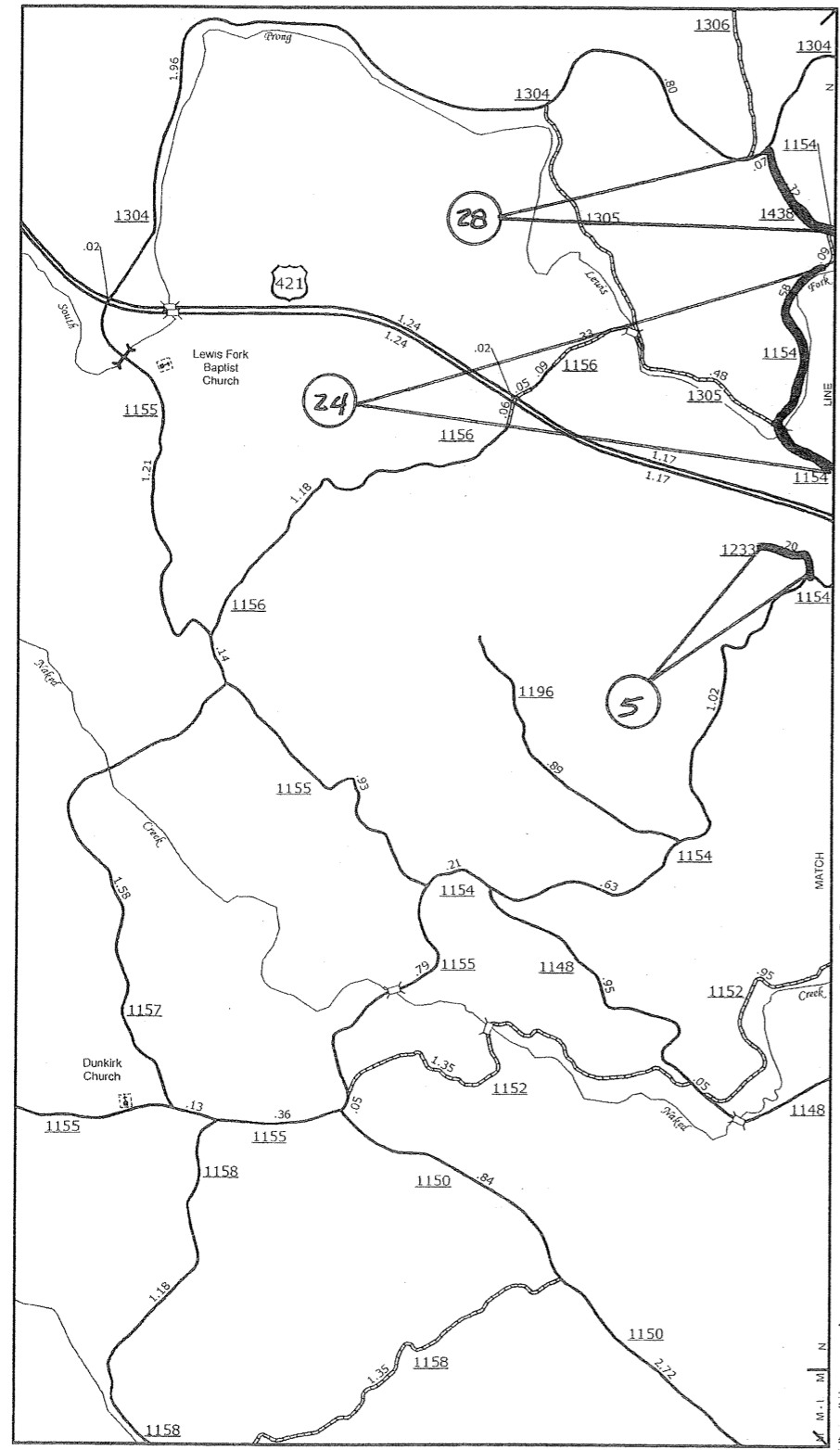
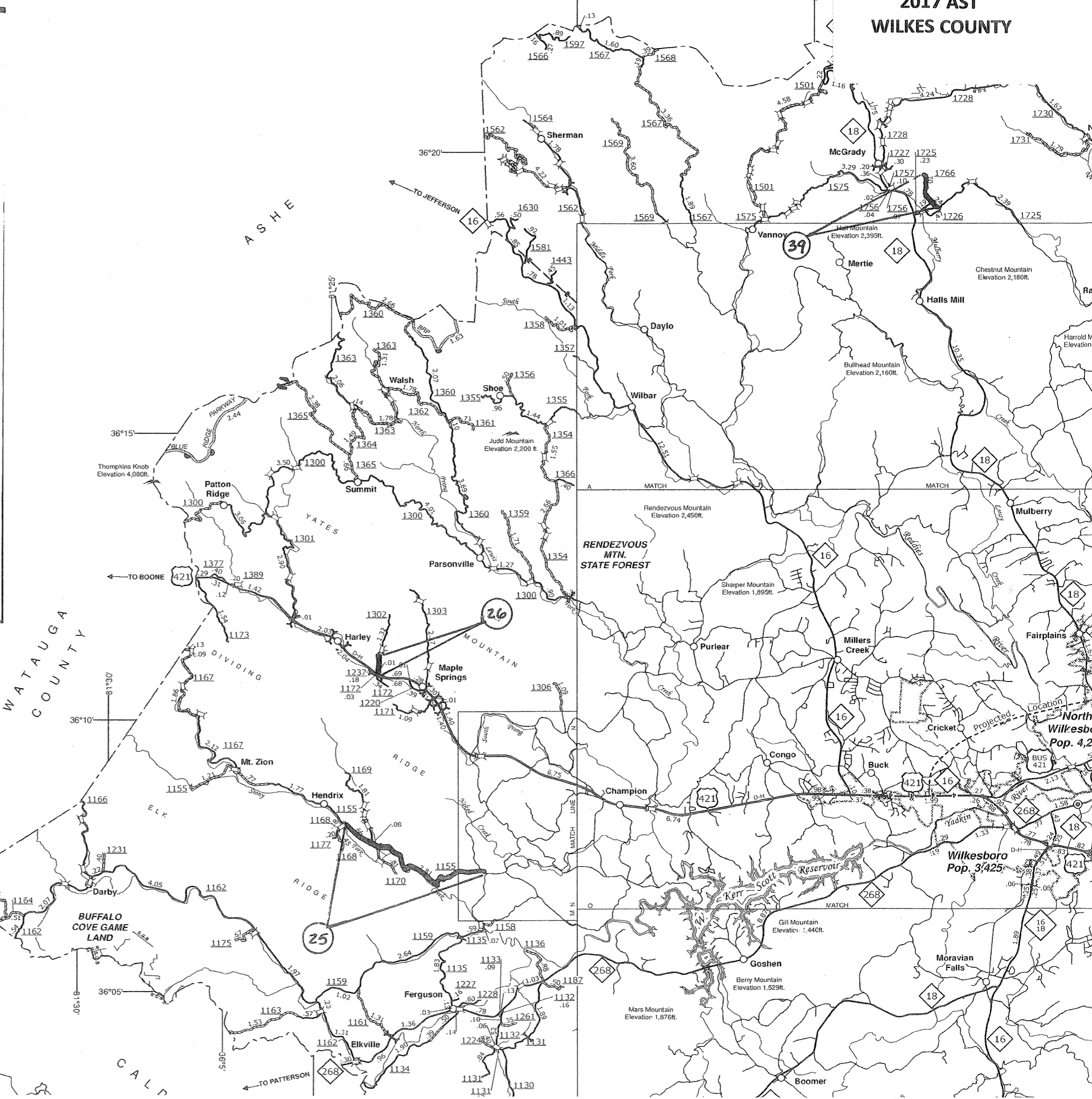


2017 AST  
WILKES COUNTY





Lewis Fork and Vicinity



Map data is compiled from various sources. Accuracy of publication and map accuracy standards. As a result, the data provided will vary. Map includes state-maintained roads as last updated on December, 2014. For additional information, visit [www.wilkescounty.com](http://www.wilkescounty.com) and click on Data Providers or contact us at (919) 835-8480.





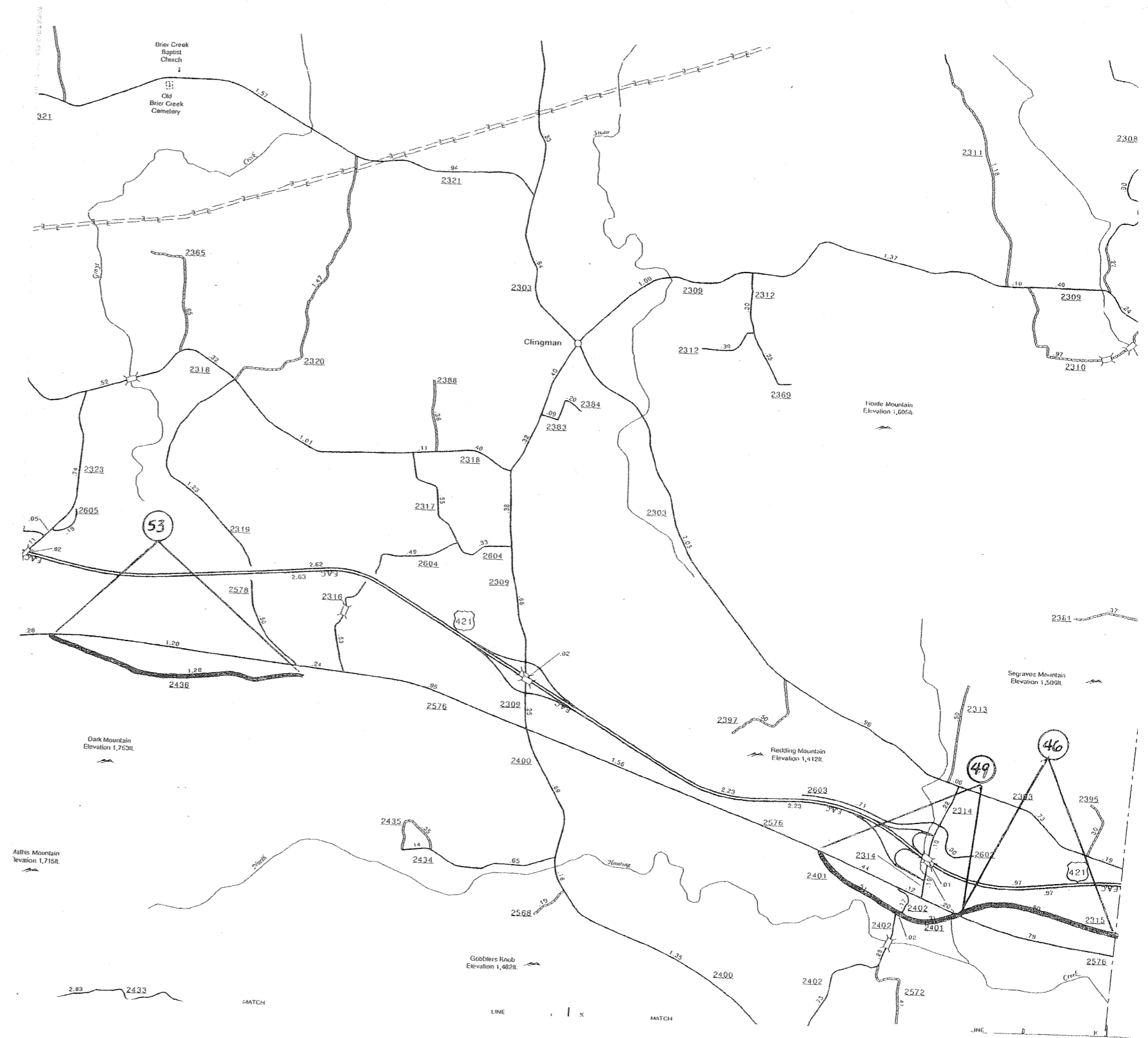
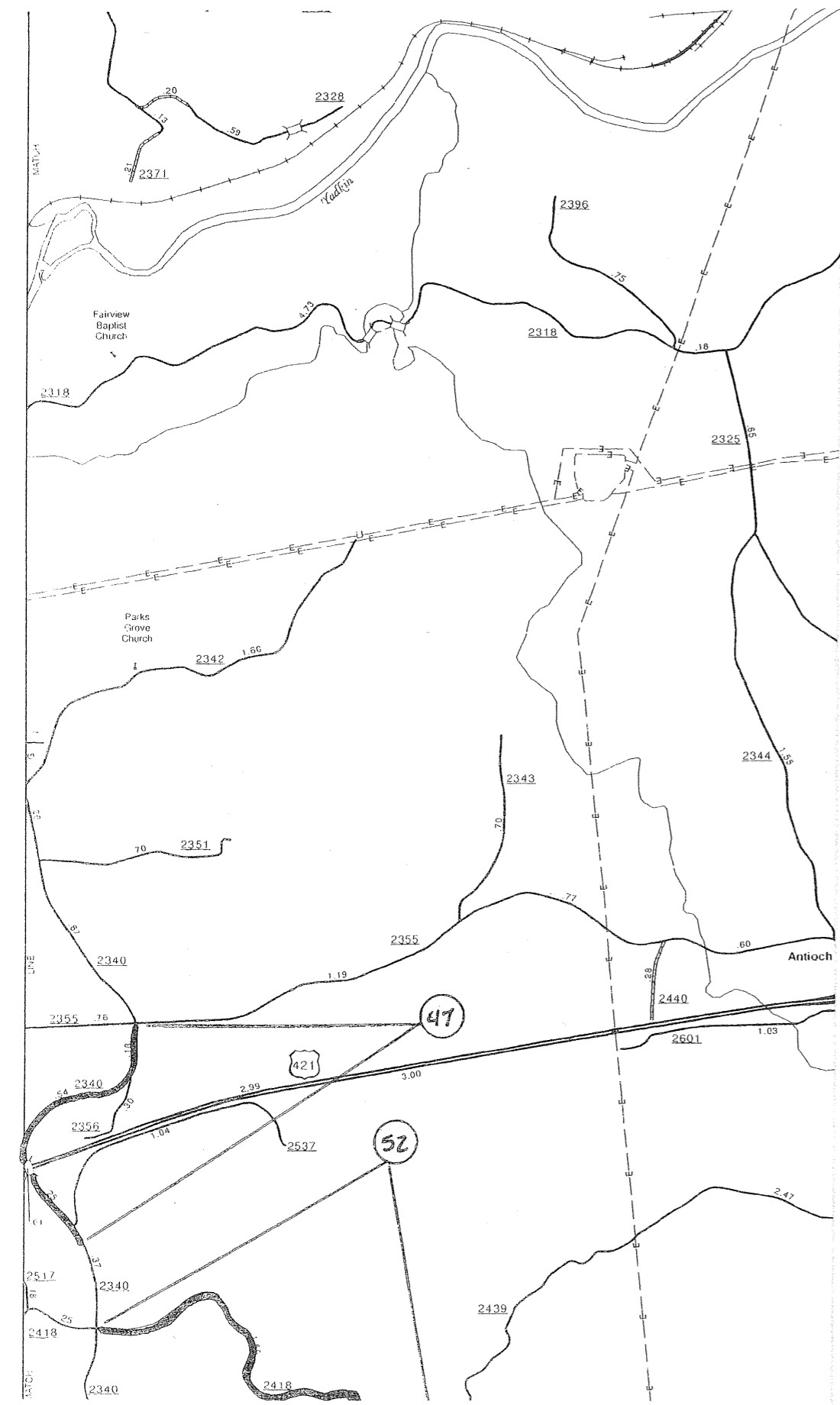
2017 AST  
WILKES COUNTY



Ronda  
Pop. 416

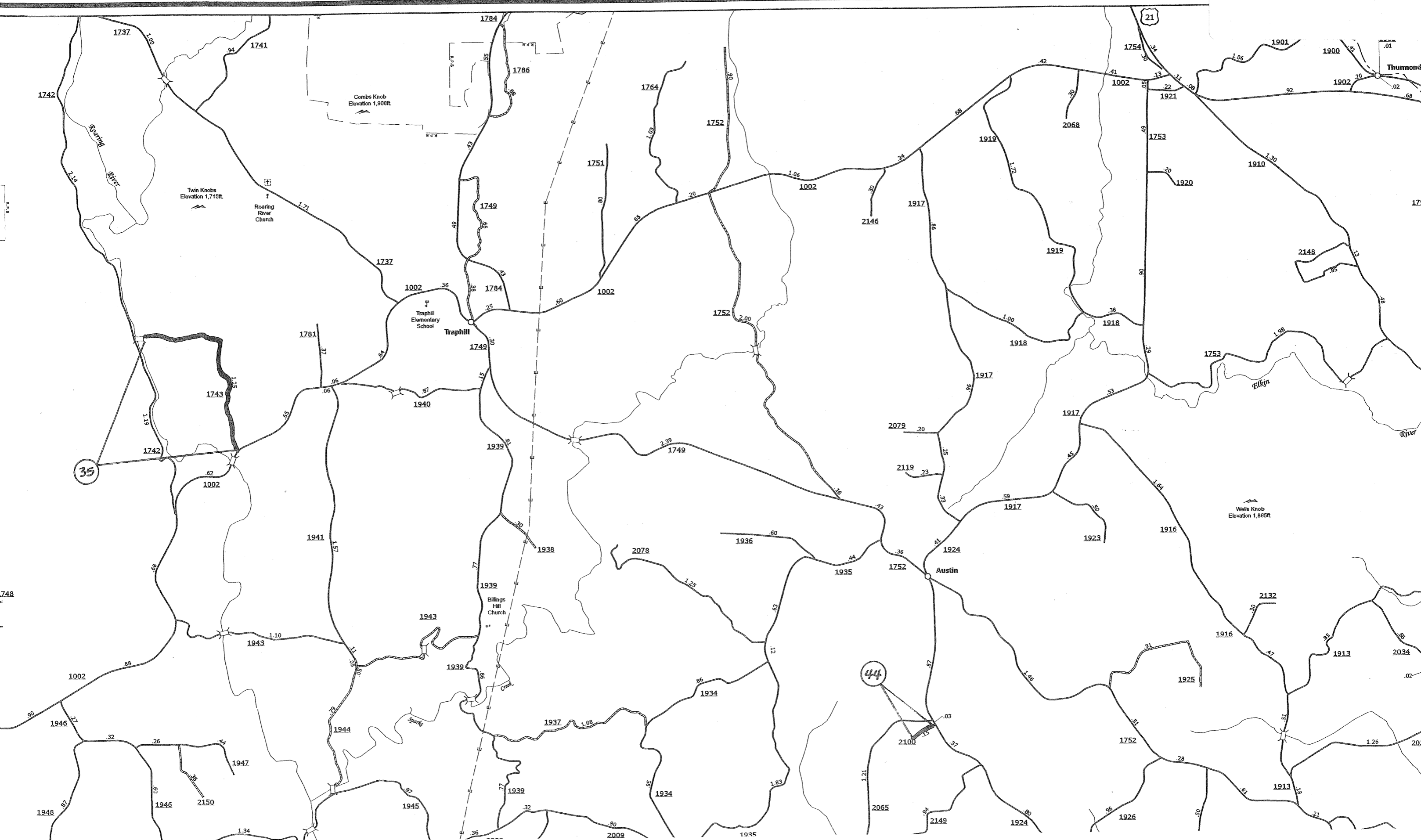
Clingman

Ronda Mountain  
Elevation: 605ft.



2017 AST  
WILKES COUNTY





Combs Knob  
Elevation 1,906ft.

Twin Knobs  
Elevation 1,715ft.

Roaring  
River  
Church

Traphill  
Elementary  
School

Billings  
Hill  
Church

Walls Knob  
Elevation 1,865ft.

Thurmond

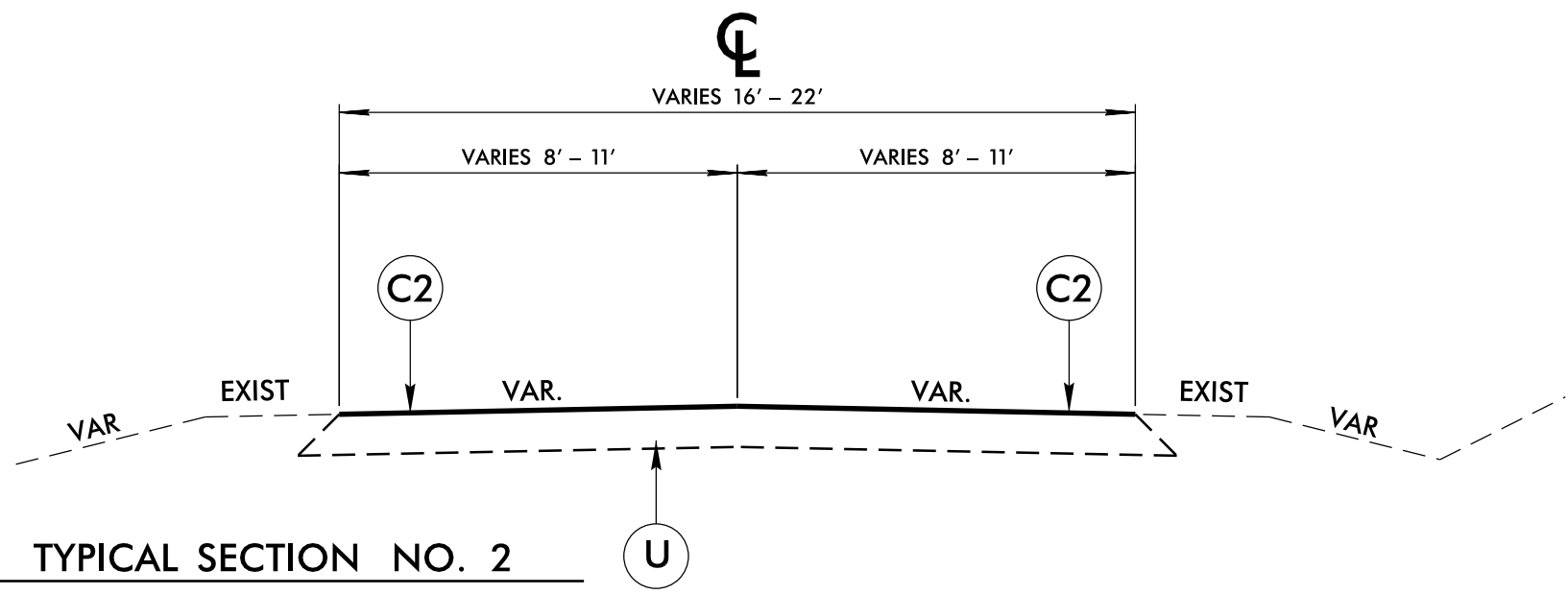
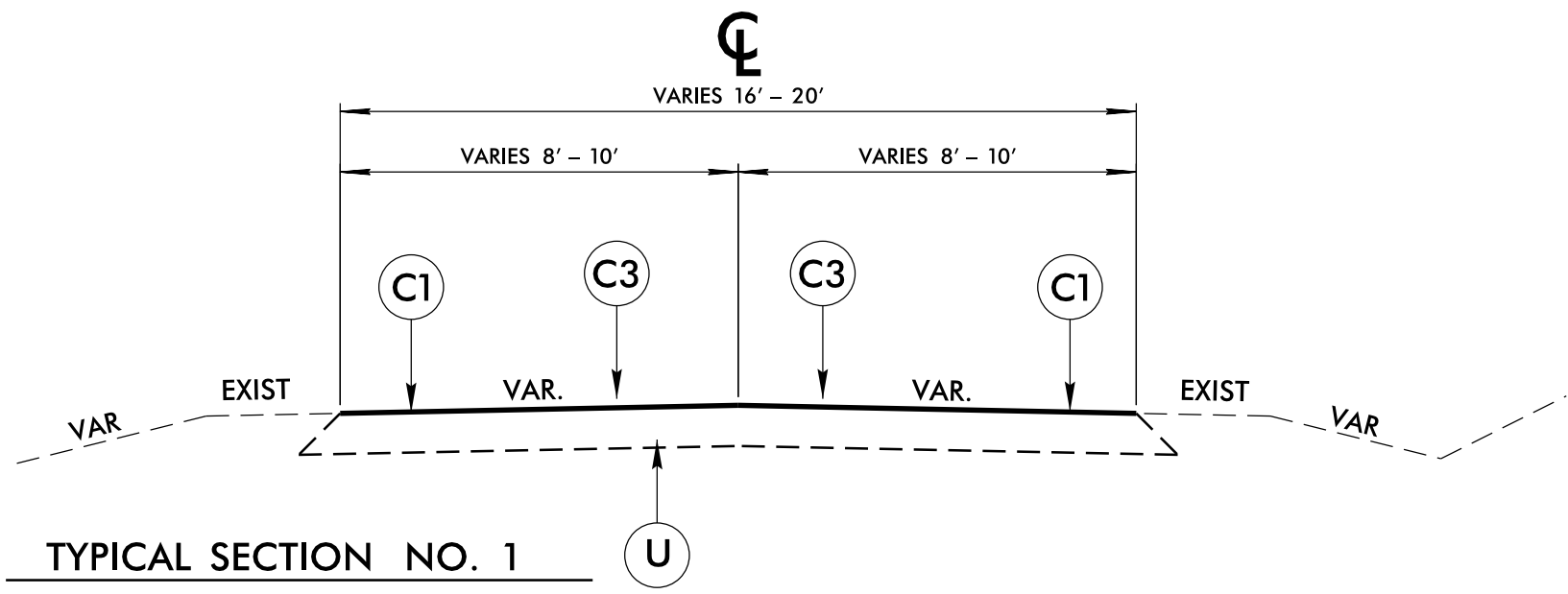
35

44

21



8/17/99



| PAVEMENT SCHEDULE |  |
|-------------------|--|
| C1                | PROP. ASPHALT SURFACE TREATMENT, FOG SEAL    |
| C2                | PROP. ASPHALT SURFACE TREATMENT, TRIPLE SEAL |
| C3                | PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL |
| U                 | EXISTING PAVEMENT                            |

|  |      |  |
|--|------|--|
| <b>WILKES COUNTY</b><br>ASPHALT SURFACE TREATMENT<br>RESURFACING             |      |  |
| DIVISION II  |      |  |
| REVISIONS  | INT. | DATE   |
|  |      |  |
|  |      |  |
|  |      |  |
| N.C. DEPARTMENT of TRANSPORTATION<br>DIVISION of HIGHWAYS<br>DIVISION ELEVEN |      | SCALE: N/A    DATE: 08/2016<br>PREPARED BY: J. L. LAWS<br>REVIEWED BY:<br>REVIEWED BY: |

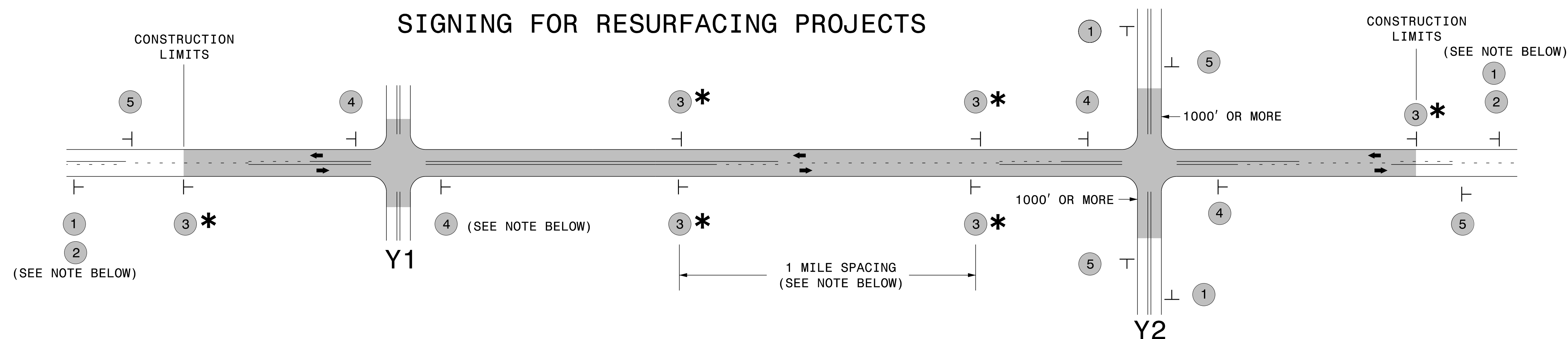
|                     |           |           |
|---------------------|-----------|-----------|
| PROJECT NO.         | SHEET NO. | TOTAL NO. |
| 2017CPT.11.20.20972 |           |           |

## SUMMARY OF QUANTITIES

| PROJECT NO          | COUNTY | MAP NO | ROUTE   | DESCRIPTION                | TYP NO | LANES | LANE TYPE | LENGTH MI | WIDTH FT | ASPHALT SURFACE TREATMENT, DOUBLE SEAL SY | ASPHALT SURFACE TREATMENT, FOG SEAL SY | ASPHALT SURFACE TREATMENT, TRIPLE SEAL SY | EMULSION FOR ASPHALT SURFACE TREATMENT GAL | 4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNING SF | 4457000000-N TEMPORARY TRAFFIC CONTROL LS | 4810000000-E 4" WHITE PAINT LF | 4810000000-E 4" YELLOW PAINT LF |
|---------------------|--------|--------|---------|----------------------------|--------|-------|-----------|-----------|----------|---|--|---|--|---|---|--------------------------------|---------------------------------|
| 2017CPT.11.20.20972 | Wilkes | 1      | SR 1179 | FROM NC 268 TO EOM         | 1      | 2     | 2WU       | 1.18      | 20       | 13,845                                    | 13,845                                 |   | 10,042                                     | 96  | 1.00                                      | 25,394                         | 24,920                          |
| 2017CPT.11.20.20972 | Wilkes | 2      | SR 1197 | FROM SR 1179 TO CUL-DE-SAC | 1      | 2     | 2WU       | 0.3       | 16       | 2,816                                     | 2,816                                  |   | 2,111                                      | 16  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 3      | SR 1215 | FROM SR 1179 TO DEAD END   | 1      | 2     | 2WU       | 0.32      | 18       | 3,379                                     | 3,379                                  |   | 2,365                                      | 16  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 4      | SR 1223 | FROM SR 1215 TO DEAD END   | 1      | 2     | 2WU       | 0.1       | 20       | 1,173                                     | 1,173                                  |   | 821  |   | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 5      | SR 1233 | FROM SR 1154 TO DEAD END   | 1      | 2     | 2WU       | 0.2       | 16       | 1,877                                     | 1,877                                  |   | 1,314                                      | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 6      | SR 1238 | FROM NC 268 TO END MAINT   | 1      | 2     | 2WU       | 0.15      | 20       | 1,760                                     | 1,760                                  |   | 1,372                                      | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 7      | SR 1421 | FROM SR 1372 TO SR 1325    | 1      | 2     | 2WU       | 0.6       | 20       | 7,040                                     | 7,040                                  |   | 4,928                                      | 112   | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 8      | SR 1422 | FROM SR 1421 TO SR 1325    | 1      | 2     | 2WU       | 0.25      | 20       | 2,933                                     | 2,933                                  |   | 2,053                                      | 32  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 9      | SR 1548 | FROM SR 1315 TO END MAINT  | 1      | 2     | 2WU       | 0.7       | 16       | 6,571                                     | 6,571                                  |   | 4,740                                      | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 10     | SR 1626 | FROM SR 1372 TO DEAD END   | 1      | 2     | 2WU       | 0.06      | 16       | 563                                       | 563                                    |   | 394  | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 11     | SR 1632 | FROM SR 1421 TO SR 1325    | 1      | 2     | 2WU       | 0.28      | 20       | 3,285                                     | 3,285                                  |   | 2,300                                      | 32  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 12     | SR 1639 | FROM SR 1315 TO DEAD END   | 1      | 2     | 2WU       | 0.2       | 18       | 2,112                                     | 2,112                                  |   | 1,478                                      | 16  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 13     | SR 1642 | FROM SR 1536 TO DEAD END   | 1      | 2     | 2WU       | 0.15      | 18       | 1,584                                     | 1,584                                  |   | 1,249                                      | 32  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 14     | SR 1644 | FROM SR 1548 TO END MAINT  | 1      | 2     | 2WU       | 0.15      | 18       | 1,584                                     | 1,584                                  |   | 1,249                                      |   | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 15     | SR 1645 | FROM SR 1548 TO END MAINT  | 1      | 2     | 2WU       | 0.21      | 18       | 2,218                                     | 2,218                                  |   | 1,692                                      |   | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 16     | SR 2086 | FROM NC 268 TO SR 2102     | 1      | 2     | 2WU       | 0.5       | 20       | 5,867                                     | 5,867                                  |   | 4,107                                      | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 17     | SR 2102 | FROM SR 2086 TO DEAD END   | 1      | 2     | 2WU       | 0.47      | 20       | 5,515                                     | 5,515                                  |   | 4,000                                      | 32  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 18     | SR 2124 | FROM SR 1701 TO CUL-DE-SAC | 1      | 2     | 2WU       | 0.23      | 20       | 2,699                                     | 2,699                                  |   | 2,029                                      | 40  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 19     | SR 2125 | FROM SR 2124 TO DEAD END   | 1      | 2     | 2WU       | 0.21      | 20       | 2,464                                     | 2,464                                  |   | 1,865                                      |   | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 20     | SR 2131 | FROM SR 2029 TO DEAD END   | 1      | 2     | 2WU       | 0.3       | 20       | 3,520                                     | 3,520                                  |   | 2,604                                      | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 21     | SR 2145 | FROM SR 2131 TO DEAD END   | 1      | 2     | 2WU       | 0.1       | 20       | 1,173                                     | 1,173                                  |   | 821  | 16  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 22     | SR 2169 | FROM SR 2102 TO DEAD END   | 1      | 2     | 2WU       | 0.25      | 18       | 2,640                                     | 2,640                                  |   | 1,988                                      | 16  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 23     | SR 2170 | FROM SR 2169 TO DEAD END   | 1      | 2     | 2WU       | 0.15      | 18       | 1,584                                     | 1,584                                  |   | 1,249                                      | 16  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 24     | SR 1154 | FROM PVMT CHG TO SR 1438   | 2      | 2     | 2WU       | 1.06      | 18       |   |  | 11,594                                    | 8,811                                      | 168   | *   | 22,811                         | 22,388                          |
| 2017CPT.11.20.20972 | Wilkes | 25     | SR 1155 | FROM SR 1158 TO BRIDGE     | 2      | 2     | 2WU       | 3.68      | 22       |   |  | 47,897                                    | 36,402                                     | 224   | *   | 79,194                         | 77,720                          |
| 2017CPT.11.20.20972 | Wilkes | 26     | SR 1302 | FROM US 421 TO END PVMT    | 2      | 2     | 2WU       | 0.38      | 20       |   |  | 4,459                                     | 3,389                                      | 64  | *   |                                |                                 |
| 2017CPT.11.20.20972 | Wilkes | 27     | SR 1333 | FROM SR 1593 TO END MAINT  | 2      | 2     | 2WU       | 0.75      | 20       |   |  | 9,000                                     | 6,840                                      |   | *   | 16,140                         | 15,840                          |
| 2017CPT.11.20.20972 | Wilkes | 28     | SR 1438 | FROM SR 1154 TO SR 1304    | 2      | 2     | 2WU       | 0.32      | 16       |   |  | 3,004                                     | 2,283                                      | 136   | *   | 6,886                          | 6,760                           |
| 2017CPT.11.20.20972 | Wilkes | 29     | SR 1439 | FROM US 421 TO END MAINT   | 2      | 2     | 2WU       | 0.19      | 16       |   |  | 1,783                                     | 1,355                                      | 112   | *   |                                |                                 |

|   |        |    |         |                             |   |   |     |              |    |               |               |                |                | PROJECT NO.         |          | SHEET NO.      | TOTAL NO.      |
|---|--------|----|---------|-----------------------------|---|---|-----|--------------|----|---------------|---------------|----------------|----------------|---------------------|----------|----------------|----------------|
|   |        |    |         |                             |   |   |     |              |    |               |               |                |                | 2017CPT.11.20.20972 |          |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 30 | SR 1536 | NC 18 TO SR 1535            | 2 | 2 | 2WU | 1.43         | 20 |               |               | 17,179         | 13,056         | 160                 | *        | 30,774         | 30,200         |
| 2017CPT.11.20.20972                           | Wilkes | 31 | SR 1550 | FROM SR 1315 TO SR 1551     | 2 | 2 | 2WU | 1.64         | 18 |               |               | 17,718         | 13,466         | 168                 | *        | 35,293         | 34,636         |
| 2017CPT.11.20.20972                           | Wilkes | 32 | SR 1586 | FROM SR 1514 TO DEAD END    | 2 | 2 | 2WU | 0.25         | 16 |               |               | 2,347          | 1,783          | 88                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 33 | SR 1705 | FROM SR 1703 TO END MAINT   | 2 | 2 | 2WU | 1.42         | 18 |               |               | 15,395         | 11,700         | 144                 | *        | 30,558         | 29,992         |
| 2017CPT.11.20.20972                           | Wilkes | 34 | SR 1707 | FROM SR 1716 TO SR 1002     | 2 | 2 | 2WU | 2.55         | 20 |               |               | 30,320         | 23,043         | 240                 | *        | 54,876         | 53,856         |
| 2017CPT.11.20.20972                           | Wilkes | 35 | SR 1743 | FROM SR 1742 TO SR 1002     | 2 | 2 | 2WU | 1.25         | 18 |               |               | 13,200         | 10,032         | 160                 | *        | 26,900         | 26,400         |
| 2017CPT.11.20.20972                           | Wilkes | 36 | SR 1745 | FROM SR 1762 TO SR 1002     | 2 | 2 | 2WU | 1.58         | 18 |               |               | 16,885         | 12,833         | 192                 | *        | 34,002         | 33,368         |
| 2017CPT.11.20.20972                           | Wilkes | 37 | SR 1762 | FROM SR 1745 TO END MAINT   | 2 | 2 | 2WU | 0.6          | 16 |               |               | 5,632          | 4,280          | 32                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 38 | SR 1765 | FROM SR 1803 TO DEAD END    | 2 | 2 | 2WU | 0.47         | 20 |               |               | 5,715          | 4,343          | 64                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 39 | SR 1766 | FROM SR 1725 TO DEAD END    | 2 | 2 | 2WU | 0.7          | 18 |               |               | 7,592          | 5,770          | 64                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 40 | SR 1909 | FROM SR 2070 TO SURRY CO    | 2 | 2 | 2WU | 0.07         | 20 |               |               | 821            | 624            | 160                 | *        | 1,506          | 1,480          |
| 2017CPT.11.20.20972                           | Wilkes | 41 | SR 1993 | FROM SR 1995 TO SR 1990     | 2 | 2 | 2WU | 1.42         | 18 |               |               | 15,395         | 11,701         | 184                 | *        | 30,558         | 29,992         |
| 2017CPT.11.20.20972                           | Wilkes | 42 | SR 1995 | FROM NC 268 TO SR 1993      | 2 | 2 | 2WU | 1.52         | 18 |               |               | 16,051         | 12,199         | 112                 | *        | 32,710         | 32,104         |
| 2017CPT.11.20.20972                           | Wilkes | 43 | SR 2070 | FROM US 21 TO SR 1908       | 2 | 2 | 2WU | 1.21         | 18 |               |               | 12,978         | 9,863          | 160                 | *        | 26,039         | 25,556         |
| 2017CPT.11.20.20972                           | Wilkes | 44 | SR 2100 | FROM SR 1924 TO DEAD END    | 2 | 2 | 2WU | 0.15         | 16 |               |               | 1,608          | 1,222          | 64                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 45 | SR 2153 | FROM SR 1953 TO DEAD END    | 2 | 2 | 2WU | 0.12         | 18 |               |               | 1,467          | 1,115          | 40                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 46 | SR 2315 | FROM YADKIN CO TO SR 2576   | 2 | 2 | 2WU | 0.8          | 18 |               |               | 8,648          | 6,572          | 160                 | *        | 17,216         | 16,896         |
| 2017CPT.11.20.20972                           | Wilkes | 47 | SR 2340 | FROM SR 2355 TO END 18' PVT | 2 | 2 | 2WU | 1.48         | 18 |               |               | 16,029         | 12,182         | 184                 | *        | 31,850         | 31,256         |
| 2017CPT.11.20.20972                           | Wilkes | 48 | SR 2378 | FROM SR 2307 TO DEAD END    | 2 | 2 | 2WU | 0.42         | 16 |               |               | 4,142          | 3,149          | 64                  | *        |                |                |
| 2017CPT.11.20.20972                           | Wilkes | 49 | SR 2401 | FROM SR 2576 TO SR 2576     | 2 | 2 | 2WU | 0.84         | 18 |               |               | 9,070          | 6,893          | 80                  | *        | 18,077         | 17,740         |
| 2017CPT.11.20.20972                           | Wilkes | 50 | SR 2406 | FROM SR 2400 TO SR 2403     | 2 | 2 | 2WU | 0.8          | 18 |               |               | 8,448          | 6,420          | 136                 | *        | 17,216         | 16,896         |
| 2017CPT.11.20.20972                           | Wilkes | 51 | SR 2412 | FROM SR 2400 TO NC 115      | 2 | 2 | 2WU | 5.13         | 18 |               |               | 54,673         | 41,551         | 328                 | *        | 110,398        | 108,344        |
| 2017CPT.11.20.20972                           | Wilkes | 52 | SR 2418 | FROM SR 2431 TO SR 2340     | 2 | 2 | 2WU | 1.76         | 20 |               |               | 20,851         | 15,846         | 184                 | *        | 37,875         | 37,172         |
| 2017CPT.11.20.20972                           | Wilkes | 53 | SR 2436 | FROM SR 2576 TO END MAINT   | 2 | 2 | 2WU | 1.28         | 18 |               |               | 13,517         | 10,273         | 80                  | *        | 27,546         | 27,032         |
| 2017CPT.11.20.20972                           | Wilkes | 54 | SR 1332 | FROM SR 1372 TO SR 1333     | 2 | 2 | 2WU | 0.61         | 18 |               |               | 6,642          | 5,048          | 80                  | *        | 13,127         | 12,884         |
| 2017CPT.11.20.20972                           | Wilkes | 55 | SR 1393 | FROM SR 1333 TO DEAD END    | 2 | 2 | 2WU | 0.15         | 18 |               |               | 1,784          | 1,356          |                     | *        |                |                |
| <b>TOTAL FOR PROJ NO. 2017CPT.11.20.20972</b> |        |    |         |                             |   |   |     | <b>43.09</b> |    | <b>78,202</b> | <b>78,202</b> | <b>401,844</b> | <b>362,171</b> | <b>4,888</b>        | <b>1</b> | <b>726,946</b> | <b>713,432</b> |
| <b>GRAND TOTAL</b>                            |        |    |         |                             |   |   |     |              |    |               |               |                |                |                     |          |                |                |
|   |        |    |         |                             |   |   |     | <b>43.09</b> |    | <b>78,202</b> | <b>78,202</b> | <b>401,844</b> | <b>362,171</b> | <b>4,888</b>        | <b>1</b> | <b>726,946</b> | <b>713,432</b> |

# SIGNING FOR RESURFACING PROJECTS



| LEGEND |                           |
|--------|---------------------------|
| ┆      | STATIONARY SIGN           |
| ←      | DIRECTION OF TRAFFIC FLOW |

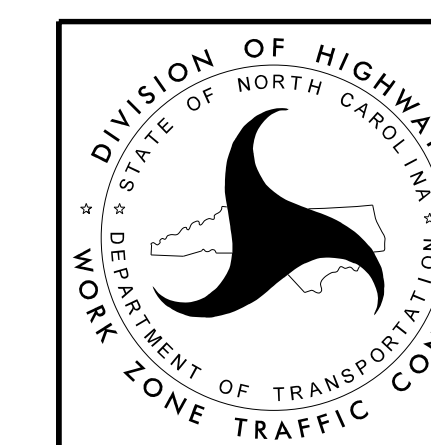
## MAINLINE (-L-) SIGNING

## -Y- LINE SIGNING

| SIGNING NOTES AND<br>PLACEMENT PER DIRECTION | MAINLINE (-L-) SIGNING   |  | -Y- LINE SIGNING  |  |
|--|--------------------------|--|---|--|
|  | 1                        | <br>W20-1<br>48" X 48"                               | PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.<br>ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.   | <p>NO REQUIRED STATIONARY SIGNING 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, 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;"> <div style="text-align: center;"> <br/>           W20-1<br/>           48" X 48"         </div> <div style="text-align: center;"> <br/>           W20-7 A<br/>           48" X 48"         </div> </div> <p>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</p> |
|  | 2                        | <br>W7-3aP<br>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)  |  |
|  | 3 *                      | <br>SP 13107<br>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.   |  |
|  | 4                        | <br>SP 13106<br>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  | <br>G20-2 A<br>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