



(*1) LONGITUDINAL JOINT. Full-depth saw cut at 12' LT and RT' of highway centerline and remove any existing outside asphaltic widening (where present).

SPECIAL DESIGN EXCEPTIONS:

- In front of the gym (northwest corner of Kenworthy), there is angle street parking and a very low doorway into the gym which gets flooded. A **Special Drawing** is attached on how to redo this area.
- (per footnote #2 above) A special C&G grade will be needed on the west side, south of French St., due to a low "sump" area west of the highway. On the south side of French St., the C&G will start off lower than normal, at an elevation that will drain that area. The slope of the asphaltic widening will be about 9% instead of the planned 4%. The C&G will be shot in to drain southerly at a marginal grade (just enough to flow water). The slope of the asphaltic widening will gradually improve from the initial 9% and should be back at 4% at roughly 180' south of French St. (roughly mid-block between French and Kenworthy). Refer to **Special Drawing**.
- From Chantry northerly to Freeman/Kirk, the existing northbound lane gradually widens to 24' to meet the new the signal at Freeman/Kirk. As this project's new asphaltic widening progresses north from Chantry St., it will eventually taper out, leaving just the C&G and sidewalk to progress northerly. Refer to **Special Drawing**.

J/P 32746(04) and J/P 33232(04)

TYPICAL SECTION
Kenworthy to Freeman/Kirk