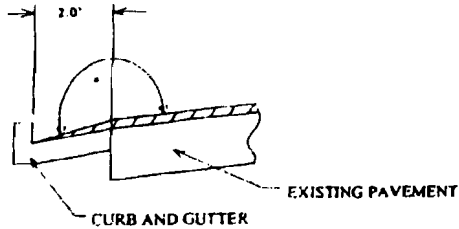


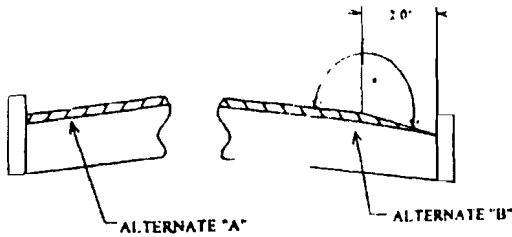
# LMIG TYPICAL RESURFACING SECTION

## CURB AND GUTTER DETAIL

### DETAIL FOR FEATHERING SURFACING



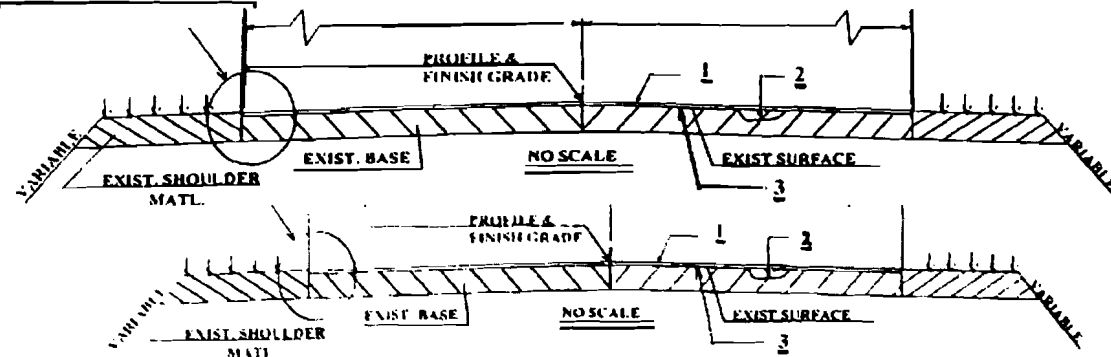
### CURB AND GUTTER



### HEADER CURB

NOTE: \* METHOD OF FEATHERING AT PAVEMENT EDGE (ALTERNATE "A" or ALTERNATE "B") SHALL BE DETERMINED BY THE ENGINEER. UNDER NORMAL CONDITIONS, ALTERNATE "A" SHALL BE USED FOR FEATHERING UNLESS RESURFACING HAS REDUCED THE "EFFECTIVE HEIGHT" OF THE EXISTING CURB TYPE FACILITY. IN THIS EVENT, ALTERNATE "B" SHALL BE USED.

NOTE: \* THE ALGEBRAIC DIFFERENCE BETWEEN THE NEW RIDING SURFACE AND THE FEATHERING IN THE CURB AND GUTTER SHALL NOT EXCEED 7%.



\* SEE ROAD/STREET SUMMARY SHEET FOR PAVEMENT WIDTHS

**SUPERPAVE MIX DESIGN LEVEL** 9.5 mm Type II

- REQ'D 1) 125 LBS PER SY ASPH. CONC. 9.5 mm SUPERPAVE, GP 2 ONLY, INCL BITUM MATL & H LIME
- REQ'D 2) ASPHALTIC CONCRETE PATCHING TO BE PLACED AS DIRECTED BY THE ENGINEER.
- REQ'D 3) ASPHALTIC CONCRETE LEVELING TO BE PLACED AS DIRECTED BY THE ENGINEER.

NOTE: PAVING OF TURNOUTS FOR SIDEROADS AND DRIVES WILL BE A MINIMUM OF THREE FEET ADDITIONAL WIDTH MAY BE NECESSARY TO PROVIDE A SMOOTH, SAFE, AND WELL DRAINED TRANSITION TO AND FROM PUBLIC ROADS AND DRIVEWAYS.

THIS TYPICAL SECTION APPLIES TO PRIORITY NUMBER(S) AS SHOWN ON THE SUMMARY SHEET:

PRIORITY NO: (SEE ROAD SUMMARY OF INFORMATION, APP A, SEC I & III)

**#1, #2, #3, #4, #5, #6, #8, #10, #11, #13**

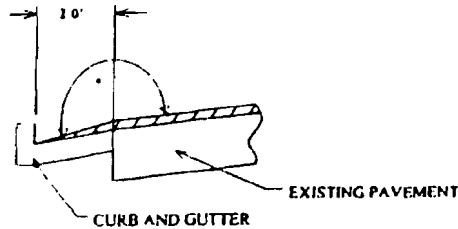
SEE SUMMARY SHEET FOR ROADS REQUIRING STRIPING

<b>PROJECT NO.</b>	<b>DCR-01-12</b>
<b>DETAIL NO.</b>	<b>1</b>
<b>DOUGLAS COUNTY</b>	

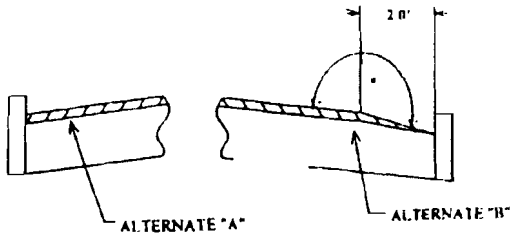
# LMIG TYPICAL RESURFACING SECTION

## CURB AND GUTTER DETAIL

### DETAIL FOR FEATHERING SURFACING



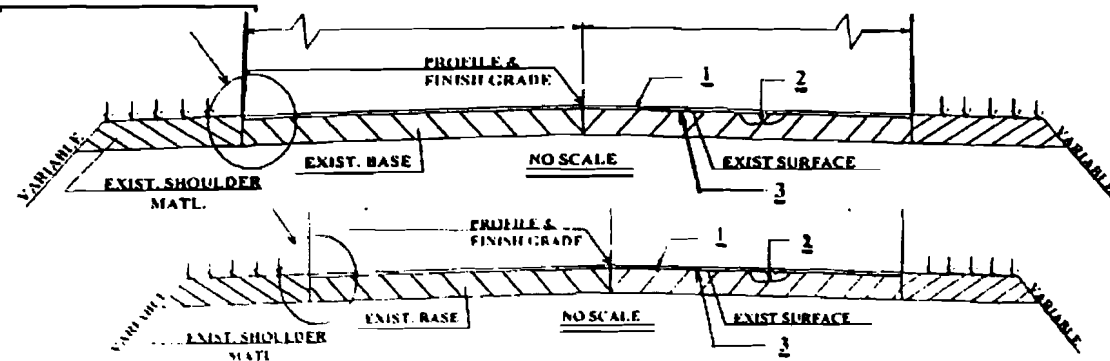
### CURB AND GUTTER



### HEADER CURB

NOTE: \* METHOD OF FEATHERING AT PAVEMENT EDGE (ALTERNATE "A" or ALTERNATE "B") SHALL BE DETERMINED BY THE ENGINEER. UNDER NORMAL CONDITIONS, ALTERNATE "A" SHALL BE USED FOR FEATHERING UNLESS RESURFACING HAS REDUCED THE "EFFECTIVE HEIGHT" OF THE EXISTING CURB TYPE FACILITY. IN THIS EVENT, ALTERNATE "B" SHALL BE USED.

NOTE: \* THE ALGEBRAIC DIFFERENCE BETWEEN THE NEW RIDING SURFACE AND THE FEATHERING IN THE CURB AND GUTTER SHALL NOT EXCEED 7%.



\* SEE ROAD/STREET SUMMARY SHEET FOR PAVEMENT WIDTHS

**SUPERPAVE MIX DESIGN LEVEL** 9.5 mm Type I

- REQ'D 1) 125 LBS PER SY ASPH. CONC. 9.5 mm SUPERPAVE, GP1 or BL1, INCL. "H" LIME.
- REQ'D 2) ASPHALTIC CONCRETE PATCHING TO BE PLACED AS DIRECTED BY THE ENGINEER.
- REQ'D 3) ASPHALTIC CONCRETE LEVELING TO BE PLACED AS DIRECTED BY THE ENGINEER.

NOTE: PAVING OF TURNOUTS FOR SIDEROADS AND DRIVES WILL BE A MINIMUM OF THREE FEET ADDITIONAL WIDTH MAY BE NECESSARY TO PROVIDE A SMOOTH, SAFE, AND WELL DRAINED TRANSITION TO AND FROM PUBLIC ROADS AND DRIVEWAYS.

THIS TYPICAL SECTION APPLIES TO PRIORITY NUMBER(S) AS SHOWN ON THE SUMMARY SHEET:

PRIORITY NO: (SEE ROAD SUMMARY OF INFORMATION, APP A, SEC I & III)

**#7, #12**

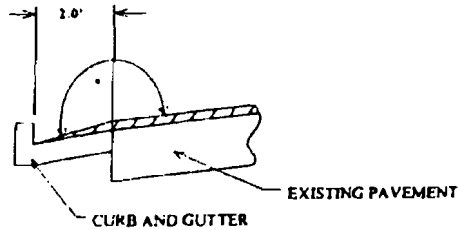
SEE SUMMARY SHEET FOR ROADS REQUIRING STRIPING

<b>PROJECT NO.</b>	<b>DCR-01-12</b>
<b>DETAIL NO.</b>	<b>2</b>
<b>DOUGLAS COUNTY</b>	

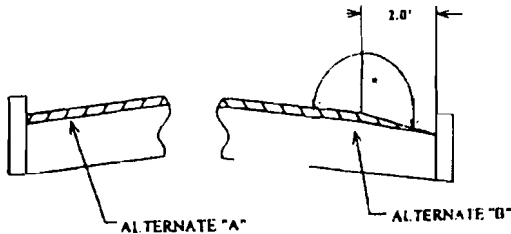
# LMIG TYPICAL RESURFACING SECTION

## CURB AND GUTTER DETAIL

### DETAIL FOR FEATHERING SURFACING



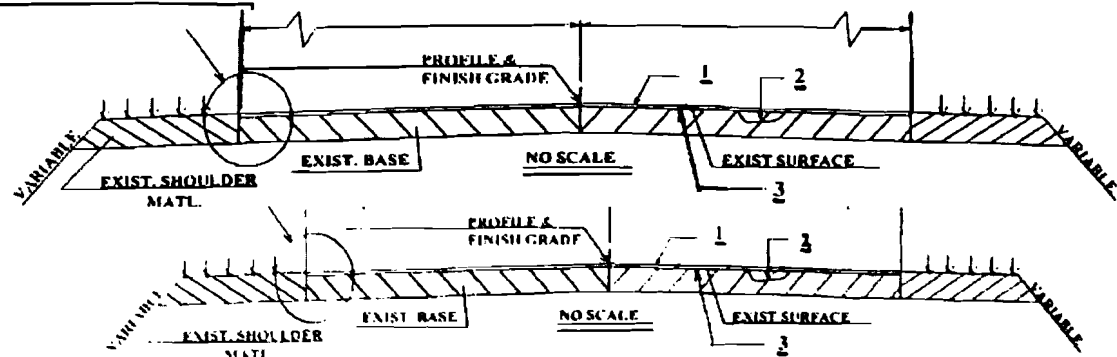
### CURB AND GUTTER



### HEADER CURB

NOTE: \* METHOD OF FEATHERING AT PAVEMENT EDGE (ALTERNATE "A" or ALTERNATE "B") SHALL BE DETERMINED BY THE ENGINEER. UNDER NORMAL CONDITIONS, ALTERNATE "A" SHALL BE USED FOR FEATHERING UNLESS RESURFACING HAS REDUCED THE "EFFECTIVE HEIGHT" OF THE EXISTING CURB TYPE FACILITY. IN THIS EVENT, ALTERNATE "B" SHALL BE USED.

NOTE: \* THE ALGEBRAIC DIFFERENCE BETWEEN THE NEW RIDING SURFACE AND THE FEATHERING IN THE CURB AND GUTTER SHALL NOT EXCEED 7%.



\* SEE ROAD/STREET SUMMARY SHEET FOR PAVEMENT WIDTHS

SUPERPAVE MIX DESIGN LEVEL 9.5 mm Type I

REQ'D 1) 125 LBS PER SY ASPH. CONC. 9.5 mm SUPERPAVE, BL1, INCL. "H" LIME.

REQ'D 2) ASPHALTIC CONCRETE PATCHING TO BE PLACED AS DIRECTED BY THE ENGINEER.

REQ'D 3) ASPHALTIC CONCRETE LEVELING TO BE PLACED AS DIRECTED BY THE ENGINEER.

NOTE: PAVING OF TURNOUTS FOR SIDEROADS AND DRIVES WILL BE A MINIMUM OF THREE FEET ADDITIONAL WIDTH MAY BE NECESSARY TO PROVIDE A SMOOTH, SAFE, AND WELL DRAINED TRANSITION TO AND FROM PUBLIC ROADS AND DRIVEWAYS.

THIS TYPICAL SECTION APPLIES TO PRIORITY NUMBER(S) AS SHOWN ON THE SUMMARY SHEET:

PRIORITY NO: (SEE ROAD SUMMARY OF INFORMATION, APP A, SEC I & III)

**#9**

SEE SUMMARY SHEET FOR ROADS REQUIRING STRIPING

<b>PROJECT NO.</b>	<b>DCR-01-12</b>
<b>DETAIL NO.</b>	<b>3</b>
<b>DOUGLAS COUNTY</b>	