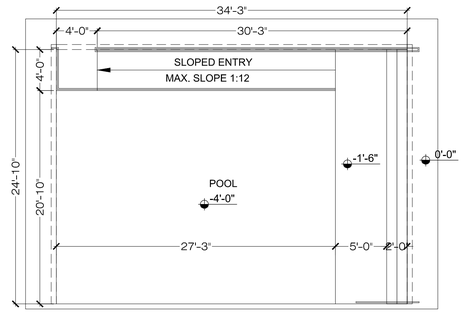
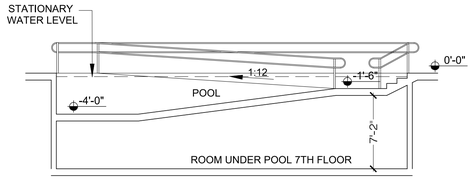
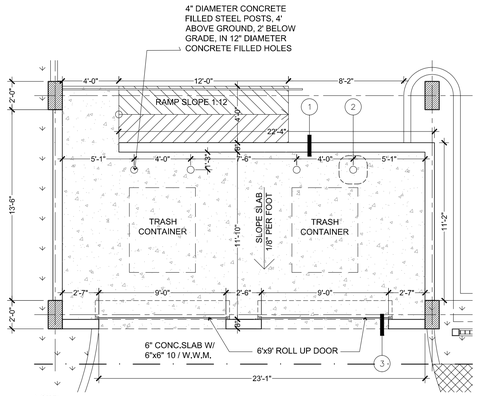
1 SP-3 B-CYCLE - STATION

2 SP-3 CHARGE POINT - EV STATION

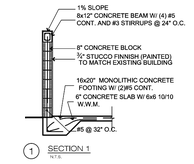




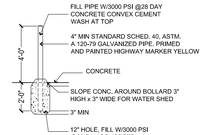
3 SP-3 POOL ACCESSIBILITY — SCALE: N.T.S.



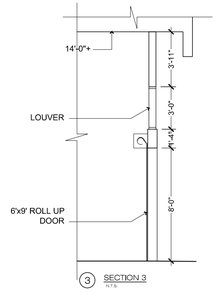
NOTE:
PAINTED STUCCO FINISH TO MATCH BASE BUILDING COLOR



1 SECTION 1 N.T.S.

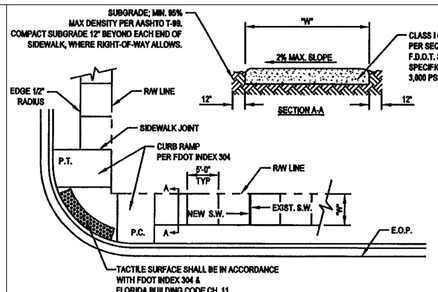


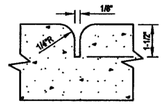
2 BOLLARD DETAIL N.T.S.



3 SECTION 3 N.T.S.

4 SP-3 DUMPSTER DETAILS — SCALE: N.T.S.

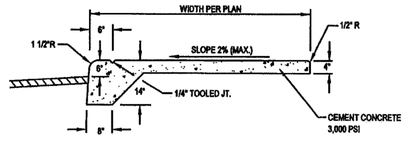




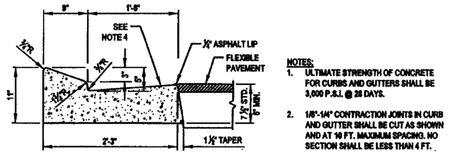
NOTE:
1. ALL SIDEWALKS SHALL BE CONSTRUCTED THROUGH DRIVEWAYS.
2. ALL SIDEWALKS SHALL INCLUDE ADA COMPLIANT RAMPS @ INTERSECTIONS.
3. CONCRETE SHALL BE BROOM FINISHED WITH EVEN DUSTLESS SURFACE.

TABLE OF SIDEWALK THICKNESS - "T"	
RESIDENTIAL AREAS	4"
WITHIN 19' OF CROSS-STREETS, AT DRIVEWAYS & OTHER AREAS	6"
TABLE OF SIDEWALK WIDTHS - "W"	
STANDARD WIDTH	5'
OTHER AREAS AS SPECIFIED BY THE CITY ENGINEER.	

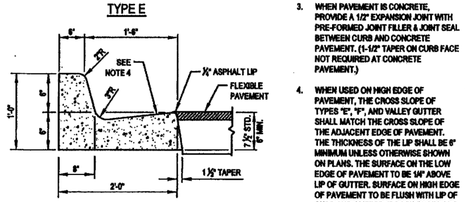
5 SP-3 CONCRETE WALK — SCALE: N.T.S.



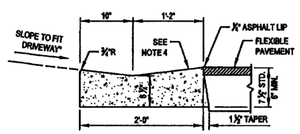
6 SP-3 MON. CURB & WALK. — SCALE: N.T.S.



TYPE E



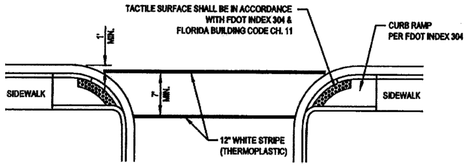
TYPE F



*NOTE: 2% MAX. SLOPE FOR PEDESTRIAN PATHWAYS; 12% MAX. SLOPE FOR DRIVEWAYS

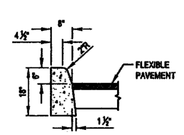
VALLEY GUTTER (DROP CURB)

NOTES:
1. ULTIMATE STRENGTH OF CONCRETE FOR CURBS AND GUTTERS SHALL BE 3,000 P.S.I. @ 28 DAYS.
2. 1/8"-1/4" CONTRACTION JOINTS IN CURB AND GUTTER SHALL BE CUT AS SHOWN AND AT 10 FT. MAXIMUM SPACING. NO SECTION SHALL BE LESS THAN 4 FT.
3. WHEN PAVEMENT IS CONCRETE, PROVIDE A 1/2" EXPANSION JOINT WITH PRE-FORMED JOINT FILLER & JOINT SEAL BETWEEN CURB AND CONCRETE PAVEMENT. (1-1/2" TAPER ON CURB FACE NOT REQUIRED AT CONCRETE PAVEMENT.)
4. WHEN USED ON HIGH EDGE OF PAVEMENT, THE CROSS SLOPE OF TYPES "E", "F", AND VALLEY GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT EDGE OF PAVEMENT. THE THICKNESS OF THE LIP SHALL BE 6" MINIMUM UNLESS OTHERWISE SHOWN ON PLANS. THE SURFACE ON THE LOW EDGE OF PAVEMENT TO BE 1/4" ABOVE LIP OF GUTTER. SURFACE ON HIGH EDGE OF PAVEMENT TO BE FLUSH WITH LIP OF CURB AND GUTTER. IF BOTH EDGES ARE AT SAME ELEVATION, SURFACE SHALL BE FLUSH.
5. ENDS OF TYPE "E" & "F" CURBING SHALL TRANSITION FROM FULL HEIGHT TO FLUSH IN 3 FEET.
6. THE MINIMUM CONSTRUCTED FLOW-LINE GRADIENT FOR STREET DRAINAGE UTILIZING CURB & GUTTER OR VALLEY GUTTER SHALL BE 0.35%.
7. REFER TO FDOT INDEX 300 FOR ADDITIONAL INFORMATION.



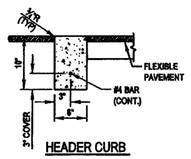
- STANDARD CROSSWALK STRIPING TO BE INSTALLED IN THE FOLLOWING LOCATIONS:
  - ALONG COLLECTORS OR ARTERIALS
  - BIKE PATH CROSSINGS
  - CROSS WALKS WITH HIGH EXPECTED PEDESTRIAN VOLUME
  - SCHOOL ACCESS ROUTES
- SIGNING REQUIRED AS PER FDOT STANDARDS

STANDARD CROSSWALK

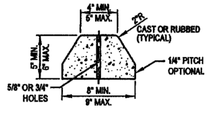


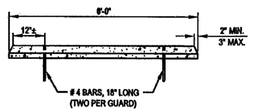
TYPE D

NOTES:
1. ULTIMATE STRENGTH OF CONCRETE FOR CURBS SHALL BE 3,000 P.S.I. @ 28 DAYS.
2. 1/8"-1/4" CONTRACTION JOINTS IN CURBS SHALL BE 3 1/2" MIN. DEPTH (AS MEASURED FROM TOP OF ADJACENT PAVEMENT) AND AT 10-FOOT CENTERS. NO SECTION SHALL BE LESS THAN 4 FEET.
3. WHEN PAVEMENT IS CONCRETE, PROVIDE A 1/2" EXPANSION JOINT WITH PRE-FORMED JOINT FILLER & JOINT SEAL BETWEEN CURB AND CONCRETE PAVEMENT. (1-1/2" TAPER ON CURB FACE NOT REQUIRED AT CONCRETE PAVEMENT.)
4. ENDS OF ALL CURBING SHALL TRANSITION FROM FULL HEIGHT TO FLUSH IN 3 FEET.
5. THE MINIMUM CONSTRUCTED FLOW-LINE GRADIENT FOR STREET DRAINAGE UTILIZING CURB & GUTTER OR VALLEY GUTTER SHALL BE 0.20%.
6. REFER TO FDOT INDEX 300 FOR ADDITIONAL INFORMATION.



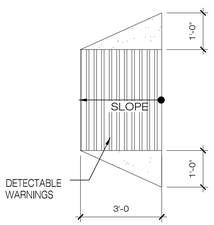
HEADER CURB



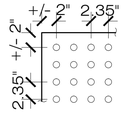


CONCRETE BUMPER GUARD

7 SP-3 CONC. CURB,GUTTER,STD CROSSWALK & HEADER CURB DETAILS — SCALE: N.T.S.



8 SP-3 DETECT. WARN'G — SCALE: N.T.S.



NOTE:

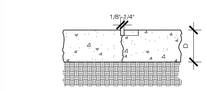
CURB RAMP RUNNING SLOPES SHALL NOT BE STEEPER THAN 1:12 AND CROSS SOLPE SHALL BE 2% OR LESS.

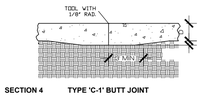
DETECTABLE WARNING SURFACES SHALL BE CONSTRUCTED BY TEXTURING OR APPYING A TRUNCATED DOME PATTERN IN CONFORMANCE WITH US DEPARTMENT OF JUSTICE A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.29.2 TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS.

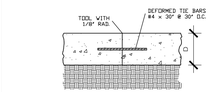
WHERE A CURB RAMP IS CONSTRUCTED WITHIN EXISTING CURB, CURB AND GUTTER AND/OR SIDEWALK, THE EXISTING CURB OR GUTTER SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE CURB TRANSITIONS OR TO THE EXTENT THAT NO REMAINING SECTION OF CURB AND GUTTER IS LESS THAN 5'-0" LONG. THE EXISTING SIDEWALK SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE WALK AROUND OR TO THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5'-0"

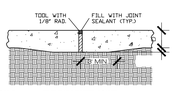
WHERE ADJACENT WALKING SURFACES ARE COLORED OR ARE CONSTRUCTED WITH MATERIALS OTHER THAN STANDARD CLASS I PORTLANT CEMENT CONCRETE. THE PLAN MUST PROVIDE FOR DETECTABLE WARNING SURFACE COLORS OR MATERIALS THAT PROVIDE THE NECESSARY CONTRAST, EITHER DARK ON LIGHT OR LIGHT ON DARK.

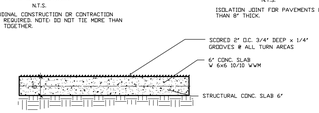
9 SP-3 STAMPED CONC. — SCALE: N.T.S.







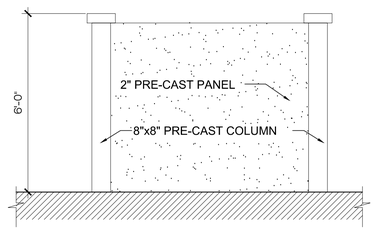




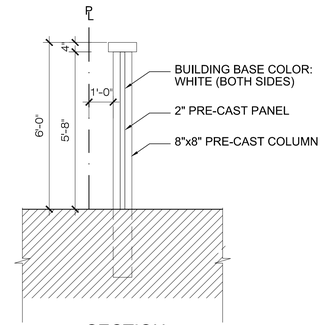
DETAIL: STAMPED CONCRETE N.T.S.

GENERAL NOTES:
1. USE ACI OR FICPA CERTIFIED FLATWORK FINISHER
2. USE ACI 330R-59 GUIDE FOR DESIGN AND CONSTRUCTION OF CONCRETE PARKING LOTS
3. USE ACI 3301-94 STANDARD SPECIFICATION FOR PLAIN CONCRETE PARKING LOTS
4. ALL CONCRETE USED IN PARKING LOT, UNLESS OTHERWISE INDICATED, SHALL HAVE A COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS.
5. PREPARE THE SUBGRADE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEER'S RECOMMENDATIONS. SPECIAL ATTENTION TO COMPACTION TESTING NEEDS TO BE COMPLETED AND VERIFIED BY THE GEOTECHNICAL ENGINEER PRIOR TO CONCRETE PLACEMENT.
6. IMPORTED SOIL USE FOR BACK FILL SHOULD BE FREE OF HEAVY CLAY, SILTS, STONES, PLANT ROOT OR OTHER FOREIGN MATERIAL GREATER THAN 18" IN DIAMETER IN ORDER TO ACHIEVE ADEQUATE COMPACTION AROUND ANY FIXED OBJECT IN GROUND. ALTERNATE WILL BE TO USE FLOWABLE FILL.
7. LAYOUT CONTROL JOINT BY STARTING WITH ANY DRAINAGE INLET WITHIN THE PAVEMENT AND WORK TOWARDS THE LOW EDGE OF PAVEMENT
8. KEEP ALL JOINTS CONTINUOUS
9. CONTROL JOINTS SHALL BE FORMED OR SAWED WITHIN 4 TO 12 HOURS FROM TIME OF PLACEMENT; CONTROL JOINTS MAXIMUM SPACING SHALL BE 10 & FEET
10. CURE CONCRETE IMMEDIATELY AFTER FINISHING OPERATION IS COMPLETED BY USING ONE OF THE FOLLOWING METHODS: WATER, PIGMENTED WATER-BASED CURING COMPOUND OR VISQUEEN AND BURLAP

10 SP-3 PRE-CAST CONC. WALL — SCALE: N.T.S.



ELEVATION



SECTION

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"DANIA PLACE" at Dania Beach
180 E. Dania Beach Blvd.
DANIA BEACH, FL

33004

DRAWN: JCP
DATE: 9-18-13
PROJECT NUMBER: 11-13
SHEET NUMBER: SP-3