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EXISTING PAVMT. SURFACE

VARIIES

SECTION A-A

EXISTING PAVEMENT WIDTH

6''

6''

6''

MAINTAIN 3'' ABOVE EXISTING PAVEMENT PROFILE

SECTION B-B

CHEVRON DETAIL

SEE NOTE 7

NOTES:
1. MILLING MAY BE DELETED WITH APPROVAL OF THE ENGINEER.
2. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION OF THE SPEED HUMP AT THE FIELD SITE WITH THE ENGINEER PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC REGULATORY SIGNS AFFECTED BY THE WORK WITH THE ENGINEER.
4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL FABRICATE A TEMPLATE, SUBJECT TO THE ENGINEERS VERIFICATION, IN ACCORDANCE WITH THE PROFILE MEASUREMENTS AS NOTED ABOVE IN SECTION VIEW A-A. PROFILE DIMENSIONS ARE SYMMETRICAL ABOUT C/L OF CROSS SECTION. THE TEMPLATE SHALL BE USED TO INSURE THAT THE PROPOSED VERTICAL DIMENSIONS ARE SUCCESSFULLY ACHIEVED. THE COST OF THE TEMPLATE SHALL BE INCIDENTAL TO THE COST TO CONSTRUCT THE SPEED HUMP.
5. NOTED AREAS DEPICT THE LIMITS OF MILLING FOR THE SPEED HUMP.
6. CONSTRUCT SPEED HUMP IN TWO EQUAL LIFTS OF SP-1 ASPHALTIC CONCRETE.
7. ALL MARKINGS SHALL BE WHITE IN COLOR.

CITY STANDARDS

ALLEY SPEED HUMP DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY: 

DIRECTOR

DATE: OCT. 2019
DWG. No. S60-1
CITY STANDARDS

SPEED HUMP DETAIL

NOTES:
1. MILLING MAY BE DELETED WITH APPROVAL OF THE ENGINEER.
2. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION OF THE SPEED HUMP AT THE FIELD SITE WITH THE ENGINEER PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC REGULATORY SIGNS AFFECTED BY THE WORK WITH THE ENGINEER.
4. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL FABRICATE A TEMPLATE, SUBJECT TO THE ENGINEER'S VERIFICATION, IN ACCORDANCE WITH THE PROFILE MEASUREMENTS AS NOTED ABOVE IN SECTION VIEW A-A. PROFILE DIMENSIONS ARE SYMMETRICAL ABOUT C/L OF CROSS SECTION. THE TEMPLATE SHALL BE USED TO INSURE THAT THE PROPOSED VERTICAL DIMENSIONS ARE SUCCESSFULLY ACHIEVED. THE COST OF THE TEMPLATE SHALL BE INCIDENTAL TO THE COST TO CONSTRUCT THE SPEED HUMP.
5. NOTED AREAS DEPICT THE LIMITS OF MILLING FOR THE SPEED HUMP.
6. CONSTRUCT SPEED HUMP IN TWO EQUAL LIFTS OF SP-1 ASPHALTIC CONCRETE.
7. ALL MARKINGS SHALL BE WHITE IN COLOR.

SECTION A-A

EXISTING TYPE A OR GRANITE CURB
EXISTING PAVEMENT WIDTH
MAINTAIN 3" ABOVE EXISTING PAVEMENT SURFACE ALONG CENTER LINE OF SPEED HUMP

SECTION B-B

EXISTING TYPE A OR GRANITE CURB
EXISTING PAVEMENT PROFILE

TYPICAL PLAN VIEW

EXISTING TYPE B CURB
EXISTING TYPE D CURB

CHEVRON DETAIL (SEE NOTE 7)

CENTER LINE OF TRAVEL LANE
EDGE OF SPEED HUMP, TYP.
EDGE OF PAVEMENT, TYP.
CENTER LINE OF TRAVEL LANE

EXISTING TYPE A OR GRANITE CURB
EXISSING PAVEMENT TYPE

MILLING LIMITS
6" TYP.
1-1/2", TYP.

PROFILE DIMENSIONS ARE SYMMETRICAL ABOUT C/L OF CROSS SECTION. THE TEMPLATE SHALL BE USED TO INSURE THAT THE PROPOSED VERTICAL DIMENSIONS ARE SUCCESSFULLY ACHIEVED. THE COST OF THE TEMPLATE SHALL BE INCIDENTAL TO THE COST TO CONSTRUCT THE SPEED HUMP.
EXISTING TYPE A OR GRANITE CURB

GUTTER FLOW LINE

SEE CHEVRON DETAIL

CENTER LINE OF PAVEMENT

EDGE OF PAVEMENT, TYPICAL

EXISTING TYPE B CURB

EXISTING TYPE D CURB

SAW CUT ALL EDGES

MILL 4-1/2", TYP.

EXISTING PVMT. SURFACE

SYMMETRICAL ABOUT CENTER LINE

SECTION A-A

SECTION B-B

EXISTING TYPE A OR GRANITE CURB

EXISTING PAVEMENT WIDTH

EXISTING PAVEMENT PROFILE

MAINTAIN 3" ABOVE EXISTING PAVEMENT SURFACE FOR WIDTH OF SPEED HUMP

SECTION C-C

NOTES:

1. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION OF THE SPEED STRIP HUMP AT THE FIELD SITE WITH THE ENGINEER PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC REGULATORY SIGNS AFFECTED BY THE WORK WITH THE ENGINEER.
3. NOTED AREAS DEPICT THE LIMITS OF MILLING FOR THE SPEED HUMP.
4. ALL MARKINGS SHALL BE WHITE IN COLOR.

CITY STANDARDS

SPEED STRIP HUMP DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DIRECTOR

DATE: OCT. 2019

DWG. No. S60-3
NOTES:
1. MILLING MAY BE DELETED WITH APPROVAL OF THE ENGINEER.
2. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION AND LIMITS OF THE RAISED INTERSECTION AT THE FIELD SITE WITH THE ENGINEER PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC REGULATORY SIGNS AFFECTED BY THE WORK WITH THE ENGINEER.
4. FOR SECTION VIEWS C-C AND D-D SEE STANDARD DETAIL-RAISED INTERSECTION SECTION VIEWS (S60-11).
5. FOR STRIPING PLAN SEE STANDARD DETAIL-RAISED INTERSECTION SECTION VIEWS (S60-11).
6. NOTED AREA TYPICALLY DEPICTS THE LIMITS OF MILLING FOR THE RAISED INTERSECTION. SEE STANDARD DETAIL-RAISED INTERSECTION SECTION VIEWS (S60-11) FOR MORE REQUIREMENTS.
7. THE CONTRACTOR SHALL ADJUST TO NEW GRADE, ALL MANHOLE RINGS AND VALVE BOXES THAT ARE AFFECTED BY THIS WORK.
8. CONSTRUCT RAISED INTERSECTION IN TWO EQUAL LIFTS OF SP-1 ASPHALT CONCRETE.

CITY STANDARDS

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

RAISED INTERSECTION
PLAN DETAIL

APPROVED BY:

DATE: OCT. 2019

DWG. No.

S60-10
SECTION C-C

EXISTING PAVEMENT WIDTH

VARIES

EXISTING PAVEMENT PROFILE

EXISTING TYPE A OR GRANITE CURB

MAINTAIN MINIMUM 4" ABOVE EXISTING PAVEMENT SURFACE GRADE THROUGHOUT

SECTION D-D

EDGE OF RAISED INTERSECTION, TYP.

8" TYP.

8" TYP.

CENTER LINE OF TRAVEL LANE

CHEVRON DETAIL

NOTE:
ALL MARKINGS SHALL BE WHITE IN COLOR.

CITY STANDARDS

RAISED INTERSECTION
SECTION VIEWS DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:  
[Signature]

DATE:  OCT. 2019

DWG. No.  S60-11
EXISTING TYPE B CURB

EXISTING PAVMT. SURFACE

MILLING LIMITS

SECTION A-A

EXISTING TYPE A OR GRANITE CURB

EXISTING PAVEMENT PROFILE

Maintain 4" above existing pavement surface along center line of speed hump

SECTION B-B

NOTES:
1. MILLING MAY BE DELETED WITH APPROVAL OF THE ENGINEER.
2. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION OF THE SPEED HUMP AT THE FIELD SITE WITH THE ENGINEER PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC REGULATORY SIGNS AFFECTED BY THE WORK WITH THE ENGINEER.
4. CONSTRUCT SPEED PLATEAU IN TWO EQUAL LiftS OF SP-1 ASPHALTIC CONCRETE.
5. ALL MARKINGS SHALL BE WHITE IN COLOR.

CITY STANDARDS

SPEED PLATEAU DETAIL

APPROVED BY:

DIRECTOR

DATE: OCT. 2019

DWG. No. S60-20

SCALE: N.T.S.
1. MATCH EXISTING GUTTER FLOW UNES ON BOTH SIDES AND ROADWAY CROWN ELEVATIONS AT BOTH ENDS.
2. THE CONTRACTOR SHALL ADJUST THE INSIDE FACE OF THE MODIFIED TYPE B CURB TO MATCH THE PROPOSED GRADES OF THE BRICK PLATEAU. BRICK ELEVATION IN RAISED CENTER AREA SHALL BE 3" ABOVE GUTTER GRADE.
3. DIMENSIONS BETWEEN HEADER CURB AND TYPE A DROP CURB(S) WILL VARY DUE TO EXISTING BRICK WIDTHS TO ELIMINATE CUTTING BRICKS.
4. FOR SECTION VIEWS A-A AND B-B, SEE STANDARD DETAIL-BRICK PLATEAU SECTION VIEWS (S60-22).
5. THE CONTRACTOR SHALL REMOVE, STORE, PROTECT, AND REINSTALL THE EXISTING BRICK AS SHOWN AFFECTED BY THE WORK. NO ADDITIONAL BRICK WILL BE SUPPLIED BY THE CITY. LOST, STOLEN BRICK, OR BROKEN BRICK SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CITY.
6. THE CROWN OF THE PROPOSED RAISED PLATEAU CENTER AREA SHALL BE A CONTINUOUSLY SLOPING CONSTANT STRAIGHT LINE, MATCHING THE ROADWAY SLOPE, BETWEEN TYPE A DROP CURBS.
7. THE CONTRACTOR SHALL VERIFY THE FINAL LOCATION OF THE BRICK PLATEAU WITH THE ENGINEER PRIOR TO CONSTRUCTION. AS REQUIRED, THE CONTRACTOR SHALL ADJUST TO NEW GRADE, ALL MANHOLE RINGS AND VALVE BOXES THAT ARE AFFECTED BY THIS WORK.
8. THE CONTRACTOR SHALL COORDINATE ALL TRAFFIC REGULATORY SIGNS AFFECTED BY THE WORK WITH THE ENGINEER.
9. THE CONTRACTOR SHALL REALIGN, VERTICALLY AND LONGITUDINALLY, ANY GRANITE CURB AFFECTED BY THE WORK AS REQUIRED AND AS DIRECTED BY THE ENGINEER.
10. IF REQUIRED, OR AS DIRECTED BY THE ENGINEER, REPLACEMENT OF EXISTING TYPE A CURB SHALL BE AS PER CITY STANDARDS. SEE STANDARD DETAIL-TYPE "A", "B", "C", AND "D" CURB.
11. ROADWAY CLOSURE FOR A MAXIMUM PERIOD OF 24 HOURS MAY BE ALLOWED WITH A MINIMUM 24 HOUR ADVANCED WRITTEN REQUEST TO THE ENGINEER. ROADWAY CLOSURE WILL BE FOR CURE TIME OF THE CONCRETE CURBS ONLY.

CITY STANDARDS

BRICK PLATEAU PLAN DETAIL

APPROVED BY: 

DIRECTOR

DATE: OCT. 2019

DWG. No. S60-21
EXISTING BRICK ROADWAY SURFACE

21'-11" TO 23'-1"

4' TO 4'-4"

HEADER CURB, TYP.

4" TYP.

2' TO 2'

2% TO 5%

2% TO 5%

MATCH EXISTING GUTTER FLOW LINE, TYP.

RAISED PLATEAU

TYPE A DROP CURB, TYP.

CONCRETE FILLER STRIP, AT TYPE A DROP CURB, RAMP SIDE ONLY

RAMP TO BE 1/4" LOWER THAN THE FINISHED ELEVATION OF THE HEADER AND DROP CURB, TYP. BOTH SIDES

RAMP UP/DOWN DETAIL

EXISTING GUTTER FLOW LINE

1/2" EXPANSION JOINT, TYP.

12"

12"

1/2" RADIUS, TYP. BOTH SIDES OF CURB

4" ADJACENT TO THE RAISED (CENTER) PLATEAU AREA, TAPERS 4" TO 0" ADJACENT TO RAMPS, TYP.

NOTE:
BASE MAY BE SHELL OR RECLAIMED CONCRETE. SHELL BASE USED ONLY IN SELECTED AREAS, WHERE DIRECTED.

CITY STANDARDS

BRICK PLATEAU
SECTION VIEWS DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY of ST. PETERSBURG

APPROVED BY:

DATE: OCT. 2019

DWG. No. S60-22
3' MIN. TO STOP BAR, TYP., OR 6' MIN. TO SIDEWALK CURB RAMP, TYP., OR 10' MIN. TO PC/PT OF ROADWAY CURB, TYP.

10' MIN. TO ALLEY OR D/W

10' TAPER

SEE NOTE 6

6" WIDE STRIPE, TYP.

6" SPACE, TYP.

TYPE A OR TYPE C CURB, TYP.

12" SPACE, TYP.

12" WIDE STRIPE AT 45° TO ROADWAY CENTER LINE, TYP.

TYPE A MEDIAN

SAME AS TYPE A MEDIAN

10' MIN.

15' MIN.

6" WIDE STRIPE, TYP.

6" SPACE, TYP.

TYPE A OR TYPE C CURB, TYP.

10' MIN.

10' TAPER

SEE NOTE 6

TYPE B MEDIAN

SEE NOTE 6

10' MIN.

15' MIN.

6" WIDE STRIPE, TYP.

6" SPACE, TYP.

TYPE A OR TYPE C CURB, TYP.

10' MIN.

10' TAPER

SEE NOTE 6

TYPE C MEDIAN

NOTES:

1. FOR MEDIAN FILLER SEE STANDARD DETAIL-TYPICAL MEDIAN SECTION VIEWS.
2. FOR TYPE "A" OR "C" CURB, SEE STANDARD DETAIL (S20-20)-TYPE "A", "B", "C", AND "D" CURB.
3. TYPE A MEDIAN AND TYPE B MEDIAN SHALL BE USED AT INTERSECTIONS OF ROADWAYS AND/OR ADJACENT TO MID-BLOCK DRIVEWAYS ONLY.
4. TYPE C MEDIAN SHALL BE USED AT MID-BLOCK AREAS ONLY.
5. ALL STRIPING SHALL BE THERMO PLASTIC TYPE AND YELLOW IN COLOR.
6. IF ROADWAY HAS ACCEPTABLE STRIPING ALONG THE CENTER LINE, NOTED 10' LEADER LINES MAY BE DELETED.

CITY STANDARDS

PLAN VIEWS FOR TYPE "A", "B", AND "C" CENTER MEDIANS DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

S60-30

DATE: OCT. 2019

DWG. No.
NOTES:
1. BASE MAY BE SHELL OR RECLAIMED CONCRETE. SHELL BASE USED ONLY IN SELECTED AREAS, WHERE DIRECTED.
2. BRICK ROADWAY RESTORATION SHALL MATCH EXISTING CONDITIONS OR MEET THOSE MINIMUM REQUIREMENTS LISTED ABOVE.
3. ALL SURPLUS ROADWAY BRICK SHALL BE RETURNED TO THE CITY AS SPECIFIED.
4. THE CONTRACTOR SHALL ADJUST TO NEW GRADE, ALL MANHOLE RINGS AND VALVE BOXES THAT ARE AFFECTED BY THIS WORK.
5. INSTALL 1/2" EXPANSION JOINT MATERIAL BETWEEN OUTER FACE OF PROPOSED CURB AND EDGE OF CONCRETE PAVEMENT PANEL.

CITY STANDARDS

PAVED OR BRICK ROADWAY WITH CENTER MEDIAN DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:

DIRECTOR

SCALE: N.T.S.

DATE: OCT. 2019

DWG. NO. S60-31
SLOPE AT 1/4" PER FT. FROM MEDIAN CENTER LINE, TYP.

MAINTAIN CONTINUOUS 6" REVEAL, TYP.

REMOVE ALL EXISTING ROADWAY MATERIALS IN THE MEDIAN AREA. CONSTRUCT CLEAN FILL AND COMPACT TO 95%

TYPICAL LANDSCAPED MEDIAN SECTION

SLOPE AT 1/4" PER FT. FROM MEDIAN CENTER LINE, TYP.

MAINTAIN CONTINUOUS 5" REVEAL, TYP.

1/2" EXPANSION JOINT, TYP.

REMOVE EXISTING PAVEMENT AND CONSTRUCT ADDITIONAL BASE AS REQUIRED AND COMPACT TO 95%

TYPICAL PAVED MEDIAN SECTION

SLOPE AT 1/4" PER FT. FROM MEDIAN CENTER LINE, TYP.

MAINTAIN CONTINUOUS 5" REVEAL, TYP.

REMOVE ALL EXISTING ROADWAY MATERIALS AND CONSTRUCT ADDITIONAL BASE AS REQUIRED. IF EXISTING BASE IS LIMEROCK, REPLACE AS PER NOTE 2, AND COMPACT TO 95%

TYPICAL BRICK MEDIAN SECTION

NOTES:
1. CONCRETE MEDIAN SHALL HAVE 2 LAYERS OF WWF 6x6-W1.4xW1.4.
2. BASE MAY BE SHELL OR RECLAIMED CONCRETE. SHELL BASE USED ONLY IN SELECTED AREAS, WHERE DIRECTED.
PARKING SPACES SHALL NOT BE WITHIN THE FOLLOWING LIMITS:

- 50' TO NEAREST RAIL OF A RAILROAD CROSSING
- 30' OF A SAFETY ZONE, FLASHING SIGNAL, STOP SIGN, OR TRAFFIC CONTROL SIGNAL POLE/MAST ARM
- 20' OF A CROSSTRADES AT AN INTERSECTION, AND/OR THE DRIVEWAY ENTRANCE TO ANY FIRE STATION (6)
- 15' OF FIRE HYDRANT
- 10' OF A CURB PC/PT

ACCESSIBLE PARALLEL PARKING SPACE AT INTERSECTION (5) SEE BELOW FOR CONDITIONS AT ALLEY

NOTES:

1. DIMENSIONS FROM FACE OF CURB TO THE C/L OF PAVEMENT MARKINGS.
2. FOR SIGNAGE AND PAVEMENT MARKINGS, SEE CITY STANDARD DETAIL-MISCELLANEOUS SIGNAGE FOR ACCESSIBLE PARKING IN PUBLIC RIGHT OF WAY (S60-43).
3. ALL ACCESSIBLE SPACES MUST HAVE DISABLED SIGNAGE.
4. FOR MINIMUM DIMENSIONS SEE FDOT STANDARD INDEX FOR PAVEMENT MARKINGS.
5. ON-STREET ACCESSIBLE PARALLEL PARKING SPACES MUST BE LOCATED AT THE BEGINNING OR AT THE END OF THE BLOCK OR ADJACENT TO ALLEY ENTRANCES, PER FL SS 553.5041(5)(d).
6. DISTANCE FROM PARKING STALL TO DRIVEWAY ON SIDE STREET OPPOSITE FROM FIRE STATION ENTRANCE SHALL BE A MINIMUM OF 75 FEET.

CITY STANDARDS

ACCESSIBLE PARALLEL PARKING IN PUBLIC RIGHT OF WAY DETAIL

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY of ST. PETERSBURG

APPROVED BY:

DIRECTOR

DATE: OCT. 2019
DWG. No. S60-40
NOTES:
1. ALL RAMPS TO BE IN ACCORDANCE WITH CITY STANDARDS, SEE STANDARD DETAIL-TYPE I, II, & III SIDEWALK CURB RAMP AND DETECTABLE WARNING SURFACES OR FDOT INDEX 304.
2. DIMENSIONS FROM FACE OF CURB TO THE C/L OF PAVEMENT MARKINGS.
3. FOR SIGNAGE AND PAVEMENT MARKINGS, SEE CITY STANDARD DETAIL-MISCELLANEOUS SIGNAGE FOR ACCESSIBLE PARKING IN PUBLIC RIGHT OF WAY (S60-43).
4. ALL ACCESSIBLE SPACES MUST HAVE DISABLED SIGNAGE.
5. FOR MINIMUM DIMENSIONS SEE CITY CODE 29-197, ILLUSTRATION 8, PARKING STANDARDS.
6. HAND RAIL OR OTHER PROTECTIVE DEVICE IS REQUIRED WHEN RAMP IS PARALLEL OR ABUTS ADJOINING PEDESTRIAN PATH.
7. FOR INSTALLATIONS OF ONLY ONE PERPENDICULAR PARKING SPACE, THE ACCESS AISLE AND RAMP SHALL BE CONSTRUCTED ON THE RIGHT SIDE (PASSENGER SIDE) OF THE SPACE, WHEN FEASIBLE.
NOTES:

1. ALL RAMPS TO BE IN ACCORDANCE WITH CITY STANDARDS, SEE STANDARD DETAIL-TYPE I, II, & III SIDEWALK CURB RAMP AND DETECTABLE WARNING SURFACES OR FDOT INDEX 304.
2. DIMENSIONS FROM FACE OF CURB TO THE C/L OF PAVEMENT MARKINGS.
3. FOR SIGNAGE AND PAVEMENT MARKINGS, SEE CITY STANDARD DETAIL-MISC. SIGNAGE FOR ACCESSIBLE PARKING IN PUBLIC RIGHT OF WAY (S60-43).
4. ALL ACCESSIBLE SPACES MUST HAVE DISABLED SIGNAGE.
5. FOR MINIMUM DIMENSIONS SEE CITY CODE 29-197, ILLUSTRATION 8, PARKING STANDARDS.
6. HAND RAIL OR OTHER PROTECTIVE DEVICE IS REQUIRED WHEN RAMP IS PARALLEL OR ABUTS ADJOINING PEDESTRIAN PATH.
7. FOR INSTALLATIONS OF ONLY ONE ANGLE PARKING SPACE, THE ACCESS AISLE AND RAMP SHALL BE CONSTRUCTED ON THE RIGHT SIDE (PASSENGER SIDE) OF THE SPACE, WHEN FEASIBLE.

CITY STANDARDS

ACCESSIBLE ANGLE PARKING IN PUBLIC RIGHT OF WAY DETAIL

REVISIONS

ENGINEERING AND CAPITAL IMPROVEMENT DEPARTMENT
CITY OF ST. PETERSBURG

APPROVED BY:  date:  oct. 2019

DIRECTOR

S60-42
NOTES:
1. ALL LINES TO BE 6" IN WIDTH
2. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH SHADE 15180 OF THE FEDERAL STANDARDS 595a.
3. 3-6" WHITE CHEVRONS EQUALLY SPACED WITH WHITE BORDER FOR ACCESS AISLE.

PAVEMENT MARKINGS

USE OF PAVEMENT SYMBOL IN ACCESSIBLE PARKING SPACES IS OPTIONAL. WHEN USED, THE SYMBOL SHALL BE 5' OR 3' HIGH, AND WHITE IN COLOR.

UNIVERSAL SYMBOL OF ACCESSIBILITY

CITY STANDARDS