6/2/99
Daniel

PROJECT REFERENCE NO.	SHEET NO.
R-2514D	2A-1

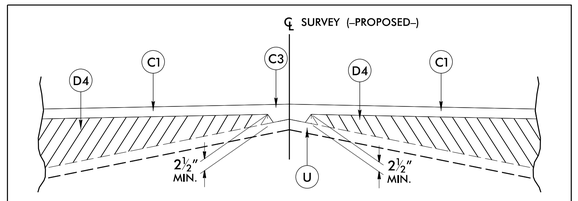
ROADWAY DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 033871 ENGINEER DANIEL W. GARDNER, JR.
3/19/2019
DocuSigned by: Daniel W. Gardner, Jr.
2F390F1E43CB4B0...

PAVEMENT DESIGN ENGINEER
NORTH CAROLINA PROFESSIONAL SEAL 031484 ENGINEER VLADIMIR G. MITCHEV
3/19/2019
DocuSigned by: Vladimir Mitchev
A8CBEF465DA847E...

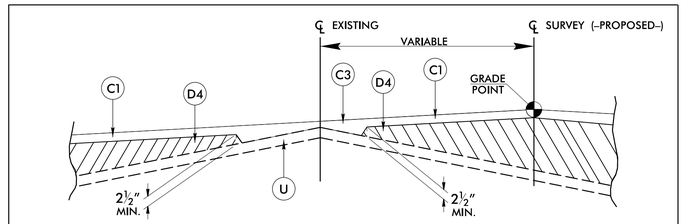
PAVEMENT SCHEDULE
(FINAL PAVEMENT DESIGN)

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	L	3" CLASS IV AGGREGATE STABILIZATION
C2	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS	P	PRIME COAT AT THE RATE OF 0.35 GAL. PER SQ. YD.
C3	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 LESS THAN 1½" OR GREATER THAN 2" IN DEPTH.	R1	2'-6" CONCRETE CURB AND GUTTER
D1	PROP. APPROX. 2½" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.	R2	5" MONOLITHIC CONCRETE ISLAND (KEYED IN)
D2	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	S	4" CONCRETE SIDEWALK
D3	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	T	EARTH MATERIAL
D4	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" OR GREATER THAN 4" IN DEPTH.	U	EXISTING PAVEMENT
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.	V	PROPOSED ASPHALT PAVEMENT MILLING (VAR. 0" TO 3")
E2	PROP. APPROX. 4½" ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 513 LBS. PER SQ. YD.	W	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL)
J1	PROP. 8" AGGREGATE BASE COURSE	Y	PROPOSED MILLED RUMBLE STRIPS (SEE STD. 665.01)
J2	PROP. VAR. DEPTH AGGREGATE BASE COURSE		

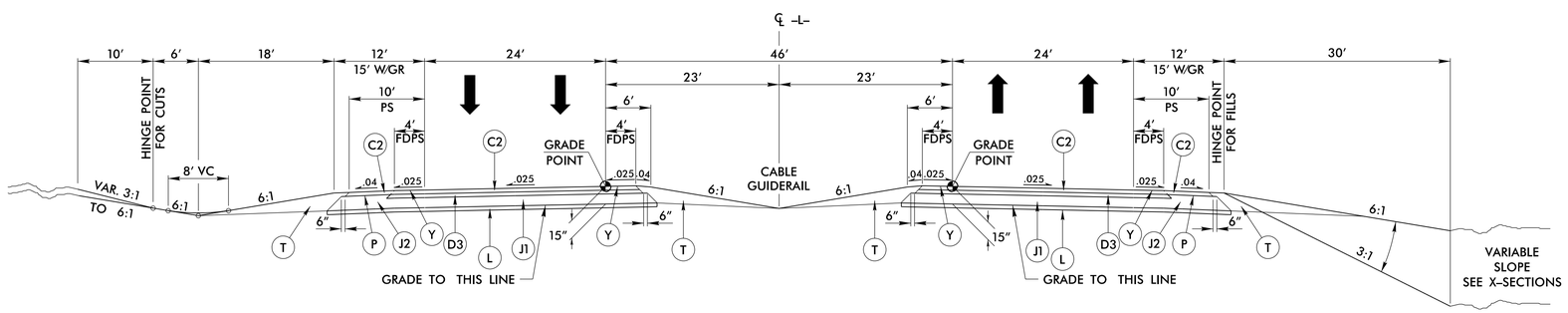
NOTES: 1) PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.
2) MILL EXISTING PAVEMENT AT END OF GRADE TIE-IN LOCATIONS.



Detail Showing Method of Wedging
✱ NOTE: FOR –Y10–



Detail Showing Method of Wedging
✱ NOTE: FOR –Y10–



TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1 FOR:

–L– STA. 300+00.00 TO –L– STA. 319+69.60 LT LANE (BEGIN BRIDGE)
–L– STA. 300+00.00 TO –L– STA. 319+86.34 RT LANE (BEGIN BRIDGE)
–L– STA. 320+90.60 LT LANE (END BRIDGE) TO –L– STA. 362+99.90 LT LANE (BEGIN BRIDGE)
–L– STA. 321+07.34 RT LANE (END BRIDGE) TO –L– STA. 362+86.71 RT LANE (BEGIN BRIDGE)
–L– STA. 363+91.40 LT LANE (END BRIDGE) TO –L– STA. 370+65.00 LT LANE (BEGIN BRIDGE)
–L– STA. 363+78.21 RT LANE (END BRIDGE) TO –L– STA. 370+65.00 RT LANE (BEGIN BRIDGE)
–L– STA. 375+40.00 LT LANE (END BRIDGE) TO –L– STA. 383+30.00 LT LANE (BEGIN BRIDGE)
–L– STA. 375+40.00 RT LANE (END BRIDGE) TO –L– STA. 383+30.00 RT LANE (BEGIN BRIDGE)
–L– STA. 395+65.00 LT LANE (END BRIDGE) TO –L– STA. 428+14.00 LT LANE (BEGIN BRIDGE)
–L– STA. 395+65.00 RT LANE (END BRIDGE) TO –L– STA. 428+01.03 RT LANE (BEGIN BRIDGE)
–L– STA. 429+09.66 LT LANE (END BRIDGE) TO –L– STA. 525+11.51 LT LANE (BEGIN BRIDGE)
–L– STA. 428+96.70 RT LANE (END BRIDGE) TO –L– STA. 526+05.06 RT LANE (BEGIN BRIDGE)
–L– STA. 527+37.01 LT LANE (END BRIDGE) TO –L– STA. 560+69.81 LT LANE (BEGIN BRIDGE)
–L– STA. 528+30.56 RT LANE (END BRIDGE) TO –L– STA. 560+73.18 RT LANE (BEGIN BRIDGE)
–L– STA. 561+59.11 LT LANE (END BRIDGE) TO –L– STA. 623+35.00
–L– STA. 561+60.04 RT LANE (END BRIDGE) TO –L– STA. 623+35.00

NOTES:
1) END CONSTRUCTION OF ACCELERATION LANE –L– STA. 629+75.72 RT.
2) USE 2:1 REINFORCED SOIL SLOPES –L– STA. 527+00.00 TO STA. 532+00.00 LT.
3) USE 3:1 FILL SLOPE IN WETLAND AREAS

–L– STA. 303+00.00 (LT) TO –L– STA. 304+00.00 (LT)
–L– STA. 431+50.00 (LT) TO –L– STA. 433+50.00 (LT)
–L– STA. 432+50.00 (RT) TO –L– STA. 434+50.00 (RT)
–L– STA. 436+50.00 (RT) TO –L– STA. 438+00.00 (RT)
–L– STA. 437+00.00 (LT) TO –L– STA. 441+50.00 (LT)
–L– STA. 442+00.00 (RT) TO –L– STA. 445+50.00 (RT)
–L– STA. 444+50.00 (LT) TO –L– STA. 447+00.00 (LT)
–L– STA. 455+00.00 (LT) TO –L– STA. 455+50.00 (LT)
–L– STA. 457+50.00 (LT) TO –L– STA. 459+00.00 (LT)
–L– STA. 462+50.00 (LT) TO –L– STA. 463+00.00 (LT)
–L– STA. 463+00.00 (RT) TO –L– STA. 464+00.00 (RT)
–L– STA. 472+50.00 (RT) TO –L– STA. 474+50.00 (RT)
–L– STA. 473+50.00 (LT) TO –L– STA. 475+00.00 (LT)
–L– STA. 476+00.00 (RT) TO –L– STA. 477+00.00 (RT)
–L– STA. 479+00.00 (LT) TO –L– STA. 480+00.00 (LT)
–L– STA. 482+00.00 (LT) TO –L– STA. 482+50.00 (LT)
–L– STA. 490+00.00 (RT) TO –L– STA. 491+00.00 (RT)
–L– STA. 490+50.00 (LT) TO –L– STA. 492+00.00 (LT)
–L– STA. 493+00.00 (RT) TO –L– STA. 495+50.00 (RT)
–L– STA. 493+50.00 (LT) TO –L– STA. 496+00.00 (LT)
–L– STA. 503+50.00 (RT) TO –L– STA. 506+50.00 (RT)
–L– STA. 520+00.00 (LT) TO –L– STA. 520+50.00 (LT)
–L– STA. 520+00.00 (RT) TO –L– STA. 520+50.00 (RT)
–L– STA. 527+50.00 (LT) TO –L– STA. 528+50.00 (LT)
–L– STA. 529+50.00 (LT) TO –L– STA. 531+50.00 (LT)
–L– STA. 531+00.00 (RT) TO –L– STA. 531+50.00 (RT)
–L– STA. 535+00.00 (RT) TO –L– STA. 536+00.00 (RT)
–L– STA. 536+25.00 (LT) TO –L– STA. 537+00.00 (LT)
–L– STA. 548+00.00 (LT) TO –L– STA. 551+50.00 (LT)
–L– STA. 548+50.00 (RT) TO –L– STA. 553+00.00 (RT)
–L– STA. 562+00.00 (LT) TO –L– STA. 563+50.00 (LT)
–L– STA. 584+00.00 (LT) TO –L– STA. 588+50.00 (LT)
–L– STA. 584+50.00 (RT) TO –L– STA. 586+50.00 (RT)
–L– STA. 591+00.00 (LT) TO –L– STA. 592+50.00 (LT)
–L– STA. 591+50.00 (RT) TO –L– STA. 593+00.00 (RT)
–L– STA. 610+00.00 (LT) TO –L– STA. 612+00.00 (LT)
–L– STA. 626+25.00 (RT) TO –L– STA. 627+75.00 (RT)

NOTE: USE MILLED RUMBLE STRIPS FOR MEDIAN AND OUTSIDE ASPHALT PAVED SHOULDERS. SEE STD. 665.01

3/15/2019
R:\Roadway\Proj\R2514D\Roadway\Proj\R2514D_Rdy_typ.dgn
R2514D_01\Cadd\R2514D\Roadway
thuffman