

TOWN OF LOXAHATCHEE GROVES PUBLIC WORKS DEPARTMENT

Developed: 9/30/24

SUBDIVISION DRIVEWAY INSTALLATION, REPAIR & REMOVAL POLICY

I. Purpose:

The purpose of this policy is to set forth necessary guidelines for installation, repair, and removal of driveways located within subdivision roads in the Town of Loxahatchee Groves. This policy is not to be used for culverts greater than 24 inches.

II. Policy:

There are currently eight situations involving the installation, repair, and removal of subdivision driveways within the Town:

- A. New Driveway Construction
- B. Road and/or Swale Retrofits
- C. Paved Road Improvements
- D. Swale Maintenance
- E. Homeowner Driveway/Culvert Replacement
- F. Culvert Extensions
- G. Driveway Removal
- H. Temporary Driveway Culverts

All driveways within the Town must be permitted and installed according to Town Code, specifications (Attachment A), and details (Attachments B.1 through B.4). These specifications and details were designed to provide unobstructed flow of drainage water throughout the Town. There are different procedures for each scenario, which are delineated below.

A. New Driveway Construction

New driveway construction includes any work that results in the installation of driveways and/or culverts. The permittee is responsible for the excavation of the swale, clearing the easement of trees and brush, installing the culvert(s), and installing Bahia sod to the entire drainage easement if swale elevations warrant excavation. This section includes new additional driveways, however, refer to sections "B" and "C" if applicable. The following procedures should be followed when constructing a new culvert or driveway:

1. The permittee will file a permit application, including a sketch of the driveway location and submit the appropriate fee at the Town Hall Office. The sketch shall show the proposed location of the centerline of the driveway(s,) dimensioned to the nearest 0.1 foot from an adjacent property line. The sketch shall also show the proposed width of the driveway and driveway type. The current fee schedule is available at the Town Hall Office. The permittee will receive specifications and a drawing of the swale and driveway culvert installation details (Attachments A, B.1 through B.4).

2. The permittee is responsible for calling for the location of all underground utilities using the Sunshine 811 system by calling 811 or going to Sunshine811.com. The ticket number shall be provided to the Town.
3. Within ten working days of the permit being issued, Public Works staff will place survey stakes in the swale.
4. Survey stakes will be placed and marked with culvert pipe invert and swale centerline finished grade elevations. The swale centerline will be marked with elevations no more than 100 feet apart. Public Works staff may also place additional swale stakes (e.g., top of swale, edge of shoulder, etc.) at additional locations within the swale as local conditions may require.
5. At this point the swale must be excavated by the permittee, if warranted.
6. If a driveway is to be millings or paved with concrete or asphalt, the permittee is required to call Town Hall for a Form Board or a Base Inspection prior to installing concrete or asphalt over the culvert.
7. Upon completion of all swale and driveway site work, the permittee must call the Town Hall to arrange for a Final Inspection.
8. The Town will complete a driveway inspection within 3-5 working days.
9. If approved, the Town will stamp the permit on the permit board with the "approved" stamp.
10. If the first inspection fails, the Town will post notice of the failure on the permit board. The first inspection fee is included in the permit fee. If any additional re-inspections are required, the permittee must pay the additional re-inspection fee prior to the inspection.
11. New driveways are not allowed:
 - a. Within 100 foot of another driveway (Section 100-020)
 - b. Within 50 foot of another roadway intersection (Section 100-020)
 - c. Within 30 foot of leading edges of traffic calming devices
 - d. Within 30 foot of traffic control signs.

B. Road and/or Swale Retrofits

Road and/or swale Retrofit projects include re-grading of swales and/or re-grading of base rock (FKA shellrock) roads. When performing road and/or swale retrofit projects, the Town may, if determined necessary, remove all existing culverts and driveways, whether permitted or not. The Town may also determine it necessary to bring all existing permitted driveway culverts up to current Town standards, specifications and details. This may include complete removal and replacement of culverts. Existing permitted driveways may, if determined necessary, be removed to facilitate replacement of culverts or to match new roadway grades. All permitted driveways that require replacement, including existing paved driveways, will be replaced with 6 inches of compacted base rock in accordance with the Town's specifications and details (Attachments A, B.1 and B.3). Existing non-permitted driveways and culverts are addressed in

Section III, "Unpermitted Driveways" below. The Town will make all attempts to determine if existing driveways are unpermitted with enough time prior to the road and/or swale retrofit work so that homeowners can be provided adequate notice. Any additional, non-existing and/or non-permitted culverts and/or driveways desired by the owner will need to be installed at a later date and follow the new driveway section herein unless the owner requests a permit in writing from the Town to add a new driveway at the owner specified location and the owner receives a new driveway permit. The Town will install the new driveway as per the new permit, providing that the materials (culvert and base rock) are paid for by the homeowner. The Town will re-grade swales as required and replace any sod damaged during the project with Bahia. Other types of sod, such as St. Augustine will not be replaced in kind. Irrigation systems installed within the Town's easement will be cut, capped, removed and will not be replaced. The Town shall provide 30 days' notice to the homeowners located on roadways to be retrofitted prior to commencement of work.

C. Paved Road Improvements

When constructing paved road improvement projects (per an approved Plan or the enhanced stabilization policy), the Town may, if determined necessary, remove all existing culverts and driveways, whether permitted or not. The Town will construct new driveways for paved roads per the approved design plans, sections and details. If the existing permitted driveways are made of base rock, limerock, dirt, asphalt, concrete, or other material, the owner may replace the driveway with in-kind material at the owner's expense upon request and approval from the Town, as long as surface material meets permit requirements. Existing non-permitted driveways and culverts are addressed in Section III "Unpermitted Driveways" below. The Town will make all attempts to determine if existing driveways are unpermitted with enough time prior to the road paving work so that homeowners can be provided adequate notice per Section III "Unpermitted Driveways." Any additional, non-existing and/or non-permitted culverts and/or driveways desired by the owner will need to be installed at a later date and follow the new driveway section unless the homeowner requests in writing a permit from the Town to add a new driveway at the owner specified location and receives a new driveway permit. The Town will install the new driveway if it meets the site location details attached hereto, providing that the materials (asphalt, culverts and base rock) are paid for by the homeowner. The Town will re-grade swales as required and replace any sod damaged during the project with Bahia. Other types of sod, such as St. Augustine will not be replaced in kind. Irrigation systems installed within the Town's easement will be cut, capped, removed and will not be replaced. The Town shall provide 30 days' notice to the homeowners located on roadways to be improved prior to commencement of work.

D. Swale Maintenance

In order to ensure proper drainage throughout the Town, Town staff inspects the condition of swales. Swale maintenance work does not involve major changes to the grades in the swale. In doing so, Town staff may also check for damage to culverts, confirm that the driveway was installed with a proper permit, and ensure that the driveway has been completed and inspected per permit requirements. Town staff shall determine if culvert replacement is warranted. Culvert replacement shall be warranted if existing culvert conditions have deteriorated to the point where drainage in the swale is impeded as a result of reduction of the culvert's original capacity. If culvert replacement is required, then upon 30 days' written notice, the homeowner shall follow the procedures for New Driveway Construction to replace the culvert to meet current Town standards, specifications and details.

If a permitted, existing culvert or driveway is significantly damaged by the Town during a Town maintenance project; these culverts and driveways will be brought up to adopted Town standards and specifications by the Town. Minor damage will be repaired in kind. In addition, the Town will replace any sod damaged during the project with Bahia. Other types of sod, such as St. Augustine will not be replaced in kind. Irrigation systems installed within the Town easement will be cut, capped, removed and will not be replaced.

E. Homeowner Driveway/Culvert Replacements

1. A New Driveway Permit is required for all culvert replacements and/or swale sod replacement. The current fee schedule is available at Town Hall.
2. Driveway replacements do not require a Town permit. Driveway replacements are of like kind, in the same location, and meeting the minimum cover requirements specified in the attached details. For example, asphalt can be replaced with asphalt without a Town permit being required. A change in the type of driveway (e.g. base rock to asphalt) requires a permit for a New Driveway Permit, see above.
3. Swale re-grading is not required when the work is limited to driveway replacement without culvert replacement.
4. Any roadway or swale damage from driveway repair shall be fixed and left in equal or better condition than before the work commenced.
5. Culvert replacements shall require a New Driveway Permit including full swale re-grading, see above.
6. Sod replacement in a swale requires a New Driveway Permit.
7. Minor driveway repairs such as fixing potholes do not require a Town permit.

F. Culvert Extensions

1. Culvert extensions require a new driveway permit and shall only be allowed when the culvert material meets Town standards, and the extension is of the same material. End treatments are mandatory.

G. Driveway Removal

1. An existing driveway may be removed at the owner's request. A permit is required. The current fee schedule is available at the Town office.
2. The swale is required to be restored to match the existing conditions and elevations on either side of the work including sod.
3. Re-grading of the entire swale will not be required for voluntary driveway removal.

H. Temporary Driveway Culverts

Any site activities such as land clearing or home construction that require the construction of a temporary access driveway to a site shall include the installation of a temporary culvert.

Temporary culverts shall be a minimum of 8 inches in diameter. Any culverts or temporary access driveways that do not meet these criteria, or otherwise create a significant drainage issue may be removed by the Town. The swale shall be restored to equal or better condition after removal of the Temporary Driveway. Temporary Driveway permits are valid for 180 days unless administratively extended in writing at the request of the permittee.

III. Unpermitted Driveways:

If it is discovered that a culvert or driveway, which otherwise is not to be removed by the Town as described above, has been installed without the proper permit, or has not been completed to Town standards, the following steps will be taken:

- A. The homeowner will be given a Violation Notice allowing 30 days to comply with current Town standards, along with a copy of this policy.
- B. The homeowner will either remove the driveway or apply for a new driveway permit and follow the permit requirements, see above.
- C. The Town will inspect the property after 30 days to ensure that the driveway was removed unless a new driveway permit application has been received.
- D. If the driveway is still in place after 30 days and a new permit application has not been received, the homeowner will be given a second notice informing them that their driveway must be removed within the next 10 days.
- E. If the driveway is still in place and a new permit application has not been received, the driveway may be removed by the Town.

IV. Existing Permitted Driveways:

All existing permitted driveways do not require modifications unless addressed above. These driveways are "grandfathered in".

V. Miscellaneous:

- A. Nothing other than a mailbox is allowed in a Town easement without a permit.
- B. No ornamental structures above grade are allowed in a Town easement. Specialized pavements such as paver blocks and stamped concrete are subject to removal per the above policy and will not be replaced by the Town under any circumstances by the Town.
- C. The Town is not responsible for damages to a homeowner's facilities within a Town easement unless addressed above.
- D. Obstructions in Town easements are not allowed, reference Section 298.66 of the Florida Statutes. All obstructions must be removed by the landowner within 30 days of notification by the Town for road and/or swale retrofits, a new millings road, and for a new paved road or the Town may remove the obstructions at the landowner's expense. However, the Town Manager may waive removal of an existing obstruction for a new driveway, swale maintenance, homeowner driveway maintenance, removal of a driveway, or a temporary

driveway if the Town Engineer opines in writing the existing obstruction is not currently causing interference with the roadway and/or drainage functions within the easement. The Town reserves the right to require removal of an obstruction should it be determined by the Town Engineer as interfering with the function of the easement.



ATTACHMENT A

Town of Loxahatchee Groves

DRIVEWAY INSTALLATION/CULVERT SPECIFICATIONS

1. CULVERT MATERIAL SHALL BE ONE OF THE FOLLOWING:
 - HIGH DENSITY POLYETHYLENE (HDPE) SMOOTH WALL INTERIOR CORRUGATED PIPE, RATED FOR H-20 LOADING BY ADS.
 - A-2000 PVC PIPE BY CONTECH.
 - POLYPROPYLENE SMOOTH WALL INTERIOR CORRUGATED PIPE, RATED FOR H-20 LOADING BY ADS.
 - OTHER CULVERT MATERIALS, SUCH AS RCP MAY BE ALLOWED UPON REVIEW AND APPROVAL BY THE TOWN.
2. CULVERT DIAMETER SHALL BE 15" OR AS DETERMINED BY THE TOWN.
3. THESE SPECIFICATIONS ARE APPLICABLE FOR RESIDENTIAL DRIVEWAY AUTO TRAFFIC ONLY. THE PERMITTEE SHALL BE RESPONSIBLE FOR THE DESIGN AND SELECTION OF MATERIALS WHICH MAY BE REQUIRED FOR HEAVIER TRAFFIC LOADS.
4. CULVERTS SHALL HAVE FLARED END SECTIONS BY THE MANUFACTURERS OF THE ABOVE-REFERENCED CULVERTS. CONCRETE MITERED END SECTIONS MAY BE ALLOWED UPON REVIEW AND APPROVAL BY THE TOWN.
5. UNDER NO CIRCUMSTANCES SHALL VERTICAL WALLS, END POSTS, HEADWALLS, DECORATIVE OR OTHERWISE, BE INSTALLED WITHIN THE TOWN'S EASEMENTS.
6. CULVERT MAY BE OMITTED AT THE DIRECTION OF THE TOWN. IN THIS CASE THE DRIVEWAY SHALL MATCH SWALE GRADES AS SPECIFIED BY THE TOWN.
7. SEE DRIVEWAY CONNECTION/CULVERT DETAILS (ATTACHMENTS B.1 THROUGH B.4) FOR DRIVEWAY MATERIALS AND BACKFILL REQUIREMENTS.
8. ANY DAMAGE TO EXISTING SWALES, ROADWAYS, TRAILS, ETC. DURING CONSTRUCTION WILL BE THE RESPONSIBILITY OF THE CONTRACTOR/HOMEOWNER AND COULD POSTPONE DRIVEWAY CONSTRUCTION APPROVAL.
9. SWALES SHALL BE GRADED ALONG THE ENTIRE FRONTAGE OF THE PROPERTY, AS REQUIRED, TO THE ELEVATIONS AS DETERMINED AND SET VIA SURVEY STAKES BY THE TOWN. SOD ENTIRE SWALE ALONG THE FRONTAGE OF THE PROPERTY FROM EDGE OF ROADWAY TO THE RIGHT-OF-WAY/EASEMENT LINE. SOD SHALL BE BAHIA. FLORATAM SHALL NOT BE PERMITTED. NO IRRIGATION SYSTEM COMPONENTS SHALL BE ALLOWED IN THE RIGHT-OF-WAY/EASEMENT.
10. A MAXIMUM OF 3 DRIVEWAYS (WITH A TOTAL MAXIMUM CULVERT LENGTH OF 90 FEET AND A SINGLE MAXIMUM CULVERT LENGTH OF 40 FEET) ARE ALLOWED FOR A PROPERTY WITH ROADWAY FRONTAGE ON TWO SIDES OF THE PROPERTY. CANAL MAINTENANCE ROADS ARE NOT ALLOWED DRIVEWAYS AND ARE NOT CONSIDERED FRONTAGE. EXISTING PERMITTED DRIVEWAYS ARE "GRANDFATHERED IN" ANY NEW DRIVEWAY(S) MUST MEET THESE CRITERIA.

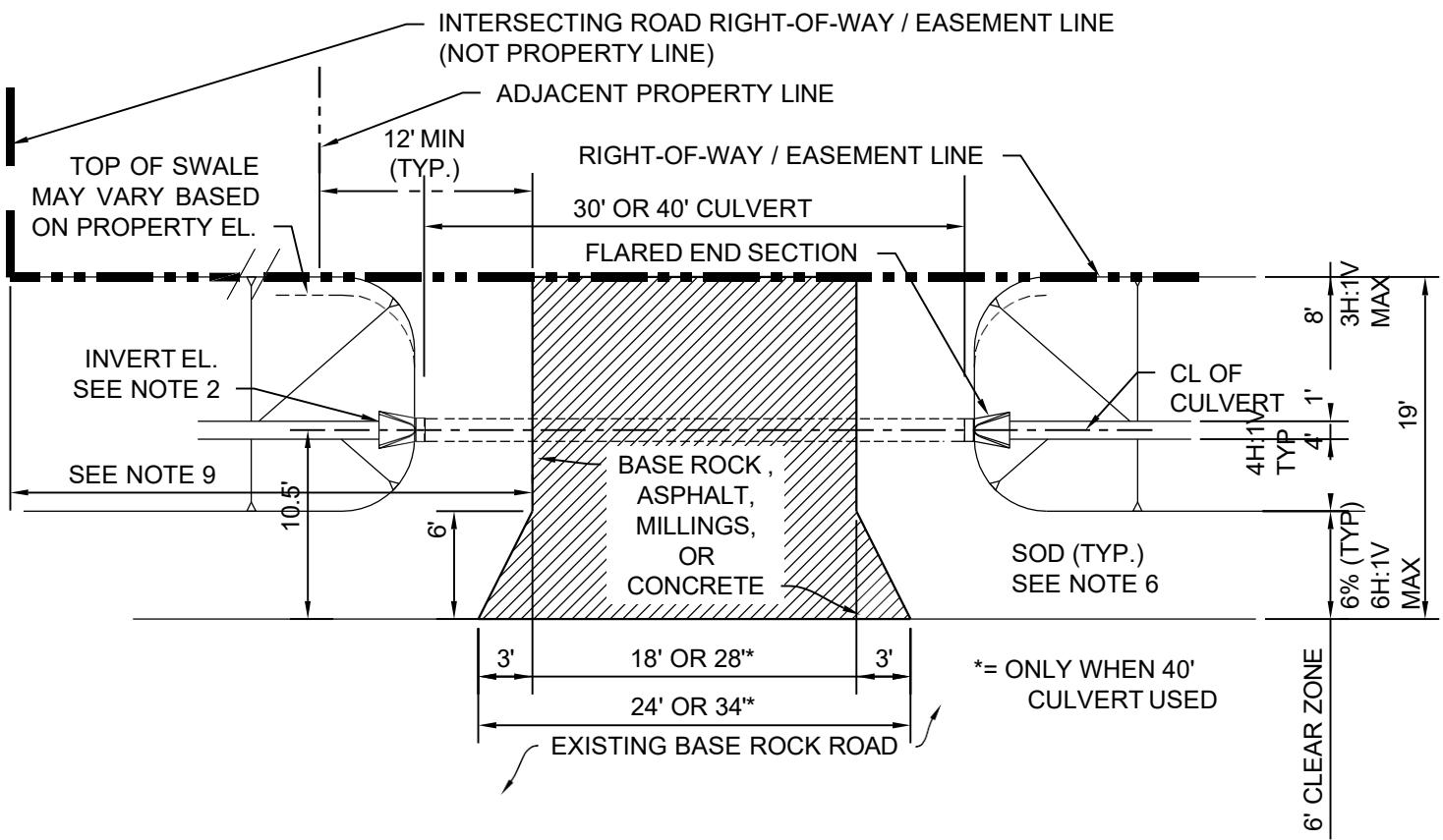


11. BASE ROCK MATERIAL SHALL BE ONE OF THE FOLLOWING:

- FDOT SHELLROCK PER TO SECTION 911 OF THE LATEST FDOT STANDARD SPECIFICATIONS.
- FDOT BASE MATERIAL PER SECTION 200 OF THE LATEST FDOT STANDARD SPECIFICATIONS.
- FDOT BASE ROCK (CODE 11).
- 1" MINUS BASE ROCK AS APPROVED BY THE TOWN ENGINEER.

THE OWNER SHALL SUBMIT PROOF OF PURCHASE FROM AN APPROVED SOURCE WHEN THE BASE MATERIAL IS SUPPLIED BY THE OWNER.

ATTACHMENT B.1

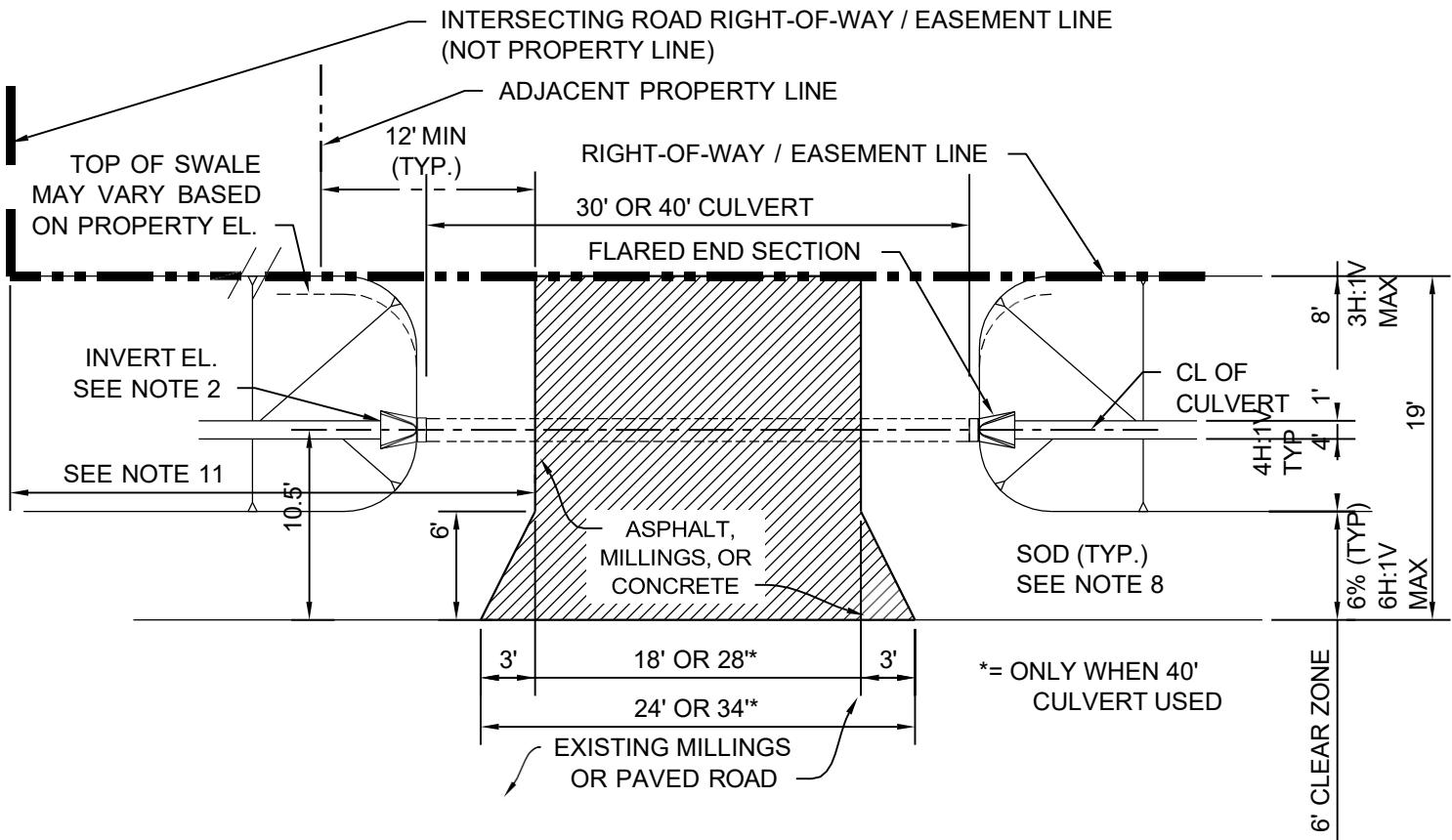
**TOWN OF LOXAHATCHEE GROVES****60' EASEMENT DRIVEWAY CONNECTION/CULVERT DETAIL (BASE ROCK ROAD)**

N.T.S.

NOTES:

1. CULVERT MATERIAL, DIAMETER AND FLARED END SECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
2. ALL PIPE LOCATIONS AND ELEVATIONS SHALL BE SET BY THE TOWN.
3. BASE ROCK MATERIAL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
4. BASE ROCK SHALL BE MIN. 6" IN THICKNESS AND COMPAKTED TO MIN. 98% MAX. DRY DENSITY PER AASHTO T-180. THE MINIMUM COVER OF BASE ROCK OVER THE CULVERT SHALL BE 6".
5. ALL BACKFILL AND BASE SHALL BE COMPAKTED TO THE ABOVE SPECIFICATIONS.
6. DRIVEWAY ELEVATION SHALL MATCH ROADWAY ELEVATION AT CONNECTION POINT.
7. SWALES SHALL BE GRADED AND SODDED WITH BAHIA ALONG THE ENTIRE FRONTAGE OF THE PROPERTY IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
8. UNLESS NEEDED OTHERWISE, ALL ROADSIDE SWALE SLOPES SHALL BE 4H:1V OR FLATTER.
9. BASE ROCK DRIVEWAY SHALL BE CONSTRUCTED FROM EDGE OF EXISTING ROADWAY TO THE RIGHT-OF-WAY/EASEMENT LINE ON BOTH SIDEWALK AND NON-SIDEWALK SIDES.
10. THE EDGE OF DRIVEWAY SHALL BE SET BACK A MINIMUM FROM THE RIGHTS-OF-WAY/EASEMENT LINES FROM ADJACENT INTERSECTING ROADWAYS AS FOLLOWS:
MIN. 50' TO TOWN ROADS
MIN. 100' TO ADJACENT DRIVEWAYS

ATTACHMENT B.2

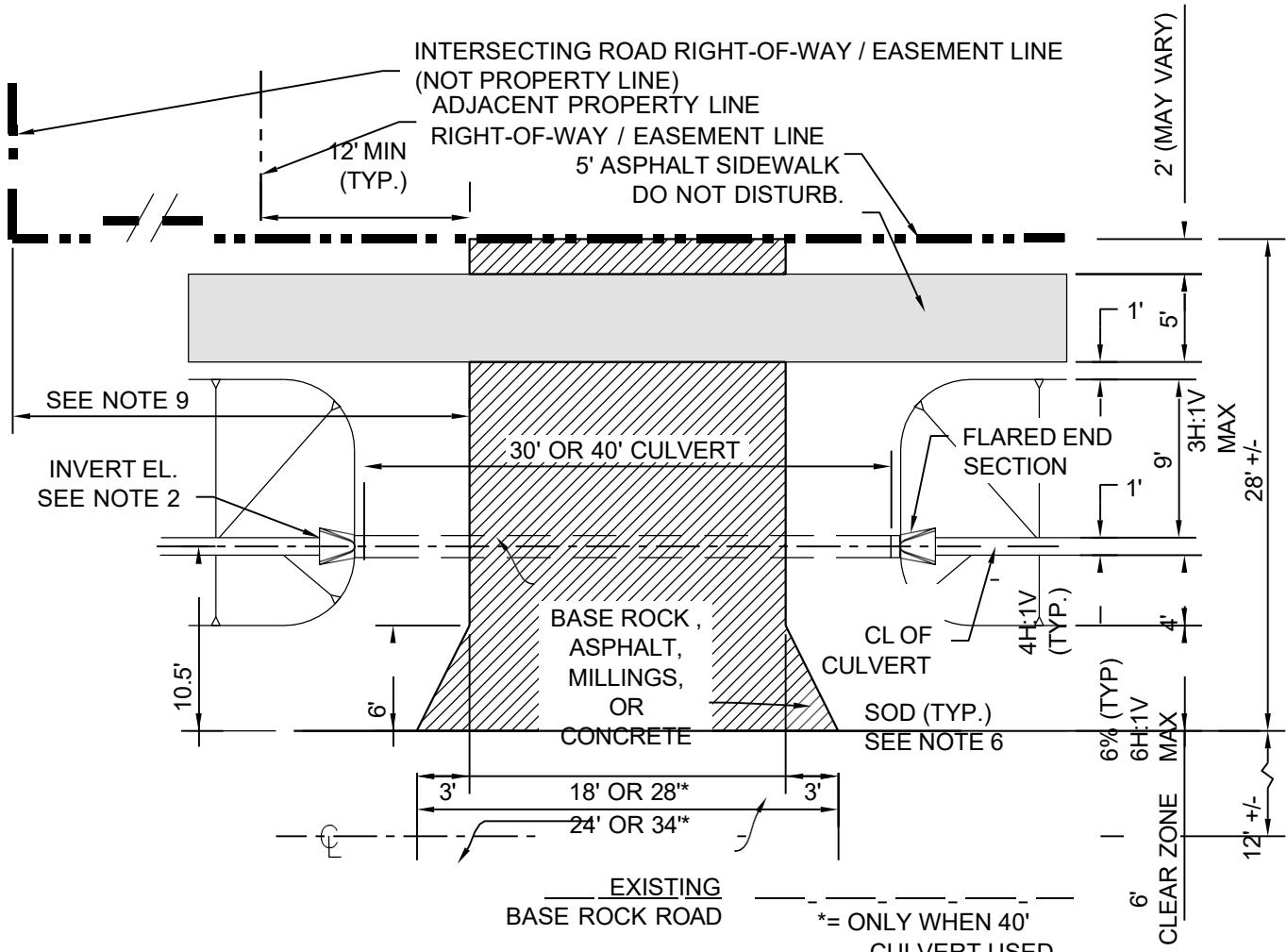
**TOWN OF LOXAHATCHEE GROVES****60' EASEMENT DRIVEWAY CONNECTION/CULVERT DETAIL (PAVED ROAD)**

N.T.S.

NOTES:

1. CULVERT MATERIAL, DIAMETER AND FLARED END SECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
2. BASE ROCK MATERIAL SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
3. ALL PIPE LOCATIONS AND ELEVATIONS SHALL BE SET BY THE TOWN.
4. ALL BACKFILL AND BASE SHALL BE COMPAKTED TO THE ABOVE SPECIFICATIONS.
5. ASPHALT SHALL BE 2-1/2" TYPE SP-12.5, OVER A MIN. 8" BASE ROCK BASE, COMPAKTED TO MIN. 98% MAX. DRY DENSITY PER AASHTO T-180. EXTEND BASE MIN. 3" BEYOND EDGE OF ASPHALT. CONCRETE SHALL BE MIN. 6" THICK, 4,000 PSI, OVER MIN 4" COMPAKTED SAND BASE. THE MINIMUM COVER OVER THE CULVERT SHALL BE 8". MILLINGS SHALL BE MIN 5" WITH APPROXIMATELY 6% MOISTURE CONTENT COMPAKTED TO 95% FDOT SPEC 283, WITH A BINDER (E.G. DAWN AT 1% CONCENTRATION), SEALED PER FDOT SPEC 283, & ON 12" COMPAKTED SUBGRADE TO 98% AASHTO T-180.
6. REFER TO PALM BEACH COUNTY DESIGN STANDARDS MANUAL SECTION 300 FOR THICKENED EDGE END DETAIL AND SAW CUT REQUIREMENTS OF CONCRETE DRIVEWAYS.
7. PRIOR TO INSTALLATION OF ASPHALT/MILLINGS/CONCRETE, CONTACT THE TOWN TO SCHEDULE AN INSPECTION OF LAYOUT AND FORMWORK.
8. DRIVEWAY ELEVATION SHALL MATCH ROADWAY ELEVATION AT CONNECTION POINT.
9. SWALES SHALL BE GRADED AND SODDED WITH BAHIA ALONG THE ENTIRE FRONTAGE OF THE PROPERTY IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
10. UNLESS NEEDED OTHERWISE, ALL ROADSIDE SWALE SLOPES SHALL BE 4H:1V OR FLATTER.
11. ASPHALT/MILLINGS/CONCRETE DRIVEWAY SHALL BE CONSTRUCTED FROM EDGE OF EXISTING ROADWAY TO THE RIGHT-OF-WAY/EASEMENT LINE ON BOTH SIDEWALK AND NON-SIDEWALK SIDES.
12. THE EDGE OF DRIVEWAY SHALL BE SET BACK A MINIMUM FROM THE RIGHTS-OF-WAY/EASEMENT LINES FROM ADJACENT INTERSECTING ROADWAYS AS FOLLOWS:
 - MIN. 50' TO TOWN ROADS
 - MIN. 100' OF ADJACENT ROADS
13. BASE ROCK DRIVEWAY NOT PERMITTED ON ASPHALT OR MILLINGS ROADS.

ATTACHMENT B.3

**TOWN OF LOXAHATCHEE GROVES****80' EASEMENT DRIVEWAY CONNECTION/CULVERT DETAIL (BASE ROCK ROAD)**

(WITH OR WITHOUT SIDEWALK)

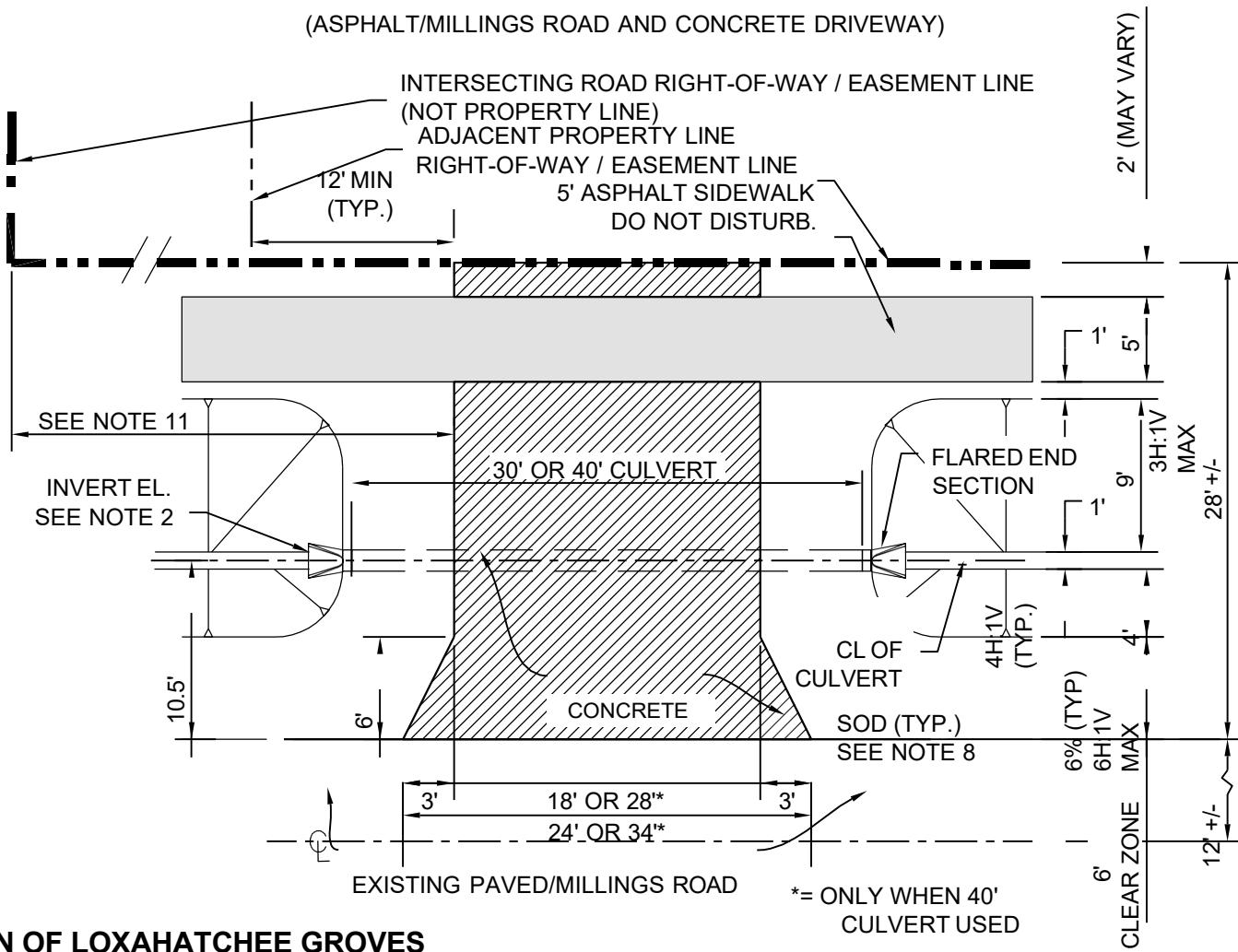
N.T.S.

NOTES:

1. CULVERT MATERIAL, DIAMETER AND FLARED END SECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
2. ALL PIPE LOCATIONS AND ELEVATIONS SHALL BE SET BY THE TOWN.
3. BASE ROCK SHALL BE MIN. 6" IN THICKNESS AND COMPACTED TO MIN. 98% MAX. DRY DENSITY PER AASHTO T-180. THE MINIMUM COVER OF BASE ROCK OVER THE CULVERT SHALL BE 6".
4. ALL BACKFILL AND BASE SHALL BE COMPACTED TO THE ABOVE SPECIFICATIONS.
5. DRIVEWAY SHALL MATCH ROADWAY AND SIDEWALK ELEVATIONS AT CONNECTION POINTS.
6. SWALES SHALL BE GRADED AND SODDED WITH BAHIA ALONG THE ENTIRE FRONTAGE OF THE PROPERTY IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
7. UNLESS NEEDED OTHERWISE, ALL ROADSIDE SWALE SLOPES SHALL BE 4H:1V OR FLATTER.
8. BASE ROCK DRIVEWAY SHALL BE CONSTRUCTED FROM EDGE OF EXISTING ROADWAY TO THE RIGHT-OF-WAY/EASEMENT LINE ON BOTH SIDEWALK AND NON-SIDEWALK SIDES.
9. THE EDGE OF DRIVEWAY SHALL BE SET BACK A MINIMUM FROM THE RIGHTS-OF-WAY/EASEMENT LINES FROM ADJACENT INTERSECTING ROADWAYS AS FOLLOWS:
 - MIN. 50' TO TOWN ROADS
 - MIN. 100' OF ADJACENT DRIVEWAYS.
10. R-1, R-2, MINOR, AND MAJOR ROADS HAVE SEPARATE ROAD SECTIONS AND THE ABOVE MUST BE MODIFIED TO MATCH THESE ROAD SECTIONS.

ATTACHMENT B.4

(ASPHALT/MILLINGS ROAD AND CONCRETE DRIVEWAY)

**TOWN OF LOXAHATCHEE GROVES****80' EASEMENT DRIVEWAY CONNECTION/CULVERT DETAIL (PAVED/MILLINGS ROAD)**

(WITH OR WITHOUT SIDEWALK)

N.T.S.

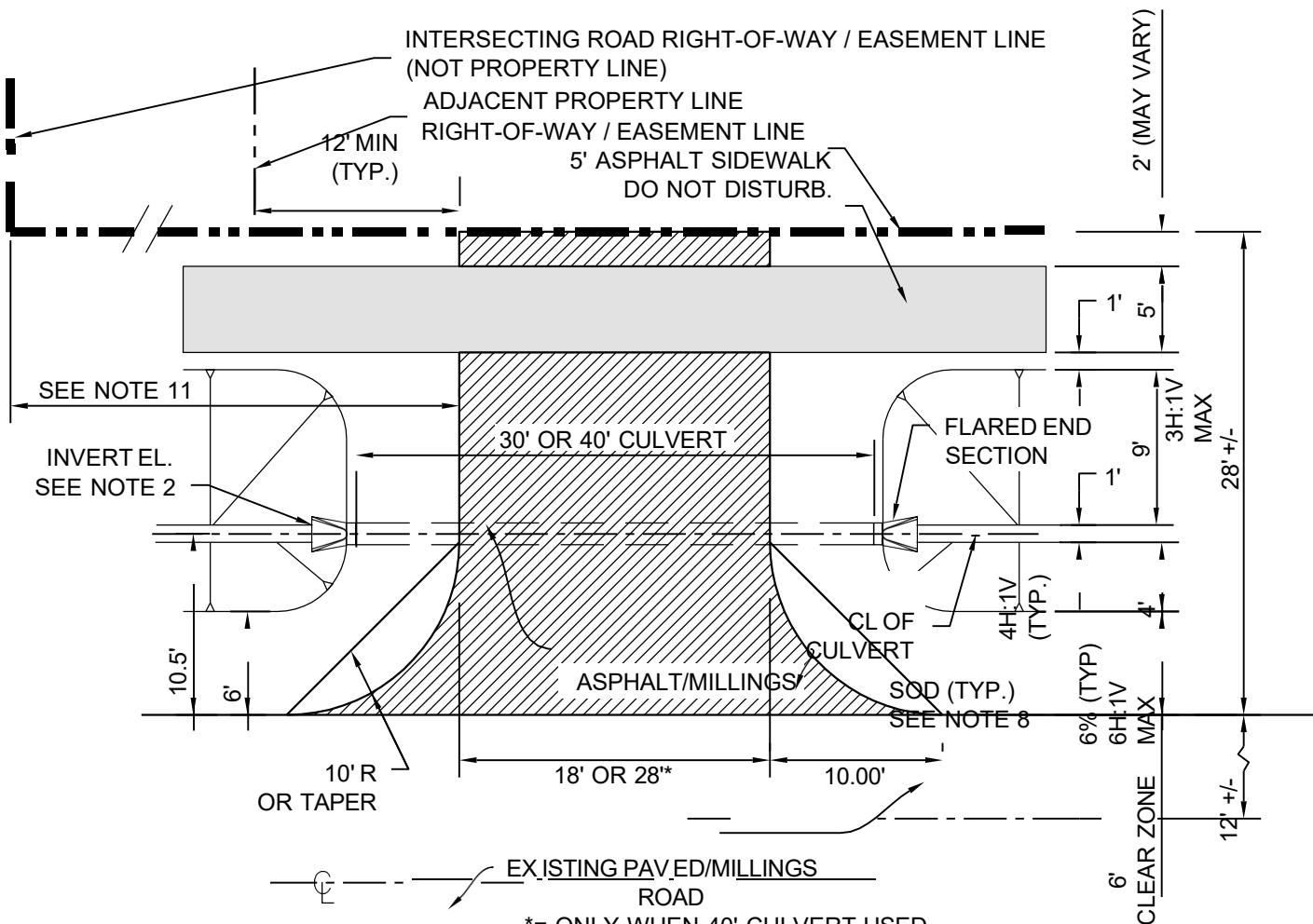
NOTES:

1. CULVERT MATERIAL, DIAMETER AND FLARED END SECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
2. ALL PIPE LOCATIONS AND ELEVATIONS SHALL BE SET BY THE TOWN.
3. ALL BACKFILL AND BASE SHALL BE COMPACTED TO THE ABOVE SPECIFICATIONS.
4. CONCRETE SHALL BE MIN 6" THICK, 4,000 PSI OVER MIN. 4" COMPACTED SAND BASE. THE MINIMUM COVER OVER THE CULVERT SHALL BE 8".
5. REFER TO PALM BEACH COUNTY DESIGN STANDARDS MANUAL SECTION 300 FOR THICKENED EDGE END DETAIL AND SAW CUT REQUIREMENTS OF CONCRETE DRIVEWAYS.
6. PRIOR TO INSTALLATION OF THE CONCRETE, CONTACT THE TOWN TO SCHEDULE AN INSPECTION OF LAYOUT AND FORMWORK.
7. DRIVEWAY SHALL MATCH ROADWAY AND SIDEWALK ELEVATIONS AT CONNECTION POINTS.
8. SWALES SHALL BE GRADED AND SODDED WITH BAHIA ALONG THE ENTIRE FRONTAGE OF THE PROPERTY IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
9. UNLESS NEEDED OTHERWISE, ALL ROADSIDE SWALE SLOPES SHALL BE 4H:1V OR FLATTER.
10. CONCRETE DRIVEWAY SHALL BE CONSTRUCTED FROM EDGE OF EXISTING ROADWAY TO THE RIGHT-OF-WAY/EASEMENT LINE ON BOTH SIDEWALK AND NON-SIDEWALK SIDES.
11. THE EDGE OF DRIVEWAY SHALL BE SET BACK A MINIMUM FROM THE RIGHTS-OF-WAY/EASEMENT LINES FROM ADJACENT INTERSECTING ROADWAYS AS FOLLOWS:
 - MIN. 50' TO TOWN ROADS
 - MIN. 100' OF ADJACENT DRIVEWAYS.
12. R-1, R-2, MINOR, AND MAJOR ROADS HAVE SEPARATE ROAD SECTIONS AND THE ABOVE MUST BE MODIFIED TO MATCH THESE ROAD SECTIONS.
13. SEE B.4 ALTERNATE FOR ASPHALT/MILLINGS DRIVEWAYS AND ASPHALT ROADS.
14. BASE ROCK DRIVEWAY NOT PERMITTED ON ASPHALT OR MILLINGS ROADS.

ATTACHMENT B.4 - ALTERNATE

DEVELOPED: 9/30/2024

(ASPHALT/MILLINGS ROAD AND ASPHALT/MILLINGS DRIVEWAY)



TOWN OF LOXAHATCHEE GROVES

80' EASEMENT DRIVEWAY CONNECTION/CULVERT DETAIL (PAVED/MILLINGS ROAD)

(WITH OR WITHOUT SIDEWALK)

N.T.S.

NOTES:

1. CULVERT MATERIAL, DIAMETER AND FLARED END SECTIONS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
2. ALL PIPE LOCATIONS AND ELEVATIONS SHALL BE SET BY THE TOWN.
3. ALL BACKFILL AND BASE SHALL BE COMPACTED TO THE ABOVE SPECIFICATIONS.
4. ASPHALT SHALL BE 2-1/2" TYPE SP-12.5, OVER A MIN. 8" BASE ROCK BASE, COMPACTED TO MIN. 98% MAX. DRY DENSITY PER AASHTO T-180. EXTEND BASE MIN. 3" BEYOND EDGE OF ASPHALT. MILLINGS SHALL BE MIN 5" WITH APPROXIMATELY 6% MOISTURE CONTENT COMPACTED TO 95% FDOT SPEC 283, WITH A BINDER (E.G. DAWN AT 1% CONCENTRATION), SEALED PER FDOT SPEC 283, & ON 12" COMPACTED SUBGRADE TO 98% AASHTO T-180.
5. PRIOR TO INSTALLATION OF ASPHALT/MILLINGS, CONTACT THE TOWN TO SCHEDULE AN INSPECTION OF LAYOUT AND FORMWORK.
6. DRIVEWAY SHALL MATCH ROADWAY AND SIDEWALK ELEVATIONS AT CONNECTION POINTS.
7. SWALES SHALL BE GRADED AND SODDED WITH BAHIA ALONG THE ENTIRE FRONTAGE OF THE PROPERTY IN ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN ATTACHMENT A.
8. UNLESS NEEDED OTHERWISE, ALL ROADSIDE SWALE SLOPES SHALL BE 4H:1V OR FLATTER.
9. ASPHALT/MILLINGS DRIVEWAY SHALL BE CONSTRUCTED FROM EDGE OF EXISTING ROADWAY TO THE RIGHT-OF-WAY/EASEMENT LINE ON BOTH SIDEWALK AND NON-SIDEWALK SIDES.
10. THE EDGE OF DRIVEWAY SHALL BE SET BACK A MINIMUM FROM THE RIGHTS-OF-WAY/EASEMENT LINES FROM ADJACENT INTERSECTING ROADWAYS AS FOLLOWS:
MIN. 50' TO ALL TOWN ROADS
MIN. 100' OF ADJACENT DRIVEWAYS
11. R-1, R-2, MINOR, AND MAJOR ROADS HAVE SEPARATE ROAD SECTIONS AND THE ABOVE MUST BE MODIFIED TO MATCH THESE ROAD SECTIONS.