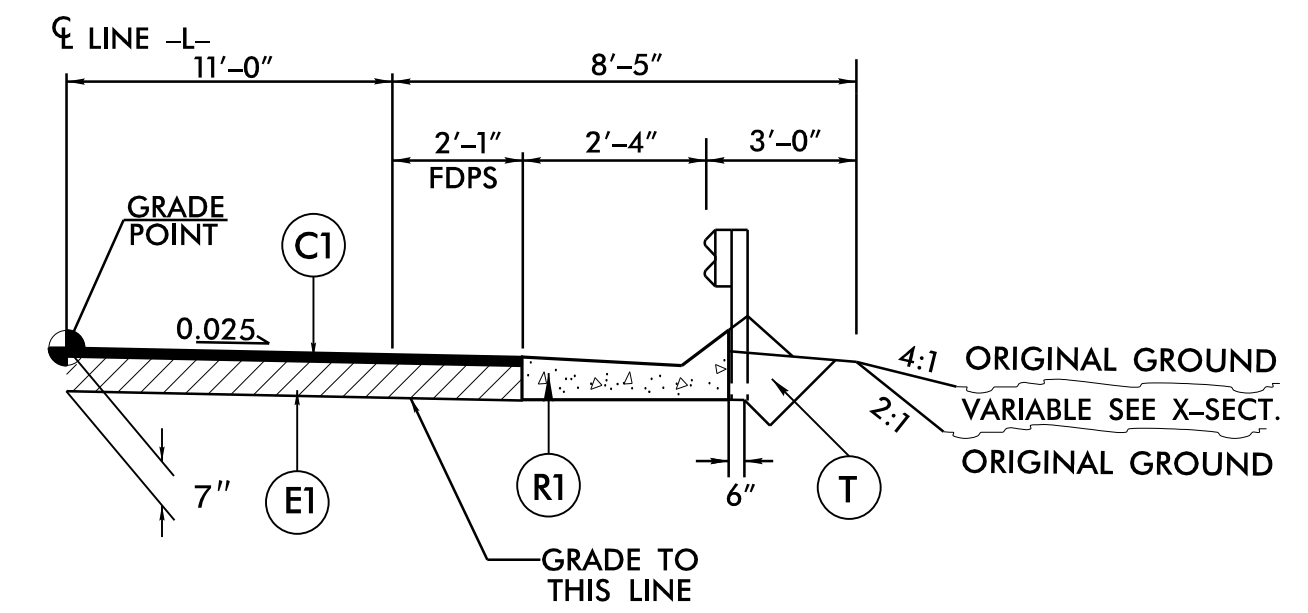
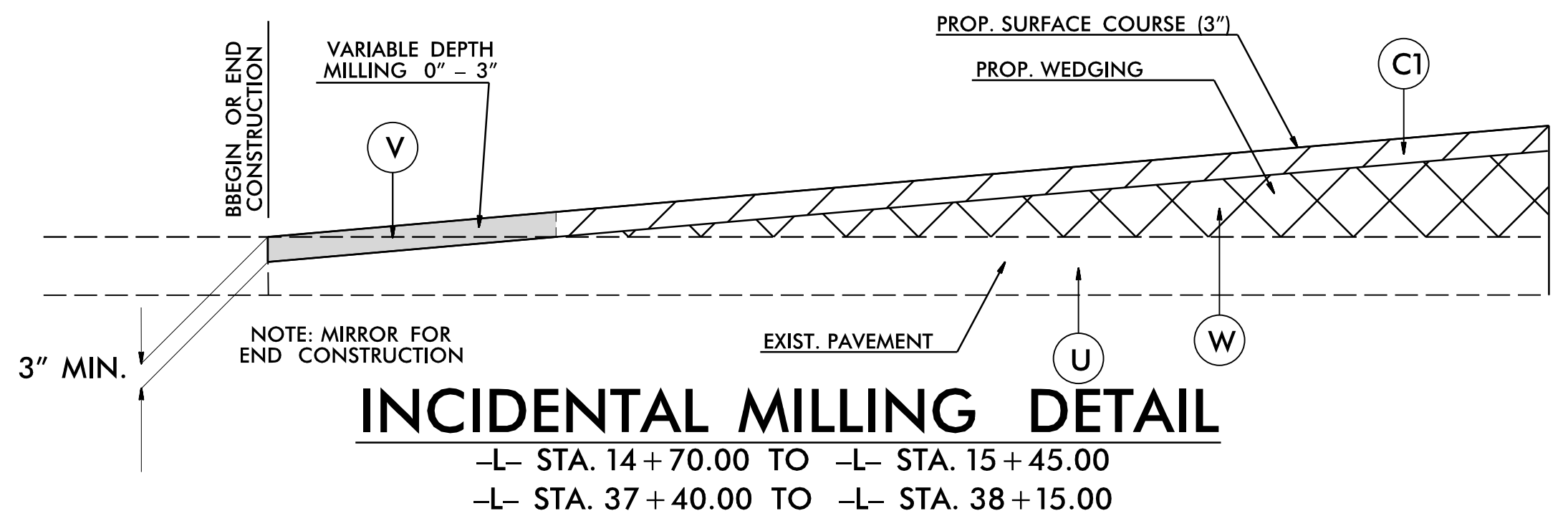
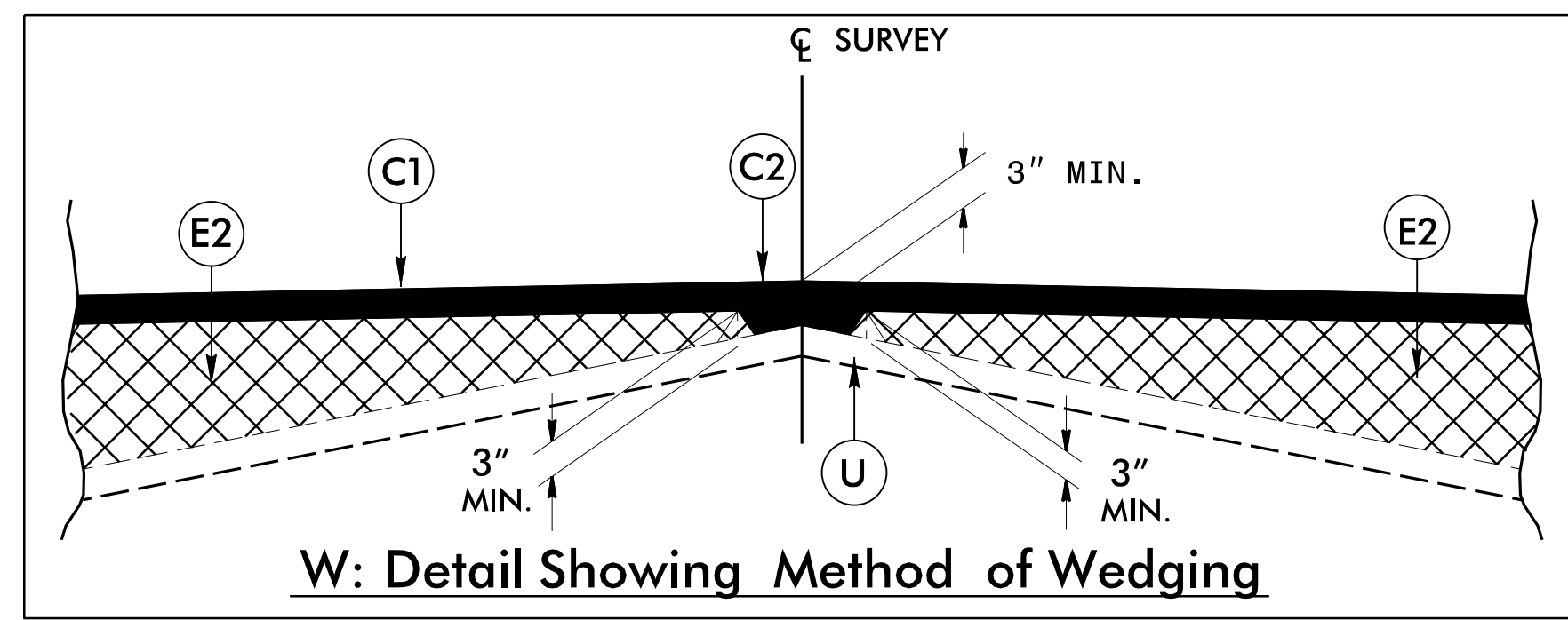
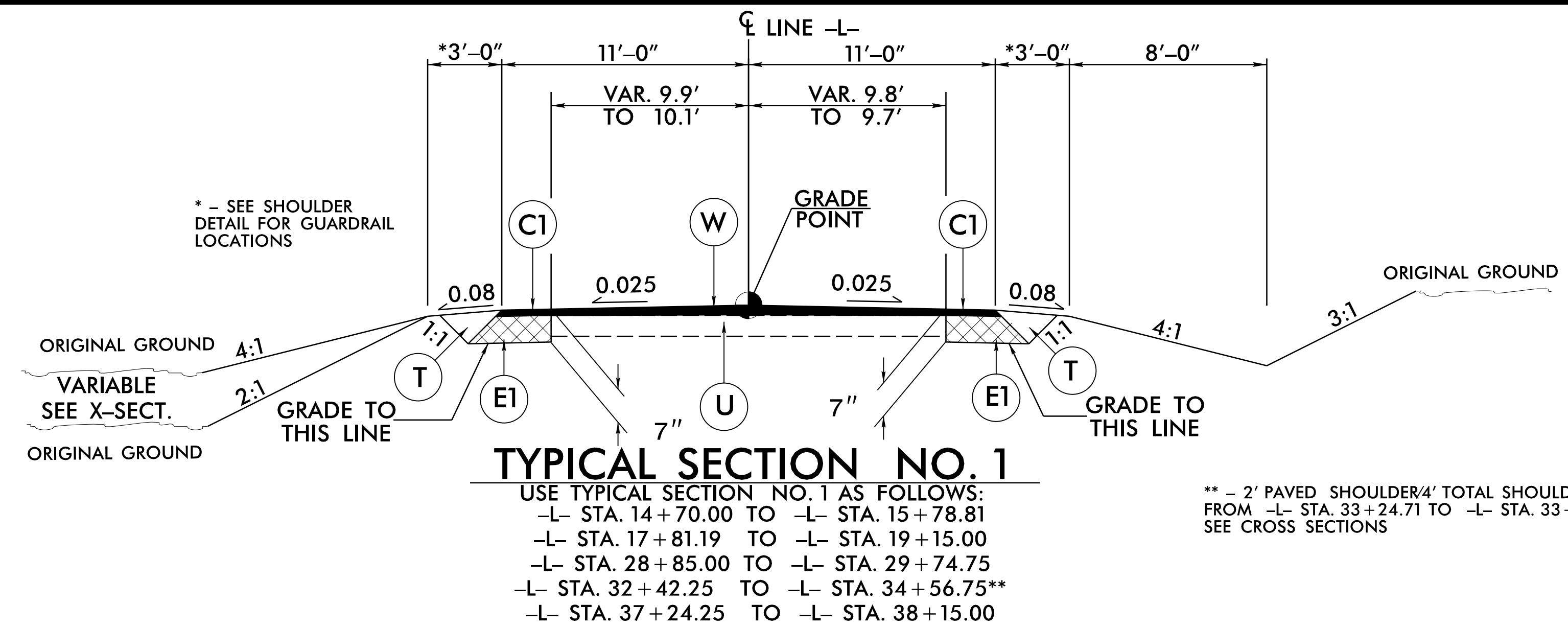


FINAL PAVEMENT SCHEDULE	
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	PROP. VAR. DEPTH ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 110 LBS. PER SQ. YD. PER 1" DEPTH. TO BE PLACED IN LAYERS NOT TO EXCEED 1 1/2" IN DEPTH.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E2	PROP. 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 LESS THAN 3" IN DEPTH OR GREATER THAN 5 1/2" IN DEPTH.
R1	SHOULDER BERM GUTTER
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V	MILLING BITUMINOUS PAVEMENT. (SEE MILLING DETAIL)
W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL)

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



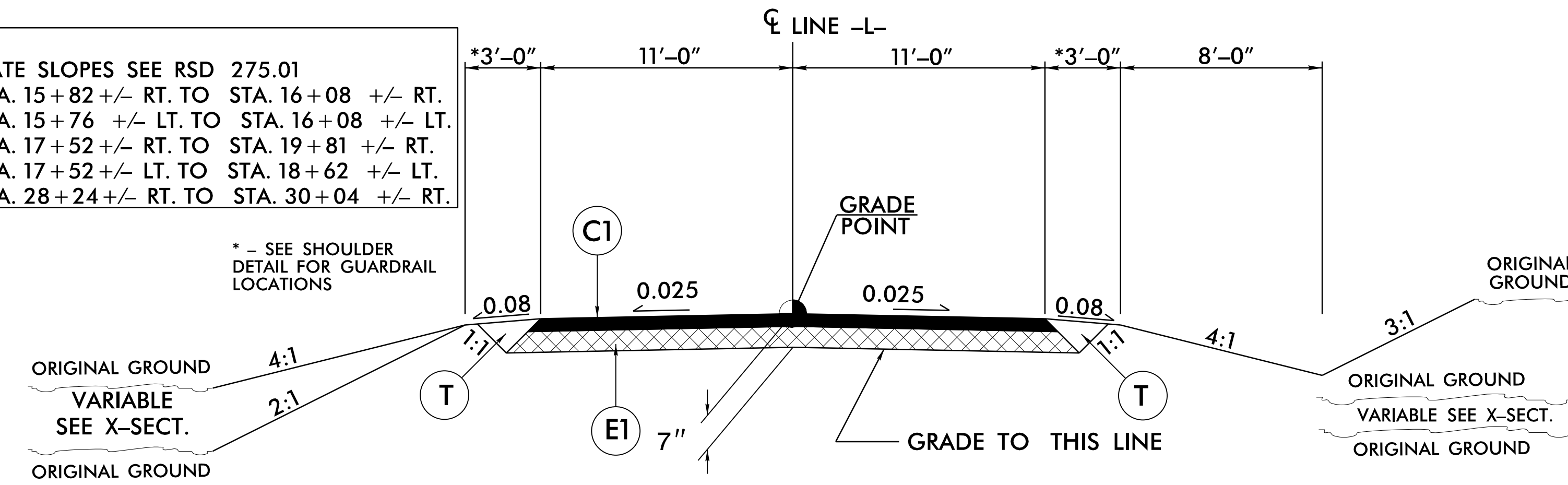
SHOULDER BERM GUTTER DETAIL
 USE SHOULDER BERM GUTTER DETAIL IN CONJUNCTION WITH TYPICAL SECTIONS NO. 1 & 2:
 -L- STA. 15+85.06 RT. TO STA. 16+17.94 RT.
 -L- STA. 17+42.06 RT. TO STA. 17+68.00 RT.
 -L- STA. 29+83.00 RT. TO STA. 30+13.88 RT.
 -L- STA. 29+89.00 LT. TO STA. 30+13.88 LT.
 -L- STA. 32+03.13 RT. TO STA. 32+48.50 RT.
 -L- STA. 32+03.13 LT. TO STA. 32+48.50 LT.
 -L- STA. 34+63.00 RT. TO STA. 34+95.88 RT.
 -L- STA. 34+63.00 LT. TO STA. 34+95.88 LT.
 -L- STA. 36+85.13 RT. TO STA. 36+99.25 RT.
 -L- STA. 36+85.13 LT. TO STA. 36+99.25 LT.



TYPICAL SECTION NO. 1
 USE TYPICAL SECTION NO. 1 AS FOLLOWS:
 -L- STA. 14+70.00 TO -L- STA. 15+78.81
 -L- STA. 17+81.19 TO -L- STA. 19+15.00
 -L- STA. 28+85.00 TO -L- STA. 29+74.75
 -L- STA. 32+42.25 TO -L- STA. 34+56.75**
 -L- STA. 37+24.25 TO -L- STA. 38+15.00

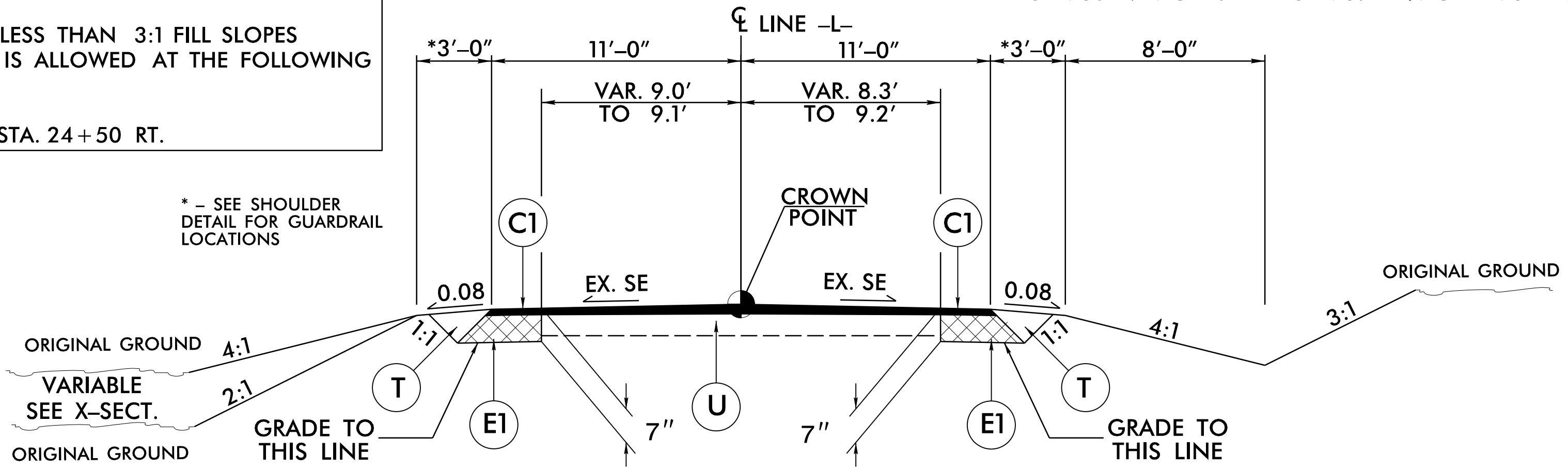
** - 2' PAVED SHOULDER/4' TOTAL SHOULDER FROM -L- STA. 33+24.71 TO -L- STA. 33+86.79 SEE CROSS SECTIONS

NOTE:
 ROCK PLATE SLOPES SEE RSD 275.01
 FROM STA. 15+82 +/- RT. TO STA. 16+08 +/- RT.
 FROM STA. 15+76 +/- LT. TO STA. 16+08 +/- LT.
 FROM STA. 17+52 +/- RT. TO STA. 19+81 +/- RT.
 FROM STA. 17+52 +/- LT. TO STA. 18+62 +/- LT.
 FROM STA. 28+24 +/- RT. TO STA. 30+04 +/- RT.



TYPICAL SECTION NO. 2
 USE TYPICAL SECTION NO. 2 AS FOLLOWS:
 -L- STA. 15+78.81 TO -L- STA. 16+28.81 (BEGIN BRIDGE)
 -L- STA. 17+31.19 (END BRIDGE) TO -L- STA. 17+81.19
 -L- STA. 29+74.75 TO -L- STA. 30+24.75 (BEGIN BRIDGE)
 -L- STA. 31+92.25 (END BRIDGE) TO -L- STA. 32+42.25
 -L- STA. 34+56.75 TO -L- STA. 35+06.75 (BEGIN BRIDGE)
 -L- STA. 36+74.25 (END BRIDGE) TO -L- STA. 37+24.25

NOTE:
 UTILIZATION OF LESS THAN 3:1 FILL SLOPES FOR SLIVER FILLS IS ALLOWED AT THE FOLLOWING LOCATIONS:
 STA. 21+00 RT.
 STA. 22+50 TO STA. 24+50 RT.



TYPICAL SECTION NO. 3
 USE TYPICAL SECTION NO. 3 AS FOLLOWS:
 -L- STA. 19+15.00 TO -L- STA. 28+85.00

PROJECT REFERENCE NO. BR-0111	SHEET NO. 2A-1
ROADWAY DESIGN ENGINEER 1/7/2020 	PAVEMENT DESIGN ENGINEER 1/7/2020
 1223 Jones Franklin Rd. Raleigh, N.C. 27606 License No. 5-0377 Bus: 919 851 8077 Fax: 919 851 8107	
TRANSPORTATION PLANNING/DESIGN - BRIDGE/STRUCTURE DESIGN CIVIL/SITE DESIGN - GIS/GPS - CONSTRUCTION OBSERVATION	
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

BRIDGE #320003
BRIDGE #320004
BRIDGE #320005

SHOULDER DETAIL
 USE SHOULDER DETAIL IN CONJUNCTION WITH TYPICAL SECTIONS NO. 1, 2 & 3:
 -L- STA. 15+53.81 TO -L- STA. 16+28.81 LT.
 -L- STA. 15+35.06 TO -L- STA. 16+28.81 RT.
 -L- STA. 17+31.19 TO -L- STA. 18+99.94 LT.
 -L- STA. 17+31.19 TO -L- STA. 19+74.94 RT.
 -L- STA. 29+31.00 TO -L- STA. 30+24.75 LT.
 -L- STA. 28+06.00 TO -L- STA. 30+24.75 RT.
 -L- STA. 31+92.25 TO -L- STA. 32+98.50 LT. & RT.
 -L- STA. 34+13.00 TO -L- STA. 35+06.75 LT. & RT.
 -L- STA. 36+74.25 TO -L- STA. 37+49.25 LT. & RT.