

ORD-98-2

NEW STREET SPECIFICATIONS FOR RESIDENTIAL STREETS TO BE DEDICATED
THE CITY OF MAYSVILLE, GEORGIA

UNLESS OTHERWISE SPECIFICALLY SET FORTH HEREIN, ALL OF THE MATERIALS; METHODS OF CONSTRUCTION, AND WORKMANSHIP FOR THE WORK COVERED IN REFERENCE TO STREET CONSTRUCTION SHALL CONFORM TO THE LATEST SPECIFICATIONS OF THE GEORGIA DEPARTMENT OF TRANSPORTATION (GEORGIA DOT).

RIGHT-OF-WAY AND PAVEMENT WIDTH.

1. THE MINIMUM STREET RIGHT-OF-WAY FOR RESIDENTIAL STREET DEDICATION SHALL BE SIXTY (60) FEET.
2. THE MINIMUM PAVEMENT WIDTH AND SHOULDER SHALL BE AS FOLLOWS:
 - a. STREETS WITH CURB AND GUTTER SHALL BE TWENTY-EIGHT (28) FEET FROM BACK OF CURB TO BACK OF CURB WITH A SHOULDER OF NO LESS THAN ELEVEN (11) FEET FROM THE BACK OF CURB, APPROPRIATELY GRADED AND HAVING GENTLE SLOPES OF NOT MORE THAN ½ INCH PER FOOT AND ROUNDED CROSS-SECTIONAL DESIGN SHALL BE MAINTAINED ALONG ALL STREETS. BEYOND THE SHOULDER BUT WITHIN THE RIGHT-OF-WAY, SLOPES SHALL NOT EXCEED ONE FOOT OF RISE FOR EACH TWO FEET OF HORIZONTAL DISTANCE ON A CUT SLOPE, AND ONE FOOT OF FALL FOR EACH THREE FEET OF HORIZONTAL DISTANCE ON A FILL SLOPE.
 - b. STREETS WITHOUT CURB AND GUTTER SHALL BE TWENTY-FOUR (24) FEET FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT WITH A SHOULDER OF NO LESS THAN EIGHT (8) FEET FROM EDGE OF PAVEMENT, APPROPRIATELY GRADED AND HAVING GENTLE SLOPES OF NOT MORE THAN ONE HALF (½) INCH PER FOOT AND ROUNDED CROSS-SECTIONAL DESIGN SHALL BE MAINTAINED ALONG ALL STREETS. BEYOND THE SHOULDER BUT WITHIN THE RIGHT-OF-WAY, SLOPES SHALL NOT EXCEED ONE FOOT OF RISE FOR EACH TWO FEET OF HORIZONTAL DISTANCE ON A CUT SLOPE, AND ONE FOOT OF FALL FOR EACH THREE FEET OF HORIZONTAL DISTANCE ON A FILL SLOPE.

SUBGRADE PREPARATION FOR ALL STREETS

1. SUBGRADE PREPARATION SHALL BE IN ACCORDANCE WITH GEORGIA DOT SPECIFICATIONS AND THESE SPECIFICATIONS.
2. IF ANY SECTIONS OF THE SUBGRADE ARE COMPOSED OF TOPSOIL, ORGANIC, OR OTHER UNSUITABLE OR UNSTABLE MATERIAL, SUCH MATERIAL SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL AND THEN THOROUGHLY COMPACTED AS SPECIFIED FOR FILL OR STABILIZED WITH STONE OR A GEO-TEXTILE OR GEO-GRID.
3. FILL SHALL BE PLACED IN UNIFORM, HORIZONTAL LAYERS NOT MORE THAN 8" THICK (LOOSE MEASUREMENT). MOISTURE CONTENT SHALL BE ADJUSTED AS NECESSARY TO COMPACT MATERIAL TO 95% OF MAXIMUM DRY DENSITY EXCEPT FOR THE TOP 12" WHICH SHALL BE COMPACTED TO 100% OF MAXIMUM DRY DENSITY.

4. AFTER THE EARTHWORK HAS BEEN COMPLETED, ALL STORM DRAINAGE, WATER, AND SANITARY SEWER UTILITIES HAVE BEEN INSTALLED WITHIN THE RIGHT-OF-WAY AS APPROPRIATE, AND THE BACKFILL IN ALL SUCH DITCHES THOROUGHLY COMPACTED, THE SUBGRADE SHALL BE BROUGHT TO THE LINES, GRADES, AND TYPICAL ROADWAY SECTION SHOWN ON THE PLANS.
5. UTILITY TRENCHES CUT IN THE SUBGRADE SHALL BE BACKFILLED AND COMPACTED AS SPECIFIED HEREIN. COMPACTION TESTS AT THE RATE OF ONE PER 150 FEET OF TRENCH, MAY BE REQUIRED BY THE CITY, TO BE PROVIDED BY THE CONTRACTOR TO VERIFY COMPACTION.
6. THE SUBGRADE MUST PASS ROLL TESTING PRIOR TO PLACEMENT OF THE BASE MATERIAL.
 - a. THE CITY INSPECTOR SHALL BE NOTIFIED 24 HOURS OR MORE PRIOR TO SCHEDULED TIME OF TEST AND SHALL BE PRESENT DURING THE ROLL TEST.
 - b. THE ROLL TEST SHALL BE PERFORMED WITH A TAMDEM AXEL DUMP TRUCK LOADED WITH 15 TONS OF MATERIAL.
 - c. WITH THE APPROVAL OF THE CITY, A GEO-TEXTILE OR GRID MAY BE USED TO STABILIZED A SUBGRADE THAT DOES NOT PASS PROOFROLLING.
7. IF THE SUBDIVIDER DISAGREES WITH ANALYSIS OF THE PROOFROLLING, THE SUBDIVIDER SHALL PROVIDE TWO (2) COPIES OF A CERTIFICATE FROM A CERTIFIED LABORATORY STATING THAT THE ROADWAY HAS BEEN COMPACTED AT NINETY-EIGHT (98%) PERCENT OF MAXIMUM DENSITY TO THE CITY. THE CERTIFICATE SHALL COVER THE AREAS IDENTIFIED IN THE DISPUTE.
8. PROVISIONS SHALL BE MADE TO DRAIN LOW POINTS IN THE ROAD CONSTRUCTION WHEN THE FINAL PAVING IS DELAYED. A BREAK IN THE BERM SECTION IS REQUIRED WHEN THE CURBING, (IF PROPOSED), HAS NOT BEEN CONSTRUCTED. AFTER INSTALLATION, DRAINAGE UNDER THE CURB TO SIDE SLOPES IS REQUIRED, USING MINIMUM 4 INCH DIAMETER PIPE SECTIONS.

RESIDENTIAL STREET - BASE AND PAVING.

1. LOCAL STREETS WITHIN A RESIDENTIAL SUBDIVISION SHALL USE THE FOLLOWING BASE AND PAVEMENT MATERIALS:
 - a. CRUSHED STONE BASE. THE BASE COURSE SHALL CONSIST OF AT LEAST 6 INCHES OF GRADED AGGREGATE BASE. AFTER BEING THOROUGHLY COMPACTED AND BROUGHT TO PROPER SECTION. THE WIDTH SHALL BE A MINIMUM OF ONE FOOT WIDER THAN THE REQUIRED PAVEMENT WIDTH, (SIX (6) INCHES WIDER ON EACH SIDE) OR THE WIDTH TO THE FRONT EDGE OF THE CURB.
 - b. THE CRUSHED STONE BASE MUST PASS ROLL TESTING PRIOR TO PLACEMENT OF THE WEARING COURSE. THE CITY INSPECTOR SHALL BE NOTIFIED 24 HOURS OR MORE PRIOR TO SCHEDULED TIME OF TEST AND SHALL BE PRESENT DURING THE ROLL TEST.

- c. THE ROLL TEST SHALL BE PERFORMED WITH A TAMDEM AXEL DUMP TRUCK LOADED WITH 15 TONS OF MATERIAL.
 - d. 2 INCHES OF TYPE "E" OR "F" ASPHALT WEARING COURSE SHALL BE APPLIED. IF A DELAY IN PAVING IS REASONABLY EXPECTED BY THE DEVELOPER OR THE CITY, THE BASE SHALL BE PRIMED WITH 0.25 GALLON OF R.C. 70 PER SQUARE YARD THE SAME DAY IT IS COMPACTED, AND CURED FOR 7 DAYS PRIOR TO PAVING.
2. CURB AND GUTTER ALL SUBDIVISIONS WITH CURB AND GUTTER SHALL BE DESIGNED AS FOLLOWS:
- a. CONCRETE CURBS AND GUTTERS SHALL BE CONSTRUCTED WITH THREE-THOUSAND (3000) POUND CONCRETE AT TWENTY-EIGHT (28) DAY BREAKING STRENGTH. CONCRETE CURB AND GUTTER SHALL BE OF EITHER STANDARD HIGH BACK OR ROLLTYPE, 24 INCHES IN WIDTH, WITH EXPANSION JOINTS EVERY FIFTY (50) FEET, AND SHALL DRAIN SMOOTHLY WITH NO AREAS OF PONDING.

MAINTENANCE BOND: TO ASSURE THE PROPER CONSTRUCTION AND INSTALLATION OF THE ROADWAY INCLUDING FILL, BASE, PRIME, PAVING, DISTURBED AREAS, DRIVEWAYS AND DRAINAGE, THE SUBDIVIDER SHALL MEET THE FOLLOWING REQUIREMENTS:

- 1. A BOND SHALL BE POSTED WITH THE CITY OF MAYSVILLE IN THE AMOUNT OF TWENTY (20) PERCENT OF THE COST OF THE TOTAL CONSTRUCTION INCLUDING DRAINAGE.
- 2. THE SUBDIVIDER SHALL PRESENT AN ESTIMATED TOTAL COST OF CONSTRUCTION OF THE ROADWAY INCLUDING DRAINAGE CERTIFIED BY A REGISTERED ENGINEER TO THE CITY.
- 3. THE BOND SHALL RUN FOR A DURATION OF EIGHTEEN MONTHS AFTER FINAL CONSTRUCTION OR FINAL PLAT, (DATE OF PLAT APPROVAL OR DATE OF WEARING COURSE APPLICATION WHICHEVER IS THE MOST RECENT DATE).
- 4. THE SUBDIVIDER SHALL MEET ANY ADDITIONAL REQUIREMENTS IN THE POSTING OF THE BOND AS REQUIRED BY THE CITY OF MAYSVILLE

Adopted - Apr. 6, 1998