

DETAIL NO. 2 FOR MILLING UNDER BRIDGES

USE DETAIL NO. 2

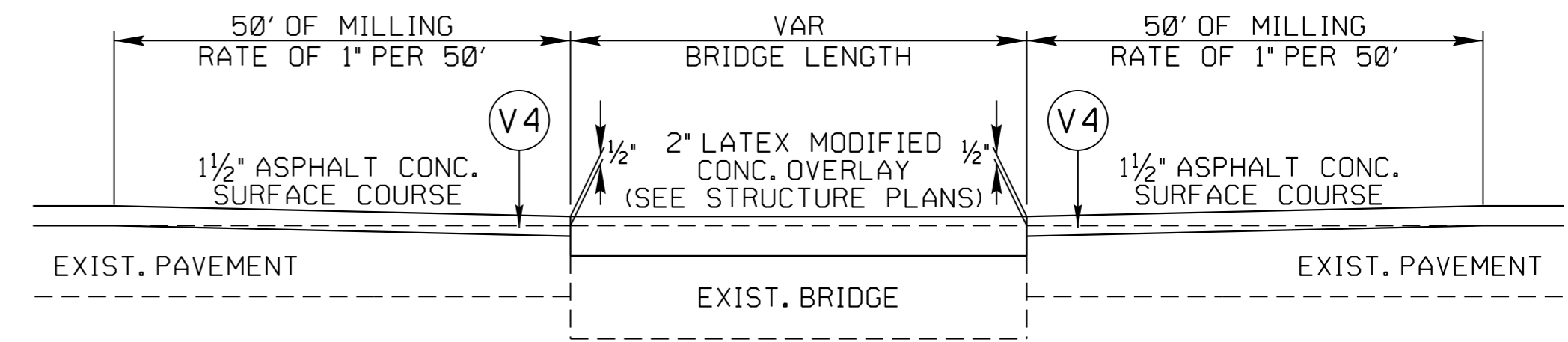
Use with Typical Section No. 2

USE DETAIL NO. 2 AT THE FOLLOWING LOCATIONS:

- BRIDGE NO. 25 ON NC 72 / NC 711 OVER I-95
- BRIDGE NO. 148 ON SR 1536 OVER I-95
- BRIDGE NO. 102 ON NC 211 OVER I-95
- BRIDGE NO. 36 ON US 301 OVER I-95

NOTE: MILL AT A RATE OF 1" PER 50'

PAVEMENT SCHEDULE	
C1	1 1/2" TYPE S9.5C
C2	1 1/2" TYPE S9.5D
V2	1 1/2" MILLED ASPHALT PAVEMENT
V4	VAR. 0" TO 1" MILLED ASPHALT PAVEMENT
V5	VAR. 0" TO 1 1/2" MILLED ASPHALT PAVEMENT
V6	VAR. 0" TO 1 1/8" MILLED ASPHALT PAVEMENT



DETAIL NO. 3 FOR TIE-IN AT BRIDGE

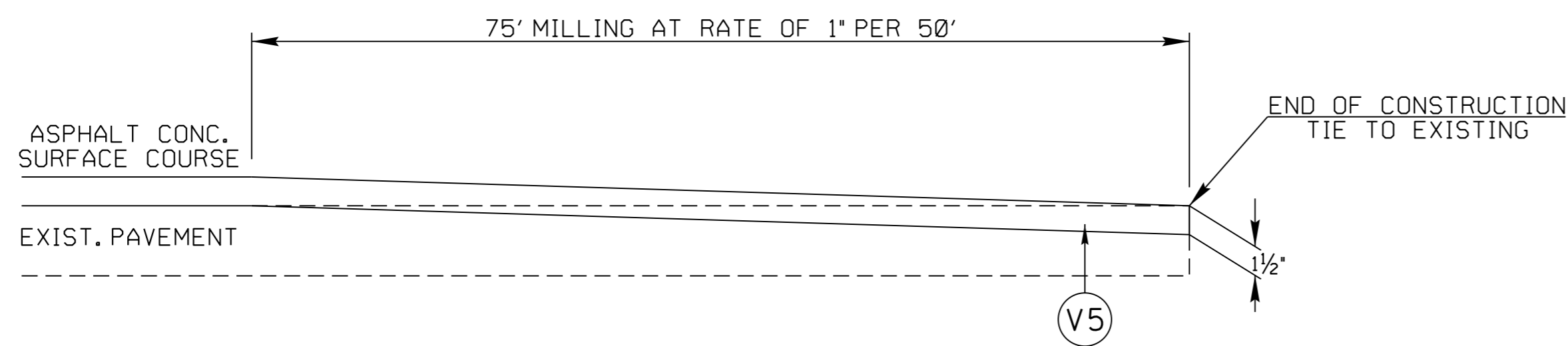
USE DETAIL NO. 3

Use with Typical Section No. 2

USE DETAIL NO. 3 AT THE FOLLOWING LOCATIONS:

- BRIDGE NO. 144 ON I-95 OVER RAILROAD
- BRIDGE NO. 145 ON I-95 OVER RAILROAD
- BRIDGE NO. 146 ON I-95 OVER LUMBER RIVER

NOTE: (1) ASPHALT CONC SURFACE COURSE (AC.S.C.) MAY REQUIRE MODIFICATION TO MATCH FINISHED GRADE. GRADE TO BE DETERMINED IN FIELD. AC.S.C. MAY BE USED TO WEDGE FOR TIE-IN AT APPROACH AS APPROVED BY ENGINEER.



DETAIL NO. 5 FOR MILLING PAVEMENT AT THE END OF CONSTRUCTION

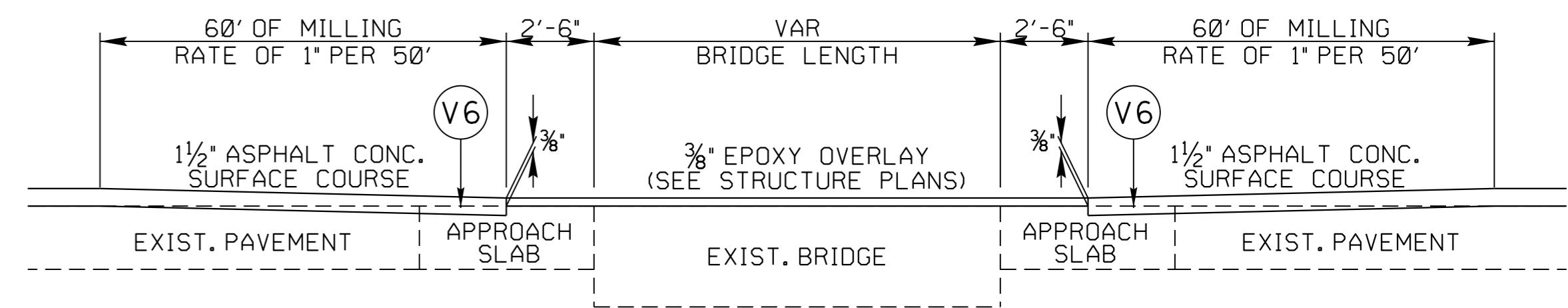
USE DETAIL NO. 5

Use with Typical Section No. 2

USE DETAIL NO. 5 AT THE FOLLOWING LOCATIONS:

- BEGIN PROJECT MILE MARKER 16 NORTHBOUND AND SOUTHBOUND
- END PROJECT MILE MARKER 22 NORTHBOUND AND SOUTHBOUND
- END OF CONST. LIMITS - FOUR RAMPS AT EXIT 17 ON I-95
- END OF CONST. LIMITS - FOUR RAMPS AT EXIT 19 ON I-95
- END OF CONST. LIMITS - FOUR RAMPS AND TWO LOOPS AT EXIT 20 ON I-95
- END OF CONST. LIMITS - FOUR RAMPS AT EXIT 22 ON I-95

NOTES: (1) MILL AT A RATE OF 1" PER 50'
(2) USE DETAILS 6 AND 7 (SHEET 2B-1) TO LOCATE END OF CONST. LIMITS FOR RAMPS AND LOOPS



DETAIL NO. 4 FOR TIE-IN AT BRIDGE

USE DETAIL NO. 4

Use with Typical Section No. 2

USE DETAIL NO. 4 AT THE FOLLOWING LOCATIONS:

- BRIDGE NO. 147 ON I-95 OVER LUMBER RIVER

NOTE: (1) ASPHALT CONC SURFACE COURSE (AC.S.C.) ON APPROACH SLABS MAY REQUIRE MODIFICATION TO MATCH FINISHED GRADE. GRADE TO BE DETERMINED IN FIELD. AC.S.C. MAY BE USED TO WEDGE FOR TIE-IN AT APPROACH AS APPROVED BY ENGINEER.