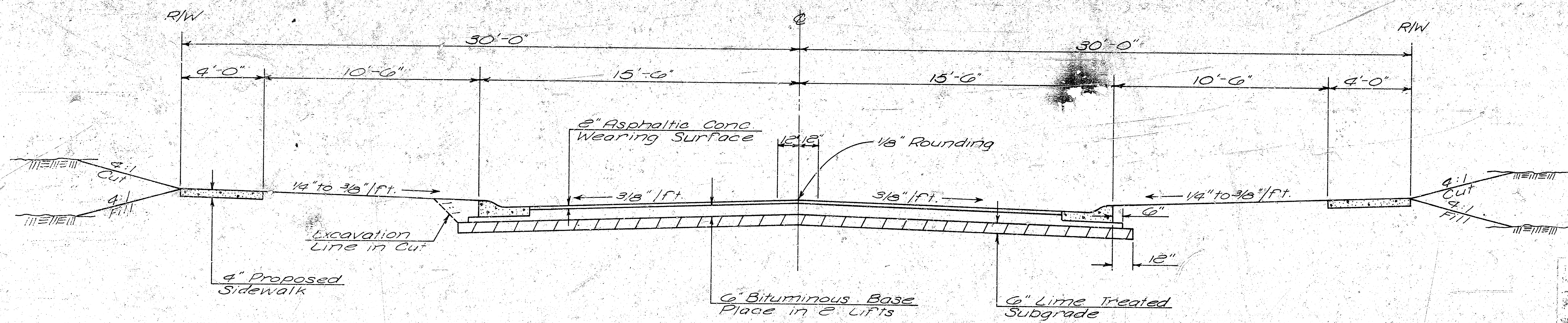




TYPICAL SECTION

GENERAL NOTES

1. A Tack Coat of Emulsified Asphalt (SS-1H) shall be applied at an approximate rate 0.05 gallons per sq. yd. between lifts of asphaltic materials when ordered by the Engineer. Tack Coat will not be paid for directly and shall be considered as subsidiary to price bid for Asphaltic Pavement. Bituminous Base and Asphaltic Concrete Wearing Surface shall be placed with a laydown machine having automatic electronic controls for crown and grade. Construction Joints in each lift shall be staggered a minimum distance of 1 foot with joints in preceding lifts and such that a joint will be constructed on the pavement centerline in the top lift.
2. The A.C. Pavement between combined curb and gutter shall be paid as sq. yds. 2" A.C. Pavement (2" Bituminous Base). The Bituminous Base under the combined curb and gutter shall be paid as sq. yds. 3" Bituminous Base.
3. Sidewalks indicated on the typical section are for location on that section. SIDEWALKS SHALL NOT BE CONSTRUCTED ON THIS PROJECT.

MT. CARMEL AVENUE

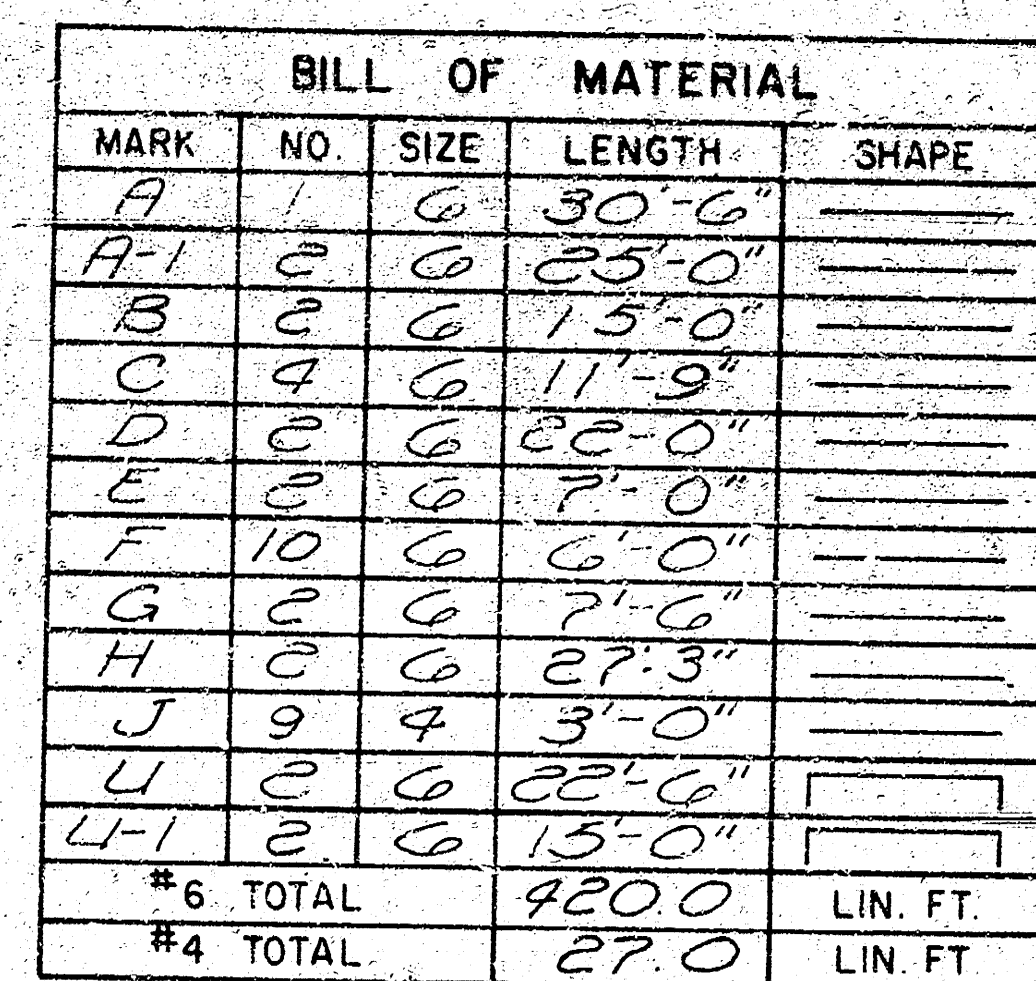
S.L. TAFT AVE. TO & INCL. CUL-DE-SAC

PROJECT NO. DAKW-707037

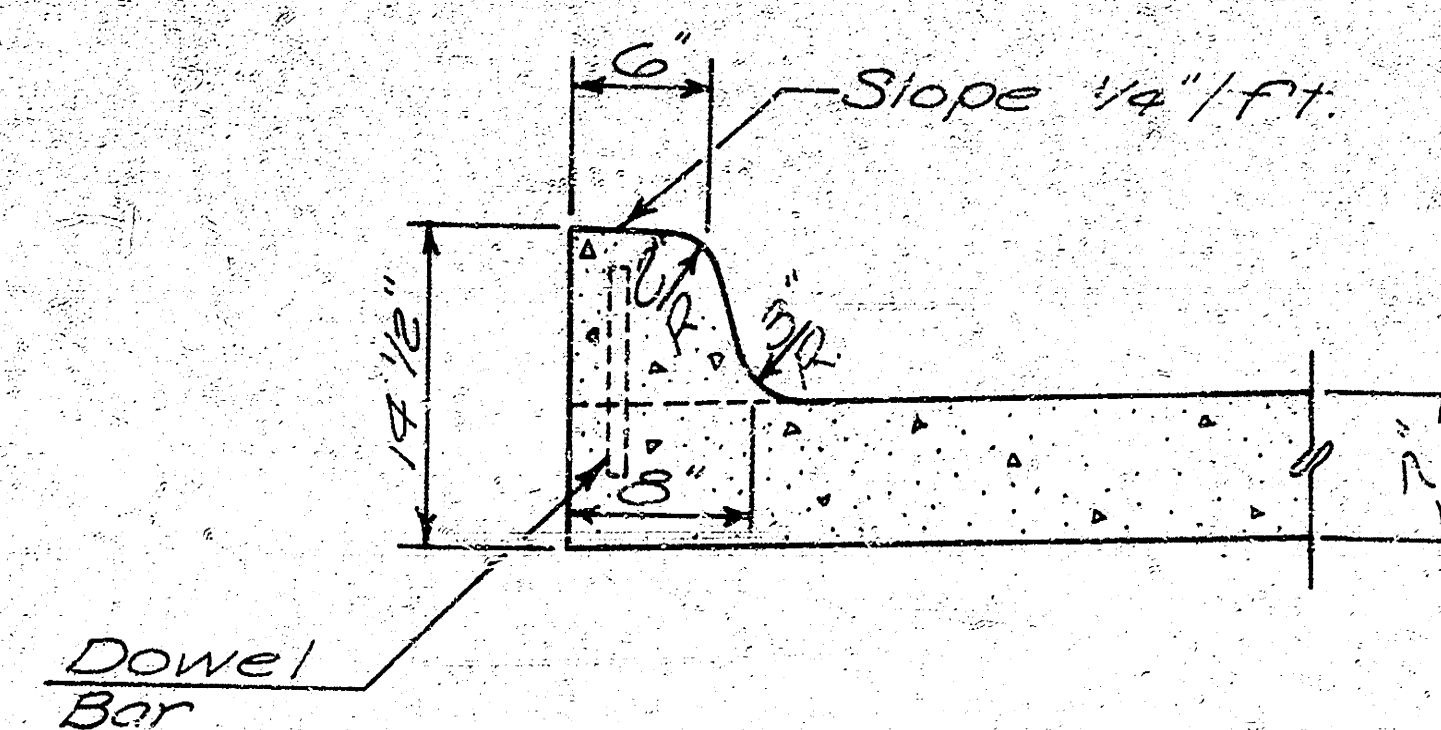
PROJECT NUMBER: 472-76-245-80523-000-000-001



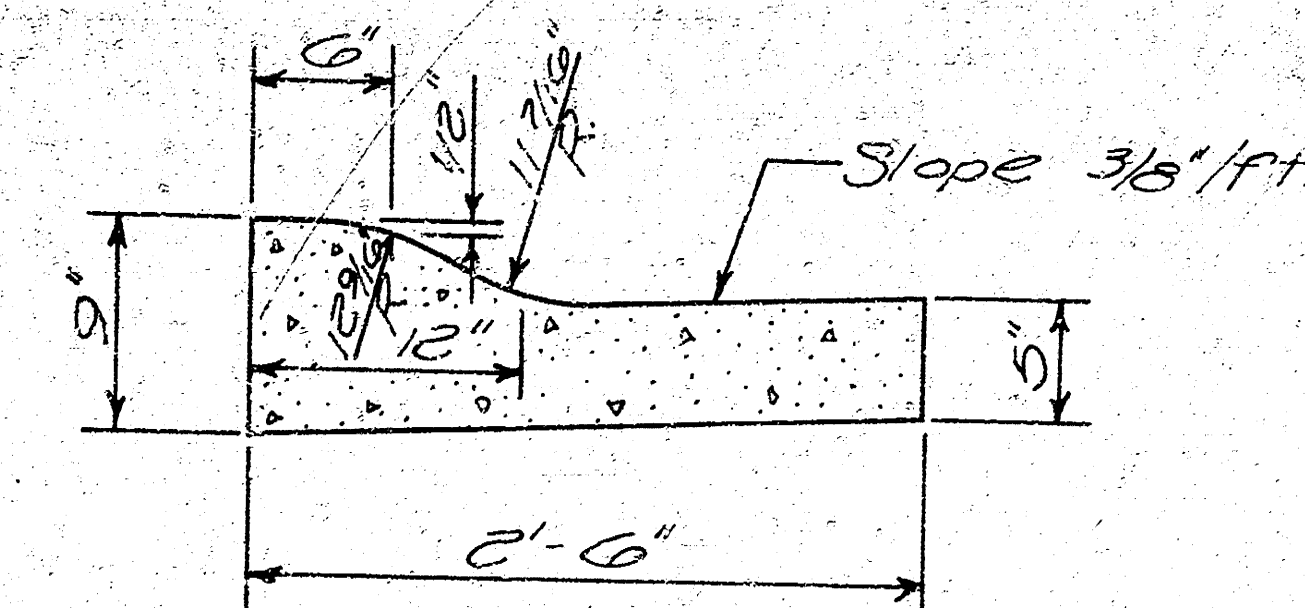
ARCHITECTS - ENGINEERS - PLANNERS
VAN DORN - HAZARD - STALLINGS



TYPICAL REINFORCING DETAILS
FOR 7" CONCRETE INTERSECTION



INTEGRAL CURB



ROLL TYPE
CURB & GUTTER

GENERAL NOTES

1. Contraction Joints may be constructed in Integral Curb by sawing with an approved concrete saw. The saw shall extend through the curb to the pavement. Sawed Contraction Joints shall have a maximum spacing of 10'.
2. Integral Curb shall be tied to the pavement base with short deformed Dowel Bars spaced at 2'-0" intervals. These Dowel Bars shall not be less than 1/2" or more than 3/4" in diameter.

