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<th>DRAWING TITLE</th>
<th>REVISION DATE</th>
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<tr>
<td>S20- 1</td>
<td>TYPE I POP-OUT CURB DETAIL</td>
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<td>S20- 2</td>
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<td>S20- 3</td>
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<td>S20- 40</td>
<td>ROADWAY UNDERDRAIN AND CLEAN-OUT</td>
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<td>S20- 41</td>
<td>ROADWAY WITH TYPE A CURB, T-TURN AROUND AT DEAD END RIGHT-OF-WAY</td>
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<td>S20- 42</td>
<td>ROADWAY WITH TYPE B CURB, T-TURN AROUND AT DEAD END OF RIGHT-OF-WAY</td>
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<td>DRAWING NUMBER</td>
<td>DRAWING TITLE</td>
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<tr>
<td>S20- 43</td>
<td>ROADWAY WITH TYPE D CURB, T-TURN AROUND AT DEAD END OF RIGHT-OF-WAY</td>
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<tr>
<td>S20- 44</td>
<td>ROADWAY WITH TYPE A CURB, T-TURN AROUND AT ALLEY CONNECTION</td>
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<tr>
<td>S20- 45</td>
<td>ROADWAY WITH TYPE B CURB, T-TURN AROUND AT ALLEY CONNECTION</td>
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<td>S20- 46</td>
<td>ROADWAY WITH TYPE D CURB, T-TURN AROUND AT ALLEY CONNECTION</td>
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<td>S20- 47</td>
<td>CUL-DE-SAC</td>
<td>10/19</td>
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<tr>
<td>S20- 48</td>
<td>ALLEY WITH T-TURN AROUND AT DEAD END</td>
<td>10/19</td>
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</tbody>
</table>
NOTES:

2. SLOPE TO PROVIDE FLOW TO CATCH BASIN.
3. NEW CATCH BASIN(S), SEE STANDARD DETAIL(S)-CATCH BASIN SERIES.
4. FOR GRATE INLET, SEE STANDARD DETAIL-BRICK OR PRECAST GRATE INLET.
5. NEW STORM STRUCTURES ARE NOT TO BE PLACED IN THE CURB RADII & PEDESTRIAN TRAVEL PATH.
6. REMOVE EXISTING CATCH BASIN, OR CONVERT TO MANHOLE, AS REQUIRED.
7. PROVIDE SIDEWALK CURB RAMP(S) AT CROSSWALK(S), SEE STANDARD DETAILS-TYPE I, II, AND III SIDEWALK CURB RAMP, AND DETECTABLE WARNING SURFACES.

CITY STANDARDS

REVISIONS

BY

DATE

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DIRECTOR

DATE: OCT. 2019

DWG. No.

S20-1
LANDSCAPE OR FURNITURE (VARIES)

PLAN

NOTES:
2. NEW STORM STRUCTURES ARE NOT TO BE PLACED IN THE CURB RADII & PEDESTRIAN TRAVEL PATH.
3. PROVIDE SIDEWALK CURB RAMP(S) AT CROSSWALK(S), SEE STANDARD DETAILS-TYPE I, II, AND III SIDEWALK CURB RAMP, AND DETECTABLE WARNING SURFACES.
NOTES:
2. NEW STORM STRUCTURES ARE NOT TO BE PLACED IN THE CURB RADII & PEDESTRIAN TRAVEL PATH.
3. PROVIDE SIDEWALK CURB RAMP(S) AT CROSSWALK(S), SEE STANDARD DETAILS-TYPE I, II, AND III SIDEWALK CURB RAMP, AND DETECTABLE WARNING SURFACES.

CITY STANDARDS

TYPE III POP-OUT CURB DETAIL

REVISIONS
BY DATE

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY of ST. PETERSBURG

APPROVED BY:

DATE: OCT. 2019
DWG. No. S20-3
NOTES:
1. IF EXISTING CURB IS TYPE "A", OR TYPE "D" REPLACE WITH TYPE "B" CURB, DROP SECTION. MAINTAIN DRAINAGE FLOW. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
2. ALL NEW CURBING SHALL BE TYPE "A". SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
3. FOR CURB TRANSITIONS, SEE STANDARD DETAIL-CURB TRANSITIONS.
4. IF AN EXISTING CATCH BASIN IS IN CONFLICT, RECONSTRUCT AS A GRATE INLET. SEE STANDARD DETAIL-BRICK GRATE OR PRECAST GRATE INLET.
5. NO DRAINAGE STRUCTURE SHALL BE ALLOWED IN ANY CURB RADII, OR PEDESTRIAN TRAVEL PATH, RELOCATE AS REQUIRED. SEE STANDARD DETAIL(S)-CATCH BASIN.
6. IF REQUIRED OR DIRECTED TO CONSTRUCT SIDEWALK CURB RAMP(S), SEE STANDARD DETAILS-TYPE I, II, AND III SIDEWALK CURB RAMP, AND DETECTABLE WARNING SURFACES.
7. IF SIDEWALK IS REQUIRED: 4' MINIMUM WIDTH, 6' MINIMUM WIDTH IF SIDEWALK ABUTS CURB. SEE STANDARD DETAIL-SIDEWALK AND DRIVEWALK CONSTRUCTION.
8. CROSS SLOPE: 0.02 FT/FT, UNLESS OTHERWISE SHOWN OR DIRECTED.
9. ALL EXISTING STREET SIGNAGE TO BE RELOCATED SHALL BE COORDINATED WITH THE CITY'S ENGINEERING CONSTRUCTION INSPECTOR.
10. EXISTING RIGHT-OF-WAY MUST BE A MINIMUM OF 60' WIDE.

CITY STANDARDS
RECESSED CURB AND PAVEMENT FOR ON STREET PARKING DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

S20- 4
NOTES:
1. 36' WIDE ROADWAY: 36' OF PAVEMENT (THREE 12' LANES) WITH EITHER TYPE "B" OR TYPE "D" CURB EQUALS 40' OVERALL WIDTH.
2. 60' WIDE ROADWAY: 60' OF PAVEMENT (FIVE 12' LANES) WITH EITHER TYPE "B" OR TYPE "D" CURB EQUALS 64' OVERALL WIDTH.
3. WIDTH OF ROADWAY WITH TYPE "A" CURB IS MEASURED FACE TO FACE OF CURB.
4. ROADWAY CROSS SLOPE: 0.02 FT/FT, UNLESS OTHERWISE SHOWN OR DIRECTED.
5. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
6. BASE THICKNESS SHOWN IS FOR CRUSHED CONCRETE, ALTERNATE MATERIALS MAY REQUIRE A DIFFERENT THICKNESS.
5-B_Y __ DATE_ __

1,-------1,---------1

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C?

(.

z

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N

I

T BASE MATERIAL

D COVER

MIN. THICKNESS

REMARKS

A

SURFACE PAVING

MIN. THICKNESS

1" ASPHALT

2.50" ASPHALT

2.50" ASPHALT

ROADWAY

BRICK

T

BASE MATERIAL

MIN. THICKNESS

SHELL-9"

SHELL-12"

SHELL-16"

SHELL BASE

BASE MAT. MAY BE ASPH.

EXCEPT W/ BRICK RDWY

D

COVER MIN.

ALL OTHER PIPE-30"

ALL OTHER PIPE-30"

PRESS. PIPE-36"

PRESS. PIPE-36"

PRESS. PIPE-36"

PRESS. PIPE-36"

NOTES:

1. FOR USE WHERE PERMISSION HAS BEEN GRANTED FOR "OPEN CUT" INSTALLATION.

2. DIMENSION S SHOWN IS BASED ON 36" COVER, REPLACEMENT BASE MATERIAL THICKNESS, AND LARGEST PIPE SIZE IN THE RANGE AS SHOWN ABOVE.

3. DIMENSION S FOR BRICK RDWY MAY BE ADJUSTED TO MEET THE ACTUAL DISTANCE BETWEEN EXISTING COURSES OF BRICK.

4. ALL RESTORATION ITEMS SHALL MEET CITY SPECIFICATIONS.

5. DIMENSIONS X AND S SHALL BE BASED ON TRENCH WIDTH AS REQUIRED. RESTORATION SHALL BE THE SAME AS SHOWN ABOVE, OVER THE PIPE/CONDUIT.

6. BASE MATERIAL SHALL BE LIMEROCK OR SHELL TO MATCH EXISTING BASE MATERIAL, BUT TO THOSE THICKNESSES SHOWN ABOVE. RECLAIMED CONCRETE MAY BE USED TO REPLACE LIMEROCK OR SHELL TO THOSE THICKNESSES SHOWN ABOVE.

7. FOR PIPES/CONDUITS LESS THAN 5" OD, DITCH WIDTH MAY BE REDUCED TO THE WIDTH OF THE MECHANICAL TAMPER IF BACKFILLED WITH DRY 15:1 SAND/CEMENT MIX, OR OTHER APPROVED MATERIAL, TO 4" ABOVE PIPE/CONDUIT. THE OPEN CUT RESTORATION SHALL BE THE SAME METHOD AS SHOWN ABOVE OVER THE PIPE/CONDUIT.

CITY STANDARDS

FLEXIBLE PAVEMENT RESTORATION DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT

CITY OF ST. PETERSBURG

APPROVED BY:

DIRECTOR

DATE: OCT. 2019

DWG. No. S20-11
NOTES:
1. 24' WIDE ROADWAY: 20' OF PAVEMENT WIDTH WITH EITHER TYPE "B" OR TYPE "D" CURB EQUALS 24' OVERALL WIDTH.
2. PAVEMENT WIDTH WITH TYPE "A" CURB IS 20' WIDE, MEASURED FACE TO FACE OF CURB.
3. ROADWAY CROSS SLOPE: 0.02 FT/FT, UNLESS OTHERWISE SHOWN OR DIRECTED.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. BASE THICKNESS SHOWN IS FOR LIMEROCK, ALTERNATE MATERIALS MAY REQUIRE DIFFERENT THICKNESS.
TYPICAL BRICK ROADWAY SECTION

NOTES:
1. ROADWAY WIDTH, MEASURED FACE TO FACE OF CURBS.
2. ROADWAY CROSS SLOPE: 0.02 FT/FT, UNLESS OTHERWISE SHOWN OR DIRECTED.
3. EXISTING GRANITE CURB IS TO BE REPLACED AND/OR NEW GRANITE CURB SHALL BE INSTALLED PER CITY RESOLUTION.
4. GRANITE CURB MAY BE REPLACED WITH TYPE "A" CURB AT THE RADII, DRIVEWAY AND/OR ALLEY CURB CUTS, AND CURB.
5. BRICK ROADWAYS SHALL END WITH A "HEADER CURB", IF NO OTHER BARRIER IS AVAILABLE.
7. ALTERNATE BASE MATERIAL MAY BE 9" OF RECYCLED CONCRETE, WITH APPROVAL OF THE ENGINEER.
SYMMETRICAL ABOUT CL

R/W

VARI

R/W

SLOPE TO EXISTING

6"  

1-1/2"
SEE NOTE 3

6"

1-1/2" ASPHALTIC CONCRETE
8" ROADWAY BASE

9" STABILIZED SUBGRADE

1" ASPHALTIC CONCRETE
8" ROADWAY BASE

SLOPE TO EXISTING

12'-0"

STANDARD SECTION VIEW

ALTERNATE SECTION VIEW

EXISTING SURFACE

SAW CUT

PROPOSED SURFACE

12" MINIMUM

PROPOSED BASE

EXISTING BASE

TIE-IN OF PROPOSED CONSTRUCTION TO EXISTING

NOTES:
1. BASE THICKNESS SHOWN IS FOR LIMEROCK, ALTERNATE MATERIALS MAY A REQUIRE DIFFERENT THICKNESS.
2. FOR ALLEY APRON, SEE CITY STANDARD DETAIL-ALLEY APRON.
3. INVERTED CROWN MAY NEED TO BE GREATER THAN SHOWN TO MATCH SITE CONDITIONS. MAINTAIN A MINIMUM
   OF 1/4" PER FOOT OF STANDARD CROSS SLOPE, EXCEPT ADJUST TO 1" PER FOOT MAXIMUM TO MATCH EXISTING
   DRIVEWAY OR PROPERTY LINE ELEVATION.

CITY STANDARDS

ALLEY PAVING DETAIL

REVISIONS

BY

DATE

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DIRECTOR

SCALE: N.T.S.

DATE: OCT. 2019

DWG. No.
S20-14
EXISTING Curb, TYP.

12' HEADER Curb TO MATCH INVERTED CROWN OF ALLEY

PLAN VIEW

HEADER Curb, AS SHOWN

MATCH ALLEY PLAN ELEVATION

EXISTING SURFACE

SEE NOTE 5

EXISTING ROADWAY

NOTES:
1. THIS DETAIL IS APPLICABLE FOR UNIMPROVED ALLEYS OR INCONJUNCTION WITH CITY DETAIL-ALLEY PAVING.
2. CONSTRUCT COMPACTED SHELL TRANSITION TO MATCH ELEVATIONS AS REQUIRED 6" THICK.
3. EXISTING CURB SHALL BE REPLACED WITH DROPPED CURB, IF EXISTING BACK OF CURB IS NOT DROPPED.
4. FOR CURB REQUIREMENTS SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. FOR COMPONENTS SEE STANDARDS DETAIL-ALLEY PAVING.

CITY STANDARDS

ALLEY APRON DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY of ST. PETERSBURG

APPROVED BY: 

DIRECTOR

SCALE: N.T.S.

DATE: OCT. 2019

DWG. No. S20-15
NOTES:
1. TACK COAT SHALL BE APPLIED AS PER TECHNICAL SPECIFICATIONS, OR AS DIRECTED.
2. CURBS SHALL NOT BE SCARRED, OR DAMAGED AS A RESULT OF THE MILLING ACTIVITIES.
3. SAWCUT-BUTT EDGE SHALL BE A MINIMUM 1" DEEP AND HAVE A CLEAN EDGE, NOT RAVELED.

CITY STANDARDS

COLD MILLING PAVEMENT TRANSITION DETAILS

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

S20-16
MATCH AT EDGES
EXISTING GRADE

SURFACE COVER, SHELL OR GRASS
BACK SLOPE AS REQUIRED
(BASED ON 1:1 SLOPE)

TRENCH BACKFILL, AS FOLLOWS:
- ROADWAY, ALLEY, OR DRIVE-WAY: 6" LIFTS @ 98% COMPACTION PER AASHTO T-180
- SOD/MULCH: 12" LIFTS @ 98% COMPACTION PER AASHTO T-180

INITIAL BACKFILL: 6" LIFTS @ COMPACTION PER AASHTO T-180

TYPICAL SECTION VIEW

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**SCHEDULE**

<table>
<thead>
<tr>
<th>PRESSURE PIPE</th>
<th>X (IN FEET)</th>
<th>S IN FEET (2)</th>
<th>STORM DRAIN</th>
<th>RCP, ERCP, B/C</th>
<th>X (IN FEET)</th>
<th>S IN FEET (2)</th>
<th>OTHER PIPE/CONDUIT</th>
<th>X (IN FEET)</th>
<th>S IN FEET (2)</th>
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<tbody>
<tr>
<td>ALLEY OR D/W</td>
<td>4&quot;</td>
<td>12&quot;</td>
<td>6.25</td>
<td>6.25</td>
<td>6&quot;</td>
<td>18&quot;</td>
<td>UP TO 18&quot;</td>
<td>8.00</td>
<td>8.00</td>
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<tr>
<td>UNPAVED RDWY</td>
<td>6&quot;</td>
<td>12&quot;</td>
<td>6.50</td>
<td>6.50</td>
<td>6&quot;</td>
<td>18&quot;</td>
<td>21&quot; TO 36&quot;</td>
<td>10.75</td>
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<tr>
<td>HVY DUTY RDWY</td>
<td>8&quot;</td>
<td>12&quot;</td>
<td>6.75</td>
<td>6.75</td>
<td>6&quot;</td>
<td>18&quot;</td>
<td>24&quot; TO 72&quot;</td>
<td>15.25</td>
<td>15.25</td>
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<tr>
<td>BRICK RDWY (3)</td>
<td>12&quot;</td>
<td>7.00</td>
<td>7.00</td>
<td>7.00</td>
<td>6&quot;</td>
<td>18&quot;</td>
<td>BEYOND 72&quot;</td>
<td>24&quot;</td>
<td>24&quot;</td>
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<td></td>
<td>16&quot;</td>
<td>7.25</td>
<td>7.25</td>
<td>7.25</td>
<td>6&quot;</td>
<td>18&quot;</td>
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**NOTES:**
1. ALL RESTORATION ITEMS SHALL MEET CITY SPECIFICATIONS.
2. DIMENSION S SHOWN IS BASED ON 36" COVER, REPLACEMENT BASE MATERIAL THICKNESS, AND LARGEST PIPE SIZE IN THE RANGE AS SHOWN ABOVE.
3. SURFACE RESTORATION IN UNPAVED ROADWAYS SHALL BE SHELL.
4. DIMENSIONS X AND S SHALL BE BASED ON TRENCH WIDTH AS REQUIRED. RESTORATION SHALL BE THE SAME AS SHOWN ABOVE, OVER THE PIPE/CONDUIT.
5. SOD REPLACEMENT SHALL MATCH EXISTING VARIETY.
6. FOR PIPES/CONDUITS LESS THAN 5" OD, DITCH WIDTH MAY BE REDUCED TO THE WIDTH OF THE MECHANICAL TAMPER IF BACKFILLED WITH DRY 15:1 SAND/CEMENT MIX, OR OTHER APPROVED MATERIAL, TO 4" ABOVE PIPE/CONDUIT. THE OPEN CUT RESTORATION SHALL BE THE SAME METHOD AS SHOWN ABOVE OVER THE PIPE/CONDUIT.

---

**CITY STANDARDS**

**RIGHT-OF-WAY RESTORATION DETAIL**

**ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT**
**CITY OF ST. PETERSBURG**

**APPROVED BY:**

**DIRECTOR:**

**DATE:**

**S20-17**
CITY STANDARDS

SURFACE RESTORATION PAYMENT LIMITS DETAIL

NOTES:
1. SEE STANDARD DETAIL-FLEXIBLE PAVEMENT RESTORATION.
2. SEE STANDARD DETAIL-RIGHT-OF-WAY RESTORATION.
3. SEE STANDARD DETAIL-BEDDING FOR PIPE/CONDUIT OR BOX CULVERT.
MATCH AT EDGES
SAW CUT EDGES
EXISTING BASE
1 1/2" SP 12.5
SPRAY ON PRIME COAT
BACK SLOPE AS REQUIRED
(BASED ON 1:1 SLOPE)
TRENCH BACKFILL: 6" LIFTS @ 98%
COMPACTION PER AASHTO T-180
INITIAL BACKFILL: 6" LIFTS @ 98%
COMPACTION PER AASHTO T-180

TYPICAL SECTION VIEW
A-A

SCHEDULE

<table>
<thead>
<tr>
<th>PRESSURE PIPE</th>
<th>X</th>
<th>STORM DRAIN</th>
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<tr>
<td></td>
<td></td>
<td>RCP, ERCP, B/C</td>
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</table>
| 4"            | 12 | UP TO 18" | 12 | UP TO 5"
| 6"            | 12 | 21" TO 36" | 18 | 6" TO 18" | 12 |
| 8"            | 12 | 42" TO 72" | 24 | 21" TO 36" | 18 |
| 12"           | 12 | BEYOND 72" | (5) | 42" TO 72" | 24 |
| 16"           | 12 | --- | --- | --- | --- |

NOTES:
1. FOR USE WHERE PERMISSION HAS BEEN GRANTED FOR "OPEN CUT" INSTALLATION.
2. DIMENSION S WILL BE BASED ON DEPTH OF PIPE
3. ALL ASPHALT SHALL BE A POLYMER MODIFIED PG 76-22.
4. ALL RESTORATION ITEMS SHALL MEET CITY SPECIFICATIONS.
5. DIMENSIONS X AND S SHALL BE BASED ON TRENCH WIDTH AS REQUIRED. FINAL MILL AND RESTORATION LIMITS SHALL BE AS SHOWN ON THE PAVEMENT RESTORATION LIMITS DETAIL.
6. BASE MATERIAL SHALL BE RECLAIMED CONCRETE.
7. FOR PIPES/CONDUITS LESS THAN 5" OD, DITCH WIDTH MAY BE REDUCED TO THE WIDTH OF THE MECHANICAL TAMPER IF BACKFILLED WITH DRY 15:1 SAND/CEMENT MIX, OR OTHER APPROVED MATERIAL, TO 4" ABOVE PIPE/CONDUIT. THE OPEN CUT RESTORATION SHALL BE THE SAME METHOD AS SHOWN ABOVE OVER THE PIPE/CONDUIT.

CITY STANDARDS

REVISIONS

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ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY of ST. PETERSBURG

APPROVED BY:

DIRECTOR

DATE: OCT. 2019

DWG. No. S20-19
NOTES:
1. WHEN REMOVING EXISTING CURB, THE CURB SHALL BE SAW CUT AT THE NEAREST CONTRACTION JOINT AND A FULL SECTION OF CURB REPLACED.
2. INSTALL EXPANSION JOINTS AT 50' INTERVALS, SAW CUT CONTRACTION JOINTS AT 10' INTERVALS. SAW CUTS SHOULD BE AVOIDED WITHIN VALLEY GUTTERS AND WITHIN CURB AND GUTTER ENDINGS.

CITY STANDARDS

TYPE "A", "B", "C", AND "D" CURB DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DATE: OCT. 2019
DWG. No. S20-20

DIRECCTOR

REVISIONS
BY DATE

SCALE: N.T.S.
TYPICAL TRANSITION PROFILE OF PROPOSED TO EXISTING TOP OF CURB

NOTE:
ALL TRANSITIONS SHALL BE 3'-0" IN LENGTH.

CITY STANDARDS

ENGINEERING AND CAPITAL
IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:
DIRECTOR

DATE: OCT. 2019
DWG. No. S20-21
LANE LINE OR EXISTING ROADWAY

FLOW LINE

SEE NOTE 1

SEE STANDARD DETAIL-CURB TRANSITIONS

EXISTING FLOW LINE

EXISTING CURB, TYPE "A", "B" OR "D"

ROADWAY

PROPOSED CURB TYPE "B" OR "D"

PLAN

SECTION A-A

SECTION B-B

NOTES:
1. CONFIGURATION FOR DIRECTION OF FLOW TO SUIT EACH APPLICATION.
2. DO NOT USE VALLEY GUTTER UNLESS ALL OTHER ALTERNATIVES HAVE BEEN ELIMINATED.

CITY STANDARDS

VALLEY GUTTER DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]

DATE: OCT. 2019
DWG. No. S20-22

REVISIONS
BY DATE

SCALE: N.T.S.
DIRECTOR
NOTES:
1. WHEN REMOVING EXISTING CURB, THE CURB SHALL BE SAW CUT AT THE NEAREST CONSTRUCTION JOINT AND A FULL SECTION OF CURB REPLACED.
2. INSTALL EXPANSION JOINTS AT 50' INTERVALS, SAW CUT CONTRACTION JOINTS AT 10' INTERVALS.
3. WHEN TYPE "A" CURB IS Dropped FOR ALLEY, DRIVEWAY OR SIDEWALK CURB RAMP, FULL SECTION CURB SHALL BE MAINTAINED.
REMOVAL NOTES

1. SAWCUT ROADWAY TO THE MAXIMUM ATTAINABLE DEPTH 6" FROM FACE OF CURB.
2. EXCAVATE/REMOVE MATERIAL TO A MINIMUM DEPTH OF 4" BELOW THE BOTTOM ELEVATION OF RESET GRANITE CURB.
3. REMOVE GRANITE CURB WITHOUT CHIPPING, BREAKING OR OTHERWISE DAMAGING IT. REFER TO TECHNICAL SPECIFICATIONS FOR RESOLUTION OF DAMAGED GRANITE CURB DURING REMOVAL, HANDLING, AND ITS PLACEMENT.
4. CLEAN GRANITE CURB OF ANY FOREIGN SUBSTANCE AND STORE REUSABLE GRANITE CURB TO BE RESET AT A LATER TIME.

GRANITE CURB DETAIL
RESETTING NOTES

1. THE ALIGNMENT FOR RESETTING GRANITE CURB SHALL ENSURE THAT:

   a. ALL EXPOSED SURFACES OF GRANITE CURB SHALL BE FLUSH AND EVEN TO EACH ADJACENT PIECE WITH A MAXIMUM DEVIATION OF 1/8 INCH.
   b. THE RIDGE LINE FORMED BY THE MEETING OF THE TOP AND FACE SURFACES OF GRANITE CURB SHALL BE STRAIGHT AND TRUE, WITH A MAXIMUM DEVIATION OF 1/8 INCH.
   c. ALL GRANITE CURB BUTT JOINTS SHALL BE CLEAN AND NEAT, WITH A MAXIMUM GAP OF 1/8 INCH. IN THE EVENT THAT THE END FACE IS JAGGED, CHIPPED OR CRACKED, THE END FACE SHALL BE SAW CUT PRIOR TO INSTALLATION.
   d. CONTRACTOR SHALL SAWCUT GRANITE CURB PANELS TO FIT GAPS AT TRANSITION LOCATIONS. IF GAP IS LESS THAN 3 FT, EXTEND CONCRETE CURB TO JOINT.
   e. NO SECTION OF GRANITE CURB SHALL BE SET WITH A LENGTH OF LESS THAN 3 FEET.

2. COST OF RESETTING GRANITE CURB SHALL BE AS STATED IN SPECIFICATIONS.

GRANITE CURB DETAIL

CITY STANDARDS

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S20-25
CITY STANDARDS

RESIDENTIAL DRIVEWAY CONSTRUCTION DETAIL

REVISIONS

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ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]

DATE: OCT. 2019

DWG. No. S20-30

SCALE: N.T.S.

NOTES:
1. DRIVEWAY WIDTHS: 10' MINIMUM TO 20' MAXIMUM, STANDARD, WITH UP TO 50% VARIANCE TO 30' AS PER CITY CODE SECTION 29-209.
2. IF EXISTING DRIVEWAY IS LESS THAN 10' WIDE AT THE R/W LINE: REPLACEMENT WIDTH AT BACK OF SIDEWALK SET AT 10' WIDE, THEN TAPER 1:6 TO MATCH EXISTING WIDTH.
3. ALL RESIDENTIAL CONCRETE DRIVES SHALL BE PLACED ON A COMPACTED SUBGRADE AND SHALL BE A MINIMUM OF 3" THICK REINFORCED WITH A SINGLE LAYER OF WWF 6x6-W1.4xW1.4.
4. ALL CONCRETE SHALL BE 3000 psi @ 28 DAYS MINIMUM.
5. ALL ASPHALTIC CONCRETE DRIVEWAYS SHALL BE PLACED ON A MINIMUM 5" COMPACTED LIMESTONE OR SHELL BASE OVER A COMPACTED SUBGRADE, AS APPROVED BY THE ENGINEER. ASPHALTIC DRIVES SHALL BE A MINIMUM 1" THICK OF DOT TYPE S-III ASPHALTIC CONCRETE, OR OTHER ASPHALTS WITH APPROVAL BY THE ENGINEER.
6. ALL BRICK DRIVEWAYS SHALL BE PLACED ON A 1" COMPACTED SAND BED OVER A MINIMUM 5" COMPACTED SHELL SUBGRADE.
7. NO DRIVEWAYS SHALL BE ALLOWED IN CURB RADII.
8. WHEN THE SIDEWALK ABUTS THE CURB THE WING SHALL BE 6' WIDE AS SHOWN.
NOTES:
1. DRIVEWAY WIDTHS: 12' MIN. TO LIMITS AS APPROVED BY THE ENGINEERING AND CAPITAL IMPROVEMENTS DIRECTOR.
2. IF EXISTING DRIVEWAY IS LESS THAN 12' WIDE AT THE R/W LINE: REPLACEMENT WIDTH AT BACK OF SIDEWALK SET AT 12' WIDE. CENTERED ON EXISTING DRIVEWAY LOCATION.
3. ALL COMMERCIAL CONCRETE DRIVES SHALL BE PLACED ON A COMPACTED SUBGRADE AND SHALL BE A MINIMUM OF 6'' THICK AND REINFORCED WITH A DOUBLE LAYER OF WWF 6x6-W1.4xW1.4.
4. ALL CONCRETE SHALL BE 3000 psi @ 28 DAYS MINIMUM.
5. ALL ASPHALTIC CONCRETE DRIVEWAYS SHALL BE PLACED ON A MINIMUM 8'' COMPACTED LIMEROCK OR SHELL BASE OVER A COMPACTED SUBGRADE, AS APPROVED BY THE ENGINEER. ASPHALTIC DRIVES SHALL BE A MIN. 1" THICK OF FDOT TYPE S-III ASPHALTIC CONCRETE, OR OTHER ASPHALTS WITH APPROVAL BY THE ENGINEER.
6. ALL BRICK DRIVEWAYS SHALL BE PLACED ON A 1" COMPACTED SAND BED OVER A MINIMUM 8" COMPACTED SHELL SUB-GRADE WITH APPROVAL FROM THE ENGINEERING, STORMWATER, & TRAFFIC OPERATIONS DIRECTOR.
7. NO DRIVEWAYS SHALL BE ALLOWED IN CURB RADII.
8. WHEN THE SIDEWALK ABUTS THE CURB THE WING SHALL BE 6' WIDE AS SHOWN.
10. WHERE A SIDEWALK MEETS A DRIVEWAY, THE SIDEWALK PANELS ON BOTH SIDES OF DRIVEWAY SHALL HAVE A DETECTABLE WARNING SURFACE. WHERE A CURB IS PRESENT, PROPOSED, OR THE LANDING SLOPE IS GREATER THAN 2%, A CURB RAMP SHALL BE REQUIRED, SEE STANDARD DETAIL-TYPE I, II, AND III SIDEWALK CURB RAMP, AND CITY STANDAR DETAIL-DETECTABLE WARNING SURFACES.
11. EXPANSION JOINT SHALL CONSIST OF CONTINUOUS 1/2"x6" MINIMUM, BITUMINOUS EXPANSION STRIP.

CITY STANDARDS

COMMERCIAL DRIVEWAY CONSTRUCTION DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

S20-31
NOTES:
1. SIDEWALKS SHALL BE CONCRETE AND HAVE TOOLED EDGES.
2. RESTORATION AND UTILITY CUTS SHALL BE A MINIMUM FULL PANEL BETWEEN EXISTING JOINTS.
3. EXPANSION JOINTS SHALL BE INSTALLED WHERE SHOWN AND AT 50' MAXIMUM SPACING.
4. EXPANSION JOINTS SHALL CONSIST OF CONTINUOUS 1/2"x6" MINIMUM, BITUMINOUS EXPANSION STRIP.
5. SIDEWALKS SHALL CONFORM TO CITY CODE SECTION 16-857 AS FOLLOWS: SIDEWALKS SHALL BE REQUIRED ON BOTH SIDES OF ALL MAJOR ARTERIAL AND COLLECTOR STREETS; ON THE NORTH AND WEST SIDES OF OF ALL LOCAL STREETS, COMMERCIAL SERVICE STREET; AND LOCAL STREETS LEADING TO SCHOOLS, PARKS, SHOPPING CENTERS, CHURCHES, AND OTHER PUBLIC FACILITIES. SIDEWALK WIDTHS SHALL BE NOT LESS THAN THE FOLLOWING:
   A-6' ALONG ARTERIAL AND COLLECTOR ROADWAYS.
   B-4' ALONG ROADWAYS NOT DESIGNATED ON TRAFFIC CORRIDORS MAP, IN RESIDENTIAL AND INDUSTRIAL ZONES.*
   C-5' ALONG ROADWAYS NOT DESIGNATED ON THE TRAFFIC CORRIDORS MAP, IN COMMERCIAL AND OFFICE ZONES.*
   D-4' FOR PEDESTRIAN CROSSWALKS.
   E-12' FOR PEDESTRIAN/BICYCLE JOINT USE.
   *-ALL SIDEWALKS ABUTTING CURBS SHALL BE 6' WIDE, MINIMUM.
CITY STANDARDS

TYPE I, II, AND III SIDEWALK CURB RAMP DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]

REVISIONS

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SCALE: N.T.S.

DATE: MARCH 1993

DWG. No. S20-33

NOTES:
1. FOR DETECTABLE SURFACE REQUIREMENTS AND OPTIONS, SEE STANDARD DETAIL-DETECTABLE WARNING SURFACES.
2. IF CONDITIONS DO NOT ALLOW TRANSITION SLOPES ON TYPE I RAMPS, USE TYPE III RAMPS.
3. ALL EDGES ABUTTING CURB AND SIDEWALK SHALL HAVE 1/2" BITUMINOUS STRIP EXPANSION MATERIAL.
4. FOR CONDITIONS NOT SHOWN, SEE FOOT INDEX 0304; PAGES 1 OF 5 THRU 5 OF 5, WITH A REVISION DATE OF 07/24/02, OR LATER.
5. RAMPS SHALL BE PERPENDICULAR TO CURB/ROADWAY AND SHALL BE SLOPED IN ONE DIRECTION ONLY.
6. RAMP WIDTH MAY BE REDUCED TO 3' WIDE, IN RESTRICTED CONDITIONS, WHEN APPROVED BY THE ENGINEER.
NOTES:

1. CURB RAMP DETECTABLE WARNING SURFACES SHALL EXTEND THE FULL WIDTH OF THE RAMP. DETECTABLE WARNING SURFACE SHALL BE CONSTRUCTED BY TEXTURING A TRUNCATED DOME PATTERN IN CONFORMANCE WITH THE U.S. DEPARTMENT OF A.D.A. STANDARDS FOR ACCESSIBLE DESIGN, A.D.A. ACCESSIBILITY GUIDELINES, SECTION 4.29.2, SEE DETAIL ABOVE. THE TRANSITION SLOPES ARE NOT TO HAVE DETECTABLE WARNINGS.

2. DETECTABLE WARNING SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT. COLOR AND DOME CONFIGURATION SHALL BE CONSISTENT AT EACH RAMP.

3. DETECTABLE WARNING PAVERS SHALL CONFORM TO ASTM: C 902 "PEDESTRIAN AND LIGHT TRAFFIC PAVING BRICK".

4. DETECTABLE WARNING PAVERS SHALL BE ON 1" SAND BED COMPACTED, OVER NATIVE SOIL COMPACTED TO 98% OF MAXIMUM DENSITY.

5. DETECTABLE WARNING PAVERS SHALL BE AS MANUFACTURED BY PINE HALL BRICK OR EQUAL.

6. CAST IN PLACE DETECTABLE WARNING SURFACE TILE SHALL BE AS MANUFACTURED BY ARMOR-TILE OR EQUAL. (PART NO. ADA-C-2448, W/ DETECTABLE WARNING SURFACE TILE IN LINE)

7. METHODS OR PRODUCTS USED TO FORM DETECTABLE WARNINGS IN WET CONCRETE WILL NOT BE PERMITTED.

8. ALL MATERIALS SHALL BE INSTALLED AS PER THESE CONDITIONS AND THOSE OF THE MANUFACTURES REQUIREMENTS.
TYPICAL HEXBLOCK SIDEWALK PLAN

3'-9" TO 4'-6"
OR AS SHOWN ON PLANS

1" SAND BED
COMPACTED SUBGRADE

DELETE IF ABUTTING STREET CURB
PRECAST OR CAST-IN PLACE CONCRETE CURB

TYPICAL SECTION

5" RESIDENTIAL
6" COMMERCIAL

REINFORCEMENT: 6x6-W1.4xW1.4
SINGLE LAYER FOR 5" RESIDENTIAL
DOUBLE LAYER FOR 6" COMMERCIAL

NOTES:
1. BLOCK THICKNESS = 2" MINIMUM. STANDARD HEXBLOCK IS 18" WIDE, EDGE TO EDGE.
2. BLOCK JOINT TOLERANCES: GAP @ 1/4" MAXIMUM, AND 1/8" VERTICAL MAXIMUM.
3. CONSTRUCT CONCRETE DRIVEWALK AT DRIVEWAY CROSSINGS. SEE STANDARD DETAIL-SIDEWALK AND DRIVE-WALK CONSTRUCTION.
4. EXPANSION JOINTS SHALL CONSIST OF CONTINUOUS 1/2" BITUMINOUS EXPANSION STRIP, AS SHOWN.

CITY STANDARDS

HEXBLOCK SIDEWALK REPLACEMENT DETAIL

BY DATE

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]  DATE: OCT. 2019

SCALE: N.T.S.  DWG. No. S20-35

DIRECTOR
PLAIN

SPACE 5 TO 6 BLOCKS BETWEEN COLORS

BLUE, RED, OR CHARCOAL

SPACE 5 TO 6 BLOCKS BETWEEN COLORS

BLUE, RED, OR CHARCOAL

CITY STANDARDS

HEXWALK COLOR PATTERNS DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY of ST. PETERSBURG

APPROVED BY: [Signature]

DATE: OCT. 2019

SCALE: N.T.S.

DIRECTOR

REVISIONS

BY DATE

S20-36
FINISHED GRADE AS SHOWN ON THE PLANS OR AS DIRECTED IN THE FIELD

12" OVERLAP

ROADWAY

3'-6"

AS SHOWN ON THE PLANS OR AS DIRECTED IN THE FIELD

FINISHED GRADE BACKFILL

FILTER FABRIC WRAP
6" PERFORATED DRAIN W/ SOCK
FILTER AGGREGATE, LIGHTLY COMPACTED

TYPICAL CROSS SECTION VIEW

CAST IRON FRAME AND COVER U.S. FOUNDRY #USF 7621, OR EQUAL LABEL LID: STORM DRAIN
16" DIA. X 8" CONCRETE COLLAR

FILTER AGGREGATE, LIGHTLY COMPACTED
FILTER FABRIC WRAP

TYPICAL LONGITUDE SECTION VIEW

CITY STANDARDS

ROADWAY UNDERDRAIN AND CLEAN-OUT DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DATE: OCT. 2019

SCALE: N.T.S.

DIRECTOR

S20-40
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. THIS APPLICATION IS TO BE CONSTRUCTED AT DEAD END RIGHT-OF-WAY WITHOUT ALLEY CONNECTION. R/W TERMINATES DUE TO: EXISTING DITCH, RAILROAD, OR OTHER TYPE OF OBSTRUCTION AND WHERE ADEQUATE SLOPE EXISTS TO GRADE AS SHOWN.
3. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. SEE STANDARD DETAIL-RESIDENTIAL DRIVEWAY CONSTRUCTION OR COMMERCIAL DRIVEWAY CONSTRUCTION.
6. DRAINAGE STRUCTURES MAY BE REQUIRED. ALL DRAINAGE STRUCTURES SHALL BE ON THE TANGENT OF THE ROADWAY.
7. GUARD RAIL SHALL BE INSTALLED PER FDOT REQUIREMENTS. REFLECTORS SHALL BE AS FOLLOWS: 2' X 2' DIAMOND SHAPED, ON METAL POST, REFLECTORS SHALL BE RED.

CITY STANDARDS
ROADWAY WITH TYPE A CURB, T-TURN AROUND AT DEAD END RIGHT-OF-WAY DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: ___________________________  DATE: OCT. 2019
DIRECTOR

DWG. No.  S20-41
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. THIS APPLICATION IS TO BE CONSTRUCTED AT DEAD END RIGHT-OF-WAY WITHOUT ALLEY CONNECTION. R/W TERMINATES DUE TO: EXISTING DITCH, RAILROAD, OR OTHER TYPE OF OBSTRUCTION AND WHERE ADEQUATE SLOPE EXISTS TO GRADE AS SHOWN.
3. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. SEE STANDARD DETAIL-RESIDENTIAL DRIVEWAY CONSTRUCTION OR COMMERCIAL DRIVEWAY CONSTRUCTION.
6. DRAINAGE STRUCTURES MAY BE REQUIRED. ALL DRAINAGE STRUCTURES SHALL BE ON THE TANGENT OF THE ROADWAY.
7. GUARD RAIL SHALL BE INSTALLED PER FDOT REQUIREMENTS. REFLECTORS SHALL BE AS FOLLOWS: 2' X 2' DIAMOND SHAPED, ON METAL POST, REFLECTORS SHALL BE RED.

CITY STANDARDS
ROADWAY WITH TYPE B CURB, T-TURN AROUND AT DEAD END RIGHT-OF-WAY DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]

DATE: OCT. 2019

SCALE: N.T.S.

DIRECTOR

S20-42
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. THIS APPLICATION IS TO BE CONSTRUCTED AT DEAD END RIGHT-OF-WAY WITHOUT ALLEY CONNECTION. R/W TERMINATES DUE TO: EXISTING DITCH, RAILROAD, OR OTHER TYPE OF OBSTRUCTION AND WHERE ADEQUATE SLOPE EXISTS TO GRADE AS SHOWN.
3. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. SEE STANDARD DETAIL-RESIDENTIAL DRIVEWAY CONSTRUCTION OR COMMERCIAL DRIVEWAY CONSTRUCTION.
6. DRAINAGE STRUCTURES MAY BE REQUIRED. ALL DRAINAGE STRUCTURES SHALL BE ON THE TANGENT OF THE ROADWAY.
7. GUARD RAIL SHALL BE INSTALLED PER FDOT REQUIREMENTS. REFLECTORS SHALL BE AS FOLLOWS: 2' X 2' DIAMOND SHAPED, ON METAL POST; REFLECTORS SHALL BE RED.

CITY STANDARDS
ROADWAY WITH TYPE D CURB,
T-TURN AROUND AT DEAD END
RIGHT-OF-WAY DETAIL

ENGINEERING AND CAPITAL
IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:
DATE: OCT. 2019
DWG. No. S20-43

SCALE: N.T.S.
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. THIS APPLICATION IS TO BE CONSTRUCTED AT DEAD END RIGHT-OF-WAY WITH ALLEY CONNECTION. R/W TERMINATES DUE TO: EXISTING DITCH, RAILROAD, OR OTHER TYPE OF OBSTRUCTION AND WHERE GRADING CANNOT BE PERFORMED AS PER CITY STANDARD FOR ROADWAY T-TURNAROUND DETAILS.
3. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. SEE STANDARD DETAIL-PAVED ALLEY APRON.
6. DRAINAGE STRUCTURES MAY BE REQUIRED. ALL DRAINAGE STRUCTURES SHALL BE ON THE TANGENT OF THE ROAD WAY.
7. GUARD RAIL SHALL BE INSTALLED PER FDOT REQUIREMENTS. REFLECTORS SHALL BE AS FOLLOWS:
   - REFLECTORS ARE 2' X 2' DIAMOND SHAPED, ON METAL POST WITH COLORS AS FOLLOWS:
     - IF NO EXIT AVAILABLE, REFLECTORS SHALL BE RED.
     - IF EXIT IS AVAILABLE THE REFLECTORS SHALL BE YELLOW.

CITY STANDARDS

ROADWAY WITH TYPE A CURB, T-TURN AROUND AT ALLEY CONNECTION DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]
DIRECTOR

SCALE: N.T.S.

DATE: OCT. 2019
DWG. No. S20-44
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. THIS APPLICATION IS TO BE CONSTRUCTED AT DEAD END RIGHT-OF-WAY WITH ALLEY CONNECTION. R/W TERMINATES DUE TO: EXISTING DITCH, RAILROAD, OR OTHER TYPE OF OBSTRUCTION AND WHERE GRADING CANNOT BE PERFORMED AS PER CITY STANDARD FOR ROADWAY T-TURNAROUND DETAILS.
3. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. SEE STANDARD DETAIL-PAVED ALLEY APRON.
6. DRAINAGE STRUCTURES MAY BE REQUIRED. ALL DRAINAGE STRUCTURES SHALL BE ON THE TANGENT OF THE ROADWAY.
7. GUARD RAIL SHALL BE INSTALLED PER FDOT REQUIREMENTS. REFLECTORS SHALL BE AS FOLLOWS:
   - REFLECTORS ARE 2' X 2' DIAMOND SHAPED, ON METAL POST WITH COLORS AS FOLLOWS:
     - IF NO EXIT AVAILABLE, REFLECTORS SHALL BE RED.
     - IF EXIT IS AVAILABLE THE REFLECTORS SHALL BE YELLOW.

CITY STANDARDS
ROADWAY WITH TYPE B CURB,
T-TURN AROUND AT ALLEY CONNECTION DETAIL

REVISIONS
BY DATE

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: [Signature]
DIRECTOR

SCALE: N.T.S.

DATE: OCT. 2019
DWG. No. S20-45
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. THIS APPLICATION IS TO BE CONSTRUCTED AT DEAD END RIGHT-OF-WAY WITH ALLEY CONNECTION. R/W TERMINATES DUE TO: EXISTING DITCH, RAILROAD, OR OTHER TYPE OF OBSTRUCTION AND WHERE GRADING CANNOT BE PERFORMED AS PER CITY STANDARD FOR ROADWAY T-TURNAROUND DETAILS.
3. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
4. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
5. SEE STANDARD DETAIL-PAVED ALLEY APRON.
6. DRAINAGE STRUCTURES MAY BE REQUIRED. ALL DRAINAGE STRUCTURES SHALL BE ON THE TANGENT OF THE ROAD WAY.
7. GUARD RAIL SHALL BE INSTALLED PER FDOT REQUIREMENTS. REFLECTORS SHALL BE AS FOLLOWS: REFLECTORS ARE 2' X 2' DIAMOND SHAPED, ON METAL POST WITH COLORS AS FOLLOWS:
   - IF NO EXIT AVAILABLE, REFLECTORS SHALL BE RED.
   - IF EXIT IS AVAILABLE THE REFLECTORS SHALL BE YELLOW.

CITY STANDARDS

ROADWAY WITH TYPE D CURB, T-TURN AROUND AT ALLEY CONNECTION DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:
DIRECTOR
DATE: OCT. 2019
DWG. No. S20-46
NOTES:
1. FOR USE IN NEW SUBDIVISIONS AND/OR WHERE RIGHT-OF-WAY WILL BE DEDICATED FOR THE PROPOSED CUL-DE-SAC AS SHOWN.
2. SEE STANDARD DETAIL-STANDARD DUTY ROADWAY.
3. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
4. SEE STANDARD DETAIL- RESIDENTIAL DRIVEWAY CONSTRUCTION OR COMMERCIAL DRIVEWAY CONSTRUCTION.
5. DRIVEWAY APRONS SHALL BE RADIAL TO CUL-DE-SAC RADIUS POINT.
6. DRAINAGE STRUCTURES MAY BE REQUIRED.
NOTES:
1. FOR USE AS APPROVED BY THE ENGINEERING DIRECTOR.
2. T-TURNAROUND IS TO BE CONSTRUCTED AT DEAD END ALLEYS.
3. SEE STANDARD DETAIL-ALLEY PAVING
4. FOR NEW COMMERCIAL, INDUSTRIAL, AND PUBLIC SERVICE AREAS THE R/W WIDTH SHALL BE 24' MIN.
5. FOR NEW RESIDENTIAL AREAS WITH PERMITTED ALLEYS, THE R/W WIDTH SHALL BE 20' MIN.
6. DRAINAGE STRUCTURES MAY BE REQUIRED.
7. REFLECTORS ARE 2' X 2' DIAMOND SHAPED, ON METAL POST. REFLECTORS SHALL BE RED.

CITY STANDARDS

ALLEY WITH T-TURN AROUND
AT DEAD END
RIGHT-OF-WAY DETAIL

ENGINEERING AND CAPITAL
IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DIRECTOR

DATE: OCT. 2019

DWG. No.

S20-48