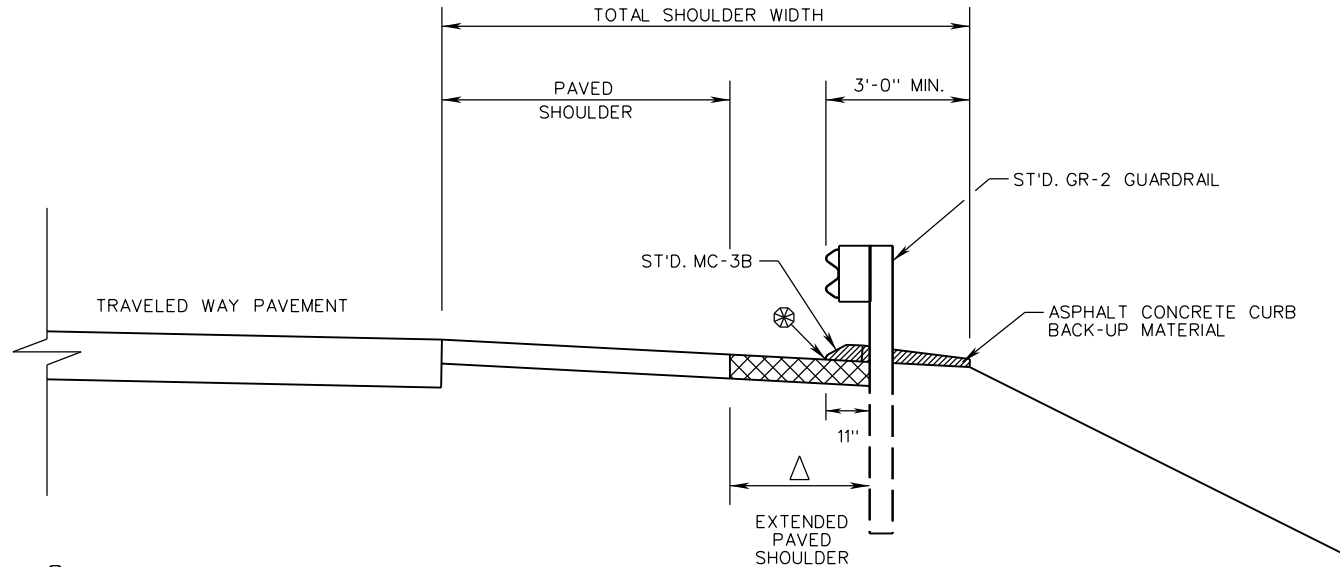


NOTES

1. STANDARD MC-3B REQUIRES THE PAVED SHOULDER TO EXTEND TO THE FACE OF CURB.
2. PAVED SHOULDER WIDTHS TO BE IN ACCORDANCE WITH THE PLANS, VDOT POLICY, OR AS DIRECTED BY THE ENGINEER.
3. THE PAVED SHOULDER AND THE EXTENDED PAVED SHOULDER SHALL BE PLACED SIMULTANEOUSLY.
4. FACE OF GUARDRAIL SHALL BE ALIGNED WITH FACE OF THE CURB.



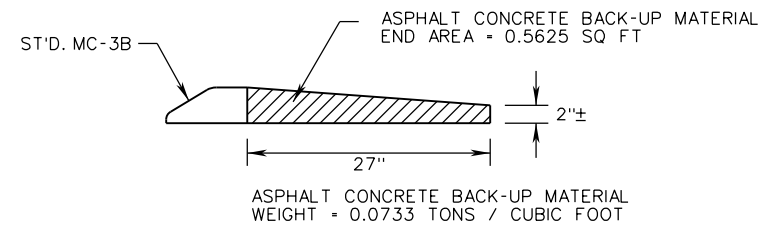
⊗ LIMIT OF SURFACE TREATMENT IF SHOULDER IS TO RECEIVE A PRIME & SEAL. THE PRIME AND SEAL IS TO BE APPLIED TO THE SHOULDER AFTER THE CURB HAS BEEN INSTALLED.

△ TO BE CONSTRUCTED WITH THE SAME MATERIAL AND TO THE SAME DEPTH AS THE PAVED SHOULDER.

ST'D. GR-2 & MC-3B ASPHALT CURB INSTALLATION

TO CALCULATE THE ASPHALT BACKUP MATERIAL

1. MULTIPLY THE LENGTH OF MC-3B BY THE END AREA WHICH RESULTS IN CUBIC FEET.
2. MULTIPLY CUBIC FEET BY 0.0733 TONS / CUBIC FOOT WHICH RESULTS IN TONS OF ASPHALT CONCRETE BACKUP MATERIAL.



SPECIFICATION REFERENCE 105 502	<h2 style="margin: 0;">ASPHALT CONCRETE CURB</h2> <h3 style="margin: 0;">(ASPHALT BACKUP MATERIAL INSTALLATION)</h3> <p style="margin: 0;">VIRGINIA DEPARTMENT OF TRANSPORTATION</p>	ROAD AND BRIDGE STANDARDS REVISION DATE 07/16 SHEET 2 OF 2 201.07
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