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6/2/99

PROJECT REFERENCE NO.	SHEET NO.
U-5105	2A-1

CALYX ENGINEERS + CONSULTANTS

PAVEMENT DESIGN ENGINEER: NORTH CAROLINA PROFESSIONAL SEAL 39779 ENGINEER JEREMY R. HAMM — Signature: Jeremy R. Hamm — 2/22/2018

ROADWAY DESIGN ENGINEER: NORTH CAROLINA PROFESSIONAL SEAL 15759 ENGINEER STEPHEN C. BRONDE — Signature: Stephen C. Bronde — 2/22/2018

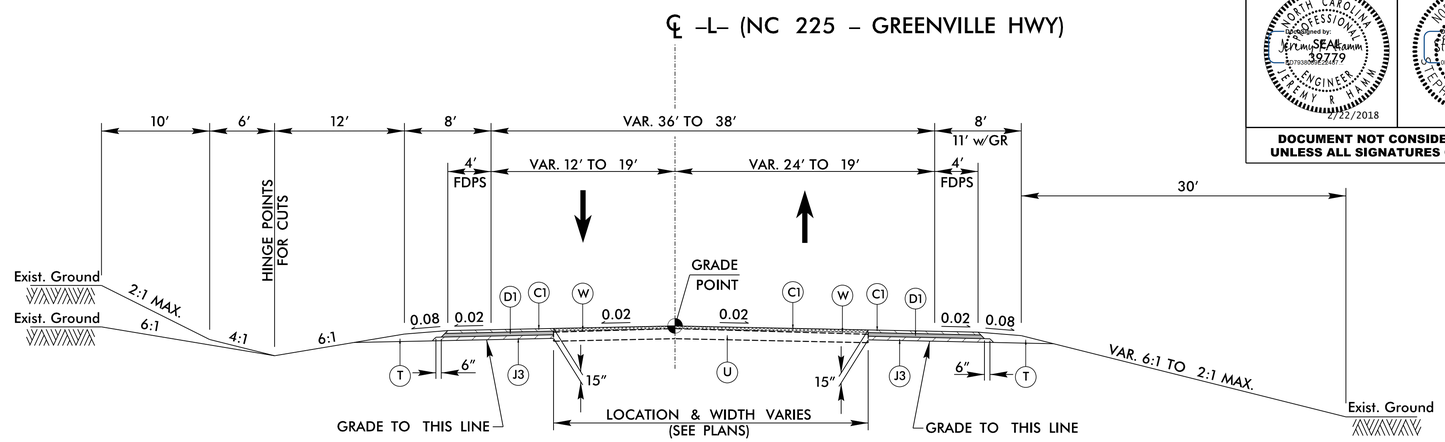
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PAVEMENT SCHEDULE

(FINAL PAVEMENT DESIGN 11/27/2017)

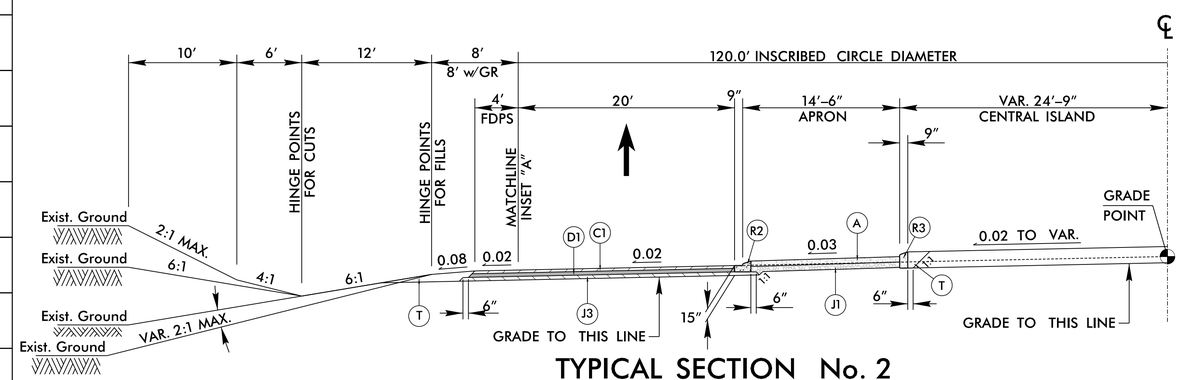
A	7" PORTLAND CEMENT CONCRETE PAVEMENT. (TINTED AS DIRECTED BY ENGINEER)
C1	PROP. APPROX. 3" ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
C2	VAR. DEPTH OF ASPHALT CONCRETE SURFACE COURSE TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD. IN EACH OF TWO LAYERS.
D1	PROP. APPROX. 4" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
D2	VAR. DEPTH ASPHALT CONCRETE INTERMEDIATE COURSE TYPE I19.0C, AT AN AVERAGE RATE OF 456 LBS. PER SQ. YD.
E1	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 GREATHER THAN 5½" IN DEPTH.
J1	4" AGGREGATE BASE COURSE.
J2	6" AGGREGATE BASE COURSE.
J3	8" AGGREGATE BASE COURSE.
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	1'-6" CONCRETE CURB AND GUTTER (MOUNTABLE).
R3	9" X 18" CONCRETE CURB.
R4	8" X 12" CONCRETE CURB.
R5	EXPRESSWAY GUTTER
S	4" CONCRETE SIDEWALK
T	EARTH MATERIAL.
U	EXISTING PAVEMENT.
V	INCIDENTAL MILLING (0"-3" IN DEPTH)
W	WEDGING

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



TYPICAL SECTION No. 1

USE TYPICAL SECTION NO. 1 AS FOLLOWS:
–L– STA. 16+90.00 TO 20+00.00

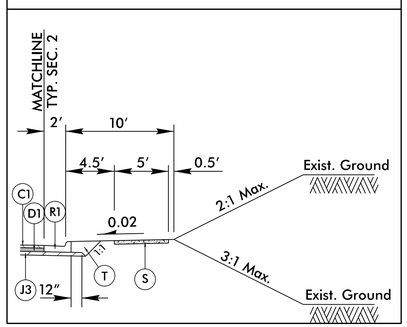


TYPICAL SECTION No. 2

NOTE:
THE ROUNDABOUT IS DESIGNED ON A CONSTANT-SLOPE PLANE

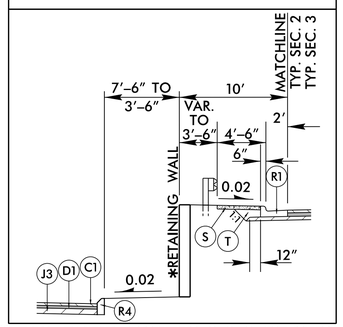
USE TYPICAL SECTION NO. 2 AS FOLLOWS:
–L– STA. 20+03.31 TO 21+23.33
NOTE:
SEE INSET 'A'

INSET "A"



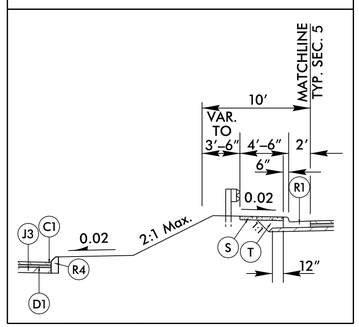
USE INSET "A" W/TYPICAL NO. 1 & 2 AS FOLLOWS:
TYPICAL 1 –L– STA. 16+90.00 TO 18+72.86
TYPICAL 2 –L– STA. 20+63.31 TO 21+23.33

INSET "B"

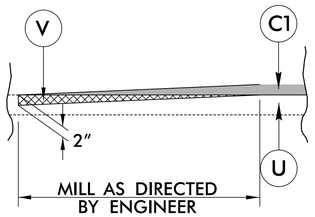


USE INSET "B" W/TYPICAL NO. 2 & 3 AS FOLLOWS:
TYPICAL 2 –L– STA. 20+74.46 TO 21+23.33 LT
TYPICAL 3 –L– STA. 21+50.00 TO 22+55.22 LT
TYPICAL 4 –L– STA. 21+23.33 TO 21+50.00 LT
*RETAINING WALL STA. 21+68.00 TO 22+30.00

INSET "C"

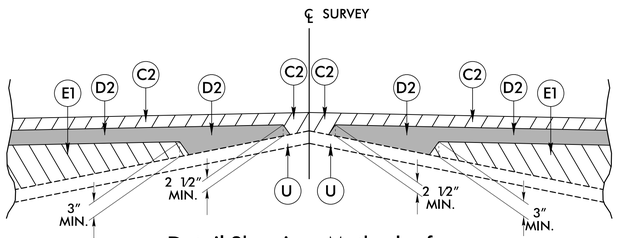


USE INSET "C" W/TYPICAL NO. 4 AS FOLLOWS:
TYPICAL 5 –Y1– STA. 20+07.01 TO 20+40.90 RT



MILLING DETAIL

MILL EXISTING PAVEMENT AT THE FOLLOWING END ALIGNMENTS:
–L– STA. 16+90.00 & 24+90.00
–Y1– STA. 16+60.00
–Y2– STA. 17+85.00
–Y3– STA. 11+10.00



Detail Showing Method of Symetrical Wedging for –L–, –Y1– & –Y2–

2/21/2018
R:\Roadway\Proj\U5105_rdy_typ.dgn
mwilliams