

IN ORDER TO ENSURE THAT NEW DEVELOPMENTS WITHIN THE CITY ARE CONSTRUCTED SUBSTANTIALLY IN ACCORDANCE WITH CITY REGULATIONS AND THE APPROVED DRAWINGS "AS-BUILT" DRAWINGS ARE REQUIRED:

THE FOLLOWING INFORMATION IS REQUIRED ON ALL PAVING AND DRAINAGE "AS-BUILT" DRAWINGS:

1. PAVEMENT AND CURB WIDTHS SHALL BE VERIFIED AND DIMENSIONED FOR EACH STREET AT EACH BLOCK. ALL RADII AT INTERSECTIONS SHALL BE VERIFIED AND DIMENSIONED. THIS INFORMATION TO CLEARLY INDICATE IT AS AS BEING "AS-BUILT" INFORMATION.
2. ROADWAY ELEVATIONS SHALL BE RECORDED AT ALL GRADE CHANGES OR OTHER INTERVALS AS NEEDED ALONG ALL STREETS. STREET CENTERLINE AND CURB INVERT ELEVATIONS SHALL BE RECORDED AS NOTED. THE "AS-BUILT" CENTERLINE PROFILE OF ALL STREETS SHALL ALSO BE SHOWN ON THE PLAN AND PROFILE SO IT MAY BE COMPARED TO THE EXISTING AND DESIGNED PROFILE GRADE LINES. ALL STREET CENTERLINES ON "AS-BUILTS" SHALL BE LABELED WITH STREET NAME AND RIGHT-OF-WAY WIDTH ON EVERY PAGE.
3. STORM DRAINAGE STRUCTURES SHALL BE LOCATED AND/OR DIMENSIONED FROM CENTERLINES OR LOT LINES AS APPROPRIATE.
4. STORM DRAINAGE PIPE INVERT AND STRUCTURE TOP AND BOTTOM ELEVATIONS SHALL BE RECORDED AND CLEARLY DENOTED AS "AS-BUILT" INFORMATION. DESIGN ELEVATIONS SHALL BE CROSSED OUT AND "AS-BUILT" INFORMATION WRITTEN NEXT TO IT.
5. STORM DRAINAGE PIPE MATERIAL, LENGTH, AND SIZE SHALL BE MEASURED AND/OR VERIFIED. THIS INFORMATION TO CLEARLY INDICATE IT AS BEING "AS-BUILT" INFORMATION.
6. ALL APPLICABLE TOPOGRAPHIC INFORMATION, PERTINENT TO THE ON SITE DRAINAGE SYSTEM SUCH AS DITCHES, LAKES, CANALS, ETC. THAT ARE DEEMED APPROPRIATE BY THE CITY SHALL BE NOTED. NORMALLY, RECORDING ELEVATIONS EVERY 100 FEET AT THE TOP OF BANK AND TOE OF SLOPE WILL BE REQUIRED. MEASUREMENTS SHALL BE TAKEN AND RECORDED IN ORDER TO ACCURATELY TIE DOWN THESE FEATURES TO THE ROADWAY CENTERLINES AND TO PLAT LINES. WHENEVER POSSIBLE, CONTOUR LINES SHALL BE UTILIZED TO GRAPHICALLY DESCRIBE THESE TOPOGRAPHIC FEATURES.
7. RETENTION AREAS SHALL HAVE THEIR TOP-OF-BANK AND BOTTOM ELEVATIONS RECORDED. ACTUAL MEASUREMENTS SHALL BE TAKEN AND DIMENSIONS RECORDED OF THE SIZE OF ALL RETENTION AREAS. MEASUREMENTS SHALL BE DONE FROM TOP-OF-BANK TO TOP-OF-BANK WITH SIDE SLOPES INDICATED. SEPARATE CALCULATIONS SHALL BE SUBMITTED TO INDICATE REQUIRED AND PROVIDED RETENTION VOLUMES.
8. STORM DRAINAGE SWALE CENTERLINES SHALL BE LOCATED AND ELEVATIONS OF FLOW LINE SHALL BE RECORDED EVERY 100 FEET.
9. ANY SPECIAL FEATURES SUCH AS CONCRETE FLUMES, LAKE BANKS, WALLS, FENCING, ETC., WHICH WERE A PART OF THE APPROVED CONSTRUCTION DRAWINGS SHOULD ALSO BE LOCATED AND DIMENSIONED.
10. ACTUAL MATERIALS USED AND ELEVATIONS AND DIMENSIONS OF OVERFLOW WEIR STRUCTURES AND SKIMMERS SHALL BE NOTED ON THE "AS-BUILT".

THE FOLLOWING INFORMATION IS REQUIRED ON ALL WATER AND SEWER "AS-BUILT" DRAWINGS:

11. SANITARY SEWER MANHOLES SHALL BE VERIFIED AND DIMENSIONED FROM STREET CENTERLINES OR LOT LINES AS APPROPRIATE. ALL RIM AND INVERT ELEVATIONS SHALL BE VERIFIED AND RECORDED. THIS INFORMATION TO CLEARLY INDICATE IT AS BEING "AS-BUILT" INFORMATION.
12. SANITARY SEWER LINE LENGTHS, SIZES, MATERIAL, SLOPE, ETC., SHALL BE VERIFIED AND RECORDED. THIS INFORMATION TO CLEARLY INDICATE IT AS BEING "AS-BUILT" INFORMATION.



STANDARD CONSTRUCTION DETAIL REQUIREMENTS FOR "AS-BUILT" DRAWINGS

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13. SEWER LATERALS SHALL BE VERIFIED AND RECORDED AT THEIR CLEAN-OUT LOCATIONS. STATIONING AND OFFSET DISTANCES SHALL BE MEASURED FROM DOWNSTREAM MANHOLES TOWARDS UPSTREAM MANHOLES.
14. LIFT STATIONS AND FORCE MAINS SHALL BE VERIFIED AND DIMENSIONED FROM STREET CENTERLINES OR LOT LINES AS APPROPRIATE. FORCE MAIN DEPTH AND LOCATION INCLUDING VALVES WILL BE PROVIDED AND TIED TO PERMANENT ABOVE GRADE FEATURES EVERY 500 FEET. DIMENSIONAL AND ELEVATION INFORMATION INDICATED ON THE APPROVED PLAN SHALL BE VERIFIED AND RECORDED. THIS INFORMATION TO CLEARLY INDICATE IT AS BEING "AS-BUILT" INFORMATION. BURIED ELECTRICAL SERVICE LINE SHALL BE CLEARLY DIMENSIONED, LOCATED AND LABELED.
15. CURB CUTS OR METAL TABS, USED TO MARK SEWER LATERALS, WATER SERVICES AND WATER VALVES, SHALL BE VERIFIED FOR PRESENCE AND ACCURACY OF LOCATION.
16. WATER MAIN LINES SHALL BE DIMENSIONED OFF THE BACK OF CURB OR EDGE OF PAVEMENT IF NO CURB IS PRESENT. WATER MAIN LINE MATERIAL, SIZE, LENGTH AND DEPTH PLACED SHALL ALSO BE NOTED. THIS INFORMATION TO CLEARLY INDICATE IT AS BEING "AS-BUILT" INFORMATION.
17. WATER VALVES, TEES, ALL SERVICES, BLOW – OFFS AND FIRE HYDRANTS SHALL BE LOCATED BY TYING THEM TO SANITARY SEWER MANHOLES. STATIONING AND OFFSET DISTANCES SHALL BE MEASURED FROM DOWNSTREAM MANHOLES TO UPSTREAM MANHOLES.

THE FOLLOWING INFORMATION IS GENERAL REQUIREMENTS OF ALL "AS-BUILT" DRAWINGS:

18. FOR PERPENDICULAR CROSSINGS OF STORM WATER, SANITARY SEWER, POTABLE WATER, OR RECLAIMED WATER, THE "AS-BUILT" PLANS SHALL CLEARLY INDICATE WHICH UTILITIES ARE LOCATED OVER OR UNDER OTHER UTILITIES, AS NECESSARY.
19. WHEN STORM WATER, POTABLE WATER, RECLAIMED WATER, OR SANITARY SEWER IMPROVEMENTS ARE LOCATED WITHIN AN EASEMENT, THE "AS-BUILT" SHALL ACCURATELY DEPICT THE LOCATION OF THE EASEMENT ITSELF AS WELL AS THE EXACT LOCATION OF THE IMPROVEMENTS WITHIN THE EASEMENT. THIS IS REQUIRED IN ORDER TO VERIFY THAT THE IMPROVEMENTS HAVE BEEN PROPERLY LOCATED AND TO ENSURE THAT FUTURE SUBSURFACE EXCAVATION TO PERFORM REMEDIAL REPAIR CAN BE ACCOMPLISHED WITHOUT DISTURBANCE BEYOND THE EASEMENT. SUCH DOCUMENTATION AND THE ASSOCIATED PROPOSED EASEMENT DOCUMENT WITH LEGAL DESCRIPTION SHALL BE SUBMITTED FOR CITY REVIEW AND APPROVAL PRIOR TO RECORDING OF SAID EASEMENT. UPON CITY APPROVAL, THE EASEMENT SHALL BE RECORDED VIA A SEPARATE LEGAL INSTRUMENT AND SHALL NOT BE INCLUDED AS PART OF HOMEOWNER COVENANTS AND RESTRICTIONS.
20. SUBMIT CERTIFIED PAPER PRELIMINARY "AS-BUILT" (24"x36") WITH REQUEST FOR FINAL INSPECTION. SUBMIT 3 SETS SHOWING WATER FACILITIES, 3 SETS WITH SEWER FACILITIES, AND 3 SETS WITH PAVING AND DRAINAGE FACILITIES. PRELIMINARY "AS-BUILT" MAY BE SUBMITTED IN DIGITAL FORMAT. FOLLOWING FINAL INSPECTION AND COMMENTS, THE CONTRACTOR SHALL REVISE AS-BUILTS TO ADDRESS CITY COMMENTS AND SUBMIT 3 SETS CERTIFIED FINAL "AS-BUILTS" ALONG WITH 1 SET CERTIFIED MYLARS AND 1 CD-ROM CONTAINING AUTO-CAD FILES AND PDF VERSIONS SHOWING ALL "AS-BUILT" SHEETS. ALL "AS-BUILT" DRAWINGS SHALL BE CERTIFIED BY A REGISTERED LAND SURVEYOR AND ENGINEER OF RECORD. ALL DIGITAL FILES SHALL HAVE A DIGITAL SIGNATURE OF SURVEYOR AND/OR ENGINEER OF RECORD.
21. INDICATE VERTICAL DATUM REFERENCE ON ALL SHEETS.
22. CAD FILE OF "AS-BUILTS" SHALL BE IN STATE PLANE COORDINATES; FILE SHOULD INCLUDE REFERENCE TO PROJECTION. (FLORIDA EAST, NAD83)
23. ALL "AS-BUILT" DRAWINGS SHALL BE PREPARED BY A FLORIDA REGISTERED LAND SURVEYOR USING THE FINAL APPROVED SITE DESIGN PREPARED BY THE ENGINEER OF RECORD. LINE WEIGHTS, LINETYPES, AND ANNOTATION SHALL BE MANAGED IN A MANNER THAT CLEARLY DISTINGUISHES DESIGN INFORMATION FROM "AS-BUILT" INFORMATION.
24. ALL "AS-BUILT" SHEETS SHALL INCLUDE A TITLE BLOCK AND CLEARLY STATE PROJECT NAME, PROJECT SURVEYOR, DATE OF FIELD WORK, AS WELL AS PROJECT CERTIFICATION BLOCK FROM THE ENGINEER OF RECORD.

NOTE: REFERENCES TO WATER SHALL MEAN BOTH POTABLE AND RECLAIMED WATER.



STANDARD CONSTRUCTION DETAIL REQUIREMENTS FOR AS BUILT DRAWINGS

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GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SOUTH DAYTONA'S LAND DEVELOPMENT CODE REQUIREMENTS, AND THE STANDARD CONSTRUCTION DETAILS AND CONSTRUCTION SPECIFICATIONS (SCDCS). AN ENGINEERING PERMIT AND TREE REMOVAL PERMIT IS REQUIRED PRIOR TO STARTING CONSTRUCTION.
2. NO LAND SHALL BE CLEARED, EXCAVATED OR FILLED AND NO STRUCTURE SHALL BE ERECTED, REPAIRED OR DEMOLISHED WITHOUT PROPER PERMIT(S) AS REQUIRED BY THE CITY OF SOUTH DAYTONA.
3. NOTIFY THE CITY OF SOUTH DAYTONA 48 HOURS PRIOR TO THE START OF CONSTRUCTION AT COMMUNITYDEVELOPMENT@SOUTHDAYTONA.ORG.
4. ANY CONSTRUCTION CHANGES TO APPROVED PLANS SHALL BE SUBMITTED TO THE CITY OF SOUTH DAYTONA FOR APPROVAL PRIOR TO PERFORMING THE WORK.
5. ROAD CONSTRUCTION, PIPE INSTALLATION, COMPACTION, AND DENSITY TESTING SHALL CONFORM TO THE CITY OF SOUTH DAYTONA'S MINIMUM REQUIREMENTS. CERTIFIED COPIES OF TEST REPORTS SHALL BE SUBMITTED TO THE CITY INSPECTOR AND THE CITY'S ENGINEERING DIVISION.
6. A PRE-PAVING UTILITY INSPECTION MUST BE REQUESTED AND COMPLETED PRIOR TO THE PAVING OF ALL ROADS, STREETS, AND PARKING AREAS.
7. A FINAL INSPECTION, TO BE CONDUCTED BY THE CITY OF SOUTH DAYTONA, SHALL BE PERFORMED ON ALL CONSTRUCTION. WHEN REQUESTING A FINAL INSPECTION, THE DESIGN ENGINEER SHALL NOTIFY THE CITY OF SOUTH DAYTONA AT COMMUNITYDEVELOPMENT@SOUTHDAYTONA.ORG.
8. THREE COMPLETE SETS OF AS-BUILT DRAWINGS (5 FOR SUBDIVISIONS) ARE REQUIRED TO BE SUBMITTED TO THE CITY OF SOUTH DAYTONA PRIOR TO REQUESTING A FINAL INSPECTION. AS-BUILT DRAWINGS MAY BE SUBMITTED IN DIGITAL FORMAT WITH DIGITAL SIGNATURE OF SURVEYOR AND/OR ENGINEER OF RECORD.
9. THE CITY HAS A CONTRACTOR FOR ROLL OFF SERVICE. NO OTHER CONTRACTOR SHALL BE PERMITTED TO PROVIDE THIS SERVICE. VERIFY COMPANY UNDER CONTRACT WITH THE CITY.
10. CONSTRUCTION SITES THAT DISTURB ONE ACRE OR MORE WILL BE REQUIRED TO SEEK COVERAGE UNDER THE GENERIC PERMIT FOR STORM WATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES. IN ACCORDANCE WITH THIS REQUIREMENT, A STORM WATER POLLUTION PREVENTION PLAN (SWPP) MUST BE SUBMITTED TO THE CITY OF SOUTH DAYTONA AT COMMUNITYDEVELOPMENT@SOUTHDAYTONA.ORG PRIOR TO CONSTRUCTION TO BE IN COMPLIANCE WITH THE PERMIT.
11. CONTRACTOR WILL FOLLOW REQUIRED WASTE MANAGEMENT PRACTICES
12. SEEDING OR SODDING SHALL BE INITIATED FOR EROSION AND SEDIMENT CONTROL ON DISTURBED AREAS AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED.
13. ANY FIELD MODIFICATIONS OR DEVIATIONS TO THIS CONSTRUCTION PLAN REQUIRES WRITTEN APPROVAL BY BOTH THE ENGINEER OF RECORD AND THE CITY OF SOUTH DAYTONA.

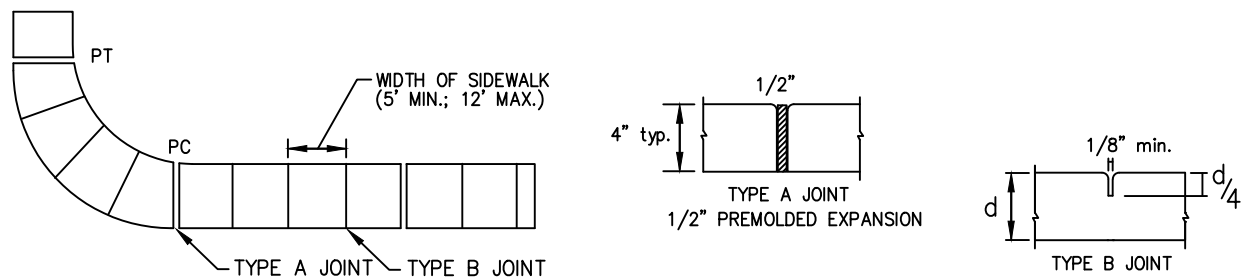


STANDARD CONSTRUCTION DETAIL
GENERAL CONSTRUCTION NOTES

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1. SIDEWALKS, BIKEPATHS, RAMPS, AND DRIVEWAY APRONS SHALL BE CONSTRUCTED OF PLAIN PORTLAND CEMENT CONCRETE WITH A MAXIMUM SLUMP OF 3 INCHES, A MINIMUM DEVELOPED COMPRESSIVE STRENGTH OF 2500 P.S.I. IN 28 DAYS, AND A MINIMUM UNIFORM THICKNESS OF 4 INCHES WHERE INTENDED SOLELY FOR PEDESTRIAN TRAFFIC, AND 6 INCHES THICK WHERE MOTOR VEHICLES ARE LIKELY TO CROSS. SIDEWALKS SHALL BE 5 FOOT WIDE UNLESS OTHERWISE SHOWN ON PLANS.
2. SIDEWALKS AND BIKE PATHS SHALL BE PLACED PARALLEL TO, AND ONE FOOT WITHIN THE RIGHT-OF-WAY LINE EXCEPT THAT THE CITY MAY APPROVE DEVIATIONS TO SAVE SPECIMEN TREES PROVIDED THAT THE PAVEMENT REMAINS WITHIN THE RIGHT-OF-WAY, IS NOT DIMINISHED IN WIDTH, AND REMAINS AT LEAST 4 FEET FROM THE EDGE OF THE STREET PAVEMENT, UNLESS OTHERWISE APPROVED BY THE CITY.
3. THE TOP OF THE CONCRETE SHALL BE AT AN ELEVATION NO LOWER THAN THE CROWN OF THE ADJACENT ROADWAY, AND NO HIGHER THAN 6 INCHES ABOVE THE CROWN UNLESS APPROVED BY THE CITY TO MAKE A MORE NATURAL TRANSITION WITH THE ADJACENT LAND.
4. ALL WALKS SHALL HAVE A CROSS SLOPE OF 1/4 INCH PER FOOT AND SHALL NOT EXCEED A LONGITUDINAL SLOPE OF 1:20, EXCEPT AT DESIGNATED RAMPS THAT SHALL NOT EXCEED 1:12. PROVIDE A TACTILE WARNING SURFACE AT ALL RAMPS PER A.D.A. THE CONTRACTOR SHALL INSURE THAT ALL PROVISIONS OF A.D.A AND FLORIDA ACCESSIBILITY CODE ARE MET.*
5. ISOLATION JOINTS (TYPE A JOINTS) SHALL BE PROVIDED BETWEEN EXISTING SLABS OR STRUCTURES AND FRESH CONCRETE, TO SEPARATE PEDESTRIAN SECTIONS FROM SECTIONS WHICH WILL ENCOUNTER VEHICLE TRAFFIC, TO SEPARATE FRESH PLACEMENT FROM CONCRETE WHICH HAS SET FOR MORE THAN 60 MINUTES, AND NO FARTHER APART THAN 100 FEET IN SIDEWALKS AND BIKEPATHS. JOINT MATERIAL SHALL BE SPECIFIED IN FDOT STANDARDS AND SPECIFICATIONS AND SHALL BE RUBBER, PLASTIC OR OTHER APPROVED NON-BIODEGRADABLE ELASTOMERIC MATERIAL. WOOD IS PROHIBITED.
6. CONTROL JOINTS (TYPE B JOINTS) SHALL BE TOOLED INTO THE FRESH CONCRETE TO A DEPTH EQUAL TO 1/4 THE SLAB THICKNESS AND SPACED APART A DISTANCE EQUAL TO THE WIDTH OF THE SLAB, AT MINIMUM SPACING OF 5', MAX SPACING OF 12'.
7. THE SLAB SURFACE SHALL BE BROOM FINISHED TO BE SLIP RESISTANT, AND SHALL MATCH AS CLOSELY AS POSSIBLE THE FINISH OF THE EXISTING ADJACENT SLABS AND ALL EDGES SHALL BE TOOLED TO ELIMINATE SHARP CORNERS.
8. THE BEARING SUBSURFACE SHALL HAVE ALL ORGANIC, LOOSE, AND DELETERIOUS MATTER REMOVED, AND THE REMAINING CLEAN SOIL SHALL BE SMOOTH, SOUND, AND SOLID. ANY FILL MATERIAL SHALL BE COMPACTED WITH A VIBRATORY OR IMPACT COMPACTION MACHINE IN MAXIMUM 12 INCH LIFTS OR COMPACTED WITH A HAND TAMPER IN MAXIMUM 4 INCH LIFTS. THE CITY SHALL REQUIRE A COMPACTION TEST FOR EACH LIFT IF THE TOTAL FILLED SECTION IS MORE THAN 12 INCHES DEEP OR IF THE SUBSURFACE HAS BEEN DISTURBED MORE THAN 12 INCHES DEEP. WHERE SUCH TEST IS REQUIRED, THE RESULTS SHALL SHOW A MINIMUM PROCTOR FIELD DENSITY OF 95 PERCENT.
9. ALL CONCRETE WORK IN THE RIGHT-OF-WAY SHALL BE INSPECTED BY THE CITY AFTER THE SUBSOIL IS PREPARED AND THE FORMS ARE SET, BUT BEFORE THE CONCRETE PLACEMENT BEGINS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FINISHED SLAB FROM ALL DAMAGE AND VANDALISM UNTIL THE CITY ACCEPTS OR APPROVES THE SLAB, AFTER WHICH TIME THE OWNER OF THE ABUTTING LAND SHALL BE RESPONSIBLE FOR THE SLAB IN ACCORDANCE WITH THE CITY CODE. ANY SLAB SECTION DAMAGED OR VANDALIZED PRIOR TO ACCEPTANCE OR APPROVAL SHALL BE CUT OUT BETWEEN JOINTS AND REPLACED. REPAIRS ARE NOT ACCEPTABLE.
11. SIDEWALKS LOCATED WITHIN THE RIGHT-OF-WAY SHALL NOT BE TINTED, STAINED, COLORED, OR COATED.
12. ALL FORMS SHALL BE REMOVED PRIOR TO ACCEPTANCE OR APPROVAL AND THE DISTURBED GROUND SHALL BE BACKFILLED, REGRADED, AND SODDED SO THAT THE WEAR SURFACE OF THE CONCRETE IS REASONABLY FLUSH WITH THE ADJACENT GRADE.

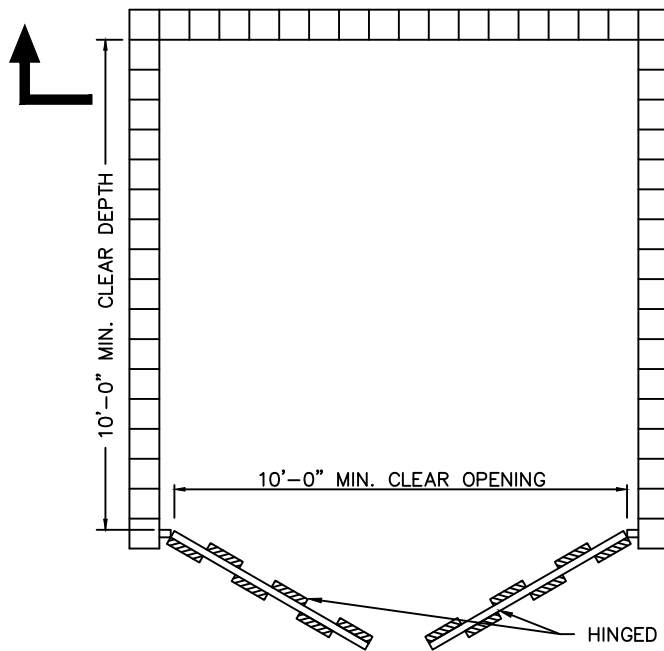


STANDARD CONSTRUCTION DETAIL SIDEWALK, RAMP, AND DRIVEWAY APRON CONSTRUCTION REQUIREMENTS NTS

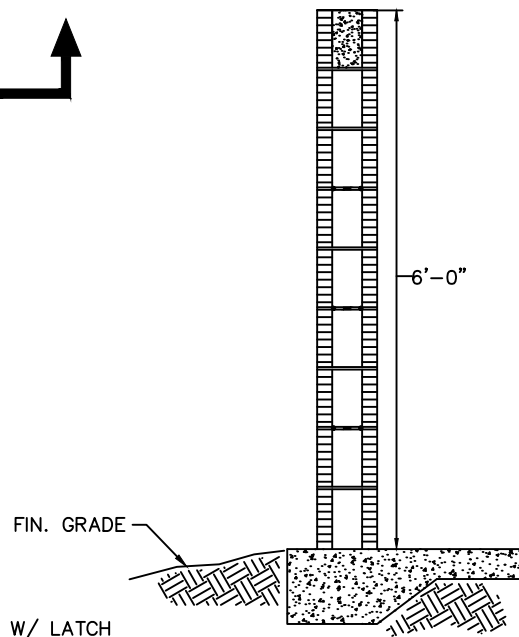
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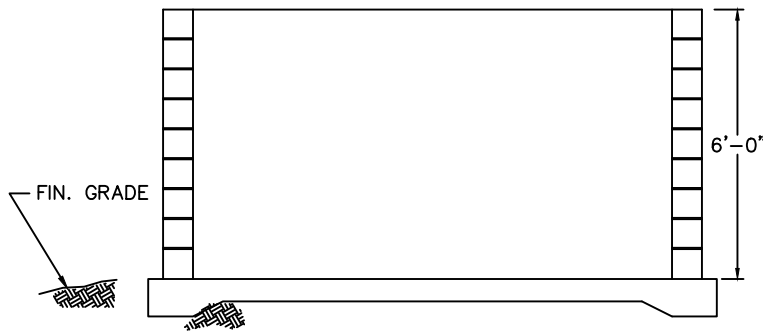
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PLAN VIEW



WALL SECTION



SECTION

NOTE TO DESIGNER:

1. THIS DETAIL REFLECTS CITY DIMENSIONAL REQUIREMENTS FOR THE DUMPSTER ENCLOSURE ONLY.
2. PROVIDE PROPOSED WALL MATERIAL AND HORIZONTAL AND VERTICAL WALL REINFORCING REQUIREMENTS.
3. PROVIDE PROPOSED SLAB DESIGN REQUIREMENTS INCLUDING REINFORCING.
4. PROVIDE ANY OTHER CONSTRUCTION DETAILS THAT MAY BE REQUIRED.

NOTES:

1. BLOCK MUST BE FINISHED WITH STUCCO OR BRICK VENEER PAINTED TO MATCH THE PRINCIPAL STRUCTURE.
2. DUMPSTER STRUCTURE SHALL MEET THE REQUIREMENTS OF CHAPTER 7, ARTICLE 1, 7.6, OF THE SOUTH DAYTONA CODE OF ORDINANCES.
3. SHRUB PLANTINGS REQUIRED (MIN. 3-FOOT WIDE PLANTING AREA) AROUND PERIMETER WALLS (EXCEPT OPENING).
4. GATES TO BE CONSTRUCTED OF PRESSURE-TREATED WOOD, OR APPROVED EQUAL.
5. THE CITY HAS A CONTRACTOR FOR ROLL OFF SERVICE. NO OTHER CONTRACTOR SHALL BE PERMITTED TO PROVIDE THIS SERVICE. VERIFY COMPANY UNDER CONTRACT WITH THE CITY.
6. IF BOLLARDS ARE INSTALLED CLEAR DEPTH MUST BE MEASURED FROM BOLLARDS TO GATES.

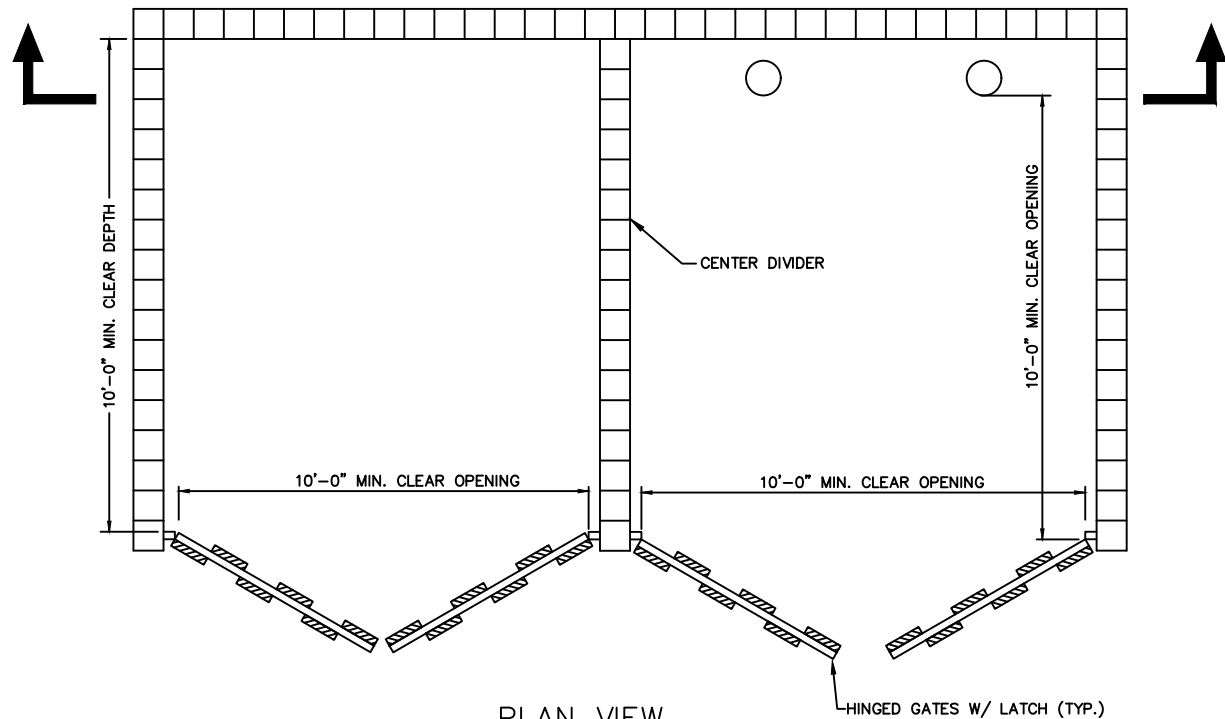


STANDARD CONSTRUCTION DETAIL
SINGLE USE DUMPSTER ENCLOSURE
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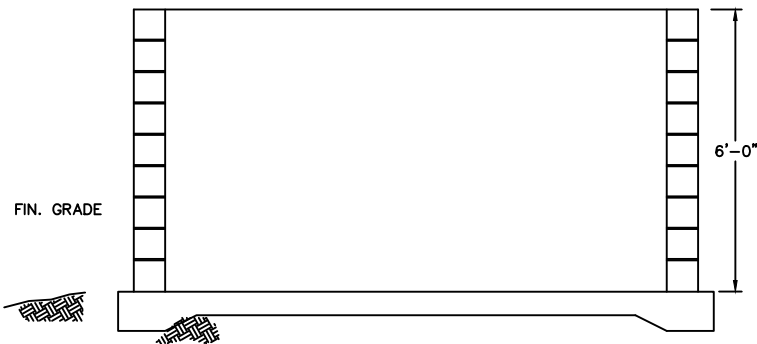
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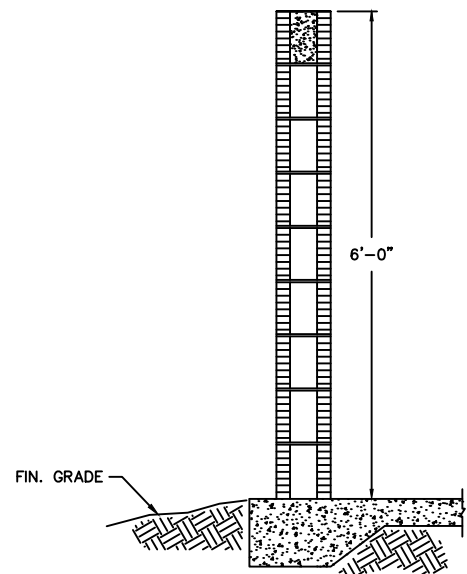
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PLAN VIEW



SECTION



WALL SECTION

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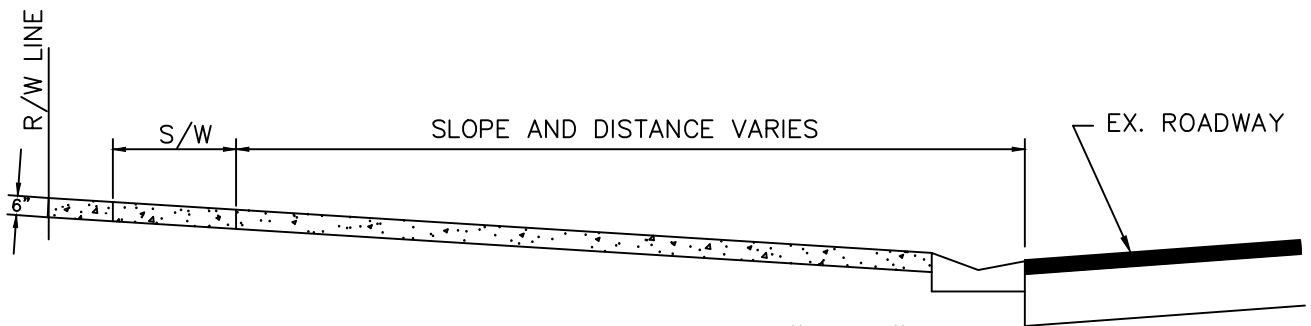
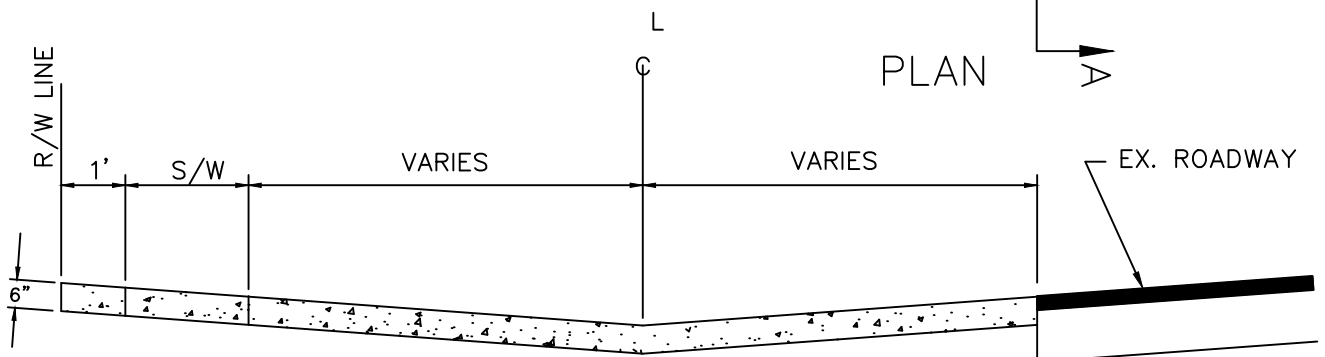
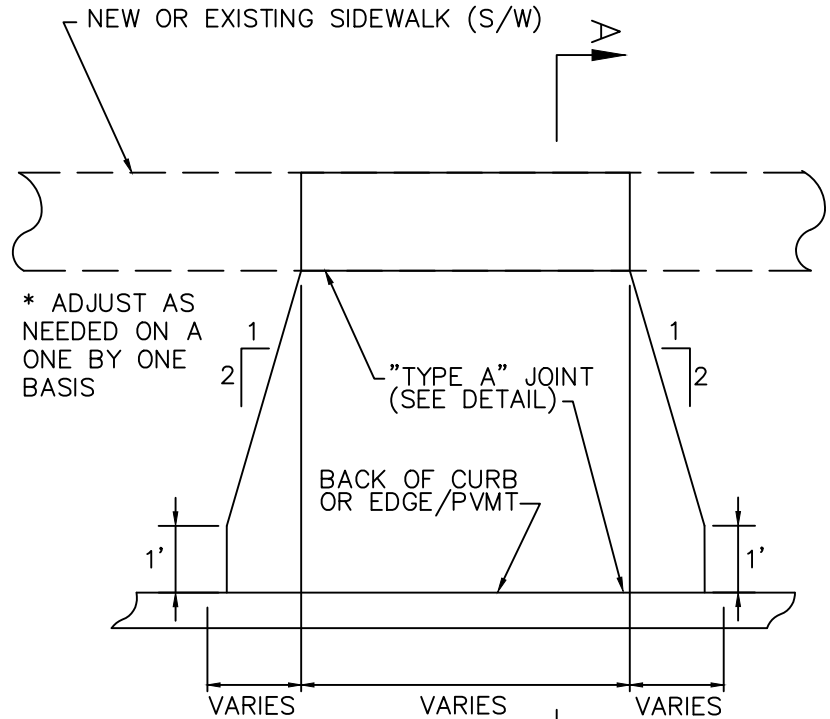
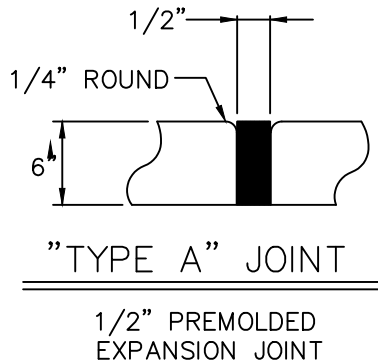
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NOTE: EXISTING SIDEWALK TO
BE REMOVED AND REPLACED
WITH 6" THICK CONCRETE IN
AREA OF DRIVEWAY



DRIVEWAY APRON BASE TO BE COMPACTED AND TESTED TO 95% DENSITY
WITH MINIMUM L.B.R. 40 BASED ON AASHTO MODIFIED PROCTOR TEST F.B.V.-75
CONCRETE DRIVEWAY APRON TO BE 28 DAY, 3000 PSI.



STANDARD CONSTRUCTION DETAIL

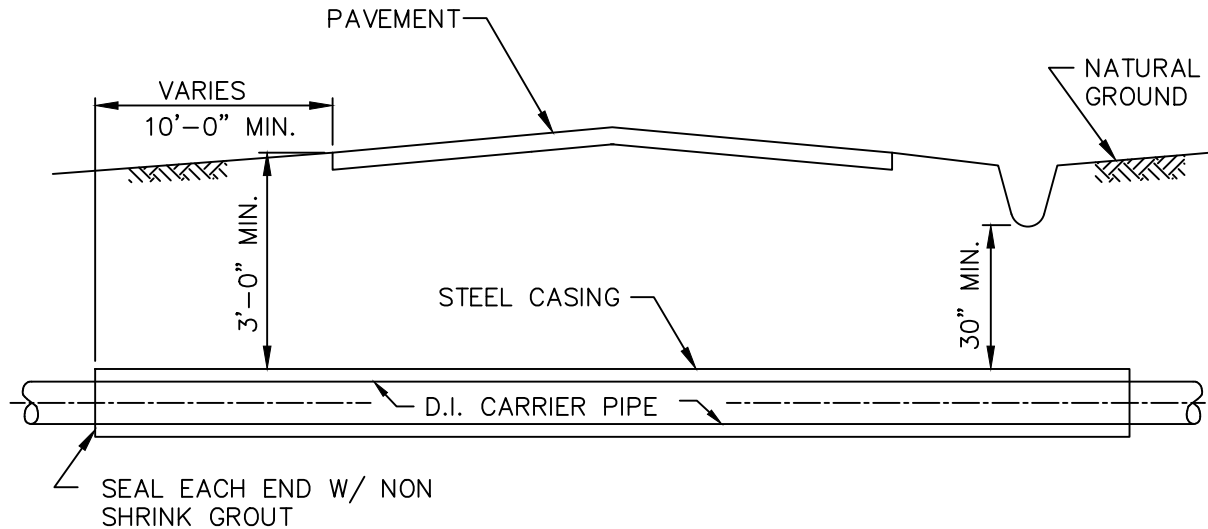
RESIDENTIAL DRIVEWAY APRON
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NOTE: BORING & JACKING TO BE IN ACCORDANCE W/ FDOT SPECS.

NOTES

1. MINIMUM COVER FOR TOP OF CASING ON ALL CITY STREETS SHALL BE 3.0'
2. ROTATION OF CARRIER PIPE INSIDE THE CASING PIPE WILL NOT BE PERMITTED. RESTRAINED MECHANICAL OR FLANGED JOINT PIPE SHALL BE USED TO HELP PREVENT SUCH ROTATION.
3. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF CASING AND CARRIER PIPE INSTALLATION FOR APPROVAL PRIOR TO FABRICATION OF PIPING, CASING, AND APPURTENANCES. CERTIFICATION OF CASING PIPE IS REQUIRED.
4. GROUTING OF SPACE BETWEEN CASING AND CARRIER PIPE NOT REQUIRED UNLESS NEGATIVE FLOTATION EXISTS.
5. WELDING OF CASING PIPE TO BE DONE BY CERTIFIED WELDER. ALL ENDS OF CASING PIPE SHALL BE CHAMFERED PRIOR TO ANY WELDING.
6. SEAL END OF CASING PIPE WITH CONCRETE.
7. CITY INSPECTOR SHALL BE PRESENT THROUGHOUT ALL BORE AND JACK ACTIVITIES.

NOTE TO ENGINEER

CROSSING DETAIL SHALL BE TO SIZE AND SCALE. SHOW ALL EXISTING UTILITIES, CLEARANCES, CARRIER AND CASING SIZE AND LENGTH, LOCATION OF PAVED ROAD, LIMITS OF RIGHT OF WAY, EXISTING AND PROPOSED SPOT ELEVATIONS AND PROPOSED PIPE INVERT ELEVATIONS.



STANDARD CONSTRUCTION DETAIL

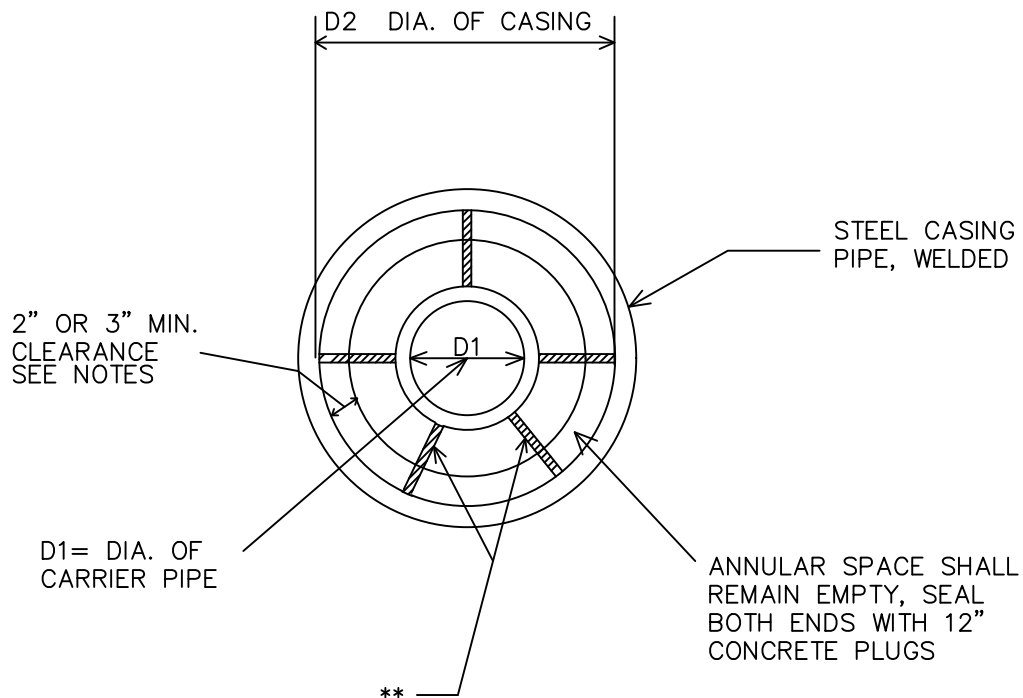
BORE AND JACK

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1. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF CASING INSTALLATION TO ENGINEER FOR REVIEW PRIOR TO INSTALLATION
2. SEAL BOTH ENDS OF CASING W/ 12" GROUT (MINIMUM)
3. ROTATION OF CARRIER PIPE INSIDE THE CASING WILL NOT BE PERMITTED
4. THE CARRIER PIPE MUST BE IN THE CENTERED AND RESTRAINED POSITION WITHIN THE CASING.

CARRIER PIPE AND CASING PIPE SIZES (MIN.)														
CARRIER PIPE NOM. DIA. (D1)	4	6	8	10	12	14	16	18	20	24	30	36	42	48
CASING PIPE NOM. DIA. (D2)	14	16	18	22	24	30	30	30	36	36	48	54	60	66
WALL THICKNESS—INCHES *	PER AUTHORITY HAVING JURISDICTION													

* WITHIN CITY OF SOUTH DAYTONA RIGHT OF WAY, USE CURRENT FDOT STANDARDS.

** SPECIALLY DESIGNED SPACERS SHALL BE USED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS. USE CASCADE CASING SPACERS OR PRE-APPROVED EQUAL.

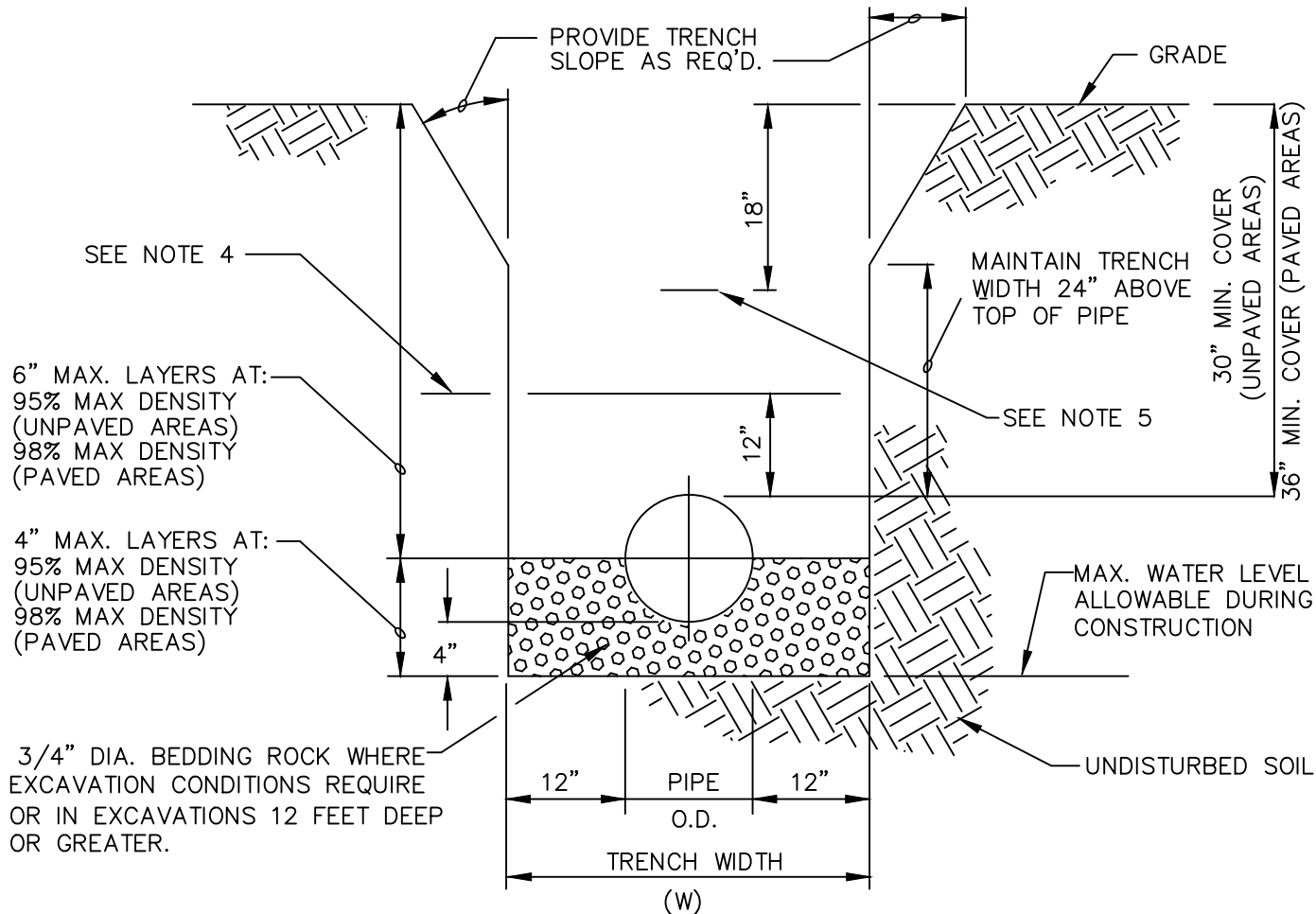


STANDARD CONSTRUCTION DETAIL BORE AND JACK NTS

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PIPE INSTALLATION DETAIL

NOTES:

1. WHERE SOIL CONDITIONS CAN NOT BE MAINTAINED AS SHOWN ABOVE, PROVIDE APPROVED METHOD OF CONSTRUCTION.
2. SHEETING WILL BE REQUIRED AS DETERMINED IN THE FIELD.
3. COMPACTION PERCENTAGES SHOWN REFER TO A.A.S.H.T.O. T-180. PROVIDE COPIES OF CERTIFIED TEST REPORTS TO CITY INSPECTOR.
4. MECHANICAL COMPACTION NOT ALLOWED BELOW THIS LEVEL.
5. INSTALL METALLIC TAPE OVER FULL LENGTH OF PIPE.

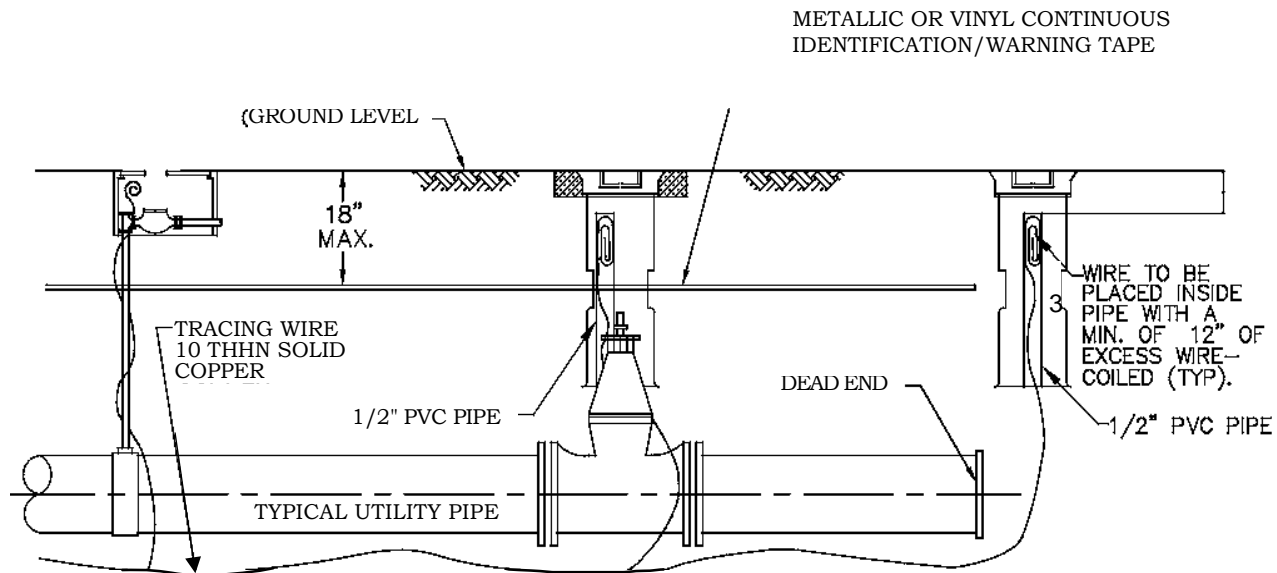


STANDARD CONSTRUCTION DETAIL
PIPE INSTALLATION
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ALL PVC PIPE, OR OTHER CITY APPROVED NONMETALLIC PIPE INSTALLED WITHIN THE CITY'S WATER, SANITARY SEWER, OR RECLAIMED WATER SYSTEMS, SHALL BE INSTALLED WITH 10 THHN SOLID COPPER TRACING WIRE. IF PIPE IS INSTALLED BY DIRECTIONAL BORE, USE (2) 10 THHN SOLID COPPER TRACING WIRE.

THE TRACING WIRE MUST BE INSTALLED DIRECTLY BELOW THE PIPE AND BROUGHT TO THE SURFACE AT 500' MINIMUM INTERVALS. WIRE SHALL EXTEND A MINIMUM OF 12" ABOVE GRADE AT EACH INTERVAL AND BE COILED AND PLACED IN A VALVE BOX, METER BOX, MANHOLE, CLEANOUT OR OTHER APPLICABLE STRUCTURE.

TRACING WIRE BETWEEN INTERVALS SHALL BE INSTALLED SO AS TO PROVIDE CONTINUOUS CURRENT WHEN LINE LOCATION EQUIPMENT IS CONNECTED TO THE TRACING WIRE. WIRE BRANCHING FROM MAIN LINES SHALL BE LINKED BY A CITY APPROVED CONNECTOR SUCH AS KING # 2011 SAFETY SEALED CONNECTORS OR APPROVED EQUAL.

COLOR CODING:

POTABLE WATER SYSTEM:
RECLAIMED WATER SYSTEM:
SANITARY SEWER FORCE MAIN SYSTEM:
RAW WATER MAIN SYSTEM:

BLUE
LAVENDER
GREEN
WHITE

1. POTABLE WATER AND RECLAIMED WATER SYSTEMS: WIRE SHALL BE INSTALLED BELOW ALL MAINS AND SERVICE LINES AND ATTACHED TO VALVES, HYDRANTS AND FITTINGS. WIRE INSTALLED WITH SERVICE LINES SHALL CONNECT TO THE WIRE INSTALLED BELOW THE MAIN AND EXTEND TO THE CURB STOP.
2. FIRE SPRINKLER LINES: WIRE SHALL CONNECT TO THE WIRE INSTALLED BELOW THE MAIN AND EXTEND TO THE RISER CONNECTION.
3. SANITARY SEWER FORCE MAINS: WIRE SHALL BE INSTALLED BELOW THE FORCE MAIN AND ATTACHED TO ALL VALVES AND FITTINGS AND BROUGHT TO THE SURFACE AND PLACED IN A METAL, CITY APPROVED, VALVE BOX.
4. DEAD END MAINS: WIRE SHALL BE PLACED IN A PROPERLY IDENTIFIED METAL VALVE BOX AT THE END OF THE RUN.
5. WIRE SHALL NOT BE FASTENED OR COILED TO VALVE OPERATING NUT.



STANDARD CONSTRUCTION DETAIL

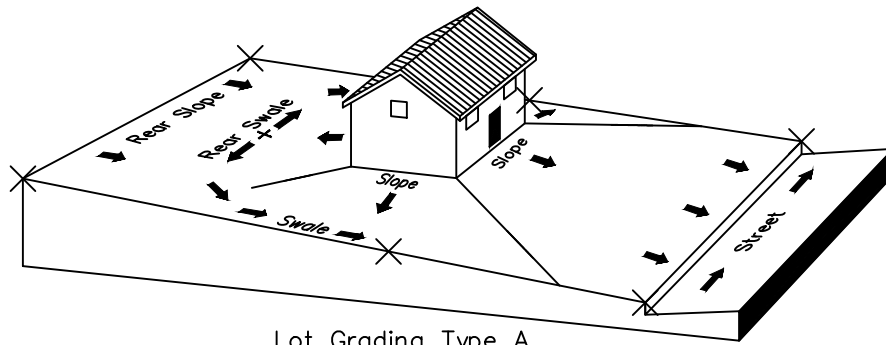
UTILITY PIPE LOCATION MATERIALS

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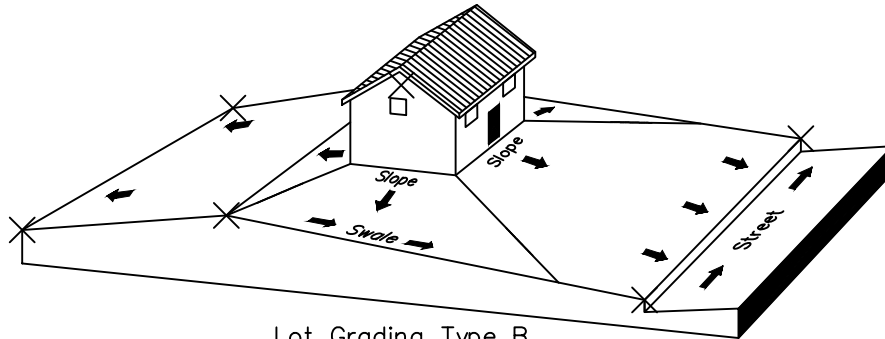
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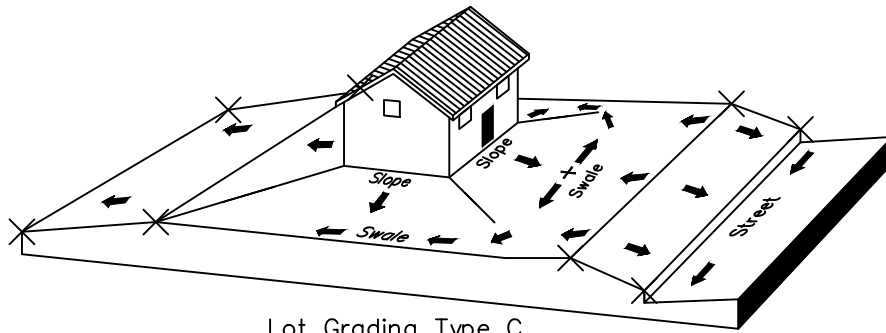
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Lot Grading Type A
Drainage Directed Toward Front of Building



Lot Grading Type B
Drainage Directed Toward Front and Rear of Building



Lot Grading Type C
Drainage Directed Toward Rear of Building

Note:

1. Engineer shall provide table listing subdivision lot numbers associated with each Lot Grading Plan Type.
2. All graded lot surfaces and swales shall have minimum 0.5% slope.
3. All finished floor elevations to be set a minimum of 18" above centerline of adjacent roadway.
4. Finished floor to be set 1' above the elevation of 100 year flood for those sites located in special flood hazard area. And / or 1' above the design high water elevation of adjacent storm water retention / detention ponds
5. Finished grades shall be shown at six(6) locations as indicated above, As-Built drawings for lot building permit shall include elevations at these points..



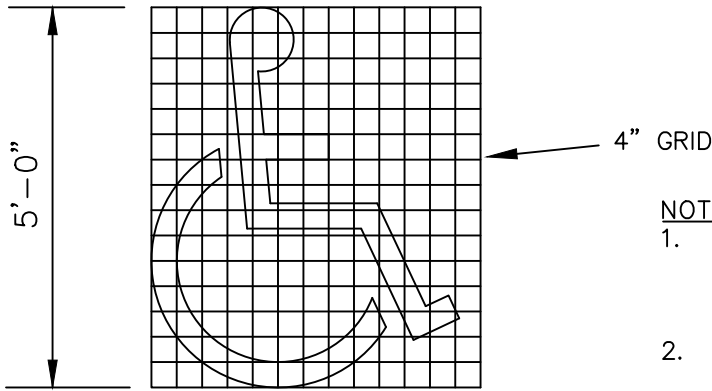
STANDARD CONSTRUCTION DETAIL
LOT GRADING PLAN

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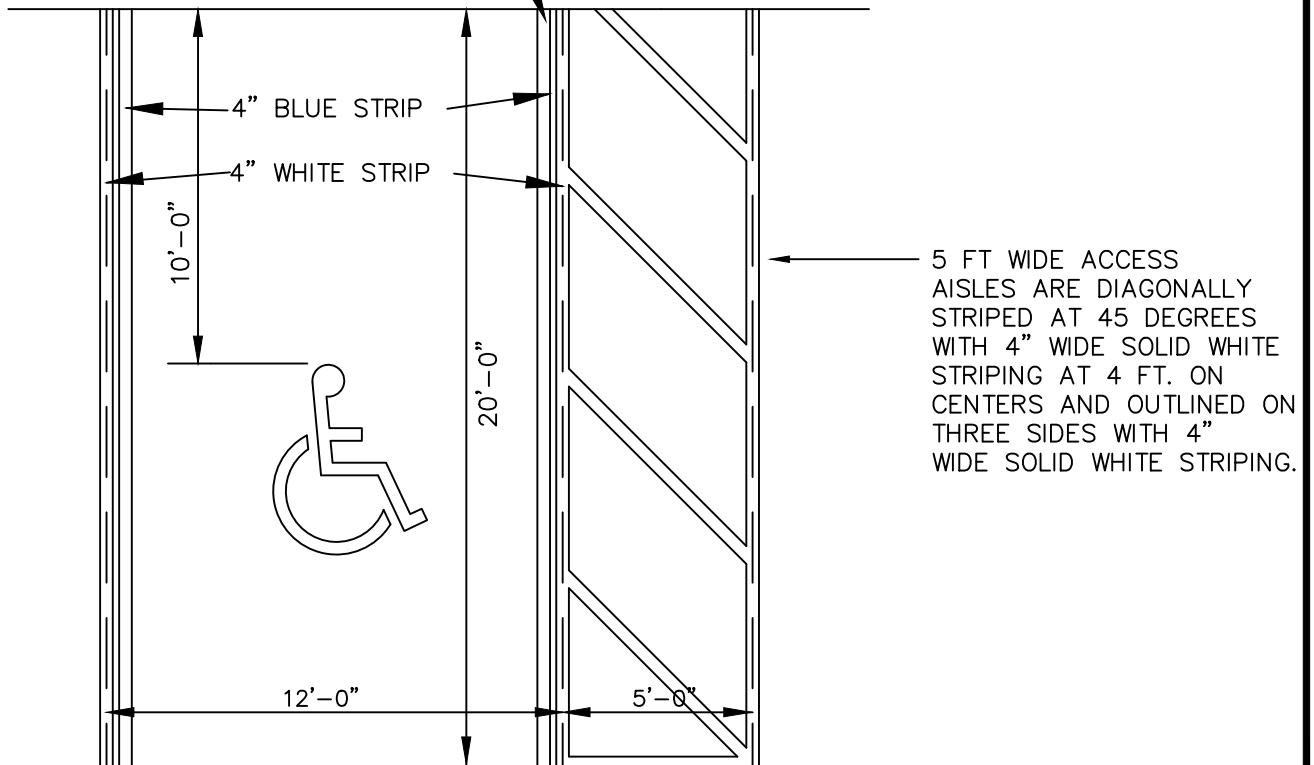
HANDICAPPED
PAVEMENT SYMBOL

USE OF PAVEMENT SYMBOL IN HANDICAPPED PARKING SPACES IS REQUIRED. WHEN USED THE SYMBOL SHALL BE 5 FT. HIGH AND WHITE IN COLOR. TO BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD INDEX #17346

NOTES:

1. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 2.0% IN ALL DIRECTIONS.
2. IF ACCESSIBLE AISLE CROSSES THE TOP OF THE HANDICAP SPACE, WHEEL STOP SHALL BE USED TO MAINTAIN MINIMUM 44 INCH CLEAR ACCESSIBLE ROUTE.
3. IF WHEEL STOP IS USED, PARKING SHALL HAVE 18' CLEAR SPACE.
4. ACCESSIBLE PARKING SIGN SHALL BE PLACED AS TO NOT ENCROACH INTO THE ACCESSIBLE AISLE MINIMUM 44 INCH CLEAR ACCESSIBLE ROUTE.
5. NUMBER OF ACCESSIBLE PARKING SPACES SHALL MEET REQUIREMENT OF THE LATEST ISSUE OF THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION

BLUE STRIP IS TO BE TINTED TO MATCH SHADE 15180 OF FEDERAL STANDARDS 595

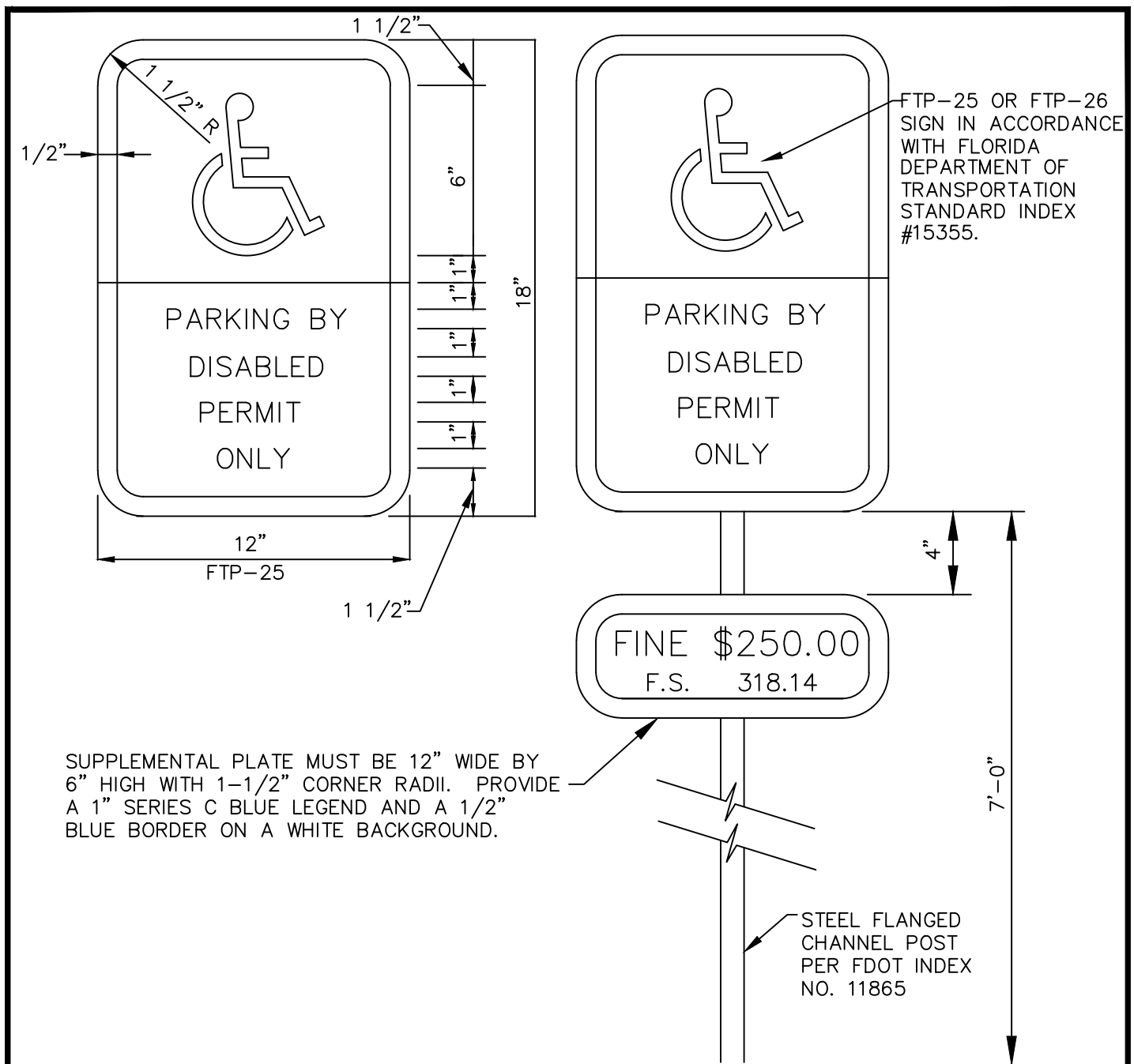


STANDARD CONSTRUCTION DETAIL
TYPICAL MARKINGS FOR HANDICAPPED PARKING
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- 1.) TOP PORTION OF SIGN TO HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
- 2.) BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
- 3.) SIGN MAY BE FABRICATED ON ONE PANEL OR TWO.
- 4.) SIGNS ARE TO BE MOUNTED AT STANDARD HEIGHT. (7' FROM PAVEMENT TO BOTTOM OF SIGN.)



STANDARD CONSTRUCTION DETAIL
HANDICAP PARKING SIGN DETAIL
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ES BMP 1.01

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE

DEFINITION

A STONE STABILIZED PAD LOCATED AT POINTS OF VEHICULAR INGRESS AND EGRESS ON A CONSTRUCTION SITE.

PURPOSE

TO REDUCE THE AMOUNT OF SEDIMENT TRANSPORTED ONTO PUBLIC ROADS BY MOTOR VEHICLES OR RUNOFF.

CONDITIONS WHERE PRACTICE APPLIES

WHEREVER TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE AND MOVES DIRECTLY ONTO A PUBLIC ROAD OR OTHER PAVED AREA.

PLANNING CONSIDERATIONS

CONSTRUCTION ENTRANCES PROVIDE AN AREA WHERE MUD CAN BE REMOVED FROM CONSTRUCTION VEHICLE TIRES BEFORE THEY ENTER A PUBLIC ROAD. IF THE ACTION OF THE VEHICLE TRAVELING OVER THE GRAVEL PAD IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF THE MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLE ENTERS A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF-SITE. CONSTRUCTION ENTRANCES SHOULD BE USED IN CONJUNCTION WITH THE STABILIZATION OF CONSTRUCTION ROADS TO REDUCE THE AMOUNT OF MUD PICKED UP BY CONSTRUCTION VEHICLES.

DESIGN CRITERIA

AGGREGATE SIZE

FDOT AGGREGATE NO. 1 (1.5 - 3.5 INCH STONE) SHOULD BE USED.

ENTRANCE DIMENSIONS

AGGREGATE LAYER MUST BE AT LEAST 6 INCHES THICK. IT MUST EXTEND THE FULL WIDTH OF THE VEHICULAR INGRESS AND EGRESS AREA. THE LENGTH OF THE ENTRANCE MUST BE AT LEAST 50 FEET. (SEE DETAIL).

WASHING

IF CONDITIONS OF THE SITE ARE SUCH THAT THE MAJORITY OF THE MUD IS NOT REMOVED BY THE VEHICLES TRAVELING OVER THE GRAVEL, THEN THE TIRES OF THE VEHICLES MUST BE WASHED BEFORE ENTERING A PUBLIC ROAD. WASH WATER MUST BE CARRIED AWAY FROM THE ENTRANCE TO A SETTLING AREA TO REMOVE SEDIMENT. A WASH RACK MAY ALSO BE USED TO MAKE WASHING MORE CONVENIENT AND EFFECTIVE. SEE DETAIL.

LOCATION

THE ENTRANCE SHOULD BE LOCATED TO PROVIDE FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES.

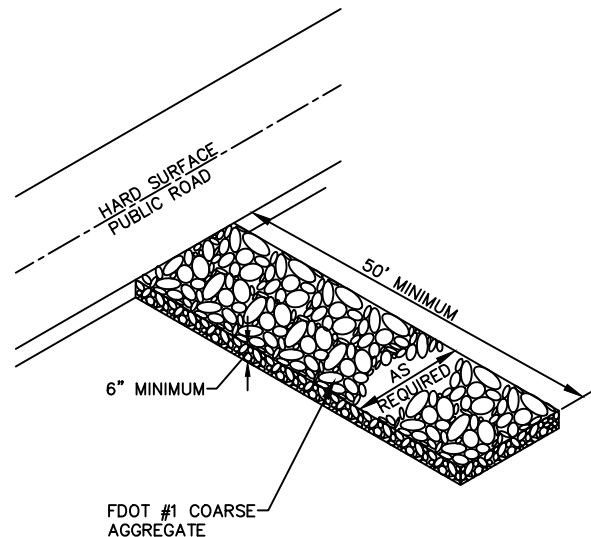
INDICATE PROPOSED LOCATION OF GRAVEL CONSTRUCTION ENTRANCE ON THE GRADING PLAN.

CONSTRUCTION SPECIFICATIONS

THE AREA OF THE ENTRANCE SHOULD BE CLEARED OF ALL VEGETATION, ROOTS AND OTHER OBJECTIONABLE MATERIAL. THE GRAVEL SHALL BE PLACED TO THE SPECIFIED DIMENSIONS. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHOULD BE CONSTRUCTED ACCORDING TO SPECIFICATIONS. IF WASH RACKS ARE USED, THEY SHOULD BE CONSTRUCTED ACCORDING TO SPECIFICATIONS. IF WASH RACKS ARE TO MANUFACTURER'S SPECIFICATIONS.

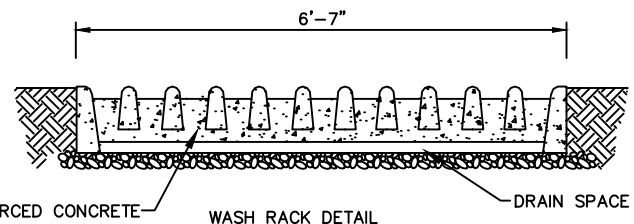
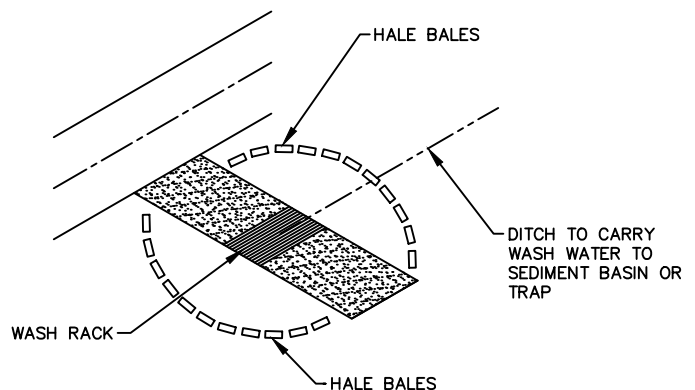
MAINTENANCE

THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OF FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 2-INCH STONE, AS CONDITIONS DEMAND AND REPAIR AND/OR CLEANOUT OF ANY STRUCTURES USED TO TRAP SEDIMENT. ALL MATERIALS SPILLED, DROPPED, WASHED OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.



GRAVEL CONSTRUCTION ENTRANCE

N.T.S.



WASH RACK DETAIL

**GRAVEL CONSTRUCTION ENTRANCE
W/ WASH RACK (IF REQUIRED)**

NOTE: COMPLY WITH FDOT REQUIREMENTS FOR SOIL TRACKING PREVENTION DEVICE IN FDOT ROADWAY ROW (INDEX NO. 106)

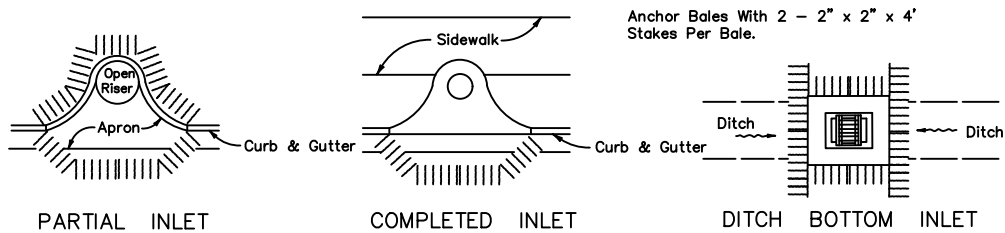


STANDARD CONSTRUCTION DETAIL TEMPORARY GRAVEL CONSTRUCTION ENTRANCE NTS

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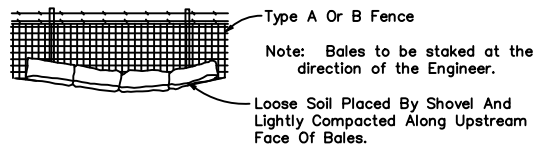
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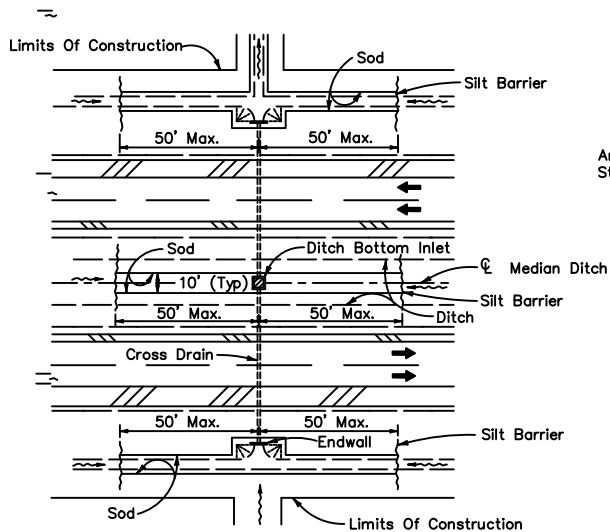


PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

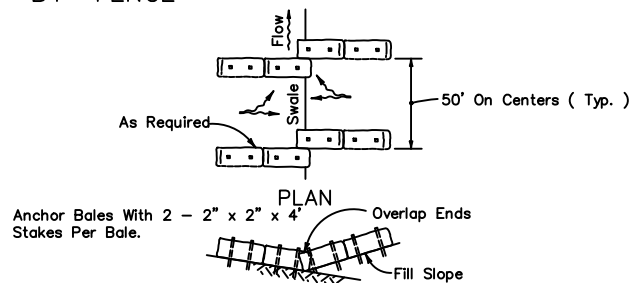
NOTE: SUBSTITUTE ROCK BAGS AT PAVED SURFACES



BALES BACKED BY FENCE

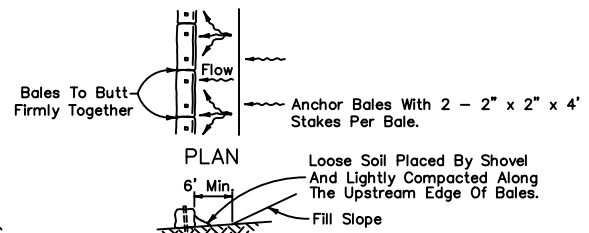


DITCH INSTALLATIONS AT DRAINAGE STRUCTURES



ELEVATION

TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES TOWARD THE TOE OF SLOPE



ELEVATION

TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES AWAY FROM THE TOE OF SLOPE

BARRIERS FOR FILL SLOPES



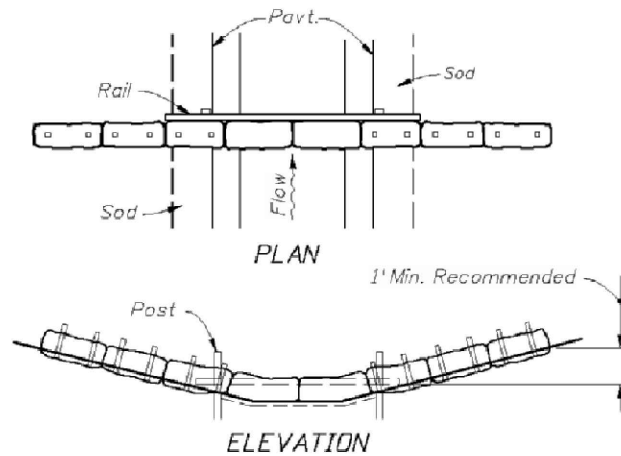
STANDARD CONSTRUCTION DETAIL EROSION CONTROL – SYNTHETIC BALES

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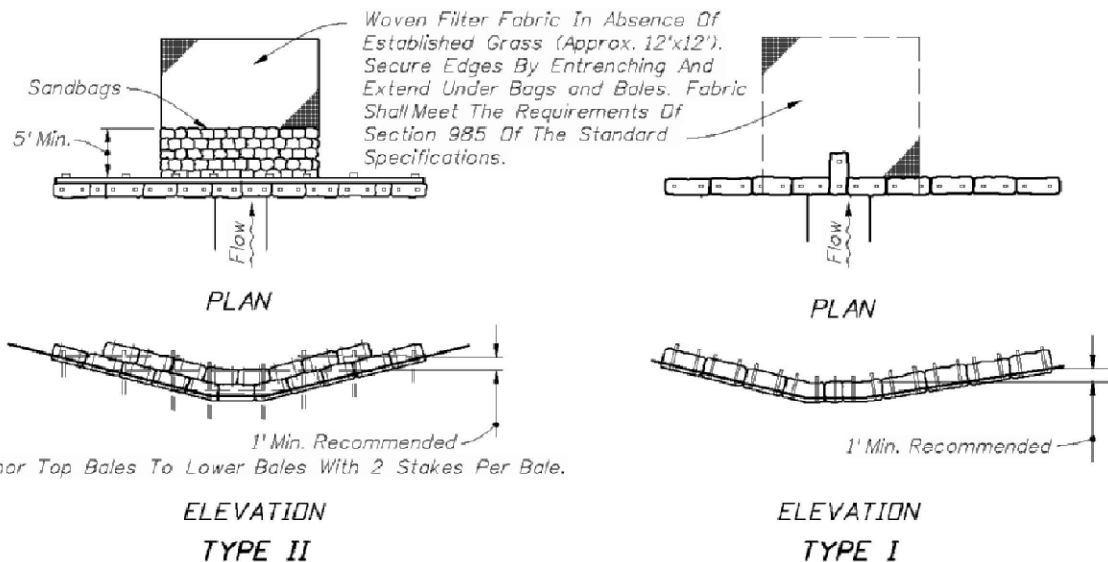
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SYNTHETIC BALES OR BALE TYPE BARRIERS FOR PAVED DITCHES



SYNTHETIC BALES OR BALE TYPE BARRIERS FOR UNPAVED DITCHES

NOTES FOR SYNTHETIC BALES OR BALE TYPE BARRIERS

1. Type I and II Synthetic Barrier should be spaced in accordance with Chart 1, Sheet 1.
2. Bales shall be anchored with 2-1" x 2" (or 1" dia.) x 4' wood stakes. Stakes of other material or shape providing equivalent strength may be used if approved by the Engineer. Stakes other than wood shall be removed upon completion of the project.
3. Rails and posts shall be 2" x 4" wood. Other materials providing equivalent strength may be used if approved by the Engineer.
4. Adjacent bales shall be butted firmly together.
5. Where used in conjunction with silt fence, bales shall be placed on the upstream side of the fence.
6. Bales to be paid for under the contract unit price for Synthetic Bales, LF. The unit price shall include the cost of filter fabric for Type I and II Barriers. Sandbags shall be paid for under the unit price for Sandbagging, CY. Rock bags to be paid for under the contract unit price for Rock Bags, EA.



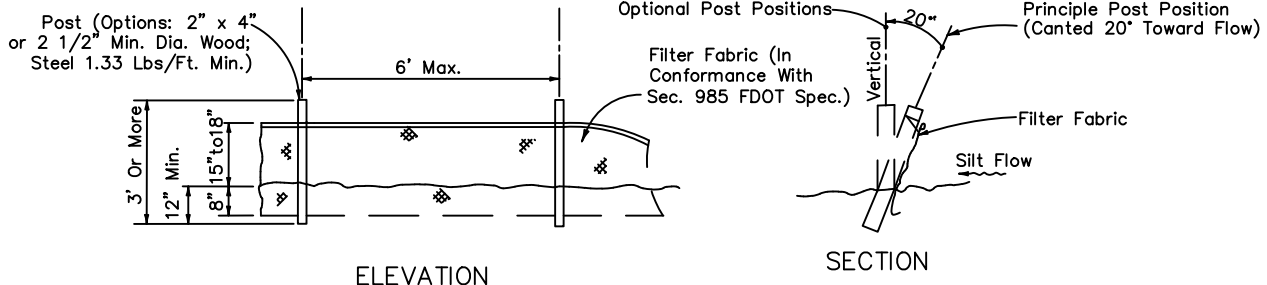
STANDARD CONSTRUCTION DETAIL EROSION CONTROL — SYNTHETIC BALES

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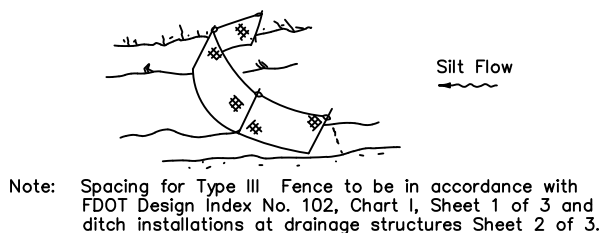
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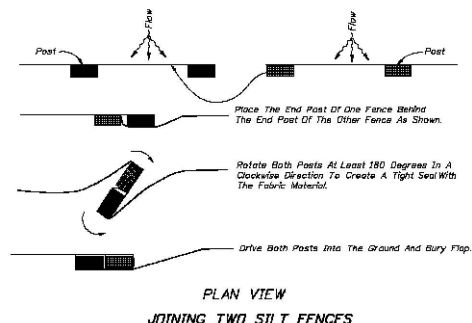


Note: Silt Fence to be paid for under the contract unit price for Staked Silt Fence (LF).

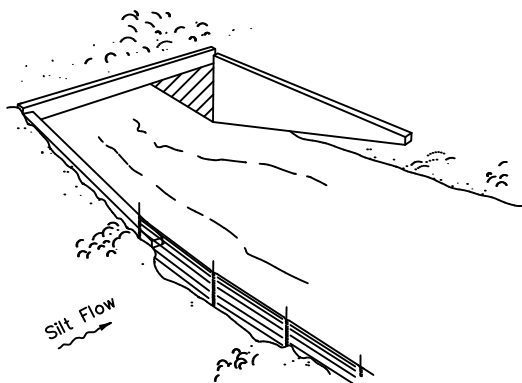
TYPE III SILT FENCE



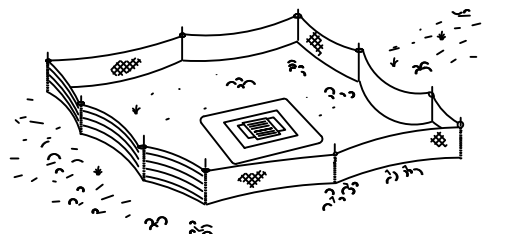
Type III Silt Fence



PLAN VIEW
JOINING TWO SILT FENCES



Type III Silt Fence



Type III Silt Fence Protection
Around Ditch Bottom Inlets.

Do not deploy in a manner that silt fences will act as a dam across permanent flowing watercourses. Silt fences are to be used at upland locations and turbidity barriers used at permanent bodies of water.

SILT FENCE APPLICATIONS



STANDARD CONSTRUCTION DETAIL EROSION CONTROL — SILT FENCE

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CONTRACTOR REQUIREMENTS FOR SITE CLEARING,
GRADING, AND EROSION CONTROL DESIGN AND
CONSTRUCTION NOTES

THE FOLLOWING MEASURES REPRESENT MINIMUM STANDARDS TO BE ADHERED TO BY THE CONTRACTOR THROUGHOUT THE CONSTRUCTION OF A PROJECT. THE CITY RESERVES THE RIGHT TO REQUIRE ADDITIONAL MEASURES TO BE EMPLOYED WHEN WARRANTED BY EXTREME CONDITIONS AND/OR THE FAILURE OF THE CONTRACTOR TO EMPLOY THE APPROPRIATE EROSION CONTROL BEST MANAGEMENT PRACTICES. FAILURE TO COMPLY WITH THESE PROVISIONS SHALL RESULT IN THE ISSUANCE OF A "STOP WORK ORDER".

1. NO DISTURBANCE OF PROPOSED CONSERVATION EASEMENTS, NATURAL BUFFERS, OR WATER BODIES IS PERMITTED. THE CONTRACTOR SHALL LOCATE THESE AREAS ON SITE AND BARRICADE THEM TO AVOID ANY UNAUTHORIZED CLEARING. BARRICADES AND OTHER PROTECTIVE FENCING ARE TO BE LOCATED AT THE DRIP LINE OF EXISTING NATIVE TREES OR AT THE EDGE OF THE NATIVE UNDER- STORY HABITAT, WHICHEVER IS NEAREST TO THE CONSTRUCTION ACTIVITY.
2. SPECIMEN AND HISTORIC TREES, CONSERVATION EASEMENTS, NATURAL VEGETATION BUFFERS, AND SIMILAR AREAS MUST BE PROTECTED BY BARRICADES OR FENCING PRIOR TO CLEARING. BARRICADES ARE TO BE SET AT THE DRIP LINE OF THE TREES AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. BARBED WIRE IS NOT PERMITTED AS A PROTECTIVE BARRIER.
3. WHERE A CHANGE OF GRADE OCCURS AT THE DRIP LINE OF A SPECIMEN TREE, SILT FENCES WILL BE REQUIRED DURING CONSTRUCTION AND RETAINING WALLS MUST BE INSTALLED PRIOR TO FINAL ACCEPTANCE BY THE CITY.
4. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL PROTECTIVE VEGETATION BARRICADES AND EROSION CONTROL STRUCTURES AND MEASURES IN PLACE PRIOR TO THE COMMENCEMENT OF ANY EARTHWORK, INCLUDING PRELIMINARY GRUBBING. THESE MEASURES INCLUDE, BUT ARE NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCES, SYNTHETIC JUTE BALES, WATTLES, &/OR HAVE BEST MANAGEMENT PRACTICES (BMP'S) AS REQUIRED, SILT FENCES, AND FLOATING TURBIDITY BARRIERS. FURTHER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL EROSION CONTROL DEVICES THROUGHOUT THE DURATION OF THE ENTIRE PROJECT. MAINTENANCE SHALL INCLUDE PERIODIC INSPECTION AND REMOVAL OF DEBRIS ABUTTING EROSION CONTROL DEVICES.
5. PRIOR TO THE INSTALLATION OF ANY FILL MATERIALS ON SUBJECT SITE, SILT FENCES SHALL BE INSTALLED (1) ALONG SUBJECT SITE BOUNDARY AND PROPERTY LINES, (2) AT THE EDGE OF CONSERVATION EASEMENTS AND WETLANDS, (3) ADJACENT TO NATURAL LANDSCAPE BUFFERS, (4) AROUND THE PERIMETER OF EXISTING STORM WATER TREATMENT FACILITIES, AND (5) AT ANY ADDITIONAL AREAS THAT THE CITY DEEMS NECESSARY TO BE PROTECTED FROM POTENTIAL EROSION IMPACTS DURING CONSTRUCTION. THESE CONDITIONS SHALL APPLY IN ALL INSTANCES WHERE FILL MATERIAL IS BEING INSTALLED WITHIN 25 FEET OF ANY OF THE AFOREMENTIONED LOCATIONS. WHILE THESE ITEMS REPRESENT THE MINIMUM REQUIREMENTS, THE CITY RESERVES THE RIGHT TO IMPOSE ADDITIONAL PROTECTIVE MEASURES, AS DETERMINED DURING ACTUAL SITE VISITS CONDUCTED AS PART OF THE STANDARD REVIEW OF THE SITE THROUGHOUT PROJECT CONSTRUCTION.
6. AT A MINIMUM, THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. SUFFICIENT GRASS COVERAGE IS TO BE ESTABLISHED WITHIN TWO WEEKS.
7. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR THROUGH SCHEDULING, TO MINIMIZE THE DISTURBANCE OF SITE AREAS THAT HAVE BEEN BROUGHT TO THEIR PROPOSED FINAL GRADE. WITHIN SEVEN (7) DAYS OF BRINGING A SUBJECT AREA TO ITS FINAL GRADE OR INACTIVITY IN CONSTRUCTION, THE CONTRACTOR SHALL INSTALL SEED AND MULCH OR SOD, AS REQUIRED. ANY PROJECT THAT IS INACTIVE FOR A PERIOD OF 30 DAYS OR MORE THE AREA SHALL BE STABILIZED TO THE SATISFACTION OF THE CITY OF SOUTH DAYTONA
8. ONCE AN AREA IS SEEDED OR SODDED, IT MUST BE MAINTAINED BY THE CONTRACTOR TO ALLOW THE GRASS TO BECOME ESTABLISHED. IF THE GRASS IS NOT ESTABLISHED WITHIN TWO WEEKS THE CITY MAY REQUIRE THE CONTRACTOR TO RE-SEED OR A NON-VEGETATIVE OPTION MAY BE EMPLOYED.
9. ABSOLUTELY NO BURYING OF CLEARED MATERIALS IS PERMITTED.



STANDARD CONSTRUCTION DETAIL
CONTRACTOR REQUIREMENTS FOR SITE CLEARING,
GRADING, AND EROSION CONTROL DESIGN AND
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CONTRACTOR REQUIREMENTS FOR SITE CLEARING,
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10. THE REMOVAL OF ALL VEGETATION AND TOPSOIL ON THE FUTURE ROADWAY, PARKING AND BUILDING LOT AREAS IS REQUIRED TO BE COMPLETED PRIOR TO THE PLACEMENT OF FILL ON THOSE AREAS. THE TOPSOIL MAY BE TEMPORARILY STOCKPILED AND USED AS TOPSOIL OVER PROPOSED GREEN AREAS SUCH AS PLANT BEDS, SODDED AREAS, AND WHERE TREES ARE TO BE INSTALLED OR RELOCATED.
11. A SIGNED, DATED, AND SEALED LETTER FROM A SOILS ENGINEER OR THE ENGINEER OF RECORD CERTIFYING THAT THE AREAS TO BE FILLED HAVE BEEN STRIPPED OF ORGANIC MATERIALS, MUST BE SUBMITTED TO THE CITY PRIOR TO FILLING.
10. FILL MATERIAL IS TO BE PLACED IN ONE FOOT LIFTS AND COMPACTED TO THE APPROPRIATE DENSITY (98% FOR PAVED AREAS AND 95% FOR BUILDING PADS AND ALL OTHER AREAS AS PER AASHTO T-180).
11. DURING SUBDIVISION DEVELOPMENT WHEN FUTURE BUILDING LOTS ARE FILLED AS PART OF THE OVERALL SUBDIVISION IMPROVEMENTS, COMPACTION TEST REPORTS MUST BE PERFORMED ON THE BUILDING LOTS AT 300 FOOT INTERVALS. THESE TESTS ARE TO BE PERFORMED IN ONE-FOOT VERTICAL INCREMENTS. THE RESULTS OF THESE TESTS ARE TO BE SUBMITTED TO THE CITY UPON COMPLETION OF THE TESTS.
12. IF ANY MUCK MATERIAL IS DISCOVERED, IT SHALL BE REQUIRED TO BE REMOVED AND REPLACED WITH A SUITABLE MATERIAL THAT IS PROPERLY BACKFILLED, COMPACTED AND TESTED USING AASHTO T-180 MODIFIED PROCTOR METHOD.
13. STOCKPILING IS NOT GENERALLY PERMITTED BY THE CITY. WHEN ALLOWED, STOCKPILES SHALL NOT EXCEED SIX FEET IN HEIGHT MEASURED FROM THE ORIGINAL GRADE. AT A MINIMUM, STOCK PILES THAT WILL REMAIN IN PLACE IN EXCESS OF TWENTY DAYS SHOULD BE SEEDED AND MULCHED IMMEDIATELY UPON PLACEMENT OF THE FINAL LIFT. STOCKPILE AREA IS TO BE SURROUNDED BY SILT FENCE FROM THE INITIAL LIFT.
14. SOILS ARE TO BE STABILIZED BY WATER OR OTHER MEANS DURING CONSTRUCTION. THIS IS INTENDED TO REDUCE SOIL EROSION AND THE IMPACT TO NEIGHBORING COMMUNITIES. ADEQUATE WATERING METHODS SHOULD BE EMPLOYED TO ALLOW DAILY COVERAGE OF THE ENTIRE LIMITS OF ALL AREAS THAT DO NOT HAVE AN ESTABLISHED VEGETATIVE COVER. METHODS TO BE EMPLOYED INCLUDE, BUT ARE NOT LIMITED TO, WATER TRUCKS, PERMANENT IRRIGATION SYSTEMS, TEMPORARY SPRINKLER SYSTEMS OPERATED BY PUMPING UNITS CONNECTED TO WET RETENTION PONDS, WATER CANNONS, TEMPORARY IRRIGATION SYSTEMS MOUNTED ATOP STOCKPILE AREAS, AND OTHER METHODS AS DEEMED NECESSARY BY THE CITY.
15. ALL FILL MATERIALS LOCATED BENEATH STRUCTURES AND PAVEMENT SHALL CONSIST OF CLEAN GRANULAR SAND FREE FROM ORGANICS AND SIMILAR MATERIAL THAT COULD DECOMPOSE.
16. ALL FILL TO BE PLACED IN LANDSCAPED AREAS SHALL HAVE A Ph RANGE BETWEEN 5.5 AND 7.5, BE ORGANIC IN NATURE, FREE OF ROCKS AND DEBRIS, OR MATCH NATIVE EXISTING SOILS.
17. OWNER SHALL FILE A "NOTICE OF INTENT TO USE GENERIC PERMIT FOR STORM WATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES" WITH THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AS REQUIRED BY DEP. CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH ALL PROVISIONS OF THE GENERIC PERMIT INCLUDING BUT NOT LIMITED TO:
 - A. PROVIDE SUCH EROSION AND SEDIMENT CONTROL MEASURES AS MAY BE NECESSARY TO PREVENT DISCHARGE OF POLLUTANTS FROM THE SITE FROM THE START OF CONSTRUCTION UNTIL THE FINAL GROUND COVER HAS BEEN ESTABLISHED.
 - B. EMPLOY A DEP CERTIFIED INSPECTOR TO MAKE WEEKLY INSPECTIONS / REPORTS OF THE CONDITION OF EROSION AND SEDIMENT CONTROL MEASURES.
 - C. EMPLOY A DEP CERTIFIED INSPECTOR TO MAKE INSPECTIONS / REPORTS OF THE CONDITION OF EROSION AND SEDIMENT CONTROL MEASURES WITHIN 24 HOURS OF EVERY RAINFALL EVENT EXCEEDING ONE-HALF INCH.
 - D. MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES THROUGHOUT CONSTRUCTION.
 - E. ADD EROSION AND SEDIMENT CONTROL MEASURES AS SITE CONDITIONS CHANGE.



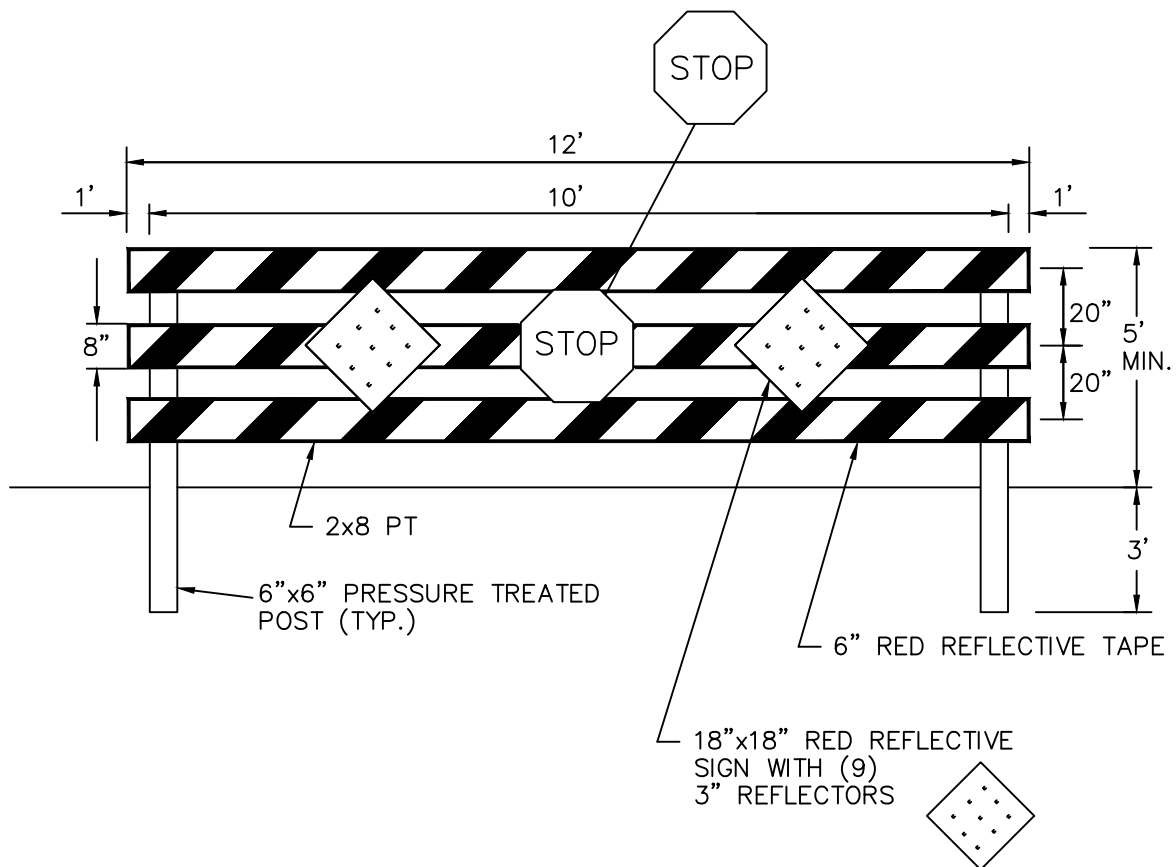
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STANDARD CONSTRUCTION DETAIL

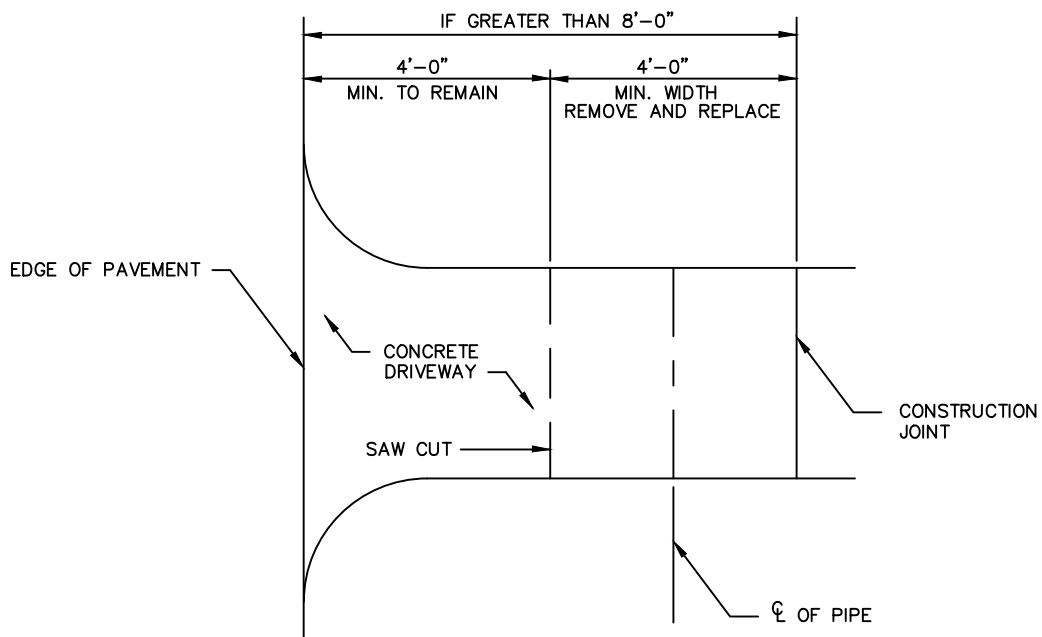
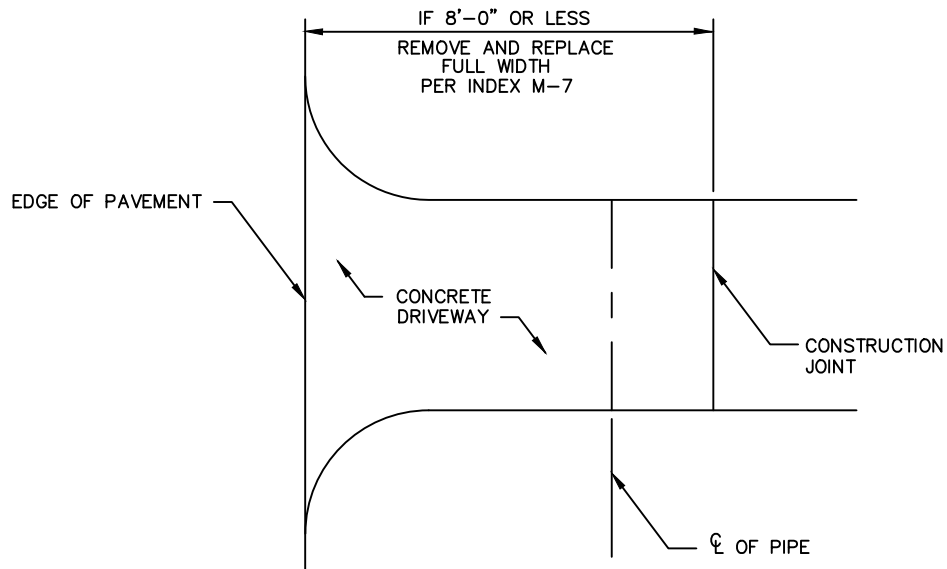
ROAD BARRICADE

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- 1) CONCRETE SHALL BE PLACED MINIMUM SIX (6) INCHES THICK AND BE 3000 PSI, 28 DAY STRENGTH.
- 2) SUBGRADE SHALL BE UNIFORM NON-ORGANIC SOIL OR BASE MATERIAL FREE OF DEBRIS AND COMPACTED TO 95% DENSITY, MINIMUM LBR40, AASHTO FBV-75

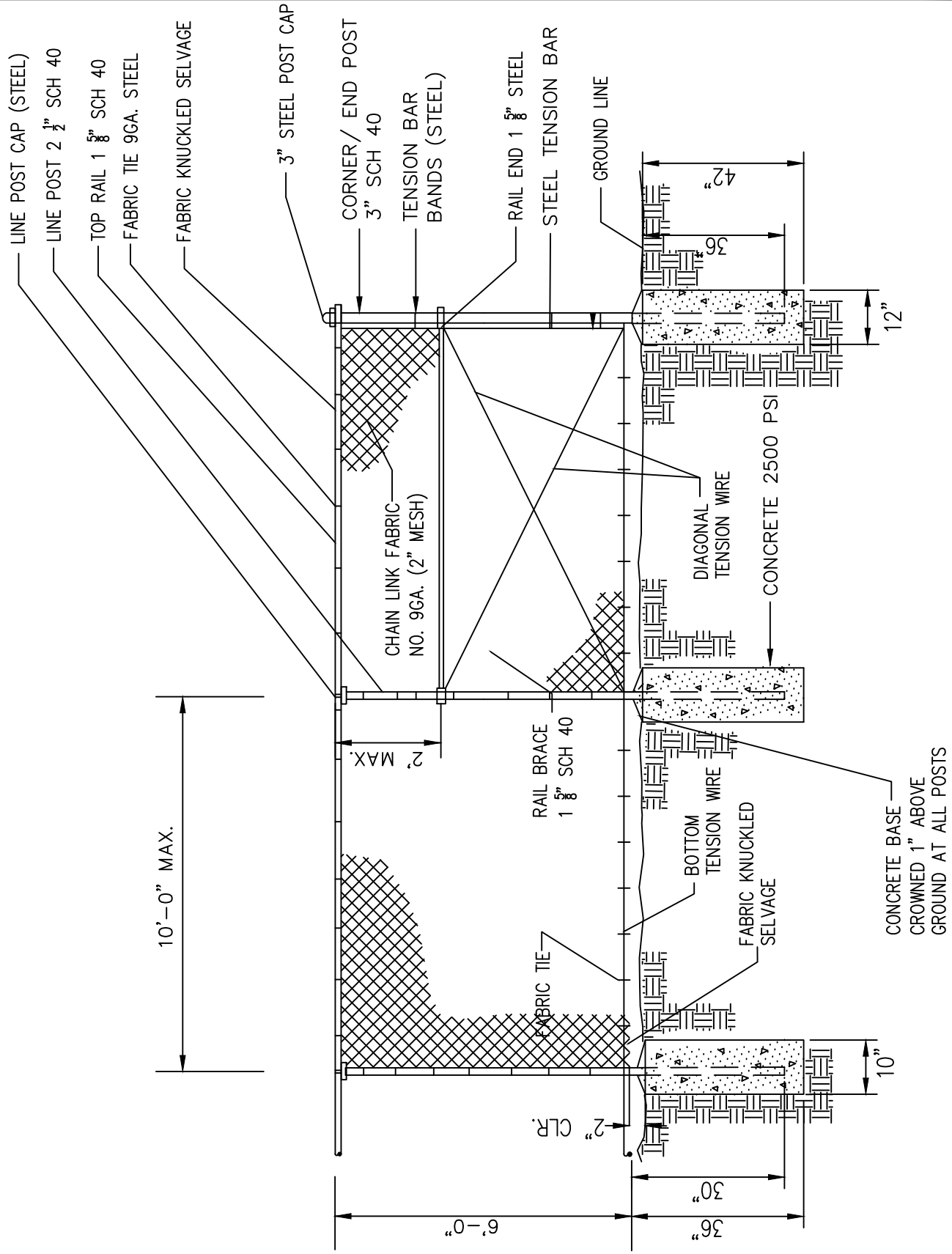


STANDARD CONSTRUCTION DETAIL
 DRIVEWAY CUT REPAIR AT UTILITY CROSSING
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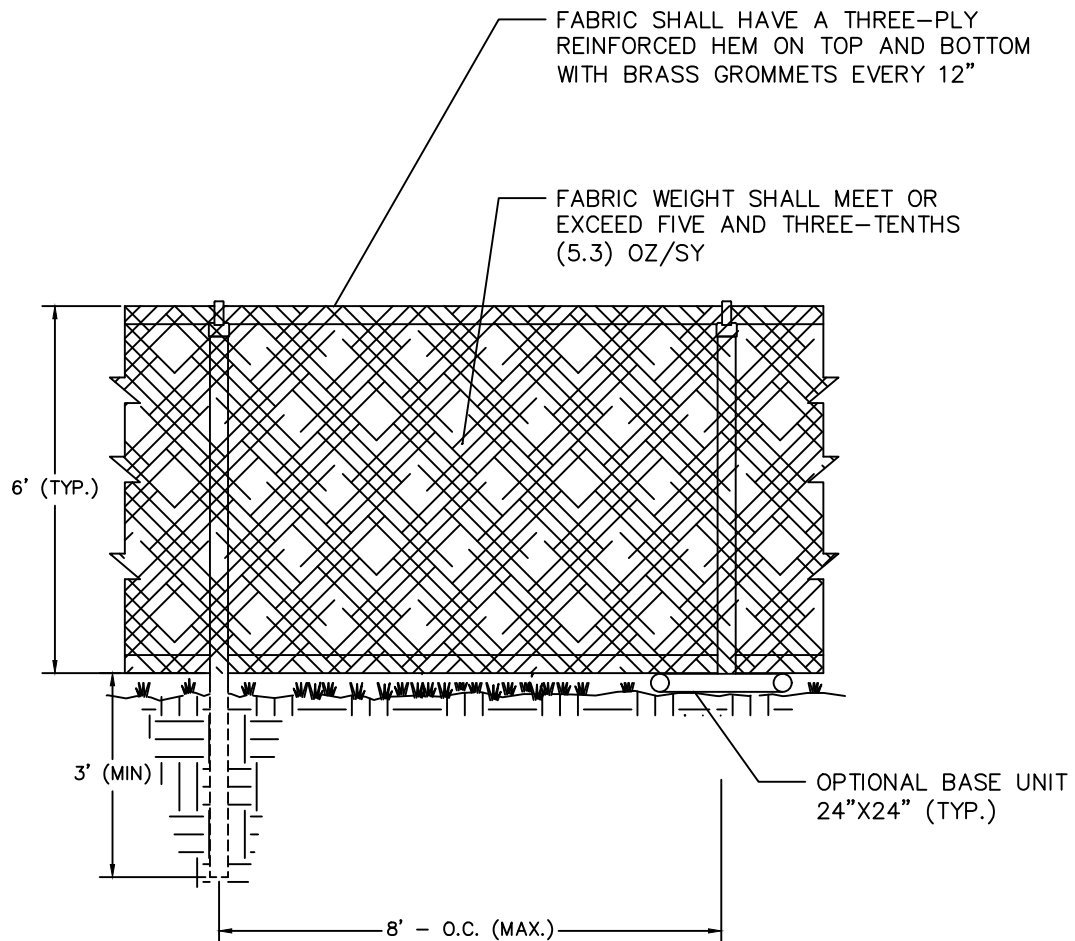
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STANDARD CONSTRUCTION DETAIL
 6' HIGH CHAIN LINK FENCE DETAIL
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NOTES:

1. FENCES SHALL BE CONSTRUCTED WITH A TOP AND BOTTOM RAIL.
2. GATES MUST REMAIN IN GOOD WORKING ORDER AND MUST BE CLOSED AND SECURED DURING NON-WORKING HOURS.
3. GATES SHALL BE CONSTRUCTED SO THAT THEY SWING IN TOWARDS THE CONSTRUCTION SITE.
4. GATES MUST BE CONSTRUCTED WITH THE SAME DESIGN CHARACTERISTICS AS THE TEMPORARY CONSTRUCTION FENCE.
5. FABRIC SHALL BE ANCHORED IN EACH GROMMET WITH ALUMINUM TIES.
6. OPAQUE WOOD PRIVACY (OR SIMILAR MATERIAL) MAY BE ALLOWED IN LIEU OF THE CHAIN LINK AND FABRIC FENCE.
7. TEMPORARY CONSTRUCTION FENCE MAY BE REQUIRED FOR PROPERTY LINES SHARED BETWEEN DISSIMILAR USES.

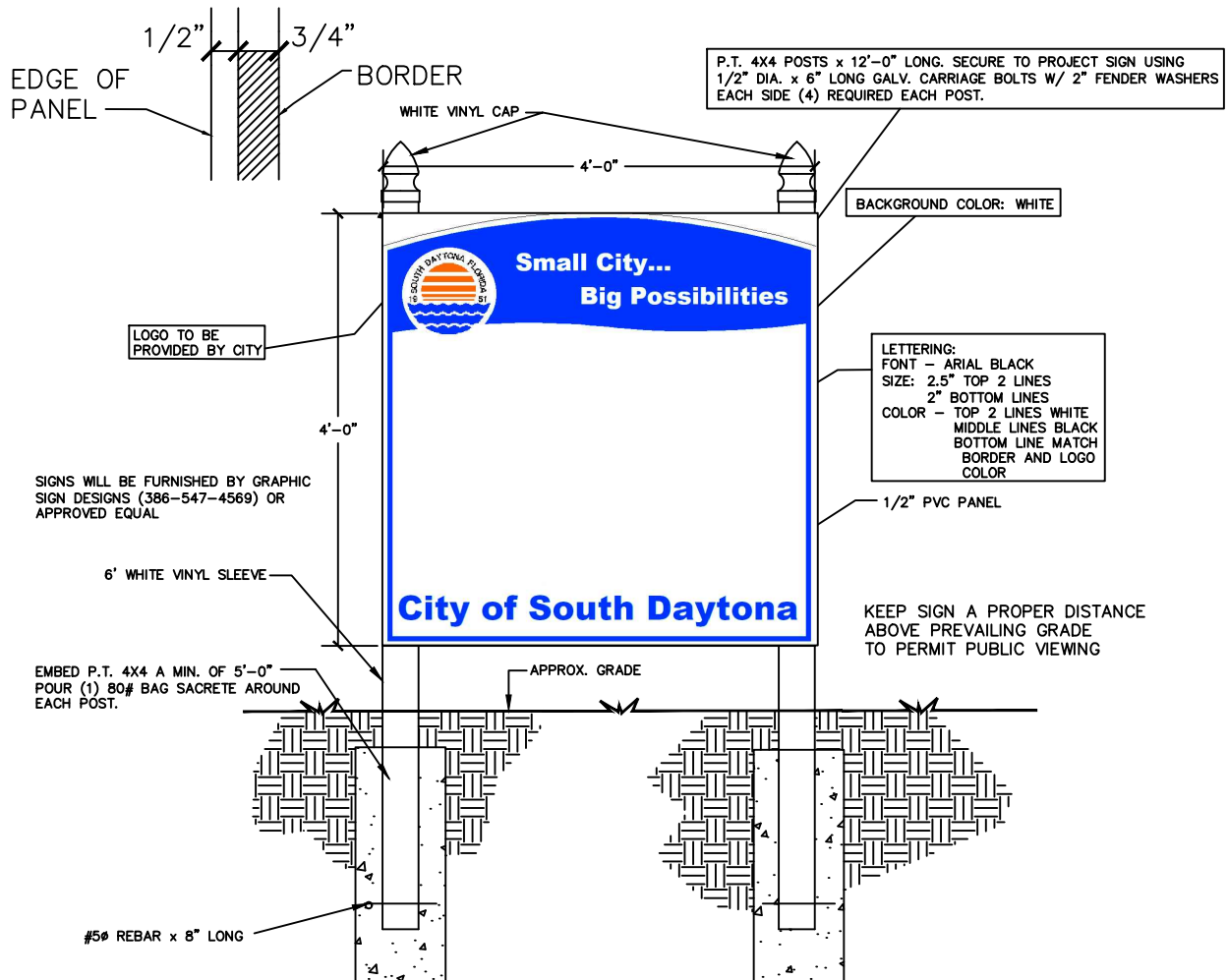


STANDARD CONSTRUCTION DETAIL
6' HIGH CHAIN LINK FENCE DETAIL
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PROJECT NAME: _____

HIGHLIGHTS: _____



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OUTSIDE AGENCY PERMIT CHECK LIST

IN ORDER TO ENSURE THAT ALL WORK WITHIN THE CITY IS CONSTRUCTED IN ACCORDANCE WITH ALL RELEVANT FEDERAL, STATE AND COUNTY REGULATIONS, IN ADDITION TO THE CITY REGULATIONS, THE APPLICANT SHALL CHECK ALL OUTSIDE AGENCY PERMITS REQUIRED FOR THIS PROJECT ON THE LIST BELOW.

THIS LIST WILL ALSO BE USED BY CITY PERSONNEL TO VERIFY THAT ONE HARD COPY AND ONE PDF OF ALL REQUIRED PERMITS ARE SUBMITTED TO THE COMMUNITY DEVELOPMENT DEPARTMENT PRIOR TO FINAL SITE PLAN REVIEW COMMITTEE (SPRC) SIGNOFF.

- 1 [] SJRWMD ENVIRONMENTAL RESOURCE PERMIT (ERP)
- 2 [] DEP WASTEWATER CONSTRUCTION/CONNECTION PERMIT
- 3 [] DEH WATER CONSTRUCTION/CONNECTION PERMIT
- 4 [] FDOT UTILITY PERMIT
- 5 [] FDOT DRIVEWAY CONNECTION PERMIT
- 6 [] COUNTY USE PERMIT
- 7 [] FDOT DRAINAGE CONNECTION PERMIT
- 8 [] DEP NPDES NOI
- 9 [] VOLUSIA COUNTY IRRIGATION PERMIT
- 10 [] OTHER (PLEASE SPECIFY)

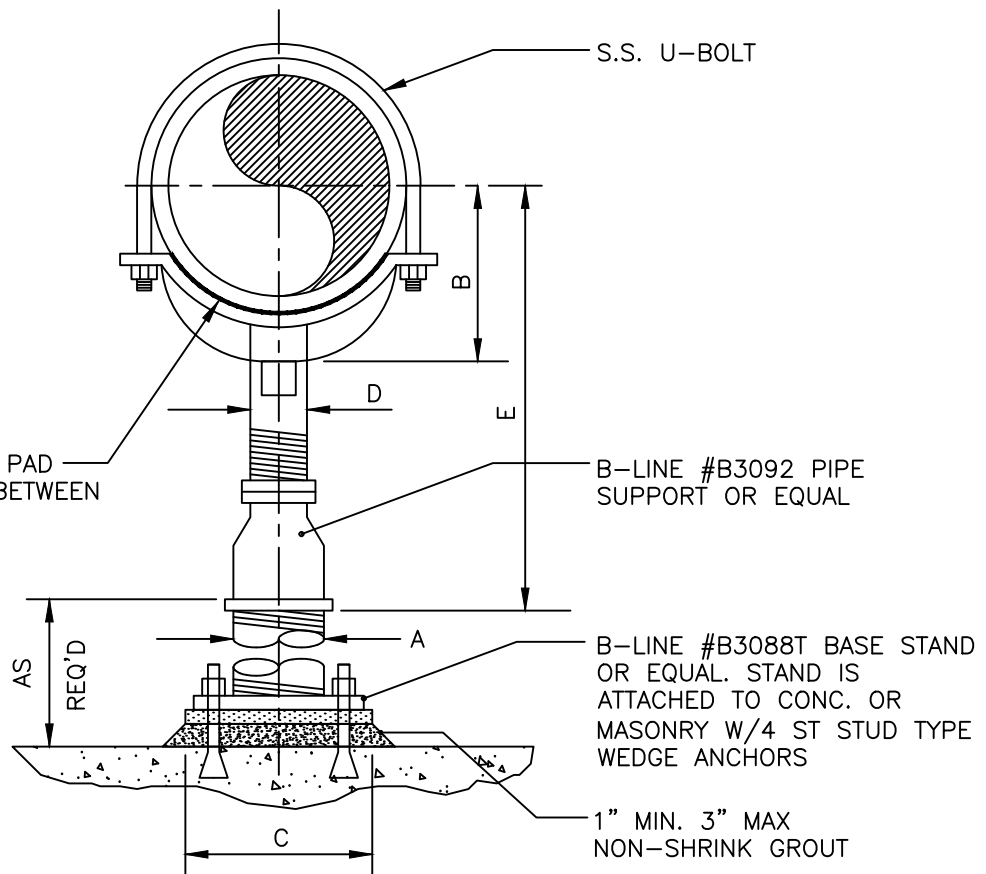


STANDARD CONSTRUCTION DETAIL
OUTSIDE AGENCY PERMIT CHECK LIST
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NOTES:

1. PROVIDE HALF ROUND RIGID INSULATION & INSULATION PROTECTION SHIELD, SIMILAR TO GRINNED FIG.167 OR ELENA FIG.219 WHEN PIPING IS INSULATED.

2. FOR BASE, HEIGHT, & FLANGE DIMENSIONS, SEE TABLE TO RIGHT. ALL DIMENSIONS IN INCHES.

3. ALL COMPONENTS OF PIPE SUPPORT SHALL BE STAINLESS STEEL.

PIPE SIZE	A	B	C	D	E	
					MIN.	MAX.
2 1/2	2 1/2	3 1/2	9	1 1/2	8	13
3	2 1/2	3 3/4	9	1 1/2	8 1/4	13 1/4
3 1/2	2 1/2	4	9	1 1/2	8 1/2	13 1/2
4	3	4 1/4	9	2 1/2	9 1/4	14
5	3	4 7/8	9	2 1/2	10	14 3/4
6	3	5 1/2	9	2 1/2	10 1/2	15 1/4
8	3	6 7/8	9	2 1/2	11 3/4	16 1/2
10	3	8 1/2	9	2 1/2	13 1/2	18 1/4
12	3	9 15/16	9	2 1/2	15	19 3/4
14	4	10 15/16	11	3	16 1/4	20 3/4
16	4	12 3/8	11	3	17 3/4	22 1/4
18	6	13 7/8	13 1/2	3 1/2	19 1/2	24
20	6	15 3/8	13 1/2	3 1/2	21	25 1/2
24	6	17 15/16	13 1/2	4	23 3/4	28 1/4



STANDARD CONSTRUCTION DETAIL

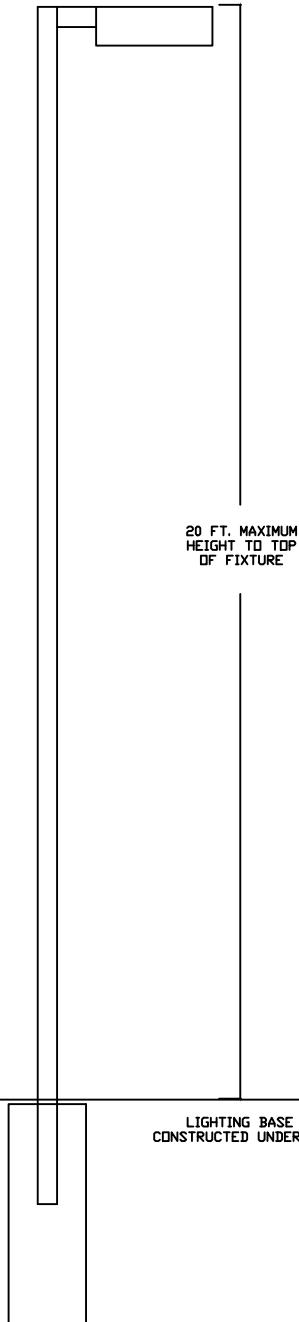
ADJUSTABLE PIPE SUPPORT

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GENERAL NOTES

1. MASTER LIGHTING PLAN SHALL BE SUBMITTED WITH SITE PLAN, DETAILING ILLUMINATION, LIGHT FIXTURE STYLES, LIGHT SOURCE AND LIGHT LEVELS.
2. POLES AND FIXTURES SHALL BE DECORATIVE IN APPEARANCE IN A STYLE CONSISTENT WITH THE ARCHITECTURAL STYLE OF THE PRINCIPAL STRUCTURE, IDEALLY REFLECTING A SIMILAR ERA OR DESIGN THEME.
3. THE STANDARD SHOE BOX STYLE LIGHT SHALL BE THE MINIMUM ACCEPTABLE.
4. LIGHTING SHALL BE OF THE METAL HALIDE TYPE, INCANDESCENT OR CITY-APPROVED EQUIVALENT.
5. POLES AND FIXTURES SHALL NOT EXCEED TWENTY FEET (20') IN HEIGHT ABOVE GRADE.
6. PROPOSED LIGHT POLE LOCATION MUST BE COORDINATED WITH ALL EXISTING AND PROPOSED TREES.
7. LIGHT SOURCE HAS TO BE PROPERLY SHIELDED TO PREVENT MISDIRECTED OR OBTRUSIVE LIGHT POLLUTION.



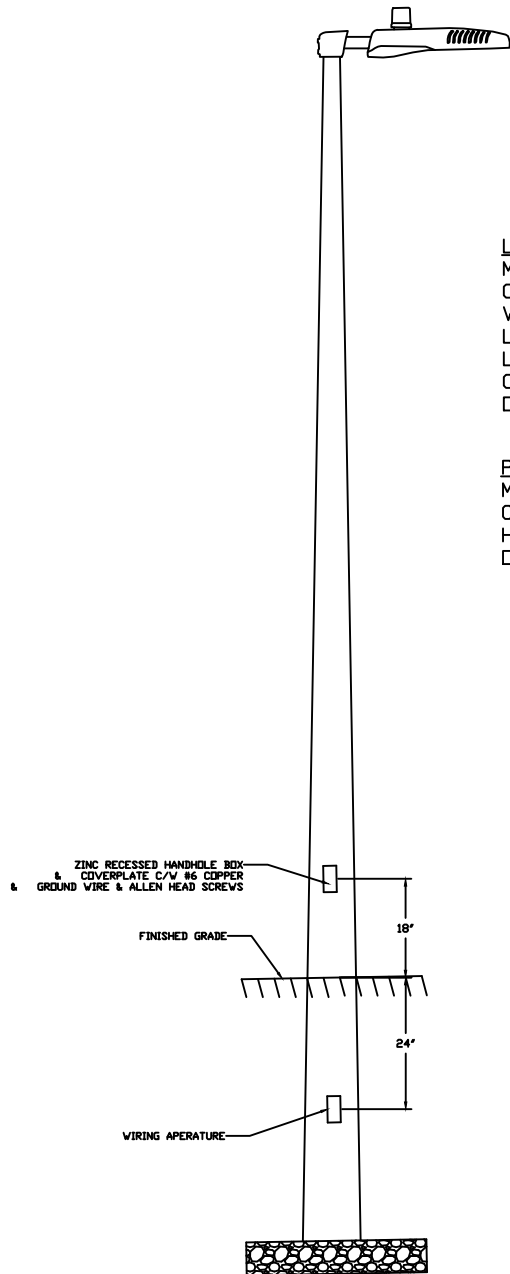
STANDARD CONSTRUCTION DETAIL
SITE LIGHTING

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NEW WALKWAY LIGHT DETAILS
NOT TO SCALE

LUMINAIRE SPECIFICATIONS

MANUFACTURER: LED ROADWAY LIGHTING
CATALOG NO.: L-016S-5-7-2ES-8-S-BZ-4-UL-2-S-A
WATTAGE: 46 W
LIGHT SOURCE: LED (16 LEDs)
LINE VOLTAGE: 120VAC
COLOR: BRONZE
OPTIONS: POLE ADAPTER (FP-PTB-NXTC-BRONZE-LF)
OR EQUIVALENT

POLE SPECIFICATIONS

MANUFACTURER: WHATLEY
CATALOG NO.: TR34-14
HEIGHT ABOVE GRADE: 14'-0"
OVERALL LENGTH: 18 FEET
OR EQUIVALENT



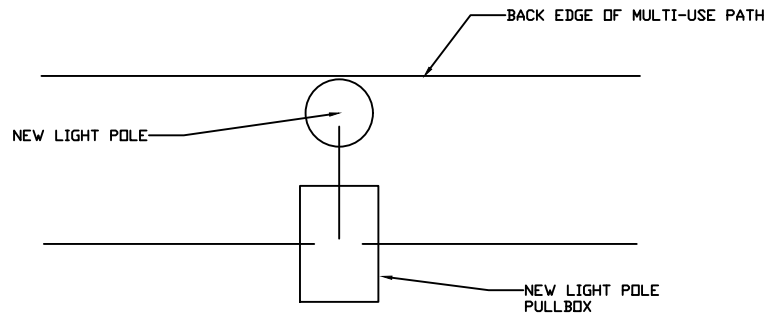
STANDARD CONSTRUCTION DETAIL
WALKWAY & TRAIL LIGHTING

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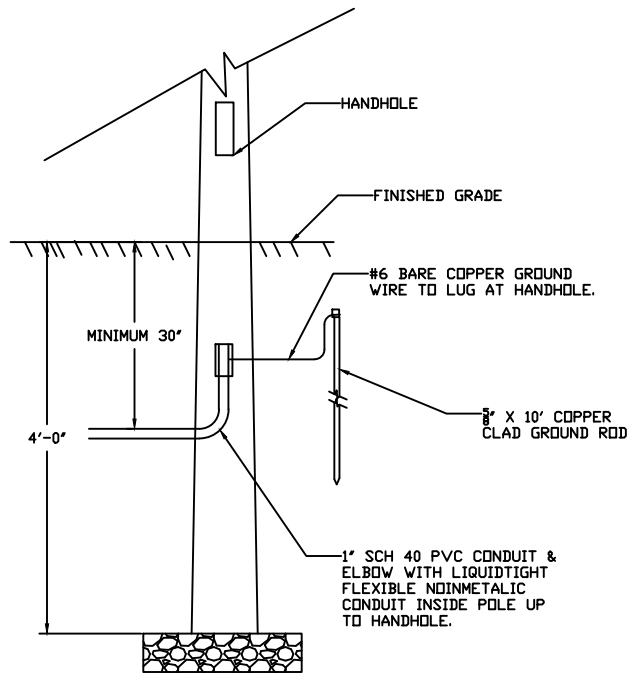
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PULLBOX LOCATION DETAIL

NOT TO SCALE



POLE INSTALLATION DETAIL

NOT TO SCALE

INSTALLATION DETAIL NOTES:

1. PULLBOXES FOR LIGHTS SHALL BE LOCATED OVER CONDUIT AND CENTERED ON WALKWAY LIGHT POLE. LOCATE PULLBOXES ABOVE CONDUIT SO THAT LOCATION VARIES AS LITTLE AS POSSIBLE
2. INSTALL MINIMUM 6-IN COMPACTED GRAVEL BASE AND LEVEL PULLBOX ON TOP OF GRAVEL.
3. LIGHT POLES SHALL BE INSTALLED AT THE BACK EDGE OF THE MULTI-USE PATH.
4. CONTRACTOR SHALL INSTALL DIRECT BURIED LIGHT POLES PLUMB.
5. CONTRACTOR SHALL INSTALL MINIMUM OF 6-INCH COMPACTED GRAVEL IN BOTTOM OF HOLE TO PREVENT POLE SETTLING.
6. CONTRACTOR SHALL BACKFILL AROUND POLE IN MAXIMUM 12-INCH LIFTS USING MOIST, CLEAN BACKFILL AND COMPACTING TO PREVENT ANY SHIFTING OF POLE AFTER INSTALLATION.
7. BACKFILL: ONLY CLEAN MATERIAL, FREE FROM FOREIGN MATTER SUCH AS ROCKS, BRICKS, CONCRETE, ROOTS, BOTTLES, CANS, ETC. BACKFILLING SHOULD BE ACCOMPLISHED AS SOON AS PRACTICAL.
8. COMPACTION: COMPACTION SHALL BE PRESCRIBED BY CITY ENGINEER, BUT AT A MINIMUM EQUAL TO COMPACTION OF SURROUNDING UNDISTURBED SOIL.



STANDARD CONSTRUCTION DETAIL

WALKWAY & TRAIL LIGHTING

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