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Monday, July 6, 2026 3:05:03 PM



GENERAL NOTES

- DRAWING DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER BEFORE COMMENCING WORK.
- NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE ENGINEER.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) STANDARDS AND SPECIFICATIONS LATEST EDITION.
- PRIOR TO PROCEEDING WITH TRENCH EXCAVATION, CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES IN THE AREA TO ADJACENT LOCATING THEIR UNDERGROUND SERVICES. IT SHALL BE CONTRACTOR'S RESPONSIBILITY TO CONTACT UTILITY COMPANIES AT LEAST THREE (3) NORMAL WORKING DAYS BEFORE STARTING CONSTRUCTION.
- THE LOCATIONS AND SIZES OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES BY ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES. PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS, ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE OWNER/ENGINEER PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- THE CONTRACTOR SHALL COORDINATE INSTALLATION OF ANY UNDER GROUND CONDUIT AND/OR PIPING REQUIRED FOR ELECTRIC POWER, TELEPHONE, CABLE, TELEVISION, IRRIGATION, ETC. PRIOR TO BEGINNING SUBGRADE WORK. THE CONTRACTOR SHALL COORDINATE RELOCATION OF ALL EXISTING UTILITIES WITH THE APPLICABLE UTILITY COMPANIES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING AND PAYING ALL NECESSARY FEES FOR HOLDING POWER POLES FOR LINES AFFECTED BY CONSTRUCTION ACTIVITIES. COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICES FOR THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING UTILITIES AT ALL TIMES DURING CONSTRUCTION, INCLUDING PROVIDING DIRECT SUPPORT AND/OR SHORING EXCAVATED AREAS AS NECESSARY. THE CONTRACTOR SHALL NOTIFY AFFECTED UTILITY COMPANIES PRIOR TO ATTEMPTING ANY FACILITY SUPPORT. IF A UTILITY COMPANY REQUIRES THAT ONLY THEIR CREWS MAY SUPPORT THEIR FACILITIES, THEN THE CONTRACTOR SHALL PROVIDE FOR THE REQUIRED COORDINATION AND PAYMENT. COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICES FOR THIS PROJECT.
- ALL EXISTING WATER VALVES, FIRE HYDRANTS, WATER METER SERVICES, AND APPURTENANCES AFFECTED BY CONSTRUCTION SHALL BE ADJUSTED AS NECESSARY. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED CLEARING AND GRUBBING. COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICES FOR THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR STAKING OUT THE PIPE LINE LOCATION AND NOTIFYING THE ENGINEER AT LEAST FORTY-EIGHT (48) HOURS IN ADVANCE OF LAYOUT.
- THE "TRENCH SAFETY ACT" SHALL BE INCORPORATED INTO THIS CONTRACT AS ENACTED BY THE LEGISLATURE OF THE STATE OF FLORIDA TO BE IN EFFECT AS OF OCTOBER 1, 1990.
- ANY NOVD MONUMENT WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF IN DANGER OF DAMAGE, THE CONTRACTOR SHALL NOTIFY:
GEOETIC INFORMATION CENTER
6001 EXECUTIVE BOULEVARD
ROCKVILLE, MARYLAND 20852
TELEPHONE (301) 443-8319
- SHOP DRAWINGS FOR ALL CONSTRUCTION ITEMS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
- ALL CONSTRUCTION DEWATERING (WELL POINTS, SUMPS, ETC.) WILL REQUIRE A SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT (SWFWMID) WATERSEDEWATERING PERMIT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING WATER SEWER DEWATERING PERMIT AS APPLICABLE. COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICES FOR THIS PROJECT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR GAINING COMPLETE FAMILIARITY WITH THE PROJECT SITE INCLUDING ACCESS LIMITATIONS, SUBSURFACE SOIL CONDITIONS AND GROUNDWATER TABLE LEVELS.
- THE CONTRACTOR SHALL PROVIDE A QUALIFIED SUPERINTENDENT TO BE PRESENT AT THE PROJECT FREE CONSTRUCTION MEETING AND TO REMAIN ON THE JOB SITE AT ALL TIMES WHILE WORK IS BEING PERFORMED.
- THE CONTRACTOR SHALL HAVE THE FOLLOWING AVAILABLE AT THE JOB SITE AT ALL TIMES: ONE COPY (1) OF THE PUTNAM COUNTY MINIMUM DESIGN AND CONSTRUCTION STANDARDS, ONE (1) COPY OF THE CONTRACT DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS, AND ONE (1) COPY OF EACH REQUIRED CONSTRUCTION PERMIT.
- THE CONTRACTOR SHALL RESTORE ALL DRAINAGE SWALES/DITCHES AND REPAIR OR REPLACE ALL DRAINAGE STRUCTURES (INLETS, CULVERTS, HEADWALLS, ETC.) AFFECTED BY CONSTRUCTION ACTIVITIES. RESTORED DRAINAGE SWALES/DITCHES SHALL MEET ALL ORIGINAL CONDITIONS (INCLUDING LOCATION, GRADE, SOD TYPE, ETC.) REPAIRED OR REPLACED DRAINAGE STRUCTURES SHALL MEET ALL ORIGINAL CONDITIONS (INCLUDING LOCATION, ELEVATION, SIZE, MATERIAL, ETC.). PRE- AND POST-CONSTRUCTION AS-BUILT INFORMATION SHALL BE PROVIDED FOR ALL DISTURBED DRAINAGE FACILITIES. THE COST FOR FACILITY FACILITY RESTORATION/REPAIR/REPLACEMENT WORK (INCLUDING PRE- AND POST-CONSTRUCTION AS-BUILT INFORMATION) SHALL BE INCLUDED IN THE BID UNIT PRICES FOR THIS PROJECT.
- THE CONTRACTOR SHALL RESTORE/REPLACE ALL EXISTING PAVEMENT, DRIVEWAYS, SIDEWALKS, MAILBOXES, SOD, LANDSCAPING, CONDUIT, CABLE, IRRIGATION SYSTEMS, ETC. AFFECTED BY CONSTRUCTION ACTIVITIES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
- SOD SHALL BE REPLACED FOR THE FULL WIDTH DISTURBED. SOD TYPE SHALL MATCH EXISTING UNLESS OTHERWISE SPECIFIED. COST FOR THIS WORK SHALL BE INCLUDED IN THE BID UNIT PRICES FOR THIS PROJECT.
- SURVEY LAYOUT AND TESTING BY CONTRACTOR.
- ESTIMATED QUANTITIES SHOWN HEREIN ARE FOR PERMITTING PURPOSES ONLY AND ARE SUBJECT TO CHANGE BASED ON AGENCY REVIEW. THE CONTRACTOR'S BID SHALL BE BASED OFF HIS/HER OWN ESTIMATED QUANTITIES.
- THE CONTRACTOR SHALL NOT CONSTRUCT ANY INFRASTRUCTURE BASED ON BIDDING DOCUMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY FOR OBTAINING THE APPROVED CONSTRUCTION PLANS FROM ALL APPLICABLE AGENCIES SUBSEQUENT OF THE REVIEW AND APPROVAL.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE PRE-CONSTRUCTION MEETINGS AND BECOME FAMILIAR WITH ALL APPLICABLE AGENCY PROCEDURES PRIOR TO COMMENCING WORK. THE ARCHITECT/OWNER, AND ENGINEER MUST BE INVITED (AT LEAST 5 DAYS IN ADVANCE) TO ATTEND SUCH MEETINGS.
- IN ADDITION TO INFORMATION PROVIDED WITH THESE CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL BE REQUIRED TO MEET ALL CONDITIONS AND REQUIREMENTS STATED IN APPLICABLE PERMITS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN COPIES OF THESE PERMITS, KEEP COPIES EASILY ACCESSIBLE ON SITE, AND FULLY UNDERSTAND THE CONDITION AND REQUIREMENTS STATED WITHIN.

WATER MAINS

- ALL WATER SYSTEM CONSTRUCTION SHALL BE INSTALLED, INSPECTED AND TESTED IN ACCORDANCE WITH THE MINIMUM DESIGN AND CONSTRUCTION STANDARDS MANUAL, PUTNAM COUNTY LATEST EDITION. IN CASE OF DISCREPANCIES BETWEEN THE SPECIFICATIONS, THE PUTNAM COUNTY CONSTRUCTION PLANS AND THE MOST RESTRICTIVE SHALL APPLY.
- THE CONTRACTOR SHALL COORDINATE THE TIE-INS TO THE EXISTING UTILITIES OF PUTNAM COUNTY WATER SYSTEM(S) WITH THE WATER UTILITY SYSTEM MAINTENANCE MANAGER AT LEAST TWO (2) WORKING DAYS PRIOR TO THE INTENDED TIME OF TIE-IN. PHONE (386) 649-4902. THE METHOD AND CONDITIONS OF TIE-INS SHALL BE IN ACCORDANCE WITH THE UTILITIES STANDARDS AND PUTNAM COUNTY CURRENT PROCEDURES.
- THE CONTRACTOR SHALL NOTIFY THE PUTNAM COUNTY INSPECTION SERVICES DEPARTMENT AT (386) 649-4902 AND THE UTILITIES SYSTEM MAINTENANCE MANAGER AT (386) 649-4902 AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION OF THE WATER SYSTEM.
- PVC PIPE - WATER LINE
 - ALL PVC PIPE OF NOMINAL DIAMETER FOUR THROUGH TWELVE INCHES SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C900. THE PVC PIPE SHALL HAVE A MINIMUM WORKING PRESSURE RATING OF 150 PSI AND SHALL HAVE A DIMENSION RATIO (DR) OF 18. PIPE SHALL BE THE SAME O.D. AS DUCTILE IRON PIPE.
 - ALL PVC PIPE OF NOMINAL DIAMETER 14 THROUGH 24 INCHES SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C900, LATEST EDITION. THE PVC PIPE SHALL HAVE A MINIMUM WORKING PRESSURE RATING OF 150 PSI AND SHALL HAVE A DIMENSION RATIO (DR) OF 25. PIPE SHALL BE THE SAME O.D. AS DUCTILE IRON PIPE.
 - ALL PVC PIPE WATER MAINS SHALL BE BLUE IN COLOR.

- DUCTILE IRON PIPE (D.I.P.) SHALL BE CEMENT-MORTAR LINED, CLASS 350, MECHANICAL OR PUSH-ON JOINT, AND SHALL MEET ALL REQUIREMENTS OF THE FOLLOWING: ANSI/AWWA C104/A 21.4; ANSI/AWWA C111/A 21.11 (FOR RUBBER GASKET JOINTS); ANSI/AWWA C150/A 21.51 (FOR THICKNESS DESIGN) AND ANSI/AWWA C151/A 21.51 (FOR D.I.P. MOLDS).
- FITTINGS SHALL BE DUCTILE IRON, CEMENT-MORTAR LINED, MECHANICAL JOINT, RATED AT 350 PSI MEETING ALL REQUIREMENTS OF THE FOLLOWING: ANSI/AWWA C104/A 21.4; ANSI/AWWA C110/A 21.10; AND ANSI/AWWA C111/A 21.11.
- WATER MAINS SHALL BE MECHANICALLY RESTRAINED AT ELBOWS, VALVES, TEES AND DEAD ENDS IN ACCORDANCE WITH THE UTILITY COMPANY DESIGN AND CONSTRUCTION STANDARDS.
- PVC WATER MAINS SHALL HAVE A MINIMUM COVER OF THREE FEET (3') UNLESS OTHERWISE NOTED.
- WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH ANSI/AWWA C651 AND BACTERIOLOGICALLY TESTED FOR TWO (2) CONSECUTIVE DAYS. TEST REPORTS SHALL BE SUBMITTED TO THE ENGINEER. CONNECTION TO THE EXISTING LINES WILL NOT BE ALLOWED PRIOR TO FDEP APPROVAL OF CERTIFICATION.
- VALVES SHALL BE RESILIENT SEAT TYPE GATE VALVES IN ACCORDANCE WITH AWWA C509.
- ALL CONNECTIONS AND TAPS SHALL BE AT LEAST 24 INCHES FROM A FITTING OR BELL.
- FIRE HYDRANTS SHALL HAVE 5 1/4 INCH VALVE OPENING AND SHALL COMPLY WITH AWWA STANDARD C502 FOR FIRE HYDRANTS FOR WATER WORKS SERVICE. EACH HYDRANT SHALL HAVE 6-INCH MECHANICAL JOINT ENDS WITH HARNESSING LUGS AND SHALL OPEN BY TURNING TO THE LEFT. OPERATING NUTS SHALL BE AWWA STANDARD. FIRE HYDRANTS SHALL BE EQUIPPED WITH "O-RING" PACKING.
- ONE AND TWO INCH POTABLE WATER SERVICE LINES SHALL BE PER470 POLYETHYLENE TUBING WITH SDR 9 DIMENSIONS, CONFORMING TO SPECIFICATIONS IN AWWA C800, AWWA C901, ASTM F-1248, ASTM D-3035, AND ASTM D-2238.
- COUPLINGS AND FITTINGS FOR POLYETHYLENE TUBING SHALL BE GRIP-JOINT TYPE AS MANUFACTURED BY FORD OR APPROVED EQUIVALENT.

FORCE MAINS

- ALL WASTEWATER SYSTEM CONSTRUCTION SHALL BE INSTALLED, INSPECTED AND TESTED IN ACCORDANCE WITH THE MINIMUM DESIGN AND CONSTRUCTION STANDARDS MANUAL, PUTNAM COUNTY LATEST EDITION. IN CASE OF DISCREPANCIES BETWEEN THE SPECIFICATIONS, THE PUTNAM COUNTY CONSTRUCTION PLANS AND THE MOST RESTRICTIVE SHALL APPLY.
- THE CONTRACTOR SHALL COORDINATE THE TIE-INS TO THE EXISTING UTILITIES OF PUTNAM COUNTY WASTEWATER SYSTEM WITH THE SEWER UTILITY SYSTEM MAINTENANCE MANAGER AT LEAST TWO (2) WORKING DAYS PRIOR TO THE INTENDED TIME OF TIE-IN. PHONE (386) 649-4902. THE METHOD AND CONDITIONS OF TIE-INS SHALL BE IN ACCORDANCE WITH THE UTILITIES STANDARDS AND PUTNAM COUNTY CURRENT PROCEDURES.
- THE CONTRACTOR SHALL NOTIFY THE PUTNAM COUNTY INSPECTION SERVICES DEPARTMENT AT (386) 649-4902 AND THE UTILITIES SYSTEM MAINTENANCE MANAGER AT (386) 649-4902 AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF CONSTRUCTION OF THE WASTEWATER SYSTEM.
- PVC PIPE - SEWER LINE
 - ALL PVC PIPE OF NOMINAL DIAMETER 4 THROUGH 12 INCHES SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C900. THE PVC PIPE SHALL HAVE A MINIMUM WORKING PRESSURE RATING OF 100 PSI AND SHALL HAVE A MINIMUM DIMENSION RATIO (DR) OF 26. PIPE SHALL BE THE SAME O.D. AS DUCTILE IRON PIPE.
 - ALL PVC PIPE OF NOMINAL DIAMETER 14 THROUGH 24 INCHES SHALL BE MANUFACTURED IN ACCORDANCE WITH AWWA STANDARD C900. THE PVC PIPE SHALL HAVE A MINIMUM WORKING PRESSURE RATING OF 165 PSI AND SHALL HAVE A MINIMUM DIMENSION RATIO (DR) OF 26. PIPE SHALL BE THE SAME O.D. AS DUCTILE IRON PIPE.
 - ALL FORCE MAINS SHALL BE GREEN IN COLOR.
- DUCTILE IRON PIPE (D.I.P.) SHALL BE CEMENT-MORTAR LINED, CLASS 350, MECHANICAL OR PUSH-ON JOINT, MEETING ALL REQUIREMENTS OF THE FOLLOWING: ANSI/AWWA C104/A 21.4; ANSI/AWWA C111/A 21.11; ANSI/AWWA C150/A 21.51; AND ANSI/AWWA C151/A 21.51.
- FITTINGS SHALL BE DUCTILE IRON PIPE WITH FUSION BONDED EPOXY INTERIOR LININGS AND TWO COAT BITUMASTIC EXTERIOR COATING.
- FORCE MAINS SHALL BE MECHANICALLY RESTRAINED AT ELBOWS, VALVES, TEES AND DEAD ENDS IN ACCORDANCE WITH THE UTILITY COMPANY DESIGN AND CONSTRUCTION STANDARDS.
- FORCE MAINS SHALL HAVE A MINIMUM COVER OF THREE FEET (3') UNLESS OTHERWISE NOTED.
- PIPE SHALL BE DEFLECTED AS NECESSARY TO OBTAIN THE REQUIRED ALIGNMENT. APPROPRIATE FITTINGS SHALL BE USED WHEN DEFLECTION EXCEEDS 75% OF THE MANUFACTURER'S RECOMMENDED MAXIMUM DEFLECTION.
- VALVES SHALL BE RESILIENT SEAT TYPE GATE VALVES IN ACCORDANCE WITH AWWA C509.

GRAVITY SANITARY SEWER

- PVC PIPE & FITTINGS (4"-19") SHALL BE SDR 26 CONFORMING TO THE REQUIREMENTS OF ASTM D3034. PVC PIPE & FITTINGS (18" OR GREATER) SHALL BE SDR 35 CONFORMING TO THE REQUIREMENTS OF ASTM F1217-1.
- MAXIMUM LAYING LENGTHS OF ALL PVC GRAVITY PIPE SIZES SHALL BE AS FOLLOWS: 4 INCHES THROUGH 15 INCHES - 13 FEET, 18 INCHES - 13 FEET, LARGER THAN 18 INCHES - 12 FEET.
- PVC GRAVITY PIPE SHALL BE GREEN IN COLOR.
- JOINTS FOR PVC GRAVITY PIPE 4 INCHES AND LARGER SHALL BE INTEGRAL BELL AND SPIGOT, WITH A SINGLE RUBBER GASKET. THE BELL SHALL CONSIST OF AN INTEGRAL WALL SECTION WITH A SOLID CROSS SECTION ELECTROMETRIC RING, FACTORY INSTALLED, AND SHALL CONFORM TO ASTM F477 AND MEET THE REQUIREMENTS OF ASTM D3212.
- PVC FITTINGS SHALL BE MADE OF PVC PLASTIC HAVING A CELL CLASSIFICATION OF 12454-B, OR 12454-C, OR 13343-C AS DEFINED IN ASTM D1784, JOINED WITH A RUBBER GASKET JOINT.
- INTERNAL VIDEO INSPECTION AND FIVE PERCENT (5%) DEFLECTION TESTING OF THE GRAVITY SEWER SYSTEM SHALL BE PERFORMED BY CONTRACTOR WITH A COUNTY REPRESENTATIVE PRESENT.

PIPE LINE INSTALLATIONS

- INSTALLATION OF WATER MAINS AND FORCE MAINS SHALL BE IN ACCORDANCE WITH THE APPLICABLE PROVISIONS OF ANSI/AWWA C900 FOR PVC PIPE, AND ANSI/AWWA C900 FOR DUCTILE IRON PIPE.
- PIPE SHALL BE LAID IN TRENCHES HAVING A DRY AND STABLE BOTTOM. BACKFILL SHALL BE FREE OF BOULDERS AND DEBRIS. PIPE SHALL BE FULLY SUPPORTED ALONG ITS ENTIRE LENGTH. SHARP OR ROCKY MATERIAL ENCOUNTERED IN THE BASE SHALL BE REPLACED WITH PROPER BEDDING. PIPE SHALL BE LAID ON LINE AND GRADE AS DESIGNED.
- ALL FOREIGN MATERIAL SHALL BE CLEARED FROM THE PIPE PRIOR TO INSTALLATION. PIPE LINES SHALL BE FLUSHED AFTER INSTALLATION USING AN APPROVED POLYURETHANE PIG. TEMPORARY FLUSHING SHALL BE INSTALLED AS NECESSARY. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PIPE LINE FILLING AND FLUSHING PLAN FOR REVIEW AND APPROVAL.
- ALL WATER MAINS AND FORCE MAINS SHALL BE INSTALLED WITH AN INSULATED 14 GAUGE COPPER WIRE ATTACHED DIRECTLY TO THE PIPE FOR LOCATION PURPOSES. THE WIRE SHALL BE CONTINUOUS FROM VALVE BOX TO VALVE BOX, WRAPPED TWICE AROUND EACH POINT AND EXTENDED SUFFICIENTLY INTO EACH VALVE BOX OR CONCRETE CURB TO PERMIT AT-TACHING LOCATOR DEVICES. THE WIRE SHALL BE BLUE FOR WATER MAINS AND GREEN FOR FORCE MAINS.
- A 3" WIDE PLASTIC OR ALUMINUM FOIL WARNING/IDENTIFICATION TAPE SHALL BE INSTALLED NO DEEPER THAN 12" BELOW FINISHED GRADE DIRECTLY ABOVE THE PIPE.
- PIPE SHALL BE DEFLECTED AS NECESSARY TO OBTAIN THE REQUIRED ALIGNMENT. APPROPRIATE FITTINGS SHALL BE USED WHEN DEFLECTION EXCEEDS 75% OF THE MANUFACTURER'S RECOMMENDED MAXIMUM DEFLECTION.

HANDLING AND STORAGE

- HANDLING: PIPE FITTINGS AND ACCESSORIES SHALL BE CAREFULLY INSPECTED BEFORE AND AFTER INSTALLATION AND FOUND DEFECTIVE SHALL BE REJECTED. PIPE AND FITTINGS SHALL BE FREE FROM FINS AND BURRS. PROPER EQUIPMENT SHALL BE PROVIDED FOR LOWERING SECTIONS OF PIPE INTO TRENCHES. UNDER NO CIRCUMSTANCES SHALL PIPE, FITTINGS OR ACCESSORIES BE DROPPED OR DUMPED INTO TRENCHES.

INSTALLATION

- BELL-AND-SPIGOT PIPE SHALL BE PLACED WITH THE BELL END POINTING IN THE DIRECTION OF PIPE LAYING. PIPE SHALL BE GRADED IN STRAIGHT LINES, TAKING CARE TO AVOID THE FORMATION OF ANY SAGS OR LOW POINTS. PIPE SHALL NOT BE LAID WHEN THE CONDITIONS OF TRENCH OR WEATHER ARE UNSUITABLE. AT THE END OF EACH DAY'S WORK, OPEN ENDS OF PIPE SHALL BE CLOSED TEMPORARILY WITH WOOD BLOCKS OR BULKHEADS. PIPE SHALL BE SUPPORTED AT ITS PROPER ELEVATION AND GRADE, TAKING CARE TO SECURE FIRM AND UNIFORM SUPPORT. WOOD SUPPORT BLOCKING WILL NOT BE PERMITTED. THE FULL LENGTH OF EACH SECTION OF PIPE AND FITTINGS SHALL REST SOLELY ON THE PROPER SUPPORT. RECESSED ELEVATION TO ACCOMMODATE BELLS, JOINTS, AND COUPLINGS. ANCHORS AND BRACKETS SHALL BE USED WHERE NECESSARY. WHERE INDICATED ON THE DRAWINGS FOR FASTENING WORK TO PLACE, FITTINGS SHALL BE INDEPENDENTLY SUPPORTED. SHORT LENGTHS OF PIPE SHALL BE USED IN AND OUT OF EACH RIGID JOINT OR RIGID STRUCTURE, WITH SUFFICIENT LENGTH PROVIDED FOR PROPER INSTALLATION OF JOINTING MATERIAL. BLOCKING OR WEDGING BETWEEN BELLS AND SPIGOTS WILL NOT BE PERMITTING. PIPE SHALL BE CUT BY MEANS OF SAWS, POWER DRIVEN ABRASIVE WHEELS OR PIPE CUTTERS, WHOSE BLADES OR CUTTING EDGES SHALL BE KEPT SHARP. CUTS WILL NOT BE PERMITTED. AFTER CUTTING, THE END OF THE PIPE SHALL BE BEVELED USING A BEVELING TOOL, PORTABLE TYPE SANDER OR ABRASIVE DISC.

BACK FILL DENSITY TESTING

- ALL BACK FILL DENSITY TESTS SHALL BE CONDUCTED BY AN INDEPENDENT TESTING LAB. FOR TYPICAL PIPE TRENCHES, BACK FILL DENSITY TESTS SHALL BE PERFORMED AT 500 FEET (MAXIMUM) INTERVALS. FOR PIPE TRENCHES AT ROADWAYS, TURN LANES, AND DRIVEWAY OPENINGS, A MINIMUM OF ONE (1) BACK FILL DENSITY TEST SHALL BE PERFORMED AND THEREAFTER AT 50 FEET (MAXIMUM) INTERVALS. TESTS SHALL BE CONDUCTED AT THE TOP OF PIPE AND FOR EVERY 6 INCH LAYER TO FINISH GRADE. CERTIFIED COPIES OF THE TEST REPORTS SHALL BE PROVIDED TO THE OWNER/ENGINEER.

HYDROSTATIC TESTING FOR LEAKAGE

- WATER MAINS AND FORCE MAINS SHALL UNDERGO HYDROSTATIC TESTING FOR LEAKAGE AT A PRESSURE OF 150 psi FOR TWO (2) CONSECUTIVE HOURS IN ACCORDANCE WITH ANSI/AWWA C900. TESTS MAY BE MADE ON SECTIONS NOT EXCEEDING 2,000 FEET. CONTRACTOR SHALL FURNISH ALL NECESSARY EQUIPMENT AND MATERIAL, MAKE ALL TAPS, AND FURNISH ALL CLOSURE PIECES IN THE PIPE AS REQUIRED. THE ENGINEER OF RECORD AND A CITY REPRESENTATIVE SHALL MONITOR AND APPROVE A SATISFACTORY TEST. FIRE LINES SHALL UNDERGO A 200 psi HYDROSTATIC TEST FOR TWO (2) CONSECUTIVE HOURS IN ACCORDANCE WITH NFPA 24.

STANDARD SEPARATION OF WATER/SEWER CONFLICTS

- SANITARY SEWERS, FORCE MAINS, AND STORM SEWERS SHOULD ALWAYS CROSS UNDER WATER MAINS, SANITARY SEWERS, FORCE MAINS AND STORM SEWERS CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF TWELVE INCHES (12") BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE WHENEVER POSSIBLE. WHERE SANITARY SEWERS, FORCE MAINS, AND STORM SEWERS MUST CROSS A WATER MAIN WITH LESS THAN TWELVE INCHES (12") VERTICAL DISTANCE, BOTH THE SEWER AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE. AT THE CROSSING (D.I.P. IS NOT REQUIRED FOR STORM SEWERS IF IT IS NOT AVAILABLE IN THE SIZE PROPOSED), SUFFICIENT LENGTHS OF D.I.P. MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF TEN FEET (10') BETWEEN ANY TWO JOINTS. ALL WATER MAIN JOINTS WITHIN TWENTY FEET (20') OF THE CROSSING SHALL BE LEAK-FREE AND MECHANICALLY RESTRAINED. ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND THE WATER MAIN JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING). WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE, THE NEW PIPE SHALL BE CONSTRUCTED OF D.I.P. AND THE CROSSING SHALL BE ARRANGED TO MEET THE REQUIREMENTS ABOVE.
- A MINIMUM EIGHT FEET (8') HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE. IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A EIGHT FEET (8') HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SELF-LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST EIGHTEEN INCHES ABOVE THE TOP OF THE SEWER, WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF TWELVE INCHES (12") IN PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF D.I.P. AND THE SEWER OR THE FORCE MAIN SHALL BE CONSTRUCTED OF D.I.P. (IF AVAILABLE IN THE SIZE PROPOSED) WITH A MINIMUM VERTICAL SURFACE OF SIX INCHES. THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).
- MAXIMUM OBTAINABLE SEPARATION OF RECLAIMED WATER LINES AND DOMESTIC WATER LINES SHALL BE PRACTICED: A MINIMUM HORIZONTAL SEPARATION OF FIVE FEET (5') CENTER TO CENTER OR THREE FEET (3') CENTER TO OUTSIDE ROWN OF THE LINES AND GRADES. THEN OUT BACK TO ENSURE PROPER COMPACTION AT THE FINISH SLOPE FACE. ALL EXISTING SLOPES STEEPER THAN 5H:1V SHALL BE "BENCHED" AT LEAST 6 FEET INTO THE SLOPE FACE. TO ENSURE NEW FILLS ARE PLACED AND COMPACTED IN GENERALLY UNIFORM HORIZONTAL LITS, ELIMINATING WEAKENED PLANES WITHIN THE NEW FILLS, THE TOP LIFT SHALL BE COMPACTED TO 98% STANDARD PROCTOR MAXIMUM DENSITY (ASTM D698). COMPACT STRUCTURAL FILL WITHIN PAVED AREAS IN ACCORDANCE WITH PLANS AND SPECIFICATIONS. COMPACT STRUCTURAL FILL WITHIN BUILDING AREAS IN ACCORDANCE WITH GEOTECHNICAL ENGINEERING REPORT AND STRUCTURAL PLANS AND SPECIFICATIONS. SHOULD A DISCREPANCY ARISE BETWEEN THIS AND LOCAL, MUNICIPAL, CODES OR SPECIFICATIONS, THE MOST RESTRICTIVE SHALL APPLY.

GRADING & EARTHWORK

STRUCTURAL FILL

- ALL NEW FILL WITHIN THE PROJECT, WHICH MAY BE USED FOR SUPPORT OF STRUCTURES, BIONS, UTILITIES, PAVEMENTS, WALKS, WALLS, ETC., IS DEFINED AS STRUCTURAL FILL. STRUCTURAL FILL SHOULD BE COMPRISED OF CLEAN SOIL, AND/OR AGGREGATE, FREE OF ORGANICS, DELTERIOUS MATERIALS, ICE, AND WASTE OF ANY KIND, AND BE OBSERVED AND DOCUMENTED BY A REPUTABLE SOIL ENGINEER. COMPACT STRUCTURAL FILL OUTSIDE BUILDING AREAS IN UNIFORM LIFTS NOT EXCEEDING 12 INCHES LOOSE THICKNESS, TO AT LEAST 95% OF STANDARD PROCTOR MAXIMUM DRY DENSITY (ASTM D698). ALL FILL SLOPES TO REMAIN SHALL BE PLACED AND COMPACTED BEYOND THE FINAL LINES AND GRADES. THEN OUT BACK TO ENSURE PROPER COMPACTION AT THE FINISH SLOPE FACE. ALL EXISTING SLOPES STEEPER THAN 5H:1V SHALL BE "BENCHED" AT LEAST 6 FEET INTO THE SLOPE FACE. TO ENSURE NEW FILLS ARE PLACED AND COMPACTED IN GENERALLY UNIFORM HORIZONTAL LITS, ELIMINATING WEAKENED PLANES WITHIN THE NEW FILLS, THE TOP LIFT SHALL BE COMPACTED TO 98% STANDARD PROCTOR MAXIMUM DENSITY (ASTM D698). COMPACT STRUCTURAL FILL WITHIN PAVED AREAS IN ACCORDANCE WITH PLANS AND SPECIFICATIONS. COMPACT STRUCTURAL FILL WITHIN BUILDING AREAS IN ACCORDANCE WITH GEOTECHNICAL ENGINEERING REPORT AND STRUCTURAL PLANS AND SPECIFICATIONS. SHOULD A DISCREPANCY ARISE BETWEEN THIS AND LOCAL, MUNICIPAL, CODES OR SPECIFICATIONS, THE MOST RESTRICTIVE SHALL APPLY.

UTILITY BACKFILL

- ALL UNDERGROUND UTILITIES SHOULD BE BACKFILLED WITH THE TRENCH SPOIL, UNLESS THE SPOILS DO NOT MEET THE STRUCTURAL FILL REQUIREMENTS ABOVE, IN WHICH CASE, A SUITABLE STRUCTURAL FILL SHALL BE IMPORTED AND THE UNSUITABLE SPOILS DISPOSED OFF SITE.

SUBGRADE

- THE ORIGINAL SUBGRADE, AND EACH SUCCESSIVE LIFT OF STRUCTURAL FILL INCLUDING THE FINAL LIFT SHALL BE STABLE UNDER THE WEIGHT OF A LOADED BAXMAL DUMP TRUCK. STABLE IS DEFINED HEREIN AS A FIRM, LAYING LING SURFACE, AND ALLOWING NO YIELDING, RUTTING, FANNING, PUMPING, OR OTHERWISE DEFLECTING IN EXCESS OF 1/2 INCH. IN ADDITION, THE FINAL SUBGRADE SHALL MEET THE FOLLOWING PARAMETERS:

- BUILDING AND EXTERIOR SLABS:
 - GEOTECHNICAL REPORT REQUIREMENTS
 - STRUCTURAL PLANS AND SPECIFICATIONS
- FLEXIBLE AND RIGID PAVEMENT AREAS:
 - PLANS AND SPECIFICATION REQUIREMENTS
 - LOCAL MUNICIPAL REQUIREMENTS

ROAD DESIGN REQUIREMENTS

NOTE: REFER TO TYPICAL ASPHALT PAVEMENT SECTION ON DETAIL SHEET FOR THICKNESS AND SPECIFICATIONS.

STABILIZED SUBGRADE

- ALL ROAD SUBGRADE, WHERE APPLICABLE, SHALL BE STABILIZED TO THE REQUIRED DEPTH AND REQUIRED FLORIDA BEARING VALUE, SIX INCHES OUTSIDE THE EDGE OF BASE ON EACH SIDE OF THE ROAD, AND SHOULDERS SHALL BE STABILIZED SIX INCHES DEEP TO FLORIDA BEARING VALUE OF 60, WHERE EXISTING SOILS TO BE USED IN THE ROAD SUBGRADE HAVE THE REQUIRED BEARING VALUE, NO ADDITIONAL STABILIZING MATERIAL NEED BE ADDED. MIXING SHALL BE DONE TO INSURE UNIFORMITY WHETHER OR NOT ADDITIONAL MATERIAL IS ADDED.
- THE STABILIZING MATERIAL, IF REQUIRED, SHALL BE HIGH BEARING VALUE SOIL, CLAY, SAND, LIMESTOCK, SHELLOR OTHER MATERIAL, CONFORMING TO FOOT STANDARD SPECIFICATIONS.

BASE COURSE

- THE MATERIALS PERMITTED AS BASE COURSE FOR FLEXIBLE PAVEMENT SHALL BE LIMEROCK, OYSTER SHELL, HOT PLANT MIX ASPHALTIC CONCRETE OR SOIL CEMENT AND SHALL MEET FOOT STANDARD SPECIFICATIONS.

SURFACE COURSE

- ANY ASPHALTIC CONCRETE SURFACE COURSE MEETING FOOT STANDARD SPECIFICATIONS WILL BE PERMITTED. ONLY ONE TYPE OF SURFACE COURSE WILL BE PERMITTED IN EACH DEVELOPMENT OR PHASE OF A DEVELOPMENT. MINIMUM THICKNESS FOR ALL SURFACE COURSES SHALL BE ONE INCH. NO RECYCLED ASPHALT PAVEMENT (RAP) MATERIAL SHALL BE ALLOWED IN SURFACE COURSES. ONLY VIRGIN MATERIAL IS PERMITTED.

FLEXIBLE PAVEMENT ROAD DESIGN

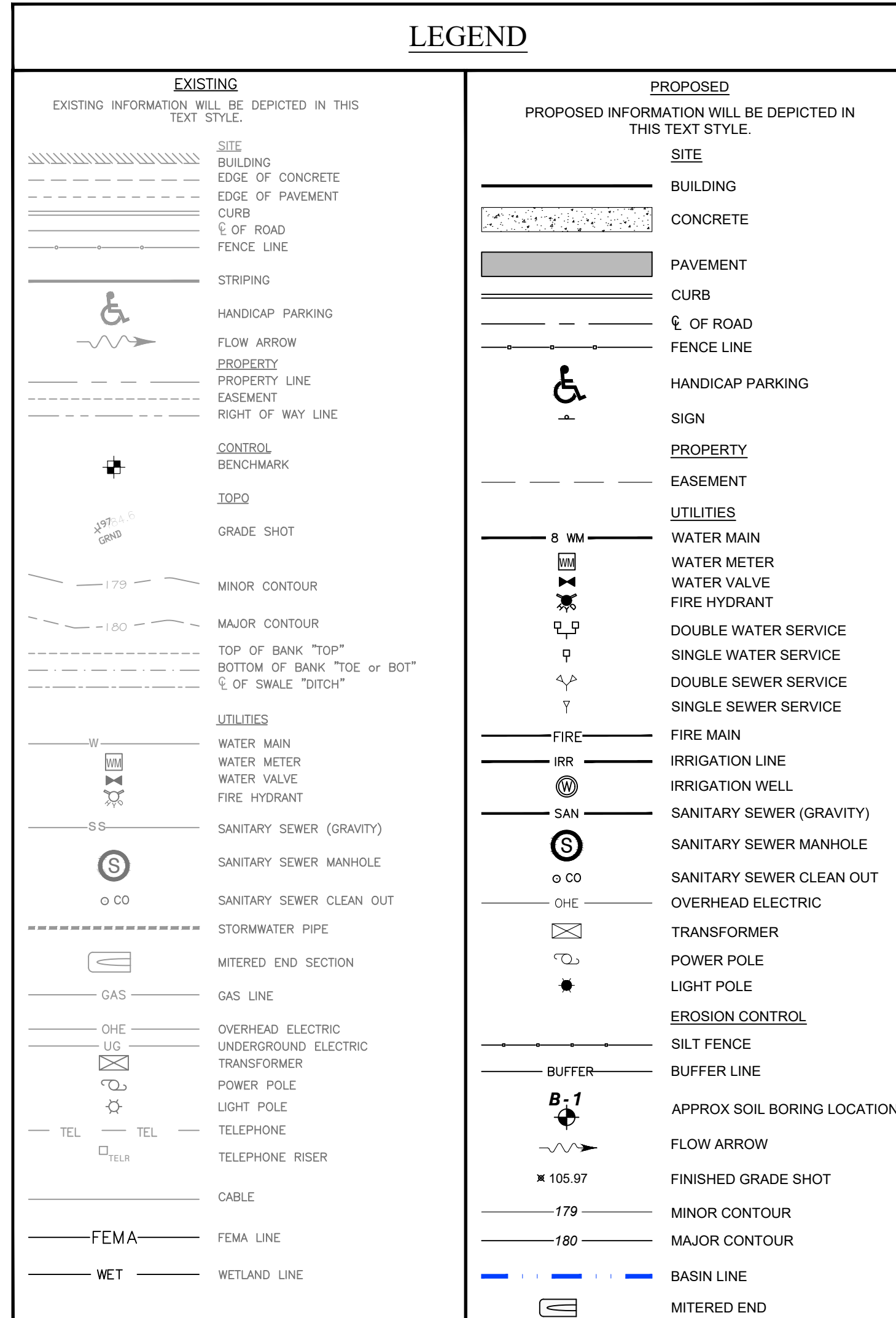
- FOR COLLECTOR AND ARTERIAL ROADS, THE METHOD OF DETERMINING ROAD SUBBASE, BASE AND PAVEMENT THICKNESS FOR STANDARD TYPICAL SECTIONS SHOWN IN FIGURES A6, A15, TYPICAL ROAD SECTIONS AND STANDARD INTERSECTION DETAILS, SHALL BE THE STRUCTURAL NUMBER CRITERION, AS SET FORTH IN THE "FLEXIBLE PAVEMENT DESIGN MANUAL FOR NEW CONSTRUCTION AND PAVEMENT REHABILITATION" D003 625, 010, 002 PUBLISHED BY THE FDOT. THE MINIMUM STRUCTURE NUMBER SHALL BE 3.0 AS DETERMINED BY LAYER COEFFICIENTS. SEE DETAIL SHEET FOR COMPOSITION.
- THE MINIMUM STRUCTURAL NUMBER ALLOWABLE FOR ANY ROAD SECTION DESIGNED FOR LOCAL RESIDENTIAL TRAFFIC WILL BE 2.20 AS DETERMINED BY THE LAYER COEFFICIENTS SHOWN IN TABLE AT MINIMUM DESIGN THICKNESS SHALL BE ONE AND ONE HALF INCHES WITH CONSTRUCTION TOLERANCES OF 0.20 INCHES. THE MINIMUM SURFACE COURSE THICKNESS AT ANY POINT SHALL BE ONE AND ONE QUARTER INCH.
- THE TOTAL LAYER COEFFICIENT ALLOWED FOR THE SUBGRADE DESIGNED FOR LOCAL RESIDENTIAL TRAFFIC SHALL NOT EXCEED THE VALUE ASSIGNED FOR EIGHT INCH THICKNESS. THE BASE MATERIAL SPECIFIED IN TABLE AT BASE COURSE, SHALL BE USED. THE PROPOSED TYPICAL SECTION SHALL BE SHOWN ON THE PLANS AND THE STRUCTURAL NUMBER COMPUTATION INCLUDED UNDER THE TYPICAL SECTION.
- PROPOSED LOCAL ROADS WHICH ARE TO ACCOMMODATE COMMERCIAL OR INDUSTRIAL TRAFFIC SHALL BE DESIGNED TO A MINIMUM STRUCTURAL NUMBER OF 3.00 AS DETERMINED BY THE LAYER OF COEFFICIENTS SHOWN IN TABLE AT.
- TABLE AT 7 IS A SUGGESTED STARTING PLACE FOR DETERMINING PAVEMENT LAYER TYPE AND DIMENSION. USE BASED ON PREVIOUS GENERAL EXPERIENCE. PAVEMENT SECTIONS DIFFERING FROM THESE GUIDELINES ARE FEASIBLE WHEN JUSTIFIED BY LOCAL EXPERIENCE. CONSTRUCTION PROCEDURE OR APPROPRIATE SUPPORTING DATA, FOR COST COMPARISON PURPOSES, IT MAY BE DESIRABLE TO USE THE THICKNESSES OF ABC TYPES I, II, AND III IN INCREMENTS OF ONE INCH.
- TESTING FOR ASPHALT AREAS INCLUDING BUT NOT LIMITED TO: LIMEROCK BEARING RATIO, DENSITY, AND CORES SHALL BE IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS FOR WORK WITHIN RIGHT OF WAY AND WITHIN THE SITE AT CONTRACTOR'S EXPENSE. CORE SPACING FOR DRIVE ASILES WITHIN THE SITE SHALL BE EVERY 300 LINEAR FEET MINIMUM. ONE TEST PER AREA. PARKING AREAS SHALL BE CORED AT INTERVALS OF 500 SQUARE YARDS PER THESE REQUIREMENTS. THE AREAS TO BE CORED SHALL BE DETERMINED BY AN IMPARTIAL GEOTECHNICAL ENGINEER. ADDITIONAL TESTING WILL BE REQUIRED IF INITIAL TESTING FAILS. FINAL SIGNED AND SEALED TEST PACKAGES SHALL BE PRESENTED TO ENGINEER AND OWNER AT THE TERMINUS OF PROJECT IN A NEAT AND ORDERLY FASHION. TESTING FOR CONCRETE AREAS INCLUDING BUT NOT LIMITED TO: DENSITY, SLUMP, AND CYLINDER BREAKS SHALL BE IN ACCORDANCE WITH LOCAL MUNICIPAL REQUIREMENTS.

AS-BUILT PLANS

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING THE ENGINEER OF RECORD CERTIFIED UTILITY AS-BUILT SURVEYS IS 6 MIN IN ADDITION TO ANY COPIES REQUIRED BY OWNER OF ALL UNDER GROUND UTILITIES SHOWN AND SEALED BY A REGISTERED LAND SURVEYOR IN THE STATE OF FLORIDA (AS WELL AS A DIGITAL CAD FILE IN 2004 OR NEVER FORMAT). THE AS-BUILT SURVEY SHALL BE ORIENTED IN STATE PLANE COORDINATES WITH A MINIMUM OF TWO REFERENCED BENCHMARK LOCATIONS. THE AS-BUILT DRAWINGS SHALL INCLUDE ALL DEVIATIONS FROM THE APPROVED PLANS DURING CONSTRUCTION. THE RECORD DRAWINGS MUST SHOW EACH AND EVERY WATER, WASTEWATER, AND RECLAIMED WATER SERVICE, TAP, CLEAN-OUT, VALVE, FIRE HYDRANT, FITTING, AND CASING END REFERENCED FROM AT LEAST TWO FIXED AND EASILY FOUND REFERENCE POINTS (E.G., PROPERTY CORNERS, EDGES OF PAVEMENT, ROADWAY CENTER LINES, RIGHT-OF-WAYS, MANHOLE LIDS, ETC.). DEPTHS, MATERIALS, SIZES OF PIPES, VALVES, RESTRAIN LENGTHS, AND FITTINGS MUST BE INDICATED AND STATED ON THE RECORD DRAWINGS. LOT NUMBERS, STREET NAMES, EASEMENTS (DRAINAGE, UTILITY, ACCESS, ETC.), RIGHT-OF-WAYS, PROPERTY BOUNDARIES, ETC. MUST BE SHOWN ON THE RECORD DRAWINGS AND CONCUR WITH THE APPROVED AND RECORDED PLAT AS APPLICABLE.
- THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE ENGINEER OF RECORD, CERTIFIED DRAINAGE AS BUILT SURVEYS (6 MIN IN ADDITION TO ANY COPIES REQUIRED BY OWNER) SIGNED & SEALED BY A REGISTERED LAND SURVEYOR IN THE STATE OF FLORIDA (AS WELL AS A DIGITAL CAD FILE IN 2004 OR NEVER FORMAT). THE AS-BUILT DRAWINGS SHALL INCLUDE ALL GRADING ELEVATIONS, DRAINAGE STRUCTURES, PIPE INVERTS, PIPE MATERIAL TYPES, SLOPES, AND SIZES, AS WELL AS ALL ABOVE GROUND FEATURES, INCLUDING BUT NOT LIMITED TO, BUILDING LOCATIONS, FINISHED FLOOR ELEVATIONS, AND SIDEWALKS (WITH ELEVATIONS). THE SURVEY SHALL LOCATE ALL APPARENT POND AND SWALE TOPS AND BOTTOMS BOTH HORIZONTALLY AND VERTICALLY. A PERMANENT BENCHMARK SHALL BE INSCRIBED ON EACH POND DISCHARGE STRUCTURE AND LABELED ON THE AS-BUILT SURVEY AS APPLICABLE. ALL CURB AND PEDESTRIAN RAMPS SHALL BE ADEQUATELY DETAILED TO ENSURE COMPLIANCE WITH ADA ACCESSIBILITY STANDARDS. WHERE PROPOSED WORK IS LOCATED WITHIN PUBLIC (RIGHT-OF-WAY) OR PRIVATE ROADWAYS, ELEVATIONS SHALL BE PROVIDED AT INTERMITTENT CROSS SECTIONS NOT EXCEEDING 100 FEET.
- AS BUILT DRAWINGS SHALL BE NEAT AND LEGIBLE. THE CONTRACTOR IS TO CONFORM TO ENGINEER THAT AS BUILT DRAWINGS ARE ADEQUATE, COMPLETE, AND IN COMPLIANCE WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
- ALL COSTS ASSOCIATED WITH THE AFOREMENTIONED AS BUILTS SHALL BE INCLUDED IN THE CONTRACTOR'S BASE BID.

BID UNIT PRICES AND BASIS OF PAYMENT

THE PROJECT BID UNIT PRICES AND BASIS OF PAYMENT SHALL INCLUDE ALL MOBILIZATION, LABOR, MATERIALS, CLEARING, GRUBBING, EXCAVATION, DEWATERING, SILT BARRIERS, TRENCH SAFETY AND SHORING, PIPE BEDDING, SPECIAL BACKFILL, MECHANICAL RESTRAIN TESTING, MAINTENANCE OF TRAFFIC, INCIDENTALS, DISPOSAL OF EXCESS MATERIAL, CLEAN UP AND ANY OTHER ITEMS REQUIRED TO COMPLETE CONSTRUCTION OF THE ENTIRE PROJECT.

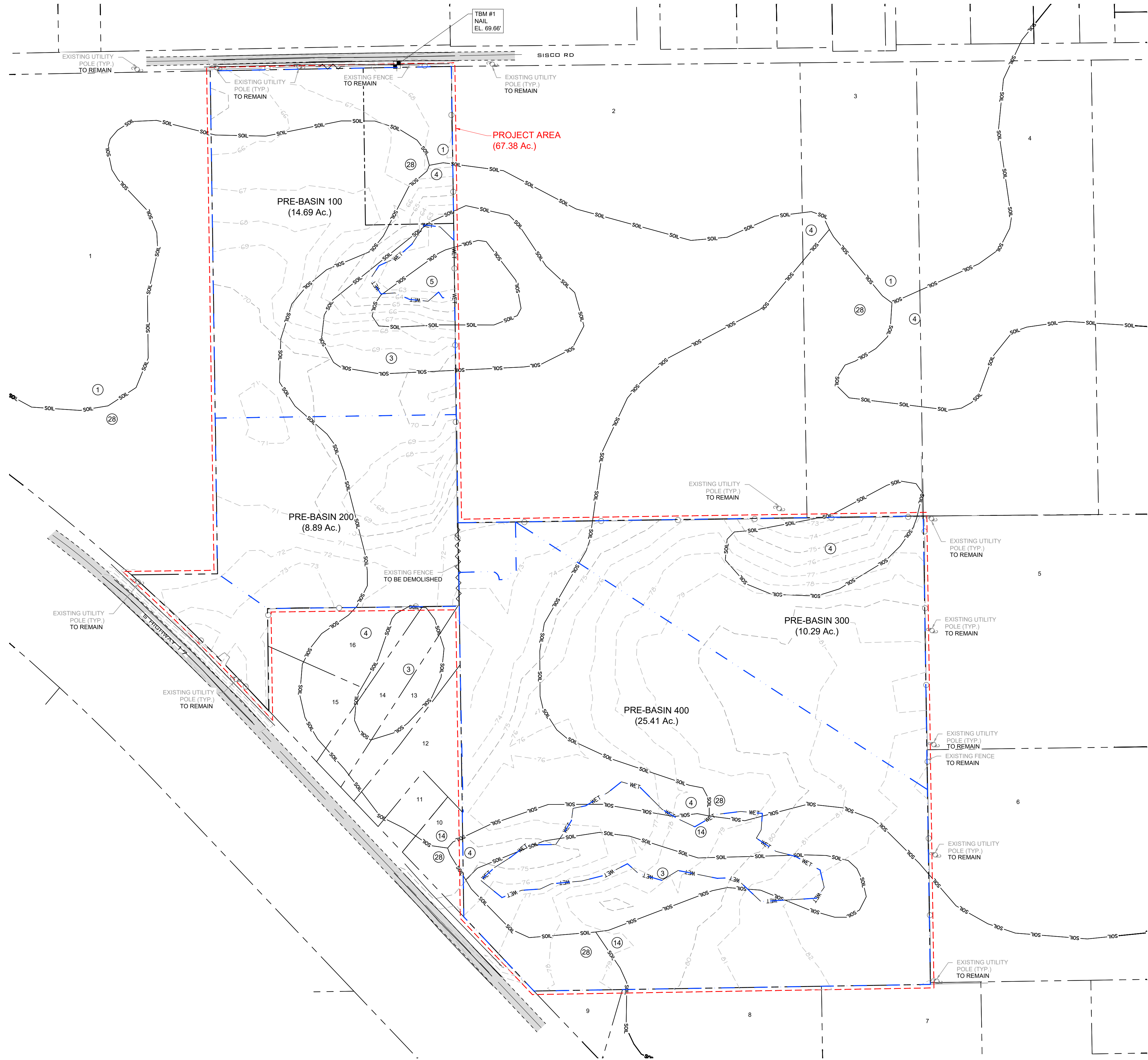


ABBREVIATIONS

THE FOLLOWING LIST CONTAINS ABBREVIATIONS USED IN THIS SET OF DRAWINGS. NOTE: NOT ALL ABBREVIATIONS SHOWN HEREIN APPEAR WITHIN THIS SET OF PLANS

AC	= ASPHALT CONCRETE	FAR	= FLOOR AREA RATIO	N	= NORTH	S	= SOUTH
ACC	= ACRE	FDG	= FIRE DEPARTMENT	NGS	= NATIONAL GEODETIC	SAN	= SANITARY
APPD	= APPROVED	FDOT	= FLORIDA DEPARTMENT OF TRANSPORTATION	NO (#)	= NUMBER	SCH	= SCHEDULE
APPROX	= APPROXIMATE	FF	= FINISHED FLOOR	NOM	= NOMINAL	SECT	= SECTION
ARCH	= ARCHITECTURAL	FLG	= FLANGE	NTS	= NOT TO SCALE	SEW	= SEWER
ASPH	= ASPHALT	FM	= FIRE HYDRANT	OC	= ON CENTER	SF or SQ FT	= SQUARE FEET
ASBY	= ASSEMBLY	FT (F)	= FEET, FOOT	OD	= OUTSIDE DIAMETER	SH	= SHEET
AWWA	= AMERICAN WATER WORKS ASSOCIATION	GALV	= GALVANIZED	OP	= OPPOSITE	SH	= SHEET
		GA	= GAUGE	OR	= ORIGINAL	SH	= SHEET
		GALV	= GALVANIZED	OH	= OVERHEAD	SH	= SHEET
BLDG	= BUILDING	GR	= GRADE	PAR	= PARALLEL	SPR	= SPRINKLER
BLVD	= BOULEVARD	GRND	= GROUND	PC	= PRECAST CONCRETE	SQ	= SQUARE
BM	= BENCHMARK	GS	= GALVANIZED STEEL, GROUND SHOT	PERF	= PERFORATED	SST	= STAINLESS STEEL
BC	= BOTTOM OF CURB			PERM	= PERMANENT	ST	= STREET
BFP	= BACK FLOW PREVENTER			PERP	= PERPENDICULAR	STA	= STATION
				PI	= POINT OF INTERSECTION	STD	= STANDARD
CF	= CUBIC FEET	HB	= HOSE BIB	PIV	= POST INDICATOR VALVE	STL	= STEEL
CHOPE	= CORRUGATED HIGH DENSITY POLYETHYLENE PIPE	HCP	= HANDICAP	PL	= PROPERTY LINE, PLATE	STRUC	= STRUCTURAL
CI	= CAST IRON	HORIZ	= HORIZONTAL	PL	= PROPERTY LINE, PLATE	SYM	= SYMBOL
CIP	= CHLORINE INJECTION POINT	HP	= HIGH POINT, HIGH	PL	= PROPERTY LINE, PLATE	SV, SYD	= SQUARE YARDS
CL	= CENTER LINE	HT	= HEIGHT	PL	= POINT ON LINE	SW	= SIDEWALK
CLF	= CHAIN LINK FENCE	HW	= HIGH WATER	PRC	= POINT OF REVERSE CURVATURE	SHWL	= SEASONAL HIGH WATER LEVEL
CMP	= CORRUGATED METAL PIPE	HYD	= HIGHWAY				
CO	= CLEAN OUT, COMPANY	HYD	= HYDRANT, HYDRAULIC	PROJ	= PROJECT	TAN	= TANGENT
COL	= CITY OF LAKELAND			PROP	= PROPOSED	TBD	= TO BE DETERMINED
COMM	= COMMUNICATION	ID	= INSIDE DIAMETER	PSF	= POUNDS PER SQUARE FOOT	TEL	= TELEPHONE
CONC	= CONCRETE	IE	= INVERT ELEVATION	PSI	= POUNDS PER SQUARE INCH	TEMP	= TEMPERATURE
COND	= CONDUIT (UNDERGROUND)	INCH	= INCH	PT	= POINT or POINT OF TANGENCY	TERM	= TERMINAL
CONST	= CONSTRUCT, CONSTRUCTION	INC	= INCORPORATED			TOB	= TOP OF BERM, TOP OF BANK
CONTRACTOR	= CONTRACTOR, CONTRACT	INFO	= INFORMATION	PVC	= POLYVINYL CHLORIDE	TC	= TOP OF CONC, TOP OF CURB
CORR	= CORRUGATED	INV	= INVERT	PVMT	= PAVEMENT	TOP	= TOP OF PAVEMENT
CU	= CUBIC	IRR	= IRRIGATION			TOW	= TOE OF SLOPE
CUB	= CUBIC FOOT					TOW	= TOP OF WALL
CUB IN	= CUBIC INCH					TR	= TREAD
CUB YD	= CUBIC YARD					TYP	= TYPICAL
						TAB	= TOP AND BOTTOM
DBI	= DITCH BOTTOM INLET	JCT	= JUNCTION	R	= RIGHT	UG	= UNDERGROUND
DBL	= DOUBLE	JM	= JUNCTION MANHOLE	RAD	= RADIUS	UN	= UNLESS OTHERWISE NOTED
DEMO	= DEMOLITION	JT	= JOINT, CONSTRUCTION JOINT	RCR	= REINFORCED CONCRETE	US	= UPSTREAM
DET	= DETAIL			RD	= ROAD, ROOF DRAIN		
DI	= DUCTILE IRON	L	= LEFT	RED	= REDUCED	VPI	= VERTICAL POINT OF INTERSECTION
DI	= DIAMETER	LAB	= LABORATORY	REQD	= REQUIRED	VUA	= VEHICLE USE AREA
DIM	= DIMENSION	LAT	= LATERAL	REV	= REVISION, REVISE		
DIP	= DUCTILE IRON PIPE	LF	= LINEAR FEET	RH	= RIGHT HAND	WM	= WATER MAIN
DS	= DOWNSPOUT, DOWNSTREAM	LH	= LEFT HAND	RM	= ROOM	W/	= WITH
DWG	= DRAWING	LVL	= LOW POINT	RND	= ROUND	WO	= WITHOUT
DHWL	= DESIGN HIGH WATER LEVEL	LVL	= LEVEL	ROW OR RR	= ROAD OR RAILROAD	W	= WOOD
						WL	= WATER LINE
E	= EAST	MAT	= MATERIAL			WT	= WEIGHT
EA	= EACH	MAX	= MAXIMUM			WWF	= WELDED WIRE FABRIC
EL	= ELEVATION	MCH	= MECHANICAL				
ELEC	= ELECTRIC, ELECTRICAL	MES	= MITERED END SECTION				
ENCL	= ENCLOSURE	MFG	= MATCH EXISTING GRADE				
EOP	= EDGE OF PAVEMENT	MFG	= MANUFACTURING				
EOL	= EDGE OF LANE	MFR	= MANUFACTURER				
EQ	= EQUAL	MH	= MANHOLE				
ERCP	= ELLIPTICAL REINFORCED CONCRETE PIPE	MIN	= MINIMUM				
EXIST	= EXISTING	MISC	= MISCELLANEOUS				
EXP	= EXPANSION CONT.	MJ	= MECHANICAL JOINT				
EXP JT	= EXPANSION JOINT	MOD	= MODIFIED				
						X-SEC	= CROSS SECTION
						YD	= YARD

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1	PARCEL 30-11-27-0000-0070-0000 OWNERS SHEFFIELD CATHERINE H OWNER ADDRESS 395 COUNTY RD 310 PALATKA, FL	2	PARCEL 30-11-27-0000-0010-0000 OWNERS JENNINGS RICHARD F. CHRISTOPHER M NOROSKY OWNER ADDRESS 171 SISCO RD POMONA PARK, FL	3	PARCEL 30-11-27-0000-0010-0020 OWNERS HUYSKENS MARTIN, BRANDY HW OWNER ADDRESS 177 SISCO RD POMONA PARK, FL
4	PARCEL 30-11-27-0000-0012-0000 OWNERS HENSON JAMES S OWNER ADDRESS 181 SISCO RD POMONA PARK	5	PARCEL 30-11-27-0000-0020-0010 OWNERS BRADLEY JOHN C OWNER ADDRESS 135 LINCOLN AV POMONA PARK	6	PARCEL 30-11-27-0000-0020-0000 OWNERS BRADLEY JOHN C OWNER ADDRESS Unassigned Location
7	PARCEL 30-11-27-0000-0120-0020 OWNERS AMERICAN TOWER L P OWNER ADDRESS 1620 S HIGHWAY 17 POMONA PARK	8	PARCEL 30-11-27-0000-0170-0000 OWNERS MARPRO MARINE LLC OWNER ADDRESS 1614 S HIGHWAY 17 POMONA PARK	9	PARCEL 30-11-27-0000-0180-0000 OWNERS TEETER FRANKLIN EDWARD, PAUL DAVID EDWARDS OWNER ADDRESS 1610 S HIGHWAY 17 # UNIT 1 POMONA PARK
10	PARCEL 30-11-27-0000-0050-0000 OWNERS MARTIN LELIANI P OWNER ADDRESS 745 CAMP MILTON LANE JACKSONVILLE, FL	11	PARCEL 30-11-27-0000-0100-0000 OWNERS FRENCH DEANNA OWNER ADDRESS 745 CAMP MILTON LANE JACKSONVILLE, FL	12	PARCEL 30-11-27-0000-0043-0000 OWNERS FRENCH DEANNA OWNER ADDRESS 506 QUAIL HOLLOW ROAD SATSUMA, FL
13	PARCEL 30-11-27-0000-0043-0010 OWNERS ROJAS MYRNA OWNER ADDRESS 1596 S HIGHWAY 17 POMONA PARK, FL	14	PARCEL 30-11-27-0000-0040-0000 OWNERS LEAVENWORTH BEATRICE OWNER ADDRESS 1594 S HIGHWAY 17 POMONA PARK, FL	15	PARCEL 30-11-27-0000-0042-0010 OWNERS LEVENWORTH JANET A OWNER ADDRESS 1592 S HIGHWAY 17 POMONA PARK, FL
16	PARCEL 30-11-27-0000-0042-0000 OWNERS LEVENWORTH JANET A OWNER ADDRESS 1590 S HIGHWAY 17 POMONA PARK, FL				

LEGEND	
	PROJECT AREA
	PROPERTY LINE
	EXISTING SOIL LINE
	PRE-BASIN LINE
	EXISTING WETLAND
	EXISTING FENCE TO BE DEMOLISHED
	EXISTING PAVEMENT AND CONCRETE TO BE DEMOLISHED

SOIL #	TYPE	CLASS
1	CANDLER	A
3	MYAKKA	A/D
4	ZOLFO	A
5	PLACID	A/D
14	CASSIA	A
28	CENTENARY	A

BENCHMARK TABLE		
BENCHMARK NOTES: ELEVATIONS ARE (N.A.V.D. 1988) REFERENCE BENCHMARK: TBM #1: Elevation 69.66.		
BENCHMARK	ELEVATION	LOCATION
B.M. No. 1	69.66'	N: 461123.4856 E: 1885804.6736
BENCHMARK AND EXISTING CONDITIONS SURVEY INFORMATION PROVIDED BY: STEPHENSON, WILCOX & ASSOCIATES, INC. 2729 E. MOODY BLVD., STE 400 BUNNEL, FL 32110 PHONE: (386) 437-2363		

EXISTING WELL ABANDONMENT NOTE:
ANY EXISTING WELLS FOUND ON-SITE, UNLESS NOTED OTHERWISE TO REMAIN, SHALL BE PROPERLY ABANDONED BY A FLORIDA LICENSED WATER WELL CONTRACTOR IN ACCORDANCE WITH RULE 40D-3.531(2), F.A.C.

DESIGNED BY:	MB		
DRAFTED BY:	CR	DATE	Jul 06, 2026
CHECKED BY:	MJ	JOB NO.	1492.01E
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1			
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Engineers, Land Planners
Construction Managers

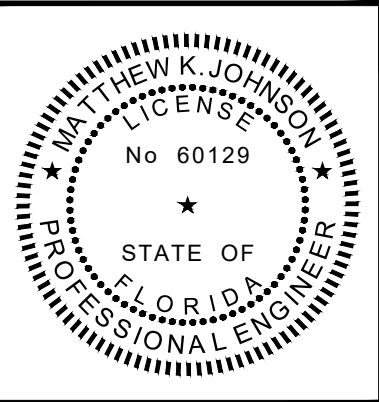
5901 Hillside Heights Drive
Lakeland, Florida 33812
Phone: (888) 618-6103
Fax: (863) 618-6103
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LQ INVESTMENTS PORTFOLIO 21 LLC

EXISTING CONDITIONS

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



SHEET NUMBER
C200

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Know what's below.
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SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT EROSION, SEDIMENT, AND TURBIDITY CONTROL NOTE:

INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES IS THE RESPONSIBILITY OF THE SITE CONTRACTOR. OWNER REQUIRES INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN IN THIS PLAN PRIOR TO INITIATING CONSTRUCTION. CONTRACTOR WILL BE RESPONSIBLE TO MAINTAIN AND ADJUST EROSION AND SEDIMENT CONTROL MEASURES DURING THE CONSTRUCTION PHASE.

DRAINAGE FACILITIES OPERATIONS & MAINTENANCE

POND SIDE SLOPES AND OTHER BANKED SLOPES SHALL BE MAINTAINED IN SUCH A WAY TO PREVENT WASH AND EROSION.

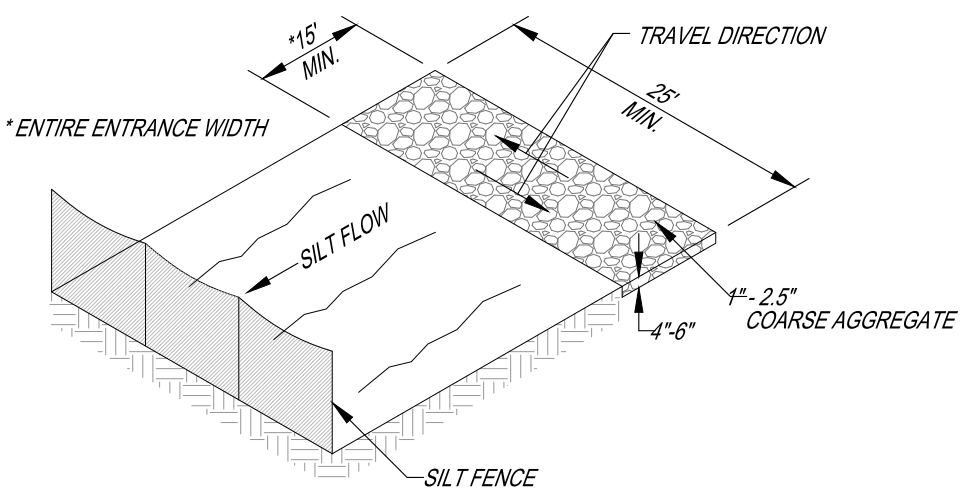
ALL SILT AND OTHER MATERIALS THAT ACCUMULATE IN THE POND BOTTOM, UNDERDRAINS, EXFILTRATION BEDS, SWALES, DITCHES, PIPES, ETC. SHALL BE REMOVED REGULARLY TO MAINTAIN THE INTENDED FUNCTIONALITY OF THE STORMWATER MANAGEMENT FACILITIES.

ALL RETENTION AREAS AND ADJACENT AREAS SHALL BE MOWED AND KEPT CLEAN OF ALL TRASH AND DEBRIS. ALL GRASS CUTTINGS, TRIMMINGS, AND OTHER ORGANIC SEDIMENT SHALL BE RAKED AND REMOVED.

RETENTION AREA BOTTOMS AND SIDE SLOPES ARE TO BE CLEANED AND RE-GRADED BY THE OWNER AS REQUIRED TO MAINTAIN THE EFFECTIVE DEPTH AND VOLUME AND RATE OF PERCOLATION. ALL SIDE SLOPES OF 4:1 (H TO V) OR STEEPER SHALL BE SODDED WITH ARGENTINE BAHIA.

NPDES CONSTRUCTION PERMIT

- IF THE PROJECT AREA IS GREATER THAN 1-ACRE, THE CONTRACTOR IS REQUIRED TO OBTAIN AN NPDES CONSTRUCTION PERMIT THROUGH THE FDEP.
- THE CONTRACTOR SHALL PRODUCE A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IN COMPLIANCE WITH THE NPDES PERMIT REQUIREMENTS.
- THE CONTRACTOR SHALL UPDATE THE SWPPP AS NECESSARY IF WARRANTED BY A CHANGE IN THE SITE.
- THE GENERAL CONTRACTOR SHALL MAINTAIN THE SITE IN COMPLIANCE WITH THESE CONSTRUCTION PLANS, THE SWPPP, AND NPDES PERMIT. ANY ACTIONS TAKEN BY PERMITTING AUTHORITIES INCLUDING ANY FINES LEVIED WILL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- THE GENERAL CONTRACTOR SHALL INSURE THAT ALL REQUIRED INSPECTION, DOCUMENTATION, AND ANY NECESSARY REPAIRS ARE PERFORMED AS REQUIRED BY THE NPDES PERMIT, SWPPP, OR AS STATED HEREIN THE CONSTRUCTION PLANS.
- THE GENERAL CONTRACTOR SHALL POST AND MAINTAIN ALL DOCUMENTATION REQUIRED BY THE NPDES PERMIT AND THE SWPPP AND MAKE AVAILABLE SUCH DOCUMENTATION TO PERMITTING AGENCY OR OWNER RESPONSIBLE UPON REQUEST.



DESCRIPTION:
A STABILIZED PAD OF CRUSHED STONE AND WASHDOWN (IF REQUIRED) TO PREVENT TRACKING OR FLOWING OF SEDIMENT OFFSITE.

INSTALLATION / APPLICATION CRITERIA:

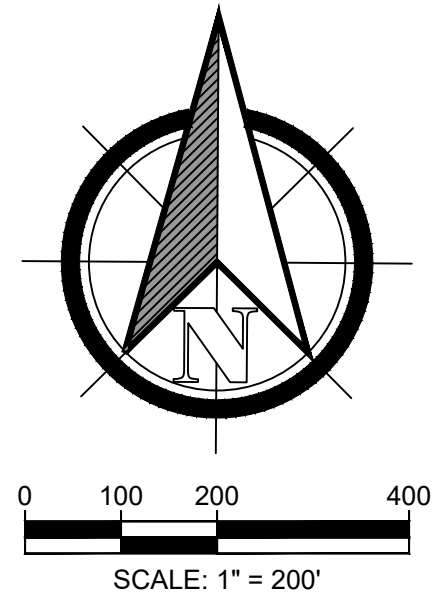
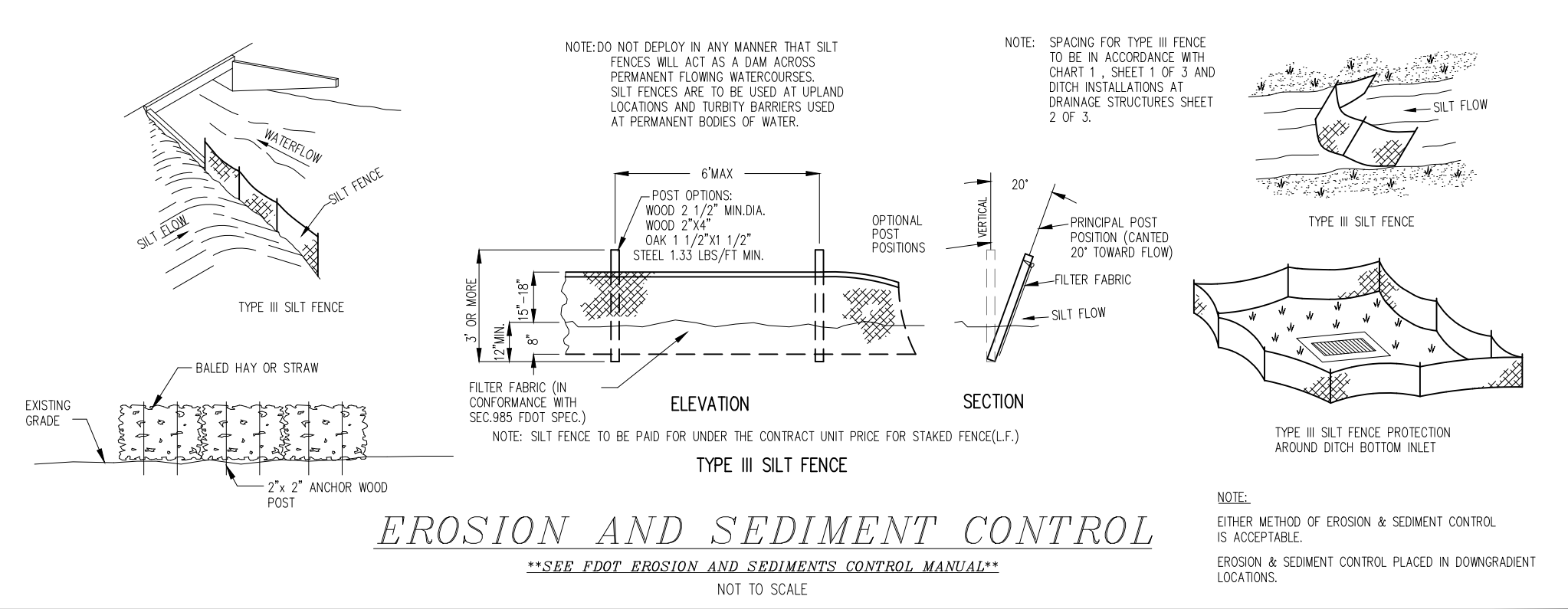
- CLEAR AND GRUB AREA AND GRADE TO PROVIDE MAXIMUM SLOPE OF 1:1.
- COMPACT SUBGRADE AND PLACE FILTER FABRIC IF DESIRED (RECOMMENDED) FOR WASH AREAS TO REMAIN IN USE FOR MORE THAN 3 MONTHS.
- PLACE COARSE AGGREGATE, 1" - 2.5" IN SIZE, TO A MINIMUM DEPTH OF 4" - 6".
- INSTALL SILT FENCE DOWNGRADEMENT.

LIMITATIONS:
CANNOT BE UTILIZED FOR WASHING EQUIPMENT OR VEHICLES THAT MAY CAUSE CONTAMINATION OF RUNOFF SUCH AS FERTILIZER EQUIPMENT OR CONCRETE EQUIPMENT.

MAINTENANCE:

- INSPECT ONLY FOR LOSS OF GRAVEL OR SEDIMENT BUILDUP.
- INSPECT ADJACENT AREA FOR SEDIMENT DEPOSIT AND INSTALL ADDITIONAL CONTROLS AS NECESSARY.
- REPAIR AREA AND REPLACE GRAVEL AS REQUIRED TO MAINTAIN CONTROL IN GOOD WORKING CONDITION.
- EXPAND STABILIZED AREA AS REQUIRED TO ACCOMMODATE ACTIVITIES.
- MAINTAIN SILT FENCE.

CONSTRUCTION ACCESS DETAIL
NOT TO SCALE



SEQUENCE OF MAJOR ACTIVITIES

- CONTRACTOR IS RESPONSIBLE FOR OBTAINING NPDES CONSTRUCTION STORMWATER PERMIT THROUGH THE FDEP AND SHALL SUBMIT THE NOTICE OF INTENT (NOI) AT LEAST 7 DAYS PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBANCE ACTIVITIES.
- INSTALLATION OF SILT FENCE, EXISTING INLET PROTECTION (IF REQUIRED) AND ALL OTHER MEASURES INCLUDING BUT NOT LIMITED TO TEMPORARY SEDIMENT BASINS, DITCH PROTECTION, DIVERSION BERMS, ETC. REQUIRED BY THESE CONSTRUCTION PLANS AND THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
- ROUGH GRADE THE STORMWATER RETENTION/DETENTION POND(S) AS WELL AS TEMPORARY SWALES TO FORCE DELIVERY OF ON-SITE RUNOFF TO THE POND(S). THE SURFACE AREA OF UNPROTECTED ERODIBLE MATERIAL EXPOSED BY CLEARING AND GRUBBING, EXCAVATING, OR FILLING OPERATION SHALL BE KEPT TO A MINIMUM AS POSSIBLE.
- STABILIZE CLEARED AREAS WITHIN 7 DAYS OF LAST DISTURBANCE IF RUNOFF IS NOT CAPTURED BY STORMWATER POND(S).
- INSTALL STORM SEWER CONVEYANCE SYSTEMS, UTILITIES, AND BUILDINGS.
- COMPLETE GRADING AND CONSTRUCT ENTRANCES AND PAVEMENT.
- INSTALL PERMANENT SODDING (PIN AS REQUIRED IN SLOPED AREAS), SEED & MULCH AS REQUIRED, OR OTHER PERMANENT STABILIZATION FEATURES.
- REMOVE INSTALLED SILT BARRIERS AFTER ALL DISTURBED AREAS ARE STABILIZED.

STABILIZATION MEASURES

TEMPORARY STABILIZATION - SOIL STOCKPILES AND DISTURBED AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED FOR AT LEAST 14 DAYS SHALL BE STABILIZED WITHIN 7 DAYS FROM THE LAST CONSTRUCTION ACTIVITY. THESE AREAS SHALL BE STABILIZED WITH SEED OR MULCH. THE SURFACE AREA OF UNPROTECTED ERODIBLE MATERIAL EXPOSED BY CLEARING AND GRUBBING, EXCAVATING, OR FILLING OPERATION SHALL BE KEPT TO A MINIMUM AS POSSIBLE.

PERMANENT STABILIZATION - AREAS WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY CEASED SHALL BE STABILIZED BY SEED, MULCH, OR OTHER PERMANENT MEASURES.

OFFSITE VEHICLE TRACKING

MONITORING OF OFFSITE TRACKING OF SEDIMENTS AT THE ENTRANCES IS ESSENTIAL WHERE SILT FENCE WILL NOT BE PLACED TO ENABLE ACCESS TO THE SITE. IF IT APPEARS THAT SIGNIFICANT AMOUNTS OF SEDIMENT ARE BEING TRACKED OFF THE SITE, GRAVEL ENTRANCES OR OTHER EQUIVALENT MEASURES ARE RECOMMENDED TO HELP DISLODGE THE SOIL, SEDIMENT, AND DIRT BEFORE THE VEHICLES LEAVE THE SITE.

EROSION & SEDIMENT CONTROL NOTES

ALL PRACTICABLE AND NECESSARY EFFORTS WILL BE TAKEN DURING CONSTRUCTION TO CONTROL AND PREVENT EROSION AND TRANSPORT OF SEDIMENT TO SURFACE DRAINS, SURFACE WATERS, OR ON TO ADJOINING PROPERTIES.

ALL SITE GRADING SHALL DIRECT ON-SITE STORMWATER RUNOFF TO THE DETENTION AND/OR RETENTION AREAS. THE DOWN STREAM TURBIDITY SCREENING WILL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT CONSTRUCTION.

REVEGETATION AND STABILIZATION OF DISTURBED GROUND SURFACES WILL BE ACCOMPLISHED AS RAPIDLY AS POSSIBLE TO PREVENT EROSION FROM OCCURRING AND REDUCE THE SEDIMENT LOAD INTO THE DISCHARGE WATERS OF THE STATE OR USA. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE GRASSSED AND MULCHED, OR SODDED.

ALL AREAS SUBJECT TO EROSION SHALL BE REGRADED AND PROPERLY MAINTAINED WITH PROTECTIVE MEASURES SUCH AS VEGETATION, TURFING, MULCH, HAY BALES, STABILIZING, FIBROUS MATERIALS, RIPRAP, ETC. TO CONTROL EROSION WITH A MINIMUM MAINTENANCE AND TO REDUCE DUST CONDITIONS. THE CONTRACTOR SHALL MAKE PROVISIONS TO MINIMIZE AIRBORNE DEBRIS AND DUST FROM LEAVING THE CONSTRUCTION SITE. DUST SHALL BE CONTROLLED WITH THE USE OF WATER, IF NECESSARY.

SILT FENCE OR HAY BALES WILL BE INSTALLED AROUND THE CONSTRUCTION SITE PERIMETER TO PREVENT SILTATION OF ADJACENT PROPERTIES AND ANY SUCH MATERIALS SHALL BE REMOVED FROM OFF-SITE. THE SILT FENCE AND/OR HAY BALES WILL REMAIN IN PLACE UNTIL ALL EXPOSED SURFACES ARE STABILIZED. ANY SEDIMENT DEPOSITS OR SOIL DISTURBANCE CREATED DURING THE INSTALLATION AND REMOVAL OF SILT FENCE SHALL BE DRESSED TO CONFORM TO THE FINISHED GRADE.

THE TYPE OF EROSION CONTROL BARRIERS USED SHALL BE GOVERNED BY THE NATURE OF THE CONSTRUCTION OPERATION AND SOIL TYPE THAT WILL BE EXPOSED. SILTY AND CLAYEY MATERIAL USUALLY REQUIRE SOLID SEDIMENT BARRIERS TO PREVENT TURBID WATER DISCHARGE WHILE SANDY MATERIAL MAY ONLY NEED SILT SCREENS OR HAY BALES TO PREVENT EROSION. FLOATING TURBIDITY CURTAINS SHOULD BE USED IN OPEN WATER SITUATIONS. DIVERSION DITCHES OR SWALES MAY BE REQUIRED TO PREVENT TURBID STORMWATER RUNOFF FROM BEING DISCHARGED TO OTHER WATER BODIES. IT MAY BE NECESSARY TO EMPLOY A COMBINATION OF BARRIERS, DITCHES, AND OTHER EROSION/TURBIDITY CONTROL MEASURES IF CONDITIONS WARRANT.

DEWATERING, ALTHOUGH NOT ANTICIPATED, MAY BE REQUIRED FOR INSTALLATION OF THE SANITARY OR STORM SEWER. THE DURATION IS DEPENDENT ON THE SCHEDULE OF CONSTRUCTION. THE DEWATERING DISCHARGE WILL BE CONTAINED WITHIN A SETTLING AREA INSIDE THE NEARBY AREAS. THE SETTLING AREAS WILL BE SURROUNDED WITH TURBIDITY BARRIERS AND HAYBALES. AFTER DEWATERING WORK HAS BEEN COMPLETED, THE SETTLING AREAS WILL BE EXCAVATED AND/OR RESHAPED TO FINALIZE THE POND(S). DEWATERING STRUCTURES SHALL REMAIN IN PLACE UNTIL TRENDING HAS BEEN COMPLETED. ALL DISCHARGE SHALL BE CONTAINED WITHIN THE PROJECT AREA AS DESCRIBED. THE CONTRACTOR SHALL MAKE EVERY REASONABLE EFFORT TO MAINTAIN WATER FROM DEWATERING OPERATIONS ON-SITE. NO WATER FROM DEWATERING OPERATIONS SHALL BE PUMPED DIRECTLY OFF-SITE.

THE CONTRACTOR SHALL PROVIDE SILTATION REDUCTION DEVICES FOR THE DISCHARGE FROM THE DEWATERING PROCESS SO THAT DIRECT DISCHARGE DOES NOT OCCUR.

NO CLAY MATERIAL SHALL BE LEFT EXPOSED IN THE EXCAVATION. IF CLAY OR SANDY CLAYS ARE LEFT EXPOSED AT THE PERMITTED DEPTH, THE CONTRACTOR SHALL OVER EXCAVATE THE SWALES AND/OR POND BOTTOMS AND SIDE SLOPES BY A MINIMUM OF 12 INCHES AND BACKFILL WITH CLEAN SANDS.

ALL CONSTRUCTION MATERIALS AND DEBRIS WILL BE PLACED IN A DUMPSTER AND HAULED OFF-SITE TO A LANDFILL OR OTHER PROPER DISPOSAL SITE.

MAINTENANCE / INSPECTION PROCEDURES

ALL CONTROL MEASURES SHALL BE INSPECTED AT A MINIMUM EVERY 7 DAYS AND WITHIN 24 HOURS OF ANY RAIN EVENT EXCEEDING 0.5 INCHES AND REPAIR OR REPLACE AS NEEDED AT CONTRACTOR'S EXPENSE. A MAINTENANCE INSPECTION REPORT WILL BE MADE AFTER EACH INSPECTION AND WILL BE KEPT AS PART OF THE STORMWATER POLLUTION PREVENTION PLAN FOR A PERIOD OF 3 YEARS FOLLOWING FINAL STABILIZATION OF THE SITE.

TEMPORARY SEEDING AND PERMANENT SODDING OR SEEDING/MULCHING SHALL BE INSPECTED FOR BARE SPOTS, WASHOUTS, AND HEALTHY GROWTH. ANY DEFICIENCIES SHALL BE CORRECTED.

A QUALIFIED PERSON MUST BE DESIGNATED BY THE CONTRACTOR, AND AGREED UPON BY OWNER, TO PERFORM THE INSPECTIONS AND BE RESPONSIBLE FOR CORRECTING DEFICIENCIES.

ALL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER THROUGHOUT THE PROJECT. ANY REQUIRED REPAIRS MUST OCCUR WITHIN 24 HOURS OF INSPECTION.

DRAINAGE STRUCTURES SHOULD BE INSPECTED FOR ACCUMULATION OF SEDIMENT. ANY ACCUMULATED SEDIMENT MUST BE REMOVED AT THE COMPLETION OF THE PROJECT. SEDIMENT DEPOSITS SHALL BE REMOVED FROM SILT FENCE WHEN THEY REACH APPROXIMATELY ONE-THIRD THE HEIGHT OF THE BARRIER.

THE CONTRACTOR SHALL MAKE PROVISIONS TO MINIMIZE TRACKING OF SOIL, MUD, AND OTHER DEBRIS ONTO THE PUBLIC RW AND/OR OFF-SITE. ANY MATERIAL TRACKED ONTO THE PUBLIC RW AND/OR OFF-SITE SHALL BE IMMEDIATELY REMOVED.

STORMWATER POLLUTION PREVENTION PLAN

A STORMWATER POLLUTION PREVENTION PLAN FOR THE PROPOSED SYSTEM AND RELATED ACTIVITIES SHALL BE IMPLEMENTED AS SHOWN ON THE PLANS TO PROVIDE REASONABLE ASSURANCE THAT THE PROJECT CONSTRUCTION ACTIVITIES WILL NOT RESULT IN EROSION AND SEDIMENT DEPOSITION IN WETLANDS OR OFF-SITE, ADVERSE IMPACTS TO WETLANDS, OFF-SITE FLOODING, OR VIOLATIONS OF STATE WATER QUALITY STANDARDS.

DISCHARGE CONTROL AND EROSION PROTECTION MEASURES SHALL BE EMPLOYED AND OPERATED AT ALL TIMES DURING CONSTRUCTION TO AVOID ADVERSE IMPACTS TO RECEIVING WATERS OR ADJACENT PROPERTY. DETENTION/RETENTION STORAGE STRUCTURES, SEDIMENT BARRIERS, FLOW CONVEYANCES, RETENTION, DISCHARGE CONTROL, STRUCTURES, AND OTHER STORMWATER MANAGEMENT STRUCTURES SHOULD BE BUILT AND CONTINUOUSLY MAINTAINED DURING PROJECT CONSTRUCTION IN A MANNER SUCH THAT, TO THE EXTENT POSSIBLE, THE STRUCTURES ARE INCORPORATED INTO AND BECOME PART OF THE PERMANENT SURFACE WATER MANAGEMENT SYSTEM.

THE OWNER/PERMITTEE SHALL ENSURE THAT THE SURFACE WATER AND STORMWATER MANAGEMENT MEASURES PROPOSED IN THE PLAN ARE EFFECTIVELY IMPLEMENTED UNTIL COMPLETION OF THE PROJECT OR UNTIL THE PERMANENT SURFACE WATER MANAGEMENT SYSTEM IS OPERATIONAL.

FOR NON-AGRICULTURAL SYSTEMS, THE STORMWATER POLLUTION PREVENTION PLAN SHALL BE DESIGNED AND IMPLEMENTED TO INCLUDE SITE SPECIFIC MEASURES ADAPTED FROM CONCEPTUAL PRACTICES AND GUIDELINES DESCRIBED IN THE FOLLOWING PUBLICATIONS. IN ADDITION, THE APPLICANT MAY PROPOSE EQUIVALENT PROTECTION MEASURES THAT MEET THE REQUIREMENTS OF RULES 40D-4.301 AND 40D-4.302, F.A.C.

- THE GUIDELINES SET FORTH IN CHAPTER 6, "THE FLORIDA DEVELOPMENT MANUAL: A GUIDE TO SOUND LAND AND WATER MANAGEMENT" (FDEP 1988).
- THE GUIDELINES SET FORTH IN "THE FLORIDA STORMWATER, EROSION, AND SEDIMENT CONTROL INSPECTOR'S MANUAL," (FDEP AND FDOT 1999).

FOR NON-AGRICULTURAL SYSTEMS WITH A PROJECT AREA OF 1 ACRE OR MORE, OR CONSTRUCTION ACTIVITIES THAT RESULT IN THE DISTURBANCE OF LESS THAN FIVE ACRES, BUT ARE A LARGER COMMON PLAN OF DEVELOPMENT OR SALE WITHIN A TOTAL LAND AREA, THE STORMWATER POLLUTION PREVENTION PLAN SHALL, IN ADDITION TO THE REQUIREMENTS OF SECTION 2.8.2(a) ABOVE, BE DESIGNED AND IMPLEMENTED TO FUNCTION IN ACCORDANCE WITH THE TECHNICAL STANDARDS, CONCEPTUAL PRACTICES AND GUIDELINES FOR A STORMWATER POLLUTION PREVENTION PLAN DESCRIBED IN PART V OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) DOCUMENT, "GENERIC PERMIT FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES THAT DISTURB FIVE OR MORE ACRES OF LAND," FDEP DOCUMENT NUMBER 62-621.300(4)(A), EFFECTIVE OCTOBER 22, 2000.

THE PERMITTEE SHALL AMEND THE STORMWATER POLLUTION PREVENTION PLAN WHENEVER THE PROJECT IS ALTERED OR MODIFIED IN A MANNER THAT WILL RESULT IN: (1) THE IDENTIFICATION OF POLLUTANTS; (2) A CHANGE IN THE AMOUNT OF DISCHARGE; (3) A CHANGE IN THE NUMBER OR LOCATION OF STORM WATER DISCHARGE POINTS; OR (4) ADVERSE IMPACTS TO WETLANDS, AND SUCH CHANGE(S) HAVE NOT OTHERWISE BEEN PREVIOUSLY ADDRESSED IN THE APPROVED PLAN. THE PERMITTEE SHALL ALSO AMEND THE PLAN IF ITS IMPLEMENTATION DOES NOT ELIMINATE OR MINIMIZE EROSION AND SEDIMENT DEPOSITION, OFF-SITE FLOODING, ADVERSE IMPACTS TO WETLANDS, OR VIOLATIONS OF STATE WATER QUALITY STANDARDS. AMENDMENTS TO THE PLAN SHALL BE PREPARED AND KEPT AS SEPARATE DOCUMENTS ALONG WITH THE ORIGINAL PLAN. ALL ALTERATIONS TO THE SYSTEM MUST BE SHOWN ON THE AMENDED PLAN ALONG WITH THE DOCUMENTATION OF REQUIRED APPROVAL(S).

THE PERMITTEE SHALL KEEP COPIES OF THE STORMWATER POLLUTION PREVENTION PLAN AND ANY AMENDMENTS THERETO TOGETHER WITH PERMITTED CONSTRUCTION DRAWINGS AT THE CONSTRUCTION SITE FOR USE BY CONSTRUCTION PERSONNEL, AND SHALL MAKE THE PLAN AND CONSTRUCTION DRAWINGS AVAILABLE UPON REQUEST TO THE DISTRICT STAFF WHO VISIT THE PROJECT DURING INSPECTIONS.

THE DISTRICT WILL NOTIFY THE PERMITTEE IF IT DETERMINES THAT THE STORMWATER POLLUTION PREVENTION PLAN, AS IMPLEMENTED, DOES NOT COMPLY WITH ONE OR MORE OF THE MINIMUM REQUIREMENTS OF THE PERMIT. THE PERMITTEE SHALL IMPLEMENT CORRECTIVE MEASURES AS SOON AS POSSIBLE, BUT IN NO CASE LATER THAN 7 DAYS FOLLOWING RECEIPT OF SUCH NOTIFICATION.

CERTIFICATION OF COMPLIANCE WITH FEDERAL, STATE, AND LOCAL REGULATIONS

THE FOLLOWING PRACTICES SHALL COMPLY WITH THE STORMWATER PREVENTION POLLUTION PLAN AS WELL AS REFLECT THE REQUIREMENTS OF:

- FDEP'S NPDES GENERIC PERMIT FOR CONSTRUCTION ACTIVITIES.
- ALL STATE AND LOCAL REQUIREMENTS OF STORMWATER MANAGEMENT SYSTEMS UNDER CHAPTERS 40D-4, 40D-40, AND 40D-400 OF THE FLORIDA ADMINISTRATIVE CODE AS ADMINISTERED BY THE LOCAL WATER MANAGEMENT DISTRICT IN ADDITION TO 33 CFR ADMINISTERED BY ARMY CORP OF ENGINEERS.

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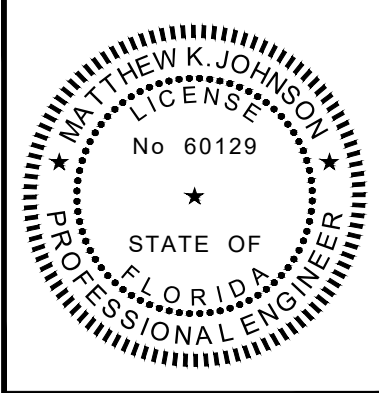
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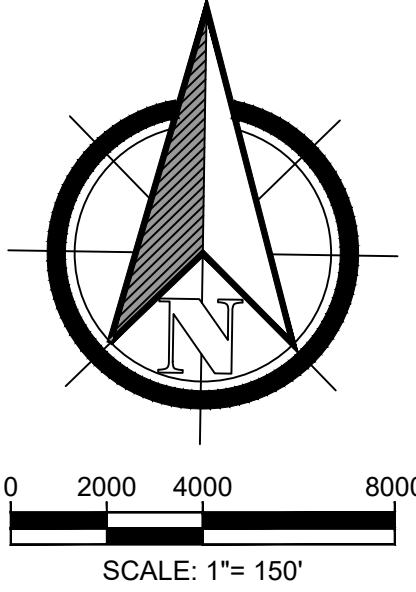
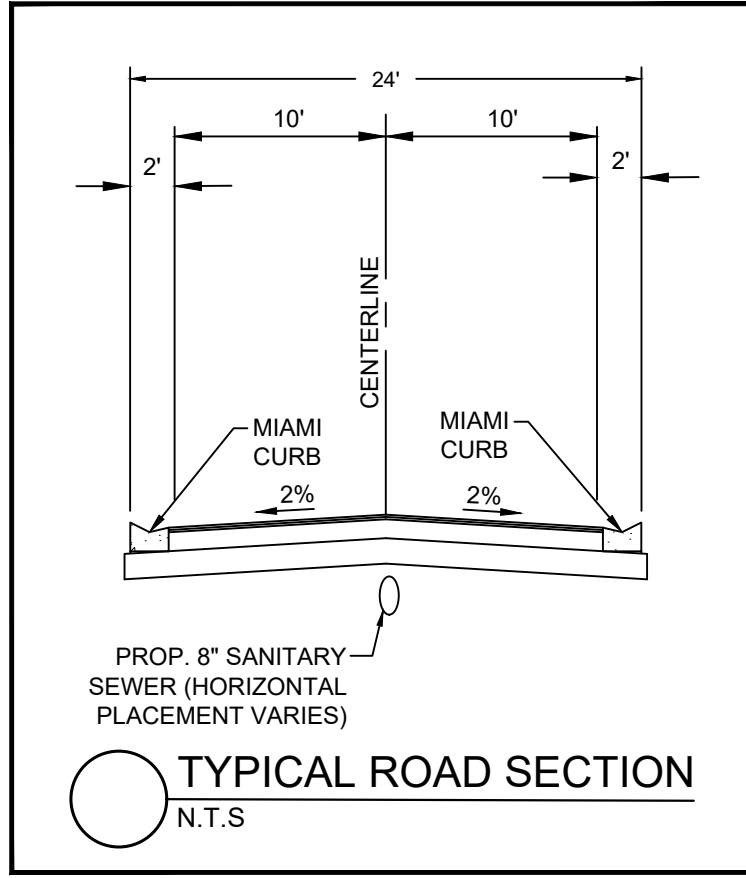
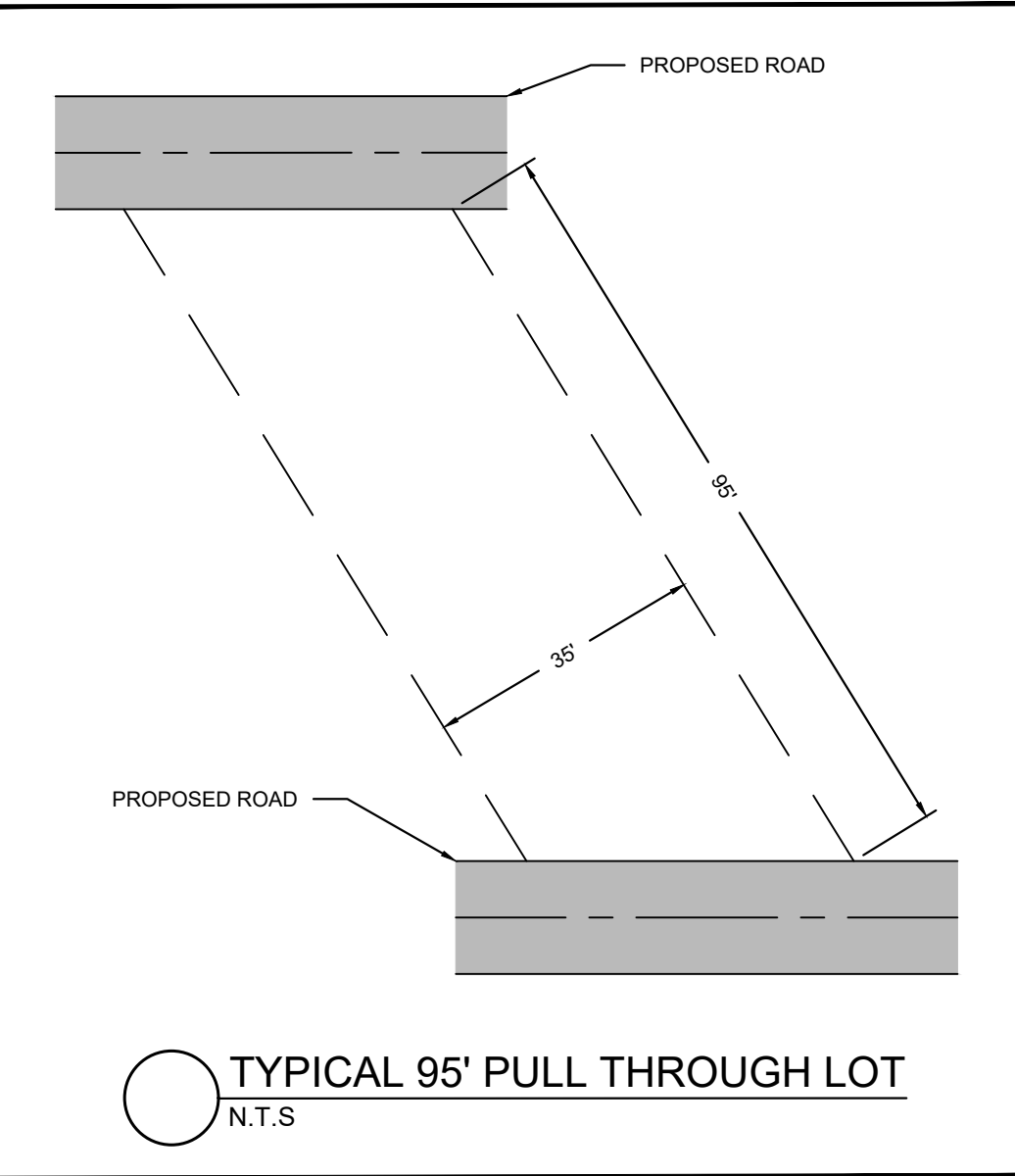
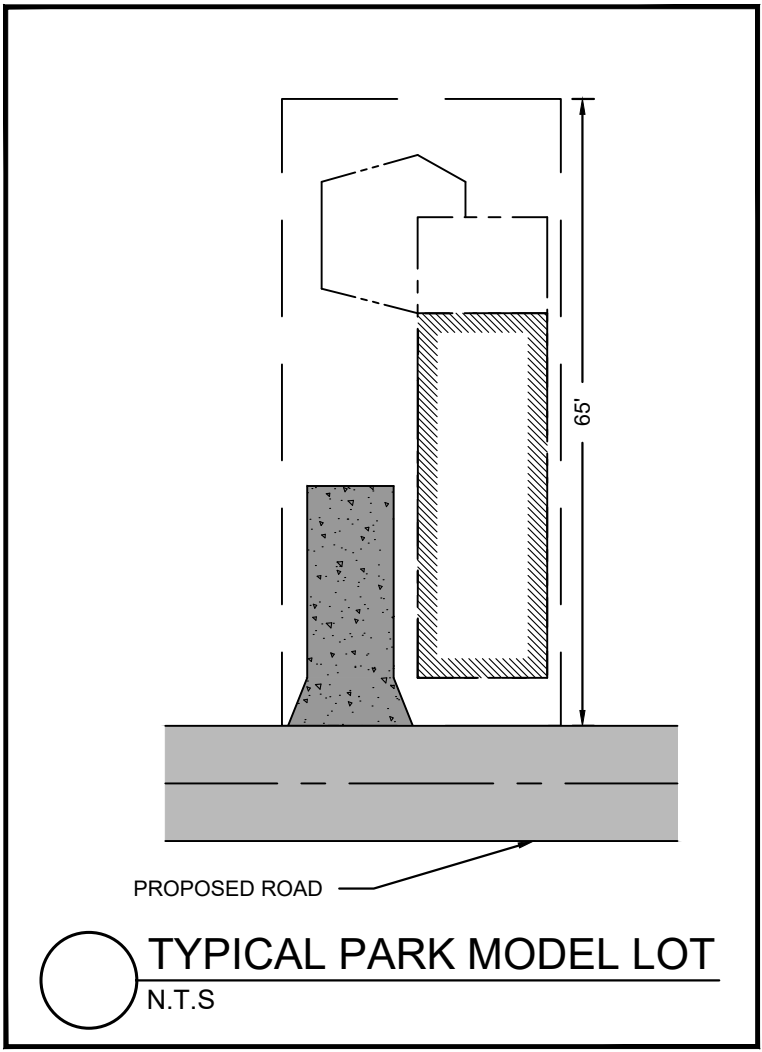
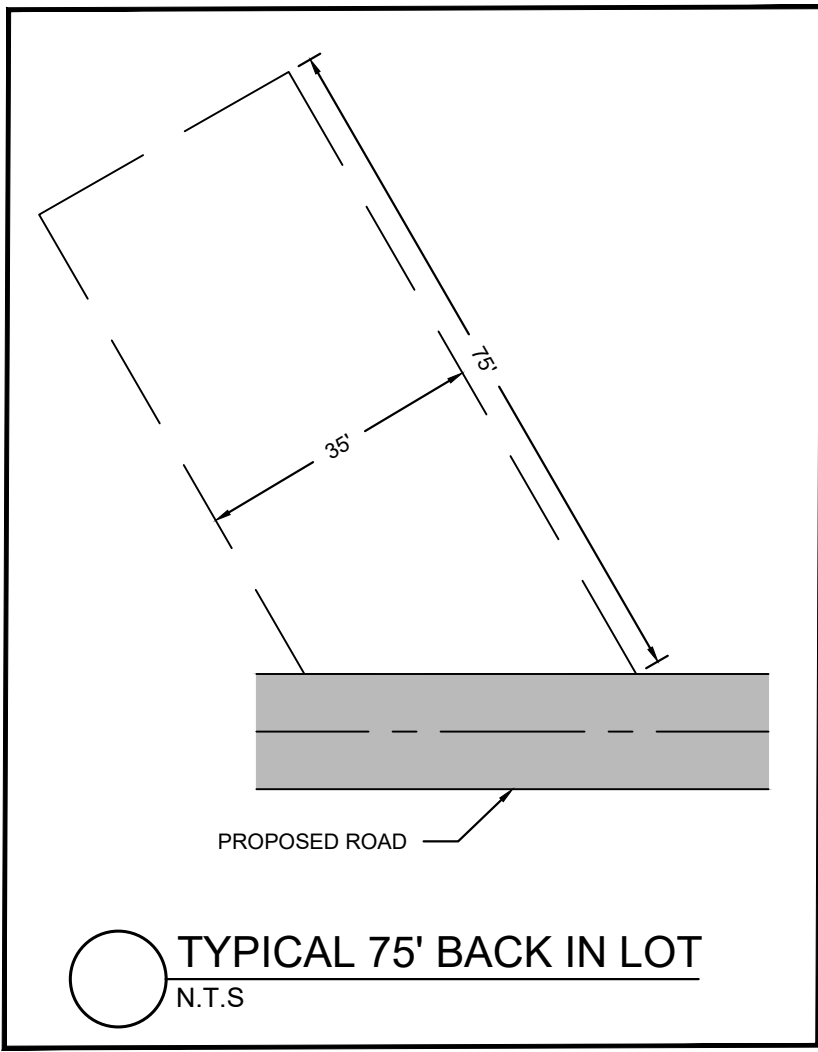
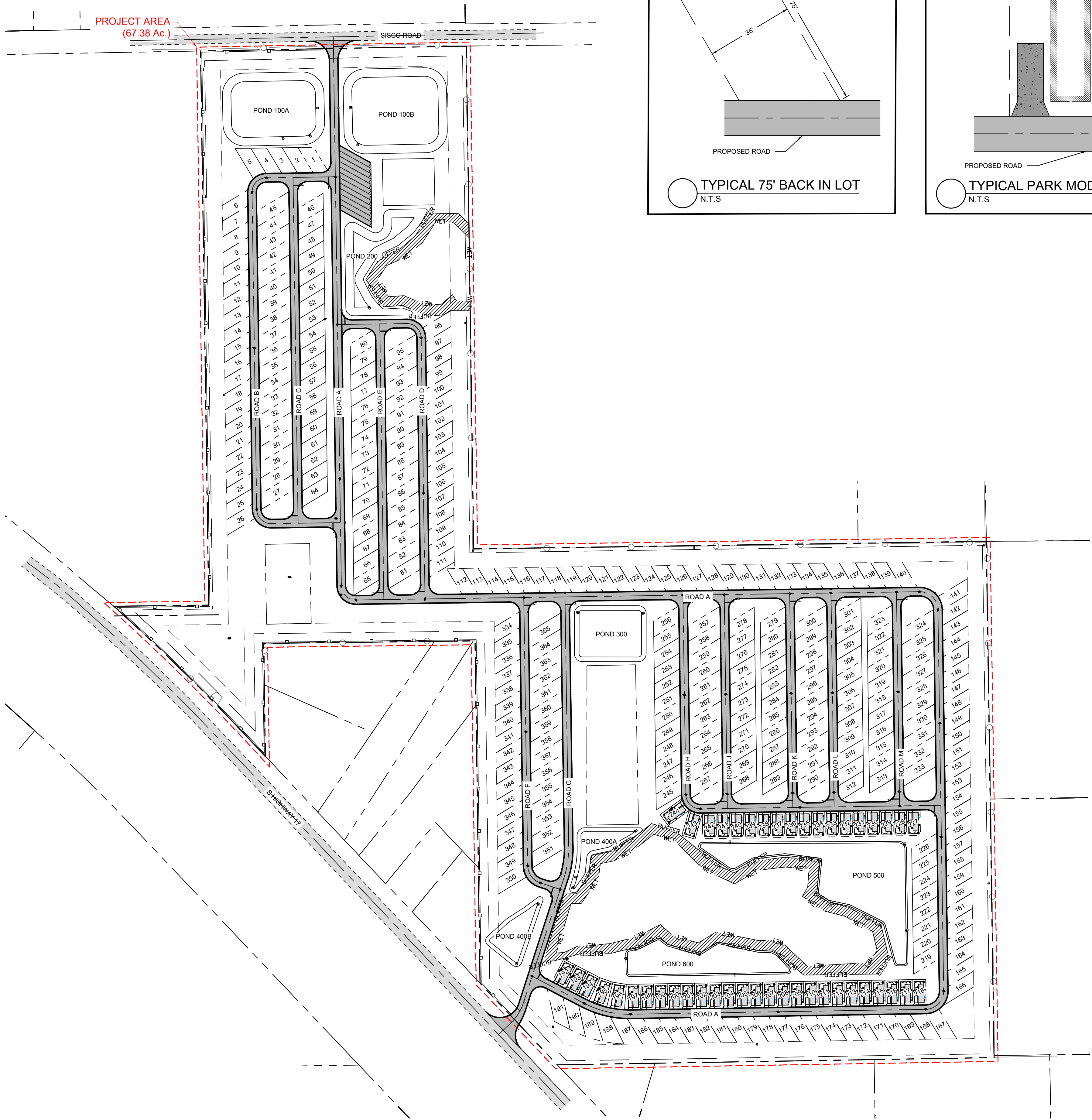
EROSION & SEDIMENT CONTROL

143 SISCO ROAD & 151' SISCO ROAD POMONA PARK, FL



SHEET NUMBER
C300

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SITE DATA	
PROJECT AREA:	#67.38 ACRES
PARCEL INFORMATION	
PARCEL ID:	30-11-27-0000-0030-0000 30-11-27-0000-0080-0000 30-11-27-0000-0080-0010
ZONING:	RM
SETBACKS	
FRONT SETBACK	25 FEET
REAR SETBACK	10 FEET
SIDE SETBACK	10 FEET
SIDE STREET SETBACK	25 FEET
DEVELOPMENT INFORMATION	
TOTAL ACREAGE	67.38 ACRES
TOTAL UNITS	365 UNITS
365 UNITS/67.38 Ac.	#5.42 DU/AC.
75 FT. BACK INS	239
95 FT. PULL THROUGHS	81
PARK MODELS	45
TOTAL UNITS:	365

LOT LEGEND	
	PROPOSED PARK MODEL LOT

LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE
	EXISTING WETLAND
	PROPOSED WETLAND BUFFER LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON THIS SHEET)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)

MATERIAL SPECIFICATIONS FOR ON-SITE ROADWAY AND/OR PARKING CONSTRUCTION	
1. 1 1/2" TYPE SP-12.5 ASPHALTIC CONCRETE, FDOT SPEC. #334	STRUCTURAL NO. 0.44 x 1.5" = 0.66
2. 6" LIMEROCK BASE, COMPACTED TO 98% AASHTO - T180 (LBR 100), FDOT SPEC. #230, PRIME @ 0.10 GALS. PER SQ. YD., FDOT SPEC. #300	0.18 x 6" = 1.08
3. 8" TYPE 'B' STABILIZATION, LBR 40 (MIN.), FDOT SPEC. 160, COMPACTED TO 98% AASHTO T-180	0.08 x 8" = 0.64
	TOTAL 2.38

GENERAL SITE NOTES	
1. CONTRACTOR TO REFER TO ARCHITECTURAL DRAWINGS FOR DETAILED LAYOUT OF SPECIFIC BUILDINGS AND SITE FEATURES.	

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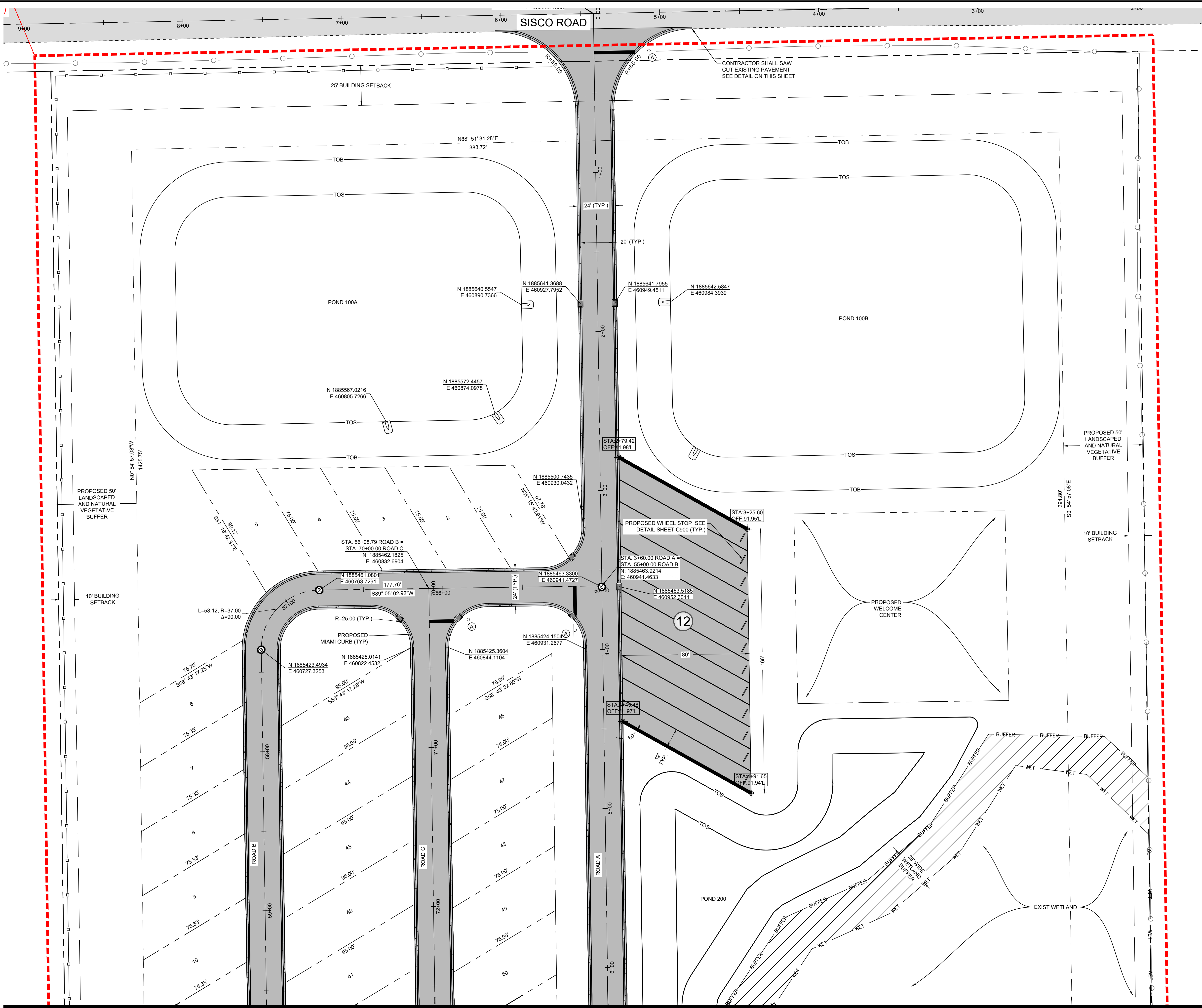
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POMONA PARK RESORT
LQ INVESTMENTS PORTFOLIO 21 LLC
OVERALL GEOMETRY PLAN
143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



SHEET NUMBER
C500

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SIGN LEGEND

30"W x 30"H

STOP

R1-1

(A)

0 15 30 60

SCALE: 1" = 30'

PROPOSED PAVEMENT

EXISTING ROADWAY

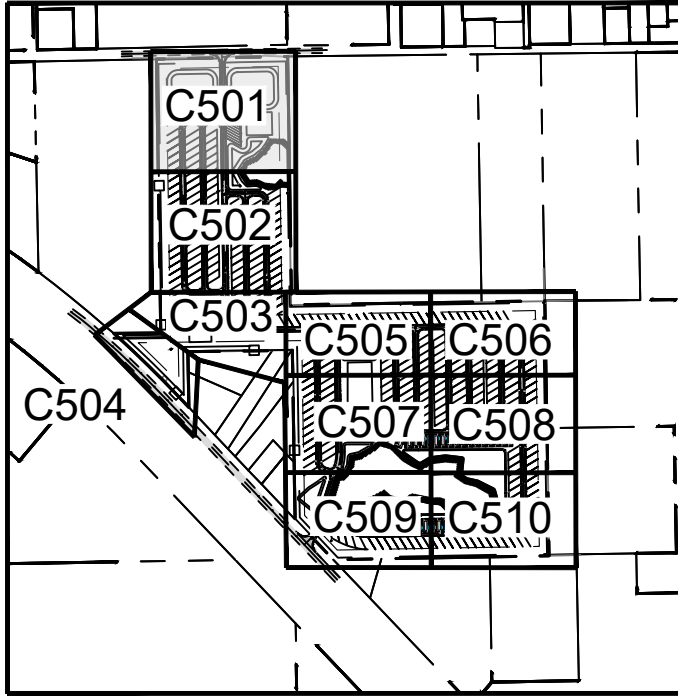
1'

ROADWAY MILLING / PAVEMENT JOINT DETAIL

NOTE: CONTRACTOR SHALL MILL 1' WIDTH ALONG EXISTING EDGE OF PAVEMENT ADJACENT TO PROPOSED ROADWAY RECONSTRUCTION AT A DEPTH OF 1" AND EXTEND PROPOSED TYPE SP 9.5 ASPHALT PAVING LAYER INTO EXISTING ROADWAY TO LOCK IN PROPOSED ASPHALTIC CONCRETE PAVING.

LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE
	WET EXISTING WETLAND
	BUFFER PROPOSED WETLAND BUFFER LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)



KEY MAP

N.T.S

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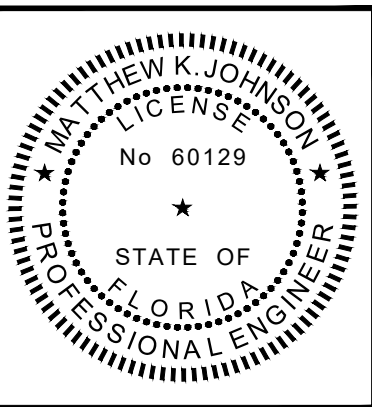
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POMONA PARK RESORT

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GEOMETRY PLAN 1

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



SHEET NUMBER

C501

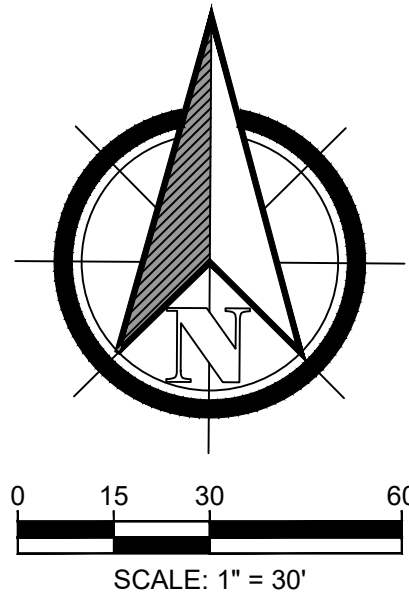
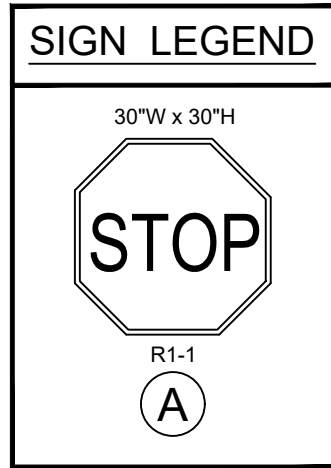


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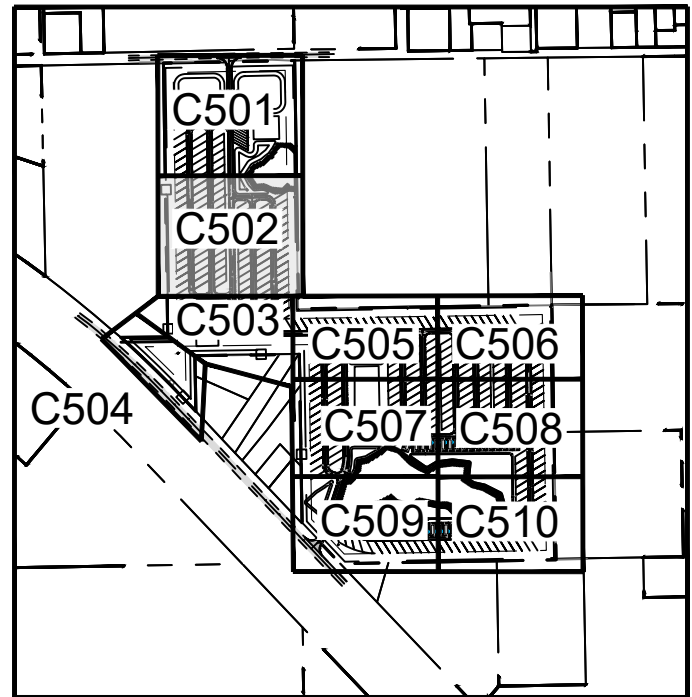
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LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE
	EXISTING WETLAND
	PROPOSED WETLAND BUFFER LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C500)



KEY MAP
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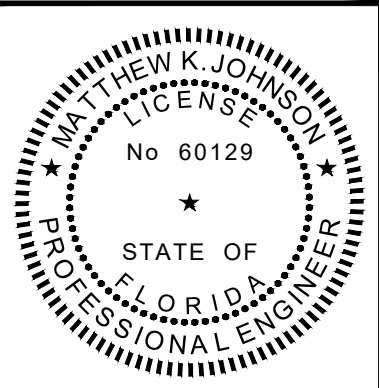
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GEOMETRY PLAN 2

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

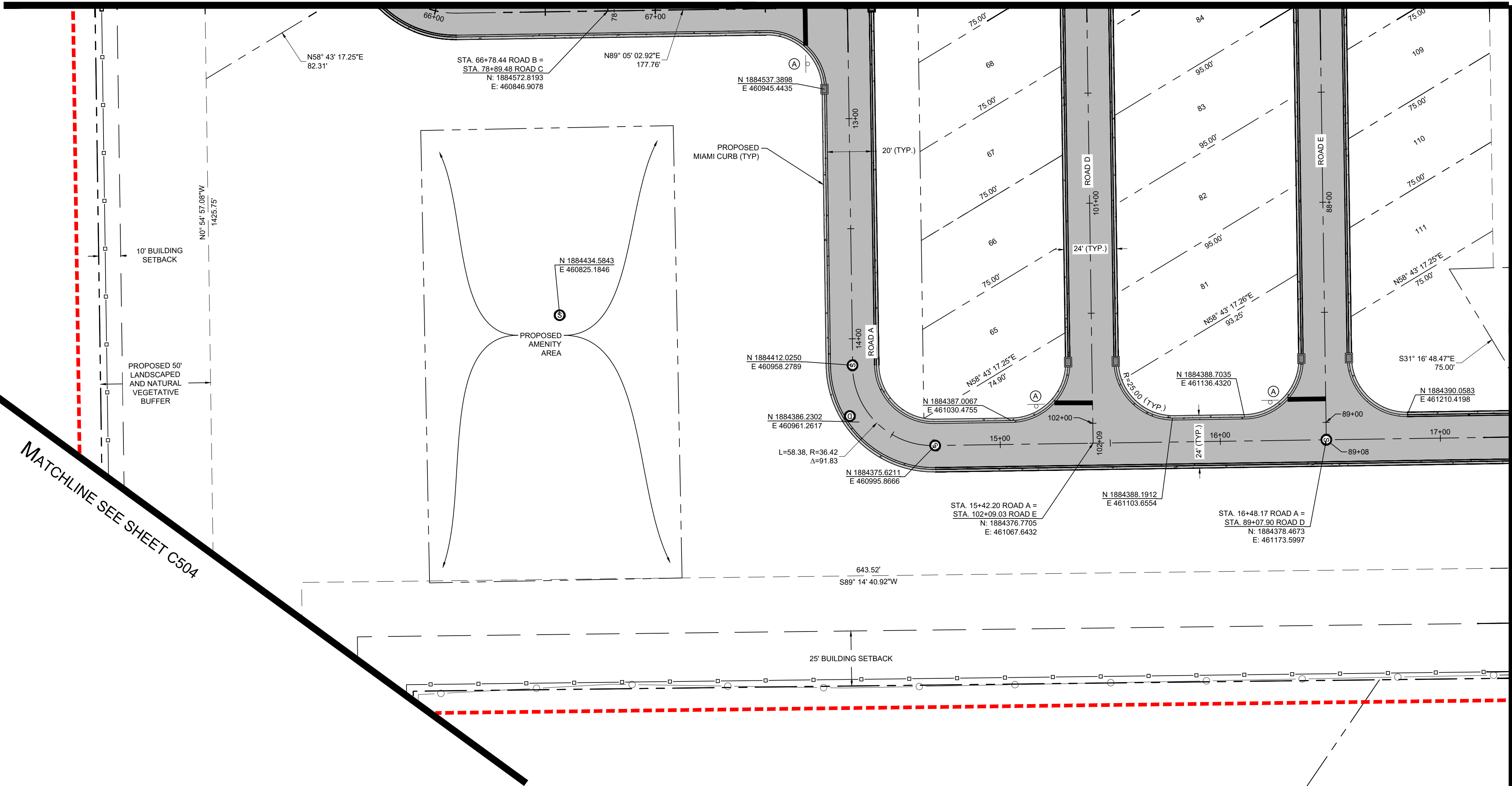


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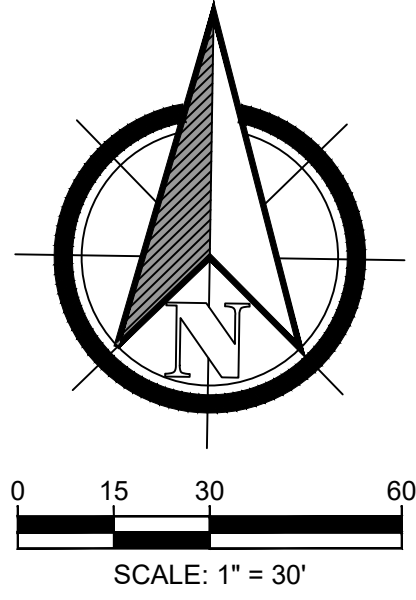
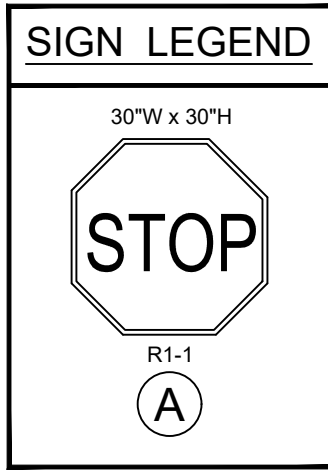
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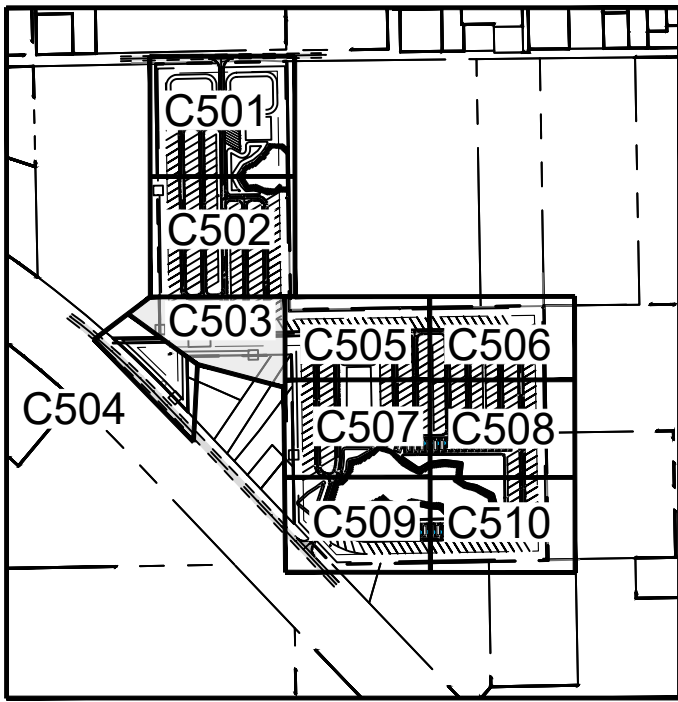


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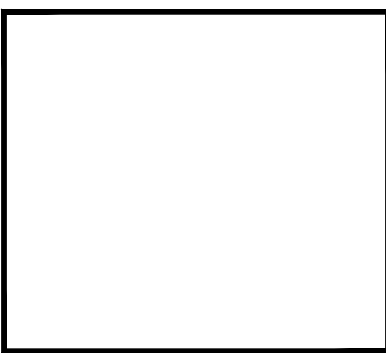
LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)



KEY MAP
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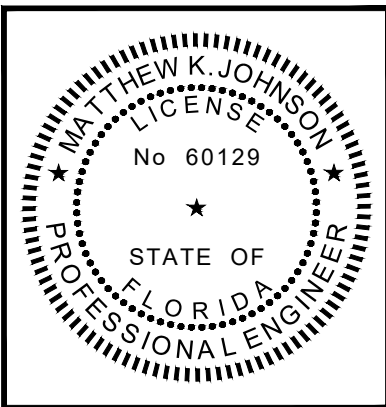
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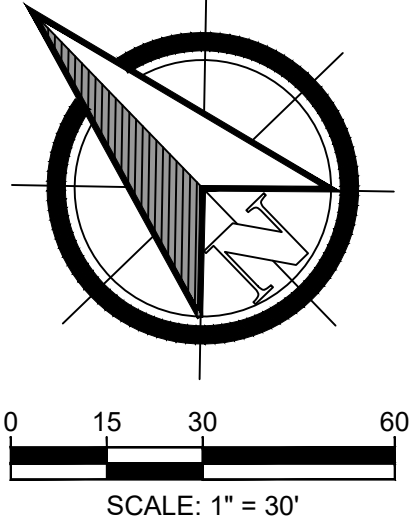
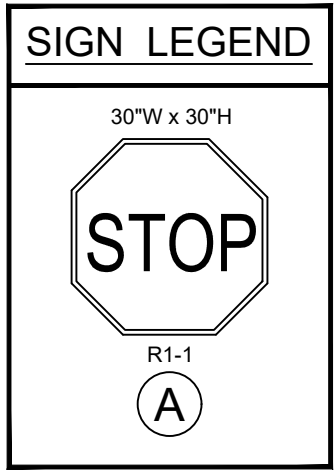
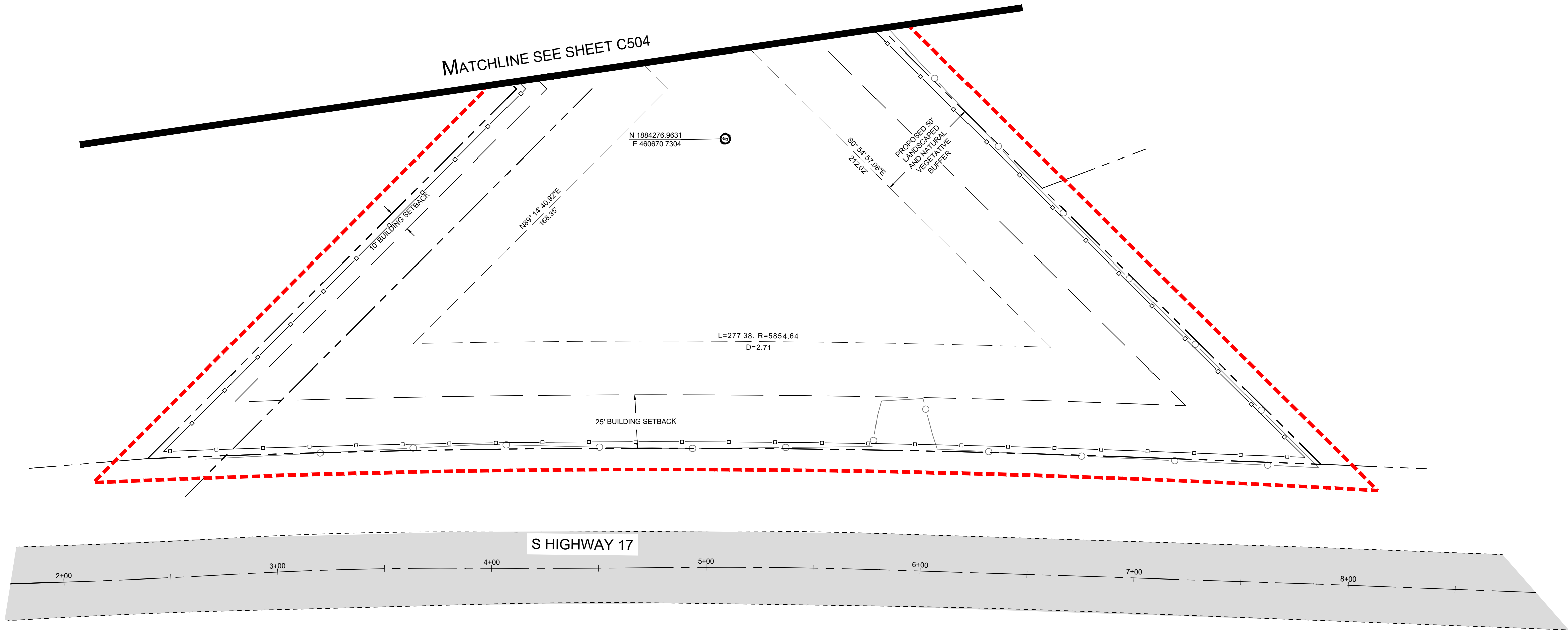
GEOMETRY PLAN 3

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



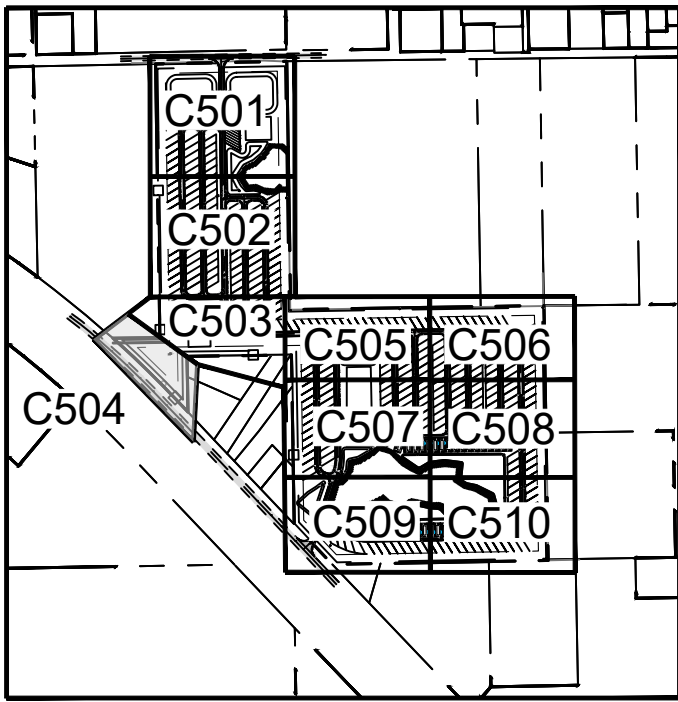
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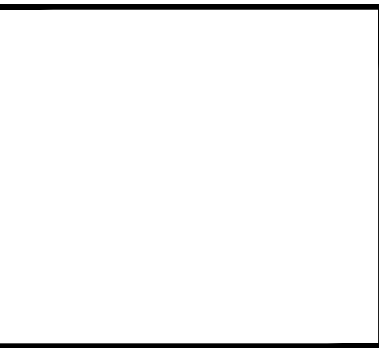
LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER

PAVEMENT LEGEND	
	EXISTING ASPHALT PAVEMENT AREA



KEY MAP
N.T.S

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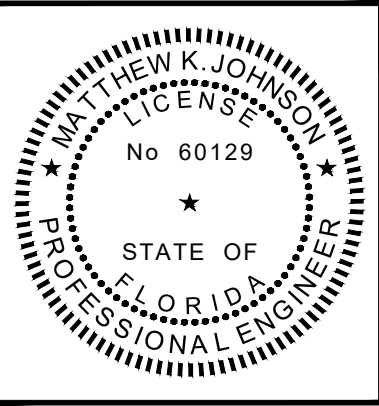


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GEOMETRY PLAN 4
143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

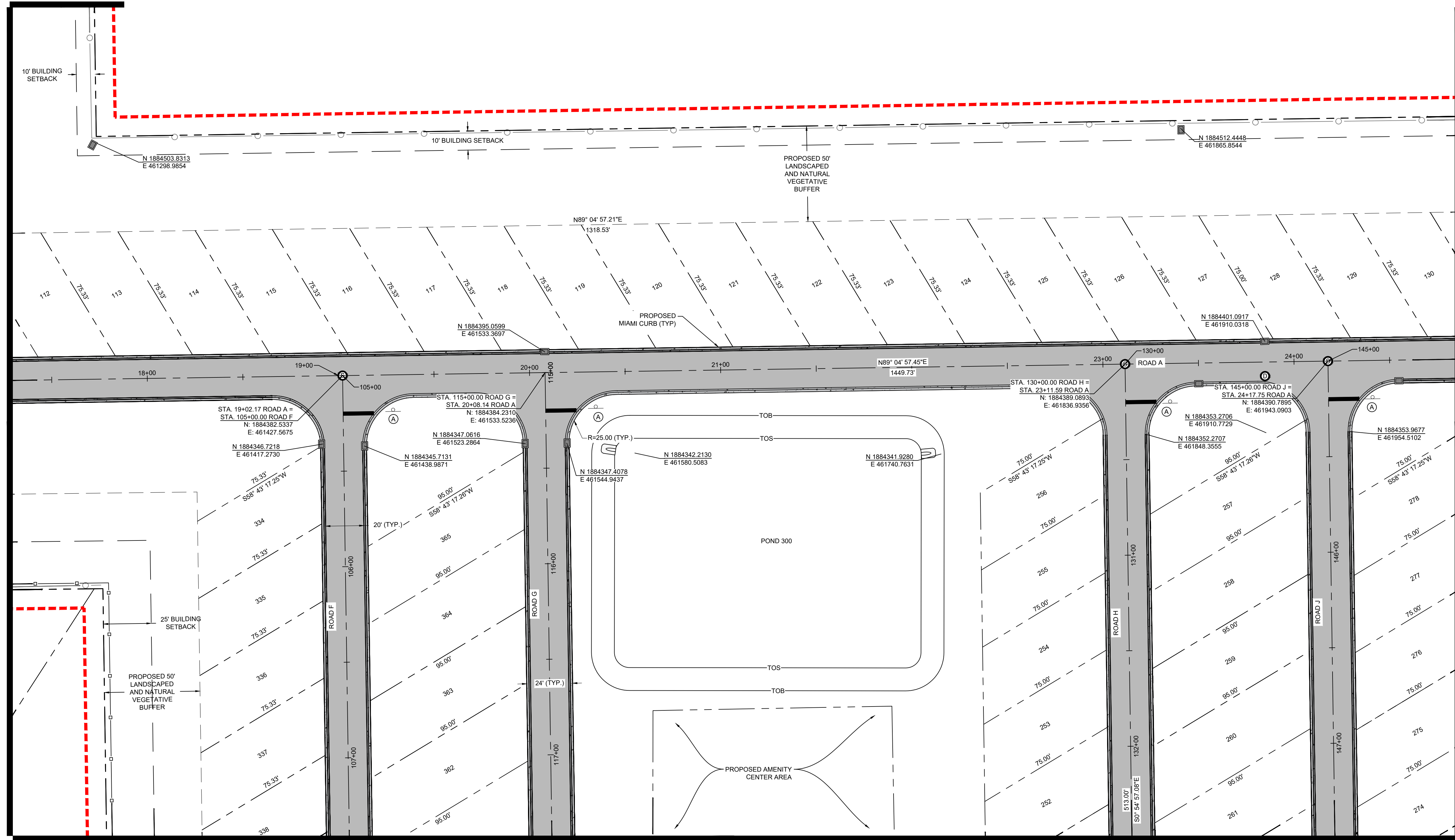


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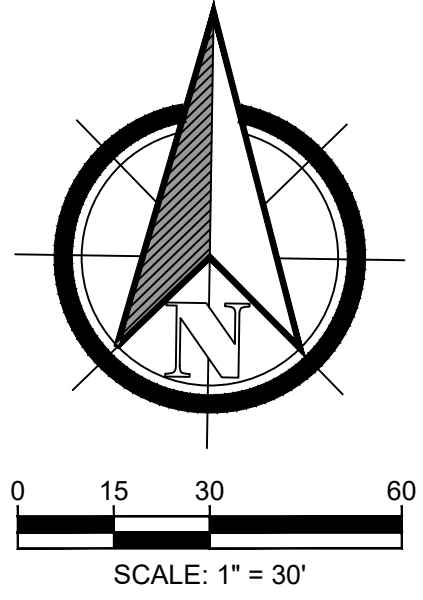
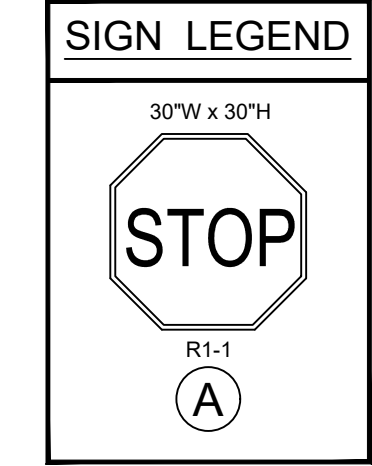
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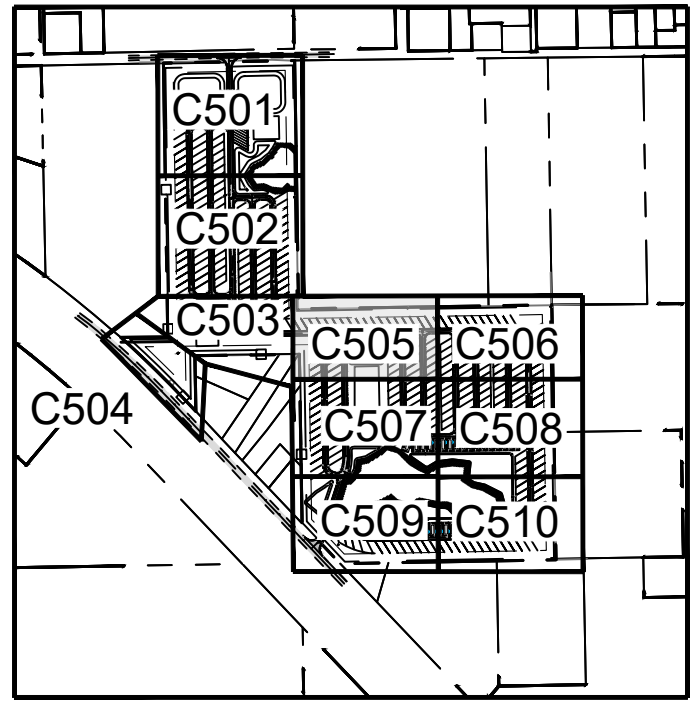


MATCHLINE SEE SHEET C507



LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)



KEY MAP
N.T.S

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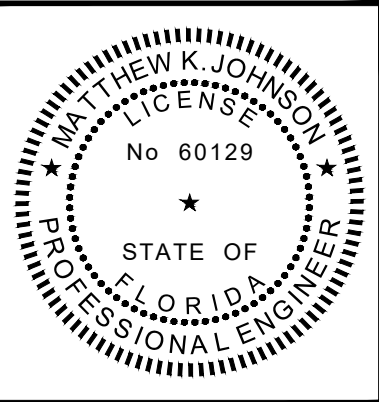
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GEOMETRY PLAN 5

143 SISCO ROAD & 151' SISCO ROAD POMONA PARK, FL

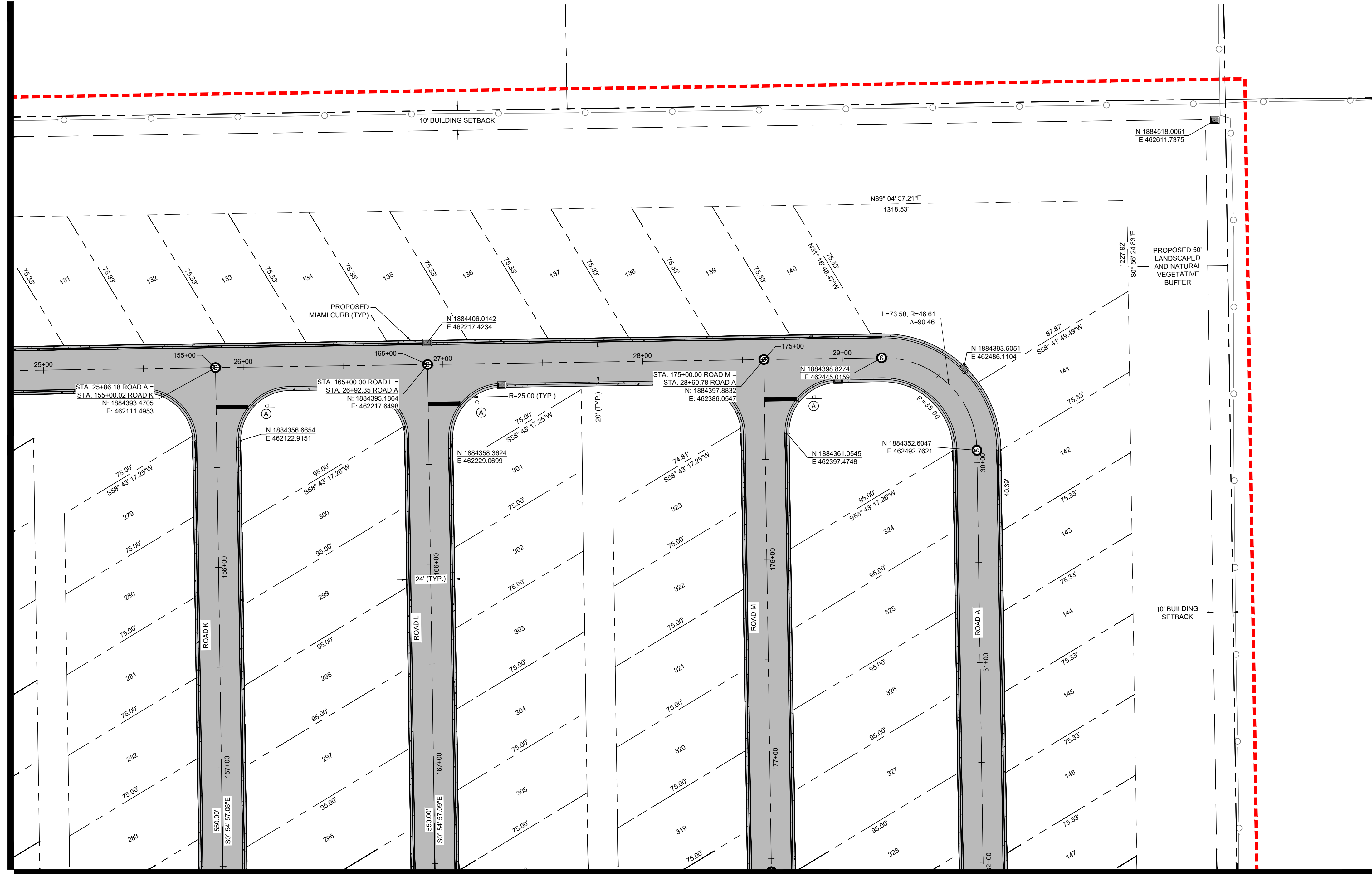


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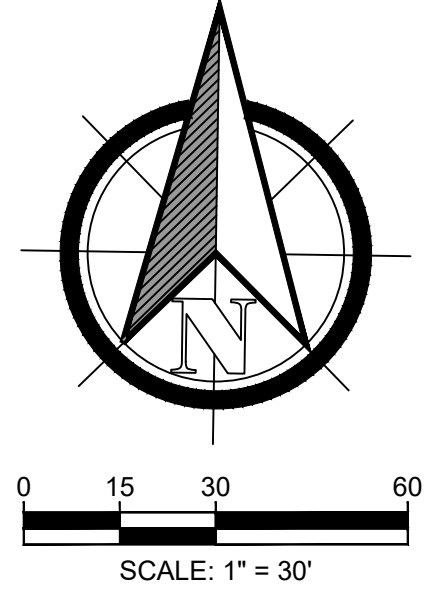
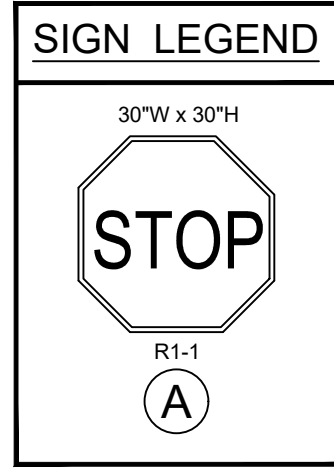


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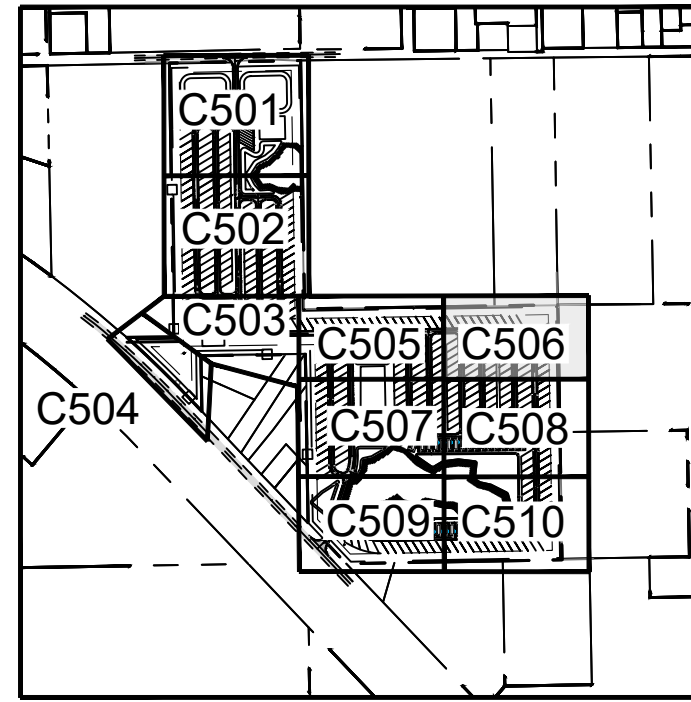


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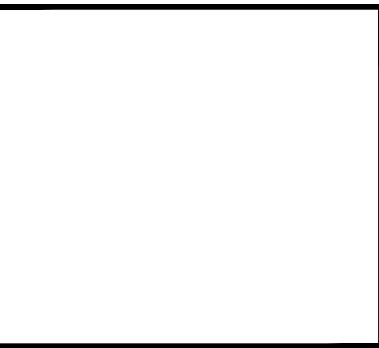
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	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)



KEY MAP
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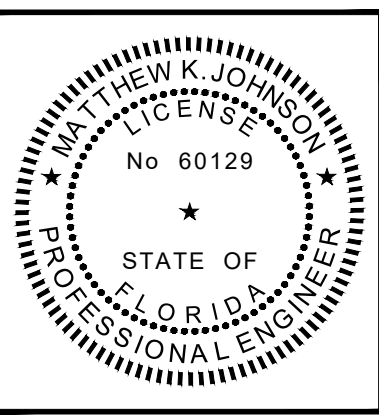
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GEOMETRY PLAN 6

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



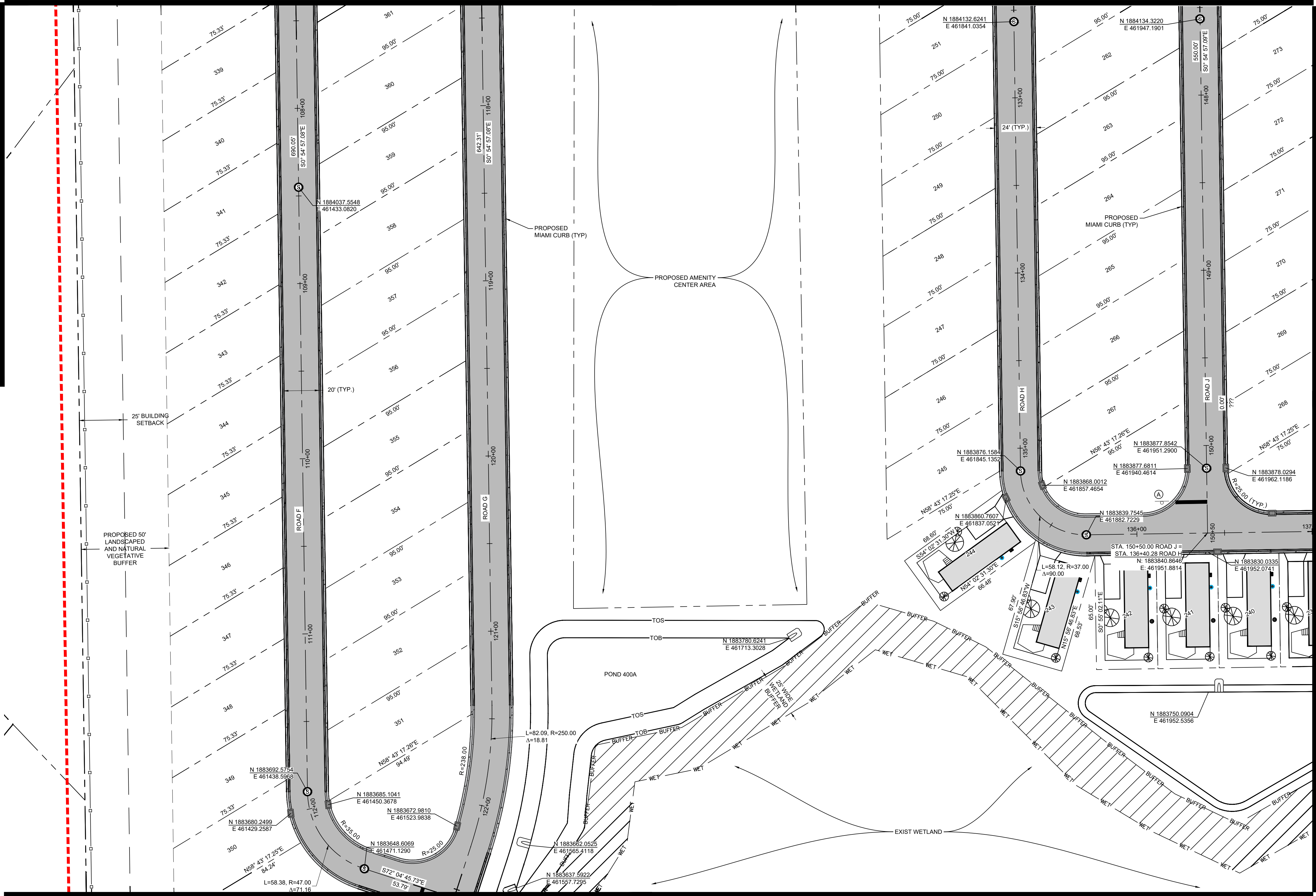
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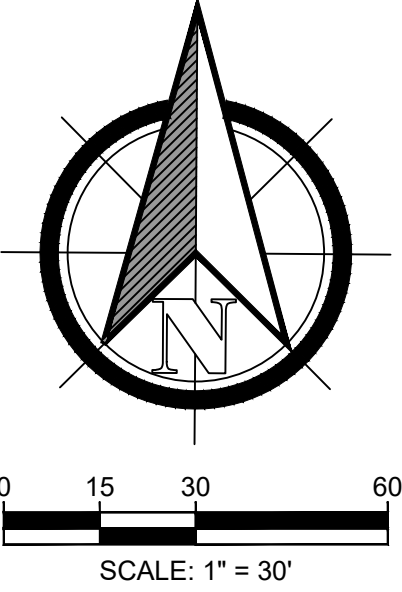
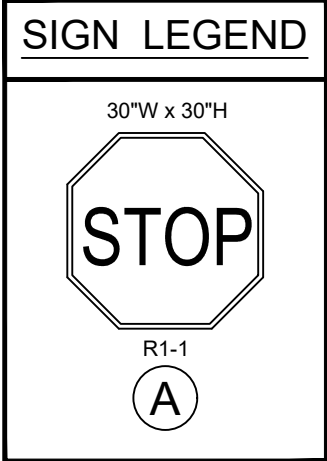
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MATCHLINE SEE SHEET C509

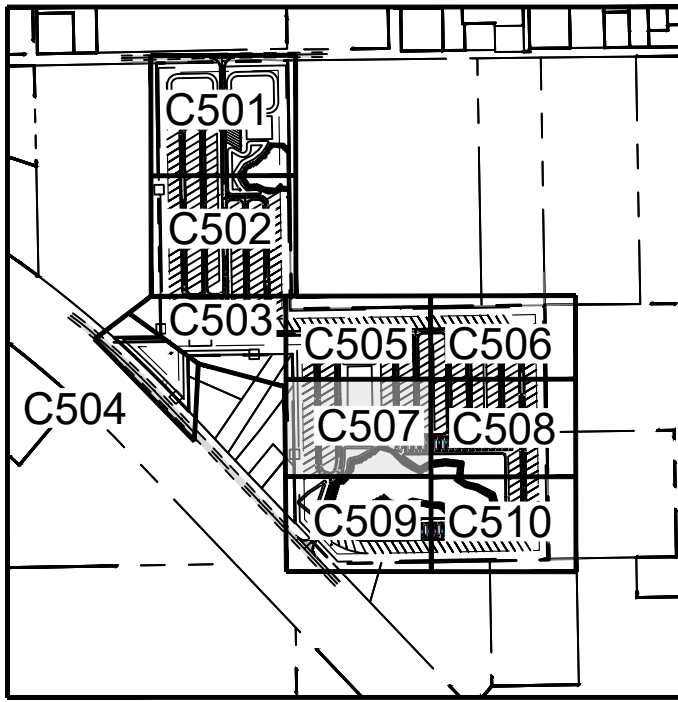
MATCHLINE SEE SHEET C505

MATCHLINE SEE SHEET C508



LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE
	EXISTING WETLAND
	PROPOSED WETLAND BUFFER LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)



KEY MAP
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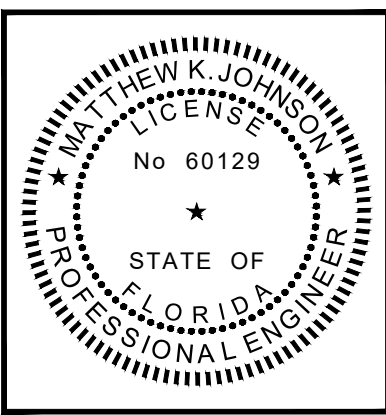
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GEOMETRY PLAN 7

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

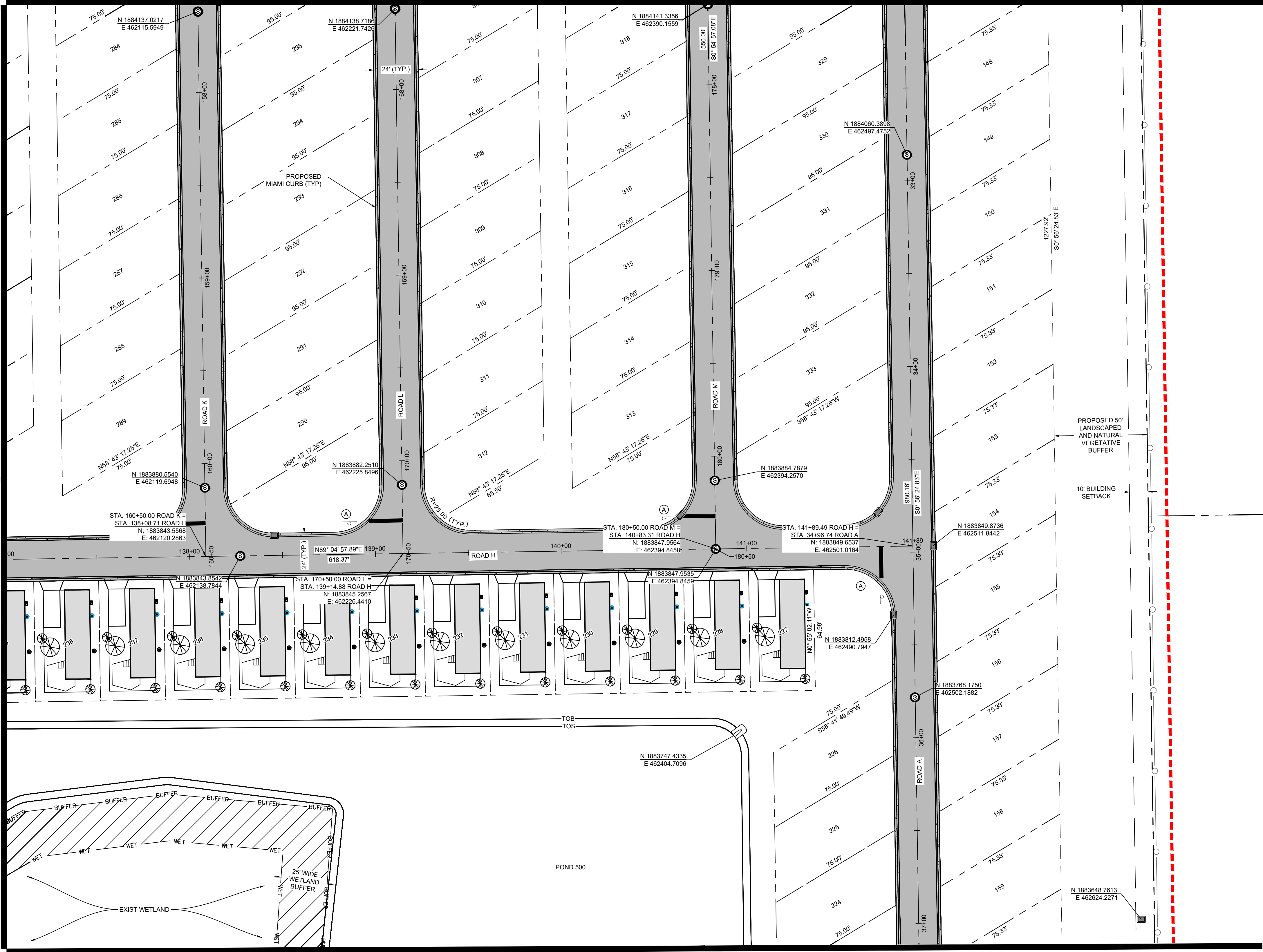


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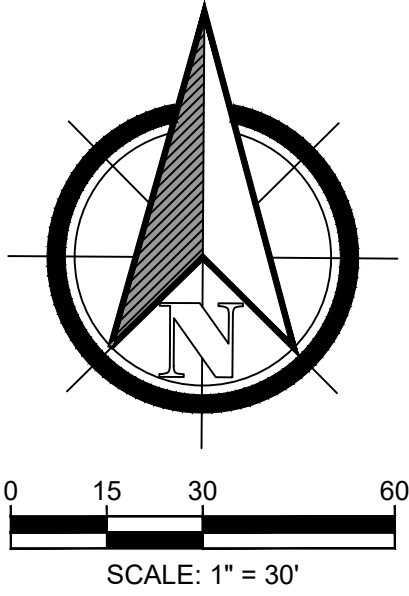
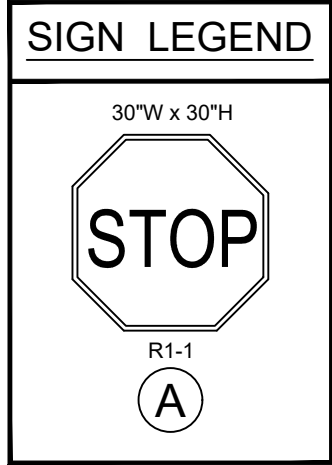
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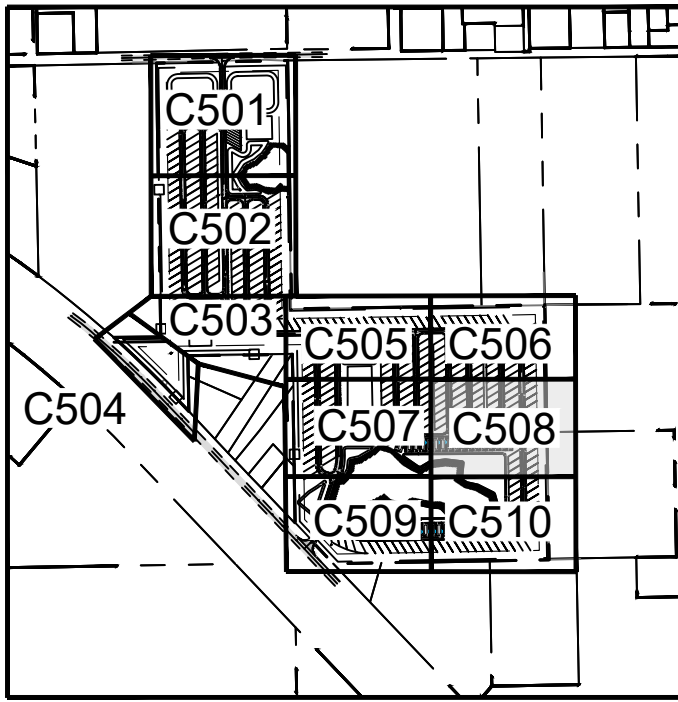


MATCHLINE SEE SHEET C510



LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE
	WET EXISTING WETLAND
	BUFFER PROPOSED WETLAND BUFFER LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C500)



KEY MAP
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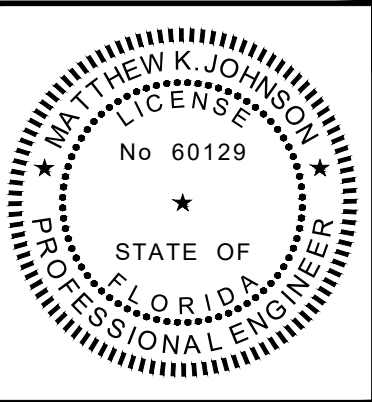
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GEOMETRY PLAN 8

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

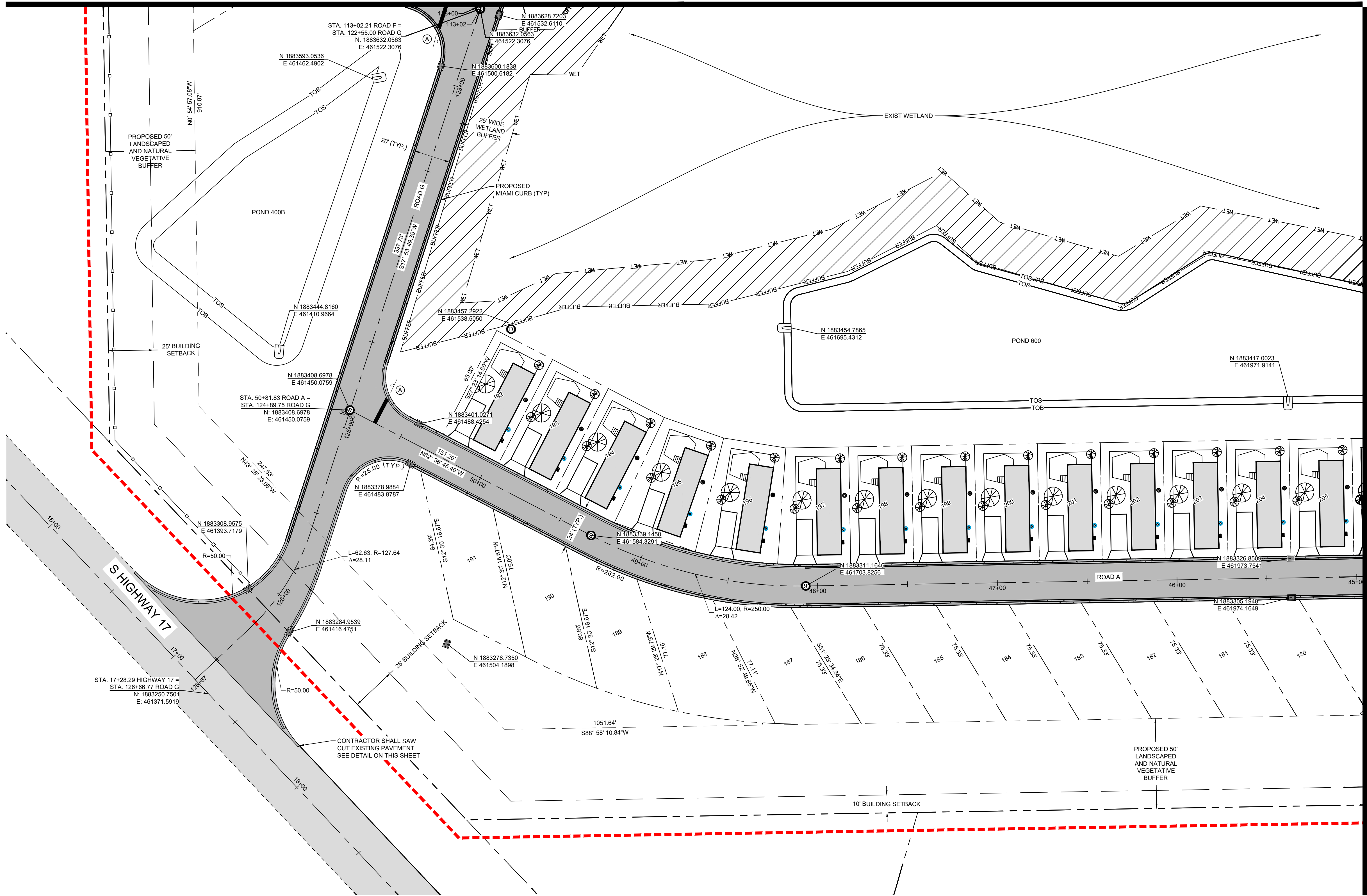


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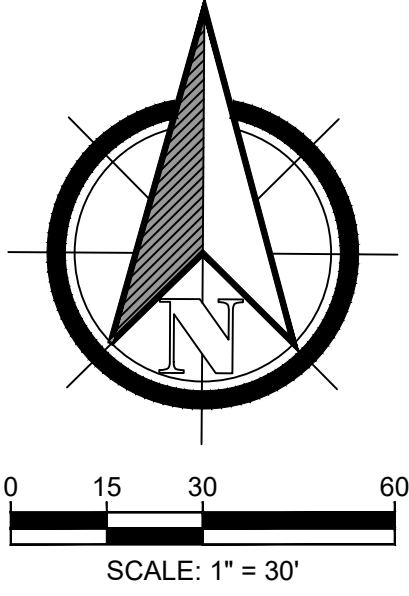
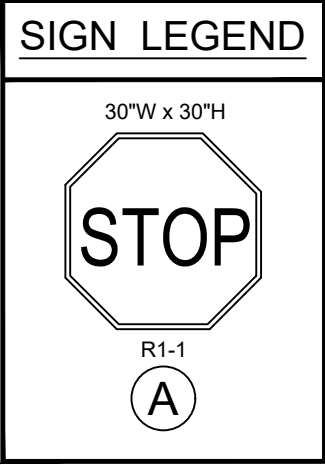
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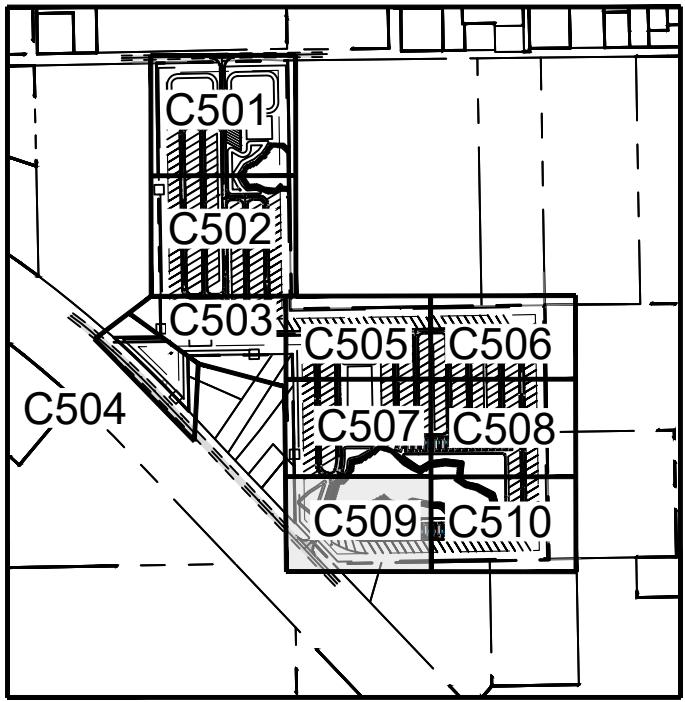


MATCHLINE SEE SHEET C510



LEGEND	
	PROJECT AREA
	PROPERTY LINE
	BUILDING SETBACK LINE
	LANDSCAPED AND NATURAL VEGETATIVE BUFFER
	ROAD CENTER LINE
	LOT LINE
	EXISTING WETLAND
	PROPOSED WETLAND BUFFER LINE

PAVEMENT LEGEND	
	PROPOSED ASPHALT PAVEMENT AREA (SEE DETAIL ON SHEET C500)
	EXISTING ASPHALT PAVEMENT AREA
	PROPOSED CONCRETE (SEE DETAIL ON SHEET C900)



KEY MAP
N.T.S

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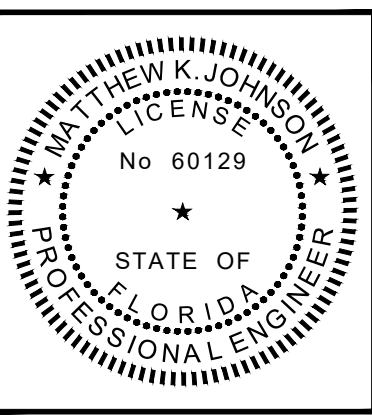
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GEOMETRY PLAN 9

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

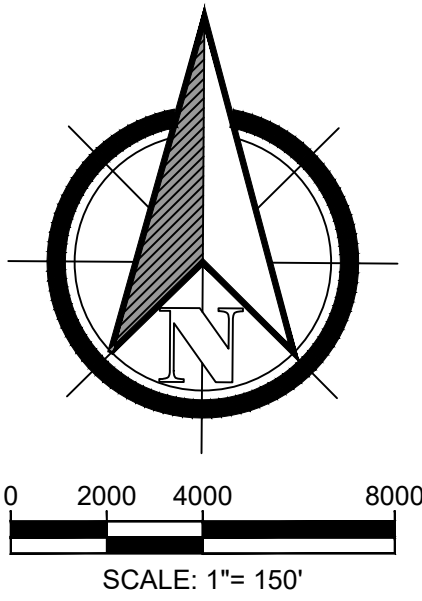
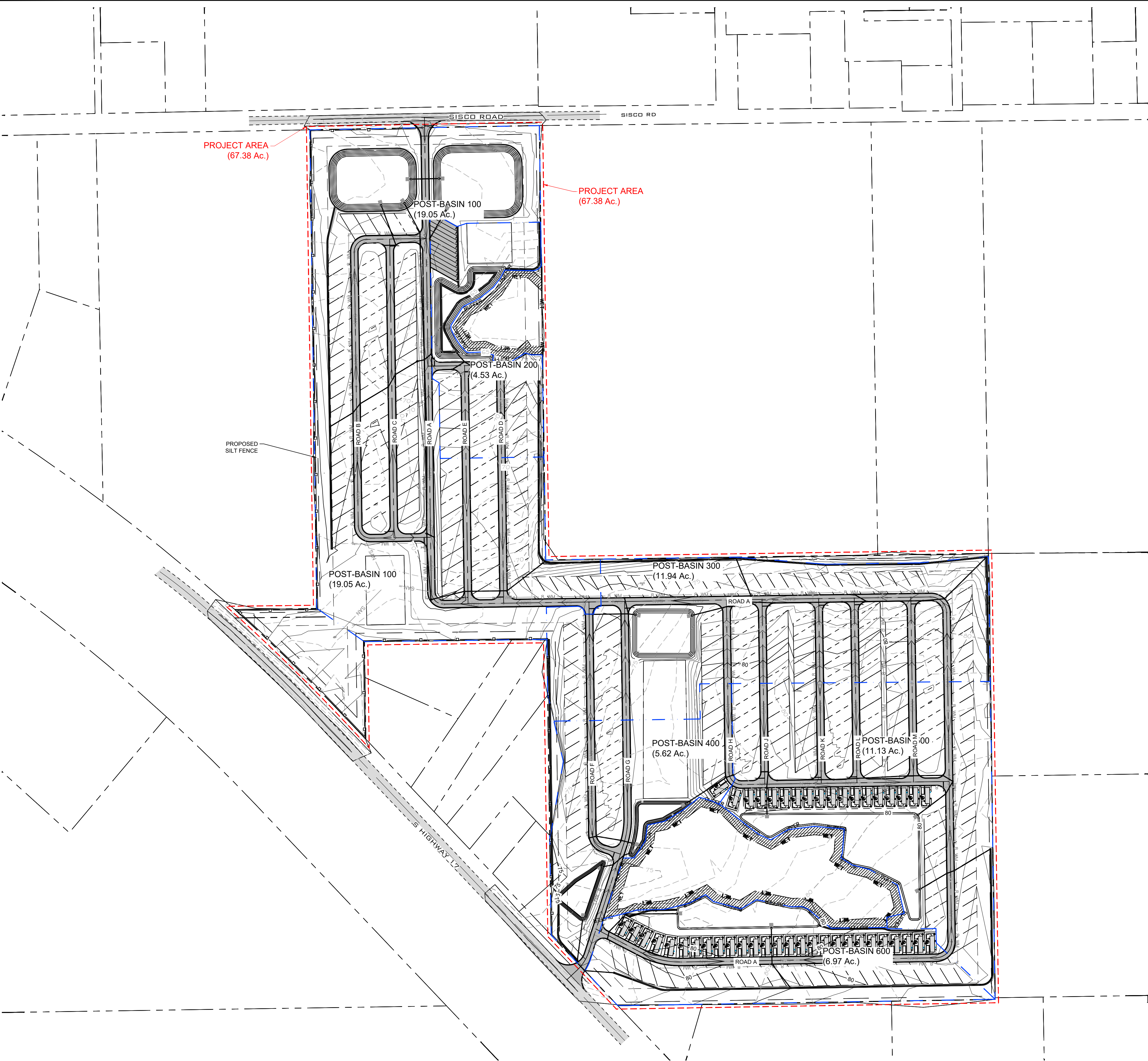


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BENCHMARK NOTE:
A PERMANENT BENCHMARK SHALL BE SET FOR THE OUTFALL STRUCTURE, BY CONTRACTOR AND INCLUDED ON AS BUILT DRAWINGS. A STAMPED DISK RATHER THAN MARK ETCHED IN STRUCTURE SHALL BE PROVIDED.

- SITE SPECIFIC GRADING & DRAINAGE NOTES:**
- A FENCE SHALL BE CONSTRUCTED AROUND ANY STORMWATER POND WITH SIDESLOPES STEEPER THAN 4'(H) TO 1'(V).
 - CONTRACTOR TO SAW CUT EXISTING PAVEMENT AT PROPOSED DRIVEWAY TIE INS TO PROVIDE A CLEAN EDGE FOR NEW PAVEMENT AND BASE CONNECTION.
 - CONTRACTOR TO BECOME FAMILIAR WITH AND ADHERE TO ALL ADA STANDARDS.
 - CONTRACTOR TO CONSTRUCT SIDEWALKS WITH A MAXIMUM 2% CROSS SLOPE AND A MAXIMUM 5% LINEAR SLOPE UNLESS OTHERWISE SPECIFIED ON THE CONSTRUCTION DOCUMENTS. ANY SIDEWALKS CONSTRUCTED EXCEEDING THESE PARAMETERS WILL BE RECONSTRUCTED AT THE CONTRACTORS EXPENSE.
 - CONSTRUCT HANDICAP RAMPS AT EACH DRIVEWAY PER ADA STANDARDS.
 - CONTRACTOR TO PROVIDE SMOOTH TRANSITION AT LOCATIONS WHERE PROPOSED FEATURES MEET EXISTING FEATURES (CONCRETE, ASPHALT, ETC.).
 - SILTATION RUNOFF TO THE PROPOSED STORMWATER POND(S) SHALL BE PREVENTED VIA SILT FENCE, HAY BALES, OR OTHER METHODS UNTIL ALL DISTURBED SURFACES ARE STABILIZED VIA SOD, BUILDINGS, OR PAVING. ANY ACCUMULATION OF UNDESIRABLE MATERIALS ON POND BOTTOM ARE TO BE REMOVED BY CONTRACTOR PRIOR TO ACCEPTANCE OF WORK BY OWNER.
 - ALL FILL PLACED FOR POND BERMING SHALL BE FREE OF ORGANICS, NON-PLASTIC GRANULAR SOIL (CLEAN SANDS). FILL SHALL BE PLACED IN MAX. OF 12" LIFTS AND COMPACTED TO A MINIMUM 95% per ASTM SPEC D-1557. TO OBTAIN BERM STABILITY.
 - ALL MEG ELEV. ROADWAY, AND UNDERGROUND STORM/UTILITY PIPES SHOWN ARE APPROXIMATE.
 - ALL AREAS DISTURBED ARE TO BE SODDED VIA BAHIA SOD BY CONTRACTOR. SOD IS TO BE STAKED AS REQUIRED IN SLOPED AREAS AND MONITORED FOR WASHOUTS. ONCE THE SOD IN SLOPED AREAS IS ESTABLISHED AND THE SLOPE IS STABILIZED, CONTRACTOR MAY REMOVE STAKES.
 - CONTRACTOR SHALL OBTAIN THE LATEST EDITION OF THE SOIL REPORT FOR THIS PROJECT. RECOMMENDATIONS AND INSTRUCTION INCLUDED THEREIN SHALL BE ADOPTED BY CONTRACTOR AS PART OF THESE DOCUMENTS AND REQUIRED BY THE CONTRACTOR TO PERFORM/CONSTRUCT. THESE ITEMS SHALL BE INCLUDED WITHIN THE CONTRACTORS BASE BID WITH NO ADDITIONAL MONIES TO BE MADE AVAILABLE AT A LATER DATE FOR THESE ITEMS.
 - ANY PROPOSED ROOF DRAIN SYSTEMS SHOWN HEREIN ON THESE CONSTRUCTION PLANS ARE FOR REFERENCE PURPOSES ONLY. DESIGN DETAILS OF THE PROPOSED ROOF DRAIN SYSTEM, INCLUDING BUT NOT LIMITED TO ROOF DRAIN SIZING, NUMBER OF LATERALS, PLACEMENT (HORIZONTAL OR VERTICAL) OF ROOF DRAIN PIPES, SHALL BE VERIFIED WITH THE ARCHITECT PRIOR TO CONSTRUCTION. REFER TO THE ARCHITECTURAL PLAN FOR DOWNSPOUT LOCATIONS. ALL ROOF DRAIN MANIFOLD PIPES TO BE CONSTRUCTED AT 1% MINIMUM SLOPE UNLESS OTHERWISE SPECIFIED. ALL STORMWATER RUNOFF FROM ROOF DRAINS, EXISTING OR PROPOSED, SHALL BE DIRECTED TO THE ON-SITE STORMWATER MANAGEMENT SYSTEM.
 - ALL MECHANICAL PADS SHALL BE SET 6" ABOVE GRADE.

- STORMWATER MANAGEMENT SYSTEM OPERATING AND MAINTENANCE PROCEDURES**
- THE STORMWATER FACILITY MUST BE MAINTAINED PROPERLY IF IT IS TO PERFORM THE SERVICE FOR WHICH IT WAS DESIGNED. THIS IS INTENDED TO BE A GUIDE TO THE PROPER WAYS TO MAINTAIN THIS FACILITY. THIS IS ONLY A GUIDE AND SHOULD BE MODIFIED AS FIELD CONDITIONS REQUIRE.
- MONTHLY, VISUALLY INSPECT INLET OPENINGS TO INSURE THAT NO CLOGGING HAS OCCURRED.
 - ONCE EVERY THREE MONTHS, VISUALLY INSPECT ALL PIPES FOR OBSTRUCTIONS OR A BUILD-UP OF EXCESSIVE SEDIMENTS. IF EXCESS SEDIMENTATION HAS OCCURRED, HAVE ALL LINES PROPERLY FLUSHED.
 - WEEKLY DURING THE SUMMER MONTHS AND BI-WEEKLY DURING THE REMAINDER OF THE YEAR, MOW ANY GRASS WITHIN THE STORMWATER RETENTION AND COLLECTION AREAS. GRASS CLIPPINGS SHALL BE COLLECTED AND REMOVED FROM THE SITE FOR PROPER DISPOSAL.

- SEQUENCE OF MAJOR ACTIVITIES**
- CONTRACTOR IS RESPONSIBLE FOR OBTAINING NPDES CONSTRUCTION STORMWATER PERMIT THROUGH THE FDEP AND SHALL SUBMIT THE NOTICE OF INTENT (NOI) AT LEAST 7 DAYS PRIOR TO THE COMMENCEMENT OF ANY LAND DISTURBANCE ACTIVITIES.
 - INSTALLATION OF SILT FENCE, EXISTING INLET PROTECTION (IF REQUIRED) AND ALL OTHER MEASURES INCLUDING BUT NOT LIMITED TO TEMPORARY SEDIMENT BASINS, DITCH PROTECTION, DIVERSION BERMS, ETC. REQUIRED BY THESE CONSTRUCTION PLANS AND THE STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
 - ROUGH GRADE THE STORMWATER RETENTION/DETENTION POND(S) AS WELL AS TEMPORARY SVALES TO FORCE DELIVERY OF ON-SITE RUNOFF TO THE POND(S). THE POND(S) WILL ACT AS SEDIMENTATION BASIN(S).
 - STABILIZE CLEARED AREAS WITHIN 7 DAYS OF LAST DISTURBANCE IF RUNOFF IS NOT CAPTURED BY STORMWATER POND(S).
 - INSTALL STORM SEWER CONVEYANCE SYSTEMS, UTILITIES, AND BUILDINGS.
 - COMPLETE GRADING AND CONSTRUCT ENTRANCES AND PAVEMENT.
 - INSTALL PERMANENT SODDING (PIN AS REQUIRED IN SLOPED AREAS), SEED & MULCH AS REQUIRED, OR OTHER PERMANENT STABILIZATION FEATURES.
 - REMOVE INSTALLED SILT BARRIERS AFTER ALL DISTURBED AREAS ARE STABILIZED.

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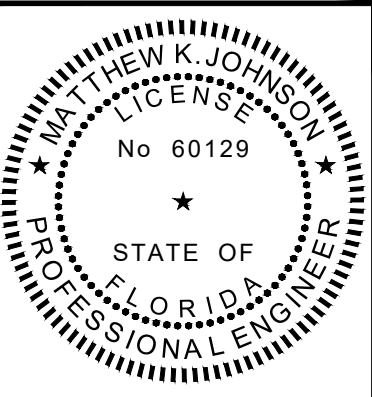
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**OVERALL GRADING & DRAINAGE
PLAN**

143 SISCO ROAD & 151ST SISCO ROAD POMONA PARK, FL



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C600



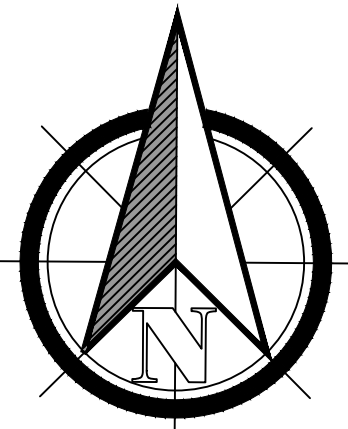
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Know what's below.
Call before you dig.



0 15 30 60
SCALE: 1" = 30'

STRUCTURE TABLE

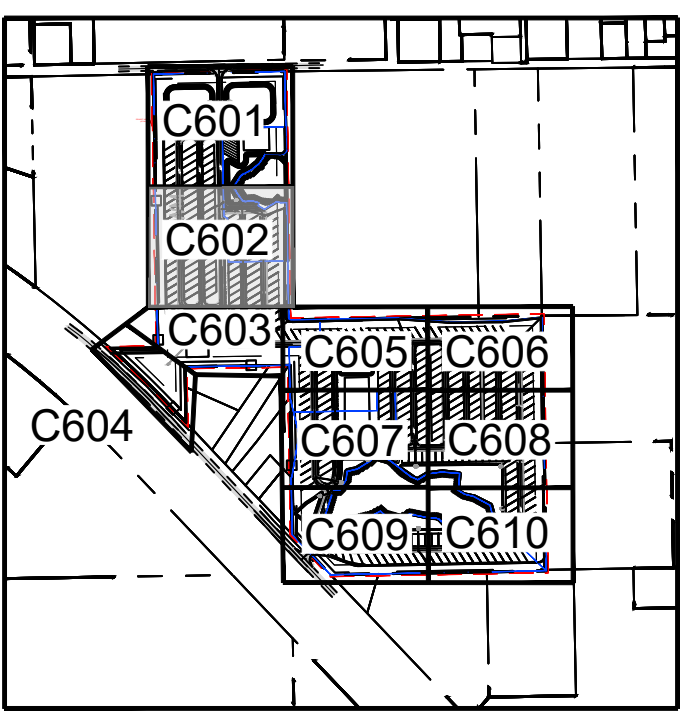
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ST-9	DMH RIM = 69.21 (S) INV IN = 64.78 (N) INV OUT = 64.78
ST-10	FDOT TYPE 'C' INLET RIM = 68.95 (S) INV IN = 65.26 (N) INV OUT = 65.26
ST-11	DMH RIM = 69.21 (S) INV IN = 65.31 (SE) INV IN = 65.31 (N) INV OUT = 65.31
ST-12	FDOT TYPE 'C' INLET RIM = 68.83 (NW) INV OUT = 65.78
ST-20	DMH RIM = 69.79 (SW) INV IN = 64.02 (E) INV OUT = 64.02
ST-21	FDOT TYPE 'C' INLET RIM = 68.81 (SW) INV IN = 64.02 (NE) INV OUT = 64.02
ST-22	FDOT TYPE 'C' INLET RIM = 68.96 (SW) INV IN = 64.02 (NE) INV OUT = 64.02
ST-23	FDOT TYPE 'C' INLET RIM = 69.14 (SW) INV IN = 64.02 (NE) INV OUT = 64.02
ST-24	18" MES (SE) INV IN = 60.50
ST-25	FDOT TYPE 'C' INLET RIM = 66.47 (SE) INV IN = 63.00 (NW) INV OUT = 63.00 (SW) INV OUT = 63.55
ST-26	FDOT TYPE 'C' INLET RIM = 66.60 (NE) INV IN = 63.00
ST-27	FDOT TYPE 'C' INLET RIM = 67.00 (E) INV IN = 63.42 (W) INV OUT = 63.42
ST-28	FDOT TYPE 'C' INLET RIM = 68.26 (E) INV IN = 63.80 (W) INV OUT = 63.80
ST-29	FDOT TYPE 'C' INLET RIM = 67.00 (W) INV OUT = 64.22
ST-86	FDOT TYPE 'C' INLET RIM = 69.23 (SW) INV IN = 64.02 (NE) INV OUT = 64.02
ST-87	FDOT TYPE 'C' INLET RIM = 68.03 (NE) INV OUT = 64.02
ST-88	FDOT TYPE 'C' INLET RIM = 66.86 (SW) INV IN = 62.30

GRADE ELEVATION LEGEND

- * XXXXX = PROPOSED GRADE / EDGE OF PAVEMENT
- * XXX.XX MEG = MATCH EXISTING GROUND
- * XXX.XX HP = HIGH POINT

LEGEND

- PROJECT AREA
- PROPERTY LINE
- WET
- EXISTING WETLAND
- BUFFER
- PROPOSED WETLAND BUFFER LINE
- POST-BASIN LINE



KEY MAP
N.T.S.

MATCHLINE SEE SHEET C603

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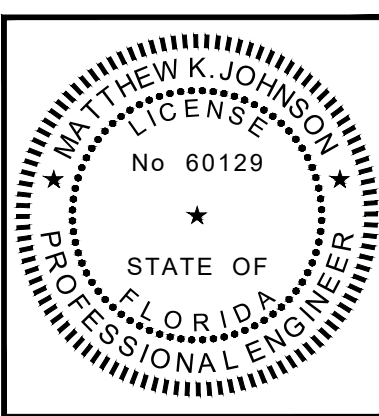
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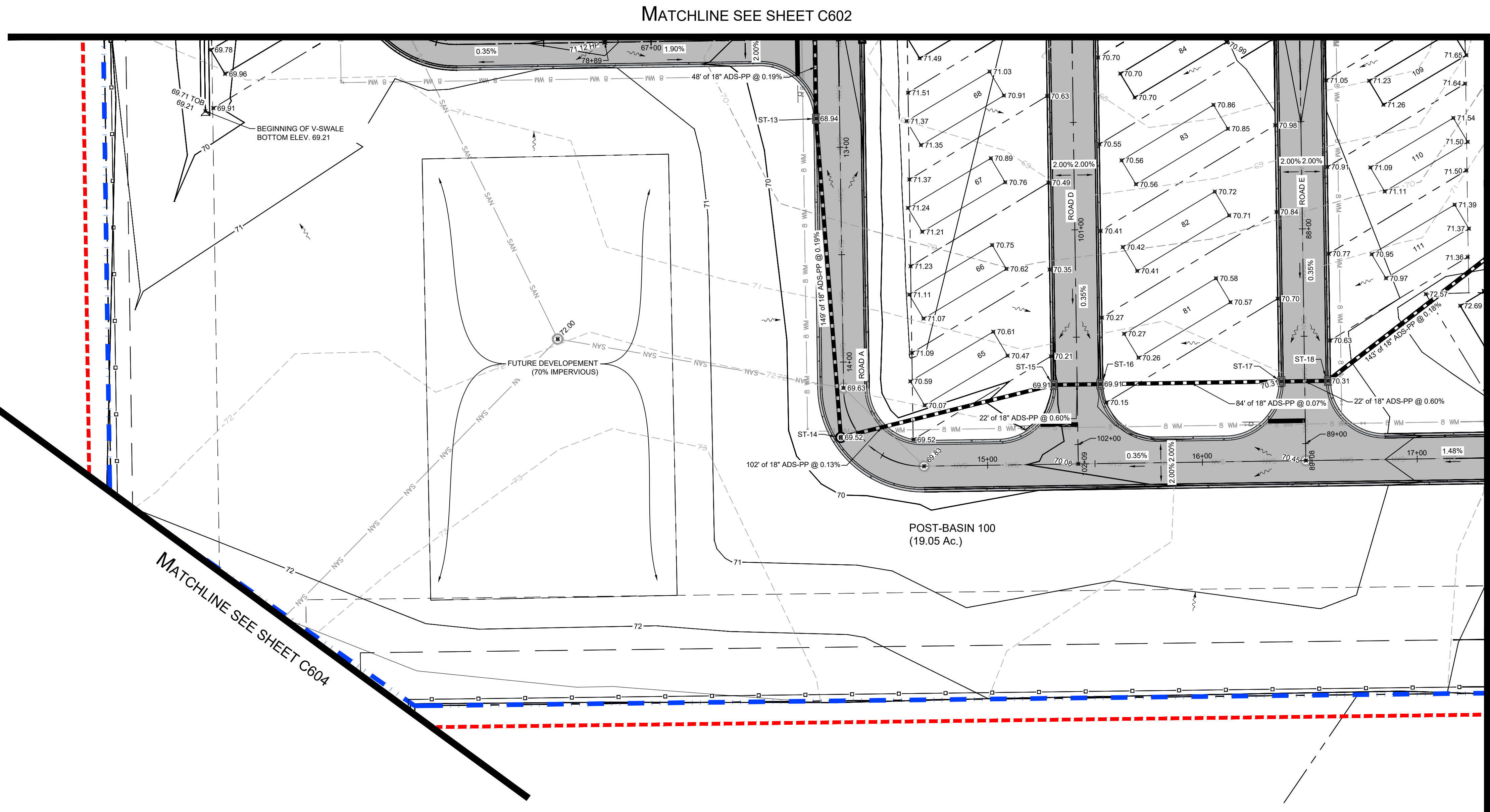
GRADING & DRAINAGE PLAN 2

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



SHEET NUMBER
C602

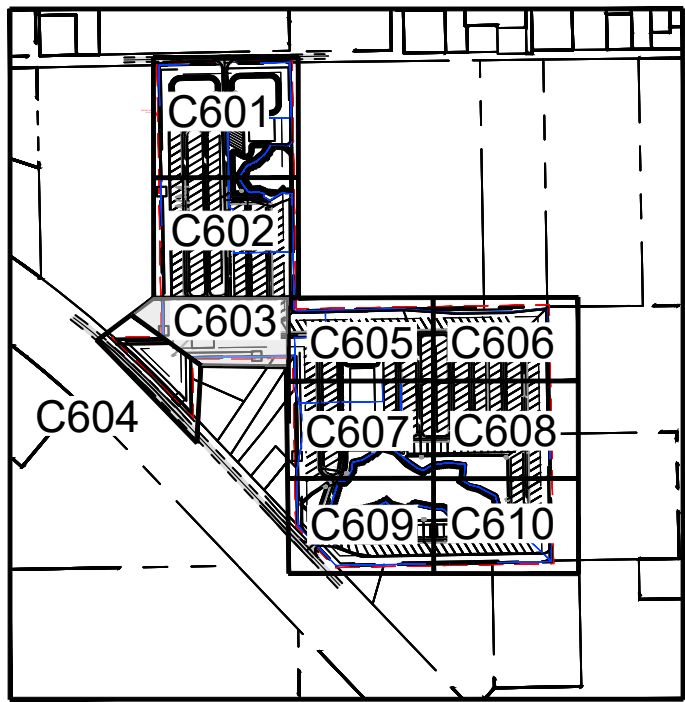
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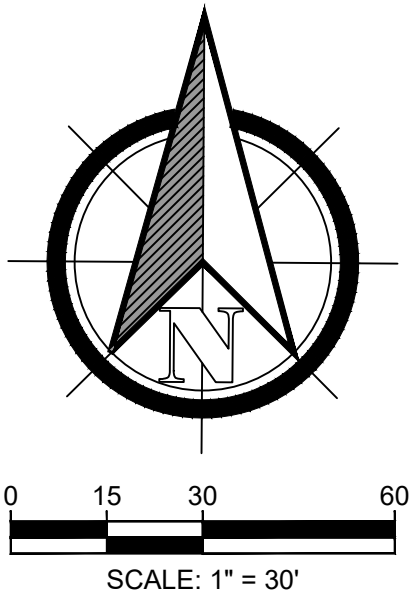
LEGEND	
	PROJECT AREA
	PROPERTY LINE
	POST-BASIN LINE

GRADE ELEVATION LEGEND	
	XXX.XX = PROPOSED GRADE / EDGE OF PAVEMENT
	XXX.XX MEG = MATCH EXISTING GROUND
	XXX.XX HP = HIGH POINT

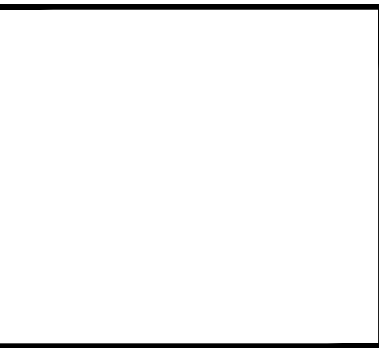
STRUCTURE TABLE	
NAME:	DETAILS:
ST-13	FDOT TYPE 'C' INLET RIM = 68.95 (S) INV IN = 65.40 (N) INV OUT = 65.40
ST-14	DMH RIM = 69.52 (E) INV IN = 65.68 (N) INV OUT = 65.68
ST-15	FDOT TYPE 'C' INLET RIM = 69.91 (E) INV IN = 65.81 (W) INV OUT = 65.81
ST-16	FDOT TYPE 'C' INLET RIM = 69.91 (E) INV IN = 65.94 (W) INV OUT = 65.94
ST-17	FDOT TYPE 'C' INLET RIM = 70.31 (E) INV IN = 66.00 (W) INV OUT = 66.00
ST-18	FDOT TYPE 'C' INLET RIM = 70.31 (NE) INV IN = 66.13 (W) INV OUT = 66.13



KEY MAP
N.T.S



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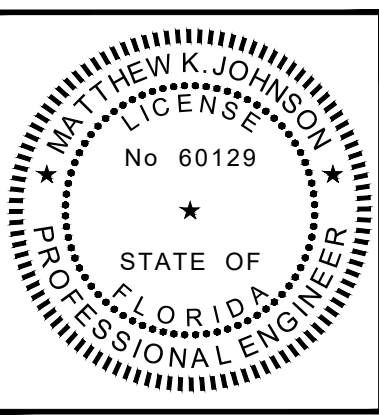
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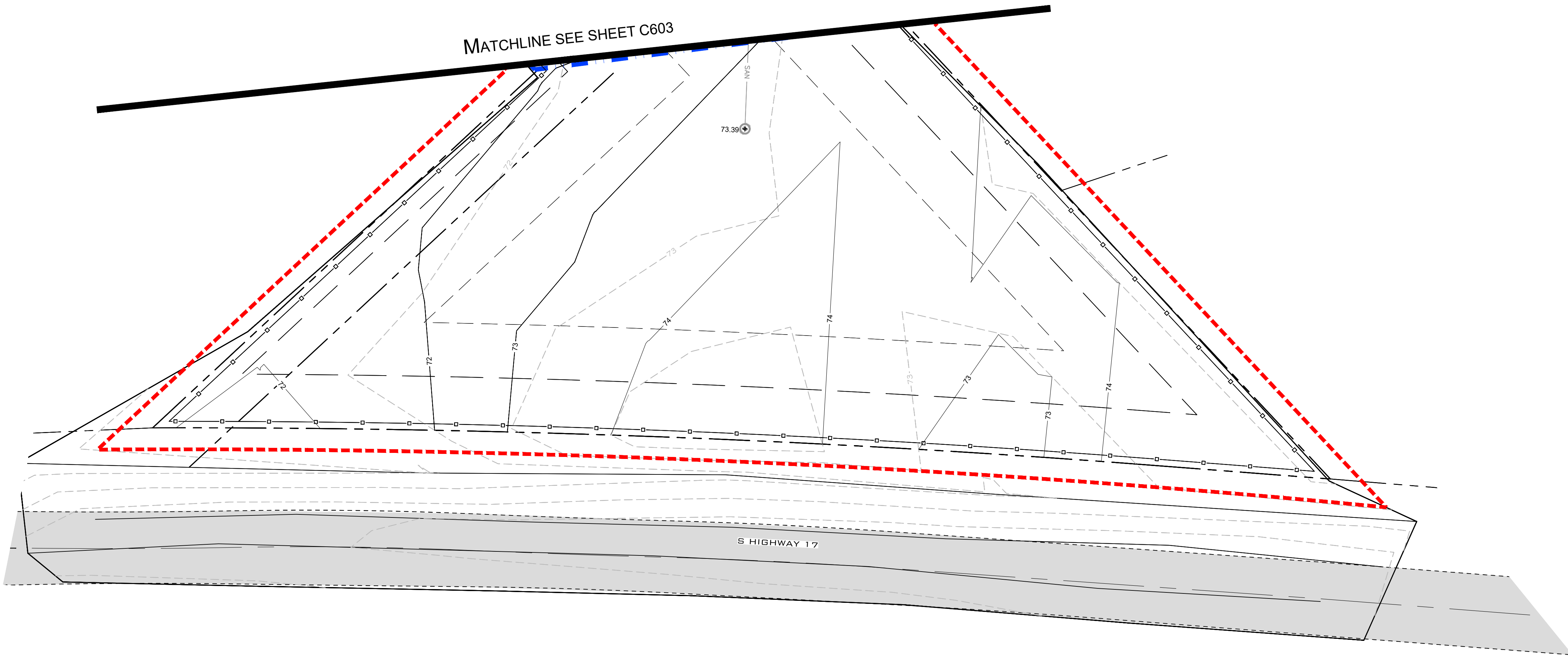
GRADING & DRAINAGE PLAN 3

143 SISCO ROAD & 15th SISCO ROAD POMONA PARK, FL



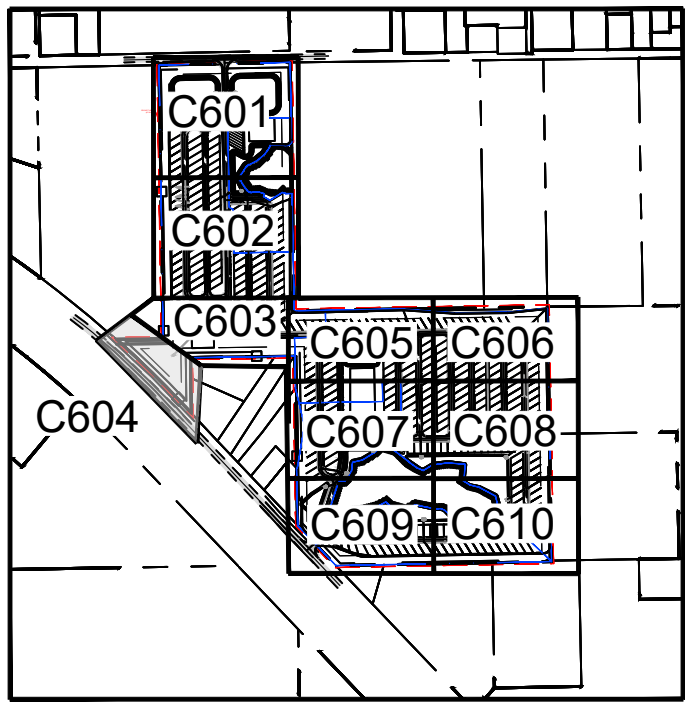
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C603

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LEGEND	
	PROJECT AREA
	PROPERTY LINE
	POST-BASIN LINE

GRADE ELEVATION LEGEND	
	XXX.XX = PROPOSED GRADE / EDGE OF PAVEMENT



KEY MAP
N.T.S

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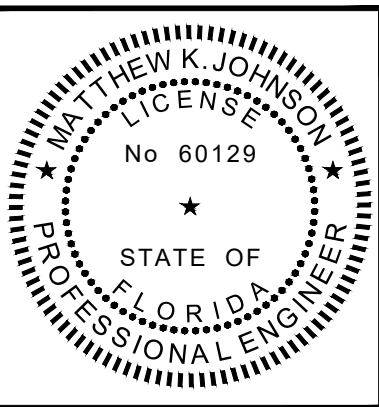
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GRADING & DRAINAGE PLAN 4

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

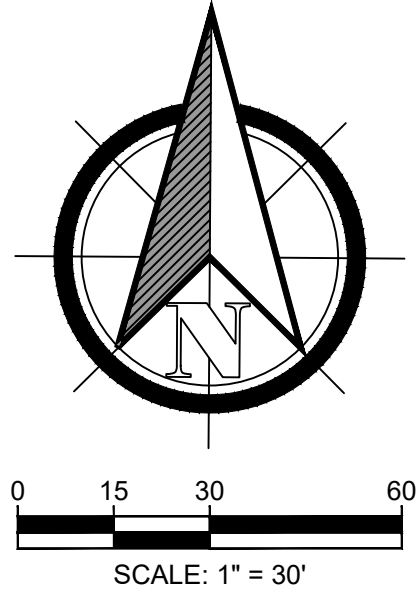


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C604

MATCHLINE SEE SHEET C602

MATCHLINE SEE SHEET C603

MATCHLINE SEE SHEET C607



STRUCTURE TABLE

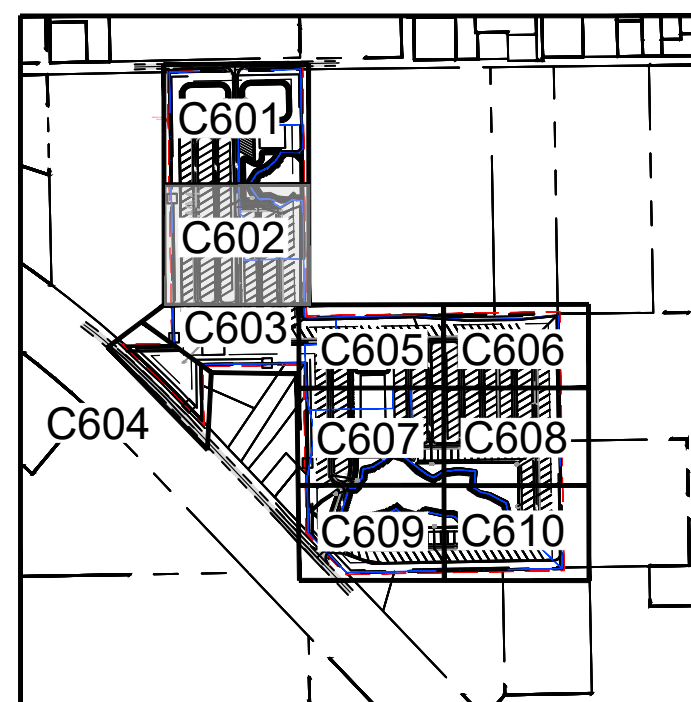
NAME:	DETAILS:
ST-19	FDOT TYPE 'C' INLET RIM = 69.00 (SW) INV OUT = 66.39
ST-30	FDOT TYPE 'C' INLET RIM = 74.28 (E) INV OUT = 71.23
ST-31	FDOT TYPE 'C' INLET RIM = 74.28 (W) INV IN = 71.19 (E) INV OUT = 71.19
ST-32	FDOT TYPE 'C' INLET RIM = 74.61 (W) INV IN = 71.04 (E) INV OUT = 71.04
ST-33	FDOT TYPE 'C' INLET RIM = 74.61 (W) INV IN = 71.00 (N) INV IN = 71.00 (E) INV OUT = 71.00
ST-34	18" MES (W) INV IN = 70.93
ST-35	FDOT TYPE 'C' INLET RIM = 74.27 (S) INV OUT = 71.22
ST-36	18" MES (E) INV IN = 71.00
ST-37	FDOT TYPE 'C' INLET RIM = 75.43 (E) INV IN = 70.50 (W) INV OUT = 71.50
ST-38	DMH RIM = 75.76 (E) INV IN = 70.62 (N) INV IN = 70.62 (W) INV OUT = 70.62
ST-39	FDOT TYPE 'C' INLET RIM = 75.79 (E) INV IN = 70.70 (W) INV OUT = 70.70
ST-46	FDOT TYPE 'C' INLET RIM = 75.55 (N) INV IN = 71.75 (S) INV OUT = 71.75
ST-47	FDOT TYPE 'C' INLET RIM = 75.00 (S) INV OUT = 72.00

GRADE ELEVATION LEGEND

- XXX.XX = PROPOSED GRADE / EDGE OF PAVEMENT
- XXX.XX MEG = MATCH EXISTING GROUND
- XXX.XX HP = HIGH POINT

LEGEND

- PROJECT AREA
- PROPERTY LINE
- WET EXISTING WETLAND
- BUFFER PROPOSED WETLAND BUFFER LINE
- POST-BASIN LINE



KEY MAP

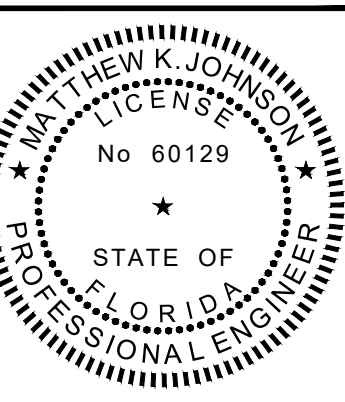
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GRADING & DRAINAGE PLAN 5
143 SISCO ROAD & 151' SISCO ROAD POMONA PARK, FL

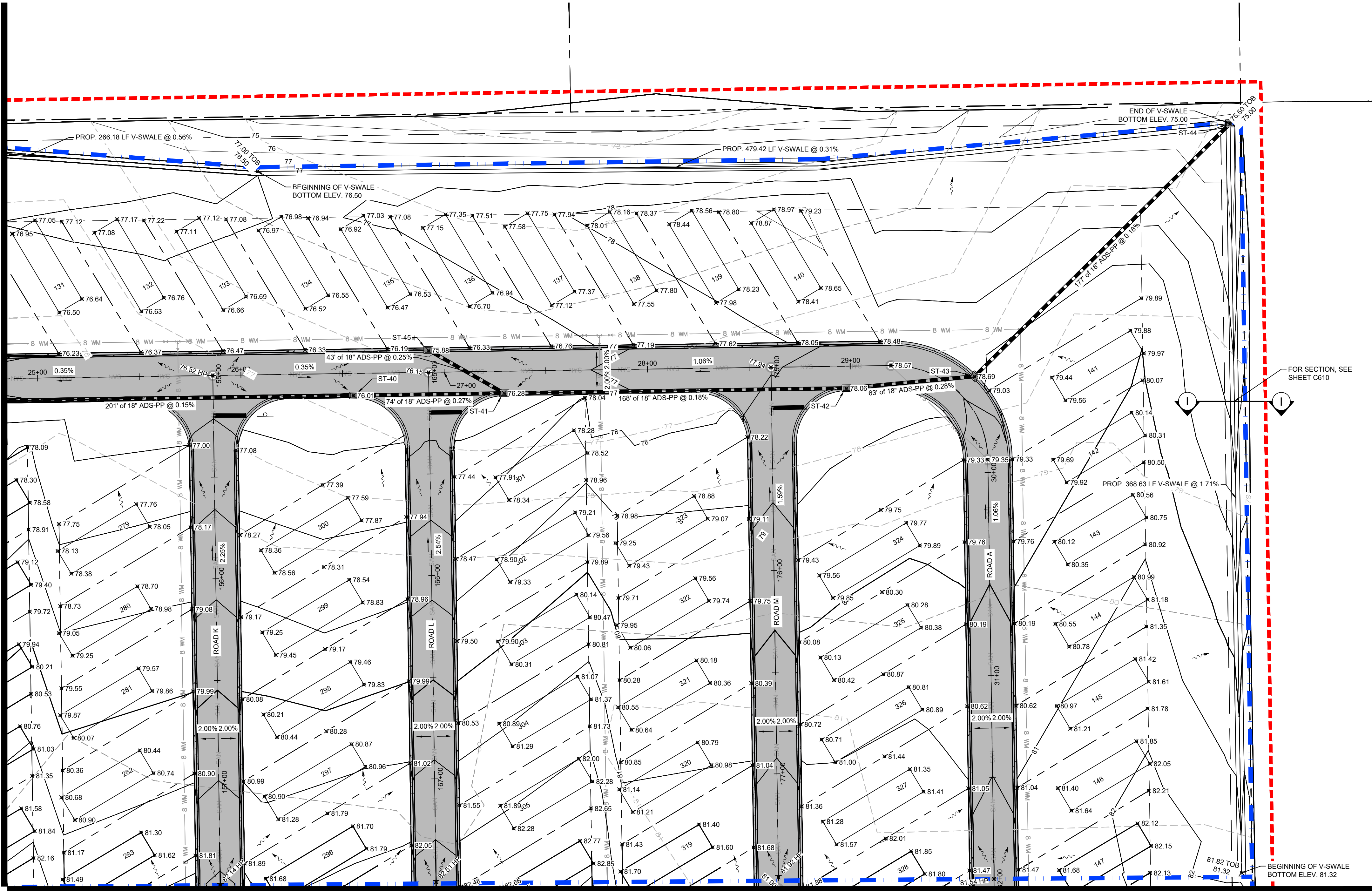


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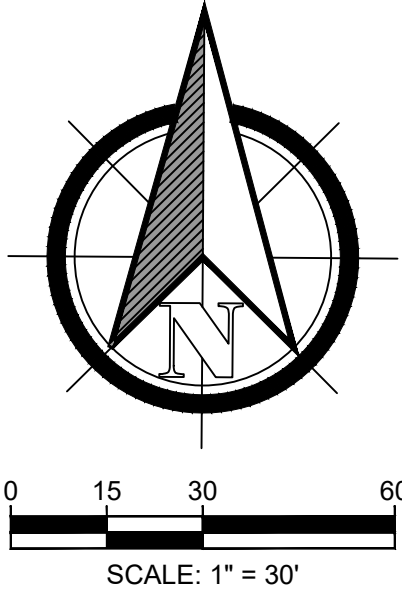


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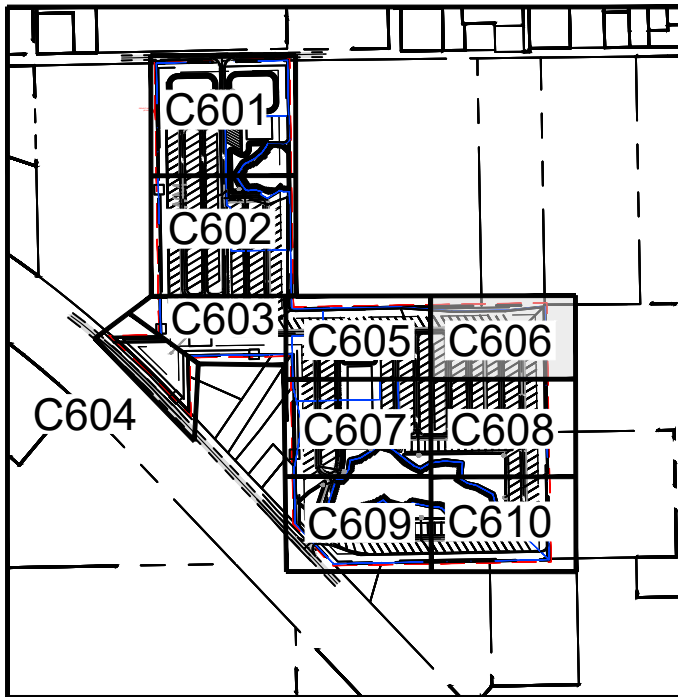
MATCHLINE SEE SHEET C608



GRADE ELEVATION LEGEND	
XXX.XX	PROPOSED GRADE / EDGE OF PAVEMENT
XXX.XX MEG	MATCH EXISTING GROUND
XXX.XX HP	HIGH POINT

LEGEND	
	PROJECT AREA
	PROPERTY LINE
	POST-BASIN LINE

STRUCTURE TABLE	
NAME:	DETAILS:
ST-40	FDOT TYPE 'C' INLET RIM = 76.01 (E) INV IN = 71.00 (W) INV OUT = 71.00
ST-41	FDOT TYPE 'C' INLET RIM = 76.27 (E) INV IN = 71.20 (NW) INV IN = 71.20 (W) INV OUT = 71.20
ST-42	FDOT TYPE 'C' INLET RIM = 78.06 (E) INV IN = 71.50 (W) INV OUT = 71.50
ST-43	FDOT TYPE 'C' INLET RIM = 78.72 (NE) INV IN = 71.68 (W) INV OUT = 71.68
ST-44	FDOT TYPE 'C' INLET RIM = 75.00 (SW) INV OUT = 72.00
ST-45	FDOT TYPE 'C' INLET RIM = 75.92 (SE) INV OUT = 71.31



KEY MAP
N.T.S



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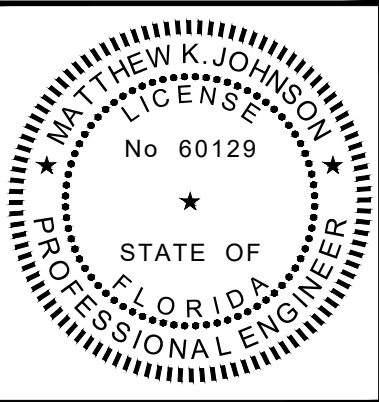
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GRADING & DRAINAGE PLAN 6

143 SISCO ROAD & 151' SISCO ROAD POMONA PARK, FL

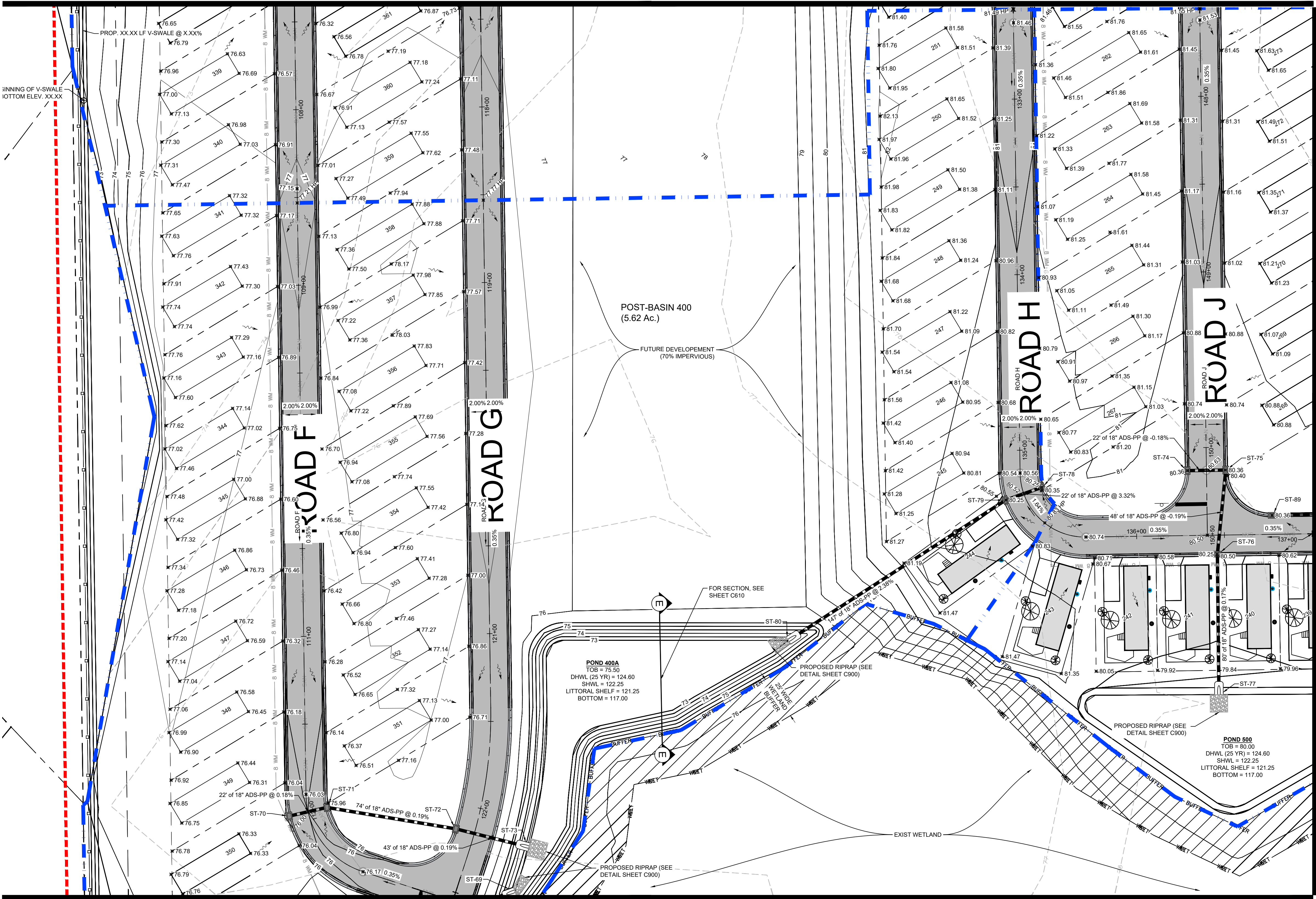


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C606

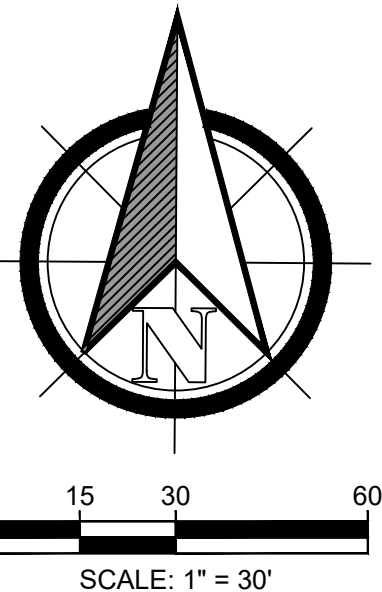
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MATCHLINE SEE SHEET C609



STRUCTURE TABLE

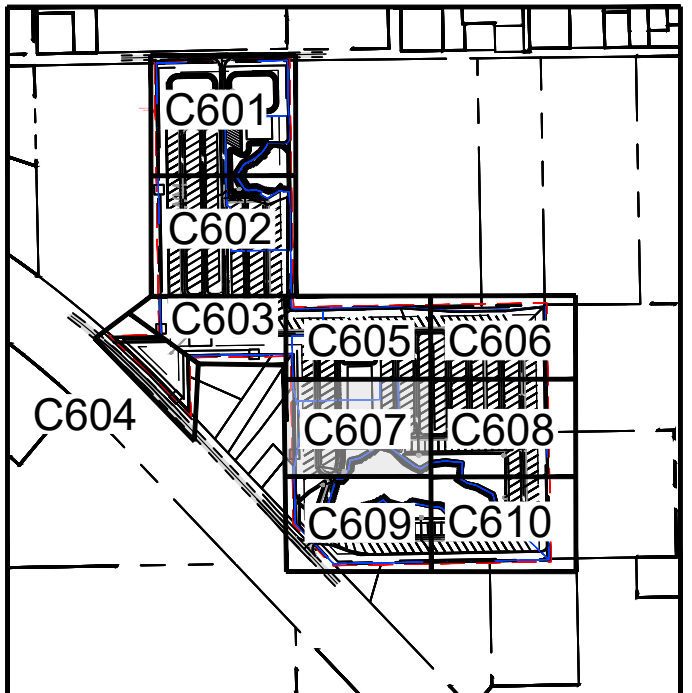
NAME:	DETAILS:
ST-69	18" MES (W) INV IN = 73.00
ST-70	FDOT TYPE 'C' INLET RIM = 75.77 (E) INV OUT = 72.72
ST-71	FDOT TYPE 'C' INLET RIM = 76.77 (W) INV IN = 72.68 (E) INV OUT = 72.68
ST-72	FDOT TYPE 'C' INLET RIM = 76.24 (W) INV IN = 72.54 (E) INV OUT = 72.54
ST-73	18" MES (W) INV IN = 72.46
ST-74	FDOT TYPE 'C' INLET RIM = 80.40 (E) INV IN = 77.35
ST-75	FDOT TYPE 'C' INLET RIM = 80.40 (S) INV IN = 77.31 (W) INV OUT = 77.31
ST-76	FDOT TYPE 'C' INLET RIM = 80.25 (S) INV IN = 77.22 (N) INV OUT = 77.22
ST-77	18" MES (N) INV IN = 77.08
ST-78	FDOT TYPE 'C' INLET RIM = 80.28 (W) INV OUT = 77.23
ST-79	FDOT TYPE 'C' INLET RIM = 80.28 (E) INV IN = 76.50 (SW) INV OUT = 76.50
ST-80	18" MES (NE) INV IN = 73.00
ST-89	FDOT TYPE 'C' INLET RIM = 80.36 (E) INV IN = 75.70

GRADE ELEVATION LEGEND

- XXX.XX = PROPOSED GRADE / EDGE OF PAVEMENT
- XXX.XX MES = MATCH EXISTING GROUND
- XXX.XX HP = HIGH POINT

LEGEND

---	PROJECT AREA
---	PROPERTY LINE
WET	EXISTING WETLAND
BUFFER	PROPOSED WETLAND BUFFER LINE
---	POST-BASIN LINE



KEY MAP

N.T.S

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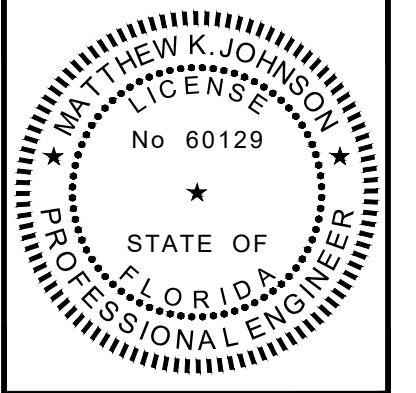
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GRADING & DRAINAGE PLAN 7

143 SISCO ROAD & 151' SISCO ROAD POMONA PARK, FL

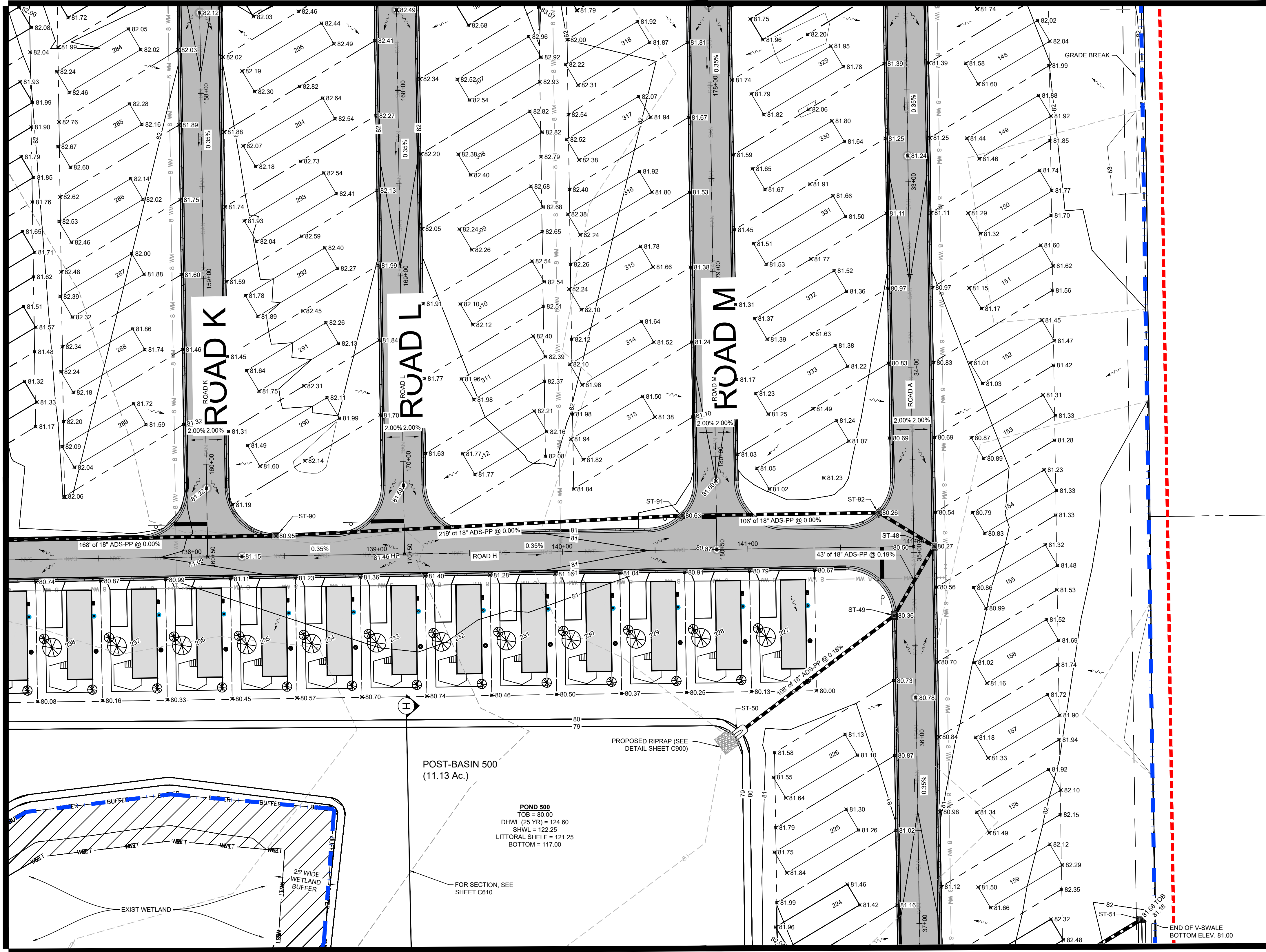


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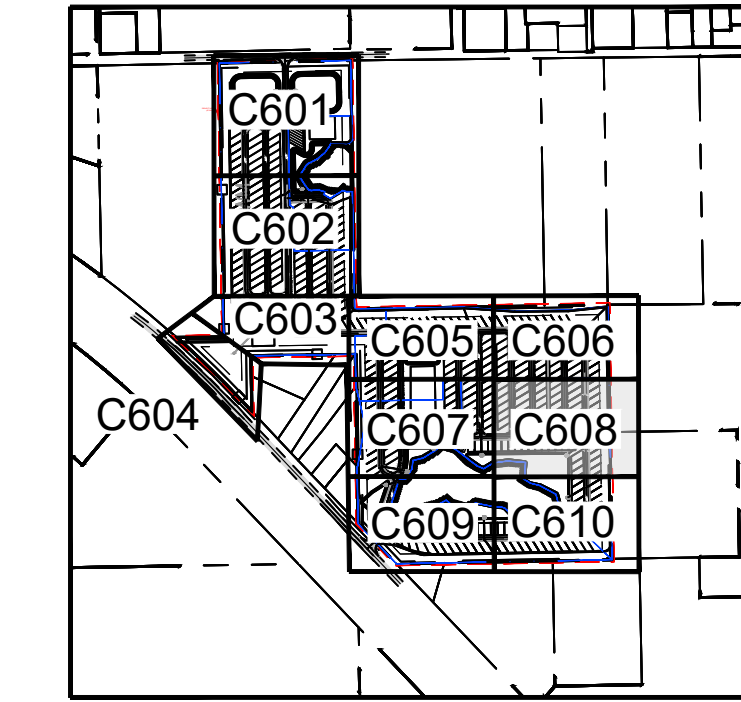
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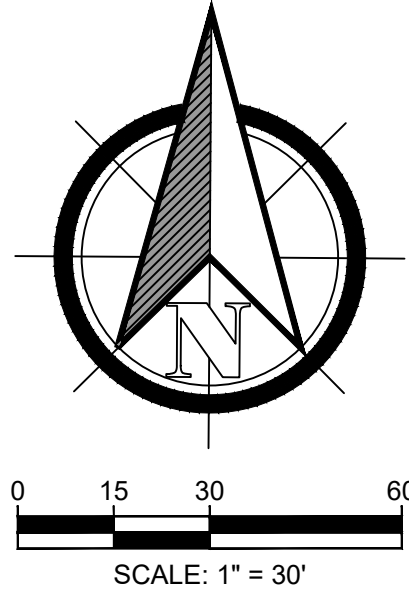


KEY MAP
N.T.S

STRUCTURE TABLE	
NAME:	DETAILS:
ST-48	FDOT TYPE 'C' INLET RIM = 80.27 (NW) INV IN = 75.67 (SW) INV OUT = 77.22
ST-49	FDOT TYPE 'C' INLET RIM = 80.40 (NE) INV IN = 77.14 (SW) INV OUT = 77.14
ST-50	RIM = 78.60 (NE) INV IN = 76.95
ST-51	FDOT TYPE 'C' INLET RIM = 81.18 (SW) INV OUT = 78.00
ST-90	FDOT TYPE 'C' INLET RIM = 80.95 (E) INV IN = 75.70 (W) INV OUT = 75.70
ST-91	FDOT TYPE 'C' INLET RIM = 80.63 (E) INV IN = 75.70 (W) INV OUT = 75.70
ST-92	FDOT TYPE 'C' INLET RIM = 80.28 (W) INV OUT = 75.70 (SE) INV OUT = 75.67

LEGEND	
	PROJECT AREA
	PROPERTY LINE
	WET EXISTING WETLAND
	BUFFER PROPOSED WETLAND BUFFER LINE
	POST-BASIN LINE

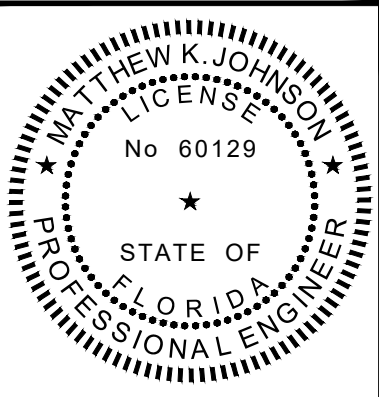
GRADE ELEVATION LEGEND	
	XXXX.XX = PROPOSED GRADE / EDGE OF PAVEMENT
	XXXX.XX MEG = MATCH EXISTING GROUND
	XXXX.XX HP = HIGH POINT



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GRADING & DRAINAGE PLAN 8

143 SISCO ROAD & 151' SISCO ROAD POMONA PARK, FL



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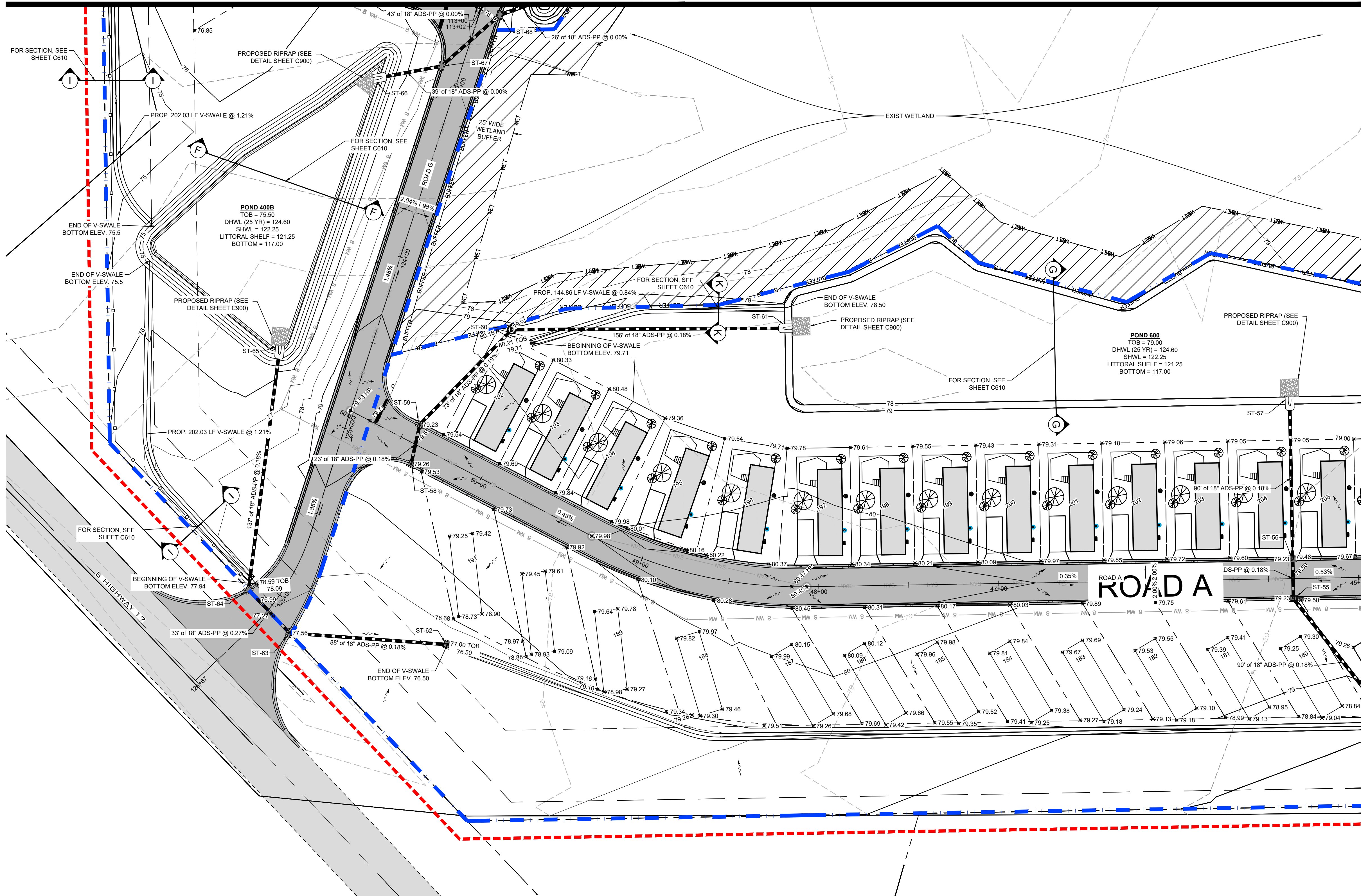
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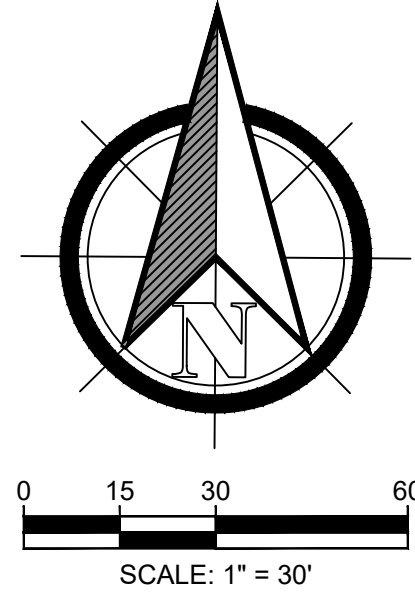
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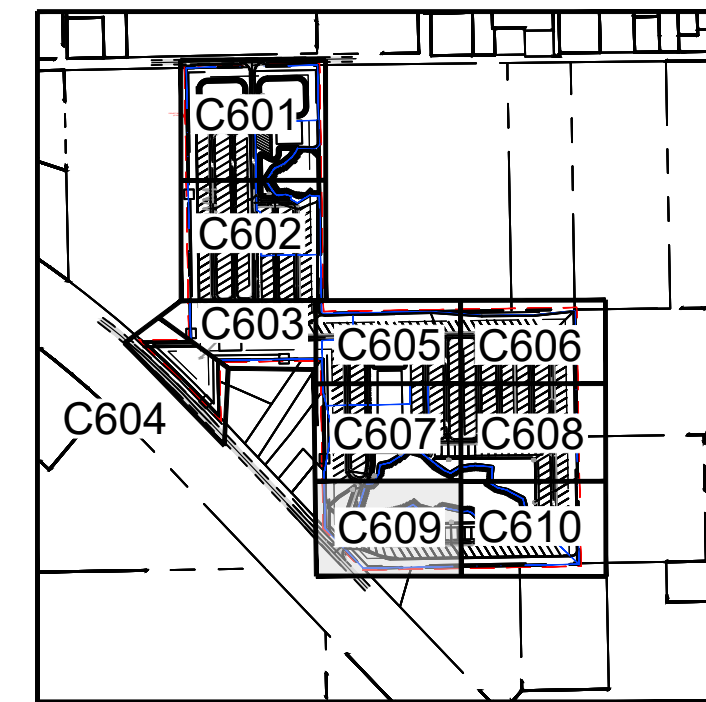


STRUCTURE TABLE	
NAME:	DETAILS:
ST-55	FDOT TYPE 'C' INLET RIM = 79.27 (SE) INV IN = 76.22 (N) INV OUT = 76.22
ST-56	FDOT TYPE 'C' INLET RIM = 79.27 (S) INV IN = 76.18 (N) INV OUT = 76.18
ST-57	18" MES (S) INV IN = 76.02
ST-58	FDOT TYPE 'C' INLET RIM = 79.29 (N) INV OUT = 76.24
ST-59	FDOT TYPE 'C' INLET RIM = 79.27 (NE) INV IN = 76.06 (S) INV OUT = 76.20
ST-60	DMH RIM = 79.67 (E) INV IN = 75.78 (SW) INV OUT = 76.20
ST-61	18" MES (W) INV IN = 76.06
ST-62	FDOT TYPE 'C' INLET RIM = 78.50 (W) INV OUT = 73.50
ST-63	FDOT TYPE 'C' INLET RIM = 77.56 (E) INV IN = 73.34 (NW) INV OUT = 73.34
ST-64	FDOT TYPE 'C' INLET RIM = 77.48 (SE) INV IN = 73.25 (N) INV OUT = 73.25
ST-65	18" MES (S) INV IN = 73.00
ST-66	18" MES (E) INV IN = 73.00
ST-67	FDOT TYPE 'C' INLET RIM = 76.68 (W) INV OUT = 73.00 (NE) INV OUT = 73.00
ST-68	FDOT TYPE 'C' INLET RIM = 78.13 (SW) INV IN = 73.00 (E) INV OUT = 73.00

MATCHLINE SEE SHEET C610

GRADE ELEVATION LEGEND	
XXX.XX	PROPOSED GRADE / EDGE OF PAVEMENT
XXX.XX MEG	MATCH EXISTING GROUND
XXX.XX HP	HIGH POINT

LEGEND	
	PROJECT AREA
	PROPERTY LINE
	WET
	EXISTING WETLAND
	PROPOSED WETLAND BUFFER LINE
	POST-BASIN LINE



KEY MAP
N.T.S.

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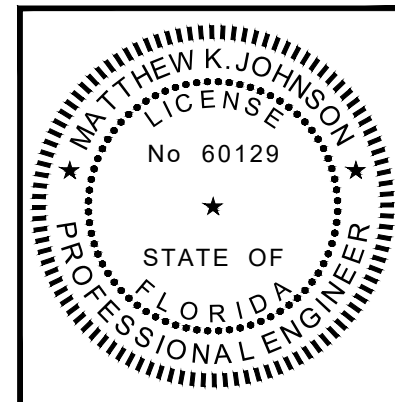
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GRADING & DRAINAGE PLAN 9

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



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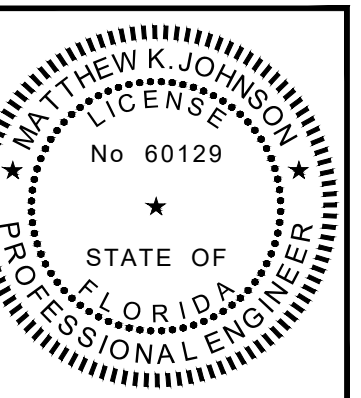
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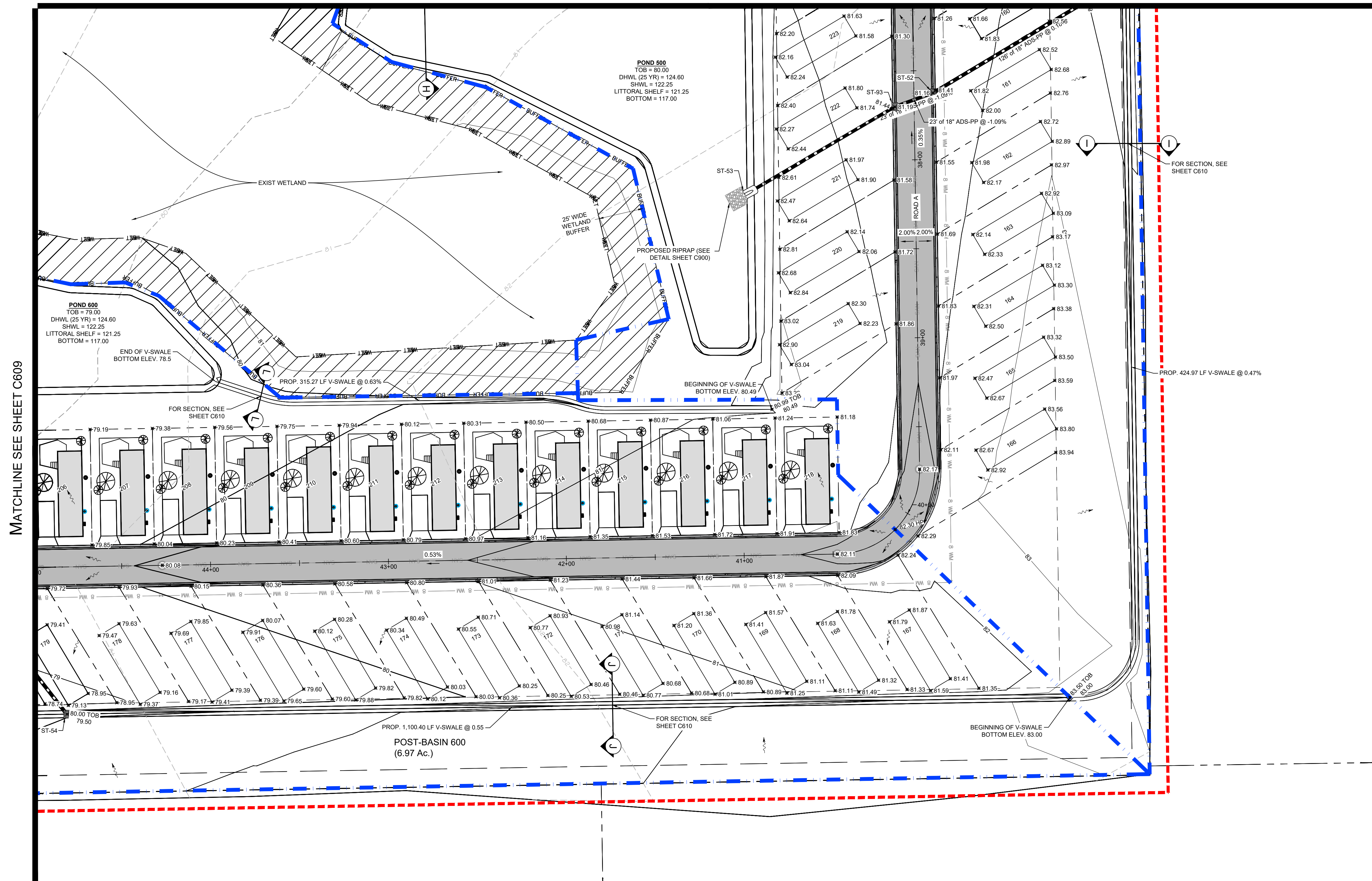


POMONA PARK RESORT
LQ INVESTMENTS PORTFOLIO 21 LLC

GRADING & DRAINAGE PLAN 10
143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



HEET NUMBER
C610

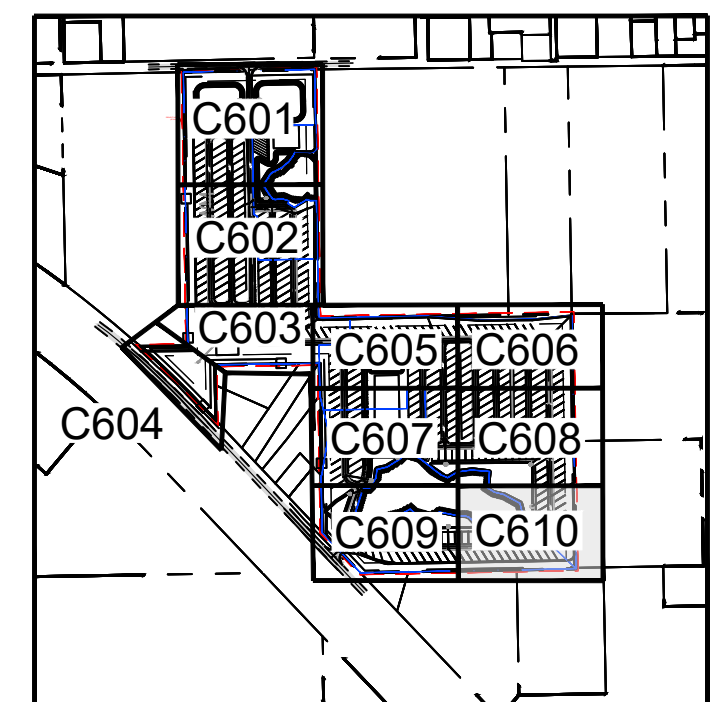


STRUCTURE TABLE	
NAME:	DETAILS:
ST-52	FDOT TYPE 'C' INLET RIM = 81.20 (NE) INV IN = 77.77 (W) INV OUT = 77.77
ST-53	18" MES (NE) INV IN = 79.00
ST-54	FDOT TYPE 'C' INLET RIM = 79.50 (NW) INV OUT = 78.38
ST-93	FDOT TYPE 'C' INLET RIM = 81.19 (E) INV IN = 78.02 (SW) INV OUT = 78.02

GRADE ELEVATION LEGEND

- ✖ XXX.XX = PROPOSED GRADE / EDGE OF PAVEMENT
- ✖ XXX.XX MEG = MATCH EXISTING GROUND
- ✖ XXX.XX HP = HIGH POINT

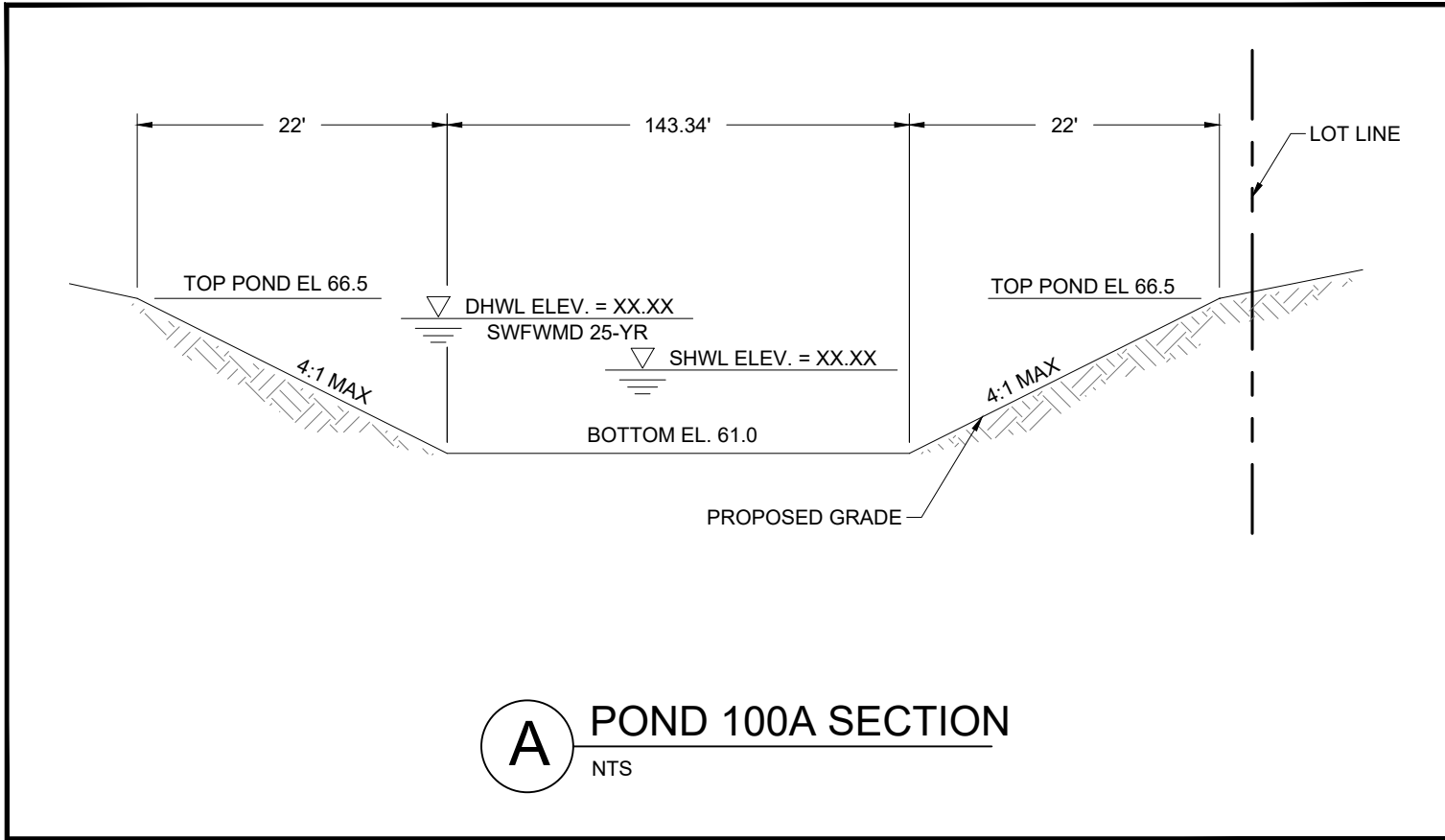
LEGEND	
	PROJECT AREA
	PROPERTY LINE
	EXISTING WETLAND
	PROPOSED WETLAND BUFFER LINE
	POST-BASIN LINE



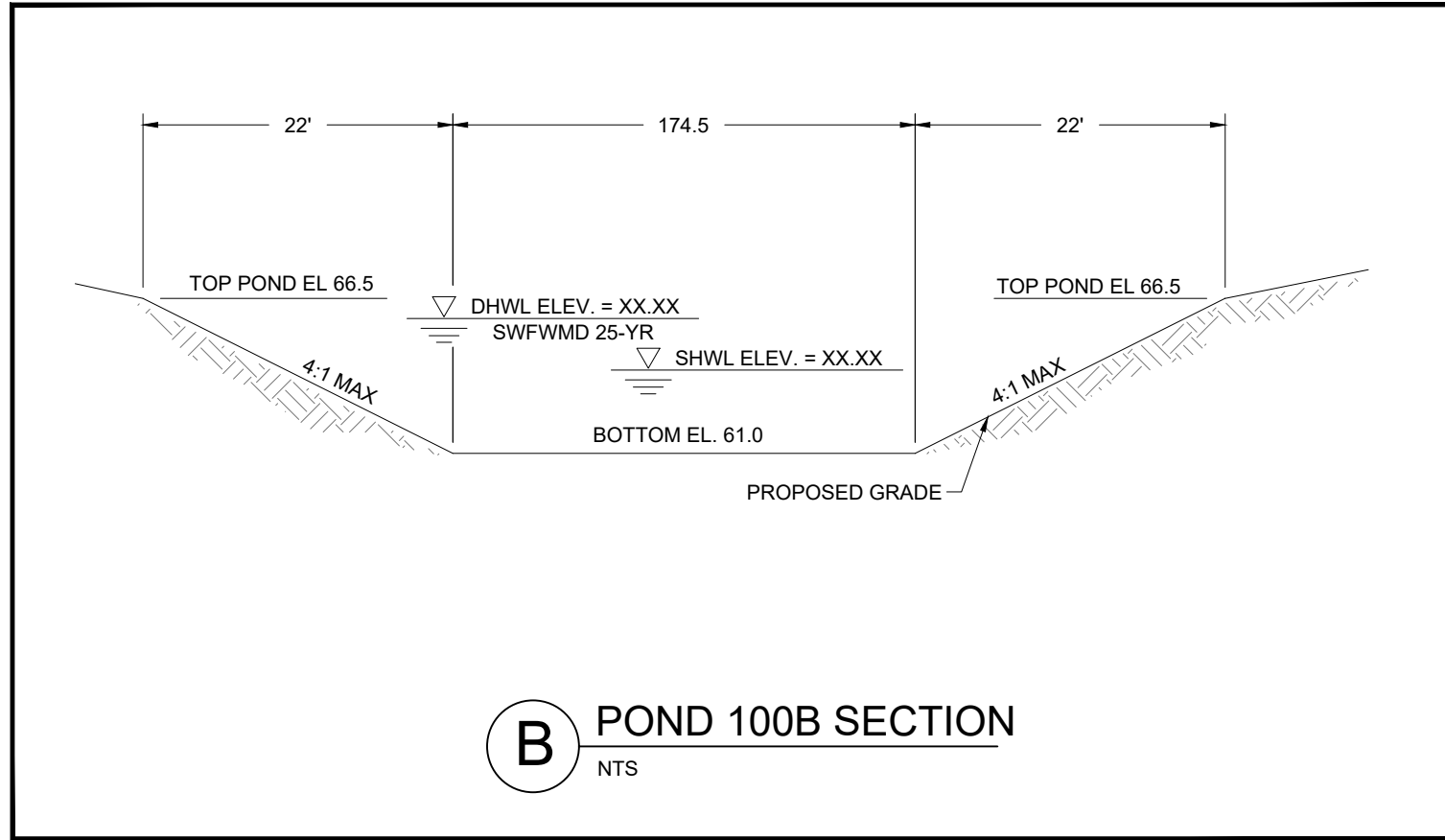
KEY MAP

N.T.S

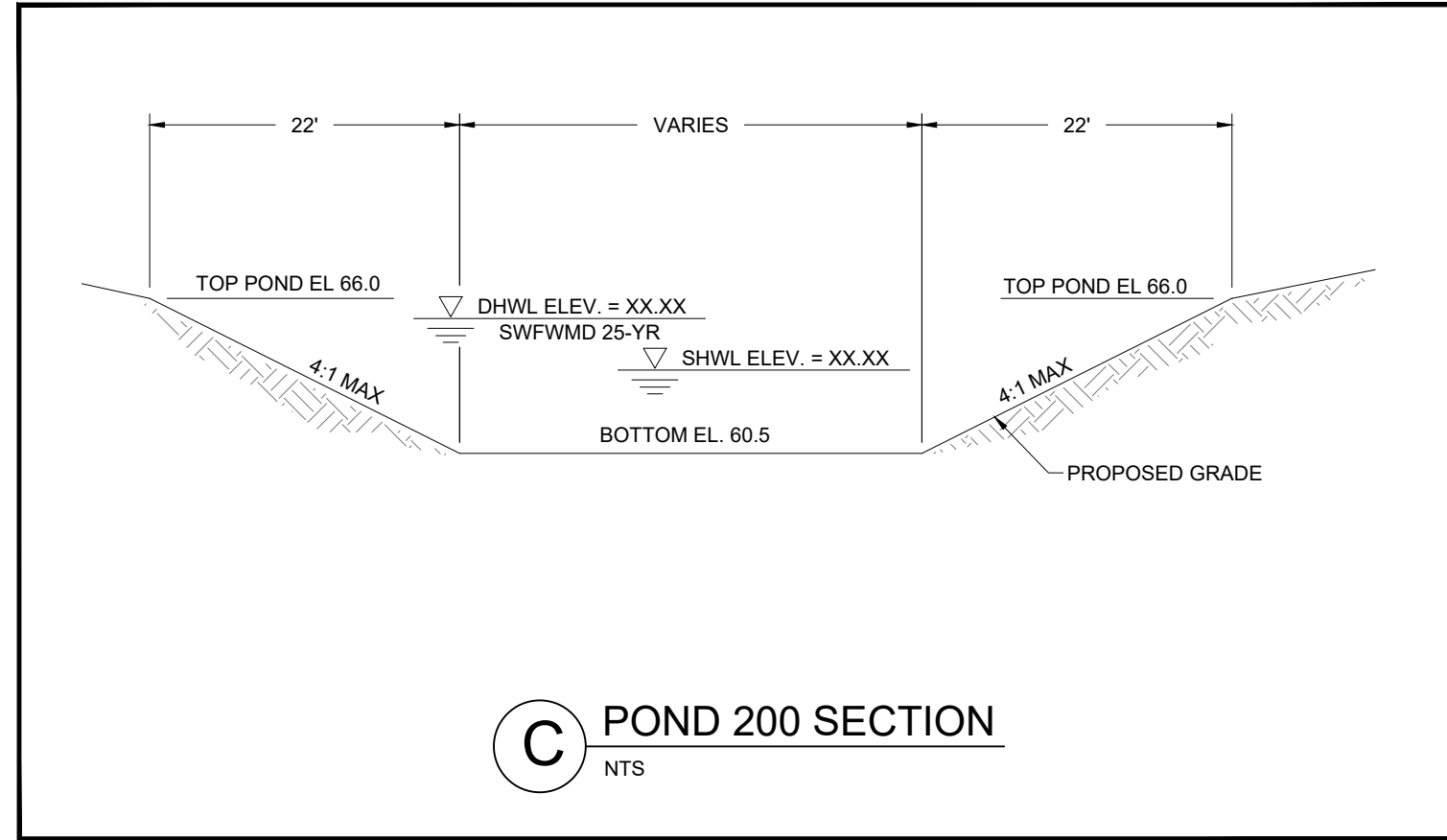
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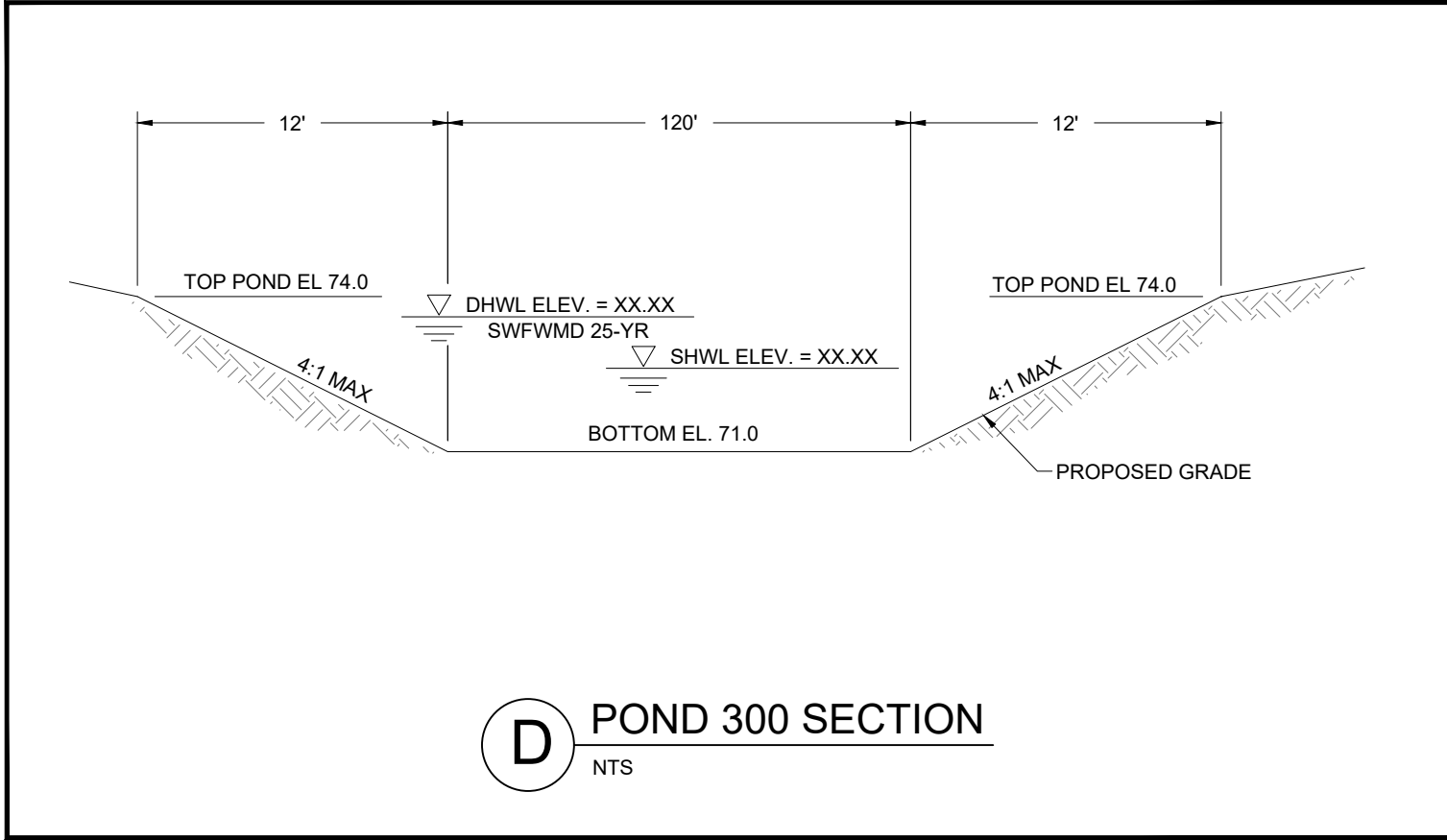
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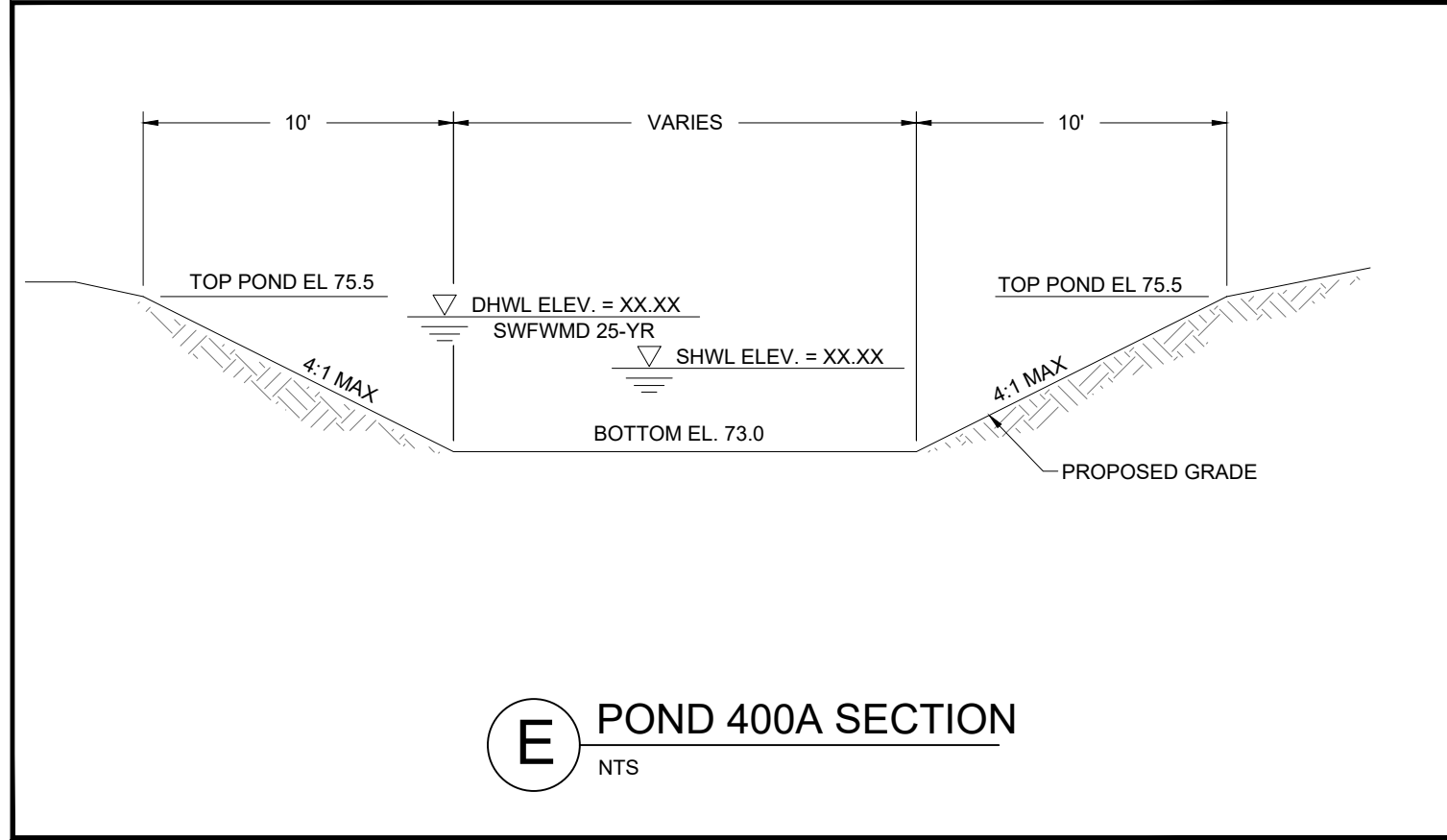
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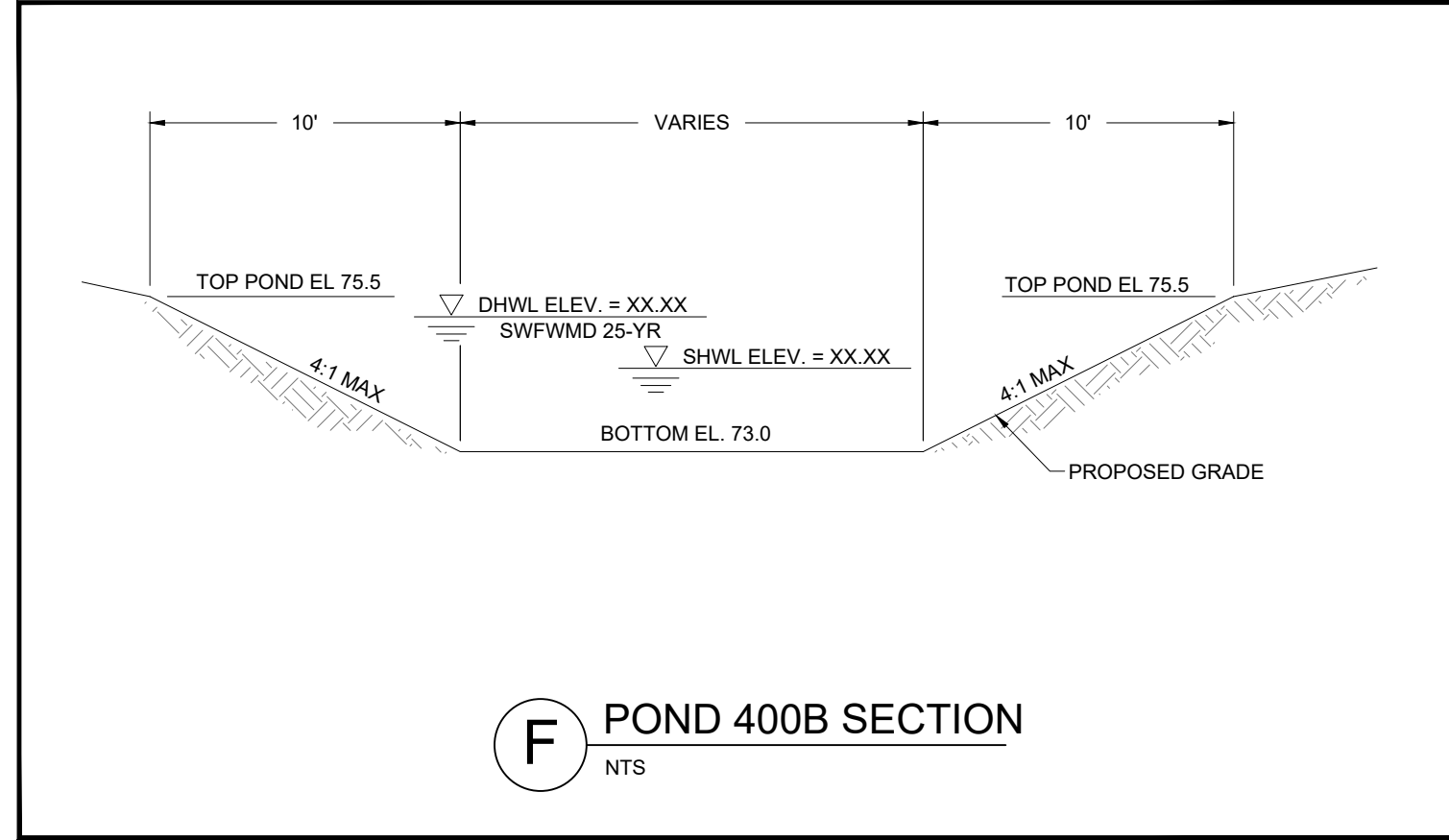
C POND 200 SECTION
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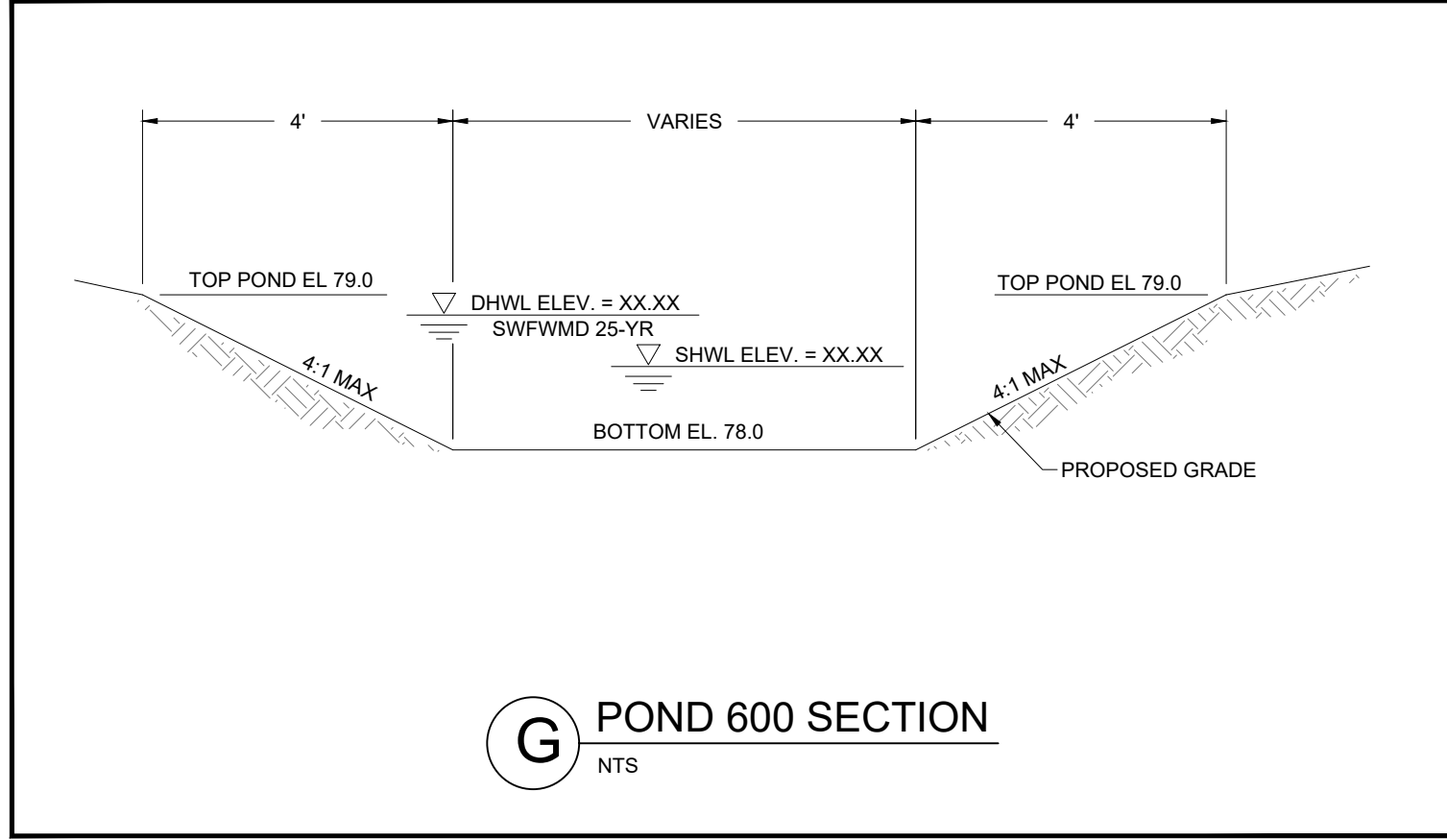
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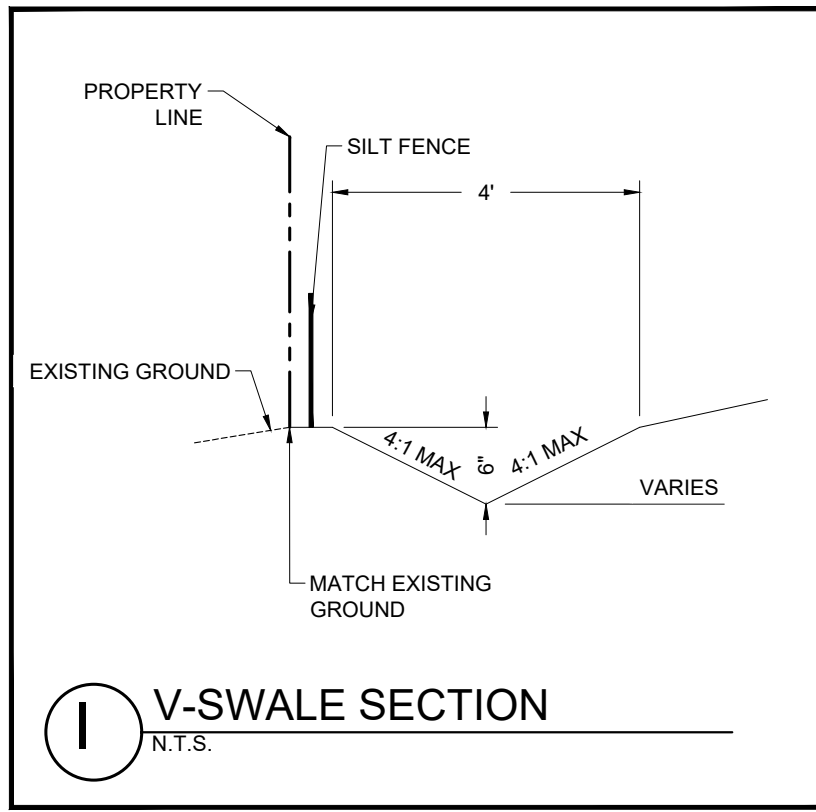
E POND 400A SECTION
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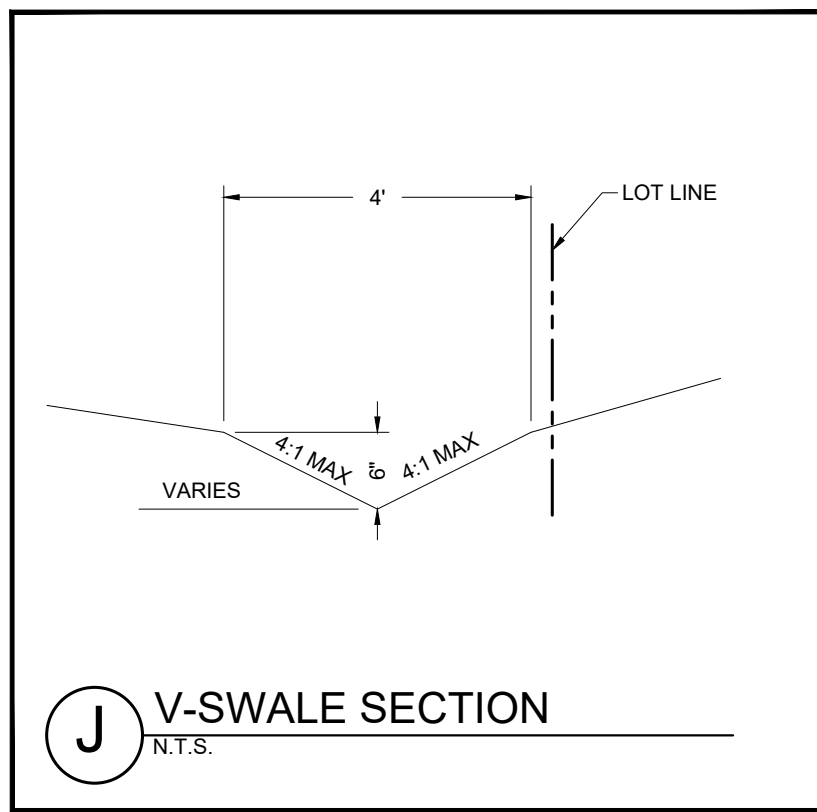
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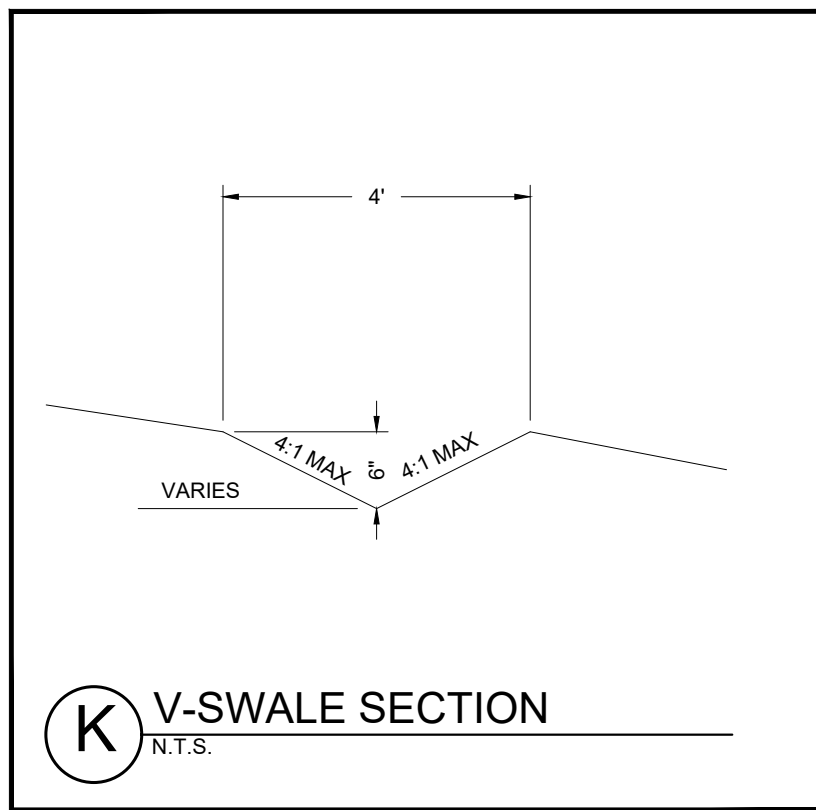
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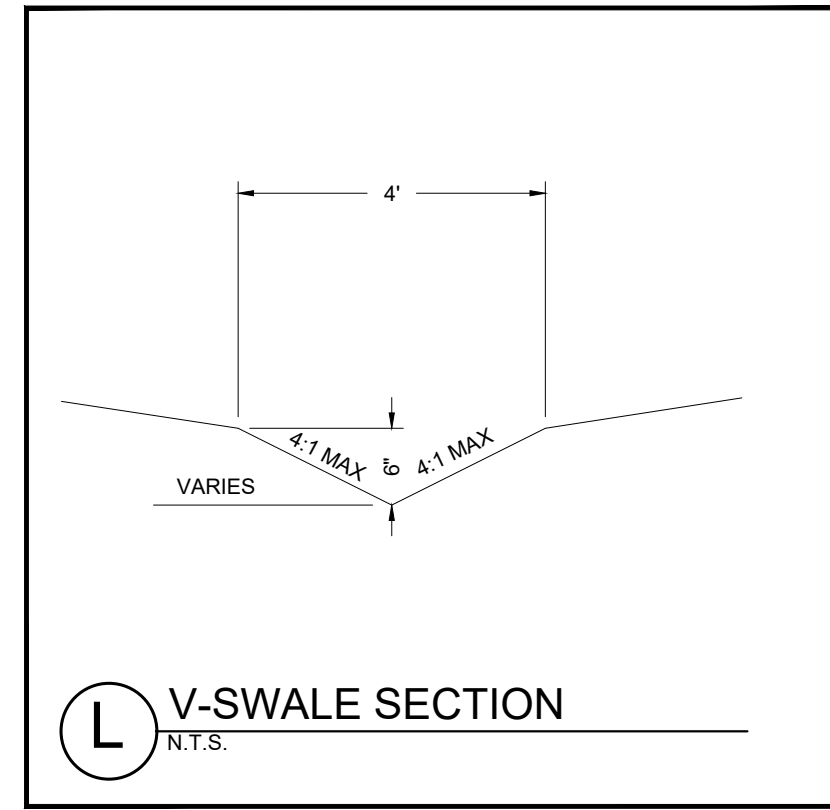
H POND 500 SECTION
NTS



J V-SWALE SECTION
N.T.S.



K V-SWALE SECTION
N.T.S.



L V-SWALE SECTION
N.T.S.

DESIGNED BY:	MB	DATE	Jul 06, 2026
DRAFTED BY:	CR	JOB NO.	1492.01E
CHECKED BY:	MJ	DESCRIPTION	
NO.	DATE		
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2			
3			
4			

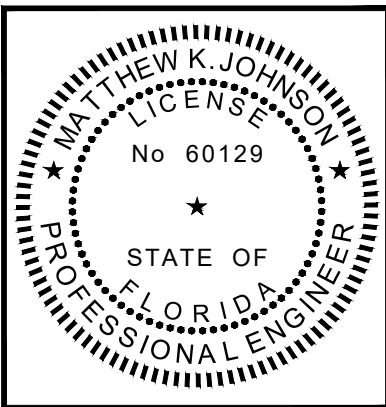
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Engineers, Land Planners
Construction Managers

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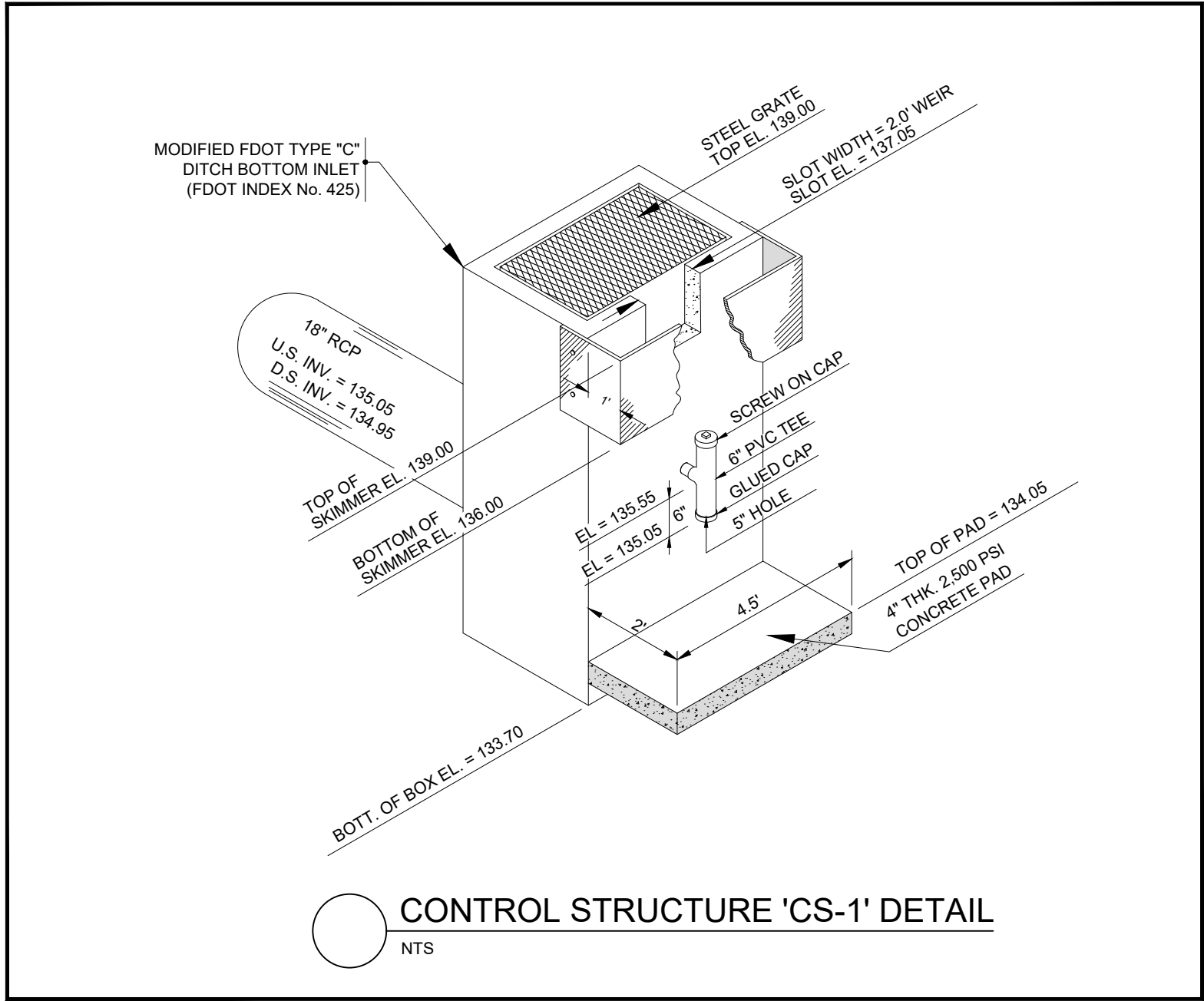
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LQ INVESTMENTS PORTFOLIO 21 LLC
CROSS SECTIONS
143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL

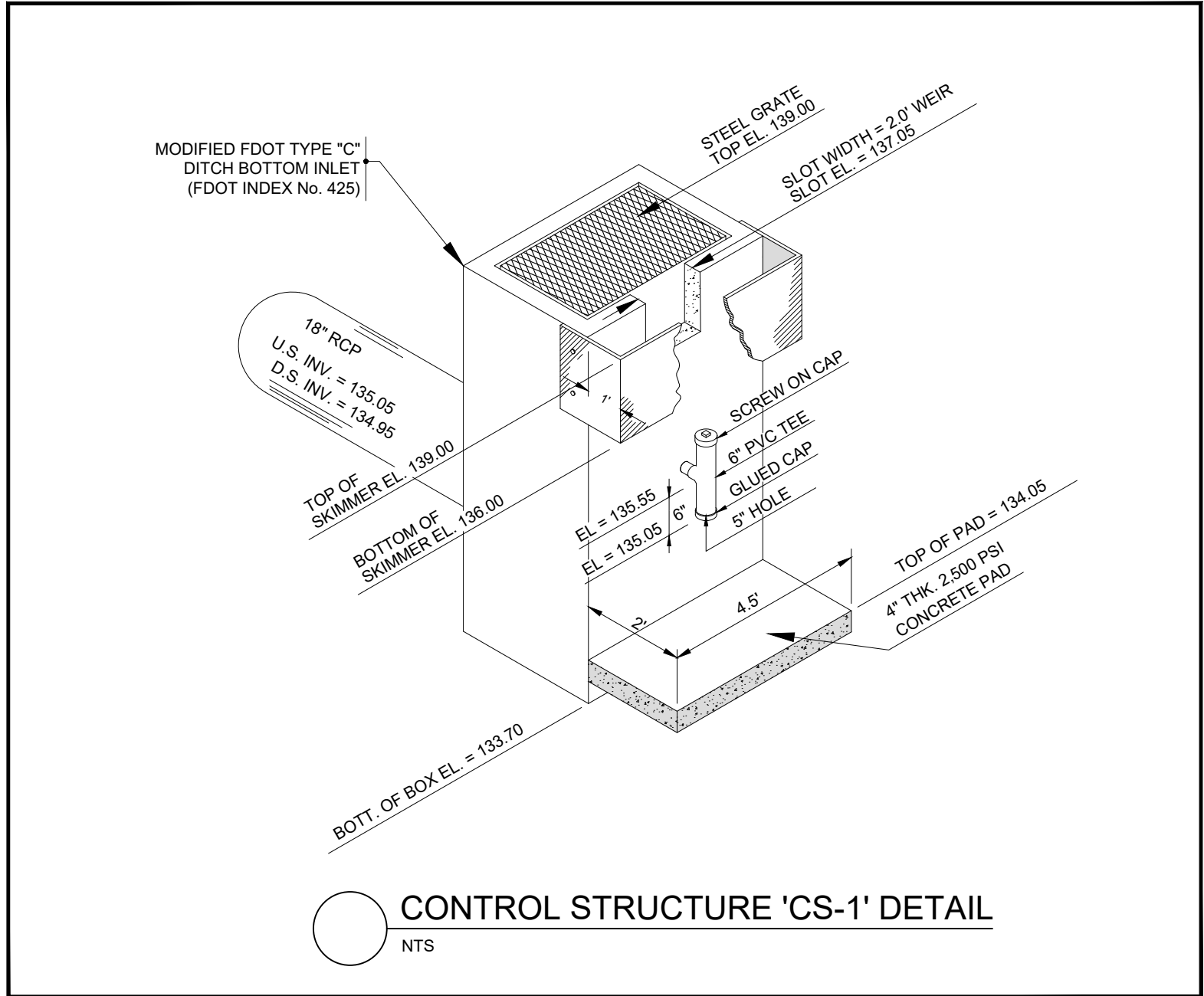


SHEET NUMBER
C611

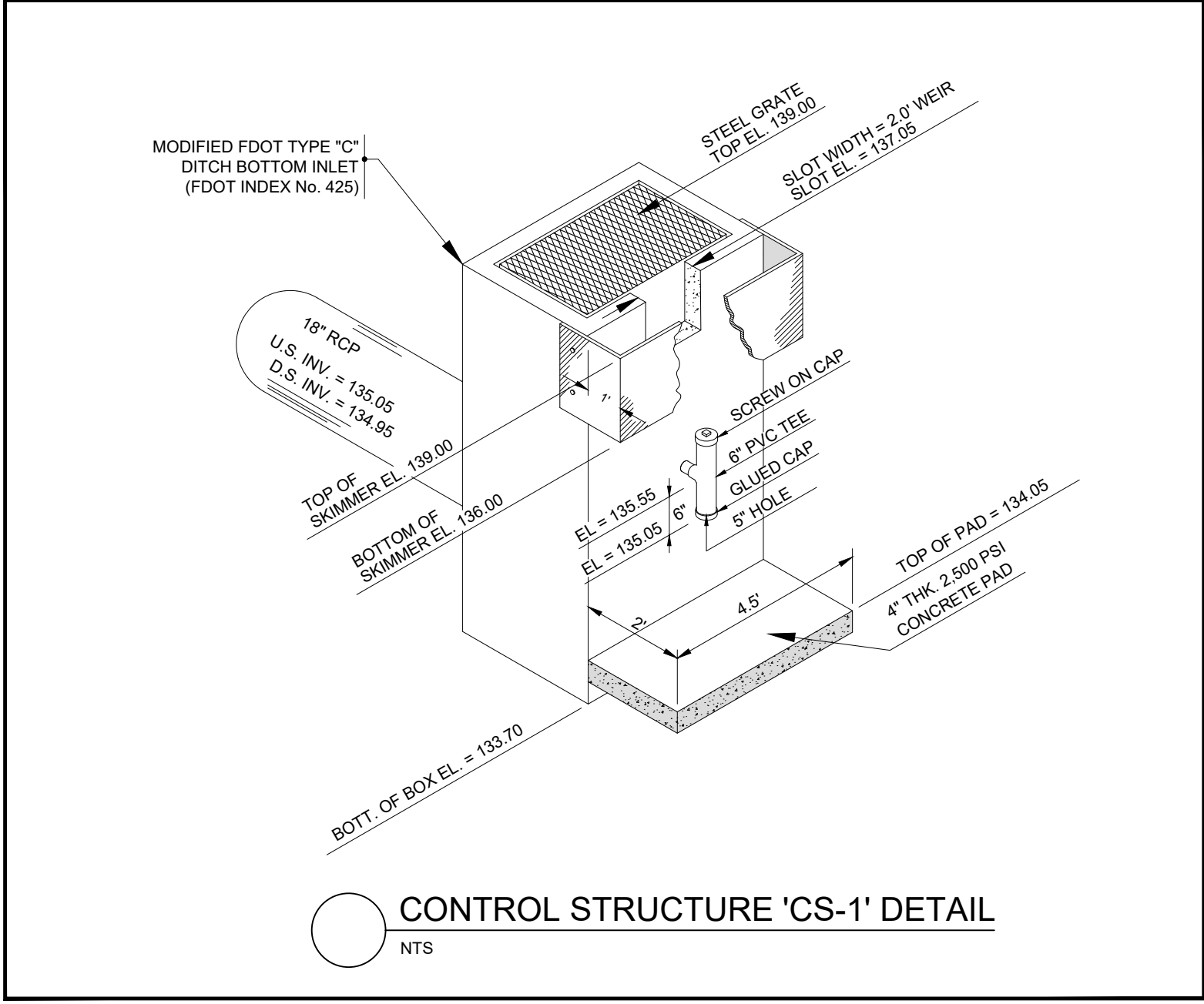
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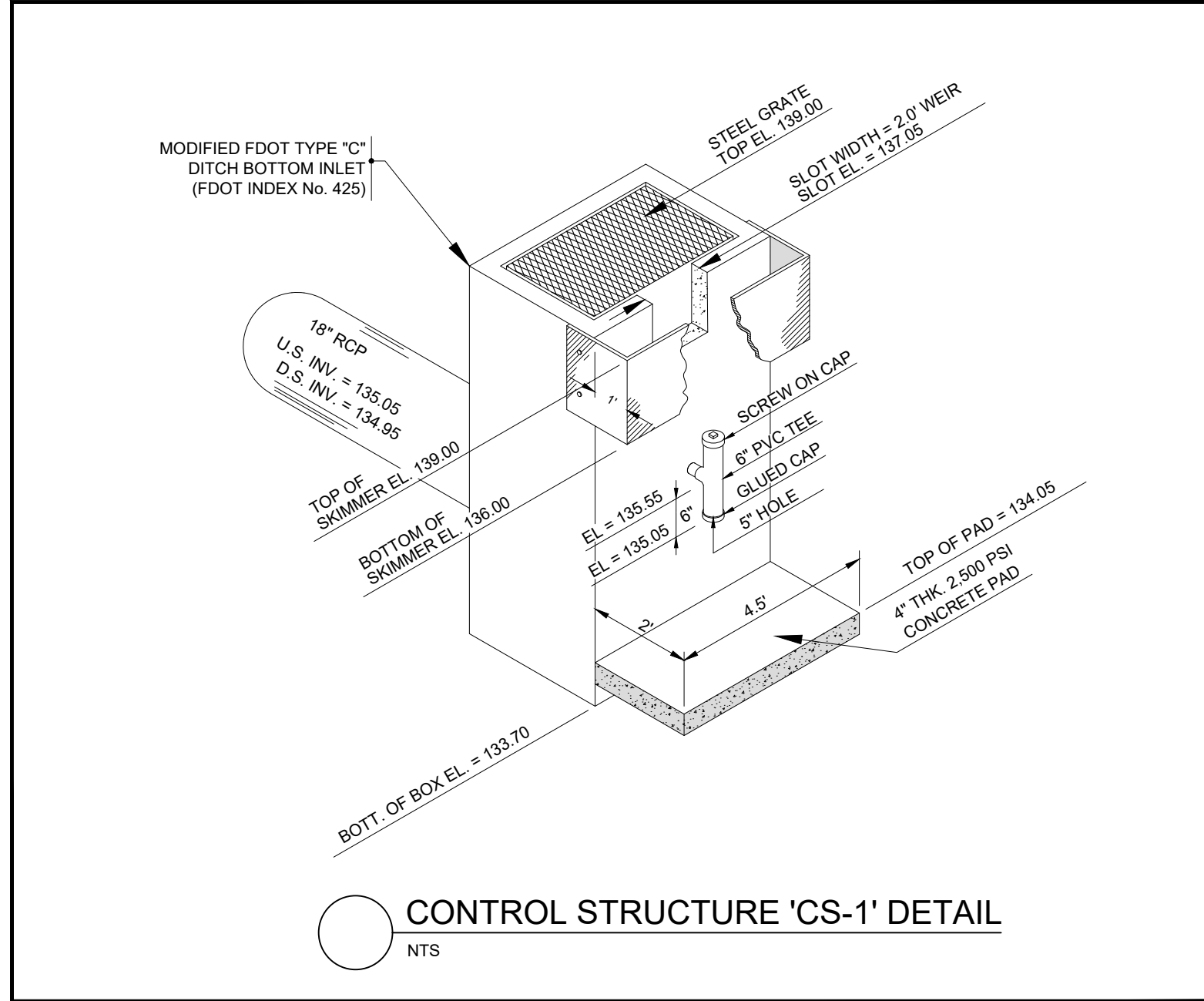
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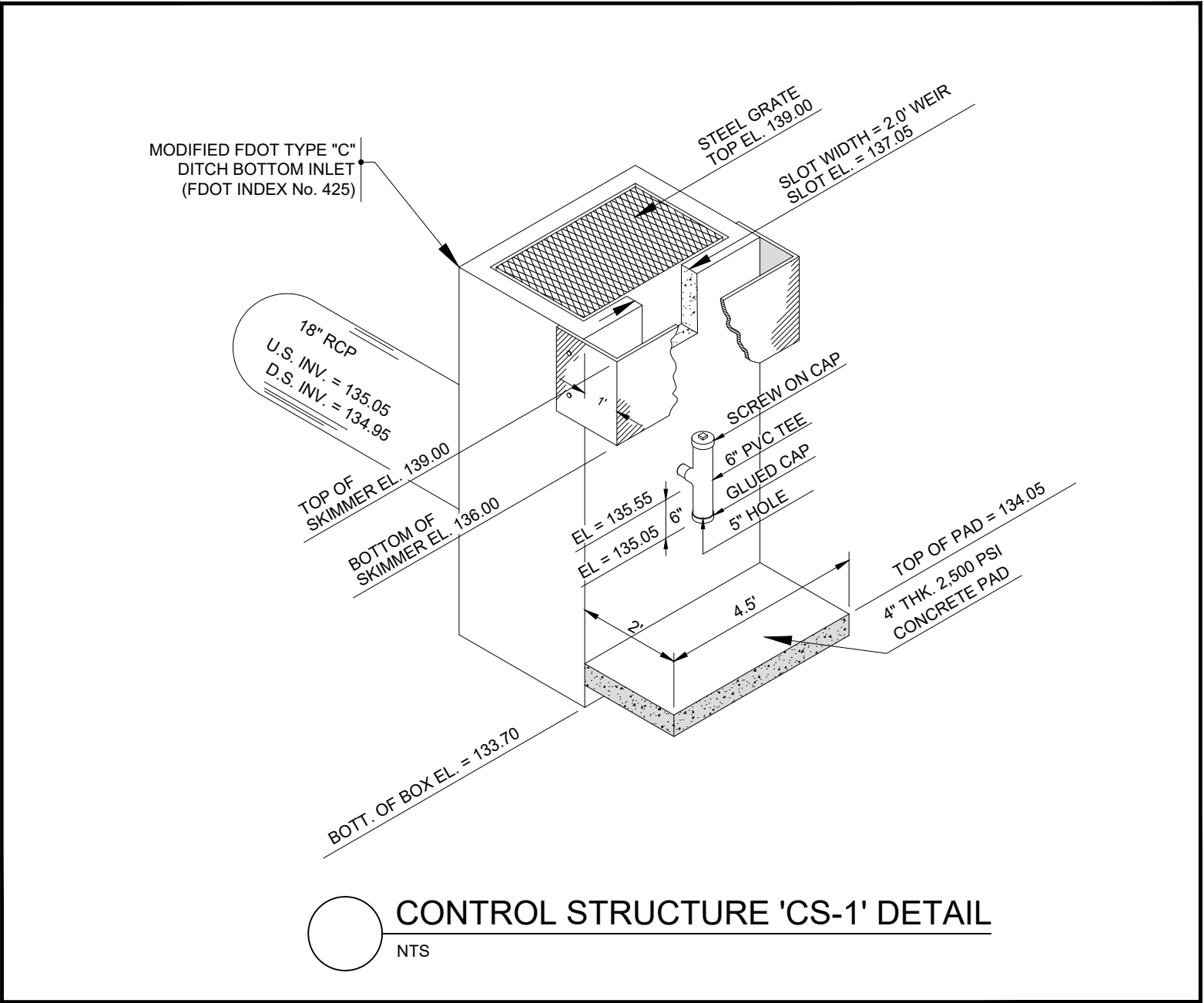
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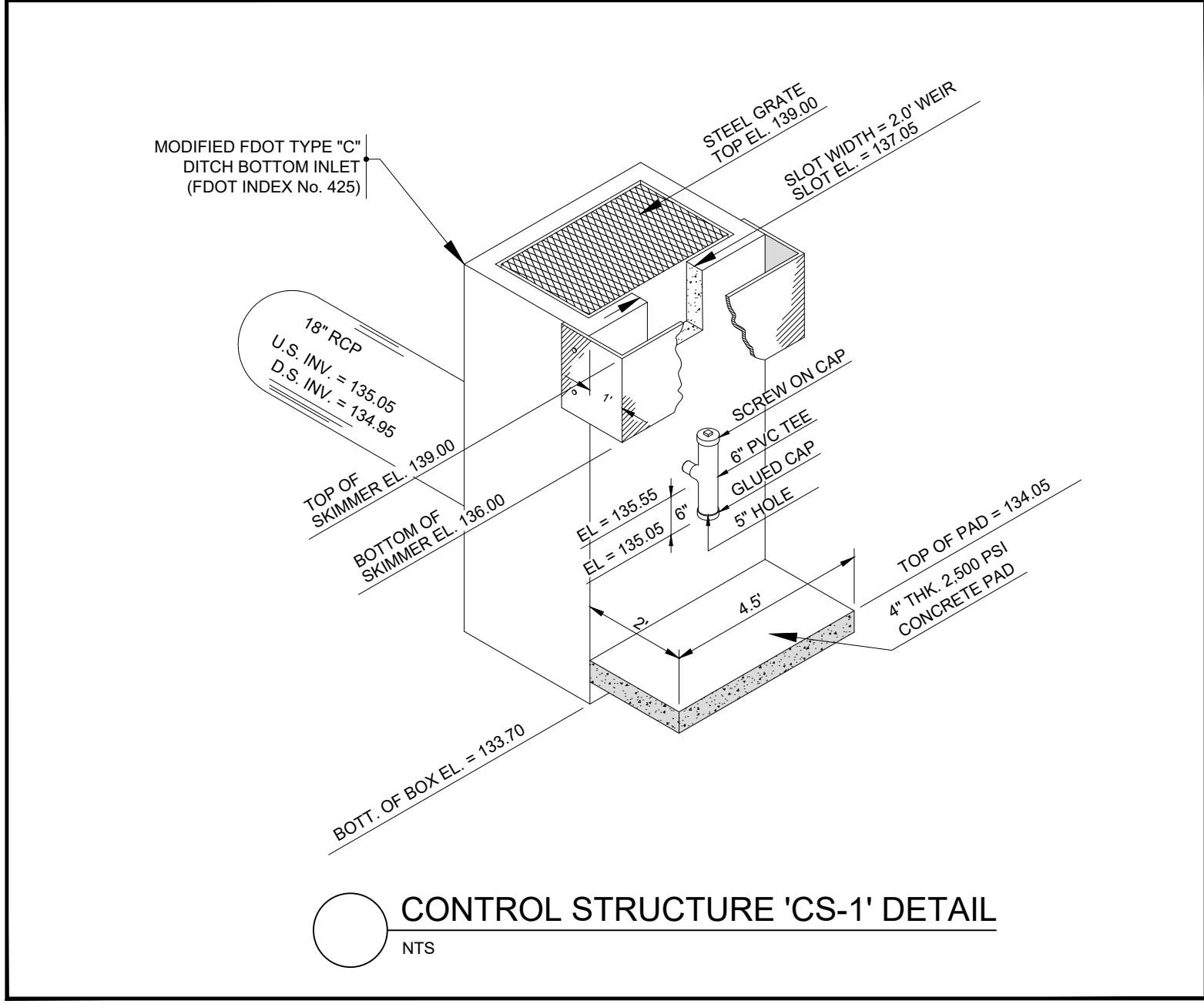
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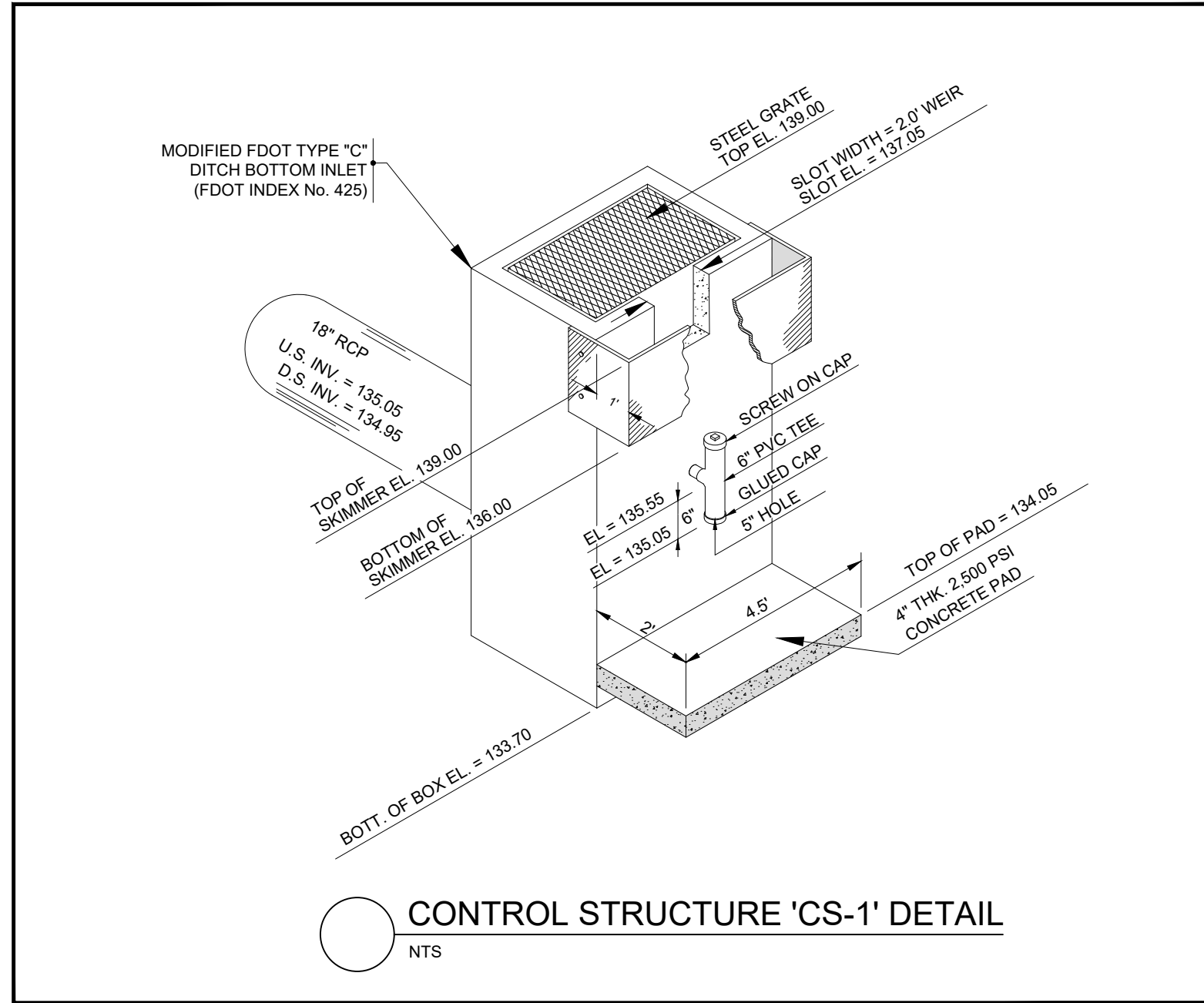
CONTROL STRUCTURE 'CS-1' DETAIL
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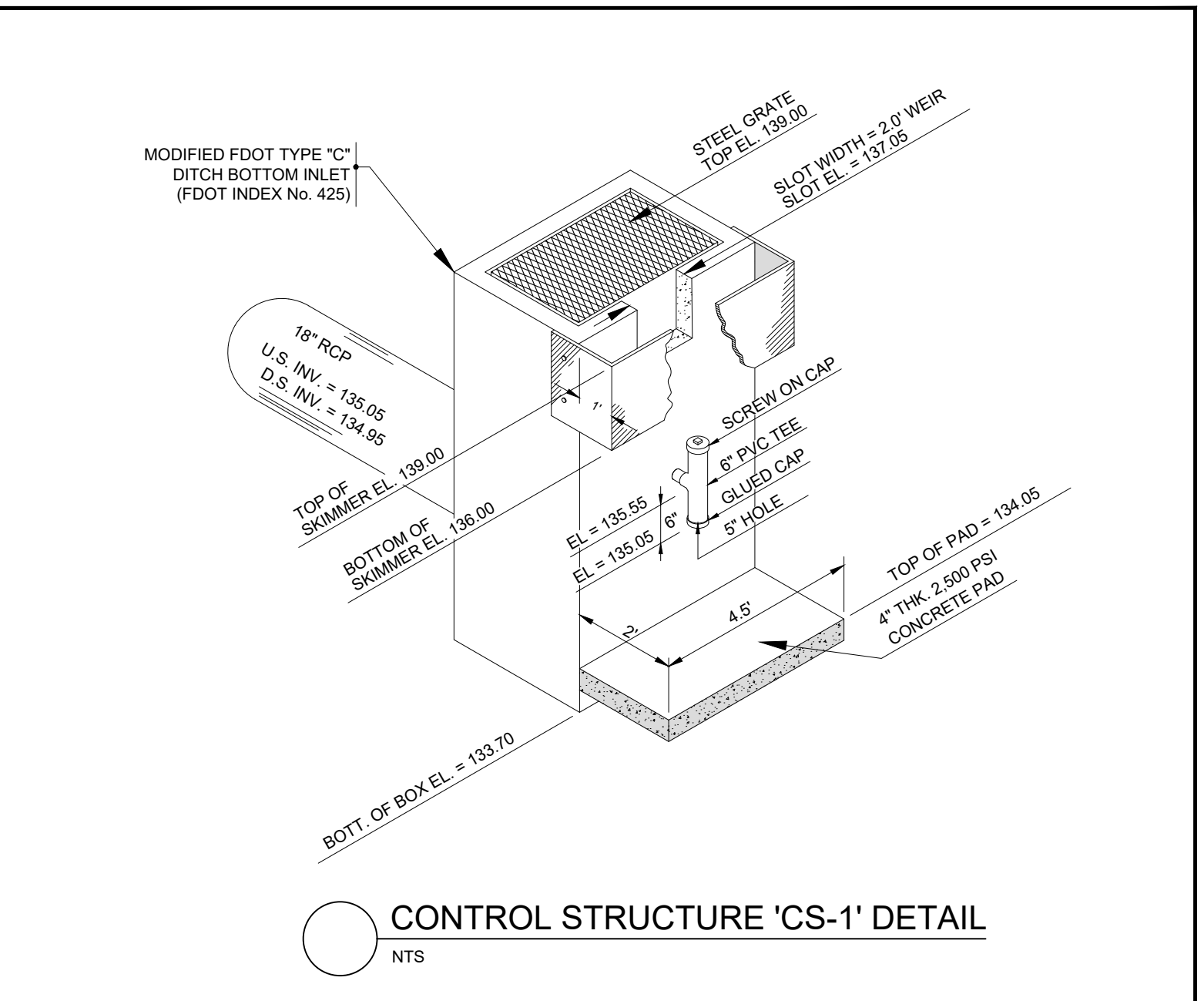
CONTROL STRUCTURE 'CS-1' DETAIL
NTS



CONTROL STRUCTURE 'CS-1' DETAIL
NTS



CONTROL STRUCTURE 'CS-1' DETAIL
NTS



CONTROL STRUCTURE 'CS-1' DETAIL
NTS

DESIGNED BY:	MB	DATE	Jul 06, 2026
DRAFTED BY:	CR	JOB NO.	1492.01E
CHECKED BY:	MJ	DESCRIPTION	
NO.	1	DATE	
	2		
	3		
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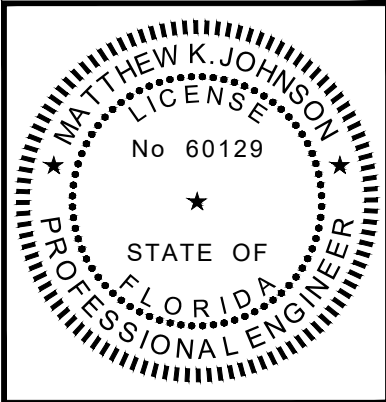
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**STORMWATER MANAGEMENT
DETAILS**

143 SISCO ROAD & 151 SISCO ROAD POMONA PARK, FL



SHEET NUMBER
C612