

GRIFFEY ENGINEERING, INC.

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1. The water system calculations still need to be revised and resubmitted. The analyzed system needs to include the proposed offsite water mains up to the tie-in points on the town's system. The pressures at the tie-in should be those from the flow test provided by the town. Provide a pipe schematic overlayed on the subdivision plan and the offsite main extensions. Show the input data for the model including the demand calculations and the pressures at the tie-in points.
2. Provide a driveway connection to the irrigation pump station. This area should be fenced for security.
3. The lift station pumps need to be Hydromatic with recessed impellers and capable of passing 3" solids.
4. Provide updated lift station calculations using Hydromatic pumps.
5. Provide site improvement details for the lift station that show driveway access, backup power generator, and security fencing.
6. Provide offsite utility plans for review and approval.
7. The developer and the Town need to coordinate on securing the offsite utility easement from Lake County School Board.
8. Provide invert elevations of the culvert under the north entrance road at Buckhill. Show the culvert in the plan & profile (PP1) to ensure that it meets the minimum spacing below the new water main per FDEP requirements.
9. Adjust the depiction of the valves on the utility plan and on the plan and profile pages to show them outside of curbs and curb ramps.
10. The irrigation plan included with this submittal appears to be the same one provided with the previous submittal. The irrigation mainline plan from the landscape architect is inconsistent with the engineering plans. The reclaimed water main needs to be a single line within the right-of-way on the opposite side of the potable water main (not two parallel lines behind the right-of-way in an easement on the lots).
11. All legs of all intersections need to have crosswalks and ADA compliant ramps. Crosswalks are to be per FDOT Design Standards 2017-18 Index 17346 Sheet 12 of 17. The crosswalks at stop conditions should be standard crosswalks. The crosswalks not at a stop condition should be special emphasis. Since striping crews tend to install the markings as shown instead of looking up the referenced FDOT index, the plan needs to draw the crosswalks with the correct widths & spacings of the proposed markings.

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12. All curb ramps are to be installed with the subdivision construction, not home construction.
13. Provide a vehicle turning evaluation to ensure that turned-away vehicles (cars & delivery trucks) can successfully navigate the route.
14. Provide dimensions & striping for the parking area near Lot 1.
15. The back lot retaining walls that are to be constructed on a house-by-house basis will need to be structurally designed and certified by a professional engineer. The wall plan needs to be included with the building permit application.
16. Easements down lot lines is not practical maintenance access for Swales 1-4 unless there are enforceable restrictions against placing fences and landscaping within the easements.
17. No construction shall commence until all applicable outside agency permits are provided to the Town.
18. Additional comments may be added to these with the reviews of subsequent submittals.