PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.11.04.10971	1	2
2022CPT.11.04.20971		

SUMMARY OF QUANTITIES

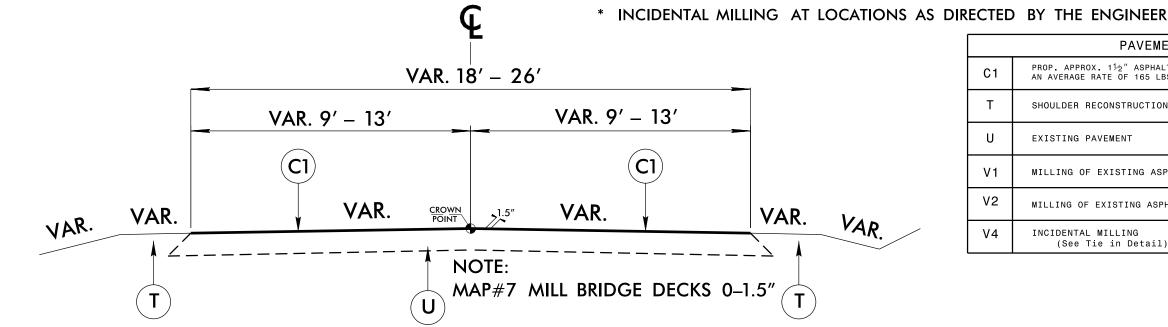
									0106000000-Е	122000000-E	1245000000-E	129700000-E	1308000000-Е	1308000000-E	133000000-Е	1519000000-Е	1575000000-E	170400000-E	2815000000-N	283000000-N	2845000000-N	7288000000-E	730000000-E	7324000000-N	7444000000-E	7456000000-E	608400000-Е
						TYP		STH WIDTH	BORROW EXCAVATION			1.5" MILLING	0-1.5" MILLING	0-3" Milling	INCIDENTAL MILLING		ASPHALT BINDER FOR		ADJ. OF DROP INLETS	ADJ. OF MANHOLES	ADJ. OF METER OR	PAVED TRENCHING	UNPAVED TRENCHING	JUNCTION BOX	INDUCTIVE LOOP	LEAD-IN CABLE	SEED & MULCHING
Project No. County Map N	No. Route	Route Name	From Description	To Description	Mile Post Mile From	Post o	ТҮРЕ			BASE	TION					\$9.5B	PLANT MIX	ASPHALT			VALVE BOX			(STANDARD SIZE)			
							P	II FT	CY	TON	SMI	SY	SY	SY	SY	TON	TON	TON	EA	EA	EA	LF	LF	EA	LF	LF	AC
2022CPT.11.04.10971 Wilkes 1	NC 16	NC HWY 16	US 421	SR 1376	12.18	.50 1	2WU 2.	32 26	464	46	4.64				144	3,503	235	701									1.69
2022CPT.11.04.10971 Wilkes 2	NC 16	NC HWY 16	SR 1376	SR 1617	14.50	.11 3	MU 0.	36	122	12	1.22				800	1,222	82	244				50	50	1	1,000	50	0.44
2022CPT.11.04.10971 Wilkes 3	NC 16	NC HWY 16	SR 1617	SR 1555	15.11 15	.64 3	MU 0.	36	106	11	1.06				400	1,108	74	222									0.39
2022CPT.11.04.10971 Wilkes 4	NC 18	NC 18/Sparta Rd	SR 1717	SR 1573	23.45 28	.97 1	2WU 5.	52 21	1,104	110	11.04				467	6,452	432	1,290									4.01
2022CPT.11.04.10971 Wilkes 5	NC 268	River St	Begin 3-Lane	Bridge # 0073 over Moravia Creek	an 13.77 15	.24 4	MD 1.	17 60						51,568		4,893	328		45	10	10	50	50	1	1,450	50	
2022CPT.11.04.10971 Wilkes 6	NC 268	River St	Bridge # 0073 over Moravia Creek	NC 18/S. Cherry St.	15.26 16	.16 4	MD 0.	90 40						21,120		2,004	134		39	5	10	250	250	5	3,680	250	
TOTAL FOR PROJ NO. 2	2022CPT.11.04.10971						11	35	1,796	180	17.96	0	0	72,688	1,811	19,182	1,285	2,457	84	15	20	350	350	7	6,130	350	6.53
						·																					
2022CPT.11.04.20971 Wilkes 7	SR 1300	Parsonsville Rd	SR 1360	SR 1304	10.57	.43 1	2WU 4.	36 18	971	97	9.71		2,300		200	4,864	326	973									3.53
2022CPT.11.04.20971 Wilkes 8	SR 1541 M	ountain Valley Church Rd	NC 18	SR 1544	0.00 1	21 1	2WU 1.	21 20	242	24	2.42				222	1,347	90	269									0.88
2022CPT.11.04.20971 Wilkes 9	SR 1541 M	ountain Valley Church Rd	SR 1544	SR 1540	1.21 2	22 2	2WU 1.)1 18	202	20	2.02	10,666			200	1,012	68										0.73
TOTAL FOR PROJ NO. 2	2022CPT.11.04.20971						7.	08	1,415	142	14.15	10,666	2,300	0	622	7,223	484	1,242	0	0	0	0	0	0	0	0	5.15
GRAND	TOTAL						18	42	3,211	321	32.11	10,666	2,300	72,688	2,433	26,405	1,769	3,699	84	15	20	350	350	7	6,130	350	11.68

PROJECT NO.	SHEET NO.	TOTAL NO.
2022CPT.11.04.10971	2	2
2022CPT.11.04.20971		

THERMOPLASTIC AND PAINT QUANTITIES

													4413000000-E	4457000000-N	48100	00000-E	48200	00000-E	4835000000-E	48400	00000-N		484	45000000-N	N		4895000000-N
Project No.	ounty	Map No.	oute	Route Name	From Description	To Description	Mile Post From	1 1	TYP NO	LANE TYPE	LENGTH	WIDTH		TEMPORARY TRAFFIC CONTROL		4" YELLOW PAINT		8" YELLOW PAINT	24" WHITE PAINT	PAINT CHARACTER 'SCHOOL'	PAINT		PAINT STR &	PAINT	PAINT LI	PAINT RIGHT N ARROW	NON-CAST IRON SNOW PLOWABL MARKERS
											МІ	FT	SF	LS	LF	LF	LF	LF	LF	EA		EA	EA	EA	EA	EA	EA
2022CPT.11.04.10971 V	Vilkes	1 N	IC 16	NC HWY 16	US 421	SR 1376	12.18	14.50	1	2WU	2.32	26	302	1	48,998	48,998		400	205	24		20		52	10	4	450
2022CPT.11.04.10971 W	Vilkes	2 N	IC 16	NC HWY 16	SR 1376	SR 1617	14.50	15.11	3	MU	0.61	36	79		12,883	12,883		400	300			8		4	30	4	121
2022CPT.11.04.10971 W	Vilkes	3 1	IC 16	NC HWY 16	SR 1617	SR 1555	15.11	15.64	3	2WU	0.53	36	69		11,194	11,194		100							12	4	105
2022CPT.11.04.10971 W	Vilkes	4 N	IC 18	NC 18/Sparta Rd	SR 1717	SR 1573	23.45	28.97	1	2WU	5.52	21	718		116,582	116,582		100	70						70		1,457
2022CPT.11.04.10971 W	Vilkes	5 N	C 268	River St	Begin 3-Lane	Bridge # 0073 over Moravian Creek	13.77	15.24	4	MU	1.47	60	190		15,470	30,941	480		1,000		8	6		10	106	4	97
2022CPT.11.04.10971 W	Vilkes	6 N	C 268	River St	Bridge # 0073 over Moravian Creek	NC 18/S. Cherry St.	15.26	16.16	4	MU	0.90	40	117		9,504	19,008	650	150	1,500		16	10	2	36	24	16	163
TOTAL FOR PROJ NO. 2022	2CPT.11	04.1097	1								11.35		1,475	1	214,632	239,606	1,130	1,150	3,075	24	24	44	2	102	252	32	2,393
															45	4,238	2	,280			48			432			
2022CPT.11.04.20971 W	Vilkes	7 SF	1300	Parsonsville Rd	SR 1360	SR 1304	10.57	15.43	1	2WU	4.86	18	631		102,538	102,538											
2022CPT.11.04.20971 W	Vilkes	8 SF	1541 M	ountain Valley Church Rd	NC 18	SR 1544	0.00	1.21	1	2WU	1.21	20	157		25,555	25,555											
2022CPT.11.04.20971 V	Vilkes	9 SF	1541 M	ountain Valley Church Rd	SR 1544	SR 1540	1.21	2.22	2	2WU	1.01	18	131		21,331	21,331											
TOTAL FOR PROJ NO. 2022	2CPT.11.	04.2097	1								7.08		920		149,424	149,424	0	0	0	0	0	0	0	0	0	0	0
															29	8,848		0			0			0			
GRAND TO	ΤΛΙ										18.42		2,395	1	364,056	389,030	1,130	1,150	3,075	24	24	44	2	102	252	32	2,393
GRAND TO	IAL														75	3,086	2	,280			48			432			

PROJECT REFERENCE NO. SHEET NO. 2022CPT_JI_04J097I 0I

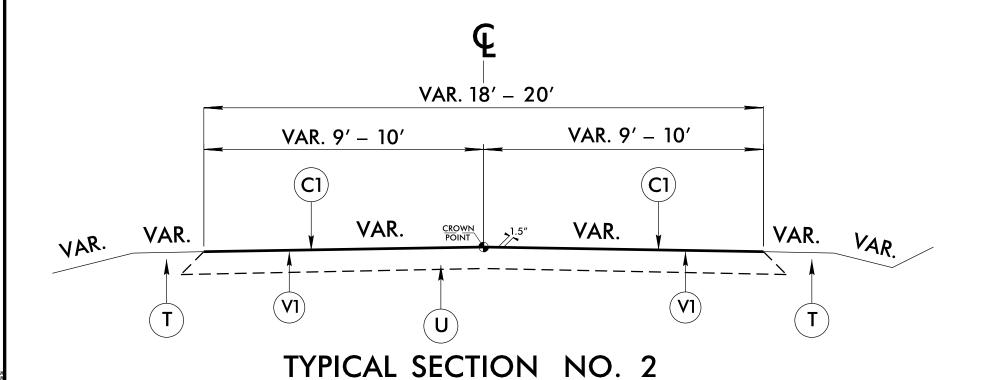


TYPICAL SECTION NO. 1

MAP 1 – NC HWY 16 FROM US 421 TO SR 1376 MAP 4 – NC 18/SPARTA RD FROM SR 1717 TO SR 1573

*MAP 7 - PARSONVILLE RD FROM SR 1360 TO SR 1304

MAP 8 - MOUNTAIN VALLEY CHURCH RD FROM NC 18 TO SR 1544



MAP 9 - MOUNTAIN VALLEY CHURCH RD FROM SR 1544 TO SR 1540

PAVEMENT SCHEDULE

C1 PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.

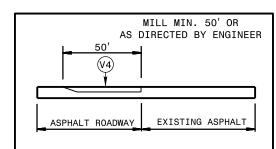
T SHOULDER RECONSTRUCTION

U EXISTING PAVEMENT

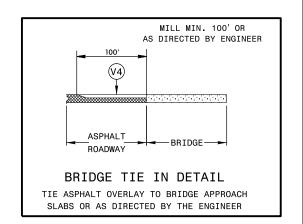
V1 MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"

V2 MILLING OF EXISTING ASPHALT PAVEMENT AT VAR. DEPTH OF 0" - 1½"

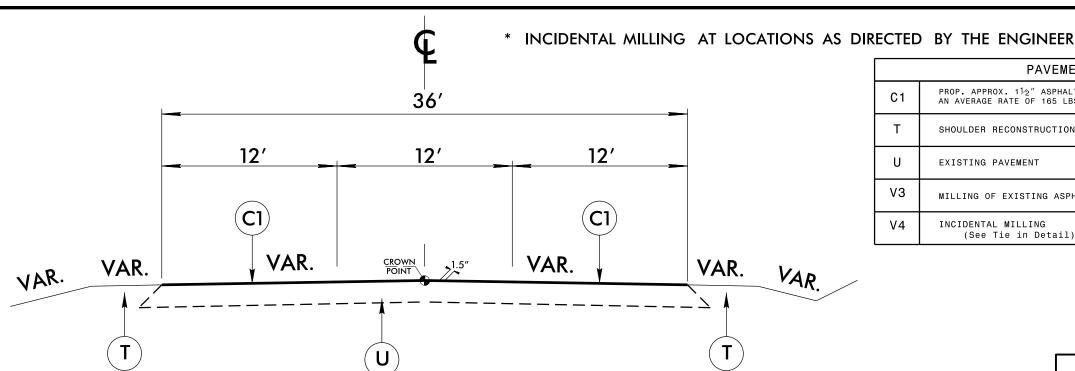
V4 INCIDENTAL MILLING (See Tie in Detail)



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

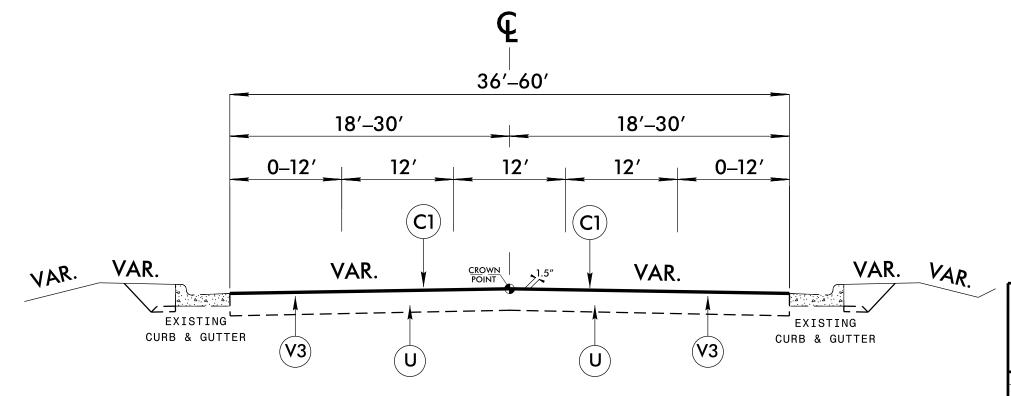


WILKES COUNTY PRIMARY & SECONDARY RO ASPHALT RESURFACING	OADS	S	۸ / ۵	Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	NOTE OF STATE OF STAT			
REVISIONS	REVISIONS INIT. DATE				. 08 08 T.			
					OF TRAIN			
			SCALE:	N/A	DATE: 10/18/2021			
N.C. DEDARTMENT of TRANSPORTATI	MENT of TRANSPORTATION			PREPARED BY: GKIrby				
•				REVIEWED BY:				
DIVISION of HIGHWAYS			REVIEWED	BY:				
DIVISION ELEVEN	ISION ELEVEN							



TYPICAL SECTION NO. 3

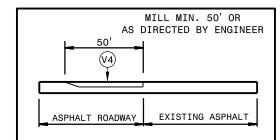
MAP 2 - NC HWY 16 FROM SR 1376 TO SR 1617 MAP 3 - NC HWY 16 FROM SR 1617 TO SR 1555



TYPICAL SECTION NO. 4

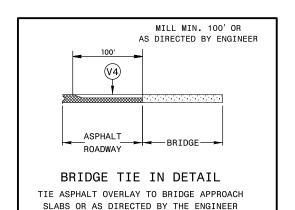
MAP 5 - NC 268 RIVER ST FROM BEGIN 3-LANE TO BRIDGE #73 MAP 6 - NC 268 RIVER ST FROM BRIDGE #73 TO NC 18 /CHERRY ST

PAVEMENT SCHEDULE PROP. APPROX. $11_2{''}$ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD. SHOULDER RECONSTRUCTION EXISTING PAVEMENT MILLING OF EXISTING ASPHALT PAVEMENT AT VAR. DEPTH OF 0" - 3" INCIDENTAL MILLING (See Tie in Detail)



BEGIN & END MAP TIE IN DETAIL TIE ASPHALT OVERLAY TO EXISTING ASPHALT

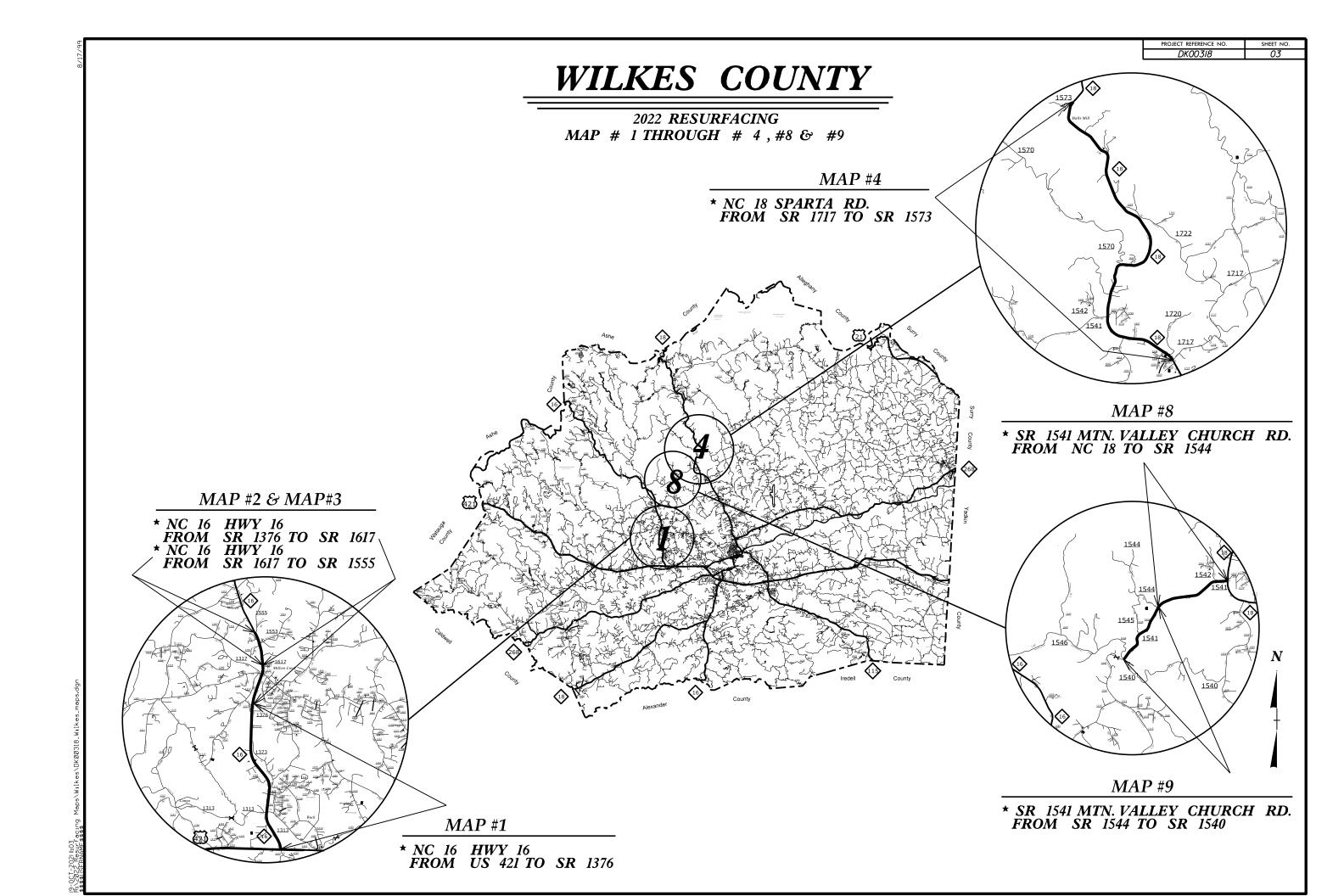
PAVEMENT AT BEGIN & END OF MAPS OR AS DIRECTED BY THE ENGINEER

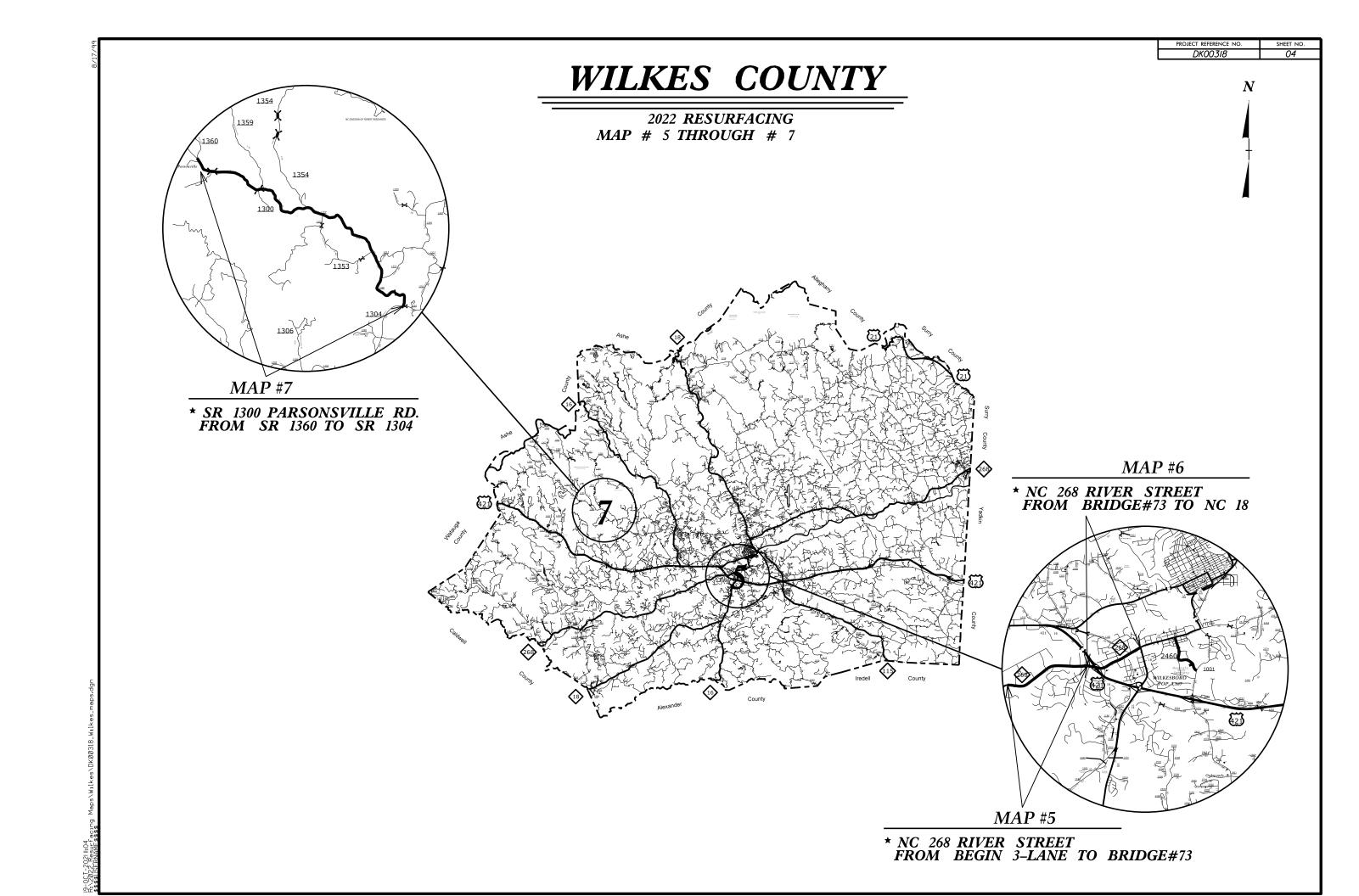


WILKES COUNTY PRIMARY & SECONDARY ROADS ASPHALT RESURFACING

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

SCALE: N/A DATE: 10/18/2021 REVIEWED BY:

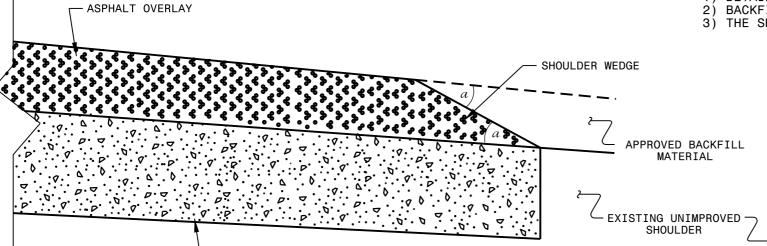




PROJECT REFERENCE NO. SHEET NO. I-5853

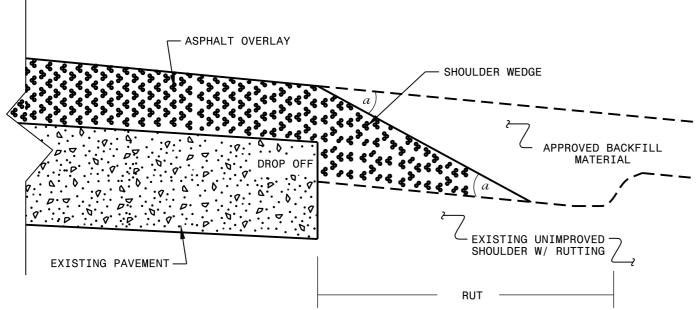
NOTES:

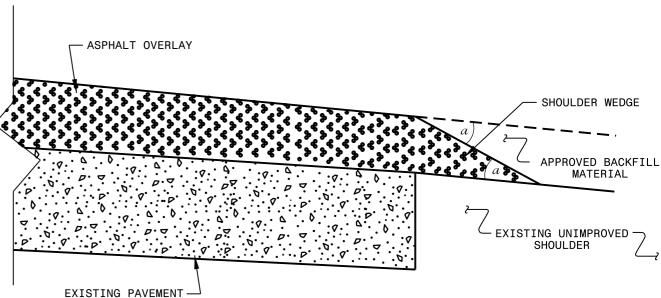
- 1) DETAIL DOES NOT APPLY TO OGAFC AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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 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: 10/16/12
CHECKED BY:	DATE:
FILE SPEC :	s:usr/details/stand/shoulderwedgedetail.dgn

SHOULDER WEDGE DETAIL

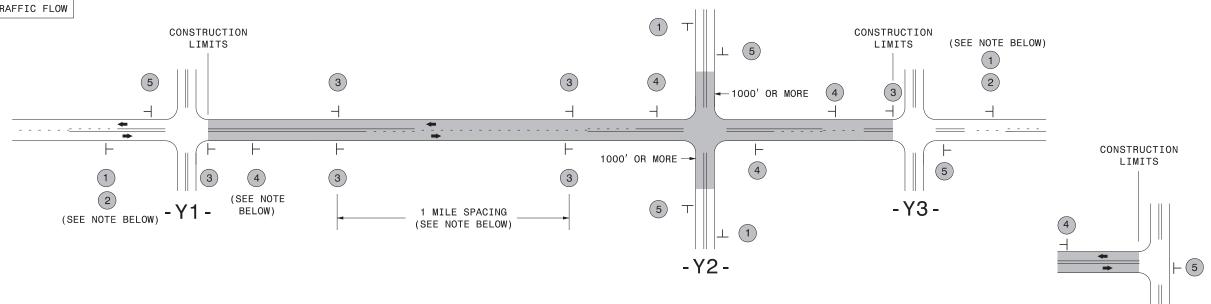
(Resurfacing Adjacent to Rutted Shoulder)

PROPOSED PAVEMENT -

PROJ. REFERENCE NO. SHEET NO.

SIGNING FOR RESURFACING PROJECTS





TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION



PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS.
ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.

#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 LOWSOFT SHOULDER SP 13107 48" X 48"

ROAD

UNDER

CONST SP 13106

- 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.
- 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 END ROAD WORK G20-2 A 48" X 24"

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.

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.



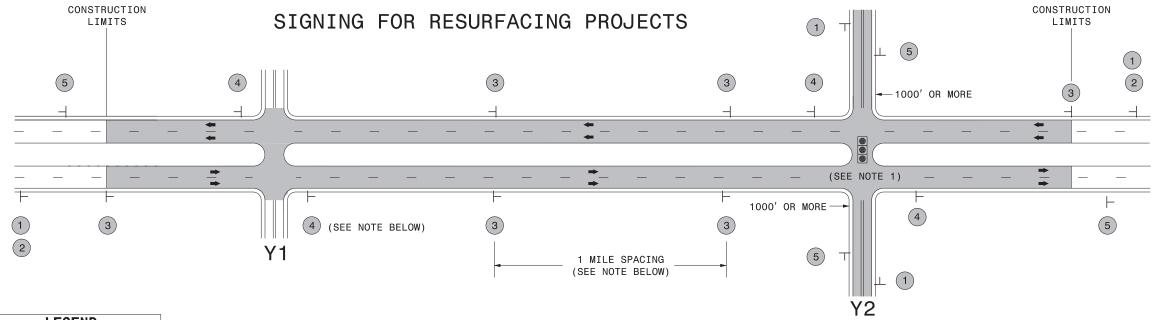
PLACED 250' IN ADVANCE OF FLAGGER.



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

JYMZICYKESULTACINGYZLZW & ASI KESULTACING DETAIISYKESULTACING_AAVWAFN_ZL (edais

PROJ. REFERENCE NO. SHEET NO.



LEGEND - STATIONARY SIGN

← DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ROAD ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE. WORK NOTES AND PER DIRECTION AHEAD / W20-1 #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) PLACE INITIALLY AT THE CONSTRUCTION LIMITS AND SPACED 1 MILE APART LOW/SOFT THEREAFTER. IF NO -Y- LINES EXIST. PLACE 2ND SET 1/2 MILE FROM THE SHOULDER CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER. SIGNING PLACEMENT P THESE ARE FOR -Y- LINES THAT ARE "THROUGH" ROADWAYS. DEAD END AND SUBDIVISION ROADS ARE NOT "THROUGH" ROADWAYS. INSTALL 500' +/- FROM ROAD EACH -Y- LINE APPROACH AS SHOWN ABOVE. FOR MULTIPLE -Y- LINES THAT UNDER 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 CONST/ SP 13106 48"X 48" INSTALL WHEN -Y- LINES ARE WITHIN 0.5 MILES FROM "END ROAD WORK" SIGN. PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS. ROAD WORK G20-2 A 48" X 24"

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, ADVANCE WARNING PORTABLE 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.

NOTES:

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.



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

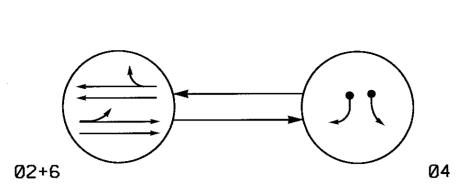


TABLE OF OPERATION SIGNAL FACE 21, 22 41, 42 61, 62

SIGNAL FACE I.D.

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART DETECTOR PROGRAMMING INDUCTIVE LOOPS FROM LOOP STOPBAR

2 PHASE SEMI-ACTUATED (ISOLATED)

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Set all detector units to presence mode.
- 4. Pavement markings are existing.

PHASING DIAGRAM DETECTION LEGEND

NC 268 (RIVER STREET)

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT

<−−> PEDESTRIAN MOVEMENT

All Heads L.E.D.

21, 22 41, 42 61, 62

POLE MOUNTED

21 🔫 22 🔫

NC 268 (RIVER STREET)

LEGEND

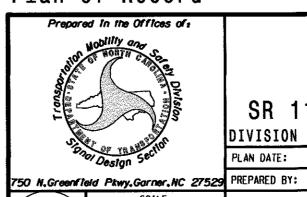
EXISTING PROPOSED \circ Traffic Signal Head Modified Signal Head Sign Pedestrian Signal Head With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy

Inductive Loop Detector \boxtimes Controller & Cabinet Junction Box

---- 2-in Underground Conduit N/A Right of Way Directional Arrow

SIDEWALK

Plan of Record



NC 268 SR 1185 (CURTIS BRIDGE ROAD) DIVISION 11 WILKES COUNTY PLAN DATE: REVIEWED BY:

REVIEWED BY:

issued and approved. This document shall not be considered a certified document.

κχ Χ

Not a certified document. This document originally

OASIS 2070L TIMING CHART

SIDEWALK

07.000 -0			
		PHASE	
FEATURE	2	4	6
Min Green 1 *	10	10	10
Extension 1 *	0.0	1.0	0.0
Max Green 1 *	37	25	37
Yellow Clearance	4.5	5.0	4.5
Red Clearance	1.1	2.0	1.1
Walk 1 *	-		_
Don't Walk 1	_	-	-
Seconds Per Actuation *	-	_	_
Max Variable Initial *	_	-	_
Time Before Reduction *	-	_	-
Time To Reduce *			_
Minimum Gap	_		_
Recall Mode	MAX RECALL	-	MAX RECALL
Vehicle Call Memory		_	-
Dual Entry	***	_	-
Simultaneous Gap	ON	ON	ON

phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Contract DK00318:

All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposed only.

> Plan of Record PREPARED BY: C. L. CARPER DATE: MAY 2010 REVIEWED BY: B.E. WYNN DATE: SEPT. 2010 SIGNATURE: 3.5. Wgn DATE: 9-17-10 Upgraded equipment to 2070. This plan of record reflects existing field conditions as submitted

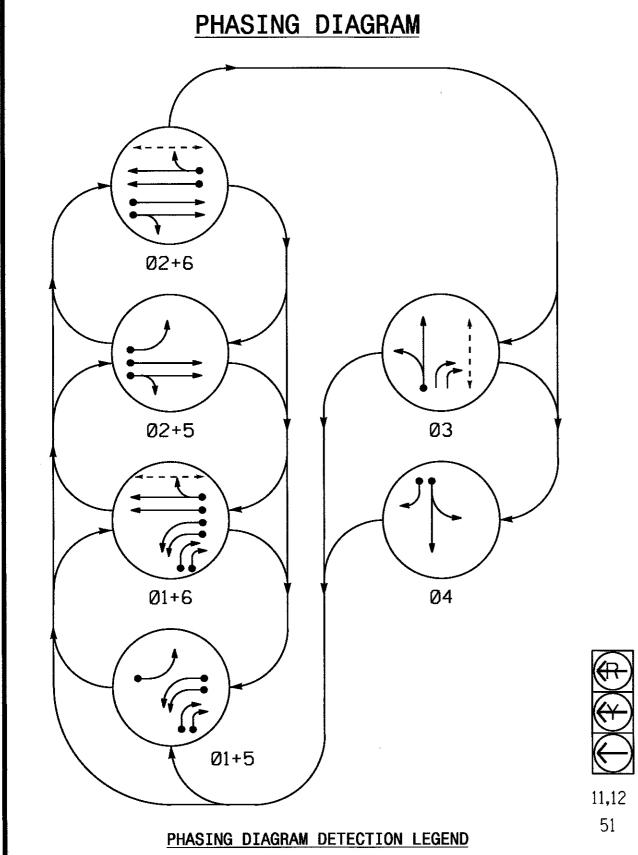
by field personnel. This plan may have been modified from

its original state.

REVISIONS

SIG. INVENTORY NO. 11-0950

PROJECT REFERENCE NO. | SHEET NO.



DETECTED MOVEMENT

≪--> PEDESTRIAN MOVEMENT

UNSIGNALIZED MOVEMENT

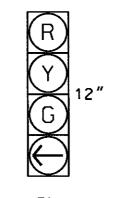
UNDETECTED MOVEMENT (OVERLAP)

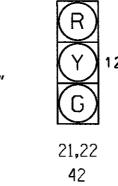
TABLE	0F	0	PE	RA ⁻	TI()N		
			P	HAS				
SIGNAL FACE	0 1 + 5	01+6	02+5	02+6	Ø3	0	FLASH	
11,12	↓	↓	₩.	₩	₩	₩	◄R	
21,22	R	R	G	G	R	R	Υ	
31	R	R	R	R	إ ك	R	R	
32,33	$\mathbb{R}/$	$\mathbb{R}/$	R	R	G	R	R	
41	R	R	R	R	R	ပ↓	R	
42	R	R	R	R	R	G	R	
51		-{ }	.	#	₩	#		
61,62	R	G	R	G	R	R	Υ	at Walls
P31 , P32	DW	DW	DW	DW	W	DW	DRK	W - Walk DW - Don't Walk
P61 , P62	DW	W	DW	W	DW	DW	DRK	DRK – Dark

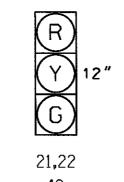
OASIS 2070L LOOP & DETECTOR INSTALLATION CHART INDUCTIVE LOOPS DETECTOR PROGRAMMING DISTANCE FROM SIZE STRETCH DELAY LOOP STOPBAR 2-4-2 1B 6X40 2-4-2 0 1 | Y | Y | 20 6X60 0 2A,2B 6X6 6X60 0 2-4-2 6X60 +2 2-4-2 -10 15 5A 6X60 0 2-4-2 70 +130 **S7** 6X6 +130 6X6

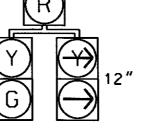
SIGNAL FACE I.D.

All Heads L.E.D.





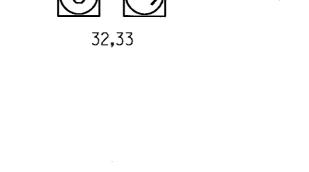




P31,P32 P61,P62

61,62

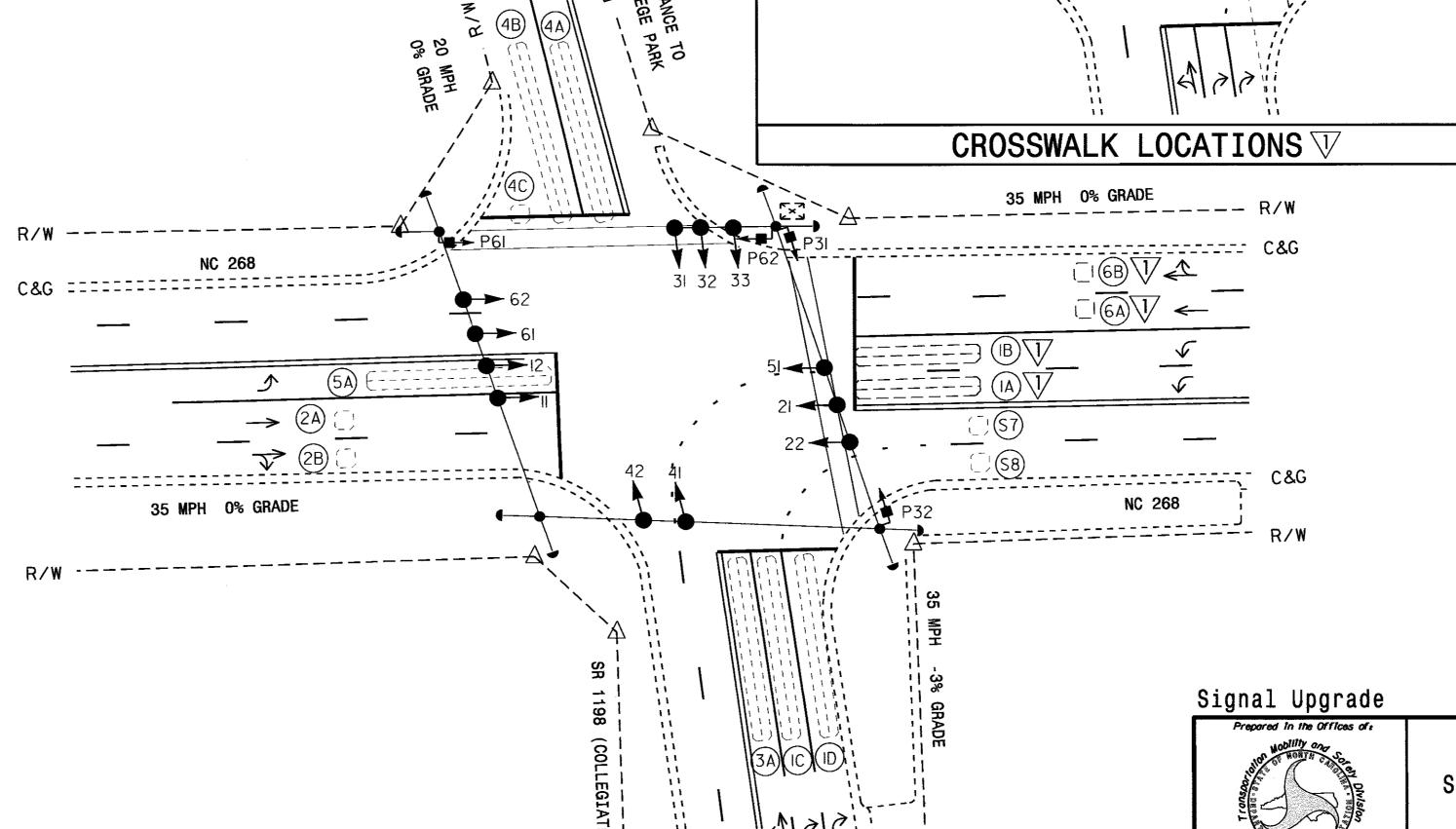
32,33



Contract DK00318:

All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposed only.

	OASIS	2070L	TIMIN	G CHAR	T	
			PHA	ASE		
FEATURE	1	2	3	4	5	6
Min Green 1 *	7	10	7	7	7	10
Extension 1 *	1.0	3.0	1.0	1.0	1.0	3.0
Max Green 1 *	15	45	20	15	15	45
Yellow Clearance	3.0	3.8	4.1	3.0	3.0	3.8
Red Clearance	2.4	1.7	2.1	3.3	1.9	1.9
Walk 1 *	-	-	7	-	-	7
Don't Walk 1	-	-	1/23	_	-	21
Seconds Per Actuation *	_	_	-	-	-	-
Max Variable Initial *	_	-	<u></u>	_	_	-
Time Before Reduction *	-	-	-	-	_	-
Time To Reduce *	_	-	-	-	-	-
Minimum Gap	-	-	-	-	-	_
Recall Mode	-	MIN RECALL	-	-	-	MIN RECALI
Vehicle Call Memory	_	YELLOW	_	-	-	YELLO₩
Dual Entry	_	-	-	-	_	-
Simultaneous Gap	ON	ON	ON	ON	ON	ON



6 Phase Fully Actuated (NC 268 Closed Loop System)

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 1 and/or phase 5 may be lagged.
- 4. The order of phase 3 and phase 4 may be reversed.
- 5. Set all detector units to presence mode.
- 6. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- 7. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 8. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 9. Closed loop system data: Controller Asset #: 0072.

LEGEND

	<u>EXISTING</u>
Traffic Signal Head	
Modified Signal Head	N/A
Sign	
Pedestrian Signal Head With Push Button & Sign	•
Signal Pole with Guy	•
Signal Pole with Sidewalk Guy	,
Inductive Loop Detector	$\subset = = = = = = = = = = = = = = = = = = =$
Controller & Cabinet	κ×η Κ×Δ
Junction Box	
- 2-in Underground Conduit	
Right of Way	
Directional Arrow	\longrightarrow
	Modified Signal Head Sign Pedestrian Signal Head With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy Inductive Loop Detector Controller & Cabinet Junction Box 2-in Underground Conduit Right of Way

NC 268 (River Street) SR 1198 (Collegiate Drive)

Division 11 Wilkes County Wilkesboro PLAN DATE: February 2011 REVIEWED BY: PREPARED BY: B.E. Wynn REVIEWED BY:

SIG. INVENTORY NO.

REVISIONS

V Revise crosswalk location
& stopbar, place new loops
1A,1B, 6A and 6B and revise
clearance times.

PROJECT REFERENCE NO. Sig. 1

4 Phase

Fully Actuated NC 268 CLS

1. Refer to "Roadway Standard

Drawings NCDOT" dated January

Specifications for Roads and

unless otherwise directed by

5. Pavement markings are existing.

operation only. Coordinated

signal system timing values

LEGEND

Traffic Signal Head Modified Signal Head

Sign

Pedestrian Signal Head With Push Button & Sign

Signal Pole with Guy Signal Pole with Sidewalk Guy

Inductive Loop Detector

Controller & Cabinet

Junction Box

2-in Underground Conduit

Right of Way

Directional Arrow

Left Arrow "ONLY" Sign (R3-5L)

Right Arrow "ONLY" Sign (R3-5R)

6. Maximum times shown in timing

chart are for free-run

supersede these values.

Controller Asset #957.

7. Closed loop system data:

2. Do not program signal for late

night flashing operation

Structures" dated January 2012.

NOTES

2012 and "Standard

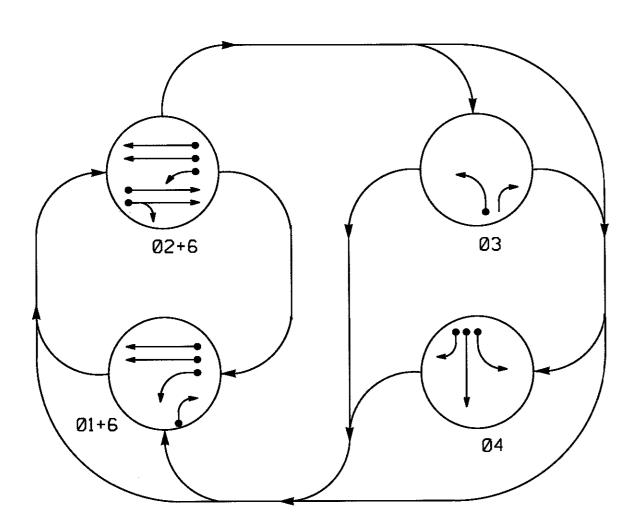
the Engineer.

presence mode.

3. Phase 1 may be lagged.

4. Set all detector units to

PHASING DIAGRAM



PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

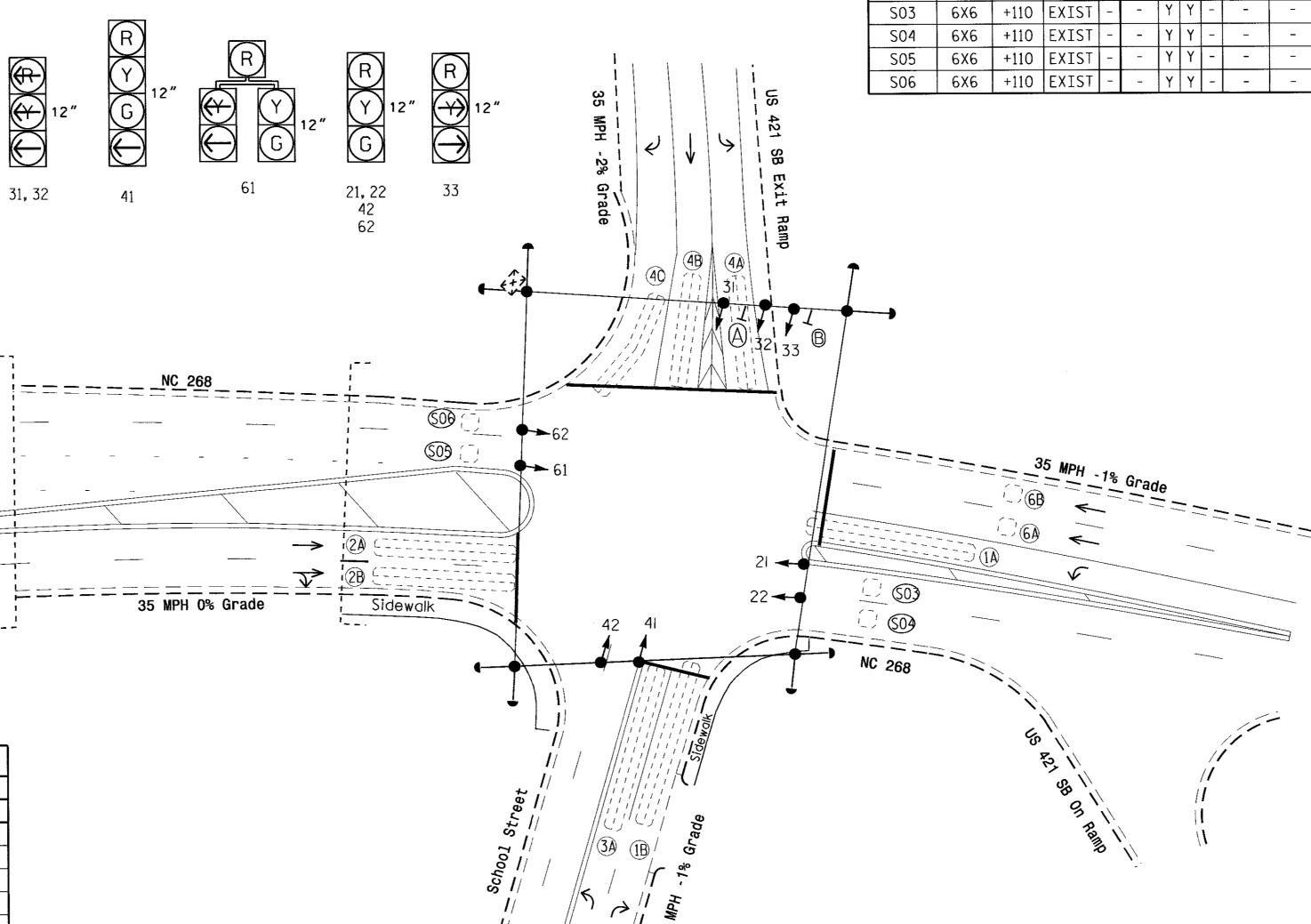
UNDETECTED MOVEMENT (OVERLAP)

UNSIGNALIZED MOVEMENT <--> PEDESTRIAN MOVEMENT

TABLE 0	F 0	PER	AT:	ION						
	PHASE									
SIGNAL FACE	0 1 + 6	Ø2+6	0 %	0 4	FLASH					
21, 22	R	G	R	R	Υ					
31, 32	- R	- R	-		-R					
33	-	R	-	R	R					
41	R	R	R	G	R					
42	R	R	R	G	R					
61	76	G	R	R	Υ					
62	G	G	R	R	Υ					

SIGNAL FACE I.D.

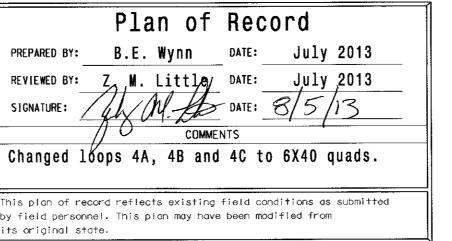
All Heads L.E.D.

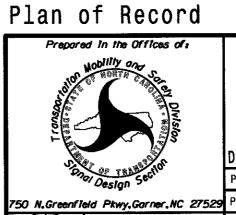


OASIS 2070L TIMING CHART **PHASE FEATURE** 10 10 Min Green 1 * 3.0 1.0 3.0 2.0 40 12 30 40 Max Green 1 * 4.0 4.0 4.0 4.5 4.0 Yellow Clearance 2.0 1.5 2.0 2.0 2.0 **Red Clearance** Walk 1 * Don't Walk 1 Seconds Per Actuation Max Variable Initial * Time Before Reduction -Time To Reduce * Minimum Gap MIN RECALL Recall Mode MIN RECALL YELLOW YELLOW Vehicle Call Memory -Dual Entry ON ON ON

Contract DK00318:

All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposed only. Loops size 6 X 50 shall remain 6 X 50.





NC 268 US 421 Southbound Exit Ramp

PROPOSED

 \bigcirc

School Street Division 11 Wilkes County PLAN DATE: January 2000 REVIEWED BY: D. Wagner 750 N. Greenfield Pkwy. Garner, NC 27529 PREPARED BY: A. Pytcher REVIEWED BY:

PE #20675 Wilkesbord on February 5,2000 This document shall not be C. Johnson considered a certified document.

SIG. INVENTORY NO. 11-0957

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

DETECTOR PROGRAMMING

INDUCTIVE LOOPS

SIZE

6X60

6X60

6X40

6X40

6X40

6X6

6X6

LOOP

2A

2B

44

4B

40

6A

6B

FROM

STOPBAR

+5

6X60 +5 2-**4**-2

6X50 0 2-4-2

0

0

70

2-4-2

2-4-2

2-4-2

EXIST

6 | Y | Y |

0 2-4-2

+5 2-4-2

70 EXIST

6X50 0

1"=30'

Not a certified document.

This document originally

issued and sealed by

Charles A. Johnson III,

EXISTING



TABLE OF OPERATION PHASE FACE 21 41,42

61,62

22

41, 42

61,62

SIGNAL FACE I.D.

All Heads L.E.D.

FROM STRETCH DELAY LOOP STOPBAR 70 | 3 2A, 2B | 6x6 6x60 0 2-4-2 0 2-4-2 6×60 +5 2-4-2 6x60 6A 6×6 70 3 6×6 +100 S02 6x6 +100

INDUCTIVE LOOPS

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART

DETECTOR PROGRAMMING

3 Phase Fully Actuated NC 268 (River St.) CLS

NOTES

1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.

PROJECT REFERENCE NO.

N/A

Sig. 1

- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 5 may be lagged.
- 4. Set all detector units to presence mode.
- 5. Pavement markings are existing.
- 6. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 7. Closed loop system data: Master Asset # 11109. Controller Asset # 1009.

EXISTING PROPOSED Traffic Signal Head \circ **●** ➤ Modified Signal Head N/A Pedestrian Signal Head With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy Inductive Loop Detector \boxtimes Controller & Cabinet Junction Box 2-in Underground Conduit Right of Way \longrightarrow Directional Arrow Guardrail 1 1 "YIELD" Sign (R1-2) Left Arrow "ONLY" Sign (R3-5L) Combined Through and Left Arrow Sign (R3-6L)

LEGEND

Plan Of Record



NC 268 (River Street) US 421 Northbound Ramps

Division 11 Wilkes County Wilkesbor January 2006 REVIEWED BY: D. Wagner C. Nolan REVIEWED BY: C. Johnson REVISIONS

This document originally issued and sealed by Charles Johnson III,PE 20675 on 2/25/2000 This document shall not be considered a certified document.

Not a certified document.

SIG. INVENTORY NO. 11-1009

PHASING DIAGRAM DETECTION LEGEND

- DETECTED MOVEMENT
- UNDETECTED MOVEMENT (OVERLAP)
- UNSIGNALIZED MOVEMENT
- <−−> PEDESTRIAN MOVEMENT

plans are for illustrative purposed only.

NC 268 (River Street)

Contract DK00318: All existing loops size 6 X 60 shall be replaced with size 6 X 40,

OASIS	2070L	TIMIN	G CHAR	RT
		PHA	ASE	
FEATURE	2	4	5	6
Min Green 1 *	10	7	7	10
Extension 1 *	3.0	2.0	1.0	3.0
Max Green 1 *	30	20	30	30
Yellow Clearance	5.0	4.0	5.0	5.0
Red Clearance	1.0	2.5	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0
Walk 1 *	_	_	-	_
Don't Walk 1	-	_	-	_
Seconds Per Actuation *	-	_	-	_
Max Variable Initial *	-	_	-	_
Time Before Reduction *	-	_	_	-
Time To Reduce *	_	_	_	
Minimum Gap	_	_		-
Recall Mode	MIN RECALL	-	-	MIN RECALL
Vehicle Call Memory	YELLOW	-		YELLOW
Dual Entry	_	-	-	-
Simultaneous Gap	ON	ON	ON	ON

These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not be

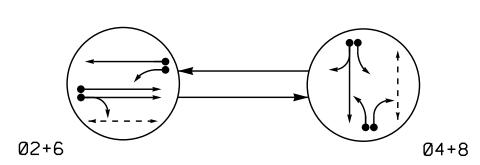
22

Plan of Record M. Mahbooba DATE: December 2013 REVIEWED BY: __T. Williams Date: December 2013 7. D. Well DATE: 12 6 13.

Add right turn lane to NC 268 Westbound.

This plan of record reflects existing field conditions as submitted

its original state.



PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT

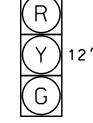
← − − > PEDESTRIAN MOVEMENT

TABLE OF 0	PER	ATI	ON
	Р	HAS	E
SIGNAL FACE	ØN+6	Ø 4 + 8	FLAOI
21,22	G	R	Υ
41,42	R	G	R
61,62	G	R	Υ
81,82	R	G	R
P21 , P22	W	DW	DRK
P81 , P82	DW	W	DRK

W - Walk DW - Don't Walk DRK – Dark

SIGNAL FACE I.D.

All Heads L.E.D.



81.82



P81,P82 21,22 41,42 61,62

OASIS	2070	LOOP	& DET	EC	TOR	IN	ST	AL	LATIC	N CH	AR'	Τ
INDUCTIVE LOOPS DETECTOR PROGRAMMING												
LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	PHASE	CALLING	EXTENSION	FULL TIME DELAY	STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
2A,2B	6×6	70	3	-	2	Υ	Υ	-	-	-	1	-
4 A	6×15	0	3	-	4	Υ	Υ	-	-	5	-	-
4B	6×15	0	3	-	4	Υ	Υ	-	-	10	-	-
6A	6×6	70	3	Υ	6	Υ	Υ	-	-	-	1	-
6B	6×40	0	2-4-2	ı	6	Υ	Υ	_	-	_	-	-
8A	6×40	0	2-4-2	ı	8	Υ	Υ	_	-	3	ı	-
8B	6×40	0	2-4-2	-	8	Υ	Υ	_	_	15	_	-

2 Phase Fully Actuated Isolated

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2012 and "Standard Specifications for Roads and Structures" dated January 2012.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Set all detector units to presence mode.
- 4. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- 5. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 6. Pavement markings are existing.

LEGEND

Traffic Signal Head

Modified Signal Head

Sign Pedestrian Signal Head

With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy

Inductive Loop Detector

Controller & Cabinet

Junction Box

2-in Underground Conduit

Right of Way

Directional Arrow Fence

Type II Signal Pedestal Type I Pushbutton Post No Left Turn Sign (R3-2) No Right Turn Sign (R3-1) Left Arrow "ONLY" Sign (R3-5L) Right Arrow "ONLY" Sign (R3-5R)

"DO NOT ENTER" Sign (R5-1)

INIT. DATE

EXISTING

-

N/A

 \longrightarrow

___×__

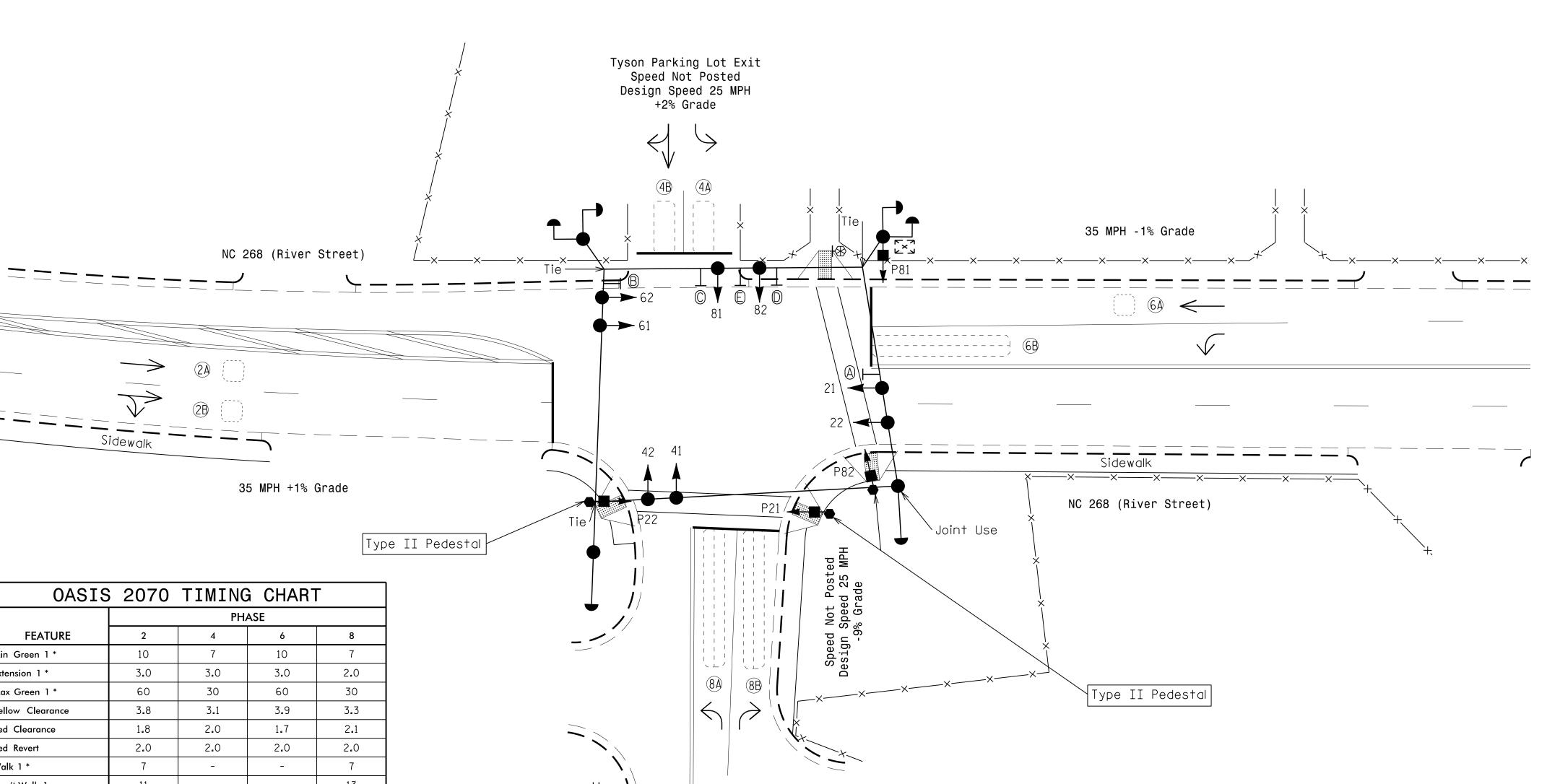
<u>PROPOSED</u>

 \bigcirc

O->

 \boxtimes

N/A



OASIS	2070	TIMING	CHAR1	Γ		
	PHASE					
FEATURE	2	4	6	8		
Min Green 1 *	10	7	10	7		
Extension 1 *	3.0	3.0	3.0	2.0		
Max Green 1 *	60	30	60	30		
Yellow Clearance	3.8	3.1	3.9	3.3		
Red Clearance	1.8	2.0	1.7	2.1		
Red Revert	2.0	2.0	2.0	2.0		
Walk 1 *	7	-	-	7		
Don't Walk 1	11	-	-	13		
Seconds Per Actuation *	-	-	-	-		
Max Variable Initial *	-	-	-	-		
Time Before Reduction *	-	-	-	-		
Time To Reduce *	-	-	-	-		
Minimum Gap	-	-	-	-		
Recall Mode	MIN RECALL	-	MIN RECALL	-		
Vehicle Call Memory	YELLOW	-	YELLOW	-		
Dual Entry	-	ON	-	ON		
Simultaneous Gap	ON	ON	ON	ON		

* These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 and 6 lower than what is shown. Min Green for all other phases should not

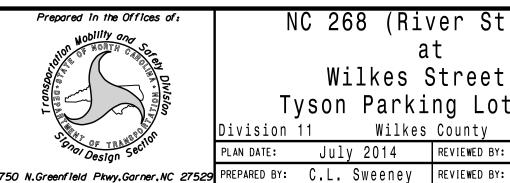
be lower than 4 seconds.

Plan of Record Plan of Record PREPARED BY: M. Mahbooba DATE: December 2015 REVIEWED BY: Z. Little DATE: December 2015 SIGNATURE: Zaefary M. Little DATE: 12/18/2015

Installed pedestrian heads # P21, P22 & P82 on type II pedestals with push buttons and relocated controller & cabinet.

his plan of record reflects existing field conditions as submitted

by field personnel. This plan may have been modified from



20

1"=20'

NC 268 (River Street)

REVISIONS

Wilkes Street / Tyson Parking Lot Exit Division 11 Wilkes County Wilkesbord July 2014 REVIEWED BY: Z.M. Little PLAN DATE:

This document originally issued and sealed by Zachary Little, PE 030530 on 8/5/2014 This document shall not be considered a certified document.

Not a certified document.

11-1433 SIG. INVENTORY NO.

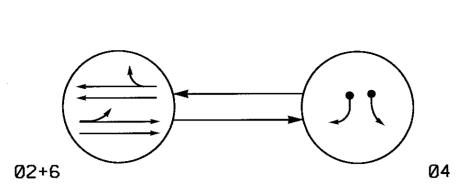


TABLE OF OPERATION SIGNAL FACE 21, 22 41, 42 61, 62

SIGNAL FACE I.D.

OASIS 2070L LOOP & DETECTOR INSTALLATION CHART DETECTOR PROGRAMMING INDUCTIVE LOOPS FROM LOOP STOPBAR

2 PHASE SEMI-ACTUATED (ISOLATED)

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated July 2006 and "Standard Specifications for Roads and Structures" dated July 2006.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Set all detector units to presence mode.
- 4. Pavement markings are existing.

PHASING DIAGRAM DETECTION LEGEND

NC 268 (RIVER STREET)

DETECTED MOVEMENT UNDETECTED MOVEMENT (OVERLAP) UNSIGNALIZED MOVEMENT

<−−> PEDESTRIAN MOVEMENT

All Heads L.E.D.

21, 22 41, 42 61, 62

POLE MOUNTED

21 🔫 22 🔫

NC 268 (RIVER STREET)

LEGEND

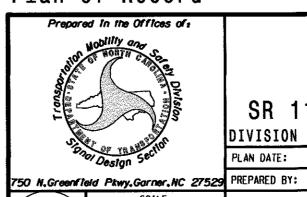
EXISTING PROPOSED \circ Traffic Signal Head Modified Signal Head Sign Pedestrian Signal Head With Push Button & Sign Signal Pole with Guy Signal Pole with Sidewalk Guy

Inductive Loop Detector \boxtimes Controller & Cabinet Junction Box

---- 2-in Underground Conduit N/A Right of Way Directional Arrow

SIDEWALK

Plan of Record



NC 268 SR 1185 (CURTIS BRIDGE ROAD) DIVISION 11 WILKES COUNTY PLAN DATE: REVIEWED BY:

REVIEWED BY:

issued and approved. This document shall not be considered a certified document.

κχ Χ

Not a certified document. This document originally

OASIS 2070L TIMING CHART

SIDEWALK

07.000 -0					
	PHASE				
FEATURE	2	4	6		
Min Green 1 *	10	10	10		
Extension 1 *	0.0	1.0	0.0		
Max Green 1 *	37	25	37		
Yellow Clearance	4.5	5.0	4.5		
Red Clearance	1.1	2.0	1.1		
Walk 1 *	-		_		
Don't Walk 1	_	-	-		
Seconds Per Actuation *	-	_	_		
Max Variable Initial *	_	-	_		
Time Before Reduction *	-	_	-		
Time To Reduce *			_		
Minimum Gap	_		_		
Recall Mode	MAX RECALL	-	MAX RECALL		
Vehicle Call Memory		_	-		
Dual Entry	***	_	-		
Simultaneous Gap	ON	ON	ON		

phases 2 and 6 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

Contract DK00318:

All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposed only.

> Plan of Record PREPARED BY: C. L. CARPER DATE: MAY 2010 REVIEWED BY: B.E. WYNN DATE: SEPT. 2010 SIGNATURE: 3.5. Wgn DATE: 9-17-10 Upgraded equipment to 2070. This plan of record reflects existing field conditions as submitted

by field personnel. This plan may have been modified from

its original state.

REVISIONS

SIG. INVENTORY NO. 11-0950

PHASING DIAGRAM DETECTION LEGEND

DETECTED MOVEMENT

<--> PEDESTRIAN MOVEMENT

UNSIGNALIZED MOVEMENT

UNDETECTED MOVEMENT (OVERLAP)

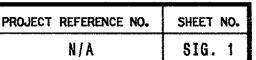
YELLOW

YELLOW

ON

ON

Ø2+6



3-PHASE **FULLY ACTUATED** (ISOLATED)

NOTES

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2002 and "Standard Specifications for Roads and Structures" dated January 2002.
- 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Omit phase 1 during phase 2 on.
- 4. Program controller to clear from phase 2+6 to phase 1+6 by progressing through phase 4+8 (see Electrical Details).
- 5. Set all detector units to presence mode.
- 6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 7. Revise pavement markings as shown.

NC 268 (MAIN STREET)	NC 18-268 (W. MAIN STREET
S26L1 METAL STRAIN POLE 27' METAL STRAIN POLE	NO. 1 S30L1 METAL STRAIN POLE
CHERRY STREET	EXISTING STOPBAR PROPOSED STOPBAR

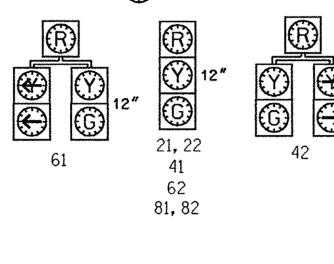


TABLE OF OPERATION

SIGNAL

FACE

21, 22

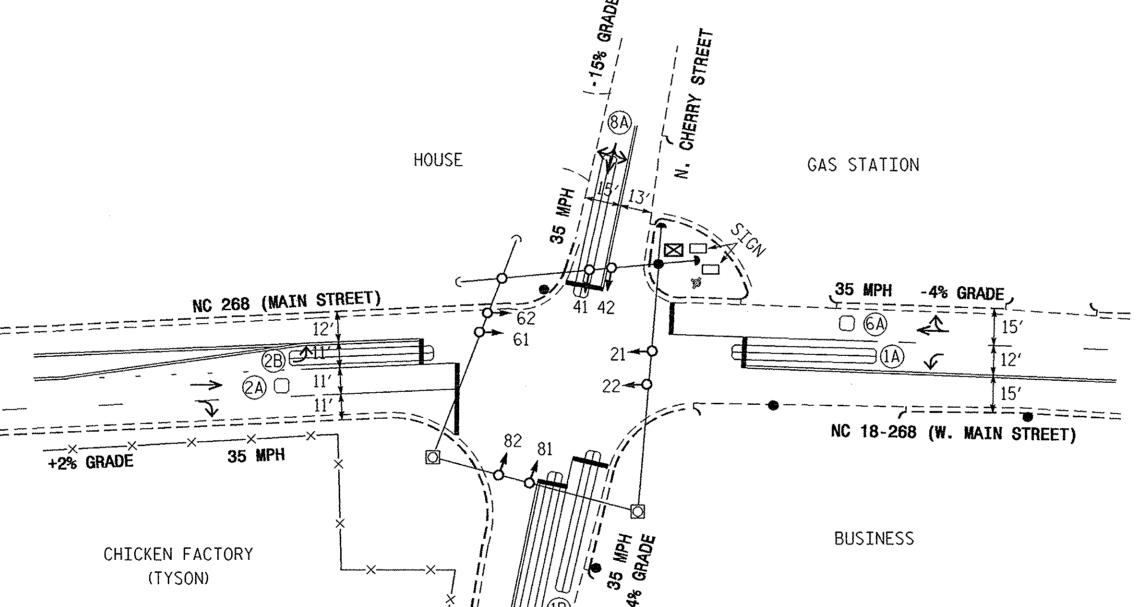
62

81, 82

SIGNAL FACE I.D.

(Denotes L.E.D.

PHASE



PLAN QUANTITIES			
Pay Item	Feet		
Signal Cable	460		
Messenger Cable	340		
Lead-in Cable	940		

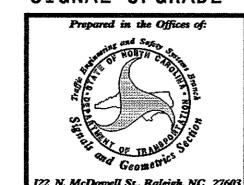
	2070L	. TIMIN	G CHAF	RT	
	PHASE				
FEATURE	1	2	4	6	8
een 1 *	7	10	7	10	7
on 1 *	1.0	3.0	1.0	3.0	1.0
reen 1 *	20	45	25	45	25
Clearance	4.0	4.0	5.0	4.0	5.0
learance	2.6	2.2	2.2	2.0	2.2
1 *	-	-	_	-	_
Walk 1	-	-	-	-	-
ds Per Actuation *	_	-	_	-	-
Variable Initial *	-	-	-	† -	_
Before Reduction *	~		-	_	
To Reduce *	-	-	-	-	-
ıum Gap	_	-	_	_	-
l Mode	-	MIN RECALL		MIN RECALL	_
	I	<u> </u>	I	I	L

Contract DK00318:

All existing loops size 6 X 60 shall be replaced with size 6 X 40, plans are for illustrative purposed only.

LEGEND								
PROPOSED		EXISTING						
\bigcirc	Traffic Signal Head	◆ →						
0 ->	Modified Signal Head	N/A						
	Sign							
	Pedestrian Signal Head With Push Button & Sign							
)	Signal Pole with Guy							
	Signal Pole with Sidewalk Guy	y						
	Inductive Loop Detector	C						
\boxtimes	Controller & Cabinet	κ×21 κ×21						
	Junction Box							
	2-in Underground Conduit							
N/A	Right of Way							
	Directional Arrow							
	Pavement Marking Arrow							
N/A	Fence	X						
O	Metal Strain Pole							

SIGNAL UPGRADE



NC 268(MAIN ST.)/NC 18-268 (W.MAIN STREET)

NC 18 (CHERRY St.)/N.CHERRY St.
DIVISION 11 WILKES COUNTY WILKESBORO

PLAN DATE: JANUARY, 2005 REVIEWED BY: N. Burney 2105 22 N. McDowell St., Raleigh, NC 27603 PREPARED BY: MONIF BAZZARIE REVIEWED BY:

SIG. INVENTORY NO. 11-0893

Vehicle Call Memory

Dual Entry