



Ⓐ ROADWAY CLEAR ZONES PER TABLE BELOW, MINIMUM:

DESIGN SPEED (MPH)				
25 & BELOW	30	35	40	45+
6'	6' LOCAL 10' COLLECTOR 14' ARTERIAL	6' LOCAL 10' COLLECTOR 14' ARTERIAL	10' COLLECTOR 14' ARTERIAL	FDOT STANDARD

Ⓑ SIDEWALK CLEAR ZONE SHALL BE PER FDOT GREENBOOK (LATEST EDITION)



STANDARD CONSTRUCTION DETAIL
ROADWAY LANDSCAPING LAYOUT AND NOTES

REV. 12/18

FILE NAME:

R2.DWG

DETAIL REF:

R-2

NOTES:

1. FDOT CLEAR ZONE MAY BE REDUCED ON CAPITAL RECONSTRUCTION AND MAINTENANCE PROJECTS UPON APPROVAL BY THE CITY'S PROFESSIONAL ENGINEER.
2. TREES IN EXCESS OF 12" CALIPER AT MATURITY AND MULTI-TRUNKED PALMS SHALL BE SET BACK TO TWICE THE MINIMUM CLEAR ZONE (2 X *).
3. WHERE PAVEMENT WIDENING IN ACCORDANCE WITH FDOT STANDARDS IS NOT PROVIDED IN HORIZONTAL CURVES, ADDITIONAL CLEAR ZONE SHALL BE PROVIDED EQUAL TO THE REQUIRED PAVEMENT WIDENING.
4. CLEAR ZONES ON CURBED ROADS SHALL BE MEASURED FROM THE FACE OF CURB OR FROM THE EDGE OF THE THROUGH LANE ON RURAL ROADS. CURBED ROADS REFER TO HIGH BACK CURBS ONLY.
5. SHRUBS ADJACENT TO SIDEWALKS AND WITHIN INTERSECTION SIGHT TRIANGLES CANNOT EXCEED 24" ABOVE THE LOWEST ADJACENT ROADWAY GRADE. ALL OTHER SHRUBS MUST BE LESS THAN OR EQUAL TO 30" IN HEIGHT.
6. INSTALLATION OF LANDSCAPING IN PUBLIC RIGHTS-OF-WAY REQUIRES EXECUTION OF A "LICENSE AGREEMENT" BETWEEN THE DEVELOPER AND THE CITY. FOR INSTANCES WHERE THE STREETS AND PRIVATE AND PUBLIC UTILITY EASEMENTS ARE PROVIDED, THE DEVELOPER MAY BE REQUIRED TO OBTAIN A RELEASE FROM THE FRANCHISE UTILITIES IN ORDER TO INSTALL THE LANDSCAPE IMPROVEMENTS.
7. LANDSCAPING PLANS SHALL CLEARLY DEPICT THE DESIGN LOCATION OF PLANTINGS RELATIVE TO THE LOCATION OF UNDERGROUND AND OVERHEAD PUBLIC UTILITIES AND STORMWATER INFRASTRUCTURE IN ORDER TO EVALUATE POTENTIAL CONFLICTS.
8. SHRUBS, UNDERSTORY TREES AND PALMS SHALL BE ALLOWED IN THE RIGHT-OF-WAY WITH EXISTING AND PROPOSED UTILITIES. SHADE TREES, ESPECIALLY THOSE WITH AGGRESSIVE ROOT SYSTEMS, WILL REQUIRE SPECIFIC CITY APPROVAL.
9. SHADE TREES MUST NOT BE PLANTED UNDER OR DIRECTLY ADJACENT TO OVERHEAD UTILITIES THAT WOULD REQUIRE EXCESSIVE PRUNING TO AVOID THE UTILITY LINES.
10. TREES WITH AGGRESSIVE ROOT SYSTEMS SHALL REQUIRE SOME FORM OF ROOT GUIDING SYSTEM TO PREVENT THE UPHEAVAL OF ADJACENT ROADWAY PAVEMENT AND/OR SIDEWALKS.



STANDARD CONSTRUCTION DETAIL
ROADWAY LANDSCAPING LAYOUT AND NOTES
(CONTINUED)

REV. 12/18

FILE NAME:

R2.DWG

DETAIL REF:

R-2.1