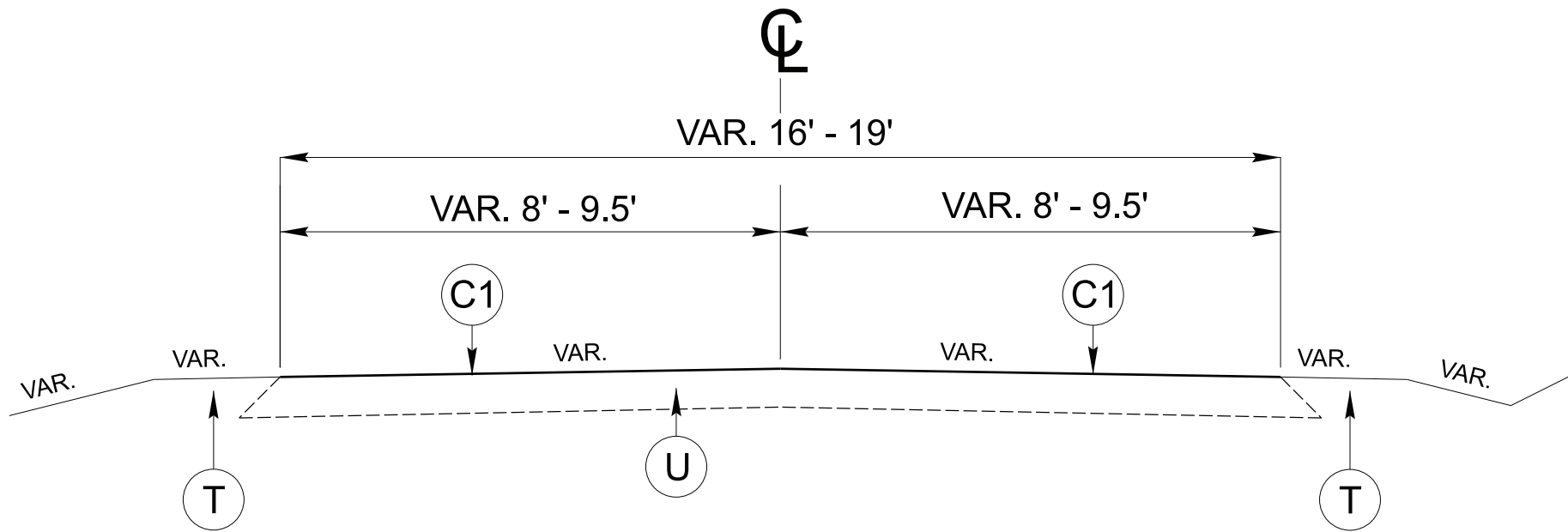


5/26/20

\* "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 THE ENGINEER



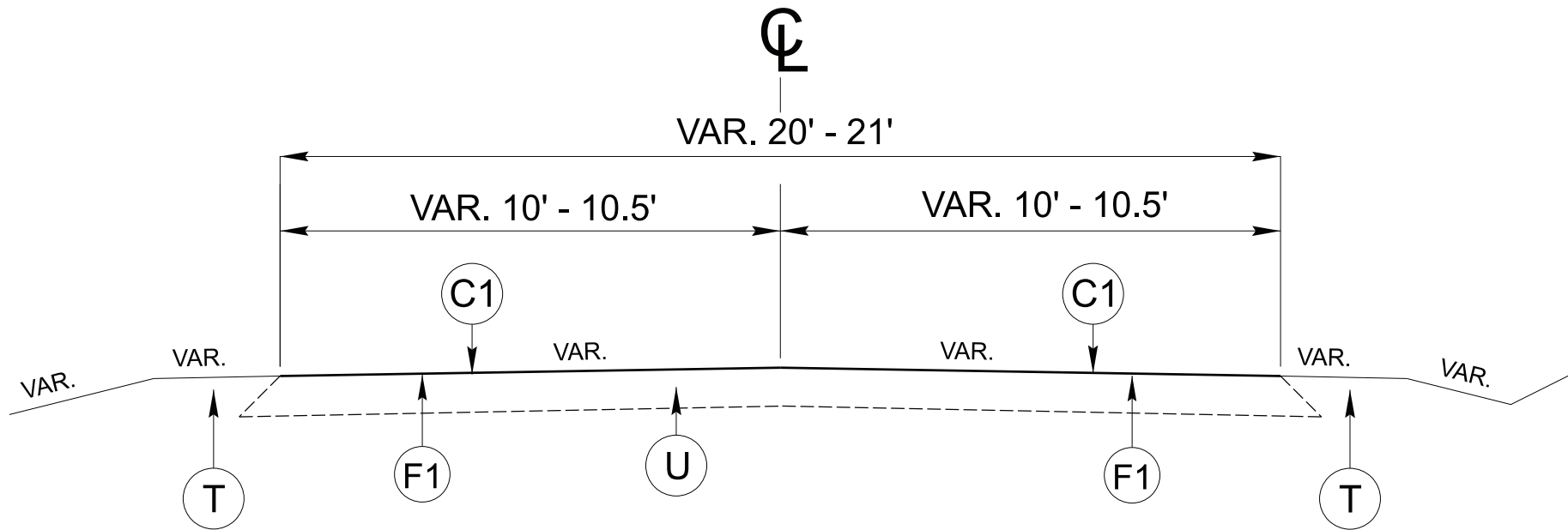
## TYPICAL SECTION NO. 1

MAP 1 - SR 1325 PADS RD FROM 50' N OF SR 1320 TO 75' E OF SR 1322

\*\*\* MAP 2 - SR 1999 GREENHORN RD FROM 75' S OF SR 2004 TO 50' E OF SR 1934

\*\*\* MAP 3 - SR 1934 GREENHORN RD FROM 50' E OF SR 1934 TO 50' E OF SR 1934

\*\*\* MAP 4 - SR 1934 SOUTH LOMAX RD FROM SR 2178 TO 50' N OF SR 2014



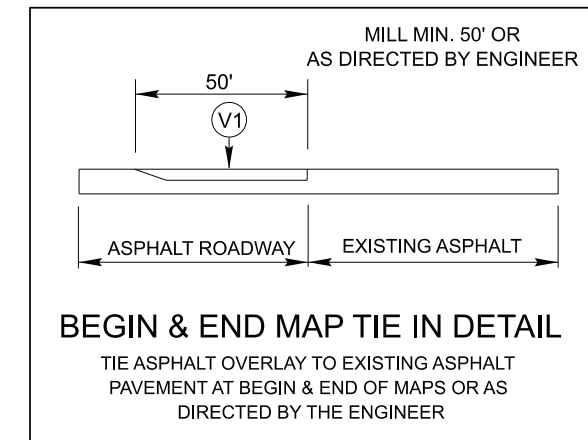
## TYPICAL SECTION NO. 2

MAP 5 - SR 2461 EDGEWOOD RD FROM 250' E OF SR 1001 TO SR 2462

MAP 6 - SR 2462 EDGEWOOD RD FROM 125' W OF NC 115 TO SR 2461

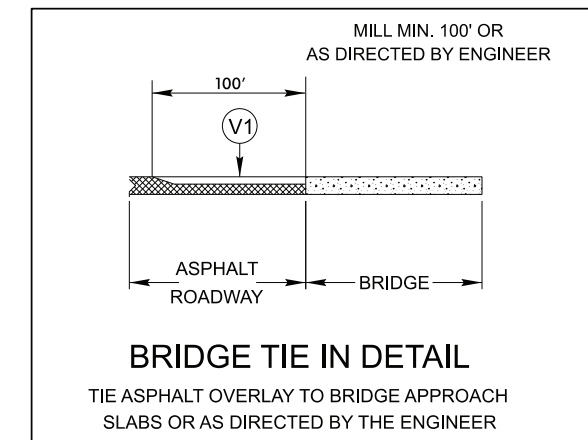
MAP 7 - SR 2462 COUNTRY CLUB RD EXT FROM SR 2461 TO 120' E OF SR 1001

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT WITH NO.78M STONE
F2	ASPHALT SURFACE TREATMENT, MAT COAT WITH NO.67M STONE
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING (See Tie in Detail)



### BEGIN & END MAP TIE IN DETAIL

TIE ASPHALT OVERLAY TO EXISTING ASPHALT PAVEMENT AT BEGIN & END OF MAPS OR AS DIRECTED BY THE ENGINEER



### BRIDGE TIE IN DETAIL

TIE ASPHALT OVERLAY TO BRIDGE APPROACH SLABS OR AS DIRECTED BY THE ENGINEER

NOTE: TYPICALS ARE NOT TO SCALE

DK00447

001

NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS



DIVISION ELEVEN

WILKES COUNTY

SECONDARY ROADS

2026  
ASPHALT  
RESURFACING

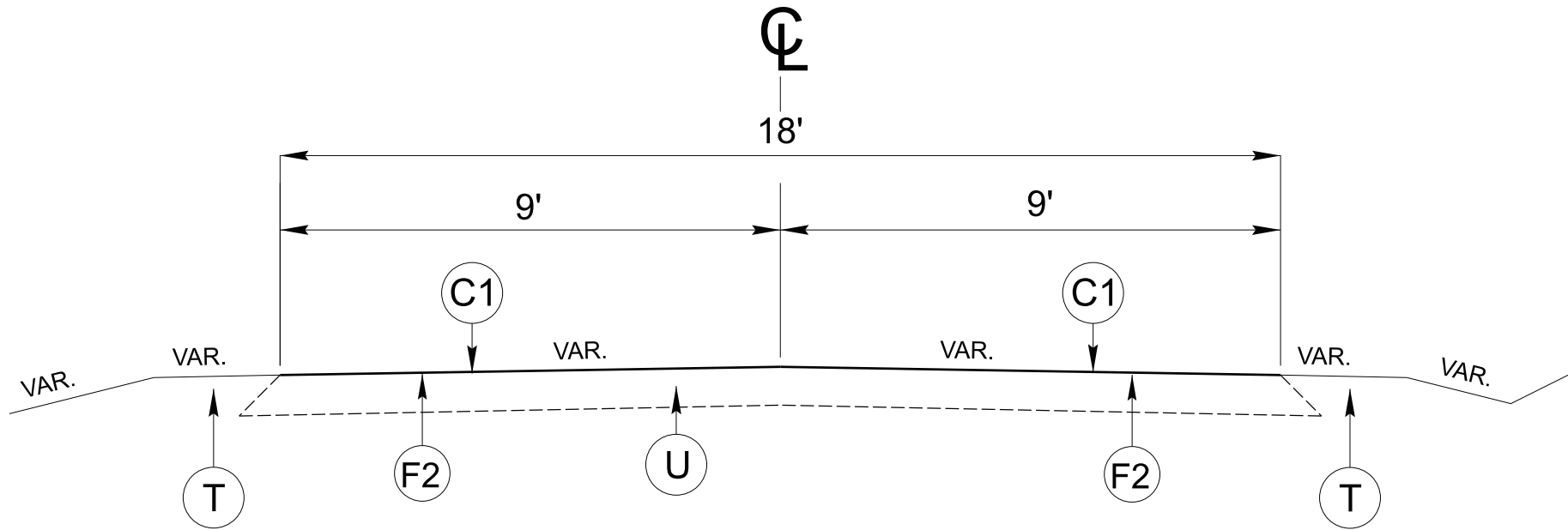


DATE: 8/21/2025

PREPARED BY: DLH

REVISIONS

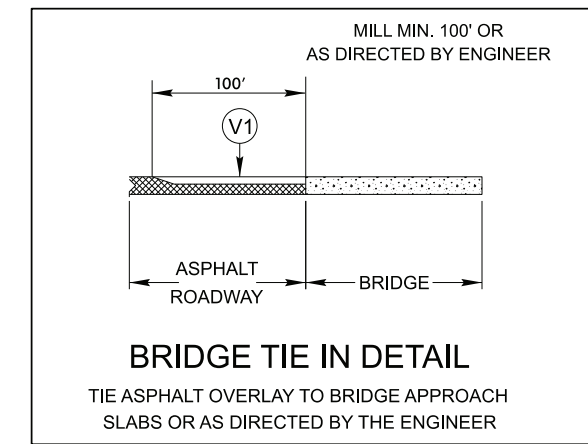
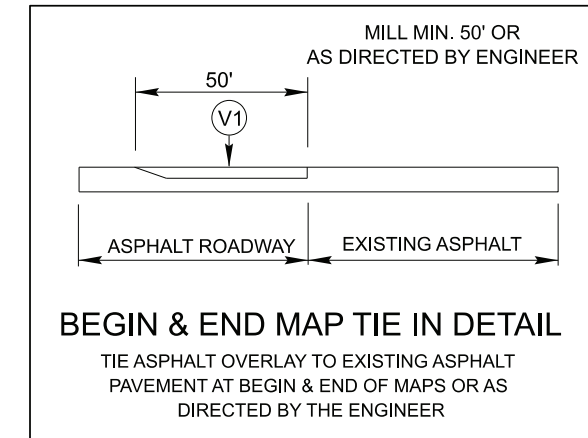
\* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER



### TYPICAL SECTION NO. 3

MAP 8 - SR 2018 MACEDONIA CHURCH RD FROM PVMT JOINT E OF SR 1924 TO PVMT JOINT N OF NC 268

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
F1	ASPHALT SURFACE TREATMENT, MAT COAT WITH NO.78M STONE
F2	ASPHALT SURFACE TREATMENT, MAT COAT WITH NO.67M STONE
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	INCIDENTAL MILLING (See Tie in Detail)



NOTE: TYPICALS ARE NOT TO SCALE



COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN	END	1220000000-E	1245000000-E	1260000000-E	1330000000-E	1523000000-E	1524000000-E	1575000000-E	1704000000-E	1775500000-E		1838000000-E
							MI	FT	MP	MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	INCIDENTAL MILLING	SURFACE COURSE, S9.5C	LEVELING COURSE, TYPE S9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT, #78 STONE	ASPHALT SURFACE TREATMENT, MAT COAT, #67 STONE	EMULSION FOR ASPHALT SURFACE TREATMENT
											TONS	SMI	TON	SY	TONS	TON	TONS	TONS	SY	SY	GAL
Wilkes	1	SR-1325 / PADS ROAD	FROM 50' NORTH OF SR 1320 (CONGO ROAD) TO 75' EAST OF SR 1322 (WINKLER MILL ROAD)	1	2	2WU	1.03	16	0	1.03	31	2.1	567	178	900		53				
Wilkes	2	SR-1999 / GREENHORN ROAD	FROM 75' SOUTH OF SR 2004 (NEW LIGHT CHURCH ROAD) TO 50' EAST OF SR 1934 (NORTH LOMAX ROAD)	1	2	2WU	3.43	18	2	5.43	103	6.9	1,887	850	3,523	1,527	298				
Wilkes	3	SR-1934 / GREENHORN ROAD	FROM 50' EAST OF SR 1934 (NORTH LOMAX ROAD) TO 50' EAST OF SR 1934 (SOUTH LOMAX ROAD)	1	2	2WU	0.71	19	3.47	4.18	21	1.4	391	125	736	333	63				
Wilkes	4	SR-1934 / SOUTH LOMAX ROAD	FROM SR 2178 (GREENHORN ROAD) TO 50' NORTH OF SR 2014 (NORTH HOOTS ROAD)	1	2	2WU	2.67	19	4.18	6.85	80	5.3	1,469	500	2,768	1,254	237				
Wilkes	5	SR-2461 / EDGEWOOD ROAD	FROM 250' EAST OF SR 1001 (BRUSHY MOUNTAIN ROAD ROUNDABOUT) TO SR 2462 (COUNTRY CLUB ROAD EXT)	2	2	2WU	2.26	20	0.05	2.31	68	4.5	1,243	1,345	2,578		152		26,517		7,955
Wilkes	6	SR-2462 / EDGEWOOD ROAD	FROM 125' WEST OF NC 115 (END OF CONCRETE ISLAND) TO SR 2461 (EDGEWOOD ROAD)	2	2	2WU	0.21	21	0	0.21	6	0.4	116	2,525	251		15		2,587		776
Wilkes	7	SR-2462 / COUNTRY CLUB ROAD EXT	FROM SR 2461 (EDGEWOOD ROAD) TO 120' EAST SR 1001 (BRUSHY MOUNTAIN ROAD)	2	2	2WU	1.87	21	0.21	2.08	56	3.7	1,029	875	2,239		132		23,038		6,912
Wilkes	8	SR-2018 / MACEDONIA CHURCH ROAD	FROM PAVEMENT JOINT EAST OF SR 1924 (AUSTIN LITTLE MOUNTAIN ROAD) TO PAVEMENT JOINT NORTH OF NC268	3	2	2WU	2.57	18	0	2.57	77	5.1	1,414	600	2,640		168	250		27,139	10,856
							<b>14.75</b>				<b>442</b>	<b>29.4</b>	<b>8,116</b>	<b>6,998</b>	<b>15,635</b>	<b>3,114</b>	<b>1,118</b>	<b>250</b>	<b>52,142</b>	<b>27,139</b>	<b>26,499</b>
							<b>14.75</b>				<b>442</b>	<b>29.4</b>	<b>8,116</b>	<b>6,998</b>	<b>15,635</b>	<b>3,114</b>	<b>1,118</b>	<b>250</b>	<b>52,142</b>	<b>27,139</b>	<b>26,499</b>

PROJECT NO.	SHEET NO.
DK00447	4

## THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	4413000000-E	4720000000-E	4709000000-E	4890000000-E	4895000000-N	
								MI	FT			WORK ZONE ADVANCE/GENERAL WARNING SIGNING	THERMOPLASTIC MESSAGE "SCHOOL", 90 MILS	THERMOPLASTIC PAVEMENT MARKING LINES, 24", 90 MIL	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 65 MIL	POLYCARBONATE H-SHAPED MARKER	
												SF	EA	LF	LF	EA	
2026CPT.11.03.20971	Wilkes	1	SR-1325 / PADS ROAD	FROM 50' NORTH OF SR 1320 (CONGO ROAD) TO 75' EAST OF SR 1322 (WINKLER MILL ROAD)	1	2	2WU	1.03	16	0	1.03	112				21,754	
2026CPT.11.03.20971	Wilkes	2	SR-1999 / GREENHORN ROAD	FROM 75' SOUTH OF SR 2004 (NEW LIGHT CHURCH ROAD) TO 50' EAST OF SR 1934 (NORTH LOMAX ROAD)	1	2	2WU	3.43	18	2	5.43	262				72,442	
2026CPT.11.03.20971	Wilkes	3	SR-1934 / GREENHORN ROAD	FROM 50' EAST OF SR 1934 (NORTH LOMAX ROAD) TO 50' EAST OF SR 1934 (SOUTH LOMAX ROAD)	1	2	2WU	0.71	19	3.47	4.18	112				14,995	
2026CPT.11.03.20971	Wilkes	4	SR-1934 / SOUTH LOMAX ROAD	FROM SR 2178 (GREENHORN ROAD) TO 50' NORTH OF SR 2014 (NORTH HOOTS ROAD)	1	2	2WU	2.67	19	4.18	6.85	226				56,390	
2026CPT.11.03.20971	Wilkes	5	SR-2461 / EDGEWOOD ROAD	FROM 250' EAST OF SR 1001 (BRUSHY MOUNTAIN ROAD ROUNDABOUT) TO SR 2462 (COUNTRY CLUB ROAD EXT)	2	2	2WU	2.26	20	0.05	2.31	226				47,731	149
2026CPT.11.03.20971	Wilkes	6	SR-2462 / EDGEWOOD ROAD	FROM 125' WEST OF NC 115 (END OF CONCRETE ISLAND) TO SR 2461 (EDGEWOOD ROAD)	2	2	2WU	0.21	21	0	0.21	32				4,435	14
2026CPT.11.03.20971	Wilkes	7	SR-2462 / COUNTRY CLUB ROAD EXT	FROM SR 2461 (EDGEWOOD ROAD TO 120' EAST SR 1001 (BRUSHY MOUNTAIN ROAD)	2	2	2WU	1.87	21	0.21	2.08	176				39,494	123
2026CPT.11.03.20971	Wilkes	8	SR-2018 / MACEDONIA CHURCH ROAD	FROM PAVEMENT JOINT EAST OF SR 1924 (AUSTIN LITTLE MOUNTAIN ROAD) TO PAVEMENT JOINT NORTH OF NC268	3	2	2WU	2.57	18	0	2.57	226	12	72	54,278	170	
<b>TOTAL FOR PROJ NO. 2026CPT.11.03.20971</b>								<b>14.75</b>				<b>1,372</b>	<b>12</b>	<b>72</b>	<b>311,519</b>	<b>456</b>	
<b>GRAND TOTAL</b>								<b>14.75</b>				<b>1,372</b>	<b>12</b>		<b>311,519</b>	<b>456</b>	

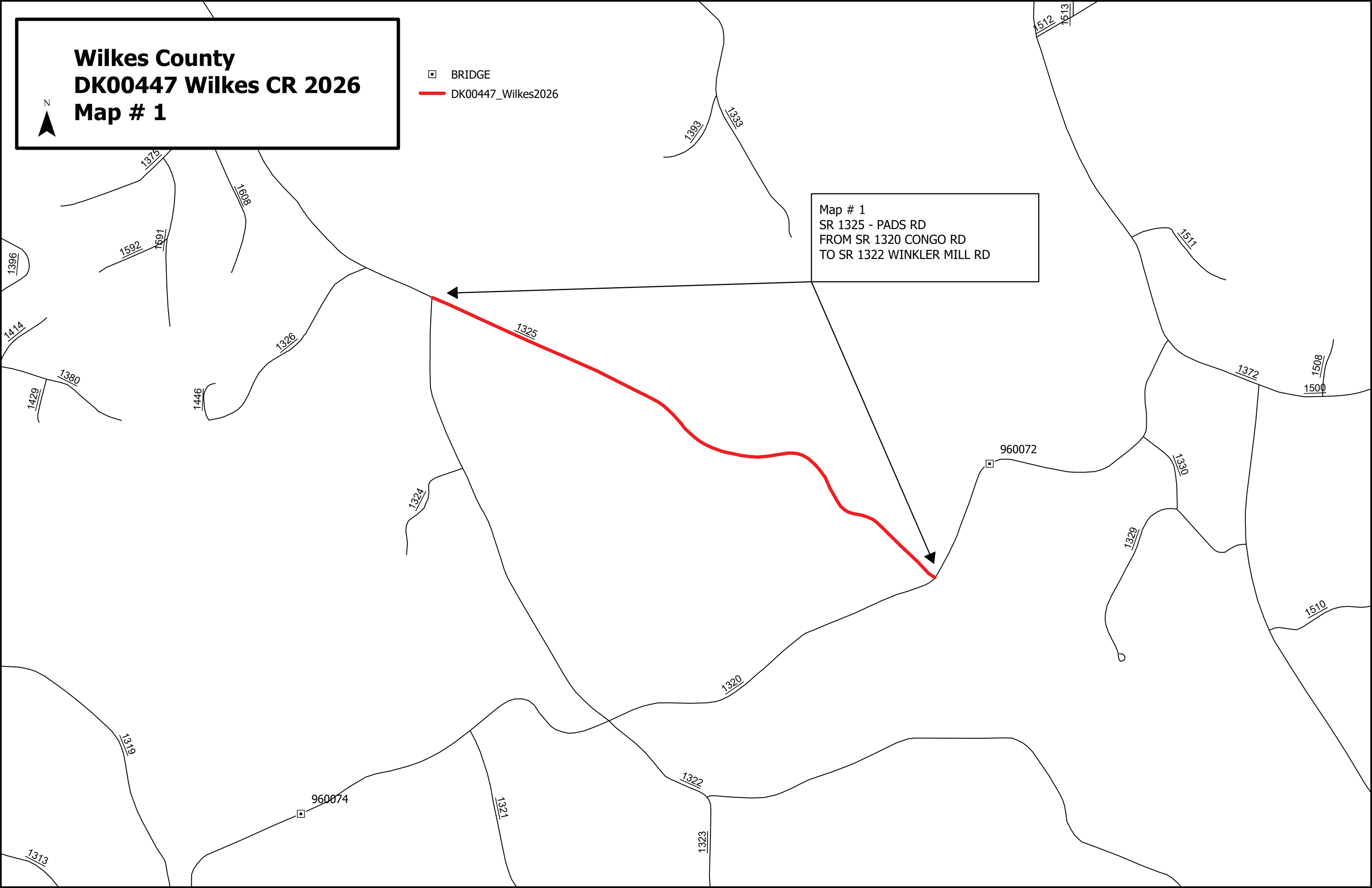
[MILE POST MAPS](#)

**Wilkes County**  
**DK00447 Wilkes CR 2026**  
**Map # 1**



- BRIDGE
- DK00447\_Wilkes2026

Map # 1  
SR 1325 - PADS RD  
FROM SR 1320 CONGO RD  
TO SR 1322 WINKLER MILL RD



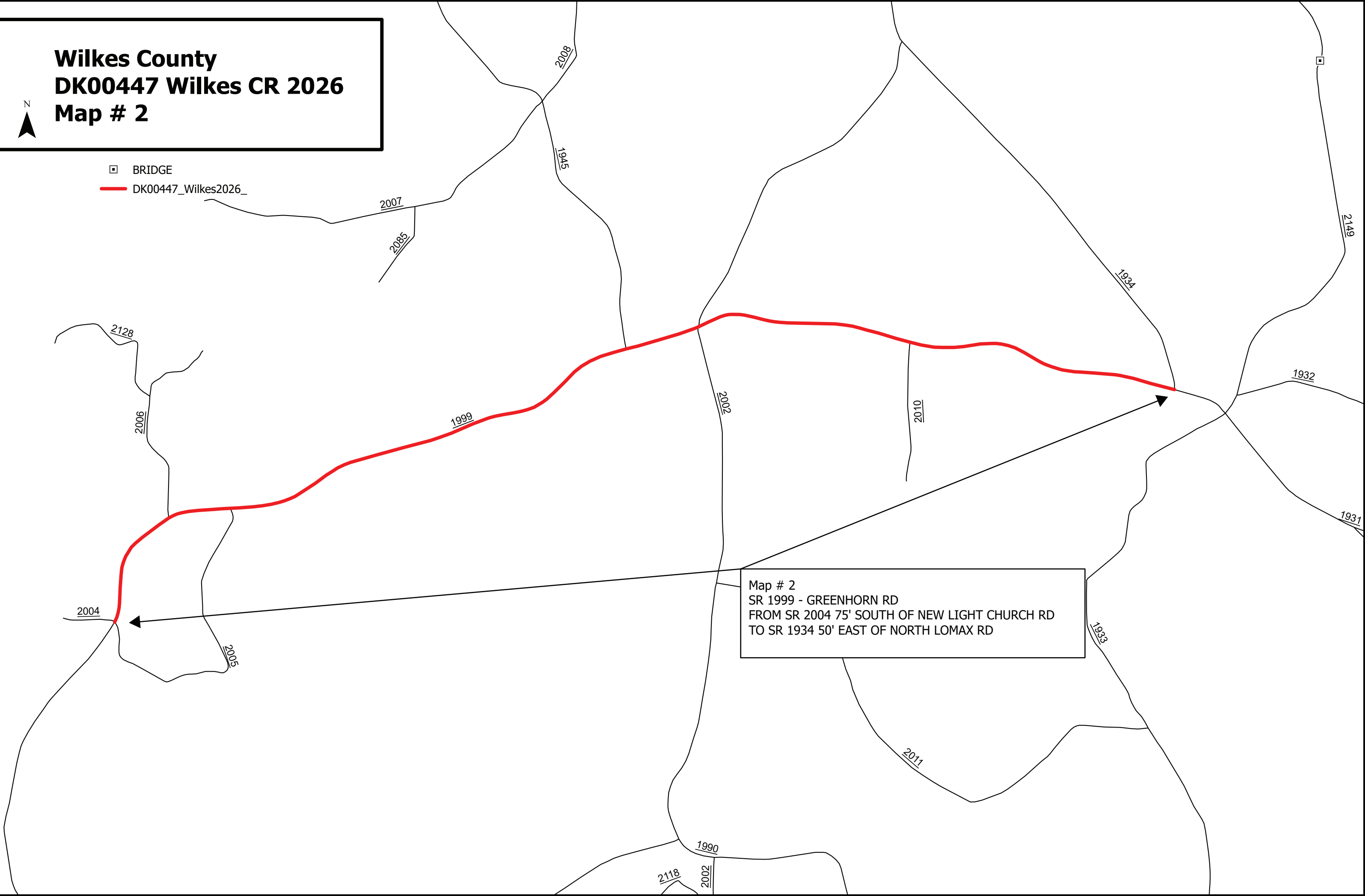
**Wilkes County**  
**DK00447 Wilkes CR 2026**  
**Map # 2**



□ BRIDGE

— DK00447\_Wilkes2026\_

Map # 2  
SR 1999 - GREENHORN RD  
FROM SR 2004 75' SOUTH OF NEW LIGHT CHURCH RD  
TO SR 1934 50' EAST OF NORTH LOMAX RD



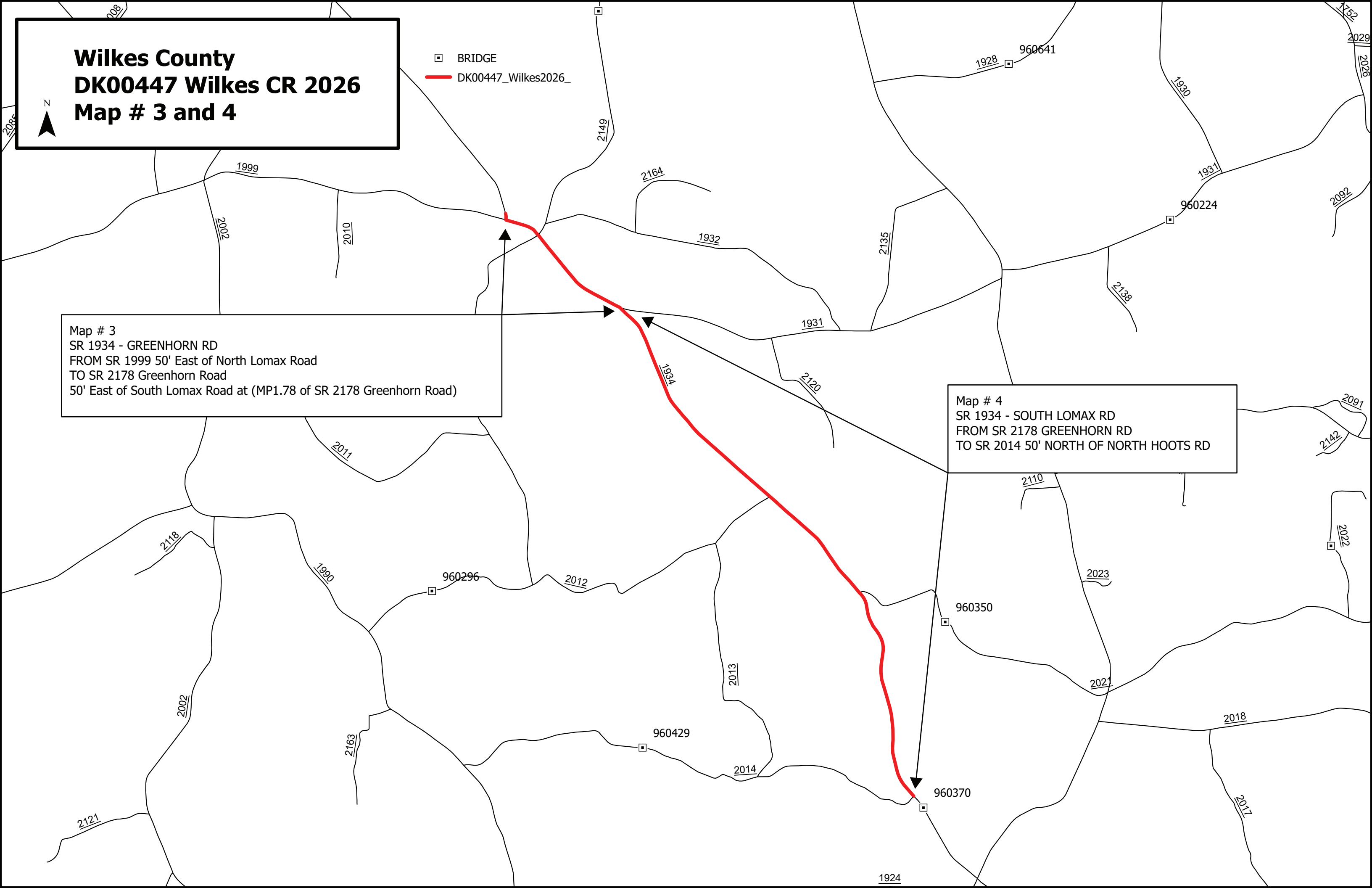
**Wilkes County**  
**DK00447 Wilkes CR 2026**  
**Map # 3 and 4**



- BRIDGE
- DK00447\_Wilkes2026\_

Map # 3  
SR 1934 - GREENHORN RD  
FROM SR 1999 50' East of North Lomax Road  
TO SR 2178 Greenhorn Road  
50' East of South Lomax Road at (MP1.78 of SR 2178 Greenhorn Road)

Map # 4  
SR 1934 - SOUTH LOMAX RD  
FROM SR 2178 GREENHORN RD  
TO SR 2014 50' NORTH OF NORTH HOOTS RD

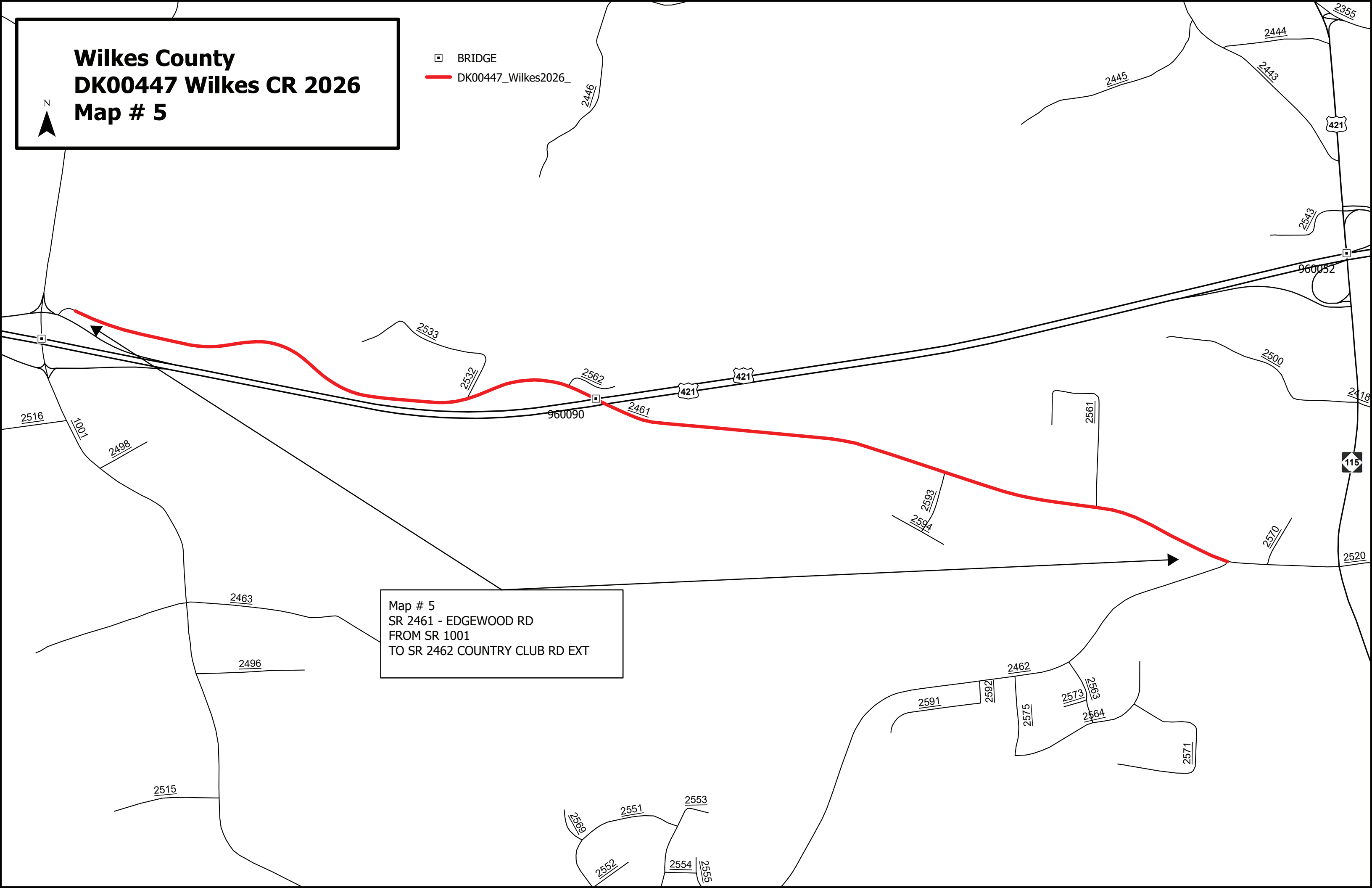


# Wilkes County DK00447 Wilkes CR 2026 Map # 5



- BRIDGE
- DK00447\_Wilkes2026\_

Map # 5  
SR 2461 - EDGEWOOD RD  
FROM SR 1001  
TO SR 2462 COUNTRY CLUB RD EXT



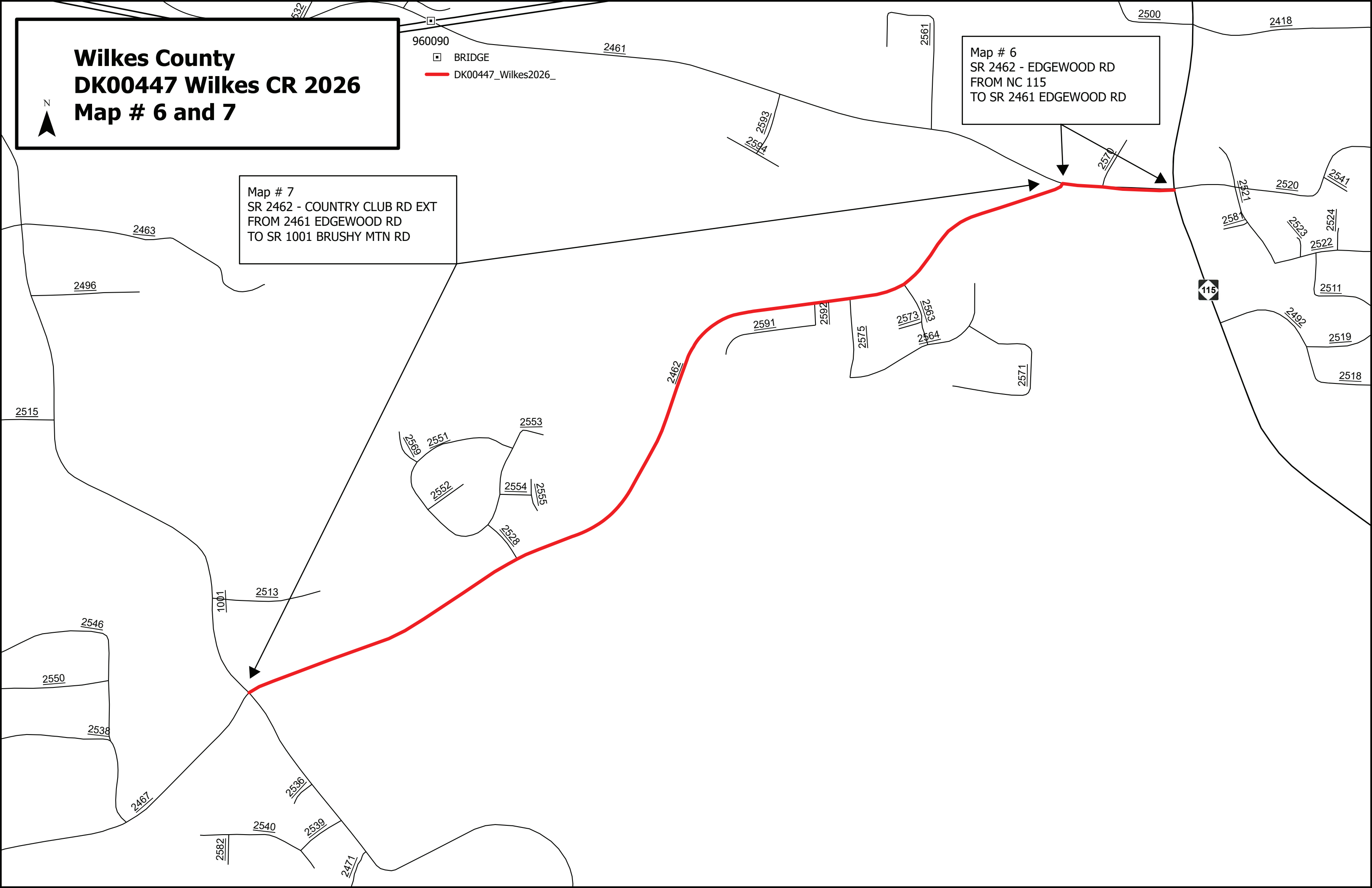
# Wilkes County DK00447 Wilkes CR 2026 Map # 6 and 7



960090  
BRIDGE  
DK00447\_Wilkes2026\_

Map # 6  
SR 2462 - EDGEWOOD RD  
FROM NC 115  
TO SR 2461 EDGEWOOD RD

Map # 7  
SR 2462 - COUNTRY CLUB RD EXT  
FROM 2461 EDGEWOOD RD  
TO SR 1001 BRUSHY MTN RD

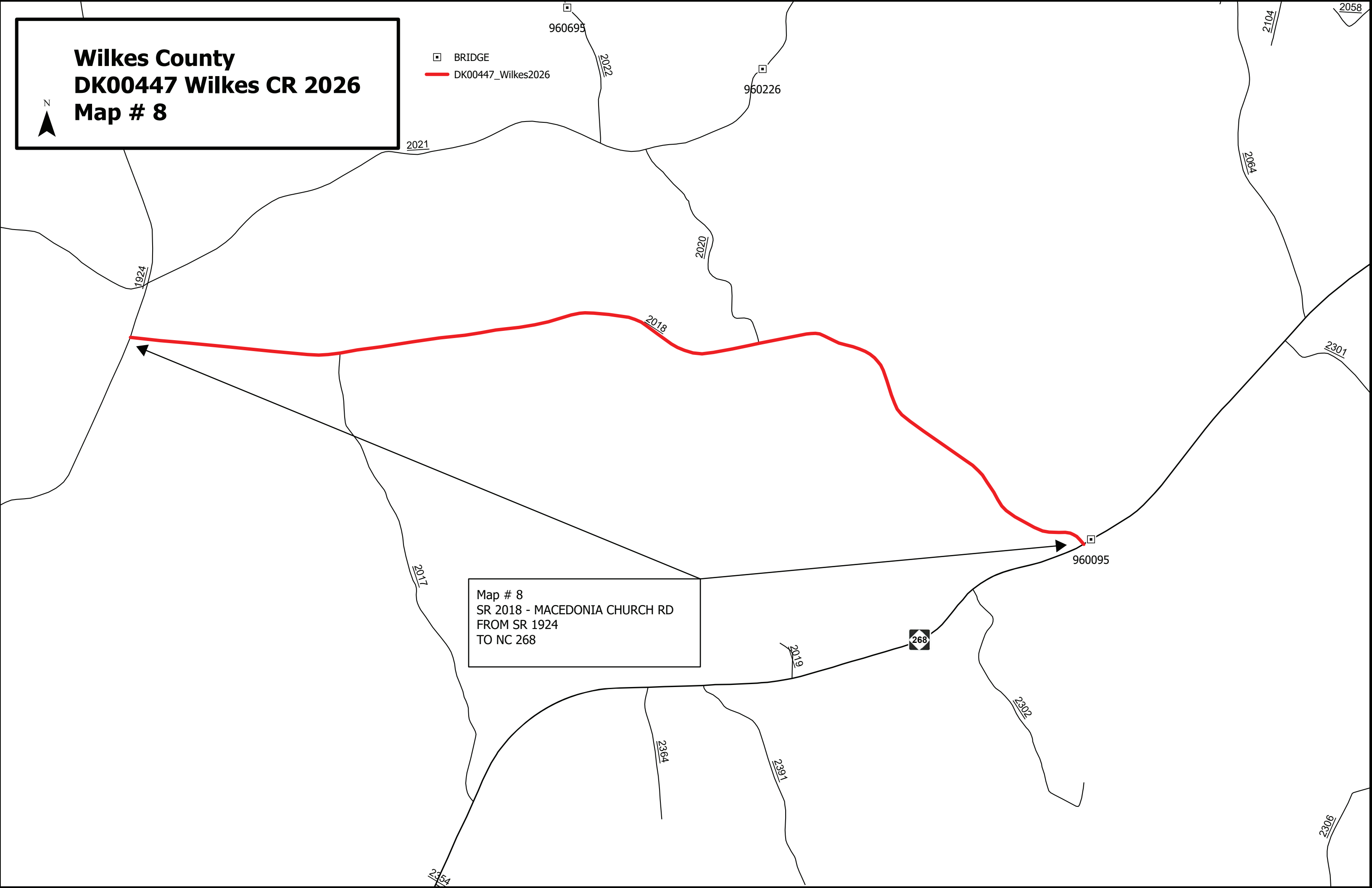


**Wilkes County**  
**DK00447 Wilkes CR 2026**  
**Map # 8**

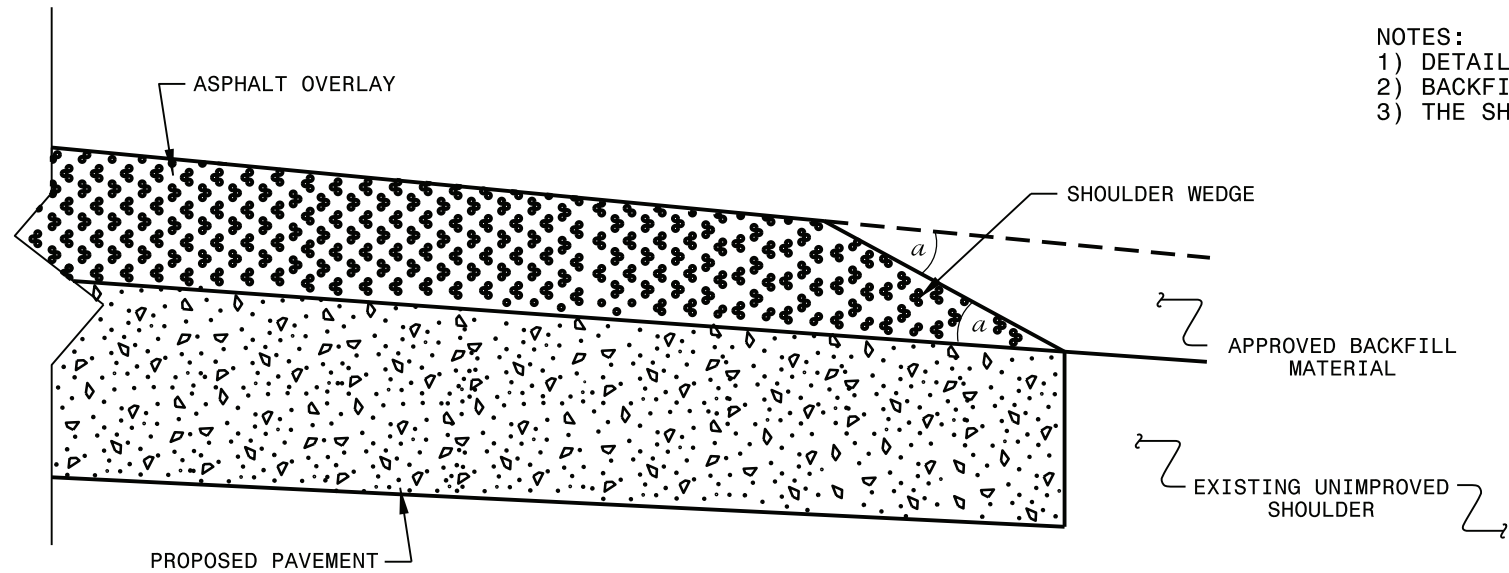


- ▣ BRIDGE
- DK00447\_Wilkes2026

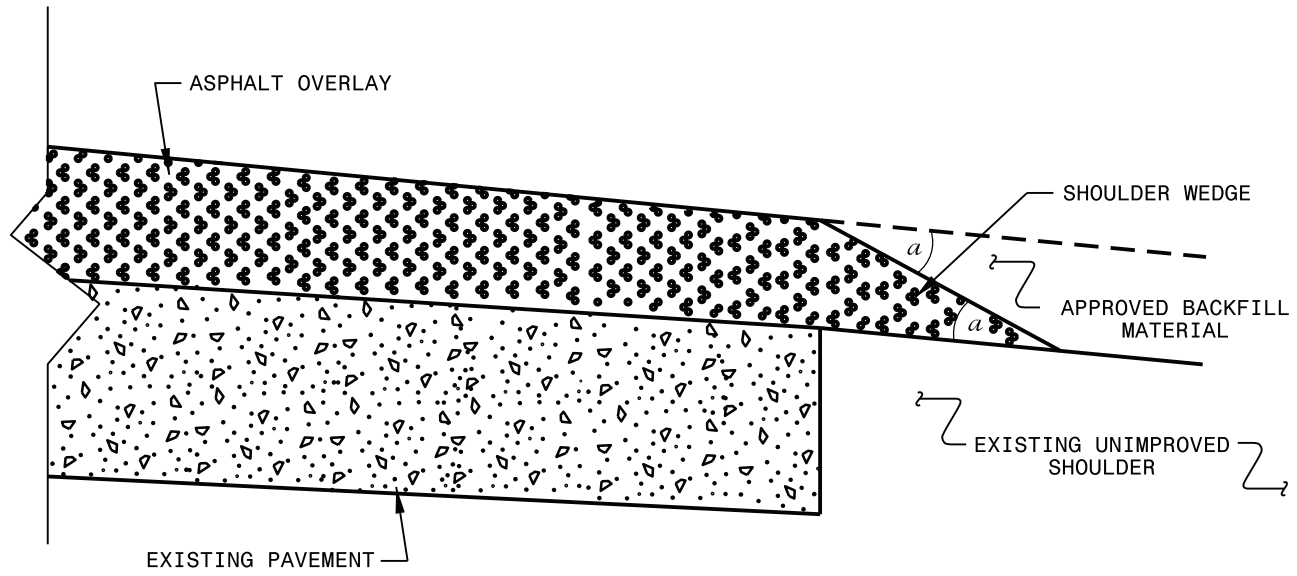
Map # 8  
SR 2018 - MACEDONIA CHURCH RD  
FROM SR 1924  
TO NC 268



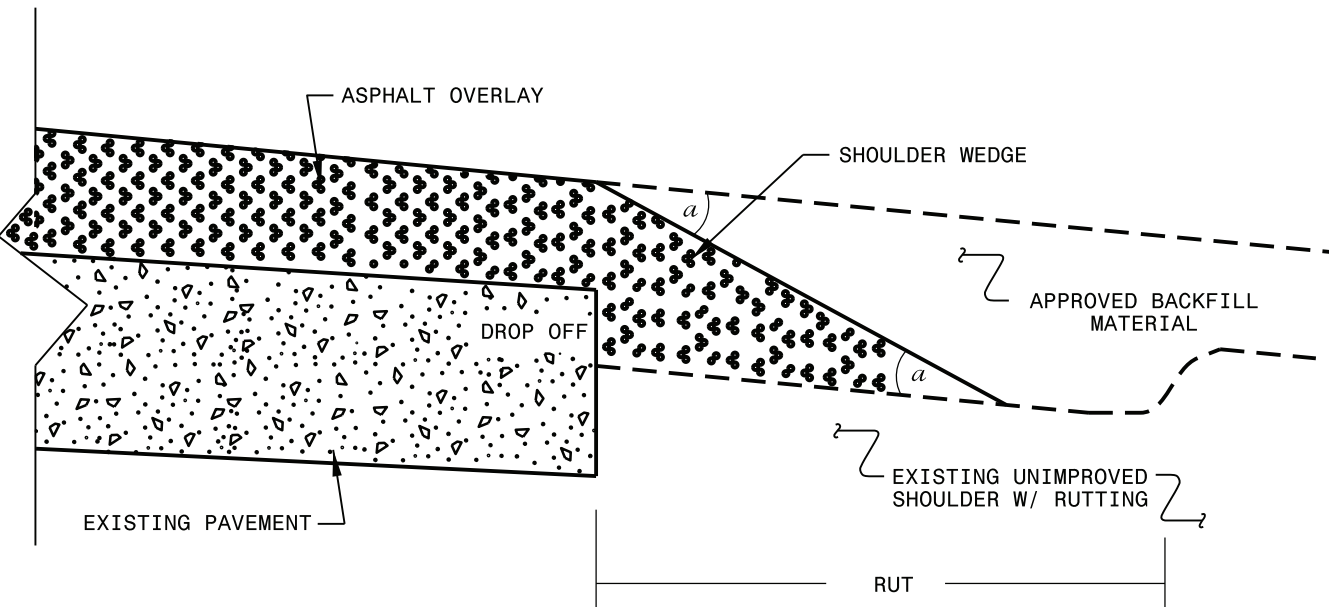
- NOTES:  
 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.  
 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.  
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



**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°

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

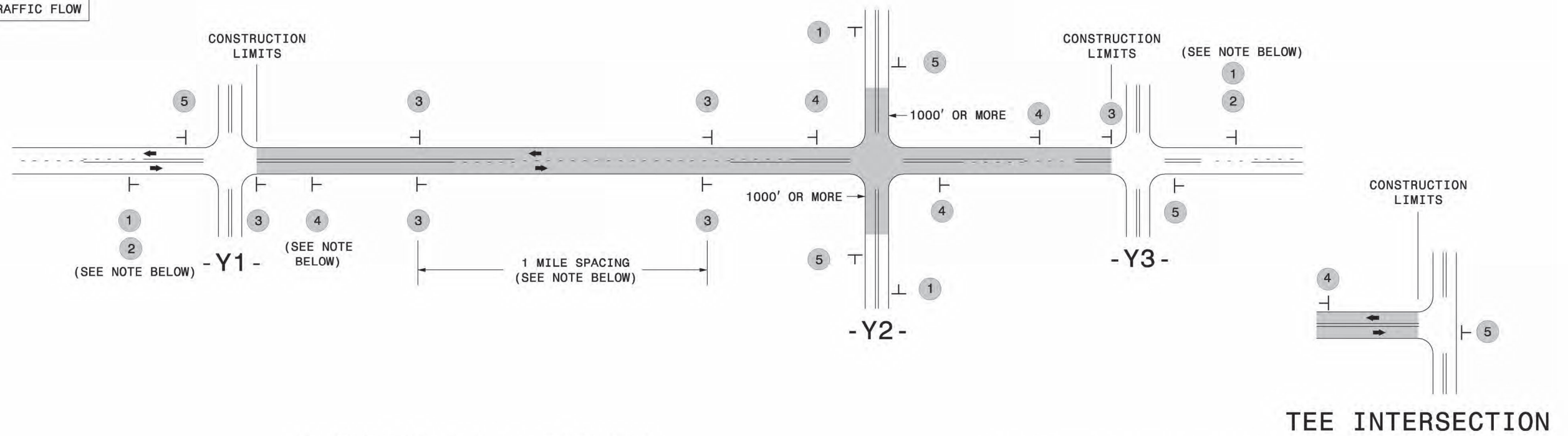
SYSTEMS DESIGN  
 USER NAME

# SIGNING FOR RESURFACING PROJECTS

**LEGEND**

┆ STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW



<b>SIGNING NOTES AND PLACEMENT PER DIRECTION</b>	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	
	2		#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)	
	3		- 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.	
	4		- 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.	
	5		PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.	

**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.

PLACED 500' IN ADVANCE OF FLAGGER.

PLACED 250' IN ADVANCE OF FLAGGER.

**MAPS LESS THAN 2 MILES**

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.

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.

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

5/15/2017 5:11:00 PM \\NCDOT\Resurfacing\2L2W & AST Resurfacing Details\Resurfacing\_AdvWarn\_2Ln.dgn User:keads

