













**Leveling and Overlay Specifications:**

**PAVEMENT PREPARATION:** PRIOR TO ANY OVERLAY OF EXISTING PAVEMENT, GRASS OR WEEDS OVERGROWING THE EDGES OF THE ROADWAY SHALL BE BLADED OFF TO DEFINE THE EDGE, AND CLEANED SUFFICIENTLY TO EXPOSE THE OVERLAY. EDGE BLADING SHALL INCLUDE A PROPER TRANSITION TO THE SHOULDER IN THE ABSOLUTE MINIMUM DISTANCE NECESSARY. THE ENGINEER OR PROJECT MANAGER SHALL DETERMINE THAT SUCH MATERIAL WILL NOT BE NEEDED ON THE PROJECT. MATERIALS RESULTING FROM THE BLADING OPERATION WILL BE DEPOSITED OFFSITE OF THE PROJECT. THE ROADWAY SHALL BE BROOMED AND ALL HOLES AND CRACKS 1/4" IN WIDTH SHALL BE NOTIFIED BY THE CONTRACTOR. THE CONTRACTOR SHALL SPECIFY THE TYPE AND APPROVAL OF THE ENGINEER OR PROJECT MANAGER. REPAIR MATERIALS SHALL BE APPLIED TO ALL AREAS INDICATED IN THE PLANS AND DISPOSAL OF ALL RESULTING MATERIALS IS INCLUDED IN THE PAY ITEM OF PAVEMENT PREPARATION.

**CRACKS UNDER 1/4" IN WIDTH** SHALL BE FILLED BY THE APPLICATION OF RS-1 OR RS-2 SPECIFIED FOR THE TACK COAT WHICH SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THAT ITEM.

**MEASUREMENT FOR THIS WORK** SHALL BE AS PER THE PLAN QUANTITY UNLESS A REVISION IN THE LENGTH OF ROADWAY INVOLVED IS AUTHORIZED. PAYMENT FOR THIS WORK WHICH INCLUDES FILLING OF CRACKS 1/4" OR GREATER, PATCHING EXPOSING AND CLEANING EDGE OF PAVEMENT, MINIMUM TAPERING OF THE SHOULDER, AND CLEANING THE ENTIRE PAVEMENT SHALL BE DONE AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT PREPARATION. LEVELING COURSE SHALL BE APPLIED TO ALL AREAS INDICATED IN THE PLANS OR BY PROJECT MANAGER AND TO THE THICKNESS AND DIMENSIONS AS SHOWN IN THE PLANS OR DETERMINED BY THE PROJECT MANAGER. TACK COAT OR PRIME COAT FOR THE LEVELING COURSE IS CONSIDERED INCIDENTAL TO THE WORK AND SHALL NOT BE A SEPARATE PAY ITEM.

**MEASUREMENT SHALL BE PER PLAN QUANTITY UNLESS ADDITIONAL AREAS NOT SHOWN ON THE PLANS ARE DESIGNATED BY THE ENGINEER OR PROJECT MANAGER. PAYMENT SHALL BE AT THE CONTRACT UNIT PRICE PER TON.**

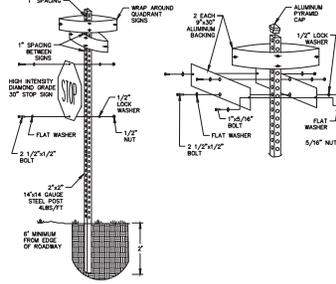
**PAVEMENT OVERLAY:** THE OVERLAY SHALL CONSIST OF ONE OR MORE OF THESE OPERATIONS:

A. APPLICATION OF AN ASPHALTIC CONCRETE OVERLAY OF SPECIFIED THICKNESS AND TYPE.

**MEASUREMENT SHALL BE AS PER PLAN QUANTITIES EXCEPT AS CHANGED DUE TO MODIFICATIONS IN THE LENGTH OR WIDTH OF OVERLAY PLACEMENT. PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT PRICE PER SQUARE YARD OF ASPHALTIC CONCRETE OVERLAY.**

**TACK COAT:** ASPHALT EMULSIONS FOR TACK COAT SHALL CONSIST OF A90, AF 200H, RS-2 OR SPECIAL MS. OTHER REQUIREMENTS FOR THE ASPHALT EMULSIONS OF TACK COAT SHALL BE IN ACCORDANCE WITH SECTIONS 300 AND 916 OF THE CURRENT F.O.D.T. SPECIFICATIONS.

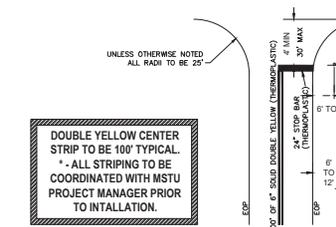
**THE APPLICATION OF TACK AS A TYPE OF CRACK RELIEF LAYER OVER EXISTING PAVEMENTS SHALL BE BY APPLICATION HEAVY ENOUGH TO FULFILL THAT PURPOSE. THE RATE OF APPLICATION OF TACK PLACED OVER EXISTING PAVEMENT PRIOR TO APPLICATION OF OVERLAY SHALL ALSO BE AT A RATE TO BE DETERMINED DURING APPLICATION.**



STREET NAME AND STOP SIGN INSTALLATION



TYPICAL REGULATORY AND WARNING SIGNS



TYPICAL INTERSECTION DETAIL

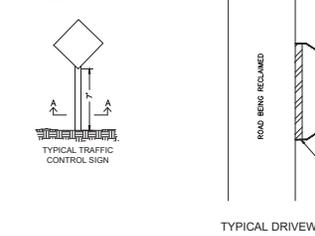
**Standards for Overlaying Existing Asphalt Roadways**

**PAVEMENT PREPARATION:**

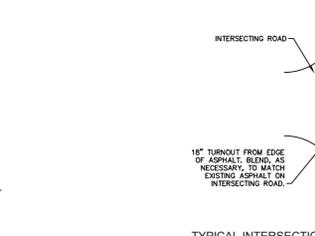
- PRIOR TO ANY OVERLAY OF EXISTING PAVEMENT, GRASS OR WEEDS OVERGROWING THE EDGES OF THE ROADWAY SHALL BE BLADED OFF TO DEFINE THE EDGE AND CLEANED SUFFICIENTLY TO EXPOSE THE OVERLAY.
- EDGE BLADING WILL INCLUDE A PROPER TRANSITION TO THE SHOULDER IN THE ABSOLUTE MINIMUM DISTANCE NECESSARY.
- MATERIALS RESULTING FROM THE BLADING OPERATION WILL BE DEPOSITED OFF BY THE CONTRACTOR OFFSITE OF THE PROJECT ONLY WHEN THE DESIGN ENGINEER OR PROJECT MANAGER HAS DETERMINED THAT SUCH MATERIAL WILL NOT BE NEEDED.
- THE ROADWAY WILL BE BROOMED AND ALL HOLES AND CRACKS 1/4" OR OVER FILLED.
- MATERIAL USED FOR FILLING CRACKS OVER 1/4" IN WIDTH WILL BE NOTIFIED WITH THE APPROVAL OF THE DESIGN ENGINEER. A LEVELING COURSE MAY ALSO BE REQUIRED.
- ALL WORK MENTIONED ABOVE WILL BE INCLUDED IN THE PAY ITEM FOR PAVEMENT PREPARATION.

- CRACKS LESS THAN 1/4" IN WIDTH WILL BE FILLED BY THE APPLICATION OF RS-1 OR RS-2 SPECIFIED FOR THE TACK COAT WHICH WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THAT ITEM.
- MILLING ACROSS THE FRONT OF DRIVEWAYS WILL BE DONE IN A MANNER IN WHICH THE ASPHALT WILL MATCH THE EXISTING DRIVEWAY SURFACE.
- THIS WORK, INCLUDING THE REMOVAL AND DISPOSAL OF ALL RESULTING MATERIALS, IS INCLUDED IN THE PAY ITEM OF PAVEMENT PREPARATION.
- MEASUREMENT FOR ALL AFORESAID WORK WILL BE AS PER THE PLAN QUANTITY UNLESS A REVISION IN THE LENGTH OF THE ROADWAY INVOLVED IS AUTHORIZED. PAYMENT FOR THIS WORK WHICH INCLUDES FILLING OF CRACKS 1/4" OR GREATER, EXPOSING AND CLEANING EDGE OF PAVEMENT, MINIMUM TAPERING OF THE SHOULDER, MILLING TO MATCH EXISTING DRIVEWAYS AND CLEANING THE ENTIRE PAVEMENT SHALL BE DONE AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT PREPARATION.

- ASPHALT OVERLAY WILL CONSIST OF A MINIMUM OF 1-3/4" ASPHALT TYPE SP-8.5 WITH MAXIMUM OF 10% RECLAIM MIX.
- PAVEMENT PREPARATION INCLUDES BROOMING OF ASPHALT, CLIPPING OF GRASS OFF EDGE OF EXISTING ASPHALT, CRACK SEALING OF CRACKS 1/4" OR WIDER, MILLING ACROSS FRONT OF DRIVEWAYS SO ASPHALT WILL MATCH DRIVEWAY AND REMOVAL OF MILLING. PAY ITEM WILL BE PER SQUARE YARD.



TYPICAL DRIVEWAY TURNOUT DETAIL



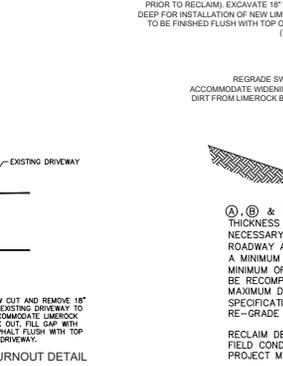
TYPICAL INTERSECTION TURNOUT DETAIL

**Standards for Reclamation of Existing Paved Roads**

**STANDARDS FOR RECLAMATION OF EXISTING PAVED ROADS WILL CONSIST OF:**

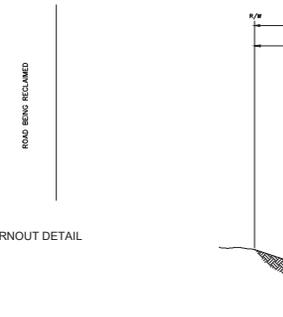
- MEASUREMENT TO ESTABLISH CENTERLINE (C/L) AND EDGE OF EXISTING PAVEMENT.
- MAINTAIN EXISTING EDGE OF PAVEMENT GRADE TO MATCH EXISTING DRIVEWAYS.
- ADD 4" OF LIMEROCK 4" WIDE TO CENTERLINE (C/L) TO MAINTAIN 2X GRADE TO EDGE.
- MIX EXISTING ASPHALT AND LIMEROCK TO A DEPTH OF 4-6" TO TAKE OUT ANY FRACTURE OF LIMEROCK.
- FRESH GRADE LIMEROCK AND COMPACT TO 98% DENSITY.
- PRIME LIMEROCK.
- PAVE WITH A MINIMUM OF 1-1/4" OF TYPE SP-8.5 ASPHALT.
- SOO ANY AREAS DISTURBED DURING CONSTRUCTION.
- DRIVEWAYS OR PAVED APPROACHES ARE NOT CONSTRUCTED DURING THIS PROCESS, EXISTING DRIVEWAYS WILL BE MATCHED TO PAVEMENT EDGE.

LIMEROCK BASE COURSE WIDENING (2 LIFTS, 100 LBR. PRIOR TO RECLAIM), EXCAVATE 18" WIDE MINIMUM OF 12" DEEP FOR INSTALLATION OF NEW LIMEROCK. LIMEROCK IS TO BE FINISHED FLUSH WITH TOP OF EXISTING ASPHALT. (TYPICAL BOTH SIDES)

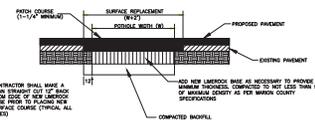


- (A), (B) & (C) TO BE RECLAIMED. 4" THICKNESS BY 4" WIDE LIMEROCK (AS NECESSARY) TO BE ADDED TO EXISTING ROADWAY AND COMPACTED (LBR 100). RECLAIM A MINIMUM OF 5" OVERALL DEPTH BY A MINIMUM OF 21" WIDE. RECLAIMED MATERIAL TO BE RECOMPACTED TO NO LESS THAN 98% OF MAXIMUM DENSITY PER MARION COUNTY SPECIFICATIONS (LBR 100).
- RE-GRADE TO RE-ESTABLISH ROAD CROWN.
- RECLAIM DEPTH MAY BE ADJUSTED BASED ON FIELD CONDITIONS AS DIRECTED BY MSTU PROJECT MANAGER

TYPICAL SECTION WIDENING AND RECLAMATION PROCESS



TYPICAL SECTION RECLAIMED BASE



- NOTES:**
1. UNLESS OTHERWISE SPECIFIED, MATERIALS AND METHODS OF OPERATION REQUIRED TO INSTALL NEW AND REPLACEMENT PAVEMENT SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS IN THE LAND DEVELOPMENT CODE OF MARION COUNTY.
  2. PAVEMENT SHALL BE REMOVED TO NEATLY SAWED STRAIGHT EDGES.
  3. BASECOURSE SHALL BE IN ACCORDANCE WITH APPENDIX B2.19, QUALITY CONTROL.
  4. SURFACE TREATED PAVEMENT JOINTS SHALL BE LAPPED AND FEATHERED.
  5. THE TYPE AND THICKNESS OF THE NEW SURFACE MATERIAL SHALL BE CONSISTENT WITH THAT OF THE EXISTING SURFACE BUT IN ALL CASES SHALL MEET THE MINIMUM STANDARDS ESTABLISHED BY THE PLANS AND SPECIFICATIONS.

**POTHOLE REPAIR DETAIL**

ALTERNATE: FOR SHALLOW POTHOLES, CONTRACTOR MAY CLEAN THEM & PROVIDE LEVELING SKIM COURSE

Project Name	Location	Scale	Sheet No.
Revision	Date	Author	Checked
Drawn	Checked	Scale	Sheet No.
Project Name	Location	Scale	Sheet No.

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Project Name: Rainbow Lake Estates - Road Improvements  
 Sheet Name: Typical Section and Details  
 Sheet No. 7 of 8

