

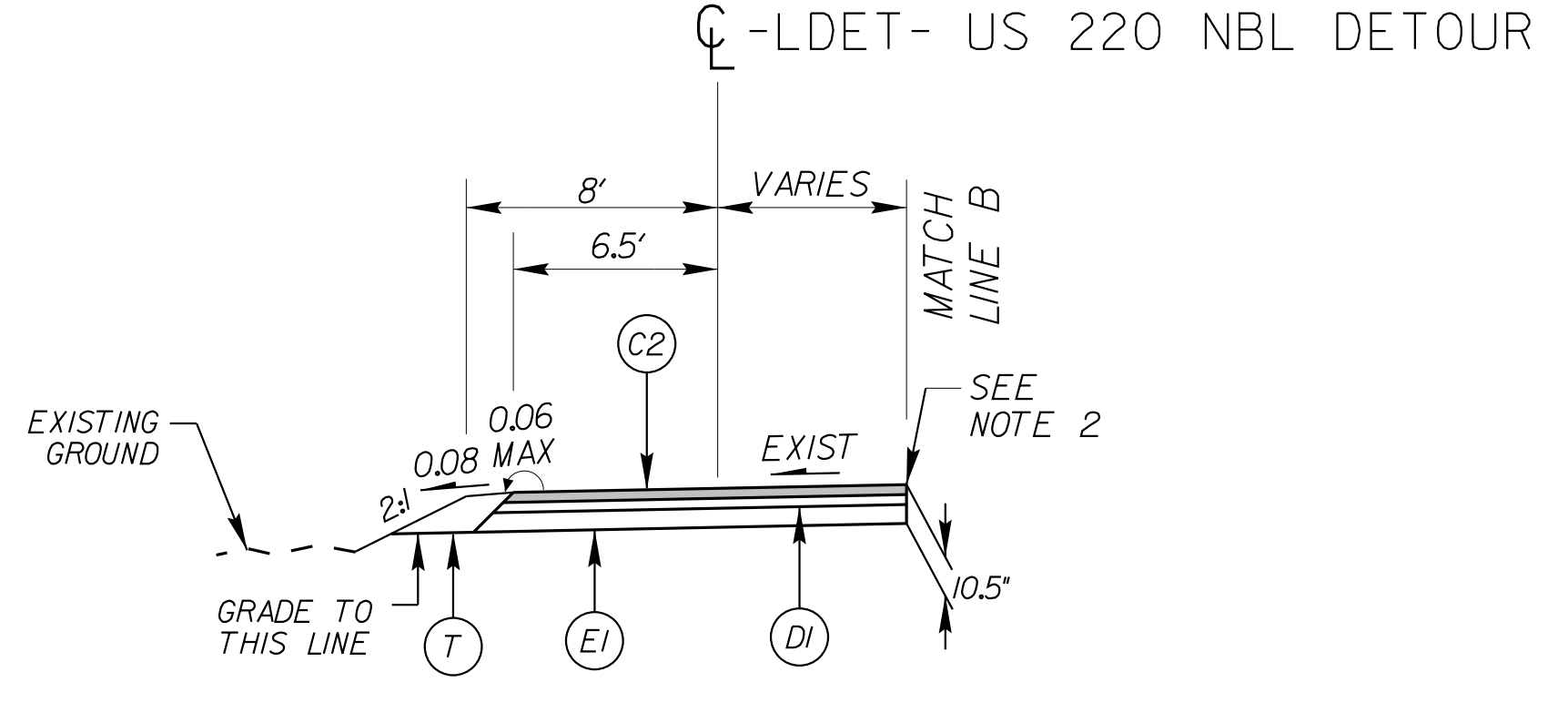
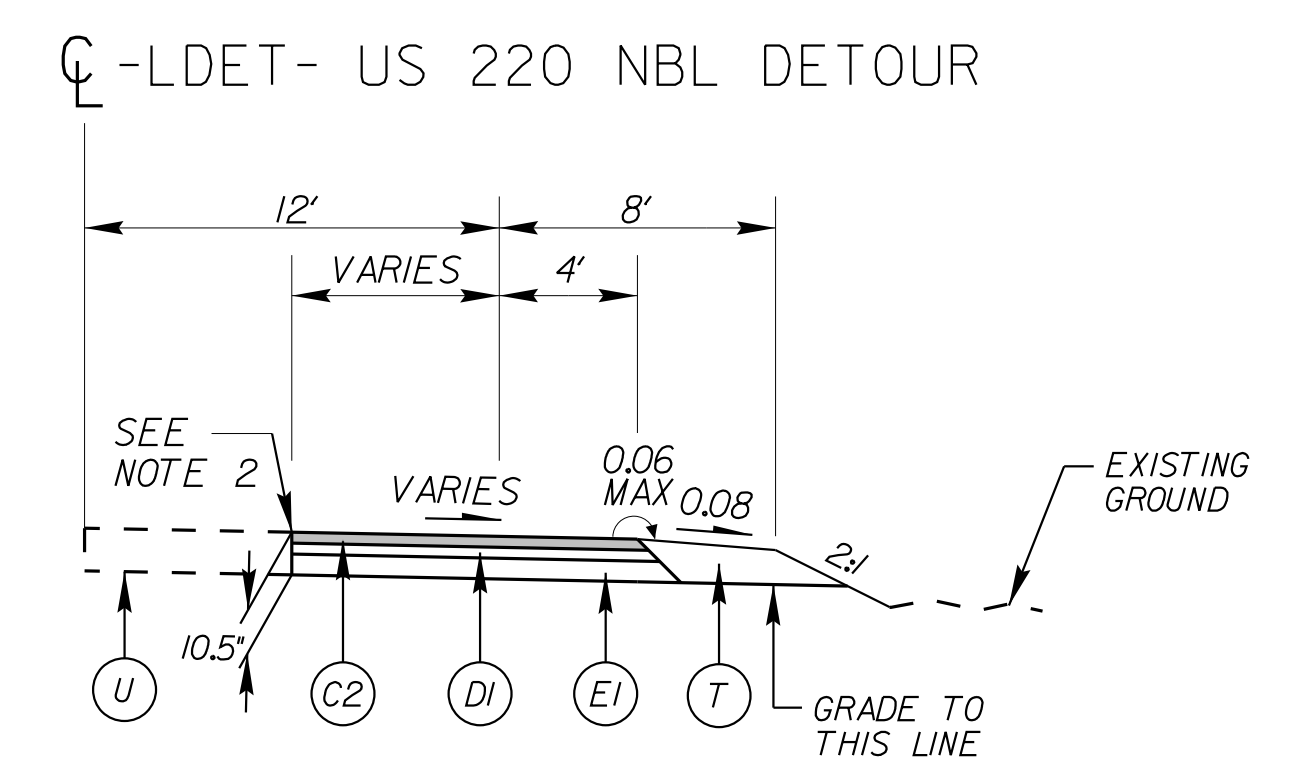
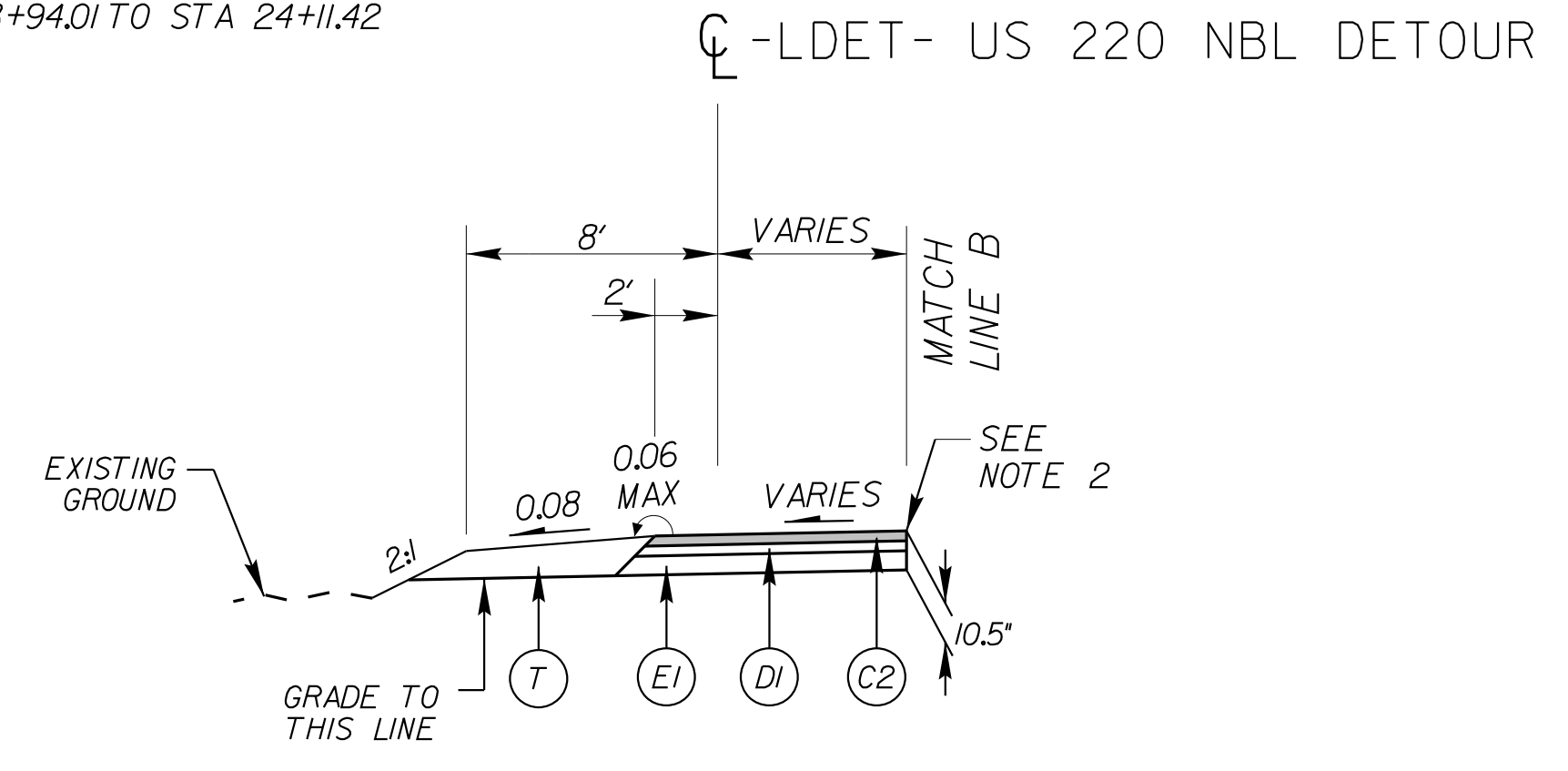
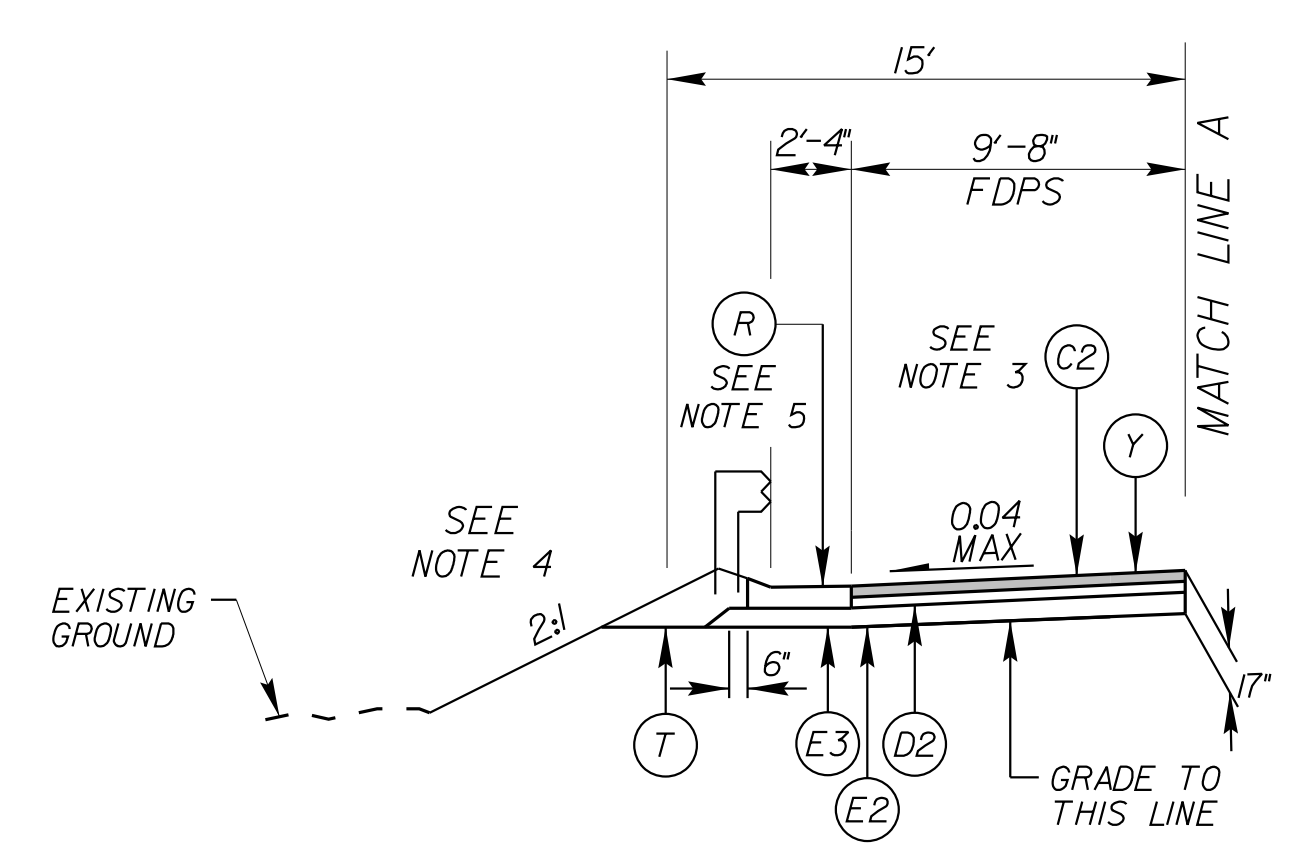
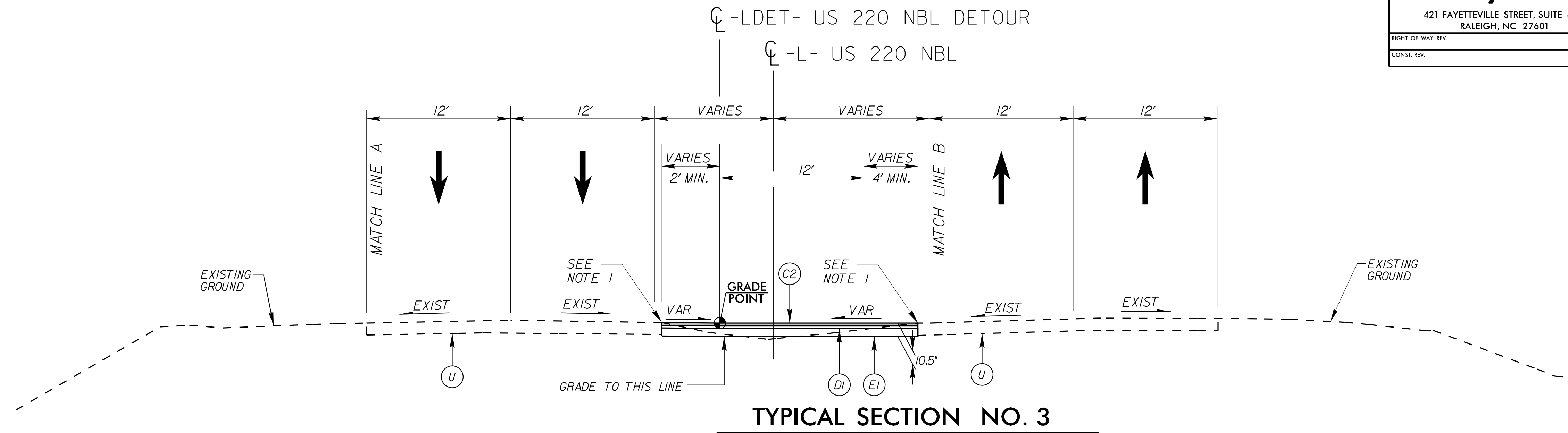
PROJECT REFERENCE NO. B-5352	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER JEFFREY W. MORRISON 3/26/2018	PAVEMENT DESIGN ENGINEER CLAYTON S. MORRISON 3/28/2018

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT DESIGN
(FINAL PAVEMENT DESIGN)

C1	1.5" S9.5C
C2	3" S9.5C
C3	VAR. DEPTH S9.5C
D1	2.5" I19.0C
D2	4" I19.0C
D3	VAR. DEPTH I19.0C
E1	5" B25.0C
E2	10" B25.0C
E3	VAR. DEPTH B25.0C
R	SHOULDER BERM GUTTER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	MILLING EXISTING PAVEMENT
W	VARIABLE DEPTH ASPHALT PAVEMENT
Y	MILLED RUMBLE STRIPS

REVISIONS



- NOTES:**
- 1) TIE TO EXISTING EDGE OF PAVEMENT
 - 2) TIE TO EXISTING EDGE OF TRAVEL
 - 3) CONSTRUCT -L- PAVEMENT UP TO, BUT NOT INCLUDING, THE FINAL LAYER OF SURFACE COURSE. THE FINAL LAYER (1.5" S9.5C) WILL BE CONSTRUCTED AS SHOWN ON TYPICAL SECTION NO. 1.
 - 4) SLOPES ARE STEEPER THAN 2:1 IN SOME AREAS TO AVOID SLOPE SLIVERS (SEE CROSS-SECTIONS)
 - 5) INSTALL SHOULDER BERM GUTTER FROM -L- STA 14+28.28 TO STA 14+38.38 (LT) AND FROM -LDET- STA 10+00.00 TO STA 16+86.00 (LT)
 - 6) SEE TRANSPORTATION MANAGEMENT PLANS FOR PCB LOCATIONS
 - 7) PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE

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