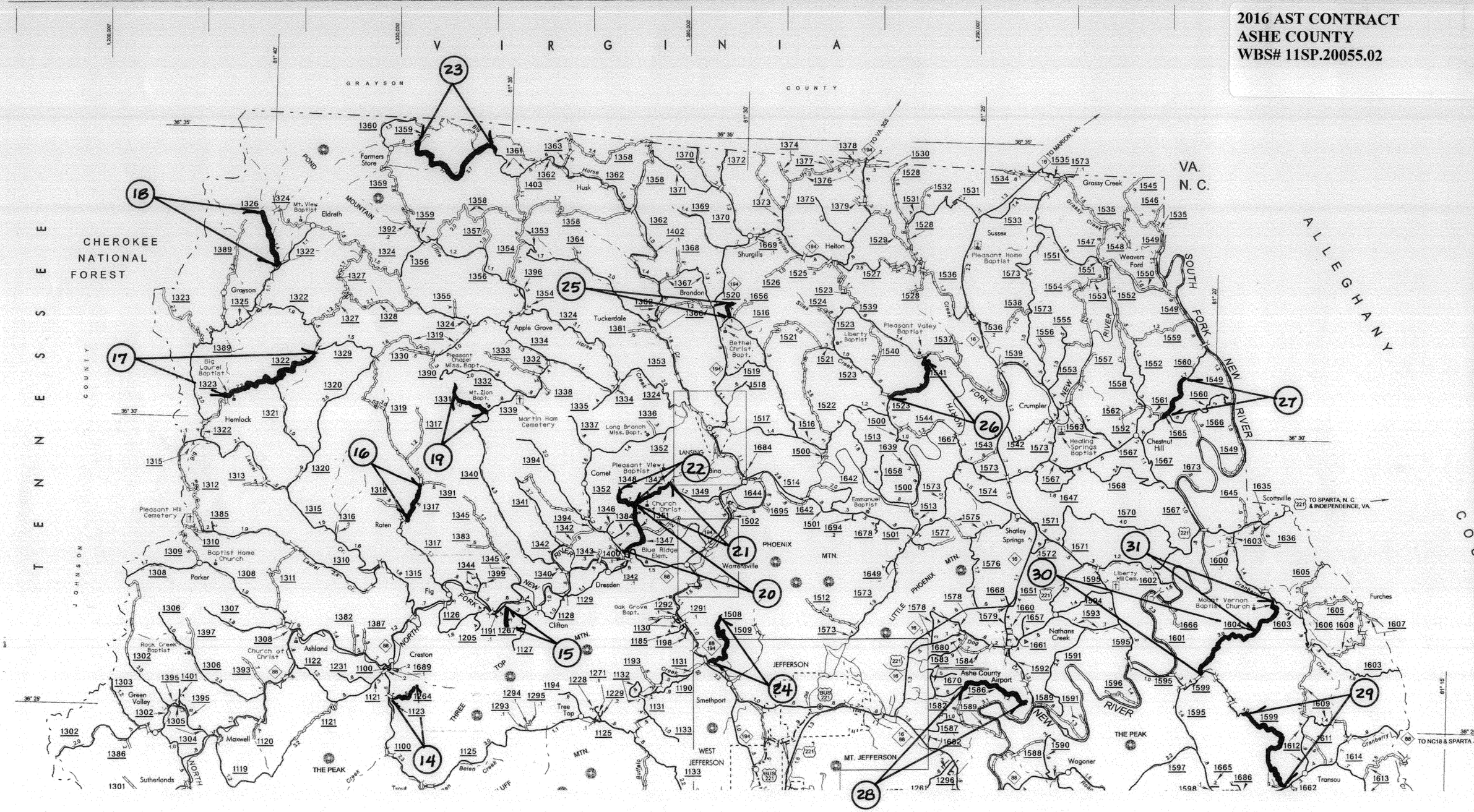
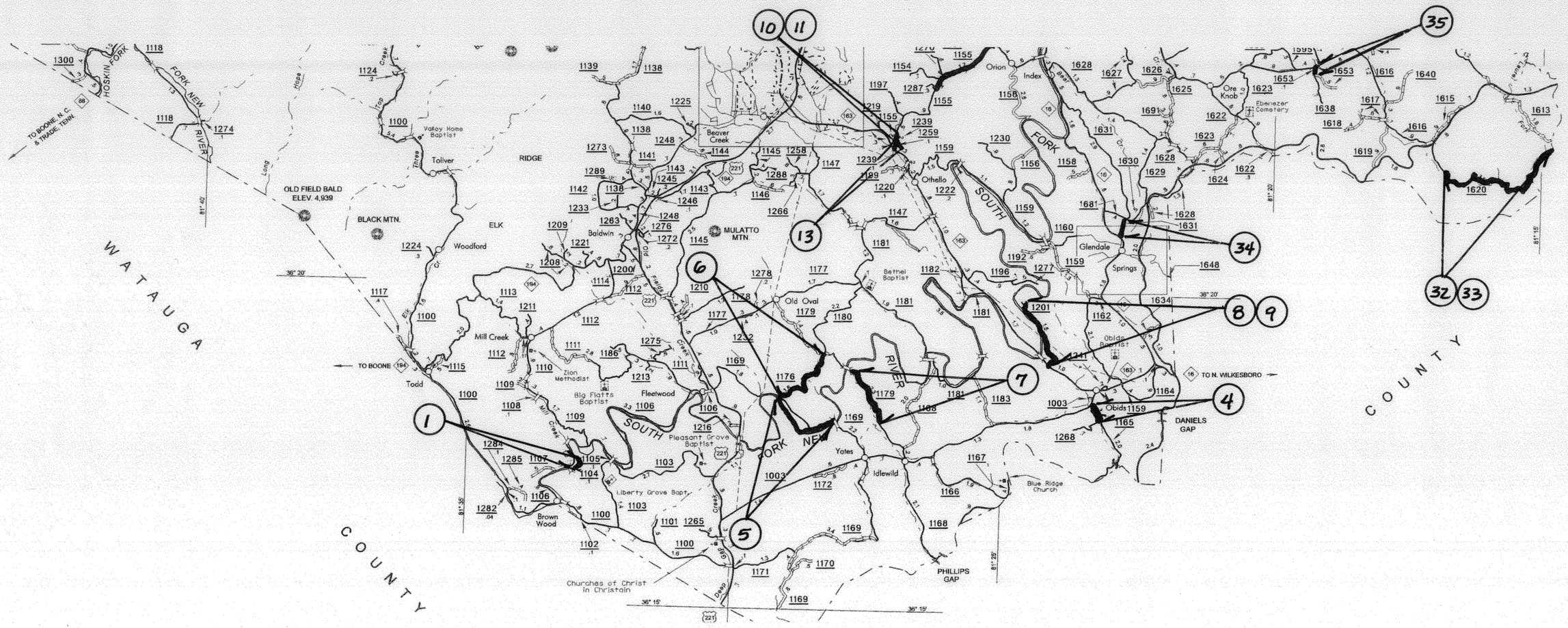
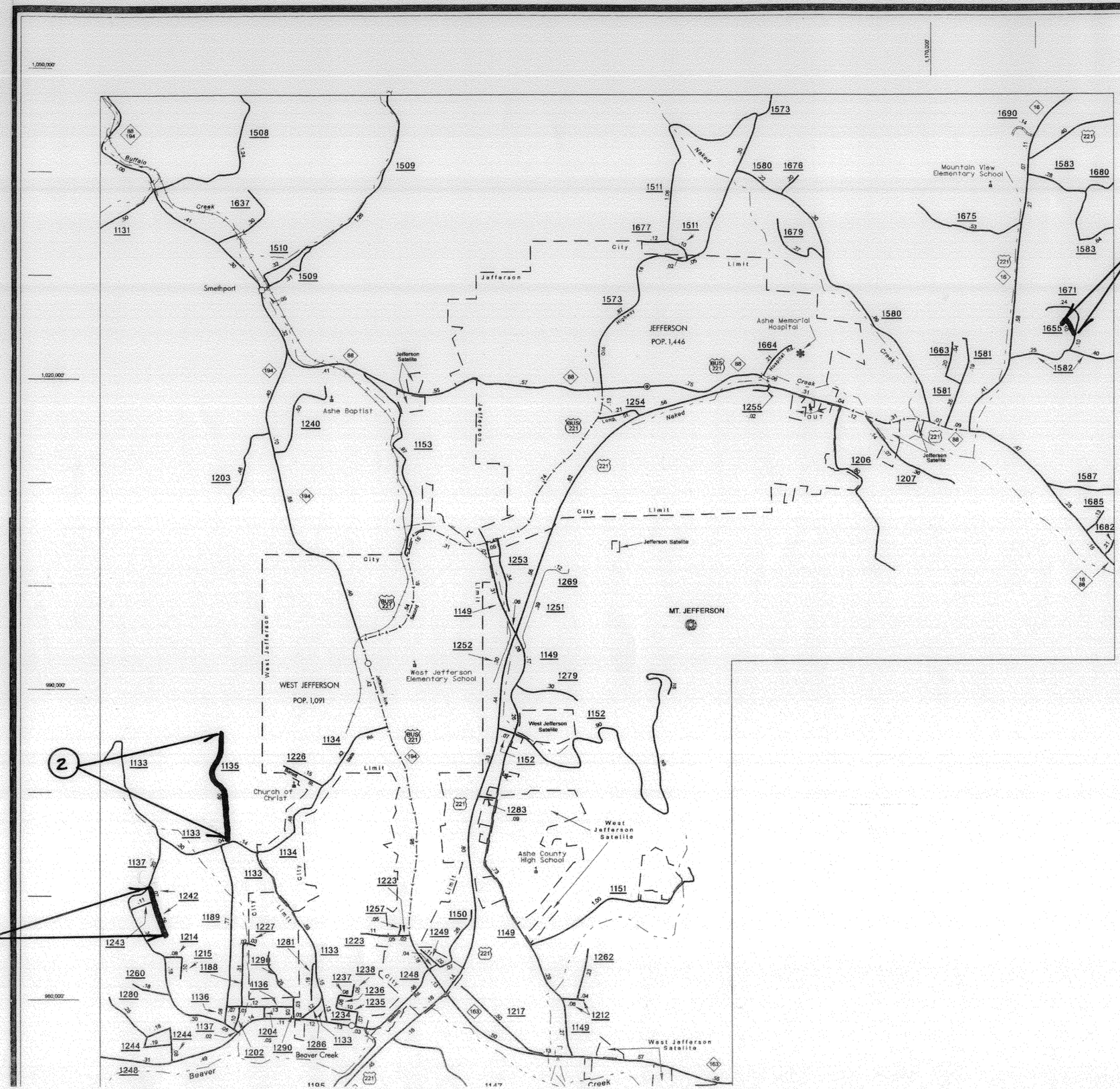
2016 AST CONTRACT
ASHE COUNTY
WBS# 11SP.20055.02



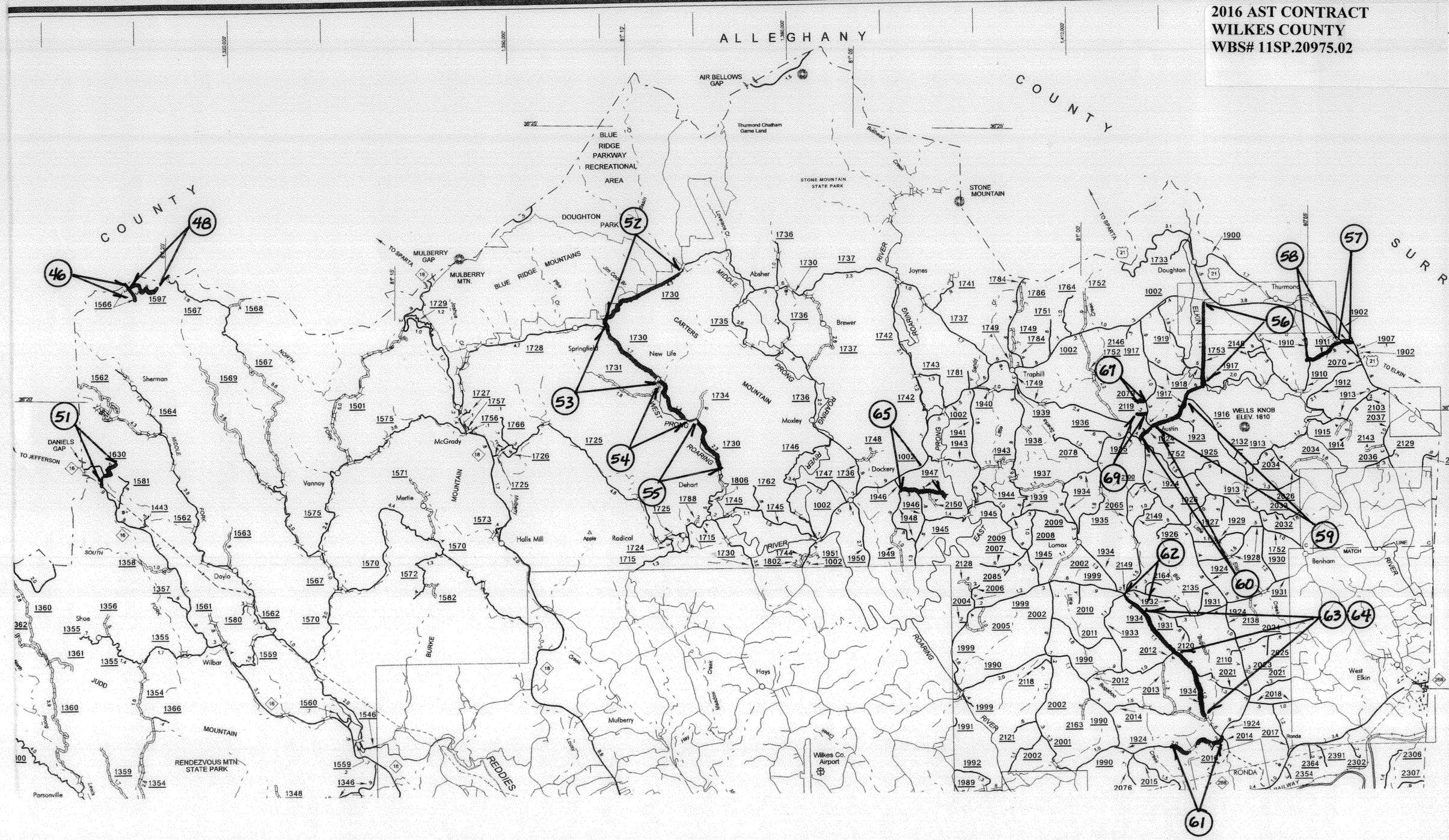
2016 AST CONTRACT
ASHE COUNTY
WBS# 11SP.20055.02



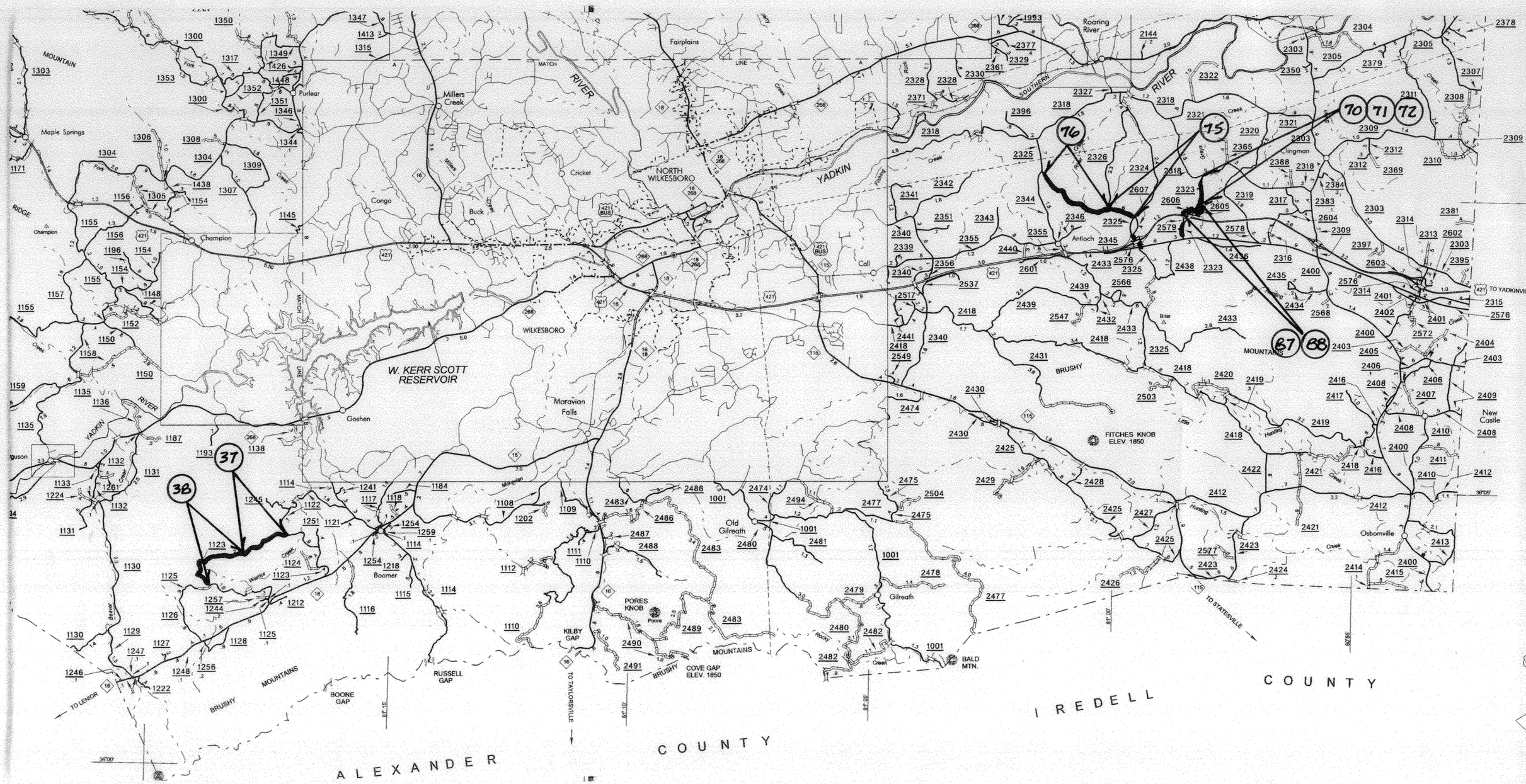
2016 AST CONTRACT
ASHE COUNTY
WBS# 11SP.20055.02



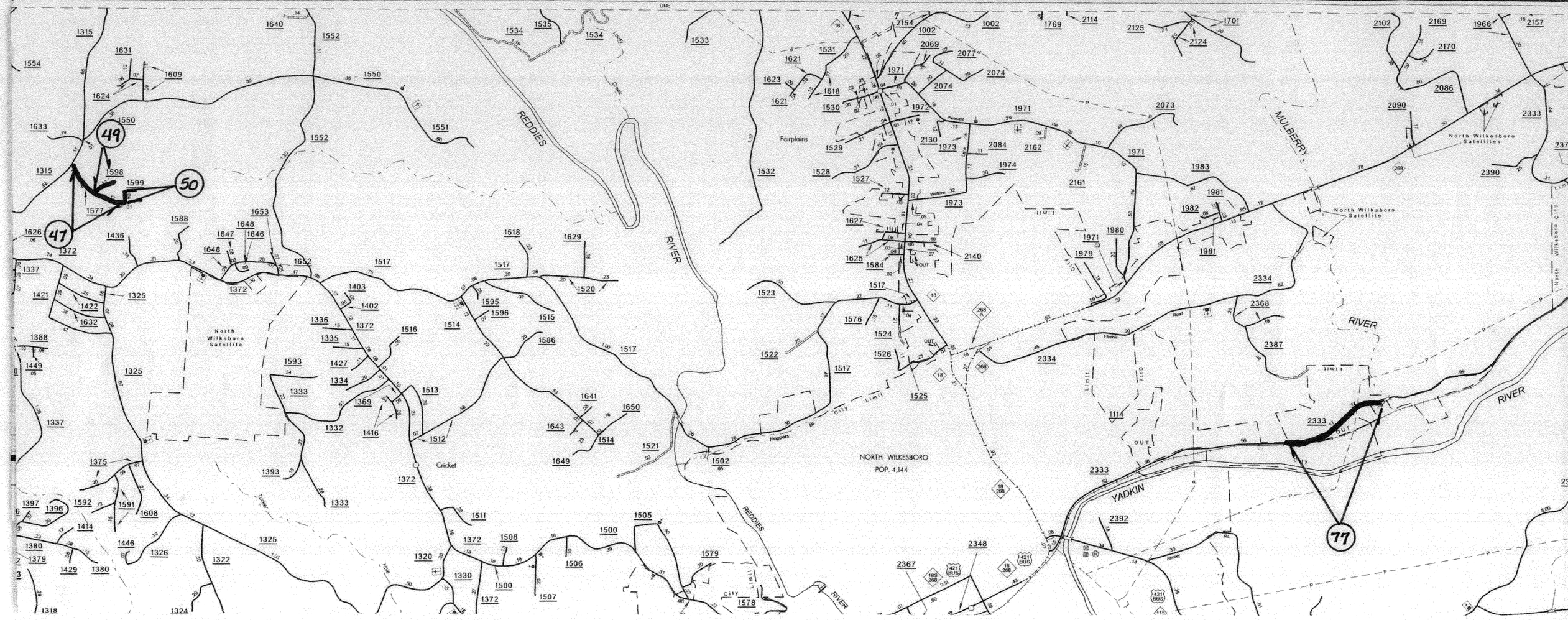
2016 AST CONTRACT
WILKES COUNTY
WBS# 11SP.20975.02



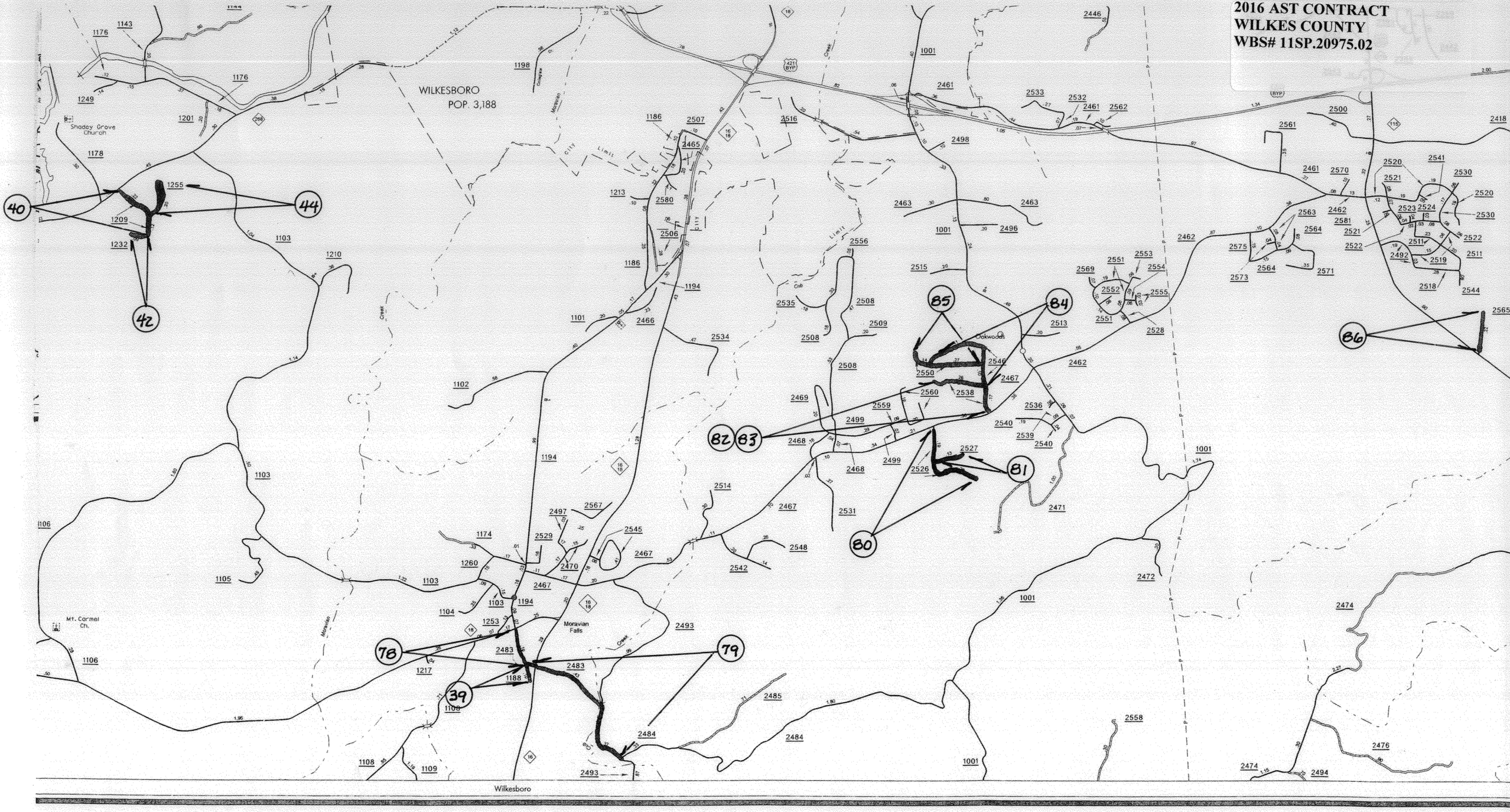
2016 AST CONTRACT
WILKES COUNTY
WBS# 11SP.20975.02



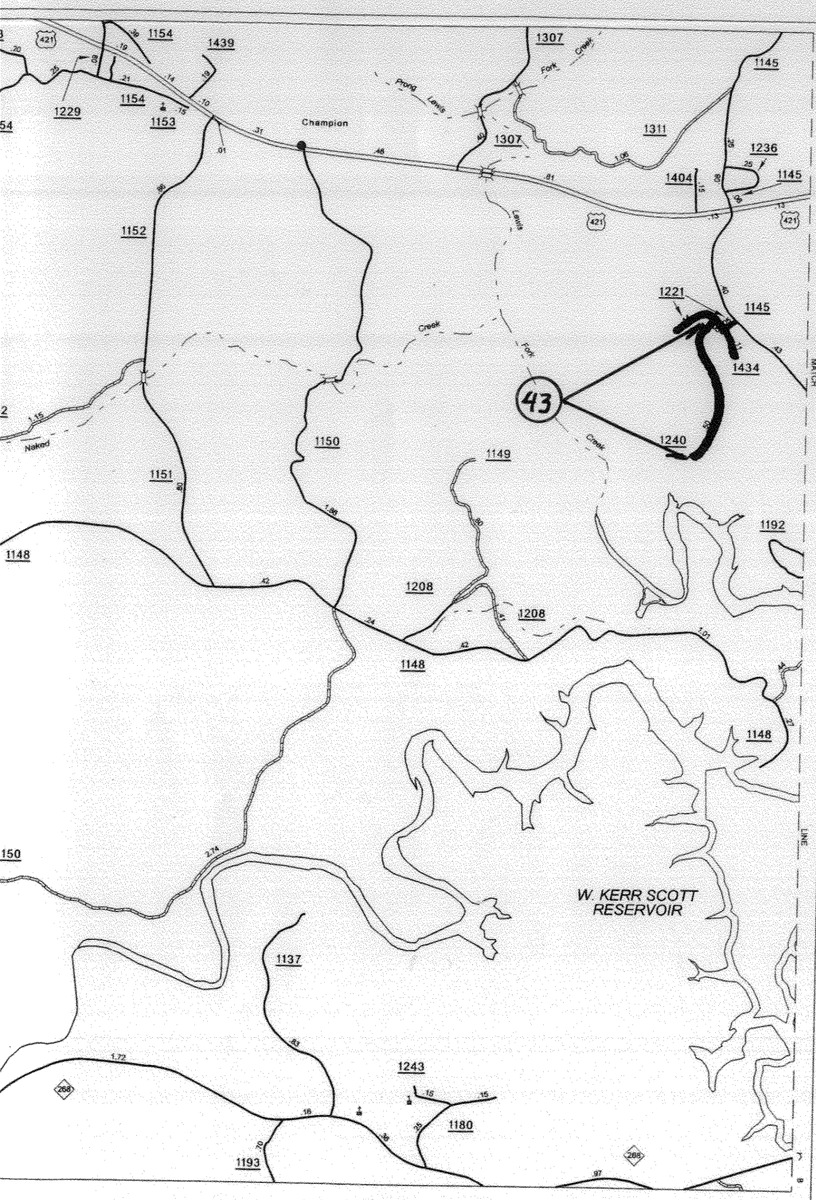
2016 AST CONTRACT
WILKES COUNTY
WBS# 11SP.20975.02

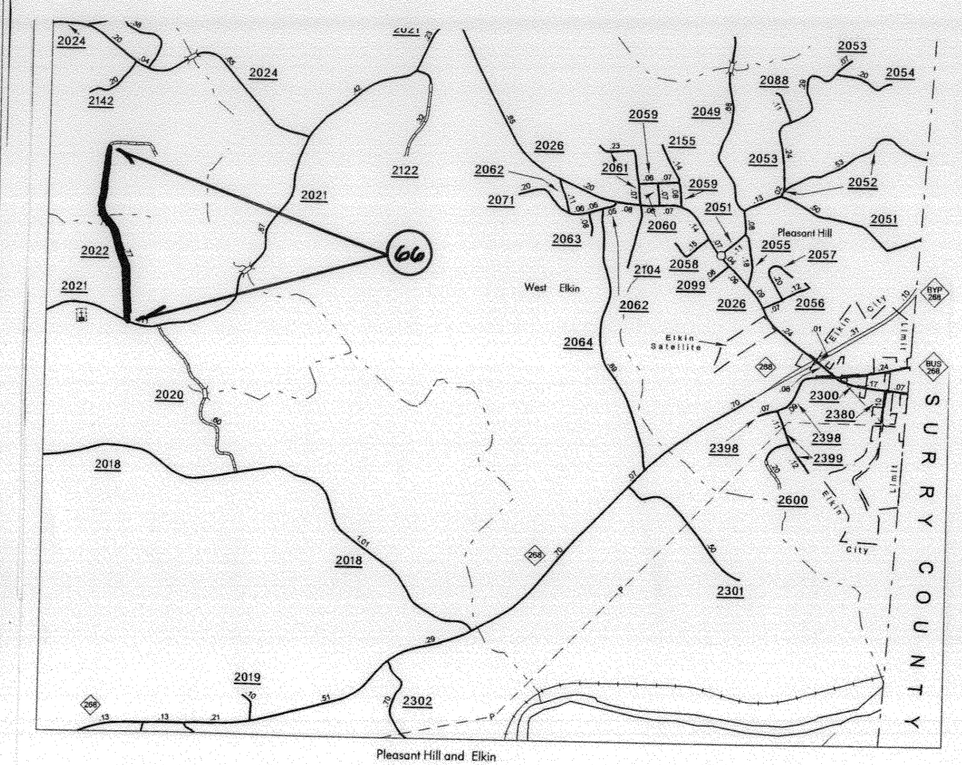


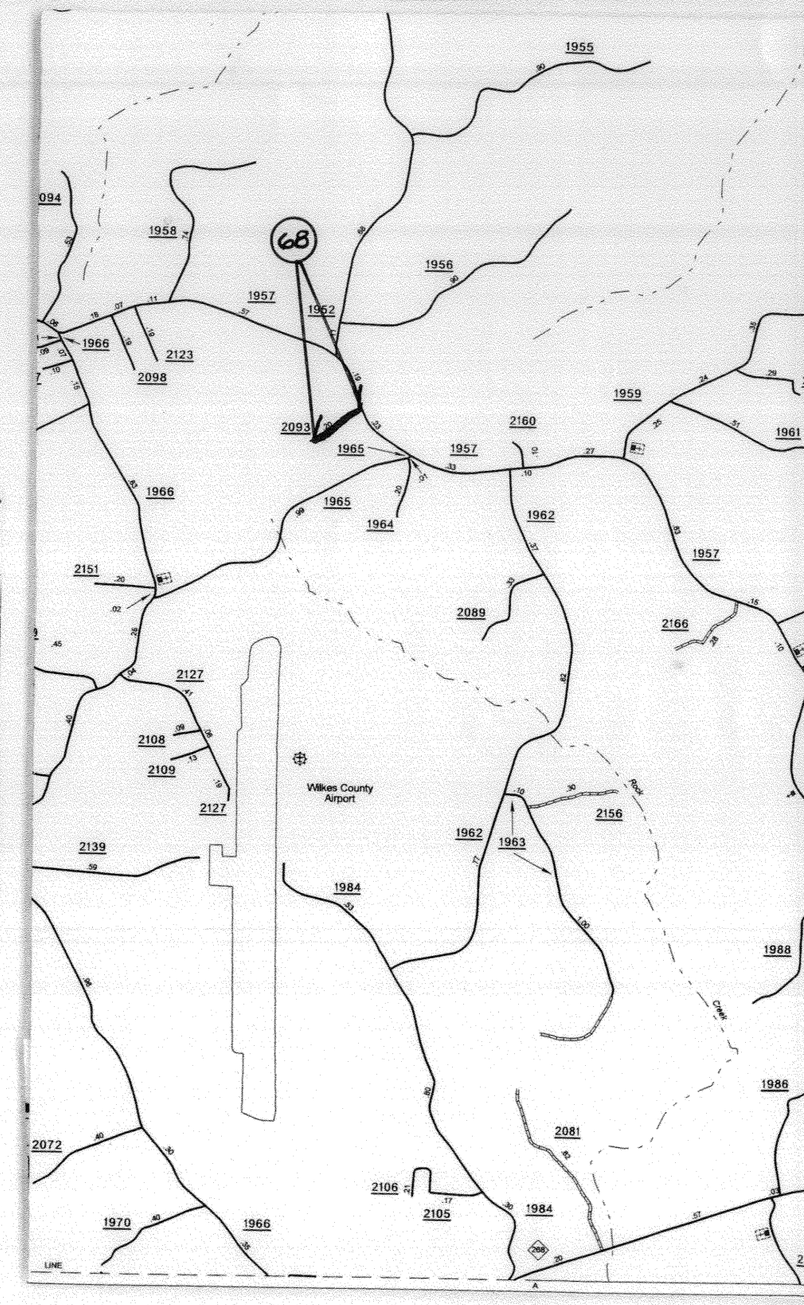
2016 AST CONTRACT
WILKES COUNTY
WBS# 11SP.20975.02



2016 ASP CONTRACT
WILKES COUNTY
WBS# 11SP.20975.02

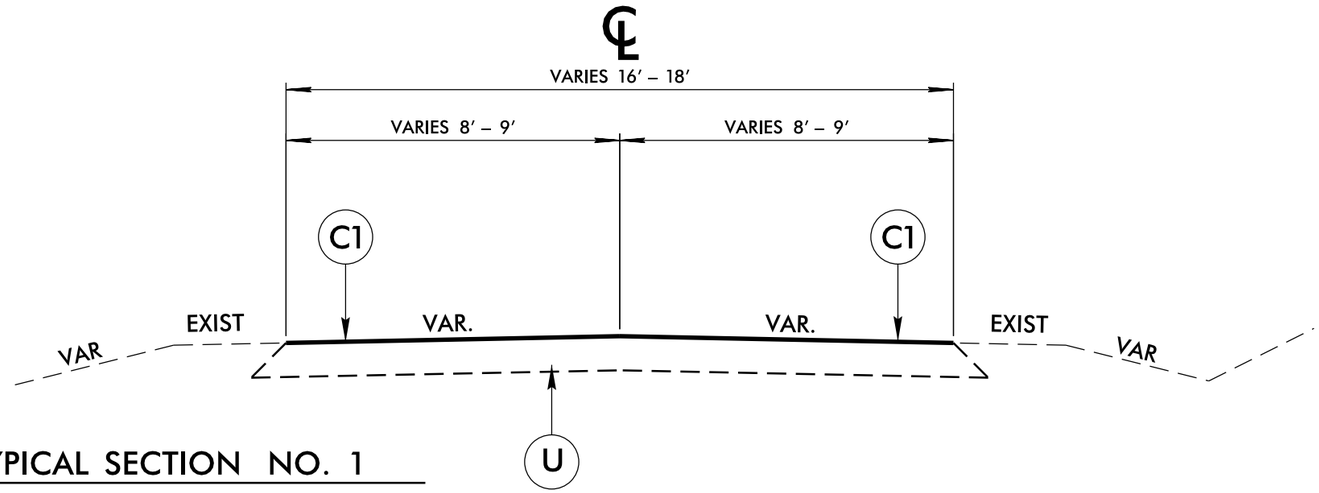




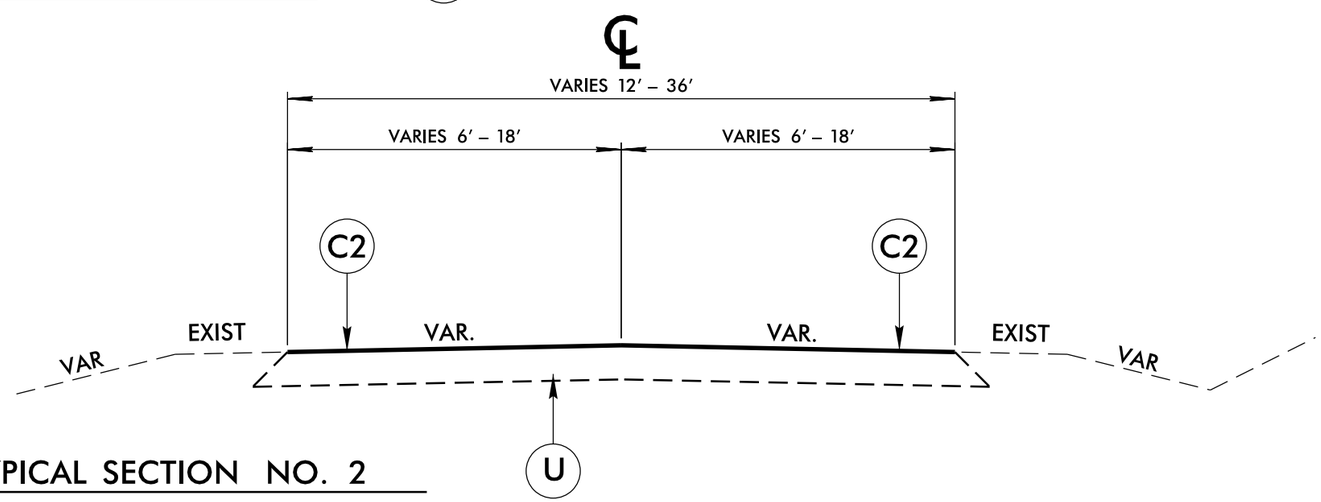


8/17/99

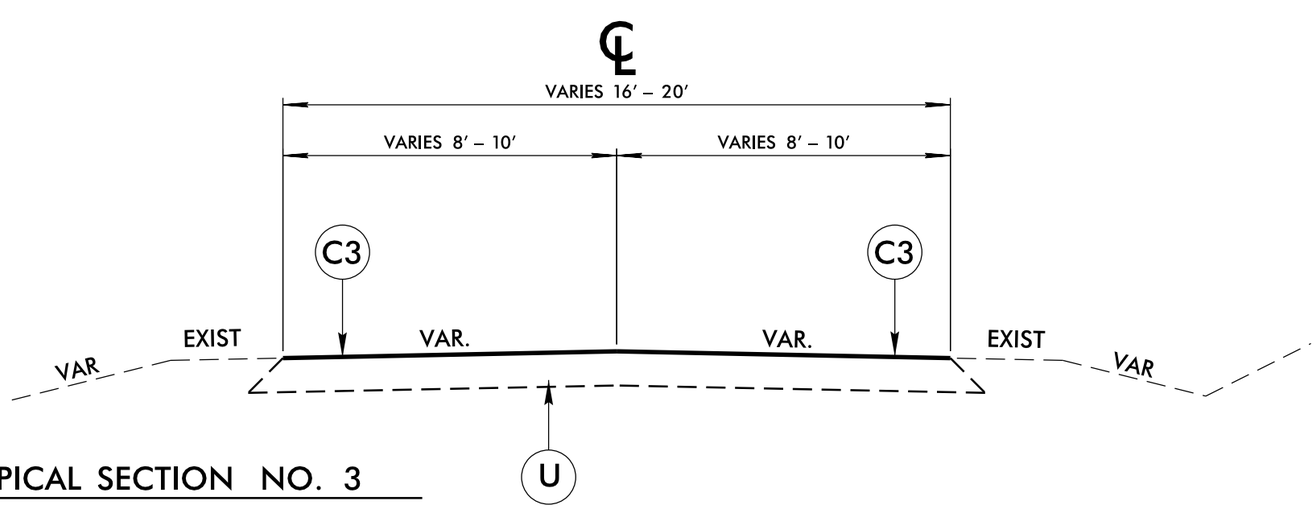
PROJECT REFERENCE NO.	SHEET NO.
20I6CPT.I1I3.20052 20I6CPT.I1I3.20972	



TYPICAL SECTION NO. 1



TYPICAL SECTION NO. 2



TYPICAL SECTION NO. 3

PAVEMENT SCHEDULE	
C1	PROP. ASPHALT SURFACE TREATMENT, SINGLE SEAL
C2	PROP. ASPHALT SURFACE TREATMENT, DOUBLE SEAL
C3	PROP. ASPHALT SURFACE TREATMENT, CAPE SEAL
U	EXISTING PAVEMENT

ASHE & WILKES COUNTIES
ASPHALT SURFACE TREATMENT
RESURFACING

DIVISION II

REVISIONS	INIT.	DATE

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

DIVISION OF HIGHWAYS · DIVISION 11 · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION

SCALE:	N/A	DATE:	07/2015
PREPARED BY:	J. L. LAWS		
REVIEWED BY:			
REVIEWED BY:			

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.11.13.20052, 2016CPT.11.13.20972		

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, SINGLE SEAL SY	EMULSION FOR ASPHALT SURFACE TREATMENT GAL	ASPHALT SURFACE TREATMENT, CAPE SEAL SY	BLOTTING SAND TON	4413000000-E WORK ZONE ADVANCE/GENERAL WARNING SIGNS SF	4457000000-N TEMPORARY TRAFFIC CONTROL LS	4810000000-E 4" WHITE PAINT LF	4810000000-E 4" YELLOW PAINT LF
2016CPT.11.13.20052	Ashe	1	SR 1104	FROM SR 1106 TO EOM	2	2	2WU	0.09	12	634		349			32	1		
2016CPT.11.13.20052	Ashe	2	SR 1135	FROM SR 1133 TO EOM	2	2	2WU	0.55	20	6,453		3,549			48	*		
2016CPT.11.13.20052	Ashe	3	SR 1155	FROM SR 1287 TO NC 163	2	2	2WU	1.5	20	17,600		9,680			96	*	31,680	31,680
2016CPT.11.13.20052	Ashe	4	SR 1165	FROM SR 1268 TO SR 1003	2	2	2WU	0.34	20	3,989		2,194			48	*	7,181	7,181
2016CPT.11.13.20052	Ashe	5	SR 1169	FROM BRIDGE TO SR 1176	2	2	2WU	1.33	18	14,045		7,725			96	*	28,090	28,090
2016CPT.11.13.20052	Ashe	6	SR 1176	SR 1169 TO SR 1179	2	2	2WU	1.48	18	15,629		8,596			96	*	31,258	31,258
2016CPT.11.13.20052	Ashe	7	SR 1179	FROM BOP TO BRIDGE NO 113	1	2	2WU	1.03	18		10,877	3,807		55	72	*	21,754	21,754
2016CPT.11.13.20052	Ashe	8	SR 1201	FROM NC 163 TO MP 1.34	2	2	2WU	1.34	16	12,578		6,918			96	*	28,301	28,301
2016CPT.11.13.20052	Ashe	9	SR 1201	FROM MP 1.34 TO EOM	2	2	2WU	0.13	16	1,220		671			32	*	2,746	2,746
2016CPT.11.13.20052	Ashe	10	SR 1239	FROM NC 163 TO BEG 16' PAVEMENT	2	2	2WU	0.09	12	634		349			32	*		
2016CPT.11.13.20052	Ashe	11	SR 1239	BEG 16' PAVEMENT TO SR 1155	2	2	2WU	0.2	16	1,877		1,032			32	*		
2016CPT.11.13.20052	Ashe	12	SR 1242	FROM SR 1137 TO EOM	3	2	2WU	0.26	16			854	2,441		48	*		
2016CPT.11.13.20052	Ashe	13	SR 1259	FROM SR 1239 TO EOM	2	2	2WU	0.12	16	1,126		619			48	*		
2016CPT.11.13.20052	Ashe	14	SR 1264	FROM SR 1123 TO EOM	1	2	2WU	0.55	16		5,163	1,807		25	48	*		
2016CPT.11.13.20052	Ashe	15	SR 1267	FROM SR 1126 TO DEAD END	2	2	2WU	0.34	18	3,590		1,975			48	*		
2016CPT.11.13.20052	Ashe	16	SR 1317	FROM SR 1318 TO SR 1391	2	2	2WU	0.75	18	7,920		4,356			72	*	15,840	15,840
2016CPT.11.13.20052	Ashe	17	SR 1322	FROM BRIDGE TO SR 1329	2	2	2WU	2.31	18	24,394		13,417			152	*	48,787	48,787
2016CPT.11.13.20052	Ashe	18	SR 1326	FROM SR 1322 TO EOP	1	2	2WU	1.26	18		13,306	4,657		65	96	*	26,611	26,611
2016CPT.11.13.20052	Ashe	19	SR 1331	FROM SR 1339 TO EOM	1	2	2WU	0.99	18		10,454	3,659		50	72	*	20,909	20,909
2016CPT.11.13.20052	Ashe	20	SR 1347	FROM SR 1342 TO SR 1348	2	2	2WU	1.31	20	15,371		8,454			96	*	27,667	27,667
2016CPT.11.13.20052	Ashe	21	SR 1347	FROM SR 1348 TO SR 1349	2	2	2WU	0.81	20	9,504		5,227			48	*	17,107	17,107
2016CPT.11.13.20052	Ashe	22	SR 1348	FROM SR 1347 TO DEAD END	1	2	2WU	0.71	18		7,498	2,624		35	48	*		
2016CPT.11.13.20052	Ashe	23	SR 1361	SR 1359 TO MP 1.74	2	2	2WU	1.75	18	18,480		10,164			96	*	36,960	36,960
2016CPT.11.13.20052	Ashe	24	SR 1508	FROM NC 88 TO EOP	2	2	2WU	1.23	18	12,989		7,144			72	*	25,978	25,978
2016CPT.11.13.20052	Ashe	25	SR 1520	FROM SR 1516 TO DEAD END	2	2	2WU	0.4	17	3,989		2,194			48	*		
2016CPT.11.13.20052	Ashe	26	SR 1541	FROM SR 1523 TO SR 1539	2	2	2WU	1.69	18	17,846		9,815			96	*	35,693	35,693

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2016CPT.11.13.20052, 2016CPT.11.13.20972		

2016CPT.11.13.20052	Ashe	27	SR 1560	FROM SR 1565 TO EOP	2	2	2WU	0.45	18	4,752		2,614			48	*		
2016CPT.11.13.20052	Ashe	28	SR 1586	FROM SR 1582 TO EOP	1	2	2WU	1.3	20		15,253	5,339		75	96	*	27,456	27,456
2016CPT.11.13.20052	Ashe	29	SR 1599	MP 3.0 TO NC 88	2	2	2WU	1.42	18	14,995		8,247			96	*	29,990	29,990
2016CPT.11.13.20052	Ashe	30	SR 1604	FROM SR 1599 TO MP 1.5	2	2	2WU	1.5	18	15,840		8,712			96	*	31,680	31,680
2016CPT.11.13.20052	Ashe	31	SR 1604	FROM MP 1.5 TO SR 1603	2	2	2WU	1.4	18	14,784		8,131			96	*	29,568	29,568
2016CPT.11.13.20052	Ashe	32	SR 1620	BOP TO MP 1.80	1	2	2WU	1.5	18		15,840	5,544		80	96	*	31,680	31,680
2016CPT.11.13.20052	Ashe	33	SR 1620	FROM MP 1.80 TO NC 18	1	2	2WU	1.58	18		16,685	5,840		85	96	*	33,370	33,370
2016CPT.11.13.20052	Ashe	34	SR 1631	FROM NC 16 TO SR 1630	2	2	2WU	0.37	18	3,907		2,149			48	*	7,814	7,814
2016CPT.11.13.20052	Ashe	35	SR 1653	FROM NC 88 TO SR 1638	2	2	2WU	0.06	18	634		349			64	*		
2016CPT.11.13.20052	Ashe	36	SR 1655	FROM SR 1582 TO EOM	3	2	2WU	0.19	18			702	2,006		48	*		
TOTAL FOR PROJ NO. 2016CPT.11.13.20052								**32.33**		**244,780**	**95,076**	**169,463**	**4,447**	**470**	**2,552**		**598,120**	**598,120**
2016CPT.11.13.20972	Wilkes	37	SR 1123	FROM SR 1122 TO MP 3.00	2	2	2WU	1.35	18	14,256		7,841			72	*	28,512	28,512
2016CPT.11.13.20972	Wilkes	38	SR 1123	FROM MP 3.00 TO SR 1125	2	2	2WU	1.34	18	14,150		7,783			72	*	28,301	28,301
2016CPT.11.13.20972	Wilkes	39	SR 1188	FROM BOM TO SR 2483	2	2	2WU	0.1	18	1,056		581			32	*	2,112	2,112
2016CPT.11.13.20972	Wilkes	40	SR 1209	FROM NC 268 TO EOM	3	2	2WU	0.34	20			1,396	3,989		48	*		
2016CPT.11.13.20972	Wilkes	41	SR 1221	FROM SR 1145 TO DEAD END	3	2	2WU	0.24	18			887	2,534		48	*		
2016CPT.11.13.20972	Wilkes	42	SR 1232	FROM SR 1209 TO DEAD END	3	2	2WU	0.09	20			370	1,056		32	*		
2016CPT.11.13.20972	Wilkes	43	SR 1240	FROM SR 1221 TO EOM	3	2	2WU	0.5	20			2,053	5,867		32	*		
2016CPT.11.13.20972	Wilkes	44	SR 1255	FROM SR 1209 TO EOM	3	2	2WU	0.2	18			739	2,112		32	*		
2016CPT.11.13.20972	Wilkes	45	SR 1434	FROM SR 1221 TO DEAD END	3	2	2WU	0.11	20			452	1,291		32	*		
2016CPT.11.13.20972	Wilkes	46	SR 1566	FROM ASHE CO LINE TO SR 1597	2	2	2WU	0.16	16	1,502		826			48	*		
2016CPT.11.13.20972	Wilkes	47	SR 1577	FROM SR 1315 TO DEAD END	3	2	2WU	0.37	20			1,519	4,341		48	*		
2016CPT.11.13.20972	Wilkes	48	SR 1597	FROM SR 1566 TO EOM	2	2	2WU	0.89	16	8,354		4,595			48	*		
2016CPT.11.13.20972	Wilkes	49	SR 1598	FROM SR 1577 TO DEAD END	3	2	2WU	0.12	20			493	1,408		32	*		
2016CPT.11.13.20972	Wilkes	50	SR 1599	FROM SR 1577 TO DEAD END	3	2	2WU	0.05	20			205	587		32	*		
2016CPT.11.13.20972	Wilkes	51	SR 1630	FROM NC 16 TO EOM	2	2	2WU	0.5	16	4,693		2,581			32	*		
2016CPT.11.13.20972	Wilkes	52	SR 1730	FROM BRIDGE TO SR 1728	2	2	2WU	2.19	18	23,126		12,719			96	*	46,253	46,253
2016CPT.11.13.20972	Wilkes	53	SR 1730	FROM SR 1728 TO SR 1731	2	2	2WU	1.61	18	17,002		9,351			72	*	34,003	34,003
2016CPT.11.13.20972	Wilkes	54	SR 1730	FROM SR 1731 TO SR 1734	2	2	2WU	1.38	18	14,573		8,015			72	*	29,146	29,146

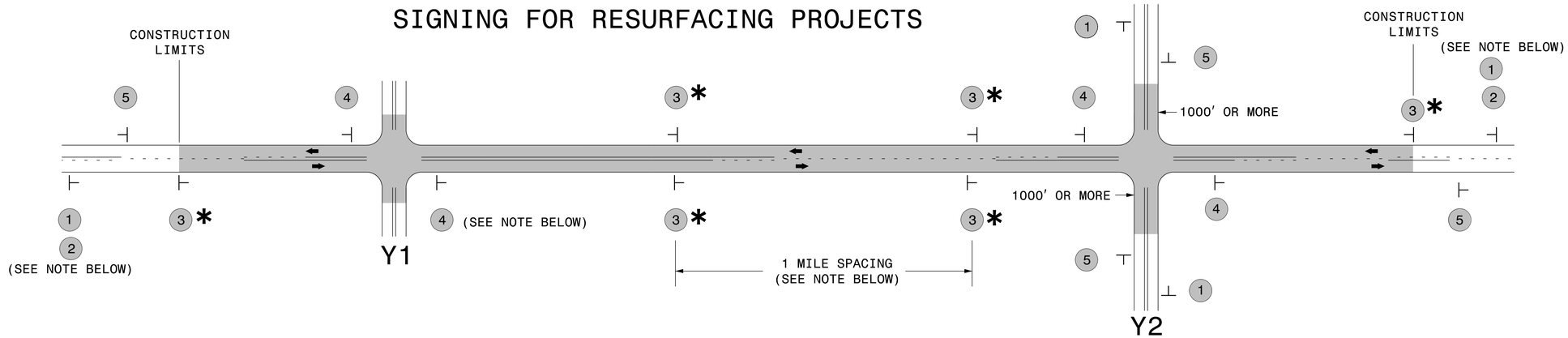
															PROJECT NO.		SHEET NO.	TOTAL NO.
															2016CPT.11.13.20052, 2016CPT.11.13.20972			
2016CPT.11.13.20972	Wilkes	55	SR 1730	FROM SR 1734 TO BRIDGE	2	2	2WU	1.7	18	17,952		9,874			72	*	35,904	35,904
2016CPT.11.13.20972	Wilkes	56	SR 1753	FROM SR 1910 TO SR 1917	2	2	2WU	1.98	18	20,909		11,500			120	*	41,818	41,818
2016CPT.11.13.20972	Wilkes	57	SR 1911	FROM SR 1902 TO US 21	2	2	2WU	0.21	18	2,218		1,220			48	*	4,435	4,435
2016CPT.11.13.20972	Wilkes	58	SR 1911	FROM US 21 TO SR 1910	2	2	2WU	0.8	20	9,387		5,163			72	*	16,896	16,896
2016CPT.11.13.20972	Wilkes	59	SR 1917	FROM SR 1753 TO SR 1924	2	2	2WU	1.57	20	18,421		10,132			96	*	33,158	33,158
2016CPT.11.13.20972	Wilkes	60	SR 1924	FROM SR 1917 TO SR 1752	2	2	2WU	0.41	20	4,811		2,646			48	*	8,659	8,659
2016CPT.11.13.20972	Wilkes	61	SR 1924	FROM SR 2014 TO BEG 20' PAVEMENT	2	2	2WU	1.38	18	14,573		8,015			48	*	29,146	29,146
2016CPT.11.13.20972	Wilkes	62	SR 1934	FROM SR 1999 TO SR 1931	2	2	2WU	0.67	18	7,075		3,891			48	*	14,150	14,150
2016CPT.11.13.20972	Wilkes	63	SR 1934	FROM SR 1931 TO SR 2012	2	2	2WU	1.11	20	13,024		7,163			48	*	23,443	23,443
2016CPT.11.13.20972	Wilkes	64	SR 1934	FROM SR 2012 TO SR 2014	2	2	2WU	1.58	20	18,539		10,196			72	*	33,370	33,370
2016CPT.11.13.20972	Wilkes	65	SR 1947	FROM SR 1946 TO DEAD END	2	2	2WU	0.7	20	8,213		4,517			48	*		
2016CPT.11.13.20972	Wilkes	66	SR 2022	FROM SR 2021 TO END SECTION	2	2	2WU	0.6	16	5,632		3,098			48	*		
2016CPT.11.13.20972	Wilkes	67	SR 2079	FROM SR 1917 TO DEAD END	2	2	2WU	0.2	16	1,877		1,032			48	*		
2016CPT.11.13.20972	Wilkes	68	SR 2093	FROM SR 1957 TO DEAD END	2	2	2WU	0.2	18	2,112		1,162			48	*		
2016CPT.11.13.20972	Wilkes	69	SR 2119	FROM SR 1917 TO DEAD END	2	2	2WU	0.23	16	2,159		1,187			48	*		
2016CPT.11.13.20972	Wilkes	70	SR 2323	FROM SR 2576 TO BEG 22' PAVEMENT	2	2	2WU	0.22	20	2,581		1,420			48	*	4,646	4,646
2016CPT.11.13.20972	Wilkes	71	SR 2323	FROM BEG 22' PVMT TO END 22' PVMT	2	2	2WU	0.68	22	8,777		4,827			48	*	14,362	14,362
2016CPT.11.13.20972	Wilkes	72	SR 2323	FROM END 22' PAVEMENT TO SR 2318	2	2	2WU	0.49	20	5,749		3,162			48	*	10,349	10,349
2016CPT.11.13.20972	Wilkes	73	SR 2325	FROM SR 2576 TO BEG 36' PAVEMENT	2	3	2WU	0.36	36	7,603		4,182			48	*	7,603	7,603
2016CPT.11.13.20972	Wilkes	74	SR 2325	FROM BEG 36' PAVEMENT TO SR 2324	2	2	2WU	0.3	24	4,224		2,323			48	*	6,336	6,336
2016CPT.11.13.20972	Wilkes	75	SR 2325	BEG 18' PAVEMENT TO SR 2326	2	2	2WU	0.4	18	4,224		2,323			48	*	8,448	8,448
2016CPT.11.13.20972	Wilkes	76	SR 2325	FROM SR 2326 TO SR 2344	2	2	2WU	1.67	18	17,635		9,699			72	*	35,270	35,270
2016CPT.11.13.20972	Wilkes	77	SR 2333	FROM END 22' PAVEMENT TO END SECTION	2	2	2WU	0.39	20	4,576		2,517			48	*	8,237	8,237
2016CPT.11.13.20972	Wilkes	78	SR 2483	FROM NC 18 TO NC 16	2	2	2WU	0.25	18	2,640		1,452			72	*	5,280	5,280
2016CPT.11.13.20972	Wilkes	79	SR 2483	FROM NC 16 TO SR 2484	2	2	2WU	0.78	16	7,322		4,027			96	*	16,474	16,474
2016CPT.11.13.20972	Wilkes	80	SR 2526	FROM SR 2467 TO DEAD END	3	2	2WU	0.48	18			1,774	5,069		48	*		
2016CPT.11.13.20972	Wilkes	81	SR 2527	FROM SR 2526 TO DEAD END	3	2	2WU	0.13	18			481	1,373		32	*		
2016CPT.11.13.20972	Wilkes	82	SR 2538	FROM SR 2467 TO PAVEMENT CHANGE	3	2	2WU	0.27	20			1,109	3,168		48	*		
2016CPT.11.13.20972	Wilkes	83	SR 2538	FROM PAVEMENT CHANGE TO DEAD END	3	2	2WU	0.16	18			592	1,690		32	*		
2016CPT.11.13.20972	Wilkes	84	SR 2546	FROM SR 2538 TO SR 2550	3	2	2WU	0.51	20			2,094	5,984		48	*		

PROJECT NO.	SHEET NO.	TOTAL NO.
2016CPT.11.13.20052, 2016CPT.11.13.20972		

2016CPT.11.13.20972	Wilkes	85	SR 2550	FROM SR 2546 TO DEAD END	3	2	2WU	0.41	20			1,684	4,811		48	*		
2016CPT.11.13.20972	Wilkes	86	SR 2565	FROM NC 115 TO DEAD END	3	2	2WU	0.22	20			903	2,581		48	*		
2016CPT.11.13.20972	Wilkes	87	SR 2605	FROM SR 2323 TO DEAD END	2	2	2WU	0.19	20	2,229		1,226			48	*		
2016CPT.11.13.20972	Wilkes	88	SR 2606	FROM SR 2323 TO DEAD END	2	2	2WU	0.22	20	2,581		1,420			48	*		
TOTAL FOR PROJ NO. 2016CPT.11.13.20972								**33.01**		**315,755**		**190,417**	**47,861**		**2,768**		**526,311**	**526,311**
GRAND TOTAL								**65.34**		**560,535**	**95,076**	**359,880**	**52,308**	**470**	**5,320**	**1**	**1,124,431**	**1,124,431**

PROJ. REFERENCE NO.	SHEET NO.

SIGNING FOR RESURFACING PROJECTS



LEGEND

⊢ STATIONARY SIGN

⬅ DIRECTION OF TRAFFIC FLOW

SIGNING NOTES AND PLACEMENT PER DIRECTION

MAINLINE (-L-) SIGNING

1	ROAD WORK AHEAD 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.
2	NEXT XX MILES 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 *	LOW/SOFT SHOULDER 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 ½ MILE FROM THE CONSTRUCTION LIMITS AND THEN SPACE 1 MILE THEREAFTER.
4	ROAD UNDER CONST 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	END ROAD WORK G20-2 A 48″ X 24″	PLACE 500′ FOLLOWING THE END OF CONSTRUCTION LIMITS.

-Y- LINE SIGNING

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.

ROAD WORK AHEAD
W20-1
48″ X 48″

PLACED 500′ IN ADVANCE OF FLAGGER.

W20-7 A
48″ X 48″

PLACED 250′ IN ADVANCE OF FLAGGER.

* 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).

DIVISION OF HIGHWAYS · STATE OF NORTH CAROLINA · DEPARTMENT OF TRANSPORTATION · WORK ZONE TRAFFIC CONTROL

RESURFACING
ADVANCE WARNING SIGNS
FOR
RURAL AND SUBURBAN
2 LANE ROADWAYS

6/3/2014
S:\TMU\WZTC\Apps\WorkZoneGeneral\ExternalWebPage\DesRes\Documents\Resurfacing\Resurfacing_AdvWarn_2Ln.dgn
User:rmgarrett