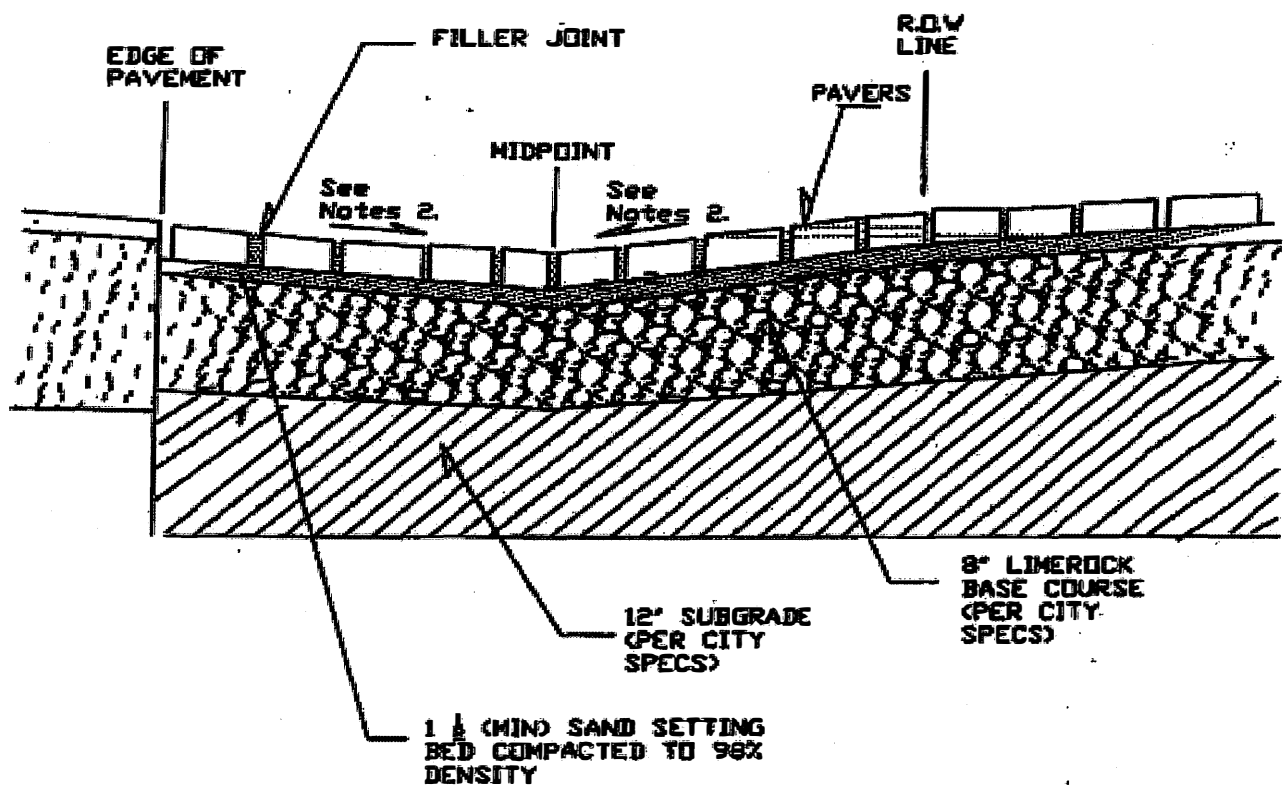




PAVER INSTALLATION



NOTES:

1. ALL PAVERS TO BE INSTALLED FLUSH WITH EDGE OF PAVEMENT.
2. ALL APPROACH SLOPE SHALL BE $\frac{3}{4}$ INCH PER FOOT LOWER THAN THE EDGE OF THE PAVEMENT BUT NO LOWER THAN 3 & $\frac{3}{4}$ INCH MAXIMUM AT MIDPOINT.
3. ALL PAVERS TO BE LAID ON A MINIMUM OF 1 & $\frac{1}{2}$ INCH SAND SETTING BED OVER COMPACTED LIMEROCK.

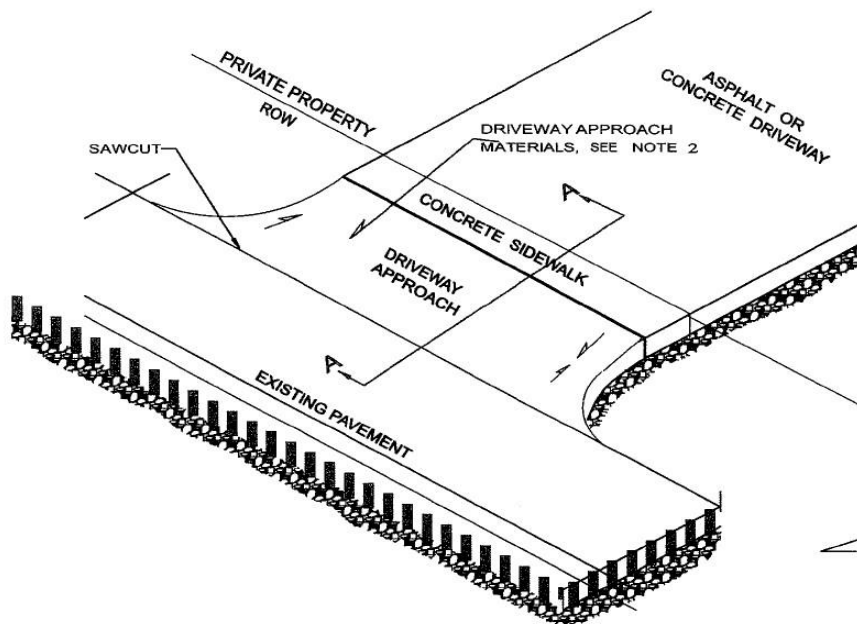


ASPHALT OR CONCRETE DRIVEWAY

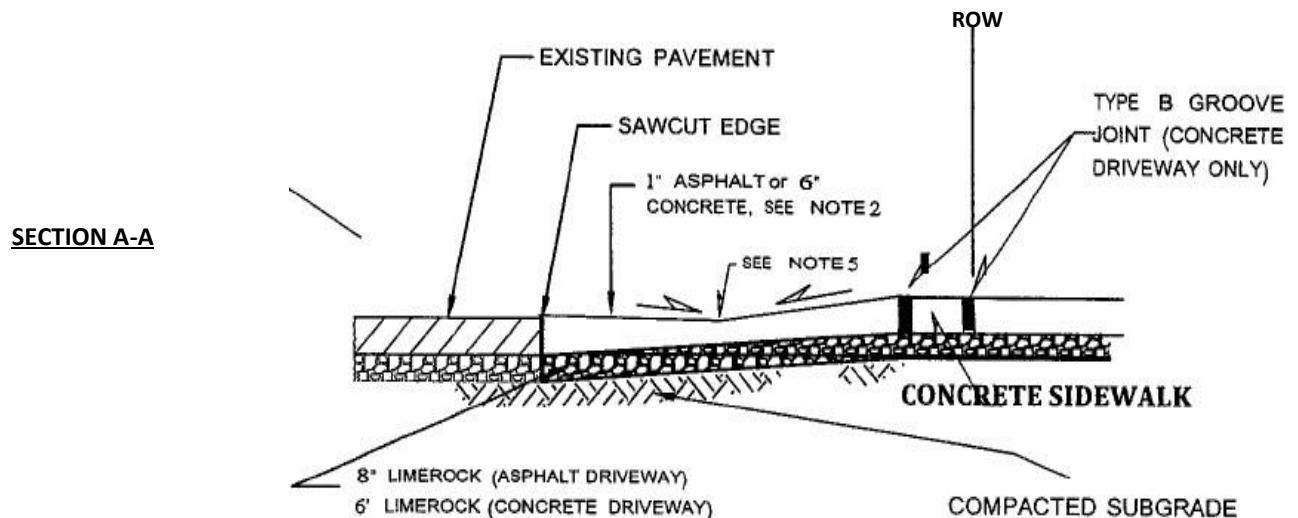
NOTES:

1. SAWCUT AND TACK ROAD TO DRIVEWAY APPROACH JOINT. EDGE OF PAVEMENT MUST BE SAW-CUT STRAIGHT WHERE BROKEN.
2. DRIVEWAY APPROACH TO BE AT LEAST 1 INCH ASPHALT OR 6 INCHES OF CONCRETE WITH COMPRESSIVE STRENGTH OF 3000 PSI.
3. TYPE B MECHANICAL GROOVE JOINT SHALL BE USED AT PROPERTY LINE.
4. HOT MIX ASPHALT OR CONCRETE TO BE PLACED OVER COMPACTED SUBGRADE AND 8 INCHES OF LIMEROCK (6 INCHES FOR CONCRETE) COMPACTED TO 95%.
5. APPROACH SLOPE SHALL BE $\frac{3}{4}$ INCH/FT LOWER THAN THE EDGE OF THE PAVEMENT TO MAXIMUM OF 3 & $\frac{3}{4}$ INCH AT MID POINT (SEE SECTION A-A).
6. EXISTING SIDEWALK MUST REMAIN OR BE REPLACED AS PER CITY OF OAKLAND PARK STANDARD.
7. CONCRETE DRIVEWAY APPROACH SHALL NOT CONTAIN REINFORCING STEEL, WIRE OR FIBERGLASS MESH.
8. IF NOT ALREADY CONSTRUCTED, GRASS / SWALE AREA SHALL BE RECONSTRUCTED TO BE LOWER THAN THE MIDPOINT OF THE PAVED (CONCRETE, PAVER BRICK OR ASPHALT) DRIVEWAY FOR THE ENTIRE LENGTH OF THE PROPERTY. GRASS SWALE SHALL HAVE THE SAME CONTOUR AS THE DRIVEWAY APRON (RIGHT OF WAY SECTION) EXCEPT SLIGHTLY LOWER FOR PROPER DRAINAGE. THIS IS A REQUIRED INSPECTION.

****PLEASE CONTACT THE CITY'S ENGINEERING DIVISION OR ENGINEERING INSPECTOR WITH ANY QUESTIONS.**



DRIVEWAY APPROACH DETAIL



SECTION A-A