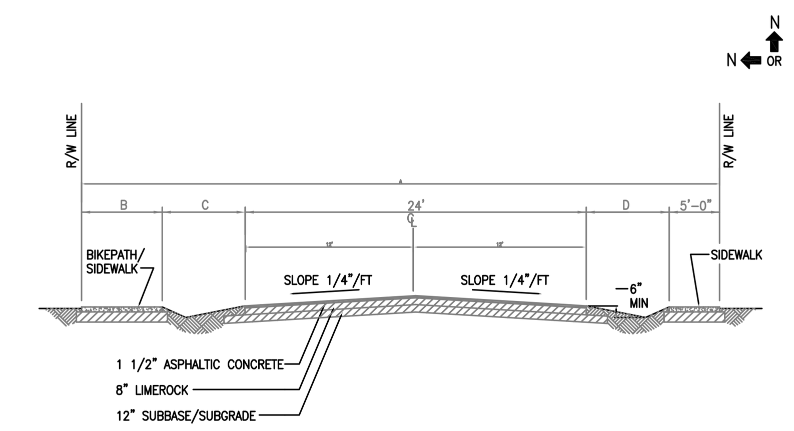
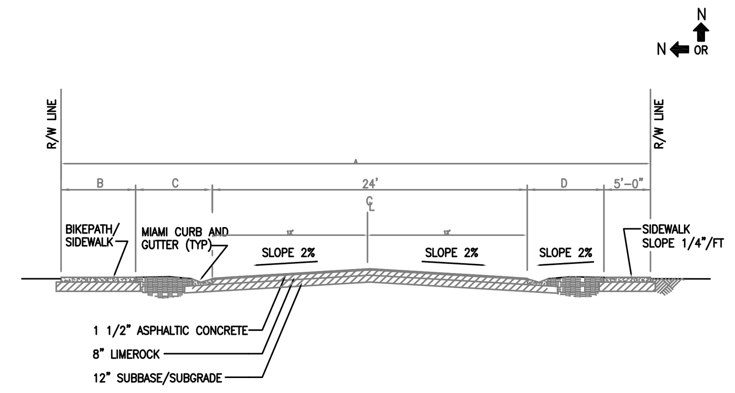
TYPICAL ROAD SECTION — TWO LANE PUBLIC AND PRIVATE ROADS



NOTE:
PAVEMENT WIDTH SHALL BE 24-FT WIDE IRRESPECTIVE OF THE INSTALLATION OF VALLEY GUTTERS OR CURB AND GUTTER FOR LOCAL STREETS UNLESS OTHER CROSS SECTIONS ARE APPROVED BY THE CITY ENGINEER, QUALIFIED CONSULTANT, OR DESIGNEE.

CLASSIFICATION	RIGHT-OF-WAY	SIDEWALK/BIKEPATH	SIDEWALK SEPARATION	
	A	B	C	D
LOCAL	50 FT	5 FT	8 FT	8 FT
MINOR COLLECTOR	50 FT OR 70 FT	5 FT OR 8 FT	10 FT OR 15 FT	13 FT OR 18 FT

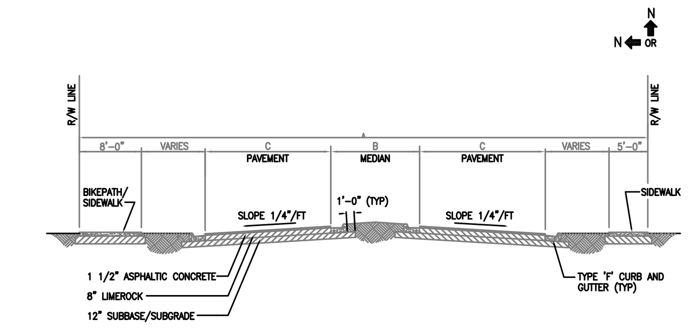
TYPICAL ROAD SECTION
TWO LANE PUBLIC AND PRIVATE ROADS



NOTE:
PAVEMENT WIDTH SHALL BE 24-FT WIDE IRRESPECTIVE OF THE INSTALLATION OF VALLEY GUTTERS OR CURB AND GUTTER FOR LOCAL STREETS UNLESS UNLESS OTHER CROSS SECTIONS ARE APPROVED BY THE CITY ENGINEER, QUALIFIED CONSULTANT, OR DESIGNEE.

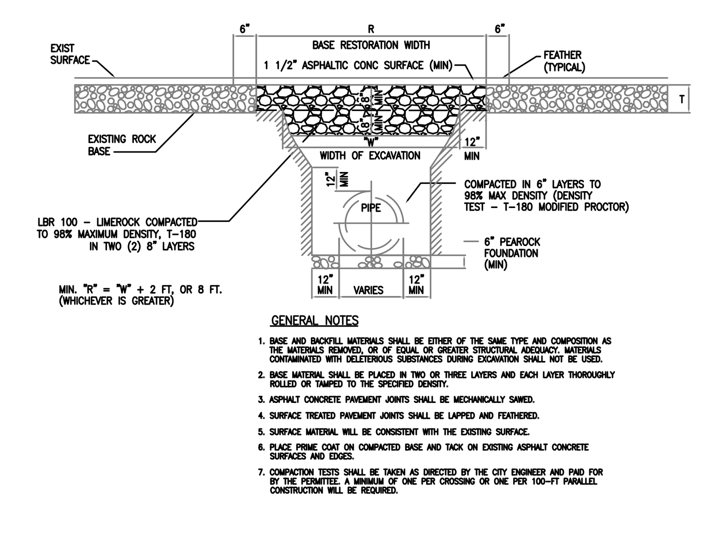
CLASSIFICATION	RIGHT-OF-WAY	SIDEWALK/BIKEPATH	SIDEWALK SEPARATION	
	A	B	C	D
LOCAL	50 FT	5 FT	6 FT	6 FT
MINOR COLLECTOR	50 FT OR 70 FT	5 FT OR 8 FT	10 FT OR 15 FT	13 FT OR 18 FT

TYPICAL ROAD SECTION
TWO LANE PUBLIC AND PRIVATE ROADS



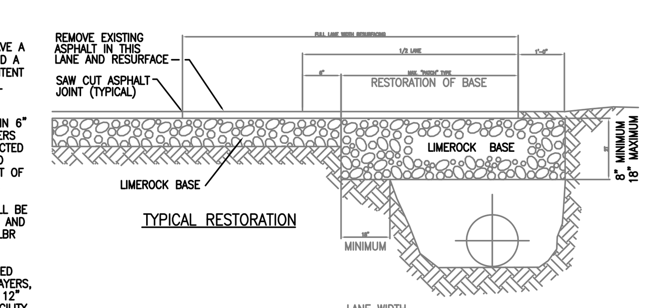
CLASSIFICATION	RIGHT-OF-WAY	MEDIAN	PAVEMENT
	A	B	C
MAJOR-ARTERIAL	120-200 FT	22 FT	36 FT
MINOR-ARTERIAL	100-130 FT	16 FT	24 FT

TYPICAL ROAD SECTION MAJOR AND MINOR ARTERIAL



RESTORATION OF FLEXIBLE PAVEMENT - CROSSINGS

NOTES:
1. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70% (60% FOR LOCAL STREETS).
2. BASE SHALL BE PLACED IN 6" MAXIMUM THICKNESS LAYERS WITH EACH LAYER COMPACTED AS REQUIRED AND TESTED PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
3. SUBGRADE MATERIAL SHALL BE GRANULAR AND ANGULAR, AND SHALL HAVE A MINIMUM LBR OF 40.
4. BACKFILL SHALL BE PLACED AND COMPACTED IN 8" LAYERS, BUT TESTING WILL BEGIN 12" ABOVE THE INSTALLED FACILITY, PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
5. ALL EDGES OF EXISTING ASPHALT PAVEMENT WHERE RESURFACING WILL ABUT, SHALL BE SAW CUT IN STRAIGHT LINES PARALLEL TO OR PERPENDICULAR TO ROADWAY, PRIOR TO THE RESURFACING.
6. RESURFACING MATERIAL SHALL BE CONSISTENT WITH SURROUNDING SURFACE AND SHALL BE APPLIED A MIN. OF 1" AND A MAX. OF 2" IN THICKNESS.



RESTORATION OF FLEXIBLE PAVEMENT
LONGITUDINAL AND TRANSVERSE CUTS

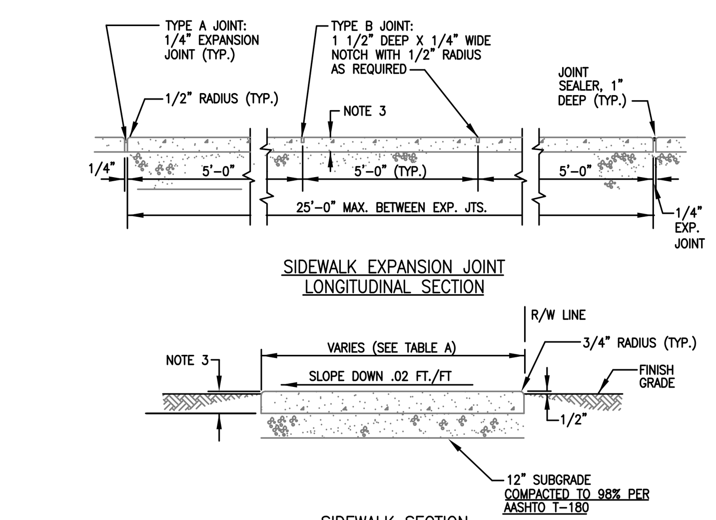


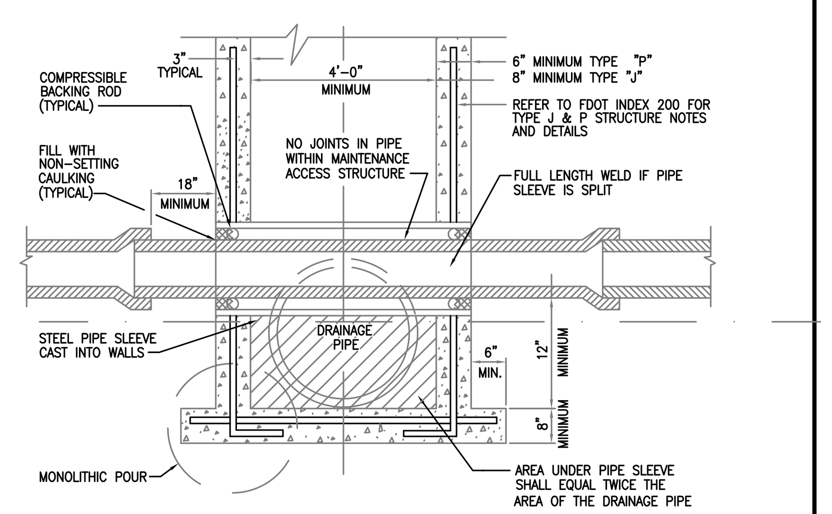
TABLE A – SIDEWALK WIDTH	
WIDTH	ROADWAY APPLICATION
5'	LOCAL STREET ACCESSES
5'	TWO-LANE COLLECTOR
5'	FOUR-LANE COLLECTOR
5'	ARTERIAL ROADWAYS

SIDEWALK JOINTS	
TYPE	LOCATION
"A"	P.C. P.T. OF CURVES
"B"	5'-0" CENTER TO CENTER ON SIDEWALKS

SIDEWALK SECTION

NOTES:
1. CONCRETE TO BE TYPE I 3000 P.S.I.
2. USE OF REINFORCED CEMENT IS PROHIBITED
3. 4" THK. MIN. (TYP.); 6" THK. AT DRIVEWAYS, EXTENDED TWO-FEET BEYOND DRIVE, ON BOTH SIDES.
4. SIDEWALK SLOPES SHALL MEET THE REQUIREMENTS OF THE AMERICAN WITH DISABILITIES ACT.
5. CONSTRUCT EXPANSION JOINTS AT SPACINGS SHOWN ABOVE; AT POINT OF CURVATURE; AT ADJOINING STRUCTURES; AND, AT THE END OF DAYS WORK.

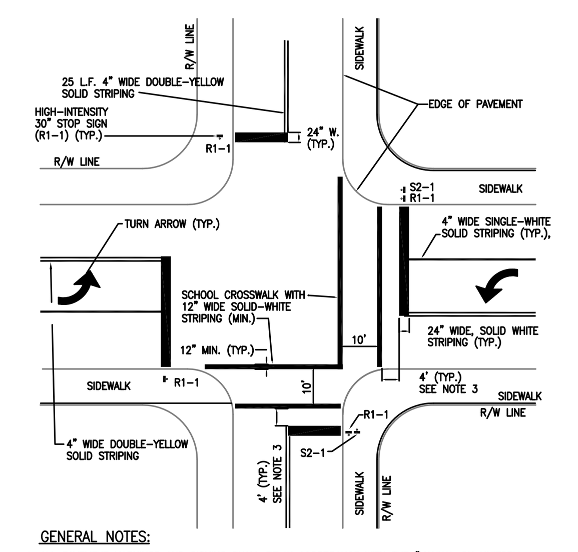
TYPICAL SIDEWALK DETAILS



NOTES:
1. ALL CONFLICT MAINTENACE ACCESS STRUCTURES SHALL CONFORM TO THE DETAILS SHOWN ON THIS DRAWING, AND TO THE REQUIREMENTS OF ASTM C-478 AND CHAPTER 6, SECTION 6-1.13.3 OF BROWARD COUNTY ENGINEERING DIVISION'S "MINIMUM STANDARDS" DATED APRIL,1995.
2. POTABLE WATER PIPE SHALL NOT PASS THROUGH OR CONTACT SANITARY SEWER MAINTENANCE ACCESS STRUCTURE.

SOURCE: BROWARD COUNTY PUBLIC WORKS ENGINEERING DIVISION MINIMUM STANDARDS, APRIL 1995

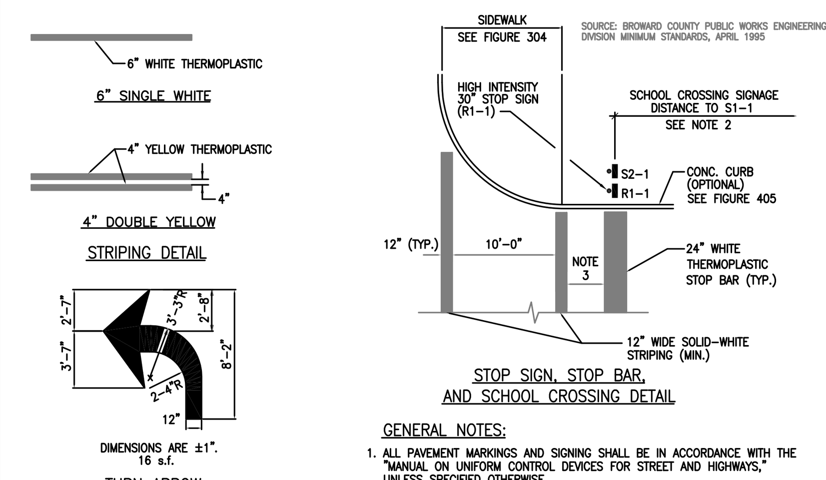
CONFLICT MANHOLE DETAIL



GENERAL NOTES:
1. ALL PAVEMENT MARKINGS AND SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREET AND HIGHWAYS," UNLESS SPECIFIED OTHERWISE.
2. SEE FIGURE 307 FOR ADDITIONAL SIGNAGE, MARKING AND CROSSWALK DETAILS.
3. 4-FEET DISTANCE ACROSS TWO-LANE RESIDENTIAL STREETS; 40-FEET DISTANCE FOR FOUR TO SIX-LANE HIGHWAY.
4. DOUBLE-SIGNING SHALL BE INSTALLED BY WORK ORDER REQUEST.

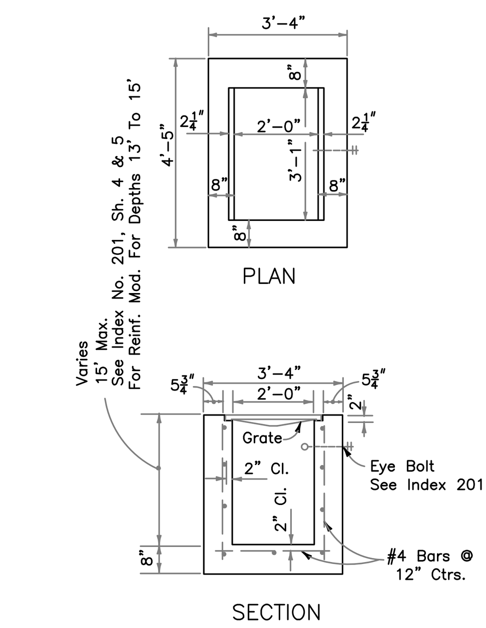
SOURCE: BROWARD COUNTY PUBLIC WORKS ENGINEERING DIVISION MINIMUM STANDARDS, APRIL 1995

PAVEMENT SIGNING AND MARKING DETAILS



GENERAL NOTES:
1. ALL PAVEMENT MARKINGS AND SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM CONTROL DEVICES FOR STREET AND HIGHWAYS," UNLESS SPECIFIED OTHERWISE.
2. SCHOOL CROSSING SIGNAGE S1-1 TO BE PLACED AT THE FOLLOWING DISTANCE FROM S2-1, ON APROACH TO THE CROSSWALK: 25-35 MPH = 200'; 35-45 MPH = 350'; 45-55 MPH = 500'.
3. 4-FEET DISTANCE ACROSS TWO-LANE RESIDENTIAL STREETS; 40-FEET DISTANCE FOR FOUR TO SIX-LANE HIGHWAYS.

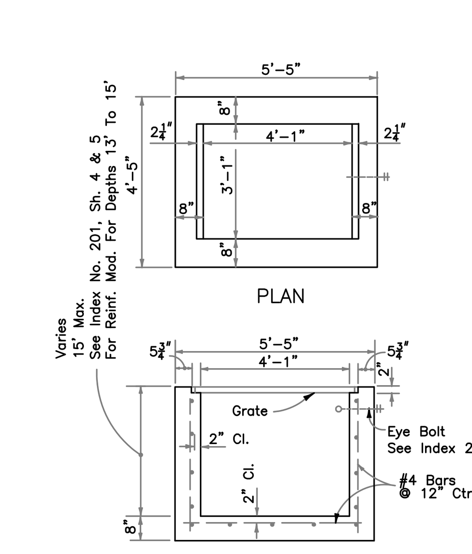
PAVEMENT MARKING DETAILS



TYPE C
FDOT INDEX 232

Recommended Maximum Pipe Size:
2'-0" Wall-18" Pipe
3'-1" Wall-24" Pipe

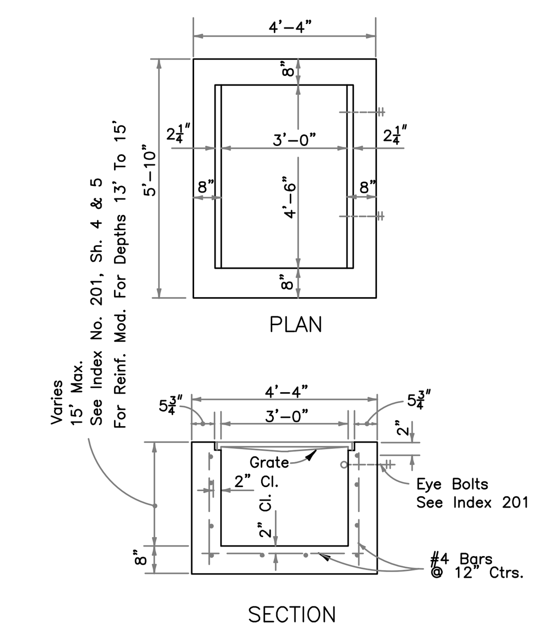
STORM INLET DETAIL TYPE 'C' (1 OF 6)



TYPE D
FDOT INDEX 232

Recommended Maximum Pipe Size:
3'-1" Wall-24" Pipe
4'-1" Wall-36" Pipe

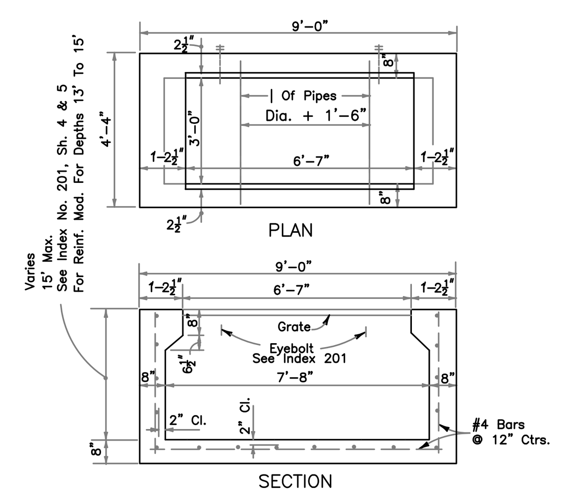
STORM INLET DETAIL TYPE 'D' (2 OF 6)



TYPE E
FDOT INDEX 232

Recommended Maximum Pipe Size:
3'-0" Wall-24" Pipe
4'-6" Wall-42" Pipe

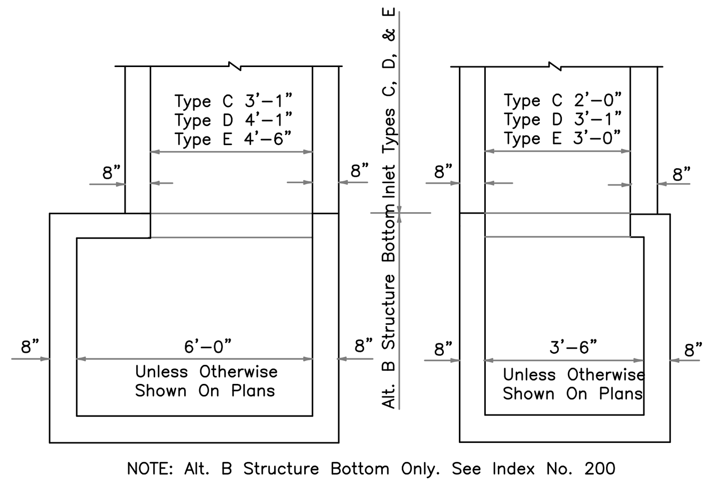
STORM INLET DETAIL TYPE 'E' (3 OF 6)



TYPE H
FDOT INDEX 232

Recommended Maximum Pipe Size:
3'-0" Wall-24" Pipe
7'-8" Wall-1-66" Pipe
2-30" Pipe

STORM INLET DETAIL TYPE 'H' (4 OF 6)



NOTE: Alt. B Structure Bottom Only. See Index No. 200

STRUCTURE BOTTOM FOR INLETS TYPE C, D & E
FDOT INDEX 232

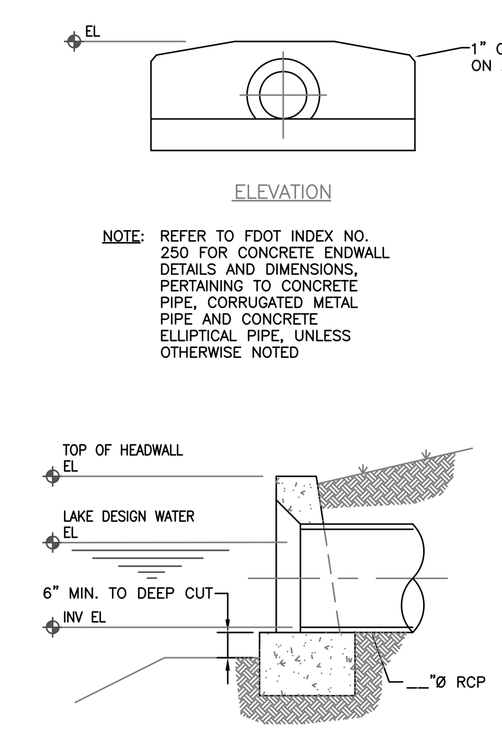
STORM INLET DETAIL (5 OF 6)
STRUCTURE BOTTOMS, TYPE 'C', 'D' & 'E'

GENERAL NOTES

1. These inlets are suitable for bicycle and pedestrian areas and are to be used in ditches, medians and other areas subject to infrequent traffic loadings but are not to be placed in areas subject to any heavy wheel loads.
2. Inlets subject to minimal debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and in areas accessible to pedestrians shall have traversable slots. The traversable slot modification is not adaptable to inlet Type H. Slots may be constructed at either or both ends as shown on plans.
3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate G grate is specified in the plans, either the steel grate, hot dipped galvanized after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.
4. Recommended maximum pipe sizes shown are for concrete pipe. Pipe sizes larger than those recommended must be checked for fit.
5. All exposed corners and edges of concrete are to be chamfered .
6. Pavement to be used on inlets without slots and inlets with non-traversable slots only when called for in the plans; but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.
7. Traversable slots constructed in existing inlets shall be paid for as inlets partial, and shall include the cost for slot openings, paving and any required replacement grates.
8. Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Sodding SY.

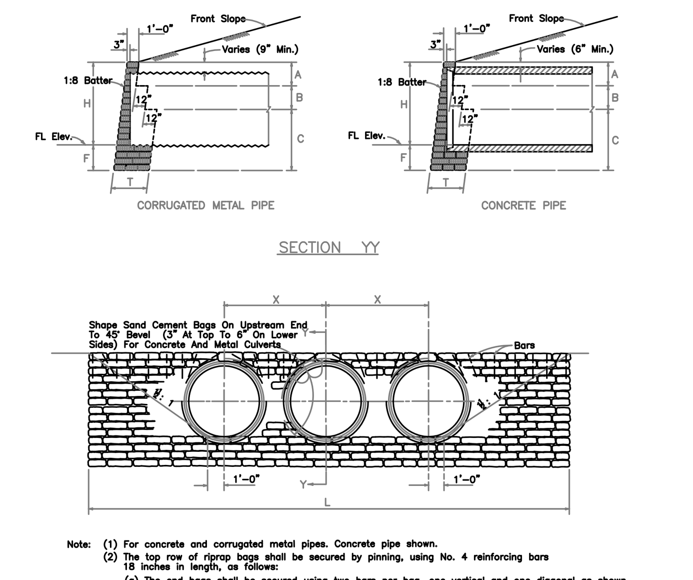
FDOT INDEX 232

STORM INLET DETAIL - GENERAL NOTES (6 OF 6)



NOTE: REFER TO FDOT INDEX NO. 250 FOR CONCRETE ENDWALL DETAILS AND DIMENSIONS, PERTAINING TO CONCRETE PIPE, CORRUGATED METAL PIPE AND CONCRETE ELLIPTICAL PIPE, UNLESS OTHERWISE NOTED

CONCRETE HEADWALL DETAIL



FRONT ELEVATION
FDOT INDEX 258

RIP-RAP HEADWALL DETAIL

SIZE OF PIPE	H	T	A	B	C	F	X	L (ONE PIPE CULVERTS)	RIPRAP CY CP	RIPRAP CY CMP
18"	2'-3"	1'-0"	4'-0"	0'-0"	0'-0"	1'-9"	2'-10"	8'-9"	1.2	1.2
24"	2'-9"	2'-0"	2'-0"	2'-6"	0'-0"	1'-9"	3'-5"	10'-3"	2.4	2.5
30"	3'-4"	2'-0"	2'-0"	3'-2"	0'-0"	1'-10"	4'-3"	12'-0"	3.3	3.4
36"	3'-10"	2'-0"	2'-0"	3'-8"	0'-0"	1'-10"	5'-1"	13'-6"	4.0	4.2
42"	4'-5"	3'-0"	2'-0"	2'-0"	2'-4"	1'-11"	6'-0"	15'-3"	6.4	6.7
48"	4'-11"	3'-0"	2'-0"	2'-0"	2'-10"	1'-11"	6'-9"	16'-9"	7.7	8.1
54"	5'-6"	3'-0"	2'-0"	2'-0"	3'-6"	2'-0"	7'-8"	18'-6"	9.5	10.1
60"	6'-0"	3'-0"	2'-0"	2'-0"	4'-0"	2'-0"	8'-6"	20'-0"	11.0	11.7
66"	6'-7"	3'-0"	2'-0"	2'-0"	4'-8"	2'-1"	9'-3"	21'-9"	13.2	14.1
72"	7'-1"	3'-0"	2'-0"	2'-0"	5'-2"	2'-1"	10'-0"	23'-3"	15.0	16.0
78"	7'-8"	3'-0"	2'-0"	2'-0"	5'-10"	2'-2"	10'-9"	25'-0"	17.5	18.7
84"	8'-2"	3'-0"	2'-0"	2'-0"	6'-4"	2'-2"	11'-8"	26'-6"	19.5	20.9

SIZE OF PIPE	TWO PIPE CULVERTS L	RIPRAP CY CP	RIPRAP CY CMP	THREE PIPE CULVERTS L	RIPRAP CY CP	RIPRAP CY CMP	FOUR PIPE CULVERTS L	RIPRAP CY CP	RIPRAP CY CMP
18"	11'-7"	1.5	1.6	14'-5"	1.8	1.9	17'-3"	2.1	2.3
24"	13'-8"	3.0	3.2	17'-1"	3.7	4.0	20'-6"	4.3	4.7
30"	16'-3"	4.2	4.5	20'-6"	5.1	5.5	24'-9"	6.0	6.5
36"	18'-7"	5.2	5.7	23'-8"	6.3	6.9	28'-9"	7.4	8.2
42"	21'-3"	8.3	8.9	27'-3"	10.2	11.2	33'-3"	12.3	13.4
48"	23'-6"	10.0	10.8	30'-3"	12.3	13.5	37'-0"	14.5	16.2
54"	26'-2"	12.4	13.5	33'-10"	15.3	17.0	41'-6"	18.2	20.4
60"	28'-6"	14.4	15.8	37'-0"	17.8	19.8	45'-6"	21.1	23.8
66"	31'-0"	17.2	18.9	40'-3"	21.2	23.7	49'-6"	25.1	28.5
72"	33'-3"	19.4	21.4	43'-3"	23.9	26.8	53'-3"	28.3	32.3
78"	35'-9"	22.6	25.0	46'-6"	27.8	31.3	57'-3"	32.9	37.6
84"	38'-2"	25.3	28.1	49'-10"	31.1	35.2	61'-6"	36.9	42.4

DIMENSIONS & QUANTITIES (1) ENDWALL
FDOT INDEX 258

RIP-RAP HEADWALL DETAIL

REVISIONS			
No.	Date	Remarks	By

Design By: Date:
Drawn By: Date:
Checked By: Date:
Approved By: Date:

CITY OF PARKLAND

ENGINEERING DIVISION

STANDARD DETAILS

PAVING AND DRAINAGE

CITY OF PARKLAND, BROWARD COUNTY, FLORIDA

Scale: N.T.S.

SHEET PD1