NOTES:

1. YARD DRAINS SHALL ONLY BE USED IN PRIVATE PROPERTY LOCATIONS; PUBLIC RIGHT-OF-WAY LOCATIONS WILL NOT BE PERMITTED UNLESS APPROVED BY THE DEPARTMENT.

2. CONCRETE COLLAR IS NOT REQUIRED IN PAVED AREAS IF PAVEMENT SURFACE IS FINISHED PRIOR TO CONDITIONAL FINAL INSPECTION.

3. SEE "TYPICAL TRENCH DETAIL" FOR BACKFILLING REQUIREMENTS.
BOYNTON BEACH ENGINEERING STANDARD DETAIL

TYPICAL INLET & EXFILTRATION TRENCH

DETAIL: BOYNTON BEACH ENGINEERING STANDARD DETAIL

B-ND (TYP.)
STRIGHT B-RS (TYP.)
RETCULINE B-RS (TYP.)

RETCULINE STEEL GRATE
STRIGHT B-RS: 2"x1/4"
RETCULINE B-RS: 1-1/4"x3/16"
B-NDS: 2"x1/14"

<table>
<thead>
<tr>
<th>TYPE</th>
<th>DIMENSIONS</th>
<th>MAX. PIPE DIAMETER</th>
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<tr>
<td>&quot;A&quot;</td>
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<td>&quot;C&quot;</td>
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</table>
| "E" | 3'-0" | 4'-6" | 3'-4" | 4'-4" | 1'-5" | 30" | 48"

INLET NOTES:

- BEVELED EDGES: -LL EXPOSED CORNERS -ND EDGES TO BE CH-MFERED 3/4".
- FOUND-TION M-TERI-L: WHERE M-TERI-L UNS-TISF-CORY FOR FOUND-TION IS ENCOUNTERED, -LL SUCH M-TERI-L MUST BE REMOVED DOWN TO S-TISF-CORY M-TERI-L -ND B-CKFILLED TO SUBGR-DE WITH CLE-N S-ND.
- GR-TES: IN -CCORD-NCE WITH F.D.O.T. SPECIFIC-TIONS.
- INLET TYPES: INLETS -RE TO BE CONSTRUCTED TO THE DIMENSIONS SHOWN HEREON. TYPE "E MOD." IS TYPE "E" TURNED 90' TO RECEIVE R.C.P. UP TO 48" DI-METER.
- -LL GR-TES SH-LL BE CH-INED TO THE STRUCTURE.

BACKFILL NOTE:

COMP-CT TRENCH B-CKFILL -ND SOIL WITHIN MIN. 5' OF TRENCH TO MIN. 95% OF M-X IN GR-SS -RE-, 98% OF M-X IN P- ED -RE-S. DRY DENSITY PER -STM D-1557.

BOYNTON BEACH ENGINEERING STANDARD DETAIL

TYPICAL INLET & EXFILTRATION TRENCH
DETAIL FOR NON-TRAFFIC AREAS

CITY OF BOYNTON BEACH

EFF. DATE 02/20
DETAIL NO. D-3
TYPICAL DRAINAGE CONTROL STRUCTURE CROSS SECTION

12F OR 18F SNOT OIL & DEBRIS STOP BY BMP. INC OR APPROVED EQUAL

DISCHARGE PIPE ELEV. "TBD"

OUTFALL TO CANAL

OVERFLOW PIPE INV. "TBD"

STRUCTURE BOTTOM ELEV. "TBD"

OPENING TO BE 8"X8" AND CENTERED

TYPE E MODIFIED – SEE F.D.O.T. TYPICAL INLET DETAIL SHEET

BOYNTON BEACH ENGINEERING STANDARD DETAIL
DRAINAGE CONTROL STRUCTURE
DETAIL - TYPE A

EFF. DATE
02/20
DETAIL NO.
D-4
EROSION AND SEDIMENTATION REQUIREMENTS DURING CONSTRUCTION:

1. THE CONTRACTOR SHALL MAKE EVERY EFFORT DURING CONSTRUCTION TO CONTROL WIND AND WATER EROSION OF THE SOIL ON SITE.

2. THE CONTRACTOR SHALL CONTROL EXCESSIVE RUNOFF FROM THE PROJECT BY EXCAVATING THE PROPOSED SWALE AREAS DURING THE PRELIMINARY CLEANING AND GRUBBING OPERATION OF THE PROJECT.

3. SHOULD THE SITE BECOME EXCESSIVELY DRY, AND WIND AND SOIL EROSION BECOMES PREVALENT AND A NUISANCE, THE CONTRACTOR SHALL WATER AND/OR SEED AND MULCH THE AREA, AND/OR PROVIDE FENCING AS NECESSARY.

4. TYPE I HAY BALE BARRIERS SHALL BE PLACED AROUND ALL EXISTING DITCH BOTTOM INLETS IN ACCORDANCE WITH F.D.O.T. STANDARD INDEX NO. 102.

---

NOTE:
SEE SHEET D–6 SKIMMER DETAILS.
BRACKETS TO BE 5"x5"x3/8" ALUMINUM ANGLE

1/2" S.S. BOLT @ 12" O.C.

1/2" Ø STAINLESS STEEL EXP. ANCH. @ 12" O.C.

TYPICAL

DETAIL "A"

3/16" ALUMINUM PLATE SKIMMER (ALTERNATE FIBERGLASS IS ACCEPTABLE)

6" INVERTED TRIANGULAR ORIFICE

SEE DETAIL "A" (THIS SHEET)

NOTE:
SEE SHEET D-5 FOR SECTION THRU TYPE "C" INLET WITH SKIMMER
DOUBLE COVER (USF 230 AB–MC)

RING (USF 230 AB–MC)

NOTES:
1. IN GREEN AREAS OR ANY AREA DEEMED TO HAVE QUESTIONABLE DRAINAGE, A WATER–TIGHT MANHOLE INSERT SUCH AS "SEWER GUARD" OR APPROVED EQUIVALENT WILL BE REQUIRED.
2. APPROVED MANHOLES (DOUBLE COVER TYPE): U.S. FOUNDRY MODEL No. 230–AB–MC DRAWINGS #A4218 INNER COVER.
3. MANHOLE ADJUSTING SHALL BE BY ADDITIONAL BRICKS USED TO ELEVATE MANHOLE COVERS TO RESURFACED GRADE (MAX. 4" HEIGHT).
4. CONCRETE COLLAR 6"x6"x8" WITH 4"x4" WIRE MESH REINFORCING MAY BE REQUIRED FOR MANHOLES IN LANDSCAPE AREA.
NOTES:
1. BRICK MASONRY CONSTRUCTION TO BE STUCCOED WITH 3/4" CEMENT PLASTER INSIDE AND OUTSIDE, TYPE II CEMENT SHALL BE USED.
2. LIFT HOLES THROUGH PRECAST STRUCTURE ARE NOT PERMITTED.
3. SEE TECHNICAL SPECIFICATIONS FOR BEDDING REQUIREMENTS.
4. "RAM—NEK" OR APPROVED EQUAL AT ALL RISER JOINTS (1/2" THICK WITH WIDTH AT LEAST 1/2 THE WALL THICKNESS) WITH GROUT ON INSIDE AND OUTSIDE.
5. ALL OPENINGS SHALL BE SEALED WITH A WATERPROOF, NON—SHRINKING GROUT.
6. IF TWO CAGES OF WIRE MESH ARE USED, ONE SHALL BE POSITIONED 3" FROM THE INSIDE SURFACE AND ONE 3" FROM THE OUTSIDE SURFACE. IF A SINGLE CAGE OR REBAR IS USED, IT SHALL BE CENTERED WITHIN WALL THICKNESS. NO EXPOSED STEEL SHALL BE PERMITTED.
7. WALL REINFORCEMENTS A.S.T.M. DESIGNATION A185—64.(LATEST REVISION)(MIN.)
8. MANHOLES SHALL CONFORM TO A.S.T.M. C478.(MIN.)
9. A MINIMUM OF SEVEN DAYS CURE TIME IS REQUIRED PRIOR TO DELIVERY.
10. ALL PIPE HOLES SHALL BE PRECAST OR CORE—DRILLED. OVERSIZED HOLES WILL BE REJECTED.
11. ANY VISIBLE REINFORCING WIRE, STEEL OR HONEYCOMBS SHALL BE CAUSE FOR REJECTION.
12. SHOP DRAWINGS SHALL BE APPROVED BY THE DEPARTMENT.
13. MANHOLE LID SHALL BE MARKED "STORM SEWER".
14. WEEP HOLE MAY BE REQUIRED PER THE ENGINEER’S DESIGN.
NOTES:
1. PRECAST CONCRETE TYPE II 4000 P.S.I.
2. "RAMNEK" OR EQUAL AT ALL RISER JOINTS (1/2" THICK WITH THE WIDTH AT LEAST 1/2 THE WALL THICKNESS) WITH GROUT ON INSIDE & OUTSIDE.
3. ALL OPENINGS SHALL BE SEALED WITH A WATERPROOF NON-SHRINKING GROUT.
4. LIFT HOLES ARE NOT PERMITTED.
5. ALL PIPE HOLES SHALL BE PRECAST.
6. MANHOLE FABRICATION SHALL BE IN ACCORDANCE WITH ASTM C-478, LATEST STANDARD.
7. ANY VISIBLE REINFORCING WIRE, STEEL OR HONEYCOMB SHALL BE CAUSE FOR REJECTION.
8. REFER TO F.D.O.T. STANDARD INDEXES 200 & 201 FOR OTHER APPROVED MANHOLES TO BE PERMITTED/
9. SHOP DRAWINGS SHALL BE APPROVED BY THE DEPARTMENT.
10. MANHOLE LID SHALL BE MARKED "STORM SEWER".
11. WEEP HOLE MAY BE REQUIRED PER THE ENGINEER'S DESIGN.
12. "RAM-NEK" OR APPROVED EQUAL AT ALL RISER JOINTS (1/2" THICK WITH WIDTH AT LEAST 1/2 THE WALL THICKNESS) WITH GROUT ON INSIDE AND OUTSIDE.
13. MANHOLE EXTERIOR PROTECTION SHALL CONSIST OF THE USE OF CARBOULINE (KOPPERS) BITUMASTIC 300M (OR APPROVED EQUAL). THE FIRST COAT IN THE COLOR GRAY OR RED & THE SECOND COAT BEING THE COLOR BLACK.
14. LIFTING HOOKS SHALL BE INSIDE STRUCTURE.
ON-SITE STORAGE ELEVATION FOR GREATER OF FIRST 1 IN. OF RUNOFF OR TOT-L RUNOFF PRODUCED BY 3-YR., 1-HR. R-INF-LL FROM TOT-L -RE- DR-INED BY SERVICE CONNECTION.

PE-K ON-SITE STORAGE ELEVATION FOR RUNOFF PRODUCED BY 3-YR., 24-HR. R-INF-LL, FROM TOT-L -RE- DR-INED BY SERVICE CONNECTION, NOT TO EXCEED H.G.L. ELEVATION -S NOTED IN (E).

PE-K ON-SITE STORAGE ELEVATION FOR RUNOFF PRODUCED BY 25-YR., 3-D-Y R-INF-LL, NOT TO EXCEED LOWER OF SITE PERIMETER BERM ELEVATION OR (FOR THOROUGHF-RE-PL-N STREETS) 
P-EMENT ELEVATION -S NOTED IN (F).

STORM SEWER HYDRAULIC GRADE LINE ELEVATION -T ZERO FLOW IN RECEIVING SEWER (i.e., T-ILW-TER ELEVATION TO BE USED FOR DETERMINING ST-GE VS. DISCH-RGE OF CONTROL DEVICE)

STORM SEWER HYDRAULIC GRADE LINE ELEVATION -T DESIGN PE-K FLOW -T POINT OF CONNECTION. IF NOT OTHERWISE KNOWN, USE 1 FT. BELOW INLET ELEVATION OF NEXT UPSTREAM ON-LINE INLET.

P-EMENT ELEVATION -T OUTSIDE EDGE OF HIGHEST THROUGH L-NES (ONE IN EACH DIRECTION) FOR THOROUGHF-RE-PL-N STREET.
NOTE: M.E. = MAINTENANCE ESMT.
C.W.L. = CONTROL WATER LEVEL

1. OUTF-LL DISCH-RGE PIPE SH-LL BE JOINED TO W-TER BODY WITH -N JURISDICTION-L -PPROVED TERMIN-L LENGTH OF CORRUG-TED PIPE.

2. CONCRETE COLL-R TO BE 2500 PSI ~ 28 D-Y STRENGTH.

3. M-RKER PIPE LOC-TED -T TERMIN-L END OF OUTF-LL PIPE SH-LL BE 2"Ø (OR L-RGER) PVC PIPE, CONCRETE FILLED, LOC-TED ~DJ-CENT TO E-CH SIDE OF PIPE. ~ 6"x12" IDENTIFYING SIGN MOUNTED TO M-RKER PIPE IS OPTION-L.
1. SOD SH-LL BE PL-CED PER SPECIFIC-TIONS.

2. ST-NF-ND m-XIMUM SW-LE DEPT SH-LL BE 9” -ND MINIMUM 6”.

3. OFFSET BOTTOM OF SW-LE -S REQUIRED. DEEPER SW-LES M-Y BE -PPROVED BY THE DEP-RTMENT FOR SPECIFIC SITE CONDITIONS.

4. 12” FL-T -T BOTTOM OF SW-LE M-Y BE OMITTED WHEN REQUIRED TO -TT-IN 4:1 SLOPES.

5. DEEPER SW-LES M-Y BE -PPROVED BY THE DEP-RTMENT FOR SPECIFIC SITE CONDITIONS.

6. SW-LES MUST BE INSPECTED -ND -PPROVED BY UTILITIES PRIOR TO INST-LLING SOD.
8" F-CURB (IF REQUIRED), CONSTRUCT FLUMES (NOT SHOWN IN THIS DET-IL) -T SP-CING SHOWN ON PL-N

OFFSET SWALE REPLACEMENT DETAIL

NOTES:
1. SOD SH-LL BE PL-CED PER SPECIFIC-TIONS.
2. M-XIMUM SW-LE DEPTH SH-LL BE 9" ND MINIMUM 6".
3. PROVIDE POSITIVE SLOPE OFF THE RO-D, 12" MINIMUM FL-T.
4. M-INT-IN 4:1 SLOPES ON E-CH SIDE OF SW-LE.
5. 12" FL-T -T BOTTOM OF SW-LE M-Y BE OMITTED WHEN REQUIRED TO -TT-IN 4:1 SLOPES.
6. OFFSET BOTTOM OF SW-LE -S REQUIRED. DEEPER SW-LES M-Y BE -PPROVED BY THE DEP-RTMENT FOR SPECIFIC SITE CONDITIONS.
7. DET-IL -PPUC-BLE FOR N-RROW -RE-S ND ELEV-TION DIFFERENCES BETWEEN SIDEW-LK -ND EDGE OF P- EMENT >9"
8. SW-LES MUST BE INSPECTED ND -PPROVED BY UTILITIES PRIOR TO INST-LLING SOD.
### FOR ALL STALLS

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### LEGEND

- A: ANGLE
- B: STALL WIDTH
- C: STALL LENGTH
- D: CURB LENGTH
- E: STALL DEPTH
- F: AISLE WIDTH
- G: WALL TO WALL WIDTH
- H: INTERLOCK TO INTERLOCK WIDTH

### FOR ALL OTHER DIMENSIONS

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**NOTE:** ALL DIMENSIONS ARE MINIMUM.
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**NOTE:** ALL DIMENSIONS ARE MINIMUM.

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### PARKING STALL & AISLE DIMENSIONS

(CRA ONLY)

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**BOYNTON BEACH ENGINEERING STANDARD DETAIL**

**EFF. DATE**

02/20

**DETAIL NO.**

K-2
NOTES:

1. REFER TO LDR P-RT I II -L-ND DEVELOPMENT REGUL-TION FOR COMPLETE DET-ILS.

2. -LL P-RKING ST-LLS SH-LL BE DOUBLE STRIPED -ND -LL STRIPING SH-LL BE FOUR (4) INCHES WIDE.

3. H-NDIC-P -CESSSW-Y STRIPING SH-LL BE L-ID OUT ON 60' -T 4' ON CENTER -S ME-SURED -LONG THE -CESSSW-Y.


5. P-RKING ST-LL -RE-S SH-LL H- E - MIN. OF 6" OF B-SE COMP-CTED TO 98% DRY DENSITY PER -SHTO T-180 SPEC. -ND - MINIMUM OF 1" OF TYPE S-III P- EMENT.

CONCRETE WHEEL STOP

(SHEET 2 OF 2)
NOTE:
"-" PROVIDE 20 FEET OF UNOBRSTUCTED SP-CE BETWEEN INGRESS END,
P-RKING SP-CE -ND -CESS -ISLE.
NOTE: NO MORE THAN TWO ROWS OF PARKING WITHOUT A LANDSCAPE STRIP.

USE OF INTERIOR PLANTED STRIP TO PREVENT HIGH-SPEED DIAGONAL MOVEMENT.
STREET

R/W LINE

R/W LINE

STANDARD SAFE SIGHT TRIANGLES. REFER TO STANDARD DWG. P-10

DESIGNATES NO BACK OUT PARKING THIS AREA

BOYNTON BEACH ENGINEERING STANDARD DETAIL

PARKING AREA - RESTRICTED PARKING AREA

EFF. DATE
02/20

DETAIL NO.
K-8
DIMENSIONAL REQUIREMENTS

NOTE:
HC P-R-LL EL SP-CES SH-LL BE 22 FT LONG. -LL OTHERS SH-LL BE 20 FEET.

VOYTON BEACH ENGINEERING STANDARD DETAIL

STREET PARALLEL HANDICAP PARKING
STANDARD AND MARKING OPTIONS

BOYNTON BEACH ENGINEERING STANDARD DETAIL

STREET PARALLEL HANDICAP PARKING
STANDARD AND MARKING OPTIONS

EFF. DATE
02/20

DETAIL NO.
K-9A
STREET PARALLEL HANDICAP PARKING
STANDARD AND MARKING AREA

THE SYMBOL SHALL BE 3 OR 5 FT. HIGH AND WHITE IN COLOR.

"INTERNATIONAL SYMBOL OF ACCESSIBILITY"
NOTES:

1. DIMENSIONS ARE TO THE CENTERLINE OF MARKINGS.

2. AN ACCESS AISLE IS REQUIRED FOR EACH SPACE WHEN PARALLEL PARKING IS USED.

3. CRITERIA FOR PAVEMENT MARKINGS ONLY, NOT PUBLIC SIDEWALK CURB RAMP LOCATIONS. FOR RAMP LOCATIONS REFER TO PLANS.

4. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH SHADE 15180 OF FEDERAL STANDARDS 595A.

5. THE FTP–22–06 PANEL SHALL BE MOUNTED BELOW THE FTP–22–06 SIGN.

PAVEMENT MARKING FOR PUBLIC SIDEWALK CURB RAMPS IN PARALLEL AREAS
**DETAILED PAVEMENT LAYER DESIGN SECTION**

**PERIMETER CURB**

**DESIGN BASE VS. SUBBASE THICKNESS**
*(TYPICAL EXAMPLE)*

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* DEPTH VARIES - REFER TO TABLE BELOW. (#3 SHOWN AS EXAMPLE)

**HIGH WATER SEASONAL**

**BOYNTON BEACH ENGINEERING STANDARD DETAIL**

**PORTLAND CEMENT PERVIOUS PAVEMENT LAYER DESIGN SECTION**

**EFF. DATE**

02/20

**DETAIL NO.**

K-10
LEGEND

1. P- EMENT SURF-CE; 1", TYPE S-3 OR EQUIV-LENT.
2. P- EMENT SURF-CE; 1-1/2", TYPE S-3 OR EQUIV-LENT.
3. B-SE COURSE; 6" SHELLROCK, COMP-CTED TO 98% M-X. DENSITY OR EQUIV-LENT.
4. B-SE COURSE; 8" SHELLROCK, COMP-CTED TO 98% M-X. DENSITY OR EQUIV-LENT.
5. SUBGR-DE; 12" COMP-CTED TO 98% M-X. DENSITY OF -SHTO T-180 SPECIFIC-TION.
NOTE: ALL DIMENSIONS SHOWN HEREON ARE MINIMUMS.

** 25' IN ZERO LOT LINE PROJECTS.

CONNECTING TO AN EXISTING CURBED STREET

** BROADSTREET - ALL curiosity

R/W

BASIC DRIVEWAY DIMENSION CRITERIA

<table>
<thead>
<tr>
<th></th>
<th>LOCAL STREET</th>
<th>COLLECTOR STREET</th>
<th>ARTERIAL STREET</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;S&quot;</td>
<td>---</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>&quot;X&quot;</td>
<td>5'</td>
<td>10'</td>
<td>10'</td>
</tr>
<tr>
<td>&quot;Y&quot; **</td>
<td>30' **</td>
<td>50'</td>
<td>120'</td>
</tr>
</tbody>
</table>

PAVEMENT RETURN RADII BY DRIVEWAY TYPE

<table>
<thead>
<tr>
<th></th>
<th>MINOR</th>
<th>INTERMEDIATE</th>
<th>MAJOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;R&quot; **</td>
<td>20' **</td>
<td>30' **</td>
<td>40' **</td>
</tr>
</tbody>
</table>

* MAY BE CONSTRUCTED AS A "DROP CURB" CONNECTION WHEN CONNECTING TO AN EXISTING CURBED STREET

** 25' IN ZERO LOT LINE PROJECTS.

NOTE: ALL DIMENSIONS SHOWN HEREON ARE MINIMUMS.
For Additional Information Refer To FDOT Rules Chapters 14–96 And 14–97.

SKETCH ILLUSTRATING DEFINITIONS

<table>
<thead>
<tr>
<th>ELEMENT DESCRIPTION</th>
<th>1–500 Trips/Day or 1–50 Trips/Hour</th>
<th>501–2000 Trips/Day or 50–200 Trips/Hour</th>
<th>2000–4000 Trips/Day or 200–400 Trips/Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONNECTION WIDTH W</td>
<td>12' Min. 24' Max.</td>
<td>25' Min. 37' Max.</td>
<td>26' Min. 40' Max.</td>
</tr>
<tr>
<td>FLARE (Drop Curb) F</td>
<td>10' Min.</td>
<td>10' Min.</td>
<td>N/A</td>
</tr>
<tr>
<td>RETURNS (Radius) R &amp; U</td>
<td>N/A</td>
<td>25' Min. 50' Std.</td>
<td>75' Max.</td>
</tr>
<tr>
<td>ANGLE OF DRIVE Y</td>
<td>60°–90°</td>
<td>60°–90°</td>
<td></td>
</tr>
<tr>
<td>DIVISIONAL ISLAND (Throat Median)</td>
<td>4'–22' Wide</td>
<td>4'–22' Wide</td>
<td></td>
</tr>
<tr>
<td>SETBACK G</td>
<td>12' Min., All categories. &amp;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOT INTENDED FOR FULL INTERSECTION DESIGN

SUMMARY OF GEOMETRIC REQUIREMENTS FOR TURNOUTS

NOTE: REFER TO FDOT STANDARD INDEX 515 FOR GENERAL NOTES AND OTHER INFORMATION THAT MAY BE APPLICABLE IN DESIGN CONSIDERATIONS.
BOYNTON BEACH ENGINEERING STANDARD DETAIL

RESIDENTIAL DRIVEWAY SWALE SECTION (CONCRETE)

NOTES:
1. 10' minimum apron width maximum 24' per street frontage (for double apron or circular).
2. No pavers or stamped concrete aprons.

BOYNTON BEACH ENGINEERING STANDARD DETAIL

RESIDENTIAL DRIVEWAY SWALE SECTION (CONCRETE)
# ROADWAY DESIGN CRITERIA

## ROADWAY DESIGN CRITERIA

<table>
<thead>
<tr>
<th>RO-DW-Y TYPE</th>
<th>ROW WIDTH (MIN.)</th>
<th>NUMBER OF L-NES</th>
<th>P-EMENT WIDTH (MIN.)</th>
<th>LONG. GR-DE (%)</th>
<th>-SPH-LT THICKNESS TYPE S-1 OR TYPE 12.5 S-III (1 LIFT)</th>
<th>-SPH-LT THICKNESS TYPE S-1 OR TYPE 9.5 S-III (2 LIFT)</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>-LLEY</td>
<td>20'</td>
<td>2</td>
<td>18'</td>
<td>0.40%-2.4%</td>
<td>1 1/4&quot;</td>
<td>1 1/2&quot;</td>
<td>(1)</td>
</tr>
<tr>
<td>M-RGN-L -CCESS</td>
<td>40'</td>
<td>2</td>
<td>22'-34'</td>
<td>0.32%-2.4%</td>
<td>1 1/4&quot;</td>
<td>1 1/2&quot;</td>
<td>-</td>
</tr>
<tr>
<td>LOC-L (CURB &amp; GUTTER)</td>
<td>50'</td>
<td>2</td>
<td>22'</td>
<td>0.24%-2.4%</td>
<td>1 1/4&quot;</td>
<td>1 1/2&quot;</td>
<td>(2)</td>
</tr>
<tr>
<td>LOC-L (W/ SW-LES)</td>
<td>60'</td>
<td>2</td>
<td>22'</td>
<td>0.32%-2.4%</td>
<td>1 1/4&quot;</td>
<td>1 1/2&quot;</td>
<td>(2)</td>
</tr>
<tr>
<td>LOC-L (NON-RES) *</td>
<td>50'</td>
<td>2</td>
<td>24'</td>
<td>0.24%-2.4%</td>
<td>1 1/2&quot;</td>
<td>1 3/4&quot;</td>
<td>(7)</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>80' (MIN.)</td>
<td>3</td>
<td>36' (MIN.)</td>
<td>0.32%-2.4%</td>
<td>1 1/2&quot;</td>
<td>1 3/4&quot;</td>
<td>(2)</td>
</tr>
<tr>
<td>-RTERI-L</td>
<td>120' (MIN.)</td>
<td>5</td>
<td>60' (MIN.)</td>
<td>0.24%-2.4%</td>
<td>1 3/4&quot;</td>
<td>2&quot;</td>
<td>(3)</td>
</tr>
</tbody>
</table>


### NOTES:

1. -LLEYS -RE REQUIRED -LONG RE-R LOT LINES OF COMMERCIAL-L SUBDIVISIONS -ND -RE -LOWED IN INDUSTRI-L SUBDIVISIONS. -LLEYS REQUIRE -N INVERTED CROWN W/ 3% CROSS (-DVERSE) SLOPE.


3. THIS M-Y INCLUDE TURNING L-NES.

4. REFER TO CITY’S L-ND DEVELOPMENT REGUL-TIONS (CH-PTER 4, -RTERICLE V111, SECTION 3.C) FOR DETILED RO-DW-Y DEVELOPMENT CRITERIA- NOT DEFINED ON THESE DET-ILS.


6. SIDEWALKS SH-LL BE CONSTRUCTED ON BOTH SIDES OF -LL LOC-L -ND COLLECTOR STREETS, -ND ON ONE SIDE OF THE M-RGN-L -CCESS STREETS.

7. IN COMMERCIAL-L -ND INDUSTRIAL-L SUBDIVISIONS, -LL LOC-L STREETS SH-LL BE DESIGNED IN -CCORD-NCE WITH THE REQUIREMENTS FOR - COLLECTOR STREET.

8. -LL INTERSECTING STREET R/W LINES SH-LL BE JOINED BY - LONG CHORD WITH - MINIMUM R-DUS OF 25 FEET.


10. SP-12.5 -ND SP-9.5 M-Y BE SUBSTITUTED FOR S-I & S-I, RESPECTIVELY.

11. S-I LIFT THICKNESS (PER FDOT SECTION 334) SP-9.5 MINIMUM 3/4" -ND - M-XIMUM OF 1-1/4"

12. S-I LIFT THICKNESS (PER FDOT SECTION 334) SP-12.5 MINIMUM 1-1/4" -ND - M-XIMUM OF 2-1/2"
## TABLE OF MATERIALS AND CONSTRUCTION STANDARDS:
### RESIDENTIAL ACCESS AND LOCAL STREETS

<table>
<thead>
<tr>
<th>COMPONENT (1)</th>
<th>DESCRIPTION OF MATERIALS</th>
<th>CONSTRUCTION ST-ND-RDS MINIMUM IN PL-CE</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>THICKNESS (2)</td>
<td>METHOD (3)</td>
</tr>
<tr>
<td>A</td>
<td>TYPE S-1 OR SP 12.5-SPH-LTIC CONCRETE</td>
<td>1-1/4&quot;</td>
<td>ONE (1) LIFT</td>
</tr>
<tr>
<td></td>
<td>TYPE S-3 OR SP-9.5-SPH-LTIC CONCRETE</td>
<td>1-1/2&quot;</td>
<td>TWO (2) EQU-L LIFTS</td>
</tr>
<tr>
<td>B</td>
<td>LIMEROCK</td>
<td>6&quot;</td>
<td>COMP-CTED</td>
</tr>
<tr>
<td></td>
<td>SHELLROCK</td>
<td>8&quot;</td>
<td>COMP-CTED</td>
</tr>
<tr>
<td></td>
<td>CRUSHED CONCRETE</td>
<td>8&quot;</td>
<td>COMP-CTED</td>
</tr>
<tr>
<td>C</td>
<td>SUBGR-DE</td>
<td>12&quot;</td>
<td>COMP-CTED</td>
</tr>
</tbody>
</table>

### KEY

- [1] = P-EMENT
- B = B-SE
- C = SUBGR-DE

[2] = LL DIMENSIONS REFER TO COMP-CTED THICKNESS.


**Typical Roadway Section**

**50' Local Street**

- **Elev. 0.00**
- **2% Max.**
- **6% Min.**
- **25% Max.**
- **2' V-Lley Gutter**
- **PL-N Gr-De Elev. 0.00**
- **RC-70 Prime Co-T -T 0.10 G-L/Sq. Yd.**

**Notations:**
- **W** B-SE SEE T-BLE ON ST-ND-RD DET-ILS P-1 & P-2.
- **X** SUBGR-DE SEE T-BLE ON ST-ND-RD DET-ILS P-1 & P-2.
- **Y** SHOULDER -ND P- EMENT EDGE SEE ST-ND-RD DET-ILS P-5 & P-6.
- **Z** NOT TO EXCEED 10% IN LOT -CESS & DRIVE-Y -RE-S.
TYPICAL ROADWAY SECTION
60' LOCAL STREET

- ELEVATION TO BE T DR - BOVE DJ-CENT CROWN OF P-EMENT
- 6% MIN, 25% MAX
- 12" FLUSH HE-DER CURB (SEE DET-IL ON P-6)
- 6"
- NOT TO EXCEED 10% IN LOT -CESS & DRIVEW-Y -RE-S.

Z: NOT TO EXCEED 10% IN LOT -CESS & DRIVEW-Y -RE-S.
SEED & MULCH ON COMPACTED SHOULDER TO PATHWAY OR PROPERTY LINE. STABILIZE AS NEEDED TO MIN. FSV OF 50 PSI (6" DEPTH) (IF ALLOWED), OR FULL SOD ON COMPACTED SHOULDER TO PATHWAY OR PROPERTY LINE.

FULL SOD OR SEED & MULCH (IF ALLOWED)

COMPACTED BEHIND CURB 2' MIN. TO 95% MAXIMUM DENSITY

1/4" VALLEY GUTTERS

1/4" ASPHALT PAVEMENT

SUBGRADE

FULL SOD OR SEED & MULCH (IF ALLOWED)

GRADE 0.2' BELOW PLAN GRADE FOR SOD INSTALLATION

8' WIDE COMPACTED SHOULDER, STABILIZED AS NEEDED TO MIN. FSV OF 50 PSI (6" DEPTH)

12" HEADER CURB (SEE DETAIL P-6)

PLAN GRADE

6" ASPHALT PAVEMENT

SWALE

SUBGRADE

LOCAL STREET PAVEMENT EDGE DETAILS

BOYNTON BEACH ENGINEERING STANDARD DETAIL
RADIUS TABLE

30' FOR NEW INTERSECTIONS
20' FOR RECONSTRUCTION -RE-S
15' FOR RETROFIT EXISTING STREETS

FLUSH HEADER CURB

SECTION A-A

PAVEMENT EDGE DETAILS WITH
FLUSH HEADER CURB

BOYNTON BEACH ENGINEERING STANDARD DETAIL
BOYNTON BEACH ENGINEERING STANDARD DETAIL

CURB & GUTTER

NOTES:
   USE 2500 PSI CONCRETE STRENGTH.
** 2. FOR USE -DJ-CENT TO CONCRETE OF FLEXIBLE P-EMENT, CONCRETE SHOWN, EXP-NSION JOINT, PREFORMED JOINT FILLER -ND JOINT SE-L -RE REQUIRED BETWEEN CURBS -ND CONCRETE P-EMENT ONLY.
   3. GUTTERS SH-LL H- E 4" MIN B-SE ROCK SUPPORT W/12" SUGAR-DE (SEE DET-IL P-3)

TYPE D CURB **

VERTICAL CURB & GUTTER

2' VALLEY GUTTER -- SYMMETRICAL

BOYNTON BEACH ENGINEERING STANDARD DETAIL

CURB & GUTTER
NOTES:

1. SEE ST-ND-RD DET-ILS #P-1 & P-2 FOR RO-DW-Y CONSTRUCTION, M-TERI-LS, -ND SPECIFIC-TIONS.

2. REFER TO M.U.T.C.D. 2C.66 -ND F.D.O.T. STD. INDEX 17349 FOR PROPER SIGN-GE -ND LOC-TIONS.

3. REFER TO STD. DET-ILS #P-6 & 7 FOR CURB -ND GUTTER, -ND ST-ND-RD DET-ILS #P-20 FOR SIDEW-LK.

4. IF R/W DOES NOT CONTINUE, PROVIDE -DEQU-TE SETB-CK FOR GR-DING, GU-RDR-IL, -ND REFLECTORS.
FLUSH HE-DER CURB

C-SE II RED REFLECTORS PER FDOT ST-ND-RD 17349 (TYP.)

2' V-LLEY GUTTER

30' R. (TYP.)

50'

90'

30'

22'

50'

20' MIN.

FLUSH HE-DER CURB

END OF RO-DW-Y REFLECTIVE SIGN(S) PER FDOT ST-ND-RD 17349; 8' M-X SEP-R-TION (TYP.)

C-SE 2 REFLECTOR - SEE NOTES 2 -ND 4 ON STD. DWG. P--8.

2' V-LLEY GUTTER

30' R. (TYP.)

20' MIN.

NOTES: 1. MOUNT-BLE CURBING REQUIRED BUT NOT REQUIRED TO BE INST-LLED S SHOWN IN THIS DET-IL.
1. X = 40' FOR INTERSECTIONS OF TWO THOROUGHFRE PLN STREETS.
   X = 25' FOR ALL OTHER STREET INTERSECTIONS.


GENERAL NOTES:
1. SEE SITE DIST-NCES -PPLIES TO NORM-L -ND SKewed INTERSECTIONS, -ND/OR HORIZONT-L CURVES -RE PRESENT.

2. THE INFORM-ATION SHOWN ON THIS SHEET IS INTENDED SOLELY FOR THE PURPOSE OF CLE-R SIGHT DEVELOPMENT -ND M-INN-NCE OF RO-DS -ND STREETS, -ND IS NOT INTENDED TO BE USED FOR GEOMETRIC DESIGN, SPEED CONTROL, ETC.

3. THE MINIMUM DRIVER EYE SETT-CK OF 15' FROM THE EDGE OF TR-PIC L-N M-Y BE -DJUSTED ON -NY INTERSECTION LEG ONLY WHEN JUSTIFIED BY - DOCUMENTED SITE SPECIFIC FIELD STUDY.

4. REFER TO F.D.O.T. ST-N-D-RD INDEX NO. 546 FOR GENER-L -ND DESIGN NOTES FOR HIGHER RO-DW-Y CL-SSIFIC-TION.

BOYNTON BEACH ENGINEERING STANDARD DETAIL

SAFE SIGHT DISTANCE TRIANGLES

02/20

DETAIL NO.
P-10
NOTES:
1. 10' minimum apron width maximum 24' per street frontage (for double apron or circular).
2. No pavers or stamped concrete aprons.

SECTION A—A

ROADWAY SWALES

BOYNTON BEACH ENGINEERING STANDARD DETAIL

EFF. DATE
02/20

DETAIL NO.
P-11
TABLE OF SIDEWALK JOINTS

<table>
<thead>
<tr>
<th>TYPE</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;A&quot;</td>
<td>P.C. AND P.T. OF CURVES, JUNCTION OF EXISTING &amp; NEW SIDEWALKS &amp; EVERY 30'</td>
</tr>
<tr>
<td>&quot;B&quot;</td>
<td>5'-0&quot; CENTER TO CENTER ON SIDEWALKS SCORED DURING PLACEMENT OR SAWCUT WITHIN 24 HOURS OF PLACEMENT</td>
</tr>
<tr>
<td>&quot;A&quot;</td>
<td>WHERE SIDEWALK ABUTS CONCRETE CURBS, DRIVEWAYS, AND SIMILAR STRUCTURES</td>
</tr>
</tbody>
</table>

TABLE OF SIDEWALK THICKNESS - "T"

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>THICKNESS</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL AREAS</td>
<td>4&quot;</td>
</tr>
<tr>
<td>WITHIN 10' OF CROSS-STREETS, AT DRIVEWAYS &amp; OTHER AREAS</td>
<td>6&quot;</td>
</tr>
</tbody>
</table>

TABLE OF SIDEWALK WIDTHS - "W"

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>SINGLE-FAMILY AREAS</td>
<td>4'</td>
</tr>
<tr>
<td>MULTI-FAMILY AREAS</td>
<td>5'</td>
</tr>
<tr>
<td>OTHER AREAS AS SPECIFIED BY THE LAND DEVELOPMENT REGULATIONS</td>
<td>* MINIMUM.</td>
</tr>
</tbody>
</table>
SIDEWALK AND CURBING CONSTRUCTION

PLAN VIEWS

SEE CH-PTER 22 (STREETS -ND SIDEW-LK) OF THE CITY’S L-ND DEVELOPMENT REGUL-TIONS FOR COMPLETE DET-ILS.

© SEE STD. DET-IL #P-20.
© SEE STD. DET-IL #P-6.
© SEE STD. DET-IL #P-8.
**NOTES:**

1. SIDEW.-LKS TO BE PORTL.-ND CEMENT CONCRETE, MIN. 2500 P.S.I. @ 28 D.-YS, OR OTHER "APPROVED SURF.-CE M.-TERI-L(S)."
2. SUBGR.-DE TO BE MINIMUM 6" FULLY COMP.-CTED 95% "SHTO, FULL WIDTH + 8".
3. SIDEW.-LKS TO BE BROOM FINISHED WITH EVEN, DUSTLESS SURF.-CE.
4. FIBERMESH CONCRETE M.-Y BE USED IN LIEU OF WIRE MESH.
5. SIDEW.-LKS TO BE 6" THICK -T DRIVEW.-YS.
NOTE:
THIS P-THW-Y M-Y ONLY BE USED WHERE SHOWN ON -PPROVED M-STER CIRCUL-TION PL-N.

⊙ WE-RING SURF-CE: 1" TYPE S-3, OR 1 1/4" TYPE S-1 OR TYPE II -SPH-LTIC CONCRETE.
⊙ B-SE: 6" COMP-CTED LIMEROCK OR SHELLROCK TO LBR 100 MIN.
⊙ SUBB-SE: 12" COMP-CTED SUBGR-DE TO 93% -SHTO T-18.
NOTES:
1. P-Thw-y to be portl-nd cement concrete, min. 2500 P.s.i. @ 28 D.-ys.
2. Subgr-de to be minimum 6", fully comp-cted, full width + 8".
3. Sidew-lks to be broom finished with even, dustless surf-ce.
TURF BLOCK DRIVEWAY

PLAN VIEW

FILL VOID SPACE WITH SAND & BAHIA/RYE MIXTURE

TURF BLOCK BY TREMRON, INC. OR APPROVED EQUAL

EXISTING SOIL

FILTER FABRIC IN ACCORDANCE WITH FDOT STANDARD INDEX 199

SECTION VIEW

12" SUBGRADE COMPACTED TO 93% AASHTO T-180

NOTES:
1. DRIVEWAYS TO BE BORDERED WITH 12" WIDE X 4" CONCRETE HEADER.
2. DRIVEWAY APRON SHALL BE CONCRETE.
MAINTENANCE OF TRAFFIC NOTES


(3) THE CONTR-CTOR SH-LL CONT-CT UTILITY LOC-TE SERVICE (1-800-432-4770) -ND THE CITY'S UTILITIES DEP-RTMENT (742-6400) 48 HOURS PRIOR TO -NY EXC -TION.

HUMP SPACING CONCEPTS
CROSS SECTION AND HUMP DIMENSIONS

<table>
<thead>
<tr>
<th>0</th>
<th>1.53</th>
<th>2.78</th>
<th>3.76</th>
<th>4.45</th>
<th>4.87</th>
<th>5.00&quot;</th>
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<tbody>
<tr>
<td>0</td>
<td>1.23</td>
<td>2.23</td>
<td>3.00</td>
<td>3.56</td>
<td>3.89</td>
<td>4.00&quot;</td>
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<tr>
<td>0</td>
<td>0.92</td>
<td>1.67</td>
<td>2.25</td>
<td>2.67</td>
<td>2.92</td>
<td>3.00&quot;</td>
</tr>
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HUMP HEIGHT

TYPICAL SPEED HUMP DIMENSIONS
(SURFACE OFFSETS 5 IN., 4 IN., AND 3 IN.)

<table>
<thead>
<tr>
<th>HUMP HEIGHT</th>
<th>SURFACE RADIUS</th>
<th>SPEED LIMIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>5&quot;</td>
<td>43.43'</td>
<td>15</td>
</tr>
<tr>
<td>4&quot;</td>
<td>54.22'</td>
<td>20</td>
</tr>
<tr>
<td>3&quot;</td>
<td>72.12'</td>
<td>25</td>
</tr>
</tbody>
</table>
BOYNTON BEACH ENGINEERING STANDARD DETAIL

TRAFFIC CALMING
ENHANCED SPEED HUMP
CONSTRUCTION DETAILS

SECTION 'A—A'

OFFSET CHART

<table>
<thead>
<tr>
<th>ROAD WIDTH (FT)</th>
<th>OFFSET (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>= &gt; 24</td>
<td>3</td>
</tr>
<tr>
<td>23 : 22</td>
<td>2</td>
</tr>
<tr>
<td>&lt; 22</td>
<td>0</td>
</tr>
</tbody>
</table>

SCALE: 1" = 10'
SCALE: 1" = 10'
SCALE: 1" = 5'

(SHEET 1 OF 2)
CONSTRUCTION NOTES

GOVERNING SPECIFICATIONS:


4. CONCRETE P- ER S-MPLES SH-LL BE SUBMITTED TO THE ENGINEER FOR REVIEW -ND -PPROV-L.

5. VERTIC-L CONSTRUCTION TOLER-NCE FOR CONCRETE HE-DER CURB SH-LL BE PLUS OR MINUS 0.5".


SECTION 'B-B'

GRADING NOTES:

1. THE EX-C T LOC-TION OF B-C KSLOPES, TIE-IN POINTS -ND LIMITS OF CONSTRUCTION SH-LL BE -S DIRECTED BY THE ENGINEER.

2. FINISH GR-DES SH-LL INCLUDE THE THICKNESS OF THE SOD.

3. SH-LL EXISTING SODDED -RE-S DISTURBED DURING CONSTRUCTION FOR GR-DING SH-LL BE SODDED WITH THE TYPE SOD FOUND TO BE EXISTING -T THE SITE.


(SHEET 2 OF 2)

BOYNTON BEACH ENGINEERING STANDARD DETAIL

TRAFFIC CALMING
ENHANCED SPEED HUMP
CONSTRUCTION DETAILS

EFF. DATE
02/20

DETAIL NO.
P-28
TYPICAL PAVEMENT MARKINGS PLAN

TRAFFIC CALMING ENHANCED SPEED HUMP
STANDARD PAVEMENT MARKING AND SIGNAGE DETAIL

BOYNTON BEACH ENGINEERING STANDARD DETAIL

EFF. DATE
02/20

DETAIL NO.
P-29
MUTCD FIGURE 3B-28. TYPICAL PAVEMENT MARKINGS FOR SPEED HUMPS

MUTCD FIGURE 3B-29. TYPICAL PAVEMENT MARKINGS FOR SPEED TABLES
GOVERNING SPECIFICATIONS:


1. TR-FFIC SIGNS WILL BE IN -CCORD-NCE WITH SECTION 700 OF THE F.D.O.T. SPECIFIC-TIONS
4. SPEED HUMP SIGNS INST-LLED IN -DV-NCE OF THE TIME THE SPEED HUMP IS OPENED TO TR-FFIC SH-LL BE COVERED.
5. USE THE WORD "HUMPS" (PLUR-L) ON SPEC-I -DV-NCED SIGNS, ONLY IF MULTIPLE SPEED HUMPS -RE INST-LLED. OTHERWISE, USE THE WORD "HUMP" (SINGUL-R).
7. THE EX-CT LOC-TION -ND TYPE OF SIGNS SH-LL BE -S DIRECTED BY THE ENGINEER.
8. BEFORE -NY SPEED HUMP C-N BE OPENED TO TR-FFIC, -LL REQUIRED SIGNING -ND M-RKINGS MUST BE INST-LLED. SPEED HUMP W-RNING SIGNS SH-LL BE FITTED WITH RED W-RNING FL-GS FOR - PERIOD OF NOT LESS TH-N 30 D-Y'S.
9. THE CONTR-CTOR MUST OBT-IN WRITTEN PERMISSION FROM THE ENGINEER BEFORE SPEED HUMP C-N BE OPENED TO TR-FFIC.
4" STD. WT. (DUCTILE IRON OR STEEL PIPE) FILLED WITH CONC. COLOR OF FINISH CO-T SH-LL BE OSH- S-FETY YELLOW

2500 PSI CONCRETE

BOLLARD DETAIL

MONUMENT SIGN OR -PPURTEN-NCE

SECTION

FINISHED GR-DE

UNDISTURBED SOIL

TOP VIEW

4" STEEL BOLL-RD FILLED WITH CONCRETE -ND P-INTED OSH- S-FETY YELLOW. (TYP.)

-PPURTEN-NCE

NOTES:

1. BOLL-RDS -RE REQUIRED FOR -PPURTEN-NCES WITH LESS TH-N 4 FEET TO B-CK OF CURB.

PROTECTIVE ENCLOSURE FOR ABOVE GROUND DEVICES

CONCRETE BLOCKS WITH #5 REBAR AT CORNERS AND ON 2'-0" CENTERS, FILL VOIDS WITH 2500 P.S.I. CONCRETE

SEE APPROPRIATE VALVING ARRANGEMENT TO PROPERLY SIZE METER PIT

QUANTITY OF BOLARDS AND SPACING ("D") BETWEEN THEM SHALL BE DETERMINED ON AN INDIVIDUAL PROJECT BASIS

MIN. 4" D.I.P. OR C-900 PIPE FILLED WITH CONC. (LARGER SIZE MAY BE REQUIRED DEPENDING ON LOCATION)

BOTTOM GRADE

SET PIPE IN CONCRETE

SECTION "A-A"

TOP OF WALL TO HAVE CONTINUOUS U-BLOCK WITH ONE #5 REBAR AND FILLED WITH CONCRETE

MINIMUM 8" THICK 1/2" - 3/4" ROCK

(3) - #5 REBAR

OPTION "A"

PROTECTIVE PIPE BOLLARDS

OPTION "B"

SCREENING WALL

BLOCK FOOTER TO BE A MINIMUM OF 12"
FROM PIPE ASSEMBLY AND SIDE WALLS TO BE A MINIMUM OF 36" FROM PIPE ASSEMBLY
PLAN VIEW
N.T.S.

DUMPSTER ENCLOSURE DETAIL

(10'-8" MINIMUM CLEAR OPENING)
NOTES:

1. -LL CONSTRUCTION SH-LL CONFORM WITH BUILDING
   -ND L-NDSC-PE CODES.

2. -CCENT SHRUBS TO H- E MIN. PL-NTED HEIGHT OF
   18" -T 24" O.C. ON THE W-LED SIDES.

3. G-TES SH-LL H- E DROP PIN TO DROP INTO
   HOLES IN SL-B (CLOSED) -ND INTO SLEEVES IN THE
   P- EMENT (OPEN). FENCE G-TES SH-LL H- E SL-TS
   TO SCREEN DUMPSTER.

4. PITCH SL-B TO RE-R & PROVIDE DR-IN HOLES. IF
   SL-B DR-IN REQUIRED, PITCH TO DR-IN.

5. CONCRETE P-D TO BE 6" THICK WITH 6X6 #10
   WIRE MESH WITH 2500 PSI CONCRETE.

6. THERE SH-LL BE - CLE-R, UNOBSCTURED VERTIC-L
   DIST-NCE OF 15 FEET MINIMUM -BOVE THE
   DUMPSTER, ME-SURED FROM THE SL-B.

7. DR-INS ONLY REQUIRED WHEN FOOD SCR-PS MIGHT
   BE INCLUDED IN W-STE.

8. FLOOR DR-IN SH-LL BE ZURN MODEL Z415B OR
   -PPROVED EQU-L.
NOTES:

1. EXC -TION SIDE SLOPE SHORING, ETC. SH-LL CONFORM TO O.S.H.-. ST-ND-RDS. COMP-CT TRENCH B-CKFILL TO 98% OF M-XIMUM DENSITY IN -CCORD-NCE WITH -SHTO T-180 DENSITY TESTS. SH-LL BE T-KEN -T 12" LIFTS EVERY 100' IN PUBLIC RIGHTS-OF-W-Y -ND 200' IN E-SEMENTS.

2. BEDDING SH-LL CONSIST OF IN-SITU GR-NUL-R M-TERI-L OR W-SHED -ND GR-D ED LIMEROCK 3/8"-7/8" SIZING. UNSUIT-BLE IN-SITU M-TERI-LS SUCH -S MUCK, DEBRIS -ND L-RGER ROCKS SH-LL BE REMOVED.

3. THE PIPE SH-LL BE FULLY SUPPORTED FOR ITS ENTIRE LENGTH WITH COMP-CTION UNDER THE PIPE H-UNCHES.

4. THE PIPE SH-LL BE PL-CED IN - DRY TRENCH.

5. B-CKFILL SH-LL BE FREE OF UNSUIT-BLE M-TERI-L SUCH -S L-RGE ROCK, MUCK, -ND DEBRIS.

6. DENSITY TESTS -RE REQUIRED IN 1 FOOT LIFTS -BOVE THE PIPE -T INTERVALS OF 100' IN PUBLIC RIGHT-OF-W-Y -ND 200' IN E-SEMENTS, OR -S DIRECTED BY THE INSPECTOR.

7. THE DEVELOPER/CONTR-CTOR SH-LL COMPLY WITH -LL -PPLIC-BLE TRENCH S-FETY L- S -ND REGUL-TIONS.

8. SEE SEP-R-TE DET-IL FOR "P- EMENT REPL-CEMENT/PIPE INST-LL-TION UNDER EXISTING RO-DW-Y - OPEN CUT."

9. THE -FFECTED -RE- SH-LL BE RESTORED TO EQU-L OR BETTER CONDITION -S REQUIRED.
TYPICAL TRENCH DETAIL

1. BEDDING SH-LL CONSIST OF IN-SITU GR-NUL-R M-TERI-L OR W-SHED -ND GR-DED LIMEROCK 3/8"-7/8" SIZING. UNSUIT-BLE IN-SITU M-TERI-LS SUCH -S MUCK, DEBRIS -ND L-RGER ROCKS SH-LL BE REMOVED.

2. THE PIPE SH-LL BE FULLY SUPPORTED FOR ITS ENTIRE LENGTH WITH -PPROPRI-TE COMP-CTION UNDER THE PIPE H-UNCHES.

3. THE PIPE SH-LL BE PL-CED IN - DRY TRENCH.

4. B-CKFILL SH-LL BE FREE OF UNSUIT-BLE M-TERI-L SUCH -S L-RGE ROCK, MUCK, -ND DEBRIS.

5. DENSITY TESTS -RE REQUIRED IN 1 FOOT LIFTS -BOVE THE PIPE -T INTERV-LS OF 100' IN PUBLIC RIGHT-OF-W-Y -ND 200' IN E-SEMENTS, OR -S DIRECTED BY THE INSPECTOR.


7. THE -FFECTED -RE- SH-LL BE RESTORED TO EQU-L OR BETTER CONDITION -S REQUIRED.

8. EXC -ITION SIDE SLOPE SHORING, ETC SH-LL CONFORM TO O.S.H.- ST-ND-ARDS. COMP-CT TRENCH B-CKFILL TO 98% OF M-XIMUM DENSITY IN -CORD-NCE WITH -SHOTO-T180.

9. 6 INCH WIDE M-NETIC C-UTION T-PE SH-LL BE INST-LLED 18" -BOVE THE CROWN OF THE PIPE.
DENSITY PROCEDURES:
The B-CKfill for the first -nd second ST-GEs SH-LL BE PL-CED in 6" L-YERS (COMP-CTED THICKNESS) -ND SH-LL BE COMP-CTED TO 98% OF M-XIMUM DENSITY -S DETERMINED BY -SHTO T-180.

ST-GE #1

ST-GE #2

GENER-L NOTES:
1. SEE NOTES FOR TYPIC-L TRENCH DET-IL FOR B-CKfill -ND BEDDING M-TERRI-L SPECIFIC-TIONS.
3. SPH-LT CONCRETE P-EMENT JOINTS SH-LL BE MEC-NIC-LLY S- ED -T SPICE POINT.
4. SURF-CE TRE-TED P-EMENT JOINTS SPICE JOINTS SH-LL BE L-PPE -ND FE-THERED OR TOE -NCHORED.
6. THE DEVELOPER/CONTR-CTOR SH-LL BE RESPONSIBLE FOR COMPLI-NCE REG-ARDING -NY -DITION-L SPECIFIC-TIONS -S REQUIRED BY THE PROPERTY OWNER. (FDOT, COUNTY, CITY, ETC.....)
7. EXC -T-BLE "FLOW-BLE FILL" WITH ULTIM-TE COMPRESSIVE STRENGTH BETWEEN 50 -ND 150 PSI M-Y BE USED TO SUBSTITUTE FOR THE B-CKfill -ND B-SE M-TERRI-LS IF -APPROVED BY THE ENGINEER.
9. THESE SPECIFIC-TIONS M-Y BE SUPERCEDED BY THE PERMITTING -GENCY.
10. EFF-CTED DRVW-YS SH-LL BE REPL-CED IN KIND.
11. 6 INCH WIDE M-GNETIC C-UTION T-PE SH-LL BE INST-LLED 18" -BOVE THE CROWN OF THE PIPE
GENERAL PROCEDURES

1. COMPLETE PAVEMENT REPLACEMENT FROM PIPE INSTALLATION UNDER EXISTING ROADWAY AS [REFLECTED IN STANDARD DRAWING G–7][AS SHOWN OF ADJACENT DETAIL].

2. SAWCUT AND REMOVE OR MILL A 4–FOOT NOTCH IN EXISTING PAVEMENT AT THE LOCATION SHOWN ABOVE FOR TOE OF NEW ASPHALT OVERLAY.

3. INSTALL NEW 1–INCH TYPE S–III ASPHALT CONCRETE PAVEMENT OVERLAY (WITH APPROPRIATE TACK COAT).

4. RESTRIPE ANY ROADWAY CENTERLINE STRIPING COVERED WITH OVERLAY TO MEET EXISTING MARKING(S).
NOTES:

1. THE "NO PARKING" SIGN, SHALL BE 12" x 18" MINIMUM, LETTERING NOT LESS THAN 2" IN HEIGHT OR MORE THAN 3".

2. SIGN MESSAGE SHALL STATE: "NO STOPPING, STANDING OR PARKING BY ORDER OF THE FIRE MARSHALL" LETTERING SHALL BE RED ON WHITE BACKGROUND.

3. WORD AND SYMBOL MARKINGS ON PAVEMENT SHALL BE WHITE, WITH 6" WIDE LETTERING.

4. IF CONCRETE CURB SEPARATES RAISED SIDEWALK FROM FIRE LANE, THEN CURB SHALL BE PAINTED SOLID YELLOW IN LIEU OF LINE STRIPE.

5. DIRECTIONAL ARROWS ARE SHOWN FOR REFERENCE ON THE DETAIL.
GENERAL SPECIFICATIONS

SHEET BLADE: ALCOA #86054.6063-T6 ALLOY
ETCHED, DEGREASED WITH #1200 ALODINE FINISH
WITH #2277 GREEN SCOTCHLITE BACKGROUND OR
EQUAL DIMENSIONS – 6” H., 24”, 30” OR 36” L.

LETTER: NAME – 4” SERIES 'B' #2270
SCOTCHLITE (SLAVER) OR EQUAL – SUFFIX – 2”
SERIES AS ABOVE.

BRACKETS: SUPR-LOK PRUF.

POST: 2” SQUARE GALVANIZED STEEL SIGN POST
WITH BAKED GREEN ALKYD FINISH PER A.S.T.M. –
A – 123 WITHOUT ANCHOR PLATES. SEE DETAIL
SHEET.

CONCRETE BASE: 2000# AS SHOWN.

STOP SIGN: R1-1 MUTCD – 30”x30” (HIGH INTENSITY)

LOCATION: ONE PER INTERSECTION AS INDICATED ON
THE PLANS.
GROUND SUPPORT OPTIONS
USE 12 GAUGE SQUARE TUBING DRIVEN INTO SOIL.
LEAVE 6” LEFT EXPOSED ABOVE SURFACE.

GENERAL SPECIFICATIONS:
MATERIAL: HOT-ROLLED CARBON SHEET STEEL, ASTM A570, GRADE 50.

POST: SQUARE PERFORATED, WELDED STEEL TUBING, VARIOUS SIZES, 3 GAUGES BEING 14, 12 & 10 FOR EXTRA HEAVY-DUTY REQUIREMENTS. QWIK-PUNCH SQUARE POSTS ARE 1-3/4” & 2” IN 14 GAUGE ONLY.

FABRICATION: STRAIGHT WITH SMOOTH FINISH. SHALL BE POSSIBLE TO TELESCOPE CONSECUTIVE SIZES WITH MINIMUM OF PLAY.

FINISH: HOT DIPPED GALVANIZING WITH CONVERSION COATING TOPPED WITH A CLEAR POLYMER COATING.

ANCHOR: GROUND SUPPORT IS MOST COMMON. OMNI ANCHOR/SLEEVE AVAILABLE FOR LOOSE SOIL CONDITIONS.

FASTENERS: DRIVE RIVETS FOR ONE-PIECE FASTENER. STANDARD HEX NUTS AND BOLTS COMMON. CORNER BOLTS USED FOR TAKING UP FIT TOLERANCE IN TELESCOPING ASSEMBLIES.

SIGNS: REGULATORY, WARNING, GUIDE, SPECIFIC SERVICE, TOURIST-ORIENTED, RECREATIONAL AND CULTURAL INTEREST AREA PER THE M.U.T.C.D., LATEST EDITION.

LOCATION: AS INDICATED ON PLANS.
NOTES:
1. CONCRETE COLL-R IS NOT REQUIRED IN P- ED -RE-S IF P- EMENT SURF-CE IS FINISHED PRIOR TO CONDITION-L FIN-L INSPECTION.
2. BOX COVER SH-LL H- E M-RKING "SURVEY".
3. DEPTH OF PRM DISK MONUMENT V-RIES B-SED ON EXISTING SUBB-SE CONDITIONS.
PLAN VIEW

SECTION A-A

NOTE:
C-STINGS SHOULD BE SMOOTH -ND
P-INTED WITH TWO CO-TS -SPH-LT
P-INT, -FTER BEING INSPECTED.
PLAN VIEW

SECTION VIEW

BOTTOM VIEW

PRM BRONZE DISC