CITY OF NORTH MYRTLE BEACH STANDARD DETAILS
ENGINEERING DIVISION

ROADWAY:

R-1 18" OR 24" CONCRETE BARRIER CURB
R-2 18" CONCRETE ROLL CURB
R-3 MINIMUM STANDARD DUTY PAVEMENT
R-4 REINFORCED CONCRETE WHEEL STOP
R-5 EXISTING PAVEMENT OVERLAY
R-6 HANDICAP RAMP
R-7 LOW VOLUME RESIDENTIAL PAVEMENT REPAIR
R-7A LOW VOLUME PAVEMENT REPAIR WITHIN SCDOT R/W
R-7B MEDIUM VOLUME PAVEMENT REPAIR WITHIN SCDOT R/W
R-7C HEAVY VOLUME PAVEMENT REPAIR WITHIN SCDOT R/W
R-8 TURNED DOWN CURB
R-9 18" OR 24" EXPULSION TYPE CURB SECTION
R-10 24" CONCRETE ROLL CURB
R-11 TYPICAL PARKING LOT CROSS SECTION
R-12 FLARED TYPE HANDICAP RAMP
R-13 HANDICAP PARKING SIGN
R-14 SECONDARY ROAD FLOWABLE FILL PAVEMENT REPAIR
R-14A PRIMARY ROAD FLOWABLE FILL PAVEMENT REPAIR
R-15 PEDESTRIAN SIGNAL
R-16 MAST ARM MOUNTING HARDWARE
R-17 MAST ARM POLE CONCRETE FOUNDATION
R-18 GALVANIZED STEEL SIGNAL POLE WITH MAST ARM
R-19 GALVANIZED STEEL SIGNAL POLE WITH SPAN WIRES
R-20 GENERAL USE TRAFFIC CONTROL AND SIGN LEGEND
R-21 TRAFFIC CONTROL GENERAL NOTES AND SYMBOL LEGEND
R-22 TRAFFIC CONTROL SIGNS
R-23 TYPICAL ROADWAY SECTION MEDIUM DUTY
R-24 TYPICAL ROADWAY SECTION HEAVY DUTY
R-25 18" OR 24" CONCRETE BARRIER CURB
R-26 PERVERSIVE PAVEMENT IMPERVIOUS PAVEMENT
R-27 18" EXPULSION CONCRETE ROLL CURB
R-28 CONCRETE SIDEWALK & DRIVEWAY
NOTE: CURB TO BE 18" OR 24" AS SHOWN ON PLANS.
2" MINIMUM SCDOT TYPE 1 ASPHALT
(MIN. COMPACTION 98%)

SLOPE AS SHOWN ON PLAN

6" MIN. COMPACTED STABILIZED AGGREGATE BASE COURSE (S.A.B.C.) FROM SCDOT APPROVED PIT. COMPACTED TO 98% OF THE SOILS MODIFIED PROCTOR MAXIMUM DRY DENSITY (ASTM D 1557–91)

EXISTING SUBGRADE

PREPARATION OF THE SUBGRADE AND PAVEMENT TO BE DETERMINED BY A SOILS ENGINEER AND SUBMITTED TO THE CITY FOR REVIEW, MIN. 95% COMPACTION AND NO PUMPING AS DETERMINED BY THE PROOF ROLL TEST.
PLAN VIEW

3/4" Ø HOLE TO BE USED FOR 2"-#4 REIN BAR TO BE INSERTED FOR ANCHORING WHEEL STOP TO PAVEMENT.

SECTION A-A

#5 REINF. BAR
5'-6" LONG
2 REQD.
EXISTING PAVEMENT OVERLAY

1 1/2" S.C.D.O.T. TYPE 1 ASPHALT OVERLAY

TACK COAT BETWEEN LAYERS
0.1 GAL./SY

EXISTING ASPHALT PAVEMENT

3/4" ASPHALT SAND MIX LEVELING COURSE
1) DETECTABLE WARNING DEVICES SHALL BE INSTALLED PER SCDOOT SPECIFICATIONS.
1. TO BE USED FOR RESIDENTIAL ALLEYS, COMMERCIAL ALLEYS, LOCAL STREETS AND LOCAL COLLECTOR STREETS AS IDENTIFIED IN THE CITY OF NORTH MYRTLE BEACH LAND DEVELOPMENT REGULATIONS.

2. AN 1–1/2" THICK MILL AND OVERLAY USING SCDOT TYPE C ASPHALT SURFACE COURSE OVERLAY MAY BE REQUIRED WITHIN 1 YEAR OF REPAIR. (SEE HIGHWAY ENCROACHMENT) BY SCDOT.
1. TO BE USED FOR RESIDENTIAL ALLEYS, COMMERCIAL ALLEYS, LOCAL STREETS AND LOCAL COLLECTOR STREETS AS IDENTIFIED IN THE CITY OF NORTH MYRTLE BEACH LAND DEVELOPMENT REGULATIONS.

2. AN 1-1/2" THICK MILL AND OVERLAY USING SCDOT TYPE B ASPHALT SURFACE COURSE OVERLAY MAY BE REQUIRED WITHIN 1 YEAR OF REPAIR. (SEE HIGHWAY ENCROACHMENT) BY SCDOT.
1. TO BE USED FOR AVENUE, MAIN STREET, RURAL LOCAL STREET LOCAL TRANSITIONAL STREETS AS IDENTIFIED IN THE CITY OF NORTH MYRTLE BEACH LAND DEVELOPMENT REGULATIONS.

2. AN 1-1/2" THICK SCDOT TYPE B ASPHALT SURFACE COURSE OVERLAY MAY BE REQUIRED WITHIN 1 YEAR OF REPAIR. (SEE HIGHWAY ENCROACHMENT) BY SCDOT.
1. TO BE USED FOR URBAN BOULEVARD, PARKWAY, AS IDENTIFIED IN THE CITY OF NORTH MYRTLE BEACH LAND DEVELOPMENT REGULATIONS.

2. AN 1-1/2" THICK SCDOT TYPE B ASPHALT SURFACE COURSE OVERLAY MAY BE REQUIRED WITHIN 1 YEAR OF REPAIR. (SEE HIGHWAY ENCROACHMENT) BY SCDOT.
EXISTING ASPHALT

EXISTING STONE BASE

12" TRENCH WIDTH AS REQUIRED

12"

2" THICK SCDOT TYPE 3 ASPHALT

SAW CUT JOINT

10" FLOWABLE FILL 200 PSI

APPROVED SELECT BACKFILL MECHANICALLY TAMPED IN 6" MIN. Lifts (98% STANDARD PROCTOR)

SERVICE LINE

CLASS 1 BEDDING MATERIAL IF REQUIRED

PAVEMENT REPAIR W/ FLOWABLE FILL

CITY OF NORTH MYRTLE BEACH ENGINEERING DIVISION

APPROVED BY: KDB
DRAWN BY: HRT

DATE: 8/19/09

SHEET NO. R-7D

R-7D.DWG
NOTE:
IN AREA OF DOUBLE LOADED PARKING
THERE SHALL BE A 100% CROSS SLOPE
FROM CENTER LINE TO FACE OF SIDEWALK
OR EDGE OF PAVEMENT.

SIDEWALK
(SEE DETAIL R-8)

6" S.A.B.C. BASE OR 8" COQUINA BASE
COMPACTED TO 100% OF MAXIMUM
LABORATORY OBTAINED DENSITY IN
ACCORDANCE WITH ASTM D1557.

EXISTING
SUB-GRADE

12" PREPARED SUB-BASE COMPACTED TO 98%
OF MAXIMUM LABORATORY OBTAINED DENSITY
IN ACCORDANCE WITH ASTM D698.

SLOPE AS SHOWN ON PLANS

2" THICK SCDOT
TYPE 3 ASPHALT

SLOPE AS SHOWN ON PLANS

NOTE: LONGITUDINAL SLOPE SHALL BE AS SHOWN
ON GrADING AND DRAINAGE PLAN.

TYP. PARKING LOT CROSS SECTION

CITY OF NORTH MYRTLE BEACH
ENGINEERING DIVISION

APPROVED BY: KDB
DRAWN BY: KJG

DATE: 10/23/03
SHEET NO. R-11
1. RAMP WIDTH: 48” MINIMUM
2. RAMP LENGTH: 72” FOR 6” CURB RISE
3. FLARED SIDE: 18” MINIMUM
4. FLARED SIDE: 18” MINIMUM
5. DETECTABLE WARNING DEVICES SHALL BE INSTALLED PER SCDOT SPECIFICATIONS
COLOR: WHITE (REFLECTIVE) ON BLUE BACKGROUND, OR WITHOUT BORDER, BLUE ON WHITE BACKGROUND.

LOCATION: HANDICAPPED PARKING SIGNS SHALL BE LOCATED 4 FT. ON CENTER FROM THE WHEEL STOP.
NOTES:
1. FLOWABLE FILL MAY BE USED AS A TEMPORARY RIDING SURFACE IF A PERMANENT SURFACE COURSE IS TO BE PAVED AT A LATER DATE.

2. PROTECT FLOWABLE FILL IN TRENCH UNTIL IT HAS SETUP SUFFICIENTLY TO SUPPORT TRAFFIC (8 TO 12 HOURS DEPENDING ON CONDITIONS) USE STEEL ROAD PLATES TO BRIDGE OVER THE TRENCH IF TRAFFIC MUST BE ALLOWED ON THE TRENCH BEFORE THE FLOWABLE FILL HAS SETUP ADEQUATELY.

3. SCDOT TYPE C ASPHALT FOR SECONDARY ROADS AND SCDOT TYPE B ASPHALT FOR PRIMARY ROADS SHALL BE USED FOR SURFACE COURSE.
NOTES:
1. FLOWABLE FILL MAY BE USED AS A TEMPORARY RIDING SURFACE IF A PERMANENT TOP SECTION IS TO BE PAVED AT A LATER DATE.

2. PROTECT FLOWABLE FILL IN TRENCH UNTIL IT HAS SETUP SUFFICIENTLY TO SUPPORT TRAFFIC (USUALLY 8 TO 12 HOURS DEPENDING ON CONDITIONS) USE STEEL ROAD PLATES TO BRIDGE OVER THE TRENCH IF TRAFFIC MUST BE ALLOWED ON THE TRENCH BEFORE THE FLOWABLE FILL HAS SETUP ADEQUATELY.
SIGNAL HEAD MOUNTING BRACKET
ALUMINUM TUBE WITH STAINLESS STEEL HARDWARE

STAINLESS STEEL STRAP

NOTES:
SIGNAL CABLE SHALL BE SPLICE-FREE.
CONNECTIONS SHALL BE MADE AT SIGNAL
HEAD TERMINAL STRIPS.
BRACKETS TO BE FINISHED (PAINTED) TO
MATCH THE POLE/ARM.
RIGID MOUNTING IS REQUIRED.

SIGN MOUNTING BRACKET
BANDED-ON ALUMINUM CHANNEL BRACKETS
WITH STAINLESS STEEL HARDWARE
NOTES:
1. WING WALL SHALL HAVE VERTICAL #8 BARS AT 11.7" APART AND HORIZONTAL #4 BARS AT 12" APART.

2. TWIN MAST ARM FOUNDATIONS SHALL BE 48"x12' WITH WING WALLS.
GENERAL USE TRAFFIC CONTROL PLAN AND SIGN LEGEND

NOTES:
1. GENERAL SIGN LAYOUT. USE PROJECT TRAFFIC CONTROL PLAN FOR EXACT SIGN LOCATIONS.
2. USE PROPER TRAFFIC CONTROL AS ILLUSTRATED IN TYPICAL FOR TRAFFIC CONTROL.
3. ALL SIGNAGE SHALL BE IN ACCORDANCE WITH MUTCD.
SYMBOL LEGEND

☐ CHANNELIZING DEVICES
○ DRUMS
← SIGN SUPPORT – SIGN FACE
→ DIRECTION OF TRAFFIC

GENERAL NOTES

1. TAPER FORMULAS:
   \[ L = \frac{W*S}{60} \quad \text{FOR SPEEDS OF 40 MPH OR LESS} \]
   \[ L = \text{MINIMUM LENGTH OF TAPER} \]
   \[ S = \text{POSTED SPEED LIMIT (PRIOR TO CONSTRUCTION OR 85th PERCENTILE TRAFFIC SPEED)} \]
   \[ W = \text{WIDTH OF OFFSET (FEET)} \]

2. SPACING: \( D = S \)
   IN THE TAPER, THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES, SHOULD BE APPROXIMATELY EQUAL (IN FEET), TO THE SPEED LIMIT (IN MPH).

3. EXTENSION: CHANNELIZING DEVICES SHALL BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPEARING TRAFFIC.

4. FLAGS: FLAGS AND/OR FLASHING WARNING LIGHTS SHALL BE USED TO CALL ATTENTION TO EARLY WARNING SIGNS.

5. FLAGGER: THE FLAGGER SHALL ONLY USE THE "STOP/SLOW" PADDLE. (A FLAG IS NOT ACCEPTABLE).

6. LIGHTS: AT NIGHT, FLOODLIGHTS SHALL BE USED TO MARK FLAGGER STATIONS.

7. LIGHT: AT NIGHT, FLOODLIGHTS SHALL BE USED TO MARK CHANNELIZING DEVICES (FLASHING OR STEADY BURN).
SELECTED SHOULDER MATERIAL GRASSED AS PER SEDIMENT AND EROSION CONTROL PLAN. "ALL DISTURBED AREAS"

TIE PROPOSED GRADE INTO EXISTING GRADE @ R/W WITH 1/4":1" MIN. SLOPE. IF EXISTING ELEV. @ R/W IS WITHIN 0.27' OF TOP OF CURB ELEV., FILL TO R/W @ MIN. SLOPE & TIE INTO EXISTING GRADE BY FILLING OUTSIDE R/W.

EXISTING GRADE

2" THICK SCDOT TYPE C SURFACE ASPHALT

ROLLED CURB (SEE DETAIL R-2) AS REQ'D TO TIE IN PROPOSED GRADE TO EXISTING GRADE WITH A 1/4":1" MIN. SLOPE.

8" COMPACTED SABC OR 12" COQUINA BASE COURSE TO 100% OF MAX. LABORATORY-OBTAINED DENSITY IN ACCORDANCE WITH A.A.S.H.T.O. T-180

12" CONSTRUCTED SUB-BASE WITH MAX. PLASTICITY INDEX OF 6.0 COMPACTED TO 98% OF MAX. LABORATORY-OBTAINED DENSITY IN ACCORDANCE WITH A.A.S.H.T.O. T-180.

NOTES:

1) 2" THICK SCDOT TYPE C BINDER ASPHALT SHALL BE INCLUDED FOR COMMERCIAL ROADWAYS
18” OR 24” CONCRETE BARRIER CURB
6" THICK PERVIOUS CONCRETE

18" WASHED NO. 57 STONE

COMPACTED SUB GRADE TO 95% MAX DENSITY STANDARD PROCTOR

PERVIOUS PAVEMENT SECTION

3500 PSI CONCRETE W/ 6X6 WWF OVER 6 MIL POLY VAPOR BARRIER

SUB GRADE COMPACTED TO 98% MAX DENSITY STANDARD PROCTOR

IMPERVIOUS PAVEMENT SECTION
PROVIDE CONTROL JOINTS EVERY 5 FEET AND EXPANSION JOINTS EVERY 30 FEET

BACK OF GUTTER

DRIVEWAY DIMENSION VARIES
SEE PLAN

REMOVE EXISTING GRASS AND PROVIDE 6" THICK CONCRETE OVER COMPACTED SELECT FILL.

EX. GRASS

EX. 24" STANDING CURB & GUTTER

LIMITS OF CONCRETE PAVING AT GRASS STRIP DRIVEWAY

LIMITS OF CONCRETE PAVING AT CURB AND GUTTER

CONCRETE SIDEWALK & DRIVEWAY DETAIL

CITY OF NORTH MYRTLE BEACH ENGINEERING DIVISION

APPROVED BY: KDB
DRAWN BY: HRT

DATE: 7/29/10
SHEET NO. R-28