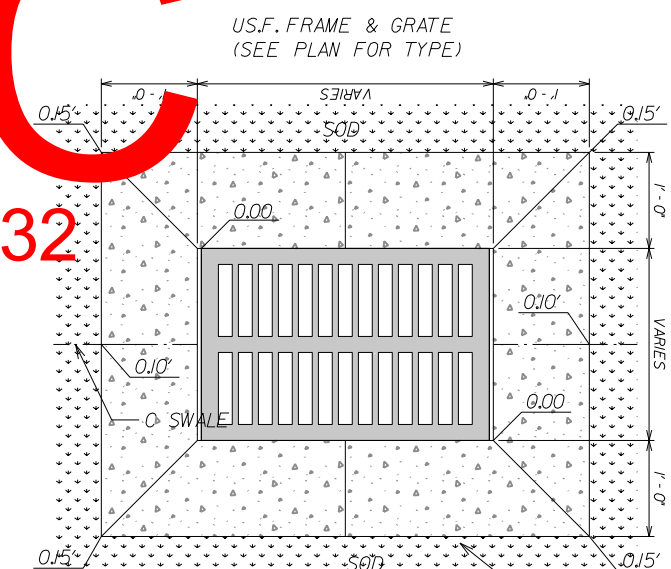
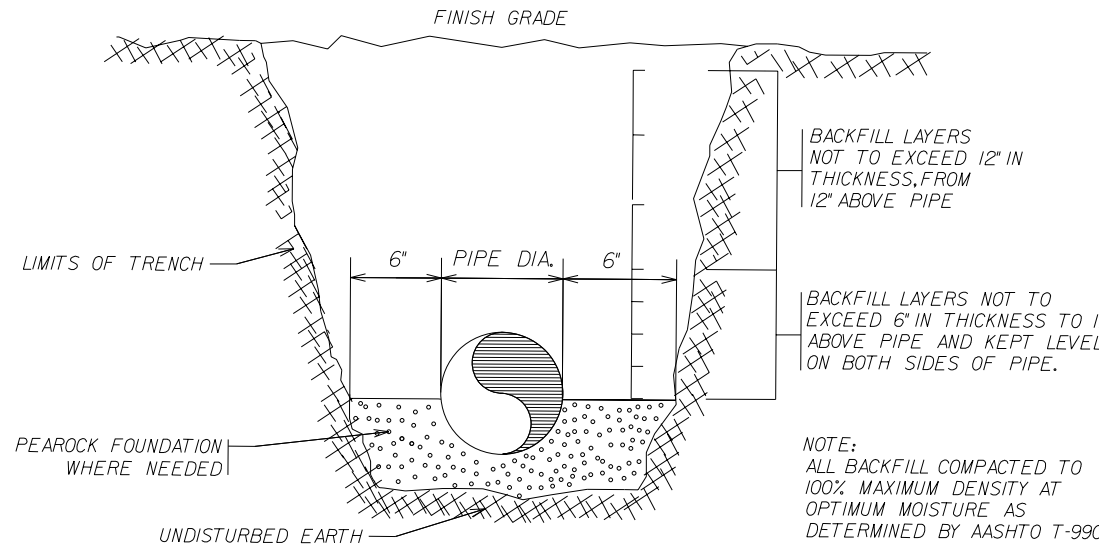


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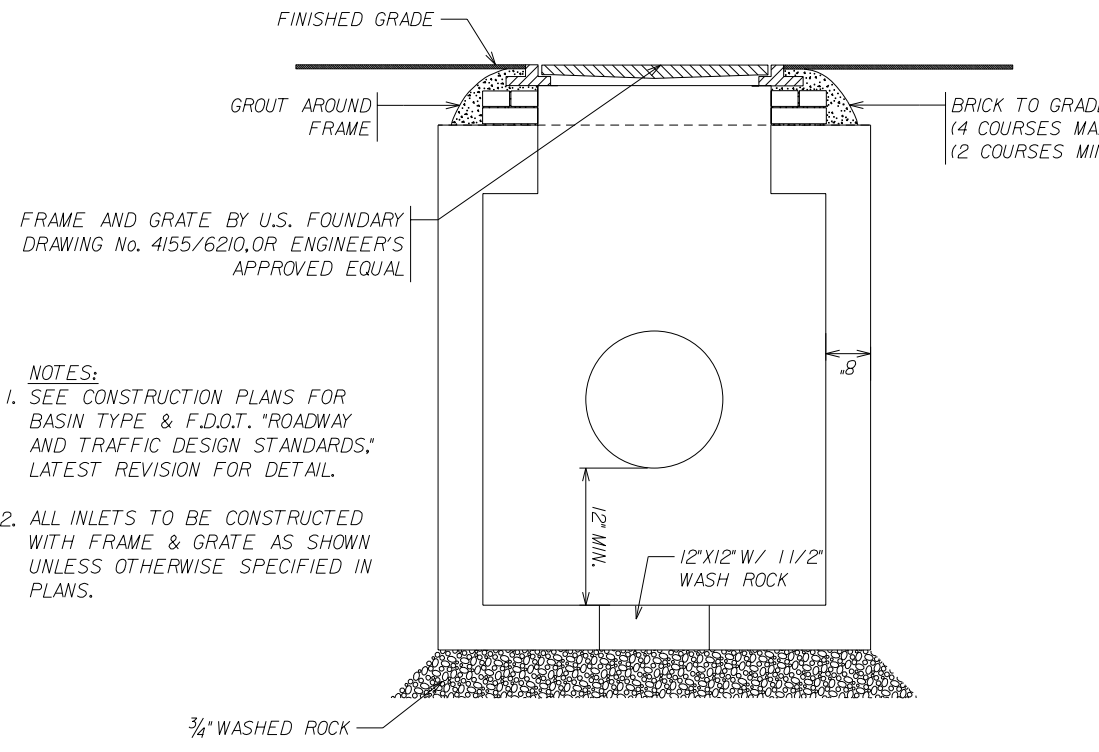
PZ23-12000032
08/07/2024



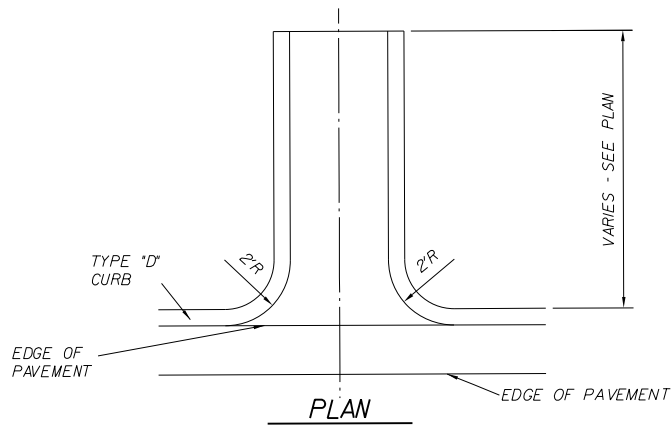
CONCRETE APRON DETAIL



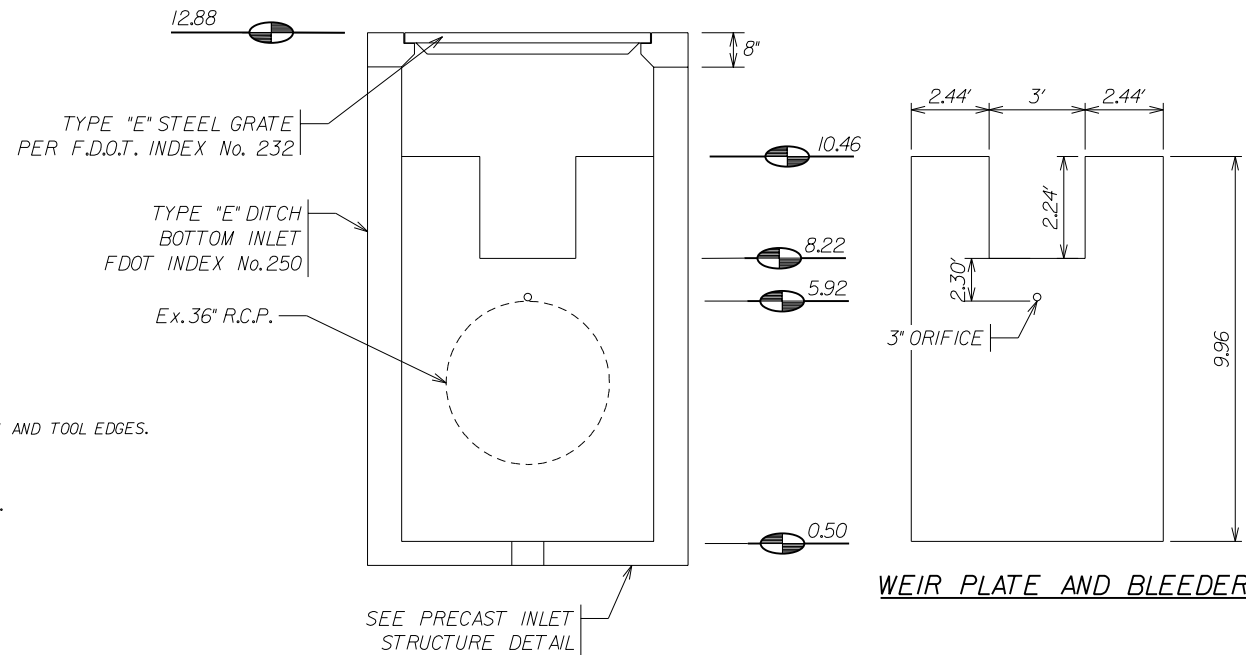
PIPE BEDDING DETAIL



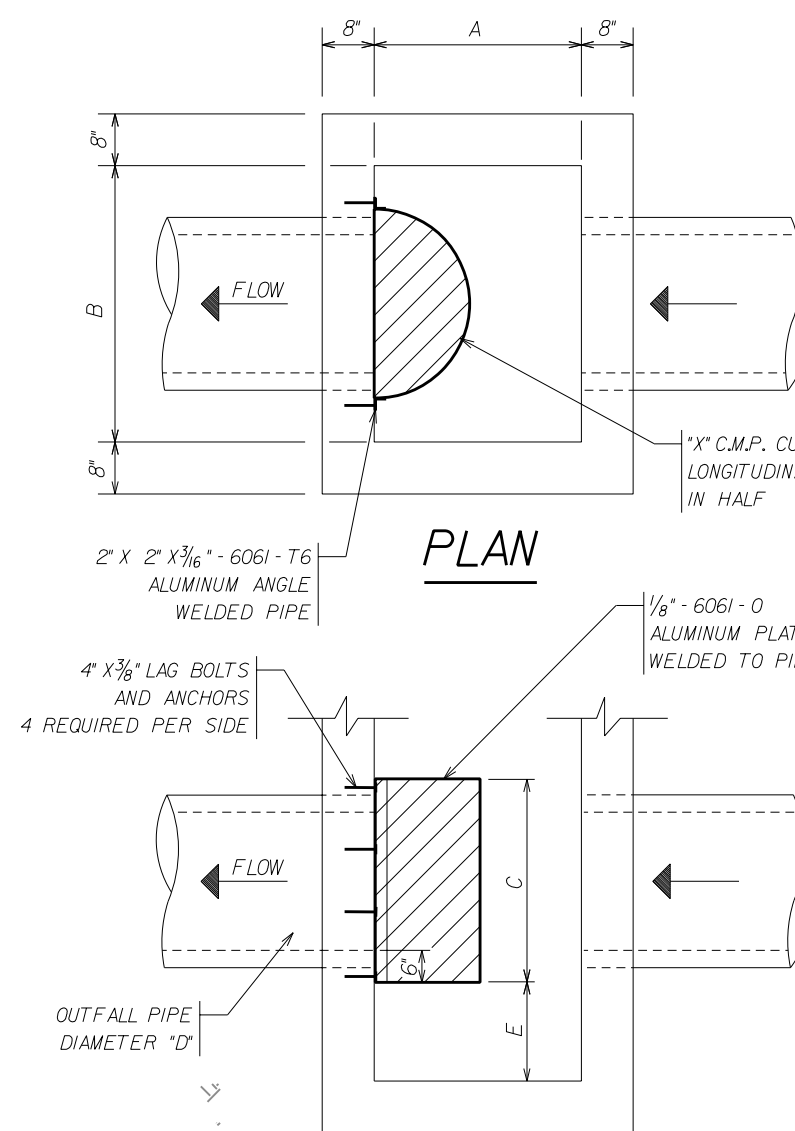
PRECAST INLET DETAIL



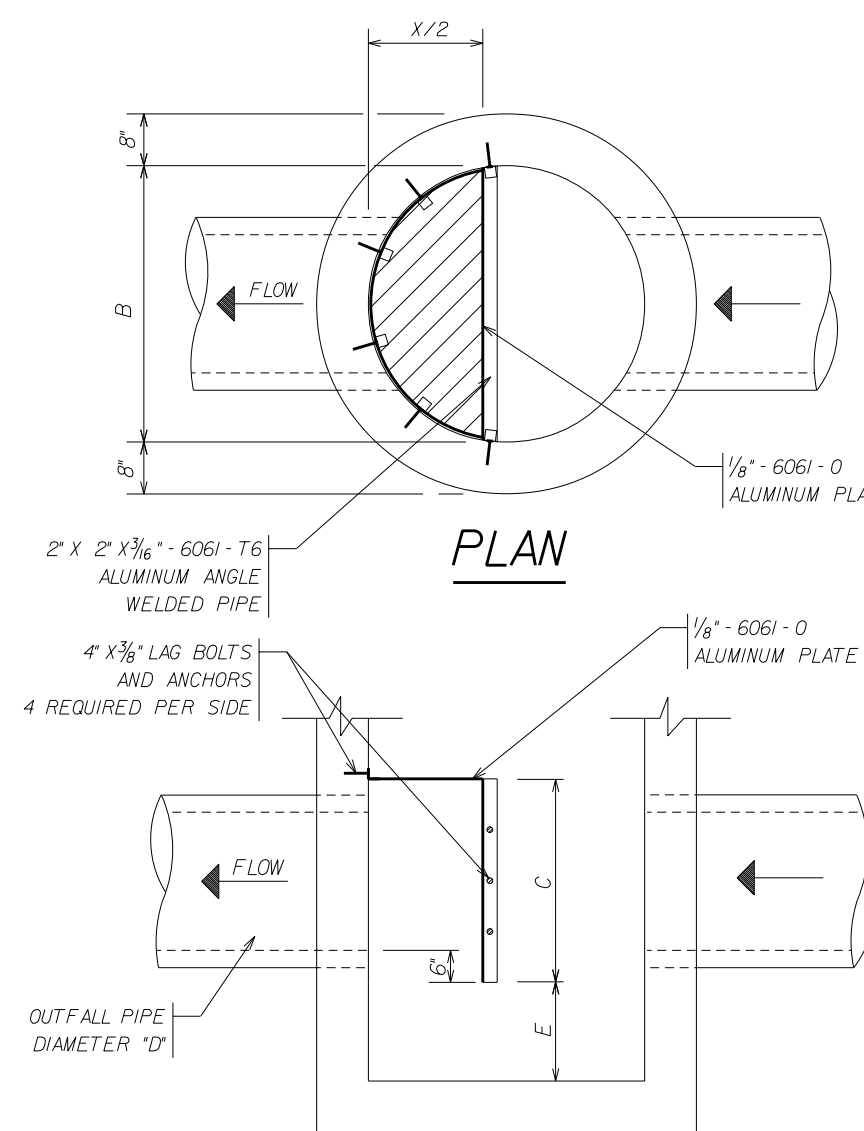
CONCRETE FLUME DETAIL



PHASE 2 CONTROL STRUCTURE DETAIL

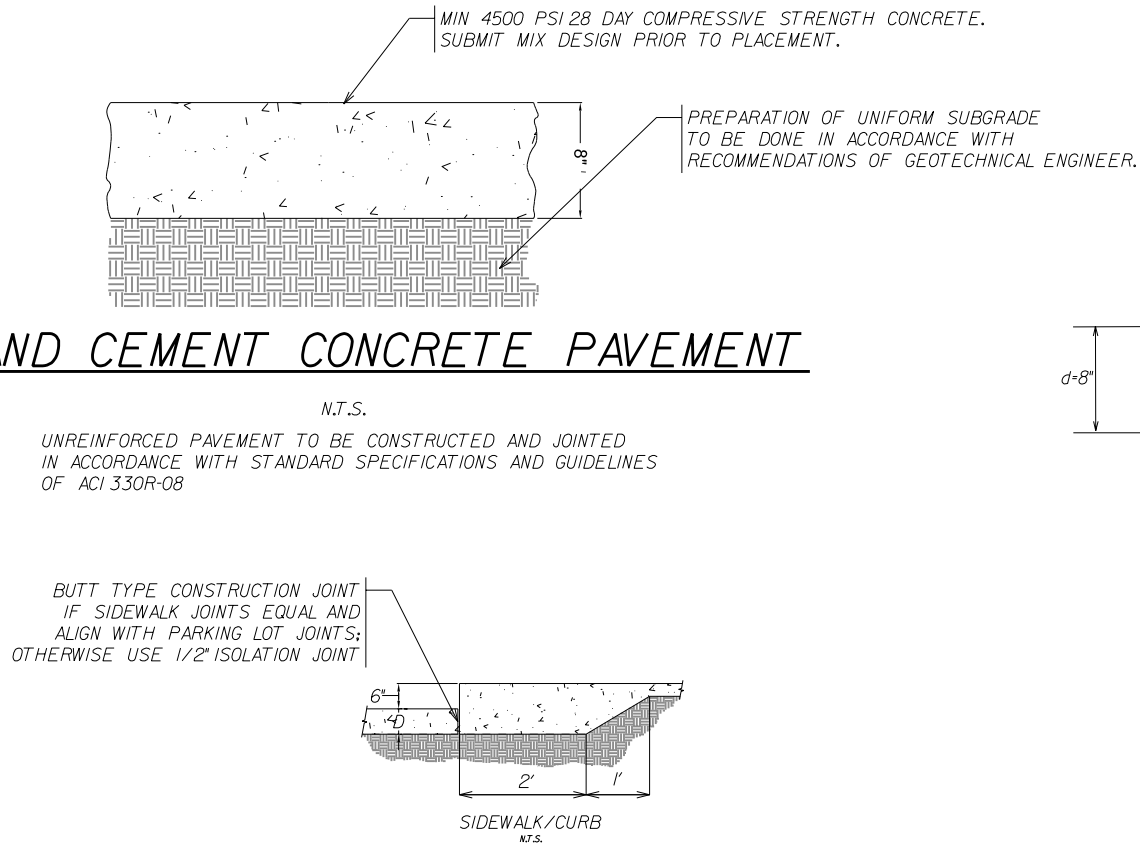


RECTANGULAR STRUCTURE

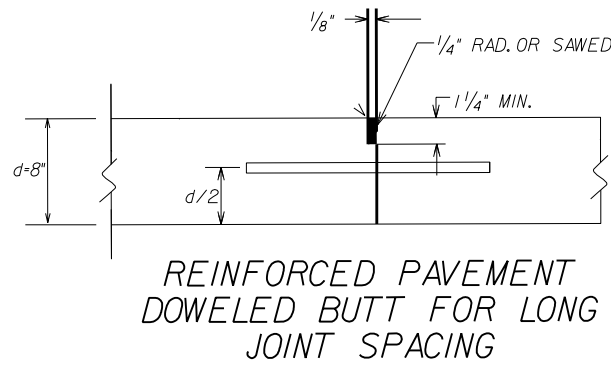


CIRCULAR STRUCTURE

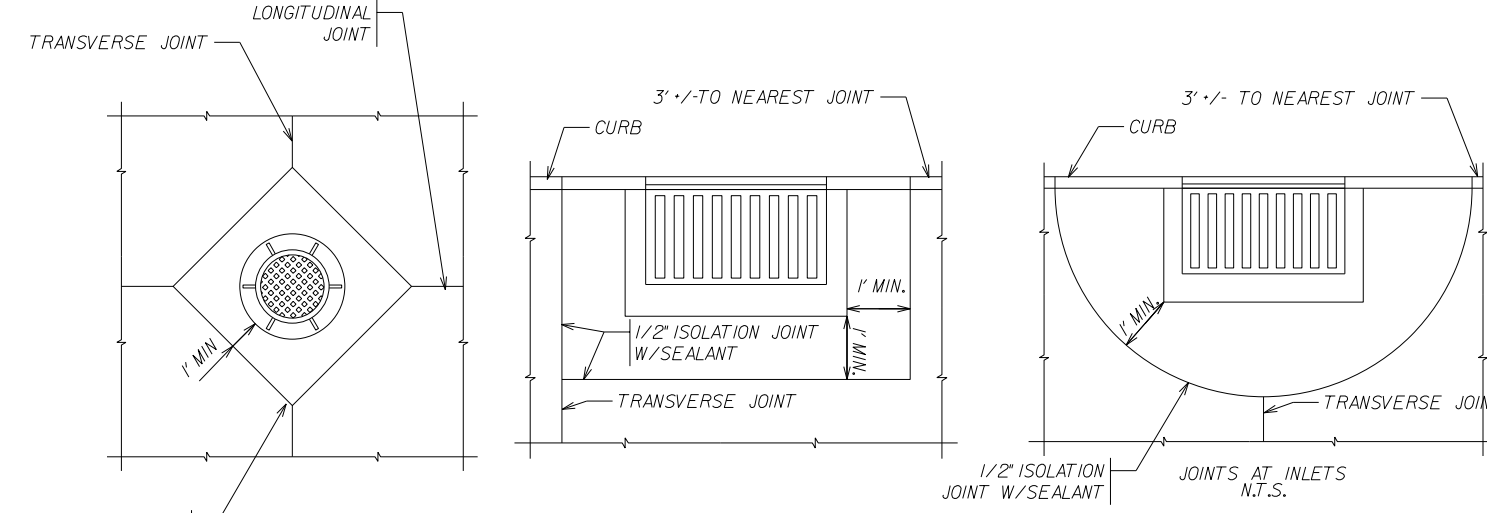
PORTLAND CEMENT CONCRETE PAVEMENT



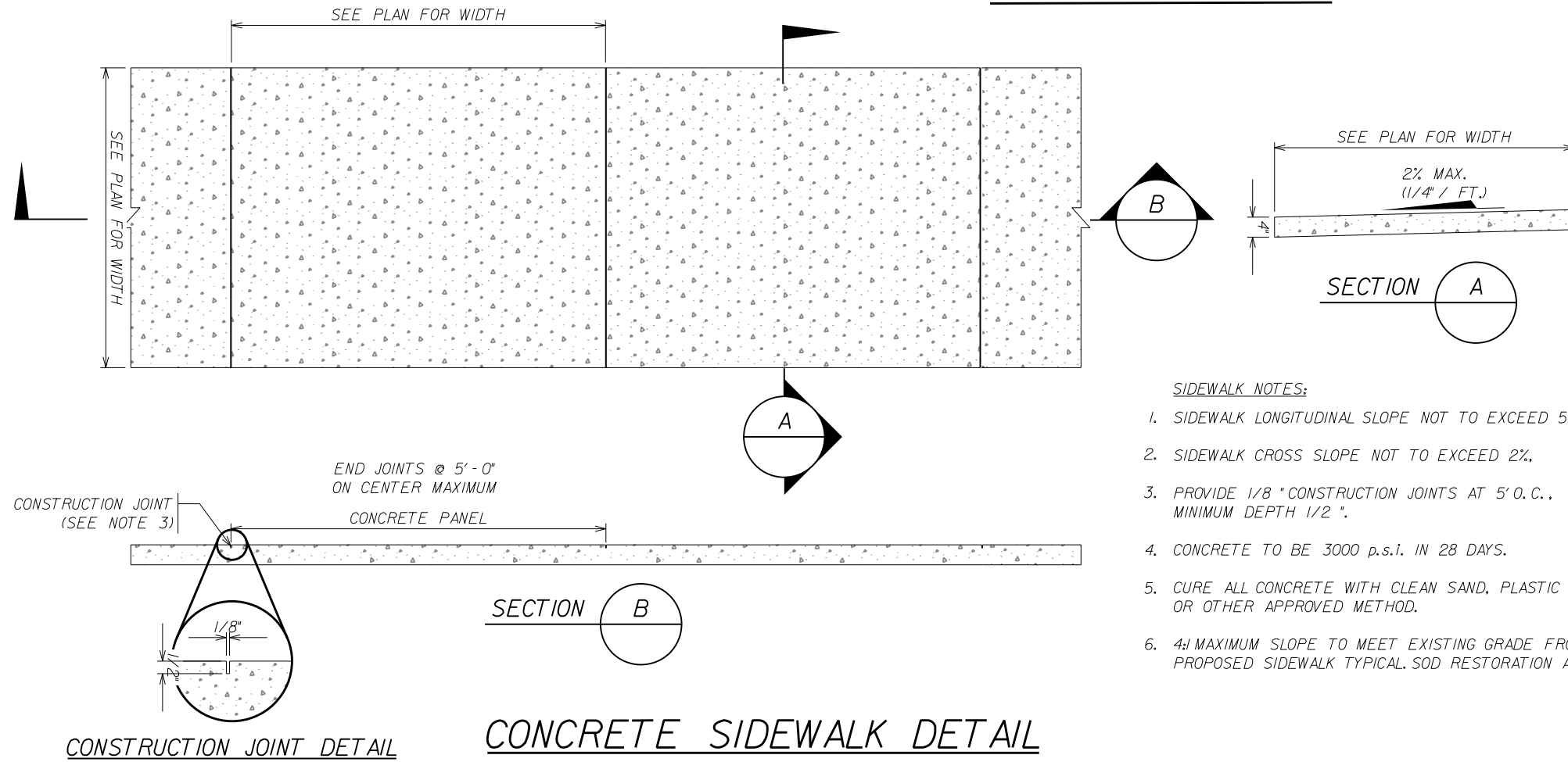
FLUSH HEADER CURB DETAIL



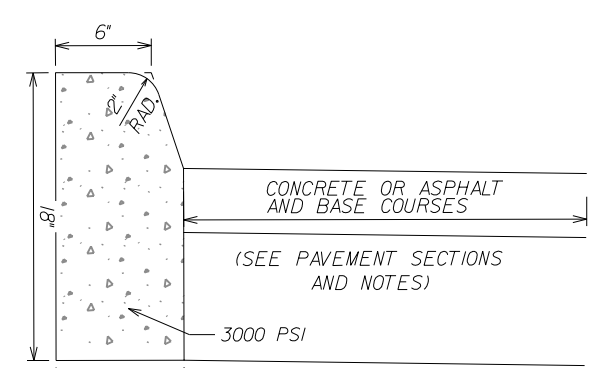
REINFORCED PAVEMENT DOWELED BUTT FOR LONG JOINT SPACING



FIXTURE DETAILS



CONCRETE SIDEWALK DETAIL

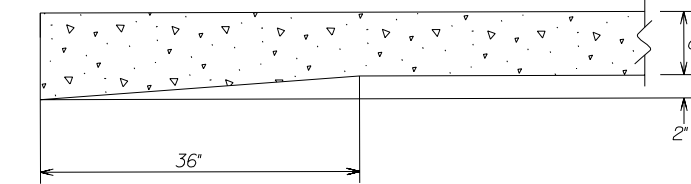


TYPE "D" CURB DETAIL

NOTES:

1. USE ACI OR FCPCA CERTIFIED FLATWORK FINISHER
2. REFERENCE ACI 309R-08 GUIDE FOR DESIGN AND CONSTRUCTION OF CONCRETE PARKING LOTS
3. REFERENCE ACI 330R-94 STANDARD SPECIFICATION FOR PLAIN CONCRETE PARKING LOTS
4. ALL CONCRETE USED IN PARKING LOT, UNLESS OTHERWISE INDICATED, SHALL HAVE A COMPRESSIVE STRENGTH OF 4500 PSI AT 28 DAYS.
5. PREPARE THE SUBGRADE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS FOR RIGID PAVEMENTS. SUBGRADE SOIL DENSITY TESTING MUST BE COMPLETED AND VERIFIED BY THE GEOTECHNICAL ENGINEER PRIOR TO CONCRETE PLACEMENT.
6. IMPORTED SOIL USED FOR BACK FILL SHOULD BE FREE OF HEAVY CLAY, SILTS, STONES, PLANT ROOT OR OTHER FOREIGN MATERIAL GREATER THAN 1 1/2 IN. IN DIAMETER IN ORDER TO ACHIEVE ADEQUATE COMPACTION AROUND ANY FIXED OBJECT IN GROUND. ALTERNATE WILL BE TO USE FLOWABLE FILL.
7. LAY OUT CONTROL JOINTS BY STARTING WITH ANY DRAINAGE INLET WITHIN THE PAVEMENT SECTION AND WORK TOWARD EDGE OF PAVEMENT
8. KEEP ALL JOINTS CONTINUOUS
9. CONTROL JOINTS SHALL BE FORMED OR SAWED WITHIN 4 TO 12 HOURS FROM TIME OF PLACEMENT; MAXIMUM SPACING SHALL BE 12 1/2 FEET APART
10. CURE CONCRETE IMMEDIATELY AFTER FINISHING OPERATION IS COMPLETED BY USING ONE OF THE FOLLOWING METHODS: WATER, PIGMENTED WATER-BASED CURING COMPOUND OR VISQUEEN AND BURLAP
11. ALL CONTRACTION & ISOLATION JOINTS EXPECTING VEHICLE TRAFFIC SHALL HAVE THICKENED EDGES.
12. ALL EXPANSION/ISOLATION TYPE JOINTS SHALL USE A SONNEBORN/SONOLASTIC EXPANSION JOINT FILLER AND SEALANT OR EQUIVALENT. PREFORMED NEOPRENE RUBBER COMPRESSION SEALS MAY ALSO BE USED.

ISOLATION JOINTS

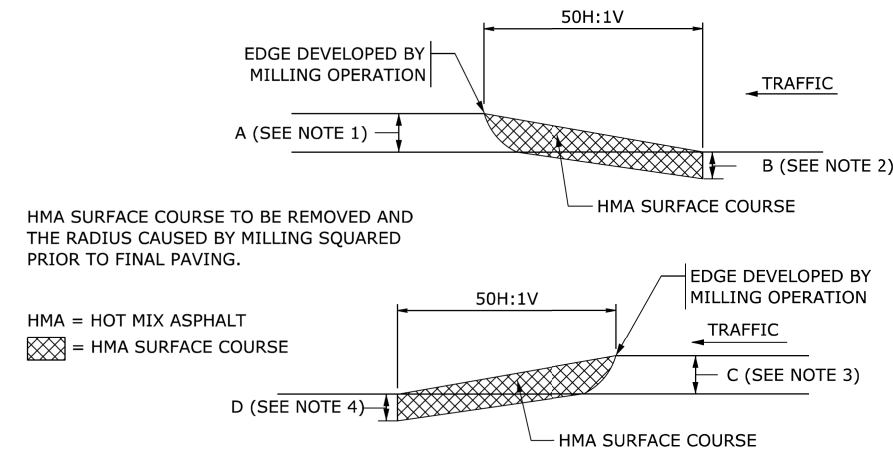


THICKENED SLAB THICKENED EDGE

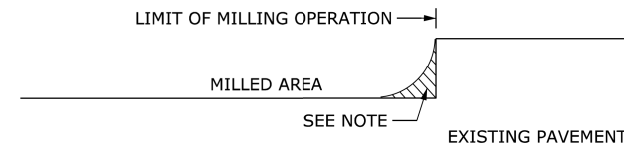
BUTT JOINT

(FOR THINNER PAVEMENTS AND SHORT JOINT SPACING)

CONTROL JOINT DETAILS



MILLING TRANSITIONS

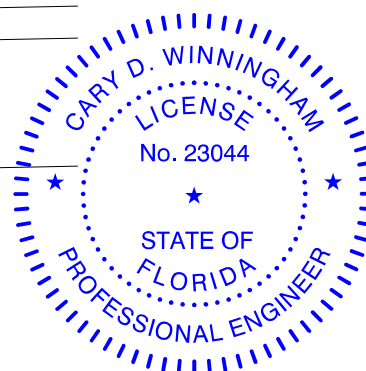


POLLUTION RETARDANT BASIN DETAIL

BAFFLE SCHEDULE					
D	A	B	C	E	X
15'	24"	37"	2'-3"	1'-6"	18"
18'	24"	37"	2'-6"	1'-6"	24"
21'	36"	36"	2'-9"	1'-6"	27"
24'	36"	36"	3'-0"	1'-6"	30"
30'	36"	42"	3'-6"	1'-7"	36"
36'	42"	54"	4'-0"	2'-2"	48"
42'	48"	60"	4'-8"	2'-6"	54"
48'	48"	66"	5'-0"	2'-10"	60"

END TREATMENT FOR MILLING OPERATIONS

- NOTE:
1. USE HMA SURFACE COURSE IN THE MILLING TRANSITION WHEN LEADING EDGE DEVELOPED BY MILLING OPERATION IS EQUAL TO OR GREATER THAN 1 INCH. NONE REQUIRED FOR EDGE LESS THAN 1 INCH.
 2. ENSURE THAT THE THICKNESS OF THE HMA SURFACE COURSE IN THE MILLING TRANSITION IS NOT LESS THAN B. B IS EQUAL TO 2 INCHES OR A, WHICHEVER IS LESS.
 3. USE HMA SURFACE COURSE IN THE MILLING TRANSITION WHEN TRAILING EDGE DEVELOPED BY MILLING OPERATION IS EQUAL TO OR GREATER THAN 1 1/2 INCHES. NONE REQUIRED FOR EDGE LESS THAN 1 1/2 INCHES.
 4. ENSURE THAT THE THICKNESS OF THE HMA SURFACE COURSE IN THE MILLING TRANSITION IS NOT LESS THAN D. D IS EQUAL TO 2 INCHES OR C, WHICHEVER IS LESS.



This item has been electronically signed and sealed with a Digital Signature by: Cary D Winningham 2023.06.01 12:39:04 -0400 Printed copies of this document are not considered signed and sealed and must be verified on any electronic copies.

PHASE 1 - SITE IMPROVEMENT DETAILS

BONSAL POMPARO
OLDCASTLE COASTAL

WINNINGHAM & BRADLEY, INC.					
DESIGNED:	CJD/GSB	DATE:	08/20/2019	PROVIDED:	
DRAWN:	AMF	DATE:	08/20/2019	PROJECT:	16-08
CHECKED:	WTV	DATE:	12/20/2019	SHEET:	3
NO.	REVISE PER HEADER CURB	DATE:	6/11/2023, 10:37	PROJECT:	16-08

PZ23-12000032
10/04/2023

DRC

PZ23-12000032
04/17/2024