

ROADWAY CONSTRUCTION NOTES

1. ALL RIGHT OF WAY OTHER THAN ROADWAY AREAS SHALL BE SEEDED AND MULCHED OR SODDED. ALL SLOPES GREATER THAN 6% SHALL BE SODDED. THE CITY RESERVES THE RIGHT TO REQUIRE SODDING IN SPECIAL AREAS WHERE EROSION IS A CONCERN.
2. THE FOLLOWING WILL BE THE STANDARD PROTECTION FOR DITCHES UNLESS DRAINAGE CALCULATIONS INDICATE OTHERWISE:

<u>SWALE PROFILE GRADES</u>	<u>PROTECTION REQUIRED</u>
0.2% – 1.0%	SEEDING AND MULCHING
1.0% – 4.0%	SODDING
4.0% AND GREATER	DITCH PAVING
3. ALL FRANCHISE UTILITY CROSSINGS, INCLUDING BUT NOT LIMITED TO FPL, BELLSOUTH AND CABLE SHALL BE INSTALLED PRIOR TO INSTALLATION AND COMPACTION OF THE ROAD SUB BASE. ANY CROSSINGS AFTER INSTALLATION OF THE SUB BASE SHALL BE BY DIRECTIONAL BORE.
4. THE LIMITS OF STABILIZED SUB BASE SHALL EXTEND TO A DEPTH OF SIX INCHES (6") BELOW THE BOTTOM OF THE BASE AND OUTWARD TO TWELVE INCHES (12") BEYOND THE CURB.
5. THE STABILIZING MATERIAL, IF REQUIRED, SHOULD BE A HIGH BEARING VALUE SOIL, SAND-CLAY, LIMEROCK, RECYCLED CONCRETE, SHELL OR OTHER MATERIAL AS APPROVED BY THE CITY AND A LICENSED SOILS ENGINEER.
6. THE SUB BASE SHALL BE STABILIZED NOT LESS THAN FORTY (40) POUNDS LIMEROCK BEARING RATIO (LBR). A COMPACTION OF NO LESS THAN NINETY-EIGHT (98%) PERCENT DENSITY BASED ON AASHTO T-180 SHALL BE REQUIRED.
7. TESTS FOR SUB BASE BEARING CAPACITY AND COMPACTION SHALL BE DONE AT A MINIMUM OF EVERY 300 FEET AND SHALL BE STAGGERED TO THE LEFT, RIGHT AND AT CENTER LINE OF THE ROADWAY.
8. BASES FOR ALL STREETS SHALL HAVE A MINIMUM SIX INCH (6") DEPTH. PRIMING AND SANDING SHALL BE REQUIRED AS SOON AS BEARING CAPACITY AND COMPACTION HAS BEEN ACHIEVED.
9. MAXIMUM DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST. RECYCLED CONCRETE OR LIMEROCK BASES SHALL BE COMPACTED TO (98%)
10. MATERIAL DELIVERY TICKETS SHALL BE PROVIDED TO THE CITY AT THE TIME OF PLACEMENT.
11. TESTING OF THE IN-PLACE BASE SHALL BE DONE AT INTERVALS EQUIVALENT TO SUB BASE TESTING AND SHALL CONSIST OF, AS A MINIMUM, MOISTURE CONTENT AND COMPACTION TEST.



STANDARD CONSTRUCTION DETAIL

ROADWAY CONSTRUCTION NOTES

INDEX

R-1A

JAN - 2024

12. DESIGN MIXES SHALL BE SUBMITTED TO THE CITY FOR THEIR APPROVAL NO LESS THAN THREE (3) WORKING DAYS PRIOR TO ANY ROADWAY CONSTRUCTION.
13. ASPHALT SPECIFICATIONS SHALL BE SUBMITTED BY THE DESIGN ENGINEER WITH FINAL PLANS TO THE CITY. FLORIDA STATE CERTIFIED BATCH PLANTS MUST THEN CERTIFY THAT THESE APPROVED SPECIFICATIONS HAVE BEEN MET.
14. EXTRACTION AND GRADATION TESTS ON ASPHALT MIXES SHALL BE PROVIDED TO THE CITY TO INSURE THAT DESIGN MIXES MEET THE CITY STANDARD SPECIFICATIONS.
15. THE ROADWAY CROWN SHALL HAVE A STANDARD ONE QUARTER INCH (1/4") PER FOOT SLOPE.
16. ALL ROADWAYS WITH CURB AND GUTTER SECTIONS SHALL HAVE AS A STANDARD A MINIMUM LONGITUDINAL SLOPE OF 0.30%.
17. THE FINISHED PAVEMENT EDGE SHALL BE WITHIN ONE QUARTER INCH (1/4") OF THE ADJACENT CONCRETE CURB.
18. CONCRETE CURBS SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS AND CONSTRUCTED WITH 2500 PSI CONCRETE AT 28 DAYS.
19. CONCRETE CURBS SHALL BE SAW CUT TO A DEPTH EQUAL TO 1/4 OF CURB THICKNESS AT INTERVALS OF TEN FEET (10') WITH EXPANSION JOINTS AT STREET INTERSECTIONS, STRUCTURES AND ALONG CURVES AT SIXTY FEET (60') INTERVALS. ALL EXPANSION JOINT MATERIAL IS REQUIRED TO BE INSTALLED THROUGH THE ENTIRE DEPTH OF THE CONCRETE CURB.
20. AN "X" SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF WATER DISTRIBUTION SYSTEM VALVE.
21. AN "↑" SHALL BE CUT INTO THE CURB TO MARK THE LOCATION OF ALL VALVES OTHER THAN WATER DISTRIBUTION VALVES.
22. A "V" SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL SEWER SERVICES.
23. A "⊥" SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL RECLAIMED WATER SERVICES.
24. A "▲" SHALL BE CUT IN THE CURB TO MARK THE LOCATION OF ALL WATER SERVICES.



STANDARD CONSTRUCTION DETAIL

ROADWAY CONSTRUCTION NOTES

INDEX

R-1B

JAN - 2024

25. THREE (3) CONCRETE CYLINDERS SHALL BE TAKEN AND TESTED FOR EVERY THREE HUNDRED (300) FEET OF ROADWAY CONSTRUCTED. TEST RESULTS SHALL THEN BE PROVIDED TO THE CITY AS THEY BECOME AVAILABLE.
26. THE DEVELOPER SHALL PROVIDE ALL REQUIRED PAVEMENT MARKINGS ON ALL ROADWAYS PER CITY, COUNTY AND STATE REQUIREMENTS. CENTERLINE STRIPES SHALL BE PROVIDED ON EXTENSIONS OF CITY COLLECTOR OR ARTERIAL ROADS, COUNTY ROADS AND STATE HIGHWAYS ONLY.
27. STOP BARS SHALL BE PLACED AT ALL SUBDIVISION ENTRANCES AND INTERSECTIONS CONTAINING CITY COLLECTOR AND ARTERIAL ROADS, COUNTY ROADS AND STATE HIGHWAYS.
28. ALL TRAFFIC CONTROL DEVICES PLACED AT INTERSECTIONS, PRIVATE STREETS, PUBLIC STREETS, COUNTY ROADS AND STATE HIGHWAYS WITHIN THE CITY LIMITS SHALL BE INSTALLED ACCORDING TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
29. THE DEVELOPER IS RESPONSIBLE FOR PAYING FEES FOR ALL STREET LIGHTS PRIOR TO ACCEPTANCE OF THE PROJECT BY THE CITY.
30. STANDARD TURNING RADII FOR INTERSECTIONS:

2-LANE ACCESS OR FEEDER	35'
LOCAL TO COLLECTOR	35'
LOCAL OR COLLECTOR TO ARTERIAL	40'
ARTERIAL TO ARTERIAL	50'
31. CITY INSPECTOR SHALL BE PRESENT DURING PAVING OF ALL PUBLIC AND PRIVATE ROADS. PAVING SHALL BE PERFORMED DURING NORMAL BUSINESS HOURS, MONDAY THROUGH FRIDAY. PAVING DURING WEEKENDS IS NOT PERMITTED.
32. CONSTRUCTION METHODS AND DESIGN FOR CONCRETE PAVEMENT SHALL CONFORM TO FDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
33. ALL CONTRACTORS THAT ARE PERFORMING THE CONSTRUCTION OF PUBLIC IMPROVEMENTS (WATER MAIN, SANITARY SEWER MAIN, RECLAIMED WATER MAIN, STORM WATER PIPES AND INLETS AND ALSO CONSTRUCTION OF ROADWAYS) SHALL BE CERTIFIED WITH THE FLORIDA STATE DEPARTMENT OF PROFESSIONAL REGULATIONS (DPR) FOR THE TYPE OF WORK THAT THEY PERFORM. A COPY OF THE VALID LICENSE IS REQUIRED AT PRE CONSTRUCTION MEETING.
34. UTILITY DEPTH:
 - HIGH VOLTAGE UTILITIES SUCH AS POWER (FEEDER, SERVICE AND DROPS) SHALL BE BURIED A MINIMUM OF 30 INCHES IN DEPTH.
 - LOW VOLTAGE UTILITIES SUCH AS PHONE AND CABLE TV SHALL BE BURIED A MINIMUM OF 12 INCHES IN DEPTH FOR FEEDER AND SERVICES. SERVICE DROPS SHALL BE BURIED A MINIMUM OF 6 INCHES IN DEPTH.
 - HIGH VOLTAGE UTILITIES INSTALLED PARALLEL TO PRESSURE MAINS SHALL MAINTAIN A MINIMUM FIVE FOOT SEPARATION.
35. GEOTECHNICAL TESTING REPORTS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER SHALL BE SUBMITTED TO THE CITY OF SOUTH DAYTONA PRIOR TO FINAL SIGN OFF. REPORTS SHALL CLEARLY LABEL PROJECT NAME AND PHASE.



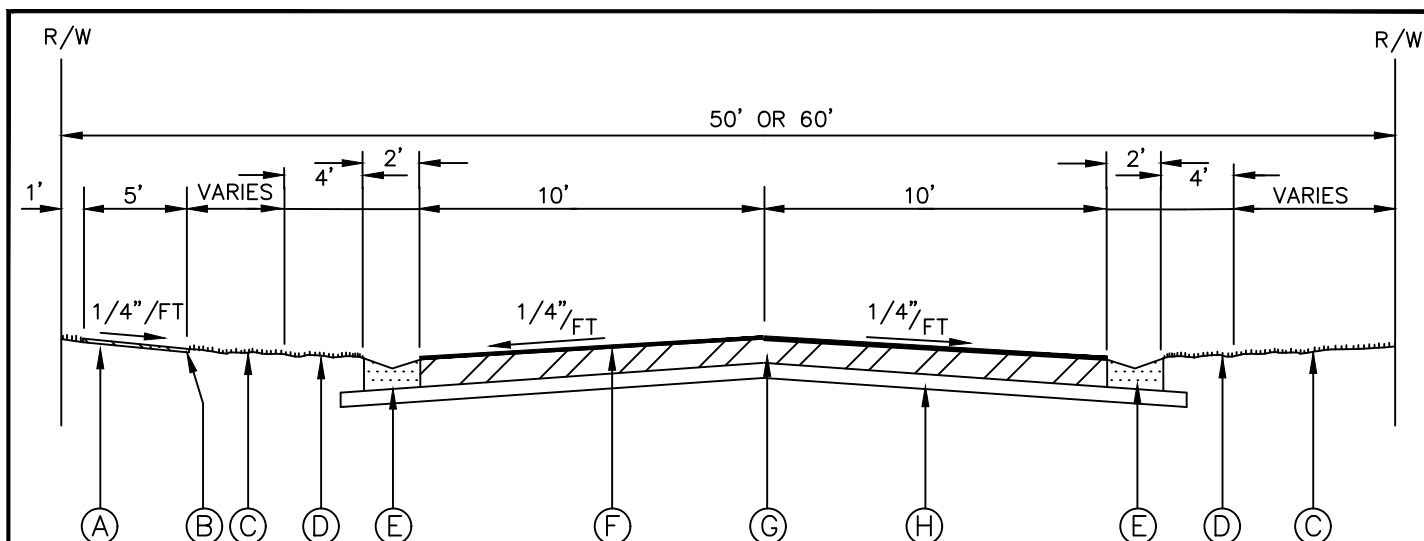
STANDARD CONSTRUCTION DETAIL

ROADWAY CONSTRUCTION NOTES

INDEX

R-1C

JAN - 2024



- (A) 5'-0" WIDE CONCRETE SIDEWALK
4" THICK, 2500 P.S.I.
6" THICK AT DRIVEWAY
- (B) 6" ABOVE CENTERLINE ROAD GRADE
- (C) SOD or SEED AND MULCH PER F.D.O.T. STANDARD SPECIFICATION SECTION 570. 1' SOD STRIP REQUIRED ADJACENT TO CURB AND AROUND DRAINAGE STRUCTURES.
- (D) 4' WIDE AREA WITH MAX. SLOPE OF 1"/4 FEET
- (E) CONCRETE MIAMI CURB, 2500 P.S.I.
- (F) ASPHALT PAVEMENT:
1-1/2" ASPHALT BITUMINOUS CONCRETE SP-9.5 OR SP-12.5;
MINIMUM MARSHALL FIELD STABILITY 1500.
- (G) BASE:
6" LIMEROCK (LBR 100) COMPACTED TO 98% DENSITY
BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
OR
6" CRUSHED CONCRETE (LBR 100) COMPACTED TO 98% DENSITY
BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
- (H) SUB BASE:
6" SUB BASE COMPACTED TO 98% DENSITY BASED ON AASHTO T-180
MODIFIED PROCTOR TEST WITH MINIMUM LBR 40.

NOTE TO ENGINEER:

ENGINEER TO SELECT
BASE OPTION

NOTE:

A REPRESENTATIVE OF A CERTIFIED SOIL LABORATORY SHALL BE PRESENT DURING ALL CONSTRUCTION PHASES TO PERFORM ROADWAY COMPACTION AND DENSITY TESTING AS REQUIRED - SEE INDEX R-6(A/B).



STANDARD CONSTRUCTION DETAIL

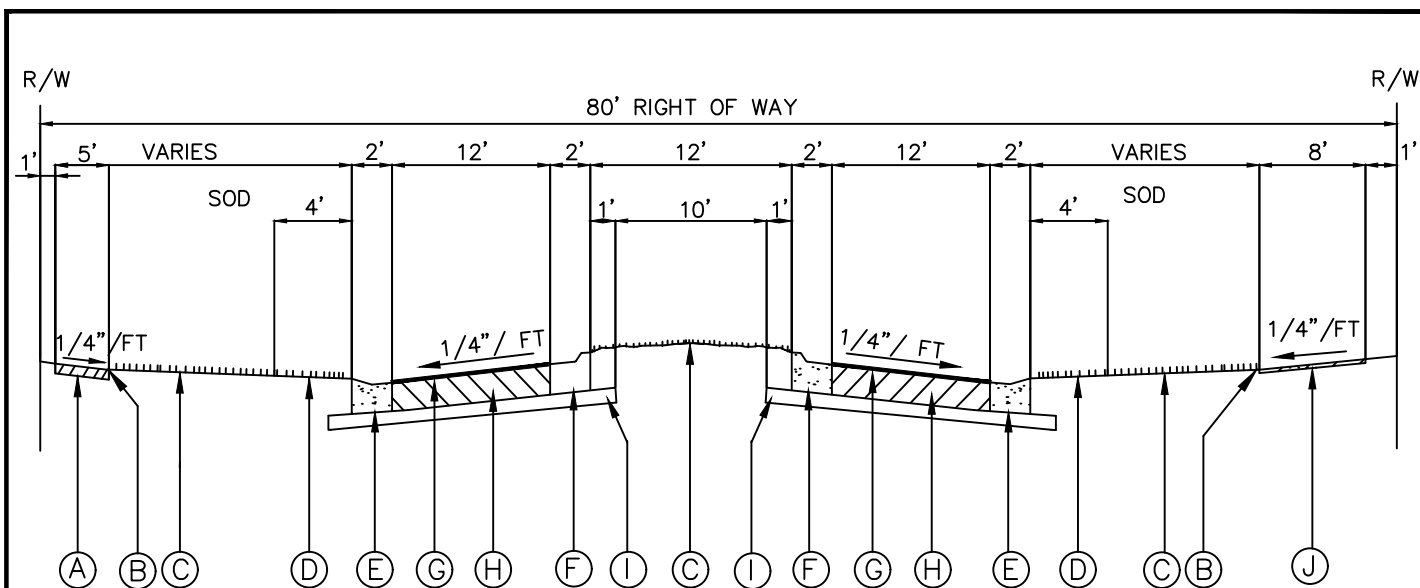
50' OR 60' R/W/ ROAD SECTION

NTS

INDEX

R-2

JAN - 2024



- (A) 5'-0" WIDE CONCRETE SIDEWALK
4" THICK, 2500 P.S.I.
6" THICK AT DRIVEWAY
- (B) 6" MINIMUM ABOVE CENTERLINE ROAD GRADE
- (C) SOD or SEED AND MULCH PER F.D.O.T. STANDARD SPECIFICATION SECTION 570.
1' SOD STRIP REQUIRED ADJACENT TO CURB AND AROUND DRAINAGE STRUCTURES.
- (D) 4' WIDE AREA WITH MAX. SLOPE 1"/4 FT
- (E) CONCRETE MIAMI CURB, 2500 P.S.I.
- (F) FDOT TYPE-E CONCRETE CURB, 2500 P.S.I., SLOPED TO DRAIN WATER FROM GUTTER TO ASPHALT PAVEMENT
- (G) ASPHALT PAVEMENT: 1-1/2" ASPHALT BITUMINOUS CONCRETE SP-9.5 OR SP-12.5; MINIMUM MARSHALL FIELD STABILITY 1500.
- (H) BASE:
8" LIMEROCK (LBR 100) COMPACTED TO 98% DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
OR
8" CRUSHED CONCRETE (LBR 100) COMPACTED TO 98% DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
- (I) SUB BASE:
12" SUB BASE COMPACTED TO 98% DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST WITH MINIMUM LBR 40.
- (J) 8'-0" WIDE CONCRETE BIKE PATH
4" THICK, 2500 P.S.I.
6" THICK AT DRIVEWAY

NOTE TO ENGINEER:

ENGINEER TO SELECT
BASE OPTION

NOTE:

A REPRESENTATIVE OF A CERTIFIED SOIL LABORATORY SHALL BE PRESENT DURING ALL CONSTRUCTION PHASES TO PERFORM ROADWAY COMPACTION AND DENSITY TESTING AS REQUIRED. SEE INDEX R-6(A/B).



STANDARD CONSTRUCTION DETAIL

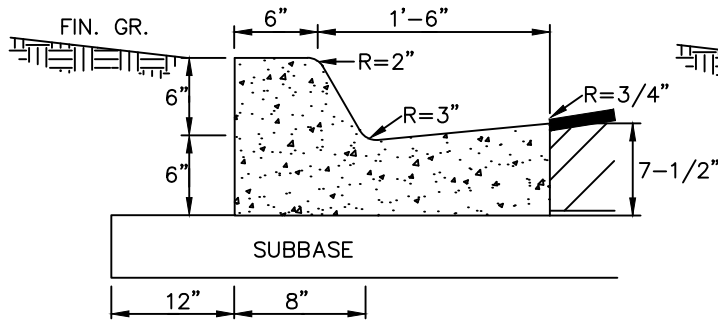
80' R/W ROAD SECTION WITH MEDIAN

NTS

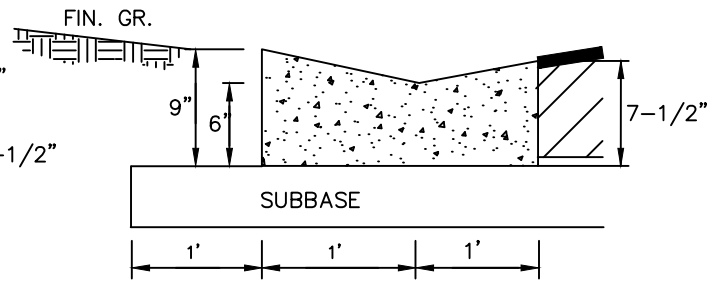
INDEX

R-3

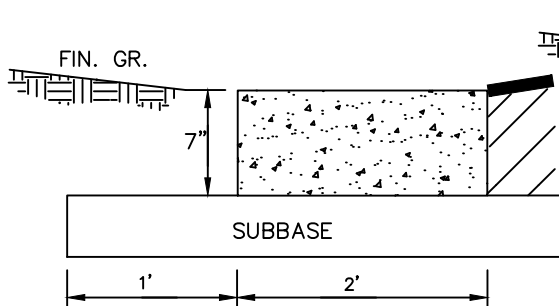
JAN - 2024



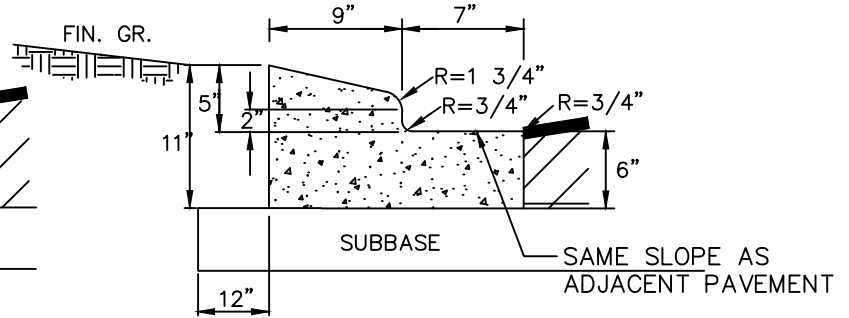
F.D.O.T. TYPE "F" CURB



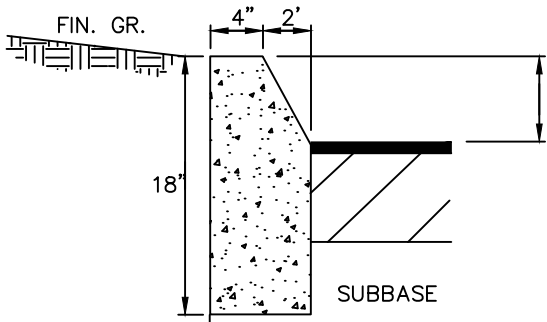
MIAMI CURB



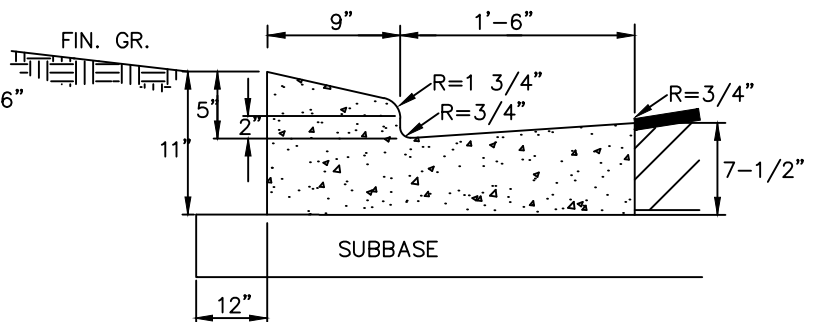
ENVIRONMENTAL CURB



F.D.O.T. TYPE "A" CURB



HEADER CURB



F.D.O.T. TYPE "E" CURB

NOTES:

1. ALL CURBS TO BE CONSTRUCTED OF 28 DAY, 2500 P.S.I. CONCRETE
2. 1/2" PRE-MOLDED EXPANSION JOINT REQUIRED EVERY 500',
CONSTRUCTION JOINT REQUIRED EVERY 10' MAXIMUM (4' MINIMUM).
3. 1/2" PRE-MOLDED EXPANSION JOINT REQUIRED AT EACH SIDE OF ALL
STORM INLET STRUCTURES AND AT ALL RADIUS POINTS.
4. 6" SUBBASE TO BE COMPACTED AND TESTED TO 98% DENSITY WITH
MINIMUM L.B.R. 40 BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
5. EXPANSION JOINT MATERIAL MUST COVER THE ENTIRE CROSS SECTION
OF CURB.
6. ALL EXPOSED CORNERS TO BE ROUNDED AT 3/4" MIN. RADIUS.
7. ALL CURB ENDS THAT DO NOT TIE INTO OTHER FACILITIES SHALL
TRANSITION DOWN TO PAVEMENT GRADE IN 24 INCHES.



STANDARD CONSTRUCTION DETAIL

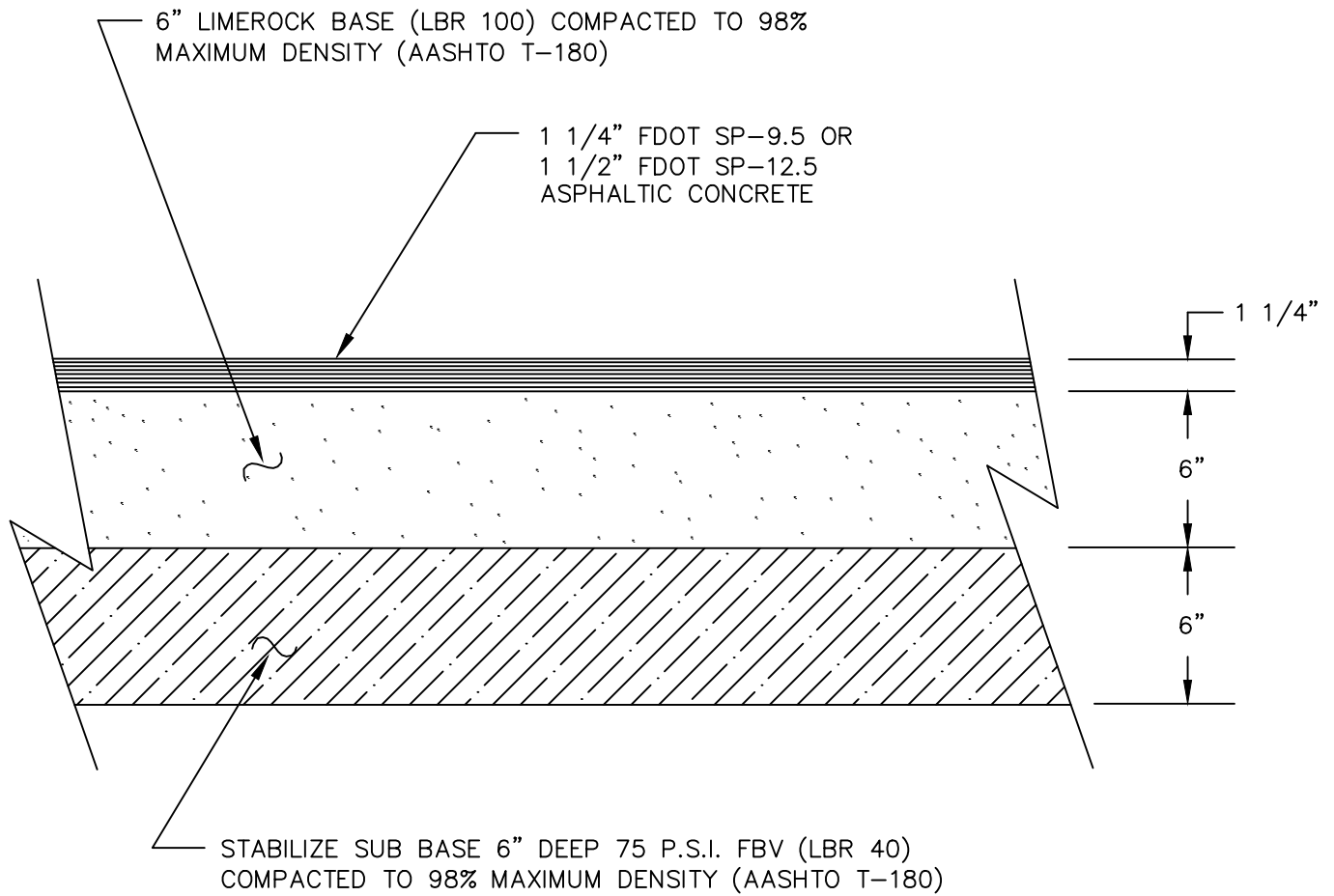
STANDARD CURB CONSTRUCTION

NTS

INDEX

R-4

JAN - 2024



STANDARD CONSTRUCTION DETAIL

STANDARD PAVING DETAIL

NTS

INDEX

R-5

JAN - 2024

ROADWAY COMPACTION AND DENSITY TESTING REQUIREMENTS

ITEM	TEST	FREQUENCY	STANDARD	TEST METHOD
ROADWAY SUBBASE (BOTTOM OF SUBBASE DOWN 1 FOOT)	IN-PLACE DENSITY	ONE (1) TEST/300 LF	95% MODIFIED PROCTOR (ASTM D-1557 OR AASHTO T-180)	ASTM D-2937 D-2922 D-1556
STABILIZED SUBBASE	IN-PLACE DENSITY	ONE (1) TEST/300 LF	95% MODIFIED PROCTOR (ASTM D-1557 OR AASHTO T-180)	ASTM D-2937 D-2922 D-1556
STABILIZED SUBBASE	FLORIDA BEARING VALUE (FBV)	ONE (1) TEST/300 LF	FBV = 75	
STABILIZED SUBBASE	LIMEROCK BEARING RATIO (LBR)	ONE (1) TEST/SOIL TYPE	LBR = 40	
LIMEROCK BASE	IN-PLACE DENSITY	ONE (1) TEST/300 LF	98% MODIFIED PROCTOR (ASTM D-1557 OR AASHTO T-180)	ASTM D-2937 D-2922 D-1556
LIMEROCK BASE	LIMEROCK BEARING RATIO (LBR)	PROVIDE CERTIFICATE FROM PLANT	LBR 100	FM 5-515
CRUSHED CONCRETE BASE	IN-PLACE DENSITY	ONE (1) TEST/300 LF	98% MODIFIED PROCTOR (ASTM D-1557 OR AASHTO T-180)	ASTM D-2937 D-1556
CRUSHED CONCRETE BASE	LIMEROCK BEARING RATIO (LBR)	(1) PER VISIBLE CHANGE IN MATERIAL BLEND	LBR 100	
ASPHALT	EXTRACTION AND GRADATION	(1) PER DAY PER MIX	PER MIX DESIGN	D-2922
ASPHALT	THICKNESS AND DENSITY	(1) PER 300 LF ROADWAY	PER MIX DESIGN AND JOB SPECS	CORING OR NUCLEAR (DENSITY ONLY)
SOIL OPTIMUM MOISTURE/DENSITY	PROCTOR TEST	(1) PER SOIL OR BASE TYPE		ASTM D-1557 (MODIFIED) ASTM D-558 (STANDARD) AASHTO T-180 (MODIFIED) AASHTO T-99 (STANDARD)
CURB SUBBASE	IN-PLACE DENSITY	ONE (1) TEST/300 LF	98% MODIFIED PROCTOR (ASTM D-1557 OR AASHTO T-180)	
CURB SUBBASE (LBR)	LIMEROCK BEARING RATIO (LBR)	(1) TEST/SOIL CHANGE	LBR 40	



STANDARD CONSTRUCTION DETAIL TECHNICAL SPECIFICATIONS FOR TESTING REQUIREMENTS

INDEX

R-6A

JAN - 2024

PIPED UTILITY INSTALLATION REQUIREMENTS

ITEM	TEST	FREQUENCY	STANDARD	TEST METHOD
PIPE TRENCH SUBBASE (IF SPECIFIED)	IN-PLACE DENSITY	ONE (1) TEST/300 LF	98% MODIFIED PROCTOR	ASTM D-2937 D-2922 D-1556
PIPED BACKFILL IN PAVED AREAS	IN-PLACE DENSITY	ONE (1) TEST/300 LF PER ONE (1) FOOT VERTICAL LIFT OF FILL	98% MODIFIED PROCTOR	ASTM D-2937 D-2922 D-1556
PIPED BACKFILL IN GREEN AREAS	IN-PLACE DENSITY	ONE (1) TEST/300 LF PER ONE (1) FOOT VERTICAL LIFT OF FILL	90% MODIFIED PROCTOR	ASTM D-2937 D-2922 D-1556
SOIL OPTIMUM MOISTURE/DENSITY	PROCTOR TEST	ONE (1) PER SOIL OR BASE TYPE		ASTM D-2937 (MODIFIED) ASTM D-558 (STANDARD) AASHTO T-180 (MODIFIED) AASHTO T-99 (STD.)



STANDARD CONSTRUCTION DETAIL TECHNICAL SPECIFICATIONS FOR TESTING REQUIREMENTS

INDEX

R-6B

JAN - 2024

A. SCOPE OF WORK – THE WORK IN THIS SECTION CONSISTS OF FURNISHING AND COMPLETELY INSTALLING SEED AND MULCH OVER THE LIMITS CALLED FOR ON THE CONSTRUCTION DRAWINGS.

B. MATERIALS – GRASS SEED SHALL BE A MIXTURE OF:

PENSACOLA BAHIA (50% SCARIFIED SEED)	50%
HULLED BERMUDA	25%
BROWN TOP MILLET	25%

SEED SHALL BE PREMIXED BY A SEED COMPANY TO THE PERCENTAGES DESCRIBED ABOVE, WITH CERTIFICATION FROM THE SUPPLIER PROVIDED TO THE CITY, PRIOR TO USE.

CONTRACTOR MAY REQUEST OPTION TO INSTALL HYDRO-SEEDING, SUBJECT TO THE APPROVAL OF THE CITY ENGINEER AND/OR CITY LANDSCAPE ARCHITECT.

C. MULCH – MULCH USED SHALL BE STRAW OR HAY CONSISTING OF OATS, RYE OR WHEAT STRAW OF PANGOLA, PEANUT, COASTAL BERMUDA OR BAHIA GRASS HAY. MULCH SHALL BE FREE FROM UNDESIRABLE WEED AND OTHER UNDESIRABLE GRASS. APPROXIMATELY TWO INCHES (2”), LOOSE THICKNESS, OF MULCH MATERIAL SHALL BE APPLIED INFORMALLY OVER THE GRASSED AREAS (APPROXIMATELY 1 1/2 BALES PER 1000 SQUARE FEET). THE MULCH MATERIAL SHALL BE CUT INTO THE SOIL WITH A DISC HARROW OR OTHERWISE ANCHORED DOWN.

D. METHODS – GRASSING SHALL BE DONE IMMEDIATELY UPON COMPLETION OF THE FINE GRADING OPERATION. HOWEVER, NO SEEDING SHALL BE DONE WHEN THE GROUND IS FROZEN OR UNDULY WET. THE RATE OF SPREAD FOR THE SEED MATERIAL SHALL BE ONE HUNDRED AND THIRTY (130) POUNDS PER ACRE.

E. STORMWATER PONDS – SLOPES OF STORMWATER PONDS SHALL BE COVERED WITH SOD. NO SEEDING & MULCHING IS ALLOWED ON SLOPES.



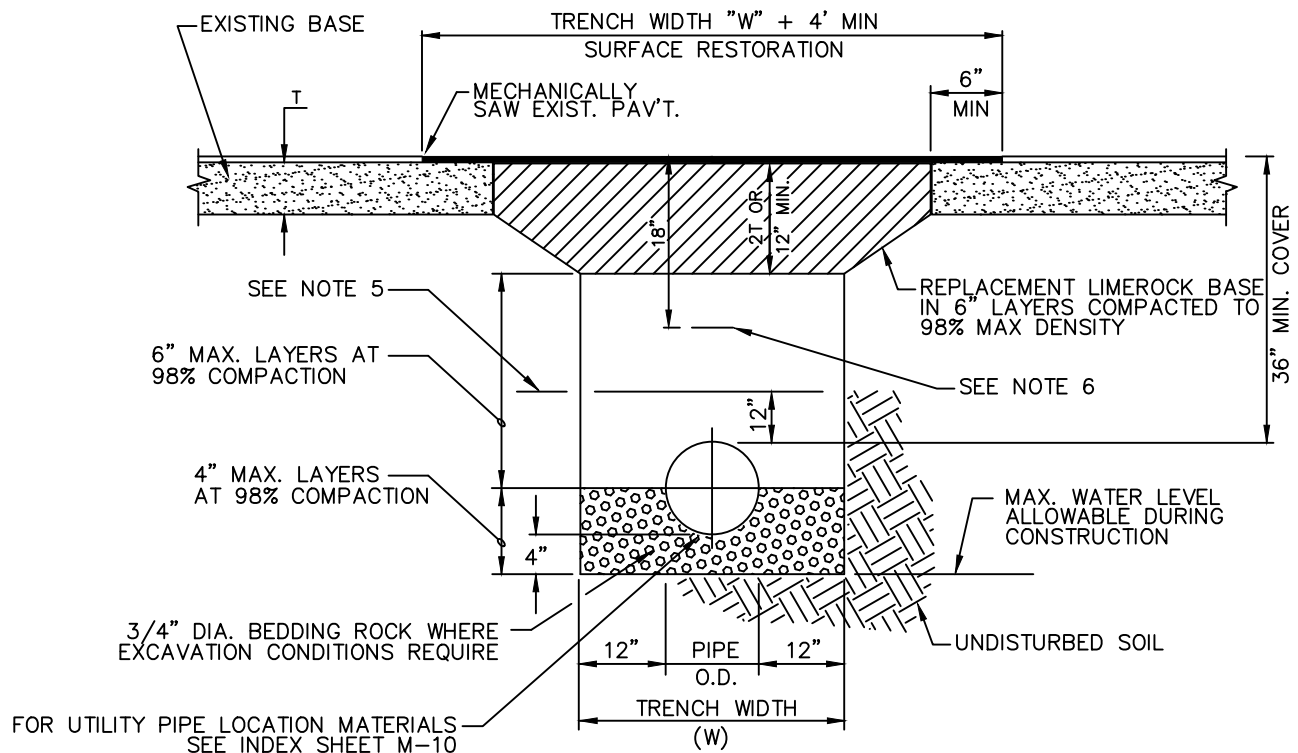
STANDARD CONSTRUCTION DETAIL

SEEDING AND MULCHING

INDEX

R-7

JAN - 2024



PAVEMENT CUT AND PATCH DETAIL

NOTES:

1. WHERE SOIL CONDITIONS CAN NOT BE MAINTAINED AS SHOWN ABOVE, PROVIDE APPROVED METHOD OF CONSTRUCTION.
2. SHEETING WILL BE REQUIRED AS DETERMINED IN THE FIELD.
3. NEW SURFACING MATERIALS SHALL BE CONSISTENT WITH EXISTING AND SHALL HAVE LAPPED & FEATHERED JOINTS (1 1/2" MIN. THK.)
4. COMPACTION PERCENTAGES SHOWN REFER TO A.A.S.H.T.O. T-180. PROVIDE COMPACTION TEST REPORTS TO CITY INSPECTOR.
5. MECHANICAL COMPACTION NOT ALLOWED BELOW THIS LEVEL.
6. INSTALL METALLIC TAPE OVER FULL LENGTH OF PIPE.
7. EIGHT INCHES (8") OF HIGH EARLY-STRENGTH CONCRETE MAY BE SUBSTITUTED FOR LIMEROCK UPON APPROVAL BY CITY ENGINEER.

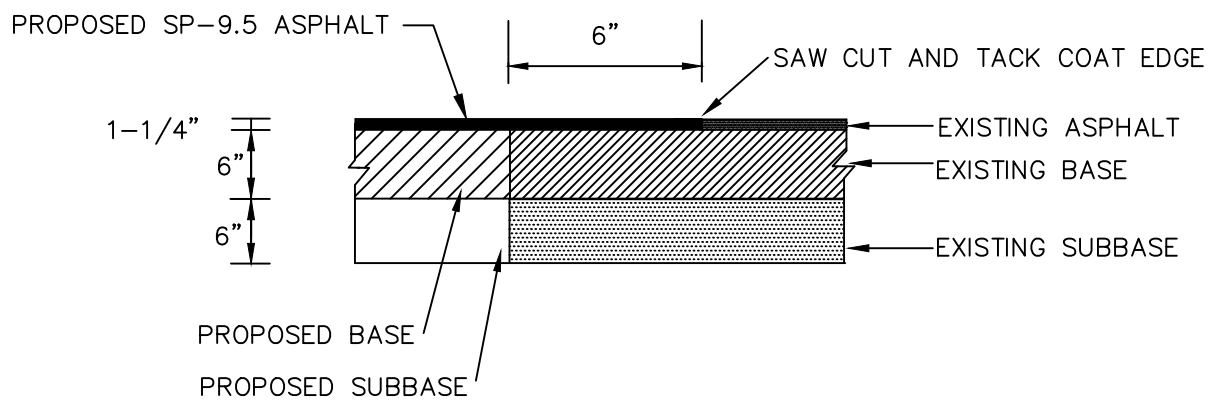


STANDARD CONSTRUCTION DETAIL
PAVEMENT CUT AND PATCH
NTS

INDEX

R-8

JAN - 2024



STANDARD CONSTRUCTION DETAIL

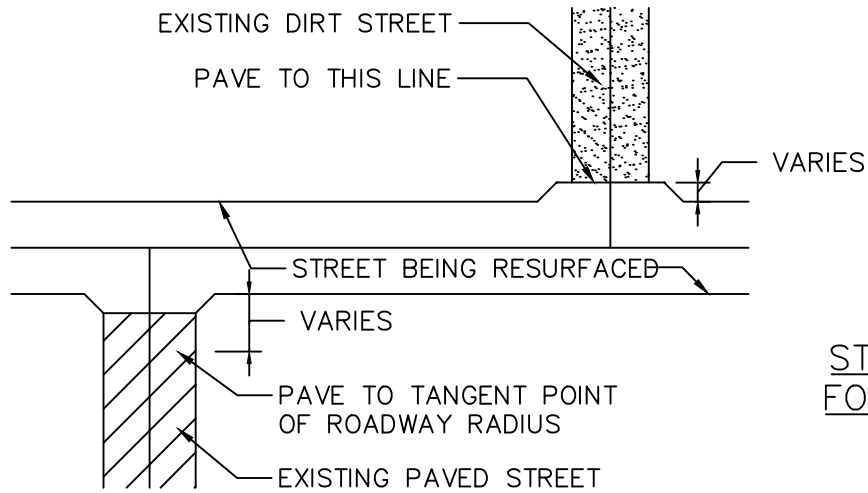
PAVEMENT BUTT JOINT

NTS

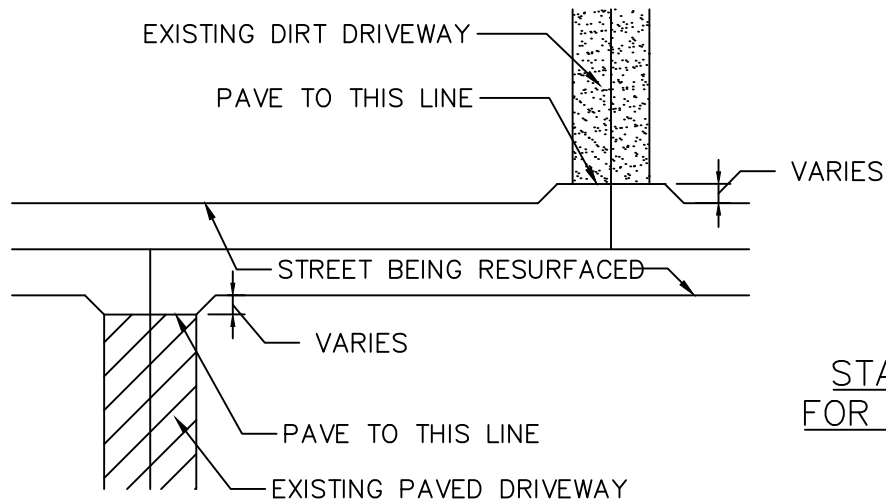
INDEX

R-9

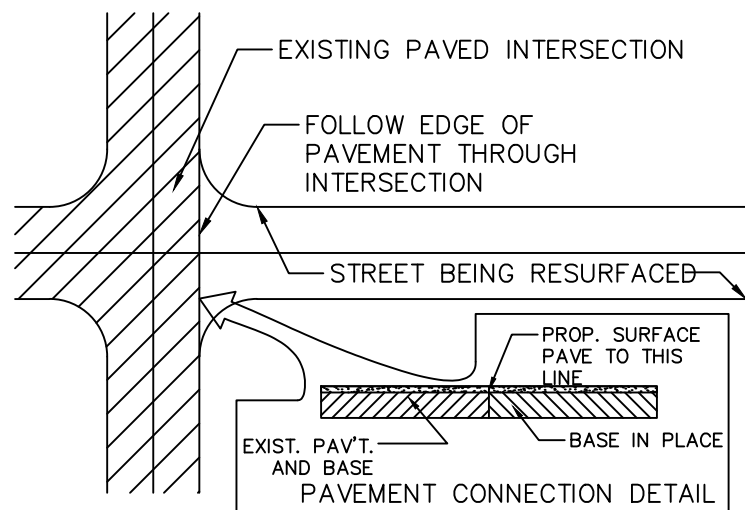
JAN - 2024



STANDARD DETAIL
FOR DIRT STREETS
AND PAVED
STREETS
THICKNESS VARIES



STANDARD DETAIL
FOR DIRT DRIVEWAYS
AND PAVED
DRIVEWAYS
THICKNESS VARIES



STANDARD DETAIL
FOR PAVED
INTERSECTION
THICKNESS VARIES



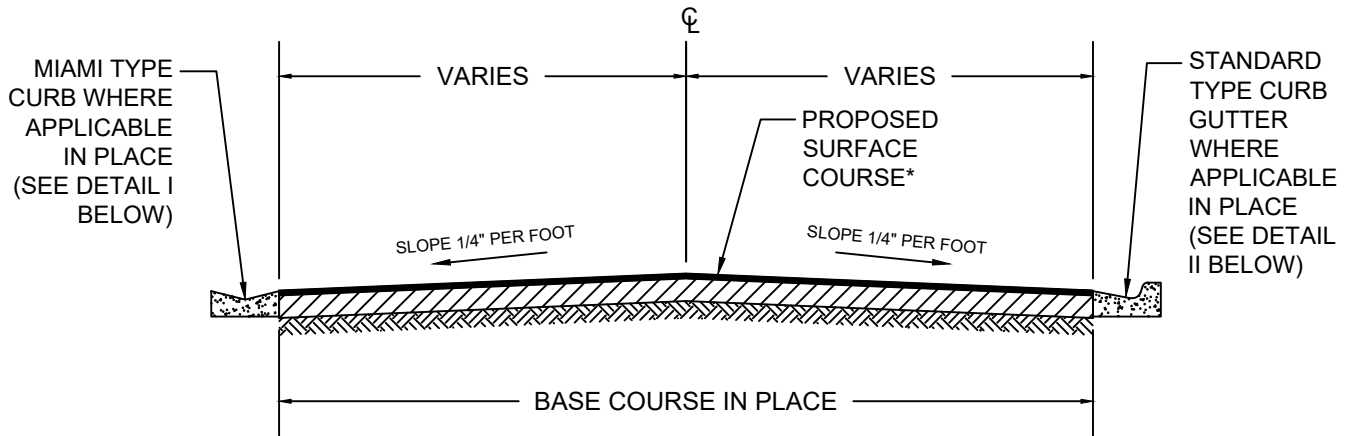
STANDARD CONSTRUCTION DETAIL
ROADWAY RESURFACING DETAILS
NTS

INDEX

R-10A

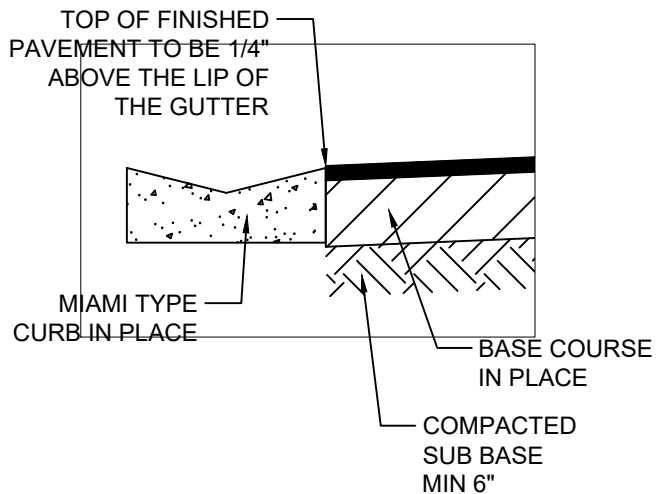
JAN - 2024

TYPICAL SECTION

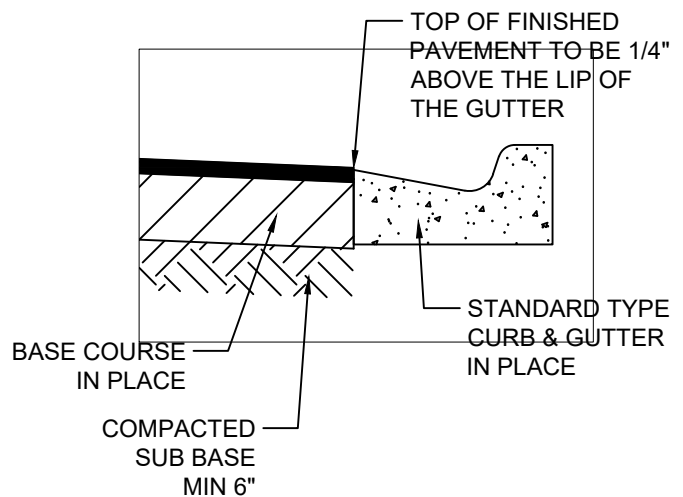


* PROPOSED SURFACE COURSE
WIDTH AND TYPE INDICATED
IN BID PROPOSAL

DETAIL I



DETAIL II

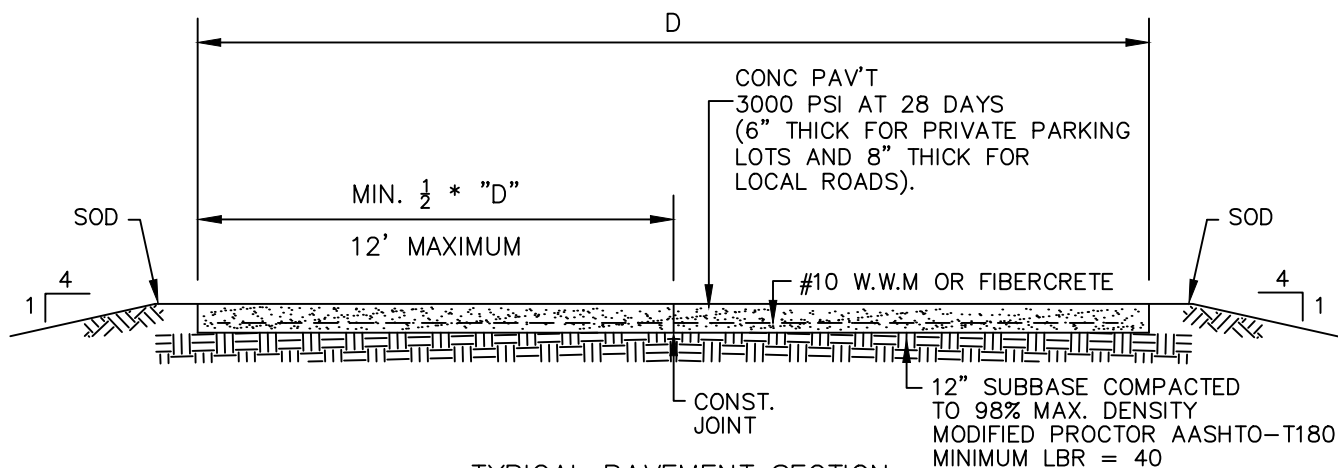


STANDARD CONSTRUCTION DETAIL
ROADWAY RESURFACING DETAILS
NTS

INDEX

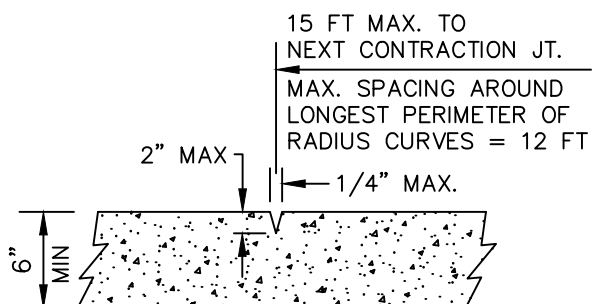
R-10B

JAN - 2024

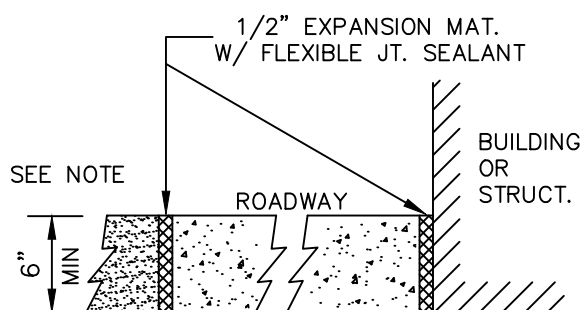


TYPICAL PAVEMENT SECTION

NOTE: FOR ROADWAYS, THE CROSS SLOPE SHALL BE 1/4" PER FOOT. FOR PRIVATE PARKING AREAS THE MINIMUM ALLOWABLE PAVEMENT SLOPE SHALL BE NO LESS THAN 0.50% MEASURED FROM THE RECEIVING INLET, GUTTER, OR FLUME TO ANY PAVEMENT.



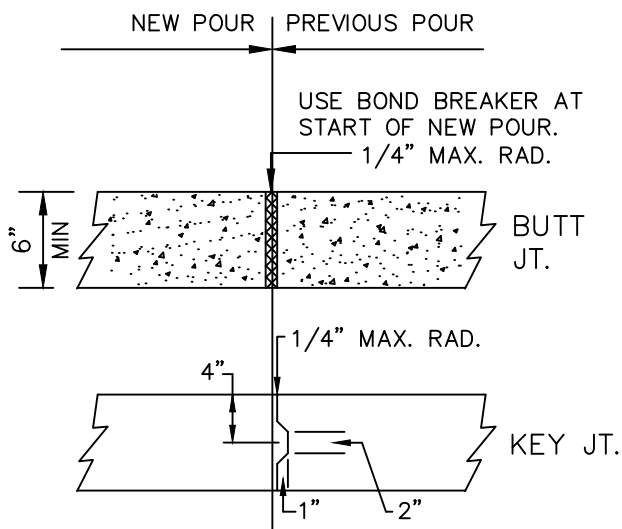
CONTRACTION JOINT



EXPANSION JOINT

NOTES:

1. CONTRACTION JTS. MAY BE HAND FORMED, SAWED OR CONSTRUCTED W/ A 1/4" PREMOLDED FILLER JT. JOINTS MUST BE SAWED BETWEEN 4 AND 18 HOURS AFTER CONCRETE HAS BEEN PLACED.
2. EXPANSION JOINTS TO BE PLACED BETWEEN ROADWAY AND CURB. ALSO AT ANY PERMANENT STRUCTURE ABUTTING OR WITHIN THE PAVED AREA INCLUDING SIDEWALKS.
3. USE OF WOOD IS NOT AN ACCEPTABLE ALTERNATIVE TO FLEXIBLE JOINT SEALANTS.
4. PROPOSED PLAN FOR JOINT LAYOUT FOR EVERY ROADWAY INTERSECTION SHALL BE PROVIDED IN CONSTRUCTION PLANS.
5. FINAL DETERMINATION OF CONSTRUCTION JOINT SELECTION AND APPLICATION SHALL BE MADE BY THE ENGINEER OF RECORD BASED ON PROJECT REQUIREMENTS AND LOCATION.
6. CONSTRUCTION JOINTS WITHIN THE SLAB AREA SHOULD NOT CONTAIN PREMOLDED EXPANSION JOINT FILLER.
7. CONCRETE PAVEMENT CONSTRUCTION SHALL BE IN ACCORDANCE WITH A.C.I. PUBLICATION ACI 330R-87.



CONSTRUCTION JOINT



STANDARD CONSTRUCTION DETAIL

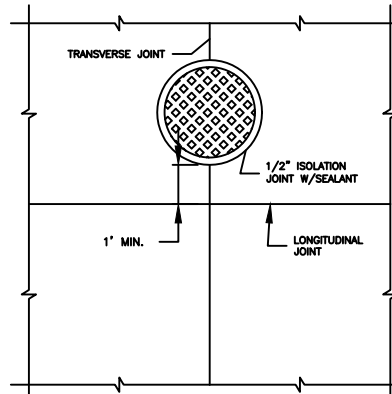
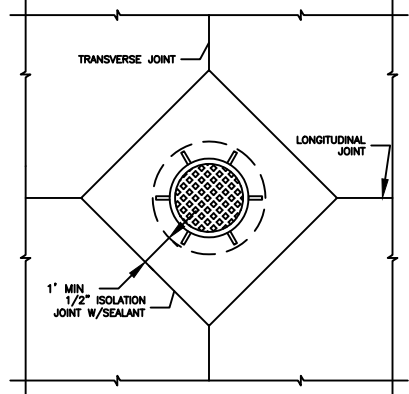
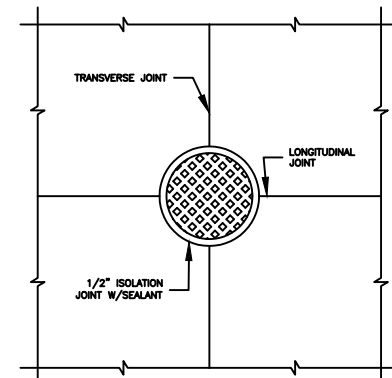
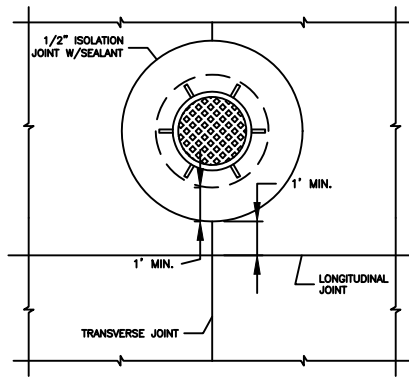
CONCRETE PAVEMENT DETAILS

NTS

INDEX

R-11A

JAN - 2024

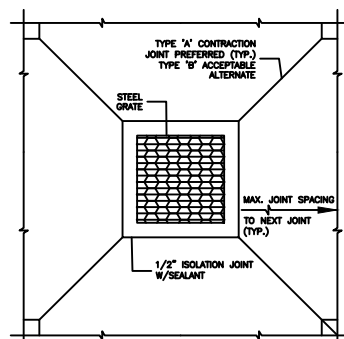
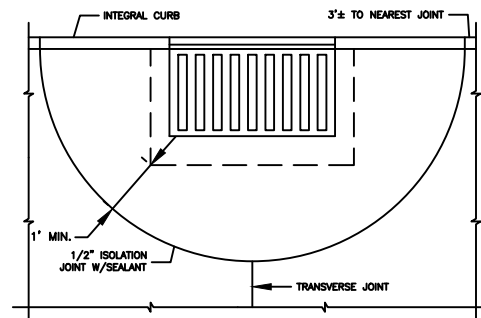
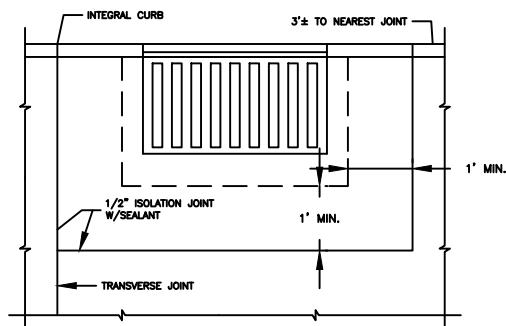


JOINT SPACING DETERMINATION:

1. LAYOUT CONTROL JOINT BY STARTING WITH ANY DRAINAGE INLET WITHIN THE PAVEMENT SECTION AND WORK TOWARD EDGE OF PAVEMENT
2. KEEP ALL JOINTS CONTINUOUS
3. CONTROL JOINTS SHALL BE FORMED OR SAWED WITHIN 12 HOURS FROM TIME OF PLACEMENT
 - A. SIDEWALK-SPACING SHALL BE SAME AS WIDTH OF PAVEMENT AND LESS THAN 5 FEET IN LENGTH
 - B. PAVEMENT-MAXIMUM SPACING SHALL BE 2.5 TIMES THICKNESS IN UNIT OF FEET AND LESS THAN 15 FEET IN LENGTH (E.G. D=5 INCHES, SPACING AT 12'x12')

RECOMMENDED MAX. JOINT SPACING	
PAVEMENT THICKNESS (INCHES)	RECOMMENDED MAXIMUM JOINT SPACING (FEET)
3.5 (FOR WHITE TOPPING ONLY)	6
4.0	10
4.5	10
5.0	12
5.5	12
6.0	15
OVER 6.0	15

JOINTS AT MANHOLE
N.T.S.



JOINTS AT INLETS
N.T.S.



STANDARD CONSTRUCTION DETAIL
CONCRETE PAVEMENT DETAILS
NTS

INDEX

R-11B

JAN - 2024