Footnotes:

All ½" joints shall be constructed with preformed joint filler.

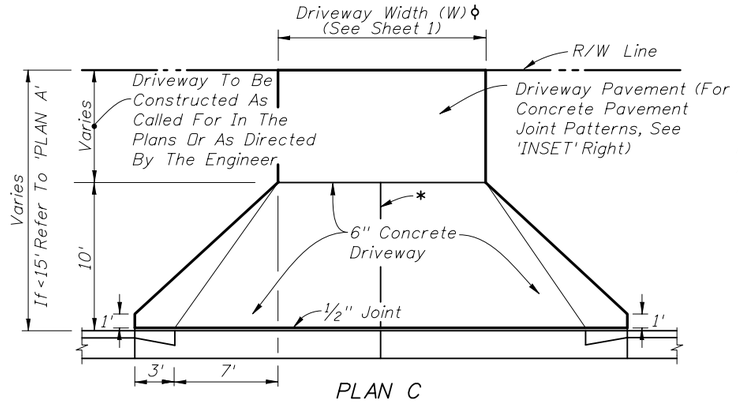
* ⅛" Open joints placed at equal (20' max.) intervals for driveways over 20' wide. Joints in curb and gutter to match joints in driveways.

△ When connecting to sidestreet curb and gutter sections, the no drop curb limits should extend back to the sidestreet radius point. With or without curb and gutter, no driveway should encroach on the corner radius.

ϕ Driveways (6" concrete) shall be of a uniform width (W) to the right of way line.

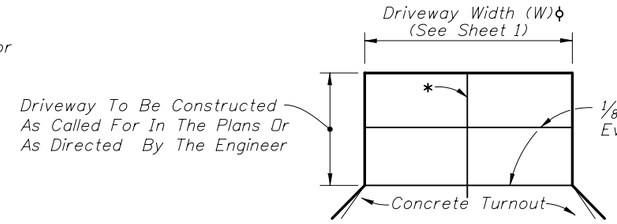
☆ 4' Min., May be reduced to 3' Min. in restricted conditions when approved by the Engineer.

(– –) Alpha-numeric identification of a flared driveway type specifically called for in the plans, see sheets 3 and 4.

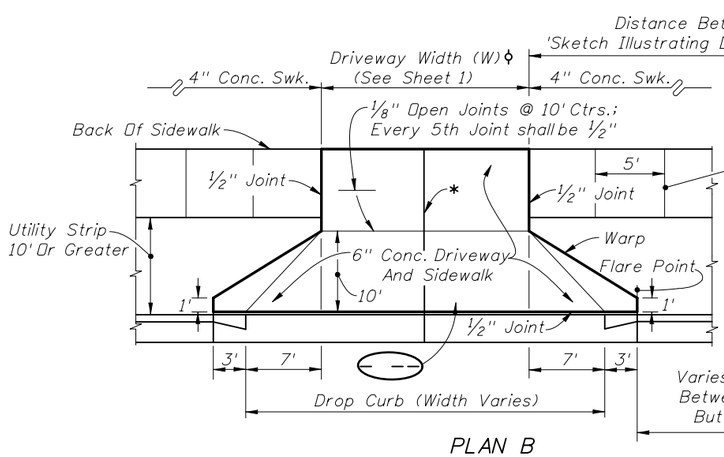


PLAN C

TURNOUT WITHOUT SIDEWALK

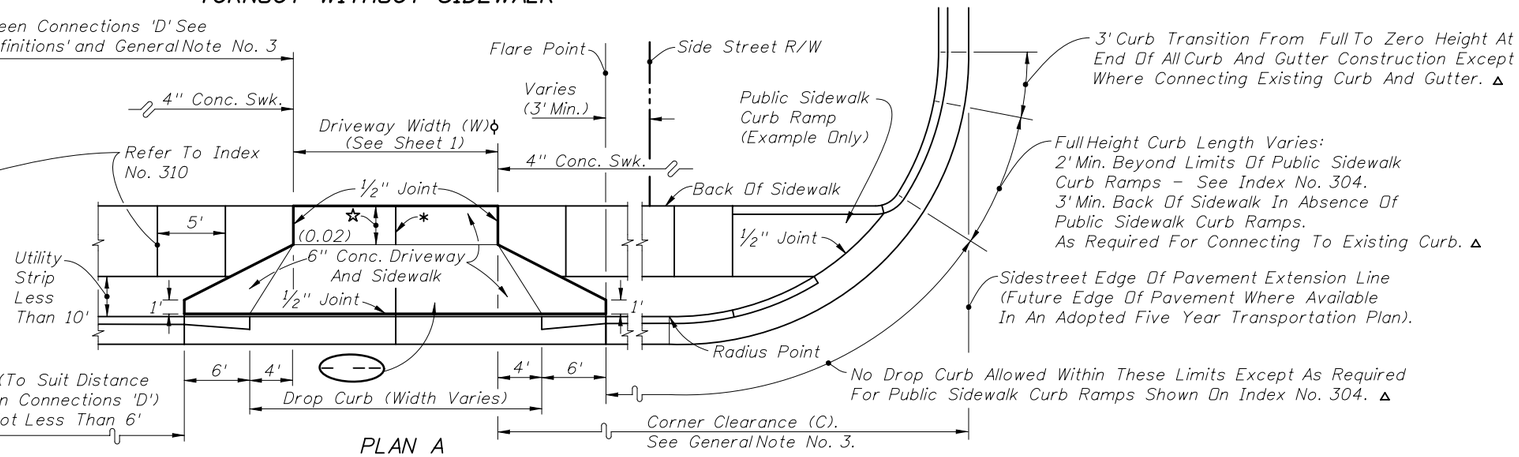


JOINT PATTERN WHEN CONCRETE DRIVE CONSTRUCTED INSET



PLAN B

TURNOUT WITH SIDEWALK AND UTILITY STRIP (10' OR GREATER)



PLAN A

TURNOUT WITH SIDEWALK AND UTILITY STRIP (LESS THAN 10')

SPECIAL NOTES FOR URBAN FLARED TURNOUTS

1. Driveway 6" concrete pavement and drop curb shall meet the material and construction requirements of Sections 522 and 520 respectively of the FDOT Standard Specifications. The driveway foundation shall meet the requirement of Subarticle 522-4.
2. For details of drop curb and public sidewalk curb ramps refer to Indexes Nos. 300 and 304 respectively.
3. Where turnouts are constructed within existing curb and gutter, the existing curb and gutter shall be removed either to the nearest joint beyond the flare point or to the extent that no remaining section is less than 5' long; and, drop curb constructed in accordance with Notes Nos. 1 and 2.
4. Cost for preformed joint filler shall be included in the cost for the concrete pavement (Concrete Sidewalk, 6" Thick).
5. For turnouts with radial returns see the requirements under the "Summary Of Geometric Requirements For Turnouts", the "General Notes", the details of "Rural Turnout Construction" and the detail of "Limits Of Clearing & Grubbing, Stabilization And Base At Intersections".
6. Department maintenance of pavement shall extend out to the right of way or 2' back of sidewalk, whichever distance is less.
7. The maintenance and operation of highway lighting, traffic signals, associated equipment, and other necessary devices shall be the responsibility of a public agency.
8. All pavement markings on the State highways, including acceleration and deceleration lane markings, and signing installed for the operation of the State highway shall be maintained by the Department.
9. All signing and marking installed for the operation of the connection (such as stop bars and stop signs for the connection) shall be the responsibility of the permittee.
10. Turnouts will be paid for under the contract unit price for Concrete Sidewalk (6" Thick), SY.
11. All sidewalk surfaces crossing driveways with a cross slope shown in this Index to be 0.02 shall be 0.02 Maximum.

Note: See sheet 1 for 'GENERAL NOTES'

DESIGN NOTES FOR URBAN FLARED TURNOUTS

1. Driveways indicated as 'Adverse Applications' are those with slopes that can cause overhang drag for representative standard passenger vehicles under fully loaded conditions: or, those with slopes that can cause drivers who are leaving the roadway to slow or pause to the extent that traffic demand volumes will be impeded.

   Driveways indicated as 'Marginal Applications' are those with slopes that can cause overhang drag for representative standard passenger vehicles under fully loaded conditions when the driveway is located on the low side of fully superelevated roadways.

   Driveways indicated as 'General Applications' are those with slopes that can readily accommodate representative standard passenger vehicles and those that can accommodate representative standard trucks, vans, buses and recreational vehicles operating under normal crown and superelevation conditions.
2. The standard flared driveways on this index may not accommodate vehicles with low beds, low undercarriage or low appendage features. Where such vehicles are design vehicles driveways are to have site specific flare designs or Catagory III designs.
3. When specific flare type driveways are to be constructed, the type shall be designated in the plans using the assigned alpha-numeric designation.

URBAN FLARED TURNOUTS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
09/17/09	MTP	Offset Driveway Taper 1 Foot From The Back Of Curb			

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2010 Interim Design Standard

TURNOUTS

Interim Date 01/01/10

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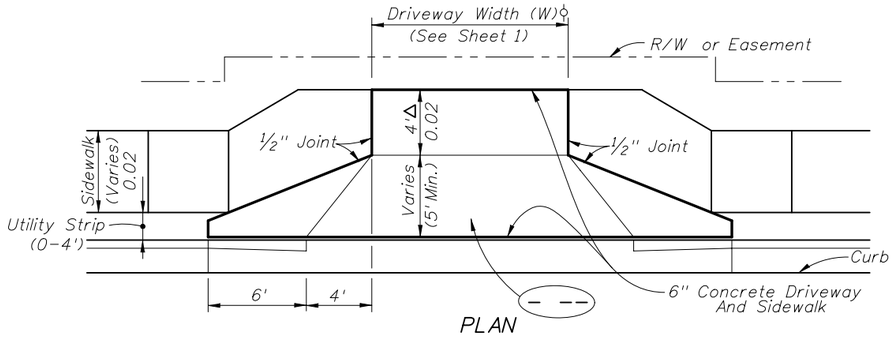
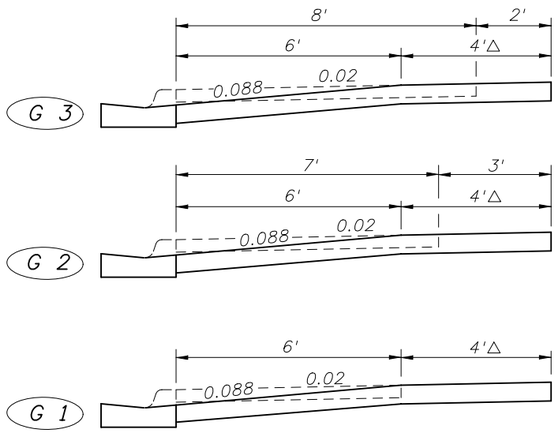
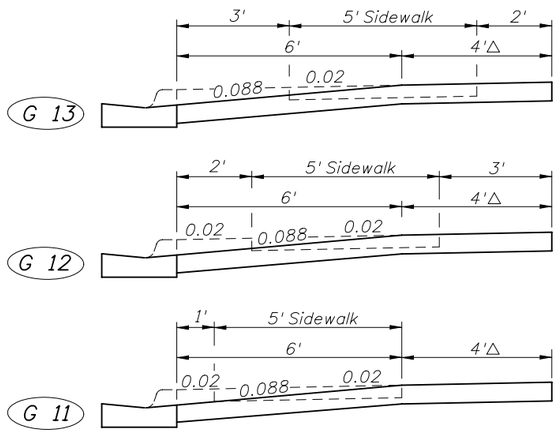
Index No. 515

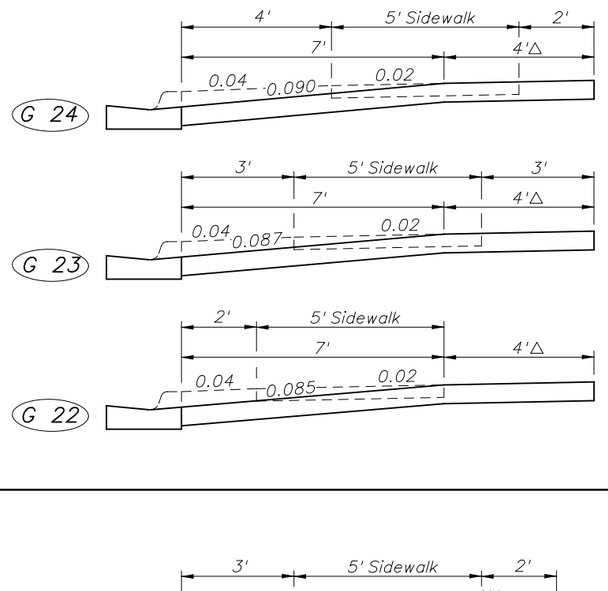


PLAN

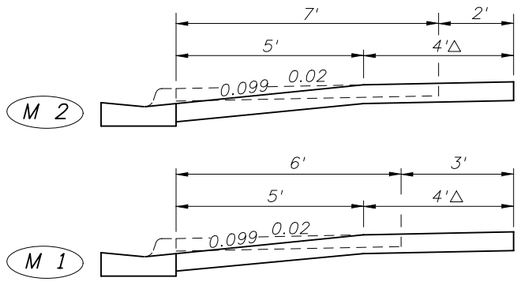
MODIFICATIONS OF 'ADVERSE' AND 'MARGINAL' APPLICATIONS



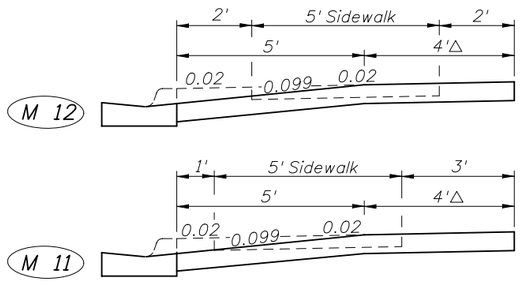




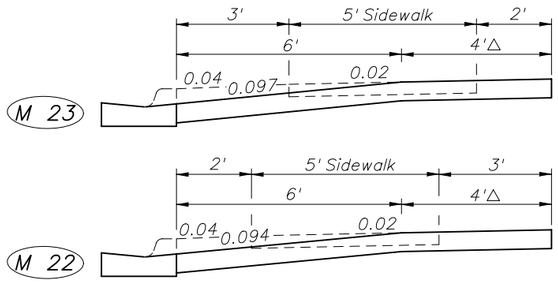
ADVERSE* AND MARGINAL* SECTIONS MODIFIED TO ACHIEVE GENERAL* APPLICATION



SIDEWALK ADJACENT TO CURB



SIDEWALK WITH UTILITY STRIP ON 0.02 SLOPE



ADVERSE* SECTIONS MODIFIED TO ACHIEVE MARGINAL* APPLICATION

SIDEWALK WITH UTILITY STRIP ON 0.04 SLOPE

* See 'DESIGN NOTES FOR URBAN FLARED TURNOUTS' On Sheet 2.

△ May Be Reduced To 3' Min. In Restricted Conditions When Approved By The Engineer. Depth Less Than 3' Allowable Only Under Findings Of Infeasibility.

MODIFICATIONS TO ADVERSE AND MARGINAL SECTIONS

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION
12/14/09	MTP	Offset Driveway Taper 1 foot.			

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TURNOUTS

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