THE SUBGRADE AND STONE BASE IN PAVED AREAS SHALL BE PROOF–ROLLED WITH A LOADED DUMP TRUCK OR SIMILAR PNEUMATIC TIRED VEHICLE WITH A LOADED WEIGHT OF AT LEAST 20 TONS. ANY IDENTIFIED UNSTABLE AREAS SHALL BE REPAIRED BEFORE PLACEMENT OF THE NEXT SUCCESSIVE LIFT.

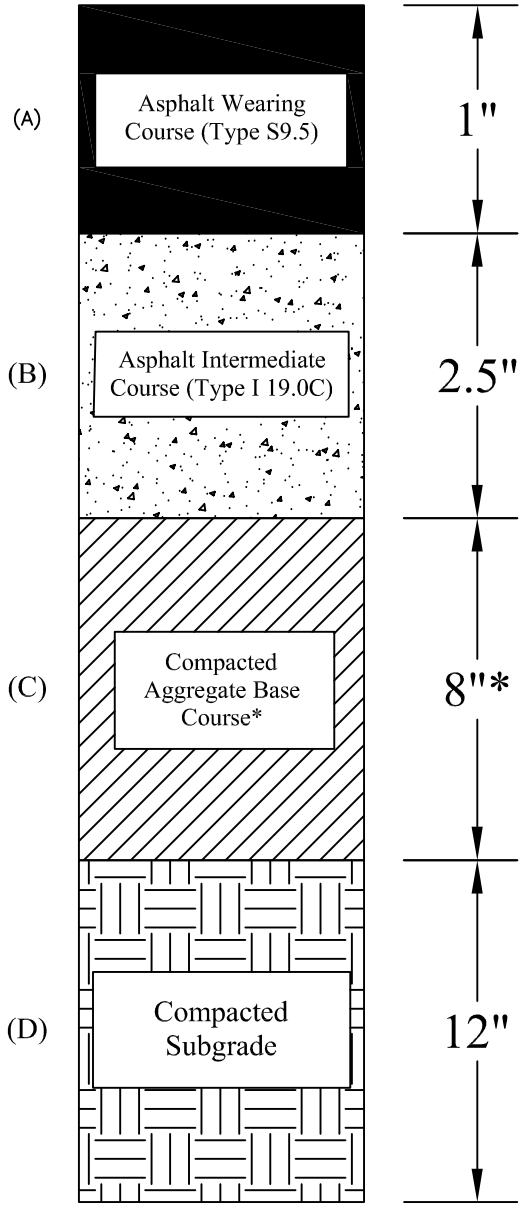
AREAS THAT RUT OR PUMP SHALL BE UNDERCUT TO STABLE SOILS OR AN EVALUATION MADE BY THE DEVELOPER'S ENGINEER OR QUALIFIED GEOTECHNICAL FIRM TO DETERMINE IF SOME OTHER METHOD OF SUBGRADE STABILIZATION IS APPROPRIATE.

APPROVED METHODS OF STABILIZATION SHALL INCLUDE LIME STABILIZATION OF HIGH PLASTICITY CLAYS OR EXCESSIVELY WET SOILS, SOIL CEMENT STABILIZATION, THE USE OF GEOSYNTHETIC OR GEOGRID MATERIAL, OR OTHER STABILIZATION METHODS AS APPROVED BY THE CITY ENGINEER.

PAVEMENT STRUCTURE IS FOR LOW–VOLUME RESIDENTIAL ROADWAYS. ROADWAYS WITH TRAFFIC GREATER THAN 4,000 VEHICLES PER DAY (VPD) REQURE A PAVEMENT DESIGN.

EXPOSED LAYERS OF I19.0C MUST BE PAVED WITH LAYER "A" OR SEALED IN ACCORDANCE WITH SECTION 660 OF THE NCDOT STANDARD SPECIFICATIONS FOR ROADS AND STRUCTURES.

* TACK COAT TO BE APPLIED BETWEEN EACH LAYER OF ASPHALT, EVEN WHEN LAYERS ARE PLACED ON THE SAME DAY



COMPACTION REQUIREMENTS:

(A) 92% MAX. SPEC. GRAVITY (AASHTO T209)

(B) 92% MAX. SPEC. GRAVITY (AASHTO T209)

(C) 100% MAX. DRY DENSITY (AASHTO T180)

(D) 100% MAX. DRY DENSITY (AASHTO T99)

ROADBED BELOW (D) SHALL BE PROOF–ROLLED AND UNSTABLE AREAS REMOVED BEFORE PLACEMENT OF FILL, OR BEFORE BEGINNING ALTERNATIVE, APPROVED METHODS OF ROADWAY STABILIZATION. ROADWAY EMBANKMENT MATERIAL SHALL BE COMPACTED TO A DENSITY OF AT LEAST 95% OF THE MAX. DRY DENSITY (AASHTO T99) EXCEPT FOR THE FINAL 12" AS DEFINED BY (D)

PROPER EVALUATION OF SOILS WITHIN A DEVELOPMENT IS RECOMMENDED TO DETERMINE IF THE MINIMUM REQUIRED PAVEMENT STRUCTURE IS ACCEPTABLE FOR THE SOILS AND USES PLANNED. REDUCTION IN PAVEMENT STRUCTURE WILL BE ALLOWED PURSUANT TO CBR TESTING OF THE SOILS AND SUBMITTED PAVEMENT DESIGN, BUT IN NO CASE WILL A PAVEMENT STRUCTURE LESS THAN 8" OF COMPACTED AGGREGATE BASE COURSE (OR 4" ASPHALT BASE COURSE, TYPE B 25.0C) AND 1.5" ASPHALT SURFACE COURSE, TYPE S9.5 BE ACCEPTED.

* 4" OF ASPHALT BASE, TYPE B 25.0C, MAY BE USED IN LIEU OF LAYER "C."

REVISIONS		
NO.	DATE	DESCRIPTION
1	4/20/04	MODIFIED TO SUPERPAVE
2	05/2008	CLARIFICATION OF SPECIFICATIONS
3	03/2025	CHANGED ASPHALT TYPES, EDITED SOME NOTES

Monroe North Carolina

RESIDENTIAL STREET PAVEMENT STRUCTURE

CITY OF MONROE
UNION COUNTY NORTH CAROLINA

PREPARED BY:
ENGINEERING DEPARTMENT

FILE: I:/Maps-Details/Detail Manual/Details	
DRAWN BY: JAM	DATE: 08-07-01
CHECKED BY: JNL	SCALE: N.T.S.

DETAIL 02.01.13