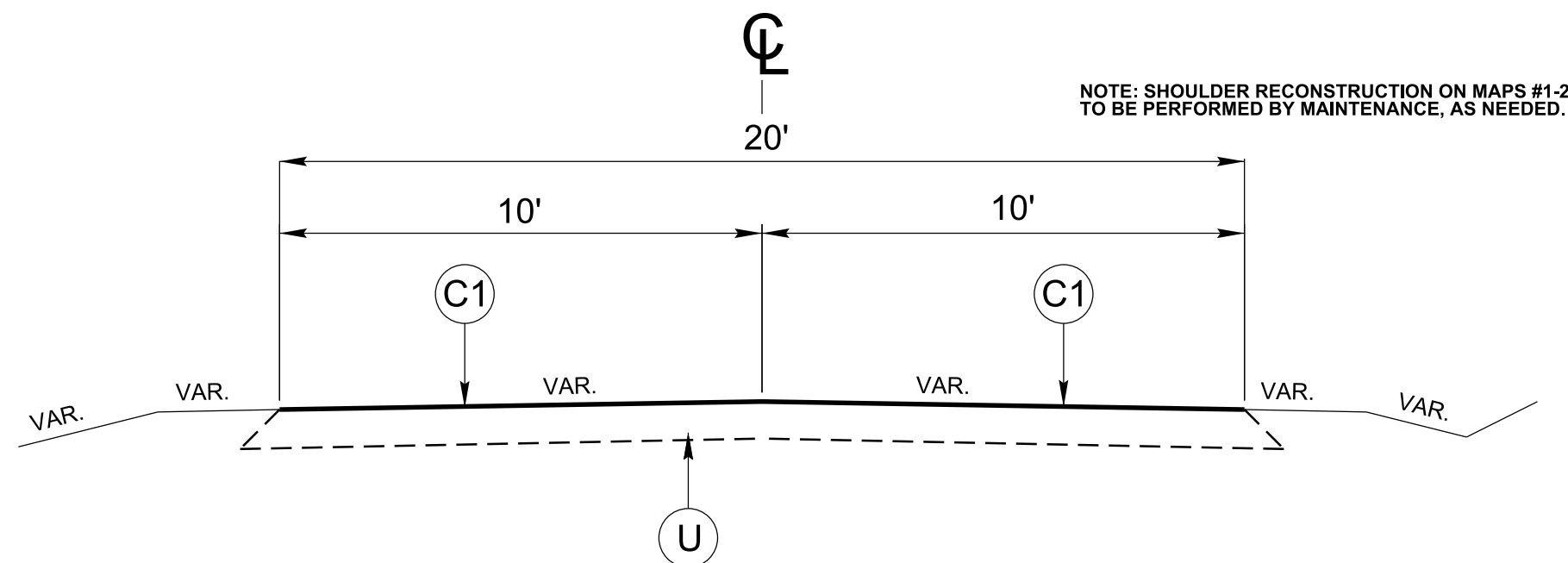


* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.

* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

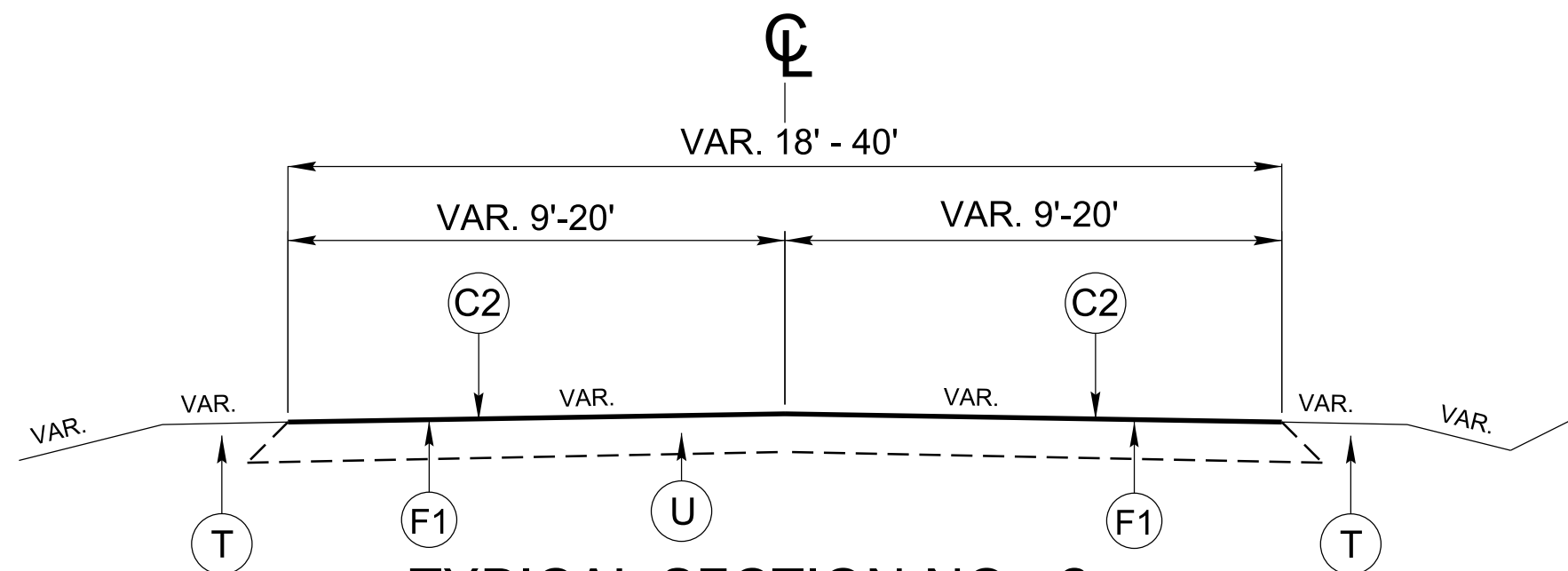
*** LEVELING AT LOCATIONS AS DIRECTED BY ENGINEER THE ENGINEER



TYPICAL SECTION NO. 1

*** MAP 1 - SR 1179 FROM DEAD END TO SR 1178

*** MAP 2 - SR 1185 FROM SR 1178 TO END MAINT



TYPICAL SECTION NO. 2

MAP 3 - SR 1314 FROM SR 1328 TO US 21

MAP 4 - SR 1314 FROM US 21 TO SR 1207/PVMT WIDTH CHANGE

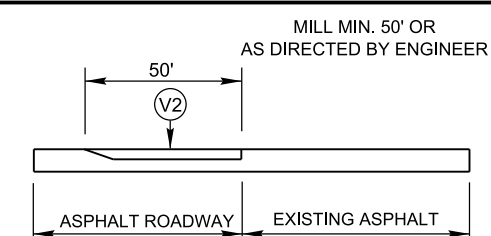
MAP 5 - SR 1314 FROM SR 1207/PVMT WIDTH CHANGE TO PVMT WIDTH CHANGE

MAP 6 - SR 1314 FROM PVMT WIDTH CHANGE TO SR 1103

MAP 10 - SR 1549 FROM SR 1562 TO SR 1578

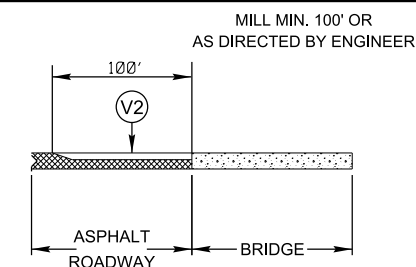
MAP 11 - SR 1549 FROM SR 1578 TO NC 67

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1¼" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	PROP. APPROX. 1½" 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
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	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

YADKIN COUNTY
SECONDARY ROADS
2025 ASPHALT RESURFACING

REVISIONS	INIT.	DATE

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



SCALE:	N/A	DATE:	3/4/2025
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PREPARED BY:	DLH
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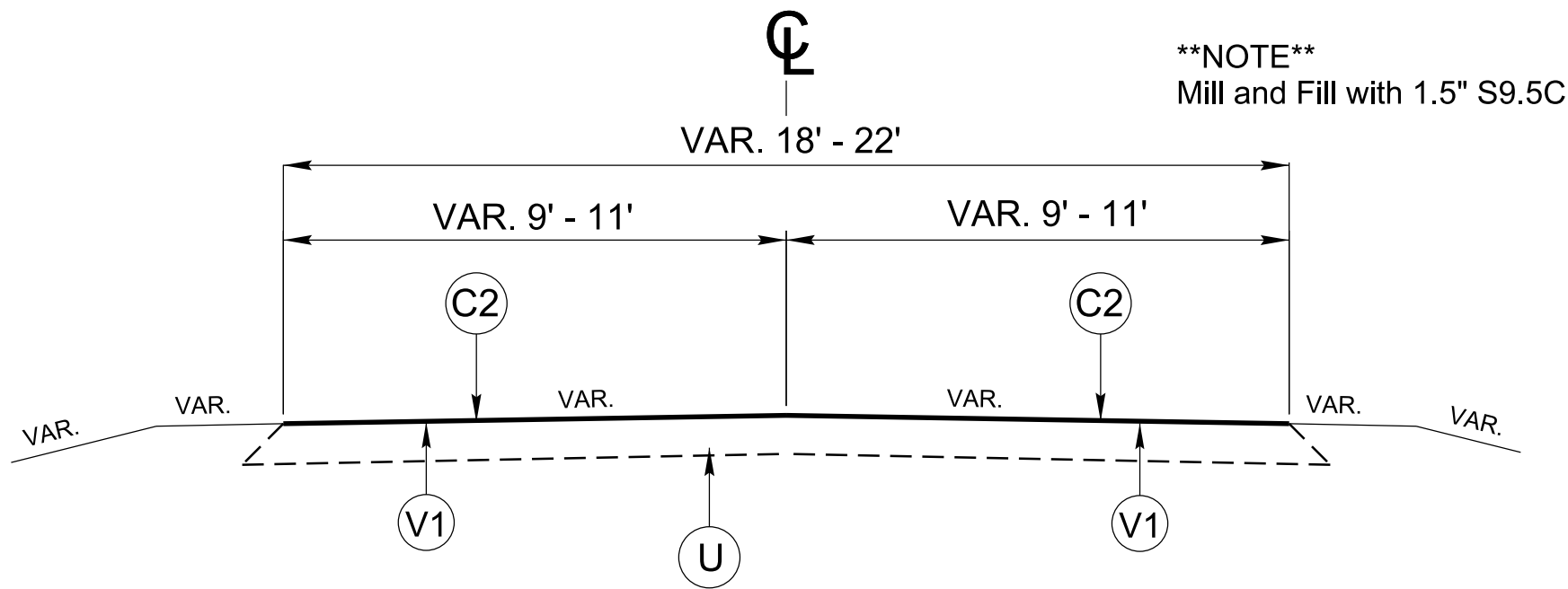
REVIEWED BY:

REVIEWED BY:

8/17/99

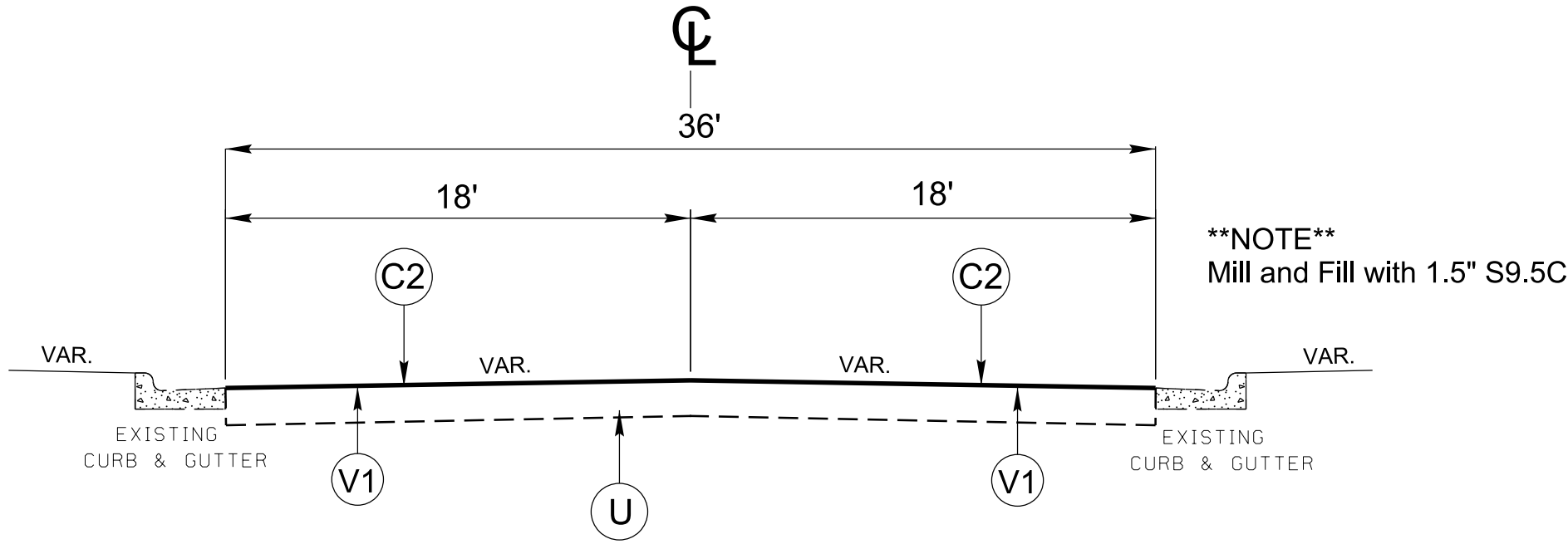
* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

PROJECT REFERENCE NO.	SHEET NO.
DK00414	02



TYPICAL SECTION NO. 3

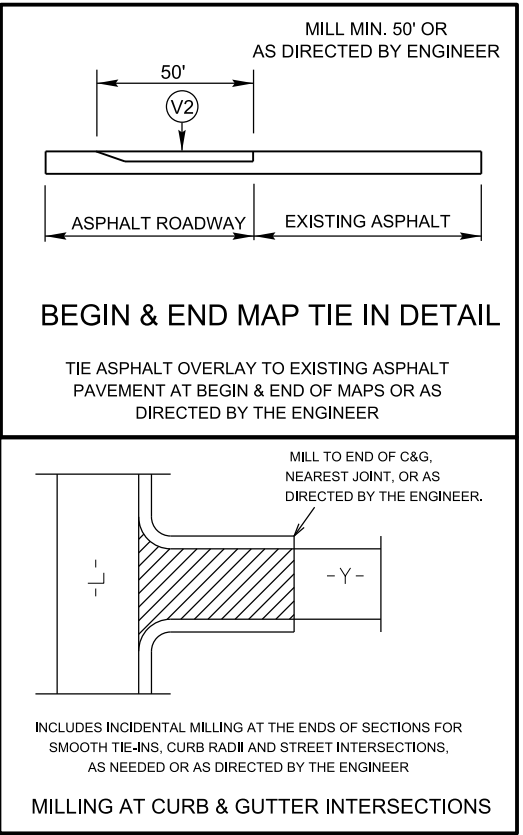
MAP 7 - SR 1545 FROM NC 67 TO SR 1550
MAP 9 - SR 1545 FROM SR 1645 TO NC 67
MAP 12 - SR 1549 FROM NC 67 TO SR 1545



TYPICAL SECTION NO. 4

MAP 8 - SR 1545 FROM SR 1550 TO SR 1645

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 137.5 LBS. PER SQ. YD.
C2	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
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1 1/2"
V2	INCIDENTAL MILLING (See Tie in Detail)



NOTE: TYPICALS ARE NOT TO SCALE

YADKIN COUNTY
SECONDARY ROADS
2025 ASPHALT RESURFACING

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: 3/4/2025

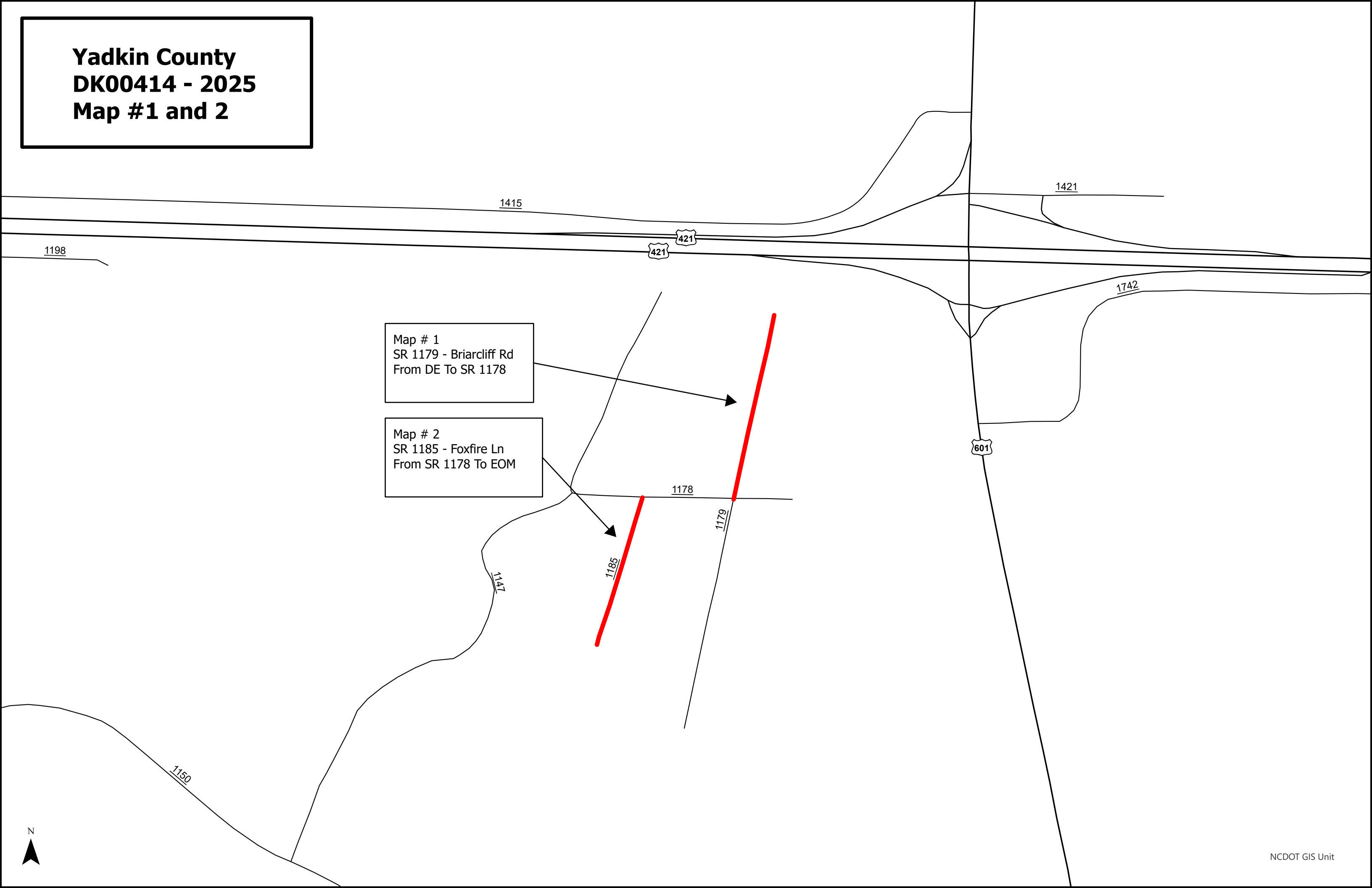
PREPARED BY: DLH

REVIEWED BY:

REVIEWED BY:

06-MAR-2025 11:15
C:\Users\jwade\OneDrive\Documents\2025 -Typicals.dgn
Mapa\Yadkin\MicroStation\DK00414-Yadkin 2025 -Typicals.dgn

Yadkin County
DK00414 - 2025
Map #1 and 2



**Yadkin County
DK00414 - 2025
Map #3, 4, 5, and 6**

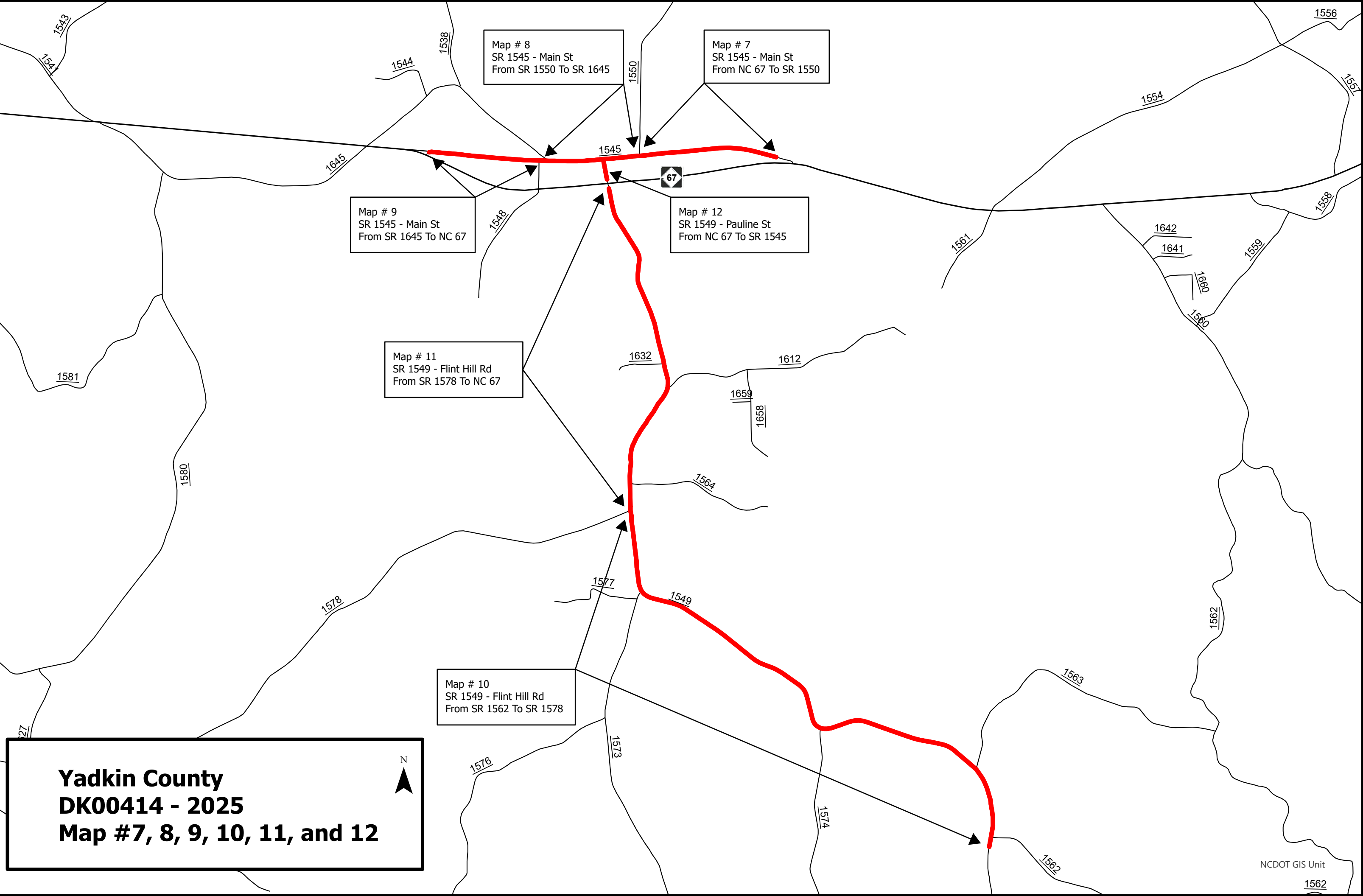
Map # 6
SR 1314 - Old Hwy 421 W
From PVMT Width Change
To SR 1103

Map # 5
SR 1314 - Old Hwy 421 W
From SR 1207/PVMT Width Change
To PVMT Width Change

Map # 4
SR 1314 - Old Hwy 421 W
From US 21
To SR 1207/PVMT Width Change

Map # 3
SR 1314 - Old Hwy 421 W
From SR 1328 To US 21

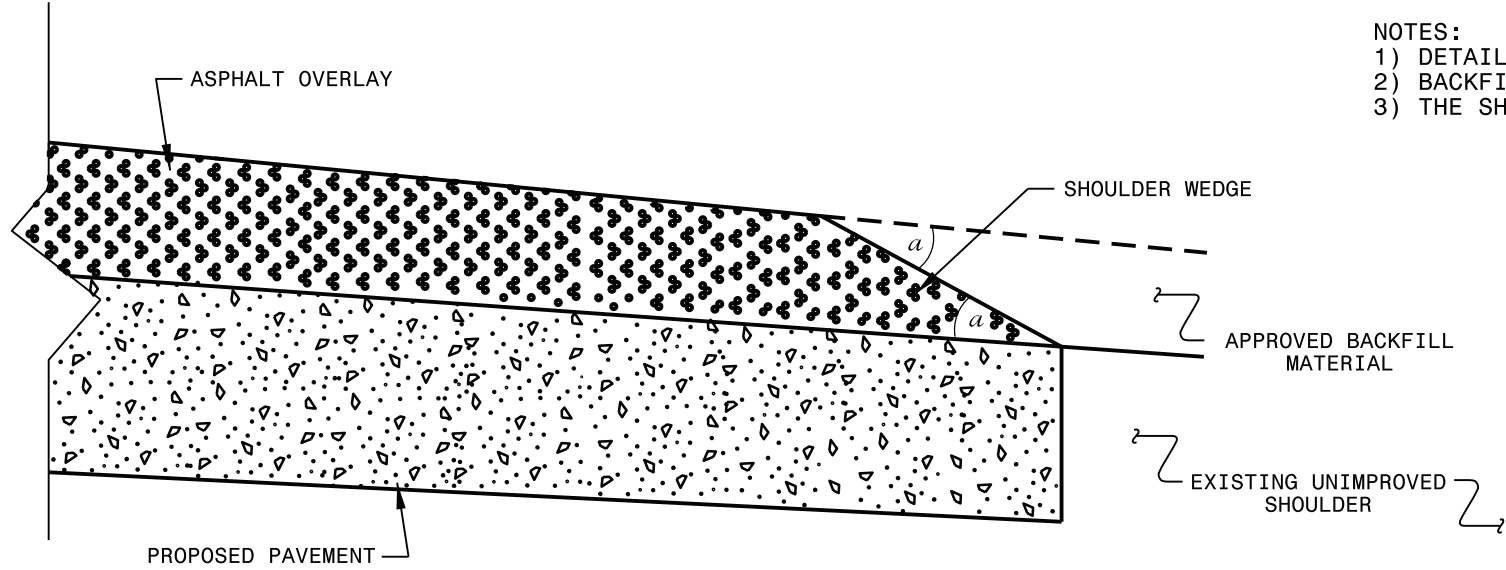




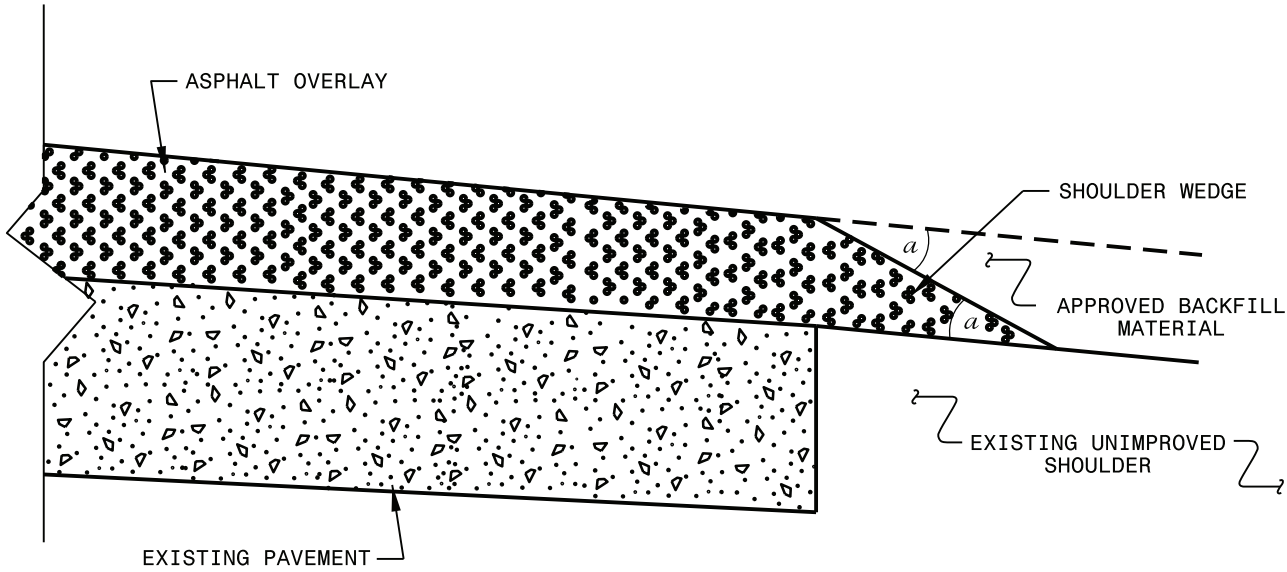
																									PROJECT NO. DK00414	SHEET NO. 6
SUMMARY OF QUANTITIES																										
												1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1520000000-E	1523000000-E	1575000000-E	1704000000-E	1775500000-E	1838000000-E	2815000000-N	2830000000-N	2845000000-N
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	INCIDENTAL STONE BASE	SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1½" MILLING	INCIDENTAL MILLING	SURFACE COURSE, \$9.58	LEVELING COURSE, TYPE \$9.58	SURFACE COURSE, \$9.5C	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ASPHALT SURFACE TREATMENT, MAT COAT #78	EMULSION FOR ASPHALT SURFACE TREATMENT	ADJUST DROP INLET	ADJUST MANHOLES	ADJUST METER OR VALVE BOX
								MI	FT			TONS	SMI	TON	SY	SY	TONS	TON	TONS	TON	TONS	SY	GAL	EA	EA	EA
2025CPT.11.11.20991	Yadkin	1	SR-1179 / BRIARCLIFF ROAD	FROM DEAD END TO SR 1178	1	2	2WU	0.17	20	0.00	0.17	3					159	83		16						
2025CPT.11.11.20991	Yadkin	2	SR-1185 / FOXFIRE LANE	FROM SR 1178 TO END OF MAINTENTANCE	1	2	2WU	0.14	20	0.00	0.14	3					131	68		13						
2025CPT.11.11.20991	Yadkin	3	SR-1314 / OLD US 421 HIGHWAY WEST	FROM SR 1328 TO US 21	2	2	2WU	1.43	20	5.41	6.84	29	2.9	393		222			1,631	105	173	16,779	5,034			
2025CPT.11.11.20991	Yadkin	4	SR-1314 / OLD US 421 HIGHWAY WEST	FROM US 21 TO SR 1207/PAVEMENT WIDTH CHANGE	2	2	2WU	0.92	18	6.87	7.79	18	1.8	253		100			945	61	111	9,715	2,915			
2025CPT.11.11.20991	Yadkin	5	SR-1314 / OLD US 421 HIGHWAY WEST	FROM SR 1207/PAVEMENT WIDTH CHANGE TO PAVEMENT WIDTH CHANGE	2	2	M2	0.34	40	7.79	8.13	7	0.7	94					773	49	74	7,979	2,394			
2025CPT.11.11.20991	Yadkin	6	SR-1314 / OLD US 421 HIGHWAY WEST	FROM PVMT WIDTH CHANGE TO SR 1103	2	2	2WU	1.54	22	8.13	9.67	31	3.1	424		611			1,931	123	186	19,876	5,960			
2025CPT.11.11.20991	Yadkin	7	SR-1545 / EAST MAIN STREET	FROM NC 67 TO SR 1550	3	2	2WU	0.6	22	0.08	0.68				18,539	244			684	40						6
2025CPT.11.11.20991	Yadkin	8	SR-1545 / MAIN STREET	FROM SR 1550 TO SR 1645	4	2	2WU	0.4	36	0.68	1.08				8,448	600			819	48				4		4
2025CPT.11.11.20991	Yadkin	9	SR-1545 / WEST MAIN STREET	FROM SR 1645 TO NC 67	3	2	2WU	0.49	22	1.08	1.57				6,324	244			614	36						2
2025CPT.11.11.20991	Yadkin	10	SR-1549 / FLINT HILL ROAD	FROM SR 1562 TO SR 1578	2	2	2WU	2.43	20	2.65	5.08	49	4.9	668		111			2,771	178	294	28,277	8,484			
2025CPT.11.11.20991	Yadkin	11	SR-1549 / FLINT HILL ROAD	FROM SR 1578 TO NC 67	2	2	2WU	1.45	18	5.08	6.53	29	2.9	399		100			1,489	96	175	15,312	4,594		1	1
2025CPT.11.11.20991	Yadkin	12	SR-1549 / PAULINE STREET	FROM NC 67 TO SR 1545	3	2	2WU	0.08	18	6.57	6.65				845	200			82	5						
TOTAL FOR PROJ NO. 2025CPT.11.11.20991												169	16.3	2,231	34,156	2,432	290	151	11,739	770	1,013	97,938	29,381	4	1	13
GRAND TOTAL												169	16.3	2,231	34,156	2,432	290	151	11,739	770	1,013	97,938	29,381	4	1	13

																		PROJECT NO.		SHEET NO.	
																		DK00414		7	
THERMOPLASTIC AND PAINT QUANTITIES																					
												4413000000-E	4688000000-E	4700000000-E	4709000000-E	4720000000-E	4725000000-E	4890000000-E	4905100000-N		
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MP	END MP	WORK ZONE ADVANCE/GENERAL WARNING SIGNING	THERMOPLASTIC PAVEMENT MARKING LINES, 6", 90 MILS	THERMOPLASTIC PAVEMENT MARKING LINES, 12", 90 MILS	THERMOPLASTIC PAVEMENT MARKING LINES, 24", 90 MILLS	THERMOPLASTIC MSG "SCHOOL" 90 MILS	THERMOPLASTIC LEFT ARROW, 90 MILS	HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINES, 4", 65 MIL	POLYCARBONATE H SHAPED MARKERS		
								MI	FT			SF	LF	LF	LF	EA	EA	LF	EA		
2025CPT.11.11.20991	Yadkin	1	SR-1179 / BRIARCLIFF ROAD	FROM DEAD END TO SR 1178	1	2	2WU	0.17	20	0.00	0.17	112									
2025CPT.11.11.20991	Yadkin	2	SR-1185 / FOXFIRE LANE	FROM SR 1178 TO END OF MAINTENTANCE	1	2	2WU	0.14	20	0.00	0.14	112									
2025CPT.11.11.20991	Yadkin	3	SR-1314 / OLD US 421 HIGHWAY WEST	FROM SR 1328 TO US 21	2	2	2WU	1.43	20	5.41	6.84	112						30,774	94		
2025CPT.11.11.20991	Yadkin	4	SR-1314 / OLD US 421 HIGHWAY WEST	FROM US 21 TO SR 1207/PAVEMENT WIDTH CHANGE	2	2	2WU	0.92	18	6.87	7.79	60				50	6	19,798	61		
2025CPT.11.11.20991	Yadkin	5	SR-1314 / OLD US 421 HIGHWAY WEST	FROM SR 1207/PAVEMENT WIDTH CHANGE TO PAVEMENT WIDTH CHANGE	2	2	M2	0.34	40	7.79	8.13	50		200	50	6	5	7,317	45		
2025CPT.11.11.20991	Yadkin	6	SR-1314 / OLD US 421 HIGHWAY WEST	FROM PVMT WIDTH CHANGE TO SR 1103	2	2	2WU	1.54	22	8.13	9.67	112						33,141	102		
2025CPT.11.11.20991	Yadkin	7	SR-1545 / EAST MAIN STREET	FROM NC 67 TO SR 1550	3	2	2WU	0.6	22	0.08	0.68	60						12,912			
2025CPT.11.11.20991	Yadkin	8	SR-1545 / MAIN STREET	FROM SR 1550 TO SR 1645	4	2	2WU	0.4	36	0.68	1.08	60	60		90			4,600			
2025CPT.11.11.20991	Yadkin	9	SR-1545 / WEST MAIN STREET	FROM SR 1645 TO NC 67	3	2	2WU	0.49	22	1.08	1.57	60						10,545			
2025CPT.11.11.20991	Yadkin	10	SR-1549 / FLINT HILL ROAD	FROM SR 1562 TO SR 1578	2	2	2WU	2.43	20	2.65	5.08	116						52,294	160		
2025CPT.11.11.20991	Yadkin	11	SR-1549 / FLINT HILL ROAD	FROM SR 1578 TO NC 67	2	2	2WU	1.45	18	5.08	6.53	112			50	6		31,204	96		
2025CPT.11.11.20991	Yadkin	12	SR-1549 / PAULINE STREET	FROM NC 67 TO SR 1545	3	2	2WU	0.08	18	6.57	6.65	32						896			
TOTAL FOR PROJ NO. 2025CPT.11.11.20991								9.99				998	60	200	240	18	5	203,481	558		
																		203,481			
GRAND TOTAL								9.99				998	60	200	240	18	5	203,481	558		
																			203,481		

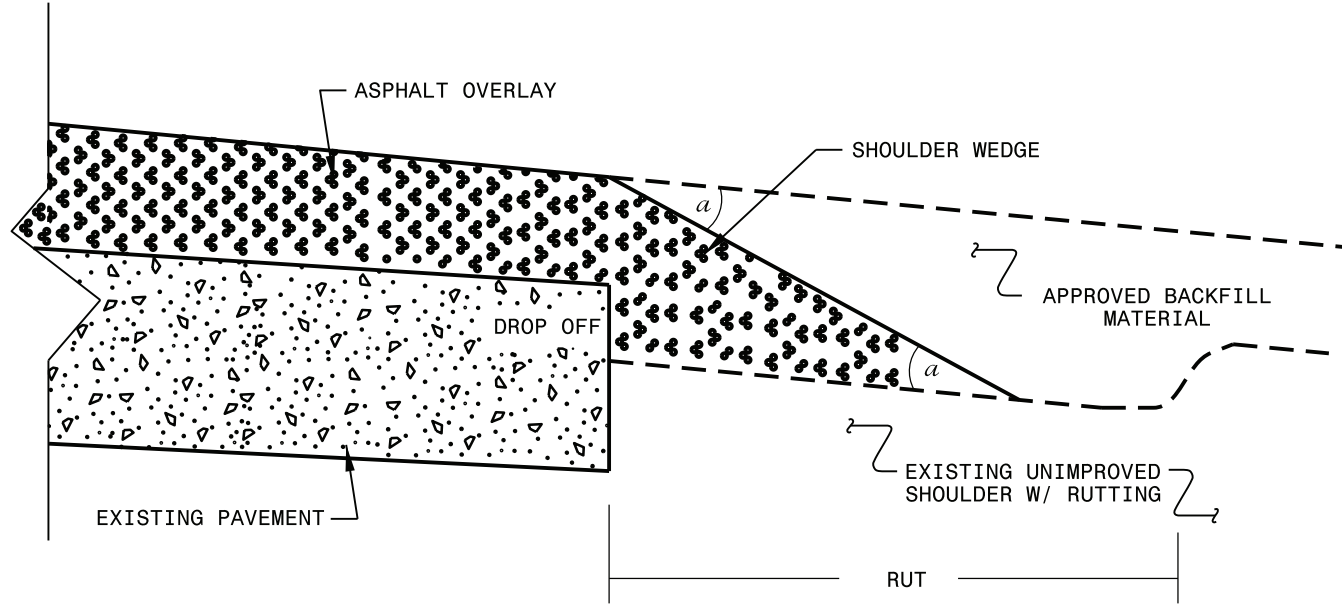
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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

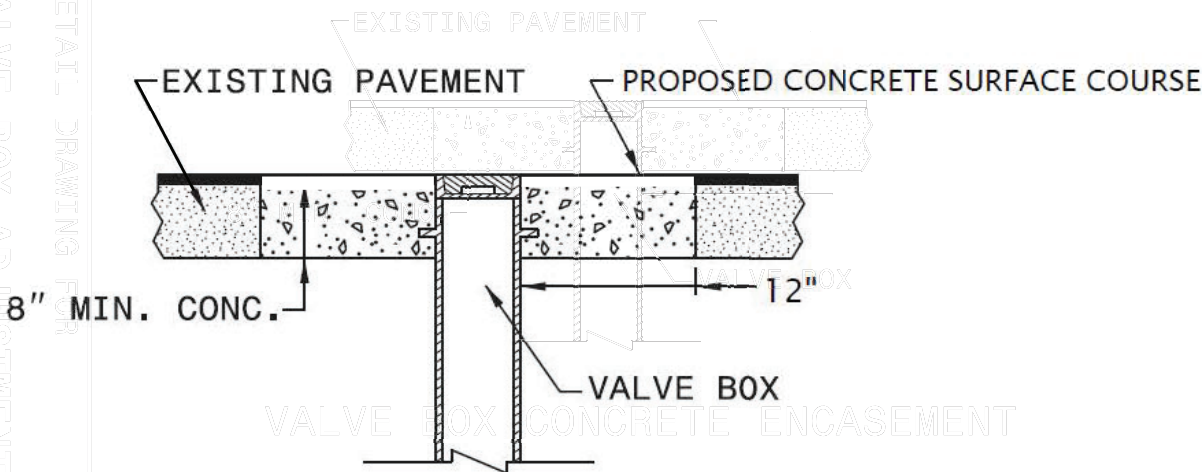
**SHOULDER WEDGE
DETAILS**

ORIGINAL BY: T.SPELL DATE: 7-19-11
MODIFIED BY: DATE: 10/16/12
CHECKED BY: DATE:
FILE SPEC.: s:\usr\details\stand\shoulderwedgedetail.dgn

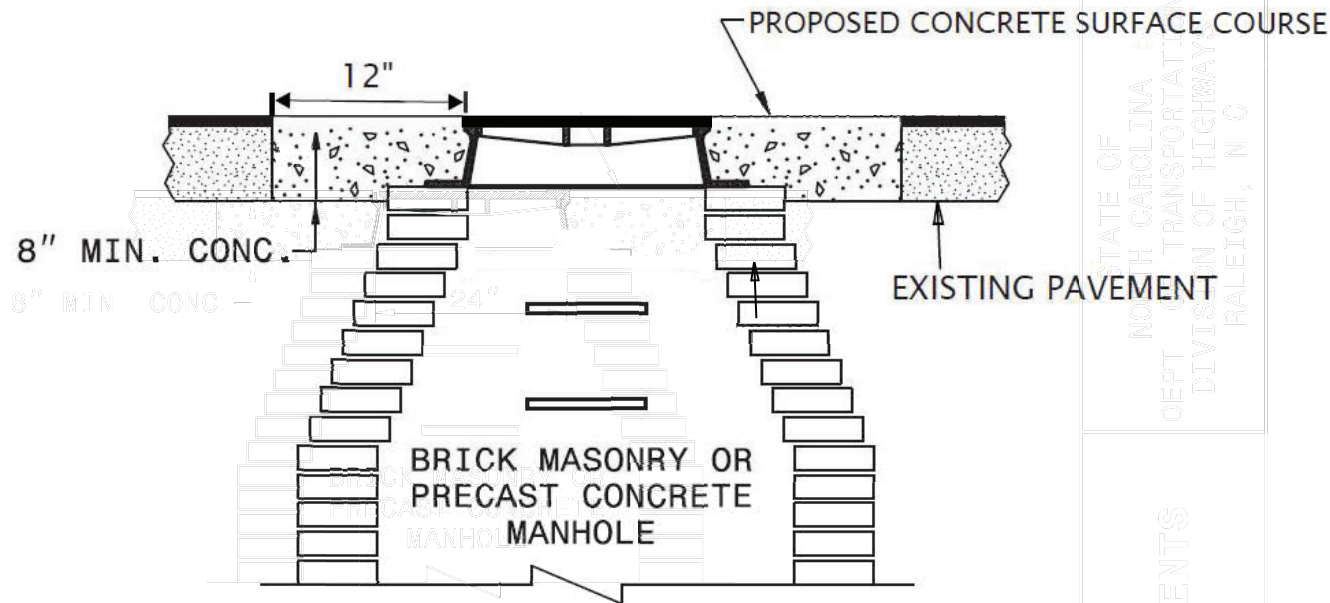
GENERAL NOTES:

1. USE RAPID SET DYED CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
2. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.
3. SHEER CUT RECTANGULAR EXCAVATION FOR THE ADJUSTMENT ON ALL SIDES. NO OVERSAW CUTS ALLOWED IN CORNERS.
4. FILL AREA BELOW 8" DEPTH WITH 78M OR NO. 57 CLEAN STONE.
5. MIX MORTAR TO NCDOT SPECIFICATIONS.
6. MORTAR JOINTS 1/2" +/- 1/8"

VALVE BOX CONCRETE ENCASEMENT

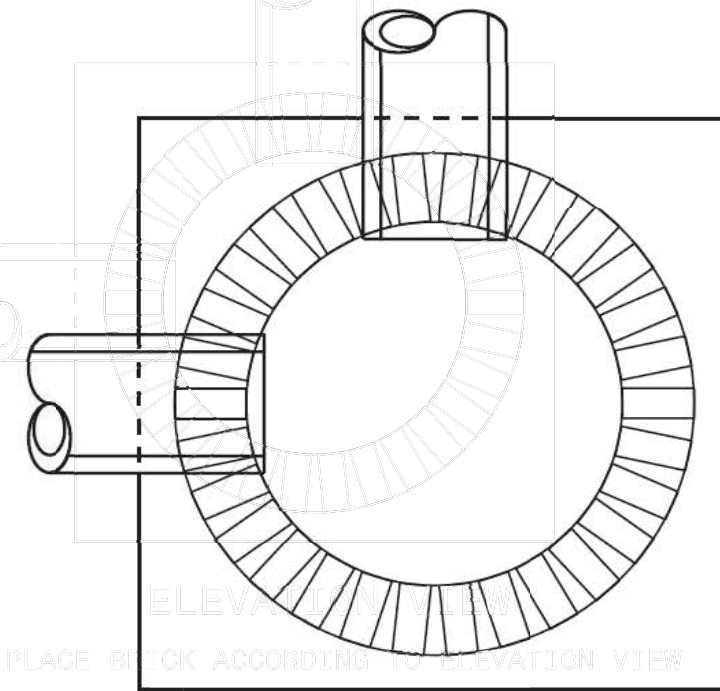


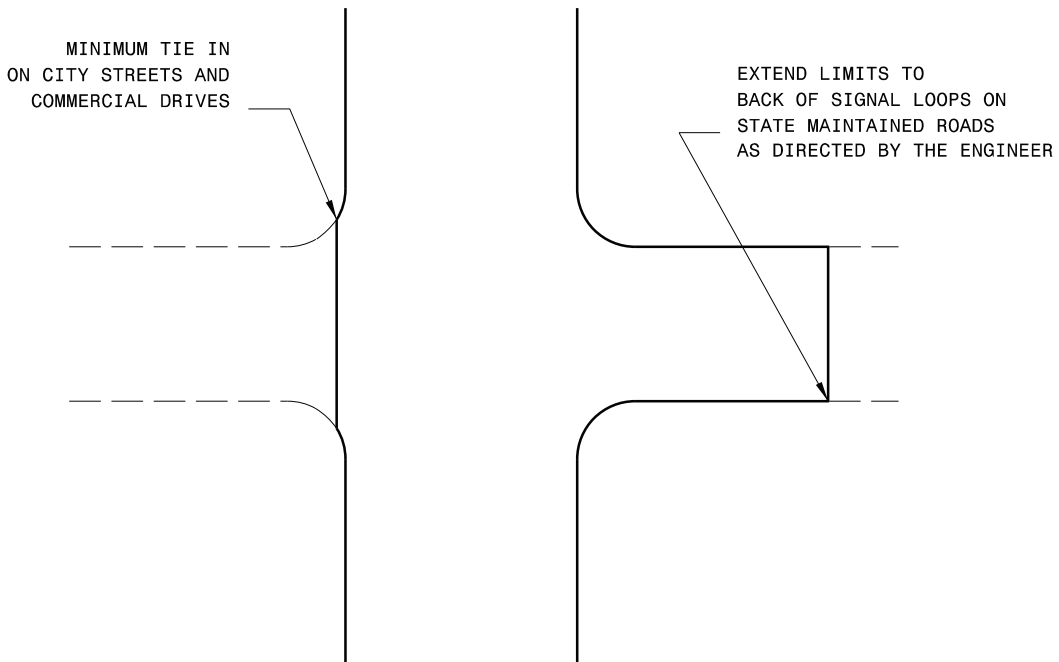
MANHOLE CONCRETE ENCASEMENT



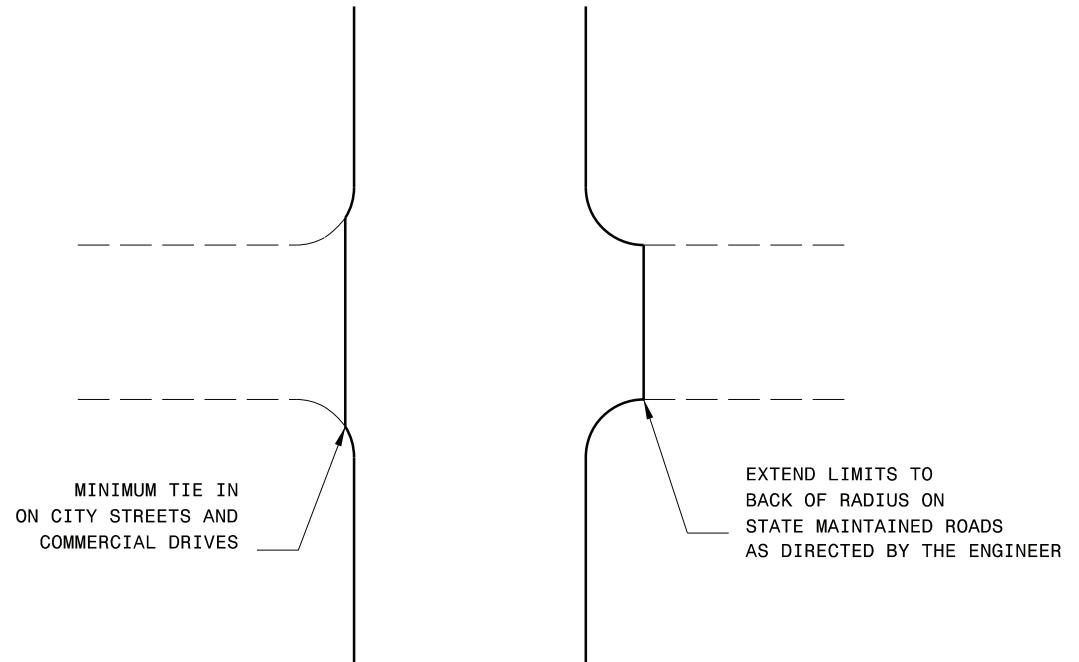
ELEVATION VIEW

PLACE BRICK ACCORDING TO ELEVATION VIEW





TYPICAL DETAIL OF PROJECT LIMITS AT
SIGNALIZED Y LINES



TYPICAL DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

ADDITIONAL INTERSECTIONS (NON-TYPICAL)

Extend paving limits to back of radius
or loop on the following intersections:

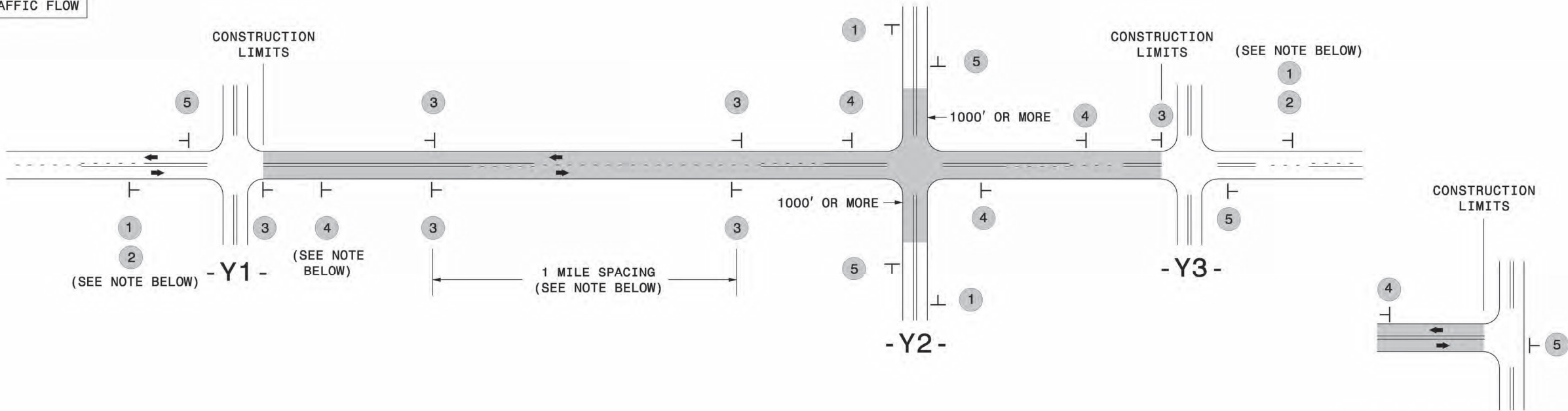
[illegible]

SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	<div><div>1</div><div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div><div><div>NEXT XX MILES</div><div>W7-3aP 24" X 18"</div></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 CONSTRUCTION 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: 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. <div><div><div><div>ROAD WORK AHEAD</div><div>W20-1 48" X 48"</div></div><div>PLACED 500' IN ADVANCE OF FLAGGER.</div></div><div><div><div><div><div></div><div></div></div><div>ROAD WORK AHEAD</div><div>W20-7 A 48" X 48"</div></div><div>PLACED 250' IN ADVANCE OF FLAGGER.</div></div></div></div>
	<div><div>3</div><div><div><div>LOW/SOFT SHOULDER</div><div>SP 13107 48" X 48"</div></div></div><div>- 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.</div></div>	
	<div><div>4</div><div><div><div>ROAD UNDER CONST</div><div>SP 13106 48" X 48"</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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.</div></div>	
	<div><div>5</div><div><div><div>END ROAD WORK</div><div>G20-2 A 48" X 24"</div></div></div><div>PLACE 500' FOLLOWING THE END OF CONSTRUCTION LIMITS OR AS SHOWN WHEN WORK ENDS AT A 3-WAY TEE INTERSECTION.</div></div>	
	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.	
LESS 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