

ALL MATERIALS AND INSTALLATION METHODS USED FOR LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS FOR SUBDIVISIONS AND SITE PLANS SHALL BE IN CONFORMANCE WITH THE CITY, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), AND THE FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION).

1. ALL RIGHT-OF-WAY OTHER THAN ROADWAY AREAS SHALL BE SEEDED AND MULCHED OR SODDED. ALL SLOPES STEEPER THAN 6:1 SHALL REQUIRE SODDING. 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% +	DITCH PAVING

3. THE PAVEMENT, BASE, AND SUBGRADE THICKNESS PRESENTED ON DETAILS REPRESENTS THE MINIMUM REQUIREMENTS FOR LOCAL PUBLIC STREETS AND PRIVATE PARKING LOTS. AREAS SUBJECT TO HEAVY TRAFFIC, SUCH AS COLLECTOR ROADS AND COMMERCIAL PRIVATE PARKING LOTS, HAVE INCREASED REQUIREMENTS.
4. THE DEVELOPER SHALL PROVIDE, AT THEIR OWN EXPENSE, A CERTIFIED SOILS ENGINEERING LABORATORY TO PERFORM ALL FIELD AND LABORATORY TESTING REQUIRED TO VERIFY THAT THE CONSTRUCTION IS IN COMPLIANCE WITH THE CITY'S MINIMUM STANDARDS. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO ENSURE THAT COPIES OF ALL TEST REPORTS ARE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR PRIOR TO THE PROJECT FINAL INSPECTION IN ORDER TO ALLOW PROJECT ACCEPTANCE BY THE CITY.
5. THE LIMITS OF STABILIZED SUBGRADE SHALL EXTEND TO A DEPTH OF 12" BELOW THE BOTTOM OF THE BASE AND OUTWARD TO 12" BEYOND THE CURB.
6. 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 DESIGNATED SITE INSPECTOR AND A LICENSED SOILS ENGINEER.
7. ROADWAY SUBGRADES SHALL BE STABILIZED TO NO LESS THAN LBR 40 TO A 12" DEPTH AND COMPACTED TO NO LESS THAN 98% DENSITY BASED ON MODIFIED PROCTOR MAXIMUM DRY TEST PER AASHTO T-180. TESTS FOR SUBGRADE BEARING CAPACITY AND COMPACTION SHALL BE DONE AT A MINIMUM OF EVERY 300 FEET AND STAGGERED TO THE LEFT, RIGHT, AND AT CENTER LINE OF THE ROADWAY.
8. SITE PLAN SUBGRADES SHALL BE STABILIZED TO NO LESS THAN LBR 40 TO A 12" DEPTH AND COMPACTED TO NO LESS THAN 98% DENSITY BASED ON MODIFIED PROCTOR MAXIMUM DRY TEST PER AASHTO T-180. TESTS FOR SUBGRADE BEARING CAPACITY AND COMPACTION SHALL BE DONE FOR EVERY 600 SQUARE FEET OF STABILIZED AREA, OR PORTIONS THEREOF.
9. BASES FOR ALL STREETS SHALL HAVE A MINIMUM 6" DEPTH. FLOWABLE FILL (FDOT SPECIFICATIONS SECTION 121) BASES SHALL HAVE A MINIMUM STRENGTH OF 350 POUNDS PER SQUARE INCH AT 7 DAYS COMPACTED TO 98% DENSITY PER AASHTO T-180 MODIFIED PROCTOR TEST IN CONFORMANCE WITH SECTION 270 OF STANDARD FDOT SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION). RECYCLED CONCRETE OR LIMEROCK BASES SHALL BE COMPACTED TO 98% MAXIMUM DENSITY BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.



STANDARD CONSTRUCTION DETAIL  
ROADWAY AND PARKING AREA DESIGN  
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10. FLOWABLE FILL AND RECYCLED CONCRETE MIX DESIGNS SHALL BE SUBMITTED BY A LICENSED SOILS ENGINEER TO THE CITY'S ENGINEERING DEPARTMENT PRIOR TO THE START OF SUBGRADE PREPARATION. ALL MIX DESIGNS SHALL BE SUBJECT TO THE APPROVAL OF THE CITY.
11. CONCRETE DELIVERY TICKETS SHALL BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR AT THE TIME OF PLACEMENT. IF THE INSPECTOR IS NOT ON SITE THROUGHOUT THE ENTIRE INSTALLATION, ACCUMULATED DELIVERY TICKETS CAN BE PROVIDED TO THE INSPECTOR BY THE CONTRACTOR ON THE FOLLOWING DAY.
12. TESTING OF THE IN-PLACE BASE SHALL BE DONE AT INTERVALS EQUIVALENT TO SUBGRADE TESTING AND SHALL CONSIST OF, AT A MINIMUM, ONE MOISTURE CONTENT AND ONE COMPACTION TEST.
13. PORTLAND CEMENT CONCRETE, LIMEROCK, RECYCLED CONCRETE, OR FULL DEPTH ASPHALT PAVEMENT MAY BE USED IN PLACE OF FLOWABLE FILL BASE. ALL ROADWAY DESIGNS SHALL BE SUBJECT TO APPROVAL BY THE CITY.
14. BASE COURSES SHALL HAVE LIQUID ASPHALT PRIME COAT APPLIED AT THE APPROPRIATE RATE SPECIFIED IN FDOT STANDARD SPECIFICATION 300.7 (LATEST EDITION) IF ASPHALT WILL NOT BE INSTALLED WITHIN 24 HOURS OR IF BASE COURSE IS OPEN TO ANY TRAFFIC.
15. FLOWABLE FILL BASE MATERIAL CONSTRUCTION SHALL BE CONTINUOUSLY SUPERVISED BY A SOILS TESTING LABORATORY AT THE DEVELOPER'S EXPENSE. THE TESTING LABORATORY SHALL PROVIDE AN ON-SITE TECHNICIAN EXPERIENCED IN SOIL CEMENT BLENDING.
16. FLOWABLE FILL BASE COURSES SHALL BE ALLOWED TO CURE A MINIMUM OF SEVEN (7) DAYS UNDER NO TRAFFIC PRIOR TO PLACING ANY ASPHALT SURFACE. TEST REPORTS ARE REQUIRED TO BE DELIVERED TO THE CITY'S DESIGNATED SITE INSPECTOR PRIOR TO TRAFFIC USAGE.
17. RECYCLED CONCRETE CAN BE USED AS A BASE MATERIAL PROVIDED THE MATERIAL IS A MINIMUM OF 60% CARBONATE OF CALCIUM AND MAGNESIUM. THE MATERIAL SHALL BE LIMITED TO MAXIMUM 3% OF WATER SENSITIVE CLAY MATERIAL. LIQUID LIMIT SHALL NOT EXCEED 35 AND BE NON-PLASTIC AND THE PLASTICITY INDEX SHALL NOT EXCEED 10. THE MATERIAL SHALL NOT CONTAIN ORGANIC MATERIAL, CHERTY OR OTHER EXTREMELY HARD PIECES, LUMPS, BALLS OR POCKETS OF SAND SIZE MATERIAL OF A QUANTITY AS TO BE DETRIMENTAL TO THE PROPER BONDING, FINISHING OR STRENGTH OF THE RECYCLED CONCRETE BASE. FOR BASE APPLICATIONS, AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 1" SIEVE AND FOR SUBBASE APPLICATIONS, AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 1-1/2" SIEVE. FOR BOTH APPLICATIONS, THE MATERIAL SHALL BE WELL GRADED DOWN TO DUST AND HAVE A MINIMUM 130 LBR VALUE. COARSE AGGREGATE USED IN THE RECYCLED CONCRETE SHALL HAVE A MAXIMUM LOSS OF 45% PER LOS ANGELES ABRASION TEST. ALL MATERIALS SHALL BE WELL GRADED IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN SECTION 204, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
18. RECYCLED CONCRETE OR LIMEROCK FOR BASE OR SUBGRADE APPLICATIONS SHALL BE ALLOWED ON CITY ROADWAYS ONLY WHERE THE LOWEST ELEVATION OF THE ROADWAY SUBGRADE IS A MINIMUM OF 6" ABOVE THE SEASONAL HIGH GROUNDWATER TABLE AS CERTIFIED BY A FLORIDA LICENSED PROFESSIONAL SOILS ENGINEER AND SUBSEQUENTLY APPROVED BY THE CITY. IN AREAS NOT MEETING THESE STANDARDS, A FLOWABLE FILL BASE OR FULL DEPTH ASPHALTIC BASE WILL BE REQUIRED. ALL CRUSHING OF RECYCLED CONCRETE SHALL BE DONE PRIOR TO THE MATERIAL BEING PLACED UPON THE SITE. TESTING OF SOIL CEMENT BASE SHALL HAVE THE SAME REQUIREMENTS AND BE PERFORMED AT THE SAME LOCATION AND INTERVALS AS REQUIRED FOR LIMEROCK.



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19. DESIGN MIXES AND PRODUCT GRADATION INFORMATION FOR ALL MATERIALS TO BE INSTALLED AS PART OF THE LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS SHALL BE SUBMITTED TO THE CITY'S ENGINEER FOR ACCEPTANCE BY THE CITY. THE INFORMATION SHALL BE SUBMITTED NO LESS THAN THREE (3) WORKING DAYS PRIOR TO ANY CONSTRUCTION. SUBMITTALS SHALL INCLUDE, BUT NOT BE LIMITED TO, INFORMATION TO EVALUATE THE MATERIALS PROPOSED FOR INSTALLATION AS SUBGRADE, BASE, AND PAVEMENT FOR ALL ROADWAY AND PARKING AREA SURFACES.
20. ASPHALT BINDER FOR WEARING COURSE HOT MIX AGGREGATES MAY BE VIRGIN MATERIAL OR UP TO 20% RECLAIMED ASPHALT PAVEMENT (RAP) IN ACCORDANCE WITH FDOT SPECIFICATIONS 334 (LATEST EDITION).
21. PRIOR TO PLACEMENT, FDOT CERTIFIED ASPHALT PLANTS MUST CERTIFY TO THE CITY'S PROJECT INSPECTOR THAT THE ASPHALT DELIVERED TO THE SITE IS IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
22. EXTRACTION AND GRADATION TESTS ON ASPHALT MIXES SHALL BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR FOR EVERY 2500 SQUARE YARDS OF ASPHALT, OR PART THEREOF, TO ENSURE THAT DESIGN MIXES MEET THE CITY STANDARD SPECIFICATIONS.
23. FIELD TESTING OF THE ASPHALT PAVEMENT SHALL BE DONE AT INTERVALS EQUIVALENT TO SUBGRADE TESTING AND SHALL CONSIST OF, AS A MINIMUM, A COMPACTION TEST. ASPHALT PAVEMENT SHALL BE COMPACTED TO 98% DENSITY PER FM 1-T238 (METHOD B), NUCLEAR DENSITY TEST, "BACKSCATTER METHOD" AND/OR MINIMUM 90% MAXIMUM VOIDLESS SPECIFIC GRAVITY.
24. IN ADDITION TO THE FIELD DENSITY TESTS NOTED, THE CITY RESERVES THE RIGHT TO REQUIRE CORE SAMPLES OF PAVEMENT SECTIONS EXTRACTED AND TESTED BY A CERTIFIED SOILS ENGINEERING LABORATORY AT THE DEVELOPER'S EXPENSE. THE CITY'S DESIGNATED SITE INSPECTOR SHALL DESIGNATE THE LOCATIONS OF THE TEST CORE LOCATIONS.
25. THE ROADWAY CROWN SHALL HAVE A STANDARD ONE QUARTER INCH (1/4") PER FOOT SLOPE.
26. ALL ROADWAYS WITH CURB AND GUTTER SECTIONS SHALL HAVE AS A STANDARD A MINIMUM LONGITUDINAL SLOPE OF 0.30%. THE ROADWAY CENTERLINE SHALL BE CLEARLY MARKED ON THE DESIGN PLANS. AT A MINIMUM, DESIGN ROADWAY CENTERLINE ELEVATIONS SHALL BE NOTED AT ALL GRADE CHANGES AND AT 100' INTERVALS ALONG THE ROADWAY PROFILE ON BOTH THE DESIGN PLANS AND AS-BUILT DRAWINGS.
27. THE FINISHED PAVEMENT EDGE SHALL BE ONE QUARTER INCH (1/4") ABOVE THE ADJACENT CONCRETE GUTTER FOR GUTTERS COLLECTING AND CONVEYING STORMWATER.
28. CONCRETE CURBS SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS AND ALL CONCRETE CURBS SHALL BE CONSTRUCTED WITH MINIMUM 3,000 PSI CONCRETE AT 28 DAYS.
29. CONCRETE CURBING, SIDEWALKS, PAVEMENT AND SIMILAR CONCRETE AREAS SHALL BE SAW CUT WITHIN 4 TO 18 HOURS OF PLACEMENT. SAW CUTS SHALL BE 1/4" IN WIDTH TO A DEPTH OF 1/4 OF THE TOTAL DEPTH OF CONCRETE OR 1-1/2", WHICHEVER IS LESS. SAW CUTS SHALL BE LOCATED AT INTERVALS OF TEN FEET (10') WITH EXPANSION JOINTS AT STREET INTERSECTIONS, RADIUS POINTS, 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. FOR LINEAL SECTIONS OF CURBS, EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF FIVE-HUNDRED FEET (500') AND SHALL BE 1/2" IN WIDTH.



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29. THE FOLLOWING SYMBOLS SHALL BE CUT IN THE CURB TO MARK LOCATION OF SERVICES:

<u>SYMBOL</u>	<u>SERVICE</u>
"V"	SEWER
"⊥"	RECLAIMED WATER
"^"	POTABLE WATER
"X"	VALVE – POTABLE WATER

- 30. THREE (3) CONCRETE CYLINDERS SHALL BE TAKEN FOR EVERY SEVENTY-FIVE (75) CUBIC YARDS OF CONCRETE OR LESS PLACED. 1 CYLINDER WILL BE TESTED IN 14 DAYS, 1 IN 28 DAYS AND 1 SHALL BE RETAINED FOR 1 YEAR. RESULTS SHALL BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR AS THEY BECOME AVAILABLE.
- 31. A CONCRETE SLUMP TEST SHALL BE REQUIRED WITHIN THE FIRST THIRTY (30) CUBIC YARDS OF CONCRETE. THEREAFTER, SLUMP TESTS SHALL BE REQUIRED FOR EVERY THIRTY (30) CUBIC YARDS OF CONCRETE, OR FRACTION THEREOF, WITH COPIES OF THE RESULTS PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR. THE SLUMP TEST SHALL MEET THE REQUIRED MIX DESIGN ON EACH LOAD DELIVERED.
- 32. THE DEVELOPER SHALL PROVIDE ALL REQUIRED PAVEMENT MARKINGS ON ALL ROADWAYS PER CITY, COUNTY, AND STATE REQUIREMENTS. 6" WIDE FOG LINE SHALL BE INSTALLED WHERE NO CURB IS PRESENT. CENTERLINE STRIPES SHALL BE PROVIDED ON EXTENSIONS OF CITY COLLECTOR OR ARTERIAL ROADS, COUNTY ROADS, STATE HIGHWAYS AND ALONG LOCAL STREETS IN THE VICINITY OF THEIR INTERSECTION WITH THE ABOVE MENTIONED ROADWAYS.
- 33. A FDOT APPROVED 30" STOP SIGN AND A 24" WIDE WHITE THERMOPLASTIC STOP BAR ARE REQUIRED AT ALL ROADWAY INTERSECTIONS.
- 34. 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. THE MAINTENANCE OF TRAFFIC (MOT) INSTALLATION AND SUBSEQUENT OPERATION SHALL BE OVERSEEN BY A CONTRACTOR WHOSE JOBSITE PERSONNEL HOLD A CURRENT FDOT CERTIFICATION IN TEMPORARY TRAFFIC CONTROL COMMENSURATE WITH THEIR LEVEL OF RESPONSIBILITY (EX. FLAGGER, INTERMEDIATE, ADVANCED).
- 35. THE DEVELOPER IS RESPONSIBLE FOR PAYING FEES FOR TRAFFIC CONTROL DEVICES. STREET SIGNS AND STOP SIGNS SHALL BE PLACED AT ALL INTERSECTIONS, INCLUDING, BUT NOT LIMITED TO, TO PRIVATE STREETS, PUBLIC STREETS, COUNTY ROADS AND STATE HIGHWAYS WITHIN THE CITY LIMITS.
- 36. THE DEVELOPER IS RESPONSIBLE FOR PAYING FEES FOR ALL STREET LIGHTS TO FPL PRIOR TO ACCEPTANCE OF THE PROJECT BY THE CITY.
- 37. FOUR FOOT (4') WIDE SIDEWALKS SHALL BE PROVIDED ON BOTH SIDES OF ALL RESIDENTIAL STREETS.
- 38. BIKE PATHS SHALL BE CONSTRUCTED EIGHT FEET (8') IN WIDTH ALONG ARTERIAL AND OTHER SELECTED HIGHWAYS AS DIRECTED BY THE CITY.



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39. STANDARD TURNING RADII FOR INTERSECTIONS:

RESIDENTIAL STREETS INTERSECTING STATE OR COUNTY ROADWAYS OR MAJOR THOROUGHFARES WITHIN THE CITY	35-50 FEET
CITY STREETS INTERSECTING ENTRANCES TO COMMERCIAL SITES	35 FEET
INTERSECTIONS INTERIOR IN SUBDIVISIONS	35 FEET

NOTE: SHOULD VOLUSIA COUNTY OR THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DETERMINE THAT LARGER RADII ARE WARRANTED WITHIN THEIR RIGHT-OF-WAY, THE LARGER RADII SHALL APPLY.

40. STANDARD TURNING RADII AND WIDTHS OF ACCESS DRIVES FOR SITE PLANS (NOT SUBDIVISIONS) SHALL BE IN ACCORDANCE WITH LDC, CH. 12, SEC. 3(f).

41. CONSTRUCTION METHODS AND DESIGN FOR CONCRETE PAVEMENT SHALL CONFORM TO FDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

42. ALL CONTRACTORS THAT ARE PERFORMING THE CONSTRUCTION OF LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS (INCLUDING WATER MAINS, SANITARY SEWER MAINS, RECLAIMED WATER MAINS, STORM WATER PIPES AND INLETS, ROADWAYS, AND PARKING FACILITIES) SHALL BE CERTIFIED WITH THE STATE OF FLORIDA CONSTRUCTION INDUSTRY LICENSING BOARD FOR THE TYPE OF WORK THAT THEY PERFORM.

43. ALL CONTRACTORS THAT ARE PERFORMING THE CONSTRUCTION WORK OF LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS SHALL BE LICENSED BY THE STATE OF FLORIDA CONSTRUCTION INDUSTRY LICENSING BOARD AND REGISTERED WITH VOLUSIA COUNTY. THE LICENSE AND REGISTRATION SHALL PERTAIN TO THE TYPE OF WORK BEING PERFORMED.

44. EXCEPT AS PROVIDED IN THE LAND DEVELOPMENT CODE, ALL ELECTRIC, TELEPHONE, TELEVISION, LINES AND SIMILAR UTILITIES ARE REQUIRED TO BE INSTALLED UNDERGROUND AT THE EXPENSE OF THE OWNER, DEVELOPER, AND BUILDER.

45. MINIMUM UTILITY DEPTHS:

POTABLE WATER, SANITARY SEWER AND RECLAIMED WATER MAINS	36 INCHES
HIGH VOLTAGE SUCH AS POWER FEEDER, SERVICE, AND DROPS	30 INCHES
LOW VOLTAGE SUCH AS PHONE AND CABLE TV FOR FEEDER AND SERVICE	18 INCHES
LOW VOLTAGE UTILITIES SUCH AS PHONE AND CABLE TV FOR DROPS	12 INCHES

NOTE: IN NO INSTANCE SHALL THE DEPTH OF COVER BE LESS THAN 36" FROM FINISHED GRADE TO THE TOP OF PIPE FOR POTABLE WATER MAINS, SANITARY SEWER MAINS AND RECLAIMED WATER MAINS. HOWEVER, IN THE EVENT THAT THIS CONDITION CANNOT BE MET DUE TO UNANTICIPATED CONFLICTS DURING THE CONSTRUCTION PROCESS, DUCTILE IRON PRESSURE CLASS 350 OR CONCRETE ENCASEMENT MAY BE USED AS APPROVED BY THE CITY PUBLIC UTILITIES DEPARTMENT.

46. LANDSCAPE PLANS SHALL CLEARLY DEPICT THE DESIGN LOCATION OF PLANTINGS RELATIVE TO THE LOCATION OF UNDERGROUND AND OVERHEAD PUBLIC UTILITIES AND STORMWATER INFRASTRUCTURE IN ORDER TO EVALUATE POTENTIAL CONFLICTS.



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