

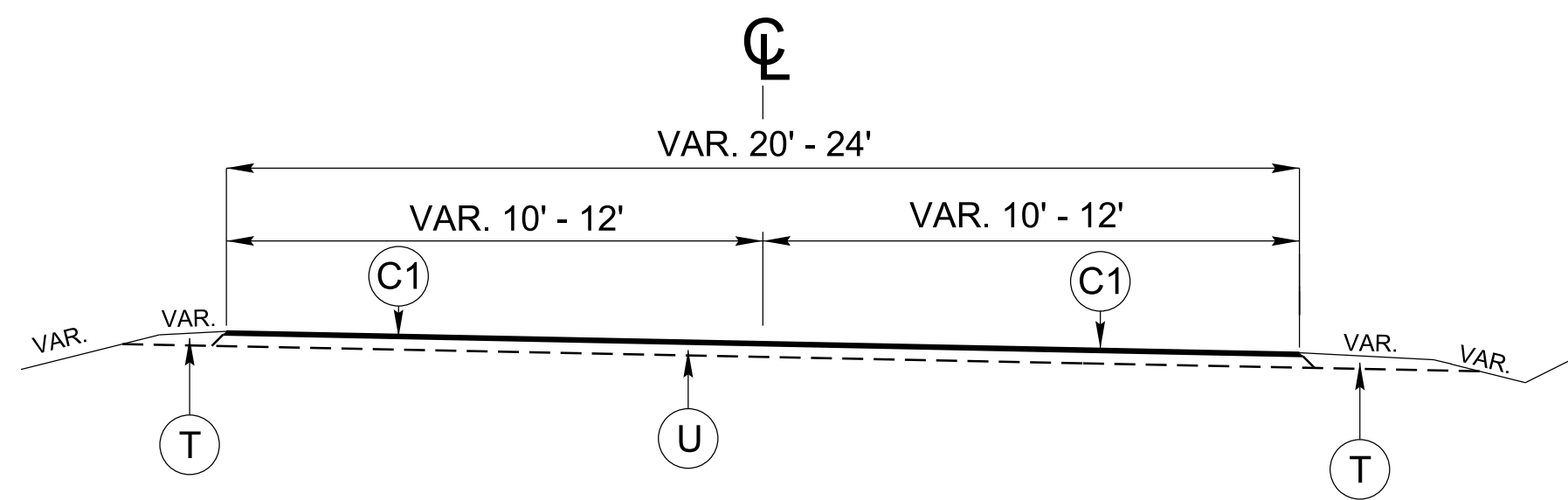
PROJECT NO.	SHEET NO.	TOTAL NO.
2023CPT.11.09.10991, 2023CPT.11.09.20861		
2023CPT.11.09.20991,		

SUMMARY OF QUANTITIES

PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	Begin Milepost	End Milepost	LENGTH		WIDTH	0106000000-E	1220000000-E	1245000000-E	1260000000-E	1297000000-E	1330000000-E	1519000000-E	1520000000-E	1575000000-E	1704000000-E	2830000000-N	2845000000-N	6084000000-E	7324000000-N	7444000000-E		
										BORROW	INCIDENTAL STONE BASE		SHOULDER RECONSTRUCTION	AGGREGATE SHOULDER BORROW	1 1/2" MILLING	INCIDENTAL MILLING	SURFACE COURSE, S9.5B	LEVELING COURSE, TYPE S9.5B	ASPHALT BINDER FOR PLANT MIX	PATCHING EXISTING PAVEMENT	ADJUST MANHOLES	ADJUST METER OR VALVE BOX	SEED & MULCHING	JUNCTION BOX (STANDARD SIZE)	INDUCTIVE LOOP SAWCUT				
											MI	FT	CY	TONS	SMI	TON	SY	SY	TONS	TON	TON	TONS	EA	EA	AC	EA	LF		
2023CPT.11.09.10991	Yadkin	1	NC-67	FROM SR 1367 TO SR 1003/1570	1	2	2WU	8.39	14.17	5.78	21	173	116	11.56	2,890		233	6,796	539	1,741									
TOTAL FOR PROJ NO. 2023CPT.11.09.10991											5.78		173	116	11.56	2,890		233	6,796	539	1,741			0.06					
2023CPT.11.09.20861	Surry	2	SR-1212 / MORRISON RD	FROM NC 268 TO SR 1213	2	2	2WU	0	0.07	0.07	20		1	0.14	35			105	7										
2023CPT.11.09.20861	Surry	3	SR-1213 / MORRISON PL	FROM CUL-DE-SAC TO CUL-DE-SAC	2	2	2WU	0	0.05	0.05	18	2	1	0.10	25			67	5									0.00	
2023CPT.11.09.20861	Surry	4	SR-1721 / CROSSINGHAM RD	FROM SR 1717 TO SR 1722	1	2	2WU	0	0.13	0.13	20	4	3	0.26	65		111	146	11	35								0.00	
2023CPT.11.09.20861	Surry	5	SR-1722 / CROSSINGHAM RD	FROM SR 1721 TO NC 104	1	2	2WU	0	1.45	1.45	20	44	29	2.90	725		111	1,412	113	390								0.01	
2023CPT.11.09.20861	Surry	6	SR-2080 / QUAKER CHURCH RD	FROM SR 2038 TO SR 2082	1	2	2WU	0	3.67	3.67	22	110	73	7.34	1,835		122	4,520	358	1,153								0.04	
TOTAL FOR PROJ NO. 2023CPT.11.09.20861											5.37		160	107	10.74	2,685		344	6,250	494	1,578			0.05					
2023CPT.11.09.20991	Yadkin	7	SR-1366 / WOODRUFF RD	FROM NC 67 TO SR 1361	1	2	2WU	0	1.1	1.1	20	33	22	2.20	550		444	1,232	534	118								0.01	
2023CPT.11.09.20991	Yadkin	8	SR-1605 / OLD US 421	FROM SR 1510 TO BR# 184	1	2	2WU	9.35	11.83	2.48	20	74	50	4.96	1,240		111	2,778	222	747								0.02	
2023CPT.11.09.20991	Yadkin	9	SR-1605 / OLD US 421	FROM BR# 184 TO MP 12.75, BEGIN CURB & GUTTER	1	2	2WU	11.88	12.75	0.87	24	26	17	1.74	435		267	1,168	92	290								0.01	
2023CPT.11.09.20991	Yadkin	10	SR-1605 / E MAIN ST	FROM BEGIN CURB & GUTTER TO SR 1634	3	2	2WU	12.75	12.86	0.11	36	2	1	0.11	28	2,500		221	15	447	4	6	0.01	1			500		
TOTAL FOR PROJ NO. 2023CPT.11.09.20991											4.56		135	90	9.01	2,253	2,500	822	5,399	534	447	1,037	4	9	0.05	1	500		
GRAND TOTAL											15.71		468	313	31.31	7,828	2,500	1,399	18,445	534	1,480	4,356	4	9	0.16	1	500		

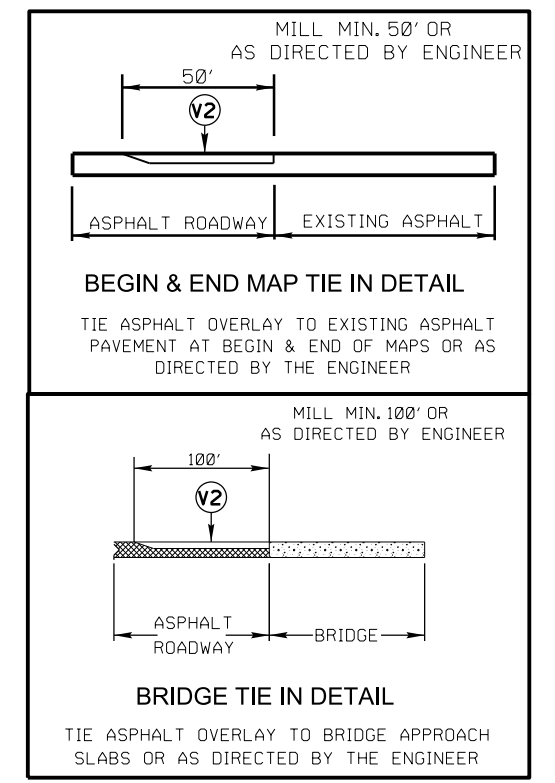
- * "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS. PATCHING MAY OR MAY NOT BE NEEDED DEPENDING ON CONDITION OF MAP SURFACE AT TIME THAT PAVING SEASON BEGINS. AREAS TO BE DELINIATED BY THE ENGINEER.
- * INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER
- ** LEVELING AT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

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 165 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AN AVERAGE RATE OF 220 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"
V2	INCIDENTAL MILLING (See Tie in Detail)



TYPICAL SECTION NO. 1

- MAP 1 - NC 67 FROM SR 1367 TO SR 1003/1570
(extend resurfacing on Map 1 to end at least 80' east of intersection midpoint to avoid impacting existing loops with milling operation)
- MAP 4 - SR 1721 CROSSINGHAM RD FROM SR 1717 TO SR 1722
- MAP 5 - SR 1722 CROSSINGHAM RD FROM SR 1721 TO NC 104
- MAP 6 - SR 2080 QUAKER CHURCH RD FROM SR 2038 TO SR 2082
- **MAP 7 - SR 1366 WOODRUFF RD FROM NC 67 TO SR 1361
(extend milling & overlay on Map 7 all the way to NC 67)
- MAP 8 - SR 1605 OLD US 421 FROM SR 1510 TO BRIDGE #184
- MAP 9 - SR 1605 OLD US 421 FROM BRIDGE #184 TO BEGIN CURB & GUTTER (MP 12.75)



NOTE: TYPICALS ARE NOT TO SCALE

SURRY & YADKIN COUNTY PRIMARY & SECONDARY ROADS 2023 ASPHALT RESURFACING (SPRING LET)													
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;">REVISIONS</th> <th style="width: 10%;">INT.</th> <th style="width: 10%;">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								
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N.C. DEPARTMENT of TRANSPORTATION DIVISION of HIGHWAYS DIVISION ELEVEN		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>SCALE: N/A</td> <td>DATE: 2/8/2023</td> </tr> <tr> <td>PREPARED BY: DLH</td> <td> </td> </tr> <tr> <td>REVIEWED BY: </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	SCALE: N/A	DATE: 2/8/2023	PREPARED BY: DLH		REVIEWED BY:						
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PREPARED BY: DLH													
REVIEWED BY:													

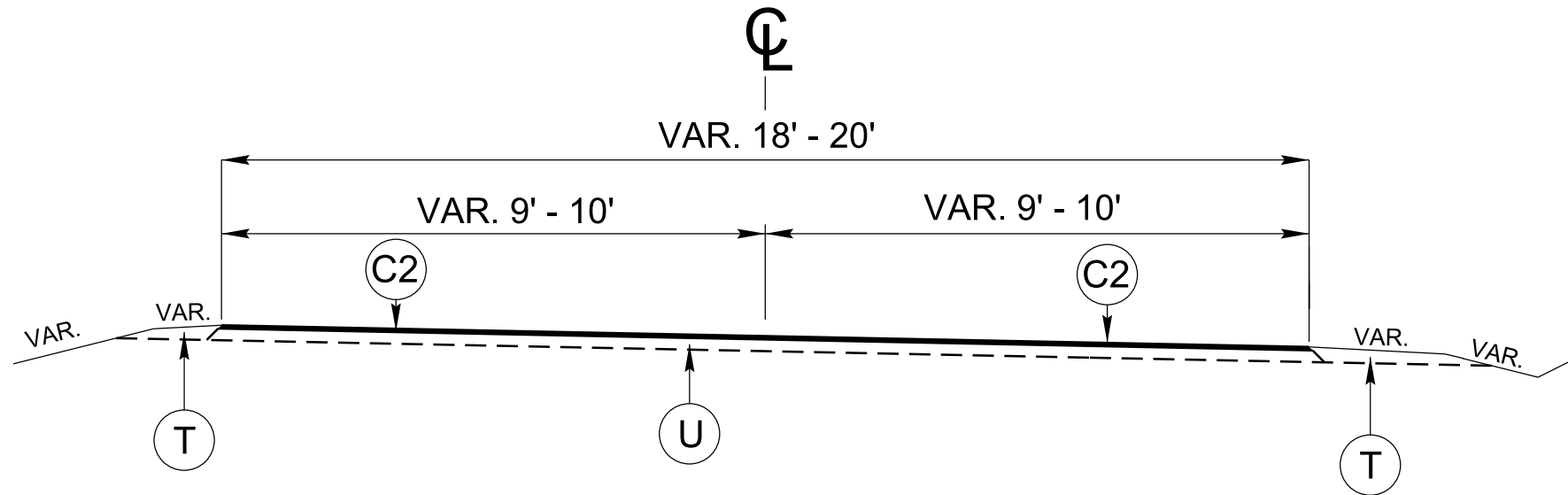
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 8/17/99

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* INCIDENTAL MILLING AT LOCATIONS AS DIRECTED BY THE ENGINEER

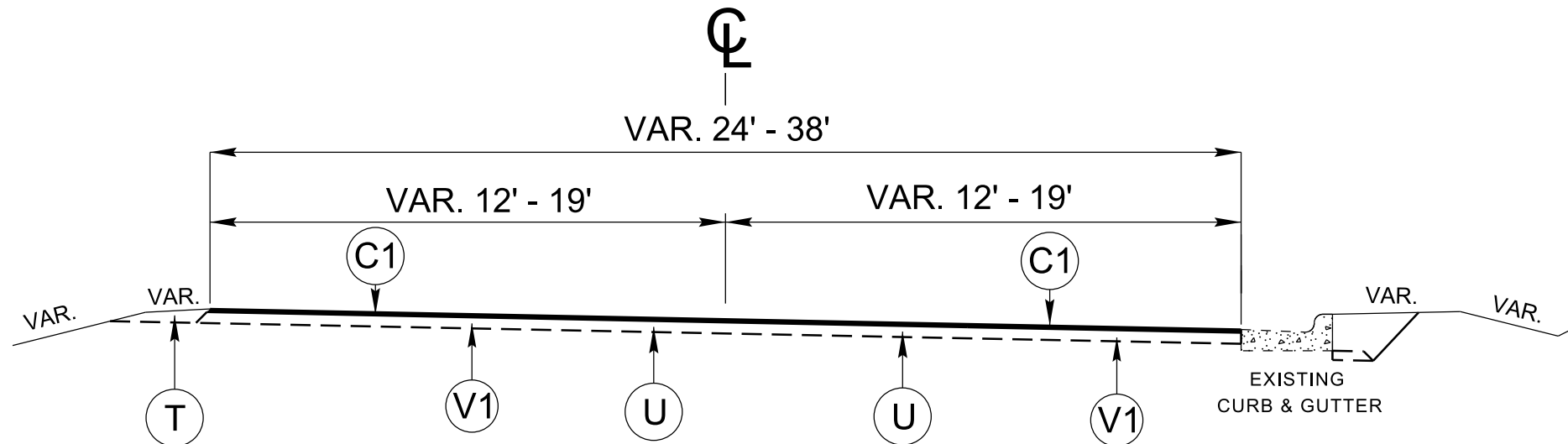
PROJECT REFERENCE NO.	SHEET NO.
DK00354	02

PAVEMENT SCHEDULE	
C1	1½" S9.5B
C2	2" S9.5B
T	SHLD. RECONST.
U	EXIST. PAVEMENT
V1	1½" MILLING
V2	INCIDENTAL MILLING



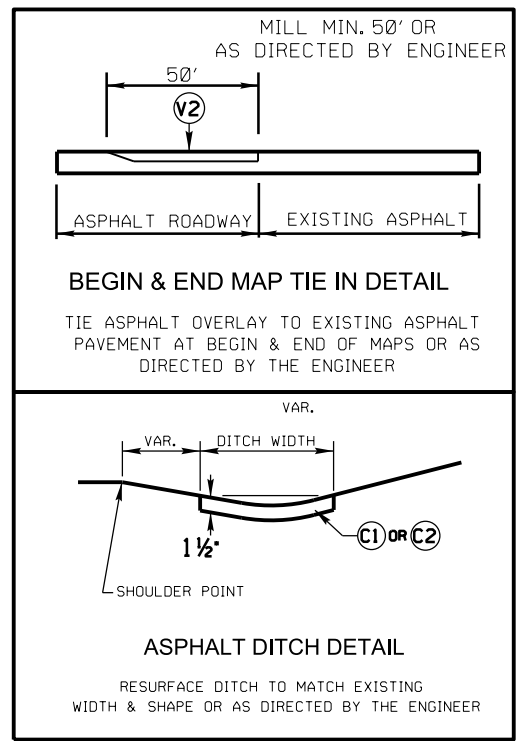
TYPICAL SECTION NO. 2

MAP 2 - SR 1212 MORRISON RD FROM NC 268 TO SR 1213
 MAP 3 - SR 1213 MORRISON PL FROM CULDESAC TO CULDESAC



TYPICAL SECTION NO. 3

MAP 10 - SR 1605 E. MAIN ST FROM BEGIN CURB & GUTTER (MP 12.75) TO SR 1634



NOTE: TYPICALS ARE NOT TO SCALE

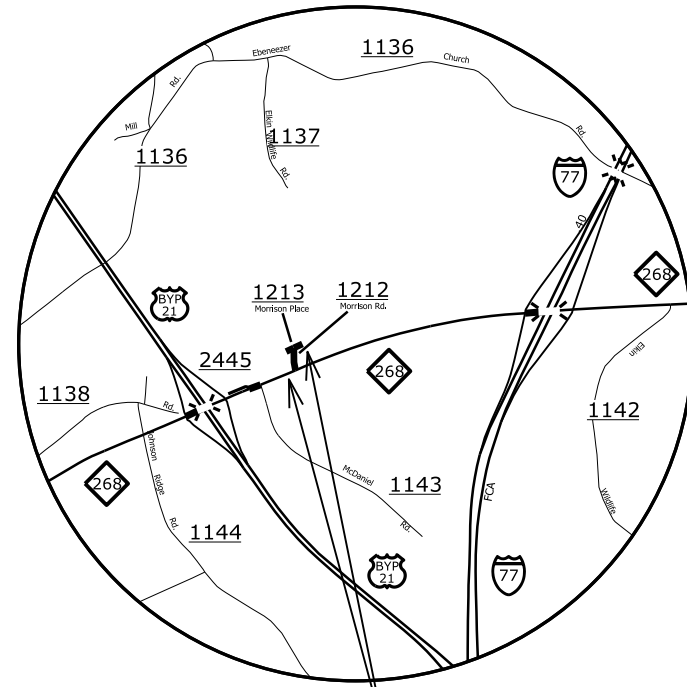
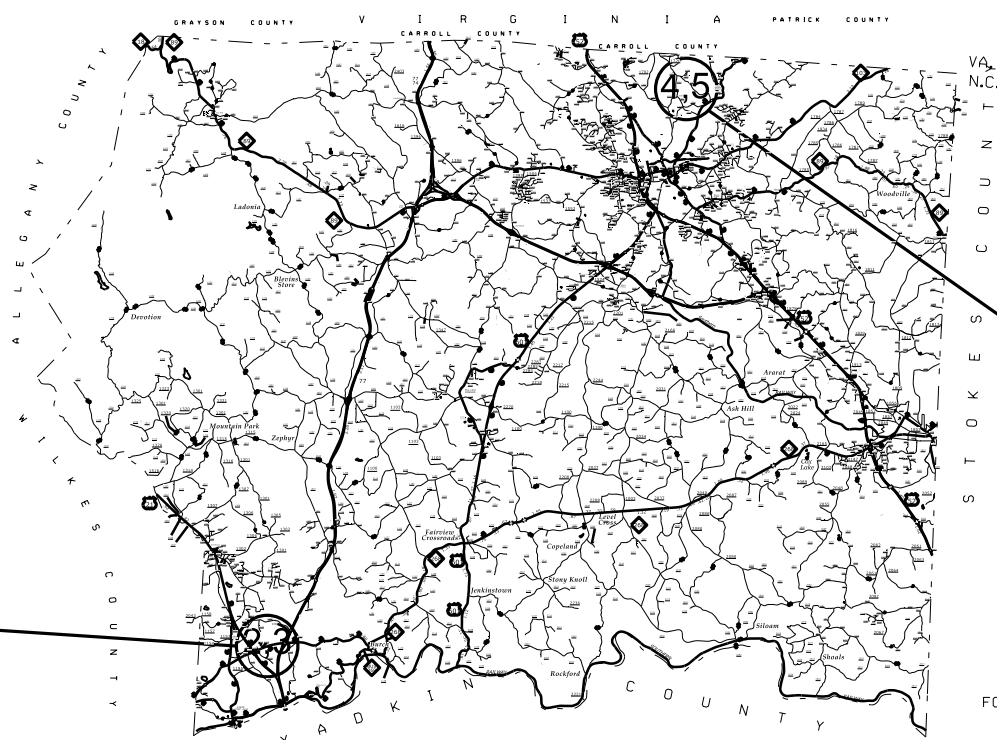
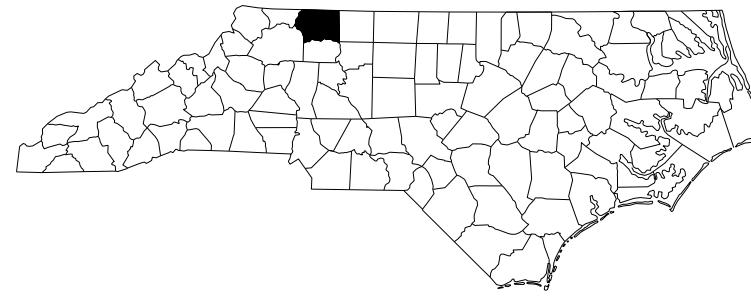
SURRY & YADKIN COUNTY PRIMARY & SECONDARY ROADS 2023 ASPHALT RESURFACING (SPRING LET)													
<table border="1"> <thead> <tr> <th>REVISIONS</th> <th>INT.</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>			REVISIONS	INT.	DATE								
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SCALE: N/A	DATE: 2/8/2023												
PREPARED BY: DLH													
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.)

SURRY COUNTY

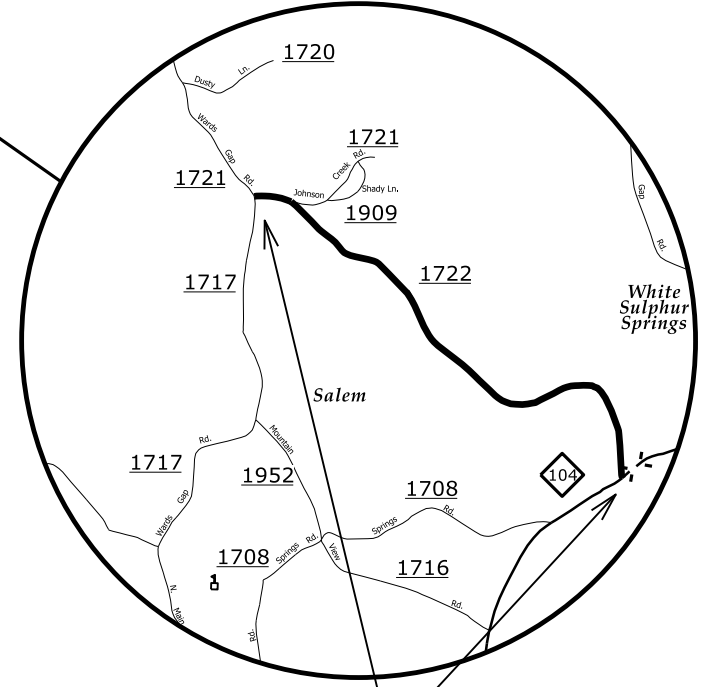
TYPE OF WORK: ASPHALT RESURFACING
MAPS # 2 THROUGH # 5

2023



MAPS #2 - #3

- * SR 1212 - (0.07mi.)
(FROM NC 268 TO SR 1213)
- * SR 1213 - (0.05mi.)
(FROM CULDESAC TO CULDESAC)



MAPS #4 - #5

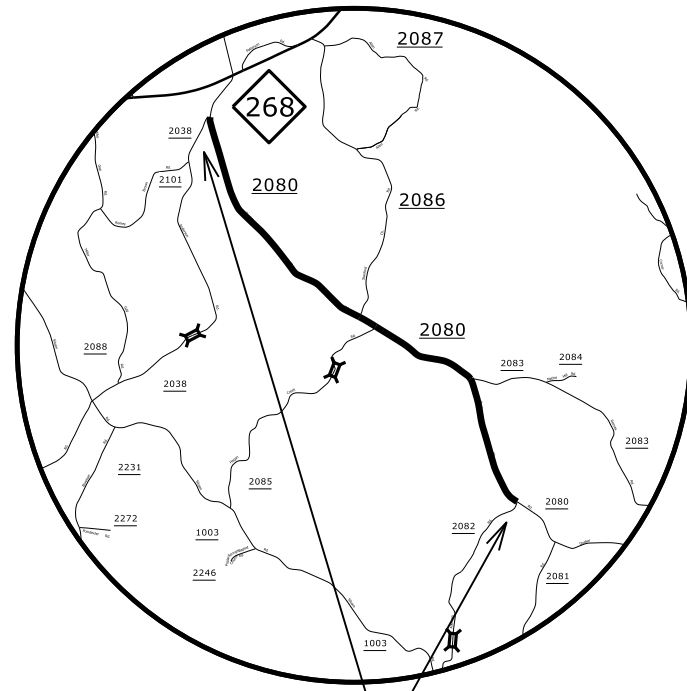
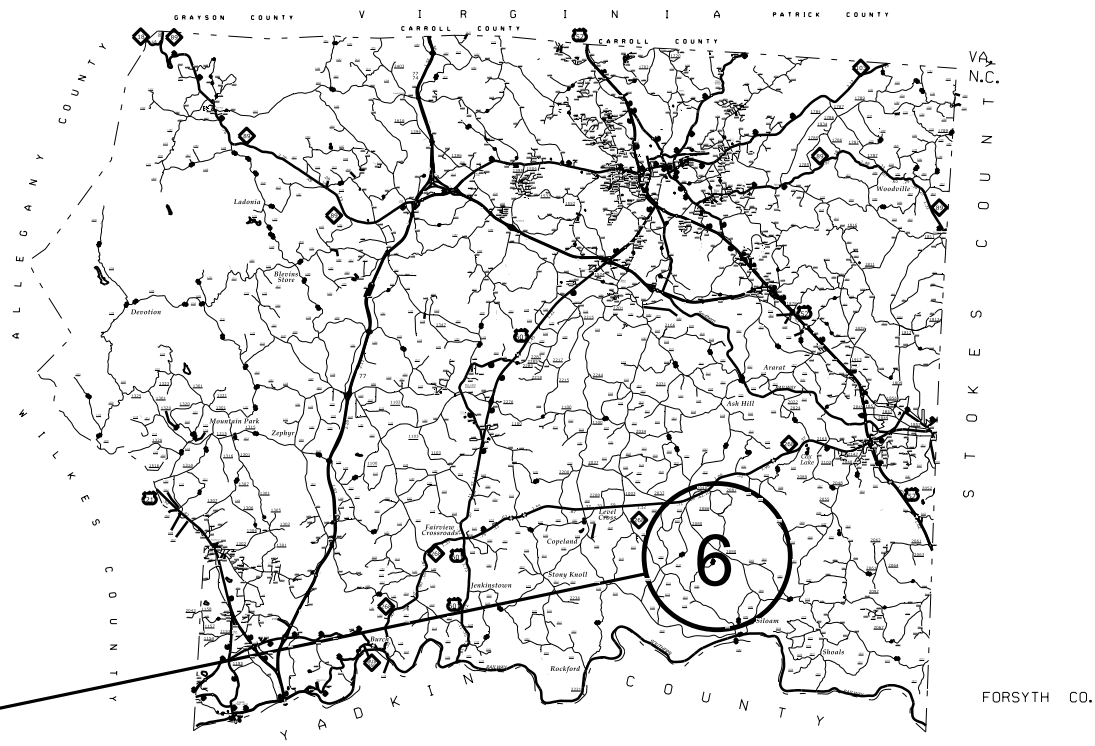
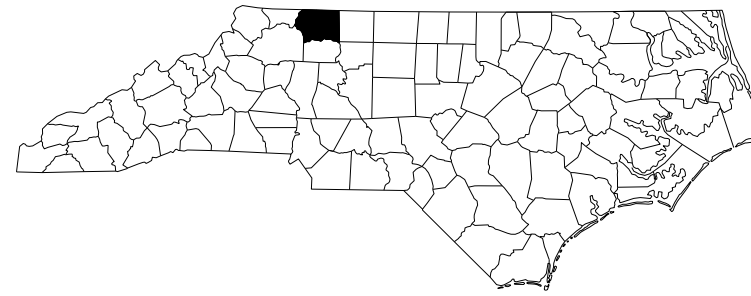
- * SR 1721 - (0.13mi.)
(FROM SR 1717 TO SR 1722)
- * SR 1722 - (1.45mi.)
(FROM SR 1721 TO NC 104)

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 Maps\Surry - Yadkin Spring 2023 let\DK00354_Surry-Yadkin_maps.dgn
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SURRY COUNTY

TYPE OF WORK: ASPHALT RESURFACING
MAP # 6

2023



MAP #6

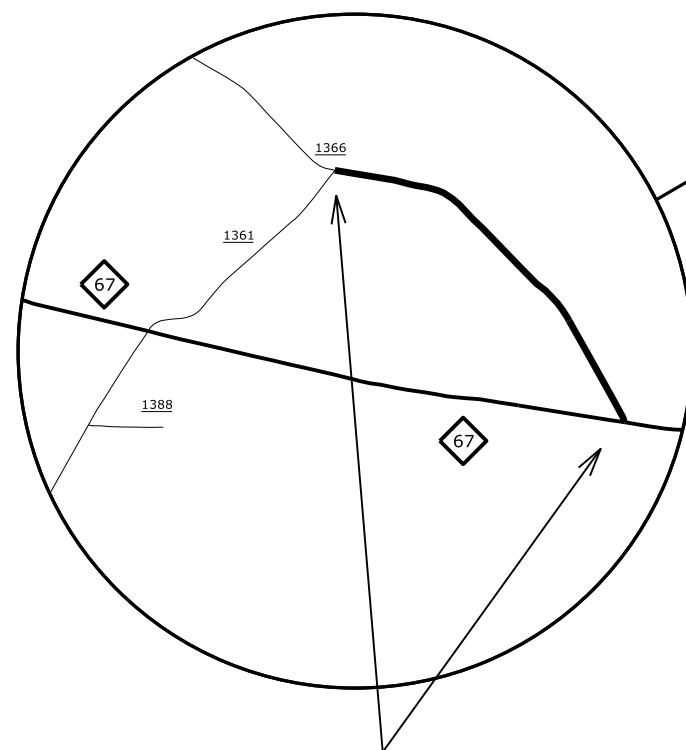
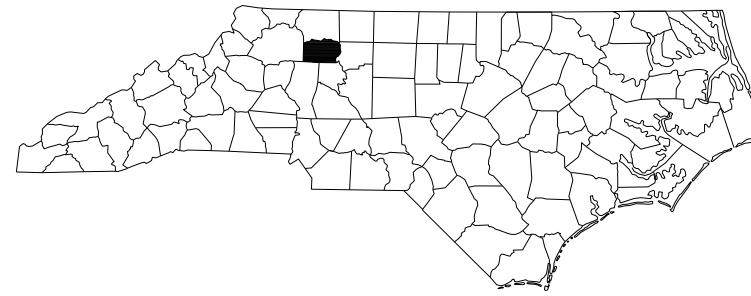
* SR 2080 - (3.67mi.)
(FROM SR 2038 TO SR 2082)

8/17/99
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Maps\Surry - Yadkin Spring 2023 let\DK00354_Surry-Yadkin.maps.dgn

YADKIN COUNTY

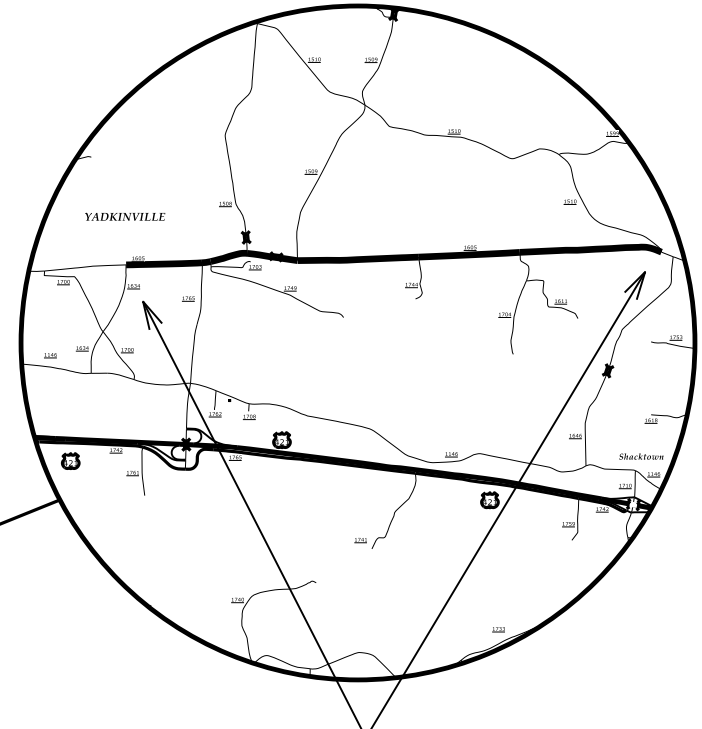
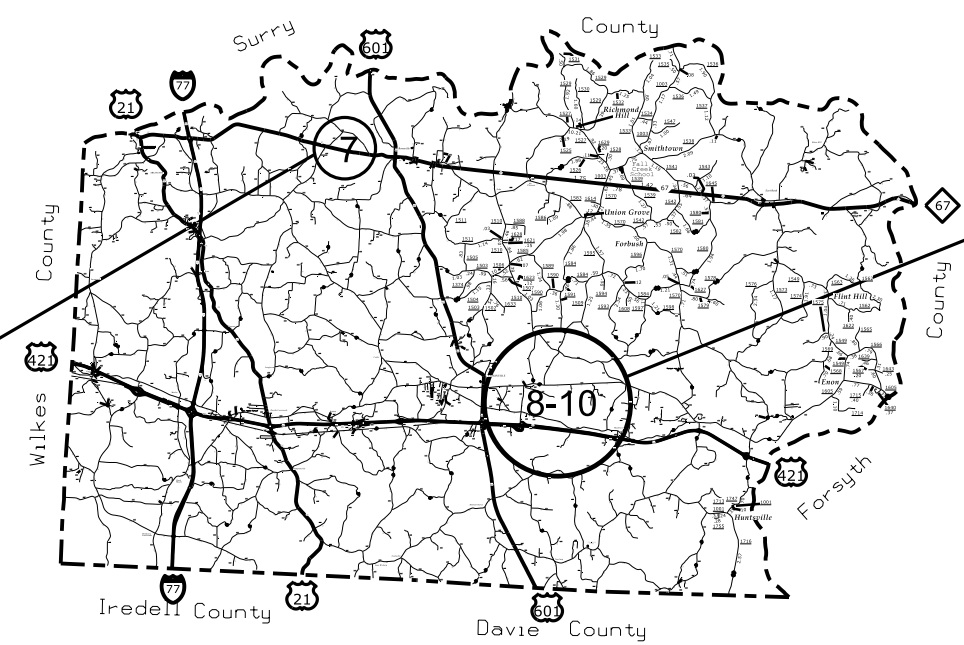
TYPE OF WORK: ASPHALT RESURFACING
MAPS # 7 THROUGH # 10

2023



MAP #7

* SR 1366 - (1.10mi.)
(FROM NC 67 TO SR 1361)

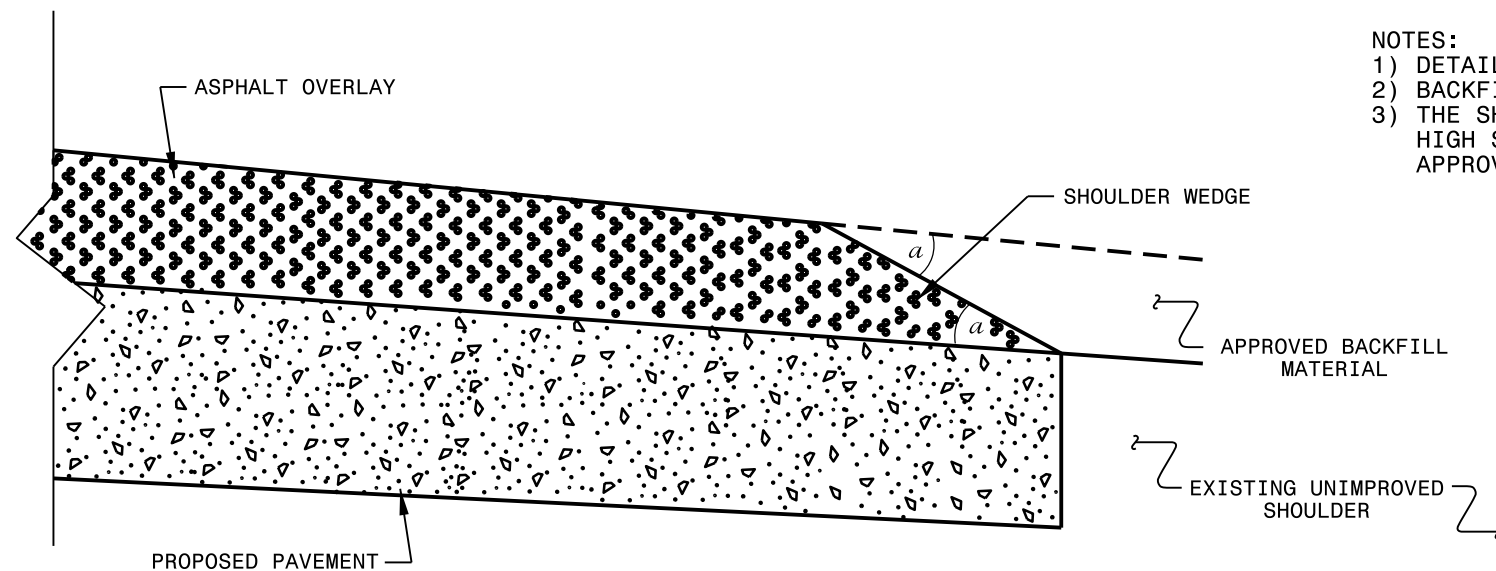


MAPS #8 - #10

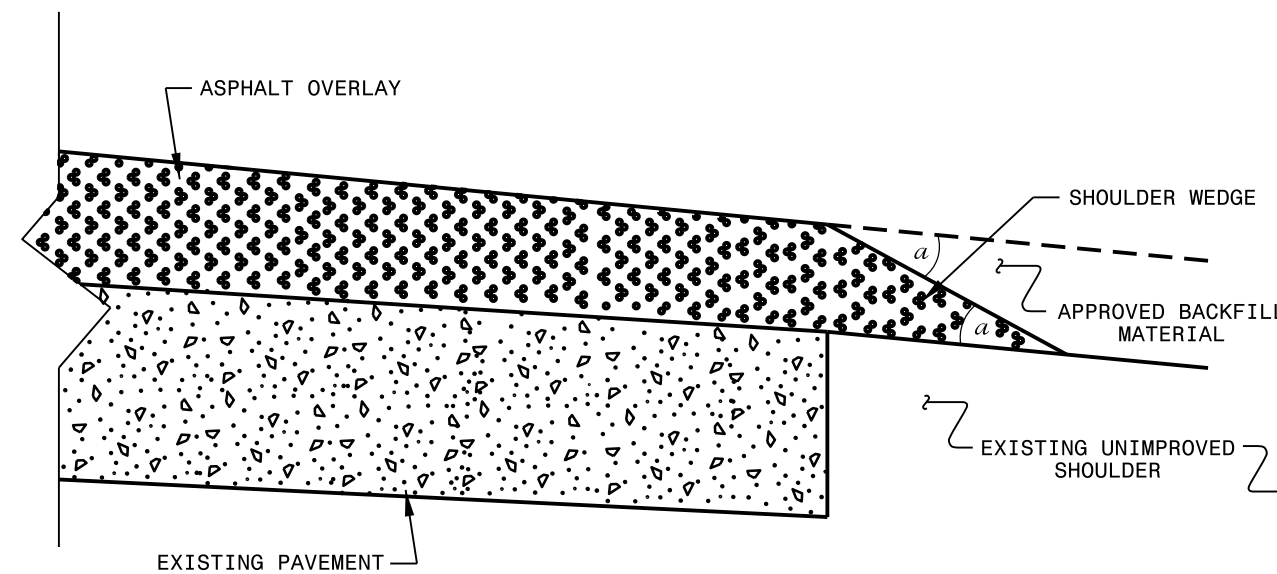
- * SR 1605 - (2.48mi.)
(FROM SR 1510 TO BR#184)
- * SR 1605 - (0.87mi.)
(FROM BR#184 TO BEGIN C&G (MP 12.75))
- * SR 1605 - (0.11mi.)
(FROM BEGIN C&G (MP 12.75) TO SR 1634)

NOTES:

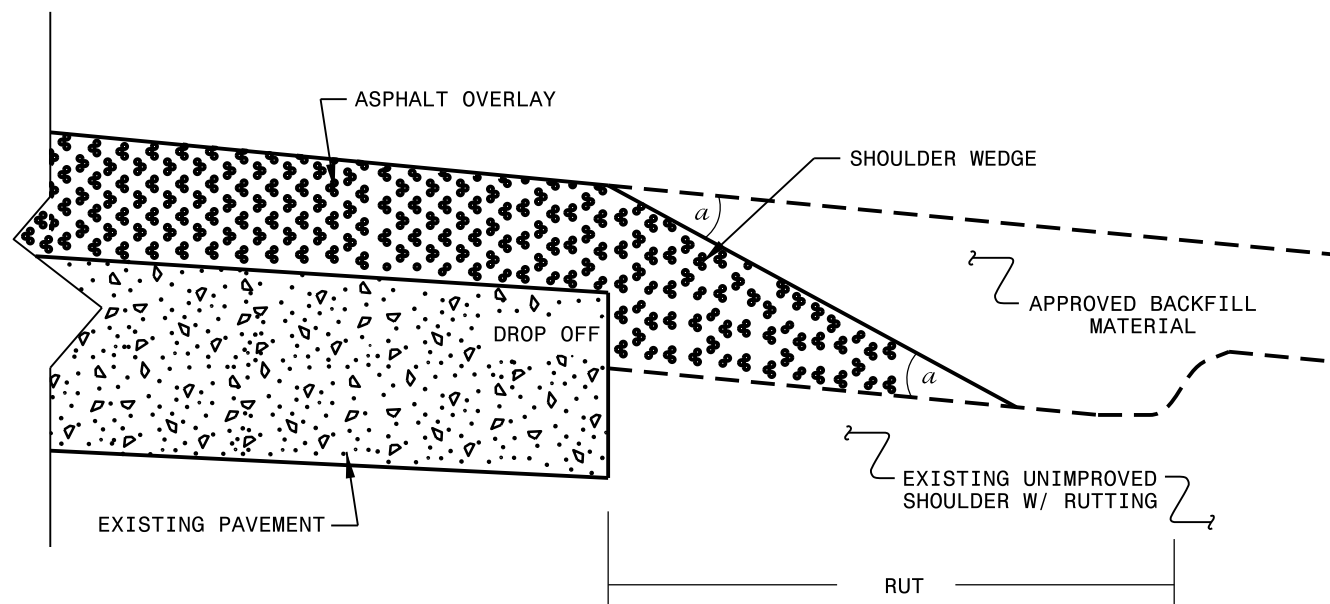
- 1) DETAIL DOES NOT APPLY TO OGAFB AND ULTRA-THIN BONDED WEARING COURSE.
- 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
- 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS, SIDE STREETS, HIGH SHOULDERS, AND OTHER LOCATIONS NOT FEASIBLE TO CONSTRUCT AS APPROVED BY THE ENGINEER.



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)

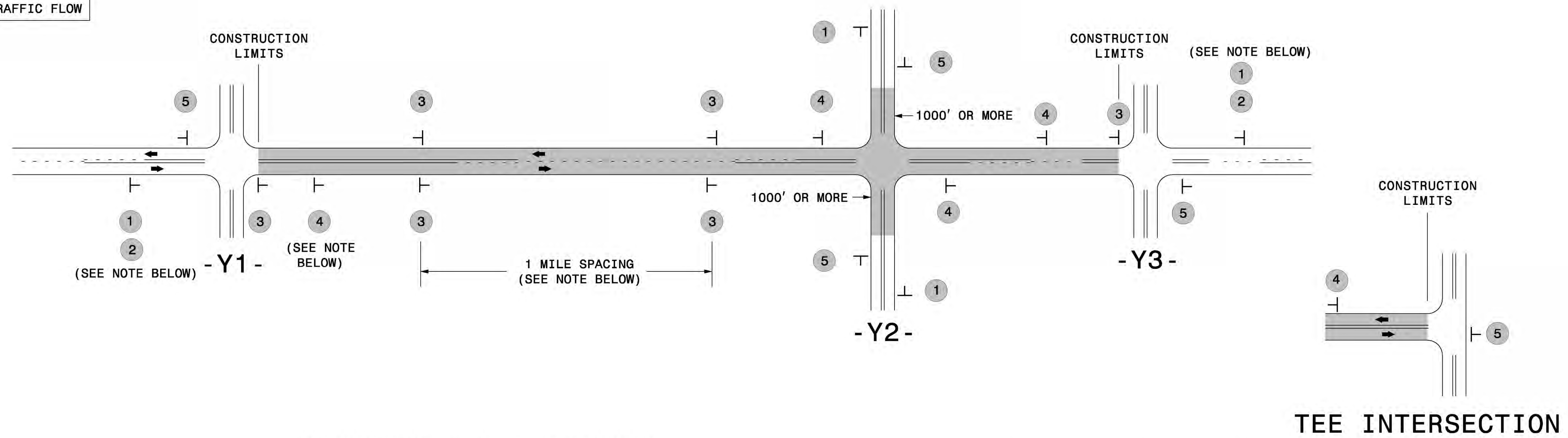
- SHOULDER WEDGE ANGLE = 30°

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: 2/2/16
CHECKED BY:	DATE:
FILE SPEC.: szusr/details/stand/shoulderwedgedetail.dgn	

30-MAR-2016 07:20
S:\Contracts\Resurfacing Projects\Shoulder Wedge Details\Revised Shoulder Wedge Detail.dgn
\$\$\$\$\$USERNAME\$\$\$\$\$

SIGNING FOR RESURFACING PROJECTS

LEGEND
 ┆ STATIONARY SIGN
 ← DIRECTION OF TRAFFIC FLOW



MAINLINE (-L-) SIGNING

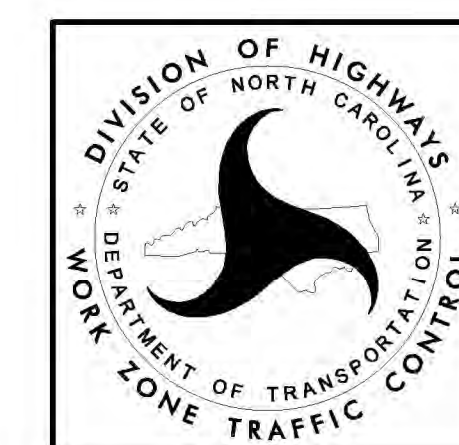
-Y- LINE SIGNING

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;"> PLACED 500' IN ADVANCE OF FLAGGER. </div> <div style="text-align: center;"> 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		<ul style="list-style-type: none"> - 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		<ul style="list-style-type: none"> - 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.

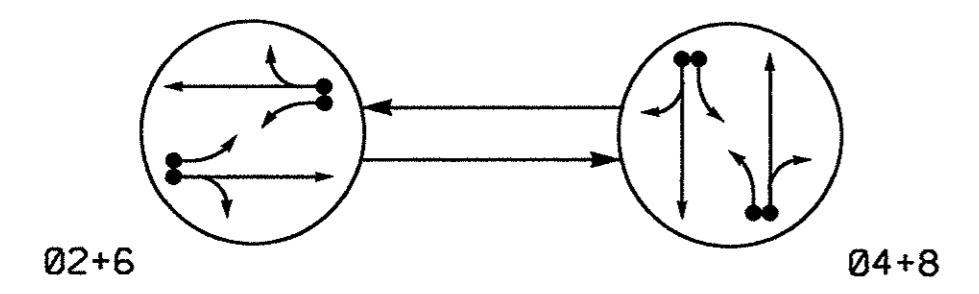
MAPS LESS THAN 2 MILES

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

PHASING DIAGRAM

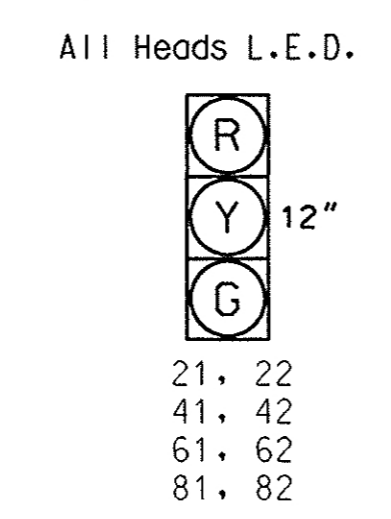


PHASING DIAGRAM DETECTION LEGEND
 ● ← DETECTED MOVEMENT
 ○ ← UNDETECTED MOVEMENT (OVERLAP)
 - - ← UNSIGNALIZED MOVEMENT
 ← - - - PEDESTRIAN MOVEMENT

TABLE OF OPERATION

SIGNAL FACE	PHASE		
	02+6	04+8	FLIGHT
21, 22	G	R	Y
41, 42	R	G	R
61, 62	G	R	Y
81, 82	R	G	R

SIGNAL FACE I.D.



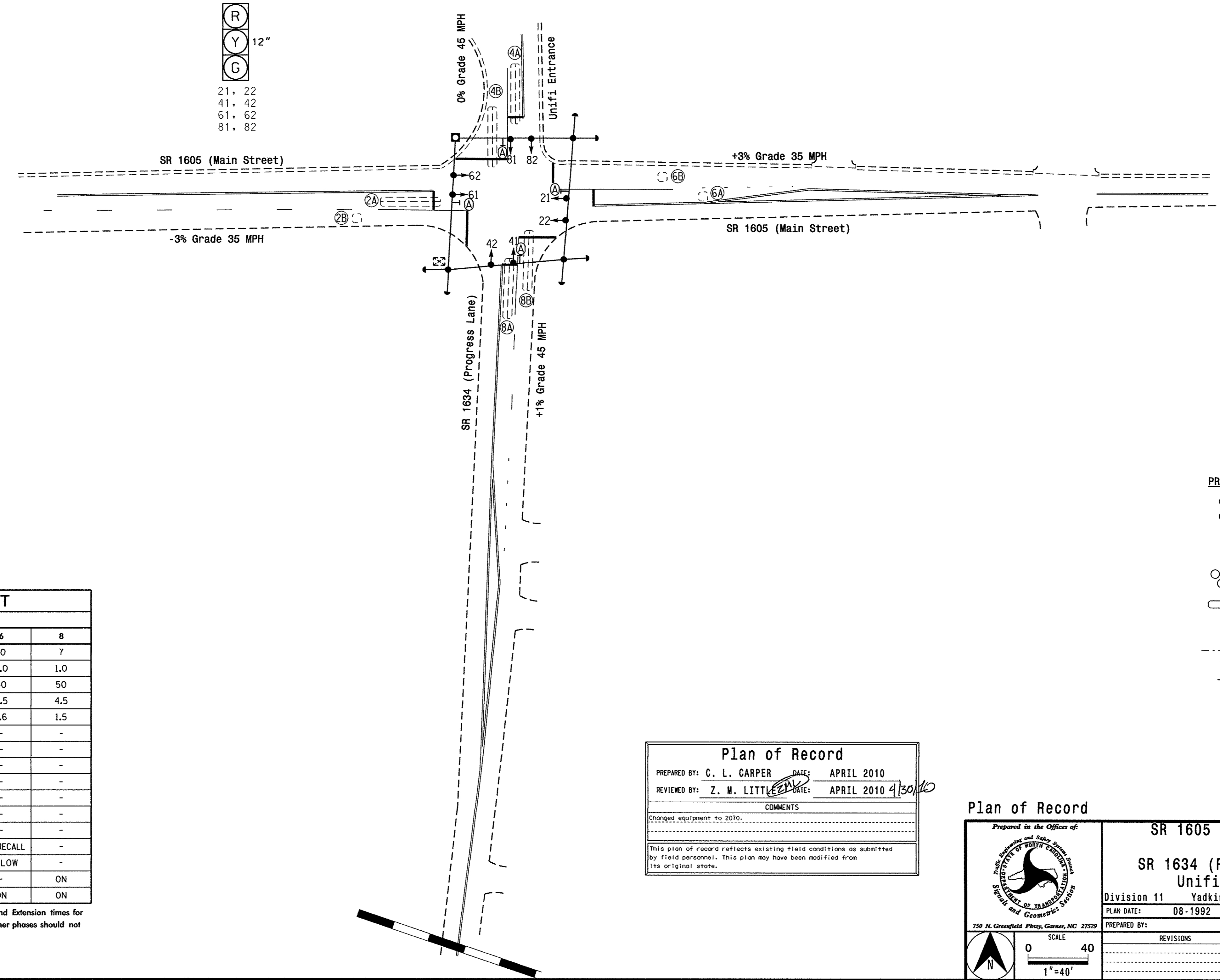
2070L LOOP & DETECTOR INSTALLATION

LOOP	SIZE (FT)	DISTANCE FROM STOPBAR (FT)	TURNS	NEW LOOP	DETECTOR PROGRAMMING				STRETCH TIME	DELAY TIME	SYSTEM LOOP	NEW CARD
					PHASE	CALLING	EXTENSION	FULL TIME DELAY				
2A	6X40	+5	EXISTING	-	2	Y	Y	-	-	-	-	-
2B	6X6	70	EXISTING	-	2	Y	Y	-	-	-	-	-
4A,4B	6X40	+5	EXISTING	-	4	Y	Y	-	-	-	-	-
6A,6B	6X6	70	EXISTING	-	6	Y	Y	-	-	-	-	-
8A,8B	6X40	+5	EXISTING	-	8	Y	Y	-	-	-	-	-

2 Phase Fully 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.

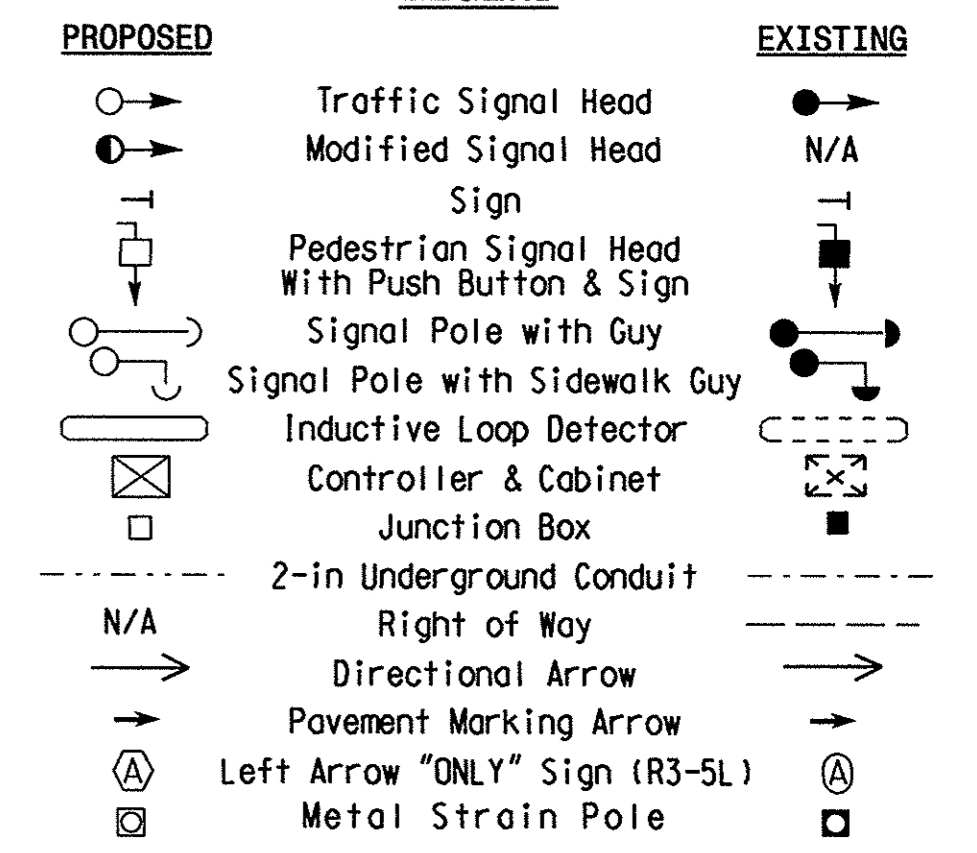


2070L TIMING CHART

FEATURE	PHASE			
	2	4	6	8
Min Green 1 *	10	7	10	7
Extension 1 *	2.0	1.0	2.0	1.0
Max Green 1 *	50	50	50	50
Yellow Clearance	4.5	4.5	4.5	4.5
Red Clearance	1.6	1.5	1.6	1.5
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	-	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.

LEGEND



Plan of Record

PREPARED BY: C. L. CARPER DATE: APRIL 2010
 REVIEWED BY: Z. M. LITTLE DATE: APRIL 2010 4/30/10

COMMENTS
 Changed 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.

Plan of Record

Prepared in the Offices of:

 750 N. Greenfield Place, Garner, NC 27529

SR 1605 (Main Street) at SR 1634 (Progress Lane) / Unifi Entrance

Division 11 Yadkin County Yadkinville
 PLAN DATE: 08-1992 REVIEWED BY:
 PREPARED BY: REVIEWED BY:

REVISIONS	INIT.	DATE

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SIG. INVENTORY NO. 11-1162

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