RIGHT-OF-WAY WIDTH: 60 FEET

NOTES:
1. OPTIONAL BASE MATERIALS MAY BE ACCEPTABLE
   UPON APPROVAL BY THE COUNTY ENGINEER
2. 9.5 S.P. SHALL BE FINAL ASPHALT COURSE PLACED
3. TYPICAL SECTION USE SHALL BE APPROVED BY THE COUNTY ENGINEER
4. PLATTED EASEMENTS DEDICATED TO THE COUNTY REQUIRED
5. GOLF CARTS MAY BE PERMITTED ON THIS ROADSIDE TYPICAL
   SECTION WHEN PERMITTED THROUGH THE PROCESS IDENTIFIED
   IN ORDINANCE 2009-1 AND APPROVED BY THE COUNTY ENGINEER

ST JOHN'S COUNTY
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

LOCAL ROAD – 2 LANE – 60’ R.O.W.
TYPICAL SWALED SECTION

TRAFFIC VOLUME < 1,500 AADT
RESIDENTIAL ROADS ONLY

ST. AUGUSTINE, FLORIDA 32084
Phone (904) 209-0110 • Fax (904) 209-0140

REVISION: 10/09

DESIGN DETAIL

EFFECTIVE DATE: 10/09

FILE NAME: D101.DWG

APPROVED:

H.P. TIMPSON, JR., P.E.
COUNTY ENGINEER

STRUCTURAL NUMBER: 2.70

1. GENERAL
   a. The proposed roadway alignment is shown on the plan view.
   b. The right-of-way (R.O.W.) width is 60 feet, with 30 feet on each side.
   c. The limits of clearing are shown.

2. Profile
   a. The profile section shows the elevation changes along the roadway.
   b. The roadway elevation is maintained at a minimum of 10 feet above the adjacent
      drainage areas.

3. Cross-Section
   a. The cross-section shows the typical swaled section with the following
      components:
      i. 30-foot pavement width
      ii. 2-foot minimum sidewalk
      iii. 2-foot minimum shoulder
      iv. 4-inch base course
      v. 3/4-inch aggregate shoulder
   b. The shoulder stabilization materials per AASHTO T-180 are specified.
   c. The traffic volume is less than 1,500 AADT, limiting it to residential roads only.

4. Materials
   a. The base materials are specified per AASHTO T-180.
   b. The shoulder stabilization materials are specified per AASHTO T-180.

5. Construction
   a. Construction details are provided for the formation of the swale and the
      stabilization of the shoulder.
   b. The construction sequence is outlined to ensure proper alignment and
      stabilization of the swale.

6. Drainage
   a. Drainage considerations are taken into account to prevent erosion and
      protect the swale.
   b. The drainage system is designed to direct runoff away from the swale.

7. Safety
   a. Safety considerations are included to minimize the risk of accidents.
   b. The roadway is designed to meet the standards for visibility and
      accessibility.

8. Maintenance
   a. Maintenance guidelines are provided to ensure the longevity of the
      swaled section.
   b. Regular inspections are recommended to identify any issues early.

9. Conclusion
   a. The proposed swaled section meets the design criteria for residential roads.
   b. The design is supported by the appropriate materials and construction details.