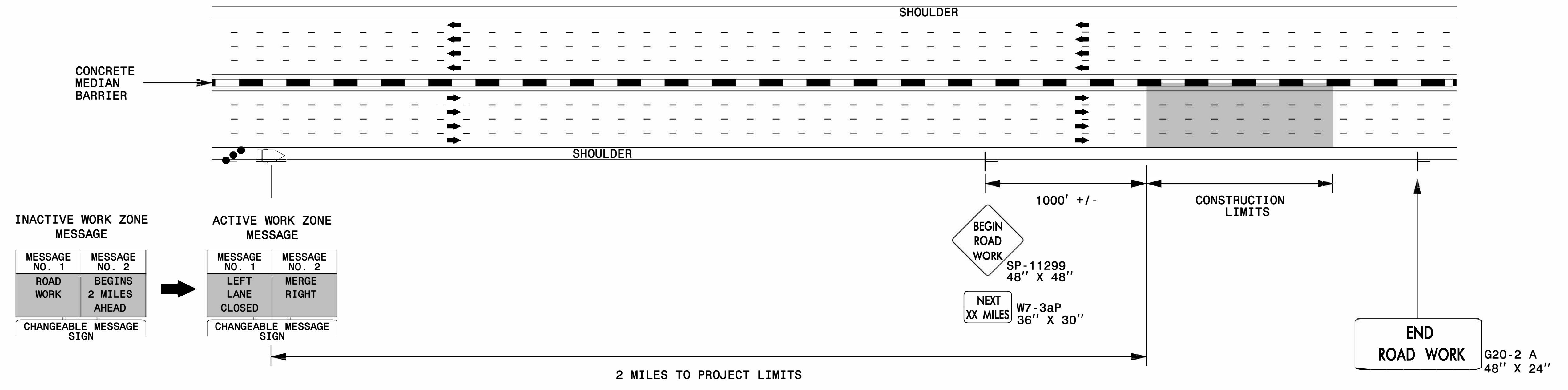
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4119	
SHOULDER WEDGE DETAILS			
ORIGINAL BY: T.SPELL	DATE: 7-19-11		
MODIFIED BY:	DATE: 10/16/12		
CHECKED BY:	DATE:		
FILE SPEC.: susr/details/stand/shoulderwedgedetail.dgn			

SYSTEMS DESIGN
LUSHERNAME

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER

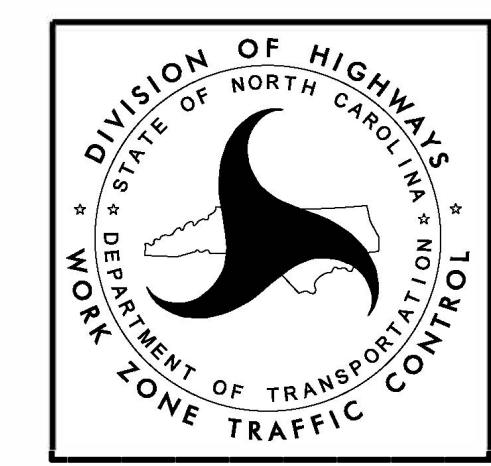


NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



**RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH**