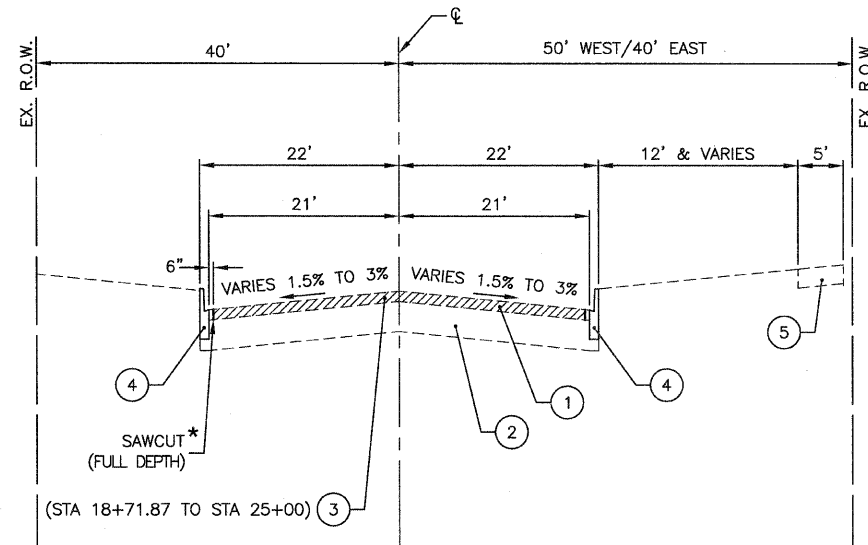


NOTE:  
THE COST OF CONSTRUCTING THE ADDITIONAL CURB WIDTH BELOW GRADE AND FURNISHING AND INSTALLING THE #4 REBARS AND PREFORMED EXPANSION JOINT MATERIAL SHALL BE INCLUDED IN THE COST OF THE CONCRETE CURB, TYPE B (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE P.C. CONC. SIDEWALK WILL BE PAID FOR SEPARATELY.

**CONCRETE CURB, TYPE B (SPECIAL) DETAIL**

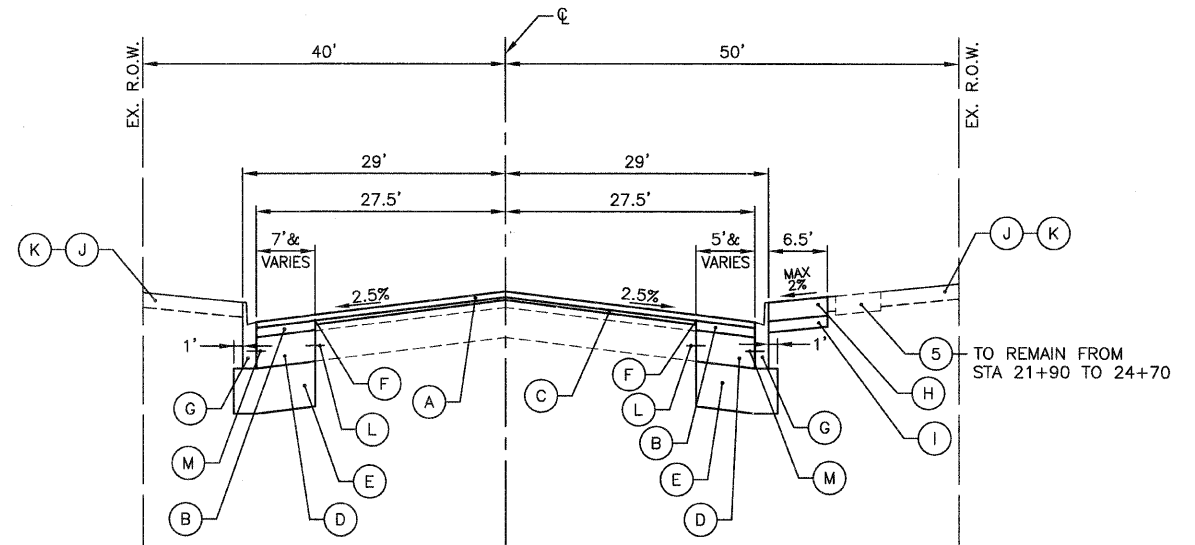
STA 21+30 TO 21+45 (SOUTH SIDE) & STA 25+30 TO 26+50 (NORTH SIDE)



**EXISTING TYPICAL SECTION 127TH STREET**

**\*NOTE:**

1) THE EXISTING PAVEMENT IS TO BE SAW-CUT 6" FROM THE EDGE OF PAVEMENT IN WIDENING AREAS.



**PROPOSED TYPICAL SECTION 127TH STREET STA 18+83.41 TO STA 25+00**

**EXISTING LEGEND**

- ① EXISTING BITUMINOUS SURFACE, ±2 3/4"
- ② EXISTING CONCRETE BASE, ±8"
- ③ HOT-MIX ASPHALT SURFACE REMOVAL, 3/4" (STA 18+71.87 TO STA 25+00)
- ④ EXISTING COMBINATION CURB & GUTTER, TYPE B-6.12 TO BE REMOVED
- ⑤ EXISTING CONCRETE SIDEWALK (SIDEWALK TO BE REMOVED FROM STA 19+40 TO 21+90 - SEE PLAN SHEET)

**PROPOSED LEGEND**

- (A) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (B) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 3/4"
- (B1) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/2"
- (B2) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 5 1/4" & VARIES
- (C) LEVELING BINDER (MACHINE METHOD), N70, 3/4" & VARIES
- (C1) LEVELING BINDER (MACHINE METHOD), VARIES AS DIRECTED BY ENGINEER
- (D) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, 8"
- (E) AGGREGATE SUBGRADE, 12"
- (F) STRIP REFLECTIVE CRACK CONTROL TREATMENT SYSTEM B, 24"
- (G) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (H) PORTLAND CEMENT CONCRETE SIDEWALK, 5" (SOUTH SIDE - FROM STA 19+40 TO 21+90, 6 1/2' WIDE) (NORTH SIDE - FROM STA 25+30 TO END IMPROVEMENT, 5' WIDE)
- (I) AGGREGATE BASE, 3" (INCLUDED IN THE COST OF P.C.C. SIDEWALK 5")
- (J) TOPSOIL FURNISH AND PLACE, 4"
- (K) SODDING, SALT TOLERANT (SPECIAL)
- (L) DRILL & GROUT DOWEL BARS (#6, 24" @ 24" C-C)
- (M) #6 TIE BARS @ 24" C-C (INCLUDED IN THE COST OF COMBINATION CONCRETE CURB & GUTTER)

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

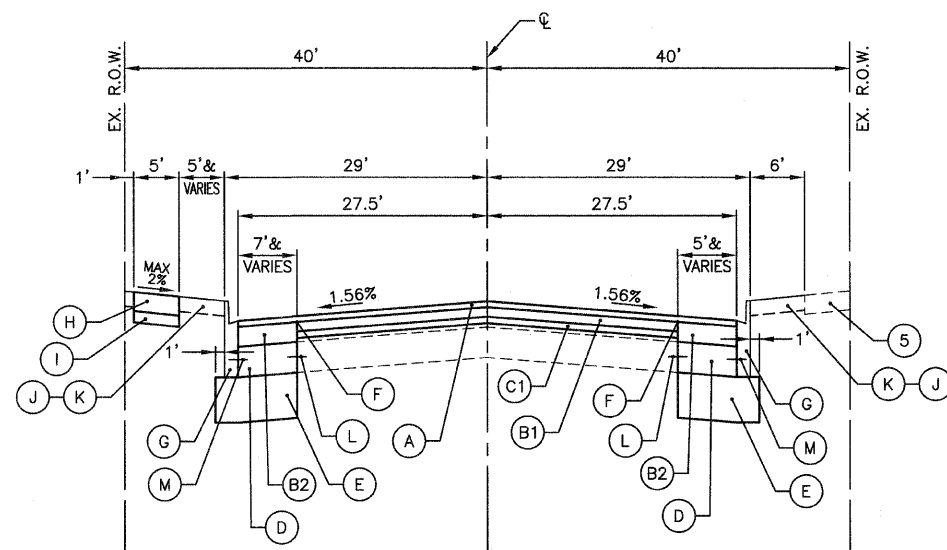
THE CONTRACTOR SHALL MILL BEFORE PATCHING.

MIXTURE TYPE	AIR VOIDS @ NDES
<b>DRIVEWAYS</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50 (IL-9.5 mm), 2-1/2"	4% @ 50 Gyr.
<b>WIDENING, AND RESURFACING</b>	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70 (IL-9.5mm), 1-1/2"	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5 mm), 3/4"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19 mm, N70, 5-1/4" (IN 2 LIFTS)	4% @ 70 Gyr.
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL-19 mm), 8" (IN 3 LIFTS)	4% @ 70 Gyr.

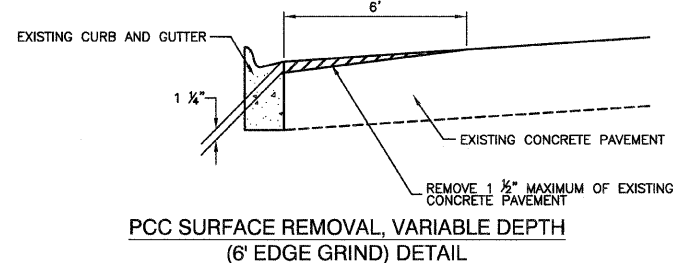
**NOTE:**

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.



**PROPOSED TYPICAL SECTION 127TH STREET STA 25+00 TO STA 31+03.83**



**PCC SURFACE REMOVAL, VARIABLE DEPTH (6" EDGE GRIND) DETAIL**