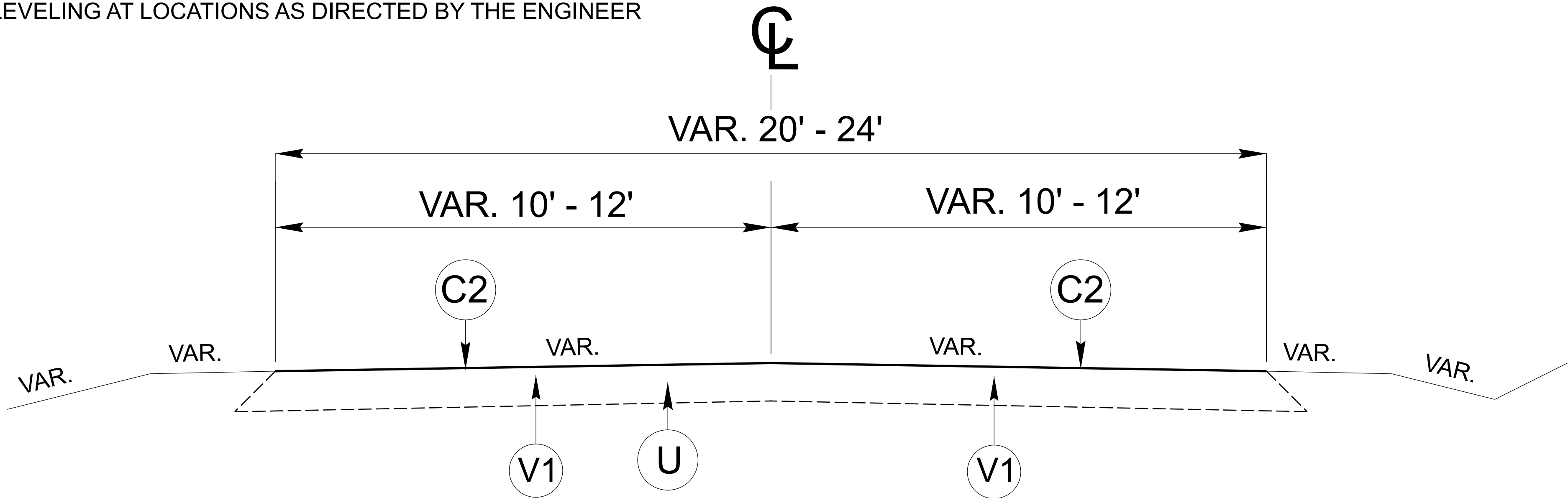


5/26/20

- * "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



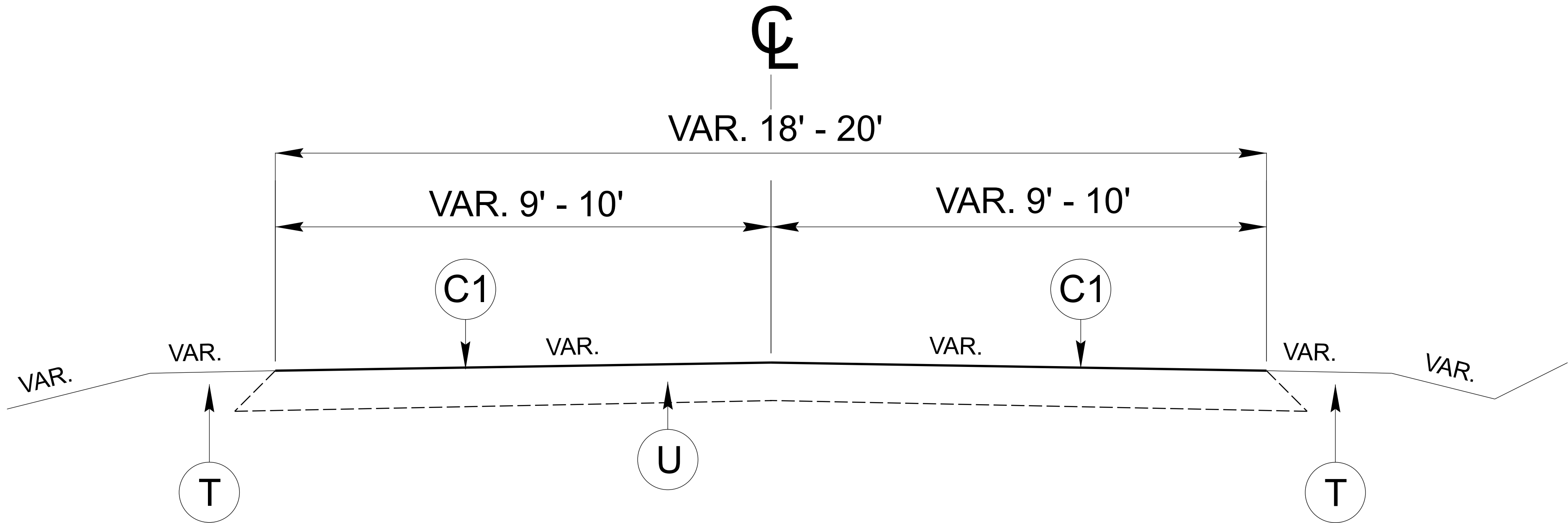
TYPICAL SECTION NO. 1

MAP 1 - US 21 N FROM IREDELL CO. TO 0.06 MI SOUTH OF SR 1314

MAP 6 - SR 1570 DINKINS BOTTOM RD/BALTIMORE RD FROM SR 1605 TO PVMT CHANGE

*** MAP 7 - SR 1570 DINKINS BOTTOM RD FROM PVMT CHANGE TO SR 1001

*(Mill & Fill overlay for bridge #001 on Map No.7)



TYPICAL SECTION NO. 2

*** MAP 2 - SR 1165 FISH BRANDON RD FROM US 601 TO SR 1002

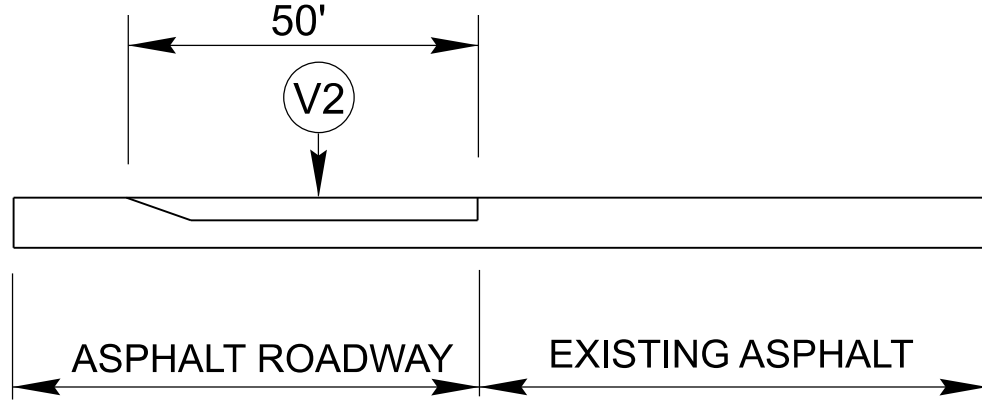
MAP 3 - SR 1316 RENA RD FROM SR 1434 TO US 21

MAP 4 - SR 1363 DOBBINS RD/WOODRUFF RD FROM SR 1366 TO NC 67

MAP 5 - SR 1366 WOODRUFF RD FROM SR 1361 TO SR 1363

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. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AN AVERAGE RATE OF 168 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)

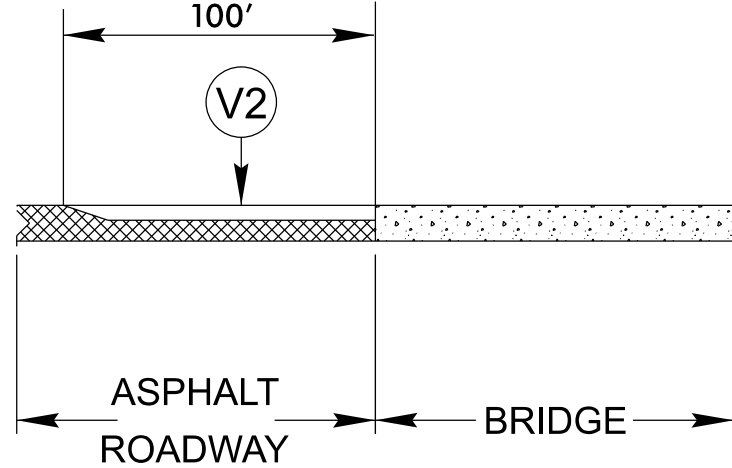
MILL MIN. 50' OR
AS DIRECTED BY ENGINEER



BEGIN & END MAP TIE IN DETAIL

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

MILL MIN. 100' OR
AS DIRECTED BY ENGINEER



BRIDGE TIE IN DETAIL

TIE ASPHALT OVERLAY TO BRIDGE APPROACH
SLABS OR AS DIRECTED BY THE ENGINEER

NOTE: TYPICALS ARE NOT TO SCALE

DK00489

001

NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

DIVISION ELEVEN

YADKIN COUNTY

PRIMARY
AND
SECONDARY
ROADS

2027
ASPHALT
RESURFACING

DIVISION OF HIGHWAYS

STATE OF NORTH CAROLINA

DEPARTMENT OF TRANSPORTATION

DATE: 7/30/2026

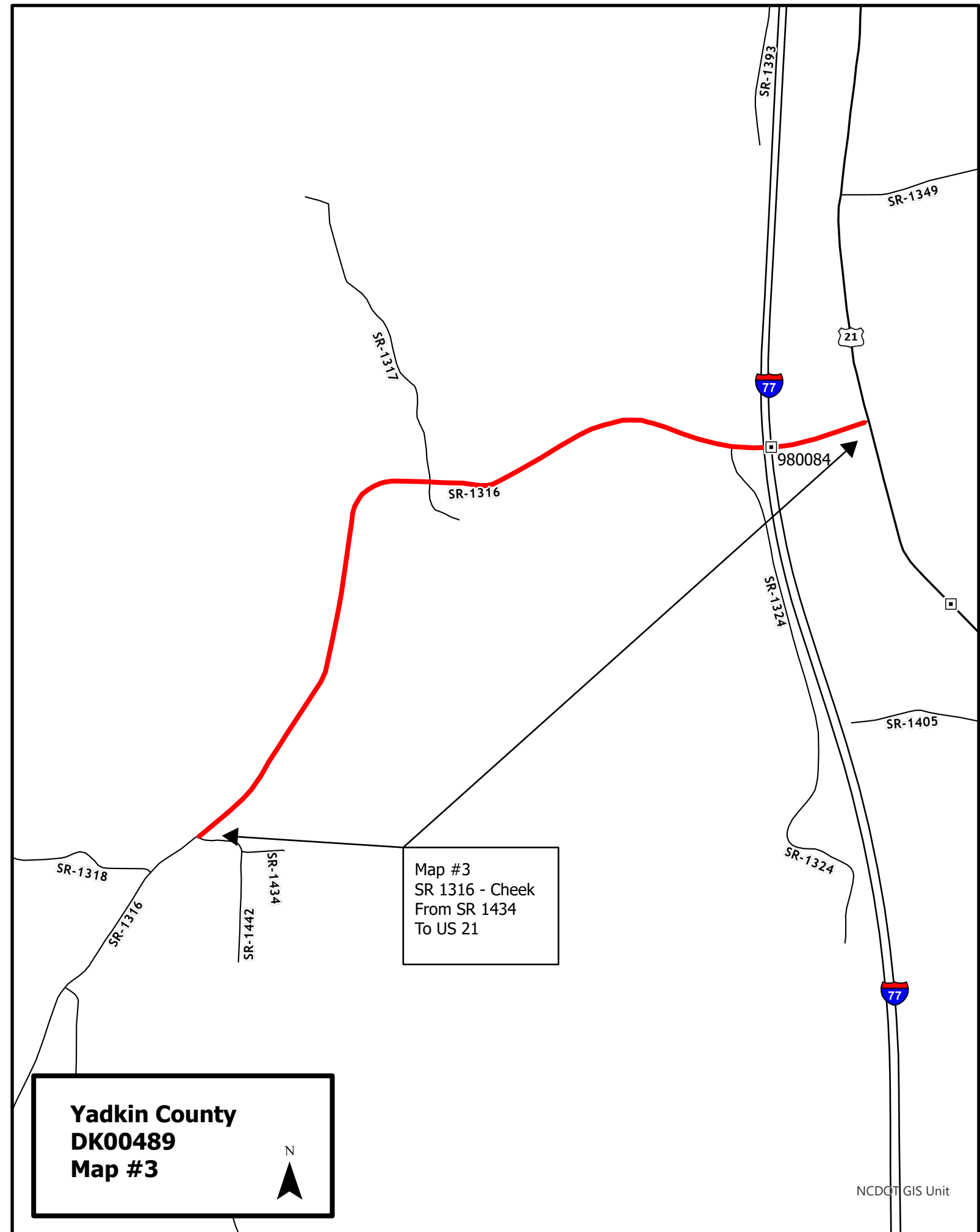
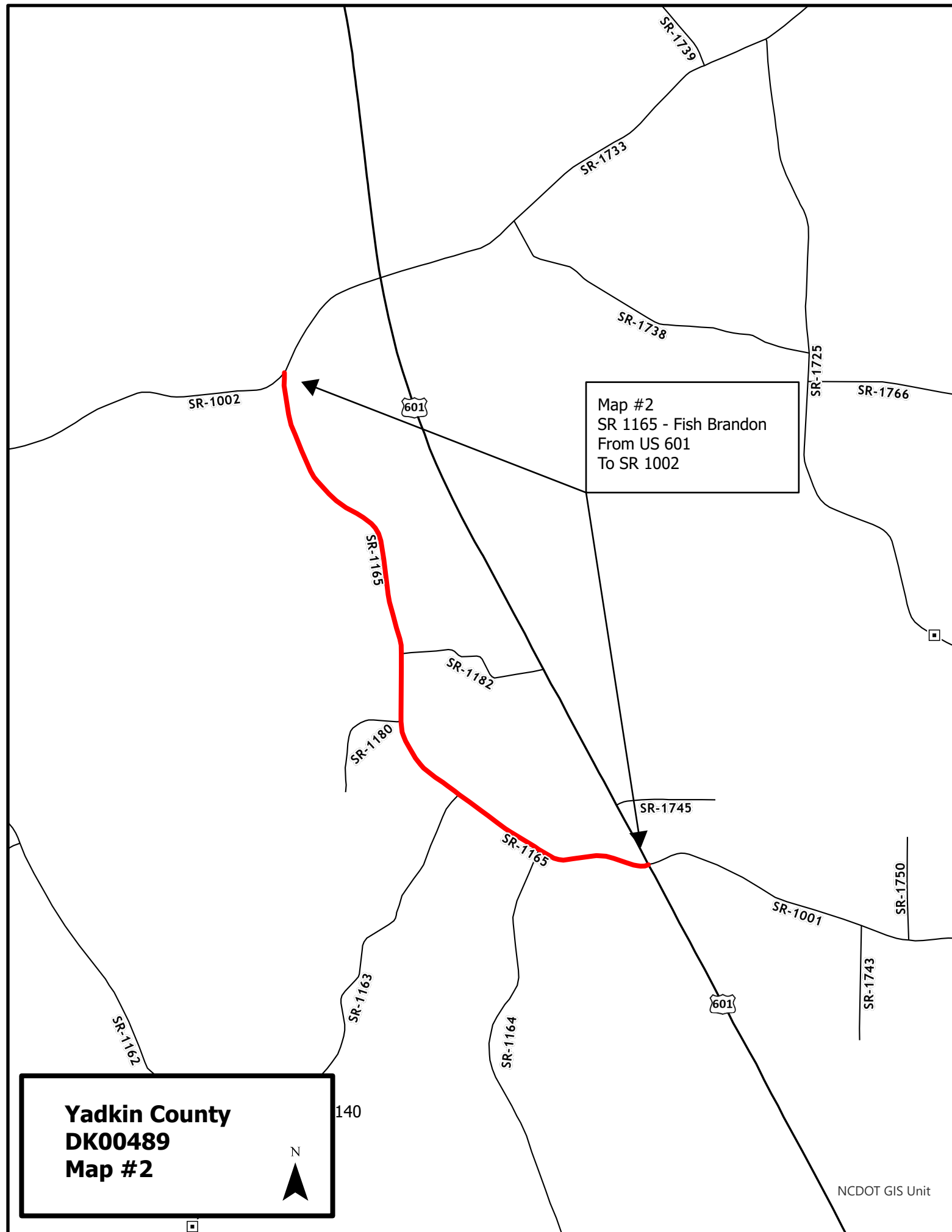
PREPARED BY: DLH

REVISIONS

																						CONTRACT # DK00489		SHEET NO. 3			
THERMOPLASTIC AND PAINT QUANTITIES																											
PROJECT NO	COUNTY	MAP NO	ROUTE	DESCRIPTION	TYP NO	LANES	LANE TYPE	LENGTH	WIDTH	BEGIN MILE POST	END MILE POST	4413000000-E WORK ZONE ADVANCE/ GENERAL WARNING SIGNING	4687000000-E THERMOPLASTIC PAVEMENT MARKING LINES 4", 240 MILS	4720000000-E THERMOPLASTIC MESSAGE STOP 90 MILS	4720000000-E THERMOPLASTIC MESSAGE AHEAD 90 MILS	4725000000-E				4890000000-E				4895000000-N			
								MI	FT			SF	LF	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA	EA
2027CPT.11.01.10991	Yadkin	1	US 21 N / US 21 HWY	OF SR 1314	1	2	2WU	5.28	24	0	5.28	673	450	2	2	2	18	10	24		664	13,568	99,520	348			
TOTAL FOR PROJ NO. 2027CPT.11.01.10991								5.28				673	450	2	2	2	18	10	24		664	13,568	99,520	348			
													4				54				113,752						
2027CPT.11.01.20991	Yadkin	2	SR 1165 / FISH BRANDON ROAD	FROM US 601 TO SR 1002	2	2	2WU	1.7	18	0	1.7	0											35,904				
2027CPT.11.01.20991	Yadkin	3	SR 1316 / RENA ROAD	FROM SR 1434 TO US 21	2	2	2WU	1.69	20	3.03	4.72	0											35,693				
2027CPT.11.01.20991	Yadkin	4	SR 1363 / DOBBINS ROAD/WOODRUFF ROAD	FROM SR 1366 TO NC 67	2	2	2WU	1.85	18	1.76	3.61	176											39,072				
2027CPT.11.01.20991	Yadkin	5	SR 1366 / WOODRUFF ROAD	FROM SR 1361 TO SR 1363	2	2	2WU	0.66	18	1.1	1.76	112											13,939				
2027CPT.11.01.20991	Yadkin	6	SR 1570 / DINKINS BOTTOM ROAD/BALTIMORE ROAD	FROM SR 1605 TO PAVEMENT CHANGE	1	2	2WU	0.75	24	10.8	11.55	0					1		1				13,939	44			
2027CPT.11.01.20991	Yadkin	7	SR 1570 / DINKINS BOTTOM ROAD	FROM PAVEMENT CHANGE TO SR 1001	1	2	2WU	0.71	21	11.55	12.26	0											14,995	47			
TOTAL FOR PROJ NO. 2027CPT.11.01.20991								7.36				288					1		1				153,542	91			
														2				153,542									
GRAND TOTAL								12.64				961	450	2	2	2	18	11	24	1	664	13,568	253,062	439			
														4				56				267,294					

[Mile Post Map](#)



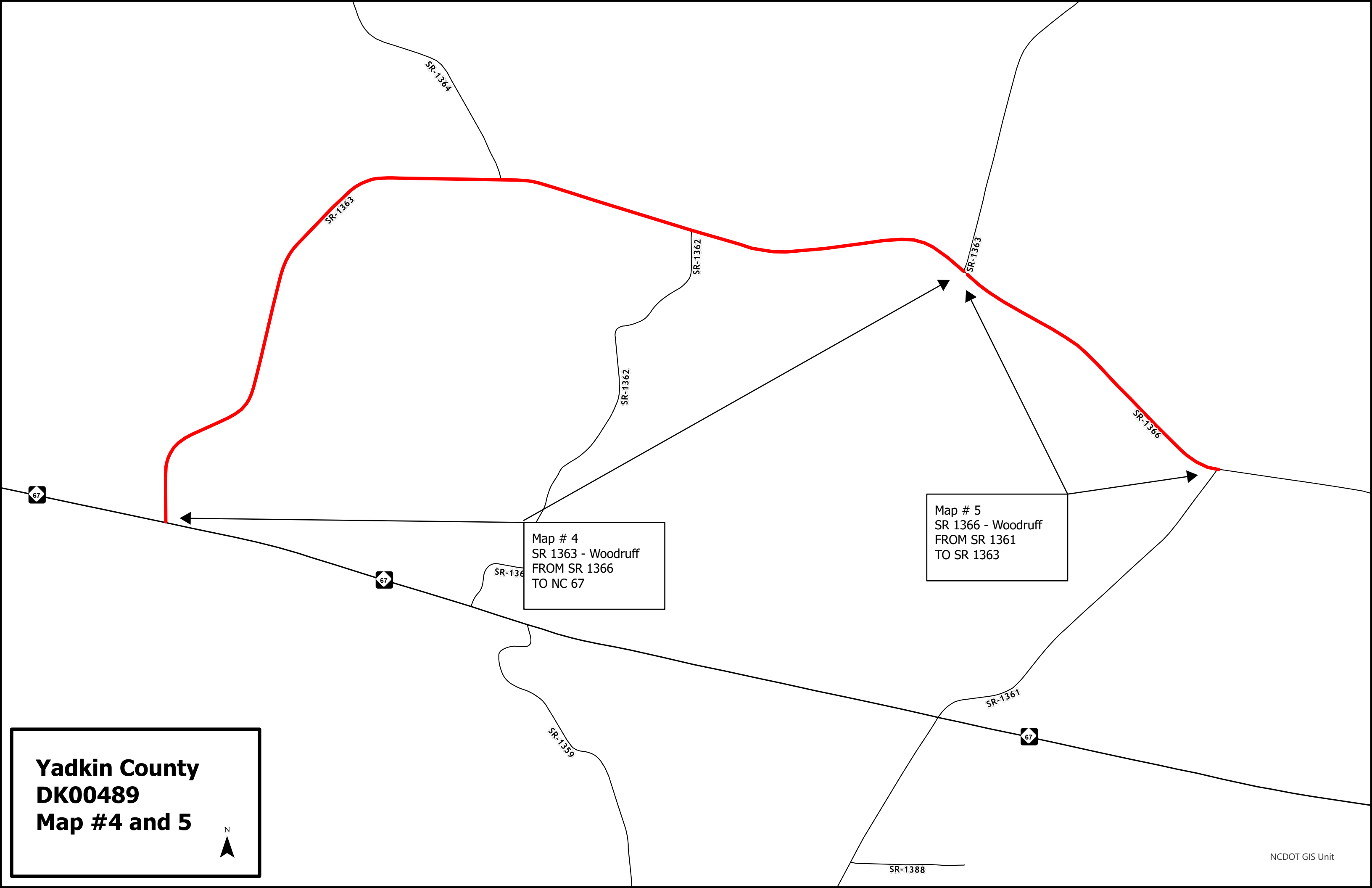


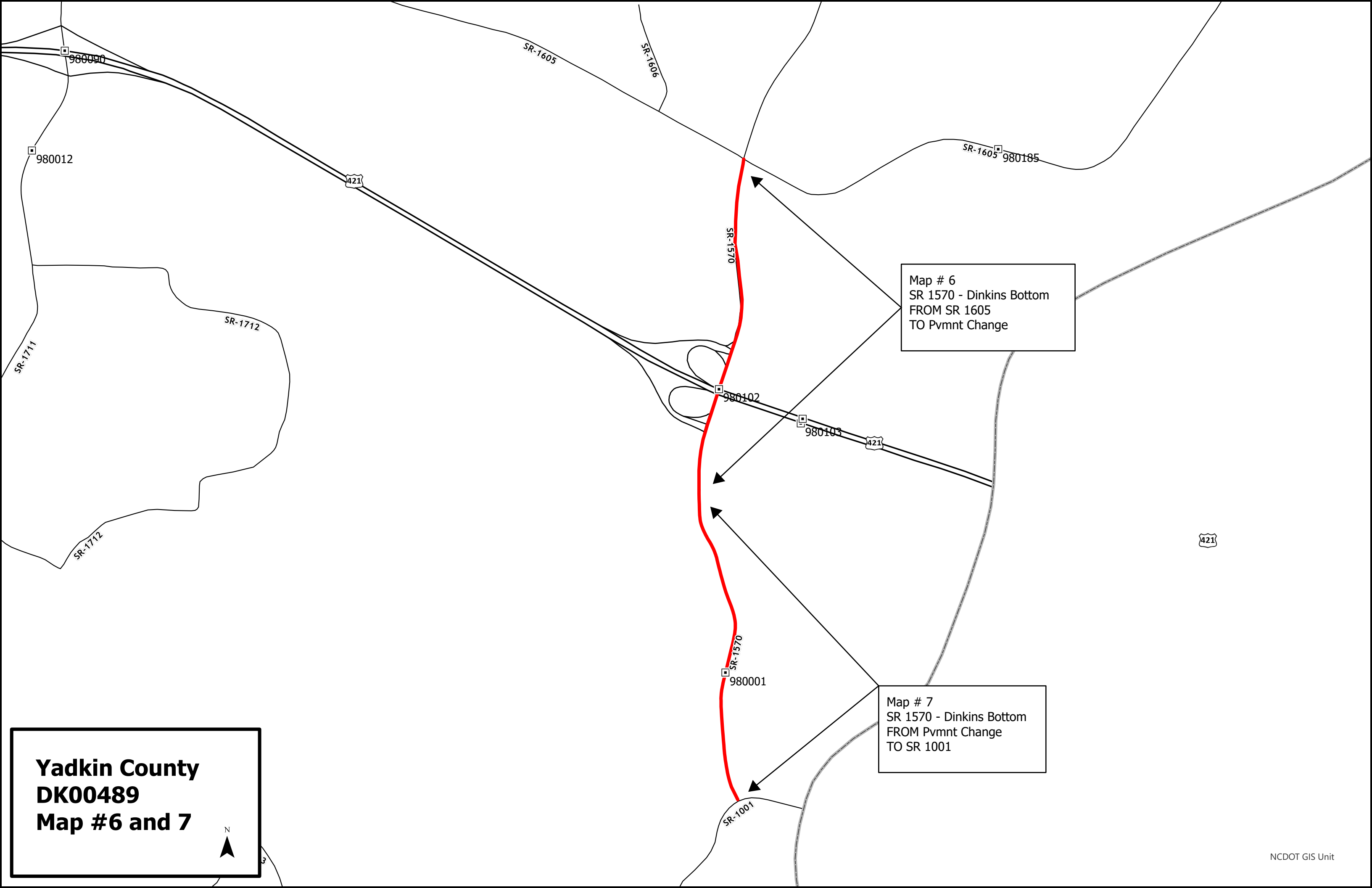
**Yadkin County
DK00489
Map #4 and 5**



Map # 4
SR 1363 - Woodruff
FROM SR 1366
TO NC 67

Map # 5
SR 1366 - Woodruff
FROM SR 1361
TO SR 1363



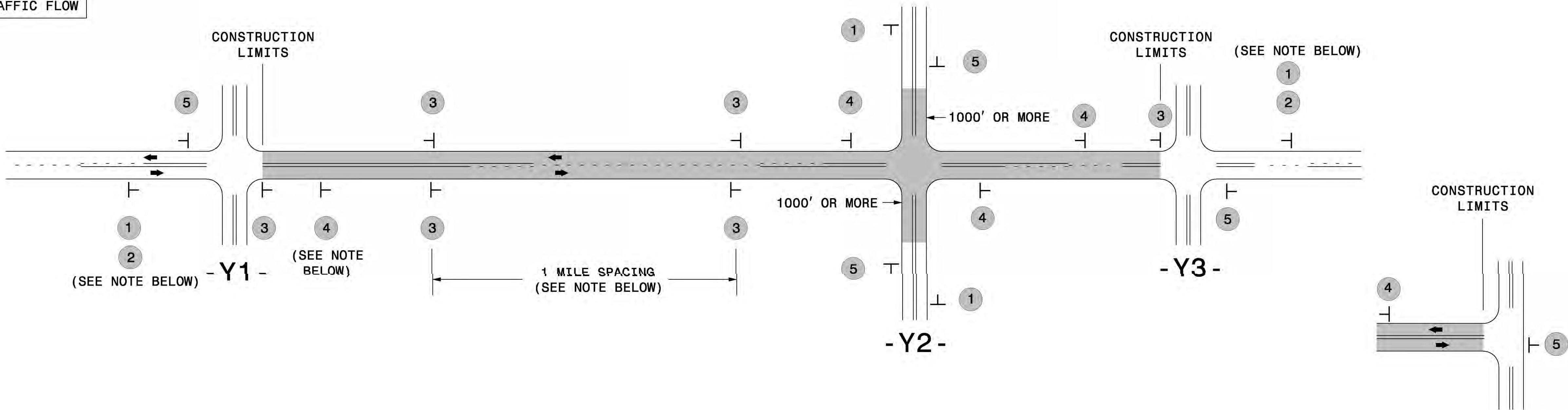


SIGNING FOR RESURFACING PROJECTS

LEGEND

STATIONARY SIGN

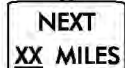
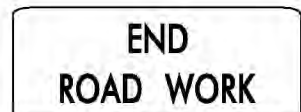
DIRECTION OF TRAFFIC FLOW



TEE INTERSECTION

MAINLINE (-L-) SIGNING

-Y- LINE SIGNING

SIGNING NOTES AND PLACEMENT PER DIRECTION	1  W20-1 48" X 48" 2  W7-3aP 24" X 18" 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)	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.
	3  SP 13107 48" X 48" - 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  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. - FOR TEE INTERSECTIONS, INSTALL WITHIN 500' +/- OF THE INTERSECTION ALONG -L- LINE.	
	5  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.	
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.	


W20-1
48" X 48"

PLACED 500' IN ADVANCE
OF FLAGGER.


W20-7 A
48" X 48"

PLACED 250' IN ADVANCE
OF FLAGGER.

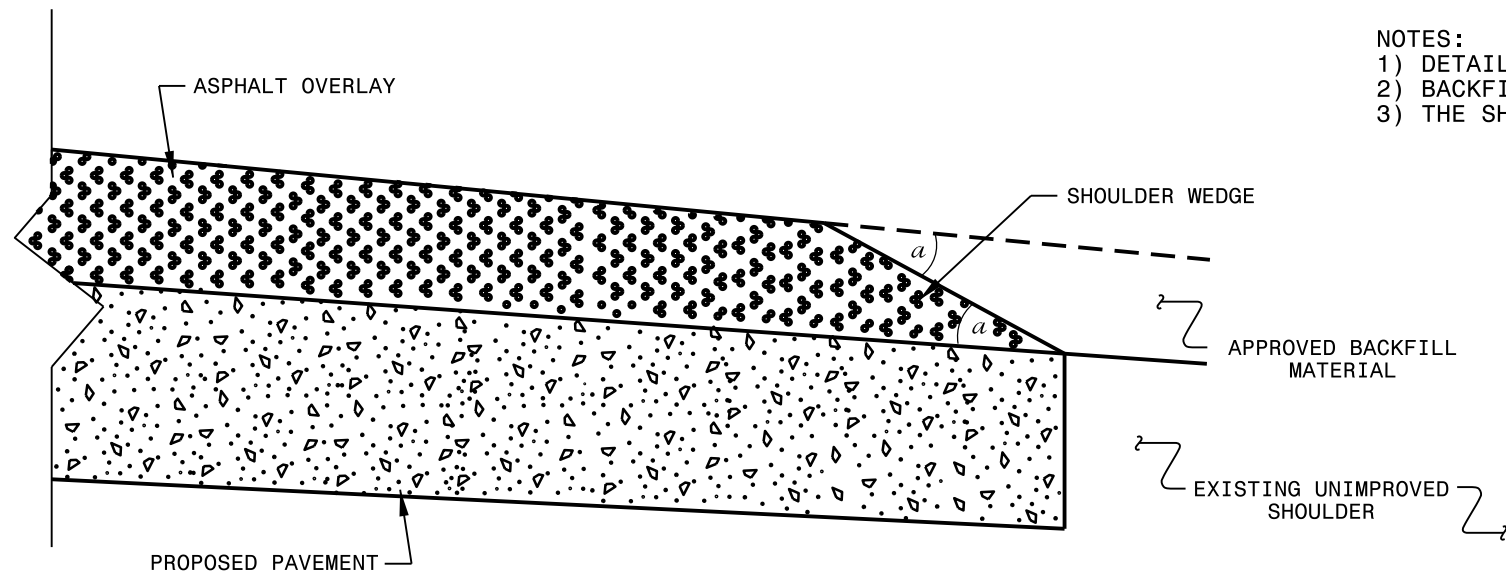
DIVISION OF HIGHWAYS
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
WORK ZONE TRAFFIC CONTROL



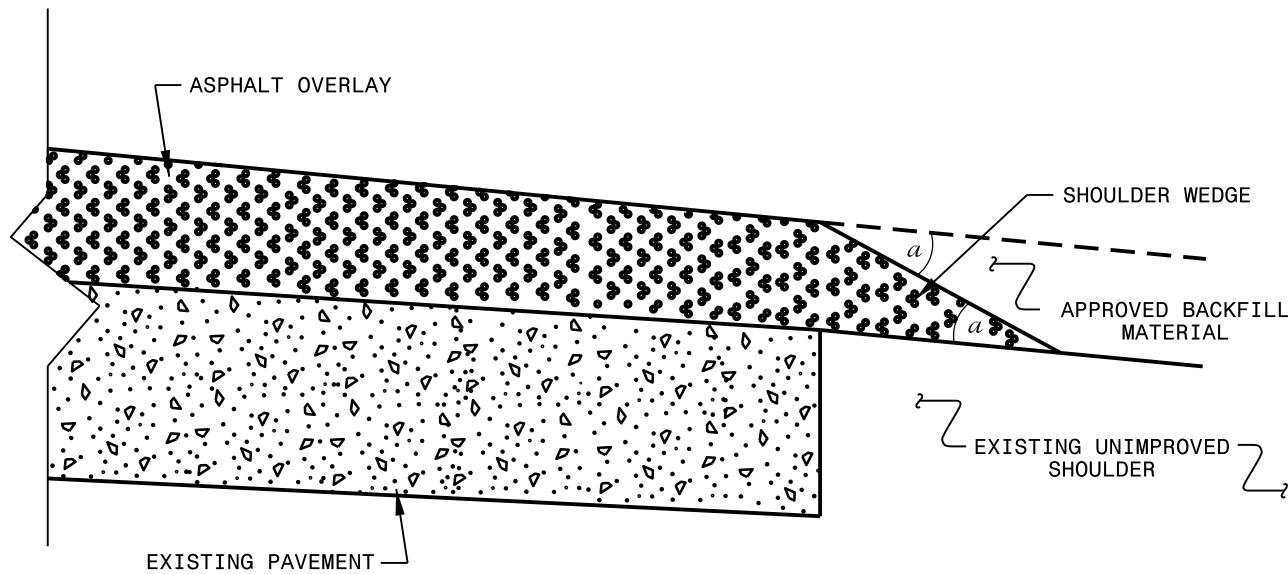
AD

PROJECT REFERENCE NO.	SHEET NO.
DK00489	9

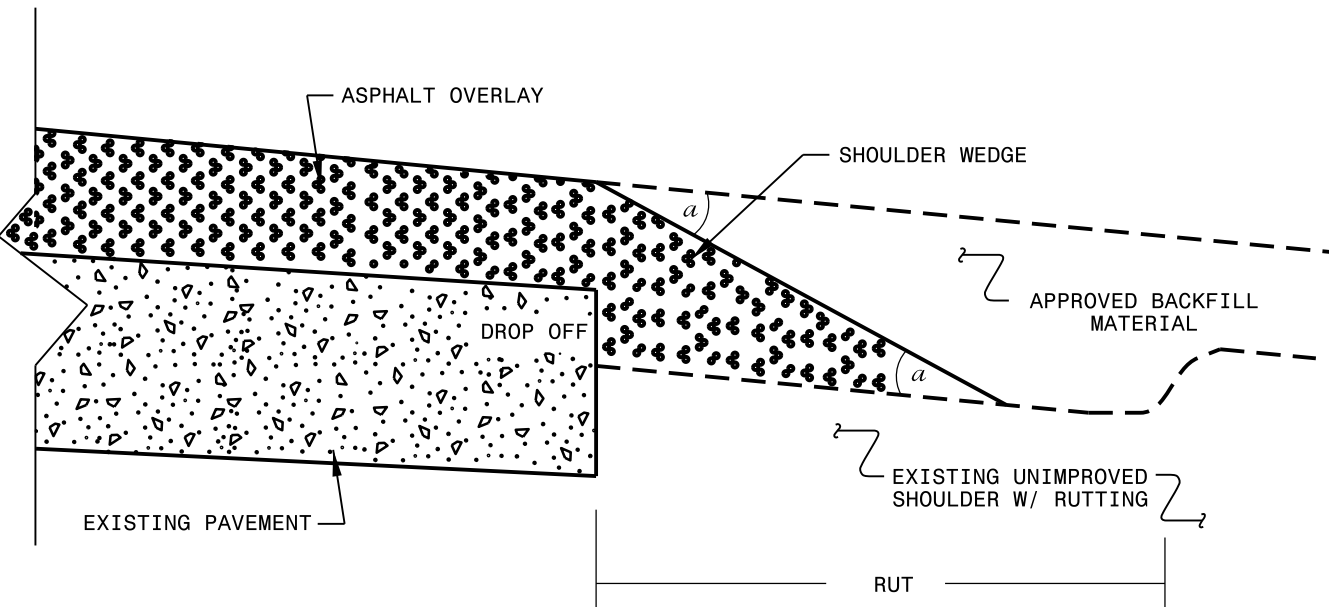
- NOTES:
- 1) DETAIL DOES NOT APPLY TO OGAFD AND ULTRA-THIN BONDED WEARING COURSE.
 - 2) BACKFILL SHOULDER WITH APPROVED MATERIAL.
 - 3) THE SHOULDER WEDGE DEVICE MAY BE DISENGAGED AT PAVED DRIVEWAYS AND SIDE STREETS.



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



SHOULDER WEDGE DETAIL
(Resurfacing Projects w/ NO Widening)



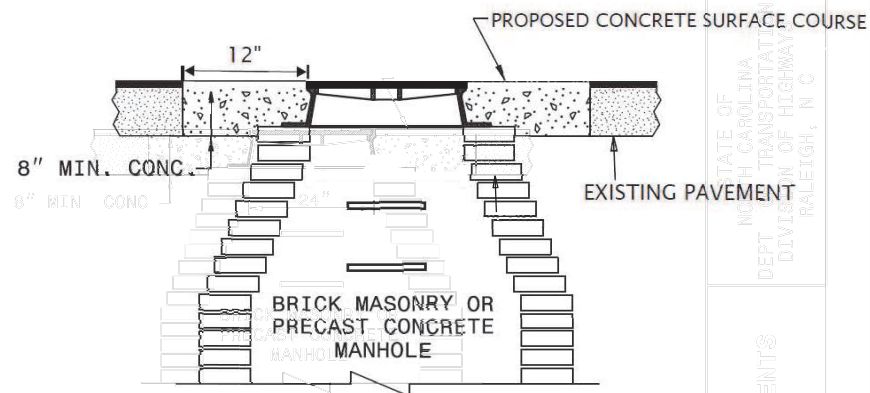
SHOULDER WEDGE DETAIL
(Resurfacing Adjacent to
Rutted Shoulder)

- SHOULDER WEDGE ANGLE = 30°

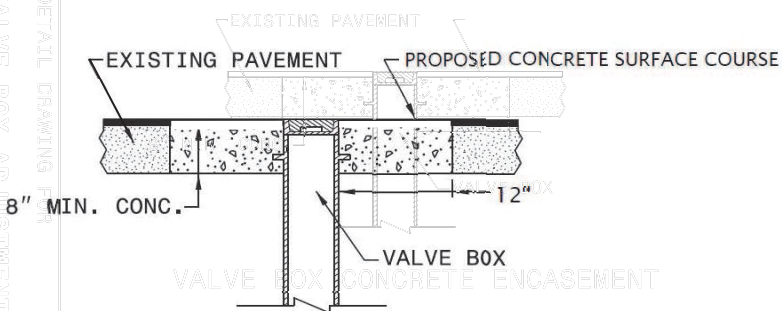
CONTRACT STANDARDS AND DEVELOPMENT UNIT			
Office 919-707-6950		FAX 919-250-4111	
SHOULDER WEDGE DETAILS			
ORIGINAL BY:	T.SPELL	DATE:	7-19-11
MODIFIED BY:		DATE:	10/16/12
CHECKED BY:		DATE:	
FILE SPEC.:	s:\usr\details\stand\shoulderwedgedetail.dgn		

GENERAL NOTES:

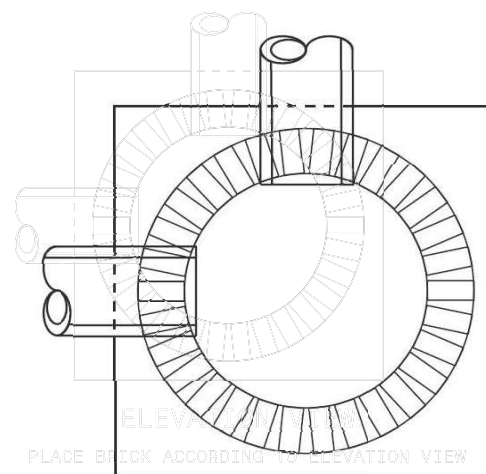
1. USE RAPID SET DYED CONCRETE WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.
2. REMOVE ALL FAULTY EXISTING BRICKWORK AND REPLACE WITH NEW BRICK MASONRY.
3. SHEER CUT RECTANGULAR EXCAVATION FOR THE ADJUSTMENT ON ALL SIDES. NO OVERSAW CUTS ALLOWED IN CORNERS.
4. FILL AREA BELOW 8" DEPTH WITH 78M OR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



MANHOLE CONCRETE ENCASEMENT



VALVE BOX CONCRETE ENCASEMENT



ELEVATION VIEW

PLACE BRICK ACCORDING TO ELEVATION VIEW

SHEET 1 OF 1
840D55

SHEET 1 OF 1
840D55

REVISIONS

24-JAN-2016 13:31
C:\Users\jwong\OneDrive\Desktop\DETAIL PSIS\Microstation Files\VM_Valve Adjust.2015.dgn