NOTES:

1. EXPANSION JOINTS 1/4" WIDE IN THE CURB SHALL BE PROVIDED AT APPROXIMATELY EQUAL DISTANCES OF NOT MORE THAN 20' BETWEEN THE JOINTS.

2. THE COST OF EXPANSION JOINTS IN THE CURB AND DENSE GRADED AGGREGATE BEDDING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE CURB.

3. CONCRETE SHALL BE CLASS B WITH 28 DAY COMPRESSIVE STRENGTH OF 4500 PSI, AND 6% ± 1.5 AIR ENTRAINMENT.
CURB AND CUTTER DETAIL

NOTES:

1. Transverse joints 2" wide shall be installed in the curb 20'-0" apart and every 15'.

2. Concrete shall be as specified for concrete vertical.

3. Concrete shall be Class B with 28 day compressive strength of 4500 psi.

2. Joint material in the curb shall be as specified for concrete vertical.

2. Joint material expansion joint material shall not extend thru the curb.

1. Transverse joint 2" wide shall be installed in the curb 20'-0" apart and every 15'.

M-155. Access 6" min from front face and top of curb.

Complying with the requirements for Type III filler in AASHTO Spec.

Class B, specified as specified surface slope.

HMA pavement

AS specified

as specified

R=1:2

R=1:2

9" 24"
SECTION A-A

NOTES:

1. CONCRETE SHALL BE CLASS B WITH 28 DAY COMpressive STRENGTH OF 4500 PSI, AND 6% ±1.5 AIR ENTRAINMENT.
1. Concrete shall be Class B with 28-day compressive strength of 4500 psi.

Notes:

To A.A.S.H.O. Spec M-153
Continuous Type, Conforming
4" Preformed Joint Filler
4" or 6" Face
5" Min.

Concrete Curb
As Directed
Sealer
Transition
5% Min.
NOTES:
1. TURF RESTORATION TO CONSIST OF A MINIMUM OF 4" OF SELECT TOPSOIL, FERTILIZER AND SEED AS PER SPECIFICATIONS.
2. IF SUBGRADE MATERIAL IS UNSUITABLE, CONTRACTOR TO REMOVE PER COUNTY ENGINEER’S DISCRETION AND REPLACE WITH SELECT FILL AT NO EXTRA COST TO THE COUNTY.
3. SIDEWALK WIDTH SHALL BE 4"–0" MINIMUM UNLESS OTHERWISE NOTED ON THE APPROVED PLANS.
4. CONCRETE SHALL BE CLASS B WITH 28 DAY COMpressive STRENGTH OF 4500 PSI AND 6% ±1.5% AIR ENTRAINMENT.

DETAIL 5  STANDARD CONCRETE SIDEWALK

N.T.S.
CONCRETE DRIVEWAY
6" THICK

±4'-0"
SIDEWALK AREA
(MAINTAIN GRADE
ON BACK
OF SIDEWALK)

±4'-0"
APRON

R.O.W.

6" THICK 4500
PSI CONCRETE

8"

2" OF AGGREGATE
(¾" BLEND) COMPACTED

SEE NOTE 4

COUNTY STANDARD
DEPRESSED CURB

PAVEMENT SURFACE

NOTES:

1. CONCRETE COMpressive STRENGTH SHALL BE A MINIMUM OF 4500 PSI AFTER
   28 DAYS AT 6% ±1.5% AIR ENTRAINMENT.

2. CURB JOINT SHALL BE TROWELED WITH A MIN 1/2" RADIUS ALONG BACK OF CURB.

3. EXPANSION AND CONTRACTION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED
   MATERIAL OR EQUAL EXTENDING FROM SUBGRADE TO FINISH GRADE.

4. PROVIDE 6" X 6" W1.4/W1.4 GALVANIZED MESH AT COMMERCIAL DRIVEWAYS ONLY.
   PROVIDE 6" X 6" W1.4/W1.4 NON GALVANIZED WELDED WIRE MESH AT RESIDENTIAL DRIVEWAYS.

DETAIL
STANDARD CONCRETE DRIVEWAY
AND CONCRETE APRON

N.T.S.
NOTES:
1. CONCRETE COMPRESSIVE STRENGTH SHALL BE A MINIMUM OF 4500 PS AFTER 28 DAYS AT 60% ± 3% AIR ENTRAPMENT.
2. CURB JOINT SHALL BE TRIMMED WITH A MIN 1/2" RADIUS ALONG BACK OF CURB.
3. EXPANSION AND CONTRACTION JOINTS SHALL BE 1/2" PREMOLDED ASPHALT IMPREGNATED MATERIAL OR EQUAL EXTENDING FROM SUBGRADE TO FINISH GRADE.
4. PROVIDE 6"X6" WI.4/VI.4 GALVANIZED MESH AT COMMERCIAL DRIVEWAYS ONLY.
   PROVIDE 6"X6" WI.4/VI.4 NON GALVANIZED WELDED WIRE MESH AT RESIDENTIAL DRIVEWAYS.
5. EXPANSION JOINT SHALL BE INSTALLED AGAINST CONCRETE FORM DURING CURB INSTALLATION. MINIMUM 1 HOUR OF CURING TIME MUST BE PROVIDED FOR CURB PRIOR TO POURING CONCRETE DRIVEWAY APRON. EXPANSION JOINT SHALL PROVIDE COMPLETE SEPARATION BETWEEN CURB AND APRON.

DETAIL 6A STANDARD MONOLITHIC CONCRETE DRIVEWAY AND CONCRETE APRON

N.T.S.
DETAILED STANDARD BITUMINOUS DRIVEWAY APRON TYPE 1

NOTES:

1. THE DRIVEWAY IN THE COUNTY RIGHT-OF-WAY SHALL BE COMPOSED OF TOP COURSE BUILT, CONCRETE INCHES INCHES.

2. CURB JOINT SHALL BE TROWELLED WITH A MIN 1/2" RADIUS ALONG BACK OF CURB.

3. A DRIVEWAY APRON MAY NOT IMPede THE FLOW OF STORMWATER.

4. A ROAD OPENING PERMIT IS REQUIRED BEFORE START OF CONSTRUCTION IN THE COUNTY.

| TOTAL THICKNESS | 4.4 |
| BASE PAVE A | 2 |
| TOP PAVE A | 1/4 |

| BITUMINOUS CEMENT STABLED BASE COURSE MIX 9.5M64 |

| THICKNESS B | COURSE MIX 13.5M64 |

MATCH EXISTING DRIVEWAY

SEE PLAN

EXISTING DRIVEWAY

R.O.W.

VARIES (SEE PLAN)
1. Length and width of driveway shall be shown on the plans or as directed.

2. Depressed curb shall be constructed as per County depressed curb detail.

3. A driveway apron may not impede the flow of stormwater.

NOTES:

- HMA OR CONCRETE DRIVeway LENGTH SEE DETAILS 6.7.8
- STANDARD CONCRETE OR HMA APRON
- STANDARD CURB
- FLARE 1.5" FACE
- DEPRESSED CURB
- VARYS
- MIN. 4" - 10"
1. The ROUNDS SHOW AT ALL CURVE RADIUS ARE FOR REFERENCE PURPOSE ONLY. THE ARCHITECT/ENGINEER

2. The SIGNS DESIGNATIONS SHOWN ON THE DETAIL ARE STANDARD SIGNS PER MUTCD. REFER MUTCD SECTION 2

3. THE LANE WIDTHS SHOWN ON THE DETAIL IS FOR REFERENCE PURPOSE ONLY. THE ARCHITECT/ENGINEER

To adjust lane widths per site conditions and standard design vehicle.
DETAILED "13 ACCELERATION AND DECELERATION LANES"

1. Acceleration lanes shall be located as shown on the plan, and shall not be wider than 10 ft. (3 m).

2. Acceleration lanes shall terminate at the shoulder of the roadway, or at a point where lanes are adequate for vehicles making the lane change.

3. Acceleration lanes shall be 10 ft. (3 m) wide, and shall be marked with solid yellow lines.

4. Acceleration lanes shall be separated from the adjacent lanes by a single solid white line.

5. Acceleration lanes shall be provided at all locations where a reduction in speed is required for safety.

NOTE: Acceleration lanes shall be provided only where necessary to meet traffic conditions.

Diagram:

- Yellow lines: 2-ft. (0.6 m) wide center line.
- White lines: Center line.
- Solid lines: Lane extension.
- Yellow lines: 2-ft. (0.6 m) wide center line.
- White lines: Center line.
- Solid lines: Lane extension.
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- White lines: Center line.
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- Solid lines: Lane extension.
- Yellow lines: 2-ft. (0.6 m) wide center line.
- White lines: Center line.
- Solid lines: Lane extension.
DETAIL

15. Curb Inlet with Bicycle Safe Grate

AND TYPE N-ECO CURB PIECE
NOTES:

1. PROVIDE 1½" MINIMUM REVEAL AT DEPRESSED CURBS DURING MILL & RESURFACING.

2. SURFACE COURSE MAY BE 9.5M64 FOR COUNTY ROADS WITH LESS THAN 5,000 AADT, SURFACE COURSE MUST BE 12.5M64 FOR COUNTY ROADS WITH EQUAL OR GREATER THAN 5000 AADT.
**NOTE:**

1. MIX NUMBERS ARE IN ACCORDANCE WITH NEW JERSEY DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
2. SURFACE COURSE MAY BE 9.5M64 ON COUNTY ROADS WITH AADT LESS THAN 5,000.
3. SURFACE COURSE MUST BE 12.5M64 ON COUNTY ROADS WITH AADT EQUAL OR GREATER THAN 5,000.

**DETAIL 17 HOT MIX ASPHALT PAVEMENT**

**N.T.S.**
NOTES:
1. SEE CONSTRUCTION PLANS FOR LOCATIONS WHERE PAVEMENT RESTORATION ADJACENT TO CURB IS GREATER THAN 2' MINIMUM
DETAIL 18B TYPICAL ROADWAY WIDENING WHERE NO CURB IS PRESENT

NOTES:

1. SEE CONSTRUCTION PLANS FOR LOCATIONS WHERE PAVEMENT RESTORATION ADJACENT TO EXISTING EDGE OF PAVEMENT IS GREATER THAN 2' MINIMUM
Maximum Density
No. 27 compacted to 95%
NJDOT T1 coarse aggregate

Concrete from the spring line across top of pipe
diameter. All joints must be sealed with approved
material. All joints must be sealed with approved
preformed concrete pipe (various diameters)

To 95% Density
by the engineer compacted
or selected fill as directed
suitable excavated material

Subbase 6" min. non-stabilized

Min. detail CD-43-1
9" thick with dowels per
concrete surface course.

10' max. or to the nearest joint

Existing pavement to be
excavated with excavated material shall not be

Notes:

Tacked (typical)

Saw cut and all edges

Permitted in trenches for storm sewer & all other

Utility.
DETAIL - RC5 - STORM SEWER INSTALLATION

N.T.S.
& TRENCH RESTORATION DETAIL
IN HMA PAVEMENT

MAXIMUM DENSITY
NO. 25 COMPACTED TO 95%
N. D. O. T. COARSE AGGREGATE

GEOTEXTILE: FLAT SPRING LINE ACROSS TOP OF PIPE
CORRUGATED LIST MUST BE WRAPPED WITH
MATERIAL. ALL JOINTS MUST BE SEALLED WITH APPROVED
MATERIAL. CONCRETE MIX MUST BE FILLED WITH APPROVED
REINFORCED CONCRETE PIPE (VARIOUS SIZES)

TO 95% DENSITY
BY THE ENGINEER COMPACTED
OR SELECTED AS DIRECTED
SUITABLE EXCAVATED MATERIAL

6" DENSE GRADED AGGREGATE
OR APPROVED EQUAL

HOT MIX ASPHALT 9.5" SURFACE
HOT MIX ASPHALT 19M64 BASE
COURSE
COURSE

BACKFILLING WITH EXCAVATED MATERIAL SHALL NOT BE
PERMITTED IN TRENCHES FOR STORM SEWER & ALL OTHER
EXISTING PAVEMENT TO BE
TACKED (TYPICAL)
SAVAGE ALL EDGES

NOTES:

4" MIN. TRENCH WIDTH
1.1
1.1

UTILITY PERMITS IN TRENCHES FOR STORM SEWER & ALL OTHER
(K - Turn Detail)

Curb or edge of pavement

20 ft. standard driveway turnaround

Alternative

Correction in head on County Road Access to

Regular:

Surroundings

On-site
LOT DETAIL

21

STANDARD REVERSE FRONTAGE

COUNTRY ROAD

REVERSE FRONTAGE
NOTES:
1. BYPASS AREA SHALL ONLY BE REQUIRED IN SPECIAL CIRCUMSTANCES WHERE TRAFFIC OR OTHER CONDITIONS INDICATE THE NEED.
2. FULL DEPTH SAWCUT THE EDGE OF EXISTING PAVEMENT TO RECEIVE THE NEW BYPASS AREA PAVEMENT. SEE TYPICAL COUNTY ROADWAY WIDENING DETAIL.

DETAIL 22 BYPASS AREA
NOTES:

1. SPECIFY #6 TIE BARS 30" ± 1/4" LONG, SPACED 30" CENTER TO CENTER MAXIMUM. FOR JOINT TIES SPECIFY #6 BARS 18" ± 1/4" LONG, SPACED 30" CENTER TO CENTER MAXIMUM. PLACE PERPENDICULAR TO AND CENTERED OVER THE LONGITUDINAL JOINT ± 1/4". WHEN ADJOINING TO AN UNEQUAL PAVEMENT OR SHOULDER DEPTH, D IS THE DEPTH OF THE THINNER SECTION.

2. DO NOT FIELD BEND TIE BARS, TIE BOLTS, AND JOINT TIES.

3. USE REBAR COUPLING DEVICE THAT IS LISTED ON THE QPL.

4. TEMPORARILY SECURE THE TIE BOLT TO THE FORM DURING PLACEMENT OF THE CONCRETE USING A METHOD ACCEPTABLE TO THE R.E.

5. PLACE TIE BOLTS AT 30" CENTER TO CENTER MAXIMUM SPACING. WHEN ADJOINING TO AN UNEQUAL PAVEMENT OR SHOULDER DEPTH, D IS THE DEPTH OF THE THINNER SECTION. SCREW TIE BOLTS UNTIL SNUG.

6. USE AN APPROVED EPOXY GROUT MATERIAL TO WITHSTAND THE NECESSARY MINIMUM PULL-OUT RESISTANCE. TIE BAR HOLE DIAMETER IN EXISTING PAVEMENT SHOULD BE AS PER MANUFACTURER’S RECOMMENDATION. USE ROTARY IMPACT DRILL TO AVOID IMPACTING FINES INTO HOLE.

7. DO NOT USE THE HOOK COMPONENT OF THE TIE BOLT ASSEMBLY WHEN SLIP FORMING.

8. WHEN COLD-POURED JOINT SEALER IS SELECTED FOR USE IN TRANSVERSE JOINTS, USE THE SAME JOINT SEALING MATERIAL IN THE LONGITUDINAL JOINTS.
NOTES:
1. PLACE A CLOSED-END EXPANSION CAP OVER THE LUBRICATED END OF ALL DOWEL BARS USED IN TRANSVERSE EXPANSION JOINTS AND PROVIDE A MINIMUM 1" CLEARANCE POCKET ASSURED BY MEANS OF A POSITIVE SPACING DEVICE.

2. CUT EXPANSION JOINT FILLER MATERIAL TO CONFORM TO THE CROSS SECTION OF THE PAVEMENT AND FURNISH IN STRIPS EQUAL TO THE WIDTH OF THE PAVEMENT SLAB. MAKE THE TOP SURFACE SMOOTH AND HAVE HOLES PUNCHED FOR THE DOWEL BARS PROVIDE A SNUG FIT WITHOUT LOSS IN THICKNESS OF THE MATERIAL.

3. CONSTRUCT ALL TRANSVERSE JOINTS PERPENDICULAR TO THE CENTERLINE.

4. USE MINIMUM 11/4" X 1/8" LONG EPOXY COATED SMOOTH DOWEL BARS FOR PAVEMENT DEPTHs GREATER THAN 10". APPROVED ALTERNATE DOWEL BARS HAVING EQUIVALENT PROPERTIES TO CONVENTIONAL ROUND DOWEL REINFORCEMENT STEEL MAY BE PROPOSED FOR USE.

5. PLACE EPOXY COATED SMOOTH DOWEL BARS PARALLEL TO THE CENTERLINE AND SURFACE OF THE SLAB.

6. MAKE THE TOP OF THE JOINT SEALING MATERIAL 1/4" +/- 1/8" BELOW THE SURFACE OF THE PAVEMENT.

7. THE INITIAL SAW CUT RELIEF JOINT IS NOT REQUIRED FOR CONSTRUCTION JOINTS.

8. WHEN COLD-POURED JOINT SEALER IS SELECTED FOR USE IN TRANSVERSE JOINTS, USE THE SAME JOINT SEALER IN THE LONGITUDINAL JOINTS.
DETAIL A
HOT-POURED JOINT SEALER

DETAILED B
COLD-POURED JOINT SEALER WITH BACKER ROD (CAMDEN COUNTY PREFFERED TREATMENT)

DETAILED C
COLD-POURED JOINT SEALER WITHOUT BACKER ROD

MAKE THE TOP OF THE JOINT SEALING MATERIAL 1-1/2" BELOW THE SURFACE OF THE CONCRETE PAVEMENT.

CONCRETE PAVEMENT SURFACE

SEALANT THICKNESS AS RECOMMENDED BY MANUFACTURER

BACKER MATERIAL DEPENDENT ON WIDTH OF SAWCUT OPENING

SAWCUT (BOTH SIDES)

CRACK REPAIR DETAIL FOR CRACKS OVER 0.5 INCHES TO 2.0 INCHES IN WIDTH

CRACK REPAIR DETAIL FOR CRACKS LESS THAN 0.5 INCHES WIDE

DETAIL 25
CONCRETE PAVEMENT REPAIR CONSTRUCTION DETAILS

CAMDEN COUNTY
DEPARTMENT OF PUBLIC WORKS
JOHN RUSSELL WEBER CENTRAL ADMINISTRATION COMPLEX
1300 COMMERCIAL STREET
CAMDEN, NEW JERSEY 08030

DEPARTMENT OF PUBLIC WORKS
3300 OLD MILL ROAD
SPRINGFIELD, NEW JERSEY 08001

TITLE
COUNTY STANDARD CONCRETE PAVEMENT REPAIR CONSTRUCTION DETAILS

DATE
JULY 2015

DRAWN BY
T.A.P./K.J.S.

APPROVED BY
K.B./A.L.
NOTES:
EXPANSION JOINTS 1/2 INCH WIDE IN THE CURB, AND EXPANSION JOINT ASSEMBLY IN THE MONOLITHIC PAVEMENT STRIP SHALL BE DIRECTLY OPPOSITE EVERY TRANSVERSE JOINT IN THE CENTRAL PAVEMENT STRIPS. JOINT MATERIAL IN THE CURB SHALL BE AS SPECIFIED FOR CONCRETE VERTICAL CURB. THE TRANSVERSE EXPANSION JOINT MATERIAL SHALL NOT EXTEND THRU THE CURB.

CONCRETE VERTICAL CURB
MONOLITHIC WITH CONCRETE BASE COURSE

DETAIL 26 CONCRETE PAVEMENT REPAIR CONSTRUCTION DETAILS
6. Expansion and control joints shall be included in place bid for curb.

2. Control joints shall be cut into curb and filled with a compatible material as specified in the contract documents.

3. Joint filler shall be installed in the curb to match the adjacent finished curb.

4. Expansion joints in curb shall be installed in the curb at 2' apart and sealed with N/SRT asphalt material.

5. Expansion joints shall be filled with a compatible material as specified in the contract documents.

27. Belgium Block Curb

NOTE:
NOTES

1. HAND FORM CURB TO CROSS SECTION SHOWN OR MODIFY TO SUIT EXISTING CONDITIONS. ADJUST RATE OF PLACEMENT TO INSURE BONDING AND COMPACTION OF MIXTURE AS IT IS PLACED.

2. PROVIDE FINISHED CURB HAVING A SMOOTH AND TRUE LINE OF GRADE. COMPLETED CURB SHALL HAVE A SMOOTH SURFACE AND SHALL CONFORM TO PRESCRIBED AND/OR EXISTING CROSS SECTION.

DETAIL 28 BITUMINOUS CURB

N.T.S.
DETAILED CONCRETE GUTTER

N.T.S.

4500 P.S.I. CONCRETE 28-DAY STRENGTH, 6% ± AIR ENTRAINMENT

WELDED WIRE FABRIC 6 X 6 - W4 X W4

SUBBASE AS REQUIRED BY SUBGRADE SOIL STRENGTH CONDITIONS.

VARIABLE WIDTH

1" DEPRESSION

9"

5"

3"
CAMDEN COUNTY TEMPORARY TRENCH RESTORATION DETAILS (CONCRETE ROADWAY)

N.T.S.

CAMDEN COUNTY FINAL TRENCH RESTORATION DETAILS (CONCRETE ROADWAY)

N.T.S.

GENERAL ROADWAY RESTORATION NOTES:

1. CONTRACTOR SHALL SCHEDULE PRE-FINAL RESTORATION MEETING WITH CAMDEN COUNTY ROADWAY INSPECTOR AND ENGINEERING TO DETERMINE WHAT FINAL RESTORATION SHALL APPLY.

2. IF DOWELING INTO EXISTING CONCRETE ALONG LONGITUDINAL TRENCH CAMDEN COUNTY PERMITS THE USE OF 3/4" REBAR.

3. IF DOWELING INTO EXISTING CONCRETE ALONG A TRANSVERSE TRENCH, CAMDEN COUNTY PERMITS THE USE OF 1" REBAR (MIN.).

4. CONCRETE SHALL BE CLASS B WITH 28 DAY COMpressive STRENGTH OF 4500 PSI, AND 6% +/- 1.5% AIR ENTRAINMENT.

5. SEE DETAIL FOR CONCRETE ROAD SLAB RESTORATION.

DETAIL 31  CONCRETE ROAD RESTORATION — GAS UTILITY

N.T.S.

CAMDEN COUNTY TEMPORARY/FINAL TRENCH RESTORATION DETAIL — GAS UTILITY
(Concrete Surface Roadway)
CAMDEN COUNTY TEMPORARY TRANSVERSE TRENCH RESTORATION DETAILS (CONCRETE BASE/ASPHALT SURFACE ROADWAY) N.T.S.

CAMDEN COUNTY FINAL TRANSVERSE TRENCH RESTORATION DETAILS (CONCRETE BASE/ASPHALT SURFACE ROADWAY) N.T.S.

TRANSVERSE TRENCH DETAIL N.T.S.

COMPOSITE ASPHALT OVER CONCRETE ROAD RESTORATION

GENERAL ROADWAY RESTORATION NOTES:

1. CONTRACTOR SHALL SCHEDULE PRE-FINAL RESTORATION MEETING WITH CAMDEN COUNTY ROADWAY INSPECTOR AND ENGINEERING TO DETERMINE WHAT FINAL RESTORATION SHALL APPLY.

2. IF DOWELING INTO EXISTING CONCRETE LONGITUDINAL TRENCH CAMDEN COUNTY PERMITS THE USE OF 3/4" REBAR.

3. IF DOWELING INTO EXISTING CONCRETE ALONG TRANSVERSE TRENCH, CAMDEN COUNTY PERMITS THE USE OF 1" REBAR.

4. CONCRETE SHALL BE CLASS B WITH 28 DAY COMPRESSIVE STRENGTH OF 4500 PSI, AND 6% +/- 1.5 AIR ENTRAINMENT.

5. SEE DETAIL FOR ROAD SLAB RESTORATION.
LONGITUDINAL TRENCH DETAIL

COMPOSITE ASPHALT OVER CONCRETE ROAD RESTORATION

GENERAL ROADWAY RESTORATION NOTES:

1. CONTRACTOR SHALL SCHEDULE PRE-FINAL RESTORATION MEETING WITH CAMDEN COUNTY ROADWAY INSPECTOR AND ENGINEERING TO DETERMINE WHAT FINAL RESTORATION SHALL APPLY.
2. IF DOWELING INTO EXISTING CONCRETE ALONG LONGITUDINAL TRENCH CAMDEN COUNTY PERMITS THE USE OF 3/4" REBAR.
3. IF DOWELING INTO EXISTING CONCRETE ALONG A TRANSVERSE TRENCH, CAMDEN COUNTY PERMITS THE USE OF 1" REBAR.
4. CONCRETE SHALL BE CLASS B WITH 28 DAY COMpressive STRENGTH OF 4500 PSI, AND 6% +/- 1.5 AIR ENTRAINMENT.
5. SEE DETAIL FOR ROAD SLAB RESTORATION AND REBAR LOCATIONS.
GENERAL NOTES CONCRETE SLAB RESTORATION:

1. PLACE A CLOSED-END EXPANSION CAP OVER THE LUBRICATED END OF ALL DOWEL BARS USED IN TRANSVERSE EXPANSION JOINTS AND PROVIDE A MINIMUM 1" CLEARANCE POCKET ASSURED BY MEANS OF A POSITIVE SPACING DEVICE.

2. CUT EXPANSION JOINT FILLER MATERIAL TO CONFORM TO THE CROSS SECTION OF THE PAVEMENT AND FURNISH IN STRIPS EQUAL TO THE WIDTH OF THE PAVEMENT SLAB. MAKE THE TOP SURFACE SMOOTH AND HAVE HOLES PUNCHED FOR THE DOWEL BARS. PROVIDE A SnUG FIT WITHOUT LOSS IN THICKNESS OF THE MATERIAL.

3. CONSTRUCT ALL TRANSVERSE JOINTS PERPENDICULAR TO THE CENTERLINE.

4. PLACE DOWEL BARS PARALLEL TO THE CENTERLINE AND SURFACE OF THE SLAB.

5. MAKE THE TOP OF THE JOINT SEALING MATERIAL 1/4" (+1/8") BELOW THE SURFACE OF THE PAVEMENT.

6. THE INITIAL SAW CUT RELIEF JOINT IS NOT REQUIRED FOR THE CONSTRUCTION JOINTS.

7. WHEN COLDPOURED JOINT SEALER IS SELECTED FOR USE IN THE TRANSVERSE JOINTS, USE THE SAME JOINT SEALER IN THE LONgITUDINAL JOINTS.

PROPOSED CONCRETE SHALL BE CLASS B WITH 28 DAY COMpressive STRENGTH OF 4500 PSI, AND 6% +/- 1.5 AIR ENTRAPMENT

TRANSVERSE EXPANSION JOINT
N.T.S.

DETAIL 34 CONCRETE ROAD TRANSVERSE EXPANSION JOINT
N.T.S.
MILL & PAVE FINAL RESTORATION
N.T.S.

DETAIL

MILL & PAVE FINAL
RESTORATION

N.T.S.

2" MILL & PAVE
SAWCUT EDGES
CLEAN & APPLY CRAFCO
PAVEMENT JOINT
ADHESIVE, PART NO. 34524
OR APPROVED EQUAL

EXCAVATION LENGTH AND
WIDTH VARIES
(AS NOTED ON PLAN SHEET)

SEAL ALL SURFACE
SAW-CUT LINES WITH
HOT-APPLIED ASPHALT
BASED PRODUCT
(CRAFCO ROAD SAVER
221, PART NO. 34221/
CRAFCO SUPERFLEX,
PART NO. 34532 OR
APPROVED EQUAL)

LENGTH AND WIDTH
VARIES + 1' ON EITHER SIDE
Replacement with Asphalt Roadway.

1. Asphalt Key Required During Removal of Concrete Roadway and Existing Concrete Roadway

NOTES:

Asphalt Key at Transition to Existing Concrete Roadway

Dense Graded Aggregate Base

Course 6" Thick

HMA 1" Base

Course 8" Thick

Typical 9" to 14"

Course 2" Thick

HMA 9" SMA Surface

9" to 14"

Concrete Roadway

Typical 3" to 6"

Depth

Sawcut Full

Proposed Asphalt Key

Standard Asphalt

Asphalt Roadway

Plan View

Existing Concrete

Asphalt Key

Standard Asphalt

Camden County

Camden County

Camden County

35A

N.T.S.
NOTES:

- Width of 8" to obtain proper top curb
- 4. Top Kicker length varies
- 2. Base Kicker to be minimum
- 1. Base Kicker to be nailed to surface course

SEAL JOINT WITH CRAFCO MATERIAL ONE

CROSS SECTION

EXISTING ASPHALT

VERTICAL SAWCUT OF

N.T.S.

DETAIL

30 CURB "FACE FORM"

ON CONCRETE ROADWAY

REMAINDER OF CURB AREA MUST BE REMOVED.

AND CURB MUST BE PLACED INTO

SUBBASE MATERIAL THAT FALLS INTO

Poured Asphalt Sawcut

Concrete Curb to be

Standard Rear

Poured Asphalt Sawcut

Existing Asphalt

Existing Subbase

Base Kicker (2"

Top Kicker (1"

CROSS SECTION

VERTICAL SAWCUT OF