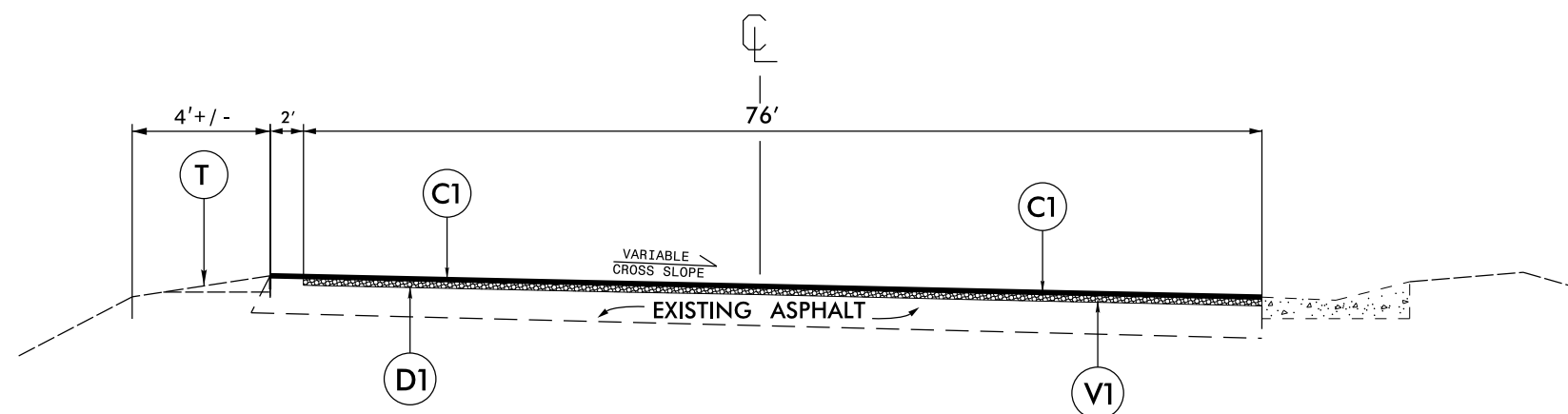


TYPICAL SECTION NO. 2

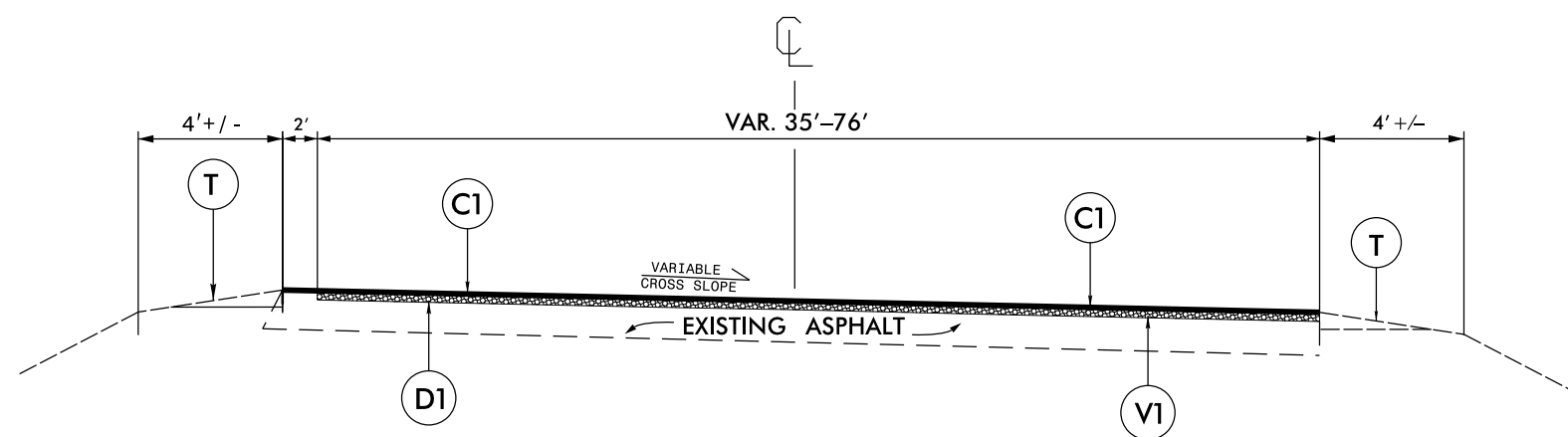
MAP 3: US 13 /NC 11 FROM END MEDIAN SECTION TO BEGIN BRIDGE 323. (13+96 +/- - 27+12 +/-)



- NOTE:**
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2

TYPICAL SECTION NO. 3

MAP 3: US 13 /NC 11 FROM END BRIDGE 323 TO 1175' +/- N. OF BRIDGE 323. (27+12 +/- - 41+05 +/-).



- NOTE:**
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
 2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1 & 2

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
T	SHOULDER RECONSTRUCTION
V1	MILLING DEPTH 2½" FOR THE WIDTH OF TRAVEL LANE.
V2	INCIDENTAL MILLING
V3	MILLED RUMBLE STRIPS
DRAWINGS NOT TO SCALE	