



DETAIL B (CONTROL JOINT)

CONTROL JOINT PATTERN

NOTES:

1. PORTLAND CEMENT CONCRETE (P.C.C.) SHALL BE 4000 PSI MIN. COMPRESSIVE STRENGTH AT 28 DAYS. ALL CEMENT CONCRETE SHALL HAVE A COARSE AGGREGATE GRADATION CONFORMING TO SIZE No. 67. POLYPROPYLENE OR CELLULOSE FIBERS SHALL BE ADDED TO THE P.C.C. AT 1.5 LBS PER CUBIC YARD. MIX DESIGN SHALL CONFORM TO THE REQUIREMENTS OF SECTION 337.10 OF SSPWC. ALL MATERIALS SHALL CONFORM TO SSPWC.
2. AGGREGATE BASE MATERIAL UNDER SIDEWALKS SHALL BE TYPE 2, CLASS B CRUSHED AGGREGATE BASE. MATERIALS SHALL CONFORM TO SSPWC SECTION 200.
3. SIGN TO BE INSTALLED PER CITY OF RENO STANDARD DETAIL R-415.
4. EXACT LOCATION OF SPEED TABLE AND SIGNS TO BE VERIFIED BY THE ENGINEER PRIOR TO PLACEMENT.
5. LONGITUDINAL AND TRANSVERSE JOINTS TO BE CUT AT 10' MAX O.C. BEGINNING AT THE CENTERLINE. JOINTS SHALL BE CUT A MINIMUM OF 4 HOURS TO A MAXIMUM OF 12 HOURS AFTER THE CONCLUSION OF BRUSH FINISHING. SEE DETAIL B ABOVE.
6. FOR ROAD RECONSTRUCTION PROJECTS. SPEED TABLE SHALL BE PLACED AFTER THE ROADWAY HAS BEEN PAVED.
7. DIMENSIONS IN VERTICAL DIMENSIONS CHART ASSUME A LONGITUDINAL ROADWAY SLOPE OF 0.00%. IT IS THE INTENT OF THE DETAIL THAT THE 10' SECTION OF THE SPEED TABLE BE 3" ABOVE THE EXISTING ROADWAY ON ALL SIDES WITH THE EXCEPTION OF THE TAPER SECTION AT LIP LINE. MAXIMUM TOLERANCE ON SPEED TABLE TO BE $\pm 1/4$ INCH. SPEED TABLE OUT OF TOLERANCE MUST BE REMOVED AND REPLACED AS REQUIRED BY THE ENGINEER.
8. THE 10' TAPER SECTION IS TO BE USED ON PRIMARY EMERGENCY VEHICLE ACCESS ROUTES AND AT THE APPROVAL OF CITY OF RENO TRAFFIC ENGINEERING.



STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION

**NOTES & SPEED BUMP
JOINT DETAILS**

DRAWING No.

R-403C

APPROVED BY: KK

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