*THE SUBGRADE AND PAVEMENT THICKNESS SHOWN HERE IS ONLY APPLICABLE IF AN ON-SITE GEOTECHNICAL INVESTIGATION IS PERFORMED PROVING OUT ALL SITE PARAMETERS AND DESIGN REQUIREMENTS MEET OR EXCEED THOSE SET FORTH IN THE TSM SECTION 9.

8" LIME/CEMENT STABILIZED SUBGRADE (TYP.)*
USE THE FOLLOWING RATIO:
LIME 18# PER SQ.YD.
CEMENT 36# PER SQ.YD.

10"* CLASS "P1" REINFORCED CONCRETE. #4 BARS ON 18" CENTERS BOTH WAYS (TYP.), SEE NOTES.
4" CLASS "P1" REINFORCED CONCRETE MEDIAN PAVING REQUIRED WHERE BACK OF CURB TO BACK OF CURB DISTANCE IS 6’ OR LESS.

LEFT TURN SECTION

NOTES:
1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 10" – CLASS "P1".
2. MIN. PAVEMENT DEPTH FOR MAJOR ARTERIALS (TYPES A & B) SHALL BE 11".

STABILIZATION OF DISTURBED AREAS PRIOR TO FINAL ACCEPTANCE:
PUBLIC RIGHT-OF-WAY, EASEMENTS, AND COMMON AREAS MUST BE STABILIZED WITH PERENNIAL VEGETATION COVER, FULLY ESTABLISHED WITH 100% COVERAGE, OR OTHER APPROVED STABILIZATION METHOD.
CURVE 1 (SEE LEFT TURN LANE DETAIL)

\[ \Delta = 11° 28' 40'' \]
\[ R = 250.00' \]
\[ T = 25.13' \]
\[ L = 50.08' \]

25'x25' CORNER CLIP PEDESTRIAN EASEMENT OR R.O.W DEDICATION

R.O.W.

SIDEWALK (*TYP.)

(*)TYP.) SEE A.D.A. DETAILS FOR DESIGN

45' R. MIN. (TYP.)

CURB

CONCRETE MONOLITHIC MEDIAN NOSE

CHANNELIZING BUTTONS ON 5' CENTERS

NOTES:

1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 10" - CLASS "P1".

2. MIN. PAVEMENT DEPTH FOR MAJOR ARTERIALS (TYPES A & B) SHALL BE 11".

STABILIZATION OF DISTURBED AREAS PRIOR TO FINAL ACCEPTANCE:

PUBLIC RIGHT-OF-WAY, EASEMENTS, AND COMMON AREAS MUST BE STABILIZED WITH PERENNIAL VEGETATION COVER, FULLY ESTABLISHED WITH 100% COVERAGE, OR OTHER APPROVED STABILIZATION METHOD.
*THE SUBGRADE AND PAVEMENT THICKNESS SHOWN HERE IS ONLY APPLICABLE IF AN ON-SITE GEOTECHNICAL INVESTIGATION IS PERFORMED PROVING OUT ALL SITE PARAMETERS AND DESIGN REQUIREMENTS MEET OR EXCEED THOSE SET FORTH IN THE TSM SECTION 9.

8" LIME/CEMENT STABILIZED SUBGRADE (TYP.)*
USE THE FOLLOWING RATIO:
LIME 18# PER SQ.YD.
CEMENT 36# PER SQ.YD.

COMPACTON SPECIFICATION 95%

10" CLASS "P1" REINFORCED CONCRETE. #4 BARS ON 18" CENTERS BOTH WAYS (TYP.), SEE NOTES.

REGULAR SECTION

NOTES:
1. MIN. PAVEMENT DEPTH AND STRENGTH SHALL BE 10" - CLASS "P1".
2. MIN. PAVEMENT DEPTH FOR MAJOR ARTERIALS (TYPES A & B) SHALL BE 11".

STABILIZATION OF DISTURBED AREAS PRIOR TO FINAL ACCEPTANCE:

PUBLIC RIGHT-OF-WAY, EASEMENTS, AND COMMON AREAS MUST BE STABILIZED WITH PERENNIAL VEGETATION COVER, FULLY ESTABLISHED WITH 100% COVERAGE, OR OTHER APPROVED STABILIZATION METHOD.
8" LIME/CEMENT STABILIZED SUBGRADE (TYP.**
USE THE FOLLOWING RATIO:
LIME 18# PER SQ.YD.
CEMENT 36# PER SQ.YD.

** THE SUBGRADE AND PAVEMENT THICKNESS SHOWN HERE IS ONLY APPLICABLE IF AN ON-SITE GEOFREVIEWAL INVESTIGATION IS PERFORMED PROVING OUT ALL SITE PARAMETERS AND DESIGN REQUIREMENTS MEET OR EXCEED THOSE SET FORTH IN THE TSM SECTION 9.

1. INDICATES SAWED & SEALED LONGITUDINAL CONTRACTION OR CONSTRUCTION JOINT.
2. SIDEWALK CROSS SLOPE 1% MAX.
3. SLOPE EXCEEDING 4:1 ONLY ALLOWED WITH STABILITY ANALYSIS.

<table>
<thead>
<tr>
<th>TYPE (*)</th>
<th>STREET WIDTH (W)</th>
<th>R.O.W. WIDTH</th>
<th>PARABOLIC CROWN HEIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>27' B-B</td>
<td>50'</td>
<td>5&quot;</td>
</tr>
</tbody>
</table>

(*) PER C.O.G. MAJOR THROUGHFARE PLAN

NOTES:
1. ALL REINFORCEMENT SHALL BE #4 BARS ON 18" CENTERS BOTH WAYS, EXCEPT WHERE NOTED.
2. PAVEMENT SHALL BE CLASS "P1" CONCRETE.

STABILIZATION OF DISTURBED AREAS PRIOR TO FINAL ACCEPTANCE:
PUBLIC RIGHT-OF-WAY, EASEMENT, AND COMMON AREAS MUST BE STABILIZED WITH PERENNIAL VEGETATION COVER, FULLY ESTABLISHED WITH 100% COVERAGE, OR OTHER APPROVED STABILIZATION METHOD.
8" LIME/CEMENT STABILIZED SUBGRADE (TYP.)**

USE THE FOLLOWING RATIO:
LIME 18# PER SQ.YD.
CEMENT 36# PER SQ.YD.

1. INDICATES SAWED & SEALED LONGITUDINAL CONTRACTION OR CONSTRUCTION JOINT.
2. SIDEWALK CROSS SLOPE 1% MAX.
3. SLOPE EXCEEDING 4:1 ONLY ALLOWED WITH STABILITY ANALYSIS.

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<tr>
<th>TYPE (*)</th>
<th>STREET WIDTH (W)</th>
<th>A</th>
<th>B</th>
<th>R.O.W. WIDTH</th>
<th>P</th>
<th>PARABOLIC CROWN HEIGHT</th>
<th>MIN. PAVING THICKNESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>G</td>
<td>27' B-B</td>
<td>0'</td>
<td>13'</td>
<td>50'</td>
<td>11.5'</td>
<td>5&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>F</td>
<td>37' B-B (RES)</td>
<td>8'</td>
<td>10'</td>
<td>60'</td>
<td>11.5'</td>
<td>6&quot;</td>
<td>7&quot;</td>
</tr>
<tr>
<td>F</td>
<td>37' B-B (COM)</td>
<td>8'</td>
<td>10'</td>
<td>60'</td>
<td>11.5'</td>
<td>7&quot;</td>
<td>8&quot;</td>
</tr>
<tr>
<td>E</td>
<td>45' B-B</td>
<td>11'</td>
<td>11'</td>
<td>80'</td>
<td>17.5'</td>
<td>8&quot;</td>
<td>10&quot;</td>
</tr>
<tr>
<td>D2</td>
<td>61' B-B</td>
<td>10'</td>
<td>10'</td>
<td>80'</td>
<td>9.5'</td>
<td>8&quot;</td>
<td>9&quot;</td>
</tr>
<tr>
<td>D1</td>
<td>62' B-B</td>
<td>10.5'</td>
<td>10'</td>
<td>82'</td>
<td>10'</td>
<td>8&quot;</td>
<td>10&quot;</td>
</tr>
</tbody>
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(* ) PER C.O.G. MAJOR THOUGHFARE PLAN

NOTES:
1. ALL REINFORCEMENT SHALL BE #4 BARS ON 18" CENTERS BOTH WAYS, EXCEPT WHERE NOTED.
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STABILIZATION OF DISTURBED AREAS PRIOR TO FINAL ACCEPTANCE:
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Revision Date: 04/19

Scale: N/A Date: 06/01/05
Design: GAV
Drawn: PAV 003.DWG
Project No.: STANDARD-DETAILS

TYPICAL PAVING SECTION
MAJOR STREETS

LOCAL & COLLECTOR STREETS

SPACING DIAGRAM FOR DOWELS AT EXPANSION JOINTS

NOTE:
1. SEE HEADER AND JOINT DETAILS FOR DOWEL TYPE AND SIZE.
2. OUTSIDE REBAR SHALL BE PLACED 6" FROM BACK OF CURB.
3. LINES SHOWN ARE FOR GRAPHICAL REPRESENTATION ONLY. REFER TO DIMENSIONS AND LABELS FOR ACTUAL NUMBER OF DOWELS AND DOWEL SPACING.
EXPANSION JOINT

SAWED TRANSVERSE JOINTS SPACED 20'-0" TYPICAL

SAWED JOINT

SAWED TRANSVERSE JOINTS SPACED 15' TYPICAL

FOR LONGITUDINAL JOINTS SEE TYP. PAVING CROSS SECTIONS

12'-0" LANE WIDTH

MAJOR TYPE STREETS

25' CORNER CLIP BY R.O.W. DEDICATION OR EASEMENT.

LOCAL & COLLECTOR TYPE STREETS

TYPICAL SAW JOINT DIAGRAM

- IDENTICAL FOR STREETS (CONCRETE PAVEMENT OR BASE)
  AND ALLEYS EXCEPT THAT EXPANSION JOINTS FOR ALLEYS
  SHALL BE PLACED AT THE END OF THE RETURN IN
  LINE WITH THE PROPERTY LINE.
- SPACING OF EXPANSION JOINTS SHALL NOT EXCEED 600 FEET.
- FOR ALL LONGITUDINAL CONSTRUCTION JOINTS PROVIDE TIE BARS AS FOLLOWS:
  TO MATCH TRANSVERSE REINFORCING. LAP 18" MIN. IN SECOND POUR.
- FOR PAVING 10" THICK AND GREATER, TYPICAL SPACING SHALL
  BE 20'. FOR PAVING LESS THAN 10" THICK, TYPICAL SPACING
  SHALL BE 15'.

FOR LONGITUDINAL JOINTS SEE TYP. PAVING CROSS SECTIONS.
CONCRETE TO ASPHALT ROADWAY TEE INTERSECTION
OR DRIVEWAY APPROACH

SECTION A-A
INTEGRAL CURB & GUTTER
NO SCALE

SEPARATE CURB & GUTTER
NO SCALE

NOTE: GUTTER LINE MUST BE 18" FROM BACK OF CURB

MOUNTABLE MONOLITHIC CURB
NO SCALE
PLAN

1" HOT POURED RUBBER JOINT SEALING COMPOUND

2" COVER

3/4" ARMOUR JOINT

BRIDGE ABUTMENT INSET

3/4" ARMOUR JOINT

2" CLEAR

NO. 4 BARS ON 6" CENTERS

NO. 4 BARS ON 9" CENTERS

NO. 4 Z BAR

3/4" REDWOOD

6" CURB

PAVEMENT THICKNESS

9"

18"

SECTION A–A

1/1
NOTE:
1. CONTRACTOR SHALL SUBMIT FLOWABLE FILL MIX DESIGN TO FIELD ENGINEERING FOR APPROVAL PRIOR TO CONSTRUCTION.
NOTE:

1. BLOCKOUTS MUST HAVE #4 L-BAR "BEND OUT" DOWELS AROUND THE BLOCKOUT AREA.
2. CONCRETE POURED IN THE BLOCKOUT MUST CONTACT THE MAIN MANHOLE FOUNDATION 6" DEEP AND 6" WIDE.
3. STEEL REINFORCEMENT FOR BLOCKOUT MUST MATCH ROADWAY REINFORCEMENT.