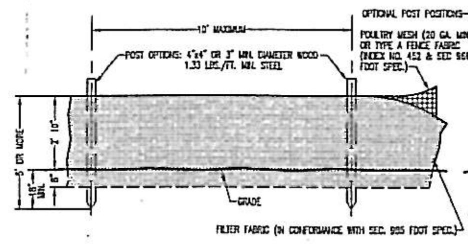
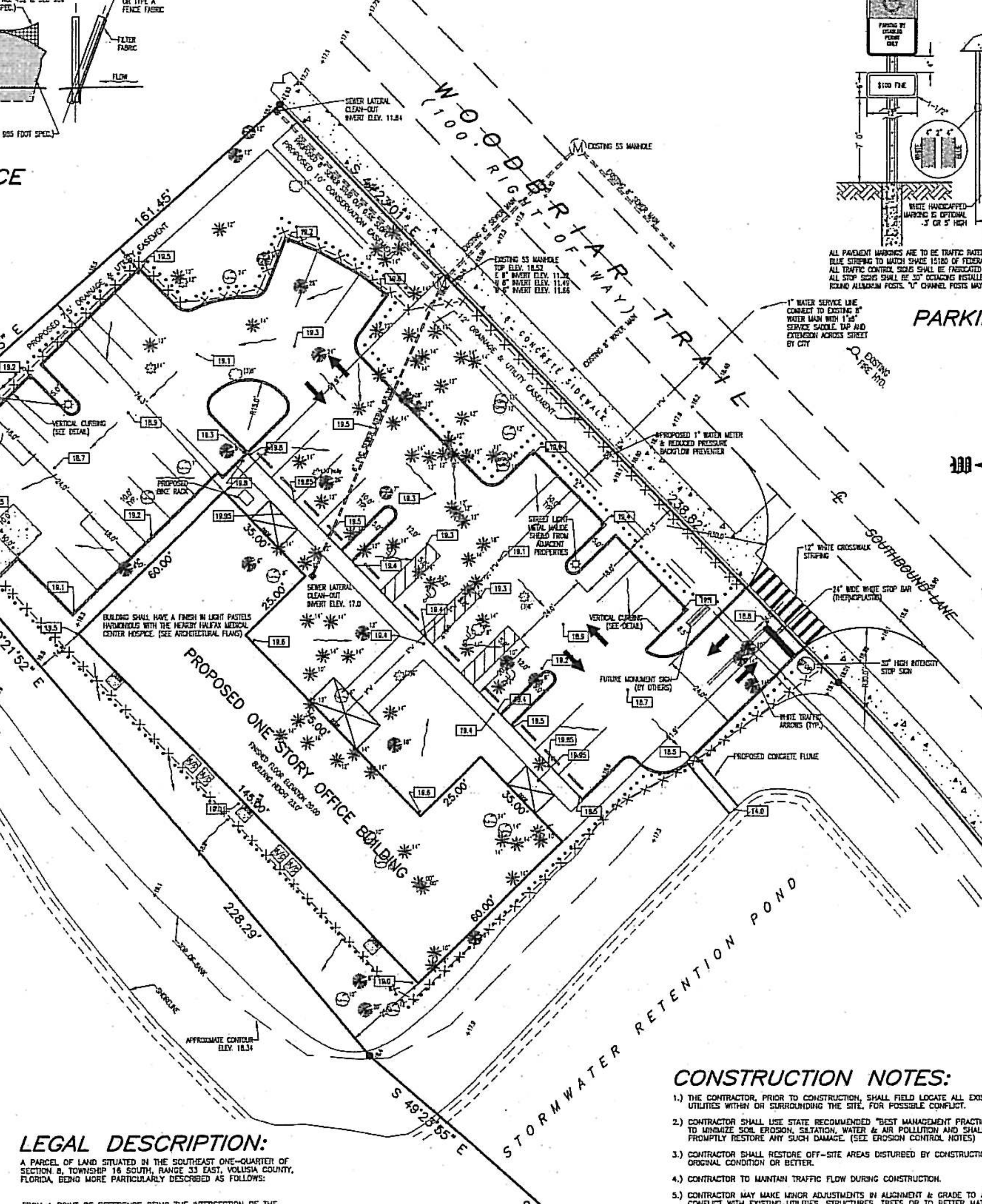
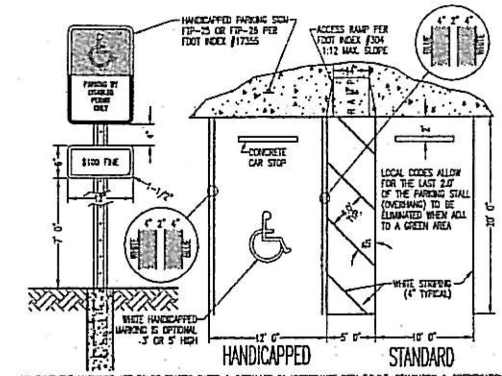


n.t.s.

TYPE IV SILT FENCE

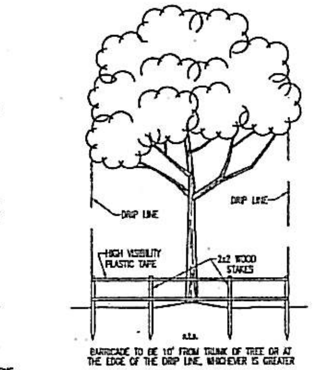




ALL PAVEMENT MARKINGS ARE TO BE TRAFFIC RATED & INSTALLED IN ACCORDANCE WITH F.D.O.T. STANDARDS & SPECIFICATIONS.

n.t.s.

PARKING DETAILS



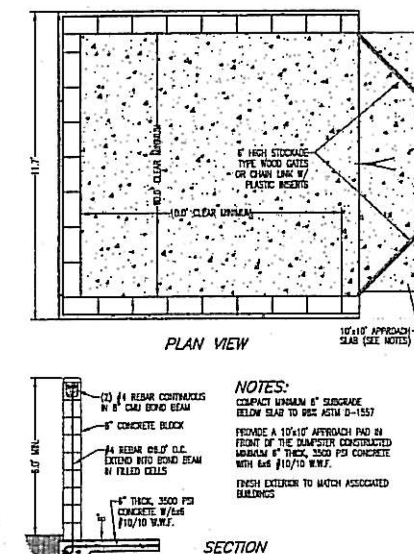
BARRICADE TO BE 10' FROM TRUNK OF TREE OR AT THE EDGE OF THE DRIP LINE, WHICHEVER IS GREATER

TREE BARRICADES ARE REQUIRED AROUND ALL TREES WHICH HAVE BEEN DESIGNATED ON THE SITE TO BE RETAINED OR PROTECTED. PRIOR TO ANY CLEARING OR CONSTRUCTION ACTIVITY OCCURRING ON THE SITE, TREE BARRICADES SHALL BE CONSTRUCTED AND APPROVED BY THE APPROPRIATE INSPECTOR

TREE BARRICADE

EROSION AND SEDIMENT CONTROL NOTES:

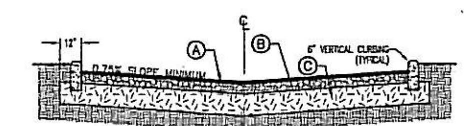
1.) Sediment basins and traps, perimeter dikes, sediment barriers and other measures intended to trap sediment shall be constructed as a first step in any land-disturbing activity and shall be made functional before upslope land disturbance takes place.
2.) All sediment control measures are to be adjusted 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 onto adjacent properties.
3.) Permanent or temporary soil stabilization shall be applied to denuded areas within seven days after final grade is reaching 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.) 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.
5.) 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 accomodate 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.
6.) After any significant rainfall, sediment control structures will be inspected for integrity. Any damaged devices shall be corrected immediately.
7.) Concentrated runoff shall not flow down cut or fill slopes unless contained within an adequate temporary or permanent channel, flume or slope drain structure.
8.) Whenever water seeps from a slope face, adequate drainage or other protection shall be provided.
9.) 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.
10.) 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.
11.) 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.
12.) The bed and banks of a watercourse shall be stabilized immediately after work in the watercourse is completed.
13.) Periodic inspection and maintenance of all sediment control structures must be provided to ensure intended purpose is accomplished. The Developer, owner, and /or the contractor shall be continuosly responsible for all sediment leaving the property. Sediment control measures shall be in working condition at the end of each working day.
14.) Where construction vehicle access routes intersect paved public roads, provisions shall be made to minimize the transport of sediment by tracing 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.
15.) This provision shall apply to individual subdivision lots as well as to larger land-disturbing activities.
16.) 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.
17.) Properties and waterways downstream from construction sites shall be protected from sediment deposition and erosion.
18.) Phased projects should be cleared in conjunction with construction of each phase.
19.) Erosion control design and construction shall follow the requirements in Index Nos. 101, 102, and 103 of FDOT Roadway and Traffic Design Standards.



NOTES:
COMPACT MINIMUM 6" SUBGRADE BELOW SLAB TO 98% ASTM D-1557
PROVIDE A 10'x10' APPROACH PAD IN FRONT OF THE DUMPSTER CONSTRUCTED MINIMUM 6" THICK, 2500 PSI CONCRETE WITH 6x6 #10/10 W.W.F.
FINISH EXTERIOR TO MATCH ASSOCIATED BUILDINGS

n.t.s.

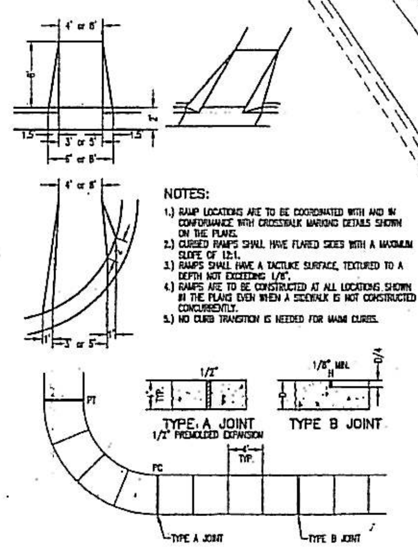
DUMPSTER ENCLOSURE



A = 1-1/2" Min. TYPE S-III ASPHALTIC CONCRETE, COMPACT TO 98% DENSITY AASHTO T-180 USING NUCLEAR DENSITY TEST (BACK SCATTER METHOD)
B = 6" Min. LIMEROCK BASE, COMPACTED 98% AASHTO T-180
C = 12" Min. STABILIZED SUB-GRADE, COMPACTED TO 95%

n.t.s.

LIGHT DUTY PAVING DETAIL



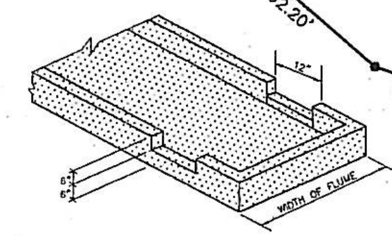
NOTES:
1.) RAMP LOCATIONS ARE TO BE COORDINATED WITH AND IN CONFORMANCE WITH CROSSWALK MARKING DETAILS SHOWN ON THE PLANS.
2.) CURBED RAMPS SHALL HAVE FLARED SIDES WITH A MAXIMUM SLOPE OF 12:1.
3.) RAMPS SHALL HAVE A TACTILE SURFACE, TEXTURED TO A DEPTH NOT EXCEEDING 1/8".
4.) RAMPS ARE TO BE CONSTRUCTED AT ALL LOCATIONS SHOWN IN THE PLANS EVEN WHEN A SIDEWALK IS NOT CONSTRUCTED CONCURRENTLY.
5.) NO CURB TRANSITION IS NEEDED FOR MAIN CURBS.

SIDEWALK DETAILS

LEGAL DESCRIPTION:

A PARCEL OF LAND SITUATED IN THE SOUTHEAST ONE-QUARTER OF SECTION 8, TOWNSHIP 16 SOUTH, RANGE 33 EAST, VOLUSIA COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM A POINT OF REFERENCE BEING THE INTERSECTION OF THE NORTHERLY RIGHT OF WAY LINE OF VILLAGE TRAIL AS PER PLAT OF COUNTRYSIDE P.U.D., UNIT III-A, AS FOUND IN PLAT BOOK 38 ON PAGES 156 AND 157 AMONG THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA (SAID NORTHERLY RIGHT OF WAY OF VILLAGE TRAIL ALSO BEING THE NORTHERLY BOUNDARY OF SAID PLAT OF COUNTRSIDE P.U.D. UNTIL III-A). AND THE WESTERLY RIGHT OF WAY LINE OF NOVA ROAD (A 100 FOOT WIDE RIGHT OF WAY, ALSO KNOWN AS STATE ROAD 5A AS SHOWN ON SAID PLAT OF COUNTRYSIDE P.U.D. UNIT III-A; THENCE N. 26°00'20" W ALONG SAID WESTERLY RIGHT OF WAY LINE OF NOVA ROAD AND DEPARTING NORTHERLY BOUNDARY OF COUNTRYSIDE P.U.D., UNIT III-A, A DISTANCE OF 1194.99 FEET TO A POINT IN THE NORTHERLY RIGHT OF WAY LINE OF DUNLAWTON BOULEVARD (A 200 FOOT WIDE RIGHT OF WAY), ALSO KNOW AS STATE ROAD 415, THENCE S 56°01'11" W ALONG SAID NORTHERLY RIGHT OF WAY LINE OF DUNLAWTON BOULEVARD A DISTANCE OF 1600.14 FEET,THENCE N 33°57'22" W DEPARTING SAID NORTHERLY RIGHT OF WAY LINE OF DUNLAWTON BOULEVARD A DISTANCE OF 439.73 FEET TO THE POINT OF 42.00 FEET, THENCE S 85°24'29" W A DISTANCE OF 96.35, THENCE N 71°33'54" W, A DISTANCE OF 53.25 FEET THENCE N 49°23'55" W, A DISTANCE OF 92.20 FEET, THENCE N 40°22'52" W, A DISTANCE OF 228.29 FEET, THENCE N 48°16'45" E. A DISTANCE OF 161.4 FEET; THENCE S. 44°23'01" E. A DISTANCE OF 238.82 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, SAID CURVE HAVING A RADIUS OF 690.70 FEET, THENCE ALONG THE ARC OF SAID CURVE, PASSNG THROUGH A CENTRAL ANGLE OF 10°25'39" A DISTANCE OF 125.70 FEET TO THE POINT OF TANGENCY; THENCE S 33°57'22" E, A DISTANCE OF 75.00 FEET TO THE POINT OF BEGINNING OF THIS DESCRIPTION.



CONSTRUCT PAD OF MINIMUM 3,000 PSI CONCRETE

n.t.s.

SPLASH PAD DETAIL

CONSTRUCTION NOTES:

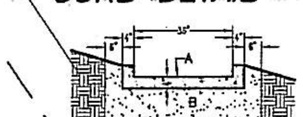
1.) THE CONTRACTOR, PRIOR TO CONSTRUCTION, SHALL FIELD LOCATE ALL EXISTING UTILITIES WITHIN OR SURROUNDING THE SITE, FOR POSSIBLE CONFLICT.
2.) CONTRACTOR SHALL USE STATE RECOMMENDED "BEST MANAGEMENT PRACTICES TO MINIMIZE SOIL EROSION, SILTATION, WATER & AIR POLLUTION AND SHALL PROMPTLY RESTORE ANY SUCH DAMAGE. (SEE EROSION CONTROL NOTES)
3.) CONTRACTOR SHALL RESTORE OFF-SITE AREAS DISTURBED BY CONSTRUCTION TO ORIGINAL CONDITION OR BETTER.
4.) CONTRACTOR TO MAINTAIN TRAFFIC FLOW DURING CONSTRUCTION.
5.) CONTRACTOR MAY MAKE MINOR ADJUSTMENTS IN ALIGNMENT & GRADE TO AVOID CONFLICT WITH EXISTING UTILITIES, STRUCTURES, TREES OR TO BETTER MATCH EXISTING FIELD CONDITIONS.
6.) CONTRACTOR SHALL RECORD AND SUBMIT TO PROJECT ENGINEER ACCURATE AS BUILT INFORMATION.

1.) REQUIRED CMPACTION FOR NON-BUILDABLE SITES IS 95%.
2.) ALL PROPOSED UTILITIES ARE TO INSTALLED UNDERGROUND.

ALL CURBS & ROADWAYS TO MATCH EXISTING IN ACCORDANCE W/FDOT AND LOCAL REQUIREMENTS.

n.t.s.

CURB DETAIL



n.t.s.

A = 3000 PSI CONCRETE W/10-10 6x6 WWM
B = 6" STABILIZED SUBGRADE COMPACTED TO 95% DENSITY AASHTO

OUTFALL FLUME

LEGEND:

- = EXISTING ELEVATIONS
- = PROPOSED ELEVATIONS
- = EXISTING CONTOURS
- = PROPOSED CONTOURS
- = EXISTING OAK TREE
- = EXISTING PINE TREE
- = EXISTING PALM TREE
- = EXISTING GUM TREE
- = EXISTING ELM TREE
- = EXISTING MAPLE TREE
- X—X—X—X—X—X = SILT FENCE

PROJECT DATA:

Project Area	67,465 Sq.Ft.	1.549 Acres
PROPOSED:		
Building Coverage	6,825 Sq.Ft.	10.1%
Sidewalks	1,337 Sq.Ft.	2.0%
Parking Lot	15,062 Sq.Ft.	22.3%
Green Areas & Pond	44,241 Sq.Ft.	65.6%

Density: 6,825 Sq.Ft. / 67,465 Sq.Ft. = 10.1%

Project Zoning: Planned Commercial Development (PCD)

Proposed Land Use: General Office Building

Parking Required: 6,825 Sq.Ft. / 200 = 35 Spaces
Bicycle Parking: 35 Spaces x 0.05 = 2 Spaces

Parking Provided: 35 Spaces including 4 Handicapped

Water Provider: City of Port Orange Utilities

Sewer Provider: City of Port Orange Utilities

Soils – S.C.S. #4, Astatula Fine Sand, 0-8% Slopes

100 Year Flood Plain Not Applicable To Project

Owner or their successors will be responsible for maintenance of all on site infrastructure as approved for construction.

Owner: Mr. Chris Elliot
680 Ferncliff Drive
Port Orange, FL 32127
(904) 788-4275

Engineer: Allen A. Davis, P.E.
103 W. Wisconsin Ave. #104
DeLand, FL 32720
(904) 738-7475

Developer: F.J. Graham Construction
P.O. Box 291543
Port Orange, FL 32129
(904) 756-1969

Boundary and topo information taken from survey by Spruce Creek Land Surveyors, 3869 S. Nova Rd. Port Orange, FL 32127.

SJRWMD Permit #4-127-0024

Tax Parcel #6308-00-07-0015

FOR
AAD
CIVIL ENGINEERING
103 W. WISCONSIN AVE
SUITE 104
DELAND, FLORIDA 32720
PHONE: (904)738-7475
FAX: (904)738-7781

PROJECT
SITE DEVELOPMENT PLAN
FOR
ELLIOT OFFICE BUILDING
WOODBRIAR TRAIL PORT ORANGE, FLORIDA

DATE	REVISED
8/13/98	PER DEVELOPERS REQUEST
8/19/98	ADDED 6" CURBING - RELOCATED BUILDING
11/16/98	PER CITY SDRC COMMENTS OF 11/4/98

MTC DESIGN
105 W. WISCONSIN AVENUE - SUITE 108 - DELAND, FLORIDA 32720
PHONE (904) 740-1454 FAX 738-7475 EMAIL: MCASH@TOTCON.COM

JOB #: D98-036
SCALE: 1"=20'
DATE: 6/26/98
DRAWN: MTC
SHEET: ONE OF ONE