CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

3/8" WIDE, 1" DEEP SAWCUTS @ 5' O.C. (TYP.)
1/4" EXPANSION JOINT @ 20' O.C.

PLAN

ELEVATION

SECTION A-A

DRAWN BY:

DATE: JAN.'82
REVISED: MARCH '09

SCALE: N.T.S.

DRIVEWAY WITH CURB

C
1.3
1 of 2
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

\[ \frac{1}{4} \text{" WIDE, } 1\text{" DEEP SAWCUTS } \oplus 5\text{'} O.C., 1/4" \]
\[ \text{WIDE EXPANSION JOINTS } \oplus 20\text{'} O.C. (TYP.) \]

\[ \begin{array}{c}
\text{MIN. 18"} \\
\text{EXISTING DRIVEWAY} \\
\text{MIN. 18"} \\
\text{R/W} \\
\text{20" O.C. (TYP.)} \\
\end{array} \]

\[ \begin{array}{c}
\text{MIN. 18"} \\
\text{EXISTING DRIVEWAY} \\
\text{MIN. 18"} \\
\text{R/W} \\
\text{20" O.C. (TYP.)} \\
\end{array} \]

\[ \begin{array}{c}
\text{4" SIDEWALK} \\
\text{4" SIDEBACK} \\
\text{6" CONC. SIDEWALK} \\
\text{6" CONC. SIDEWALK} \\
\text{20" O.C. (TYP.)} \\
\end{array} \]

\[ \begin{array}{c}
\text{EXISTING DRIVEWAY} \\
\text{MIN. 18"} \\
\text{R/W} \\
\text{20" O.C. (TYP.)} \\
\text{20" O.C. (TYP.)} \\
\end{array} \]

\[ \begin{array}{c}
\text{EDGE OF PAVEMENT} \\
\text{EDGE OF PAVEMENT} \\
\text{EDGE OF PAVEMENT} \\
\text{EDGE OF PAVEMENT} \\
\text{EDGE OF PAVEMENT} \\
\end{array} \]

\[ \text{NOTE:} \]
\[\text{\#4 FLARED RADIUS OPTIONAL} \]

\[ \text{PRESENTATION} \]
\[\text{PRESENTATION} \]

\[ \text{SECTION A-A} \]

\[ \text{DRIVEWAY WITH CURB} \]

\[ \text{DATE: JAN.'82} \]
\[ \text{REVISED: MARCH '09} \]
\[ \text{DRAWN BY: N.T.S.} \]
EXISTING SUBGRADE, TOP 12" TO BE COMPACTED TO 100% OF AASHTO T-99C

12" COMPACTED LIMEROCK BASE, COMPACTED TO 100% AASHTO T-99C (PLACED IN TWO-6"LIFTS)

SAND FILLED JOINTS

GEOTEXTILE WOVEN MIRAFI 500X

3-1/8" THICK UNI-DECOR CONCRETE PAVING BLOCKS

1" SAND SETTING BED

TOP OF PAVERS 1/8" ABOVE FINAL ELEVATION

1/2" R TYPICAL

GEOTEXTILE WOVEN MIRAFI 500X. FABRIC SHALL BE INSTALLED WITHOUT WRINKLES AND LAPPED 3" AT THEIR EDGES
EXISTING CURB AND GUTTER

GEOTEXTILE WOVEN MIRAFI 500X
FABRIC SHALL BE INSTALLED WITHOUT WRINKLES AND LAPPED 3" AT THEIR EDGES

VARIES

EXISTING CURB AND GUTTER

GRADING SHALL MATCH PROFILE OF PROPOSED PAVEMENT

TOP OF PAVERS 1/8" ABOVE FINAL ELEVATION

GEOTEXTILE WOVEN MIRAFI 500X

12" COMPACTED LIMEROCK BASE, COMPACTED TO 100% AASHTO T-99C (PLACED IN TWO-6"LIFTS)

EXISTING SUBGRADE, TOP 12" TO BE COMPACTED TO 100% OF AASHTO T-99C
1) CONTRACTOR SHALL GIVE SPECIAL ATTENTION TO ACHIEVE COMPACTION REQUIREMENTS AT AREAS ADJACENT TO EDGE RESTRAINTS, CATCH BASINS, AND UTILITY STRUCTURES.

2) CONTRACTOR SHALL FORM THE INTENDED SURFACE PROFILE OF THE BASE SO THAT THE PAVERS CAN BE PLACED ON A UNIFORM THICKNESS OF BEDDING SAND.

3) SURFACE OF COMPACTED BASE SHALL BE SMOOTH WITH A SURFACE SMOOTHNESS MAXIMUM TOLERANCE OF +/- 3/8” OVER A 10’ STRAIGHTEDGE. UNEVEN AREAS OF THE LIMESTONE BASE SURFACE MUST BE MADE LEVEL PRIOR TO PLACING THE BEDDING SAND. BEDDING SAND SHALL NOT BE USED TO COMPENSATE FOR AN UNEVEN BASE.

4) CONTRACTOR SHALL ENSURE THAT ALL SURROUNDINGS CONTAINING EDGES, AND COMPACTED BASE ARE COMPLETED PRIOR TO INITIATING PAVER INSTALLATION.

5) BEDDING SAND SHALL CONFORM TO ASTM C33 (CONCRETE SAND) WITH 0% PASSING NO. 200 SIEVE. SPREAD BEDDING SAND AT OPTIMUM MOISTURE CONTENT EVENLY OVER BASE AND SCREED SAND TO AN EVEN THICKNESS OF 1” (+/- 3/16in.). THE SCREeded SAND SHOULD NOT BE DISTURBED.

6) LAY PAVERS IN THE PATTERN INDICATED. MAINTAIN STRAIGHT JOINT LINES. JOINTS BETWEEN PAVERS SHALL BE CONSISTENT AND BETWEEN 1/16 TO 1/8 INCH WIDE.

7) AFTER AN AREA OF PAVERS ARE PLACED, IT SHALL BE COMPACTED WITH A VIBRATING PLATE COMPACTOR, EXERTING 5000 LBS. OF CENTRIFUGAL COMPACTION FORCE, WITH SURFACE CLEAN AND JOINTS UNSANDED. A MINIMUM OF THREE PASSES SHALL BE MADE. PLATE VIBRATOR SHALL HAVE A RUBBER MAT OR ROLLER FEET TO AVOID CHIPPING THE PAVERS.


9) CONTRACTOR SHALL LEAVE TOP OF PAVERS 3/16” ABOVE FINAL ELEVATION TO COMPENSATE FOR POSSIBLE MINOR SETTLING.

10) ALL CUTS TO BE VERTICAL AND TRUE, NO EDGE PIECE TO BE SMALLER THAN 1/3 FULL PAVER SIZE.
NOTES:

1. A MINIMUM OF 6" THICK SIDEWALK IS REQUIRED AT SIDEWALKS THROUGH DRIVEWAYS AND ON ALL COMMERCIAL SIDEWALK APPLICATIONS.
2. CONCRETE STRENGTH SHALL BE 3000 P.S.I.
3. THE USE OF REINFORCEMENT WILL NOT BE PERMITTED.
4. SIDEWALK SLOPES SHALL MEET THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT (ADA).
NOTE:

1. ALL CURBS MUST HAVE AN 8" THICK MINIMUM STABILIZED LIMEROCK BASE, COMPACTED TO 98% MAX. DENSITY PER AASHTO T-180.
2. ALL CONCRETE STRENGTH TO BE 3000 P.S.I.
NOTE:
1. ALL CURBS MUST HAVE AN 8" THICK MINIMUM STABILIZED LIMEROCK BASE, COMPACTED TO 98% MAX. DENSITY PER AASHTO T-180.
2. ALL CONCRETE STRENGTH TO BE 3000 P.S.I.
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

PLAN

ELEVATION

SECTION A–A

STANDARD WHEEL STOP
HEADER CURB

* 18" X 12" FOR ROADWAY
12" X 12" FOR WALKWAY & PARKING APPLICATIONS
ADA CURB RAMPS GENERAL NOTES*:

1. PUBLIC SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED IN THE PUBLIC RIGHT OF WAY AT LOCATIONS THAT WILL PROVIDE CONTINUOUS UNOBSTRUCTED PEDESTRIAN CIRCULATION PATHS TO PEDESTRIAN AREAS, ELEMENTS, AND FACILITIES IN THE PUBLIC RIGHT OF WAY AND TO ACCESSIBLE PEDESTRIAN ROUTES ON ADJACENT SITES. CURBED FACILITIES WITH SIDEWALKS AND THOSE WITHOUT SIDEWALKS ARE TO HAVE CURB RAMPS CONSTRUCTED AT ALL STREET INTERSECTIONS AND AT TURNOUTS THAT HAVE CURBED RETURNS. RAMPS CONSTRUCTED AT LOCATIONS WITHOUT SIDEWALKS SHALL HAVE A LANDING CONSTRUCTED AT THE TOP OF EACH RAMP.

2. THE LOCATION AND ORIENTATION OF CURB RAMPS SHALL BE AS SHOWN IN THE PLANS.

3. CURB RAMP RUNNING SLOPES AT UNRESTRAINED SITES SHALL NOT BE STEEPER THAN 1:12 AND CROSS SLOPE SHALL BE 0.02 OR FLATTER. TRANSITION SLOPES SHALL NOT BE STEEPER THAN 1:12.

WHEN ALTERING PEDESTRIAN FACILITIES WHERE EXISTING SITE DEVELOPMENT PRECLUDES THE ACCOMMODATION OF A RAMP SLOPE OF 1:12, A RUNNING SLOPE BETWEEN 1:12 AND 1:10 IS PERMITTED FOR A RISE OF 6” MAXIMUM AND A RUNNING SLOPE OF BETWEEN 1:10 AND 1:8 IS PERMITTED FOR A RISE OF 3” MAXIMUM. WHERE COMPLIANCE WITH THE REQUIREMENTS FOR A CROSS SLOPE CANNOT BE FULLY MET, THE MINIMUM FEASIBLE CROSS SLOPE SHALL BE PROVIDED.

RAMP RUNNING SLOPE IS NOT REQUIRED TO EXCEED 8’ IN LENGTH, EXCEPT AT SITES WHERE THE PLANS SPECIFY A GREATER LENGTH.

4. IF A CURB 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 1:12. RAMPS WITH CURB RETURNS MAY BE USED AT LOCATIONS WHERE OTHER IMPROVEMENTS PROVIDE GUIDANCE AWAY FROM THAT PORTION OF THE CURB PERPENDICULAR TO THE SIDEWALK; IMPROVEMENTS FOR GUIDANCE ARE NOT REQUIRED AT CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC.

* AMENDED FROM FDOT INDEX 304
ADA CURB RAMPS GENERAL NOTES *: (CONT’D)

5. CURB RAMP DETECTABLE WARNING SURFACE SHALL EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24" FROM THE BACK OF THE CURB. DETECTABLE WARNING SURFACES SHALL BE VANGUARD, ARMOR TILE, OR APPROVED EQUAL.

6. WHERE A 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 CURB TRANSITIONS 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 TO THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5’ LONG.

7. DETECTABLE WARNING SURFACE COLOR SHALL CONTRAST WITH SURROUNDING SURFACE AS DIRECTED BY CITY ENGINEER (DEFAULT COLOR IS YELLOW).

* AMENDED FROM FDOT INDEX 304
WHERE CURB RAMPS ARE CONSTRUCTED IN EXISTING SIDEWALKS WITH SIDEWALK OR UTILITY STRIP SLOPES GREATER THAN 0.02, THE SIDEWALK SHALL BE RECONSTRUCTED TO REDUCE THE SLOPES TO 0.02 AT THE FLARE POINT.

SIDEWALK / UTILITY STRIP * TRANSITION

* AMENDED FROM FDOT INDEX 304
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

SIDEWALK *

6"X5.6" OR
6"X12"
SIDEWALK
 CURB

5.6"

1:12

5’ MIN.

1:12

0.02

0.02

14" WHEN LOCATED ALONG
TYPE ‘F’ CURB & GUTTER

18" PAVEMENT
 RELIEF

VARIES

VARIES

4’ (MIN.)
LANDING

1’-2”

2’ LANDING

0.02

0.02

SECTION THROUGH RAMP RUN AND LANDINGS WITH *
UPPER LANDING AT NORMAL SIDEWALK ELEVATION

* AMENDED FROM FDOT INDEX 304

DIMENSIONAL FEATURES FOR PUBLIC
SIDEWALK RAMPS WHERE RAMP AND
LANDING DEPTH ARE NOT RESTRICTED BY RW
SIDEWALK WITH UTILITY STRIP *

* MAY BE REDUCED TO 3' IN RESTRICTED CONDITIONS

6"X4" OR 6"X12" SIDEWALK CURB

SIDEWALK *

* AMENDED FROM FDOT INDEX 304
* AMENDED FROM FDOT INDEX 304

TYPICAL PLACEMENT OF DETECTABLE WARNING ON CURB RAMPS

DATE: OCT.'08  SCALE: N.T.S.
REvised: MARCH '09  DRAWn BY: W.D.

CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

SCALE: N.T.S.
* AMENDED FROM FDOT INDEX 304

TYPICAL PLACEMENT OF DETECTABLE WARNING ON CURB RAMPS
ON RAMPS THAT ARE PERPENDICULAR WITH THE CURB LINE, THE DOME PATTERN SHALL BE IN-LINE WITH THE DIRECTION OF TRAVEL. ON RAMPS INTERSECTING CURBS ON A RADIUS, THE DOME PATTERN SHALL BE IN-LINE WITH THE DIRECTION OF TRAVEL TO THE EXTENT PRACTICAL.

BASE-TO-BASE SPACING SHALL BE 0.65" MINIMUM BETWEEN DOMES.

**PLAN VIEW**

THE TOP WIDTH OF THE DOME SHALL BE A MINIMUM OF 50% AND A MAXIMUM OF 65% OF THE BASE DIAMETER.

**TRUNCATED DOME**

ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACE THAT EXTEND THE FULL WIDTH OF RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES FROM THE BACK OF THE CURB.

* AMENDED FROM FDOT INDEX 304
**NOTES:**

* USE DETECTABLE WARNING SURFACES ONLY FOR DRIVEWAYS 24' OR WIDER.
** 4' FLARED RADIUS OPTIONAL

1. SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH CITY OF FORT LAUDERDALE STANDARDS AND SPECIFICATIONS (SEE DETAIL C1.3).
2. SIDEWALKS ADJOINING 24' DRIVES, ALLEYWAYS, OR STREETS SHALL HAVE A DETECTABLE WARNING SURFACE THAT EXTENDS THE FULL WIDTH OF THE SIDEWALK IN THE DIRECTION OF TRAVEL. THE MINIMUM LENGTH OF THE DETECTABLE WARNING SURFACE SHALL BE 24" FROM THE EDGE OF DRIVeways, EDGE OF SIDE ROADS, OR STREETS.
3. SIDEWALKS SHALL BE CONTINUOUS THROUGH ALL DRIVEWAYS REGARDLESS OF DRIVEWAY WIDTH.

* AMENDED FROM FDOT INDEX 310

DATE: OCT.'08
REvised: MARCH '09

SCALE: N.T.S.

DRAWN BY: W.D.
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC

UTILITY STRIP
GRASS OR PAVT.
(1' MIN.)

SIDEWALK
(5' STD.)

0.02

RAMP 1:12

2' LANDING

RAMP AND SIDEWALK CURB

2'R

0.02

(*)

* MAY BE REDUCED TO 3' IN RESTRICTED CONDITIONS

* AMENDED FROM FDOT INDEX 304

DATE: OCT.'08
REVISED: MARCH '09

SCALE: N.T.S.
DRAWN BY: W.D.

C 4.8
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

SIDEWALK CURB (WHERE NECESSARY)

1:12 (NOT REQUIRED TO EXCEED 8' IN LENGTH)

SCALE: N.T.S.
DRAWN BY: W.D.

DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK COMBINED CORNER RAMPS UNDER CONDITIONS OF INFEASIBILITY

C 4.9

* CROSSWALK WIDTH AND CONFIGURATION VARIES

* AMENDED FROM FDOT INDEX 304
EXIST. ROAD PAVEMENT

MIN. 8' WIDTH WHEN CROSSING ROADWAY

REMOVE OLD ASPHALT SURFACE

EXIST. ROAD PAVEMENT

EXIST. BASE

12" MIN.

1'-6"

SELECT BACKFILL TO 12" ABOVE PIPE COMPACTED IN 6" LIFTS

EXIST. BASE

APPROVED BEDDING MATERIAL UP TO SPRING-LINE OF PIPE

T=6" PARKING
T=12" MIN. 18" MAX

HDPE or RCP PIPE

PIPE O/D VARIES

12"

RIGHT OF WAY
TRENCH REPAIR, MILLING, AND OVERLAY

A. RESTORE ROAD BED TWO TIMES ORIGINAL THICKNESS 18" MAX. AND 12" MIN. PLACED IN 6" LAYERS AND COMPACTED TO 98% OF MAXIMUM DENSITY PER AASHTO T-180

B. TRENCH BACKFILLED IN 6" COMPACTED LIFTS TO 98% OF MAXIMUM DENSITY PER AASHTO T-180

C. ASPHALTIC CONCRETE AS REQUIRED BY SPECIFICATIONS THICKNESS TO MATCH EXISTING. (TYPICAL 1-1/2")

D. MILLING, ASPHALTIC CONCRETE RESURFACING AS REQUIRED BY SPECIFICATIONS.

E. SAW CUT & APPLY TACK COAT TO ALL SURFACES AND EDGES
NOTES:

1. UNLESS OTHERWISE SPECIFIED SELECTED MATERIAL SHALL BE FREE OF STONES LARGER THAN 3/8" DIA.

2. REPLACE ALL EXISTING LANE MARKINGS AND REFLECTIVE MARKERS DAMAGED BY CONSTRUCTION ACTIVITIES.
10 GAGE 4"x4" WELDED WIRE (WIRE FENCE) HOOKED ONTO PREFORMED CHANNELS ON METAL POSTS.

NOTES:
1. DRIVE WOOD POSTS (1.3 LBS/FT MIN) 18" MIN INTO GROUND AND EXCAVATE A 4"X4" TRENCH UPHILL 5' LONG (MIN) ALONG LINE OF POSTS. WOOD.
2. POSTS 4" IN DIAMETER OR 2"X4" MAY BE USED. ATTACH WIRE FENCE TO POSTS AND EXTEND THE BOTTOM OF THE FENCE 8" INTO THE EXCAVATED TRENCH. ALTERNATE: USE SEDIMENT CONTROL FABRIC WITH PRE-SEWN POCKETS FOR POSTS SO THAT WIRE FENCE IS NOT REQ'D.
3. ATTACH THE SEDIMENT CONTROL FABRIC (36" WIDE) TO THE WIRE FENCE W/METAL CLIPS OR WIRE AND EXTEND THE BOTTOM OF THE FABRIC 6" INTO THE TRENCH.
4. BOTTOM OF SEDIMENT CONTROL FABRIC MUST BE PLACED IN TRENCH AND SECURED WITH GRANULAR FILL TO A HEIGHT OF 6" ABOVE GROUND LEVEL, SO THAT RUNOFF IS FORCED TO GO THROUGH THE FENCE AND CANNOT GO UNDER IT.
5. SILT FENCE SHALL BE MAINTAINED AND TRAPPED SEDIMENTS SHALL BE REMOVED BY THE CONTRACTOR PERIODICALLY AS DETERMINED BY THE ENGINEER OR AS NECESSARY (MAX. 6 MONTHS).
6. THE CONTRACTOR IS REQUIRED TO REMOVE ALL SILT FENCES AND AREA TO BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF CONSTRUCTION.
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

EXISTING GRADE

NEW NON-WOVEN FILTER FABRIC

12” MIN. OVERLAP
NOTE 2

1” - 2” BALLAST ROCK
NOTE 1.

PROPOSED STORM DRAIN PIPE

CUT FILTER FABRIC TO SIZE FOR PASSING CONFLICT PIPE (TYP.)

EXISTING CONFLICT PIPE

ONE LAYER 15 MILS (MIN.) THICKNESS NON-WOVEN FABRIC FILTER TYPAR 3401 OR EQUAL. CONTINUOUS AROUND SIDES AND BOTTOM, WITH OVERLAP ON TOP

NOTES:

1. EQUIVALENT STONE TO REPLACE DISTURBED ROCK (1” TO 2” BALLAST ROCK).
2. THE RESTORATION OF THE EXISTING TRENCH SHALL OVERLAP THE CUT WITH NEW NON-WOVEN FILTER FABRIC AND EXTENDED BEYOND THE CUT BY 1-FT. BOTTOM OF CUT SHALL ALSO BE REPAIRED WITH OVERLAPPING FABRIC.
3. AVOID INTRODUCING SAND AND SOIL INTO THE EXPOSED FRENCH DRAIN ROCK.
4. COMPACT SOIL SURROUNDING THE TRENCH IN 6” LIFTS OR PER TRENCH RESTORATION DETAIL.

DATE: FEB.’06
REVISED: MARCH ’09
SCALE: N.T.S.
DRAWN BY: A.C.

EXFILTRATION TRENCH AND CONFLICT PIPE DETAIL
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

PROPOSED STORM DRAIN PIPE

1" – 2" WASHED ROCK NOTE 1.

EXISTING CONFLICT PIPE

PROPOSED STORM DRAIN PIPE (OUTLINE ABOVE)

NEW NON-WOVEN FILTER FABRIC (TYP.)

TRENCH WALL (TYP.)

PLAN

EXFILTRATION TRENCH AND CONFLICT PIPE DETAIL

DATE: FEB.’06
REVISED: MARCH ’09
DRAWN BY: A.C.

SCALE: N.T.S.

D
3.1
CONFLICT MANHOLE
FOR NEW STORM SEWERS

SECTION

NOTES:
1. CONTRACTOR SHALL DETERMINE PIPE SIZES, PIPE INVERT ELEVATIONS AND ANGLES
   OF PIPE ENTRY AND EXIT.
2. ALL CONFLICT MANHOLES SHALL CONFORM TO THE REQUIREMENTS SHOWN ON
   THE CITY OF FORT LAUDERDALE ENGINEERING PLAN AND SPECS.

DATE: FEB.'06
REVISED: MARCH '09
SCALE: N.T.S.
DRAWN BY: A.C.
CONFLICT MANHOLE FOR NEW STORM SEWERS

PROPOSED STORM SEWER

EXIST. UTILITY PIPE (WATER, GRAVITY SEWER, OR FORCE MAIN THROUGH MANHOLE)

SCD 40 PVC PIPE SLEEVE. SIZE OF SLEEVE, INVERT ELEVATION, AND SLOPE TO MEET THE REQUIREMENTS FOR CONFLICT PIPE.
NOTE: CONTRACTOR SHALL DETERMINE PIPE SIZES, PIPE INVERT ELEVATIONS AND ANGLES OF PIPE ENTRY AND EXIT.
EXISTING E.P. 
VARIES 
VARIES 
VARIES 
EXISTING ASPHALT ROADWAY 
2:1 MAX SLOPE 
SOD 
2' MIN. 
WIDTH VARIES 
12" DEEP COMPACTED 
1-1/2" BALLAST ROCK 
STABILIZED SUBGRADE 
EXISTING SIDEWALK OR GROUND 
PLACE FILTER FABRIC BETWEEN LAYER OF 
ROCK AND GRASS AS WELL AS BETWEEN 
ROCK & SUBGRADE LAYERS
NOTE:
CONTRACTOR SHALL CENTER BOTTOM OF SWALE BETWEEN EDGE OF PAVEMENT AND R/W LINE IF NO SIDEWALK EXISTS.
CITY OF FORT LAUDERDALE
OFFICE OF THE CITY ENGINEER

(SEE PLANS AND SPEC NOTES FOR WORK LIMITS)

FILTER FABRIC

COMPACTED 1 1/2" BALLAST ROCK

PERFORATED HIGH DENSITY POLYETHYLENE PIPE (HDPE) OR SLOTTED RCP

1:4 MIN. SLOPE

ONE LAYER 15 MILS (MIN.) THICKNESS NON-WOVEN FABRIC FILTER TYPAR 3401 OR APPROVED EQUAL. FABRIC SHALL BE PLACED CONTINUOUSLY AROUND SIDES AND BOTTOM, WITH 24” OVERLAP ON TOP

PEA GRAVEL

PIPE SIZE (SEE PLAN)

24’ OVERLAP

12’ MIN. COMPACTED LIMEROCK BACKFILL

6’ GRAVEL

6’ MIN. PIPE COVER

PERFORATED PIPE DIAMETER (SEE PLAN)

12’ MIN. PIPE BED

12’ MIN.

NOTES:

1. CONTRACTOR MUST READ AND ABIDE THE CITY’S GENERAL CONSTRUCTION NOTES AND DRAINAGE DESIGN NOTES PRIOR TO STARTING CONSTRUCTION.

2. THE STANDARD CROSS SECTION SHALL BE CONSTRUCTED UNLESS OTHER SECTIONS ARE DESCRIBED OR DETAILED ON PLANS.

3. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PREVENT CONTAMINATION OF THE TRENCH WITH SAND, SILT AND FOREIGN MATERIALS.

4. THE 12” WEEP HOLE SHALL NOT BE USED IF THE BOTTOM OF THE INLET OR MANHOLE IS BELOW THE NORMAL WATER TABLE, UNLESS OTHERWISE SHOWN ON PLANS.

5. FRENCH DRAINS MUST BE INSPECTED BY THE ENGINEERING INSPECTOR PRIOR TO CONTRACTOR BACKFILLING.

DATE: FEB.’06

REVISED: MARCH ‘09

EXFILTRATION TRENCH SYSTEM

5.1
LONGITUDINAL CROSS SECTION

FILTER FABRIC (ENVELOPE 12" OVER PIPE, TYP.)

STORM WATER BAFFLE PLATE

INLET OR MANHOLE (INLET WITH SUMP SHOWN)

FILTER FABRIC (ENVELOPE 12" OVER PIPE, TYP.)

NO. 4 COARSE AGGREGATE

HDPE PIPE

SUMP DEPTH VARIES

12" MIN.

SURFACE WATER

SOLID PIPE

PERFORATED PIPE

COUPLING BAND LOCATION VARIES

FILTER FABRIC ENVELOPE

FOR SUMP BOTTOM LOCATION, SEE PLANS

1/4" GALVANIZED HARDWARE CLOTH

NO. 4 COARSE AGGREGATE 2' X 2' X 2'

FILTER FABRIC

PUSH-ON JOINT LOCATION VARIES

SLOTTED PIPE
BUILT UP FRAME WITH COVER
BRICKED TO GRADE BY CONTRACTOR

TYPE "C" CATCH BASIN (USP 3-3.0)

NOTES
1) MINIMAL CONC. STRENGTH FOR ALL CATCH BASINS AND MANHOLE
STRUCTURES SHALL BE 4000 PSI.

2) CONTRACTOR IS RESPONSIBLE FOR FINAL ELEVATION AND LOCATION
ADJUSTMENTS OF CATCH BASINS, GRATES, MANHOLES DUE TO FIELD
CONSTRAINTS.

3) THE 12" WEEP HOLE SHALL NOT BE USED IF THE BOTTOM OF
THE INLET OR MANHOLE IS BELOW THE NORMAL WATER TABLE,
UNLESS OTHERWISE SHOWN ON PLANS.
NOTES

1) BAFFLE SHALL BE C.M.P. OR C.A.P. SECTION (OUTFALL DIAMETER PLUS 6").

2) 1/2" GALV. WEDGE ANCHORS (ULT. PULLOUT 6000, ULT. SHEAR 5900.)

3) WELD OR 2–3/8" THRU BOLTS

4) BOLTED TO WALL WITH TOP CAPPED. (WATER TIGHT)
NEW 5' SWK. EASEMENT
40' R/W
20' 8' GRASS SWALE
20' 8' GRASS SWALE
4' 4' 12' 12' 4' 4' 4' 4'
1' (TYP.)
ROAD CROWN GRADE
2% MIN.
2% MAX.
8" DEEP MEASURED FROM ROAD CROWN GRADE (TYP.)
BACK OF SIDEWALK SET AT ROAD CROWN GRADE (TYP.)
4" THICK CONC. SWK. PER CITY DETAIL (TYP.)
COMPACTED EXISTING SUBGRADE (TYP.)

6" OF 50/50 MIX OF TOP SOIL AND SAND.
REMOVE ALL DEBRIS AND DELETERIOUS MATERIALS (36" MAX. DEPTH) AND PLACE CLEAN FILL.

1-1/2 INCHES OF ASPHALTIC CONCRETE TYPE S-3
8 INCHES LIMEROCK BASE COMPACTED IN TWO (2)-4" LIFTS (98% AASHTO T-180)
12 INCHES STABILIZED SUBGRADE COMPACTED IN (2)-6" LIFTS, (100% AASHTO T-99C)
6" OF 50/50 MIX OF TOP SOIL AND SAND.

1-1/2 INCHES OF ASPHALTIC CONCRETE TYPE S-3

8 INCHES LIMEROCK BASE COMPACTED IN TWO (2) 4" LIFTS
(98% AASHTO T-180)

12 INCHES STABILIZED SUBGRADE COMPACTED IN (2) 6" LIFTS,
(100% AASHTO T-99C)

REMOVE ALL DEBRIS AND DELETERIOUS MATERIALS (36" MAX. DEPTH) AND PLACE CLEAN FILL.

4" DEEP MEASURED FROM ROAD CROWN GRADE (TYP.)

8" THICK CONC. SWK. PER CITY DETAIL (TYP.)

COMPACTED EXISTING SUBGRADE (TYP.)

BACK OF SIDEWALK SET AT ROAD CROWN GRADE (TYP.)
GENERAL NOTES

1. BACKFILL SHALL BE COMPACTED TO 98% OF MAXIMUM DRY DENSITY PER AASHTO T–99–C AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12” MAXIMUM, LOOSE MEASUREMENT.

2. FIBER OPTIC CABLE SHALL BE INSTALLED IN MINIMUM 2” SCHEDULE 40 P.V.C. CONDUIT.

3. LOCATION OF CONDUIT WITH RESPECT TO CENTERLINE OF STREETS, RIGHT–OF–WAY LINES OR OTHER BASE LINES WILL BE SUBJECT TO APPROVAL OF PUBLIC WORKS DEPARTMENT.

4. 0.005” X 3” WIDE (MINIMUM) METALLIC TAPE COLOR CODED U.L.C.C. ORANGE TO RUN CONTINUOUSLY WITH TRENCH. TAPE IDENTIFYING FIBER OPTIC CABLE WILL HAVE THE WORDS “CAUTION FIBER OPTIC” FOLLOWED BY OWNERS NAME AND TELEPHONE NUMBER.

5. U.L.C.C.=UTILITY LOCATION CO–ORDINATION COUNCIL

6. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
MIN. 0.50'

DITCH WIDTH
+1 FT. MIN.

MIN. 0.50'

1½" ASPHALTIC CONCRETE

SAWCUT SURFACE JOINT

36.00" FOR POWER
2.50' FOR SIGNAL COMMUNICATIONS

6" MIN.

METALLIC TAPE

1:10 CEMENT/SAND
PLACED WET

1.00 MIN.

ONE CONDUIT (4" DIA.
MAX.) OR TWO CONDUITS
(3" DIA. MAX.)

DITCH WIDTH VARIES

4" SAND COVER

4" SAND COVER

LIMEROCK BASE

MIN. 0.50'

DITCH+2FT. MIN.
GENERAL NOTES

1. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6" COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.

2. ASPHALT PAVEMENT JOINTS (ASPHALTIC CONCRETE) SHALL BE MECHANICALLY SAWED.

3. NEW SURFACE MATERIAL WILL BE D.O.T. TYPE III ASPHALTIC CONCRETE.

4. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 & MINIMUM CARBONATE CONTENT OF 70% FOR MAJOR STREETS AND 60% FOR RESIDENTIAL STREETS.

5. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH ON MAJOR STREET AND 1-1/2" ASPHALTIC CONCRETE PATCH ON RESIDENTIAL STREET AND PARKING LOT TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL PLACED WITH A PERMANENT PATCH.

6. GAS MAINS 4" OR SMALLER IN SIZE SHALL BE CONSTRUCTED AS SHOWN IN THIS DETAIL WITH THE PROVISION OF 3" MINIMUM WIDTH CONTINUOUS METALLIC TAPE OR #12 WIRE WRAPPED AROUND THE CONDUITS.

7. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.

8. THIS DETAIL APPLIES FOR ROAD CROSSINGS ONLY. FOR PARALLEL INSTALLATIONS WITHIN THE ROADWAY, EITHER HALF A LANE OR A FULL RESTORATION SHALL BE CONSTRUCTED IN CONFORMANCE WITH APPLICABLE DETAILS.
THE PROCEDURE FOR BACKFILL AND PAVEMENT RESTORATION SHALL BE AS FOLLOWS:
"DENSITY TESTS OF COMPACTED FILL, BACKFILL SHALL BE TAKEN AT EACH 12" PRIOR TO
PLACEMENT OF THE SUCCEEDING LIFT OF MATERIAL ACCORDING TO THE FOLLOWING
SCHEDULE”.

1. FOR ANY ROAD CROSSING IN WHICH THE ROAD IS CUT AND RESTORED ONE LANE AT
A TIME, ONE DENSITY TEST SHALL BE TAKEN IN EACH LANE.

2. FOR ANY ROAD CROSSING IN WHICH THE ROAD IS CUT AND RESTORED THREE LANES
AT A TIME, DENSITIES SHALL BE TESTED IN TWO LOCATIONS STAGGERED WITH EACH
SUCCESSIVE LIFT.

3. FOR ANY ROAD CROSSING IN WHICH THE ROAD IS CUT AND RESTORED TWO LANES AT
A TIME, DENSITIES SHALL BE TESTED IN ONE LANE PER LIFT, ALTERNATING LANES
WITH EACH LIFT.

4. CUTS ACROSS ROADS SHALL NOT BE LEFT OPENED OVER NIGHT UNLESS ABSOLUTELY
NECESSARY. TRENCHES SHALL BE BACKFILLED AND A TEMPORARY ASPHALT APPLIED
TO MAKE A SMOOTH LEVEL PATCH. THE TRENCHES SHALL THEN BE EXCAVATED THE
NEXT DAY AND PERMANENT BACKFILL AND PAVEMENT INSTALLED IN ACCORDANCE
WITH THESE STANDARDS. THE ONLY EXCEPTIONS WILL BE IN CASES WHERE THE
FACILITY INSTALLED MUST BE TESTED BEFORE THE ROADS ARE RESTORED. IN THESE
CASES, THE PERMANENT RESTORATION MUST BE PERFORMED ON THE DAY OF
TESTING OR THE NEXT DAY.

5. IN CASES WHERE THE INSTALLATION PARALLELS THE ROADWAY AND DAMAGES THE
PAVEMENT, THE DENSITY TESTS SHALL BE MADE EVERY 100 L.F. WITH TEST LOCATIONS
STAGGERED 25' EACH LIFT.

6. SHOULDER AREAS AND SWALE AREAS BEYOND SHOULDERS SHALL BE COMPACTED TO
A MINIMUM OF 98% OF MAXIMUM DRY DENSITY, ALL AS DETERMINED BY AASHTO
T-99-C STANDARD PROCTOR TEST.

7. RESTORATION OF STRIPING, SIGNING, AND SIGNALIZATION DEVICES SHALL BE
ACCOMPLISHED IMMEDIATELY AFTER PAVEMENT RESTORATION IS COMPLETED.

A COPY OF ALL PROCTOR AND FIELD DENSITY TESTS SHALL BE FURNISHED TO THE
ENGINEERING DIVISION.
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12”, MAXIMUM 18”.

2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6” COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.

3. ASPHALT PAVEMENT JOINTS (ASPHALTIC CONCRETE) SHALL BE MECHANICALLY SAWED.

4. NEW SURFACE MATERIAL WILL BE D.O.T. TYPE III ASPHALTIC CONCRETE.

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7. SUBGRADE SHALL BE COMPACTED TO 100% OF DRY DENSITY PER AASHTO T-99 AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12” MAXIMUM, LOOSE MEASUREMENT.

8. PAVEMENT RESTORATION DUE TO PLACEMENT OF 4” GAS MAINS OR LARGER SHALL BE AS SHOWN ON THIS DETAIL WITH A 3” MINIMUM WIDTH AND PLACEMENT OF CONTINUOUS METALLIC TAPE OR #12 WIRE WRAPPED AROUND THE PIPE(S).

9. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
T= 6" PARKING LOT
8" RESIDENTIAL STREETS
10" MAJOR ST. (4 LANE)
12" MAJOR ST. (6 LANE)
2T=18" MAX.–12" MIN.

FULL LANE RESTORATION
SAWCUT & MATCH
EXISTING ASPHALT
SAWCUT & MATCH
EXISTING ASPHALT

LANE STRIPE
1½" ASPHALTIC
CONC. SURFACE

LIMEROCK
BASE

SLOPE VARIES
DIA. VARIES

1.00' MIN.

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1.00' MIN.

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GENERAL NOTES

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2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6" COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.

3. ASPHALT PAVEMENT JOINTS (ASPHALTIC CONCRETE) SHALL BE MECHANICALLY SAWED.

4. NEW SURFACE MATERIAL WILL BE D.O.T. TYPE III ASPHALTIC CONCRETE.

5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 & MINIMUM CARBONATE CONTENT OF 70% FOR MAJOR STREETS AND 60% FOR RESIDENTIAL STREETS.

6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH ON MAJOR STREET AND 1-1/2" ASPHALTIC CONCRETE PATCH ON RESIDENTIAL STREET AND PARKING LOT TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL PLACED WITH A PERMANENT PATCH.

7. SUBGRADE SHALL BE COMPACTED TO 100% OF DRY DENSITY PER AASHTO T-99 AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12" MAXIMUM, LOOSE MEASUREMENT.

8. PAVEMENT RESTORATION DUE TO PLACEMENT OF 4" GAS MAINS OR LARGER SHALL BE AS SHOWN ON THIS DETAIL WITH A 3" MINIMUM WIDTH AND PLACEMENT OF CONTINUOUS METALLIC TAPE OR #12 WIRE WRAPPED AROUND THE PIPE(S).

9. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
SAWCUT & MATCH EXISTING ASPHALT

FULL LANE RESTORATION

X FEET (GREATER THAN 2.5’)

1½” ASPHALTIC CONC. SURFACE

T = 6” PARKING LOT
8” RESIDENTIAL STREETS
10” MAJOR ST. (4 LANE)
12” MAJOR ST. (6 LANE)
2T = 18” MAX. - 12” MIN.

T = 6” PARKING LOT
8” RESIDENTIAL STREETS
10” MAJOR ST. (4 LANE)
12” MAJOR ST. (6 LANE)
2T = 18” MAX. - 12” MIN.

LANE STRIPE

SWALE

LIMEROCK BASE COMPACTED BACKFILL

1.50’ MIN.

0.99’
GENERAL NOTES

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9. THE DIMENSION 'X’ FEET IS ANY WIDTH GREATER THAN 2.5’.

10. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
T = 6" PARKING LOT
8" RESIDENTIAL STREETS
10" MAJOR ST. (4 LANE)
12" MAJOR ST. (6 LANE)
2T=18" MAX.—12" MIN.

1½” ASPHALTIC CONC. SURFACE
SAWCUT & MATCH EXISTING ASPHALT
MIN. ½ LANE RESTORATION
LANE STRIPE

2T
1.50' MIN.
1.0'

X
(2.5’ OR LESS)

LIMEROCK BASE COMPACTED BACKFILL
LIMEROCK
SWALE

MARCH ’09
DRAWN BY:

RESTORATION OF PAVEMENT
PARALLEL UTILITY INSTALLATION

P:4.4

1 of 1
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12", MAXIMUM 18".

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T = 6" PARKING LOT
8" RESIDENTIAL STREETS
10" MAJOR ST. (4 LANE)
12" MAJOR ST. (6 LANE)
2T = 18" MAX. - 12" MIN.

MIN. WIDTH 8.00'
DITCH WIDTH (W) + 5'

SAWCUT & MATCH EXISTING ASPHALT
1.0' MIN
1½" ASPHALTIC CONC. SURFACE
1.0' MIN
SAWCUT & MATCH EXISTING ASPHALT

LIMEROCK BASE
1.50' MIN. (TYP)

CONC. FOR F.P.&L. DUCTS
4" DUCTS

2.50' MIN. TEL./T.V.
36.00" MIN. ELEC.
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12”, MAXIMUM 18”.

2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6” COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.

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8. PAVEMENT RESTORATION DUE TO PLACEMENT OF 4” GAS MAINS OR LARGER SHALL BE AS SHOWN ON THIS DETAIL WITH A 3” MINIMUM WIDTH AND PLACEMENT OF CONTINUOUS METALLIC TAPE OR #12 WIRE WRAPPED AROUND THE PIPE(S).

9. THE DIMENSION 'W' FEET IS ANY WIDTH EXCEEDING 2.5’.

10. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
**FULL LANE RESTORATION**

- **LANE STRIPE**
- **SAWCUT & MATCH EXISTING ASPHALT**
- **1½” ASPHALTIC CONC. SURFACE**
- **LANE STRIPE**

**LIMEROCK BASE**
- **W**
- **1.50’ MIN.**
- **2T**
- **12” MIN.**
- **2.50’ MIN. TEL./T.V.**
- **36.00” MIN. ELEC.**

**CONC. FOR F.P.&L. DUCTS**
- **4” DUCTS**

- **T= 6” PARKING LOT**
- **8” RESIDENTIAL STREETS**
- **10” MAJOR ST. (4 LANE)**
- **12” MAJOR ST. (6 LANE)**
- **2T=18” MAX.—12” MIN.**

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**CITY OF FORT LAUDERDALE**

**OFFICE OF THE CITY ENGINEER**

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**DATE: APRIL ’04**

**SCALE: N.I.S.**

**DRAWN BY:**

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**PARALLEL UTILITIES INSTALLATION**

**RESTORATION OF PAVEMENT**

**4.6**

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**P:**

**dwg\INTERNAL\DETAILS\Blue Book blocks\CFL-BB-P4.6.dwg, 3/12/2009 11:08:52 AM, RamonC**
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12", MAXIMUM 18".
2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6" COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.
3. ASPHALT PAVEMENT JOINTS (ASPHALTIC CONCRETE) SHALL BE MECHANICALLY SAWSED.
4. NEW SURFACE MATERIAL WILL BE D.O.T. TYPE III ASPHALTIC CONCRETE.
5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 & MINIMUM CARBONATE CONTENT OF 70% FOR MAJOR STREETS AND 60% FOR RESIDENTIAL STREETS.
6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH ON MAJOR STREET AND 1-1/2" ASPHALTIC CONCRETE PATCH ON RESIDENTIAL STREET AND PARKING LOT TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL PLACED WITH A PERMANENT PATCH.
7. SUBGRADE SHALL BE COMPACTED TO 100% OF DRY DENSITY PER AASHTO T-99 AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12" MAXIMUM, LOOSE MEASUREMENT.
8. PAVEMENT RESTORATION DUE TO PLACEMENT OF 4" GAS MAINS OR LARGER SHALL BE AS SHOWN ON THIS DETAIL WITH A 3" MINIMUM WIDTH AND PLACEMENT OF CONTINUOUS METALLIC TAPE OR #12 WIRE WRAPPED AROUND THE PIPE(S).
9. THE DIMENSION ‘W’ FEET IS ANY WIDTH GREATER THAN OR EQUAL TO 2.5’.
10. THE PROVISIONS IN THIS DETAIL SUPERSSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
SAWCUT & MATCH EXISTING ASPHALT LANE STRIPE

MIN. ½ LANE RESTORATION

X FEET ≤ 2.5' 1.0'

1 ½" ASPHALTIC CONC. SURFACE
LIMEROCK BASE

CONC. FOR F.P.&L. DUCTS

COMPACTED BACKFILL

4" DUCTS

T= 6” PARKING LOT
8” RESIDENTIAL STREETS
10” MAJOR ST. (4 LANE)
12” MAJOR ST. (6 LANE)
2T=18” MAX.-12” MIN.

2.50’ MIN. TEL./T.V.
3.00’ MIN. ELEC

0.17’ MIN.
0.33’ (DIAM. OF DUCT)

0.17’ (MIN. COVER)
0.08’ (SPACE BETWEEN DUCTS)
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12", MAXIMUM 18".

2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6" COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.

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7. FP&L SHALL ENCASE THE DUCTS IN CONCRETE UNLESS OTHERWISE APPROVED.

8. TELEPHONE COMPANY SHALL SECURE THE DUCTS WITH SUITABLE STRAPS, AND SPACERS AT INTERVALS AS NECESSARY TO MAINTAIN LINE AND GRADE UNLESS OTHERWISE APPROVED.

9. SUBGRADE SHALL BE COMPACTED TO 100% OF DRY DENSITY PER AASHTO T-99 AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12" MAXIMUM, LOOSE MEASUREMENT.

10. THE DIMENSION 'X' FEET IS ANY WIDTH LESS THAN OR EQUAL TO 2.5'.

11. THE PROVISIONS IN THIS DETAIL SUPERSEDE ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
FULL LANE RESTORATION

SAWCUT & MATCH 1½" ASPHALTIC EXISTING ASPHALT CONC. SURFACE

X FEET >2.5' 1.0'

LIMEROCK

LIMEROCK BASE

T= 6" PARKING LOT
8" RESIDENTIAL STREETS
10" MAJOR ST. (4 LANE)
12" MAJOR ST. (6 LANE)
2T=18" MAX.-12" MIN.

CONC. FOR F.P.&L. DUCTS

0.17' MIN.

0.17' (MIN. COVER)

0.33' (DIAM. OF DUCT)

(DUCT SEPARATION)

12" MIN

2.50' MIN. TEL./T.V.
3.00' MIN. ELEC.

COMPACTED BACKFILL

SWALE
GENERAL NOTES

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE. MINIMUM 12”, MAXIMUM 18”.

2. BASE MATERIAL SHALL BE PLACED IN LAYERS NOT THICKER THAN 6” COMPACTED THICKNESS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.

3. ASPHALT PAVEMENT JOINTS (ASPHALTIC CONCRETE) SHALL BE MECHANICALLY SAWed.

4. NEW SURFACE MATERIAL WILL BE D.O.T. TYPE III ASPHALTIC CONCRETE.

5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 & MINIMUM CARBONATE CONTENT OF 70% FOR MAJOR STREETS AND 60% FOR RESIDENTIAL STREETS.

6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2” ASPHALTIC CONCRETE PATCH ON MAJOR STREET AND 1-1/2” ASPHALTIC CONCRETE PATCH ON RESIDENTIAL STREET AND PARKING LOT TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL PLACED WITH A PERMANENT PATCH.

7. FP&L SHALL ENCASE THE DUCTS IN CONCRETE UNLESS OTHERWISE APPROVED.

8. TELEPHONE COMPANY SHALL SECURE THE DUCTS WITH SUITABLE STRAPS, AND SPACERS AT INTERVALS AS NECESSARY TO MAINTAIN LINE AND GRADE UNLESS OTHERWISE APPROVED.

9. SUBGRADE SHALL BE COMPACTED TO 100% OF DRY DENSITY PER AASHTO T-99 AND SHALL BE PLACED IN LIFTS NOT TO EXCEED 12” MAXIMUM, LOOSE MEASUREMENT.

10. THE DIMENSION ’X’ FEET IS ANY WIDTH GREATER THAN 2.5’.

11. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.
1. Base material shall be placed in layers not thicker than 6” compacted thickness and each layer thoroughly rolled or tamped to 98% of maximum density, per AASHTO T-180.

2. Asphalt pavement joints (asphaltic concrete) shall be mechanically sawed.

3. New surface material will be D.O.T. Type III asphaltic concrete.

4. Base material shall have a minimum LBR of 100 & minimum carbonate content of 70% for major streets and 60% for residential streets.

5. If the ditch is filled temporarily, it shall be covered with a 2” asphaltic concrete patch on major street and 1-1/2” asphaltic concrete patch on residential street and parking lot to keep the fill material from raveling until placed with a permanent patch.

6. Subgrade shall be compacted to 100% of dry density per AASHTO T-99 and shall be placed in lifts not to exceed 12” maximum, loose measurement.

7. Fiber optic cable shall be installed in minimum 2” schedule 40 P.V.C. conduit.

8. Location of conduit with respect to centerline of streets, right-of-way lines or other base lines will be subject to approval of Public Works Department.

9. 0.005” x 3” wide minimum metallic tape color coded U.L.C.C. orange to run continuously with trench. Tape identifying fiber optic cable will have the words “CAUTION FIBER OPTIC” followed by owners name and telephone number.

10. U.L.C.C. = Utility Location Coordination Council

**General Notes**

**Ditch+2ft. Min.**

**Ditch Width**

**+1 ft. Min.**

**MIN. 6”(TYP)**

**1 ½” Asphaltic Concrete**

**Sawcut Surface Joint**

**Limerock Base**

**Metallic Tape**

**2” PVC**

**Ditch Width Varies**

**Compacted Backfill**

**6” Min.(TYP)**

**30” Min.**

**12” Min.**

**Pavement- Fiber Optic Cable Installation Crossing**

**Scale:** N.T.S.

**Date:** April '04

**Revised:** March '09

**Drawn by:**

**City of Fort Lauderdale**

**Office of the City Engineer**