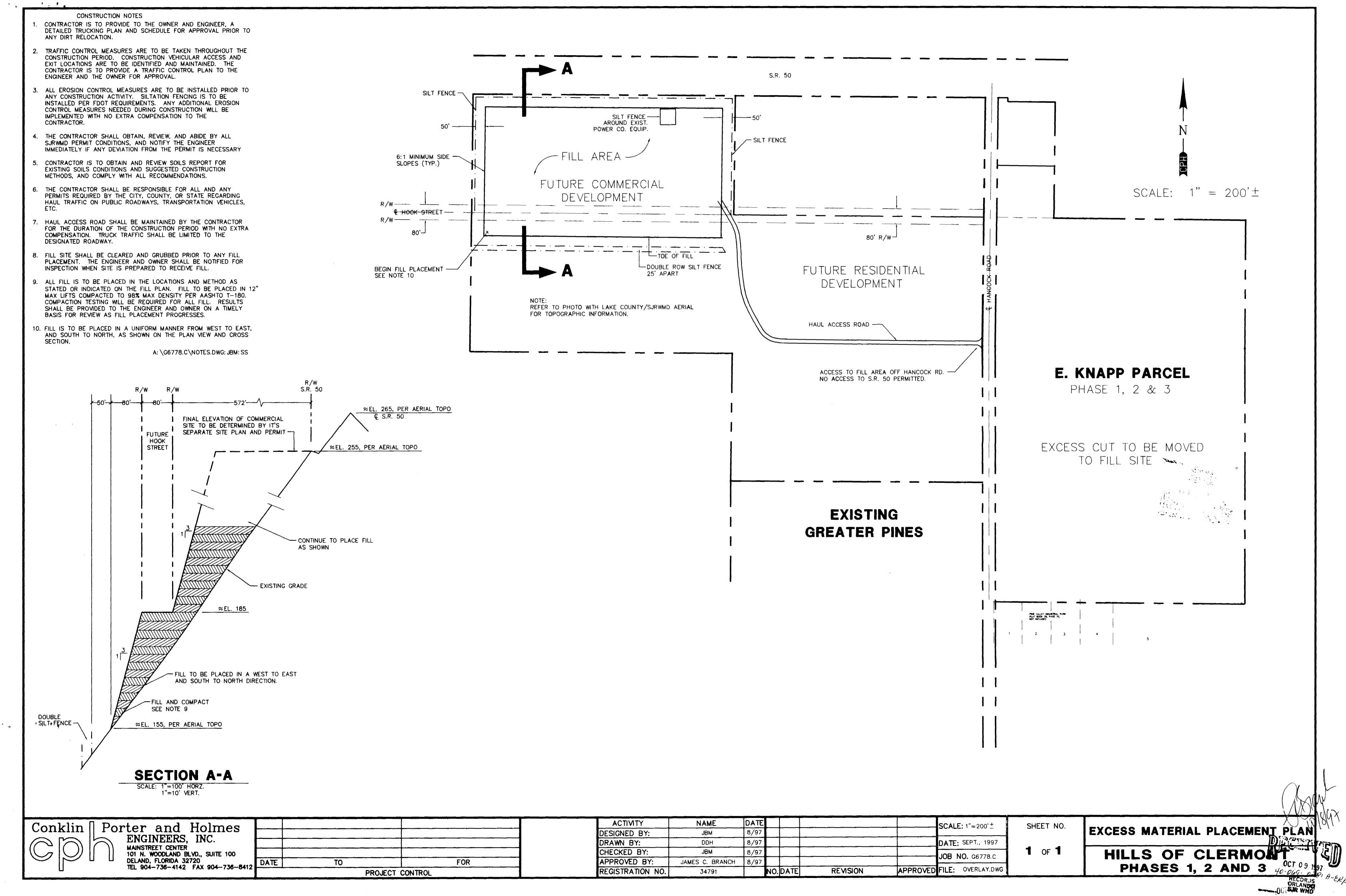
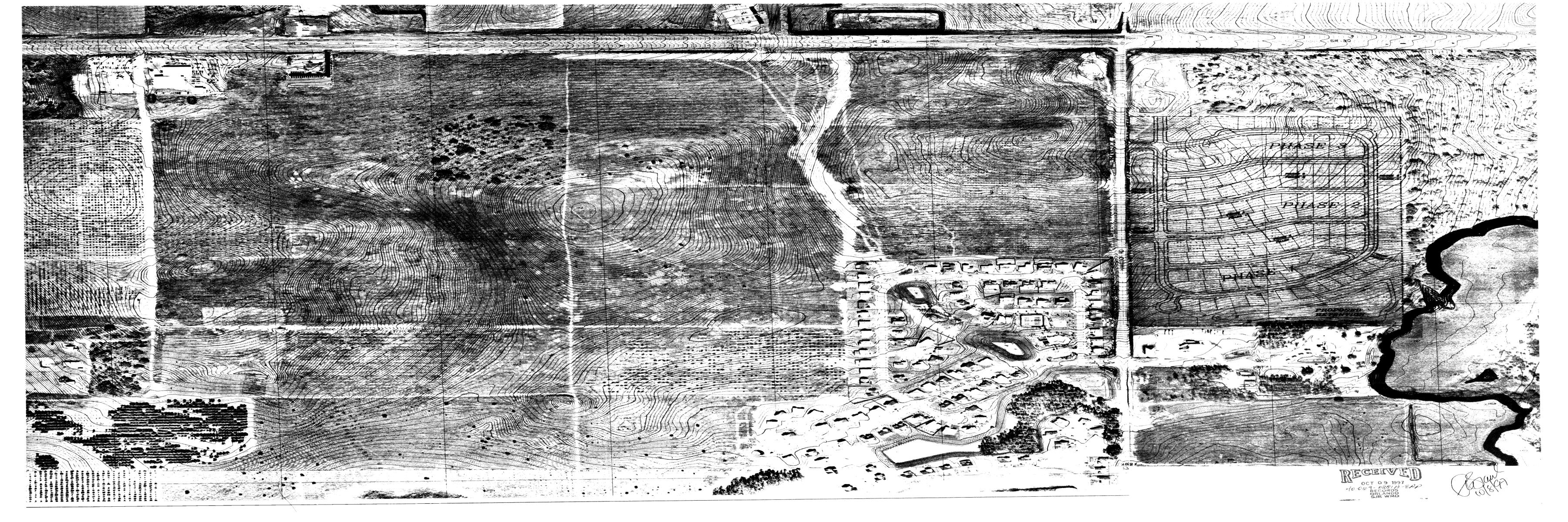
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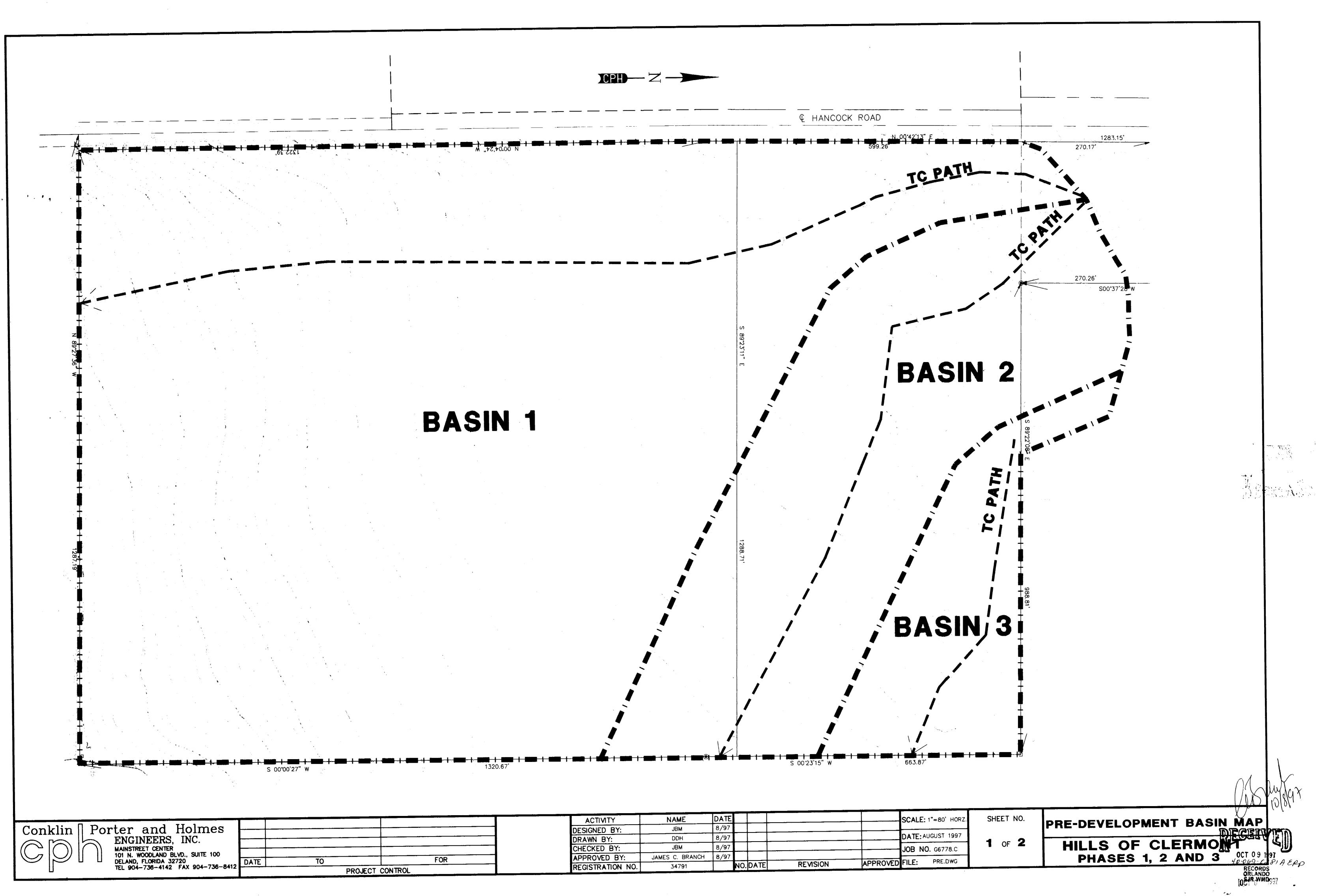


# Oversized Drawings 1723

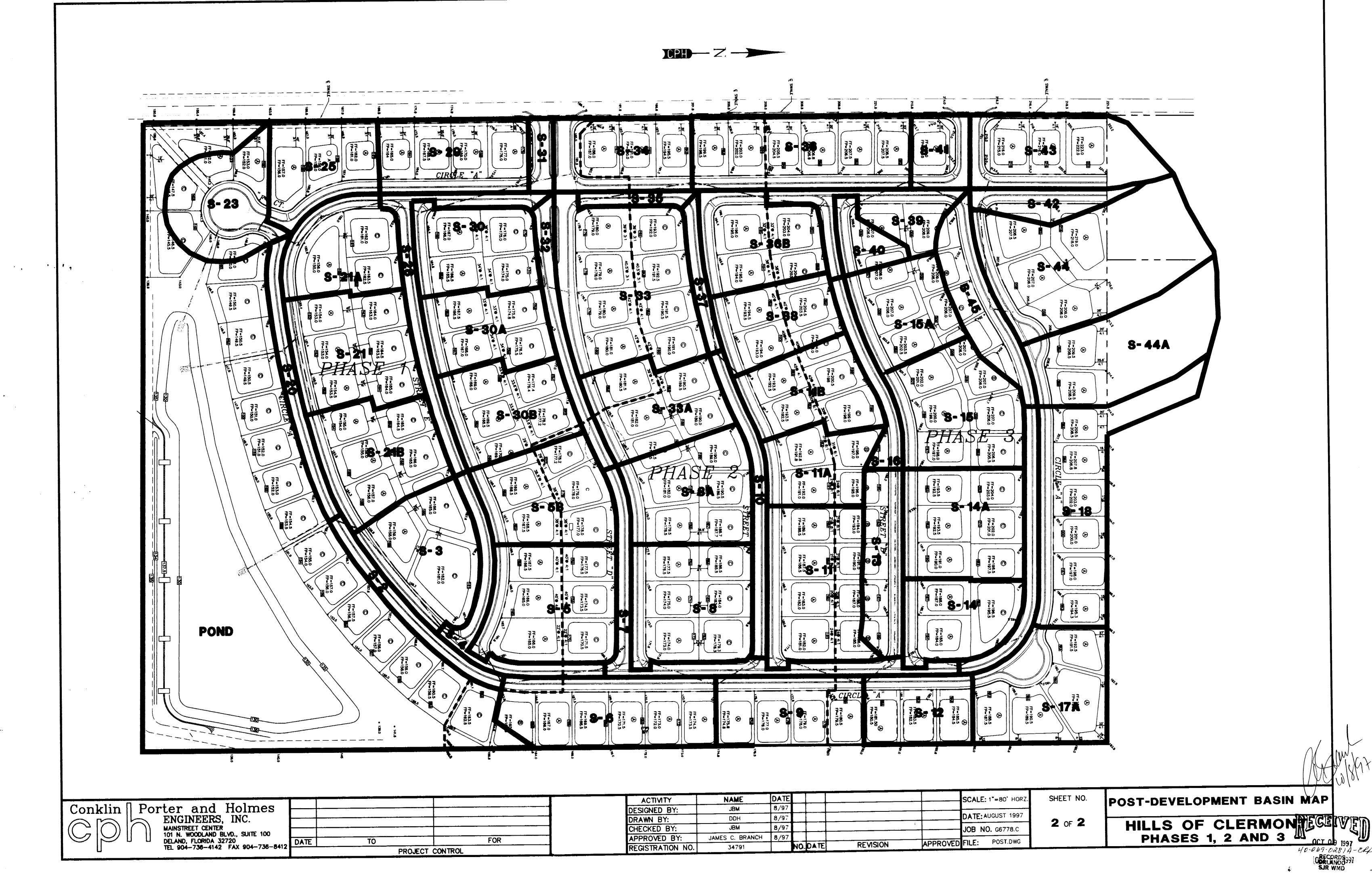


	REGISTRATION NO.	34791		NO.	DATE	REVISION	APPROVE
FOR	APPROVED BY:	JAMES C. BRANCH	8/97				
	CHECKED BY:	JBM	8/97				
	DRAWN BY:	DDH	8/97				
	DESIGNED BY:	JBM	8/97				
	ACTIVITY	NAME	DATE				

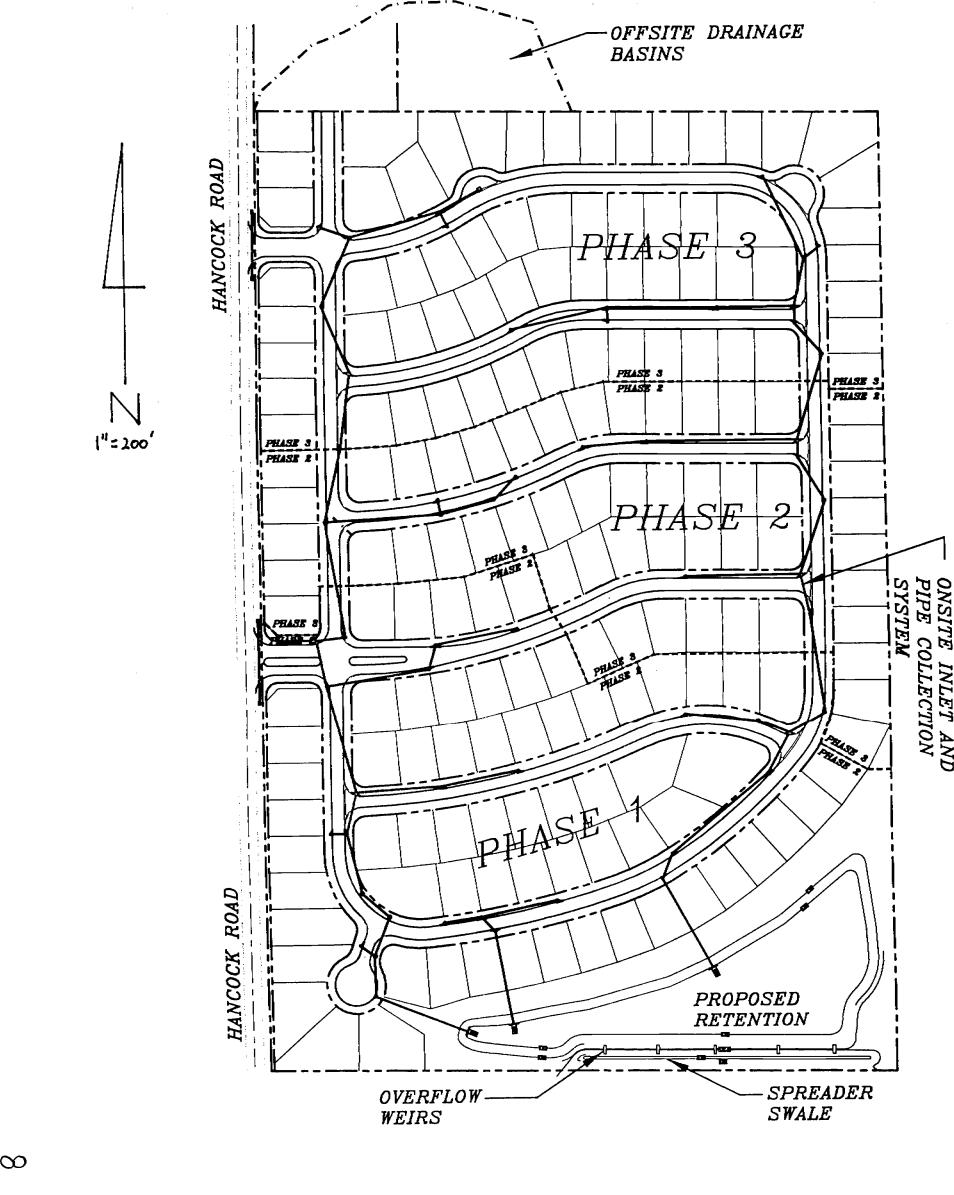




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FOR	APPROVED BY:	JAMES C. BRANCH	8/97				
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	ACTIVITY	NAME	DATE		<u></u>	
······································	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
	CHECKED BY:	JBM	8/97			i
FOR	APPROVED BY:	JAMES C. BRANCH	8/97		· · · · · · · · · · · · · · · · · · ·	
	REGISTRATION NO.	34791		NO.DATE	REVISION	APPROV

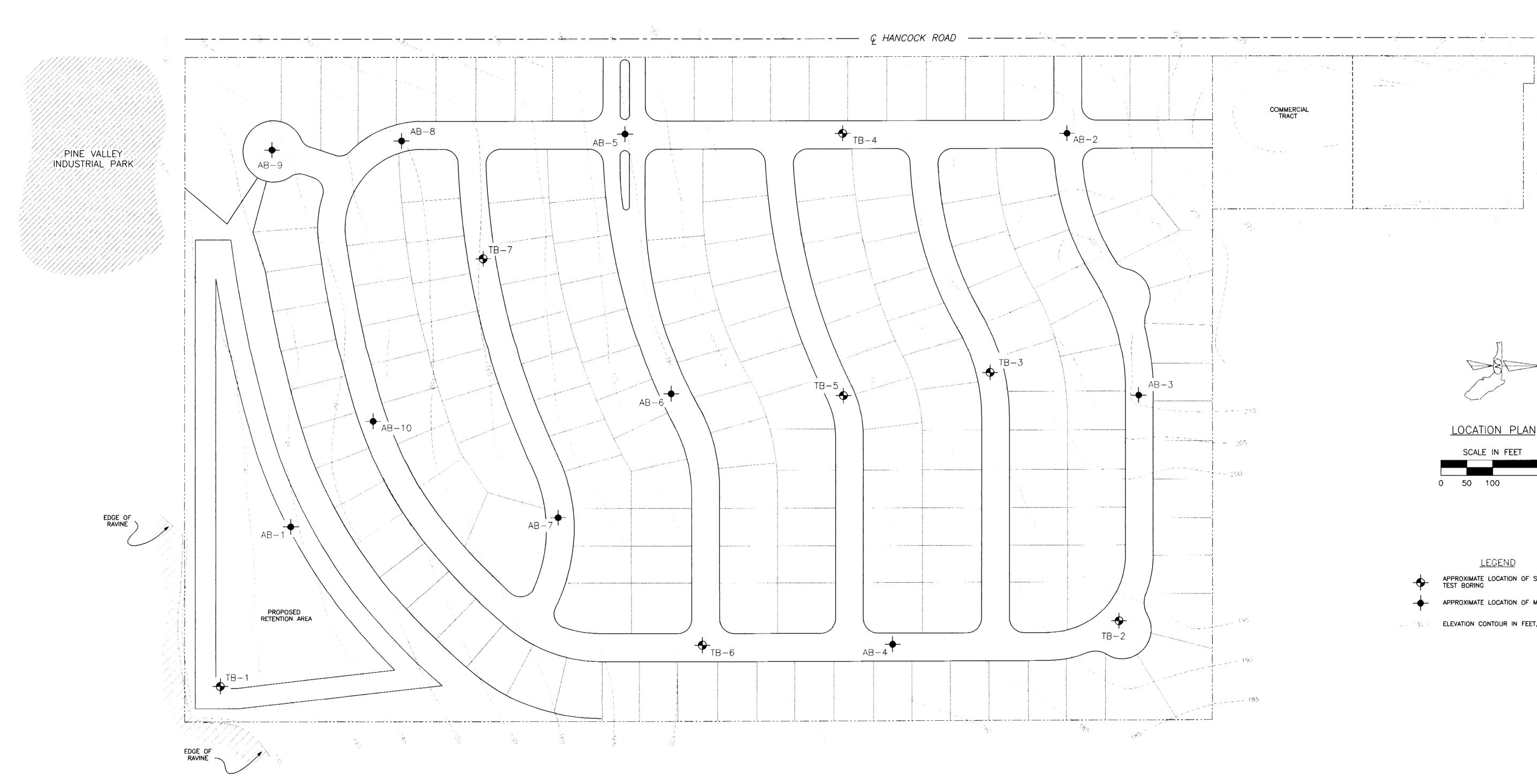


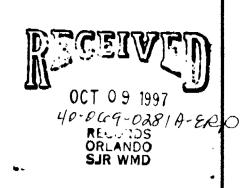
# STORM DRAINAGE DEPICTION MAP HILLS OF CLERMONT, PH. 1-3



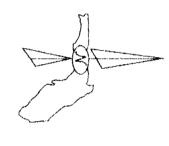
CPH JOB NO. G6778 DATE: 10/3/97 SCALE: 1" = 200'

Received oct 997





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LOCATION PLAN

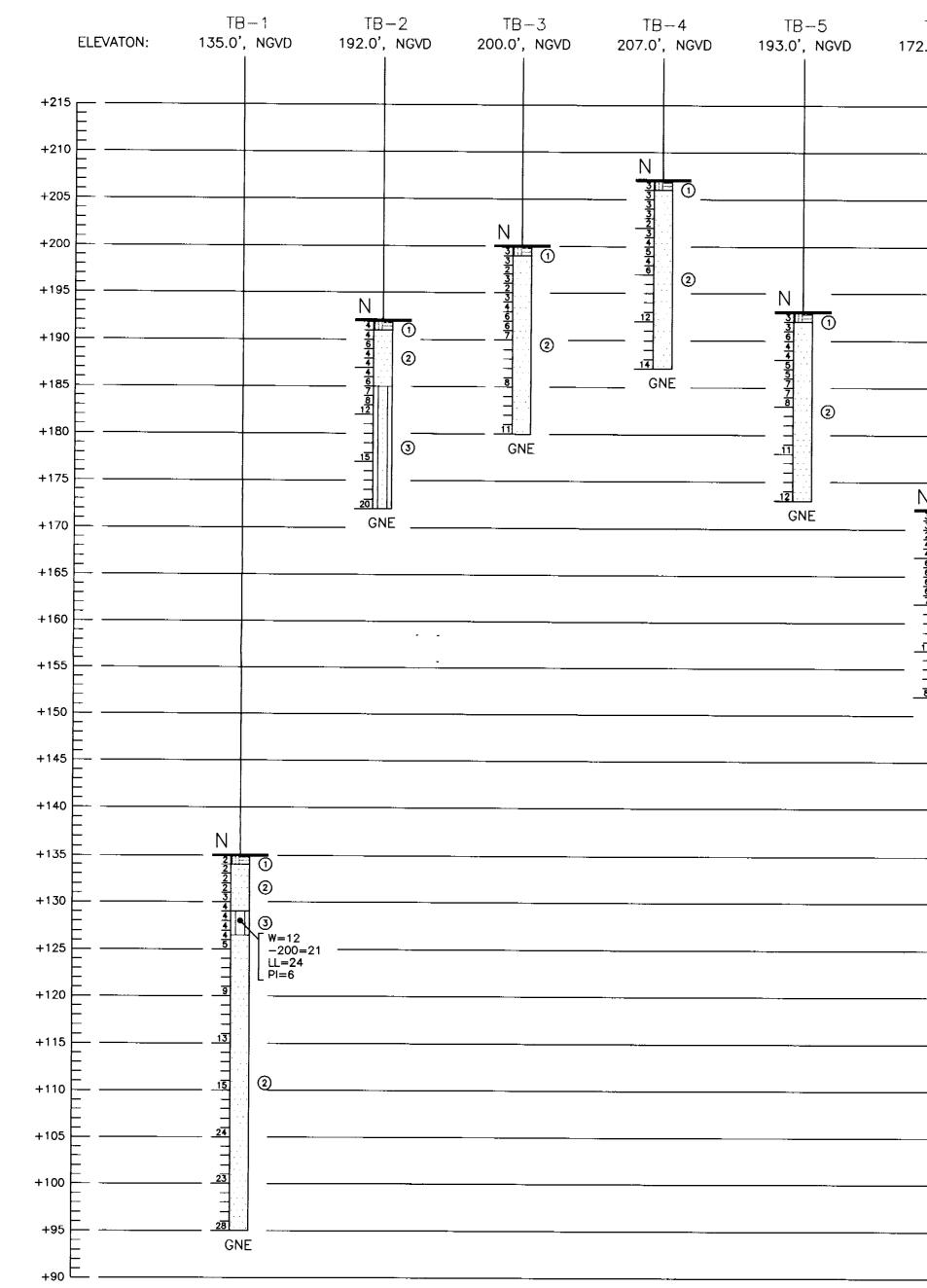
SCALE IN FEET

0 50 100 200

**---**ELEVATION CONTOUR IN FEET, NGVD

LEGEND APPROXIMATE LOCATION OF STANDARD PENETRATION TEST BORING APPROXIMATE LOCATION OF MACHINE AUGER BORING

IELD:			GEOTECHNICAL ENGINEERING EV	ALUATION	
RAWN BF	SW		KNAPP PROPERTY EAST PARCEL		
HECKED Br	AMA		LAKE COUNTY, FLORIDA		
FPROVED Br:	JWC			Inc	
OPIZONIAL SCALE	·		<b>V</b> & Associates, I Geotechnical, Environmental &	Materials Engineers	
ertical scale:	NOTED	DATE: 8-22-97	PROJECT NO.: W97G-238	FIGURE: 1	



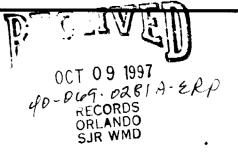
NGVD EET,

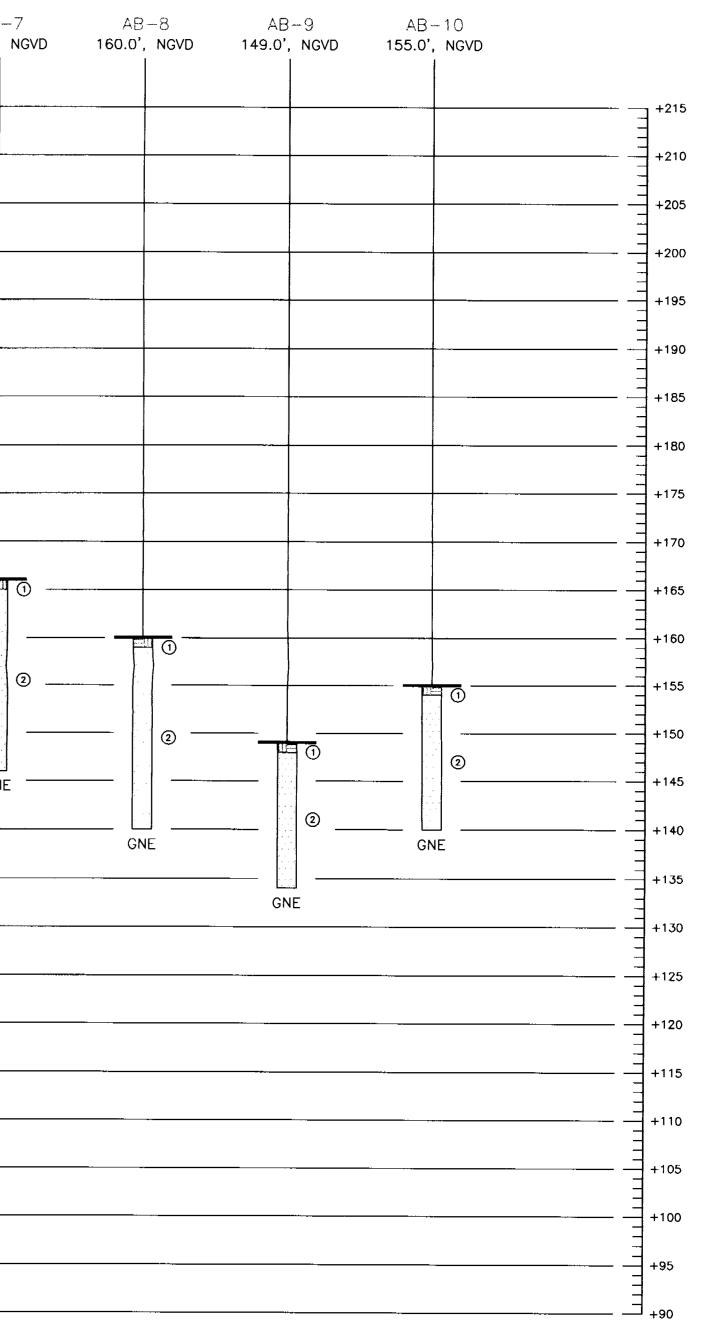
TB-6 72.0', NGVD	TB-7 165.0', NGVD	AB-1 145.0', NGVD	AB-2 210.0', NGVD	AB-3 211.0', NGVD	AB-4 203.0', NGVD	AB-5 180.0', NGVD	AB-6 179.0', NGVD	AB-7 166.0', NC
		· · · · · · · · · · · · · · · · · · ·	GNE	GNE				
			····		GNE			
	N 311-2 43					@	• ₩=7 -200	=10
	<u>3</u> <u>3</u> <u>5</u> <u>5</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u> <u>7</u>					GNE	GNE	
GNE	<u>10</u>     				,,			GNE
		GNE						

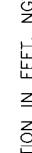
BORING ELEVATIONS ARE ESTIMATED FROM THE TOPOGRAPHIC MAP AND SHOULD BE CONSIDERED APPROXIMATE. REFER TO SURVEY FOR EXACT BORING ELEVATIONS. NOTE:

## LEGEND

- GRAYISH-BROWN TO BROWN FINE SAND, TRACE ROOTS (TOPSOIL), (SP)
- LIGHT GRAY TO ORANGISH-BROWN MEDIUM TO FINE SAND TO SLIGHTLY SILTY FINE SAND, (SP)(SP-SM)
- (SM-SC) 3 DARK ORANGISH-BROWN SILTY TO CLAYEY FINE SAND, (SM-SC) UNIFIED SOIL CLASSIFICATION GROUP SYMBOL AS DETERMINED BY VISUAL EXAMINATION (SP)
- GNE GROUNDWATER NOT ENCOUNTERED TO DEPTH OF BORING STANDARD PENETRATION RESISTANCE IN BLOWS PER FOOT
- Ν
- W NATURAL MOISTURE CONTENT (%)
- -200 FINES PASSING No. 200 SIEVE (%)
- LL LIQUID LIMIT (%)
- PI PLASTICITY INDEX







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· IF L D:			GEOTECHNICAL ENGINEERING EVALUATION KNAPP PROPERTY				
ERAWN BR	SW						
HECKED BI:	AMA		LAKE COUNTY, FLORID	A			
APPROVED BY:	JWC	П		I			
HORIZONTAL SCAL	£1. <u>—</u>		<b>U</b> & <b>Associates</b> , Geotechnical, Environmental &	I <b>NC.</b> Materials Engineers			
VERTICAL SCALE:	NOTED	DATE 8-22-97	PPOJECT NO. W97G-238	FIGURE: 2			

# **180 LOT RESIDENTIAL SUBDIVISION** PHASE 1 = 65 LOTS (5 MODEL), PHASE 2 = 52 LOTS, PHASE 3 = 63 LOTS BY THE GREATER CONSTRUCTION CORPORATION CITY OF CLERMONT, FLORIDA

# 

GREATER CONSTRUCTION P.O. BOX 3873 LONGWOOD, FL. 32791 407 869-0300 CONTACT: MR. HAMPTON CONLEY

# 

CONKLIN, PORTER & HOLMES ENGINEERS, INC. MAINSTREET CENTER 101 N. WOODLAND BLVD., SUITE 100 DELAND FLORIDA 32720 407 422-3361 CONTACT: JAMES BRANCH, P.E.

# PLANDUER

GLATTING, JACKSON et. al. 33 EAST PINE STREET ORLANDO, FL. 32801 407 843-6552 CONTACT: BILL KERCHER



\*

BLACKBURN SURVEYING 1214 BOWMAN STREET P.O. BOX 1022 CLERMONT, FL. 32711 352 394-4417 CONTACT: PAT KELLEY, P.L.S.

# POWER

FLORIDA POWER CORF 737 MONTROSE ST. CLERMONT, FL. 32711 352-242-0704 CONTACT: MRS. SUE FREYFER

# MATURAL GAS

LAKE APOPKA GAS P.O. BOX 77125 WINTER GARDEN, FL. 34777-1275 407 656-2734 CONTACT: MR. JIM PARRIS

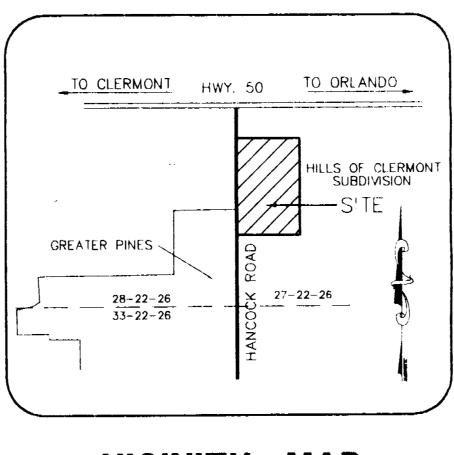
## TELEPHONE

UNITED TELEPHONE SYSTEM 37810 MERRIDIAN AVE. DADE CITY, FLORIDA 33525 352-326-1706 CONTACT: MR. WAYNE PETERSON

# WATER SYSTEM UTILITY CITY OF CLERMONT PUBLIC SERVICE DEPT. 400 12th ST. P.O. BOX 219 CLERMONT, FL. 34712 352-394-7178

CONTACT: MR. PRESTON DAVIS

# **CONSTRUCTION PLANS** FOR HILLS OF CLERNONT PHASES 1, 2&3(EAST KNAPP PARCEL)



NO. DATE	REVISION	APPROVED	NO. DATE	REVISION	APPROVED	C.P.H. JOB Fille - [	S, INC. $\mathbf{r}$	MALE INSTRUCT
	$\frac{10 \text{ CLERMON1}}{10 \text{ ORL}}$ $\frac{10 \text{ CLERMON1}}{10 \text{ ORL}}$ $\frac{10 \text{ ORL}}{1}$	OF CLERMONT JEDIVISION S'TE		$ \begin{array}{c} 1\\2\\3\\4-5\\6\\7\\8\\9-10\\11\\12\\13\\14\\15-23\end{array} \end{array} $	PHASE 1 PHASE 2 PHASE 3 GRADING PHASE 1 PHASE 2 PHASE 3 WATER SY SANITARY		PLAN PLAN	1997 NOIA-ERD

# INDEX OF SHEETS

### GENERAL PROJECT DATA

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FOR IDENTIFICATION OF CONTRACTUAL AGREEMENTS, THIS SET OF DRAWINGS IS DATED SEPTEMBER 5, 1997. ANY REVISIONS THEREAFTER WILL BE NOTED AND DATED ON THE AFFECTED DRAWNG(S)

THE LOGATIONS OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY. PRIOR TO THE START OF ANY REQUEST SUBMITTAL FOR THE AFFECTED WORK. CONSTRUCTION ACTIVITY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE THE NECESSARY ARRANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. ALL UTILITIES THAT INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE RELOCATED BY THE RESPECTIVE UTILITY COMPANY AND THE CONTRACTOR SHALL COOPERATE WITH THEM DURING RELOCATION OPERATIONS. ANY DELAY OR INCONVENIENCE CAUSED TO THE CONTRACTOR BY THE RELOCATION OF VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT, AND NO EXTRA COMPENSATION WILL BE ALLOWED.

SOILS INVESTIGATIONS FOR THE SITE WERE PROVIDED BY L. J. NODARSE & ASSOCIATES. THE CONTRACTOR IS TO OBTAIN A COPY OF THAT SOILS REPORT FOR REVIEW PRIOR TO CONSTRUCTION; AND THE CONSTRUCTION IS TO CONFORM TO THE RECOMMENDATIONS IN THAT

SURVEY INFORMATION PREPARED BY BLACKBURN SURVEYING.

### AS-BUILTS

**\*8** . . . .

AS-BUILTS SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER TWO WEEKS PRIOR TO FINAL INSPECTION. ALL AS-BUILT DATA SHALL BE PROVIDED BY A FLORIDA LICENSED SURVEYOR. SIGNED, SEALED AND DATED BY THE RESPONSIBLE PARTY. SEE INDIVIDUAL SECTIONS (STORM, WATER SYSTEM, ETC.) FOR ADDITIONAL AS-BUILT REQUIREMENTS.

### PERMITS AND PERMIT REQUIREMENTS

THE CONTRACTOR SHALL OBTAIN FROM THE ENGINEER COPIES OF ALL REGULATORY AGENCY PERMITS AND LOCAL AGENCY PERMITS. THE CONTRACTOR SHALL BE EXPECTED TO REVIEW AND ABIDE BY ALL THE REQUIREMENTS AND LIMITATIONS SET FORTH IN THE PERMITS.

THE CONTRACTOR SHALL BE FURNISHED A COPY OF THE N.P.D.E.S. NOTICE OF INTENT APPLICATION AND REPORT WHICH WAS FURNISHED TO EPA BY THE OWNER. THE CONTRACTOR SHALL REVIEW THE CONTENTS OF THAT SUBMITTAL INCLUDING CONSTRUCTION COMMENCEMENT AND CESSATION DATES AND ALL OTHER ELEMENTS OF THE SUBMITTAL HE SHALL EXECUTE AND PAVEMENT SECTION REQUIREMENTS FILE AN N.O.L TO EPA AS THE ENTITY RESPONSIBLE FOR OPERATING AND MAINTAINING THE EROSION PROTECTION SYSTEM DURING CONSTRUCTION, NOTING ANY CHANGES AND/OR MODIFICATIONS AND/OR AGREEING TO THE ELEMENTS OF THE ORIGINAL SUBMITTAL. HE SHALL SUBMIT THIS AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL KEEP ON-SITE A COPY OF THE WATER MANAGEMENT DISTRICT AND N.P.D.E.S. PERMITS ISSUED TOOETHER WITH THE INSPECTION REPORTS AND CURRENT PLANS, INCLUDING ANY MODIFICATIONS REQUIRED. HE SHALL ALSO PROVIDE A NOTICE OF TERMINATION TO THE N.P.D.E.S., PERMITTING AUTHORITY AT THE CONCLUSION OF THE PROJECT THAT THE DISCHARGE AND EROSION PROTECTION DEVICE AS SHOWN ON THE PLANS HAVE BEEN IMPLEMENTED AND MAINTAINED THROUGHOUT CONSTRUCTION.

### LAYOUT AND CONTROL

UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL USE THE GEOMETRY PROVIDED ON THE SURVEY PLAT. BENCHMARK INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE OWNER OR OWNER'S SURVEYOR. ANY DISCREPANCIES BETWEEN FIELD MEASUREMENTS AND CONSTRUCTION PLAN INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY. THE SURVEYOR WHO PRODUCED THE PLAT IS BLACKBURN SURVEYING, PHONE: 352-394-4417.

### QUALITY CONTROL TESTING REQUIREMENTS

ALL TESTING RESULTS SHALL BE PROVIDED TO THE OWNER/OPERATOR AND THE ENGINEER. TESTING REQUIREMENTS ARE TO BE IN ACCORDANCE WITH THE OWNER/OPERATOR'S SPECIFICATIONS AND REQUIREMENTS. ALL TEST RESULTS SHALL BE PROVIDED (PASSING AND ALING) ON A REGULAR AND IMMEDIATE BASIS. CONTRACTOR SHALL PROVIDE TESTING SERVICES THROUGH A FLORIDA LICENSED GEOTECHNICAL ENGINEERING FIRM ACCEPTABLE TO THE OWNER AND THE ENGINEER.

### SHOP ORATINGS

SHOP DRAWINGS AND CERTIFICATIONS FOR ALL STORM DRAINAGE, WATER SYSTEM, AND PAVING MATERIALS AND STRUCTURES ARE REQUIRED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS THE CITY OF CLERMONT AND THE ENGINEER FOR APPROVAL PRIOR TO ORDERING THE MATERIALS REQUIRED FOR CONSTRUCTION.

### EARTHWORK

### EARTHWORK QUANTITIES

THE CONTRACTOR SHALL PERFORM HIS OWN INVESTIGATIONS AND CALCULATIONS AS NECESSARY TO ASSURE HIMSELF OF EARTHWORK QUANTITIES. THERE IS NO IMPLICATION THAT EARTHWORK BALANCES AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY IMPORT FILL NEEDED, OR FOR REMOVAL AND DISPOSAL OF EXCESS MATERIALS.

### EROSION CONTROL

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EROSION AND SETATION CONTROL MEASURES ARE TO BE PROVIDED AND INSTALLED PRIOR TO DIMMENCEMENT OF CONSTRUCTION. THESE MEASURES ARE TO BE INSPECTED BY THE INTRACTOR ON A REGULAR BASIS AND ARE TO BE MAINTAINED OR REPAIRED ON AN IMMEDIATE BASIS AS REQUIRED. REFER TO ST. JOHNS RIVER WATER MANAGEMENT DISTRICT PERMIT FOR CONTROLAL REQUIREMENTS FOR EROSION CONTROL AND SURFACE DRAINAGE.

### WETLAND PROTECTION

IF APPLICABLE: THE LIMITS OF THE ON-SITE WETLANDS HAVE BEEN PROVIDED TO THE CONTRACTOR ON THE CONSTRUCTION PLANS, OR ON PERMIT MATERIALS. THE WETLANDS AREAS ARE TO BE PROTECTED FROM DISTURBANCE AT ALL TIMES. CONTRACTOR SHALL PROVIDE ENGRON, SILTATION, AND DIVERSION MEASURES PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE CONTRACTOR SHALL OBTAIN A COPY OF EACH PERMIT RELATING TO WETLANDS AND ADHERE TO ALL PROVERCINS AND CONDITIONS THERETO.

### LIMITS OF DISTURBANCE

AT NO THE SHALL THE CONTRACTOR DISTURB SURROUNDING PROPERTIES OR TRAVEL ON SUMMOUNDING PROPERTIES WITHOUT WRITTEN CONSENT FROM THE PROPERTY OWNER. ANY REPAIR OF RECONSTRUCTION OF DAMAGED AREAS IN SURROUNDING PROPERTIES SHALL BE PERFORMED BY THE CONTRACTOR ON AN IMMEDIATE BASIS. ALL COSTS FOR REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION SHALL BE PROVIDED.

### TREE RENOVAL

F APPLICABLE: NO THEES SHOWN ON THE CONSTRUCTION PLANS AS BEING SAVED SHALL BE REMOVED WITHERT PERMISSION FROM THE OWNER AND ENGINEER. THE CONTRACTOR SHALL MEDITY THE OWNER AND ENGINEER WHEN ALL WORK IS LARD OUT (SURVEY STAKED), SO THAT A DETERMINATION MAY BE MADE OF SPECIFIC TREES TO BE REMOVED.

STREAMENT AND AN CONSTRUCTION.

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### COMPACTION

FILL MATERIALS PLACED UNDER ROADWAYS SHALL BE COMPACTED TO AT DENSITY AS SPECIFIED IN AASHTO T-180. ALL OTHER FILL AREAS ARE TO LEAST 95% MAXIMUM DENSITY AS SPECIFIED IN AASHTO T-180. FILL MATER PLACED AND COMPACTED IN A MAXIMUM OF 12" LIFTS. THE CONTRACTOR ENGINEER, OWNER, AND CITY OF CLERMONT WITH ALL (PASSING AND FAILIN RESULTS SHALL BE PROVIDED ON A TIMELY AND REGULAR BASIS PRIOR TO

### PAVEMENT

### OWNER/OPERATOR

THE ENTITY THAT WILL OWN, OPERATE AND MAINTAIN THE ROADWAYS SHOW IS CITY OF CLERMONT. THE CONTRACTOR SHALL BE EXPECTED TO MEET AL OF THAT ENTITY.

### GENERAL DESIGN INTENT

ALL PAMING SURFACES IN INTERSECTIONS AND ADJACENT SECTIONS SHALL I POSITIVELY IN THE DIRECTION SHOWN BY THE FLOW ARROWS ON THE PLANS SMOOTHLY TRANSITIONED DRIVING SURFACE FOR VEHICLES WITH NO SHARP AND NO UNUSUALLY STEEP OR REVERSE CROSS SLOPES. APPROACHES TO ENTRANCE AND EXIT GRADES TO INTERSECTIONS WILL HAVE TO BE STAKED DIFFERENT GRADES THAN THE CENTERLINE GRADES SHOWN ON THE PLANS. MAY ALSO BECOME ADVISABLE TO MAKE MINOR LOCAL FIELD ADJUSTMENTS GRADES TO ACCOMPLISH THE PURPOSES OUTLINED. IN ADDITION, THE STAN HAVE TO BE CHANGED IN ORDER TO DRAIN POSITIVELY IN THE AREA OF INT CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH THE ABOVE AND THE ENGINE CONSULTED SO THAT HE MAY MAKE ANY AND ALL REQUIRED INTERPRETATION GIVE SUPPLEMENTARY INSTRUCTIONS TO ACCOMPLISH THE INTENT OF THE P

## MATERIAL/CONSTRUCTION SPECIFICATIONS

MATERIALS AND CONSTRUCTION METHODS FOR THE ROADWAY CONSTRUCTION ACCORDANCE WITH THE FLORIDA DEPT. OF TRANSPORTATION STANDARD SPE ROAD AND BRIDGE CONSTRUCTION, 1991, OR LATEST EDITION.

CONSTRUCTION OF ROADWAYS SHALL BE 12' OF STABILIZED SUBBASE COMP/ MODIFIED PROCTOR MAXIMUM DRY DENSITY OF 98% PER AASHTO T-180, 6" COURSE COMPACTED TO THE MODIFIED PROCTOR MAXIMUM DRY DENSITY OF T-180 AND 1-1/4" MINIMUM AT LER40, TYPE S-111 OF ASPHALTIC CONCRE WITH A STABILITY OF 1500 LBS. SUBGRADE PREPARATION AND PAVEMENT CONFORM TO CITY OF CLERMONT AND FDOT STANDARDS AND SOILS REPORT RECOMMENDATIONS.

### SIDEWALKS

SIDEWALKS ARE TO BE CONSTRUCTED IN THE AREAS AS SHOWN ON THE CO THE SIDEWALK SHALL BE 5' WIDE, CONSTRUCTED OF 4" OF CONCRETE (6" A A 28-DAY COMPRESSION STRENGTH OF 2500 PSI. JOINTS SHALL BE EITHER AT A DISTANCE OF 10', AND PROVIDE A MINIMUM OF 1/4" TO A MAX OF 1/ SLOPE FROM SIDEWALK, FRONT TO BACK. HANDICAPPED RAMPS SHALL BE INTERSECTIONS AND BE IN ACCORDANCE WITH STATE REGULATIONS FOR HAN ACCESSIBILITY. SIDEWALKS IN COMMON AREAS ARE TO BE CONSTRUCTED W IMPROVEMENTS, OTHERWISE, WILL BE CONSTRUCTED AT THE TIME OF HOUSE

### PAVEMENT MARKINGS / SIGNAGE

PAVEMENT MARKINGS AND SIGNAIGE SHALL BE PROVIDED AS SHOWN ON THE PLANS AND SHALL MEET THE REIQUIREMENTS OF THE OWNER/OPERATOR. S CONFORMANCE WITH MUTCO (LAITEST EDITION). A 48 HOUR PAVEMENT CUR PLOYDED PRIOR TO APPLICATION OF THE PAVEMENT MARKINGS. REFLECTIVE MARKINGS SHALL BE THERMOPLAISTIC AND INSTALLED IN ACCORDANCE WITH

### TRAFFIC CONTROL

A MNIMUM OF 2-WAY ONE LANE TRAFFIC SHALL BE MAINTAINED ON HANCO CONSTRUCTION WARNING SIGNAGE SHALL BE IN PLACE PRIOR TO COMMENCEN CONSTRUCTION AND BE MAINTAINED THROUGHOUT CONSTRUCTION. ACCESS CONTINUOUSLY MAINTAINED FOR ALL PROPERTY OWNERS SURROUNDING THE LIGHTED WARNING DEVICES ARE TO BE OPERATIONAL PRIOR TO DUSK EACH I CONSTRUCTION.

### OPEN CUT

OPEN CUT OF REPAIR OF HANCOICK ROAD SHALL BE DONE IN ACCORDANCE PLANS AND LAKE COUNTY REDUTREMENTS

CURBING SHALL BE CONSTRUCTED WHERE NOTED ON THE CONSTRUCTION PLA CURBS SHALL BE DEPARTMENT OF TRANSPORTATION CLASS "1" CONCRETE W COMPRESSION STRENGTH OF 2500 PSI. ALL CURBS SHALL HAVE SAW CUT ( AND SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED 10'-0" ON CEN OF CURBS SHALL BE IN CONFORMANCE WITH FOOT STANDARD SPECIFICATIONS BRIDGE CONSTRUCTION (1996) SECTION 520 AND DETAILS PROVIDED ON THE PLANS.

### R/W RESTORATION

ALL AREAS WITHIN THE RICHT-OF-WAY SHALL BE FINISH GRADED WITH A SM INTO EXISTING GROUND. ALL SWALES SHALL BE STABILIZED IMMEDIATELY AFT ALL DISTURBED AREAS SHALL BE STABILIZED (SOD, GRASS & MULCH, ETC.) IN ACCORDANCE WITH THE CONSTIRUCTION PLANS PRIOR TO FINAL INSPECTION (SEED OR SOD) SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL FINAL ACC OWNER/OPERATOR.

NOTE: SITE VISIBILITY TRIANGLES ON HANCOCK ROAD SHALL BE MAINTAINED, COUNTY'S LDR'S. CHAPTER IX, SECTION 9.02.040 AND CHAPTER 3, SECTION AS-BUILTS

THE CONTRACTOR SHALL PROVIDE OWNER AND ENGINEER PAVEMENT AS-BUILT SHALL CONTAIN AT A MINIMUM, BUT NOT BE LIMITED TO, PAVEMENT WIDTHS. SLOPES AND DRAMAGE DIRECTION'S WITH HIGH POINTS DELINEATED. SEE "GEN REQUIREMENTS" FOR ADDITIONAL REQUIREMENTS.

### STORMWATER MANAGEMENT SYSTEM

### OWNER/OPERATOR

THE ENTITY THAT WILL OWN, OPERATE, AND MAINTAIN THE STORM SYSTEM SH PLANS IS THE CITY OF CLERMONT. THE CONTRACTOR SHALL BE EXPECTED TO REQUIREMENTS OF THAT ENTITY.

### MATERIAL SPECIFICATIONS

ENFORCED CONCRETE PIPE (RCP) SHALL BE CLASS IN WITH RUBBER GASKET CONFORM TO FOOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (1996) SECTION 941. RUBBER GASKETS SHALL CONFORM TO SECTION 942.

# L MATERIALS AND CONSTRUCTION METHODS ARE TO BE IN ACCORDANCE WITH FOOT STANDARD SPECIFICATIONS FOR ROAD AND BINDGE CONSTRUCTION (1996), SECTION 400 (CONDUCTE STRUCTURES) AND THE APPLICABLE FOOT INDEX NUMBER DETAIL AS SHOWN IN FOOT ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION).

ALL OTHER RELATED ITEMS RECUIRED FOR THE CONSTRUCTION OF THE STORM SYSTEM (OUTFALL PROTECTION, POLLUTION DONTIFIEL ETHE) ARE TO BE IN ACCORDANCE WITH DETAILS SHOWN ON THE DOMETRIUCTION PLANS, FOOT ROADWAY, AND TRAFFIC DESIGN STANDARDS (1994) AND FDOT STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION (1998), OR LATEST

### AS-8112.75

THE SOMTHEACTOR SHALL PROVIDE THE OWNER AND ENGINEER STORM DRAINAGE AS-BUILTS. AS BUILTS SHALL CONTAIN AT THE MINISTRA. BUT NOT LIMITED TO, STRUCTURE TOP ELEVATIONS, FLOW ELEVATIONS, AND PIPE LENGTH, POND AND SWALE HORIZONTAL LOCATION AND ELEVATIONS AT CRITICAL LOCATIONS.

A S. A STO . SA SA 

A PANTRA

LEAST 98% MAXIMUM	POTABLE WATER / FIRE SYSTEMS	PIPE INSTALLATION
TO BE COMPACTED TO AT TERIALS SHALL BE R SHALL PROVIDE THE LING) TESTING RESULTS. TO CONTRACTOR'S PAY	OWNER/OPERATOR THE ENTITY THAT WILL OWN, OPERATE AND MAINTAIN THE WATER SYSTEM SHOWN ON THESE PLANS IS THE CITY OF CLERMONT. THE CONTRACTOR SHALL BE EXPECTED TO MEET ALL THE REQUIREMENTS OF THAT ENTITY.	USE FITTINGS TO INSTALL WATER MAIN ALONG RIGHT OF WAY RADIUS. PIPE INSTALLATION OF PVC WATER MAIN SHALL BE IN CONFORMANCE EDITION). INSTALLATION OF DUCTILE IRON PIPE WATER MAIN SHALL E AWWA C600-93.
	PIPE MATERIALS SHOP DRAWINGS SHALL BE SUBMITTED FOR ALL INFRASTRUCTURE TO BE CONSTRUCTED. WATER SYSTEM SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER AND CITY OF CLERMONT FOR REVIEW PER THE CITY'S POLICY FOR REVIEW OF SHOP DRAWINGS.	COMPACTED BACKFILL SHALL BE TO 98% MAXIMUM DENSITY AS DETER FOR UNDER ALL PAVEMENTS WITH 12° MAXIMUM LIFT THICKNESS. OTI BACKFILL SHALL BE TO 95% MAXIMUM DENSITY AS DETERMINED BY A/ MAXIMUM LIFT THICKNESS. SEE PIPE TRENCHING DETAILS.
	POLYVINYL CHLORIDE PLASTIC PIPE (PVC) 4" THROUGH 12" SHALL BE MANUFACTURED IN	MINIMUM COVER OVER ALL PIPE SHALL BE 36" FROM TOP OF PIPE TO AND PROFILE SHEETS FOR REQUIRED DEPTH.
OWN ON THESE PLANS ALL THE REQUIREMENTS	ACCORDANCE WITH ANSI/AWWA COOD (LATEST EDITION) AND SHALL HAVE A MINIMUM WORKING PRESSURE OF 150 PSI AND HAVE A DR (DIMENSION RATIO) OF 18. ALL PVC PIPE SHALL BEAR THE NSF LOGO FOR POTABLE WATER. JOINTS SHALL BE OF THE PUSH-ON TYPE AND COUPLINGS CONFORMING TO ASTM D3139, DR18 PIPE. DUCTILE IRON PIPE (DIP) SHALL BE STANDARD PRESSURE CLASS 350 IN SIZES 4" THROUGH 12" AND	THE WATER MAINS ARE TO BE INSTALLED SO AS TO PROVIDE A MINIM OF 18" OR A MINIMUM HORIZONTAL CLEARANCE OF 10-FEET FROM AL INCLUDING STORM DRAINAGE PIPES AND STRUCTURES, AS WELL AS SE CANNOT BE ACHIEVED, THEN DUCTILE IRON WATER MAIN SHALL BE PR OF THE CROSSING.
BE GRADED TO DRAIN	CONFORM TO ANSI/AWWA C150/A21.50 (LATEST EDITION). ALL DUCTILE IRON PIPE SHALL HAVE A STANDARD THICKNESS OF CEMENT MORTAR LINING AS SPECIFIED IN ANSI/AWWA C104/A21.4 (LATEST EDITION). PIPE JOINTS SHALL BE OF THE PUSH-ON RUBBER GASKET TYPE CONFORMING TO ANSI/AWWA C111/A21.11 (LATEST EDITION).	ALL WATER MAINS SHALL BE INSTALLED WITH RESTRAINED JOINT FITTH BLOCKS TO BE USED.
O INTERSECTIONS AND D IN THE FIELD AT S. IN THESE AREAS, IT S IN THE CENTERLINE	PIPE DETECTOR W/LOCATOR WIRE SHALL BE INSTALLED ON ALL WATER MAINS PER CITY OF CLERMONT REQUIREMENTS.	ALL PLUGS, CAPS, TEES, BENDS, FIRE HYDRANTS, VALVES, ETC., SHAL MEGALUG PIPE RESTRAINTS. FOR RESTRAINT CONSTRUCTION SPECIFIC/ WATER SYSTEM DETAILS.
ANDARD CROWN WILL NTERSECTIONS. IT IS THE INEER SHALL BE	IF APPLICABLE: PIPE SIZES GREATER THAN 12" IN BOTH PVC AND DUCTILE IRON SHALL BE SEPARATELY SPECIFIED ON THE PLANS: WITH THICKNESS CLASSES TO BE SHOWN BASED ON WORKING PRESSURES, PIPE DEPTH AND TRENCH CONDITIONS.	PIPE IDENTIFICATION/LOCATION WRE
TIONS OF THE PLANS OR PLANS.	FITTINGS FOR DUCTILE IRON PIPE AND PVC C900 PIPE SHALL BE DUCTILE IRON AND SHALL CONFORM TO ANSI/AWWA C110/A21.10 (LATEST EDITION) AND SHALL BE CEMENT LINED IN CONFORMANCE WITH ANSI/AWWA C104/A21.4 (LATEST EDITION).	BLUE INDICATOR TAPE SHALL BE BURIED IN THE WATER MAIN TRENCH WATER MAIN. A CONTINOUS COPPER DETECTOR WIRE SHALL BE ATTAG WATER DETAIL SHEET.
ON SHALL BE IN	POLYETHYLENE WRAP USED FOR CORROSION PREVENTION ON DUCTUE IPON PIPE SHALL CONFORM	DISINFECTION AND TESTING
PECIFICATIONS FOR	TO THE REQUIREMENTS OF ANSI/ASTM D1248. THE MINIMUM NOMINAL THICKNESS SHALL BE 0.008 IN. (8 MILS). INSTALLATION OF POLY WRAP SHALL BE IN ACCORDANCE WITH AWWA C105. VALVES	ALL PIPE SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA STANDA ALLOWABLE LEAKAGE FOR PVC PRESSURE MAINS WILL BE IN ACCORDA
IPACTED TO THE OF LIMEROCK BASE F 98% PER AASHTO RETE, SURFACE COURSE T INSTALLATION SHALL	GATE VALVES SHALL BE RESILIENT-SEAT AND SHALL CONFORM TO ANSI/AWWA C509-87 WITH HANDWHEEL OR WRENCH NUT, EXTENSION STEMS AND OTHER APPURTENANCES AS REQUIRED. MANUFACTURER'S CERTIFICATION OF THE VALVES' COMPLIANCE WITH AWWA SPECIFICATION C509 AND TESTS LISTED THEREIN WILL BE REQUIRED. VALVES SHALL BE CLOW, MUELLER, DRESSER, KENNEDY, AMERICAN, OR APPROVED EQUAL.	THE CONTRACTOR SHALL PROVIDE AT HIS OWN EXPENSE ALL NECESSA EQUIPMENT, WATER, WATER METERS, PRESSURE GAUGES, AND OTHER E FACILITIES REQUIRED FOR ALL HYDROSTATIC AND LEAKAGE TESTING. ( CONTACT THE ENGINEER, OWNER/OPERATOR IN WRITTEN FORM, FORTY- ADVANCE OF PROPOSED TESTING. THE CONTRACTOR SHALL PERFORM PRETESTING PRIOR TO NOTIFICATION.
RT	BUTTERFLY VALVES	THE WATER SYSTEM SHALL BE SOAK TESTED FOR 24 HOURS @ 150 P. AT 150 PSI FOR TWO (2) HOURS, WITH ALLOWABLE LEAKAGE IN ACCOP STANDARDS.
CONSTRUCTION PLANS. AT DRIVEWAYS) WITH	BUTTERFLY VALVES SHALL MEET OR EXCEED THE DESIGN STRENGTH, TESTING AND PERFORMANCE REQUIREMENTS OF AWWA C504, CLASS 150. VALVES SHALL BE DUCTILE IRON, RESILIENT SEAT, AND BE MANUFACTURED BY KENNEDY, MUELLER, AMERICAN, OR APPROVED EQUAL. BUTTERFLY VALVES TO BE USED FOR SIZES GREATER THAN 12'.	CONTRACTOR SHALL OBTAIN A COPY OF THE FDEP WATER SYSTEM PER BACTERIOLOGICAL TESTING SAMPLES FROM THE SAMPLE POINTS SPECIF
IER TOOLED OR SAW CUT 1/2" RISE PER FOOT E PROVIDED AT ALL	AIR RELEASE VALVES	CONNECTIONS TO EXISTING WATER MAINS
E PROVIDED AT ALL ANDICAP WITH SITE E CONSTRUCTION.	AIR RELEASE VALVES SHALL BE PLACED AT HIGH POINTS OF THE TRANSMISSION MAIN TO PERMIT ESCAPE OF TRAPPED AIR. THE VALVE SIZE, LOCATION AND METHOD OF INSTALLATION SHALL BE INDICATED ON THE DRAWINGS, OR AS DIRECTED BY THE ENGINEER. AIR RELEASE VALVES SHALL BE CRISPIN PRESSURE AIR VALVE TYPE N, APCO, OR VALVE & PRIMER CORP.	PRIOR TO THE CONNECTION TO ANY EXISTING MAIN, THE PROPOSED W/ DISINFECTED, HAVE CITY ENGINEER APPROVED PRESSURE TESTING AND REFER TO FDEP PERMIT FOR ANY ADDITIONAL REQUIREMENTS. NO EXIS OPERATED WITHOUT CITY APPROVAL.
E CONSTRUCTION	VALVE BOXES	AS-BUILT DRAWINGS
SIGNAGE SHALL BE IN URING TIME WILL BE VE PAVEMENT I FDOT INDEX NO.	VALVE BOXES ON BURIED POTABLE WATER MAINS SHALL BE ADJUSTABLE CAST IRON CONSTRUCTION, WITH A MINIMUM INTERIOR DIAMETER OF 5" WITH COVERS CAST WITH THE INSCRIPTION IN LEGIBLE LETTERING ON THE TOP: WATER, BOXES SHALL BE SUITABLE FOR THE APPLICABLE SURFACE LOADING AND VALVE SIZE, AND SHALL BE MANUFACTURED BY MUELLER	THE CONTRACTOR SHALL PROVIDE VERTICAL AND HORIZONTAL "AS-BUI RELATIVE TO ALL CONSTRUCTED UTILITIES AND STRUCTURES. THREE S TO THE CITY FOR REVIEW. ONCE APPROVED BY THE UTILITY, ONE REP PROVIDED.
	COMPANY, MODEL 10384, OR APPROVED EQUAL. VALVE BOX PADS SHALL BE 18" X 18" X 4" THICK CONCRETE WITH #4 REINFORCING BARS. PAD TO BE SET AT FINISHED GRADE WITH RECESSED DETECTOR WIRE CONDUIT PORT PER DETAIL.	AS-BUILT INFORMATION FOR THE WATER SYSTEM SHALL INCLUDE, BUT FOLLOWING:
COCK ROAD. ALL EMENT OF	FIRE HYDRANTS	1. LOCATION OF ALL VALVES, FITTINGS, HYDRANTS AND SERVICES. 2. LOCATION OF THE WATER MAIN THE HOPIZONTALLY TO THE DACK
S SHALL BE E WORK SITE AREA. I NIGHT DURING	FIRE HYDRANTS SHALL CONFORM TO THE LATEST EDITION OF AWWA C502-85 AND SHALL BE FURNISHED COMPLETE WITH WRENCH AND OTHER APPURTENANCES. MANUFACTURER'S CERTIFICATION OF COMPLIANCE WITH AWWA C502 AND TESTS LISTED THEREIN WILL BE REQUIRED. ALL HYDRANTS SHALL BE OF BREAKABLE TYPE, WITH THE BREAKABLE SECTION LOCATED SLIGHTLY ABOVE THE FINISH GROUND LINE. HYDRANTS SHALL CONTAIN TWO-TWO AND A HALF INCH	<ol> <li>LOCATION OF THE WATER MAIN TIED HORIZONTALLY TO THE BACK PAVEMENT.</li> <li>CERTIFICATION AS TO THE SYSTEM MEETING THE MINIMUM COVER</li> <li>HORIZONTAL AND VERTICAL DATA FOR ANY CONSTRUCTION WHICH</li> </ol>
WTH ENGINEERING	(2-1/2") HOSE CONNECTIONS AND ONE-FOUR AND A HALF INCH (4-1/2") STEAMER CONNECTIONS WITH NATIONAL STANDARD FIRE HOSE COUPLING SCREW THREADS, FIVE AND ONE QUARTER INCH (5-1/4") VALVE OPENING, SIX INCH (6") DIAMETER MECHANICAL JOINT INFT ONE AND ONE-HALF	5. UTILITY LOCATES ON SYSTEMS INSTALLED UNDER THIS CONTRACT
LANS. CONCRETE FOR	INCH (1-1/2") PENTAGON OPERATING NUT. SHALL OPEN COUNTERCLOCKWISE, SHALL BE PAINTED IN CONFORMANCE WITH CITY OF CLERMONT REQUIREMENTS (COLORS BASED ON DELIVERED FIRE FLOW) WITH THE PRIMER AND FINISH PAINT BEING SHERWIN WILLIAMS OSHA SAFETY COLOR ENAMEL PAINT. HYDRANTS SHALL BE MUELLER CENTURION (TRAFFIC MODEL A-423), NO	RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER UNTIL AS-BUILT REVIEWED AND APPROVED BY THE UTILITY. SANITARY SEWER SYSTEM
MTH A 28-DAY CONTRACTION JOINTS ENTER. CONSTRUCTION	SUBSTITUTE. FIRE HYDRANTS TO BE THE BREAK-AWAY TYPE WITH A CAST IRON DÚCTILE IRON MECHANICAL JOINT HYDRANT TEE, WITH RESILIENT SEAT AND MECHANICAL JOINT GATE VALVE.	OWNER/OPERATOR
NS FOR ROAD AND E CONSTRUCTION	1. BLUE PAVEMENT REFLECTORS (CAT EYES) SHALL BE PLACED IN THE CENTERLINE OF THE DRIVING LANE DIRECTLY IN FRONT OF EACH FIRE HYDRANT.	THE ENTITY THAT WILL OPERATE AND MAINTAIN THE SEWER SYSTEM SH IS THE CITY OF CLERMONT. THE CONTRACTOR SHALL BE EXPECTED TO REQUIREMENTS OF THAT ENTITY.
	<ol> <li>CONTRACTOR SHALL PROVIDE A POST-CONSTRUCTION FIRE FLOW TEST WITNESSED AND APPROVED BY THE ENGINEER AND OWNER/OPERATOR. HYDRANTS SHALL MAINTAIN A RESIDUAL PRESSURE OF 20 PSI DURING MAXIMUM DOMESTIC FIRE DEMAND, BASED ON EXISTING SYSTEM FLOWS AND PRESSURE.</li> </ol>	MATERIALS ALL SANITARY SEWER PIPE SHALL BE PVC SEWER PIPE CONFORMING TO
SMOOTH TRANSITION FTER FINAL GRADING. ) AFTER FINAL GRADING ON. ALL CRASSING	3. THERE SHALL BE NO TREES, SHRUBS, ETC., PLANTED AROUND THE FIRE HYDRANTS OR IN AREAS DESIGNATED AS FIRE LANES.	INSTALLATION OF PVC SEWER PIPE SHALL CONFORM TO ASTM D2321, EDITION, FOR CONSTRUCTION METHODS, EXCEPT FOR BACKFILLING, WHIC ON THE DETAIL SHEET. A MINIMUM OF 0.4% SLOPE SHALL BE REQUIRE
CCEPTANCE BY THE	4. APPLY TWO COATS OF SHERWIN WILLIAMS OSHA SAFETY ENAMEL PAINT. SEE DETAIL FOR FLOWS AND PAINT CODES.	DUCTILE IRON SANITARY SEWER GRAVITY PIPE SHALL BE CLASS 52 DUC LINED. POLYETHYLENE WRAP USED FOR CORROSION PREVENTION ON DE CONFORM TO THE REQUIREMENTS OF ANSI/ASTM/D1248. THE MINIMUM
. PURSUANT TO LAKE 3.02.05D.	WATER SERVICES UNLESS OTHERWISE NOTED IN THE PLANS, THE UTILITY COMPANY SHALL PROVIDE AND INSTALL	SHALL BE 0.008 IN. (8 MILS). INSTALLATION OF POLYWRAP SHALL BE AWWA C105.
ILTS. AS-BUILTS	WATER METERS. CONTRACTOR SHALL CONSTRUCT WATER SERVICE THROUGH THE CURB STOP AND SET METER BOXES TO FINISHED GRADE, AS SHOWN ON THE WATER SYSTEM DETAIL SHEET. POLYETHYLENE (PE) PRESSURE PIPE FOR WATER SERVICES «" THROUGH 3" SHALL CONFORM TO	ALL SEWER FITTINGS SHALL BE PVC MEETING THE REQUIREMENTS OF AS SHALL BE SUITABLE FOR USE WITH SDR-35 GRAVITY SEWER PIPE. ALL ELASTOMERIC SEALING GASKETS.
ENERAL AS-BUILT	AWWA C901-88, MIN, 200 PSI, AND SHALL BE PHILLIPS DRISCO CTS 5100 (DR-9) ASTM D-2737, 200 PSI	JOINTS FOR GRAVITY SEWER PIPE AND ALL FITTINGS SHALL BE ELASTON GASKETS SHALL CONFORM TO ASTM F477.
SHOWN ON THESE	ALL SERVICES SHALL INCLUDE THE FOLLOWING: LOCKING CURB STOPS, WYE BRANCHES, UNIONS AS REQUIRED, PE SERVICE PIPE, AND CORPORATION STOPS. THE SERVICE SHALL BE COMPLETE THROUGH THE CURB STOP AS SHOWN ON THE DETAIL SHEET, AND SHALL BE OF THE TYPE REQUIRED FOR COMPATIBILITY WITH THE SERVICE LINES SPECIFIED, AND FITTINGS SHALL BE MANUFACTURED BY FORD.	SANITARY SEWER MANHOLES SHALL BE PRECAST CONSTRUCTION. THE OF MANHOLES SHALL BE 48" FOR SEWER LINES 21" IN DIAMETER OR LE MANHOLES SHALL BE IN ACCORDANCE WITH ASTM C-478 SPECIFICATION FLEXIBLE JOINT SEALS, RAMNEK, OR APPROVED EQUAL. THE MINIMUM V SANITARY SEWER MANHOLES SHALL BE 8". THE INTERIOR SURFACES OF PE DEDUCTOR BY THE ADDITION OF TWO COATE MODIFIED BY THE ADDITION OF TWO COATE BY THE ADDITION OF TWO C
TO MEET ALL THE	MATERIALS AS REQUIRED BY THE CITY OF CLERMONT SERVICE SADDLE - FORD FS202 OR F202 X CC	BE PROTECTED BY THE APPLICATION OF TWO COATS KOPPERS BITUMAS EQUAL, APPLIED AT THE RATE OF 120 SQUARE FEET PER GALLON PER SURFACES SHALL RECEIVE TWO COATS KOPPERS BITUMASTIC 300 M, OR APPLIED AT THE RATE OF 120 SQUARE FEET PER GALLON PER COAT M
ET JOINTS. RCP SHALL STRUCTION (1996)	CORPORATION STOP - FORD FB1000 CURB STOP - FORD B41-444W METER BOX - SINGLE ONLY (NO DOUBLE METER BOXES ALLOWED), DEXOL WITH IRON READER DOOR.	THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE TO PROVIDE A FLEXIB THE PIPE TO THE MANHOLE. NO ADHESIVES OR LUBRICANTS SHALL BE
-		INSTALLATION OF THE CONNECTOR INTO THE MANHOLE. THE RUBBER FI

E TO PROVIDE A FLEXIBLE WATERTIGHT SEAL OF HE PIPE TO THE MANHOLE. NO ADHESIVES OR LUBRICANTS SHALL BE EMPLOYED IN THE NSTALLATION OF THE CONNECTOR INTO THE MANHOLE. THE RUBBER FOR CONNECTOR SHAL COMPLY WITH ASTM C443 AND ASTM C923 AND CONSIST OF EPOM AND ELASTOMERS DESIGNED TO BE RESISTANT TO OZONE, WEATHER ELEMENT, CHEMICALS, INCLUDING ACIDS, ALKALIS, WIMAL AND VEGETABLE FATS, OILS AND PETROLEUM PRODUCTS FROM SPILLS. ALL STAINLESS STEEL ELEMENTS OF THE CONNECTOR SHALL BE TOTALLY NON-MAGNETIC SERIES 316 STAINLESS, EXCLUDING THE WORM SCREW FOR TIGHTENING THE STEEL BAND AROUND THE PIPE WHICH SHALL BE TORQUED BY A BREAKAWAY TORQUE WRENCH AVAILABLE FROM THE PRECAST MANHOLE SUPPLIER, AND SET FOR 60-70 INCH/LBS. THE CONNECTOR SHALL BE INSTALLED IN THE MANHOLE WALL BY ACTIVATING THE EXPANDING MECHANISM IN STRICT ACCORDANCE WITH THE RECOMMENDATION OF THE CONNECTOR MANUFACTURER.

ACTIVITY IDATE NAME JBM DESIGNED BY: 8/97 DDH/GSG DRAWN BY: 8/97 HECKED BY: JBM 8/97 FOR APPROVED BY: JAMES C. BRANCH 8/97 REGISTRATION NO. 34791 NO. DATE REVISION APPROVED FILE: EKPGN.DWG

COMPOUND Y BRANCH - FORD Y44-264

INSTALL OR PROVIDE CITY WITH 1" X 3/4" BRASS BUSHING AT METER DISCHARGE CONNECTION.

SYSTEM DETAILS FOR OTHER SERVICE LOCATION AND MARKING REQUIREMENTS.

THE CONTRACTOR SHALL OUT "W" IN THE CURB TOP AT EACH WATER SERVICE, AND A "V" AT ALL VALVE LOCATIONS. CUT W'S AND V'S SHALL BE HIGHLIGHTED IN BLUE PAINT. SEE WATER

JOINT RESTRAINT - MEGA LUG

the same of the second

RIGHT OF WAY RADIUS. DO NOT DEFLECT PIPE. BE IN CONFORMANCE WITH ASTM D2774 (LATEST WATER MAIN SHALL BE IN CONFORMANCE WITH

MUM DENSITY AS DETERMINED BY AASHTO T-180 JM LIFT THICKNESS. OTHER COMPACTION OF AS DETERMINED BY AASHTO T-180 WITH 12"

FROM TOP OF PIPE TO FINISHED GRADE. SEE PLAN

AS TO PROVIDE A MINIMUM VERTICAL CLEARANCE OF 10-FEET FROM ALL SANITARY HAZARDS, TURES, AS WELL AS SEWER PIPING. IF CLEARANCE TER MAIN SHALL BE PROVIDED 10-FEET EITHER SIDE

RESTRAINED JOINT FITTINGS: NO CONC. THRUST

TS. VALVES, ETC., SHALL BE PROVIDED WITH CONSTRUCTION SPECIFICATIONS, REFER TO THE

HE WATER MAIN TRENCH 18" DIRECTLY ABOVE THE WIRE SHALL BE ATTACHED AS SHOWN ON THE

ICE WITH AWWA STANDARD C651-86.

NS WILL BE IN ACCORDANCE WITH AWWA M23.

EXPENSE ALL NECESSARY TEST PUMPING GAUGES, AND OTHER EQUIPMENT, MATERIAL AND ID LEAKAGE TESTING. CONTRACTOR SHALL WRITTEN FORM. FORTY-EIGHT (48) HOURS IN ACTOR SHALL PERFORM SATISFACTORY

OR 24 HOURS @ 150 PSI AND TESTED FOR LEAKAGE BLE LEAKAGE IN ACCORDANCE WITH ABOVE

DEP WATER SYSTEM PERMIT AND PULL SAMPLE POINTS SPECIFIED IN THE PERMIT.

IAIN. THE PROPOSED WATER MAIN SHALL BE PRESSURE TESTING AND HAVE FDEP CLEARANCE REQUIREMENTS. NO EXISTING VALVES SHALL BE

D HORIZONTAL "AS-BUILT" INFORMATION STRUCTURES. THREE SETS SHALL BE PROVIDED THE UTILITY, ONE REPRODUCIBLE SET SHALL BE

M SHALL INCLUDE, BUT NOT BE LIMITED TO, THE

CONTALLY TO THE BACK OF CURB OR EDGE OF

IG THE MINIMUM COVER REQUIREMENTS.

CONSTRUCTION WHICH DEVIATES FRIOM THE

INDER THIS CONTRACT SHALL REMAIN THE ELOPER UNTIL AS-BUILT DRAWINGS ARE

THE SEWER SYSTEM SHOWN ON THESE PLANS SHALL BE EXPECTED TO MEET ALL THE

R PIPE CONFORMING TO ASTM D3034 SDR-35. ORM TO ASTM D2321. SEE ASTM C-12, LATEST FOR BACKFILLING, WHICH WILL BE ASI SHOWN OPE SHALL BE REQUIRED FOR ALL 8" PIPE.

HALL BE CLASS 52 DUCTILE IRON PORYETHYLENE SION PREVENTION ON DUCTILE IRON PIPE SHALL 1/D1248. THE MINIMUM NOMINAL THICKNESS POLYWRAP SHALL BE IN ACCORDANICE WITH

E REQUIREMENTS OF ASTM D3034. IFITTINGS VITY SEWER PIPE. ALL FITTINGS SHALL HAVE

NGS SHALL BE ELASTOMERIC RUBBER SEALS.

CONSTRUCTION. THE MINIMUM SIZE DIAMETER " IN DIAMETER OR LESS. PRECAST REINFORCED C-478 SPECIFICATIONS. WITH PREFORMED EQUAL. THE MINIMUM WALL THICKNESS ON INTERIOR SURFACES OF ALL MANHOLES SHALI ATS KOPPERS BITUMASTIC 300 M. OR APPROVED FEET PER GALLON PER COAT MINIMUM, EXTERIOR BITUMASTIC 300 M, OR APPROVED EQUAL, GALLON PER COAT MINIMUM.

NOTE: CASTINGS SHALL BE ASTM A-48, CLASS 20 FOR TRAFFIC APPLICATIONS, FRAMES SHALL WEIGH NOT LESS THAN 210 POUNDS AND COVERS NOT LESS THAN 120 POUNDS; FOR NON-TRAFFIC APPLICATIONS, FRAMES SHALL WEIGH NOT LESS THAN 145 POUNDS AND COVERS NOT LESS THAN 120 POUNDS.

WATERTIGHT APPLICATIONS: WEIGHTS SHALL BE EQUAL TO OR EXCEED THE SPECIFICATIONS LISTED ABOVE, AND SHALL BE SUPPLIED WITH NEOPRENE GASKETS AND BOLT-DOWN TYPE COVER. DAVIS METER COMPANY OR U.S. FOUNDRY BOLTED RING AND COVER, OR APPROVED EQUAL.

ALL FRAMES SHALL HAVE A CLEAR OPENING OF NOT LESS THAN 22". THE FRAME AND COVER SEAT ARE TO BE MACHINED SO THAT NO ROCKING OF THE COVER IS POSSIBLE. CASTINGS ARE TO BE COATED WITH COAL TAR PITCH VARNISH. CONCRETE COLLAR IS TO BE POURED TO SECURE FRAME TO MANHOLE STRUCTURE.

COVERS MUST BE FREE OF ANY OPENINGS OTHER THAN A PICK HOLE ON THE EDGE. THE PATTERN IS TO INCLUDE THE WORDS "SANITARY SEWER". FRAME AND COVER TO BE DAVIS METER COMPANY, U.S. FOUNDRY, OR APPROVED EQUAL. CONSTRUCTION METHODS

INSTALLATION OF GRAVITY SANITARY SEWER SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

A HORIZONTAL SEPARATION OF AT LEAST 10' SHALL BE MAINTAINED BETWEEN WATER AND SEWER LINES. WHEN WATER AND SEWER LINES CROSS WITH LESS THAN 18" VERTICAL SEPARATION, OR WHEN THE WATER LINE CROSSES BENEATH THE SEWER LINE AT ANY DEPTH, THE SEWER LINE SHALL BE ENCASED IN CONCRETE OR THE SEWER SHALL BE DUCTILE IRON PIPE FOR A DISTANCE OF 10' EITHER SIDE OF THE CROSSING.

TRENCHING AND BACKFILL SHALL BE PER DETAILS PROVIDED IN THE CONSTRUCTION PLANS. COMPACTED BACKFILL SHALL BE TO 98% MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 FOR UNDER PAVEMENT. ALL OTHER COMPACTION OF BACKFILL SHALL BE TO 95% MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.

NO CONNECTION IS TO BE MADE TO CITY SYSTEM UNTIL FINAL APPROVAL IS GRANTED BY FDEP. THE ENGINEER, AND THE CITY. DEWATERING

IN THE EVENT THAT WATER IS ENCOUNTERED DURING THE CONSTRUCTION OF THE SANITARY SEWER SYSTEM, DEWATERING SHALL BE CONDUCTED. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE DESIGN, INSTALLATION, OPERATION, AND SUBSEQUENT REMOVAL OF DEWATERING SYSTEMS AND THEIR SAFETY AND CONFORMITY WITH LOCAL CODES AND REGULATIONS. DEWATERING EQUIPMENT NEEDED EXCEEDS ANY OF THE FOLLOWING: 1) 6" PUMP VOLUTE; 2) 100,000 GPD TOTAL 24 HOUR (1 DAY) DEWATERING, AND; 3) 1,000,000 GPD PUMP CAPACITY, THE CONTRACTOR SHALL BE REQUIRED TO PERMIT THE DEWATERING SYSTEM WITH THE SJRWMD. THE ENGINEER AND/OR OWNER SHALL BE NOTIFIED IMMEDIATELY IF ANY OF THE ABOVE THRESHOLDS ARE EXCEEDED.

AT ALL TIMES DURING CONSTRUCTION, KEEP EXCAVATIONS FREE FROM STANDING WATER. SUMPS, IF REQUIRED, SHALL BE LOCATED OUTSIDE OF LOAD BEARING AREAS SO THE BEARING SURFACES WILL NOT BE DISTURBED. WATER PUMPED FROM THE EXCAVATION SHALL BE DISCHARGED TO PREVENT RE-ENTRY INTO THE SOIL STRATA BEING DEWATERED. WATER CONTAINING SILT IN SUSPENSION SHALL NOT BE PUMPED INTO SEWER LINES OR ADJACENT STREAMS. THE METHOD OF DISPOSING OF WATER PUMPED FROM THE EXCAVATION SHALL BE APPROVED BY THE ENGINEER, PRIOR TO ACTUAL DISPOSAL.

PIPE EMBEDMENT

SANITARY SEWER PIPE MUST BE BEDDED TRUE TO LINE AND GRADE WITH UNIFORM AND CONTINUOUS LONGITUDINAL SUPPORT FROM A FIRM BASE. BLOCKING MUST NOT BE USED TO BRING THE PIPE TO GRADE. PIPE BED SHALL BE UNDISTURBED EARTH AND, IN THE EVENT OF OVEREXCAVATION, THE CONTRACTOR SHALL REPLACE MATERIALS WITH MATERIALS SPECIFIED BY THE ENGINEER AND COMPACTED TO A DENSITY EQUAL TO THE NATIVE SOIL.

AT ALL LOCATIONS WHERE PIPING IS TO BE INSTALLED IN AN AREA WHERE MUCK WAS NOTED IN THE SOILS TESTING OR AT ANY OTHER LOCATIONS WHERE MUCK OR ORGANIC SOILS ARE ENCOUNTERED, THE TRENCH SHALL BE OVER-EXCAVATED TO REMOVE ALL MUCK OR ORGANIC SOILS AND CLEAN FINE SAND PLACED AND COMPACTED IN THE TRENCH BOTTOM TO THE ELEVATIONS AND LOCATIONS NOTED ON THE PLANS. BACKFILL NEEDED TO BRING TRENCH TO THE PROPER GRADE SHALL BE COMPACTED TO A MINIMUM DENSITY OF 98% OF THE AASHTO T-180 MAXIMUM DENSITY.

TRENCH OR EXCAVATION BOTTOM STABILIZATION MATERIAL

A. SAND

SAND SHALL BE WELL GRADED, ORGANIC FREE, DURABLE, GRANULAR MATERIAL, AND SHALL PASS A NO. 4 SIEVE. NOT MORE THAN 15 PERCENT SHALL PASS A NO. 200 SIEVE. B. PIT RUN GRAVEL

PIT RUN GRAVEL SHALL BE ORGANIC FREE AND SHALL PASS A 3/4-INCH SIEVE. C. GRANULAR MATERIAL

GRANULAR MATERIAL SHALL BE WELL GRADED, ORGANIC AND SOIL FREE, DURABLE AGGREGATE AND SHALL PASS A 3/4-INCH SIEVE. NOT MORE THAN 15 PERCENT SHALL PASS A NO. 200 SIEVE.

### CLEARANCE

THE WATER MAIN SHALL BE INSTALLED AS NOTED ON THE PLANS. WHERE APPLICABLE, A LATERAL SEPARATION OF AT LEAST 10' SHALL BE MAINTAINED BETWEEN WATER AND SEWER LINES. WHEN WATER AND SEWER LINES CROSS WITH LESS THAN AN 18" VERTICAL SEPARATION, THE PVC SEWER LINE SHALL BE DUCTILE IRON PIPE USED IN LIEU OF PVC PIPE FOR A DISTANCE OF 10' EITHER SIDE OF THE CROSSING.

TESTING

INFILTRATION TESTING OF THE SANITARY SEWER SYSTEM WILL BE REQUIRED AND PERFORMED BY THE CONTRACTOR. INFILTRATION SHALL NOT EXCEED 200 GALLONS PER DAY PER INCH OF DIAMETER PER MILE OF LENGTH. IN THE EVENT THAT GROUNDWATER IS NOT ENCOUNTERED DURING SANITARY SEWER CONSTRUCTION, OR IF THE GROUNDWATER ENCOUNTERED IS NOT 24" ABOVE THE TOP OF PIPE, EXFILTRATION TESTING OF THE SANITARY SEWER SYSTEM WILL BE VECESSARY. THE TESTING WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, BUT WILL BE WITNESSED BY THE ENGINEER AND THE UTILITY REPRESENTATIVES. EXFILTRATION SHALL NOT EXCEED 200 GALLONS PER DAY PER INCH OF DIAMETER PER MILE OF LENGTH, INCLUDING MANHOLES.

LINE LAMPING WILL BE REQUIRED TO BE PERFORMED BY THE CONTRACTOR AND WITNESSED BY THE ENGINEER AND CITY OF CLERMONT.

THE CONTRACTOR SHALL PROVIDE AT HIS OWN EXPENSE ALL NECESSARY TEST PUMPING EQUIPMENT, WATER, WATER METERS, PRESSURE GAUGES, AND OTHER EQUIPMENT, MATERIAL AND FACILITIES REQUIRED FOR ALL TESTING. CONTRACTOR SHALL CONTACT THE ENGINEER, OWNER, AND CITY OF CLERMONT IN WRITTEN FORM, FORTY-EIGHT (48) HOURS IN ADVANCE OF PROPOSED TESTING. THE CONTRACTOR SHALL PERFORM SATISFACTORY PRETESTING PRIOR TO NOTIFICATION.

AS-BUILT DRAWINGS

THE CONTRACTOR SHALL PROVIDE VERTICAL AND HORIZONTAL "AS-BUILT" INFORMATION RELATIVE TO ALL CONSTRUCTED UTILITIES AND STRUCTURES. THREE SETS SHALL BE PROVIDED TO THE CITY FOR REVIEW; ONCE APPROVAL BY THE UTILITY, ONE REPRODUCIBLE MYLAR SHALL de provided.

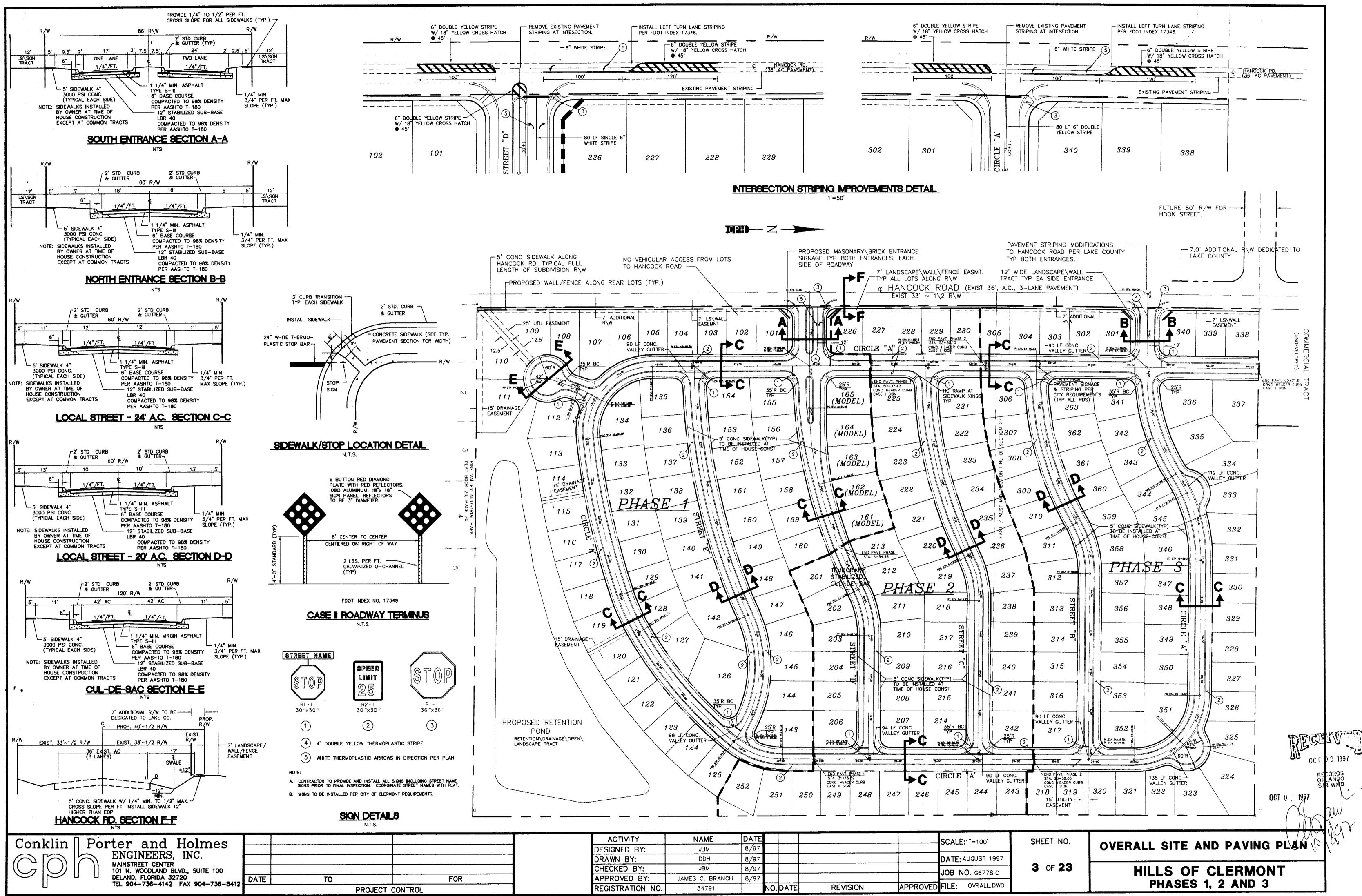
AS-BUILT INFORMATION SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

- LOCATIONS AND INVERTS OF ALL GRAVITY SEWER LINES, MANHOLES, CLEAN-OUTS, AND SERVICE LATERALS AND RIM ELEVATION OF ALL MANHOLES.
- HORIZONTAL AND VERTICAL DATA FOR ANY CONSTRUCTION WHICH DEVIATES FROM THE APPROVED ENGINEERING PLANS.
- DISTANCES OF SEWER LINE LAID FROM MANHOLE TO MANHOLE AND/OR CLEAN-OUT WITH THES TO LATERALS. TRENCH SAFETY

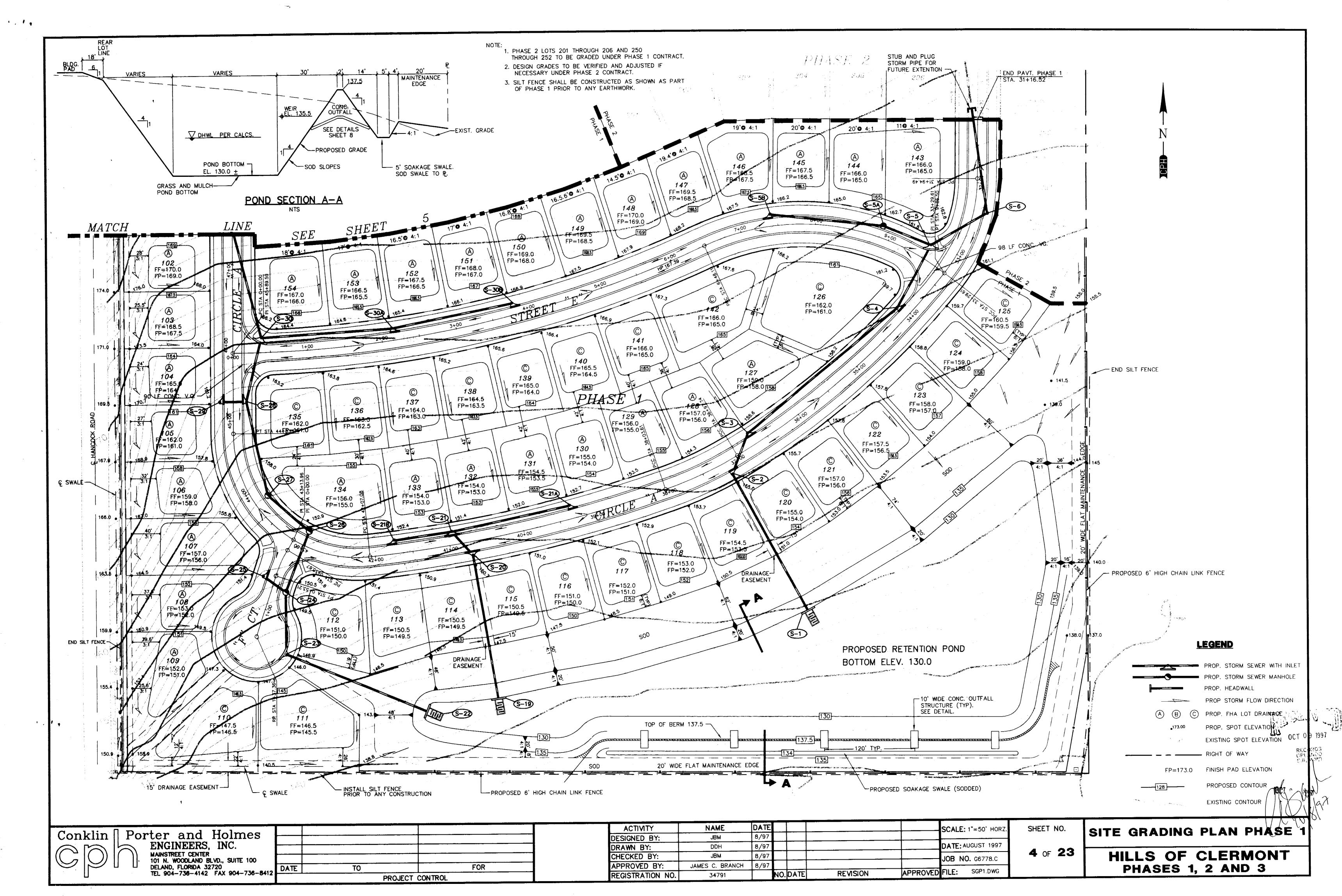
THE CONTRACTOR SHALL RECOONIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, "INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE NCIDENTAL TO THE CONTRACT.

A: \06778.C\0ENNOTES.JBM: \$5 CALE: N.T.S. SHEET NO. **GENERAL NOTES** DATE: AUGUST 199 2 OF 23 HILLS OF CLERMONT JOB NO. 66778.C PHASES 1, 2 AND 3

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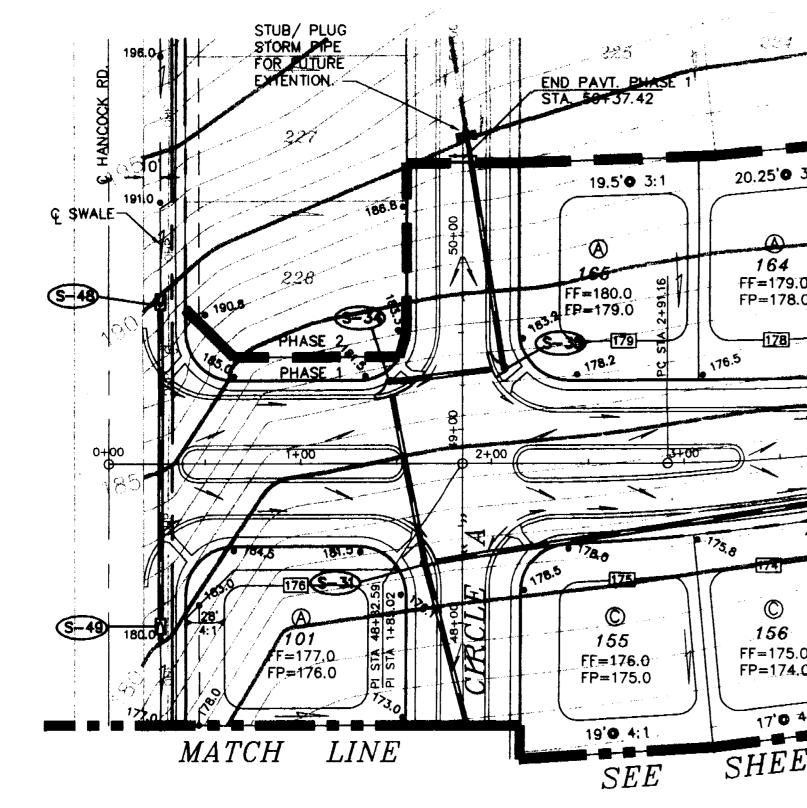


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	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
. <del> · · · </del>	CHECKED BY:	JBM	8/97			
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROVED



8	TOPM SEWER STRUCTURES			STO	ORM SEWER STRUCTURES		8	TORM PIPE SCH	EDULE
STRUCTURE STATION / FDOT DESCRIPTION	FLOW LINE RIM EOP NORTH SOUTH EAST WEST ELEV. ELEV.		CTURE STATION/ LOCATION	FDOT DESCRIPTION	FLOW LINE         RIM           NORTH         SOUTH         EAST         WEST         ELEV.	EOP COMMENTS	PIPE REACH LE	ENGTH DIA.	PIPE SLOPE(%) COMMENTS
PHASE 1         PHASE 1 $S-1$ RETENTION POND         250         HWL (48" RCP) $S-2$ $37+15$ , $17.5'$ LT.         210         P-1 CURB INLET $S-3$ $36+70$ , $17.5'$ RT.         210         P-1 CURB INLET $S-4$ $33+95$ , $17.5'$ RT.         210         P-1 CURB INLET $S-5$ $9+55$ , $17.5'$ LT.         210         P-2 CURB INLET $S-5A$ $8+87$ , $16'$ LT.         200, $201$ $J=8$ M.H. $S-5B$ $7+41$ , $15.5'$ LT.         210         P-1 CURB INLET $S-6$ $32+35$ , $17.5'$ LT.         210         P-1 CURB INLET $S-6$ $32+35$ , $17.5'$ LT.         210         P-1 CURB INLET $S-19$ RETENTION POND         250         HWL ( $18"$ RCP) $S-20$ $40+72$ , $17.5'$ RT.         210         P-2 CURB INLET $S-214$ $41+73$ , $17.5'$ RT.         210         P-1 CURB INLET $S-218$ $39+33$ , $17.5'$ RT.         210         P-1 CURB INLET $S-22$ RETENTION POND         250         HWL ( $48"$ RCP) $S-24$ $0+70$ , $20'$ LT.         210         P-1 CURB INLET	NORTH         SOUTH         EAST         WEST         ELEV.         ELEV.           130.0         148.50         148.0         154.40           148.50         148.0         155.03           149.50         149.40         155.03           155.50         155.0         158.84           155.50         155.0         158.00           157.00         156.80         162.60           146.30         146.00         150.20           146.30         146.00         150.20           146.50         146.60         150.20           146.50         146.60         150.20           146.50         146.60         150.20           146.50         146.60         150.20           147.40         151.42         130.00           139.00         138.50         145.00           144.50         144.00         145.00           144.50         144.00         152.50           151.00         150.50         157.00           158.20         146.00         152.50           151.00         150.50         157.00           158.20         158.10         160.16           158.20         158.1	W\ FLOW DISSIPATOR       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S         S       S <th>LOCATIONSE 312<math>24+95</math>, <math>17.5'</math> LT.13<math>9+83</math>, <math>17.5'</math> RT.14<math>9+83</math>, <math>17.5'</math> RT.14<math>9+83</math>, <math>17.5'</math> LT.14<math>9+83</math>, <math>17.5'</math> LT.14<math>9+83</math>, <math>17.5'</math> LT.15<math>5+97</math>, <math>15.5'</math> LT.15<math>5+97</math>, <math>15.5'</math> LT.16<math>5+97</math>, <math>15.5'</math> RT.17<math>23+00</math>, <math>17.5'</math> RT.17<math>23+00</math>, <math>17.5'</math> RT.17<math>23+00</math>, <math>17.5'</math> RT.17<math>23+00</math>, <math>17.5'</math> LT.18<math>21+00</math>, <math>17.5'</math> LT.40<math>0+38</math>, <math>17.5'</math> LT.41<math>56+20</math>, <math>17.5'</math> LT.42<math>12+45</math>, <math>17.5'</math> LT.43<math>57+81</math>, <math>17.5'</math> LT.44<math>14+31</math>, <math>17.5'</math> LT.45<math>14+31</math>, <math>17.5'</math> RT.46</th> <th>PDOT INDEX         DESCRIPTION           210         P-1         CURB_INLET           210         P-2         CURB_INLET</th> <th></th> <th>EOP ELEV.         COMMENTS           178.28         181.50           181.50         187.60           194.70         200.65           194.70         184.36           185.34         192.26           204.00         208.80           211.00         GRATE ELE           204.00        </th> <th>PIPE REACHLEPHASE 1<math>S-1</math> TO <math>S-2</math><math>S-2</math> TO <math>S-3</math><math>S-3</math> TO <math>S-4</math><math>S-4</math> TO <math>S-5</math><math>S-5</math> TO <math>S-5A</math><math>S-5</math> TO <math>S-5A</math><math>S-5</math> TO <math>S-5B</math><math>S-5</math> TO <math>S-6</math><math>S-5</math> TO <math>S-6</math><math>S-5</math> TO <math>S-20</math><math>S-20</math> TO <math>S-21</math><math>S-21</math> TO <math>S-21A</math><math>S-21</math> TO <math>S-21B</math><math>S-21</math> TO <math>S-21B</math><math>S-21</math> TO <math>S-23</math><math>S-21</math> TO <math>S-24</math><math>S-24</math> TO <math>S-25</math><math>S-24</math> TO <math>S-26</math><math>V</math><math>S-26</math> TO <math>S-27</math><math>S-27</math> TO <math>S-28</math><math>S-28</math> TO <math>S-30</math><math>S-30</math> TO <math>S-30A</math><math>S-30</math> TO <math>S-31</math><math>S-31</math> TO <math>S-33</math><math>S-31</math> TO <math>S-34</math><math>S-34</math> TO <math>S-35</math><math>S-35</math> TO <math>S-36</math></th> <th>ENGTH         DIA.           206         LF         <math>48"</math>           48         LF         <math>42"</math>           271         LF         <math>42"</math>           271         LF         <math>42"</math>           78         LF         <math>36"</math>           65         LF         <math>18"</math>           150         LF         <math>18"</math>           150         LF         <math>18"</math>           150         LF         <math>18"</math>           203         LF         <math>36"</math>           203         LF         <math>36"</math>           203         LF         <math>36"</math>           203         LF         <math>18"</math>           203         LF         <math>18"</math>           203         LF         <math>36"</math>           203         LF         <math>36"</math>           203         LF         <math>36"</math>           204         LF         <math>36"</math>           27         LF         <math>18"</math>           201         LF         <math>36"</math>           27         LF         <math>18"</math>           80         LF         <math>36"</math>           94         LF         <math>36"</math>           28         LF         <math>18"</math>     &lt;</th> <th>PIPE         COMMENTS           8.74         1.88           1.29         1.54           1.09         2.20           1.30         2.96           2.96         140 LF PHASE 1           8.33         0.50           0.53         0.50           0.50         4.23           6.10         3.70           1.88         4.26           3.72         1.79           3.38         1.14           0.80         4.87           0.52         0.50           1.09         4.13           0.74         3.58           120 LF PHASE 1</th>	LOCATIONSE 312 $24+95$ , $17.5'$ LT.13 $9+83$ , $17.5'$ RT.14 $9+83$ , $17.5'$ RT.14 $9+83$ , $17.5'$ LT.14 $9+83$ , $17.5'$ LT.14 $9+83$ , $17.5'$ LT.15 $5+97$ , $15.5'$ LT.15 $5+97$ , $15.5'$ LT.16 $5+97$ , $15.5'$ RT.17 $23+00$ , $17.5'$ RT.17 $23+00$ , $17.5'$ RT.17 $23+00$ , $17.5'$ RT.17 $23+00$ , $17.5'$ LT.18 $21+00$ , $17.5'$ LT.40 $0+38$ , $17.5'$ LT.41 $56+20$ , $17.5'$ LT.42 $12+45$ , $17.5'$ LT.43 $57+81$ , $17.5'$ LT.44 $14+31$ , $17.5'$ LT.45 $14+31$ , $17.5'$ RT.46	PDOT INDEX         DESCRIPTION           210         P-1         CURB_INLET           210         P-2         CURB_INLET		EOP ELEV.         COMMENTS           178.28         181.50           181.50         187.60           194.70         200.65           194.70         184.36           185.34         192.26           204.00         208.80           211.00         GRATE ELE           204.00	PIPE REACHLEPHASE 1 $S-1$ TO $S-2$ $S-2$ TO $S-3$ $S-3$ TO $S-4$ $S-4$ TO $S-5$ $S-5$ TO $S-5A$ $S-5$ TO $S-5A$ $S-5$ TO $S-5B$ $S-5$ TO $S-6$ $S-5$ TO $S-6$ $S-5$ TO $S-20$ $S-20$ TO $S-21$ $S-21$ TO $S-21A$ $S-21$ TO $S-21B$ $S-21$ TO $S-21B$ $S-21$ TO $S-23$ $S-21$ TO $S-24$ $S-24$ TO $S-25$ $S-24$ TO $S-26$ $V$ $S-26$ TO $S-27$ $S-27$ TO $S-28$ $S-28$ TO $S-30$ $S-30$ TO $S-30A$ $S-30$ TO $S-31$ $S-31$ TO $S-33$ $S-31$ TO $S-34$ $S-34$ TO $S-35$ $S-35$ TO $S-36$	ENGTH         DIA.           206         LF $48"$ 48         LF $42"$ 271         LF $42"$ 271         LF $42"$ 78         LF $36"$ 65         LF $18"$ 150         LF $18"$ 150         LF $18"$ 150         LF $18"$ 203         LF $36"$ 203         LF $36"$ 203         LF $36"$ 203         LF $18"$ 203         LF $18"$ 203         LF $36"$ 203         LF $36"$ 203         LF $36"$ 204         LF $36"$ 27         LF $18"$ 201         LF $36"$ 27         LF $18"$ 80         LF $36"$ 94         LF $36"$ 28         LF $18"$ <	PIPE         COMMENTS           8.74         1.88           1.29         1.54           1.09         2.20           1.30         2.96           2.96         140 LF PHASE 1           8.33         0.50           0.53         0.50           0.50         4.23           6.10         3.70           1.88         4.26           3.72         1.79           3.38         1.14           0.80         4.87           0.52         0.50           1.09         4.13           0.74         3.58           120 LF PHASE 1
S-35         49+32.         17.5' RT.         210         P-1 CURB INLET           S-48         272         MES           S-49         272         MES	188.00							PIPE NGTH DIA.	PIPE SLOPE(%) COMMENTS
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	CRM SEWER STRUCTURES           FLOW LINE         RtM         EOP           NORTH         SOUTH         EAST         WEST         ELEV.         ELEV.           163.50         163.00         166.00         170.40         176.53           168.50         166.00         172.50         176.53         176.53           168.50         168.00         172.94         176.33         177.50           171.00         170.50         171.88         175.88         188.70           185.81         184.50         184.60         188.70         189.91           189.00         184.50         186.10         192.40         193.62           187.40         186.80         186.70         191.65         190.99           187.60         186.70         190.99         190.70           194.50         194.00         201.31         201.31	3:1 210 4:1	50 4. 50 4. 161 END P STA. 6	2. DESIGN GRADES TO BE IF NECESSARY UNDER F 2AVT. PHASE 1 50+54.46	NDER PHASE 1 CONTRACT. VERIFIED AND ADJUSTED PHASE 2 CONTRACT.		S-7         TO         S-8         S-8         TO         S-8A         S-2         S-8         TO         S-9         1           S-9         TO         S-10         S-10         S-11         S-12         S-11         S-11         S-13         S-11         S-36         S-36         S-36         S-36         S-36         S-37         S-37         S-37         S-37         S-37         S-36         S-37         S-36         S-37         S-37         <	203       LF $36"$ 81       LF $30"$ 235       IF $18"$ 64       LF $30"$ 94       LF $24"$ 36       LF $24"$ 37       LF $18"$ 83       LF $18"$ 91       LF $18"$ 92       LF $18"$ 91       LF $18"$ 92       LF $18"$ 93       LF $18"$ 94       LF $18"$ 95       LF $18"$ 96       LF $18"$ 97       LF $18"$ 98       LF $18"$ 97       LF $18"$ 98       LF $18"$ 96       LF	2.96       63 LF PHASE 2         2.35
S-49 1902 S-49 1902	$\begin{array}{c c c c c c c c c c c c c c c c c c c $	FP=179.0 $FP=179.0$ $FP=179.0$ $FP=179.0$ $FP=179.0$ $FP=179.0$ $FP=179.0$ $FP=179.0$ $FP=179.0$ $FP=176.5$	179.5 179.5 179.5 18.8 179.5 18.8 179.5 100 177.9 160 160 E5178.2 FP=177.2 FP=177.2 FP=177.2 FP=177.2 FP=177.2 FP=177.2 FP=177.2 FP=177.2		SE 1			PRC PRC PRC PRC PRC PRC PRC PRC PRC PRC	DP. STORM SEWER WITH INLET OP. STORM SEWER MANHOLE OP. STORM SEWER MANHOLE OP. HEADWALL OP STORM FLOW DIRECTION OP. FHA LOT DRAINAGE OP. SPOT ELEVATION STING SPOT ELEVATION HT OF WAY ISH PAD ELEVATION OPOSED CONTOUR STING CONTOUR

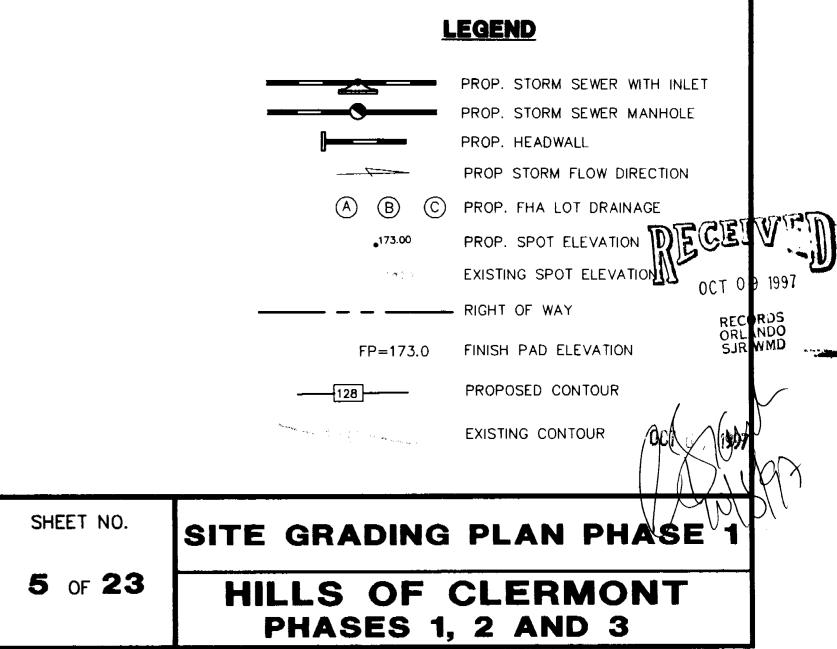
			8	TOPM SEWER STRUCTURES							STC	ORM SEWER STRUCTURES				S	TORM PIPE SC	HEDULE
STRUCTURE	STATION/ LOCATION	FDOT	DESCRIPTION	FLOW LINE NORTH SOUTH EAST WEST	RIM ELEV.	EOP COMMENTS ELEV.		STRUCTURE	STATION/ LOCATION	FDOT INDEX	DESCRIPTION	FLOW LINE NORTH SOUTH EAST WEST	RIM ELEV.	EOP CON	IMENTS	PIPE REACH	PIPE NGTH DIA.	PIPE SLOPE(%) COMMENTS
PHASE 1 S-1	RETENTION POND		HWI (48" RCP)			W FLOW DISSIPATOR		PHASE 3 S-12 S-13	24+95, 17.5' LT. 9+83, 17.5' RT.	210	P-1 CURB INLET P-1 CURB INLET	174.20 174.00		8.28 1.50		PHASE 1 S-1 TO S-2	206 LF 48"	8.74
<u>S-2</u>	<u>37+15, 17.5' LT.</u> <u>36+70, 17.5' RT.</u>	210	HWL (48" RCP) P-1 CURB INLET P-1 CURB INLET	130.0 148.50 148.0 149.50 149.40		154.40 155.03 158.84 160.50		S-14	9+83, 17.5' LT.	210 210	P-2 CURB INLET	177.00 176.50 178.00 177.50 178.00 182.00 183.00	11	1.50		S-3 TO S-4	48 LF 42" 71 LF 42"	1.88 1.29
<u>S-4</u> S-5	<u>33+95, 17.5' RT.</u> 9+55, 17.5' LT.	210 210	P-1 CURB INLET P-2 CURB INLET	149.50         149.40           153.80         153.00           155.50         155.0		158.84 160.50	·····	S-14A S-15	8+24, 15.5' LT. 5+97, 15.5' LT. 3+95, 15.5' LT.	210 210	P-1 CURB INLET P-1 CURB INLET	191.00 190.00 190.50	1	7.60 4.70			78 LF 36" 65 LF 18"	1.54
	8+87, 16' LT. 7+41, 15.5' LT.		J-8 M.H. P-1 CURB INLET P-1 CURB INLET	158.00 158.10 161.40	162.60	165.40 162.42		S-15A S-16 S-17	5+97, 15.5 RT. 23+00, 17.5 RT.	210 210 210	P-1 CURB INLET P-1 CURB INLET P-1 CURB INLET	197.00 191.20 180.80 180.50		0.65 4.70 4.36		S-5 TO S-6 S-6 TO S-7	81 LF 36" 03 LF 36" 192 LF 18"	1.30 2.96 140 LF PHASE 1
S-19	32+35, 17.5' LT. RETENTION POND 40+72, 17.5' LT.	250	HWL (18" RCP) P-2 CURB INLET	157.00 156.80 130.00 146.30 146.00		W FLOW DISSIPATOR		S-17A S-18	22+75, 17.5' LT. 21+00, 17.5' LT.	210 210	P-1 CURB INLET P-1 CURB INLET	181.50	18	5 34		S-20 TO S-21	39 LF 18"	8.33 0.50
· S-21	40+95, 17.5' RT. 41+73, 17.5' RT.	210 210	P-2 CURB INLET P-1 CURB INLET	146.50 146.60 146.60 147.00		150.20 150.72 W\ FLOW DISSIPATOR		<u>S-40</u> <u>S-41</u>	0+.38, 17.5' LT. 56+20, 17.5' LT.	210 210	P-2 CURB INLET P-1 CURB INLET	197.26 197.00 199.25 198.00.	2	4.00 6.59		S-21 TO S-21B	75 LF 18" 160 LF 18" 01 LF 36"	0.53 0.50 4.23
S-22	39+33, 17.5' RT. RETENTION POND	250	P-1 CURB INLET HWL (48" RCP)	147.40 130.00		151.42		<u>S-42</u> <u>S-43</u> S-44	12+45, 17.5' LT 57+81, 17.5' LT 14+31, 17.5' LT	210 210 210	P-1 CURB INLET P-2 CURB INLET P-2 CURB INLET	200.00 200.01 205.00 207.00 200.68 200.68 200.58		2.26 4.00 6.59 8.80 1.00 4.00		S-23 TO S-24 S-24 TO S-25	01 LF 36" 82 LF 36" 27 LF 18"	6.10 3.70
<u>S-23</u> <u>S-24</u> S-25	<u>1+45, 43, LT,</u> 0+70, 20' LT. 0+58, 15.5' RT.	210 200,201 210	P-2 CURB INLET J-8 M.H. P-1 CURB INLET	139.00 138.50 144.50 144.00 145.00 146.00	150.00	149.87		S-44A S-45	15+25, 15.5' LT. 14+31, 17.5' RT.	210	J-1 GRATE INLET P-2 CURB INLET	200.83	204.80	GRA GRA	TE ELEV.	<u>S-24 TO S-26</u> S-26 TO S-27	<u>80 LF 36" 94 LF 36"</u>	1.88 4.26
<u>S-26</u>	<u>43+00. 20' RT.</u> 43+84. 20' RT.		<u>J-8 M.H.</u>	146.50 146.00	152.50 157.00			S-46 S-47		272 272	MES MES	211.50 210.70				S-27         TO         S-28           S-28         TO         S-29           S-28         TO         S-30           S-30         TO         S-30A           S-30A         TO         S-30B           S-30         TO         S-31	94 LF 36" 28 LF 18" 81 LF 34"x53"	1.79 3.38
<u>S-28</u> <u>S-29</u>	45+25, 17.5' RT. 45+25, 17.5' LT.	210	J-8 M.H. P-1 CURB INLET P-1 CURB INLET	156.50		160.16 160.16 163.00										S-30 TO S-30A S-30A TO S-30B S-30 TO S-31	<u>176 LF 18"</u> 165 LF 18"	1.14 0.80 4.87
S-30A	0+38. 17.5' LT. 2+15, 15.5' LT. 3+80. 15.5' LT.	210	P-2 CURB INLET P-1 CURB INLET P-1 CURB INLET	158.20 158.10 160.33 160.00 161.65		164.33 165.65										S-31 TO S-32 2 S-32 TO S-33	26 LF 36" 10 LF 24" 51 LF 14"x23"	0.52
<u>S-31</u> <u>S-32</u>	49+68. 17.5' LT. 3+74. 24' RT.	210 210	P-1 CURB INLET	171.00 168.50 169.20 171.18 170.30	1	176.57 174.70 174.60										S-33 TO S-33A S-31 TO S-34 S-34 TO S-35	174 LF 18" 92 LF 36" 54 LF 36"	1.09 4.13
<u>S-33A</u>	3+93. 25.5' LT. 5+70. 17.5' LT.	210	P-2 CURB INLET P-1 CURB INLET	171.44 173.40		174.60 177.40 180.20										<u>S-35 TO S-36</u> <u>S-48 TO S-49</u> 1	<u>40 LF 36</u> 30 LF 18"	0.74 3.58 120 LF PHASE 1 5.00
<u>S-34</u> <u>S-35</u> <u>S-48</u>	<u>1+47.</u> 38' LT. 49+32. 17.5' RT.	210 210 272	P-2 CURB INLET P-1 CURB INLET MES	174.80 175.00 175.90 175.40 188.00		180.46												
<u>S-49</u>		272	MES	180.00													PIPE NGTH DIA.	PIPE COMMENTS SLOPE(%)
			ST	ORM SEWER STRUCTURES												PHASE 2           S-6 TO S-7         2           S-7 TO S-8         2	03 LF 36" 81 LF 30"	2.96 63 LF PHASE 2 2.35
STRUCTURE	STATION/ LOCATION	FDOT INDEX	DESCRIPTION	FLOW LINE	RIM ELEV.	EOP COMMENTS ELEV.										S-8 TO S-8A S-8 TO S-9	<u>35 IF 18"</u> 64 IF 30"	2.77
PHASE 2		-	P-1 CURB INLET	NORTH         SOUTH         EAST         WEST           163.50         163.00												<u>S-9 TO S-10</u> <u>S-10 TO S-11</u>	94_LF 24" 36_LF 24" 10_LF 18"	2.13
S-8	30+37, 17.5' RT. 11+70, 17.5' LT. 9+33, 17.5' LT.	210 210 210	P-2 CURB INLET P-1 CURB INLET	<u>165.50 165.40 166.00</u> 172.50		168.30 170.40 176.53 172.94										S-10         TO         S-11           S-11         TO         S-11           S-11         TO         S-11A         3           S-11A         TO         S-11B         1           S-11         TO         S-12         1           S-35         TO         S-36         2	94         LF         94           36         LF         24"           36         LF         24"           10         LF         18"           35         LF         18"           35         LF         18"           34         LF         24"           35         LF         18"           36         LF         24"           37         LF         18"	4.00 0.90 1.37 140 LF PHASE 2
S-10	<u>9+33. 17.5' LT.</u> 27+28, 17.5' LT. 9+80, 17.5' LT.	210 210	P-1 CURB INLET P-1 CURB INLET	168.50 168.00 171.00 170.50		172.94 176.33										S-35 TO S-36 2 S-36 TO S-36A 2 S-36A TO S-36P 3	40 LF 30" 40 LF 18"	1.37 140 LF PHASE 2 3.58 120 LF PHASE 2 0.48
S-11A	9+80, 17.5' LT. 6+70, 15.5' LT. 5+40, 15.5' LT.	210 210 210	P-2 CURB INLET P-1 CURB INLET P-1 CURB INLET	171.50 171.40 171.88 184.50 184.60 185.81		176.33 175.88 188.70 189.91											2 LI 18 10 LF 18" 61 LF 18'	0.63 0.50 0.66
S-36 S-36A	<u>51+70, 17.5' LT.</u> 2+20, 16' RT.	210	P-1 CURB INLET J-8 M.H. P-1 CURB INLET	189.00         184.50         184.96           187.40         186.15         186.10	192.40	193.62			5 <sup>2 -</sup>							S-36 TO S-39 1	52 LF 24"	3.29
<u>S-36B</u> S-37	<u>2+20, 15.5' LT.</u> 3+32, 15.5' RT.	210	P-1 CURB INLET P-1 CURB INLET P-1 CURB INLET	187.60 186.80 186.70 187.20		191.65 190.99 190.70 201.31		<i>.</i>		NOTE: 1. I	PHASE 2 LOTS 201, 21	13 AND 221 THROUGH NDER PHASE 1 CONTRACT.					PIPE NGTH DIA.	PIPE SLOPE(%) COMMENTS
S-38 S-39	3+90, 15.5' LT. 53+20, 17.5' RT.	210 210	P-1 CURB INLET	194.50 194.00		201.31		Auge the second second	21	2.	DESIGN GRADES TO BE F NECESSARY UNDER I	VERIFIED AND ADJUSTED				PHASE 3	83 LF 24"	1.37 43 LF PHASE 3
								a the second	۰.							<u>S-12 TO S-13</u> S-13 TO S-14	<u>31 LF 18"</u>	2.84
							WARDEN PROVIDENCE	· · ·	,							S-14 TO S-17 1 S-14A TO S-15 2	10         17           30         LF         18'           01         LF         18''           25         LF         18''	2.50 2.48 3.56
	1		STUI	B/ PLUG RM PIPE PUTURE ENTION		and the second										S-15 TO S-15A 2 S-15 TO S-16 2	05 LF 18" 8 LF 18"	3.35 0.50
			FOR	ENTION END	225 Pavtehase			19.5'0 4:1	and the second second							S-17 TO S-18 1	4 LF 18" 81 LF 18" 56 LF 24"	0.50 4.25 1.60
	1	DOCK		STA	<b>50+3</b> 7.42		A:1	(9	Act is a second se							S-40 TO S-41 1 S-41 TO S-42 1	17 LF 24" 00 LF 14"x23"	0.50
	Ń	HANC	10	327		210 4:1	21.0	161	END P	<u>AVT. PHAS</u> 50+ <b>5</b> 4.46	E 1	ONSTRUCT TEMPORARY				S-42 TO S-43	00 LF 18" 00 LF 18" 32 LF 14"x23"	0.30 3.33 0.50
<b>v</b>		<u>م</u> ۱۱ ¢ \$WALE	110	188.8	19.5'• 3:1	20.25'• 3:1	A market	FF=181.5 FP=180.5		181.0	~ / CL	ONSTRUCT TEMPORARY LAY STABILIZED CUL-DE-SAC 0 PSI FBV.				S-44 TO S-44A S-46 TO S-47 1	95 LF 18" 10 LF 18"	0.86
			N	00 10 20		163	FF=181.0 FP=180.0		170 .	and the second second	180.0							
	A	(S-48)-		228 FF	-180.0 <sup>(4)</sup>	164         763           FF=179.0         FF=180.0           FP=179.0         FP=179.0		178.8	179.5									
			190.8	HASE 2		179	171.5 V		00	179.	5,							
				PHASE 1	178.2 0	176.5 5-33	Contraction of the second	Di		· · · · · ·		; ,					LEC	END
			T	8			5+00 STB	EE!	• 177.9 LTTT		in the state of th							OP. STORM SEWER WITH INLET
		0+00		T+00 2+00		4+00	2	177.0			a market a set of the set	2						OP. STORM SEWER MANHOLE
		18	XXZ		<u> </u>		HASE		160 EE 178.2	the second second	PHA	SE 1				D		OP. HEADWALL
			To tout		78.0	1250 170 5-32		FF=177.4	FP=177.2									OP STORM FLOW DIRECTION OP. FHA LOT DRAINAGE
				176 5 30 3 No. 178.5			158	FF=177.4 FP=176.4	168'0 4									OP. SPOT ELEVATION DECE
		S-49 11	30.00			© 157 156 FF=175.8 FF=175.0 FP=174.8	FF=176.5 FP=175.5	1.6.80	4:1								teta EX	STING SPOT ELEVATION
			FP	=177.0 =176.0	155 FF=176.0 FP=175.0	FP=174.0	17:0 4:1											CHT OF WAY RE OR IISH PAD ELEVATION SJ
				Th3.0		17'0 4:1 16.5'0 4:1				<b>1</b>								
			MATCH	LINE	19'0 4:1	SHEET 4			PHAS	Ľ 1							[ <u>128</u> ] Pf	OPOSED CONTOUR
					SEE	01100.										have a second se	С. (1999) <b> ЕХ</b>	ISTING CONTOUR

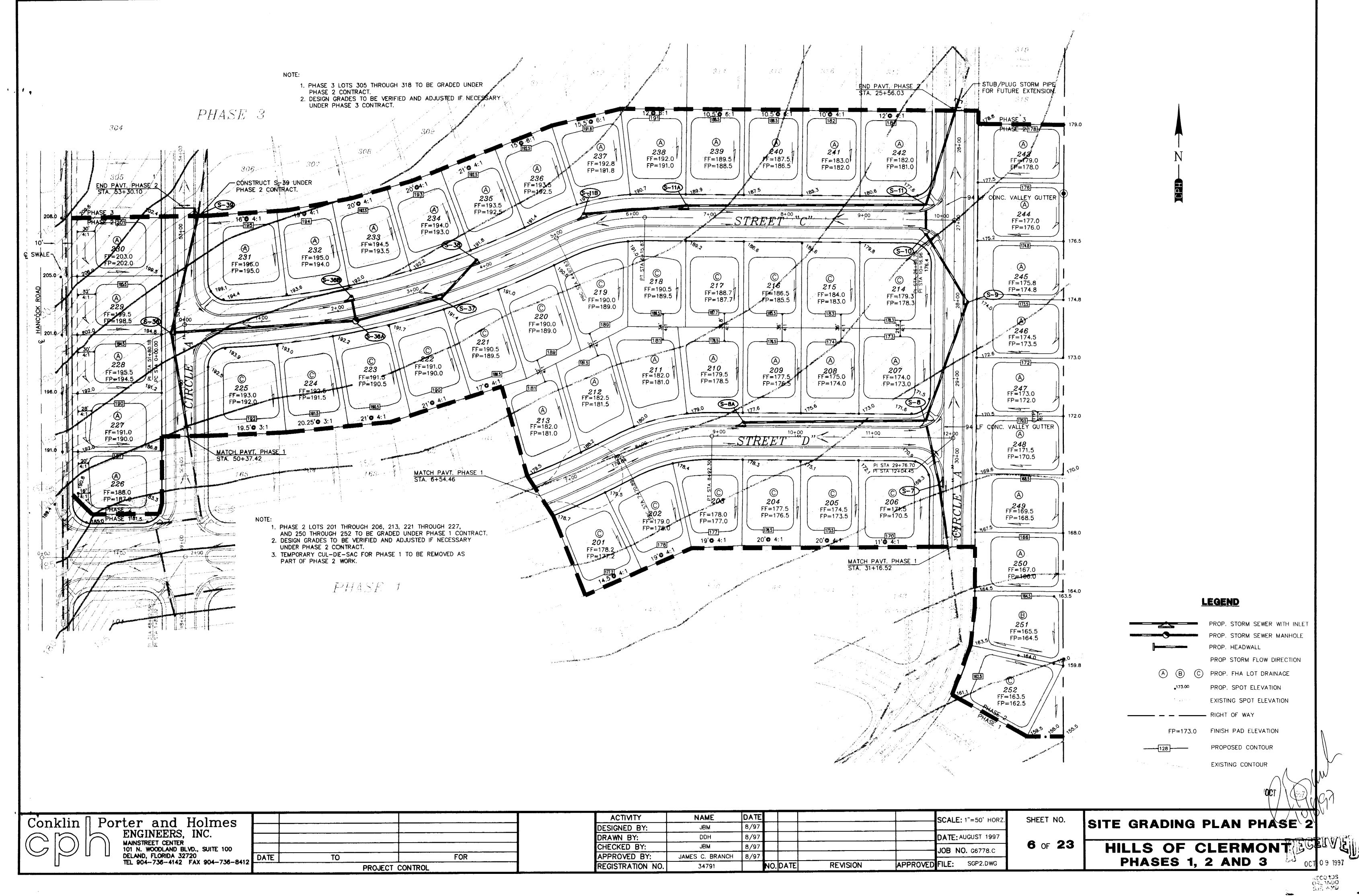


Conklin   Porter and Holmes			
ENGINEERS, INC. MAINSTREET CENTER 101 N. WOODLAND BLVD., SUITE 100			
DELAND, FLORIDA 32720 TEL 904-736-4142 FAX 904-736-8412	DATE	ТО	
		PROJECT	CONTROL

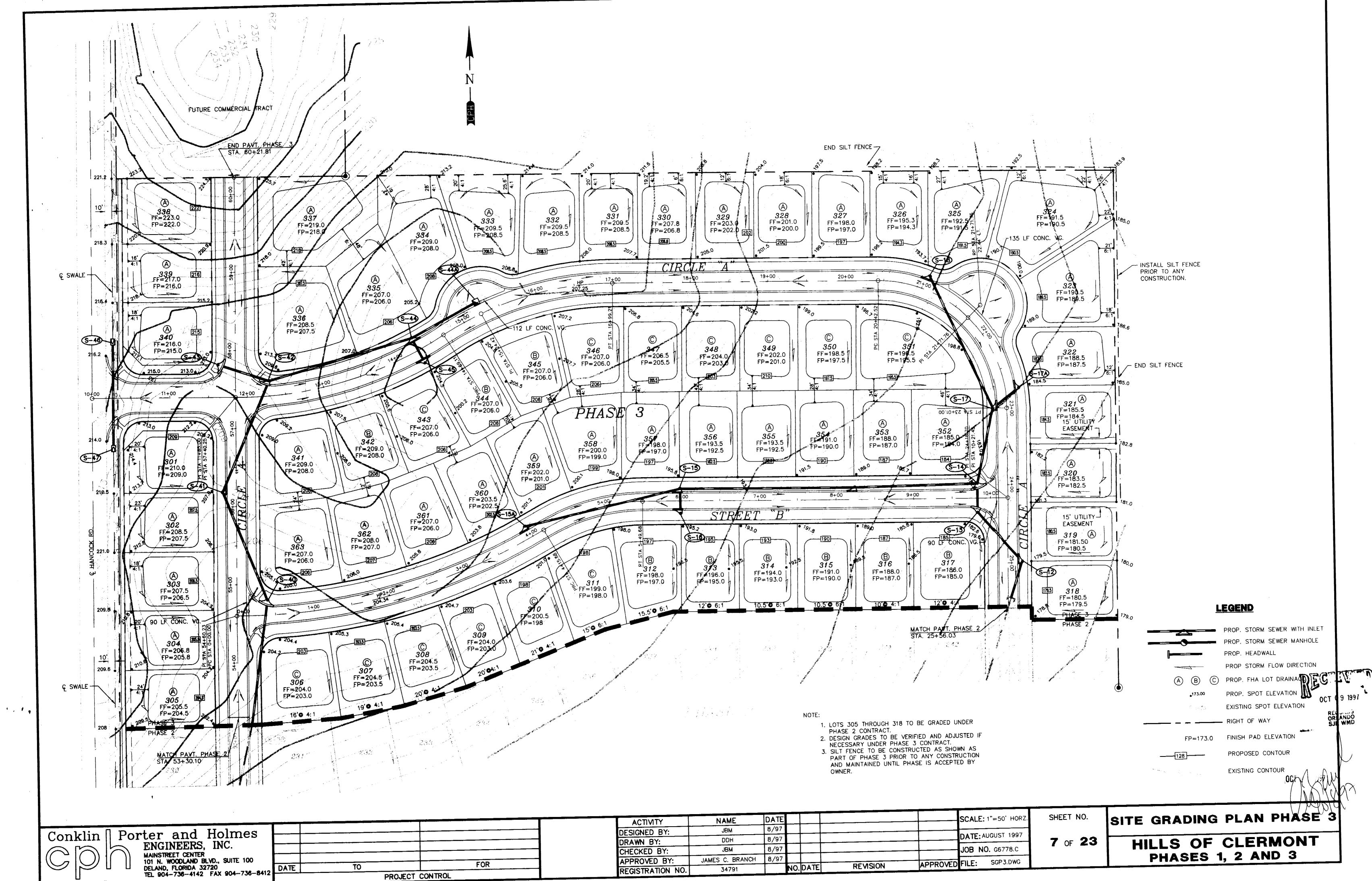
# STORM SEWER STRUCTURES

	ACTIVITY	NAME	DATE					SCALE: 1"=50' HORZ.
	DESIGNED BY:	JВM	R. 92					
	DRAWN BY:	DH	8 97					DATE: AUGUST 1997
	CHECKED BY:	JBM	8,97					JOB NO. G6778.C
FOR	APPROVED BY:	JAMES C BRANCH	8/97					JUD NU. 60/78.0
	REGISTRATION NO.	34%91		NC D	ATE	REVISION	APPROVED	FILE: SGP1A.DWG



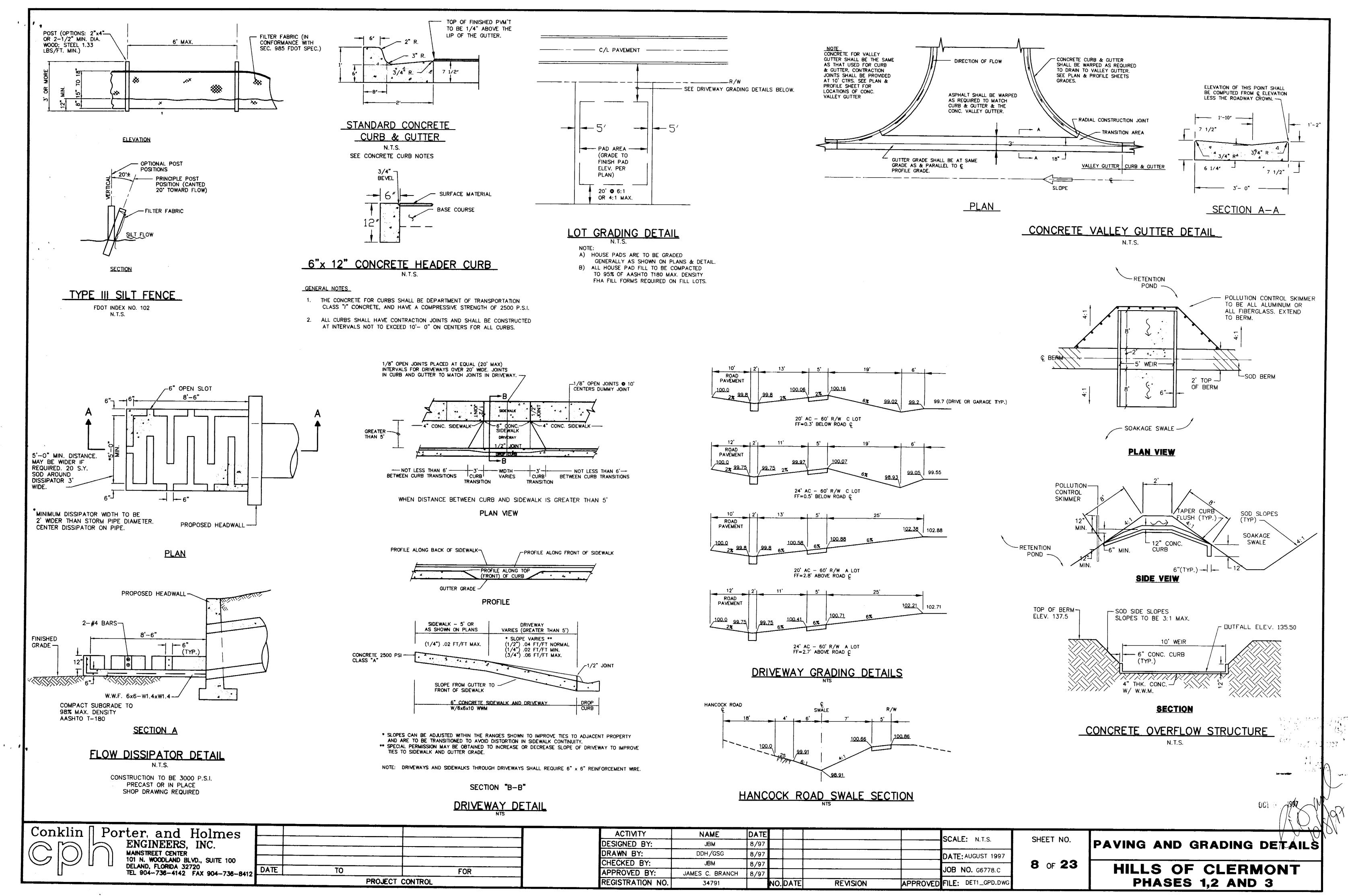


	ACTIVITY	NAME	DATE		-	
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
	CHECKED BY:	JBM	8/97			
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROVED



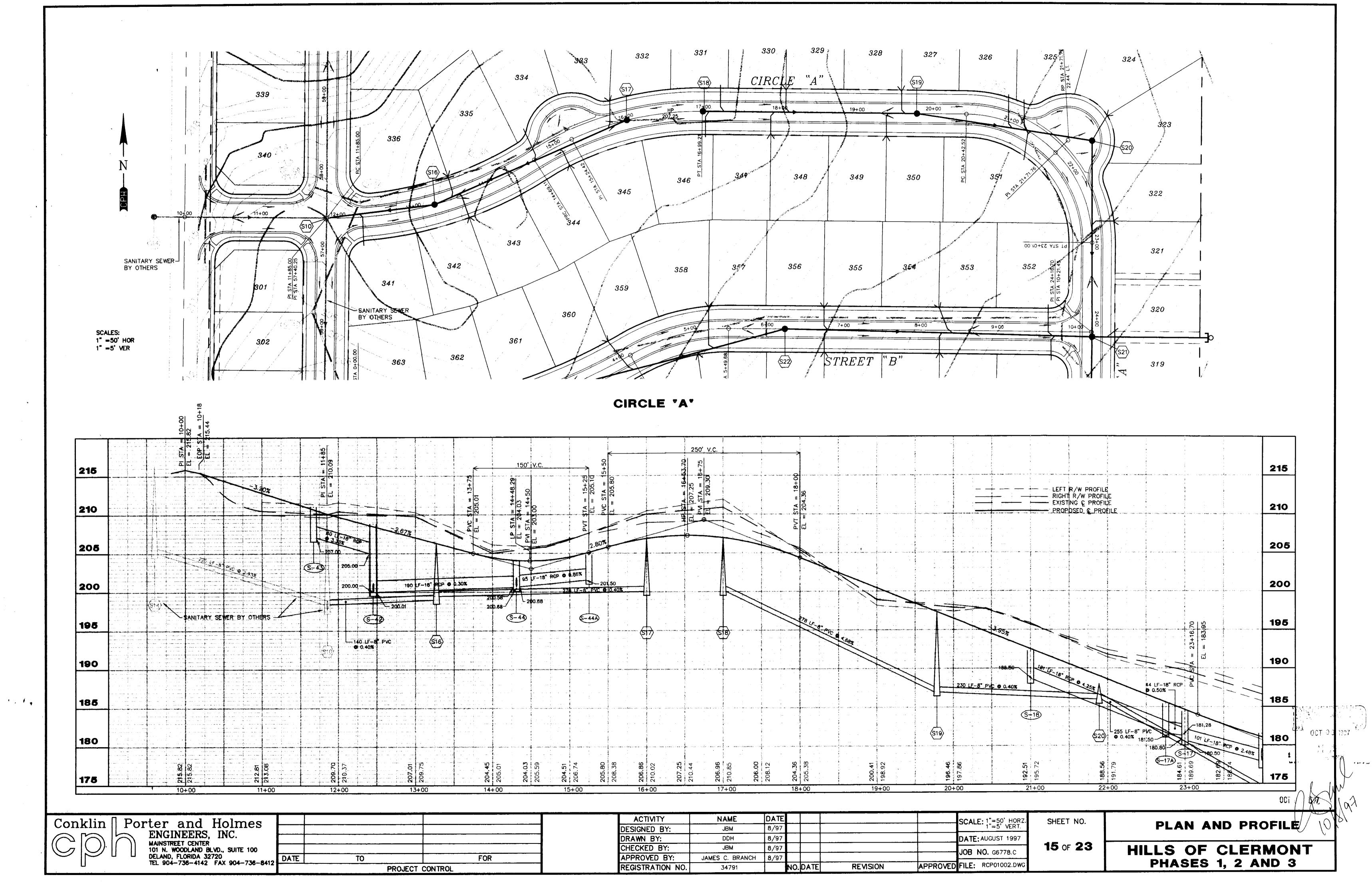
· · · • •

	ACTIVITY	NAME	DATE			
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
	CHECKED BY:	JBM	8/97			
505	APPROVED BY:	JAMES C. BRANCH	8/97			
FOR	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROV
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	ACTIVITY	NAME	DATE			
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH/GSG	8/97			
	CHECKED BY:	JBM	8/97			
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROVED



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	ACTIVITY	NAME	DATE			
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
	CHECKED BY:	JBM	8/97		•	
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROVED

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		2.9		2 2 1	36 LF=16" RCP				26+96			-26.70	02
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	180	2 2 2	2 0 2 10x		77.8		-1.700	36 LF-24" RCP				A = 29 70.89	29+7
	175		178.00 178.00 177.5	177.0	77.8 77.5 78. RCA 2848 RCA		-1.79%	36 LF-27 RCP				//PVC STA = 29 EL = 170.89	<b>STA = 29+</b> = 170.00
. * •	175		5 2-65 178.00 178.00 177.5 B <sup>*</sup> PVC 520)		777.8 77.5 78° PCS 78° PCS 78° PCS 10 174.20	-174 000	-1.75% 183 LF-24* FCP 0 24E-8* 000	• 1.11X		1.79%		TA = 2 170.89	TA = 29+170.00
. * •	175		178.00 178.00 177.5		777.8 77.5 78° PCA 90.00 10 174.20 5=	-174000		• 1.11 <b>X</b>	-170 <i>5</i> -171.0	24* RQp	-164 LF-30" RCP •	$\frac{1}{2}$	PM STA = 29+
. * <b>,</b>	175		178.00 178.00 177.5	(S21)	777.8 72 - 78 70 - 78 70 - 78 70 - 58 10 10 174 - 20 	-174 00 -174 00 -174 00 -174 00 -174 00 -174 00 -174 00 -174 00 -174 00 -174 00	183 LF-24" PCP 0	1.11x 1.37% 171 88 171 50	-170 <i>5</i> -171.0	24* Rop 168.50 168	164 LF-30" RCP ● 3.00	BL = 170.89	<b>STA = 29+</b> = 170.00
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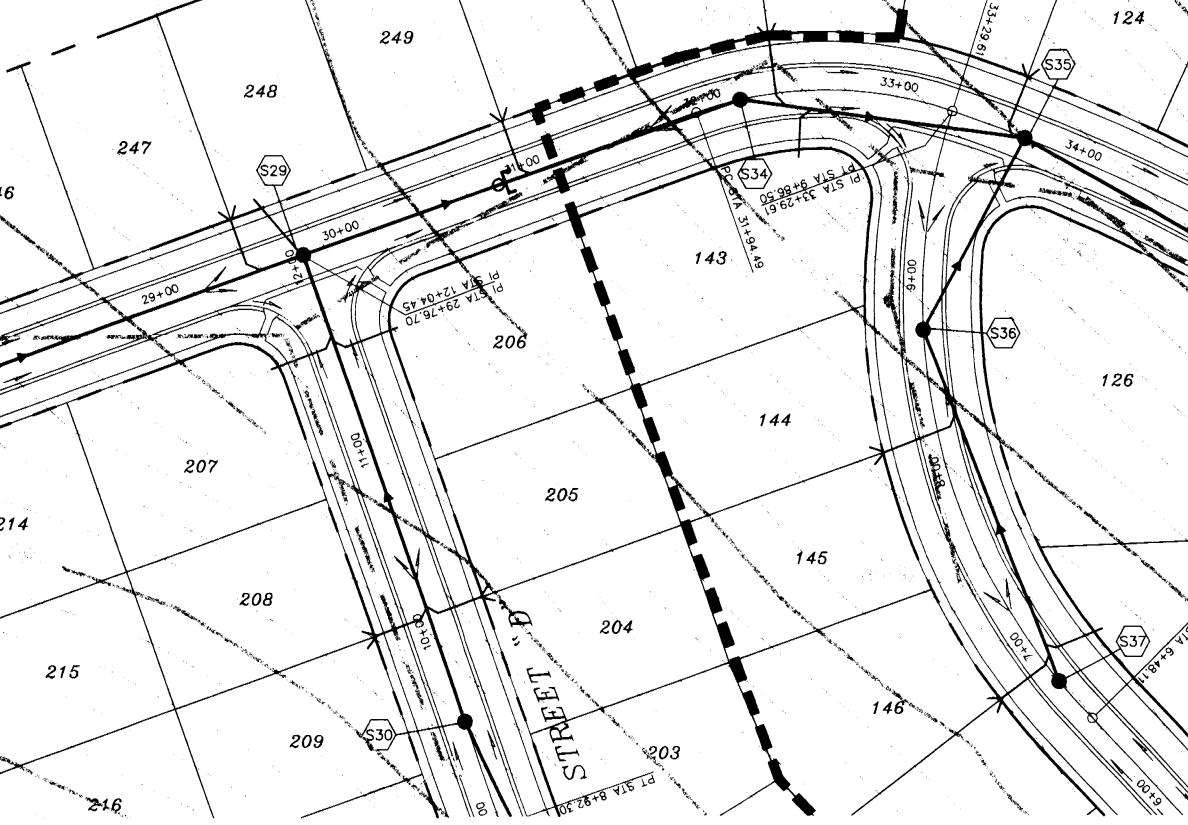
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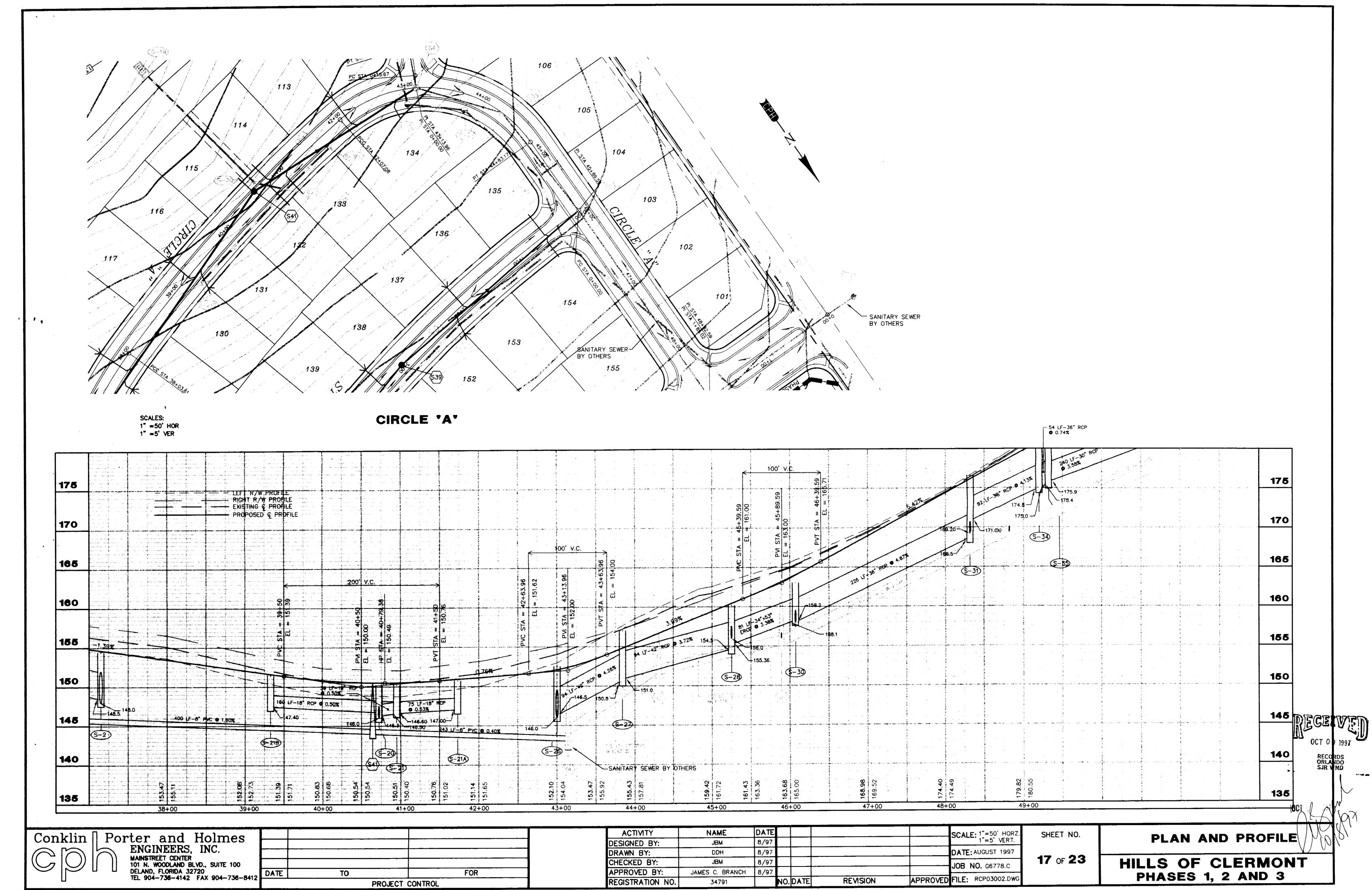
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**N** 1.1

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CIRCLE 'A'	01 07 28+8 VI5 Id	Borg H			2
$\begin{bmatrix} 70.89\\ 30+26.70\\ 30+26.70\\ 30+26.70\\ \end{bmatrix} 00$		LEFT R/W - RIGHT R/ - EXISTING - PROPOSEI	PROFILE Q PROFILE Q PROFILE		<b>185</b> <b>180</b>
$\frac{3}{2} = \frac{3}{2} = \frac{3}$		C STA = $32+79.61$ EL = $161.42$ 60.00 EL = $151.42$ A = 33+79.61 EL = $159.31$			175
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ACTIVITY DESIGNED BY: DRAWN BY: CHECKED BY: FOR APPROVED BY: REGISTRATION NO.	NAME       DATE       Image: Mail of the state	DAT	LE: 1"=50' HORZ. 1"=5' VERT. E: AUGUST 1997 NO. G6778.C RCP02002.DWG SHEET NO. 16 OF 23	PLAN AND PR HILLS OF CLEF PHASES 1, 2 AN	RMONT

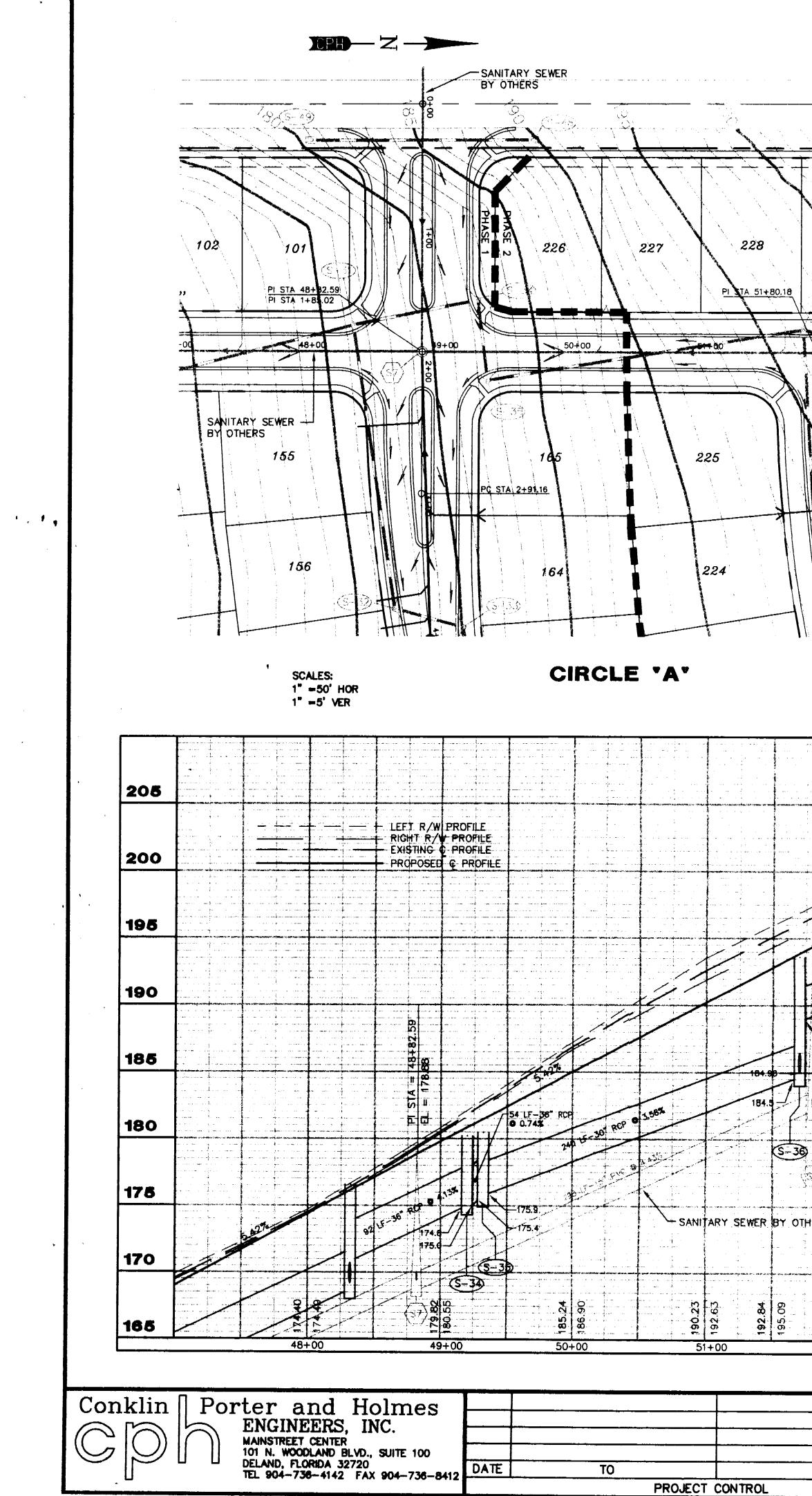
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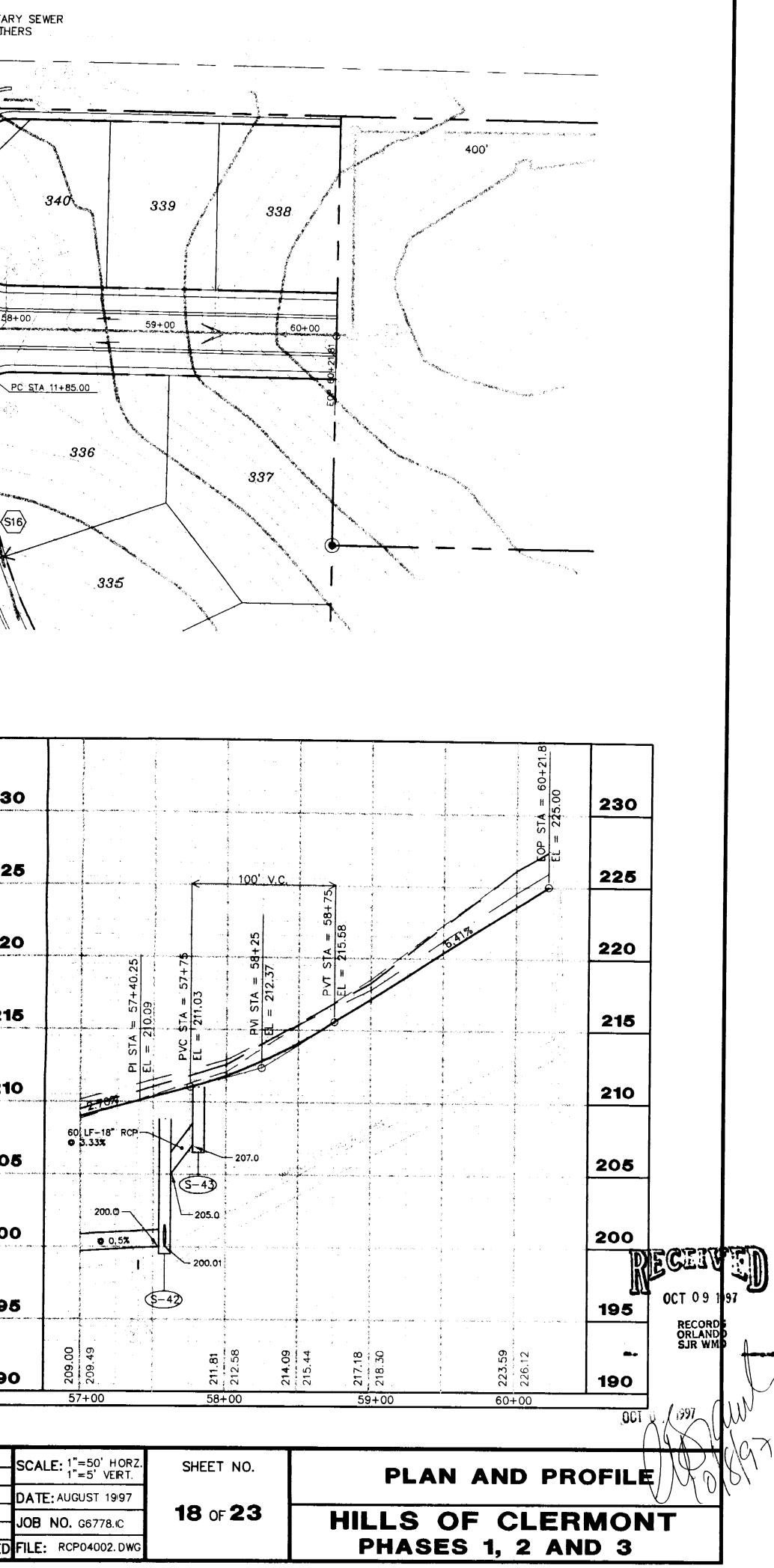
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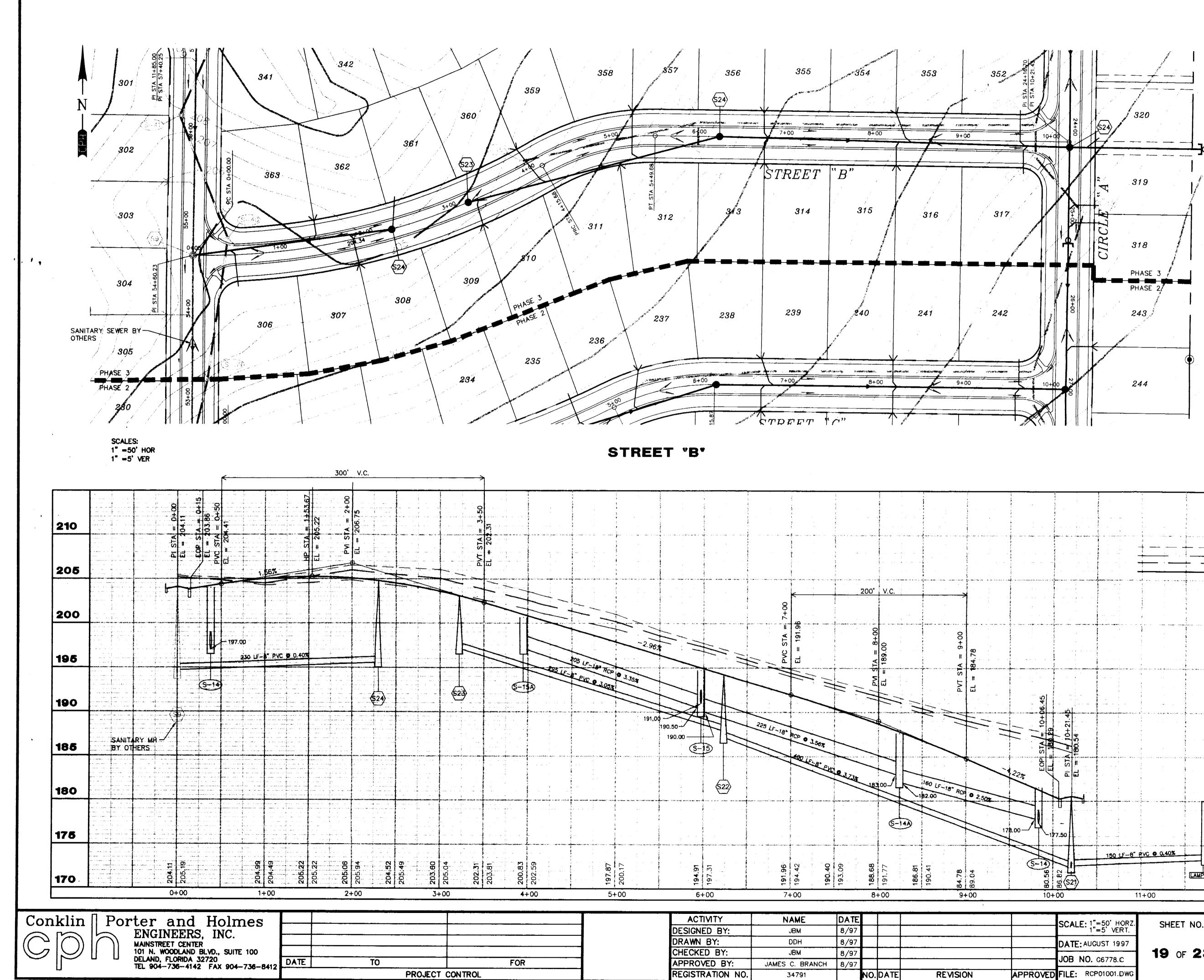
	ACTIVITY	NAME	DATE			
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
	CHECKED BY:	JBM	8/97			
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROVED



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	ACTIVITY	NAME	DATE			
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97			
	CHECKED BY:	JBM	8/97			
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791	N	NO. DATE	REVISION	APPROVED



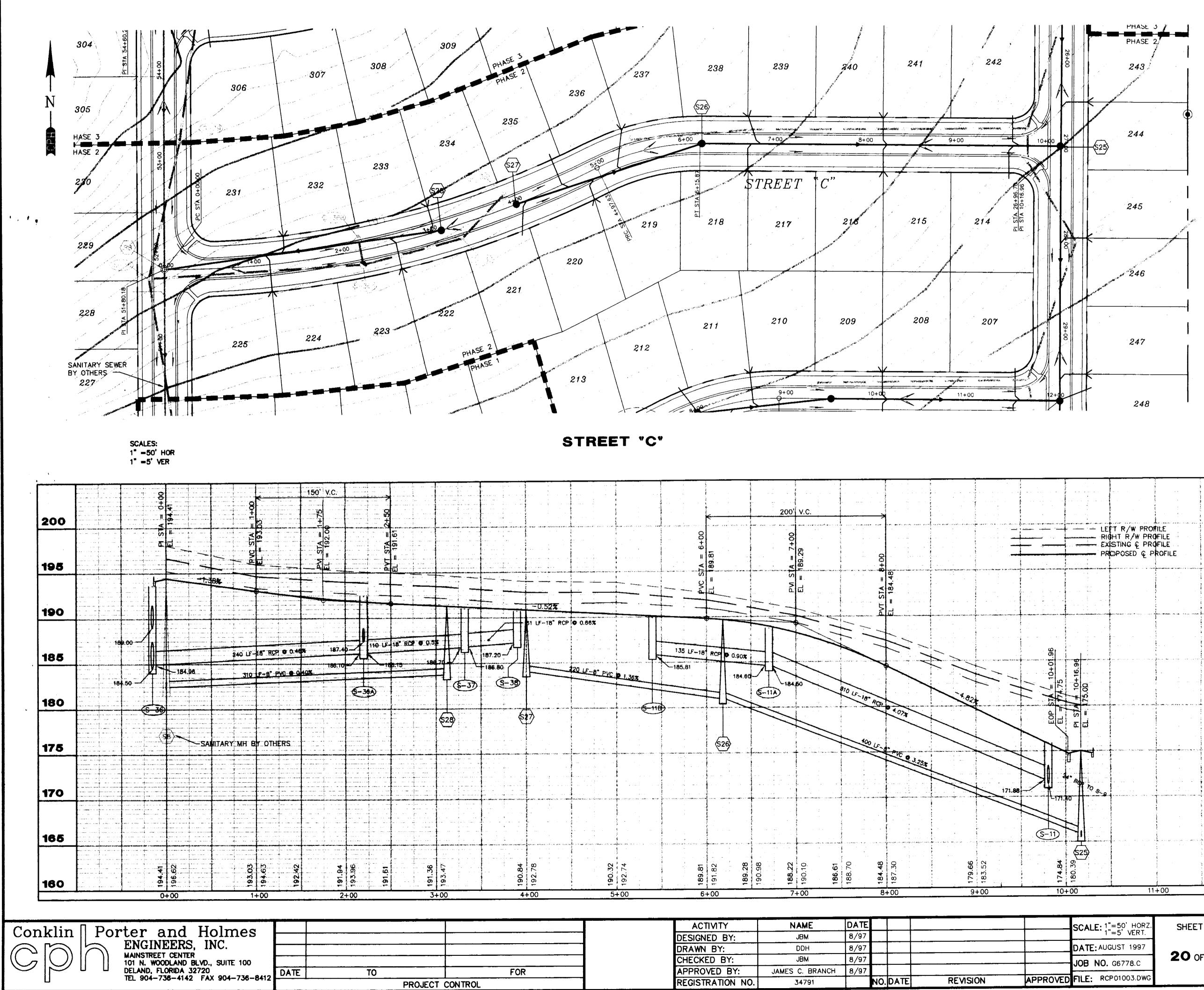


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A.

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	191,00 191	0.50	225 LF-18* PC			10+06.45 )+21.45			190
		190.00	490 LF-8° ₽¥C			EOP STA			185
		\$22		183 00	160 LF-18" RCP 0 2.50%				<b>180</b>
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4+00	5+00	6+00	7+00	8+00	9+00 ,	10+00	11+00		
		ACTIVITY DESIGNED BY: DRAWN BY:	JBM DDH	DATE           8/97           8/97		SCALE: 1 DATE: AU	"=50' HORZ. "=5' VERT. GUST 1997		
FOR		CHECKED BY: APPROVED BY: REGISTRATION NO.	JBM JAMES C. BRANCH 34791	8/97 8/97 NO. DATE	REVISION	JOB NO.	G6778.C <b>19</b> OF <b>23</b>	HILLS OF C PHASES 1, 2	LERMONT 2 AND 3

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					- LEFT R/W PROFILE - RIGHT R/W PROFILE - EXISTING & PROFILE - PROPOSED & PROFILE 205
		8 * *			200
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S-15A Pyc 0 3.053		EL	PVT S EL #		190
191.00 - 19	225 LF-1 190.00 S-15	100 0 1567	P STA = 104	= 180,54 = 180,54	185
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<b>4+</b> 200,83 200,83 197.87 200.17	197	191.96           194.42           193.09           193.09           191.77	186.81 190.41 190.41 190.41 190.41	150 LF-8" PVC • 0.40%	<b>170</b>
		NAME         DATE           JBM         8/97           DDH         8/97	•	SCALE: 1"=50' HORZ. 1"=5' VERT. DATE: AUGUST 1997	PLAN AND PROFILE
FOR	CHECKED BY:	JBM         8/97           S C. BRANCH         8/97           34791         NO. DATE	REVISION APPROVE	DATE: A00031 1997         19 OF 23           JOB NO. G6778.C         19 OF 23           ED FILE: RCP01001.DWG         19 OF 23	HILLS OF CLERMONT PHASES 1, 2 AND 3



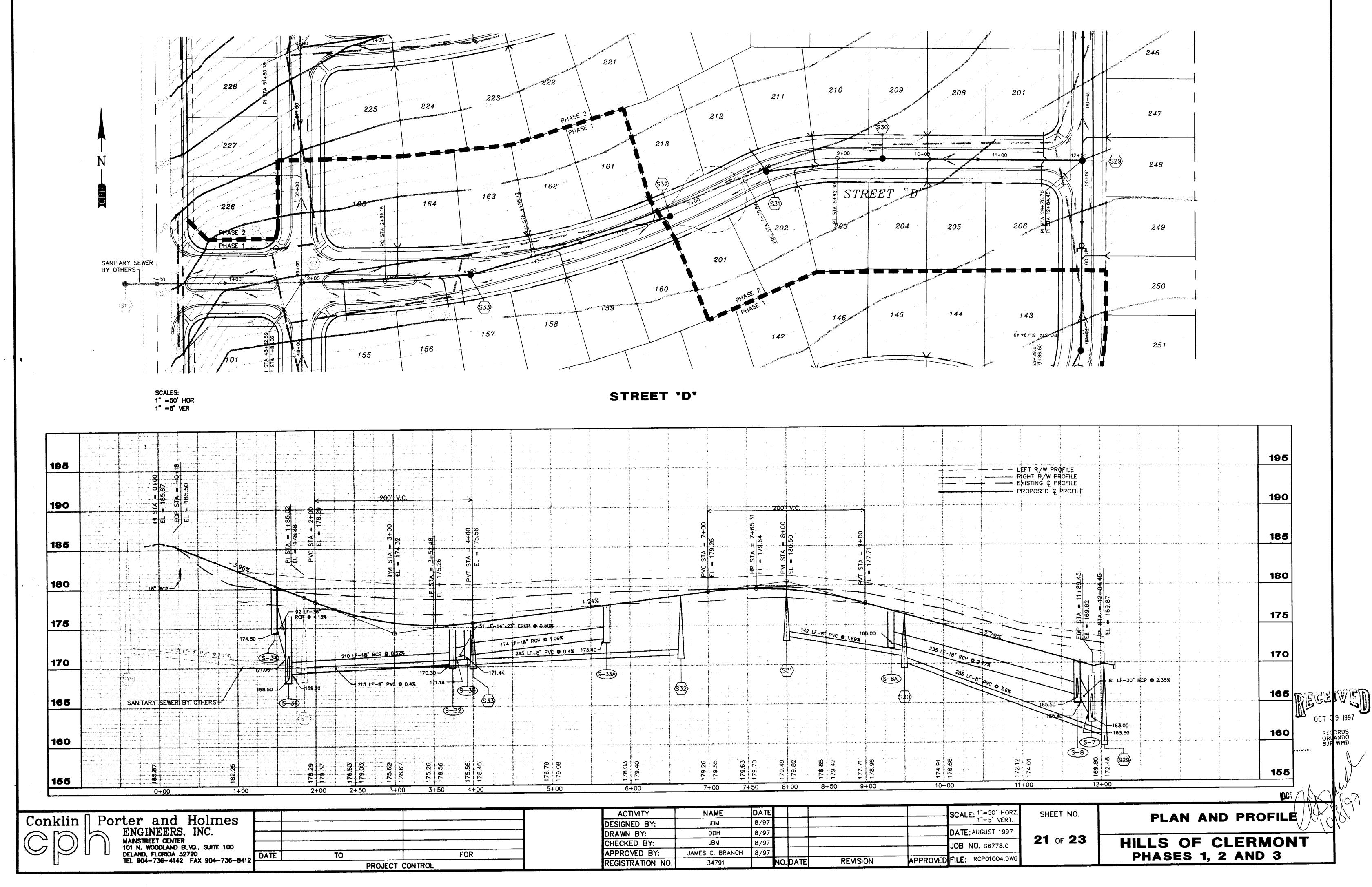
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FOR		DESIGNED BY: DRAWN BY: CHECKED BY: APPROVED BY: REGISTRATION NO.	JBM DDH JBM JAMES C. BRANCH 34791	8/97       8/97       8/97       8/97	REVISION	D	CALE: 1"=50' HORZ. 1"=5' VERT. ATE: AUGUST 1997 OB NO. G6778.C LE: RCP01003.DWG	20 OF 23	HILLS OI	AND PROFIL F CLERMOI 1, 2 AND 3	

	€ 200' V.C.		LEFT R/W PROFILE		200
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4+00 5+00	6+00 7+00	8+00 9+00	10+00 11+00	12+00	OCT
	ACTIVITY NAME DESIGNED BY: JBM	DATE 8/97	SCALE: 1"=50' HORZ. 1"=5' VERT. SHEET NO.	PLAN AND P	
FOR	DRAWN BY: DDH CHECKED BY: JBM APPROVED BY: JAMES C. BRA	8/97 8/97 NCH 8/97	DATE: AUGUST 1997 JOB NO. G6778.C APPROVED FILE: RCP01003.DWG	HILLS OF CLE PHASES 1, 2 A	RMONT

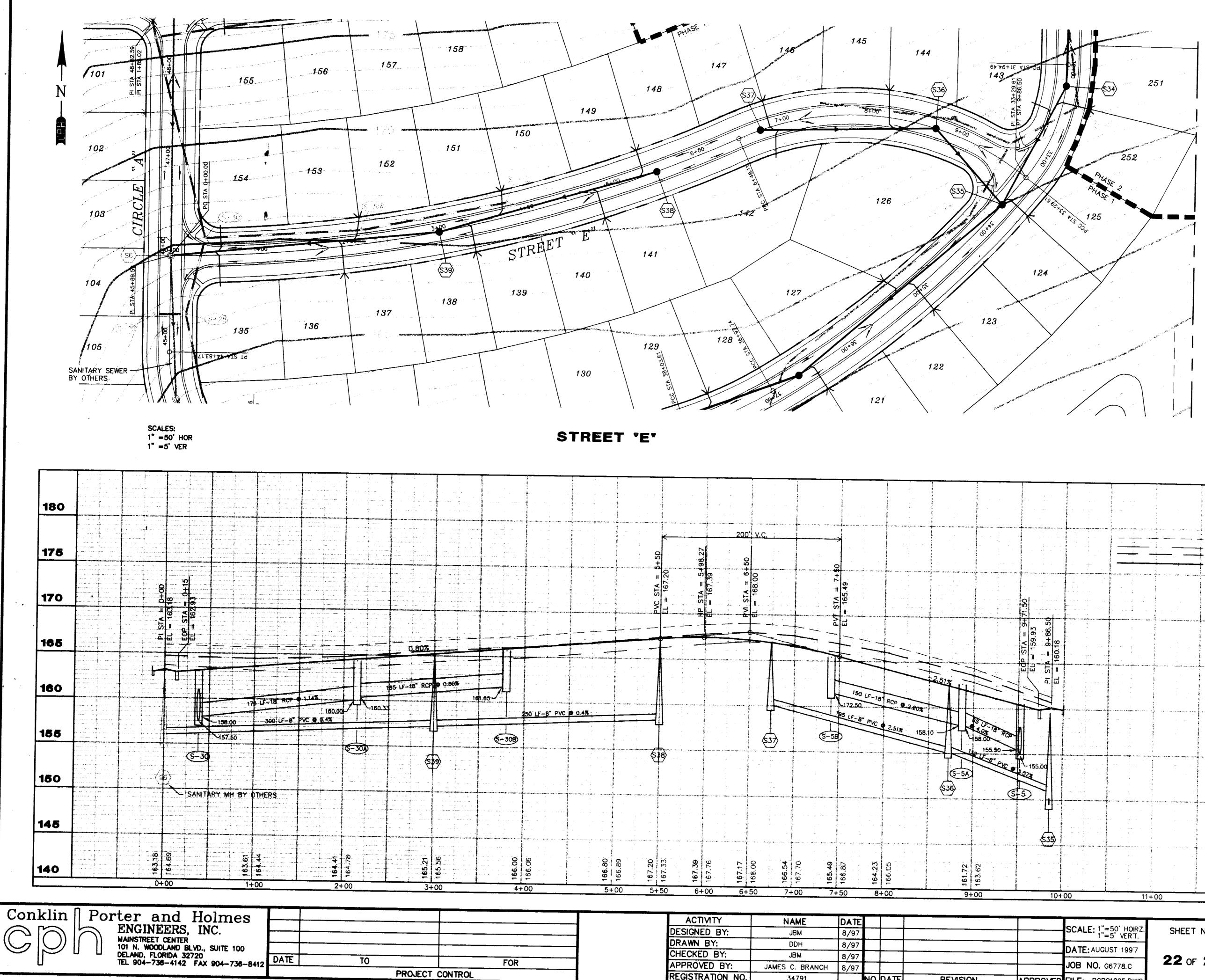
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	ACTIVITY	NAME	DATE			
	DESIGNED BY:	JBM	8/97			
	DRAWN BY:	DDH	8/97		······································	
	CHECKED BY:	JBM	8/97			
FOR	APPROVED BY:	JAMES C. BRANCH	8/97			
	REGISTRATION NO.	34791		NO. DATE	REVISION	APPROVED



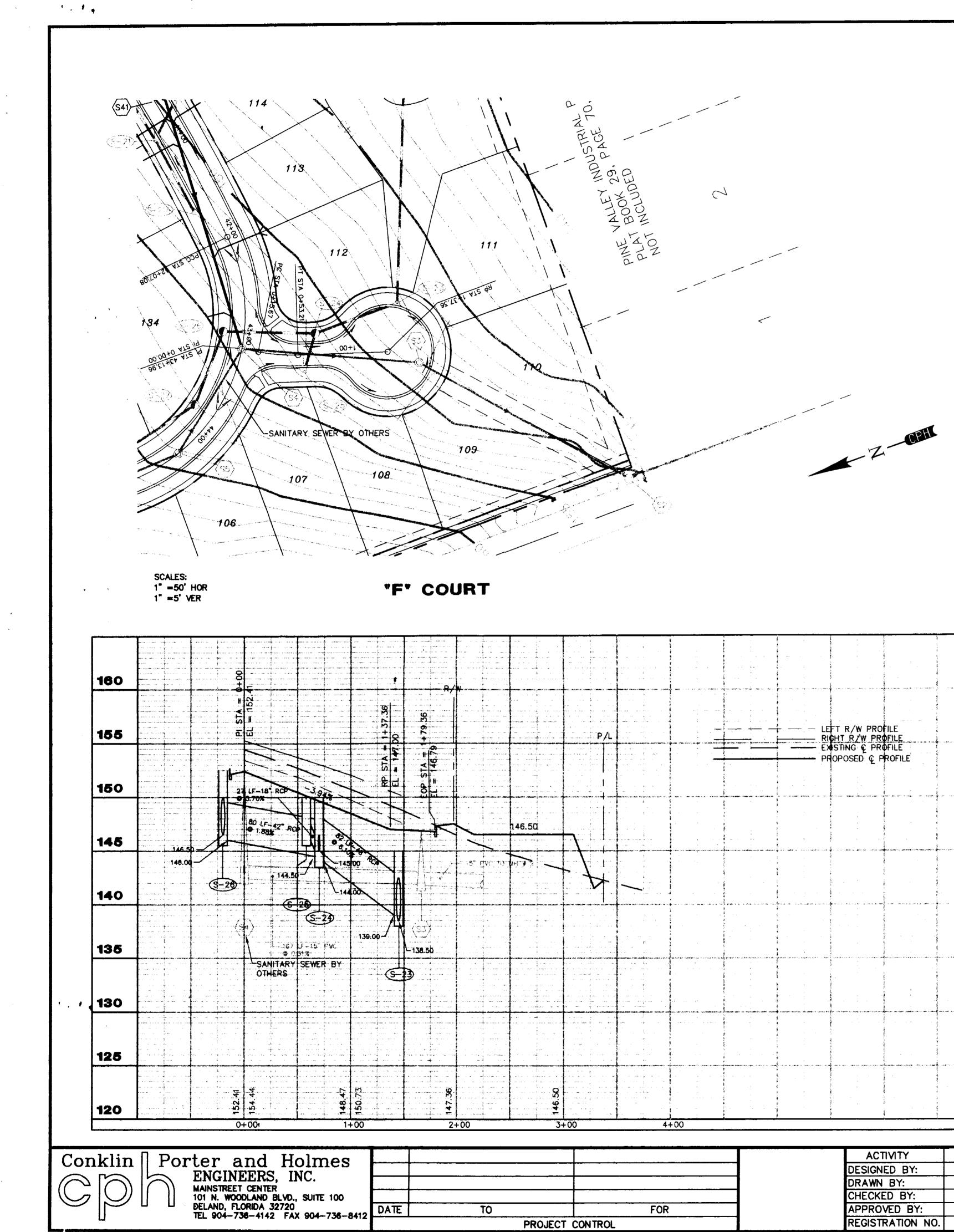
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						150	0 LF-18 Proc		512	EQP STA EL = 155 PI STA = 94 EL = 160.18									165	
) <u>LF-8" PVC</u>	<b>D</b> 0.4%	(813)		Mar	\$37	172.50 185 LF-1 (S-5B)	8* PVC 2.51	9.2.20x * 158.10 -	58.00 105.50								2		160 155	
									(S-5A) (S36)	G-5					<ul> <li></li></ul>	Landard Markel And Angel (L. 1994) (L. 1994) 2. 3. 4. 5. 5. 5. 5. 5. 5. 5. 5. 5. 5	<pre>4.40 The form is request the signal and any signal of 4.40 The form is the signal of the signa</pre>	Yes	150	RECE oct o
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