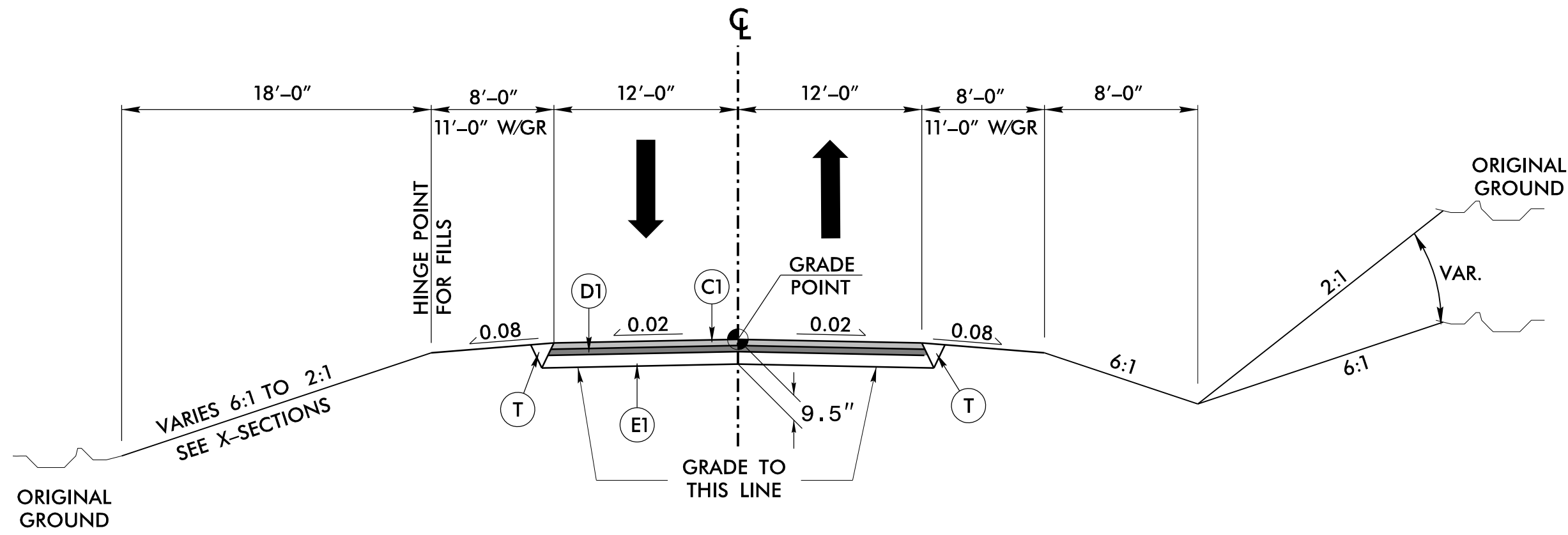


8/17/99

GRAPHIC SCALE  
N.T.S.

Prepared by  
**URS**  
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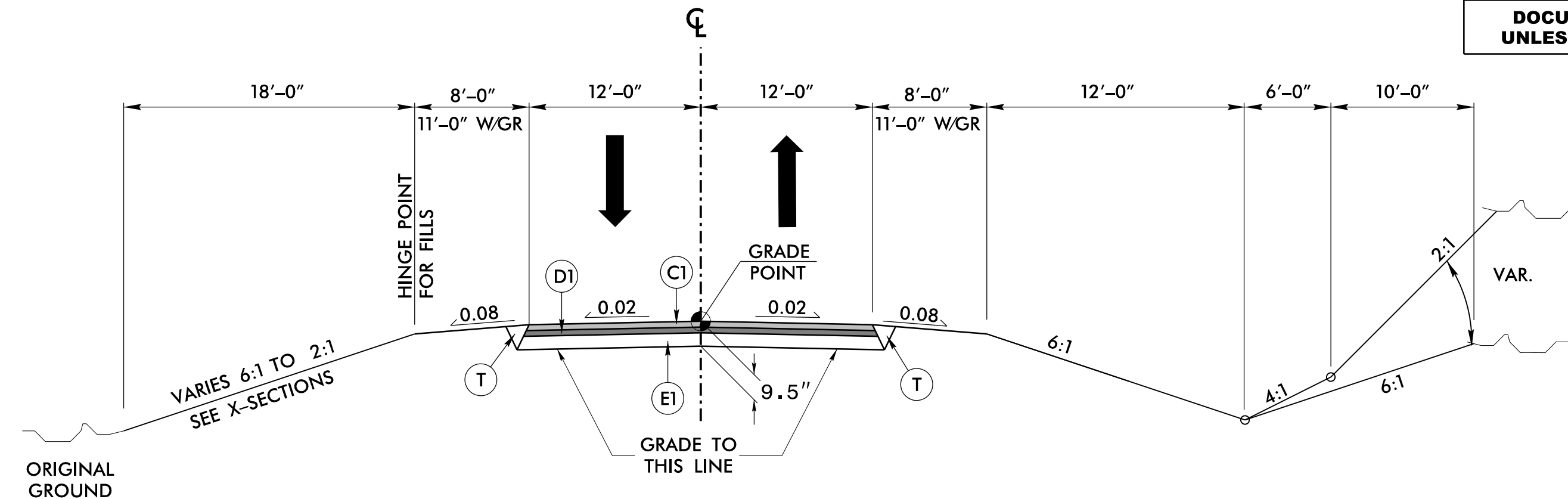
PROJECT REFERENCE NO. <i>R-3100B</i>	SHEET NO. <i>2A-3</i>
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



**TYPICAL SECTION NO. 7**

-Y5- BETHANY CHURCH ROAD  
-Y6- SMYRE FARM ROAD

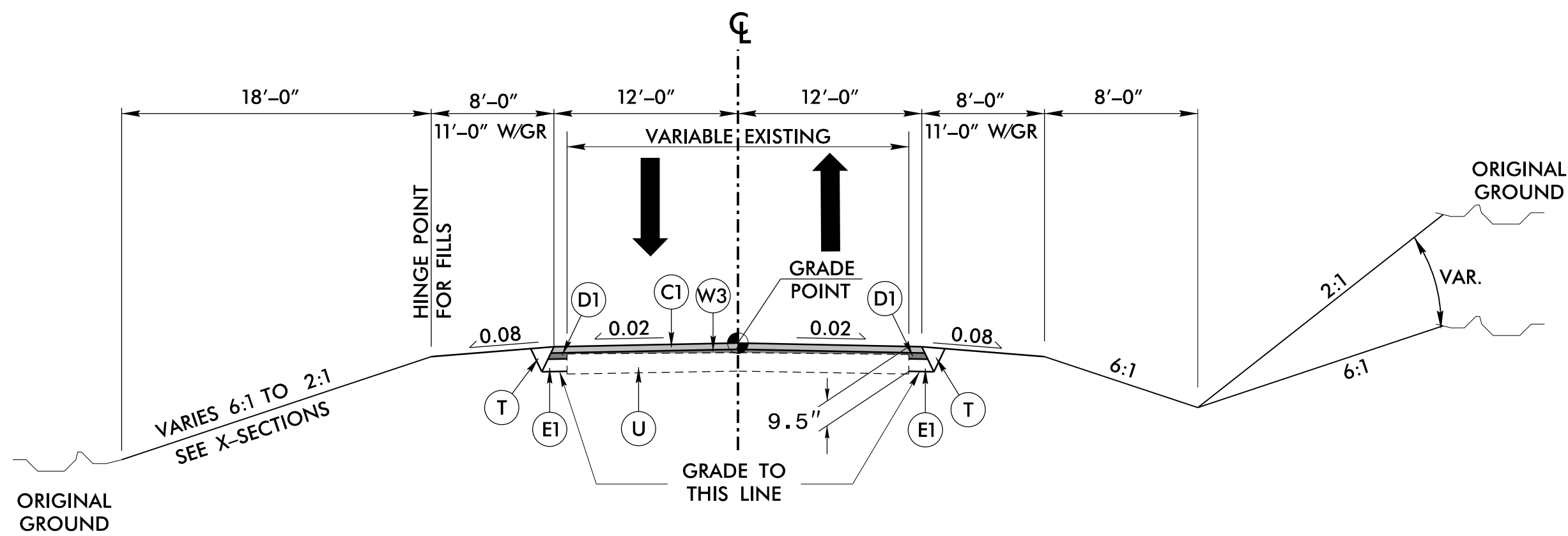
USE TYPICAL SECTION NO. 7 AS FOLLOWS  
-Y5- STA. 13+00.00 TO STA. 14+56.59  
-Y6- STA. 10+37.64 TO STA. 11+50.00



**TYPICAL SECTION NO. 9**

-Y11- PROVIDENCE MILL ROAD  
-Y12- BALLS CREEK ROAD

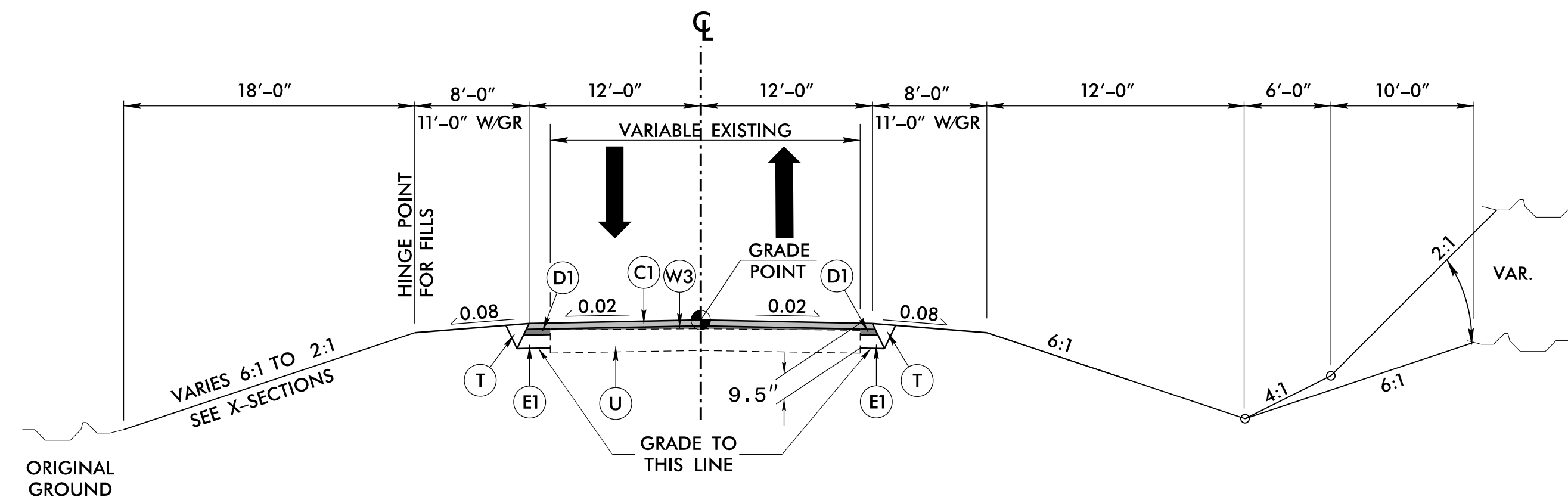
USE TYPICAL SECTION NO. 9 AS FOLLOWS  
-Y11- STA. 10+36.00 TO STA. 11+50.00  
-Y12- STA. 11+50.00 TO STA. 18+18.20



**TYPICAL SECTION NO. 8**

-Y5- BETHANY CHURCH ROAD  
-Y6- SMYRE FARM ROAD

USE TYPICAL SECTION NO. 8 AS FOLLOWS  
-Y5- STA. 11+00.00 TO STA. 13+00.00  
-Y6- STA. 11+50.00 TO STA. 13+37.59

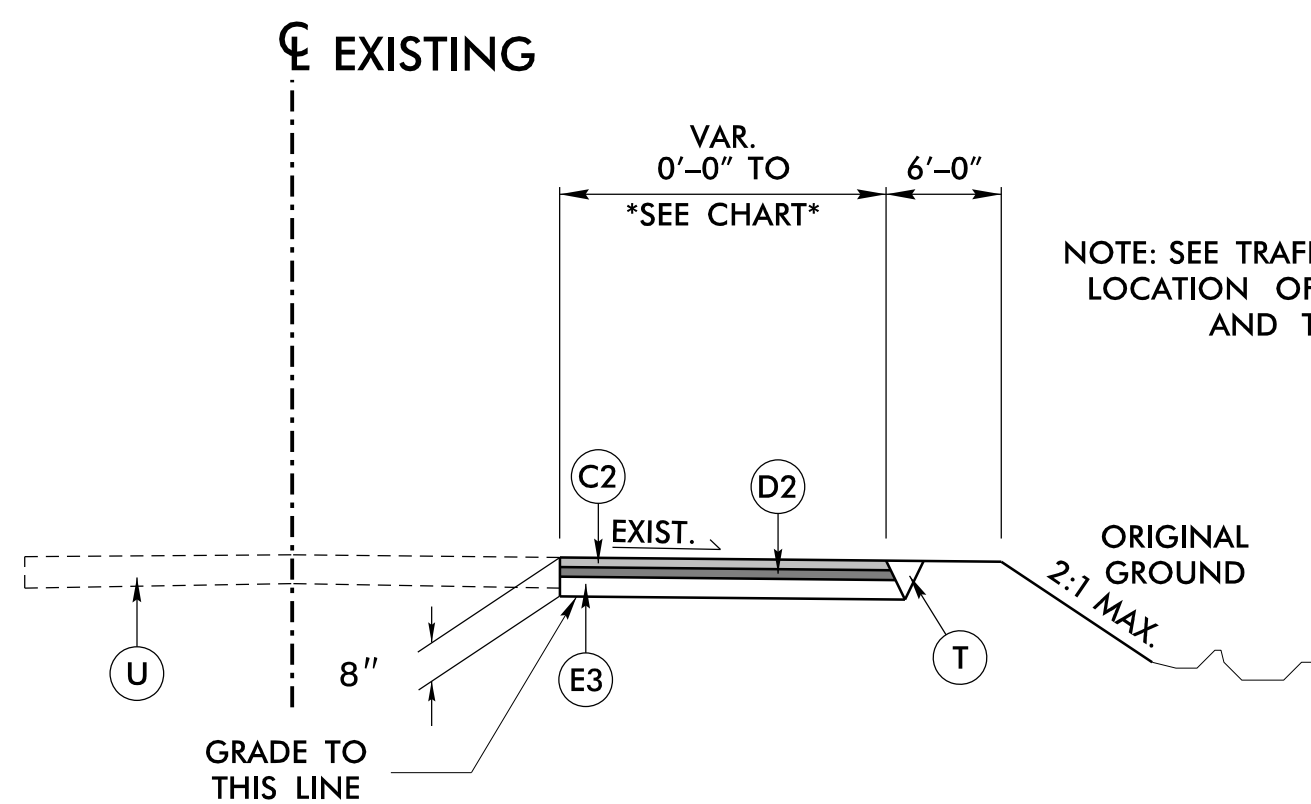


**TYPICAL SECTION NO. 10**

-Y11- PROVIDENCE MILL ROAD  
-Y12- BALLS CREEK ROAD

USE TYPICAL SECTION NO. 10 AS FOLLOWS  
-Y11- STA. 11+50.00 TO STA. 14+63.00  
-Y12- STA. 10+06.00 TO STA. 11+50.00

PAVEMENT SCHEDULE	
FINAL PAVEMENT DESIGN	
C1	3" S9.5B
C2	1.5" S9.5C
C3	3" S9.5C
C4	VAR. S9.5B
C5	VAR. S9.5C
D1	2.5" I19.0B
D2	2.5" I19.0C
D3	4" I19.0C
D4	VAR. I19.0B
D5	VAR. I19.0C
E1	4" B25.0B
E2	3" B25.0C
E3	4" B25.0C
E4	5.5" B25.0C
E5	VAR. B25.0B
E6	VAR. B25.0C
K	SUBGRADE STAB.
R1	2'-6" C&G
R2	2'-9" C&G
T	EARTH MATERIAL
U	EXIST. PAVEMENT
W1	WEDGING
W2	WEDGING
W3	WEDGING



**TYPICAL SECTION NO. 9**

-L- NC 16  
(TEMPORARY WIDENING)

NOTE: SEE TRAFFIC MANAGEMENT PLANS FOR LOCATION OF TRAFFIC CONTROL DEVICES AND TEMPORARY SHORING

USE TYPICAL SECTION NO. 9 AS FOLLOWS

LINE	LRTR OF EXISTING PAVEMENT	PHASE	BEGIN STATION	END STATION	WIDTH
-L-	RT	PHASE I	26+00 +/-	32+10 +/-	20' +/-
-L-	RT	PHASE I	41+35 +/-	46+25 +/-	13.5' +/-
-L-	RT	PHASE I	46+25 +/-	82+91 +/-	5' +/-
-L-	LT	PHASE I	92+40 +/-	117+59 +/-	5' +/-
-L-	LT	PHASE I	137+82 +/-	155+50 +/-	5' +/-
-L-	LT	PHASE I	165+50 +/-	172+60 +/-	7.5' +/-
-L-	RT	PHASE I	186+95 +/-	195+75 +/-	6' +/-
-L-	RT	PHASE I	196+17 +/-	198+28 +/-	23' +/-
-L-	RT	PHASE II	26+25 +/-	31+00 +/-	6' +/-
-L-	RT	PHASE II	41+15 +/-	45+15 +/-	6' +/-

REVISIONS

3/16/2017  
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scheld