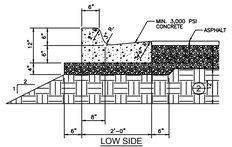
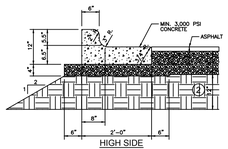



NOTE:
WHEN USED ON HIGH SIDE OF ROADWAYS, MAT. TYPE SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT AND THE THICKNESS OF THE LIP SHALL BE 6".




## TYPE "F" CURB & GUTTER

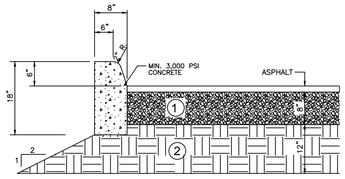
GENERAL NOTES:

1. LIMEROCK BASE SHALL BE COMPACTED TO NOT LESS THAN 98% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 WITH MINIMUM LBR 100 AND MAXIMUM OF 6" LIFTS.
2. SUB-GRADE SHALL BE COMPACTED TO NOT LESS THAN 98% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 WITH MINIMUM LBR 40 AND A MAXIMUM OF 6" LIFTS.

ADDITIONAL CURBING NOTES:

1. DENSITY TESTS SHALL BE REQUIRED AT A MINIMUM OF ONE PER 2,000 SQUARE FEET AND PERFORMED BY AN APPROVED INDEPENDENT LABORATORY AT THE CONTRACTOR'S EXPENSE.
2. CURB SHALL BE POURED MONOLITHICALLY AND CONSTRUCTED IN ACCORDANCE WITH THIS DETAIL.
3. CONTROL JOINTS SHALL BE TOOLED OR CUT EVERY TEN (10) FEET.
4. ALL AREAS BEHIND CURBS SHALL BE BACKFILLED WITHIN 72 HOURS OF PLACEMENT.

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | TYPE "F" CURB AND GUTTER DETAIL | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F356 | Fig: 356 |

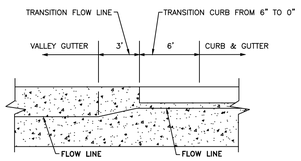



## TYPE "D" CONCRETE CURB

GENERAL NOTES:

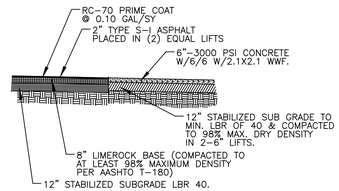
1. CONCRETE CYLINDER TESTS SHALL BE REQUIRED AT A MINIMUM OF ONE PER 50 CU. YDS. OR LESS, AND PERFORMED BY AN APPROVED INDEPENDENT LABORATORY AT THE CONTRACTOR'S EXPENSE.
2. CURB SHALL BE POURED MONOLITHICALLY AND CONSTRUCTED IN ACCORDANCE WITH THIS DETAIL.
3. CONTROL JOINTS SHALL BE TOOLED OR CUT EVERY TEN (10) FEET.
4. ALL AREAS BEHIND CURBS SHALL BE BACKFILLED WITHIN 72 HOURS OF PLACEMENT.

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | TYPE "D" CURB | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F357 | Fig: 357 |



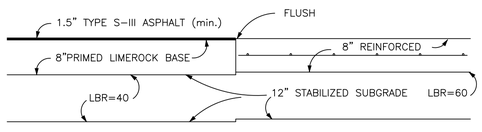

## TRANSITION CURB AND GUTTER TO VALLEY GUTTER

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | TRANSITION CURB AND GUTTER TO VALLEY GUTTER | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F358 | Fig: 358 |



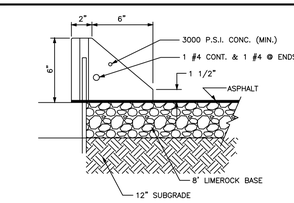

## ASPHALT-CONCRETE CONNECTION DETAIL

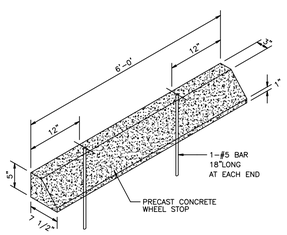
| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | ASPHALT-CONCRETE CONNECTION DETAIL | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F359 | Fig: F359 |




## TYPICAL ASPHALT/CONCRETE JOINT

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | TYPICAL ASPHALT CONCRETE JOINT | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F360 | Fig: 360 |



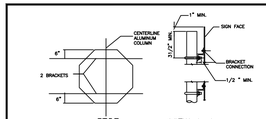



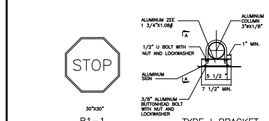

## WHEELSTOP DETAIL

NOTES:

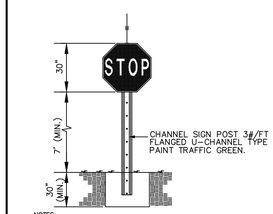
1. CONCRETE STRENGTH SHALL BE 3,000 P.S.I.

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | WHEELSTOP DETAIL | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F362 | Fig: 362 |



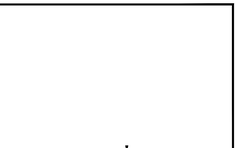




NOTES:
1. STOP SIGNS SHALL HAVE REFLECTIVE RED BACKGROUND AND WHITE LETTERING.
2. ALL SIGNS SHALL CONFORM TO FDOT MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

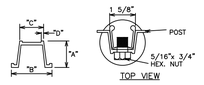



NOTES:
1. SIGN ASSEMBLY TYPICAL TO ALL SIGNS OTHER THAN HANDICAP SIGNS.
2. FOR ALUMINUM POST, BASE, FOUNDATION AND FUSE ASSEMBLY, REFER TO FDOT INDEX NO. 9535. (STATE OF FLORIDA DOT 2002 DESIGN STANDARDS) OR BROWARD COUNTY TYPICAL SIGN ASSEMBLY DETAIL (ENGINEERING DESIGN STANDARDS LATEST EDITION)

TYPICAL SIGN POST



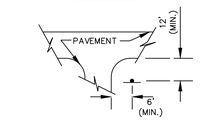

(SOURCE FDOT INDEX NO. 17346.)
PAVEMENT MESSAGE DETAIL




TOP VIEW

| DIMENSION | TOLERANCE | 2.00" | 3.00" |
|---|---|---|---|
| "A" | +-3/32" | 1 15/32" | 1 7/8" |
| "B" | +-1/8" | 3 1/16" | 3 1/2" |
| "C" | +-1/16" | 1 9/32" | 1 5/16" |
| "D" | +-1/32" | 3/16" | 7/32" |

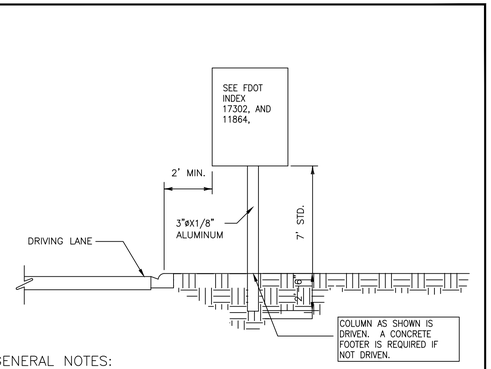
CHANNEL POST




NOTE:
1. REFER TO MUTCD SECTION 2A-16 FOR LOCATIONS.

TYPICAL STOP SIGN LOCATION

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | STOP SIGN AND TYPICAL SIGN BRACKET DETAIL | | | |
| Date | Revisions | Appr. by | Date: April 2006 | Scale: N.T.S. | Dwg: F313 | Fig: F313 |

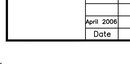



## GENERAL NOTES:

1. The typical section shown here serves as a guide for locating the traffic signs required under various roadside conditions. For size and details of sign construction and footing, refer to the appropriate FDOTstandard index drawing for roadside sign.
2. It shall be the CONTRACTORS respon – sibility to verify the length of sign supports in the field prior to fabrication.
3. Roadside signs shall be installed at an angle of 1 to 4 degrees away from the traffic flow(see illustration). Shoulder mounted signs shall be rotated counterclockwise and median mounted signs rotated clockwise. Signs on curves shall be mounted as noted above from the perpendicular to the motorists line of sight.
4. The setback for stop and yield signs may be reduced to 3' minimum from the driving lane if required for visibility inbusiness or residential sections with no curb and speeds of 30 MPH or less.
5. The mounting heights are measured from the bottom of the sign panel to a horizontal line extended from the edge of the driving lane. If the standard heights cannot be met, the minimum heights are as follows:

| | |
|---|---|
| Expressway & Freeway Systems | 7' |
| Other Roadway Systems | |
| Rural | 5' 7' |
| Urban (including residential with parking and/or pedestrian activity) | 7' |

If a secondary sign is mounted below the major sign,the major sign shall be at least 8' and the secondary sign at least 5' for expressway & freeway systems and for other systems the height to the secondary sign shall be at least 4' for rural and 6' for urban sections.




6. Sign supports should never be placed in ditches where erosion might affect the proper operation of the breakaway feature. It is also possible that a vehicle entering the ditch might be guided into the support.

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT | | | |
| | | | TYPICAL ROADSIDE SIGN PLACEMENT DETAIL | | | |
| April 2006 | Changed 5' to 7' (Rural) | | | | | |
| Date | Revisions | Appr. by | Date: Feb. 2000 | Scale: N.T.S. | Dwg: F313A | Fig: 313A |


Sun-Tech Engineering, Inc.
Engineers - Planners - Surveyors
1600 West Oakland Park Boulevard
Ft. Lauderdale, FL 33311
www.suntecheng.com
Certificate of Auth. # 7097
Phone (954)777-3123
Fax (954)777-3114


REVISIONS

| NO. | DATE: | DESCRIPTION |
|---|---|---|
| | | |

MIDTOWN RESIDENCES @ COCONUT CREEK
COCONUT CREEK FLORIDA
PAVING, GRADING & DRAINAGE DETAILS

DATE: Jul. 2015
SCALE: N.T.S.
DESIGNED BY: C.R.L.
DRAWN BY: A.E.V.
JOB NUMBER 15-3715
SHEET No. C-2.6

SEAL
Clifford R. Loutan
Jan 20 2016
CLIFFORD R. LOUTAN, P.E.
FL. REG. NO. 56890

Digitally signed by Clifford R. Loutan
DN: cn=Clifford R. Loutan, o=Sun-Tech Engineering, Inc., ou=FL PE # 56890, email=cliff@suntecheng.com, c=US
Date: 2016.01.20 17:48:36 -05'00'



FILE: K:\PROJECTS\15-xxx\15-3715\dwg\3715ddt.dwg
PLOT DATE: 1/20/2016 4:18 PM BY: Andy Venneman
LAYOUT: [C-2.6]