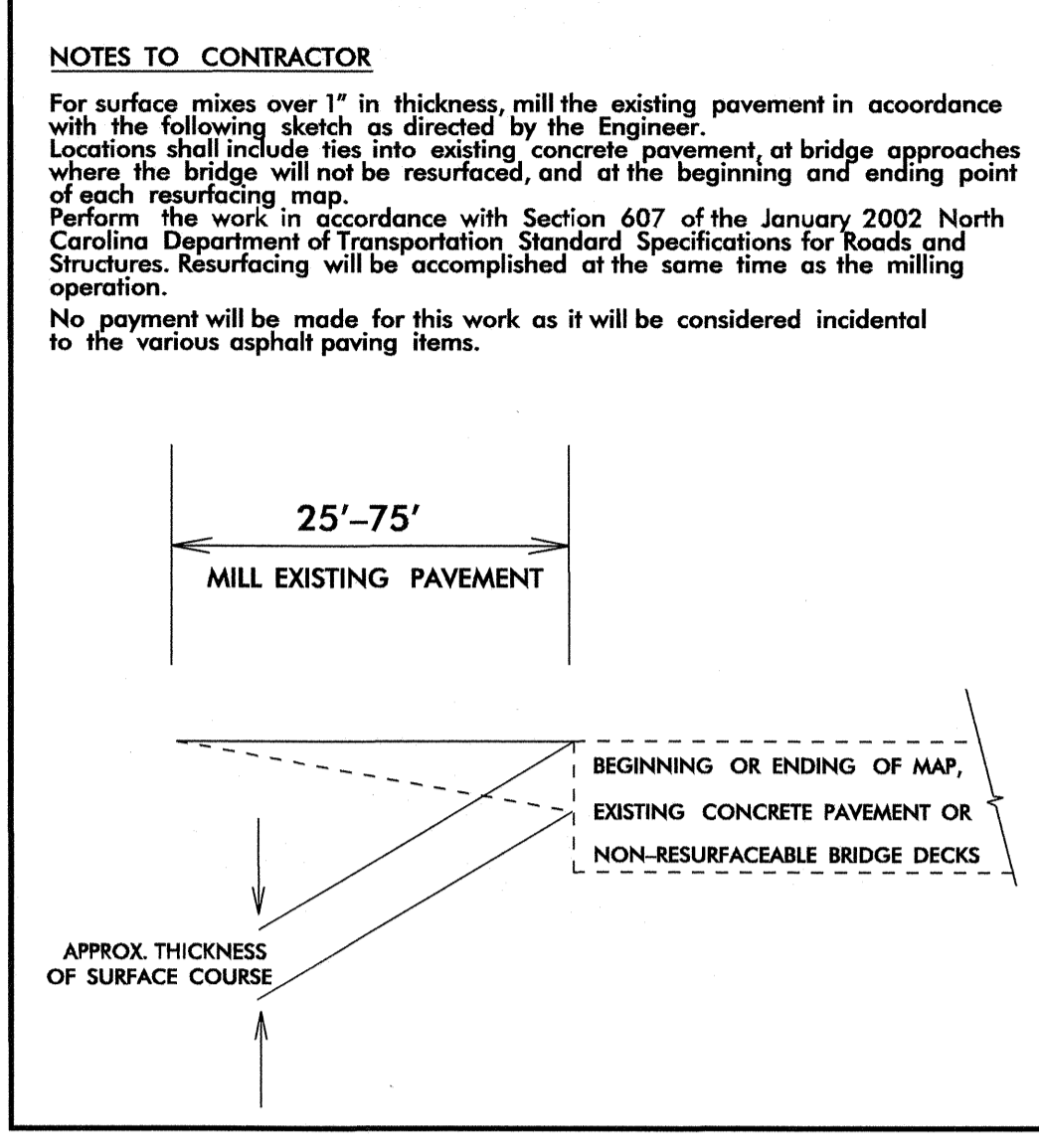


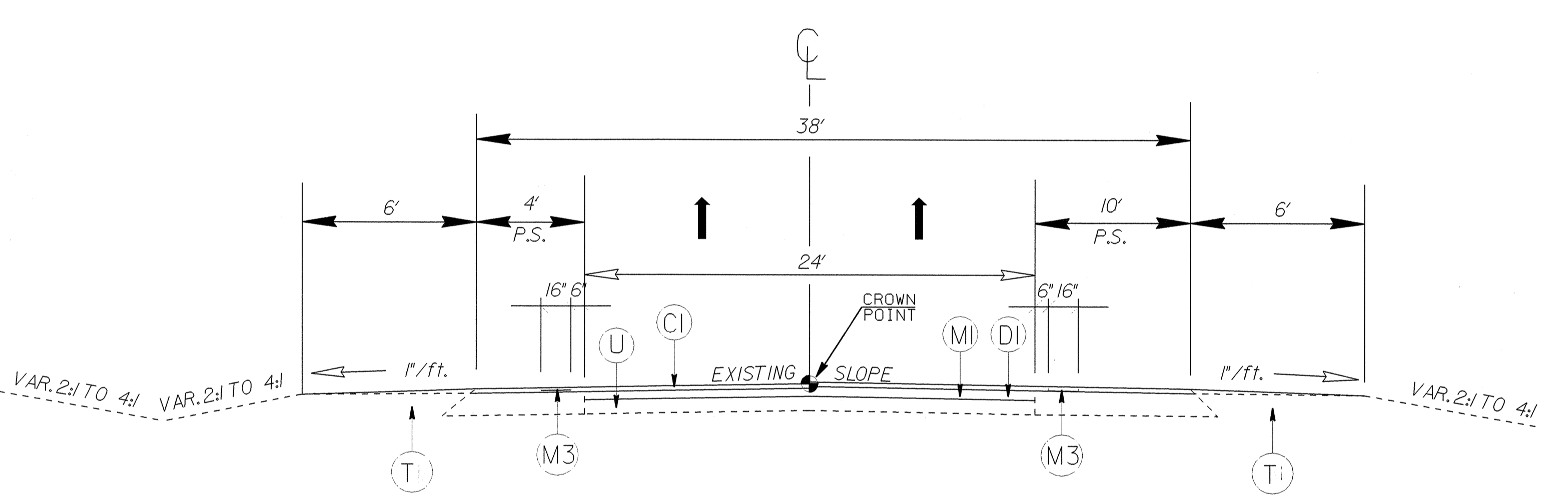
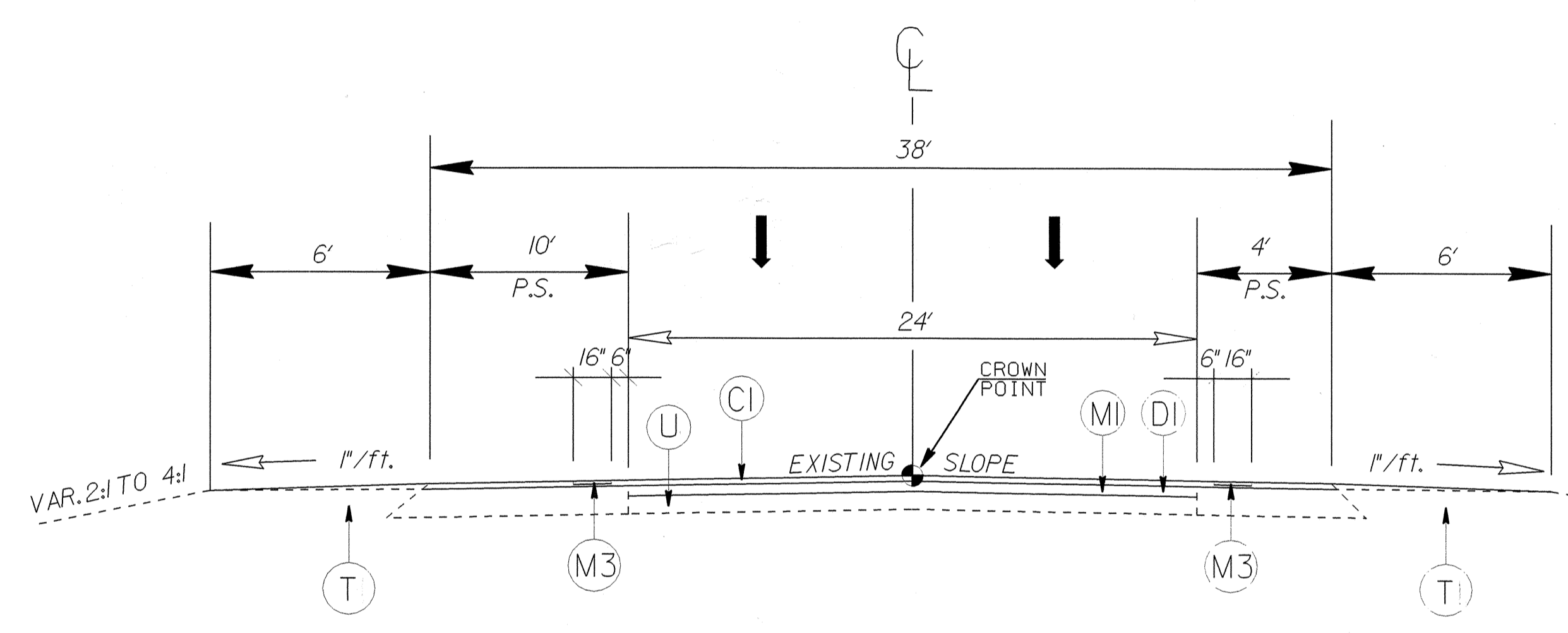
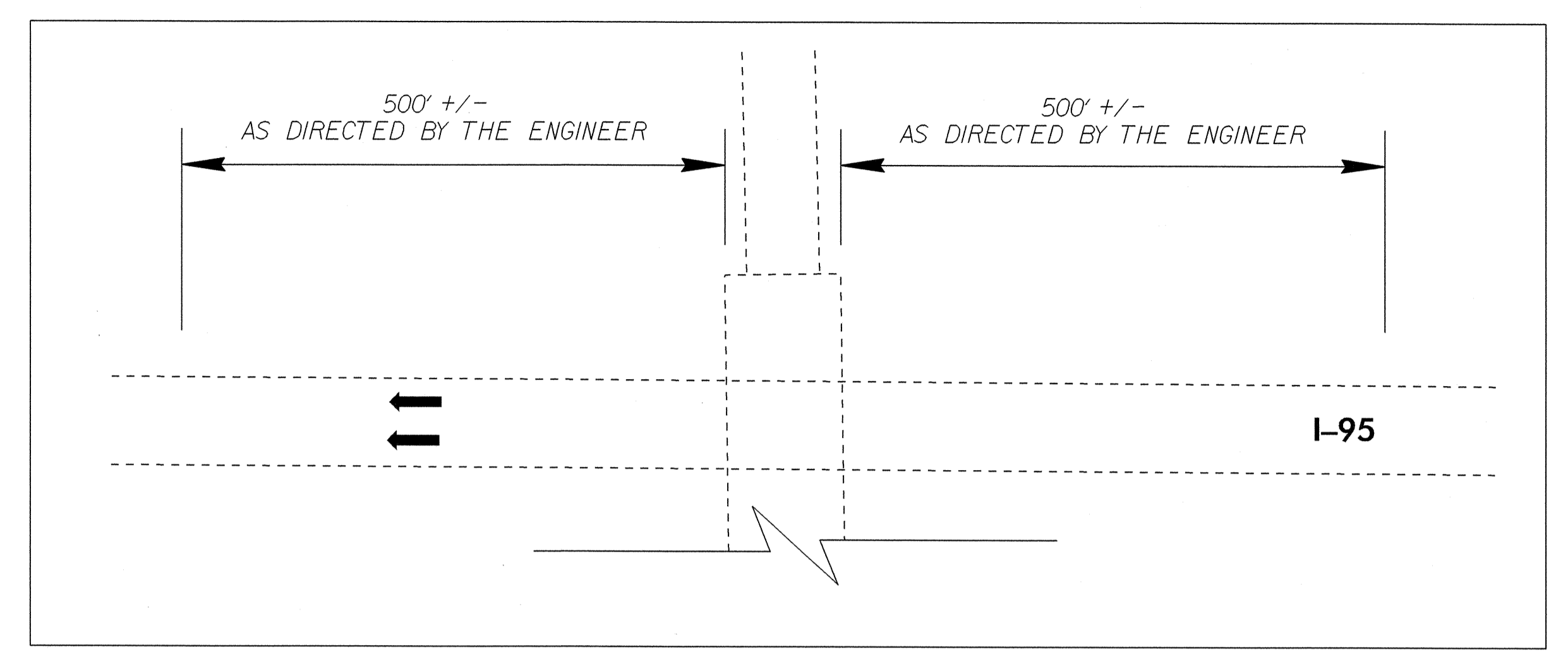
8/17/99

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S12.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
D1	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0D, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 6" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 684 LBS. PER SQ. YD.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 3" IN DEPTH OR GREATER THAN 6" IN DEPTH
M1	MILLING 2 1/2"
M2	MILLING 2 1/2" TO 4 1/2"
M3	MILL RUMBLE STRIPS
T	SHOULDER RECONSTRUCTION
U	EXISTING ASPHALT

### DETAIL 1 MILLING AT PAVEMENT TIE-INS



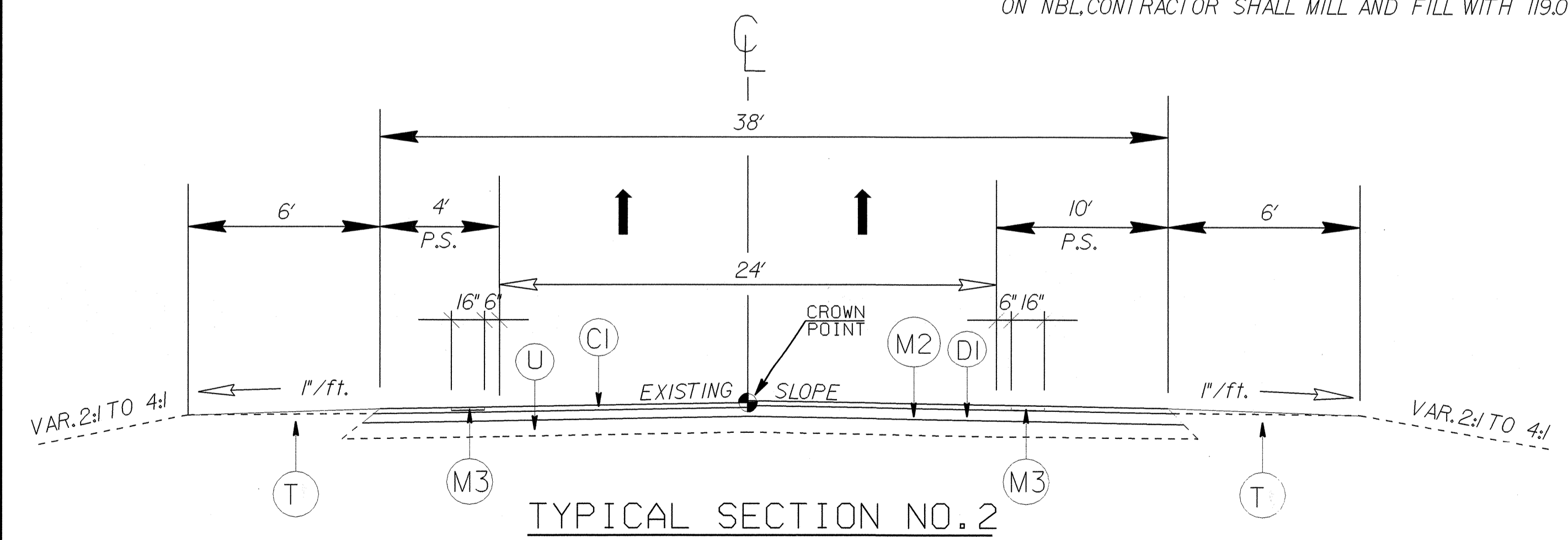
### DETAIL 2 MILLING AT OVERPASSES



### TYPICAL SECTION NO. 1

I-95 NBL & SBL

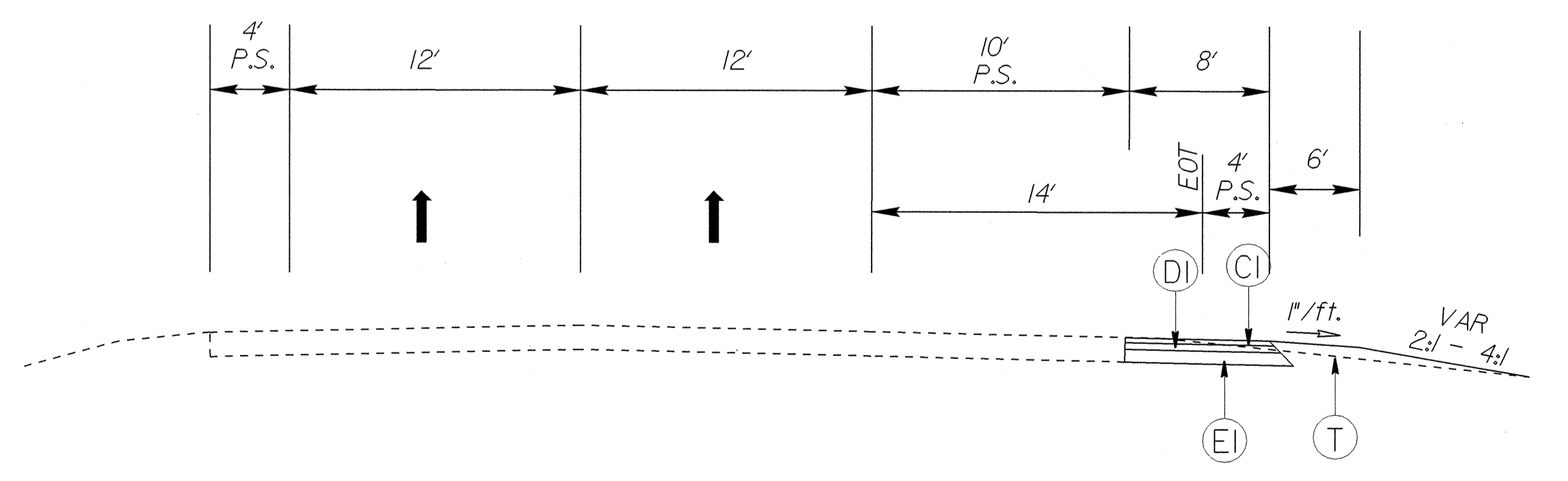
ON SBL, CONTRACTOR SHALL MILL AND FILL WITH 119.0D TOTAL LENGTH OF PROJECT EXCEPT FOR A 1.9 MILE SECTION WHICH HAS BEEN RECENTLY RESURFACED  
ON NBL, CONTRACTOR SHALL MILL AND FILL WITH 119.0D 10,000 SY IN LOCATIONS AS DIRECTED BY THE ENGINEER



### TYPICAL SECTION NO. 2

USE ON NORTHBOUND AND SOUTHBOUND LANES AT ALL OVERPASSES AND OVERHEAD SIGN  
SEE MILLING DETAIL 2

NOTE: THE MILLING AND RESURFACING SHALL BE CONSTRUCTED IN SUCH A MANNER THAT THE FINISHED PROPOSED ELEVATION SHALL NOT BE ANY GREATER THAN THE EXISTING



### TYPICAL SECTION NO. 3

USE ON NORTHBOUND AND SOUTHBOUND ACCELERATION RAMP AT EXIT 31 (NC 20) AND AT EXIT 33 (US 301)