
NOTICE OF PUBLIC MEETING

NOVEMBER 28, 2017 – 6:30PM

CITY OF BELLE ISLE PLANNING AND ZONING BOARD REGULAR SESSION

ITEM 3 MEMORANDUM

TO: Planning and Zoning Board
DATE: November 17, 2017

Public Hearing Case #2017-07- 023 - Proposed Development Site Plan. Pursuant to Belle Isle Code Sec. 54-79 (f) (4), the Board shall review and take action on the proposed site plan, submitted by Thirumala Property's, LLC c/o American Civil Engineering, Co. for a proposed commercial development at 2635 McCoy Road, Belle Isle FL 32809, also known as Parcel #30-23- 30-0000- 00-005. (Continued from the August 22, 2017 meeting)

Background:

1. On June 14, 2017, American Civil Engineering Co. representing the applicant submitted the application and required paperwork.
2. On June 29, 2017, the City Planner provided Staff comments and required revisions to the application.
3. A Notice of Public Hearing legal advertisement was placed in the Saturday, July 15, 2017 Orlando Sentinel.
4. Letters to the abutting property owners within 300 feet of the subject property were mailed on Friday, July 14, 2017.
5. On July 25, 2017 the Planning & Zoning Board motioned to have Case#2017-07-023 reposted for a date certain of August 22, 2017.
6. A Notice of Public Hearing legal advertisement was placed in the Saturday, August 12, 2017 Orlando Sentinel. Letters to the abutting property owners within 300 feet of the subject property were mailed on Thursday, August 10, 2017.
7. On August 22, 2017, the Planning & Zoning Board made the motion to table the request to allow the applicant and the City to find further information on the original survey and zoning.
8. On 11/2/2017 the applicant submitted a revised application and required paperwork.
9. Letters to the abutting property owners within 300 feet of the subject property were mailed on Wednesday, November 15, 2017.
10. On November 17, 2017, the City Planner provided Staff comments and required revisions to the application.
11. A Notice of Public Hearing legal advertisement was placed in the Saturday, November 18, 2017 Orlando Sentinel.

The Board may adopt all, some, or none of these determinations as part of their findings-of-fact. The Board may also add any additional findings-of-fact that are presented at the public hearing.

The Board will need to determine if the criteria set forth of the Land Development Code have been met, and approve, approve with conditions, or deny this request.

SAMPLE MOTION TO APPROVE or DENY:

"I move to recommend (Approval or Denial / or Approve with conditions) to City Council this request of a proposed commercial development submitted by applicant Thirumala Property's, LLC c/o American Civil Engineering, Co. consisting of one tax parcel referenced located at 2635 McCoy Road, Belle Isle, FL 32809, Orange County also known as Parcel #30-23-30-0000-00-005.

Should any person decide to appeal any decision made regarding any matter considered at this meeting such person may need to ensure that a verbatim record of the proceedings is made to include testimony and evidence upon which the appeal is to be based. Persons with disabilities needing assistance to participate in these proceedings should contact the City Clerk at 407-851-7730 at least 24 hours in advance of the meeting.



April Fisher, AICP
PRESIDENT
407.494.8789
fisherpds@outlook.com

To: The Planning and Zoning Board

Date: October 26, 2017

Re: Research on 2635 McCoy Road

In review of the documents on file at Belle Isle City Hall and Comprehensive Plan transmittals to the Florida Department of Economic Opportunity (DEO), the following items have been determined. Please note that this determination is based on the available data and files. Should additional data or files regarding ordinances and rezoning actions be produced that substantiate other findings, this determination could change. (Supporting documentation is attached.)

1. The Official Zoning Map of June 30, 1975 shows the portion of the property West of Burbank Avenue and North of the southern line of Flowertree Road zoned R-1 residential and the portion of the property West of Burbank Avenue and South of the southern line of Flowertree Road zoned C-1 commercial.
2. The Zoning Map of 1980 identifies that the Northern 150 feet (possibly wider on the western portion but the width noted is not legible) of the subject property is zoned R-1-A, along with a portion of the property abutting Burbank Avenue, however no dimension is provided for the portion abutting Burbank.
3. The transmittal copy of the December 6, 1990 Comprehensive Plan identifies the northern quarter of the property as low density residential and the southern three-quarters as commercial.
4. The 2008 Evaluation and Appraisal Report transmittal to the DEO provides both a future land use map and zoning map that identifies the northern portion of the property as low density residential future land use with R-1-A zoning and the southern as commercial future land use with a C-1 zoning. These maps appear consistent with the current future land use and zoning map designations for the property.
5. The current Official Zoning Map, dated January identifies the northern portion of the property as low density residential and the southern as commercial. The line appears to follow the 150 feet of width for the northern portion consistent with the Official Zoning Map of 1980. There is no required residential zoning on the eastern side, however.

Findings:

Based on the determinations above, the City's current Official Zoning Map is legally enforceable to indicate that the southern portion of the property is zoned C-1 Commercial with the northern portion of 150 feet in continuous width is zoned with a residential R-1-A designation.



April Fisher, AICP
PRESIDENT
407.494.8789
fisherpds@outlook.com

November 16, 2017

Site Plan Review: 2635 McCoy Road

Applicant Request: Airport Parking

Existing Zoning/Use: Retail Commercial District (C-1)/ Vacant

This agenda item was continued at the August 22, 2017 Planning and Zoning Board meeting pending additional information being provided by staff (planning consultant), the City Attorney, and the applicant. The specific information requested by the board is identified below. Additionally, this report identifies how each item has been addressed by the planning consultant, the City Attorney, and the applicant.

Additional Information Requested by the Board

1. The staff research the legal zoning of the property in question which will also include the extent of zoning.
2. The Applicant is to produce a cross access agreement with the property owner to the west.
3. For the City Attorney to determine the legality of the zoning of all portions of the property; and of the use of the residential property for retention for a commercial property.
4. For the applicant to produce the legal documents same as number 3.
5. The Applicant should produce a boundary survey showing the existing easement and infrastructure of the property.
6. The Applicant to provide backup material on their traffic analysis.

Staff Response

(response to #1, 3, and 4 above) In review of the documents on file at Belle Isle City Hall and Comprehensive Plan transmittals to the Florida Department of Economic Opportunity (DEO), the following items have been determined by the planning consultant and City Attorney. Please note that this determination is based on the available data and files. Should additional data or files regarding ordinances and rezoning actions be produced that substantiate other findings, this determination could change. (Supporting documentation is attached at the end of this report.)

1. The Official Zoning Map of June 30, 1975 shows the portion of the property West of Burbank Avenue and North of the southern line of Flowertree Road zoned R-1 residential and the portion of the property West of Burbank Avenue and South of the southern line of Flowertree Road zoned C-1 commercial.
2. The Zoning Map of 1980 identifies that the Northern 150 feet (possibly wider on the western portion but the width noted is not legible) of the subject property is zoned R-1-A,

along with a portion of the property abutting Burbank Avenue, however no dimension is provided for the portion abutting Burbank.

3. The transmittal copy of the December 6, 1990 Comprehensive Plan identifies the northern quarter of the property as low density residential and the southern three-quarters as commercial.
4. The 2008 Evaluation and Appraisal Report transmittal to the DEO provides both a future land use map and zoning map that identifies the northern portion of the property as low density residential future land use with R-1-A zoning and the southern as commercial future land use with a C-1 zoning. These maps appear consistent with the current future land use and zoning map designations for the property.
5. The current Official Zoning Map, dated January identifies the northern portion of the property as low density residential and the southern as commercial. The line appears to follow the 150 feet of width for the northern portion consistent with the Official Zoning Map of 1980. There is no required residential zoning on the eastern side, however.

Based on the determinations above, the City's current Official Zoning Map is legally enforceable to indicate that the southern portion of the property is zoned C-1 Commercial with the northern portion of 150 feet in continuous width is zoned with a residential R-1-A designation. The applicant could not produce zoning documentation that refutes staff's findings. The applicant has revised their plan to accommodate the 150-foot width of residential zoning.

With respect to use of the residential portion of the property being used for retention of the commercial building/use on the commercial portion, the City Attorney and planning consultant concurred that there is no prohibition in the Code to use the residential portion for such retention. Retention is a common provision for development regardless of zoning category.

(response to #2 above) The applicant has stated that they have attempted to enter into a cross-access agreement with the adjacent property owner to the west, however, this has been unsuccessful. The City Attorney researched this issue and has found records of dedicated access easements recorded. The applicant is not proposing to restrict access to the adjacent property owner and in fact shows the subject access on their proposed development plan.

(response to #5, and 6 above) The applicant has updated their boundary survey showing existing easements and infrastructure on the property. The applicant has provided updated traffic analysis which they will speak to at the Board meeting.

Additional information: In discussions between all parties, two items came to light- 1.) during the August 22nd meeting, the applicant indicated they were proposing grass parking. Staff identified that this will require a variance per the Code. The applicant has stated that the revised plan omits the grass parking areas, there are some references on Sheet 6 of 9 that need to be revised to reflect this; 2.) the previous plan, and the updated plan, show the required wall abutting the neighboring residential properties instead of being located on the commercial line of the subject property. Staff discussed with the applicant that this wall may be more well-suited located on the commercial/residential boundary of the subject site. There is some fluidity in preference with the wall location. The Board may want to discuss the merits of either consideration.

Staff Comments

Should the Board approve the proposed site plan, staff recommends the following conditions as part of the approval:

1. The applicant indicates that they have removed the proposed grass parking, however, Sheet 6 of 9 contradicts this and must be revised or a variance would be required.
2. As part of a building permit application, a lighting plan be required to show foot-candle measurements and how light will not spill over onto adjacent residential properties.
3. A dumpster permit shall be required as part of the building permit process. Please show the proposed location on the development plan.
4. An 8-foot high masonry wall with a 15-foot wide transitional buffer is required adjacent to residentially zoned properties. The buffer must include the following plant material per 100 linear feet: 3 canopy trees; 4 understory trees; and, 15 shrubs. The owner must execute a recordable document which requires construction and maintenance of the wall in good repair. The plan needs to be revised to correct the buffer width discrepancies where they call out a five-foot or fifteen-foot width in the specified east, south, and west boundary locations on Sheet 3 of 9.
5. Storm water management plans consistent with the requirement of Sec. 50-74 and Sec. 54-79 (f) (2) shall be provided for review with the building permit application.
6. A separate sign permit application is required.
7. Subject to language acceptable to the City Attorney, that the property owner will provide an affidavit that the ingress/egress access for the adjacent property owner to the West will not be restricted or blocked but will be maintained if a cross access agreement is not possible.

Additional Notes

Please note that the Board may approve the proposed site plan application as it is presented to them, approve with specific conditions, continue the application if additional information is being requested for consideration, or deny the application.

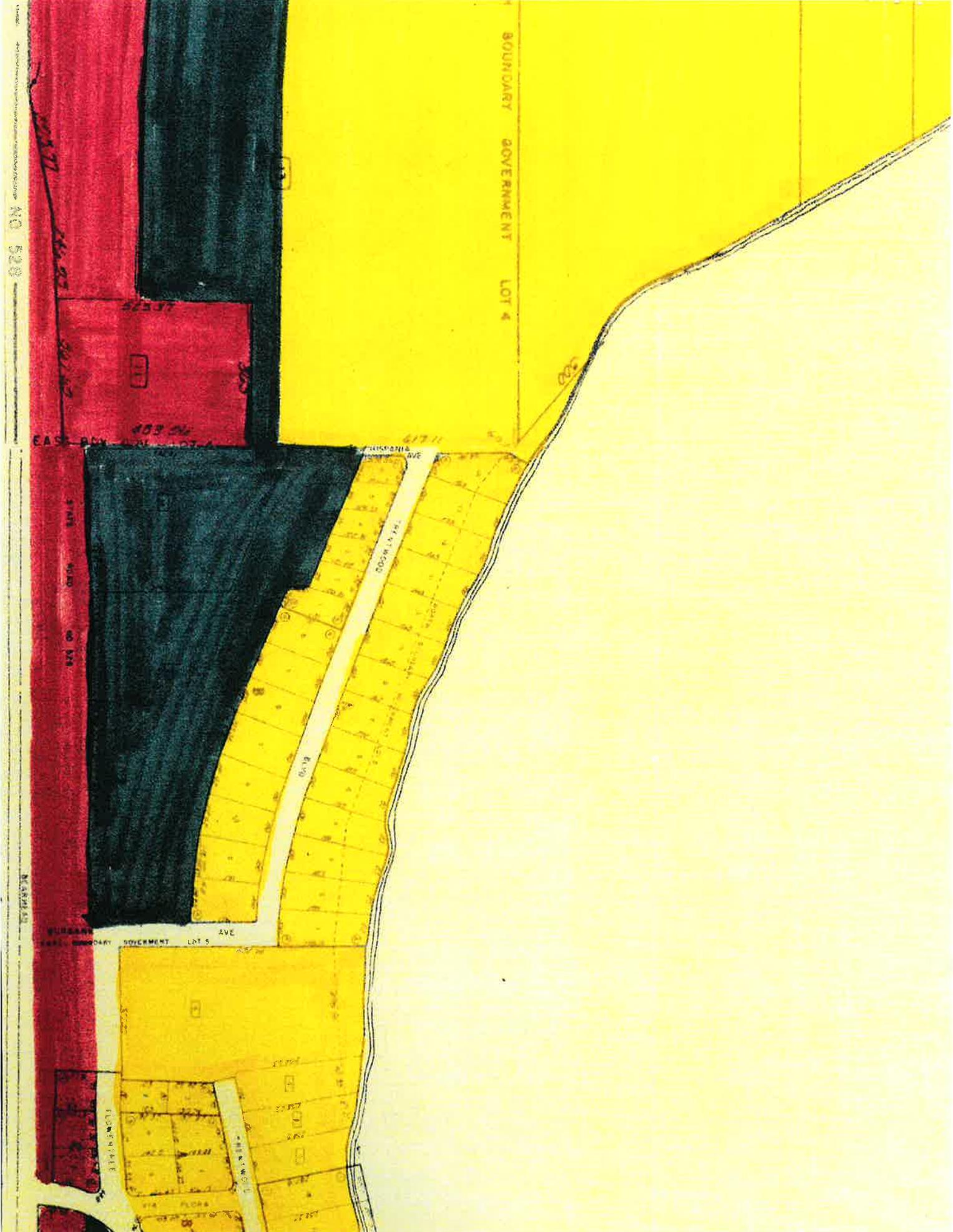
A decision by the Board may be appealed by an aggrieved person to the City Council pursuant to Code Sec. 42-71.

OFFICIAL ZONING
OF
THE CITY OF BELLEVILLE

- RIAA
- RIA
- R1
- R2
- R3
- COMMERCIAL, C-1
- PARKS
- P-O

as adopted by Ordinance
and effective on June 30,

W. C. Hand
MAYOR



BOUNDARY GOVERNMENT LOT 4

EAST BAY LOT 4

HARRISON AVE

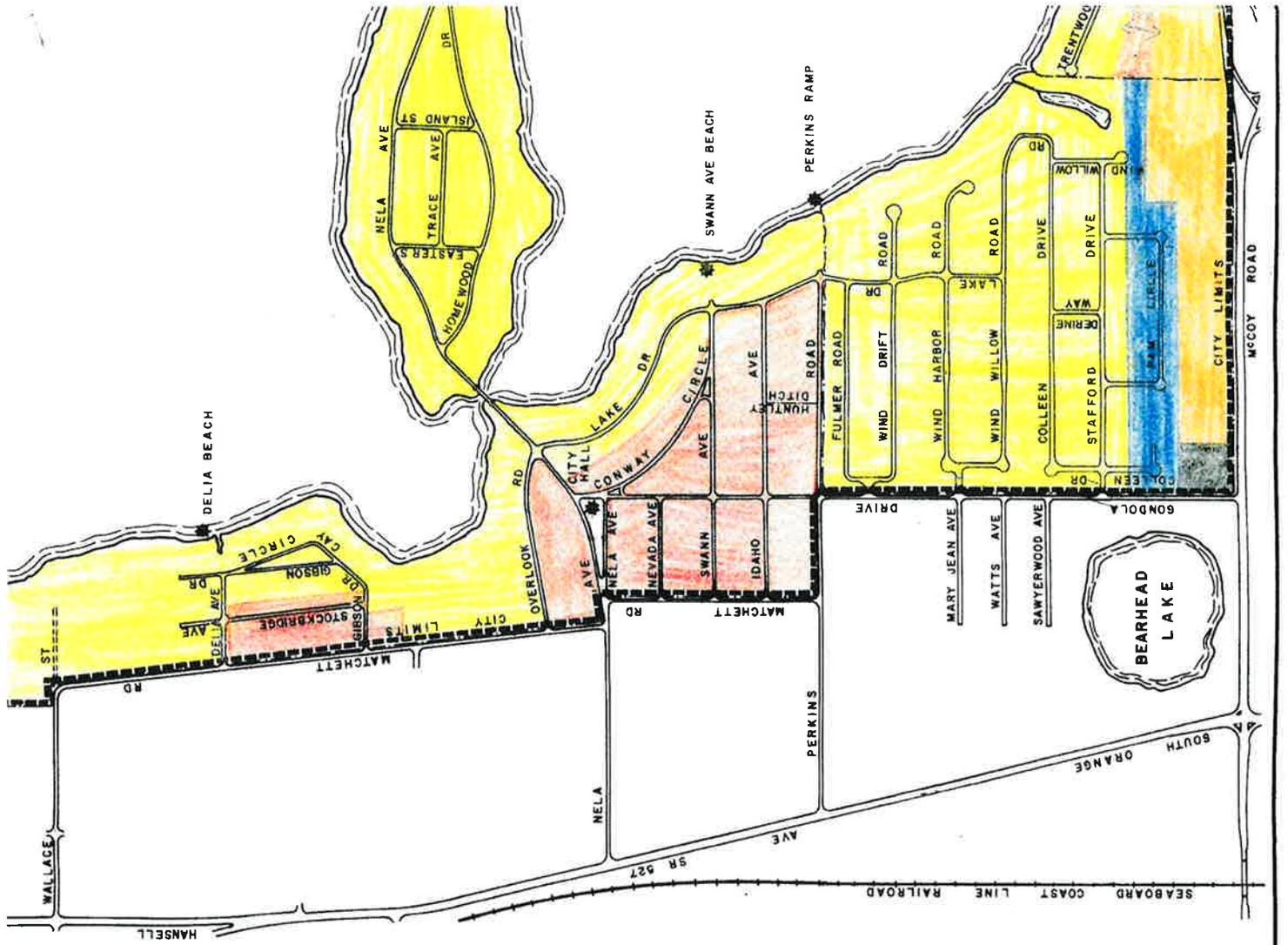
GOVERNMENT LOT 5

HARRISON AVE

HARRISON AVE

NO 528

N. 1/4



RIAA

RIA

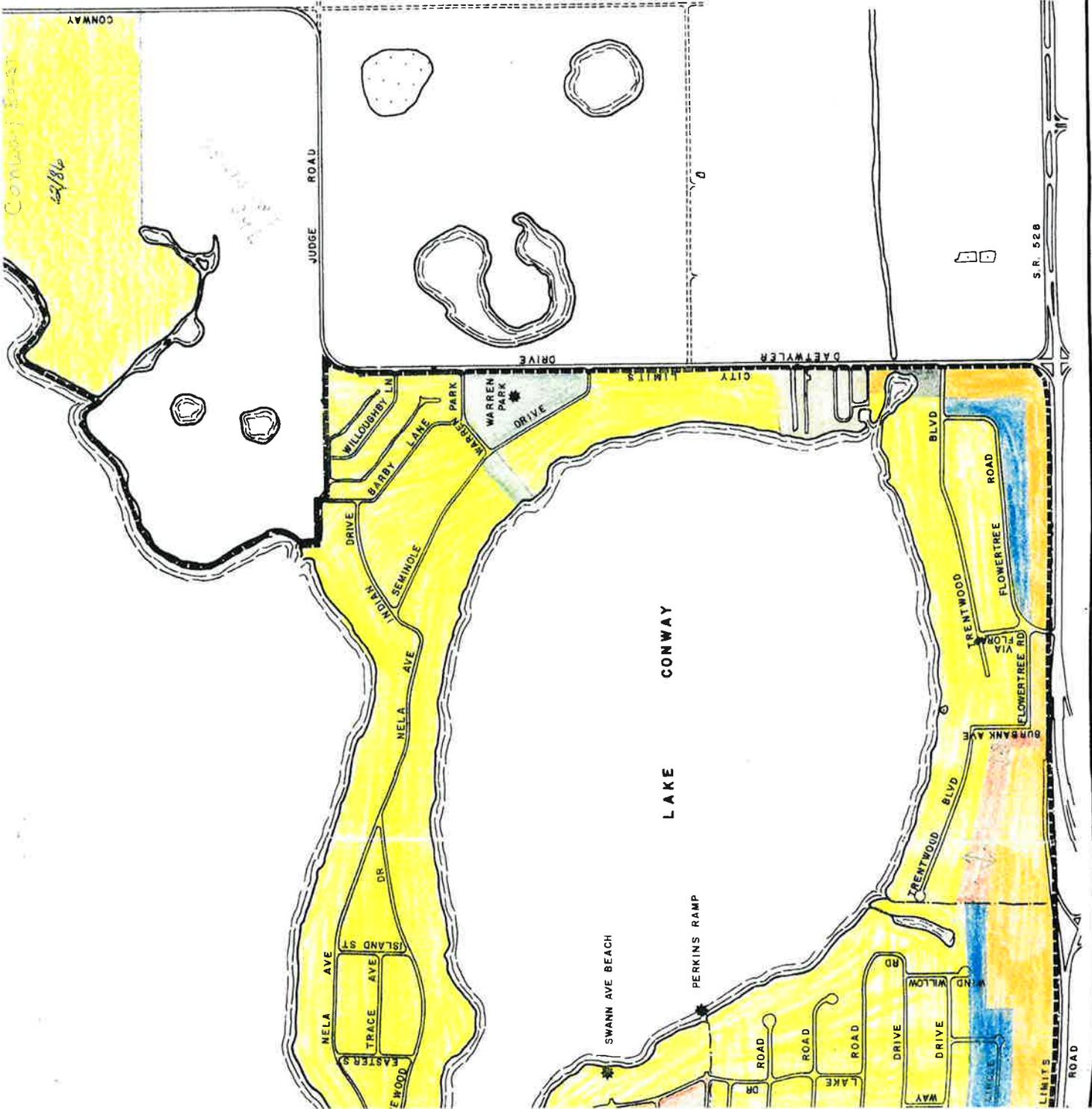
RI

RZ

C1

PO

PARKS



CITY OF BELLI

P. O. BOX 13135
 BELLE ISLE, FLA. 321

1980

LAKE CONWAY

R1AA

TRENTWOOD BLVD.

R1AA

150'

R1A

150'

C1

R1A

R1AA

VIA FLORA

R1A A

R1AA

R1A A

FLOWERTREE ROAD



BURBANK AVENUE

R1

C1

FRONT



O.C. ROW

FRONTAGE ROAD

MC COY ROAD

 - PROPOSED RE-ZONING

4 DAY PROPERTY SITE

This property was subdivided into three lots in 1990. The property is shown on the existing land use map as low density residential. The future land use map designates the property as low density residential. This will allow consistency with the surrounding properties and lakefront development policies.

5 OAK ISLAND SITE

The property is located at the end of Oak Island Road and Pleasure Island Drive. The property is being developed as the Oak Island Subdivision. Access to the property will be provided by way of Oak Island Road and Pleasure Island Drive. The development will consist of 35 single family half-acre lots. The property is shown on the existing land use map as vacant and undeveloped. The future land use map designates the property as low density residential.

6 LA SUITE MOTEL SITE

The property is located at the northwest corner of McCoy Road and Daetwyler Drive. The property is being developed as a La Suite Motel, which is owned by Best Western. The project will be accessed from Daetwyler Drive and McCoy Road. The existing land use map classifies the property as vacant and undeveloped. The future land use map shows the property with a commercial land use.

7 MCCOY/TRENTWOOD SITE

This property is located north of McCoy Road, west of Burbank Avenue, and south of Trentwood Boulevard. The property is heavily wooded. The existing land use map classifies the property as vacant and undeveloped. The allowable land use noted on the map indicates the northern quarter is designated as low density residential, and the southern three/quarters is designated commercial. The site has limited access. The site can be accessed from Burbank Avenue and Flowertree Road, two local residential streets, and via the driveway to the Econolodge. The low density residential designation, on only the north quarter, is appropriate due to the lack of access to that section of the property. A commercial land use classification for the entire property would not allow for a smooth land use transition from most intense (industrial) to least intense uses (low density residential). The future land use map provides for commercial land use accessing

McCoy Road and low density residential for the remainder which would access Burbank Avenue. This combination would allow for a smooth transition of land uses.

8 MCCOY FRONTAGE ROAD SITE

The site consists of two properties located on the frontage road along the north right of way of McCoy Road, between Days' Inn and Aaron Rents. The site is accessed via the frontage road. There is no access from the residential area to the north. The existing land use map delineates the north property as low density residential and the south property as commercial. Due to the lack of residential access, the entire site has a commercial land use designation on future land use map. There are no approved development plans for the northern site, which is owned by Days Inn. The southern site has been approved by the City Council for a 12,000 square foot gift shop and restaurant. However, no construction has begun.

9 MCCOY ROAD SITE

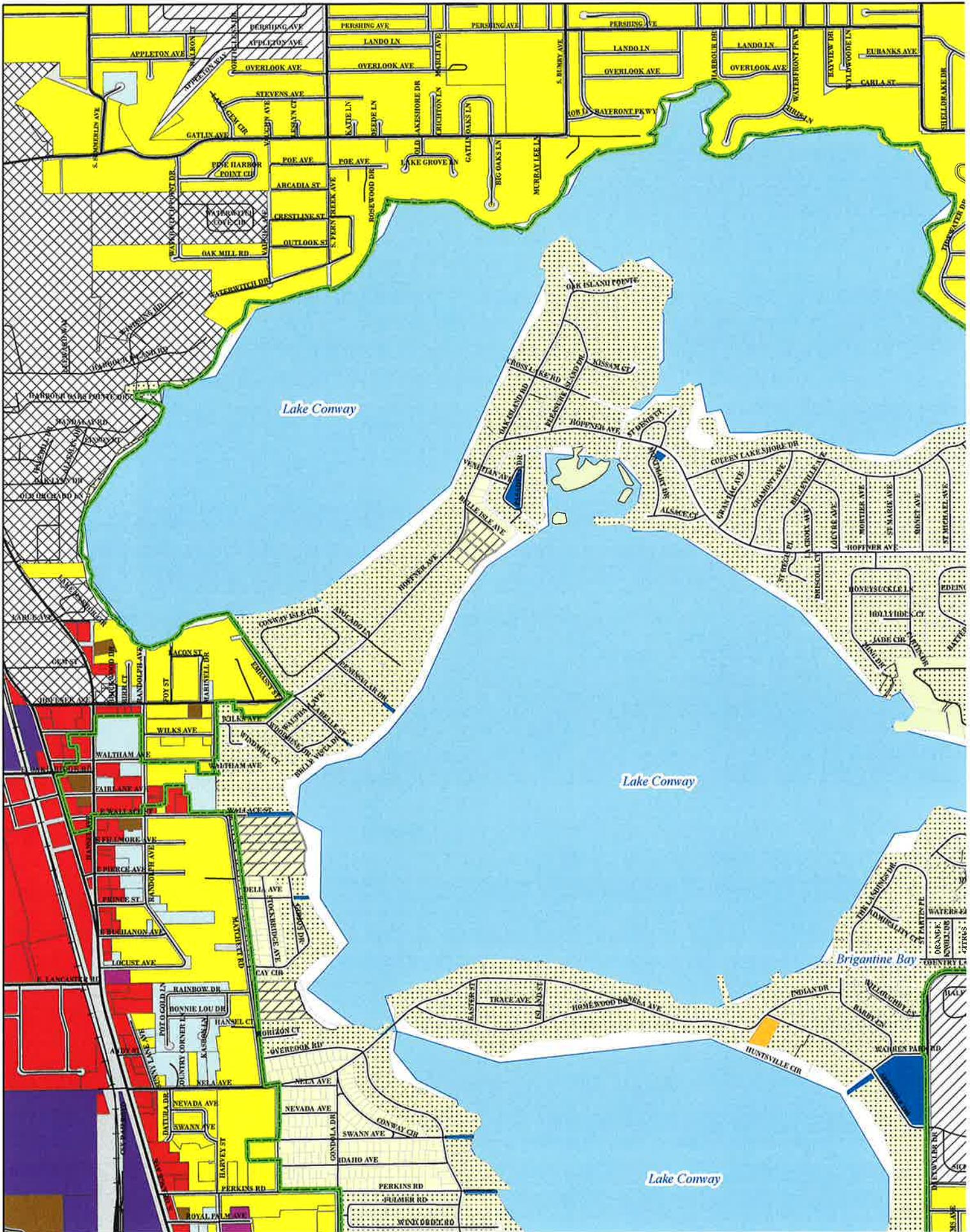
The site is located on McCoy road between the Travelodge and the Phillips 66 gas station. The only access is from McCoy Road. The property abuts low density residential to the north. The property has a vacant and undeveloped land use classification on the existing land use map. The future land use map indicates the property has a commercial land use designation. The City has not reviewed any plans for developing this property.

10 MCCOY/GONDOLA SITE

The property is located on the northeast corner of McCoy Road and Gondola Drive. It has a vacant and undeveloped land use classification on the existing land use map. The future land use maps has designated the property as professional office.

C PROJECTED FUTURE LAND USE NEEDS

Future development in Belle Isle is physically limited due to the City's urban built-out nature. Much of Belle Isle's future growth will be a result of annexing adjacent property. Nevertheless, the City will need to establish levels of service to ensure the infrastructure is adequate to meet the needs of the new residents. The projected Land Use needs are shown on the Future Land Use Map, Map 1-4. The vacant land use category is not shown on the Future Land Use Map. The vacant areas are now part of the existing land use categories.





AMERICAN CIVIL ENGINEERING CO.

207 NORTH MOSS ROAD, SUITE 211 • WINTER SPRINGS, FLORIDA 32708
Telephone: (407) 327-7700 • Fax: (407) 327-0227

P & Z MEETING: Aug. 22, 2017

re: proposed Airport Parking site plan at 2635 McCoy Road: ISSUES

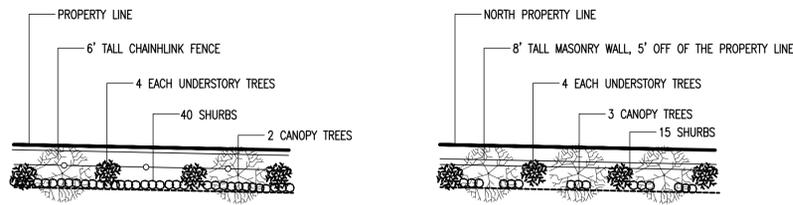
The provided nine (9) sets of signed and sealed site plans (submitted on 11/2/17) along with this response letter is to address the review issues from the previous Planning & Zoning meeting and the attached memorandum dated Oct. 26, 2017 by April Fisher:

1. City Staff to research legal zoning of the property and extents of zoning.
See attached memorandum by April Fisher.
2. Applicant to produce proper cross access easement to property to the west.
No cross access easement exist. The proposed cross access easement is attached to this letter and will be recorded once approved by the City of Belle Isle.
3. City attorney to provide his legal opinion regarding the zoning of the subject property and the use of residential property as a stormwater retention area for commercially zoned property.
See attached memorandum by April Fisher.
4. Applicant to provide a legal opinion regarding the zoning of the subject property and the use of residential property as a stormwater retention area for commercially zoned property.
Applicant agrees with the zoning findings of by the city.
5. Boundary survey to be updated showing all easements and infrastructure.
Current survey is with the site plans sheet 2.
6. Provide back up information on the traffic analysis assumption.
No published traffic generation data for an airport off-site parking facility has been published. The assumption provided on the site plans to estimate traffic generation is based on the shortest length of time a vehicle is parked at the facility because the shortest length of time will general the most trip generations. The 4 day length of parking is based on: Day 1; fly out of Orlando, Day 2 and 3; go to meetings and appointments, Day 4 fly back and get car. A 2 day parking length time has ben added to the plans for to additional information.
7. Grass parking is not allowed in a commercial development.
The grass parking has been replaced by pavement and the ISR has been revised on plan sheet 3.

Thank you for your attention regarding this project.

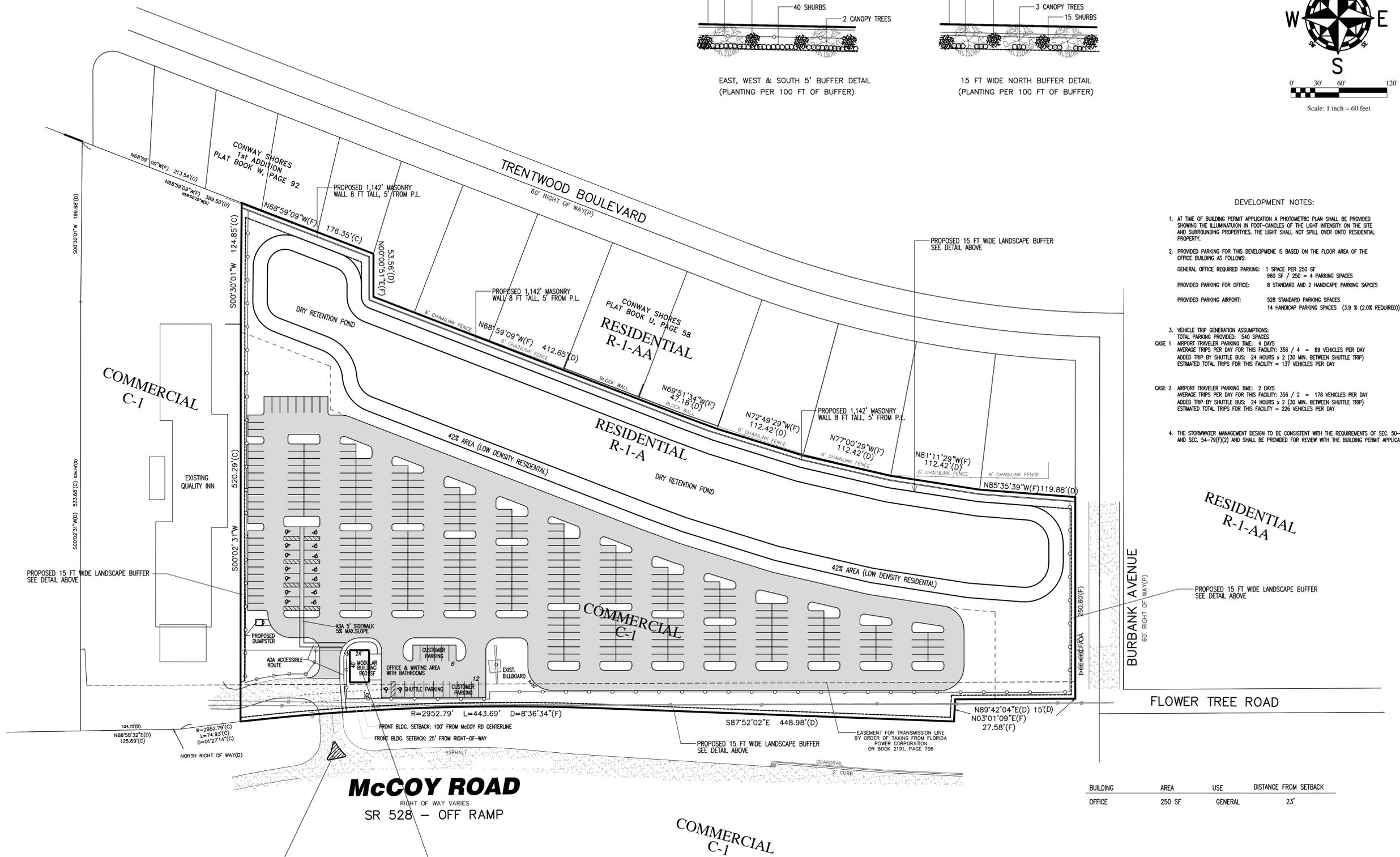


John Herbert, PE



EAST, WEST & SOUTH 5' BUFFER DETAIL (PLANTING PER 100 FT OF BUFFER)

15 FT WIDE NORTH BUFFER DETAIL (PLANTING PER 100 FT OF BUFFER)



- DEVELOPMENT NOTES:
- AT TIME OF BUILDING PERMIT APPLICATION A PHOTOMETRIC PLAN SHALL BE PROVIDED SHOWING THE ILLUMINATION IN FOOT-CANDELES OF THE LIGHT INTENSITY ON THE SITE AND SURROUNDING PROPERTIES. THE LIGHT SHALL NOT SPILL OVER ONTO RESIDENTIAL PROPERTY.
 - PROVIDED PARKING FOR THIS DEVELOPMENT IS BASED ON THE FLOOR AREA OF THE OFFICE BUILDING AS FOLLOWS:
 GENERAL OFFICE REQUIRED PARKING: 1 SPACE PER 250 SF
 960 SF / 250 = 4 PARKING SPACES
 PROVIDED PARKING FOR OFFICE: 8 STANDARD AND 2 HANDICAP PARKING SPACES
 PROVIDED PARKING AIRPORT: 528 STANDARD PARKING SPACES
 14 HANDICAP PARKING SPACES (3.9 % (2.0% REQUIRED))
 - VEHICLE TRIP GENERATION ASSUMPTIONS:
 TOTAL PARKING PROVIDED: 540 SPACES
 CASE 1 AIRPORT TRAVELER PARKING TIME: 4 DAYS
 AVERAGE TRIPS PER DAY FOR THIS FACILITY: 356 / 4 = 89 VEHICLES PER DAY
 ADDED TRIP BY SHUTTLE BUS: 24 HOURS x 2 (30 MIN. BETWEEN SHUTTLE TRIP)
 ESTIMATED TOTAL TRIPS FOR THIS FACILITY = 137 VEHICLES PER DAY
 CASE 2 AIRPORT TRAVELER PARKING TIME: 2 DAYS
 AVERAGE TRIPS PER DAY FOR THIS FACILITY: 356 / 2 = 178 VEHICLES PER DAY
 ADDED TRIP BY SHUTTLE BUS: 24 HOURS x 2 (30 MIN. BETWEEN SHUTTLE TRIP)
 ESTIMATED TOTAL TRIPS FOR THIS FACILITY = 226 VEHICLES PER DAY
 - THE STORMWATER MANAGEMENT DESIGN TO BE CONSISTENT WITH THE REQUIREMENTS OF SEC. 50-74 AND SEC. 54-79(2) AND SHALL BE PROVIDED FOR REVIEW WITH THE BUILDING PERMIT APPLICATION.

BUILDING	AREA	USE	DISTANCE FROM SETBACK
OFFICE	250 SF	GENERAL	23'

AREA	AREA	PERCENT
SITE AREA	9.599 ACRES	100 %
IMPERVIOUS AREA	4.987 ACRES	52.0 %
PERVIOUS AREA	4.612 ACRES	48.0 %

DEVELOPMENT LOCATION			
ADDRESS	2635 MCCOY ROAD, BELLE ISLE, FL		
PIN	30-23-30-0000-00-005		
LAND USE	ZONING	AREA	PERCENT
LOW DENSITY RES.	R-1-A	4.069 ACRES	42 %
COMMERCIAL AREA	C-1	5.530 ACRES	58 %

PROPOSED 960 SF MODULAR OFFICE:
 USES TO INCLUDE: MANAGER OFFICE, SECURITY OFFICE,
 PUBLIC RESTROOMS, CUSTOMER COUNTER AND INDOOR
 WAITING AREA

REQUIRED BUILDING SETBACKS:
 FRONT - 25' SIDE - 15' REAR - 30'
 FRONT (100' FROM McCoy Rd centerline)

PROVIDED BUILDING SETBACKS:
 FRONT - 35' SIDE - 136.5' REAR - 412'

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ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SHELTON, P.E.
TECHNICIAN: J.M.H.
DATE: 07.31.17
REVISIONS
PROJECT NO. 16330

AMERICAN CIVIL
ENGINEERING CO.

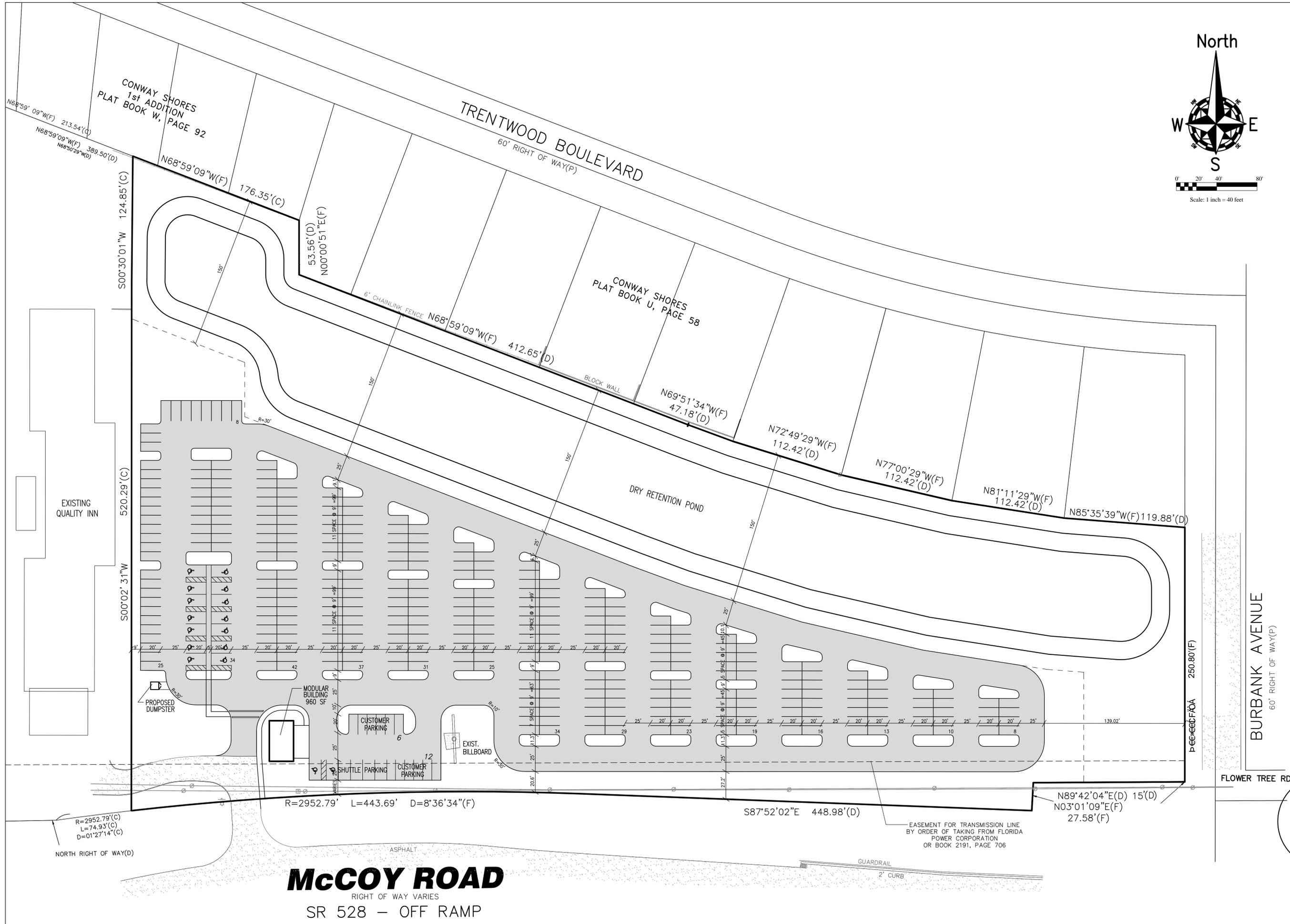
207 N. MOSS RD., SUITE 211, WINTER SPRINGS, FL 32708
 PH: (407) 327-7760; FAX: (407) 327-0627

cert. of authorization
number 8729

SITE DEVELOPMENT PLAN

AIRPORT PARKING
McCoy Road

2635 McCoy Road, Belle Isle, Florida



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ENGINEER:	JOHN HERBERT, P.E.
CHECKED BY:	TOM SKELTON, P.E.
TECHNICIAN:	J.W.H.
DATE:	
PROJECT NO.:	1630

AMERICAN CIVIL ENGINEERING CO.

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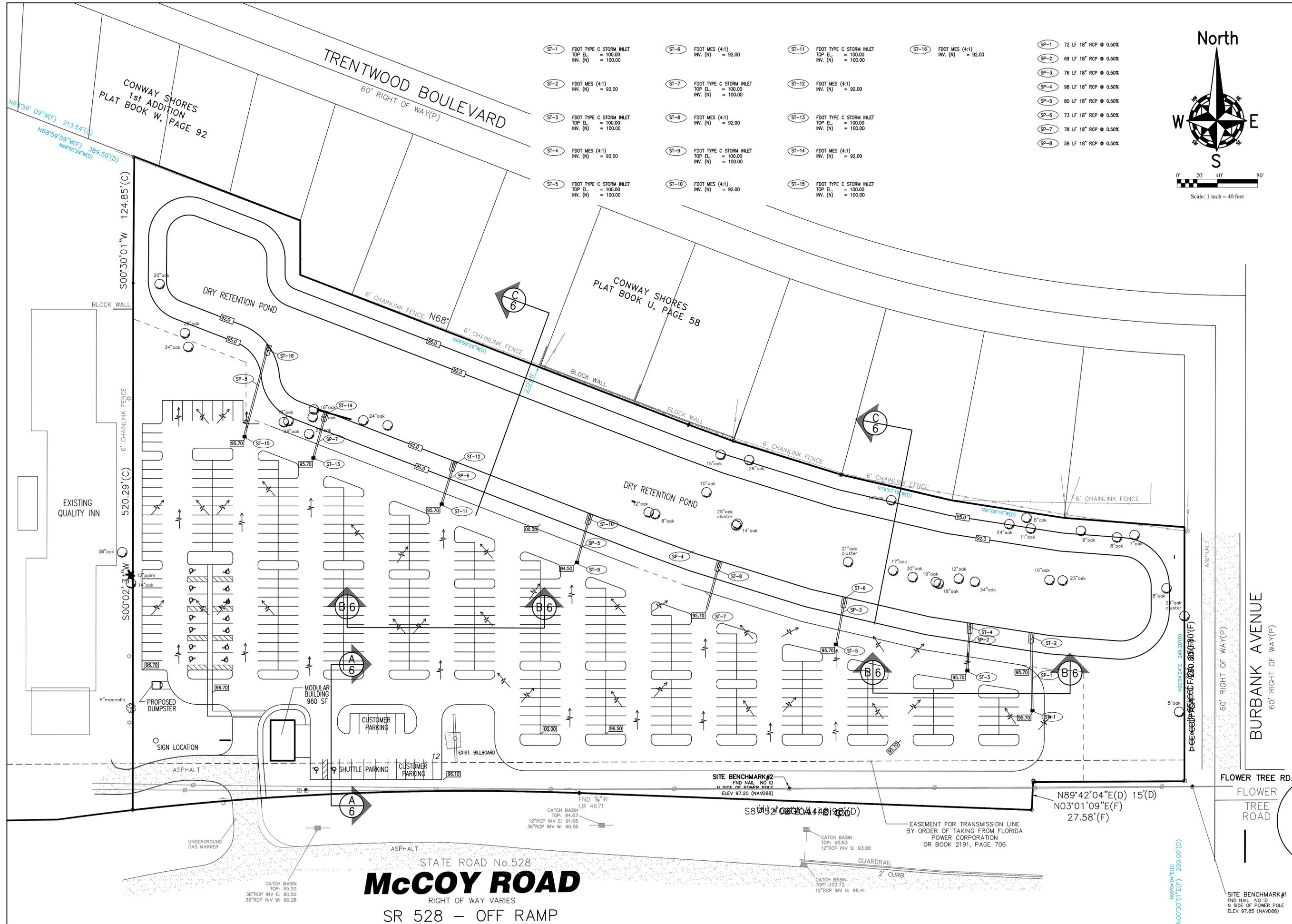
GEOMETRY PLAN

AIRPORT PARKING
McCoy Road

2635 McCoy Road, Belle Isle, Florida

GEOMETRY PLAN
project no. 15325
sheet number
4 of 9

McCOY ROAD
RIGHT OF WAY VARIES
SR 528 - OFF RAMP



- | | | | | |
|---|---|--|--|----------------------------|
| ST-1 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | ST-6 FDOT MES (4:1)
INV. (N) = 92.00 | ST-11 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | ST-16 FDOT MES (4:1)
INV. (N) = 92.00 | SP-1 72 LF 18" RCP @ 0.50% |
| ST-2 FDOT MES (4:1)
INV. (N) = 92.00 | ST-7 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | ST-12 FDOT MES (4:1)
INV. (N) = 92.00 | | SP-2 69 LF 18" RCP @ 0.50% |
| ST-3 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | ST-8 FDOT MES (4:1)
INV. (N) = 92.00 | ST-13 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | | SP-3 76 LF 18" RCP @ 0.50% |
| ST-4 FDOT MES (4:1)
INV. (N) = 92.00 | ST-9 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | ST-14 FDOT MES (4:1)
INV. (N) = 92.00 | | SP-4 98 LF 18" RCP @ 0.50% |
| ST-5 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | ST-10 FDOT MES (4:1)
INV. (N) = 92.00 | ST-15 FDOT TYPE C STORM INLET
TOP EL. = 100.00
INV. (N) = 100.00 | | SP-5 80 LF 18" RCP @ 0.50% |
| | | | | SP-6 73 LF 18" RCP @ 0.50% |
| | | | | SP-7 78 LF 18" RCP @ 0.50% |
| | | | | SP-8 58 LF 18" RCP @ 0.50% |



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ENGINEER: JOAN HERBERT, P.E.
 CHECKED BY: TOM SUTTON, P.E.
 TECHNICIAN: J.P.H.

07.31.17 second edition
 06.08.17 current edition

PROJECT NO. 16308

AMERICAN CIVIL ENGINEERING CO.
 207 N. MOSS RD., SUITE 201, WINTER SPRINGS, FLA 32708
 PH. (407) 327-7700; FAX (407) 327-0227

cert. of information number 0728

PAVING / GRADING / DRAINAGE PLAN
AIRPORT PARKING
McCoy Road
 2635 McCoy Road, Belle Isle, Florida

P/G/D PLAN
 project no. 15325
 sheet number
5 of 9

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ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SHELTON, P.E.
TECHNICIAN: J.M.H.
11.02.17 - third edition
07.31.17 - second edition
06/08/17 - current addition
DATE
REVISIONS
PROJECT NO. 16309

**AMERICAN CIVIL
ENGINEERING CO.**

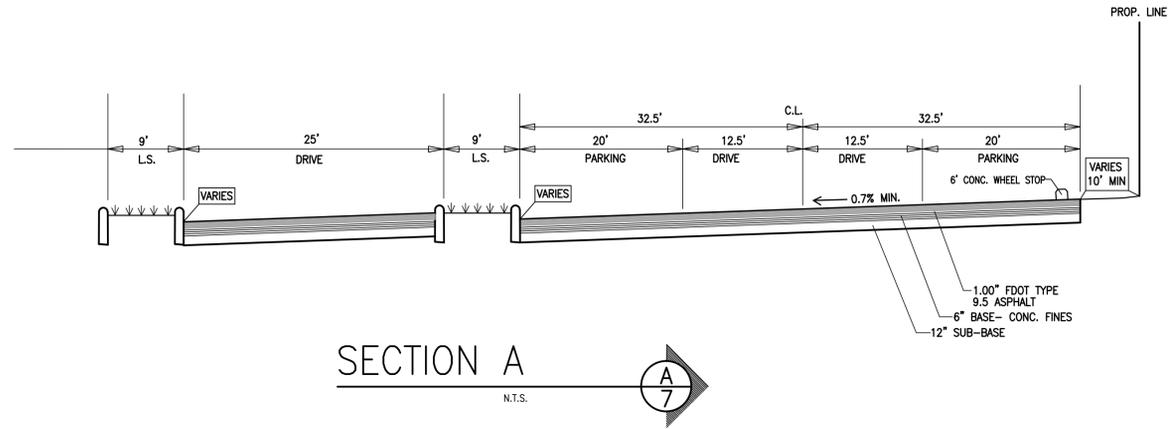
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PH. (407) 327-7700; FAX (407) 327-9627

cert. of authorization
number 8729

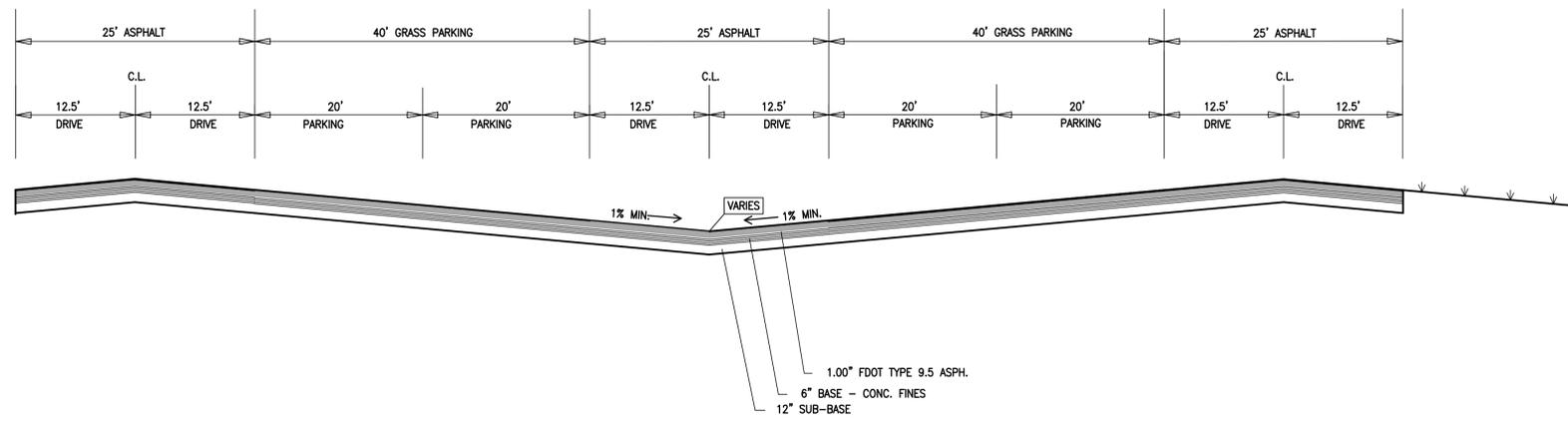
**AIRPORT PARKING
McCoy Road**

2635 McCoy Road, Belle Isle, Florida

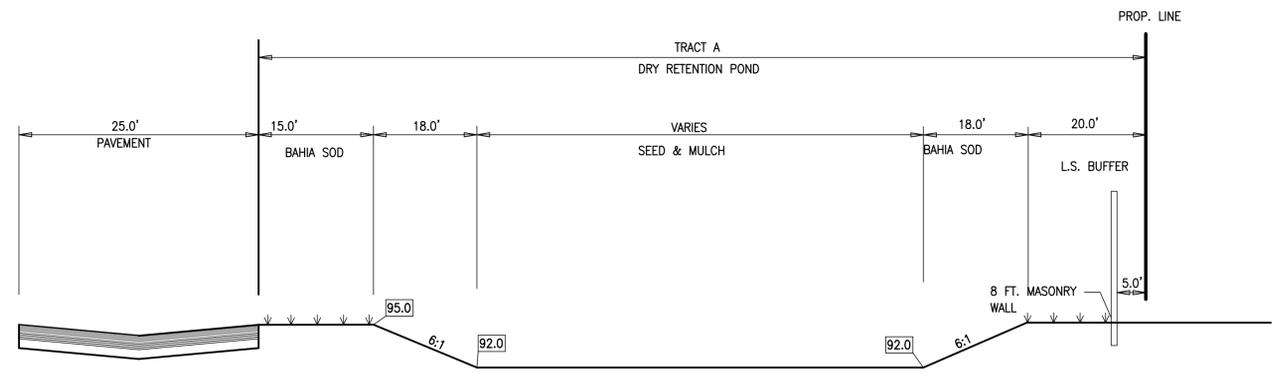
SECTIONS
project no. 15325
sheet number
6 of 9



SECTION A
N.T.S. A
7



SECTION B
N.T.S. B
7



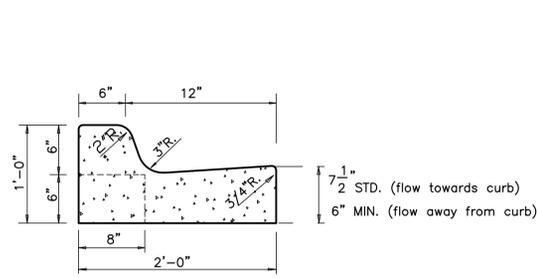
SECTION C
N.T.S. C
7

PAVING SPECIFICATIONS - ASPHALT SURFACE/CONCRETE FINES BASE:

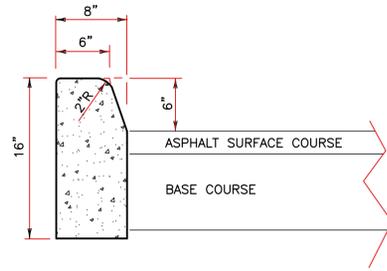
SPECIFICATIONS FOR THE PARKING AREA AND DRIVES ARE AS FOLLOWS:
 SUB-BASE REQUIREMENTS: FOR RECYCLED CONCRETE FINES
 A). COMPACT TO 98% OF AASHTO T-180 FOR TOP 12", MIN. 40% LBR
 B). STABILIZE TOP 6" TO 75 PSI FLORIDA BEARING VALUE UNDER CURBS.

BASE REQUIREMENTS:
 CONCRETE FINES (BASE THICKNESS = 6")
 A). COMPACTED TO 98% OF MAX. DENSITY AS DETERMINED BY AASHTO T-180

SURFACE COURSE:
 1.00" FDOT ASPHALT CONCRETE TYPE 9.5



18" TYPE F CURB DETAIL

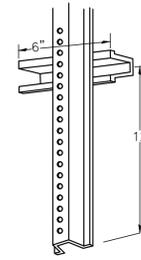


TYPE D - STANDARD

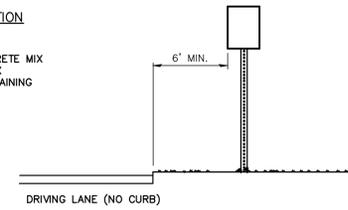
CURB DETAILS

TYPICAL INSTALLATION

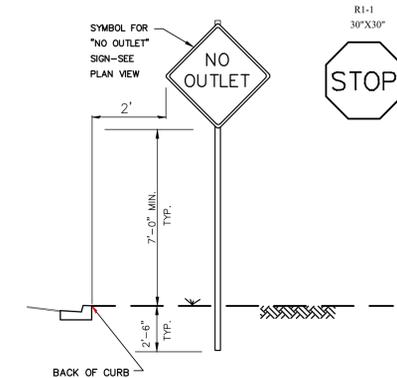
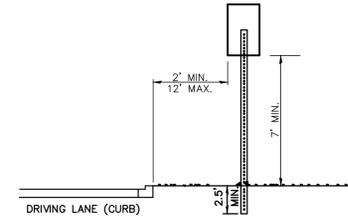
1. PLACE POST
2. POUR IN DRY CONCRETE MIX
3. ADD WATER AND MIX
4. FILL HOLE WITH REMAINING DIRT OR SAND



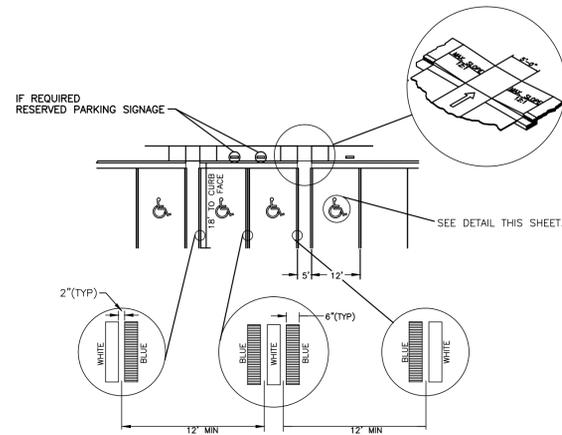
TYPICAL SIGN PLACEMENT DETAIL
N.T.S.



TYPICAL SIGN PLACEMENT
N.T.S.

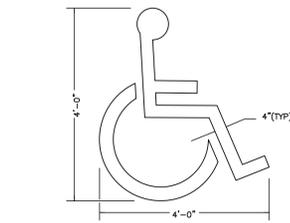


SIGN DETAILS
N.T.S.



- NOTES:
1. EACH SUCH PARKING SPACE SHALL BE CONSPICUOUSLY OUTLINED IN BLUE PAINT, AND SHALL BE POSTED AND MAINTAINED WITH A PERMANENT, ABOVE GRADE SIGN BEARING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, OR THE CAPTION "PARKING BY DISABLED PERMIT ONLY," OR BEARING BOTH SUCH SYMBOL AND CAPTION. SUCH SIGNS SHALL NOT BE OBTUSCURED BY A VEHICLE PARKED IN THE SPACE. ALL HANDICAPPED PARKING SPACES MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE DEPARTMENT OF TRANSPORTATION.
 2. FL DOT RECOMMENDS MEASURING PARKING SPACE WIDTH FROM CENTER TO CENTER BETWEEN BLUE AND WHITE STRIPES.

HANDICAP PARKING STRIPING FOR MULTIPLE SPACES
N.T.S.



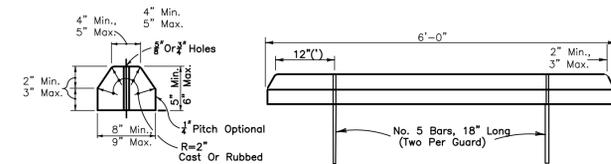
NOTE:
THIS SYMBOL TO BE WHITE D.O.T. THERMOPLASTIC

TYPICAL PAVEMENT SYMBOL FOR HANDICAPPED PARKING
N.T.S.

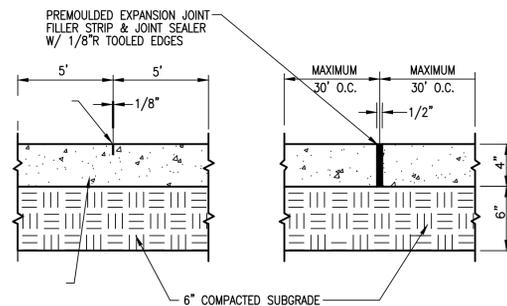


- NOTE: (HANDICAP SIGN ONLY)
1. ALL LETTERS SHALL BE BLACK AND 1" IN HEIGHT. LETTERS ARE TO BE SERIES "B" OR "C," PER MUTCD.
 2. TOP PORTION OF SIGN SHALL HAVE REFLECTORIZED (ENGINEERING GRADE) BLUE BACKGROUND WITH WHITE REFLECTORIZED LEGEND AND BORDER.
 3. BOTTOM PORTION OF SIGN SHALL HAVE A REFLECTORIZED (ENGINEERING GRADE) WHITE BACKGROUND WITH BLACK BORDER.
 4. ONE SIGN REQUIRED FOR EACH PARKING SPACE.
 5. HEIGHT OF SIGN SHALL BE IN ACCORDANCE WITH SECTION 24-23 OF THE MANUAL ON UNIFORMED TRAFFIC CONTROL DEVICES (MUTCD)

TYPICAL RESERVED PARKING SIGNAGE
N.T.S.



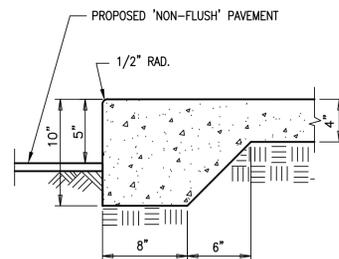
WHEEL STOP DETAIL
N.T.S.



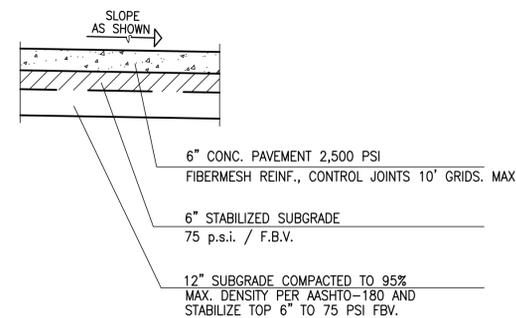
- NOTES:
1. A THICKENED EDGE SHALL BE PROVIDED BETWEEN SIDEWALK AND DRIVEWAYS OR PARKING LOT.
 2. SLOPE CONC. SIDEWALKS AWAY FROM BUILDINGS TO PROVIDE POSITIVE DRAINAGE.
 3. PROVIDE 1% CROSS SLOPE ON CONC. WALKS TYP.
 4. PROVIDE CONTROL JOINTS @ INTERVALS EQUAL TO SIDEWALK WIDTH (W).
 5. PROVIDE PREMOULDED EXPANSION JOINT WHERE CONC. WALK ABUTS BLDG., POLES, AND OTHER CONC. WALKS.
 6. REINFORCED CONCRETE WITH FIBERMESH OR 6-6X10X10 W/F

CONCRETE SIDEWALK DETAIL

N.T.S.



CONC. PAVE. SECTION



ASPHALT PAVEMENT TYPICAL SECTION

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ENGINEER: JOHN HERBERT, P.E.
CHECKED BY: TOM SKELTON, P.E.
TECHNICIAN: J.M.H.
PROJECT NO. 16303

AMERICAN CIVIL ENGINEERING CO.
207 N. MOSS RD., SUITE 211, WINTER SPRINGS, FL 32708
PH. (407) 327-7700; FAX (407) 327-9627

cert. of authorization number 8729

SITE CONSTRUCTION DETAILS

AIRPORT PARKING

McCoy Road

2635 McCoy Road, Belle Isle, Florida

SECTIONS
project no. 15325
sheet number
7 of 9

SEC. A GENERAL CONSTRUCTION NOTES:

- 1. THE FOLLOWING GENERAL NOTES APPLY TO ALL CONSTRUCTION AS SPECIFIED ON THE SITE CONSTRUCTION PLANS.
2. ALL PROPOSED SITE CONSTRUCTION SHALL BE PURSUANT TO INFORMATION SHOWN ON THESE PLANS AS APPROVED BY THE GOVERNING AUTHORITIES.
3. ALL CONSTRUCTION SHALL COMPLY WITH THE APPLICABLE STATE, FEDERAL AND LOCAL CODES. ALL NECESSARY LICENSES AND PERMITS SHALL BE OBTAINED BY THE CONTRACTOR AT THEIR EXPENSE UNLESS PREVIOUSLY OBTAINED BY THE OWNER. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT ALL REQUIRED PERMITS ARE OBTAINED AND IN HAND AT THE JOB SITE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. CONTRACTOR SHALL ABIDE BY ALL CONDITIONS CONTAINED THERE IN.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING A VISUAL INSPECTION OF THE SITE PRIOR TO BIDDING AND ACCEPTING THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL UNDERGROUND AND ABOVE GROUND STRUCTURES THAT WILL NOT BE INCORPORATED WITH THE NEW FACILITIES. SHOULD ANY DISCREPANCIES EXIST WITH THE PLANS THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE PROJECT ENGINEER AND REQUESTING A CLARIFICATION OF THE PLANS PRIOR TO DEMOLITION.
5. ANY PROPOSED FIELD CHANGES WHICH SUBSTANTIALLY DEVIATE FROM THIS PLAN SHALL BE APPROVED BY THE GOVERNING AUTHORITIES AND THE ENGINEER PRIOR TO THE CHANGE TO MADE IN THE FIELD.
6. ALL WORK AND MATERIALS FURNISHED SHALL BE IN REASONABLE CONFORMITY WITH THE LINES, GRADES, GRADING SECTIONS, CROSS SECTIONS, DIMENSIONS, MATERIAL REQUIREMENTS AND TESTING REQUIREMENTS THAT ARE SPECIFIED IN THE CONTRACT, PLANS OR SPECIFICATIONS.
7. ANY DISCREPANCY BETWEEN THE CONSTRUCTION INFORMATION SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS SHALL IMMEDIATELY BE BROUGHT TO THE ENGINEER'S ATTENTION. FAILURE TO DO SO AND TO CONTINUE CONSTRUCTION WITHOUT WRITTEN NOTIFICATION SHALL MAKE THE CONTRACTOR COMPLETELY LIABLE FOR WHATEVER ACTIONS AND/OR ERRORS THAT MAY SUBSEQUENTLY ARISE.
8. ALL IMPROVEMENTS SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN SUBSTANTIAL CONFORMANCE WITH INFORMATION SHOWN ON THESE PLANS. ANY CONFLICTS WHICH RESULT IN CHANGES TO THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IN WRITING PRIOR FOR REVIEW AND APPROVAL PRIOR TO FIELD CHANGES. MINOR ADJUSTMENTS CAUSED BY VARYING FIELD CONDITIONS, INCLUDING CHANGES AND DEPTHS OF BERMS AND SWALES MAY BE MADE WITH THE APPROVAL OF THE ENGINEER IF THE BASIC DESIGN INTENT IS MET.
9. THE INTENT AND/OR INTERPRETATION OF THESE CONSTRUCTION PLANS IF REQUIRED, SHALL BE MADE BY THE ENGINEER OF RECORD. ANY NEED BY THE CONTRACTOR FOR INTERPRETATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER UPON DISCOVERY. NO ALTERATION TO THE PLANS SHALL BE MADE UNLESS THE ENGINEER HAS BEEN ADVISED AND APPROVED. NO ADJ. A.D.A. PARKING SPACE SHALL EXCEED A 2% SLOPE IN ANY DIRECTION. DRIVEWAYS CONNECTING TO EXISTING ROADS/STREETS TO PROPOSED SITE PAVING AREAS SHALL NOT EXCEED AN 8% SLOPE. VERTICAL CURVES SHALL HAVE A LENGTH OF NOT LESS THAN 100 FEET.
10. ALL HORIZONTAL LAYOUT FOR SITE CONSTRUCTION SHALL BE BASED ON THE APPROVED PLAN AND/OR PLAT, AND PERFORMED BY QUALIFIED PERSONNEL.
11. ALL ELEVATIONS REFER TO THE DATUM AS INDICATED ON THE SURVEY (BY OTHERS).
12. THE CONTRACTOR SHALL TAKE CARE DURING THE CONSTRUCTION TO AVOID DISTURBING ANY EXISTING SURVEY MONUMENTS. ANY MONUMENT DISTURBED BY THE CONTRACTOR SHALL BE RESET AT THE CONTRACTOR'S EXPENSE BY THE PROJECT SURVEYOR.
13. THE CONTRACTOR SHALL HIRE A PROFESSIONAL TESTING LABORATORY AS NECESSARY TO PERFORM ALL TESTS REQUIRED BY THIS SPECIFICATION.
14. THE CONTRACTOR SHALL NOTIFY AMERICAN CIVIL ENGINEERING COMPANY 24 HOURS IN ADVANCE TO ANY TESTING AND SUPPLY THE REQUIRED TEST RESULTS.
15. THE DESIGN AND ENGINEERING OF THIS PROJECT IS BASED ON INFORMATION SUPPLIED BY OTHERS. EASEMENTS OR OTHER ENCUMBRANCES, WHICH MAY EXIST AND NOT SHOW ON THE SURVEY ARE NOT THE RESPONSIBILITY OF THE ENGINEER.
16. EXISTING SOILS CONDITIONS WHICH DIFFER FROM THE SOILS REPORT SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AT TIME OF DISCOVERY.
17. THE CONTRACTOR SHALL COMPLY WITH ALL FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS CONTROLLING POLLUTION OF THE ENVIRONMENT AND EROSION/SEDIMENT CONTROL.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPE BUFFER AND RETENTION AND DETENTION FACILITIES UNTIL THE WORK HAS BEEN ACCEPTED BY THE OWNER. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION.
19. ANY FUEL STORAGE AREAS SHALL HAVE PROPER OWNERS APPROVED APPROPRIATE MEASURES SHALL BE TAKEN TO INSURE PROTECTION OF GROUNDWATER AND SOIL RESOURCES.
20. SITE WORK PERFORMED ON THIS PROJECT SHALL INTERFACE SMOOTHLY WITH OTHER WORK BEING PERFORMED ON SITE BY OTHER CONTRACTORS TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WHEN AND WHERE NECESSARY WITH OTHER CONTRACTORS AND UTILITY COMPANIES.
21. THE INFORMATION ON THESE CONSTRUCTION PLANS ARE SUBJECT TO APPROVAL BY THE CITY, COUNTY, STATE AND FEDERAL AGENCIES. ALL WORK SHALL BE PURSUANT TO APPROVED PLANS AND ISSUED PERMITS.
22. ALL CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS.
23. THE EXISTENCE AND LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT GUARANTEED AND SHALL BE INVESTIGATED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO INSTALLATION OF UNDERGROUND PIPES, FOOTERS OR EXCAVATION. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY OF LOCATION OF EXISTING UTILITIES SHOWN OR NOT SHOWN SHOWN ON THESE PLANS. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE ALL NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL COST WHICH MAY OCCUR DUE TO TO ANY DAMAGES CAUSED BY THE CONTRACTOR TO EXISTING UTILITY STRUCTURES OR PROPERTY. THE CONTRACTOR SHALL COVER THE ENTIRE COSTS OF ALL REPAIRS AND/OR REPLACEMENT.
25. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES AND SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS AFFECTED UTILITY COMPANIES IN ORDER TO PERMIT MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION. BY CALLING "SUNSHINE" AT 1-800-432-4770 OR 811. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITIES NOT INCLUDED IN THE "SUNSHINE" PROGRAM.
26. CHAPTER 77-153 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL GAS UTILITIES A MINIMUM OF TWO WORKING DAYS PRIOR TO EXCAVATING. MAPS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS AND DO NOT SHOW SERVICE LINES. THE ONLY SAFE AND CORRECT WAY TO LOCATE EITHER MAINS OR SERVICE LINES IS BY AN ON-SITE INSPECTION BY THE THE RESPECTIVE GAS COMPANY PERSONNEL. THEREFORE, EXCAVATORS ARE INSTRUCTED TO CONTACT THE RESPECTIVE GAS COMPANY TWO WORKING DAYS BEFORE ENTERING A CONSTRUCTION AREA.
27. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE UTILITY COMPANIES OF THE PROPOSED START OF WORK IN ACCORDANCE WITH THEIR STANDARD REQUIREMENTS, INCLUDING BUT NOT LIMITED TO WATER, SEWER, ELECTRIC POWER, TELEPHONE, GAS AND CABLE TV COMPANIES. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL UNDERGROUND CONDUITS (INCLUDING IRRIGATION) PRIOR TO SUB-BASE CONSTRUCTION.
28. UPON NOTICE FROM THE CONTRACTOR THAT CONSTRUCTION IS COMPLETE AND READY FOR ACCEPTANCE, THE ENGINEER SHALL MAKE FINAL INSPECTION AND NOTIFY THE CONTRACTOR AND OWNER OF ANY INCOMPLETE AND/OR DEFECTIVE WORK. THE CONTRACTOR SHALL CORRECT ALL SUCH ITEMS TO THE SATISFACTION OF THE ENGINEER AND OWNER. ALL REGULATORY AND GOVERNMENTAL AGENCIES WHICH REQUIRE FINAL INSPECTIONS SHALL HAVE BEEN CONTACTED BY THE CONTRACTOR AND HAVE INSPECTED AND APPROVED THE PROJECT PRIOR TO ACCEPTANCE BY THE OWNER.
29. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED PLANS AND PERMITS AT THE CONSTRUCTION SITE. THE PLANS SHALL BE KEPT IN GOOD ORDER.
30. THE CONTRACTOR SHALL PROVIDE COMPLETE "AS-BUILT" INFORMATION TO THE ENGINEER RELATIVE TO THE LOCATION OF ALL WATER LINES, WATER SERVICES, VALVES, SEWER LINES, SEWER SERVICES, STORM LINES, INVERTS OF STRUCTURES, FINAL RETENTION AREAS, FINISH PAVEMENT GRADES AND CONSTRUCTION BENCH MARKS FOR VERIFICATION. THE "AS-BUILT" RECORDS SHALL BE KEPT AT THE JOB SITE AND UPDATED AS THE PROJECT PROGRESSES. ONE (1) SET OF AS-BUILT PLANS ARE TO BE PROVIDED TO THE ENGINEER.
31. ENGINEER TO PROVIDE RECORD DRAWINGS AND CERTIFICATIONS TO THE ISSUED PERMITS.

48 HOURS BEFORE DIGGING CALL TOLL FREE 1-800-432-4770 SUNSHINE STATE ONE CALL OF FLORIDA, INC.

SEC. B EARTHWORK:

- 1. EXISTING TOPOGRAPHY AND CONTOURS ARE BASED ON THE SURVEY (BY OTHERS).
2. A GEOTECHNICAL SOILS REPORT HAS BEEN PREPARED FOR THIS PROJECT. ANY CONFLICT BETWEEN THE INFORMATION WITH THE REPORT AND THE CONSTRUCTION PLANS SHALL BE REPORTED TO THE ENGINEER UPON DISCOVERY. THE CONTRACTOR SHALL REVIEW THE SOILS REPORT PRIOR TO BIDDING.
3. THE CONTRACTOR SHALL READ AND ADHERE TO ALL RECOMMENDATIONS CONTAINED IN THE SOILS REPORT.
4. EXISTING TREES, PLANTS AND SHRUBS WHICH ARE MARKED OR DESIGNATED AS PART OF THE LANDSCAPING SHALL BE CAREFULLY PROTECTED DURING CONSTRUCTION. WHERE TREES, PLANTS OR SHRUBS ARE ADJACENT TO THE CONSTRUCTION AREA, SHAVE BE TAKEN TO PROTECT AND RESTORE THE ORIGINAL CONDITIONS OF THE VEGETATION.
5. DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND PROPER SOIL EROSION CONTROL MEASURES, AS NECESSARY.
6. ALL SITE CLEARING AND GRUBBING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 110 OF FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
7. ALL EXCAVATION AND EMBANKMENT SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 120 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
8. ALL FILL AREAS GREATER THAN 12 INCHES IN HEIGHT SHALL BE COMPACTED IN 12 INCH LIFTS (MEASURE PRIOR TO COMPACTION) TO 98% MAXIMUM DENSITY PER A.A.S.H.T.O. T-180.
9. ALL DISTURBED AREAS SHALL BE SEEDED AND MULCHED UNLESS OTHERWISE NOTED ON THESE PLANS. ALL GRASSING SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 570 OF FLORIDA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
10. ALL DESIGNATED AREAS TO BE SOODED PER THE PLANS, SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 575 OF THE F.D.O.T. SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
11. THE CONTRACTOR SHALL NOT COMPACT, STABILIZE, OR CONSTRUCT BASE COURSE WITHIN LANDSCAPE ISLANDS OR MEDANS.
12. FINISH FLOOR ELEVATIONS ARE TYPICALLY 6 INCHES ABOVE DESIGN FINISHED GRADE AT OUTSIDE PERIMETER OF BUILDINGS EXCEPT AT ENTRIES AND WHERE OTHERWISE SHOWN ON THE GRADING PLAN.
13. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO CONTROL SILT, MUD AND EROSION DURING CONSTRUCTION AND SHALL PROTECT ALL ADJACENT PROPERTIES AND RIGHTS-OF-WAY FROM DAMAGE BY EROSION, SEDIMENTATION OR OTHER POTENTIAL CONSTRUCTION RELATED DUST.
14. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE EXISTING SITE AND SOIL CONDITIONS AND DETERMINE IF ANY OFF-SITE MATERIALS WILL NEED TO BE IMPORTED TO ACHIEVE THE GRADES SPECIFIED ON THE PLANS.
15. ALL EXCESS FILL FROM THE SITE SHALL BE STOCKPILED BY THE CONTRACTOR, IN A LOCATION DETERMINED BY THE OWNER OR THE OWNER'S REPRESENTATIVE AND THE ENGINEER.
16. ALL AREAS INDICATED SHALL BE COMPLETELY CLEAR OF ALL TIMBER, BRUSH, STUMPS, ROOTS, GRASS, WEEDS, RUBBISH, AND ALL OTHER DEBRIS AND OBSTRUCTIONS RESTING ON OR PROTRUDING THROUGH THE SURFACE OF THE SITE.
17. PRIOR TO BID PREPARATION, THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE OVERALL SITE CONDITIONS AND PERFORM ADDITIONAL INVESTIGATIONS AS DETERMINED NECESSARY TO UNDERSTAND THE LIMIT AND DEPTH OF EXPECTED ORGANIC SILT FEAT AREAS, ACCURACY OF EXISTING MATERIALS FILL, DRAINAGE REQUIREMENTS, CLEAN FILL REQUIRED FROM OFF-SITE AND MATERIALS TO BE DISPOSED OF OFF-SITE, ALL OF WHICH WILL AFFECT PRICING. ANY DELAY, INCONVENIENCE OR EXPENSE CAUSED TO THE CONTRACTOR DUE TO INADEQUATE INVESTIGATION OF EXISTING CONDITIONS SHALL BE INCIDENTAL TO THE CONTRACT, AND NO EXTRA COMPENSATION WILL BE ALLOWED. THE MATERIALS ANTICIPATED TO BE ENCOUNTERED DURING CONSTRUCTION MAY REQUIRE REMOVAL FROM THE SITE, AND THE CONTRACTOR MAY HAVE TO IMPORT MATERIALS AT AN EXTRA COST, FROM OFF SITE TO MEET THE REQUIREMENTS FOR COMPACTION AND PROPER FILL.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL LANDSCAPE BUFFER AND RETENTION AND DETENTION FACILITIES UNTIL THE WORK HAS BEEN ACCEPTED BY THE OWNER. ALL DISTURBED AREAS SHALL BE RETURNED TO THEIR ORIGINAL CONDITION.
19. ANY FUEL STORAGE AREAS SHALL HAVE PROPER OWNERS APPROVED APPROPRIATE MEASURES SHALL BE TAKEN TO INSURE PROTECTION OF GROUNDWATER AND SOIL RESOURCES.
20. SITE WORK PERFORMED ON THIS PROJECT SHALL INTERFACE SMOOTHLY WITH OTHER WORK BEING PERFORMED ON SITE BY OTHER CONTRACTORS TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WHEN AND WHERE NECESSARY WITH OTHER CONTRACTORS AND UTILITY COMPANIES.
21. THE INFORMATION ON THESE CONSTRUCTION PLANS ARE SUBJECT TO APPROVAL BY THE CITY, COUNTY, STATE AND FEDERAL AGENCIES. ALL WORK SHALL BE PURSUANT TO APPROVED PLANS AND ISSUED PERMITS.
22. ALL CONSTRUCTION DEBRIS AND OTHER WASTE MATERIAL SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH APPLICABLE REGULATIONS.
23. THE EXISTENCE AND LOCATION OF EXISTING UNDERGROUND UTILITIES ARE NOT GUARANTEED AND SHALL BE INVESTIGATED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO INSTALLATION OF UNDERGROUND PIPES, FOOTERS OR EXCAVATION. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY OF LOCATION OF EXISTING UTILITIES SHOWN OR NOT SHOWN SHOWN ON THESE PLANS. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE ALL NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY.
24. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL COST WHICH MAY OCCUR DUE TO TO ANY DAMAGES CAUSED BY THE CONTRACTOR TO EXISTING UTILITY STRUCTURES OR PROPERTY. THE CONTRACTOR SHALL COVER THE ENTIRE COSTS OF ALL REPAIRS AND/OR REPLACEMENT.
25. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES AND SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE VARIOUS AFFECTED UTILITY COMPANIES IN ORDER TO PERMIT MARKING THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION. BY CALLING "SUNSHINE" AT 1-800-432-4770 OR 811. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING ALL UTILITIES NOT INCLUDED IN THE "SUNSHINE" PROGRAM.
26. CHAPTER 77-153 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL GAS UTILITIES A MINIMUM OF TWO WORKING DAYS PRIOR TO EXCAVATING. MAPS SHOW ONLY THE APPROXIMATE LOCATION OF GAS MAINS AND DO NOT SHOW SERVICE LINES. THE ONLY SAFE AND CORRECT WAY TO LOCATE EITHER MAINS OR SERVICE LINES IS BY AN ON-SITE INSPECTION BY THE THE RESPECTIVE GAS COMPANY PERSONNEL. THEREFORE, EXCAVATORS ARE INSTRUCTED TO CONTACT THE RESPECTIVE GAS COMPANY TWO WORKING DAYS BEFORE ENTERING A CONSTRUCTION AREA.
27. THE CONTRACTOR SHALL NOTIFY ALL APPROPRIATE UTILITY COMPANIES OF THE PROPOSED START OF WORK IN ACCORDANCE WITH THEIR STANDARD REQUIREMENTS, INCLUDING BUT NOT LIMITED TO WATER, SEWER, ELECTRIC POWER, TELEPHONE, GAS AND CABLE TV COMPANIES. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF ALL UNDERGROUND CONDUITS (INCLUDING IRRIGATION) PRIOR TO SUB-BASE CONSTRUCTION.
28. UPON NOTICE FROM THE CONTRACTOR THAT CONSTRUCTION IS COMPLETE AND READY FOR ACCEPTANCE, THE ENGINEER SHALL MAKE FINAL INSPECTION AND NOTIFY THE CONTRACTOR AND OWNER OF ANY INCOMPLETE AND/OR DEFECTIVE WORK. THE CONTRACTOR SHALL CORRECT ALL SUCH ITEMS TO THE SATISFACTION OF THE ENGINEER AND OWNER. ALL REGULATORY AND GOVERNMENTAL AGENCIES WHICH REQUIRE FINAL INSPECTIONS SHALL HAVE BEEN CONTACTED BY THE CONTRACTOR AND HAVE INSPECTED AND APPROVED THE PROJECT PRIOR TO ACCEPTANCE BY THE OWNER.
29. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED PLANS AND PERMITS AT THE CONSTRUCTION SITE. THE PLANS SHALL BE KEPT IN GOOD ORDER.
30. THE CONTRACTOR SHALL PROVIDE COMPLETE "AS-BUILT" INFORMATION TO THE ENGINEER RELATIVE TO THE LOCATION OF ALL WATER LINES, WATER SERVICES, VALVES, SEWER LINES, SEWER SERVICES, STORM LINES, INVERTS OF STRUCTURES, FINAL RETENTION AREAS, FINISH PAVEMENT GRADES AND CONSTRUCTION BENCH MARKS FOR VERIFICATION. THE "AS-BUILT" RECORDS SHALL BE KEPT AT THE JOB SITE AND UPDATED AS THE PROJECT PROGRESSES. ONE (1) SET OF AS-BUILT PLANS ARE TO BE PROVIDED TO THE ENGINEER.
31. ENGINEER TO PROVIDE RECORD DRAWINGS AND CERTIFICATIONS TO THE ISSUED PERMITS.

SEC. C DRAINAGE:

- 1. ALL DRAINAGE RELATED CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH ST. JOHNS RIVER WATER MANAGEMENT DISTRICT PERMIT ISSUED FOR THIS PROJECT.
2. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
3. THE ABOVE F.D.O.T. CONSTRUCTION DETAILS ARE HEREBY INCORPORATED THESE PLANS BY REFERENCE.
4. PIPE LENGTHS SHOWN REPRESENT SCALED DIMENSIONS BETWEEN CENTER-LINES OF DRAINAGE STRUCTURES AND FROM END OF HEADWALLS AND MITERED END SECTIONS. BIDDERS SHALL ADJUST FOR PIPE LENGTHS WHEN BIDDING MITERED END SECTIONS.
5. ALL STORMWATER DRAINAGE PIPES SHALL BE REINFORCED CONCRETE PIPE (ASTM C-76, CLASS III) UNLESS NOTED OTHERWISE.

SEC. D PAVING:

- 1. ALL PAVEMENT CONSTRUCTION SHALL BE IN ACCORDANCE WITH F.D.O.T. CURRENT CONSTRUCTION SPECIFICATIONS.
2. ALL PAVING SURFACES IN INTERSECTIONS AND ADJACENT SECTIONS SHALL BE GRADED TO DRAIN POSITIVELY IN THE DIRECTION SHOWN BY THE FLOW ARROWS ON THE PLANS AND TO PROVIDE A SMOOTHLY TRANSITIONED DRIVING SURFACE FOR VEHICLES WITH NO SHARP BREAKS IN GRADE, AND NO UNUSUALLY STEEP OR REVERSE CROSS SLOPES. APPROACHES TO INTERSECTIONS AND ENTRANCE AND EXIT GRADES TO INTERSECTIONS WILL HAVE TO BE ADJUSTED IN THE FIELD TO INSURE A SMOOTH AND UNIFORM CONNECTION. IN THESE AREAS, IT MAY ALSO BE NECESSARY TO MAKE MINOR FIELD ADJUSTMENTS IN PAVEMENT GRADES TO ACCOMPLISH GRADE TRANSITIONS.
3. IT MAY BE NECESSARY TO FIELD ADJUST PAVEMENT ELEVATIONS TO PRESERVE THE ROOT SYSTEMS OF TREES SHOWN TO BE SAVED. THE CONTRACTOR IS TO COORDINATE WITH THE ENGINEER PRIOR TO ANY ELEVATION CHANGES.
4. PRIOR TO CONSTRUCTING CONCRETE PAVEMENT, THE CONTRACTOR IS TO SUBMIT A PROPOSED JOINTING PATTERN TO THE ENGINEER FOR APPROVAL.
5. THE CONTRACTOR IS TO PROVIDE A 1/2" BITUMINOUS EXPANSION JOINT MATERIAL AT ABUTMENT OF CONCRETE AND ANY STRUCTURE.
6. ALL ON-SITE PAVEMENT MARKINGS SHALL BE MADE WITH NON-THERMOPLASTIC PAINT TO FOOT STANDARD SPECIFICATIONS. PARKING STALL STRIPING TO BE 4" WIDE.
7. THE CONTRACTOR IS TO INSTALL EXTRA BASE MATERIAL WHEN THE DISTANCE BETWEEN THE PAVEMENT ELEVATION AND THE TOP OF THE PIPE OR BELL IS LESS THAN 12 INCHES. SEE "EXTRA BASE FOR CROSS CULVERTS UNDER FLEXIBLE PAVEMENT DETAIL."
8. CURBING SHALL BE CONSTRUCTED WHERE NOTED ON THE CONSTRUCTION PLANS. CONCRETE FOR CURBS SHALL BE DEPARTMENT OF TRANSPORTATION CLASS "Y" CONCRETE WITH A 28-DAY COMPRESSION STRENGTH OF 3000 PSI. ALL CURBS SHALL HAVE SAW CUT CONTRACTION JOINTS AND SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED 10'-0" ON CENTER. CONSTRUCTION OF CURBS SHALL BE IN CONFORMANCE WITH FOOT STANDARDS SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION SECTION 520 AND DETAILS PROVIDED ON THE CONSTRUCTION PLANS.
9. PAVEMENT MARKINGS AND SIGNAGE SHALL BE PROVIDED AS SHOWN ON THE CONSTRUCTION PLANS AND SHALL MEET THE REQUIREMENTS OF THE OWNER/OPERATOR. SIGNAGE SHALL BE IN CONFORMANCE WITH MUTCD (LATEST EDITION). A 14" DAY PAVEMENT CURING TIME WILL BE PROVIDED PRIOR TO APPLICATION OF THE PAVEMENT MARKINGS. REFLECTIVE PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH FOOT INDEX NO. 17352.
10. A MINIMUM OF 2-WAY TRAFFIC SHALL BE MAINTAINED IN THE WORK SITE AREA. ALL CONSTRUCTION WARNING SIGNAGE SHALL BE IN PLACE PRIOR TO COMMENCEMENT OF CONSTRUCTION AND BE MAINTAINED THROUGHOUT CONSTRUCTION. ACCESS SHALL BE CONTINUOUSLY MAINTAINED FOR ALL PROPERTY OWNERS SURROUNDING THE WORK AREA. LIGHTED WARNING DEVICES ARE TO BE OPERATIONAL PRIOR TO DUSK EACH NIGHT DURING CONSTRUCTION.

SEC. E EROSION CONTROL:

- 1. APPROVED EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO ANY CLEARING, GRADING, EXCAVATION, FILLING OR OTHER LAND DISTURBING ACTIVITIES, EXCEPT THOSE OPERATIONS NEEDED TO INSTALL SUCH MEASURES OR UNDERGROUND UTILITIES INSTALLATIONS.
2. DURING CONSTRUCTION, THE CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO INSURE AGAINST POLLUTING, SILTING OR DISTURBING TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY TO THE EXISTING DRAINAGE SYSTEM AND ADJACENT WATER BODIES AND WETLANDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH ALL PERMIT CONDITIONS RELATED TO SUCH MEASURES. METHODS MAY INCLUDE, BUT ARE NOT LIMITED TO, FLOATING SILT BARRIERS, SEDIMENTATION BASINS, SEDIMENT CHECK DAMS, SILT FENCES, SYNTHETIC BALS. THE MEASURES SHOWN ON THESE PLANS SHALL BE CONSIDERED MINIMUM AND SHALL NOT DEVIATE THE CONTRACTOR FROM THE RESPONSIBILITY TO IMPLEMENT ANY MEASURES NECESSARY TO PROVIDE PROTECTION, EROSION, SEDIMENTATION AND TURBIDITY.

- 3. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE F.D.O.T. MANUAL FOR EROSION CONTROL (LATEST ED.)
4. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSPECTED DAILY BY THE CONTRACTOR AND NEEDED REPAIRS OR MAINTENANCE SHALL BE COMPLETED BEFORE WORK STOPS FOR THE DAY.
5. TEMPORARY SEDIMENT TRAPS ARE ACCEPTABLE IF THE INLET IS PROPERLY SCREENED WITH SYNTHETIC BALES AND LOW ENOUGH IN ELEVATION FOR RUNOFF TO ENTER THE STRUCTURE.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONTINUOUSLY MAINTAINED BY THE CONTRACTOR DURING THE CONSTRUCTION PHASE OF THIS PROJECT UNTIL ACCEPTED BY THE OWNER.
7. FAILURE TO PROPERLY INSTALL AND MAINTAIN EROSION CONTROL PRACTICES COULD RESULT IN CONSTRUCTION BEING SUSPENDED BY THE ENGINEER.
8. SEDIMENT BARRIERS SHALL MEET D.O.T. STANDARDS.
9. EROSION CONTROL MEASURES SHALL BE MAINTAINED AT ALL TIMES. ADDITIONAL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED IF DEMAED NECESSARY BY ON SITE INSPECTION BY THE ENGINEER OF RECORD.
10. ALL SEEDING FOR TEMPORARY STABILIZATION SHALL BE DONE AS EACH AREA IS MADE READY. CONSTRUCTION SEQUENCE TO MINIMIZE EROSION AND SEDIMENTATION AT STORM-WATER DISCHARGE POINTS:
A. CONTRACTOR TO INSTALL FOOT TYPE III SILT FENCES AT SITE DISCHARGE POINTS.
B. CONTRACTOR TO CONSTRUCT POND AND CONNECTING DRAINAGE AND OUTFALL PIPES AT INITIAL STAGES OF CONSTRUCTION.
C. ALL GRADING OPERATIONS SHALL BE PERFORMED WITHOUT DELAY, PAUSE OR SUSPENDED (CONTINUOUS OPERATION) UNTIL PROPOSED GRADES ARE MET. ALL EXPOSED EARTH SHALL BE SEEDED AND MULCHED OR SOODED SOON AFTER AFTER GRADING IS COMPLETED.
11. EROSION CONTROL PLAN - ANY MODIFICATIONS TO THIS PLAN MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REPRESENTING THE CONTRACTOR. THE MODIFICATIONS MUST BE APPROVED BY THE ENGINEER OF RECORD AND IF SIGNIFICANT THE PERMITTING AGENCY. CONTRACT DELAYS WILL BE ALLOWED FOR SUCH MODIFICATIONS OR APPROVALS.
12. OUTFALL PROTECTION - PROJECT PIPE OR DITCH DISCHARGES INTO OFF-SITE OUTFALLS SHALL BE INSPECTED DAILY FOR POSSIBLE SEDIMENT BUILDUP OR EROSION. OUTFALLS SHALL BE PROTECTED THROUGH USE OF ENVIRONMENTAL CONTROL FEATURES AS NECESSARY TO CONTAIN ANY SEDIMENT ENTERING THE IMMEDIATE AREA OF THE PROJECT. ANY SEDIMENT BUILDUP OR TRANSPORT OFF-SITE SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMEDY. THE CONTRACTOR SHALL USE APPROPRIATE MEASURES AS DIRECTED BY THE PROJECT ENGINEER FOR OUTFALL PROTECTION.
13. SLOPE PROTECTION - ANY DISTURBED OR REWORKED SLOPES 3:1 OR GREATER IN SLOPE SHALL BE ADEQUATELY PROTECTED FROM EROSION THROUGH THE USE OF TEMPORARY SOODING UNTIL PERMANENTLY STABILIZED. SUCH SLOPES SHALL NOT BE LEFT UNPROTECTED MORE THAN 24 HOURS OR PRIOR TO ANTICIPATED RAINFALL EVENTS.
14. SYNTHETIC HAY BALS - SHALL BE PLACED AT THE BASE OF ANY SLOPE WHERE A RAINFALL EVENT COULD ERODE A SLOPE AND TRANSPORT SEDIMENTS OFF SITE. BALS SHALL BE DOUBLE STAKED IN ACCORDANCE WITH FOOT STANDARDS. EROSION DEPOSITS REACH THE NEAR THE TOP OF EXISTING BALS THEN SEDIMENTS SHOULD BE REMOVED, ANY DAMAGED OR INEFFECTIVE BALS ARE TO BE REPLACED. THE EXACT LOCATION OF BALE INSTALLATIONS SHALL BE AS DIRECTED BY THE CONSTRUCTION SUPERINTENDENT.
15. A. BACK OF SIDEWALK OR MEDIAN INLETS - THESE SHALL BE PROTECTED FROM SEDIMENT INTAKE UNTIL PROJECT IS COMPLETE. ELEVATION OF GROUND OUTSIDE INLET TOP SHALL NOT BE HIGHER THAN INLET TOP. SOCK PIPE SHALL BE INSTALLED AROUND INLET TOP. A SECOND ROW OF SOCK PIPE SHALL BE PLACED AROUND INLET APPROXIMATELY 4' OUTSIDE FIRST ROW. BETWEEN ROWS THERE SHALL BE A DEPRESSIONS TO ACT AS A SEDIMENT BASH. COMPLETED INLETS IN PAVED AREAS SHALL ALSO BE PROTECTED WITH A SINGLE LINE OF SOCK PIPE TO PREVENT SEDIMENT INTAKE FROM OTHER AREAS.
B. CURB INTAKES - THESE INLETS SHALL BE PROTECTED FROM SEDIMENT INTAKE UNTIL THE PROJECT IS COMPLETE. A SILT FENCE (TYPE III) SHALL BE PLACED AROUND THE OF THE BACK INLET IMMEDIATELY ADJACENT TO THE EDGE OF THE INLET. ALL EXPOSED SLOPED MATERIAL ADJACENT TO THE INLET SHALL BE COVERED WITH EROSION CONTROL SOD TO MINIMIZE SEDIMENT ENTERING THE NEW INLET.
16. STOCKPILED MATERIALS SHALL NOT BE LEFT IN EROSION PRONE AREAS TO NEXT TO A KNOWN WETLAND.
17. DAILY INSPECTION OF ALL EROSION CONTROL MEASURES AND CONDITIONS OF ADJACENT PROPERTIES SHALL BE PERFORMED BY THE CONTRACTOR. ANY AREAS OF CONCERN SHALL BE NOTED AND CORRECTED. ANY SIGNIFICANT EROSION AREAS ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD.

SEC. F DRY POND & SWALE RETENTION AREAS:

- 1. THE CONTRACTOR SHALL INSPECT ALL EROSION AND SEDIMENT CONTROL SYSTEMS FOR CONFORMANCE WITH THE SITE CONSTRUCTIONS PLANS AND FIELD CHANGES. BANKS AND SLOPES OF RETENTION PONDS SHALL ALSO BE CHECKED AFTER RAINFALL EVENTS FOR EROSION PROBLEMS.
2. THE CONTRACTOR SHALL REPAIR ALL EROSION AND SEDIMENT CONTROL SYSTEMS AS REQUIRED FOR CONTINUED FUNCTION. RE-GRADE IF REQUIRED, TO MAINTAIN DESIGN CONFIGURATION. ADD SOD AND SILT FENCES AS REQUIRED TO PREVENT SOIL AND SILT FROM EXITING THE SITE.
3. MOW RETENTION AREAS REGULARLY TO MAINTAIN WEED OVERGROWTH AND PROMOTE TURF GROWTH.
4. INSPECT RETENTION AREAS PERIODICALLY FOR ACCUMULATION OF DEBRIS AND TRASH. PROPERLY DISPOSE OF ALL DEBRIS AND TRASH IN RETENTION AREAS AND CONVENIENCE SWALES.
5. INSPECT RETENTION AREA BOTTOMS FOR DEPOSITS OF SAND AND/OR SILT AND REMOVE.
6. PERCOLATION PERFORMANCE SHALL BE EVALUATED YEARLY FOR EACH DRY RETENTION AREA. THE RETENTION AREAS SHALL PERCOLATE THE DESIGN WATER QUALITY VOLUME WITHIN 72 HOURS OF THE END OF RAINFALL EVENT. BOTTOM MAINTENANCE SHALL BE PERFORMED AS REQUIRED BY EXERCISING THE FOLLOWING PROCEDURE:
A. REMOVE 4 TO 6 INCHES OF RETENTION AREA BOTTOM MATERIAL AND SCARIFY.
B. REPLACE EXCAVATED MATERIAL WITH CLEAN SAND MATERIAL TO DESIGN GRADE AND SEED AND MULCH OR COVER WITH NON-MUCK GROWN SOD.

SEC. G WORKS IN PUBLIC RIGHT-OF-WAY:

- 1. ALL LOCAL, STATE AND FEDERAL ORDINANCES, POLICIES AND/OR OTHER REGULATIONS REGARDING TRAFFIC AND PEDESTRIAN TEMPORARY BARRIAGES, LIGHTS, SIGNALS, SIGNAGE ETC., SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. SAFE AND CONVENIENT MEANS OF ACCESS AND EGRESS TO ALL PARTS OF THE PROJECT SHALL BE MAINTAINED BY THE CONTRACTOR.
2. PRIOR TO COMMENCING WORK THE CONTRACTOR SHALL FURNISH, ERECT AND MAINTAIN ALL BARRIAGES, WARNING SIGNS, AND MARKINGS FOR HAZARDS AND THE CONTROL OF TRAFFIC IN REASONABLE CONFORMITY WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS OR AS DIRECTED BY F.D.O.T. AND LOCAL TRAFFIC ENGINEERS SUCH AS TO EFFECTIVELY PREVENT ACCIDENTS IN ALL PLACES WHERE THE WORK CAUSES OBSTRUCTIONS TO THE NORMAL TRAFFIC OR CONSTITUTES IN ANY WAY A HAZARD TO THE PUBLIC.
3. THE CONTRACTOR SHALL CONTROL HIS OPERATIONS AND THOSE OF HIS SUBCONTRACTORS AND ALL SUPPLIERS TO ASSURE THE LEAST INCONVENIENCE TO THE TRAVELING PUBLIC. THE CONTRACTOR SHALL MAINTAIN FREE AND UNOBSTRUCTED MOVEMENT OF VEHICULAR TRAFFIC AND SHALL LIMIT HIS OPERATIONS FOR THE SAFETY AND CONVENIENCE OF THE TRAVELING PUBLIC. UNDER ALL CIRCUMSTANCES, SAFETY SHALL BE THE MOST IMPORTANT CONSIDERATION.
4. THE CONTRACTOR SHALL COMPLY WITH ALL LEGAL LAW RESTRICTIONS IN THE HAULING OF MATERIALS IN PUBLIC ROADS BEYOND THE LIMITS OF THE WORK. A SPECIAL PERMIT WILL NOT RELIEVE THE CONTRACTOR OF LIABILITY FOR THE DAMAGE WHICH MAY RESULT FROM THE MOVING OF MATERIAL AND EQUIPMENT.
5. ALL STRIPING SHALL BE THERMOPLASTIC AND SHALL MEET THE REQUIREMENTS OF FOOT SPECIFICATIONS AND SUPPLEMENTS.
6. REFLECTIVE PAVEMENT MARKERS SHALL MEET THE REQUIREMENTS OF FOOT SPECIFICATIONS AND SUPPLEMENTS.
7. ALL SIGNS WITHIN FOOT RIGHT-OF-WAY SHALL MEET THE REQUIREMENTS OF FOOT SPECIFICATIONS AND SUPPLEMENTS.
8. REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH CURRENT FOOT STANDARDS.

- 9. STRIPING WITHIN FOOT RIGHT-OF-WAY SHALL BE PLACED IN ACCORDANCE WITH FOOT STANDARD INDEX NO. 17348.
10. SIGNS WITHIN FOOT RIGHT-OF-WAY SHALL BE CONSTRUCTED IN ACCORDANCE WITH FOOT STANDARD INDEX NO. 11860 AND SHALL BE PLACED IN ACCORDANCE WITH FOOT STANDARD INDEX NO. 17302.
11. SIGNING AND STRIPING WITHIN FOOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
12. THE WORK PERFORMED IN THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY SHALL CONFORM TO:
A) FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION LATEST EDITION.
B) FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARDS CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS FOR STREETS AND HIGHWAYS ON STATE MAINTAINED SYSTEMS. (AKA: STANDARD INDEX) COMPLIANCE WITH ALL APPLICABLE FOOT INDEXES IS REQUIRED.
13. THE MAINTENANCE OF TRAFFIC IS TO BE PER APPLICABLE FOOT INDEX DESIGN.

SEC. H SAFETY:

- 1. DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED BY THE CONTRACTOR. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE TRAVELING PUBLIC AND THE SAFETY OF HIS PERSONNEL. LABOR SAFETY REGULATIONS SHALL CONFORM TO THE PROVISIONS SET FORTH BY CURRENT OSHA STANDARDS.
2. THE MINIMUM STANDARDS AS SET FORTH IN THE CURRENT EDITION OF THE STATE OF FLORIDA MANUAL ON TRAFFIC CONTROL AND SAFE PRACTICES FOR STREET AND HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS.
3. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY AND ENFORCE ALL APPLICABLE SAFETY REGULATIONS. THE ABOVE INFORMATION HAS BEEN PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY AND DOES NOT IMPLY THAT THE OWNER OR ENGINEER WILL INSPECT AND/OR ENFORCE SAFETY REGULATIONS.

SEC. L DEMOLITION:

- 1. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND LICENSES FOR PERFORMING THE DEMOLITION WORK AND SHALL FURNISH A COPY OF SAME TO THE ENGINEER PRIOR TO COMMENCING THE WORK. THE CONTRACTOR SHALL COMPLY WITH THE REQUIREMENTS OF THE PERMITS.
2. THE CONTRACTOR SHALL MODIFY ALL UTILITY COMPANIES OR LOCAL AUTHORITIES FURNISHING GAS, WATER, ELECTRICAL, TELEPHONE, OR UTILITY/SEWER SERVICE. SO THEY CAN REMOVE, RELOCATE, DISCONNECT, CAP OR PLUG THEIR EQUIPMENT IN ORDER TO FACILITATE DEMOLITION.
3. THE CONTRACTOR SHALL PROTECT ALL UTILITIES AND OTHER IMPROVEMENTS SHOWN ON THESE PLANS AND ALL OTHER UTILITIES AND OTHER IMPROVEMENT NOT SHOWN. THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR REPAIRS OF UTILITIES AND OTHER IMPROVEMENTS DAMAGED DURING CONSTRUCTION AND SHALL MAINTAIN SUFFICIENT PROTECTION TO ALL UTILITIES REQUIRED TO PROTECT THEM FROM DAMAGE AND TO PROTECT THE PUBLIC DURING CONSTRUCTION.
4. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL TREES, STRUCTURES, AND UTILITIES NOT MARKED FOR REMOVAL OR DEMOLITION AND SHALL PROMPTLY REPAIR ANY DAMAGE AS DIRECTED BY THE ENGINEER AT NO COST TO THE OWNER.
5. THE CONTRACTOR TO REMOVE ALL BUILDING STRUCTURES MARKED FOR DEMOLITION WHICH INCLUDES ALL FOOTERS ASSOCIATED WITH THE STRUCTURE, SEPTIC SYSTEMS AND WATER LINES TO THE METER LOCATION, LATERALS TO THE RIGHT-OF-WAY LINE (CAP PRIOR TO BACKFILLING THE TRENCH), AND ALL UNDERGROUND ELECTRICAL WIRING NOT ASSOCIATED WITH THE APPROPRIATE POWER COMPANY.
6. THE CONTRACTOR SHALL REMOVE ALL PAVING MARKED FOR DEMOLITION WHICH INCLUDES ALL ASPHALT, CONCRETE, BASE, GRAVEL, BRICK AND SIDEWALK.
7. THE CONTRACTOR SHALL REMOVE ALL TREES MARKED FOR REMOVAL WHICH INCLUDES THE ROOTS ASSOCIATED WITH THE TREE. THE TREES NOT MARKED FOR REMOVAL SHALL BE PROTECTED IN ACCORDANCE WITH THE TREE PROTECTION DETAILS.
8. THE CONTRACTOR IS TO REMOVE ALL UNSALVAGEABLE MATERIALS AND YARD WASTE FROM THE SITE IMMEDIATELY AND DISPOSE OF IN ACCORDANCE WITH ALL APPLICABLE FEDERAL, STATE, AND LOCAL REGULATIONS.
9. THE CONTRACTOR SHALL SAW-CUT A SMOOTH STRAIGHT EDGE ON ANY PAVEMENT PROPOSED FOR DEMOLITION PRIOR TO ITS REMOVAL TO ENSURE THAT THE EDGE OF THE INTERFACE BETWEEN OLD AND NEW PAVEMENT IS STRAIGHT, UNIFORM AND EVEN IN ELEVATION.

SEC. I UNDERGROUND UTILITIES:

- 1. THE ENGINEER RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO UNCOVER, RESET AND/OR PERFORM ANY ACTION NECESSARY TO ENSURE THAT THE IMPROVEMENTS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL COORDINATE ALL BACKFILL OPERATIONS WITH THE PROJECT SOILS ENGINEER AND SUBMIT TEST REPORTS TO ENGINEER PRIOR TO BEGINNING WORK ON THE NEXT ITEM OF WORK, I.E. SUBGRADE PRIOR TO CURB.
3. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.
4. FLORIDA LAW (533.851) REQUIRES THAT PERSONS MAKING EXCAVATIONS IN PUBLIC OR PRIVATE STREETS, ALLEYS, RIGHT-OF-WAY OR UTILITY EASEMENTS WITH HAND TOOLS OR POWER EQUIPMENT MUST FIRST OBTAIN INFORMATION ON THE LOCATION OF UNDERGROUND GAS PIPE LINES. THE CONTRACTOR SHALL NOTIFY THE GAS UTILITY A MINIMUM OF 48 HOURS AND A MAXIMUM OF 5 DAYS PRIOR TO EXCAVATION.
5. ALL WORK SHALL SHALL BE OPEN TO AND SUBJECT TO INSPECTION.
6. THE CONTRACTOR SHALL COORDINATE THE INSTALLATIONS OF UTILITY CONDUITS (SLEEVES) UNDER PAVED AREAS WITH EACH UTILITY COMPANY PRIOR TO BASE INSTALLATION.
7. ALL DOWATERING COSTS ASSOCIATED WITH THE INSTALLATION AND CONSTRUCTION OF THE UNDERGROUND UTILITIES, STORMWATER PIPES AND MANHOLES, SANITARY SEWER MAINS, FORCE MAINS, MANHOLES, AND LIFT STATIONS, AND STORMWATER MANAGEMENT SYSTEMS SHALL BE INCLUDED AS PART OF THE CONSTRUCTION BID COSTS.

SEC. J SANITARY SEWER SYSTEM:

- 1. ALL SEWER COLLECTION SYSTEM RELATED ITEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL STANDARDS, THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, AND HEALTH DEPT. REQUIREMENTS.
2. IF UNSUITABLE MATERIAL IN THE VICINITY OF SANITARY SEWER LINES ARE FOUND DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER WHO WILL DIRECT THE CONTRACTOR TO REMOVE THE UNSUITABLE MATERIAL AND PREPARE THE TRENCH AND INSTALL THE SEWER LINES IN ACCORDANCE WITH ASTM D-2321.
3. ALL SANITARY SEWER MAINS AND LATERALS WITH IN THE R.O.W. SHALL HAVE A MINIMUM OF 36 INCHES OF COVER.
4. PRIOR TO COMMENCING WORK WHICH REQUIRES CONNECTING NEW WORK TO EXISTING LINES OR APPURTENANCES, THE CONTRACTOR SHALL VERIFY LOCATION AND ELEVATION OF EXISTING CONNECTION POINT AND NOTIFY OWNER'S ENGINEER OF ANY CONFLICTS OR DISCREPANCIES.
5. ALL SANITARY SEWER COVERS SHALL BE TRAFFIC RATED FOR H-20 LOADING.
6. THE CONTRACTOR SHALL PROVIDE CERTIFIED UTILITY RECORD DRAWINGS, SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR. THE RECORD DRAWINGS SHALL SHOW FINAL GRADES AND LOCATIONS ON ALL SANITARY SEWER MAINS AND SERVICES. THE CONTRACTOR SHALL PROVIDE ONE (1) COPY OF THE CERTIFIED RECORD DRAWINGS TO THE ENGINEER.
7. THE CONTRACTOR SHALL PERFORM AN INFILTRATION/EXFILTRATION TEST ON ALL GRABY SEWER IN ACCORDANCE WITH THE REGULATION AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE TESTING COMPANY. COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.
8. ALL FORCEMANS SHALL BE SUBJECT TO A HYDROSTATIC PRESSURE TEST IN ACCORDANCE WITH THE REGULATORY AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER OF RECORD AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. COORDINATION AND NOTIFICATION OF ALL PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.

SEC. K WATER DISTRIBUTION:

- 1. ALL WATER DISTRIBUTION SYSTEM RELATED ITEMS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL UTILITIES PROVIDER REQUIREMENTS, FLORIDA DEPT. OF ENVIRONMENTAL PROTECTION, AND HEALTH DEPT. REQUIREMENTS.
2. ALL MATERIALS FURNISHED BY THE CONTRACTOR UNDER THIS SECTION SHALL BE NEW, HIGH GRADE AND FREE FROM DEFECTS.
3. PRESSURE AND LEAKAGE TESTS FOR NEWLY-INSTALLED WATER DISTRIBUTION SYSTEM PRESSURE PIPES AND APPURTENANCES SHALL BE PERFORMED IN CONFORMANCE WITH F.D.E.P. AND LOCAL UTILITIES PROVIDER.
4. ALL WATER LINES SHALL BE INSTALLED IN A DRY TRENCH.
5. PRESSURE AND LEAKAGE TESTS FOR NEWLY-INSTALLED WATER DISTRIBUTION SYSTEM PRESSURE PIPES AND APPURTENANCES SHALL BE PERFORMED IN CONFORMANCE WITH CITY, COUNTY AND FOOT STANDARDS. POTABLE WATER TEST PRESSURES SHALL BE 150 PSI. DURATION OF TESTS IS TO BE 2 HOURS. TESTS TO BE CONDUCTED PURSUANT TO ANWA C605 DUCTILE IRON PIPE AND 90% OF THAT ALLOWABLE LEAKAGE FOR PVC PIPE.
6. DISINFECT POTABLE WATER MAINS IN ACCORDANCE WITH ANWA C651 STANDARD PROCEDURES FOR DISINFECTING WATER MAINS.
7. ALL PVC PIPE MUST BEAR THE NSF LOGO FOR POTABLE WATER USE.
8. PRIOR TO THE CONNECTION TO ANY EXISTING MAIN, THE PROPOSED WATER MAIN SHALL BE DISINFECTED, HAVE ENGINEER APPROVED PRESSURE TESTING AND HAVE FOD CLEARANCE. REFER TO FDEP PERMIT FOR ANY ADDITIONAL REQUIREMENTS.
9. THE WATERMANS SHALL BE INSTALLED AS NOTED ON THE PLANS. WHERE APPLICABLE, A SEPARATION BETWEEN WATERMANS, SEWER, RE-USE OR STORM PIPES SHALL MEET OR EXCEED THE REQUIREMENTS OF F.D.E.P.

LEGEND

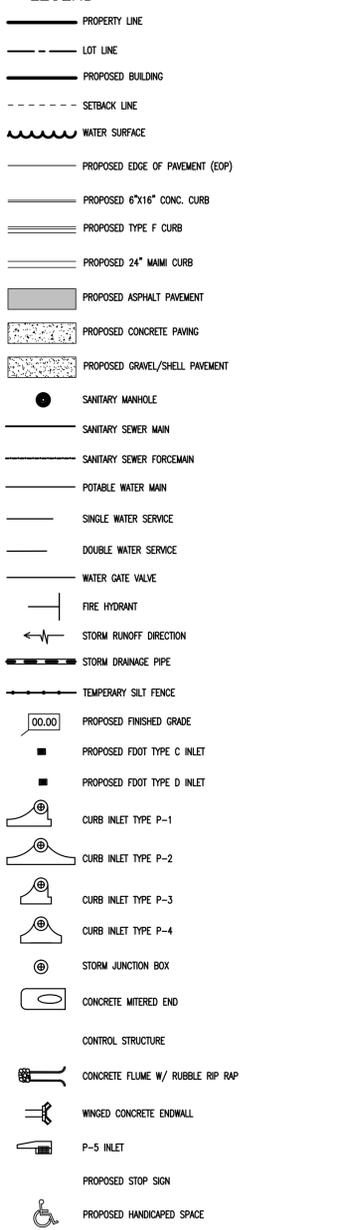
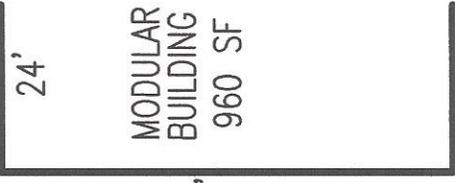


Table with project information: ALL INFORMATION CONTAINED HEREIN IS PROPERTY OF AMERICAN CIVIL ENGINEERING CO., ALL RIGHTS RESERVED. PROJECT NO. 15165. ENGINEER: JOHN HERBERT, P.E. CHECKED BY: TOM SKELTON, P.E. TECHNICIAN: J.M.H. DATE: 11.02.17 third edition current edition. REVISIONS:

AMERICAN CIVIL ENGINEERING CO. 207 N. MOSS RD., SUITE 201, WATER SPRINGS, FL 32708 PH: (407) 327-7600; FAX: (407) 327-0627. cert. of authorization number 8793

GENERAL NOTES AIRPORT PARKING McCoy Road 2635 McCoy Road, Belle Isle, Florida. GENERAL NOTES project no. 15100 sheet number 9 of 9

WEST PROPERTY LINE

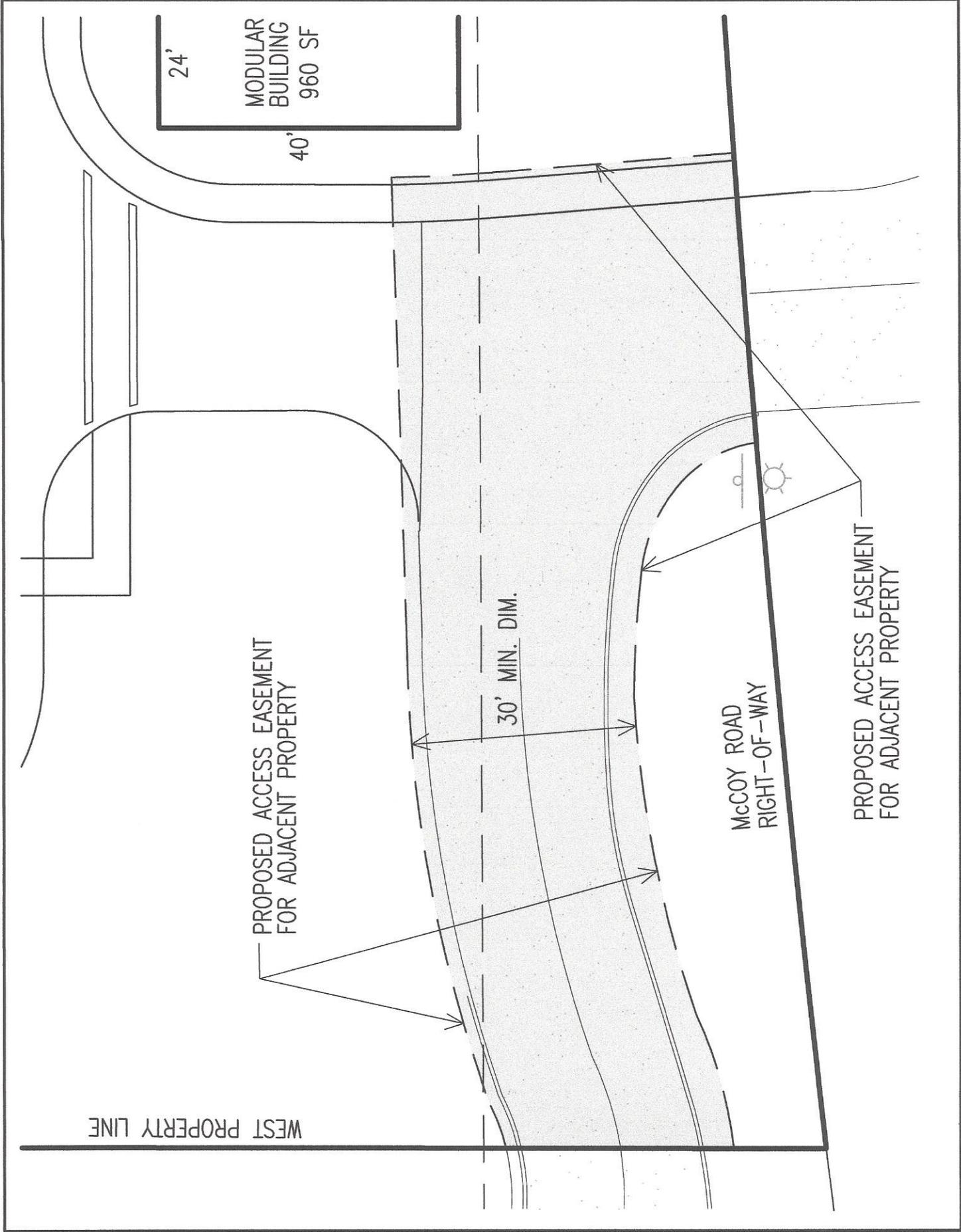


PROPOSED ACCESS EASEMENT
FOR ADJACENT PROPERTY

30' MIN. DIM.

McCOY ROAD
RIGHT-OF-WAY

PROPOSED ACCESS EASEMENT
FOR ADJACENT PROPERTY





April Fisher, AICP
PRESIDENT
407.494.8789
fisherpds@outlook.com

To: The Planning and Zoning Board

Date: October 26, 2017

Re: Research on 2635 McCoy Road

In review of the documents on file at Belle Isle City Hall and Comprehensive Plan transmittals to the Florida Department of Economic Opportunity (DEO), the following items have been determined. Please note that this determination is based on the available data and files. Should additional data or files regarding ordinances and rezoning actions be produced that substantiate other findings, this determination could change. (Supporting documentation is attached.)

1. The Official Zoning Map of June 30, 1975 shows the portion of the property West of Burbank Avenue and North of the southern line of Flowertree Road zoned R-1 residential and the portion of the property West of Burbank Avenue and South of the southern line of Flowertree Road zoned C-1 commercial.
2. The Zoning Map of 1980 identifies that the Northern 150 feet (possibly wider on the western portion but the width noted is not legible) of the subject property is zoned R-1-A, along with a portion of the property abutting Burbank Avenue, however no dimension is provided for the portion abutting Burbank.
3. The transmittal copy of the December 6, 1990 Comprehensive Plan identifies the northern quarter of the property as low density residential and the southern three-quarters as commercial.
4. The 2008 Evaluation and Appraisal Report transmittal to the DEO provides both a future land use map and zoning map that identifies the northern portion of the property as low density residential future land use with R-1-A zoning and the southern as commercial future land use with a C-1 zoning. These maps appear consistent with the current future land use and zoning map designations for the property.
5. The current Official Zoning Map, dated January identifies the northern portion of the property as low density residential and the southern as commercial. The line appears to follow the 150 feet of width for the northern portion consistent with the Official Zoning Map of 1980. There is no required residential zoning on the eastern side, however.

Findings:

Based on the determinations above, the City's current Official Zoning Map is legally enforceable to indicate that the southern portion of the property is zoned C-1 Commercial with the northern portion of 150 feet in continuous width is zoned with a residential R-1-A designation.

An additional item was requested by April Fisher on Aug. 29, 2017 by email below:

Hi John,

The deadline is the first Thursday in September. I need to also let you know that I took a look at your plan sheet showing the paving design. It appears to show grass parking stalls, which was not identified on the site plan. Unfortunately, the Belle Isle Code does not allow for parking on grass as identified in Sec. 50-72 of the code. In order to be able to do this, a variance from the code would be required to be approved by the Planning and Zoning Board. This would have to be accomplished before a site plan could be approved with grass parking by the Board. Your plan set will need to be revised to provide paved parking before it goes back to the Board, which may also affect your ISR calculations.

Thank you,

April

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