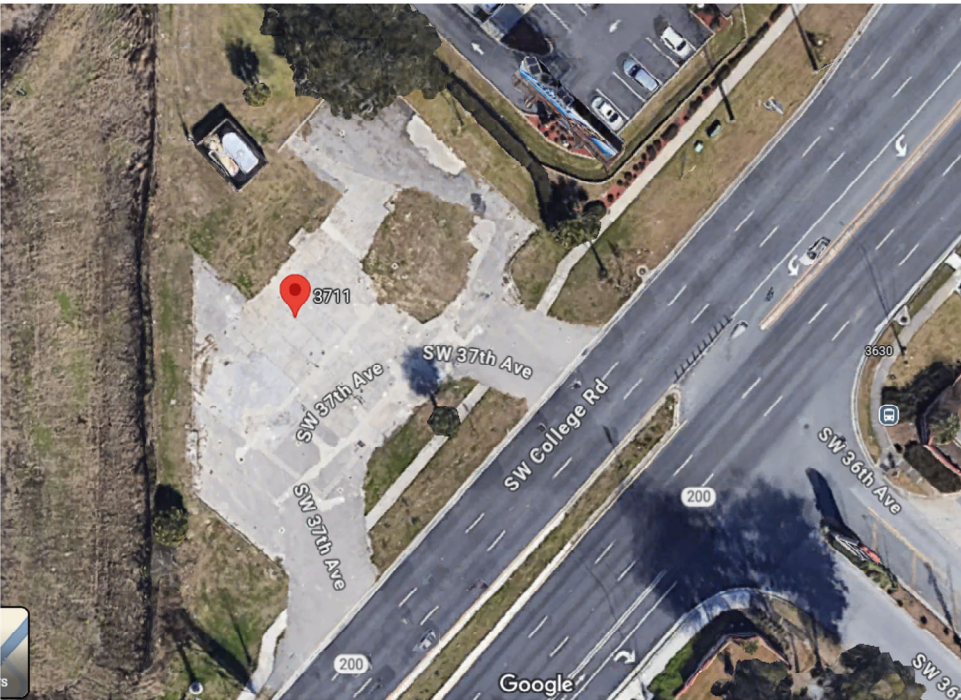


WALLA COFFEE

CONCEPTUAL RENDERING



SITE LOCATION



LEGAL DESCRIPTION

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26, TOWNSHIP 15 SOUTH, RANGE 21 EAST, THENCE ALONG THE SOUTH LINE OF SAID SECTION 26, S.89°33'08"E. 90.08 FEET TO THE CENTERLINE OF STATE ROAD NO. 200, THENCE ALONG THE SAID CENTERLINE N.41°48'42"E. 918.03 FEET (CROSSING THE CENTERLINE OF STATE ROAD NO. 93 AT 127.98 FEET), THENCE N.48°11'18"W. 75.00 FEET TO THE POINT OF BEGINNING, SAID POINT BEING ON THE WEST RIGHT OF WAY LINE OF SAID ROAD NO. 200, THENCE ALONG THE EAST RIGHT OF WAY LINE OF SAID ROAD NO. 93, N.0°31'12"E. 343.65 FEET, THENCE N.89°28'48"W. 265.00 FEET, THENCE N.5°11'26"W. 20.10 FEET, THENCE DEPARTING FROM SAID EAST RIGHT OF WAY LINE S.89°28'48"E. 275.98 FEET, THENCE S.41°03'35"E. 235.04 FEET TO THE WEST RIGHT OF WAY LINE OF STATE ROAD NO. 200, THENCE ALONG SAID WEST RIGHT OF WAY LINE, S.41°48'42"W. 250.0 FEET TO THE POINT OF BEGINNING, EXCEPT ANY PORTION THAT MAY LIE WITHIN THE RIGHT-OF-WAY OF STATE ROAD NO. 200 AS NOW ESTABLISHED. ALL LYING AND BEING IN MARION COUNTY, FLORIDA.

PARCEL ID: 23754-000-00
ADDRESS #3711
LAND USE: GCSF ZONED B2
TOTAL LOT SQUARE FOOTAGE: 36,390
TOTAL CURRENT IMPERVIOUS: 18,541
TOTAL FUTURE IMPERVIOUS: 20,308

TRAFFIC DATA:

WEEKDAY DAILY - 393
AM/PM PEAK - 46

CONSTRUCTION NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING THE SITE PRIOR TO BIDDING WORK AND SHALL TAKE INTO CONSIDERATION ANY OMISSIONS, UNDERGROUND UTILITIES, OR OTHER ITEMS AFFECTING THE INSTALLATION OF PAVING, DRAINAGE, AND UTILITIES. SHOULD UNCHARTED OR INCORRECTLY CHARTED UTILITIES OR OTHER ITEMS BE ENCOUNTERED DURING CONSTRUCTION, CONSULT ENGINEER OF RECORD IMMEDIATELY FOR DIRECTIONS. REPAIR DAMAGED UTILITIES OR OTHER ITEMS TO SATISFACTION OF UTILITY OWNER AND ENGINEER OF RECORD.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CITY, COUNTY, STATE, AND FEDERAL REGULATIONS, CODES, AND ORDINANCES, INCLUDING OSHA AND FDOT SPECIFICATIONS, LATEST EDITION UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER IN WRITING.
3. LOCATION AND SIZES OF ALL EX. UTILITIES ARE APPROXIMATE ONLY. CONTRACTOR IS RESPONSIBLE FOR EXACT FIELD LOCATION AND SIZES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION TO ALLOW FOR PIPE RECONFIGURATION IF NEEDED. THE CONTRACTOR SHALL CONTACT ALL AFFECTED UTILITIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS.
4. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO COMMENCING WORK.
5. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER OF RECORD.
6. CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS / LICENSES PRIOR TO COMMENCING WORK.
7. THE CONTRACTOR SHALL KEEP COPIES OF ALL PERMITS, PLANS, AND SPECIFICATIONS ON SITE DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED TESTING TO BE PERFORMED BY AN INDEPENDENT TESTING LABORATORY APPROVED BY THE ENGINEER OF RECORD. THE CONTRACTOR SHALL SUPPLY DENSITY TESTS TO ENGINEER OF RECORD ON ALL SUB GRADE AND BASE. TESTS SHALL BE PREPARED IN ACCORDANCE WITH AASHTO T-180 METHOD AT ALL AREAS OF DISTURBED ASPHALT & PIPE TRENCHING.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGE RESULTING FROM HIS OPERATIONS, TO EXISTING PAVEMENT, SNALES, ETC.
10. THE CONTRACTOR SHALL COMPLY WITH ALL RULES AND REGULATIONS OF THE STATE, COUNTY AND CITY AUTHORITIES REGARDING CLOSING OR RESTRICTING THE USE OF PUBLIC STREETS OR HIGHWAYS.
11. THE CONTRACTOR SHALL GIVE ADEQUATE NOTIFICATION TO ALL AFFECTED UTILITY OWNERS FOR REMOVAL, RELOCATION AND ALTERATION OF THEIR EXISTING FACILITIES.
12. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO ANY REQUIRED INSPECTIONS AND SHALL SUPPLY ALL EQUIPMENT NECESSARY FOR INSPECTIONS AND/OR TESTING.
13. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AS-BUILT SURVEYS CERTIFIED BY A LICENSED SURVEYOR UPON COMPLETION OF CONSTRUCTION AND SCHEDULE A FINAL INSPECTION WITH THE ENGINEER OF RECORD.
14. ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHOULD NOTIFY THE COUNTY SURVEYOR WITHOUT DELAY BY TELEPHONE.
15. IF HARDPAN IS ENCOUNTERED WITHIN RETENTION AREA OR SNALES, IT SHALL BE REMOVED AND REPLACED WITH A GRANULAR MATERIAL.
16. IF MUCK OR ANY OTHER UNSUITABLE MATERIAL IS ENCOUNTERED, THE MATERIAL SHALL BE COMPLETELY REMOVED AND BACK FILLED WITH A GRANULAR MATERIAL AND COMPACTED TO DENSITIES SUFFICIENT TO ACCOMMODATE THE INTENDED USE.
17. LOCATION OF STRUCTURES SHALL GOVERN AND PIPE LENGTHS MAY HAVE TO BE ADJUSTED TO ACCOMPLISH CONSTRUCTION AS SHOWN ON THESE PLANS.
18. RCP INDICATES REINFORCED CONCRETE PIPE, CMP INDICATES GALVANIZED CORRUGATED METAL PIPE, BCCMP INDICATES BITUMINOUS COATED CORRUGATED METAL PIPE, CAP INDICATES CORRUGATED ALUMINUM PIPE, CPP INDICATES CORRUGATED POLYETHYLENE PIPE (N12) MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS, INC. (ADS), HPPF INDICATES HIGH-PERFORMANCE POLYPROPYLENE PIPE.
19. MITERED END SECTIONS SPECIFIED ON THE PLANS SHALL BE IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 430-021.
20. COMPACTION REQUIREMENTS FOR PIPE BEDS SHALL BE 90% OF MAXIMUM DRY DENSITY.
21. TEMPORARY DRAINAGE SHALL BE PROVIDED DURING CONSTRUCTION TO ELIMINATE ANY FLOODING OF PRIVATE PROPERTY.
22. ALL STORM SEWER LINES AND DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AND ERODED MATERIALS DURING THE FINAL STAGES OF CONSTRUCTION.
23. ANY DRAINAGE PROBLEMS CREATED BY CONSTRUCTION, OR EXISTING BEFORE CONSTRUCTION AND NOT ALLEVIATED AS PART OF THE PROPOSED IMPROVEMENTS, SHOULD BE BROUGHT TO THE ATTENTION OF THE GOVERNING AUTHORITY AND THE ENGINEER OF RECORD.
24. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT EXISTING TREES SHOWN TO REMAIN. IF ANY TREES MARKED TO BE REMOVED CAN BE SAVED, THE CONTRACTOR SHALL SAVE SAID TREES. SHOULD ADDITIONAL TREES NEED TO BE REMOVED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE ENGINEER OF RECORD FOR APPROVAL PRIOR TO REMOVING SAID TREES.
25. IF EXCAVATED FILL MATERIAL IS REUSABLE, STOCKPILE EXCESS FOR USE IN LANDSCAPED AREAS.
26. UNUSABLE CLEARED MATERIAL SHALL BE REMOVED FROM SITE AND HAULED TO AN APPROVED DISPOSAL SITE. AS AN ALTERNATIVE, BURNING ON SITE WILL BE ALLOWED WITH PROPER PERMITS. LOCATION OF BURN SITE SHALL BE APPROVED BY OWNER.
27. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS OR BETTER. ALL EXISTING SIGNAGE, PAVEMENT MARKINGS, ABOVE GROUND APPURTENANCES, ETC. SHALL BE RESTORED IN KIND.
28. WHEN PAVEMENT IS SHOWN NEXT TO A CURB OR SIDEWALK, THE ELEVATION OF THE TOP OF CURB OR SIDEWALK IS 6" ABOVE THE PAVEMENT, UNLESS INDICATED AS FLUSH. IN SOME CASES, BOTH ELEVATIONS ARE SHOWN FOR ADDITIONAL CLARITY.
29. ALL CONCRETE SHALL DEVELOP A 28-DAY COMPRESSIVE STRENGTH OF 3,000 PSI UNLESS OTHERWISE NOTED.
30. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A-615 AND HAVE A TENSILE STRENGTH OF 60,000 PSI UNLESS OTHERWISE NOTED. ALL WATER FLUSHED FROM MAINS SHALL BE DIRECTED AS APPROVED BY THE ENGINEER OF RECORD. NO WATER OR SEWER SERVICE IS TO BE SUPPLIED, UNTIL A LETTER OF CLEARANCE IS RECEIVED FROM FDEP, IF APPLICABLE.
34. MAINTENANCE OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE 'MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS', AND THE FDOT 'ROADWAY AND TRAFFIC DESIGN STANDARDS INDEX #600', LATEST EDITIONS.
35. EROSION AND SEDIMENT CONTROL - CONTRACTOR IS RESPONSIBLE FOR PROVIDING EROSION AND SEDIMENT CONTROL USING THE LATEST F.D.O.T. STANDARDS. BAILED HAY, STRAW, AND SILTATION BARRIERS WILL BE INSTALLED WHERE NEEDED TO PREVENT SILTATION OF ADJACENT PROPERTY, PUBLIC RIGHT OF WAY, WETLANDS AND WATERWAYS. THESE WILL REMAIN IN PLACE UNTIL GRASSING OR SODDING HAS BEEN COMPLETED OR UNTIL SILTATION AND EROSION ARE NO LONGER A THREAT TO ADJACENT PROPERTY AND WATERWAYS.
36. ALL BERMS AND GRASSED AREAS SHALL BE SEEDED AND MULCHIED IN ACCORDANCE WITH THE APPROPRIATE SECTIONS OF THE ABOVE REFERENCED SPECIFICATIONS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER OF RECORD.

MAINTENANCE OF IMPROVEMENT

SHEET INDEX

CO1- COVER SHEET / SITE PLAN	CO9 - SLAB REPAIR DETAILS
GO1 - GENERAL NOTES	C10 - DRIVEWAY RESURFACING DETAILS
GO1 - GENERAL NOTES	C10.1 - DRIVEWAY DETAILS
CO2 - SITE PLAN	C11 - CONSTRUCTION DETAILS
CO2.1 - IMPERVIOUS AREAS	C12 - CONSTRUCTION DETAILS
CO2.2 - AUTO TURN PLAN	C13 - PAVEMENT MARKING DETAILS
CO3 - EROSION CONTROL DETAILS	C14 - LANDSCAPE DETAILS
CO4- - PEDESTRIAN DETOUR DETAILS	C15 - ADA RAMP DETAILS
CO4.1- - PEDESTRIAN DETOUR DETAILS	C16 - FOUNDATION / ANCHOR PLAN
CO5 - SIDEWALK CONSTRUCTION DETAILS	C17 - CONST. NOTES/ENTRANCE
CO6 - SIDEWALK CURB RAMP DETAILS	C18 - CONST. BARRIERS
CO7 - CURB & GUTTER ENDING DETAILS	C19 - WATER DETAILS
CO8 - CURB TYPE DETAILS	C20 - SEWER DETAILS
	C21 - DUMPSTER PAD DETAILS

PROJECT & CODE DATA

CODE VERSION	2023 FBC, 8th Edition
MANUFACTURER	FDOT Standard Plans FY 25-26
BUILDING TYPE	CORNERSTONE DESIGN BUILD
CONSTRUCTION TYPE	MANUFACTURED BUILDING
FIRE PROTECTION	V-B
FIRE SUPPRESSION	NONE
RISK CATEGORY	NONE
OCCUPANCY	II
ALLOWABLE NUMBER OF STORIES	B
BASIC WIND SPEED	1
EXPOSURE	180mph
ENCLOSURE	D
INTERNAL PRESSURE COEFFICIENT	ENCLOSED
IMPORTANCE FACTOR	+/- 0.18
ROOF DEAD LOAD	1.0
ROOF LIVE LOAD	10PSF
FLOOR DEAD LOAD	30PSF OR 300LBS
FLOOR LIVE LOAD	10PSF
"R" RATING OF WALLS, FLOOR, ROOF	40PSF
MODULES PER BUILDING	13,19,20
HURRICANE PROTECTION USAGE	1
HURRICANE SHELTER USAGE	NO
SQUARE FOOTAGE	NO
LAND USE	300 SQFT
DEVELOPMENT DESCRIPTION	'LOW INTENSITY'
FAR	DRIVE-THRU COFFEE SHOP
BUILDING COVERAGE %	300:36140.6359
	0.83%

DRIVE-THROUGH ONLY MODULAR COFFEE SHOP TO USE
ALREADY EXISTING PREVIOUS GAS STATION SITE.

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WALLA COFFEE

3711 SW COLLEGE RD
OCALA, FL 34474



REVISIONS

#	DATE	DESCRIPTION
1	4/8/26	OCALA

PROJECT #:	C8101
DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

COVER SHEET

SHEET #

C.01

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW T. BALDWIN, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

G E N E R A L N O T E S

1. THE CONTRACTOR SHALL OBTAIN FROM THE OWNER COPIES OF ALL AVAILABLE REGULATORY AGENCY PERMITS AND LOCAL AGENCY PERMITS.
2. CONTRACTOR, AS PART OF THE BASE BID, SHALL FIELD LOCATE ALL UNDERGROUND UTILITIES WITHIN THE PROJECT AREA WITHIN THE 30 DAYS OF PROJECT AWARD. CONTRACTOR SHALL REVIEW THE PLANS AND SHALL NOTE ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.
3. CONTRACTORS, AS PART OF THE BASE BID, SHALL PROVIDE ALL COORDINATION WITH UTILITY PROVIDERS TO PROVIDE FOR THE MATERIALS AND WORK NEEDED TO PROVIDE SERVICES TO THE PROJECT.
4. CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE FOR ALL DEMOLITION OF ABOVE GROUND AND UNDERGROUND IMPROVEMENTS IN ORDER TO CONSTRUCT THE PROPOSED IMPROVEMENTS NOTED ON THE PLANS. UNLESS APPROVED IN WRITING FROM THE OWNER, ALL MATERIALS SHALL BE REMOVED FROM THE SITE AS PART OF THE BASE BID.
5. ALL DETAILS AND REFERENCES TO FDOT REFER TO THE LATEST EDITION OF THE FDOT DESIGN STANDARDS.
6. CONTRACTOR AND HIS SURVEYOR SHALL NOTE THE PROJECT BENCHMARK INFORMATION PROVIDED IN THE PLANS AND VERIFY PRIOR TO CONSTRUCTION.
7. ALL CONSTRUCTION PROJECTS 1 OR MORE ACRES IN SIZE THAT DISCHARGE TO OFFSITE AREAS ARE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORMWATER DISCHARGE FROM SMALL AND LARGE CONSTRUCTION ACTIVITIES. IN ORDER TO MEET NPDES REQUIREMENTS, THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING, INSPECTING, MAINTAINING, AND REPORTING ON ALL ELEMENTS OF THE SWPPP, COMPLETING AND SUBMITTING THE REQUIRED NOTICE OF INTENT (NOI) AND NOTICE OF TERMINATION (NOT) FORMS AS THE OPERATOR, AND PAYING ALL ASSOCIATED FEES. FOR PROJECTS LESS THAN 1 ACRE IN SIZE THAT ARE NOT REQUIRED TO COMPLY WITH THE NPDES GENERAL PERMIT, THE CONTRACTOR IS STILL RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO AND DURING CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS.
8. UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL USE THE GEOMETRY PROVIDED ON THE CONSTRUCTION PLANS. BENCHMARK INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE OWNER OR OWNER'S SURVEYOR. ANY DISCREPANCIES BETWEEN FIELD MEASUREMENTS AND CONSTRUCTION PLAN INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.
9. BASE SURVEY INFORMATION INCLUDING BUT NOT LIMITED TO ELEVATIONS, EASEMENTS, RIGHTS OF WAY, AND OTHER TOPOGRAPHIC INFORMATION HAS BEEN PREPARED BY OTHER PROFESSIONALS. ANCHOR CEI, INC. ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.
10. THIS SET OF PLANS MAY CONTAIN DRAWINGS PREPARED BY OTHER PROFESSIONALS, WHICH CONTAIN THE NAME, ADDRESS, AND LOGO OF THE PROFESSIONAL. ANCHOR CEI, INC. IS NOT RESPONSIBLE FOR DRAWINGS PREPARED BY OTHER PROFESSIONALS.
11. PROTECT BENCHMARKS, PROPERTY CORNERS, AND OTHER SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. IF MARKER NEEDS TO BE REMOVED IT SHALL BE REFERENCED BY LICENSED LAND SURVEYOR AND REPLACED, AS NECESSARY, BY SAME.
12. THE CONTRACTOR IS RESPONSIBLE FOR ALL QUALITY CONTROL TESTING. AS A MINIMUM, TESTING SHALL INCLUDE A) PIPING AND STRUCTURAL EXCAVATION, BEDDING AND BACKFILL MATERIALS AND DENSITY TESTS; B) DETERMINATION OF COMPACTIVE EFFORT NEEDED FOR COMPLIANCE WITH THE DENSITY REQUIREMENTS; C) PORTLAND CEMENT CONCRETE AND ASPHALT PAVING QUALITY CONTROL TESTING INCLUDING DESIGN MIX REVIEW, MATERIALS, FIELD SLUMP AND AIR CONTENT, AND FIELD AND LAB CURED STRENGTH SAMPLES AND TESTING.
13. IN ADDITION TO QUALITY CONTROL TESTING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REQUIRED TESTING OR APPROVALS FOR ANY WORK (OR ANY PART THEREOF) IF LAWS OR REGULATIONS OF ANY PUBLIC BODY HAVING JURISDICTION SPECIFICALLY REQUIRE TESTING, INSPECTIONS OR APPROVAL. THE CONTRACTOR SHALL PAY ALL COSTS IN CONNECTION THEREWITH AND SHALL FURNISH THE OWNER AND ENGINEER THE REQUIRED CERTIFICATES OF INSPECTION, TESTING OR APPROVAL.

14. ANY DESIGN OR TESTING LABORATORY UTILIZED BY THE CONTRACTOR SHALL BE AN INDEPENDENT LABORATORY ACCEPTABLE TO THE OWNER AND THE ENGINEER, APPROVED IN WRITING, AND COMPLYING WITH THE LATEST EDITION OF THE "RECOMMENDED REQUIREMENTS FOR INDEPENDENT LABORATORY QUALIFICATION", PUBLISHED BY THE AMERICAN COUNCIL OF INDEPENDENT LABORATORIES.
15. TESTING RESULTS SHALL BE PROVIDED TO THE OWNER/OPERATOR AND THE ENGINEER. ALL TEST RESULTS SHALL BE PROVIDED (PASSING AND FAILING) ON A REGULAR AND IMMEDIATE BASIS.
16. THE ENTIRE PROJECT SITE SHALL BE THOROUGHLY CLEANED AT THE COMPLETION OF THE WORK. CLEAN ALL INSTALLED PIPELINES, STRUCTURES, SIDEWALKS, PAVED AREAS, ACCUMULATED SILT IN PONDS, PLUS ALL ADJACENT AREAS AFFECTED BY CONSTRUCTION, AS DIRECTED BY THE OWNER OR JURISDICTIONAL AGENCY. EQUIPMENT TO CLEAN THESE SURFACES SHALL BE SUBJECT TO APPROVAL BY THE OWNER.
17. ALL DISTURBED AREAS WITHIN RIGHT OF WAYS SHALL HAVE SOD COVER.

18. CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT BE LIMITED, FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH PERFORMANCE CRITERIA FOR OSHA.
19. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.
20. CONTRACTOR MUST STOP OPERATION AND NOTIFY THE OWNER FOR PROPER DIRECTION IF ANY ENVIRONMENTAL OR HEALTH RELATED

T R A F F I C C O N T R O L

1. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MAINTENANCE OF TRAFFIC (M.O.T.) PLAN PRIOR TO CONSTRUCTION. THE M.O.T. PLAN SHALL SHOW ALL PROPOSED TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, AND BARRICADES, AND SHALL DETAIL ALL PROPOSED CONSTRUCTION SEQUENCING. THE M.O.T. PLAN AND INSTALLED TRAFFIC CONTROL MEASURES SHALL BE APPROVED BY THE ENGINEER, OWNER, AND ROADWAY JURISDICTIONAL AGENCY PRIOR TO CONSTRUCTION. IN GENERAL, ROADWAY AND DRIVEWAY LANE CLOSURES ARE PROHIBITED DURING CONSTRUCTION UNLESS SPECIFICALLY DETAILED ON THESE PLANS. IN THE EVENT IT IS DETERMINED THAT ROADWAY AND DRIVEWAY LANE CLOSURES WILL BE ALLOWED, THE CLOSURES SHALL BE RESTRICTED TO THE HOURS BETWEEN 9:00 A.M. AND 4:00 P.M. UNLESS OTHERWISE AUTHORIZED IN THE APPROVED M.O.T.
2. ALL TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH FDOT INDEX NO. 600 AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND MAINTAINED DURING CONSTRUCTION.
3. INSPECT TRAFFIC CONTROL DEVICES ON A DAILY BASIS TO ENSURE PLACEMENT OF BARRICADES AND FUNCTION OF LIGHTS IS MAINTAINED THROUGHOUT CONSTRUCTION.
4. CONTACT PROPERTY OWNERS AFFECTED BY CONSTRUCTION. COORDINATE TEMPORARY DRIVEWAY CLOSURES AND SEQUENCING. MAINTAIN ACCESS FOR ALL PROPERTY OWNERS DURING CONSTRUCTION.
5. WET UN-STABILIZED AREAS AS NECESSARY TO CONTROL DUST.
6. ADJUST TRAFFIC CONTROL DEVICES AS REQUIRED UNDER EMERGENCY CONDITIONS.
7. THE CONTRACTOR IS EXPECTED TO COORDINATE ITS ACTIVITIES WITH OTHER CONTRACTORS WHO MAY BE WORKING IN THE IMMEDIATE VICINITY.
8. WHEN WORK OCCURS WITHIN 15-FT OF ACTIVE ROAD TRAVEL LANES BUT NO CLOSER THAN 2-FT FROM THE EDGE OF PAVEMENT, SIGNAGE AND WARNING DEVICES ARE TO BE INSTALLED IN ACCORDANCE WITH FDOT INDEX NO. 600 AND 602.

9. TYPE I OR TYPE II BARRICADES AT 20-FT CENTERS SHALL BE PLACED AND MAINTAINED ALONG THE EDGE OF THE ROAD WHEREVER DROP-OFFS OR OTHER HAZARDS EXIST AND TO BLOCK ENTRANCE INTO COMPLETED OR PARTIALLY COMPLETED PAVEMENTS UNTIL SUCH PAVEMENTS ARE OPEN TO PUBLIC USE.

P A V I N G , S I D E W A L K S , & C U R B I N G

1. MATERIALS AND CONSTRUCTION METHODS FOR THE ROADWAY AND PAVING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
2. ROADWAY PAVING, BASE, AND SUB-GRADE THICKNESS SHALL BE IN ACCORDANCE WITH DETAILS ON THESE DRAWINGS.
3. SIDEWALKS ARE TO BE CONSTRUCTED IN THE AREAS AS SHOWN ON THE CONSTRUCTION PLANS. HANDICAPPED RAMPS SHALL BE PROVIDED AT ALL INTERSECTIONS AND SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION, LATEST EDITION.
4. CURBING SHALL BE CONSTRUCTED WHERE NOTED ON THE CONSTRUCTION PLANS. ALL CURBS SHALL HAVE SAW CUT CONTRACTION JOINTS AND SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED 10'-0" ON CENTER. CONSTRUCTION OF CURBS SHALL BE IN CONFORMANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SECTION 520 AND DETAILS PROVIDED ON THE CONSTRUCTION PLANS.
5. FIELD COMPACTION DENSITY, STABILITY, AND THICKNESS TESTING FREQUENCIES OF SUB-BASE, BASE, AND ASPHALT SHALL BE TESTED ONCE EVERY 300 LINEAR FEET OF PAVING PER 24-FT WIDE STRIP, STAGGERED LEFT, CENTER AND RIGHT OF CENTERLINE, WHERE LESS THAN 300 LINEAR FEET OF SUB-BASE, BASE, AND ASPHALT IS PLACED IN ONE DAY, PROVIDE MIN. OF ONE TEST FOR EACH PER DAY'S CONSTRUCTION AT A LOCATION DESIGNATED BY THE ENGINEER. ASPHALT EXTRACTION GRADATION SHALL BE TESTED FROM GRAB SAMPLES COLLECTED ONCE EVERY 1800 SQUARE YARDS OF ASPHALT DELIVERED TO THE SITE (OR A MINIMUM OF ONCE PER DAY).

S I G N S & P A V E M E N T M A R K I N G S

1. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE LATEST IMPLEMENTED EDITION OF FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS.
2. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC WITH RAISED PAVEMENT MARKERS (TYPE 911 - 4" x 4"). RAISED PAVEMENT MARKERS ARE TO BE INSTALLED IN ACCORDANCE WITH THESE PLANS AND FDOT INDEX NO. 17352.
3. PARKING STALL PAVEMENT MARKINGS SHALL BE PAINTED. PAINT SHALL MEET THE REQUIREMENTS OF FDOT SPECIFICATION SECTION 971, NON-REFLECTIVE WHITE TRAFFIC PAINT, TWO COATS.
4. ALL ROADWAY TRAFFIC SIGNS SHALL BE MANUFACTURED USING HIGH INTENSITY RETRO-REFLECTIVE MATERIALS. THE BACK OF ALL FINISHED PANELS SHALL BE STENGILED WITH THE DATE OF FABRICATION, THE FABRICATOR'S INITIALS, AND THE NAME OF THE SHEETING IN THREE-INCH LETTERS.
5. INTERNAL SITE TRAFFIC SIGNS ARE NOT REQUIRED TO BE RETRO-REFLECTIVE.
6. THE CONTRACTOR SHALL VERIFY THE REQUIRED LENGTH OF THE SIGN COLUMN SUPPORTS IN THE FIELD PRIOR TO FABRICATION.
7. CONTRACTOR SHALL PROVIDE AND INSTALL ALL SIGNS, BASES, ANCHOR BOLTS, CONDUITS, WIRING, ETC.
8. ALL PAVEMENT MARKINGS REQUIRE LAYOUT APPROVAL IN THE FIELD BY THE ENGINEER PRIOR TO INSTALLATION.
9. PRIOR TO FINAL PAVEMENT MARKING INSTALLATION, A TWO WEEK CURE TIME OF THE ASPHALT IS REQUIRED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRODUCE, SUBMIT AND OBTAIN APPROVAL OF REPRODUCIBLE "AS-BUILT" DRAWINGS FROM JURISDICTIONAL AGENCIES AS MAY BE REQUIRED. 10. "AS-BUILT" INFORMATION SHALL BE MAINTAINED BY THE CONTRACTOR. CONTRACTOR SHALL EMPLOY THE SERVICES OF A SURVEYOR REGISTERED IN THE STATE OF FLORIDA TO DETERMINE ALL "AS-BUILT" INFORMATION. UPON COMPLETION OF THE WORK THE CONTRACTOR SHALL PROVIDE UP TO SIX COPIES AND THE CAD FILE OF AS-BUILT DRAWINGS TO THE ENGINEER. ALL UNDERGROUND FITTINGS MUST BE REFERENCED TO AT LEAST TWO VISIBLE REFERENCE POINTS ON THE AS-BUILT DRAWINGS. AS-BUILT PLANS ARE REQUIRED PRIOR TO ISSUANCE OF THE CERTIFICATE OF OCCUPANCY.

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW T. BALDWIN, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

DRAWINGS PREPARED BY:

MARK DODDS DRAFTING & DESIGN



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BUILDING CONTRACTOR:



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WALLA COFFEE

3711 SW COLLEGE RD
OCALA, FL 34474



REVISIONS		
#	DATE	DESCRIPTION
	4/8/26	OCALA

PROJECT #:	CS101
DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

GENERAL NOTES

SHEET #

G.01

EROSION AND SEDIMENT CONTROL NOTES EARTHWORK& DRAINAGE SPECIFICATIONS

CONSTRUCTION ACTIVITIES CAN RESULT IN THE GENERATION OF SIGNIFICANT AMOUNTS OF POLLUTANTS WHICH MAY REACH SURFACE OR GROUND WATERS. ONE OF THE PRIMARY POLLUTANTS OF SURFACE WATERS IS SEDIMENT DUE TO EROSION. EXCESSIVE QUANTITIES OF SEDIMENT WHICH REACH WATER BODIES OF FLOODPLAINS HAVE BEEN SHOWN TO ADVERSELY AFFECT THEIR PHYSICAL, BIOLOGICAL AND CHEMICAL PROPERTIES. TRANSPORTED SEDIMENT CAN OBSTRUCT STREAM CHANNELS, REDUCE HYDRAULIC CAPACITY OF WATER BODIES OF FLOODPLAINS, REDUCE THE DESIGN CAPACITY OF CULVERTS AND OTHER WORKS, AND ELIMINATE ETHIC INVERTEBRATES AND FISH SPAWNING SUBSTRATES BY SILTATION. EXCESSIVE SUSPENDED SEDIMENTS REDUCE LIGHT PENETRATION AND THEREFORE, REDUCE PRIMARY PRODUCTIVITY.

MINIMUM STANDARDS:

- 1. SEDIMENT BASIN AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND-DISTRIBUTING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UNSLOPE LAND DISTURBANCE TAKES PLACE.
- 2. ALL SEDIMENT CONTROL MEASURES ARE TO BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND BE CONSTRUCTED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL ON BALANCE OF SITE. PERIMETER SEDIMENT BARRIERS SHALL BE CONSTRUCTED TO PREVENT SEDIMENT OR TRASH FROM FLOWING OR FLOATING ON TO ADJACENT PROPERTIES.
- 3. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN UNDISTURBED FOR LONGER THAN 30 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT UNDISTURBED FOR MORE THAN ONE YEAR.
- 4. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCKPILES SHALL BE STABILIZED OR PROTECTED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
- 5. A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED. PERMANENT VEGETATION SHALL NOT BE CONSIDERED ESTABLISHED UNTIL A GROUND COVER IS ACHIEVED THAT, IN THE OPINION OF THE REVIEWER, IS UNIFORM, MATURE ENOUGH TO SURVIVE AND WILL INHIBIT EROSION.
- 6. STABILIZATION MEASURES SHALL BE APPLIED TO EARTHEN STRUCTURES SUCH AS DAMS, DIKES AND DIVERSIONS IMMEDIATELY AFTER INSTALLATION.
- 7. SURFACE RUNOFF FROM DISTURBED AREAS THAT IS COMPRISED OF FLOW FROM DRAINAGE AREAS GREATER THAN OR EQUAL TO THREE ACRES SHALL BE CONTROLLED BY A SEDIMENT BASIN. THE SEDIMENT BASIN SHALL BE DESIGNED AND CONSTRUCTED TO ACCOMMODATE THE ANTICIPATED SEDIMENT LOADING FROM THE LAND-DISTURBING ACTIVITY. THE OUTFALL DEVICE OR SYSTEM DESIGN SHALL TAKE INTO ACCOUNT THE TOTAL DRAINAGE AREA FLOWING THROUGH THE DISTURBED AREA TO BE SERVED BY THE BASIN.
- 8. AFTER ANY SIGNIFICANT RAINFALL, SEDIMENT CONTROL STRUCTURES WILL BE INSPECTED FOR INTEGRITY. ANY DAMAGED DEVICES SHALL BE CORRECTED IMMEDIATELY.
- 9. CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME OR SLOPE DRAIN STRUCTURE.
- 10. WHENEVER WATER SEEPS FROM A SLOPE FACE, ADEQUATE DRAINAGE OR OTHER PROTECTION SHALL BE PROVIDED.
- 11. SEDIMENT WILL BE PREVENTED FROM ENTERING ANY STORM DRAIN SYSTEM, DITCH OR CHANNEL. ALL STORM SEWER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SO THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
- 12. BEFORE TEMPORARY OR NEWLY CONSTRUCTED STORMWATER CONVEYANCE CHANNELS ARE MADE OPERATIONAL, ADEQUATE OUTLET PROTECTION AND ANY REQUIRED TEMPORARY OR PERMANENT CHANNEL LINING SHALL BE INSTALLED IN BOTH THE CONVEYANCE CHANNEL AND RECEIVING CHANNEL.
- 13. WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT. CONTROL SEDIMENT TRANSPORT AND STABILIZE THE WORK AREA TO THE GREATEST EXTENT POSSIBLE DURING CONSTRUCTION. NONERODIBLE MATERIAL SHALL BE USED FOR THE CONSTRUCTION OF CAUSEWAYS AND COFFERDAMS. EARTHEN FILL MAY BE USED FOR THESE STRUCTURES IF ARMORED BY NONERODIBLE COVER MATERIALS.
- 14. WHEN A LIVE WATERCOURSE MUST BE CROSSED BY CONSTRUCTION VEHICLES, A TEMPORARY STREAM CROSSING CONSTRUCTED OF NONERODIBLE MATERIAL SHALL BE PROVIDED
- 15. THE BED AND BANKS OF A WATERCOURSE SHALL BE STABILIZED IMMEDIATELY AFTER WORK IN THE WATERCOURSE IS COMPLETED.
- 16. PERIODIC INSPECTION AND MAINTENANCE OF ALL SEDIMENT CONTROL STRUCTURES MUST BE PROVIDED TO ENSURE INTENDED PURPOSE IS ACCOMPLISHED. THE DEVELOPER, OWNER AND/OR CONTRACTOR SHALL BE CONTINUALLY RESPONSIBLE FOR ALL SEDIMENT LEAVING THE PROPERTY. SEDIMENT CONTROL MEASURES SHALL BE IN WORKING CONDITION AT THE END OF EACH WORKING DAY.
- 17. UNDERGROUND UTILITY LINES SHALL BE INSTALLED IN ACCORDANCE WITH THE FOLLOWING STANDARDS IN ADDITION TO OTHER APPLICABLE CRITERIA:
 - A. NO MORE THAN 500 LINEAR FEET OF TRENCH MAY BE OPENED AT ONE TIME.
 - B. EXCAVATED MATERIAL SHALL BE PLACED ON THE UPHILL SIDE OF TRENCHES.
 - C. EFFLUENT FROM DEWATERING OPERATIONS SHALL BE FILTERED OR PASSED THROUGH AN APPROVED SEDIMENT TRAPPING DEVICE, OR BOTH, AND DISCHARGED IN A MANNER THAT DOES NOT ADVERSELY AFFECT FLOWING STREAMS OR OFF-SITE PROPERTY.
 - D. RESTABILIZATION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THESE REGULATIONS.
- 18. WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY TRACKING ONTO THE PAVED SURFACE, WHERE SEDIMENT IS TRANSPORTED ONTO A PUBLIC ROAD SURFACE WITH CURBS AND GUTTERS, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL SUBDIVISION LOTS AS WELL AS TO LARGER LAND-DISTRIBUTING ACTIVITIES.
- 19. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED, IN THE OPINION OF THE REVIEWER. DISTURBED SOIL AREAS RESULTING FROM THE DISPOSITION OF TEMPORARY MEASURES SHALL BE PERMANENTLY STABILIZED TO PREVENT FURTHER EROSION AND SEDIMENTATION.
- 20. PROPERTIES AND WATERWAYS DOWNSTREAM FROM CONSTRUCTION SITE SHALL BE PROTECTED FROM SEDIMENT DISPOSITION AND EROSION.
- 21. PHASED PROJECTS SHOULD BE CLEARED IN CONJUNCTION WITH CONSTRUCTION OF EACH PHASE.
- 22. EROSION CONTROL DESIGN AND CONSTRUCTION SHALL FOLLOW THE REQUIREMENTS IN INDEX NOS. 101, 102 AND 103 OF FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS.
- 23. THE REVIEWER MAY APPROVE MODIFICATIONS OR ALTER PLANS TO THESE EROSION CONTROL CRITERIA DUE TO SITE SPECIFIC CONDITIONS.

- 1. CLEARING AND GRUBBING: CLEARING AND GRUBBING SHALL BE PERFORMED WITHIN THE LIMITS OF THE PROJECT WORK IN ACCORDANCE WITH SECTION 110, FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) SPECIFICATIONS. THIS ITEM SHALL INCLUDE, BUT IS NOT LIMITED TO, THE COMPLETE REMOVAL AND LEGAL DISPOSAL OF ALL TREES, BRUSH, STUMPS, ROOTS, GRASS, WEEDS, RUBBISH AND OTHER UNDESIRABLE MATERIAL TO A DEPTH OF 18 INCHES BELOW NATURAL GROUND OR PROPOSED FINISHED GRADE, WHICHEVER IS LOWER. THE AREAS TO BE CLEARED GENERALLY CONSIST OF THE ENTIRE SITE WITH THE EXCEPTION OF AREAS SPECIFICALLY NOTED ON THE LANDSCAPE PLANS AS PRESERVE AREAS OR AS AREAS TO REMAIN UN-CLEARED. CARE SHALL BE TAKEN TO INSURE THAT NO PRESERVE AREAS OR WETLAND AREAS ARE IMPACTED BY THE CLEARING OPERATION. PRIOR TO INITIATING THE CLEARING OPERATION, ALL ADJACENT WETLAND AND PRESERVE AREAS SHALL BE MARKED AND FLAGGED IN ACCORDANCE WITH THE CITY OF OKEECHOBEE AND SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD) REQUIREMENTS ALL SUCH AREAS IMMEDIATELY ADJACENT TO THE CLEARING OPERATION SHALL ALSO BE PROTECTED BY THE INSTALLATION OF TEMPORARY SILT BARRIERS IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF OKEECHOBEE AND THE SFWMD. FURTHER EROSION CONTROL SHALL BE ACCOMPLISHED BY SEEDING AND MULCHING ALL DISTURBED AREAS AS SOON AS THEY ARE AT FINAL GRADE, PER THE SPECIFICATIONS FOR SEEDING AND MULCHING FOUND ELSEWHERE ON THIS SHEET. ALL MATERIAL SHALL BE REMOVED FROM THE SITE AND SHALL BE LEGALLY DISPOSED OF IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REQUIREMENTS.
- 2. EARTHWORK AND GRADING: ALL EARTHWORK AND GRADING SHALL BE PERFORMED AS REQUIRED TO ACHIEVE THE FINAL GRADES, TYPICAL SECTIONS AND ELEVATIONS SHOWN ON THE PLANS. IN ALL OTHER RESPECTS, MATERIALS AND CONSTRUCTION METHODS FOR EARTHWORK, EMBANKMENT, EXCAVATION AND GRADING SHALL CONFORM TO THE REQUIREMENTS OF FDOT SPECIFICATIONS, SECTION 120. ANY PLASTIC OR OTHERWISE UNDESIRABLE MATERIAL WITHIN 36 INCHES OF FINISHED ROAD GRADE SHALL BE REMOVED AND REPLACED WITH SUITABLE MATERIAL. THE CONTRACTOR SHALL ALSO REFER TO THE SOILS REPORT, IF AVAILABLE. THE SPECIFICATIONS AND RECOMMENDATIONS INCLUDED IN THAT REPORT SHALL BE CONSIDERED AS A PART OF THESE PLANS AND SPECIFICATIONS. SHOULD THERE BE ANY CONFLICT BETWEEN THAT DOCUMENT AND ANY REQUIREMENTS OF THESE DRAWINGS OR SPECIFICATIONS, THE MOST RESTRICTIVE REQUIREMENT SHALL GOVERN.
- 3. PAVING IMPROVEMENTS: ALL AREAS PROPOSED FOR PAVING SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DESIGN GRADES AND TYPICAL SECTIONS SHOWN ON THE DRAWINGS, AND IN CONFORMANCE TO THE REQUIREMENTS OF THE CITY OF OKEECHOBEE AND FLORIDA DEPARTMENT OF TRANSPORTATION.
 - A. ASPHALT: PRIME COAT AND TACK COAT FOR BASE COURSE AND BETWEEN LIFTS OF ASPHALT SHALL CONFORM TO THE REQUIREMENTS OF SECTIONS 300-1 THROUGH 300-7 OF THE FDOT SPECIFICATIONS. PRIME COAT SHALL BE APPLIED AT A RATE OF 0.25 GALLONS PER SQUARE YARD AND TACK COAT AT A RATE OF 0.10 GALLONS PER SQUARE YARD, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ASPHALT SURFACE COURSE THICKNESS AND MATERIAL SHALL BE AS SHOWN ON THE TYPICAL SECTIONS AND SHALL IN ALL WAYS CONFORM TO THE REQUIREMENTS OF FDOT.
 - B. BASE: LIMEROCK BASE MATERIAL SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY PER AASHTO T-180. ALL LIMEROCK SHALL MEET THE MINIMUM REQUIREMENTS OF FDOT SECTION 411. AS AN ALTERNATE, CEMENTED COQUINA CONFORMING TO FDOT SECTION 415 MAY BE SUBSTITUTED AND SHALL BE SUBJECT TO THE COMPACTION SPECIFICATIONS DETAILED ABOVE AND INCLUDED IN THE SOILS ENGINEER'S REPORT.
 - C. SUB-GRADE: SUB-GRADE SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY PER AASHTO T-180, AND STABILIZED TO A MINIMUM FBV OF 50PSI. SUB-GRADE SHALL BE THOROUGHLY ROLLED WITH A PNEUMATIC TIRED ROLLER PRIOR TO SCHEDULING ANY SUB-GRADE INSPECTION.
 - D. VALLEY GUTTER/ F-CURB/D-CURB/FLUSH CURB: SHALL BE CONSTRUCTED PER THE TYPICAL SECTION BY EXTRUDING MACHINE OR FORMS AS SHOWN ON THE PLANS. MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE 3,000PSI AFTER 28 DAYS. SUB-GRADE SHALL BE MOISTENED AT THE TIME CONCRETE IS PLACED TO INSURE A UNIFORMLY DAMP SURFACE. READY-MIX CONCRETE SHALL HAVE A SLUMP OF BETWEEN 2 AND 4 INCHES. NO WATER SHALL BE ADDED TO INCREASE WORKABILITY. TEST CYLINDERS SHALL BE MADE FOR THE STRENGTH TESTING OF EACH BATCH OF CONCRETE FOR AT LEAST 7 AND 28 DAY TESTING.
 - E. SOD: A MINIMUM OF A TWO-FOOT WIDE STRIP OF SOD, OR AS OTHERWISE SHOWN ON THE PLANS, SHALL BE PLACED ALONG THE BACK OF CURB OF ALL CONSTRUCTED PAVEMENT TO AID IN PREVENTION OF EROSION AND SOIL STABILITY. SOD SHALL BE PLACED IN CONFORMANCE TO FDOT SECTION 570, 575 AND 981. GENERALLY, THE SODDING REQUIREMENTS SHALL BE AS SPECIFIED ON THE LANDSCAPE PLANS, PREPARED BY OTHERS.
 - F. SEED, FERTILIZE AND MULCH: ALL DISTURBED AREAS SHALL BE STABILIZED WITH SEED, FERTILIZER AND MULCH UPON COMPLETION AND ACCEPTANCE BY ENGINEER OF FINAL GRADING. SEED, FERTILIZER AND MULCH SHALL BE IN CONFORMANCE TO FDOT SECTIONS 570, 575 AND 981. THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING A STAND OF GRASS SUFFICIENT TO PREVENT EROSION PRIOR TO REMOVAL OF THE TEMPORARY SILT FENCES. THIS APPLIES ONLY TO THOSE AREAS NOT COVERED BY THE SODDING SPECIFIED IN THE LANDSCAPE PLANS, PREPARED BY OTHERS.
 - G. TESTING: THE CONTRACTOR SHALL SECURE THE SERVICES OF AN APPROVED INDEPENDENT TESTING LABORATORY TO CONDUCT ALL REQUIRED TESTING ON SUB-GRADE, BASE, ASPHALT AND CONCRETE. LOCATIONS REQUIRED FOR THESE TESTS SHALL BE AS REQUIRED BY THE CITY OF OKEECHOBEE, AND/OR IN THE CASE OF THE TURN-LANE IMPROVEMENTS AS REQUIRED BY THE CITY OF OKEECHOBEE. AT A MINIMUM, TESTING SHALL BE AS RECOMMENDED BY FDOT. SHOULD ANY TESTS FAIL, CONTRACTOR SHALL AT HIS OWN EXPENSE, REPAIR THE DEFICIENCIES AND RETEST THE WORK UNTIL COMPLIANCE WITH THE SPECIFICATIONS IS DEMONSTRATED.
 - H. TRAFFIC CONTROL: THE INSTALLATION OF TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE TO THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, THE CITY OF OKEECHOBEE. MAINTENANCE OF TRAFFIC DURING CONSTRUCTION SHALL BE AS REQUIRED BY FDOT.

CONT'

- 4. DRAINAGE IMPROVEMENTS: ALL LABOR, MATERIALS AND CONSTRUCTION METHODS SHALL BE IN CONFORMANCE TO THE MINIMUM ENGINEERING AND CONSTRUCTION STANDARDS OF THE CITY OF OKEECHOBEE AND FDOT SPECIFICATIONS. TRENCH EXCAVATION AND BACK-FILLING OPERATIONS SHALL MEET OR EXCEED THE REQUIREMENTS OF FDOT SPECIFICATIONS, SECTION 125. THE CONTRACTOR SHALL PROVIDE THE NECESSARY BACK-FILL COMPACTION TESTING REQUIRED TO DEMONSTRATE COMPLIANCE WITH THIS SECTION. THE PIPE TRENCH SHALL BE DRY WHEN PIPE IS LAID AND THE PIPE SHALL BE BEDDED PER THE DETAILS AND PER FDOT SPECIFICATIONS.
 - A. REINFORCED CONCRETE PIPE (RCP): RCP SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATIONS C-76, CLASS III, WALL THICKNESS "B", LATEST REVISION. ALL JOINTS SHALL BE SOIL-TIGHT. PIPE GASKET SHALL CONFORM TO FDOT SPECIFICATIONS, SECTION 942.
 - B. CORRUGATED METAL PIPE (CMP): ALL CMP SHALL BE STEEL, ROUND, HELICAL-WOUND CORRUGATED PIPE CONFORMING TO AASHTO-M 36 AND FDOT SECTION 943. PIPE ENDS AT JOINTS SHALL BE REFORMED TO A MINIMUM OF 2 ANNULAR CORRUGATIONS FOR THE COMPLETE BAND WIDTH. ALL JOINTS SHALL BE SOIL-TIGHT. ALL CONNECTING BANDS SHALL BE CORRUGATED ANNULAR COUPLING BANDS, A NEOPRENE GASKET OF AT LEAST 7 INCHES WIDE BY 3/8 INCH THICK SHALL BE USED FOR ALL PIPES OF 36-INCH DIAMETER AND SMALLER. LARGER PIPE SIZES REQUIRE GASKETS OF AT LEAST 10-1/2 INCHES IN WIDTH. ALL CMP SHALL BE INSTALLED AT MAXIMUM LENGTHS TO REDUCE THE NUMBER OF JOINTS.
 - C. CORRUGATED ALUMINUM PIPE (CAP): ALL CAP SHALL BE ALUMINUM ALLOY, ROUND, HELICAL-WOUND CORRUGATED PIPE CONFORMING TO AASHTO-M 196 AND FDOT SECTION 945. PIPE ENDS AT JOINTS SHALL BE REFORMED TO A MINIMUM OF 2 ANNULAR CORRUGATIONS FOR THE COMPLETE BAND WIDTH. ALL JOINTS SHALL BE SOIL-TIGHT. ALL CONNECTING BANDS SHALL BE CORRUGATED ANNULAR COUPLING BANDS. A NEOPRENE GASKET OF AT LEAST 7 INCHES WIDE BY 3/8 INCH THICK SHALL BE USED FOR ALL PIPES OF 36-INCH DIAMETER AND SMALLER. LARGER PIPE SIZES REQUIRE GASKETS OF AT LEAST 10-1/2 INCHES IN WIDTH. ALL CAP SHALL BE INSTALLED AT MAXIMUM LENGTHS TO REDUCE THE NUMBER OF JOINTS.
 - D. CORRUGATED HIGH DENSITY POLYETHYLENE PIPE (HDPE): ALL HDPE PIPE SHALL BE RESIN CONFORMING TO ASTM D3350 MINIMUM CELL CLASSIFICATION 435400C, ROUND, ONLY ANNULAR CORRUGATIONS AND CONFORMING TO FDOT SECTION 948-2.3. ALL JOINTS SHALL BE SOIL-TIGHT. ALL CONNECTING BANDS SHALL BE CORRUGATED ANNULAR COUPLING BANDS. A NEOPRENE GASKET OF AT LEAST 7 INCHES WIDE BY 3/8 INCH THICK SHALL BE USED FOR ALL PIPES OF 36-INCH DIAMETER AND SMALLER. LARGER PIPE SIZES REQUIRE GASKETS OF AT LEAST 10-1/2 INCHES IN WIDTH. ALL HDPE SHALL BE INSTALLED AT MAXIMUM LENGTHS TO REDUCE THE NUMBER OF JOINTS.
 - E. CONTECH A-2000 PVC DRAINAGE PIPE (A-2000): ALL A-2000 CORRUGATED PIPE WITH A SMOOTH INTERIOR SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION F949 & F794 DUAL WALL CORRUGATED PROFILE (DWCP) PIPE. PIPE AND FITTINGS SHALL BE HOMOGENEOUS THROUGHOUT AND FREE FROM VISIBLE CRACKS, HOLES, FOREIGN INCLUSIONS OR OTHER INJURIOUS DEFECTS. PIPE SHALL BE MANUFACTURED TO 46 PSI STIFFNESS WHEN TESTED IN ACCORDANCE WITH ASTM TEST METHOD D2412. THERE SHALL BE NO EVIDENCE OF SPLITTING, CRACKING OR BREAKING WHEN THE PIPE IS TESTED PER ASTM TEST METHOD D2412 AND F949 SECTION 7.5. THE PIPE SHALL BE MADE OF PVC COMPOUND HAVING A MINIMUM CELL CLASSIFICATION OF 12454B AS DEFINED IN ASTM SPECIFICATION D1784.
 - F. PVC DRAINAGE PIPE: PVC DRAINAGE PIPE SHALL BE C-900 WITH PUSH-ON JOINTS (NO GLUED JOINTS) AND SHALL BE AS SPECIFIED FOR SANITARY SEWER CONSTRUCTION, EXCEPT THAT IT SHALL BE WHITE IN COLOR. ANY PORTION OF THE PVC STORM PIPE THAT MAY BE EXPOSED TO SUNLIGHT, SUCH AS ITS OUTLET TO THE DETENTION POND, SHALL BE PAINTED TO PROTECT IT FROM UV LIGHT.
 - G. INLETS, MANHOLES, AND JUNCTION BOXES: ALL DRAINAGE INLETS, MANHOLES, AND JUNCTION BOXES SHALL BE PRECAST CONCRETE CONFORMING TO ASTM C-478 AND 64T. ALL CONCRETE SHALL HAVE NOT LESS THAN 4000-PSI COMPRESSIVE STRENGTH AT 28 DAYS. STRUCTURE SECTIONS SHALL BE JOINED WITH A MASTIC SEALING COMPOUND. THE REMAINING SPACE SHALL BE FILLED WITH THE CEMENT MORTAR AND FINISHED SO AS TO PRODUCE A SMOOTH CONTINUOUS SURFACE INSIDE AND OUTSIDE THE WALL SECTIONS. ALL OPENINGS IN PRECAST STRUCTURES SHALL BE CAST AT THE TIME OF MANUFACTURE. HOLES FOR PIPING SHALL BE SIX INCHES LARGER THAN THE OUTSIDE DIAMETER OF THE PROPOSED PIPE. ALL SPACES BETWEEN THE MANHOLE AND THE PIPE SHALL BE COMPLETELY FILLED WITH MORTAR AND FINISHED SMOOTH. MORTAR USED FOR CONCRETE STRUCTURES SHALL CONFORM TO M C-270. MORTAR MATERIAL SHALL BE MIXED ONE PART TYPE 2 PORTLAND CEMENT TO TWO PARTS AGGREGATE BY VOLUME. PORTLAND CEMENT SHALL CONFORM TO ASTM C-144 AND AGGREGATE SHALL CONFORM TO ASTM C-144. THE CONTRACTOR SHALL FURNISH THE ENGINEER WITH SHOP DRAWINGS OF ALL PRECAST STRUCTURES FOR HIS APPROVAL PRIOR TO FABRICATION. SHOP DRAWINGS SHALL SHOW ALL DIMENSION, REINFORCING STEEL AND SPECIFICATIONS. STORM MANHOLES SHALL BE CONSTRUCTED WITH A TRAFFIC BEARING CAST-IRON SLOTTED GRATE.
 - H. TRENCH BACKFILL SHALL BE AS SHOWN IN THE DRAINAGE DETAILS. IN ADDITION, TESTING UNDER PAVED AREAS SHALL BE AS FOLLOWS: ONE TEST LOCATION MIDWAY BETWEEN STRUCTURES AND ONE TEST LOCATION ADJACENT TO EACH STRUCTURE. ENGINEER MAY REQUEST ADDITIONAL LOCATIONS. TESTING IN EACH LOCATION SHALL BEGIN IN THE FIRST FOOT ABOVE THE CULVERT WITH TESTS EVERY TWO FEET TO WITHIN TWO FEET OF THE SUB-GRADE. DENSITY SHALL BE TO 100 PERCENT OF MAXIMUM AS DETERMINED BY AASHTO T-99.
 - I. CONTROL STRUCTURES: SHALL BE CONSTRUCTED PER THE ABOVE SPECIFICATIONS FOR INLETS, MANHOLES, AND JUNCTION BOXES EXCEPT THAT THE STRUCTURES SHALL INCLUDE THE BLEEDERS AND WEIRS AS SHOWN ON THE DETAIL.
 - J. RIP-RAP ENERGY DISSIPATERS: SHALL BE CONSTRUCTED PER THE DETAILS AND AS SHOWN ON THE DRAWINGS AT THE CONTROL STRUCTURES AND THE DOWNSTREAM BUBBLE-UP STRUCTURES. THE RUBBLE SHALL BE OF MATERIAL AND PLACED IN ACCORDANCE TO FDOT SECTION 530-2.3 (MATERIAL) AND FDOT SECTION 530-3.3 (CONSTRUCTION METHODS). SHOULD BROKEN CONCRETE BE USED AS THE RUBBLE, IT SHALL BE FREE FROM REINFORCING BARS OR WIRE MESH. THE CONTRACTOR SHALL USE CARE I THE PLACEMENT OF THE STONE SO THAT IT IS NOT DROPPED ON THEM FABRIC IN SUCH A FASHION THAT TEARS THE FABRIC. THE FABRIC SHALL BE AS SPECIFIED IN FDOT SECTION 985 AND SHALL BE OF THE WOVEN DESIGN AND AS SPECIFIED FOR USE WITH RIPRAP PER TABLE 1 OF THIS SECTION. THE BEDDING STONE SHALL BE OF THE TYPE TYPICALLY USED FOR DRAINFIELD ROCK AND SHALL MEET THE REQUIREMENTS OF FDOT FOR DRAINFIELD ROCK.

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REVISIONS		
#	DATE	DESCRIPTION
	4/8/26	OCALA
PROJECT #:		
DATE:		
DRAWN BY:		
REVIEWED BY:		

EROSION CONTROL NOTES

SHEET #

G.02

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY MATTHEW T. BALDWIN, P.E. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

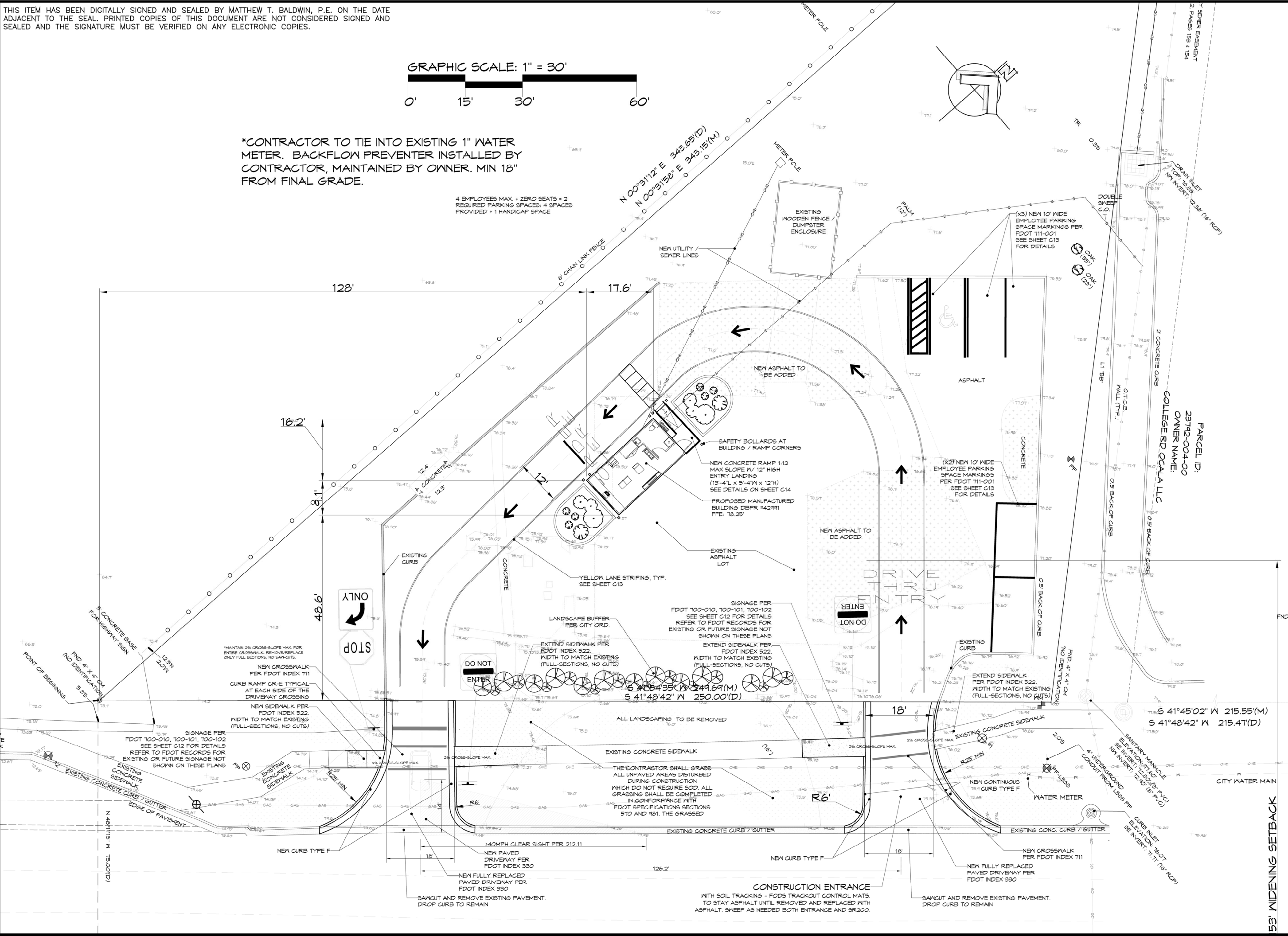
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GRAPHIC SCALE: 1" = 30'



*CONTRACTOR TO TIE INTO EXISTING 1" WATER METER. BACKFLOW PREVENTER INSTALLED BY CONTRACTOR, MAINTAINED BY OWNER. MIN 18" FROM FINAL GRADE.

4 EMPLOYEES MAX. + ZERO SEATS + 2
REQUIRED PARKING SPACES; 4 SPACES
PROVIDED + 1 HANDICAP SPACE



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REVISIONS

#	DATE	DESCRIPTION
1	4/8/26	OCALA

PROJECT #: C8101
DATE: 7/17/25
DRAWN BY: M.D.
REVIEWED BY: B.H./J.W.

SITE PLAN

SHEET #

C.02

53' WIDENING SETBACK

GRADING NOTES

CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.

CONTRACTOR TO REVIEW GEOTECHNICAL REPORT PROVIDED BY THE OWNER

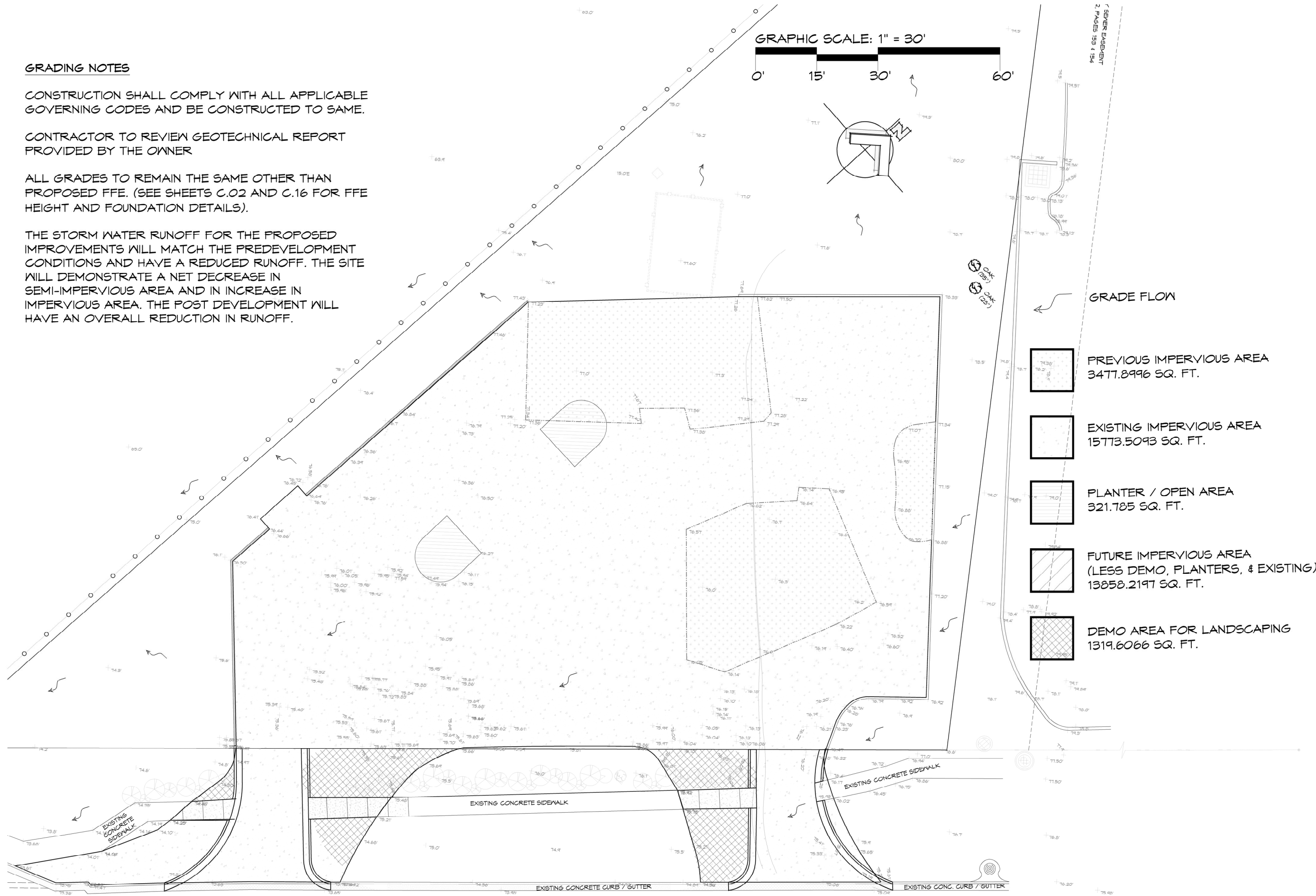
ALL GRADES TO REMAIN THE SAME OTHER THAN PROPOSED FFE. (SEE SHEETS C.02 AND C.16 FOR FFE HEIGHT AND FOUNDATION DETAILS).

THE STORM WATER RUNOFF FOR THE PROPOSED IMPROVEMENTS WILL MATCH THE PREDEVELOPMENT CONDITIONS AND HAVE A REDUCED RUNOFF. THE SITE WILL DEMONSTRATE A NET DECREASE IN SEMI-IMPERVIOUS AREA AND IN INCREASE IN IMPERVIOUS AREA. THE POST DEVELOPMENT WILL HAVE AN OVERALL REDUCTION IN RUNOFF.

GRAPHIC SCALE: 1" = 30'



SEWER EASEMENT
2, PAGES 153 & 154



GRADE FLOW

PREVIOUS IMPERVIOUS AREA
3477.8996 SQ. FT.

EXISTING IMPERVIOUS AREA
15773.5093 SQ. FT.

PLANTER / OPEN AREA
321.785 SQ. FT.

FUTURE IMPERVIOUS AREA
(LESS DEMO, PLANTERS, & EXISTING)
13858.2197 SQ. FT.

DEMO AREA FOR LANDSCAPING
1319.6066 SQ. FT.

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#	DATE	DESCRIPTION
1	4/8/26	OCALA

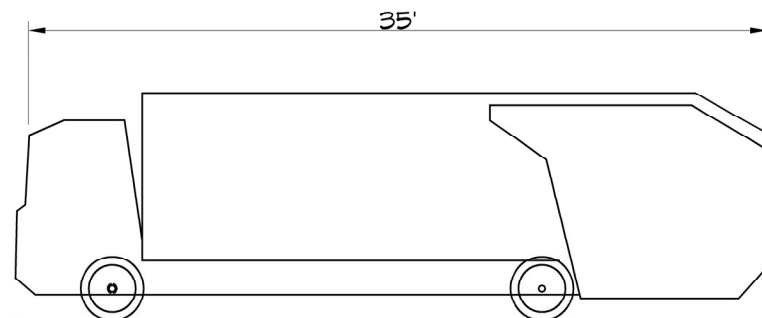
PROJECT #:	C8101
DATE:	1/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.M.

IMPERVIOUS AREAS /
GRADING

SHEET #

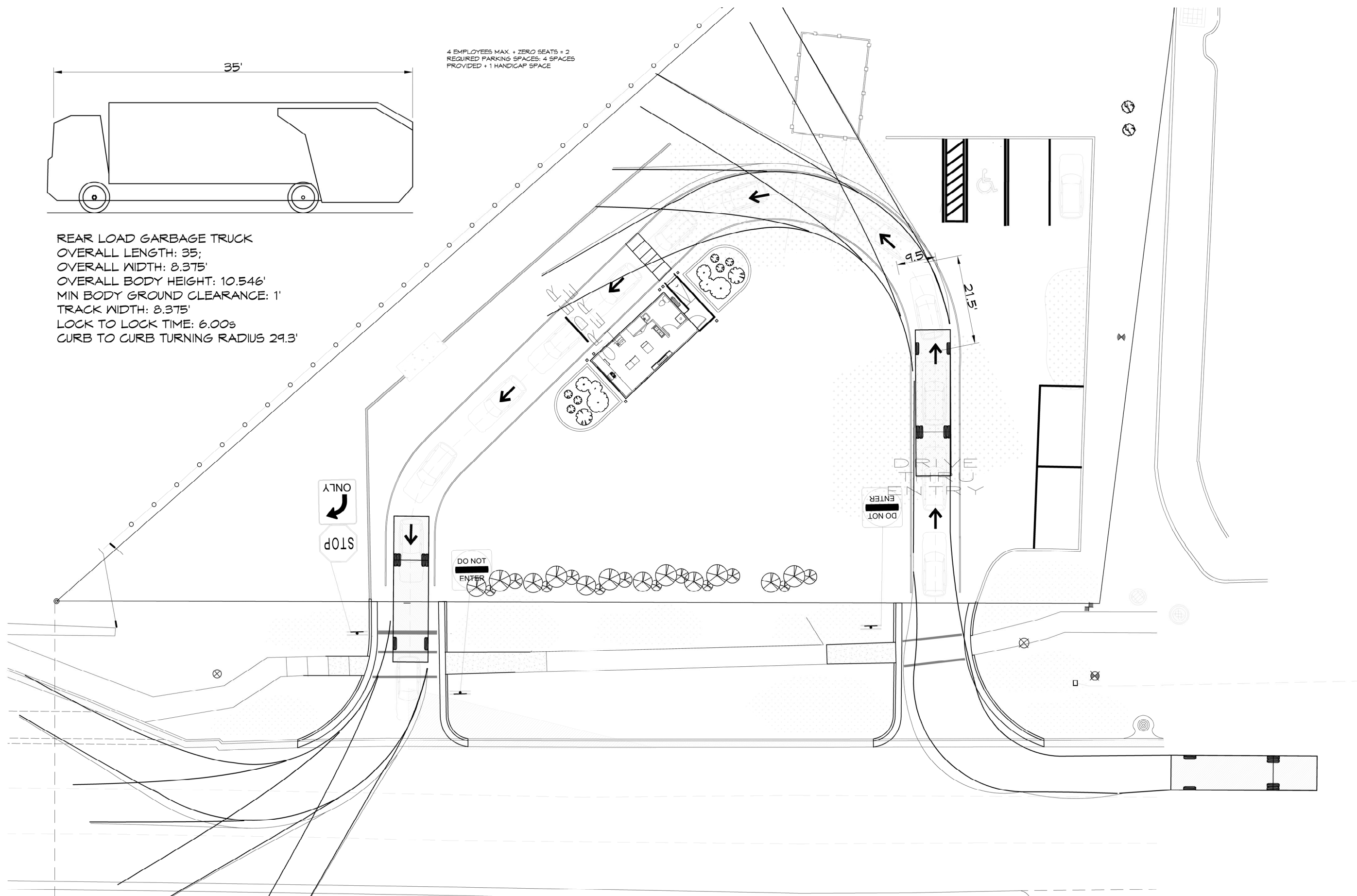
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4 EMPLOYEES MAX. + ZERO SEATS = 2
REQUIRED PARKING SPACES: 4 SPACES
PROVIDED + 1 HANDICAP SPACE

REAR LOAD GARBAGE TRUCK
OVERALL LENGTH: 35;
OVERALL WIDTH: 8.375'
OVERALL BODY HEIGHT: 10.546'
MIN BODY GROUND CLEARANCE: 1'
TRACK WIDTH: 8.375'
LOCK TO LOCK TIME: 6.00s
CURB TO CURB TURNING RADIUS 29.3'



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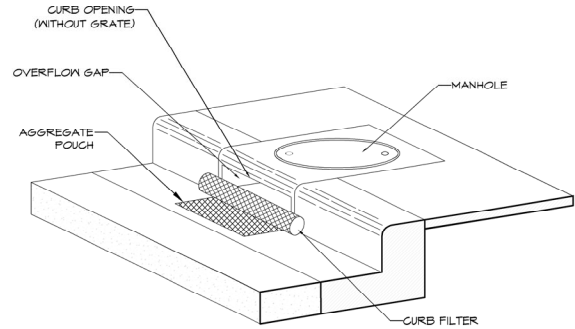
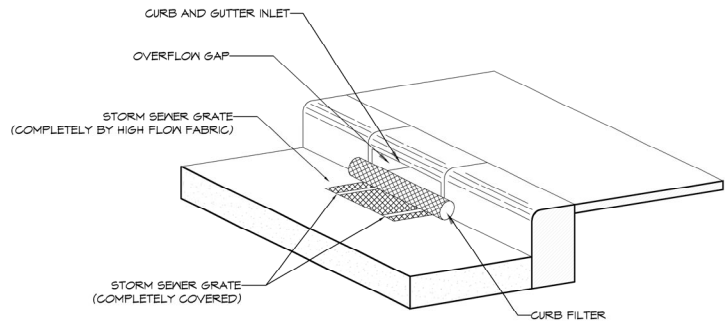
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#	DATE	DESCRIPTION
1	4/8/26	OCALA

PROJECT #:	CS101
DATE:	7/17/25
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REVIEWED BY:	B.H. / J.W.

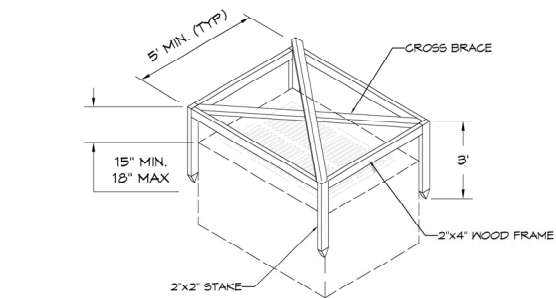
AUTO-TURN PLAN
SHEET #

C.02.2

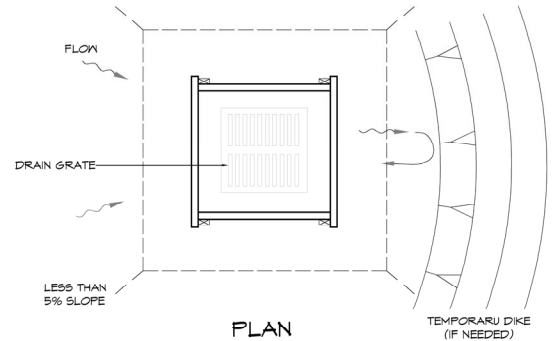
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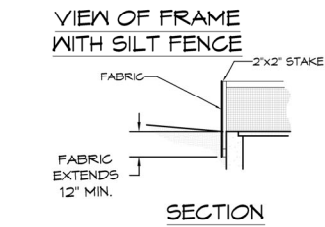
CURB INLET SEDIMENT CONTROL



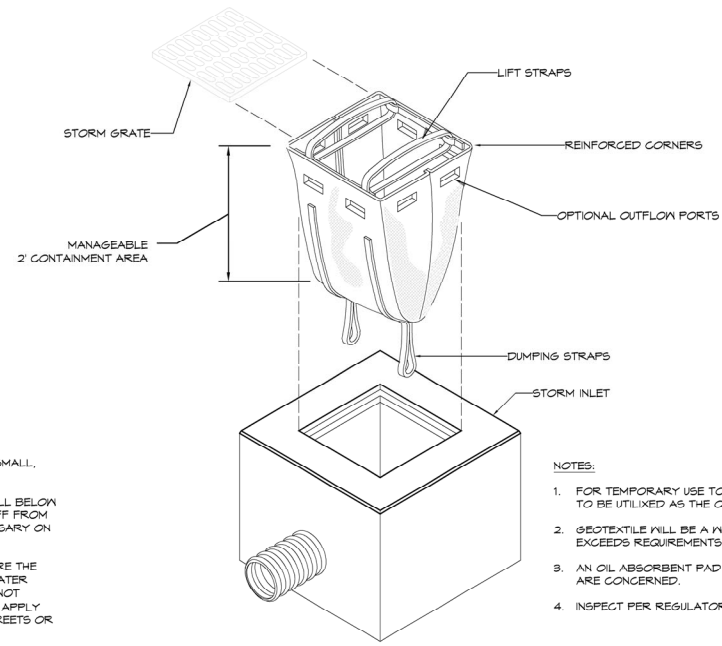
VIEW OF FRAME WITHOUT SILT FENCE



SILT FENCE INLET PROTECTION



- NOTES:
1. DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL, NEARLY LEVEL DRAINAGE AREAS.
 2. THE TOP OF THE FRAME (POUNDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BY PASSING THE INLET. A TEMPORARY DIKE MAY BE NECESSARY ON THE DOWNSLOPE SIDE OF THE STRUCTURE.
 3. THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS IS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVERLAND FLOWS (NOT EXCEEDING 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS, SUCH AS STREETS OR HIGHWAY MEDIANS.

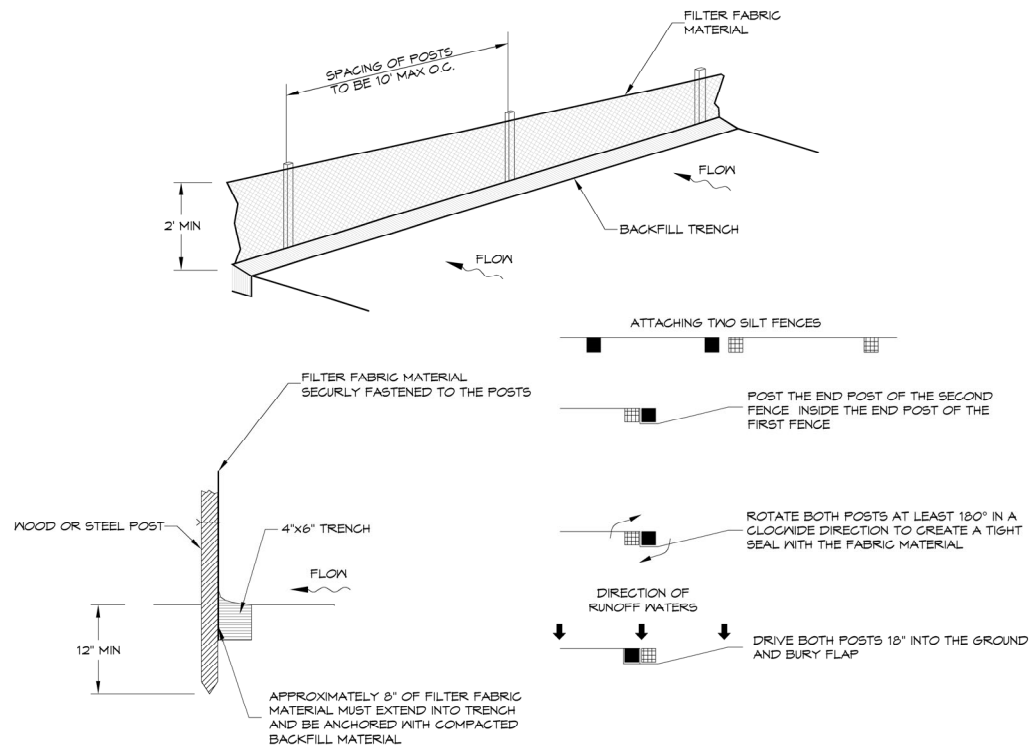


INLET INSERT

- NOTES:
1. FOR TEMPORARY USE TO CAPTURE LARGER DIAMETER SEDIMENTS. NOT TO BE UTILIZED AS THE ONLY SEDIMENT CONTAINMENT SYSTEM.
 2. GEOTEXTILE WILL BE A NOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS REQUIREMENTS IN THE SPECIFICATION TABLE.
 3. AN OIL ABSORBENT PAD OR PILLOW CAN BE PURCHASED WHEN OIL SPILLS ARE CONCERNED.
 4. INSPECT PER REGULATORY REQUIREMENTS.

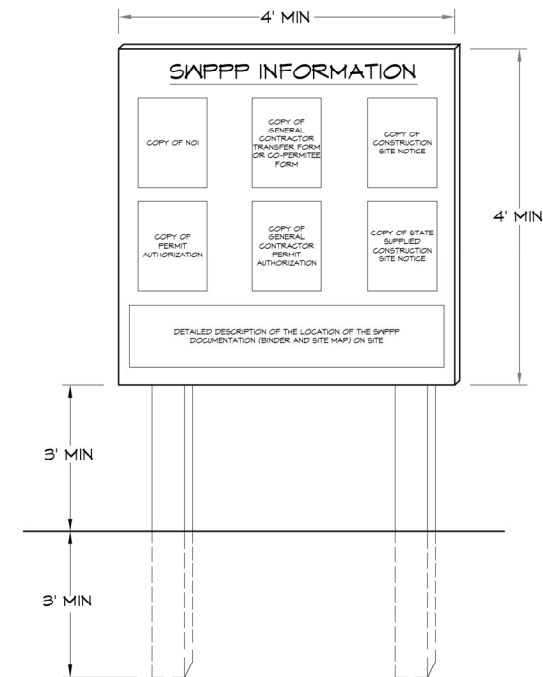
LOW TO MODERATE FLOW GEO TEXTILE FABRIC TABLE		
FABRIC PROPERTY	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D 4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D 4632	20%
PUNCTURE	ASTM D 4833	120 LBS
MULLEN BURST	ASTM D 3786	800 PSI
TRAPEZOID TEAR	ASTM D 4533	120 LBS
UV RESISTANCE	ASTM D 4355	80%
APPARENT OPENING SIZE	ASTM D 4751	40 US SIEVE
FLOW RATE	ASTM D 4441	40 GAL/MIN/SQFT
PERMITTIVITY	ASTM D 4441	0.55 SEC-1

MODERATE TO HIGH FLOW GEO TEXTILE FABRIC TABLE		
FABRIC PROPERTY	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D 4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D 4632	20%
PUNCTURE	ASTM D 4833	135 LBS
MULLEN BURST	ASTM D 3786	420 PSI
TRAPEZOID TEAR	ASTM D 4533	45 LBS
UV RESISTANCE	ASTM D 4355	90%
APPARENT OPENING SIZE	ASTM D 4751	20 US SIEVE
FLOW RATE	ASTM D 4441	200 GAL/MIN/SQFT
PERMITTIVITY	ASTM D 4441	1.5 SEC-1



SILT FENCE INSTALLATION

- NOTES:
1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
 2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF SITE AND CAN BE PERMANENTLY STABILIZED.
 3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



SWPPP INFORMATION SIGN

- NOTES:
1. "SWPPP INFORMATION" MUST BE DISPLAYED PROMINENTLY ACROSS THE TOP OF THE SIGN AS SHOWN IN THE DETAIL.
 2. SIGN TO BE CONSTRUCTED OF RIGID MATERIAL, SUCH AS PLYWOOD OR OUTDOOR SIGN BOARD. SIGN MUST BE CONSTRUCTED IN A MANNER TO PROTECT DOCUMENTS FROM DAMAGE DUE TO WEATHER; WIND, SUN, MOISTURE, ETC.
 3. THE SWPPP INFORMATION SIGN MUST BE LOCATED NEAR THE ENTRANCE/EXIT OF THE SITE, SUCH THAT IT IS ACCESSIBLE/VISIBLE BY THE GENERAL PUBLIC, BUT NOT OBSTRUCTING VIEWS AS TO CAUSE A SAFETY HAZARD.
 4. ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES THROUGHOUT CONSTRUCTION AND UNTIL THE NOTICE OF TERMINATION (NOT) IS FILED FOR THE PERMIT.
 5. CONTRACTOR SHALL POST OTHER STORM WATER AND/OR EROSION AND SEDIMENT CONTROL RELATED PERMITS ON THE SIGN AS REQUIRED BY THE LOCAL AGENCY.
 6. SIGN SHALL BE LOCATED OUTSIDE OF THE PUBLIC RIGHT OF WAY AND EASEMENTS UNLESS APPROVED BY THE GOVERNING AGENCY.
 7. CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THIS SWPPP INFORMATION SIGN.

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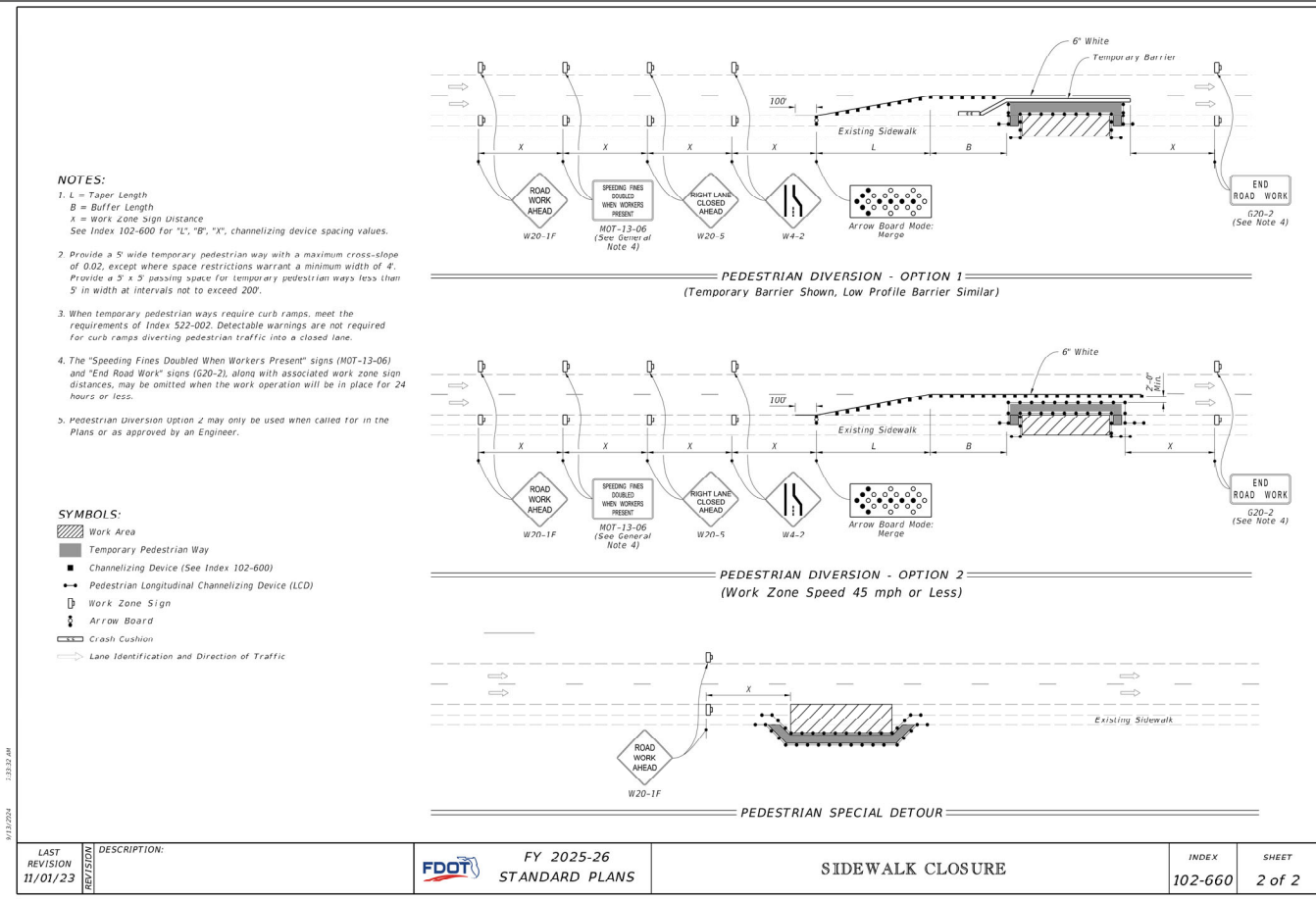
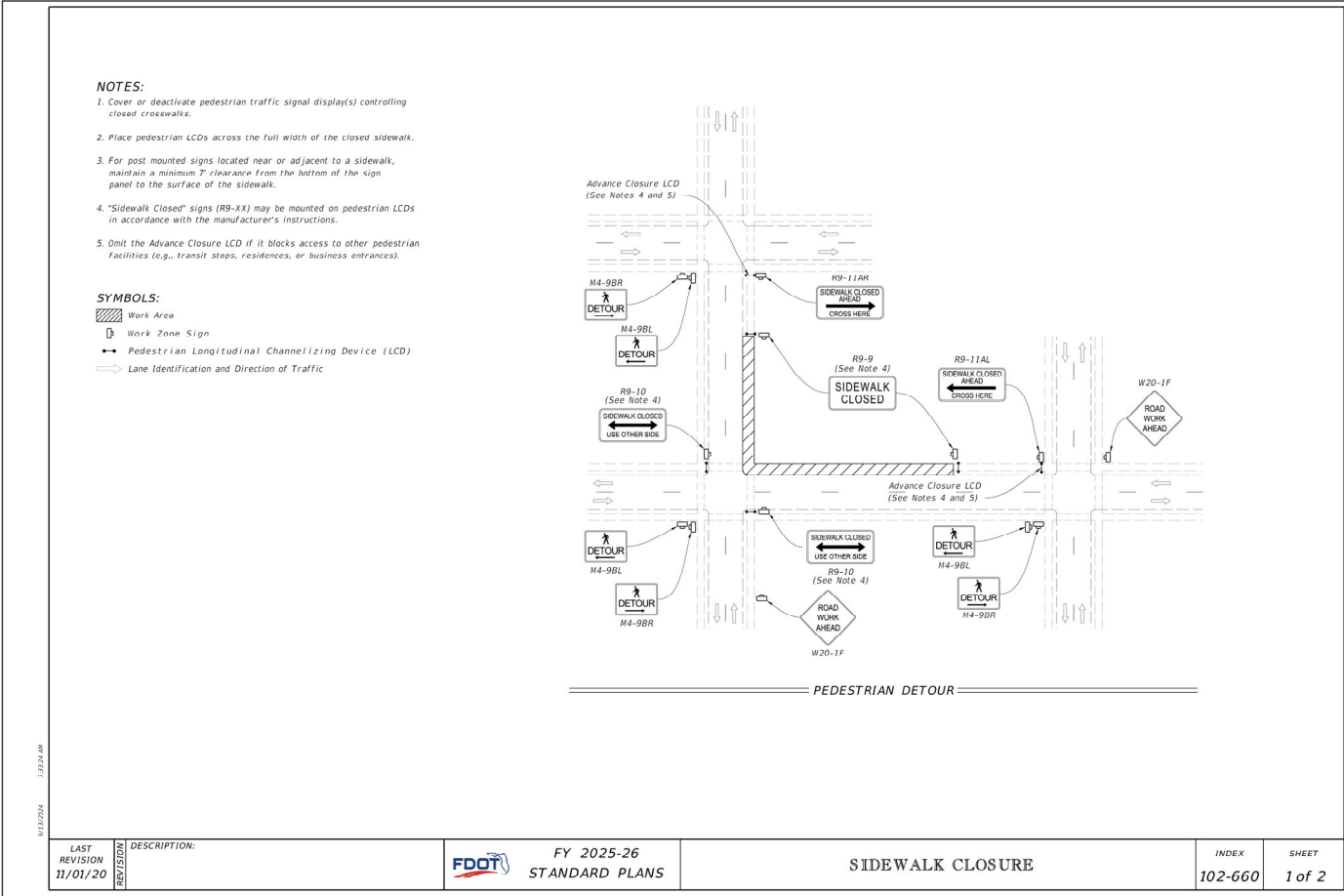
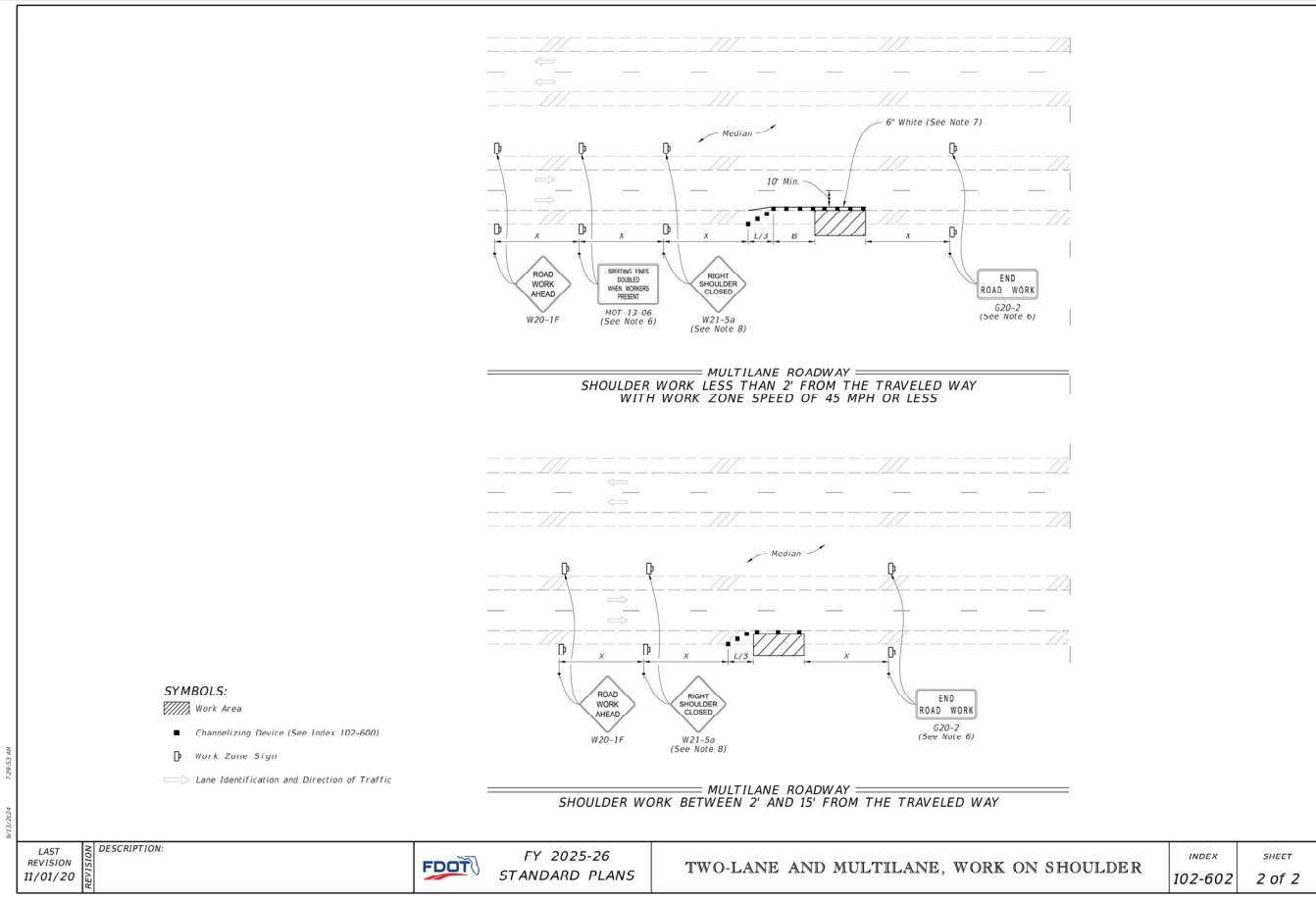
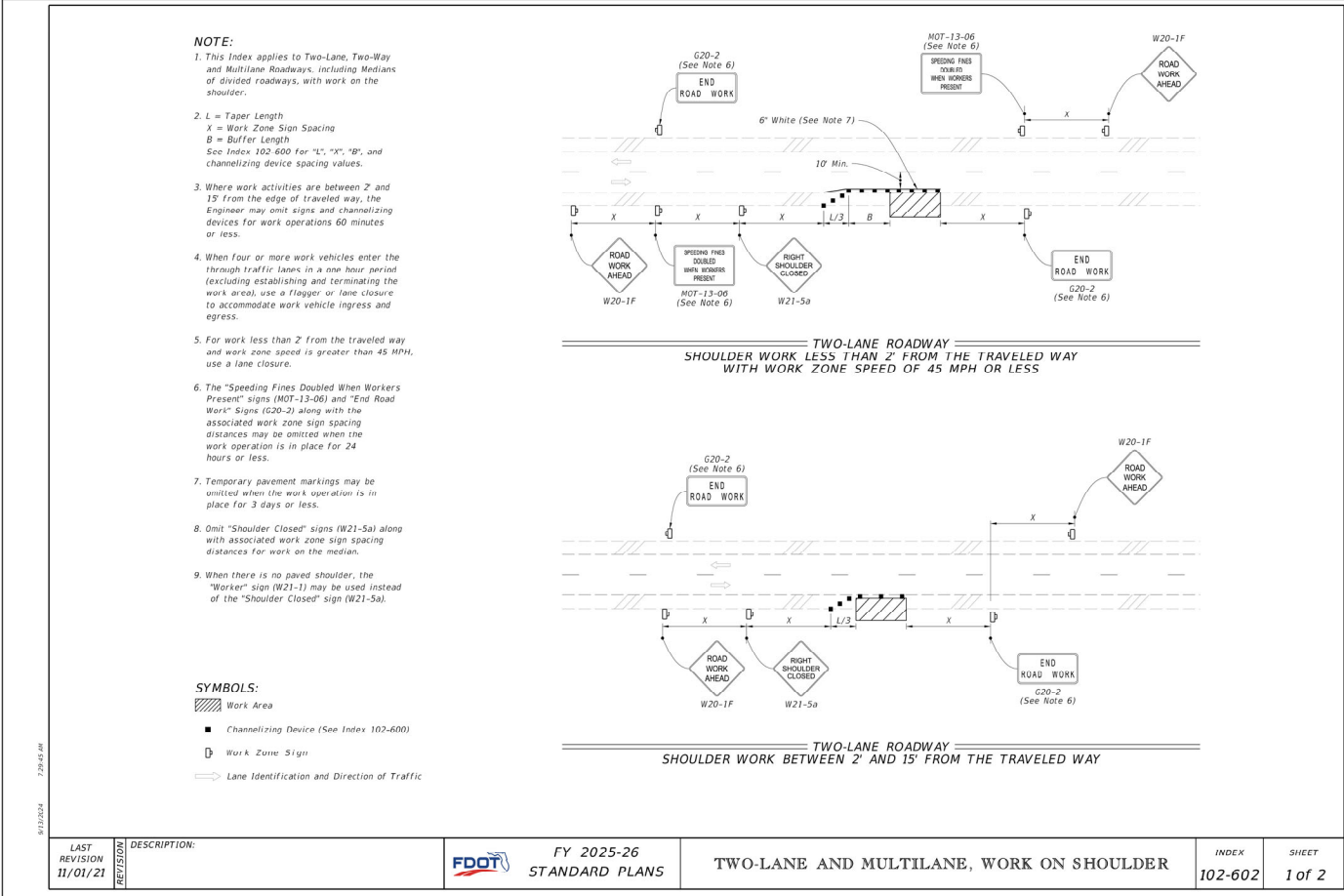
#	DATE	DESCRIPTION
4/3/26		OCALA

PROJECT #:	CS101
DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.M.

EROSION CONTROL DETAILS

SHEET #

C.03



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DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

TYP. PEDESTRIAN DETOUR

SHEET #

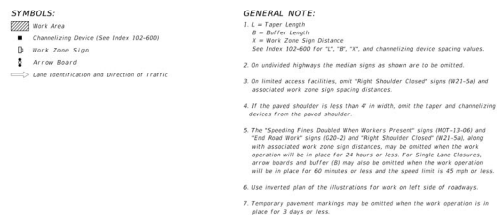
C.04

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		7/17/25
DRAWN BY:		M.D.
REVIEWED BY:		B.H./J.N.

SHEET #

C 04



GENERAL NOTE:

1. L = Taper Length
 B = Buffer Length
 W = Work Space Width
 See Items 102-400 for "T", "B", "L", and "W" spacing dimensions.
2. On limited highways the median signs as shown are to be omitted.
3. On undivided access facilities, only "Right Shoulder Closed" signs (W27-3) and associated work space spacing dimensions.
4. If the guard shoulder is less than 8 ft in width, omit the taper and channelizing devices from the paved shoulder.
5. The "Speeding Fines Doubled When Workers Present" signs (M71-130) and "End Road Work" signs (102-2) and "Right Shoulder Closure" (W21-5), along with the work space taper and channelizing devices, may be omitted when the work operation will be in place for 24 hours or less. For Single Lane Closures, arrow boards and buffer (B) also may be omitted when the work operation will be in place for 60 minutes or less and the taper limit is 45 mph or less.
6. Use inverted panel of the illustrations for work on left side of roadway.
7. Temporary pavement markings may be omitted when the work operation is in place for 60 minutes or less.

LAST REVISION 11/01/21	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	MULTILANE ROADWAY, LANE CLOSURES	INDEX 102-613	SHEET 1 of 5
------------------------------	--------------	--	----------------------------------	------------------	-----------------



SYMBOLS:

-  Work Area
-  Channelizing Device (See Index 102-600)
-  Work Zone Sign
-  Arrow Board
-  Lane Identification and Direction of Traffic

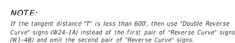
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SYMBOLS:

-  Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
-  Arrow Board
-  Lane Identification and Direction of Traffic

LAST REVISION 11/01/20	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	MULTILANE ROADWAY, LANE CLOSURES	INDEX 102-613	SHEET 3 of 5
------------------------------	--------------	--	----------------------------------	------------------	-----------------



NOTE:
If the tangent distance "T" is less than 600', then use "Double Reverse Curve" signs (W24-7A) instead of the first pair of "Reverse Curve" signs (W1-48) and omit the second pair of "Reverse Curve" signs.

SYMBOLS:

-  Work Area
-  Channelizing Device (See Index 102-600)
-  Work Zone Sign
-  Arrow Board
-  Lower Index if it is less and, Other Line of Travel

LAST REVISION 11/01/20	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	MULTILANE ROADWAY, LANE CLOSURES	INDEX 102-613	SHEET 4 of 5
------------------------------	--------------	--	----------------------------------	------------------	-----------------



SYMBOLS:

-  Work Zone Sign
-  (1) PCMS= Portable Changeable (Variable) Message Sign
-  (2) PRS= Portable Regulatory y Sign=Speed Limit When Flashing
-  (2) RSOU= Radar Speed Display Unit
-  Lane Identification and Direction of Traffic

NOTES

1. Use the Material Awareness System (MAS) for lane closures of at least 5 days (consecutive or not) on multilane divided roadways with a posted speed of 55 mph or greater when workers are present and not protected by a barrier.
2. Locate the Material Awareness devices (i.e., PCS, PRS, and WBS) within the advance warning zone as shown. Continue with the remainder of the work zone lane shifts and devices in accordance with the plans and standards Plans and Specifications appropriate "Lane Closed Ahead" (W20-X) sign.
3. For a posted speed of 65 mph or greater, display speed with a ten mph reduction. For a posted speed of 60 mph, display a reduced speed of 55 mph. For areas outside of the lane closure, use the posted speed limit sign in the next zone.
4. Open the lanes in the median for roadways with two lanes or less in each direction of traffic.

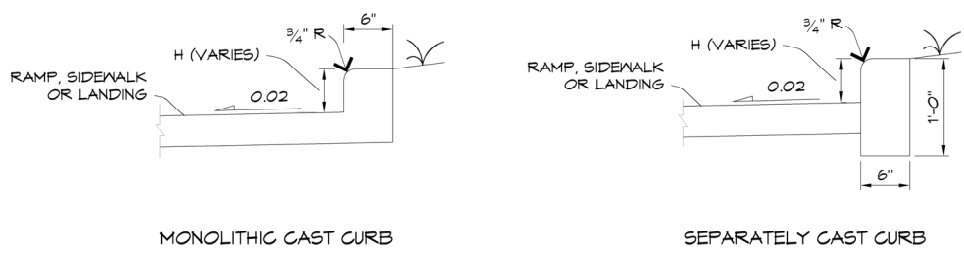
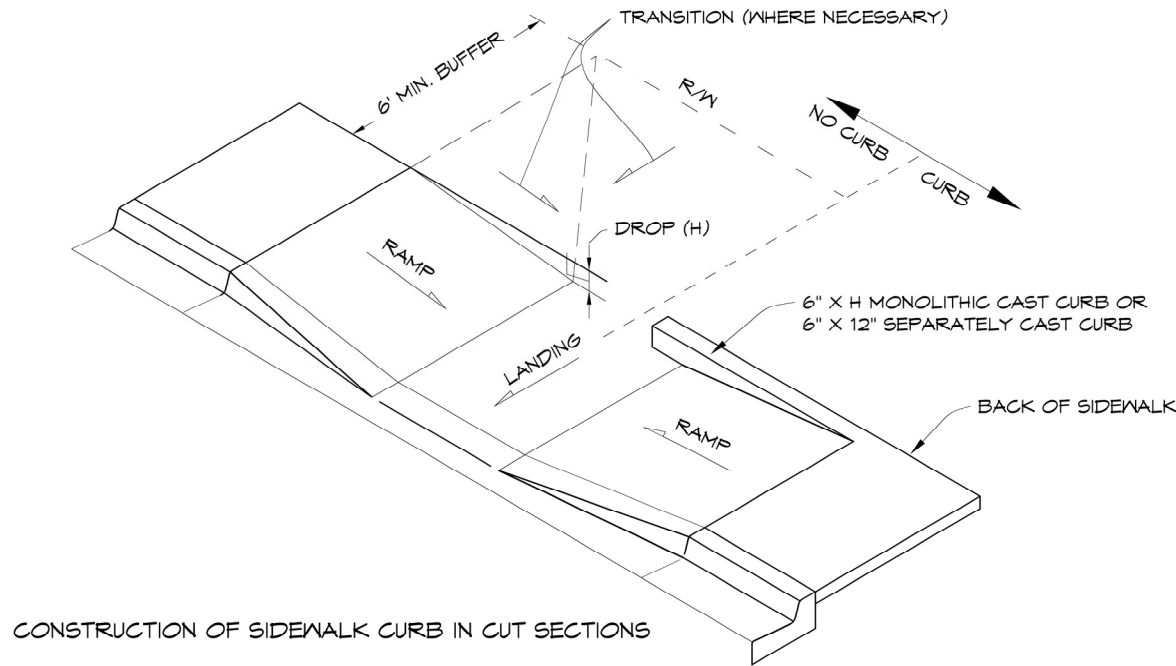
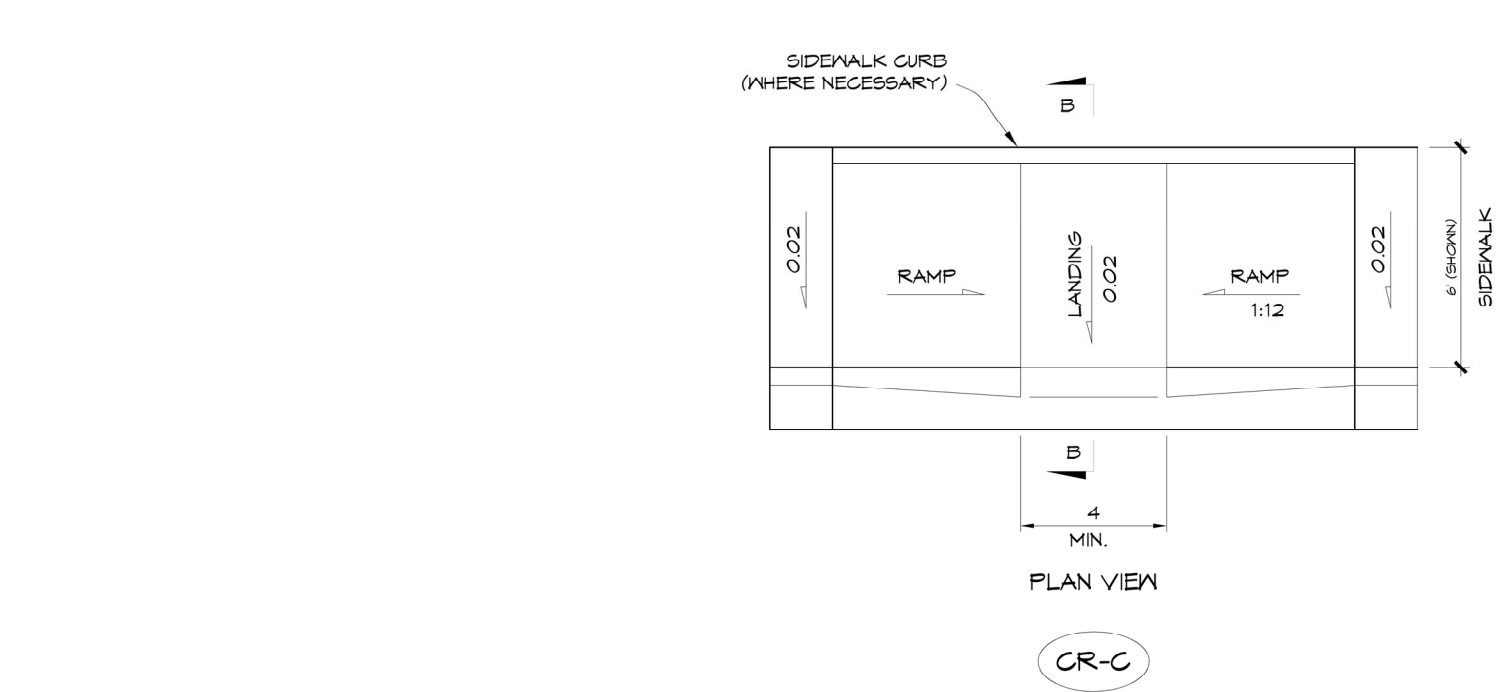
TYPICAL PCMS DISPLAY:

With speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: SPEED REDUCED NEXT XX MI

Without speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: NEXT XX MILES

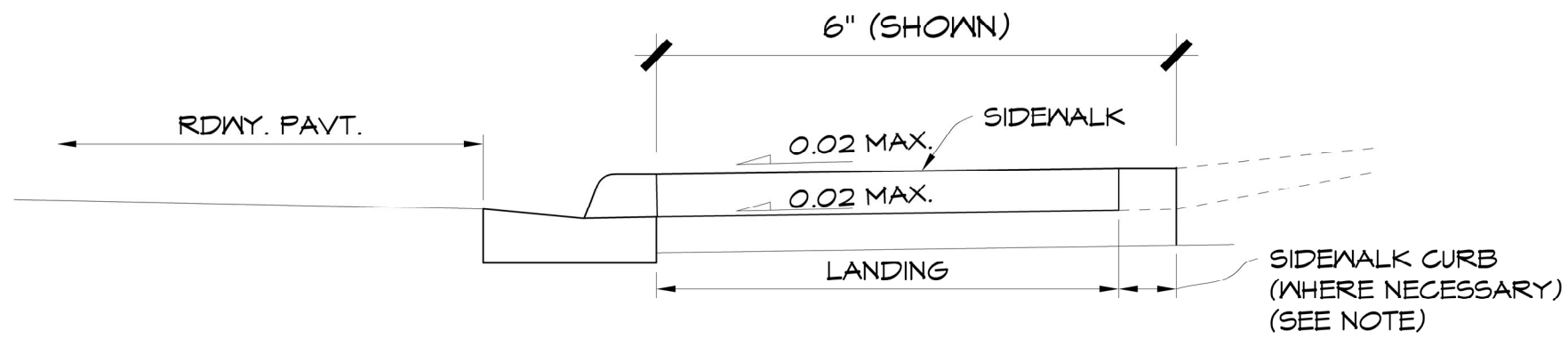
LAST REVISION 11/01/21	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	MULTILANE ROADWAY, LANE CLOSURES	INDEX 102-613	SHEET 5 of 5
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SIDEWALK CURB OPTIONS
SIDEWALK CURB RAMP CR-C AND SIDEWALK CURB

SIDEWALK CURB OPTIONS



NOTE: FOR ADDITIONAL INFORMATION ON SIDEWALK CURB CONSTRUCTION, SEE SIDEWALK CURB OPTIONS DETAILS.

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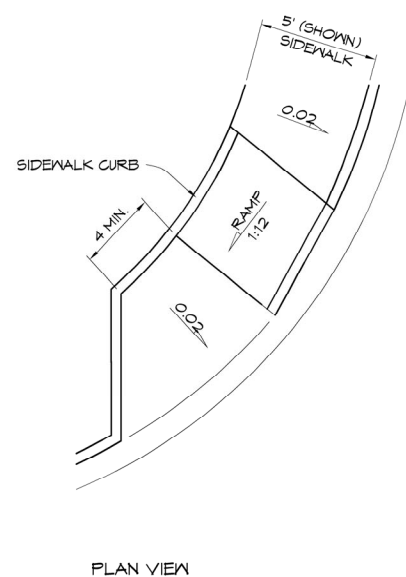
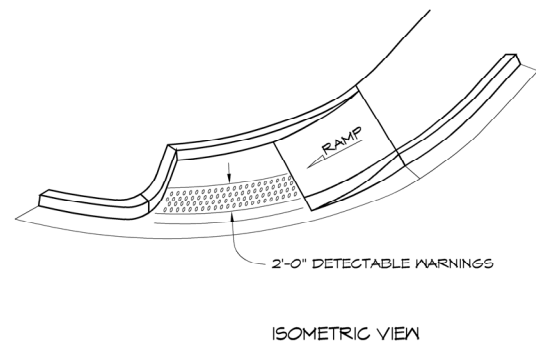
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DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.A.

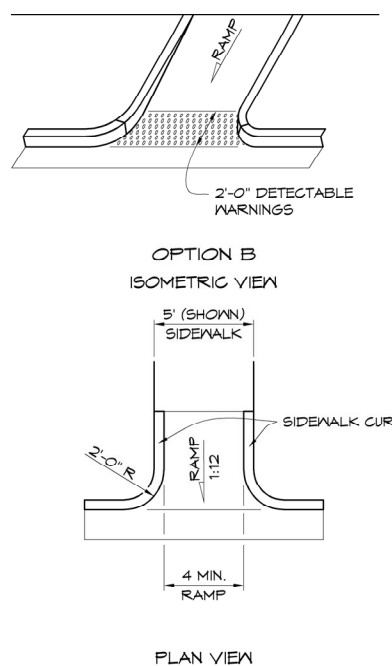
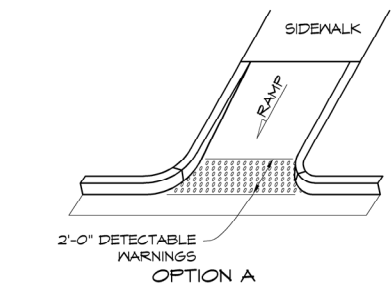
SIDEWALK CONSTRUCTION DETAILS
SHEET #

C.05

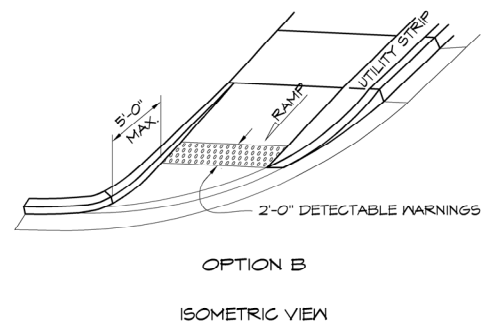
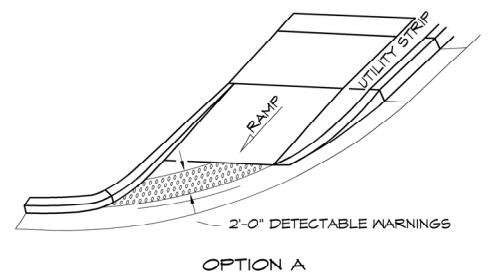
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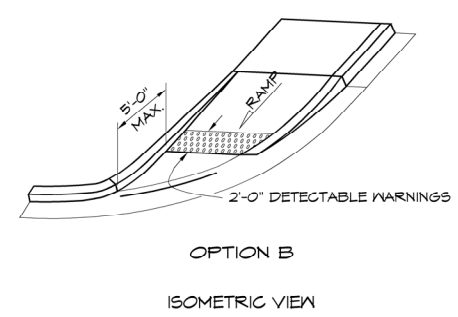
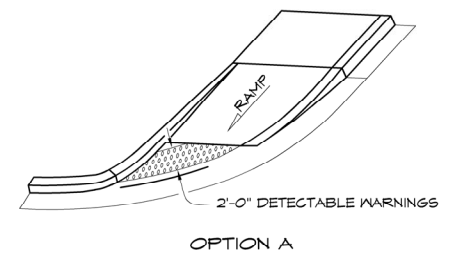
CR-D



CR-E



CR-F



CR-G

SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

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REVIEWED BY:	B.H. / J.W.

SIDEWALK RAMP DETAILS

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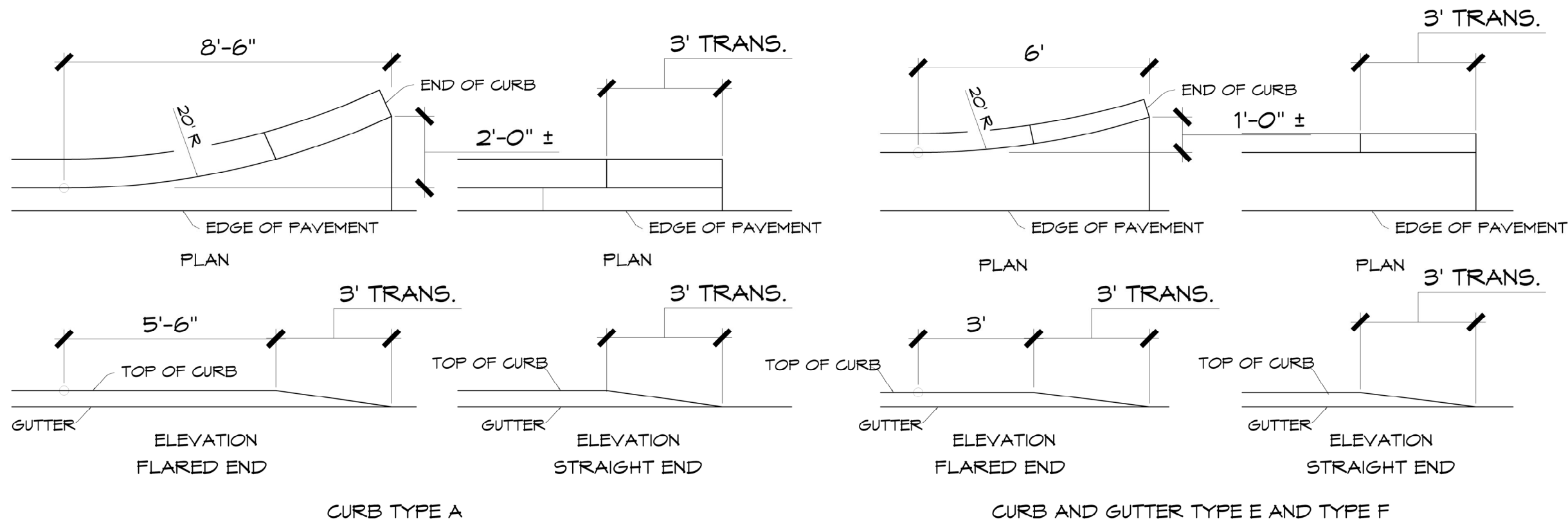
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#	DATE	DESCRIPTION
1	4/8/26	OCALA

PROJECT #: CS101
DATE: 7/17/25
DRAWN BY: M.D.
REVIEWED BY: B.H. / J.W.

CURB & GUTTER ENDINGS

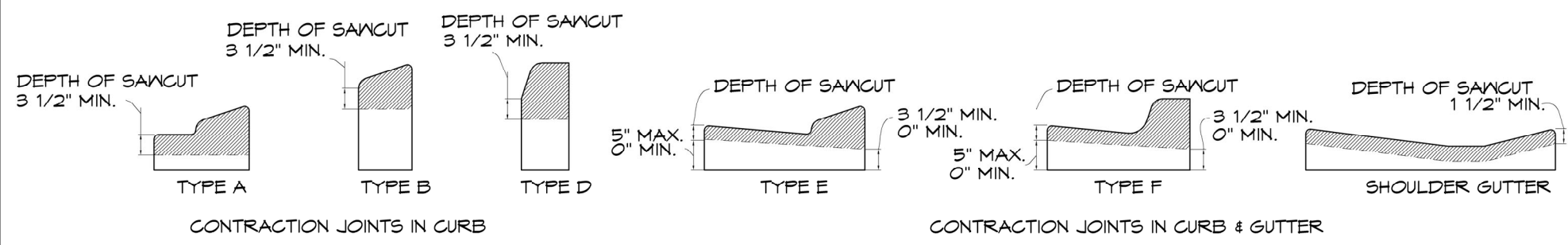
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C.07



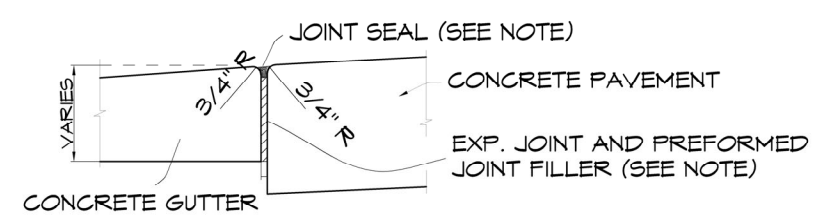
NOTE: ENDS OF TYPE B AND D CURB TRANSITION FROM FULL TO ZERO HEIGHTS IN 3 FT.

CURB AND CURB & GUTTER ENDINGS

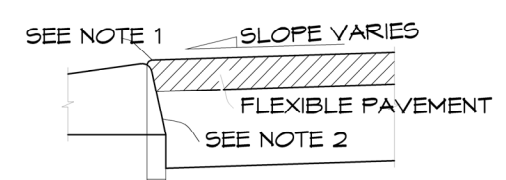


CURB AND GUTTER JOINTS AND ENDINGS, CONCRETE BUMPER GUARD, AND ASPHALTIC CONCRETE CURB
NOTE: SAWCUTS SHOULD BE AVOIDED WITHIN VALLEY GUTTER AND WITHIN CURB AND GUTTER ENDINGS.

EXPANSION JOINT, PREFORMED JOINT FILLER AND JOINT SEAL ARE REQUIRED



NOTE: JOINT SEAL APPLICATION APPLIES TO BOTH HIGH AND LOW SIDES OF PAVEMENT, LOW SIDE SHOWN.



- NOTES:
1. SURFACE ON LOW SIDE OF PAVEMENT TO BE 1/4" ABOVE LIP OF GUTTER. SURFACE ON HIGH SIDE TO BE FLUSH WITH LIP OF CURB OR CURB & GUTTER.
 2. APPLIES TO BOTH HIGH AND LOW SIDES OF PAVEMENT, LOW SIDE SHOWN. APPLIES TO SHOULDER GUTTER ONLY WHERE ADJOINING TRAFFIC LANES.

CURB AND GUTTER AND TYPE A CURB ADJACENT TO FLEXIBLE PAVEMENT

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9"

5"

3"

JOINT SEAL

3/4" R

1 3/4" R

1'-6"

CONCRETE PAVEMENT

1/2" JOINT AND PREFORMED JOINT FILLER (SEE NOTE 1)

NOTE: FOR USE ADJACENT TO CONCRETE OR FLEXIBLE PAVEMENT, CONCRETE SHOWN.

Diagram illustrating the joint seal detail for a concrete pavement joint. The diagram shows a cross-section of the joint seal and the adjacent concrete pavement.

Dimensions and components shown:

- Overall width of the joint seal: 8"
- Width of the joint seal opening: 6"
- Height of the joint seal: 6"
- Radius of the joint seal opening: $2\frac{3}{4}" R$
- Radius of the joint seal opening: $3/4" R$
- Joint seal material: JOINT SEAL
- Concrete pavement: CONCRETE PAVEMENT
- Joint filler: $1/2"$ JOINT AND PREFORMED JOINT FILLER (SEE NOTE 1)
- Overall height of the joint seal assembly: 1'-6"

NOTE: FOR USE ADJACENT TO CONCRETE OR FLEXIBLE PAVEMENT, CONCRETE SHOWN.

Technical drawing of a mechanical part with the following dimensions and features:

- Overall width: 2'-3"
- Overall height: 11"
- Top horizontal segments: 1'-6" and 9"
- Left vertical segment: 6" MIN. (SEE NOTE 2)
- Top-left corner: 3/4" R
- Internal vertical segment: 5"
- Internal horizontal segment: 3"
- Internal corner: 3/4" R
- Bottom-right corner: 3/4" R
- Right vertical segment: 11"

SEE NOTE 2

Diagram illustrating the cross-section of a truck apron and shoulder. The apron width is 2'-3". The apron height is 1'-0". The apron is sloped at 1 1/4" vertical to 3" horizontal (1 1/4" V to 3" H) on both sides. The apron is labeled "SEE NOTE 3". The apron is labeled "TRUCK APRON SURFACE SPECIFIED IN THE PLANS". The apron is labeled "CIRCULATING ROADWAY PAVEMENT".

✓ TRUCK APPROX
— SURFACE
— SPECIFIED IN
THE PLANS

NOTE: TRAFFIC BEARING SECTIONS FOR USE IN
ROUNDBOUT CENTRAL ISLAND CONSTRUCTION

SEE NOTE 2

1'-2"

10"

7 1/2" STD.

5' MIN. (SEE NOTE 2)

3/4" R

6 1/4"

3/4" R

2'-0"

SLOPE TO FIT DRIVEWAY

— SLOPE TO FIT
DRIVEWAY

FACE OF SINGLE-SLOPE CONCRETE BARRIER

MATCH SLOPE OF ADJACENT PAVT. 1'-0" JOINT SEAL

MATCH PAVT. AND BASE 3/4" R

FLEXIBLE PAVT. AND BASE

TOLL HEADER CURB

SINGLE-SLOPE CONCRETE BARRIER

1/2" JOINT AND PREFORMED JOINT FILLER

NOTE:
SEE THE TOLL SITE DETAILS FOR CONDUIT REQUIREMENTS.

Diagram illustrating the cross-section of a valley gutter. The diagram shows a road surface with a curb and gutter on the left, a valley gutter in the center, and a future curb and gutter construction on the right. Key features include:

- 20' R OR AS SHOWN IN PLANS**: Radius of the curve.
- 1/2" EXPANSION JOINT**: Joint between the curb and gutter and the valley gutter.
- CURB AND GUTTER**: The existing curb and gutter on the left.
- VALLEY GUTTER**: The central gutter area.
- FUTURE CURB AND GUTTER CONSTRUCTION**: The proposed curb and gutter on the right.
- Dimensions**: 1'-10" and 1'-2" are indicated for the gutter width and curb height.
- Labels A, B, C**: Markers for specific points or sections.

7 1/2'

1'-2"

1'-10"

6' MIN.
(SEE NOTE 2)

6 1/4"

3'-0"

7 1/2'

3/4" R

Technical drawing of a mechanical part with the following dimensions and features:

- Overall width: 1'-2"
- Overall height: 1'-0"
- Top horizontal segments: 1'-10" and 6"
- Bottom horizontal segments: 3'-6" and 8"
- Vertical segments on the right: 6" and 6"
- Left vertical segment: 6" MIN. (SEE NOTE 2)
- Internal vertical segment: 6 1/4"
- Curved transitions: 3/4" R (top left), 1/2" R (top right), and 1/2" R (bottom right)

Diagram illustrating the cross-section of a standard shoulder line. The diagram shows a cross-section with the following dimensions and labels:

- SHOULDER PAVEMENT**: The top left section.
- 2'-0"**: Horizontal distance from the shoulder pavement to the start of the shoulder line.
- 6"**: Horizontal distance from the start of the shoulder line to the centerline.
- 1'-0"**: Horizontal distance from the centerline to the **EARTH BERM**.
- STANDARD SHOULDER LINE**: The main sloped section.
- 3'-6"**: Total horizontal width of the shoulder line.
- 3/4" R**: Radius of the curve at the shoulder pavement and earth berm.
- 3/4"**: Vertical height of the shoulder line.
- 3/4"**: Vertical height of the shoulder line.

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# / DATE	DESCRIPTION
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C. 08

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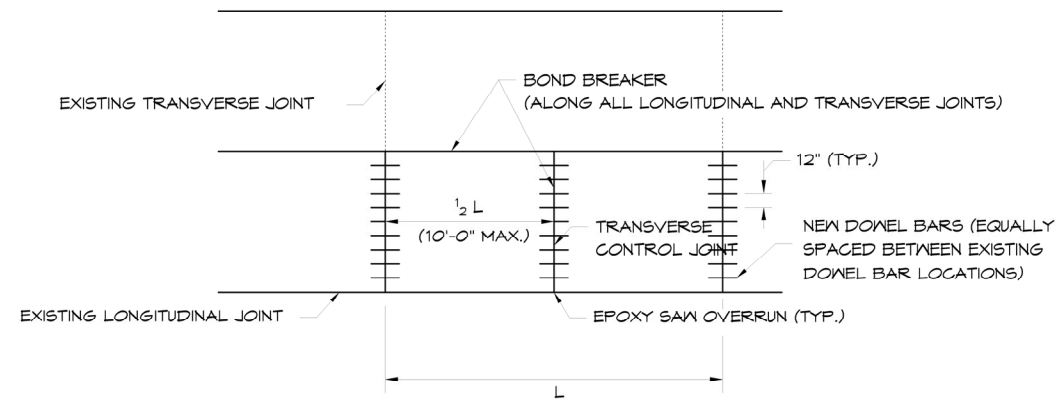


FIGURE 10.3 - FULL SLAB FULL DEPTH REPLACEMENT

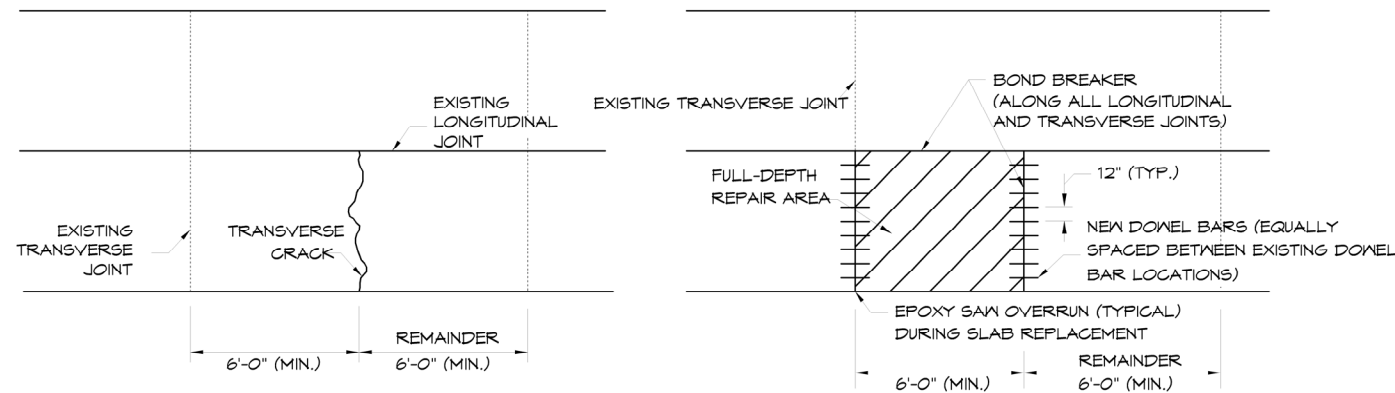


FIGURE 10.2 - REPAIR METHOD: NONE OR CLEAN AND SEAL

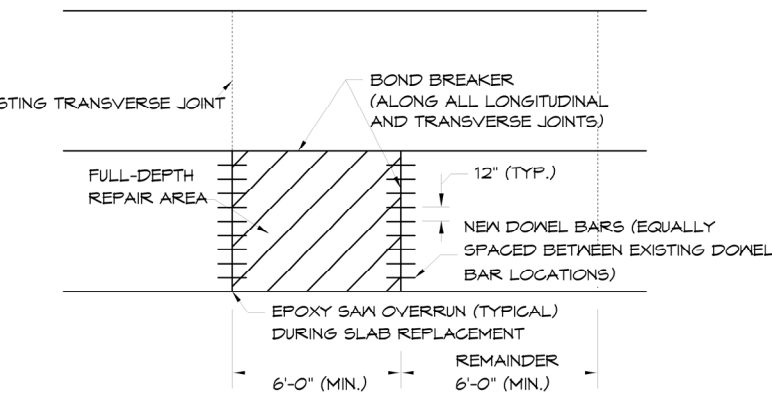


FIGURE 10.4 - PARTIAL SLAB FULL DEPTH REPLACEMENT

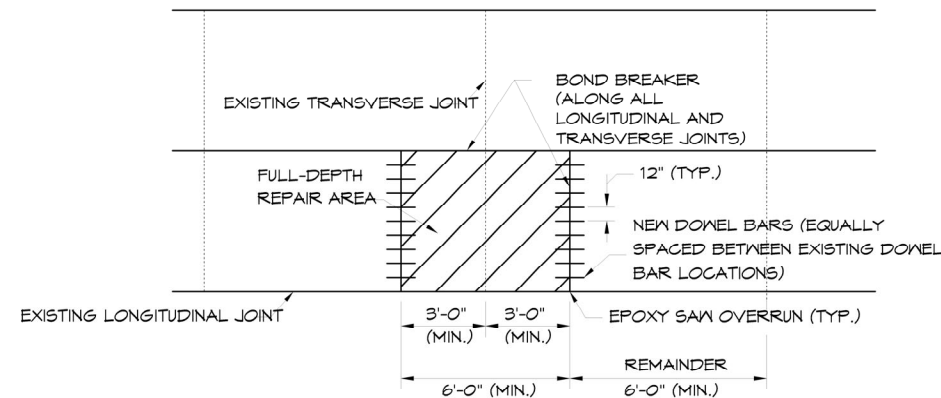


FIGURE 10.5 - FULL-DEPTH REPAIR ON BOTH SIDES OF THE JOINT

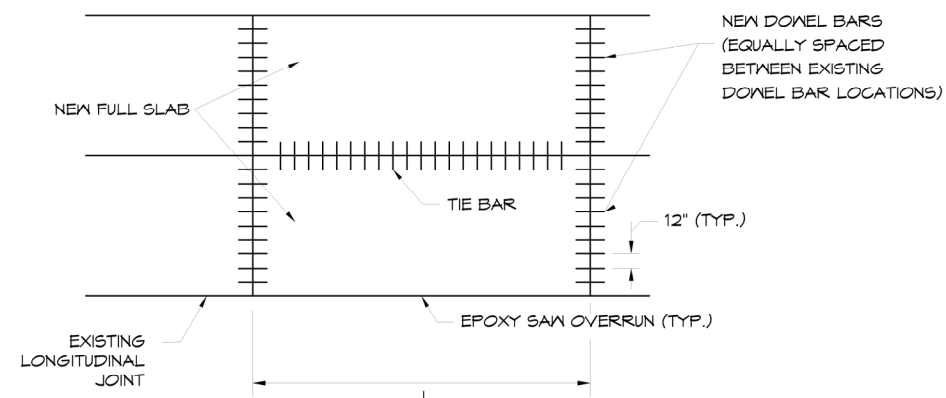


FIGURE 10.6 - MULTIPLE SLAB FULL DEPTH REPLACEMENT

CONCRETE SLAB REPAIR AND REPLACEMENT CRITERIA

DISTRESS PATTERN	SEVERITY/DESCRIPTION		REPAIR METHOD	REFERENCE
CRACKING				
LONGITUDINAL	LIGHT	< 1/8", NO FAULTING, SPALLING<1/8"WIDE	NONE	FIGURE 10.2
	MODERATE	1/8" <WIDTH < 1/2", SPALLING <3" WIDE	CLEAN AND SEAL	FIGURE 10.2
	SEVERE	WIDTH >1/2", SPALLING >3" FAULTING>1/2"	REPLACE	FIGURE 10.3
TRANSVERSE	LIGHT	< 1/8", NO FAULTING, SPALLING<1/8"WIDE	NONE	FIGURE 10.2
	MODERATE	1/8" <WIDTH < 1/2", SPALLING <3" WIDE	CLEAN AND SEAL	
	SEVERE	WIDTH >1/2", SPALLING >3" FAULTING>1/2"	REPLACE	FIGURE 10.3, 10.4 AND 10.5
CORNER BREAKS	A CORNER OF THE SLAB IS SEPARATED BY A CRACK THAT INTERSECTS THE ADJACENT LONGITUDINAL AND TRANSVERSE JOINT, DESCRIBING AN APPROXIMATE 45° ANGLE WITH THE DIRECTION OF TRAFFIC.		FULL DEPTH	FIGURE 10.4 AND 10.5
INTERSECTING RANDOM CRACKS (SHATTERED SLAB)	CRACKING PATTERNS THAT DIVIDE THE SLAB INTO THREE OR MORE SEGMENTS.		FULL DEPTH	FIGURE 10.3 AND 10.4
JOINT DEFICIENCIES				
SPALL NONWHEEL PATH	LIGHT	SPALL WIDTH 1/8", < 1/2 SLAB DEPTH, <12" IN LENGTH	NONE	FIGURE 10.4 AND 10.5
	MODERATE	1 1/2" <SPALL WIDTH <3", < 1/2 SLAB DEPTH, <12" IN LENGTH	NONE	FIGURE 10.4 AND 10.5
	SEVERE	SPALL WIDTH >3" OR LENGTH >12"	FULL DEPTH	FIGURE 10.4 AND 10.5
SPALL WHEEL PATH	LIGHT	SPALL WIDTH 1/8", <THAN 1/2 SLAB DEPTH, <12" IN LENGTH	NONE	FIGURE 10.4 AND 10.5
	MODERATE	1 1/2" <SPALL WIDTH <3", < 1/2 SLAB DEPTH, <12" IN LENGTH	FULL DEPTH	FIGURE 10.4 AND 10.5
	SEVERE	SPALL WIDTH >3" OR LENGTH >12"	FULL DEPTH	FIGURE 10.4 AND 10.5
SURFACE DETERIORATION				
POP OUTS NONWHEEL PATH	SMALL PIECES OF SURFACE PAVEMENT BROKEN LOOSE, NORMALLY RANGING FROM 1 TO 4 IN. DIAMETER AND 1/2 TO 2 IN. IN DEPTH.			
	LIGHT	NOT DEEMED TO BE A TRAFFIC HAZARD	KEEP UNDER OBSERVATION	
	SEVERE	FLYING DEBRIS DEEMED A TRAFFIC HAZARD	FULL DEPTH	FIGURE 10.4
POP OUTS WHEEL PATH	SMALL PIECES OF SURFACE PAVEMENT BROKEN LOOSE, NORMALLY >3" DIAMETER AND 2" IN DEPTH.			
	LIGHT	DEEMED TO BE A TRAFFIC HAZARD	FULL DEPTH	FIGURE 10.4
	SEVERE	FLYING DEBRIS DEEMED A TRAFFIC HAZARD	FULL DEPTH	FIGURE 10.4
MISCELLANEOUS DISTRESS				
FAULTING	ELEVATION DIFFERENCES ACROSS JOINTS OR CRACKS.			
	LIGHT	FAULTING <4/32"	NONE	
	MODERATE	4 <FAULTING <16/32"	GRIND	
	SEVERE	FAULTING >16/32"	GRIND	
LANE TO SHOULDER DROP-OFF	LIGHT	0 <DROP-OFF <1"	NONE	N/A
	MODERATE	1" <DROP-OFF <3"	BUILD UP	
	SEVERE	DROP-OFF >3 "	BUILD UP	
WATER BLEEDING OR PUMPING	SEEPING OR EJECTION OF WATER THROUGH JOINTS OR CRACKS.		INSTALL APPROPRIATE DRAINAGE, EDGE DRAIN, PERMEABLE SUBBASE, RESEAL JOINTS, ETC.	N/A
BLOWUPS	UPWARD MOVEMENT AT TRANSVERSE JOINTS OR CRACKS OFTEN ACCOMPANIED BY SHATTERING OF THE CONCRETE.		FULL DEPTH	FIGURE 10.3 AND 10.4

GENERAL NOTES

- FOR REPAIR AND REPLACEMENT CRITERIA SEE SLAB REPAIR SCHEDULE ON THIS PAGE
- FULL DEPTH REPAIRS CONSIST OF REMOVING AND REPLACING AT LEAST A PORTION OF THE EXISTING SLAB TO THE BOTTOM OF THE CONCRETE.
- REPAIR BOUNDARIES SHALL BE SAWED FULL-DEPTH WITH DIAMOND SAW BLADES. ON HOT DAYS, IT MAY NOT BE POSSIBLE TO MAKE THIS CUT WITHOUT FIRST MAKING A WIDE, PRESSURE RELIEF CUT WITHIN THE REPAIR BOUNDARIES. A CARBIDE-TIPPED WHEEL SAW MAY BE USED FOR THIS PURPOSE, BUT THE WHEEL SAW MUST NOT INTRUDE ON THE ADJACENT LANE, UNLESS THE LANE IS SLATED FOR REPAIR. THE WHEEL SAW CUTS PRODUCE A RAGGED EDGE THAT PROMOTES EXCESSIVE SPALLING ALONG JOINTS. HENCE, IF WHEEL SAW CUTS ARE MADE, DIAMOND SAW CUTS MUST BE MADE 18 IN. OUTSIDE THE WHEEL SAW CUTS. TO PREVENT DAMAGE TO THE BASE, THE WHEEL SAW MUST NOT BE ALLOWED TO PENETRATE MORE THAN 0.5 IN. INTO THE BASE.
- NO ADDITIONAL BASE OR SUBGRADE MATERIAL SHALL BE ADDED AND ALL LOOSE BASE OR SUBGRADE MATERIAL SHALL BE REMOVED PRIOR TO PLACEMENT OF THE NEW CONCRETE SLAB. THE CONCRETE SLAB SHALL BE PLACED TO THE FULL DEPTH OF THE MATERIAL REMOVED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR ADDITIONAL CONCRETE REQUIRED TO BRING PROPOSED CONCRETE SLAB UP TO FINISHED GRADE.
- REMOVAL OF THE DAMAGED CONCRETE PAVEMENT SHALL BE BY LIFTING. ANY GOOD CONCRETE PAVEMENT WHICH IS DAMAGED DURING REMOVAL OF DAMAGED AREAS SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- IF THE ROADWAY CONTRACT INCLUDES GRINDING, THEN THE SLAB REPLACEMENT SHALL BE PERFORMED FIRST.
- DURING SLAB REPLACEMENT OPERATIONS, FILL ANY SAW CUT OVER RUNS INTO ADJACENT SLABS WITH EPOXY.
- INSTALL TIE BARS AT LONGITUDINAL JOINTS WHEN TWO FULL ADJACENT OR MULTIPLE REPLACED SLABS.

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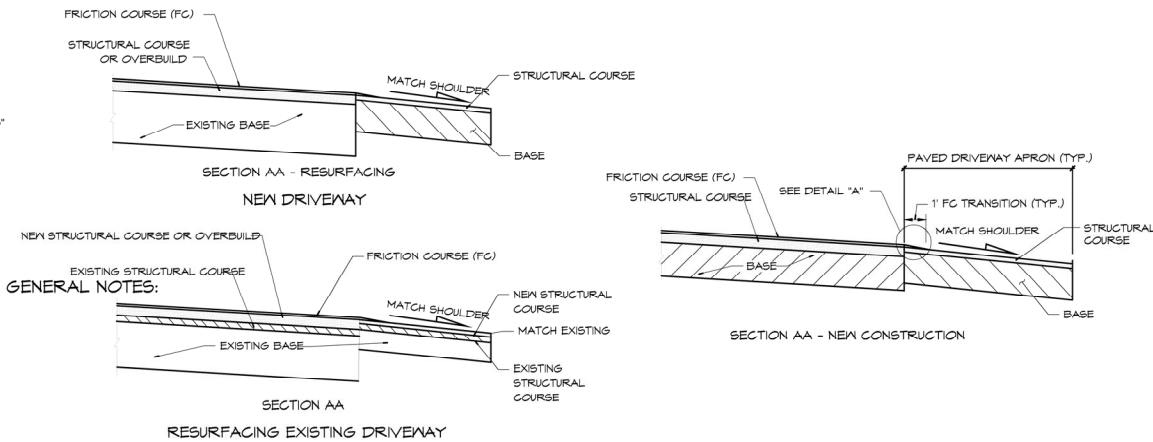
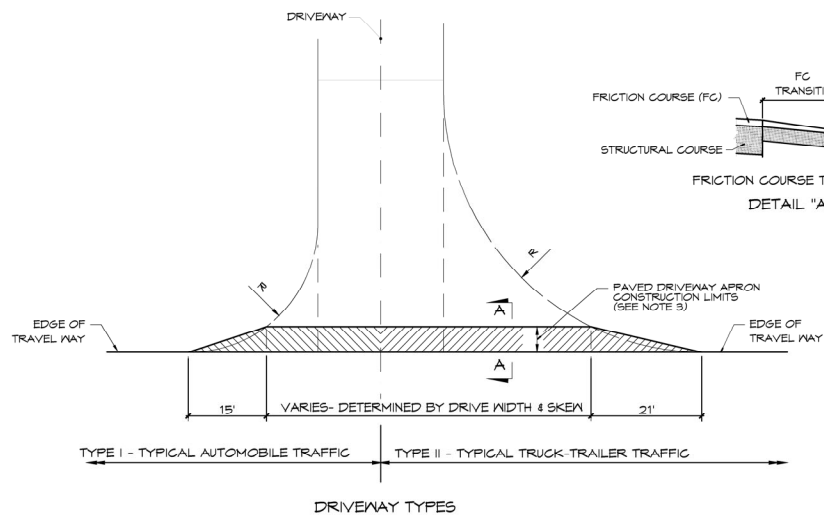
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SLAB REPAIR DETAILS

SHEET #

C.09



AREAS FOR ONE 5' DEEP DRIVEWAY APRON (SY)				
DRIVE WIDTH (FT.)	INTERSECTION			
	NORMAL		SKEWED	
	TYPE I	TYPE II	TYPE I	TYPE II
12	26	51	31	60
14	27	52	33	61
16	28	53	34	63
18	29	54	35	64
20	31	55	37	65
22	32	56	38	67
24	33	57	39	68
26	34	58	40	69
28	35	59	42	70
30	36	61	43	72
32	37	62	44	73
34	38	63	45	74
36	39	64	47	76
38	41	65	48	77
40	42	66	49	78
42	43	67	51	79
44	44	68	52	81
46	45	69	53	82
48	46	71	55	83
50	47	72	56	85
52	48	73	57	86
54	49	74	58	87
56	51	75	60	88
58	52	76	61	90
60	53	77	62	91

MATERIAL TYPES AND THICKNESSES FOR PAVED CONNECTIONS			
COURSE	MATERIALS	MINIMUM THICKNESS (IN.)	
		CONNECTIONS	ROADWAY*
STRUCTURAL	ASPHALTIC CONCRETE	1 1/2"	1 1/2"
BASES	OPT. BASE (SEE SPECIFICATION 285)	O.B.G. 2	O.B.G. 3

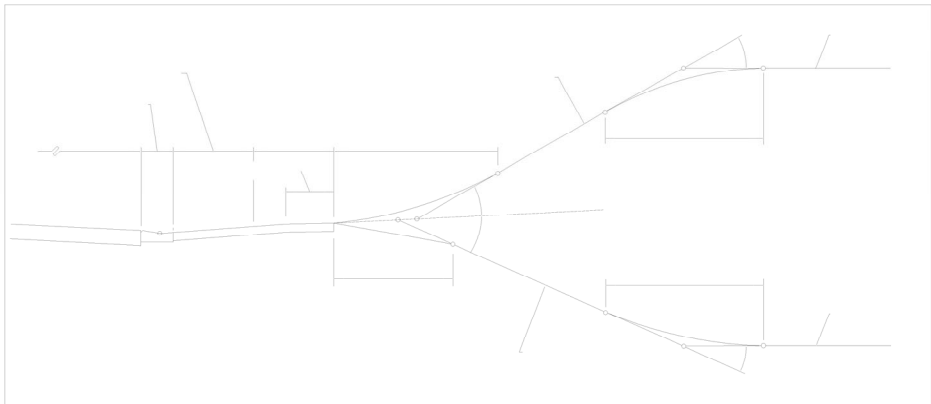
* TRAVEL WAY FLARES (BYPASS LANES), AUXILIARY LANES SERVING MORE THAN A SINGLE CONNECTION, AND ALL MEDIAN CROSSEOVERS INCLUDING THEIR AUXILIARY LANES AND/OR TRANSITION TAPERS.

NOTES

- USE SAME MATERIAL FOR DRIVEWAY STRUCTURAL COURSE AND ROADWAY OVERBUILD OR STRUCTURAL COURSE, EXCEPT AS APPROVED BY THE ENGINEER FOR GRADED CONNECTIONS. OTHER DEPARTMENT-APPROVED EQUIVALENT PAVEMENTS MAY BE USED AT THE DISCRETION OF THE ENGINEER.
- AUXILIARY LANES AND THEIR TRANSITION TAPERS SHALL BE THE SAME STRUCTURE AS THE ABUTTING TRAVEL WAY PAVEMENT THICKNESS OR ANY OF THE ROADWAY STRUCTURES TABULATED ABOVE, WHICHEVER IS THICKER.
- IF AN ASPHALT BASE COURSE IS USED FOR A DRIVEWAY, ITS THICKNESS MAY BE INCREASED TO MATCH THE EDGE OF TRAVEL WAY PAVEMENT THICKNESS IN LIEU OF A SEPARATE STRUCTURAL COURSE. 6" OF PORTLAND CEMENT CONCRETE WILL BE ACCEPTABLE IN LIEU OF THE ASPHALT BASE AND STRUCTURAL COURSES. SEE NOTES 4 AND 5 BELOW.
- A STRUCTURAL COURSE IS REQUIRED FOR FLEXIBLE PAVEMENTS WHEN THEY ARE USED FOR AUXILIARY LANES SERVING MORE THAN A SINGLE CONNECTION.
- USE CLASS NS CONCRETE AT LEAST 6" THICK FOR DRIVEWAYS PAVED WITH PORTLAND CEMENT CONCRETE. CONSTRUCT IN ACCORDANCE WITH SPECIFICATIONS 347, 350, AND 322.
- THE DEPARTMENT MAY REQUIRE OTHER PAVEMENT CRITERIA WHERE LOCAL CONDITIONS WARRANT.

- DRIVEWAYS ARE TO BE CONSTRUCTED OR RESURFACED FOR LOW VOLUME (SINGLE FAMILY, DUPLEX, FARM, ETC.) RESIDENTIAL CONNECTIONS AS DIRECTED BY THE ENGINEER.
- DRIVEWAYS CONSTRUCTION IS NOT REQUIRED FOR LOW VOLUME RESIDENTIAL CONNECTIONS WHERE ROADWAY SHOULDERS ARE PAVED.
- MATCH EXISTING PAVED SHOULDER WIDTHS, 4' FOR ALL OTHER SHOULDERS CONDITIONS, CONSTRUCT AT 5' WIDE.
- CONNECTIONS BEYOND THE SHOULDER WIDTH ARE TO BE CONSTRUCTED AS DIRECTED BY THE ENGINEER.
- CONSTRUCT DRIVEWAY BASE IN ACCORDANCE WITH SPECIFICATION 285.
- PAVEMENT FOR STRUCTURAL COURSE AND FRICTION COURSE IS TO BE INCLUDED IN ROADWAY PAVEMENT PAY ITEM.
- FOR DEFINITIONS AND DESCRIPTIONS OF ACCESS CONNECTION "CATEGORIES" AND ACCESS "CLASSIFICATIONS" OF HIGHWAY SEGMENTS, AND FOR OTHER DETAILED INFORMATION ON ACCESS TO THE STATE HIGHWAY SYSTEM, REFER TO FOOT RULE CHAPTER 14-96, "STATE HIGHWAY CONNECTION PERMITS ADMINISTRATIVE PROCESS" AND RULE CHAPTER 14-97, "STATE HIGHWAY SYSTEM ACCESS MANAGEMENT CLASSIFICATION SYSTEM AND STANDARDS."
- FOR THIS INDEX THE TERM "TURNOUT" APPLIES TO THAT PORTION OF DRIVEWAYS OR SIDE ROADS ADJOINING THE OUTER ROADWAY. FOR THIS INDEX THE TERM "CONNECTION" ENCOMPASSES A DRIVEWAY OR SIDE ROAD AND THEIR APPURTENANT ISLANDS, SEPARATORS, TRANSITION TAPERS, AUXILIARY LANES, TRAVELWAY FLARES, DRAINAGE PIPES AND STRUCTURES, CROSSEOVERS, SIDEWALKS, CURB CUT RAMPS, SIGNING, PAVEMENT MARKING, REQUIRED SIGNALIZATION, MAINTENANCE OF TRAFFIC OR OTHER MEANS OF ACCESS TO OR FROM CONTROLLED ACCESS FACILITIES. THE TURNOUT REQUIREMENTS SET FORTH IN THIS INDEX DO NOT PROVIDE COMPLETE INTERSECTION DESIGN, CONSTRUCTION OR MAINTENANCE REQUIREMENTS. THE LOCATION, POSITIONING, ORIENTATION, SPACING AND NUMBER OF CONNECTIONS AND MEDIAN OPENINGS SHALL BE IN CONFORMANCE WITH FOOT RULE CHAPTER 14-97.
- ON DEPARTMENT CONSTRUCTION PROJECTS ALL DRIVEWAYS NOT SHOWN ON THE PLANS SHALL BE RECONSTRUCTED AT THEIR EXISTING LOCATION IN CONFORMANCE TO THESE STANDARDS, OR, IN CONFORMANCE TO PERMITS ISSUED DURING THE CONSTRUCTION PROJECT.
- DRIVEWAYS SHALL HAVE SUFFICIENT LENGTH AND SIZE FOR ALL VEHICULAR QUEUING, STACKING, MANEUVERING, STANDING AND PARKING TO BE CARRIED OUT COMPLETELY BEYOND THE RIGHT OF WAY LINE, EXCEPT FOR VEHICLES STOPPING TO ENTER THE HIGHWAY. THE TURNOUT AREAS AND DRIVES WITHIN THE RIGHT OF WAY SHALL BE USED ONLY FOR MOVING VEHICLES ENTERING OR LEAVING THE HIGHWAY.
- CONNECTIONS WITH EXPECTED DAILY TRAFFIC OVER 4000 VPD SHALL BE CONSTRUCTED AS INTERSECTING SIDE ROADS. THE DESIGN REQUIREMENT OF THIS INDEX AND THAT OF THE LOCAL GOVERNMENT WILL BE USED TO SELECT APPROPRIATE CONNECTION WIDTHS, RADII AND INTERSECTION DESIGN, SUBJECT TO THE APPROVAL OF THE DEPARTMENT. FOR CONNECTIONS WITH EXPECTED DAILY TRAFFIC LESS THAN 4000 VPD, THE DEPARTMENT WILL DETERMINE IF A DROP CURB OR RADIUS RETURNS ARE REQUIRED IN ACCORDANCE WITH EXISTING OR PLANNED CONNECTIONS. WHERE RADIUS RETURNS APPLY, THE DESIGN REQUIREMENTS OF THIS INDEX AND THAT OF THE LOCAL GOVERNMENT WILL BE USED TO SELECT APPROPRIATE CONNECTION WIDTHS, RADII AND INTERSECTION DESIGN, SUBJECT TO THE APPROVAL OF THE DEPARTMENT.
- FOR CONNECTIONS THAT ARE INTENDED TO DAILY ACCOMMODATE EITHER MULTI-UNIT VEHICLES OR SINGLE UNIT VEHICLES EXCEEDING 30' IN LENGTH, RETURNS WITH 50' RADII SHALL BE USED, UNLESS OTHERWISE CALLED FOR IN THE PLANS OR OTHERWISE STIPULATED BY PERMIT. WHERE LARGE NUMBERS OF MULTI-UNIT VEHICLES WILL USE THE CONNECTION, THE CONNECTION WIDTH AND RADII SHALL BE INCREASED AND AUXILIARY LANES, TAPERS, LANE FLARES, SEPARATORS AND/OR ISLANDS CONSTRUCTED, AS DETERMINED BY THE DEPARTMENT TO BE NECESSARY FOR SAFE TURNING MOVEMENTS.
- ANY CONNECTION REQUIRING OR HAVING A SPECIFIED MEDIAN OPENING WITH LEFT TURN STORAGE AND SERVED DIRECTLY BY THAT OPENING SHALL HAVE RADIAL RETURNS.
- WHERE A CONNECTION IS INTENDED TO ALIGN WITH A CONNECTION ACROSS THE HIGHWAY, THE THROUGH LANES SHALL ALIGN DIRECTLY WITH THE CORRESPONDING THROUGH LANES.
- FOR NEW CONNECTIONS AND FOR CONNECTIONS ON ALL NEW CONSTRUCTION AND RECONSTRUCTION PROJECTS, PAVEMENT MATERIALS AND THICKNESSES SHALL MEET THE REQUIREMENTS APPLICABLE TO EITHER THAT DETAILED FOR "CURBED ROADWAY-FLARED TURNOUTS", OR, THAT DESCRIBED IN "TABLE 515-1" FOR CONNECTIONS WITH RADIAL RETURNS AND/OR AUXILIARY LANES.
- THE RESPONSIBILITY FOR THE COST OF CONSTRUCTION OR ALTERATION TO AN ACCESS CONNECTION SHALL BE IN ACCORDANCE WITH FOOT RULE CHAPTER 14-96.

Figure 214.4.2 Curbed Roadway Driveway Profiles

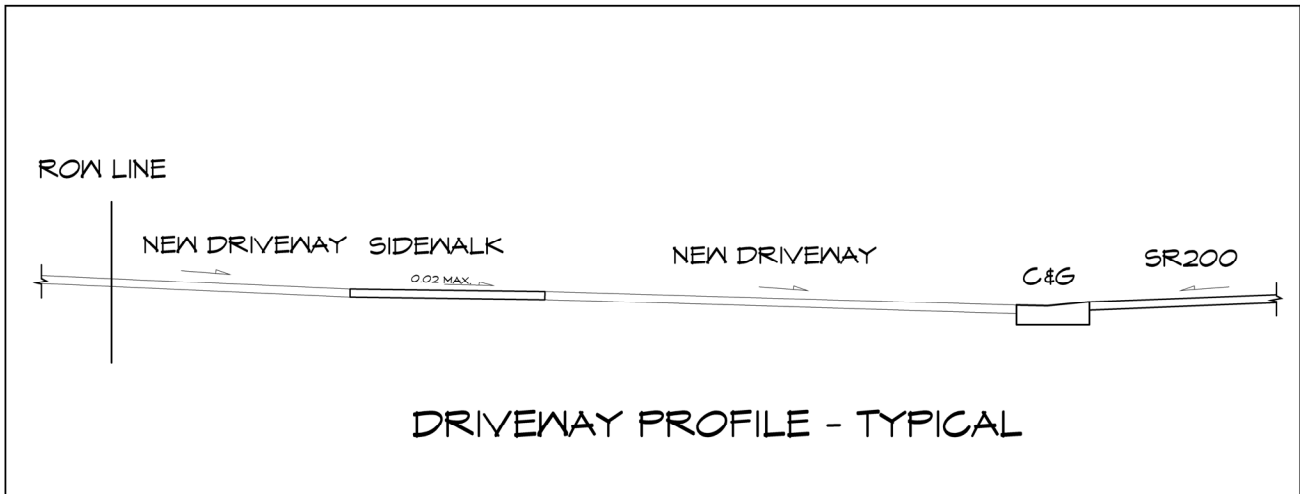


214.4.2 Driveway Profile on Flush Shoulder Roadways

Requirements for driveway profiles connected to flush shoulder roadways are provided in Figure 214.4.3 and Table 214.4.1. Two profile options are included in Figure 214.4.3. Option 1 is intended for locations where roadway, driveway taper, and auxiliary lane stormwater runoff volumes are relatively large. Option 2 is intended for locations where the runoff volumes are relatively small or there is no roadside ditch.

Slope or crown the transition (L) nearest the roadway to direct stormwater runoff to the roadside ditch.

Provide driveway profile grades adjacent to superelevated roadways (see G2 in Figure 214.4.3) with the slopes and break-overs shown in Figure 214.4.4.



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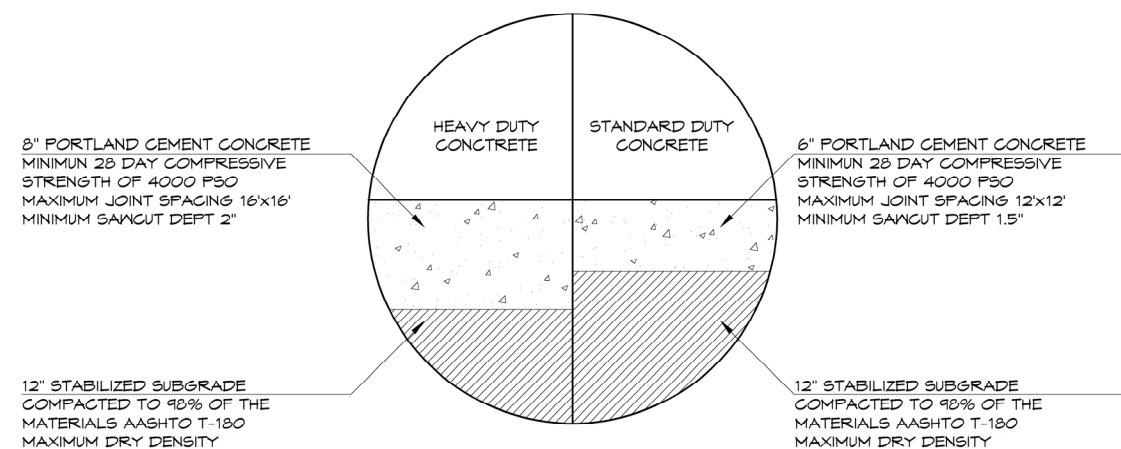
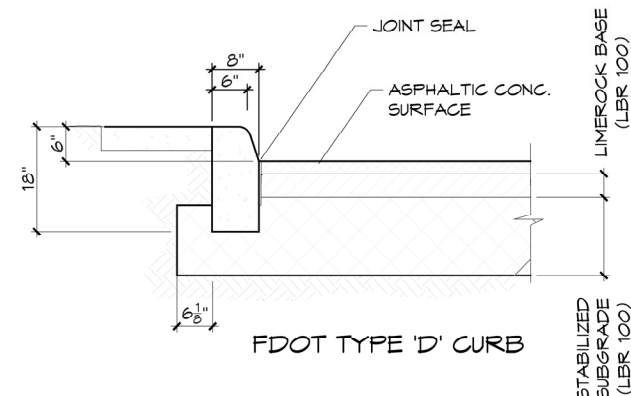
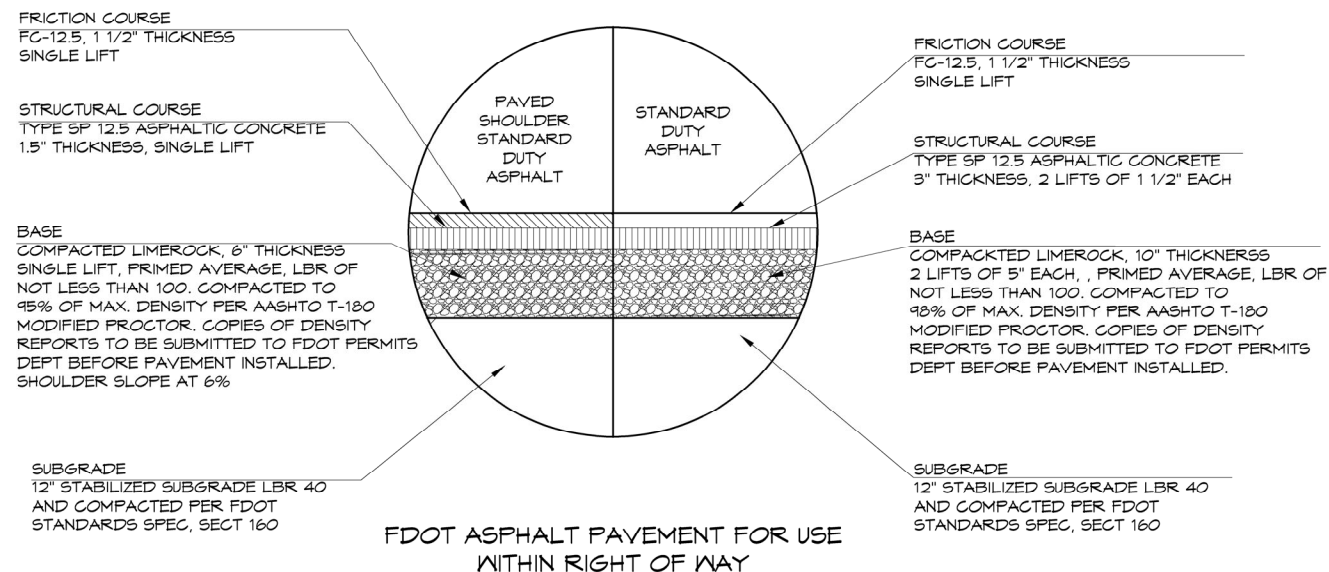
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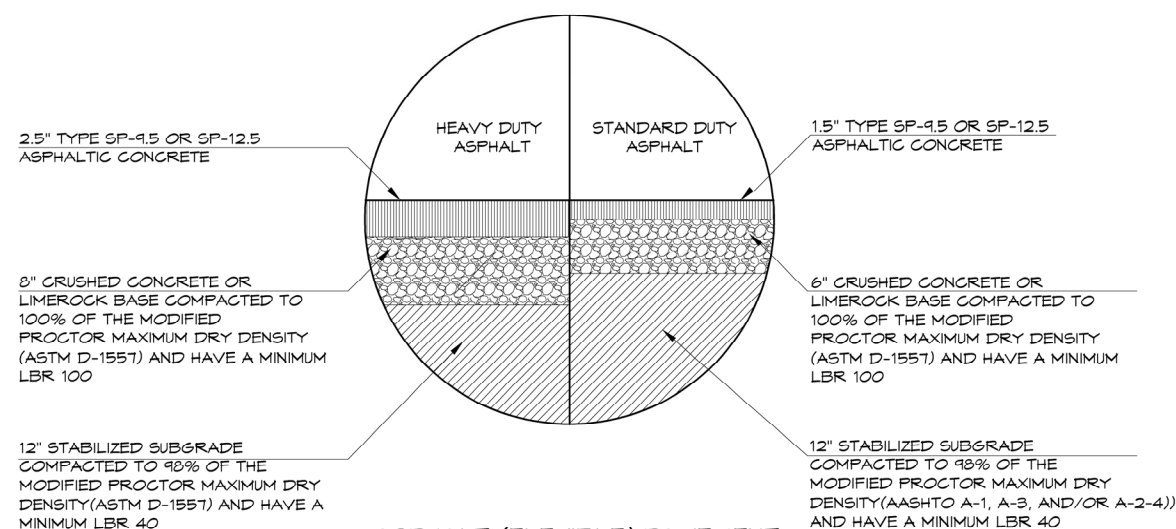
DRIVEWAY RESURFACING DETAILS

SHEET #

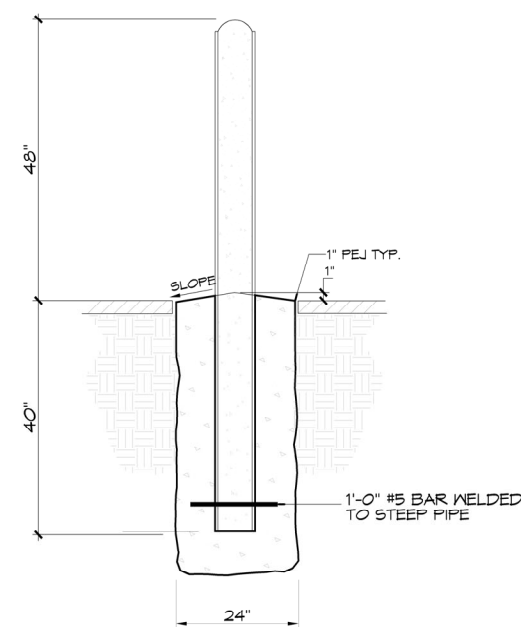
C.10



CONCRETE (RIGID) PAVEMENT



ASPHALT (FLEXIBLE) PAVEMENT



TYP. GUARD RAIL DETAIL

6" DIA., SCH 40, STL PIPE

FILL PIPE WITH 4000 PSI CONCRETE

4000 PSI CONCRETE

FLL W/ CONCRETE. SET IN 18" SQ. CONC. FOOTING, SLOPE TOP TO DRAIN. PRIOR TO INSTALLATION PAINT WITH TWO COATS RUST PROOF PRIMER. THEN WITH TWO COATS BRIGHT YELLOW ENAMEL.

NOTES:

1. ALL POSTS SHALL HAVE 2 COATS OF PRIMER AND 2 COATS OF RED TOP COAT

2. THE PRIMER COAT SHALL MEET THE REQUIREMENTS OF FDOT 971-5

3 PLACE BOLLARD AT SAME TIME APPROACH PADS ARE CONSTRUCTED.

4. SAW CUT AROUND BOLLARD FOOTING

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CONSTRUCTION DETAILS

SHEET #

C.11

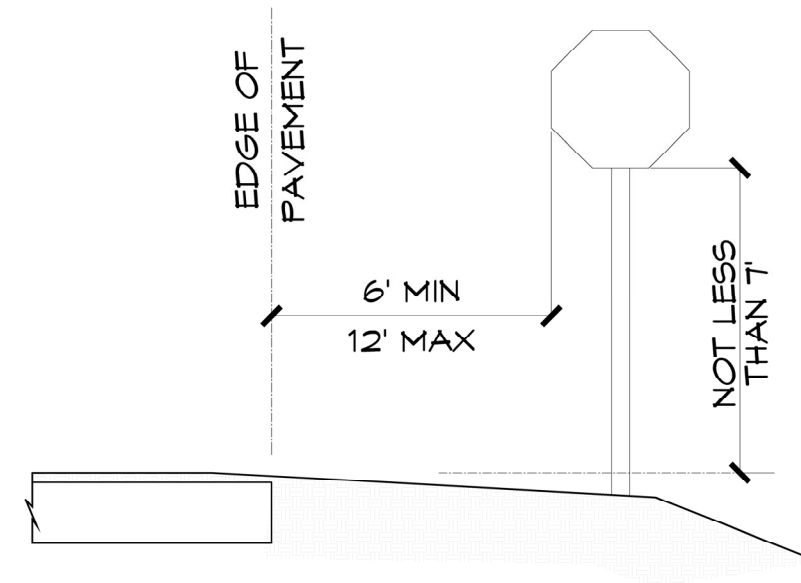
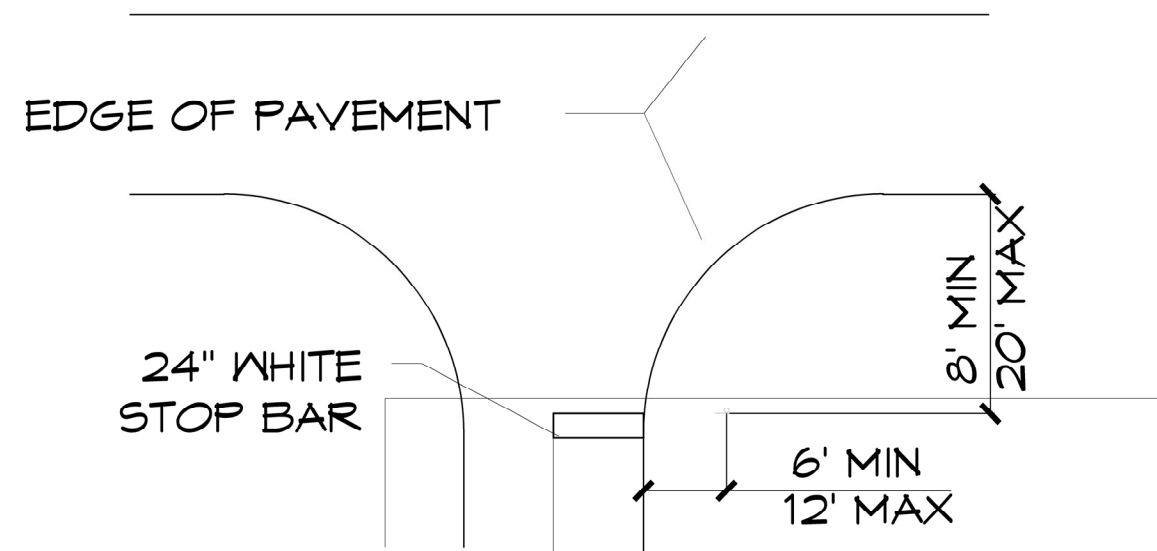


Diagram illustrating the dimensions of a stop sign and a right turn only sign:

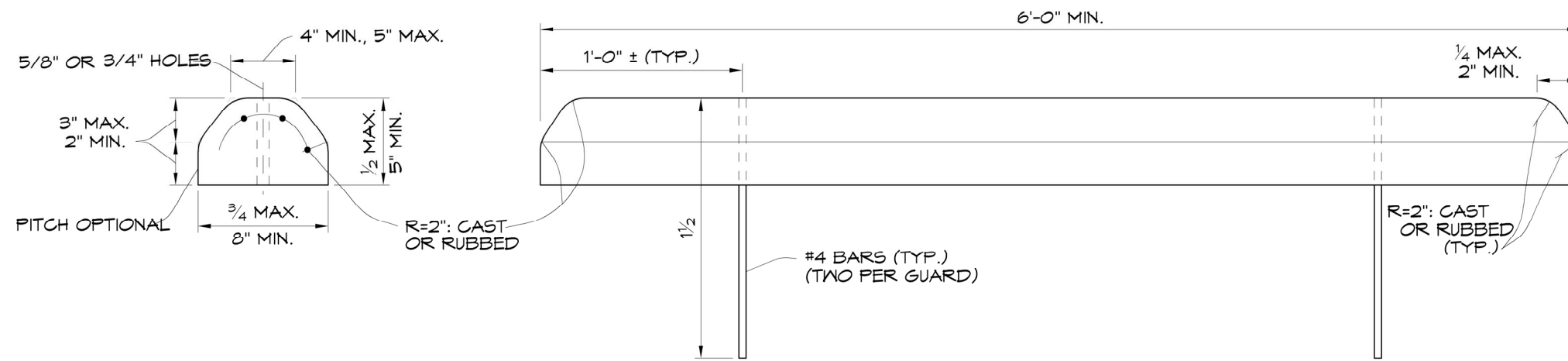
- Stop sign: 36" x 36"
- Right turn only sign: 24" x 36"



RED BACKGROUND
WHITE LETTERS
36"x36"

TYPICAL STOP SIGN
DETAIL (R1-1)

STOP SIGN LOCATION DETAIL



CONCRETE BUMPER GUARD

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OCALA, FL 34474

REVISIONS	
# / DATE	DESCRIPTION
4/3/26	OCALA

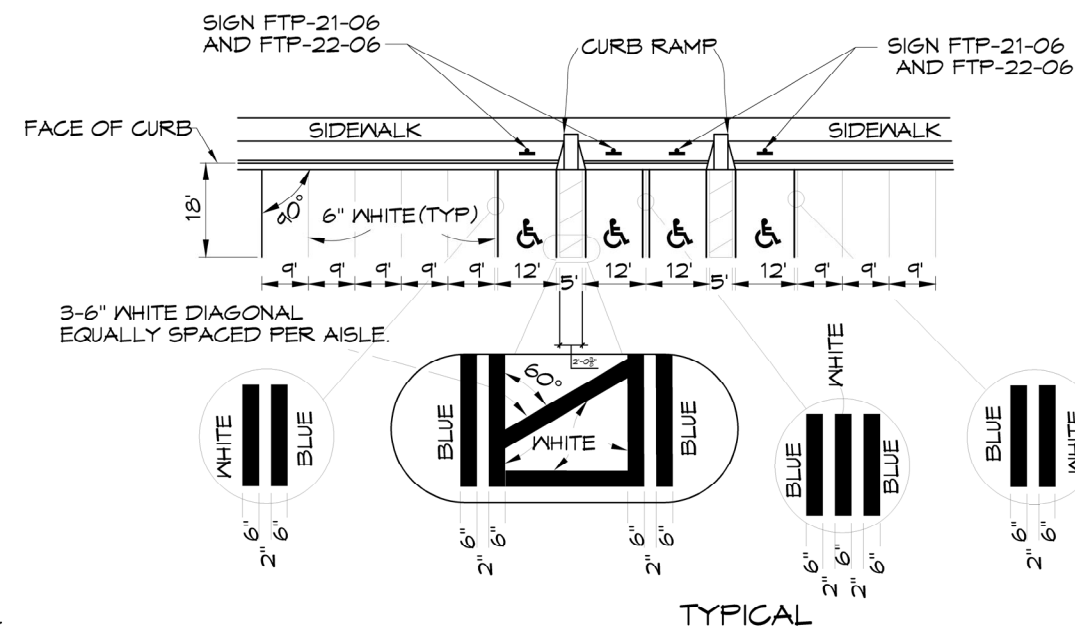
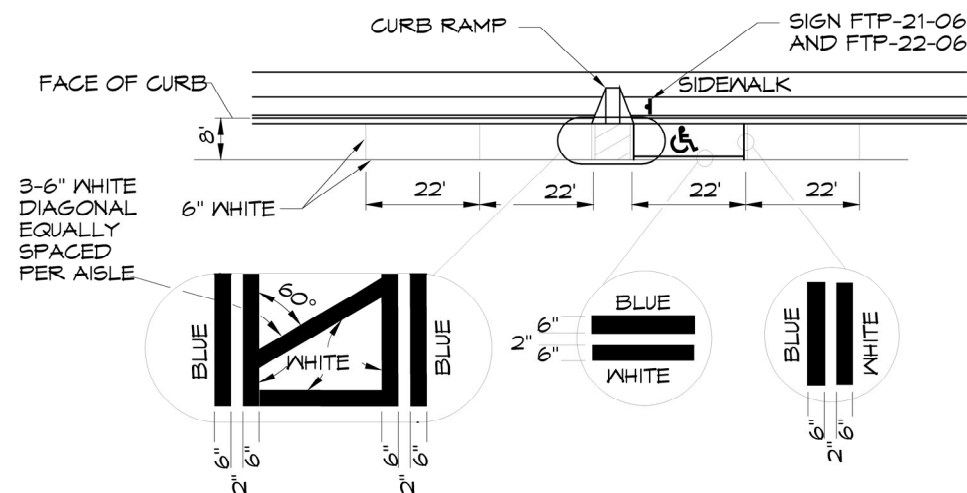
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CONSTRUCTION DETAILS

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C.12

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FORWARD-IN PARKING

REVERSE-IN PARKING

NOTES:

1. DIMENSIONS ARE TO THE CENTERLINE OF MARKINGS.
2. AN ACCESS AISLE IS REQUIRED FOR EACH ACCESSIBLE SPACE WHEN ANGLE PARKING IS USED.
3. CRITERIA FOR PAVEMENT MARKINGS ONLY, NOT PUBLIC SIDEWALK CURB RAMP LOCATIONS. FOR RAMP LOCATIONS REFER TO PLANS.
4. MOUNT FTP-22-06 SIGN BELOW THE FTP-21-06 SIGN.
5. USE OF THE PAVEMENT SYMBOL IN ACCESSIBLE PARKING SPACES IS OPTIONAL. WHEN PAVEMENT SYMBOL IS USED, THE SYMBOL IS EITHER 3'-0" OR 5'-0" HIGH AND WHITE IN COLOR.

DIMENSIONS					
45°	"A"	"B"	"C"	"D"	"E"
45°	17'-0"	12'-9"	7'-0"	24'-0"	17'-0"

*FOR ACCESSIBLE MARKINGS - SEE ABOVE

SOLID EDGE LINE OR LANE LINE

SOLID CHANNELIZING LINE

TWO-LANE PASSING PROHIBITED LINES

DOUBLE SOLID LINES

12" SOLID PEDESTRIAN CROSSWALK LINE

24" SOLID STOP LINE

2'-4' DOTTED GUIDE LINE

2'-2' DOTTED EXTENSION LINE

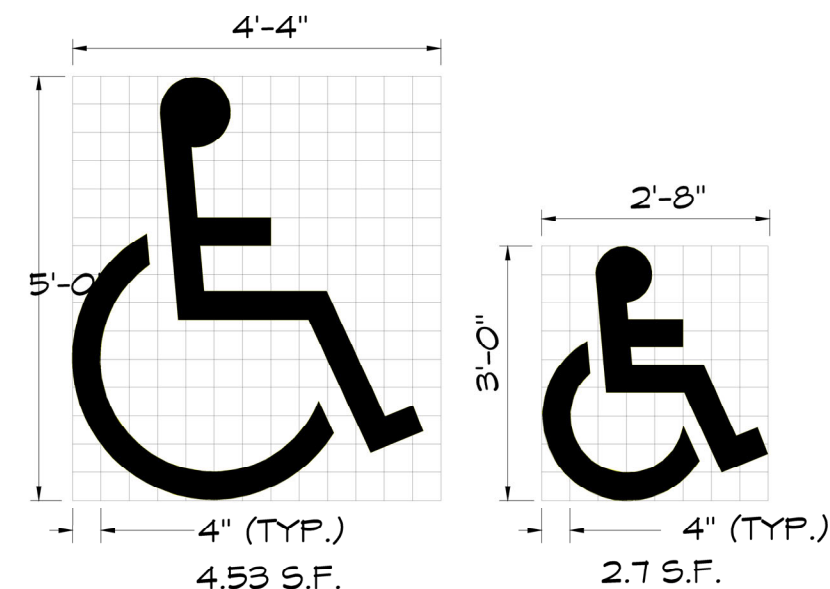
6'-10' DOTTED EXTENSION LINE

3'-9' DOTTED INTERCHANGE LINE

3'-9' DOTTED LANE DROP LINE

10'-30' SKIP LINE

PAVEMENT MARKING LINES



(SEE NOTE 5)

UNIVERSAL SYMBOL OF ACCESSIBILITY

PAVEMENT MARKING FOR PARKING

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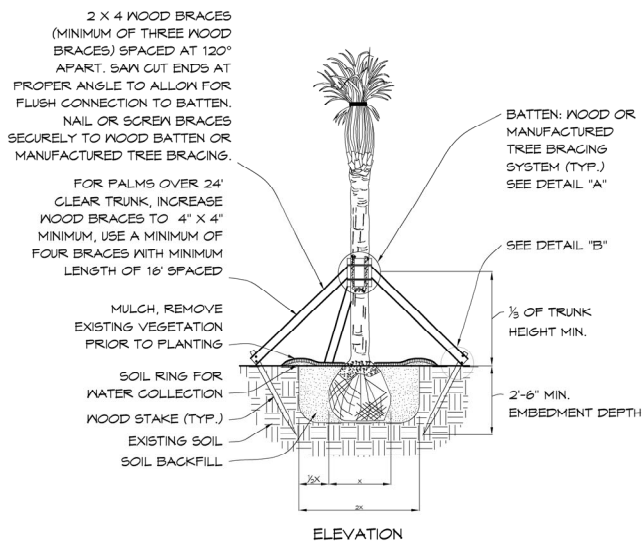
#	DATE	DESCRIPTION
1	4/8/26	OCALA

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REVIEWED BY:	B.H. / J.W.

PAVEMENT MARKING DETAILS

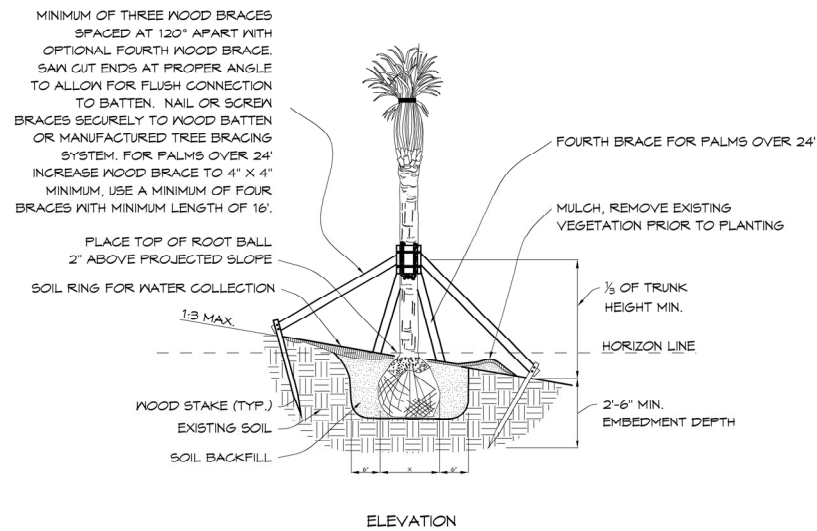
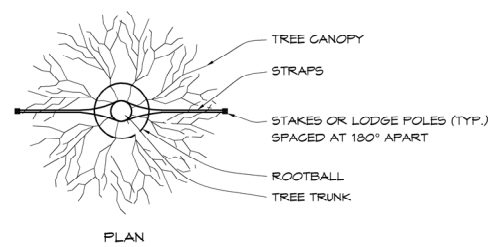
SHEET #

C.13



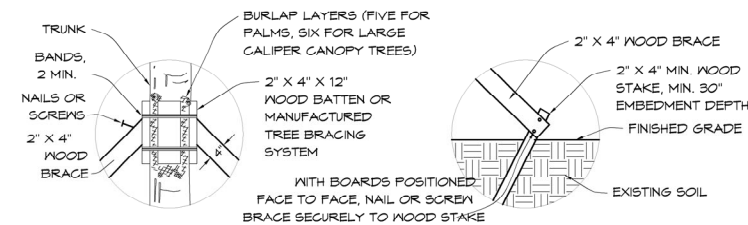
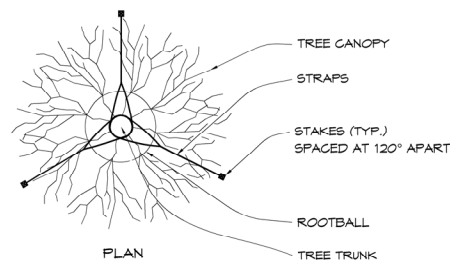
NOTE: MAY BE USED ON LARGE CALIPER CANOPY TREES, ADJUST BANDING EVERY 6 MONTHS OR AS NEEDED (FOR FAST GROWING SPECIES) TO PREVENT GIRDLING.

PALM PLANTING



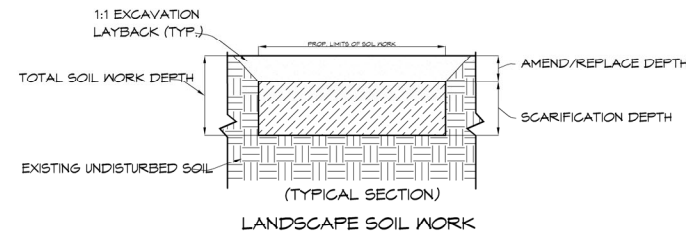
NOTE: MAY BE USED ON LARGE CALIPER CANOPY TREES PENDING SLOPE AND ROOTBALL WIDTH. ADJUST BANDING EVERY 6 MONTHS OR AS NEEDED (FOR FAST GROWING SPECIES) TO PREVENT GIRDLING.

PALM PLANTING ON SLOPE

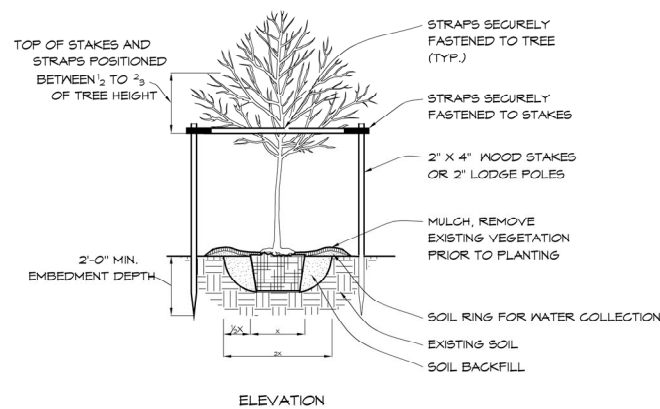
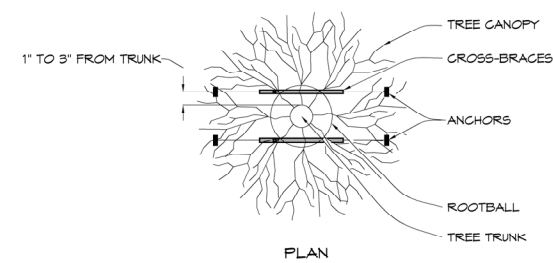


NOTE: INSTALL BANDS AND COUPLINGS THAT ARE RATED A MIN. 900 LB. TENSILE STRENGTH, AND ARE CORROSION AND UV RESISTANT.

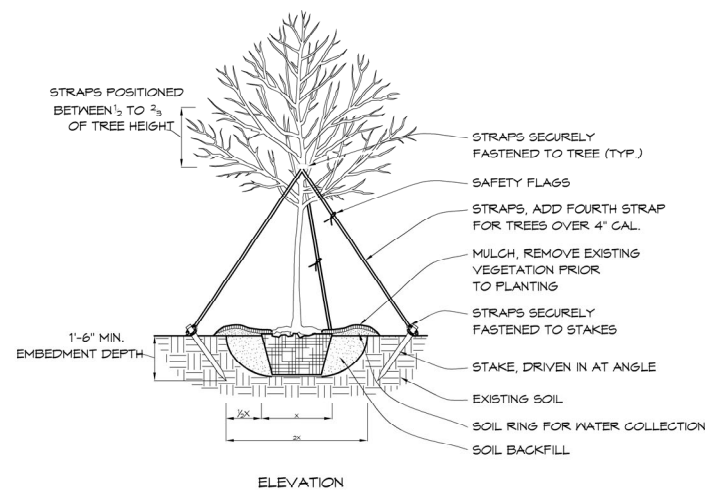
NOTE: STAKE INTO FIRM, EXISTING SOIL.



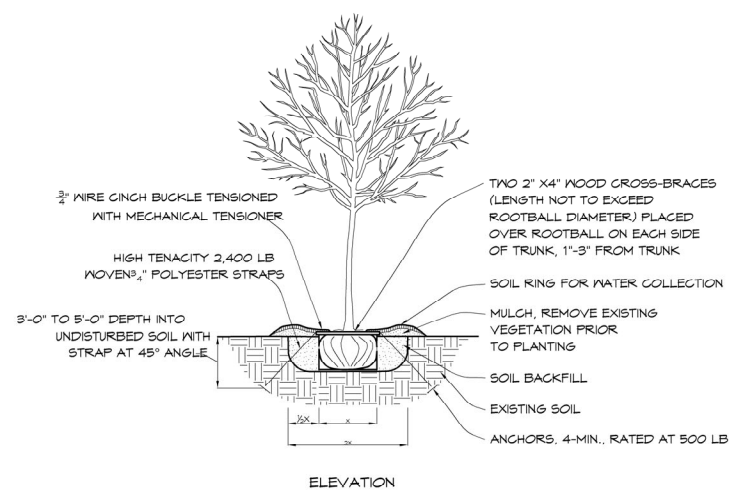
LANDSCAPE CONTRACTOR TO MANUALLY WATER VEGETATION UNTIL ESTABLISHED VS TEMPORARY IRRIGATION SYSTEM



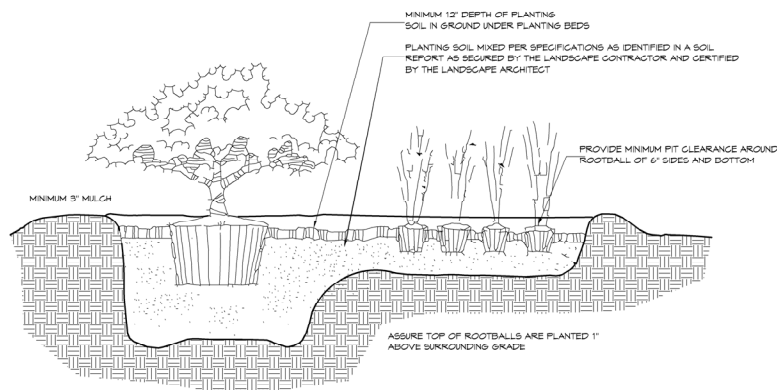
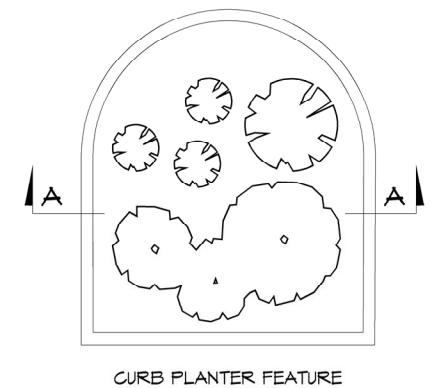
UNDER 2 1/2" CALIPER TREE PLANTING



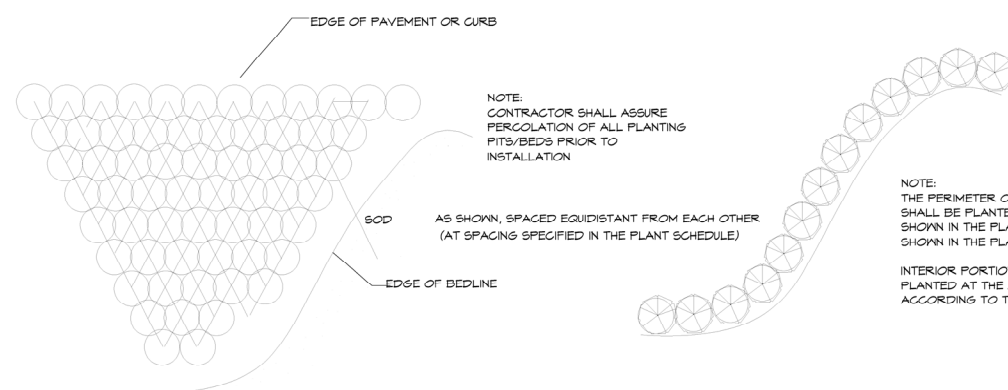
2 1/2" TO 6" CALIPER TREE PLANTING



UNDER 4" CALIPER TREE PLANTING WITH UNDERGROUND BRACING



SHRUB / GROUND COVER PLANTING DETAIL



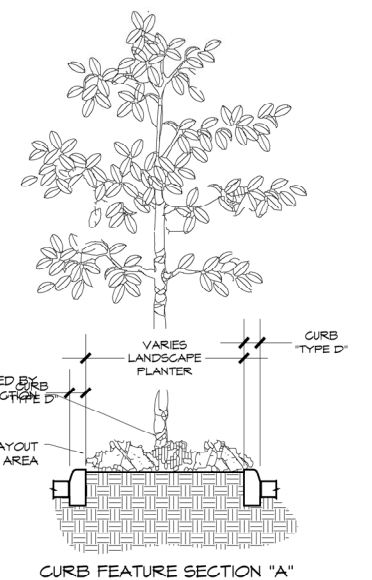
SHRUB/GROUNDCOVER SPACING PLAN

NOTE: THE PERIMETER OF ALL CURVED PLANTING BED SHALL BE PLANTED WITH A ROW OF SHRUBS AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST.

INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT THE APPROPRIATE SPACING ACCORDING TO THIS SPACING DETAIL.

VEGETATION VARIES AS REQUIRED BY LOCAL JURISDICTION

SEE LANDSCAPE DETAILS FOR LAYOUT OF PLANTING AREA



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PAVEMENT MARKING DETAILS

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STANDARDS FOR ADA

304.3.2 T-SHAPED SPACE. THE TURNING SPACE SHALL BE A T-SHAPED SPACE WITHIN A 60 INCH (1525 MM) SQUARE MINIMUM WITH ARMS AND BASE 36 INCHES (915 MM) WIDE MINIMUM. EACH ARM OF THE T SHALL BE CLEAR OF OBSTRUCTIONS 12 INCHES (305 MM) MINIMUM IN EACH DIRECTION AND THE BASE SHALL BE CLEAR OF OBSTRUCTIONS 24 INCHES (610 MM) MINIMUM. THE SPACE SHALL BE PERMITTED TO INCLUDE KNEE AND TOE CLEARANCE COMPLYING WITH 306 ONLY AT THE END OF EITHER THE BASE OR ONE ARM.

FIGURE 303.2 ELONGATED OPENINGS IN FLOOR OR GROUND SURFACES 303.2 VERTICAL CHANGES IN LEVEL OF 1/4 INCH (6.4 MM) HIGH MAXIMUM SHALL BE PERMITTED TO BE VERTICAL.



FIGURE 303.3 BEVELED. CHANGES IN LEVEL BETWEEN 1/4 INCH (6.4 MM) HIGH MINIMUM AND 1/2 INCH (13 MM) HIGH MAXIMUM SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2.

304 TURNING SPACE 304.3.1 CIRCULAR SPACE. THE TURNING SPACE SHALL BE A SPACE OF 60 INCHES (1525 MM) DIAMETER MINIMUM. THE SPACE SHALL BE PERMITTED TO INCLUDE KNEE AND TOE CLEARANCE COMPLYING WITH 306.

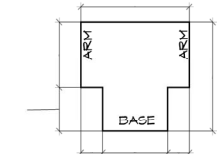


FIGURE 304.3.2 T-SHAPED TURNING SPACE

405 RAMP

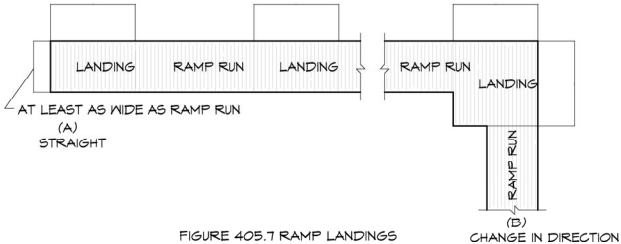
405.2 SLOPE. RAMP RUNS SHALL HAVE A RUNNING SLOPE NOT STEEPER THAN 1:12.

405.3 CROSS SLOPE. CROSS SLOPE OF RAMP RUNS SHALL NOT BE STEEPER THAN 1:48.

405.5 CLEAR WIDTH. THE CLEAR WIDTH OF A RAMP RUN AND, WHERE HANDRAILS ARE PROVIDED, THE CLEAR WIDTH BETWEEN HANDRAILS SHALL BE 36 INCHES (915 MM) MINIMUM.

405.6 RISE. THE RISE FOR ANY RAMP RUN SHALL BE 30 INCHES (760 MM) MAXIMUM.

405.7 LANDINGS. RAMP RUNS SHALL HAVE LANDINGS AT THE TOP AND THE BOTTOM OF EACH RAMP RUN. LANDINGS SHALL COMPLY WITH 405.7.



405.7.1 SLOPE. LANDINGS SHALL HAVE SLOPE NO STEEPER THAN 1:48. CHANGES IN LEVEL ARE NOT PERMITTED.

405.7.2 WIDTH. THE LANDING CLEAR WIDTH SHALL BE AT LEAST AS WIDE AS THE WIDEST RAMP RUN LEADING TO THE LANDING.

405.7.3 LENGTH. THE LANDING CLEAR LENGTH SHALL BE 60 INCHES (1525 MM) LONG MINIMUM.

405.7.4 CHANGE IN DIRECTION. RAMP RUNS THAT CHANGE DIRECTION BETWEEN RUNS AT LANDINGS SHALL HAVE A CLEAR LANDING 60 INCHES (1525 MM) MINIMUM BY 60 INCHES (1525 MM) MINIMUM.

405.8 HANDRAILS. RAMP RUNS WITH A RISE GREATER THAN 6 INCHES (150 MM) SHALL HAVE HANDRAILS COMPLYING WITH 505.

405.9 EDGE PROTECTION. EDGE PROTECTION COMPLYING WITH 405.9.1 OR 405.9.2 SHALL BE PROVIDED ON EACH SIDE OF RAMP RUNS AND AT EACH SIDE OF RAMP LANDINGS.

405.9.1 EXTENDED FLOOR OR GROUND SURFACE. THE FLOOR OR GROUND SURFACE OF THE RAMP RUN OR LANDING SHALL EXTEND 12 INCHES (305 MM) MINIMUM BEYOND THE INSIDE FACE OF A HANDRAIL COMPLYING WITH 505.

405.9.2 CURB OR BARRIER. A CURB OR BARRIER SHALL BE PROVIDED THAT PREVENTS THE PASSAGE OF A 4 INCH (100 MM) DIAMETER SPHERE, WHERE ANY PORTION OF THE SPHERE IS WITHIN 4 INCHES (100 MM) OF THE FINISH FLOOR OR GROUND SURFACE.

406 CURB RAMP 406.1 GENERAL. CURB RAMP ON ACCESSIBLE ROUTES SHALL COMPLY WITH 406, 405.2 THROUGH 405.5, AND 405.10.

406.2 COUNTER SLOPE. COUNTER SLOPES OF ADJOINING GUTTERS AND ROAD SURFACES IMMEDIATELY ADJACENT TO THE CURB RAMP SHALL NOT BE STEEPER THAN 1:20. THE ADJACENT SURFACES AT TRANSITIONS AT CURB RAMP TO WALKS, GUTTERS, AND STREETS SHALL BE AT THE SAME LEVEL.

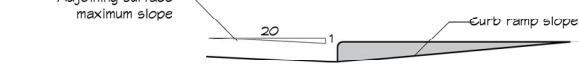
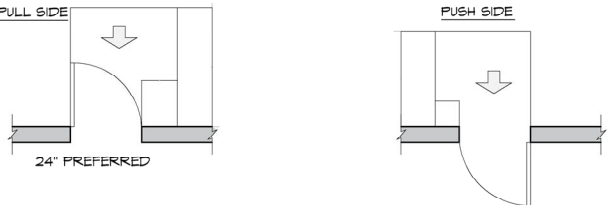


FIGURE 406.2 COUNTER SLOPE OF SURFACES ADJACENT TO CURB RAMP 406.3 SIDES OF CURB RAMP. WHERE PROVIDED, CURB RAMP FLARES SHALL NOT BE STEEPER THAN 1:10.

ACCESSIBLE DOOR DIAGRAMS

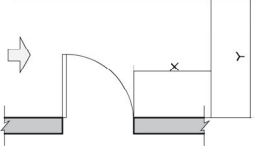
FRONT APPROACHES - SWINGING DOORS



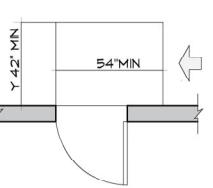
404.2.4.3 RECESSED DOORS AND GATES. MANEUVERING CLEARANCES FOR FORWARD APPROACH SHALL BE PROVIDED WHEN ANY OBSTRUCTION WITHIN 18 INCHES (455 MM) OF THE LATCH SIDE OF A DOORWAY PROJECTS MORE THAN 8 INCHES (205 MM) BEYOND THE FACE OF THE DOOR, MEASURED PERPENDICULAR TO THE FACE OF THE DOOR OR GATE.

HINGE SIDE APPROACHES - SWINGING DOORS

PULL SIDE
X=36" MINIMUM IF Y=60"
Y=42" MINIMUM IF Y=54"



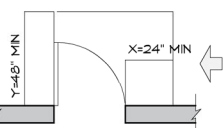
PUSH SIDE
NOTE: Y=48" MINIMUM IF DOOR HAS BOTH A LATCH AND A CLOSER.



LATCH SIDE APPROACHES - SWINGING DOORS

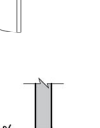
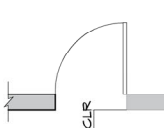
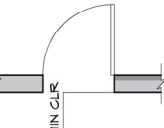
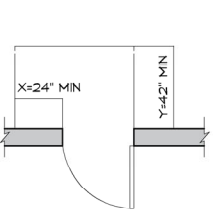
PULL SIDE

NOTE: ALL DOORS IN ALCOVES SHALL COMPLY WITH THE CLEARANCES FOR FRONT APPROACHES. Y=54" MINIMUM IF DOOR HAS A CLOSER



PUSH SIDE

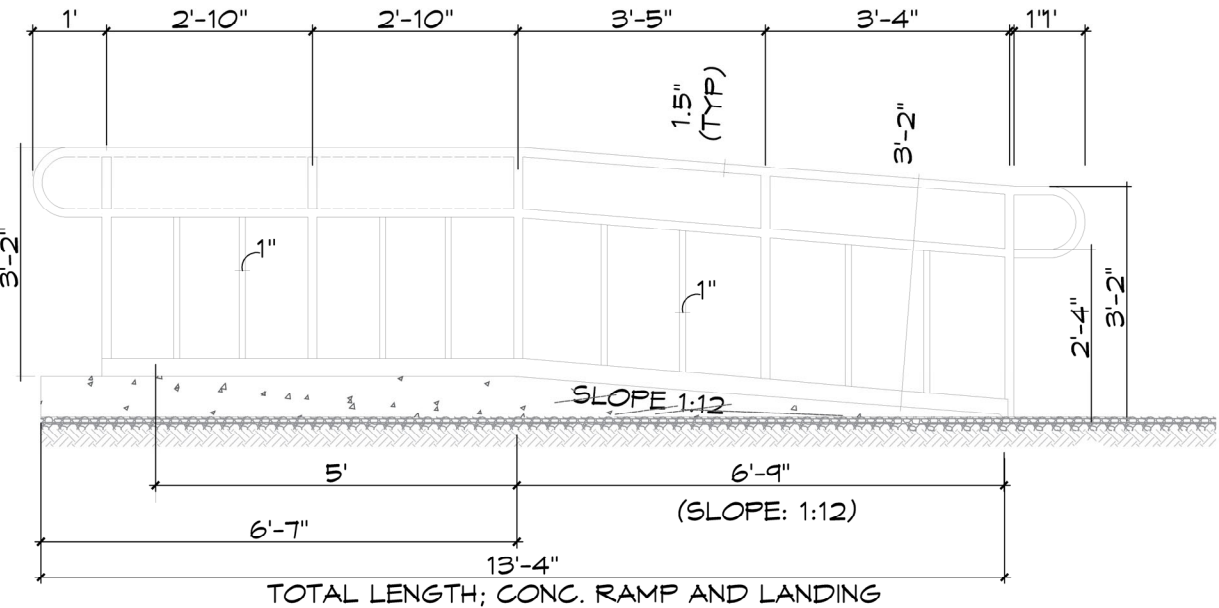
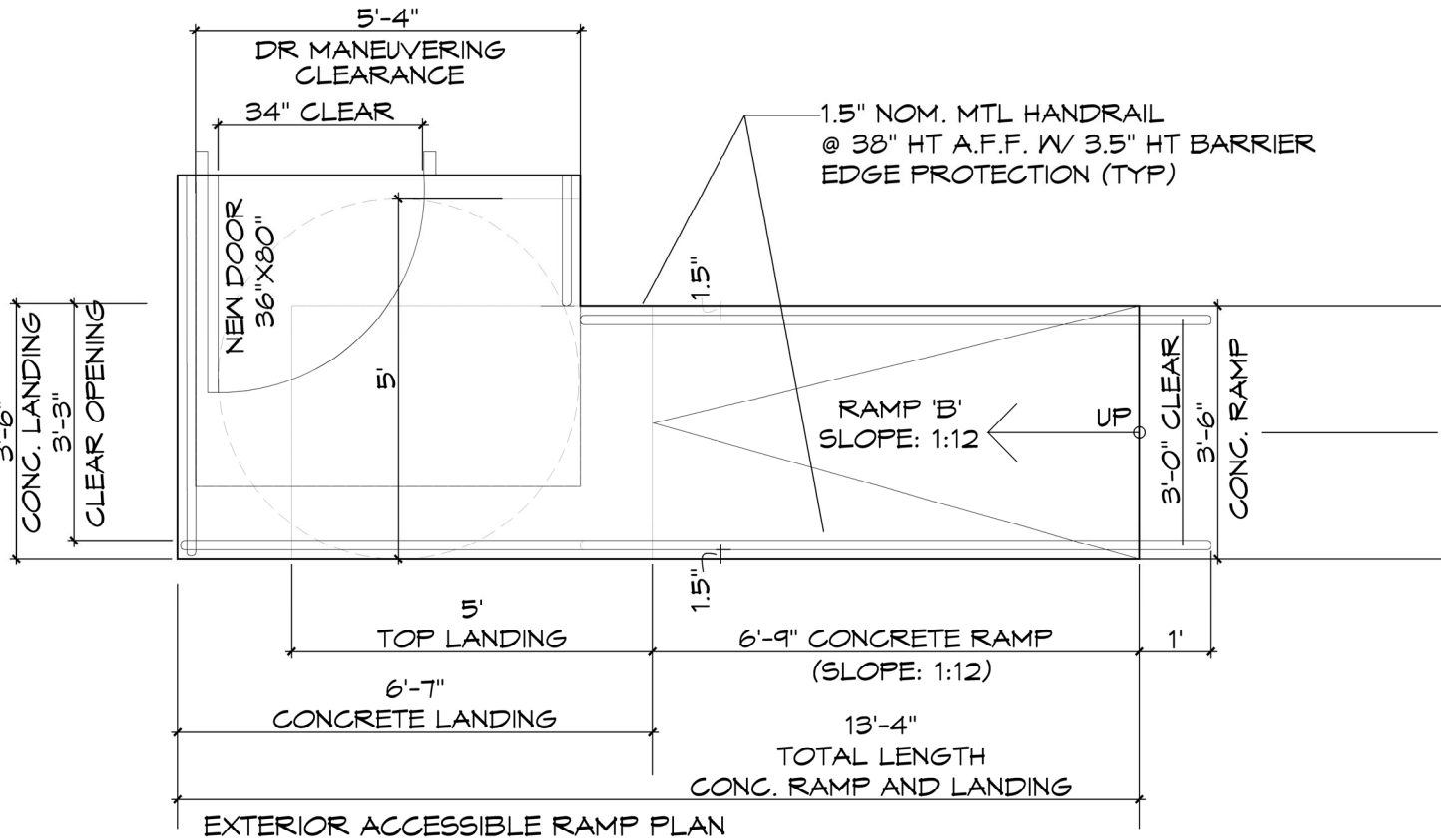
NOTE: Y=48" MINIMUM IF DOOR HAS BOTH A LATCH AND A CLOSER



CLEARANCES FOR DOORS IN SERIES

SWING DOOR CLEARANCES

SEE SECTION 9304 OF TITLE 24 4.4.13 OF THE A.D.A. ACCESSIBILITY GUIDELINES FOR ADDITIONAL INFORMATION



EXTERIOR ACCESSIBLE RAMP ELEVATION

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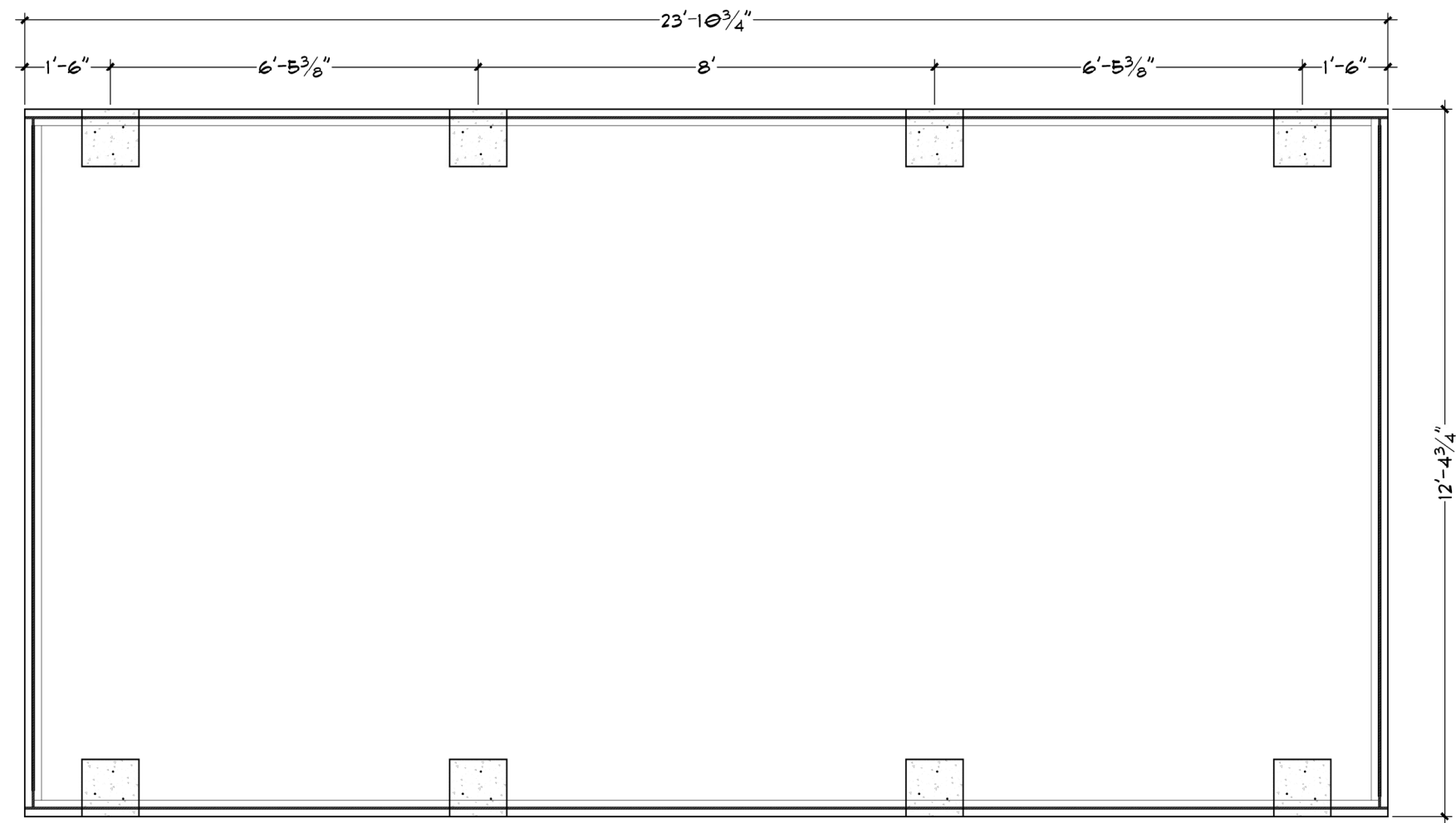
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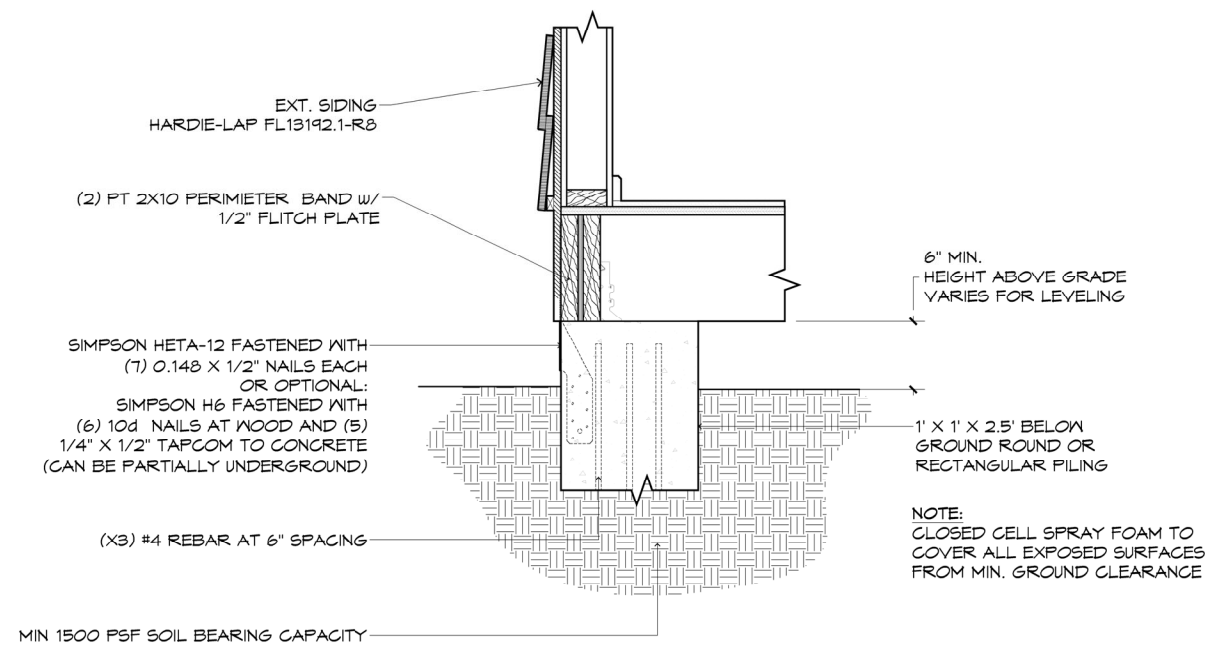
ADA RAMPA DETAILS

SHEET #

C.15



FOUNDATION PLAN



FOUNDATION DETAIL

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REVISIONS

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DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

ANCHOR PLAN

SHEET #

C.16

WATER, SEWER, AND REUSE SYSTEM
CONSTRUCTION, INSPECTION, AND OWNERSHIP NOTES:

UNDERGROUND WATER, SEWER, FIRE, REUSE AND IRRIGATION SYSTEMS CONSTRUCTED ON THIS SITE SHALL BE CONSTRUCTED, TESTED, INSPECTED, OWNED, AND MAINTAINED IN ACCORDANCE WITH THE FOLLOWING:

SEWER SYSTEM:

CITY OF OCALA "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF STREETS, STORMWATER, TRAFFIC, WATER, AND SEWER INFRASTRUCTURE".

CONSTRUCT ALL GRAVITY SEWERS 8" AND ABOVE, INCLUDING MANHOLES AND ALL SEWER SERVICES 6" OR LESS TO THE FIRST CLEANOUT UPSTREAM FROM THE 8" OR ABOVE SEWER MAIN WITHIN THE RIGHTS-OF-WAY, TO CITY STANDARDS. THESE ELEMENTS SHALL BE OWNED, MAINTAINED, AND INSPECTED BY THE CITY OF OCALA WATER RESOURCES DEPARTMENT.

ALL GRAVITY SEWER SERVICE 8" OR MORE, INCLUDING MANHOLES, LOCATED ON PRIVATE PROPERTY SHALL BE OWNED AND MAINTAINED BY THE DEVELOPMENT AND SHALL BE BUILT IN ACCORDANCE WITH THESE STANDARD SPECIFICATIONS FOR CONSTRUCTION. THE CITY OF OCALA WATER RESOURCES DEPARTMENT WILL INSPECT ALL SUCH SERVICES TO WITHIN 5 FEET OF THE BUILDING.

STATE OF FLORIDA "STANDARD PLUMBING CODE".

ALL GRAVITY SEWER SERVICES 6" OR LESS LOCATED ON THE PROPERTY SHALL BE OWNED AND MAINTAINED BY THE DEVELOPMENT. THE CITY OF OCALA BUILDING DEPARTMENT WILL INSPECT ALL SUCH SERVICES ON PRIVATE PROPERTY.

WATER SYSTEM:

CITY OF OCALA "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF STREETS, STORMWATER, TRAFFIC, WATER, AND SEWER INFRASTRUCTURE".

CONSTRUCT ALL POTABLE WATER MAINS AND SERVICES IN THE RIGHT-OF-WAY, UP TO THE POINT OF METERING, TO CITY STANDARDS. INSPECTION WILL BE PERFORMED BY THE WATER RESOURCES DEPARTMENT. CITY WILL OWN AND MAINTAIN THESE FACILITIES.

ALL FIRE MAINS AND HYDRANTS, FROM THE CITY WATER MAIN TO WITHIN FIVE FEET (5') OF THE BUILDING, SHALL BE CONSTRUCTED TO CITY STANDARDS OR NFPA 24 AS REQUIRED. FIRE MAINS LOCATED WITHIN PUBLIC RIGHT-OF-WAY WILL BE OWNED AND MAINTAINED BY THE CITY, AND ALL FIRE MAINS LOCATED ON PRIVATE PROPERTY WILL BE OWNED AND MAINTAINED BY THE DEVELOPMENT. INSPECTION AND TESTING OF ALL FIRE MAINS UP TO THE DOUBLE DETECTOR CHECK (DDC) WILL BE PERFORMED BY THE CITY OF OCALA WATER RESOURCES DEPARTMENT.

STATE OF FLORIDA "STANDARD PLUMBING CODE".

ALL WATER SERVICES ON PRIVATE PROPERTY DOWNSTREAM FROM THE POINT OF METERING SHALL BE CONSTRUCTED TO THE FLORIDA STANDARD PLUMBING CODE, LATEST EDITION. INSPECTIONS AND TESTING WILL BE PERFORMED BY THE CITY OF OCALA BUILDING DEPARTMENT. THESE FACILITIES SHALL BE OWNED AND MAINTAINED BY THE DEVELOPMENT.

REUSE SYSTEM:

CITY OF OCALA "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF STREETS, STORMWATER, TRAFFIC, WATER, AND SEWER INFRASTRUCTURE".

CONSTRUCT ALL REUSE MAINS AND SERVICES IN THE RIGHT-OF-WAY, UP TO THE POINT OF METERING, TO CITY STANDARDS. INSPECTION WILL BE PERFORMED BY THE CITY OF OCALA WATER RESOURCES DEPARTMENT. CITY WILL OWN AND MAINTAIN THESE FACILITIES.

STATE OF FLORIDA "STANDARD PLUMBING CODE".

ALL REUSE SERVICES ON PRIVATE PROPERTY DOWNSTREAM FROM THE POINT OF METERING SHALL BE CONSTRUCTED TO THE FLORIDA STANDARD PLUMBING CODE, LATEST EDITION. INSPECTIONS AND TESTING WILL BE PERFORMED BY THE CITY OF OCALA BUILDING DEPARTMENT. THESE FACILITIES SHALL BE OWNED AND MAINTAINED BY THE DEVELOPMENT.

IRRIGATION SYSTEM:

CITY OF OCALA "STANDARD SPECIFICATIONS FOR CONSTRUCTION OF STREETS, STORMWATER, TRAFFIC, WATER, AND SEWER INFRASTRUCTURE".

CONSTRUCT ALL IRRIGATION MAINS AND SERVICES IN THE RIGHT-OF-WAY, UP TO THE POINT OF METERING, TO CITY STANDARDS. INSPECTION WILL BE PERFORMED BY THE CITY OF OCALA WATER RESOURCES DEPARTMENT. CITY WILL OWN AND MAINTAIN THESE FACILITIES.

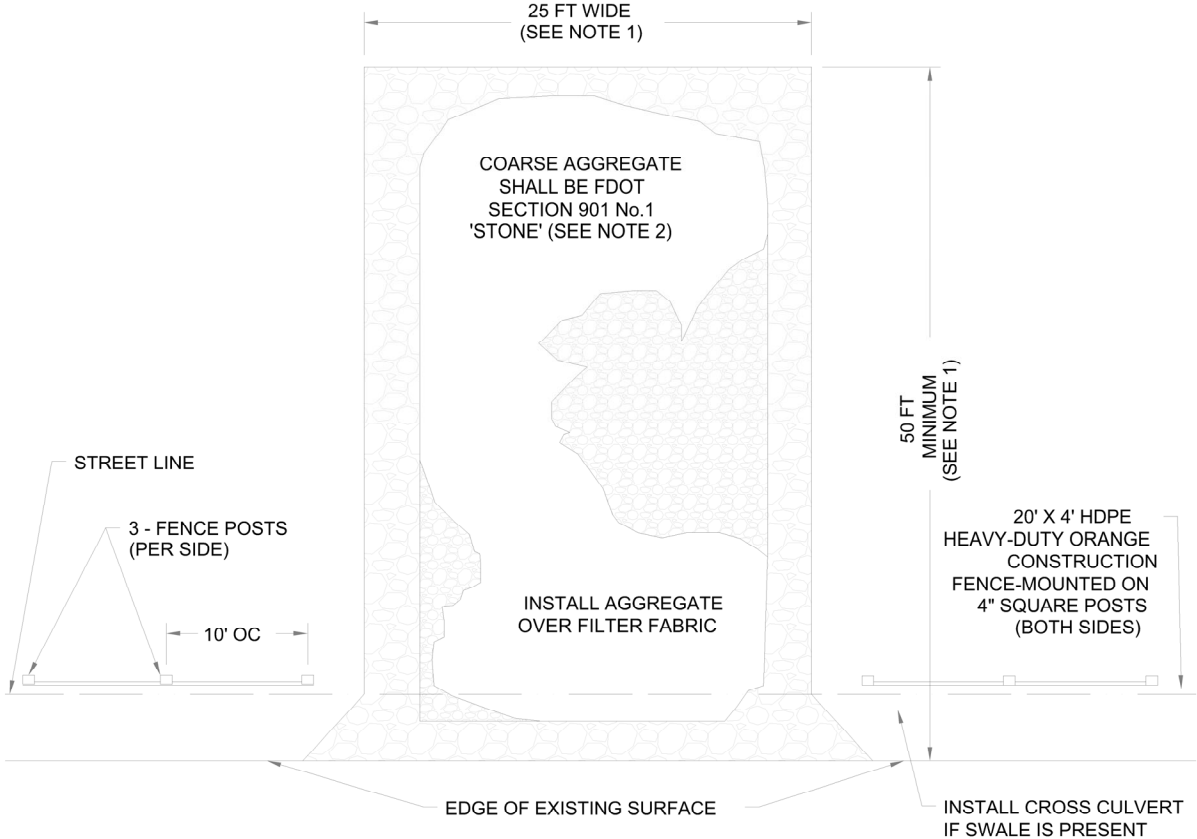
STATE OF FLORIDA "STANDARD PLUMBING CODE".

ALL IRRIGATION PIPING ON PRIVATE PROPERTY DOWNSTREAM FROM THE POINT OF METERING SHALL BE CONSTRUCTED TO THE FLORIDA STANDARD PLUMBING CODE, LATEST EDITION. INSPECTION WILL BE PERFORMED BY THE CITY OF OCALA BUILDING DEPARTMENT. THESE FACILITIES SHALL BE OWNED AND MAINTAINED BY THE DEVELOPMENT.

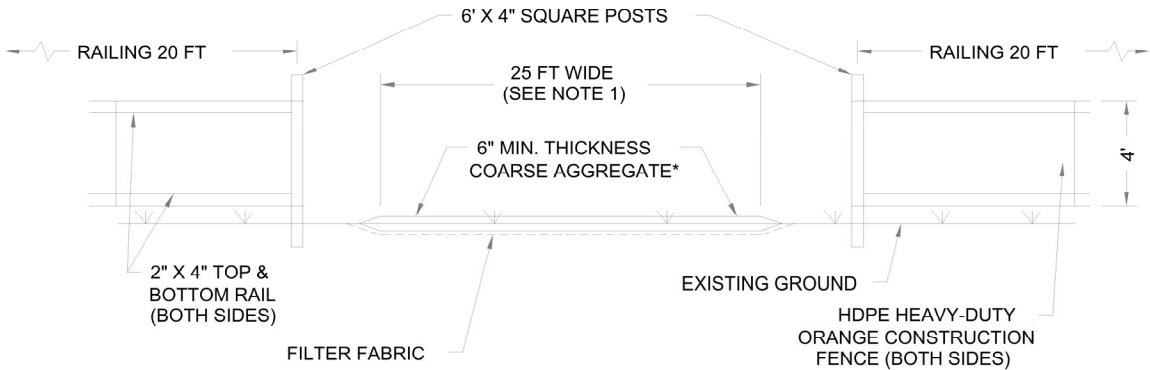
PRE-CONSTRUCION MEETING REQUIRED:

PRIOR TO ANY UNDERGROUND WATER, SEWER, REUSE, OR IRRIGATION CONSTRUCTION ON THIS SITE THE CONTRACTOR SHALL SET UP AN ON-SITE MEETING WITH THE CITY OF OCALA PROJECT INSPECTORS (352) 401-6935 OR (352) 351-6712 TO DISCUSS SHOP DRAWINGS, INSTALLATION, INSPECTION, TESTING AND AS-BUILT REQUIREMENTS.

CITY ENGINEER'S OFFICE 1805 NE 30TH AVE, BLDG #600 OCALA, FLORIDA 34470	CITY OF OCALA STANDARD DETAILS FOR CONSTRUCTION	SITE OWNERSHIP AND INSPECTION	SECTION: GENERAL
			G-7
		GENERAL NOTES	



PLAN



ELEVATION

NOTES:

- CITY MAY REDUCE THIS DIMENSION IF CONDITIONS PERMIT AND IF REQUESTED BY THE CONTRACTOR.
- CITY MAY ALLOW NO. 57 STONE, OR CLEAN, WASHED RECYCLED CONCRETE MEETING THE MINIMUM SIZE OF NO. 1 STONE AS AN ALTERNATE IF REQUESTED BY THE CONTRACTOR.

CITY ENGINEER'S OFFICE 1805 NE 30TH AVE, BLDG #600 OCALA, FLORIDA 34470	CITY OF OCALA STANDARD DETAILS FOR CONSTRUCTION	TYPICAL CONSTRUCTION ENTRANCE TRACKING PAD	SECTION: GENERAL
			G-22
			REVISION DATE: DEC 2020

DRAWINGS PREPARED BY:

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900 RECYCLING PT.
LONGWOOD, FL 32750
Phone: (407) 413-9660
Email: info@cornerbuilds.com

WALLA COFFEE
3711 SW COLLEGE RD
OCALA, FL 34474



REVISIONS

#	DATE	DESCRIPTION
1	4/8/26	OCALA

PROJECT #:	CS101
DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

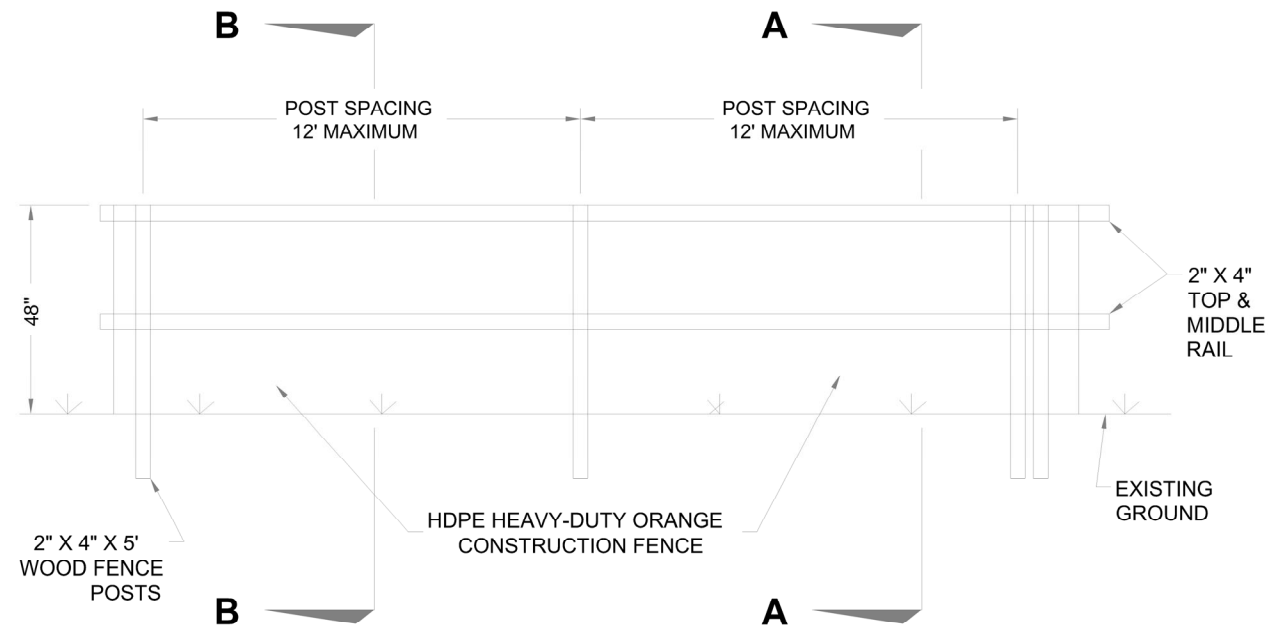
ANCHOR PLAN

SHEET #

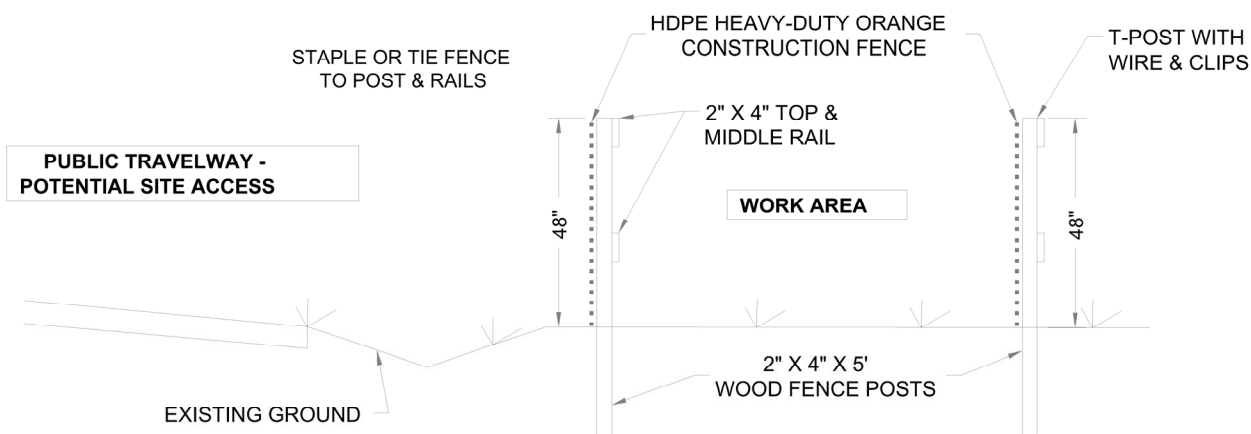
C.17

PRE-CONSTRUCTION MEETING REQUIRED: PRIOR TO ANY UNDERGROUND WATER, SEWER, OR REUSE CONSTRUCTION ON THIS SITE THE CONTRACTOR SHALL SET UP AN ON-SITE MEETING WITH THE CITY OF OCALA PROJECT INSPECTORS (352) 401-6935 OR (352) 351-6712 TO DISCUSS SHOP DRAWINGS, INSTALLATION, INSPECTION, TESTING AND AS-BUILT REQUIREMENTS.

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ELEVATION



SECTION A

(OPTION WITH 2" x 4" POSTS AND RAILS)

SECTION B

(OPTION WITH T-POSTS AND 16 GAUGE WIRES)

NOTES:

1. T-POSTS WITH 16 GAUGE TOP AND MIDDLE WIRES (SECTION B) ARE CITY STANDARD.
2. CITY MAY REQUIRE 2" X 4" WOOD POSTS & RAILS IN LIEU OF THE THE CITY STANDARD (SECTION B) IF REQUIRED BY SITE CONDITIONS.

CITY OF OCALA
STANDARD DETAILS
FOR CONSTRUCTION

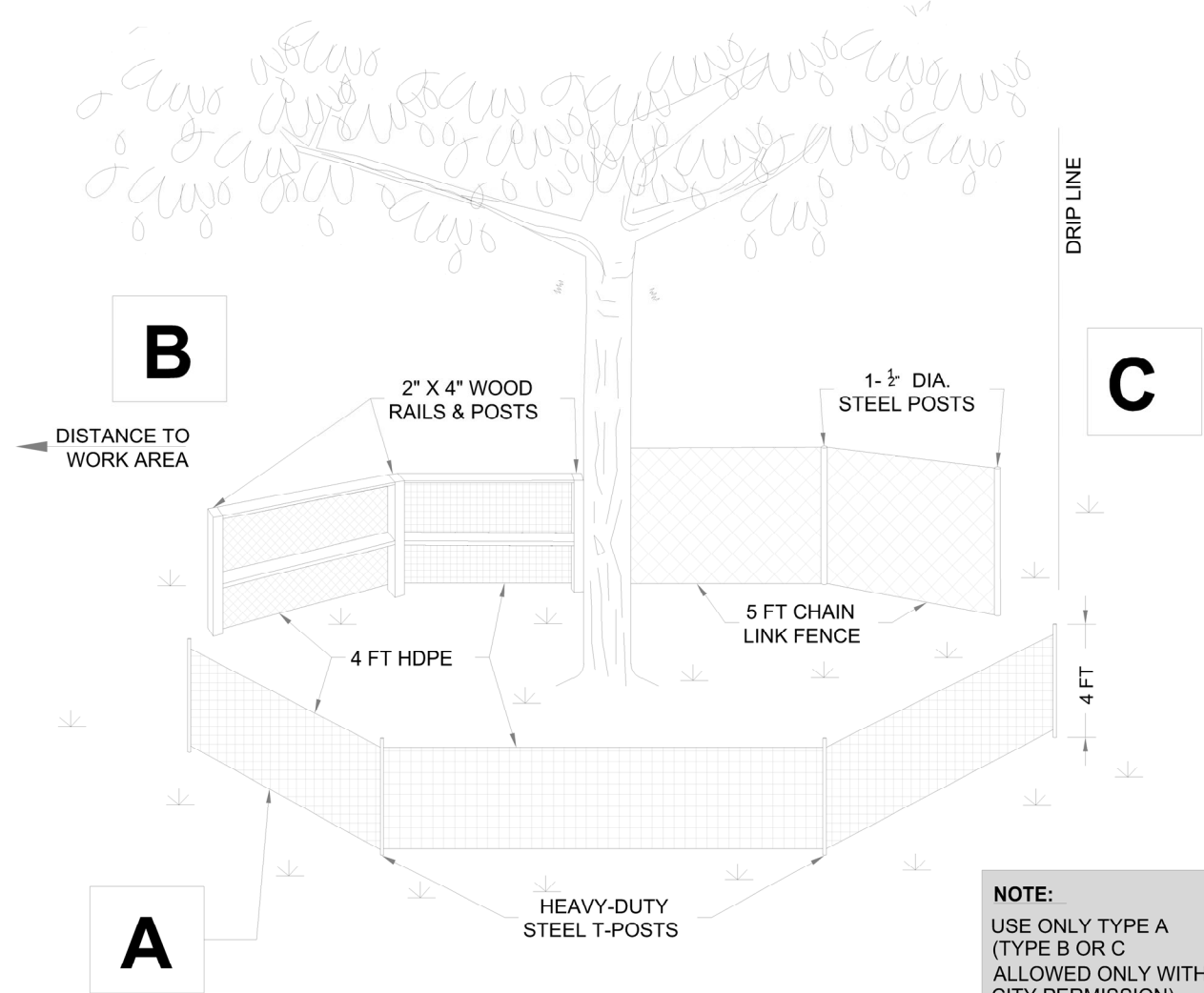
TYPICAL
CONSTRUCTION
BARRIER FENCE

SECTION:
GENERAL

G-23

REVISION DATE:
DEC 2020

CITY ENGINEER'S OFFICE
1805 NE 30TH AVE, BLDG #600
OCALA, FLORIDA 34470



NOTE:
USE ONLY TYPE A
(TYPE B OR C
ALLOWED ONLY WITH
CITY PERMISSION)

TREE PROTECTION FENCE TYPE CHART

FENCE TYPE	FENCE FABRIC MATERIAL	SET FENCE AT:	DISTANCE TO WORK AREA	FENCE HEIGHT (MIN.)	POST TYPE	POST SPACING (MAX.)	MIDDLE & TOP RAIL
A STANDARD	HDPE HEAVY-DUTY ORANGE CONSTRUCTION BARRIER	DRIP LINE	10 FEET OR MORE	4 FEET	H-DUTY T-POST	8 FEET	16-GAUGE WIRE
B	HDPE HEAVY-DUTY ORANGE CONSTRUCTION BARRIER	90% OF DRIP LINE	5 FEET	4 FEET	2" X 4" WOOD	12 FEET	2" X 4" WOOD
C	GALVANIZED STEEL CHAIN LINK	75% OF DRIP LINE	3 FEET OR LESS	5 FEET	1- 1/2" DIA. STEEL	12 FEET	NONE

CITY OF OCALA
STANDARD DETAILS
FOR CONSTRUCTION

TYPICAL TREE
PROTECTION

SECTION:
GENERAL

G-24

REVISION DATE:
DEC 2020

CITY ENGINEER'S OFFICE
1805 NE 30TH AVE, BLDG #600
OCALA, FLORIDA 34470

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REVISIONS

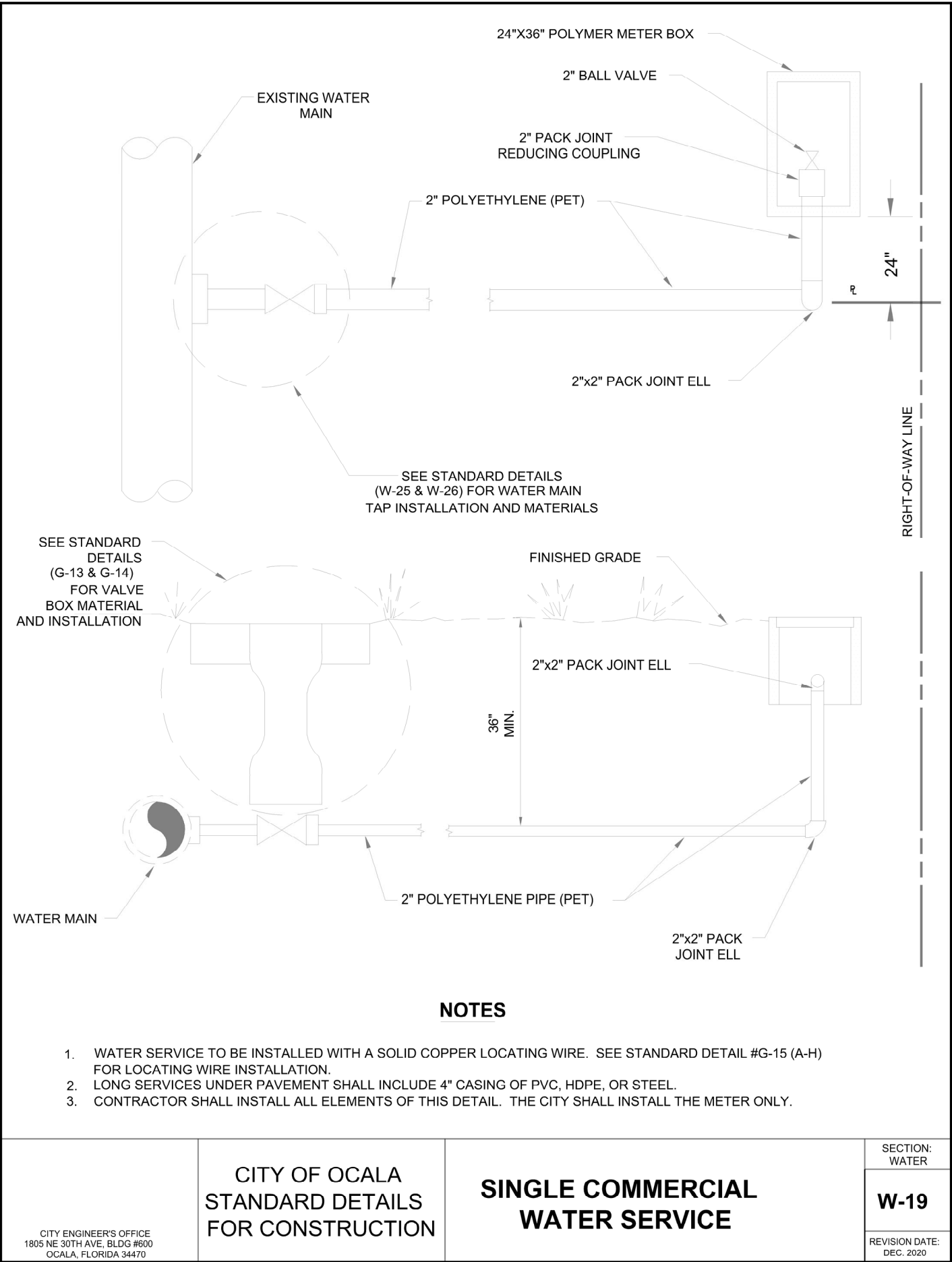
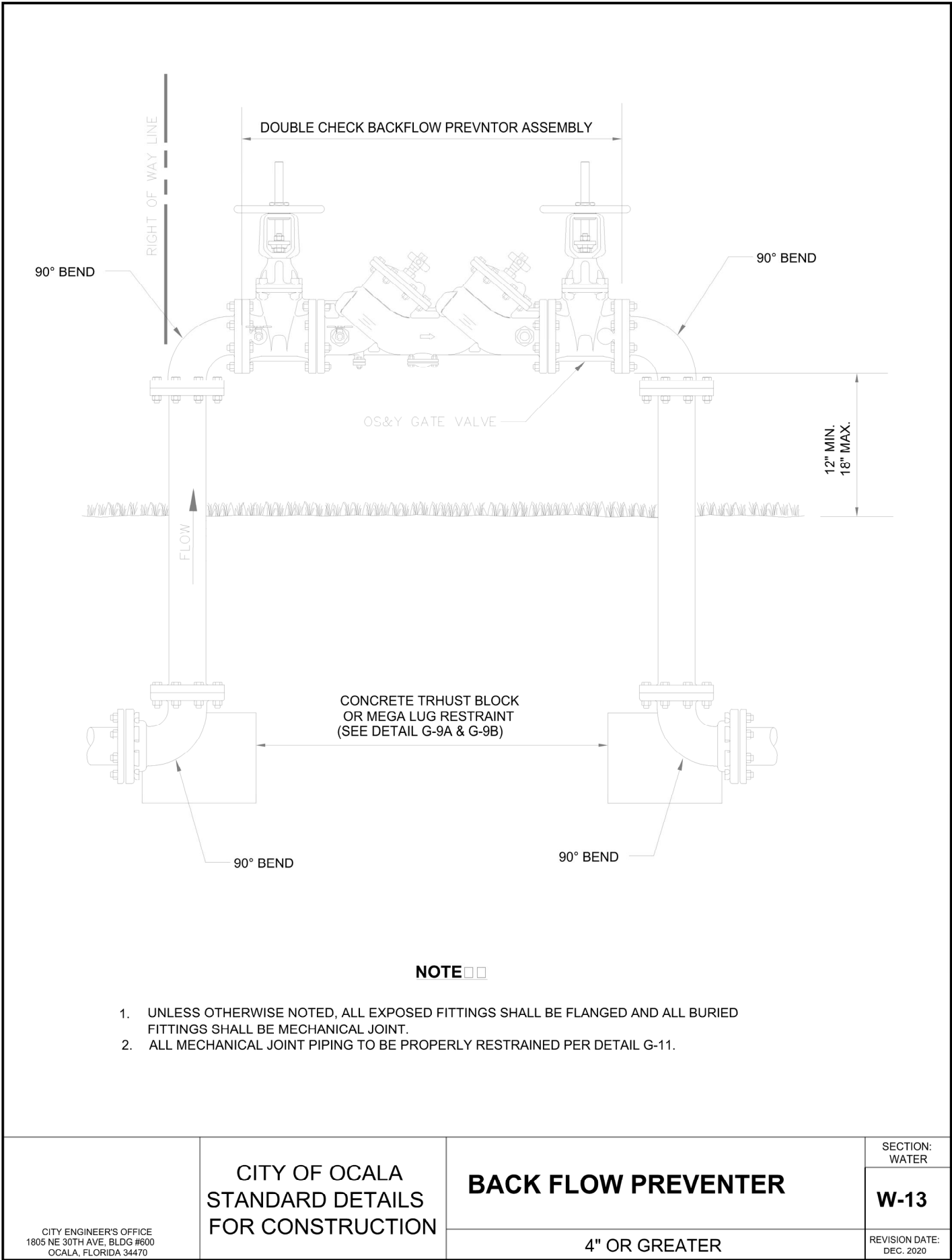
#	DATE	DESCRIPTION
1	4/8/26	OCALA

PROJECT #: CS101
DATE: 1/17/25
DRAWN BY: M.D.
REVIEWED BY: B.H. / J.W.

ANCHOR PLAN

SHEET #

C.18



DRAWINGS PREPARED BY:

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OCALA, FL 34474



REVISIONS

#	DATE	DESCRIPTION
1	4/5/26	OCALA

PROJECT #:	CS101
DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

ANCHOR PLAN

SHEET #

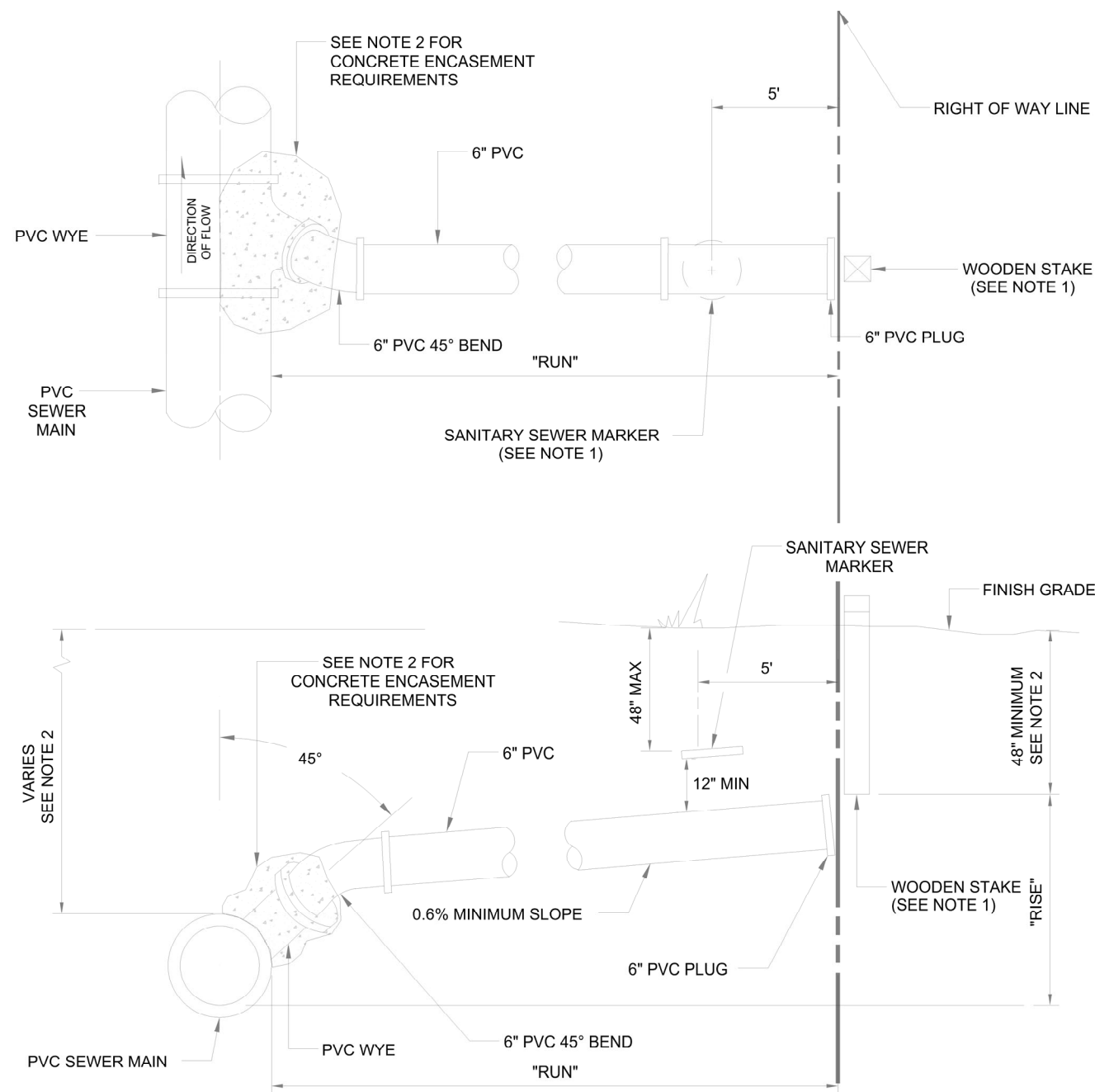
C.19

WATER DEMAND - 1506PD

All W/S/reuse appurtenances affected by
development raised to final grade prior to C.O.

All W/S construction shall conform to current Water
and Sewer Construction Manual.

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NOTES

- SEWER SERVICE TO BE REFERENCED AS INDICATED ON DETAIL SS-12
- FOR ANY SEWER SERVICES WHERE THE PIPE SLOPE EQUALS OR EXCEEDS A 1:5 (Rise/Run) OR 20% SLOPE, ENCASE SEWER WYE AND BEND IN CONCRETE. CONCRETE ENCASUREMENT TO BE 2 CUBIC FEET MINIMUM WHERE REQUIRED.

CITY OF OCALA
STANDARD DETAILS
FOR CONSTRUCTION

SINGLE SEWER SERVICE CONNECTION

SECTION:
SEWER

SS-10

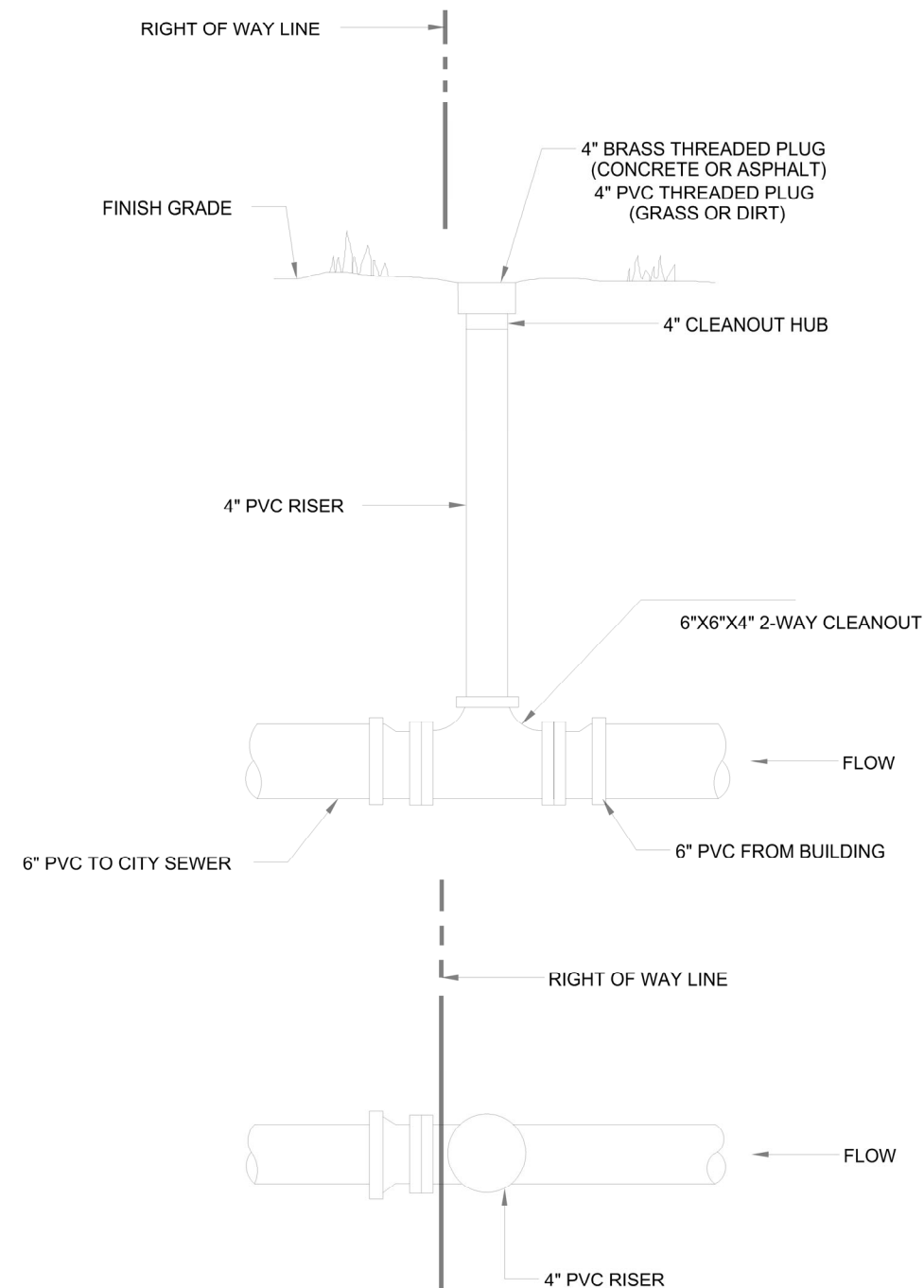
REVISION DATE:
DEC 2020

CITY ENGINEER'S OFFICE
1805 NE 30TH AVE, BLDG #600
OCALA, FLORIDA 34470

SEWER DEMAND = 250GPD

All W/S/reuse appurtenances affected by
development raised to final grade prior to C.O.

All W/S construction shall conform to current Water
and Sewer Construction Manual.



NOTES

- ALL CLEANOUTS ON SITE NEED TO HAVE CONCRETE PADS.

CITY OF OCALA
STANDARD DETAILS
FOR CONSTRUCTION

COMMERCIAL SEWER CLEANOUT

SECTION:
SEWER

SS-15

REVISION DATE:
DEC 2020

CITY ENGINEER'S OFFICE
1805 NE 30TH AVE, BLDG #600
OCALA, FLORIDA 34470

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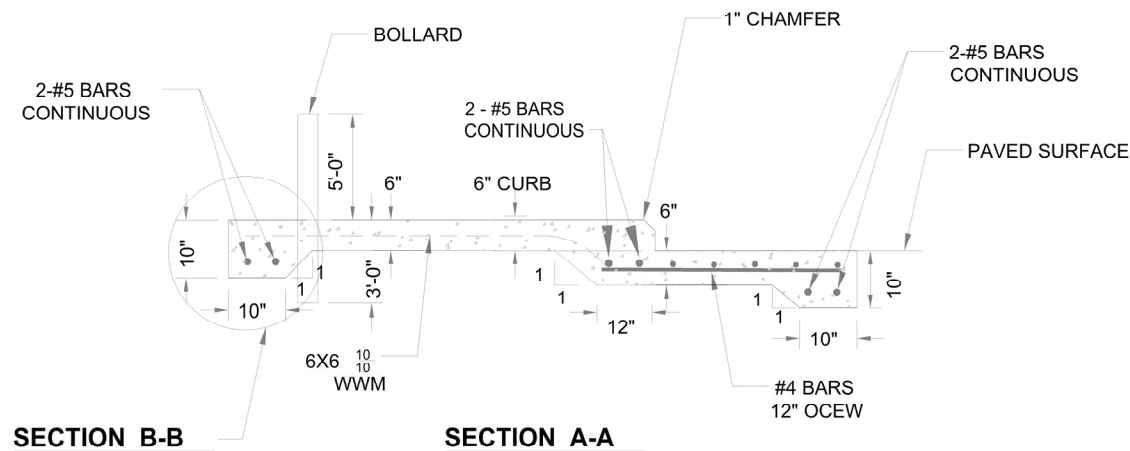
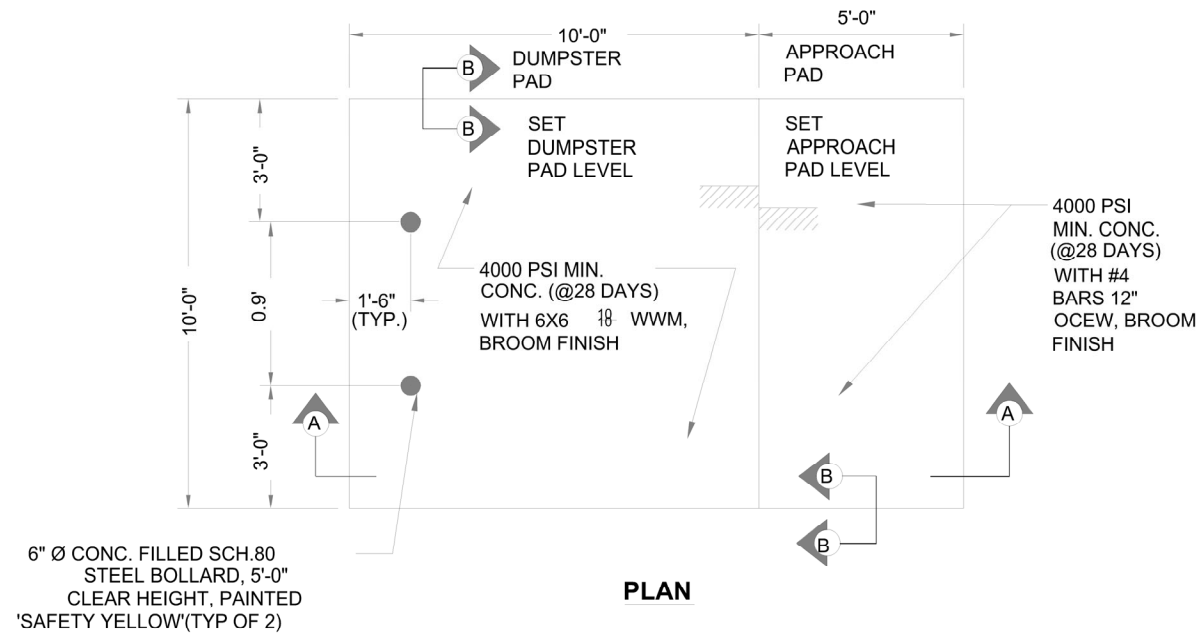
PROJECT #:	CS101
DATE:	7/17/25
DRAWN BY:	M.D.
REVIEWED BY:	B.H. / J.W.

ANCHOR PLAN

SHEET #

C.20

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NOTES:

- DUMPSTER PAD IS FOR ALL GENERAL PURPOSES INCLUDING RESTAURANT DRY RECYCLABLES APPLICATIONS.
- USE DETAIL SW-12B FOR DUMPSTER PADS FOR RESTAURANT FOOD-WASTE APPLICATIONS ONLY.
- ENGINEER SHALL USE THE CURRENT VERSION OF THE FL. BUILDING CODE AND PREPARE A COMPLETE STRUCTURAL DESIGN FOR THE DUMPSTER PAD AND APPROACH PAD MEETING THE MINIMUM CRITERIA SET FORTH IN THIS CITY STANDARD.

CITY OF OCALA
STANDARD DETAILS
FOR CONSTRUCTION

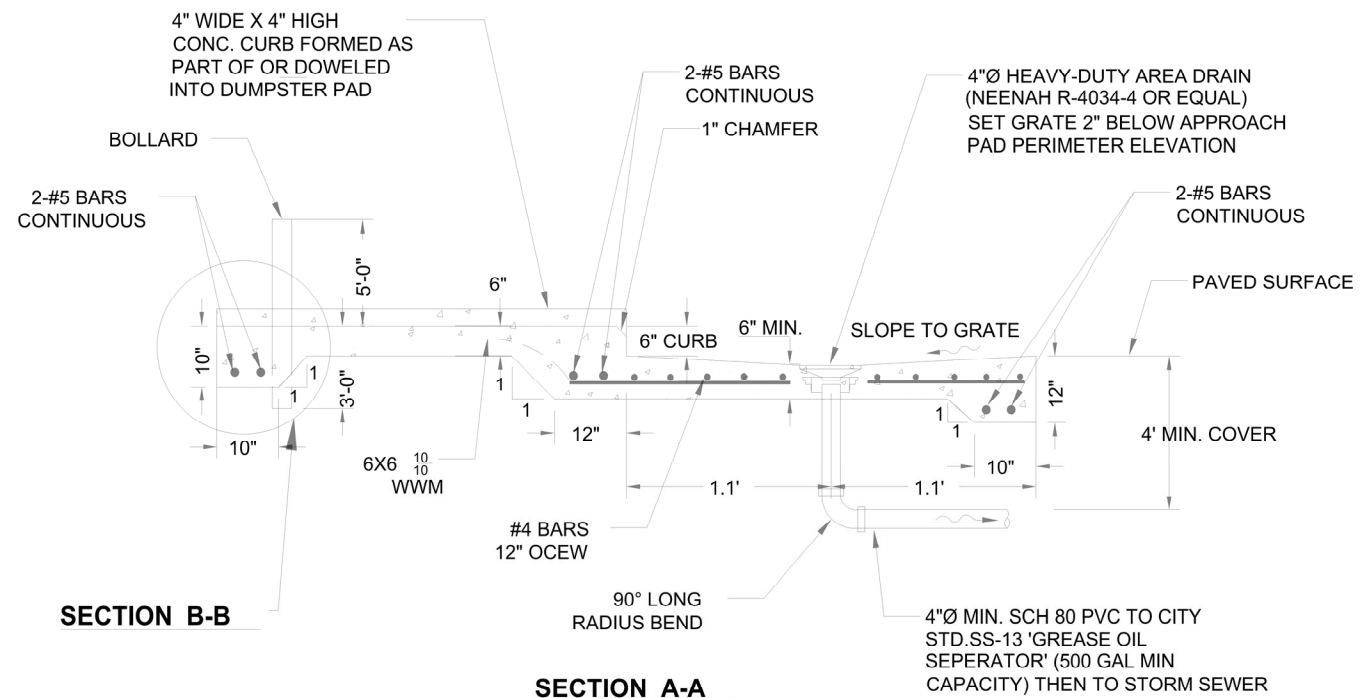
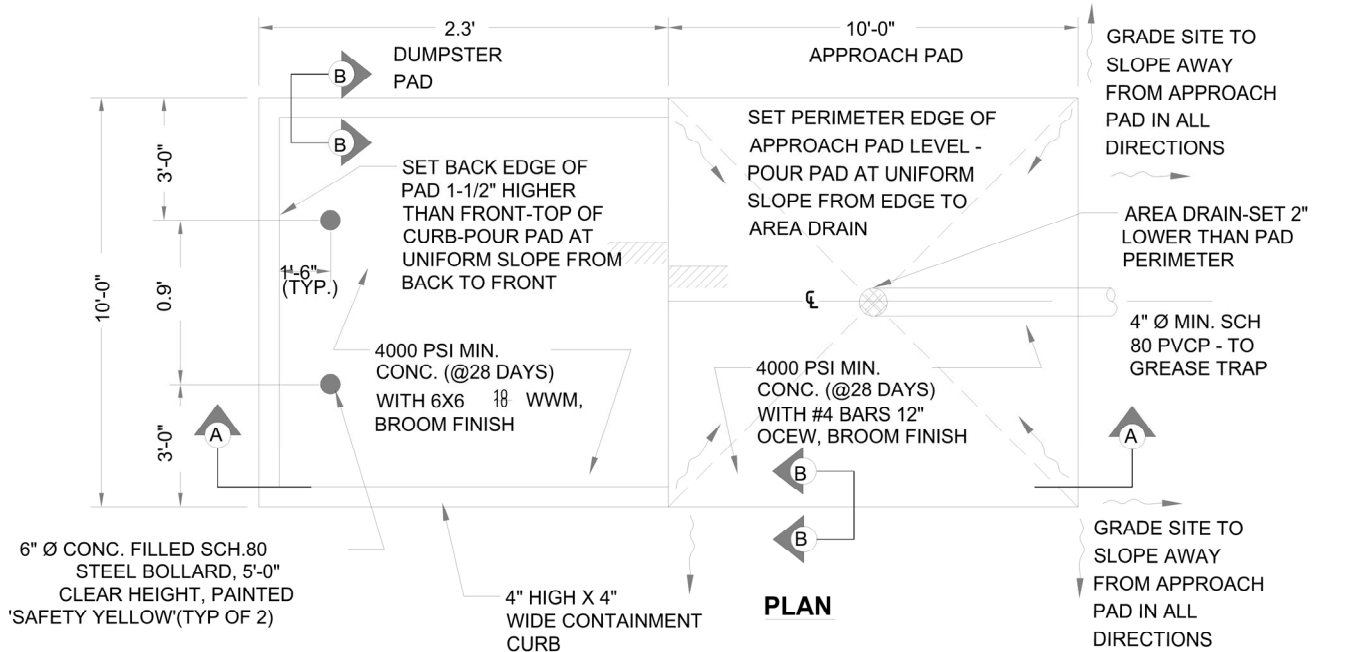
TYPICAL DUMPSTER PAD

GENERAL USE

SECTION:
STORM
SW-12A

REVISION DATE:
DEC 2020

CITY ENGINEER'S OFFICE
1805 NE 30TH AVE, BLDG #600
OCALA, FLORIDA 34470



NOTES:

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CITY OF OCALA
STANDARD DETAILS
FOR CONSTRUCTION

TYPICAL DUMPSTER PAD

RESTAURANT FOOD WASTE USE

SECTION:
STORM
SW-12B

REVISION DATE:
DEC 2020

CITY ENGINEER'S OFFICE
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PROJECT #:	CS101
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REVIEWED BY:	B.H. / J.W.

ANCHOR PLAN

SHEET #

C.21

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