CITY OF FORT LAUDERDALE

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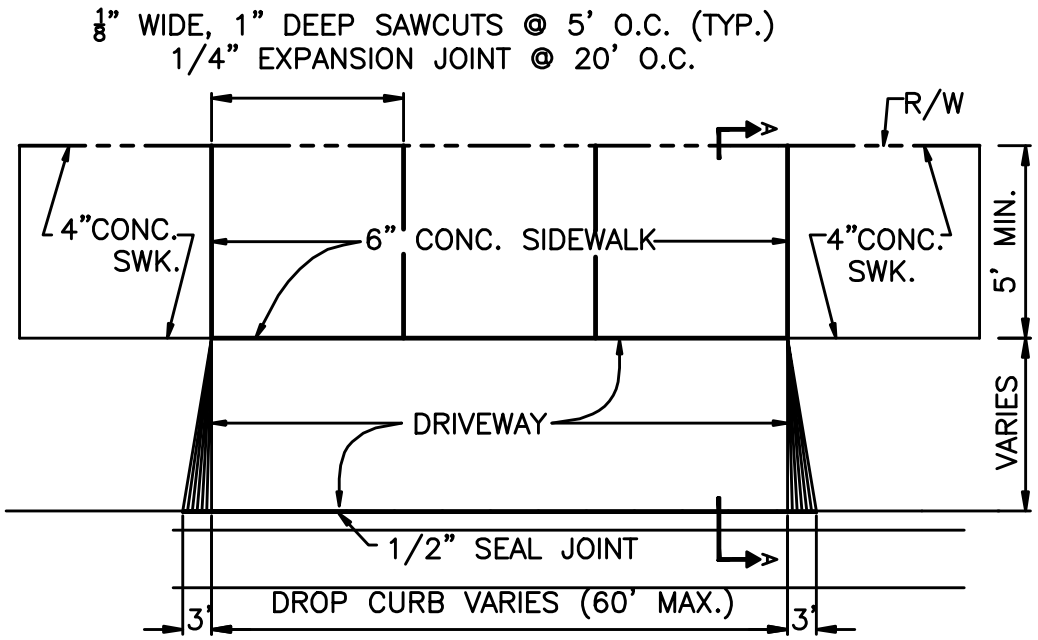
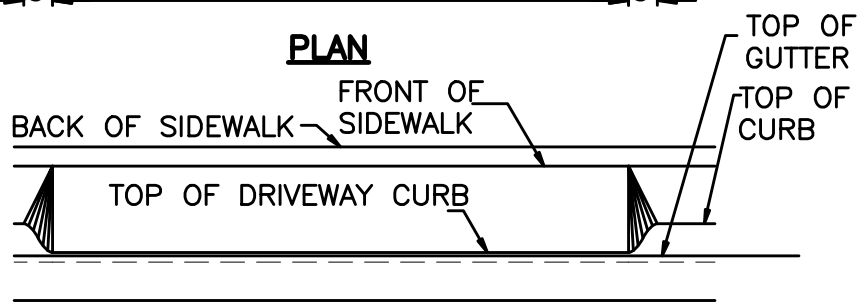
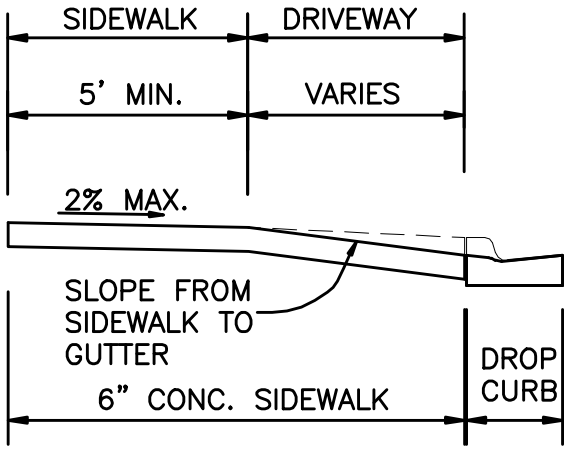


PLAN



ELEVATION



SECTION A–A

DATE: JAN.'82	SCALE: N.T.S.	DRIVEWAY WITH CURB	C 1.3 1 OF 2
REVISED: MARCH '09	DRAWN BY:		

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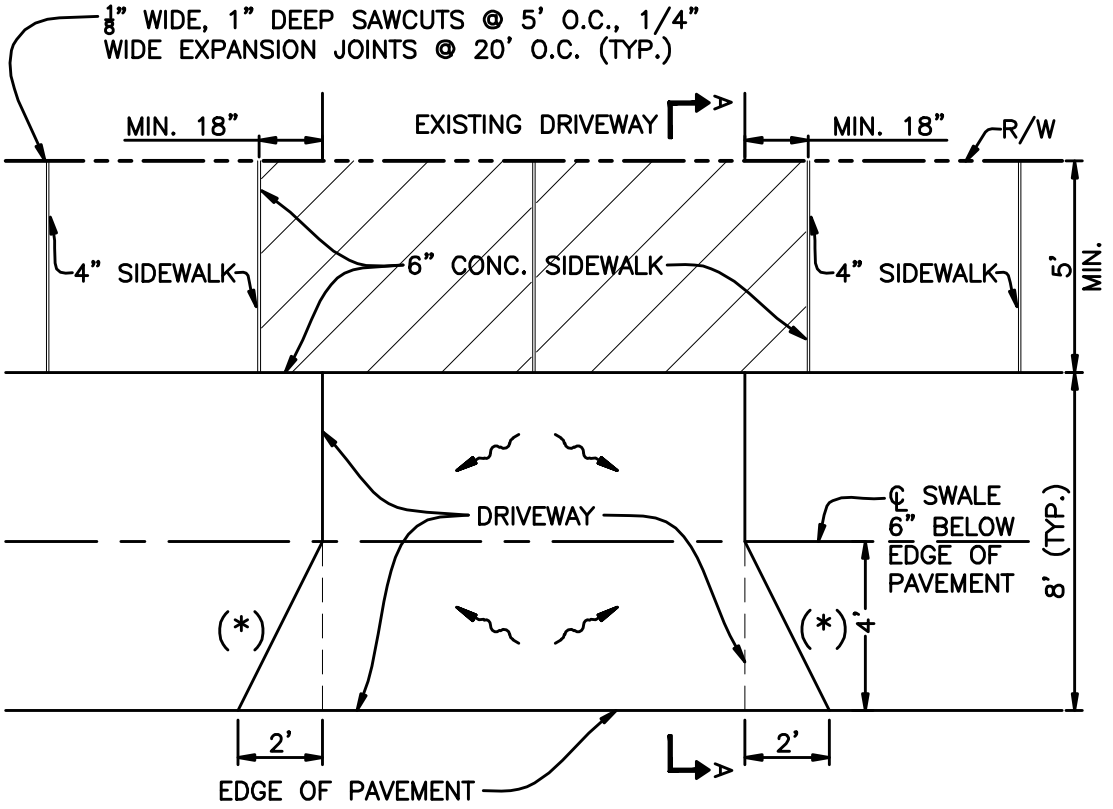
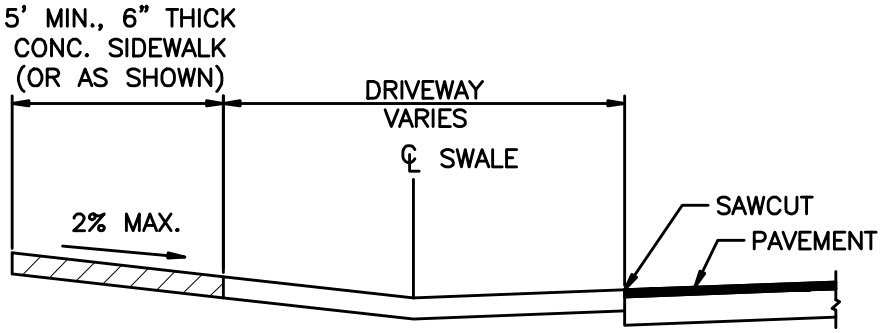


PLAN VIEW

NOTE:

*4' FLARED RADIUS OPTIONAL



SECTION A–A

DATE: JAN.'82	SCALE: N.T.S.	DRIVEWAY WITH CURB	C 1.3 2 OF 2
REVISED: MARCH '09	DRAWN BY:		

CITY OF FORT LAUDERDALE

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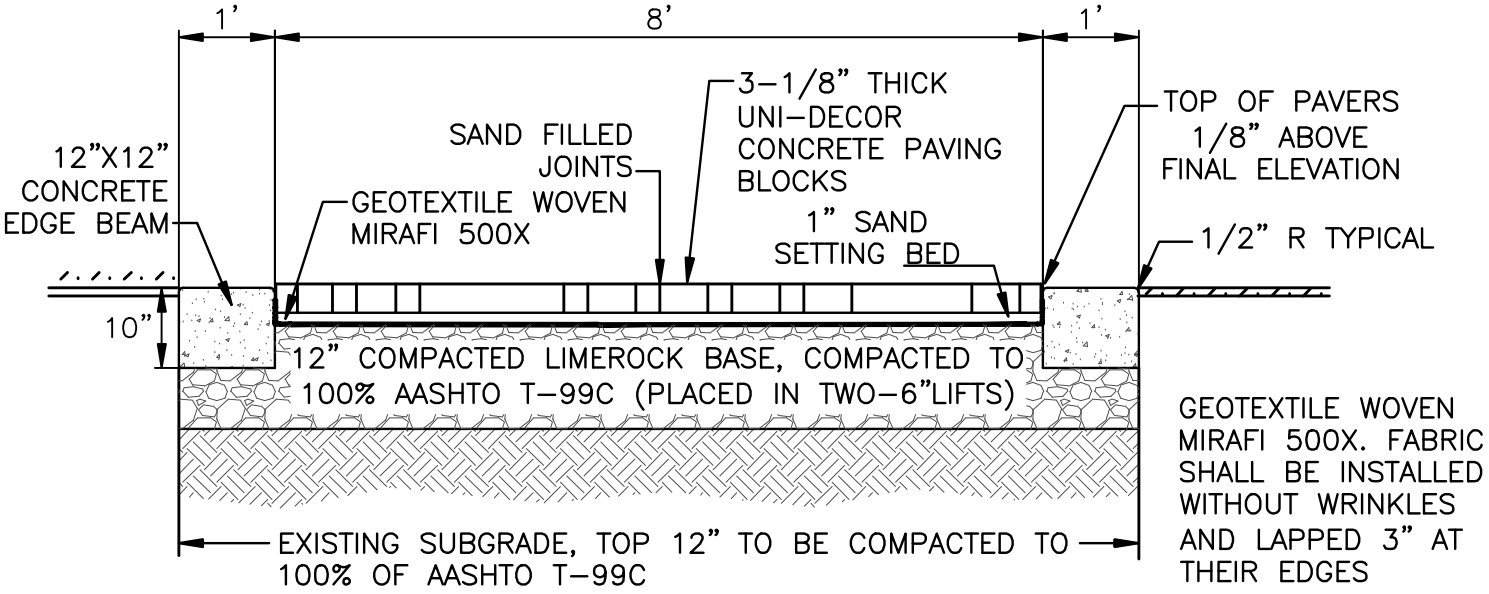

PAVERS WITH LIMESTONE BASE

CROSS SECTION

DATE:	SCALE:
JAN. '09	N.T.S.
REVISED:	DRAWN BY:
MARCH '09	R.C.

C 1.4

1 OF 3

CITY OF FORT LAUDERDALE

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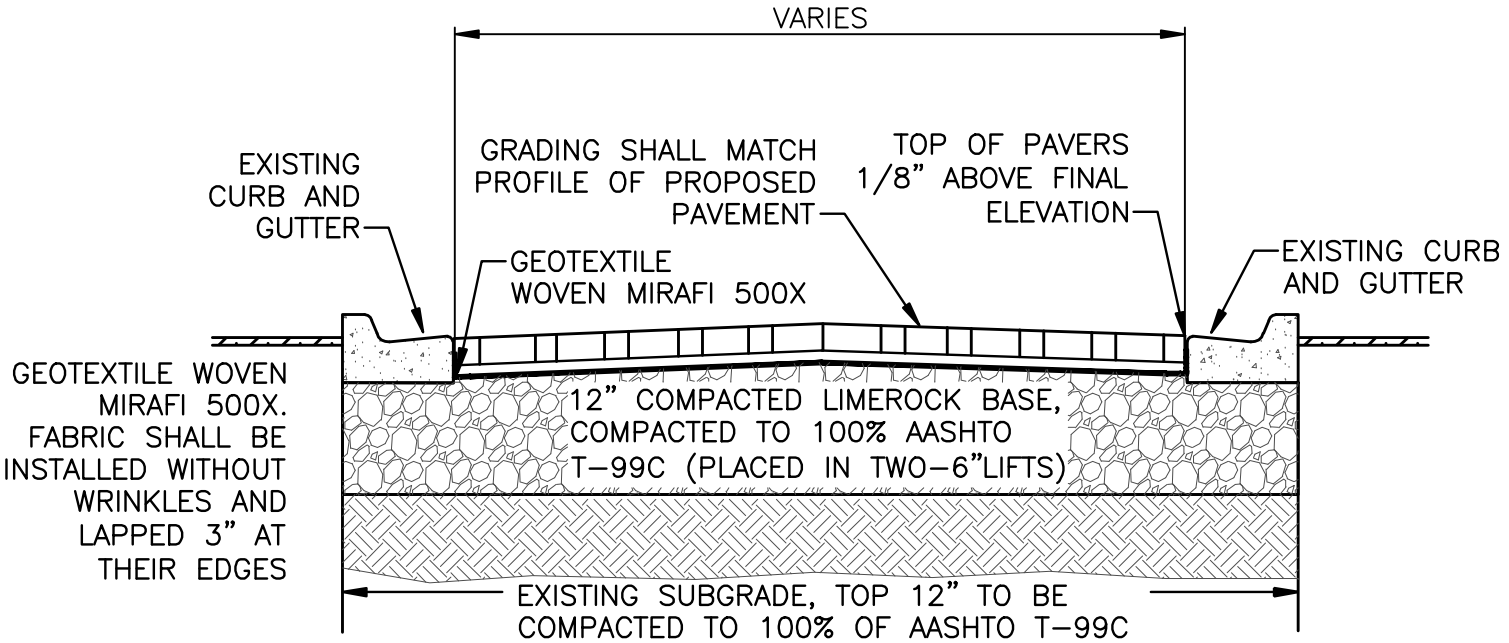

PAVERS WITH LIMESTONE BASE

LONGITUDINAL SECTION

DATE:	SCALE:	C
JAN.'09	N.T.S.	1.4
REVISED:	DRAWN BY:	2 OF 3
MARCH '09	R.C.	

CITY OF FORT LAUDERDALE

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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 LIMEROCK 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 ASTMC33 (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.

8) JOINT SAND SHALL BE FINER THAN THE BEDDING SAND TO FACILITATE FILLING OF THE JOINTS. THIS CAN OBTAINED BY PASSING THE BEDDING SAND THROUGH A No. 8 SIEVE. AFTER THE FIRST PASS OF THE PLATE COMPACTOR, DRY JOINT SAND SHALL BE SWEPT INTO THE JOINTS AND THE PAVERS COMPACTED, REPEAT THE PROCESS UNTIL THE JOINTS ARE FILLED WITH SAND. WET SAND SHALL NOT BE INSTALLED.

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.

DATE: JAN.'09	SCALE: N.T.S.	**PAVERS WITH LIMESTONE BASE**	**C**
REVISED: MARCH '09	DRAWN BY: R.C.	**CONSTRUCTION NOTES**	**1.4** 3 OF 3

CITY OF FORT LAUDERDALE

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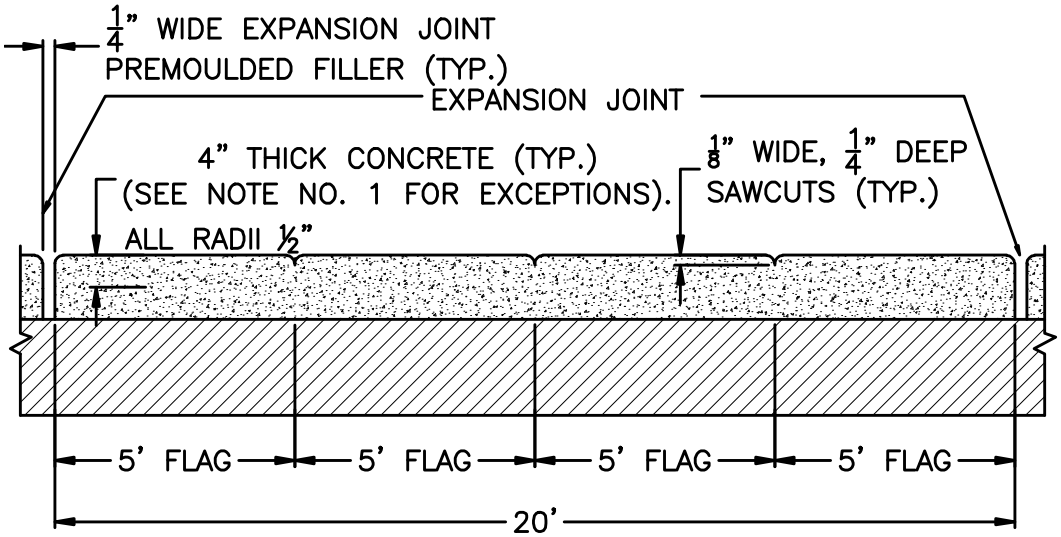

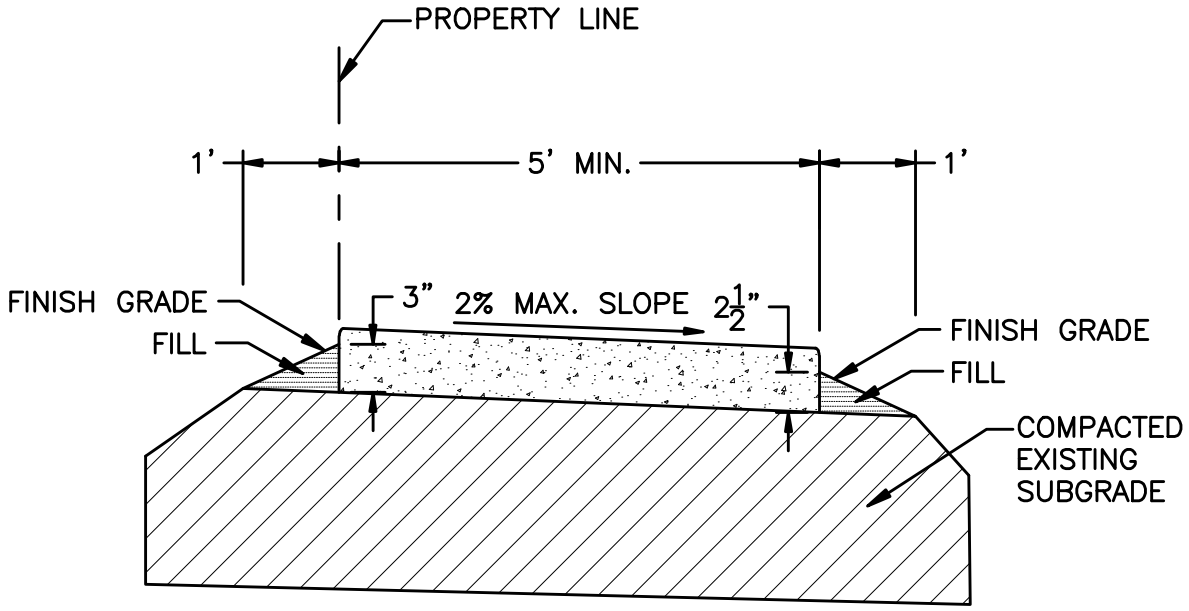

NOTES:

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).

DATE: JAN.'82	SCALE: N.T.S.	SIDEWALK CONSTRUCTION	C
REVISED: MARCH '09	DRAWN BY:		2.1

CITY OF FORT LAUDERDALE

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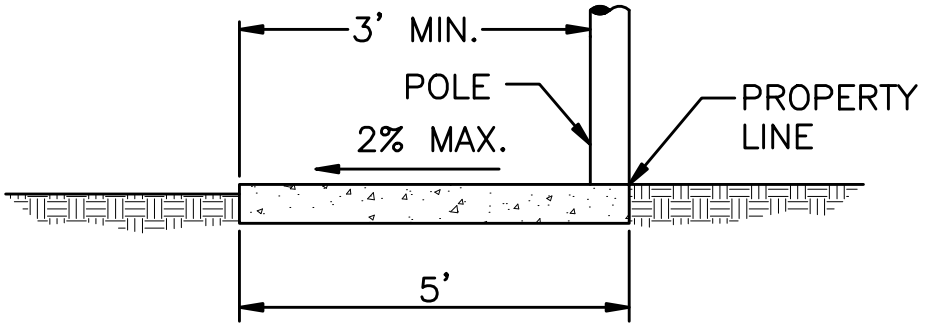
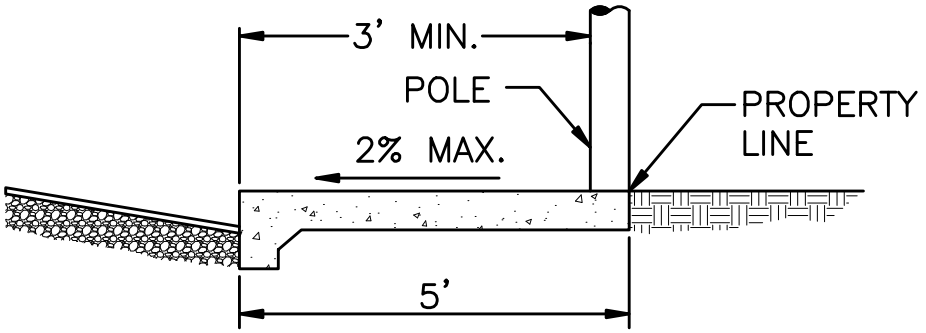
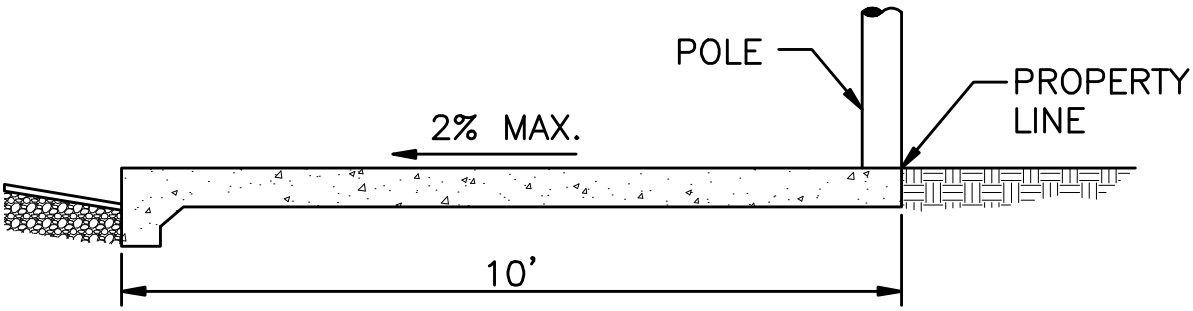
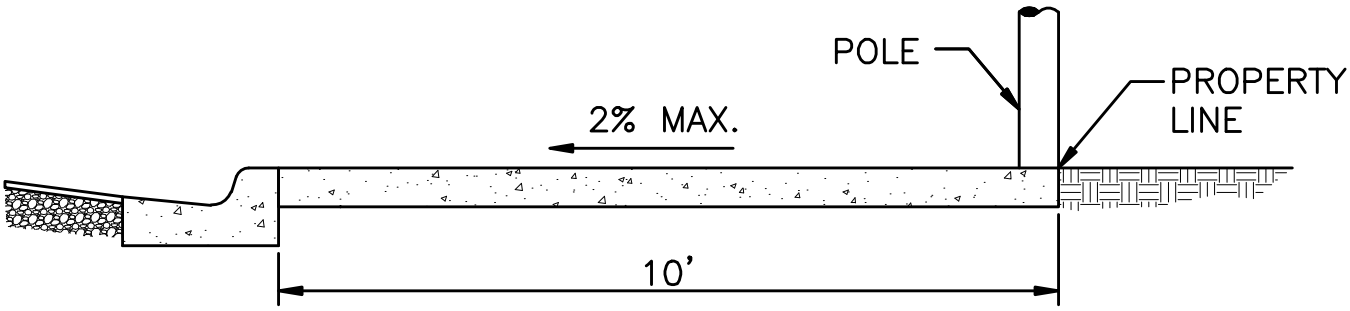




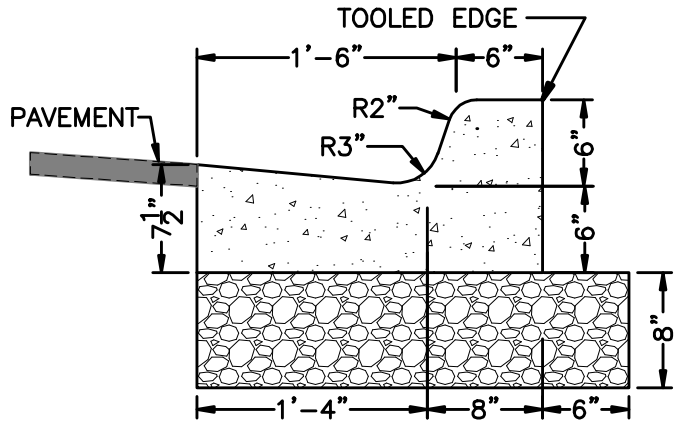




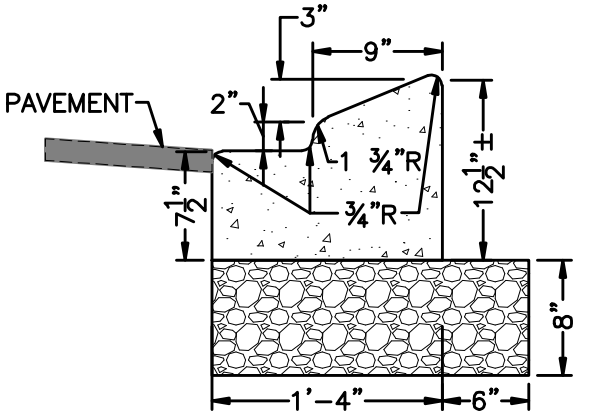
DATE: JAN.'82	SCALE: N.T.S.	POLE IN SIDEWALK	C 2.2
REVISED: MARCH '09	DRAWN BY:		

CITY OF FORT LAUDERDALE

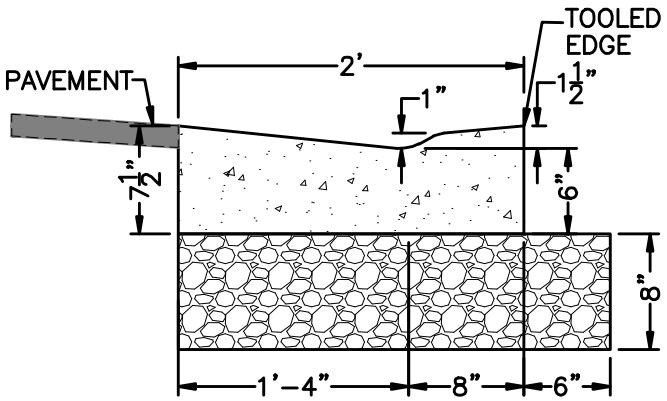
OFFICE OF THE CITY ENGINEER



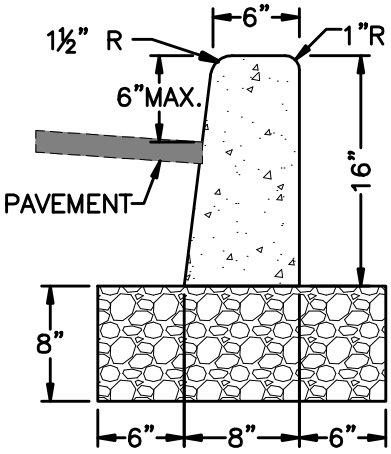
TYPE 'F' CURB & GUTTER



TYPE 'A' MEDIAN CURB



DROP CURB



TYPE 'D'

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.

DATE: JAN.'82	SCALE: N.T.S.	STANDARD CURB DETAILS	C 3.1 1 OF 2
REVISED: MARCH '09	DRAWN BY:		

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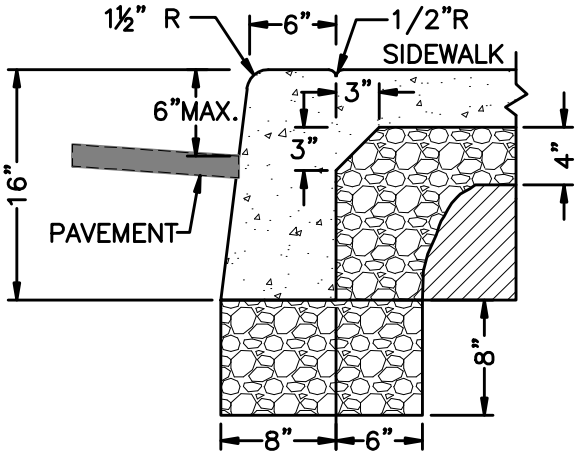
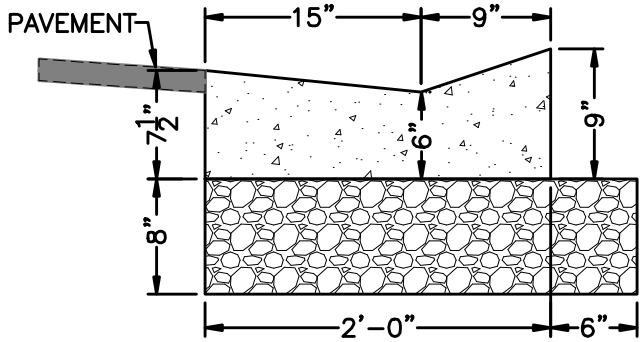


16" CURB WITH SIDEWALK



V-GUTTER

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.

DATE: JAN.'82	SCALE: N.T.S.	STANDARD CURB DETAILS	C 3.1 2 OF 2
REVISED: MARCH '09	DRAWN BY:		

CITY OF FORT LAUDERDALE

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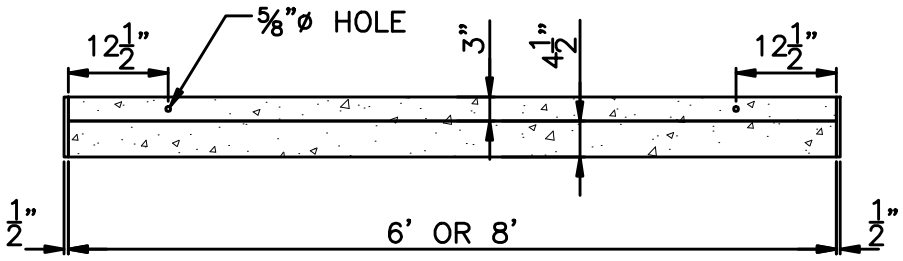
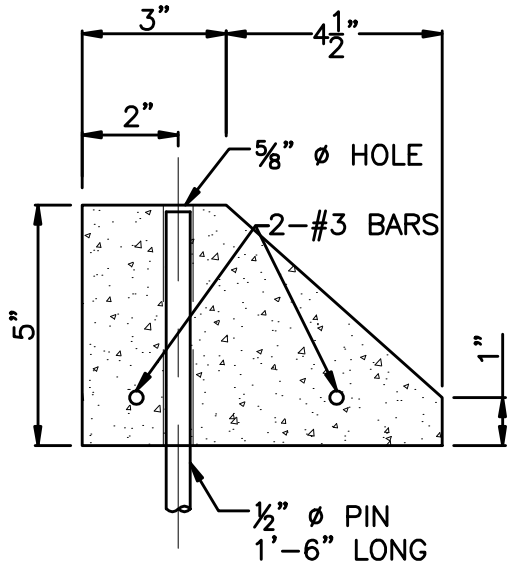


PLAN

ELEVATION



SECTION A–A

DATE: JAN.'82	SCALE: N.T.S.	STANDARD WHEEL STOP	C
REVISED: MARCH '09	DRAWN BY:		3.2

CITY OF FORT LAUDERDALE

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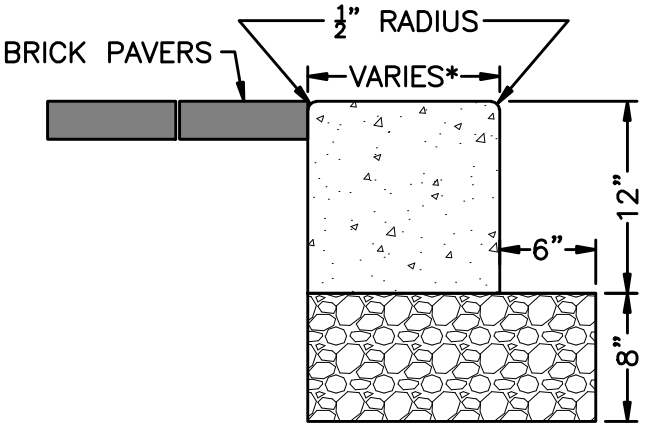

HEADER CURB

*** 18" X 12" FOR ROADWAY**
12" X 12" FOR WALKWAY & PARKING APPLICATIONS

DATE: JAN.'82	SCALE: N.T.S.	**HEADER CURB**	**C**
REVISED: MARCH '09	DRAWN BY:		**3.3**

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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

DATE: JAN.'82	SCALE: N.T.S.	**ADA CURB RAMPS**	**C**
REVISED: MARCH '09	DRAWN BY:	**(FOR DETAILS C4.2 - C4.9)**	**4.1** 1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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 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

DATE: JAN.'82	SCALE: N.T.S.	**ADA CURB RAMPS**	**C**
REVISED: MARCH '09	DRAWN BY:	**(FOR DETAILS C4.2 - C4.9)**	**4.1** 2 OF 2

CITY OF FORT LAUDERDALE

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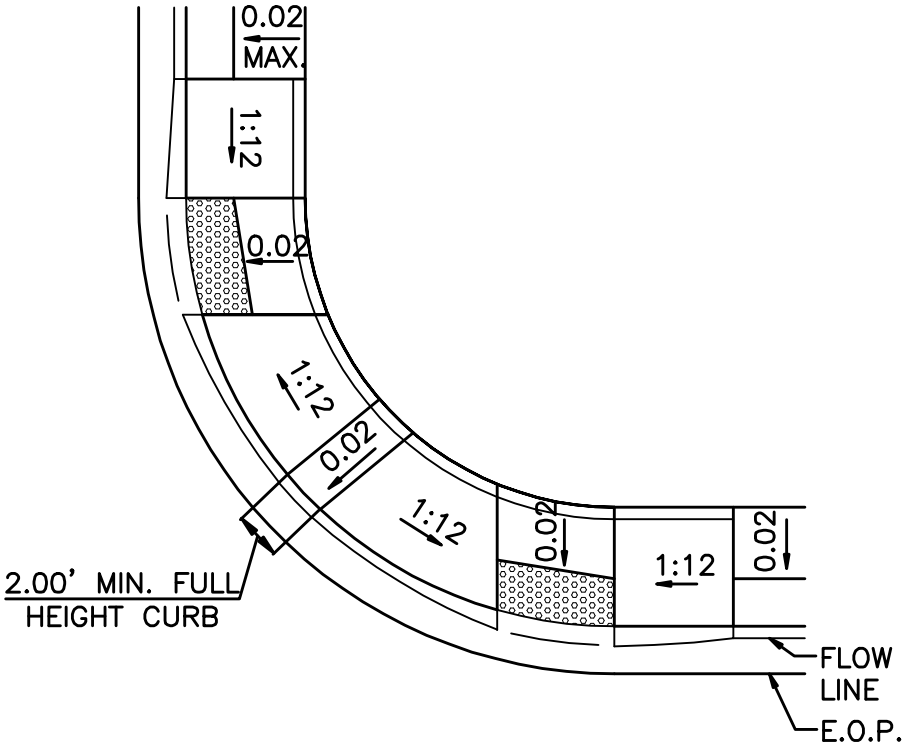

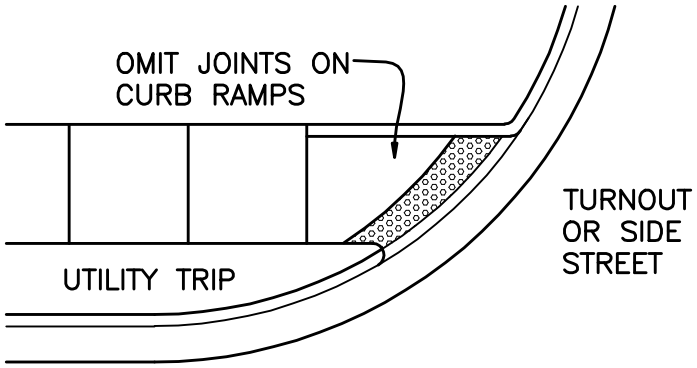

LINEAR SIDEWALK RAMPS *

* AMENDED FROM FDOT INDEX 304

DATE: JAN.'82	SCALE: N.T.S.	TYPICAL PLACEMENT OF PUBLIC SIDEWALK	C
REVISED: MARCH '09	DRAWN BY:	CURB RAMPS AT CURBED RETURNS	4.2
			1 OF 2

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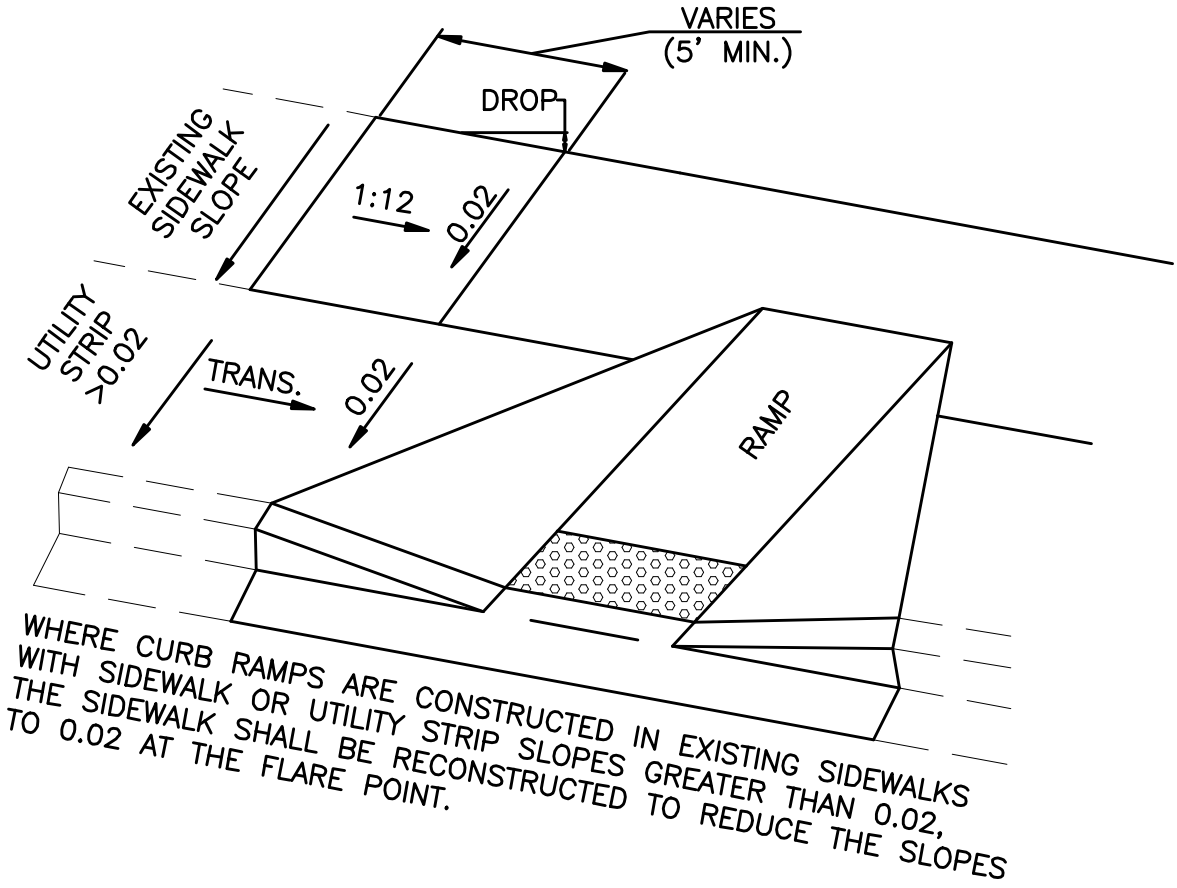

SIDEWALK / UTILITY STRIP * TRANSITION

* AMENDED FROM FDOT INDEX 304

DATE: JAN.'82	SCALE: N.T.S.	TYPICAL PLACEMENT OF PUBLIC SIDEWALK	C
REVISED: MARCH '09	DRAWN BY:	CURB RAMPS AT CURBED RETURNS	4.2 2 OF 2

CITY OF FORT LAUDERDALE

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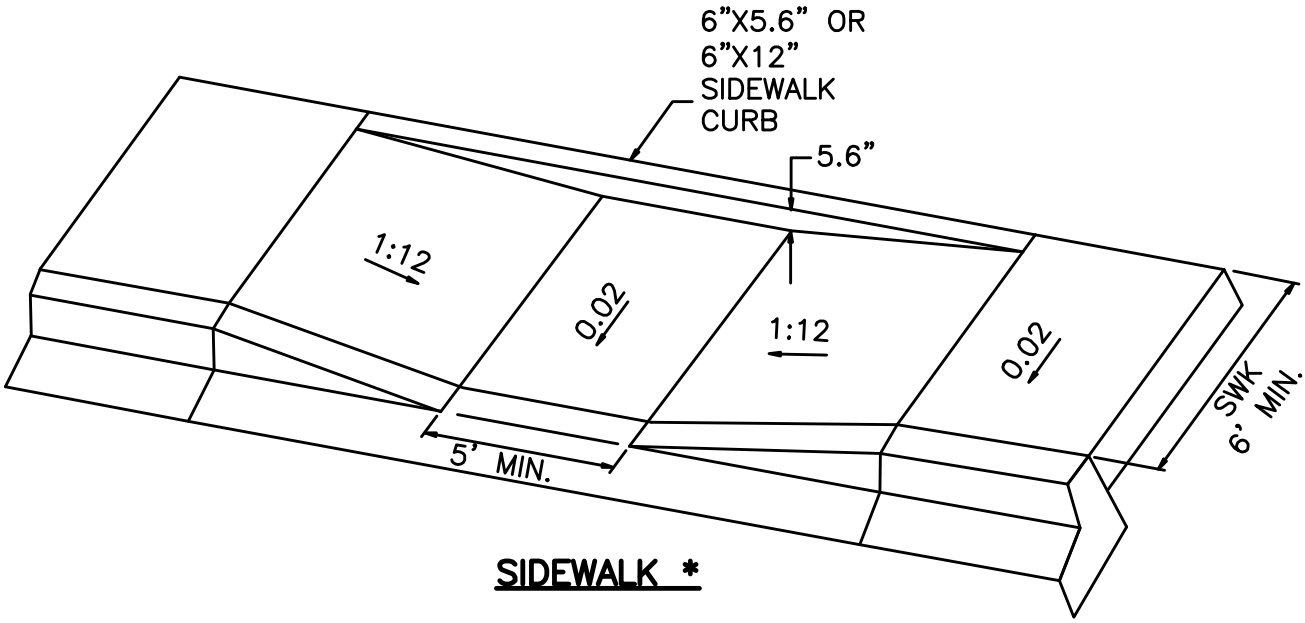
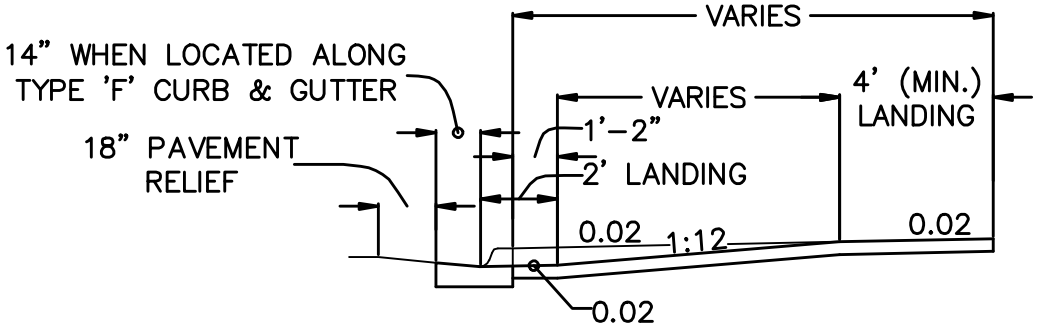


SIDEWALK *



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

* AMENDED FROM FDOT INDEX 304

DATE: JAN.'81	SCALE: N.T.S.	**DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK RAMPS WHERE RAMP AND LANDING DEPTH ARE NOT RESTRICTED BY R/W**	**C 4.3**
REVISED: MARCH '09	DRAWN BY:		

CITY OF FORT LAUDERDALE

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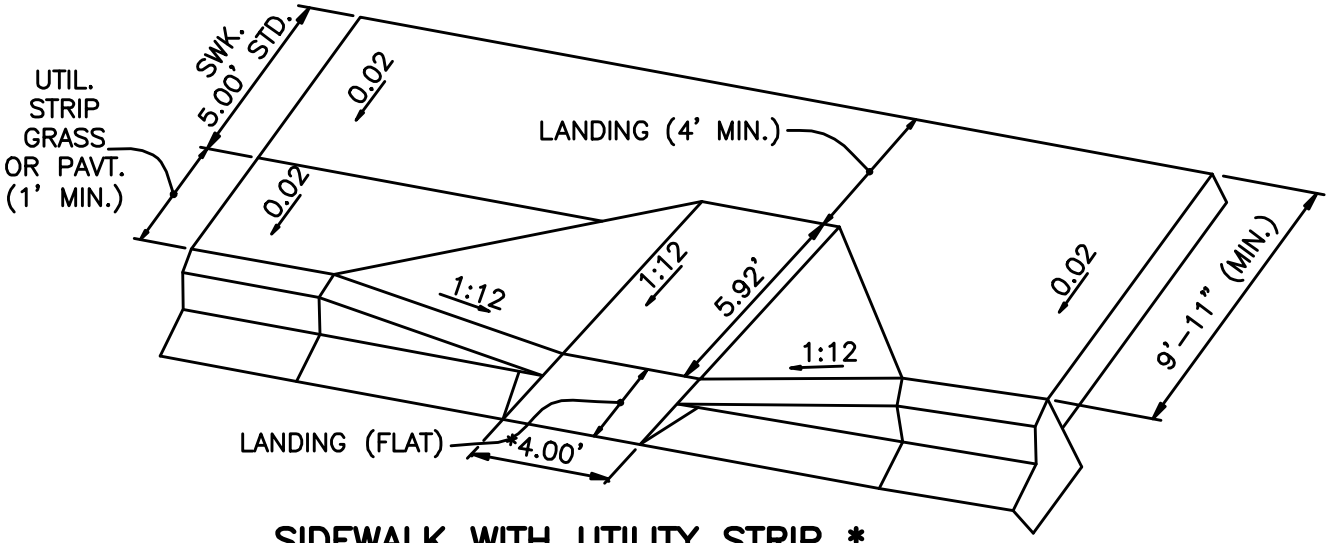
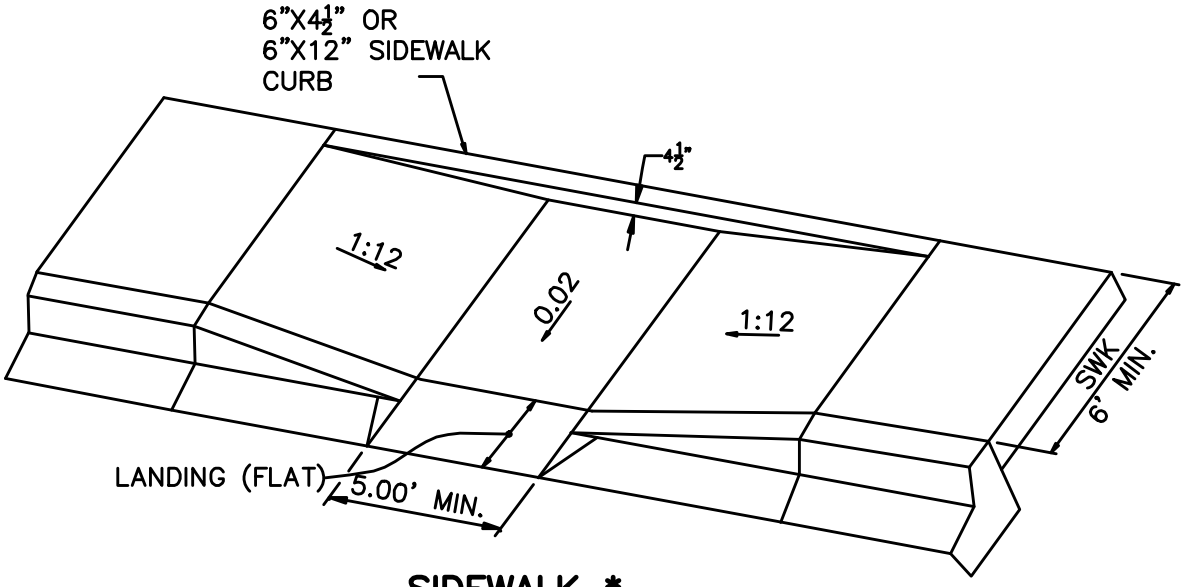


SIDEWALK WITH UTILITY STRIP *

*MAY BE REDUCED TO 3' IN RESTRICTED CONDITIONS



SIDEWALK *

* AMENDED FROM FDOT INDEX 304

DATE: JAN.'82	SCALE: N.T.S.	**DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS WHERE RAMP AND LANDING DEPTH ARE RESTRICTED BY R/W**	**C 4.4**
REVISED: MARCH '09	DRAWN BY:		

CITY OF FORT LAUDERDALE

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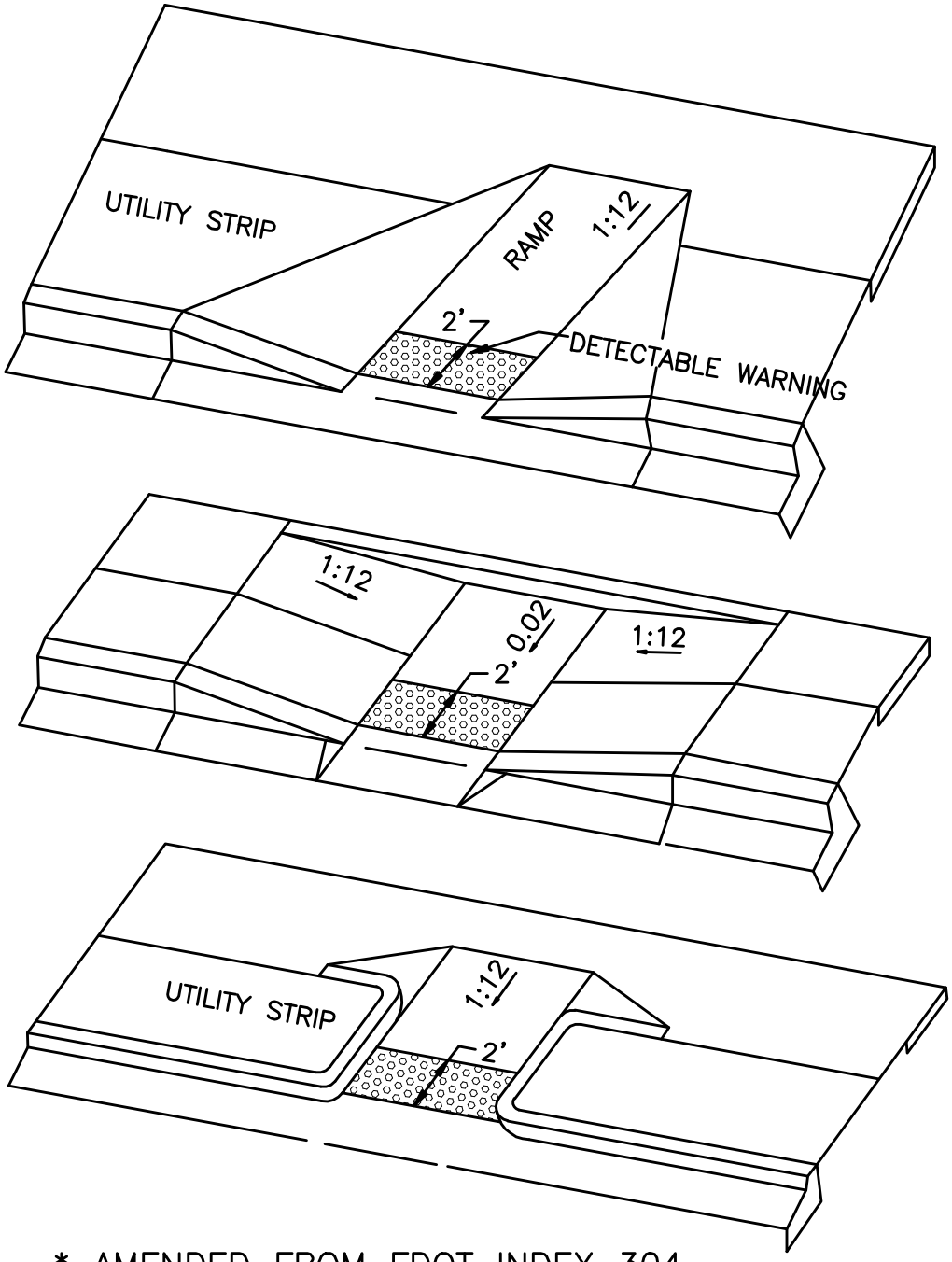

* AMENDED FROM FDOT INDEX 304

DATE: OCT.'08	SCALE: N.T.S.	**TYPICAL PLACEMENT OF DETECTABLE WARNING ON CURB RAMPS**	**C 4.5** 1 OF 2
REVISED: MARCH '09	DRAWN BY: W.D.		

CITY OF FORT LAUDERDALE

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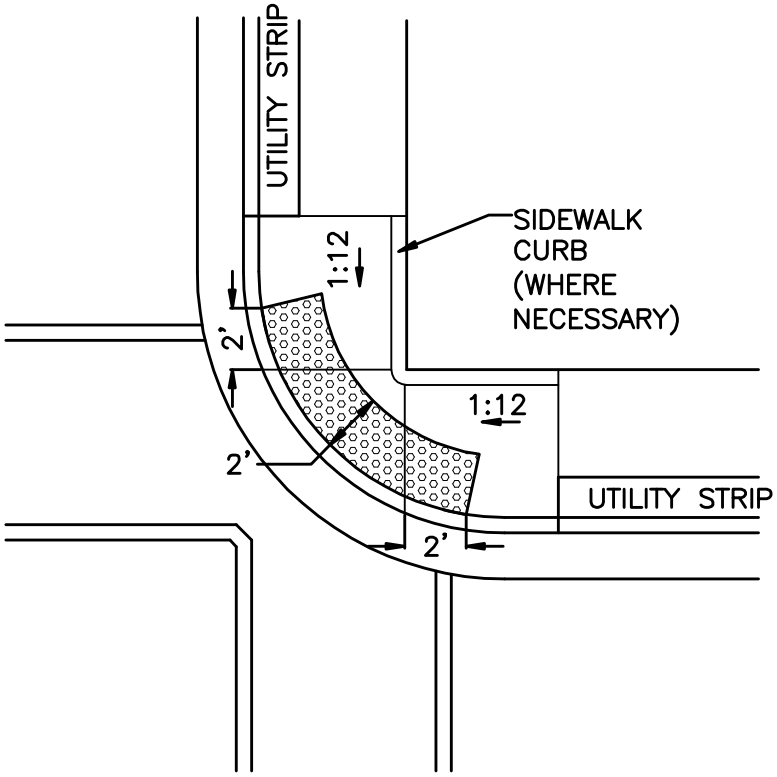
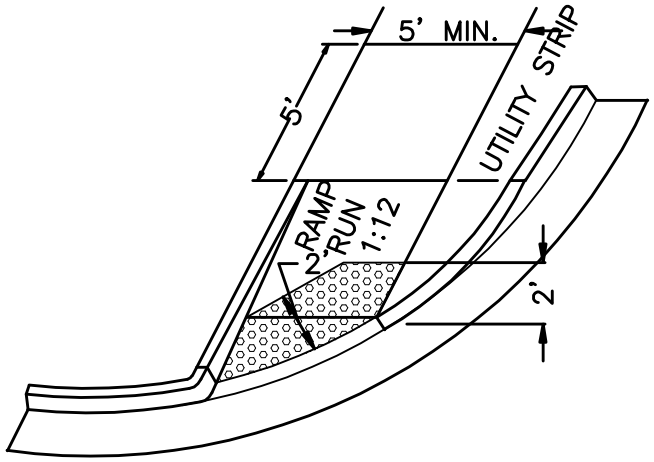


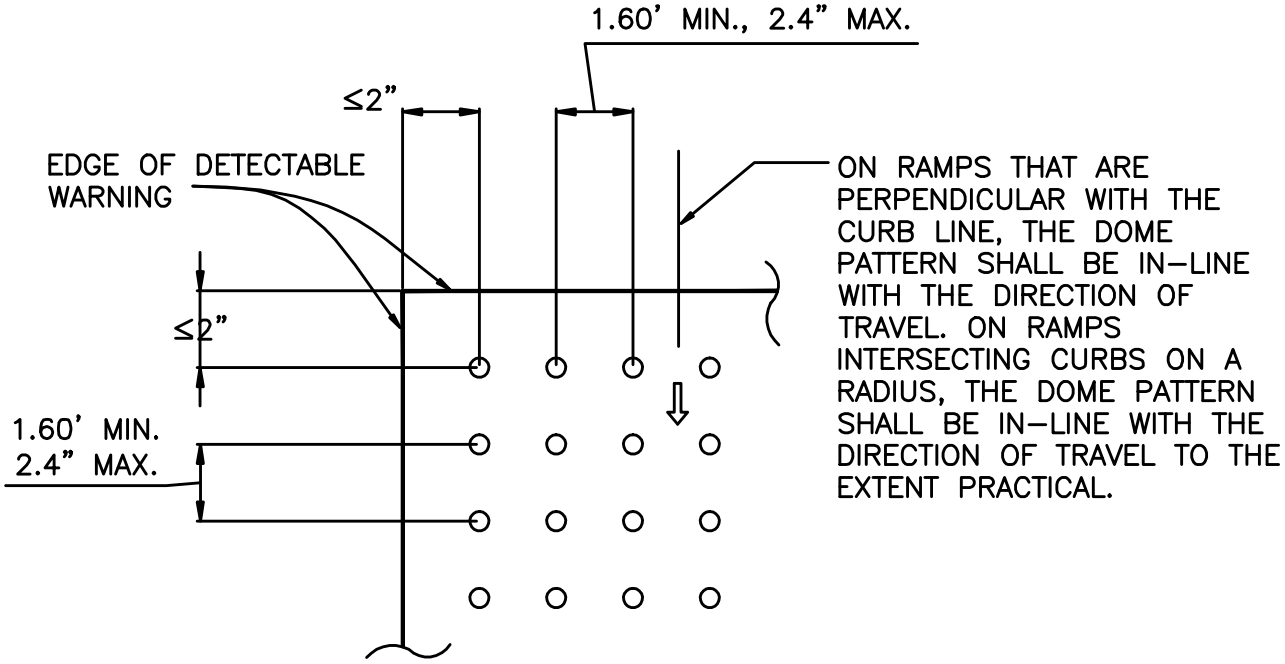


* AMENDED FROM FDOT INDEX 304

DATE: OCT.'08	SCALE: N.T.S.	**TYPICAL PLACEMENT OF DETECTABLE WARNING ON CURB RAMPS**	**C 4.5** 2 OF 2
REVISED: MARCH '09	DRAWN BY: W.D.		

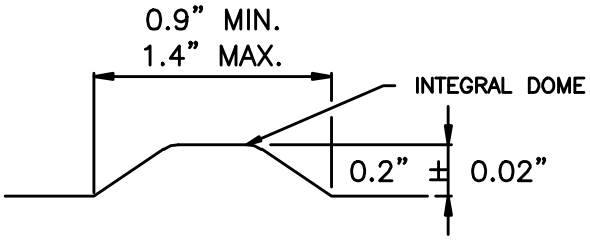
CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



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 *

NOTE:

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

DATE: OCT.'08	SCALE: N.T.S.	CURB RAMP DETECTABLE WARNING DETAIL	C 4.6
REVISED: MARCH '09	DRAWN BY: W.D.		

CITY OF FORT LAUDERDALE

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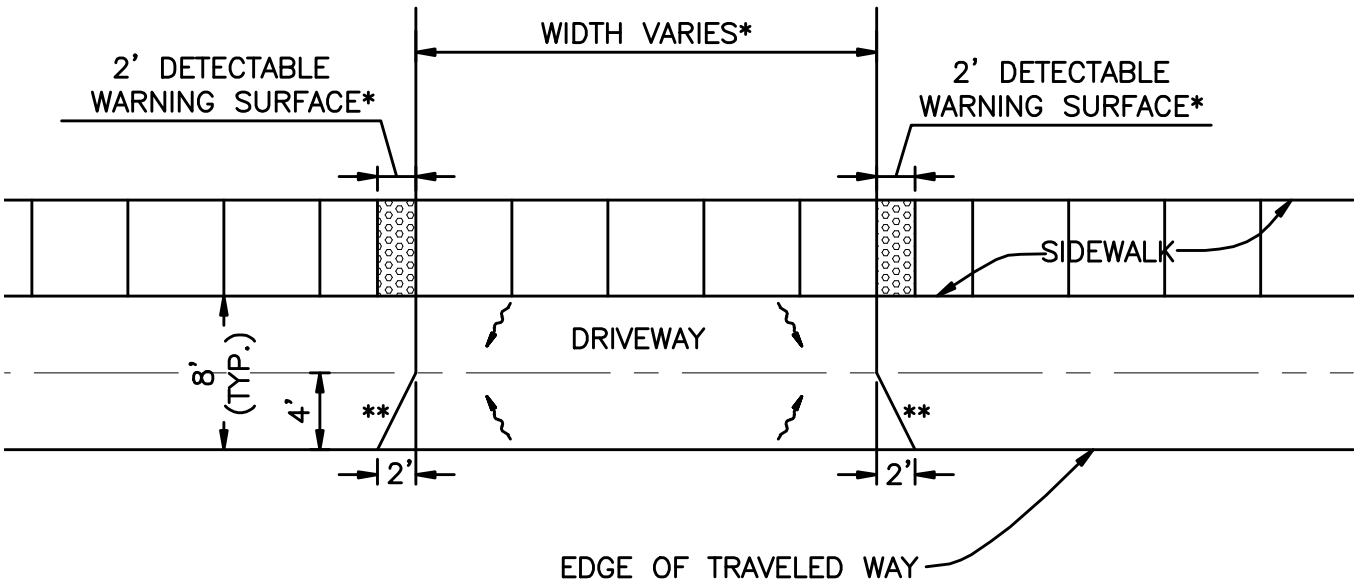

NOTES:

* 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	SCALE: N.T.S.	ADA SIDEWALK DETAIL AT DRIVEWAYS	C 4.7
REVISED: MARCH '09	DRAWN BY: W.D.		

CITY OF FORT LAUDERDALE

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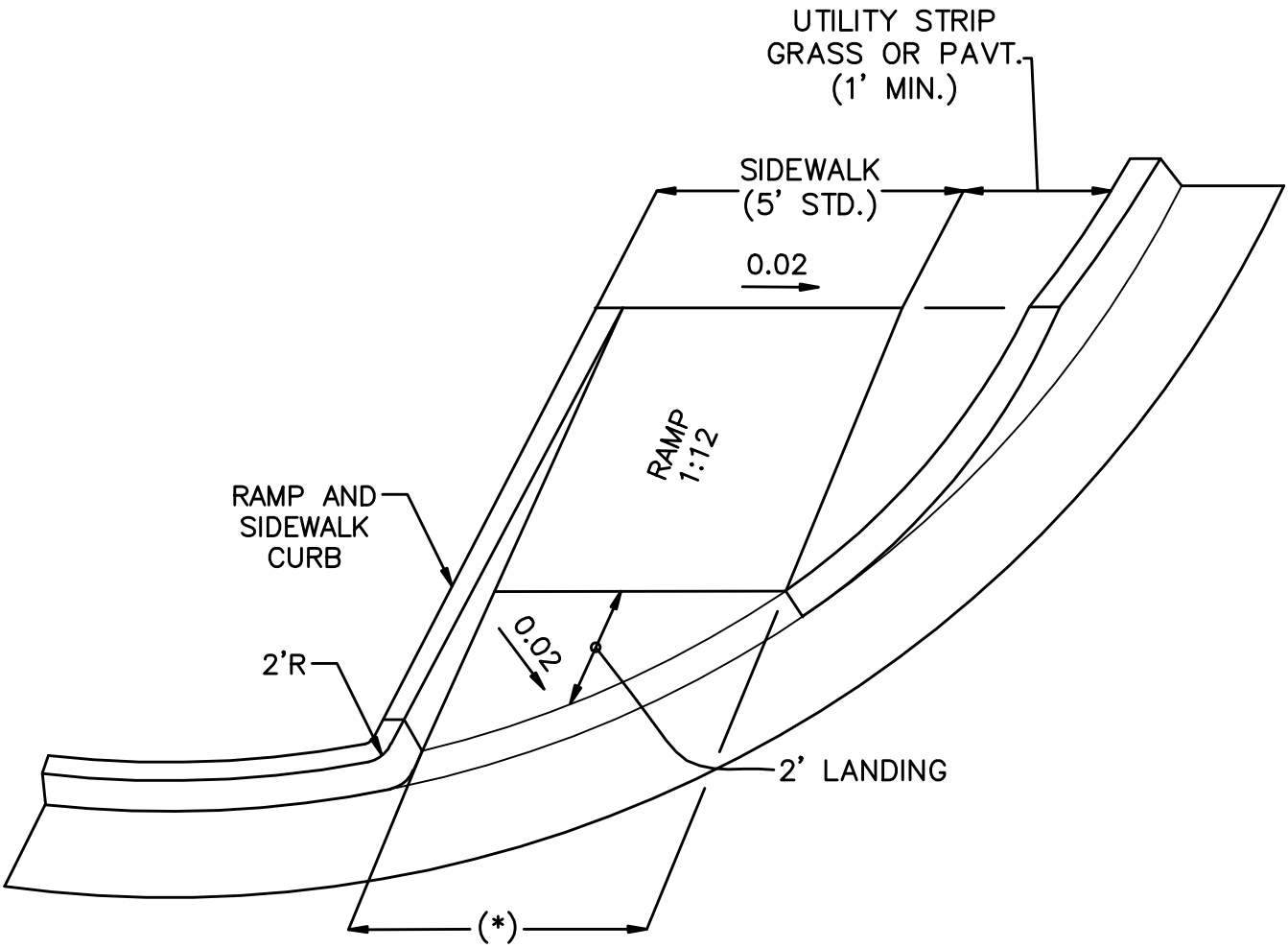

* MAY BE REDUCED TO 3' IN RESTRICTED CONDITIONS

* AMENDED FROM FDOT INDEX 304

DATE: OCT.'08	SCALE: N.T.S.	DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK	C
REVISED: MARCH '09	DRAWN BY: W.D.	CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC	4.8

CITY OF FORT LAUDERDALE

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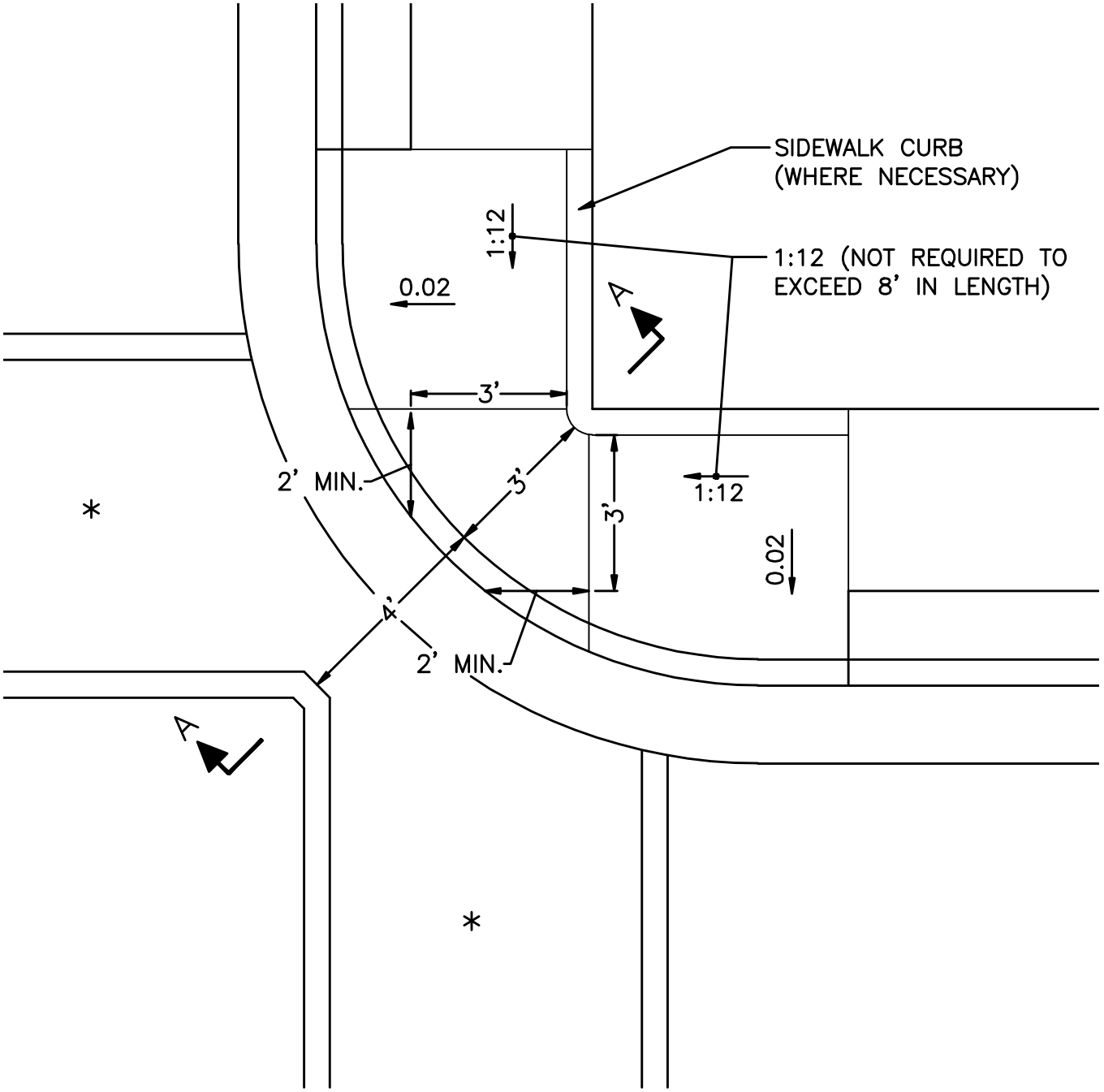

*CROSSWALK WIDTH AND CONFIGURATION VARIES

* AMENDED FROM FDOT INDEX 304

DATE: OCT.' 8 REVISED: MARCH '09	SCALE: N.T.S. DRAWN BY: W.D.	**DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK COMBINED CORNER RAMPS UNDER CONDITIONS OF INFEASIBILITY**	**C** **4.9**

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CITY OF FORT LAUDERDALE

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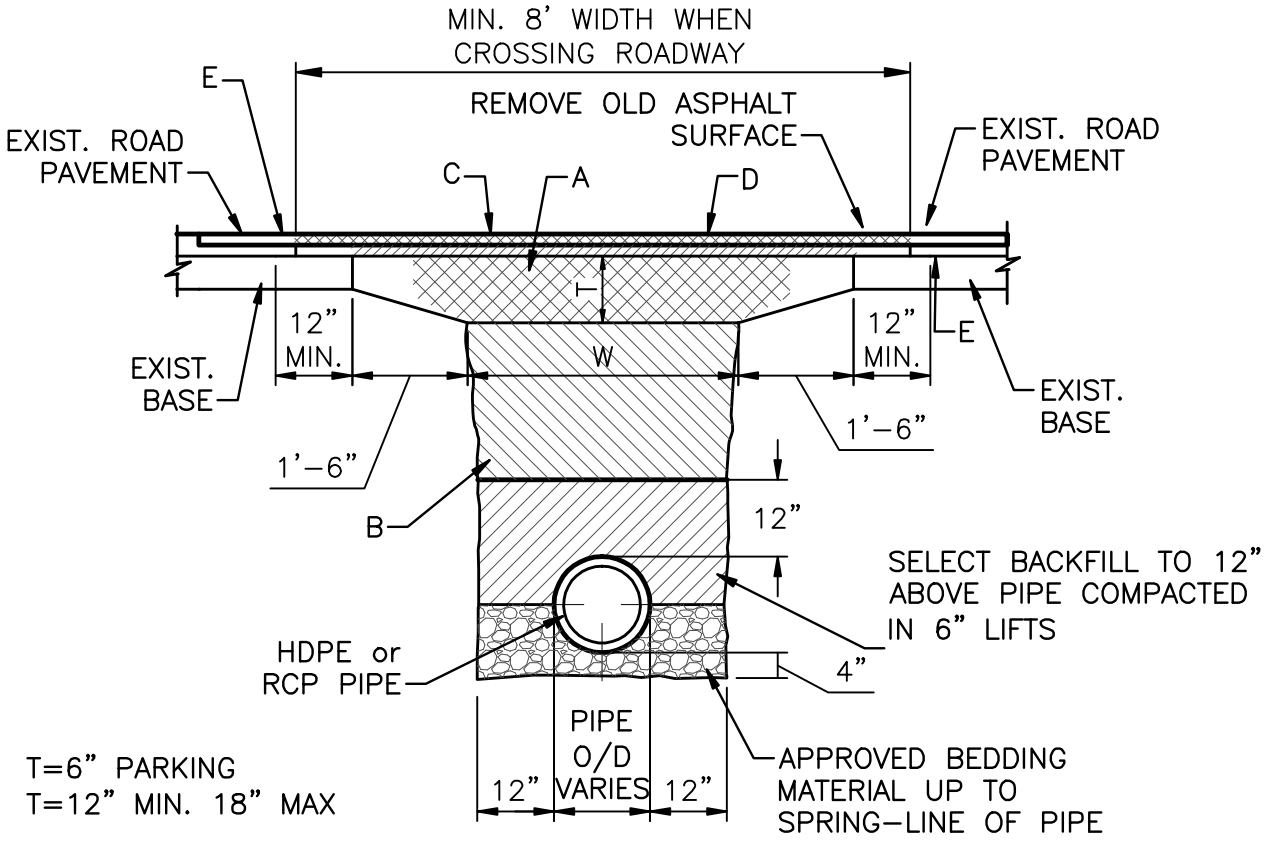


RIGHT OF WAY
TRENCH REPAIR, MILLING, AND OVERLAY

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")

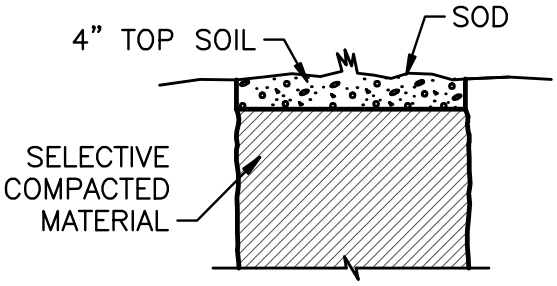
D. MILLING, ASPHALTIC CONCRETE RESURFACING AS REQUIRED BY SPECIFICATIONS.

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

DATE: FEB.'06	SCALE: N.T.S.	**TYPICAL TRENCH AND PAVEMENT RESTORATION FOR TRANSVERSE CROSSING**	**D** **1.1** 1 OF 2
REVISED: MARCH '09	DRAWN BY: A.C.		

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



SURFACE RESTORATION
IN R/W ABOVE THE PIPE ZONE

NOTES:

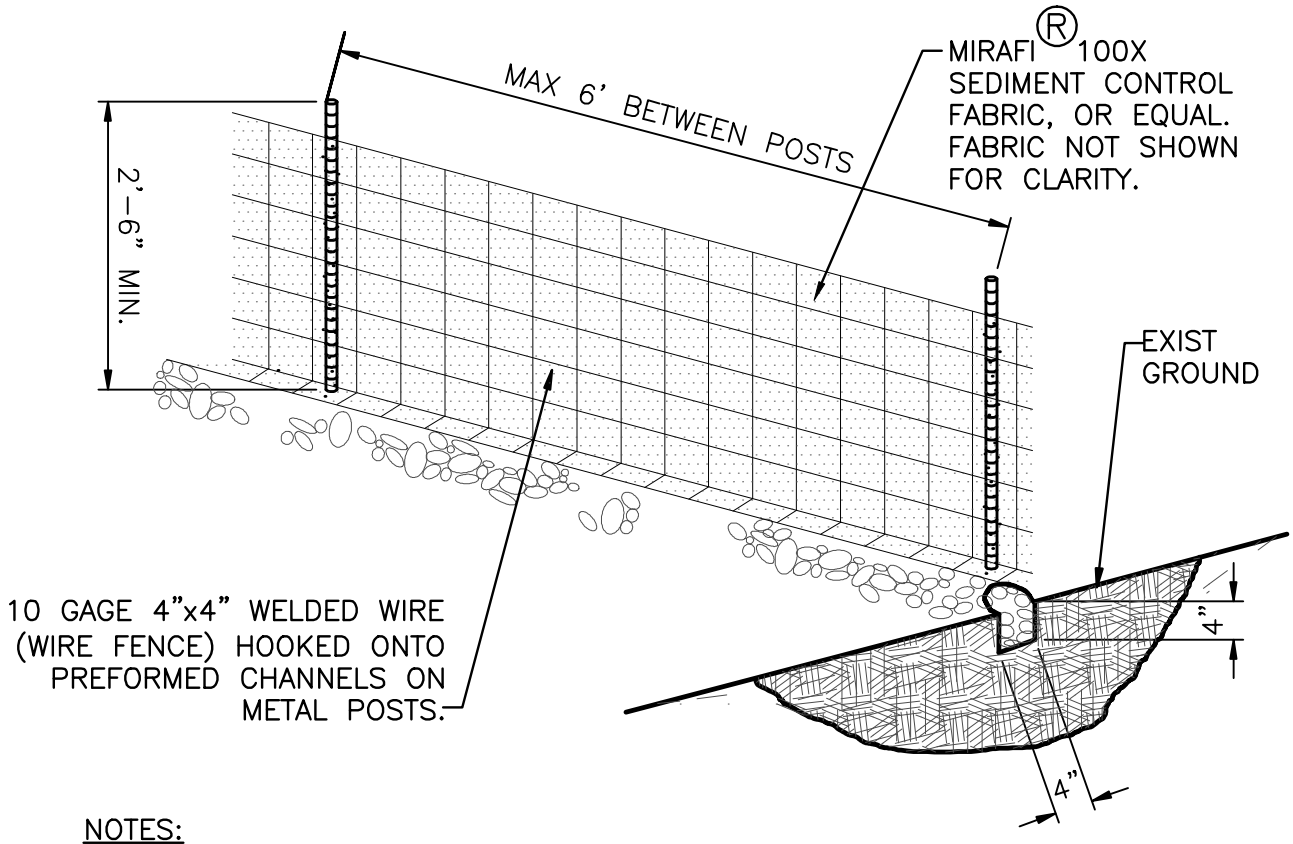
1. UNLESS OTHERWISE SPECIFIED SELECTED MATERIAL SHALL BE FREE OF STONES LARGER THAN 3/8" DIA.

2. REPLACE ALL EXISTING LANE MARKINGS AND REFLECTIVE MARKERS DAMAGED BY CONSTRUCTION ACTIVITIES.

DATE: FEB.'06	SCALE: N.T.S.	**TYPICAL TRENCH AND PAVEMENT RESTORATION FOR TRANSVERSE CROSSING**	**D** **1.1** 2 OF 2
REVISED: MARCH '09	DRAWN BY: A.C.		

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



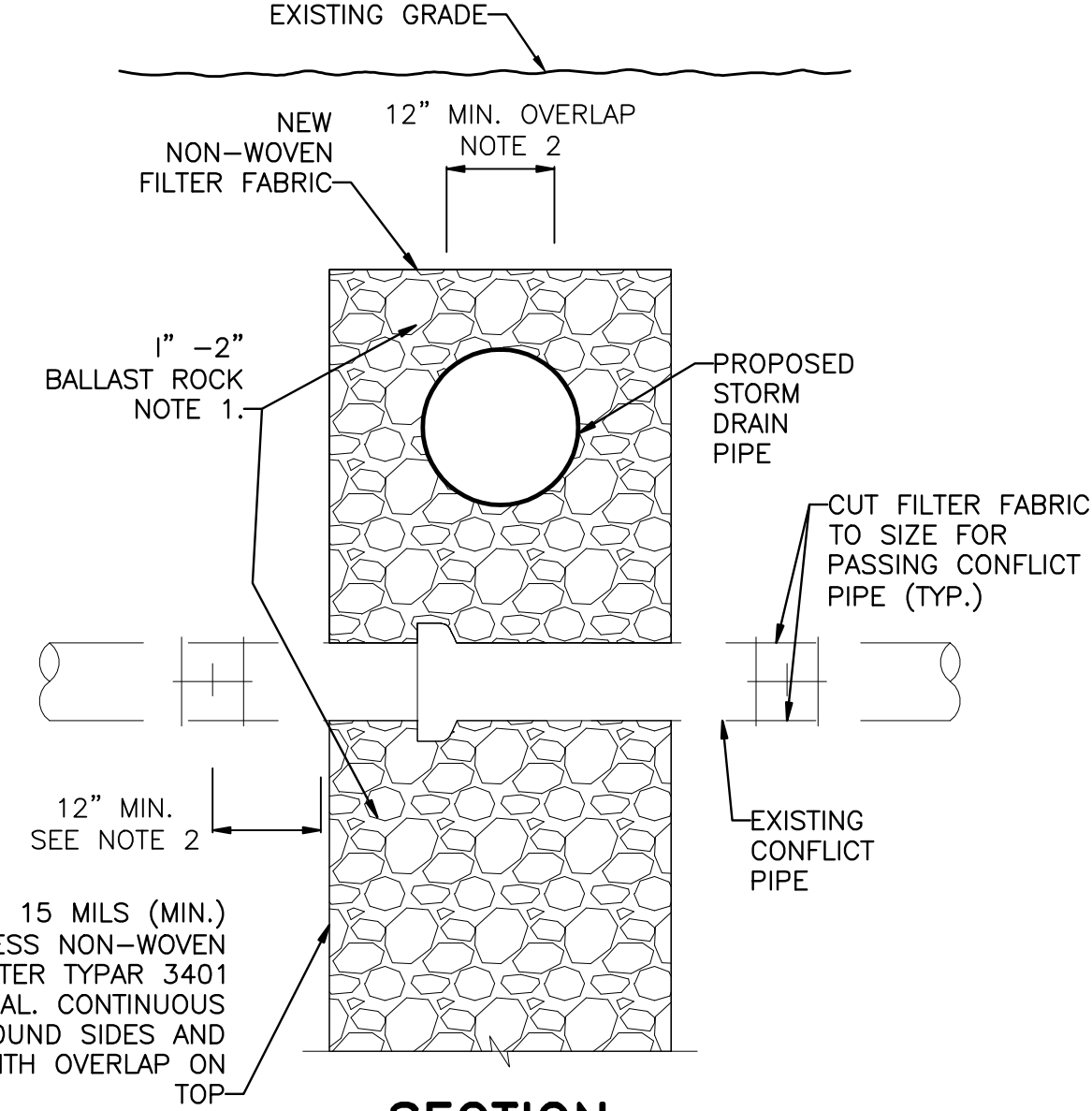
NOTES:

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.

DATE: FEB.'06	SCALE: N.T.S.	**SILT FENCE DETAIL**	**D**
REVISED: MARCH '09	DRAWN BY: A.C.		**2.1**

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



SECTION

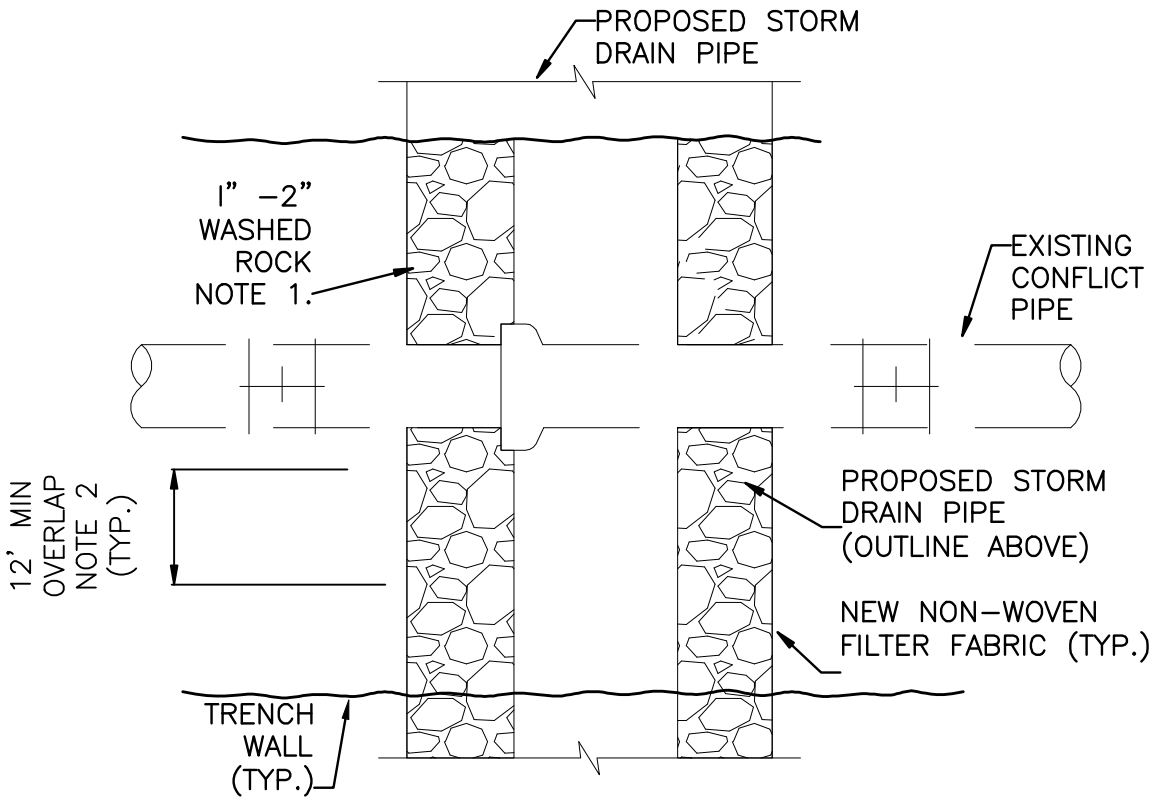
NOTES:

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	SCALE: N.T.S.	**EXFILTRATION TRENCH AND CONFLICT PIPE DETAIL**	**D**
REVISED: MARCH '09	DRAWN BY: A.C.		**3.1** 1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

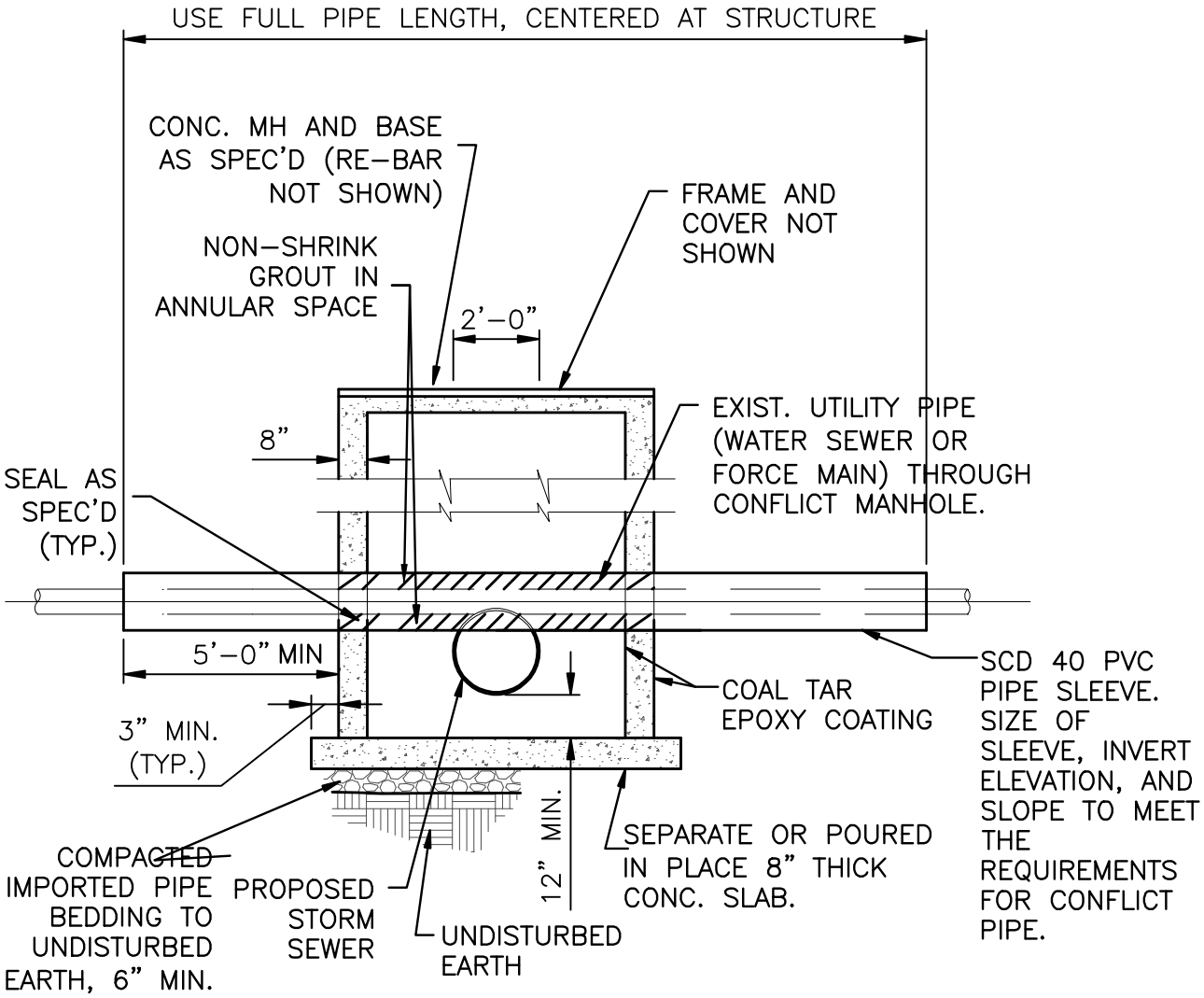


PLAN

DATE: FEB.'06	SCALE: N.T.S.	**EXFILTRATION TRENCH AND CONFLICT PIPE DETAIL**	**D** **3.1** 2 OF 2
REVISED: MARCH '09	DRAWN BY: A.C.		

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



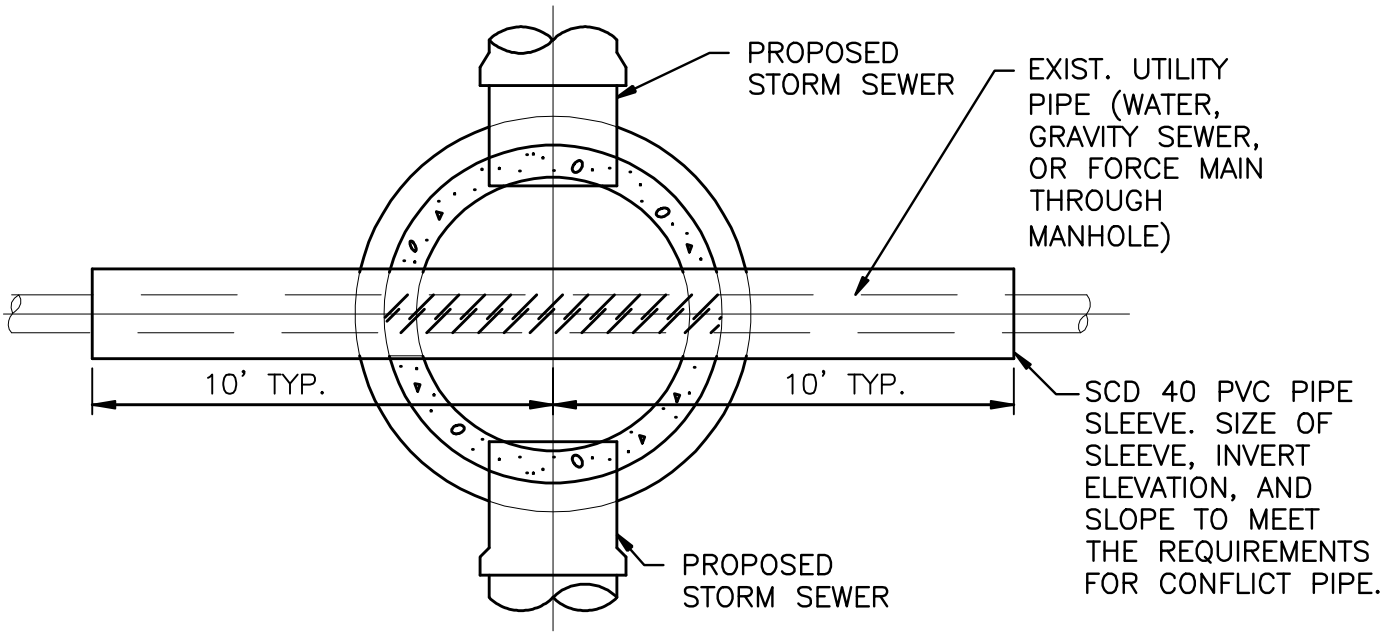
SECTION

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	SCALE: N.T.S.	**CONFLICT MANHOLE FOR NEW STORM SEWERS**	**D**
REVISED: MARCH '09	DRAWN BY: A.C.		**3.2**
			1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



PLAN

DATE: FEB.'06	SCALE: N.T.S.	**CONFLICT MANHOLE FOR NEW STORM SEWERS**	**D**
REVISED: MARCH '09	DRAWN BY: A.C.		**3.2**
			2 OF 2

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CITY OF FORT LAUDERDALE

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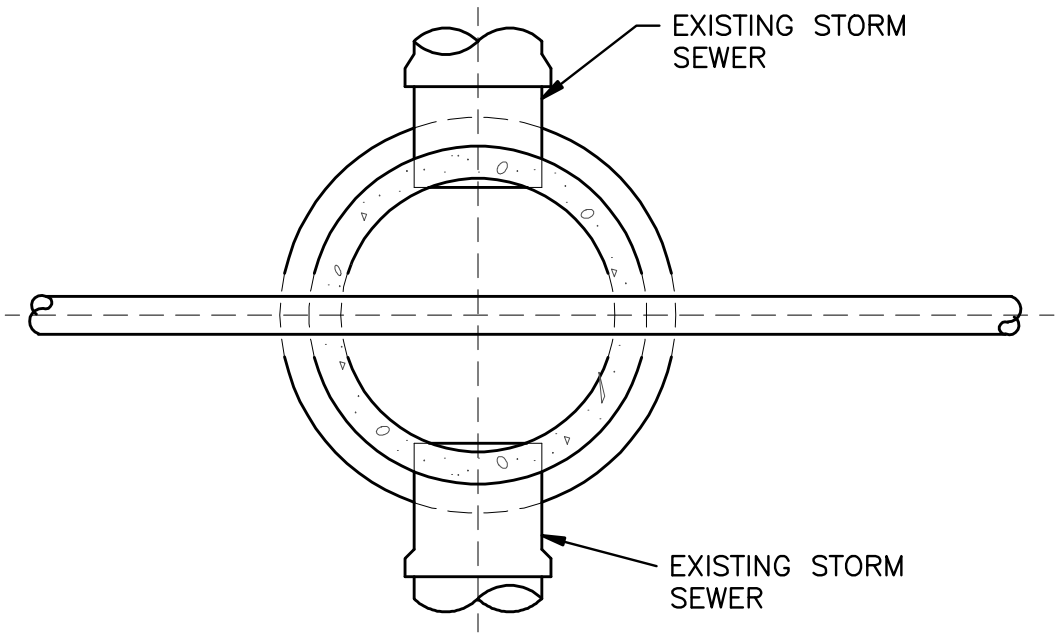
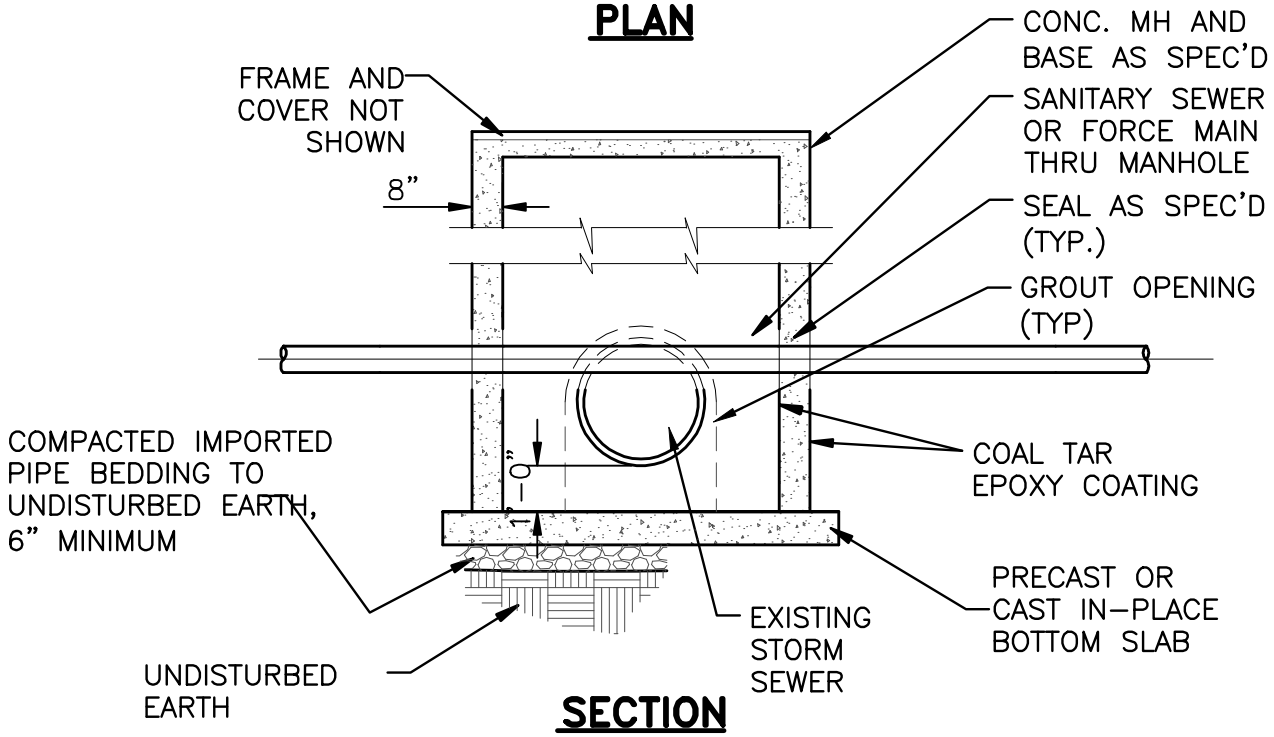


PLAN



SECTION

NOTE: CONTRACTOR SHALL DETERMINE PIPE SIZES, PIPE INVERT ELEVATIONS AND ANGLES OF PIPE ENTRY AND EXIT.

DATE: FEB'06	SCALE: N.T.S.	**CONFLICT MANHOLE FOR SANITARY SEWER THROUGH EXISTING STORM SEWER (IN ACCORDANCE W/FDOT #301)**	**D**
REVISED: MARCH '09	DRAWN BY: R.C.		**3.3**

CITY OF FORT LAUDERDALE

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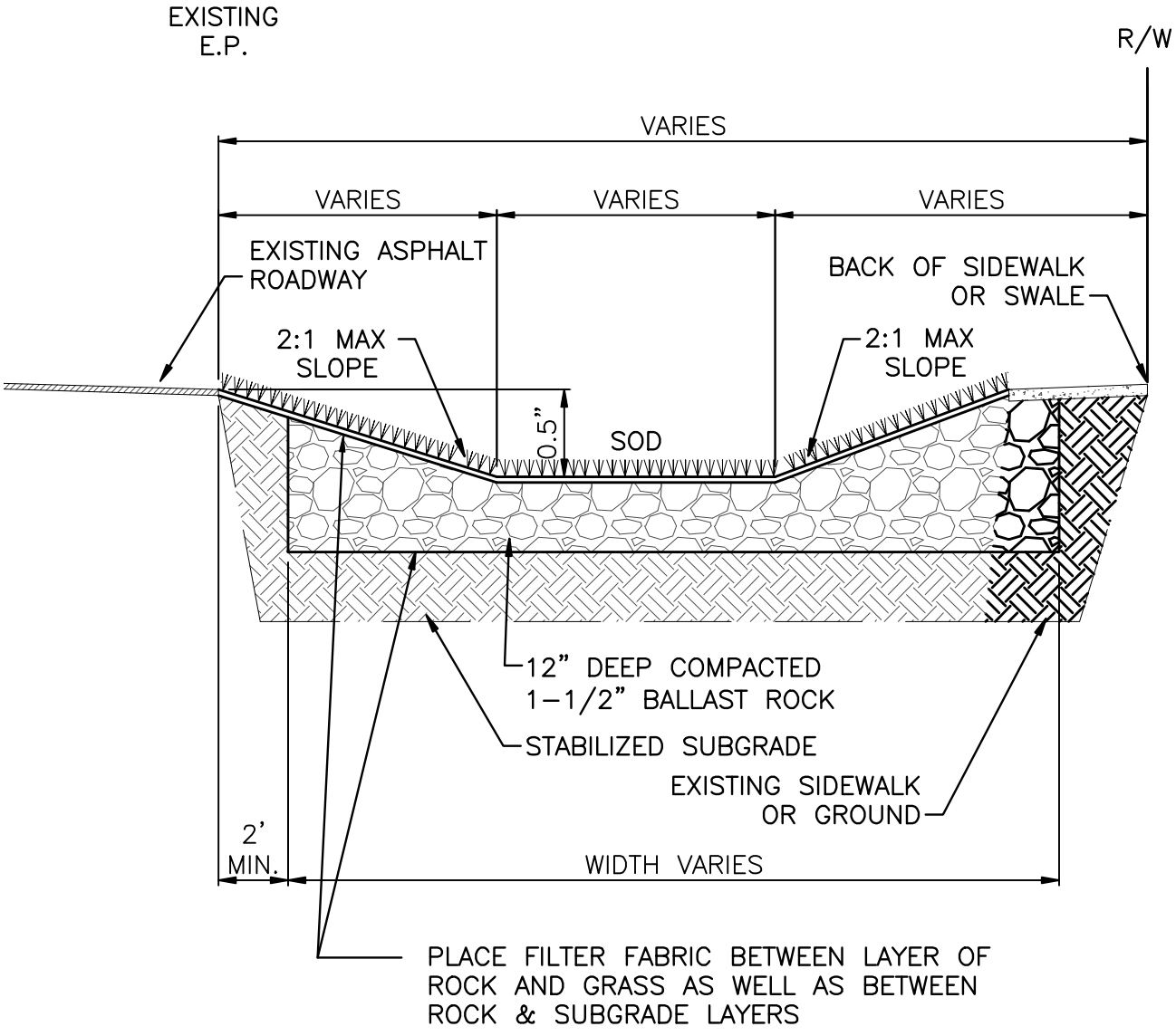
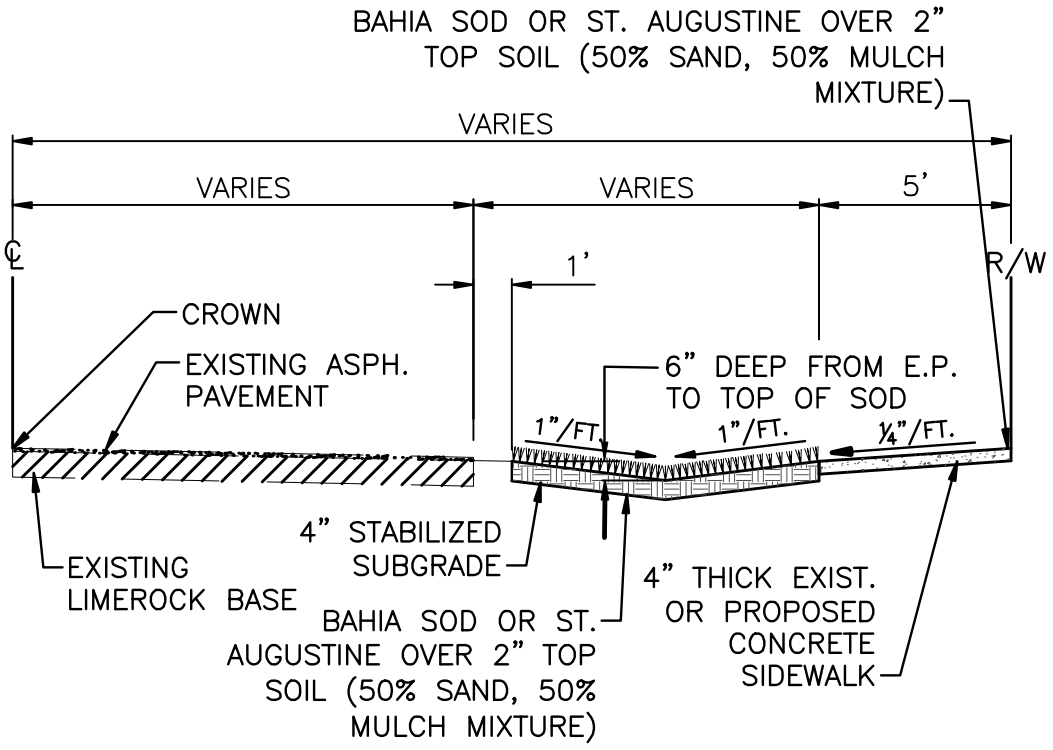


DATE: FEB.'06	SCALE: N.T.S.	**BALLAST ROCK SWALE PROFILE**	**D**
REVISED: MARCH '09	DRAWN BY: A.C.		**4.1**

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

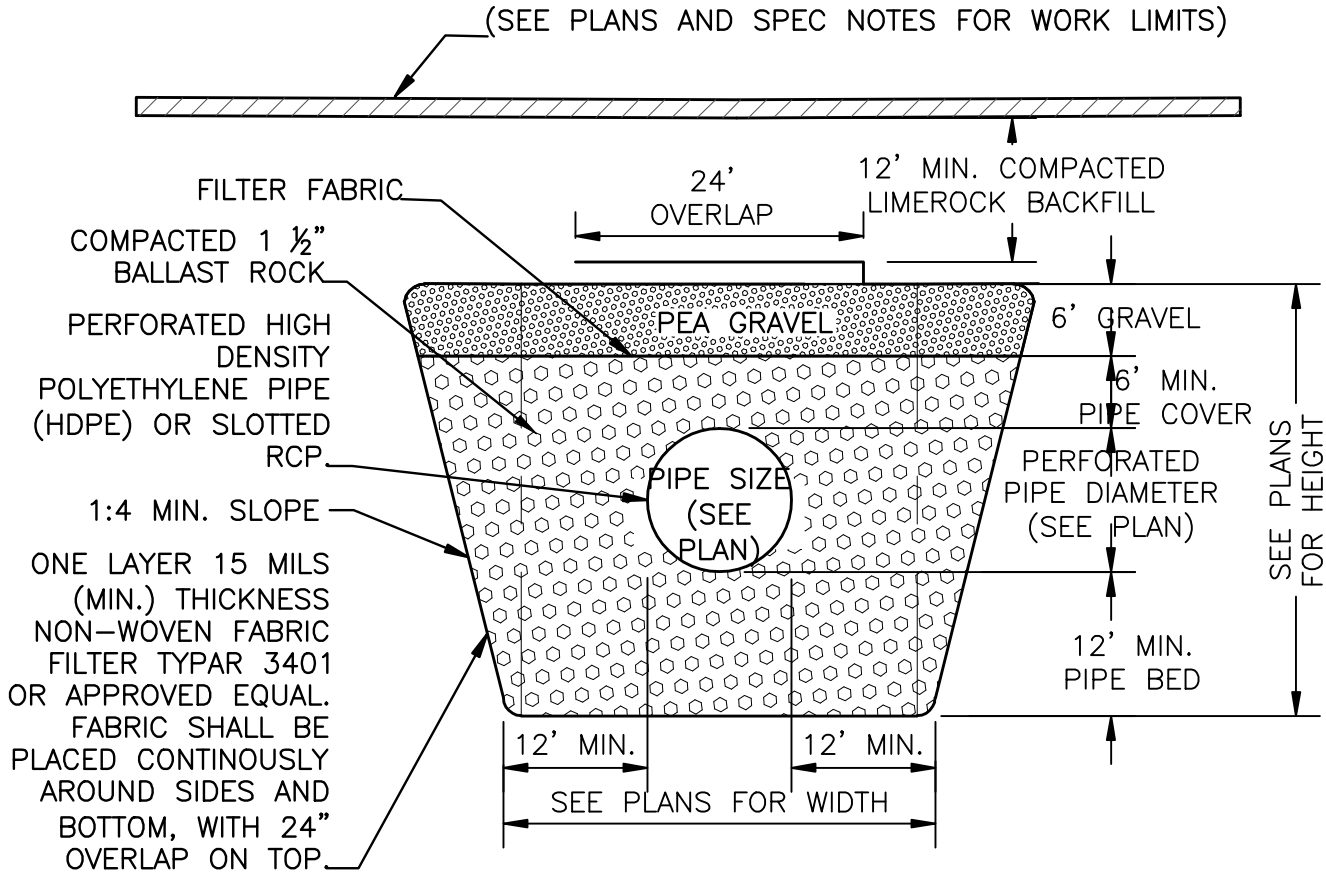


NOTE:
CONTRACTOR SHALL CENTER BOTTOM OF SWALE BETWEEN EDGE OF PAVEMENT AND R/W LINE IF NO SIDEWALK EXISTS.

DATE: FEB.'06	SCALE: N.T.S.	**6" SWALE PROFILE**	**D 4.2**
REVISED: MARCH '09	DRAWN BY: A.C.		

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



TRANSVERSE CROSS SECTION

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 BELLOW THE NORMAL WATER TABLE, UNLESS OTHERWISE SHOWN ON PLANS.

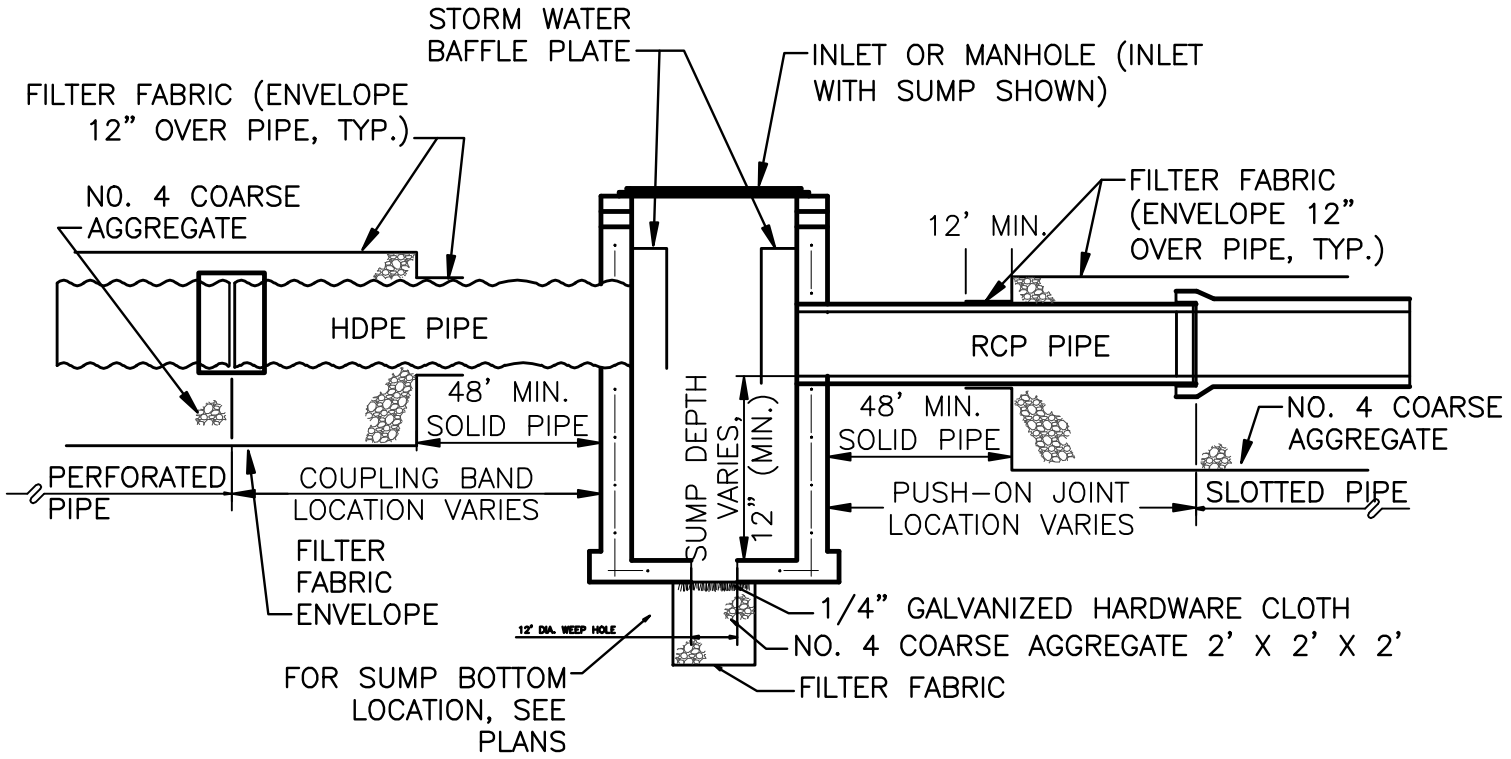
5. FRENCH DRAINS MUST BE INSPECTED BY THE ENGINEERING INSPECTOR PRIOR TO CONTRACTOR BACKFILLING.

DATE: FEB.'06	SCALE: N.T.S.	**EXFILTRATION TRENCH SYSTEM**	**D 5.1**
REVISED: MARCH '09	DRAWN BY: A.C.		1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

EXFILTRATION TRENCH SYSTEM



LONGITUDINAL CROSS SECTION

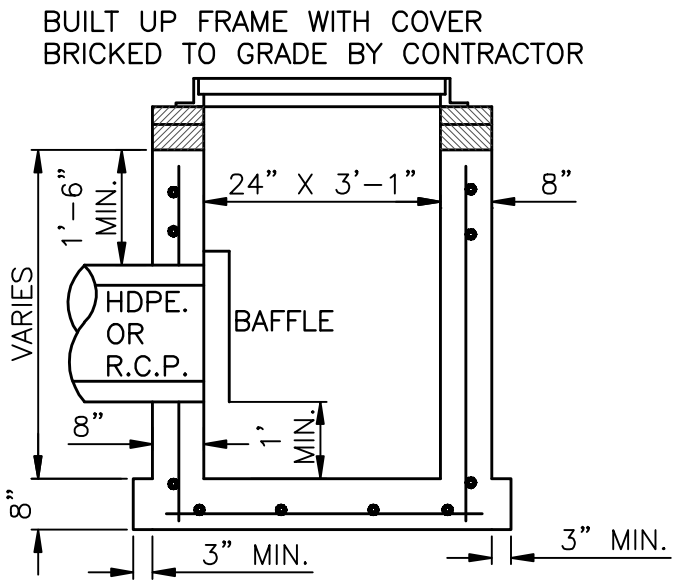
DATE: FEB.'06	SCALE: N.T.S.
REVISED: MARCH '09	DRAWN BY: A.C.

D 5.1

2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



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

NOTES

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

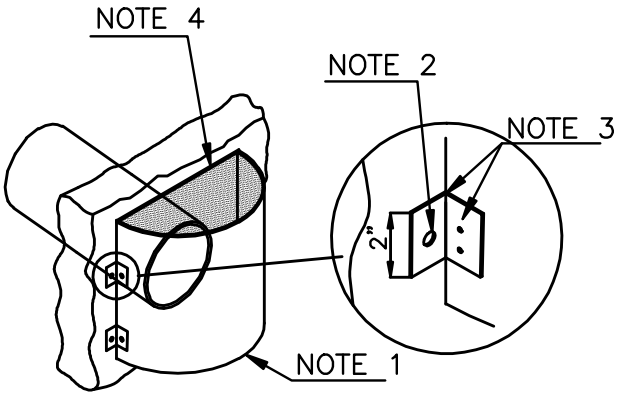
2) CONTRACTOR IS RESPONSIBLE FOR FINAL ELEVATION AND LOCATION ADJUSTMENTS OF CATCH BASINS, GRATES, MANHOLES DUE TO FIELD CONSTRAINTS.

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

DATE: FEB.'06	SCALE: N.T.S.	**POLLUTION RETARDANT BASIN & BAFFLE DETAIL FOR NEW STORM SEWERS**	**D** **6.1** 1 OF 2
REVISED: MARCH '09	DRAWN BY: A.C.		

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



BAFFLE DETAIL BRACKET DETAIL

NOTES

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

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

3) WELD OR 2–3/8" THRU BOLTS

4) BOLTED TO WALL WITH TOP CAPPED. (WATER TIGHT)

DATE: FEB.'06	SCALE: N.T.S.	**POLLUTION RETARDANT BASIN & BAFFLE DETAIL FOR NEW STORM SEWERS**	**D** **6.1** 2 OF 2
REVISED: MARCH '09	DRAWN BY: A.C.		

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

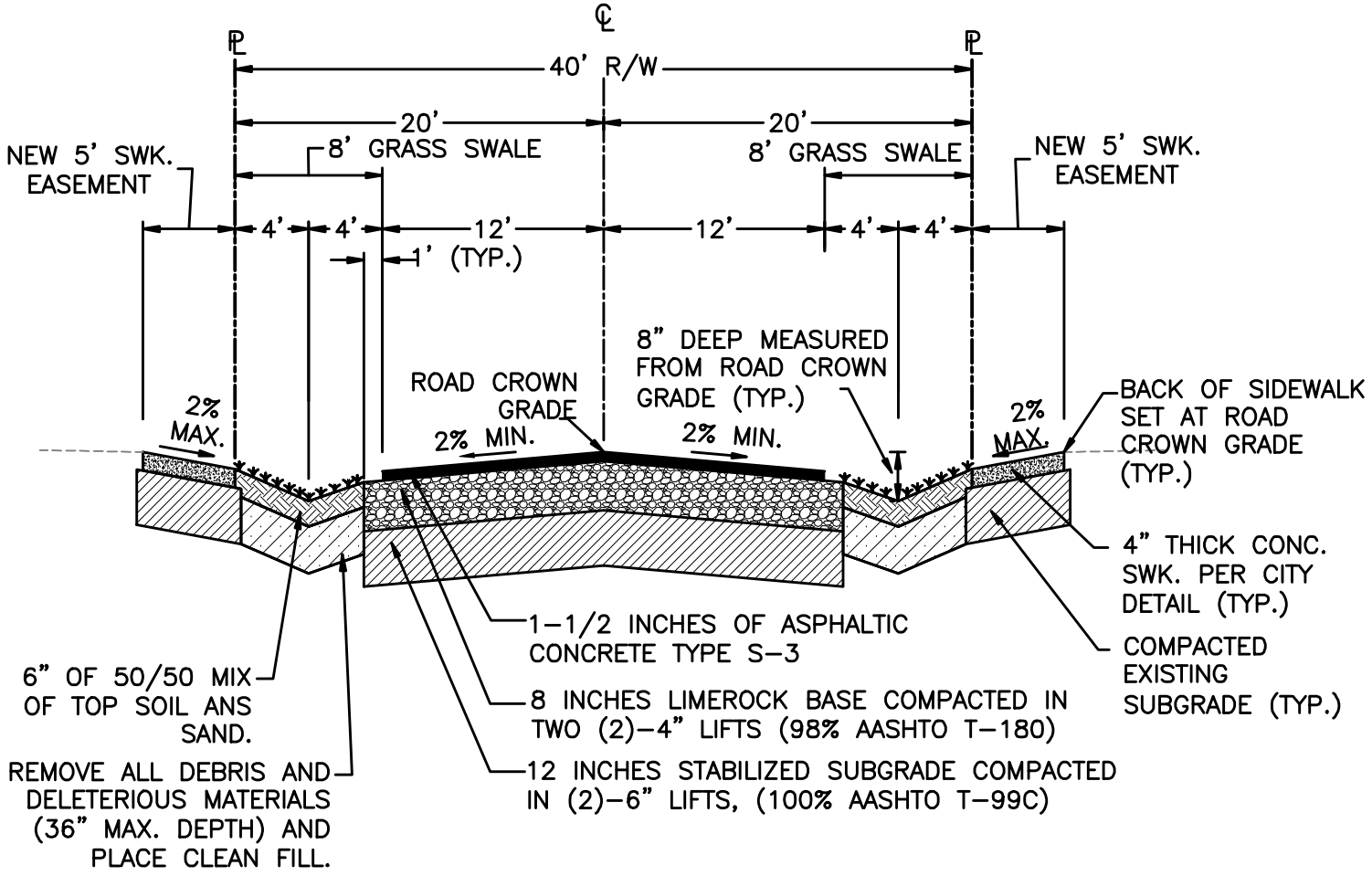
DATE: JAN. '82
REVISED: MARCH '09

SCALE: N.T.S.
DRAWN BY:

TYPICAL ROAD

40' RIGHT-OF-WAY

P 1.1



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CITY OF FORT LAUDERDALE

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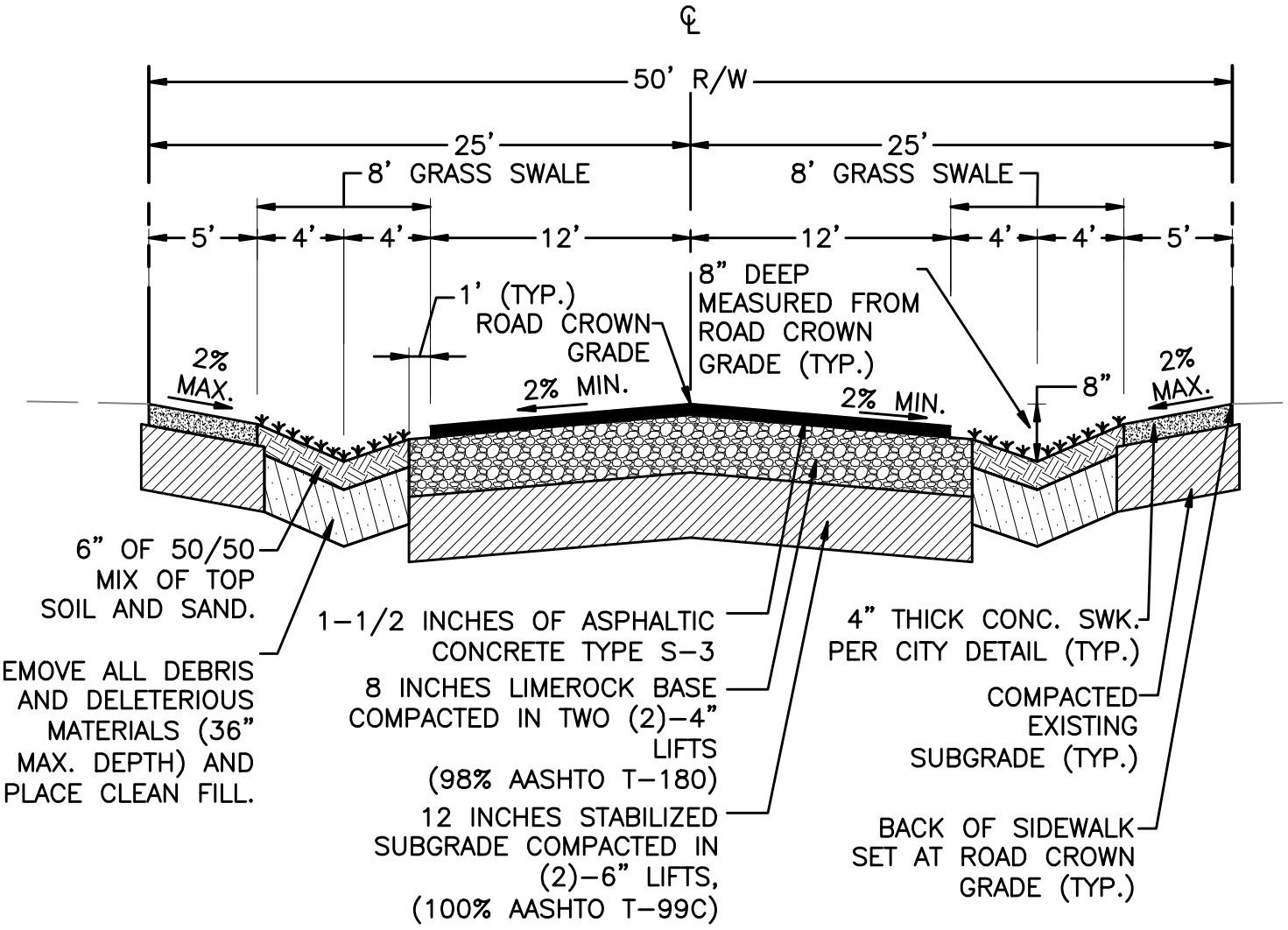


TYPICAL ROAD

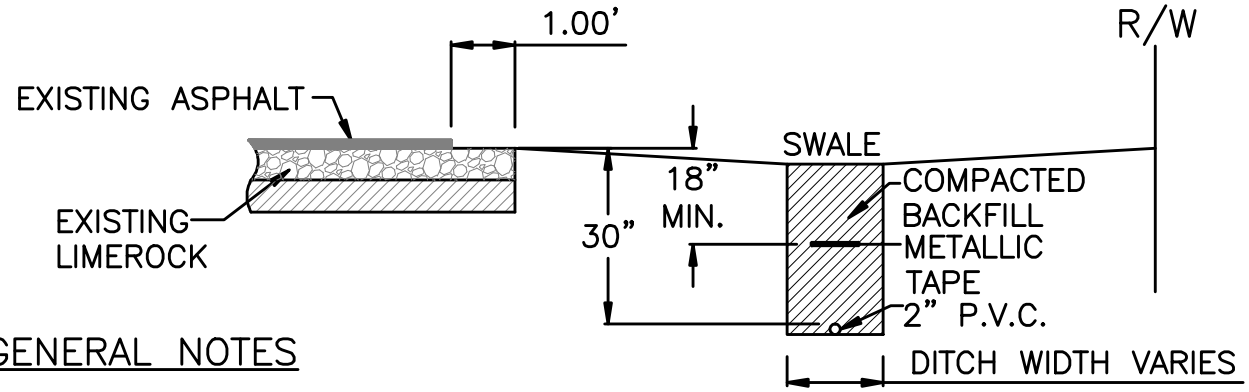
50' RIGHT-OF-WAY

DATE:	JAN. '82
REVISED:	MARCH '09
SCALE:	N.T.S.
DRAWN BY:	

P 2.1

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



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.

DATE: APRIL '04
REVISED: MARCH '09

SCALE: N.T.S.
DRAWN BY:

RESTORATION OF PAVEMENT - FIBER OPTIC CABLE INSTALLATION PARALLEL

P 4.10

CITY OF FORT LAUDERDALE

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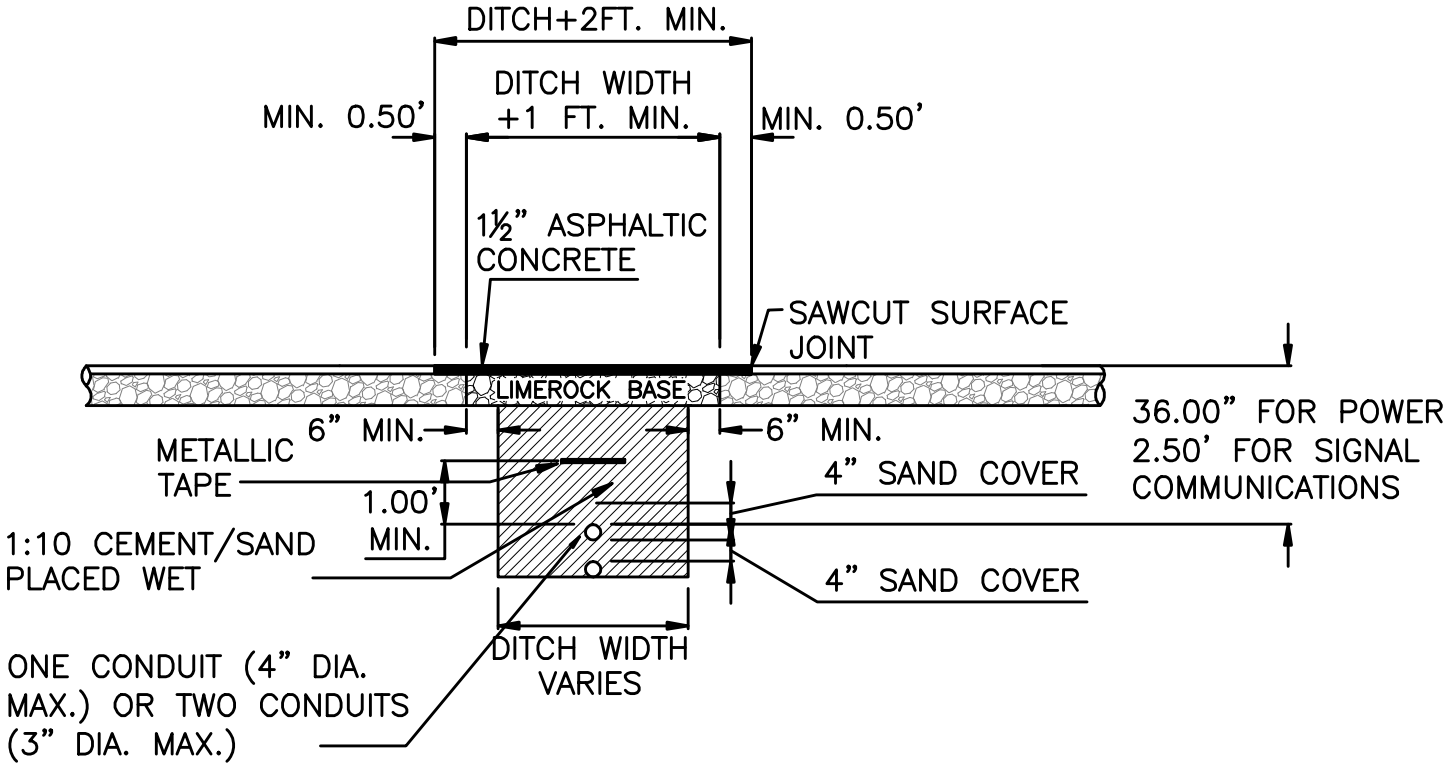


RESTORATION OF PAVEMENT

UTILITIES INSTALLATION CROSSING

DATE: APRIL '04	SCALE: N.T.S.
REVISED: MARCH '09	DRAWN BY:

P 4.11

1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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.

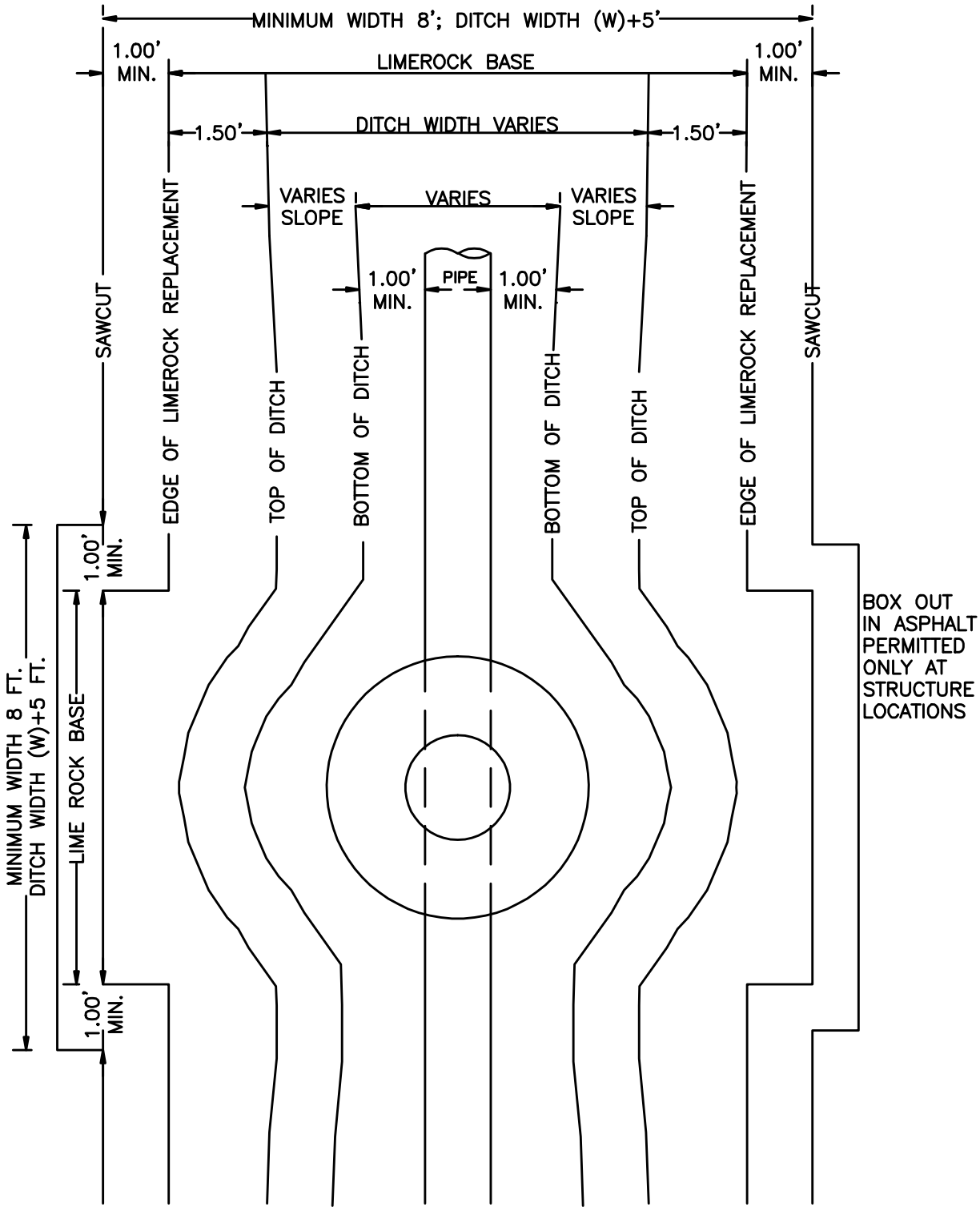
7. THE PROVISIONS IN THIS DETAIL SUPERSEDES ALL OTHER RELATED PROVISIONS MENTIONED IN CITY OF FORT LAUDERDALE CONSTRUCTION STANDARDS AND SPECIFICATIONS.

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.

DATE: APRIL'04	SCALE: N.T.S.	**RESTORATION OF PAVEMENT**	**P**
REVISED: MARCH '09	DRAWN BY:	**UTILITIES INSTALLATION CROSSING**	**4.11** 2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



DATE: APRIL'04	SCALE: N.T.S.	RESTORATION OF PAVEMENT	P
REVISED: MARCH '09	DRAWN BY:	UTILITIES INSTALLATION PARALLEL	4.12

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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.

DATE: APRIL'04	SCALE: N.T.S.	**PROCEDURE FOR RESTORATION OF FLEXIBLE PAVEMENT**	**P 4.13**
REVISED: MARCH '09	DRAWN BY:		

CITY OF FORT LAUDERDALE

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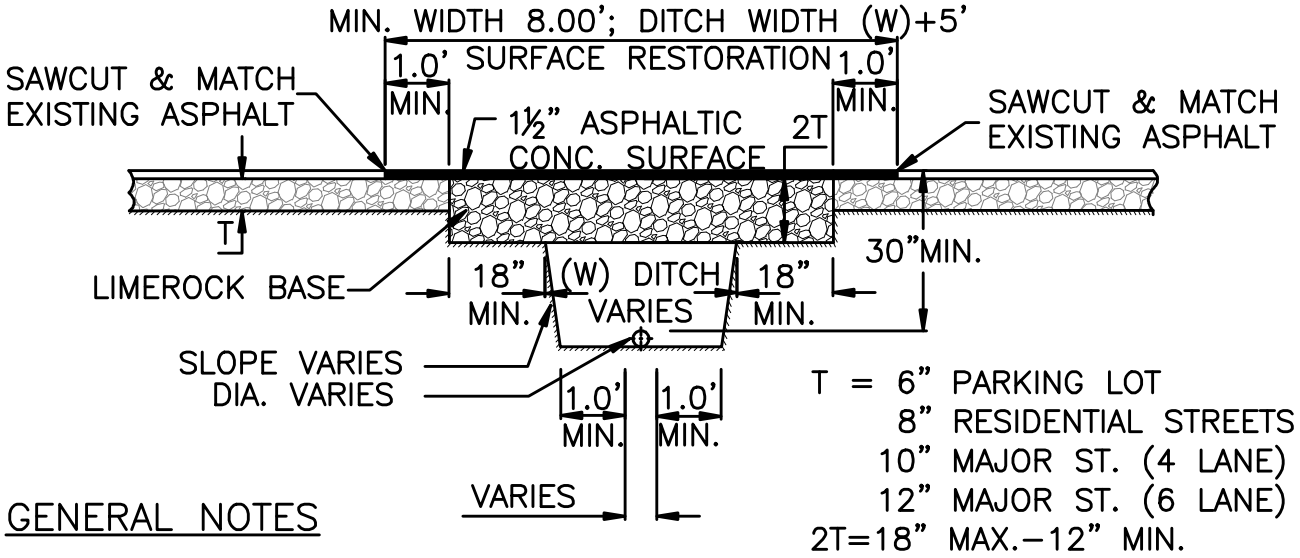

T = 6" PARKING LOT
8" RESIDENTIAL STREETS
10" MAJOR ST. (4 LANE)
12" MAJOR ST. (6 LANE)
2T=18" MAX.–12" MIN.

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. 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.

DATE: APRIL'04	SCALE: N.T.S.	RESTORATION OF PAVEMENT	P
REVISED: MARCH '09	DRAWN BY:	UTILITY CROSSING	4.1

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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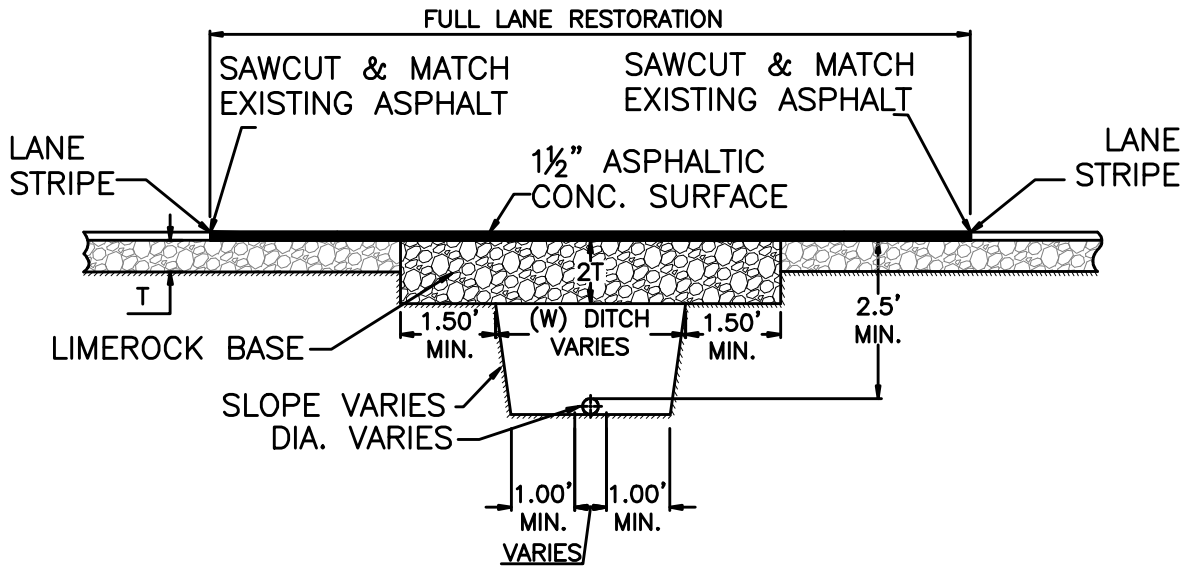

FULL LANE RESTORATION OF PAVEMENT

PARALLEL UTILITY INSTALLATION

DATE: APRIL '04	SCALE: N.T.S.
REVISED: MARCH '09	DRAWN BY:

P 4.2

1 of 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

GENERAL NOTES

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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).

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DATE: APRIL '04 REVISED: MARCH '09	SCALE: N.T.S. DRAWN BY:	**FULL LANE RESTORATION OF PAVEMENT** **PARALLEL UTILITY INSTALLATION**	**P** **4.2** 2 of 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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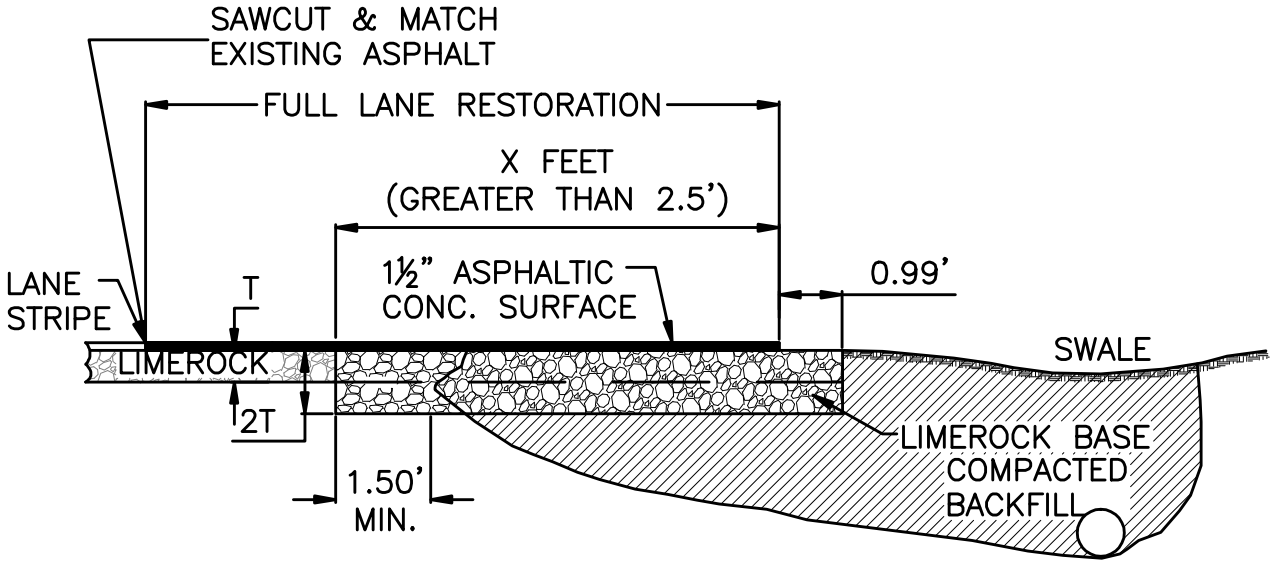

FULL LANE RESTORATION OF PAVEMENT

PARALLEL UTILITY INSTALLATION

DATE:	APRIL '04
REVISED:	MARCH '09
SCALE:	N.T.S.
DRAWN BY:	

P 4.3

1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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

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DATE: APRIL'04	SCALE: N.T.S.	FULL LANE RESTORATION OF PAVEMENT	P
REVISED: MARCH '09	DRAWN BY:	PARALLEL UTILITY INSTALLATION	4.3
			2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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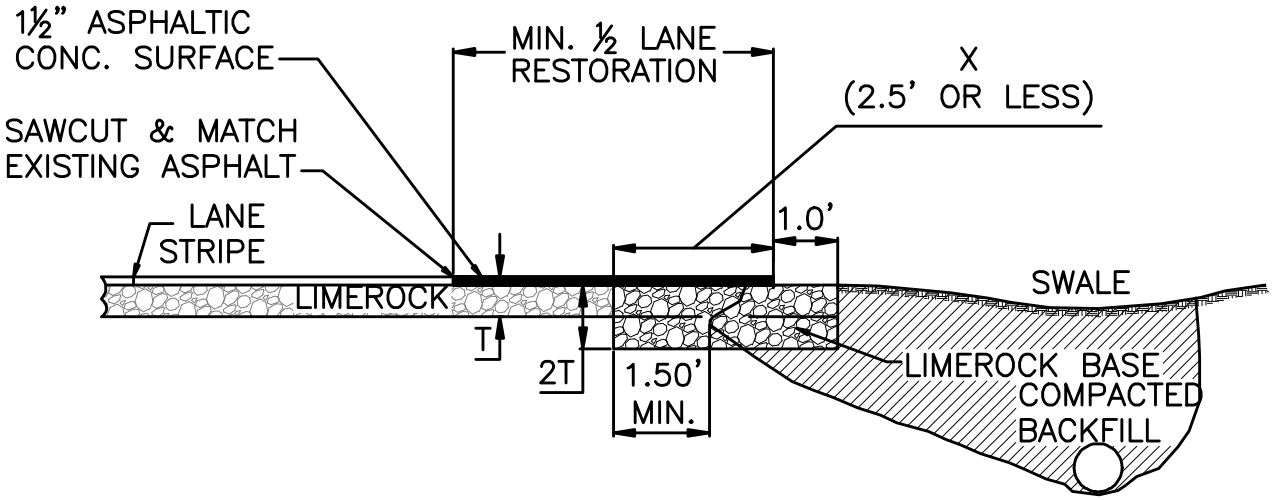

RESTORATION OF PAVEMENT

PARALLEL UTILITY INSTALLATION

DATE:	JAN.'82
REVISED:	MARCH '09
SCALE:	
DRAWN BY:	

P 4.4

1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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DATE: JAN.'82	SCALE:	**RESTORATION OF PAVEMENT**	**P**
REVISED: MARCH '09	DRAWN BY:	**PARALLEL UTILITY INSTALLATION**	**4.4** 2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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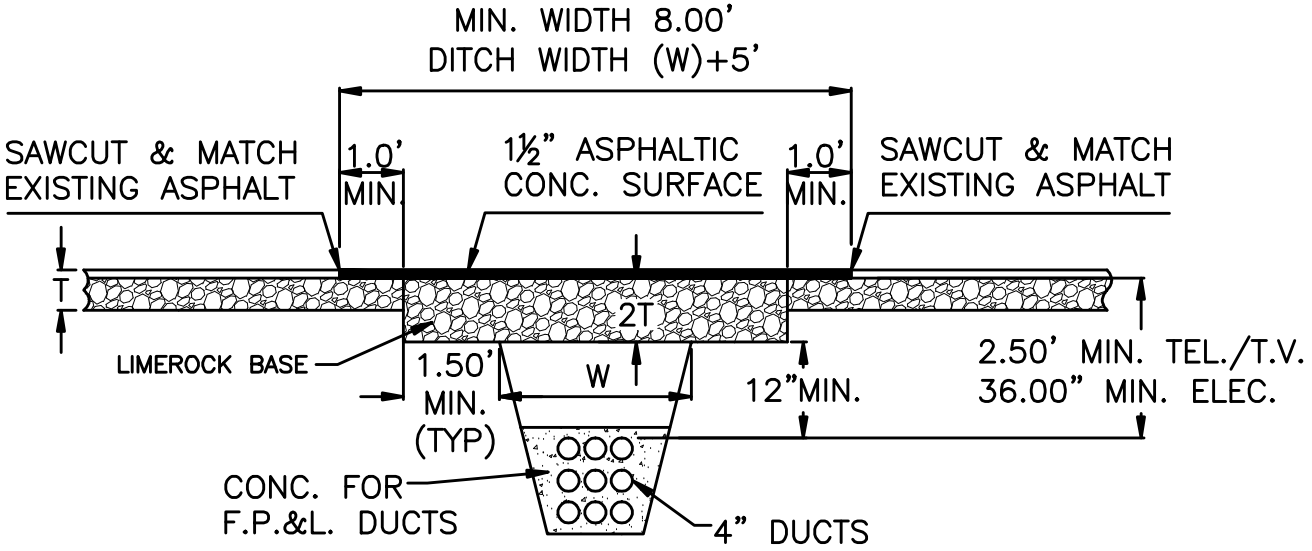

RESTORATION OF PAVEMENT

UTILITIES CROSSING

DATE:	APRIL '04
REVISED:	MARCH '09
SCALE:	N.T.S.
DRAWN BY:	

P 4.5

1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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DATE: APRIL'04	SCALE: N.T.S.	**RESTORATION OF PAVEMENT**	**P**
REVISED: MARCH '09	DRAWN BY:	**UTILITIES CROSSING**	**4.5** 2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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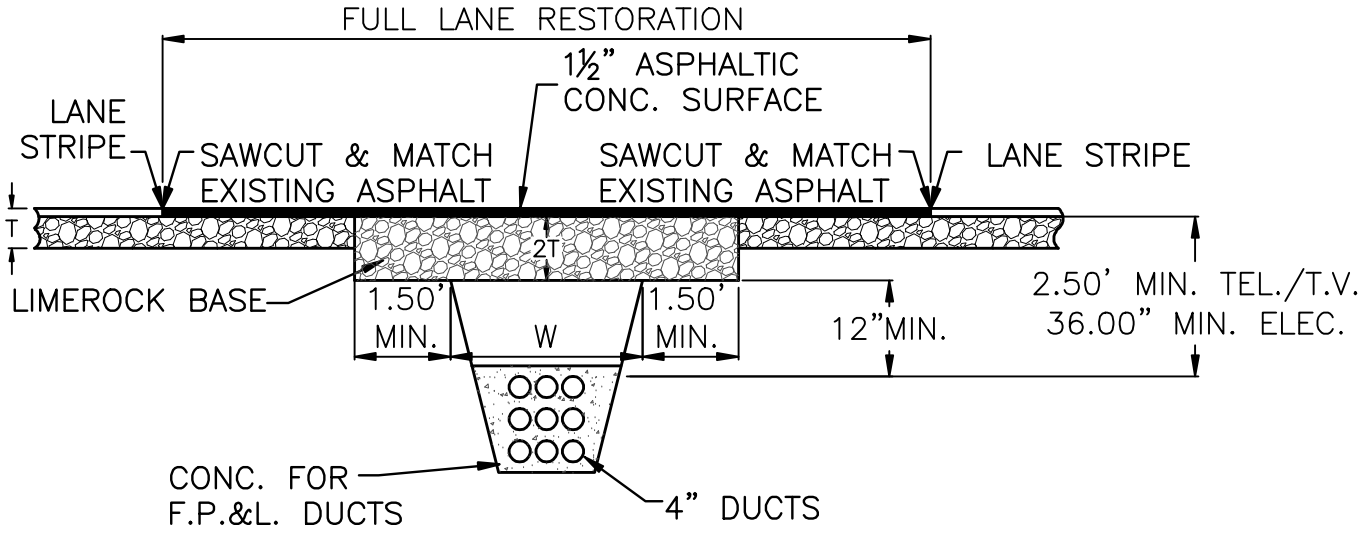

RESTORATION OF PAVEMENT

PARALLEL UTILITIES INSTALLATION

DATE:	APRIL '04
REVISED:	MARCH '09
SCALE:	N.T.S.
DRAWN BY:	

P 4.6

1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

GENERAL NOTES

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DATE: APRIL'04	SCALE: N.T.S.	**RESTORATION OF PAVEMENT**	**P**
REVISED: MARCH '09	DRAWN BY:	**PARALLEL UTILITIES INSTALLATION**	**4.6** 2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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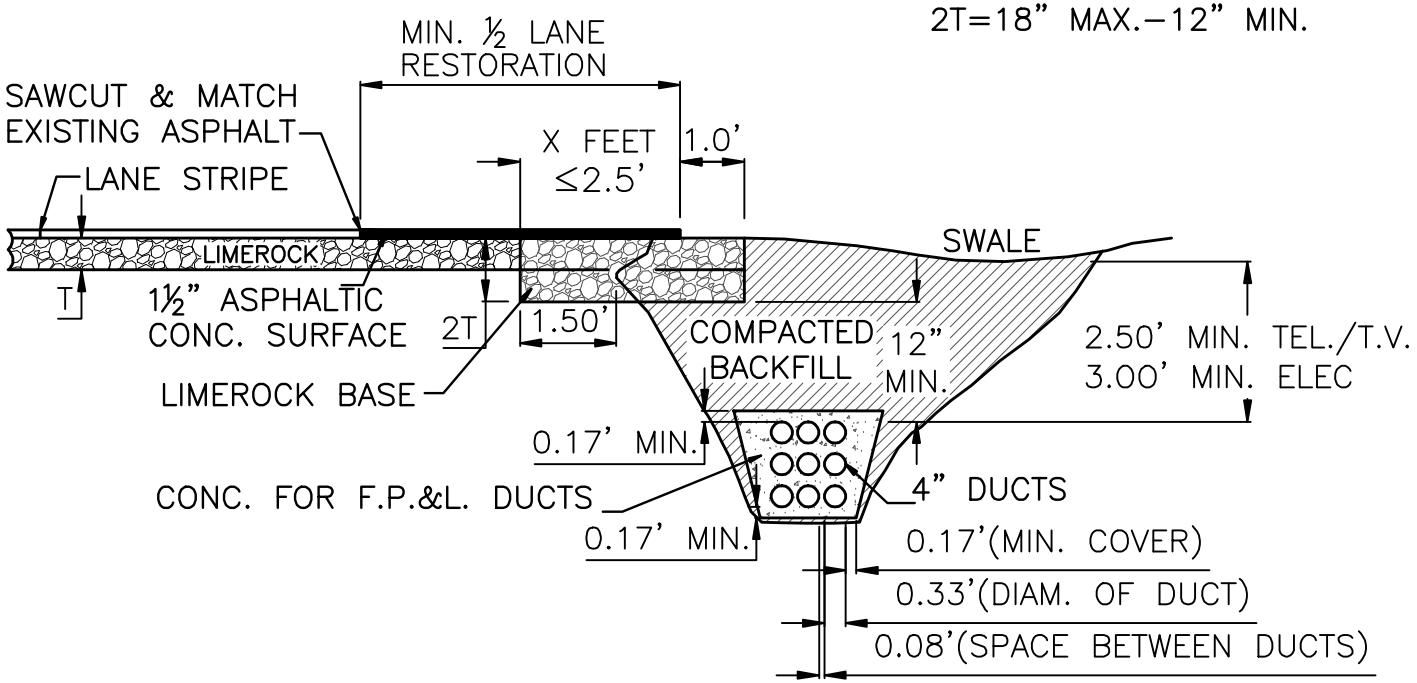

RESTORATION OF PAVEMENT

PARALLEL UTILITIES INSTALLATION

DATE:	APRIL '04
REVISED:	MARCH '09
SCALE:	N.T.S.
DRAWN BY:	

P 4.7

1 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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

DATE: APRIL'04	SCALE: N.T.S.	**RESTORATION OF PAVEMENT**	**P**
REVISED: MARCH '09	DRAWN BY:	**PARALLEL UTILITIES INSTALLATION**	**4.7** 2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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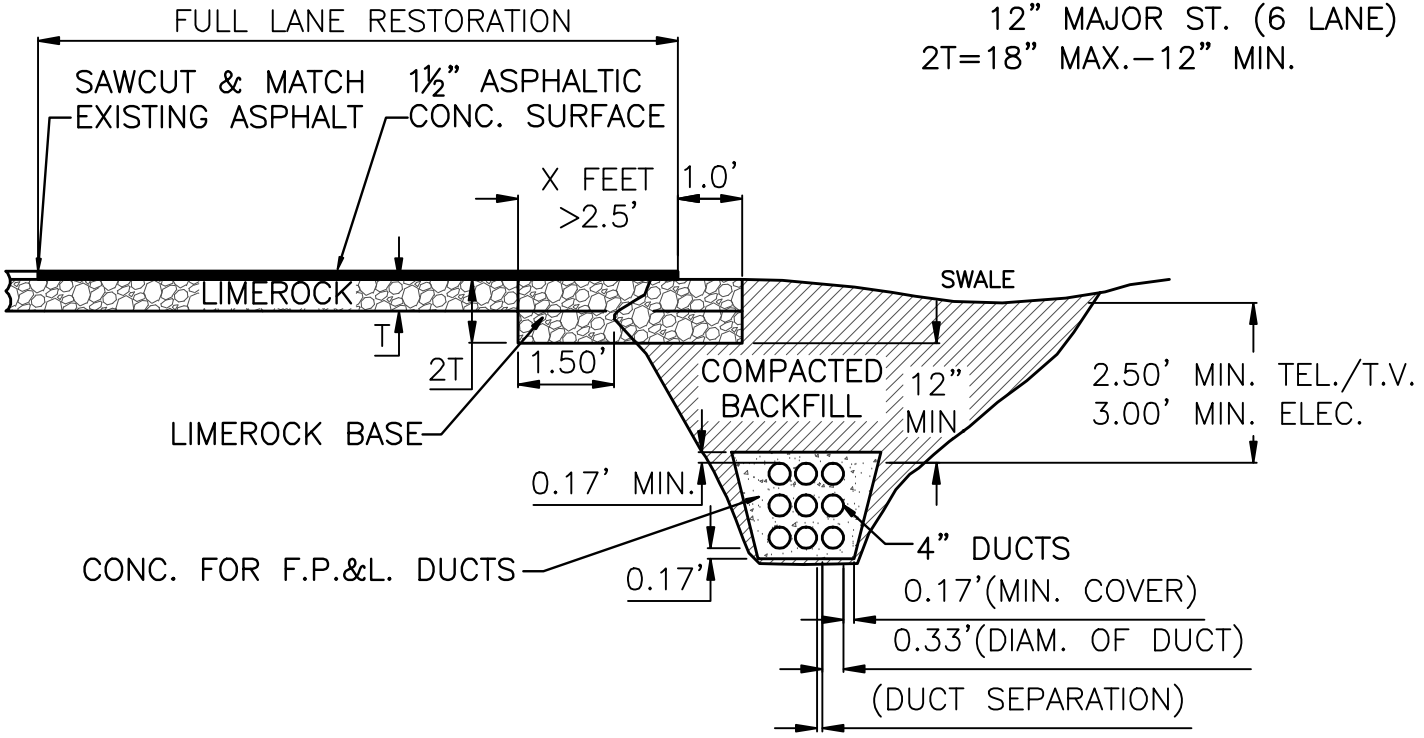

FULL LANE RESTORATION OF PAVEMENT

PARALLEL UTILITIES INSTALLATION

DATE:	APRIL '08
REVISED:	MARCH '09
SCALE:	N.T.S.
DRAWN BY:	

P 4.8

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER

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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.

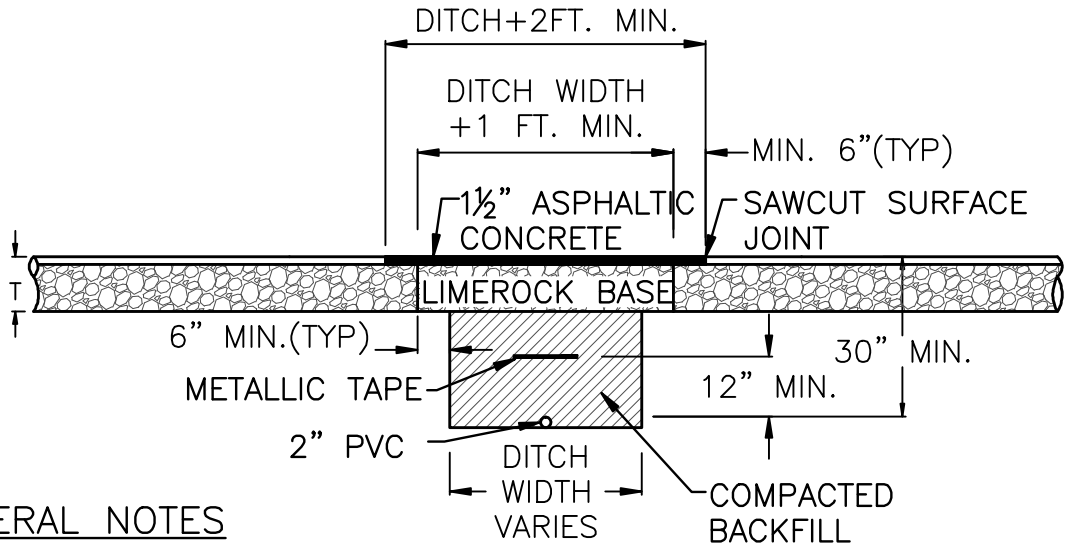
10. THE DIMENSION 'X' FEET IS ANY WIDTH GREATER THAN 2.5'.

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

DATE: APRIL'08	SCALE: N.T.S.	**FULL LANE RESTORATION OF PAVEMENT**	**P**
REVISED: MARCH '09	DRAWN BY:	**PARALLEL UTILITIES INSTALLATION**	**4.8** 2 OF 2

CITY OF FORT LAUDERDALE

OFFICE OF THE CITY ENGINEER



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. 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

DATE: APRIL'04	SCALE: N.T.S.	RESTORATION OF PAVEMENT - FIBER OPTIC CABLE INSTALLATION CROSSING	P 4.9
REVISED: MARCH '09	DRAWN BY:		