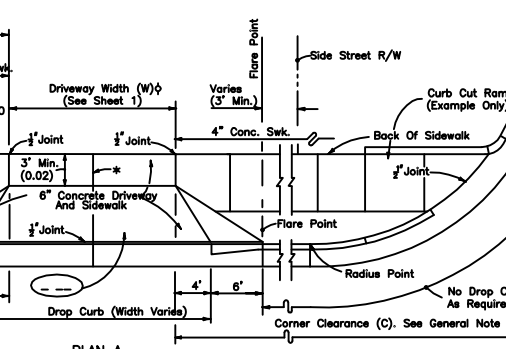
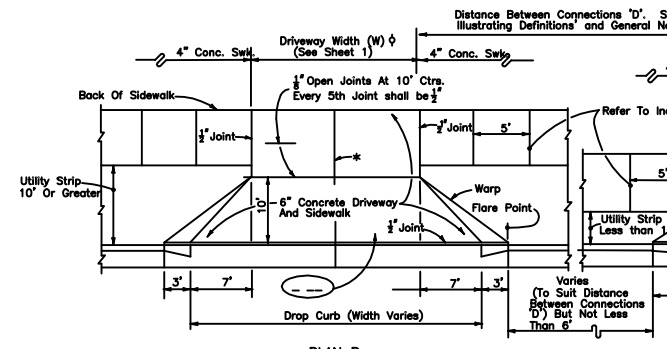


Footnotes:  
 All 1/2" joints shall be constructed with preformed joint filler.  
 \* 1/2" Open joints placed at equal (20' max.) intervals for driveways over 20' wide. Joints in curb and gutter to match joints in driveways.  
 Δ When connecting to sidewalk curb and gutter sections, the no drop curb limits should extend back to the sidewalk radius point. With or without curb and gutter, no driveway should encroach on the corner radius.  
 ◇ 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.



Distance Between Connections 'D'. See 'Sketch Illustrating Definitions' and General Note No.3.  
 3' Curb Transition From Full To Zero Height At End Of All Curb And Gutter Construction Except Where Connecting Existing Curb And Gutter. Δ  
 Full Height Curb Length Varies:  
 2' Min. Beyond Limits Of Curb Cut Ramps - See Index No. 304.  
 3' Min. Back Of Sidewalk In Absence Of Curb Cut Ramps. As Required For Connecting To Existing Curb. Δ  
 Sidewalk Edge Of Pavement Extension Line (Future Edge Of Pavement Where Available In An Adopted Five Year Transportation Plan).  
 No Drop Curb Allowed Within These Limits Except As Required For Curb Cut Ramps Shown On Index 304. Δ  
 Corner Clearance (C). See General Note No. 3.

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

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

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, associated 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.

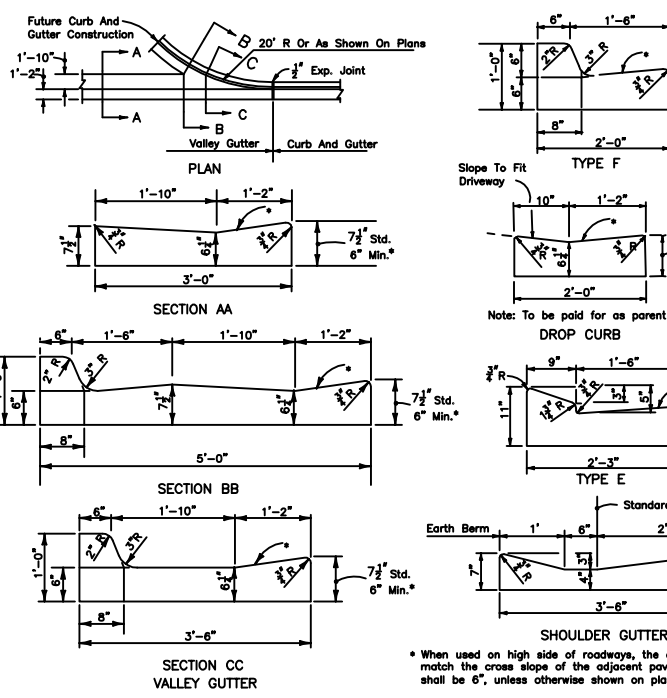
DESIGN NOTES FOR URBAN FLARED TURNOUTS

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.
  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.
- 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, buses and recreational vehicles operating under normal crown and superelevation conditions.

Note: See sheet 1 for 'GENERAL NOTES'

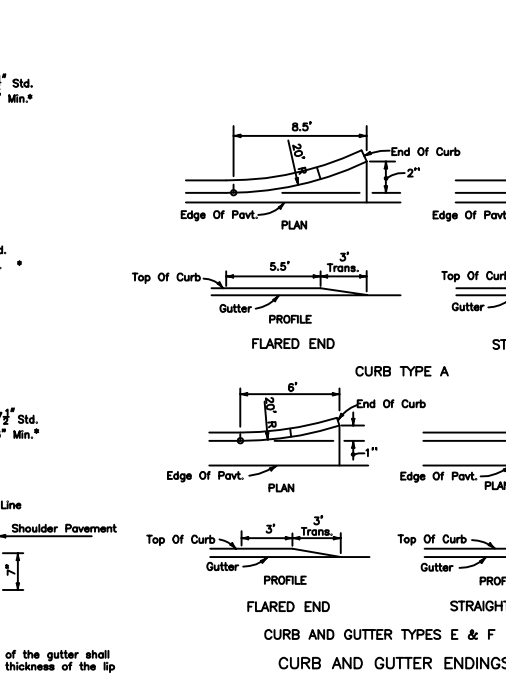
URBAN FLARED TURNOUTS  
 N.T.S.

PER INDEX No. 515 OF THE F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS



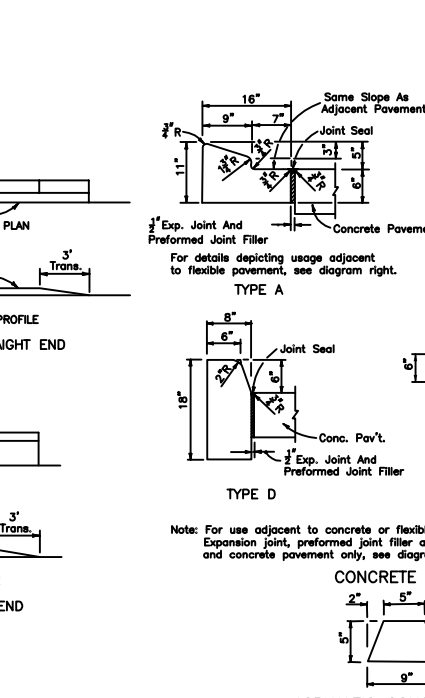
CONCRETE CURB AND GUTTER

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.



CURB AND GUTTER ENDINGS

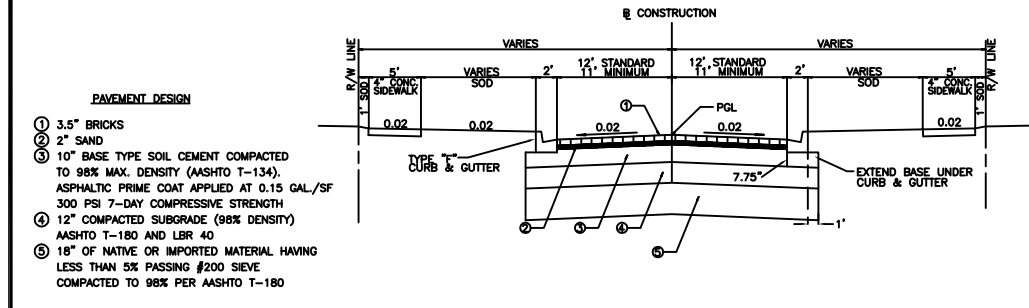
\* When used on high side of roadways, the cross slope of the gutter shall match the cross slope of the adjacent pavement. The thickness of the lip shall be 6", unless otherwise shown on plans.



ASPHALTIC CONCRETE CURB

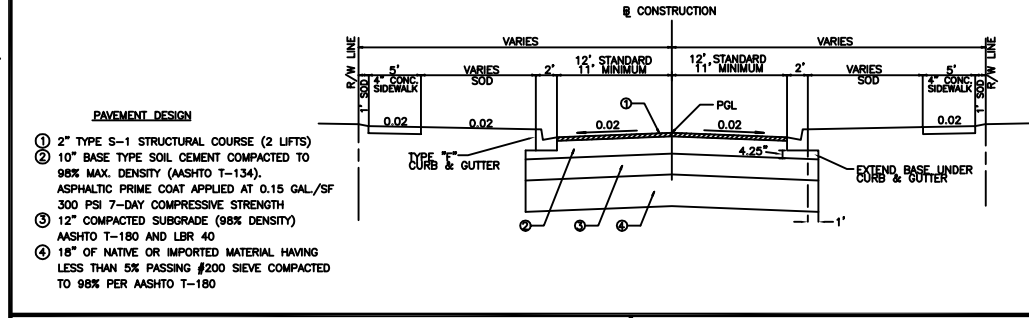
For details depicting usage adjacent to flexible pavement, see diagram right.

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.



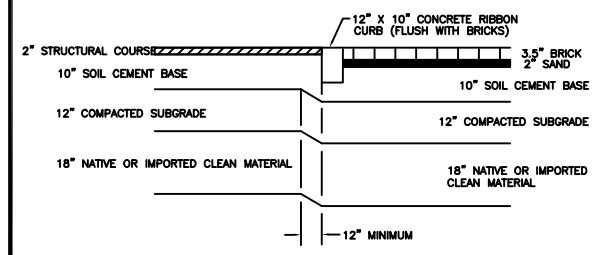
PAVEMENT DESIGN

1. 3.5" BRICKS
2. 2" SAND
3. 10" BASE TYPE SOIL CEMENT COMPACTED TO 98% MAX. DENSITY (ASHTO T-134). ASPHALTIC PRIME COAT APPLIED AT 0.15 GAL/SF 300 PSI 7-DAY COMPRESSIVE STRENGTH
4. 12" COMPACTED SUBGRADE (98% DENSITY) ASHTO T-180 AND LBR 40
5. 18" OF NATIVE OR IMPORTED MATERIAL HAVING LESS THAN 5% PASSING #200 SIEVE COMPACTED TO 98% PER ASHTO T-180

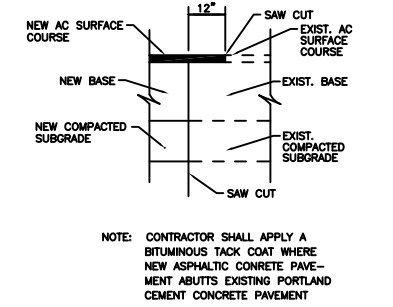


PAVEMENT DESIGN

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



RIBBON CURB AT BRICK PAVERS DETAIL  
 N.T.S.



CONNECTION BETWEEN NEW AND EXISTING PAVEMENT  
 N.T.S.

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

ACAD FILE:

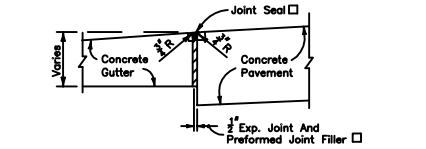
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City of Winter Garden, Florida  
 STANDARDS AND SPECIFICATIONS  
 For Roadway & Drainage Construction



STANDARD DETAILS  
 FOR  
 PUBLIC WORKS

CURB AND GUTTER AND TYPE A CURB ADJACENT TO FLEXIBLE PAVEMENT



EXPANSION JOINT BETWEEN GUTTER AND CONCRETE PAVEMENT

GENERAL NOTES  
 1. For curb, gutter, and curb and gutter provide 1/2" 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.