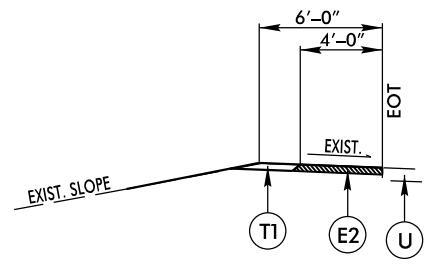


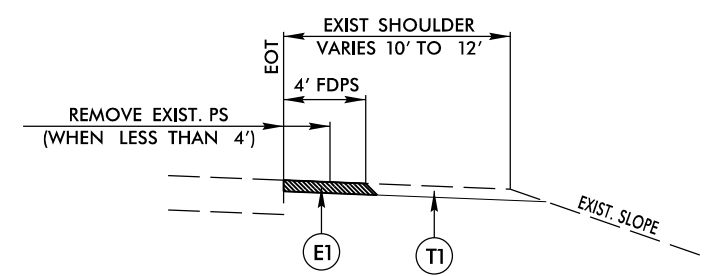


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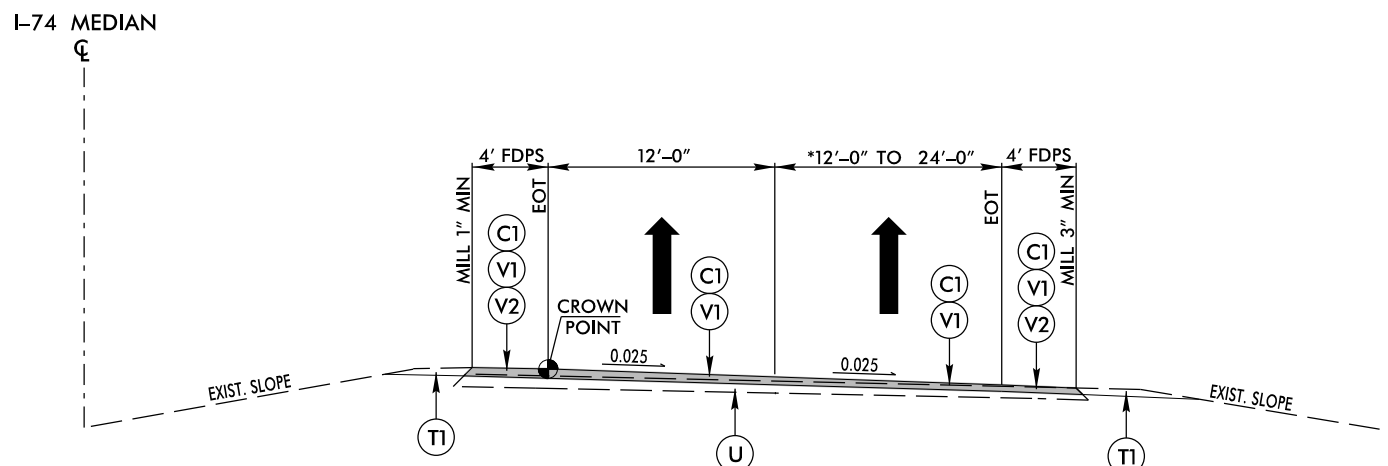
NOT TO SCALE



DETAIL A
FULL DEPTH PAVED SHOULDER WIDENING (INSIDE/MEDIAN) STEP 1



DETAIL B
FULL DEPTH PAVED SHOULDER WIDENING (OUTSIDE) STEP 1



TYPICAL SECTION NO. 1
L-74 EB STA. 27+00.00 TO 189+50.34
L-74 WB STA. 27+00.00 TO 190+00.00
MAPS 1-2

CONSTRUCT ALL MEDIAN AND OUTSIDE PAVED SHOULDER WIDENING, DETAILS A AND B TO EXISTING US 74 TRAVEL LANE ELEVATION. ONCE ALL FDPS WIDENING IS COMPLETE, MILL NEW FDPS AND EXISTING US 74 TRAVEL LANES TO 0.025 SE GRADE USING V1 (1" TO 3" MILLING) AND FILL WITH C1 (2" S9.5C)

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 1.5" OR GREATER THAN 2.0" IN DEPTH.
E1	PROP. APPROX. 8.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 969 LBS. PER SQ. YARD
E2	PROP. APPROX. 6.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 741 LBS. PER SQ. YARD
E3	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 GREATER THAN 5.5" IN DEPTH OR LESS THAN 3.0" IN DEPTH.
T1	SHOULDER RECONSTRUCTION USING AGGREGATE SHOULDER BORROW AS DIRECTED BY ENGINEER
U	EXISTING ASPHALT PAVEMENT
V1	1" TO 3" MILLED ASPHALT PAVEMENT
V2	MILLED RUMBLE STRIPS
V3	2" MILLED ASPHALT PAVEMENT
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE. SEE SHOULDER WEDGE DETAIL.

NOTES:

*PAVEMENT REHABILITATION FOR RAMP ENTRANCE AND EXIT LANES WILL INCLUDE ADDITIONAL WIDTH FOR AREAS OF GORES. (SEE PLANS FOR LIMITS)

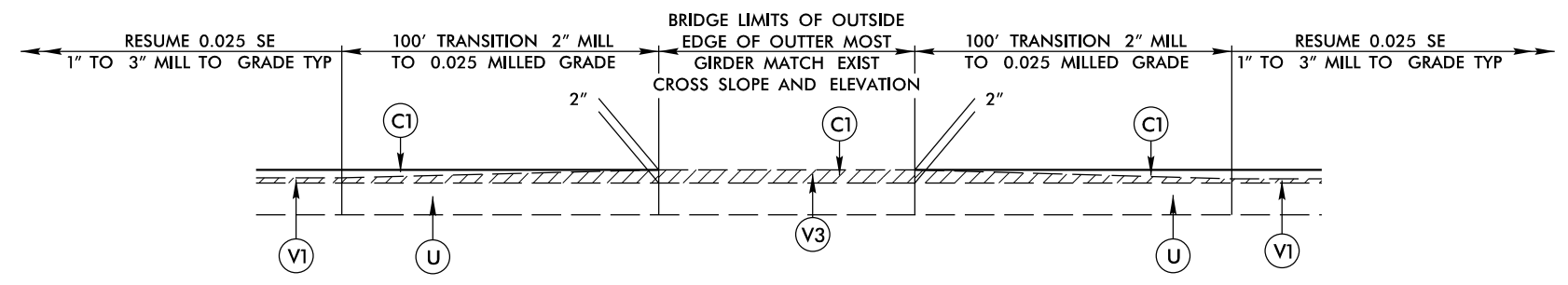
LIMITS OF TYPICAL SECTIONS INDICATED ON THE PLANS ARE APPROXIMATE. TYPICAL SECTION LIMITS AND TRANSITIONS TO BE VERIFIED BY THE ENGINEER IN FIELD.

PAVE SHOULDERS FOR VEHICLE PULL-OFF AREA AS DIRECTED BY ENGINEER.

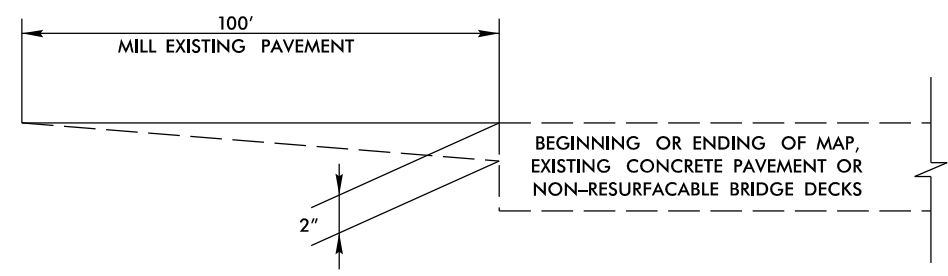
SURVEY ALL EXISTING CURVES INCLUDING FULL SUPERELEVATION SECTION, SUPERELEVATION RUNOFF, AND TANGENT RUNOUTS. PROVIDE FINDINGS TO NCDOT ENGINEER WITH RECOMMENDED SUPERELEVATIONS FOR CORRECTING DEFECIENCIES. CONTRACTOR SHALL STAKE EVERY 50 FEET THROUGHOUT EACH CURVE FOR EACH LIFT. ITEM SHALL BE PAID FOR UNDER CONSTRUCTION SURVEYING.

WEDGE ALL CURVES TO OBTAIN APPROVED SUPERELEVATIONS. WEDGING QUANTITIES FOR SUPERELEVATION CORRECTION WERE ESTIMATED FROM LIDAR. FINAL QUANTITIES WILL VARY.

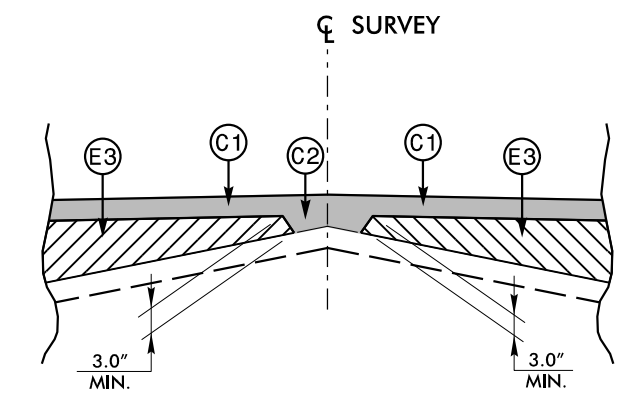
MILLED SECTIONS SHALL BE RESURFACED IN THE SAME NIGHT.



MILLING UNDER BRIDGES



INCIDENTAL MILLING AT PAVEMENT TIE-INS



WEDGING DETAIL

8/17/99
7:57:28 AM
N:\48006-002\CADD\NCDOT\Roadway\Pro\017\HI-0017\FDY_TYP.dgn