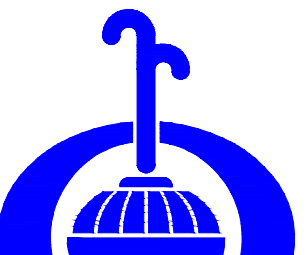


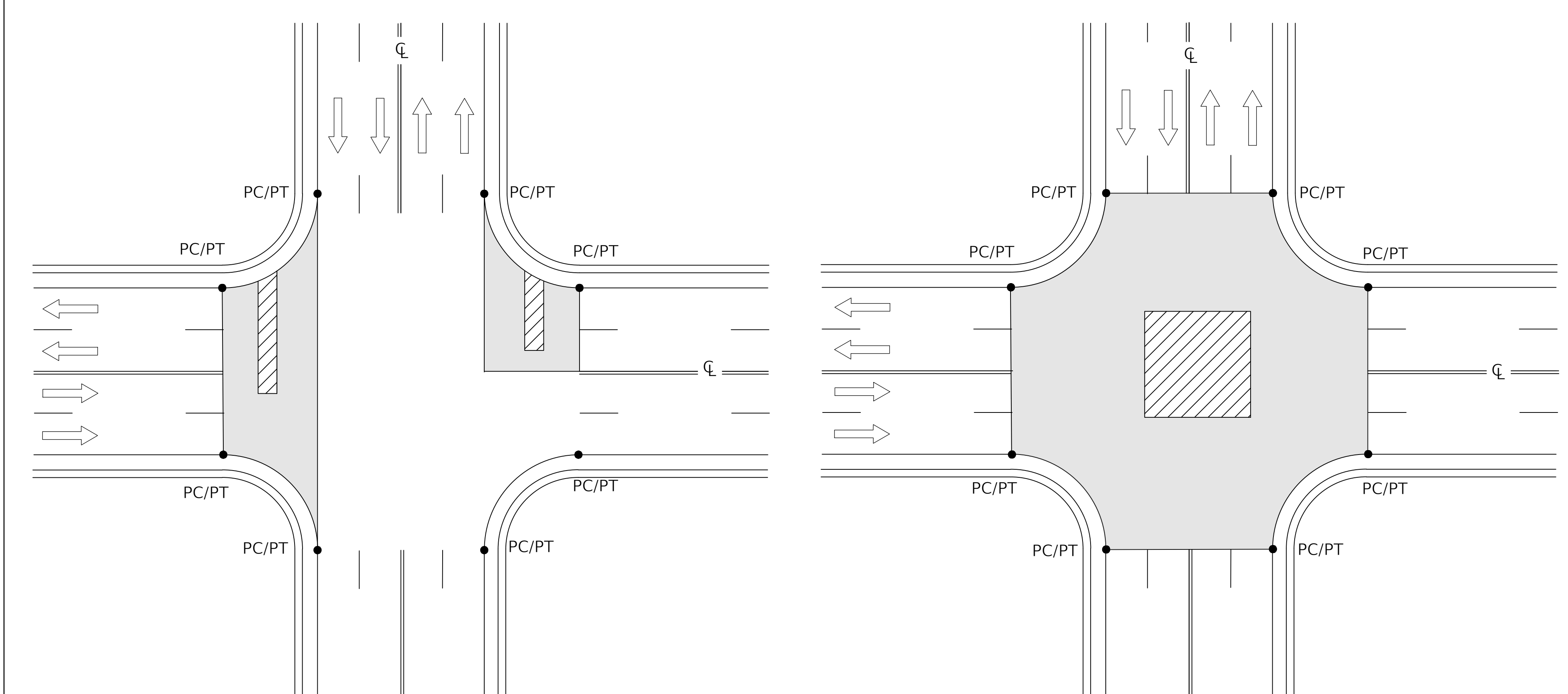
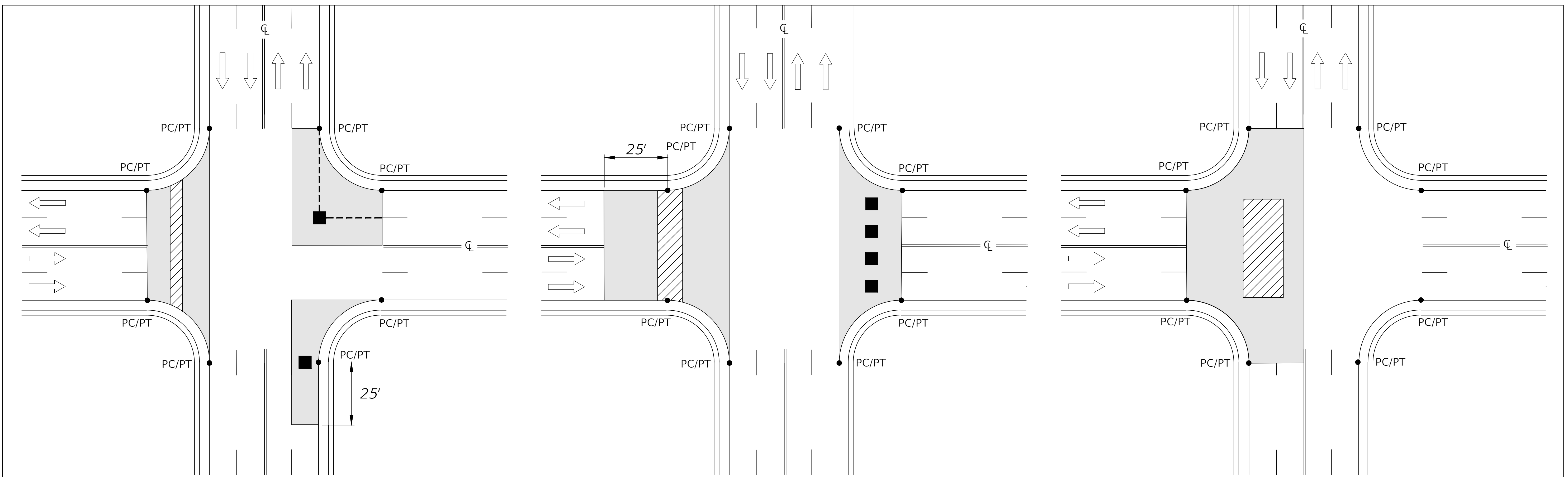
ROADWAY EXCAVATION ASPHALT PATCHING DETAILS

N.T.S

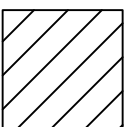
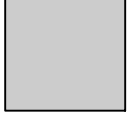


GENERAL NOTES:

1. ASPHALT PAVEMENT MAY VARY DEPENDING ON ROADWAY CLASSIFICATION: 2" FOR LOCALS, 2.5" FOR COLLECTORS, 3" FOR HIGH VOLUME ROADWAY OR MATCH EXISTING THICKNESS, WHICHEVER IS GREATER.
2. 8" CRUSHED CONCRETE/LIMEROCK BASE OR MATCH EXISTING THICKNESS, WHICHEVER IS GREATER.
3. 12" STABILIZED SUBGRADE OR MATCH EXISTING THICKNESS, WHICHEVER IS GREATER.
4. THE ENGINEER SHALL COORDINATE WITH THE CITY STREETS AND STORMWATER DIVISION PRIOR TO THE COMMENCEMENT OF THE CONSTRUCTION.
5. THE ROADWAY AND DRAINAGE DESIGN AND CONSTRUCTION SHALL MEET THE CITY'S ENGINEERING STANDARDS MANUAL (ESM) AND DETAILS. IN THE EVENT THAT NON-COMPLIANCE IS IDENTIFIED DURING INSPECTION, THE CITY RESERVES THE RIGHT TO ENFORCE ANY REPAIRS OR CORRECTIVE ACTIONS AT THE EXPENSE OF THE CONTRACTOR.
6. PER SECTION 4.03.02(8) OF THE CITY'S ESM, ALL INSTALLATIONS SHALL BE LAID DRY, AND DEWATERING SYSTEM SHALL BE UTILIZED IN ACCORDANCE WITH GOOD STANDARD PRACTICES AND THE ESM. IN ADDITION, DEWATERING OPERATION MUST BE EFFICIENT ENOUGH TO LOWER THE WATER LEVEL IN ADVANCE OF THE EXCAVATION AND MAINTAIN IT CONTINUOUSLY TO KEEP THE TRENCH BOTTOM AND SIDES FIRM AND DRY.
7. REFER TO SHEET 3, IF BORE HOLES LESS THAN 2'X2', PAVEMENT RESTORATION SHALL MATCH EXISTING BORE HOLE DIMENSIONS, BUT SHALL BE A MINIMUM OF 1'X1'.
8. REFER TO SHEET 3, IF BH2 IS ≤ 25' FROM BH1, MILLING AND RESURFACING BETWEEN BH1 AND BH2 AND TO THE LANE LINE IS REQUIRED. LIMITS OF ROADWAY RESTORATION SUBJECT TO CHANGE PER THE DIRECTION OF THE CITY ENGINEER.
9. REFER TO SHEET 3, IF BH3 IS > 25' FROM BH2, MILLING AND RESURFACING BETWEEN BH2 AND BH3 MAY NOT BE REQUIRED. LIMITS OF ROADWAY RESTORATION SUBJECT TO CHANGE PER THE DIRECTION OF THE CITY ENGINEER.
10. IF ANY PORTION OF A ROADWAY LANE > 25' IS TO BE OPEN CUT; THE ENTIRE WIDTH OF THE ROADWAY LANE SHALL BE MILLED AND RESURFACED PER THE GUIDELINES OF THE CITY'S LATEST ESM.
11. AT LOCATIONS WHERE PAVEMENT MARKINGS ARE IMPACTED DUE TO OPEN CUT ; PAVEMENT MARKINGS SHALL BE RESTORED TO MATCH EXISTING CONDITIONS.
12. IF EXISTING CURB IS DAMAGED DURING OPEN CUT ACTIVITIES, THE EXISTING CURB SHALL BE REMOVED TO THE NEAREST JOINT AND NEW CURB SHALL BE INSTALLED PER THE CITY'S LATEST ESM AND DETAILS.
13. THE LIMITS OF THE ROADWAY RESTORATION CAN BE REDUCED TO ONLY THE OPEN CUT LIMIT IF THE THERMAL BOND METHOD IS PROPOSED. REFER TO SECTION 4.02(C)(1) OF THE CITY'S LATEST ESM FOR FURTHER REQUIREMENTS.
14. FOR ROADWAYS CONSTRUCTED OR IMPROVED WITHIN A 5 YEAR TIMEFRAME, LIMITS OF RESTORATION MAY DEVIATE FROM THE FOLLOWING STANDARD DETAIL THE CONTRACTOR SHALL COORDINATE WITH THE CITY'S PAVEMENT MANAGER OR CITY ENGINEER.

		SURVEYED BY:	ENGINEER'S CERTIFICATION		JOB NUMBER:	RIGHT-OF-WAY ROADWAY RESTORATION GENERAL NOTES
		DRAWN BY: NP	I hereby certify that the attached plans and design are in general compliance with the design standards and criteria in effect on this date for the City Of Orlando Public Works Department.		FILE NAME:	
		DESIGNED BY:	Date: _____			
		CHECKED BY:	HA. V. USSACH, P.E. Engineering Design Manager Professional Engineer No. 63823			
DATE:	BY:	DATE:	400 S ORANGE AVE ORLANDO, FL 32801 Tel No. (407) 246-3195			SHEET 1 OF 3
DESCRIPTION REVISION				 CITY OF ORLANDO PUBLIC WORKS DEPARTMENT SITE ENGINEERING DIVISION		



LEGEND

-  OPEN CUT LIMIT
-  MINIMUM ROADWAY RESTORATION LIMITS
-  BORE HOLE
- PC/PT POINT OF CURVATURE/POINT OF TANGENT
-  DIRECTION OF TRAVEL
- CL CENTERLINE OF ROADWAY
- BH BORE HOLE

DATE:	BY:	DESCRIPTION
		REVISION

SURVEYED BY:
 DRAWN BY: NP
 DESIGNED BY:
 CHECKED BY:
 DATE: 2/2020

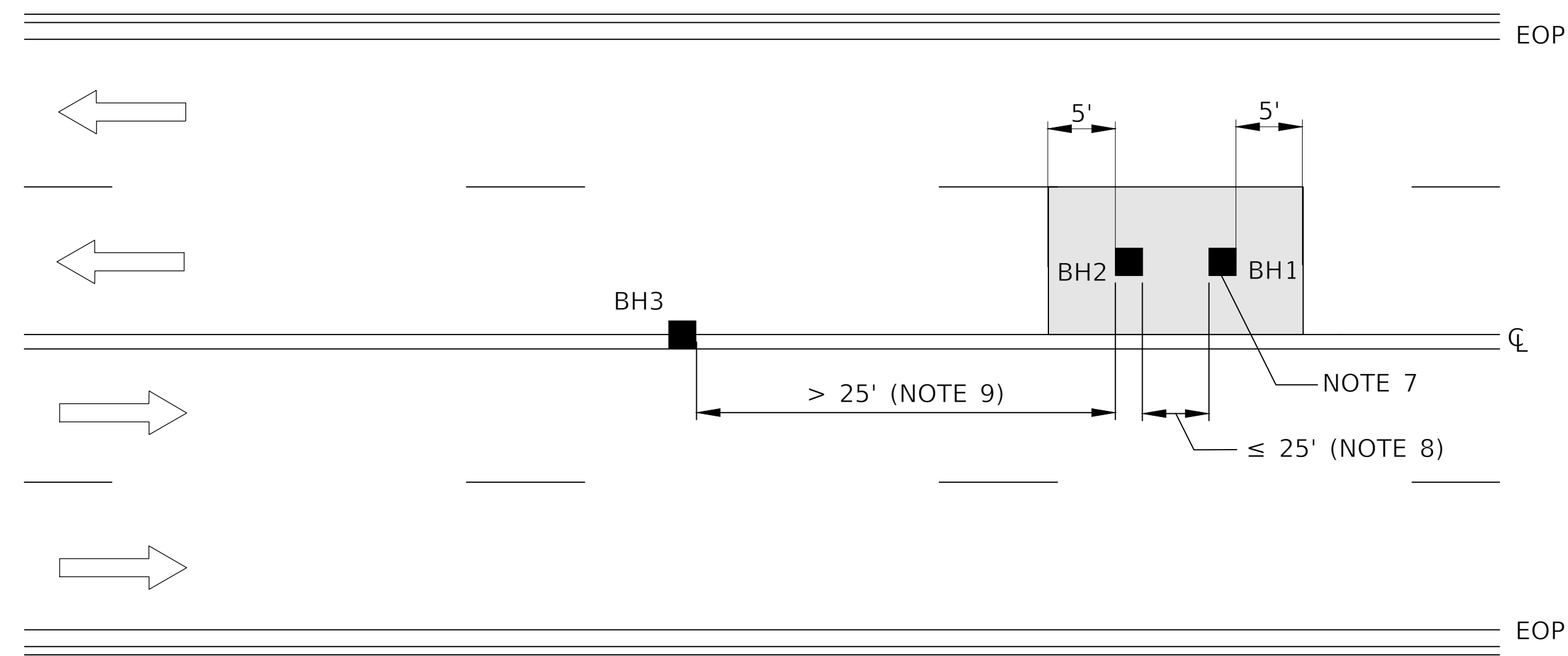
ENGINEER'S CERTIFICATION
 I hereby certify that the attached plans and design are in general compliance with the design standards and criteria in effect on this date for the City Of Orlando Public Works Department.

HA V. USSACH, P.E.
 Engineering Design Manager
 Professional Engineer No. 63823

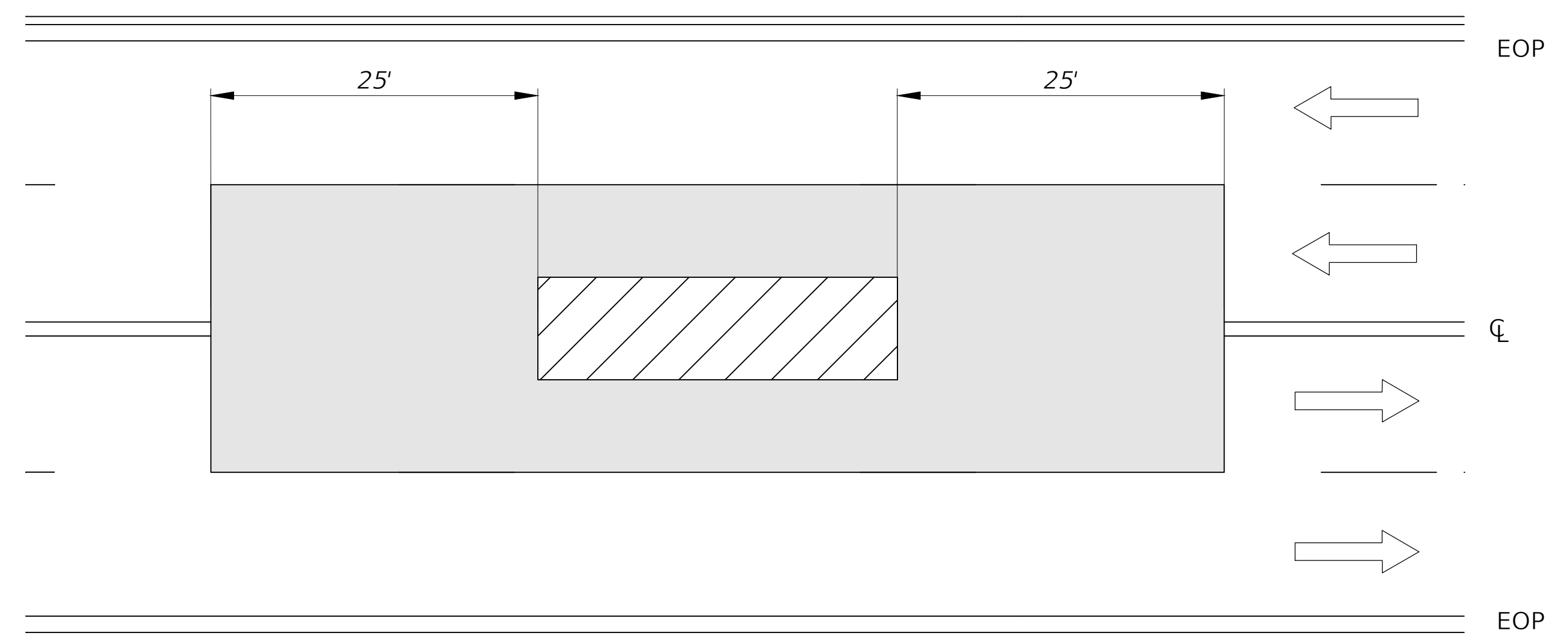
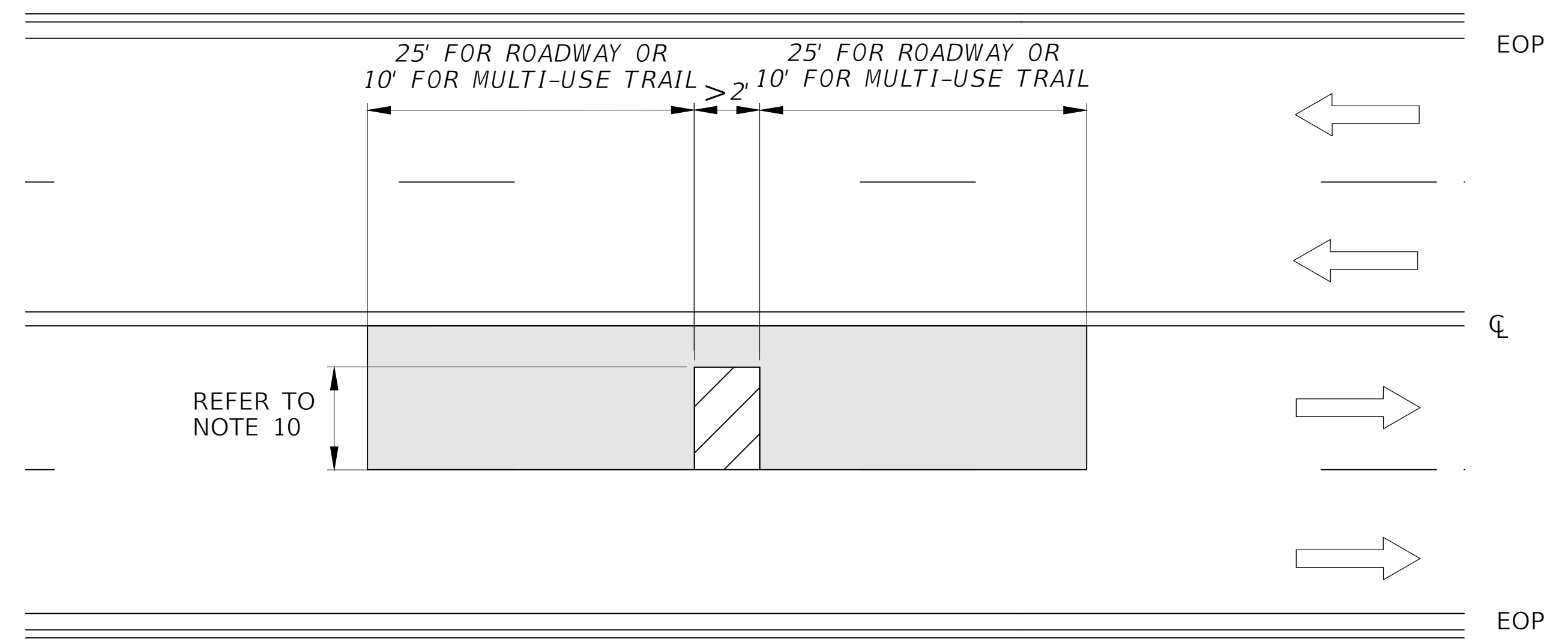
Date: _____
 400 S ORANGE AVE
 ORLANDO, FL 32801
 Tel No. (407) 246-3195



JOB NUMBER:	RIGHT-OF-WAY ROADWAY RESTORATION AT INTERSECTION DETAIL
FILE NAME:	
	SHEET 2 OF 3



OPEN CUT \leq 2' x 2'



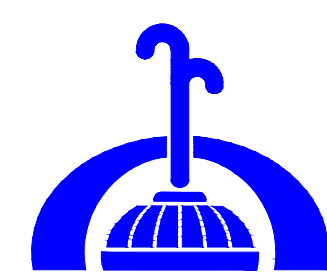
OPEN CUT $>$ 2' x 2'

LEGEND

- OPEN CUT LIMIT
- MINIMUM ROADWAY RESTORATION LIMITS
- BORE HOLE \leq 2' x 2'
- PC/PT POINT OF CURVATURE/POINT OF TANGENT
- DIRECTION OF TRAVEL
- CENTERLINE OF ROADWAY
- BH BORE HOLE

DATE:	BY:	DESCRIPTION REVISION

SURVEYED BY:	ENGINEER'S CERTIFICATION	I hereby certify that the attached plans and design are in general compliance with the design standards and criteria in effect on this date for the City Of Orlando Public Works Department. HA. V. USSACH, P.E. Engineering Design Manager Professional Engineer No. 63823
DRAWN BY:	NP	
DESIGNED BY:		
CHECKED BY:		
DATE:	2/2020	Date: _____ 400 S ORANGE AVE ORLANDO, FL 32801 Tel No. (407) 246-3195



CITY OF ORLANDO
PUBLIC WORKS DEPARTMENT
SITE ENGINEERING DIVISION

JOB NUMBER:
FILE NAME:

RIGHT-OF-WAY ROADWAY RESTORATION AT MID-BLOCK DETAIL
SHEET 3 OF 3