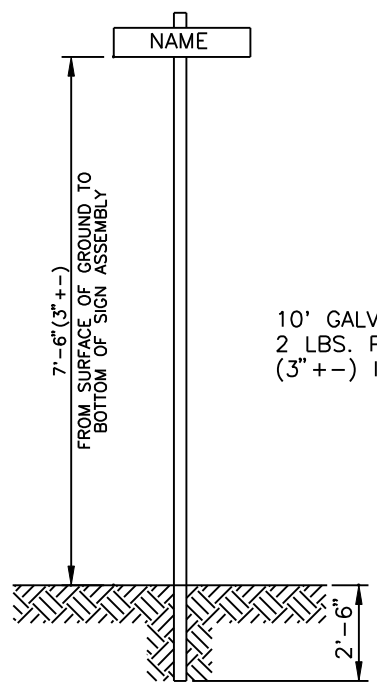


- NOTES:**
- IF THE CROWN OF THE EXISTING ROADWAY IS NOT AT THE CENTER OF THE FUTURE RIGHT OF WAY, NECESSARY ADJUSTMENTS WILL BE MADE BY THE DEVELOPER AS SPECIFIED BY THE CITY ENGINEER. THE UTILIZATION OF THE EXISTING BASE COURSE IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER. IF THE EXISTING BASE IS NOT ACCEPTABLE, 10" OF AGGREGATE BASE AND 1 GAL. PER SQ. YD. BITUMINOUS PRIME COAT WILL BE EXTENDED TO THE CENTER LINE. TEST HOLES, TO BE DUG BY THE DEVELOPER, MAY BE REQUIRED BY THE CITY ENGINEER AS EVIDENCE OF SUFFICIENT EXISTING GRAVEL BASE.
- NOTES:**
- (A) — WIDENED PORTION, VARIABLE WIDTH, FROM EDGE OF EXISTING ROADWAY TO BACK OF NEW CURB.
  - (B) — THREE 1/2"Ø REINFORCING BARS USED WHEN COMBINED CURB & GUTTER IS PLACED ON FILL.

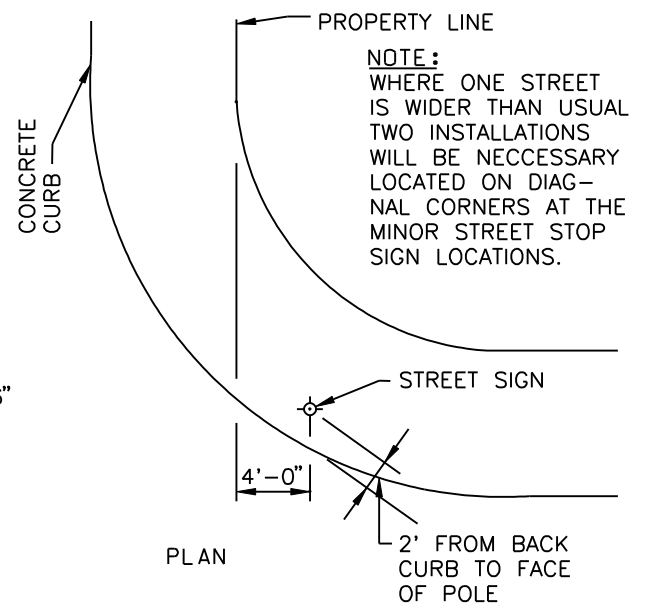
TYPICAL SECTION FOR HALF STREET DEDICATIONS OF STREET WITH THE CURB IN ITS PROPER RELATION TO THE C OF EXISTING TRAVELED ROADWAY

— FOR INDUSTRIAL, COMMERCIAL AND THOROUGHFARE STREETS SEE NOTE #11 SHEET #40

NO SCALE



ELEVATION



PLAN

SEE GENERAL NOTES SHEET 40.

STREET SIGN DETAILS

REVISIONS

STANDARDS FOR PLAT CONSTRUCTION STREET IMPROVEMENTS IN HALF STREET DEDICATIONS AND STREET SIGN DETAIL CITY OF DAYTON, OHIO NO SCALE 14A-17113