

GOVERNMENT OF
THE VIRGIN ISLANDS OF THE UNITED STATES



PUBLIC WORKS DEPARTMENT
6002 Estate Anna's Hope
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**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 DELETERRIOUS 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

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DEPARTMENT OF PUBLIC WORKS
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OFFICE OF HIGHWAY ENGINEERING

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EXCAVATION PERMIT
SPECIAL CONDITIONS OF UTILITY PERMIT
(ROAD SURFACE CONDITION DEFINED AS GOOD*)

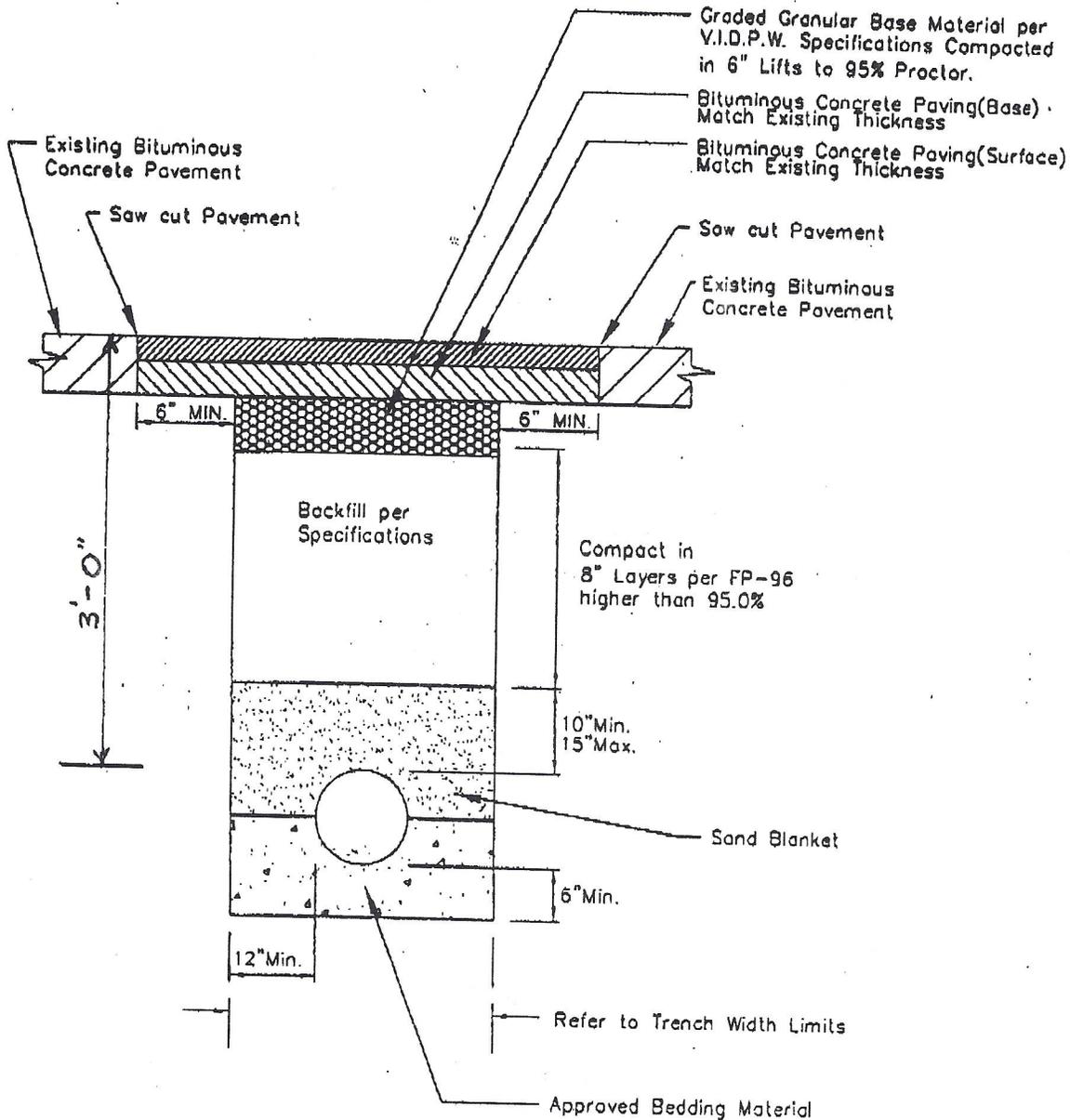
UNDERGROUND UTILITIES

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 and 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 placed 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



NOTE: ROADS THAT ARE IN GOOD CONDITION SHALL BE RESURFACED WITH 1/4" OF ASPHALT OVER THE ENTIRE LANE WIDTH.

JOB NAME:

TRENCH DETAIL

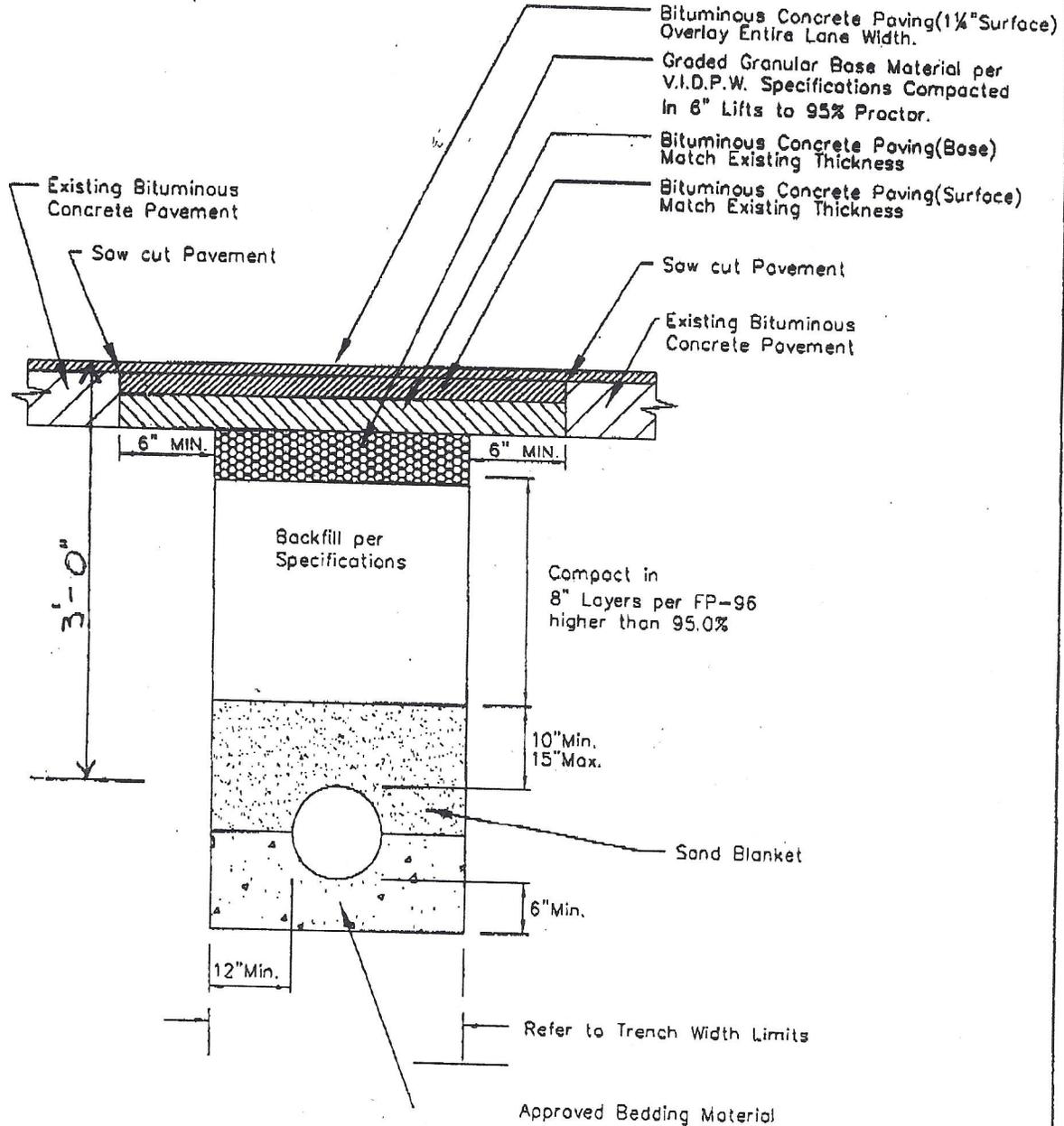
DATE:

LOCATION:

JOB NUMBER

SHEET

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



JOB NAME:

TRENCH DETAIL

DATE:

LOCATION:

JOB NUMBER

SHEET