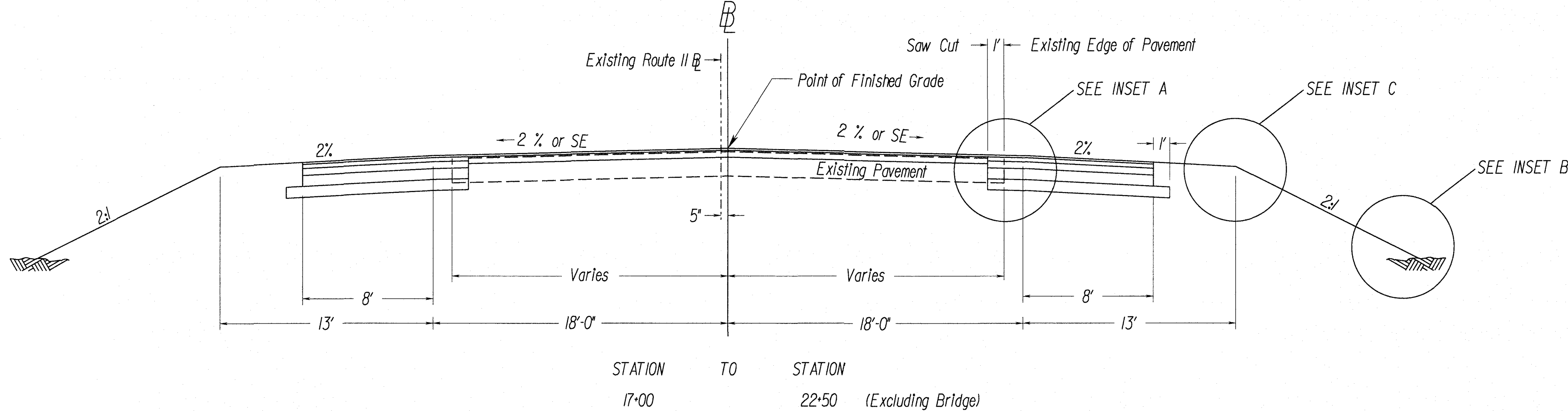


PROJECT MANAGER R. Edward Coke, P.E., Salem S&B (540) 387-5221
SURVEYED BY and DATE COMPLETED Gary Brant, L.S., Salem L&D (540) 387-5227, August 23, 2011
DESIGNED BY Brian G. Benda, P.E., Alvi Associates, Inc. (410) 321-8877
SALEM DISTRICT DESIGN UNIT

TYPICAL SECTIONS

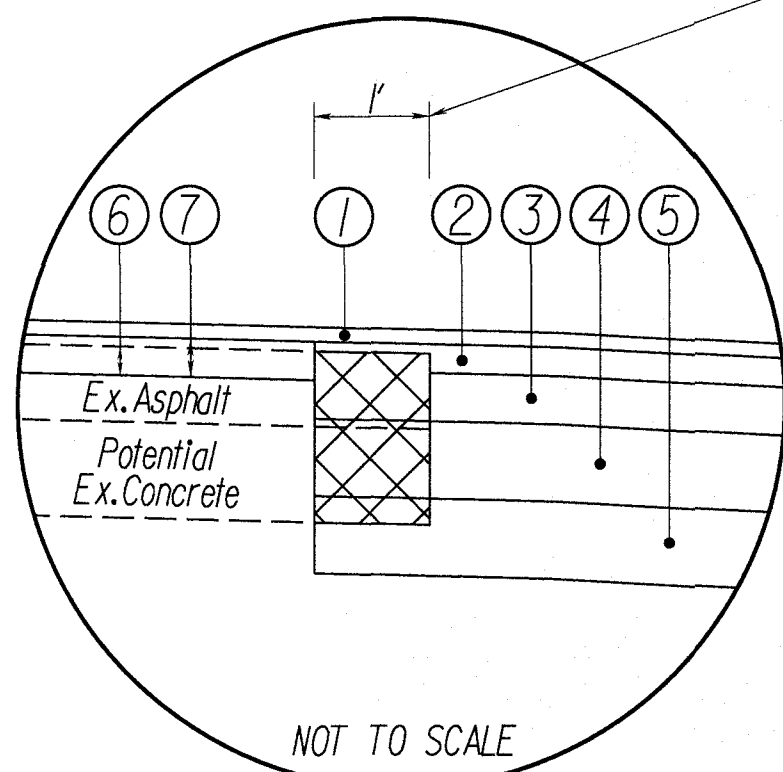
ROUTE 11 CONSTRUCTION



NOTES

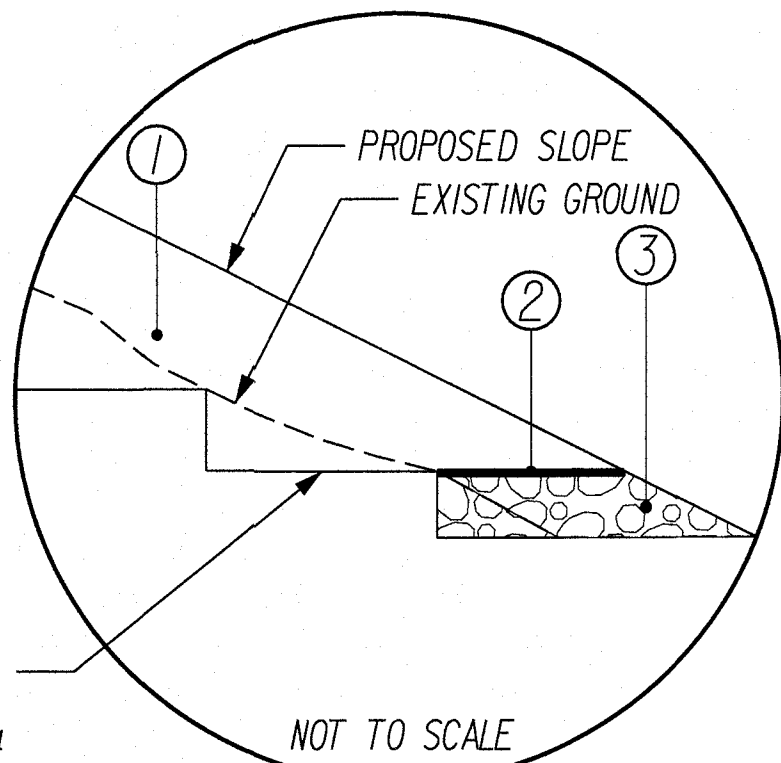
1. FULL-DEPTH PAVEMENT SHALL EXTEND ACROSS THE FULL WIDTH OF ROUTE 11 WHERE ILLUSTRATED ON SHEET NO.3.
2. AT THE NORTH END OF THE PROJECT, TRANSITION ALL LANES, PAVED AND GRADED SHOULDERS, AND SIDE SLOPES FROM EXISTING TO PROPOSED AS ILLUSTRATED ON SHEET NO.3.
3. SEE SHOULDER DETAIL WHERE GUARDRAIL IS REQUIRED.

INSET A



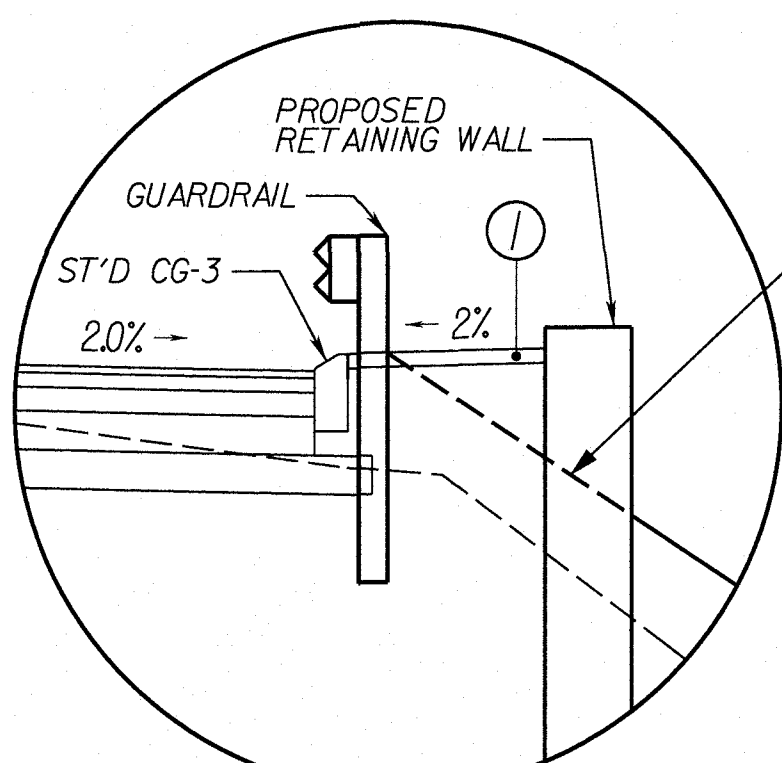
SAW CUT AND REMOVE 1' INSIDE THE EDGE OF EXISTING PAVEMENT.

INSET B



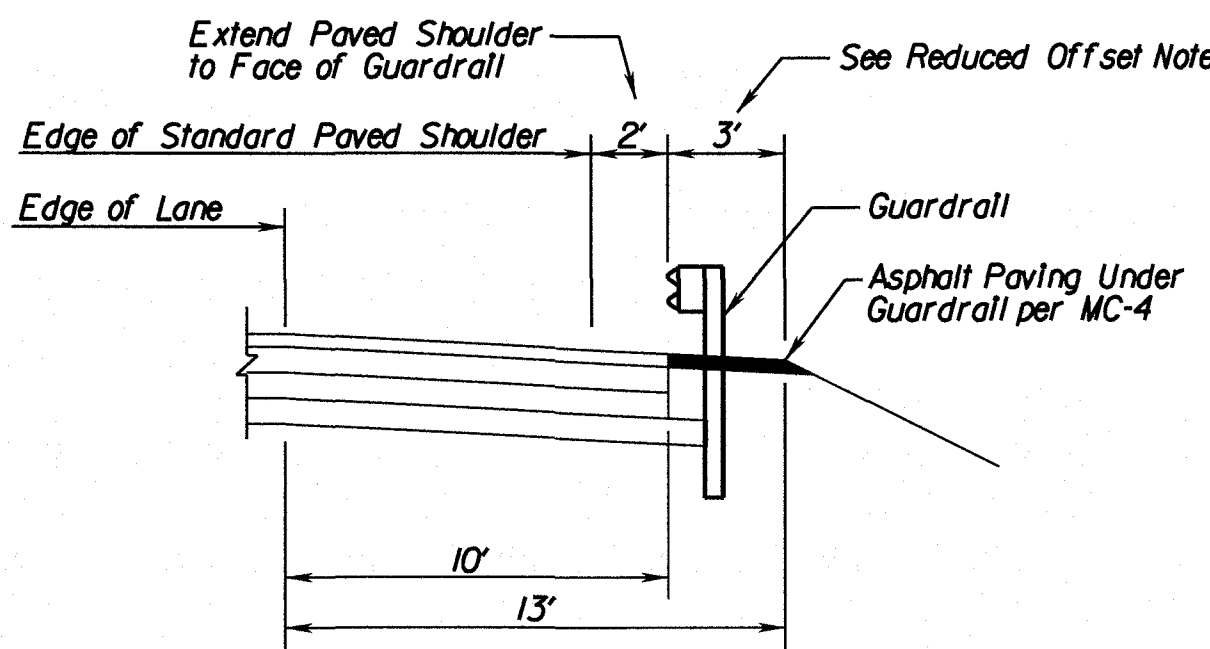
BENCH EXISTING SLOPE IN ACCORDANCE WITH VDOT SPECIFICATION 303.04

INSET C



PROPOSED GRADING JUST BEYOND WALL (AT STATION 21+20) (SEE NOTE BELOW)

Shoulder Detail Where Guardrail is Required



REDUCED OFFSET NOTE:
REDUCE 3' OFFSET TO 1' (MIN) FROM STA. 21+20 TO 21+40 (RIGHT) SO THAT THE PROPOSED 2% FILL SLOPE TIES TO THE TOP OF THE EXISTING HINGE POINT AND DOES NOT IMPACT THE ADJACENT CREEK. LONGER GUARDRAIL POST (GR-2 8' POST) SHOULD BE USED IN THIS APPLICATION.

PAVEMENT

- 1 ASPHALT CONCRETE SURFACE COURSE, TYPE SM-9.5D (AT 175 LBS/SY)
- 2 ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE IM-19.0D (AT 350 LBS/SY)
- 3 5" ASPHALT CONCRETE BASE COURSE, TYPE BM-25.0A
- 4 8" AGGREGATE BASE MATERIAL, TYPE I, NO. 21-B
- 5 8" NO. 1 AGGREGATE
OMIT IN AREA ABOVE SELECT BACKFILL FOR ABUTMENTS.
- 6 MILL 2"
- 7 3" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE IM-19.0D
INCREASE DEPTH AS NEEDED FOR BUILD-UP. THE MINIMUM AND MAXIMUM LIFT THICKNESSES SHALL BE PER SECTION 315.05(C) OF THE 2016 ROAD AND BRIDGE SPECIFICATIONS.

EMBANKMENT STABILIZATION

FROM STATIONS 17+50 TO 19+85 (LEFT)
FROM STATIONS 18+00 TO 19+60 (RIGHT)
FROM STATIONS 21+00 TO 22+00 (LEFT)

- 1 CONSTRUCT EMBANKMENT UTILIZING CONTINUOUS BENCHING AND STANDARD METHODS
- 2 LAYER OF EMBANKMENT STABILIZATION FABRIC OVER ENTIRE LAYER OF STABILIZATION STONE
- 3 24" THICK LAYER OF NO. 1 OPEN GRADED AGGREGATE AS BOTTOM LAYER OF EMBANKMENT

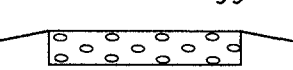
ROADWAY GRADING ALONG RETAINING WALL
FROM STATIONS 20+59 TO 21+20 (RIGHT)

- 1 2" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE IM-19.0D (AT 350 LBS/SY)

NOTE:
ADJUST STANDARD GRADING LOCALLY OVER 5' ON THE ROADWAY SIDE OF THE RETAINING WALL SO THAT FINISHED GRADE MATCHES PROPOSED GRADE JUST BEYOND THE WALL (AT STATION 21+20).

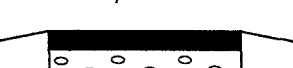
PRIVATE AND COMMERCIAL ENTRANCES

TYPE I
Crusher Run Aggr.



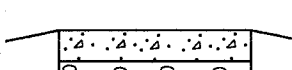
6" Crusher Run Aggr. 25 or 26

TYPE III
Asphalt



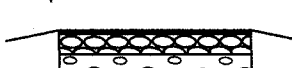
Asphalt Conc. Type SM-9.5A or SM-9.5D @ 220 Lbs. per S.Y.
4" Aggr. Base Mat'l. Ty. I No. 21A or 21B

TYPE II
Concrete



Concrete Entrance Pavement 7" HES
4" Aggr. Base Mat'l. Ty. I No. 21A or 21B

TYPE IV
Asphalt Commercial



Asphalt Conc. Type SM-9.5A or SM-9.5D @ 165 Lbs. per S.Y.
4" Asphalt Conc. Base Course BM-25.0
6" Aggr. Base Mat'l. Ty. I No. 21A or 21B

The type of entrance (I, II, III, IV) to be constructed will be determined by the existing condition at the time of construction.

PROJECT
0011-011-109

SHEET NO.
2A