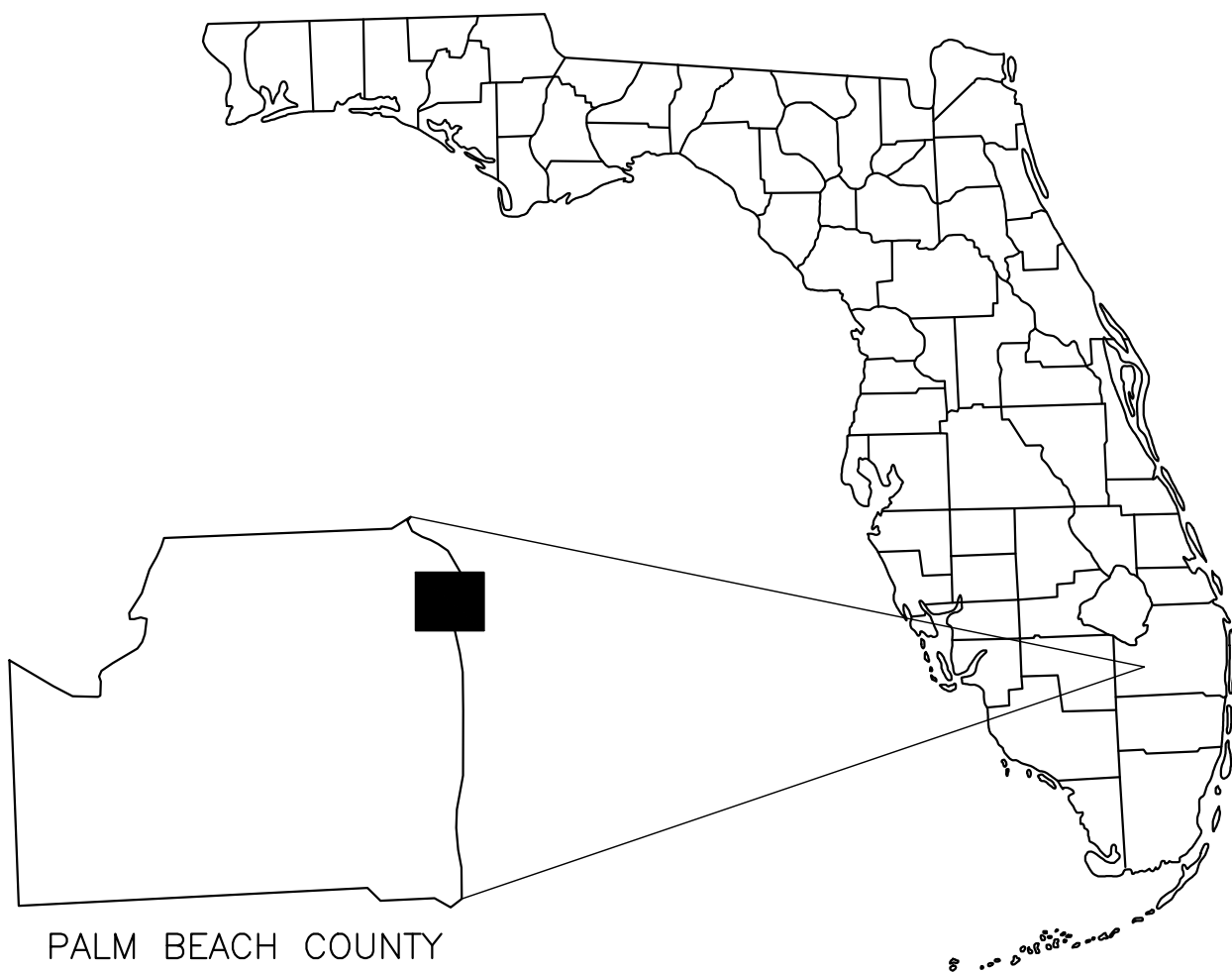




VICINITY MAP
SCALE: N.T.S.

PROJECT TEAM

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THE SOCIETY OF THE FOUR ARTS, INC.
100 FOUR ARTS PLAZA
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CONTACT: KERRY NOLAN

SITE PLAN PACKAGE

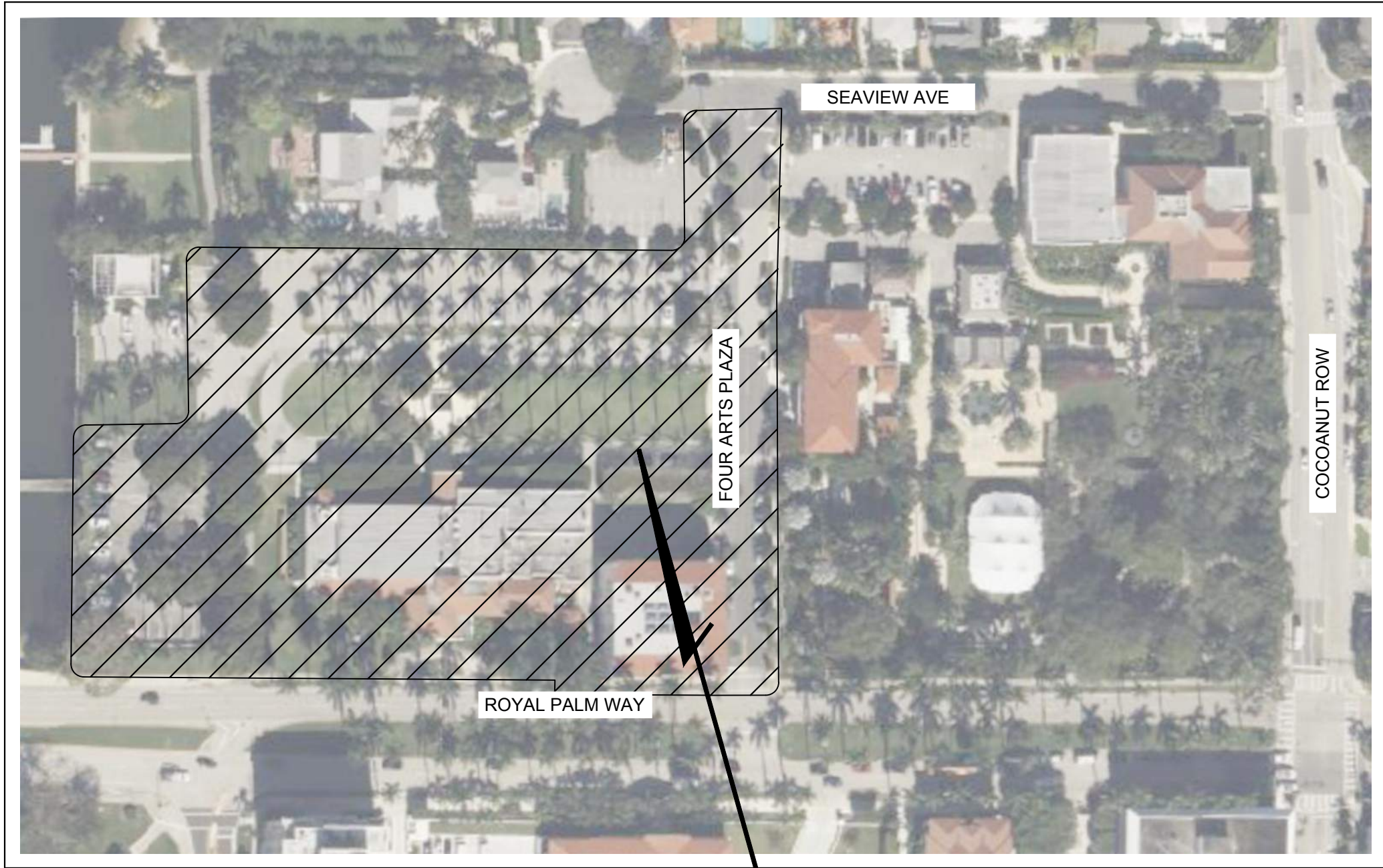
FOR

SOCIETY OF THE FOUR ARTS CAMPUS IMPROVEMENTS - WEST CAMPUS

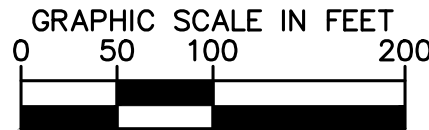
PREPARED FOR

SOCIETY OF THE FOUR ARTS, INC.

DECEMBER 19, 2024



VICINITY MAP
NOT TO SCALE
SECTION: 22 TOWNSHIP: 43S RANGE: 43E



PROJECT LOCATION

100 FOUR ARTS PLAZA
PALM BEACH, FL

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C1.10	DEMOLITION AND EROSION DETAILS
C1.20	HORIZONTAL CONTROL PLAN
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VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE BASED ON THE
NORTH AMERICAN VERTICAL DATUM OF 1988.
NAVD '88 ELEV. + 1.52' = NGVD '29 ELEVATION

THE PRESENCE OF GROUNDWATER SHOULD BE
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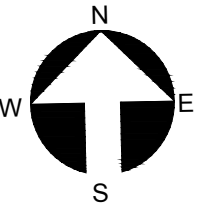

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LICENSED PROFESSIONAL
JOSHUA D. HORNING
FLORIDA LICENSE NUMBER
67505
DATE: OCT. 7, 2024
Project no: 245350000
Drawn by: MXE
Project Manager: JDH



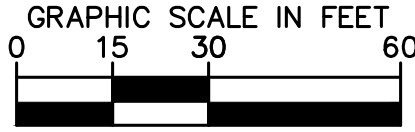
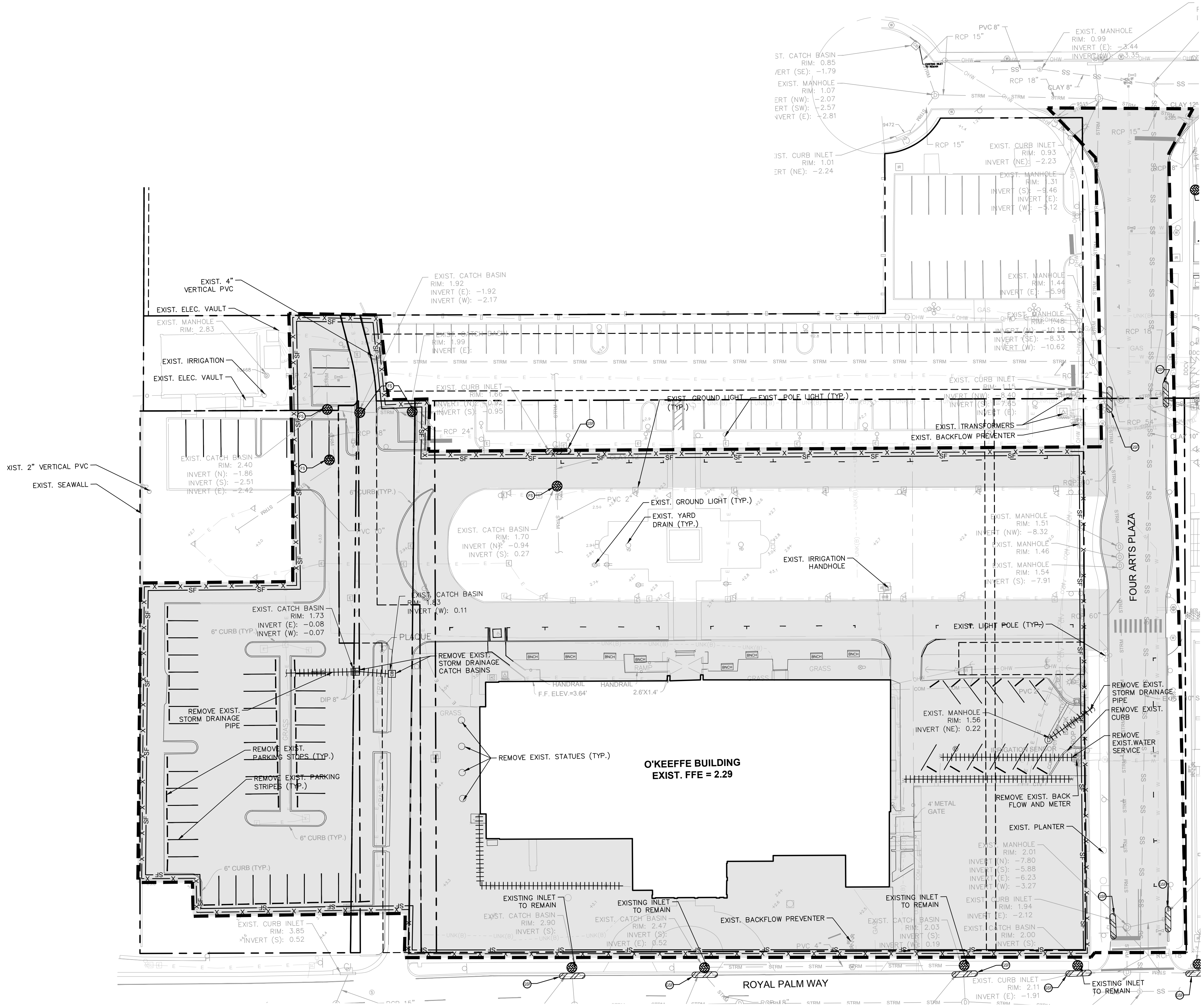
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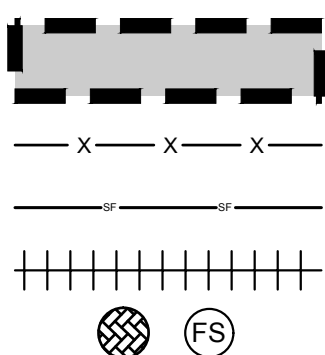

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Plotted By: McLoughlin, Kyle - Sheet Set: SOCIETY OF THE FOUR ARTS CAMPUS IMPROVEMENTS - LAYOUT: C1.00 DEMOLITION PLAN - December 19, 2024 - 07:23:07 PM - K:\BCD_Civil\245350000 - Society of the Four Arts CAD Plan Sheets\C1.00 DEMOLITION AND EROSION PLAN.dwg
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LEGEND



PROPERTY LINE

LIMITS OF WORK. REMOVE ALL EXIST. LANDSCAPE, PAVEMENT AND SURFACE IMPROVEMENTS UNLESS OTHERWISE NOTED. PROTECT IN PLACE ALL UNDERGROUND UTILITIES UNLESS OTHERWISE STATED.

FENCE CHAIN (SEE DETAIL SHEET C1.10)

SILT FENCE (SEE DETAIL SHEET C1.10)

REMOVE EXISTING UNDERGROUND UTILITY

FILTER SACK INLET PROTECTION (SEE DETAIL SHEET C1.10)

DEMOLITION NOTES

- ANY ITEMS TO REMAIN THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED TO THE EXISTING CONDITION OR BETTER AT THE CONTRACTOR'S EXPENSE.
- REFER TO LANDSCAPE PLANS FOR TREE REMOVAL, RELOCATION, AND PROTECTION INFORMATION. ANY AREAS FOR LANDSCAPING SHALL HAVE ALL BASE AND SUBGRADE MATERIAL REMOVED TO A DEPTH OF 3 FEET.
- ALL VALVE BOXES, MANHOLES, CATCH BASINS, AND OTHER ITEMS TO REMAIN SHALL BE ADJUSTED TO PROPOSED GRADE.
- THE INTENT OF THE DEMOLITION PLAN IS TO DEPICT EXISTING FEATURES THAT ENCUMBER THE PROPOSED CONSTRUCTION AREA AND ARE SCHEDULED FOR REMOVAL. SOME INCIDENTAL ITEMS MAY HAVE BEEN INADVERTENTLY OMITTED FROM THE PLAN. THE CONTRACTOR IS ENCOURAGED TO THOROUGHLY INSPECT THE SITE AS WELL AS REVIEW THE PLANS AND SPECIFICATIONS PRIOR TO SUBMITTING PRICING. CONTRACTOR WILL NOT RECEIVE ADDITIONAL COMPENSATION FOR INCIDENTAL ITEMS NOT SHOWN ON THIS DEMOLITION PLAN.
- THIS DEMOLITION PLAN IS BASED ON AVAILABLE UTILITY INFORMATION AND MAY OR MAY NOT BE ALL INCLUSIVE FOR THIS SITE. ANY UTILITIES ENCOUNTERED DURING DEMOLITION THAT ARE NOT DEPICTED/ADDRESSED ON THIS DRAWING SHOULD BE BROUGHT TO THE ATTENTION OF THE PROJECT ENGINEER IMMEDIATELY.
- CONTRACTOR IS REQUIRED TO OBTAIN ALL DEMOLITION AND DEWATERING PERMITS, IF APPLICABLE.
- ALL FEATURES IDENTIFIED ON THIS PLAN WHICH ARE LISTED TO BE DEMOLISHED ARE TO BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
- CONTRACTOR SHALL LIMIT ALL DEMOLITION ACTIVITIES TO THOSE AREAS DELINEATED ON THE CONSTRUCTION DRAWINGS UNLESS OTHERWISE DIRECTED BY THE DEVELOPER OR AS REQUIRED FOR CONSTRUCTION OF IMPROVEMENTS.
- CONTRACTOR IS RESPONSIBLE FOR CONTROLLING AIRBORNE DUST AND POLLUTANTS BY USING WATER SPRINKLING OR OTHER SUITABLE MEANS OF CONTROL.
- CONTRACTOR TO USE CARE IN HANDLING DEBRIS FROM SITE TO ENSURE THE SAFETY OF THE PUBLIC. Haul route to be closely monitored for debris or materials tracked onto adjoining roadways, sidewalks, etc. Roadways and walkways to be cleared daily or as necessary to maintain public safety.
- ALL ASPHALT TO BE REMOVED SHALL BE SAW CUT ADJACENT TO REMAINING IMPROVEMENTS.
- WHERE REMAINING, INLETS, MANHOLE COVERS, AND VALVE COVERS TO BE PROTECTED IN PAVEMENT REMOVAL AREAS. CONTRACTOR SHALL REPLACE DAMAGED STRUCTURES AT THEIR EXPENSE.
- CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES WITH FENCING, BARRICADES, ENCLOSURES, ETC. AS APPROVED BY THE ### AND CONSTRUCTION MANAGER.
- CONTINUOUS ACCESS SHALL BE MAINTAINED FOR SURROUNDING PROPERTIES AT ALL TIMES DURING DEMOLITION OF EXISTING FACILITIES AND CONSTRUCTION OF NEW FACILITIES. SIGNAGE SHALL BE POSTED TO DIRECT THE PUBLIC TO THE PATH OF TRAVEL.
- REFER TO THE TOPOGRAPHIC SURVEY FOR ADDITIONAL DETAILS OF EXISTING STRUCTURES, ETC., LOCATED WITHIN THE PROJECT SITE. UNLESS OTHERWISE NOTED, ALL EXISTING BUILDINGS, STRUCTURES, SLABS, CONCRETE, ASPHALT, DEBRIS PILES, SIGNS, AND ALL APPURTENANCES ARE TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DISPOSED OF IN A LEGAL MANNER AS PART OF THIS CONTRACT. SOME ITEMS TO BE REMOVED MAY NOT BE DEPICTED ON THE TOPOGRAPHIC SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE FULL EXTENT OF ITEMS TO BE REMOVED. IF ANY ITEMS ARE IN QUESTION, THE CONTRACTOR SHALL CONTACT THE OWNER PRIOR TO REMOVAL OF SAID ITEMS.
- ALL TREES NOT SPECIFICALLY SHOWN TO BE PRESERVED OR RELOCATED SHALL BE REMOVED AS A PART OF THIS CONTRACT. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY DEMOLITION.
- CONTRACTOR SHALL COORDINATE THE LIMITS OF UTILITY DEMOLITION WITH PROPOSED PLANS.

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DEMOLITION AND EROSION PLAN

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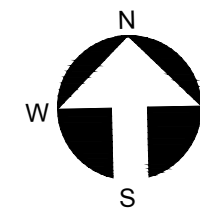
JOSHUA D. HORNING

FLORIDA LICENSE NUMBER
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DATE: OCT. 7, 2024

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Drawn by: MXE
Project Manager: JDH



C1.00

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WEST BLOCK

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1. SEDIMENT BASINS AND TRAPS, PERIMETER DIKES, SEDIMENT BARRIERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT SHALL BE CONSTRUCTED AS A FIRST STEP IN ANY LAND DISTURBING ACTIVITY AND SHALL BE MADE FUNCTIONAL BEFORE UP-SLOPE LAND DISTURBANCE TAKES PLACE.
2. ALL SEDIMENT CONTROL MEASURES ARE TO BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND BE CONSTRUCTED PRIOR TO ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL. EACH BARRIERSIDE PERIMETER SEDIMENT BARRIERS SHALL BE CONSTRUCTED TO PREVENT SEDIMENT OR TRASH FROM FLOWING OR FLOATING ON TO ADJACENT PROPERTIES.
3. PERMANENT OR TEMPORARY SOIL STABILIZATION SHALL BE APPLIED TO DENUDED AREAS WITHIN SEVEN (7) DAYS AFTER FINAL GRADE IS REACHED ON ANY PORTION OF THE SITE. TEMPORARY SOIL STABILIZATION SHALL BE APPLIED WITHIN SEVEN (7) DAYS TO DENUDED AREAS THAT MAY NOT BE AT FINAL GRADE BUT WILL REMAIN UNDISTURBED FOR LONGER THAN 30 DAYS. PERMANENT STABILIZATION SHALL BE APPLIED TO AREAS THAT ARE TO BE LEFT UNDISTURBED FOR MORE THAN ONE YEAR.
4. DURING CONSTRUCTION OF THE PROJECT, SOIL STOCK PILES SHALL BE STABILIZED, COVERED OR CONTAINED WITH SEDIMENT TRAPPING MEASURES. THE APPLICANT IS RESPONSIBLE FOR THE TEMPORARY PROTECTION AND PERMANENT STABILIZATION OF ALL SOIL STOCKPILES ON SITE AS WELL AS SOIL INTENTIONALLY TRANSPORTED FROM THE PROJECT SITE.
5. A PERMANENT VEGETATIVE COVER SHALL BE ESTABLISHED ON DENUDED AREAS NOT OTHERWISE PERMANENTLY STABILIZED.
6. AFTER ANY SIGNIFICANT RAINFALL, SEDIMENT CONTROL STRUCTURES WILL BE INSPECTED FOR INTEGRITY. ANY DAMAGED DEVICES SHALL BE CORRECTED IMMEDIATELY.
7. CONCENTRATED RUNOFF SHALL NOT FLOW DOWN CUT OR FILL SLOPES UNLESS CONTAINED WITHIN AN ADEQUATE TEMPORARY OR PERMANENT CHANNEL, FLUME, SLOPE DRAIN STRUCTURE OR APPROVED CONTROL.
8. SEDIMENT WILL BE PREVENTED FROM ENTERING ANY STORM WATER SYSTEM, DITCH OR CHANNEL. ALL STORM WATER INLETS THAT ARE MADE OPERABLE DURING CONSTRUCTION SHALL BE PROTECTED SUCH THAT SEDIMENT-LADEN WATER CANNOT ENTER THE CONVEYANCE SYSTEM WITHOUT FIRST BEING FILTERED OR OTHERWISE TREATED TO REMOVE SEDIMENT.
9. WHEN WORK IN A LIVE WATERCOURSE IS PERFORMED, PRECAUTIONS SHALL BE TAKEN TO MINIMIZE ENCROACHMENT, CONTROL SEDIMENT TRANSPORT AND STABILIZE THE WORK AREA TO THE GREATEST EXTENT POSSIBLE DURING CONSTRUCTION.
10. PERIODIC INSPECTION AND MAINTENANCE OF ALL SEDIMENT CONTROL STRUCTURES MUST BE PROVIDED TO ENSURE INTENDED PURPOSE IS ACCOMPLISHED. THE DEVELOPER, OWNER AND/OR CONTRACTOR SHALL BE CONTINUALLY RESPONSIBLE FOR ALL SEDIMENT CONTROLS. SEDIMENT CONTROL MEASURES SHALL BE IN WORKING CONDITION AT THE END OF EACH WORKING DAY.
11. WHERE CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS, PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY TRACKING ONTO THE PAVED SURFACE. WHERE SEDIMENT IS TRACKED ONTO A PUBLIC ROAD SURFACE WITH CURBS AND GUTTERS, THE ROAD SHALL BE CLEANED THOROUGHLY AT THE END OF EACH DAY. SEDIMENT SHALL BE REMOVED FROM THE ROADS BY SHOVELING OR SWEEPING AND TRANSPORTED TO A SEDIMENT CONTROL DISPOSAL AREA. STREET WASHING SHALL BE ALLOWED ONLY AFTER SEDIMENT IS REMOVED IN THIS MANNER. THIS PROVISION SHALL APPLY TO INDIVIDUAL SUBDIVISION LOTS AS WELL AS TO LARGER LAND DISTURBING ACTIVITIES.
12. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
13. PROPERTIES AND WATERWAYS DOWNSTREAM FROM CONSTRUCTION SITES SHALL BE PROTECTED FROM SEDIMENT DEPOSITION AND EROSION AT ALL TIMES DURING CONSTRUCTION.
14. EROSION CONTROL DESIGN AND CONSTRUCTION SHALL FOLLOW THE REQUIREMENTS IN INDEX NUMBERS 101, 102 AND 103 OF F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS AND COUNTY PERMITS.
15. CONTRACTOR IS RESPONSIBLE FOR ALL SURFACE WATER DISCHARGES, RAINFALL RUN OFF OR DETERIORATING ACTIVITIES.
16. CONTRACTOR MUST INCORPORATE ALL BMP'S NECESSARY TO MEET OR EXCEED STATE WATER QUALITY AND SWPPP REQUIREMENTS.
17. THE POLLUTION PREVENTION PLAN IS A MINIMUM GUIDELINE ONLY. ADDITIONAL BMP'S MAY BE NECESSARY AT CONTRACTOR'S EXPENSE.
18. NOI TO BE POSTED ON SITE.
19. DEWATERING ACTIVITIES:
 - a. DISCHARGE MUST NOT EXCEED STATE WATER QUALITY STANDARDS.
 - b. CONTRACTOR MUST HAVE A TRANSFERABLE SFWMD DEWATERING PERMIT.
 - c. NO HAZARDOUS WASTE IS ALLOWED FOR DEWATERING UNLESS APPROVED BY THE WATER MANAGEMENT DISTRICT FOR THAT AREA.

1. CONTRACTOR TO CONSIDER POTENTIAL DEWATERING ACTIVITIES WHEN PREPARING BID DOCUMENTS FOR THIS PROJECT.
2. CONTRACTOR SHALL OBTAIN ANY NECESSARY DEWATERING PERMITS AS SITE CONDITIONS AND CONSTRUCTION ACTIVITIES REQUIRE.
3. CONTRACTOR TO USE B.M.P.'S TO ENSURE COMPLIANCE WITH NPDES AND WATER MANAGEMENT DISTRICT REGULATIONS FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES AND DEWATERING OPERATIONS.
4. THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION AND SEDIMENT CONTROL MEASURES AND PRACTICES PRIOR, OR CONCURRENT WITH LAND DISTURBING ACTIVITIES.

1. CONTRACTOR MAY PHASE EROSION AND SEDIMENTATION CONTROL MEASURES IN ACCORDANCE WITH SITE CONSTRUCTION PHASING.
2. CONTRACTOR SHALL ENSURE THAT THE CONSTRUCTION AREA IS SEPARATED FROM THE AREA NOT UNDER CONSTRUCTION WITH A TEMPORARY CHAIN LINK FENCE AND ENSURE THE SAFETY OF THE PUBLIC.

ALL MEASURES STATED ON THIS SITE MAP, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES AND PRACTICES WHETHER TEMPORARY OR PERMANENT, SHALL BE AT ALL TIMES THE RESPONSIBILITY OF THE CONTRACTOR. ANY PERMITTEE SHALL HAVE THESE MEASURES CHECKED BY A QUALIFIED PERSON IN ACCORDANCE WITH THE CONTRACT DOCUMENTS OR THE APPLICABLE PERMIT, WHICHEVER IS MORE STRINGENT, AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

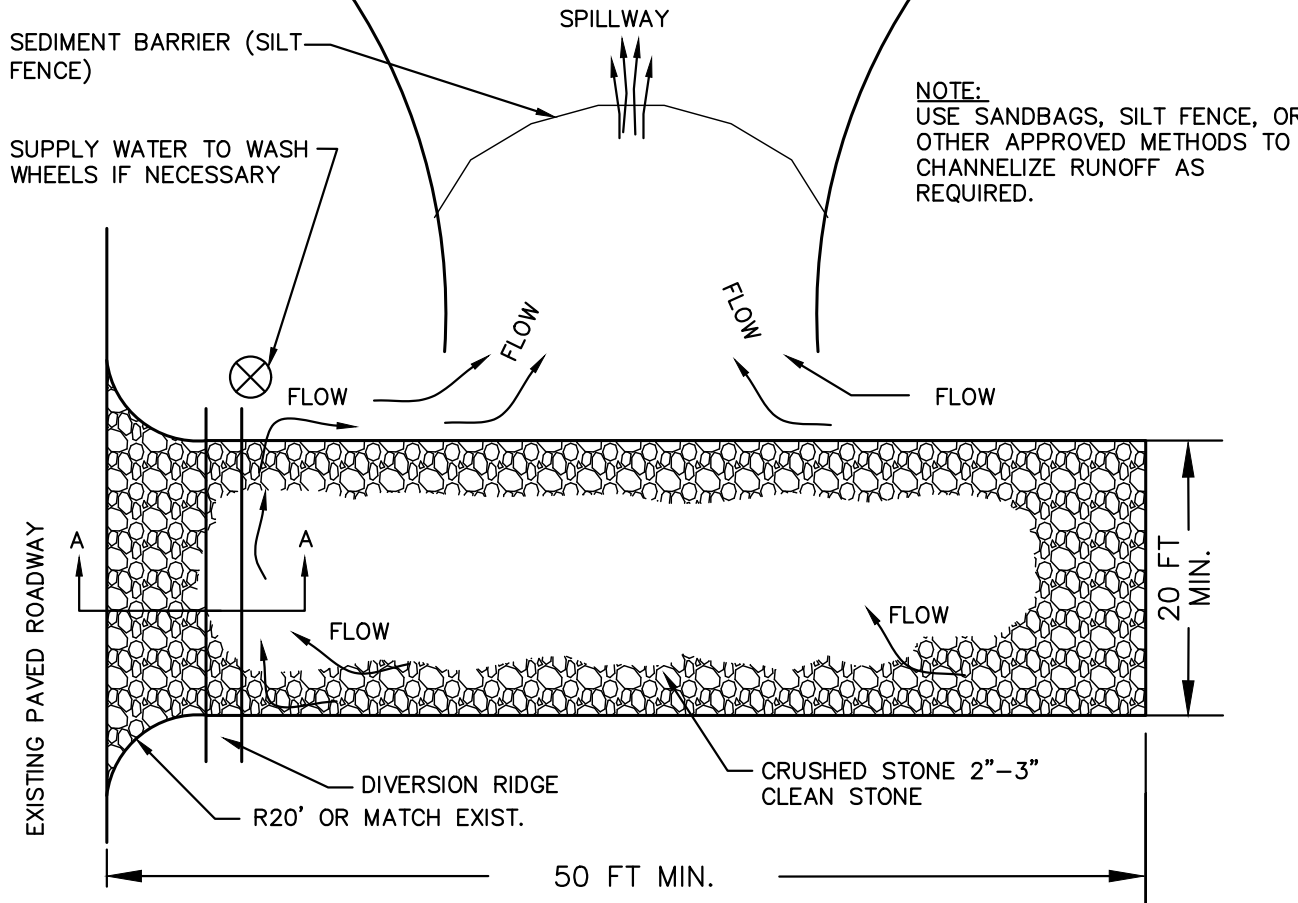
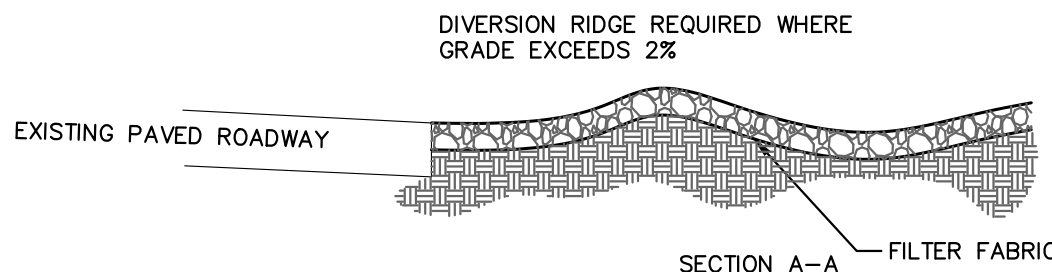
1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING OR DETEIORATION.
2. THE SLOPE OF THE EROSION CONTROL MEASURES SHALL BE MAINTAINED TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES THE TOP OF THE HEIGHT OF THE FENCE.
4. THE CONSTRUCTION EXITS SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION EXITS AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION. PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AREA AS CONDITIONS DEMAND.

[illegible]

UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAYDOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.

1. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE AND INSTALL SILT FENCE, TURBIDITY BARRIER AND INLET PROTECTION.
2. PERFORM CLEARING AND GRUBBING AND DEMOLITION.

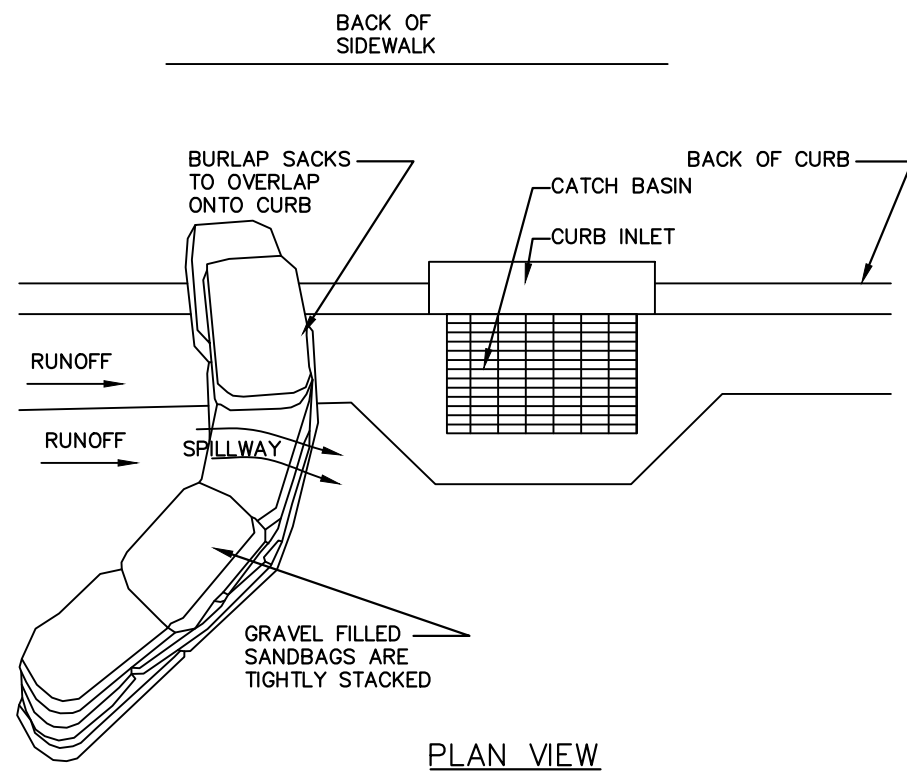
1. PERFORM MASS GRADING, ROUGH GRADE TO ESTABLISH PROPOSED DRAINAGE PATTERNS.
2. CONSTRUCT PROPOSED DRAINAGE INFRASTRUCTURE.
3. TEMPORARILY SEED WITH PURE LIVE SEED, THROUGHOUT CONSTRUCTION, DISTURBED AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE OR AS REQUIRED BY GENERIC PERMIT.
4. CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING BUILDING PAD.
5. COMPLETE FINAL GRADING AND FINAL STABILIZATION.
6. REMOVE TEMPORARY EROSION CONTROL MEASURES.



PLAN VIEW

1. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION THAT WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE TOP DRESSING, REPAIR AND/OR CLEANOUT OF ANY MEASURES USED TO TRAP SEDIMENT.
2. WHEN NECESSARY, WHEELS SHALL BE CLEANED PRIOR TO ENTRANCE ONTO PUBLIC RIGHT-OF-WAY.
3. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE THAT DRAINS INTO AN APPROVED SEDIMENT TRAP OR SEDIMENT BASIN.

K-H



1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. SANDBAGS OF EITHER BURLAP OR WOVEN "GEOTEXTILE" FABRIC, ARE FILLED WITH GRAVEL LAYERED AND PACKED TIGHTLY.
3. LEAVE A ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR OVERTFLOW.
4. INSPECT BARRIERS AND REMOVE SEDIMENT AFTER EACH STORM EVENT. SEDIMENT AND GRAVEL MUST BE REMOVED FROM THE TRAVELED WAY IMMEDIATELY.

Diagram of a Type I life preserver showing its internal structure and components:

- 18 OZ. NYLON REINFORCED PVC FABRIC (300 PSI TEST) WITH LACING GROMMETS
- CLOSED CELL SOLID PLASTIC FOAM FLATATION (6" DIA. EQUIV.) (12 LBS. PER FT. BUOYANCY)
- 5/8" POLYPRO ROPE (600 LB. BREAKING STRENGTH)
- 1/4" GALVANIZED CHAIN

TYPE I

●	PILE LOCATIONS	—	ANCHOR
	DREDGE OR FILL AREA		BARRIER MOVEMENT DUE TO CURRENT ACTION
—○—	MOORING BUOY W/ANCHOR		

1. D1=5' STD. (SINGLE PANEL FOR DEPTHS 5' OR LESS). D2=5' STD. (ADDITIONAL PANEL FOR DEPTHS 5').
2. CURTAIN TO REACH BOTTOM UP TO DEPTHS OF 10 FEET. TWO PANELS TO BE USED FOR DEPTHS GREATER THAN 10 FEET UNLESS SPECIAL DEPTH CURTAINS SPECIFICALLY CALLED FOR IN THE PLANS OR AS DETERMINED BY THE ENGINEER.

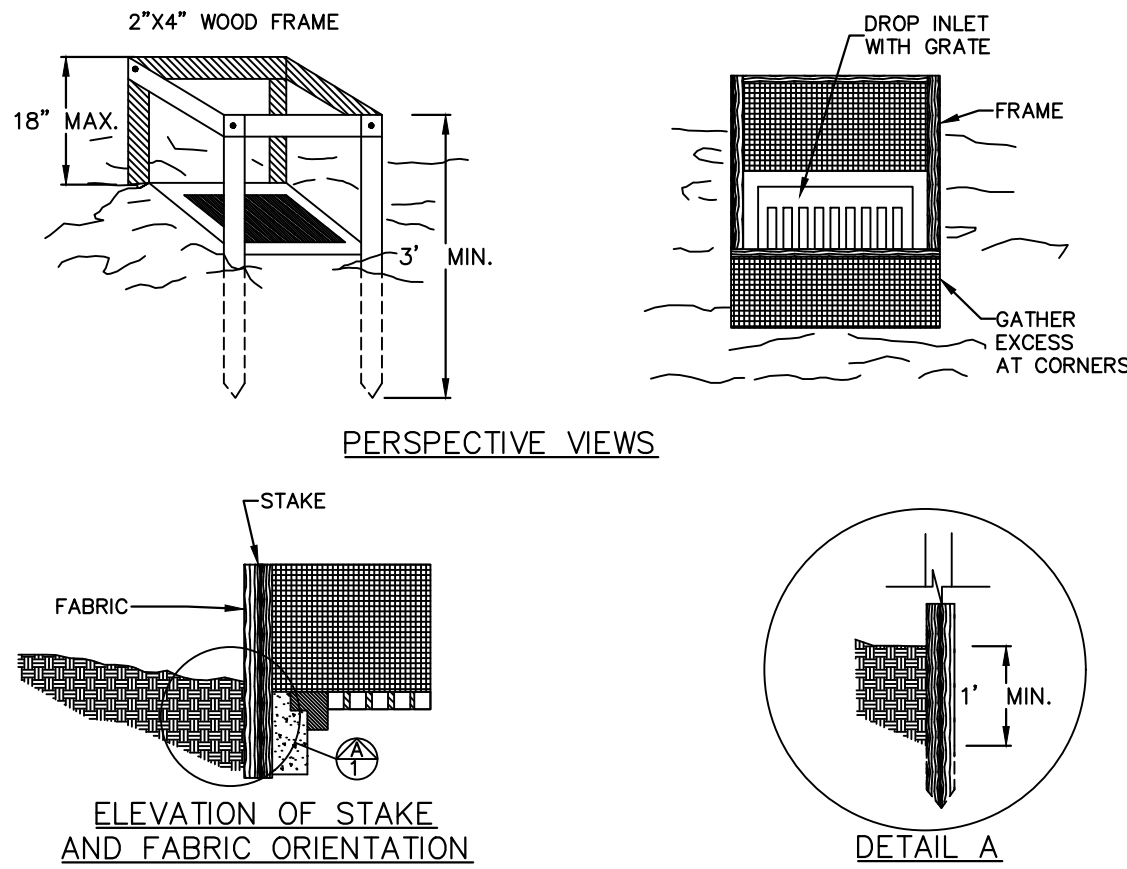
A cross-sectional diagram of a curb opening without a grate. The diagram shows a concrete curb on the left and a concrete slab on the right. A rectangular opening is cut into the curb. An aggregate pouch, represented by a shaded area with a cross-hatch pattern, is placed in the opening. An overflow gap is shown between the top of the aggregate pouch and the top of the curb. A manhole is shown in the concrete slab to the right of the curb opening. Labels with leader lines point to the following components: CURB OPENING WITHOUT GRATE, OVERFLOW GAP, AGGREGATE POUCH, and MANHOLE.

NOTE: IP-12 WILL BE **MANUFACTURED
IN THE U.S.A.** FROM A
WOVEN MONOFILAMENT FABRIC THAT
MEETS OR EXCEEDS THE FOLLOWING
SPECIFICATIONS:

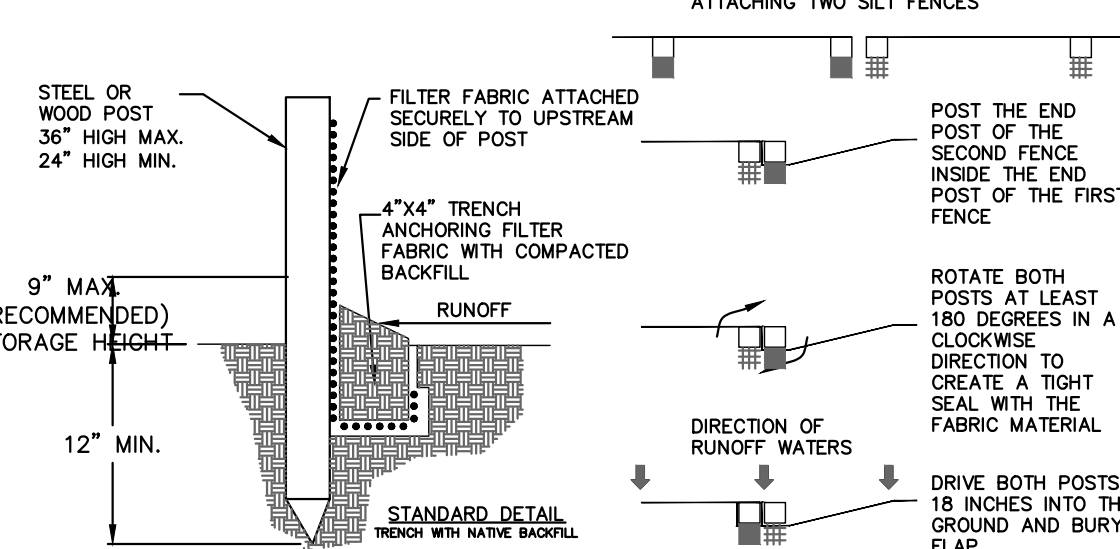
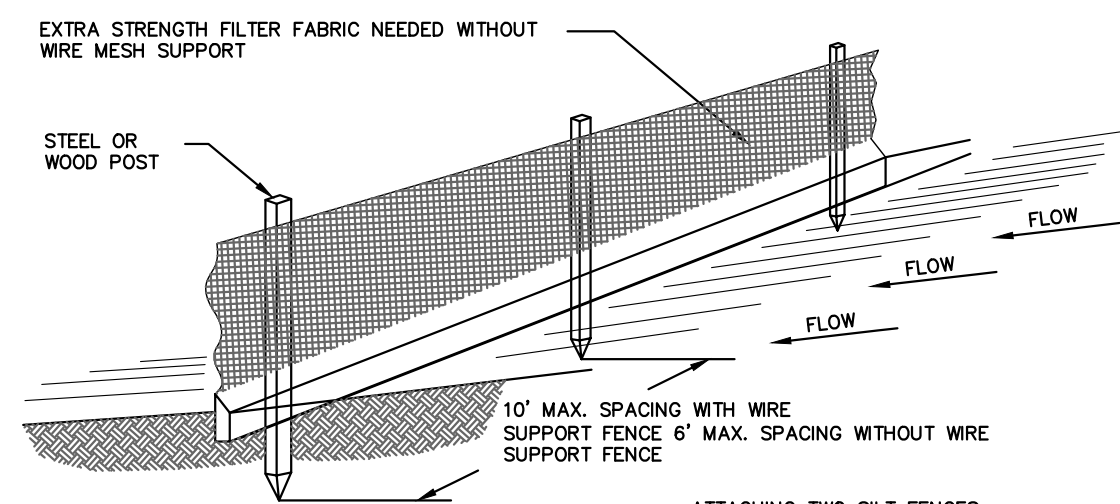
Mechanical Properties	Test Method	Units	MARV
Grab Tensile Strength	ASTM D 4632	kN (lbs)	1.62 (365) x 0.89 (200)
Grab Tensile Elongation	ASTM D 4632	%	24 X 10
Puncture Strength	ASTM D 4533	kN (lbs)	0.39 (89)
Uniaxial Burst Strength	ASTM D 3786	kN (psi)	4.00 (600)
Trapezoid Tear Strength	ASTM D 4533	kN (lbs)	0.51 (115) x 0.33 (75)
UV Resistance	ASTM D 4325		
Apparent Opening Size	ASTM D 4751	Mm (US Std Sieve)	0.425 (40)
Flow Rate	ASTM D 4491	1/min/m ² (g/gal/min/ft ²)	5907 (145)
Permeability	ASTM D 4391	Sec	20

*Note: All IP-12 can be ordered with our optional oil absorbents

DETAIL OF CURB INLET SEDIMENT CONTROL DEVICE
WITH CURB FILTER

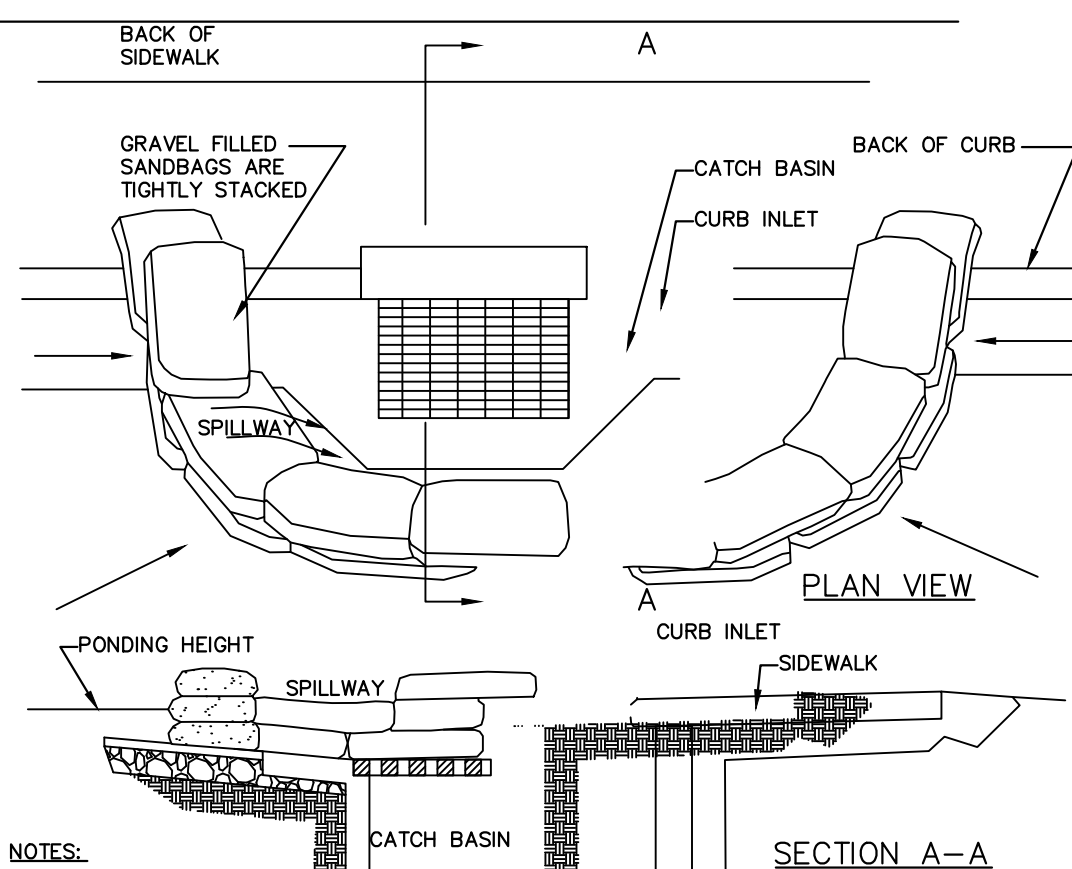


THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS IS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVERLAND FLOWS (NOT EXCEEDING 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS, SUCH AS IN STREET OR HIGHWAY MEDIANS.



1. INSPECT AND REPAIR FENCE EVERY 7 DAYS AND AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
4. DOUBLE ROW SILT FENCE SHALL BE INSTALLED WITH 3' HORIZONTAL SPACING.

NOT TO SCALE



1. PLACE CURB TYPE SEDIMENT BARRIERS ON GENTLY SLOPING STREET SEGMENTS, WHERE WATER CAN POND AND ALLOW SEDIMENT TO SEPARATE FROM RUNOFF.
2. SANDBAGS, OF EITHER BURLAP OR WOVEN GEOTEXTILE FABRIC, ARE FILLED WITH GRAVEL, LAYERED AND PACKED TIGHTLY.
3. LEAVE ONE SANDBAG GAP IN THE TOP ROW TO PROVIDE A SPILLWAY FOR OVERFLOW.

The Society of the Four Arts

100 Four Arts Plaza, Palm Beach, FL 33480

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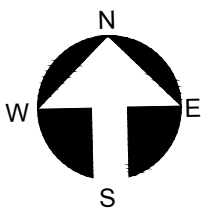
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FLORIDA LICENSE NUMBER
67505

DATE: _____
OCT. 7, 2024

Project no: 245350000

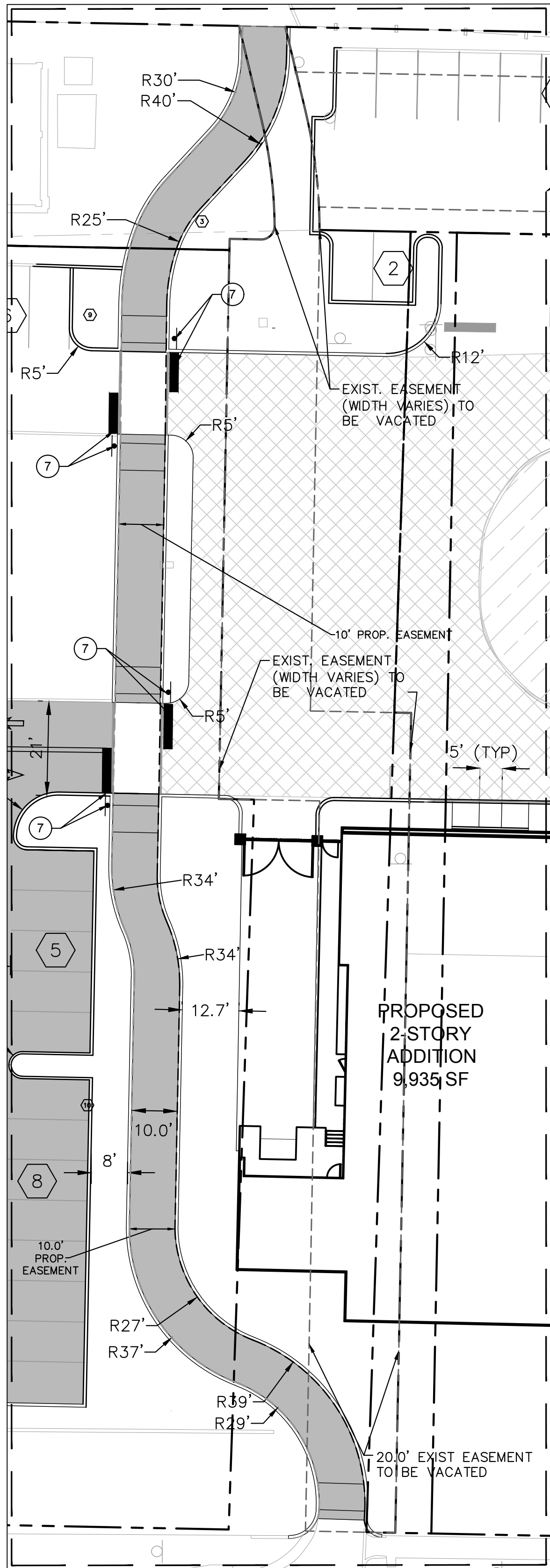
Drawn by: MXE
Project Manager: JDH



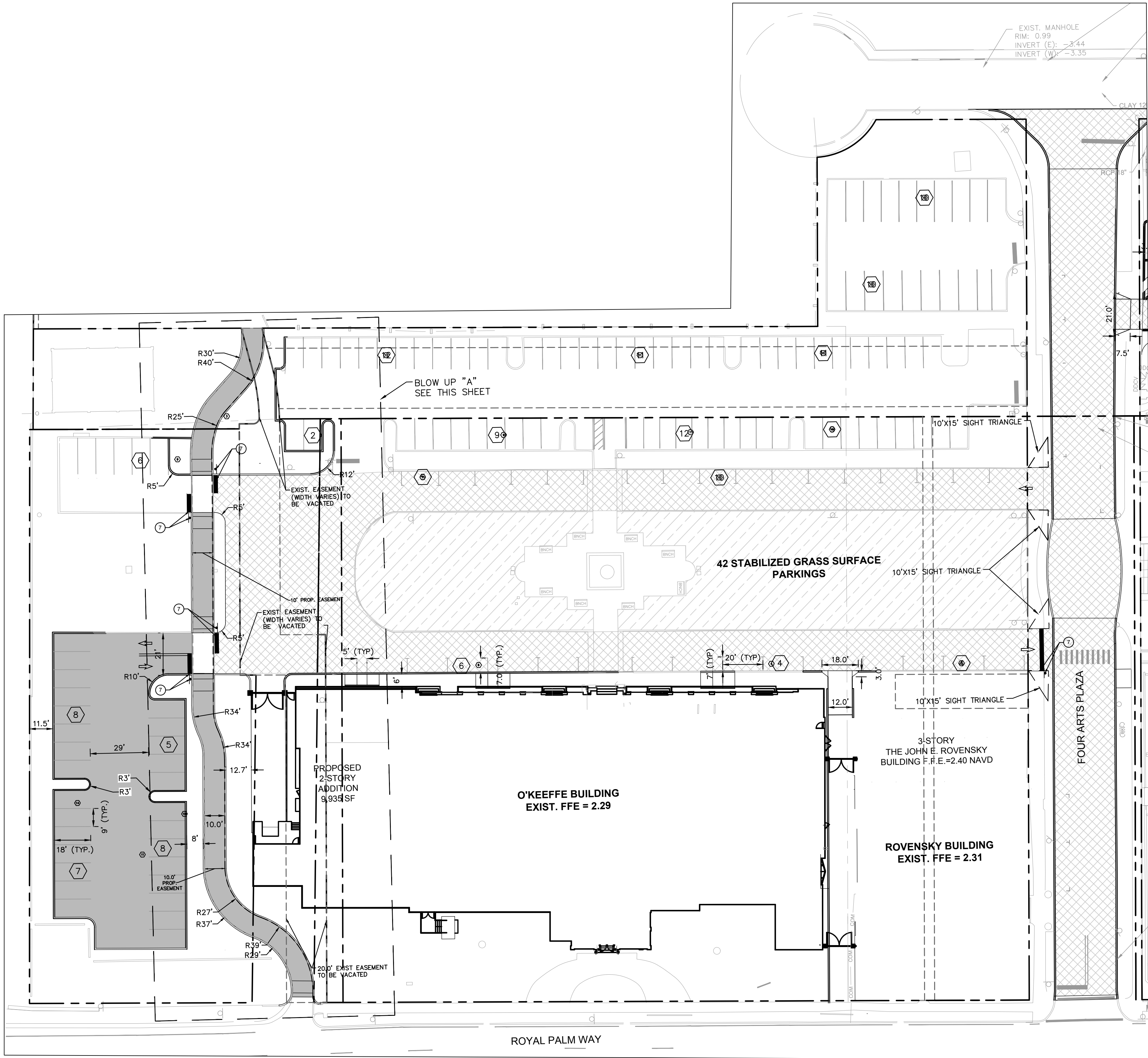
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Plotted By: McLoughlin, Kyle - Sheet Set: SOCIETY OF THE FOUR ARTS CAMPUS IMPROVEMENTS - LAYOUT: C1.200 HORIZONTAL CONTROL PLAN - December 19, 2024 - 07:23:24pm - K:\BCD_Civil\245350000 - Society of the Four Arts CAD Plan Sheets\C1.20 HORIZONTAL CONTROL PLAN-WEST.dwg
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BLOWUP-A
SCALE: 1" = 20"



PARKING COUNT		
Total Number of Parking Spaces	Required	Proposed
Entire campus	316	223

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE BASED ON THE
NORTH AMERICAN VERTICAL DATUM OF 1988.
NAVD '88 ELEV. + 1.52' = NGVD '29 ELEVATION

THE PRESENCE OF GROUNDWATER SHOULD BE
ANTICIPATED. CONTRACTOR'S BID SHALL
INCLUDE CONSIDERATION FOR ADDRESSING THIS
ISSUE AND OBTAINING ALL NECESSARY PERMITS.

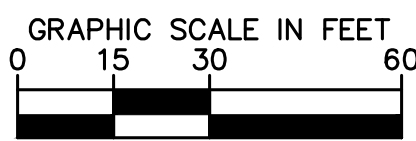
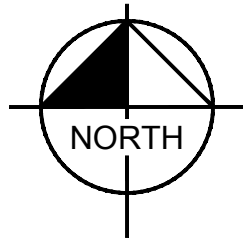
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BEFORE YOU DIG



IT'S THE LAW!
DIAL 811

Know what's below.
Call before you dig.

SUNSHINE STATE ONE CALL OF FLORIDA, INC.



LEGEND

- PROPERTY LINE
- PROP. EASEMENT LINE
- EXIST. EASEMENT LINE
- PARKING STALL COUNT
- ADA PARKING STALL
- SIGN LOCATION

HORIZONTAL CONTROL NOTES

- ALL CURBING IS TYPE "D" UNLESS OTHERWISE STATED.
- TYPE "D" CURB AND TYPE "F" CURB AND GUTTER SHALL BE CONSTRUCTED PER FDOT INDEX 300. ALL TYPE "D" CURB SHALL HAVE A 3" STRAIGHT TRANSITION AT THE BEGINNING AND ENDING POINTS WHEN NOT CONNECTING TO TYPE "F" CURB AND GUTTER.
- ALL DIMENSIONS SHOWN ARE TO FACE OF CURB FOR TYPE "D" CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED.
- ALL CURB RAMP AND SIDEWALKS ENTERING PARKING OR TRAVEL WAYS SHALL HAVE DETECTABLE WARNING SURFACES 2' DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO LATEST FDOT DESIGN STANDARDS INDEX 522-002.
- ALL RADII ARE [3 FEET] UNLESS OTHERWISE NOTED.
- ALL STOP BARS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
- REFER TO LANDSCAPE PLANS FOR PLANTING AND DETAILS.

KEY NOTE LEGEND

- CONCRETE WHEEL STOP (TYP.). SEE DETAIL SHEET.
- ACCESSIBLE PARKING SPACE w/ SINGAGE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN AND SYMBOL.
- CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH LOCAL FPL FOR DETAILS.
- TYPE "D" CURB TRANSITION.
- PEDESTRIAN WALKWAY. SEE DETAIL SHEET.
- CURB RAMP PER FDOT INDEX 304.
- 24" STOP BAR w/ "STOP" SIGN. SEE SIGNAGE DETAIL LEGEND.
- PROPOSED GATE.
- PROPOSED LIGHT POLE. SEE PHOTOMETRIC PLAN.
- PROPERTY LINE
- FLUSH SIDEWALK.
- DUMPSTER ENCLOSURE AREA w/ HEAVY DUTY CONCRETE PAD.

HORIZONTAL CONTROL PLAN

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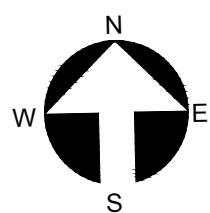
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Drawn by: MXE
Project Manager: JDH



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Architecture • Interior Design
Keith M. Spina #AR13419

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PAVING, GRADING AND DRAINAGE NOTES

- ALL ELEVATIONS ON THE PLANS OR REFERENCED IN THE SPECIFICATIONS ARE BASED ON [NGVD] NATIONAL GEODETIC VERTICAL DATUM OF 1929. [NAVD] NORTH AMERICAN VERTICAL DATUM OF 1988
- THE CROSS SLOPE ON ADA ACCESSIBLE ROUTES SHALL NOT EXCEED 2.0%. THE LONGITUDINAL SLOPE ON ADA ACCESSIBLE ROUTES (NOT INCLUDING RAMPS) SHALL NOT EXCEED 5.0%. THE LONGITUDINAL SLOPE FOR RAMPS SHALL NOT EXCEED 1%:12% (8.3%). ACCESSIBLE PARKING SPACES SHALL NOT EXCEED 2.0% IN ANY DIRECTION (INCLUDING DIAGONAL).
- ALL CATCH BASINS AND DRAINAGE COLLECTION STRUCTURES SHALL BE DESIGNED WITH AN EIGHTEEN INCH (18") VERTICAL SUMP FROM THE INVERT ELEVATION (OR BOTTOM OF BAFFLE) TO THE BOTTOM OF THE STRUCTURE.
- DRAINAGE STRUCTURES SHALL BE CONSTRUCTED USING U.S. PRECAST (USP) U.S. FOUNDRY (USF) OR FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD (FDOT) PRODUCTS AS SPECIFIED OR

APPROVED EQUAL. ALL STORM DRAINAGE STRUCTURES MUST COMPLY WITH THE TOWN OF PALM BEACH DETAILS AND REGULATIONS.

- ROOF DRAIN CONNECTIONS TO DRAINAGE PIPE SHALL BE AS FOLLOWS:
 - FOR ADS N-12 CORRUGATED POLYETHYLENE DRAINAGE PIPE USE ADS DUAL WALL FABRICATED REDUCING SADDLE, TEE 4"-24" DIAMETER
 - FOR RCP DRAINAGE PIPE MAKE CONNECTION FDOT INDEX 280, CONCRETE COLLAR FOR JOINING MAINLINE PIPE AND STUB PIPE DETAIL
 - NOTIFY CONSULTANT FOR CONNECTION METHOD TO STEEL PIPE.
- ALL RAMPS SHALL COMPLY WITH FDOT INDEX 522.
- STORM DRAIN PIPE SHALL BE AS FOLLOWS:
 - REINFORCED CONCRETE PIPE (RCP) CLASS III PER ASTM C-76 OR HIGH DENSITY POLY-ETHYLENE (HDPE) PIPE FOR 24" OR LESS FOR PIPES AND HP (HIGH PERFORMANCE) STORM PIPE FOR PIPES 30" AND LARGER. ROOF LEADER PIPE MATERIAL SHALL BE PVC SDR-35.
 - CORRUGATED POLYETHYLENE PIPE PER AASHTO M294 JOINTS SHALL BE WATER TIGHT
 - ANY STORM PIPE USED MUST BE APPROVED BY LOCAL AUTHORITIES. CONTRACTOR SHALL SELECT

THE MOST ECONOMICAL PRODUCT.

- CONTRACTOR SHALL CLEAN ALL PROPOSED DRAINAGE STRUCTURES AND PIPES UPON COMPLETION OF CONSTRUCTION.
- PROPOSED ELEVATIONS OF CURB REPRESENT FACE OF CURB OR EDGE OF PAVEMENT ELEVATIONS UNLESS OTHERWISE NOTED.
- PROPOSED ELEVATIONS IN ALL Pervious AREAS REPRESENT FINISHED TOP OF SOD/GRASS OR ANY OTHER LANDSCAPING MATERIAL.
- ALL DRAINAGE STRUCTURES SHALL CONFORM TO THE LATEST FDOT INDEX STANDARDS. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- MATCH EXISTING GRADES AT TIE-IN LOCATIONS AT PROPERTY LINES.
- TOP OF LANDSCAPED OR SODDED AREA AGAINST BUILDING SHALL BE MIN. 4" BELOW FINISH FLOOR ELEVATION AND AGAINST SIDEWALK SHALL BE MIN. 2" BELOW FINISH GRADE.

VERTICAL DATUM
ELEVATIONS SHOWN HEREON ARE BASED ON THE
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NAVD '88 ELEV. + 1.52' = NGVD '29 ELEVATION

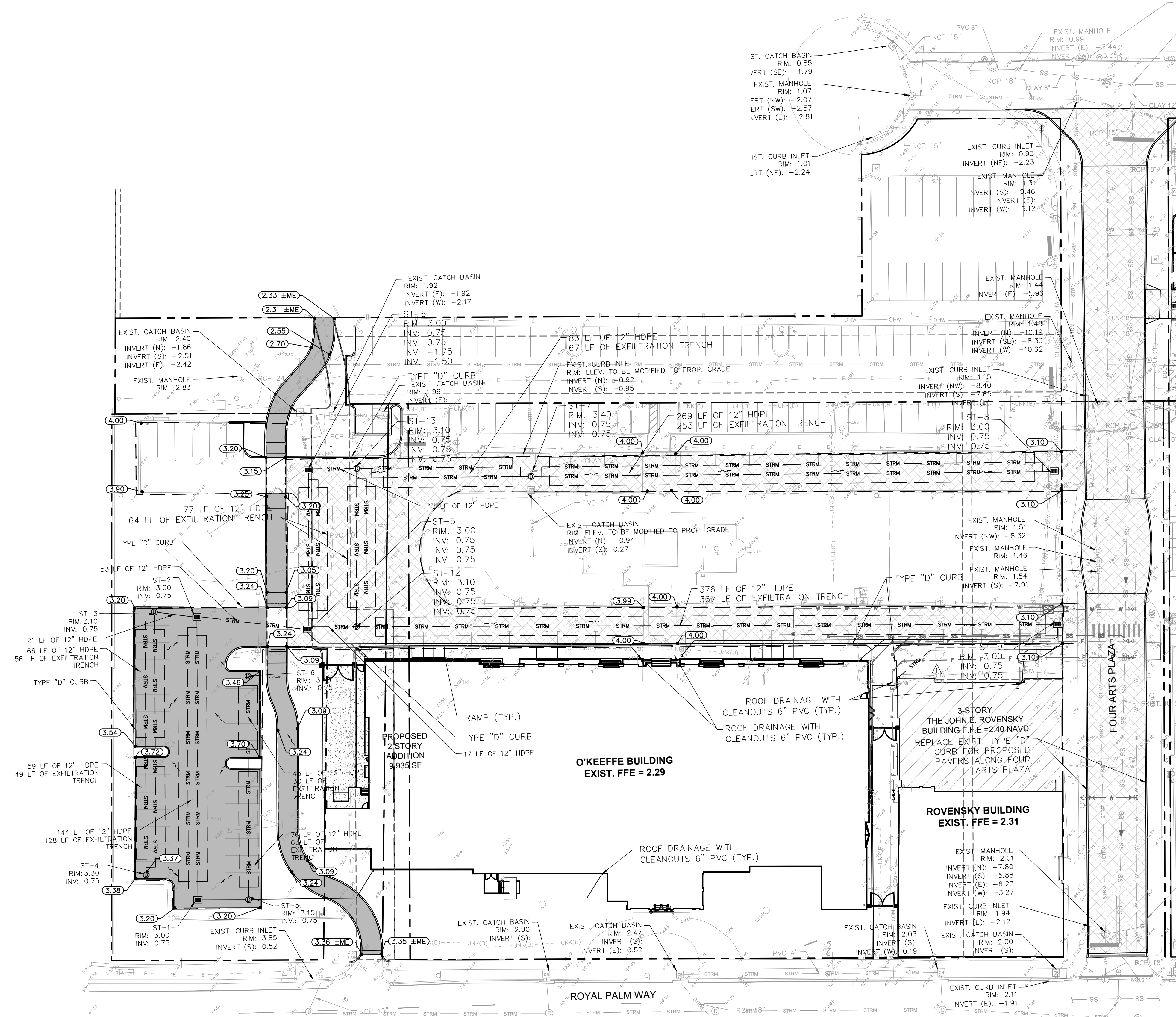
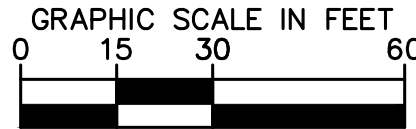
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BEFORE YOU DIG

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LEGEND

- PROPERTY LINE
- BASIN LINE
- CENTERLINE OF R/W
- UTILITY CROSSING
- PROPOSED STORM PIPE
- PROPOSED STORM AREA INLET
- PROPOSED STORM CURB INLET
- PROPOSED STORM MANHOLE
- EXISTING STORM PIPE
- EXISTING STORM AREA INLET
- EXISTING STORM CURB INLET
- EXISTING STORM MANHOLE
- SANITARY FORCE MAIN PIPE
- SANITARY PIPE
- SANITARY MANHOLE
- FIRE LINE PIPE
- WATER PIPE
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- RECLAIMED WATER PIPE
- IRRIGATION MAIN PIPE
- FIBER OPTIC LINE
- OVERHEAD LINE
- TELEPHONE LINE
- COMMUNICATIONS LINE
- UNDERGROUND ELECTRIC LINE
- FPL LINE
- ELECTRICAL LINE
- GAS LINE
- EXISTING UTILITY EASEMENTS
- PROPOSED UTILITY EASEMENTS
- EXISTING CONTOUR ELEVATIONS
- PROPOSED SPOT ELEVATION
- MATCH EXISTING ELEVATION
- EXISTING ELEVATION
- FLOW ARROW
- PROPOSED CONCRETE SIDEWALK
- PROPOSED ASPHALT PAVEMENT
- EXISTING ASPHALT TO BE REPLACED WITH PAVEMENT. REFER TO HARDSCAPE PLAN FOR DETAILS

Basin Data

Total Lot Area	=	0.81 AC
Impervious Area	=	0.81 AC
(Hardscape, Pool, and Building)		
Pervious Area	=	0.00 AC

Estimated Runoff Volume

Impervious Runoff Volume:		
2in x 0.81 AC * 1ft/12in	=	0.135 AC-FT
Pervious Runoff Volume		
2in x 0 AC * 1ft/12in	=	0.00 AC-FT
Total Volume to be Retained	=	0.135 AC-FT

Exfiltration Trench Calculations (SFWM Analysis)

Exfiltration Trench Type 1		
L (Total Length of Trench Proposed)	=	660 ft
W (Proposed Trench Width)	=	15.00 ft
Exfiltration Trench Type 2		
L (Total Length of Trench Proposed)	=	380 ft
W (Proposed Trench Width)	=	10.00 ft
K (Hydraulic Conductivity)	=	9.26E-05 cfs/sq-ft per ft head
H2 (Proposed Depth to Water Table)	=	1.50 ft
DU (Proposed Non-Saturated Trench Depth)	=	0.50 ft
DS (Proposed Saturated Trench Depth)	=	1.50 ft

Water Table Elevation	=	1.50 ft (NAVD 88)
-----------------------	---	-------------------

Proposed Retention	=	0.135 AC-FT
Required Retention (Site)	=	0.135 AC-FT

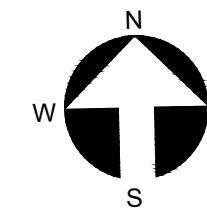
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JOSHUA D. HORNING
FLORIDA LICENSE NUMBER
67505

DATE: DEC. 2024

Project no: 140802001

Drawn by: MXE
Project Manager: JDH



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DITCH WIDTH (W)+4"

SURFACE REPLACEMENT

REPLACEMENT BASE SURFACE JOINT

SEE LOC. CRITERIA

DIA. VARIES

12"

VARIES

12"

1.5'

1.5'

2'

STAGE #1

STAGE #2

REPLACEMENT OF FLEXIBLE PAVEMENT FOR PERMITTED PAVEMENT CUT

DENSITY PROCEDURES

THE BACKFILL FOR THE FIRST AND SECOND STAGES SHALL BE PLACED IN 6" LAYERS (COMPACTED THICKNESS) AND SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.

STAGE #1

THE PERMITTEE SHALL PROVIDE ADEQUATE COMPACTED FILL BENEATH THE HAUNCHES OF THE PIPE, USING MECHANICAL TAMPERS SUITABLE FOR THIS PURPOSE. THIS COMPACTION APPLIES TO THE MATERIAL PLACED BENEATH THE HAUNCHES OF THE PIPE AND ABOVE ANY BEDDING REQUIRED.

STAGE #2

THE PERMITTEE SHALL OBTAIN A WELL-COMPACTED BED AND FILL ALONG THE SIDES OF THE PIPE AND TO A POINT INDICATING THE TOP OF SUB-GRADE MATERIAL.

NOTE: A TEMPORARY ASPHALT PATCH (1 1/2" MINIMUM) SHALL BE APPLIED SAME DAY AS ROAD IS CUT AND MAINTAINED 90 DAYS BEFORE PLACEMENT OF FINAL WEARING SURFACE.

GENERAL NOTES

BASE AND BACKFILL MATERIALS SHALL BE EITHER OF THE SAME TYPE AND COMPOSITION AS THE MATERIALS REMOVED, OR OF EQUAL OR GREATER STRUCTURAL ADEQUACY. MATERIALS CONTAMINATED WITH DELETERIOUS SUBSTANCES DURING EXCAVATION SHALL NOT BE USED.

REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE.

BASE MATERIAL SHALL BE PLACED IN TWO OR THREE LAYERS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO THE SPECIFIED DENSITY.

ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.

SURFACE TREATED PAVEMENT JOINTS SHALL BE LAPPED AND FEATHERED.

SURFACE MATERIAL WILL BE CONSISTENT WITH THE EXISTING SURFACE.

LIMEROCK, CRUSHED CONCRETE BASES

6" LAYERS COMPACTED THICKNESS

DENSITY REQUIREMENTS:

98% UNDER ROADWAY

95% OUTSIDE THE TRAVELED ROADWAY, SUCH AS INTERSECTIONS, CROS-OVERS, TURNOUTS, ETC.

95% SHOULDER PAVEMENT

METHOD AASHTO T-180

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

APPROVED:

TOWN ENGINEER

DRAWING NO. 1

EFFECTIVE: 7-4-94

TABLE 100

TABLE OF MATERIALS AND CONSTRUCTION STANDARDS

RESIDENTIAL ACCESS AND LOCAL STREETS

COMPONENT (1)	DESCRIPTION OF MATERIALS	CONSTRUCTION STANDARDS (MINIMUM IN PLACE) DEPTHS (2) METHOD (3)	NOTES
A	TYPE II ASPHALTIC CONCRETE	1-1/2"	ONE (1) LIFT
	TYPE S-3 ASPHALTIC CONCRETE	1-1/2"	TWO (2) EQ. LIFTS
B	LIMEROCK	8"	COMPACTED
	CRUSHED CONCRETE	8"	COMPACTED
C	SUBGRADE	12"	COMPACTED

(1) A = PAVEMENT
B = BASE
C = SUBGRADE

(2) ALL DIMENSIONS REFER TO FINISHED THICKNESS.

(3) COMPACTED TO AT LEAST 98% MAXIMUM DENSITY PER A.A.S.H.T.O. T-180.

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

APPROVED:

TOWN ENGINEER

TABLE 100

DRAWING NO. 2

EFFECTIVE: 7-4-94

EXISTING GROUND

18" MIN.

12" MIN.

12" MAX.

12" MAX.

4" MIN.

REMAINING BACKFILL PLACED AND COMPACTED PER APPROPRIATE SPECIFICATIONS, 6" MAX. SIZE

GRANULAR BACKFILL PLACED AND COMPACTED TO MINIMUM 90% OF MAXIMUM DENSITY, 2" MAX. SIZE

BEDDING MATERIAL 98% COMPACTION A.A.S.H.T.O. T-180

NOTE:

1. BEDDING SHALL CONSIST OF IN-SITU GRANULAR MATERIAL OR WASHED AND GRADED LIMEROCK 3/8" - 7/8" SIZING UNSUITABLE IN-SITU MATERIALS SUCH AS MUCK, DEBRIS AND LARGER ROCK SHALL BE REMOVED.

2. THE PIPE SHALL BE FULLY SUPPORTED FOR ITS ENTIRE LENGTH WITH APPROPRIATE COMPACTION UNDER THE PIPE HAUNCHES.

3. THE PIPE SHALL BE PLACED IN A DRY TRENCH.

4. BACKFILL SHALL BE FREE OF UNSUITABLE MATERIAL SUCH AS LARGER ROCK, MUCK AND DEBRIS.

TYPICAL TRENCH DETAIL

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

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TOWN ENGINEER

TYPICAL TRENCH DETAIL

DRAWING NO. 3

EFFECTIVE: 7-4-94

WIDTH OF TRENCH PLUS 12" (24" MAXIMUM)

6" VARIES 6"

ASPHALTIC CONCRETE

36" MIN.

BASE

FLOWABLE SAND/CEMENT MIX 200-400 PSI

SAND, COMPACTED TO 98% A.A.S.H.T.O. T-180

CONDUIT (PVC)

NOTE: EXCAVATED TRENCHES GREATER THAN 24" WIDE SHALL BE REPAIRED WITH COMPACTED ROAD MATERIAL

FOR USE IN INSTALLING CONDUIT UNDER EXISTING ASPHALT PAVEMENT NOT ADJACENT TO GUTTER WHEN JACKING IS NOT FEASIBLE

NOTES:

1. RIGID CONDUIT MUST BE USED WHEN JACKING UNDER EXISTING PAVEMENT AT 3 FT. MINIMUM DEPTH

2. ASPHALT TO BE SAWCUT AT THE EDGES OF THE TRENCH

3. THE REMOVAL AND REPLACEMENT OF THE ADDITIONAL PAVEMENT WIDTH (6") WILL NOT BE REQUIRED WHEN THE TRENCH CAN BE CONSTRUCTED WITHOUT DISTURBING THE ASPHALT SURFACE ON EITHER SIDE

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

APPROVED:

TOWN ENGINEER

EXCAVATED CONDUIT/UTILITY TRENCHING

DRAWING NO. 4

EFFECTIVE: 7-5-94

EXISTING PAVEMENT

1-1/2" TYPE S-III HOT MIX PATCH (3' REQUIRED FOR F.D.D.T. ROADWAYS)

30" MIN.

36" MIN. FOR F.D.D.T. ROADWAYS

FLOWABLE SAND/CEMENT MIX 200-400 PSI

CLEAN SAND 6" MIN.

CONDUIT (PVC)

FOR USE IN INSTALLING CONDUIT UNDER EXISTING ASPHALT PAVEMENT NOT ADJACENT TO GUTTER WHEN JACKING IS NOT FEASIBLE

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

APPROVED:

TOWN ENGINEER

ROCK WHEEL TRENCH PAVEMENT PATCH

DRAWING NO. 5

EFFECTIVE: 9-9-03

6"

1/2" RADIUS

6" (DESIGN) MAY VARY FROM 5" MIN. TO 7" MAX.

PAVEMENT

2500 P.S.I. CONCRETE

8"

18"

6" X 18" CONCRETE CURB

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

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TOWN ENGINEER

6" X 18" CONCRETE CURB

DRAWING NO. 6

EFFECTIVE: 9-9-03

24"

12"

12"

7 1/2"

3/4" RAD. (TYP.)

2500 P.S.I. CONCRETE

2' VALLEY GUTTER

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

APPROVED:

TOWN ENGINEER

2' VALLEY GUTTER

DRAWING NO. 7

EFFECTIVE: 7-4-94

SCORED JOINT

6"

1/2" RADIUS

6" (DESIGN) MAY VARY FROM 5" MIN. TO 7" MAX.

PAVEMENT

BASE

2500 P.S.I. CONCRETE

8"

14"

6"

COLD JOINT

1/2" RADIUS

6" (DESIGN) MAY VARY FROM 5" MIN. TO 7" MAX.

PAVEMENT

BASE

2500 P.S.I. CONCRETE

8"

14"

6"

CURB AND SIDEWALK

TOWN OF PALM BEACH PUBLIC WORKS DEPARTMENT

REVISIONS:

DATE:

APPROVED:

TOWN ENGINEER

CURB/SIDEWALK DETAILS

DRAWING NO. 8

EFFECTIVE: 9-9-03

PAVING GRADING AND DRAINAGE DETAILS

THE SOCIETY OF THE FOUR ARTS

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JOSHUA D. HORNING

FLORIDA LICENSE NUMBER 67505

DATE: OCT. 7, 2024

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Drawn by: MXE

Project Manager: JDH

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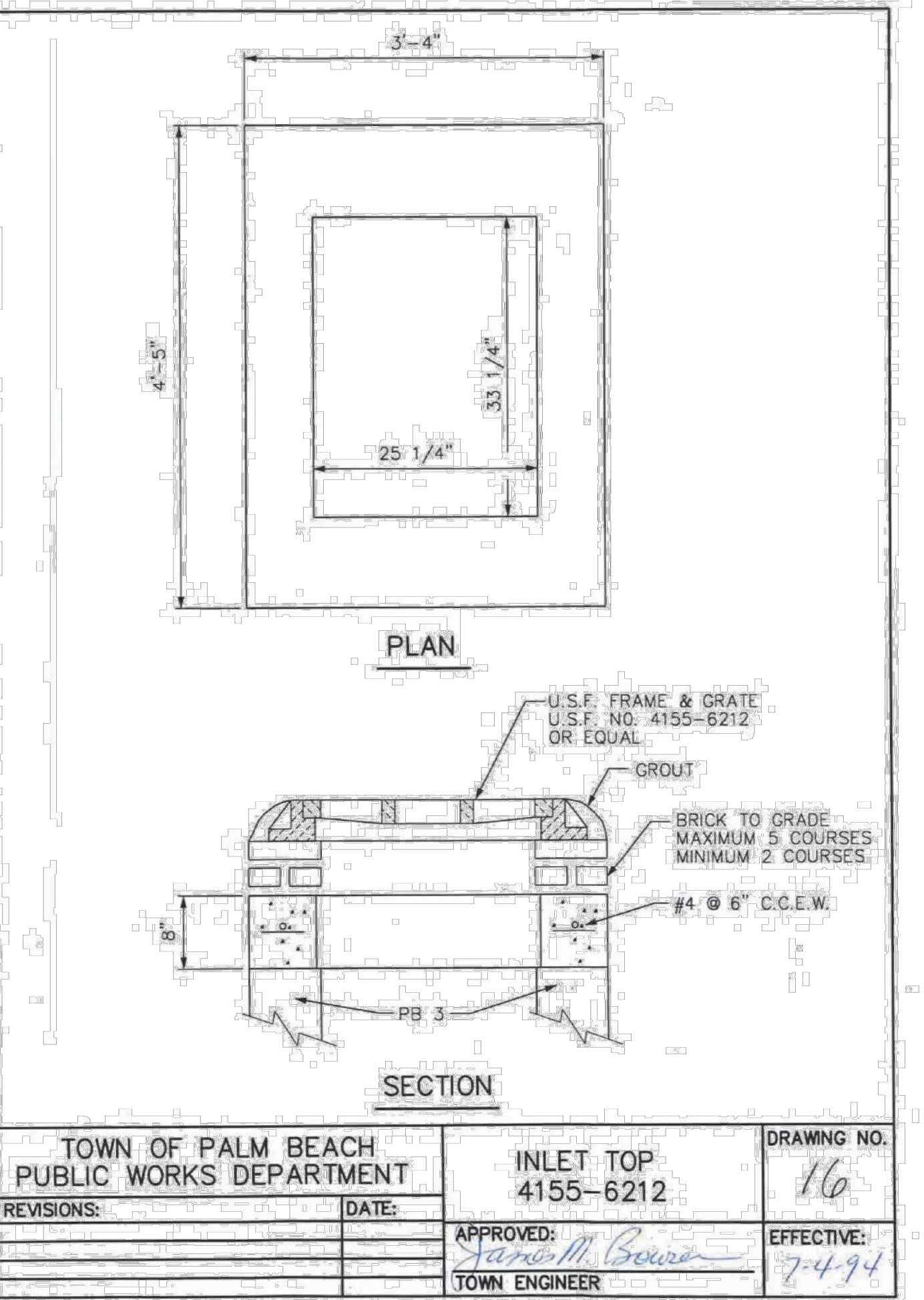
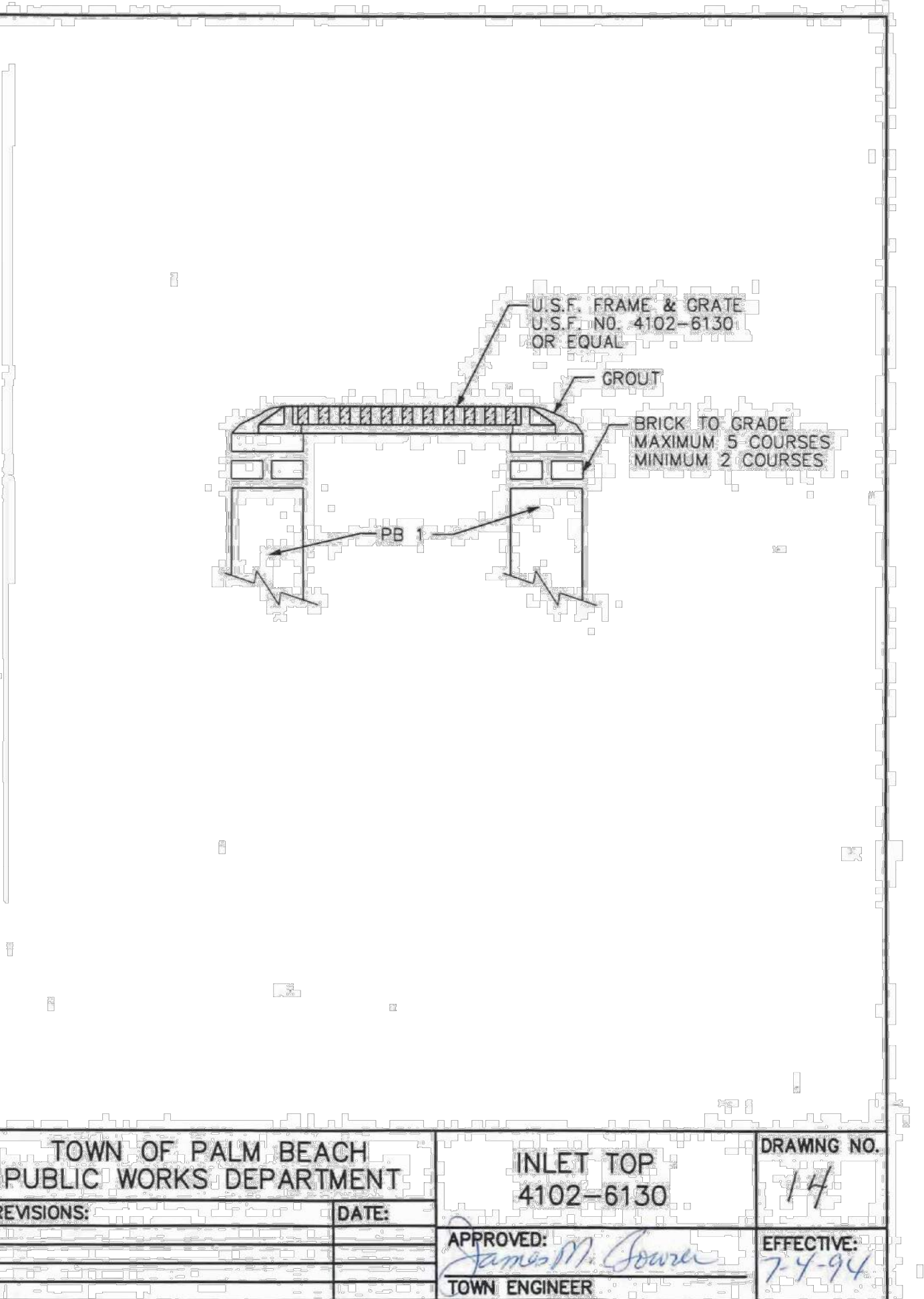
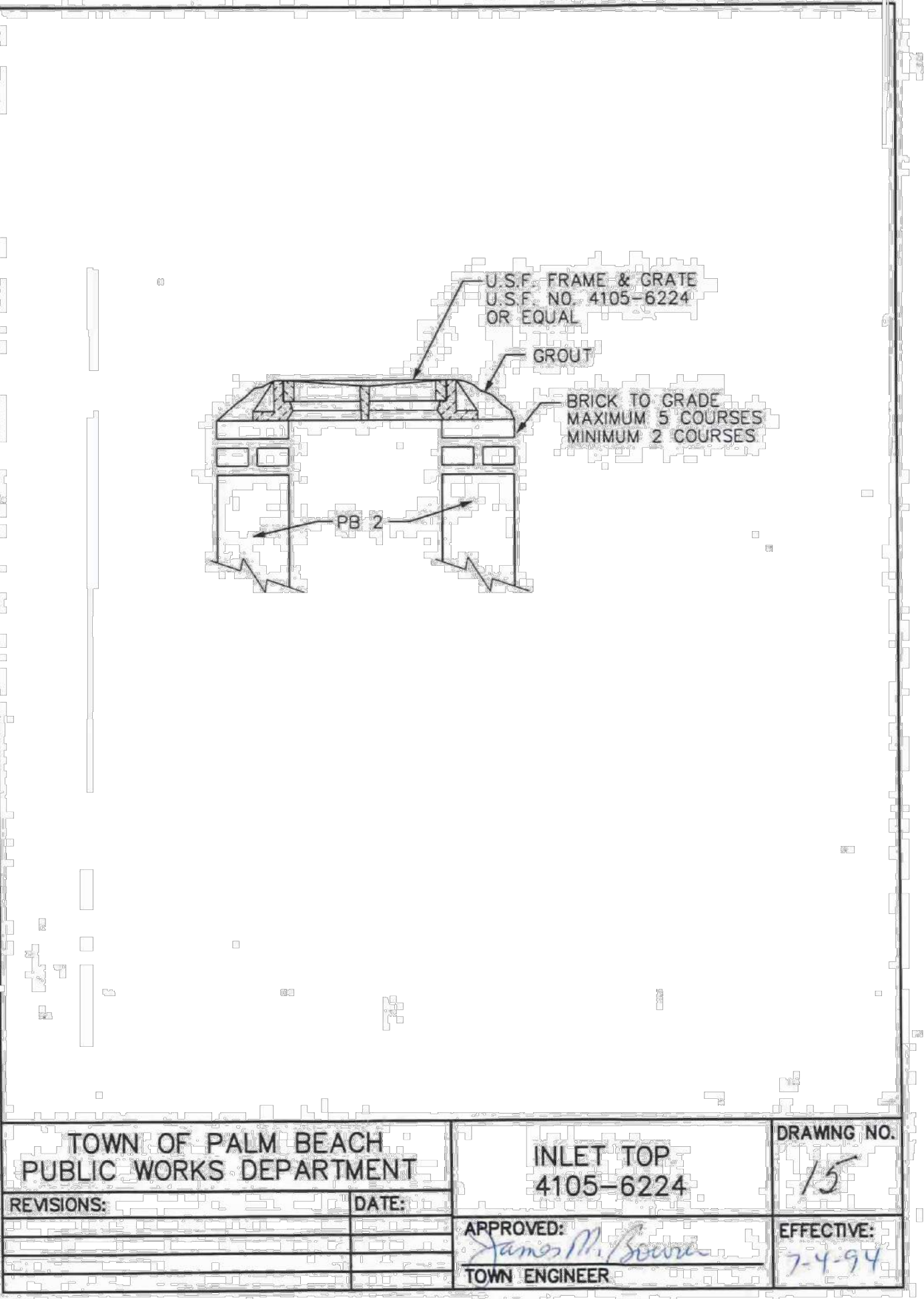
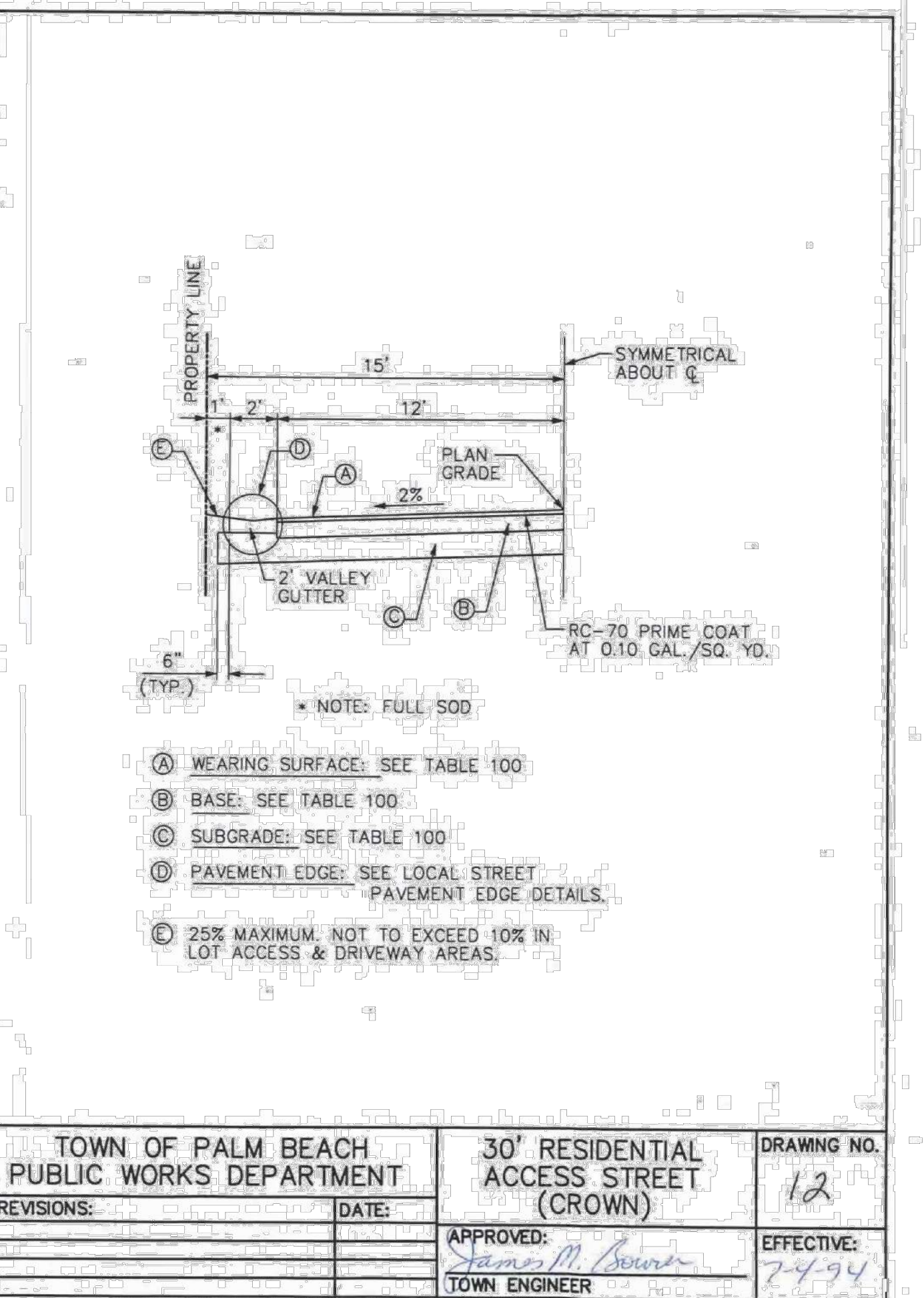
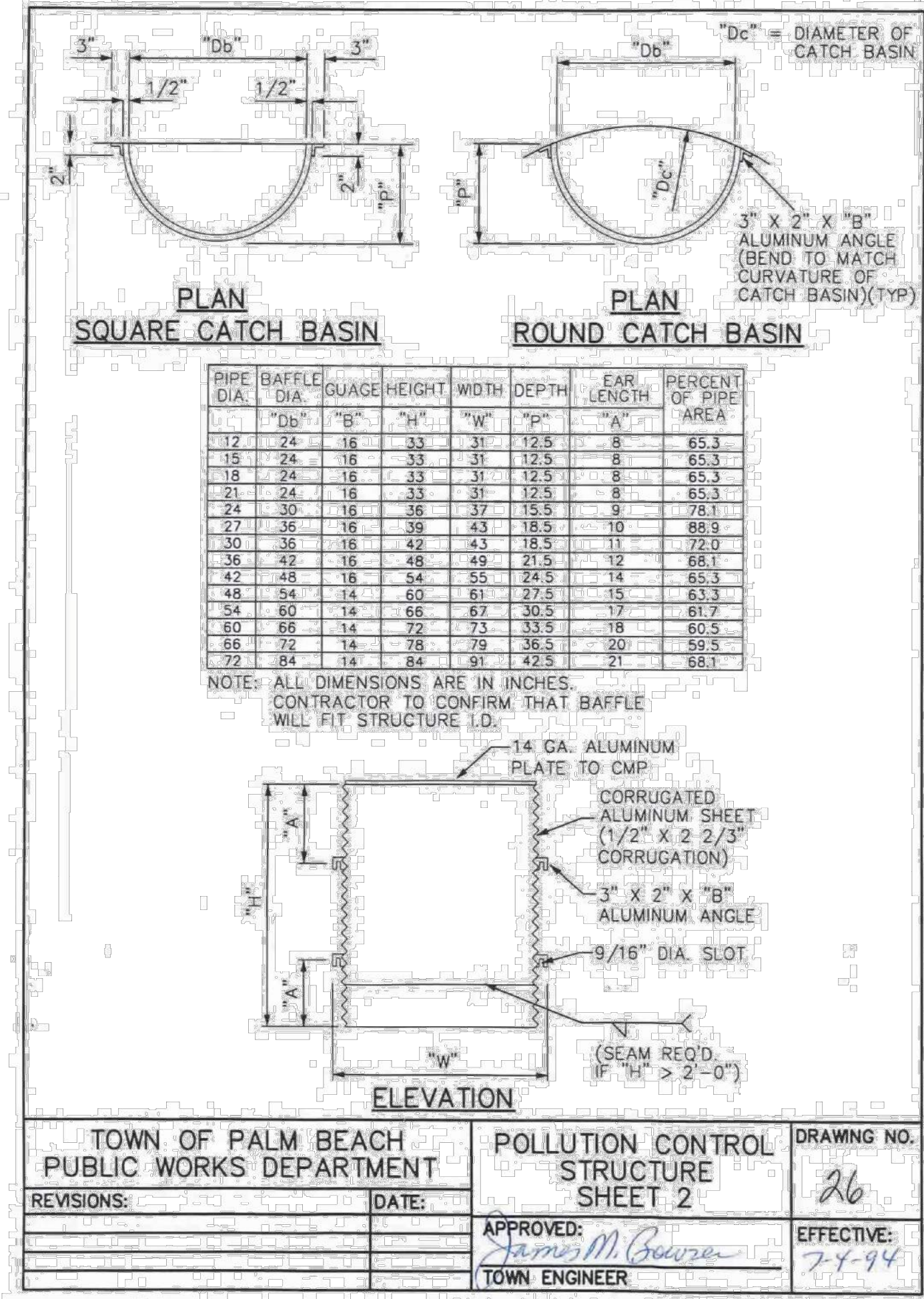
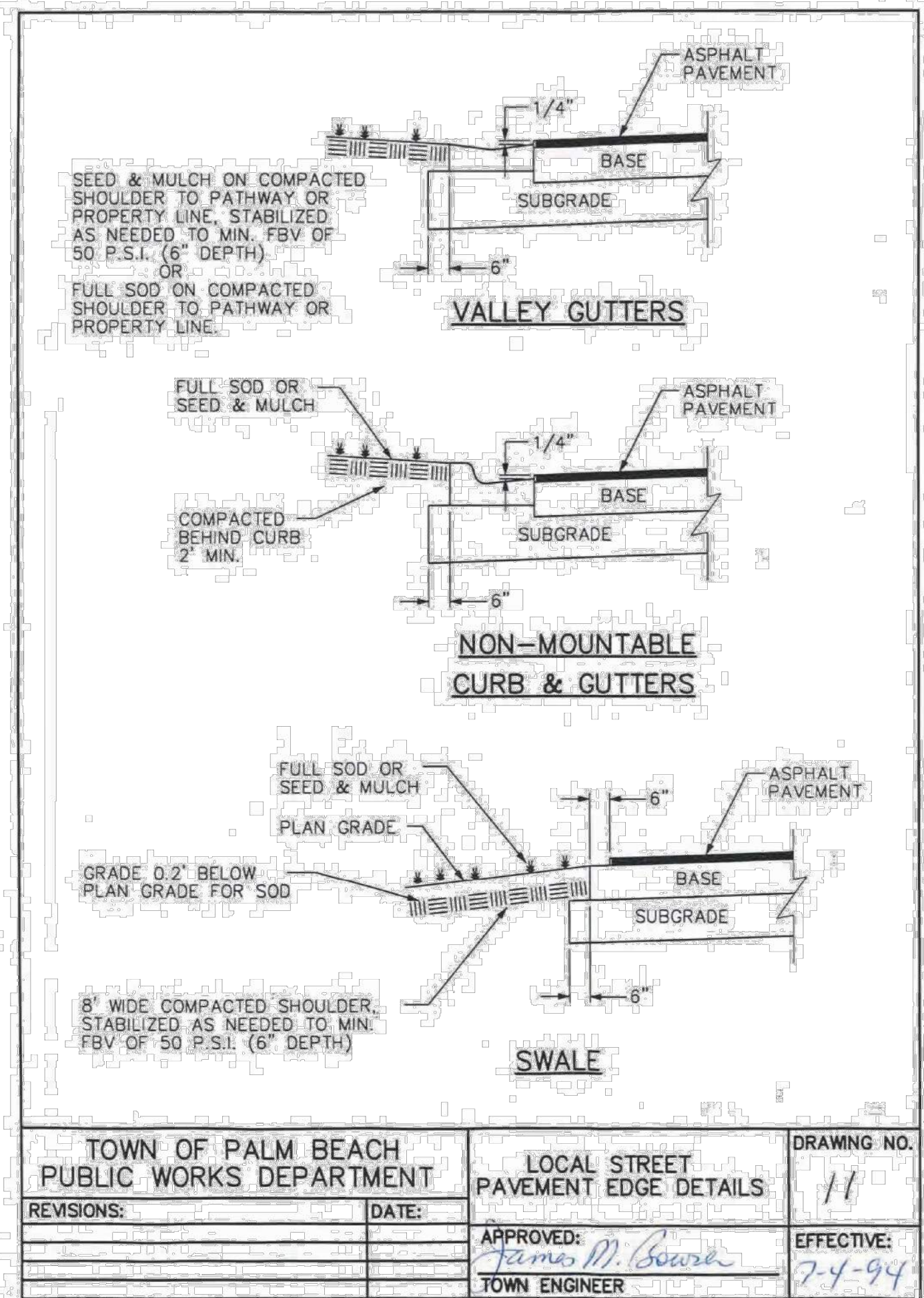
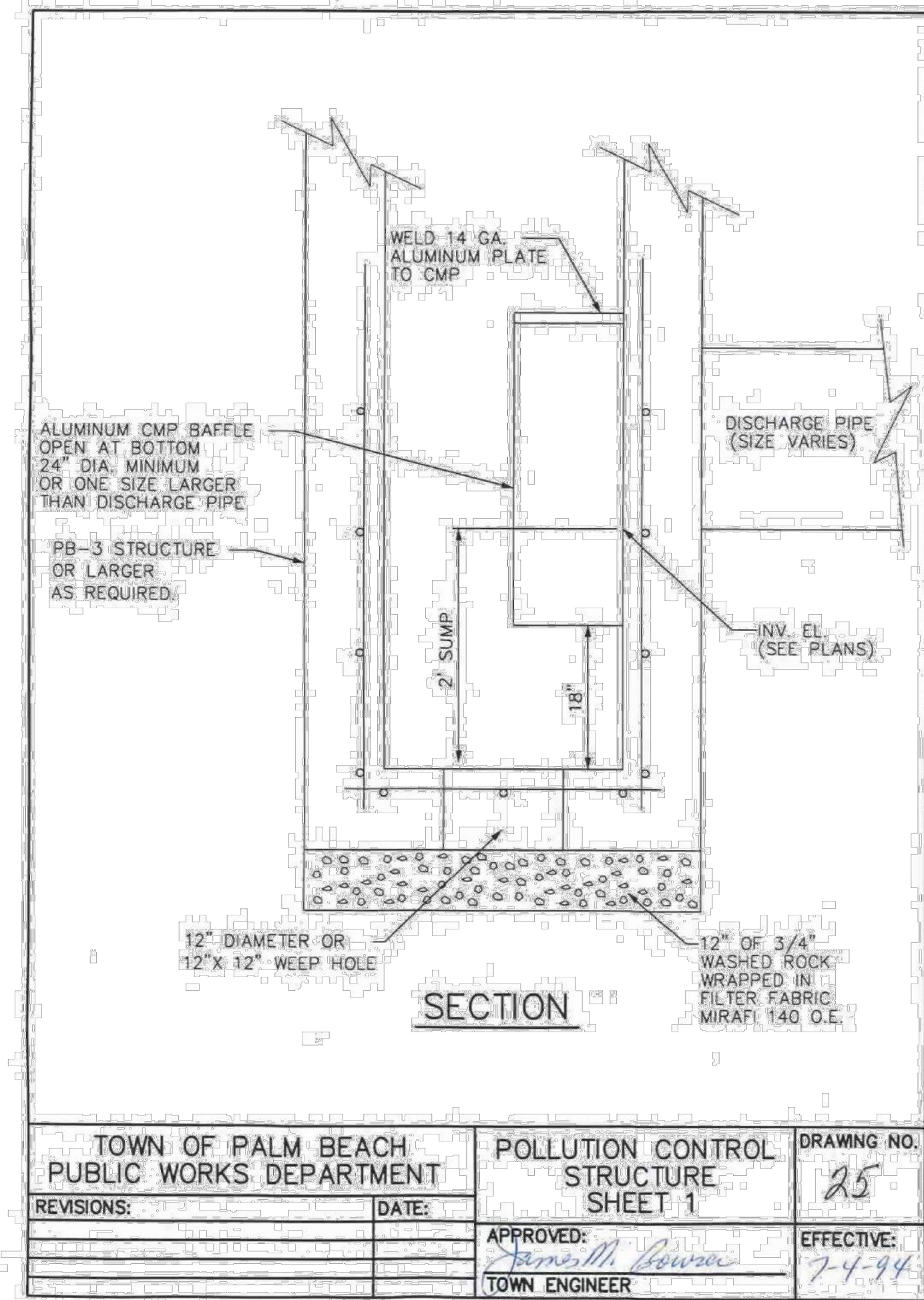
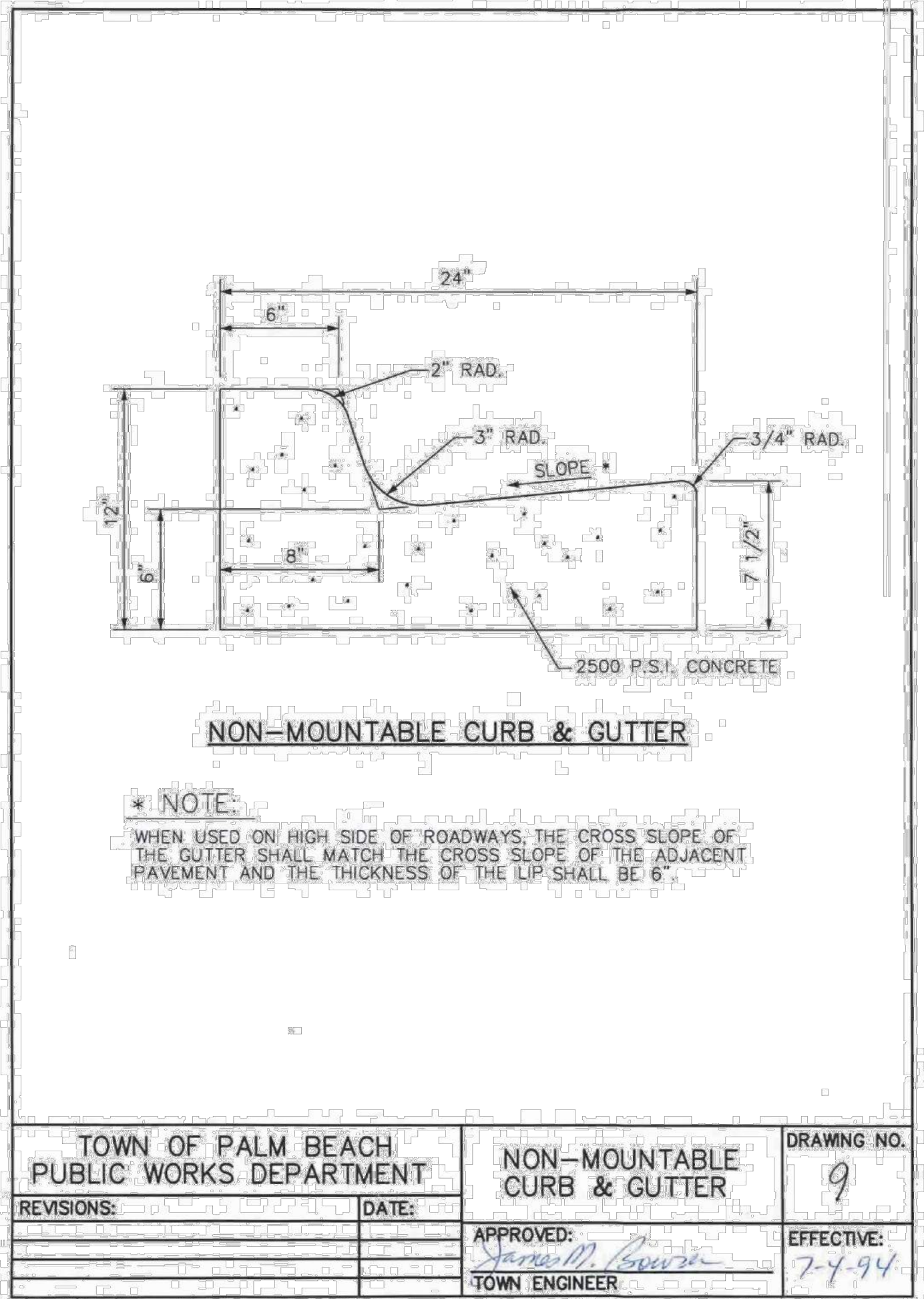
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Architecture/Interior Design

Kath M. Spina #AK13419



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JOSHUA D. HORNING

FLORIDA LICENSE NUMBER
67505

DATE:
OCT. 7, 2024

Project no: 245350000

Drawn by: MXE
Project Manager: JDH

C2.11

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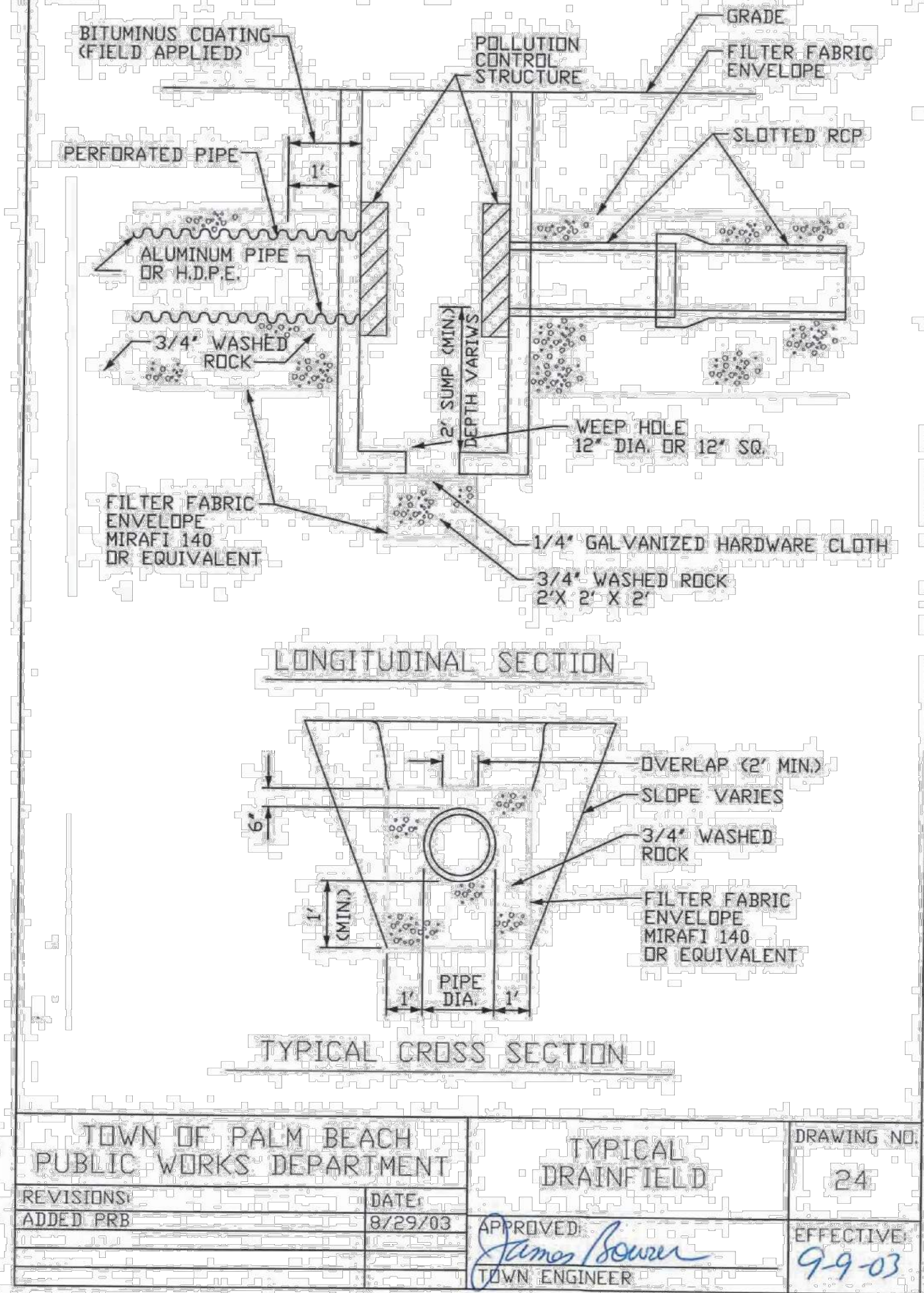
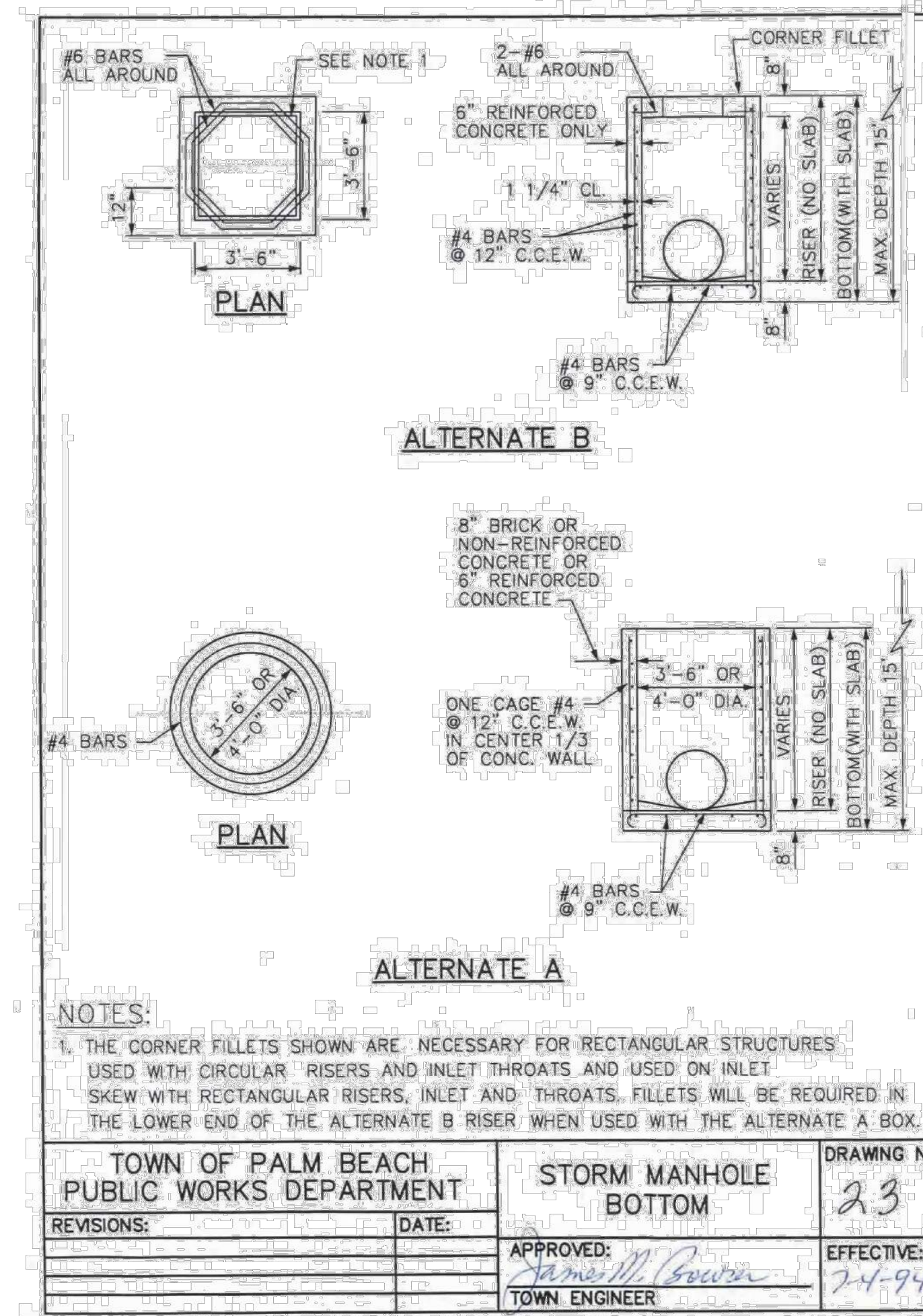
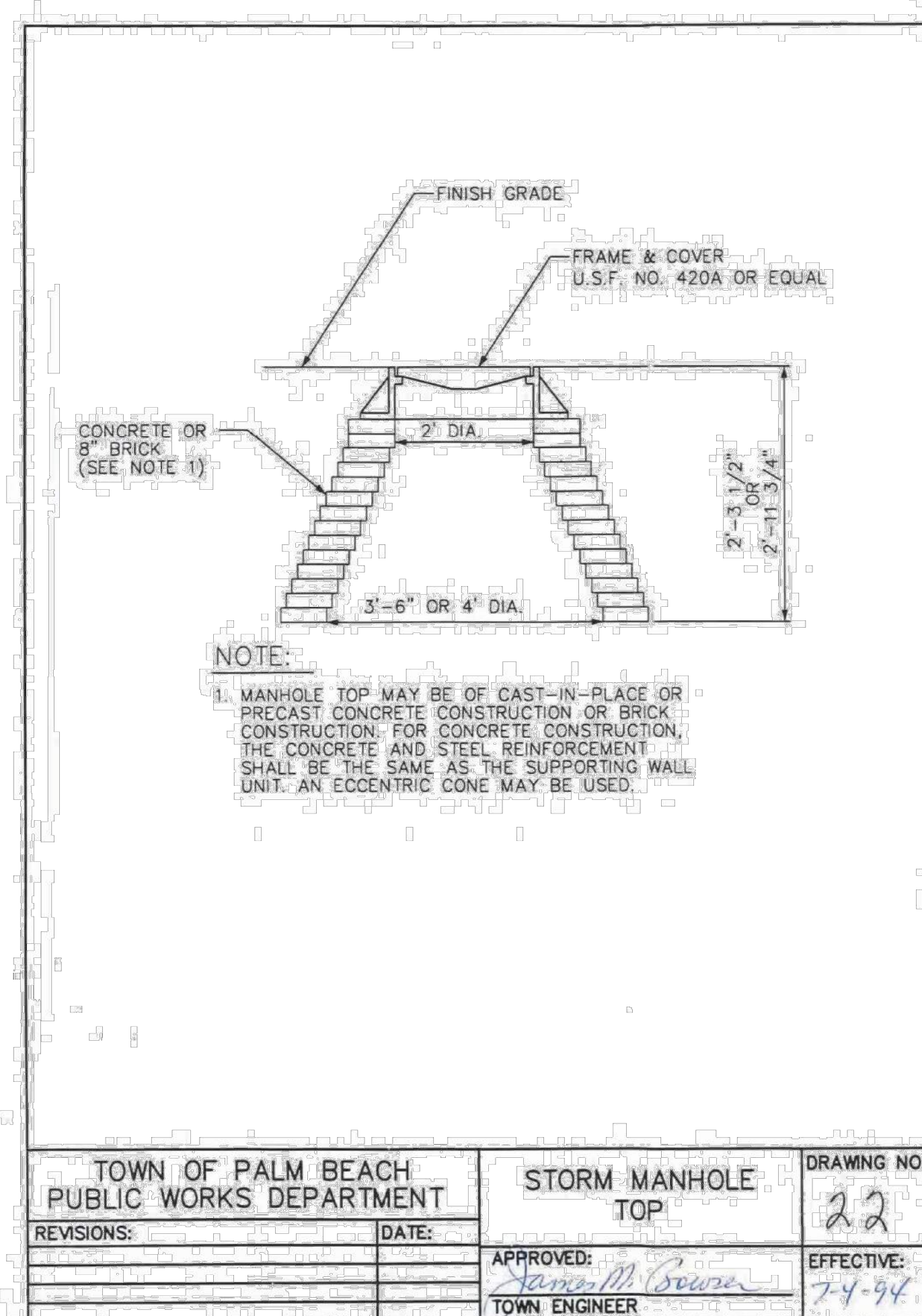
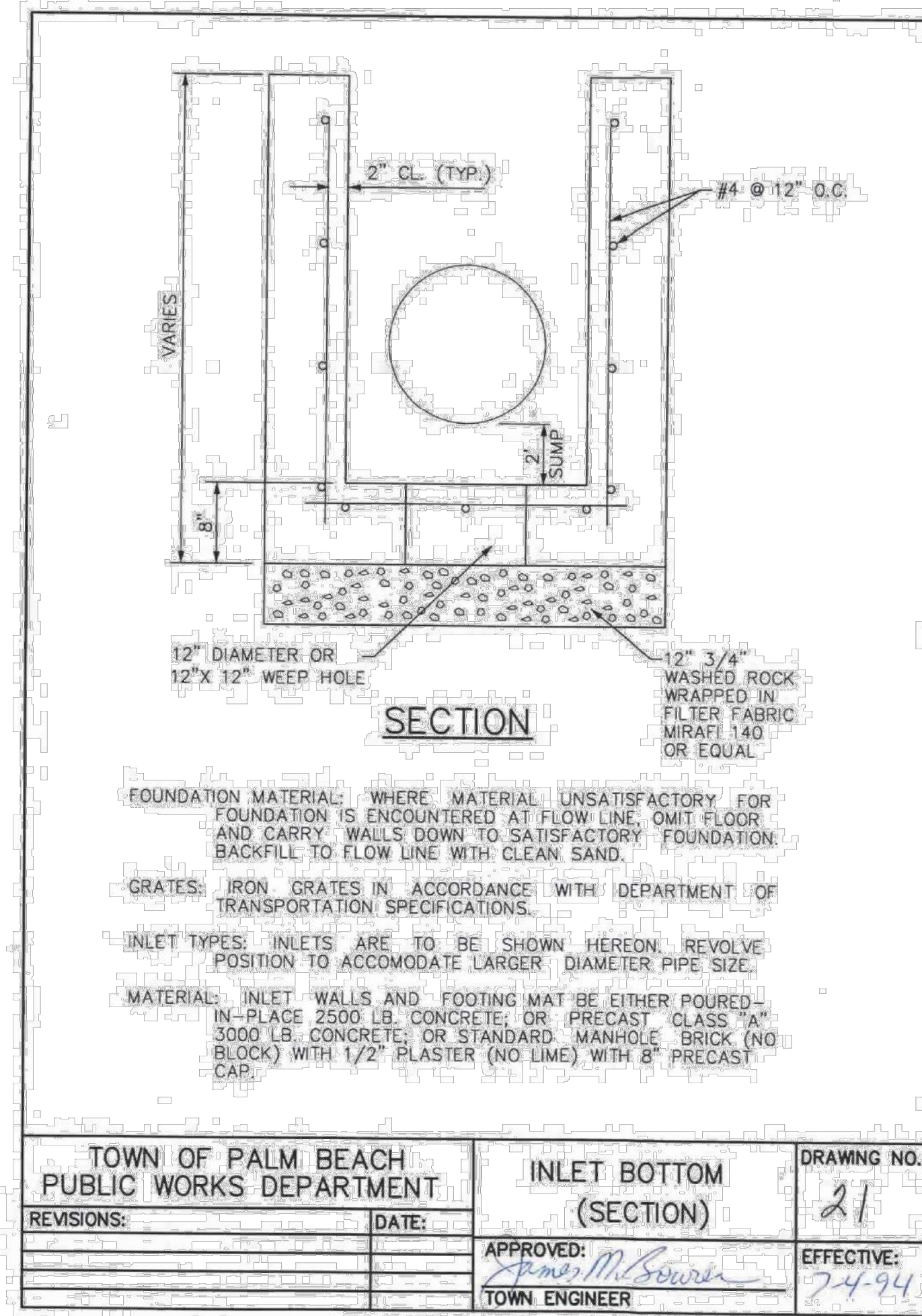
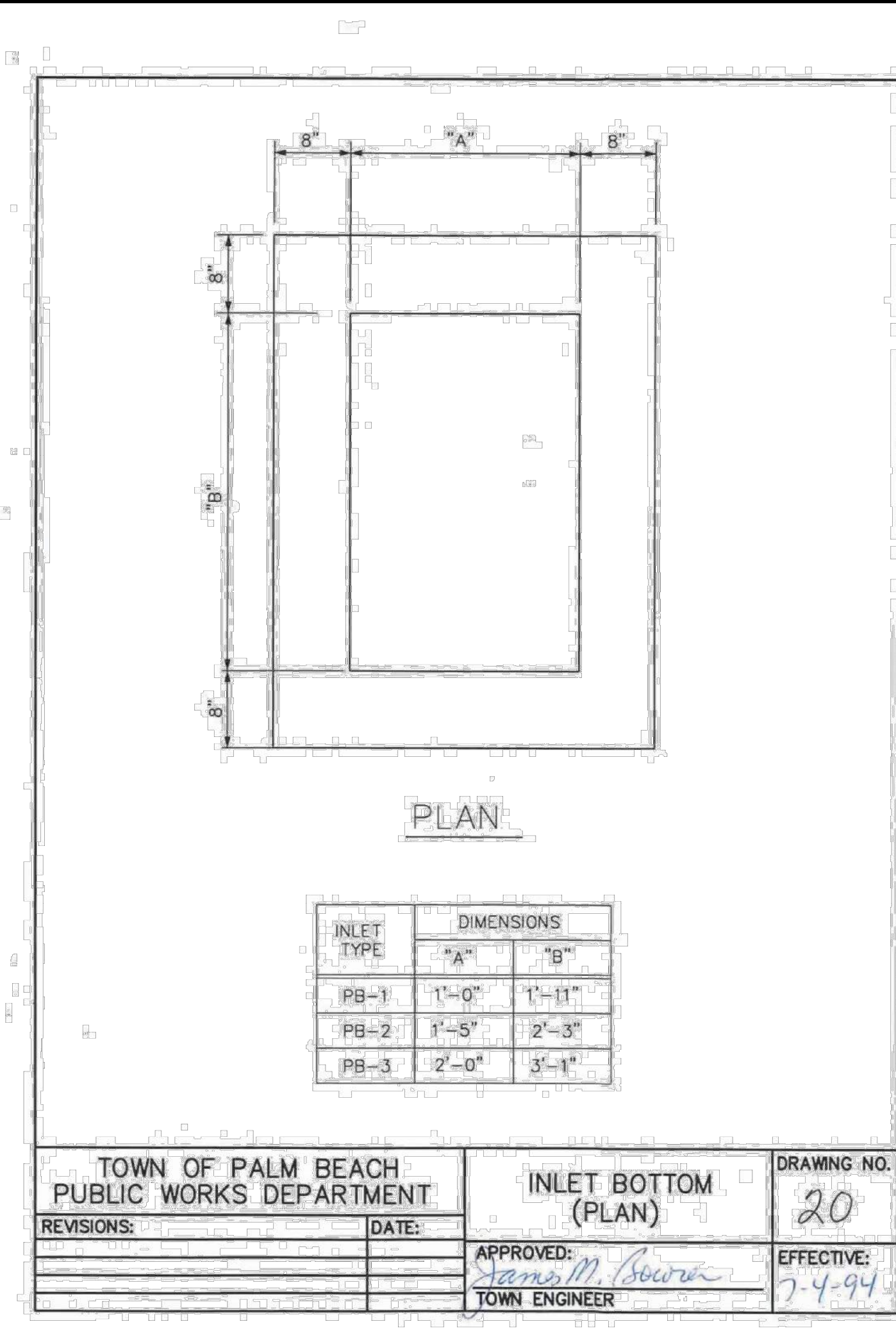
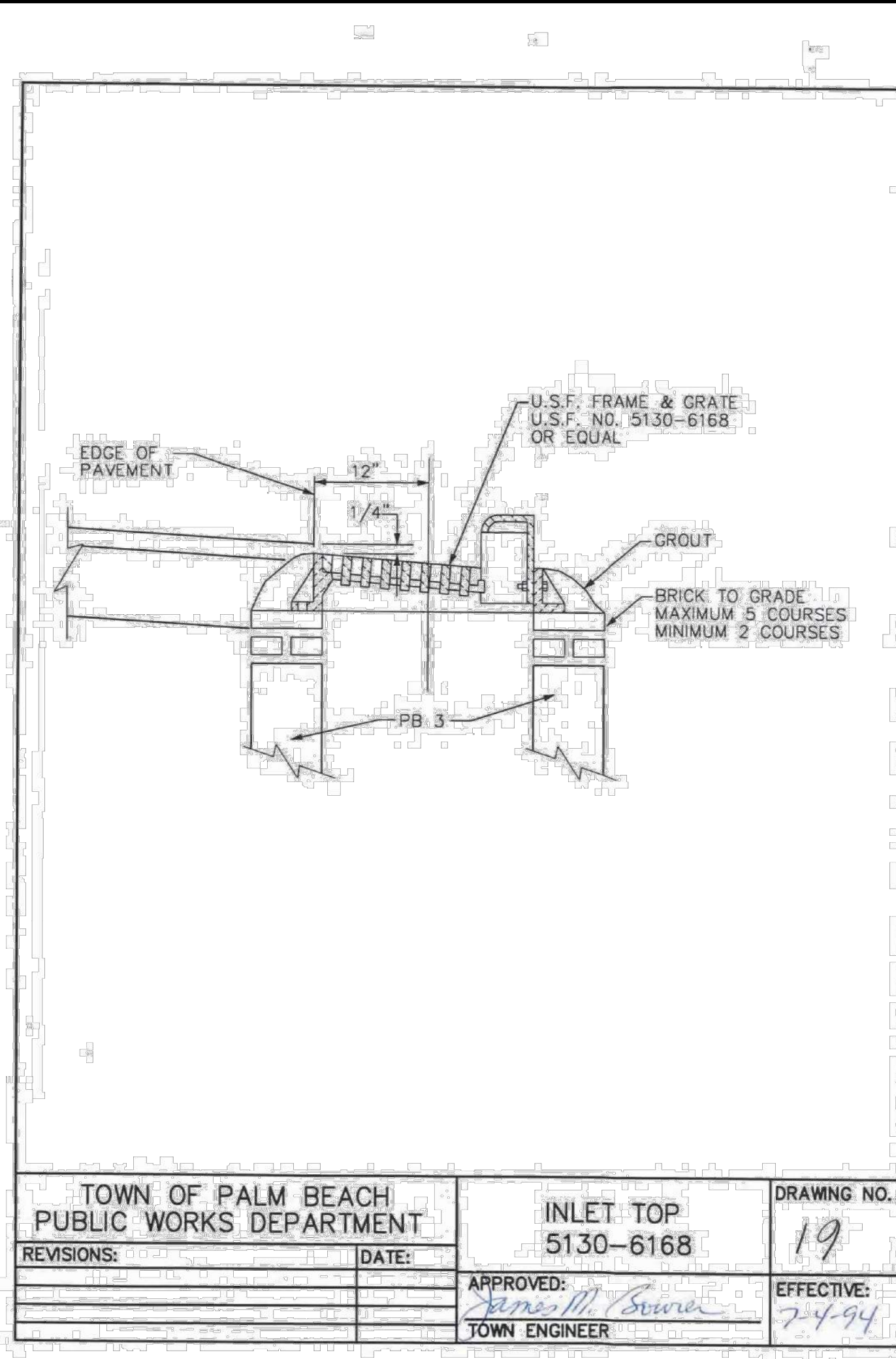
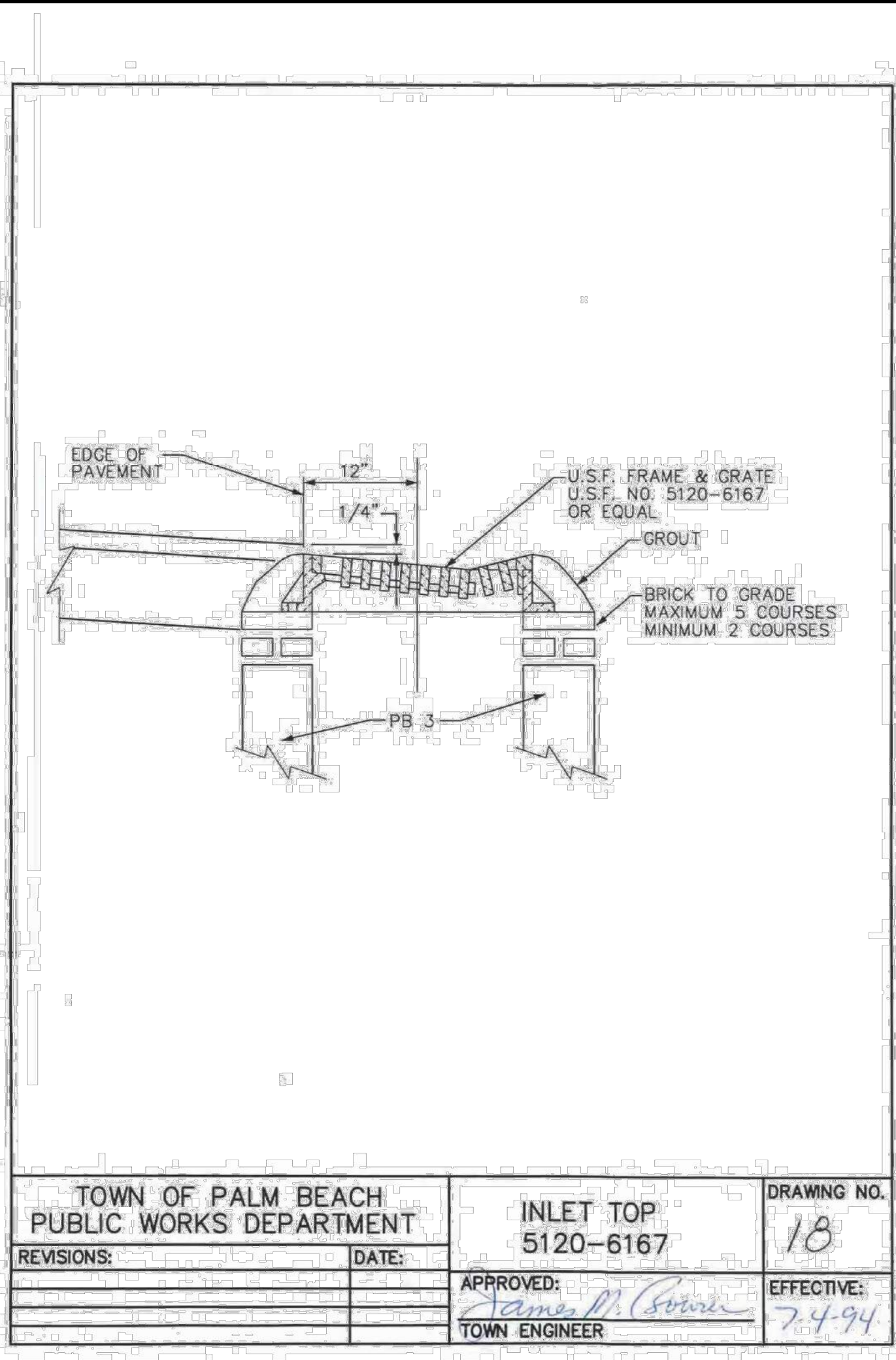
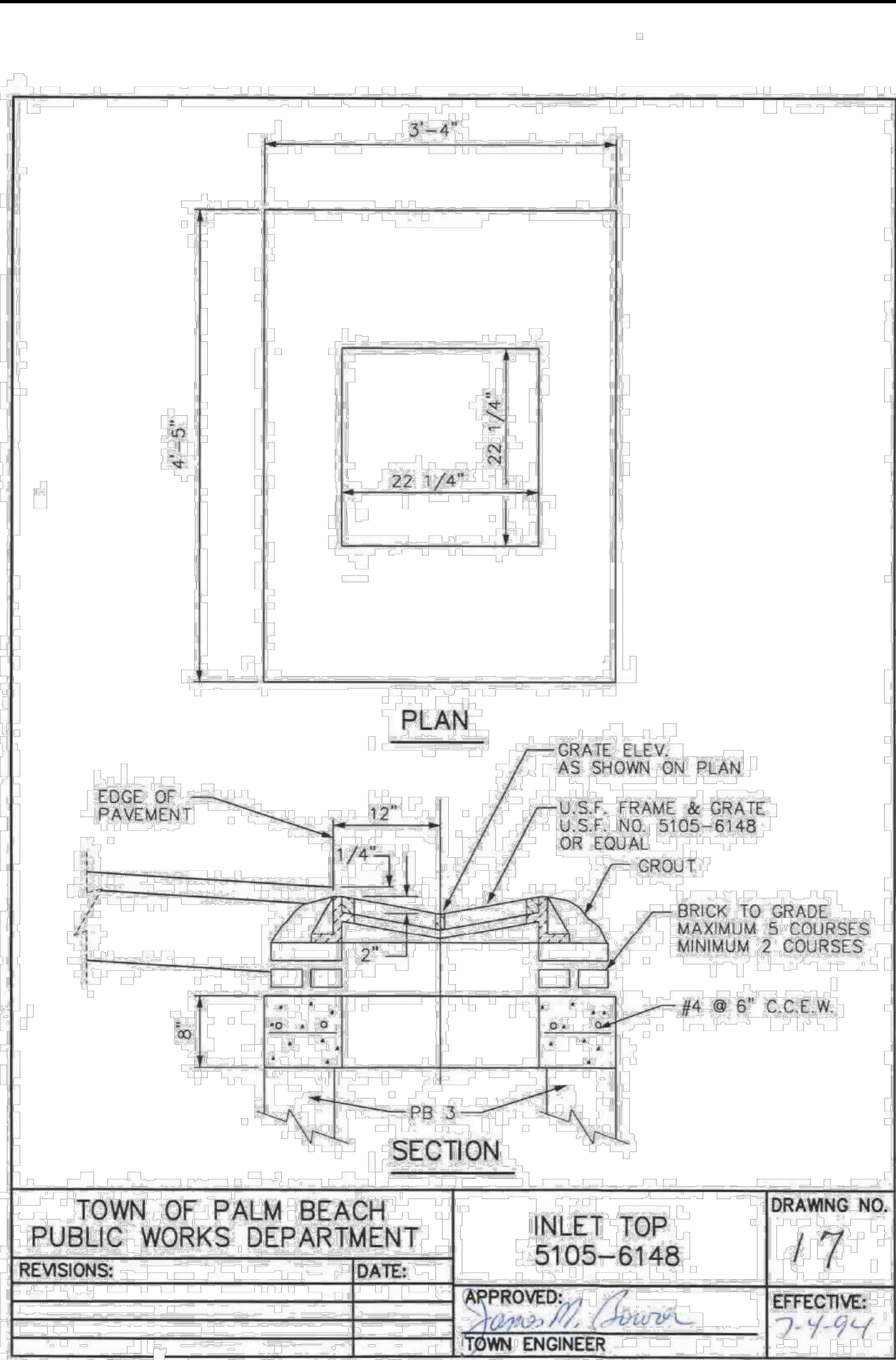
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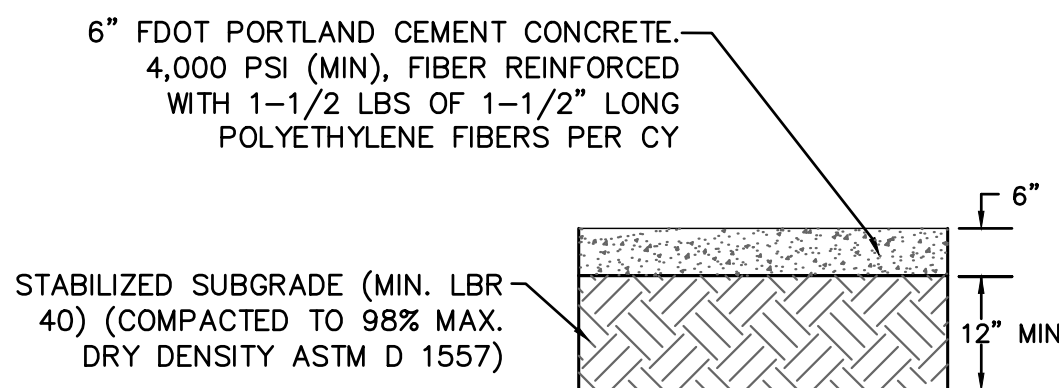
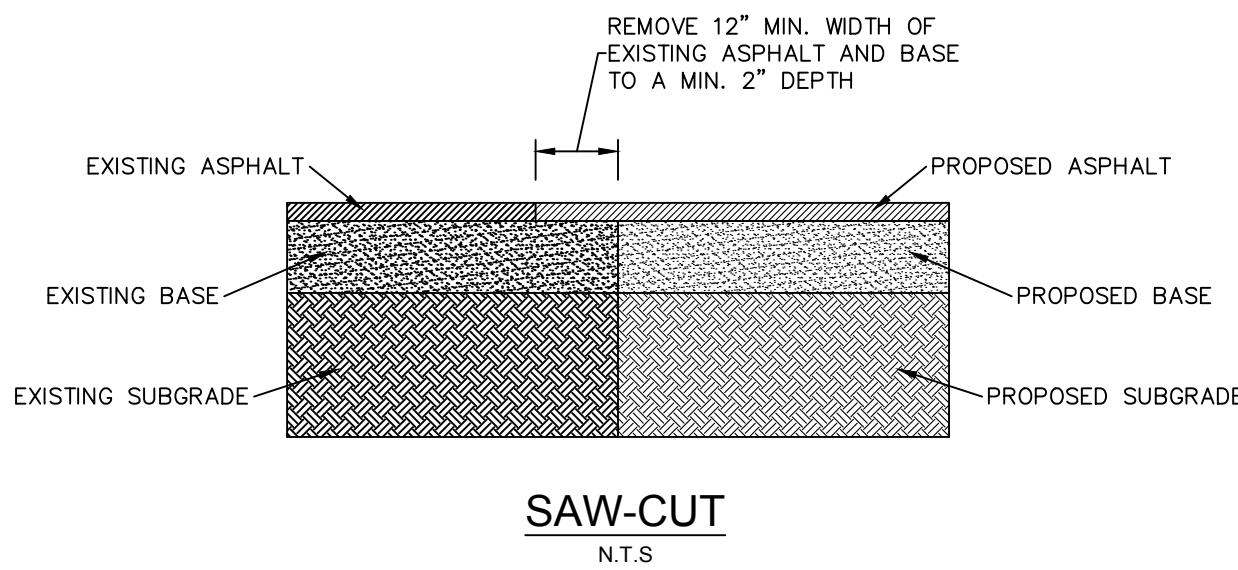
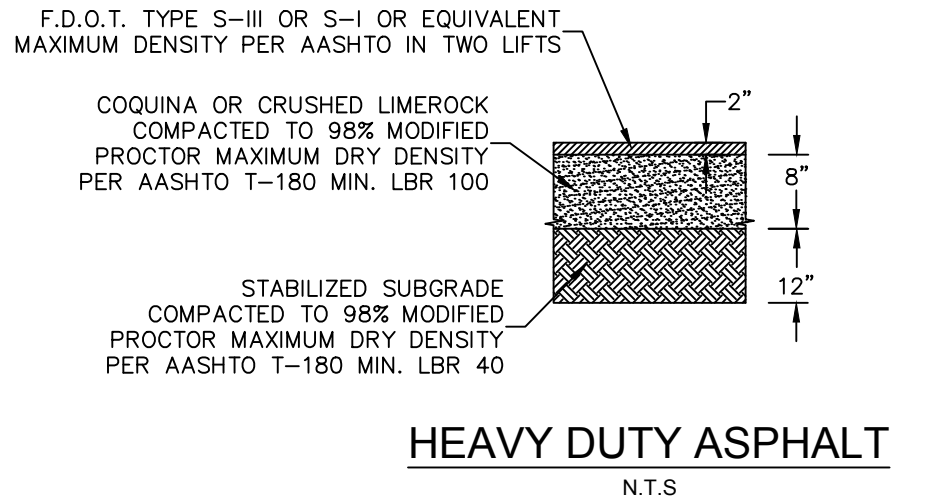
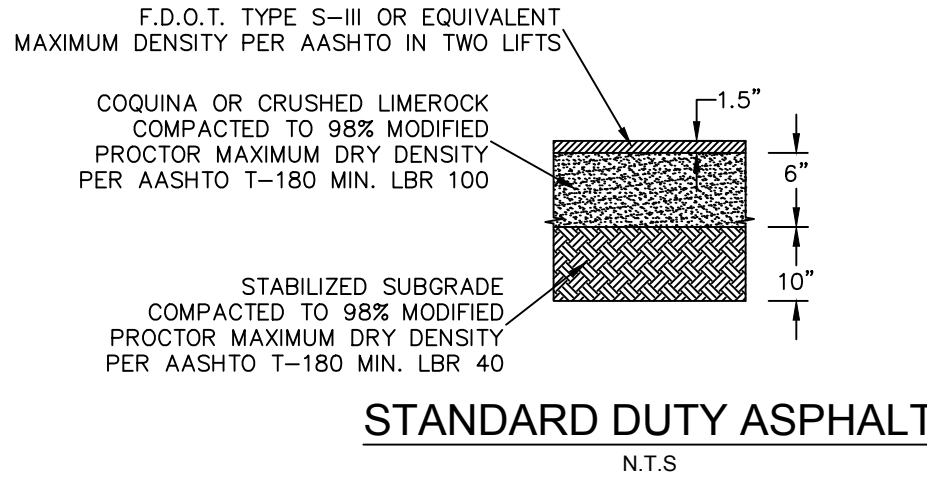
LICENSED PROFESSIONAL
JOSHUA D. HORNING

FLORIDA LICENSE NUMBER
67505

DATE: OCT. 7, 2024
Project no: 245350000
Drawn by: MXE
Project Manager: JDH

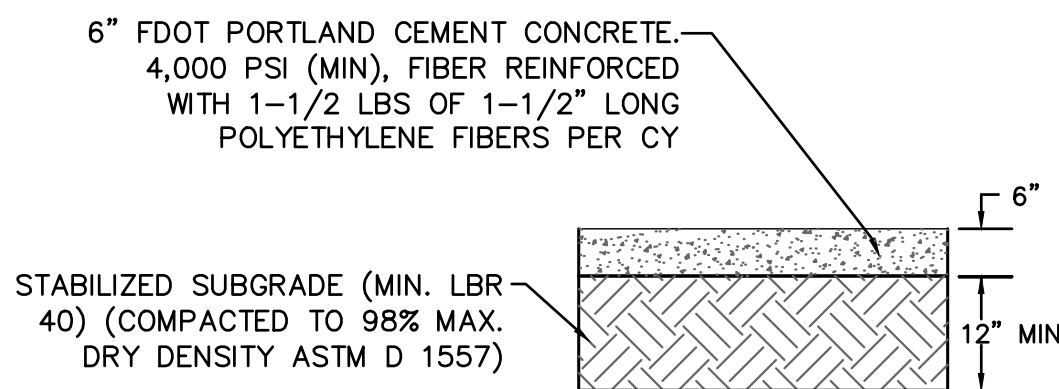
C2.12
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WEST BLOCK

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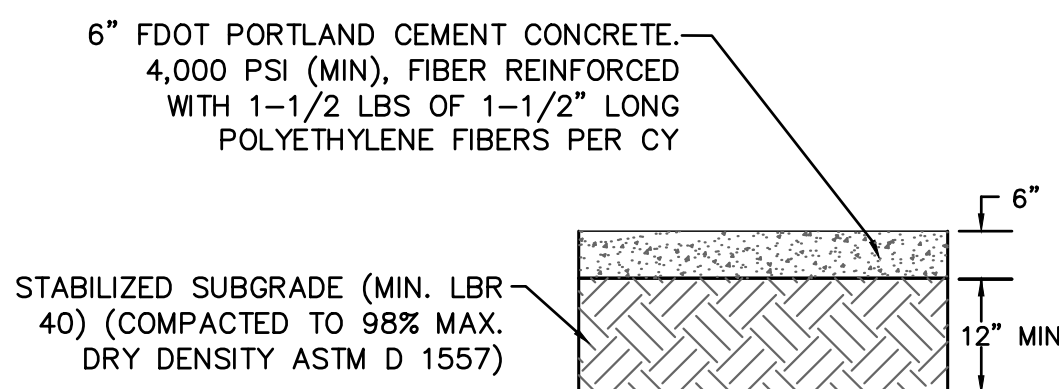
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PAVEMENT SECTION (LOADING DOCK)**

NOT TO SCALE



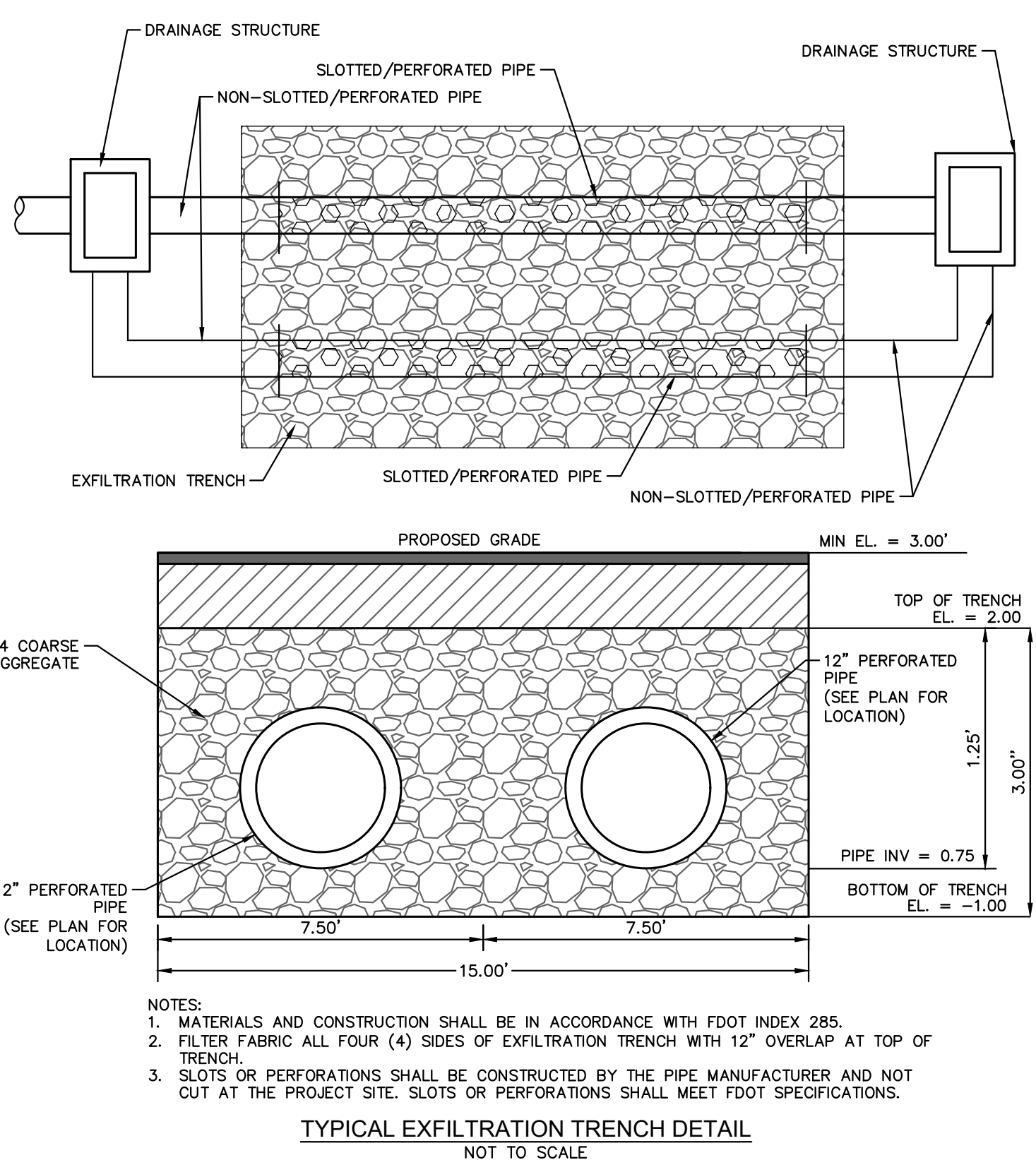
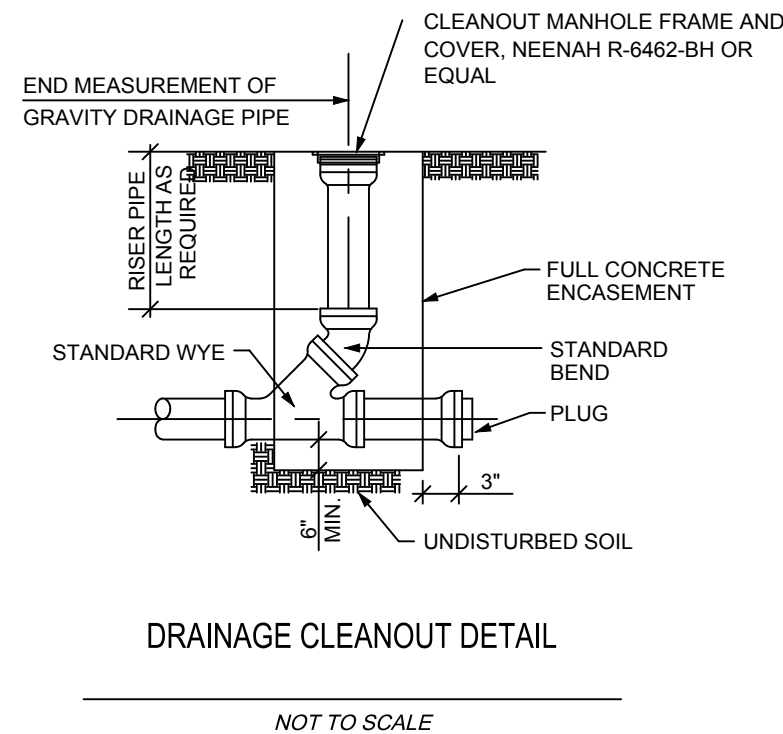
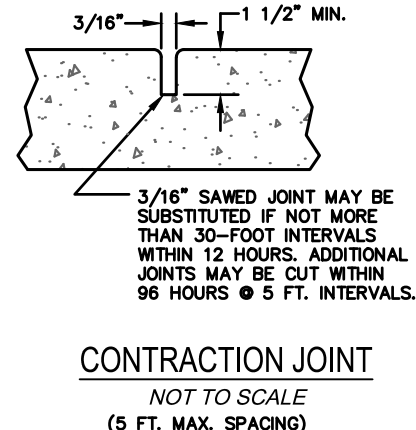
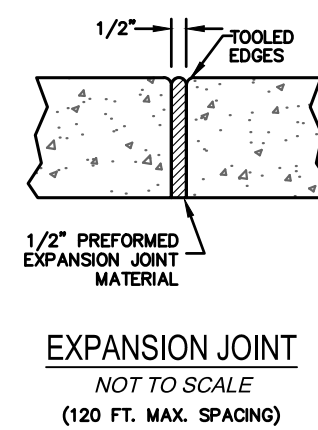
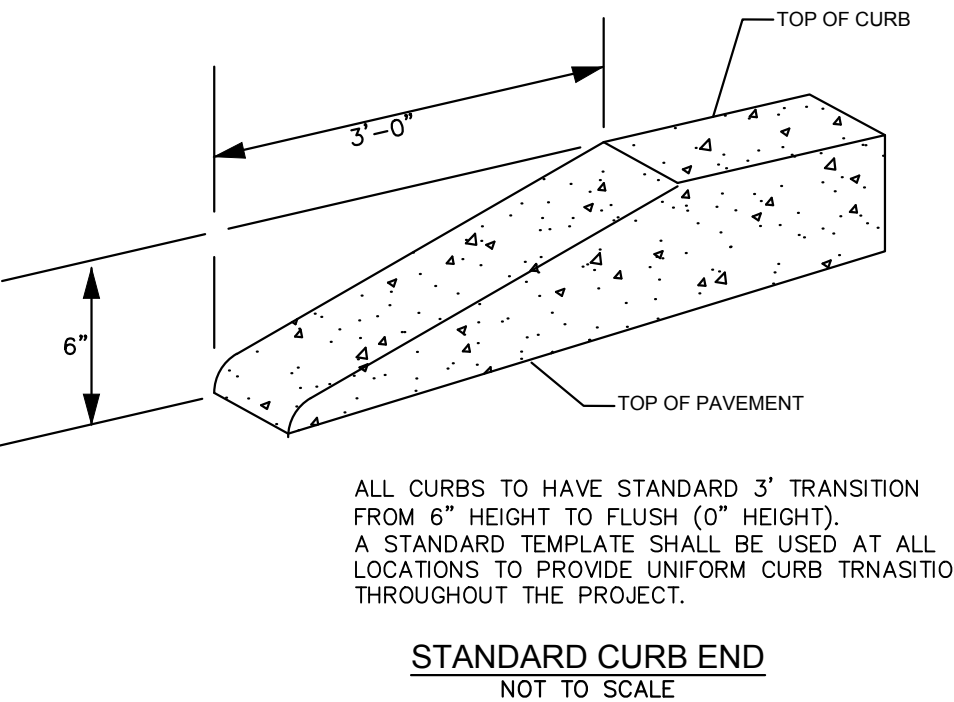
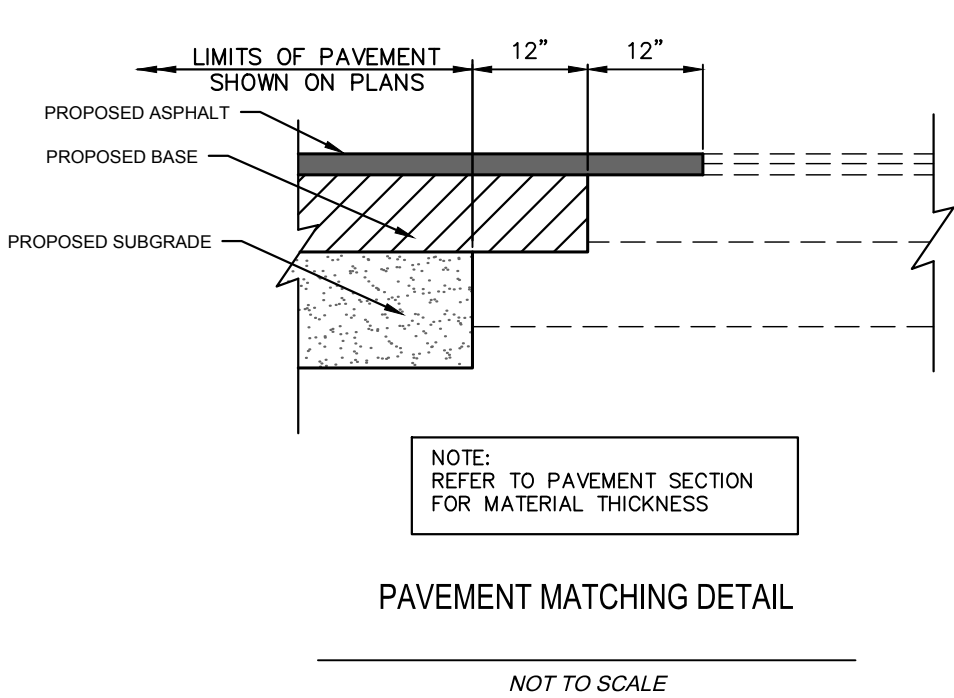
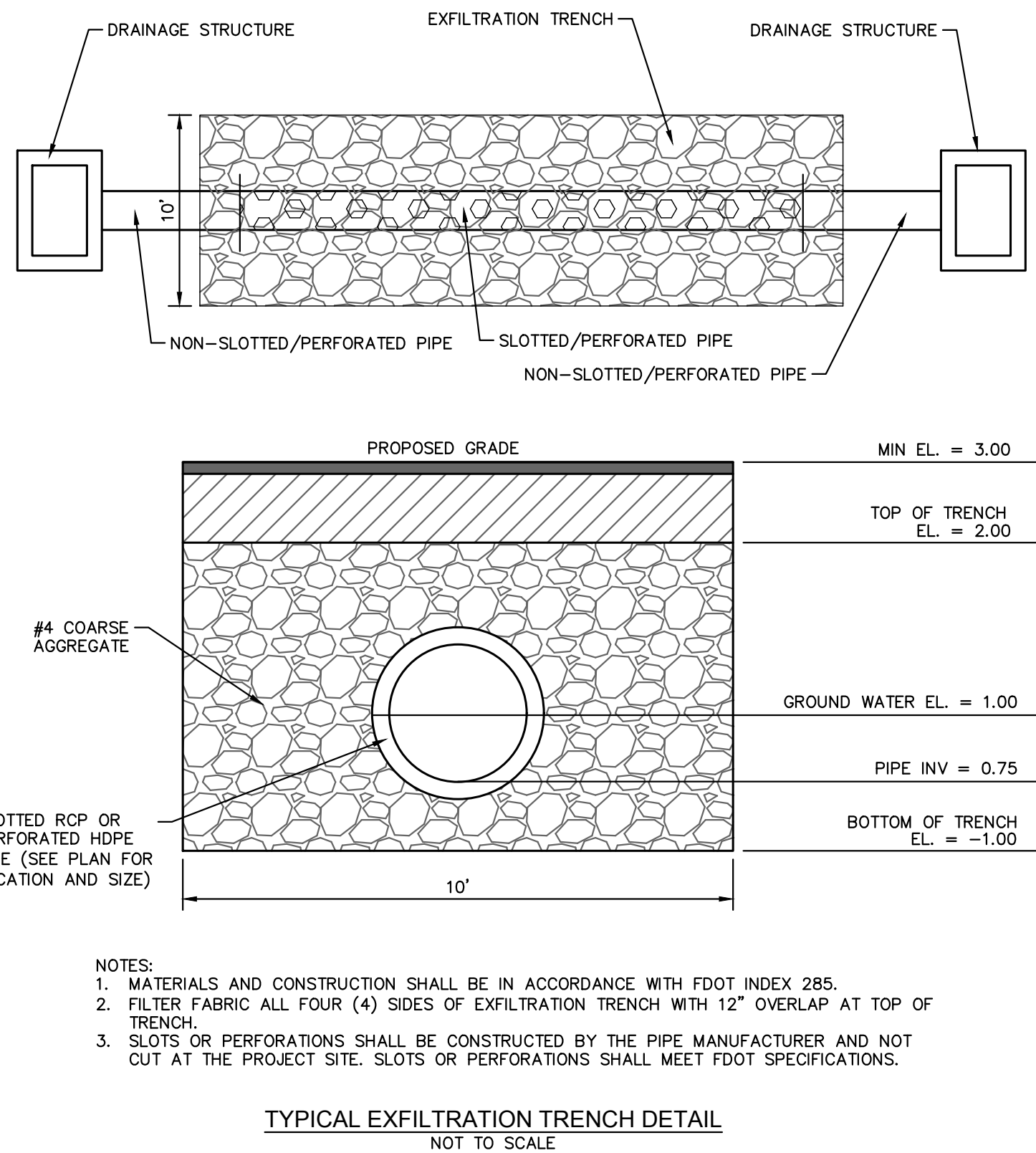
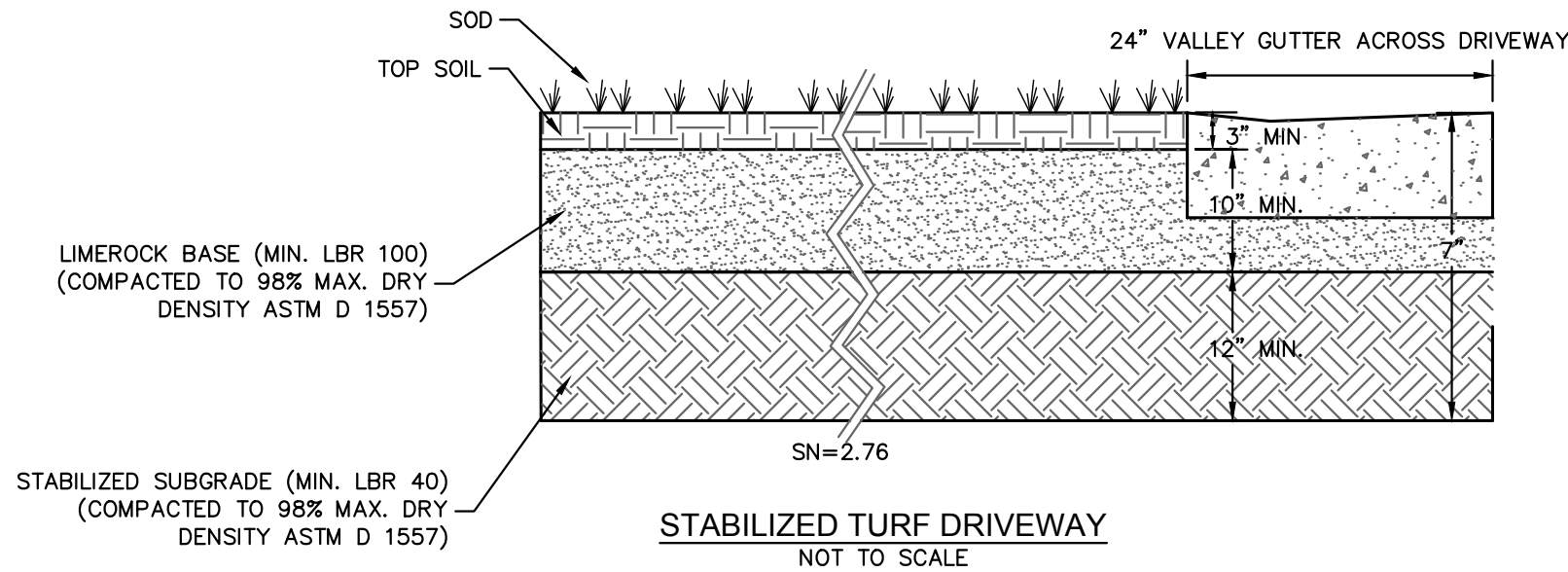
CONCRETE DOLLY PAD SECTION

NOT TO SCALE



**PEDESTRIAN CONCRETE WITHIN
ASPHALT AREA SECTION**

NOT TO SCALE



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