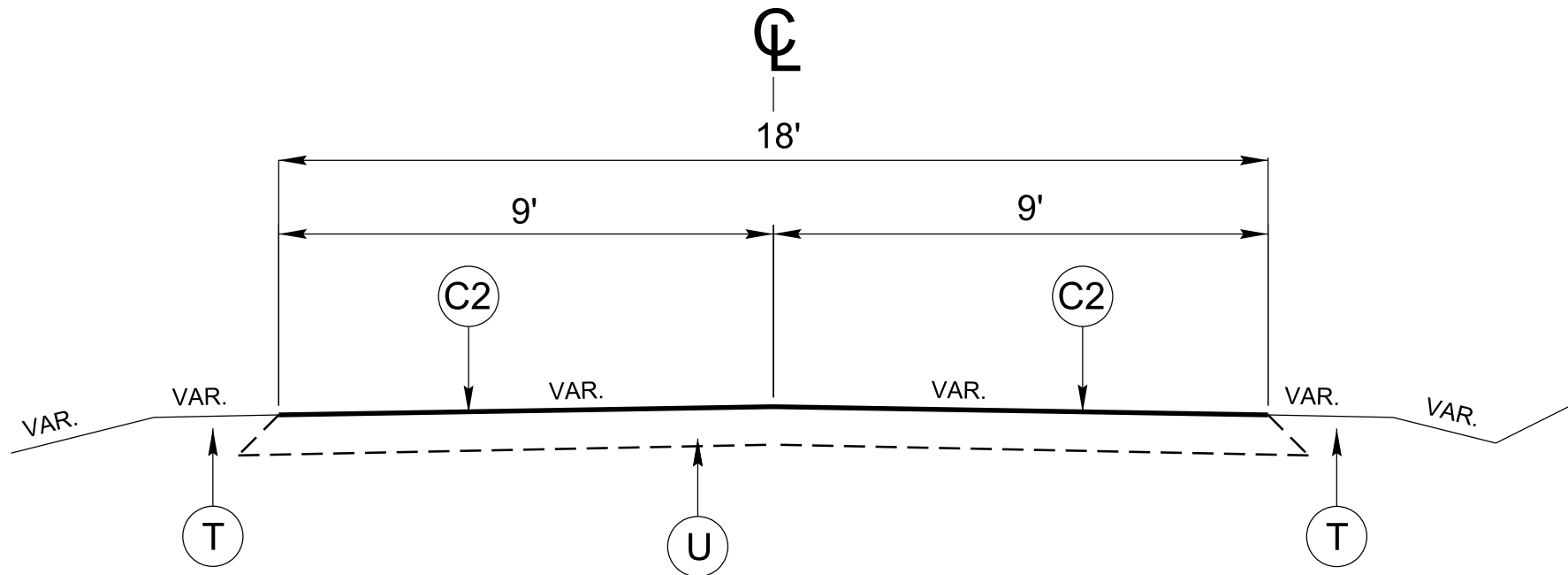


8/17/99
04-MAR-2025 10:12
C:\Users\wilkes\Documents\Mapa\Wilkes\Secondary - DK00413\MicroStation\DK00413.Wilkes.Secondary-resurfacing-typical.s.dgn
ASSISTANT MANAGER

- * "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
- * INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
- *** LEVELING AT LOCATIONS AS DIRECTED BY ENGINEER THE ENGINEER

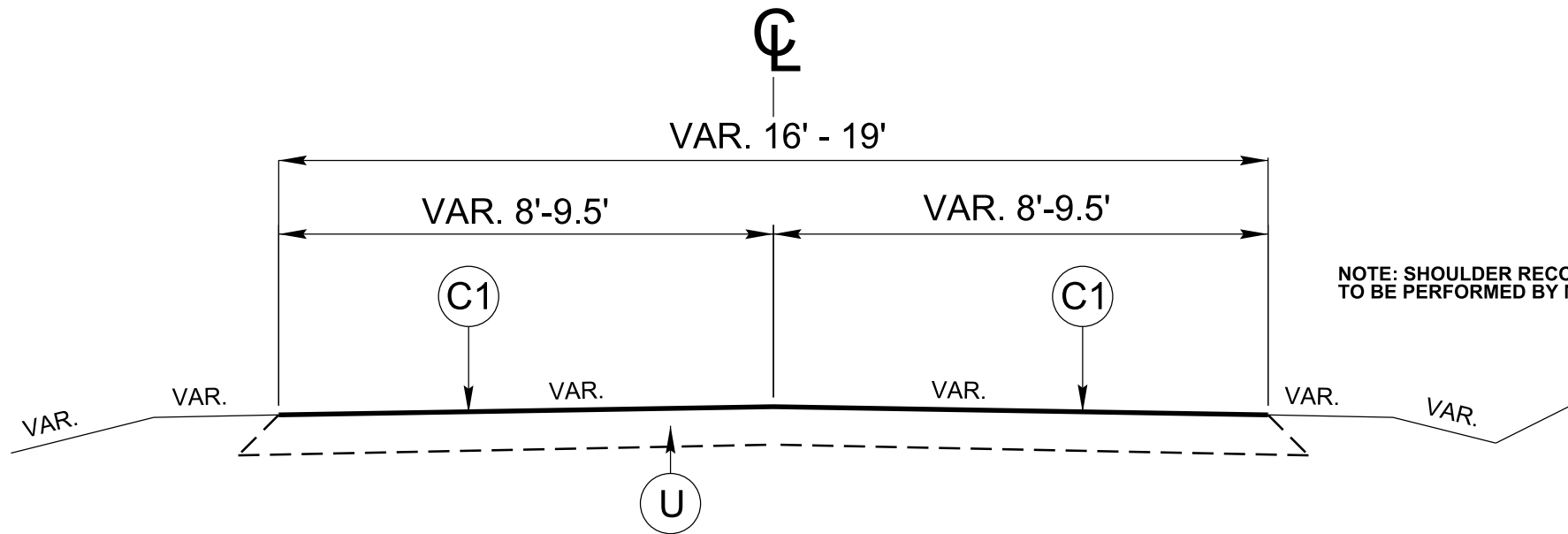
PROJECT REFERENCE NO.	SHEET NO.
DK00413	01

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING (See Tie in Detail)



TYPICAL SECTION NO. 1

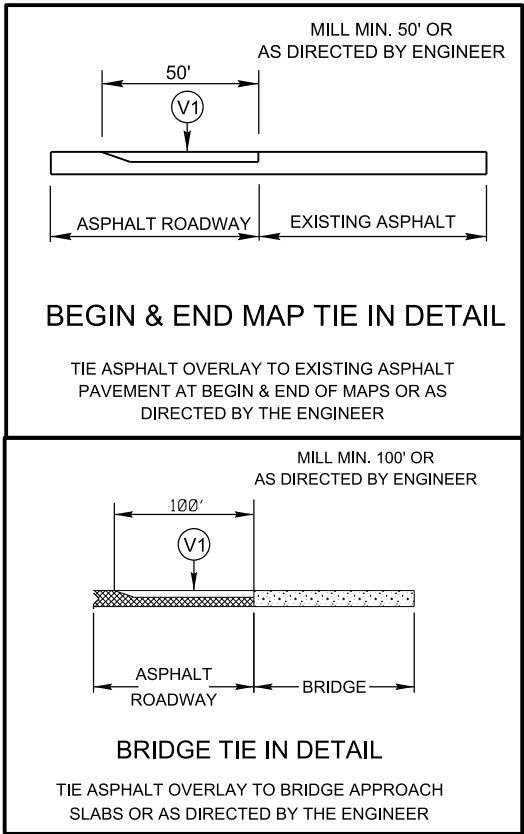
MAP 1 - SR 1002 FROM NC 18 TO DK00347 PROJECT LIMITS
MAP 2 - SR 1002 FROM DK00347 PROJECT LIMITS TO SR 1957



NOTE: SHOULDER RECONSTRUCTION ON MAPS #3-8 TO BE PERFORMED BY MAINTENANCE, AS NEEDED.

TYPICAL SECTION NO. 2

- *** MAP 3 - SR 1715 FROM SR 1730 TO SR 1703
- *** MAP 4 - SR 1927 FROM SR 1752 TO EOM
- *** MAP 5 - SR 2078 FROM SR 1935 TO EOM
- *** MAP 6 - SR 2328 FROM NC 268 TO SR 2371
- *** MAP 7 - SR 2328 FROM SR 2371 TO BR #689
- *** MAP 8 - SR 2371 FROM SR 2328 TO END



NOTE: TYPICALS ARE NOT TO SCALE

WATAUGA COUNTY
SECONDARY ROADS
2025 ASPHALT RESURFACING

REVISIONS	INIT.	DATE

N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

SCALE: N/A DATE: 3/4/2025

PREPARED BY: DLH

REVIEWED BY:

REVIEWED BY:

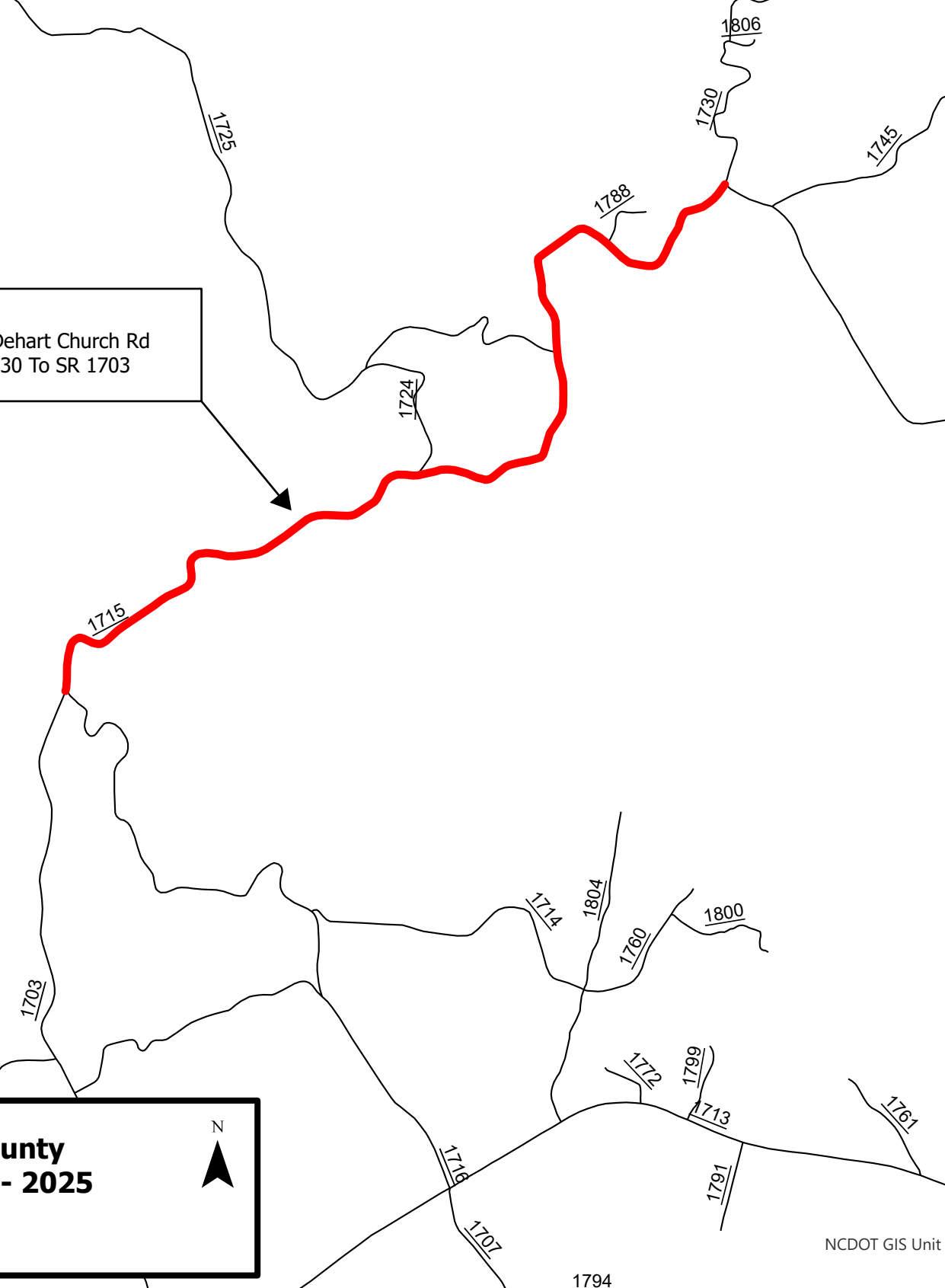
**Wilkes County
DK00413 - 2025
Map #1 and 2**

Map # 1
SR 1002 - Mountain View Rd
From NC 18 To DK00347 Project Limits

Map # 2
SR 1002 - Mountain View Rd
From DK00347 Project Limits To SR 1957



Map # 3
SR 1715 - Dehart Church Rd
From SR 1730 To SR 1703



Wilkes County

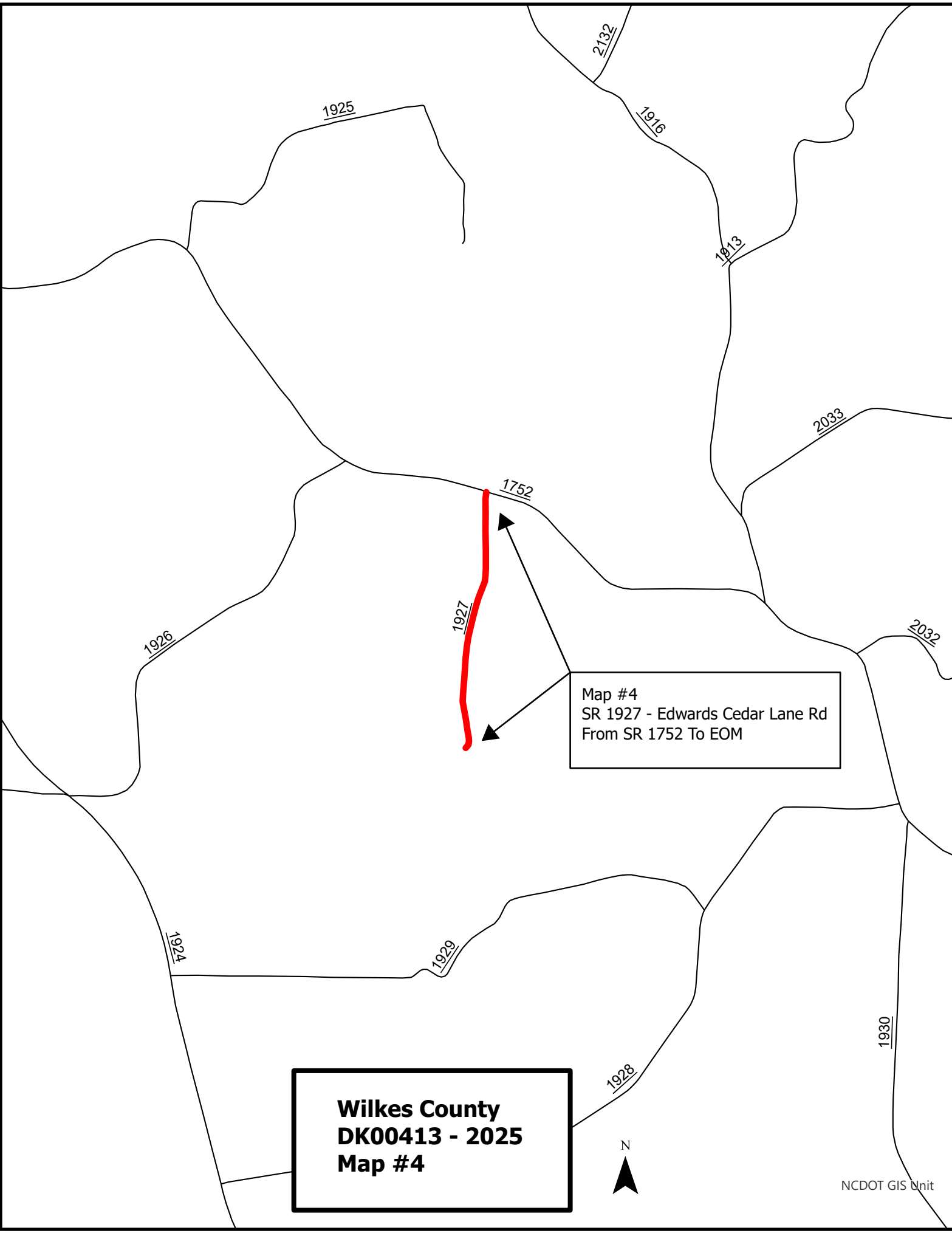
DK00413 - 2025

Map #3

N

NCDOT GIS Unit

Map #4
SR 1927 - Edwards Cedar Lane Rd
From SR 1752 To EOM



Wilkes County

DK00413 - 2025

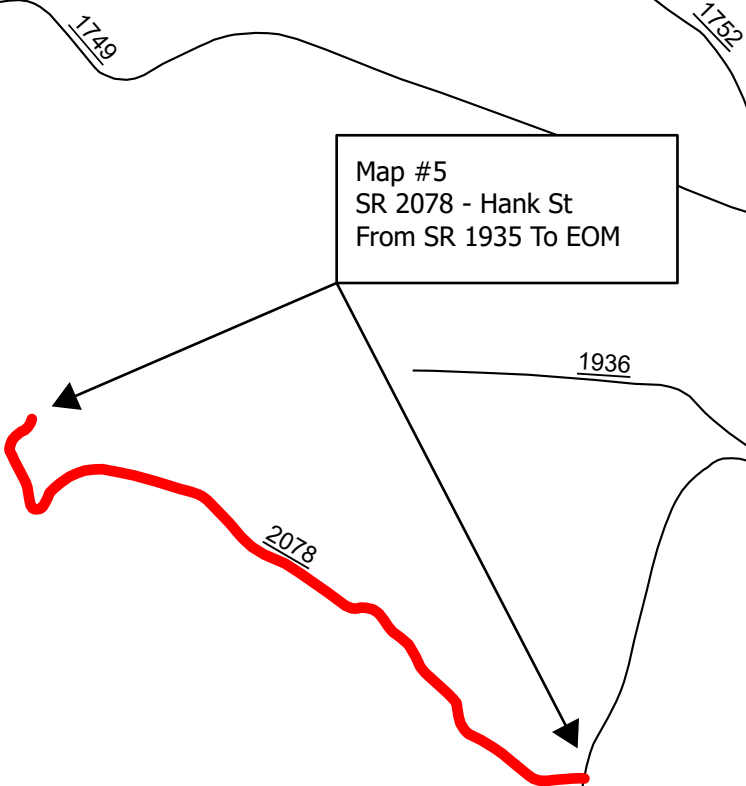
Map #4

N

NCDOT GIS Unit

**Wilkes County
DK00413 - 2025
Map #5**

Map #5
SR 2078 - Hank St
From SR 1935 To EOM

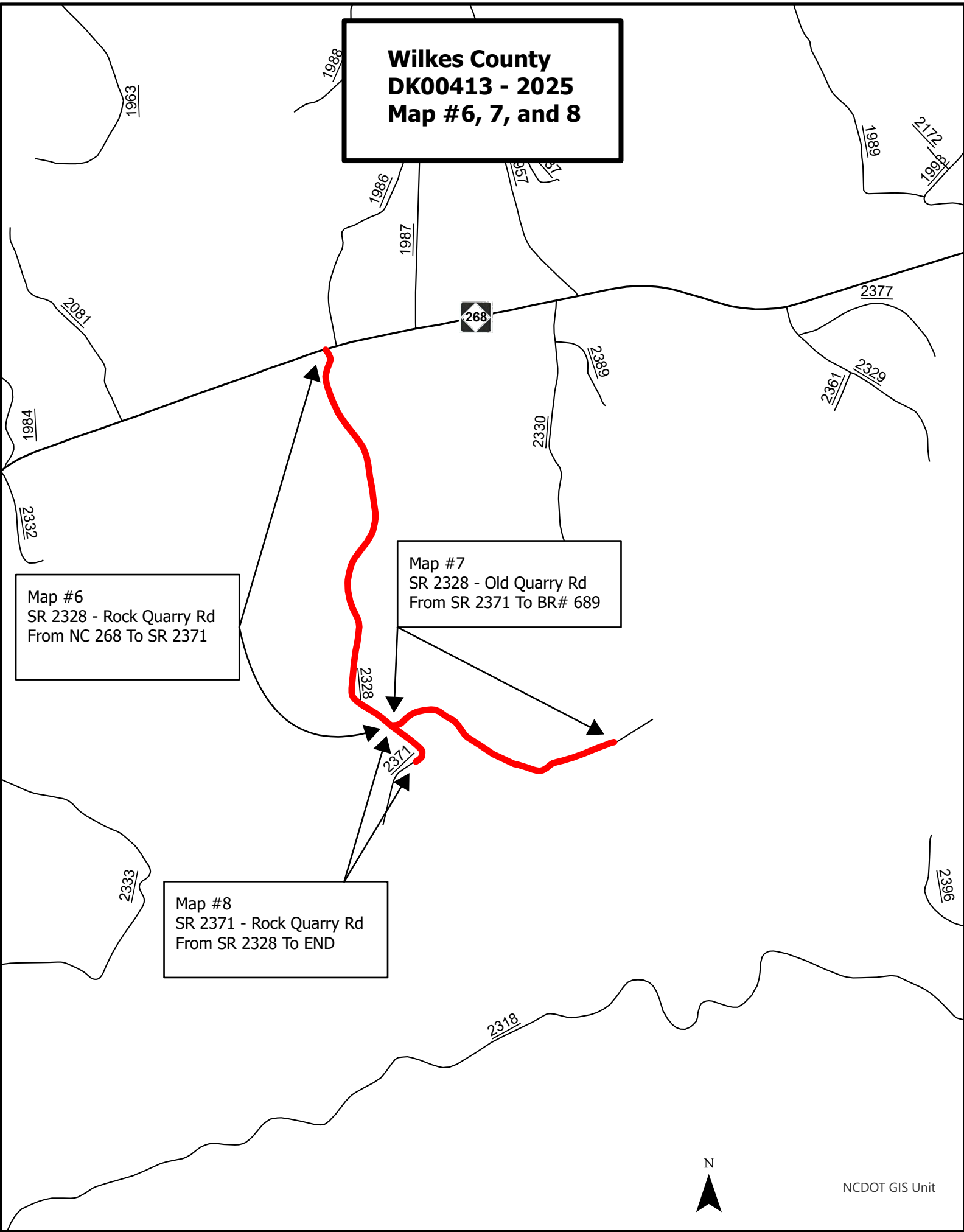


**Wilkes County
DK00413 - 2025
Map #6, 7, and 8**

Map #6
SR 2328 - Rock Quarry Rd
From NC 268 To SR 2371

Map #7
SR 2328 - Old Quarry Rd
From SR 2371 To BR# 689

Map #8
SR 2371 - Rock Quarry Rd
From SR 2328 To END



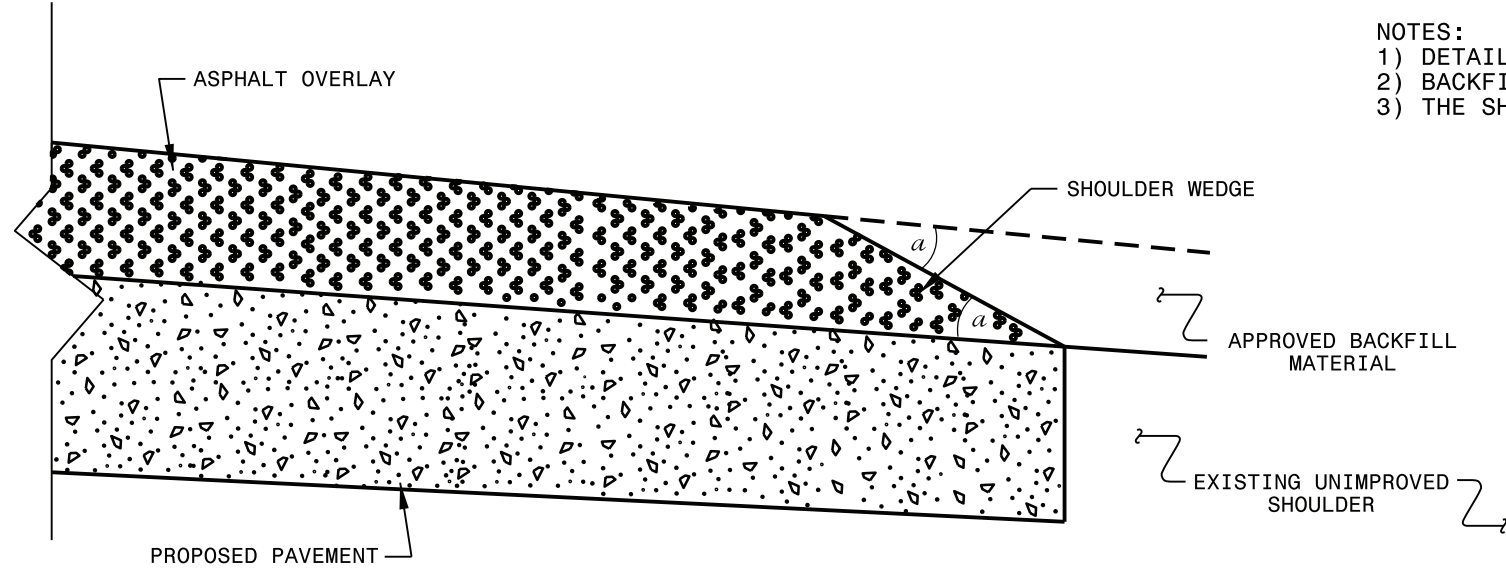
																		PROJECT NO.	SHEET NO.	
																		DK00413	5	
SUMMARY OF QUANTITIES																				
												1220000000-E	1245000000-E	1260000000-E	1330000000-E	1519000000-E	1520000000-E	1523000000-E	1575000000-E	1704000000-E
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGI N MP	END MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	LEVELING COURSE, TYPE S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT
								MI	FT			TONS	SMI	TON	SY	TONS	TON	TONS	TONS	TONS
2025CPT.11.10.20971	Wilkes	1	SR-1002 / MTN VIEW ROAD	FROM NC 18 TO DK00347 PROJECT LIMITS	1	2	2WU	2.37	18	0	2.37	47	4.7	652	200			2,434	173	608
2025CPT.11.10.20971	Wilkes	2	SR-1002 / MTN VIEW ROAD	FROM DK00347 PROJECT LIMITS TO SR 1957	1	2	2WU	2.94	18	2.51	5.45	59	11.8	1,617	600			3,020	214	754
2025CPT.11.10.20971	Wilkes	3	SR-1715 / DEHART CHURCH ROAD	FROM SR 1730 TO SR 1703	2	2	2WU	2.59	19	0	2.59	52			32	2,295	1,195		227	
2025CPT.11.10.20971	Wilkes	4	SR-1927 / EDWARDS CEDAR LANE ROAD	FROM SR 1752 TO END OF MAINTENANCE	2	2	2WU	0.48	18	0	0.48	10			30	350	210		36	
2025CPT.11.10.20971	Wilkes	5	SR-2078 / HANKS STREET	FROM SR 1935 TO END OF MAINTENANCE	2	2	2WU	1.18	18	0	1.18	24				862	516		90	
2025CPT.11.10.20971	Wilkes	6	SR-2328 / ROCK QUARRY ROAD	FROM NC 268 TO SR 2371	2	2	2WU	1.12	18	0	1.12	22			30	940	490		93	
2025CPT.11.10.20971	Wilkes	7	SR-2328 / OLD QUARRY ROAD	FROM SR 2371 TO BR 689	2	2	2WU	0.59	16	1.12	1.71	12				441	229		44	
2025CPT.11.10.20971	Wilkes	8	SR-2371 / ROCK QUARRY ROAD	FROM SR 2328 TO END OF MAINTENANCE	2	2	2WU	0.14	16	0	0.14	3				105	54		10	
TOTAL FOR PROJ NO. 2025CPT.11.10.20971								11.41				229	16.5	2,269	892	4,993	2,694	5,454	887	1,362
GRAND TOTAL								11.41				229	16.5	2,269	892	4,993	2,694	5,454	887	1,362

[Mile Posting Map](#)

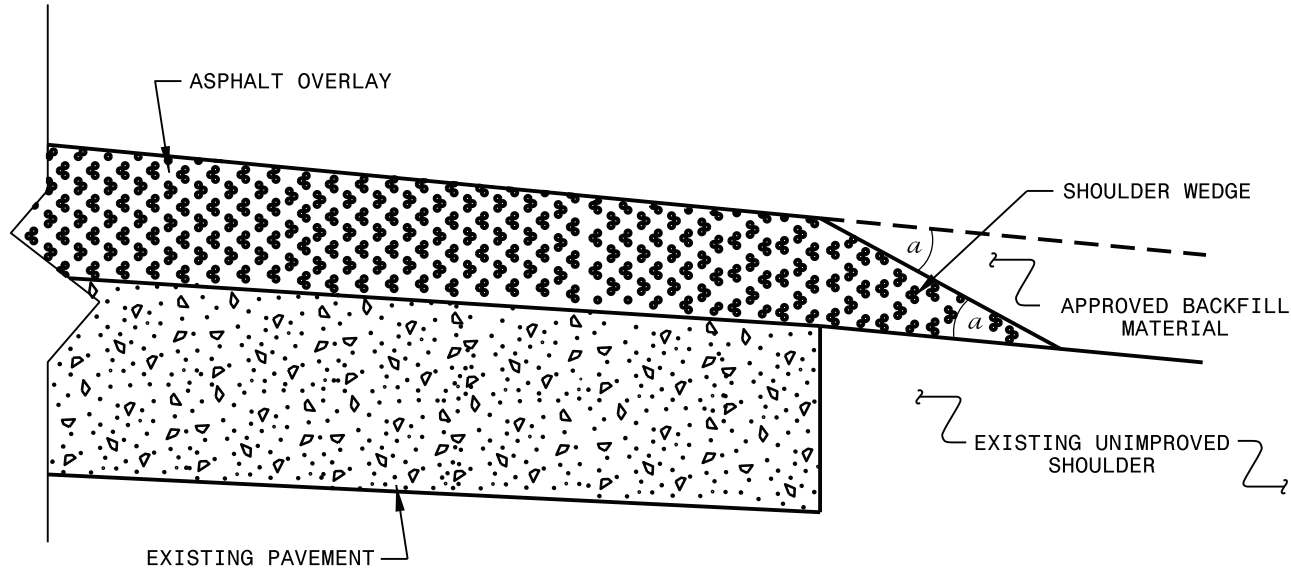
														PROJECT NO.	SHEET NO.	
														DK00413	6	
THERMOPLASTIC AND PAINT QUANTITIES																
												4413000000-E	4709000000-E	4720000000-E	4890000000-E	4892000000-N
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	THERMOPLASTIC PAVEMENT MARKING LINES 24", 90 MIL	THERMO MSG "SCHOOL" 90 MIL	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 65 MIL	POLYCARBONATE H-SHAPED MARKERS
								MI	FT							
2025CPT.11.10.20971	Wilkes	1	SR-1002 / MTN VIEW ROAD	FROM NC 18 TO DK00347 PROJECT LIMITS	1	2	2WU	2.37	18	0	2.37	155			51,002	156
2025CPT.11.10.20971	Wilkes	2	SR-1002 / MTN VIEW ROAD	FROM DK00347 PROJECT LIMITS TO SR 1957	1	2	2WU	2.94	18	2.51	5.45	155	50	6	63,269	194
2025CPT.11.10.20971	Wilkes	3	SR-1715 / DEHART CHURCH ROAD	FROM SR 1730 TO SR 1703	2	2	2WU	2.59	19	0	2.59	212			55,737	
2025CPT.11.10.20971	Wilkes	4	SR-1927 / EDWARDS CEDAR LANE ROAD	FROM SR 1752 TO END OF MAINTENANCE	2	2	2WU	0.48	18	0	0.48	112				
2025CPT.11.10.20971	Wilkes	5	SR-2078 / HANKS STREET	FROM SR 1935 TO END OF MAINTENANCE	2	2	2WU	1.18	18	0	1.18	176			25,394	
2025CPT.11.10.20971	Wilkes	6	SR-2328 / ROCK QUARRY ROAD	FROM NC 268 TO SR 2371	2	2	2WU	1.12	18	0	1.12	112			24,102	
2025CPT.11.10.20971	Wilkes	7	SR-2328 / OLD QUARRY ROAD	FROM SR 2371 TO BR 689	2	2	2WU	0.59	16	1.12	1.71	32			11,000	
2025CPT.11.10.20971	Wilkes	8	SR-2371 / ROCK QUARRY ROAD	FROM SR 2328 TO END OF MAINTENANCE	2	2	2WU	0.14	16	0	0.14	32			2,100	
TOTAL FOR PROJ NO. 2025CPT.11.10.20971								11.41				986	50	6	232,604	350
GRAND TOTAL								11.41				986	50	6	232,604	350

[Mile Posting Map](#)

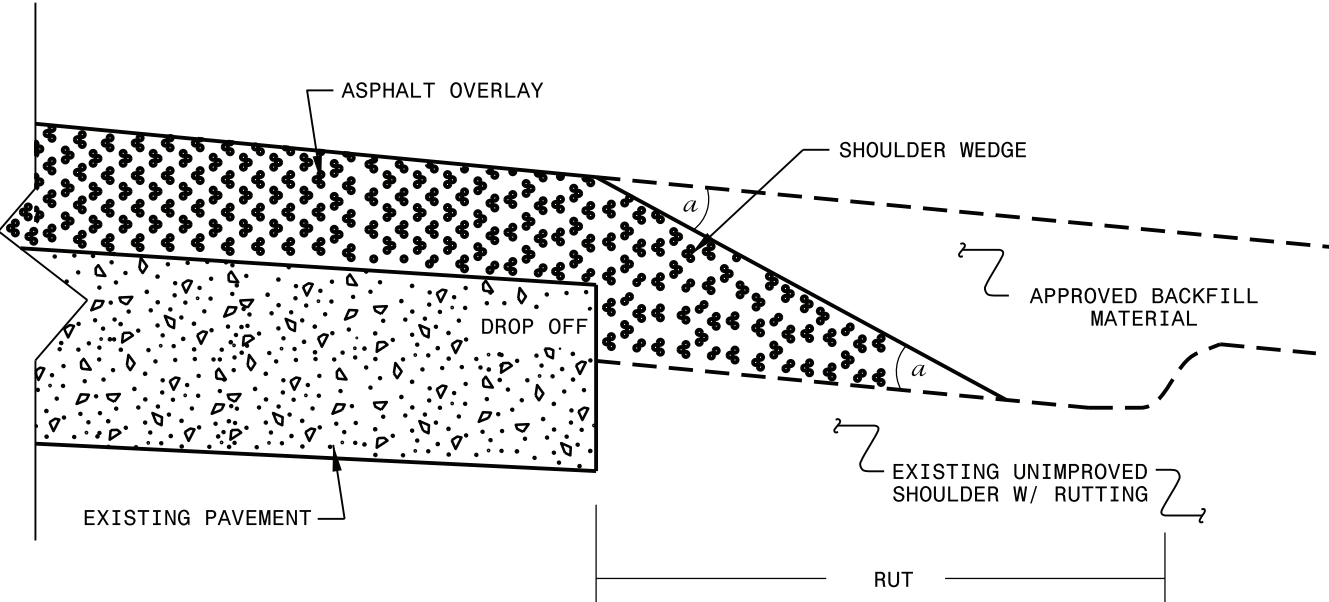
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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**

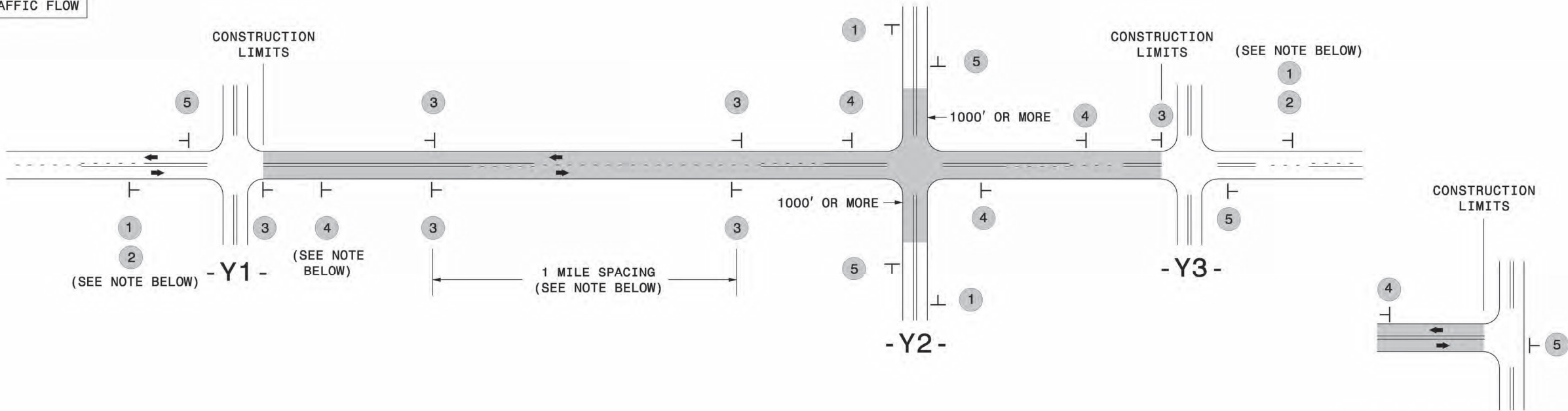
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SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#2 SIGN ONLY USED WHEN CONSTRUCTION LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)</div>	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 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.
	<div>3</div> <div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div> <div>- PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACE 1 MILE APART THEREAFTER. - AT TEE INTERSECTIONS INSTALL INITIALLY 1/2 MILE FROM INTERSECTION AND SPACE 1 MILE APART THEREAFTER.</div>	
	<div>4</div> <div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</div></div> <div>- 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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</div>	
	<div>5</div> <div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div>	
	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.	
LESS 2 MILES	FOR RESURFACING MAPS WITH CONSTRUCTION LIMITS LESS THAN 2 MILES IN LENGTH, NO STATIONARY SIGNS ARE REQUIRED. USE PORTABLE "ROAD UNDER CONSTRUCTION" OR "ROAD WORK AHEAD" SIGNS IN LIEU OF STATIONARY ADVANCE WARNINGS SIGNS.	

ROAD
WORK
AHEAD

W20-1
48" X 48"

PLACED 500' IN ADVANCE
OF FLAGGER.

W20-7 A
48" X 48"

PLACED 250' IN ADVANCE
OF FLAGGER.

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE
TRAFFIC CONTROL

AD



ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2-LANE ROADWAY
RESURFACING