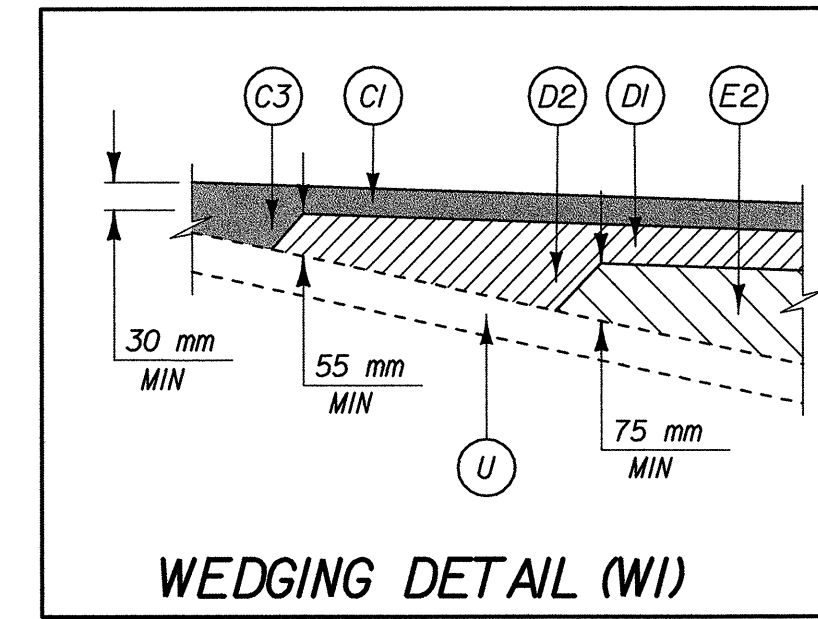


# PAVEMENT SCHEDULE

C1	PROP. APPROX. 30mm ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 70.5kg PER SQ. METER.
C2	PROP. APPROX. 60mm ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 70.5kg PER SQ. METER IN EACH OF TWO LAYERS.
C3	PROP. VAR. DEPTH ASPHALT CONC. SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 2.35kg PER SQ. METER PER 1mm DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 30mm OR GREATER THAN 40mm IN DEPTH.
D1	PROP. APPROX. 65mm ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 159kg PER SQ. METER.
D2	PROP. VAR. DEPTH ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 2.45kg PER SQ. METER PER 1mm DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 55mm OR GREATER THAN 110mm IN DEPTH.
E1	PROPOSED APPROXIMATELY 80mm ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 196 kg PER SQUARE METER.
E2	PROPOSED VARIABLE DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 2.45 kg PER SQUARE METER PER 1mm DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 75 mm NOR GREATER THAN 140mm IN DEPTH.
R1	750mm CONCRETE CURB AND GUTTER (AS NOTED ON PLANS)
S1	100mm CONCRETE SIDEWALK
S2	CLASSIC BRIDGE RAIL W/ RECTANGULAR BLOCKOUTS
T	EARTH MATERIAL
U	EXISTING PAVEMENT
W1	WEDGING (SEE WEDGING DETAIL THIS SHEET)

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



**MULKEY**  
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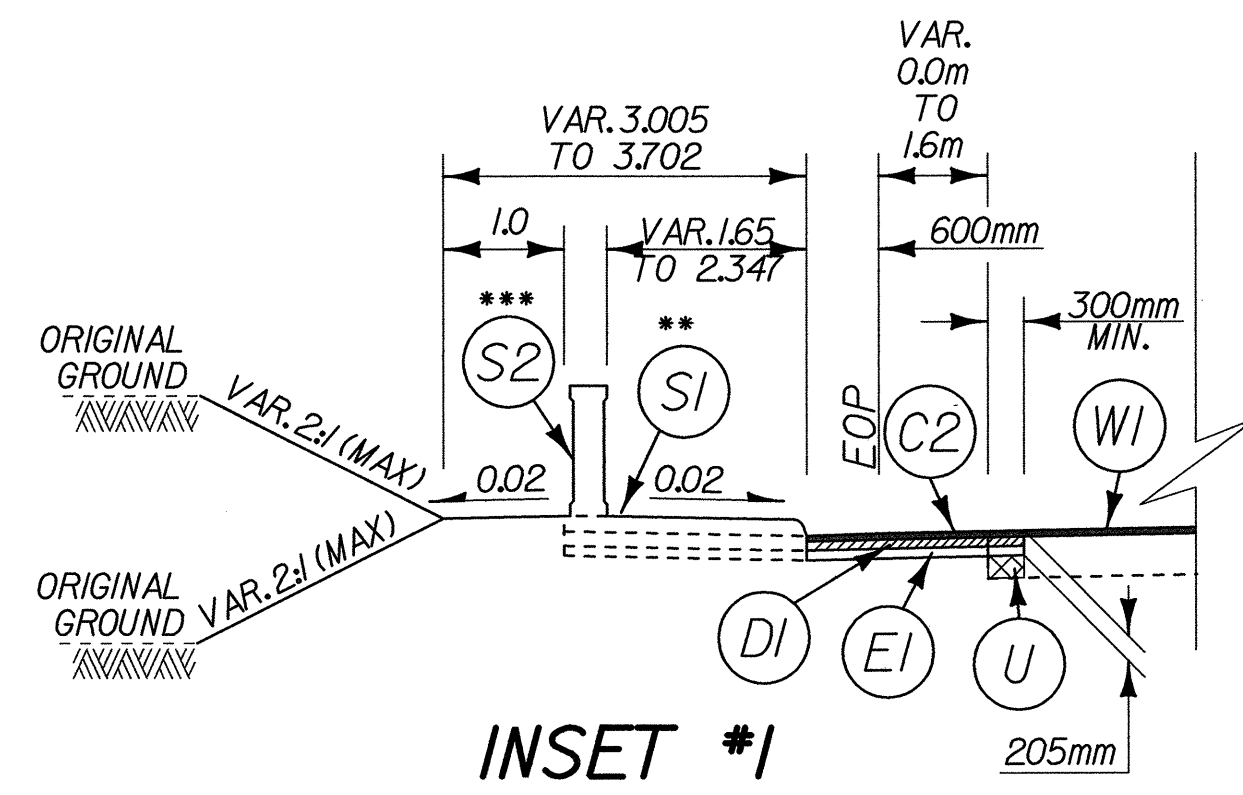
PROJECT REFERENCE NO. B-2583 SHEET NO. 2

HIGHWAY DESIGN ENGINEER  
PAVEMENT DESIGN ENGINEER

SEAL 14509  
9/10/04

SEAL 14509  
9/14/04

CONST. REV.  
R/W REV.



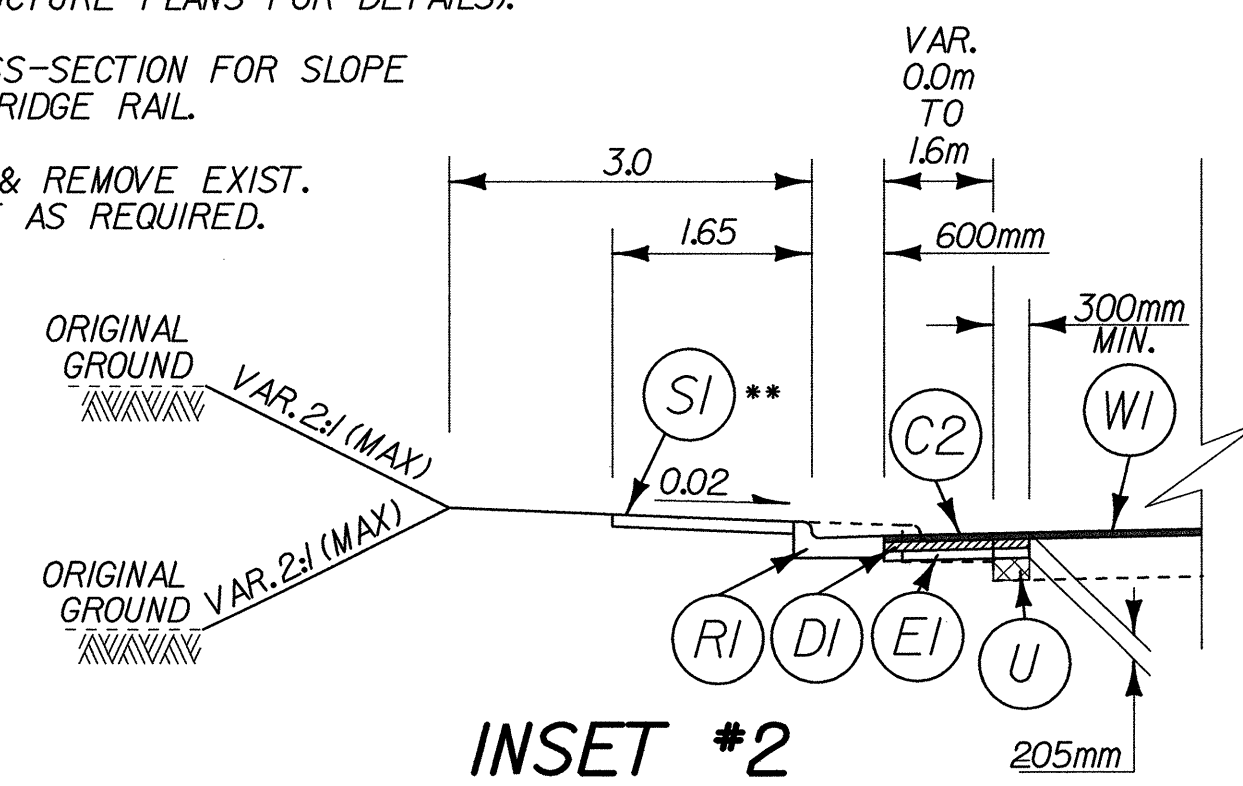
TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO.1 AS FOLLOWS: FROM -L- STA.10+90 TO -L- STA.11+14 LT.

\*\* SIDEWALK AT LOCATIONS SHOWN IN PLANS (STRUCTURE PAY ITEM -L- STA.10+88.080 TO 11+8.314)

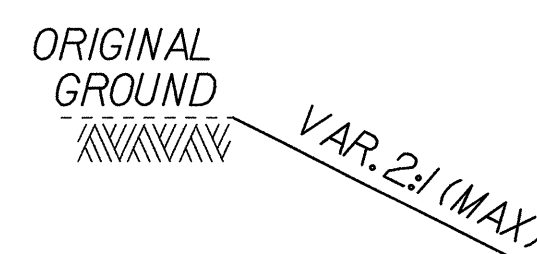
\*\*\* CLASSIC BRIDGE RAIL AT LOCATIONS SHOWN IN PLANS (STRUCTURE PAY ITEM, SEE STRUCTURE PLANS FOR DETAILS).

\*\*\*\* SEE CROSS-SECTION FOR SLOPE BEHIND BRIDGE RAIL.

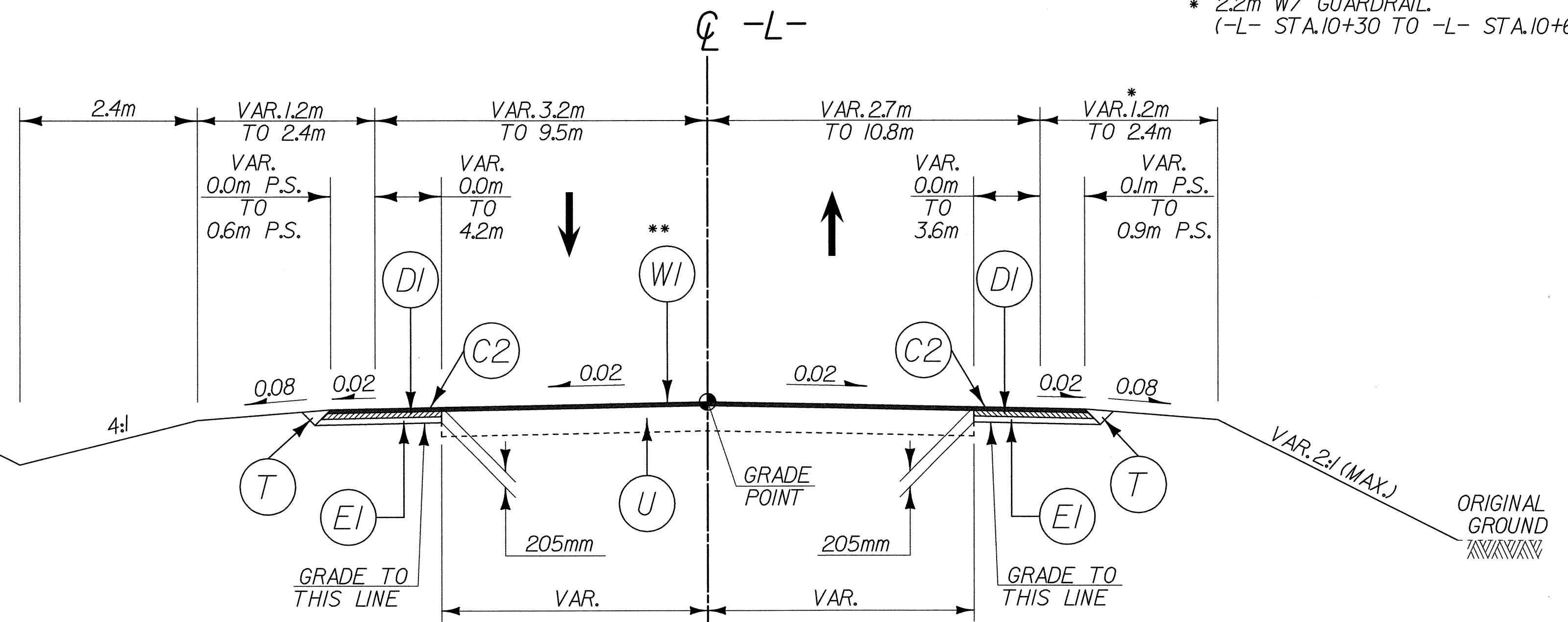
SAW-CUT & REMOVE EXIST. PAVEMENT AS REQUIRED.



TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO.1 AS FOLLOWS: FROM -L- STA.13+31.7 TO -L- STA.13+52.7 LT.



TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO.1 AS FOLLOWS: FROM -L- STA.13+52.7 TO -L- STA.13+87.50 LT. FROM -L- STA.13+31.7 TO -L- STA.13+87.50 RT.

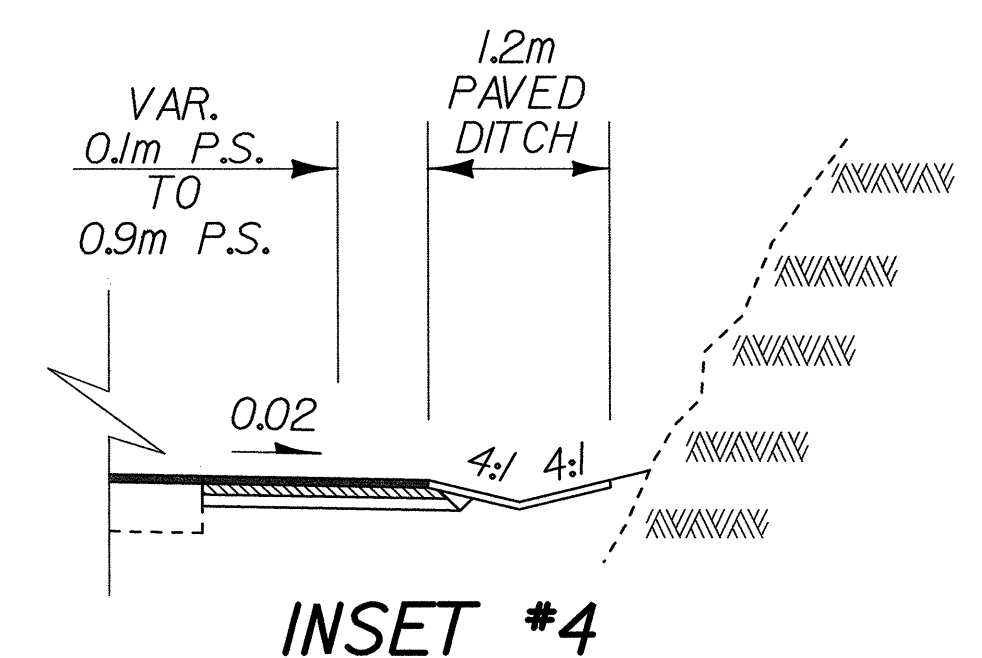


## TYPICAL SECTION NO. 1

USE TYPICAL SECTION No.1 AS FOLLOWS:  
TRANSITION FROM EXISTING TO T.S. NO.1 FROM -L- STA.10+40.000 TO -L- STA.10+55.000  
FROM -L- STA.10+55.000 TO -L- STA.11+14  
FROM -L- STA.13+31.7 TO -L- STA.13+50.000  
TRANSITION FROM T.S. NO.1 TO EXISTING FROM -L- STA.13+50.000 TO -L- STA.13+60.000 (SEE INSET #2 AND #3)

\*\* RESURFACING AT EXISTING SUPER RATE W/ NO WEDGING -L- STA.13+60 TO -L- STA.13+87.50

\* 2.2m W/ GUARDRAIL (-L- STA.10+30 TO -L- STA.10+60 LT.)



TO BE USED IN CONJUNCTION WITH TYPICAL SECTION NO.1 AS FOLLOWS: FROM -L- STA.10+40 TO -L- STA.10+97 RT.