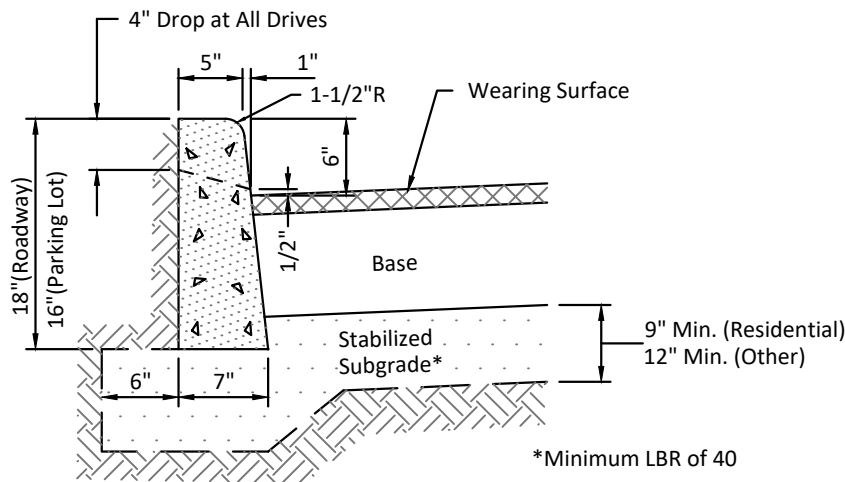
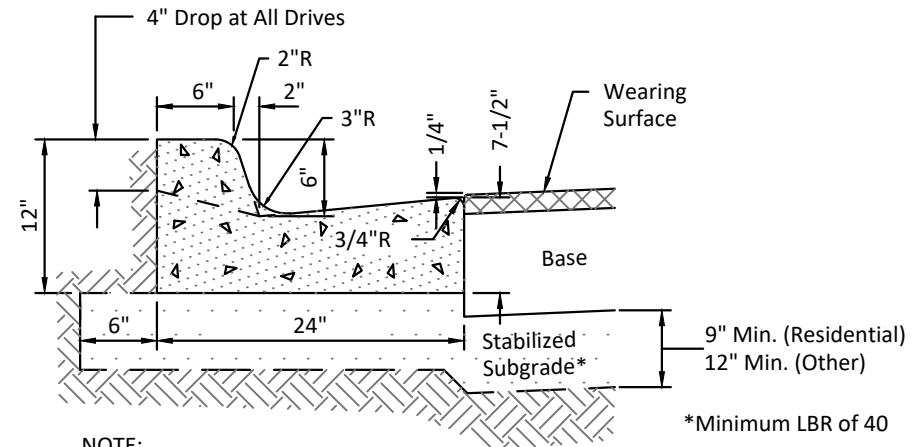




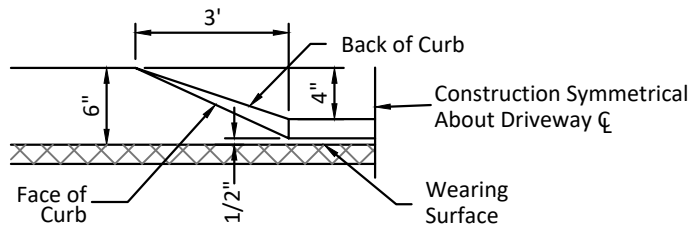
STRAIGHT CURB
N.T.S.



NOTE:

When Used on High Side of Roadways, the Cross Slope of the Gutter Shall Match the Cross Slope of the Adjacent Pavement and the Thickness of the Lip Shall be 6", Unless Otherwise Shown on Plans

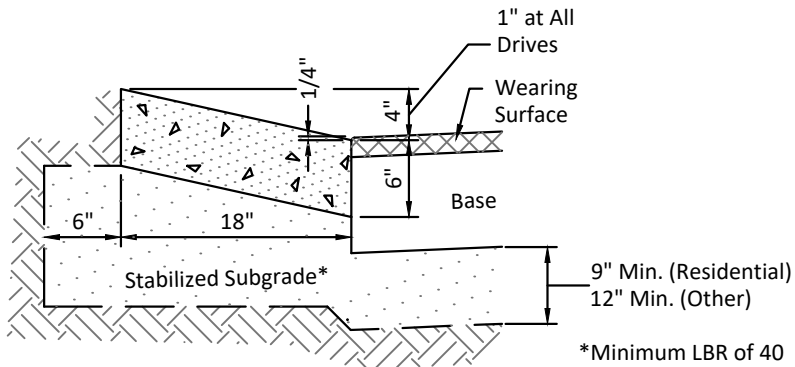
TYPE I CURB
N.T.S.



3' TRANSITION AT DRIVES
N.T.S.

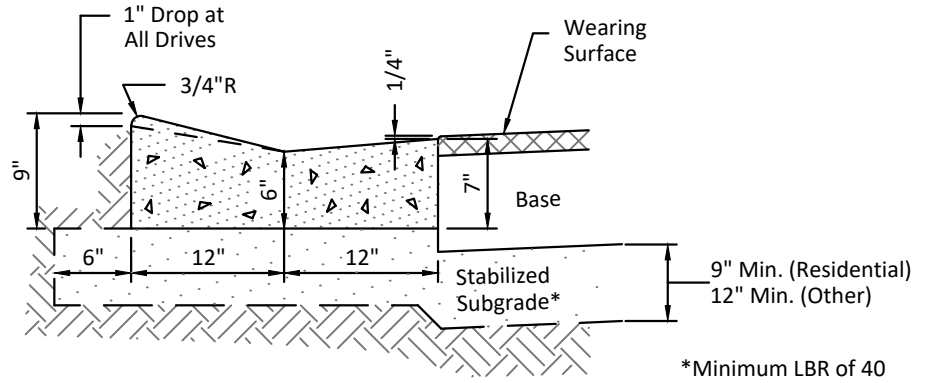
NOTES:

1. There Shall be a 1/2" Seal Joint Between Back of Curb and Driveway
2. Concrete in Curbs Shall be 3000 PSI, with Fiber Mesh Reinforcing



MODIFIED CURB

N.T.S.

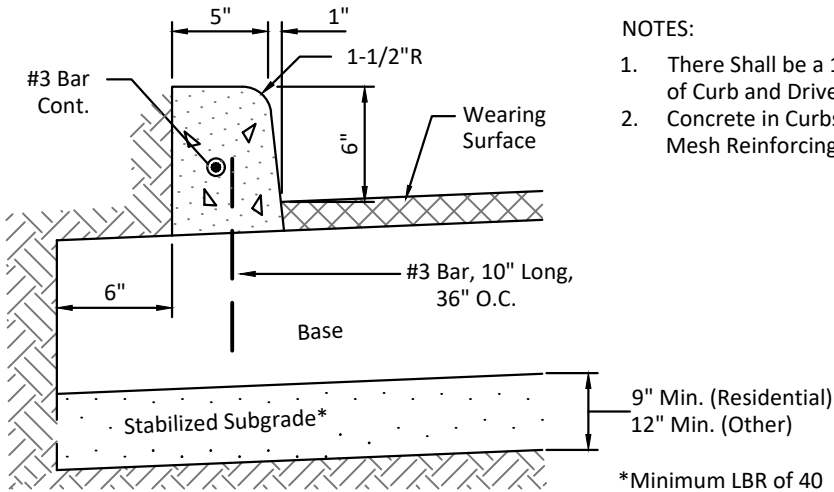


VALLEY GUTTER CURB

N.T.S.

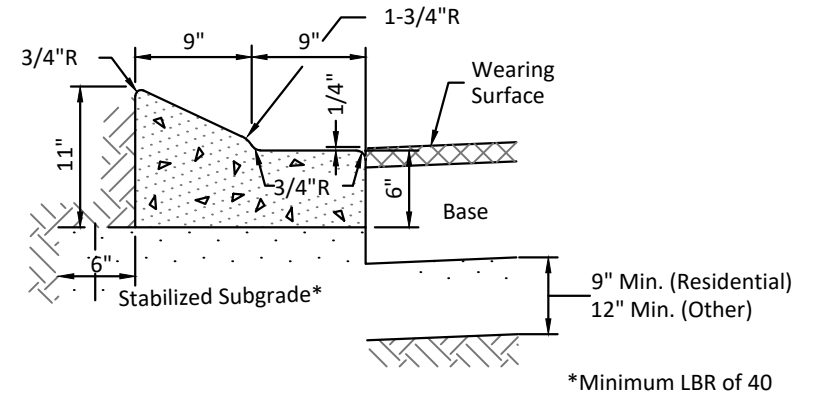
NOTES:

1. There Shall be a 1/2" Seal Joint Between Back of Curb and Driveway
2. Concrete in Curbs Shall be 3000 PSI, with Fiber Mesh Reinforcing



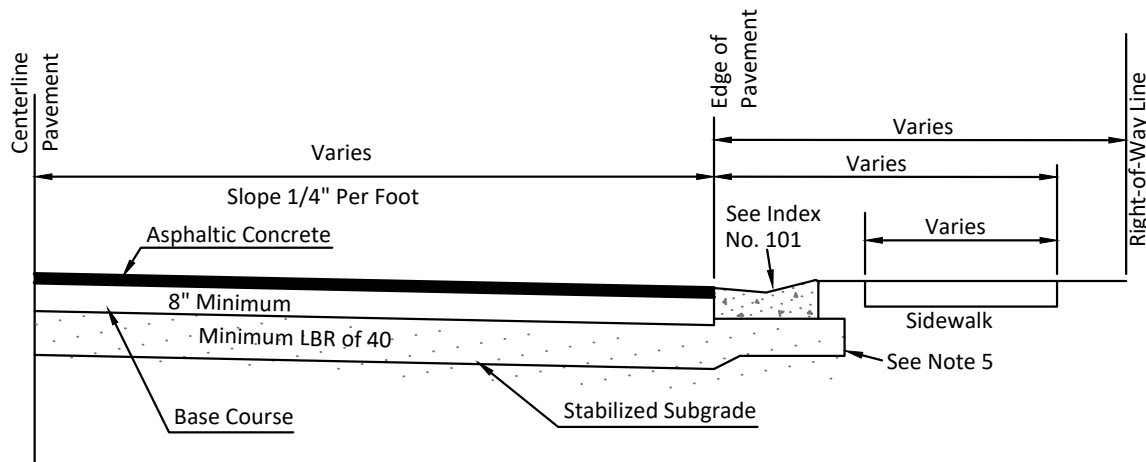
PIN / DOWELLED CURB

N.T.S.

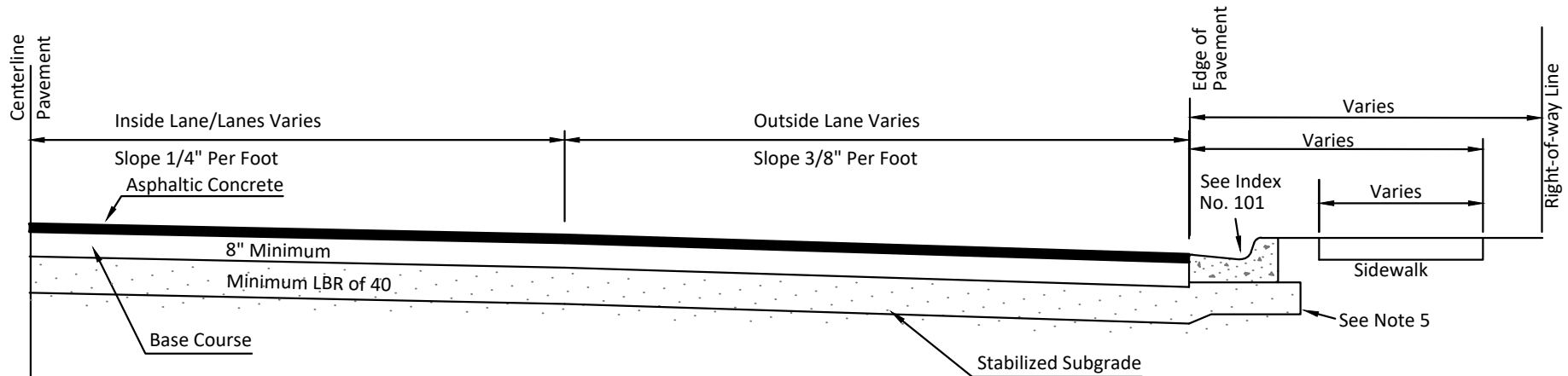


MEDIAN CURB

N.T.S.



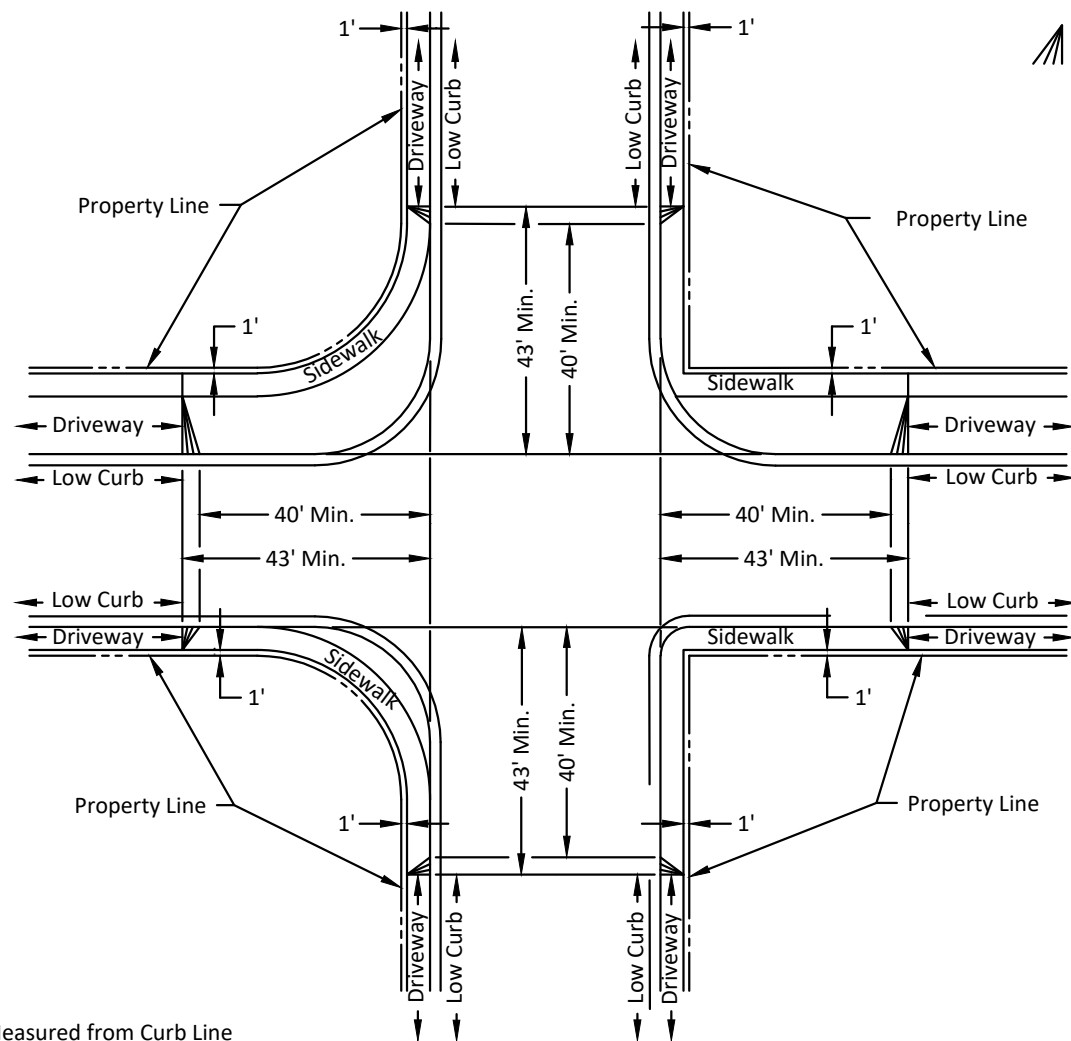
2 AND 3 LANE STREET
N.T.S.



4 AND 5 LANE STREET
N.T.S.

NOTES:

1. Pavement Materials and Thickness Along with Base Materials and Thickness will be Stated in Construction Drawings and Scope of the Work
2. See Construction Drawings for Curb Type and Lane Widths
3. See Section IV, 702 for Acceptable Base and Subgrade Materials
4. Refer to Index No. 109 and/or FDOT Detail 304 for Sidewalk Criteria - the More Stringent Criteria will be Required
5. Stabilized Subgrade Shall be a Minimum of 9" for Neighborhood Streets and a Minimum of 12" for All Other Streets

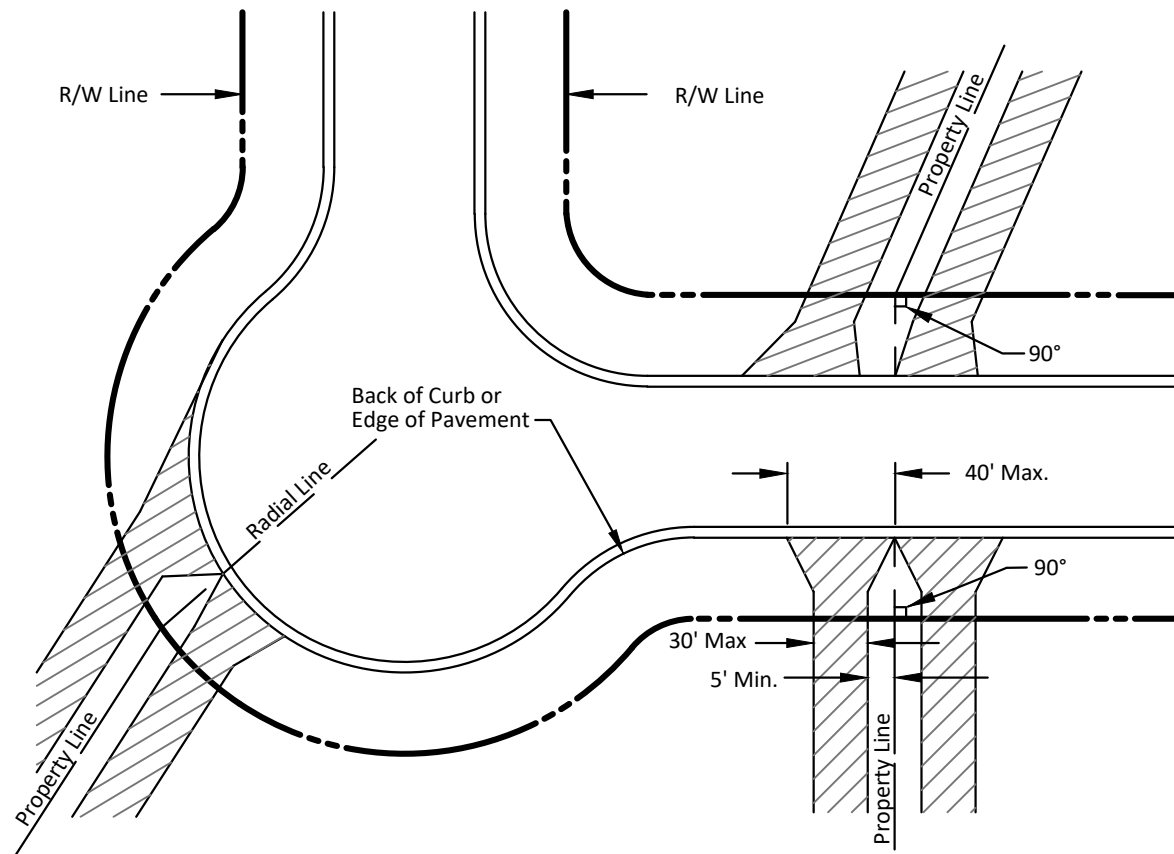


▲ - Transition Area

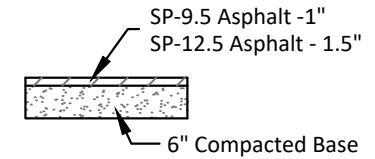
NOTE:

Driveways to Begin a Minimum of 40' Measured from Curb Line
Extended or 10' from Property Line - Whichever is Greater

N.T.S.

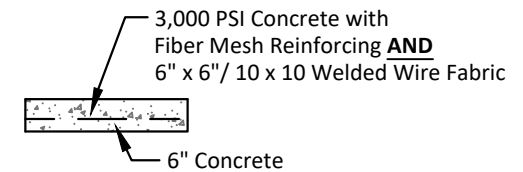


N.T.S.



ASPAHLT CROSS SECTION IN RIGHT-OF-WAY (TYP.)

N.T.S.



CONCRETE CROSS SECTION IN RIGHT-OF-WAY (TYP.)

N.T.S.

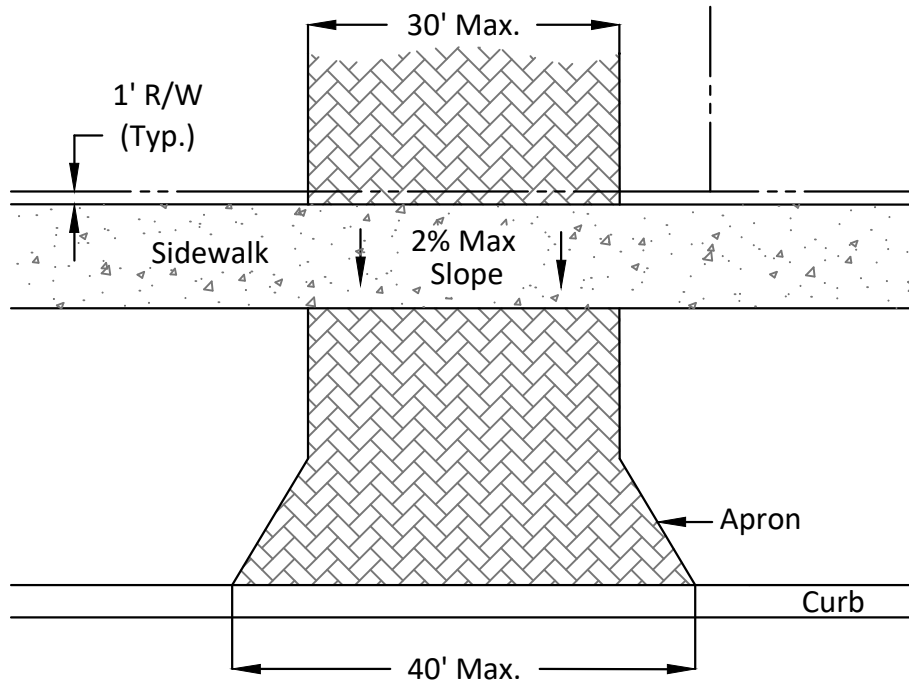
NOTE:

No Driveway may be Configured to Result in Construction in Front of Adjacent Property as Property Line is Extended to Curb or Pavement

OPTION 1

Concrete Sidewalk

If Sidewalk is Replaced with Concrete, it Shall Conform to Typical Sidewalk Construction & Ramp Details



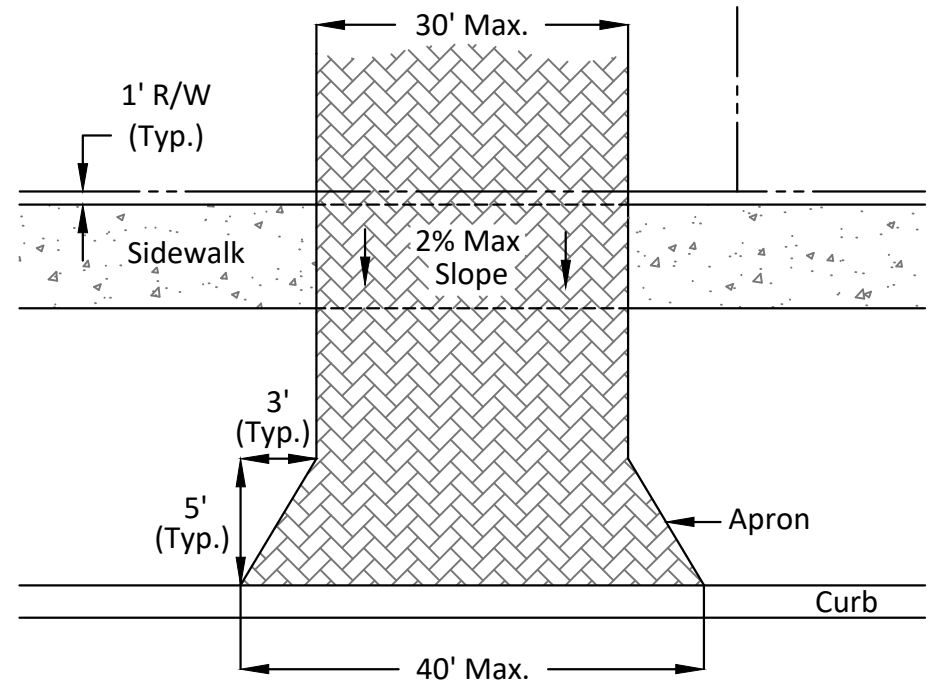
Notes:

1. All Brick Paver Driveways Require a Right-of-Way Permit
2. Apron Flares Shall be 3' x 5', as Shown, or Approved Equal

OPTION 2

Sidewalk with Pavers

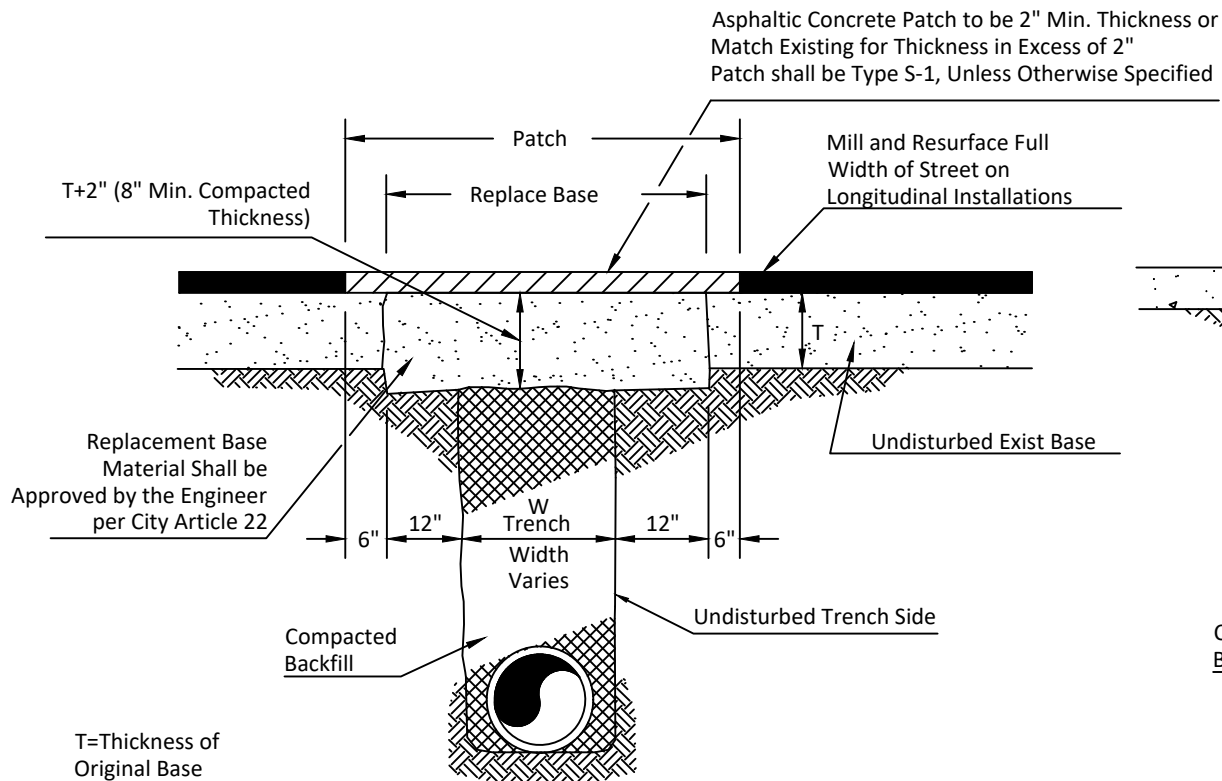
If Sidewalk is Replaced with Pavers, it Shall be Constructed Flush with Existing Sidewalk and Portion Abutting Sidewalk Shall be a Maximum of 2% Slope Towards the Curb



N.T.S.

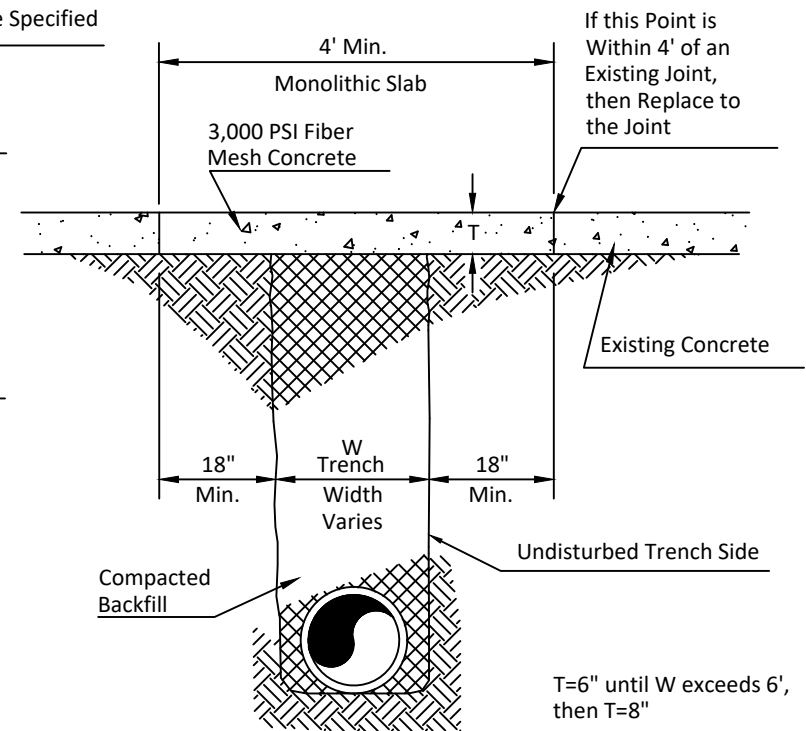
References:

- See Detail 10901 - Typical Sidewalk Construction & Ramp Detail
 See Detail 11301 - Interlocking Concrete Paver Detail for Residential and Pedestrian Traffic
 See Detail 11302 - Interlocking Concrete Paver Detail for Commercial Traffic and ROW Installation



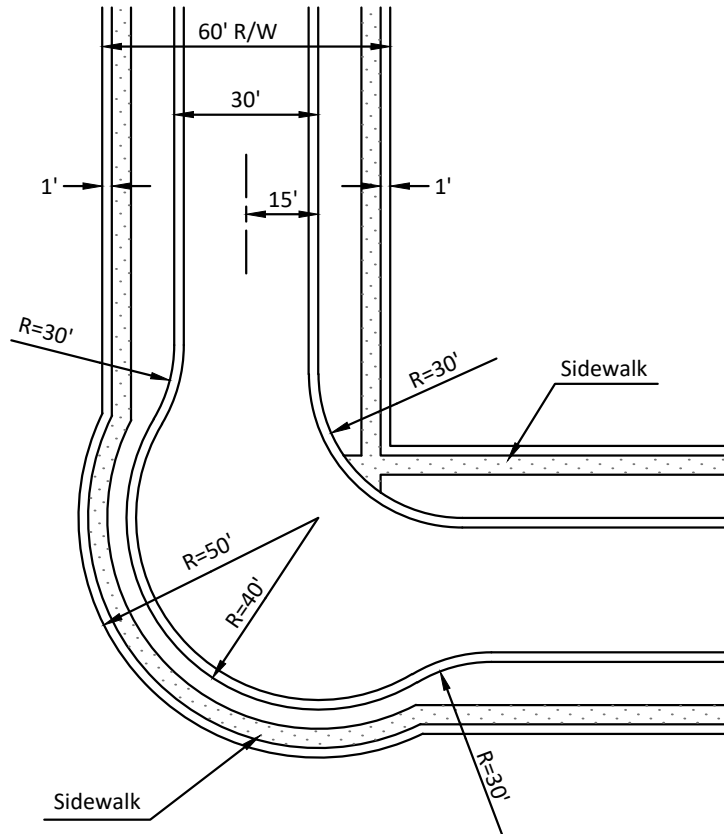
**ASPHALT STREET AND DRIVEWAY
REPLACEMENT REQUIRED FOR
RIGHT-OF-WAY (TYP.)**

N.T.S.



**CONCRETE REPLACEMENT REQUIRED
FOR UTILITY CONSTRUCTION**

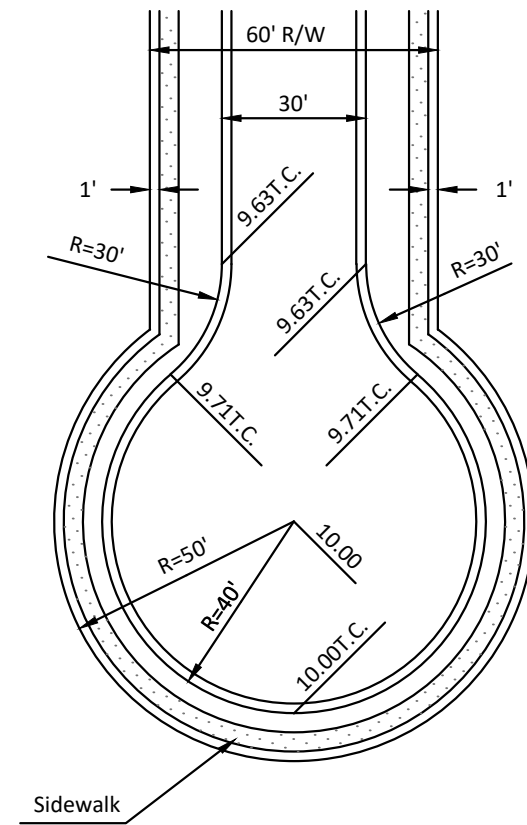
N.T.S.



NOTE:

Curb Elevation to be Uniform Grade from P.C.
Elevation to P.T. Elevation on Downstream Side

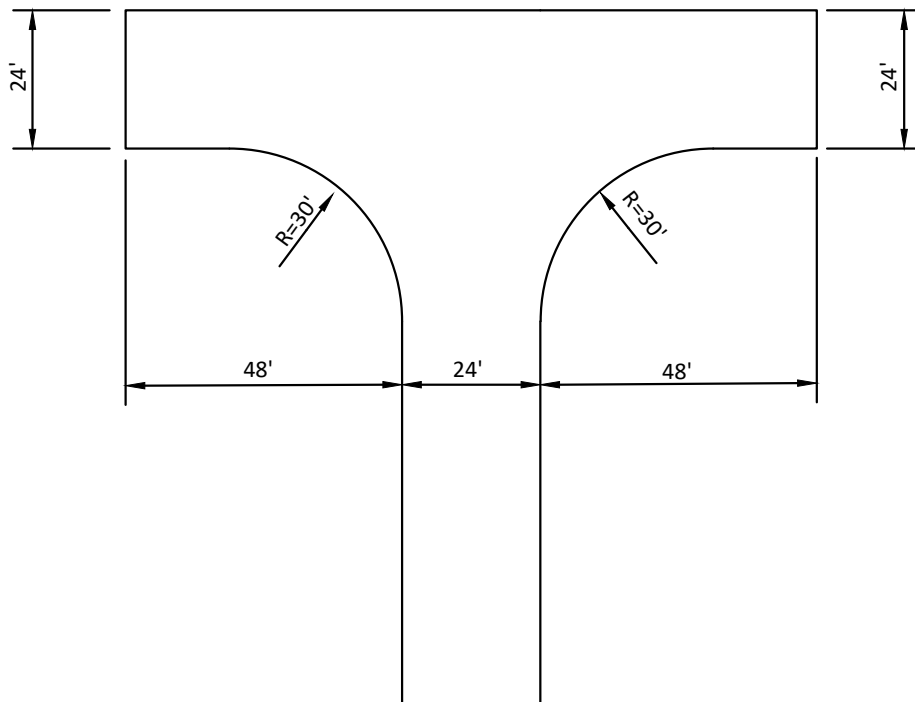
N.T.S.



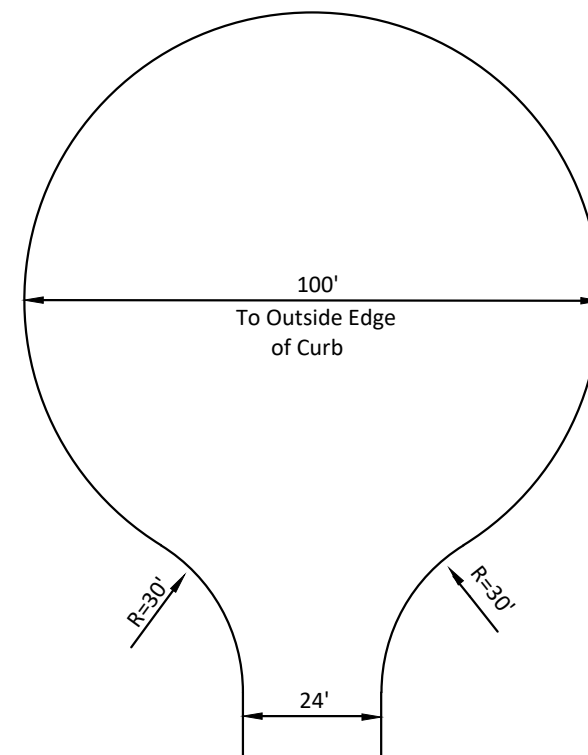
NOTE:

10.00T.C. = Typical Top of Curb Elevation

N.T.S.



N.T.S.



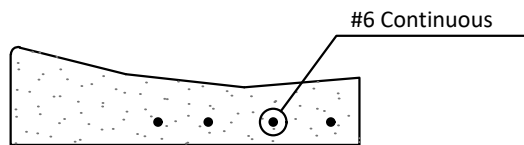
N.T.S.



SECTION A-A

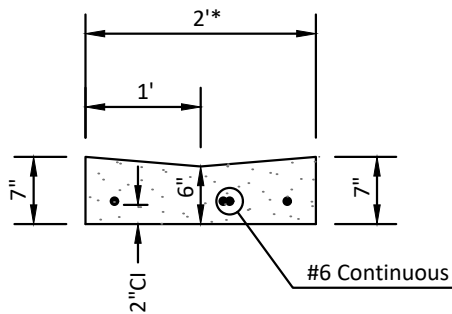
N.T.S.

Normal Valley Gutter Curb Section
See Index 101



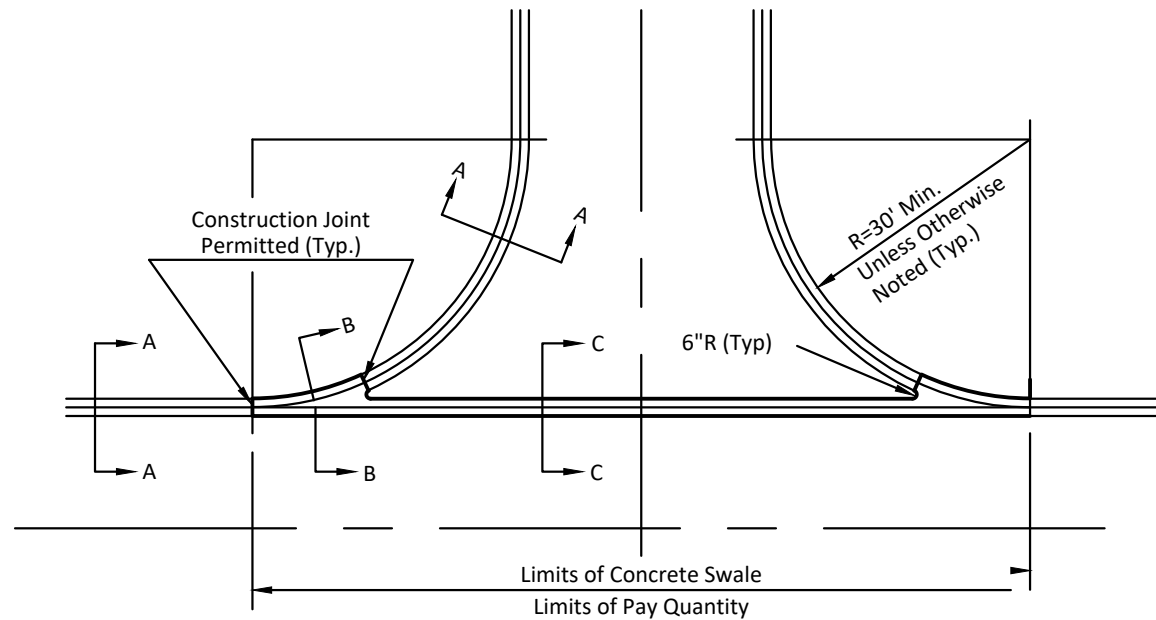
SECTION B-B

N.T.S.



SECTION C-C

N.T.S.



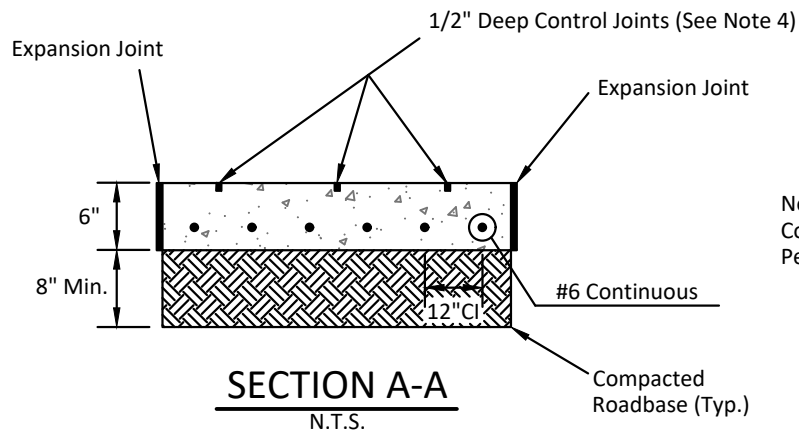
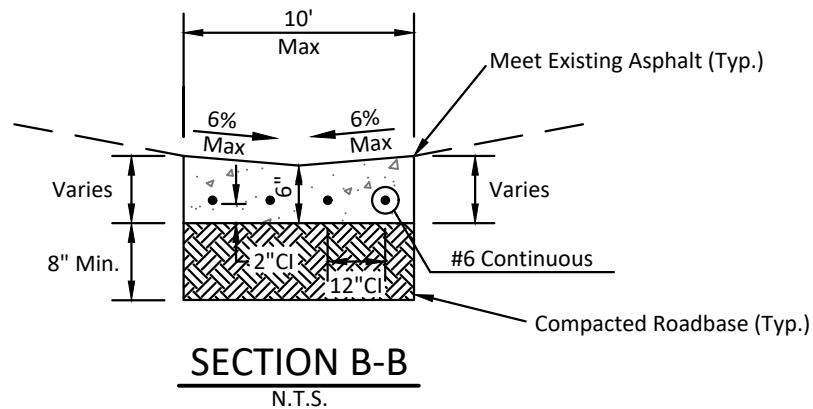
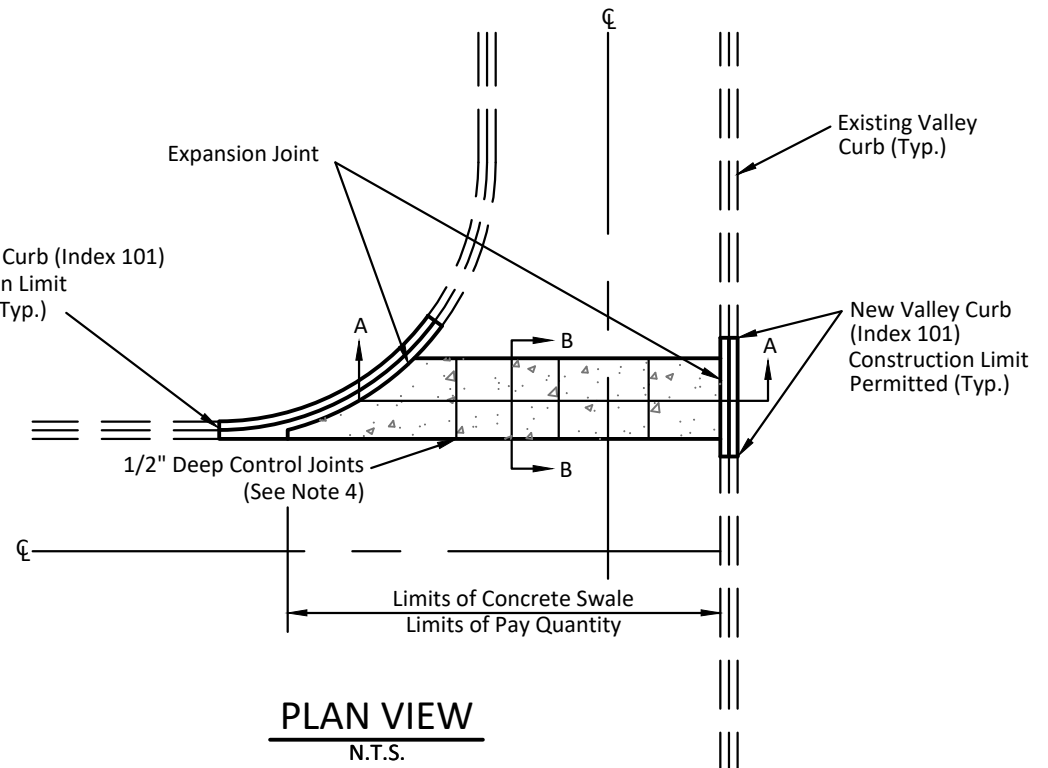
PLAN VIEW

N.T.S.

NOTE:

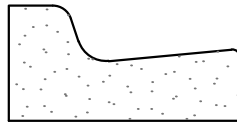
Subject to City Engineer's Approval
To be used only in Unique Situations

* See Index 107 Page 2 of 2 for Sections
Wider than 2'



NOTES:

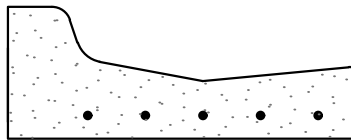
1. Subject to City Engineer's Approval for use in Only Unique Situations
2. Flow Line (Section A-A) Shall Have a Minimum Slope of 0.5% - any Slope Less than 0.5% will Require Prior Approval
3. Concrete Shall be 3,000 PSI with Fibermesh
4. Control Joints Shall be a Minimum of 8' and a Maximum of 10' Apart
5. Unit Cost is in S.Y. Unless Otherwise Instructed



SECTION A-A

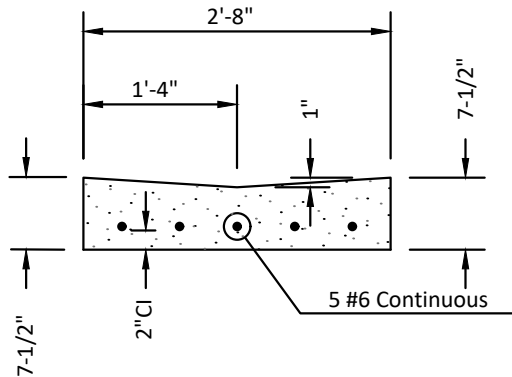
N.T.S.

Normal Type I Curb Section
See Index 101



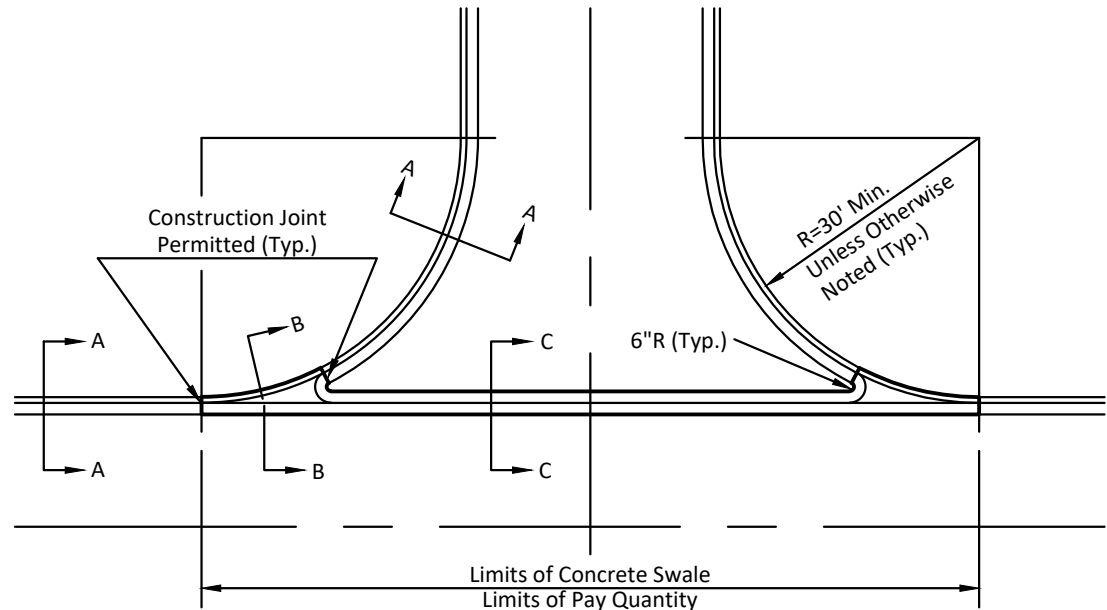
SECTION B-B

N.T.S.



SECTION C-C

N.T.S.

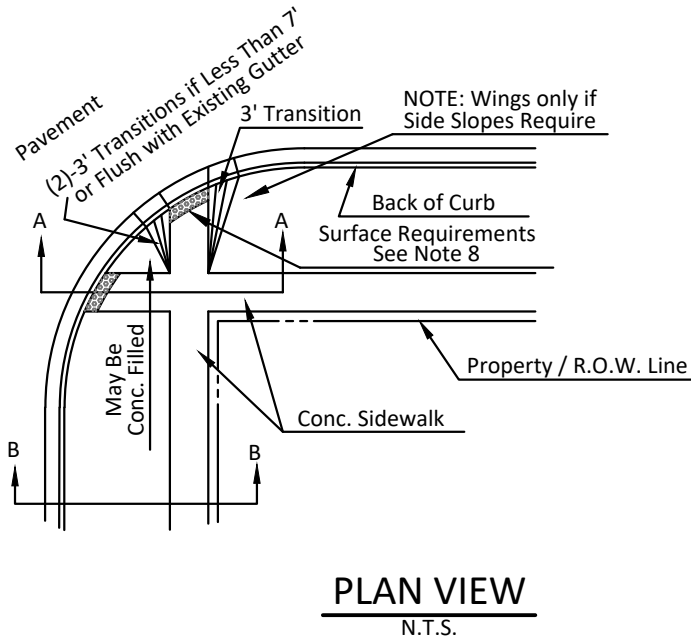


PLAN VIEW

N.T.S.

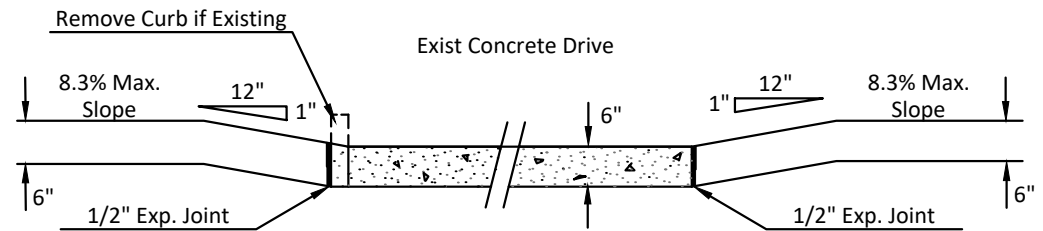
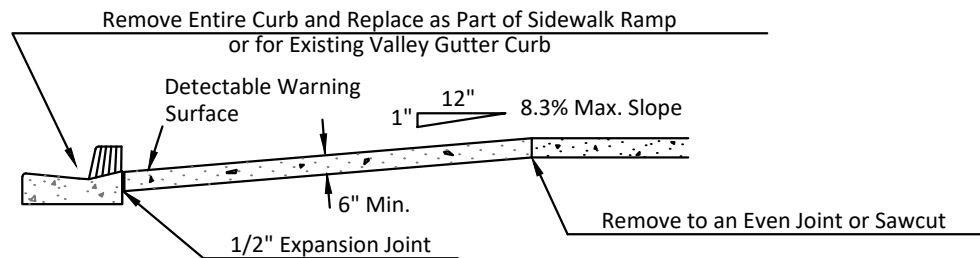
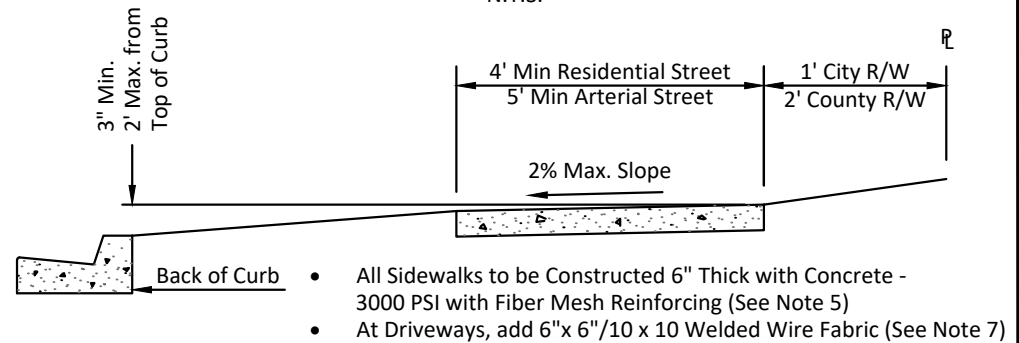
NOTE:

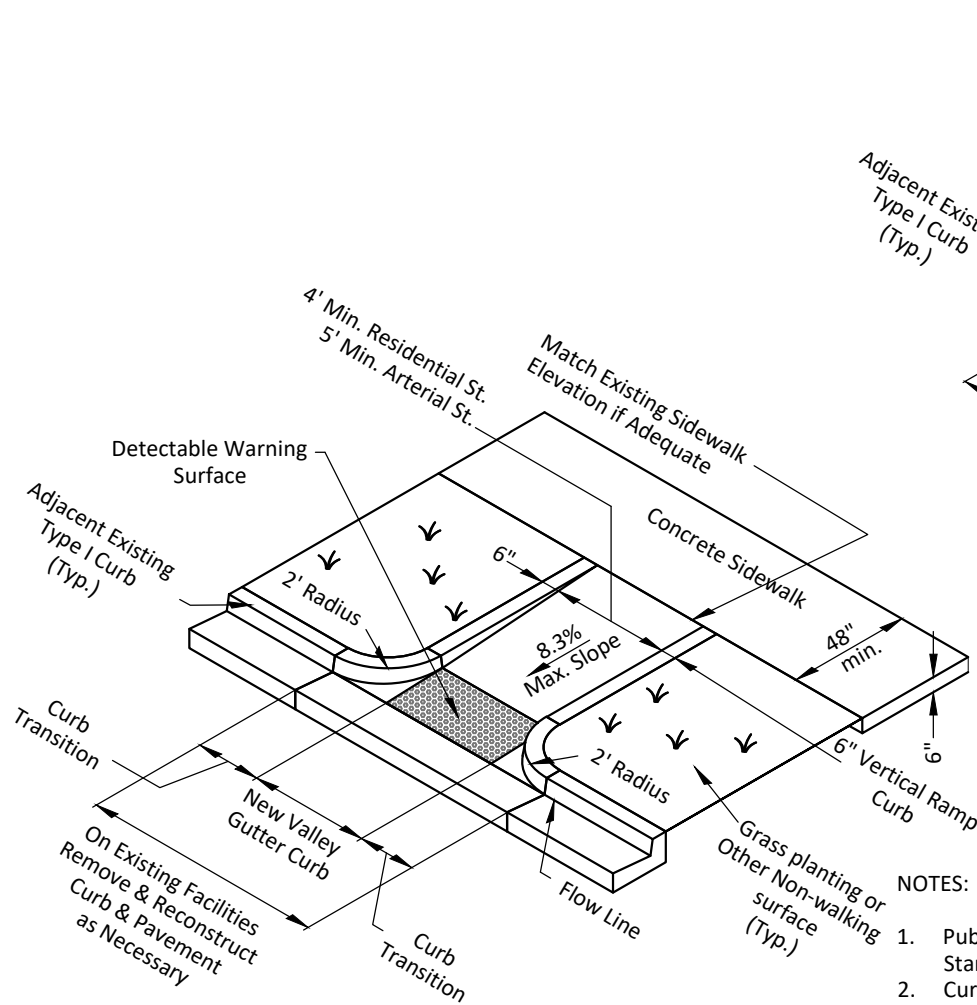
Subject to City Engineer's approval.
To be used only in Unique Situations



NOTES:

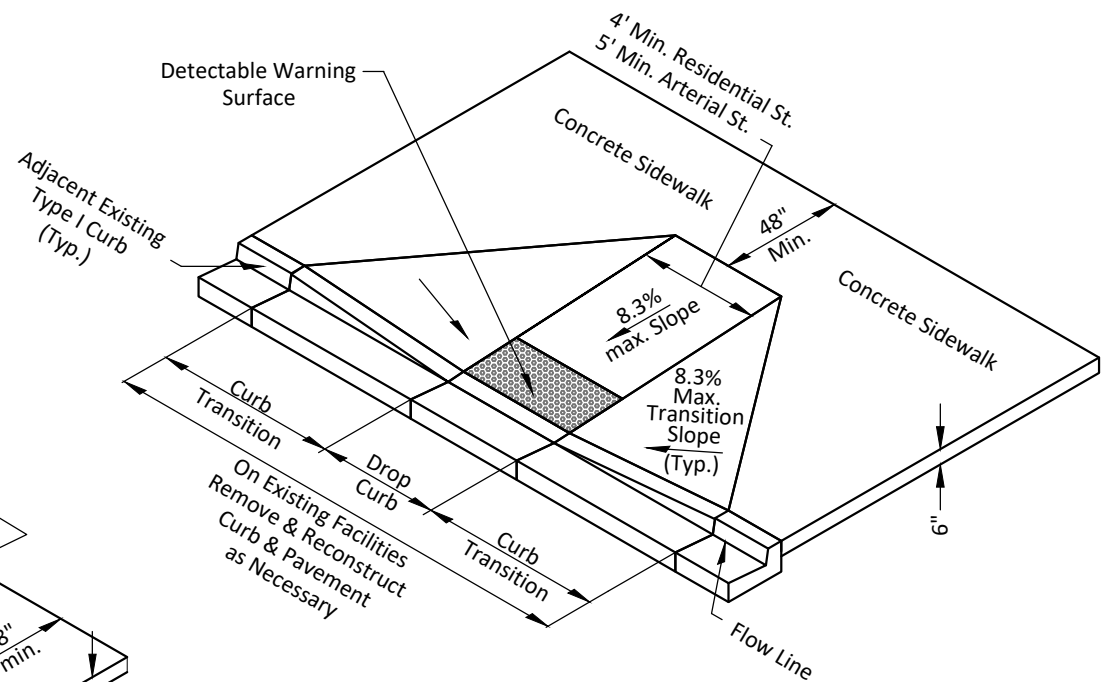
1. Provide Tooled Joints at Distances Matching the Width - Also Place Expansion Joints at Driveways
2. If Some Physical Obstruction Exists Which Prevents the Placing of Sidewalks as Shown, Contact the Engineering Division for Alternate Location or Design
3. Wooden and Other Spacers will not be Permitted in Sidewalks or Driveways
4. No Coatings of any Kind will be Permitted on Concrete Sidewalks or Driveways Without Specific Approval of the City Engineer
5. All Concrete Shall be 3000 PSI Min. @ 28 Days, with Fiber Mesh Reinforcing
6. Concrete Surface to be Light Broom Finish
7. Concrete Driveway Construction Shall be 6" Thick w/6"x 6"/10x10 Welded Wire Fabric Reinforcement
8. Ramps Shall Have a Detectable Warning Surface in Conformance with Requirements of FDOT Roadway and Traffic Design Standards, Detail 304 or most Recent Modifications
9. Grade Retaining Straight Curb to be 6" wide x 12"-18" Deep and Poured Monolithically with 6" Thick Ramp





RETURNED CURB RAMPS

N.T.S.



RAMP IN PEDESTRIAN ROUTE

N.T.S.

NOTES:

1. Public Sidewalk Curb Ramps are Designed to the Florida Department of Transportation (FDOT) Design Standards (Most Recent Modifications) Index 304 to Comply with the Americans with Disabilities Act
2. Curb Ramp Detectable Warning Surfaces Shall Extend the Full Width of the Ramp and Shall be 24' Deep Detectable Warning Surfaces Shall be Constructed in Accordance with FDOT Standard Specifications for Road and Bridge Construction, Section 527
Transition Slopes are not to Have Detectable Warning Surfaces
3. Depending on Actual Site Conditions, Alternate Curb Ramp Designs are Available for use - See FDOT Design Standards (Most Recent Version) Index 304
4. Ramp Thickness Shall be 6" Minimum



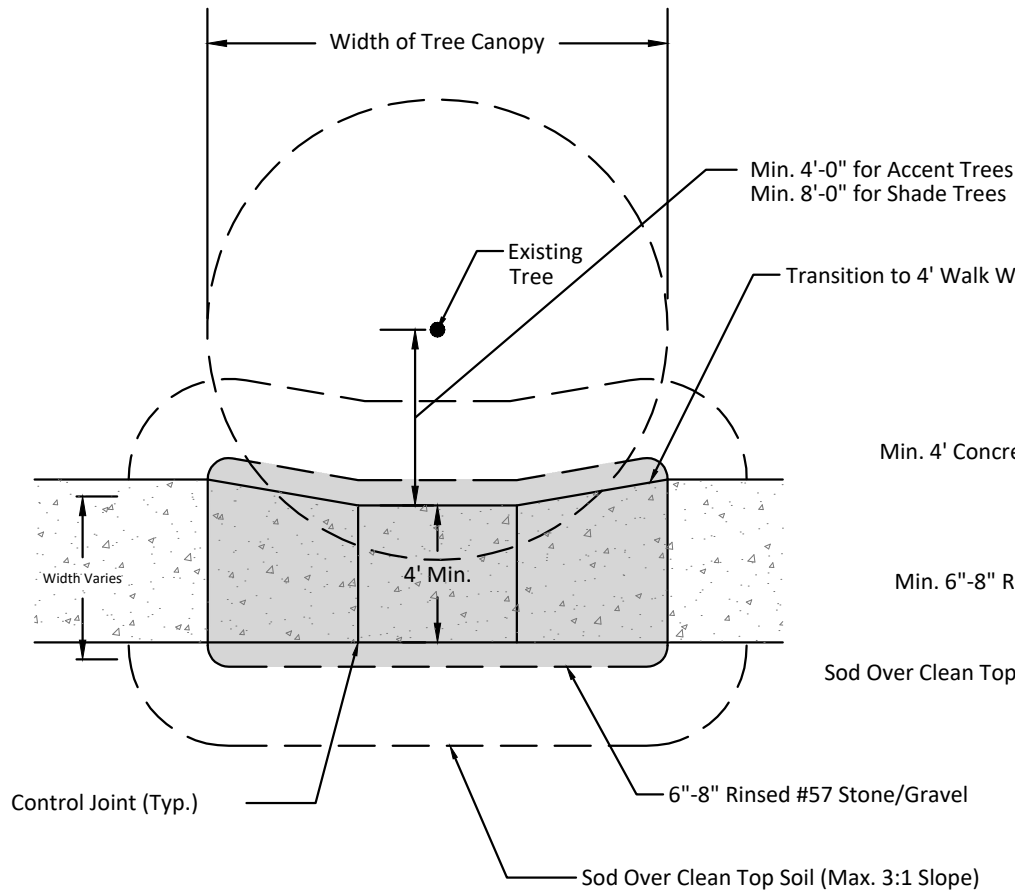
Diagram illustrating a proposed sidewalk layout with the following features:

- Ex. Sidewalk**: Existing sidewalk segment on the left.
- 8.3% Max. (1:12)**: Slope of the first proposed segment.
- 2% Max. (1:50)**: Slope of the second proposed segment.
- Proposed Access**: A short segment following the 8.3% slope.
- Proposed Bus Stop Pad**: A rectangular area at the end of the proposed sidewalk.
- Ex. Curb**: Existing curb on the right.

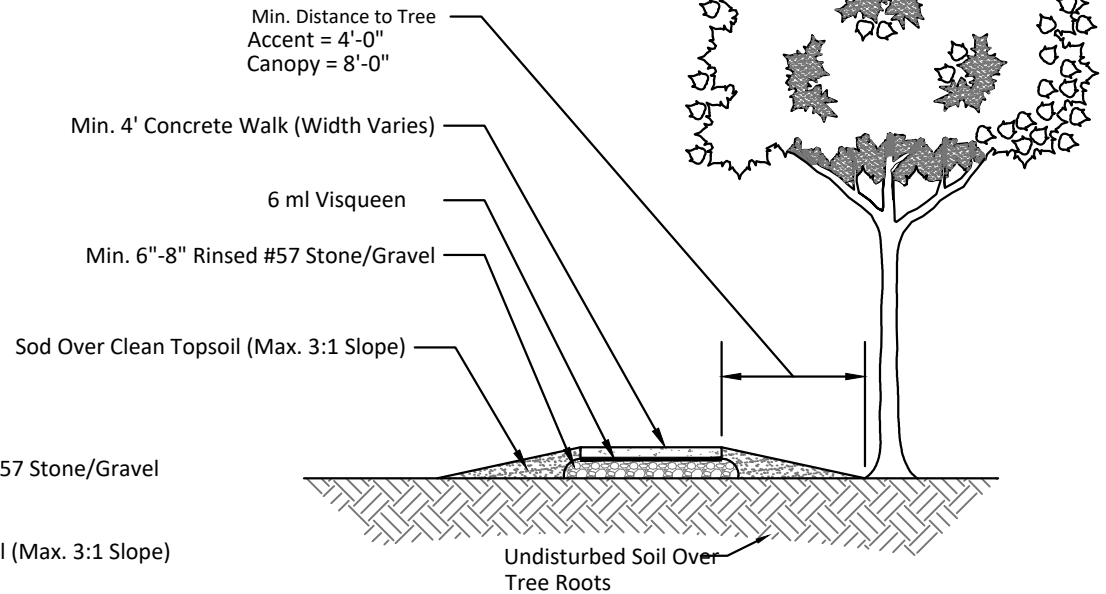
1. Bus Stop Pad may Extend from Existing Curb to or Through the Alignment of Existing Sidewalk
2. The Bus Stop Pad will Follow the Same Slope and Will be Flush with the Back of Curb
3. The Maximum Slope Across the Long Dimension of the Bus Stop Pad (Perpendicular to the Curb) must be a Maximum of 2% (1:50)
When Field Conditions do not Allow a 2% (1:50) slope, the Minimum Feasible Slope Shall be Provided, not to Exceed 8.3% (1:12)
4. Paved Access to the Bus Stop Pad from the Sidewalk must meet City of Clearwater Sidewalk Standards and ADA Standards with a Maximum Slope of 8.3% (1:12) and Level Rest Stops no more than 30 Feet Apart
Location of Access will be Field Determined - Slope of Parkway Area Adjacent to Bus Stop Pad will be Field Determined
5. Bus Stop Pad Shall be a Minimum of 6" Reinforced 3000 PSI Concrete with 6"x 6"/10x10 Welded Wire Fabric Reinforcement the same as Concrete Driveways
6. Bus Stop Pad Shall be Centered as Close to Lot Lines as Possible - Existing Bus Stop Signs may need to be Relocated Accordingly

NOTE:

All Concrete Sidewalk Construction Shall Conform with Minimum Requirements Found in City Index 109, Page 1 of 5



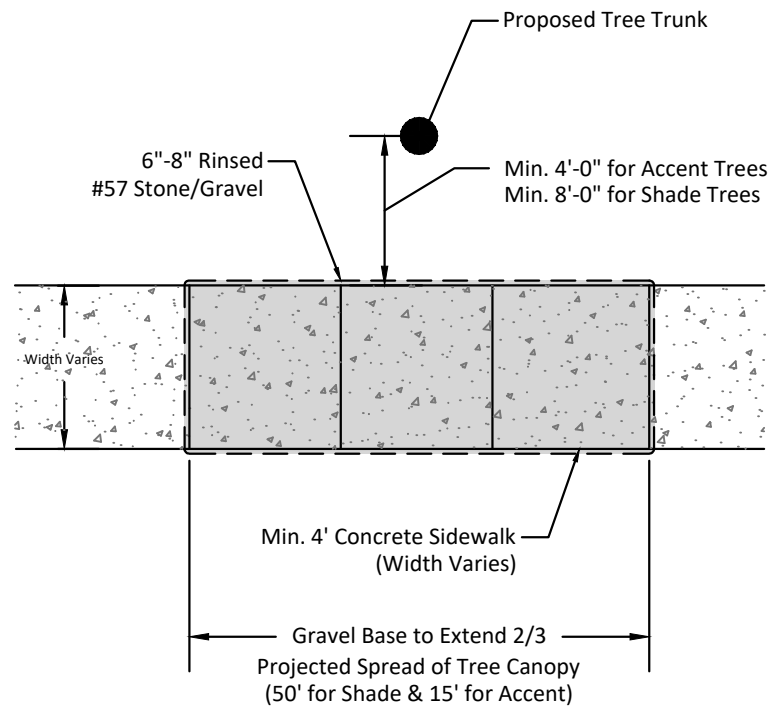
PLAN VIEW
N.T.S.



CROSS-SECTION
N.T.S.

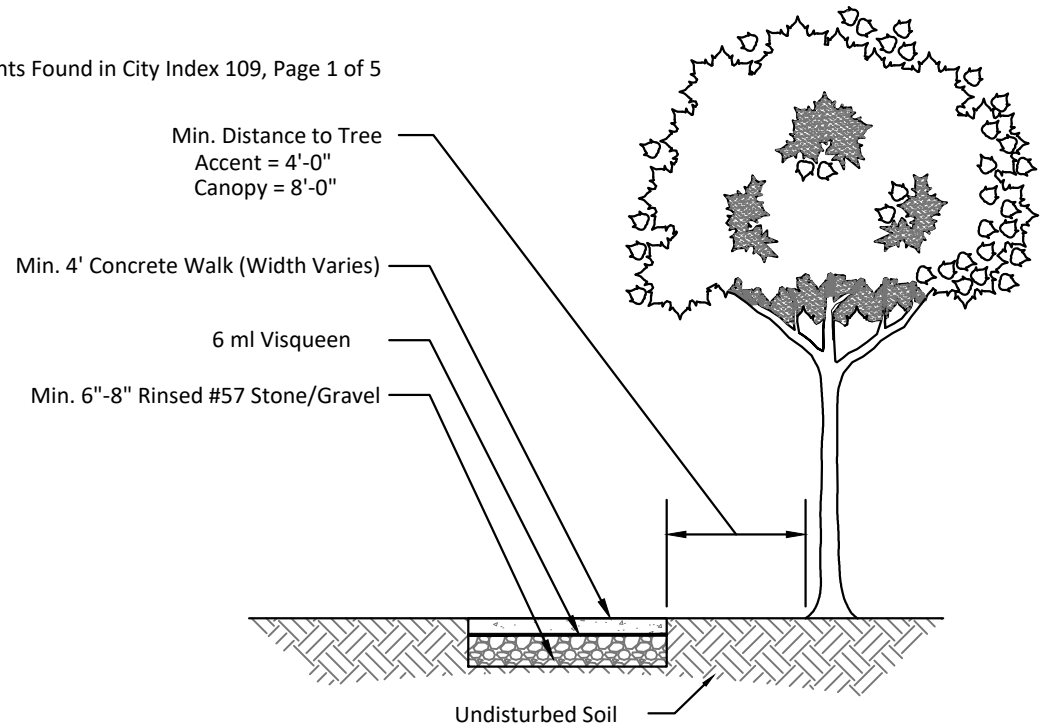
NOTE:

All Concrete Sidewalk Construction Shall Conform with Minimum Requirements Found in City Index 109, Page 1 of 5



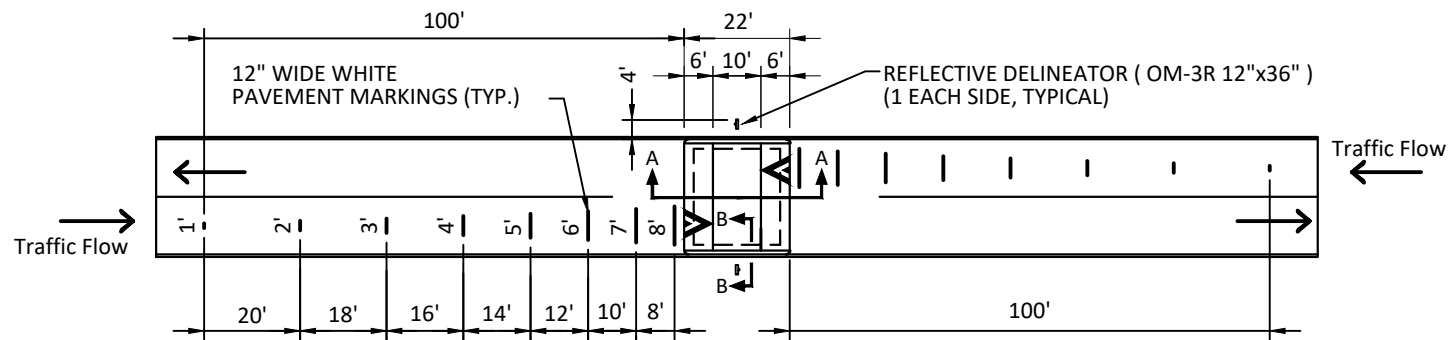
PLAN VIEW

N.T.S.

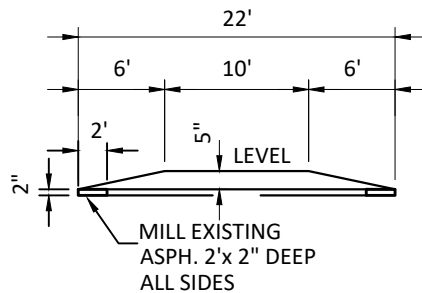


CROSS-SECTION

N.T.S.

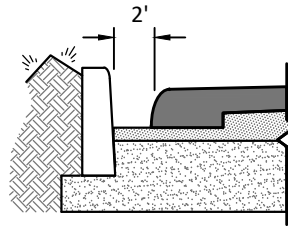


PLAN VIEW
N.T.S.



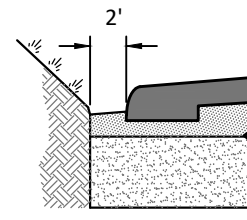
APPROACH SLOPE (TYP.)

SECTION A-A
N.T.S.



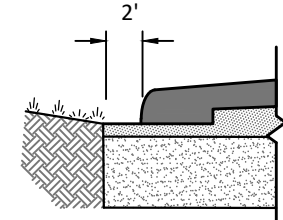
CURB OR CURB & GUTTER TYPES

SECTION B-B
N.T.S.



SUPERIOR GRADE ADJACENT

SECTION B-B
N.T.S.



ADJACENT LESSER GRADE

SECTION B-B
N.T.S.

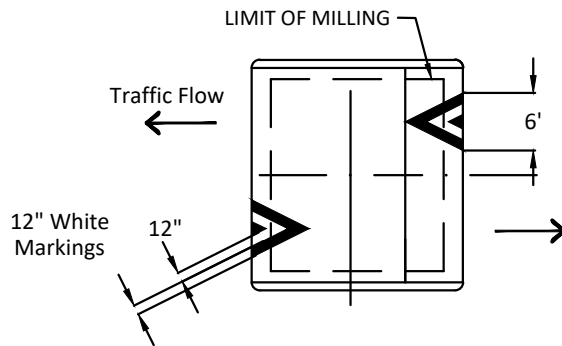
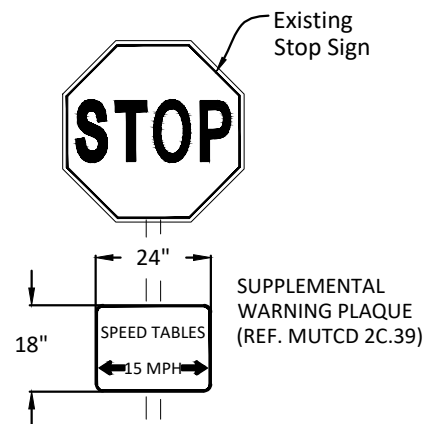


FIGURE 2

SPEED TABLE PAVEMENT MARKINGS

N.T.S.

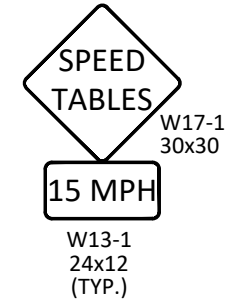


For Side Streets Within Project Limits of Speed Tables

FIGURE 4 (OPTIONAL)

SPEED TABLE SIDE STREET SIGN

N.T.S.

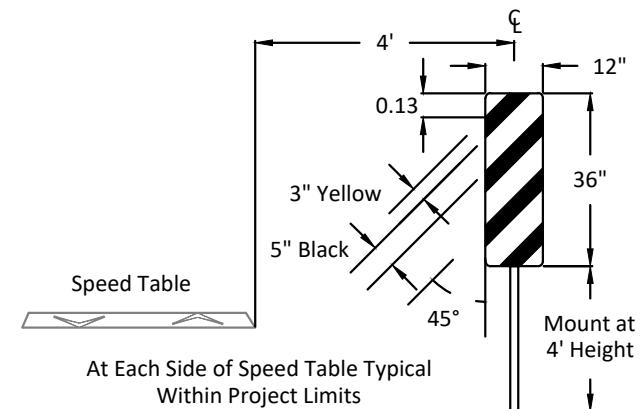


Install 1- Sign 100' from each Collector or Arterial Road
Within the Project Limits of the Speed Tables

FIGURE 3

SPEED TABLE WARNING SIGN (TYP.)

N.T.S.

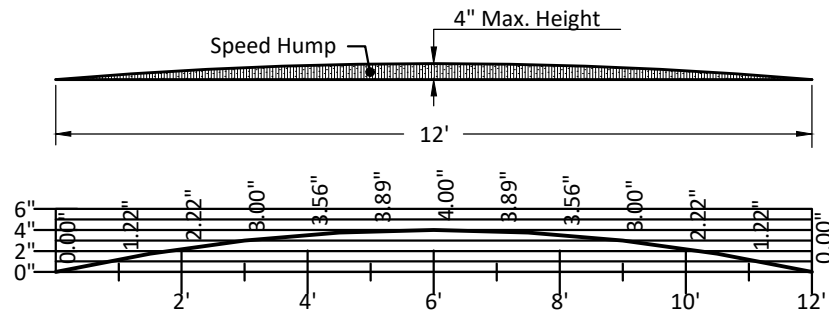


(Ref. Manual of Uniform Control Devices 3c-2 Typical Type 3 Object Markers)

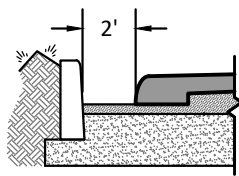
FIGURE 5 (OPTIONAL)

REFLECTIVE DELINEATOR MARKER "OM-3R"

N.T.S.

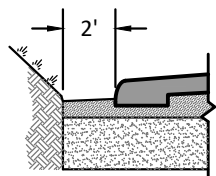


SECTION B-B
N.T.S.



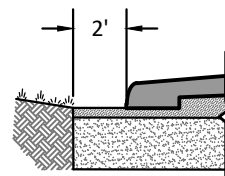
SECTION A-A
N.T.S.

CURB OR CURB & GUTTER TYPES



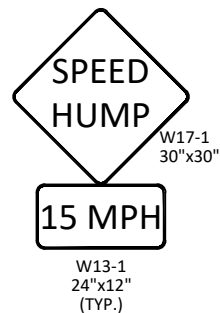
SECTION A-A
N.T.S.

SUPERIOR GRADE ADJACENT



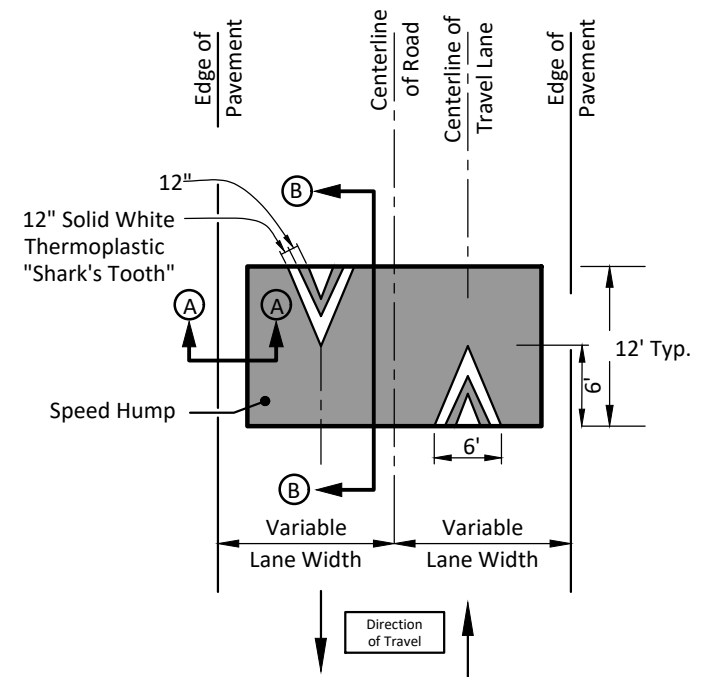
SECTION A-A
N.T.S.

ADJACENT LESSER GRADE

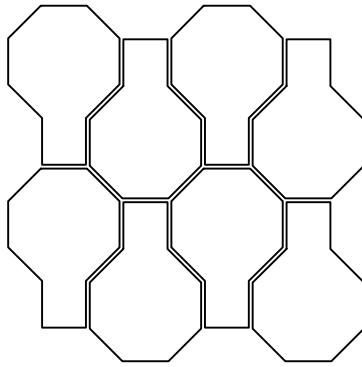


Install 1- sign 100' from each Collector or Arterial Road Within the Project Limits of the Speed Hump

SPEED HUMP WARNING SIGN (TYP.)
N.T.S.

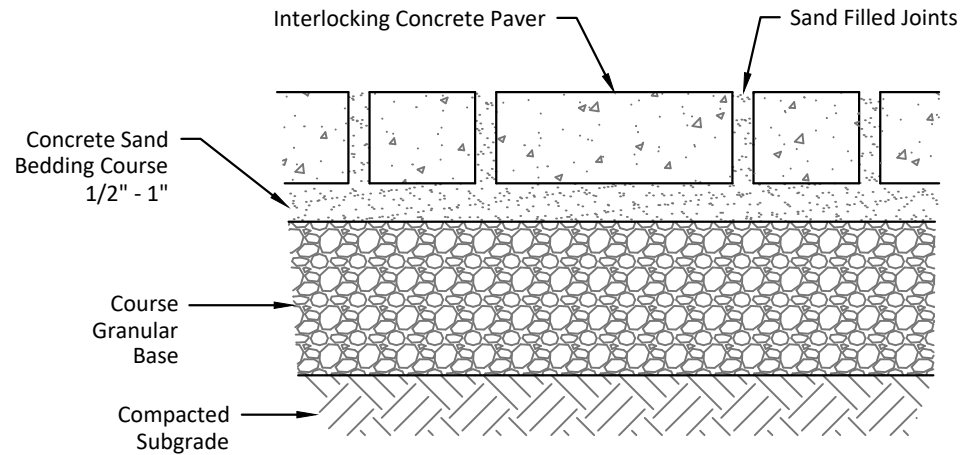


SPEED HUMP STRIPING (TYP.)
N.T.S.



INSTALLATION PATTERN

PATTERN WILL VARY WITH SELECTED PAVER



TYPICAL CROSS-SECTION

N.T.S.

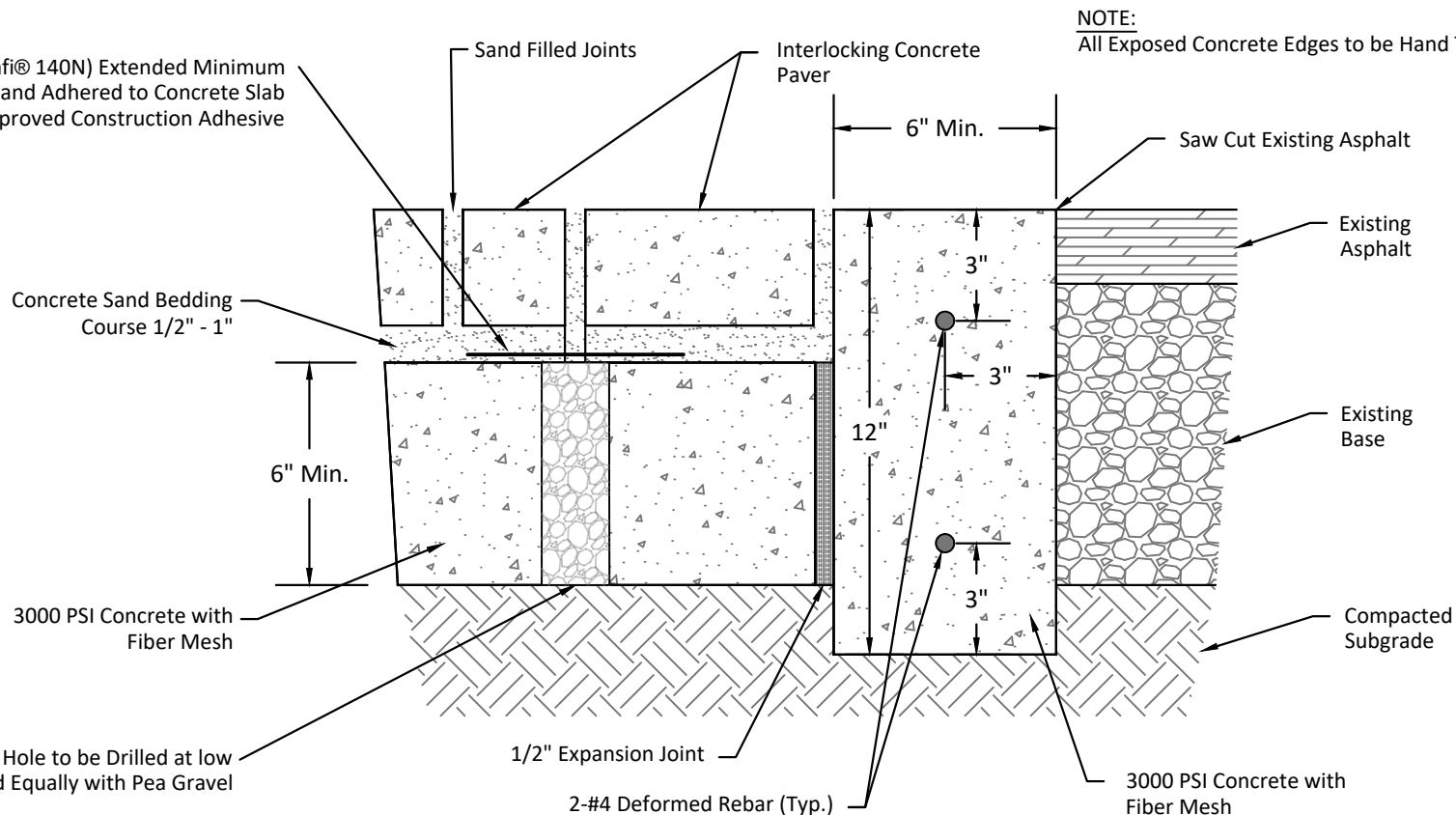
NOTES:

1. Interlocking Paving Units Shall Generally be Installed in Accordance with Manufacturer's Requirements
2. Paver Thickness: 2 3/8" - Residential, Light Duty Traffic; 3 1/8" - Commercial, Heavy Duty Traffic
3. Concrete Pavers to Conform to ASTM C936-82
4. Course Granular Base Shall be in Accordance with Manufacturer's Requirements (4" Min. for 2 3/8" Pavers and 8" Min. for 3 1/8" Pavers)
Granular base shall be crushed Concrete Road Base #57 and Fines or Other Material Approved by City Engineer
5. Coloring or Dye Shall be Uniform Throughout Each Concrete Paver Unit - Dipped or Externally Colored Paver Units are Unacceptable
6. Pavers Shall be Installed with Edge Restraint and Confined with Cemented Paver Units, Curbs, Poured Concrete or Other Suitable Method
7. Final Finished Surface Shall be of Uniform Elevation or Slope
8. Subgrade Shall be Free of Clay, Organics or Other Materials Which will Allow Future Settlement and Compacted to 98% AASHTO T-180-57
9. Polymeric Sand or Other Joint Filling Material, as Approved by the City Engineer, Shall be Installed Between Pavers in all Areas that Contain Drainage Structures, have Slopes in Excess of 2% or are Subject to Water Runoff
10. The Cross Slope on any Required Pedestrian Path Crossing a Driveway and/or Drive Apron Cannot Exceed 2%

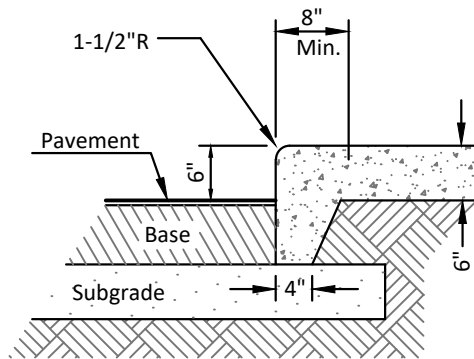
***For Additional Detail see Index No. 113; Sh. 2 of 2: INTERLOCKING CONCRETE PAVER DETAIL FOR COMMERCIAL TRAFFIC AND ROW INSTALLATION

1

Filter Fabric (Mirafi® 140N) Extended Minimum 2" Beyond Hole and Adhered to Concrete Slab with Approved Construction Adhesive

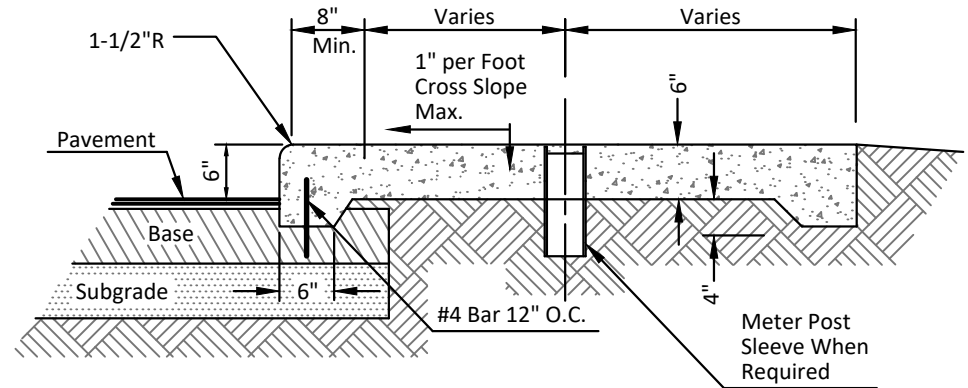


For Additional Detail see Index No. 113; Sh. 1 of 2: INTERLOCKING CONCRETE PAVER DETAIL FOR RESIDENTIAL AND PEDESTRIAN TRAFFIC



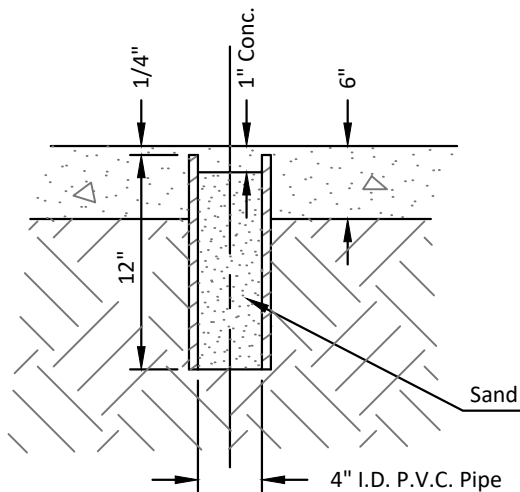
DETAIL CONSTRUCTION ALTERNATE

N.T.S.



DETAIL OF SIDEWALK PARKING ONE SIDE ONLY

N.T.S.

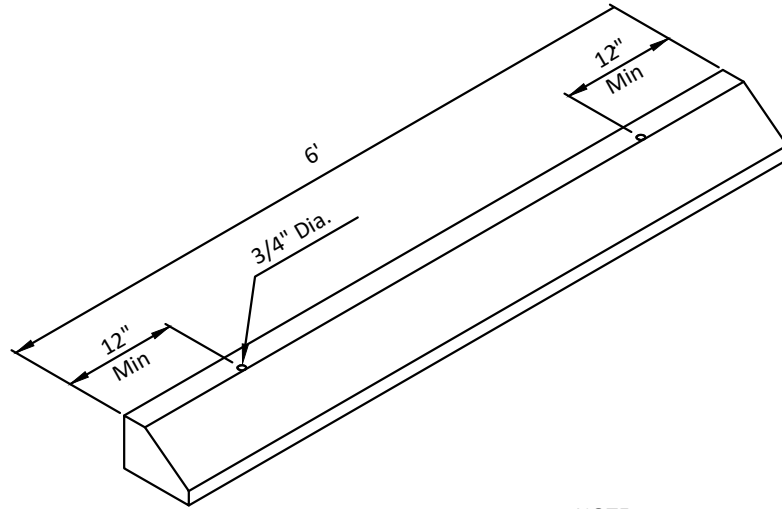
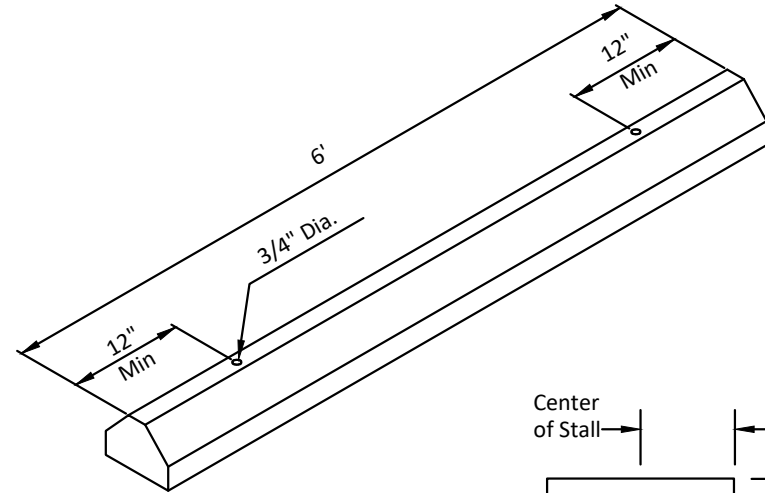


PARKING METER POST SLEVE DETAIL

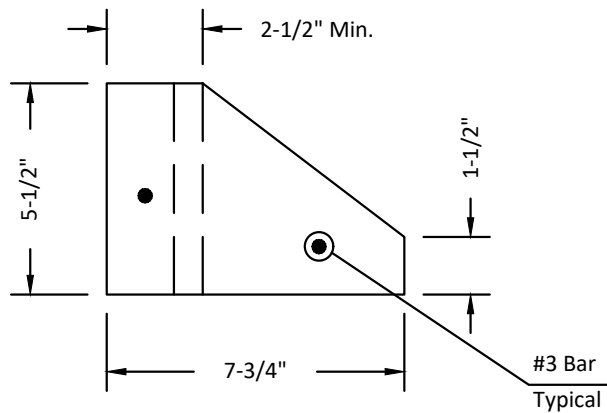
N.T.S.

NOTES:

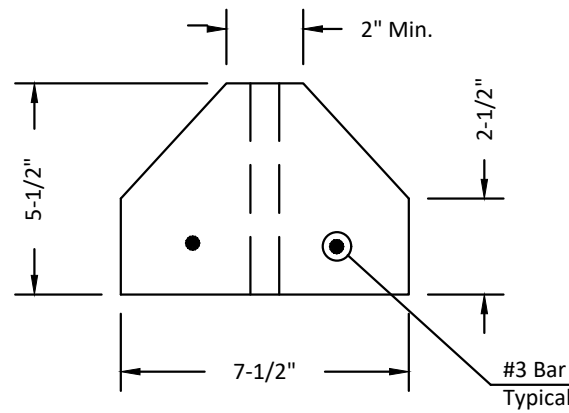
1. Meter Post Sleeve Shall be 4" I.D. PVC cut to 12" Lengths
2. Contractor Shall Select Method of Construction There Shall be no Variation of Unit Price Bids
3. Meter Post Locations Shall be Marked by an "X" in the Concrete
4. Concrete to be 3,000 PSI with Fiber Mesh Reinforcing



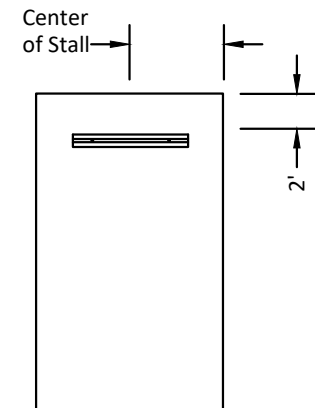
NOTE:
Concrete to be 3000 P.S.I., with Fiber Mesh Reinforcing



TYPE A
N.T.S.

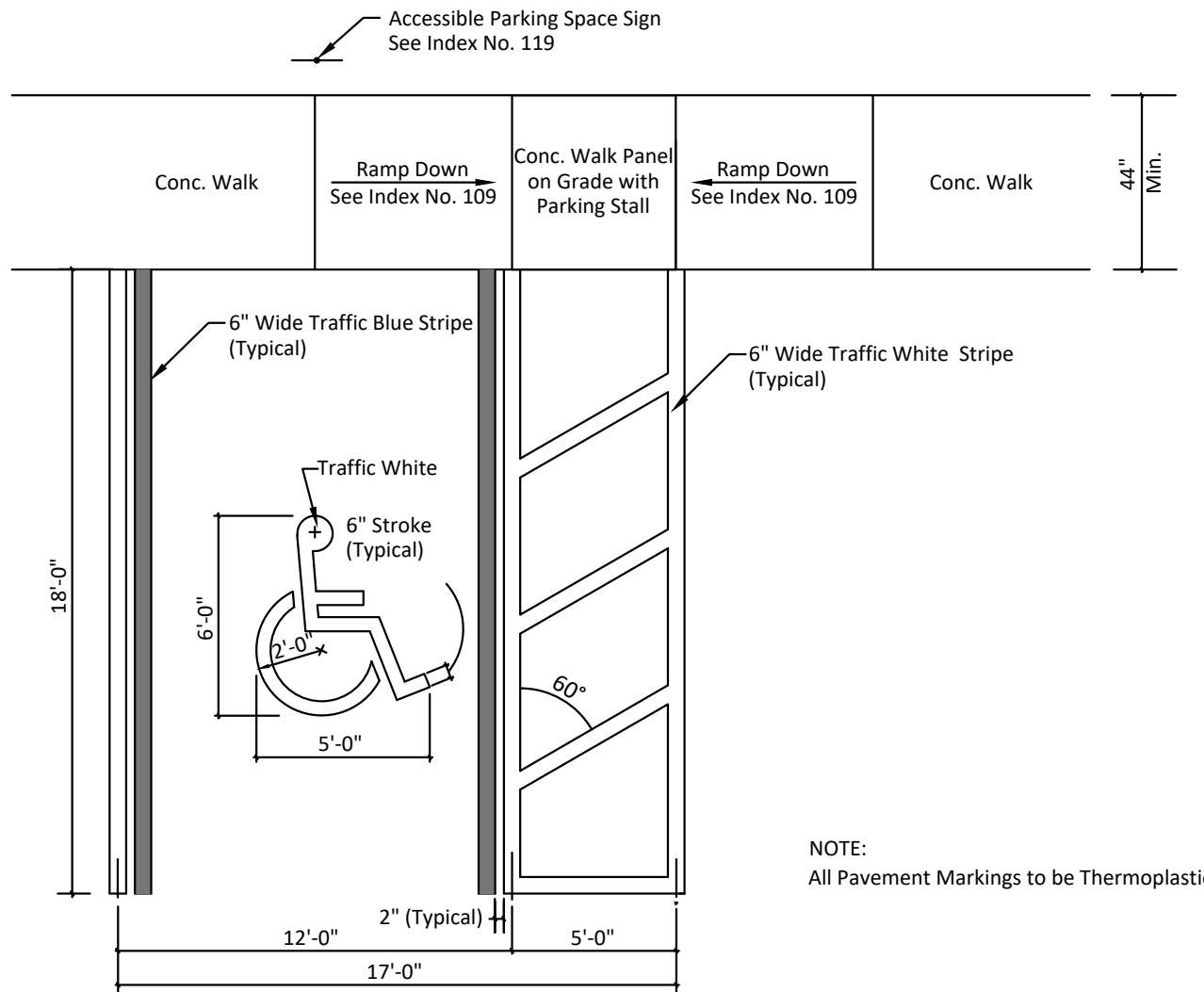


TYPE C
N.T.S.

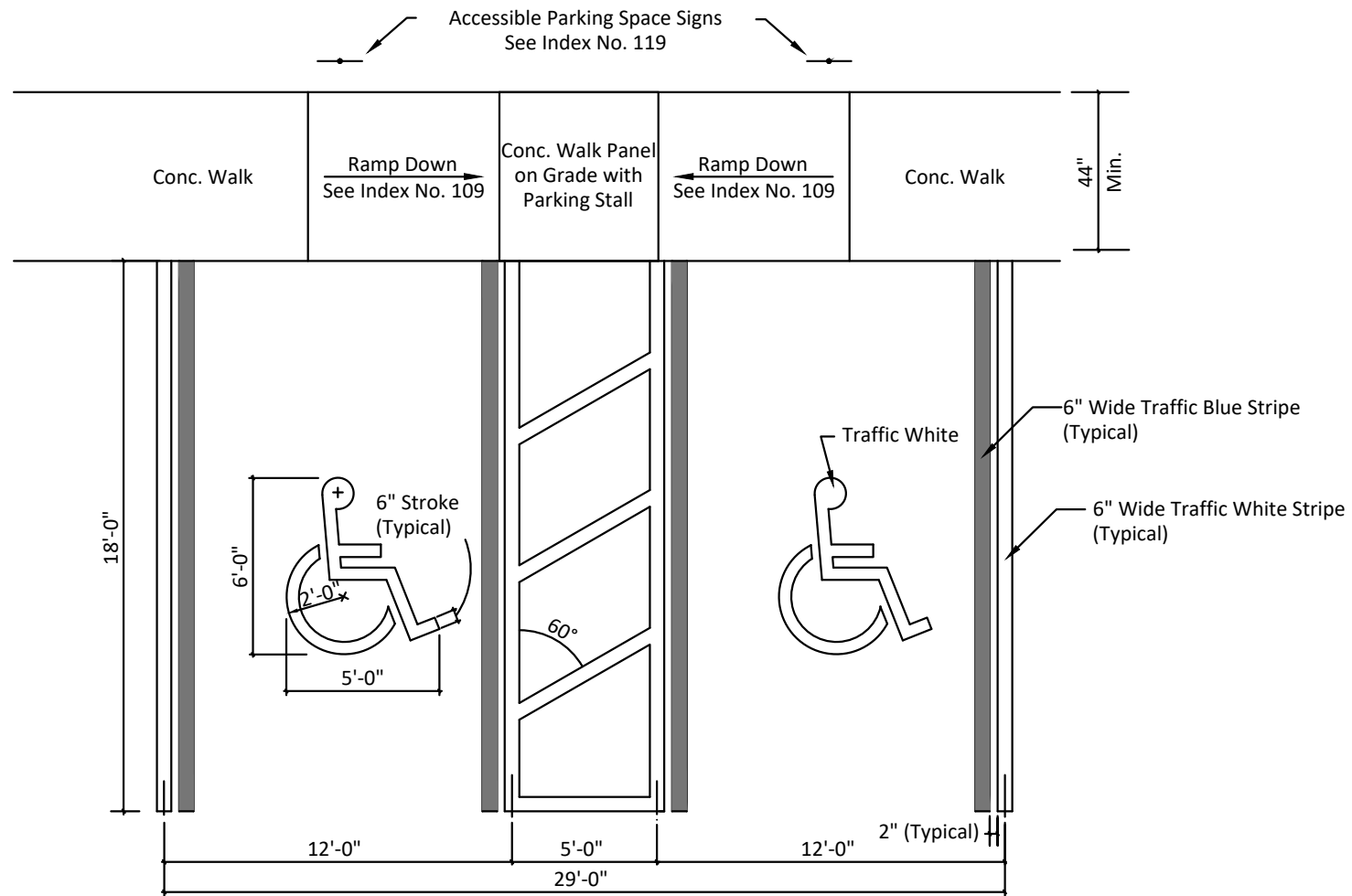


NOTES:

1. Wheel Stops to be Placed 2' Back, as Shown Above, Centered in the Parking Stall
2. Wheel Stops can be Painted in a Contrasting Color

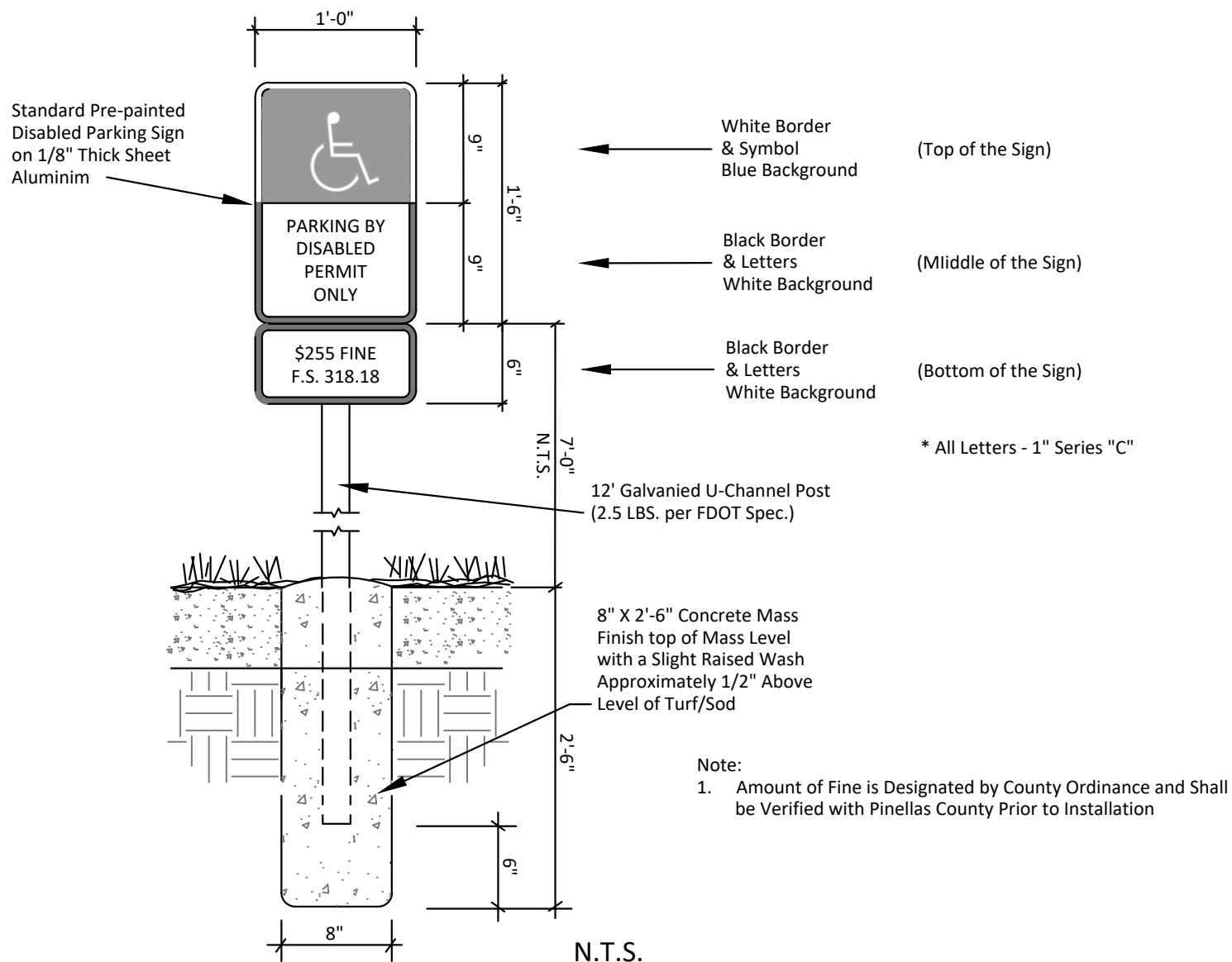


N.T.S.

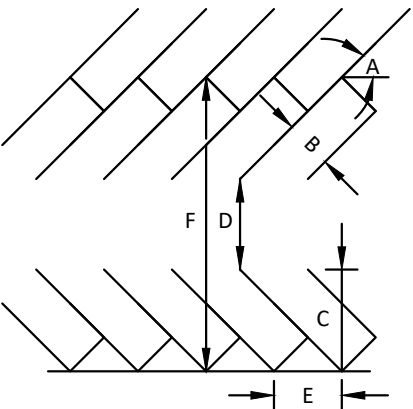


NOTE:
All Pavement Markings to be Thermoplastic

N.T.S.



A	B	C	D	E	F
0	8.0	8.0	12.0	23.0	28.0
45	9.0	19.5	13.0	12.7	52.0
50	9.0	20.0	14.0	11.7	54.0
60	9.0	20.5	18.0	10.4	59.0
70	9.0	20.0	19.0	9.6	59.0
80	9.0	19.5	24.0	9.1	63.0
90	9.0	18.0	24.0	9.0	60.0



- A. Parking Angle (Degrees)
- B. Stall Width (Feet)
- C. Stall to Curb (Feet)
- D. Aisle Width (Feet)
- E. Curb Length (Feet)
- F. Min. Overall Double Row with Aisle Between (Feet)

NOTES

1. All Parking Space Striping to be White in Color
2. If a Parking Lot sServes a use Which Generates 2,500 or More Vehicle Trips a Day, such Parking Spaces Shall be Marked by White Thermoplastic Lines
3. All City of Clearwater Projects Shall be in Thermoplastic