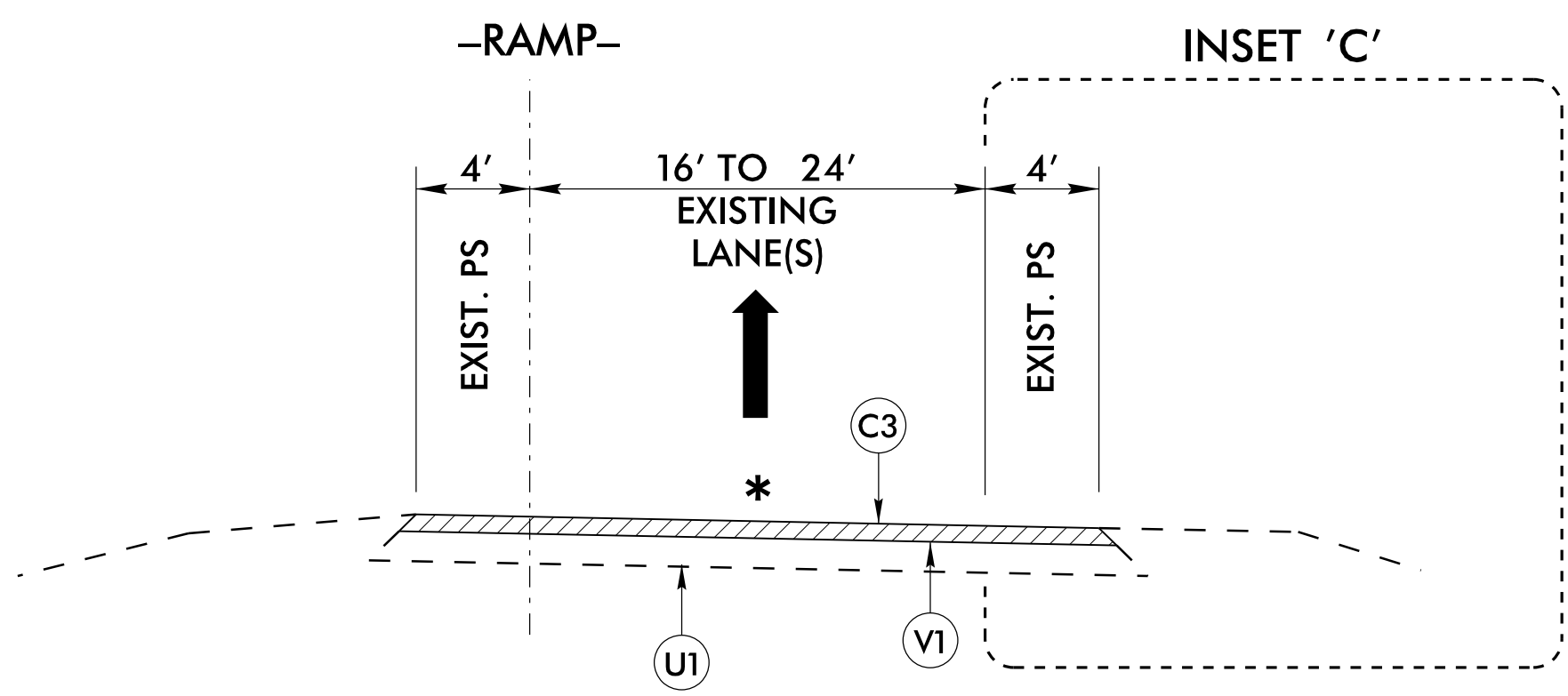
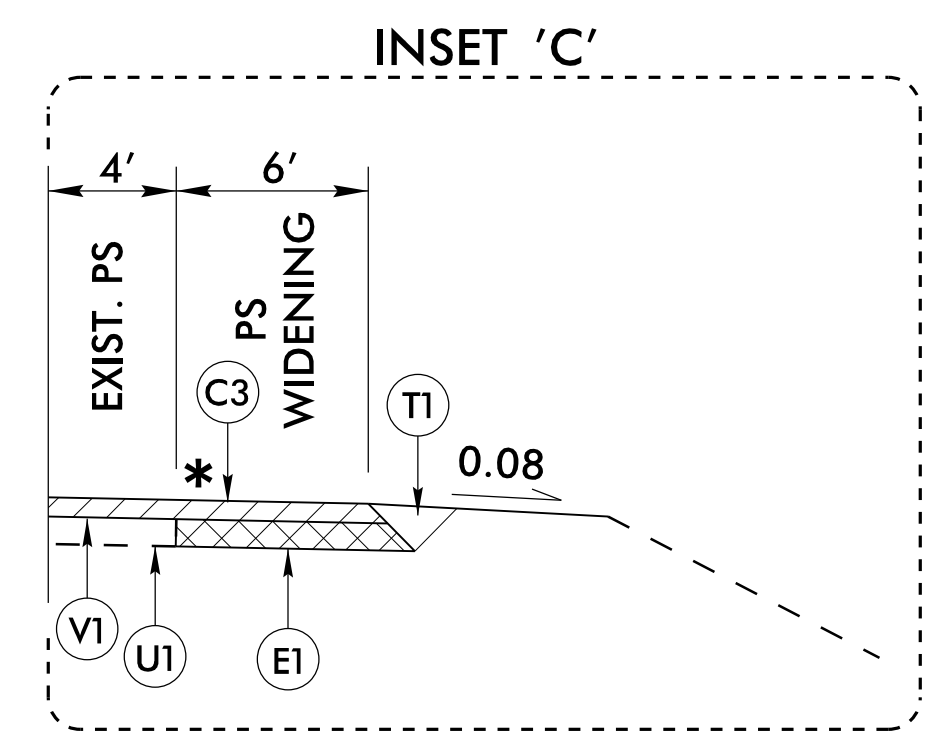


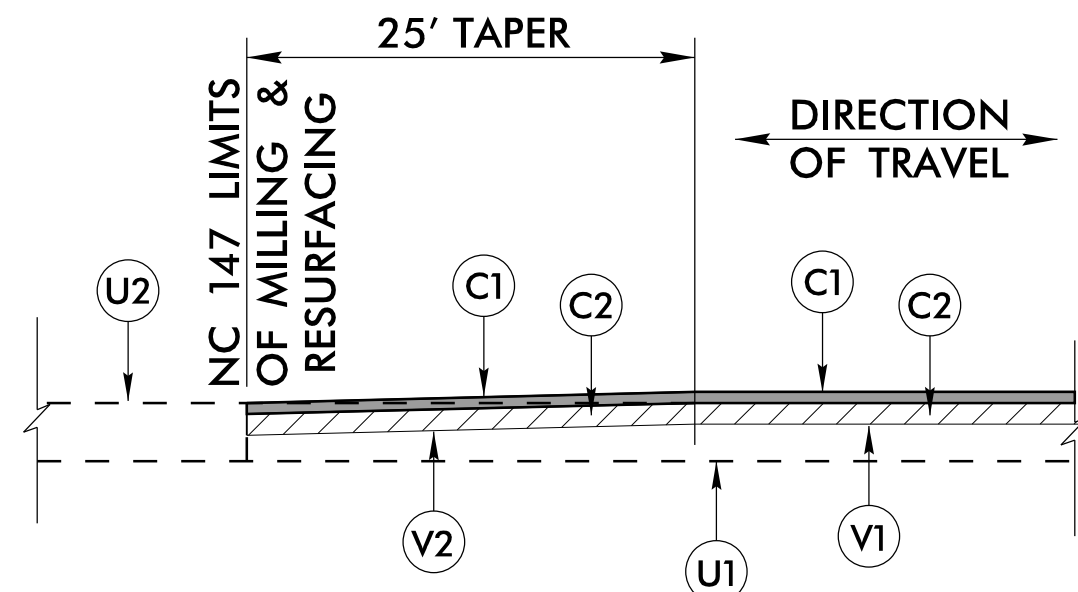
TYPICAL SECTION NO. 2
 USE TYPICAL SECTION NO. 2 AS FOLLOWS:
 -NC147SB- STA. 10+00 TO STA. 22+75 (MAP 3)
 -NC147NB- STA. 12+21 TO STA. 21+85 (MAP 4)



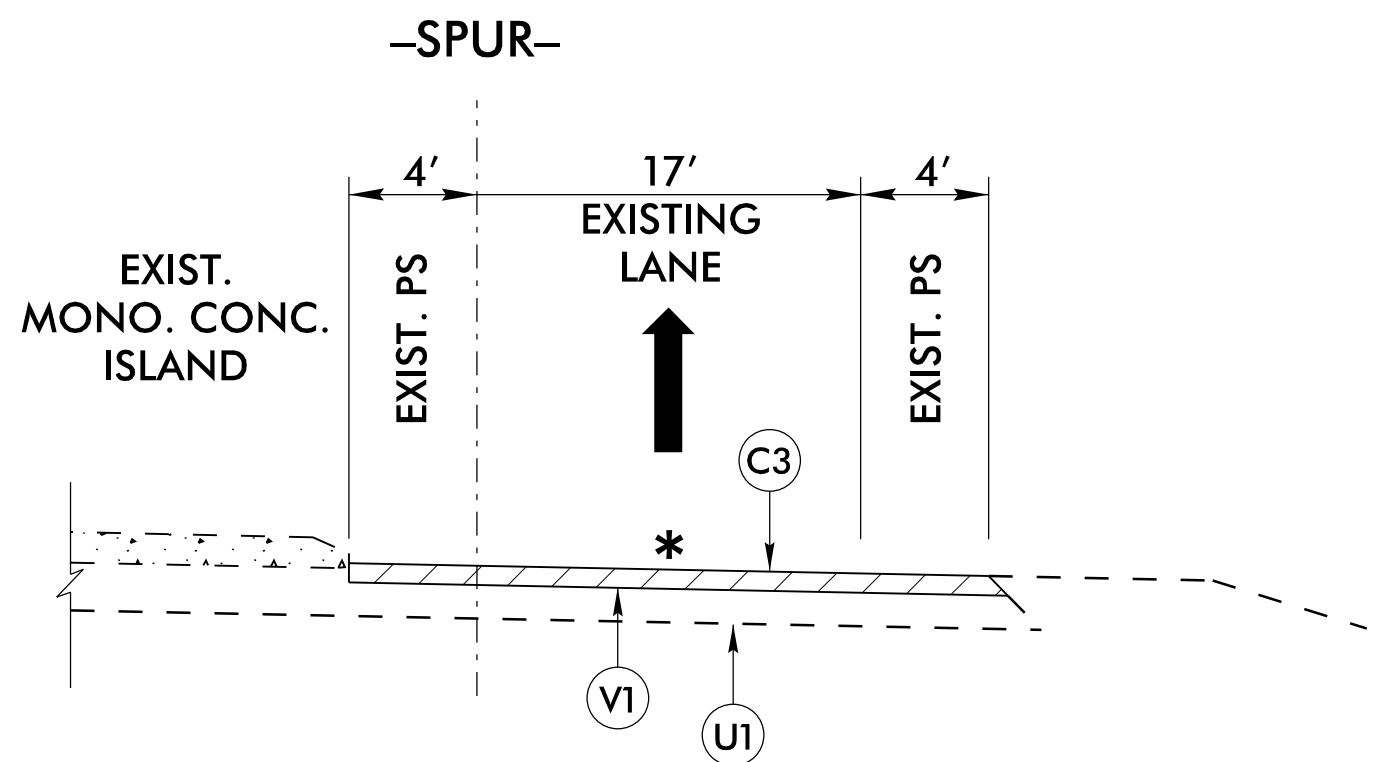
TYPICAL SECTION NO. 3
 USE TYPICAL SECTION NO. 3 AS FOLLOWS:
 -CMRAMPA- STA. 10+00 TO STA. 16+29 (MAP 5)
 -CMRAMPB- STA. 10+45 TO STA. 18+13 (MAP 6)
 -CMRAMPC- STA. 10+00 TO STA. 17+31 (MAP 7)
 -CMRAMPD- STA. 10+37 TO STA. 14+77 (MAP 8)



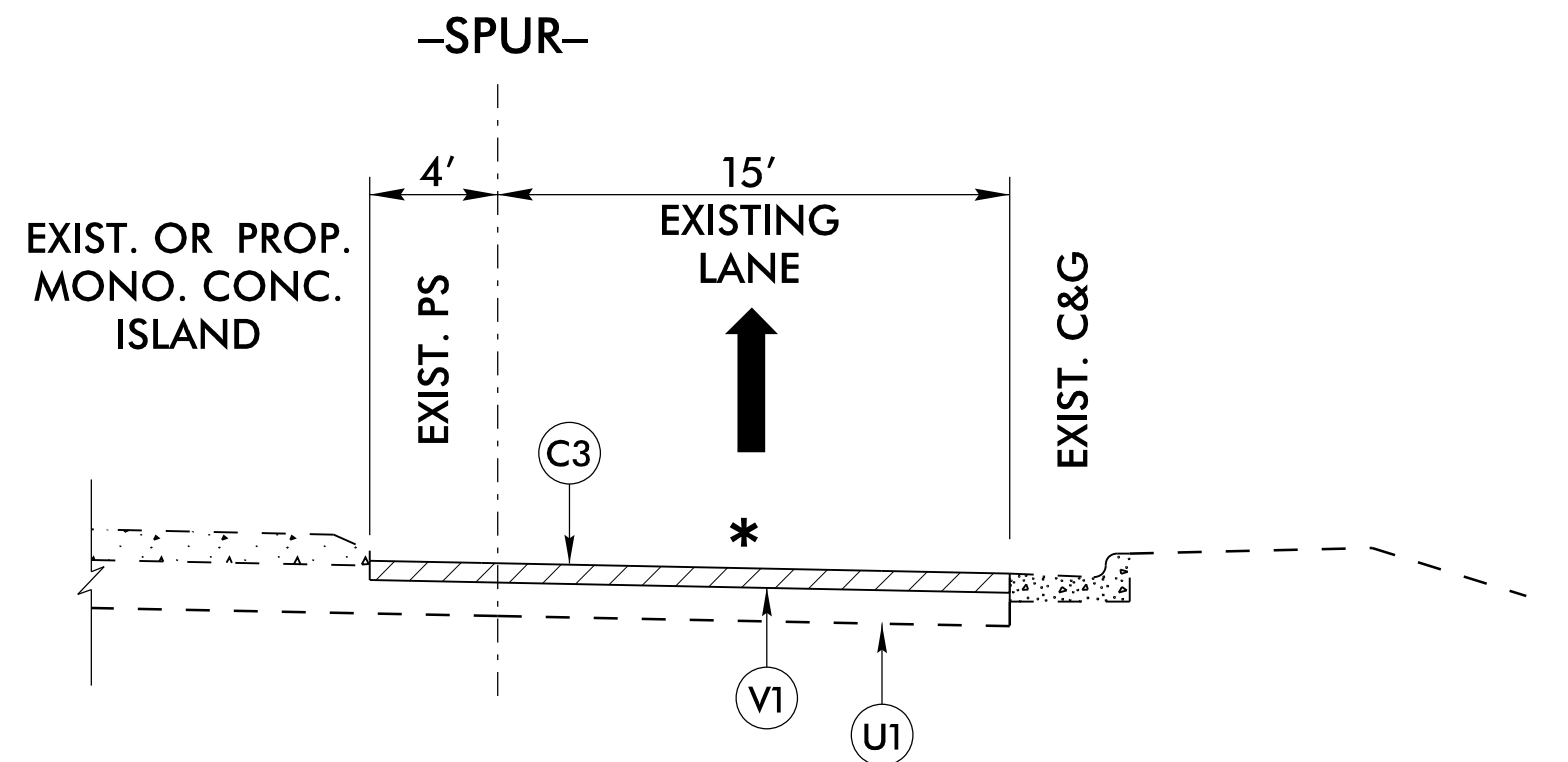
USE INSET 'C' AS FOLLOWS:
 -CMRAMPB- STA. 11+61 TO STA. 15+50 (RT)
 -CMRAMPD- STA. 11+22 TO STA. 14+75 (RT)



ULTRA-THIN BONDED WEARING COURSE TIE-IN DETAIL
 USE AT NC 147 BRIDGE TIE-INS



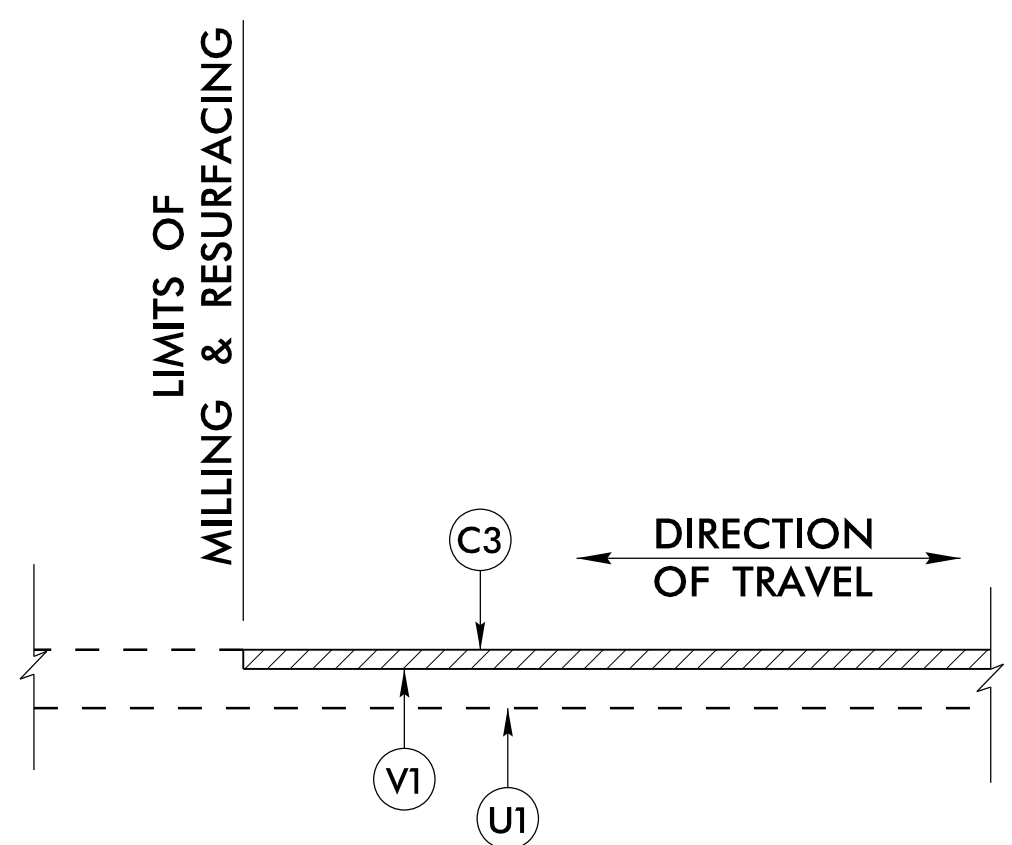
TYPICAL SECTION NO. 4
 USE TYPICAL SECTION NO. 4 AS FOLLOWS:
 -CMSPURB- STA. 10+29 TO STA. 11+30 (MAP 9)



TYPICAL SECTION NO. 5
 USE TYPICAL SECTION NO. 5 AS FOLLOWS:
 -CMSPURD- STA. 10+29 TO STA. 11+85 (MAP 10)

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 5/8" ULTRA-THIN BONDED WEARING COURSE, AT AN AVERAGE RATE OF 70 LBS. PER SQ. YD.
C2	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
C3	PROP. APPROX. 2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YD.
E1	PROP. APPROX. 4.5" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.
T1	EARTH MATERIAL
U1	EXISTING ASPHALT PAVEMENT
U2	EXISTING PAVEMENT OR BRIDGE APPROACH SLAB
V1	MILLING EXISTING ASPHALT, 2" DEPTH
V2	MILLING EXISTING ASPHALT, VAR. DEPTH (2" TO 2 5/8")
Y1	RUMBLE STRIPS

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



SURFACE COURSE TIE-IN DETAIL
 USE AT ALL COLE MILL RD RAMP AND SPUR TIE-INS

NOTES

1. TYPICAL SECTION STATIONS (STA.) SHOWN ARE APPROXIMATE AND MAY BE ADJUSTED AS DETERMINED BY THE ENGINEER.
2. ALL MILLED RAMP AND SPUR TRAVEL LANES AND SHOULDERS SHALL BE RESURFACED WITH ASPHALT CONCRETE SURFACE COURSE BY THE END OF EACH WORK DAY.
3. ULTRA-THIN BONDED WEARING COURSE SHALL BE EXTENDED 6" OUTSIDE OF TRAVEL LANES.
4. PAVED SHOULDER WIDTHS SHOWN ARE WIDER AT GUARDRAIL, CONC. BARRIER, CONC. GUTTER, AND BRIDGE LOCATIONS. MILL AND RESURFACE THE ENTIRE PAVED SHOULDER WIDTH AT THESE LOCATIONS.
5. NEW GUARDRAIL UNIFORM OFFSETS FROM TRAVEL LANES SHALL MATCH EXISTING, EXCEPT AS DETERMINED BY THE ENGINEER.

* MATCH EXIST. CROSS SLOPES

6/2/99
 4/25/01
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