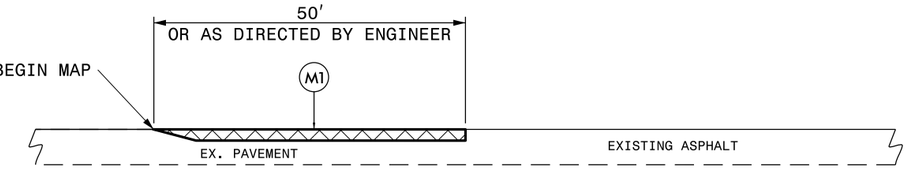
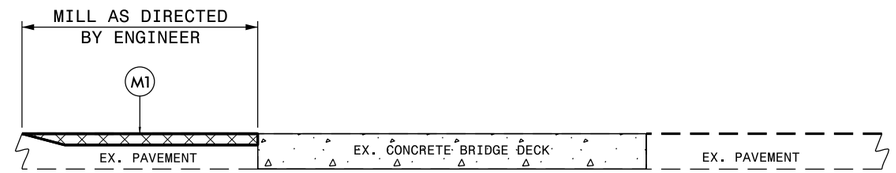
PROJECT REFERENCE NO.	SHEET NO.
2CRJ0401J3	2



DETAIL 1

MAIN LINE MILLING

NOTE:
1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIL LINE SECTIONS, OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.



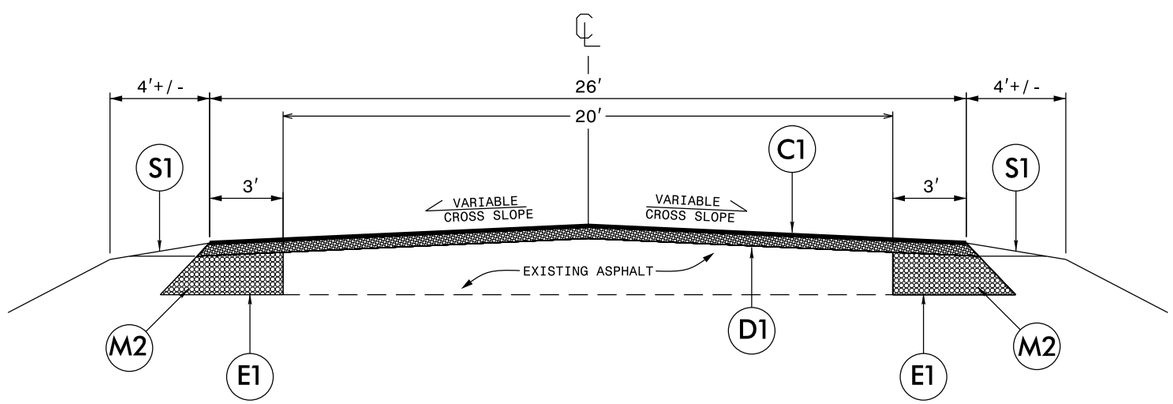
DETAIL 2

BRIDGE MILLING

NOTE:
1. MILLING SHALL BE PERFORMED AT BRIDGE DECKS AND BRIDGE APPROACHES AS DIRECTED BY THE ENGINEER, IN ACCORDANCE WITH THIS DETAIL.

TYPICAL SECTION

NC 903 TO BEGIN BRIDGE



NOTE:
1. PLACE 3′ SYMMETRICAL WIDENING. MAKE FLUSH WITH THE EXISTING ASPHALT.
2. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH, INCLUDING NEW WIDENING.
3. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1½″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
D1	PROP. APPROX. 2½″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I19.0B, AT AN AVERAGE RATE OF 285 LBS. PER SQ. YD.
E1	PROP. APPROX. 5″ ASPHALT CONCRETE BASE COURSE, TYPE B25.0B, AT AN AVERAGE RATE OF 570 LBS. PER SQ. YD.
M1	MILLING DEPTH 1½ FOR THE ENTIRE WIDTH OF ROADWAY.
M2	MILLING EXISTING SOIL SHOULDER, TO A DEPTH OF 5″, WITH A WIDTH OF 3′ WHERE INDICATED BY TYPICAL, FOR SYMMETRICAL WIDENING.
S1	SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER.

DRAWINGS NOT TO SCALE

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