

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.11.04.10971	1	2
2023CPT.11.04.20971		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	ROUTE NAME	DESCRIPTION	BEGIN MILEPOST	END MILEPOST	TYP NO	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	LENGTH	WIDTH	0106000000-E	1220000000-E	1245000000-E	1297000000-E	1330000000-E	1519000000-E	1575000000-E	1704000000-E	2815000000-N	2830000000-N	2845000000-N	6084000000-E	7288000000-E	7300000000-E	7324000000-N	7444000000-E
														BORROW	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST DROP INLET	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	SEED & MULCHING	PAVED TRENCHING (1 CONDUIT, 2")	UNPAVED TRENCHING (1 CONDUIT, 2")	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT
												MI	FT	CY	TONS	SMI	SY	SY	TONS	TON	TONS	EA	EA	EA	AC	LF	LF	EA	LF
2023CPT.11.04.10971	Wilkes	1	NC 18	West/East Main St	FROM S. CHERRY ST/NC 18 TO SR 1001	15.03	16.04	1	2	M2	NO	1.01	42		10		28,000	2,400	2,537	170		4	26	68		20	20	1	1,300
2023CPT.11.04.10971	Wilkes	2	NC 18	Wilkesboro Ave	FROM SR 1001 TO BR # 53 OVER YADKIN RIVER	16.04	16.19	1	2	MU	NO	0.15	60		10		6,600		502	34									
2023CPT.11.04.10971	Wilkes	3	NC 18	Wilkesboro Blvd	FROM SR 2366 TO CBD LOOP	16.35	16.63	1	2	MU	NO	0.28	38		10		6,242	450	1,705	114		16	2		20	20	1	300	
TOTAL FOR PROJ NO. 2023CPT.11.04.10971												1.44		30		40,842	2,850	4,744	318		4	42	70		40	40	2	1,600	
2023CPT.11.04.20971	Wilkes	4	SR 2303	Clingman Rd	FROM SR 2309 TO NC 268	3.96	6.99	2	2	2WU	NO	3.03	20	303	30	3.03	35,552	1,350	3,394	282	1,147				1.15				
TOTAL FOR PROJ NO. 2023CPT.11.04.20971												3.03		303	30	3.03	35,552	1,350	3,394	282	1,147				1.15				
GRAND TOTAL												4.47		303	60	3.03	76,394	4,200	8,138	600	1,147	2	21	35	1.15	40	40	2	1,600

PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.11.04.10971	2	2
2023CPT.11.04.20971		

THERMOPLASTIC AND PAINT QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	ROUTE NAME	DESCRIPTION	BEGIN MILEPOST	END MILEPOST	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4510000000-N	5255000000-N	4810000000-E		4820000000-E		4830000000-E	4835000000-E	4840000000-N			4845000000-N				4895000000-N			
													WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	LAW ENFORCEMENT	PORTABLE LIGHTING	4" YELLOW PAINT	4" WHITE PAINT	8" WHITE PAINT	8" YELLOW PAINT	16" WHITE PAINT	24" WHITE PAINT	PAINT MSG ONLY	PAINT MSG RXR	PAINT MSG SCHOOL	PAINT LT ARROW	PAINT STR & RT ARROW	PAINT RT ARROW	PAINT STR ARROW	PAINT STR & LT ARROW	GENERIC MARKING ITEM NON-CAST IRON SNOW PLOWABLE MARKER		
												MI	FT	SF	LS	HR	LS	LF	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	
2023CPT.11.04.10971	Wilkes	1	NC 18	West/East Main St	FROM S. CHERRY ST/NC 18 TO SR 1001	15.03	16.04	1	2	M2	1.01	42	131	1.01	240	1	21,735	21,735	1,600			1,000				32	20						
2023CPT.11.04.10971	Wilkes	2	NC 18	Wilkesboro Ave	FROM SR 1001 TO BR # 53 OVER YADKIN RIVER	16.04	16.19	1	2	MU	0.15	60	20				3,228	792			400				4		8	4				50	
2023CPT.11.04.10971	Wilkes	3	NC 18	Wilkesboro Blvd	FROM SR 2366 TO CBD LOOP	16.35	16.63	1	2	MU	0.28	38	36				6,026	2,640				85			8		8	2	2			50	
TOTAL FOR PROJ NO. 2023CPT.11.04.10971												1.44	187	1	240	1	30,989	25,167	1,600	400	1,185	24	24	44	20	16	6	2	100				
																		56,156		2,000				24		88							
2023CPT.11.04.20971	Wilkes	4	SR 2303	Clingman Rd	FROM SR 2309 TO NC 268	3.96	6.99	2	2	2WU	3.03	20	394				65,206	65,206			100	475		4	24						200		
TOTAL FOR PROJ NO. 2023CPT.11.04.20971												3.03					65,206	65,206			100	475		4	24				200				
																		130,412					28										
GRAND TOTAL												4.47			581	1	240	1	96,195	90,373	1,600	400	100	1,660	24	4	24	44	20	16	6	2	300
																		186,568		2,000				52		88							

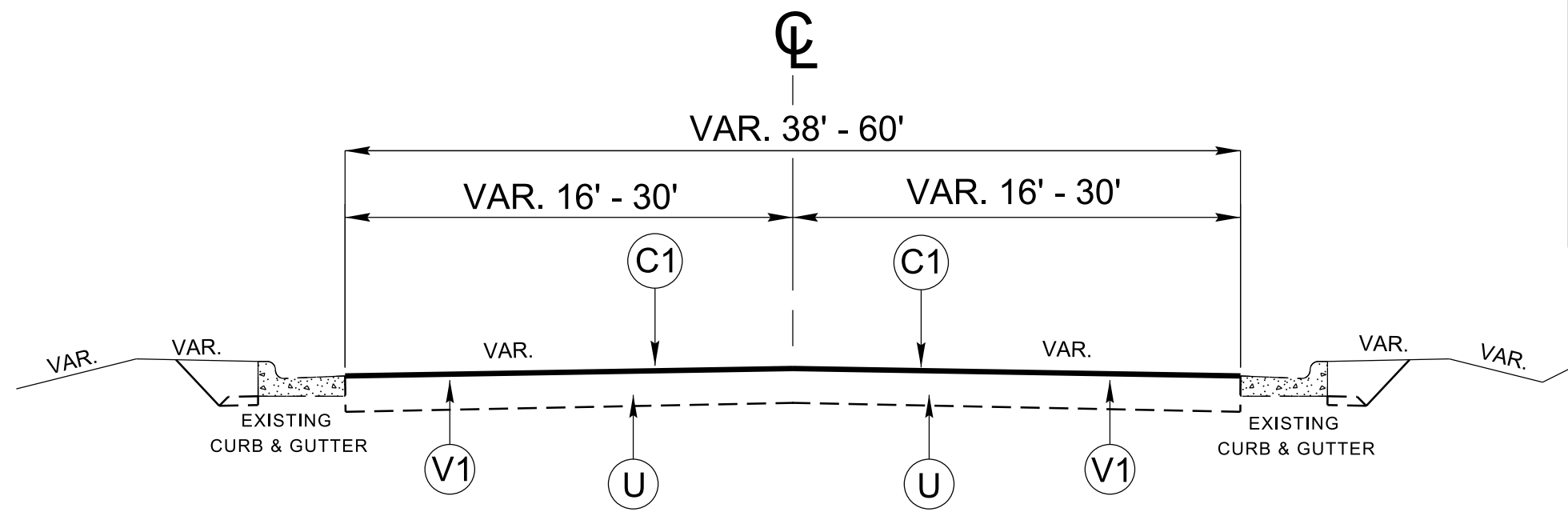
8/17/99
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 \$\$\$FIRMNAME\$\$\$

* "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

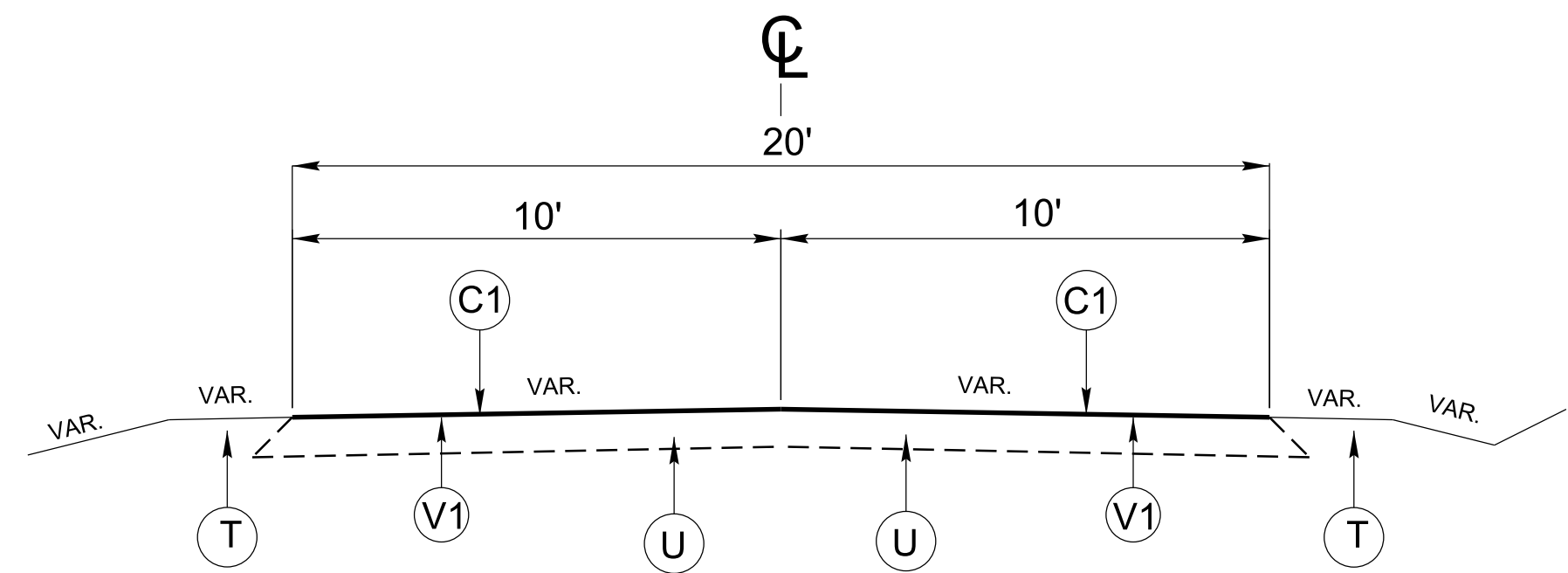
PROJECT REFERENCE NO.	SHEET NO.
DK00340	01

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING (See Tie in Detail)



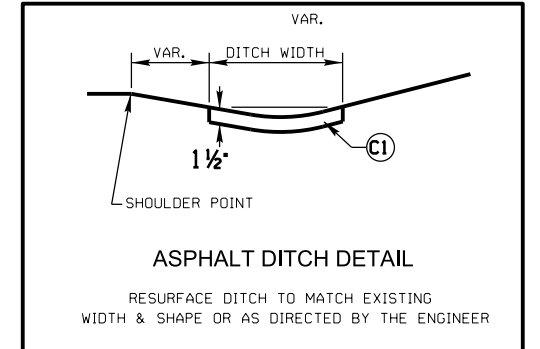
TYPICAL SECTION NO. 1

MAP 1 - NC 18 WEST/EAST MAIN ST FROM S. CHERRY ST TO SR 1001
 MAP 2 - NC 18 WILKESBORO AVE FROM SR 1001 TO BRIDGE #53
 MAP 3 - NC 18 WILKESBORO BLVD FROM SR 2366 TO CBD LOOP

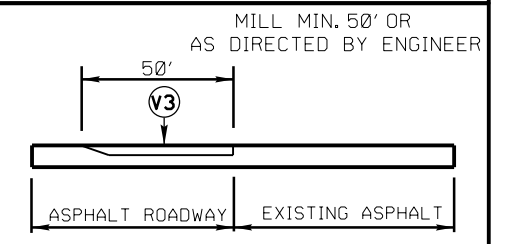


TYPICAL SECTION NO. 2

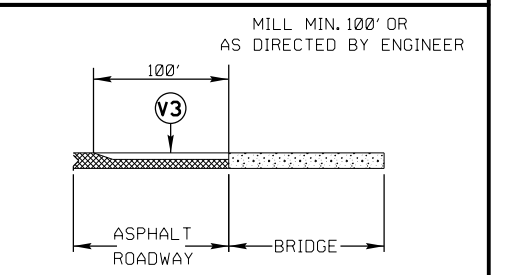
MAP 4 - SR 2303 CLINGMAN RD FROM SR 2309 TO NC 268



ASPHALT DITCH DETAIL
RESURFACE DITCH TO MATCH EXISTING WIDTH & SHAPE OR AS DIRECTED BY THE ENGINEER



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

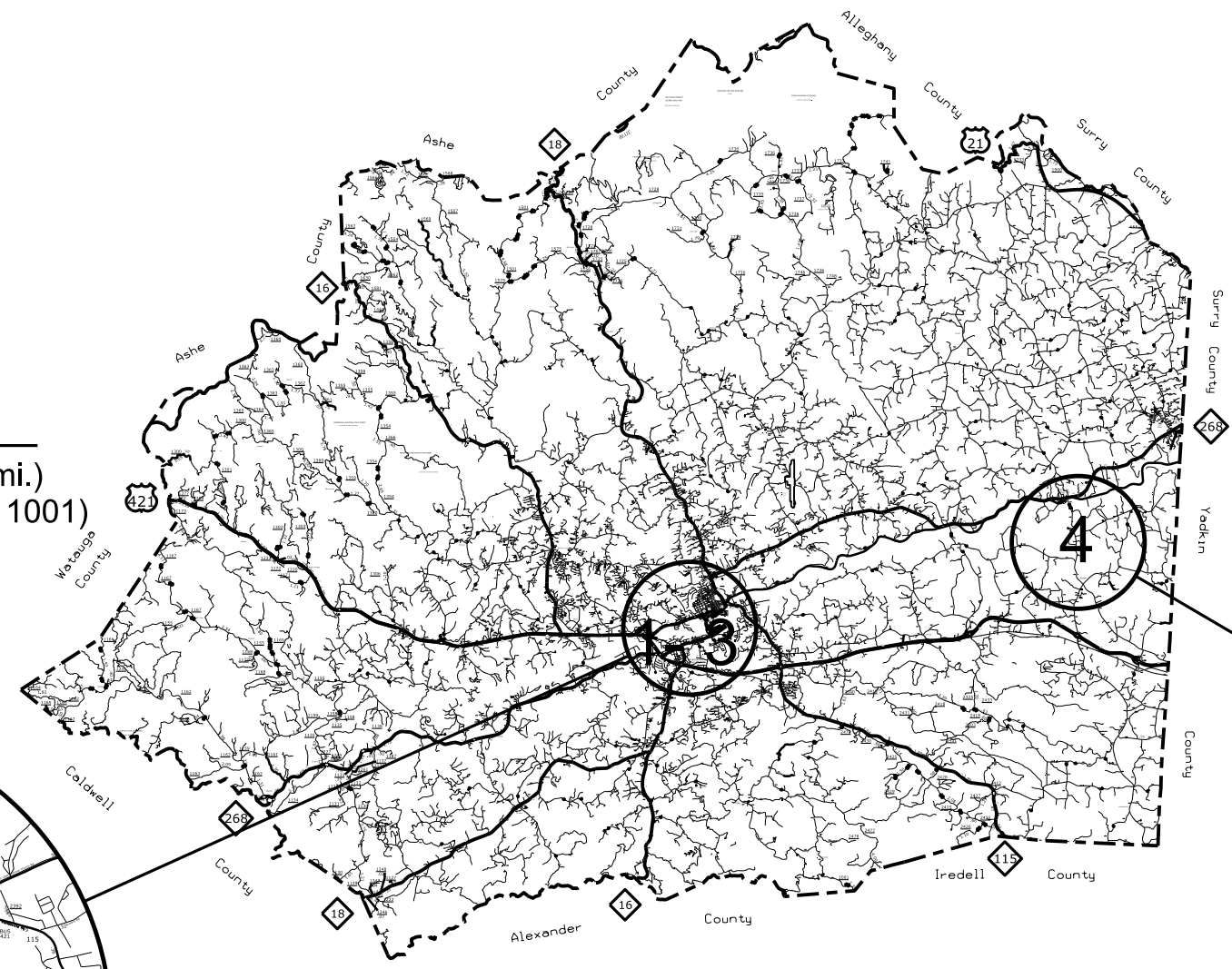
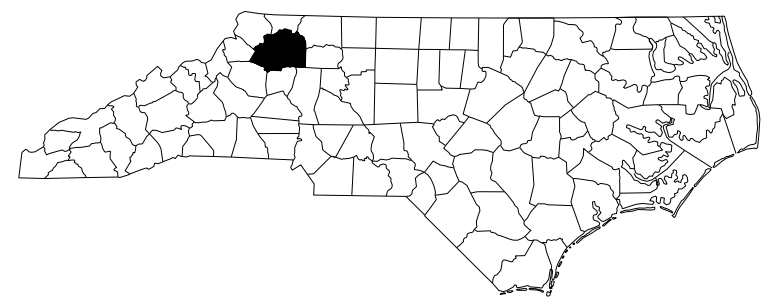
WILKES COUNTY PRIMARY & SECONDARY ROADS 2023 ASPHALT RESURFACING													
<table border="1" style="width: 100%;"> <thead> <tr> <th>REVISIONS</th> <th>INT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>			REVISIONS	INT.	DATE								
REVISIONS	INT.	DATE											
N.C. DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS DIVISION ELEVEN		<table border="1" style="width: 100%;"> <tr> <td>SCALE: N/A</td> <td>DATE: 9/9/2022</td> </tr> <tr> <td>PREPARED BY: DON</td> <td> </td> </tr> <tr> <td>REVIEWED BY: </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	SCALE: N/A	DATE: 9/9/2022	PREPARED BY: DON		REVIEWED BY:						
SCALE: N/A	DATE: 9/9/2022												
PREPARED BY: DON													
REVIEWED BY:													

** (Note: Asphalt Ditches may be present on any map. In such cases, the contractor is to clean ditches and refer to the corresponding detail for construction guidance as directed by the engineer.)

WILKESCOUNTY

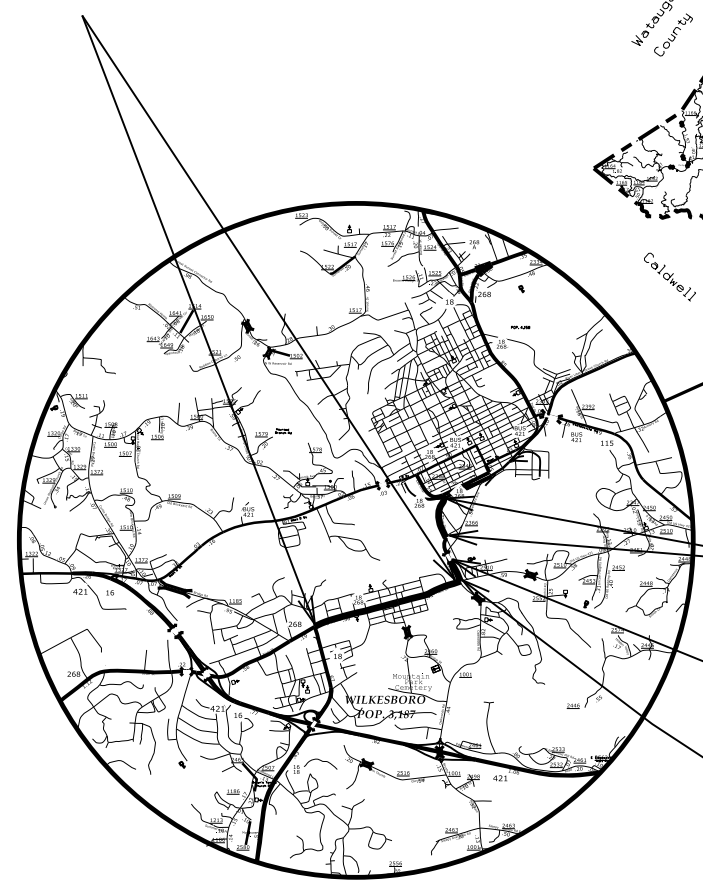
TYPE OF WORK: ASPHALT RESURFACING
MAPS # 1 THROUGH # 4

2023



MAP #1

* NC 18 WEST/EAST MAIN ST - (1.01mi.)
(FROM S. CHERRY ST/NC 18 TO SR 1001)

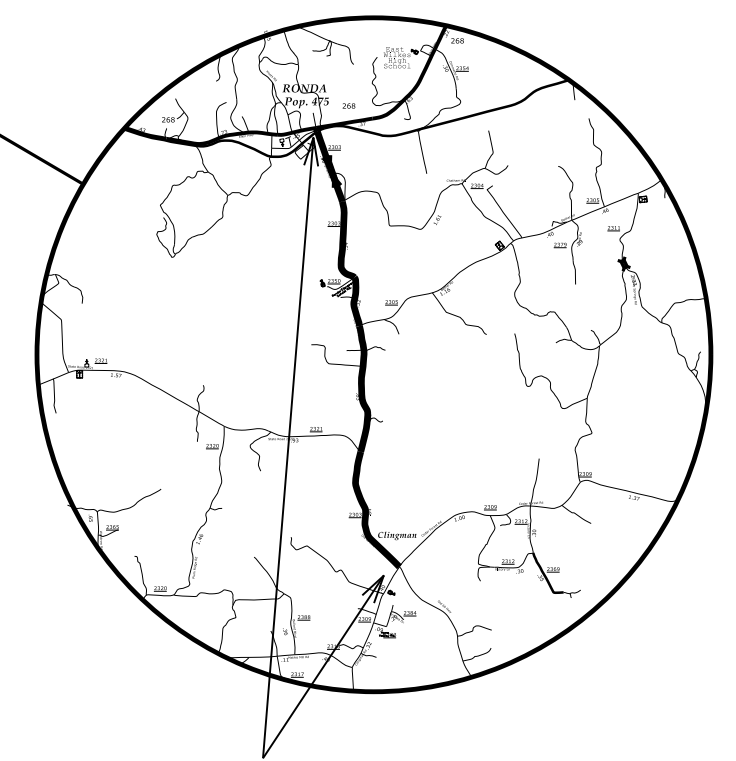


MAP #3

* NC 18 WILKESBORO BLVD - (0.28mi.)
(FROM SR 2366 TO CBD LOOP)

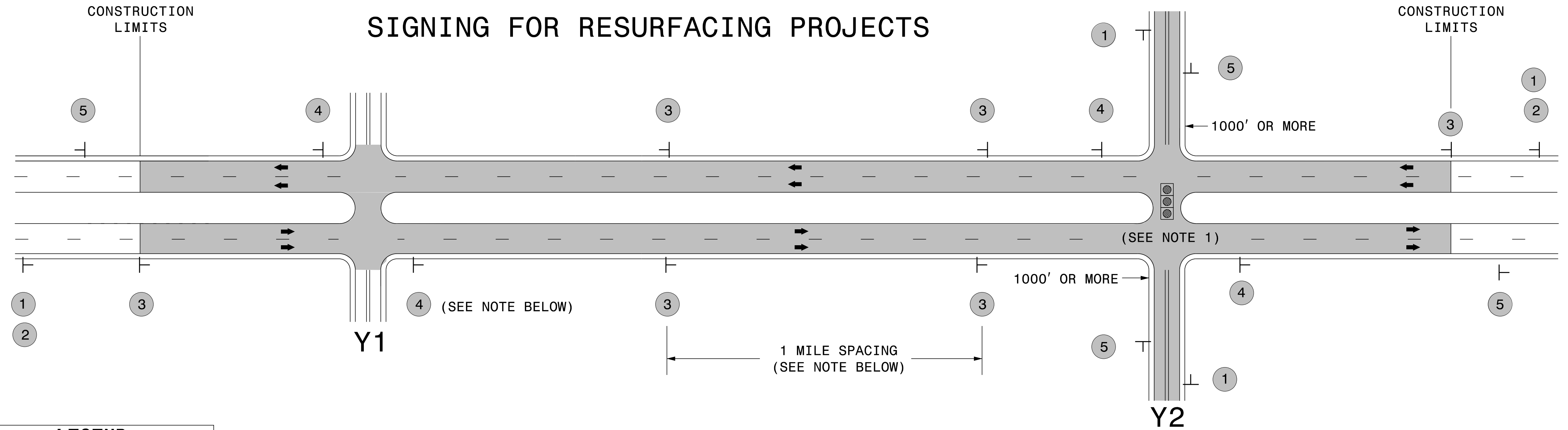
MAP #2

* NC 18 WILKESBORO AVE - (0.15mi.)
(FROM SR 1001 TO BR #53 OVER YADKIN RIVER)



MAP #4

* CLINGMAN RD - (3.03mi.)
(FROM SR 2309 TO NC 268)



LEGEND
 | STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

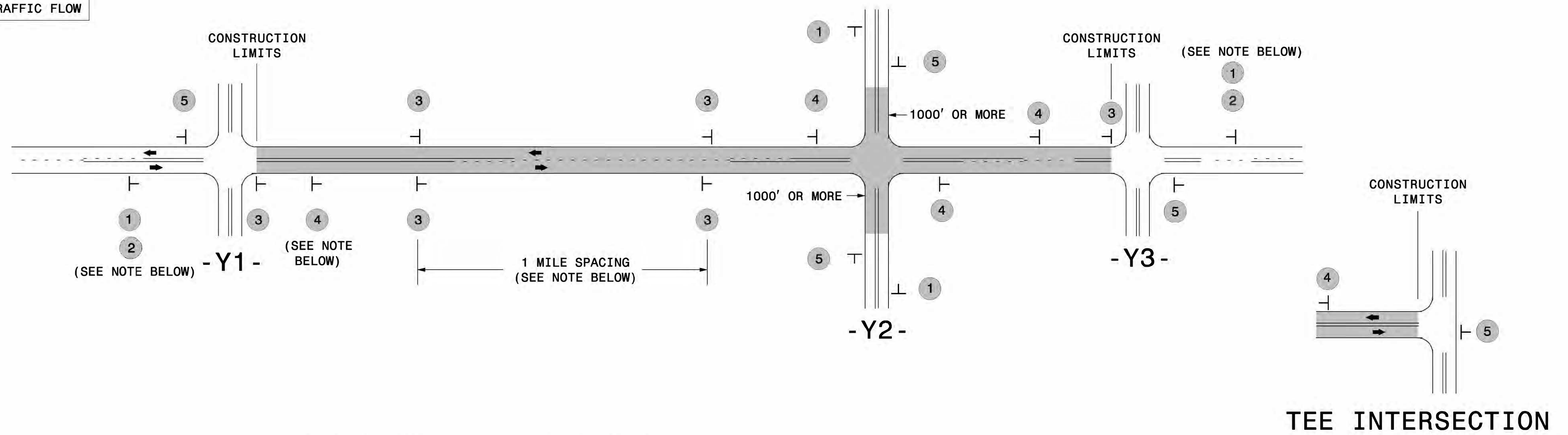
SIGNING NOTES AND PLACEMENT PER DIRECTION	1	 W20-1 48" X 48"	PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.	<p>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</p> <ol style="list-style-type: none"> 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;"> W20-1 48" X 48" </div> <div style="text-align: center;"> W20-7 A 48" X 48" </div> </div> <p>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	 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)	
	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.	
	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.	
5	 G20-2 A 48" X 24"	PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.		

3/23/2015
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 User:rmgarrrett

**RESURFACING
 ADVANCE WARNING SIGNS
 FOR RURAL AND SUBURBAN
 MULTI-LANE ROADWAYS
 W/ SHOULDER SECTIONS**

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┃ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

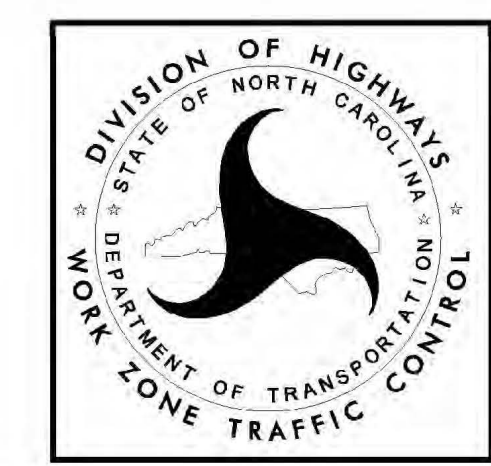
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1		PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. 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"> 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, PORTABLE ADVANCE WARNING 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;"> W20-1 48" X 48" PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> W20-7 A 48" X 48" PLACED 250' IN ADVANCE OF FLAGGER. </div> </div>
	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.	

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.

MAPS LESS THAN 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.



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

5/15/2017 S:\1\MD\WZ\IC\Resurfacing\2L2W & AS1 Resurfacing Details\Resurfacing_AdvWarn_2Ln.dgn User:keals