CITY OF TAMPA, FLORIDA

STANDARD DETAILS FOR

Contract 26-C-00048 Parks and Recreation Concrete Services

These detail sheets for the referenced projects come from uncontrolled sources and do not conform to WCAG 2.1 at level AA. Individuals with disabilities seeking assistance with the individual project plans or specifications should e-mail Contractadministration@tampagov.net.

City of Tampa

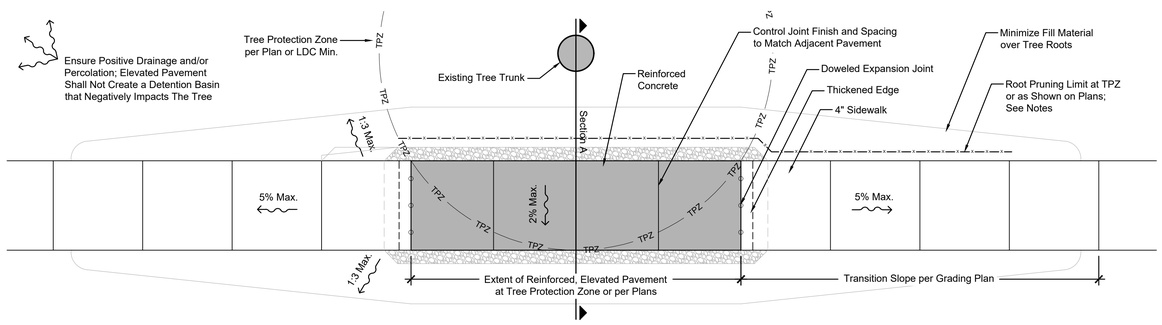
Contract Administration Department

Tampa Municipal Office Building

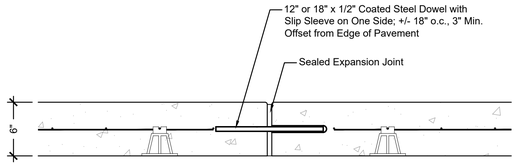
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Tampa, Florida 33602

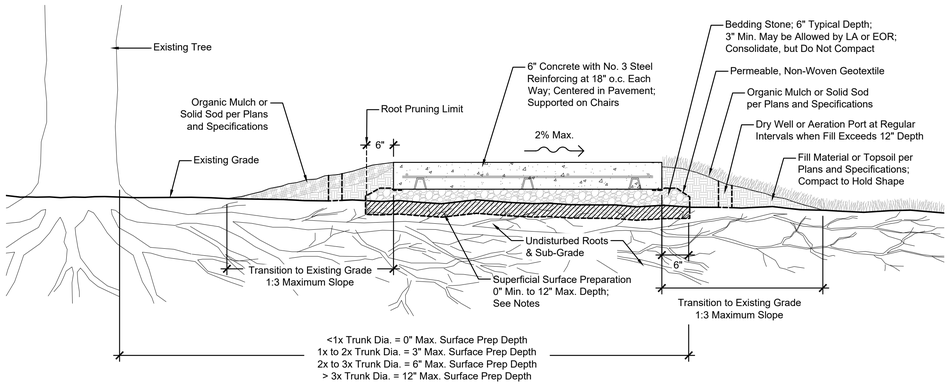
NOVEMBER 2026



PLAN

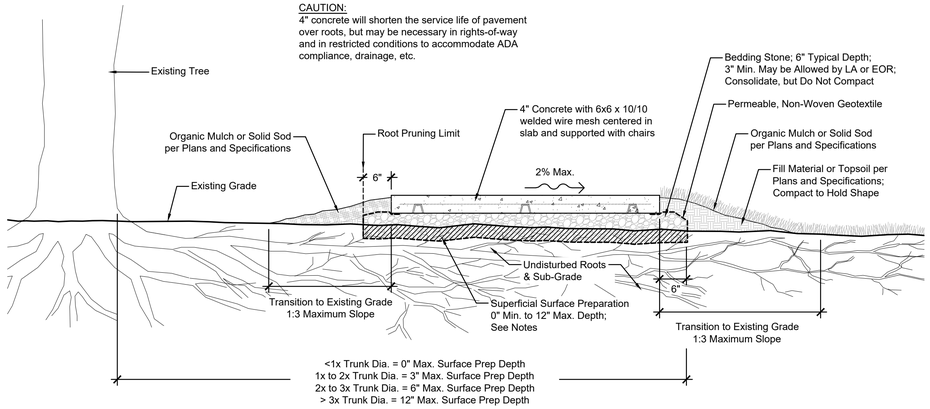


Doweled Expansion Joint



SECTION A - 6" Concrete

CAUTION:
4" concrete will shorten the service life of pavement over roots, but may be necessary in rights-of-way and in restricted conditions to accommodate ADA compliance, drainage, etc.



SECTION A - 4" Concrete

1 Reinforced Concrete Pavement over Existing Tree Roots

SCALE: Varies

NOTES

1. These details have been developed by the City of Tampa Parks & Recreation Department for use on City projects with supporting plans and specifications and will continue to be improved based on project experience and arboriculture research. These details have not been established as city-wide standards. Details will be modified on city projects as appropriate for actual site conditions.

2. All work shall be performed under the supervision of an ISA Certified Arborist and pruning shall be per ANSI A-300.

3. Root pruning shall be limited to the depth and size indicated on the details. Expose roots along the pruning line by air-spade, hand digging or other nondestructive means; prune and remove roots as directed; do not damage roots to remain.

4. Preserving existing roots is critical to tree health and stability. Both health and structure/stability must be considered when designing pavement over roots. Some loss of small diameter roots may be acceptable.

5. Vertical alignment, transitions slopes, and overall grading are critical to avoid creating "molehills."

6. Superficial Root Pruning & Surface Preparation

   Remove superficial organic material by raking, blowing, or flooding; Continue organic material and soil excavation to specified depth using nondestructive means such as hand digging, flooding, or air-spading to preserve all roots 2" and larger.

   Remove roots < 2" diameter as directed by the supervising arborist. All pruning shall be performed with hand tools and per ANSI A-300. Carefully remove the pruned roots to minimize disturbance of roots to remain. Do not rip roots apart; all removals shall be made with proper cuts.

   The extent of root removal within the superficial preparation area will depend on site and tree conditions; pavement type; and balancing tree impacts versus pavement longevity.

   Depth of surface preparation shall be minimized to the extent practical; the maximum depth (-12") shall only be impacted when necessary to meet accessibility or drainage requirements. Refer to Grading Plans.

   6" depth will typically be adequate for bonded aggregate pavement to accommodate accessibility; however, additional base material may be appropriate to extend the service life of pavement in some situations.

   Adjust depth and extent of superficial preparation based on actual root locations and sizes and as directed by the City Representative or supervising arborist.

7. Sub-Grade Compaction:

   Do not compact sub-grade unless necessary to accommodate the required pavement loading and approved by the Arborist and City Representative. Geotextile and aggregate base should be the first option to minimize root impacts.

   Compaction will eliminate pore space and destroy feeder roots, but may be acceptable if structural and arterial roots can be preserved to support the tree and service feeder roots beyond the pavement section.

   If sub-grade compaction is necessary, then specify the depth, density, and means of compaction such as: "Compact -8" to 85% via saturation and rolling."

8. Geotextile fabric shall be a nonwoven, polypropylene product such as Mirafi 140N (minimum) or approved equal. Products with a higher tensile strength may be specified on projects with poor soil and/or heavier anticipated loads. Refer to geotechnical report / recommendations if applicable for the project.

9. Base Material (Bedding Stone)

   Base Material shall be clean, angular No. 57 stone; inert material such as granite that will not alter the existing soil pH or other properties.

   Consolidate material, but do not compact.

   Include graduated stone sizes below bonded aggregate pavement if recommended by product manufacturer.

10. Refer to typical details, general notes, or project specifications for concrete strength, finish, and other requirements.

11. Use fiber mesh reinforcement where steel is not allowed or preferred such as sidewalks in rights-of-way.

12. Mulch or leaf litter ground cover is preferred within the tree protection zone or to the drip line where site grading and maintenance allows. Refer to Planting Plans.

13. Provide supplemental irrigation as needed for trees to recover from construction stress and root pruning. Permanent irrigation may be necessary for expansive areas of permeable paving, which can increase surface temperature and evaporation.

Always call 811 two full business days before you dig to have underground utilities located and marked.
Sunshine811.com

REVISIONS		
Date	Description	

PROJECT: P&R Standard Details

SHEET: Pavement over Tree Roots

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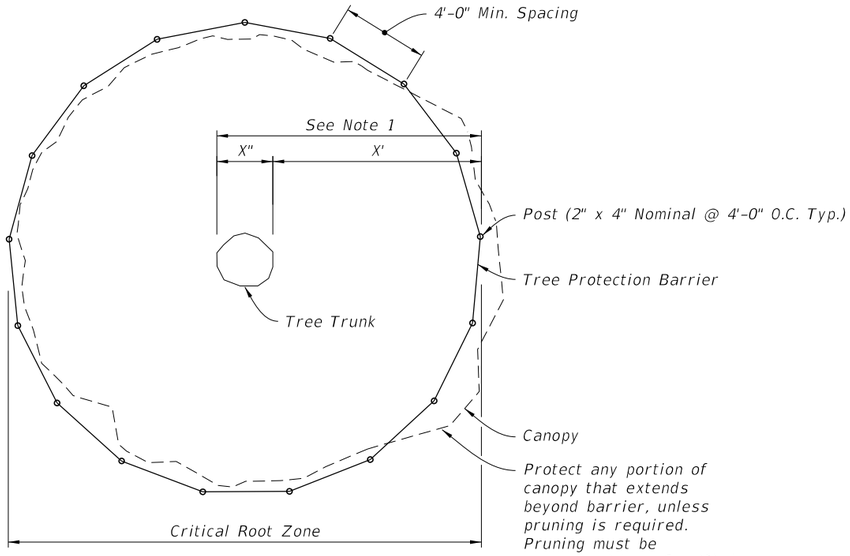
Parks & Recreation
CITY OF TAMPA
Planning and Design
3402 W. Columbus Drive
Tampa, FL 33607

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Approved:	--
Date:	08/04/2026
Sheet Size:	24 x 36
Sheet Scale:	As Noted
Sheet	1 of 1

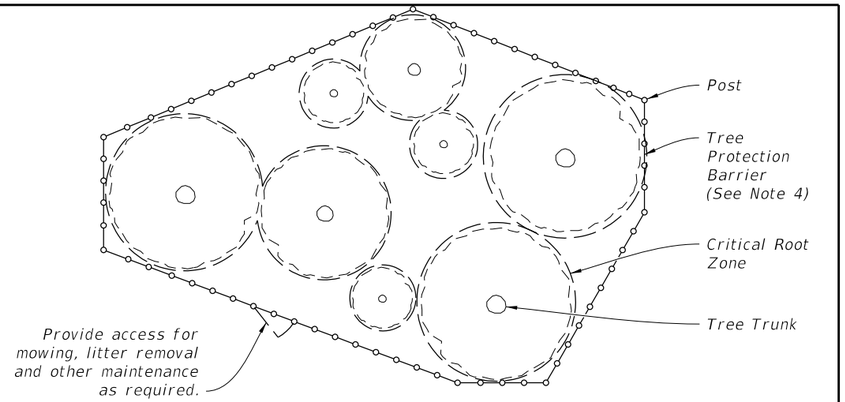
ANSI A (8.50 x 11.00 Inches) -- pryn -- Tuesday, November 8, 2022 2:41:37 PM -- Pavement over Roots.dwg

NOTES:

1. Critical Root Zone: Extends in all directions from trunk of tree to a distance equal to one foot per inch of trunk diameter at breast height.
2. Staging, storage, dumping, washing and operation of equipment is not permitted within the limits of the tree protection barrier, including during barrier installation.
3. Install all tree protection prior to commencement of construction and remove when directed by the Engineer. Maintain protection at all times.
4. For closely spaced groups of trees, place the tree protection barrier around the entire group.
5. Inspect trunk protection and tree quarterly to prevent girdling. Adjust bands to allow tree growth as needed.
6. See plans for any additional requirements or modifications within the tree protection area.
7. Place weather resistant sign every 50' along the barrier, with 6" minimum text height and provide text in English and Spanish. Sign should read " Keep Out Tree Protection Area".
8. Alternate tree protection systems approved by the Engineer may be used in lieu of the tree protection barrier detailed on this Index as long as the critical root zone is protected.
9. The Critical Root Zone may be reduced, in the field, by a certified Arborist or Landscape Architect.

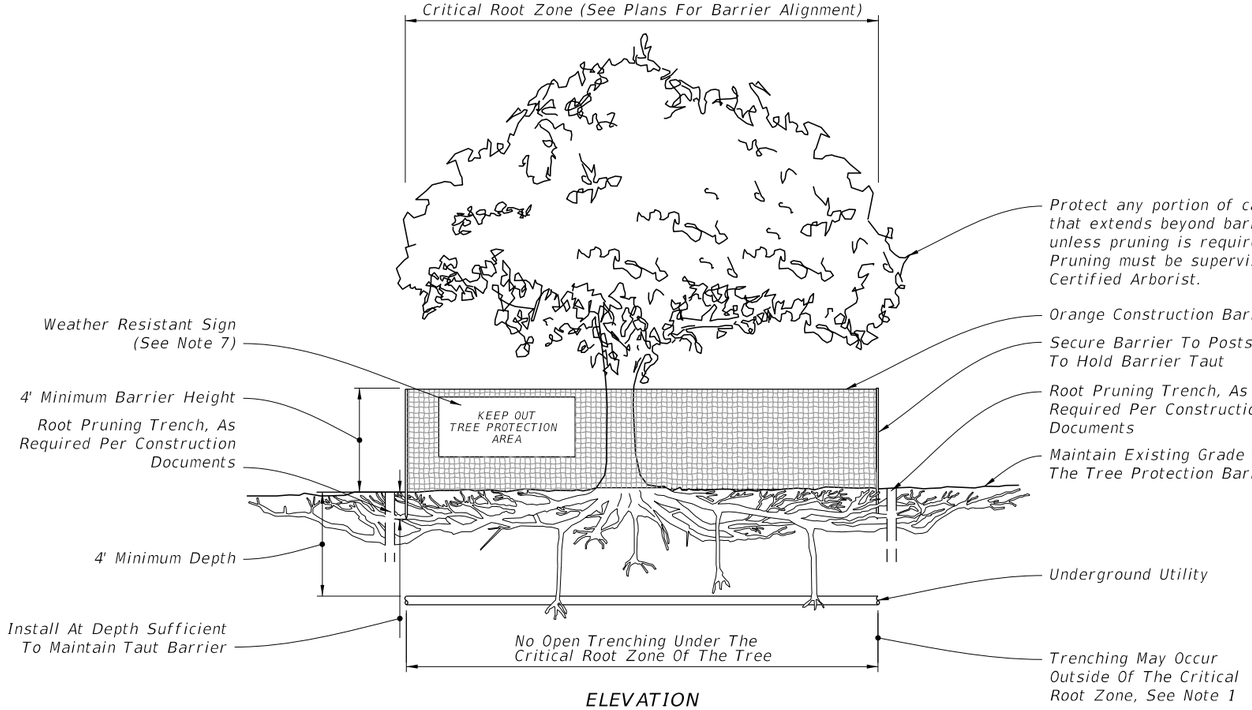


PLAN



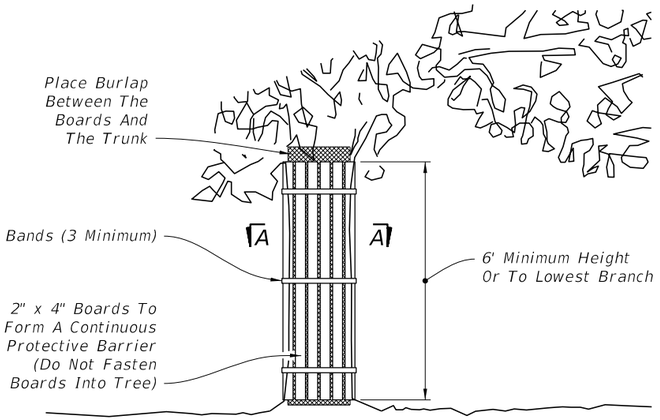
PLAN

PROTECTION BARRIER FOR TREE GROUPINGS

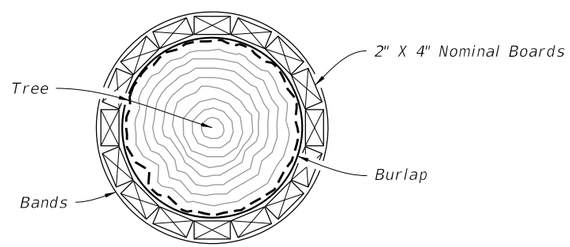


ELEVATION

TREE PROTECTION BARRIER



ELEVATION



SECTION A-A

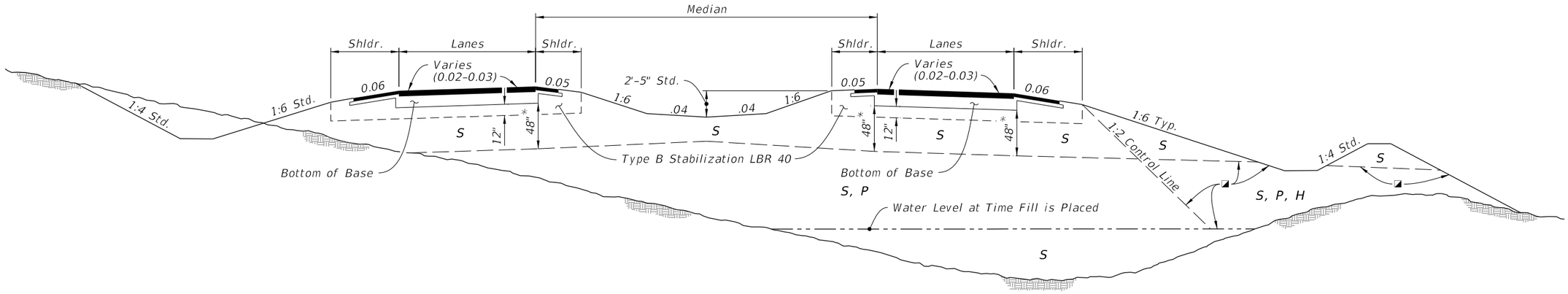
NOTES:

1. Trunk protection may be used when Tree Protection Barrier can not be reasonably erected, when approved by Engineer.
2. See Selective Clearing and Grubbing Plan for location of trunk protection, when applicable.
3. Adjust bands to allow tree growth (inspect quarterly to prevent girdling).

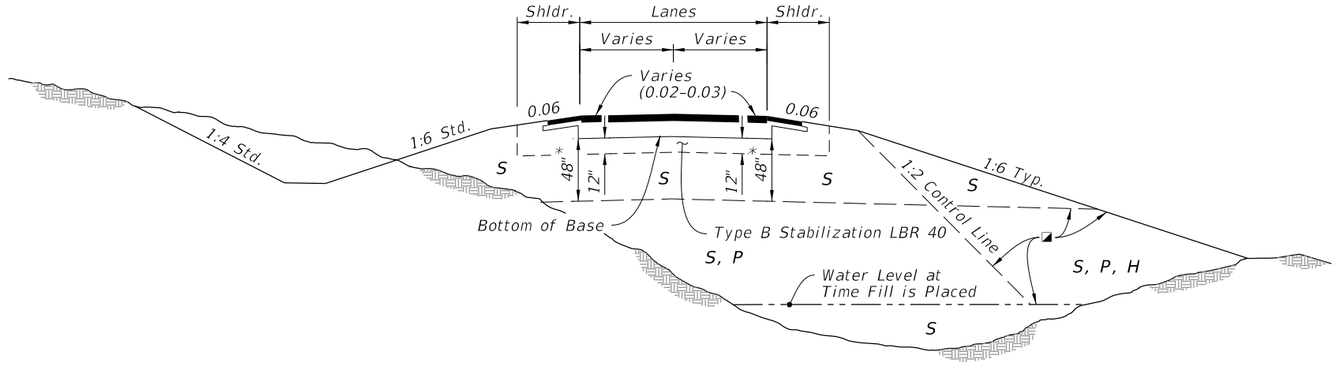
TRUNK PROTECTION

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LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2026-27 STANDARD PLANS	TREE PROTECTION AND PRESERVATION	INDEX	SHEET
11/01/18						110-100	1 of 1



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

GENERAL NOTES:

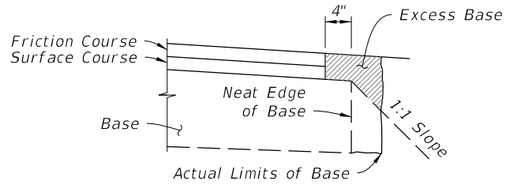
1. Roadway dimensions are representative. Subgrade dimensions and control lines are standard. The details shown on this Index do not supersede the details shown in the Plans or Indexes 120-002 and 160-001.

2. Plastic (P) soils may be placed above the existing water level (at the time of construction) to within 4 feet of the proposed base. It should be placed uniformly in the lower portion of the embankment for some distance along the project rather than full depth for short distances.

3. High Plastic (H) soils excavated within the project limits may be used in embankment construction as indicated on this Index. High Plastic soils are not to be used for embankment construction when obtained from outside the project limits.

4. Select (S) soils having an average organic content of more than two and one-half (2.5) percent, or having an individual test value which exceeds four (4) percent, are not permitted in the subgrade portion of the roadbed. Select (S), Plastic (P), or High Plastic (H) soils having an average organic content of more than five (5) percent, or an organic content individual test result which exceeds seven (7) percent, are not permitted in the portion of embankment inside the control line, unless written authorization is provided by the District Geotechnical Engineer; these soils may be used for embankment construction outside the control line, unless restricted by the Plans or otherwise specified in the Plans, provided they can be compacted sufficiently to sustain a drivable surface for operational vehicles as approved by the Engineer. Determine average organic content from the test results from a minimum of three randomly selected samples from each stratum or stockpile of a particular material. Perform tests in accordance with FM 1-T 267.

5. Highly organic soils, composed primarily of partially decayed organic matter, often dark brown or black in color with an odor of decay, and sometimes fibrous, are designated as muck. Further, any stratum or stockpile of soil which contains pockets of highly organic material may be designated as Muck (M). Highly organic soils are not permitted within the subgrade or embankment portion of the roadbed.



NOTES:

1. All material in the shaded area is excess base to be removed.

2. There is no additional payment for removal of excess base material.

REMOVAL OF EXCESS BASE MATERIAL

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL < 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL > 50)
M	Muck	A-8

Classification listed left to right in order of preference.

◪ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

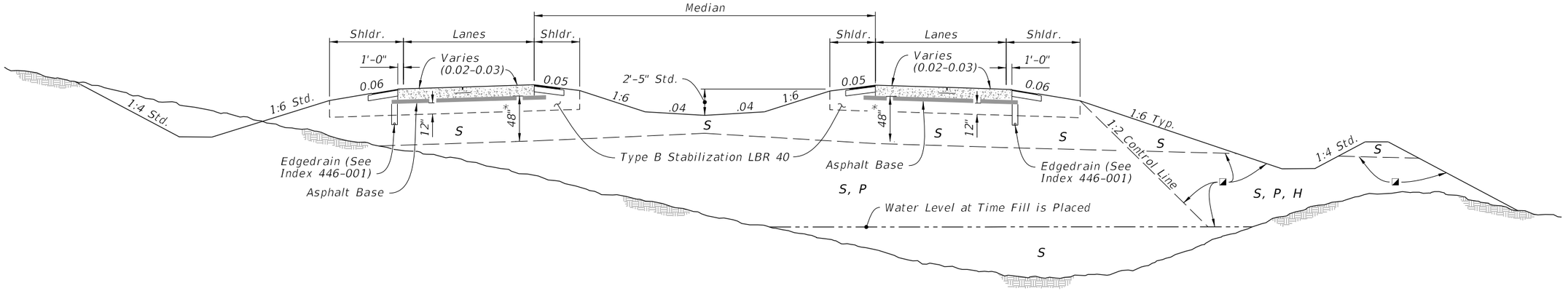
** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Materials Engineer. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index 120-002. For minor collectors and local facilities this dimension may be reduced to 18".

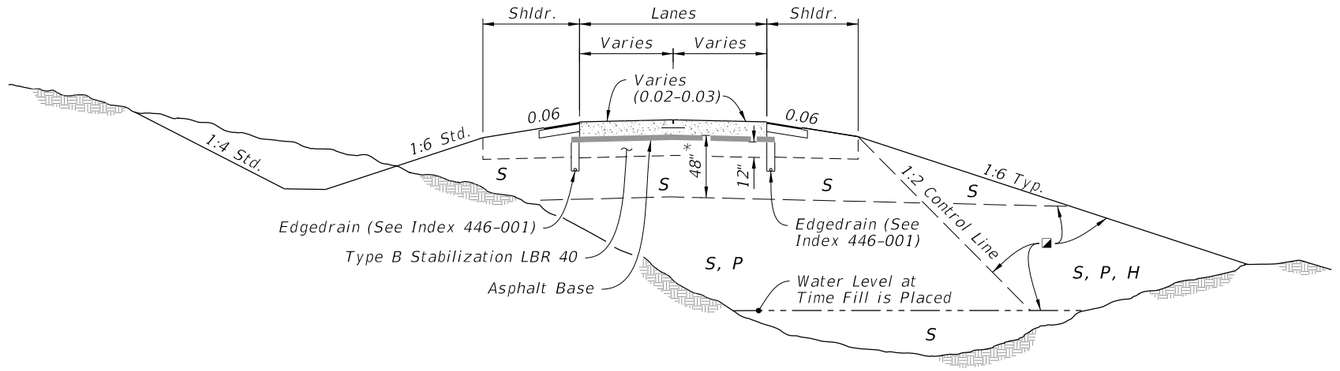
GENERAL NOTES AND FLEXIBLE PAVEMENT

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LAST REVISION	REVISION	DESCRIPTION:	FDOT FY 2026-27 STANDARD PLANS	EMBANKMENT UTILIZATION	INDEX	SHEET
11/01/23					120-001	1 of 3



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL < 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL > 50)
M	Muck	A-8

Classification listed left to right in order of preference.

◪ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

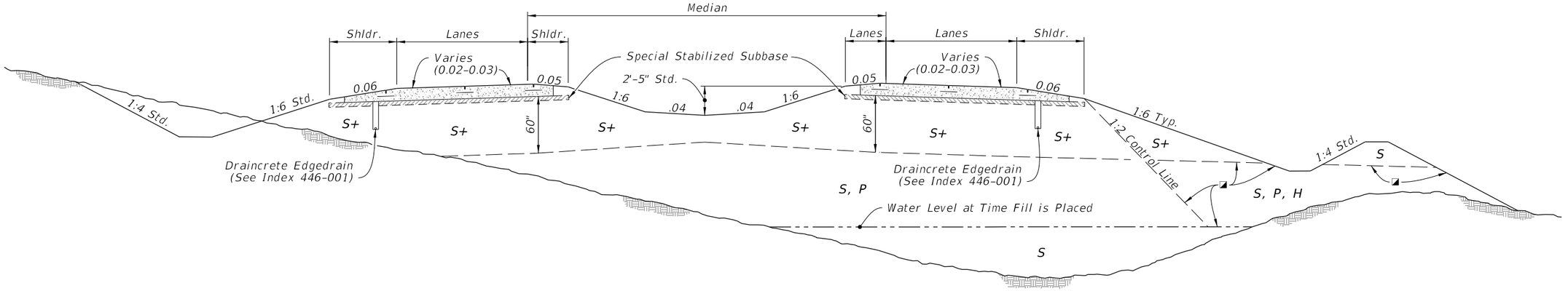
** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Materials Engineer. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index 120-002. For minor collectors and local facilities this dimension may be reduced to 18".

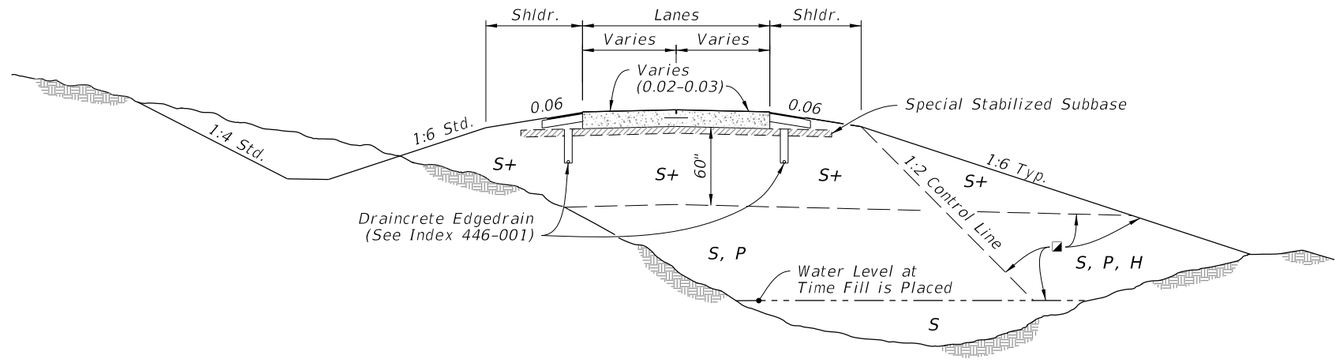
RIGID PAVEMENT - ASPHALT BASE OPTION

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LAST REVISION	REVISION	DESCRIPTION:	FY 2026-27 STANDARD PLANS	EMBANKMENT UTILIZATION	INDEX	SHEET
11/01/18					120-001	2 of 3



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
S+	Special Select	A-3 *** With Minimum Average Lab Permeability of $5x10^{-5}$ cm/sec. (0.14 ft./day) as per AASHTO T 215
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL<50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL>50)
M	Muck	A-8

Classification listed left to right in order of preference.

◪ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

*** When called for in the Plans, some types of A-2-4 material may be approved in writing by the District Materials Engineer. This material must meet the minimum lab permeability requirement, be nonplastic, and not exceed 12% passing the No. 200 U.S. Standard sieve.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

Special Stabilized Subbase: 3" of #57 or #89 Coarse Aggregate Mixed Into Top 6".

RIGID PAVEMENT - ASPHALT BASE OPTION

NOTES:

1. Shop Drawings are required.

2. Work with Specification 515.

3. Materials:

   A. Pan Head Set Screws: Aluminum Alloy 2024-74 or 7075-T73 or Stainless Steel (SS) Type 316 or 18-8 Alloy.

   B. Base Plates and Cap Plates: ASTM B209, Alloy 6061-T6

   C. Structural Pipe Tube and Bars: ASTM B221 or ASTM B429, Alloy 6061-T6

   D. End Rails 90° bends and corner bends with a maximum 4 foot spacing: Alloy 6063-T5 is permitted.

RAILING MEMBER DIMENSIONS TABLE			
MEMBER	DESIGNATION	OUTSIDE DIMENSION	WALL THICKNESS
Posts	2" NPS (Sch. 40)	2.375"	0.154"
Rails	2" NPS (Sch. 40)	2.375"	0.154"
Rail Joint/Splice Sleeves	1½" NPS (Sch. 40)	1.900"	0.145"
Handrails Joint/Splice Sleeves	1" NPS (Sch. 40) 1.50 ODx0.125 Wall	1.315" 1.500"	0.133" 0.125"
Handrails	1½" NPS (Sch. 40)	1.900"	0.145"
Handrail Support Bar	1" Ø Round Bar	1.000"	N/A

   E. Galvanized Steel Fasteners:
      a. Hex Head Bolts: ASTM A 307 Type 1 or ASTM F1554 Grade 36
      b. Adhesive Anchors: ASTM F1554 Grade 36 fully threaded rods
      c. Hex Nuts: ASTM A563
      d. Flat Washers: ASTM F436

   F. Aluminum Shims: ASTM B209, Alloy 6061

   G. Bearing Pads: Plain, Fabric Reinforced, or Fabric Laminated meeting requirements of Specifications 515 & 932.

4. Fabrication:

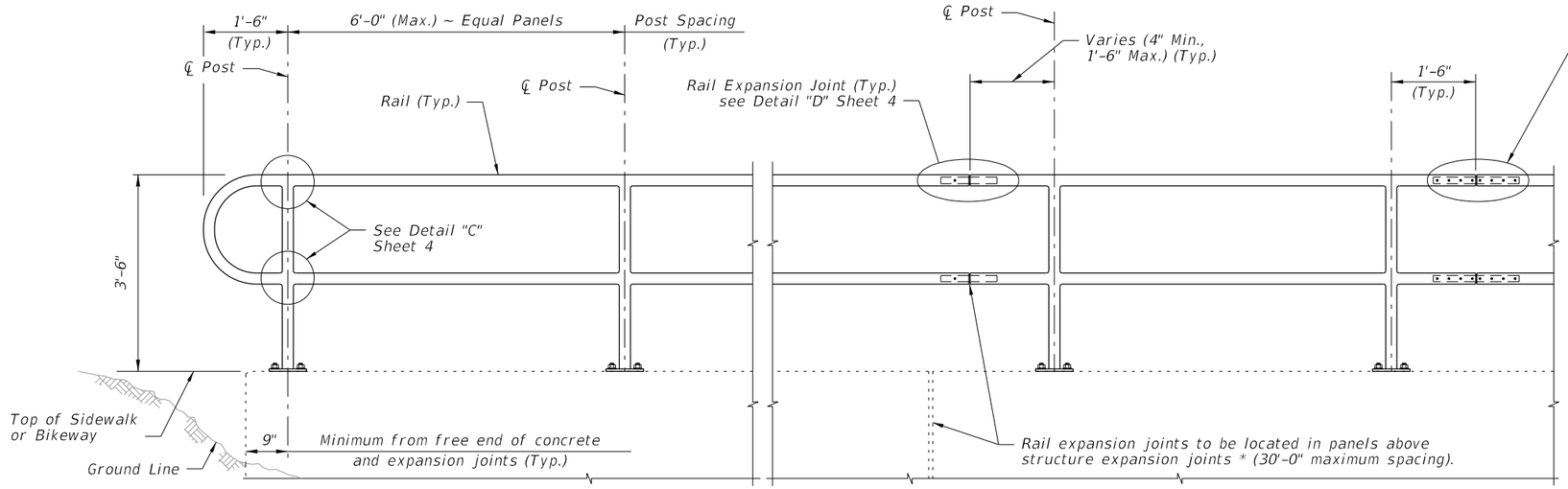
   A. Place expansion joints at a maximum of 30'-0"spacing
   B. Field splices are similar to the expansion joint detail and may be approved by the Engineer to facilitate handling; but top rail must be continuous across a minimum of two posts.
   C. Continuity field splice (Detail "E"); only use to make the railing continuous for unforeseen field adjustments
   D. Corners and changes in tangential longitudinal alignment may be made continuous with a 9" bend radius or terminated at adjoining sections with a standard end hoop when handrails are not required.
   E. For curved longitudinal alignments, shop bend top and bottom rails and handrails to match the alignment radius.
   F. For changes in tangential longitudinal alignment greater than 45°, position posts a maximum of 2'-0" each side of the corner, not at the corner apex.

5. Handrails are required and must be continuous at landings for:

   A. Grades Steeper than 5%
   B. Three or more steps

6. Cutting of reinforcing steel is permitted for post installed anchor bolts.

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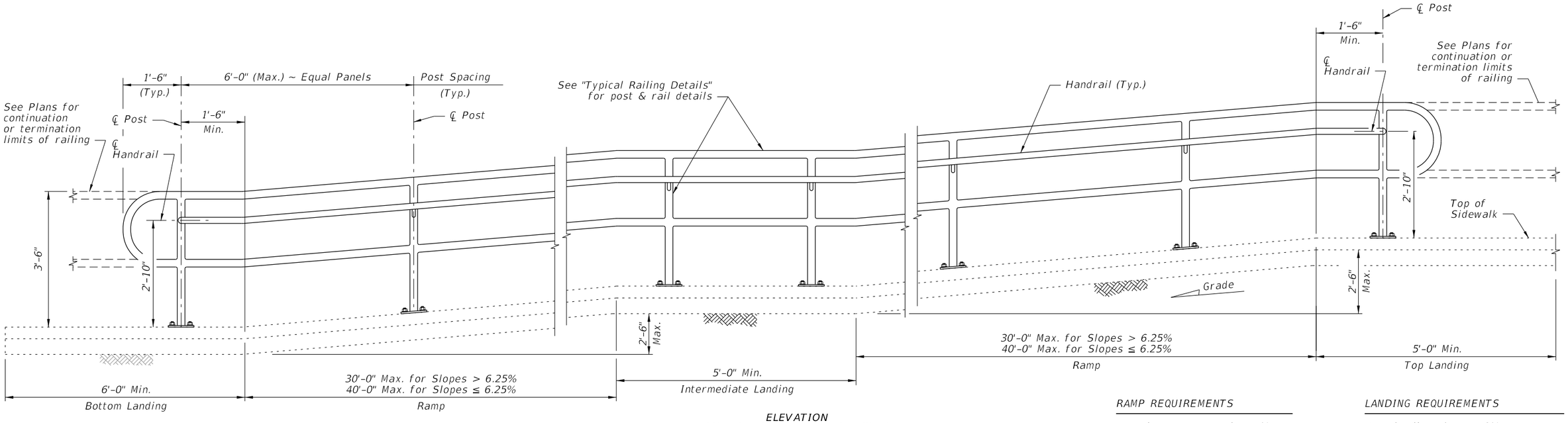
ELEVATION

NOTES:
NPS = Nominal Pipe Size

STRUCTURES EXPANSION JOINTS NOTE:
* Keyed construction joints in Index 400-011 Gravity Wall are not considered to be expansion joints.

CROSS REFERENCE:
For Details "C", "D" and "E", see Sheet 4.

TYPICAL RAILING DETAILS & RAILINGS ON GRADES 0% TO 5%



ELEVATION
(Showing Inside Face of Railing)

RAMP REQUIREMENTS

For slopes greater than 5%:
Max. ramp slope = 8.33%
Max. ramp cross-slope = 2.0%

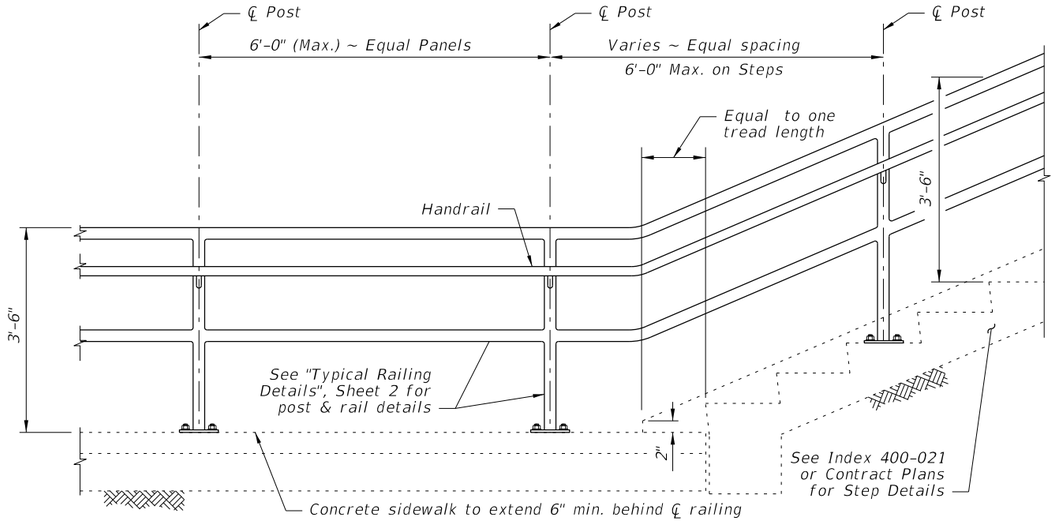
LANDING REQUIREMENTS

Max. landing slope = 2%
Max. landing cross-slope = 2%

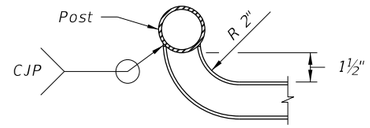
RAILINGS ON GRADES STEEPER THAN 5% TO 8.33%

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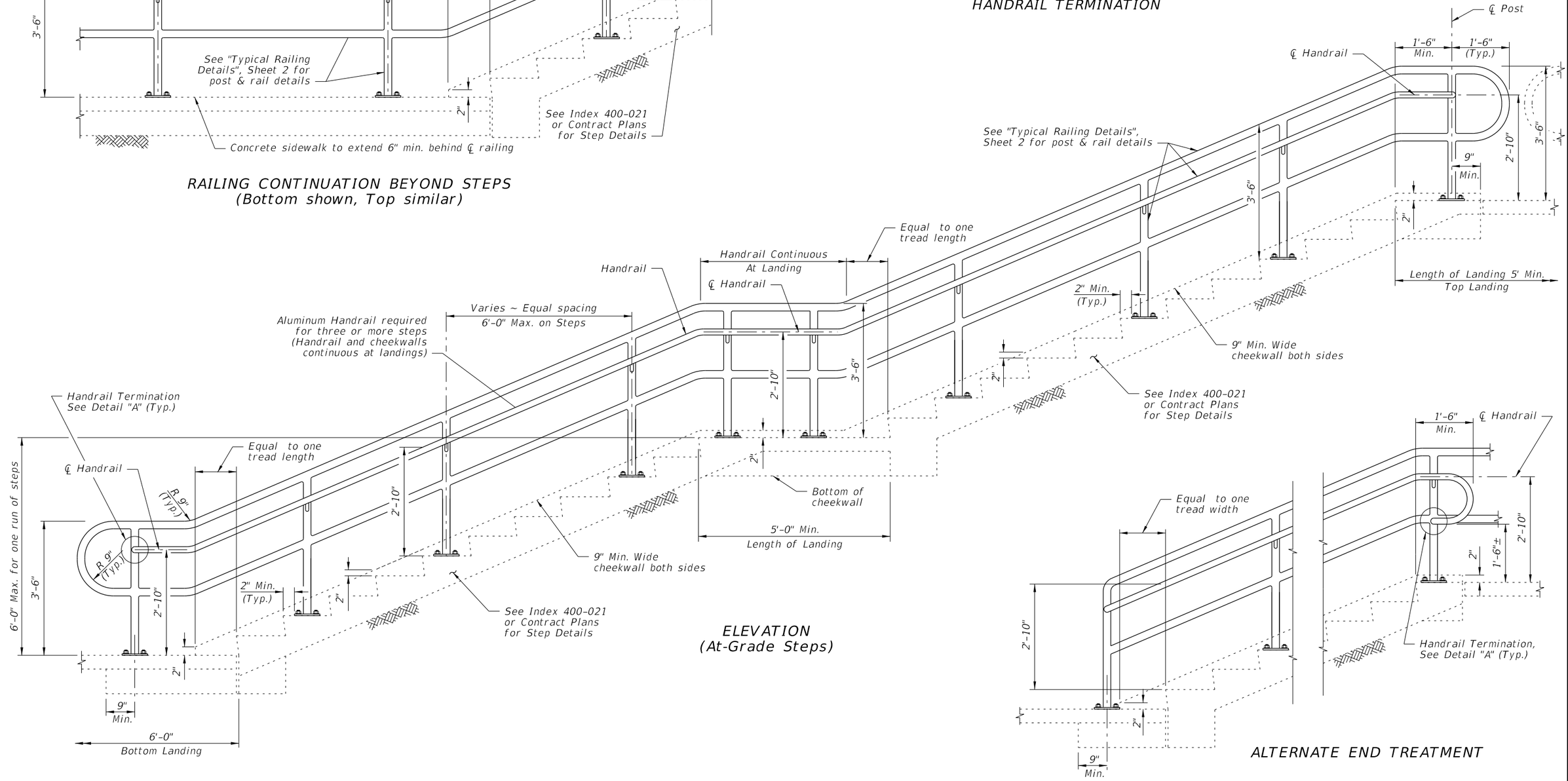
LAST REVISION	REVISION	DESCRIPTION:	FY 2026-27 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	INDEX	SHEET
11/01/17					515-070	2 of 5



RAILING CONTINUATION BEYOND STEPS
(Bottom shown, Top similar)



DETAIL "A" - PLAN VIEW
HANDRAIL TERMINATION



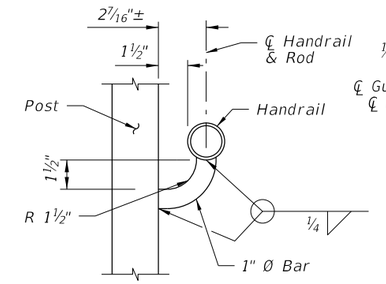
ELEVATION
(At-Grade Steps)

ALTERNATE END TREATMENT

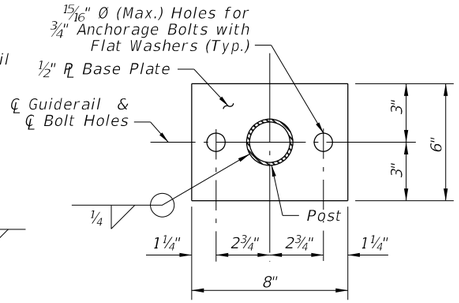
GUIDERAIL ON STEPS & STAIRS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/17			FY 2026-27 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	515-070	3 of 5

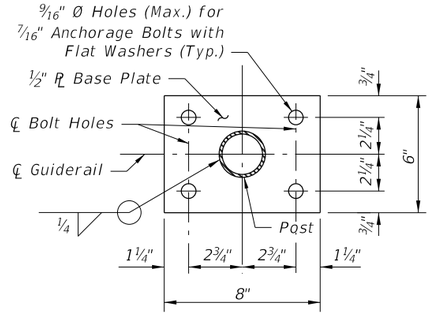
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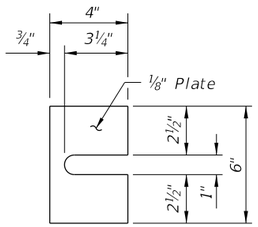
SECTION B-B
(Handrail Connection)



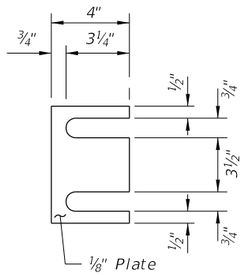
SECTION C-C
BASE PLATE DETAIL
(2~Bolt Anchorage)



SECTION C-C
BASE PLATE DETAIL
(4~Bolt Anchorage)



SHIM PLATE DETAIL
(2~Bolt Anchorage)



SHIM PLATE DETAIL
(4~Bolt Anchorage)

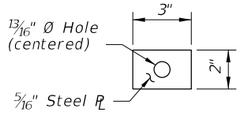
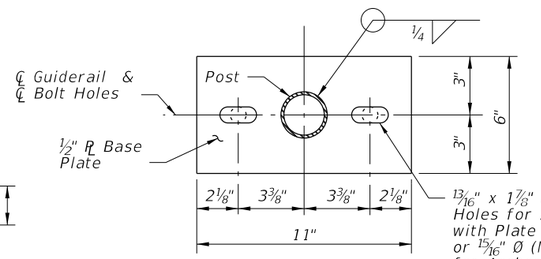
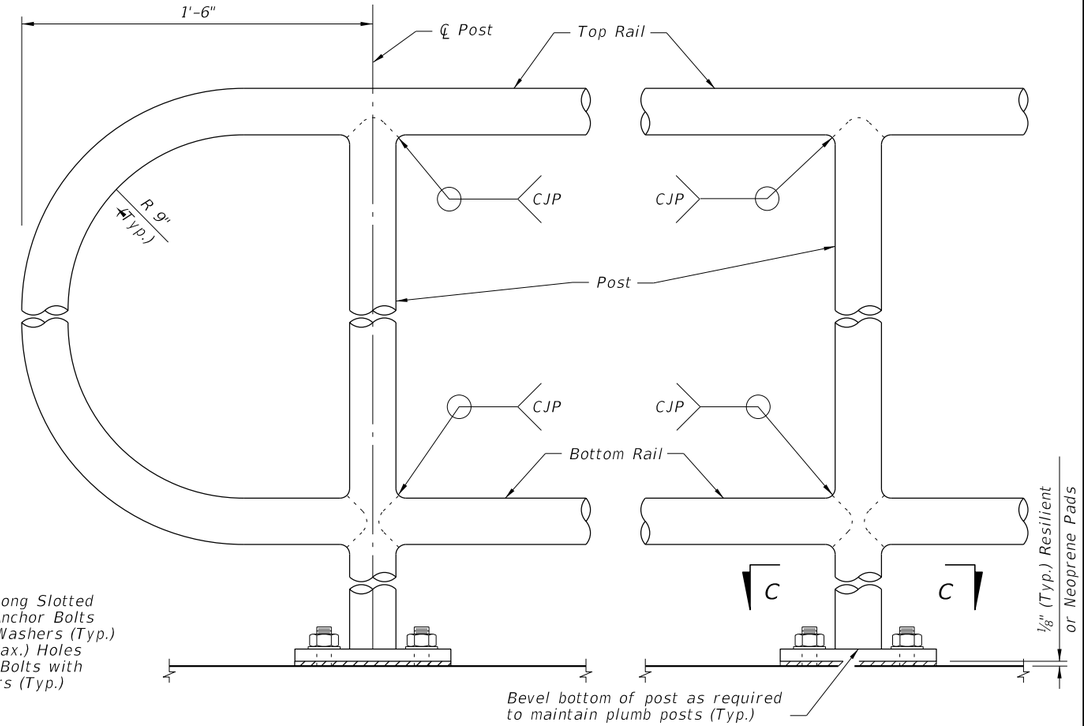


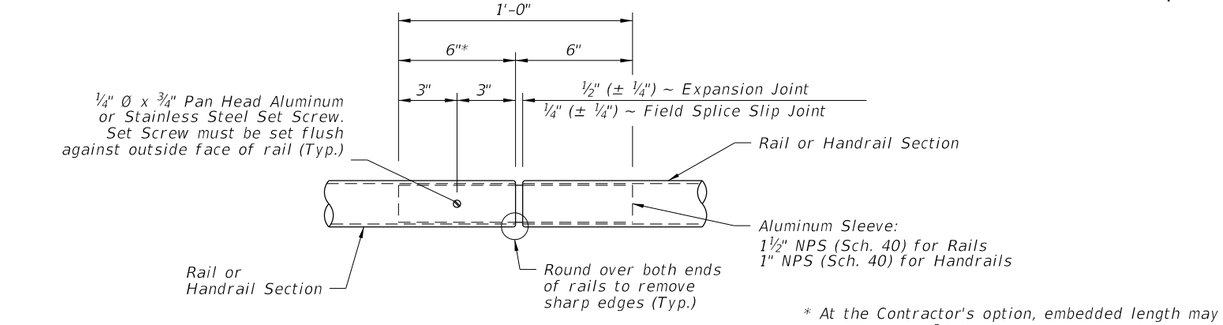
PLATE WASHER
DETAIL



ALTERNATE BASE
PLATE DETAIL
(Recommended for Steep Slopes)

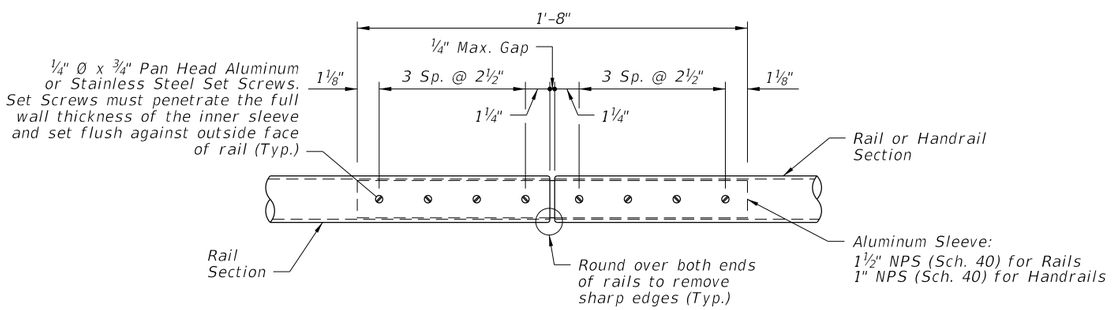


DETAIL "C" - RAIL CONNECTIONS
(Handrail and 4~Bolt Anchorage Not Shown)

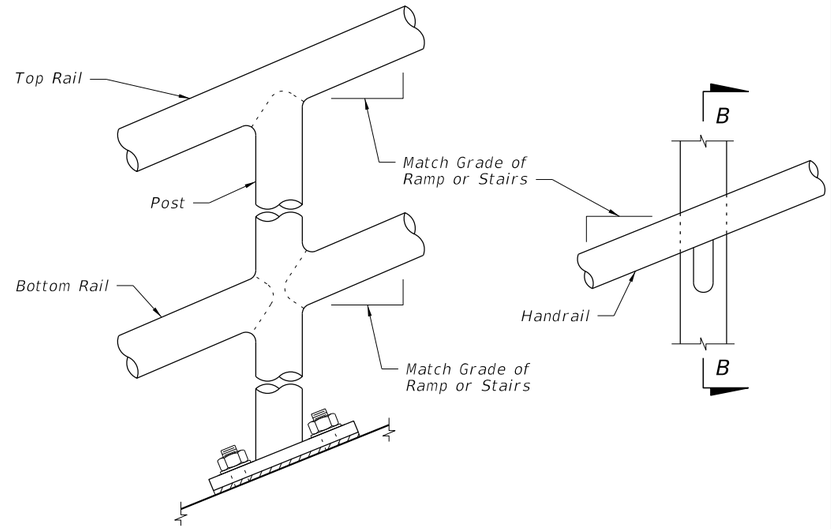


DETAIL "D" - EXPANSION JOINT
(FIELD SPLICE SLIP JOINT SIMILAR)

* At the Contractor's option, embedded length may be 4" when a 3/4" Ø plug weld is substituted for the 1/4" Ø set screw.



DETAIL "E" - CONTINUITY
FIELD SPLICE

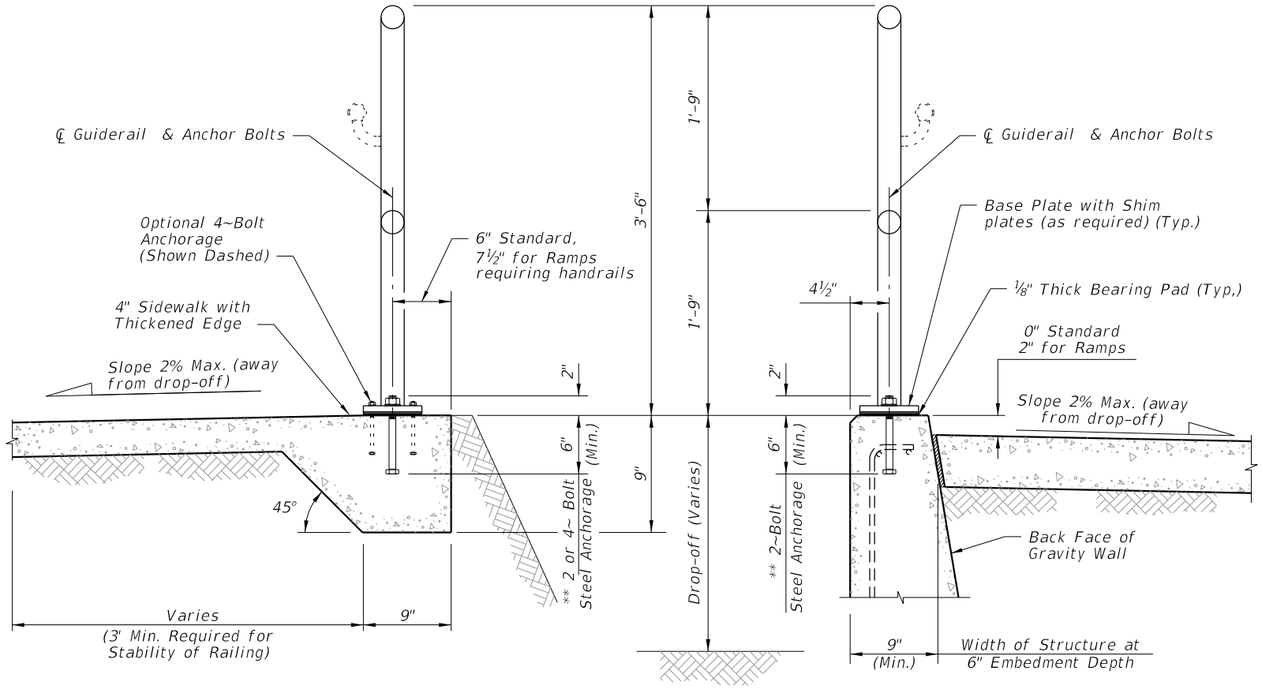


DETAIL "B" - RAIL AND HANDRAIL
(Showing Sloped Condition for Ramps with 2~Bolt Anchorage)

CROSS REFERENCE:
For locations of Details "C", "D" and "E", see Sheet 2.

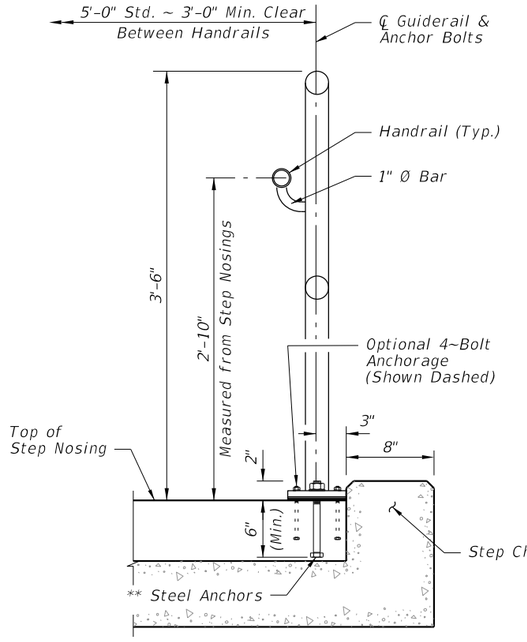
9/26/2025 1:20:30 PM

LAST REVISION	REVISION	DESCRIPTION:			
11/01/17			FY 2026-27 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	INDEX 515-070 / SHEET 4 of 5

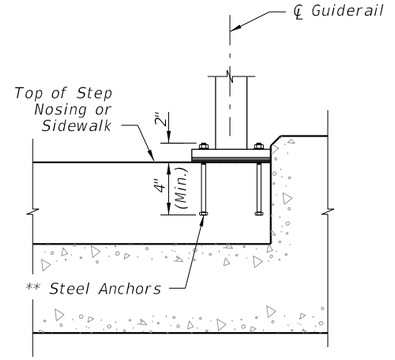


TYPICAL SECTION ON CONCRETE SIDEWALK

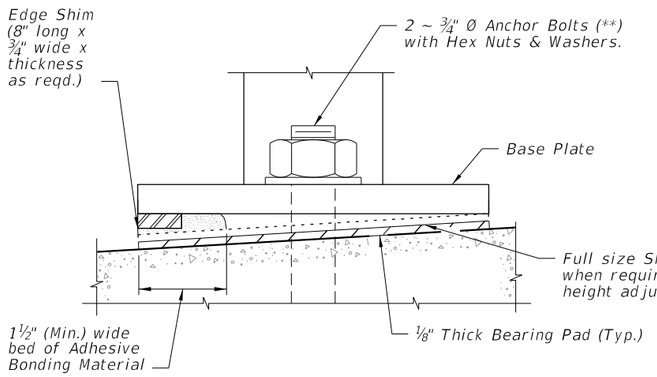
TYPICAL SECTION ON GRAVITY WALL
(Other Retaining Walls Similar)



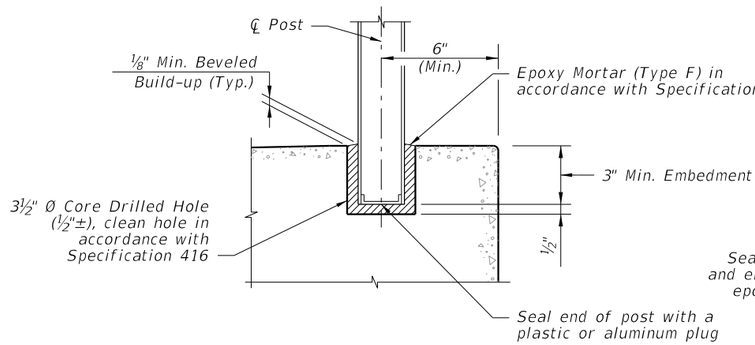
TYPICAL SECTION ON
STEPS & STAIRS



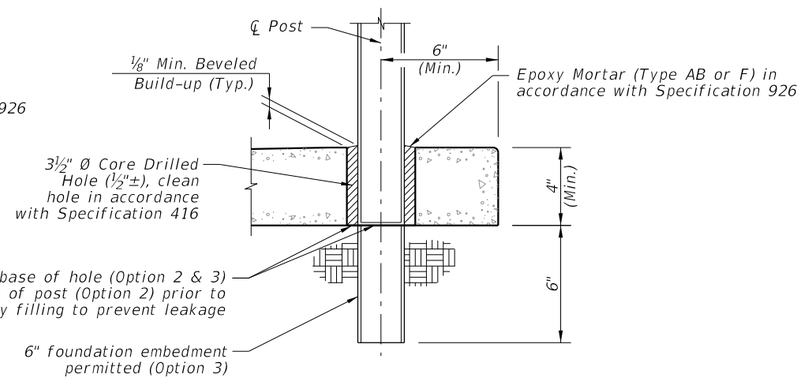
4~BOLT ANCHORAGE DETAIL



DETAIL "F" (OPTIONAL SHIMMING DETAIL
FOR CROSS SLOPE CORRECTION)
(Used in lieu of Beveled Shim Plates)



SIDEWALK ANCHORAGE DETAIL
OPTION 1



SIDEWALK ANCHORAGE DETAIL
OPTION 2 & 3

NOTES:
** 2 ~ ¾" Ø x 8" or 4 ~ 7/16" Ø x 6" Steel Anchors: Galvanized Steel Bolts (As Shown) (C-I-P); Galvanized U-Bolts Permitted (C-I-P); Galvanized Adhesive Anchors Permitted

*** The minimum embedment for Adhesive Anchors is 6" for 2~Bolt Anchorage or 4" for 4~Bolt Anchorage.

9/26/2025 1:20:37 PM

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/20			FDOT FY 2026-27 STANDARD PLANS	PIPE GUIDERAIL (ALUMINUM)	515-070	5 of 5

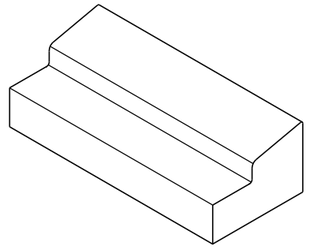
GENERAL NOTES:

1. For curb, gutter and curb & gutter provide ⅛" – ¼" contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves are to match the pavement joints, with intermediate joints not to exceed 10' centers.

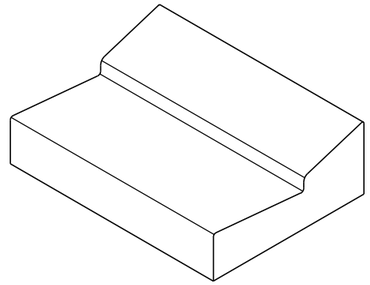
2. Locate expansion joints for curb, gutter and curb & gutter in accordance with Specification 520.

TABLE OF CONTENTS:

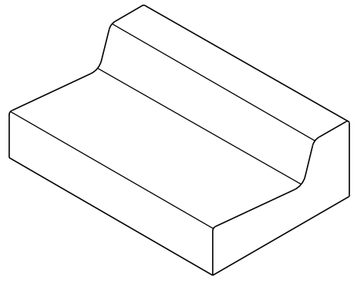
Sheet	Description
1	General Notes and Contents
2	Concrete Curb and Gutter
3	Curb and Gutter Joints and Endings, Concrete Bumper Guard, and Asphaltic Concrete Curb



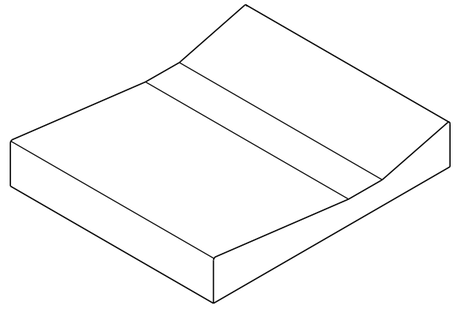
TYPE A



TYPE E

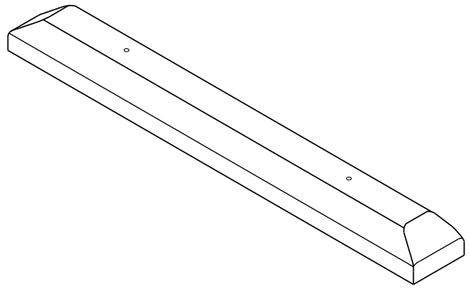


TYPE F



SHOULDER GUTTER

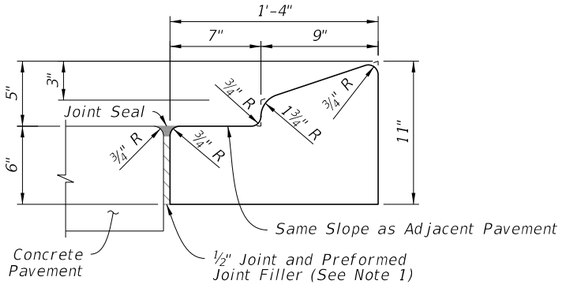
TYPE A, TYPE E, TYPE F, AND SHOULDER GUTTER
(Other Types Similar)



CONCRETE BUMPER GUARD

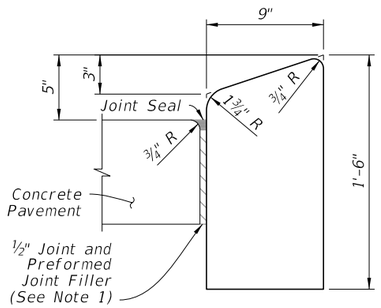
9/26/2025 1:22:28 PM

LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2026-27 STANDARD PLANS	CURB AND GUTTER	INDEX	SHEET
11/01/21						520-001	1 of 3



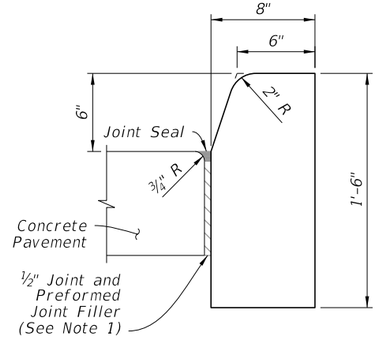
NOTE: For use adjacent to concrete or flexible pavement, concrete shown (See Note 4).

TYPE A



NOTE: For use adjacent to concrete or flexible pavement, concrete shown.

TYPE B



NOTE: For use adjacent to concrete or flexible pavement, concrete shown.

TYPE D

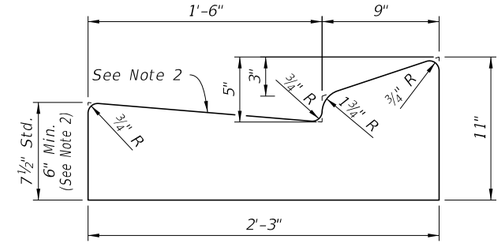
NOTES:

1. For Type A, Type B, and Type D Curb: Expansion joint, preformed joint filler and joint seal are required between curbs and concrete pavement only, see Sheet 3.

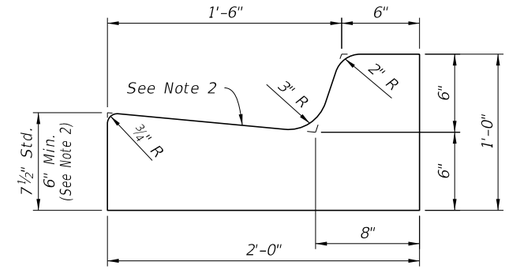
2. For Type E, Type F, Drop Curb, and Valley Gutter: When used on high side of roadways, match the cross slope of the gutter to the cross slope of the adjacent pavement. The thickness of the lip is 6", unless otherwise shown on Plans.

3. For Type RA, rotate entire section so that gutter cross slope matches slope of adjacent circulating roadway pavement.

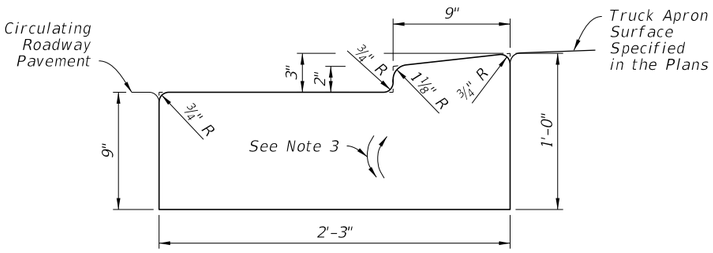
4. For details depicting usage of Type A Curb adjacent to flexible pavement see Sheet 3.



TYPE E

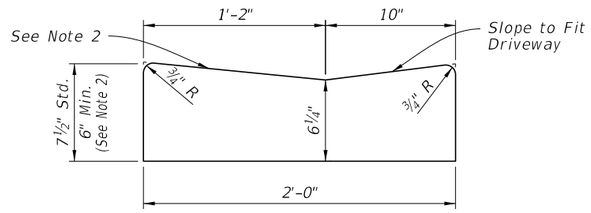


TYPE F

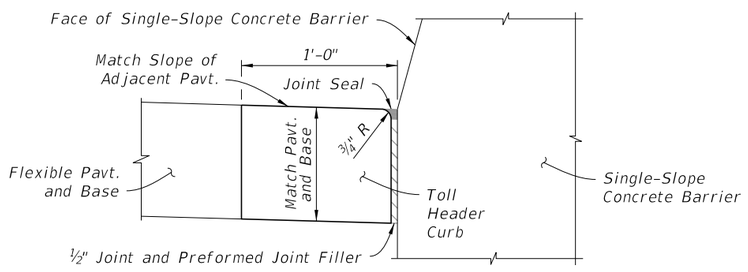


NOTE: Traffic Bearing Sections for use in Roundabout Central Island Construction.

TYPE RA

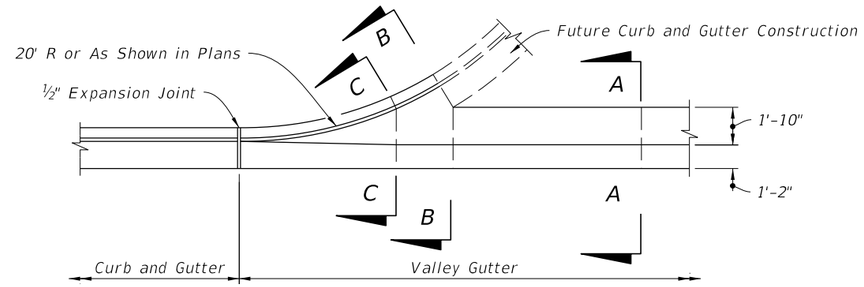


DROP CURB

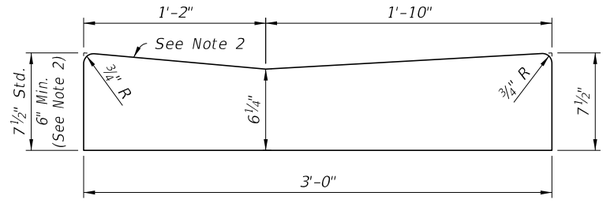


NOTE: See the toll site details for conduit requirements.

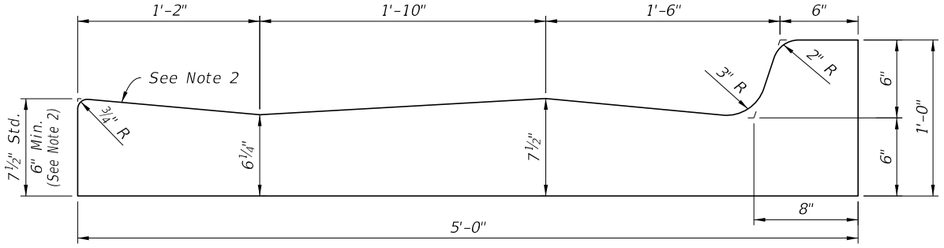
TOLL HEADER CURB



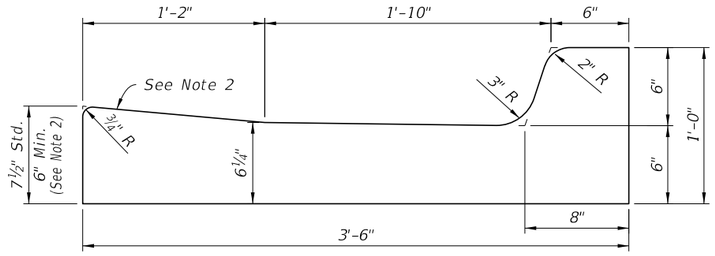
PLAN VIEW



SECTION A-A

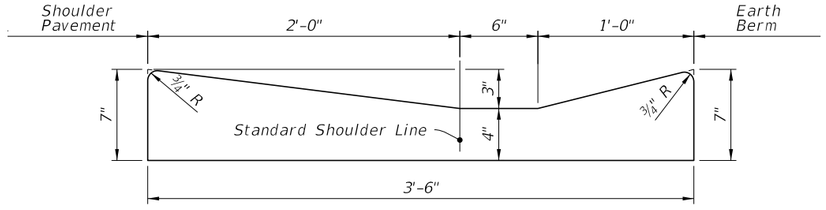


SECTION B-B



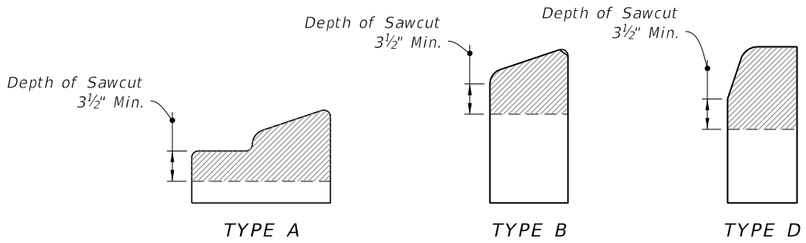
SECTION C-C

VALLEY GUTTER

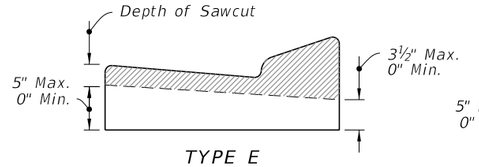


SHOULDER GUTTER

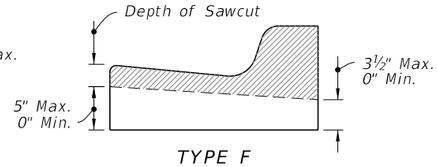
CONCRETE CURB AND GUTTER



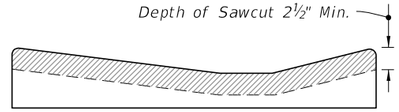
TYPE A TYPE B TYPE D



TYPE E



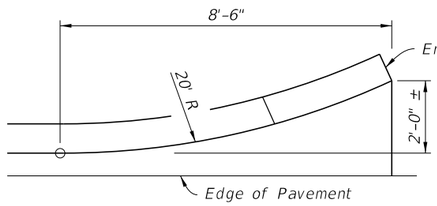
TYPE F



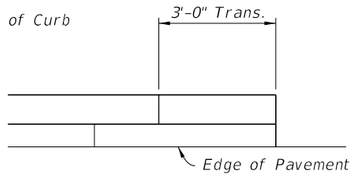
SHOULDER GUTTER

NOTE: Sawcuts should be avoided within valley gutter and within curb and gutter endings.

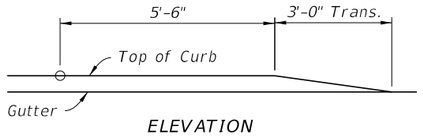
CONTRACTION JOINTS IN CURB



PLAN

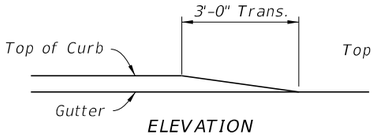


PLAN



ELEVATION

FLARED END

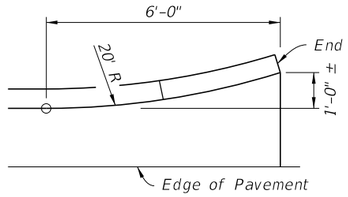


ELEVATION

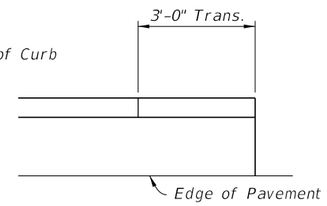
STRAIGHT END

CURB TYPE A

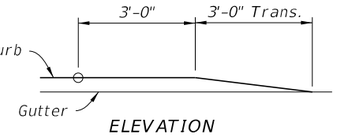
CONTRACTION JOINTS IN CURB & GUTTER



PLAN

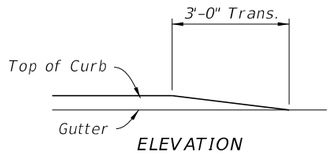


PLAN



ELEVATION

FLARED END



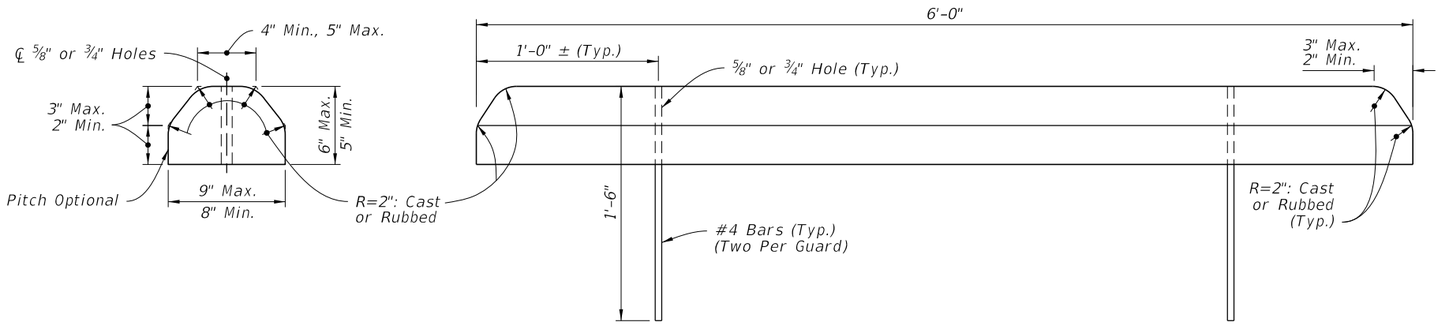
ELEVATION

STRAIGHT END

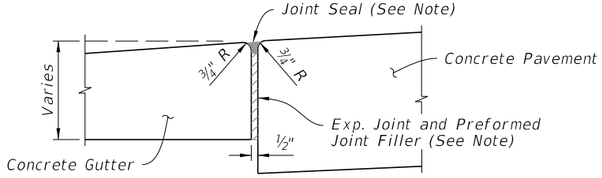
CURB AND GUTTER TYPE E AND TYPE F

NOTE: Ends of Type B and D Curb transition from full to zero heights in 3 ft.

CURB AND CURB & GUTTER ENDINGS

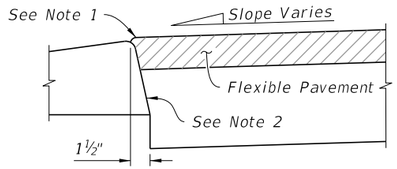


CONCRETE BUMPER GUARD



NOTE: Joint Seal application applies to both high and low sides of pavement, low side shown.

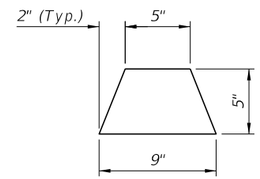
EXPANSION JOINT BETWEEN GUTTER AND CONCRETE PAVEMENT



NOTES:

1. Surface on Low Side of Pavement to be ¼" Above Lip of Gutter. Surface on High Side to be Flush With Lip of Curb or Curb & Gutter.
2. Applies to both high and low sides of pavement, low side shown. Applies to shoulder gutter only where adjoining traffic lanes.

CURB AND GUTTER AND TYPE A CURB ADJACENT TO FLEXIBLE PAVEMENT



ASPHALTIC CONCRETE CURB

CURB AND GUTTER JOINTS AND ENDINGS, CONCRETE BUMPER GUARD, AND ASPHALTIC CONCRETE CURB

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/21			FDOT FY 2026-27 STANDARD PLANS	CURB AND GUTTER	520-001	3 of 3

9/26/2025 1:22:41 PM

GENERAL NOTES:

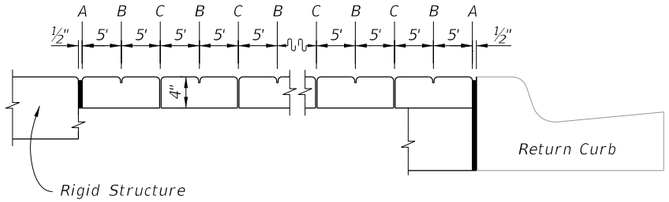
1. Construct sidewalks in accordance with Specification 522. Use 6" concrete for Sidewalks and Curb Ramps Located within Curb Returns (See Plan View). Install all other concrete with thickness as shown, unless otherwise detailed in the Plans.

2. Include detectable warnings on sidewalk curb ramps in accordance with Index 522-002.

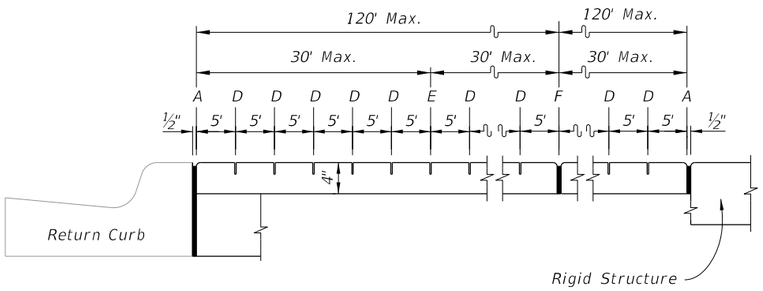
3. For Driveways see Index 522-003.

4. Bond breaker material can be any impermeable coated or sheet membrane or preformed material having a thickness of not less than 6 mils and not more than ½".

5. Construct sidewalks with Edge Beam through the limits of any surface mounted Pedestrian/Bicycle Railing or Pipe Guiderail shown in the plans. (See RAILING DETAIL)



OPEN JOINTS



SAWED JOINTS

LONGITUDINAL SECTION

LEGEND:

A- ½" Expansion Joints (Preformed Joint Filler) between the sidewalk and; driveways, sidewalk-intersections, and all other fixed objects (e.g. drainage inlets and utility poles).

B- ⅛" Dummy Joints, Tooled

C- ⅛" Formed Open Joints

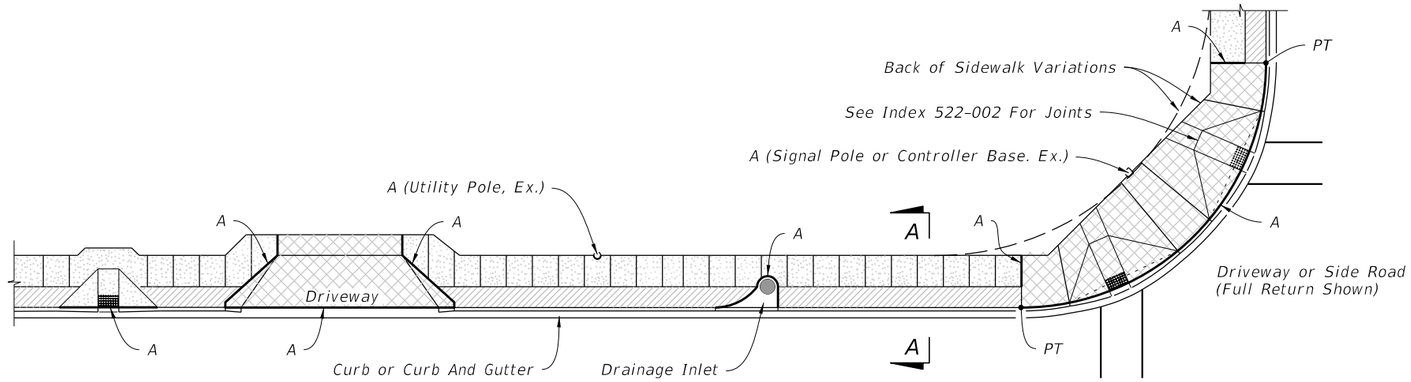
D- 3/16" Saw Cut Joints, 1½" Deep (within 96 hours) Max. 5' Centers

E- 3/16" Saw Cut Joints, 1½" Deep (within 12 hours) Max. 30' Centers Joint(s) Required When Length Exceeds 30'

F- ½" Expansion Joint When Run Of Sidewalk Exceeds 120'. Intermediate locations when called for in the plans or at locations as directed by the Engineer.

G- Cold Joint With Bond Breaker, Tooled

SIDEWALK JOINTS

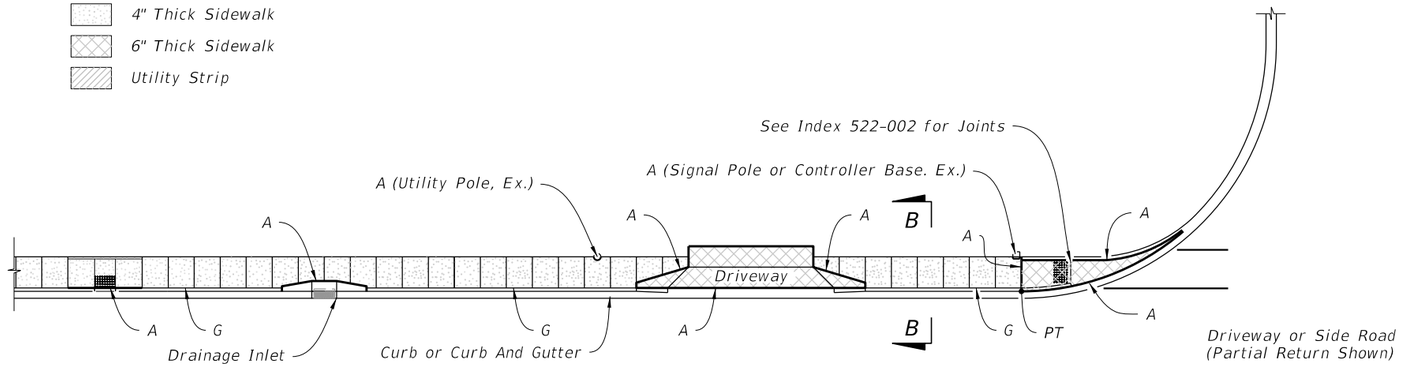


PLAN

SIDEWALK WITH UTILITY STRIP

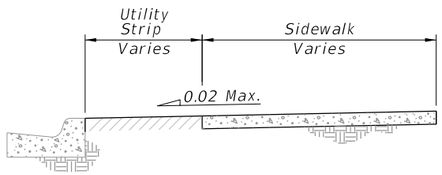
LEGEND:

- 4" Thick Sidewalk
- 6" Thick Sidewalk
- Utility Strip

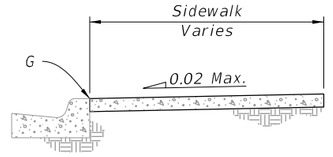


PLAN

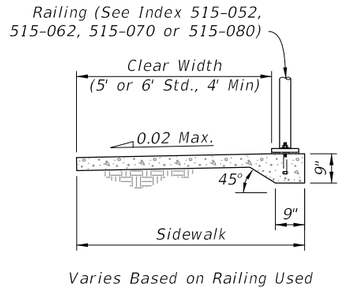
SIDEWALK WITHOUT UTILITY STRIP



SECTION A-A



SECTION B-B



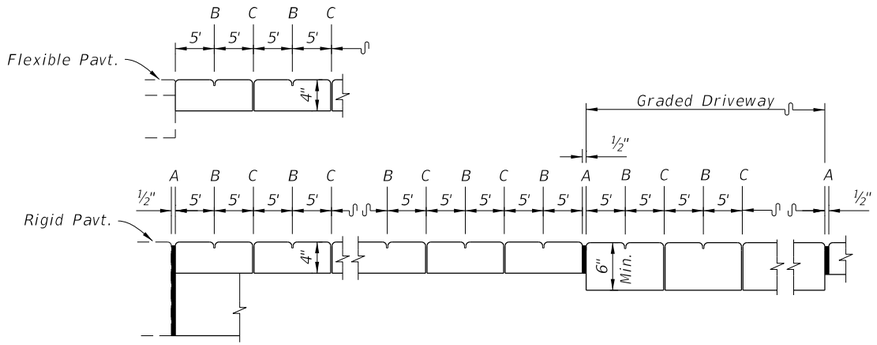
Varies Based on Railing Used

RAILING DETAIL

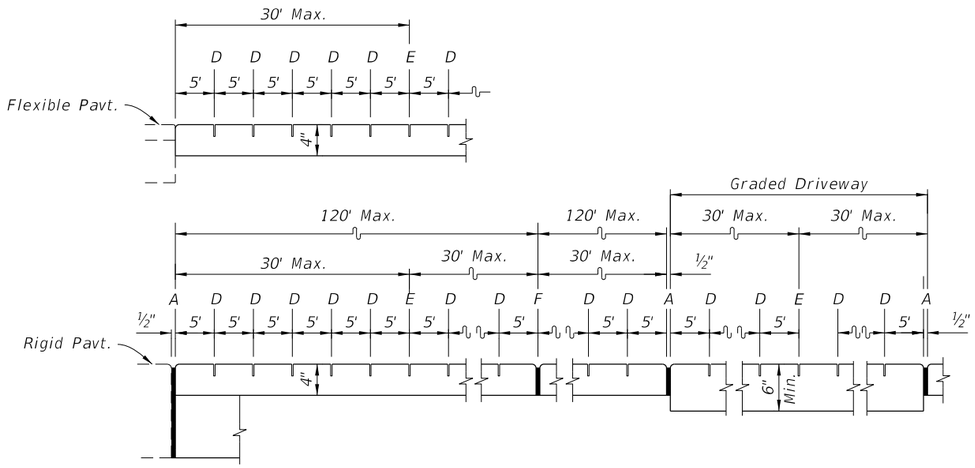
GENERAL NOTES AND CONCRETE SIDEWALK ON CURBED ROADWAYS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/18			FDOT FY 2026-27 STANDARD PLANS	CONCRETE SIDEWALK	522-001	1 of 2

9/26/2025 1:52:29 PM



OPEN JOINTS



SAWED JOINTS

LONGITUDINAL SECTION

LEGEND:

A– ½" Expansion Joints (Preformed Joint Filler) between the sidewalk and driveways, sidewalk-intersections, and all other fixed objects (e.g. drainage inlets and utility poles).

B– ⅛" Dummy Joints, Tooled

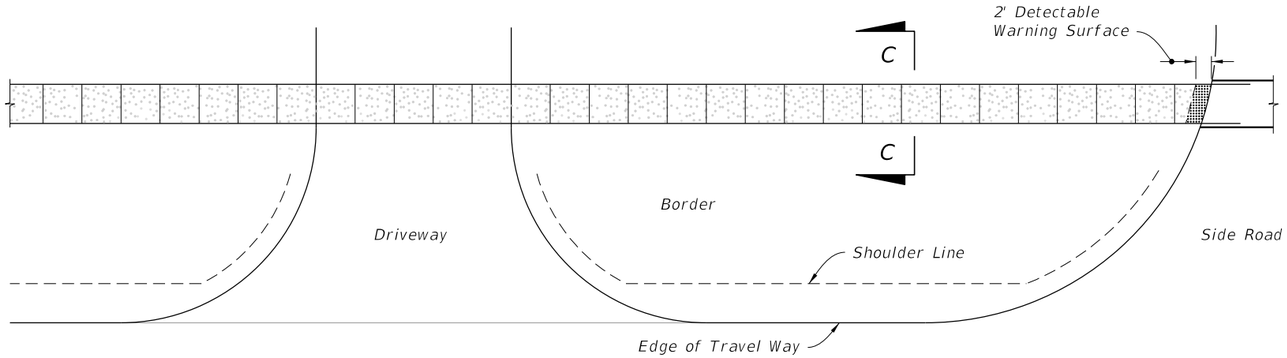
C– ⅛" Formed Open Joints

D– 3/16" Saw Cut Joints, 1½" Deep (within 96 hours) Max. 5' Centers

E– 3/16" Saw Cut Joints, 1½" Deep (within 12 hours) Max. 30' Centers Joint(s) Required When Length Exceeds 30'

F– ½" Expansion Joint When Run Of Sidewalk Exceeds 120'. Intermediate locations when called for in the plans or at locations as directed by the Engineer.

SIDEWALK JOINTS

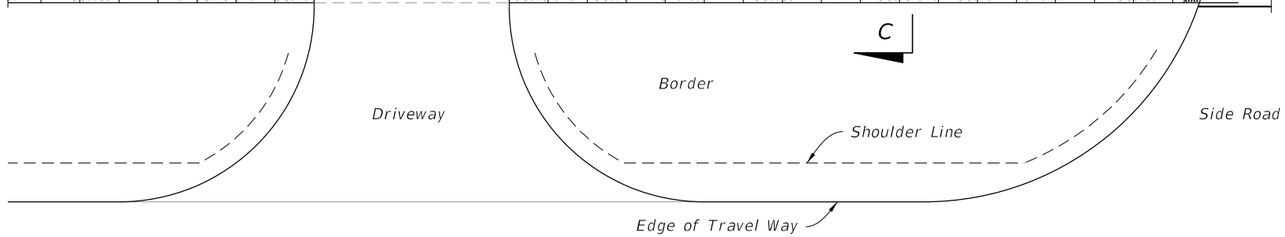


PLAN

CONTINUOUS SIDEWALK

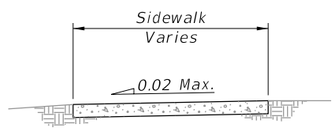
LEGEND:

4" Thick Sidewalk



PLAN

DISCONTINUOUS SIDEWALK



SECTION C-C

CONCRETE SIDEWALK ON FLUSH SHOULDER ROADWAYS

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/18			FY 2026-27 STANDARD PLANS	CONCRETE SIDEWALK	522-001	2 of 2

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GENERAL NOTES:

1. Cross Slopes and Grades:

   A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.

   B. Landings must have cross-slopes less than or equal to 0.02 in any direction.

   C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.

   D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

   A. Refer to Index 522-001 for concrete thickness and sidewalk details.

   B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.

   C. Width of Curb Ramp is 4'-0" minimum. Match sidewalk or Shared Use Path width as shown in the Plans.

3. Curb Ramp Alpha-Identification:

   A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.

   B. Alpha-identifications CR-I and CR-J are intentionally omitted.

4. Detectable Warnings:

   A. Install detectable warnings in accordance with Specification 527.

   B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.

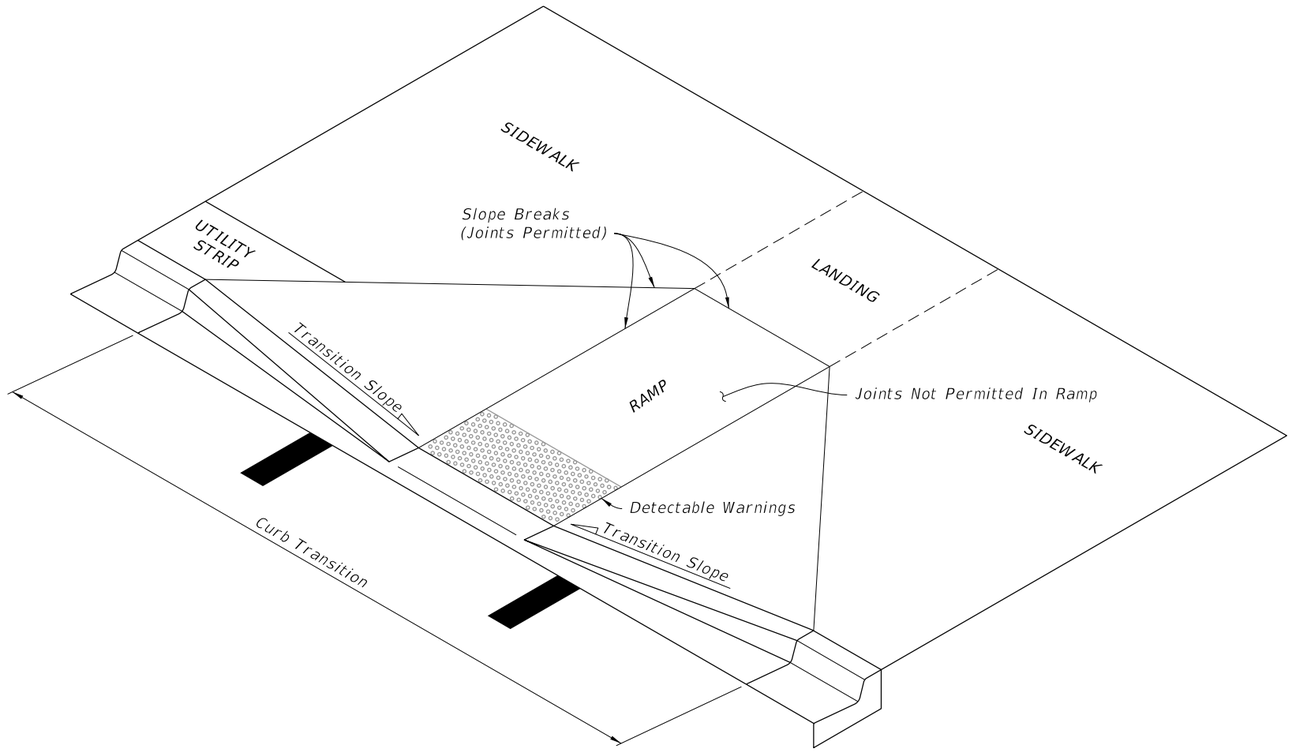
   C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.

   D. Where multiple ramps exist, a minimum 48" full-height curb separation is required between curb ramps.

5. Crosswalks

   A. Where crosswalk markings are used, ramps must fall within the crosswalk limits. A clear space of 48" minimum is required at the bottom of the ramp within a marked crosswalk. If crosswalk markings are not present, a clear space of 48" minimum is required at the bottom of the ramp outside of active travel lanes.

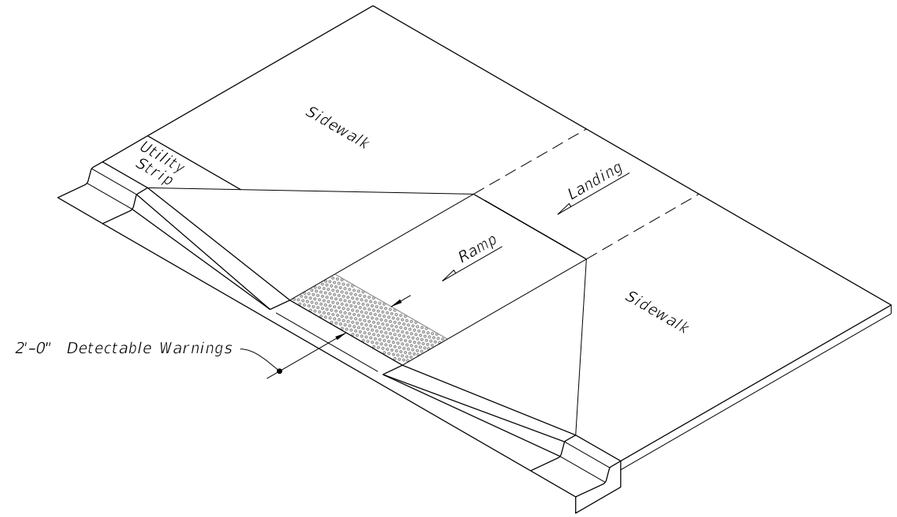
   B. Crosswalk widths and configurations vary; must conform to Index 711-001.



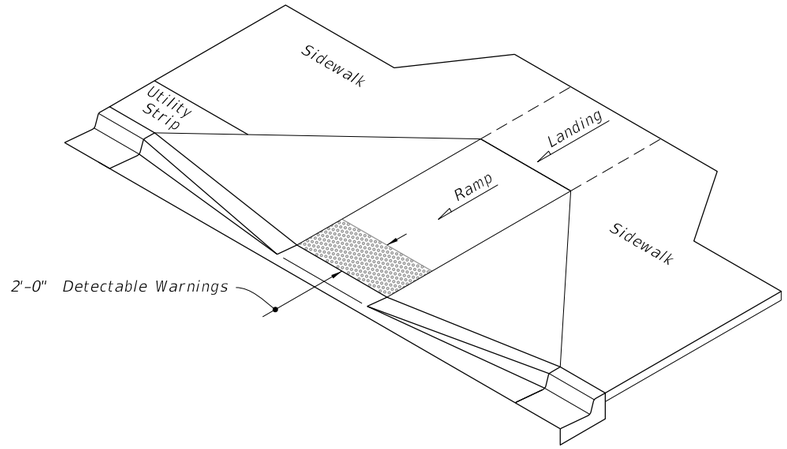
CURB RAMP NOMENCLATURE

10/15/2025 8:16:23 AM

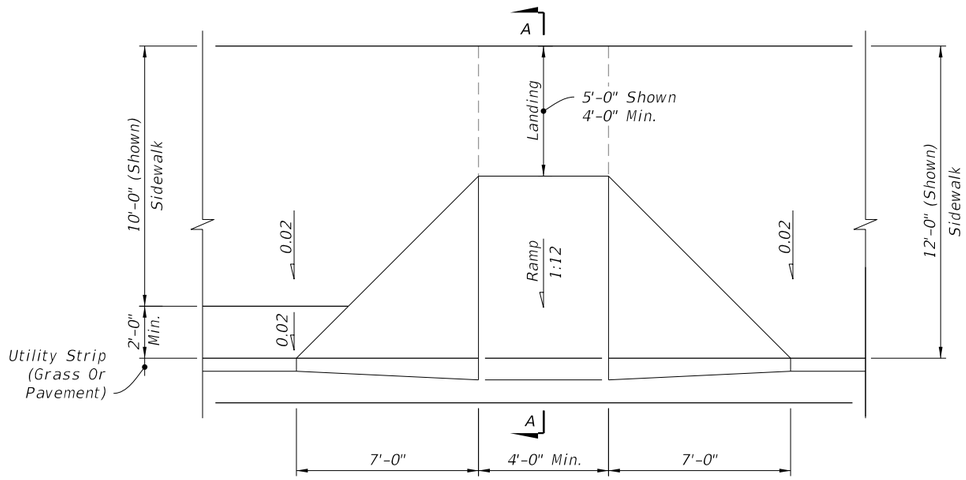
LAST REVISION	REVISION	DESCRIPTION:	FDOT	FY 2026-27 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/25						522-002	1 of 7



ISOMETRIC VIEW



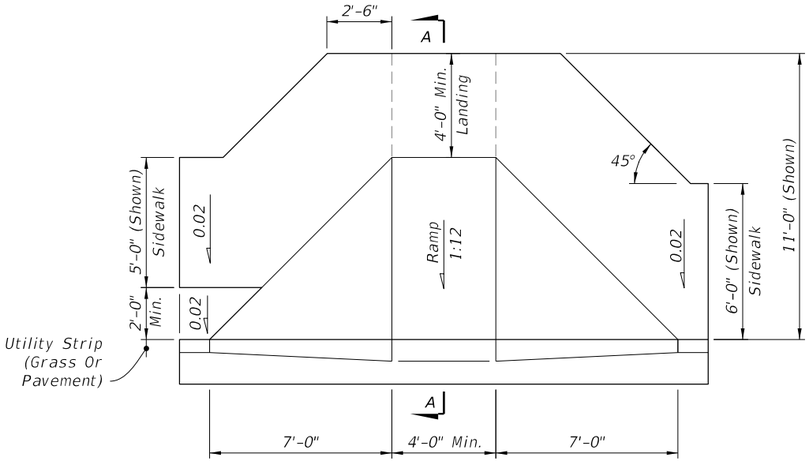
ISOMETRIC VIEW



PLAN VIEW

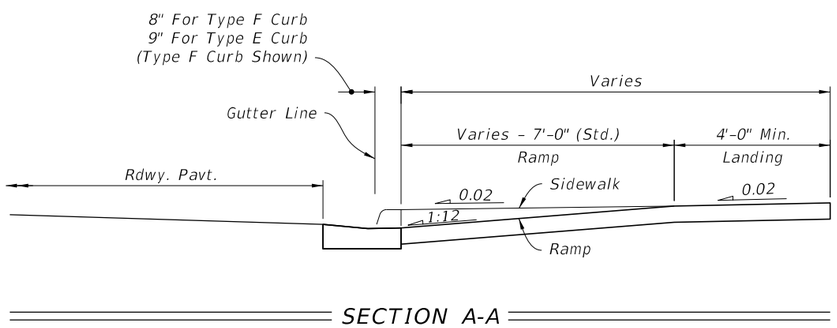
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 7.

CR-A



PLAN VIEW

CR-B

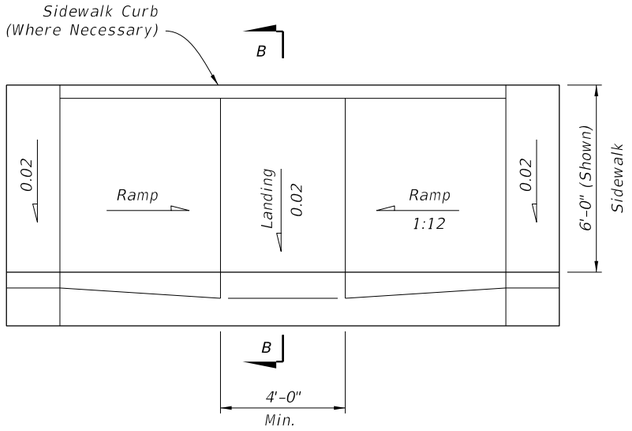


SECTION A-A

SIDEWALK CURB RAMPS CR-A AND CR-B

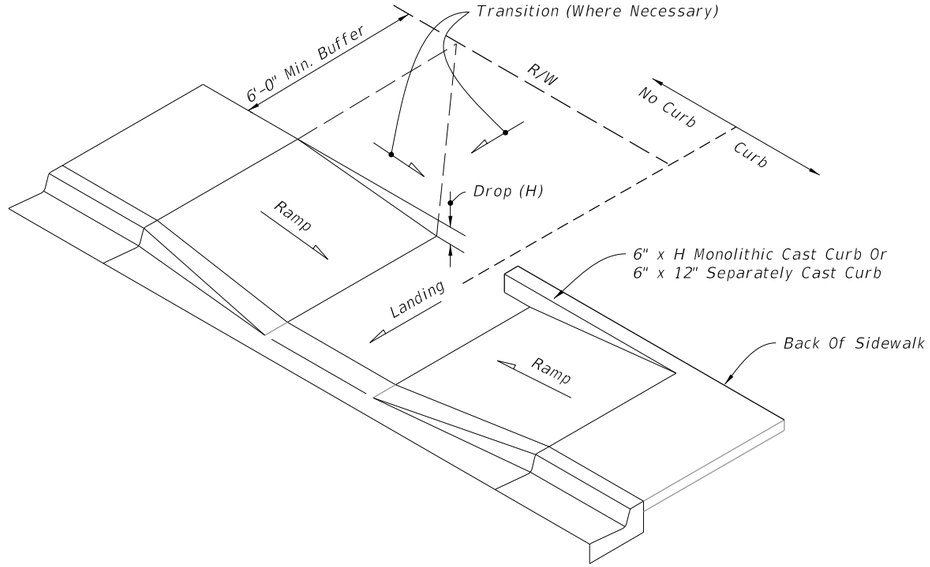
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LAST REVISION	REVISION	DESCRIPTION:	FY 2026-27 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
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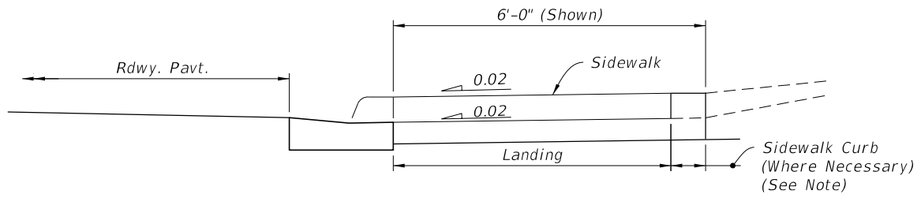


PLAN VIEW

CR-C

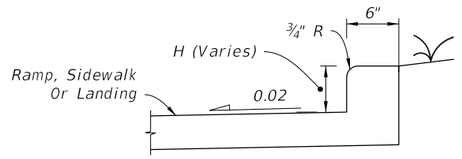


CONSTRUCTION OF SIDEWALK CURB IN CUT SECTIONS

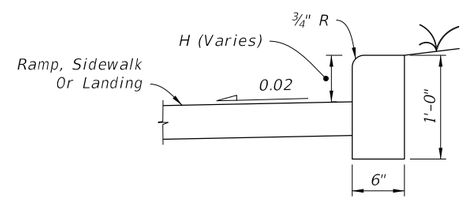


NOTE: For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details.

SECTION B-B



MONOLITHIC CAST CURB



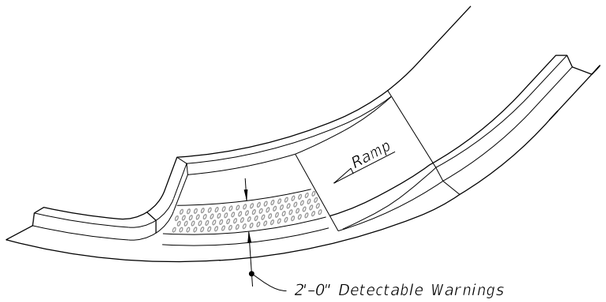
SEPARATELY CAST CURB

SIDEWALK CURB OPTIONS

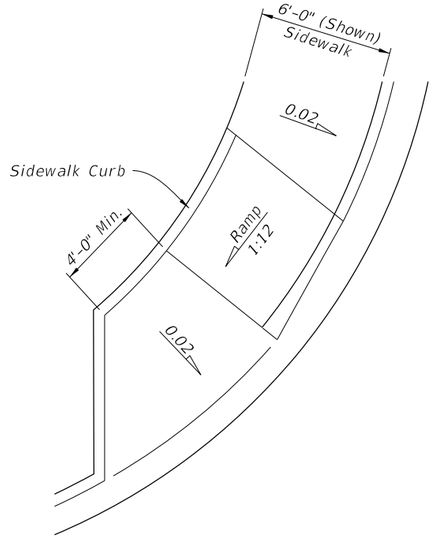
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SIDEWALK CURB RAMPS CR-C AND SIDEWALK CURB

LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/20			FY 2026-27 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	522-002	3 of 7

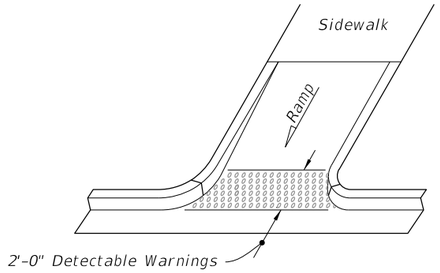


ISOMETRIC VIEW

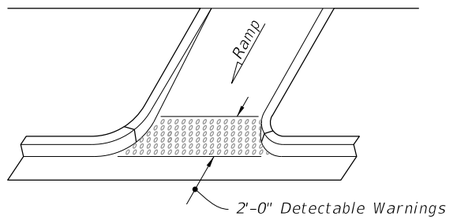


PLAN VIEW

CR-D

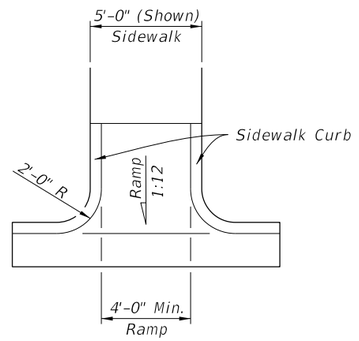


OPTION A



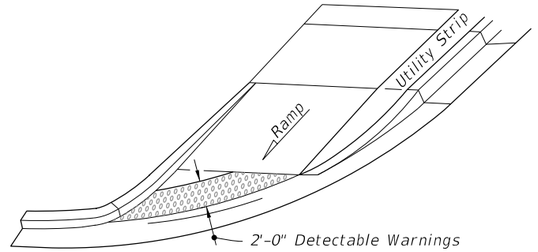
OPTION B

ISOMETRIC VIEW

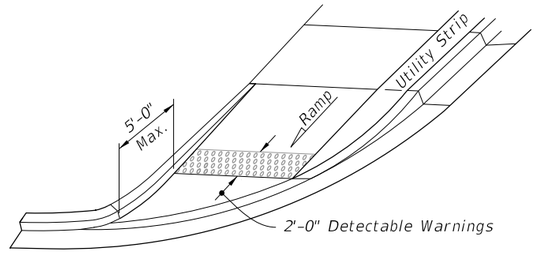


PLAN VIEW

CR-E

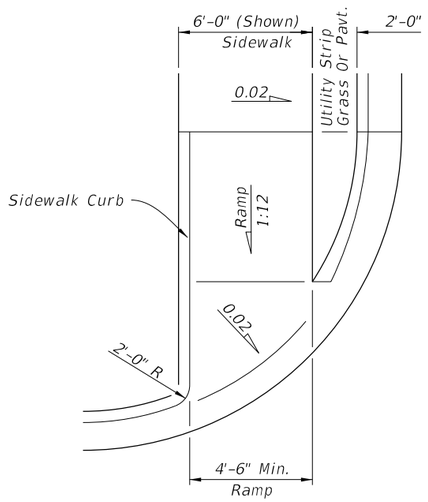


OPTION A



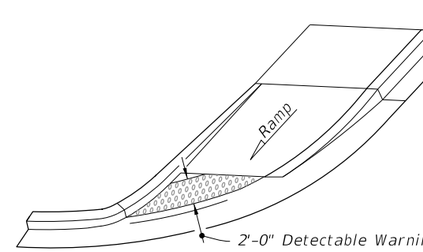
OPTION B

ISOMETRIC VIEW

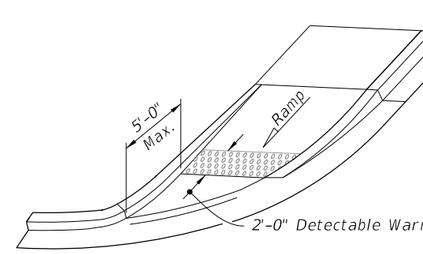


PLAN VIEW

CR-F

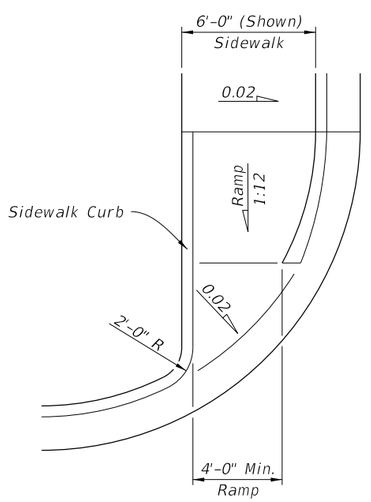


OPTION A



OPTION B

ISOMETRIC VIEW



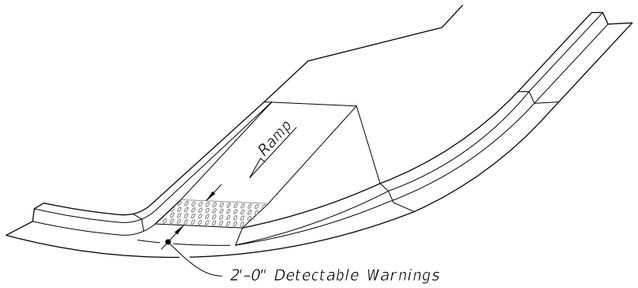
PLAN VIEW

CR-G

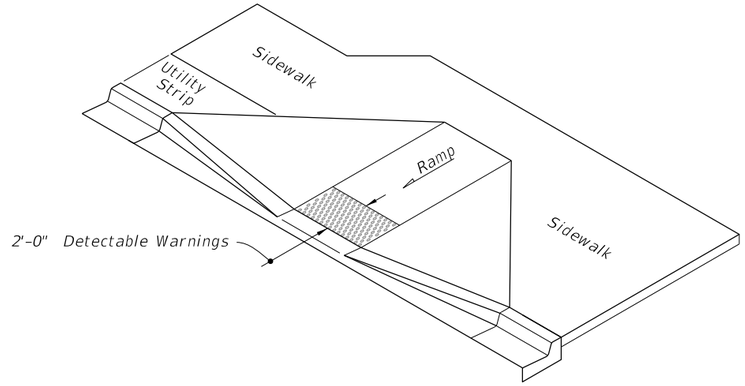
SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

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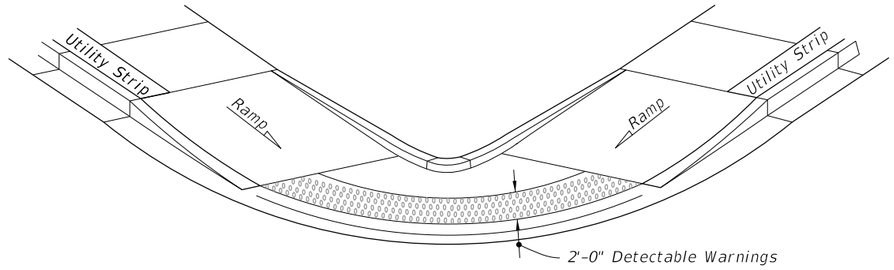
LAST REVISION	REVISION	DESCRIPTION:			INDEX	SHEET
11/01/21			FY 2026-27 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	522-002	4 of 7



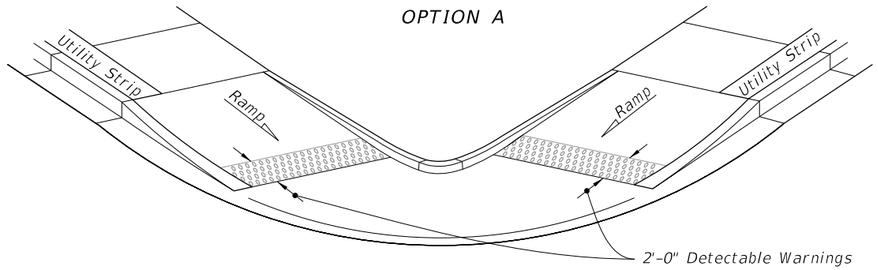
ISOMETRIC VIEW



ISOMETRIC VIEW

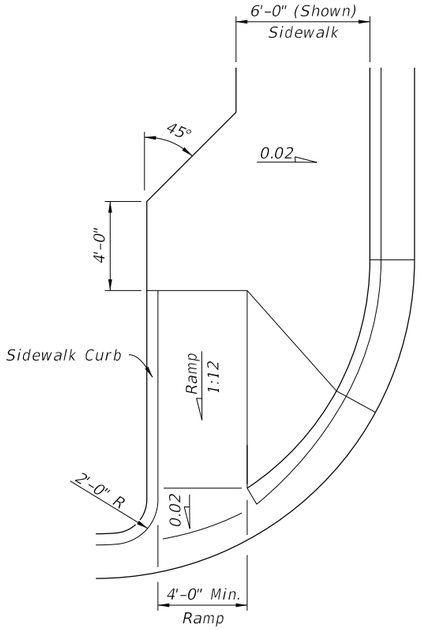


OPTION A



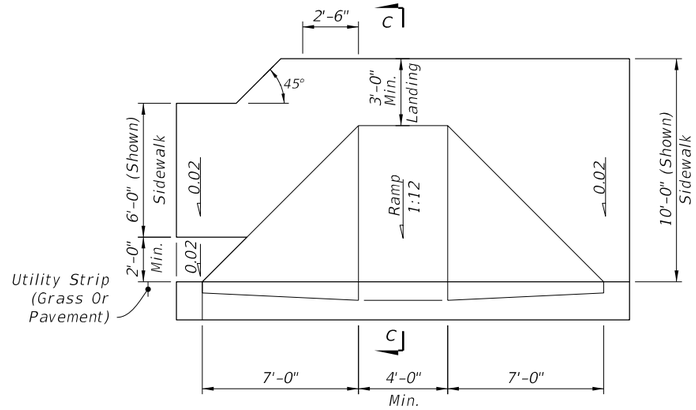
OPTION B

ISOMETRIC VIEW



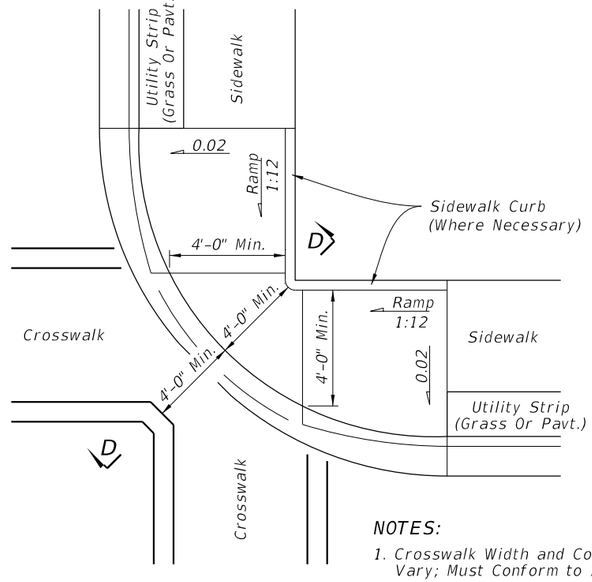
PLAN VIEW

CR-H



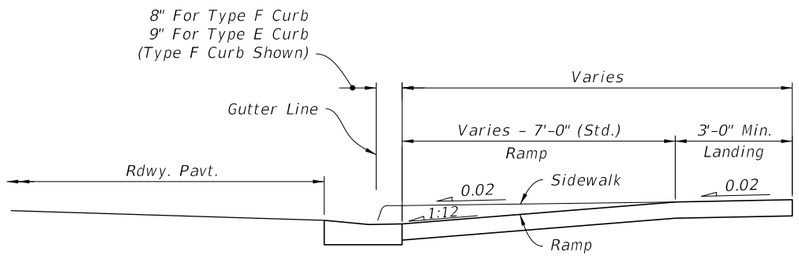
PLAN VIEW

CR-K

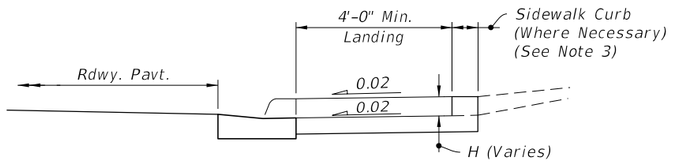


PLAN VIEW

CR-L



SECTION C-C



SECTION D-D

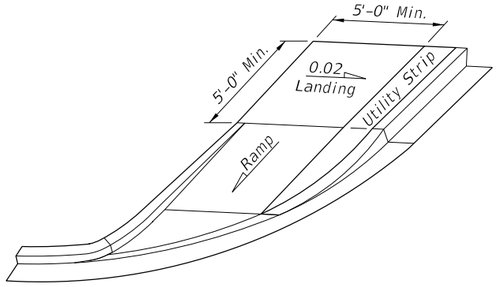
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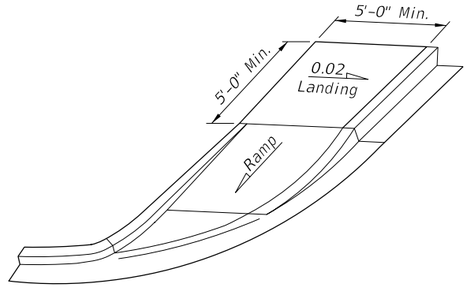
1. Crosswalk Width and Configuration Vary; Must Conform to Index 711-001.
2. 15' Radius Curve Shown for CR-L.
3. For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details, on Sheet 3.

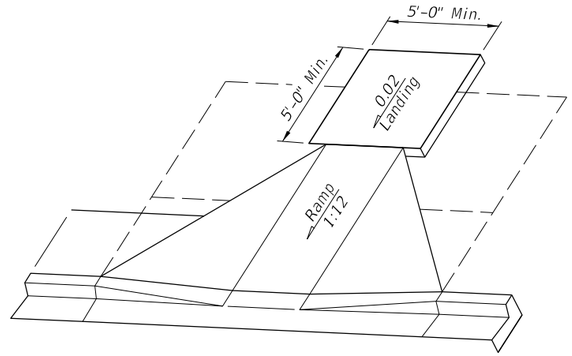
SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

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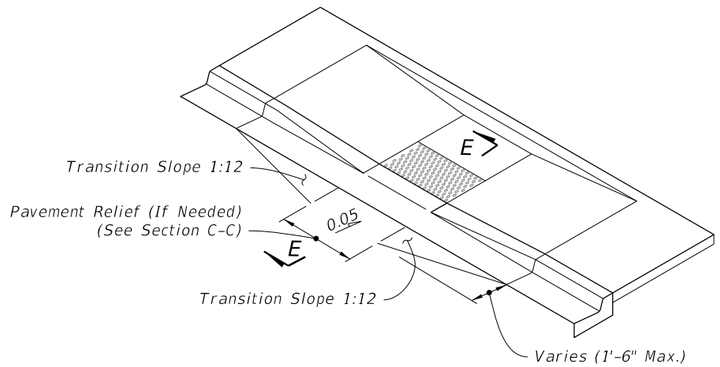






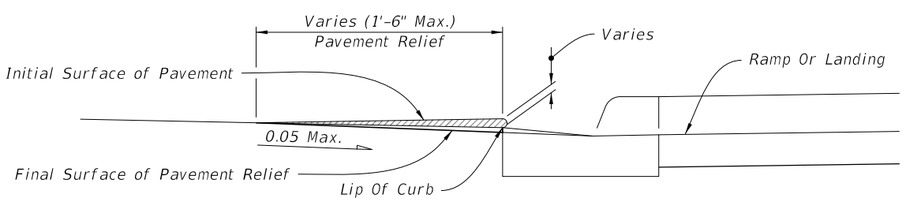
LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS

(See CR-F, CR-G & CR-K Respectively For Detectable Warning Details/Options)



ISOMETRIC VIEW

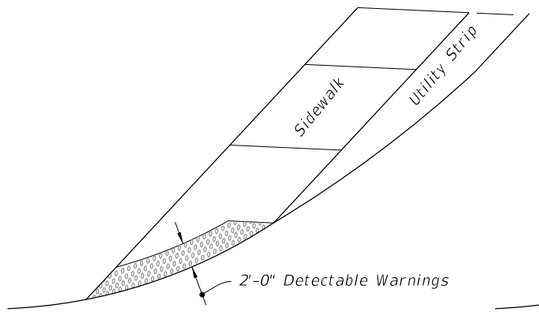
(CR-C Shown, Other Similar)



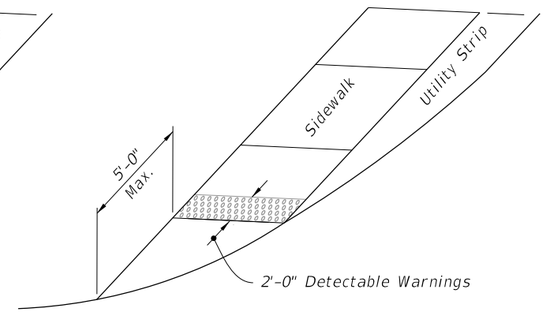
NOTE: Remove Elevated Pavement By Spading And Rolling, Smooth Milling, or Grinding.

SECTION E-E

PAVEMENT RELIEF DETAILS



OPTION A



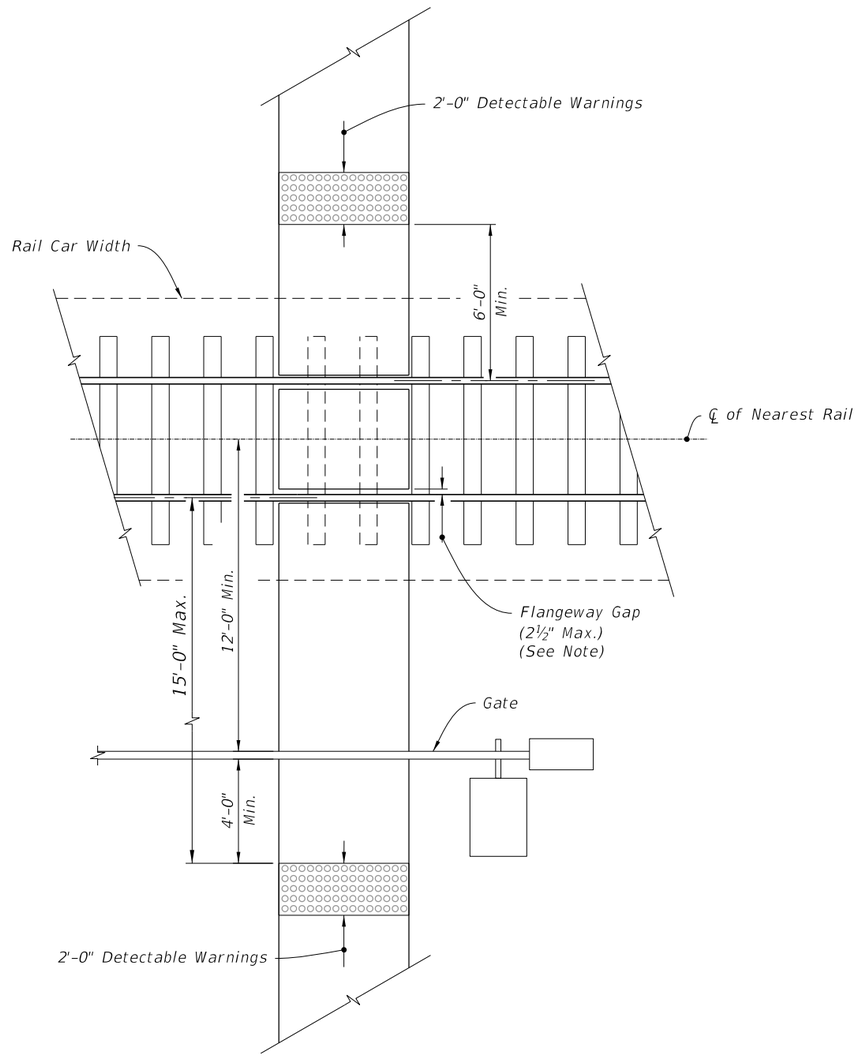
OPTION B

DETECTABLE WARNING ON FLUSH SHOULDER SIDEWALKS

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CURB RAMPS WITHOUT SIDEWALKS AND FLUSH SHOULDER SIDEWALKS

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NOTE:

Flangeway Gap may be up to 3" for Freight-only Railways.

RAILROAD CROSSING