

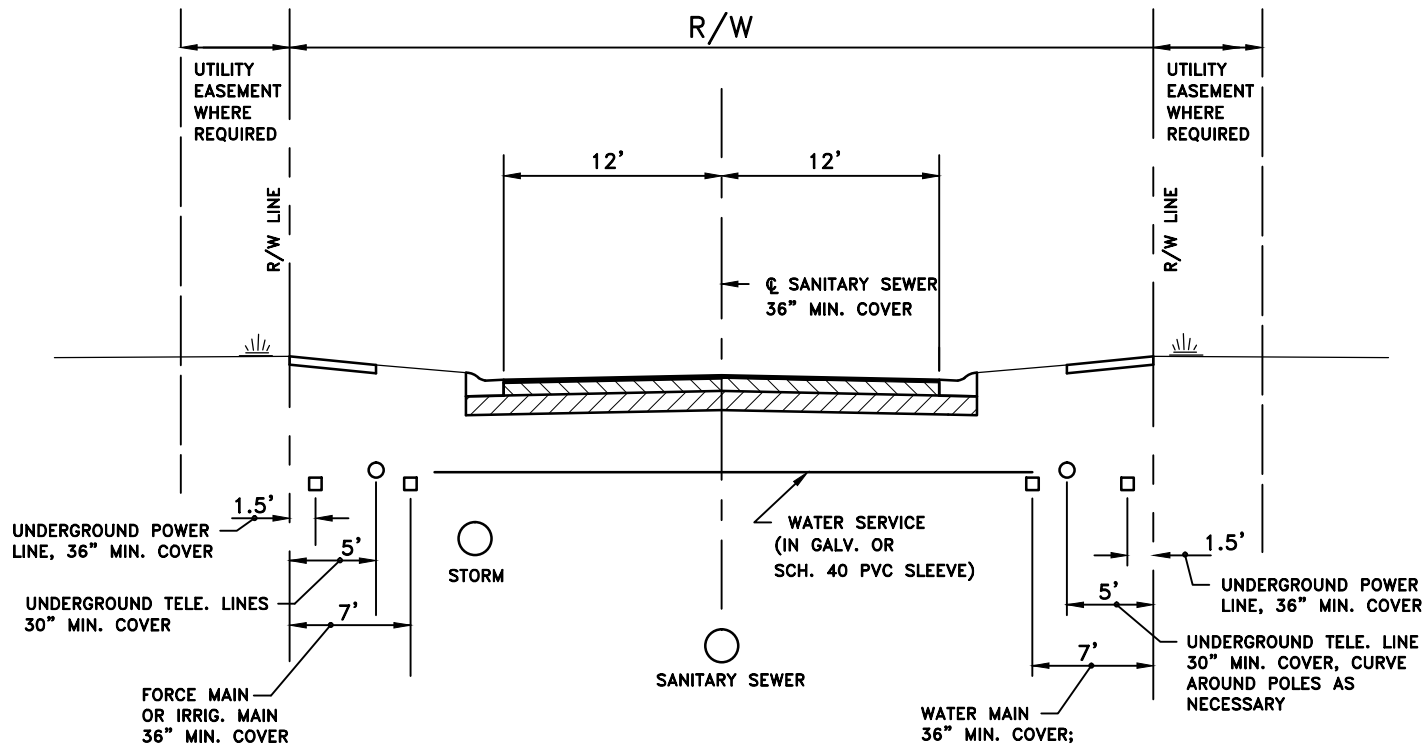
HEAVY DUTY ROADS
 BASE: 8" LIMEROCK CONSTRUCTED IN (2) LIFTS.
 ASPHALT: 2" SP12.5 + 1" FRICTION COURSE

LOCAL STREET CROSS SECTION (N.T.S.)



Howey-in-the-Hills
 Standard Details

DATE: FEB 2022
DETAIL R-1



N O T E S:

1. REFER TO THE TOWN UTILITY CONSTRUCTION SPECIFICATION MANUAL FOR DETAILS OF UTILITY DESIGN AND CONSTRUCTION.
2. FIRE HYDRANTS SHALL BE INSTALLED SUCH TO MINIMIZE THEIR VULNERABILITY TO TRAFFIC.

TYPICAL UTILITY LOCATIONS (N.T.S.)



Howey-in-the-Hills

Standard Details

DATE: JAN 2023

DETAIL R-2

STORM INLET, TYPE "P-6"
OR "C" WITH COLLAR PER
F.D.O.T. SPECIFICATIONS

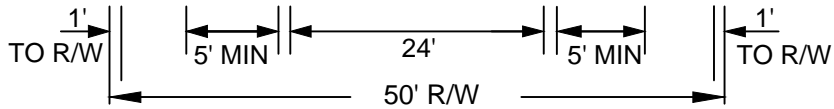
R/W LINE

OPTIONAL PLANTED
ISLAND WITH TYPE
"B" CURB.

MIN. 25'R

CONCRETE
SIDEWALK

2' CURB AND
GUTTER



CUL-DE-SAC WITH SINGLE STORM INLET
(N.T.S.)

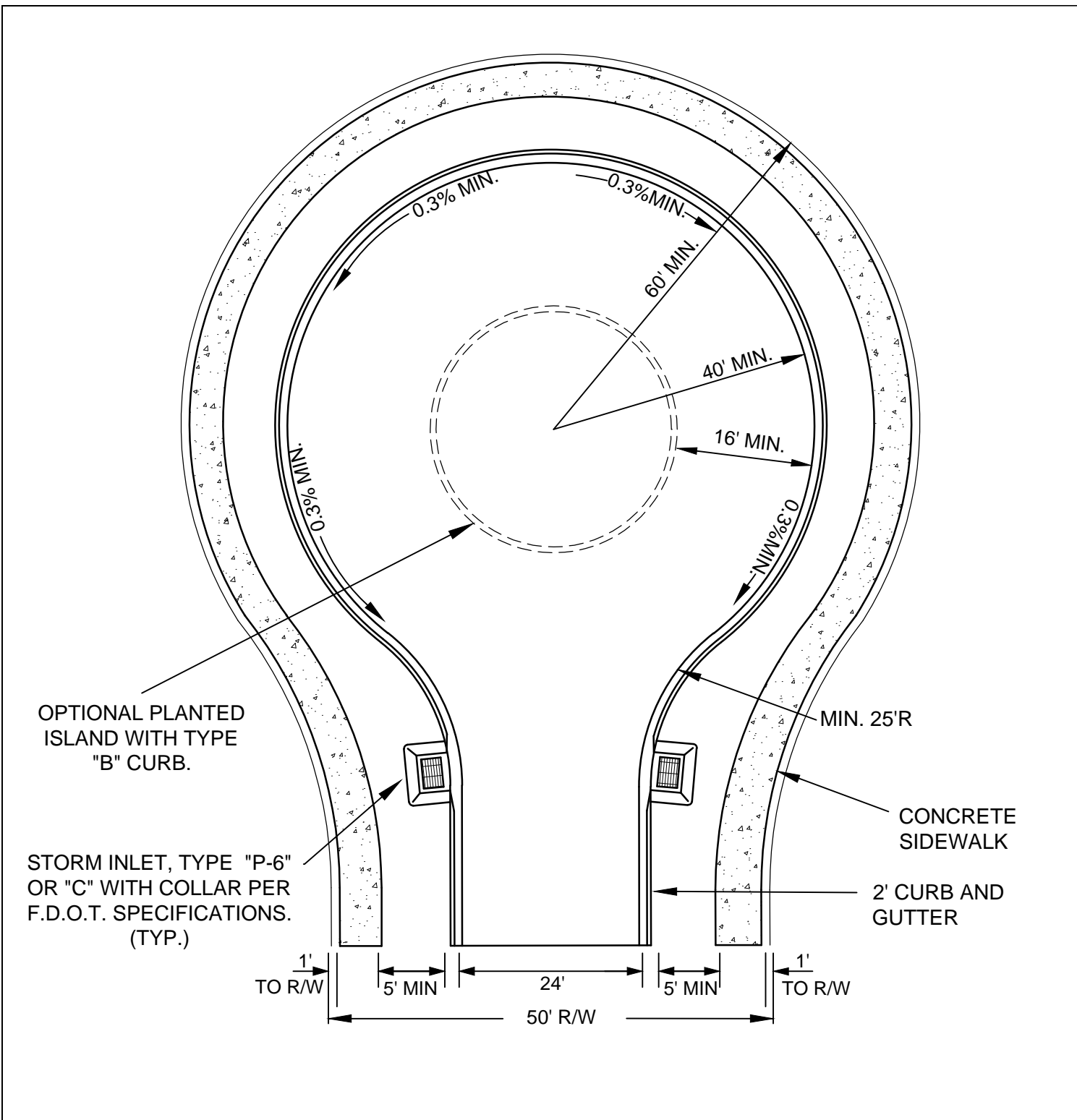


Howey-in-the-Hills

Standard Details

DATE: FEB 2022

DETAIL R-3



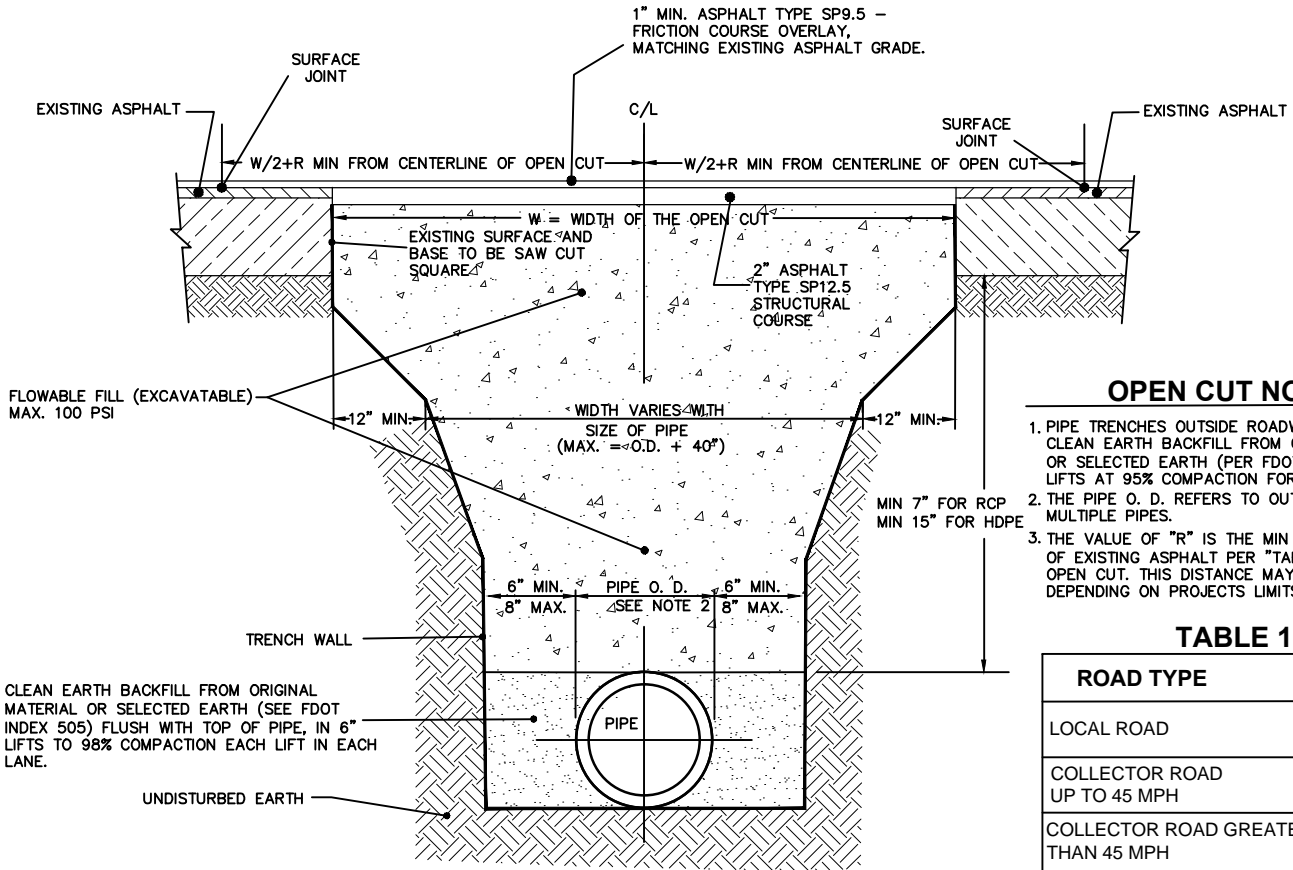
CUL-DE-SAC WITH TWO STORM INLETS
(N.T.S.)



Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-4



OPEN CUT NOTES

1. PIPE TRENCHES OUTSIDE ROADWAY WILL REQUIRE CLEAN EARTH BACKFILL FROM ORIGINAL MATERIAL OR SELECTED EARTH (PER FDOT INDEX 505) IN 6" LIFTS AT 95% COMPACTION FOR EACH LIFT.
2. THE PIPE O. D. REFERS TO OUTSIDE EDGES OF MULTIPLE PIPES.
3. THE VALUE OF "R" IS THE MIN AMOUNT OVERLAY OF EXISTING ASPHALT PER "TABLE 1" PAST THE OPEN CUT. THIS DISTANCE MAY BE INCREASED DEPENDING ON PROJECTS LIMITS.

TABLE 1

ROAD TYPE	R
LOCAL ROAD	2'
COLLECTOR ROAD UP TO 45 MPH	15'
COLLECTOR ROAD GREATER THAN 45 MPH	25'

***NOTES:**

OPEN CUTS WILL NOT BE ALLOWED UNLESS SPECIFICALLY AUTHORIZED BY THE TOWN.

THIS DETAIL REPRESENTS THE STANDARD INSTALLATION OF CROSS PIPES FOR APPROVED OPEN CUTS OF TOWN ROADWAYS DURING CONSTRUCTION.

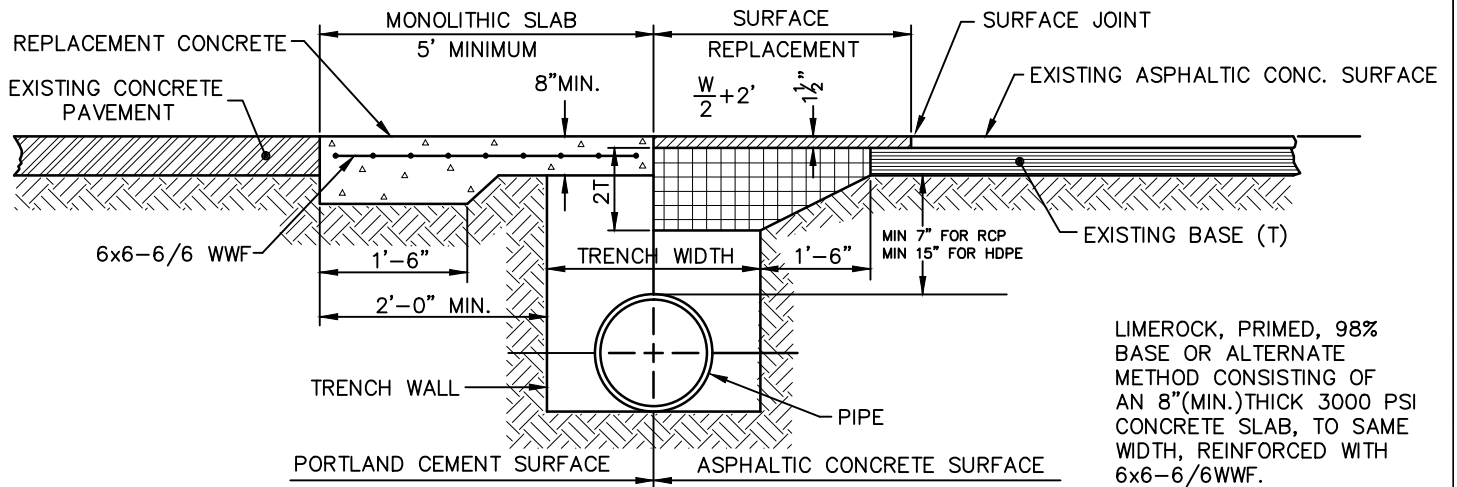
OPEN CUT & REPAIR (N.T.S.)



Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-5



LIMEROCK, PRIMED, 98%
 BASE OR ALTERNATE
 METHOD CONSISTING OF
 AN 8"(MIN.)THICK 3000 PSI
 CONCRETE SLAB, TO SAME
 WIDTH, REINFORCED WITH
 6x6-6/6WWF.

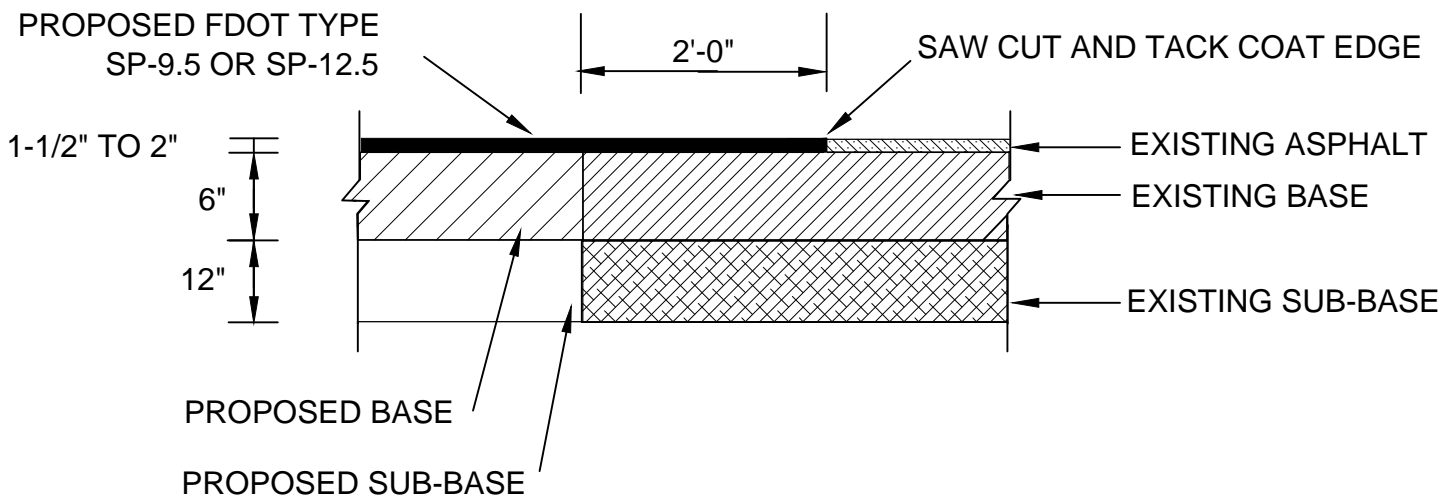
***NOTES:**
 OPEN CUTS WILL NOT BE ALLOWED UNLESS SPECIFICALLY AUTHORIZED BY THE TOWN.
 THIS DETAIL REPRESENTS AN EXCEPTION TO THE STANDARD INSTALLATION OF CROSS PIPES FOR APPROVED OPEN CUTS OF ROADWAYS DURING CONSTRUCTION AND SHALL ONLY BE USED WITH THE PRIOR APPROVAL OF THE TOWN.

**OPEN CUT & REPAIR ALTERNATE
 (N.T.S.)**



Howey-in-the-Hills
 Standard Details

DATE: FEB 2022
DETAIL R-6



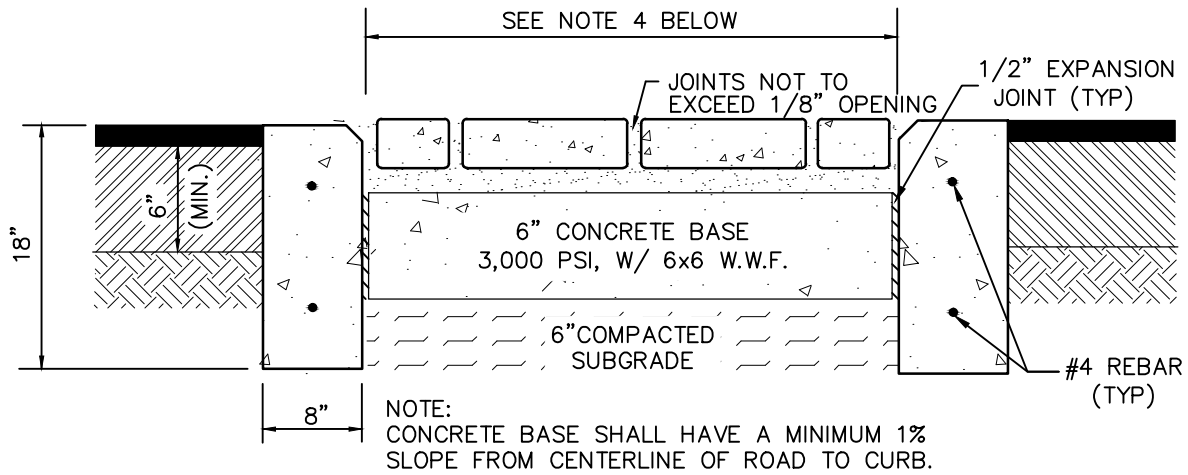
PAVEMENT BUTT JOINT (N.T.S.)



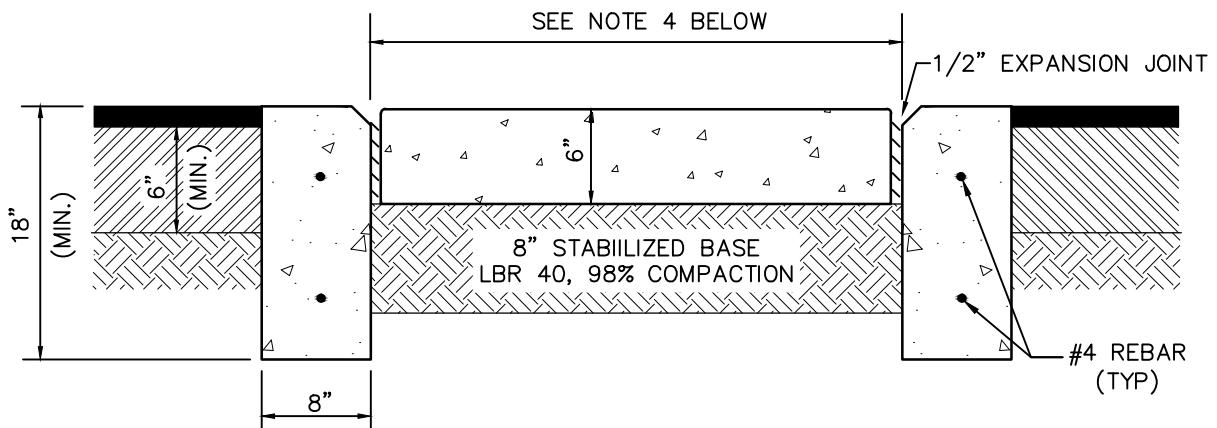
Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-7



PAVERS



PATTERNED CONCRETE

NOTES:

1. CURB RAMPS PER A.D.A. SPECIFICATIONS SHALL BE PROVIDED WHERE CROSSWALK MEETS SIDEWALKS AND CURBS.
2. PAVERS SHALL BE 3-1/8" MINIMUM THICKNESS BEDDED IN 1-1/2" MINIMUM OF SAND OR CRUSHED STONE SCREENINGS.
3. CONCRETE AND PAVER PATTERN AND COLOR SHALL BE DETERMINED BY THE TOWN.
4. MIN. WIDTH OF CROSSWALKS SHALL BE 5 FEET, CROSS SLOPE SHALL NOT EXCEED 1/4" PER LF.
5. SEE STREET SECTIONS FOR BASE AND SUB-BASE REQUIREMENTS OF ROADWAY.

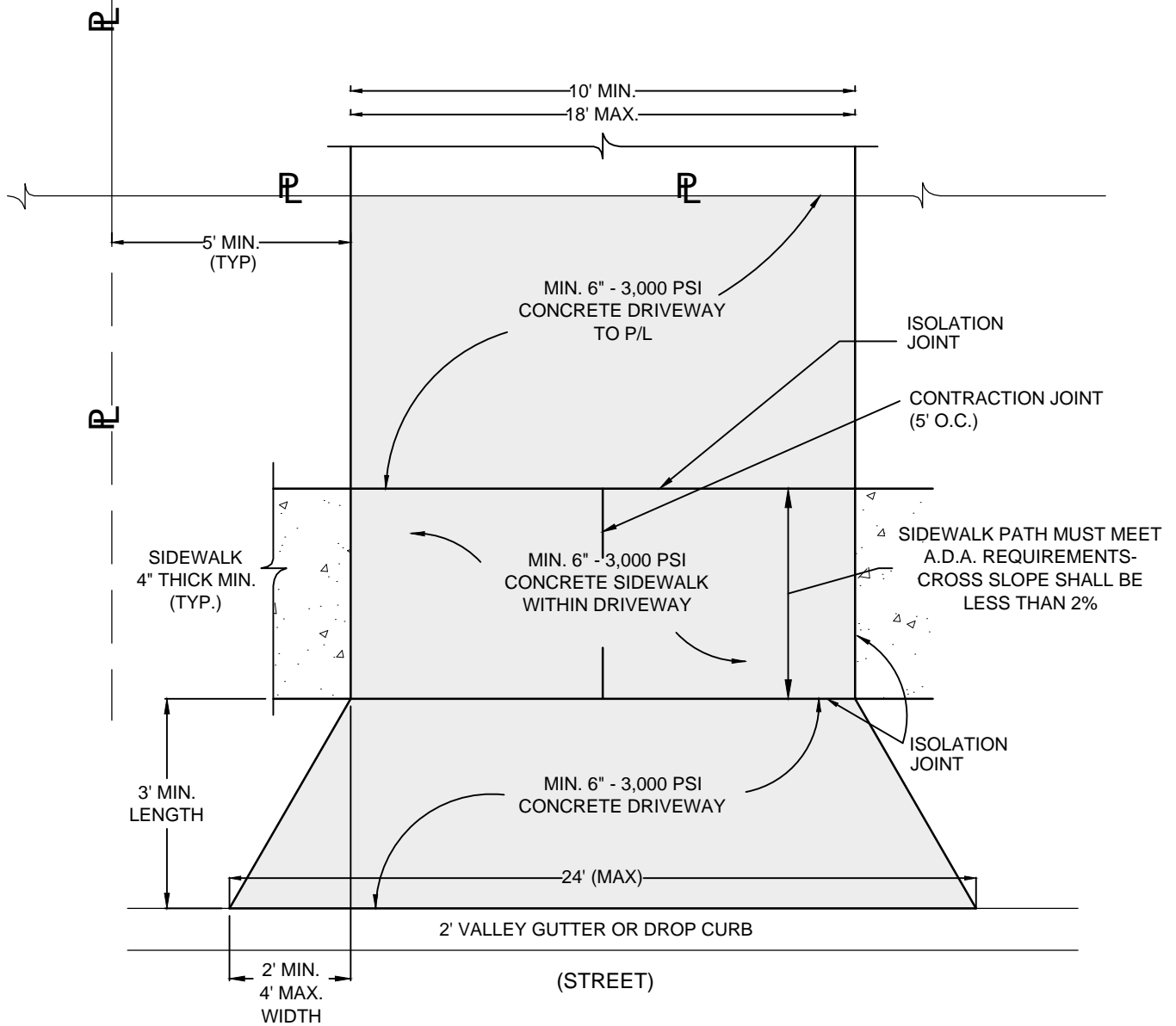
CROSSWALK PAVER & DECORATIVE CONCRETE (N.T.S.)



Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-8



Apron Flare Width: Minimum 2' each side.
 Maximum 4' each side,
 Not to Exceed 24' Total Width.

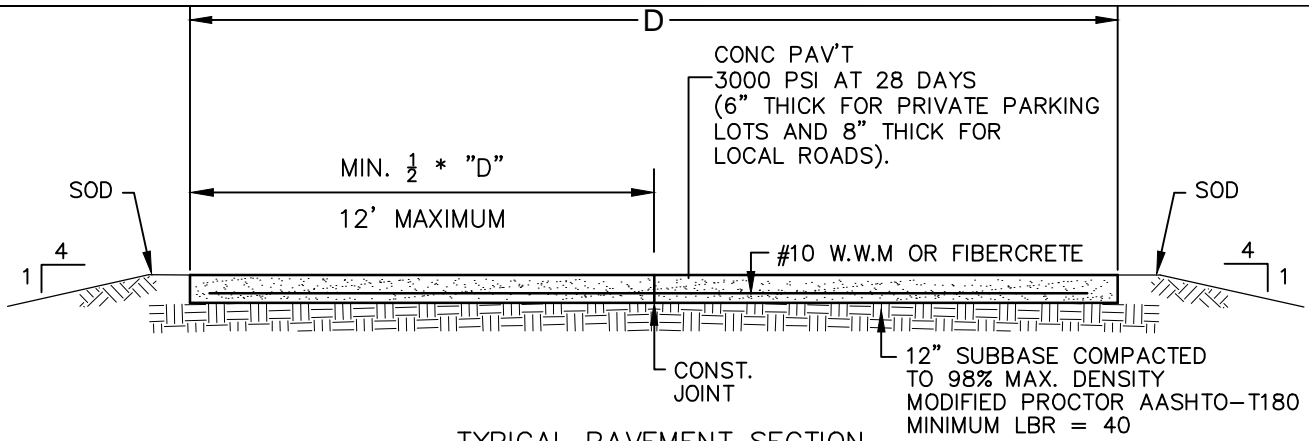
RESIDENTIAL DRIVEWAY APRON (N.T.S.)



Howey-in-the-Hills
 Standard Details

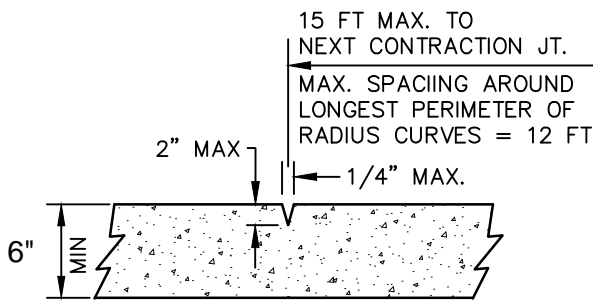
DATE: FEB 2022

DETAIL R-9

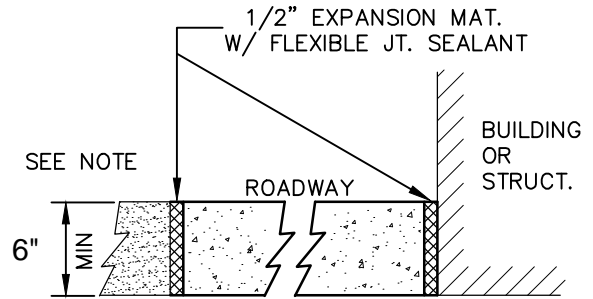


TYPICAL PAVEMENT SECTION

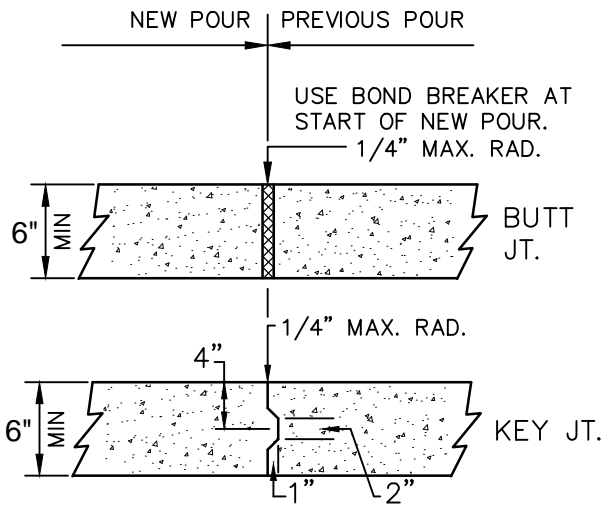
NOTE: FOR ROADWAYS, THE CROSSLOPE SHALL BE 1/4" PER FOOT. FOR PRIVATE PARKING AREAS THE MINIMUM ALLOWABLE PAVEMENT SLOPE SHALL BE NO LESS THAN 0.50% MEASURED FROM THE RECEIVING INLET, GUTTER, OR FLUME TO ANY PAVEMENT.



CONTRACTION JOINT



EXPANSION JOINT



CONSTRUCTION JOINT

NOTES:

1. CONTRACTION JTS. MAY BE HAND FORMED, SAWED OR CONSTRUCTED W/ A 1/4" PREMOLDED FILLER JT. JOINTS MUST BE SAW CUT THE SAME DAY AS THE POUR.
2. EXPANSION JOINTS TO BE PLACED BETWEEN ROADWAY AND CURB. ALSO AT ANY PERMANENT STRUCTURE ABUTTING OR WITHIN THE PAVED AREA INCLUDING SIDEWALKS.
3. USE OF WOOD IS NOT AN ACCEPTABLE ALTERNATIVE TO FLEXIBLE JOINT SEALANTS.
4. FINAL DETERMINATION OF CONSTRUCTION JOINT SELECTION AND APPLICATION SHALL BE MADE BY THE ENGINEER OF RECORD BASED ON PROJECT REQUIREMENTS AND LOCATION.
5. CONSTRUCTION JOINTS WITHIN THE SLAB AREA SHOULD NOT CONTAIN PREMOLDED EXPANSION JOINT FILLER.

CONCRETE PAVEMENT (N.T.S.)

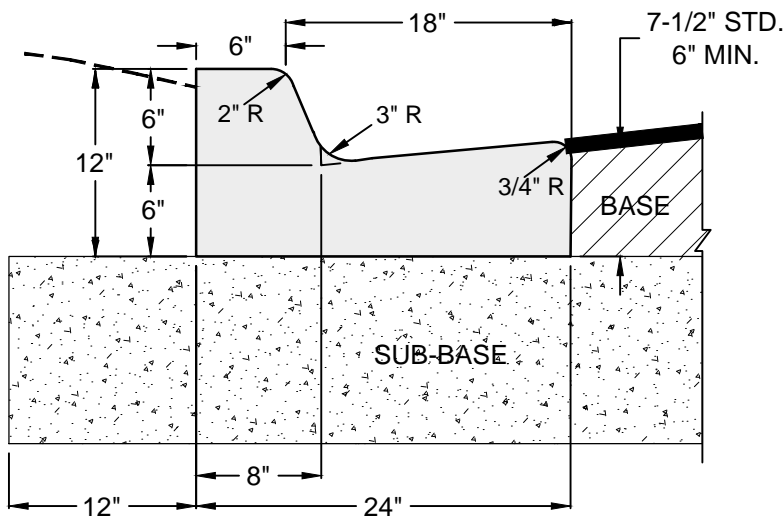


Howey-in-the-Hills

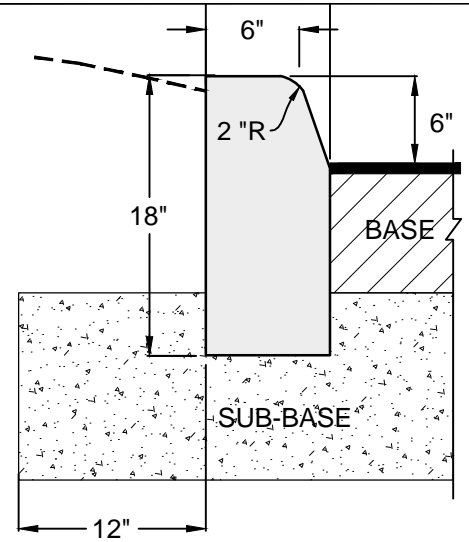
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DATE: FEB 2022

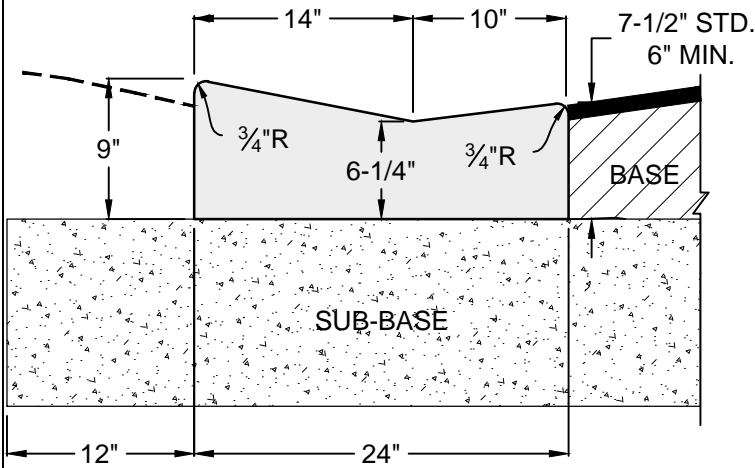
DETAIL R-10



TYPE "F" CURB



TYPE "D" CURB



DROP CURB (MIAMI TYPE)

NOTES:

1. ALL CURBS TO BE CONSTRUCTED OF 28 DAY, 3,000 P.S.I. CONCRETE.
2. 1/2" PRE-MOLDED EXPANSION JOINT REQUIRED EVERY 500', CONSTRUCTION JOINT REQUIRED EVERY 10' MAXIMUM (4' MINIMUM).
3. 1/2" PRE-MOLDED EXPANSION JOINT REQUIRED AT EACH SIDE OF ALL STORM INLET STRUCTURES AND AT ALL RADIUS POINTS.
4. SUB-BASE TO BE COMPACTED AND TESTED TO 98% MINIMUM DENSITY WITH MINIMUM L.B.R. 40 BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
5. EXPANSION JOINT MATERIAL MUST COVER THE ENTIRE CROSS SECTION OF CURB.

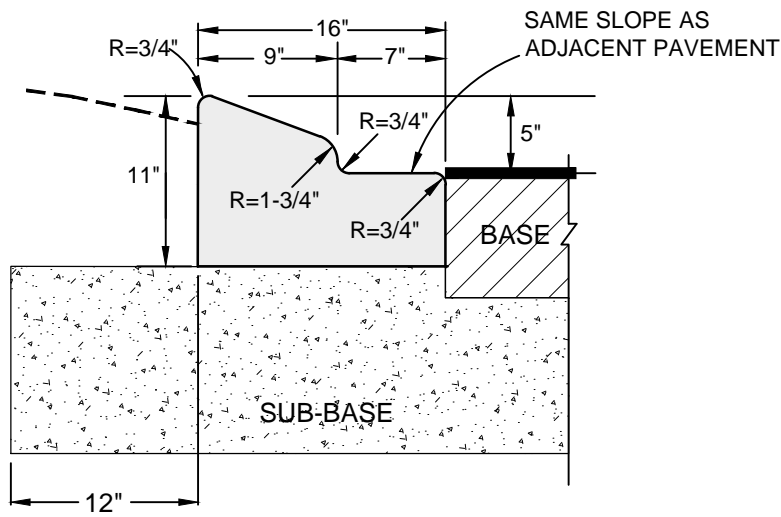
CONCRETE CURB (1) (N.T.S.)



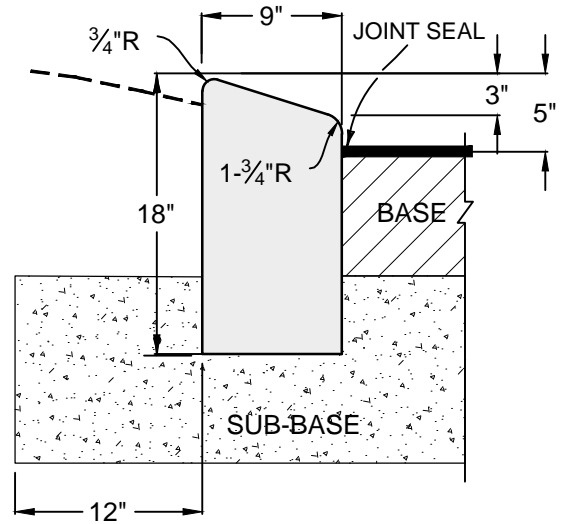
Howey—in—the—Hills
Standard Details

DATE: FEB 2022

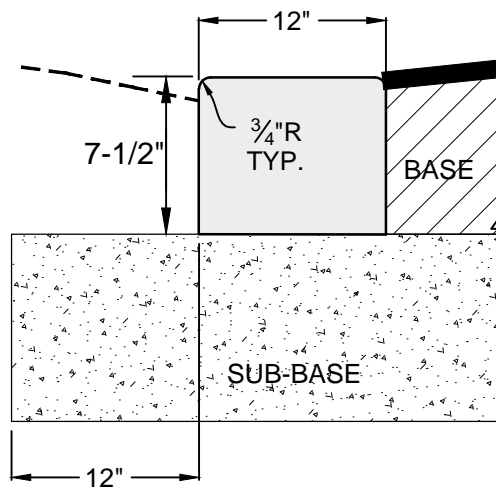
DETAIL R-11



TYPE "A" CURB



TYPE "B" CURB



RIBBON CURB

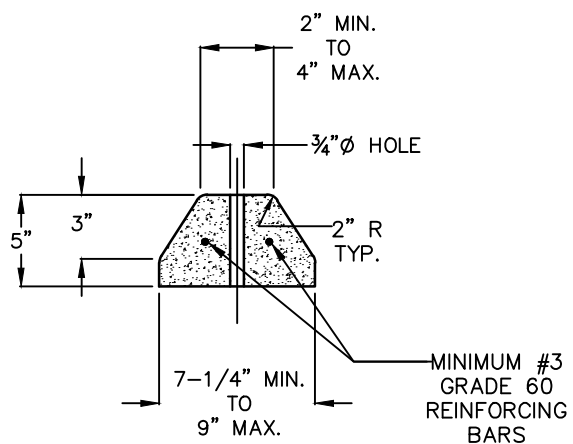
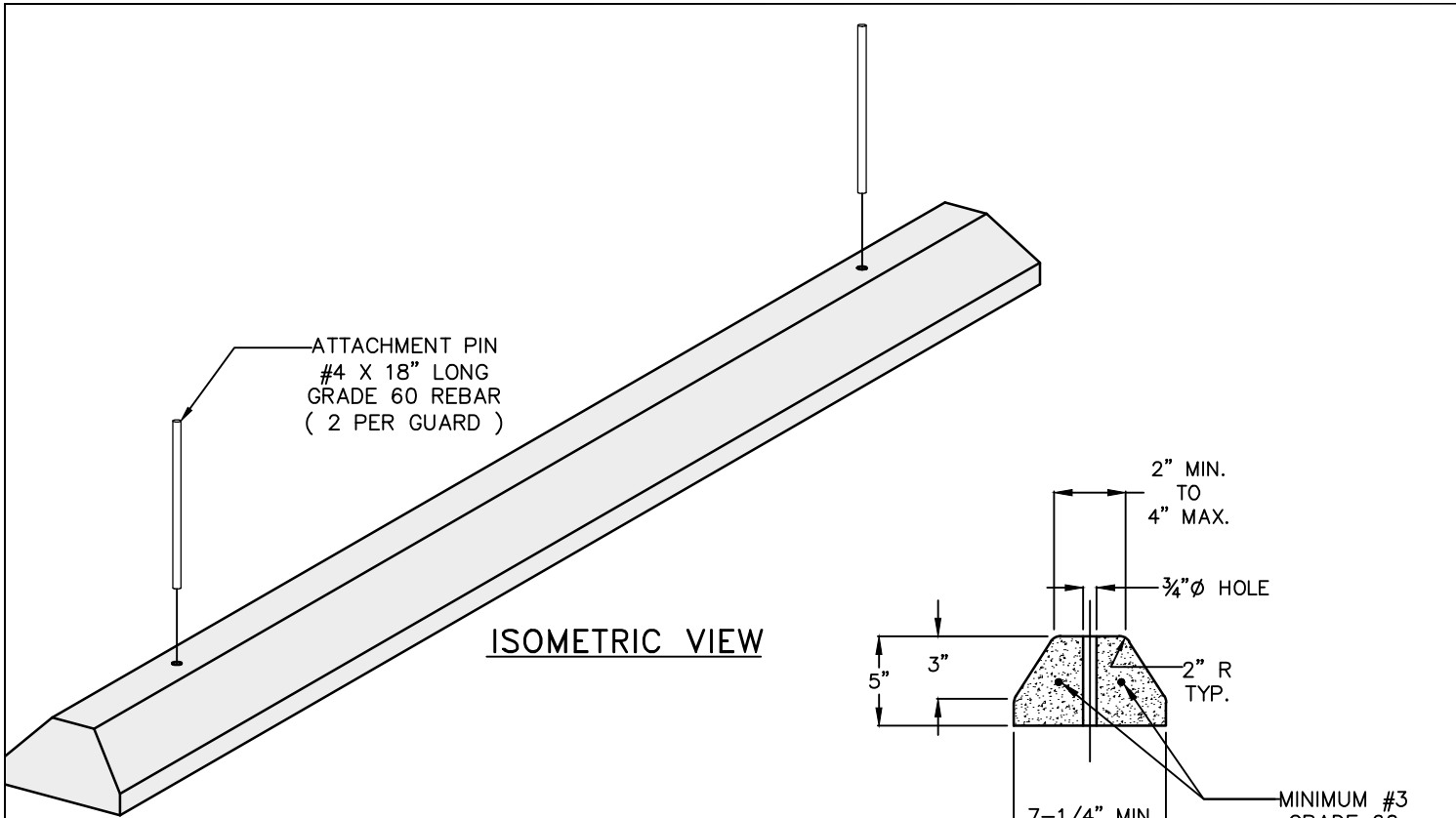
CONCRETE CURB (2) (N.T.S.)



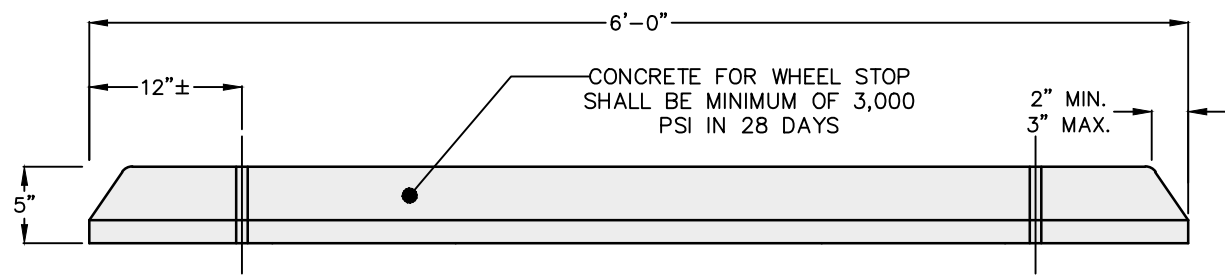
Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-11A



NOTE:
WHEEL STOP SHALL BE PLACED
24" FROM FACE OF CURB OR
EDGE OF PAVEMENT.

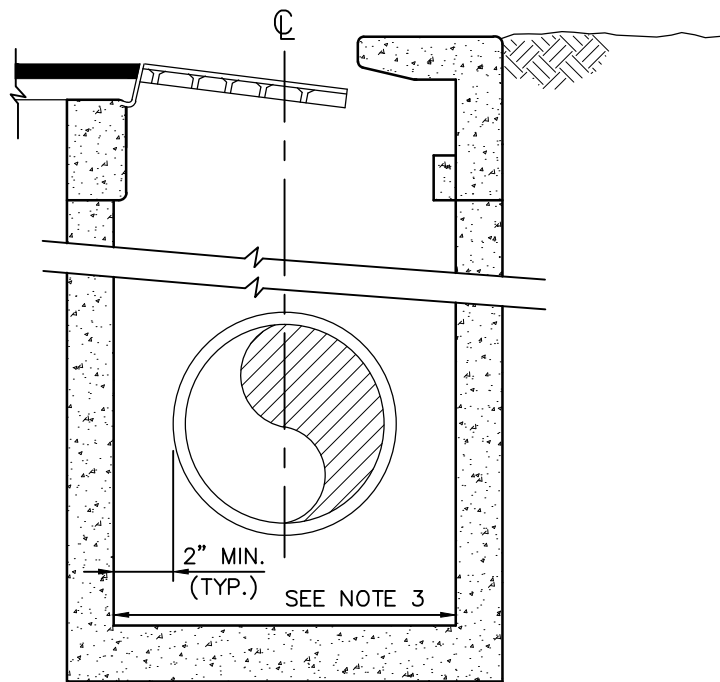
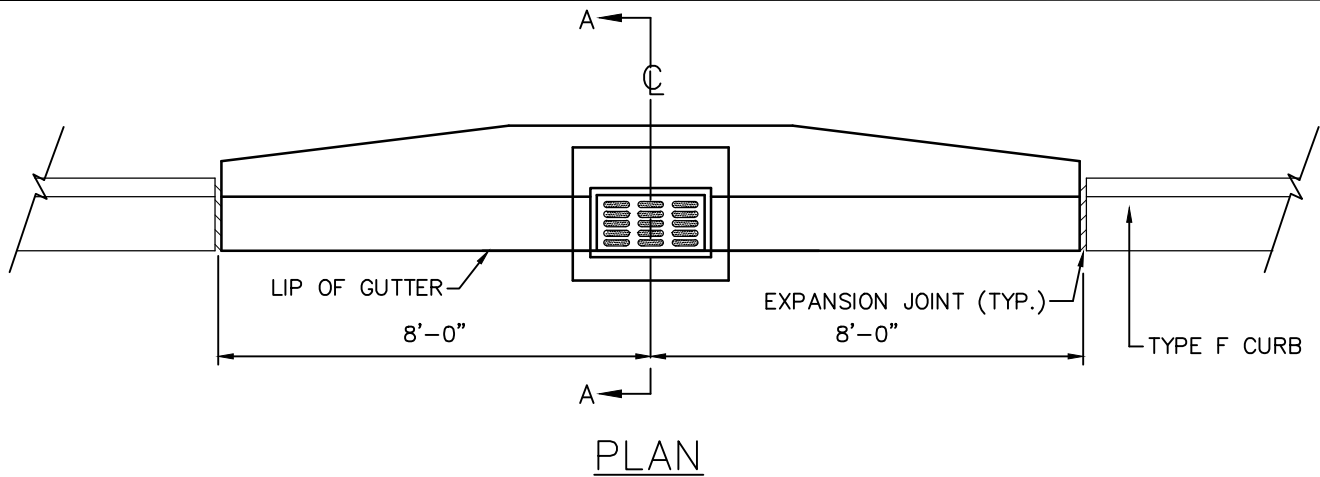


**CONCRETE WHEEL STOP
(N.T.S.)**



Howey-in-the-Hills
Standard Details

DATE: FEB 2022
DETAIL R-12



NOTES:

1. CURB INLET TOPS SHALL BE FDOT TYPE 5 OR TYPE 6. (TYPE 6 SHOWN). FRAME AND COVER SHALL BE STEEL MEETING ASTM A-36 OR CAST IRON, CLASS No. 30 IN ACCORDANCE WITH ASTM A-48.
2. PRECAST STRUCTURES SHALL BE FDOT TYPE P OR J AND MAY BE CIRCULAR, SQUARE OR RECTANGULAR, WALL THICKNESS AND REINFORCEMENT SHALL BE IN ACCORDANCE WITH ASTM C-478.
3. MINIMUM INSIDE DIMENSIONS SHALL BE 4' DIAMETER FOR CIRCULAR AND 3'-6" FOR SQUARE OR RECTANGULAR.
4. ALTERNATE DRAINAGE INLET DESIGNS MAY BE PROPOSED BY ENGINEER.

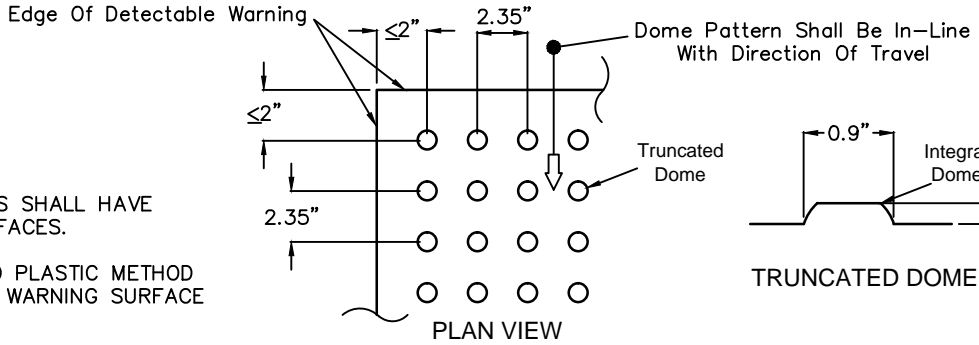
CURB INLET (N.T.S.)



Howey-in-the-Hills
Standard Details

DATE: FEB 2022

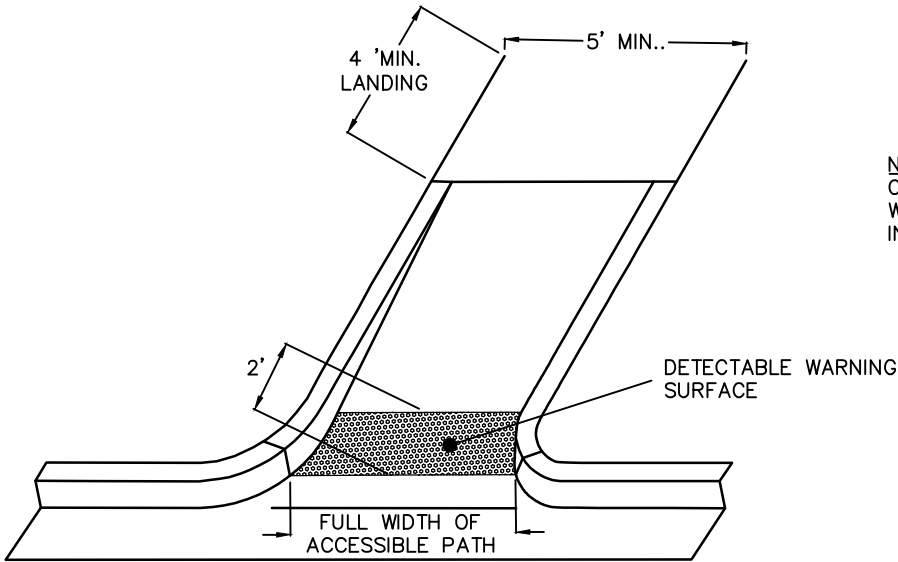
DETAIL R-14



NOTE:
 ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES.
 LIQUID FORMED OR THERMO PLASTIC METHOD OF CONSTRUCTION OF THE WARNING SURFACE IS NOT ACCEPTABLE

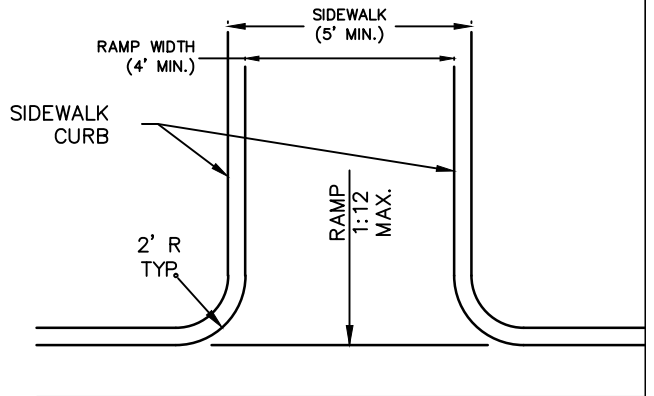
LENGTH OF SURFACE SHALL BE 2' IN THE DIRECTION OF TRAVEL WITH A WIDTH EQUAL TO THE WIDTH OF THE ACCESSIBLE WALKWAY.

CURB RAMP DETECTABLE WARNING SURFACE

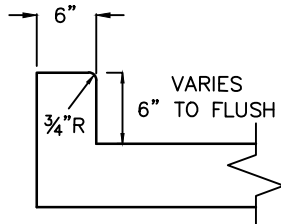


**PICTORAL VIEW
 CURB RAMP TYPE CR-E
 FDOT INDEX 304**

NOTE:
 CURB RAMPS ON ACCESSIBLE ROUTES SHALL COMPLY WITH FDOT DESIGN STANDARDS, LATEST EDITION, INDEX 304.



**PLAN VIEW
 CURB RAMP TYPE CR-E
 FDOT INDEX 304**



**SIDEWALK CURB DETAIL
 NOT TO SCALE**

SIDEWALK CURB RAMP (N.T.S.)



Howey-in-the-Hills
 Standard Details

DATE: FEB 2022

DETAIL R-15

CURB RAMP – GENERAL NOTES

ALL REFERENCES TO FDOT AND ADA STANDARDS SHALL MEAN THE LATEST EDITION

1. Public sidewalk curb ramps shall be constructed in the public right of way at locations that will provide continuous unobstructed pedestrian circulation paths to pedestrian areas, elements and facilities in the public right of way and to accessible pedestrian routes on adjacent sites. Curbed facilities with sidewalks and those without sidewalks are to have curb ramps constructed at all street intersections and at turnouts that have curbed returns. Partial curb returns shall extend to the limit prescribed by FDOT Index No. 515 to accommodate curb ramps. Ramps constructed at locations without sidewalks shall have a 5' x 5' landing constructed at the top of each ramp.
2. The location of curb ramps shall be as shown in the plans, but shall conform to F.D.O.T. standard details. All ramps, landings and curbs shall be constructed with minimum 3000 psi, Class A concrete and shall have minimum thickness of 6 inches. All concrete for pedestrian areas shall have a medium broom finish and standard color, unless specifically required by the plans.
3. Curb ramp running slopes at unrestrained sites shall not be steeper than 1 : 12 and cross slope shall not be steeper than 2%. Transition slopes shall not be steeper than 1 : 12.
When altering existing pedestrian facilities where existing site development precludes the accommodation of a ramp slope of 1 : 12, a running slope between 1 : 12 and 1 : 10 is permitted for a rise of 6" maximum and a running slope of between 1 : 10 and 1 : 8 is permitted for a rise of 3" maximum.
4. If a curb ramp is located where pedestrians must walk across the ramp, then the walk shall have transitions with a maximum longitudinal slope of 1 : 12. and a 2% cross-slope. Ramps with curb returns may be used to provide guidance, avoid an obstacle, or when R/W limitations prohibit flares. Improvements for directional guidance are required whenever necessary to guide or re-direct the pedestrian towards the receiving ramp.
5. All curb ramps shall have detectable warning surfaces that extend the full width of the ramp and 24" from the back of curb in the direction of travel. Detectable warning surfaces shall be constructed in conformance with A.D.A. Standards For Accessible Design, A.D.A. Accessibility Guidelines, Section 4.29.2, Transition slopes are not to have detectable warnings. Dome pattern shall be in-line with direction of travel.
6. The color requirement for detectable warnings is to provide a dark-on-light visual contrast between the detectable warning surface and the adjacent walking surface. Where adjacent walking surfaces are dark colored and/or constructed with materials other than standard Class I Portland Cement Concrete in accordance with the Standard Specifications, the Contractor must provide a detectable warning surface color that provides the necessary contrast, with the adjacent concrete. The standard color is dark red brick or yellow colored detectable warning tile with standard concrete unless otherwise noted.
7. Where a curb ramp is constructed within existing curb, curb and gutter or sidewalk, the existing concrete shall be removed to the nearest joint beyond the transition slope so that no remaining section of concrete is less than 5' long. The existing sidewalk shall be removed to the nearest joint beyond the transition slope, if the ramp must extend into the sidewalk.
8. Expansion joints shall be placed at all perimeter edges abutting concrete, but no joints shall be made in the ramp itself.

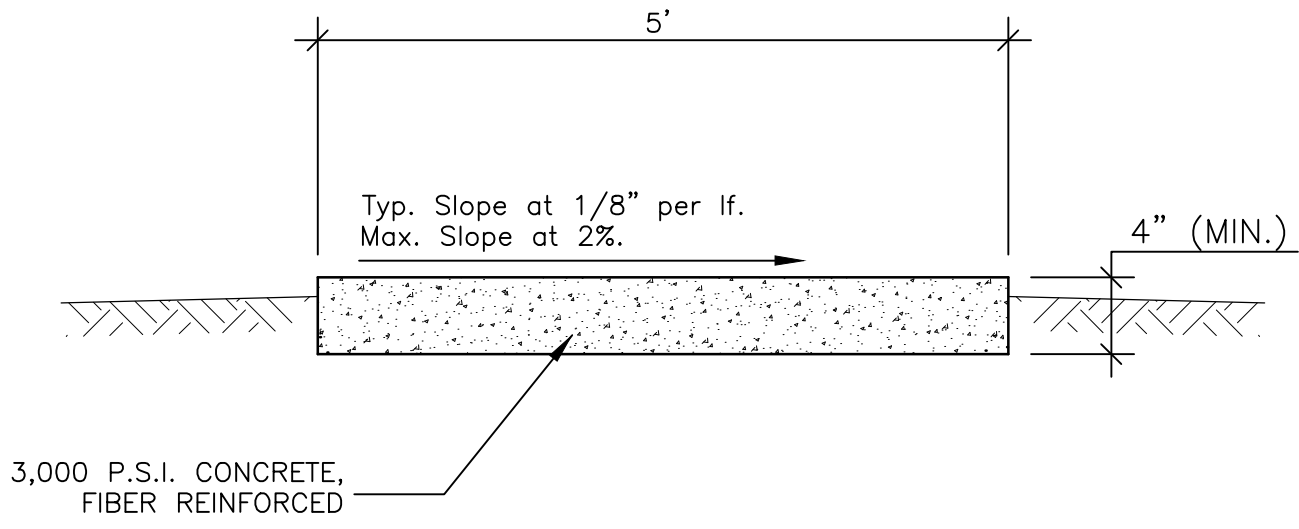
SIDEWALK CURB RAMP GENERAL NOTES



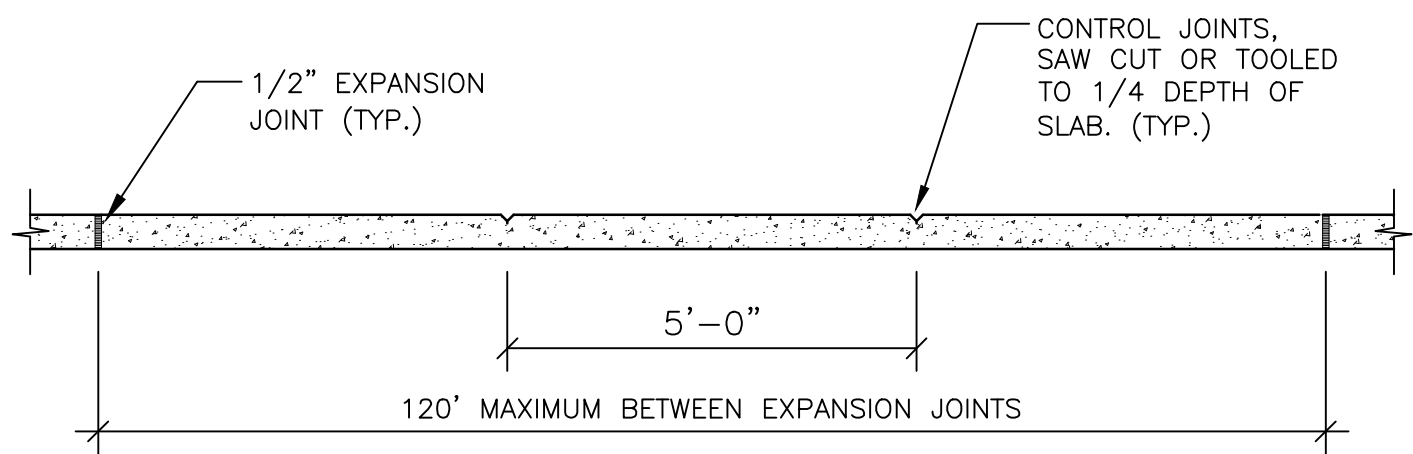
Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-15A



SECTION



PROFILE

SIDEWALK (N.T.S.)



Howey-in-the-Hills
Standard Details

DATE: FEB 2022
DETAIL R-16

SIDEWALK CONSTRUCTION- GENERAL NOTES

1. SIDEWALKS, BIKE PATHS, RAMPS, AND DRIVEWAY APRONS SHALL BE CONSTRUCTED OF PLAIN PORTLAND CEMENT CONCRETE WITH A MAXIMUM SLUMP OF 3 INCHES, A MINIMUM DEVELOPED COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS, AND A MINIMUM UNIFORM THICKNESS OF 4 INCHES WHERE INTENDED SOLELY FOR PEDESTRIAN TRAFFIC, AND 6 INCHES THICK WHERE MOTOR VEHICLES ARE LIKELY TO CROSS.
2. SIDEWALKS AND BIKE PATHS SHALL BE PLACED PARALLEL TO, AND ONE FOOT WITHIN THE RIGHT-OF-WAY LINE EXCEPT THAT THE CITY MAY APPROVE DEVIATIONS TO SAVE SPECIMEN TREES PROVIDED THAT THE PAVEMENT REMAINS WITHIN THE RIGHT-OF-WAY, OR ADJACENT EASEMENT DEDICATED FOR SIDEWALK USE, IS NOT DIMINISHED IN WIDTH, AND REMAINS AT LEAST 3 FEET FROM THE EDGE OF THE STREET PAVEMENT, UNLESS OTHERWISE APPROVED BY THE CITY.
3. THE TOP OF THE CONCRETE SHALL BE AT AN ELEVATION NO LOWER THAN THE CROWN OF THE ADJACENT ROADWAY, AND NO HIGHER THAN 6 INCHES ABOVE THE CROWN UNLESS APPROVED BY THE CITY TO MAKE A MORE NATURAL TRANSITION WITH THE ADJACENT LAND. UNDER NO CIRCUMSTANCES WILL THE SIDEWALK EXCEED ADA MAXIMUM GRADES.
4. ISOLATION JOINTS (TYPE A JOINTS) SHALL BE PROVIDED BETWEEN EXISTING SLABS OR STRUCTURES AND FRESH CONCRETE, TO SEPARATE PEDESTRIAN SECTIONS FROM SECTIONS WHICH WILL ENCOUNTER VEHICLE TRAFFIC, TO SEPARATE FRESH PLACEMENT FROM CONCRETE WHICH HAS SET FOR MORE THAN 60 MINUTES, AND NO FARTHER APART THAN 120 FEET IN SIDEWALKS AND BIKE PATHS. JOINT MATERIAL SHALL BE AS SPECIFIED IN FDOT STANDARDS AND SPECIFICATIONS AND SHALL BE RUBBER, PLASTIC OR OTHER APPROVED NON-BIODEGRADABLE ELASTOMERIC MATERIAL. WOOD IS PROHIBITED.
5. CONTROL JOINTS (TYPE B JOINTS) SHALL BE TOOLED INTO THE FRESH CONCRETE, OR SAW-CUT WITHIN 24 HOURS OF PLACEMENT, TO A DEPTH EQUAL TO 1/4 THE SLAB THICKNESS AND SPACED APART A DISTANCE EQUAL TO THE WIDTH OF THE SLAB OR 5 FEET, WHICHEVER IS GREATEST.
6. THE SLAB SURFACE SHALL BE BROOM FINISHED TO BE SLIP RESISTANT, AND SHALL MATCH AS CLOSELY AS POSSIBLE THE FINISH OF EXISTING ADJACENT SLABS AND ALL EDGES SHALL BE TOOLED TO ELIMINATE SHARP CORNERS.
7. THE BEARING SUBSURFACE SHALL HAVE ALL ORGANIC, LOOSE, AND DELETERIOUS MATTER REMOVED, AND THE REMAINING CLEAN SOIL SHALL BE SMOOTH, SOUND, AND SOLID. ANY FILL MATERIAL SHALL BE COMPACTED WITH A VIBRATORY OR IMPACT COMPACTION MACHINE IN MAXIMUM 12 INCH LIFTS OR COMPACTED WITH A HAND TAMPER IN MAXIMUM 4 INCH LIFTS. THE CITY SHALL REQUIRE A COMPACTION TEST FOR EACH LIFT IF THE TOTAL FILLED SECTION IS MORE THEN 12 INCHES DEEP OR IF THE SUBSURFACE HAS BEEN DISTURBED MORE THAN 12 INCHES DEEP. WHERE SUCH TEST IS REQUIRED, THE RESULTS SHALL SHOW A MINIMUM PROCTOR FIELD DENSITY OF 95 PERCENT.
8. ALL CONCRETE WORK IN THE RIGHT-OF-WAY SHALL BE INSPECTED BY THE CITY AFTER THE SUBSOIL IS PREPARED AND THE FORMS ARE SET, BUT BEFORE THE CONCRETE PLACEMENT BEGINS.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FINISHED SLAB FROM ALL DAMAGE AND VANDALISM UNTIL THE CITY ACCEPTS OR APPROVES THE SLAB.
10. SIDEWALKS LOCATED WITHIN THE RIGHT-OF-WAY SHALL NOT BE TINTED, STAINED, COLORED, OR COATED, UNLESS APPROVED BY THE CITY ENGINEER.
11. ALL FORMS SHALL BE REMOVED PRIOR TO ACCEPTANCE OR APPROVAL AND THE DISTURBED GROUND SHALL BE BACK-FILLED, RE-GRADED, AND SODDED SO THAT THE WEAR SURFACE OF THE CONCRETE IS REASONABLY FLUSH WITH THE ADJACENT GRADE.
12. THE CITY MAY REQUIRE ADDITIONAL JOINTS AROUND UTILITY STRUCTURES LOCATED WITHIN THE SIDEWALK.

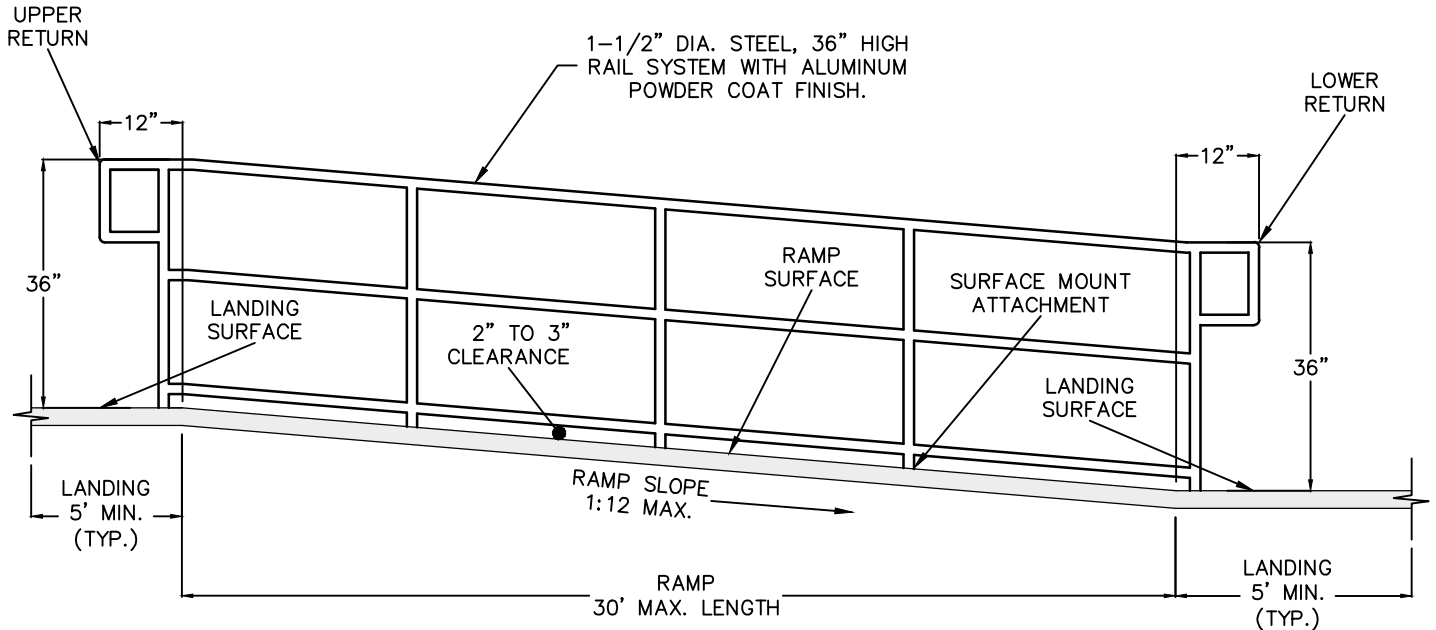
SIDEWALK - GENERAL NOTES



Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-16A



NOTES:

1. ASSEMBLY BY WELDED FABRICATION.
2. ALL RAMPS AND RAILINGS SHALL CONFORM TO THE SPECIFICATIONS OF THE ADA STANDARDS FOR ACCESSIBLE DESIGN, LATEST EDITION.

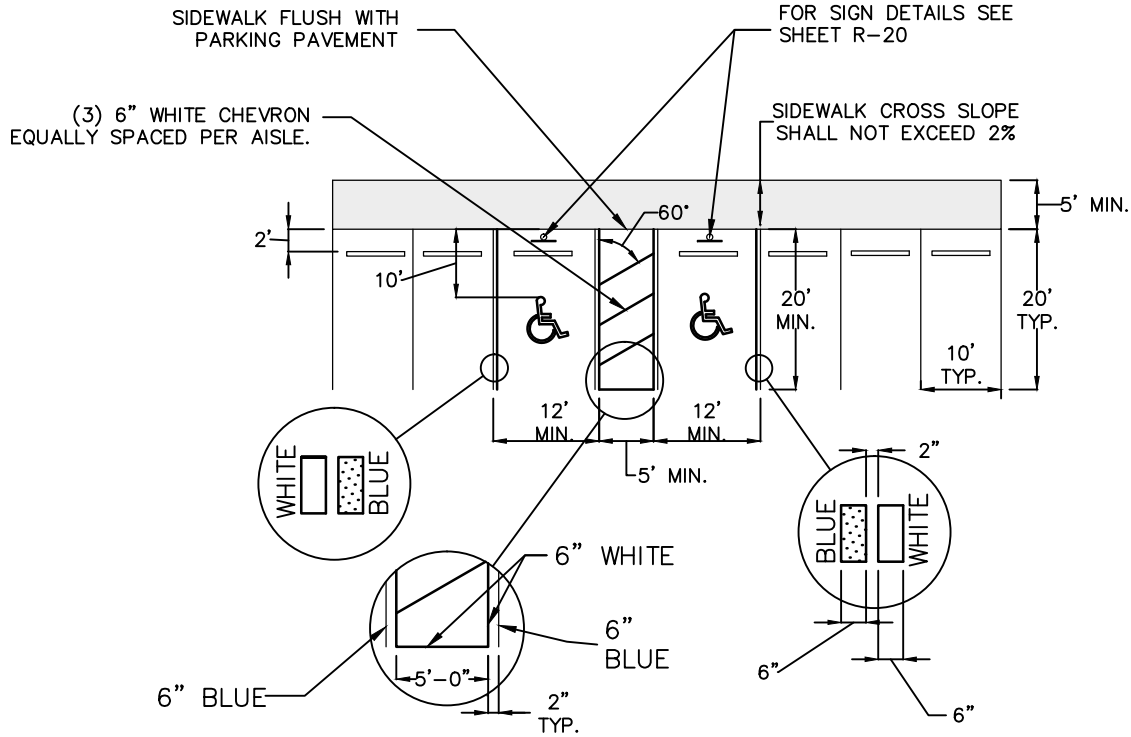
RAMP AND HANDRAIL (N.T.S.)



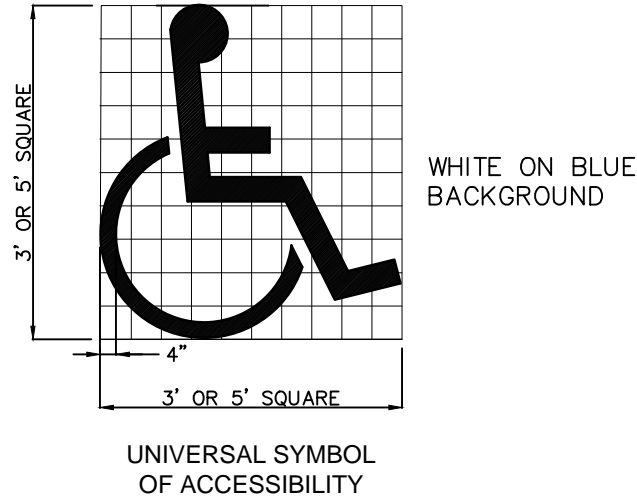
Howey-in-the-Hills
Standard Details

DATE: FEB 2022

DETAIL R-17



***NOTE:**
 SLOPE OF PAVEMENT
 WITHIN ACCESSIBLE
 PARKING SPACES AND
 AISLES SHALL NOT EXCEED
 2% IN ANY DIRECTION.

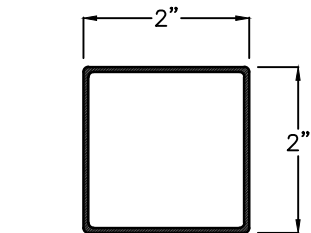
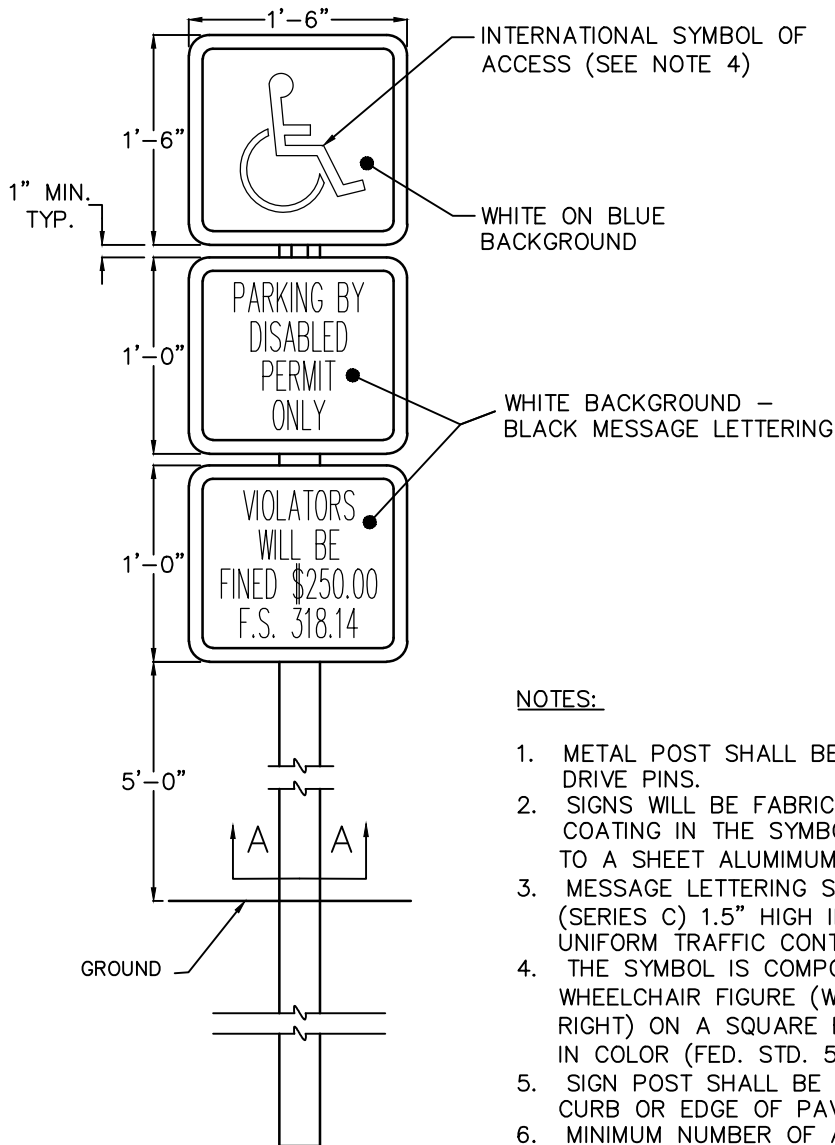


ACCESSIBLE PARKING (N.T.S.)



Howey-in-the-Hills
 Standard Details

DATE: FEB 2022
DETAIL R-18



**SECTION A-A
SQUARE METAL
POST**

3/8"Ø HOLES DRILLED ON 1" CENTERS FULL LENGTH OF METAL POST.
(MOUNT WITH ALUMINUM DRIVE PINS, TOP AND BOTTOM OF SIGN)

NOTES:

1. METAL POST SHALL BE 2"x2" SQUARE WITH ALUMINUM DRIVE PINS.
2. SIGNS WILL BE FABRICATED BY USING REFLECTIVE COATING IN THE SYMBOL, MESSAGE AND BORDER APPLIED TO A SHEET ALUMINUM BACKING (.080) IN THICKNESS.
3. MESSAGE LETTERING SHALL BE UPPER CASE (BLACK) (SERIES C) 1.5" HIGH IN ACCORDANCE WITH MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
4. THE SYMBOL IS COMPOSED OF TWO ELEMENTS, A WHITE WHEELCHAIR FIGURE (WHICH SHOULD ALWAYS FACE RIGHT) ON A SQUARE BACKGROUND, INTERNATIONAL BLUE IN COLOR (FED. STD. 595A, COLOR #15180).
5. SIGN POST SHALL BE MIN. 2'–0" CLEAR FROM BACK OF CURB OR EDGE OF PAVEMENT.
6. MINIMUM NUMBER OF ACESIBLE PARKING SPACES SHALL BE PER CITY OF TAVARES L.D.R., SECT. 20–7.

SIGN DETAIL

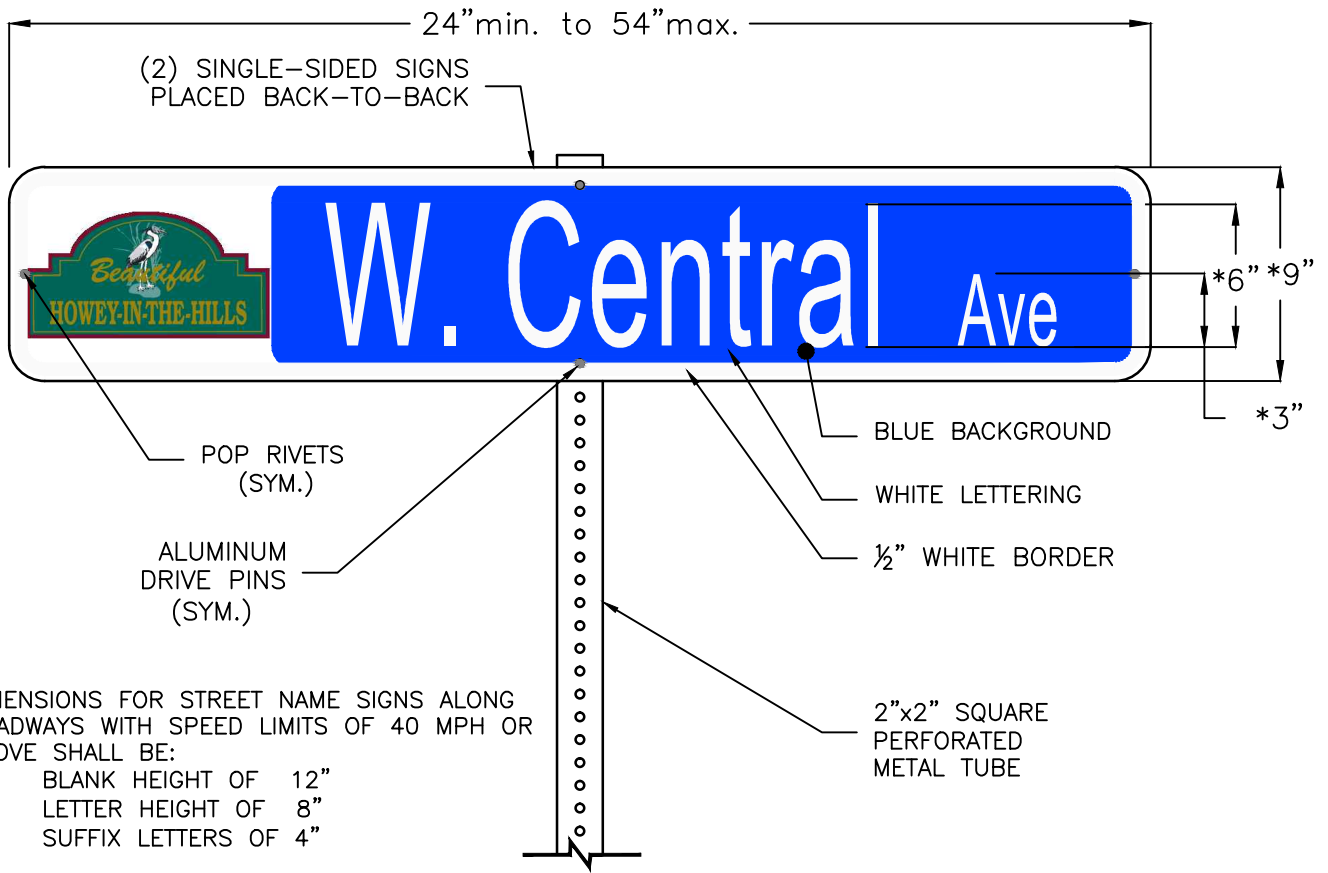
ACCESSIBLE PARKING SIGN (N.T.S.)



Howey—in—the—Hills

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DETAIL R-19



***NOTE**

DIMENSIONS FOR STREET NAME SIGNS ALONG
ROADWAYS WITH SPEED LIMITS OF 40 MPH OR
ABOVE SHALL BE:
BLANK HEIGHT OF 12"
LETTER HEIGHT OF 8"
SUFFIX LETTERS OF 4"

SIGN BLANKS:

- .063" ALUMINUM
- ALUMINUM CHEMICALLY TREATED TO MEET ATSM B449 STANDARD (PRE-TREATMENT FOR PAINT OR REFLECTIVE SHEETING)
- DIMENSIONS ARE TO BE 9" or 12" HEIGHT X 24" MINIMUM TO 54" MAXIMUM LENGTH. BLANK LENGTH TO BE DETERMINED BY ROAD NAME LENGTH AND BE ESTABLISHED IN 6" INCREMENTS, I.E. (24",30",36",42",48" OR 54")

COLOR:

- THE BACKGROUND SHALL BE HIGH INTENSITY PRISMATIC GREATER WHITE SHEETING WITH BLUE TRANSPARENT FILM OVERLAY.

LEGEND/LETTERING:

- ONE-HALF INCH (1/2") WHITE BORDER, 1/2" FROM THE EDGE.
- STREET NAMES SHALL BE 6" or 8" SERIES B LETTERS.
- THE ABBREVIATED SUFFIX "Rd", "Ave", "Dr", ETC., SHALL BE 3" or 4" SERIES B.

MOUNTING:

- MOUNTING SHALL BE TWO SINGLE-SIDED SIGNS WITH ATTRIBUTES ABOVE, MOUNTED BACK TO BACK, WITH ENDS POP RIVETED TOGETHER ON 2"x2" METAL POST, ATTACHED WITH ALUMINUM DRIVE PINS. NO EDGE-CLAMPING STYLE MOUNTING BLOCKS ARE TO BE USED.

STREET SIGN (N.T.S.)

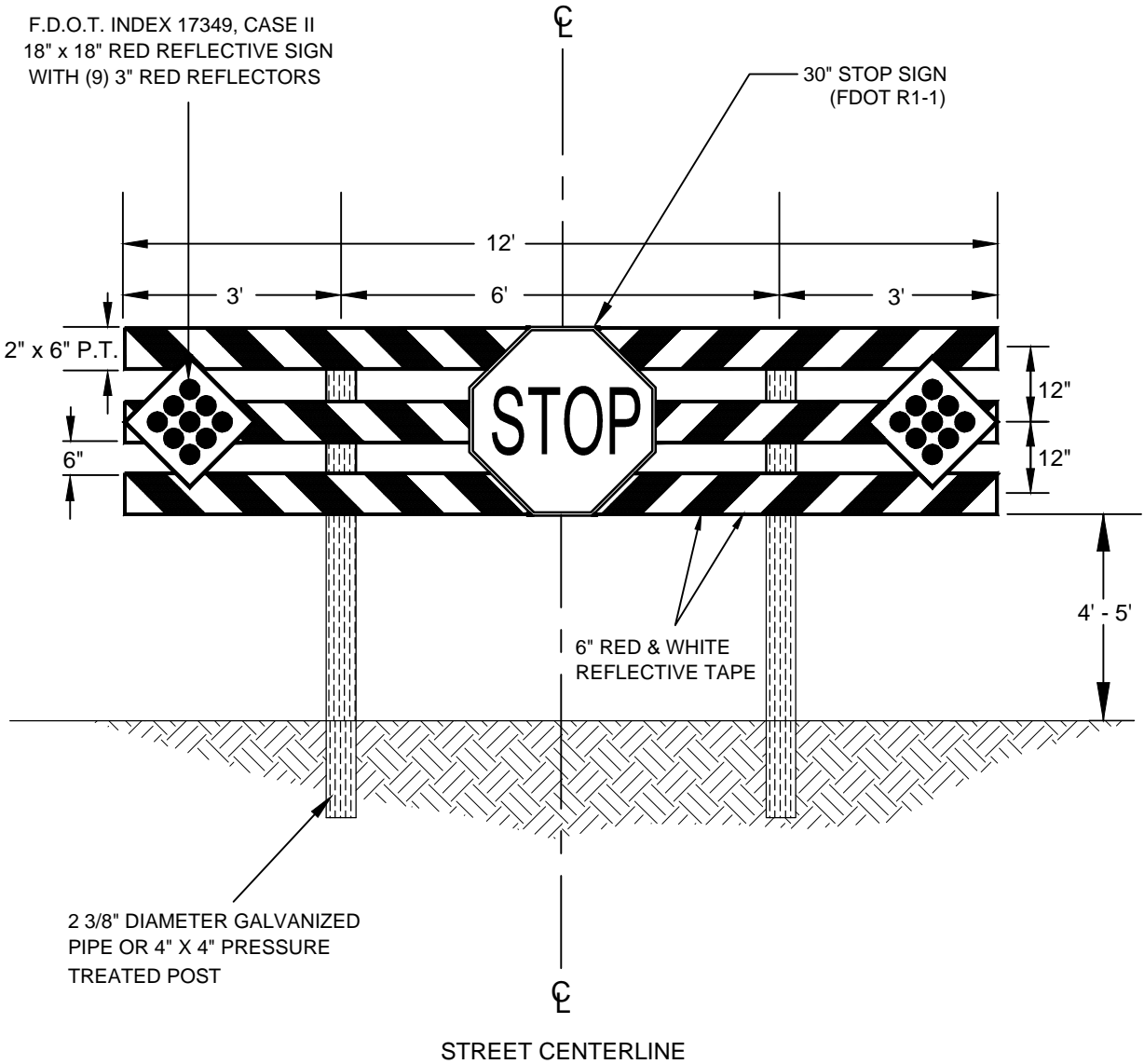


Howey-in-the-Hills

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NOTES:

- * BARRICADE TO BE USED FOR CITY AND PRIVATE STREETS, NOT APPLICABLE FOR MAJOR STREETS.
- * A DEAD END SIGN (F.D.O.T. W14-1) SHALL BE POSTED AT A SUFFICIENT ADVANCE DISTANCE TO PERMIT VEHICLE OPERATOR TO TURN OFF, IF POSSIBLE AT THE NEAREST INTERSECTING STREET.
- * BARRICADE SIGNS AND MARKERS SHALL BE IN ACCORDANCE WITH F.D.O.T. DESIGN STANDARDS, LATEST EDITION, INDEX #17349.

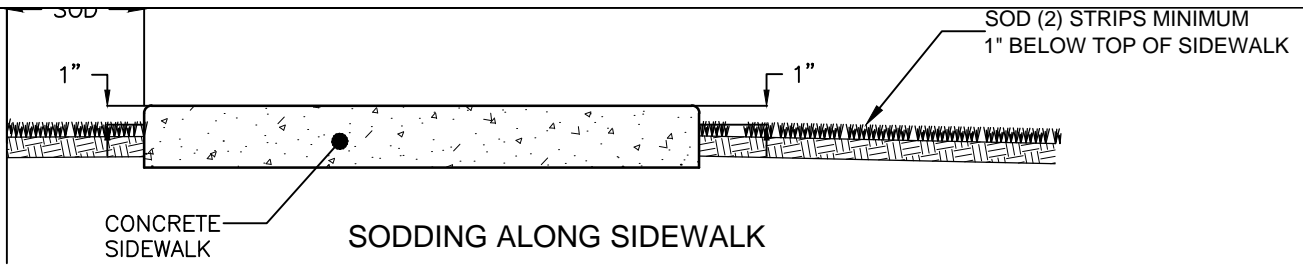
ROAD BARRICADE (N.T.S.)



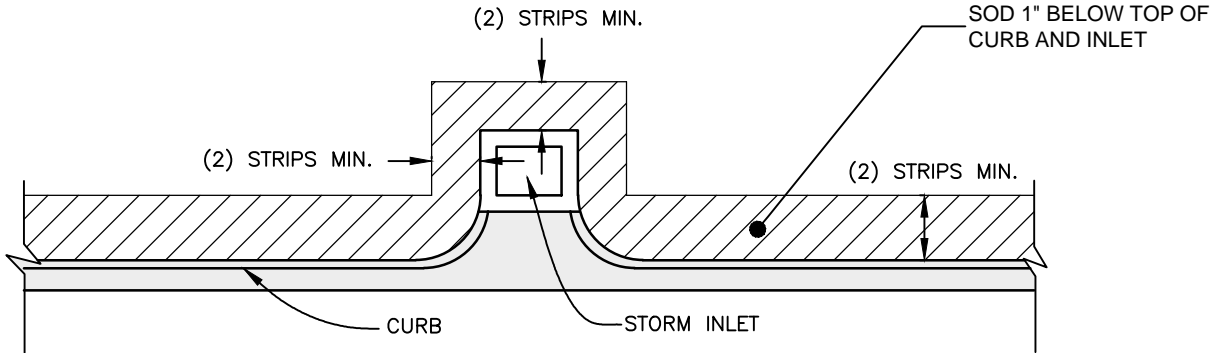
Howey-in-the-Hills
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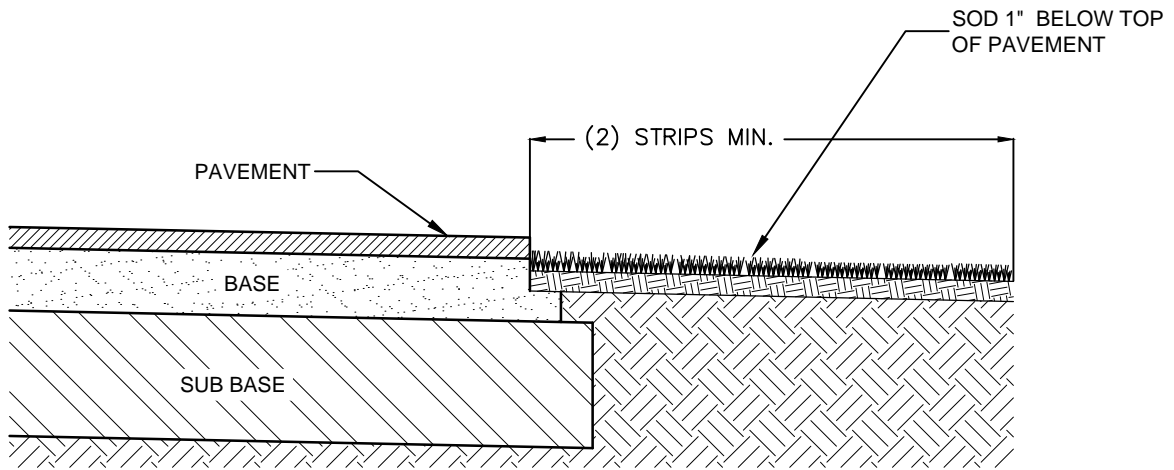
DETAIL R-21



SODDING ALONG SIDEWALK



SODDING ALONG INLET AND CURB



SODDING ALONG PAVED STREET

NOTE:
 ANY EXISTING SODDED AREAS THAT ARE DISTURBED BY CONSTRUCTION SHALL BE RESODDED WITH LIKE SOD AND RESTORED TO ITS ORIGINAL STATE.

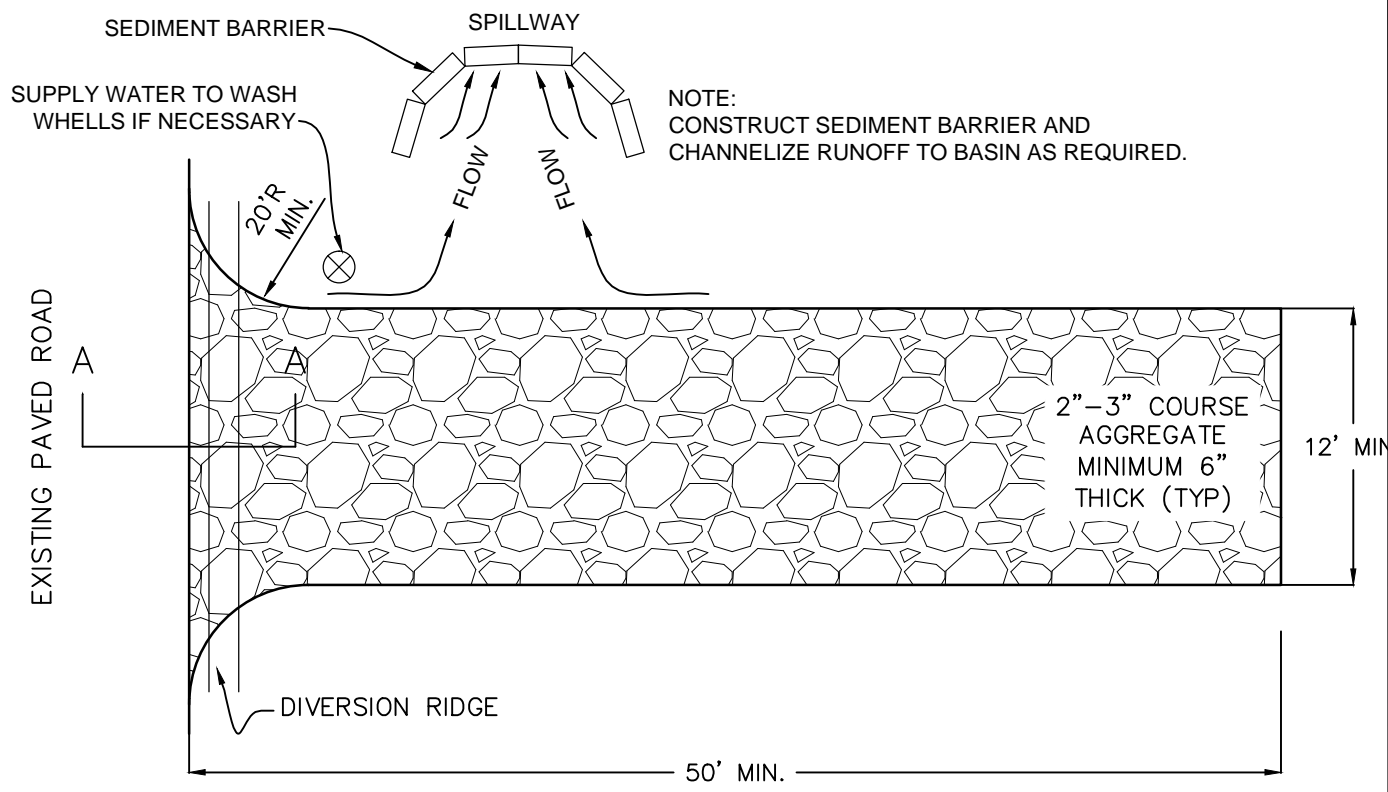
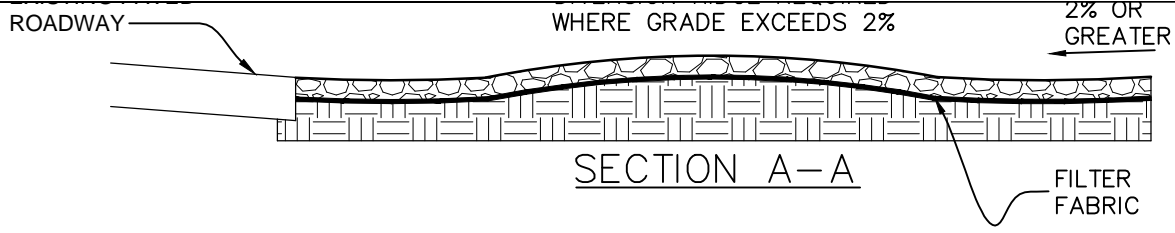
SOD PLANTING (N.T.S.)



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DETAIL R-22



NOTES:

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHTS-OR-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.
4. ALL MATERIALS SPILLED, DROPPED, OR TRACKED ONTO PUBLIC ROADS (INCLUDING AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED.

TEMPORARY CONSTRUCTION ENTRANCE (N.T.S.)



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