### ROADWAY INDEX

<table>
<thead>
<tr>
<th>TITLE</th>
<th>PAGE NUMBER</th>
<th>SHEET NUMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESIGN AND CONSTRUCTION LEGEND (PLAN)</td>
<td>35-85-1</td>
<td>R-2</td>
</tr>
<tr>
<td>DESIGN AND CONSTRUCTION LEGEND (PROFILE)</td>
<td>35-85-2</td>
<td>R-3</td>
</tr>
<tr>
<td>CURB &amp; GUTTER, AND SIDEWALK DETAILS</td>
<td>35-85-22</td>
<td>R-4a</td>
</tr>
<tr>
<td>STANDARD DRIVeway DETAILS FOR SIDEWALK/PARKWAY LESS THAN 7'-6&quot; IN WIDTH</td>
<td>35-85-22</td>
<td>R-4b</td>
</tr>
<tr>
<td>STANDARD DRIVeway DETAILS FOR SIDEWALK/PARKWAY GREATER THAN 7'-6&quot; IN WIDTH</td>
<td>35-85-22</td>
<td>R-4c</td>
</tr>
<tr>
<td>STANDARD DRIVeway LOCATION AT INTERSECTION DETAILS</td>
<td>35-85-22</td>
<td>R-4d</td>
</tr>
<tr>
<td>CONCRETE VALLEY GUTTER</td>
<td>35-85-22</td>
<td>R-4e</td>
</tr>
<tr>
<td>TYPICAL CURB OR CURB AND GUTTER REINFORCING</td>
<td>35-85-22</td>
<td>R-4f</td>
</tr>
<tr>
<td>STANDARD RAMP FOR HANDICAPPED</td>
<td>35-85-22</td>
<td>R-4g</td>
</tr>
<tr>
<td>STANDARD RAMP FOR HANDICAPPED</td>
<td>35-85-22</td>
<td>R-4h</td>
</tr>
<tr>
<td>HANDICAPPED RAMP PLARED SIDE AND LANDING DIMENSIONS</td>
<td>35-85-22</td>
<td>R-4i</td>
</tr>
<tr>
<td>HANDICAPPED RAMP FOR 5 FOOT WIDE SIDEWALK</td>
<td>35-85-22</td>
<td>R-4j</td>
</tr>
<tr>
<td>STANDARD CURB RADIUS</td>
<td>35-85-23</td>
<td>R-5</td>
</tr>
<tr>
<td>TYPICAL SIDEWALK SECTIONS</td>
<td>35-85-24</td>
<td>R-6</td>
</tr>
<tr>
<td>TYPICAL CUL DE SAC 40'-50' RADIUS</td>
<td>35-85-25</td>
<td>R-7</td>
</tr>
<tr>
<td>TABLE OF TYPICAL CROSS SECTIONS</td>
<td>35-85-26</td>
<td>R-8a</td>
</tr>
<tr>
<td>TABLE OF TYPICAL CROSS SECTIONS</td>
<td>35-85-27</td>
<td>R-8b</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 50'-A AND 50'-B</td>
<td>35-85-28</td>
<td>R-9a</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 50'-C AND 50'-D</td>
<td>35-85-29</td>
<td>R-9b</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 50'-E</td>
<td>35-85-30</td>
<td>R-9c</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 50'-F</td>
<td>35-85-30</td>
<td>R-9d</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTION 50'-BICYCLE CORRIDORS</td>
<td>35-85-31</td>
<td>R-9e</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 60'-A AND 60'-P</td>
<td>35-85-32</td>
<td>R-10a</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 60'-BICYCLE CORRIDORS</td>
<td>35-85-33</td>
<td>R-10b</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 70'-A AND 70'-F</td>
<td>35-85-34</td>
<td>R-11a</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 70'-D AND 70'-G</td>
<td>35-85-35</td>
<td>R-11b</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 70'-BICYCLE CORRIDORS</td>
<td>35-85-36</td>
<td>R-11c</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 70'-BICYCLE CORRIDORS</td>
<td>35-85-37</td>
<td>R-11d</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 80'-A AND 80'-D</td>
<td>35-85-38</td>
<td>R-12a</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 80'-BICYCLE CORRIDORS</td>
<td>35-85-39</td>
<td>R-12b</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 90'-C AND 90'-D</td>
<td>35-85-40</td>
<td>R-13</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 100'-C AND 100'-D</td>
<td>35-85-41</td>
<td>R-14a</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTIONS 100'-BICYCLE CORRIDORS</td>
<td>35-85-42</td>
<td>R-14b</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTION FULLER STREET</td>
<td>35-85-43</td>
<td>R-15</td>
</tr>
<tr>
<td>MINIMUM PARKING STANDARDS</td>
<td>35-85-44</td>
<td>R-16a</td>
</tr>
<tr>
<td>MINIMUM PARKING STANDARDS (HANDICAPPED)</td>
<td>35-85-45</td>
<td>R-16b</td>
</tr>
<tr>
<td>SIGNAGE FOR HANDICAP STALLS</td>
<td>35-85-46</td>
<td>R-16c</td>
</tr>
<tr>
<td>MINIMUM TURNING PATH FOR PASSENGER VEHICLE</td>
<td>35-85-47</td>
<td>R-16d</td>
</tr>
<tr>
<td>STANDARD PAVEMENT DETAIL FOR OFF-STREET PARKING AREAS</td>
<td>35-85-48</td>
<td>R-17</td>
</tr>
<tr>
<td>PERMANENT STREET BARRICADE-GUARDRAIL TYPE</td>
<td>35-85-49</td>
<td>R-18</td>
</tr>
<tr>
<td>TYPICAL BASE COURSES AND PAVEMENT COMPACTION</td>
<td>35-85-50</td>
<td>R-19</td>
</tr>
<tr>
<td>TYPICAL CROSS SECTION SE 14 STREET BETWEEN BRICKELL AVE &amp; BRICKELL BAY DRIVE</td>
<td>35-85-51</td>
<td>R-20</td>
</tr>
<tr>
<td>TYPICAL ASPHALTIC CONCRETE DRIVEWAY</td>
<td>35-85-52</td>
<td>R-21a</td>
</tr>
<tr>
<td>TYPICAL PORTLAND CEMENT CONCRETE DRIVEWAY</td>
<td>35-85-53</td>
<td>R-21b</td>
</tr>
<tr>
<td>TYPICAL BRICK OR CONCRETE PAVEMENT DRIVEWAY</td>
<td>35-85-54</td>
<td>R-21c</td>
</tr>
<tr>
<td>REINFORCED PRE-CAST CONCRETE WHEELSTOP</td>
<td>35-85-55</td>
<td>R-22</td>
</tr>
<tr>
<td>CURB AND GUTTER END TRANSITION</td>
<td>35-85-56</td>
<td>R-23</td>
</tr>
<tr>
<td>STANDARD PAVEMENT ALLEY CROSS SECTIONS</td>
<td>35-85-57</td>
<td>R-24</td>
</tr>
<tr>
<td>REQUIRED VISION CLEARANCE AT TYPICAL STREET INTERSECTIONS</td>
<td>35-85-58</td>
<td>R-25a</td>
</tr>
<tr>
<td>TREE TRIMMING IN THE STREET RIGHT OF WAY</td>
<td>35-85-59</td>
<td>R-25b</td>
</tr>
<tr>
<td>SWALE BLOCK DETAIL</td>
<td>35-85-60</td>
<td>R-26a</td>
</tr>
<tr>
<td>PERVIOUS CONCRETE SWALE DETAIL</td>
<td>35-85-61</td>
<td>R-26b</td>
</tr>
<tr>
<td>TITLE</td>
<td>PAGE NUMBER</td>
<td>SHEET NUMBER</td>
</tr>
<tr>
<td>---------------------------</td>
<td>-------------</td>
<td>--------------</td>
</tr>
<tr>
<td>PARKING LANE PLANTER</td>
<td>35–85–111</td>
<td>R–27a</td>
</tr>
<tr>
<td></td>
<td>35–85–111</td>
<td>R–27b</td>
</tr>
<tr>
<td></td>
<td>35–85–111</td>
<td>R–27c</td>
</tr>
<tr>
<td>ARCHITECTURAL PAVERS</td>
<td>35–85–112</td>
<td>R–28a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>R–28b</td>
</tr>
</tbody>
</table>
PROFILE

PROPOSED CURB GRADE

ELEVATION OF EXISTING CENTER LINE

ELEVATION OF N. OR E. BASE BUILDING LINE

ELEVATION OF S. OR W. BASE BUILDING LINE

N. OR W.

BACK OF EXISTING SIDEWALK

TOP OF EXISTING CURB

POINT 6" ABOVE EXISTING GUTTER WHERE CURB IS NON-EXISTENT

APPROACH WALK OR DRIVEWAY AT B. B/L

FLOOR ELEVATION OF BUILDING

EXISTING CATCH BASIN
  ( VERT. LINE = STATION )
  ( HORIZ. LINE = ELEV. OF FLOW LINE ) (GUTTER)

S. OR E.

EXISTING UNDERGROUND AS NOTED

PROPOSED SEWER, TYPE AND SIZE AS NOTED

TITLE OF STREET OR AVENUE
SIDE STREET NAMES
ELEVATIONS & STATIONS
MISCELLANEOUS LETTERING
RECORD PROFILE TABLE

DESIGN AND CONSTRUCTION LEGEND

N.T.S.  Jan. 1954

DEPARTMENT OF PUBLIC WORKS  MISC. 35-85-2
CITY OF MIAMI, FLORIDA  R-3
REINFORCED CONCRETE CURB AND VALLEY GUTTER

NOTES:

1.- ALL WORK SHALL COMPLY WITH CITY OF MIAMI STANDARD SPECIFICATIONS, MATERIALS: SEC. 302-1, AND METHODS: SEC. 408.

2.- SUBGRADE SHALL BE COMPACTED TO 95% DENSITY AASHO T-99.

3.- VALLEY GUTTER SHALL BE CONSTRUCTED IN 50' MAXIMUM SECTIONS WITH 3/8" TO 1/2" OPEN EXPANSION JOINT BETWEEN EACH SECTION AND CONTRACTION JOINTS AT 10' INTERVALS.

N.T.S.  
Oct. 1962

DR: EO  
DEPARTMENT OF PUBLIC WORKS  
MISC. 35-85-22

CK:  
CITY OF MIAMI, FLORIDA  
R-4a
STANDARD DRIVEWAY DETAILS FOR SIDEWALK/PARKWAY LESS THAN 7'-6" IN WIDTH

SECTION A-A

N.T.S. Nov. 2007

DR: EO DEPARTMENT OF PUBLIC WORKS MISC. 35-85-22
CK: CITY OF MIAMI, FLORIDA R-4b
STANDARD DRIVEWAY DETAILS FOR SIDEWALK/PARKWAY GREATER THAN 7'-6" IN WIDTH
NOTE: Driveways to begin a minimum of 13' from the intersection of base building lines.

LEGEND

TRANSITION AREA

STANDARD DRIVEWAY LOCATION AT INTERSECTION DETAILS

N.T.S. Jul. 1957
DR: EO
CK: DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
MISC. 35-85-22 R-4d
NOTES:

1. ALL WORK SHALL COMPARE WITH CITY OF MIAMI STANDARD SPECIFICATIONS, MATERIALS: SEC. 302-1, AND METHODS: SEC. 408.

2. Subgrade shall be compacted to 95% density AASHO T-99.

3. Valley gutter shall be constructed in 50' maximum sections with 1/8" to 1/4" open expansion joint between each section and contraction joints at 10' intervals.

CONCRETE VALLEY GUTTER

N.T.S.  Oct. 1962

DR: EO  DEPARTMENT OF PUBLIC WORKS  MISC. 35-85-22  R-4e

CK:  CITY OF MIAMI, FLORIDA
CROSS SECTION
STANDARD 6" CURB

CROSS SECTION
STANDARD CURB AND GUTTER

1 # 4 REBAR
5'-0"
4'-0"

2 # 4 REBARS ENTIRE WIDTH OF DRIVEWAY

2 # 4 REBAR
# 16 GAUGE TIE

NO CONSTRUCTION JOINT ALLOWED

CROSS SECTION
TRANSITION TO LOW CURB

TYPICAL CURB OR CURB AND GUTTER REINFORCING
NOTE:

1—THE CITY OF MIAMI PUBLIC WORKS DEPARTMENT SHALL REQUIRE HANDICAP RAMPS IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION "ROADWAY AND TRAFFIC DESIGN STANDARDS" INDEX No. 304 ENTITLED "PUBLIC SIDEWALK CURB RAMPS", LATEST REVISION.

2—FOR CASES WHERE NO DETAIL IS AVAILABLE, THE DESIGNER SHOULD REFER TO THE AMERICAN WITH DISABILITIES ACT (ADA) MANUAL.

STANDARD RAMP FOR HANDICAPPED
SECTION A-A

STANDARD RAMP FOR HANDICAPPED
SIDES OF CURB RAMPS FLARED SIDES

NOTE: IF X IS LESS THAN 48 INCHES, THEN THE SLOPE OF THE FLARED SIDE SHALL NOT EXCEED 1:12.


SIDES OF CURB RAMPS RETURNED CURB

WHERE THE CURB IS COMPLETELY CONTAINED WITHIN A PLANTING STRIP OR OTHER NON-WALKING SURFACE, SO THAT PEDESTRIANS WOULD NOT NORMALLY CROSS THE SIDES, THE CURB RAMP SIDES CAN BE STEEP SIDES INCLUDING VERTICAL RETURNED CURBS.

HANDICAPPED RAMP FLARED SIDE AND LANDING DIMENSIONS

N.T.S.
SECTION A-A

NOTE:
THIS RAMP SHALL BE USED WHERE A PEDESTRIAN CROSSING IS LOCATED WITHIN A CITY BLOCK AND SIDEWALK IS 5' OR LESS

HANDICAPPED RAMP FOR 5 FOOT WIDE SIDEWALK
N.T.S.

DR: EO
DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA

CK:
MISC. 35-85-22
R-4j
STANDARD CURB RADII
NOTE:
1. Subgrade to be sloped as shown or as directed by the engineer.
2. Concrete sidewalk shall have a minimum thickness of 4", except at driveway entrances where a thickness of 6" is required.
3. Sidewalks to be constructed with natural uncolored Portland cement concrete type I or type III non-structural (2500 psi).
TYPICAL CUL-DE-SAC
40'-50' RADIUS

FULL PAVEMENT

5.5' COMB. SWK.

40'-50' R

GUTTER

50'

20'

20' PAVEMENT

P.C.

PROP. LINE

5' SIDEWALK

P.C.

PROP. LINE

25'R
<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>CROSS SECTION TYPE</th>
<th>RIGHT OF WAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>50</td>
</tr>
<tr>
<td>T-3</td>
<td>A</td>
<td>S</td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td></td>
</tr>
<tr>
<td></td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>T-4</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td></td>
</tr>
<tr>
<td></td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>T-5</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td></td>
</tr>
<tr>
<td></td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>T-6</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td></td>
</tr>
<tr>
<td></td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

S: STANDARD STREET CROSS SECTION.
0: OPTIONAL STREET CROSS SECTION – ONLY AS AUTHORIZED OR REQUIRED BY THE DIRECTOR OF PUBLIC WORKS.

**TABLE OF TYPICAL CROSS SECTIONS**

OCTOBER, 2010  N.T.S.
DR: EO  DEPARTMENT OF PUBLIC WORKS  MISC. 35-85-26
CK: LJH  CITY OF MIAMI, FLORIDA  R-8a
<table>
<thead>
<tr>
<th>ZONING DISTRICT</th>
<th>CROSS SECTION TYPE</th>
<th>RIGHT OF WAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>CS</td>
<td>SAME STANDARDS AS ABUTTING ZONING DISTRICTS</td>
<td>50</td>
</tr>
<tr>
<td>CI</td>
<td>SAME STANDARDS AS ABUTTING ZONING DISTRICTS</td>
<td></td>
</tr>
<tr>
<td>CI-HD</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td>S</td>
</tr>
<tr>
<td></td>
<td>G</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>D</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td>E</td>
<td></td>
</tr>
<tr>
<td></td>
<td>F</td>
<td>S</td>
</tr>
<tr>
<td></td>
<td>G</td>
<td></td>
</tr>
</tbody>
</table>

S: STANDARD STREET CROSS SECTION.
O: OPTIONAL STREET CROSS SECTION – ONLY AS AUTHORIZED OR REQUIRED BY THE DIRECTOR OF PUBLIC WORKS.

NOTES:

1. IN ZONING DISTRICTS CLASSIFIED AS O (OPEN) CATEGORY, THE PREFERRED CROSS SECTION SHOULD INCLUDE CURB AND GUTTER AND EXPANDED SIDEWALK WIDTH AND STREET TREES PLANTED AT THE BACK OF CURB WITH PEDESTRIAN STYLE TREE GRATES OR APPROVED A.D.A. SURFACE.

2. IN ZONING DISTRICTS CLASSIFIED "URBAN", "BULB-OUTS" IN THE CURB AND GUTTER ALIGNMENT TO FACILITATE EXPANDED SIDEWALK ARE PREFERRED AT STREET INTERSECTIONS.

TABLE OF TYPICAL CROSS SECTIONS

OCTOBER, 2010  N.T.S.
DR: EO
CK: LJH
DEPARTMENT OF PUBLIC WORKS  CITY OF MIAMI, FLORIDA  MISC. 35–85–26  R–8b
TYPICAL CROSS SECTIONS

OCTOBER, 2010

DR: EO
CK: LJH

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA

MISC. 35–85–27
R–9a

LEGEND:
A BASE BUILDING LINE (RIGHT OF WAY LINE)
B CONCRETE SIDEWALK
C PROFILE GRADE LINE
D ASPHALT CONCRETE SURFACE COURSE
   (1” THICK; SEE NOTE 5)
E 8” THICK LIMESTONE BASE COURSE
F VERTICAL OFFSET FROM PROFILE GRADE LINE
G SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
H STABILIZED SUBGRADE
I SWALE BLOCK SYSTEM (SEE NOTE 2)
J FIRM UNYIELDING SUBGRADE
K 6”x12” CONCRETE HEADER

NOTES:
1. SEE MISC. 35–86–45 FOR SWALE TRENCH, WHERE REQUIRED, AND PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECs, AND SPACING. PRIVATE DRIVEWAY APPROACHES SHALL BE GRADED TO MATCH SWALE SLOPES.
2. SWALE BLOCK SYSTEM TO BE INTERRUPTED BY INDIVIDUAL 5’ WIDE PLANTERS SPACED TO CONFORM TO PARKING STALLS (2 MAX.) AND VISIBILITY TRIANGLES.
4. STREET CROWN BASED ON STRAIGHT SLOPES.
5. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL BE 1” BINDER COURSE AND 1” WEARING SURFACE.
50-C

50-D

LEGEND:
A BASE BUILDING LINE (RIGHT OF WAY LINE)
B CONCRETE SIDEWALK
C PROFILE GRADE LINE
D ASPHALT CONCRETE SURFACE COURSE
    (50-C-1" THICK; 50-D-1" Binder Course
    AND 1" WEARING SURFACE; SEE NOTE 4)
E 8" THICK LIMEROCK BASE COURSE
F VERTICAL OFFSET FROM PROFILE GRADE LINE
G SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
H STABILIZED SUBGRADE
I 6" CONCRETE CURB AND GUTTER
J 6" CONCRETE CURB
K MEDIAN (SOLID SOD AND APPROVED PALM TREES)

NOTES:
1. SEE MISC. 35-86-45 FOR SWALE TRENCH,
   WHERE REQUIRED, AND PUBLIC WORKS
   BULLETIN NO.33 FOR STREET TREE SPECS,
   AND SPACING. PRIVATE DRIVEWAY APPROACHES
   SHALL BE GRADED TO MATCH SWALE SLOPES.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE
   ALSO SEE MISC. 35-85-109 (SHEET 2 OF 2).
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS
   CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL
   BE 1" BINDER COURSE AND 1" WEARING SURFACE.

TYPICAL CROSS SECTIONS
**LEGEND:**

- A. BASE BUILDING LINE (RIGHT OF WAY LINE)
- B. CONCRETE SIDEWALK
- C. PROFILE GRADE LINE
- D. ASPHALT CONCRETE SURFACE COURSE
  (1" THICK; SEE NOTE 4)
- E. 8" THICK LIMEROCK BASE COURSE
- F. VERTICAL OFFSET FROM PROFILE GRADE LINE
- G. SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
- H. STABILIZED SUBGRADE
- I. 6" CONCRETE CURB AND GUTTER

**NOTES:**

1. SEE PUBLIC WORKS BULLETIN NO. 33 FOR STREET TREE SPECS AND SPACING.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE ZON. ORD. ART. 3, SEC. 3.B.4.1 AND ART. 4, TBL. B.
   ALSO SEE MISC. 35-85-109 (SHEET 2 OF 2).
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL BE 1" BINDER COURSE AND 1" WEARING SURFACE.
LEGEND:
① Base Building Line (Right of Way Line)
② Concrete Sidewalk
③ Profile Grade Line
④ Asphalt Concrete Surface Course
   (1" Binder Course and 1" Wearing Surface)
⑤ 8" Thick Limerock Base Course
⑥ Vertical Offset from Profile Grade Line
⑦ Stabilized Subgrade
⑧ 6" Concrete Curb and Gutter

NOTES:
1. Parking lane shall be interrupted by individual planters spaced to conform to parking stalls and visibility triangles. See Public Works Misc. 35–85–111 for planter island and Bulletin No. 33 for street tree specs. and spacing.
2. For required visibility triangles, see Zon. Ord. Art. 3, Sec. 3.B.4.1 and Art.4, Tbl. 8. Also see Misc. 35–85–109 (Sheet 2 of 2).
3. Street crown based on straight slopes.

TYPICAL CROSS SECTIONS

OCTOBER, 2010
N.T.S.

DR: E0
CK: LJI

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
MISC. 35–85–27
R–9d
50 - BICYCLE CORRIDOR

LEGEND:
1. BASE BUILDING LINE (RIGHT OF WAY LINE)
2. CONCRETE SIDEWALK
3. PROFILE GRADE LINE
4. ASPHALT CONCRETE SURFACE COURSE
   (1" BINDER COURSE AND 1" WEARING SURFACE)
5. 8" THICK LIMEROCK BASE COURSE
6. VERTICAL OFFSET FROM PROFILE GRADE LINE
7. STABILIZED SUBGRADE
8. 6" CONCRETE CURB AND GUTTER
9. SWALE (SEE NOTE NO. 4)

NOTES:
1. THE BICYCLE CORRIDOR CROSS SECTION SHALL BE USED FOR ROADWAYS DESIGNATED AS "BICYCLE ROUTE" AND "BICYCLE LANE" IN THE CITY OF MIAMI BICYCLE MASTER PLAN, AS AMENDED.
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. SWALE OPTION 1: SOLID SOD AND STREET TREES.
   OPTION 2: CONTINUOUS CONCRETE SIDEWALK WITH INDIVIDUAL TREE WELLS AND APPROVED STREET TREES AT BACK OF CURB AND GUTTER WITH PEDESTRIAN STYLE TREE GRATE OR APPROVED A.D.A. SURFACE. SEE PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECS. AND SPACING.
**LEGEND:**
- **A** BASE BUILDING LINE (RIGHT OF WAY LINE)
- **B** CONCRETE SIDEWALK
- **C** PROFILE GRADE LINE
- **D** ASPHALT CONCRETE SURFACE COURSE
  - (60-A-1" THICK; 60-F-1" BINDER COURSE AND 1" WEARING SURFACE; SEE NOTE 6)
- **E** 8" THICK LIMEROCK BASE COURSE
- **F** VERTICAL OFFSET FROM PROFILE GRADE LINE
- **G** SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
- **H** STABILIZED SUBGRADE
- **L** 6" CONCRETE CURB AND GUTTER

**NOTES:**
1. SEE MISC. 35~85~45 FOR SWALE TRENCH, WHERE REQUIRED, AND PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECS, AND SPACING. PRIVATE DRIVEWAY APPROACHES SHALL BE GRADED TO MATCH SWALE SLOPES.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE ZON. ORD. ART. 3, SEC. 3.8.4.1 AND ART.4, TBL 8. ALSO SEE MISC. 35~85~109 (SHEET 2 OF 2).
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. FOR SECTION 60-F, AN ADDITIONAL 10" WIDE SIDEWALK EASEMENT MAY BE REQUIRED. SEE ZONING ORDINANCE.
5. FOR SECTION 60-F, INDIVIDUAL TREE WELLS WITH APPROVED STREET TREES REQUIRED AT BACK OF CURB WITH PEDESTRIAN STYLE TREE GRATE OR APPROVED A.D.A. SURFACE.
6. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL BE 1" BINDER COURSE AND 1" WEARING SURFACE.

**TYPICAL CROSS SECTIONS**

October, 2010

Dr: EO

Ck: LJH

Department of Public Works
City of Miami, Florida

MISC. 35~85~28

R-10a
LEGEND:
① BASE BUILDING LINE (RIGHT OF WAY LINE)
② CONCRETE SIDEWALK
③ PROFILE GRADE LINE
④ ASPHALT CONCRETE SURFACE COURSE
(WITHOUT CURBS—1” THICK; WITH CURBS—1” BINDER COURSE AND 1” WEARING SURFACE; SEE NOTE 7)
⑤ 8” THICK LIMESTONE BASE COURSE
⑥ VERTICAL OFFSET FROM PROFILE GRADE LINE
⑦ SWALE (SOLID SOD AND STREET TREES—SEE NOTE 2)
⑧ STABILIZED SUBGRADE
⑨ 6” CONCRETE CURB AND GUTTER

NOTES:
1. THE BICYCLE CORRIDOR CROSS SECTION SHALL BE USED FOR ROADWAYS DESIGNATED AS "BICYCLE ROUTE" AND "BICYCLE LANE" IN THE CITY OF MIAMI MASTER PLAN, AS AMENDED.
2. SEE MISC. 35–85–45 FOR SWALE TRENCH, WHERE REQUIRED, AND PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECs, AND SPACING. PRIVATE DRIVEWAY APPROACHES SHALL BE GRADED TO MATCH SWALE SLOPES.
4. STREET CROWN BASED ON STRAIGHT SLOPES.
5. FOR SECTION WITH CURBS, AN ADDITIONAL 10’ WIDE SIDEWALK EASEMENT MAY BE REQUIRED. SEE ZONING ORDINANCE.
6. FOR SECTION WITH CURBS, INDIVIDUAL TREE WELLS WITH APPROVED STREET TREES REQUIRED AT BACK OF CURB WITH PEDESTRIAN STYLE TREE GRATE OR APPROVED A.D.A. SURFACE.
7. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL BE 1” BINDER COURSE AND 1” WEARING SURFACE.

TYPICAL CROSS SECTIONS

OCTOBER, 2010

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA

MISC. 35–85–28
R–10b
LEGEND:
A. BASE BUILDING LINE (RIGHT OF WAY LINE)
B. CONCRETE SIDEWALK
C. PROFILE GRADE LINE
D. ASPHALT CONCRETE SURFACE COURSE
   (70-A—1" THICK; 70-F—1" BINDER)
   COURSE AND 1" WEARING SURFACE; SEE NOTE 6)
E. 8" THICK LIMEROCK BASE COURSE
F. VERTICAL OFFSET FROM PROFILE GRADE LINE
G. SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
H. STABILIZED SUBGRADE
I. 6" CONCRETE CURB AND GUTTER

NOTES:
1. SEE MISC. 35—86—45 FOR SWALE TRENCH, WHERE REQUIRED, AND PUBLIC WORKS
   BULLETIN NO.33 FOR STREET TREE SPECS, AND SPACING. PRIVATE DRIVEWAY APPROACHES
   SHALL BE GRADED TO MATCH SWALE SLOPES.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE
   ZON. ORD. ART. 3, SEC. 3.8.4.1 AND ART.4, TBL 8.
   ALSO SEE MISC. 35—85—109 (SHEET 2 OF 2).
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. FOR SECTION 70—F, AN ADDITIONAL 10' WIDE
   SIDEWALK EASEMENT MAY BE REQUIRED. SEE
   ZONING ORDINANCE.
5. FOR SECTION 70—F, INDIVIDUAL TREE WELLS
   WITH APPROVED STREET TREES REQUIRED AT BACK
   OF CURB WITH PEDESTRIAN STYLE TREE
   GRATE OR APPROVED A.D.A. SURFACE.
6. ASPHALTIC CONCRETE THICKNESS ON ALL
   ROADWAYS CLASSIFIED AS "COLLECTOR"
   AND "ARTERIAL" SHALL BE 1" BINDER COURSE
   AND 1" WEARING SURFACE.

TYPICAL CROSS SECTIONS

OCTOBER, 2010     N.T.S.
DR: EO     DEPARTMENT OF PUBLIC WORKS     MISC. 35—85—29
CK: LJH     CITY OF MIAMI, FLORIDA     R—11a
**LEGEND:**

A. BASE BUILDING LINE (RIGHT OF WAY LINE)
B. CONCRETE SIDEWALK
C. PROFILE GRADE LINE
D. ASPHALT CONCRETE SURFACE COURSE
   (1" BINDER COURSE AND 1" WEARING SURFACE)
E. 8" THICK LIMEROCK BASE COURSE
F. VERTICAL OFFSET FROM PROFILE GRADE LINE
G. STABILIZED SUBGRADE
H. 6" CONCRETE CURB AND GUTTER
I. 6" CONCRETE CURB
J. MEDIAN (SOLID SOD AND APPROVED PALM TREES)

**NOTES:**

1. SEE PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECS. AND SPACING.
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. FOR SECTIONS 70–D AND 70–G, AN ADDITIONAL 10’ WIDE SIDEWALK EASEMENT MAY BE REQUIRED. SEE ZONING ORDINANCE.
5. FOR SECTIONS 70–D AND 70–G, INDIVIDUAL TREE WELLS WITH APPROVED STREET TREES REQUIRED AT BACK OF CURB AND GUTTER WITH PEDESTRIAN STYLE GRATE OR APPROVED A.D.A. SURFACE.
6. THE PRIMARY STATUS OF THE CONVERTIBLE LANE IS A TRAVEL LANE. THE DIRECTOR OF PUBLIC WORKS MAY DESIGNATE THE CONVERTIBLE LANE AS A RESTRICTED PARKING LANE.
7. MEDIAN SHALL TERMINATE TO ACCOMMODATE LEFT TURN LANES AT APPROACHES TO STREET INTERSECTIONS.

**TYPICAL CROSS SECTIONS**

OCTOBER, 2010  
N.T.S.

DR: EO  
CK: LJH  
DEPARTMENT OF PUBLIC WORKS  
CITY OF MIAMI, FLORIDA  
MISC. 35–85–29  
R–11b
TYPICAL CROSS SECTIONS

OCTOBER, 2010

DR: EO
CK: LJH

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA

MISC. 35–85–29

N.T.S.

R–11c
**70-BICYCLE CORRIDOR (WITH CURBS AND MEDIAN)**

**LEGENED:**
- A. BASE BUILDING LINE (RIGHT OF WAY LINE)
- B. CONCRETE SIDEWALK
- C. PROFILE GRADE LINE
- D. ASPHALT CONCRETE SURFACE COURSE
  (1" BINDER COURSE AND 1" WEARING SURFACE)
- E. 8" THICK LIMEROCK BASE COURSE
- F. VERTICAL OFFSET FROM PROFILE GRADE LINE
- G. STABILIZED SUBGRADE
- H. 6" CONCRETE CURB AND GUTTER
- I. 6" CONCRETE CURB
- N. MEDIAN (SOLID SOD AND APPROVED PALM TREES)

**NOTES:**
1. THE BICYCLE CORRIDOR CROSS SECTION SHALL BE USED FOR ROADWAYS DESIGNATED AS "BICYCLE ROUTE" AND "BICYCLE LANE" IN THE CITY OF MIAMI MASTER PLAN, AS AMENDED.
2. SEE PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECS, AND SPACING.
4. STREET CROWN BASED ON STRAIGHT SLOPES.
5. AN ADDITIONAL 10' WIDE SIDEWALK EASEMENT MAY BE REQUIRED. SEE ZONING ORDINANCE.
6. INDIVIDUAL TREE WELLS WITH APPROVED STREET TREES REQUIRED AT BACK OF CURB WITH PEDESTRIAN STYLE TREE GRATE OR APPROVED A.D.A. SURFACE.
7. MEDIAN SHALL TERMINATE TO ACCOMMODATE LEFT TURN LANES AT APPROACHES TO STREET INTERSECTIONS.
LEGEND:
A BASE BUILDING LINE (RIGHT OF WAY LINE)
B CONCRETE SIDEWALK
C PROFILE GRADE LINE
D ASPHALT CONCRETE SURFACE COURSE
(80-A=1" THICK, 80-D=1" BINDER)
E COURSE AND 1" WEARING SURFACE: SEE NOTE 7)
F 8" THICK LIMESTONE BASE COURSE
G VERTICAL OFFSET FROM PROFILE GRADE LINE
H SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
I STABILIZED SUBGRADE
J 6" CONCRETE CURB AND GUTTER
K 6" CONCRETE CURB
L MEDIAN (SOLID SOD AND APPROVED PALM TREES)

NOTES:
1. SEE MISC. 35–86–45 FOR SWALE TRENCH,
WHERE REQUIRED, AND PUBLIC WORKS
BULLETIN NO. 33 FOR STREET TREE Specs,
AND SPACING. PRIVATE DRIVEWAY APPROACHES
SHALL BE GRADED TO MATCH SWALE SLOPES.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE
ZON. ORD. ART. 3, SEC. 3.8.4.1 AND ART. 4, TBL B.
ALSO SEE MISC. 35–85–109 (SHEET 2 OF 2).
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. FOR SECTION 80–D, AN ADDITIONAL 10" WIDE
SIDEWALK EASEMENT MAY BE REQUIRED. SEE
ZONING ORDINANCE.
5. FOR SECTION 80–D, INDIVIDUAL TREE WELLS
WITH APPROVED STREET TREES REQUIRED AT BACK
OF CURB AND GUTTER WITH PEDESTRIAN STYLE TREE
GRATES OR APPROVED A.D.A. SURFACE.
6. MEDIAN SHALL TAPER AND NARROW TO
ACCOMMODATE LEFT TURN LANES AT APPROACHES
TO STREET INTERSECTIONS.
7. ASPHALTIC CONCRETE THICKNESS ON ALL
ROADWAYS CLASSIFIED AS "COLLECTOR"
AND "ARTERIAL" SHALL BE 1" BINDER COURSE
AND 1" WEARING SURFACE.

TYPICAL CROSS SECTIONS
80-BICYCLE CORRIDOR
(WITHOUT CURBS)

80-BICYCLE CORRIDOR
(WITH CURBS AND MEDIAN)

LEGEND:
1. BASE BUILDING LINE (RIGHT OF WAY LINE)
2. CONCRETE SIDEWALK
3. PROFILE GRADE LINE
4. ASPHALT CONCRETE SURFACE COURSE
   (WITHOUT CURBS-1” THICK; WITH CURB 1” Binder
   course and 1” Wearing surface; See Note 8)
5. 8” THICK LIMEROCK BASE COURSE
6. VERTICAL OFFSET FROM PROFILE GRADE LINE
7. SWALE (SOLID SOD AND STREET TREES—SEE NOTE 2)
8. STABILIZED SUBGRADE
9. 6” CONCRETE CURB AND GUTTER
10. 6” CONCRETE CURB
11. MEDIAN (SOLID SOD AND APPROVED PALM TREES)

NOTES:
1. THE BICYCLE CORRIDOR CROSS SECTION
   SHALL BE USED FOR ROADWAYS DESIGNATED
   AS "BICYCLE ROUTE" AND "BICYCLE LANE" IN
   THE CITY OF MIAMI MASTER PLAN, AS AMENDED.
2. SEE MISC. 35–86–45 FOR SWALE TRENCH,
   WHERE REQUIRED, AND PUBLIC WORKS
   BULLETIN NO.33 FOR STREET TREE SPECS,
   AND SPACING. PRIVATE DRIVEWAY APPROACHES
   SHALL BE GRADED TO MATCH SWALE SLOPES.
3. FOR REQUIRED VISIBILITY TRIANGLES, SEE
   ALSO SEE MISC. 35–85–109 (SHEET 2 OF 2).
4. STREET CROWN BASED ON STRAIGHT SLOPES.
5. FOR SECTION WITH CURBS, AN ADDITIONAL 10’ WIDE
   SIDEWALK EASEMENT MAY BE REQUIRED, SEE
   ZONING ORDINANCE.
6. FOR SECTION WITH CURBS, INDIVIDUAL TREE WELLS
   WITH APPROVED STREET TREES REQUIRED AT BACK
   OF CURB WITH PEDESTRIAN STYLE TREE
   GRATE OR APPROVED A.D.A. SURFACE.
7. MEDIAN SHALL TERMINATE TO ACCOMMODATE LEFT
   TURN LANES AT APPROACHES TO STREET
   INTERSECTIONS.
8. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS
   CLASSIFIED AS "COLLECTOR"
   AND "ARTERIAL" SHALL BE 1” BINDER COURSE
   AND 1” WEARING SURFACE.

TYPICAL CROSS SECTIONS

OCTOBER, 2010
N.T.S.

DR: EO
DEPARTMENT OF PUBLIC WORKS
CK: LJH
MISC. 35–85–30
CITY OF MIAMI, FLORIDA
R–12b
LEGEND:
1. BASE BUILDING LINE (RIGHT OF WAY LINE)
2. CONCRETE SIDEWALK
3. PROFILE GRADE LINE
4. ASPHALT CONCRETE SURFACE COURSE
   (90°-C-1" THICK; 90-D-1" BINDER COURSE AND 1" WEARING SURFACE; SEE NOTE 7)
5. 8" THICK LIMEROCK BASE COURSE
6. VERTICAL OFFSET FROM PROFILE GRADE LINE
7. SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
8. STABILIZED SUBGRADE
9. 6" CONCRETE CURB AND GUTTER
10. 6" CONCRETE CURB
11. MEDIAN (SOLID SOD AND APPROVED PALM TREES)

NOTES:
1. SEE MISC. 35-85-45 FOR SWALE TRENCH, WHERE REQUIRED, AND PUBLIC WORKS BULLETIN NO.33 FOR STREET TREE SPECS. AND SPACING. PRIVATE DRIVEWAY APPROACHES SHALL BE GRADED TO MATCH SWALE SLOPES.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE ZON. ORD. ART. 3, SEC. 3.8.4.1 AND ART.4, TBL. 8
   ALSO SEE MISC. 35-85-109 (SHEET 2 OF 2)
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. FOR SECTION 90-D, AN ADDITIONAL 10' WIDE SIDEWALK EASEMENT MAY BE REQUIRED. SEE ZONING ORDINANCE.
5. FOR SECTION 90-D, INDIVIDUAL TREE WELLS WITH APPROVED STREET TREES REQUIRED AT BACK OF CURB AND GUTTER WITH PEDESTRIAN STYLE TREE GRATE OR APPROVED A.D.A. SURFACE
6. MEDIAN SHALL TERMINATE TO ACCOMMOATE LEFT TURN LANES AT APPROACHES TO STREET INTERSECTIONS
7. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL BE 1" BINDER COURSE AND 1" WEARING SURFACE.
LEGEND:
① BASE BUILDING LINE (RIGHT OF WAY LINE)
② CONCRETE SIDEWALK
③ PROFILE GRADE LINE
④ ASPHALT CONCRETE SURFACE COURSE
   (100-C=1" THICK; 100-D=1" BINDER COURSE AND 1" WEARING SURFACE; SEE NOTE 7)
⑤ 8" THICK LIMEROCK BASE COURSE
⑥ VERTICAL OFFSET FROM PROFILE GRADE LINE
⑦ SWALE (SOLID SOD AND STREET TREES—SEE NOTE 1)
⑧ STABILIZED SUBGRADE
⑨ 6" CONCRETE CURB AND GUTTER
⑩ MEDIAN (SOLID SOD AND APPROVED PALM TREES)
⑪ SWALE (SEE NOTE NO. 5)

NOTES:
1. SEE MISC. 35—86—45 FOR SWALE TRENCH, WHERE REQUIRED, AND PUBLIC WORKS BULLETIN NO. 53 FOR STREET TREE SPECS, AND SPACING. PRIVATE DRIVEWAY APPROACHES SHALL BE GRADED TO MATCH SWALE SLOPES.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE ZON. ORD. ART. 3, SEC. 3.8.4.1 AND ART. 4, TBL. 8.
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. FOR SECTION 100-D, AN ADDITIONAL 10'-WIDE SIDEWALK EASEMENT MAY BE REQUIRED, SEE ZONING ORDINANCE.
5. FOR SECTION 100-D, OPTION 1: SOLID SOD AND STREET TREES. OPTION 2: CONTINUOUS CONCRETE SIDEWALK WITH INDIVIDUAL TREE Wells AND APPROVED STREET TREES AT BACK OF CURB AND GUTTER WITH PEDESTRIAN STYLE TREE GRATE OR APPROVED A.D.A. SURFACE. SEE PUBLIC WORKS BULLETIN NO. 33 FOR STREET TREE SPECS AND SPACING.
6. MEDIAN SHALL TERMINATE TO ACCOMMODATE LEFT TURN LANES AT APPROACHES TO STREET INTERSECTIONS.
7. ASPHALTIC CONCRETE THICKNESS ON ALL ROADWAYS CLASSIFIED AS "COLLECTOR" AND "ARTERIAL" SHALL BE 1" BINDER COURSE AND 1" WEARING SURFACE.

TYPICAL CROSS SECTIONS

OCTOBER, 2010
N.T.S.
DR: EO
CK.: LJH
DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
MISC. 35—85—32
R-14a
100-BICYCLE CORRIDOR
(WITH CURBS AND MEDIAN)

LEGEND:
A BASE BUILDING LINE (RIGHT OF WAY LINE)
B CONCRETE SIDEWALK
C PROFILE GRADE LINE
D ASPHALT CONCRETE SURFACE COURSE
   (1" BINDER COURSE AND 1" WEARING SURFACE)
E 6" THICK LIMESTONE BASE COURSE
F VERTICAL OFFSET FROM PROFILE GRADE LINE
G STABILIZED SUBGRADE
H 6" CONCRETE CURB AND GUTTER
J 6" CONCRETE CURB
K MIDDLE (SOLID SOIL AND APPROVED PALM TREES)
L SWALE (SEE NOTE NO. 5)

NOTES:
1. THE BICYCLE CORRIDOR CROSS SECTION
   SHALL BE USED FOR ROADWAYS DESIGNATED
   AS "BICYCLE ROUTE" AND "BICYCLE LANE" IN
   THE CITY OF MIAMI MASTER PLAN, AS AMENDED.
2. FOR REQUIRED VISIBILITY TRIANGLES, SEE
   ZON. ORD. ART. 3, SEC. 3.8.4.1 AND ART.4, TBL 8.
   ALSO SEE MISC. 35–85–109 (SHEET 2 OF 2).
3. STREET CROWN BASED ON STRAIGHT SLOPES.
4. AN ADDITIONAL 10' WIDE SIDEWALK EASEMENT
   MAY BE REQUIRED. SEE ZONING ORDINANCE.
5. OPTION 1: SOLID SOIL AND STREET TREES. OPTION 2:
   CONTINUOUS CONCRETE SIDEWALK WITH INDIVIDUAL
   TREE WELLS AND APPROVED STREET TREES AT BACK
   OF CURB AND GUTTER WITH PEDESTRIAN STYLE TREE
   GRATE OR APPROVED A.D.A. SURFACE. SEE PUBLIC
   WORKS BULLETIN NO.33 FOR STREET TREE SPECS,
   AND SPACING.
6. MEDIAN SHALL TAPER AND NARROW TO ACCOMMODATE
   LEFT LANES AT APPROACHES TO STREET
   INTERSECTIONS.

TYPICAL CROSS SECTIONS
FULLER STREET
TYPICAL CROSS SECTION
N.T.S.

DECEMBER, 2012

DR: EO
CK: JS

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
MISC. 35-85-32A
R-15
PARALLEL PARKING

4" WHITE STRIPE

2'-0" STANDARD STALL

DETAIL 'A'

ANGLE PARKING

D1= TWO WAY TRAFFIC, DOUBLE LOADED (2 ROWS OF STALLS)
D2= ONE WAY TRAFFIC, DOUBLE LOADED (2 ROWS OF STALLS)
D3= ONE WAY TRAFFIC, SINGLE LOADED (1 ROW OF STALLS)

<table>
<thead>
<tr>
<th>VEHICLE</th>
<th>STALL DIMENSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>22'-0&quot;</td>
<td>8'-0&quot;</td>
</tr>
<tr>
<td>12'-0&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>11'-1&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>10'-5&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>9'-10&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>9'-5</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>9'-1&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>8'-10&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>8'-8&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>8'-6&quot;</td>
<td>8'-6&quot;</td>
</tr>
<tr>
<td>8'-6&quot;</td>
<td>8'-6&quot;</td>
</tr>
</tbody>
</table>

NOTES:
1. WHERE A STALL ABUTS A PHYSICAL OBSTRUCTION, THE STALL WIDTH SHALL BE INCREASED BY 1'.
2. WHERE THERE IS AN OBSTRUCTION ON BOTH SIDES, THE STALL WIDTH SHALL BE INCREASED BY 2'.
3. Dimension shown are min. For unobstructed parking and maneuvering, where physical obstructions exist, additional width must be provided for parking and turning movements.
4. A DOUBLE PAINTED LINE IS STD. ON ALL PARKING LAYOUTS. MIN. WIDTH OF PAINTED LINES IS 4", COLOR WHITE.
5. 3. THIS STANDARD TO SUPERSEDE ALL OTHER PARKING STANDARDS.

MINIMUM PARKING STANDARDS

OFF STREET PARKING

N.T.S. Sept., 1990

DR: EO

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA

MISC. 35-85-33 M-16a
**ANGLE PARKING**

D1 = TWO WAY TRAFFIC, DOUBLE LOADED (2 ROWS OF STALLS)
D2 = ONE WAY TRAFFIC, DOUBLE LOADED (2 ROWS OF STALLS)
D3 = ONE WAY TRAFFIC, SINGLE LOADED (1 ROW OF STALLS)

<table>
<thead>
<tr>
<th>VEHICLE</th>
<th>STALL</th>
<th>DIMENSIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>HANDICAP</td>
<td>18' STALL</td>
<td>LENGTH</td>
</tr>
<tr>
<td></td>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>45°</td>
<td>24.04'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>50°</td>
<td>22.19'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>55°</td>
<td>20.75'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>60°</td>
<td>19.63'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>65°</td>
<td>18.76'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>70°</td>
<td>18.09'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>75°</td>
<td>17.60'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>80°</td>
<td>17.26'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>85°</td>
<td>17.06'</td>
<td>17'-0&quot;</td>
</tr>
<tr>
<td>90°</td>
<td>17.0'</td>
<td>17'-0&quot;</td>
</tr>
</tbody>
</table>

* INCLUDES A 5 FOOT WIDE ACCESS AISLE

**NOTES:**
1. DIMENSIONS SHOWN ARE MIN. FOR UNOBSERVED PARKING AND MANEUVERING. WHERE PHYSICAL OBSTRUCTIONS EXIST, ADDITIONAL WIDTH MUST BE PROVIDED FOR PARKING AND TURNING MOVEMENTS.
2. A DOUBLE PAINTED LINE (SHOWN ABOVE) IS STD. ON ALL HANDICAP PARKING Stalls. MIN. WIDTH OF PAINTED LINES IS 4", COLOR BLUE.
3. THIS STANDARD TO SUPERSEDE ALL OTHER PARKING STANDARDS.
4. ADJACENT HANDICAP PARKING STALLS MAY SHARE A SINGLE 5 FOOT WIDE WIDE ACCESS AISLE.

**MINIMUM PARKING STANDARDS (HANDICAPPED)**

OFF STREET PARKING

N.T.S.

May, 1992

DR: EO

DEPARTMENT OF PUBLIC WORKS

MISC. 35-85-33

CK:

R-16b

CITY OF MIAMI, FLORIDA
PARKING BY DISABLED PERMIT ONLY

WHITE GRAPHICS ON A BLUE BACKGROUND

BLUE LETTERS ON A WHITE BACKGROUND. NOTE: IN ADDITION, TEXT MAY ALSO INCLUDE TOWING AND MONETARY PENALTY INFORMATION.

SIGN POST (METAL OR APPROVED EQUAL) WEIGHT (3.00 LBS/FT)

MOUNTING BOLTS

BASE POST

THE ABOVE POST MOUNTED SIGN, OR EQUIVALENT SHALL BE PLACED AT THE END OF EACH HANDICAP STALL, CLEARLY VISIBLE TO THE VEHICLE DRIVER.

SIGNAGE FOR HANDICAP STALLS
OFF STREET PARKING
N.T.S.

Feb. 1992

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA

MISC. 35–85–33
R–16c
MINIMUM TURNING PATH FOR PASSENGER VEHICLE

PATH OF LEFT FRONT WHEEL
PATH OF FRONT OVERHANG

DESIGN PASSENGER VEHICLE

PATH OF RIGHT REAR WHEEL
PATH OF REAR OVERHANG

May, 1983

DR: EO
DEPARTMENT OF PUBLIC WORKS
MISC. 35-85-33
CK:
CITY OF MIAMI, FLORIDA
R-16d
PORTLAND CEMENT CONCRETE

STANDARD PAVEMENT DETAIL FOR OFF-STREET PARKING AREAS

NOTE: Minimum cross slope on asphalt and concrete pavement shall be 0.125'

N.T.S. Oct. 1962

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
ELEVATION OF BARRICADE INSTALLATION

NOTES:

1. Concrete posts shall be painted with an 80% white Portland cement paint after installation.

2. Aluminium rail elements:
   All bolts shall be aluminium alloy 2024–T4 (ASTM specifications B–211, latest issue) with 30 minute anodize and 30 minute seal. All hex nuts shall be aluminium alloy 6061–T6, not anodized. All washers shall be Al clad 2024–T4 aluminium alloy, not anodized.

3. Steel rail elements:
   All fastenings, including nuts, bolts & washers shall be galvanized steel.

   Steel rail elements shall be supplied shop primed. After erection, rail elements shall be painted with one coat rust inhibited paint, followed at least 24 hours later, by three coats of suitable white guard rail paint.

   (S.R.O. specification–code W–1 or equal)

4. At all "dead end" roadways and at T–intersections adjacent to canal or ditch,
   Post spacing shall be 6’–3" extending the full width of the intersecting roadway right of way.

PERMANENT STREET BARRICADE
GUARD RAIL TYPE

N.T.S.

April, 1964
NOTE:

1- Compacton detail applies to both cuts & fills.

2- No piece of rock over 6" will be placed in the upper two feet of the embankment. No piece of rock over 3 1/2" will be placed in the upper twelve inches of the completed embankment.

3- Asphalt mix equivalency SP-12.5 could be used instead of S-1
   SP-9.5 could be used instead of S-3
NOTE:

THE SURFACE SHALL BE 1-1/2" OF ASPHALTIC CONCRETE.
STREET CROWN BASED ON STRAIGHT SLOPES.

TYPICAL CROSS SECTION SE 14 STREET
BETWEEN BRICKELL AVE & BRICKELL BAY DR.

N.T.S.

DR: EO
CK: 
DEPARTMENT OF PUBLIC WORKS  CITY OF MIAMI, FLORIDA  MISC. 35–85–39  R–20
1— Wearing surface shall be 1" asphaltic concrete with 6" limed rock base.
2— Extend pavement to BBL where sidewalk does not exist.
3— Use 6" concrete sidewalk where concrete sidewalk exists within limit of driveway.
4— All construction shall conform to standards of the Public Works Department and Owner shall maintain the driveway approach within the public right of way.
5— Refer to Public Works Department Bulletin No. 37 for alternative driveway approaches.
6— Driveway width to comply with Public Works Department Bulletin No. 28.

**TYPICAL ASPHALTIC CONCRETE DRIVEWAY**

**SECTION "A-A"**
1. Driveway within the right of way area shall be unreinforced, have a minimum thickness of 6 inches and a minimum strength of 3000 P.S.I. at 28 days.
2. Extend concrete pavement to BBL where sidewalk does not exist.
3. Construct 6 inch concrete sidewalk where 4 inch sidewalk exists within limit of driveway.
4. Construction and contraction joints shall be constructed in accordance with requirements of the city’s "standard contract documents and specifications for public works projects", as amended.
5. All construction shall conform to standards of the public works department and owner shall maintain the driveway approach within the public right of way.
6. Refer to public works department bulletin No. 37 for alternative driveway approaches.
7. Driveway width to comply with public works department bulletin No. 28.

Typical Portland cement concrete driveway

N.T.S. May, 1993
DR: EO DEPARTMENT OF PUBLIC WORKS MISC. 35-85-40
CK: CITY OF MIAMI, FLORIDA R-21b
Existing sidewalk

Location of driveway shall conform to the requirements of the City Code and current Zoning Ordinance.

Radius may vary due to field conditions. Chord may also be used.

TANGENT TO E/P (TYP.)

10' MIN.
40' MAX.

Meet flush with sidewalk

Header for brick paver driveway shall be 8"x 8" concrete with one #5 rebar.

Proposed brick or concrete pavers

edge of pavement

SWALE WIDTH VARIES

PLAN VIEW

GRADE TO MATCH SWALE SLOPES

1½" min. compacted sand

new brick or concrete pavers

(6" Limerock Base (See Note 3)

Stabilized subgrade

TYPICAL CROSS SECTION WITH EXISTING SIDEWALK

Where no sidewalk exists, a brick or concrete header shall be constructed at the property line.

TYPICAL CROSS SECTION WITHOUT EXISTING SIDEWALK

1. Refer to Public Works Department Bulletin No. 37 for alternative driveway approaches.

2. Before construction commences, owner or his representative shall contact the Public Works Inspector and verify location and construction methods.

3. Limerock base shall be compacted to min. 98% of max. density as determined by ASTM D 1557—Test Method for Laboratory Compaction Characteristics of Soil Using Modified Effort.

4. The Public Works Inspector shall make all decisions concerning the type of brick or concrete paver to be used.

5. All construction shall conform to standards of the Public Works Department and owner shall maintain the driveway approach within the public right of way.

6. Driveway width to comply with Public Works Department Bulletin No. 28.

TYPICAL BRICK OR CONCRETE PAVER DRIVEWAY ON ROADWAYS WITHOUT CURBS AND/OR GUTTERS

N.T.S. Oct. 1994

DR: E0
CK: 

DEPARTMENT OF PUBLIC WORKS CITY OF MIAMI, FLORIDA

MISC. 35-85-40 R-21c
REINFORCED, PRE-CAST, CONCRETE WHEEL STOP

NOTE:
WHEEL STOP SHALL HAVE LONGITUDINAL REINFORCING: 2-#4 GALVANIZED
TO BE USED WHERE SIDEWALK DOES NOT CONTINUE

TO BE USED WHERE SIDEWALK DOES CONTINUE PAST POINT
WHERE C & G ENDS

CURB AND GUTTER END TRANSITIONS

N.T.S. Jan. 1969

DR: EO
CK:

DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
MISC. 35–85–42
R–23
STANDARD ALLEY PAVEMENT CROSS SECTIONS

STANDARD CROWN

INVERTED CROWN

ALONG THE SIDES
OF STORM WATER DRAINAGE LOCATIONS WHERE DRAINAGE OR SEWER LOCATIONS ARE REQUIRED
NOT TO INTERFERED CROWN MAY BE USED IN

6" min.
5'-6" conc.
4'-6"
3'-6"
2'-6"
1'-6"
6" min.
5'-0" conc.
4'-0"
3'-0"
2'-0"
1'-0"
6" min.

C/OF ALLEY
C/OF ALLEY
NOTE: ALL Dimensions SHOWN ARE MINIMUM

AREA TO BE TRIMMED CLEAR

TREE TRIMMING IN THE STREET RIGHT OF WAY
NOTE:
1. MAINTAIN EXISTING EDGE OF PAVEMENT AND SIDEWALK WHEN INSTALLING SWALE BLOCK.
2. SAW CUT EXPANSION JOINT EVERY 20 FEET ON CONCRETE CURB BORDER.
3. LOCATION OF SWALE BLOCK SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO CONSTRUCTION.
4. COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO – T180

SWALE BLOCK DETAIL

N.T.S. April 2004
DR: EO DEPARTMENT OF PUBLIC WORKS
CK: MISC. 35–85–110 CITY OF MIAMI, FLORIDA
R–26a
NOTE:

1. MAINTAIN EXISTING EDGE OF PAVEMENT AND SIDEWALK WHEN INSTALLING SWALE BLOCK.
2. SAW CUT EXPANSION JOINT EVERY 20 FEET ON CONCRETE CURB BORDER.
3. LOCATION OF PERVIOUS CONCRETE SHALL BE APPROVED BY THE PUBLIC WORKS DEPARTMENT PRIOR TO CONSTRUCTION.
4. COMPACTED TO 92–95% MAX. DENSITY AS DETERMINED BY AASHTO–T180.

PERVIOUS CONCRETE SWALE DETAIL
LEGEND:

A. 6" CONCRETE CURB
B. 6" CONCRETE CURB AND GUTTER
C. EDGE OF DRIVING LANE
D. PLANTER
E. TRENCH DRAIN GRATES MAY BE REQUIRED OVER THE GUTTER PAN IN URBAN AREAS WITH SIGNIFICANT PEDESTRIAN TRAFFIC

NOTES:

1. PARKING LANE PLANTER TO BE UTILIZED ON TYPICAL CROSS SECTION 50-F IN ACCORDANCE WITH PLANTER SPACING AND VISIBILITY REQUIREMENTS AND AT LOCATIONS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
2. PLANTER SHALL BE FILLED WITH SUITABLE PLANTING SOIL AND TREE/MULCH INSTALLED IN ACCORDANCE WITH PUBLIC WORKS TREE PLANTING PROCEDURES.
3. ALTERNATIVE CURB CONFIGURATIONS TO ACCOMMODATE EXISTING FIELD CONDITIONS REQUIRE ADVANCE APPROVAL BY THE DIRECTOR OF PUBLIC WORKS.

PARKING LANE PLANTER
(FLOW—THRU CURB AND GUTTER)
PLAN VIEW

SECTION A-A

LEGEND:

A 6" CONCRETE CURB
B 6" CONCRETE CURB AND GUTTER
C EDGE OF DRIVING LANE
D PLANTER
E 2' VALLEY GUTTER

NOTES:
1. PARKING LANE PLANTER TO BE UTILIZED IN ACCORDANCE WITH PLANTER SPACING AND VISIBILITY REQUIREMENTS AND AT LOCATIONS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
2. PLANTER SHALL BE FILLED WITH SUITABLE PLANTING SOIL AND TREE/MULCH INSTALLED IN ACCORDANCE WITH PUBLIC WORKS TREE PLANTING PROCEDURES.
3. ALTERNATIVE CURB CONFIGURATIONS TO ACCOMMODATE EXISTING FIELD CONDITIONS REQUIRE ADVANCE APPROVAL BY THE DIRECTOR OF PUBLIC WORKS.

PARKING LANE PLANTER

OCTOBER, 2010

N.T.S.

DR: EO

DEPARTMENT OF PUBLIC WORKS

CK: LJH

CITY OF MIAMI, FLORIDA

MISC. 35–85–111

R–27b
PLANNING VIEW

SECTION A-A

LEGEND:
⑨6" CONCRETE CURB AND GUTTER
⑩EDGE OF DRIVING LANE
⑪PLANTER

NOTES:
1. PARKING LANE PLANTER TO BE UTILIZED IN ACCORDANCE WITH PLANTER SPACING AND VISIBILITY REQUIREMENTS AND AT LOCATIONS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
2. PLANTER SHALL BE FILLED WITH SUITABLE PLANTING SOIL AND TREE/MULCH INSTALLED IN ACCORDANCE WITH PUBLIC WORKS TREE PLANTING PROCEDURES.
3. ALTERNATIVE CURB CONFIGURATIONS TO ACCOMMODATE EXISTING FIELD CONDITIONS REQUIRE ADVANCE APPROVAL BY THE DIRECTOR OF PUBLIC WORKS.
4. PROPER DRAINAGE FACILITIES SHALL BE INSTALLED WHERE PLANTER BLOCKS THE LONGITUDINAL FLOW OF STORM WATER.

PARKING LANE PLANTER

OCTOBER, 2010
N.T.S.

DR: EO
CK: LJH
DEPARTMENT OF PUBLIC WORKS
CITY OF MIAMI, FLORIDA
MISC. 35-85-111
R-27c
NOTES: Refer to Sheet 2 of 2 for material and installation specifications.

ARCHITECTURAL PAVERS
1. DESCRIPTION

Construction of sidewalk and driveway entrances surfaced with pavers.

2. MATERIALS

2.1 General: Architectural pavers shall meet the following requirements:

<table>
<thead>
<tr>
<th>Proposed Use</th>
<th>ASTM C902 (Brick Paver)</th>
<th>ASTM C1272 (Brick Paver)</th>
<th>ASTM C936 (Concrete Paver)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Driveways</td>
<td>Do Not Use</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>X</td>
<td>Do Not Use</td>
<td>X</td>
</tr>
<tr>
<td>Residential Driveways</td>
<td>X</td>
<td>Do Not Use</td>
<td>X</td>
</tr>
</tbody>
</table>

Ensure that pavers are consistent in color, size and appearance.

2.2 Architectural Pavers – sidewalk and residential driveways:
Use architectural pavers having a minimum thickness of 2 3/8”.

2.3 Architectural Pavers – commercial driveways:
Use architectural pavers having a minimum thickness of 3 1/8”.

2.4 Bedding:
The bedding material shall be a mixture of one part Portland cement to three parts of sand.

2.5 Base:
Limerock material shall comply with the requirements as specified in section 911 of the Florida Department of Transportation Standard Specifications for Road and Bridge Construction, latest edition.

3. PLACEMENT

3.1 Excavate area to required depth below finish grade and stabilize to provide firm and unyielding subgrade.

3.2 Spread the limerock base material, minimum 6” thick, and compact to provide a firm surface. Grade surface to proper level and compact to 95 percent of maximum density in accordance with ASTM D 1557—Test Method for Laboratory Compaction Characteristics of Soils using Modified Effort [56,000 ft–lbf/ft (2,700 kN–m/m)].

3.3 Spread the bedding with minimum thickness of 1 1/2” thick.

3.4 Lay the pavers on the bedding.

3.5 Brush off laid out paver surface to remove bedding mix from surface.

3.6 Mechanically vibrate pavers to a uniform level, true to grade and free of movement.

3.7 Sweep dry bedding mix into joint until full.

3.8 Sweep any excess bedding mix from surface. Insure that the bedding mix lies below top of the pavers.

3.9 Direct a fine mist of water to dampen the joints. Dampen until there is some water retention on the paver joints.

3.10 No traffic shall be allowed on paver for at least 24 hours.

ARCHITECTURAL PAVERS