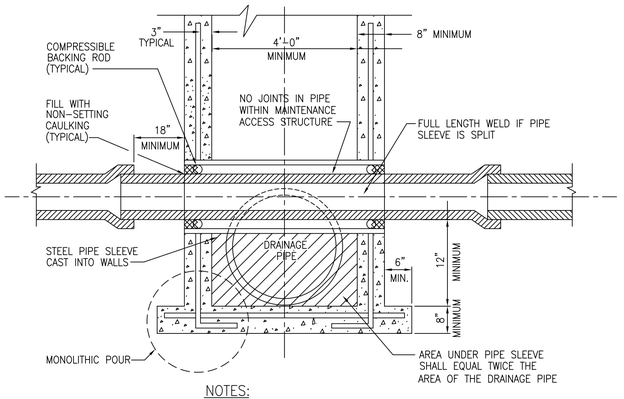
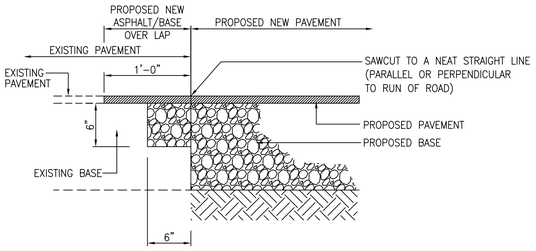


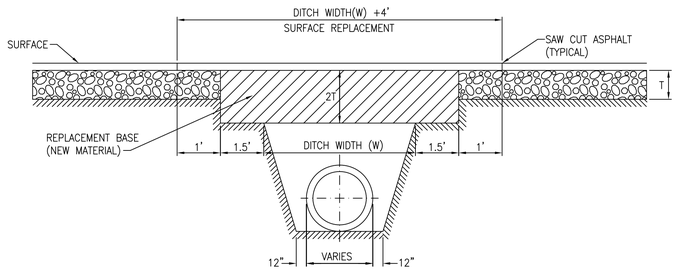
NOTES:

1. POTABLE WATER PIPE SHALL NOT PASS THROUGH OR CONTACT SANITARY SEWER MAINTENANCE ACCESS STRUCTURE.

ROADWAY DETAILS
CONFLICT ACCESS MAINTENANCE STRUCTURE



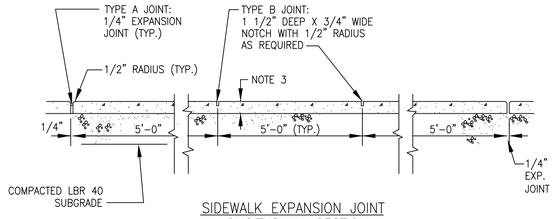
SAWCUT PAVEMENT DETAIL



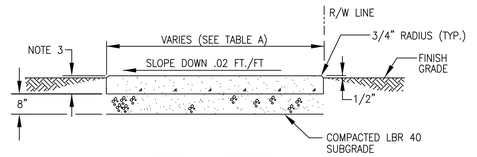
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE, MINIMUM 16", MAXIMUM 24".
2. BASE MATERIAL SHALL BE PLACED IN 6" MAXIMUM (LOOSE MEASUREMENT) LAYERS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE MATERIAL SHALL BE CONSISTENT WITH THE SURROUNDING SURFACE MATERIAL.
5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70% (60% FOR LOCAL STREETS).
6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL COVERED WITH A 2" THICK ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING, UNTIL REPLACED WITH A PERMANENT PAVEMENT PATCH.
7. RESTORATION MUST BE RECTANGLE IN SHAPE WITH A UNIFORM WIDTH ACROSS A FULL LANE.

ROADWAY DETAILS
ROADWAY CUT RESTORATION FOR UTILITY CROSSING



SIDEWALK EXPANSION JOINT LONGITUDINAL SECTION



SIDEWALK SECTION

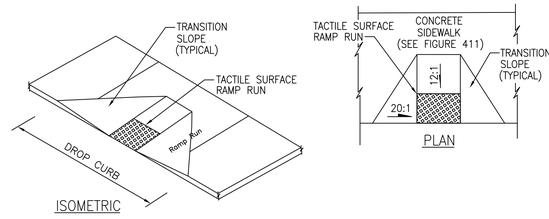
TABLE A - SIDEWALK WIDTH	
WIDTH	ROADWAY APPLICATION
4'	LOCAL STREET ACCESSES
5'	TWO-LANE COLLECTOR
5'	FOUR-LANE COLLECTOR
6'	ARTERIAL ROADWAYS

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

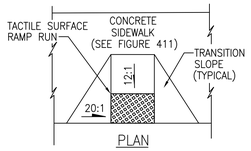
NOTES:

1. CONCRETE TO BE CLASS 1, 3,000 P.S.I.
2. USE OF FIBRE 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; AT THE END OF DAYS WORK; AND WHERE NEW SIDEWALK MEETS EXISTING SIDEWALK.

TYPICAL SIDEWALK DETAIL



ISOMETRIC

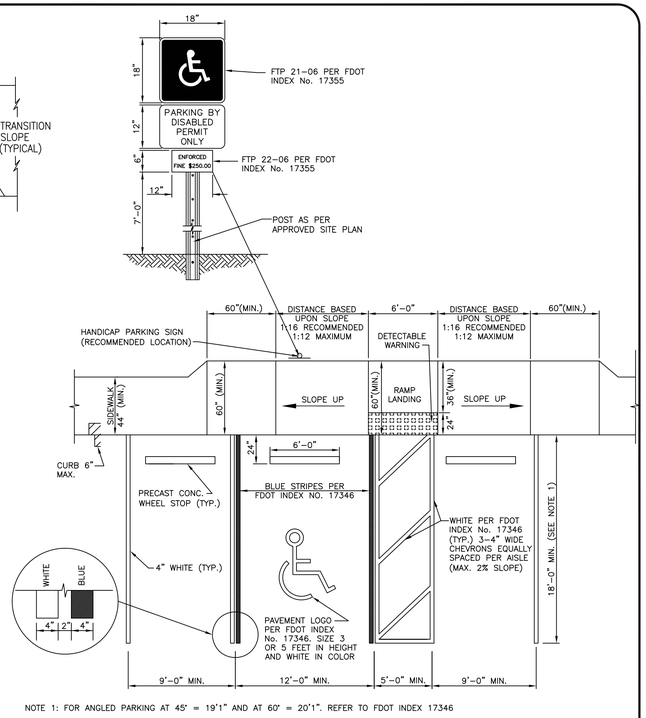


PLAN

GENERAL NOTES

1. PEDESTRIAN PATHWAYS WITH RUNNING SLOPES STEEPER THAN 20:1 ARE CONSIDERED RAMPS. RAMP RUNNING SLOPES SHALL NOT EXCEED 12:1. RAMP CROSS SLOPES SHALL NOT EXCEED 0.02.
2. CURBED FACILITIES WITH SIDEWALKS AND THOSE WITHOUT SIDEWALKS ARE TO HAVE CURB CUT RAMPS CONSTRUCTED AT ALL STREET INTERSECTIONS AND AT TURNOUTS THAT HAVE CURBED RETURNS. PARTIAL CURB RETURNS SHALL EXTEND TO THE LIMIT PRESCRIBED BY INDEX No. 515 TO ACCOMMODATE CURB CUT RAMPS. RAMPS CONSTRUCTED AT LOCATIONS WITHOUT SIDEWALKS SHALL HAVE A LANDING CONSTRUCTED AT THE TOP OF EACH RAMP.
3. THE LOCATION AND ORIENTATION OF CURB CUT RAMPS SHALL BE DETERMINED BY THE CIVIL ENGINEER.
4. IF A CURB CUT RAMP IS LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, THEN THE WALK SHALL HAVE TRANSITION SLOPES TO THE RAMP; THE MAXIMUM SLOPE OF THE TRANSITIONS SHALL BE 12:1. CURB CUT RAMPS WITH RETURNED CURBS MAY BE USED WHERE PEDESTRIANS WOULD NOT NORMALLY WALK ACROSS THE RAMP.
5. CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT INDEX 304. RAMPS RUNS SHALL HAVE A DETECTABLE WARNING TACTILE SURFACE EXTENDING THE FULL WIDTH OF THE RAMP AND 24" FROM THE BACK OF CURB. DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT SPECIFICATION 527 (LATEST EDITION) AND BE LISTED ON THE FDOT QUALIFIED PRODUCTS LIST IN ACCORDANCE WITH 527-2.4.
6. WHERE A CURB CUT RAMP IS CONSTRUCTED WITHIN EXISTING CURB, CURB AND GUTTER AND/OR SIDEWALK, THE EXISTING CURB OR CURB AND GUTTER SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE DROP CURB OR TO THE EXTENT THAT NO REMAINING SECTION OF CURB OR CURB AND GUTTER IS LESS THAN 5' LONG. THE EXISTING SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE OR WALK AROUND OR THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5' LONG.

SIDEWALK RAMP DETAIL



NOTE 1: FOR ANGLED PARKING AT 45° = 19'1" AND AT 60° = 20'1". REFER TO FDOT INDEX 17346

TYPICAL HANDICAP PARKING DETAIL

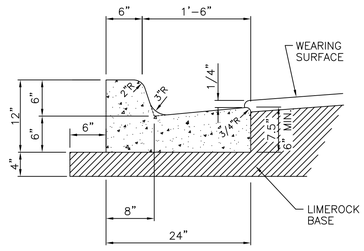
TYPICAL RESTORATION OF LESS THAN 1/2 LANE OF ROCK BASE

TYPICAL RESTORATION OF 1/2 LANE OR MORE OF ROCK BASE

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. RESURACING MATERIAL SHALL BE CONSISTENT WITH SURROUNDING SURFACE AND SHALL BE APPLIED A MIN. OF 1" AND A MAX. OF 2" IN THICKNESS.

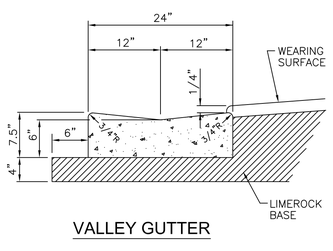
ROADWAY DETAILS
ROADWAY CUT RESTORATION FOR PARALLEL UTILITY CROSSING



NOTE:

1. WHEN USED ON HIGH SIDE OF ROADWAYS, CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT AND THE THICKNESS OF THE LIP SHALL BE 6".
2. SAWCUTS REQUIRED AT 10' CENTERS.

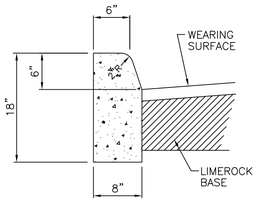
TYPE 'F' CURB & GUTTER DETAIL



VALLEY GUTTER

NOTES:

1. ROADWAY SUBGRADE SHALL IN ALL CASES EXTEND BELOW CURBING.
2. SAWCUTS AT 10' CENTERS SHALL BE MADE WITHIN 24 HOURS OF CONCRETE PLACEMENT.



TYPE 'D' CURB

ROADWAY DETAILS
CURB AND GUTTER DETAILS

NO.	DATE	REVISIONS	BY
1	07/30/14	SAWCUT PAVEMENT DETAIL	S.Z.
2	12/10/15	REVISE H.C. PARKING DETAIL	S.Z.

ROADWAY

CITY OF MIRAMAR
DEPARTMENT OF
CONSTRUCTION & FACILITIES MANAGEMENT
ENGINEERING STANDARDS

SCALE:
N.T.S.

SHEET NO.
9 OF 11