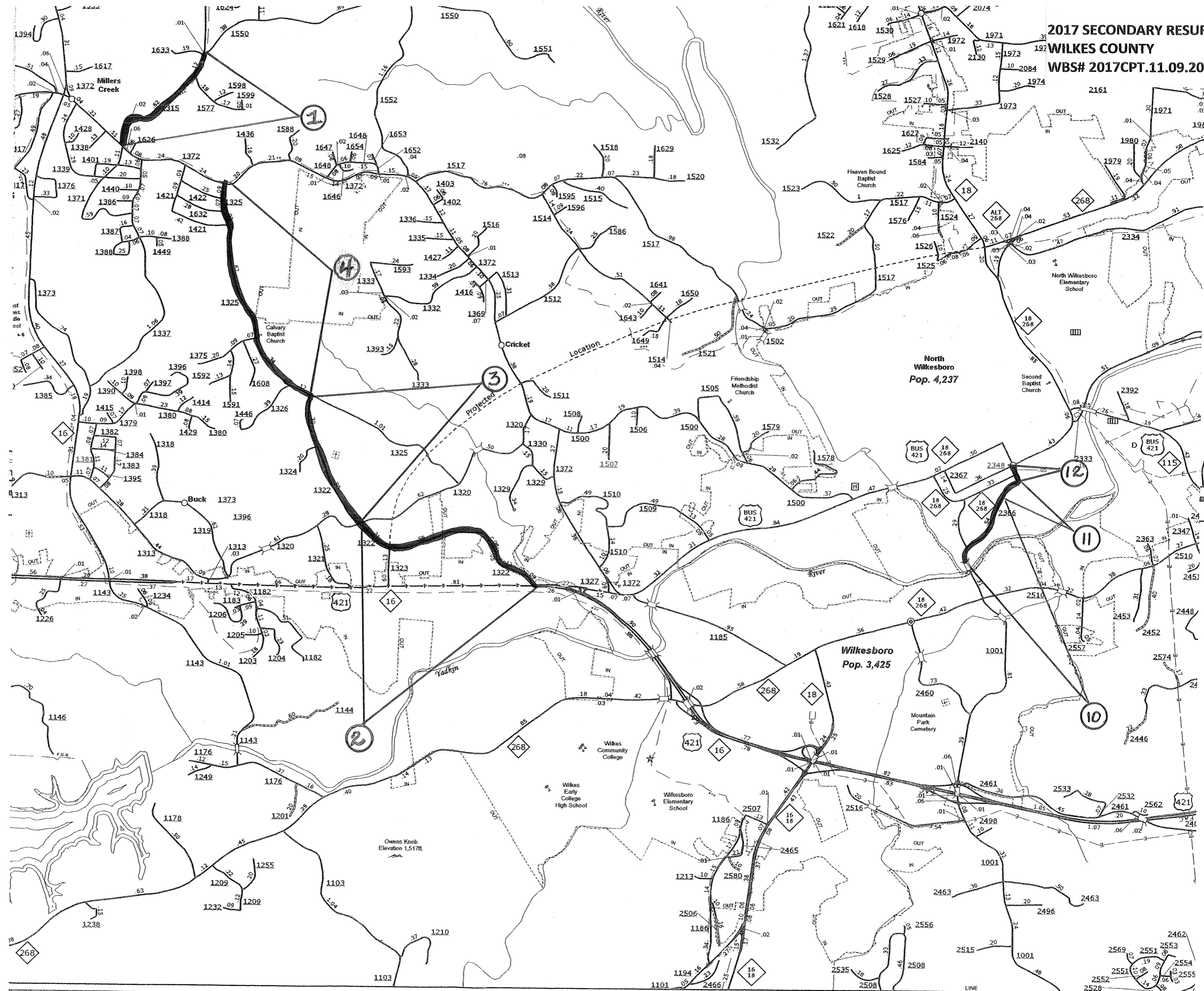


2017 SECONDARY RESURFACING
WILKES COUNTY
WBS# 2017CPT.11.09.20971



1

4

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12

11

10

North Wilkesboro
Pop. 4,237

Wilkesboro
Pop. 3,425

Owens Knob
Elevation 1,517ft

Wilkes Community College

Wilkes Early College High School

Wilkesboro Elementary School

North Wilkesboro Elementary School

Second Baptist Church

Friendship Methodist Church

Heaven Bound Baptist Church

Millers Creek

Cricket

Location

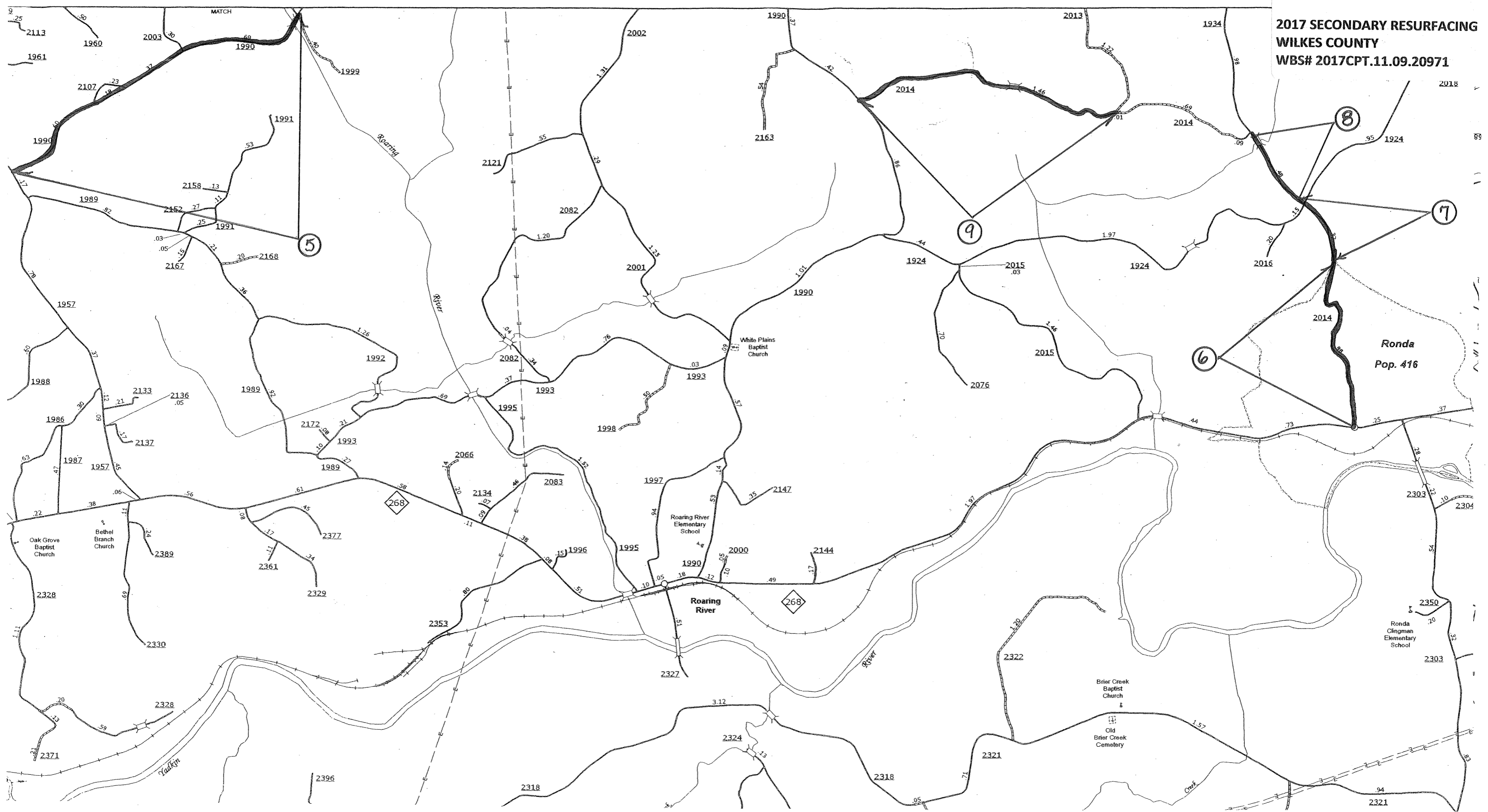
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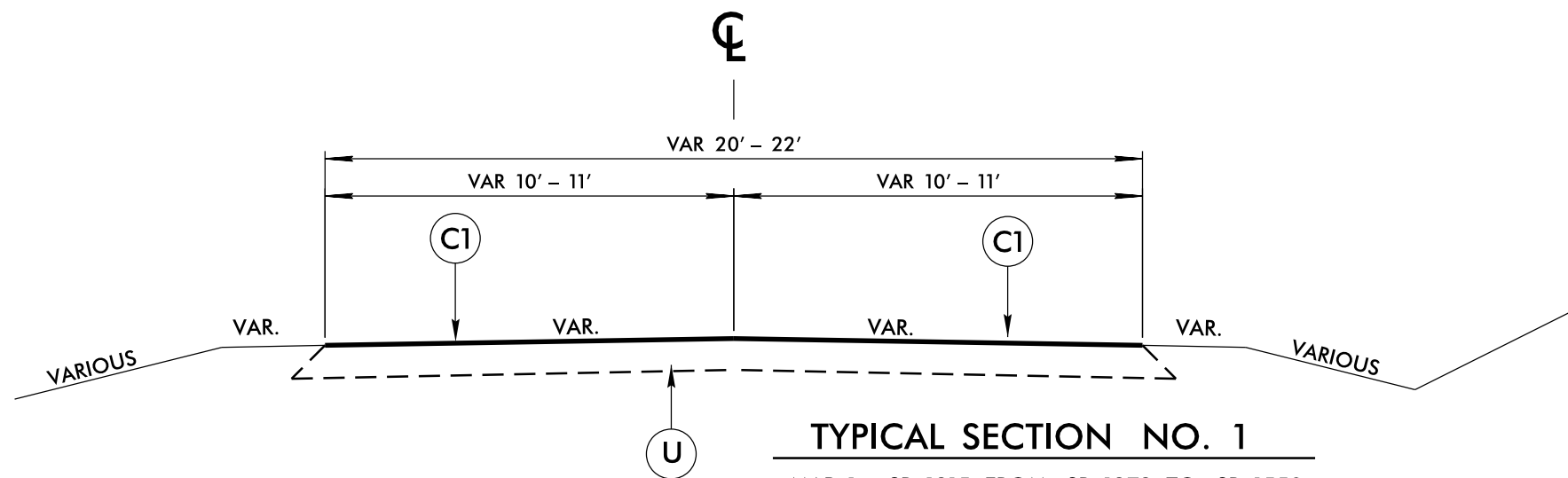
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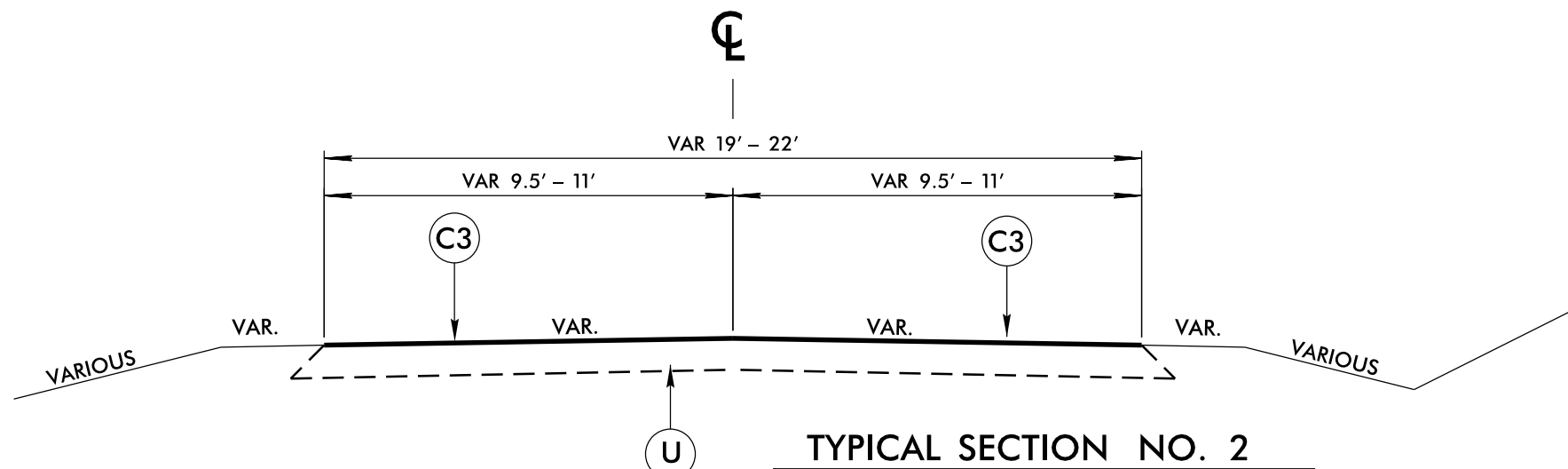
**2017 SECONDARY RESURFACING
WILKES COUNTY
WBS# 2017CPT.11.09.20971**





TYPICAL SECTION NO. 1

MAP 1 - SR 1315 FROM SR 1372 TO SR 1550
 MAP 2 - SR 1322 FROM US 421 TO SR 1320
 MAP 3 - SR 1322 FROM SR 1320 TO SR 1325
 MAP 4 - SR 1325 FROM SR 1322 TO SR 1372

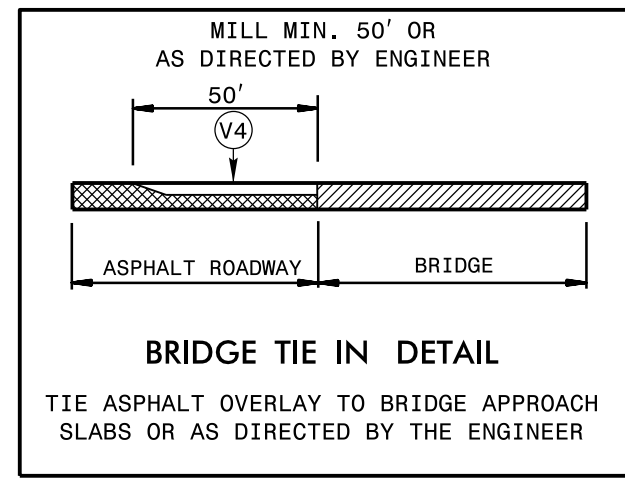
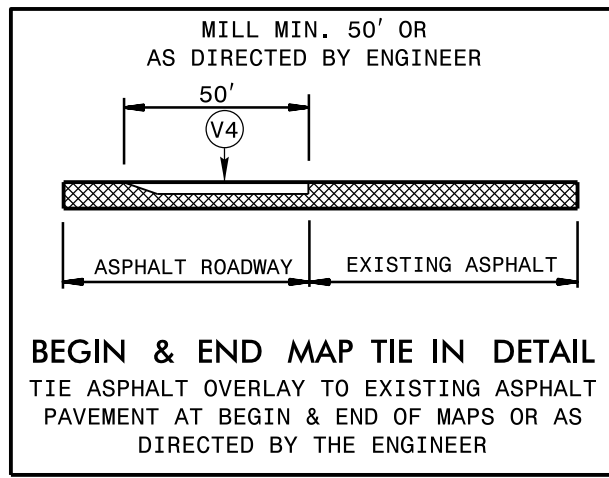


TYPICAL SECTION NO. 2

MAP 5 - SR 1990 FROM SR 1957 TO SR 1999
 MAP 6 - SR 2014 FROM NC 268 TO NCL RONDA
 MAP 7 - SR 2014 FROM NCL RONDA TO SR 1924
 MAP 8 - SR 2014 FROM SR 1924 TO SR 1934
 MAP 9 - SR 2014 FROM SR 2013 TO SR 1990

V3 NOTES: Maps 8&9 - Mill 1½" at Bridge and Approaches

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 3"
V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V4	INCIDENTAL MILLING



**WILKES COUNTY
SECONDARY RESURFACING**

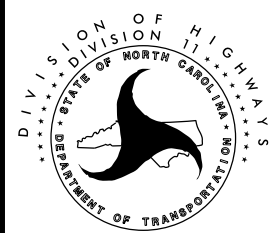
DIVISION II

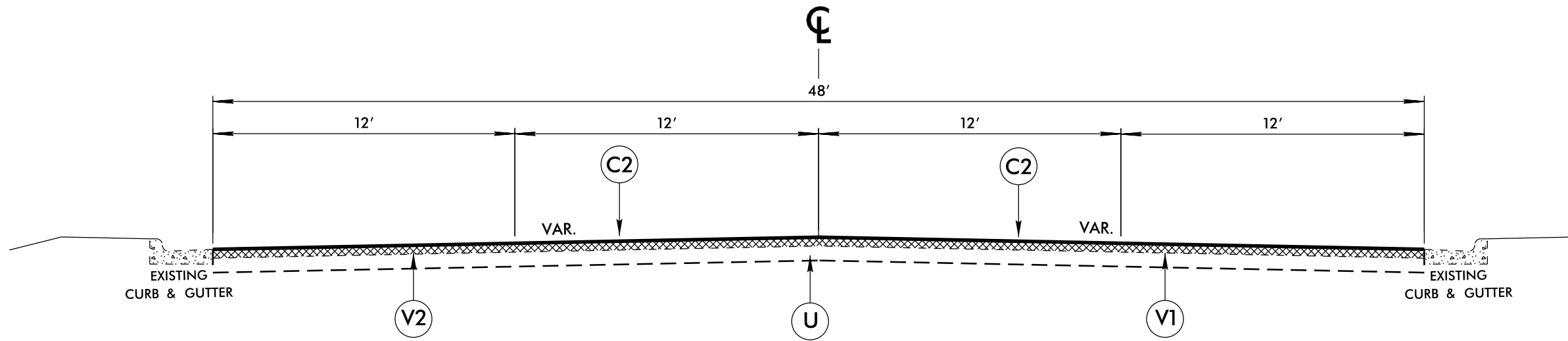
REVISIONS	INT.	DATE

SCALE: N/A DATE: 4/2016

PREPARED BY: J. L. LAWS
 REVIEWED BY: _____
 REVIEWED BY: _____

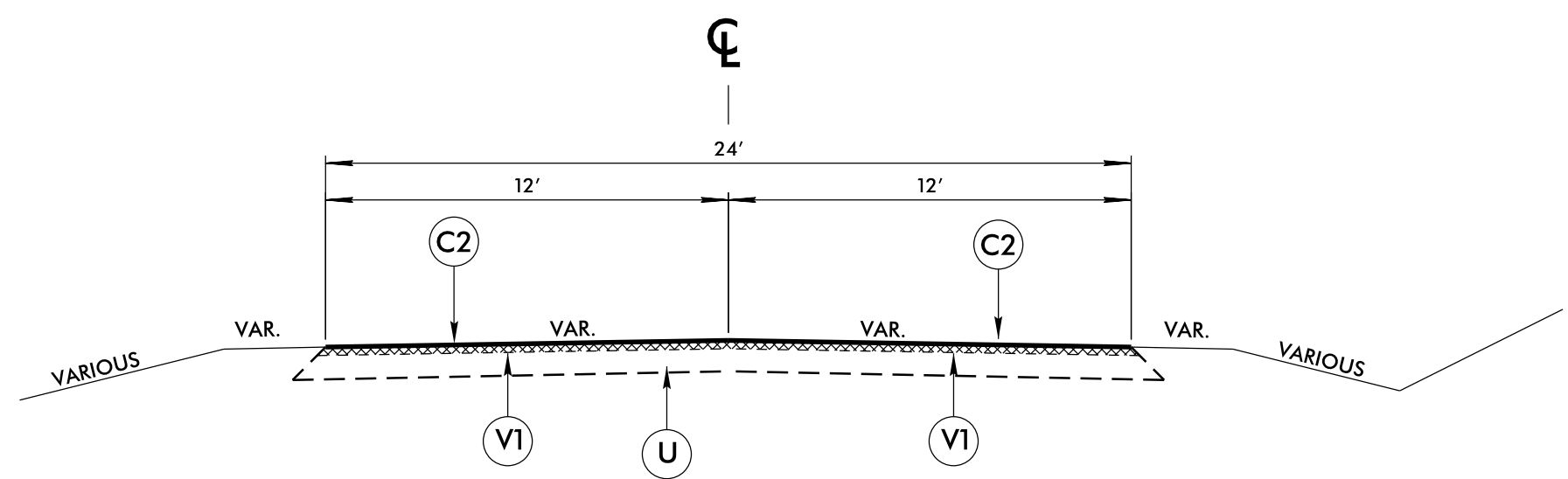
**N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN**





TYPICAL SECTION NO. 4
MAP 11 - SR 2366 FROM CHERRY ST TO 6TH ST

- (V1) NOTES: Map 11 - Mill 0" - 1½" from Sta. 0+00 to 5+62 Rt
- Map 11 - Mill 0" - 3" from Sta. 0+00 to 5+62 Lt
- (V2)



TYPICAL SECTION NO. 3
MAP 10 - SR 2366 FROM BRIDGE ST TO CHERRY ST

- (V1) NOTES: Map 10 - Mill 0" - 1½" at Curb & Gutter from Sta. 0+00 to 6+40 Lt/Rt

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 3"
V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V4	INCIDENTAL MILLING

WILKES COUNTY
SECONDARY RESURFACING

DIVISION II

REVISIONS	INT.	DATE

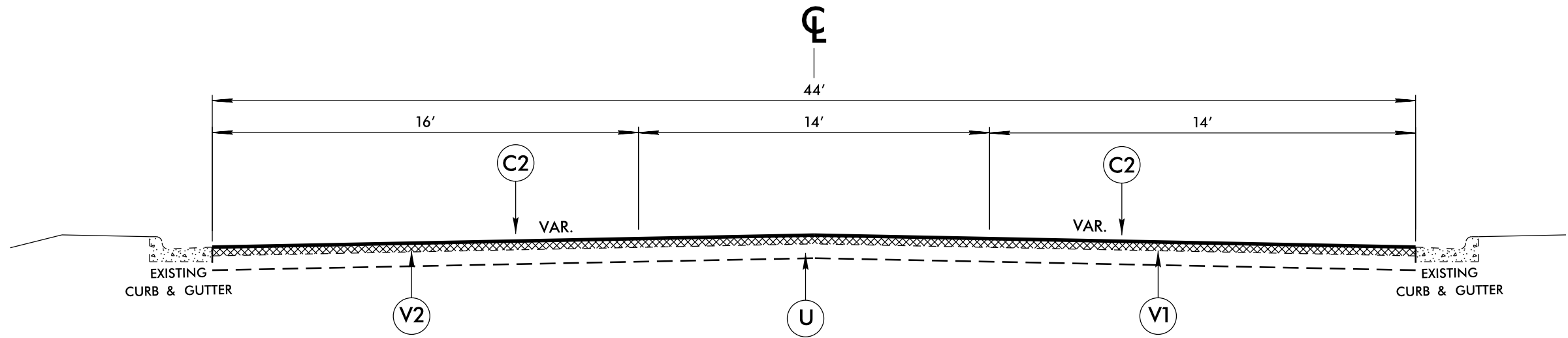
N.C. DEPARTMENT of TRANSPORTATION
DIVISION of HIGHWAYS
DIVISION ELEVEN

SCALE: N/A DATE: 4/2016

PREPARED BY: J. L. LAWS

REVIEWED BY:

REVIEWED BY:



TYPICAL SECTION NO. 5

MAP 12 - SR 2366 FROM 6TH ST TO NC 18 NORTH

- Ⓟ V1 NOTES: Map 12 - Mill 0" - 1½" from Sta. 0+00 to 3+71 Lt/Rt
- Ⓟ V2 Map 12 - Mill 0" - 3" at Intersection of CBD Loop

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C3	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 3"
V3	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V4	INCIDENTAL MILLING

**WILKES COUNTY
SECONDARY RESURFACING**

DIVISION II

REVISIONS	INT.	DATE

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

SCALE: N/A DATE: 4/2016

PREPARED BY: J. L. LAWS

REVIEWED BY: _____

REVIEWED BY: _____

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.11.09.20971		

SUMMARY OF QUANTITIES

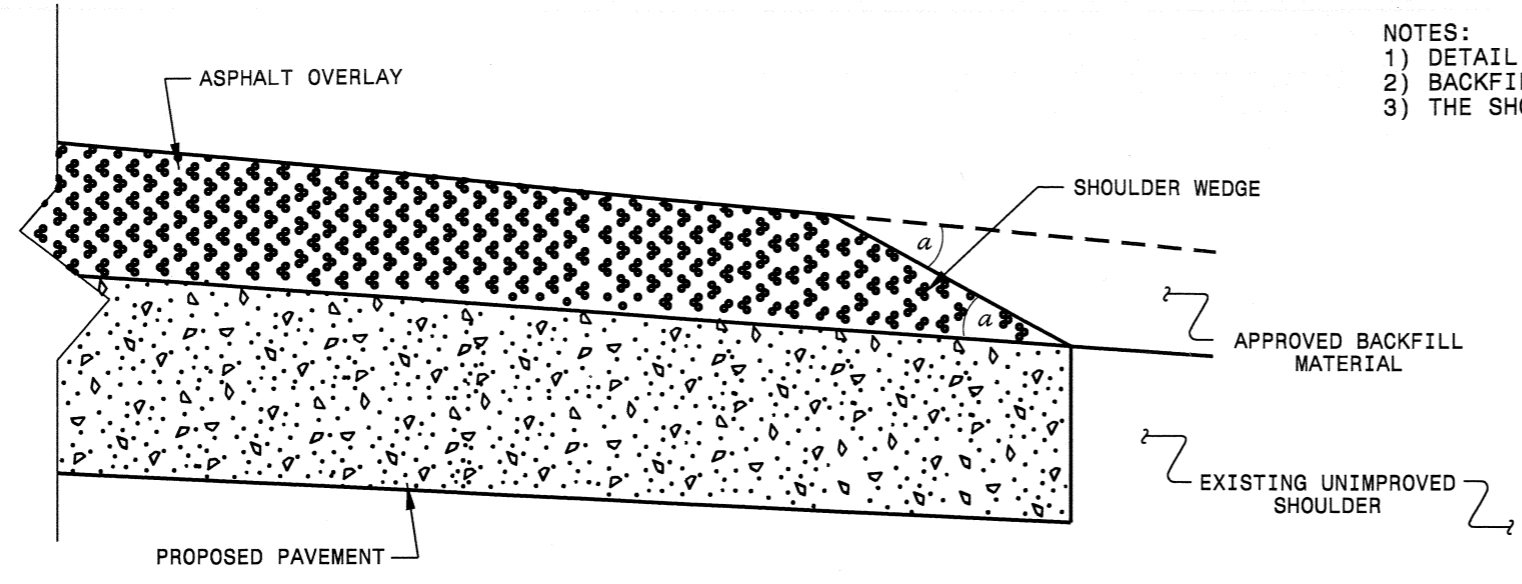
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARMMX ASPHALT REQUIRED	LENGTH M	WIDTH FT	INCIDENTAL STONE BASE TONS	1½" MILLING SY	0" TO 1 1/2" MILLING SY	0" TO 3" MILLING SY	INCIDENTAL MILLING SY	SURFACE COURSE, S9.5B TONS	SURFACE COURSE, S9.5C TONS	SURFACE COURSE, SF9.5A TONS	ASPHALT BINDER FOR PLANT MX TONS	ADI. OF DROP INLET EA	ADI. OF MANHOLES EA	ADI. OF METER OR VALVE BOX EA	PORTABLE LIGHTING LS	PAVED TRENCHING (1,2") LF	UNPAVED TRENCHING (1,2") LF	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP LF	LEAD-IN CABLE (14-2) LF	
2017CPT.11.09.20971	Wilkes	1	SR 1315	FROM SR 1372 TO SR 1550	1	2	2WU	NO	NO	0.75	20	50				222	757		45										480	
2017CPT.11.09.20971	Wilkes	2	SR 1322	FROM US 421 TO SR 1320	1	2	2WU	NO	NO	1.17	21	75				222	1,412		85		1								360	
2017CPT.11.09.20971	Wilkes	3	SR 1322	FROM SR 1320 TO SR 1325	1	2	2WU	NO	NO	0.79	22	50					861			52										
2017CPT.11.09.20971	Wilkes	4	SR 1325	FROM SR 1322 TO SR 1372	1	2	2WU	NO	NO	1.37	21	75				234	1,500		90											
2017CPT.11.09.20971	Wilkes	5	SR 1990	FROM SR 1957 TO SR 1999	2	2	2WU	NO	NO	1.78	19	75				424		1,756	118											
2017CPT.11.09.20971	Wilkes	6	SR 2014	FROM NC 268 TO NCL RONDA	2	2	2WU	NO	NO	0.96	22	50				125		1,178	79											
2017CPT.11.09.20971	Wilkes	7	SR 2014	FROM NCL RONDA TO SR 1924	2	2	2WU	NO	NO	0.41	20	50						500	33											
2017CPT.11.09.20971	Wilkes	8	SR 2014	FROM SR 1924 TO SR 1934	2	2	2WU	NO	NO	0.45	20	25	400			111		438	29											
2017CPT.11.09.20971	Wilkes	9	SR 2014	FROM SR 2013 TO SR 1990	2	2	2WU	NO	NO	1.45	19	75	317			212		1,370	92											
2017CPT.11.09.20971	Wilkes	10	SR 2366	FROM BRIDGE TO CHERRY ST	3	2	2WU	NO	NO	0.47	24	50		585		367		835	49		3	1	1	25.00	25.00	1.00	830	25		
2017CPT.11.09.20971	Wilkes	11	SR 2366	FROM CHERRY ST TO 6TH ST	4	4	MU	NO	NO	0.11	48			470	370	267		305	18		3	4	*							
2017CPT.11.09.20971	Wilkes	12	SR 2366	FROM 6TH ST TO NC 18 NORTH	5	3	MU	NO	NO	0.07	44			150	44	245		180	11		2	1	*							
TOTAL FOR PROJ NO. 2017CPT.11.09.20971										9.78		575	717	1,205	414	2,429	4,530	1,320	5,242	701	2	8	5	1	25.00	25.00	1.00	1,670	25	
GRAND TOTAL										9.78		575	717	1,205	414	2,429	4,530	1,320	5,242	701	2	8	5	1	25.00	25.00	1.00	1,670	25	

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.11.09.20971		

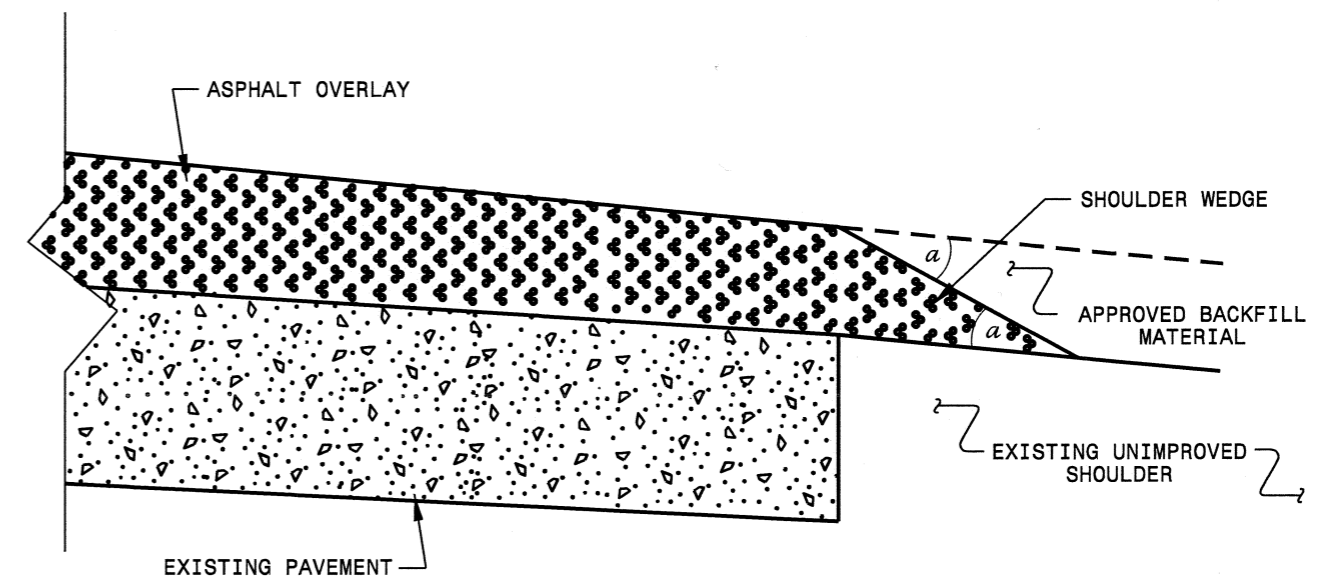
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E		4835000000-E	4840000000-N	4845000000-N				4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT M&G ONLY	PAINT LT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & LT ARROW	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA
2017CPT.11.09.20971	Wilkes	1	SR 1315	FROM SR 1372 TO SR 1550	1	2	2WU	0.75	20	152	1.00	16,140	15,680			60						
2017CPT.11.09.20971	Wilkes	2	SR 1322	FROM US 421 TO SR 1320	1	2	2WU	1.17	21	168	*	25,178	24,728									
2017CPT.11.09.20971	Wilkes	3	SR 1322	FROM SR 1320 TO SR 1325	1	2	2WU	0.79	22	64	*	17,001	16,500									
2017CPT.11.09.20971	Wilkes	4	SR 1325	FROM SR 1322 TO SR 1372	1	2	2WU	1.37	21	136	*	29,482	28,860									
2017CPT.11.09.20971	Wilkes	5	SR 1990	FROM SR 1957 TO SR 1999	2	2	2WU	1.78	19	160	*	38,306	37,520									
2017CPT.11.09.20971	Wilkes	6	SR 2014	FROM NC 268 TO NCL RONDA	2	2	2WU	0.96	22	104	*	20,659	20,296									
2017CPT.11.09.20971	Wilkes	7	SR 2014	FROM NCL RONDA TO SR 1924	2	2	2WU	0.41	20	80	*	9,680	9,084									
2017CPT.11.09.20971	Wilkes	8	SR 2014	FROM SR 1924 TO SR 1934	2	2	2WU	0.45	20	80	*	9,684	9,440									
2017CPT.11.09.20971	Wilkes	9	SR 2014	FROM SR 2013 TO SR 1990	2	2	2WU	1.45	19	160	*	31,204	30,600									
2017CPT.11.09.20971	Wilkes	10	SR 2366	FROM BRIDGE TO CHERRY ST	3	2	2WU	0.47	24	120	*	10,330	11,516	264	456	170	8	8	4	12		52
2017CPT.11.09.20971	Wilkes	11	SR 2366	FROM CHERRY ST TO 6TH ST	4	4	MU	0.11	48	64	*	1,250	2,248	432		56		4		4		21
2017CPT.11.09.20971	Wilkes	12	SR 2366	FROM 6TH ST TO NC 18 NORTH	5	3	MU	0.07	44	96	*	2,024	1,484			54		2	4		2	
TOTAL FOR PROJ NO. 2017CPT.11.09.20971								9.78		1,384	1	210,938	207,956	696	456	340	8	14	8	16	2	73
												418,894	1,152		40							
GRAND TOTAL								9.78		1,384	1	210,938	207,956	696	456	340	8	14	8	16	2	73
												418,894	1,152		40							

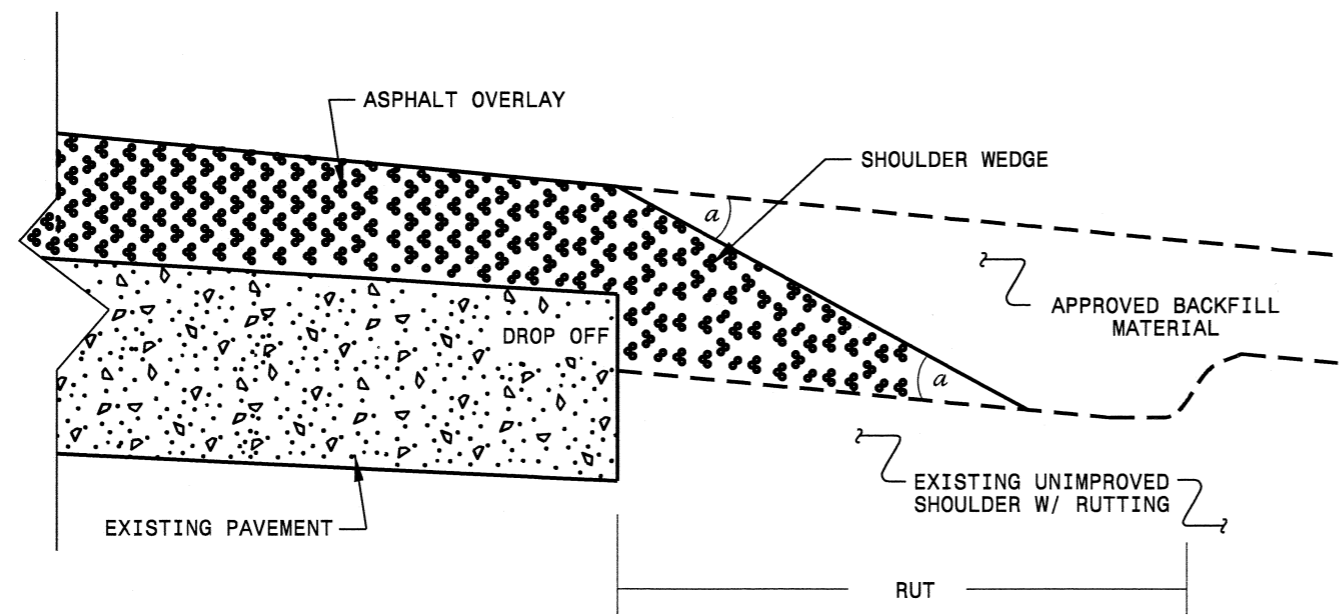
- NOTES:
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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°

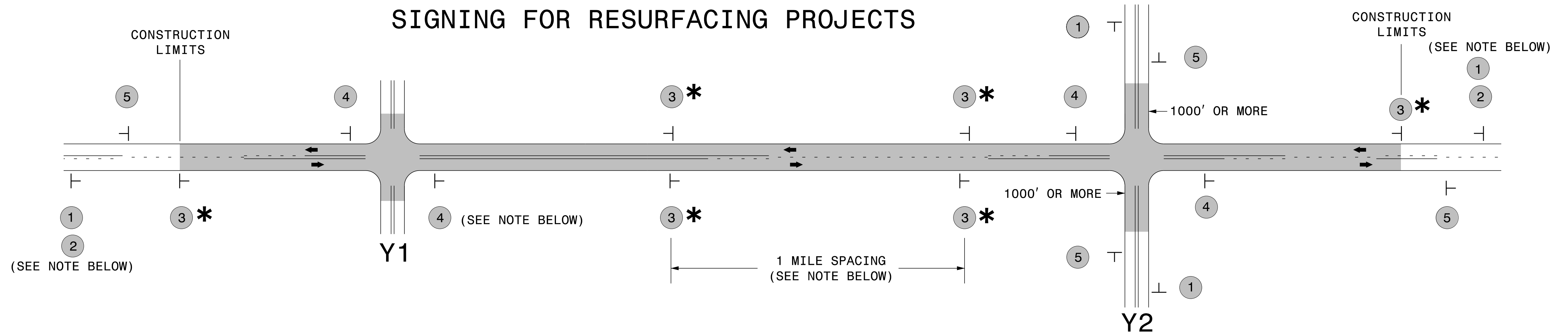
CONTRACT STANDARDS
 AND DEVELOPMENT UNIT
 Office 919-707-6950 FAX 919-250-4119

**SHOULDER WEDGE
 DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
 MODIFIED BY: DATE: 10/18/12
 CHECKED BY: DATE:
 FILE SPEC.: s:\user\details\stand\shoulderwedgedetail.dgn

SYSTEMS CONSULTANTS
 CONSULTANTS

SIGNING FOR RESURFACING PROJECTS



LEGEND	
⊥	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

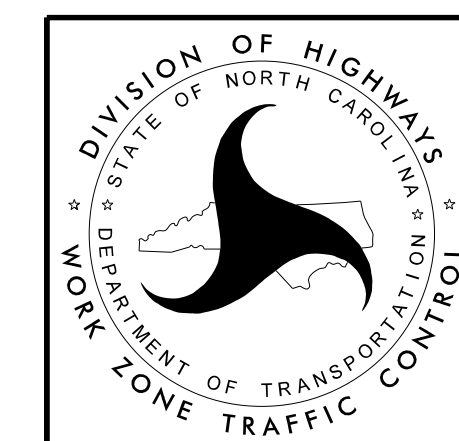
MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING		
	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.	NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS: <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS 	
	2	 W7-3aP 24" X 18"	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE SIGNS SHALL BE USED ALONG THE -Y- LINE AS SHOWN BELOW. REMOVE UPON COMPLETION OF WORK.	
	3 *	 SP 13107 48" X 48"	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	 W20-1 48" X 48"	 W20-7 A 48" X 48"
	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.	PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.			

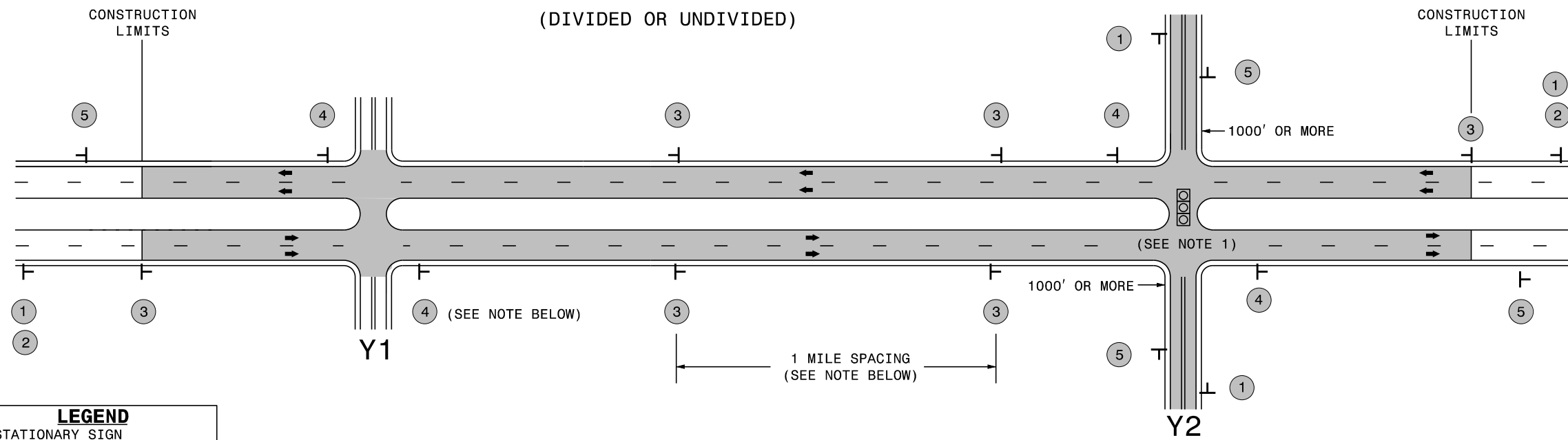
* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

SUBSTITUTE LOW/SOFT SHOULDER SIGNS BY ALTERNATING THE FOLLOWING TWO SIGNS:
 STARTING WITH "UNMARKED PAVEMENT AHEAD" (SP 06026) FOLLOWED BY "LOOSE GRAVEL" (W8-7).



RESURFACING
 ADVANCE WARNING SIGNS
 FOR
 RURAL AND SUBURBAN
 2 LANE ROADWAYS

SIGNING FOR RURAL AND SUBURBAN MULTI-LANE ROADWAYS WITH SHOULDER SECTIONS (DIVIDED OR UNDIVIDED)

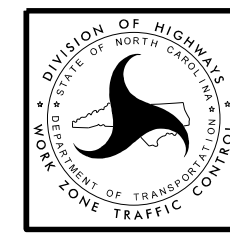


LEGEND	
┆	STATIONARY SIGN
←	DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	MAINLINE (-L-) SIGNING		-Y- LINE SIGNING	
	1	 <small>W20-1 48" X 48"</small>	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p style="text-align: center;">NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE 2) SUBDIVISION ROADS 3) DEAD END ROADS <p>WHEN PAVING/CONSTRUCTION ACTIVITIES PROCEED ACROSS AN UNSIGNED -Y- LINE, ADVANCE WARNING PORTABLE 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;"> <small>W20-1 48" X 48"</small> </div> <div style="text-align: center;"> <small>W20-7 A 48" X 48"</small> </div> </div> <p style="text-align: center;">PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1) MAY USE LAW ENFORCEMENT TO CONTROL TRAFFIC AT SIGNALIZED INTERSECTIONS AS DIRECTED BY THE ENGINEER. PROVIDE PORTABLE "ROAD WORK AHEAD" (W20-1) SIGNS 500' IN ADVANCE ALONG BOTH APPROACHES FROM THE SIDE STREETS WHEN PAVING PROCEEDS THROUGH THE INTERSECTION.
	2	 <small>W7-3aP 24" X 18"</small>	#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER. (NO FRACTIONAL OR DECIMAL NUMBERS)	
	3	 <small>SP 13107 48" X 48"</small>	PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART THEREAFTER. IF NO -Y- LINES EXIST, PLACE 2ND SET 1/2 MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.	
	4	 <small>SP 13106 48" X 48"</small>	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	 <small>G20-2 A 48" X 24"</small>	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		



**RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)**