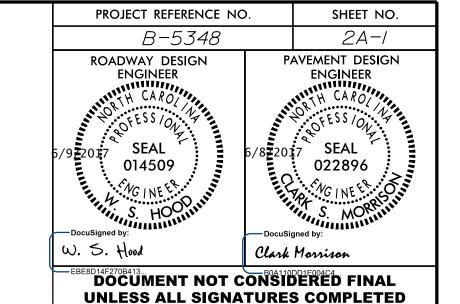


**ORIGINAL** 

GROUND



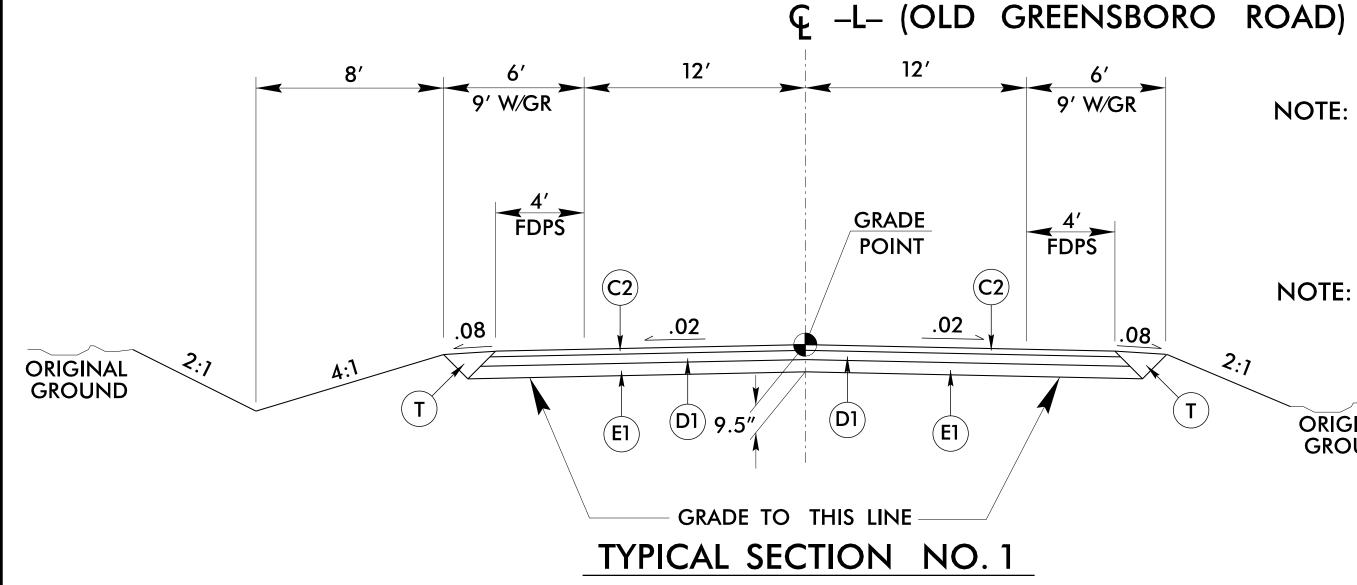
1½" MILL

**SURVEY (E2)** MIN.

# Detail Showing Method of Wedging

MILL NOTCH

TO KEY IN



NOTE: TRANSITION FROM EXISTING TO TYPICAL SECTION NO. 1 -L- STA. 12 + 50.00 TO STA. 13 + 00.00

### TYPICAL SECTION NO. 1

-L- STA. 13 + 00.00 TO STA. 13 + 98.38 (BEGIN BRIDGE) -L- STA. 15 + 02.63 (END BRIDGE) TO STA. 15 + 50.00

NOTE: TRANSITION FROM TYPICAL SECTION NO. 1 TO EXISTING -L- STA. 15 + 50.00 TO STA. 16 + 00.00

→ AS DIRECTED BY

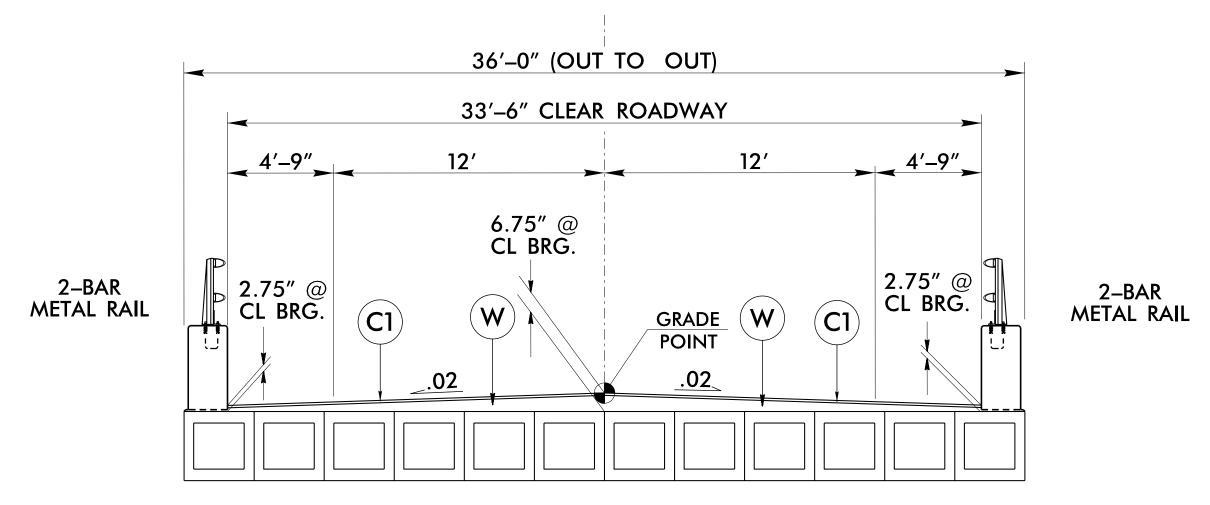
THE ENGINEER

→ BY

THE ENGINEER

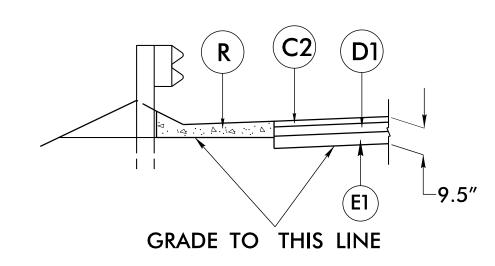
THE E \_\_\_\_\_\_

# Ç –L– (OLD GREENSBORO ROAD)



## DETAIL OF INCIDENTAL MILLING

FEATHER OUT FIRST 1½" LAYER



# DETAIL SHOWING SHOULDER BERM GUTTER (SBG) ON TOP OF SUBGRADE

-L- STA. 13 + 53.00 TO STA. 13 + 87.50(BEGIN APPROACH SLAB) (LT & RT)

## TYPICAL SECTION NO. 2

NOTE: SR 1005 (OLD GREENSBORO ROAD) IS DESIGNATED PART OF THE "NCDOT MOUNTAINS TO SEA ON-ROAD BICYCLE ROUTE"

THIS PORTION OF SR 1005 (OLD GREENSBORO ROAD) IS DESIGNATED AS A PRIMARY PRIORITY BICYCLE ROUTE, IN THE "ORANGE COUNTY COMPREHENSIVE PLAN"

### TYPICAL SECTION NO. 2

-L- STA. 13 + 98.38 (BEGIN BRIDGE) TO STA. 15 + 02.63 (END BRIDGE)