



NOTES:

1. WHERE FRONTAGE IMPROVEMENTS ARE REQUIRED, THE COUNTY WILL PERFORM PAVEMENT DEFLECTION TESTING TO DETERMINE THE EXTENT OF IMPROVEMENTS. SEE CCC 40.350.030(B)(5) FRONTAGE ROADS/IMPROVEMENTS.
2. THE EDGES OF ALL EXISTING ASPHALT SURFACES SHALL BE SAWCUT TO PROVIDE A STRAIGHT, CLEAN EDGE. A TACK COAT SHALL BE APPLIED PER THE STANDARD SPECIFICATIONS. ALL JOINTS SHALL BE SEALED AND SANDED.
3. DEPTH OF ASPHALT CONCRETE PAVEMENT AND BASE ROCK OF THE RESTORED ROAD SECTION TO BE PER TYPICAL ROADWAY SECTION AS SHOWN IN THE TRANSPORTATION STANDARD DRAWINGS 1 THROUGH 27, OR AS APPROVED BY REVIEWING AUTHORITY. COMPACT SUBGRADE AND CRUSHED AGGREGATE TO 95% OF MAXIMUM DRY DENSITY.
4. MATCH EXISTING PAVEMENT SLOPE. ROADWAY SLOPE OUTSIDE LISTED RANGE ALLOWED WITH APPROVAL FOR FRONTAGE/MATCHING SITUATIONS.
5. SAWCUT AND REMOVE ANY EXISTING FAILING ASPHALT CONCRETE PAVEMENT.
6. SAWCUT, REMOVE AND RESTORE A MINIMUM OF 1' TO A MAXIMUM HALF STREET WIDTH OF THE EXISTING ROAD SECTION.
7. PAVE WITH MINIMUM OF 0.35 ft. MINIMUM COMPACTED DEPTH HMA, OR MATCH EXISTING OR DESIGN SECTION WHICHEVER IS GREATER.
8. LIFTS FOR HMA SHALL BE INSTALLED AT 0.15 ft. MINIMUM AND 0.35 ft. MAXIMUM FOR NON-SURFACE LIFTS, AND 0.25 ft. MAXIMUM FOR THE FINAL SURFACE LIFT. THE TEMPERATURE SHALL BE 250 DEGREE MINIMUM AND 350 DEGREE MAXIMUM, AND COMPACTED TO 92% OF THEORETICAL MAXIMUM.

NO.	REVISIONS	DATE	BY

DWG: F30.DWG



Department of  
Public Works  
**CLARK COUNTY**  
WASHINGTON  
proud past, promising future

PAVEMENT WIDENING  
(FRONTAGE IMPROVEMENTS)

APPROVED

COUNTY ENGINEER

01/26/16  
DATE

STANDARD

**F30**

DETAIL

DESIGNED  
DRAWN  
DATE 01/26/16