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PROJECT REFERENCE NO.	SHEET NO.
R-5523	2

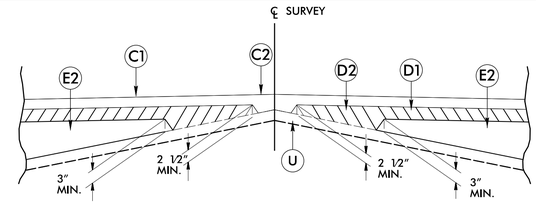
ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 25523 ENGINEER BRIAN K. EASON
DocuSigned by: Brian K. Eason 8/5/2014
9AF015AD7ACC48F...

PAVEMENT DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 31484 ENGINEER VLADIMIR G. MITCHEV
DocuSigned by: Vladimir G. Mitchev
A9CBEF463EA947E...

PAVEMENT DESIGN SCHEDULE

C1	PROP. APPROX. 3″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.	R1	2′-6″ CURB & GUTTER
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 112 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 2″ IN DEPTH.	R2	EXPRESSWAY GUTTER
D1	PROP. APPROX. 4″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	R3	5″ MONOLITHIC CONCRETE ISLAND (KEYED -IN)
D2	PROP. VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH, TO BE PLACED IN LAYERS NOT LESS THAN 2½″ IN DEPTH OR GREATER THAN 4″ IN DEPTH.	T	EARTH MATERIAL.
E1	PROP. APPROX. 4″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	U	EXISTING PAVEMENT.
E2	PROP. VAR. DEPTH ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 114 LBS. PER SQ. YD. PER 1″ DEPTH. TO BE PLACED IN LAYERS NOT LESS THAN 3″ IN DEPTH OR GREATER THAN 5½″ IN DEPTH.	V	INCIDENTAL MILLING (VARIABLE DEPTH)
J1	PROP. 8″ AGGREGATE BASE COURSE.	W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL No. 1)
J2	PROP. 6″ AGGREGATE BASE COURSE.		

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



Detail Showing Method of Wedging

WEDGING DETAIL NO. 1

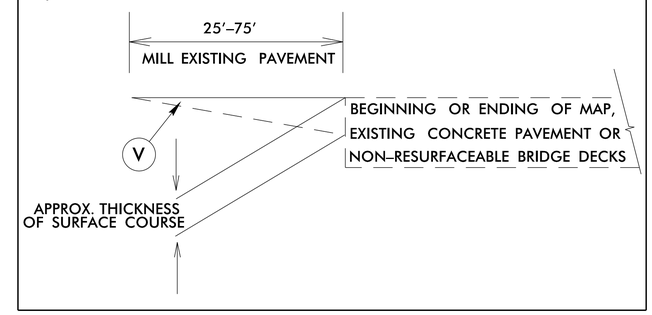
INCIDENTAL MILLING AT PAVEMENT TIE–INS

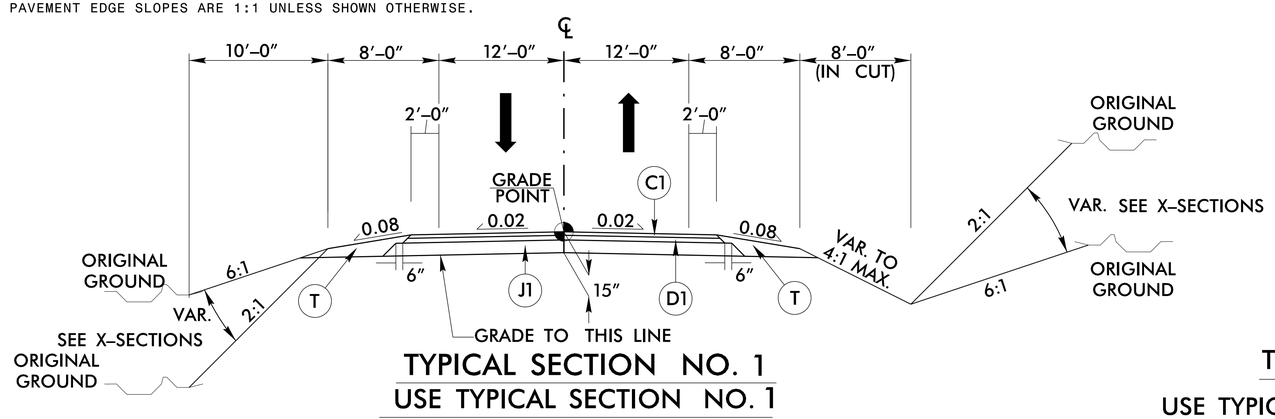
NOTES TO CONTRACTOR

For surface mixes over 1″ in thickness, mill the existing pavement in acoordance 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 map.

Perform the work in accordance with Section 607 of the January 2012 North Carolina Department of Transportation Standard Specifications for Roads and Structures. Resurfacing will be accomplished at the same time as the milling operation.





TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1

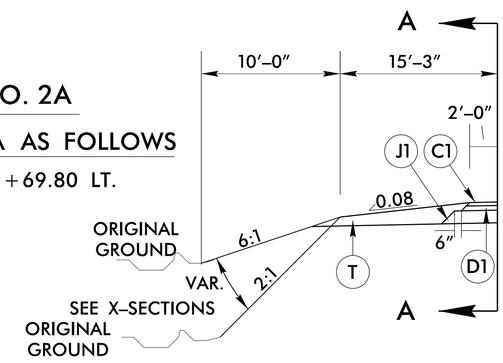
–L– STA. 10+30.09 TO STA. 11+34.97
–L– STA. 16+32.26 TO STA. 29+34.01

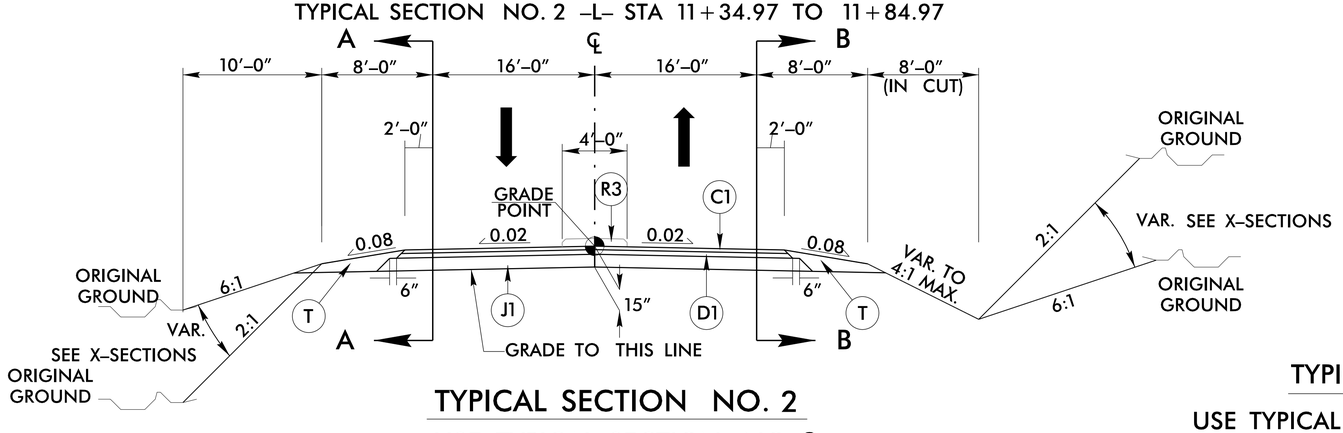
TRANSITION FROM TYPICAL SECTION NO. 1 TO TYPICAL SECTION NO. 2 –L– STA 11+34.97 TO 11+84.97

TYPICAL SECTION NO. 2A

USE TYPICAL SECTION NO. 2A AS FOLLOWS

–L– STA. 13+59.80 LT. TO 13+69.80 LT.





TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2

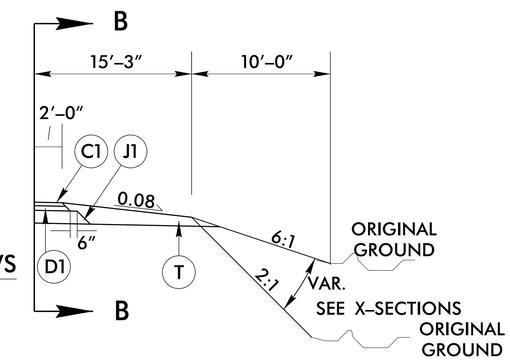
–L– STA. 11+84.97 TO STA. 14+52.26

TRANSITION FROM TYPICAL SECTION NO. 2 TO TYPICAL SECTION NO. 1 –L– STA 14+52.26 TO 16+32.26

TYPICAL SECTION NO. 2B

USE TYPICAL SECTION NO. 2B AS FOLLOWS

–L– STA. 13+14.53 RT. TO 13+24.53 RT.



6/2/99
SYTME
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