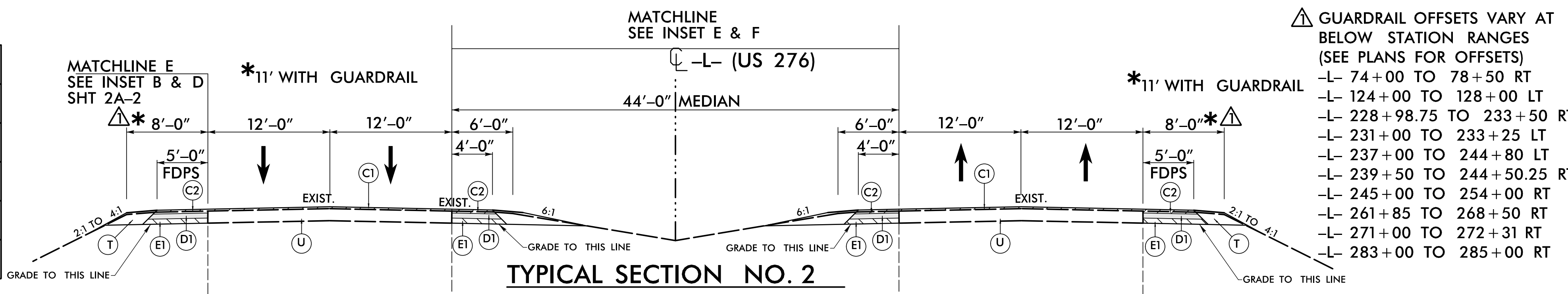


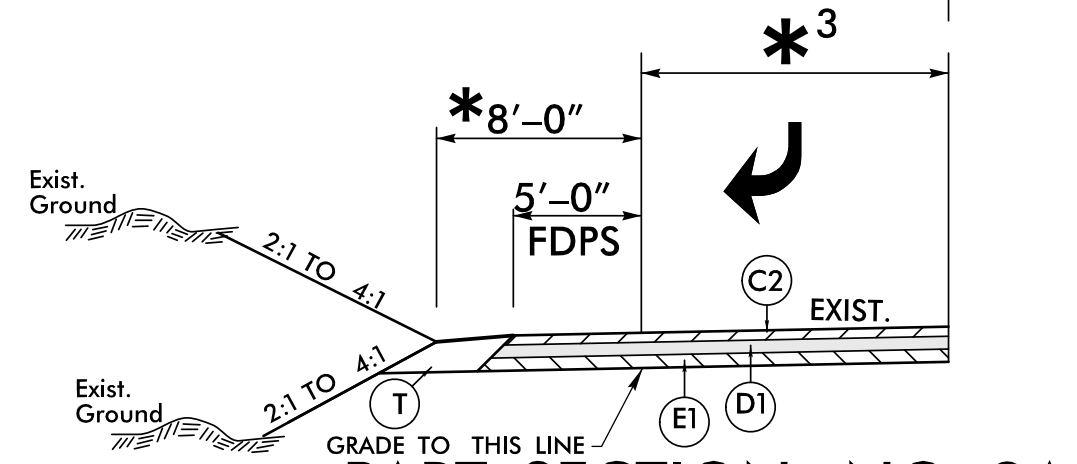
PAVEMENT SCHEDULE - FINAL			
C1	1 1/2" S9.5C	R5	8"x12" CURB
C2	3" S9.5C	R11	5" MCI (KEYED IN)
D1	4" I19.5C	T	EARTH MATERIAL
E1	4" B25.0C	U	EXISTING PAVEMENT
R4	EXPRESSWAY GUTTER	W	WEDGING

NOTE: TRANSITION BETWEEN TYP. SECT. NO. 2 AND EXISTING AS FOLLOWS:
 -L- STA. 287+30.00 TO -L- STA. 292+30.00, LT
 -L- STA. 288+00.00 TO -L- STA. 292+30.00, RT

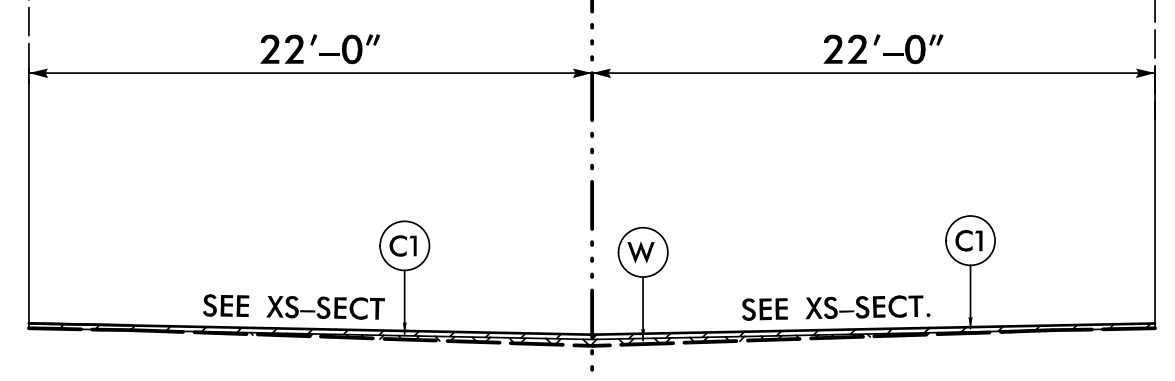


GUARDRAIL OFFSETS VARY AT BELOW STATION RANGES (SEE PLANS FOR OFFSETS)
 -L- 74+00 TO 78+50 RT
 -L- 124+00 TO 128+00 LT
 -L- 228+98.75 TO 233+50 RT
 -L- 231+00 TO 233+25 LT
 -L- 237+00 TO 244+80 LT
 -L- 239+50 TO 244+50.25 RT
 -L- 245+00 TO 254+00 RT
 -L- 261+85 TO 268+50 RT
 -L- 271+00 TO 272+31 RT
 -L- 283+00 TO 285+00 RT

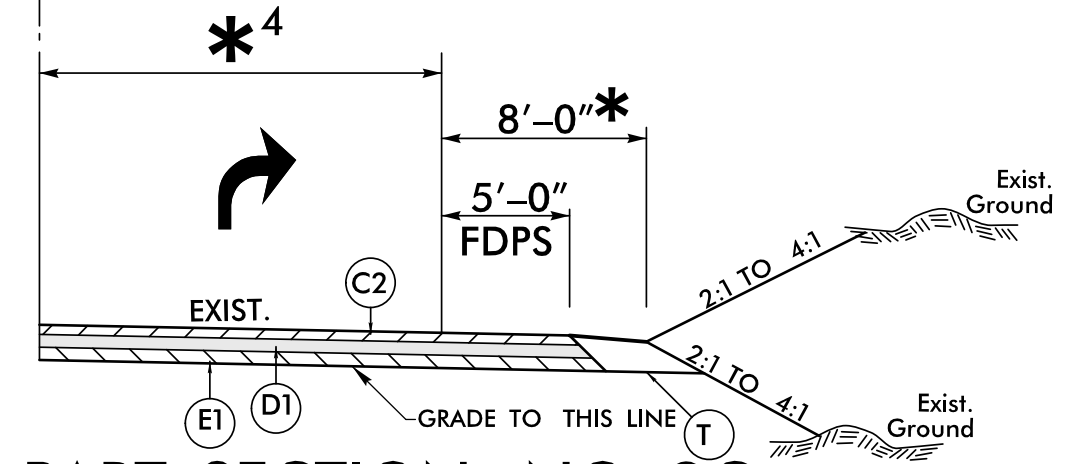
PROJECT REFERENCE NO. R-5921	SHEET NO. 2A-3
ROADWAY DESIGN ENGINEER JIMMY L. TERRY ENGINEER 8/26/2024	PAVEMENT DESIGN ENGINEER MATTHEW BREWER ENGINEER 8/26/2024
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
TGS ENGINEERS 201 W. MARION ST., STE 200 SHELBY, NC 28150 PH (704) 476-0003 CORP. LICENSE NO.: C-0275	



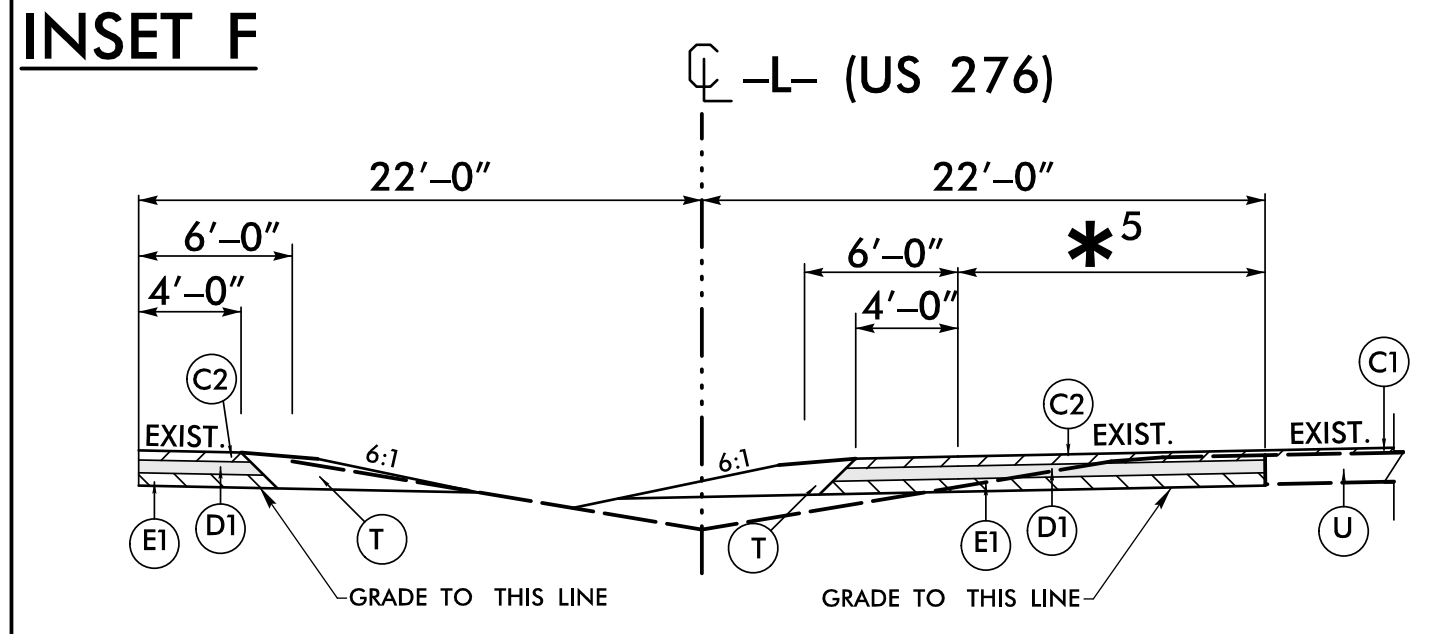
***3**
 VARIES 0'-0" TO 12'-0" (RT TURN)
 -L- STA. 135+55.85 TO -L- STA. 142+00.00, LT
 -L- STA. 163+92.24 TO -L- STA. 169+00.00, LT
 -L- STA. 215+86.63 TO -L- STA. 218+25.00, LT
 -L- STA. 277+94.19 TO -L- STA. 284+50.00, LT
 VARIES 0'-0" TO 30'± (U-TURN BULB)
 -L- STA. 183+95.61 TO -L- STA. 186+26.36, LT
 VARIES 0'-0" TO 45'± (U-TURN BULB)
 -L- STA. 242+98.72 TO -L- STA. 245+29.55, LT



USE PART SECTION NO. 2B
 -L- STA. 59+79.38 TO -L- STA. 60+35.25
 -L- STA. 79+80.90 TO -L- STA. 80+33.95
 -L- STA. 102+19.51 TO -L- STA. 102+73.45
 -L- STA. 117+21.88 TO -L- STA. 117+80.94
 -L- STA. 134+41.91 TO -L- STA. 134+99.11
 -L- STA. 200+59.38 TO -L- STA. 201+36.12
 -L- STA. 214+99.10 TO -L- STA. 215+62.03
 -L- STA. 276+71.05 TO -L- STA. 277+51.56
 -L- STA. 285+50.00 TO -L- STA. 287+07.68

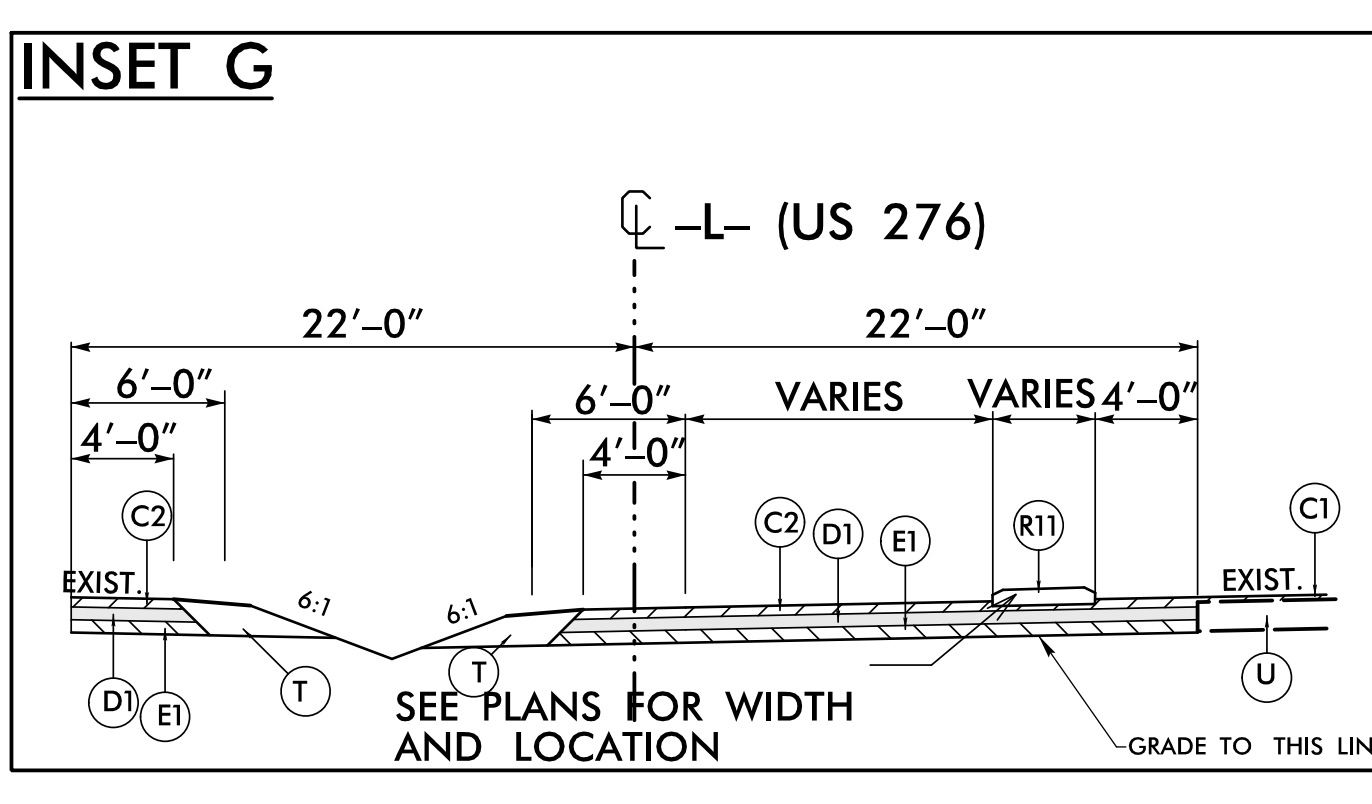


***4**
 VARIES 0'-0" TO 25'-8" (U-TURN BULB)
 -L- STA. 134+51.40 TO -L- STA. 136+79.06, RT
 VARIES 0'-0" TO 30'± (U-TURN BULB)
 -L- STA. 186+42.37 TO -L- STA. 189+12.53, RT
 -L- STA. 222+87.87 TO -L- STA. 225+46.93, RT
 VARIES 0'-0" TO 12'-0" (RT TURN)
 -L- STA. 208+00.00 TO -L- STA. 211+18.61, RT
 -L- STA. 273+50.00 TO -L- STA. 276+63.47, RT



NOTE: USE MIRRORED INSET FOR LT SIDE

*5	0'-0" TO 12'-0"	12'	12'-0" TO 20'-0"
-L- STA. 52+50.00 TO -L- STA. 54+50.00, RT	-L- STA. 206+00.00 TO -L- STA. 208+00.00, LT	-L- STA. 54+50.00 TO -L- STA. 59+79.38, RT	-L- STA. 143+50.00 TO -L- STA. 145+52.01, RT
-L- STA. 65+00.00 TO -L- STA. 67+00.00, LT	-L- STA. 208+00.00 TO -L- STA. 210+00.00, RT	-L- STA. 60+35.25 TO -L- STA. 65+00.00, LT	-L- STA. 157+50.00 TO -L- STA. 162+14.67, RT
-L- STA. 73+00.00 TO -L- STA. 75+00.00, RT	-L- STA. 220+00.00 TO -L- STA. 222+00.00, LT	-L- STA. 75+00.00 TO -L- STA. 79+80.90, RT	-L- STA. 164+30.41 TO -L- STA. 168+50.00, LT
-L- STA. 85+50.00 TO -L- STA. 87+50.00, LT	-L- STA. 228+75.00 TO -L- STA. 230+75.00, LT	-L- STA. 80+33.95 TO -L- STA. 85+50.00, LT	-L- STA. 182+00.00 TO -L- STA. 185+31.88, RT
-L- STA. 96+00.00 TO -L- STA. 98+00.00, RT	-L- STA. 238+00.00 TO -L- STA. 240+00.00, RT	-L- STA. 98+00.00 TO -L- STA. 102+19.51, RT	-L- STA. 187+37.94 TO -L- STA. 192+00.00, LT
-L- STA. 108+00.00 TO -L- STA. 110+00.00, LT	-L- STA. 250+50.00 TO -L- STA. 252+50.00, LT	-L- STA. 102+73.45 TO -L- STA. 108+00.00, LT	-L- STA. 223+82.78 TO -L- STA. 228+75.00, LT
-L- STA. 110+50.00 TO -L- STA. 112+50.00, RT	-L- STA. 254+50.00 TO -L- STA. 256+50.00, RT	-L- STA. 112+50.00 TO -L- STA. 117+21.88, RT	-L- STA. 240+00.00 TO -L- STA. 243+99.65, RT
-L- STA. 123+00.00 TO -L- STA. 125+00.00, LT	-L- STA. 266+00.00 TO -L- STA. 268+00.00, LT	-L- STA. 117+80.94 TO -L- STA. 123+00.00, LT	-L- STA. 246+05.65 TO -L- STA. 250+50.00, LT
-L- STA. 127+50.00 TO -L- STA. 129+50.00, RT	-L- STA. 270+00.00 TO -L- STA. 272+00.00, RT	-L- STA. 129+50.00 TO -L- STA. 134+41.91, RT	-L- STA. 256+50.00 TO -L- STA. 260+19.65, RT
-L- STA. 140+00.00 TO -L- STA. 142+00.00, LT	-L- STA. 283+00.00 TO -L- STA. 285+00.00, LT	-L- STA. 134+99.11 TO -L- STA. 140+00.00, LT	-L- STA. 262+25.65 TO -L- STA. 266+00.00, LT
-L- STA. 141+50.00 TO -L- STA. 143+50.00, RT	-L- STA. 283+00.00 TO -L- STA. 285+00.00, RT	-L- STA. 195+50.00 TO -L- STA. 200+59.38, RT	
-L- STA. 155+50.00 TO -L- STA. 157+50.00, RT		-L- STA. 201+36.12 TO -L- STA. 206+00.00, LT	
-L- STA. 168+50.00 TO -L- STA. 170+50.00, LT		-L- STA. 210+00.00 TO -L- STA. 214+99.10, RT	
-L- STA. 180+00.00 TO -L- STA. 182+00.00, RT		-L- STA. 215+62.03 TO -L- STA. 220+00.00, RT	
-L- STA. 192+00.00 TO -L- STA. 194+00.00, LT		-L- STA. 272+00.00 TO -L- STA. 276+71.05, RT	
-L- STA. 193+50.00 TO -L- STA. 195+50.00, RT		-L- STA. 277+51.56 TO -L- STA. 283+00.00, LT	
		-L- STA. 285+00.00 TO -L- STA. 286+50.00, RT	



SEE DETAIL SHT. 2B-3 & 2B-4 FOR CROSS-OVER LAYOUT

-L- STA. 145+50.00 TO -L- STA. 146+69.57, RT
 -L- STA. 162+12.63 TO -L- STA. 162+97.46, RT
 -L- STA. 163+44.01 TO -L- STA. 164+32.63, LT (MIRRORED)
 -L- STA. 185+29.88 TO -L- STA. 185+79.53, RT
 -L- STA. 186+90.35 TO -L- STA. 187+39.94, LT (MIRRORED)
 -L- STA. 211+40.00 TO -L- STA. 212+40.00 (MIRRORED)
 -L- STA. 223+25.00 TO -L- STA. 223+75.00, LT (MIRRORED)
 -L- STA. 243+97.65 TO -L- STA. 244+81.80, RT
 -L- STA. 245+27.49 TO -L- STA. 246+07.65, LT
 -L- STA. 260+17.65 TO -L- STA. 261+01.80, RT
 -L- STA. 261+47.46 TO -L- STA. 262+27.65, LT

NOTE: SEE PLAN AND DETAIL
 -L- STA. 162+97.46 TO -L- STA. 163+44.01
 -L- STA. 185+79.53 TO -L- STA. 186+90.35
 -L- STA. 244+81.80 TO -L- STA. 245+27.49
 -L- STA. 261+01.80 TO -L- STA. 261+47.46

