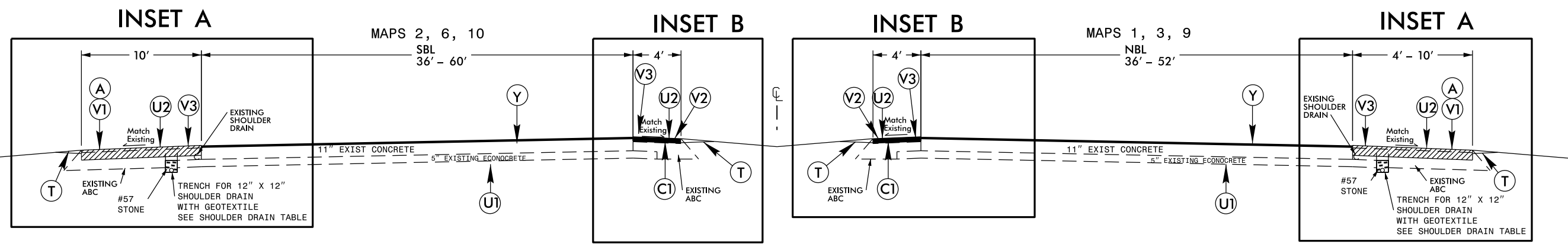


- NOTES:
1. SHOULDER DRAIN SHALL BE INSTALLED PRIOR TO CONSTRUCTING THE PROPOSED 10' ROLLER COMPACTED CONCRETE (RCC) SHOULDER.
 2. CONCRETE REPAIRS SHALL BE COMPLETED ADJACENT TO THE SHOULDER PRIOR TO CONSTRUCTING THE PROPOSED 4' ASPHALT SHOULDER OR 10' RCC SHOULDER.
 3. CONCRETE REPAIRS & PROPOSED SHOULDERS SHALL BE COMPLETE PRIOR TO DIAMOND GRINDING.
 4. LONGITUDINAL JOINTS IN EXISTING CONCRETE PAVEMENT SHALL BE SAWED & SEALED IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS. PLEASE NOTE, LONGITUDINAL JOINTS IN OLD PAVEMENT WERE NOT SAWED & SEALED.

5. TIE BARS SHALL NOT BE INSTALLED AT LOCATIONS WHERE ROLLER COMPACTED CONCRETE SHOULDER IS PLACED.
6. TRANSVERSE JOINTS IN ROLLER COMPACTED CONCRETE SHOULDER SHALL MATCH TRANSVERSE JOINTS IN EXISTING CONCRETE PAVEMENT. IF TRANSVERSE JOINTS ARE MORE THAN 20' APART, PLACE AN ADDITIONAL TRANSVERSE JOINT MIDWAY OF SLAB.
7. PRIOR TO PLACING FINAL PAVEMENT MARKING MATERIAL ON CONCRETE SURFACES THAT ARE DIAMOND GROUND, THE CONTRACTOR SHALL USE AN ACCEPTABLE METHOD TO GRIND RIDGES SMOOTH ONLY WHERE PAVEMENT MARKINGS WILL BE INSTALLED.



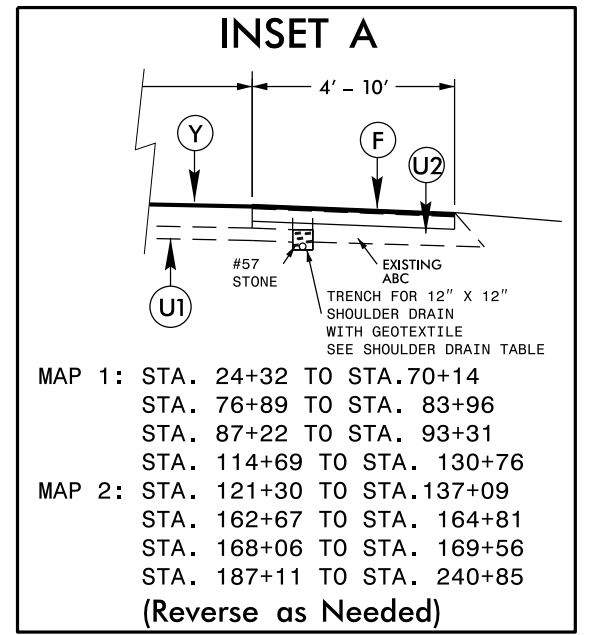
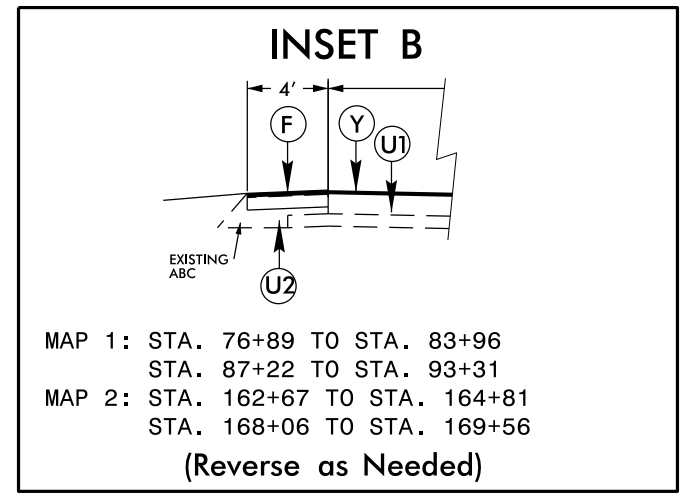
TYPICAL SECTION NO. 1

TO BE USED ON MAPS 2, 6, 10

MAP 2: STA. 7+81 TO STA. 10+00 (Bridge)
 STA. 10+00 TO STA. 79+54
 STA. 79+54 TO STA. 83+19 (Bridge)
 STA. 83+19 TO STA. 164+81
 STA. 164+81 TO STA. 168+06 (Bridge)
 STA. 168+06 TO STA. 242+16

TO BE USED ON MAPS 1, 3, 9

MAP 1: STA. 10+00 TO STA. 83+96
 STA. 83+96 TO STA. 87+22 (Bridge)
 STA. 87+22 TO STA. 168+11
 STA. 168+11 TO STA. 171+11 (Bridge)
 STA. 171+11 TO STA. 244+74
 STA. 244+74 TO STA. 246+97 (Bridge)



PAVEMENT SCHEDULE			
A	8" ROLLED COMPACTED CONCRETE (RCC).		
C1	PROP. APPROX. 4" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD. IN TWO LIFTS		
C2	PROP. APPROX. 1 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.		
E	PROP. APPROX. 6 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 741 LBS. PER SQ. YD. IN ONE LIFT		
F	PROPOSED FOG SEAL TO BE APPLIED TO THE EXISTING ASPHALT SHOULDER		
R	EXISTING CONCRETE STRUCTURE		
T	SHOULDER RECONSTRUCTION		
U1	EXISTING TRAVELWAY	U2	EXISTING PAVED SHOULDER.
V1	8 1/4" TRENCHING	V2	4" TRENCHING
V3	MILLED RUMBLE STRIP	V4	1 1/2" MILLING
Y	PROPOSED DIAMOND GRINDING		

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 Revised 7/6/2016, Changed median shoulders from PCP to Asphalt
 REVISIONS
 5/14/99