1655 THUMB POINT DRIVE
DRAINAGE IMPROVEMENTS

N

MALABAR AVENUE
(RIGHT-OF-WAY WIDTH 50')

TRADEWINDS AVENUE
(RIGHT-OF-WAY WIDTH 50')

THUMB POINT DRIVE
(RIGHT-OF-WAY WIDTH 60')

HOUSE 1646
HOUSE 1660
HOUSE 1664
HOUSE 1663
HOUSE 1665
HOUSE 1667
HOUSE 1670

INSTALL
TYPE "C" INLET
(TIE TO EXISTING)
GRATE ELEV. = 3.70
SOUTH INV. = 1.70
EAST INV. = 1.50

INSTALL 36 LF OF 12'X18" RCP

LIMITS OF ASPHALT REPAIR

INSTALL
TYPE "C" INLET
(CENTER OF INLET TO BE 7.5' FROM EDGE OF PAVEMENT)
GRATE ELEV. = 3.70
NORTH INV. = 1.80

EXISTING CATCH BASIN
GRATE ELEV. = 3.66
NORTH INV. = 1.76
EAST INV. = 1.71
WEST INV. = 1.81

EXISTING CATCH BASIN
GRATE ELEV. = 3.92
NORTH INV. = 1.57
EAST INV. = 1.82
WEST INV. = 1.42

EXISTING CATCH BASIN
GRATE ELEV. = 3.83
NORTH INV. = 2.33
WEST INV. = 2.33

EXISTING CATCH BASIN
GRATE ELEV. = 4.30
EAST INV. = 1.90
WEST INV. = 1.90

15" CMP
15" RCP
12" CMP
SWALE
SANITARY MANHOLE
WATER METER
SPRINKLER
MAIL BOX
BUSH
PKT
PLANTER
NAIL & TAB
POWER POLE/BOX
POWER POLE/PALMS
CONCRETE DRIVEWAY

NGVD 1929

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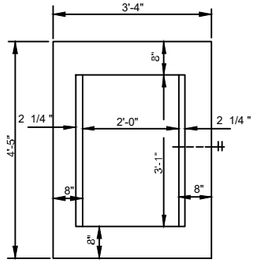
No.	DATE	BY	REVISIONS

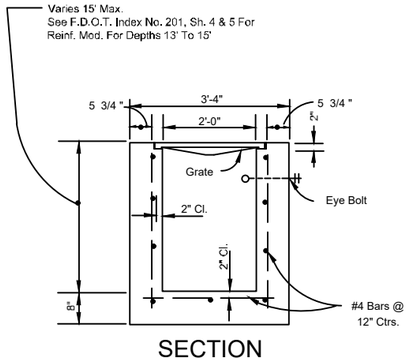
CITY OF FORT PIERCE
DEPARTMENT OF ENGINEERING
100 NORTH U.S. 1 P.O. BOX 1480
FORT PIERCE FLORIDA, 34954

DATE:	9/21/ 20
SURVEY BY:	C. BLACKWELDER
DESIGNED BY:	J. ANDREWS
SCALE:	1" = 40'
DRAWN BY:	D. SUMNER
APPROVED BY:	

SHEET No.
1 OF **2**

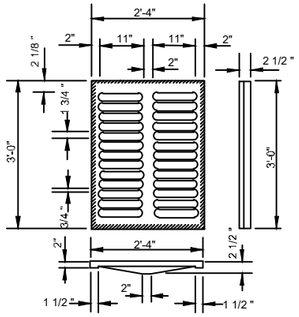


PLAN



SECTION

Recommended Maximum Pipe Size:
2'-0" Wall-18" Pipe



TYPE C GRATE

Approx. Weight 235 Lbs.

GENERAL NOTES

1. These inlets are suitable for bicycle and pedestrian areas and are to be used in ditches, medians and other areas subject to infrequent traffic loadings but are not to be placed in areas subject to any heavy wheel loads.

2. Inlets subject to minimal debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and in areas accessible to pedestrians shall have traversable slots. The traversable slot modification is not adaptable to inlet Type H. Slots may be constructed at either or both ends as shown on plans.

3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate G grate is specified in the plans, either the steel grate, hot dipped galvanized after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.

4. Recommended maximum pipe sizes shown are for concrete pipe. Pipe sizes larger than those recommended must be checked for fit.

5. All exposed corners and edges of concrete are to be chamfered 3/4 ".

6. Pavement to be used on inlets without slots and inlets with non-traversable slots only when called for in the plans; but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.

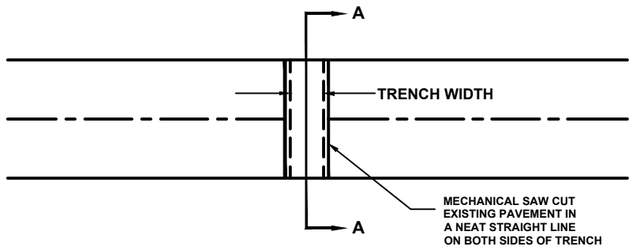
7. Traversable slots constructed in existing inlets shall be paid for as inlets partial, and shall include the cost for slot openings, paving and any required replacement grates.

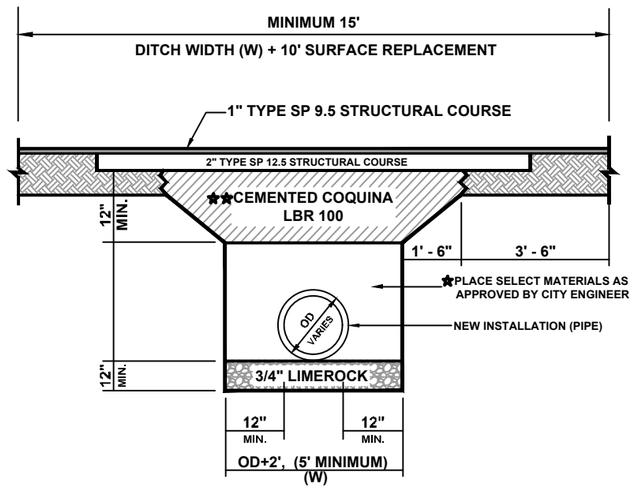
8. Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Sodding SY.

9. For supplementary details see F.D.O.T. Specifications Index No. 201.

TYPE "C" INLET

N.T.S.





SECTION A-A

★ INITIAL BACKFILL SHALL BE PLACED TO 12" ABOVE THE PIPE IN 6" LIFTS. BACKFILL SHALL BE MECHANICALLY TAMPED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO METHOD T-99. UPPERMOST 12" TO BE COMPACTED TO 98% OF T-99.

★★ 98% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO METHOD T-180.

PAVEMENT RESTORATION DETAIL WITH TRENCH

N.T.S.

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1655 THUMBPOINT DRIVE DRAINAGE IMPROVEMENTS

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SHEET No. **2** OF **2**