



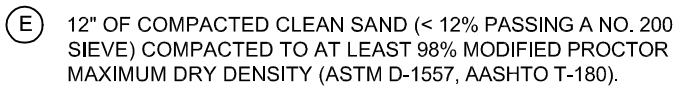
- ## CLASS "C" BEDDING FOR CONCRETE



- ## STANDARD ROADWAY OPEN CUT DETAIL



N.T.S.



- ① 4" FDOT BANK RUN SHELL. SHELL SHALL BE LEVELED AND COMPACTED.
- ② 6" CLEAN SAND STABILIZED BASE. MINIMUM LBR 40 COMPACTED TO 98% T180 AASHTO.
- ③ SOD / GROUND COVER (REFER TO LANDSCAPE PLANS)

NOTE:

1. BASE MATERIAL SHALL BE EXTENDED A MINIMUM OF 1 FOOT BEYOND THE ASPHALTIC CONCRETE AND SUB-BASE SHALL BE EXTENDED 1 FOOT MIN. BEYOND THE BASE.
2. CONCRETE PAVEMENT SHOULD BE CONSTRUCTED ONLY OVER STABLE AND SMOOTH COMPACTED SUBGRADE, ANY SURFACE DISTURBANCES OR WHEEL RUTTING SHOULD BE PREPARED PRIOR TO PLACEMENT OF CONCRETE.
3. THE SUBGRADE SHOULD BE THOROUGHLY WETTED IMMEDIATELY PRIOR TO THE PLACEMENT OF CONCRETE TO MINIMIZE ABSORPTION OF MOISTURE FROM THE CONCRETE DURING CURING.
4. CONCRETE PAVEMENT THICKNESS SHOULD BE UNIFORM THROUGHOUT, WITH THE EXCEPTION OF CURBING OR THICKENED EDGES.

N.T.S.

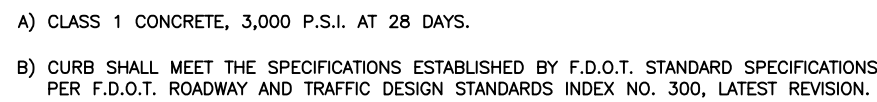
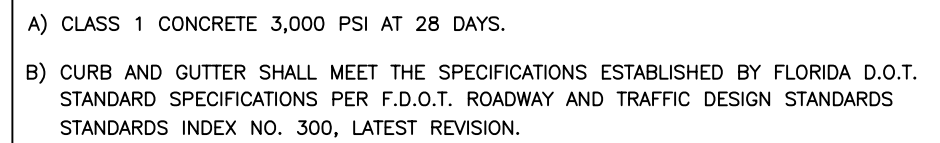
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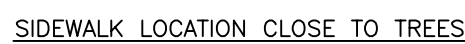
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*NOTE: FOR COMPLETE SIDEWALK DETAILS, SEE F.D.O.T. DESIGN STANDARDS, 2006 EDITION
INDEX 304, SHEETS 1 THROUGH 6 AND INDEX 310, SHEETS 1 & 2.



1) CURB OUT RAMP: ARE TO BE LOCATED AS SHOWN ON PLANS.

2) SEE SHEETS # 300.1 "GENERAL NOTES" & # 301.2 "HANDICAPPED RAMP" SHT 2 FOR FURTHER REQUIREMENTS.

3) RADIUS OF CURB VARIES AS FOLLOWS:

- A) 25' RAD. LOCAL STREET WITH ALLEY.
- B) 25' RAD. LOCAL STREET WITH LOCAL STREET.
- C) 30' RAD. LOCAL STREET WITH THOROUGHFARE OR COLLECTOR.
- D) 50' RAD. THOROUGHFARE WITH THOROUGHFARE

4) CURB RADIUS SHOULD BE A MINIMUM OF 50' WHERE INDUSTRIAL AND BUS TRAFFIC (5% OR MORE) IS ANTICIPATED ON LOWER CLASSIFICATION ROADWAYS.

5) BOTH LOCATION OPTIONS FOR HANDICAPPED RAMP ARE SHOWN. ENGINEER MAY SELECT EITHER, WHICHEVER FITS THE SITUATION.

NOTE: FOR COMPLETE HANDICAP, PUBLIC SIDEWALK AND CURB RAMP DETAILS, SEE F.O.D.T. DESIGN STANDARDS, 2006 EDITION, ITEM 304, SHEETS 1 THROUGH 6.

MANATEE COUNTY TRANSPORTATION DEPARTMENT		HANDICAPPED RAMP SHEET 1	302.1
REV. BY	DATE		
6/12/07 DATE OF E.O.C.C. APPROVAL			

SECTION A-A
(SEE SHEET 301.0)

S.W. = SIDEWALK "A" S.W. + A + 10" "X" "B"

5'	0	5.8'	5.8'	5'
6'	0	6.8'	6.8'	6'
7'	0	7.8'	7.3'	6.5'
8'	0	8.8'	7.3'	6.5'
5'	2.5'	7.8'	7.8'	5'
5'	2.5'	8.3'	8.1'	4.8'
5'	3'	8.8'	8.2'	4.4'
5'	3.5'	9.3'	8.4'	4.1'
5'	4'	9.8'	8.6'	3.8'
5'	4.5'	10.3'	8.7'	3.4'
5'	5'	10.8'	9.1'	3.1'

SECTION B-B
(SEE SHEET 301.0)

2' 3' 2' CURB & FLARE

MANATEE COUNTY
TRANSPORTATION DEPARTMENT

REVIEW: DATE: 6/12/07
DATE OF B.O.C. APPROVAL: 6/12/07

HANDICAPPED
RAMP SHEET 2

302.2

EDGE OF DETECTABLE WARNING

3.35"

0.9"

0.2"

TRUNCATED DOME (SEE DETAIL)

PLAN VIEW

0.9"

INTEGRAL DOME

0.2"

TRUNCATED DOME

CURB RAMP DETECTABLE WARNING DETAIL

NOTES:

DETECTABLE WARNINGS ON WALKING SURFACES

THE DETECTABLE WARNING SHALL EXTEND THE FULL WIDTH AND DEPTH OF THE CURB RAMP.

DETECTABLE WARNINGS SHALL CONSIST OF RASSED TRUNCATED DOMES WITH A DIAMETER OF NOMINAL 3.35 INCH, A HEIGHT OF NOMINAL 0.9 INCH AND A CENTER-TO-CENTER SPACING OF NOMINAL 2.35 INCH AND SHALL CONTRAST VISUALLY WITH ADJACENT SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.

THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJACENT WALKING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.

THE MATERIAL USED TO PROVIDE CONTRAST SHOULD CONTRAST BY AT LEAST 70% CONTRAST IN PERCENT IS DETERMINED BY:

$$\text{CONTRAST} = [(B1 - B2) / B1] \times 100$$

WHERE B1 = LIGHT REFLECTANCE VALUE (LRV) OF THE LIGHTER AREA AND B2 = LIGHT REFLECTANCE VALUE (LRV) OF THE DARKER AREA.

NOTE THAT IN ANY APPLICATION BOTH WHITE AND BLACK ARE NEVER ABSOLUTE, THUS, B1 NEVER EQUALS 100 AND B2 IS GREATER THAN 0.

MANATEE COUNTY		CURB RAMP DETECTABLE WARNINGS	302.3
TRANSPORTEMENT DEPARTMENT			
REV/BY	DATE		
	6/12/07		
DATE OF B.O.C.C. APPROVAL			

GENERAL NOTES

- (1) All county road construction shall conform to these Manatee County Department of Transportation Standards.
- (2) Asphaltic Concrete Type S: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 351.
- (3) Asphaltic Concrete Type III: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 333.
- (A) Superpave mixes equivalent to F.D.O.T. Type S mixes are on accepted alternative upon engineer's approval.
- (B) Surface material will be consistent with existing surface, or better.
- (3) Limerock Base Course: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 200.
- (4) Crushed concrete base course is acceptable unless otherwise noted.
- (5) Stabilized Sub-Grade: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 270.
- (6) Drainage: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 941.
- Soft, yielding or super-saturated material that will not readily compact shall be considered unacceptable subgrade. This is at the discretion of the field engineer. This type of existing material must be excavated from the road footprint to a depth as set by an approved testing lab.
- (7) Soil Cement: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 270.
- (8) Concrete Gutters: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 520.
- (9) Topsoil: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 957.
- Sodding: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 575.
- Grassing: Shall be per Florida Department of Transportation 2000 Standard Specifications; Section 570.
- (A) Entire R/W between road and property line, including median, shall be fertilized (1000 lbs. of slow-release 8-12-6 per acre), and seeded (30 lbs. Bahia and 30 lbs. of Ryegrass per acre) and mulched, or sodded, as directed by the engineer.
- (B) Hydroseal: Shall be per Florida Department of Transportation Specifications Section 571.
- (10) Visibility Triangles: Shall be in accordance with the Manatee County Land Development Code 1994: Section 713, latest revision, and Section 600.7-600.9.
- (11) Handicap Ramps shall meet Florida Accessibility Standards, and Section 302 series.
- (12) Prime coat shall be applied @ a rate of 0.2 gal/sy. Tack coat of 0.08 gal/sy to be applied for overlay of existing roads.

MANATEE COUNTY		GENERAL NOTES	400.1
TRANSPORTATION DEPARTMENT			
REV.	DATE		
	6/12/07		
	DATE OF B.C.D.C. APPROVAL		

		<u>GENERAL NOTES</u> (CONT.)	
		<p>(13) All the signage, striping and signals (FDOT) shall conform to the latest revision of the Florida Department of Transportation Standard Specifications For Road And Bridge Construction, the Manual On Uniform Traffic Control Devices, F.O.D.O.T. Design Standards and the Monatee County Transportation And Drainage Standards, Traffic Supplemental Specifications.</p> <p>(14) Prime coat shall be applied @ a rate of 0.2 gal./sq. Yd. Task coat of 0.08 gal./sq. yd/rate to be applied for overlay of existing roads.</p> <p>(15) In general, all signing, marking, and traffic control devices shall conform to the Florida Department of Transportation Roadway And Traffic Standard Specifications For Road And Bridge Construction (latest revision), and the Manual On Uniform Traffic Control Devices For Street And Highways (latest revision), as well as the Monatee County Traffic Supplemental Specifications.</p> <p>(16) Street roadli requirement shall be in accordance with page 402.0, however radius should be a minimum of 50' where industrial or bus traffic (or 5% ADOT or greater) is anticipated.</p> <p>(17) Cement treated aggregate base, see section 403.3.</p> <p>(18) Two lifts of asphalt is the preferred method of construction in area where extensive construction will utilize the roads. A performance bond may be required for second lift. The first lift shall be 1-1/4", the second lift shall be 3/4" for residential. The second lift for industrial shall be 1-1/4". Lift thickness shall be specified for each road type.</p> <p>(19) Any road widening (including divided roads) will require full width milling.</p> <p>(20) All stormwater pipe shall be installed behind the curb or edge of pavement and within the right of way.</p> <p>(21) The base, sub-base and asphalt thickness shown for 6-lane, 4-lane, Minor Collector, Rural Industrial and Urban Industrial are minimums. If the engineer can demonstrate a reduction based upon an analysis of equal single axle load, then it may be considered.</p> <p>(22) Minimum of two pvc schedule 40 conduits (2.0" min. dia.) shall be installed for all directions at the intersections of all thoroughfare roadways per the direction of the Monatee County's Traffic Engineer. Additional signal inter-connect conduit may be required between intersections at the direction of Monatee County.</p>	
MANATEE COUNTY TRANSPORTATION DEPARTMENT			
REVIEW	DATE		
	6/12/07		
DATE OF B.O.C.C. APPROVAL		GENERAL NOTES	
		400.2	

NOTE:

THIS SHEET IS ON THE PHASE 1 CONSTRUCTION ONLY. THE PROPOSED UTILITY WORK IS THAT MAY BE REQUIRED AS A RESULT OF CONSTRUCTION.

CONSTRUCTION PLANS FOR REFERENCE LIMITED TO MODIFICATIONS OF THE PROPOSED PHASE 1

Diagram illustrating a road cut replacement cross-section. The ditch has a top width 'C' and a base width 'W'. The top edges are sloped at 25°. The ditch is filled with 'CRUSHED CONCRETE' and 'BACKFILL'. The base is 'ASPHALTIC CONCRETE TYPE S-II WITH PRIME COAT (SEE 400.2 (13))'. The ditch is bounded by 'BASE' and 'ASPHALT' on the outside, and 'SANDWICH' on the inside. A 'SELECT MATERIAL' is shown in a circular area at the bottom of the ditch. The ditch is labeled 'EXISTING ASPHALT' on the right side. The diagram includes dimensions for the ditch width, depth, and the location of the select material.

Labels in diagram: WEDGE MILL EXIST. ASPHALT, NEW ASPHALT TO MATCH EXIST., 25°, C, W, 18", OVERLAY, ASPHALTIC CONCRETE TYPE S-II WITH PRIME COAT (SEE 400.2 (13)), CRUSHED CONCRETE, BASE, SANDWICH, ASPHALT, H, BACKFILL, TYPE S-I OR TYPE S-II, SELECT MATERIAL, DIA. VARIES, 18", D, 18".

Notes:

- CRUSHED CONCRETE BASE SHALL BE A MINIMUM OF 6" THICK AND A MINIMUM OF 14" IN WIDTH OR GREATER, WHERE DISTURBED AREA IS GREATER THAN 14" FROM EQUATION $W=2(1+H) \times D \times (2 \times 18")$. SAND ASPHALT BASE SHALL BE AT LEAST 18" ALTERNATE.
- BACKFILL SHALL BE 14"-48" SHALL BE PLACED IN LAYERS NOT TO EXCEED 6". EACH LAYER WILL BE THOROUGHLY TAMPED AND/OR ROLLED TO 98% OF MODIFIED PROCTOR MAXIMUM DENSITY (MSHTO T-180). NON-SHRINK, HIGH STRENGTH 1500 PSI CONC. BACKFILL MAY BE USED AS AN ALTERNATIVE IF APPROVED BY TRANSPORTATION DEPARTMENT.
- SELECT MATERIAL, MSHTO M-146-70, SHALL BE PLACED ON BOTH SIDES OF THE PIPE SIMULTANEOUSLY. COMPACT AREA INSIDE HANDRAILS OF THE PIPE W/ MECHANICAL TAMPER, AND THROUGHTOUT THE REMAINDER OF THE SELECT MATERIAL.
- ASPHALTIC CONCRETE FRICTION COURSE SHALL BE THE SAME DEPTH AND TYPE AS EXISTING OR A MINIMUM OF ONE INCH, WHICHEVER IS GREATER. C = W+36
- "W" = THE DEPTH FROM TOP OF BASE TO THE CENTERLINE OF THE ROAD (MINIMUM OF 36") MINIMUM OF 30" UNDER FLOWLINE OF SIDE DITCHES.
- RESTORE EXISTING SIGNAGE & MARKING WITH THERMOPLASTIC PER F.D.O.T. STANDARDS.

The diagram illustrates a cross-section of a road connection. At the top, a horizontal line represents the ground surface. Below it, a layer of 'EXIST. ASPHALT' is shown. Above this layer, there are two rectangular areas representing 'EXIST. BASE' and 'EXIST. SUB-BASE'. To the right of these, a 'PROPOSED OVERLAY' is indicated by a dashed line. Below the 'EXIST. ASPHALT' layer, there are two rectangular areas representing 'PROP. BASE' and 'PROP. SUB-BASE'. The 'PROP. BASE' is labeled with '** PROP. BASE (MATCH EXIST. OR GREATER) AS PER STANDARDS'. The 'PROP. SUB-BASE' is labeled with '** PROP. SUB-BASE (MATCH EXIST. OR GREATER)'. A dimension of '18\"

MANATEE COUNTY TRANSPORTATION DEPARTMENT		ROAD CLOSURE PROCEDURES
REV#	DATE	<p>PRIOR TO THE CLOSURE OF A STREET OR ROAD, OR ANY LANES OF AN EXISTING ROAD IN INCORPORATED MANATEE COUNTY, THE TRANSPORTATION DEPT. MUST FIRST REVIEW AND APPROVE THE REQUEST. THE FOLLOWING IS AN OUTLINE OF THE MINIMUM REQUIREMENTS NEEDED TO OBTAIN APPROVAL. ANY REQUEST MAY BE SUBJECT TO REVIEW AND REQUIREMENTS BEING ADDED TO THE SPECIFICS NECESSARY TO SERVE THE GENERAL PUBLIC AND INSURE PUBLIC SAFETY.</p> <ol style="list-style-type: none"> 1. A DETAILED TRAFFIC CONTROL PLAN (TCP), CLEARLY SHOWING THE ALTERED ROUTE AND SIGNAL PATTERN, MUST BE SUBMITTED TO THE TRANSPORTATION DEPT. ALL TRAFFIC CONTROL MUST BE IN COMPLIANCE WITH F.D.O.T. ROADWAY AND TRAFFIC CONTROL STANDARDS. ALL TRAFFIC CONTROL SIGNS MUST BE CHECKED TWICE A WEEK. OPERATIONS INDEX 600 THRU 660 STANDARDS. SOME SET-UPS MAY REQUIRE SPECIAL INDEXES TO BE USED. ALL CONDITIONS, ALL CONDITIONS, ALL CONDITIONS, OPERATIONS/CHANGES TO STANDARDS OBTAINED ON CLOSURE INDEX 600, PAGES 1 THROUGH 10, MUST BE SUBMITTED AS PART OF A TCP. REQUEST APPROVAL AND MUST BE SIGNED AND SEALED BY A QUALIFIED, REGISTERED FLORIDA PROFESSIONAL ENGINEER. 2. SPECIFIC TIMES, DATES AND LOCATIONS THE TOP IS TO BE IN OPERATION MUST BE SUBMITTED IN A FORMAT APPROVED BY THE TRANSPORTATION DEPARTMENT. 3. A MINIMUM ADVANCED NOTICE OF 5 WORKING DAYS IS NECESSARY IN ALL CASES AND ADDITIONAL TIME MAY BE REQUIRED DEPENDING ON THE IMPACT OF THE CLOSURE. ANY CHANGE TO AN APPROVED TOP MUST HAVE AT LEAST 5 DAYS NOTICE. 4. THE ROAD CLOSURE IS NOT TO GO INTO EFFECT UNTIL ALL CLOSURE AND DETOUR SIGNS ARE IN PLACE. ALL TRAFFIC CONTROL SIGNS MUST BE CHECKED TWICE A DAY BY THE WORKSITE TRAFFIC SUPERVISOR OR A PROPERLY TRAINED APPOINTED REPRESENTATIVE. 5. THE NOTIFICATION OF ALL AFFECTED ENTITIES WILL BE MADE BY THE MANATEE COUNTY TRANSPORTATION DEPARTMENT AFTER ALL REQUIREMENTS HAVE BEEN MET. 6. SIGNS ARE TO BE COVERED OR REMOVED WHEN NOT IN USE. 7. ROAD CLOSURES LONGER THAN ONE DAY WILL REQUIRE ADVANCED NOTIFICATION TO ALL AFFECTED ENTITIES THAT DETAIL THE LENGTH OF THE CLOSURE. A MINIMUM OF THREE DAYS PRIOR TO THE CLOSING. 8. FAILURE TO SECURE THE PROPER APPROVAL AND PERMITS MAY RESULT IN THE CLOSURE BEING CESSANT. ANY VIOLATION OF ANY OF THE ABOVE EQUIPMENT, FACILITIES AND PERSONNEL FROM THE RIGHT-OF-WAY REMOVAL UPON NOTIFICATION BY MANATEE COUNTY OF DEFICIENCIES IN THE TCP OR OTHER MATTERS INVOLVING TRAFFIC SAFETY, THE PERMITTEE SHALL IMMEDIATELY MAKE IMPROVEMENTS AS DIRECTED BY MANATEE COUNTY. SHOULD MANATEE COUNTY DETERMINE CONDITIONS TO BE SUCH THAT IMMINENT DANGER IS PRESENT, ALL WORK SHALL CEASE IMMEDIATELY AND SHALL NOT RESUME UNTIL THE CONDITIONS ARE CORRECTED.
DATE OF 03/02/2007		406.0

MANATEE COUNTY TRANSPORTATION DEPARTMENT DETAILS SHEET			
LAKEWOOD RANCH PARK SITE IMPROVEMENTS			
MANATEE COUNTY, FLORIDA			
JOB NUMBER:	M13102	Date	11/21/12
File:		No.	
		Details	
		By	NJK
		Revision	

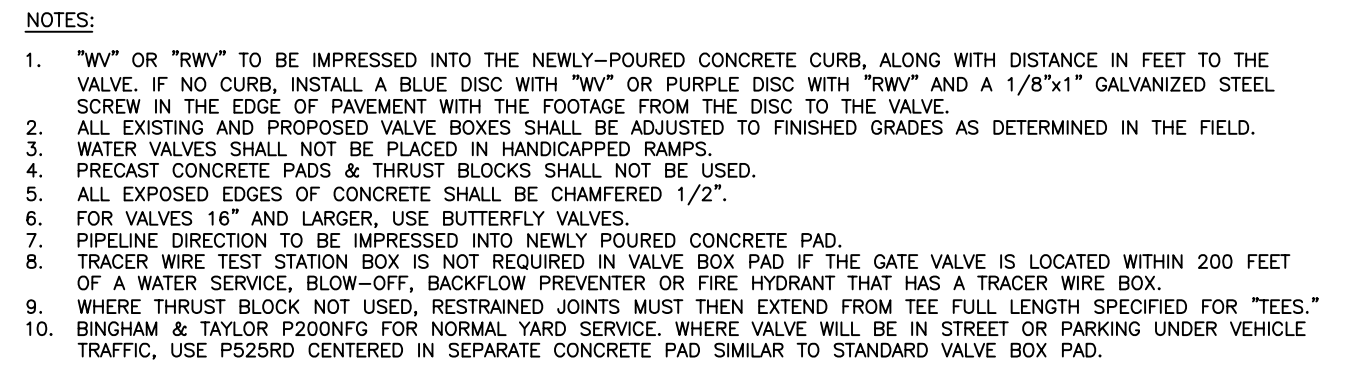
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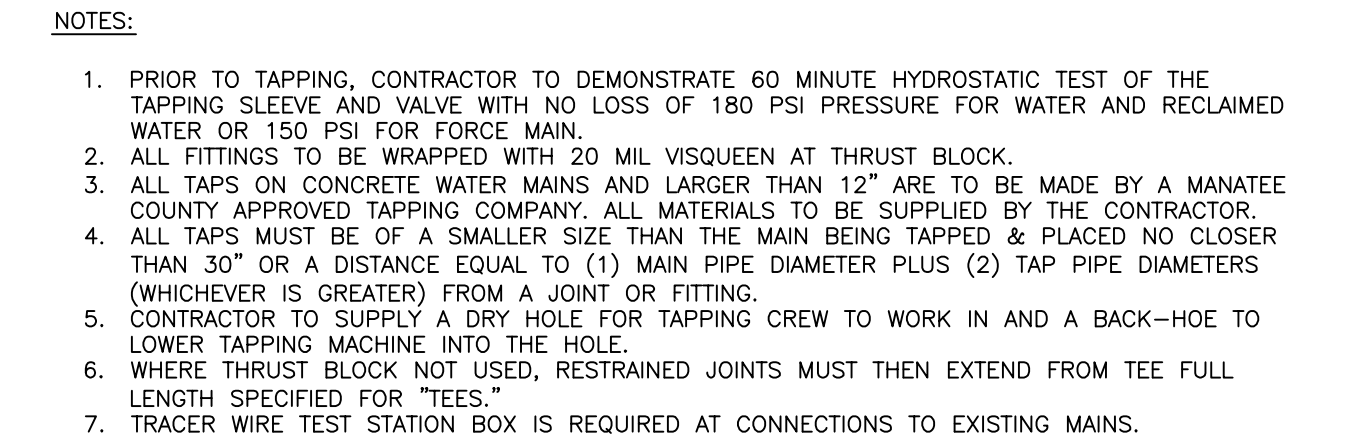
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C-10

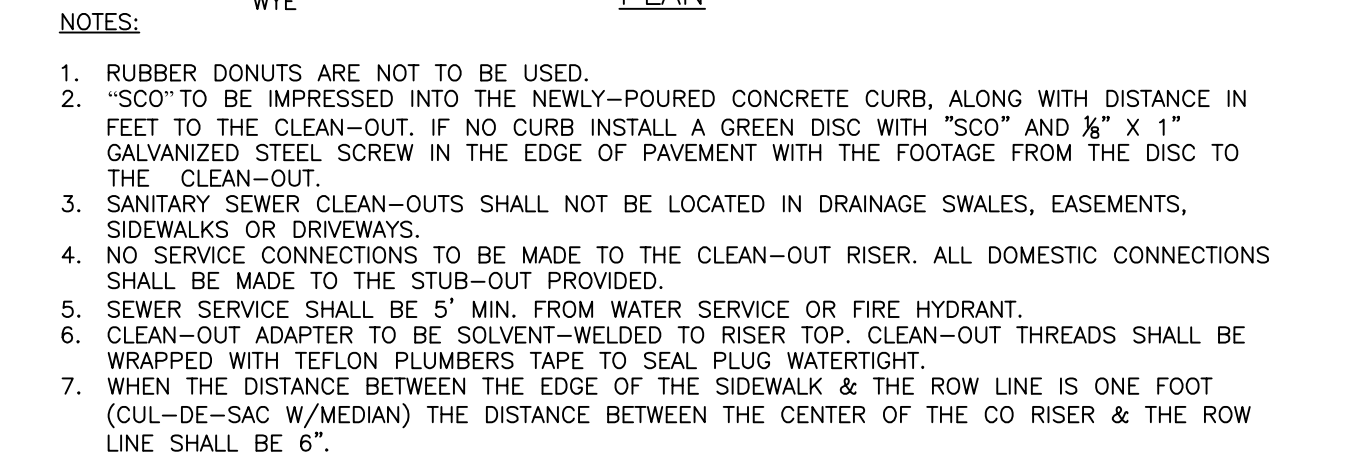
THIS SHEET IS ON THE PHASE 1 CONSTRUCTION PLANS FOR REFERENCE ONLY. THE PROPOSED UTILITY WORK IS LIMITED TO MODIFICATIONS THAT MAY BE REQUIRED AS A RESULT OF THE PROPOSED PHASE 1 CONSTRUCTION.



MANATEE COUNTY PUBLIC WORKS DEPARTMENT			GATE VALVE, BOX, LID AND TAG	UW-2
REV. BY	DATE	MAY 10, 2011 DATE OF APPROVAL		
CLB/KE	11/10			
				PAGE 120



MANATEE COUNTY		TAPPING SLEEVE AND VALVE	UW-4
PUBLIC WORKS DEPARTMENT			
REV. BY	DATE		
CLB/KE	11/10		
MAY 10, 2011			
DATE OF APPROVAL			PAGE 122



MANATEE COUNTY PUBLIC WORKS DEPARTMENT		SINGLE AND DOUBLE SERVICE CONNECTION	US-13
REV BY LB/DOOM	DATE 11/10		
MAY 10, 2011 DATE OF APPROVAL		PAGE 153	

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MANATEE COUNTY PUBLIC WORKS
DEPARTMENT DETAILS SHEET

LAKEWOOD RANCH PARK
SITE IMPROVEMENTS

MANATEE COUNTY, FLORIDA

Sheet No.

C-10A

