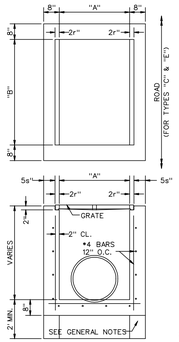
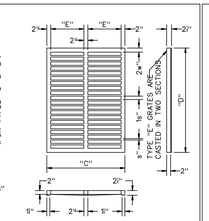




TYPE INLET	DIMENSIONS "A"	"B"	"C"	"D"	"E"	MAX. SIZE R.C.P.
"C"	2'-0"	3'-0"	2'-4"	3'-0"	11"	18"
"E"	3'-0"	4'-6"	3'-4"	4'-4"	1'-5"	30"
"E MOD"	3'-0"	4'-6"	3'-4"	4'-4"	1'-5"	48"

NOTE: SEE STD. PLAN FOR DETAILS WHEN USING THIS TYPE INLET WITH VALLEY GUTTER ROAD SECTIONS.

BEVELED EDGES:
ALL EXPOSED CORNERS AND EDGES TO BE CHAMFERED 6".

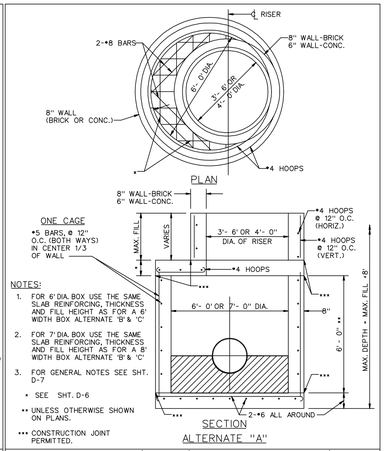
FOUNDATION MATERIAL:
WHERE MATERIAL UNSATISFACTORY FOR FOUNDATION IS ENCOUNTERED AT FLOW LINE, OMIT FLOOR AND CARRY WALLS DOWN TO SATISFACTORY FOUNDATION. BACKFILL TO FLOW LINE WITH CLEAN SAND.

GRATES:
CAST IRON GRATES IN ACCORDANCE WITH FLA. D.O.T. SPECS.

* INLET TYPES:
INLETS ARE TO BE AS SHOWN HEREON. TYPE "E MOD." IS A TYPE "E" TURNED 90° TO RECEIVE R.C.P. UP TO 48" DIA. INLETS RECEIVING R.C.P. LARGER THAN 48" DIA. SHALL BE IN ACCORDANCE WITH FLA. D.O.T. STANDARDS.

MATERIAL:
INLET WALLS AND FOOTING MAY EITHER BE POURED-IN-PLACE 2500 LB. CONC.; OR PRECAST CLASS "A" 3000 L.B. CONC.; OR STANDARD MANHOLE BRICK (NO BLOCK) WITH 1" PLASTER (NO LIME) WITH 8" PRECAST CAP.

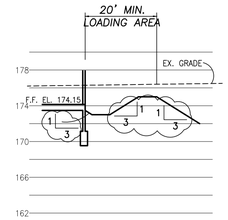
SCALE: N.T.S.	STANDARD STORM INLET DETAIL
REVISED:	



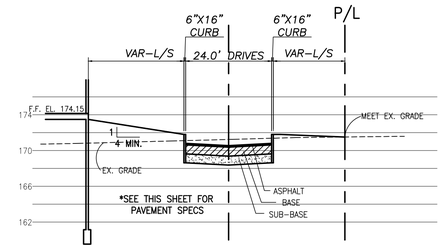
NOTES:
1. FOR 6' DIA. BOX USE THE SAME SLAB REINFORCING, THICKNESS AND FILL HEIGHT AS FOR A 6' WIDTH BOX ALTERNATE "B" & "C"
2. FOR 7' DIA. BOX USE THE SAME SLAB REINFORCING, THICKNESS AND FILL HEIGHT AS FOR A 8' WIDTH BOX ALTERNATE "B" & "C"
3. FOR GENERAL NOTES SEE SHT. D-7

* SEE SHT. D-6
** UNLESS OTHERWISE SHOWN ON PLANS.
*** CONSTRUCTION JOINT PERMITTED.

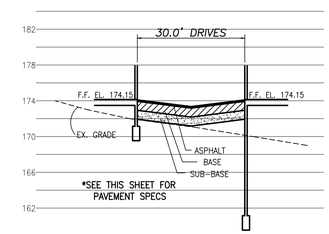
SCALE: N.T.S.	INLET, MANHOLE JUNCTION BOX (TYPE J)
REVISED:	



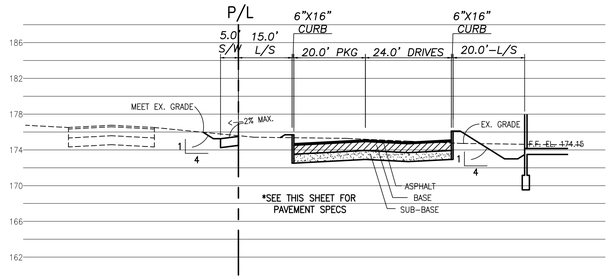
SECTION C-C
SCALE: 1" = 20' H
1" = 4' V



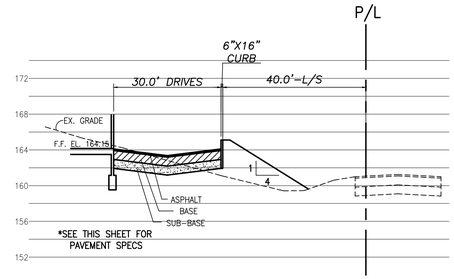
SECTION D-D
SCALE: 1" = 20' H
1" = 4' V



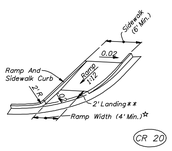
SECTION E-E
SCALE: 1" = 20' H
1" = 4' V



SECTION F-F
SCALE: 1" = 20' H
1" = 4' V



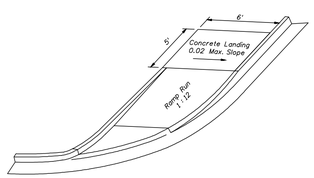
SECTION G-G
SCALE: 1" = 20' H
1" = 4' V



* Ramp Widths For Curb Ramps CR 20, CR 21, CR 22, CR 24, and CR 25 May Be Reduced To 3' Min. In Restricted Conditions When Approved By The Engineer.

** Lower landing not required at driveways, parking lots, or other areas with pavement cross-slopes less than 2% (0.02).

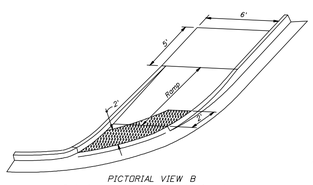
DIMENSIONAL FEATURES FOR PUBLIC SIDEWALK CURB RAMPS FOR LINEAR PEDESTRIAN TRAFFIC



LANDINGS FOR RAMPS WITHIN PUBLIC RIGHT OF WAY CONSTRUCTED AT LOCATIONS WHERE FUTURE SIDEWALKS ARE PROPOSED, WHERE STABLE SURFACES OTHER THAN SIDEWALKS ARE PART OF A CONTINUOUS PASSAGE OR WHERE A CURB FALLS ALONG THE CIRCULATION PATH TO PEDESTRIAN ROUTES ON ADJACENT SITES

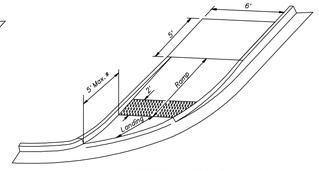
On curb ramps, landings and flush transitions perpendicular to the curb line: Rows of domes shall be aligned with the centerline of the ramp. (See Pictorial View A)

*Detectable warnings may be placed perpendicular across the bottom of the curb ramp, but only if the bottom of the curb ramp is no more than 5 feet from the back-of-curb.



PICTORIAL VIEW B

On landings and flush transitions at radius returns: Rows of domes are not required to be aligned with the centerline of the ramp. (See Pictorial View B)



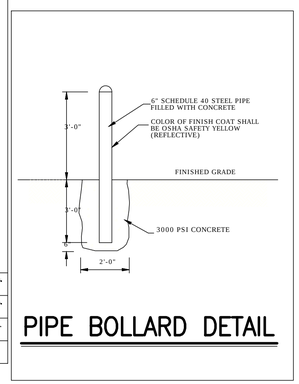
PICTORIAL VIEW C

On curb ramps at radius returns: Rows of domes shall be aligned with the centerline of the ramp. (See Pictorial View C)

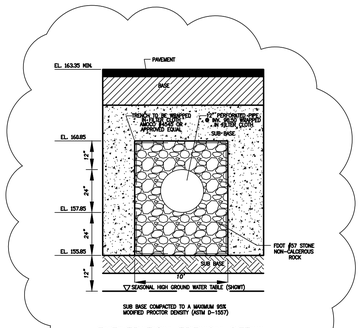
TYPICAL PLACEMENT OF DETECTABLE WARNING AT CURB RAMPS

Last Revision	Sheet No.
07/01/07	4 of 6
07/01/07	5 of 6
01/01/06	6 of 6

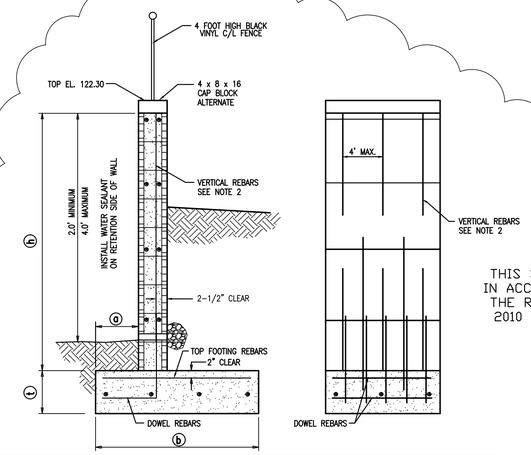
2010 FDOT Design Standards
PUBLIC SIDEWALK CURB RAMPS
Index No. 304



PIPE BOLLARD DETAIL



EXFILTRATION TRENCH DETAIL

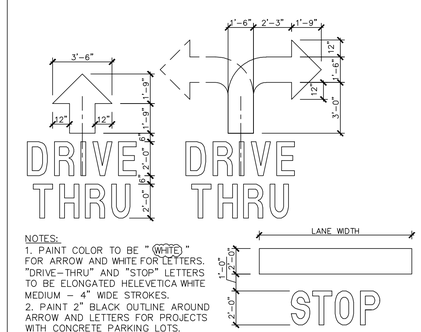


THIS STRUCTURE WAS DESIGNED IN ACCORDANCE WITH, AND MEETS THE REQUIREMENTS OF THE FBC 2010 FOR 139 MPH (3 SECOND GUSTS) WIND ZONE

WALL WIDTH	(h)	(a)	(b)	(t)	DOWEL & VERTICAL REINFORCEMENT	TOP FOOTING REINFORCEMENT
8"	5'-0"	14"	3'-6"	12"	NO. 5 @ 24" O.C.	NO. 5 @ 27" O.C.

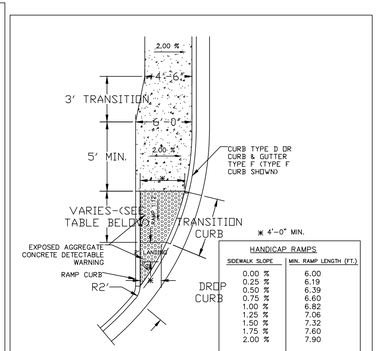
GENERAL NOTES:
1. REINFORCING BARS SHOULD HAVE STANDARD DEFORMATIONS AND YEILD STRENGTH OF 60,000 psi.
2. ALTERNATE VERTICAL REINFORCING BARS MAY BE TERMINATED AT THE MIDHEIGHT OF THE WALL. EVERY THIRD BAR MAY BE TERMINATED AT THE UPPER THIRD-POINT OF THE WALL HEIGHT.
3. WEIGHT OF ASSUMED SOIL BACKFILL (GRANULAR SOIL WITH CONSPICUOUS CLAY CONTENT) IS 100 pcf AND EQUIVALENT FLUID PRESSURE IS 45 pcf. THERE IS NO SURCHARGE AND MAXIMUM SOIL BEARING PRESSURE IS 1,500 psf.
4. CONCRETE TO BE 3500 PSI MINIMUM.
5. PROVIDED MINIMUM 25" OVERLAP.

TYP. BLOCK RETAINING WALL



NOTES:
1. PAINT COLOR TO BE "WHITE" FOR ARROW AND WHITE FOR LETTERS. "DRIVE-THRU" AND "STOP" LETTERS TO BE ELONGATED HELEVETICA WHITE MEDIUM - 4" WIDE STROKES.
2. PAINT 2" BLACK OUTLINE AROUND ARROW AND LETTERS FOR PROJECTS WITH CONCRETE PARKING LOTS.

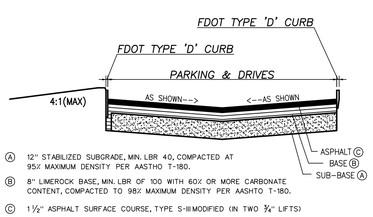
PAVEMENT MARKING DETAIL
N.T.S.



* 4'-0" MIN.

HANDICAP RAMPS SIDEWALK SLOPE	MIN. RAMP LENGTH (FT.)
0.00 %	6.00
0.25 %	6.19
0.50 %	6.39
0.75 %	6.60
1.00 %	6.82
1.25 %	7.06
1.50 %	7.32
1.75 %	7.60
2.00 %	7.90

CURB CUT RAMP DETAIL



Ⓐ 12" STABILIZED SUBGRADE, MIN. LBR 40, COMPACTED AT 95% MAXIMUM DENSITY PER AASTHO T-180.
Ⓑ 8" LIMEROCK BASE, MIN. LBR OF 100 WITH 60% OR MORE CARBONATE CONTENT, COMPACTED TO 98% MAXIMUM DENSITY PER AASHTO T-180.
Ⓒ 1 1/2" ASPHALT SURFACE COURSE, TYPE S-III MODIFIED (IN TWO 3/4" LIFTS)

TYPICAL PAVEMENT SECTION

1. PRIOR TO BEGINNING ANY WORK, CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES THAT HAVE FACILITIES WITHIN THE PROJECT AREA.

Know what's below. Call before you dig.

DATE:	JANUARY 28, 2016
SCALE:	AS SHOWN
DESIGNED:	THS
DRAWN:	SCM
CHECKED BY:	THS
JOB NO.:	15130
EMAIL:	tomskelton4658@gmail.com

DATE	REVISIONS	REVISED	CHECKED
07/29/2016	REVISED PER LAKE COUNTY & S.RWMD	SCM	THS

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS ROAD, SUITE 211 WINTER SPRINGS, FLORIDA 32708
PHONE: (407) 327-7700, FAX (407) 327-0227
CERTIFICATE OF AUTHORIZATION NO.: 00008729

PAVING, GRADING & DRAINAGE DETAILS
CUBESMART @ HANCOCK ROAD
LAKE COUNTY, FLORIDA

THOMAS H. SKELTON, PE
REGISTRATION NO. 42752

SHEET: 10 OF: 17