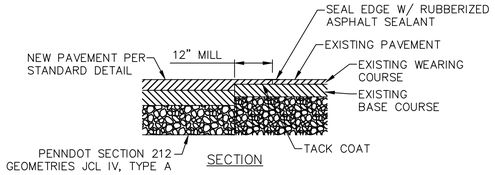
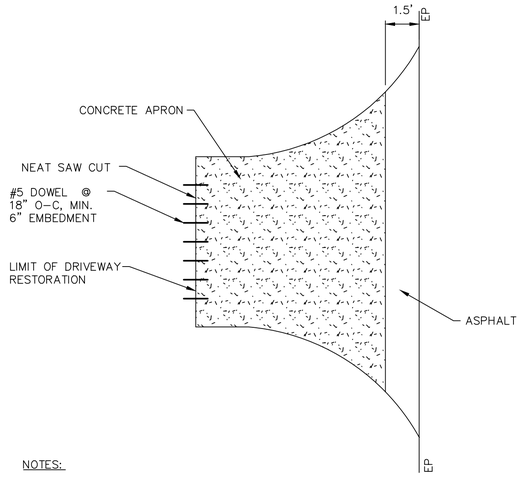


PAVEMENT BUTT JOINT DETAIL

NOT TO SCALE



NOTES:

1. WHERE A CONCRETE DRIVEWAY APRON REQUIRES REPLACEMENT, THERE SHALL BE AN 18" STRIP OF ASPHALT INSTALLED THAT ABUTS THE ROADWAY TO PROVIDE A SMOOTH TRANSITION.
2. RESTORE EXISTING DRIVEWAY FROM EDGE OF PAVEMENT TO 5' BEYOND EXCAVATION. FOR CONCRETE DRIVEWAYS, EXTEND RESTORATION TERMINATION TO FIRST CONSTRUCTION JOINT.

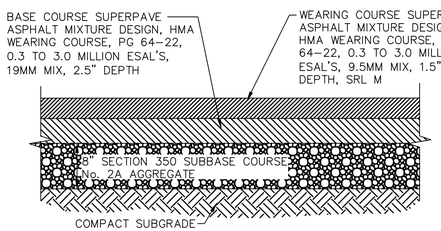
CONCRETE DRIVEWAY REPLACEMENT DETAIL

NOT TO SCALE

REINFORCED CONCRETE DRIVEWAY DETAIL

CONTROL JOINTS @ 10 FT. CENTER TO CENTER.

ON CONCRETE DRIVES, SAWCUT AND REMOVE EXISTING DRIVE 5' BEYOND FURTHEST SUBGRADE UTILITY LINE IMPROVEMENT OR AT FIRST FULL PAVEMENT SECTION JOINT (WHICHEVER OCCURS FIRST). MATCH EXISTING PAVEMENT ELEVATIONS.



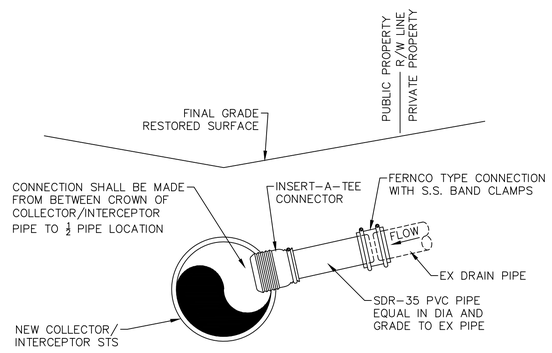
ASPHALT DRIVEWAY DETAIL

NOTES:

1. FOR ALL REINFORCED OR PLAIN CEMENT CONCRETE PAVEMENTS REFERENCE SECTION 501 OF PENNDOT PUB 408. ALL CONCRETE DRIVEWAYS TO BE PLAIN CONCRETE UNLESS OTHERWISE NOTED.
2. ALL SUBGRADE FINISH GRAVEL SURFACE SHALL BE COMPACTED PER PENNDOT PUB 408 SECTION 210.
3. WHERE FULL WIDTH ROAD REPLACEMENT OCCURS, ROADWAY SHALL BE CONSTRUCTED WITH 0.25"/FT. SLOPE, SLOPING AWAY FROM ROADWAY CENTER EACH WAY.
4. ALL SAW CUTS SHALL BE NEATLY PERFORMED AND SEALED WITH RUBBERIZED SEALANT 4" WIDE CENTERED IN THE SEAM.

DRIVEWAY REPLACEMENT DETAILS

NOT TO SCALE



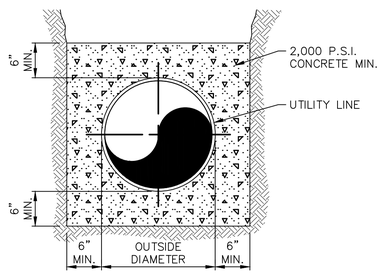
NOTES:

1. BED AND BACKFILL NEW DRAIN PIPE AND CONNECTION AND RESTORE SURFACE PER TRENCH BACKFILL DETAIL.
2. CONNECTION WORK TO BE CONTAINED WITHIN EX PUBLIC R/W.
3. OWNER/ENGINEER WILL INSPECT DRAIN PIPE ENCOUNTERED AND EXPOSED BY THE CONTRACTOR. CONTRACTOR WILL CONNECT DRAIN LINES APPROVED TO BE CONNECTED BY OWNER/ENGINEER.

SECTION

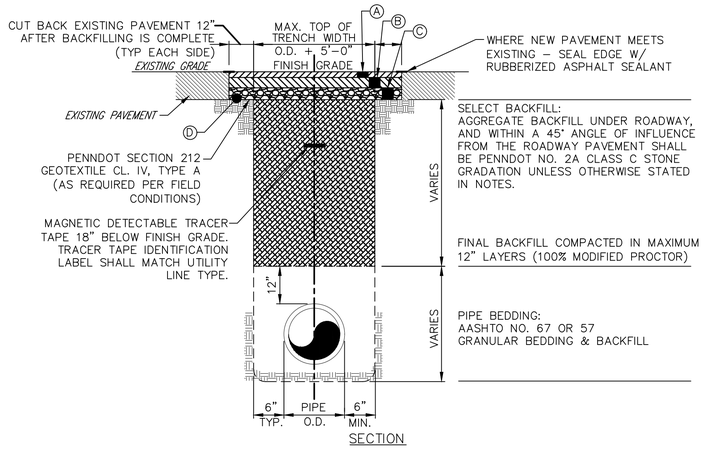
DRAIN PIPE CONNECTION DETAIL

NOT TO SCALE



TYPICAL PIPE ENCASEMENT

NOT TO SCALE



APPROVED BEDDING & BACKFILL:

1. SLAG NOT PERMITTED AS BEDDING OR BACKFILL IN ANY TRENCH.
2. 6" MIN SIDE BEDDING.
3. COMPACTED BACKFILL LAYERS SHALL CONFORM TO PENNDOT PUB 408. A MAXIMUM LIFT OF 8" IF VIBRATORY COMPACTED AND 4" MAXIMUM LIFT IF BY HAND OR MECHANICAL TAMPER.

SPECIFICATION NOTES:

SUPERPAVE ASPHALT MIX DESIGN:
HMA WEARING COURSE PG64-22, 0.3 TO 3.0 MILLION SEALS, 1½" DEPTH, 9.5MM MIX, SRL-L
HMA BINDER COURSE PG64-22, 0.3 TO 3.0 MILLION SEALS, 4" DEPTH, 19MM MIX

(A) (1½" MINOR AND/OR 2" MAJOR) - PENNDOT SECTION 409 9.5MM SUPERPAVE HMA WEARING COURSE

(B) (2½" MINOR AND/OR 4" MAJOR) - PENNDOT SECTION 409 19MM SUPERPAVE HMA BINDER COURSE

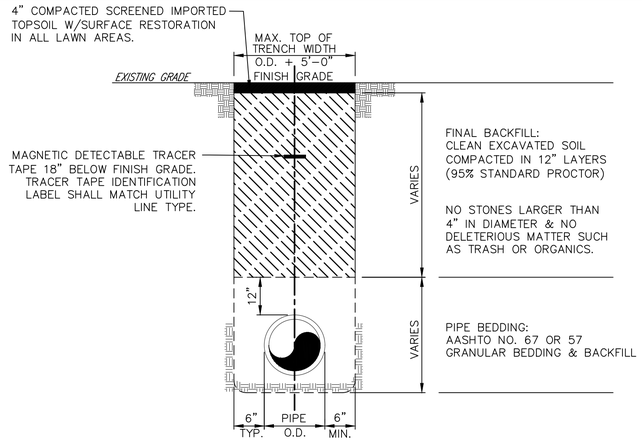
(C) 12" MINOR AND/OR 12" MAJOR - PENNDOT SECTION 350, No. 2A SUBBASE MATERIAL COMPACTED 100% STANDARD PROCTOR

(D) SUBGRADE SHALL BE COMPACTED AND PREPARED ACCORDING TO PENNDOT SECTION 206 & 210

(E) IF EXISTING PAVEMENT THICKNESS IS GREATER THAN PROPOSED SECTION, CONTRACTOR SHALL MATCH EXISTING PAVEMENT THICKNESS & PROFILE

TRENCH BACKFILL DETAIL PAVED AREAS

NOT TO SCALE



APPROVED BEDDING & BACKFILL:

SLAG NOT PERMITTED AS BEDDING OR BACKFILL IN ANY TRENCH.

6" MIN SIDE BEDDING.

COMPACTED BACKFILL LAYERS SHALL CONFORM TO PENNDOT PUB 408. A MAXIMUM LIFT OF 8" IF VIBRATORY COMPACTED AND 4" MAXIMUM LIFT IF BY HAND OR MECHANICAL TAMPER.

SELECT BACKFILL TO BE USED WITHIN A 45° OF INFLUENCE FROM THE ROADWAY PAVEMENT.

TRENCH BACKFILL DETAIL UNPAVED AREAS

NOT TO SCALE

IAN ALEXANDER CARFOLI
REGISTERED PROFESSIONAL
ENGINEER PA 070360
COMMONWEALTH OF PENNSYLVANIA

your trusted advisor
consultants engineers architects planners

NO	REVISION	DATE

ISSUED FOR:	DESIGN
ISSUE DATE:	2/20/2019
SCALE:	AS SHOWN
DESIGNED BY:	PMT
DRAWN BY:	PMT
CHECKED BY:	IAG

CITY OF HERMITAGE
SOUTH DARBY ROAD STORMWATER AND ROADWAY IMPROVEMENTS PROJECT
HERMITAGE, PENNSYLVANIA

CONSTRUCTION DETAILS

PROJECT NO.	
181039	
DISCIPLINE	
CIVIL	
SHEET NAME	
CD-1	
SHEET	OF
17	25