NOTES:
1. REFER TO ENGINEERING AND DESIGN STANDARD MI009-2 FOR CURB AND GUTTER SPECIFICATIONS.
2. REFER TO ENGINEERING AND DESIGN STANDARD MI001-2 THROUGH MI007-2B FOR ACCESSIBLE PARKING AND STRIPING SPECIFICATIONS.
3. DIRECTIONAL ARROWS AND STOP BARS SHALL BE THERMOPLASTIC, AND SHALL BE PROVIDED AT ENDS OF ALL DRIVE AISLES AND AT DRIVEWAY CUTS TO RIGHT OF WAY.
4. PARKING STALL STRIPING SHALL BE MINIMUM 4" WIDE, FDOT TRAFFIC-RATED WHITE PAINT.
5. CURBING OR WHEEL STOPS ARE REQUIRED TO PROTECT LANDSCAPE AREAS FROM VEHICULAR ENCROACHMENT.
6. REFER TO SEC. 3.41.4.2 DESIGN STANDARDS, FOR REDUCTION OF PERPENDICULAR SPACES TO 18." REFER TO SEC. 8.2.2.1 (d), INTERNAL LANDSCAPING REGULATIONS FOR DIVIDING STRIPS AND ISLANDS.

TYPICAL PARKING LOT LAYOUT

MI001-2
ISSUED 2017
REVISED 03/01/2017 BY DJB
FIRE LANE MARKINGS

1. SIGNS SHALL BE HIGH INTENSITY RETROREFLECTIVE, TWELVE (12) INCHES WIDE BY EIGHTEEN (18) INCHES IN HEIGHT, WHITE WITH THREE-INCH HIGH RED LETTERS NOT LESS THAN ONE-HALF INCH WIDE TO READ "NO PARKING FIRE LANE".

2. SIGNS SHALL BE DOUBLE FACED, FACE THE DIRECTION OF TRAFFIC FLOW AND SPACED NOT GREATER THAN SIXTY (60) FEET APART. NO PART OF THE FIRE LANE SHALL BE FURTHER THEN 30 FEET FROM A SIGN.

3. SIGNS SHALL BE MOUNTED ON METAL POSTS, NOT LESS THAN TWO (2) INCHES IN SIZE.


5. WHERE A CURB IS PROVIDED, FOUR INCHES (4") OF CURB TOP AND FACE TO BE TRAFFIC YELLOW (FDOT TRAFFIC RATED PAVEMENT PAINT). STRIPES SHALL BE FOUR INCHES (4") WIDE EXTENDING OUTWARD TO A WIDTH OF FOUR (4) FEET FROM CURB WITH THREE (3) FEET BETWEEN EACH STRIPE. STRIPING TO BE TWO (2) COATS OF YELLOW, FDOT TRAFFIC-RATED PAVEMENT PAINT.

6. LETTERS NOT LESS THAN FOUR (4) INCHES IN HEIGHT AND NOT LESS THAN TWO (2) INCHES IN WIDTH WITHIN THE STRIPING (BETWEEN THE POSTED SIGNS) TO READ "NO PARKING FIRE LANE". LETTERING TO BE TRAFFIC YELLOW FDOT TRAFFIC RATED PAVEMENT PAINT.

7. SIGNS AND PAINTING ARE TO BE MAINTAINED BY THE PROPERTY OWNER.

LOADING ZONE MARKINGS

1. STRIPES SHALL BE FOUR INCHES (4") WIDE EXTENDING OUTWARD WITH FOUR (4) FEET BETWEEN EACH STRIPE. STRIPING TO BE TWO (2) COATS OF YELLOW, FDOT TRAFFIC-RATED PAVEMENT PAINT.

2. LETTERS NOT LESS THAN FOUR (4) INCHES IN HEIGHT AND NOT LESS THAN TWO (2) INCHES IN WIDTH TO READ "NO PARKING LOADING ZONE". LETTERING TO BE TRAFFIC YELLOW FDOT TRAFFIC RATED PAVEMENT PAINT.

3. LOADING ZONE SIZING SHALL BE PER CITY OF ALTAMONTE SPRINGS LAND DEVELOPMENT CODE 3.41.5.
Accessible Parking Spaces

Accessible parking spaces shall be provided in accordance with the current Florida Accessibility Code, Americans with Disabilities Act and any applicable Fair Housing Act requirements, including the following notes:

1. Any commercial real estate property owner offering parking for the general public shall provide specially designed and marked motor vehicle parking spaces for the exclusive use of physically disabled persons who have been issued parking permits pursuant to state law.

2. All spaces shall have an accessible curb-ramp or curb-cut to allow access to the building served. It shall be located so that users will not be compelled to wheel behind parked vehicles.

NOTE:
The minimum number of accessible parking spaces shall comply with the following table:

<table>
<thead>
<tr>
<th>TOTAL PARKING SPACES</th>
<th>REQUIRED NUMBER OF ACCESSIBLE SPACES</th>
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<td>Up to 25</td>
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<tr>
<td>26 to 50</td>
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<td>51 to 75</td>
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<td>76 to 100</td>
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<td>201 to 300</td>
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<td>301 to 400</td>
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<tr>
<td>401 to 500</td>
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<tr>
<td>501 to 1000</td>
<td>........................................</td>
</tr>
<tr>
<td>Over 1000</td>
<td>........................................</td>
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</tbody>
</table>
NOTES:

1. EACH ACCESSIBLE PARKING SPACE SHALL BE CONSPICUOUSLY STRIPED IN BLUE PAINT, AND SHALL
BE POSTED AND MAINTAINED WITH A PERMANENT, ABOVE-GRADE SIGN BEARING THE INTERNATIONAL
SYMBOL OF ACCESSIBILITY, AND THE CAPTION "PARKING BY DISABLED PERMIT ONLY". SUCH SIGNS
SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE. ALL DISABLED PARKING SPACES
MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE
DEPARTMENT OF TRANSPORTATION.

2. PARKING SPACE WIDTH AND ACCESS AISLES SHALL BE MEASURED FROM CENTER OF WHITE STRIPE
TO CENTER OF WHITE STRIPE.

3. THIS DETAIL IS PROVIDED TO SUPPORT LDC SECTION 3.41.3.2

4. WHERE CURBING EXISTS PARALLEL TO STALL, BLUE LINE SHALL BE REQUIRED ADJACENT TO CURB
(WHITE LINE WILL NOT BE REQUIRED).

5. CURB RAMPS CONSTRUCTED ON EXISTING SITES OR FACILITIES MAY HAVE SLOPES AND RISES AS
ALLOWED IN ADA 4.1.6 (3) (a) IF SPACE LIMITATIONS PROHIBIT THE USE OF A 1:12 SLOPE OR LESS.
NOTES:

1. EACH ACCESSIBLE PARKING SPACE SHALL BE CONSPICUOUSLY STRIPED IN BLUE PAINT, AND SHALL BE POSTED AND MAINTAINED WITH A PERMANENT, ABOVE-GRADE SIGN BEARING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY, AND THE CAPTION "PARKING BY DISABLED PERMIT ONLY". SUCH SIGNS SHALL NOT BE OBSCURED BY A VEHICLE PARKED IN THE SPACE. ALL DISABLED PARKING SPACES MUST BE SIGNED AND MARKED IN ACCORDANCE WITH THE STANDARDS ADOPTED BY THE DEPARTMENT OF TRANSPORTATION.

2. PARKING SPACE WIDTH AND ACCESS AISLES SHALL BE MEASURED FROM CENTER OF WHITE STRIPE TO CENTER OF WHITE STRIPE.

3. THIS DETAIL IS PROVIDED TO SUPPORT LDC SECTION 3.41.3.2

4. WHERE CURBING EXISTS PARALLEL TO STALL, BLUE LINE SHALL BE REQUIRED ADJACENT TO CURB (WHITE LINE WILL NOT BE REQUIRED).

5. CURB RAMPS CONSTRUCTED ON EXISTING SITES OR FACILITIES MAY HAVE SLOPES AND RISES AS ALLOWED IN ADA 4.1.6 (3) (a) IF SPACE LIMITATIONS PROHIBIT THE USE OF A 1:12 SLOPE OR LESS.
NOTES:

1. SYMBOL SHALL BE 42"x42" OR 48"x48".

2. THIS SYMBOL TO BE WHITE FDOT TRAFFIC RATED PAINT.
NOTES: (DISABLED SIGN ONLY)

1. ALL LETTERS SHALL BE BLACK AND 1" IN HEIGHT AND SPACED 1" APART. LETTERS ARE TO BE SERIES "B" OR "C", PER MUTCD.

2. TOP PORTION OF SIGN SHALL BE BLUE BACKGROUND WITH WHITE LEGEND AND BORDER.

3. BOTTOM PORTION OF SIGN SHALL BE WHITE BACKGROUND WITH BLACK BORDER.

4. ONE SIGN REQUIRED FOR EACH PARKING SPACE.


6. SIGNS SHALL BE HIGH INTENSITY RETROREFLECTIVE.

NOTES: (COMPACT PARKING SIGN ONLY)

1. SIGNS SHALL HAVE A WHITE BACKGROUND WITH GREEN LETTERS AND BORDER.

2. SERIES OF COMPACT PARKING SPACES SHALL BE IDENTIFIED BY A SIGN IN THE CENTER AND ON EACH END. GREEN ARROWS SHALL BE USED AS NEEDED FOR CLARIFICATION.


4. SIGNS SHALL BE HIGH INTENSITY RETROREFLECTIVE.
NOTES:

1. ALL LETTERS SHALL BE BLACK AND 1" IN HEIGHT AND SPACED 1" APART. LETTERS ARE TO BE SERIES "B" OR "C", PER MUTCD.

2. TOP PORTION OF SIGN SHALL BE BLUE BACKGROUND WITH WHITE LEGEND AND BORDER.

3. BOTTOM PORTION OF SIGN SHALL BE WHITE BACKGROUND WITH BLACK BORDER.

4. ONE SIGN REQUIRED FOR EACH PARKING SPACE.


6. SIGNS SHALL BE HIGH INTENSITY RETROREFLECTIVE.

7. OPTION: THE HEIGHT TO THE BOTTOM OF THE TWO (2) SECONDARY SIGNS MOUNTED BELOW ANOTHER SIGN MAY BE SIX FEET (6').
NOTES:

1. DUMPSTER PAD AND ENCLOSURE ANGLE TO DIRECTION OF DRIVE AISLE SHALL NOT EXCEED 30°.
2. A STRAIGHT LINE MANEUVERING DISTANCE OF 55' MUST BE PROVIDED FOR REFUSE VEHICLE ACCESS.
3. THE AREA ABOVE THE ENCLOSURE MUST BE FREE OF WIRING AND OTHER OVERHEAD OBSTRUCTIONS.
4. SCREENING MATERIAL MUST BE INDICATED FOR REVIEW BY THE CITY. REFER TO LAND DEVELOPMENT CODE, SECTION 6.1.15, FOR APPROVED MATERIALS. WALL FINISH MUST MATCH BUILDING FINISH.
5. DOORS ENCLOSING THE DUMPSTER PAD ARE REQUIRED.
6. THE DESIGNER MUST CONTACT A CITY FRANCHISED WASTE HAULER TO DETERMINE REQUIRED CONTAINER AND PAD SIZE.
7. PAD MUST PROVIDE POSITIVE DRAINAGE TO A STORM WATER SYSTEM.
8. DESIGNER MUST DEMONSTRATE, USING STANDARD TEMPLATES, THE REFUSE VEHICLE ACCESS ROUTE TO AND FROM THE DUMPSTER ENCLOSURE.
9. THIS DETAIL APPLIES TO BOTH REFUSE AND RECYCLING ENCLOSURES.
10. STRIPES SHALL BE FOUR INCHES (4") WIDE EXTENDING OUTWARD WITH FOUR (4) FEET BETWEEN EACH STRIPE. STRIPING TO BE TWO (2) COATS OF YELLOW, FDOT TRAFFIC-RATED PAVEMENT PAINT.
1. ALL CURBS TO BE CONSTRUCTED OF 28 DAY, 3,000 P.S.I. CONCRETE.
2. 1/2" PRE-MOLDED EXPANSION JOINT REQUIRED EVERY 500', CONSTRUCTION JOINT REQUIRED EVERY 10' MAXIMUM (4' MINIMUM).
3. 1/2" PRE-MOLDED EXPANSION JOINT REQUIRED AT EACH SIDE OF ALL STORM INLET STRUCTURES AND AT ALL RADIUS POINTS.
4. SUB-BASE TO BE COMPACTED AND TESTED TO 98% MINIMUM DENSITY WITH MINIMUM L.B.R. 40 BASED ON AASHTO T-180 MODIFIED PROCTOR TEST.
5. EXPANSION JOINT MATERIAL MUST COVER THE ENTIRE CROSS SECTION OF CURB.
NOTES:

1. IN ALL CASES, THE ENGINEER SHALL PROVIDE A PAVEMENT CONSTRUCTION WHICH SHALL BE DESIGNED USING GOOD ENGINEERING PRINCIPLES AND ANALYSES, EVEN IF THE PAVEMENT CONSTRUCTION MUST EXCEED THE DIMENSIONS SET OUT IN THIS CODE.

2. CONCRETE PAVEMENT MAY BE UTILIZED IN LIEU OF ASPHALT PAVING UPON SUBMITTAL OF AN ACCEPTABLE DESIGN THICKNESS WHICH WOULD GENERALLY BE A MINIMUM OF FIVE INCHES FOR AUTOMOBILE TRAFFIC AND SIX INCHES FOR OTHER VEHICLES. ALL CONCRETE SHALL HAVE A MINIMUM DESIGN THICKNESS OF 3,000 PSI.

3. THE BASE AND SUB-BASE SHALL HAVE A MINIMUM DENSITY (ASTM-T180) 98 PERCENT AND A MINIMUM FLORIDA BEARING VALUE (FBV) OF 75 OR LIME ROCK BEARING RATIO OF 40. ALL MATERIALS USED SHALL BE IN ACCORDANCE WITH THE LATEST APPLICABLE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) SPECIFICATIONS OR AS APPROVED BY THE CITY ENGINEER.

5. REFER TO CITY OF ALTAMONTE SPRINGS LAND DEVELOPMENT CODE 6.1.3.6 AND ARTICLE XI, ACCESS CONTROL FOR ADDITIONAL REQUIREMENTS.

6. ALTERNATIVES OR MODIFICATIONS SUBJECT TO CITY ENGINEER APPROVAL.

### PAVEMENT CROSS SECTION DETAILS

#### COMMERCIAL/INDUSTRIAL DRIVEWAYS AND PARKING LOTS

<table>
<thead>
<tr>
<th>PROPOSED PAVEMENT SECTION</th>
<th>AUTOMOBILE TRAFFIC</th>
<th>ALL OTHER VEHICULAR TRAFFIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASPHALTIC CONCRETE (SEE NOTE 2)</td>
<td>1-INCH SP 9.5 OR FC 9.5 (MIN.)</td>
<td>1.5-INCH SP 12.5 OR FC 12.5 (MIN.)</td>
</tr>
<tr>
<td>BASE LIMEROCK (SEE NOTE 3)</td>
<td>6-INCH (MIN.)</td>
<td>8-INCH (MIN.)</td>
</tr>
<tr>
<td>STABILIZED SUB-BASE (SEE NOTE 3)</td>
<td>8-INCH (MIN.)</td>
<td>10-INCH TO 12-INCH (MIN.)</td>
</tr>
</tbody>
</table>

![Pavement Cross Section Diagram]
SIDEWALK CONSTRUCTION

1. SIDEWALKS, BIKE PATHS, RAMPS, AND DRIVEWAY APRONS SHALL BE CONSTRUCTED OF PLAIN PORTLAND CEMENT CONCRETE WITH A MAXIMUM SLUMP OF 3 INCHES, A MINIMUM DEVELOPED COMpressive STRENGTH OF 3,000 P.S.I. IN 28 DAYS, AND A MINIMUM UNIFORM THICKNESS OF 4 INCHES WHERE INTENDED SOLELY FOR PEDESTRIAN TRAFFIC, AND 6 INCHES THICK WHERE MOTOR VEHICLES ARE LIKELY TO CROSS.

2. SIDEWALKS AND BIKE PATHS SHALL BE PLACED PARALLEL TO, AND ONE FOOT WITHIN THE RIGHT-OF-WAY LINE, EXCEPT THAT THE CITY MAY APPROVE DEVIATIONS TO SAVE SPECIMEN TREES PROVIDED THAT THE PAVEMENT REMAINS WITHIN THE RIGHT-OF-WAY, OR ADJACENT EASEMENT DEDICATED FOR SIDEWALK USE, IS NOT DIMINISHED IN WIDTH, AND REMAINS AT LEAST 3 FEET FROM THE EDGE OF THE STREET PAVEMENT, UNLESS OTHERWISE APPROVED BY THE CITY.

3. THE TOP OF THE CONCRETE SHALL BE AT AN ELEVATION NO LOWER THAN THE CROWN OF THE ADJACENT ROADWAY, AND NO HIGHER THAN 6 INCHES ABOVE THE CROWN UNLESS APPROVED BY THE CITY TO MAKE A MORE NATURAL TRANSITION WITH THE ADJACENT LAND. UNDER NO CIRCUMSTANCES WILL THE SIDEWALK EXCEED ADA MAXIMUM GRADES.

4. ISOLATION JOINTS (TYPE A JOINTS) SHALL BE PROVIDED BETWEEN EXISTING SLABS OR STRUCTURES AND FRESH CONCRETE, TO SEPARATE PEDESTRIAN SECTIONS FROM SECTIONS WHICH WILL ENCOUNTER VEHICLE TRAFFIC, TO SEPARATE FRESH PLACEMENT FROM CONCRETE WHICH HAS SET FOR MORE THAN 60 MINUTES, AND NO FARTHER APART THAN 30 FEET IN SIDEWALKS AND BIKE PATHS. JOINT MATERIAL SHALL BE AS SPECIFIED IN FDOT STANDARDS AND SPECIFICATIONS AND SHALL BE RUBBER, PLASTIC OR OTHER APPROVED NON-BIODEGRADABLE ELASTOMERIC MATERIAL. WOOD IS PROHIBITED.

5. CONTROL JOINTS (TYPE B JOINTS) SHALL BE TOOLED INTO THE FRESH CONCRETE, OR SAW-CUT WITHIN 24 HOURS OF PLACEMENT, TO A DEPTH EQUAL TO 1/4 THE SLAB THICKNESS AND SPACED APART A DISTANCE EQUAL TO THE WIDTH OF THE SLAB OR 5 FEET, WHICHEVER IS GREATEST.

6. THE SLAB SURFACE SHALL BE BROOM FINISHED TO BE SLIP RESISTANT, AND SHALL MATCH AS CLOSELY AS POSSIBLE THE FINISH OF EXISTING ADJACENT SLABS AND ALL EDGES SHALL BE TOOLED TO ELIMINATE SHARP CORNERS.

7. THE BEARING SUBSURFACE SHALL HAVE ALL ORGANIC, LOOSE, AND DELETERIOUS MATTER REMOVED, AND THE REMAINING CLEAN SOIL SHALL BE SMOOTH, SOUND, AND SOLID. ANY FILL MATERIAL SHALL BE COMPACTED WITH A VIBRATORY OR IMPACT COMPACTION MACHINE IN MAXIMUM 12 INCH LIFTS OR COMPACTED WITH A HAND TAMPER IN MAXIMUM 4 INCH LIFTS. THE CITY SHALL REQUIRE A COMPACTION TEST FOR EACH LIFT IF THE TOTAL FILLED SECTION IS MORE THEN 12 INCHES DEEP OR IF THE SUBSURFACE HAS BEEN DISTURBED MORE THAN 12 INCHES DEEP. WHERE SUCH TEST IS REQUIRED, THE RESULTS SHALL SHOW A MINIMUM PROCTOR FIELD DENSITY OF 95 PERCENT.

8. ALL CONCRETE WORK IN THE RIGHT-OF-WAY SHALL BE INSPECTED BY THE CITY AFTER THE SUBSOIL IS PREPARED AND THE FORMS ARE SET, BUT BEFORE THE CONCRETE PLACEMENT BEGINS.

9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING THE FINISHED SLAB FROM ALL DAMAGE AND VANDALISM UNTIL THE CITY ACCEPTS OR APPROVES THE SLAB.

10. SIDEWALKS LOCATED WITHIN THE RIGHT-OF-WAY SHALL NOT BE TINTED, STAINED, COLORED, OR COATED, UNLESS APPROVED BY THE CITY ENGINEER.

11. ALL FORMS SHALL BE REMOVED PRIOR TO ACCEPTANCE OR APPROVAL AND THE DISTURBED GROUND SHALL BE BACK-FILLED, RE-GRADED, AND SODDED SO THAT THE WEAR SURFACE OF THE CONCRETE IS REASONABLY FLUSH WITH THE ADJACENT GRADE.

12. THE CITY MAY REQUIRE ADDITIONAL JOINTS AROUND UTILITY STRUCTURES LOCATED WITHIN THE SIDEWALK.
GENERAL NOTES

1. RAMP LOCATIONS ARE TO BE COORDINATED WITH AND IN CONFORMANCE WITH CROSSWALK MARKING DETAILS SHOWN IN 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". TACTILE SURFACE IS NOT REQUIRED ON SITE.

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 MIAMI CURBS.
WHY A BARRIER?

1. TO PROTECT ALL ABOVE GROUND PORTIONS
2. TO PROTECT SOIL NEAR TREE FROM COMPACTION
3. PROVIDES PHYSICAL AND MENTAL AWARENESS OF TREES’ PRESENCE TO EQUIPMENT OPERATORS

WHY IT WORKS

1. NO HEAVY EQUIPMENT ALLOWED INSIDE BARRIER, ONLY HAND LABOR
2. NO CONSTRUCTION MATERIALS OR TEMPORARY SOIL DEPOSITS ALLOWED INSIDE THIS AREA

BY OBSERVING THESE TWO SIMPLE PRINCIPLES, A TREES’ CHANCE FOR SURVIVAL IS GREATLY ENHANCED

SPECIFICATIONS FOR WOOD BARRIER

1. MINIMUM RADIUS TO BE PROTECTED IS ENTIRE DRIP LINE
2. MINIMUM 3' IN HEIGHT
3. UPRIGHTS- THE EQUIVALENT OF 2"x4" LUMBER ON 6' MINIMUM CENTERS
4. HORIZONTAL- THE EQUIVALENT OF TWO COURSES OF 1/2" ROPIING WITH YELLOW PLASTIC TAPE FLAGGING
5. BARRIERS TO BE ERECTED AROUND TREES TO REMAIN BEFORE CONSTRUCTION OR NEARBY TREES ARE REMOVED
6. BARRIERS TO REMAIN IN PLACE UNTIL ALL PAVING, CONSTRUCTION AND HEAVY EQUIPMENT IS OUT OF AREA

NOTE:
BARRIER MUST BE ERECTED PRIOR TO CONSTRUCTION
# MASTER DEVELOPMENT NAME
## PROJECT NAME
### PROJECT ADDRESS
#### OWNER/DEVELOPER NAME

#### OWNER/DEVELOPER ADDRESS
(XXX) XXX-XXXX

### PROJECT DESCRIPTION

### WAIVER/VARIANCE REQUESTS

### COMPLIANCE STATEMENT
All design and construction must conform to the minimum standards set forth in the City of Altamonte Springs Land Development Code and/or zoning regulations.

### STATEMENT OF PROJECT PHASING (Check One)
- Project is to be completed as a single phase
- Project is to be completed in multiple phases (phasing plan is indicated on the site plan sheet)

### TYPE OF SITE PLAN APPLICATION (Check One)
- Preliminary Plan
- Combined Preliminary / Final
- Final Plan
- Site Plan Revision
- Other

### CONTACTS

### UTILITIES:
- WATER, SEWER AND RECLAIMED WATER

### PRELIMINARY PLAN

### CERTIFICATION OF PROJECT ENGINEER:
The undersigned, a duly registered Professional within the meaning and intent of Chapter 471, Florida Statutes, hereby certifies that these plans have been prepared in conformity with the requirements of the Land Development Code of the City of Altamonte Springs. In addition, the undersigned understands and acknowledges that, in order to receive Certificate(s) of Completion and/or Occupancy, the items above must be provided to the City as described in Article 16 of the Land Development Code.

### SIGNATURE

---

### APPROVAL CHECKLIST
#### CITY AGREEMENTS AND APPROVALS

- FLAT APPROVAL
- ENGINEER’S ESTIMATE
- PERFORMANCE BONDS
- SHOP DRAWINGS
- DEVELOPERS AGREEMENT
- INFRASTRUCTURE CONSTRUCTION, MAINTENANCE, AND EASEMENT AGREEMENT
- OTHER AGREEMENTS (DESCRIBE BELOW)

#### AGENCY PERMITS REQUIRED FOR COMMENCEMENT OF DEVELOPMENT

- FDEP DRINKING WATER
- FDEP DOMESTIC WASTEWATER
- FDEP NPDES CGP
- SJRWMD ERP
- SEMINOLE COUNTY RIGHT-OF-WAY
- FOOT RIGHT-OF-WAY
- CITY SITE IMPROVEMENT PERMIT (INCL ARBOR)

#### REQUIRED CLOSE-OUT DOCUMENTATION

- AS-BUILT SURVEY (ATTESTED)
- CERTIFIED RECORD DRAWINGS
- LETTER OF CLEARANCE - FDEP WATER
- LETTER OF CLEARANCE - FDEP WASTEWATER
- SJRWMD CERTIFICATION OF COMPLETION
- MAINTENANCE BOND (___ YEARS)
- ITEMIZED CONSTRUCTION COSTS
- BILL OF SALE
- FINAL REPORT - SITE INSPECTOR

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### SIGNATURE

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### REVISIONS
NOTES:

1. MINIMUM CONCRETE STRENGTHS ARE BASED ON 28-DAY TESTS AS PER ASTM C1074-98.
2. REFER TO MI011-2 FOR SIDEWALK CONSTRUCTION REQUIREMENTS.
3. CONCRETE PAVEMENT JOINTS SHALL BE AS SPECIFIED IN FDOT DESIGN STANDARD INDEX NO. 305. WOOD IS PROHIBITED.
4. CENTERLINE SHALL BE MINIMUM 40’ FROM CENTER LINE OF NEAREST EXISTING DRIVEWAY.
5. CENTERLINE OF DRIVEWAY SHALL BE 50’ MINIMUM FROM RIGHT OF WAY LINE OF A INTERSECTION.
### FIGURE 1

Driveway down diagram showing the relationship between property line, top of curb, and level line.

### FIGURE 2

Diagram of a passenger car illustrating angles A, B, and C.

### FIGURE 3

Diagram of an emergency fire apparatus illustrating angles A, B, and C.

### Table: Approach and Departure Angles

<table>
<thead>
<tr>
<th>Angle Type</th>
<th>Maximum Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Approach Angle</td>
<td>16.4°</td>
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<tr>
<td>B. Ramp Angle</td>
<td>11.0°</td>
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<tr>
<td>C. Departure Angle</td>
<td>10.9°</td>
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### Table: Emergency Fire Apparatus Angles

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<tr>
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</tr>
<tr>
<td>B. Ramp Angle</td>
<td>4.2°</td>
</tr>
<tr>
<td>C. Departure Angle</td>
<td>7.0°</td>
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</table>
CONCRETE CURB EDGING
[432x647]1" - 1 1/2" SAND
SETTING BED
MIN. 4" COMPACTED
AGGREGATE BASE
(SEE NOTE 2.)
6" X 12" CONCRETE CURB OR OTHER
MANUFACTURER'S SPECIFIED RESTRAINT SYSTEM
MORTARLESS
BRICK PAVING
1" - 1 1/2" SAND
SETTING BED
MIN. 4" COMPACTED
AGGREGATE BASE
(SEE NOTE 2.)
COMPACTED EARTH
MORTARLESS BRICK PAVING
CONCRETE CURB EDGING
DRIVeway APRON

NOTES:

1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.

2. A SUBGRADE CONSISTING OF GRADED AGGREGATES AND/OR GEOTEXTILE FABRIC MAY BE REQUIRED WHEN SUBGRADE CONDITIONS ARE POOR.

3. PAVEMENTS SUBJECTED TO VEHICULAR TRAFFIC MUST BE DESIGNED BY A PROFESSIONAL ENGINEER TO ACCOMMODATE WHEEL LOADS.

4. THE PAVING SYSTEM SHOULD BE SLOPED A MINIMUM OF 1/4" PER FOOT AWAY FROM BUILDINGS, RETAINING WALLS AND OTHER ELEMENTS CAPABLE OF COLLECTING OR RESTRICTING RUNOFF.
CONCRETE WASHOUT AREA INSTALLATION NOTES:

1. CONCRETE WASHOUT AREAS SHALL BE INSTALLED PRIOR TO ANY CONCRETE PLACEMENT ON SITE.
3. VEHICLE TRACKING CONTROL IS REQUIRED AT THE ACCESS POINT TO ALL CONCRETE WASHOUT AREAS.
4. A CURB STEP SHALL BE IMPLEMENTED IF A CURB EXISTS AT THE ACCESS POINT TO THE CONCRETE WASHOUT AREA.
5. HIGHLY VISIBLE SIGNS SHALL BE PLACED AT THE CONSTRUCTION SITE ENTRANCE, WASHOUT AREA AND ELSEWHERE AS NECESSARY TO CLEARLY INDICATE THE LOCATION(S) OF THE CONCRETE WASHOUT AREA(S) TO OPERATORS OF CONCRETE TRUCKS AND PUMP RIGS.

CONCRETE WASHOUT AREA INSPECTION AND MAINTENANCE NOTES:

1. THE CITY SITE INSPECTOR SHALL INSPECT THE CONCRETE WASHOUT AREA AT THE FOLLOWING INTERVALS:
   A. AFTER INITIAL INSTALLATION.
   B. AT LEAST WEEKLY WHILE THE CONCRETE WASHOUT AREA IS PRESENT ON SITE.
2. CONCRETE WASHOUT MATERIALS SHALL BE REMOVED ONCE THE MATERIALS HAVE REACHED A DEPTH OF 2'.
3. CONCRETE WASHOUT AREAS SHALL BE ENLARGED AS NECESSARY TO MAINTAIN CAPACITY FOR WASTED CONCRETE.
4. CONCRETE WASHOUT WATER, WASTED PIECES OF CONCRETE AND ALL OTHER DEBRIS IN THE SUBSURFACE PIT SHALL BE TRANSPORTED FROM THE JOB SITE IN A WATER-TIGHT CONTAINER AND DISPOSED OF PROPERLY.
5. CONCRETE WASHOUT AREAS SHALL REMAIN IN PLACE UNTIL ALL CONCRETE FOR THE PROJECT IS PLACED.
6. WHEN CONCRETE WASHOUT AREAS ARE REMOVED, EXCAVATIONS SHALL BE FILLED WITH SUITABLE COMPACTED BACKFILL AND TOP SOIL, ANY DISTURBED AREAS ASSOCIATED WITH INSTALLATION, MAINTENANCE, AND/OR REMOVAL OF CONCRETE WASHOUT AREAS SHALL BE ROUGHENED, SEEDED AND MULCHED.
7. CONCRETE WASHOUT CONTAINERS ARE RECOMMENDED TO BE PLACED INSIDE THE CONCRETE WASHOUT AREA FOR LESS MAINTENANCE.
8. CONCRETE WASHOUT CONTAINERS ARE NOT AN ACCEPTABLE SUBSTITUTE FOR CONCRETE WASHOUT AREAS.