

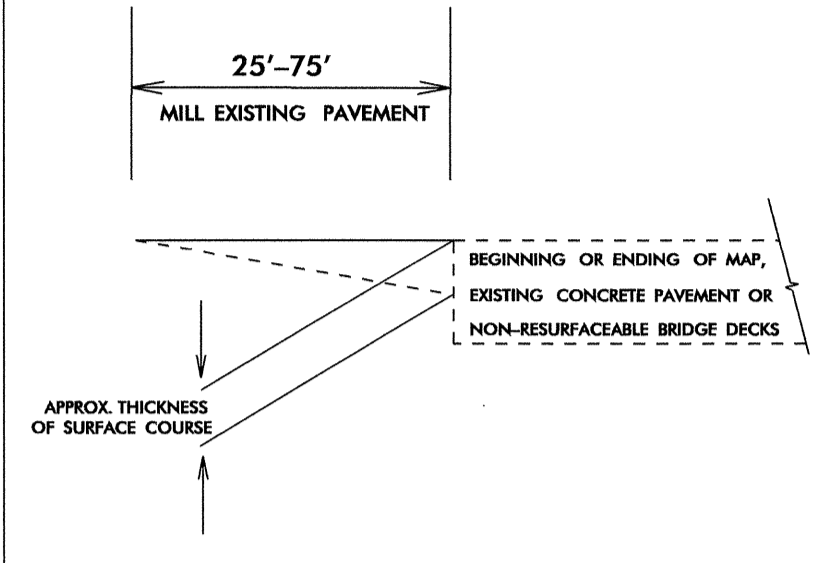
MILLING AT PAVEMENT TIE-INS

NOTES TO CONTRACTOR

For surface mixes over 1" in thickness, mill the existing pavement in accordance with the following sketch as directed by the Engineer. Locations shall include: ties into existing concrete pavement, at bridge approaches where the bridge will not be resurfaced, and at the beginning and ending point of each resurfacing run.

Perform the work in accordance with Section 607 of the January 2002 North Carolina Department of Transportation Standard Specifications for Roads and Structures. Resurfacing will be accomplished at the same time as the milling operation.

No payment will be made for this work as it will be considered incidental to the various asphalt paving items.



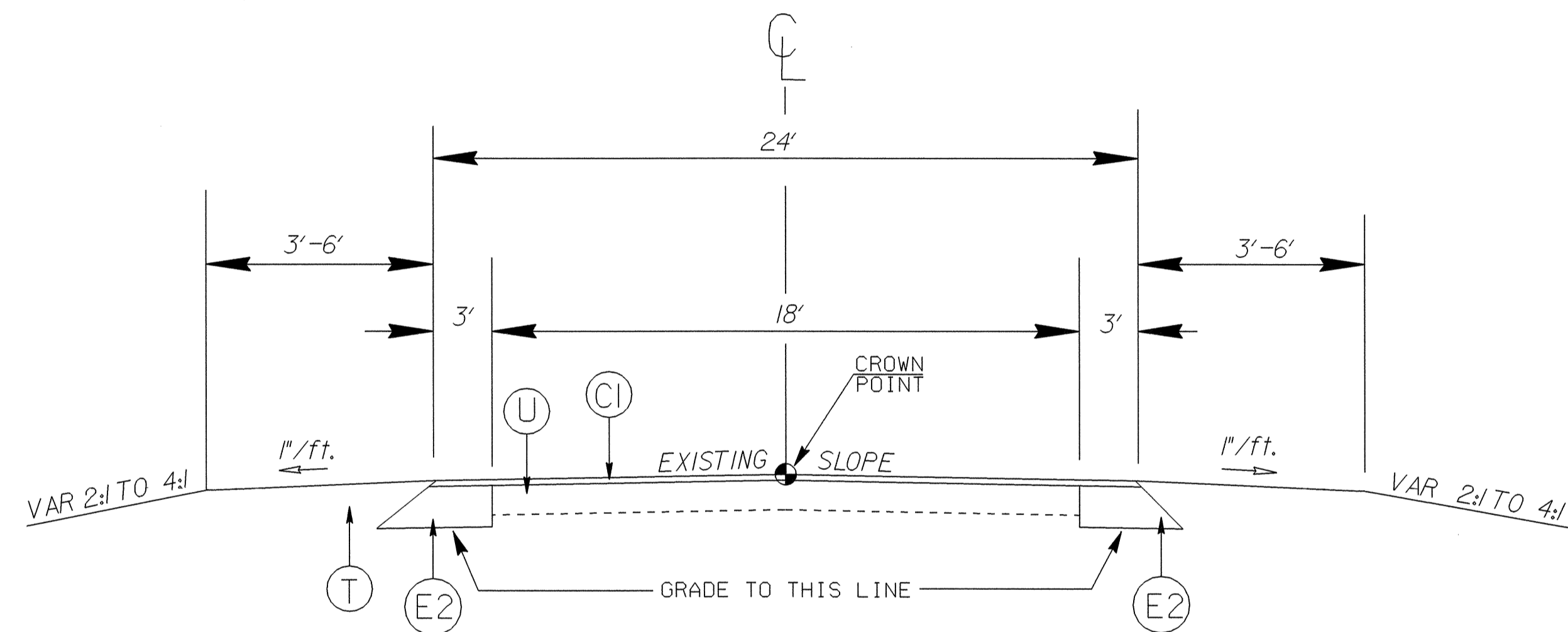
PROJECT NOTES

- The Contractor shall not work on both sides of the road simultaneously within the same area.
- Ingress and egress shall be maintained to all businesses and dwellings on the project.
- At the end of each workday, the Contractor shall be required to backfill any area adjacent to existing travelway that has been graded but no base material placed.
- A minimum of two-way, two-lane traffic (plus all existing left and right turn lanes) shall be maintained during periods of construction inactivity.
- The Contractor shall not be allowed to stop traffic for more than 5 minutes at a time in any one direction.
- During periods of construction inactivity, the difference in elevation between lanes shall not exceed 1-1/2 inch.
- Access to police and fire station, fire hydrants, and hospitals shall be maintained at all times.
- During periods of construction inactivity, place cones/drums 3' from existing edge of pavement (travelway) as directed by the Engineer.
- Channelizing devices in work areas shall be spaced not greater than 100' on center in tangent areas, 45' on center in curves, and 10' on center in radii, and shall be set 3' off the edge of travelway, unless otherwise indicated on plans.
- Contractor to install Erosion Control devices as directed by the Engineer.

CONTRACTOR SHALL TRANSITION PAVEMENT MARKINGS FOR LANE WIDTHS AS DIRECTED BY THE ENGINEER.

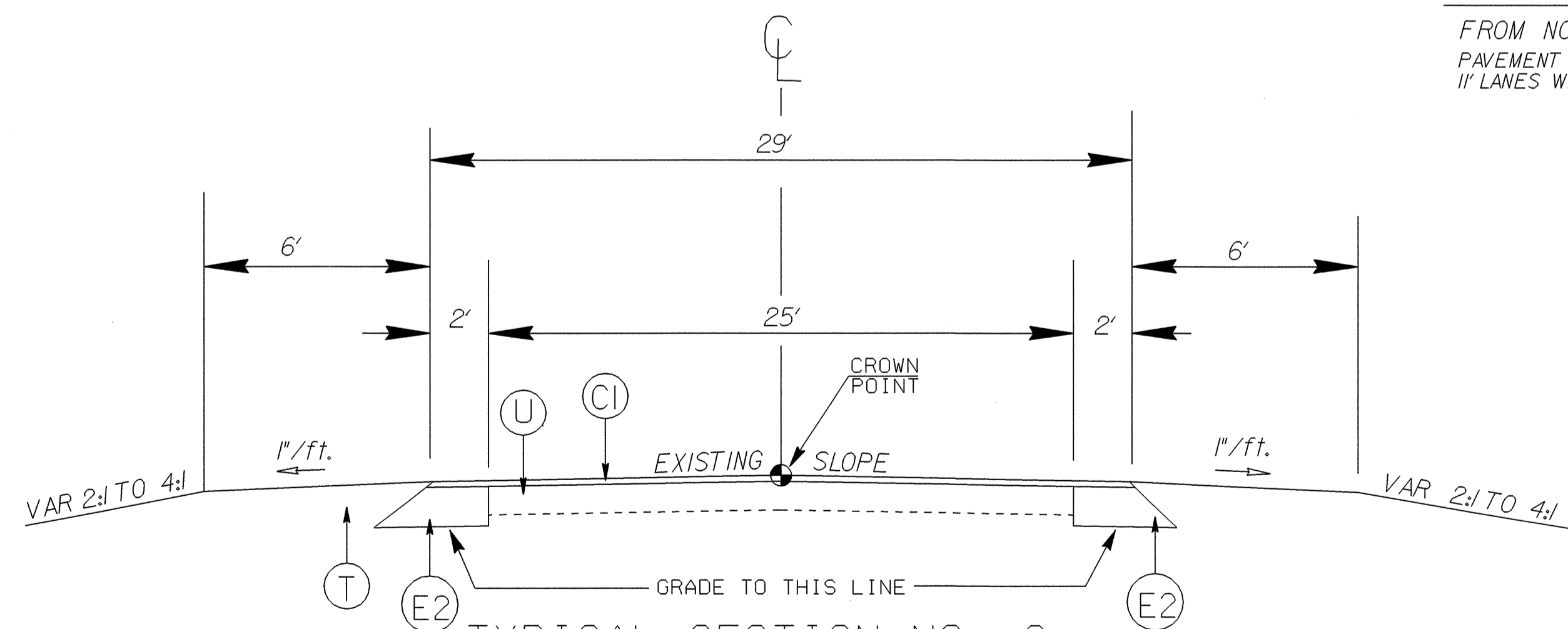
PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1-1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B. AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
C2	PROP. APPROX. 2 1/2" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B. AT AN AVERAGE RATE OF 140 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
D1	PROP. APPROX. 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.OB. AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
D2	PROP. APPROX. 2 1/2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.OB. AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 5" ASPHALT CONCRETE BASE COURSE, TYPE B25.OB. AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
E2	PROP. APPROX. 5 1/2" ASPHALT CONCRETE BASE COURSE, TYPE B25.OB. AT AN AVERAGE RATE OF 627 LBS. PER SQ. YD.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.

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



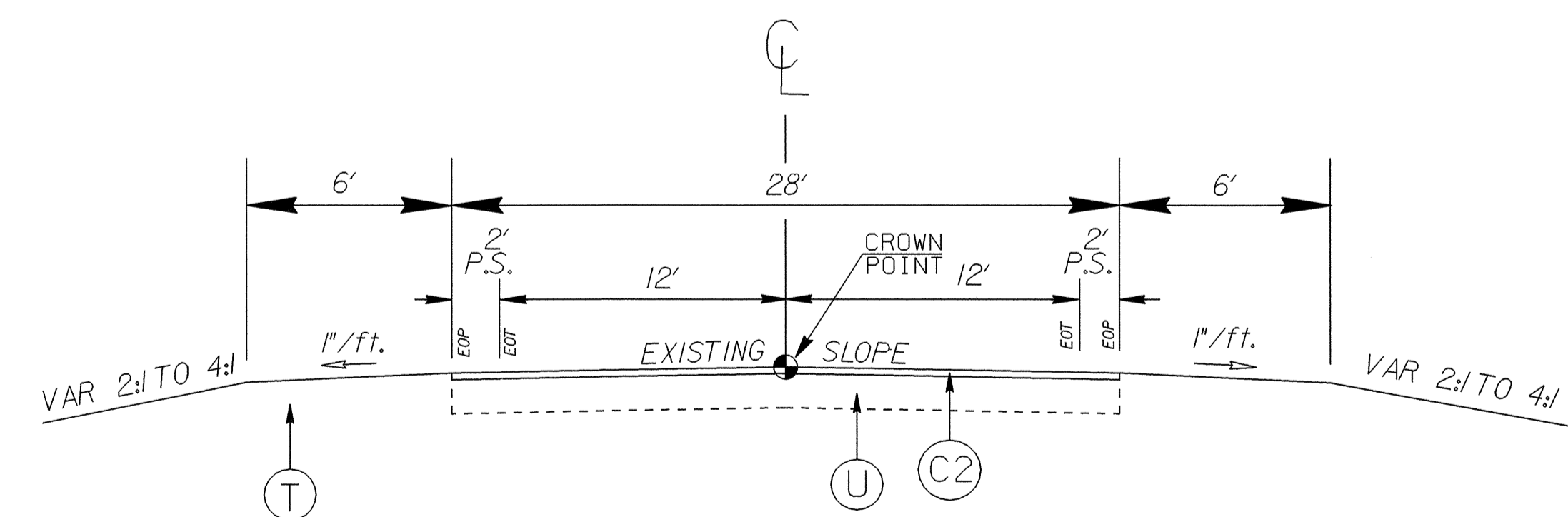
TYPICAL SECTION NO. 1

FROM NC 20 TO CUMBERLAND CO LINE
PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT 12' LANES WITH 1' PAVED SHOULDER



TYPICAL SECTION NO. 2

FROM BLADEN COUNTY LINE TO SR 2241 (BULLARD RD)
PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT 12' LANES WITH A VARIABLE PAVED SHOULDER (2' P.S. MIN.)



TYPICAL SECTION NO. 3

FROM SR 2241 (BULLARD RD) TO STA. 12+70 +/- -L-
PAVEMENT MARKINGS SHALL BE PLACED TO REFLECT 12' LANES WITH 2' PAVED SHOULDER