GOVERNMENT OF
THE VIRGIN ISLANDS OF THE UNITED STATES

PUBLIC WORKS DEPARTMENT
6002 Estate Anna's Hope
Christiansted, St. Croix, V.I. 00820-4428

Tel: (340) 773-1290
Fax: (340) 773-0670

STANDARD SPECIFICATION
FOR ROAD PAVING FOR SUBDIVISION

SPECIFICATION FOR ROAD PAVING SHALL BE PER FP-03 (STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS)

1. SUBDIVISION WITH FIFTEEN (15) LOTS OR LESS

ROAD WIDTH SHALL BE 18 FEET

FLEXIBLE PAVEMENT (BITUMINOUS CONCRETE)
A. PAVING SHALL CONSIST OF 2" BASE COARSE OF BITUMINOUS CONCRETE AND TWO INCH (2") OF SERVICE COARSE BITUMINOUS CONCRETE
B. FOR ROADS THAT ARE CONSTRUCTED WITH SOIL CEMENT A MINIMUM OF FOUR INCHES (4") OF SOIL CEMENT SHALL BE USED FOR THE BASE COARSE AND TWO INCHES (2") OF BITUMINOUS CONCRETE SHALL BE APPLIED AS THE SERVICE COARSE

RIGID PAVEMENT (PORTLAND CEMENT CONCRETE ROADS)
A. FOR RIGID PAVEMENT, AFTER THE SUBBASE OR SUBGRADE IS PREPARED, A SLAB THICKNESS OF SIX INCHES (6") OF CONCRETE SHALL BE POURED FOR THE ROADWAY
B. 3/8 REBARS 8" ON CENTER SHALL BE USED AS REINFORCEMENT

2. SUBDIVISION WITH MORE THAN FIFTEEN LOTS

ROAD WIDTH SHALL BE TWENTY (20) FEET

FLEXIBLE PAVEMENT (BITUMINOUS CONCRETE)
A. PAVING SHALL CONSIST OF TWO (2) INCHES OF BASE COARSE BITUMINOUS CONCRETE AND TWO INCHES 2" OF SERVICE COARSE BITUMINOUS CONCRETE
B. FOR ROADS CONSTRUCTED WITH SOIL CEMENT A MINIMUM OF FOUR INCHES OF SOIL CEMENT SHALL BE USED FOR THE BASE COARSE AND TWO INCHES 2" OF SERVICE COARSE OF BITUMINOUS CONCRETE SHALL BE APPLIED TO THE ROAD

RIGID PAVEMENT (PORTLAND CEMENT CONCRETE ROADS)

A. FOR RIGID PAVEMENT, AFTER THE SUBBASE OR SUBGRADE IS PREPARED, A SLAB THICKNESS OF EIGHT INCHES (8") OF CONCRETE SHALL BE POURED FOR THE ROADWAY.

B. 3/8 REBARS 8" ON CENTER SHALL BE USED AS REINFORCEMENT.

NOTE: 1. ALL ROADS SHALL BE CONSTRUCTED WITH THREE FEET (3') CONCRETE SWALES ON EITHER SIDE TO PROVIDE PROPER DRAINAGE WHEN THE ROAD IS CROWNED (2% SLOPE) AND FOUR FEET (4') SWALE ON ONE SIDE IF THE ROAD IS SUPERELEVATED.

2. CLAY SOIL IS UNACCEPTABLE AND SHALL NOT BE USED AS BACKFILL MATERIAL. SELECTED BORROW AS DESCRIBED BELOW SHALL BE USED INSTEAD.

PREPARATION OF THE SUBBASE FOR ROADS

a) GRANULAR MATERIAL FREE OF EXCESS MOISTURE, MUCK, FROZEN LUMPS, ROOTS, SOD OR OTHER DELETERIOUS MATERIAL SHALL BE USED AS SELECTED BORROW FOR THE SUBBASE.

b) THE CONTRACTOR SHALL NOT PLACE THE MATERIAL IN LAYERS EXCEEDING 6 INCHES IN COMPACTED THICKNESS.

c) THE LAYERS SHALL BE COMPACTED FULL WIDTH. ROLL FROM THE SIDES TO THE CENTER, PARALLEL TO THE CENTERLINE OF THE ROAD. ALONG CURBS HEADERS, WALLS AND PLACES NOT ACCESSIBLE TO THE ROLLER.

d) EACH LAYER SHALL BE COMPACTED TO AT LEAST 95% OF MAXIMUM DENSITY.
EXCAVATION PERMIT
SPECIAL CONDITIONS OF UTILITY PERMIT
(ROAD SURFACE CONDITION DEFINED AS GOOD*)

UNDERGROUND UTILITIES
PROJECT NO:

1. A Traffic Control Plan must be submitted to DPW and approved at least one week prior to the start of
   construction. The traffic control plan shall be developed in compliance with the Manual on Uniform
   Traffic Control Devices and shall contain diagrams of work zones for two way traffic, work zones at
   intersections and work zones on divided highways.

2. Prior to the start of construction all utilities including the DPW Utilities Division and Signal Division
   shall be contacted and requested to mark all their underground installations. Please be informed that any
   damage to signal loop detectors shall require the removal and replacement of the entire loop and the
   subsequent resurfacing of the entire loop detector area.

3. A Professional Construction Inspector must be assigned to each project and his name and qualifications
   submitted to DPW for approval prior to the start of construction.

4. A Professional Testing an Quality Control Company must be retained to perform required tests and
   compile a complete record of testing to be submitted to DPW on a weekly basis.

5. The Utility Company must submit specifications on concrete manholes and backfill material for DPW’s
   approval.

6. The Construction Inspectors on each project shall submit a written report of daily activities to the
   DPW no later than noon on the following day.

7. Trenching should be done in the middle of the travel lane to the greatest extent possible. The trench must be place
   within 6 inches of the saw cut edges of the asphalt pavement.

8. Due caution shall be exercised to ensure proper compaction around manholes and other structures
   within the travelled way.

9. Trench patching shall be done by an approved paving contractor and be paved in sections
   comprising approximately one weeks production. No paving shall be done until approved density tests have
   been performed in respective layers along the trench. No trench sections shall be left unpaved for more
   than two weeks, and in very sensitive areas patching may be required immediately following backfill and
   approved density tests.

10. Patching of trenches shall be to the full depth of the pavement and shall be full width in accordance with the
    attached details.

11. At the conclusion of the project all trenches running parallel with the roadway will be overlaid with a 1"
    surface course for a full lane width. Prior to paving the surface course, all trench patches shall be shimmed to
    grade.

12. All pavement markings which are defaced shall be restored in kind with an approved thermoplastic
    product.

13. A representative from DPW will be assigned as coordinator of the project. The construction Inspectors
    retained by the Utility Company are expected to communicate and coordinate the work with DPW’s
    representative on a daily basis.

*Good Condition is defined as less than 10 percent of the total road surface of the road or segment is affected with a
particular or a number of distresses. Distresses may be present, but in low severity and not causing a problem.
TYPICAL TRENCH DETAIL FOR ROADWAY IN POOR CONDITION

Graded Granular Base Material per V.I.D.P.W. Specifications Compacted in 6" Lifts to 95% Proctor.

Bituminous Concrete Paving(Base)
- Match Existing Thickness

Bituminous Concrete Paving(Surface)
- Match Existing Thickness

Existing Bituminous Concrete Pavement

Saw cut Pavement

6" MIN

3'-0"

Backfill per Specifications

Compact in 8" Layers per FP-96 higher than 95.0%

10" Min.

15" Max.

Sand Blanket

6" Min.

12" Min.

Refer to Trench Width Limits

Approved Bedding Material

NOTE: ROADS THAT ARE IN GOOD CONDITION SHALL BE RESURFACED WITH 1¼" OF ASPHALT OVER THE ENTIRE LANE WIDTH.

JOB NAME: TRENCH DETAIL

DATE:

LOCATION:

JOB NUMBER

SHEET
TYPICAL TRENCH DETAIL FOR ROADWAY
IN GOOD CONDITION
ENTIRE LANE WIDTH OVERLAY

Bituminous Concrete Paving (1 1/4" Surface)
Overlay Entire Lane Width.

Graded Granular Base Material per
V.I.O.P.W. Specifications Compacted
in 8" Lifts to 95% Proctor.

Bituminous Concrete Paving (Base)
Match Existing Thickness

Bituminous Concrete Paving (Surface)
Match Existing Thickness

Existing Bituminous
Concrete Pavement

Saw cut Pavement

Existing Bituminous
Concrete Pavement

6" MIN.

6" MIN.

3'-0"

Backfill per
Specifications

Compact in
8" Layers per FP-96
higher than 95.0%

10" Min.
15" Max.

Sand Blanket

6" Min.

12" Min.

Refer to Trench Width Limits

Approved Bedding Material

JOB NAME:

TRENCH DETAIL

DATE:

LOCATION:

JOB NUMBER

SHEET