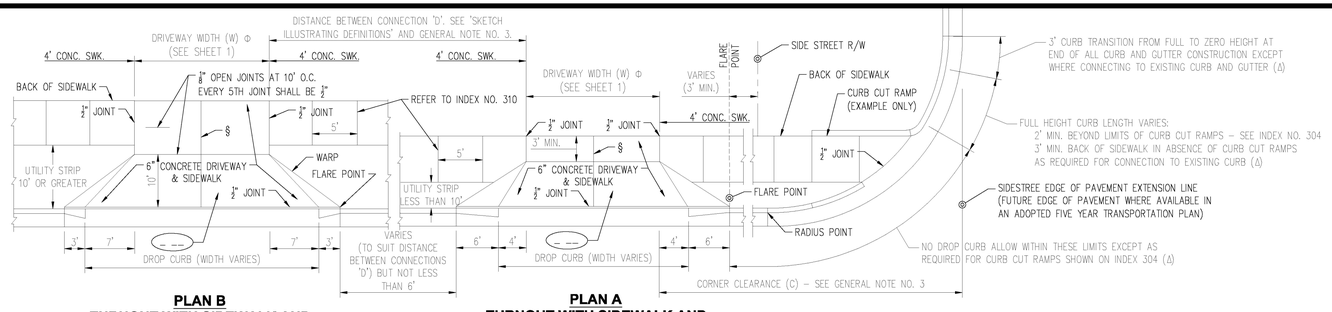
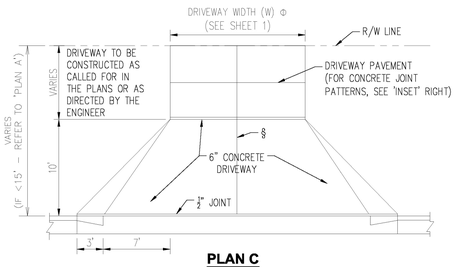
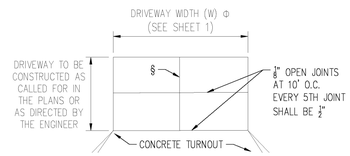


PLAN B
TURNOUT WITH SIDEWALK AND UTILITY STRIP (10' OR GREATER)

PLAN A
TURNOUT WITH SIDEWALK AND UTILITY STRIP (LESS THAN 10')



PLAN C
TURNOUT WITHOUT SIDEWALK



JOINT PATTERN WHEN CONCRETE DRIVE CONSTRUCTED INSET

FOOTNOTES:

ALL 1/2" JOINTS SHALL BE CONSTRUCTED WITH PREFORMED JOINT FILLER.

§ OPEN JOINTS PLACED AT EQUAL (20' MAX.) INTERVALS FOR DRIVEWAYS OVER 20' WIDE. JOINTS IN CURB AND GUTTER TO MATCH JOINTS IN DRIVEWAYS.

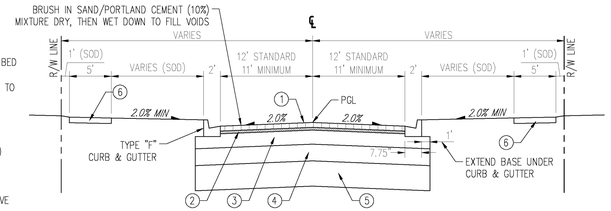
Δ WHEN CONNECTING TO SIDESTREET CURB AND GUTTER SECTIONS, THE NO DROP CURB LIMITS SHOULD EXTEND BACK TO THE SIDESTREET RADIUS POINT. WITH OR WITHOUT CURB AND GUTTER, NO DRIVEWAY SHOULD ENCROACH ON THE CORNER RADIUS.

Φ DRIVEWAYS (6" CONCRETE) SHALL BE OF A UNIFORM WIDTH (W) TO THE RIGHT OF WAY LINE.

(— —) ALPHA–NUMERIC IDENTIFICATION OF A FLARED DRIVEWAY TYPE SPECIFICALLY CALLED FOR IN THE PLANS, SEE SHEETS 3 AND 4.

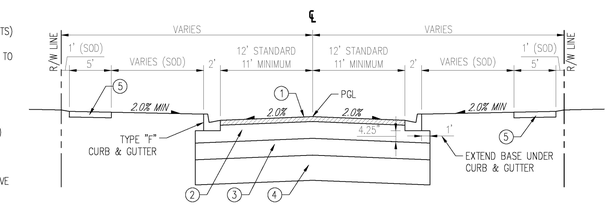
PAVEMENT DESIGN

1. 3.5" BRICKS
2. 1"– 2" LOOSE CONCRETE FINES LEVELING BED
3. 10" BASE – COMPACTED CONCRETE FINES TO 98% MAX. DENSITY (AASHTO T–134). ASPHALTIC PRIME COAT APPLIED AT 0.15 GAL./SF
4. 12" COMPACTED SUBGRADE (98% DENSITY) AASHTO T–180 AND LBR 40
5. 18" OF NATIVE OR IMPORTED MATERIAL HAVING LESS THAN 5% PASSING #200 SIEVE COMPACTED TO 98% PER AASHTO T–180
6. 4" THICK CONCRETE SIDEWALK



PAVEMENT DESIGN

1. 2" TYPE S–1 STRUCTURAL COURSE (2 LIFTS)
2. 10" BASE TYPE SOIL CEMENT COMPACTED TO 98% MAX. DENSITY (AASHTO T–134). ASPHALTIC PRIME COAT APPLIED AT 0.15 GAL./SF 300 PSI 7–DAY COMPRESSIVE STRENGTH
3. 12" COMPACTED SUBGRADE (98% DENSITY) AASHTO T–180 AND LBR 40
4. 18" OF NATIVE OR IMPORTED MATERIAL HAVING LESS THAN 5% PASSING #200 SIEVE COMPACTED TO 98% PER AASHTO T–180
5. 4" THICK CONCRETE SIDEWALK



SPECIAL NOTES FOR URBAN FLARED TURNOUTS

1. DRIVEWAY 6" CONCRETE PAVEMENT AND DROP CURB SHALL MEET THE MATERIAL AND CONSTRUCTION REQUIREMENTS OF SECTIONS 522 AND 520 RESPECTIVELY OF THE FDOT STANDARD SPECIFICATIONS. THE DRIVEWAY FOUNDATION SHALL MEET THE REQUIREMENT OF SUBARTICLE 522–4.

2. FOR DETAILS OF DROP CURB AND CURB CUT RAMPS REFER TO INDEXES NOS. 300 AND 304 RESPECTIVELY.

3. WHERE TURNOUTS ARE CONSTRUCTED WITHIN EXISTING CURB AND GUTTER, THE EXISTING CURB AND GUTTER SHALL BE REMOVED EITHER TO THE NEAREST JOINT BEYOND THE FLARE POINT OR TO THE EXTENT THAT NO REMAINING SECTION IS LESS THAN 5 FEET LONG; AND, DROP CURB CONSTRUCTED IN ACCORDANCE WITH NOTES NOS. 1 AND 2.

4. COST FOR PREFORMED JOINT FILLER SHALL BE INCLUDED IN THE COST FOR THE CONCRETE PAVEMENT (CONCRETE SIDEWALK, 6" THICK).

5. FOR TURNOUTS WITH RADIAL RETURNS SEE THE REQUIREMENTS UNDER THE "SUMMARY OF GEOMETRIC REQUIREMENTS FOR TURNOUTS", THE "GENERAL NOTES", THE DETAILS OF "RURAL TURNOUT CONSTRUCTION" AND THE DETAIL OF "LIMITS OF CLEARING & GRUBBING, STABILIZATION AND BASE AT INTERSECTIONS".

6. DEPARTMENT MAINTENANCE OF PAVEMENT SHALL EXTEND OUT TO THE RIGHT OF WAY OR 2 FEET BACK OF SIDEWALK, WHICHEVER DISTANCE IS LESS.

7. THE MAINTENANCE AND OPERATION OF HIGHWAY LIGHTING, TRAFFIC SIGNALS, ASSICIATED EQUIPMENT, AND OTHER NECESSARY DEVICES SHALL BE THE RESPONSIBILITY OF A PUBLIC AGENCY.

8. ALL PAVEMENT MARKINGS ON THE STATE HIGHWAYS, INCLUDING ACCELERATION AND DECELERATION LANE MARKINGS, AND SIGNING INSTALLED FOR THE OPERATION OF THE STATE HIGHWAY SHALL BE MAINTAINED BY THE DEPARTMENT.

9. ALL SIGNING AND MARKING INSTALLED FOR THE OPERATION OF THE CONNECTION (SUCH AS STOP BARS AND STOP SIGNS FOR THE CONNECTION) SHALL BE THE RESPONSIBILITY OF THE PERMITTEE.

10. TURNOUTS WILL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR SIDEWALK CONCRETE (6" THICK), SY.

DESIGN NOTES FOR URBAN FLARED TURNOUTS

1. DRIVEWAYS INDICATED AS 'ADVERSE APPLICATIONS' ARE THOSE WITH SLOPES THAT CAN CAUSE OVERHANG DRAG FOR REPRESENTATIVE STANDARD PASSENGER VEHICLES UNDER FULLY LOADED CONDITIONS; OR, THOSE WITH SLOPES THAT CAN CAUSE DRIVERS WHO ARE LEAVING THE ROADWAY TO SLOW OR PAUSE TO THE EXTENT THAT TRAFFIC DEMAND VOLUMES WILL BE IMPEDED.

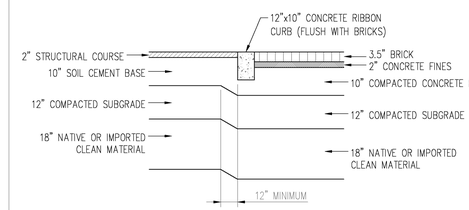
DRIVEWAYS INDICATED AS 'MARGINAL APPLICATIONS' ARE THOSE WITH SLOPES THAT CAN CAUSE OVERHANG DRAG FOR REPRESENTATIVE STANDARD PASSENGER VEHICLES UNDER FULLY LOADED CONDITIONS WHEN THE DRIVEWAY IS LOCATED ON THE LOW SIDE OF FULLY SUPERELEVATED ROADWAYS.

DRIVEWAYS INDICATED AS 'GENERAL APPLICATIONS' ARE THOSE WITH SLOPES THAT CAN READILY ACCOMMODATE REPRESENTATIVE STANDARD PASSENGER VEHICLES AND THOSE AND THOSE THAT CAN ACCOMMODATE REPRESENTATIVE STANDARD TRUCKS, VANS, BUSSES AND RECREATIONAL VEHICLES OPERATING UNDER NORMAL CROWN AND SUPERELEVATION CONDITIONS.

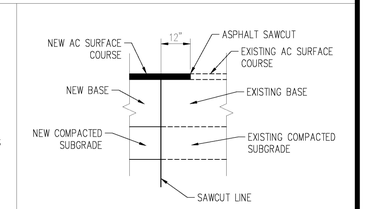
2. THE STANDARD FLARED DRIVEWAYS ON THIS INDEX MAY NOT ACCOMMODATE VEHICLES WITH LOW BEDS, LOW UNDERCARRIAGE OR LOW APPENDAGE FEATURES. WHERE SUCH VEHICLES ARE DESIGN VEHICLES DRIVEWAYS ARE TO HAVE SITE SPECIFIC FLARE DESIGNS OR CATEGORY ~~~ DESIGNS.

3. WHEN SPECIFIC FLARE TYPE DRIVEWAYS ARE TO BE CONSTRUCTED, THE TYPE SHALL BE DESIGNATED IN THE PLANS USING THE ASSIGNED ALPHA–NUMERIC DESIGNATION.

Note: See sheet 1 for 'GENERAL NOTES'

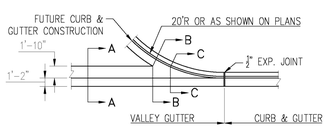


1 RIBBON CURB WITH BRICK PAVERS
N.T.S.

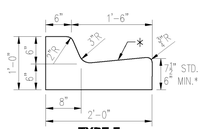


NOTE: CONTRACTOR SHALL APPLY A BITUMINOUS TACK COAT WHERE NEW ASPHALTIC CONCRETE PAVEMENT ABUTS EXISTING PORTLAND CEMENT CONCRETE PAVEMENT.

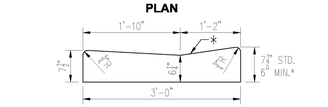
1 SAWCUT TYPCIAL DETAIL
N.T.S.



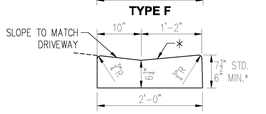
PLAN



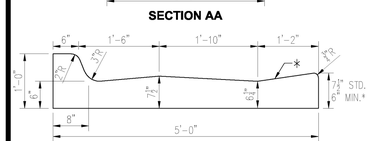
TYPE F



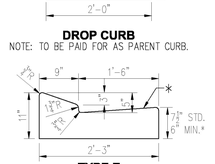
SECTION AA



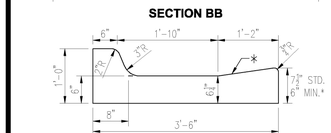
DROP CURB
NOTE: TO BE PAID FOR AS PARENT CURB.



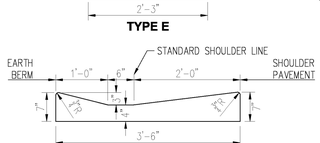
SECTION BB



TYPE E



SECTION CC
VALLEY GUTTER

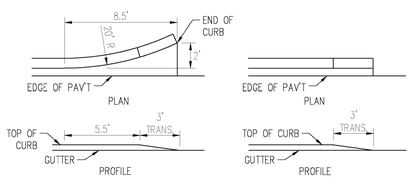


SHOULDER GUTTER

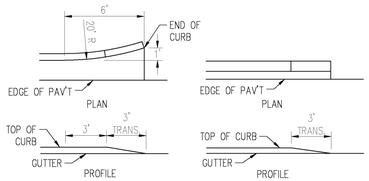
* WHEN USED ON HIGH SIDE OF ROADWAYS, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT. THE THICKNESS OF THE LIP SHALL BE 6", UNLESS OTHERWISE SHOWN ON PLANS.

CONCRETE CURB AND GUTTER

NOTE: FOR USE ADJACENT TO CONCRETE OR FLEXIBLE PAVEMENT, CONCRETE SHOWN. FOR DETAILS DEPICTING USAGE ADJACENT TO FLEXIBLE PAVEMENT, SEE DIAGRAM RIGHT. EXPANSION JOINT, PREFORMED JOINT FILLER AND JOINT SEAL ARE REQUIRED BETWEEN CURB & GUTTER AND CONCRETE PAVEMENT ONLY, SEE DIAGRAM RIGHT.

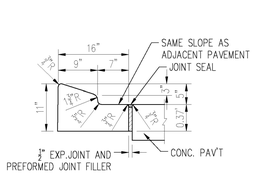


FLARED END **STRAIGHT END**
CURB TYPE A



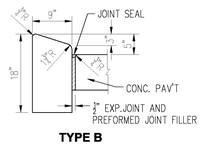
FLARED END **STRAIGHT END**
CURB AND GUTTER TYPES E & F

CURB AND GUTTER ENDINGS

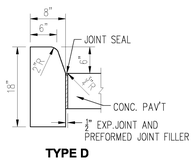


NOTE: FOR DETAILS DEPICTING USAGE ADJACENT TO FLEXIBLE PAVEMENT, SEE DIAGRAM RIGHT.

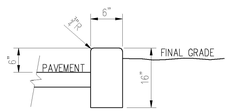
TYPE A



TYPE B



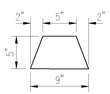
TYPE D



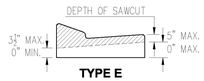
VERTICAL CURB
(COMMERCIAL PARKING AREAS ONLY)
NOTE: VERTICAL DIMENSION SHALL BE 10" FOR DROP OR HEADER CURB APPLICATIONS.

NOTE: FOR USE ADJACENT TO CONCRETE OR FLEXIBLE PAVEMENT, CONCRETE SHOWN. EXPANSION JOINT, PREFORMED JOINT FILLER AND JOINT SEAL ARE REQUIRED BETWEEN CURBS AND CONCRETE PAVEMENT ONLY, SEE DIAGRAM RIGHT.

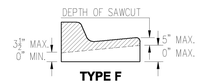
CONCRETE CURB



ASPHALTIC CONCRETE CURB



TYPE E

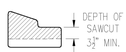


TYPE F

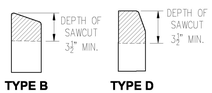
SHOULDER GUTTER

NOTE: SAWCUTS SHOULD BE AVOIDED WITHIN VALLEY GUTTER AND WITHIN CURB AND GUTTER ENDINGS.

CONTRACTION JOINT IN CURB AND GUTTER

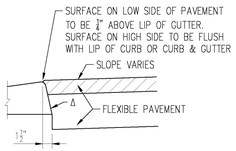


TYPE A



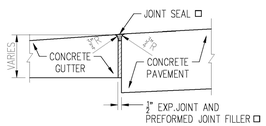
TYPE B **TYPE D**

CONTRACTION JOINT IN CURB



Δ – APPLIES TO BOTH HIGH AND LOW SIDES OF PAVEMENT, LOW SIDE SHOWN.

CURB & GUTTER AND TYPE A CURB ADJACENT TO FLEXIBLE PAVEMENT



□ – APPLIES TO BOTH HIGH AND LOW SIDES OF PAVEMENT, LOW SIDE SHOWN.

EXPANSION JOINT BETWEEN GUTTER AND CONCRETE PAVEMENT

GENERAL NOTES

1. FOR CURB,GUTTER,AND CURB AND GUTTER PROVIDE 1/8" – 1/4" CONTRACTION JOINTS AT 10' CENTERS (MAX.). CONTRACTION JOINTS ADJACENT TO CONCRETE PAVEMENT ON TANGENTS AND FLAT CURVES ARE TO MATCH THE PAVEMENT JOINTS, WITH INTERMEDIATE JOINTS NOT TO EXCEED 10' CENTERS. CURB,GUTTER AND CURB & GUTTER EXPANSION JOINTS SHALL BE LOCATED IN ACCORDANCE WITH SECTION 520 OF THE STANDARD SPECIFICATIONS.

2. ENDS OF CURBS TYPES B AND D SHALL TRANSITION FROM FULL TO ZERO HEIGHTS IN 3 FEET.

No.	ITEM	DATE
1	Brick Typical Section	4/4/14

REVISIONS

CITY OF WINTER GARDEN, FLORIDA
STANDARDS AND SPECIFICATIONS
FOR ROADWAY & DRAINAGE CONSTRUCTION

WINTER GARDEN

STANDARD DETAILS FOR PUBLIC SERVICES

DATE
JUNE 2018

SHEET
10