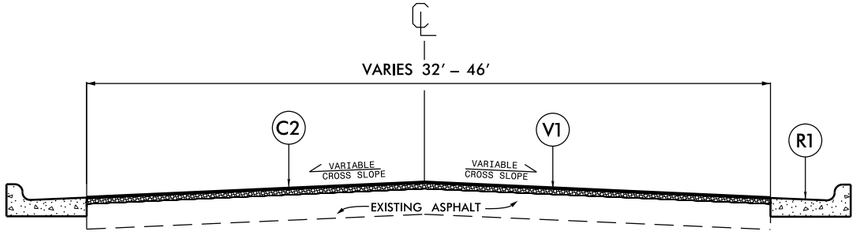
PROJECT REFERENCE NO.	SHEET NO.
2CRJ0741.22	2
2CR.20541.9	
2CR.20741J1	

TYPICAL SECTIONS NO. 1

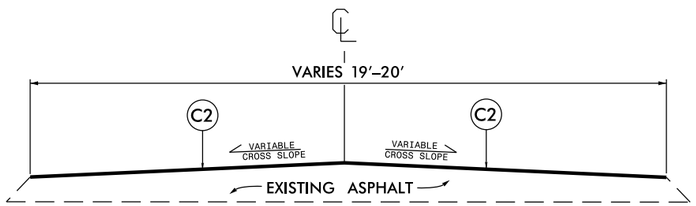
MAP 1: MILL AND RESURFACE FROM NC 118/SR 1939 INTERSECTION TO SR 1907
MAP 3: MILL AND RESURFACE FROM FROM NC 118 TO END OF CURB AND GUTTER AT DAVID ST



NOTE:
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. 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

TYPICAL SECTIONS NO. 2

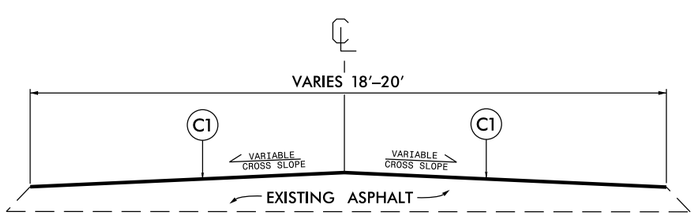
MAP 2: RESURFACE FROM NC 118 TO 0.8 MILE SE (NEAR BRANDON RD.)
MAP 3: RESURFACE FROM END OF CURB AND GUTTER (DAVID ST.) TO SR 1902



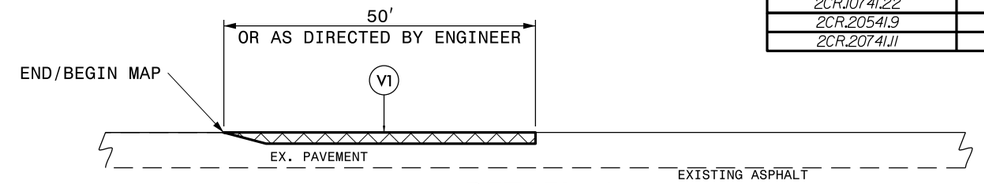
NOTE:
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2

TYPICAL SECTIONS NO. 3

MAP 4: RESURFACE FROM SR 1907 TO NC 118
MAP 5: RESURFACE FROM END OF CURB AND GUTTER TO SR 1914
MAP 6: RESURFACE FROM SR 1909 TO PAVEMENT JOINT AT NCL GRIFTON
MAP 7: RESURFACE FROM SR 1939 TO SR 1110



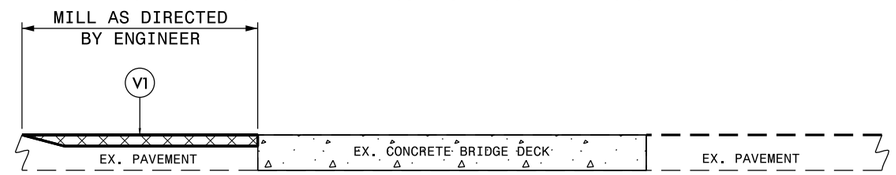
NOTE:
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS AND BRIDGE APPROACH TIE-INS, OR AS DIRECTED BY THE ENGINEER. SEE DETAILS 1 & 2



DETAIL 1

INCIDENTAL 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.



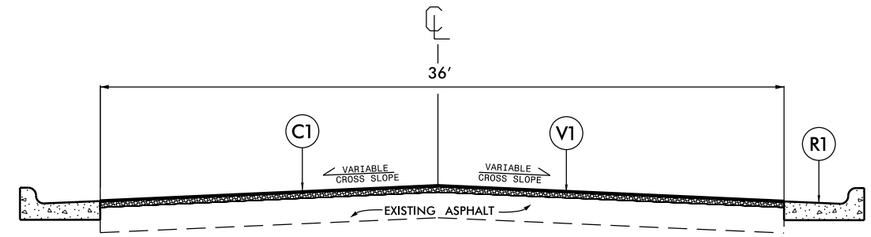
DETAIL 2

INCIDENTAL 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 SECTIONS NO. 4

MAP 5: MILL AND RESURFACE FROM NC 118 TO 75′ SOUTH OF CREEK SHORE DR
MAP 5: MILL AND RESURFACE FROM FROM MLK DR. TO END OF CURB AND GUTTER



NOTE:
1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. 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. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE SF9.5A, AT AN AVERAGE RATE OF 165 LBS. PER SQ. YD.	R1	EXISTING 2′-6″ CONCRETE CURB AND GUTTER
C2	PROP. APPROX. 1.5″ ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5B, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.	S1	SHOULDER RECONSTRUCTION AS DIRECTED BY THE ENGINEER.
V1	MILLING DEPTH 1.5″ FOR THE ENTIRE WIDTH OF ROADWAY.	DRAWINGS NOT TO SCALE	

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