GEOTECHNICAL EARTHWORK REQUIREMENTS:

THE SITE SHOULD BE CLEARED; THIS PRIMARILY INCLUDES REMOVING ANY DELETERIOUS MATERIALS CURRENTLY ON THE SITE AND ROOT RAKING OPERATIONS AS MENTIONED PREVIOUSLY TO REMOVE THE ENCOUNTERED BURIED IT IS RECOMMENDED THAT ALL UNDESIRABLE MATERIAL BE REMOVED TO THE SATISFACTION OF TERRRA PRIOR TO BEGINNING CONSTRUCTION AT THE SITE INCLUDING DEMOLISHED STRUCTURE/PAVEMENT REMNANTS. RESULTING EXCAVATIONS SHOULD BE BACKFILLED WITH COMPACTED STRUCTURAL FILL. AS A MINIMUM, IT IS RECOMMENDED THAT THE CLEARING OPERATIONS EXTEND AT LEAST FIVE (5) FEET BEYOND THE DEVELOPMENT PERIMETERS.

1. FOLLOWING THE CLEARING OPERATIONS, THE SITE SHOULD BE PROOFROLLED. THE PROOFROLLING MAY CONSIST OF COMPACTION WITH A LARGE DIAMETER, HEAVY VIBRATORY DRUM ROLLER (IF NOT WITHIN 50 FEET OF EXISTING STRUCTURES). THE VIBRATORY DRUM ROLLER SHOULD HAVE A STATIC DRUM WEIGHT ON THE ORDER OF 8 TO 10 TONS AND SHOULD BE CAPABLE OF EXERTING A MINIMUM IMPACT FORCE OF 36,000 POUNDS (DYNAPAC CA-250 OR EQUIVALENT IS EXPECTED TO PROVIDE ACCEPTABLE RESULTS). THE PROOFROLLING EQUIPMENT SHOULD MAKE A MINIMUM OF EIGHT (8) OVERLAPPING PASSES OVER THE STRUCTURE AND PAVEMENT AREAS WITH THE SUCCESSIVE PASSES ALIGNED PERPENDICULAR.

2. CAREFUL OBSERVATIONS SHOULD BE MADE DURING SUBGRADE EVALUATION TO HELP IDENTIFY ANY AREAS OF SOFT YIELDING SOILS THAT MAY REQUIRE OVER EXCAVATION AND REPLACEMENT. IT IS RECOMMENDED THAT WITHIN THE DEVELOPMENT AREA, THE NATURAL GROUND, TO A MINIMUM DEPTH OF ONE (1) FOOT BELOW STRIPPED GRADE, BE COMPACTED TO A DRY DENSITY OF AT LEAST 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY.

3. FOLLOWING SATISFACTORY COMPLETION OF THE INITIAL COMPACTION, THE STRUCTURE AND PAVEMENT AREAS MAY BE BROUGHT UP TO FINISHED SUBGRADE LEVELS, IF NEEDED, USING STRUCTURAL FILL. IMPORTED FILL SHOULD CONSIST OF FINE TO MEDIUM SAND WITH LESS THAN 12% PASSING THE NO. 200 SIEVE, FREE OF RUBBLE, ORGANICS, CLAY, DEBRIS AND OTHER UNSUITABLE MATERIAL. FILL SHOULD BE TESTED AND APPROVED PRIOR TO ACQUISITION. APPROVED SAND FILL SHOULD BE PLACED IN LOOSE LIFTS NOT EXCEEDING 12 INCHES IN THICKNESS AND SHOULD BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY. DENSITY TESTS TO CONFIRM COMPACTION SHOULD BE PERFORMED IN EACH FILL LIFT BEFORE THE NEXT LIFT IS PLACED.

4. PRIOR TO BEGINNING COMPACTION, SOIL MOISTURE CONTENTS MAY NEED TO BE CONTROLLED IN ORDER TO FACILITATE PROPER COMPACTION. IF ADDITIONAL MOISTURE IS NECESSARY TO ACHIEVE COMPACTION OBJECTIVES, THEN WATER SHOULD BE APPLIED IN SUCH A WAY THAT IT WILL NOT CAUSE EROSION OR REMOVAL OF THE SUBGRADE SOILS. MOISTURE CONTENT WITHIN THE PERCENTAGE RANGE NEEDED TO ACHIEVE COMPACTION IS RECOMMENDED PRIOR TO COMPACTION OF THE NATURAL GROUND AND FILL.

5. AFTER COMPACTION AND PROOFROLLING, THE FOUNDATION EXCAVATIONS CAN BEGIN. FOUNDATION EXCAVATIONS SHOULD BE OBSERVED BY THE GEOTECHNICAL ENGINEER OR A REPRESENTATIVE TO EXPLORE THE EXTENT OF ANY LOOSE, SOFT, OR OTHERWISE UNSUITABLE MATERIALS. IF THE FOUNDATION EXCAVATIONS APPEAR SUITABLE AS LOAD BEARING MATERIALS, THE BOTTOM OF THE FOUNDATION EXCAVATIONS SHOULD BE COMPACTED TO A MINIMUM DENSITY OF 95% OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY FOR A MINIMUM DEPTH OF ONE (1) FOOT BELOW THE BOTTOM OF THE FOOTING DEPTH, AS DETERMINED BY FIELD DENSITY TESTS.

6. EXISTING CONTOURS AND ELEVATIONS ARE BASED UPON THE NORTH AMERICAN VERTICAL DATUM
OF NAVD 1988.

7. FUGITIVE DUST SHALL BE CONTROLLED ON SITE. ONLY AREAS SCHEDULED FOR IMMEDIATE CONSTRUCTION SHALL BE CLEARED OR STRIPPED OF VEGETATION. WATERING APPLICATION OF APS 605 SILT STOP OR OTHER PRIOR APPROVED MEANS OF DUST CONTROL SHALL BE EMPLOYED TO PREVENT THE EMANATION OF DUST FROM THE SITE. PERMANENT GRASSING, LANDSCAPING AND OTHER SITE WORK SHALL BE INITIATED AS SOON AS POSSIBLE.

8. BUILDING PAD AREA REQUIRING MORE THAN TWO (2) FEET OF FILL SHALL BE COMPACTED IN 6" LIFTS TO A MINIMUM DENSITY OF 95% (MAXIMUM PROCTOR DRY DENSITY ASTM-1557). THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER TESTING RESULTS BEFORE CONSTRUCTION IS COMPLETE.

9. LOT GRADING SHALL CONSIST OF NATIVE MATERIAL FREE FROM DEBRIS AND YIELDING CLAYS. EACH LOT SHALL BE TESTED FOR COMPLIANCE WITH PROJECT EARTHWORK SPECIFICATIONS. FINAL LOT GRADING DETAILS AND COMPACTION STANDARDS SHALL BE THE RESPONSIBILITY OF THE BUILDING CONTRACTOR BASED ON FINAL BUILDING PRODUCT SPECIFIED BY CLIENT.

10. ALL SLOPES GRADED AT 4H : 1V OR LESS SHALL BE SODDED.

11. GRASS AREAS SHALL SLOPE PER PLAN AND IN THE DIRECTION OF THE DRAINAGE FLOW ARROWS
SHOWN ON THIS SHEET.

12. ONSITE SOIL MATERIAL MEETING THE PROJECT SPECIFICATIONS FOR SUITABLE FILL SHALL BE UTILIZED FOR BACKFILL WHERE APPROPRIATE. IMPORT FILL FROM OFF SITE MAY ALSO BE REQUIRED. MATERIALS UNSUITABLE FOR BACKFILL SHALL BE REMOVED FROM SITE AND PROPERLY DISPOSED OF.

13. FINISH GRADES SHOWN IN UNPAVED AREAS ARE AFTER COMPACTION AND STABILIZATION.

14. GRADING/BACKFILL FOR UNPAVED AREAS SHALL BE COMPLETED IN MAXIMUM 12" LIFTS AND COMPACTED IN ACCORDANCE WITH PROJECT SPECIFICATIONS. MINIMUM COMPACTION FOR ANY FILLED AREA SHALL BE 90% OF MAX DENSITY PER ASTM D-1557. DENSITY SAMPLING AND TESTING SHALL BE COMPLETED IN ACCORDANCE WITH PROJECT SPECIFICATIONS.

15. SITE STABILIZATION SHALL BE PROVIDED FOR ANY/ALL DISTURBED AREAS; SLOPES TO BE SODDED. DRA BOTTOM TO BE SEED/MULCH UNLESS SPECIFIED OTHERWISE SOD ROADWAY SHOULDERS.

16. ALL DISTURBED AREAS SHALL BE RESTORED WITH BAHIA SOD PER FDOT SPEC 981 UNLESS SHOWN OTHERWISE.

17. ALL DRAINAGE STRUCTURES IN PAVED AREAS SHALL INCLUDE H-20 TRAFFIC BEARING STEEL GRATES PER FDOT STANDARD PLANS 425-052.

18. ALL DRAINAGE STRUCTURES, INCLUDING END TREATMENTS, SHALL BE PER FDOT STANDARDS FOR THE TYPE DESIGNATED (I.E. TYPE FES = FDOT STANDARD PLANS 430-020) UNLESS APPROVED OTHERWISE. YARD INLETS ARE EXCLUDED FROM FDOT STANDARDS.

19. DRAINAGE PIPE UNDER PAVING SHALL BE REINFORCED CONCRETE PER FDOT SPECIFICATION SECTION 430 UNLESS APPROVED OTHERWISE.

20. CORRUGATED POLYETHELYENE, CORRUGATED POLYPROPYLENE, OR CORRUGATED POLYVINYLCHLORIDE PIPE. MEETING FDOT SPECIFICATIONS 430 AND 948 SHALL BE ALLOWED FOR AREAS NOT UNDER PAVING.

21. ALL PIPE LENGTHS ARE APPROXIMATE AND INCLUDE THE END SECTIONS ACTUAL LENGTH MAY VARY SLIGHTLY BASED ON STRUCTURE INSTALLATION.

22. A QUALIFIED AND CERTIFIED MATERIALS ENGINEERG FIRM SHALL BE RETAINED TO PROVIDE OBSERVATION AND
TESTING OF CONTRACTOR ACTIVITIES INVOLVED IN FOUNDATION EARTHWORK, AND RELATED ACTIVITIES OF
THIS PROJECT.

NOTES:

1. PROJECT DATUM: NAVD88.
CONVERISION NAVD88 + 0.892 = NGVD29

2. ALL ROOF DRAINS WILL BE CONNECTED DIRECTLY TO THE RETENTION PONDS FOR STORM DRIAN SYSTEM.

LEGEND

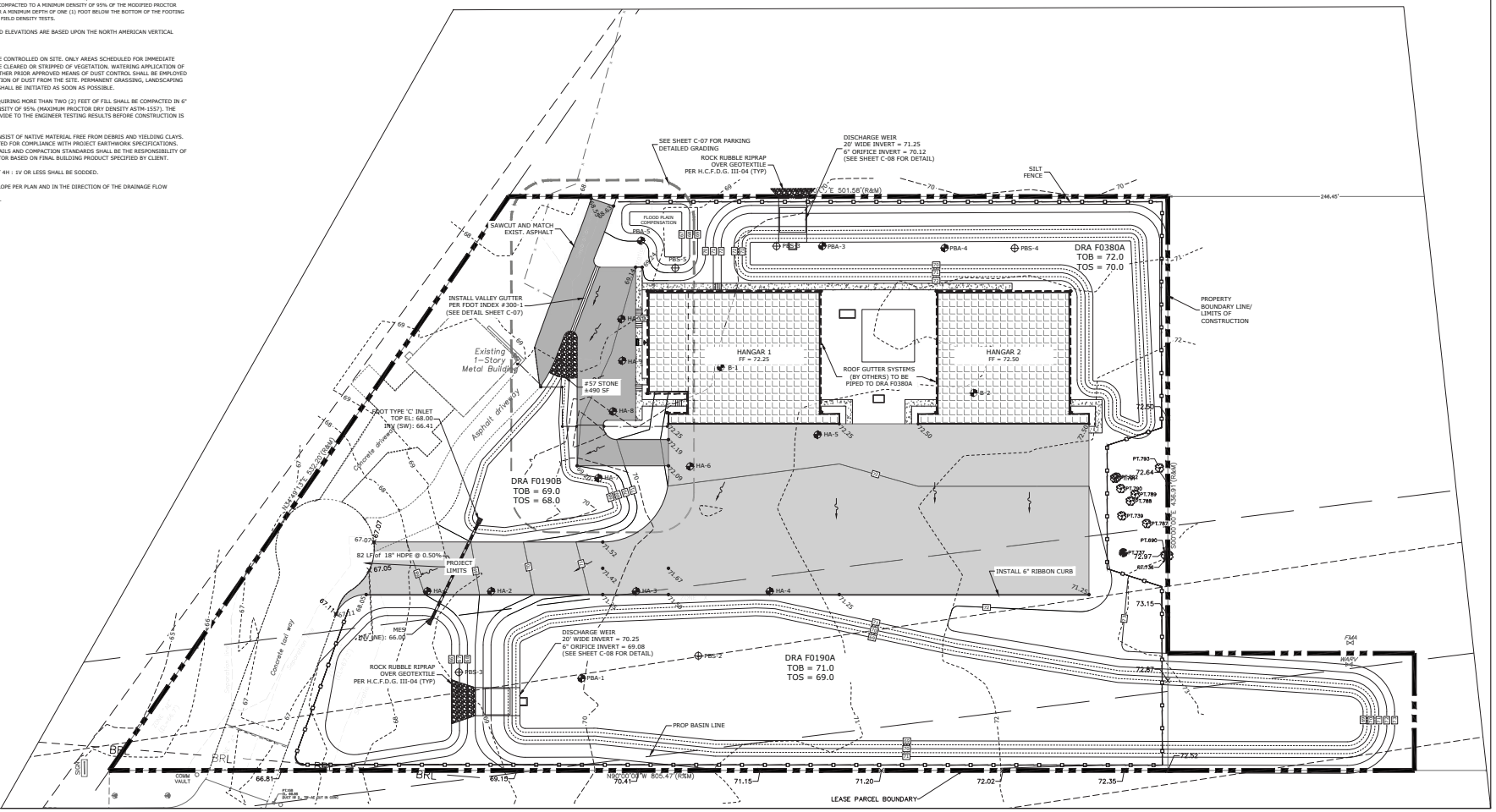
- PROPERTY BOUNDARY
- PROJECT LIMITS
- PROPOSED BUILDING
- PROPOSED LIGHT DUTY PAVEMENT
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE
- PROPOSED RIPRAP

LEGEND

- PROPOSED BASIN
- PROPOSED CONTOUR
- EXISTING CONTOUR
- SILT FENCE LINE
- 25.10 PROPOSED SPOT GRADE
- TC 25.60 / 25.10 PROPOSED TOP/CURB EL. PVMT. GRADE
- MEG PROPOSED GRADE IS TO MATCH EXISTING
- SLOPE
- DRAINAGE FLOW DIRECTION GEOTECHICAL BORING LOCATION

N

0 30 60 Feet



GRADING DRAINAGE AND PAVING PLAN

FLIGHTPATH AVIATION SERVICES

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