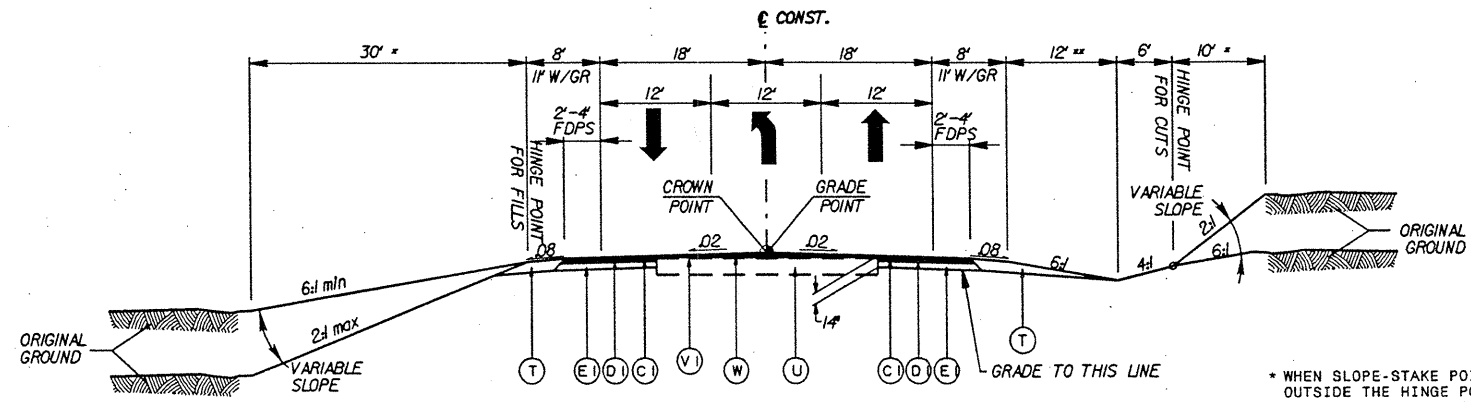


8/17/99

**W** RALPH WHITEHEAD ASSOCIATES  
CONSULTING ENGINEERS  
P.O. BOX 55624  
CHARLOTTE, NORTH CAROLINA 28255

PROJECT REFERENCE NO. 37613, ETC.	SHEET NO. 2
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER



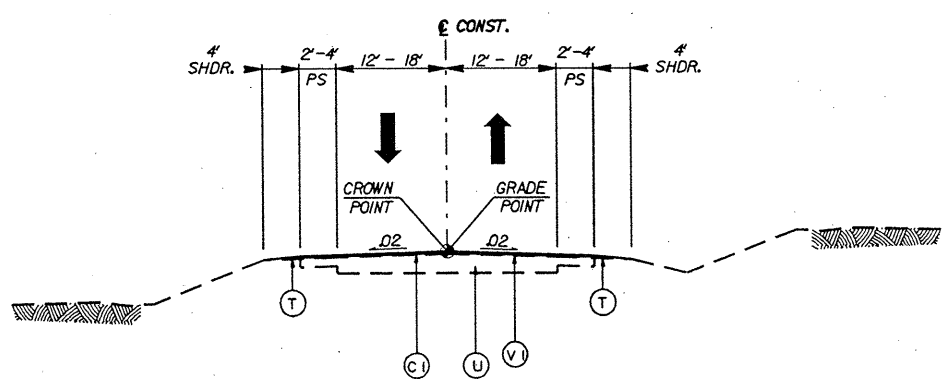
**TYPICAL SECTION NO. 1**

-L-  
OVERLAY WITH WIDENING SECTION  
WIDENING VARIES PER PLAN

\* WHEN SLOPE-STAKE POINT FALLS OUTSIDE THE HINGE POINT DISTANCE, MAINTAIN APPROPRIATE MAXIMUM OR MINIMUM SLOPE  
\*\* DITCH WIDTH REDUCED IN SPECIFIC AREAS TO MINIMIZE RIGHT-OF-WAY IMPACTS. SEE PLANS FOR LOCATIONS.

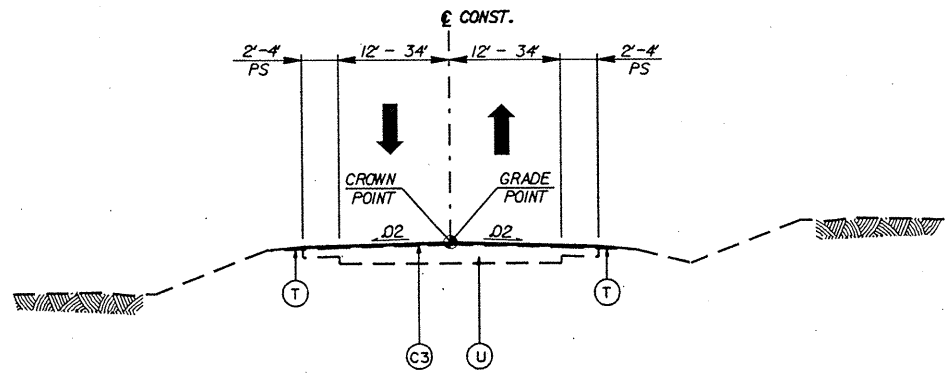
**PAVEMENT SCHEDULE**

C1	PROP. APPROX. 3.0" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	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 TO EXCEED 2.0" IN DEPTH.
C3	PROP. APPROX. 1.5" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 3.0" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 342 LBS. PER SQ. YD.
D2	VAR. DEPTH INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1" DEPTH, TO BE PLACED IN LAYERS NOT TO EXCEED 4.0" IN DEPTH.
E1	PROP. 8" BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS PER SQ. YD. IN EACH OF TWO LAYERS.
E2	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 TO EXCEED 5.5" IN DEPTH.
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V1	MILLING EXISTING PAVEMENT, 0" TO 1 1/2"
V2	INCIDENTAL MILLING
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE STANDARD WEDGING DETAIL)



**TYPICAL SECTION NO. 2**

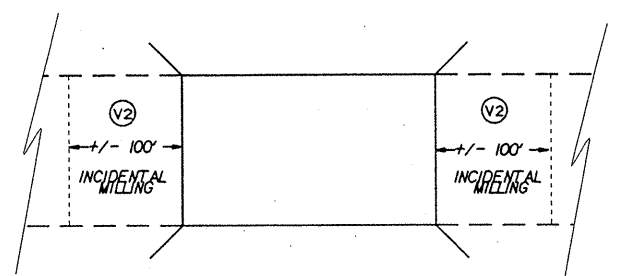
-L-



**TYPICAL SECTION NO. 3**

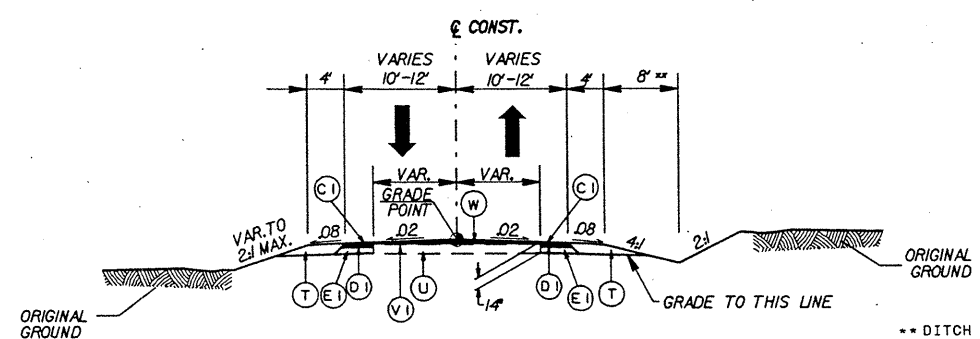
-L-

\*\*TYPICAL ONLY TO BE USED ON -L- AT WIDENED INTERSECTION, SR 1420 (BACK CREEK ROAD) ON MAP #10



**BRIDGE DETAIL**

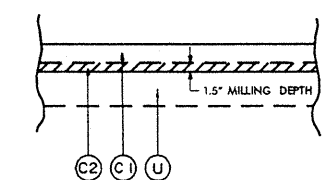
NOTES: ANY BENCH EXCAVATION THAT IS REQUIRED AS DIRECTED BY THE ENGINEER SHALL BE PAID FOR AS INCIDENTAL EXCAVATION.  
ALL PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE NOTED.  
MAIN LINE PAVEMENT STRUCTURE TO BE USED TO THE END OF RADII ON ALL -Y- LINES.  
EXISTING PAVED SHOULDER TO BE REMOVED WITHIN ALL WIDENING AREAS.



**TYPICAL SECTION NO. 4**

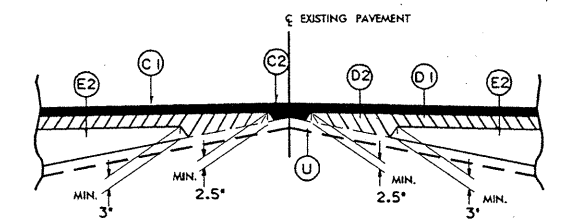
-Y-

\*\* DITCH WIDTH REDUCED IN SPECIFIC AREAS TO MINIMIZE RIGHT-OF-WAY IMPACTS. SEE PLANS FOR LOCATIONS.



**MILLING DETAIL**

VARIOUS LOCATIONS AS DIRECTED BY THE ENGINEER



**WEDGING DETAIL**