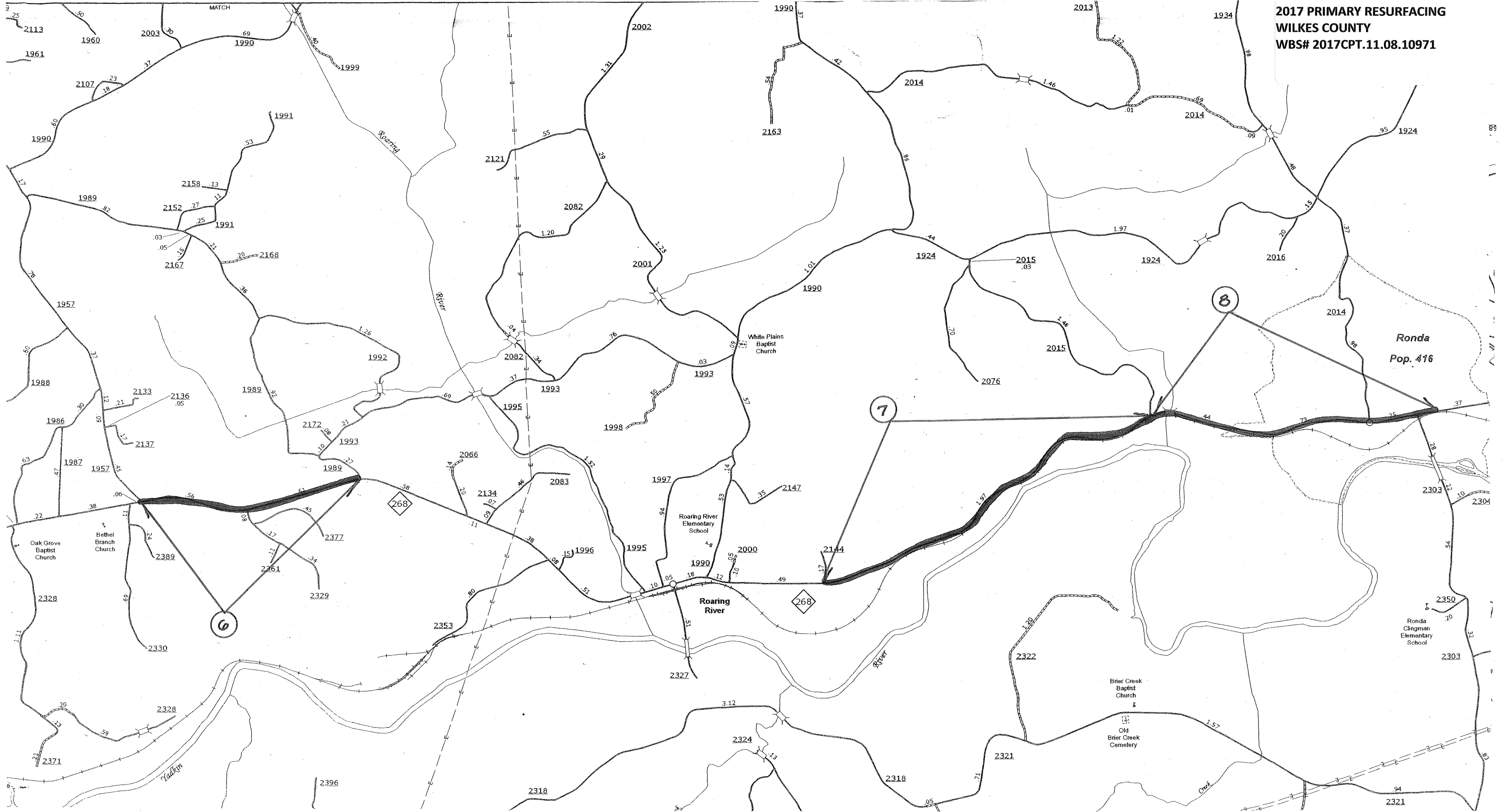
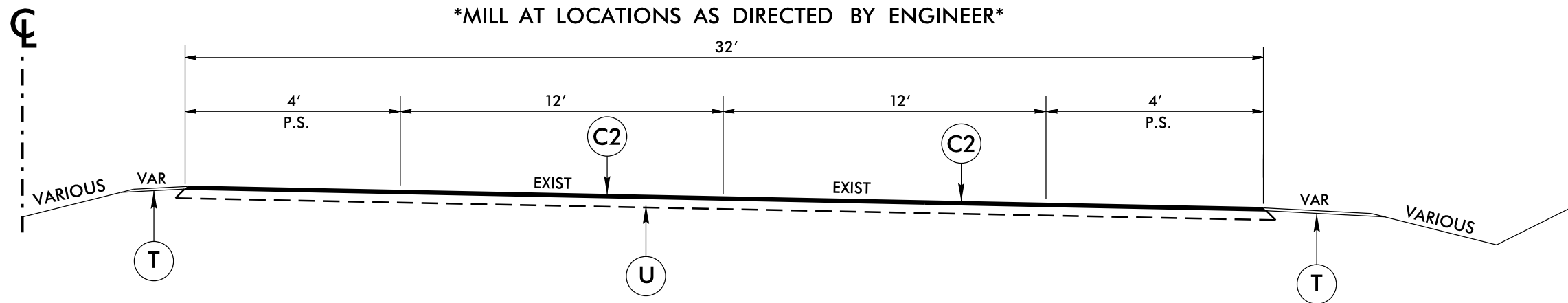


North
Wilkesboro
~~Pop. 4,237~~

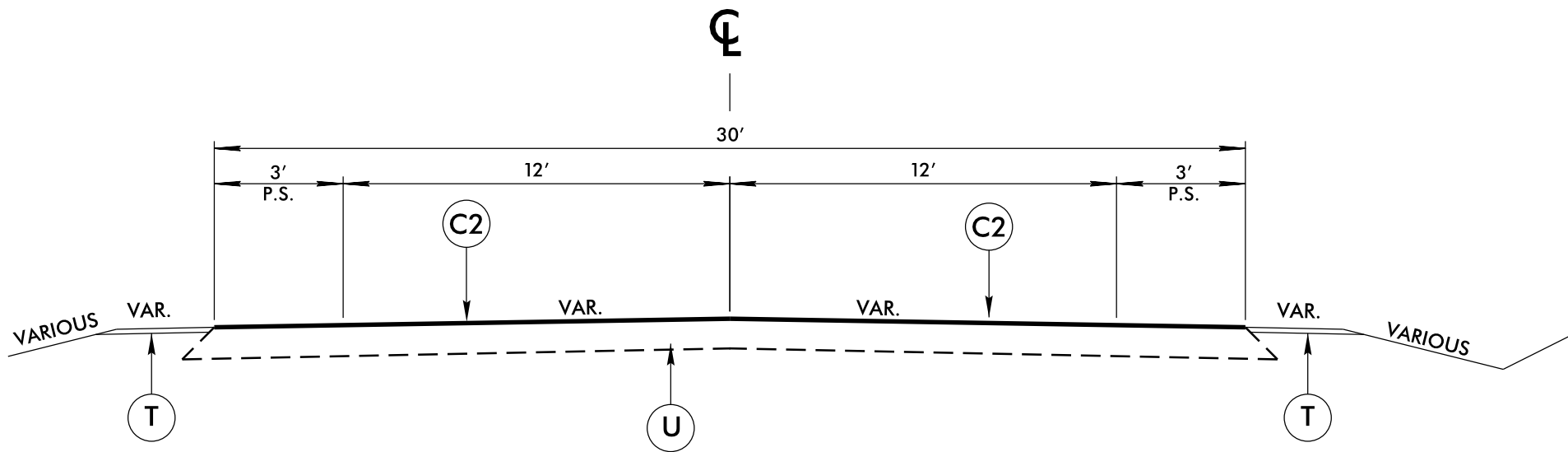




TYPICAL SECTION NO. 1

MAP 1 – US 421 SBL FROM 575' N OF SR 1155 TO SR 1154
MAP 2 – US 421 SBL FROM SR 1154 TO SR 1145

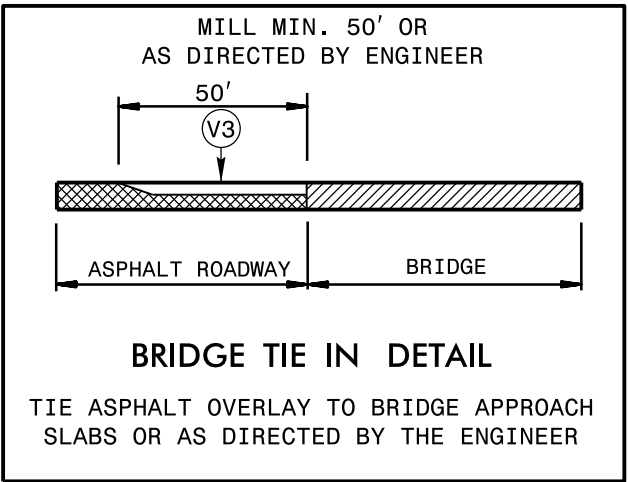
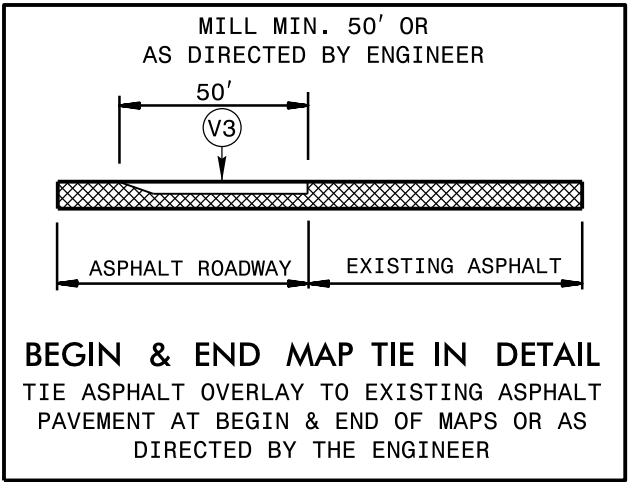
V1 NOTES: Maps 1&2 – Mill Along Curb 0"-1½" at Various Locations



TYPICAL SECTION NO. 2

MAP 3 – NC 16 FROM 723' N OF SR 2545 TO BEG DIV HWY

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALTCONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	SHOULDER RECONSTRUCTION
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING



WILKES COUNTY

PRIMARY RESURFACING

DIVISION II

REVISIONS	INIT.	DATE

N.C. DEPARTMENT of TRANSPORTATION

DIVISION of HIGHWAYS

DIVISION ELEVEN

SCALE: N/A DATE: 4/2016

PREPARED BY: J. L. LAWS

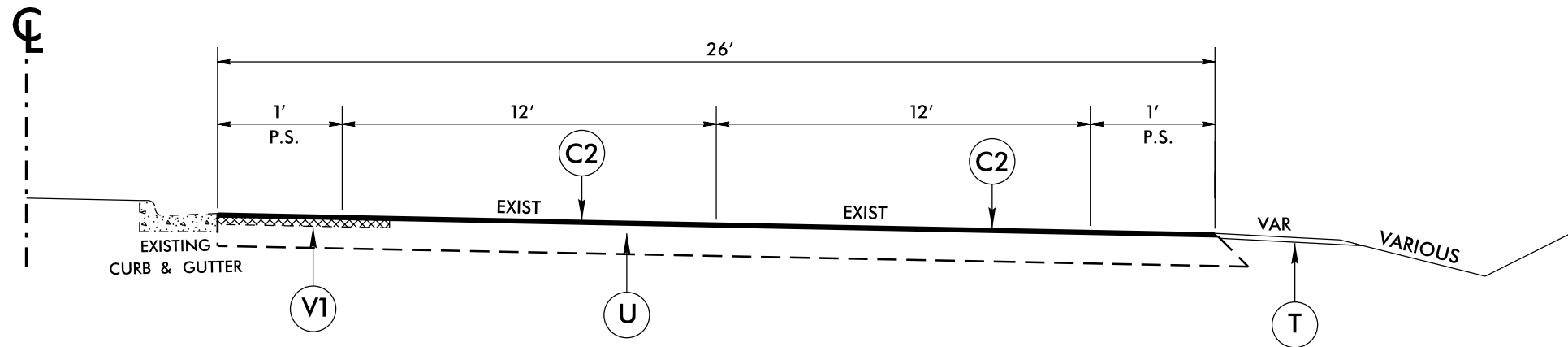
REVIEWED BY:

REVIEWED BY:

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

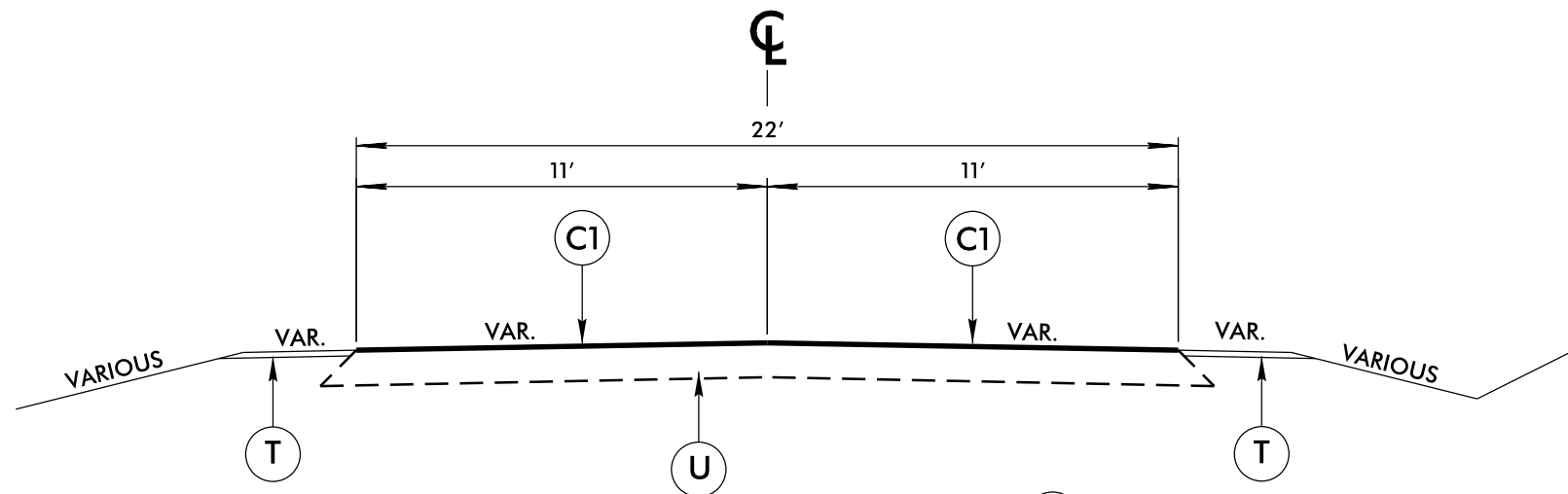
DEPARTMENT OF TRANSPORTATION



TYPICAL SECTION NO. 3

V1 NOTES: Maps 4&5 – Mill Along Inside Curb 0”-1½” for Entire Map Length

MAP 4 – NC 16 NBL FROM BEG DIV HWY TO SCL WILKESBORO
MAP 5 – NC 16 NBL FROM SCL WILKESBORO TO BRIDGE



TYPICAL SECTION NO. 4

V2 NOTES: Map 8 – Mill 1½” at Bridge and Approaches

MAP 6 – NC 268 FROM SR 1957 TO SR 1989
MAP 7 – NC 268 FROM SR 2144 TO SR 2015
MAP 8 – NC 268 FROM SR 2015 TO SR 2303

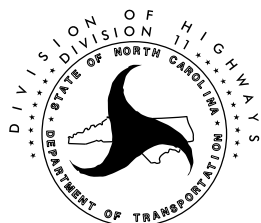
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½” ASPHALTCONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½” ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	SHOULDER RECONSTRUCTION
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0” - 1½”
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½”
V3	INCIDENTAL MILLING

WILKES COUNTY PRIMARY RESURFACING

DIVISION II

REVISIONS	INIT.	DATE

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

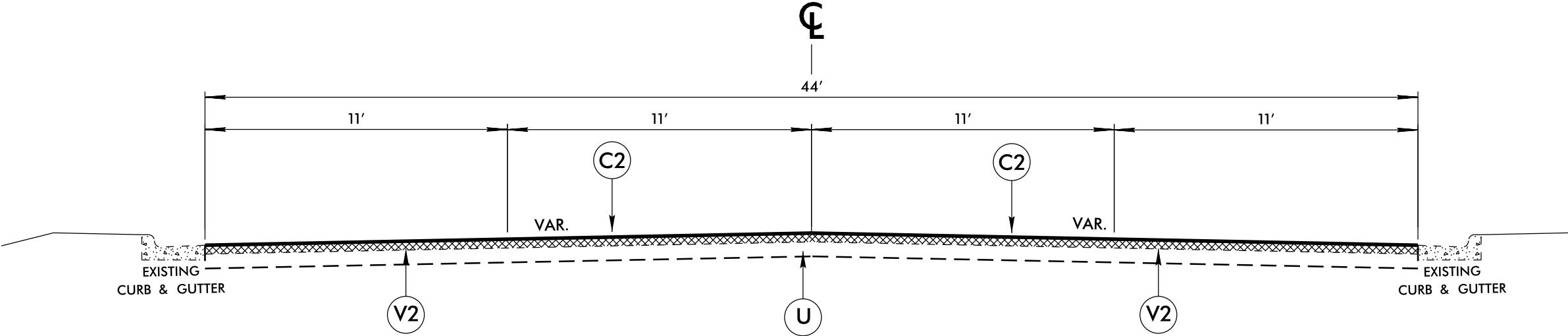


SCALE: N/A DATE: 4/2016

PREPARED BY: J. L. LAWS

REVIEWED BY:

REVIEWED BY:



TYPICAL SECTION NO. 5

MAP 9 – NC 18 FROM NC 115 TO SR 1525

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALTCONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
U	EXISTING PAVEMENT
T	SHOULDER RECONSTRUCTION
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 0" - 1½"
V2	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V3	INCIDENTAL MILLING

WILKES COUNTY
PRIMARY RESURFACING

DIVISION II

REVISIONS	INIT.	DATE

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

DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

SCALE: N/A

DATE: 4/2016

PREPARED BY: J. L. LAWS

REVIEWED BY:

REVIEWED BY:

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.11.08.10971		

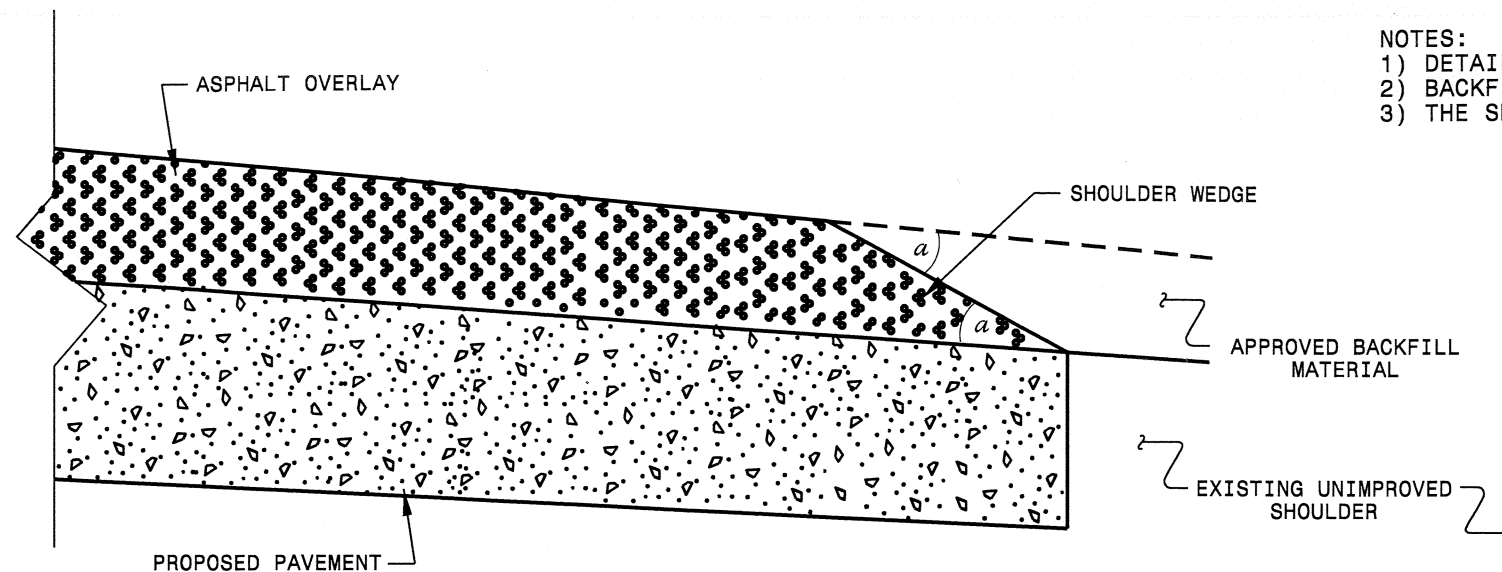
SUMMARY OF QUANTITIES

PROJECT	COUNTY	M&P	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	FINAL SURFACE TESTING REQUIRED	WARM MIX ASPHALT REQUIRED	LENGTH	WIDTH	BORROW EXCAVATION	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	1½" MILLING	0" TO 1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	SURFACE COURSE, S9.5C	ASPHALT BINDER FOR PLANT MIX	ADI. OF MANHOLES	ADI. OF METER OR VALVE BOX	PORTABLE LIGHTING	SEED & MULCHING	PAVED TRENCHING (1,2")	UNPAVED TRENCHING (1,2")	JUNCTION BOX (STANDARD SIZE) EA	INDUCTIVE LOOP	LEAD-IN CABLE (14-2)	
NO		NO			NO					M	FT	CY	TONS	SM	SY	SY	SY	TONS	TONS	TONS	EA	EA	LS	AC	LF	LF	EA	LF	LF	
2017CPT.11.08.10971	Wilkes	1	US 421 SBL	FROM 575' N OF SR 1155 TO SR 1154	1	2	MD	NO	NO	2.58	32	516	100	5.16		1,060	565		4,937	291				2.50						
2017CPT.11.08.10971	Wilkes	2	US 421 SBL	FROM SR 1154 TO SR 1145	1	2	MD	NO	NO	2.03	32	406	75	4.06		310	540		3,950	233				1.98						
2017CPT.11.08.10971	Wilkes	3	NC 16	FROM 723' N OF SR 2545 TO BEG DIV HWY	2	2	2WU	NO	NO	1.39	30	278	75	2.78			145		2,220	131				1.36						
2017CPT.11.08.10971	Wilkes	4	NC 16 NBL	FROM BEG DIV HWY TO SCL WILKESBORO	3	2	MD	NO	NO	0.74	26	74		0.74		2,139			1,161	68				0.36						
2017CPT.11.08.10971	Wilkes	5	NC 16 NBL	FROM SCL WILKESBORO TO BRIDGE	3	2	MD	NO	NO	0.43	26	43		0.43		896	111		629	37				0.21	25	25	1	350	25	
2017CPT.11.08.10971	Wilkes	6	NC 268	FROM SR 1957 TO SR 1989	4	2	2WU	NO	NO	1.11	22	222	100	2.22			245	1,230		74				1.08						
2017CPT.11.08.10971	Wilkes	7	NC 268	FROM SR 2144 TO SR 2015	4	2	2WU	NO	NO	1.96	22	392	200	3.92			122	2,137		128				1.90						
2017CPT.11.08.10971	Wilkes	8	NC 268	FROM SR 2015 TO SR 2303	4	2	2WU	NO	NO	1.46	22	292	100	2.92	538		122	1,750		105				1.42						
2017CPT.11.08.10971	Wilkes	9	NC 18	FROM NC 115 TO SR 1525	5	4	MU	NO	NO	1.11	44				40,620				3,412	201	22	13	1		25	25	1	3,600	25	
TOTAL FOR PROJ NO. 2017CPT.11.08.10971										12.81		2,223	650	22.23	41,158	4,405	1,850	5,117	16,309	1,268	22	13	1	10.81	50	50	2	3,950	50	
GRAND TOTAL										12.81		2,223	650	22.23	41,158	4,405	1,850	5,117	16,309	1,268	22	13	1	10.81	50	50	2	3,950	50	

PROJECT NO.	SHEET NO.	TOTAL NO.
2017CPT.11.08.10971		

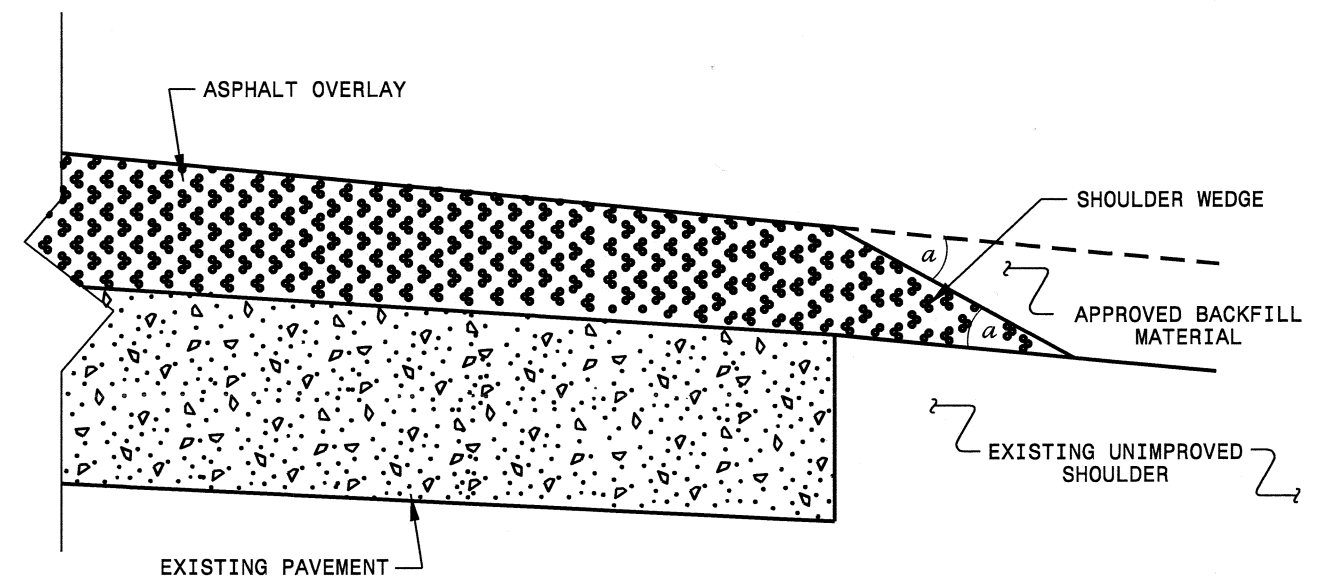
THERMOPLASTIC AND PAINT QUANTITIES

PROJECT	COUNTY	MAP	ROUTE	DESCRIPTION	TYP	LANES	LANE TYPE	LENGTH	WIDTH	4413000000-E	4457000000-N	4810000000-E		4820000000-E		4835000000-E	4845000000-N						4905000000-N
										WORK ZONE ADVANCE/GENERAL WARNING SIGNING	TEMPORARY TRAFFIC CONTROL	4" WHITE PAINT	4" YELLOW PAINT	8" WHITE PAINT	8" YELLOW PAINT	24" WHITE PAINT	PAINT LT ARROW	PAINT STR ARROW	PAINT RT ARROW	PAINT STR & RT ARROW	PAINT STR & LT ARROW	PAINT LT & RT ARROW	SNOW PLOWABLE MARKERS
										SF	LS	LF	LF	LF	LF	LF	EA	EA	EA	EA	EA	EA	
NO		NO			NO																		
2017CPT.11.08.10971	Wilkes	1	US 421 SBL	FROM 575' N OF SR 1155 TO SR 1154	1	2	MD	2.58	32	320	1.00	34,958	28,310	2,760		280	32	40	4				170
2017CPT.11.08.10971	Wilkes	2	US 421 SBL	FROM SR 1154 TO SR 1145	1	2	MD	2.03	32	264	*	25,048	23,540	1,380		264	36	48	4				134
2017CPT.11.08.10971	Wilkes	3	NC 16	FROM 723' N OF SR 2545 TO BEG DIV HWY	2	2	2WU	1.39	30	72	*	29,913	29,244		80	48	6						115
2017CPT.11.08.10971	Wilkes	4	NC 16 NBL	FROM BEG DIV HWY TO SCL WILKESBORO	3	2	MD	0.74	26	104	*	10,900	7,786	94	94	250	6	2		2			70
2017CPT.11.08.10971	Wilkes	5	NC 16 NBL	FROM SCL WILKESBORO TO BRIDGE	3	2	MD	0.43	26	48	*	6,983	4,500			72		4	4				29
2017CPT.11.08.10971	Wilkes	6	NC 268	FROM SR 1957 TO SR 1989	4	2	2WU	1.11	22	160	*	23,887	20,700										73
2017CPT.11.08.10971	Wilkes	7	NC 268	FROM SR 2144 TO SR 2015	4	2	2WU	1.96	22	160	*	42,179	41,244										129
2017CPT.11.08.10971	Wilkes	8	NC 268	FROM SR 2015 TO SR 2303	4	2	2WU	1.46	22	144	*	31,419	30,836			64							97
2017CPT.11.08.10971	Wilkes	9	NC 18	FROM NC 115 TO SR 1525	5	4	MU	1.11	44	192	*	12,810	25,100	360	150	1,256	44	42	10	18	16	2	300
TOTAL FOR PROJ NO. 2017CPT.11.08.10971								12.81		1,464	1	218,097	211,260	4,594	324	2,234	124	136	22	20	16	2	1,117
												429,357		4,918			320						
GRAND TOTAL								12.81		1,464	1	218,097	211,260	4,594	324	2,234	124	136	22	20	16	2	1,117
												429,357		4,918			320						

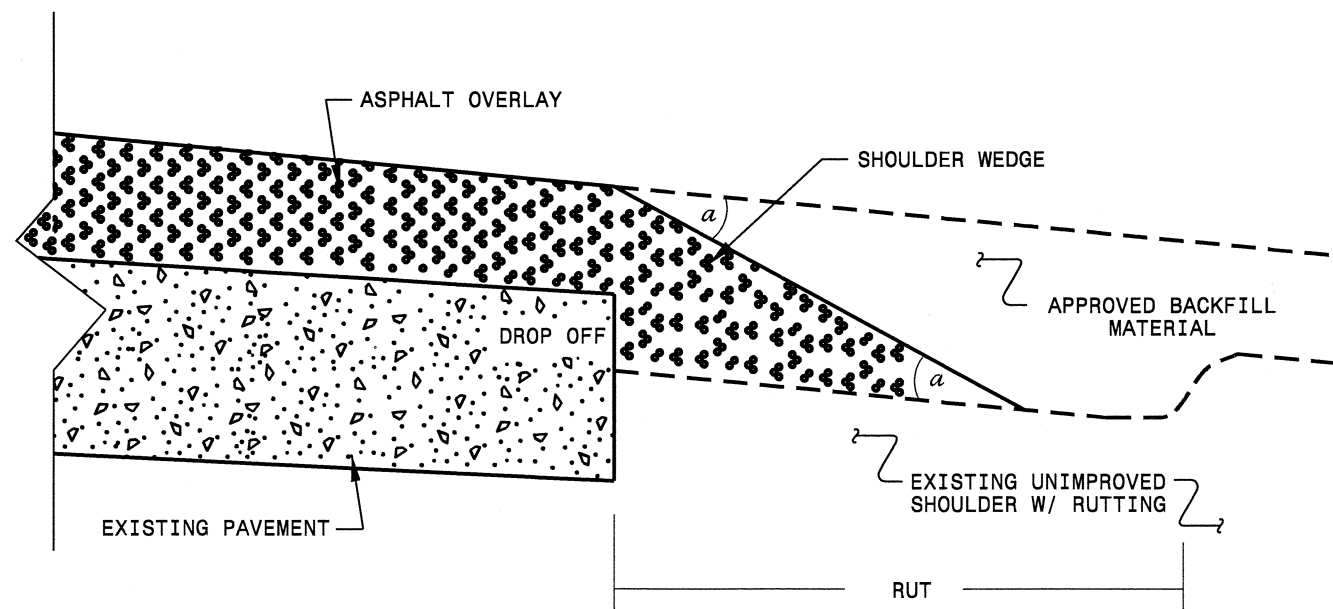


- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.

SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ Widening or
with Existing Paved Shoulder having no dropoffs)



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



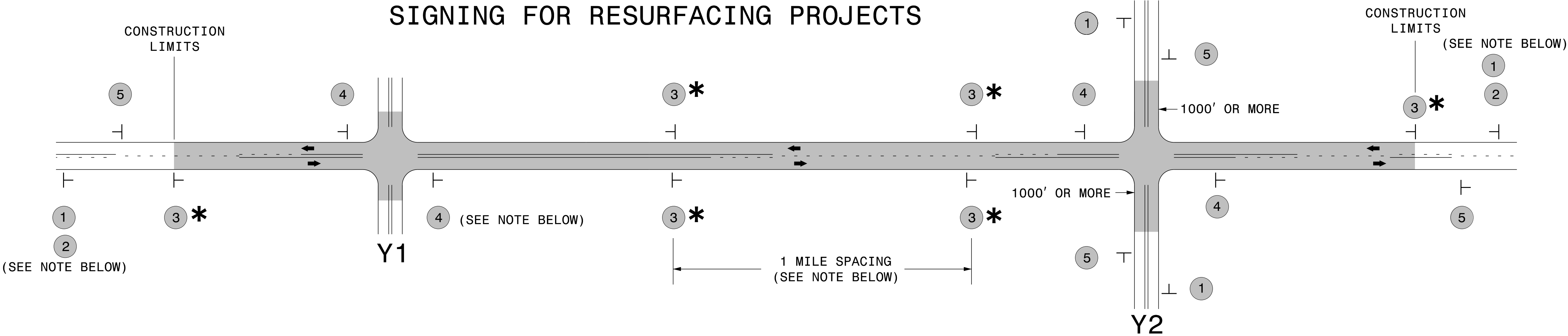
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

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

**SHOULDER WEDGE
DETAILS**

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



LEGEND

— STATIONARY SIGN

→ DIRECTION OF TRAFFIC FLOW

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

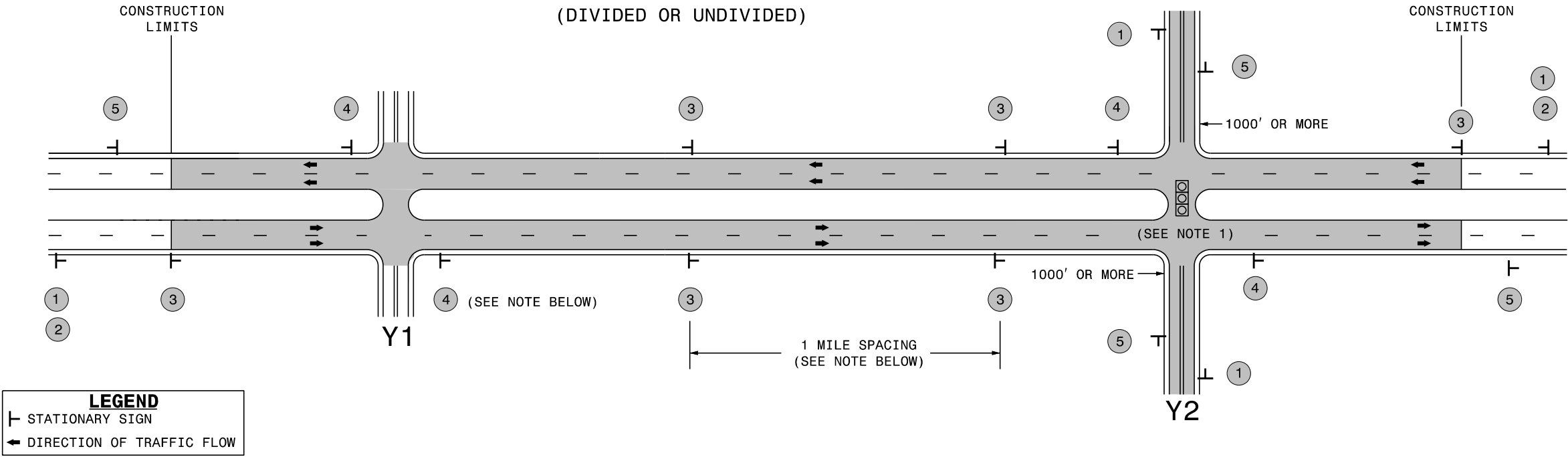
SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#2 SIGN ONLY USED WHEN RESURFACING LIMITS ARE 2 OR MORE MILES IN LENGTH. ROUND UP TO NEXT WHOLE NUMBER.(NO FRACTIONAL OR DECIMAL NUMBERS)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</div> <div>2) SUBDIVISION ROADS</div> <div>3) DEAD END ROADS</div> <div>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.</div> <div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div>
	<div>3 *</div> <div></div> <div>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.</div>	
	<div>4</div> <div></div> <div>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.</div>	
	<div>5</div> <div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	

* SIGNING FOR ASPHALT SURFACE TREATMENTS (ONLY)

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

RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

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



MAINLINE (-L-) SIGNING

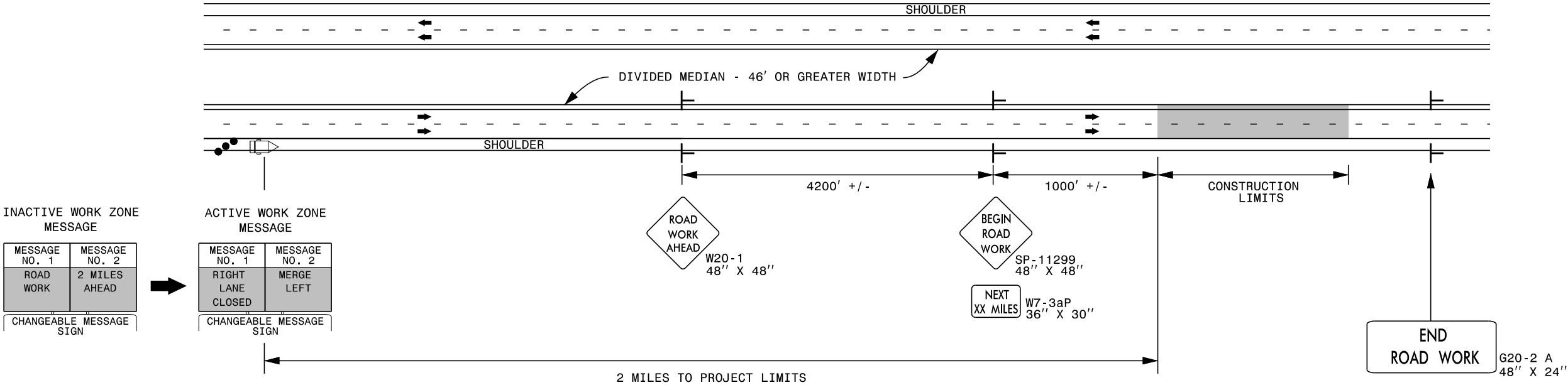
-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div>1</div> <div>2</div> <div></div> <div>PLACE 1000' PRIOR TO BEGINNING OF CONSTRUCTION LIMITS. ONLY USED ON -Y- LINES IF RESURFACING LIMITS EXTEND 1000' ALONG -Y- LINE.</div> <div>#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)</div>	<div>NO REQUIRED STATIONARY SIGNING FOR THE FOLLOWING -Y- LINE CONDITIONS:</div> <div>1) LESS THAN 1000' OF RESURFACING ALONG -Y- LINE</div> <div>2) SUBDIVISION ROADS</div> <div>3) DEAD END ROADS</div> <div>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.</div> <div></div> <div>PLACED 500' IN ADVANCE OF FLAGGER. PLACED 250' IN ADVANCE OF FLAGGER.</div> <div>NOTES:</div> <div>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.</div>
	<div>3</div> <div></div> <div>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.</div>	
	<div>4</div> <div></div> <div>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.</div>	
	<div>5</div> <div></div> <div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS.</div>	

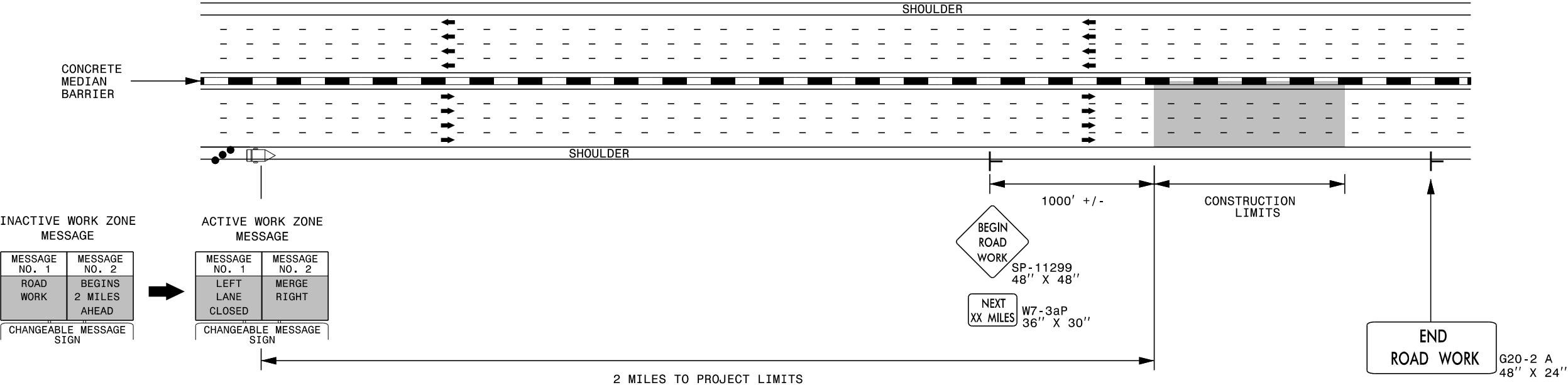


RESURFACING
ADVANCE WARNING SIGNS
FOR RURAL AND SUBURBAN
MULTI-LANE ROADWAYS
W/ SHOULDER SECTIONS
(DIVIDED OR UNDIVIDED)

DIVIDED MEDIANS WITH WIDTHS 46' OR GREATER



DIVIDED MEDIANS WITH WIDTHS LESS THAN 46' OR WITH PERMANENT MEDIAN BARRIER



NOTES:

- 1) LATERAL CLEARANCE AT ALL SIGN LOCATIONS SHALL BE 6' AS MEASURED FROM THE EDGE OF PAVEMENT.
- 2) MOUNT SIGNS THAT ARE LARGER THAN 10 SQUARE FEET IN AREA ON TWO OR MORE WOOD OR U-CHANNEL SUPPORTS. PERFORATED SQUARE TUBING SUPPORT SYSTEMS MAY SUPPORT LARGER AREAS ON A SINGLE SUPPORT. FOLLOW MANUFACTURER'S RECOMMENDATIONS. THESE SYSTEMS SHALL BE NCHRP 350 COMPLIANT AND NCDOT APPROVED.
- 3) FOR MEDIAN WIDTHS LESS THAN 46' (MEASURED EDGELINE TO EDGELINE) USE THE BOTTOM DRAWING.
- 4) IF STATIONARY GENERAL WARNING SIGNS ARE USED, THEY WILL BE PAID FOR PER SECTION 104 OF THE NCDOT STANDARD SPECIFICATIONS AS EXTRA WORK.
- 5) INSTALL "ROAD WORK AHEAD" (W20-1) ALONG ENTRANCE RAMP 500' PRIOR TO RAMP TERMINAL, AND "END ROAD WORK" (G20-2a) AT THE END OF EXIT RAMP WITHIN THE WORK ZONE.
- 6) IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, PORTABLE SIGNS SHALL BE USED TO WARN DRIVERS OF THE PRESENT CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" W8-8, "UNEVEN LANES" W8-11, "GROOVED PAVEMENT" W8-15 w/MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DOUBLE INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER AND WITH DIVIDED MEDIANS OF 46' OR GREATER. THESE PORTABLE SIGNS ARE INCIDENTAL TO THE OTHER ITEMS OF WORK INCLUDED IN THE TEMPORARY TRAFFIC CONTROL (LUMP SUM) PAY ITEM.

LEGEND

- CHANGEABLE MESSAGE SIGN (CMS)
- STATIONARY SIGN
- DIRECTION OF TRAFFIC FLOW
- TRAFFIC DRUM



RESURFACING ADVANCE
WARNING SIGNS FOR
HIGH SPEED FACILITIES
≥ 60 MPH