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PROJECT REFERENCE NO.	SHEET NO.
17BP.14.R.207	2A-1
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER

MACON COUNTY
BRIDGE #550181

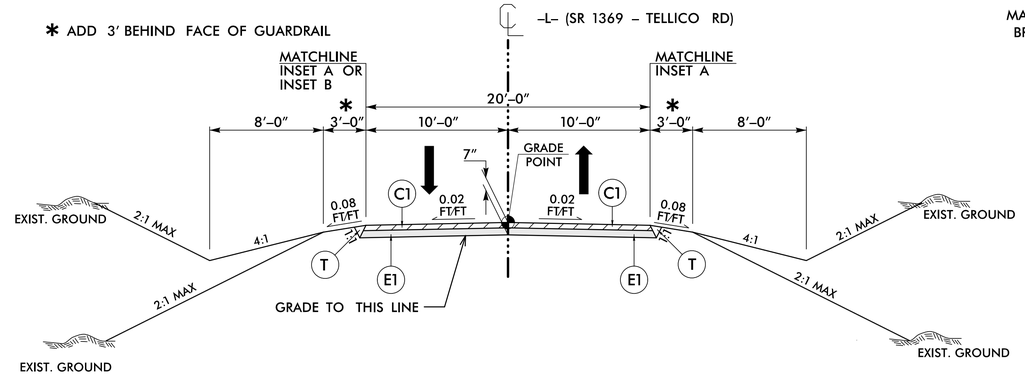
NORTH CAROLINA PROFESSIONAL SEAL 35018 ENGINEER JIMMY L. TERRY 8/22/2019

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

TGS ENGINEERS
804-C N. LAFAYETTE ST
SHELBY, NC 28150
PH (704) 476-0003
CORP. LICENSE NO.: C-0275

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 ½" IN DEPTH.
E1	PROP. APPROX. 4" ASPHALT CONCRETE BASE COURSE, TYPE B25.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
R1	8" X 18" CONCRETE CURB
T	EARTH MATERIAL

PAVEMENT EDGE SLOPES ARE 1:1 UNLESS OTHERWISE SHOWN.



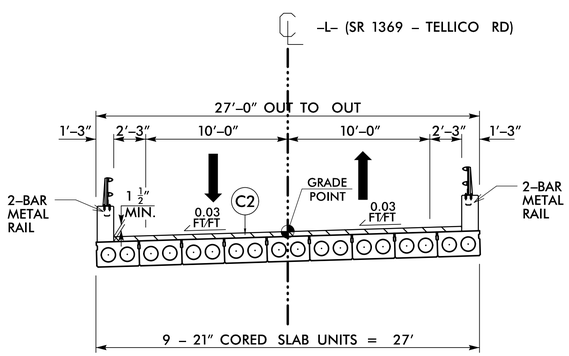
TYPICAL SECTION NO. 1

USE TYPICAL SECTION NO. 1

-L- STA. 12+00.00 TO -L- STA. 12+71.20 (BEGIN BRIDGE)
-L- STA. 13+28.80 (END BRIDGE) TO 14+60.00

NOTE: TRANSITION BETWEEN EXISTING AND TYP. SECT. NO.1 AS FOLLOWS:

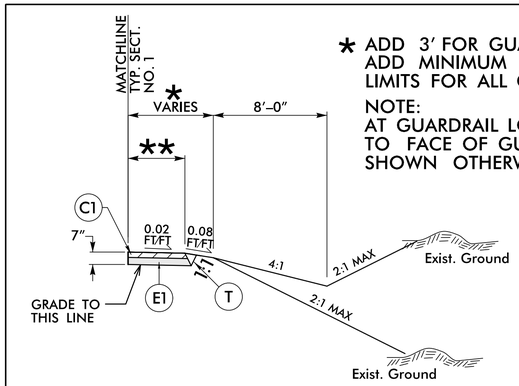
-L- STA. 11+50.00 TO -L- STA. 12+00.00
-L- STA. 14+60.00 TO -L- STA. 15+10.00



TYPICAL SECTION NO. 2

USE TYPICAL SECTION NO. 2

-L- STA. 12+71.20 TO -L- STA. 13+28.80



* ADD 3' FOR GUARDRAIL LOCATIONS
ADD MINIMUM 2' PAST PAVED SHOULDER LIMITS FOR ALL OTHER LOCATIONS

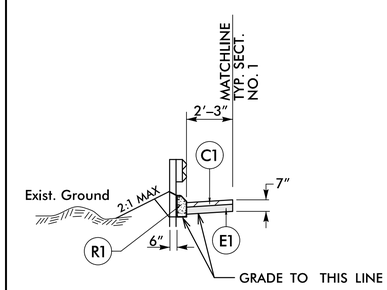
NOTE:
AT GUARDRAIL LOCATIONS PAVE TO FACE OF GUARDRAIL UNLESS SHOWN OTHERWISE ON PLANS.

INSET A

USE INSET A

** FDPS WIDTH	STA. TO STA.
0'-0" TO 3'-4"	-L- STA. 11+98.52 TO -L- STA. 12+05.28 LT
3'-4"	-L- STA. 12+05.28 TO -L- STA. 12+27.98 LT
2'-5" TO 3'-4"	-L- STA. 12+27.98 TO -L- STA. 12+67.73 (BEGIN APPROACH SLAB) LT
0'-0" TO 3'-7"	-L- STA. 11+58.25 TO -L- STA. 12+50.41 (BEGIN APPROACH SLAB) RT
0'-0" TO 2'-10"	-L- STA. 13+68.29 (END 8X18 CURB) TO -L- STA. 14+21.38 RT
0'-0" TO 2'-6"	-L- STA. 13+30.11 (END APPROACH SLAB) TO -L- STA. 13+35.24 RT

INSET B



USE INSET B

-L- STA. 13+47.23 (END APPROACH SLAB)
TO -L- STA. 13+68.29 LT

6/2/99
7/30/2019
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Usertsmelvin