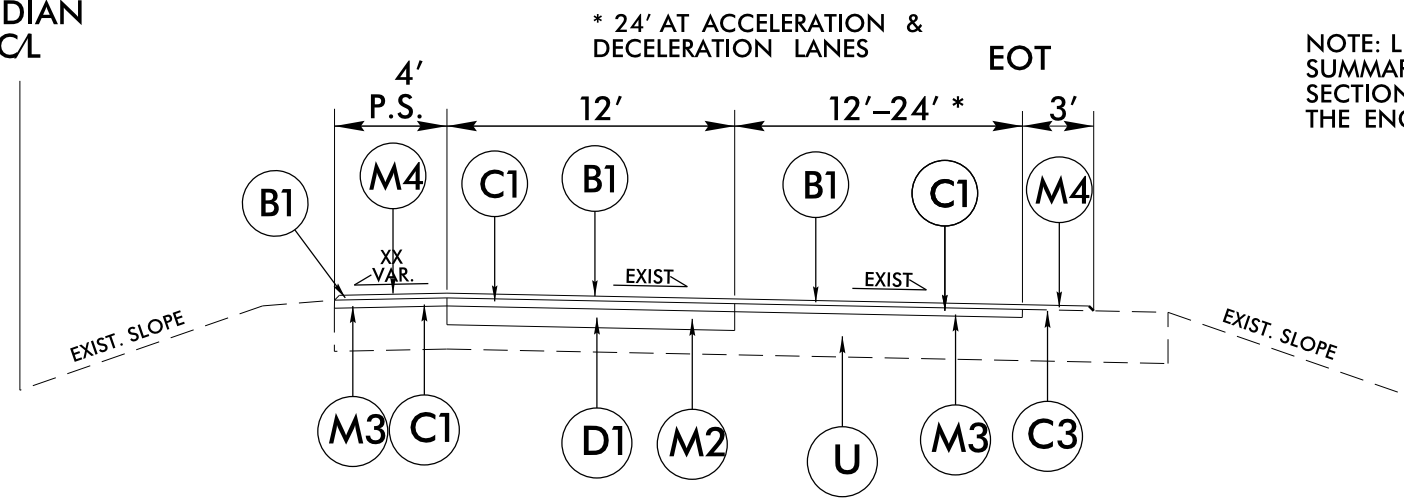


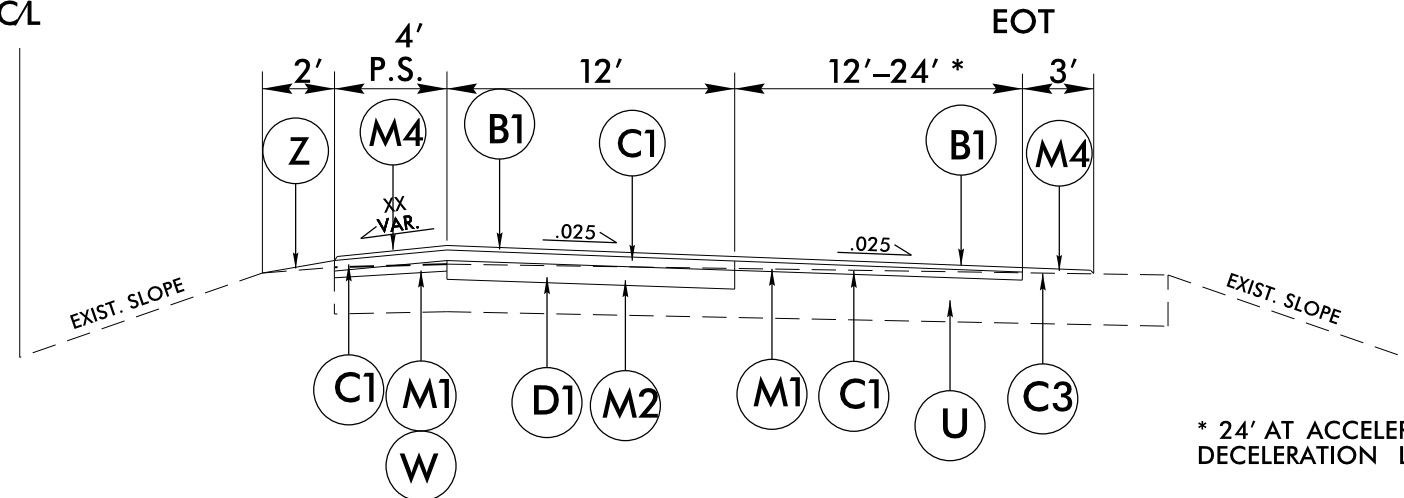
MEDIAN CL



TYPICAL SECTION NO. 1

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

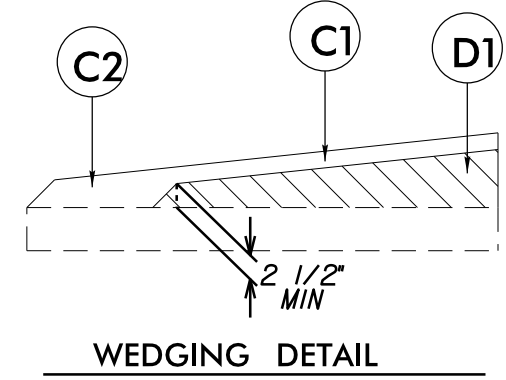
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TYPICAL SECTION NO. 2

NOTE: TYPICAL SECTION 2A ON SOQ INDICATES REVERSE CROWN SECTIONS. MIRROR TYPICAL SECTION 2.

* 24' AT ACCELERATION & DECELERATION LANES



WEDGING DETAIL

PAVEMENT SCHEDULE	
B1	PROP. OPEN-GRADED ASPHALT FRICTION COURSE, TYPE FC-1 MOD., AT AN AVERAGE RATE OF 90 LBS. PER SQ. YARD
C1	PROP. APPROX. 2" ASPHALT CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 224 LBS. PER SQ. YARD
C2	PROP. VAR. DEPTH ASPHALT CONC. SURFACE COURSE, TYPE S9.5D, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YARD PER 1" DEPTH TO BE PLACED IN LAYERS NOT TO EXCEED 2" IN DEPTH
C3	PROP. ASPHALT CONC. SURFACE COURSE, TYPE S4.75A, AT A RATE OF 100 LBS. PER SQ. YARD PER 1" DEPTH TO FILL EXISTING RUMBLE STRIPS.
D1	PROP. VAR. DEPTH ASPHALT CONC. INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YARD PER 1" DEPTH TO BE PLACED IN LAYERS NOT LESS THAN 2 1/2" OR GREATER THAN 4" IN DEPTH
M1	MILL EXISTING ASPHALT PAVEMENT 0" TO 2" IN DEPTH
M2	MILL EXISTING ASPHALT PAVEMENT 2" TO 4 1/2" IN DEPTH
M3	MILL EXISTING ASPHALT PAVEMENT 2" IN DEPTH
M4	MILLED RUMBLE STRIPS
U	EXISTING PAVEMENT
R1	EXISTING 2'6" CONCRETE CURB AND GUTTER
W	WEDGING (SEE DETAIL)
Z	SHOULDER RECONSTRUCTION USING AGGREGATE SHOULDER BORROW AS DIRECTED BY THE ENGINEER.

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

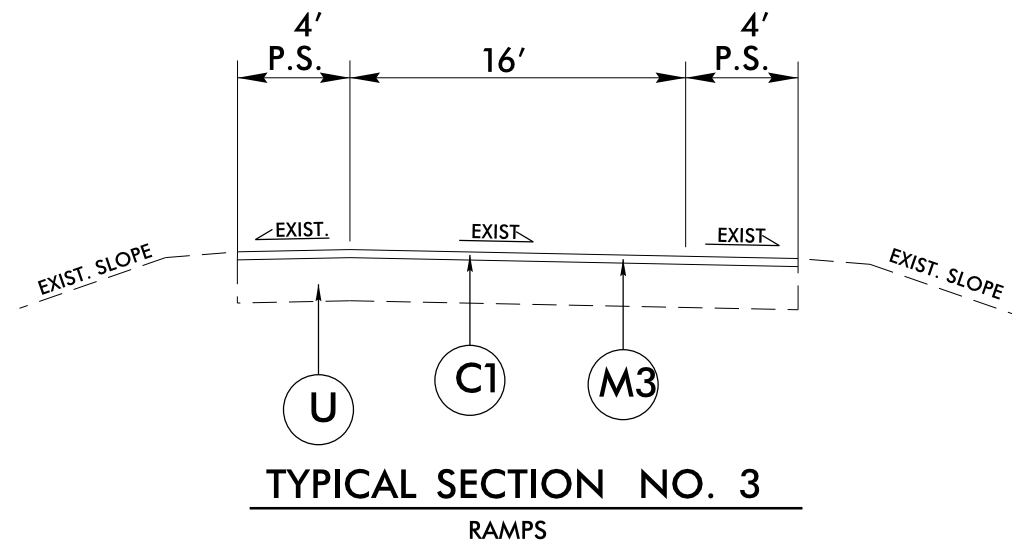
PAVED SHOULDER SLOPES

TAPER PAVING OPERATIONS ACROSS EXISTING PAVED SHOULDERS ACCORDING TO THE PLANS AND AS DIRECTED BY THE ENGINEER

MEDIAN PAVED SHOULDERS

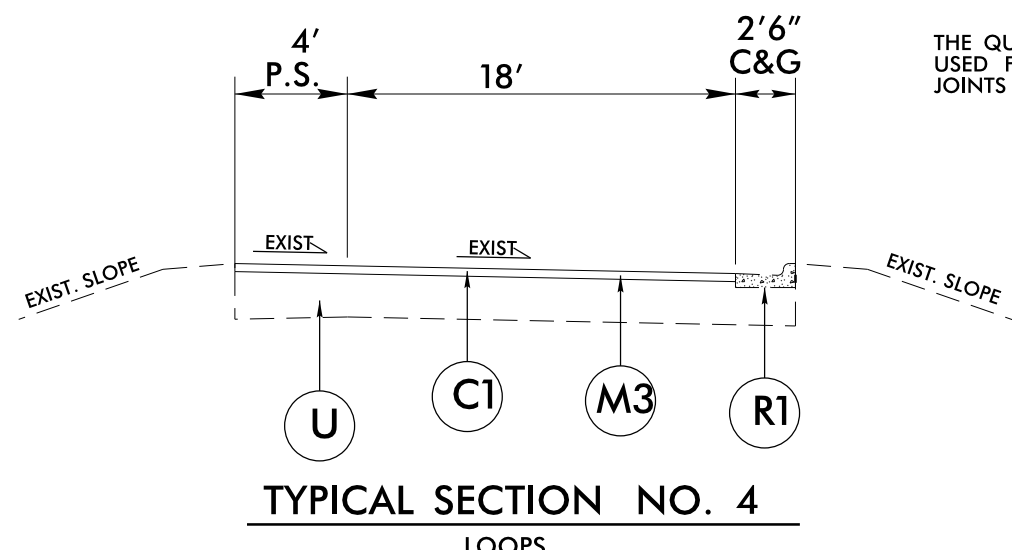
XX 0.035 MAX. SLOPE IN TANGENT SECTIONS
0.06 MAX. ROLLOVER IN SUPERELEVATED SECTIONS

THE QUANTITY FOR OGAFC FC-1 MOD. IS INCLUDED TO BE USED FOR RAMP TIE-INS, GORE AREAS AND CONSTRUCTION JOINTS PER NCDOT STANDARD SPECIFICATION.



TYPICAL SECTION NO. 3

RAMPS



TYPICAL SECTION NO. 4

LOOPS

6/2/99
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