

Escambia County Technical Notices 2010

Technical Notices:

These notices are intended to provide information regarding changes of Escambia County's policies, procedures, standards and/or specifications to the general public, design professionals and developers. Details regarding proposed changes will be posted for a minimum of 30 calendar days for review and comment. Comments are encouraged regarding these changes and should be submitted in writing to the attention of **Colby Brown** prior to the end of the 30-day review period.

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*Click on the links below to go to the Technical Notices

Notice ID	Title	Status	Date
09.17.09a	Lot Grading Plan Detail	Adopted	10/19/2009
09.17.09b	Driveway Connection Details	Adopted	10/19/2009
09.17.09c	Stone/Gravel Traffic Area Runoff	Adopted	10/19/2009
03.19.10	Suspension of the Usage of Crushed Concrete	Adopted	4/19/2010

09.17.09a

MINIMUM STANDARDS FOR TYPICAL RESIDENTIAL GRADING CONTROL PLAN

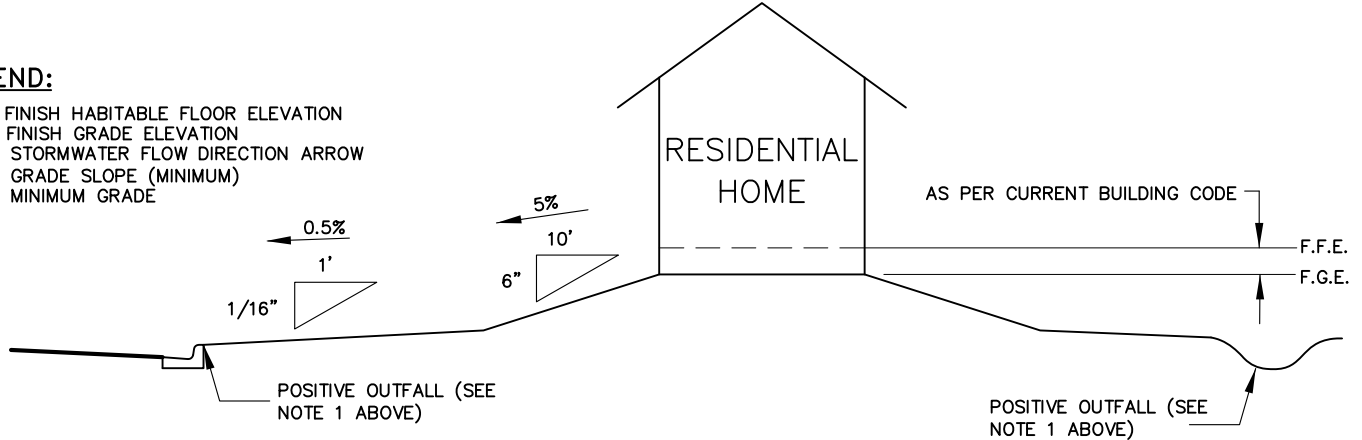
NOTES:

1. A POSITIVE DRAINAGE OUTFALL IS A CONVEYANCE SYSTEM (DRAINAGE EASEMENT, ROADWAY WITH A DRAINAGE SYSTEM ~ CURB & GUTTER, OR DITCH) WHICH CONTAINS, CONTROLS, AND TRANSMITS STORMWATER RUNOFF TO A CREEK, STREAM, RIVER, BAY, GULF, OCEAN, OR OTHER WATERS OF THE STATE, OR WATERS OF THE UNITED STATES, OR TO ANY FUNCTIONING ESCAMBIA COUNTY OR STATE DRAINAGE SYSTEM.
2. FINISH FLOOR ELEVATION SHALL BE AS SPECIFIED BY BUILDING CODE.
3. THESE ARE MINIMAL REQUIREMENTS AND DO NOT RELIEVE THE BUILDER FROM PROVIDING ADDITIONAL GRADING TO DIRECT STORMWATER TO A POSITIVE OUTFALL DRAINAGE SYSTEM AND ELIMINATE NEGATIVE IMPACTS TO ADJACENT LOTS AND PROPERTIES.
4. DISTURBED LOT AREAS SHALL BE COMPLETELY STABILIZED WITH SOD. IF THE HOME IS CONSTRUCTED, STABILIZE THE FIRST 10' WITH SOD AND SOD AND/OR SEED AND MULCH THE REMAINDER OF THE LOT.
5. THE HOMEBUILDER SHALL COMPLY WITH STATE PERMITTING REQUIREMENTS FOR LARGE AND SMALL CONSTRUCTION SITES, SPECIFICALLY THE NPDES PERMITS WHICH REQUIRES A DETAILED STORMWATER POLLUTION PREVENTION PLAN (SWPPP) BEING AVAILABLE ONSITE FOR REVIEW DURING ALL PHASES OF CONSTRUCTION.
6. LOT CLEARING ACTIVITIES SHALL NOT PROCEED WITHOUT BUILDING PERMITS FOR THOSE LOTS EXCLUDING CLEARING REQUIRED FOR CONSTRUCTION OF CONVEYANCE SWALES OR DRAINAGE FEATURES DESIGNATED AS THE DEVELOPER'S RESPONSIBILITY.
7. ALL NEW RUNOFF, DOWNSPOUTS, AND GUTTERS SHALL BE ROUTED TO CARRY ALL STORMWATER TO THE ROADS OR SWALES THAT LEAD TO THE RETENTION POND OR APPROVED DRAINAGE SYSTEM.
8. PROVIDE EROSION CONTROL MEASURES TO ENSURE ALL SEDIMENTS SHALL BE RETAINED ON EACH INDIVIDUAL LOT.
9. WETLANDS SHALL BE PROTECTED WITH FABRIC SILT FENCING AND BURIED HAYBALE SYSTEMS (DOUBLE ROWS AS NECESSARY).

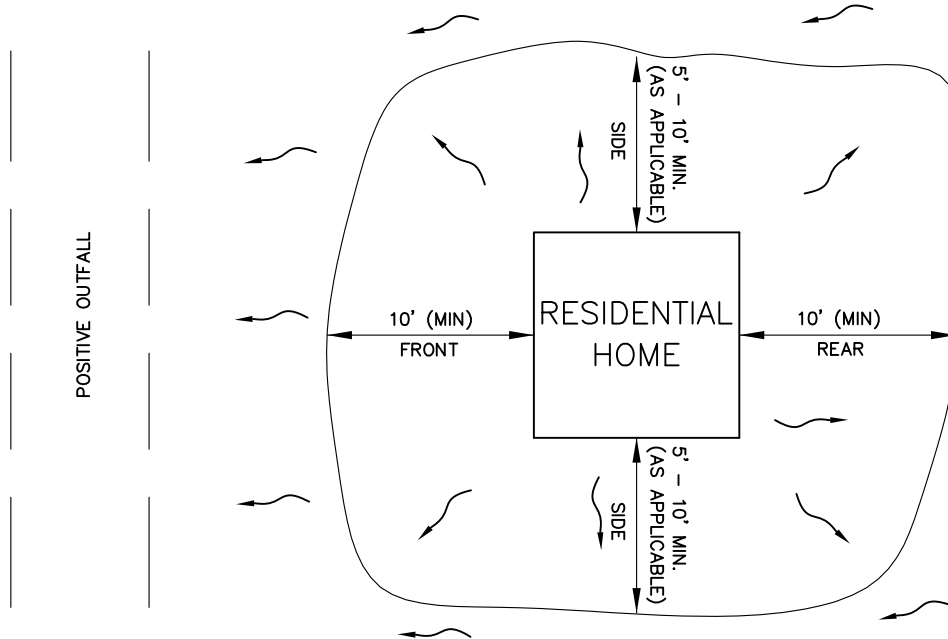


LEGEND:

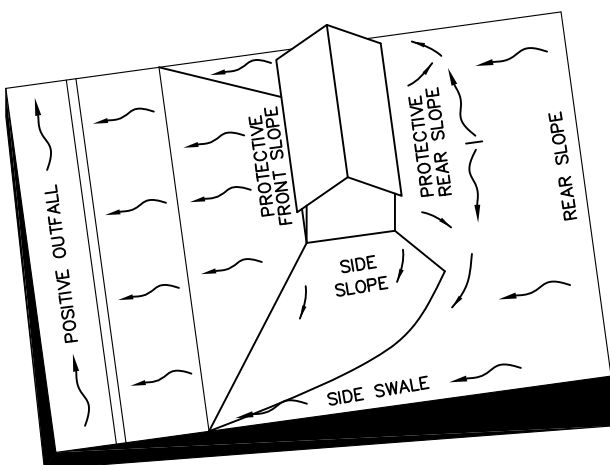
- F.F.E. - FINISH HABITABLE FLOOR ELEVATION
- F.G.E. - FINISH GRADE ELEVATION
- - STORMWATER FLOW DIRECTION ARROW
- △ - GRADE SLOPE (MINIMUM)
- - MINIMUM GRADE



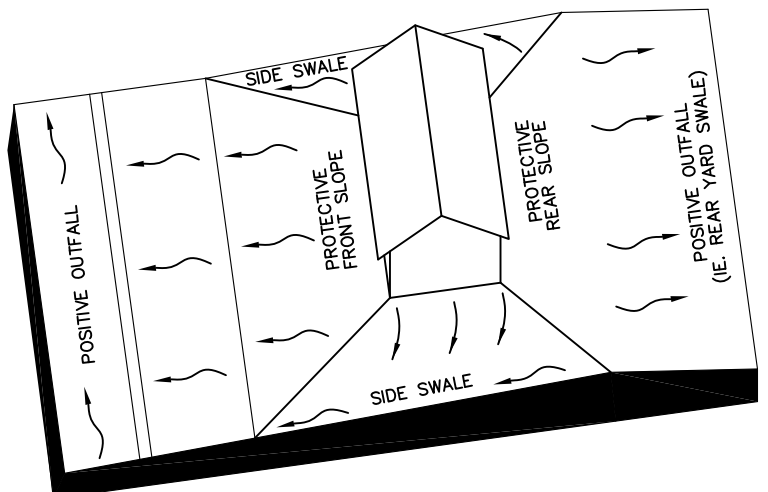
ELEVATION VIEW



PLAN VIEW



LOT GRADING ~ TYPE "A"
ALL DRAINAGE TO STREET



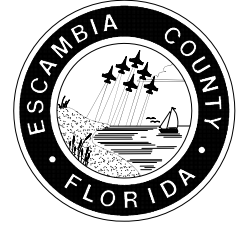
LOT GRADING ~ TYPE "B"
DRAINAGE TO STREET & TO REAR LOT LINE

REVISED SEPT. 15, 2009

NOTE: VARIATIONS IN GRADING ARE ACCEPTABLE IF GRADING DRAINS TO A POSITIVE OUTFALL.

09.17.09b

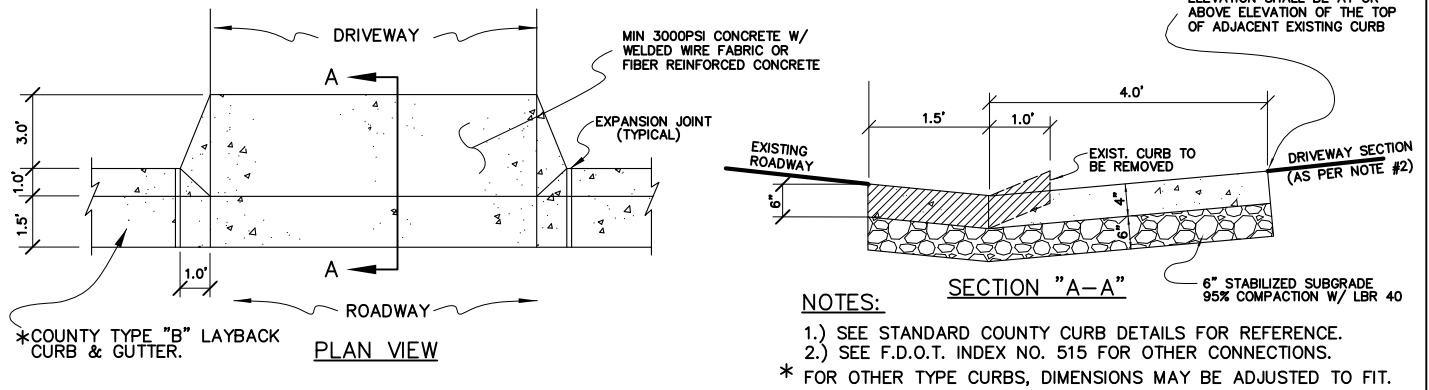
TYPICAL DRIVEWAY CONNECTION STANDARDS FOR EXISTING ROADWAY CONDITIONS



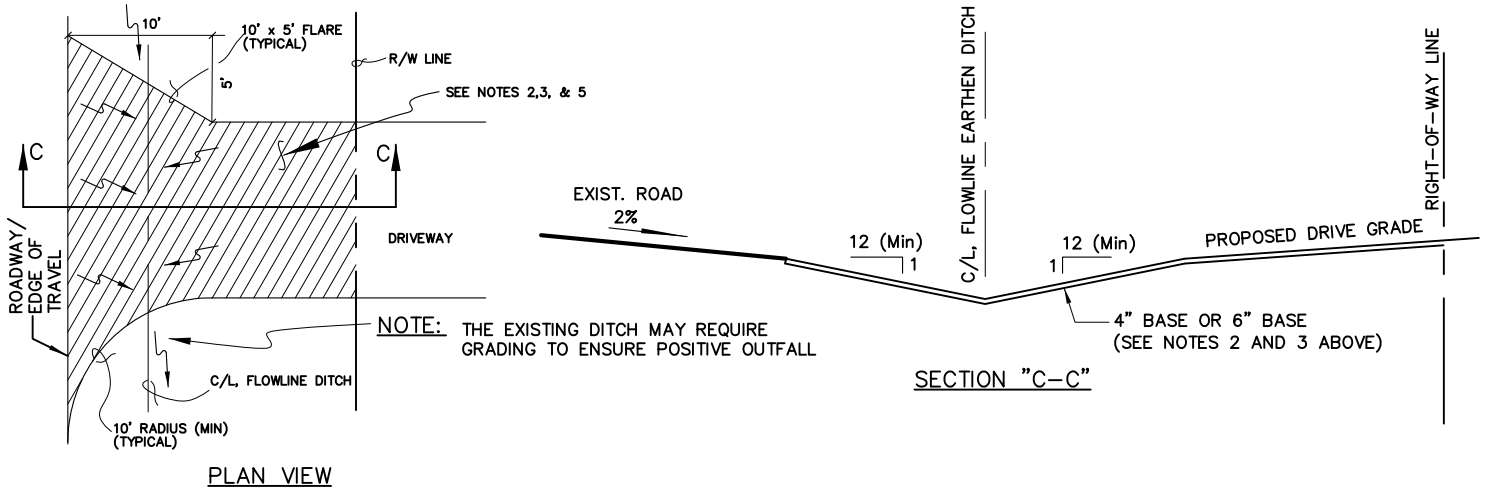
NOTES:

1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.
2. DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1-1/2" ASPHALT WITH 6" STABILIZED SUBGRADE OR 4" TO 6" CONCRETE WITH 4" STABILIZED SUBGRADE ~ 95% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE.
3. DRIVEWAYS ABUTTING A DIRT ROAD SHALL BE MILLED ASPHALT, GRADED AGGREGATE BASE, OR WASHED CONCRETE (4" IN DEPTH) ON THE COUNTY MAINTAINED PORTION OF DRIVEWAY.
4. IF NECESSARY, REFER TO F.D.O.T. INDEX DETAILS AS REFERENCED BELOW.
5. RADIUS OR FLARE IS ACCEPTABLE FOR TYPE II OR TYPE III CONNECTIONS.
6. DRIVEWAYS WITHIN PROPERTY BOUNDARY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
7. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM.

TYPE I CURB CUT DRIVEWAY FOR COUNTY TYPE "B" LAYBACK CURBS.



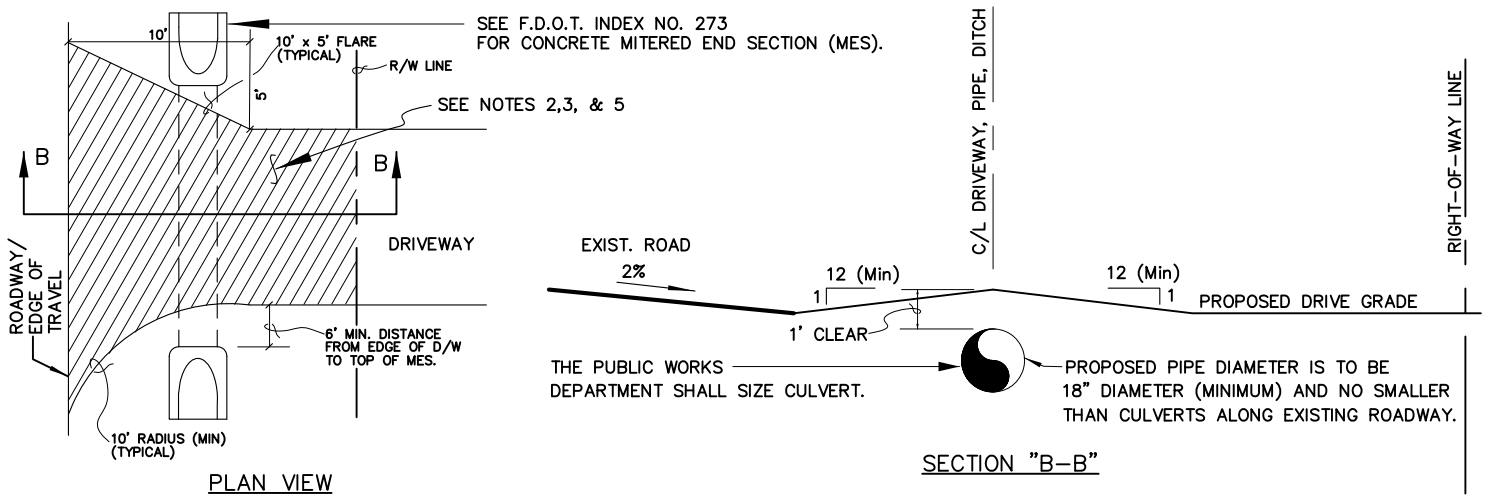
TYPE II DIPPED DRIVEWAY WITHOUT CROSS PIPE (CULVERT)



NOTE:

TYPE III-A CROSS PIPE (CULVERT) DRIVEWAY

TYPE III-B DRIVEWAY W/ CONCRETE OR SANDBAG HEADWALLS MAY BE USED IN SPECIAL CASES AS APPROVED BY THE PUBLIC WORKS / DEVELOPMENT REVIEW DEPARTMENT.



TYPE IV SPECIAL DRIVEWAY CONNECTION

TYPE IV-A REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE IV-B SPECIAL INNOVATIVE CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) AND AS APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF. ATTACH PLAN FOR REVIEW.

REVISED SEPT. 15, 2009

09.17.09b

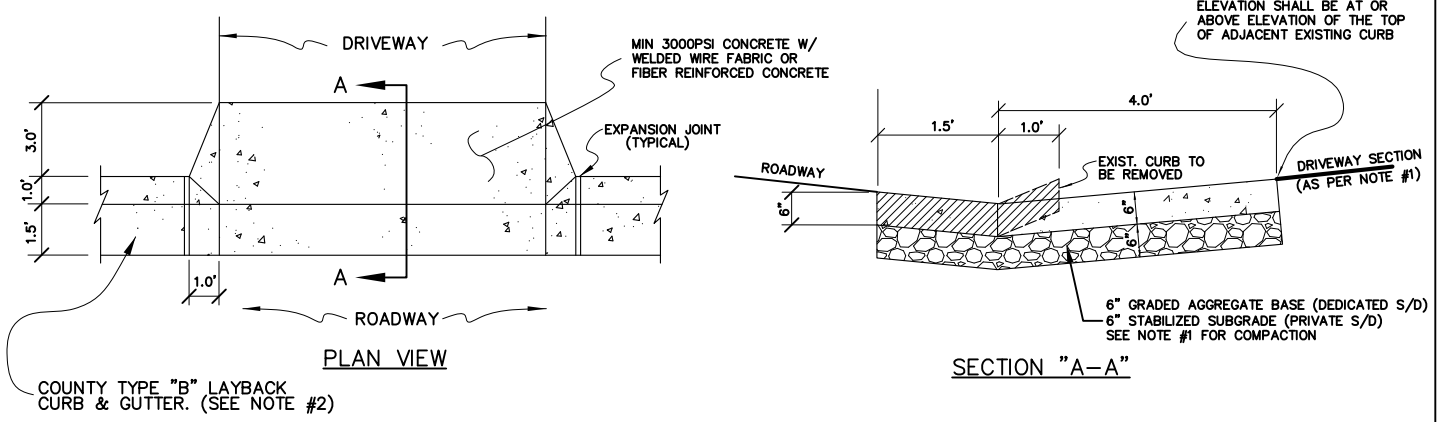
TYPICAL DRIVEWAY CONNECTION STANDARDS FOR NEW SUBDIVISION (CURB & GUTTER) ROADWAY CONDITIONS



NOTES:

1. DRIVEWAY SECTIONS ABUTTING CURB OR CURB CUT SHALL BE 6" CONCRETE WITH 6" STABILIZED SUBGRADE AND 4" TO 6" CONCRETE DRIVEWAY WITH 4" STABILIZED SUBGRADE ~ 95% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE.
2. FOR OTHER TYPE CURBS, DIMENSIONS MAY BE ADJUSTED TO FIT. IF NECESSARY, REFER TO F.D.O.T. INDEX DETAILS.
3. DRIVEWAYS WITHIN PROPERTY BOUNDARY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
4. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM.

TYPE I CURB CUT DRIVEWAY FOR COUNTY TYPE "B" LAYBACK CURBS.



REVISED SEPT. 15, 2009

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09.17.09b

TYPICAL DRIVEWAY CONNECTION STANDARDS FOR NEW SUBDIVISION (ROADSIDE SWALES) ROADWAY CONDITIONS

NOTES:

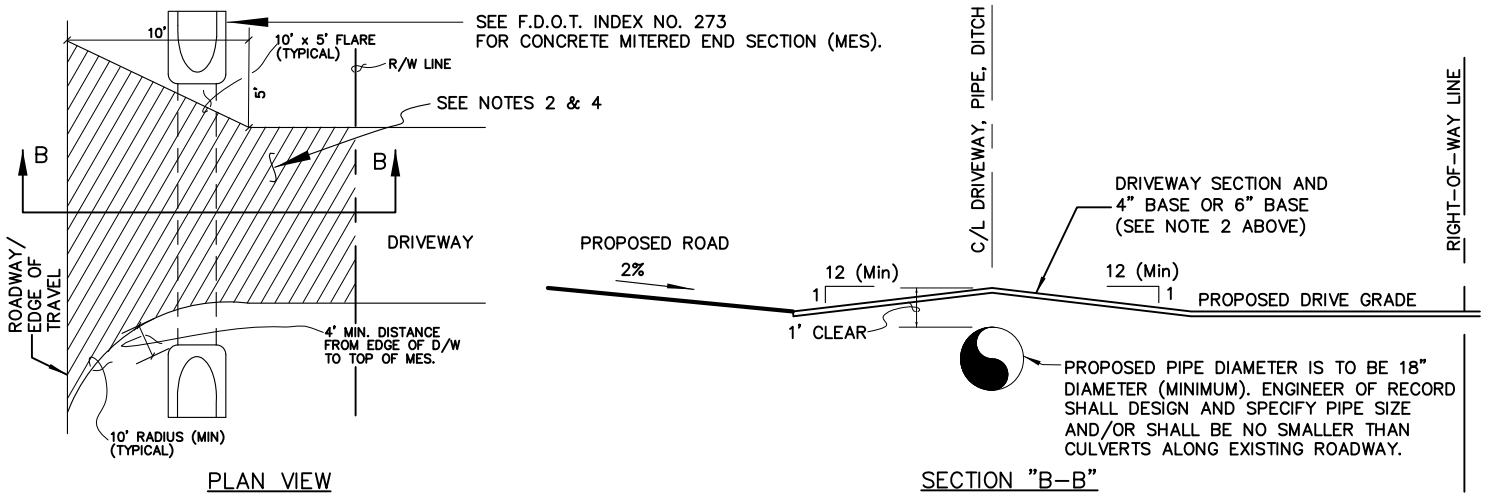
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER.
2. DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 1-1/2" ASPHALT WITH 6" STABILIZED SUBGRADE OR 4" TO 6" CONCRETE WITH 4" STABILIZED SUBGRADE ~ 95% COMPACTION (MODIFIED PROCTOR) WITH LBR 40 BETWEEN EDGE OF ROADWAY AND R/W LINE.
3. IF NECESSARY, REFER TO F.D.O.T. INDEX DETAILS AS REFERENCED BELOW.
4. RADIUS OR FLARE IS ACCEPTABLE FOR TYPE III CONNECTIONS.
5. DRIVEWAYS WITHIN PROPERTY BOUNDARY SHALL PROVIDE A MINIMUM OF 2 PARKING SPACES.
6. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' WIDE MINIMUM.



NOTE:

TYPE III-A CROSS PIPE (CULVERT) DRIVEWAY

TYPE IIIB DRIVEWAY W/ CONCRETE HEADWALLS MAY BE USED IN SPECIAL CASES AS APPROVED BY THE PUBLIC WORKS / DEVELOPMENT REVIEW DEPARTMENT.



TYPE IV SPECIAL DRIVEWAY CONNECTION

TYPE IV-A REQUIRES A F.D.O.T. CONNECTION PERMIT (PROVIDE APPROVED F.D.O.T. PERMIT TO OBTAIN COUNTY APPROVAL). REFER TO INDEX NO. 515 AND CONTACT F.D.O.T. AT (850) 981-3000. MAY REQUIRE PLANS PREPARED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.).

TYPE IV-B SPECIAL INNOVATIVE CONNECTION AS DESIGNED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER (P.E.) AND AS APPROVED BY THE APPROPRIATE PUBLIC WORKS / DEVELOPMENT REVIEW STAFF. ATTACH PLAN FOR REVIEW.

REVISED SEPT. 15, 2009

Stone / Gravel Traffic Area Runoff Coefficient

To clarify “gravel” and “semi-impervious” in the Land Development Code 3.02.00 definition of “impervious surface” and its application to stone/gravel areas subjected to vehicular traffic and to align with Design Requirements by the North West Florida Water Management District, Escambia County will consider the following:

- The runoff coefficient for all proposed stone/gravel travel areas (semi-impervious areas) shall be 0.6 (not including porous concrete, paver stones, and shell)
- The application of this semi-impervious area towards the overall impervious area requirements for DRC submittal shall be calculated as 60% of the semi-impervious area (i.e. 1000sf semi-impervious area shall be considered 600sf of impervious area, only to determine the overall threshold requirements).
- For semi-impervious areas previously designed and approved (prior to 09-17-2009) as pervious (unless proven otherwise via original certified design calculations), Escambia County will require the Pre Development runoff coefficient for the existing semi-impervious areas to be 0.3 (pervious).

03.19.10

Technical Notice 3.19.10

In 2009 the County began to allow the installation of Crushed Concrete (Reclaimed Concrete Aggregate Base) in place of the Graded Aggregate Base. The requirements were as follows:

Contractors are permitted to request the use of Crushed Concrete in place of Graded Aggregate Base on local subdivision roads only. If approved for use in the specific location, the Crushed Concrete must meet FDOT gradation and compaction specifications. In addition, the material will be subject to a visual inspection by a County representative to determine the “cleanness” of the material. If the visual inspection, as determined by the County representative, reveals evidence of foreign material, the compromised material will be removed and replaced with “clean” material at no cost.

The County has recently experienced a concern, in multiple areas, with the functionality of the in-place crushed concrete. Therefore, the County will be suspending, until further notice, the use of Crushed Concrete so that its functionality over time under normal usage conditions may be observed.