



VCS Project NO. 2648212

SCHOOL BOARD MEMBERS

BOARD CHAIR
VICE BOARD CHAIR
MEMBER
MEMBER
MEMBER

SUPERINTENDENT

CONSTRUCTION SITE

NEW AIRPORT

Map showing the location of the new airport (marked by a black square) relative to the city center and surrounding areas. The map includes labels for various roads, rivers, and landmarks.

CONSTRUCTION DOCUMENTS 02/20/2026

John A. Dillard, Jr. PE, Fl. No. 37256
HALUK KILIC P.E. Fl. No. 84244

[illegible]

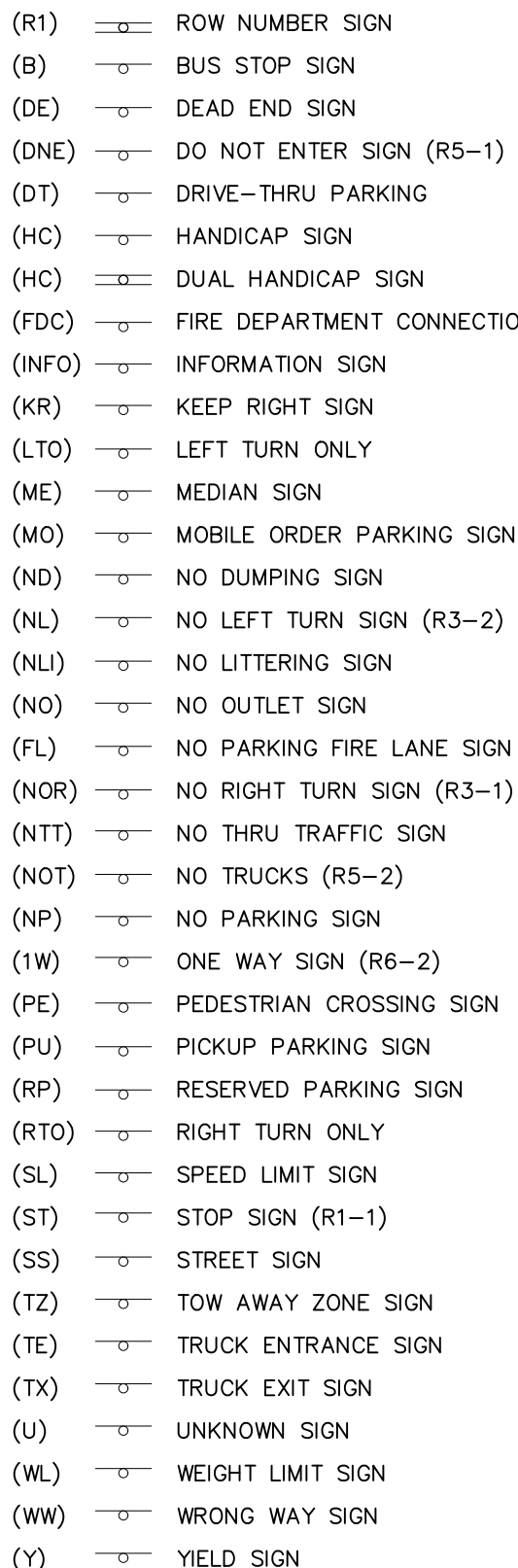
FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

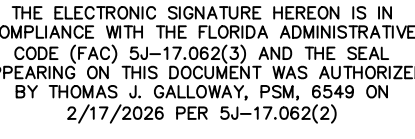
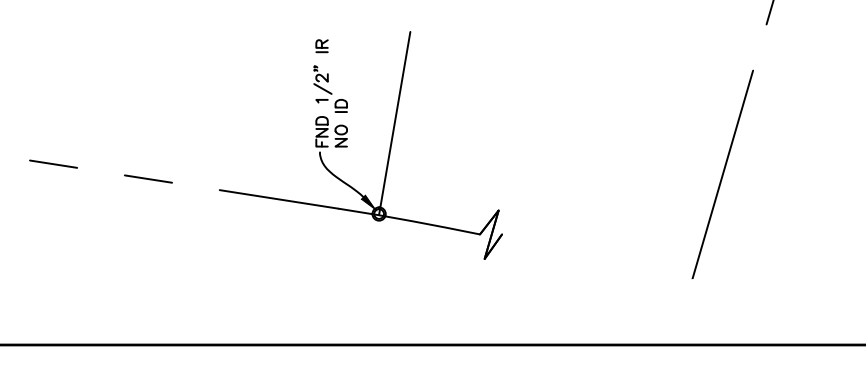
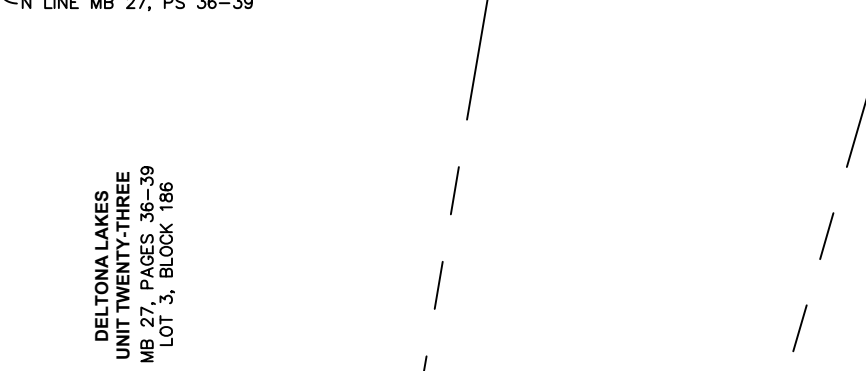
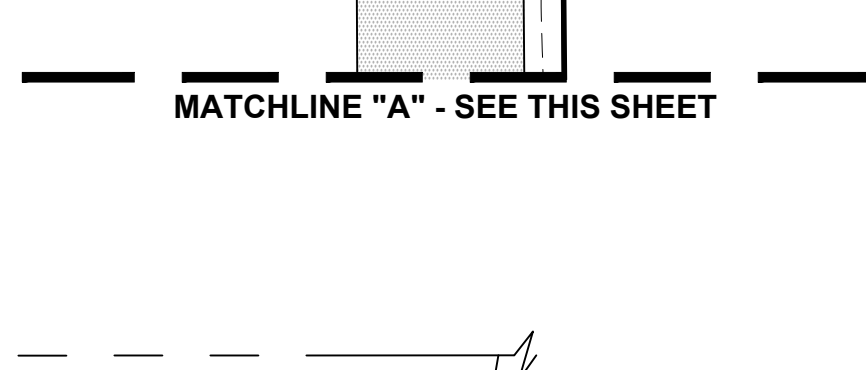
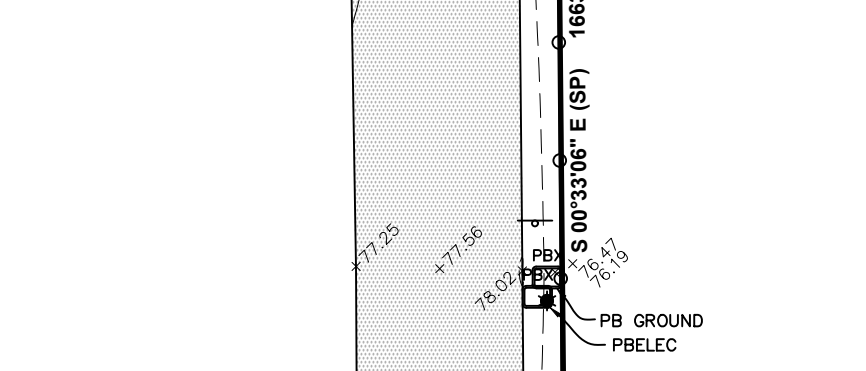
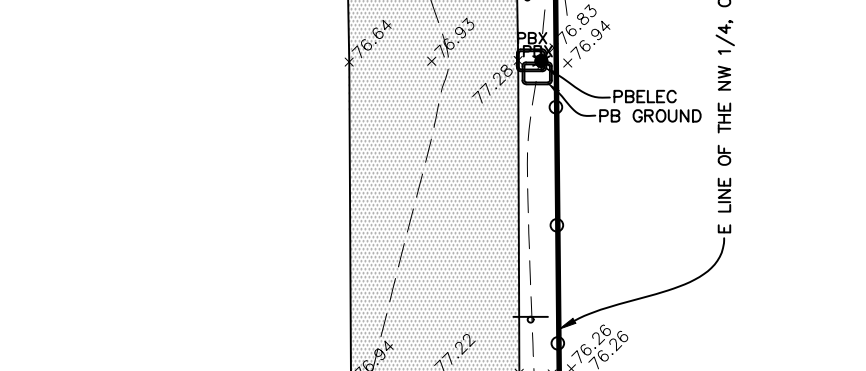
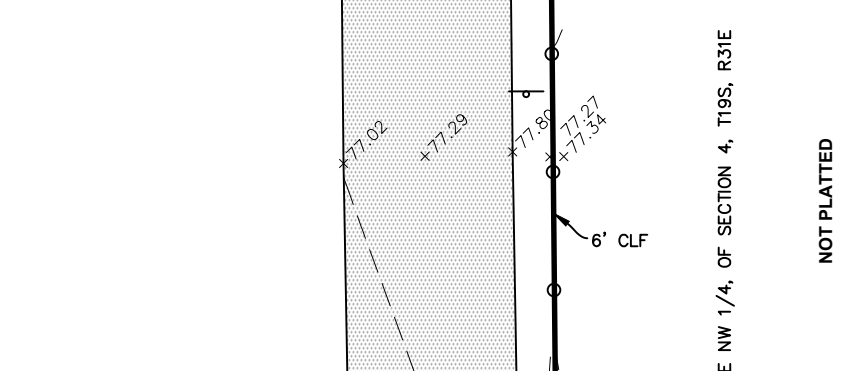
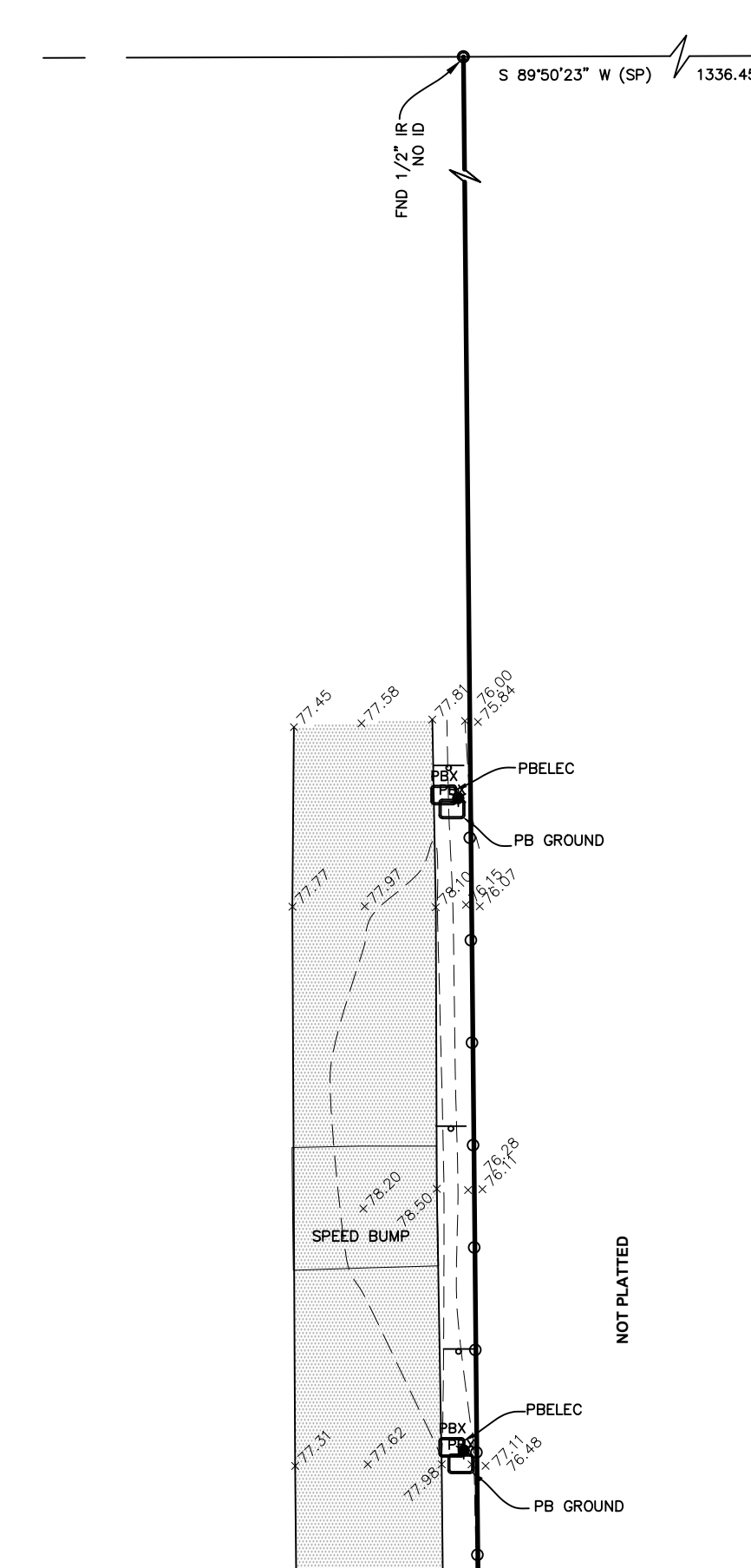
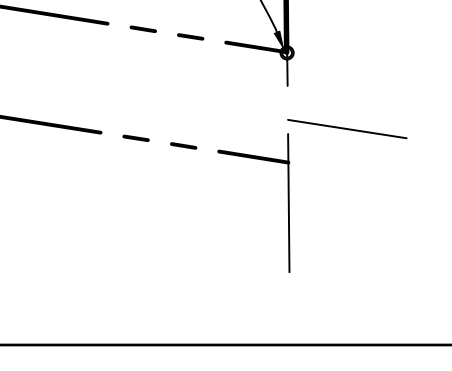
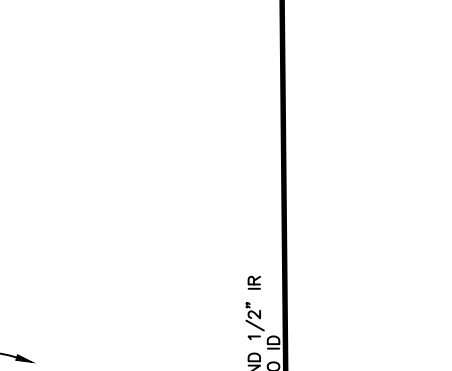
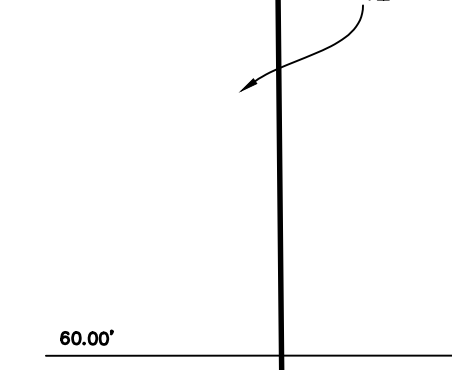
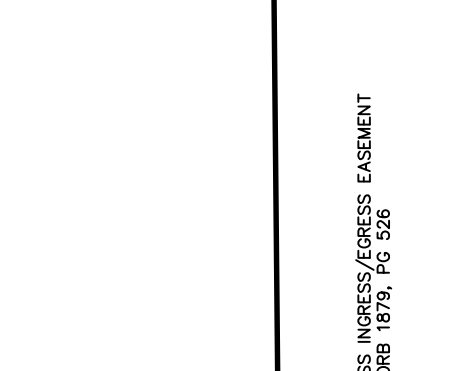
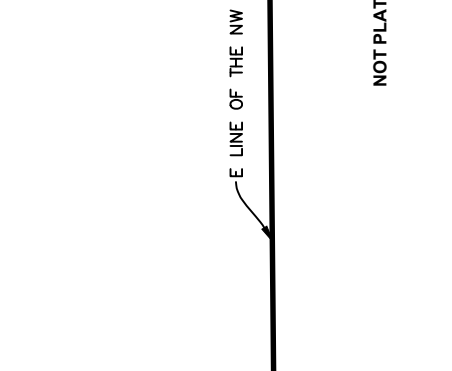
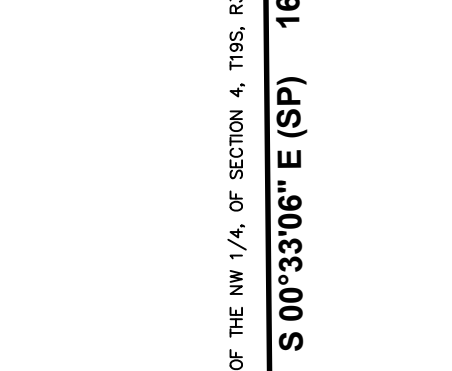
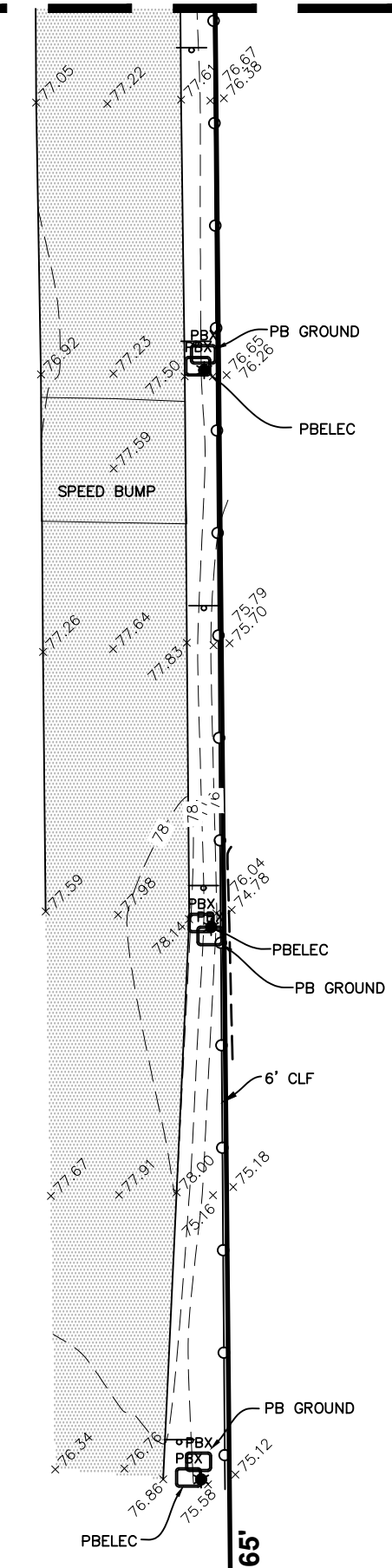
ENGINEER JOHN A. DILLARD		ARCHENGR OF RECORD
HALUK KILIC		
DESIGNED BY JAD	DRAWN BY TKR	
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215	
SHEET TITLE COVER SHEET		
DRAWING NO. G001		

VICINITY MAP

NOT TO SCALE

V0.1





FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD, DELTONA, FLORIDA

DRAWING NO. **V1 1**

V1.1

1. ALL CONSTRUCTION, DRAINAGE STRUCTURES AND OTHER SITE IMPROVEMENTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST EDITIONS OF FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS AND SPECIFIC CONDITIONS FOR ROAD AND BRIDGE CONSTRUCTION OR THE CITY'S LAND DEVELOPMENT CODE REQUIREMENTS, STANDARD CONSTRUCTION DETAILS & STANDARD SPECIFICATIONS, WHICHEVER IS MORE STRINGENT.
2. SHOP DRAWINGS AND CERTIFICATIONS FOR ALL MATERIALS AND STRUCTURES ARE REQUIRED. THE CONTRACTOR SHALL REVIEW AND SIGN SHOP DRAWINGS. THE CONTRACTOR SHALL SUBMIT REVIEWED SHOP DRAWINGS TO THE ENGINEER FOR APPROVAL PRIOR TO ORDERING THE MATERIALS REQUIRED FOR CONSTRUCTION.
3. CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL REQUIRED PERMITS. THE CONTRACTOR SHALL MAINTAIN COPIES OF ALL RELEVANT PERMITS AND CONSTRUCTION DOCUMENTS AVAILABLE ON THE JOB SITE AT ALL TIMES.
4. CONTRACTOR TO MAINTAIN THE SITE IN A SAFE AND SECURE MANNER TO PROTECT PUBLIC SAFETY AND THE CONDITIONS OF THE IMPROVEMENTS.
5. THE CONTRACTOR SHALL MAINTAIN, AT THE JOB SITE, A RECORD COPY OF ALL CONSTRUCTION DRAWINGS AND SPECIFICATIONS ON WHICH ALL FIELD CHANGES ARE TO BE SHOWN. THESE CHANGES ARE TO BE INCORPORATED IN THE "AS-BUILT" SURVEY FURNISHED TO THE ENGINEER.
6. SHOULD CONDITIONS VARY FROM THOSE SHOWN ON THESE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF RECORD PRIOR TO CONTINUING CONSTRUCTION.
7. ANY FIELD MODIFICATIONS OR DEVIATIONS TO THESE CONSTRUCTION PLANS REQUIRES APPROVAL BY BOTH THE ENGINEER OF RECORD AND THE CITY PRIOR TO PERFORMING THE WORK.
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE AN "AS-BUILT" SURVEY OF THE COMPLETED CONSTRUCTION. THE "AS-BUILT" SURVEY SHALL BE PREPARED IN ACCORDANCE WITH ALL APPLICABLE GOVERNMENTAL REGULATIONS AND ZONING REQUIREMENTS. THE "AS-BUILT" SURVEY SHALL BE PREPARED ON ZONING DEEDS/PERMITTED PLANS, ELECTRONIC AND PAPER COPIES OF THE AS-BUILT SURVEY SHALL BE PROVIDED TO THE ENGINEER OF RECORD. THE "AS-BUILT" SHALL BE SIGNED AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL LAND SURVEYOR.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING VEHICULAR AND PEDESTRIAN TRAFFIC SAFELY THROUGH THE WORK ZONE AT ALL TIMES, IF APPLICABLE. ANY SIDEWALK, LANE OR ROAD CLOSURE REQUIRES REVIEW AND APPROVAL IN ADVANCE AND A SEVEN (7) DAY MINIMUM NOTICE TO THE JURISDICTIONAL AGENCY/VOLUSIA COUNTY TRAFFIC OPERATIONS (386-239-6535). THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REQUIRED COORDINATION.
10. MAINTENANCE OF TRAFFIC WILL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS AND THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS, LATEST EDITIONS.
11. CONTRACTOR TO NOTIFY THE REGULATORY AGENCIES FORTY EIGHT (48) HOURS PRIOR TO THE START OF CONSTRUCTION. CONTRACTOR SHALL SEND COPIES OF ALL TESTING REPORTS TO THE REGULATORY AGENCIES AND THE ENGINEER OF RECORD.
12. SURVEY INFORMATION PROVIDED BY CPH DATED 10/23/2025. ALL ELEVATIONS BASED ONNORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND ARE SHOWN IN FEET. STATE PLANE COORDINATES ARE BASED UPON NAD 83.
13. ALL PUBLIC LAND CORNERS AND MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE PROTECTED. THE CONTRACTOR SHALL EMPLOY A SURVEYOR, REGISTERED IN THE STATE OF FLORIDA, TO REPLACE/RESTORE ANY PROPERTY OR LAND MARKERS DISTURBED BY CONSTRUCTION ACTIVITIES.
14. NO LAND SHALL BE CLEARED, EXCAVATED OR FILLED AND NO STRUCTURES SHALL BE ERECTED, REPAIRED OR DEMOLISHED WITHOUT PROPER PERMIT(S).
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS AS WELL AS THE REQUIREMENTS OF ST. JOHNS RIVER WATER MANAGEMENT DISTRICT AND E.P.A. (NPDES). CONTRACTOR SHALL ESTABLISH BEST MANAGEMENT PRACTICES AND EROSION CONTROL METHODS PRIOR TO COMMENCING ANY SITE CLEARING OR DEMOLITION AND SHALL MAINTAIN THOSE BARRIERS UNTIL FINAL ACCEPTANCE OF THE PROJECT.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROJECT'S NPDES PERMITTING, INSPECTION AND REPORTING, IF APPLICABLE.
17. THE EROSION, SEDIMENT AND TURBIDITY CONTROL MEASURES DELINEATED HEREON ARE THE MINIMUM REQUIRED. ADDITIONAL CONTROLS MAY BE NEEDED, DEPENDING UPON THE ACTUAL SITE CONDITIONS. THE JURISDICTIONAL AGENCY/AGENCY AND CONSTRUCTION OPERATIONS. STAKED SILT FENCE SHALL BE UTILIZED TO CONTROL EROSION AND RELEASE OF SUSPENDED SOLIDS. SEDIMENT TRACKING CONTROL DEVICES SHALL BE USED TO PREVENT THE OFFSITE TRANSPORT OF SEDIMENT BY MOTORIZED VEHICLES. IF CONTROL MEASURES DO NOT PROVE SATISFACTORY, WORK SHALL CEASE UNTIL NEW MEASURES ARE ADOPTED WITH SATISFACTORY RESULTS.
18. ALL EROSION AND SEDIMENT TRACKING CONTROL DEVICES SHALL BE INSPECTED DAILY AND IMMEDIATELY FOLLOWING ANY RAINFALL EVENT REFER TO PROJECT'S STORMWATER POLLUTION PREVENT PLAN (SWPPP). ANY DEFICIENCIES FOUND IN THE EROSION CONTROL MEASURES SHALL BE REPAIRED IMMEDIATELY. THE CONTRACTOR SHALL KEEP A LOG BOOK DOCUMENTING THESE DAILY INSPECTIONS, DEFICIENCIES AND REMEDIAL ACTIONS.
19. ALL UNSUITABLE SOILS AND UNSUITABLE MATERIALS (SUCH AS CLAY, ORGANICS, ROCK, CEMENTED COQUINA, DEBRIS, ETC.) SHALL BE REMOVED, DISPOSED OF IN A LEGAL MANNER AND REPLACED WITH DRY COMPACTED GRANULAR MATERIAL SATISFACTORY TO THE CITY. THE COST OF ALL WORK AND MATERIALS IS TO BE INCLUDED IN THE UNIT PRICE OF THE ASSOCIATED CONSTRUCTION ITEMS UNLESS OTHERWISE SHOWN IN THE PLANS.
20. IN THE EVENT THAT WATER IS ENCOUNTERED DURING CONSTRUCTION, Dewatering SHALL BE PERFORMED AS NEEDED. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN, PERMITTING, INSTALLATION, OPERATION AND SUBSEQUENT REMOVAL OF DEWATERING SYSTEMS AND THEIR SAFETY AND CONFORMITY WITH APPLICABLE CODES AND REGULATIONS.
21. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE APPROPRIATE ELECTRIC, TELEPHONE, GAS, CABLE TELEVISION, COMMUNICATIONS, ETC. COMPANIES TO DETERMINE THE TYPE AND LOCATION OF ALL UNDERGROUND FACILITIES IN THE AREA OF CONSTRUCTION.
22. ALL UNDERGROUND UTILITIES HAVE BEEN LOCATED HORIZONTALLY AND VERTICALLY BASED ON THE BEST INFORMATION AVAILABLE AND SHOULD BE CONSIDERED APPROXIMATE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND VERIFYING ALL ELEVATIONS OF EXISTING UTILITIES (PUBLIC AND PRIVATE) SHOWN OR NOT SHOWN PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE VARIOUS UTILITY COMPANIES TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATION OR DISRUPTION OF SERVICES OR CLARIFICATION OF ACTIVITY REGARDING SAID UTILITY. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING NEAR OR CROSSING A UTILITY, WHETHER SHOWN ON THESE PLANS OR FIELD LOCATED. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ANY RELOCATION OF THE UTILITY. THE CONTRACTOR SHALL BE RESPONSIBLE TO RELOCATE OR PROTECT DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE TO PAY FOR ANY REPAIR, RELOCATION OR TEMPORARY MEASURES NEEDED FOR EXISTING OR PROPOSED UTILITIES.
23. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE AND AVOID ALL UTILITIES, OTHER STRUCTURES AND OBSTRUCTIONS BOTH ABOVE AND BELOW GROUND. ALL DAMAGE RESULTING FROM THE CONTRACTOR'S FAILURE TO COMPLY WITH THIS REQUIREMENT SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
24. THE CONTRACTOR SHALL NOTIFY ALL UTILITY PROVIDERS AT LEAST TWO (2) BUSINESS DAYS PRIOR TO ANY CONSTRUCTION.
25. THE CONTRACTOR SHALL MAINTAIN UNINTERRUPTED SERVICE AT ALL SERVICE CONNECTIONS. THE MANNER IN WHICH THIS IS ACCOMPLISHED SHALL BE LEFT TO THE DISCRETION OF THE CONTRACTOR, SUBJECT TO THE REQUIREMENTS OF THE CONTRACT SPECIFICATIONS.
26. ALL EXISTING DRAINAGE STRUCTURES AND UTILITIES WITHIN THE CONSTRUCTION LIMITS SHALL REMAIN, UNLESS OTHERWISE NOTED IN PLANS.
27. ALL STATIONS AND OFFSETS REFER TO CENTERLINE CONSTRUCTION UNLESS OTHERWISE NOTED IN PLANS.
28. THE LENGTH OF ALL DRAINAGE PIPES AND LOCATION OF ALL DRAINAGE STRUCTURES ARE APPROXIMATE. THE LOCATION OF THE DRAINAGE STRUCTURE SHALL DETERMINE THE LENGTH OF PIPE.
29. THE TOP OF CASTING ELEVATIONS (TC) OF ALL STRUCTURES ARE SHOWN. HOWEVER, THE CONTRACTOR SHALL INSTALL ALL FLEAMES SO AS TO PROVIDE A SMOOTH SURFACE FOR VEHICULAR AND/OR PEDESTRIAN TRAFFIC.
30. CONTRACTOR SHALL CONFIRM PROPOSED TOP OF CASTING (TC) ELEVATIONS WILL ALLOW POSITIVE DRAINAGE TO PROPOSED INLETS. IF POSITIVE DRAINAGE DOES NOT EXIST, CONTRACTOR TO COORDINATE WITH ENGINEER OF RECORD FOR SOLUTION AND ADJUST PROPOSED INLETS AS NECESSARY AT NO COST.
31. CONTRACTOR SHALL CONFIRM ELEVATION OF EXISTING GRADE PRIOR TO PLACING DRAINAGE OUTFALL STRUCTURES. CONTRACTOR SHALL NOTIFY ENGINEER OF RECORD IF EXISTING GRADE DOES NOT MATCH PROPOSED OUTFALL INVERT. CONTRACTOR SHALL ADJUST OUTFALL STRUCTURE INVERT AND/OR STRUCTURE LOCATION AS DIRECTED BY ENGINEER OF RECORD AT NO COST.
32. ANY DRAINAGE PROBLEMS CREATED BY CONSTRUCTION, OR EXISTING BEFORE CONSTRUCTION AND NOT ALLEVIATED, SHOULD BE BROUGHT TO THE ATTENTION OF THE ENGINEER OF RECORD AT THE TIME OF DISCOVERY.
33. ALL STORMWATER PIPES AND INLETS SHALL BE CLEANED OF DEBRIS AND ERODED MATERIALS AT LAST STAGES OF AND PRIOR TO COMPLETION OF CONSTRUCTION.

34. SPECIAL ATTENTION IS DIRECTED TO THE FACT THAT PORTIONS OF SOME DRAINAGE STRUCTURES MAY EXTEND INTO THE STABILIZED PORTION OF THE ROADBED. EXTREME CAUTION WILL BE NECESSARY DURING COMPACTING AND STABILIZATION OPERATIONS AT THESE LOCATIONS TO AVOID DAMAGE AND ACHIEVE THE REQUIRED COMPACTION.
35. DURING CONSTRUCTION, AN ALL-WEATHER ACCESSIBLE ROADWAY SHALL BE MAINTAINED AT ALL TIMES FOR FIRE ACCESS.
36. ALL REQUIRED FIRE LINES & HYDRANTS SHALL BE INSTALLED IN ACCORDANCE WITH LOCAL & STATE REQUIREMENTS AND OPERATIONAL PRIOR TO THE START OF VERTICAL CONSTRUCTION.
37. NONE OF THE EXISTING LUMBEROCK BASE THAT IS REMOVED IS TO BE USED IN THE CONSTRUCTION OF THE NEW LUMBEROCK BASE UNLESS OTHERWISE NOTED ON PLANS.
38. EXISTING DRIVEWAYS WITHIN THE LIMITS OF THIS PROJECT ARE NOT TO BE REPLACED AT THE SAME LOCATION AND WIDTH WITH THE SAME TYPE OF MATERIAL, UNLESS OTHERWISE SHOWN IN THE PLANS.
39. ALL RAMPS, SIDEWALKS AND ACCESSIBLE ROUTES ARE TO BE IN COMPLIANCE WITH CURRENT A.D.A. REQUIREMENTS.
40. SIGNS THAT ARE REMOVED AND ARE TO BE RELOCATED SHALL BE STOCK PILED BY THE CONTRACTOR. ANY EXISTING SIGNS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR AT HIS COST.
41. ROADWAY AND PARKING SIGNAGE AND MARKINGS SHALL BE IN CONFORMANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
42. UNLESS OTHERWISE NOTED, PROPOSED GRADES SHOWN ARE FINISHED GRADES.
43. OPERATION AND MAINTENANCE OF THE STORMWATER SYSTEM WILL BE PROVIDED BY THE OWNER OF PROPERTY. MAINTENANCE IS TO INCLUDE BI-WEEKLY MOWING OF SIDE SLOPES FOR VEGETATION CONTROL AND MONTHLY INSPECTION/CLEANING OF CULVERTS & STORM SYSTEMS.
44. ALL DISTURBED AREAS SHALL BE SOODED, UNLESS OTHERWISE SHOWN, AND SHALL HAVE SOD/VEGETATED COVER ESTABLISHED PRIOR TO THE INSPECTION FOR THE CERTIFICATE OF OCCUPANCY.
45. INSTALLATION OF THE REQUIRED STREET SIGNS, TRAFFIC SIGNS, PAVEMENT STRIPING, STREET LIGHTS AND SIDEWALKS ALONG WITH THE PAINTING OF THE FIRE HYDRANTS MUST BE COMPLETED PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF COMPLETION.
46. CONTRACTOR IS RESPONSIBLE FOR INSPECTING AND PRE-TESTING PRIOR TO SCHEDULING A TEST OR WALK-THROUGH WITH THE UTILITY REPRESENTATIVES, MUNICIPAL REPRESENTATIVES AND ENGINEER OF RECORD. ANY COST ASSOCIATED WITH RETESTING SHALL BE PAID FOR BY THE CONTRACTOR.
47. THE ENGINEER OF RECORD AND LOCAL UTILITY SHALL BE GIVEN SEVENTY-TWO (72) HOURS NOTICE OF ALL REQUESTED MEETINGS AND/OR TESTING MEASURES.
48. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE REGULATORY REPRESENTATIVES TO DETERMINE THE INSPECTIONS NEEDED FOR THE PROJECT. CONTRACTOR SHALL PROVIDE PROPER NOTIFICATION TO INSPECTING AUTHORITIES BEFORE AND DURING CONSTRUCTION.
49. ZEV COHEN AND ASSOCIATES, INC (ZCA) LIABILITY SHALL BE LIMITED TO THE COMPANY'S DESIGN OF SPECIFIC IMPROVEMENTS AS DEPICTED ON THE SITE INFRASTRUCTURE CONSTRUCTION DOCUMENTS.

ALL DEMOLITION AND CONSTRUCTION ACTIVITIES SHALL INCORPORATE APPROPRIATE BEST MANAGEMENT PRACTICES (BMP'S) TO PREVENT EROSION, OFFSITE SEDIMENTATION, AND THE POTENTIAL FOR DOWNSTREAM WATER QUALITY IMPACTS.

2. THE SITE WORK/GRADING AND UTILITIES CONTRACTOR SHALL AT A MINIMUM, ENSURE IMPLEMENTATION OF AN APPROVED EROSION PREVENTION AND SEDIMENT CONTROL PLAN IN ACCORDANCE WITH FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) CONSTRUCTION ACTIVITY GUIDELINES.

3. A PRELIMINARY STORMWATER MANAGEMENT PLAN (SWAMP) SHALL BE SUBMITTED WITH THE PROPOSED SITE PLANS FOR REVIEW AND APPROVAL BY THE CITY PER THE CITY'S LAND DEVELOPMENT CODE (LDC) "ADDITIONAL APPLICATION REQUIREMENTS FOR SITE PLANS".

4. ALL APPLICABLE PERMITS, SWPPP, AND SITE SPECIFIC BMP'S SHALL BE INSPECTED BY THE CITY, PRIOR TO THE START OF ANY LAND DISTURBANCE ACTIVITIES. "PRECONSTRUCTION EROSION CONTROL INSPECTIONS CAN BE CONSIDERED AS A PRELIMINARY INSPECTION THROUGHOUT THE PROJECT".

5. THE SITE WORK CONTRACTOR SHALL MINIMIZE DISTURBANCES OF EXISTING WETLANDS, VEGETATION AND DRAINAGE PATTERNS ON ADJACENT PROPERTIES TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES.

6. EROSION CONTROL MEASURES SHALL BE INSTALLED IMMEDIATELY AFTER ANY AND ALL DISTURBANCE OF THE SOIL PRIOR TO BUILDING CONSTRUCTION OR PLACEMENT OF IMPERVIOUS SURFACE WITHIN THE AREA SERVED BY THOSE SYSTEMS. ADEQUATE BMP'S MUST BE IMPLEMENTED TO PREVENT SILTATION OF THESE TREATMENT SYSTEMS AND CONTROL STRUCTURES DURING CONSTRUCTION. SILTATION MUST BE REMOVED FROM THE STORMWATER SYSTEM WHEN ALL EROSION CONTROL MEASURES ARE IN PLACE AND GRADING AND STABILIZATION OF THE PROJECT IS COMPLETE.

7. THE OWNER AND/OR CONTRACTOR(S) IS RESPONSIBLE FOR IMPLEMENTATION AND MAINTENANCE OF ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES AND PROJECT SPECIFIC PERMIT REQUIREMENTS. BEST MANAGEMENT PRACTICES INSTALLED INSITE SHALL BE INSPECTED AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF EVERY WORK DAY THAT DISTURBANCES ARE GREATER THAN 10 SQUARE FEET (OR MORE) (ON HOURLY). THE SITE SHALL BE INSPECTED AND THE INSPECTION DOCUMENTED BY A QUALIFIED INSPECTOR AND CORRECTIVE ACTIONS TAKEN AS NECESSARY.

8. THE SITE WORK/GRADING AND UTILITIES CONTRACTOR SHALL INITIATE STABILIZATION MEASURES WITHIN SEVEN CALENDAR DAYS AFTER CONSTRUCTION ACTIVITIES HAVE COMPLETED OR PERMANENTLY CEASED FOR ANY PORTION OF THE PROJECT. FINAL STABILIZATION IS DEFINED AS A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF GROWTH OF AT LEAST 70% OR GREATER.

9. THE SITE WORK OWNER AND/OR CONTRACTOR(S) IS RESPONSIBLE FOR MAINTAINING THE PROJECT IN COMPLIANCE WITH ALL JURISDICTIONAL PERMITS AND THE CITY'S LAND DEVELOPMENT CODE REQUIREMENTS.

10. FOR ANY LAND DISTURBANCES OF ONE ACRE OR MORE, THE CONTRACTOR SHALL SUBMIT A COMPLETED NPDES CONSTRUCTION GENERIC PERMIT (CGP) NOTICE OF INTENT (NOI) TO THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) AT LEAST 2 CALENDAR DAYS PRIOR TO COMMENCEMENT OF CLEARING, GRADING, DEMOLITION, AND ALL OTHER CONSTRUCTION ACTIVITIES THAT CAUSE DISTURBANCE ACTIVITIES. THE NPDES CGP SHALL BE MAINTAINED UNTIL COMPLETION OF ALL CONSTRUCTION ACTIVITIES.

11. FOR PROJECTS THAT DISCHARGE STORMWATER INTO THE CITY'S M54 STORMWATER CONVEYANCE SYSTEM, THE CITY'S M54 MUST BE DESIGNATED AS A DISCHARGE LOCATION ON THE FDEP CGP NOI. IF DESIGNATED AS SUCH, A COPY OF THE CGP NOI AND DISCHARGE LOCATION LETTER MUST BE SUBMITTED TO THE CITY OF DAYTONA BEACH UTILITIES DEPARTMENT WITHIN 7 CALENDAR DAYS.

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

1. NO DISTURBANCE OF EXISTING OR PROPOSED CONSERVATION EASEMENTS, NATURAL BUFFERS, OR WATER BODIES IS PERMITTED WITHOUT PRIOR APPROVAL FROM THE CITY ENGINEER OR DESIGNER. THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING OR PROPOSED CONSERVATION EASEMENTS, NATURAL BUFFERS, AND WATER BODIES. ALL PROTECTIVE FENCING ARE TO BE LOCATED AT THE DRIP LINE OF EXISTING NATIVE TREES OR AT THE EDGE OF THE NATIVE UNDER-STORY HABITAT, WHICHEVER IS NEAREST TO THE CONSTRUCTION ACTIVITY.
2. ALL EXISTING OR PROPOSED CONSERVATION EASEMENTS, NATURAL BUFFERS, AND SIMILAR AREAS MUST BE PROTECTED BY BARRICADES OR FENCING PRIOR TO CLEARING. BARRICADES ARE TO BE SET AT THE DRIP LINE OF THE TREES AND MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. BARBED WIRE IS NOT PERMITTED AS A PROTECTIVE BARRIER.
3. WHERE A CHANGE IN THE DRIP LINE OF A SPECIMEN TREE, SILT FENCE WILL BE REQUIRED DURING CONSTRUCTION AND RETAINING WALLS MUST BE INSTALLED PRIOR TO FINAL ACCEPTANCE BY THE CITY. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO HAVE ALL PROTECTIVE VEGETATION BARRICADES AND EROSION CONTROL DEVICES, SUCH AS SLOTTED LOGS, SLOTTED LOGS, SLOTTED LOGS, SLOTTED LOGS, SLOTTED LOGS, SLOTTED LOGS, INCLUDING PRELIMINARY GRUBBING, THESE MEASURES INCLUDE, BUT ARE NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCES, SYNTHETIC JUTE BALES, SILT FENCES, AND FLOATING TURBIDITY BARRIERS. FURTHER, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL EROSION CONTROL DEVICES THROUGHOUT THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL INCLUDE PERIODIC INSPECTION AND REMOVAL OF DEBRIS ABUTTING EROSION CONTROL DEVICES IN ACCORDANCE WITH THE CITY'S UTILITY DEPARTMENT STANDARDS.
5. PRIOR TO THE INSTALLATION OF ANY FILL MATERIAL ON SUBJECT SITE, SILT FENCE SHALL BE INSTALLED:
 - a. AT THE EDGE OF CONSERVATION EASEMENTS AND WETLANDS.
 - b. ADJACENT TO NATURAL LANDSCAPE BUFFERS.
 - c. AROUND THE PERIMETER OF EXISTING STORM WATER TREATMENT FACILITIES.
 - d. AT ANY ADDITIONAL AREAS THAT THE CITY DEEMES NECESSARY TO BE PROTECTED FROM POTENTIAL EROSION IMPACTS DURING CONSTRUCTION, THESE CONDITIONS SHALL APPLY IN ALL INSTANCES WHERE FILL MATERIAL IS BEING INSTALLED WITHIN 25 FEET OF ANY OF THE AFOREMENTIONED LOCATIONS. WHILE THESE ITEMS WILL BE INSTALLED, THE CONTRACTOR SHALL MAINTAIN THE FENCE THROUGHOUT THE DURATION OF THE PROJECT.
 - e. WHERE ADJACENT AREAS THAT THE CITY DEEMES NECESSARY TO BE PROTECTED FROM POTENTIAL EROSION IMPACTS DURING CONSTRUCTION, THESE CONDITIONS SHALL APPLY IN ALL INSTANCES WHERE FILL MATERIAL IS BEING INSTALLED WITHIN 25 FEET OF ANY OF THE AFOREMENTIONED LOCATIONS. WHILE THESE ITEMS WILL BE INSTALLED, THE CONTRACTOR SHALL MAINTAIN THE FENCE THROUGHOUT THE DURATION OF THE PROJECT.
6. WHERE FILL MATERIAL IS INTENDED TO BE INSTALLED ADJACENT TO EXISTING VEGETATION WHICH IS INTENDED TO REMAIN NATURAL, THE CONTRACTOR SHALL MAINTAIN THE FENCE THROUGHOUT THE DURATION OF THE PROJECT. IF INSTALLING EITHER WOOD BRACING OR ORANGE MESSE FENCING, THIS PRACTICE IS ENCOURAGED BY THE CITY. IF THE SILT FENCE FAILS TO PROVIDE ADEQUATE PROTECTION FROM IMPACT DUE TO CONSTRUCTION, THEN THE CONTRACTOR SHALL MAINTAIN THE FENCE THROUGHOUT THE DURATION OF THE PROJECT.
7. AT A MINIMUM, THE CONTRACTOR SHALL SEED AND MULCH ALL DISTURBED AREAS. GRASS COVERAGE IS TO BE ESTABLISHED WITHIN THIRTY DAYS.
8. IF SHOWN BY THE RESULTS OF THE CONSTRUCTION SCHEDULING, TO MINIMIZE THE DISTURBANCE OF IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE FENCE THROUGHOUT THE DURATION OF THE PROJECT. AREAS THAT HAVE BEEN BROUGHT TO THEIR PROPOSED FINAL GRADE, WITHIN TWENTY DAYS OF BRINGING A SUBJECT AREA TO ITS FINAL GRADE, THE CONTRACTOR SHALL INSTALL SEED AND MULCH OR SOD AND WATERING, AS REQUIRED.
9. FOR ALL CONSTRUCTION PROJECTS INVOLVING MULTIPLE PHASES, UPON COMPLETION OF EACH PHASE OF THE PROJECT, SEEDING AND MULCHING AND/OR SODDING IS TO BE PERFORMED PRIOR TO COMMENCING THE NEXT PHASE OF CONSTRUCTION.
10. ONCE AN AREA IS SEEDS OR SODDED, IT MUST BE MAINTAINED, INCLUDING WATERING AND TRIMMING BY THE CONTRACTOR TO ALL THE GRASS TO BECOME ESTABLISHED.
11. ALL BURNING OF CLEARED MATERIALS MUST BE APPROVED AND PERMITTED THROUGH THE FL FOREST SERVICE, BUNNELL OFFICE.
12. NO BURNING OF CLEARED & GRUBBED MATERIALS IS PERMITTED.
13. THE REMOVAL OF ALL VEGETATION AND TOPSOIL ON THE FUTURE ROADWAY, PARKING AND BUILDING LOT AREAS IS REQUIRED TO BE COMPLETED PRIOR TO THE PLACEMENT OF FILL ON THOSE AREAS. THE TOPSOIL MAY BE USED FOR UNDER-STORY HABITAT AND USED FOR SODDING OR RELOCATED TO EXISTING BEDS, SODDED AREAS, AND WHERE TREES ARE TO BE INSTALLED OR RELOCATED. TEMPORARY STOCKPILE SLOPES SHALL NOT EXCEED 4:1 (H:V).

4. A SIGNED, DATED, AND SEALED LETTER FROM A SOILS ENGINEER OR THE ENGINEER OF RECORD CERTIFYING THAT THE AREAS TO BE FILLED HAVE BEEN STRIPPED OF ORGANIC MATERIALS, MUST BE SUBMITTED TO THE CITY ENGINEER FOR REVIEW AND FILING.
5. FILL MATERIAL IS TO BE PLACED IN ONE FOOT LIFTS AND COMPACTED TO THE APPROPRIATE DENSITY (98% FOR PAVED AREAS AND 95% FOR BUILDING PADS AND ALL OTHER AREAS AS PER MODIFIED AASHTO T-180). DURING SUBDIVISION DEVELOPMENT WHEN FUTURE BUILDING LOTS ARE FILLED AS PART OF THE OVERALL SUBDIVISION SURVEY, THE CITY ENGINEER WILL REPORT TO THE CITY ENGINEER THE RESULTS OF THESE TESTS. THESE TESTS ARE TO BE PERFORMED IN 1' VERTICAL INCREMENTS. THE RESULTS OF THESE TESTS ARE TO BE SUBMITTED TO THE CITY UPON COMPLETION OF THE TESTS.
17. IF ANY MUCK OR ANY UNSUITABLE MATERIAL IS DISCOVERED, IT SHALL BE REMOVED AND REPLACED WITH A SUITABLE MATERIAL THAT IS PROPERLY BACKFILLED, COMPACTED AND TESTED USING AASHTO T-180 MODIFIED PROCTOR METHOD.
18. STOCKPILING IS NOT GENERALLY PERMITTED BY THE CITY. WHEN ALLOWED, STOCKPILES SHALL NOT EXCEED SIX FEET IN HEIGHT AND SHALL BE COVERED OR WATERED. STOCKPILES THAT WILL REMAIN IN PLACE IN EXCESS OF FIVE DAYS SHALL BE COVERED OR WATERED TO MINIMIZE THE ADVERSE IMPACT ON ADJACENT PROPERTY OWNERS AT NO ADDITIONAL COST TO THE CITY OR OWNER. SEED AND MULCH SHALL BE APPLIED TO STOCKPILES OF PLANT MATERIAL.
19. SOILS ARE TO BE STABILIZED BY WATER OR OTHER MEANS DURING CONSTRUCTION. THIS IS INTENDED TO REDUCE SOIL EROSION AND THE IMPACT TO NEIGHBORING COMMUNITIES. ADEQUATE WATERING METHODS SHALL BE EMPLOYED TO PREVENT THE EROSION OF THE ADJACENT PROPERTY. METHODS THAT WILL MAINTAIN AN ESTABLISHED VEGETATIVE COVER, METHODS TO BE EMPLOYED INCLUDE, BUT ARE NOT LIMITED TO, WATER TRUCKS, PERMANENT IRRIGATION SYSTEMS, TEMPORARY SPRINKLER SYSTEMS OPERATED BY PUMPING UNITS CONNECTED TO WET RETENTION PONDS, WATER CANNONS, TEMPORARY IRRIGATION SYSTEMS MOUNTED ATOP TRUCKS, AND OTHER METHODS AS NECESSARY TO PREVENT EROSION.
20. ALL FILL MATERIALS LOCATED BENEATH STRUCTURES AND PAVEMENT SHALL CONSIST OF CLEAN GRANULAR SAND FREE FROM ORGANICS AND SIMILAR MATERIAL THAT COULD DECOMPOSE.
21. ALL FILL TO BE PLACED IN ONE FOOT LIFTS SHALL HAVE A MINIMUM OF 5.5 AND 7.5 PERCENT ORGANIC IN NATURE, FREE OF ROCKS AND DEBRIS, OR MATCH NATIVE EXISTING SOILS.

1. ALL SITE SPECIFIC, EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES AT A MINIMUM SHALL BE INSTALLED PER APPROVED SITE PLANS AND STORMWATER POLLUTION PREVENTION PLANS (SWPPP). EPSC DESIGN, INSTALLATION AND MAINTENANCE SHALL BE IN ACCORDANCE WITH THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL ACT, CHAPTER 62, F.S. AND THE SWPPP.

2. THE SITE WORK CONTRACTOR SHALL ENSURE IMPLEMENTATION OF APPROVED SWPPP AND INSTALLATION OF ALL APPROVED EROSION PREVENTION AND SEDIMENT CONTROL PRACTICES. A PRECONSTRUCTION EROSION CONTROL PLAN SHALL BE SCHEDULED WITH CITY PERSONNEL PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE ACTIVITIES.

3. THE SITE WORK CONTRACTOR SHALL ENSURE THAT THE NPDES CONSTRUCTION GENERIC PERMIT (CGP) NOTICE OF CONSTRUCTION (NOC) HAS BEEN OBTAINED AND SUBMITTED PRIOR TO ANY LAND DISTURBANCE ACTIVITIES.

4. A CODE Dewatering PERMIT IS REQUIRED PRIOR TO ENGAGING IN ANY Dewatering OR CONSTRUCTION ACTIVITY THAT INVOLVES THE EXCAVATION OF ANY DRAINAGE OR COLLECTION SYSTEM OR THE REMOVAL OF GROUND WATER FROM A CONSTRUCTION SITE, ENCLOSED VAULT, COFFERDAM, OR TRENCHES, ALLOWING CONSTRUCTION OR MAINTENANCE IN A DRY ENVIRONMENT. SITE SPECIFIC Dewatering PERMITS REQUIRE PAYMENT OF A FEE BASED ON THE ANNUAL VOLUME OF Dewatering ACTIVITIES. Dewatering PERMITS ARE ISSUED ON AN ANNUAL FEE BASED ON A BIENNIAL SCHEDULE OF Dewatering ACTIVITIES DISCHARGING DIRECTLY INTO THE CITY'S PHASE II MS4 STORMWATER CONVEYANCE SYSTEM. Dewatering PERMITS MAY BE APPLIED FOR DIRECTLY THROUGH ETRAKIT. FEES ARE SUBJECT TO ARTICLE 7, SECTION 7.2 OF THE LAND DEVELOPMENT CODE AND MUST BE PAID IN FULL WITH THE PERMIT APPLICATION. Dewatering PERMITS ARE NOT APPLICABLE TO ANY SYSTEM

31. ALL STORMWATER INLETS SHALL MEET FOOT CRITERIA IN THE FOOT DESIGN STANDARD LATEST EDITION.
32. ALL GASKETS SHALL BE LUBRICATED BEFORE BEING INSTALLED.
33. ALL FITTINGS SHALL MEET THE MINIMUM RESTRAINED REQUIREMENTS PER ANS/AWWA AND EBAA.
34. ALL PRESSURE PIPES UNDER THE ROADWAY SHALL BE RESTRAINED.
35. PROVIDE A MINIMUM OF 0'-0" OF FREEBOARD FROM THE HYDRAULIC GRADE LINE ELEVATION TO THE TOP OF GRADE FOR ALL INLETS AT THE 10 YEAR/24 HOUR DESIGN STORM AND 25 YEAR/24 HOUR TAILWATER ELEVATION FOR THE SYSTEM.
36. PROVIDE A MINIMUM OF 1'-0" OF FREEBOARD FROM THE TOP OF BERM TO THE DESIGN HIGH WATER ELEVATION OF 25 YEAR/24 HOUR STORM FOR ALL RETENTION/DETENTION/COMPENSATING STORAGE PONDS.
37. PROVIDE A MINIMUM OF 1'-0" OF FREEBOARD FROM THE TOP OF BANK TO THE DESIGN HIGH WATER ELEVATION IN ALL DITCHES FOR THE 25 YEAR/24 HOUR STORM.
38. PROVIDE 1'-0" OF FREEBOARD FROM THE TOP OF BANK TO THE DESIGN HIGH WATER ELEVATION ABOVE THE POND BOTTOM ELEVATION.
39. ALL PIPE INVERTS IN DITCHES SHALL BE AT 6" ABOVE THE DITCH BOTTOM ELEVATION.
40. PROVIDE 1'-0" OF FREEBOARD FROM THE TOP OF BANK TO THE DESIGN HIGH WATER ELEVATION ABOVE THE POND BOTTOM ELEVATION FOR ALL PROPOSED AND EXISTING STORM SEWER LINES.
41. PROVIDE 1/2" PER FOOT (4%) MINIMUM SLOPE IN ALL GRASSED AREAS WHERE SHEET FLOW IS DESIRED, INCLUDING RESIDENTIAL LOTS.
42. PROVIDE SLOPE, OFFSET, AND ELEVATION AT MAXIMUM OF 200 FOOT INTERVALS FOR ALL WATER MAINS, RESIDENTIAL SEWER, AND FIRE MAINS, AND APPURTENANCES (INCLUDING HYDRANTS AND VALVES) ON ALL CONSTRUCTION.
43. UPON APPROVAL BY ALL OTHER STATE AND LOCAL PERMITTING AGENCIES, THE STORMWATER REPORT MUST BE REVISIONED TO REFLECT ANY CONSTRUCTION PLANS CLOUDING ANY CHANGES MADE TO THE PLANS OR STORMWATER REPORT THAT DIFFERS FROM THE ORIGINALLY SUBMITTED OR ORIGINALLY APPROVED SET OF CONSTRUCTION PLANS AND STORMWATER CALCULATIONS. A SUMMARY OF THOSE CHANGES MUST BE INCLUDED IN THE FINAL REPORT. THE REVISION MUST BE APPROVED BY CITY STAFF BEFORE A PRE-CONSTRUCTION MEETING OR SHOP DRAWINGS CAN BE SUBMITTED.

2. MAINTENANCE OF TRAFFIC TO BE SUPERVISED BY A CERTIFIED PERSON.
3. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT A MINIMUM OF TWO BUSINESS DAYS PRIOR TO ANY LANE CLOSURES OR REDUCING ANY OTHER TRAFFIC CONDITIONS.
4. ALL WORK PERFORMED WITHIN THE FOOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF FOOT DESIGN STANDARDS, SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE STANDARD SPECIFICATIONS FOR CONCRETE.
5. IF THE DEPARTMENT DETERMINES THAT AS-BUILT CONDITIONS VARY SIGNIFICANTLY FROM THE APPROVED PLANS, THE PERMITTEE SHALL PROVIDE AS-BUILT PLANS, ALONG WITH A RECORD DRAWINGS REPORT BY PERMITTEE'S PROFESSIONAL ENGINEER, FORM 850-040-19, WITHIN 30 DAYS.
6. IT IS THE RESPONSIBILITY OF THE PERMITTEE TO REPAIR ANY DAMAGE TO FDOT FACILITIES CAUSED BY CONSTRUCTION OF THE PROJECT.
7. TEST RESULTS OF ANY TESTS TAKEN FOR OR DURING CONSTRUCTION OF THE PERMITTED WORK SHALL BE PROVIDED TO THE FDOT UPON REQUEST.
8. THE CONTRACTOR SHALL BE RESPONSIBLE TO SAW CUT AT THE NEAREST JOINT IN GOOD CONDITION, SO AS TO PRODUCE A CONNECTION WITH NEW CONCRETE THAT IS FREE OF CRACKS, DEFORMITY IN SHAPE, NOTICEABLE Voids, SURFACE IRREGULARITIES, AND OTHER DEFECTS.
9. CONCRETE SHALL BE AN APPROVED FOOT MIX DESIGN OF 3,000 PSI.
10. ALL MATERIALS INSTALLED WITHIN FOOT RIGHT OF WAY SHALL BE LIMITED TO THOSE ON THE FDOT'S QUALIFIED PRODUCTS LIST OR APPROVED PRODUCT LIST OF TRAFFIC CONTROL SIGNALS AND DEVICES.

ALL MATERIALS AND INSTALLATION METHODS USED FOR LAND DEVELOPMENT CODE REQUIRED IMPROVEMENTS FOR SUBDIVISIONS AND SITE PLANS SHALL BE IN CONFORMANCE WITH THE CITY'S DESIGN STANDARDS, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), AND THE FDOT DESIGN STANDARDS (LATEST EDITION).

- ALL SLOPE-OF-WAY OTHER THAN ROADWAY AREAS SHALL BE GRASSED AND MULCHED OR SODED. ALL RIGHTS STEEPER THAN 6:1 SHALL REQUIRE SODDING. THE CITY RESERVES THE RIGHT TO REQUIRE SODDING IN ROADWAY AREAS WHERE THE SLOPE IS STEEPER THAN 4:1.
- THE FOLLOWING WILL BE THE STANDARD PROTECTION FOR DITCHES UNLESS DRAINAGE CALCULATIONS INDICATE OTHERWISE:
- | SWALE PROFILE GRADES | PROTECTION REQUIRED |
|----------------------|-----------------------|
| 0.2% - 1.0% | GRASSING AND MULCHING |
| 1.0% - 4.0% | SODDING |
| 4.0% AND GREATER | DITCH PAVING |
- THE PAVEMENT, BASE, AND SUBBASE THICKNESS PRESENTED ON DETAILS REPRESENTS THE MINIMUM REQUIREMENTS FOR LOCAL PUBLIC STREETS AND PRIVATE PARKING LOTS. THE CITY RESERVES THE RIGHT AT ITS DISCRETION TO INCREASE THESE REQUIREMENTS FOR COLLECTOR AND ARTERIAL ROADWAYS AND PRIVATE PARKING LOTS SUBJECTED TO HEAVY VEHICULAR COMMERCIAL TRAFFIC.
- THE DEVELOPER SHALL PROVIDE AT THEIR OWN EXPENSE A CERTIFIED SOILS ENGINEERING LABORATORY TO PERFORM FIELD AND LABORATORY TESTING TO DETERMINE THAT THE CONSTRUCTION IS IN COMPLIANCE WITH THE CITY'S MINIMUM STANDARDS. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO ENSURE THAT COPIES OF ALL TEST REPORTS ARE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR PRIOR TO THE PROJECT'S FINAL INSPECTION IN ORDER TO ALLOW FOR ACCEPTANCE BY THE CITY.
- THE MINIMUM OF STABILIZED SUBBASE SHALL EXTEND TO A DEPTH OF TWELVE INCHES (12") BELOW THE BOTTOM OF THE BASE AND OUTWARD TO TWELVE INCHES (12") BEYOND THE CURB.
- THE STABILIZING MATERIAL, IF REQUIRED, SHOULD BE A HIGH BEARING VALUE SOIL, SAND-CLAY, LIMEROCK, RECYCLED CONCRETE, SHELL, OR OTHER MATERIAL AS APPROVED BY THE CITY'S ENGINEER OR DESIGNER, IN COMPLIANCE, STABILITY AND DENSITY TESTING FOR PAVEMENT, BASE AND SUB-BASE ARE TO BE DONE IN ACCORDANCE WITH FOOT STANDARD SPECIFICATIONS FOR ROADWAY & BRIDGE CONSTRUCTION, LATEST EDITION.
- TESTING OF THE PLACE BASE SHALL BE DONE AT INTERVALS EQUIVALENT TO FOLLOWING TESTING AND SHALL CONSIST OF, AS A MINIMUM, A MOISTURE CONTENT AND COMPACTION TEST.
- PORTLAND CEMENT CONCRETE, LIMEROCK, RECYCLED CONCRETE, OR FULL DEPTH ASPHALT PAVEMENT MAY BE USED IN PLACE OF SOIL CEMENT BASE. ALL BASE AND ROADWAY DESIGNS SHALL BE SUBJECT TO THE REVIEW OF THE CITY'S ENGINEER.
- RECYCLED CONCRETE CAN BE USED AS A BASE MATERIAL PROVIDED THE MATERIAL IS A MINIMUM OF 60% CARBONATE OF CALCIUM AND MAGNESIUM. THE MATERIAL SHALL BE LIMITED TO MAXIMUM OF 3% OF WATER BY WEIGHT OF MATERIAL. THE MAXIMUM ALLOWED PERCENTAGE OF SAND AND FINE AGGREGATE BY WEIGHT INDEX SHALL NOT EXCEED 10. THE MATERIAL SHALL NOT CONTAIN ORGANIC MATERIAL, CHEMISTRY OR OTHER EXTREMELY HARD PIECES, LUMPS, BALLS OR POCKETS OF SAND SIZE MATERIAL OF A QUANTITY AS TO BE DETERMINED BY THE CITY'S ENGINEER. THE STRENGTH OF THE RECYCLED CONCRETE BASE, FOR BASE APPLICATIONS, AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A NO. 10 SIEVE. FOR SUBBASE APPLICATIONS, AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 1-1/2" SIEVE. FOR BOTH APPLICATIONS, THE RECYCLED MATERIAL SHALL BE GRADED UNIFORMLY DOWN TO THE MINIMUM LERB VALUES PER TABLE 1. THE MATERIAL SHALL BE COARSE AGGREGATE USED IN THE CONCRETE SHALL BE A MAXIMUM LOSS 15% PER LOSS ON SIEVE AGRGREGATION TEST. THE MATERIAL SHALL BE THE MINIMUM GRADED IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN SECTION 204, F.D.O.T., STANDARD SPEC. FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION).
- RECYCLED CONCRETE FOR BASE OR SUBBASE APPLICATIONS SHALL BE ALLOWED ON CITY ROADWAYS ONLY WHERE THE LOWEST ELEVATION OF THE ROADWAY SUBBASE IS A MINIMUM OF 6" ABOVE THE SEASONAL HIGH GROUNDWATER TABLE AS CERTIFIED BY A FLORIDA LICENSED PROFESSIONAL SOILS ENGINEER AND SUBSEQUENTLY APPROVED FOR BY THE CITY. ALL CRUSHING OF RECYCLED CONCRETE SHALL BE DONE PRIOR TO THE MATERIAL FIELD TESTING. THE SAME TESTING AND CRUSHING REQUIREMENTS AND BE PERFORMED AT THE SAME LOCATION AND INTERVALS AS REQUIRED FOR LIMEROCK.
- DESIGN MIXES AND PRODUCT GRADATION INFORMATION FOR ALL MATERIALS TO BE INSTALLED AS PART OF THE LAND DEVELOPMENT SHALL BE REQUIRED INFORMATION. THE CITY'S DESIGNATED SITE INSPECTOR SHALL REQUIRE INFORMATION FOR ALL MATERIALS TO BE INSTALLED AS PART OF THE CITY'S DESIGNATED SITE INSPECTOR FOR ACCEPTANCE BY THE CITY. THE INFORMATION SHALL BE SUBMITTED NO LESS THAN THREE (3) WORKING DAYS PRIOR TO ANY CONSTRUCTION. SUBMITTALS SHALL INCLUDE, BUT NOT BE LIMITED TO, INFORMATION TO EVALUATE THE MATERIALS PROPOSED FOR USE IN THE LAND DEVELOPMENT AND INFORMATION TO EVALUATE THE MATERIALS PROPOSED FOR USE AS WELL AS SIMILAR INFORMATION FOR ALL OTHER CONCRETE SIDEWALKS, CURBING, AND COMPARABLE STRUCTURES AND APPLICATIONS.
- PRIOR TO PLACEMENT FLORIDA STATE CERTIFIED BATCH PLANTS MUST CERTIFY TO THE CITY'S RESIDENT PROJECT THAT THE ASPHALT DELIVERED TO THE SITE IS IN ACCORDANCE WITH THE APPROVED PLANS AND SPECIFICATIONS.
- EXTRACTION AND GRADATION TESTS ON ASPHALT MIXES SHALL BE PROVIDED TO THE CITY'S DESIGNATED SITE INSPECTOR FOR EVERY 2500 SQUARE YARDS OF ASPHALT, OR PART THEREOF, TO ENSURE THAT DESIGN MIXES ARE CONFORMING TO STATE SPECIFICATIONS. THE CITY'S DESIGNATED SITE INSPECTOR SHALL REQUIRE THAT ASPHALT PAVEMENT TESTING IS TO BE DONE IN ACCORDANCE WITH FOOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION TABLE 334-5, LATEST EDITION.
- IN ADDITION TO THE FIELD TESTING, THE CITY RESERVES THE RIGHT TO REQUIRE CORE SAMPLES OF PAVEMENT SECTIONS EXTRACTED AND TESTED BY A CERTIFIED SOILS ENGINEERING LABORATORY AT THE DEVELOPER'S EXPENSE. THE CITY'S DESIGNATED SITE INSPECTOR SHALL DESIGNATE THE LOCATIONS OF THE TEST CORE LOCATIONS.
- THE ROADWAY CROWN SHALL HAVE A STANDARD ONE QUARTER INCH (1/4") PER FOOT CROSS SLOPE.
- ALL ROADWAYS WITH CURB AND GUTTER SECTIONS SHALL HAVE AS A STANDARD A MINIMUM LONGITUDINAL SLOPE OF 0.30% TO 0.35% TO DRAINAGE. THE SLOPE SHALL BE CLEARLY MARKED ON DESIGN PLANS. AT A MINIMUM, DESIGN ROADWAY CENTERLINE ELEVATIONS SHALL BE NOTED AT ALL GRADE CHANGES AT 50' MIN. INTERVALS ALONG THE ROADWAY PROFILE ON BOTH THE DESIGN PLANS AND AS-BUILT DRAWINGS.
- THE FINISHED PAVEMENT EDGE SHALL BE WITHIN ONE EIGHTH INCH (1/8") ABOVE THE ADJACENT CONCRETE CURB.
- CONCRETE CURBS SHALL BE PROVIDED ON BOTH SIDES OF ALL STREETS AND ALL CONCRETE CURBS SHALL BE CONSTRUCTED WITH 3500 P.S.I. CONCRETE AT 28 DAYS.
- CONTROL JOINTS IN CONCRETE CURBING, SIDEWALKS, PAVEMENT AND SIMILAR CONCRETE AREAS SHALL BE SAWN CUTS AT 30% OF THE TOTAL DEPTH. THE SAW CUT SHALL BE 1/2" IN WIDTH TO A DEPTH OF ONE FIFTH OF THE TOTAL DEPTH OF CURBING OR 1-1/2", WHICHEVER IS LESS. SAW CUTS SHALL BE LOCATED AT INTERVALS OF TEN FEET (10') FOR CURBING & FIVE FEET (5') FOR SIDEWALKS WITH EXPANSION JOINTS AT STREET INTERSECTIONS, RADIIUS POINTS, STRUCTURES, AND ALONG CURBS AT SIXTY FEET (60') INTERVALS. ALL CONCRETE JOINTS MUST BE INSTALLED WITH AN EXPANSION JOINT. THE JOINTS MUST BE INSTALLED WITH A CURB. FOR LINEAL SECTIONS OF CURBS, EXPANSION JOINTS SHALL BE LOCATED AT A MAXIMUM SPACING OF FIVE-HUNDRED FEET (500') AND SHALL BE 1/2" IN WIDTH.

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SITE PLAN & SUBDIVISION TESTING

- A. THE INSPECTION AND TESTING OF MATERIALS AND FINISHED ARTICLES TO BE INCORPORATED IN THE WORK SHALL BE MADE BY BUREAUS, LABORATORIES, OR AGENCIES APPROVED BY THE ENGINEER OF RECORD. THE CONTRACTOR SHALL SUBMIT SUCH SAMPLES OR TEST PIECES OF MATERIALS AS THE ENGINEER OF RECORD MAY REQUIRE. THE CONTRACTOR SHALL NOT INCORPORATE ANY MATERIAL OR FINISHED ARTICLE INTO THE WORK UNTIL THE RESULTS OF THE INSPECTIONS OR TESTS ARE KNOWN AND THE CONTRACTOR HAS BEEN NOTIFIED BY THE ENGINEER OF RECORD. THE MATERIALS AND FINISHED ARTICLES MUST ACCORD TO THE BEST OF THE STRUCTURAL QUALITY AND BE EQUAL TO THE APPROVED SAMPLE IF A SAMPLE HAS BEEN SUBMITTED. CERTIFIED COPIES OF ALL TESTS MADE SHALL BE SUBMITTED TO THE ENGINEER OF RECORD AS WELL AS TO THE CITY'S DESIGNATED SITE INSPECTOR. THE CITY'S DESIGNATED SITE INSPECTOR MUST RECEIVE COPIES OF ALL TESTING REPORTS AND TEST RESULTS PRIOR TO THE CONTRACTOR REQUESTING A FINAL PROJECT INSPECTION FROM THE CITY.
- B. LABORATORY CONTROL AND CERTIFICATES:
- a. SPECIFICATIONS: SAMPLING, TESTING, AND LABORATORY METHODS SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE AASHTO OR ASTM, WHERE AASHTO OR ASTM SPECIFICATIONS ARE PROVIDED. IF NO REFERENCE SHALL BE MADE TO THE MOST APPROPRIATE SPECIFICATIONS OR TENTATIVE SPECIFICATIONS OF THE AASHTO OR ASTM IN FORCE ON THE DATE OF THE TEST.
 - b. TEST & CERTIFICATES: THE CONTRACTOR SHALL ENGAGE AN APPROVED TESTING LABORATORY TO PROVIDE THE FOLLOWING TESTS. TESTS TO BE SIGNED BY A REGISTERED ENGINEER OF THE STATE OF FLORIDA. ALL TECHNICIANS PERFORMING THE TESTS SHALL BE STATE CERTIFIED FOR THE TESTING PERFORMED. ADDITIONAL TESTS THAT MAY BE REQUIRED BY EITHER THE ENGINEER OF RECORD OR THE CITY SHALL ALSO BE PROVIDED BY THE CONTRACTOR, AND THE FOLLOWING SHALL NOT BE TAKEN AS A COMPLETE AND EXHAUSTIVE LIST OF TESTS:
 - a. SOIL ANALYSIS FOR STRUCTURAL FILL MATERIAL PRIOR TO INSTALLATION. SOIL ANALYSIS FOR STRUCTURAL FILL MATERIAL PRIOR TO INSTALLATION.
 - b. PROCTOR DENSITIES, MOISTURE CONTENT, COMPACTED FIELD DENSITIES AND ATERBERG LIMITS.
 - c. ANALYSIS OF ROAD BASE AND SUBBASE MATERIAL PRIOR TO INSTALLATION.
 - d. SPHALT MIX DESIGN, BITUMEN CONTENT, SIEVE ANALYSIS, HUBBARD FIELD STABILITY TESTS, NUCLEAR DENSITY TESTS (BACKSCATTER METHOD), AND ANALYSIS OF CORE SAMPLES.
 - e. CONCRETE MIX DESIGN FOR ALL APPLICATIONS INCLUDING HOLLOW, CAST-IN-PLACE STRUCTURES, CURBING, GUTTERS, DITCHES, APPROACH DRIVEWAYS, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS, DRIVEWAYS.
 - f. COMPRESSIVE TEST CYLINDERS AND SLUMP TESTS FOR ALL APPLICATIONS OF CONCRETE, INCLUDING PAVEMENT, CAST-IN-PLACE STRUCTURES, CURBING, GUTTERS, SIDEWALKS, BIKE PATHS, APRONS, AND DRIVEWAYS.
 - c. ALL UNDERGROUND UTILITY TESTING TO BE COMPLETED IN ACCORDANCE WITH THE CITY'S UTILITIES DEPARTMENT DESIGN STANDARDS.

IN ORDER TO ENSURE THAT NEW SUBDIVISIONS AND SITE PLANS ARE CONSTRUCTED SUBSTANTIALLY IN ACCORDANCE WITH CITY REGULATIONS AND THE APPROVED DRAWINGS, THE FOLLOWING INFORMATION IS REQUIRED ON ALL AS-BUILD DRAWINGS.

1. PAVEMENT AND CURB WIDTHS SHALL BE VERIFIED AND DIMENSIONED FOR EACH STREET AT EACH BLOCK. (FOR SUBDIVISIONS) AND AS APPROPRIATE TO CONFIRM PAVING LIMITS (ON SITE PLANS).
2. ALL RADII AT INTERSECTIONS SHALL BE VERIFIED AND DIMENSIONED. THIS INFORMATION IS TO BE CLEARLY INDICED ON THE AS-BUILT DRAWINGS.
3. ROADWAY ELEVATIONS SHALL BE RECORDED AT ALL GRADE CHANGES, 100' INTERVALS ALONG ROADWAY, AND OTHER INTERVALS AS NEEDED ALONG ALL STREETS. STREET CENTERLINE AND CURB INVERT ELEVATIONS SHALL BE RECORDED AS NOTED. THE AS-BUILT CENTERLINE PROFILE OF ALL STREETS SHALL ALSO BE SHOWN ON THE PLAN AND ALSO SO IT MAY BE USED TO RECONSTRUCT THE EXISTING GRADE. THE AS-BUILT CENTERLINE LONGITUDINAL GRADE DOES NOT MEET THE CITY MINIMUM STANDARDS, ADDITIONAL LONGITUDINAL GRADES OF THE ADJACENT CURBING AND SIMILAR ROADWAY CROSS-SECTION SURFACES TO VERIFY THE CORRECT CROSS SLOPE, SHALL BE REQUIRED TO VERIFY THAT THE SYSTEM WILL FUNCTION AS ORIGINALLY DESIGNED.
4. ALL APPLICABLE TOPOGRAPHIC INFORMATION PERTINENT TO THE ON-SITE DRAINAGE SYSTEM, SUCH AS DITCHES, SWALES, LAKES, CANALS, ETC., THAT ARE DEEMED NECESSARY BY THE CITY TO VERIFY THE FUNCTIONAL PERFORMANCE OF THE SITE WATER SYSTEM, SHALL BE RECORDED. NORMALLY, RECORDING ELEVATIONS EVERY 100' ALONG THE TOP OF-BANK AND BOTTOM OF-BANK ARE REQUIRED. RECORDING SHALL ALSO BE REQUIRED TO BE RECORDED IN ORDER TO ACCURATELY TIE DOWN THESE FEATURES TO THE ROADWAY CENTERLINES AND TO PLAT LINES; WHENEVER POSSIBLE, CONTOUR LINES SHALL BE UTILIZED TO GRAPHICALLY DESCRIBE THESE TOPOGRAPHIC FEATURES.
5. RETENTION AREAS SHALL HAVE THEIR TOP-OF-BANK AND BOTTOM ELEVATIONS RECORDED. ACTUAL MEASUREMENTS SHALL BE TAKEN AND DIMENSIONS RECORDED OF THE SIZE OF ALL RETENTION AREAS. MEASUREMENTS SHALL BE DONE FROM TOP-OF-BANK TO TOP-OF-BANK WITH SIDE SLOPES INDICATED. SEPARATE TOPOGRAPHICAL SURVEYS SHALL BE REQUIRED TO RECONSTRUCT THE EXISTING GRADE.
6. ACTUAL MATERIALS USED AND ELEVATIONS AND DIMENSIONS OF OVERFLOW WEIR STRUCTURES AND SKIMMERS SHALL BE NOTED ON THE AS-BUILT.
7. STORM DRAINAGE SWALE CENTERLINES SHALL BE LOCATED AND ELEVATIONS OF FLOW LINE AND TOP OF BANK OF EACH SWALE RECORDED. RECORDING OF CHANNEL GRADE SIDE SLOPES SHALL ALSO BE INDICATED.
8. FOR SUBDIVISIONS, PROPOSED DESIGN FINISHED FLOOR ELEVATIONS SHALL APPEAR ON ALL SUBDIVISION LOTS ON THE APPROPRIATE PLAN AND PROFILE SHEET AS WELL AS ON THE MASTER DRAINAGE PLAN.
9. ANY SPECIAL FEATURES SUCH AS, CONCRETE FLUMES, LAKE BANKS, WALLS, FENCING, ETC., WHICH ARE A PART OF THE APPROVED DRAINAGE DESIGN SHALL BE RECORDED AND DIMENSIONED.
10. IF AN APPROVED SUBDIVISION PLAT OR SITE PLAN SHOWS A CONSERVATION EASEMENT, THE PROJECT SURVEYOR SHOULD PROVIDE THE EXACT LOCATION OF THE SPECIMEN TREE(S) FROM THE RIGHT-OF-WAY OR PROPERTY LINES AND PROPOSED EASEMENT BOUNDARIES ON THE AS-BUILT DRAWING. THE AS-BUILT LOCATION OF THESE TREES WILL VERIFY THE SUFFICIENCY OF THE CONSERVATION EASEMENT PRIOR TO PLAT RECORDING OR CERTIFICATE OF OCCUPANCY.
11. AS BUILT DRAWINGS ARE TO BE PREPARED BY A FLORIDA LICENSED SURVEYOR AND SHALL INCLUDE A SIGNED CERTIFICATION STATEMENT BY THE FLORIDA LICENSED ENGINEER OF RECORD. TWO (2) SIGNED & SEALED PAPER SETS OF AS-BUILT RECORDING DRAWINGS SHALL BE PROVIDED ALONG WITH A DIGITAL COPY IN BOTH, A COMPATIBLE AutoCAD FORMAT & PDF FORMAT.

1. CONTRACTOR SHALL PERFORM ALL PROJECT WORK IN ACCORDANCE WITH FDOT DESIGN STANDARDS, LATEST EDITION. NO LANE CLOSURES ARE PERMITTED BETWEEN THE HOURS OF 7 A.M. AND 7 P.M. NIGHT WORK MAY BE SCHEDULED TO LESSEN TRAFFIC DELAY & CONVENIENCE TO GENERAL PUBLIC AND MUST BE APPROVED BY CITY OF DAYTONA BEACH TRAFFIC ENGINEERING DIVISION.
2. CONTRACTOR SHALL OBTAIN PRIOR APPROVAL OF HIS MAINTENANCE OF TRAFFIC (MOT) PLANS FOR ANY LANE CLOSURES FROM THE CITY TRAFFIC ENGINEERING DIVISION AT LEAST TWO (2) WEEKS IN ADVANCE OF ANY LANE CLOSURE.
3. ADVANCE SIGNING AND PAVEMENT MARKINGS TO BE MAINTAINED UNLESS SHOWN OTHERWISE IN THESE PLANS.
4. TWO (2) WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES THROUGHOUT ENTIRE LENGTH OF PROJECT.
5. TWO (2) WAY ACCESS TO BUSINESSES AND PRIVATE DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. TEMPORARY DRIVEWAY CLOSURES MAY BE ALLOWED IF SHARED ACCESS IS AVAILABLE OR IF WRITTEN AUTHORIZATION FROM THE PUBLIC SAFETY DIVISION IS OBTAINED PRIOR TO COMMENCEMENT OF WORK.
6. VARIABLE MESSAGE BOARDS SHALL BE INSTALLED 48 HOURS PRIOR TO LANE CLOSURES. CONTRACTOR IS RESPONSIBLE FOR ADEQUATE NUMBER OF BOARDS AND LOCATIONS, TO BE VERIFIED PRIOR TO COMMENCEMENT OF WORK.
7. ALL TRAFFIC CONTROL SIGN AND PAVEMENT MARKINGS SHALL COMPLY WITH THE F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
8. CONTRACTOR TO MAINTAIN TRAFFIC AND PROPER DROP OFF CRITERIA PER INDEX 600. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING PROPER DEVICES WHEN A DROP OFF CONDITION CANNOT BE AVOIDED.
9. CONTRACTOR TO BE RESPONSIBLE FOR NOTIFYING THE GENERAL PUBLIC AND PUBLIC AGENCIES OF ROAD CLOSURES AT LEAST 48 HOURS IN ADVANCE.
10. AFFECTED ROADWAYS SHALL BE RESTORED AND NO LANE CLOSURES WILL BE PERMITTED DURING THE CITY OF DAYTONA BEACH SPECIAL EVENT PERIOD. PRIOR WRITTEN NOTIFICATION IS OBTAINED FROM CITY OF DAYTONA BEACH TRAFFIC ENGINEERING DIVISION.

AS-BUILTS/RECORD DOCUMENTS (CONT'D)

- [illegible]

- E. HERE ARE EXAMPLES OF HOW TO DISPLAY AND LABEL VALVES, FITTINGS, AND PIPES ON THE PLANS: IN MODEL SPACE, INCLUDE A LOCATION ARROW GOING TO THE IDENTIFIED OBJECT:
- VALVE EXAMPLE:

20" GATE VALVE
STA. 22+23 (LT.55.0')
LAT. =2912'53.009"
LONG.=81°04'03.355"W
N = 1,774,373.4058
E= 634,602.7566
TOP OF NUT ELEV. = 27.50
GROUND ELEV. = 30.50

20" DIP WATER MAIN
STA. 22+00 (RT.55.0')
LAT.=2912'50.009"N
LONG.=81°04'26.355"W
N = 1,774,373.4058
E= 634,602.7566
TOP OF PIPE ELEV. = 27.50
GROUND ELEV. = 30.50

MANHOLE EXAMPLE:

MANHOLE NO. 25
STA. 22+23 (LT.55.0')
LAT. =2912'53.009"
LONG. = 81°04'03.355"W
N = 1,774,373.4058
E= 634,602.7566
RIM ELEV. = 27.50
NORTH 15° RCP ELEV. = 8.50
WEST 24° CMP ELEV. = 7.50
BOTTOM ELEV. = 9.30

2" PVC CONDUIT
STA. 22+00 (RT.55.0')
LAT.=2912'50.009"N
LONG.=81°04'26.355"W
N = 1,774,373.4058
E= 634,602.7566
TOP OF PIPE ELEV. = 27.50
GROUND ELEV. = 30.50
- BENCH MARK EXAMPLE (ALL BENCH MARKS USED MUST BE SHOWN ON THE PLANS):
- BM#13
STA. 20+33 (LT. 85.5')
3/4" IRON ROD WITH PLASTIC CAP...
N= 1,774,373.4058
E = 634,602.7566
LAT. = 29°04'53.355"W
LONG. = 81°04'53.355"W
ELEV.= 32.55
- MATERIAL MUST BE LABELED (TYPE OF MATERIAL AND DISTANCE) EXAMPLE:
10 8" C-900R DR-18, 250'), (WM 6" DIP 150'), (SANITARY 8" SDR26 295' 0.40%)
10 10" C-900DR-18 100'), OR (FM 6" DIP 30')
- ART 2 - EXECUTION**
- GENERAL**
- ALL DRAWINGS SHALL BE PREPARED TO TRUE STATE PLANE COORDINATES. CONTRACTOR SHALL PROVIDE A MATERIALS, EQUIPMENT, LABOR NEEDED TO PREPARE AND SUBMIT ACCURATE AS-BUILT/RECORD DRAWINGS
- A. IT IS ACCEPTABLE TO CITY IF THE SURVEYOR UTILIZES AN AFTER THE FACT APPROACH TO COLLECTING AND VERIFYING THE LOCATION AND DEPTH BY VERTICAL PVC PIPES PLACED BY THE CONTRACTOR AS MARKERS FOR THIS PURPOSE. THE SURVEYOR SHALL VERIFY TO THE ACCURACY DEFINED OF THE AS-BUILT CONDITIONS IN FLORIDA STATUTES AND CERTIFY THE RECORD DRAWINGS.
- B. CITY SHALL NOT BE CONSIDERED THE BEST SOURCE OF INFORMATION FOR VALVE LOCATIONS THAT MAY HAVE BEEN LOST DURING FINAL GRADING. THE SURVEYOR OR CONTRACTOR SHALL EXCAVATE AND PROPERLY MARK ALL VALVE BOXES AND EACH VALVE SHALL HAVE A TAG OR COLOR CODED TO DEFINE WATER, SEWER, OR REUSE WATER VALVES. THE USE OF TEMPORARY PVC PIPE MARKERS COLOR CODED ACCEPTABLE SO LONG AS CROSS REFERENCES ARE PROVIDED ON THE RECORD DRAWINGS TO PREVENT THE TOPS FROM A WATER VALVE BEING PLACED ON A SEWER VALVE.
- C. THE CONTRACTOR SHALL PROVIDE THE UTILITIES DEPARTMENT ENGINEERING DIVISION THE FINAL AS BUILT/RECORD DRAWINGS ON CD. THE AS BUILT /RECORD DRAWINGS SHALL BE PREPARED USING AUTOCAD FORMAT 2010 OR LATER, IN MODEL SPACE. THE DRAWING (LABELING AND LINE WORK SHALL ON SEPARATE LAYERS). THE DRAWINGS SHALL BE IN FL83-EF (NAD83 FLORIDA STATE PLANES, EAST ZONE, US FOOT) STATE PLANE COORDINATES AND SHALL BE ABLE TO BE INSERTED INTO THE CITY'S OVERALL GIS SYSTEM. THE RECORD DRAWINGS SHALL ALSO BE PRINTED, SIGNED AND SEALED AS ALLOWED BY STATE OF FLORIDA REGULATIONS. A DISCLAIMER MAY BE NOTED IN A TRANSMITTAL LETTER PLUS SURVEYOR MAY ADD A SPECIAL NOTICE ON EACH SHEET REGARDING THE LOCATION OF THE TRUE ORIGINAL RECORD DRAWINGS OR PLACE LIMITS ON RESPONSIBILITY SHOULD SOME-ONE IN THE FUTURE NEED TO MODIFY THE DRAWINGS.
- D. IDENTIFY THE SOURCE MARKERS FOR THE SURVEY USED FOR RECORD DRAWINGS.

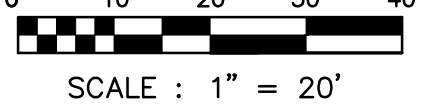
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FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

CONSTRUCTION NOTES 2

C002



—SF— PROPOSED SILT FENCE

EXISTING ASPHALT PAVEMENT

PROPOSED PAVEMENT DEMOLITION

NOTES:

1. EXISTING TREES ARE TO REMAIN UNLESS NOTED "TO BE REMOVED" ON DEMOLITION PLAN.
2. CONTRACTOR TO REFER TO ELECTRICAL DEMOLITION PLAN FOR REMOVAL OF EXISTING LIGHT POLES.

[illegible]

FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

ENGINEER	ARCH/ENGR OF RECORD
JOHN A. DILLARD	
HALUK KILIC	

DESIGNED BY JAD	DRAWN BY TKR
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215

SHEET TITLE	DEMOLITION & EROSION CONTROL PLAN
-------------	--

DRAWING NO.

CD100

DOCUMENT HISTORY		
NO	DATE	DESCRIPTION

FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

ENGINEER
JOHN A. DILLARD
HALUK KILIC

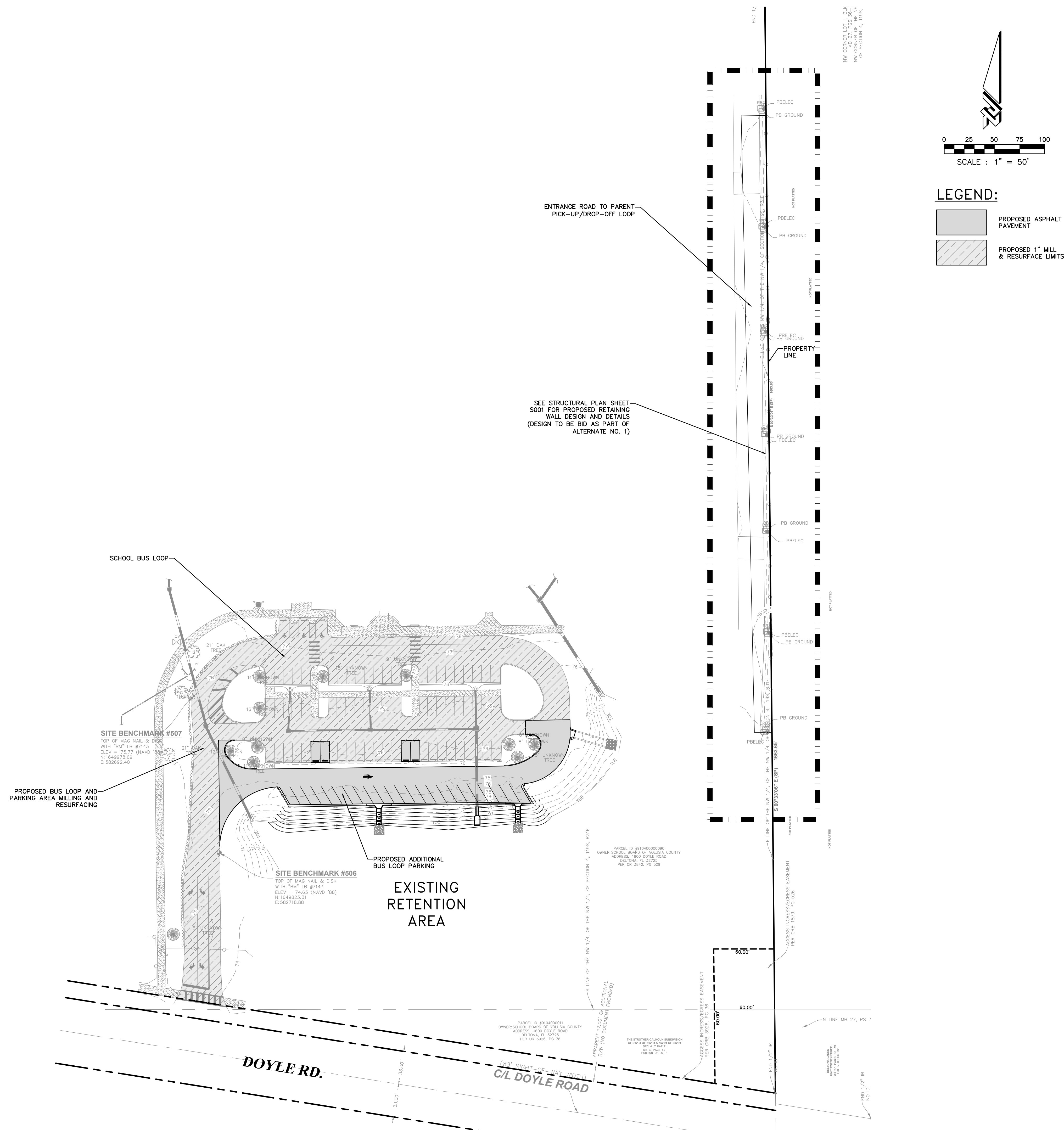
DESIGNED BY JAD	DRAWN BY TKR
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215

SHEET TITLE

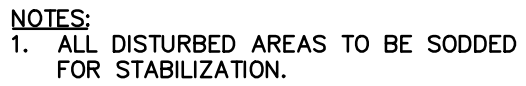
OVERALL
DEVELOPMENT
PLAN

DRAWING NO.

C100

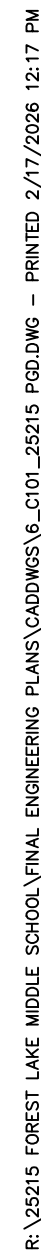


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DRAWING NO.

C101



- | | |
|---|-------------------------------------|
|  | PROPOSED ASPHALT PAVEMENT |
|  | PROPOSED 1" MILL & RESURFACE LIMITS |
|  | PROPOSED MES |
|  | PROPOSED GRADE |
|  | MATCH EXISTING GRADE |
|  | PROPOSED FLOW DIRECTION |

NOTES:
1. CONTRACTOR TO REFER TO GEOTECHNICAL REPORT FOR SOIL REQUIREMENTS AND RECOMMENDATIONS.

ZEVE COHEN
ASSOCIATES, INC.
10 INTERCHANGE BLVD., STE. C
ORMOND BEACH, FL 32174
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(4516) (PROJ. NO 25215) (LC 62)

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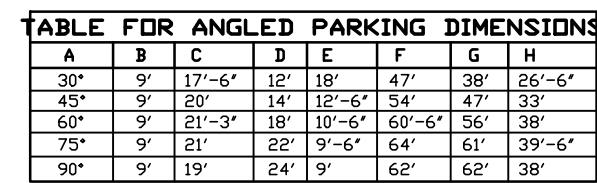
**FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725**

ENGINEER JOHN A. DILLARD HALUK KILIC		ARCHWENOR OF RECORD
DESIGNED BY JAD	DRAWN BY TKR	
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215	
SHEET TITLE PAVING, GRADING, & DRAINAGE PLAN		
DRAWING NO.		

C102

PARCEL ID #9104000011
OWNER: SCHOOL BOARD OF VOLUSIA COUNTY
ADDRESS: 1600 DOYLE ROAD
DELTONA, FL 32725
PER OR 3926, PG 36

THE STROTHER CALHOUN
OF SW1/4 OF NW1/4 & N



- [illegible]

NOTES:

1. CONCRETE WHEEL STOP TO BE PRE-MANUFACTURED REINFORCED 4,000 P.S.I. TYPE II CEMENT.
2. #4 ANCHOR BAR ENDS TO BE INSTALLED FLUSH WITH TOP OF WHEEL STOP.
3. CENTER WHEEL STOP IN EACH STALL, SIDE TO SIDE.

[illegible]

- NOTES:**
1. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL, JULY 2013 UPDATE.
 2. CONTRACTOR SHALL PROVIDE AND MAINTAIN SITE SPECIFIC EROSION PREVENTION AND SEDIMENT CONTROL (EPSC) MEASURES TO TREAT ALL STORMWATER DISCHARGES DURING CONSTRUCTION, DEPENDING UPON FLOW VELOCITIES AND VOLUMES. ADDITIONAL MEASURES MAY BE REQUIRED.
 3. CONTRACTOR SHALL ROUGH GRADE STORMWATER SWALES AND RETENTION AREAS IN COMPLIANCE WITH BEST MANAGEMENT PRACTICES PRIOR TO CONSTRUCTION OF SITE IMPROVEMENTS.
 4. CONTRACTOR SHALL MEET ALL PERMIT CONDITIONS AS ESTABLISHED BY THE CITY OF DAYTONA BEACH AND ALL OTHER APPLICABLE AGENCIES, INCLUDING BUT NOT LIMITED TO COUNTY, FOOT, STATE, FEDERAL, AND THE SURROUNDING.

NOTES:

1. CONCRETE SPILLWAY TO BE 3500 P.S.I., 6" THICK (MIN).
2. PLACE SOD AT LEAST 5' IN BORDER WIDTH AROUND ALL STRUCTURE EDGES ABOVE STANDING WATER.

John A. Dillard, Jr. PE, FI. No. 37256
HALUK KILIC, P.E., FI. No. 84244

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FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

ENGINEER JOHN A. DILLARD HALUK KILIC	ARCH/ENGR OF RECORD
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DESIGNED BY JAD	DRAWN BY TKR
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215

SHEET TITLE

CONSTRUCTION
DETAILS 1

DRAWING NO.

C500

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REVISIONS

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FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

ARCHIENGRE OF RECORD

DRAWN BY
TKR

AE PROJECT NUMBER
25215

SHEET TITLE

C501

1. Unless otherwise designated in the plans, concrete pipe mitered end sections may be used with any type of cross drain pipe; corrugated steel pipe mitered end sections may be used with any type of cross drain pipe except corrugated metal pipe. When corrugated metal pipe is used, the mitered end sections of cross drain pipe except steel pipe. When bituminous coated metal pipe is specified for cross drain pipe, construct the mitered end sections with like pipe or concrete pipe. When the mitered end section pipe is dissimilar to the cross drain pipe, construct a concrete jacket in accordance with Index 430-001.
2. Use either corrugated metal or concrete mitered end sections for corrugated polyethylene pipe (HOPE), polyvinyl-chloride pipe (PVC), steel reinforced polyethylene pipe (SPEPE), and polypropylene pipe (PP). When used in conjunction with corrugated mitered end sections, make connection using either a formed metal neck specifically designed to join HOPE, PVC, SPEPE, or PP pipe with metal pipe. When used in conjunction with concrete mitered end sections, make connection in accordance with Index 430-001.
3. Class MS concrete cast-in-place reinforced slabs are required for all sizes of cross drain pipes. Construct slabs at 5/8" thickness. 5/8" thickness is called for in the Plans.
4. Select lengths of concrete pipe that avoid excessive connections in the assembly of the mitered end section.
5. Repair corrugated metal pipe galvanizing that is damaged during beveling and perforating.
6. When existing multiple cross drain pipes are spaced other than the dimensions shown in this Index, have nonparallel axes, or non-uniform sections, either construct the mitered end sections separately as single pipe or collectively as multiple pipe end sections as directed by the Engineer.
7. Saddle Slope:
 - 1-1/2 Miter - Slope to 6 of pipe for round pipes less than or equal to 18" diameter and 1:1 for round pipes greater than or equal to 24" diameter.
Slope to the major axis for elliptical pipes 24"x38" or smaller and 1:2 for pipes 29"x45" or larger.
Slope to the span line for pipe 28"x20" or smaller and 1:2 for pipe 35"x24" or larger.
 - 1-2 Miter - Slope to 6 of pipe for round pipes less than or equal to 18" diameter and 1:2 for round pipes greater than or equal to 24" diameter.
Slope to the major axis for elliptical pipes 24"x38" or smaller and 1:1 for pipes 34"x33" or larger.
Slope 1:1 for all pipe arch sizes.
8. Quantities shown are for estimating purposes only.

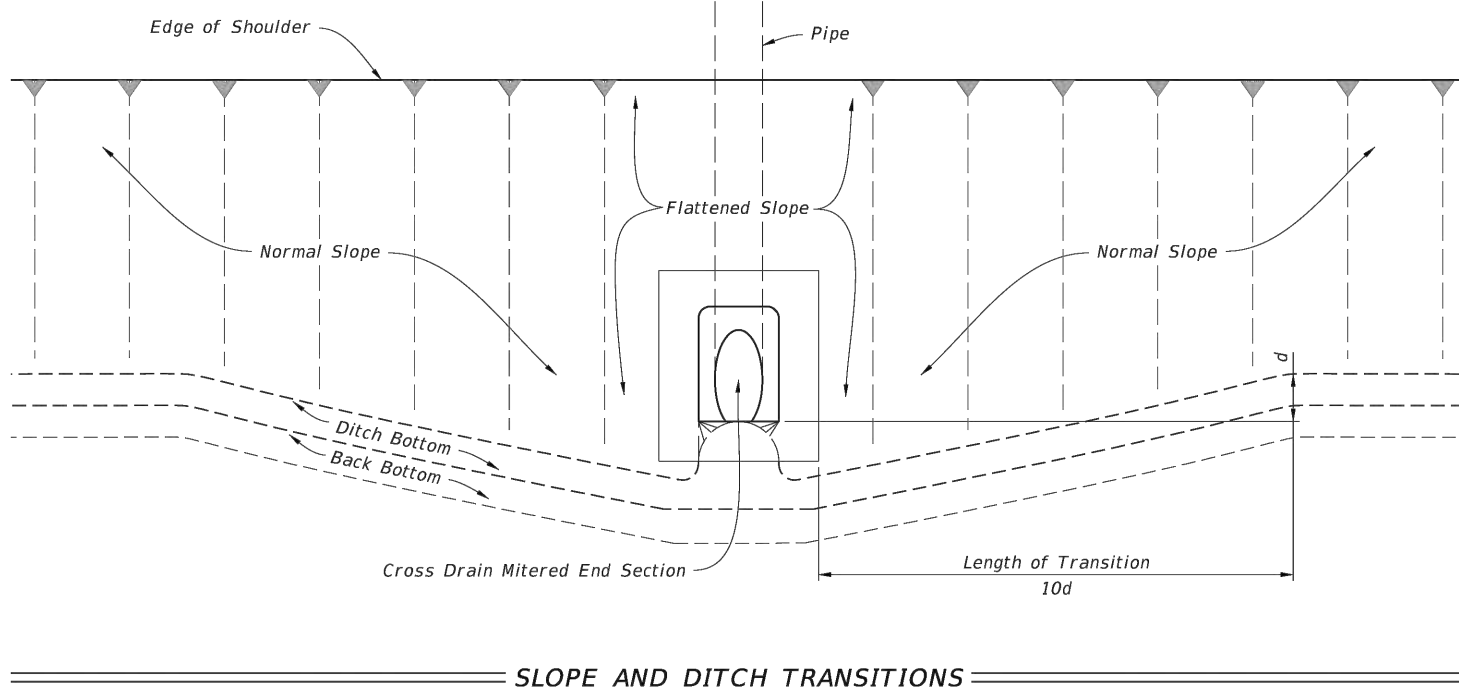


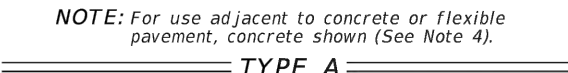
TABLE OF CONTENTS:	
Sheet	Description
1	General Notes and Contents
2	Single and Multiple Concrete Pipe
3	Concrete Pipe Dimensions and Quantities
4	Single and Multiple Corrugated Metal Pipe
5	Corrugated Metal Pipe Dimensions and Quantities
6	Concrete Pipe Connections and Corrugated Metal Pipe (CMP) Anchor Detail

LAST REVISION 11/01/19	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX 430-021	SHEET 1 of 6
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NOTE: See Table 1 on Sheet 3 for Dimensions and Quantities.

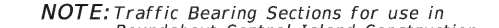
LAST REVISION 11/01/19	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	CROSS DRAIN MITERED END SECTION INDEX 430-021	SHEET 2 of 6
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1. For Type A, Type B, and Type D Curb:
Expansion joint, preformed joint filler and joint seal are required between curbs and concrete pavement only, see Sheet 3.
2. For Type E, Type F, Drop Curb, and Valley Gutter:
When used on high speed roadways, match the cross slope of the gutter to the cross slope of the adjacent pavement. The thickness of the lip is 6", unless otherwise shown on Plans.
3. For Type RA, rotate entire section so that gutter cross slope matches slope of adjacent circulating roadway pavement.

3. For Type RA, rotate entire section so that gutter cross slope matches slope of adjacent circulating roadway pavement.

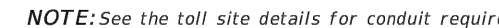
4. For details depicting usage of Type A Curb adjacent to flexible pavement see Sheet 3.



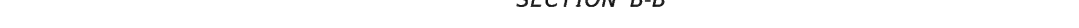
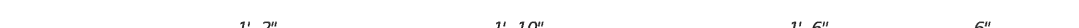
TYPE BA



Face of Single-Slope Concrete Barrier



===== TOLL HEADER CURB =====



SHOULDER GUTTER

LAST REVISION 11/01/21	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	CURB AND GUTTER INDEX 520-001	SHEET 2 of 3
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- NO MULTI-WIRE BRANCH CIRCUITS ARE TO BE USED. EACH CIRCUIT IS TO HAVE SEPARATE INDIVIDUAL NEUTRAL.
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 0-100 FEET, ARE TO HAVE #12 MINIMUM BRANCH CIRCUIT WIRING THROUGHOUT CIRCUIT. (CONDUIT SIZE PER SPECIFICATION AND NEC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 101-125 FEET, ARE TO HAVE #10 MINIMUM BRANCH CIRCUIT WIRING HOMERUN (3/4"FC) FROM PANEL CIRCUIT BREAKER TO FIRST DEVICE AND #12 BRANCH CIRCUIT WIRING THROUGHOUT THE REMAINDER OF THE CIRCUIT. (CONDUIT SIZE PER SPECIFICATION AND NEC). NOT LESS THAN THE FIRST 75 FEET OF COMBINED HOMERUN AND BRANCH CIRCUIT TO BE MINIMUM #10 WIRE (3/4"FC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 126-160 FEET, ARE TO HAVE #10 MINIMUM BRANCH CIRCUIT WIRING THROUGHOUT CIRCUIT (3/4"FC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 161-205 FEET, ARE TO HAVE #8 MINIMUM BRANCH CIRCUIT WIRING HOMERUN (1-1/4"FC) FROM PANEL CIRCUIT BREAKER TO FIRST DEVICE AND #10 BRANCH CIRCUIT WIRING THROUGHOUT THE REMAINDER OF THE CIRCUIT (3/4"FC). NOT LESS THAN THE FIRST 125 FEET OF COMBINED HOMERUN AND BRANCH CIRCUIT TO BE MINIMUM #8 WIRE (1"FC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 206-250 FEET, ARE TO HAVE #8 MINIMUM BRANCH CIRCUIT WIRING THROUGHOUT CIRCUIT (1"FC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 251-250 FEET, ARE TO HAVE #6 MINIMUM BRANCH CIRCUIT WIRING HOMERUN (1-1/4"FC) FROM PANEL CIRCUIT BREAKER TO FIRST DEVICE AND #10 BRANCH CIRCUIT WIRING THROUGHOUT THE REMAINDER OF THE CIRCUIT (3/4"FC). NOT LESS THAN THE FIRST 175 FEET OF COMBINED HOMERUN AND BRANCH CIRCUIT TO BE MINIMUM #6 WIRE (1-1/4"FC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 251-325 FEET, ARE TO HAVE #6 MINIMUM BRANCH CIRCUIT WIRING HOMERUN (1-1/4"FC) FROM PANEL CIRCUIT BREAKER TO FIRST DEVICE AND #10 BRANCH CIRCUIT WIRING THROUGHOUT THE REMAINDER OF THE CIRCUIT (1"FC). NOT LESS THAN THE FIRST 250 FEET OF COMBINED HOMERUN AND BRANCH CIRCUIT TO BE MINIMUM #6 WIRE (1-1/4"FC).
- 120 VOLT BRANCH CIRCUITS, WHERE THE LENGTH OF CIRCUIT CONDUCTORS COMPLETE FROM CIRCUIT BREAKER IN SOURCE PANEL TO ANY DEVICE ON THE CIRCUIT IS 326-370 FEET FROM THE PANEL, ARE TO HAVE #6 MINIMUM BRANCH CIRCUIT WIRING THROUGHOUT CIRCUIT (1-1/4"FC).
- 120 VOLT BRANCH CIRCUITS SERVING RECEPTACLES FOR COMPUTER WORKSTATIONS (OUTLETS WITH "C" DESIGNATION) SHALL HAVE MINIMUM CONDUCTOR SIZE OF #10. MINIMUM CONDUCTOR SIZE SHALL BE INCREASED IF REQUIRED TO COMPLY WITH GENERAL NOTES ABOVE.
- ALL 277V, 20A CIRCUITS WITH HOMERUNS LESS THAN 70 FEET SHALL BE #12 CU. MINIMUM THROUGHOUT CIRCUIT UNLESS OTHERWISE NOTED (CONDUIT SIZE PER SPECIFICATION AND NEC). THE HOMERUN LENGTH IS THE LENGTH OF THE CIRCUIT CONDUCTORS FROM THE FIRST LIGHT FIXTURE/LOAD TO THE BREAKER IN THE SOURCE PANEL.
- ALL 277V, 20A CIRCUITS WITH HOMERUNS 71-100 FEET SHALL BE #10 CU. MINIMUM FOR HOMERUN (1-1/4"FC), WITH #12 FOR REMAINDER OF CIRCUIT UNLESS OTHERWISE NOTED (CONDUIT SIZE PER SPECIFICATION AND NEC). THE HOMERUN LENGTH IS THE LENGTH OF THE CIRCUIT CONDUCTORS FROM THE FIRST LIGHT FIXTURE/LOAD TO THE BREAKER IN THE SOURCE PANEL.
- ALL 277V, 20A CIRCUITS WITH HOMERUNS 101-150 FEET SHALL BE #10 CU. MINIMUM FOR HOMERUN (3/4"FC), WITH #10 FOR REMAINDER OF CIRCUIT UNLESS OTHERWISE NOTED (CONDUIT SIZE PER SPECIFICATION AND NEC). THE HOMERUN LENGTH IS THE LENGTH OF THE CIRCUIT CONDUCTORS FROM THE FIRST LIGHT FIXTURE/LOAD TO THE BREAKER IN THE SOURCE PANEL.
- ALL 277V, 20A CIRCUITS WITH HOMERUNS 151-250 FEET SHALL BE #8 CU. MINIMUM FOR HOMERUN (1"FC), WITH #10 FOR REMAINDER OF CIRCUIT UNLESS OTHERWISE NOTED (CONDUIT SIZE PER SPECIFICATION AND NEC). THE HOMERUN LENGTH IS THE LENGTH OF THE CIRCUIT CONDUCTORS FROM THE FIRST LIGHT FIXTURE/LOAD TO THE BREAKER IN THE SOURCE PANEL.
- ALL 277V, 20A CIRCUITS WITH HOMERUNS 251-400 FEET SHALL BE #6 CU. MINIMUM FOR HOMERUN (1-1/4"FC), WITH #10 FOR REMAINDER OF CIRCUIT UNLESS OTHERWISE NOTED (CONDUIT SIZE PER SPECIFICATION AND NEC). THE HOMERUN LENGTH IS THE LENGTH OF THE CIRCUIT CONDUCTORS FROM THE FIRST LIGHT FIXTURE/LOAD TO THE BREAKER IN THE SOURCE PANEL.
- VISIT AND CAREFULLY EXAMINE THOSE PORTIONS OF THE BUILDING AND SITE AFFECTED BY THIS WORK BEFORE SUBMITTING PROPOSALS, SO AS TO BECOME FAMILIAR WITH EXISTING CONDITIONS AND DIFFICULTIES THAT WILL AFFECT EXECUTION OF THE WORK. SUBMISSION OF A PROPOSAL WILL BE CONSTRUED AS EVIDENCE THAT SUCH EXAMINATION HAS BEEN MADE AND LATER CLAIMS FOR LABOR, EQUIPMENT OR MATERIALS REQUIRED BECAUSE OF DIFFICULTIES ENCOUNTERED WILL NOT BE RECOGNIZED.

18. SEE Riser DIAGRAMS AND BUILDING PLANS.
19. ALL EMPTy CONDUTS ARE TO HAVE PULL-STRINGS PROVIDED IN THEM.
20. A PHENOLIC OR BRASS NAMEPLATE SHALL BE ATTACHED TO EACH END INDICATING THE LOCATION OF BOTH ENDS OF CONDUIT AS FOLLOWS: THIS END = "LOCATION," OTHER END = "LOCATIONS."
21. WHERE CONDUIT ROUTING IS SHOWN, THE CONDUTS ARE SHOWN FOR DIAGRAMMATIC PURPOSES AND ARE NOT NECESSARILY REPRESENTATIONS OF EXACT PLACEMENT. THE ROUTINGS SHOWN ARE PROPOSED CONDUIT ROUTINGS. CONTRACTOR TO COORDINATE ALL ROUTING WITH OTHER TRADES PRIOR TO BID. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS AND ROUTING OF CONDUT PRIOR TO BID. CONTRACTOR IS RESPONSIBLE FOR RELOCATING CONDUT FROM THE PROPOSED ROUTING SHOWN TO THE ROUTING REQUIRED TO FACILITATE INSTALLATION PER SPECIFICATIONS AND LOCAL CODES, COMPLY WITH ALL COORDINATION AND NOTIFICATIONS TAKEN INTO ACCOUNT. CONTRACTOR IS RESPONSIBLE FOR ALL CEILING AND WALL REPAIR/REPLACEMENT AFTER ROUTING OF CONDUT.
22. ALL CONDUT TERMINATIONS AT TERMINAL BOARDS ARE TO HAVE BUSHED CONDUT ENDS.
23. SPLICES IN POWER AND LIGHTING OUTLET BOXES SHALL BE KEPT TO A MINIMUM, PULL CONDUCTORS THROUGH TO DEVICES, EQUIPMENT CABINETS/PANELBOARDS. SPLACING IN WIREWAYS IS NOT PERMITTED UNLESS SPECIAL WRITTEN PERMISSION IS GRANTED BY A/E.
24. NO SPLICES SHALL BE MADE IN COMMUNICATIONS OUTLET BOXES OR PULL BOXES (I.E., FIRE ALARM, COMPUTER, TELEPHONE, ETC.) UNLESS SPECIFIC WRITTEN APPROVAL HAS BEEN GIVEN BY ENGINEER. PULL CABLES THROUGH TO EQUIPMENT/TERMINAL CABINETS.
25. NO SPLICES SHALL BE MADE IN UNDERGROUND (OR FLUSH) IN-GRADE PULL BOXES UNLESS ENGINEER HAS GIVEN SPECIFIC ACCEPTANCE.
26. CONTRACTOR SHALL INCLUDE IN HIS BID THE TRANSPORT AND DISPOSAL OR RECYCLING OF ALL WASTE MATERIALS GENERATED BY THIS PROJECT IN ACCORDANCE WITH ALL RULES, REGULATIONS AND GUIDELINES APPLICABLE. CONTRACTOR SHALL COMPLY WITH FLORIDA STATUTE 403.7186 REGARDING MERCURY-CONTAINING DEVICES AND LAMPS, LAMPS, BALLASTS AND OTHER MATERIALS SHALL BE TRANSPORTED AND DISPOSED OF IN ACCORDANCE WITH ALL DEP AND EPA GUIDELINES APPLICABLE AT TIME OF DISPOSAL. CONTRACTOR SHALL PROVIDE OWNER WITH WRITTEN CERTIFICATION OF ACCEPTED DISPOSAL.
27. EXISTING CONDITIONS AND UTILITIES INDICATED ARE TAKEN FROM EXISTING CONSTRUCTION DOCUMENTS, VARIOUS SURVEYS, AND FIELD INVESTIGATIONS. IT IS TO BE UNDERSTOOD THAT UNFORESEEN CONDITIONS PROBABLY EXIST AND NEW WORK MAY NOT BE FIELD LOCATED EXACTLY AS SHOWN ON THE DRAWINGS. COOPERATION WITH OTHER TRADES IN ROUTING AND/OR BURIAL DEPTHS AS DETERMINED DURING CONSTRUCTION AND AS DIRECTED BY THE ARCHITECT/ENGINEER MAY BE NECESSARY AND IT IS INTENDED THAT SUCH DEVIATIONS SHALL BE CONSIDERED A PART OF THIS CONTRACT. IT IS ALSO UNDERSTOOD THAT THE CONTRACTOR SHALL NOT COMPLETELY RELY ON THE CONTRACTOR TO FIELD VERIFY DIMENSIONS OF ALL SITE UTILITIES, ETC., PRIOR TO BID AND INCLUDE ANY DEVIATIONS IN THE CONTRACT.
28. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO LOCATE ALL EXISTING UTILITIES WHETHER SHOWN ON PLANS OR NOT AND TO PROTECT THEM FROM DAMAGE. THE CONTRACTOR SHALL BEAR ALL EXPENSE FOR REPAIR OR REPLACEMENT OF UTILITIES OR OTHER PROPERTY DAMAGED BY OPERATIONS IN CONJUNCTION WITH THE COMPLETION OF THIS WORK. THE CONTRACTOR SHALL LOCATE ALL UTILITIES (BOTH KNOWN AND UNKNOWN) IN AREA OF WORK PRIOR TO EXCAVATION WITH THE USE OF ELECTRONIC LOCATOR/TRACER DEVICES AND EQUIPMENT SUITABLE FOR SUCH USE. REFLECT LOCATED UTILITIES ON AS-BUILT DOCUMENTS.
29. REMOVE EXISTING POWER, LIGHTING, SYSTEMS, MATERIAL AND EQUIPMENT WHICH ARE MADE OBSOLETE OR WHICH INTERFERE WITH THE CONSTRUCTION OF THE PROJECT.
30. REINSTALL ANY SUCH POWER, LIGHTING, SYSTEMS, MATERIALS AND EQUIPMENT WHICH ARE REQUIRED TO REMAIN ACTIVE FOR THE FACILITY TO BE FULLY FUNCTIONAL.
31. REMOVE ALL EXISTING ELECTRICAL IN AREAS OF REMODELING UNLESS SPECIFICALLY NOTED OTHERWISE, OR UNLESS REQUIRED FOR CONTINUITY OF CIRCUITS IN AREAS NOT IN REMODEL AREA.
32. ALL EXISTING ELECTRICAL IS NOT SHOWN. IT IS THE CONTRACTORS RESPONSIBILITY TO BECOME FAMILIAR WITH ALL EXISTING CONDITIONS PRIOR TO BID, AND INCLUDE IN HIS BID THE REMOVAL OF ALL ELECTRICAL EQUIPMENT, WIRE, CONDUT, DEVICES, FIXTURES, ETC. THAT IS NOT BEING REUSED, BACK TO ITS SOURCE.
33. ALL RECEPTABLES, DEVICES AND EQUIPMENT NOT SHOWN, AND IN AREAS OUTSIDE OF REMODELING SHALL REMAIN ACTIVE UNLESS OTHERWISE NOTED. FURNISH AND INSTALL ACCESSIBLE JUNCTION BOXES AND REWORK EXISTING CIRCUITS AS REQUIRED TO MAINTAIN CIRCUIT CONTINUITY TO RECEPTABLES, DEVICES AND EQUIPMENT REMAINING.
34. ALL CONDUT TO BE CONCEALED UNLESS IMPOSSIBLE DUE TO EXISTING CONDITIONS (I.E. EXPOSED CEILINGS, BUILDING EXTERIOR WALL RUNS, IMPOSSIBLE UNDERGROUND RUNS). CONCEAL ALL CONDUTS ABOVE CEILINGS OR IN WALL/COUNTERS.
35. ELECTRICAL CONTRACTOR SHALL INCLUDE ALL EXISTING PANELBOARD SCHEDULES FOR PANELBOARDS RELATED/ASSOCIATED WITH OR WITHIN CONTRACT LIMITS WHETHER SHOWN ON PLANS OR NOT AS PART OF A COMPLETE AS-BUILT SET OF DRAWINGS. SCHEDULES SHALL SHOW FINAL CONFIGURATION, ETC. OF CIRCUITS, CIRCUIT BREAKERS, DIRECTORY, ETC.

36. ALL EXISTING BRANCH CIRCUITS AND FEEDERS (REMAINING ACTIVE) WHICH ARE CONNECTED TO EXISTING PANELBOARDS THAT ARE AFFECTED BY THIS CONTRACT, SHALL BE TRACED-OUT AND PROPERLY NOTED AND IDENTIFIED ON NEW PANEL DIRECTORIES.
37. ALL PANELS, CIRCUIT BREAKERS, JUNCTION BOXES, ETC. THAT ARE WITHIN AREA OF REMODEL SHALL BE PROPERLY IDENTIFIED AS PER SPECIFICATIONS.
38. ALL EXISTING CONDUIT, WIRE, FITTINGS, BOXES, ETC. REMAINING AND/OR UTILIZED WITHIN AREA OF REMODEL/RENOVATION MUST COMPLY WITH SPECIFICATIONS. ELECTRICAL COMPONENTS WHICH DO NOT COMPLY WITH SPECIFICATIONS, AND IS NOT IN COMPLIANCE WITH NATIONAL ELECTRICAL CODE AND LOCAL CODES SHALL BE REPLACED AND/OR REWORKED AT NO ADDITIONAL COST TO OWNER UNDER THIS CONTRACT (I.E. CONDUIT SIZING, ROUTING, SUPPORTS, ETC.).
39. PROVIDE NEW TYPED PANEL DIRECTORIES FOR ALL EXISTING AND NEW PANELBOARDS FOR PANELBOARDS ASSOCIATED WITH CONTRACT WHETHER SHOWN ON PLANS OR NOT REGARDLESS IF SCHEDULES/CIRCUITRY HAS BEEN CHANGED.
40. PROVIDE NEW PHENOLIC LABELS (PER SPEC'S) ON ALL NEW (2) TWO POLE AND (3) THREE POLE CIRCUIT BREAKERS WITHIN ALL EXISTING AND NEW PANELBOARDS ASSOCIATED WITH CONTRACT WHETHER SHOWN ON PLANS OR NOT REGARDLESS IF SCHEDULES/CIRCUITRY HAS BEEN CHANGED.
41. ALL NEW CIRCUIT BREAKERS WITHIN EACH EXISTING PANELBOARD SHALL BE THE SAME AMPERE RATING AND RATINGS OF EXISTING PANELBOARD REGARDLESS OF WHAT IS SHOWN ON PANEL SCHEDULE. FIELD VERIFY ALL EXISTING PANELBOARD(S) RELATED WITH CONTRACT AND PROVIDE CIRCUIT BREAKERS AS NECESSARY TO COMPLY WITH THIS REQUIREMENT.
42. ALL CONCRETE, WALL PATCHING, CEILING REPAIR, WALL FINISHES, AND OTHER GENERAL WORK REQUIRED FOR INSTALLING ELECTRICAL SYSTEMS SHALL BE REPAIRED TO "LIKE NEW/ORIGINAL CONDITION." (COORDINATE WITH GENERAL CONTRACTOR PRIOR TO BID.)
43. ALL PATCHES OR CEILING PLATES SHALL BE PATCHED OR PAINTED AS DIRECTED BY ARCHITECT.
44. PAINT ALL EXPOSED CONDUIT, BOXES, ETC. TO MATCH WALL SURFACE.
45. ALL OPENINGS IN FLOOR, FLEED WALLS AND FLOORS, ETC. MADE BY RENOVATION SHALL BE SEALED AND FIRE PROOFED. PROVIDE AND INSTALL FIRESTOPPING ON ALL NEW OR EXISTING CONDUIT AND/OR CABLE THAT PENETRATES ANY FIRE RATED NEW OR EXISTING WALL IN ALL AREAS AFFECTED BY THIS PROJECT. VERIFY LOCATION OF FIRE RATED WALLS WITH ARCHITECTURAL PLANS PRIOR TO BID. FIRESTOPPING SYSTEM SHALL BE AS REQUIRED BY UL FOR RATING OF WALL AND CONDUIT/CABLE PENETRATION.
46. DASHED LINES INDICATE EXISTING TO REMAIN.
47. "R" ADJACENT TO DEVICE INDICATES EXISTING TO BE REMOVED COMPLETE.
48. NEW UNDERGROUND RACEWAYS ARE TO BE HAND DUG. ROUTE UNDER EXISTING WALKWAYS AS REQUIRED BY OWNER.
49. ALL ITEMS REMOVED AND NOT RE-USED SHALL BE IMMEDIATELY TURNED OVER TO OWNER AS THEY ARE MADE AVAILABLE BY RENOVATION. REMOVE ITEMS FROM JOB SITE AND DELIVER TO OWNERS STORAGE LOCATION(S) AS DIRECTED BY PROJECT MANAGER. DISCARD COMPLETE ITEMS WHICH OWNER ELECTS TO REFUSE.
50. WORK TO BE PERFORMED IN STRICT COMPLIANCE WITH ESTABLISHED WORK SCHEDULE BEING SET FORTH BY OWNER/TENANT. COORDINATE ALL WORK. THE CONTRACTOR SHALL FURNISH ADEQUATE FORKES, CONSTRUCTION PLANT, AND EQUIPMENT, AND SHALL WORK SUCH HOURS, INCLUDING NIGHT SHIFTS, OVERTIME OR VARIATIONS, SUNDAY, AND HOLIDAYS IN ACCORDANCE WITH THE OVERSIGHT OF OPERATIONAL SCHEDULE. IF THE CONTRACTOR FALLS BEHIND PROGRESS REQUIRED IN THE OPERATIONAL SCHEDULE, THE CONTRACTOR SHALL TAKE SUCH STEPS AS MAY BE NECESSARY TO IMPROVE HIS PROGRESS, AND THE OWNER MAY REQUIRE HIM TO INCREASE THE NUMBER OF SHIFTS AND/OR OVERTIME OPERATIONS, DAY OF WORK AND/OR THE AMOUNT OF CONDUIT/CABLE, AT NO ADDITIONAL COST TO THE OWNER UNDER THIS CONTRACT. (IT SHALL BE UNDERSTOOD THAT SEVERAL BID PACKAGES MAY BE CONSTRUCTED BY VARIOUS CONTRACTOR/SUB-CONTRACTORS WITHIN THE SAME WORK SPACE SIMULTANEOUSLY.)
51. CONTRACTOR MAY REUSE EXISTING CONDUIT (MIN. OF 10' LENGTHS) AND ASSOCIATED FITTINGS, PULL BOXES, ETC., WHICH ARE IN "LIKE NEW CONDITION" AND WHICH MEET THE INTENT OF THE SPECIFICATIONS FOR NEW PRODUCTS. WHERE EXISTING RACEWAYS ARE REUSED, THE CONTRACTOR SHALL SHOW EXISTING WIRING, PULL IN NEW WIRING, AND CONNECT TO NEW DEVICES AS DEMONSTRATED ON THE DRAWINGS AND CALLED FOR IN THE SPECIFICATIONS. REUSE OF EXISTING DEVICES AND WIRING SHALL NOT BE ALLOWED UNLESS SPECIFICALLY NOTED OTHERWISE. ALL EXISTING CONDUITS THAT ARE REUSED SHALL BE PERMANENTLY IDENTIFIED IN ACCORDANCE WITH THE SPECIFICATIONS.
52. USE OF MC CABLE IS NOT ACCEPTABLE.
53. EMT FITTINGS SHALL BE STEEL SET SCREW TYPE. CONDUIT FITTINGS FOR RACEWAYS OTHER THAN EMT SHALL BE MADE OF STEEL OR MALLEABLE IRON.
54. ALL CIRCUITS AND WIRING DEVICES SHALL BE RATED A MINIMUM OF 20 AMPS.
55. SPRING STEEL CONDUIT STRAPS AND HANGERS (IE CADDY TYPE) SHALL NOT BE UTILIZED. CEILING WIRES AND INDEPENDENT SUPPORT WIRES SHALL NOT BE USED FOR SUPPORT OF CONDUITS OR BOXES.

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 MPE JOB #: 2025-164

PAGING ZONES:

- CLASSROOMS
- CORRIDORS
- EXTERIOR
- ADMINISTRATIVE
- MULTI-PURPOSE
- MEDIA CENTER
- SPARE
- SPARE

INTERCOM SYSTEM GENERAL NOTES:

- 17) SIZE TERMINAL CABINETS AS REQUIRED TO HOUSE ALL TERMINATIONS AND SURGE SUPPRESSION EQUIPMENT.
- 18) PROVIDE COMPLETE AND OPERATING SYSTEM INCLUDING ALL REQUIRED HEADEND (EQUIPMENT CABINET) EQUIPMENT.
- 19) ALL NEW EQUIPMENT/DEVICES TO MATCH EXISTING SYSTEM AND BE COMPATIBLE WITH EXISTING SYSTEM.
- 20) PROVIDE VANDAL PROOF HOT DIPPED GALVANIZED CAGE ON EXTERIOR SPEAKERS.
- 21) ALL ITEMS NOTED ON THE LEGENDS DO NOT NECESSARILY APPEAR ON PLANS.

FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD

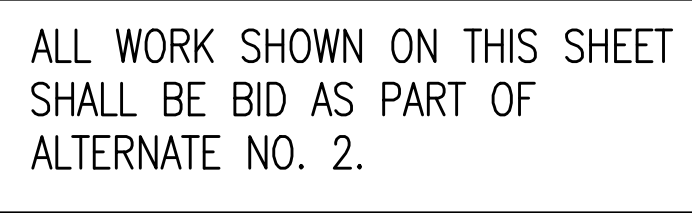
Engineer
Adrian W. Baus, P.E.

AWB	MM/AWB
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DRAWING NO. _____

E003



- 1) REFER TO GENERAL NOTES FOR THIS DISCIPLINE.
- 2) REFER TO SPECIFICATIONS.
- 3) REMOVE EXISTING ELECTRICAL MADE OBSOLETE BY PROJECT.
- 4) WHERE CONDUIT ROUTING IS SHOWN, THE CONDUITS ARE SHOWN FOR DIAGRAMMATIC PURPOSES AND ARE NOT NECESSARILY REPRESENTATIVE OF EXACT PLACEMENT.
- 5) REWORK/RELOCATE EXISTING ELECTRICAL AS REQUIRED TO FACILITATE PROJECT.
- 6) CONTRACTOR SHALL MAINTAIN CONTINUITY TO EXISTING DEVICES/EQUIPMENT REMAINING.
- 7) ALL EXISTING ELECTRICAL IS NOT SHOWN.
- 8) ALL CONNECTIONS TO EXTERIOR ENCLOSURES MADE AT OTHER THAN BOTTOM OF ENCLOSURE SHALL BE MADE WITH WEATHERPROOF MYERS HUBS.
- 9) MAINTAIN OPERATION OF EXISTING ELECTRICAL SYSTEMS DURING BUILDING OPERATIONAL HOURS. ALL WORK INVOLVING OUTAGES SHALL BE DONE AT NIGHT AND ON WEEKENDS.

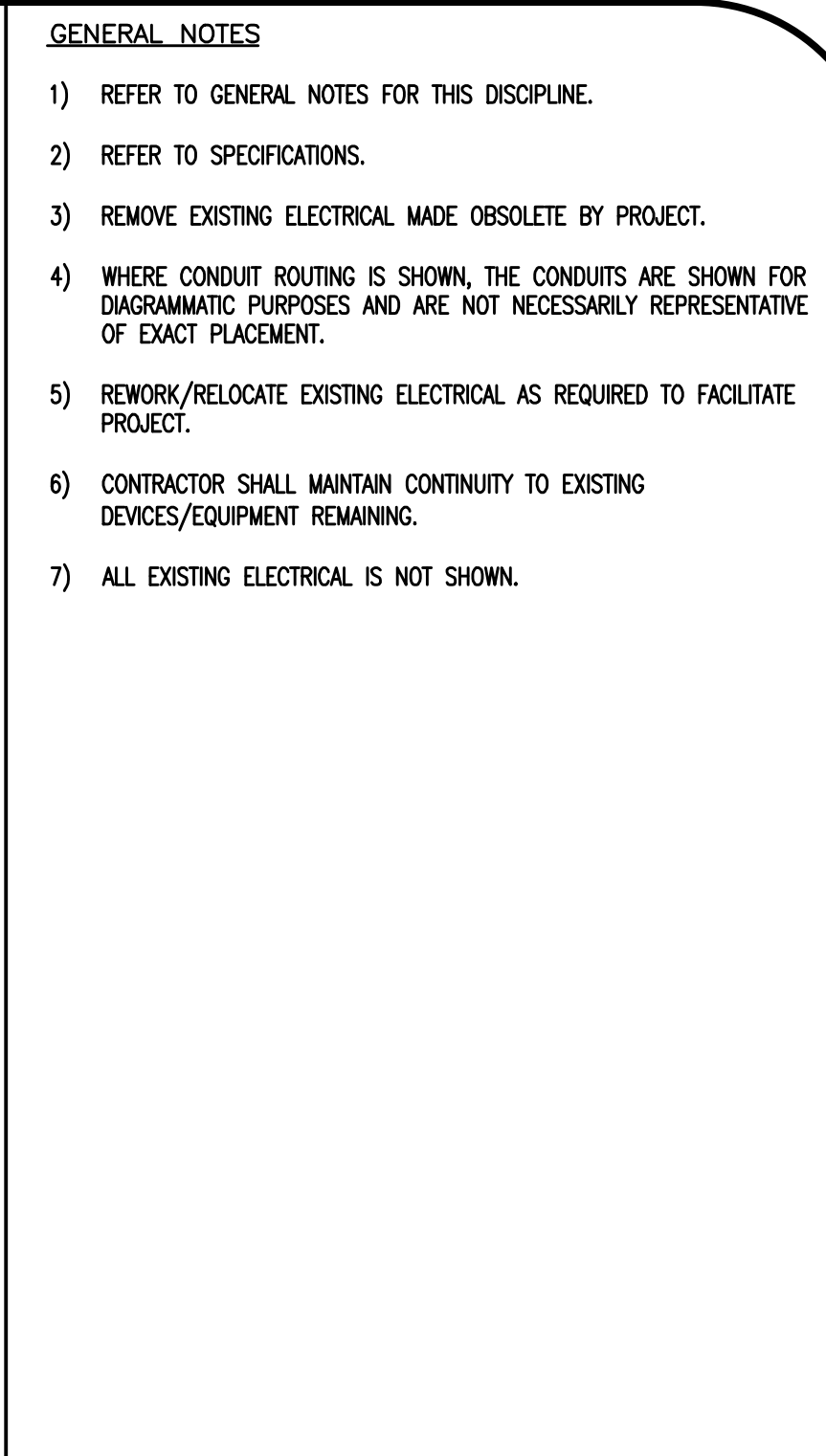
1 REMOVE EXISTING LIGHTING FIXTURES, CONDUITS, WIRING, DEVICES, ETC. FROM ALUMINUM CANOPY.

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FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

Engineer Adrian W. Baus, P.E.	
DESIGNED BY AWB	DRAWN BY MM/AWB
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215
SHEET TITLE CANAL DEMOLITION PLAN - LIGHTING	
DRAWING NO. ED104	



- ① CONNECT FIXTURES VIA EXISTING PARKING LOT LIGHTING CONTACTOR MXT1.
- ② PROVIDE ADDITIONAL 200 KA RATED SURGE SUPPRESSION DEVICE FOR PANEL IN ACCORDANCE WITH SPECIFICATION SECTION 26 43 00 SURGE PROTECTIVE DEVICES. PROVIDE NEW 5 POLE 30 AMP CIRCUIT BREAKER FOR CONNECTION OF NEW DEVICE. LOCATE BREAKER AND DEVICE TO MINIMIZE LEAD LENGTH.
- ③ PROVIDE TIER 15 OR HIGHER RATED FLUSH GRADE HAND HOLE IF POLE DOES NOT FACILITATE BRINGING ALL CONDUITS INTO HOLE. CONDUCTORS SHALL PASS UNBROKEN THROUGH FLUSH GRADE HAND HOLE AND ALL SPLICES/CONNECTIONS SHALL BE MADE ABOVE GRADE IN LIGHT POLE HAND HOLE.

PAR
OWNER: SCHC
ADDF
PI

ZEY COHEN
& ASSOCIATES, INC.

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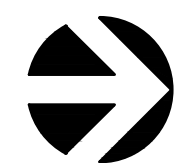
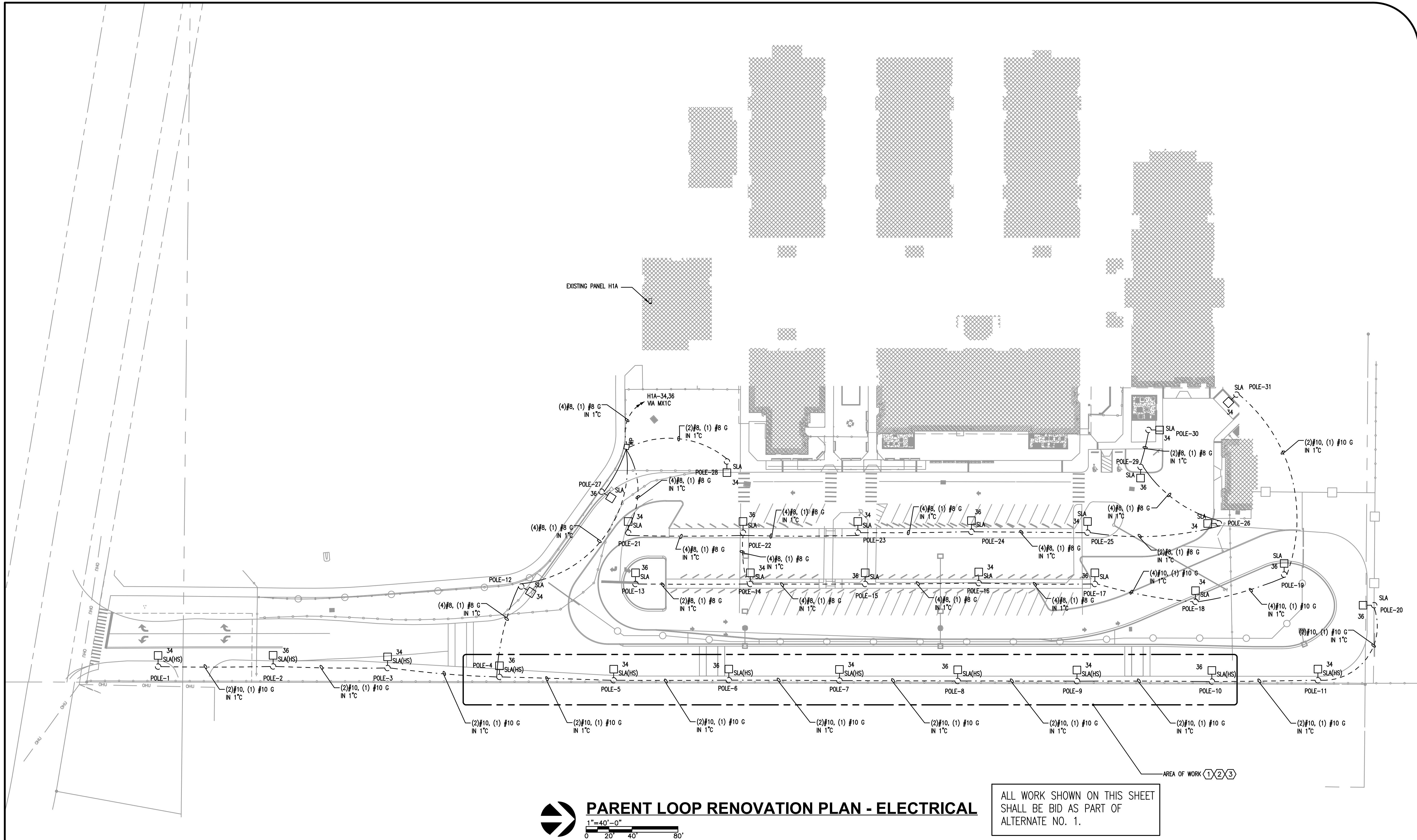
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MPE JOB # : 2025-164

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FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

ENGINEER Adrian W. Baus, P.E.	
DESIGNED BY AWB	DRAWN BY MM/AWB
ISSUE DATE 02/20/2026	AE PROJECT NUMBER 25215
SHEET TITLE BUS LOOP RENOVATION PLAN - ELECTRICAL	
DRAWING NO. E101	



PARENT LOOP RENOVATION PLAN - ELECTRICAL

1"=40'-0"
0 20' 40' 80'

ALL WORK SHOWN ON THIS SHEET
SHALL BE BID AS PART OF
ALTERNATE NO. 1.

HEX NOTES

- ADJUST ELEVATIONS OF EXISTING ELECTRICAL HAND HOLES AS REQUIRED TO ALIGN WITH NEW GRAVITY WALL AND REVISED GRADING. PROVIDE HAND HOLE EXTENSIONS AS REQUIRED TO EXTEND EXISTING HAND HOLES TO REVISED GRADE.
- ADJUST ELEVATIONS OF EXISTING GROUND WELLS TO ALIGN WITH NEW GRAVITY WALL AND REVISED GRADING. IF NEW ELEVATION OF GROUND WELL MAKES GROUND ROD CONNECTION TO LOW FOR GROUND WELL, PROVIDE NEW DEEPER TIE-ROD TO REPLACE EXISTING. IF CONNECTION TO GROUND ROD IS MORE THAN 14 INCHES BELOW TOP OF GROUND WELL, REWORK INSTALLATION SO THAT GROUND ROD CONNECTION IS WITHIN 8 INCHES OF TOP OF GROUND WELL. ALL CONNECTIONS SHALL BE EXOTHERMICALLY WELDED.
- FIELD VERIFY LOCATION AND DEPTHS OF EXISTING ELECTRICAL IN THIS AREA INCLUDING CONDUITS, COUNTERPOISE CONDUCTORS, HAND HOLES, LIGHTNING PROTECTION CONDUCTORS, GROUND RODS, GROUND WELLS, AND ETC. AND PROTECT FROM DAMAGE. RELOCATE/REWORK AS REQUIRED FOR INSTALLATION OF NEW GRAVITY WALL AND REVISED GRADING.

GENERAL NOTES

- REFER TO GENERAL NOTES FOR THIS DISCIPLINE.
- REFER TO SPECIFICATIONS.
- REMOVE EXISTING ELECTRICAL MADE OBSOLETE BY PROJECT.
- WHERE CONDUIT ROUTING IS SHOWN, THE CONDUITS ARE SHOWN FOR DIAGRAMMATIC PURPOSES AND ARE NOT NECESSARILY REPRESENTATIVE OF EXACT PLACEMENT.
- REWORK/RELOCATE EXISTING ELECTRICAL AS REQUIRED TO FACILITATE PROJECT.
- CONTRACTOR SHALL MAINTAIN CONTINUITY TO EXISTING DEVICES/EQUIPMENT REMAINING.
- ALL EXISTING ELECTRICAL IS NOT SHOWN.
- ALL LIGHT POLES AND FIXTURES ARE EXISTING.

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MPE JOB #: 2025-164

REVISIONS

DOCUMENT HISTORY

NO. DATE DESCRIPTION

**FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING**
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

Engineer
Adrian W. Baus, P.E.

DESIGNED BY
AWB

DRAWN BY
MM/AWB

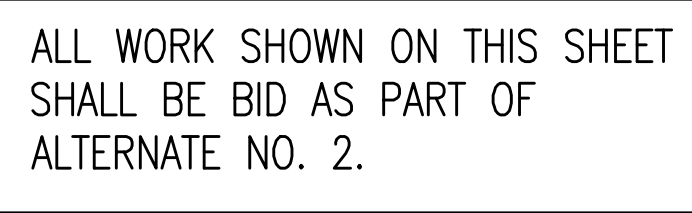
ISSUE DATE
02/20/2026

AE PROJECT NUMBER
25215

SHEET TITLE
**PARENT LOOP
RENOVATION PLAN -
ELECTRICAL**

DRAWING NO.

E102



- 1) REFER TO GENERAL NOTES.
- 2) REFER TO SPECIFICATIONS.
- 3) ALL PULL BOXES TO BE WEATHERPROOF.
- 4) COORDINATE ALL DEVICE MOUNTING, CONDUIT RUNS, CONNECTIONS, ETC. WITH CANOPY MFG. AND VCS PROJECT MANAGER PRIOR TO BID, AND COORDINATE PRIOR TO ROUGH-IN WITH CANOPY INSTALLER AND VCS PROJECT MANAGER. PROVIDE ALL ELECTRICAL AS REQUIRED FOR COMPLETE SYSTEM.
- 5) CANOPY CONDUITS SHALL RUN UNDERNEATH CANOPIES. COORDINATE WITH CANOPY CONTRACTOR.
- 6) NO SPLICING OF CONDUCTORS/CABLES IS PERMITTED.
- 7) ALL CONNECTIONS TO EXTERIOR ENCLOSURES MADE AT OTHER THAN BOTTOM OF ENCLOSURE SHALL BE MADE WITH WEATHERPROOF MYERS HUBS.
- 8) ALL SUPPORTS AND HARDWARE USED ON CANOPIES OR EXTERIOR TO BUILDING SHALL BE NON-MAGNETIC STAINLESS STEEL.
- 9) MAINTAIN OPERATION OF EXISTING ELECTRICAL SYSTEMS DURING BUILDING OPERATIONAL HOURS. ALL WORK INVOLVING OUTAGES SHALL BE DONE AT NIGHT AND ON WEEKENDS.

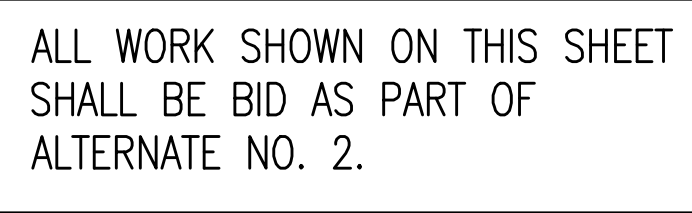
- ① PROVIDE NEW UNSPLICED CABLES BACK TO TERMINAL BLOCK AT ICTB-1 IN BUILDING 1.
- ② ROUTE INTERCOM CABBING IN PVC CONDUIT UNDERNEATH CANOPY IN RIDGE. CONDUIT SHALL SUPPORT SPACING SHALL BE 3 FEET OR LESS TO PREVENT SAGGING.

[illegible]

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INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

DRAWING NO.

E103



- 1) REFER TO GENERAL NOTES.
- 2) REFER TO SPECIFICATIONS.
- 3) ALL LIGHTING FIXTURES ARE TYPE "H1" UNLESS OTHERWISE NOTED.
- 4) ALL J.B.'S TO BE WEATHERPROOF.
- 5) COORDINATE ALL FIXTURE MOUNTING, CONDUIT RUNS, CONNECTIONS, ETC. WITH CANOPY MFR. AND VCS PROJECT MANAGER PRIOR TO BID, AND COORDINATE PRIOR TO ROUGH-IN WITH CANOPY INSTALLER AND VCS PROJECT MANAGER. PROVIDE ALL ELECTRICAL AS REQUIRED FOR COMPLETE SYSTEM.
- 6) CANOPY CONDUITS SHALL RUN UNDERNEATH CANOPIES. COORDINATE WITH CANOPY CONTRACTOR.
- 7) ALL SPLICING OF CONDUCTORS SHALL OCCUR IN THE FIXTURES AND NOT IN CONDUITS.
- 8) ALL CONNECTIONS TO EXTERIOR ENCLOSURES MADE AT OTHER THAN BOTTOM OF ENCLOSURE SHALL BE MADE WITH WEATHERPROOF MYERS HUBS.
- 9) ALL SUPPORTS AND HARDWARE USED ON CANOPIES OR EXTERIOR TO BUILDING SHALL BE NON-MAGNETIC STAINLESS STEEL.
- 10) MAINTAIN OPERATION OF EXISTING ELECTRICAL SYSTEMS DURING BUILDING OPERATION HOURS. ALL WORK INVOLVING OUTAGES SHALL BE DONE AT NIGHT AND ON WEEKENDS.

- ① USE #10 AWG THROUGH-OUT ENTIRE CIRCUIT.
- ② CONNECT TO EXISTING CANOPY LIGHTING CIRCUIT.

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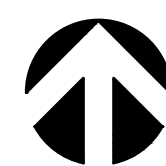
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MPE JOB # 2025-164

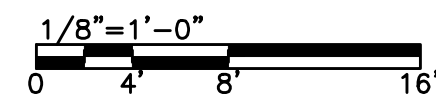
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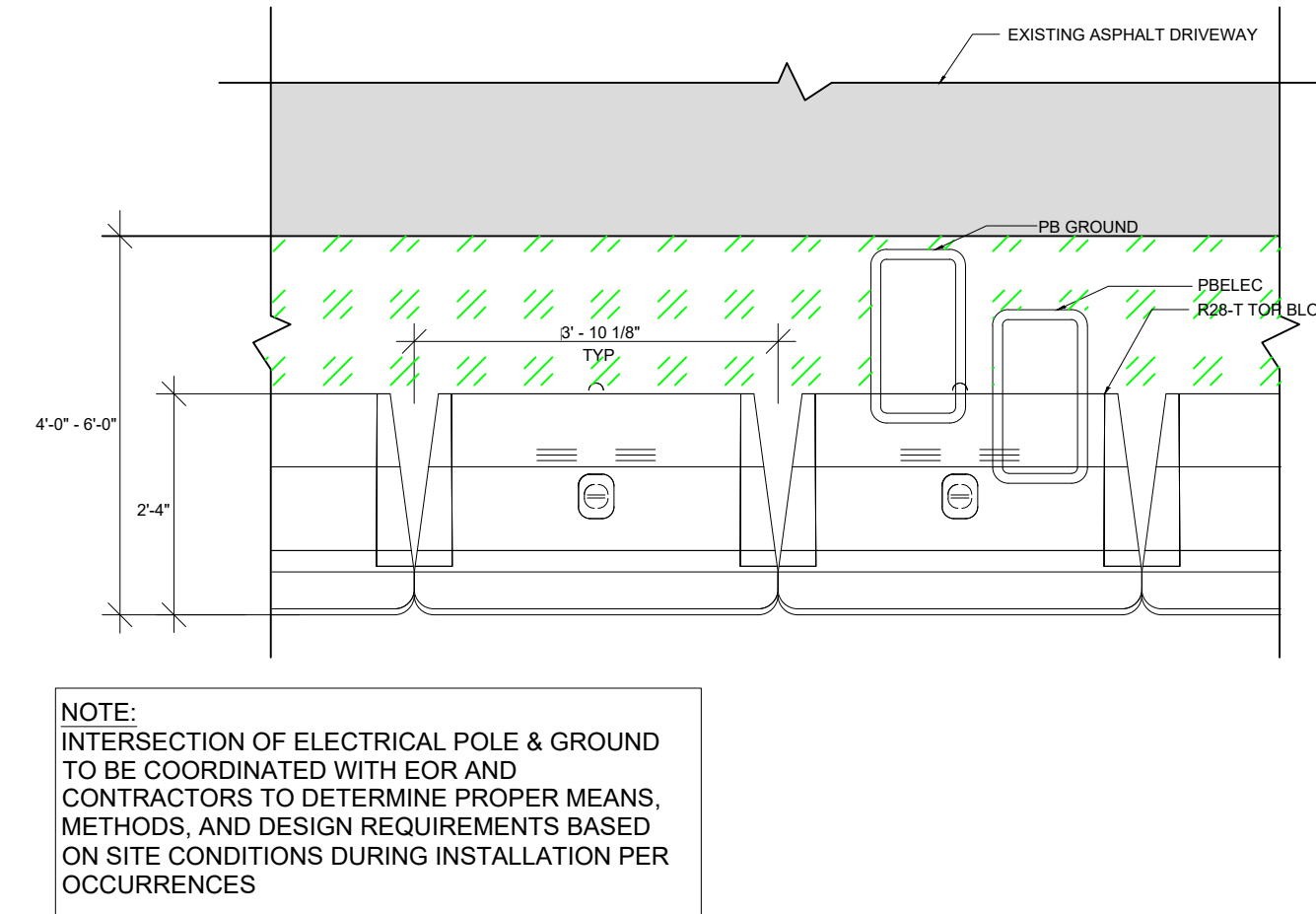
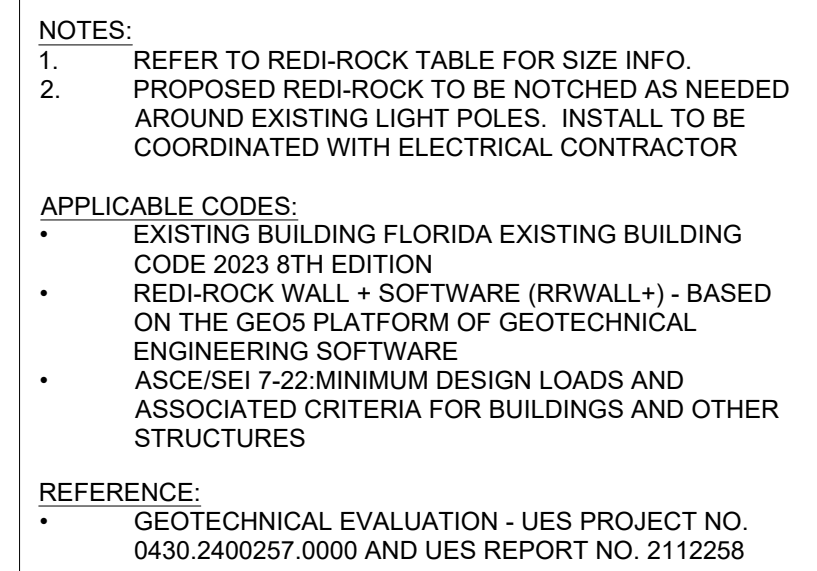
FOREST LAKE ELEMENTARY
INCREASE BUS LOOP PARKING
VCS Project NO. 2648212
1600 DOYLE ROAD
DELTONA, FLORIDA 32725

E104

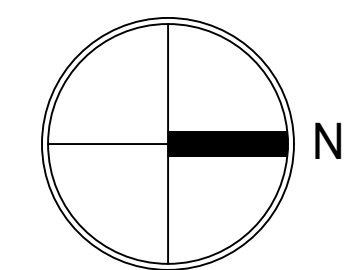


CANOPY RENOVATION PLAN - LIGHTING





4 BLOCK CUT TYP. LOCATION PLAN VIEW
1/2" = 1'-0"



ARCHENGR OF RECORD	
ENGINEER LOUIS ANTHONY VIGLIOTTI, PE	
DESIGNED BY LAV	DRAWN BY YS
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