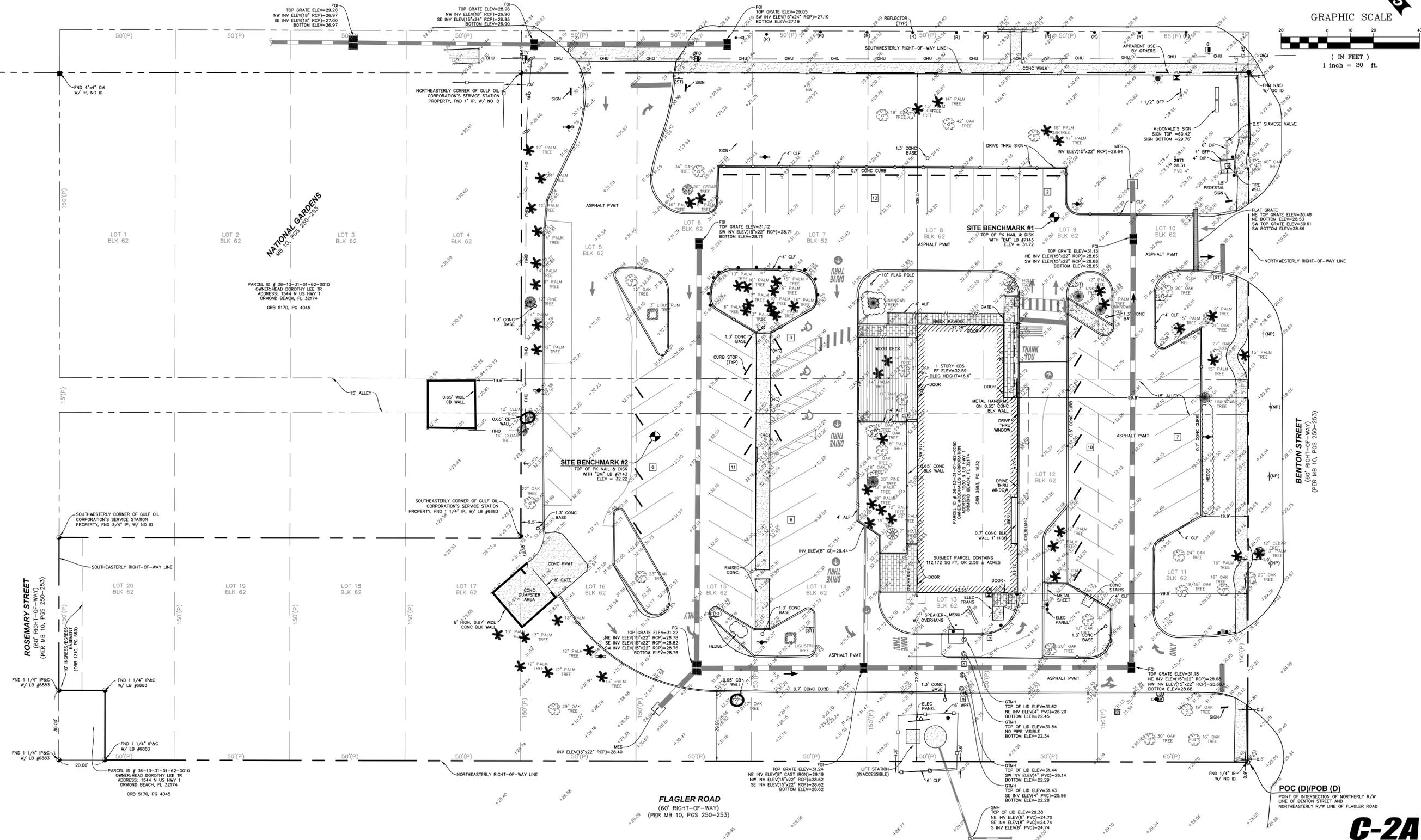


**U.S. HIGHWAY NO. 1 (S.R. No. 5)**  
(160' RIGHT-OF-WAY)  
(PER FDOT MAP SECTION 7903-175)  
**VOLUSIA ROAD**  
(60' RIGHT-OF-WAY)  
(PER MB 10, PGS 250-253)



**C-2A**

Field Crew:	M.R.	By	Revision	Date
Drawn by:	B.J.B.			
Checked by:	P.J.K.			
Approved by:	J.W.P.			
Scale:	1"=20'			
Date:	11/20/15			
Job No.:	M2915.MPP			
File:	M2915.dwg			

Survey Prepared by:  
**CPH Inc.**  
520 Palm Coast Parkway SW  
Palm Coast, FL 32137  
Ph: 386.445.6569  
Licenses:  
Eng. C.O.A. No. 3215  
Survey L.B. No. 7143  
Arch. Lic. No. AA2600926  
Landscape Lic. No. LC0000298

**McDonald's®**  
L/C 098-1098  
1530 U.S. HIGHWAY NO. 1  
SECTION 36-TOWNSHIP 13 SOUTH-RANGE 31 EAST  
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

BOUNDARY & TOPOGRAPHIC SURVEY  
**Sheet No. 2 of 2**

**NOTE:**  
THIS SURVEY IS NOT VALID WITHOUT SHEETS 1 THROUGH 2 OF 2

TITLE BLOCK ABBREVIATIONS:  
Eng = ENGINEERING    L.B. = LICENSED BUSINESS  
C.O.A. = CERTIFICATE OF AUTHORIZATION    Arch = ARCHITECTURAL  
Landscape = LANDSCAPE    N/A = NOT APPLICABLE    Lic. = LICENSED  
No. = NUMBER    P.O. = POST OFFICE    © = COPYRIGHT

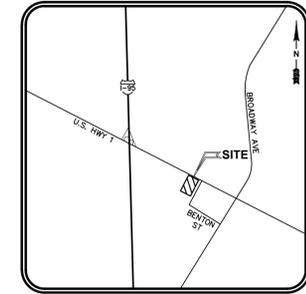


# BOUNDARY & TOPOGRAPHIC SURVEY

## FOR

# McDonald's®

L/C 009-1098  
AT  
1530 U.S. HIGHWAY # 1  
LYING IN  
**SECTION 36-TOWNSHIP 13 SOUTH-RANGE 31 EAST**  
**CITY OF ORMOND BEACH**  
**VOLUSIA COUNTY, FLORIDA**



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• Connecticut  
• Maryland  
• Texas

**Legal Description:** (PER WARRANTY DEED AS RECORDED IN OFFICIAL RECORDS BOOK 3164, PAGE 4 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, AS PROVIDED BY THE CLIENT)

THAT PART OF BLOCK 62, NATIONAL GARDENS, AS PER PLAT RECORDED IN MAP BOOK 10, PAGES 250-253 INCLUSIVE, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCE AT THE POINT OF INTERSECTION OF THE NORTHWESTERLY RIGHT OF WAY LINE OF BENTON STREET AND THE NORTHEASTERLY RIGHT OF WAY LINE OF FLAGLER ROAD AND RUN THENCE NORTH 49 DEGREES 44 MINUTES 50 SECONDS WEST ALONG THE NORTHEASTERLY RIGHT OF WAY LINE OF FLAGLER ROAD A DISTANCE OF 495 FEET; THENCE NORTH 40 DEGREES 15 MINUTES TO SECONDS EAST A DISTANCE OF 30 FEET; THENCE NORTH 49 DEGREES 44 MINUTES 50 SECONDS WEST A DISTANCE OF 20 FEET TO A POINT ON THE SOUTHEASTERLY RIGHT OF WAY LINE OF ROSEMARY STREET; THENCE NORTH 40 DEGREES 15 MINUTES TO SECONDS EAST ALONG THE SOUTHEASTERLY RIGHT OF WAY LINE OF ROSEMARY STREET A DISTANCE OF 65.98 FEET TO THE SOUTHWESTERLY CORNER OF GULF OIL CORPORATION'S SERVICE STATION PROPERTY; THENCE SOUTH 49 DEGREES 44 MINUTES 50 SECONDS EAST A DISTANCE OF 200 FEET TO THE SOUTHEAST CORNER OF GULF OIL CORPORATION'S SERVICE STATION PROPERTY; THENCE NORTH 40 DEGREES 15 MINUTES TO SECONDS EAST A DISTANCE OF 200 FEET, MORE OR LESS, TO A POINT ON THE SOUTHWESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1, WHICH POINT IS ALSO THE NORTHEASTERLY CORNER OF GULF OIL CORPORATION'S SERVICE STATION PROPERTY; THENCE SOUTH 49 DEGREES 55 MINUTES 20 SECONDS EAST ALONG THE SOUTHWESTERLY RIGHT OF WAY LINE OF U.S. HIGHWAY NO. 1 A DISTANCE OF 315 FEET TO A POINT ON THE NORTHWESTERLY RIGHT OF WAY LINE OF BENTON STREET; THENCE SOUTH 40 DEGREES 15 MINUTES TO SECONDS WEST ALONG THE NORTHWESTERLY RIGHT OF WAY LINE OF BENTON STREET A DISTANCE OF 297.55 FEET TO THE POINT OF BEGINNING.

SUBJECT TO A NON-EXCLUSIVE EASEMENT RESERVED IN WARRANTY DEED RECORDED JUNE 20, 1971 IN O.R. BOOK 1310 AT PAGE 569, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

**Survey Notes:**

- "SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER."
- "ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES."
- THE SITE BENCHMARKS FOR THIS TOPOGRAPHIC SURVEY ARE DISPLAYED ON THE RESPECTIVE SURVEY FILE. THESE BENCHMARKS ARE BASED ON A CLOSED VERTICAL CONTROL LOOP HAVING AN ACTUAL ERROR OF CLOSURE OF 0.020" WHICH MEETS THE ALLOWABLE CLOSURE OF 0.081". THIS FIELDWORK WAS PERFORMED USING A NIKON LEVEL MODEL #AT-02 AND REFERENCES THE FOLLOWING PUBLISHED BENCHMARKS AS ESTABLISHED BY THE (NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD '88)) AND SAID ELEVATIONS ARE BASED ON VERTICAL CONTROL BENCHMARKS SUPPLIED BY NGS DATA SHEETS PUBLISHED AT WWW.LABINS.ORG AS FOLLOWS:  
a) DESIGNATION # 195 M 4, PID # A01026 N.G.S. CONCRETE MONUMENT 20' EAST OF EASTERLY EDGE OF PAVEMENT ELEVATION = 27.45 (NAVD 88)  
b) DESIGNATION # X 226, PID # A01050 USGS CONCRETE MONUMENT AT SOUTHWEST CORNER OF BROADWAY AVENUE AND F.E.C. RAILROAD ELEVATION = 29.48 (NAVD 88)  
SITE BENCHMARKS ARE AS SHOWN ON SHEET 2 OF 2.
- THIS SURVEY IS NOT VALID WITHOUT SHEETS 1 THROUGH 2 OF 2.
- THE LAST DAY FIELD WORK WAS PERFORMED WAS 11/20/15; ALL BOUNDARY CORNERS WERE RECOVERED OR SET AS NOTED HEREON.
- THE "LEGAL DESCRIPTION" HEREON IS IN ACCORD WITH THE WARRANTY DEED AS RECORDED IN OFFICIAL RECORDS BOOK 3164, PAGE 4 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- BEARINGS SHOWN HEREON ARE RELATIVE TO THE NORTHEASTERLY RIGHT-OF-WAY LINE OF FLAGLER ROAD, ACCORDING TO THE OFFICIAL RECORDS BOOK 3164, PAGE 4 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA AS BEING N 49°44'50" W.
- HAVING CONSULTED THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 12127C0184J, CITY OF ORMOND BEACH, REVISED DATE, FEBRUARY 19, 2014, THE SUBJECT PROPERTY APPEARS TO LIE IN ZONE X, WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (NAVD '88). THIS DETERMINATION WAS BASED ON A GRAPHIC INTERPOLATION OF SAID MAP AND NOT ON ACTUAL FIELD MEASUREMENTS.
- THE APPARENT USE OF THE LAND, AS CLASSIFIED BY THE STANDARDS OF PRACTICE SET FORTH IN RULE CHAPTER 5J-17 OF THE FLORIDA ADMINISTRATIVE CODE, PURSUANT TO FS 472.027, ESTABLISHES THAT THE MINIMUM RELATIVE ACCURACY FOR THIS TYPE OF BOUNDARY SURVEY MEET THE HORIZONTAL CONTROL ACCURACY OF 1"/10,000 FEET FOR A COMMERCIAL/HIGH RISK SURVEY. THE MEASUREMENTS AND CALCULATIONS OF THE CLOSED GEOMETRIC FIGURES WERE FOUND TO MEET THIS ACCURACY REQUIREMENT. THE EQUIPMENT USED TO VERIFY THE HORIZONTAL CONTROL ON THE SUBJECT SURVEY WAS A TOPCON TOTAL STATION MODEL # GPT-3005M, TOPCON PS-103 ROBOTIC TOTAL STATION AND A TOPCON GPS HIPER PRO.
- HORIZONTAL WELL-IDENTIFIED FEATURES IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED HORIZONTAL POSITIONAL ACCURACY OF 0.05 (FT). THE EQUIPMENT USED TO LOCATE THE FEATURES WAS A A TOPCON TOTAL STATION MODEL # GPT-3005M, TOPCON PS-103 ROBOTIC TOTAL STATION AND A TOPCON GPS HIPER PRO.
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OR OPINION OF TITLE. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS NOTED.
- NO UNDERGROUND UTILITIES, FOUNDATIONS OR IMPROVEMENTS, IF ANY, HAVE BEEN LOCATED EXCEPT AS SHOWN.
- THIS SURVEY DOES NOT IDENTIFY THE LIMITS OR EXTENT OF POTENTIAL JURISDICTIONAL WETLAND BOUNDARIES.
- FENCES EXISTING ON, OVER OR ADJACENT TO SUBJECT PROPERTY, ARE DISPLAYED HEREON; OWNERSHIP WHETHER SINGULAR OR JOINT WAS NOT DETERMINED BY THIS SURVEY.
- VERTICAL FEATURE ACCURACY: "ELEVATIONS OF WELL-IDENTIFIED FEATURES CONTAINED IN THIS SURVEY AND MAP HAVE BEEN MEASURED TO AN ESTIMATED VERTICAL POSITIONAL ACCURACY OF 0.05 (FT)."
- DIMENSIONS ARE SHOWN RELATIVE TO UNITED STATES STANDARD FEET AND DECIMALS THEREOF, UNLESS THE OBJECT SHOWN IS COMMONLY IDENTIFIED IN INCHES, I.E. TREE DIAMETER, PIPE DIAMETER, ETC. TREES DEPICTED ARE COMMON NAMES AND MEASURED AND LABELED AS DIAMETER AT BREAST HEIGHT IN INCHES.
- CERTAIN INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR AS NOTED OR DISPLAYED HEREON.
- THE UNDERGROUND UTILITIES DEPICTED BY PIPE LINETYPES ARE APPROXIMATE IN NATURE BASED UPON AN INSPECTION OF THE MANHOLE, GRATE, ETC. OF EACH FACILITY. EXISTING PIPES WERE NOT LAMPED OR REMOTELY VIEWED FOR OBSTRUCTIONS OR CONNECTIVITY.
- NATIONAL GARDENS, AS PER PLAT RECORDED IN MAP BOOK 10, PAGES 250-253 INCLUSIVE, PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA WAS VACATED PER OFFICIAL RECORD BOOK 6406, PAGES 2136-2145 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.

**Abbreviation Legend:**

(A)	- ACTUAL	MES	- MITERED END SECTION
A/C	- AIR CONDITIONER	MH	- MANHOLE
ACSM	- AMERICAN CONGRESS ON SURVEYING & MAPPING	MLP	- METAL LIGHT POLE
ADA	- AMERICANS WITH DISABILITIES ACT	MPH	- MILES PER HOUR
AL	- ALUMINUM FENCE	MPP	- METAL POWER POLE
ALTA	- AMERICAN LAND TITLE ASSOCIATION	N/A	- NOT APPLICABLE
APPROX	- APPROXIMATE	NAVD	- NORTH AMERICAN VERTICAL DATUM
ARV	- AIR RELEASE VALVE	NAD	- NORTH AMERICAN DATUM
AVE	- AVENUE	NC	- NATURAL GROUND
AVG	- AVERAGE	NGS	- NATIONAL GEODETIC SURVEY
(BB)	- BEARING BASIS	NGVD	- NATIONAL GEODETIC VERTICAL DATUM
BFP	- BACK FLOW PREVENTER	N & D	- NAIL AND DISK
BK	- BLOCK	NO.	- NUMBER
BLDG	- BUILDING	NR	- NON-RADIAL
BLVD	- BOULEVARD	NSPS	- NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS
BM	- BENCH MARK	NT	- NON-TANGENT
BOC	- BACK OF CURB	NTS	- NOT TO SCALE
BOW	- BACK OF WALK	OD	- OUTSIDE DIAMETER
BSL	- BUILDING SETBACK LINE	OR	- OFFICIAL RECORDS BOOK
BWF	- BARBED WIRE FENCE	ORB	- OFFICIAL RECORDS
C-X	- DENOTES SHEET NUMBERING FOR ENGINEERING PLANS	OUL	- OVERHEAD UTILITY LINES
(C)	- CALCULATED	OTL	- OVERHEAD TRAFFIC LINES
C	- CHORD	(P)	- PLAT
CATV	- CABLE TELEVISION RISER	PB	- PLAT BOOK
CB	- CHORD BEARING	PC	- POINT OF CURVATURE
CBS	- CONCRETE BLOCK STRUCTURE	PCC	- POINT OF COMPOUND CURVATURE
C.C.R.	- CERTIFIED CORNER RECORD	PCP	- PERMANENT CONTROL POINT
C&G	- CURB & GUTTER	PFF	- PROPOSED FINISHED FLOOR
C/I	- CATCH INLET	PG	- PAGES
CL	- CENTERLINE	PGS	- PAGES
CLF	- CHAIN LINK FENCE	PK	- POINT OF INTERSECTION
CM	- CONCRETE MONUMENT	PK	- PARKER KAYLON
CMP	- CORRUGATED METAL PIPE	POB	- POINT OF BEGINNING
CO	- CLEANOUT	POC	- POINT OF COMMENCEMENT
CONC	- CONCRETE	PP	- POINT ON LINE
COR	- CORNER	PR	- POWER POLE
CRPP	- CORRUGATED PLASTIC PIPE	PRC	- POINT OF REVERSE CURVATURE
CUE	- COUNTY UTILITY EASEMENT	PRM	- PERMANENT REFERENCE MONUMENT
CWS	- CROSSWALK SIGNAL	PSM	- PROFESSIONAL SURVEYOR & MAPPER
(D)	- DELTA	PT	- POINT OF TANGENCY
DB	- DEED BOOK	PVC	- POLYVINYL CHLORIDE PIPE
DBH	- DIAMETER AT BREAST HEIGHT IN INCHES	PVMT	- PAVEMENT
DE	- DRAINAGE EASEMENT	R2E	- RANGE 26 EAST
DEPT	- DEPARTMENT	R	- RADIAL
DIP	- DUCTILE IRON PIPE	RAD	- RADIAL
DR	- DRIVE	RCF	- REINFORCED CONCRETE PIPE
D/U	- DRAINAGE AND UTILITY EASEMENT	REC	- RECOVERED
(E)	- ENGINEERING PLAN	REV	- REVISION
EJB	- ELECTRIC JUNCTION BOX	RP	- RADIUS POINT
ELEC	- UNDERGROUND ELECTRICAL LINES	R/W	- RIGHT-OF-WAY
ELEV	- ELEVATION	RLS	- REGISTERED LAND SURVEYOR
EELL	- ELLIPTICAL	RP	- RADIUS POINT
EUI	- END OF INFORMATION	RWL	- UNDERGROUND RECLAIM WATER LINE
EDP	- EDGE OF PAVEMENT	RWM	- RECLAIMED WATER METER
FB	- FIELD BOOK	SE	- SPECIAL EASEMENT
FDOT	- FLORIDA DEPARTMENT OF TRANSPORTATION	SEC 30	- SECTION 30
FF	- FINISH FLOOR	SMH	- SANITARY SEWER MANHOLE
FGL	- FLAT GRATE INLET	(SP)	- STATE PLANE
FGLP	- FIBERGLASS LIGHT POLE	SQ	- SQUARE
FHYD	- FIRE HYDRANT	SQ FT	- SQUARE FEET
FM	- FORCE MAIN	ST	- STREET
FND	- FOUND	STMH	- STORM DRAINAGE MANHOLE
FP&L	- FLORIDA POWER AND LIGHT	S/W	- SIDEWALK
FS	- FLORIDA STATUTES	TB	- TANGENT BEARING
(G)	- GRID (STATE PLANE)	TSS	- TOWNSHIP 3 SOUTH
GL	- UNDERGROUND GAS LINES	TELE	- TELEPHONE
GOV'T	- GOVERNMENT	TL	- OVERHEAD TRAFFIC SIGNAL LINES
GPR	- GROUND PENETRATING RADAR	TOB	- TOP OF BANK
GTMH	- GREASE TRAP MANHOLE	TOE	- TOE OF SLOPE
HDPE	- HIGH DENSITY POLYETHYLENE PIPE	TR	- TELEPHONE RISER
HWF	- HOG WIRE FENCE	TRANS	- TRANSFORMER
ID	- IDENTIFICATION	TSB	- TRAFFIC SIGNAL BOX
ICV	- IRRIGATION CONTROL VALVE	TSSP	- TRAFFIC SIGNAL SUPPORT POLE
INFO	- INFORMATION	TVL	- UNDERGROUND CABLE TV LINES
INVERT	- INVERT	(TYP)	- TYPICAL
IP	- IRON PIPE	UE	- UTILITY EASEMENT
IP&C	- IRON PIPE & CAP	UNK	- UNKNOWN
IR	- IRON ROD	UTL	- UNDERGROUND TELEPHONE LINES
IR&C	- IRON REBAR & CAP	W/V	- UNDERGROUND WATER LINE
IRR	- IRRIGATION	WLP	- WOOD LIGHT POLE
L	- ARC LENGTH	WM	- WATER METER
LB#	- LICENSED BUSINESS NUMBER	WP	- WORK PROGRAM
LP	- LIGHT POLE	WPF	- WOOD POST FENCE
(M)	- MEASURED	WPP	- WOOD POWER POLE
MB	- MAP BOOK	WV	- WATER VALVE
MBX	- MAILBOX		

**Line Legend:**

NOT TO SCALE

---	= 1 FOOT CONTOURS
---	= 5 FOOT CONTOURS
---	= ADJOINER PROPERTY LINES
---	= BARBED WIRE FENCE
---	= BROKEN LINE
---	= BURIED CABLE
---	= BURIED CABLE TELEVISION
---	= BURIED ELECTRIC
---	= BURIED FIBER OPTICS
---	= BURIED GAS
---	= BURIED RECLAIMED WATER LINE
---	= BURIED SANITARY LINES
---	= BURIED SANITARY SEWER FORCE MAIN LINE
---	= BURIED TRAFFIC CONTROL
---	= BURIED TELEPHONE LINE
---	= BURIED WATER LINES
---	= CENTER LINE R/W
---	= CHAIN LINK FENCE
---	= EASEMENT LINES (EXISTING)
---	= EASEMENT LINES (PROPOSED)
---	= EDGE OF WATER LINES
---	= EXISTING DRAINAGE PIPES (OUTFALL NOT LOCATED)
---	= FIRE WATER MAIN LINES
---	= HOT WATER SUPPLY LINES
---	= IRRIGATION LINES
---	= OVERHEAD TRAFFIC LINES
---	= OVERHEAD UTILITY LINES
---	= RAILROAD TRACKS
---	= RIGHT-OF-WAY LINES
---	= SECTION LINES
---	= STONE WALL LINES
---	= TOP OF BANK LINES
---	= TOE OF SLOPE LINES
---	= TREE LINES
---	= TRAVERSE LINES
---	= UNKNOWN BURIED LINES
---	= ALUMINUM FENCE
---	= WOOD FENCE
---	= WETLAND LINE

**Symbol Legend:**

NOT TO SCALE

⊠	- AIR RELEASE VALVE	⊠	- PARKING SPACES (2)
⊠	- BORING HOLE LOCATION	⊠	- REVISION NUMBER (3)
⊠	- BRICK PAVERS	⊠	- RECLAIMED WATER METER
⊠	- CABLE TV RISER	⊠	- RECLAIMED WATER VALVE
⊠	- CENTRAL ANGLE	⊠	- ROOF DRAIN
⊠	- CONCRETE	⊠	- SANITARY SEWER MANHOLE
⊠	- CLEAN OUT	⊠	- SANITARY SEWER VALVE
⊠	- CONCRETE MITERED END SECTION	⊠	- SCHEDULE B ITEM NUMBER (8)
⊠	- CONCRETE RIP RAP	⊠	- GROUND LIGHT
⊠	- CONCRETE UTILITY POLE	⊠	- SECTION CORNER
⊠	- COUNTY ROAD SYMBOL	⊠	- 4" X 4" CM LB #7143
⊠	- DUAL SUPPORT SIGN	⊠	- 5/8" IR&C LB #7143
⊠	- BURIED SANITARY LINES	⊠	- SIGN
⊠	- ELECTRICAL JUNCTION BOX	(R1)	- ROW NUMBER SIGN
⊠	- ELECTRIC OUTLET	(B)	- BUS STOP SIGN
⊠	- ELECTRIC RISER	(DE)	- DEAD END SIGN
⊠	- FLOOD LIGHT	(DNE)	- DO NOT ENTER SIGN (R5-1)
⊠	- FOUND CONCRETE MONUMENT (AS NOTED)	(HC)	- HANDICAP SIGN
⊠	- FOUND IRON PIPE (AS NOTED)	(HC)	- DUAL HANDICAP SIGN
⊠	- FOUND IRON REBAR (AS NOTED)	(KR)	- KEEP RIGHT SIGN
⊠	- GARBAGE CAN	(LTO)	- LEFT TURN ONLY
⊠	- GAS VALVE	(ME)	- MEDIAN SIGN
⊠	- GOPHER TORTOISE HOLE	(ND)	- NO DUMPING SIGN
⊠	- GRATE INLET	(NL)	- NO LEFT TURN SIGN (R3-2)
⊠	- GREASE TRAP MANHOLE	(NLI)	- NO LITTERING SIGN
⊠	- GUY ANCHOR	(NO)	- NO OUTLET SIGN
⊠	- HANDICAP PARKING SPACE	(FL)	- NO PARKING FIRE LANE SIGN
⊠	- INTERSTATE SYMBOL	(NOR)	- NO RIGHT TURN SIGN (R3-1)
⊠	- IRRIGATION CONTROL VALVE	(NTT)	- NO THRU TRAFFIC SIGN
⊠	- CONCRETE LIGHT POLE	(NOT)	- NO TRUCKS (R5-2)
⊠	- LIGHT POLE	(NP)	- NO PARKING SIGN
⊠	- LIGHT POLE (DUAL)	(1W)	- ONE WAY SIGN (R6-2)
⊠	- LIGHT POLE (TRIPLE)	(PE)	- PEDESTRIAN CROSSING SIGN
⊠	- LIGHT POLE (QUAD)	(RTO)	- RIGHT TURN ONLY
⊠	- CONCRETE LIGHT POLE (TRIPLE)	(SL)	- SPEED LIMIT SIGN
⊠	- CONCRETE LIGHT POLE (QUAD)	(ST)	- STOP SIGN (R1-1)
⊠	- MAILBOX	(SS)	- STREET SIGN
⊠	- MONITOR WELLS	(TZ)	- TOW AWAY ZONE SIGN
⊠	- NAIL & DISC (AS NOTED)	(TE)	- TRUCK ENTRANCE SIGN
⊠	- PULL BOX (AS NOTED)	(U)	- UNKNOWN SIGN
⊠	- WIRE HEIGHTS (SEE CHART)	(WL)	- WEIGHT LIMIT SIGN
⊠	- CROSSWALK SIGNAL POLE	(WW)	- WRONG WAY SIGN
⊠		(Y)	- YIELD SIGN

**Sign Legend:**

NOT TO SCALE

(R1)	- ROW NUMBER SIGN
(B)	- BUS STOP SIGN
(DE)	- DEAD END SIGN
(DNE)	- DO NOT ENTER SIGN (R5-1)
(HC)	- HANDICAP SIGN
(HC)	- DUAL HANDICAP SIGN
(KR)	- KEEP RIGHT SIGN
(LTO)	- LEFT TURN ONLY
(ME)	- MEDIAN SIGN
(ND)	- NO DUMPING SIGN
(NL)	- NO LEFT TURN SIGN (R3-2)
(NLI)	- NO LITTERING SIGN
(NO)	- NO OUTLET SIGN
(FL)	- NO PARKING FIRE LANE SIGN
(NOR)	- NO RIGHT TURN SIGN (R3-1)
(NTT)	- NO THRU TRAFFIC SIGN
(NOT)	- NO TRUCKS (R5-2)
(NP)	- NO PARKING SIGN
(1W)	- ONE WAY SIGN (R6-2)
(PE)	- PEDESTRIAN CROSSING SIGN
(RTO)	- RIGHT TURN ONLY
(SL)	- SPEED LIMIT SIGN
(ST)	- STOP SIGN (R1-1)
(SS)	- STREET SIGN
(TZ)	- TOW AWAY ZONE SIGN
(TE)	- TRUCK ENTRANCE SIGN
(U)	- UNKNOWN SIGN
(WL)	- WEIGHT LIMIT SIGN
(WW)	- WRONG WAY SIGN
(Y)	- YIELD SIGN

**Reference Material**

- NATIONAL GARDENS, MAP BOOK 10, PAGES 250-253 OF THE PUBLIC RECORDS OF VOLUSIA COUNTY, FLORIDA.
- FINAL SITE PLAN FOR MCDONALD'S RESTAURANT PREPARED BY ZEV COHEN & ASSOCIATES, INC., AND DATED 4/11/90.

**Parking Table**

STANDARD SPACES =	53
DESIGNATED DRIVE THRU SPACES =	2
ACCESSIBLE HANDICAP SPACES =	3
TOTAL SPACES =	58

**NOTE:**

THIS SURVEY IS NOT VALID WITHOUT SHEETS 1 THROUGH 2 OF 2

TITLE BLOCK ABBREVIATIONS:  
Eng = ENGINEERING, LS = LICENSED BUSINESS  
COA = CERTIFICATE OF AUTHORIZATION, Arch = ARCHITECTURAL  
Landscape = LANDSCAPE, N/A = NOT APPLICABLE, Lic. = LICENSED  
No. = NUMBER, P.O. = POST OFFICE, © = COPYRIGHT

**Index of Sheets**

1	COVER SHEET
2	BOUNDARY & TOPOGRAPHIC SURVEY

**Surveyor's Certification:**

Certified to: MCDONALD'S Restaurants of Florida, a Florida Corporation

I hereby certify to McDonald's Corporation that this plan has been compiled from a survey actually made on the ground under my supervision on November 20, 2015; that it is correct and complies with the modified requirements provided by McDonald's Corporation.

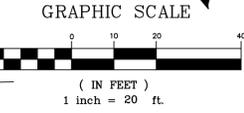
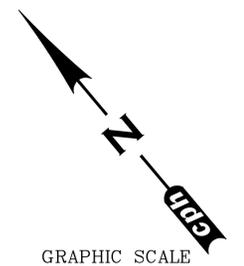
And

I hereby certify that the attached "Boundary & Topographic Survey" of the hereon described property is true and correct to the best of my knowledge, information and belief as surveyed in the field on November 20, 2015. I further certify that this "Boundary & Topographic Survey" meets the standards of practice set forth in Rule Chapter 5J-17 of the Florida Administrative Code, pursuant to FS 472.027.

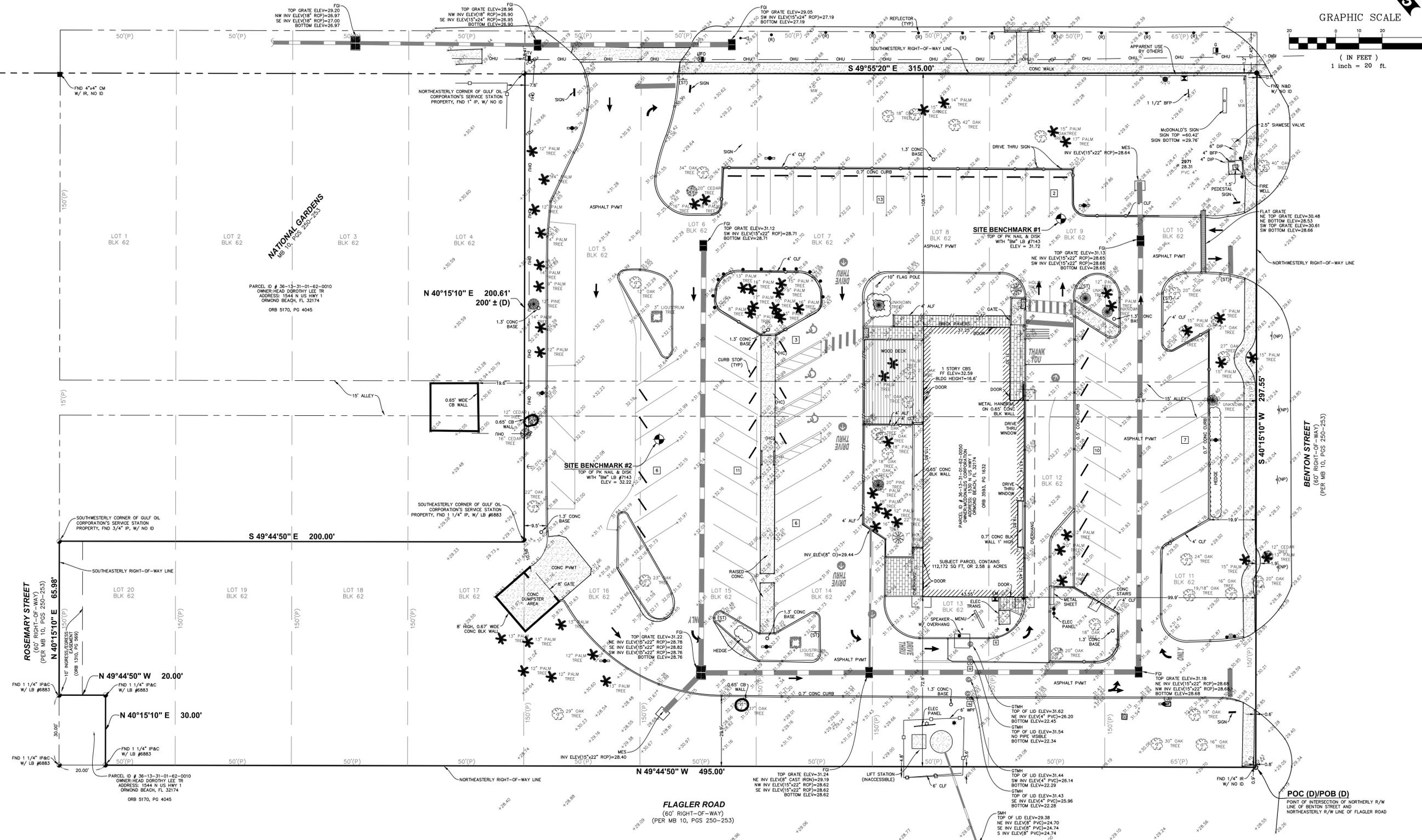
For the Firm By: \_\_\_\_\_  
Jeffrey W. Patterson  
Professional Surveyor and Mapper  
Florida Registration No. 6384

Field Crew:	M.R.	B.J.B.	P.J.K.	J.W.P.	N/A	11/20/15	M2B15.MPP	© 2016	Date
Drawn by:									
Checked by:									
Approved by:									
Date:									
Job No.:									
File:									

Survey Prepared by:  
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520 Palm Coast Parkway SW  
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Licenses:  
Eng. C.O.A. No. 3215  
Survey L.B. No. 7143  
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Landscape Lic. No. LC0000298



**U.S. HIGHWAY NO. 1 (S.R. No. 5)**  
(160' RIGHT-OF-WAY)  
(PER FDOT MAP SECTION 7903-175)  
**VOLUSIA ROAD**  
(60' RIGHT-OF-WAY)  
(PER MB 10, PGS 250-253)



**C-2A**

**NOTE:**  
THIS SURVEY IS NOT VALID WITHOUT SHEETS 1 THROUGH 2 OF 2.

TITLE BLOCK ABBREVIATIONS:  
Eng = ENGINEERING LR = LICENSED BUSINESS  
C.O.A. = CERTIFICATE OF AUTHORIZATION Arch = ARCHITECTURAL  
Landscape = LANDSCAPE NA = NOT APPLICABLE Lic = LICENSED  
No. = NUMBER P.O. = POST OFFICE © = COPYRIGHT

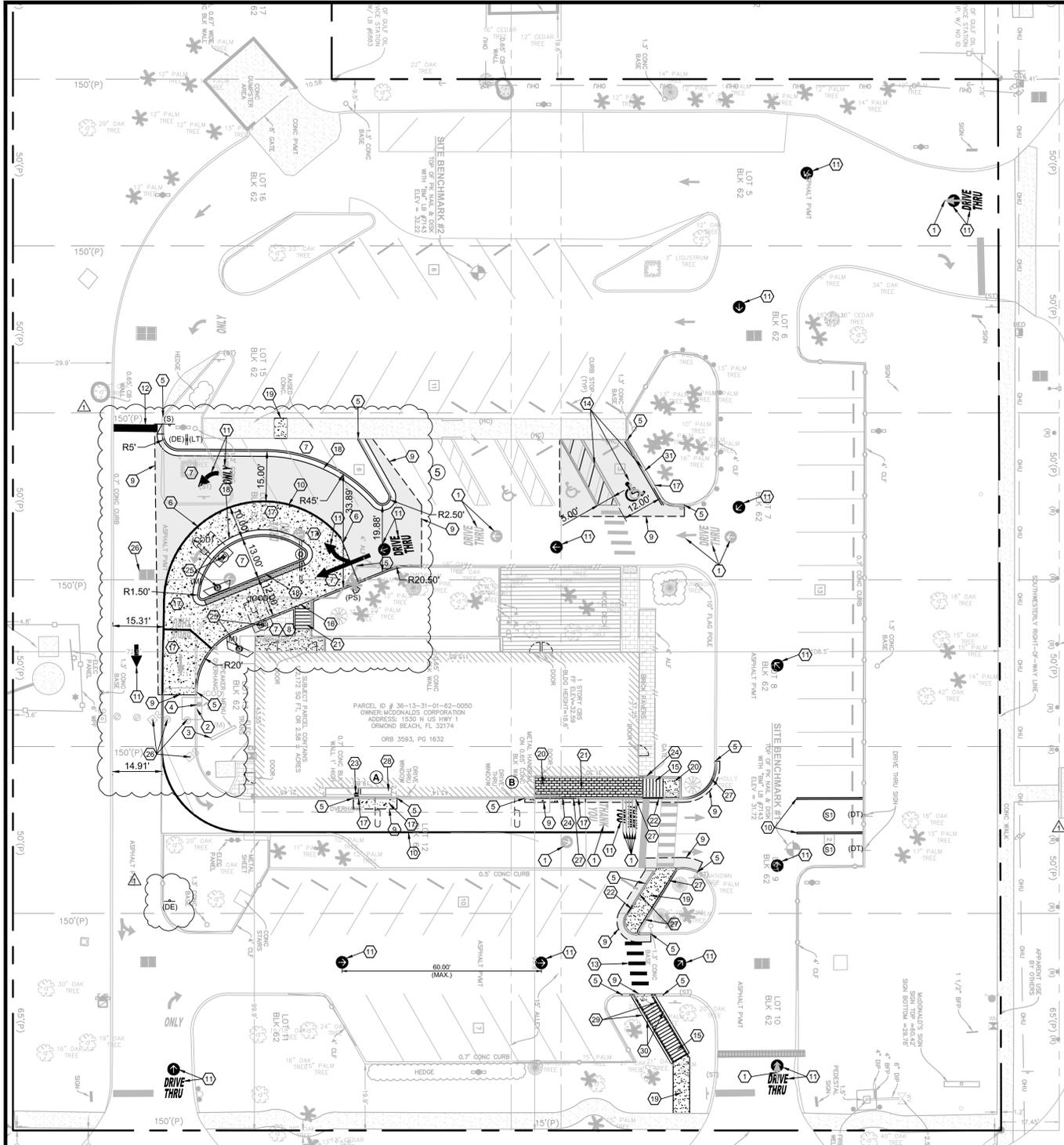
Field Crew:	M.R.	No.	Date
Drawn by:	B.J.B.		
Checked by:	P.J.K.		
Approved by:	J.W.P.		
Scale:	1"=20'		
Date:	11/20/15		
Job No.:	M2815.MPP		
File:	M2815.dwg		

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**BOUNDARY & TOPOGRAPHIC SURVEY**

**McDonald's®**  
L/C 009-1098  
1530 U.S. HIGHWAY NO. 1  
SECTION 36-TOWNSHIP 13 SOUTH-RANGE 31 EAST  
CITY OF ORMOND BEACH, VOLUSIA COUNTY, FLORIDA

Sheet No.  
**2**  
of 2

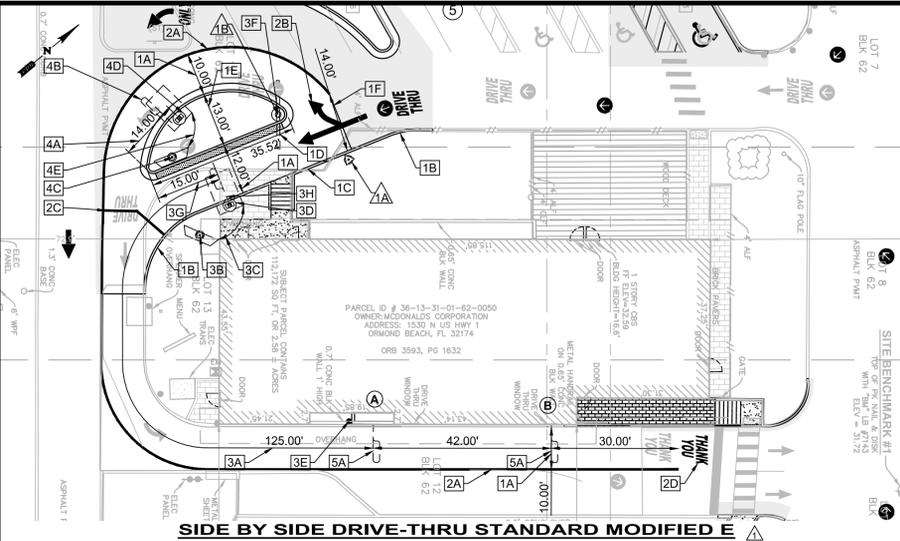
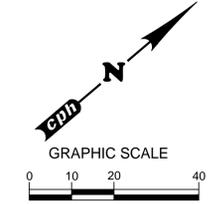


### SITE PLAN KEYNOTE LEGEND

- 1 REMOVE EXISTING STRIPING.
- 2 REMOVE EXISTING CUSTOMER ORDER DISPLAY (COD).
- 3 REMOVE & RELOCATE EXISTING MENU BOARD (M).
- 4 REMOVE EXISTING BOLLARD.
- 5 NEATLY SAW-CUT, REMOVE AND MATCH EXISTING CURBING AND PAVEMENT WITH A SMOOTH TRANSITION.
- 6 NEATLY SAW-CUT, REMOVE & MATCH EXISTING PAVEMENT TO PROPOSED CONCRETE WITH A SMOOTH TRANSITION.
- 7 REMOVE EXISTING PAVEMENT, CURBING & SIGNAGE (AS APPLICABLE) AND ADD PROPOSED LANDSCAPE.
- 8 REMOVE EXISTING SIDEWALK / PAVERS & CURBING.
- 9 PROPOSED SAW-CUT LIMITS.
- 10 PROPOSED SYSL / 6"
- 11 PROPOSED PAVEMENT STRIPING, SEE DETAILS, SHEET C-5.
- 12 PROPOSED 24" WIDE WHITE PAINT STOP BAR ON PAVEMENT PER FDOT INDEX #17346.
- 13 PROPOSED CROSS WALK STRIPING, SEE DETAIL, SHEET C-5.
- 14 PROPOSED ACCESSIBLE STRIPING, SEE DETAIL, SHEET C-5.
- 15 PROPOSED ACCESSIBLE RAMP 1:12 MAX. SLOPE, 2% MAX. CROSS SLOPE PER FDOT INDEX NO. 304. SEE DETAIL, SHEET C-5.
- 16 PROPOSED SERVICE / DELIVERY RAMP.
- 17 PROPOSED CONCRETE PAVEMENT. SEE DETAIL, SHEET C-5.
- 18 PROPOSED CURB AND GUTTER, STANDARD CURBING SHOWN SHADED. SEE DETAIL, SHEET C-5.
- 19 PROPOSED CONCRETE SIDEWALK PER FDOT INDEX #310 (5% MAX. LONGITUDINAL SLOPE, 2% MAX. CROSS SLOPE).
- 20 PROPOSED 3' X 5' MIN. CONCRETE SIDEWALK / PAVERS LANDING PER FDOT INDEX #310, 2% MAX. SLOPE IN ALL DIRECTIONS.
- 21 PROPOSED CONCRETE PAVERS PER MCDONALD'S SPECIFICATIONS BOUNDED BY 6" RIBBON CURB (8% MAX. LONGITUDINAL SLOPE, 2% MAX. CROSS SLOPE).
- 22 PROPOSED NOSE DOWN CURBING, PAINTED YELLOW, SEE DETAIL, SHEET C-5.
- 23 PROPOSED BOLLARD, SEE DETAIL, SHEET C-5.
- 24 DECORATIVE ALUMINUM RAILING PER MCDONALD'S SPECIFICATIONS.
- 25 PROPOSED CONDUIT CONNECTION. SEE MENU BOARD AND COD MANUFACTURER'S DETAILS.
- 26 EXISTING UTILITIES TO BE SAVED & PROTECTED. ADJUST TOPS TO MATCH FINISH GRADE & TO BE TRAFFIC BEARING WHERE APPLICABLE.
- 27 PROPOSED CONCRETE CURB, PER FDOT INDEX # 301.
- 28 PROPOSED BOOTH BUMP.
- 29 PROPOSED WALL WITH HAND RAIL. REFER TO ARCHITECTURE PLANS.
- 30 PROPOSED STEEL PIPE GUIDERAIL AND RAMP. SEE FDOT INDEX # 880, SHEET 2 OF 5.
- 31 REMOVE AND REPLACE EXISTING FENCE AS REQUIRED FOR CONSTRUCTION.

### SITE NOTES

1. EXISTING UTILITIES ARE SHOWN IN SCHEMATIC ONLY. CONTRACTOR SHALL USE DUE REGARD WHEN PERFORMING ANY SITE DEMOLITION.
2. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK (NAVD 88) AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR AT GROUND BREAK.
3. FINISH WALK AND CURB ELEVATIONS SHALL BE 6" ABOVE FINISH PAVEMENT.
4. DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS SHOWN (BOC) WHICH INDICATES BACK OF CURB.
5. CONTRACTOR TO SEAL AND RE-STRIP AFFECTED PARKING AREA STRIPING TO BE REPLACED AS EXISTING EXCEPT WHERE NOTED OTHERWISE.
6. ADJUST ALL MANHOLE RINGS AND CLEAN OUT COVERS TO BE FLUSH WITH FINISHED GRADE. ALL PARTS TO BE TRAFFIC BEARING (AASHTO H-20 LOADING).
7. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES TO DETERMINE EXACT POINT OF SERVICE CONNECTION AT EXISTING UTILITY. REFER TO THE BUILDING ELECTRICAL AND PLUMBING DRAWINGS FOR UTILITY SERVICE ENTRANCE LOCATIONS, SIZES, AND CIRCUITING.
8. MODIFY ALL NON-COMPLIANT EXTERIOR DOOR HARDWARE, AS NECESSARY, TO COMPLY WITH LATEST PULL DOOR HARDWARE.
9. ENSURE ACCESSIBILITY STICKERS ARE PLACED ON ALL APPLICABLE DOORS.
10. ENSURE SPEECH-HEARING IMPAIRED SIGNAGE IS PROVIDED AT COD, CASHIER WINDOW & PRESENTER WINDOW.
11. TRANSITIONS TO BE FLUSH ALL ALONG THE ACCESSIBLE ROUTE. CONTRACTOR SHALL ENSURE THE MAXIMUM CONSTRUCTED LEVEL TRANSITION AT EVERY JOINT DOES NOT EXCEED THE MAXIMUM ALLOWABLE UNDER THE ADA AFTER SETTLEMENT, EXPANSION, CONTRACTION, ETC. CHANGES IN LEVEL OF 1/4" HIGH MAXIMUM SHALL BE PERMITTED TO BE VERTICAL. CHANGES IN LEVEL BETWEEN 1/4" HIGH MINIMUM AND 1/2" HIGH MAXIMUM SHALL BE BEVELED WITH A SLOPE NOT STEEPER THAN 1:2.
12. FILL EXPANSION / CONTROL JOINT WITH EXTERIOR GRADE CONCRETE EXPANSION JOINT CAULKING. FILL ENTIRE LENGTH OF JOINT SUCH THAT ANY CHANGE IN ELEVATION DOES NOT EXCEED 1/4" IN ELEVATION FROM THE ADJACENT CONCRETE SURFACES WHEN CAULKING HAS CURED. FOR JOINTS WITH VOIDS DEEPER THAN 1/2", INSTALL CONTINUOUS FIBERBOARD EXPANSION JOINT FILLER BELOW CAULKING TO SUPPORT CAULKING ABOVE.
13. CONTRACTOR TO REPLACE DAMAGED PLANT MATERIAL, INCLUDING SOD, IMPACTED BY CONSTRUCTION ACTIVITIES.
14. CONTRACTOR TO MODIFY IRRIGATION AS NECESSARY TO ACCOMMODATE NEW LANDSCAPE.
15. SEE STACKING DETAIL, SHEET C-4.



### SIDE BY SIDE DRIVE-THRU STANDARD MODIFIED E

1. SIDE BY SIDE DRIVE-THRU CURBING DETAILS.
    - 1A DRIVE-THRU LANES BOUND BY CURB ON BOTH SIDES ARE TO BE 12'-0". LANES BOUND BY CURB ON ONE SIDE AND PAINTED STRIPING ON THE OTHER SIDE ARE TO BE A MIN. OF 10'-0".
    - 1B THE MIN. RADIUS FOR ALL INSIDE/DRIVER'S SIDE DRIVE-THRU CURBING IS 20'-0" TO INSIDE OF CURB.
    - 1C PRIMARY LANE CURBING SHOULD BE AS STRAIGHT AS POSSIBLE. (LESS CURVING, THE BETTER).
    - 1D THE OVERALL LENGTH OF THE CURBED ISLAND SHOULD BE 35'-45". THE LENGTH OF THE ISLAND FROM THE COD ALLOWING FOR THREE CARS TO BE IN THE SECONDARY LANE, TWO IN THE PRIMARY LANE AND ONE AT THE COMMITMENT POINT.
    - 1E THE ISLAND WIDTH SHOULD BE 13' AT THE WIDEST POINT (FACE OF CURB TO FACE OF CURB).
    - 1F ENTRANCE LANE ENTERING THE SIDE BY SIDE DRIVE-THRU IS TO BE 14'-0" MIN. THIS ITEM OMITTED ON TEMPLATE A ONLY.
  2. SIDE BY SIDE DRIVE-THRU PAVEMENT MARKINGS.
    - 2A 6" WIDE YELLOW PAINT STRIPE TO SPAN OUTER EDGE OF THE ENTIRE DRIVE-THRU LANE.
    - 2B DOUBLE-HEADED ARROW PAVEMENT MARKING. STANDARD STRIPING MARKINGS ARE 7" SHIRT, 7" ARROW STEM AND 3" FOR THE ARROW HEAD. TIP OF ARROW HEAD TO BE LOCATED AT CENTER OF EACH LANE.
    - 2C MERGE POINT IS LOCATED WHERE TWO VEHICLES LEAVING EACH COW SIMULTANEOUSLY WOULD MEET. THE MERGE POINT STRIPING IS TO BE LOCATED BY OFFSETTING THE INNER MERGE LANE BACK OF CURB 8'-0" AND OFFSETTING THE OUTER LANE STRIPING 8'-0" AT THE INTERSECTION OF THESE OFFSETS. A 6" YELLOW STRIPE IS TO BE MARKED PERPENDICULAR TO THE OUTER LANE AS WELL AS THE INNER PRIMARY LANE.
    - 2D THE WORDS "THANK YOU" ARE TO BE PLACED AFTER THE 8" WIDE YELLOW STRIPE (PAINTED YELLOW).
    - 2E THE 8" WIDE YELLOW STRIPE PRIOR TO THE WORDS "THANK YOU" IS FOR PARKING CARS THAT ARE WAITING FOR ORDERS. THE STRIPE SHOULD BE 40" FROM THE CENTER LINE OF THE OPEN PRESENT BOTH WINDOW.
  3. SIDE BY SIDE DRIVE-THRU EQUIPMENT POSITIONING FOR PRIMARY LANE.
    - 3A MIN. 60'-0" (+/-5' 60'-65') LINEAR DISTANCE BETWEEN THE CENTER LINE OF THE COW FACE AND THE CENTER LINE OF THE OPEN CASH BOOTH WINDOW AS MEASURED ALONG THE CENTER LINE OF THE LANE. THIS MAY ONLY BE INCREASED IN 20" INCREMENTS (+/-5' FOR 80', 100', & 120" TO A MAX. OF 120". 100" IS OPTIMAL.
    - 3B THE CENTER OF THE PRIMARY MENU BOARD FOUNDATION IS TO BE 10'-0" FROM THE CENTER OF THE COW FOUNDATION.
    - 3C THE PRIMARY MENU BOARD SHOULD BE AT AN ANGLE BETWEEN 40° AND 50° ANGLE FROM A CAR POSITIONED AT THE COD TO MAXIMIZE SECOND CAR VIEWING.
    - 3D AUGER "MCDONALD'S ORDER HERE CANOPY" COD/CANOPY FOUNDATION TIGHT AGAINST BACK OF CURB. SEE MANUFACTURER/LOCAL SPECIFICATIONS FOR DETAILS.
- \* = ITEMS NOT PROVIDED OR UNABLE TO MEET LAYOUT CRITERIA DUE TO SITE CONSTRAINTS.

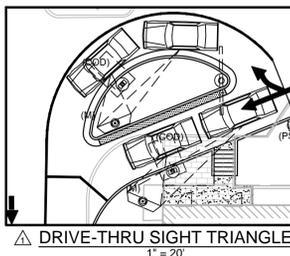
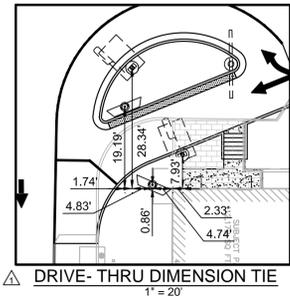
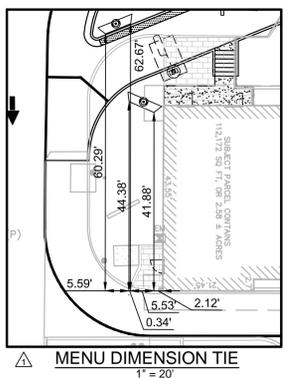
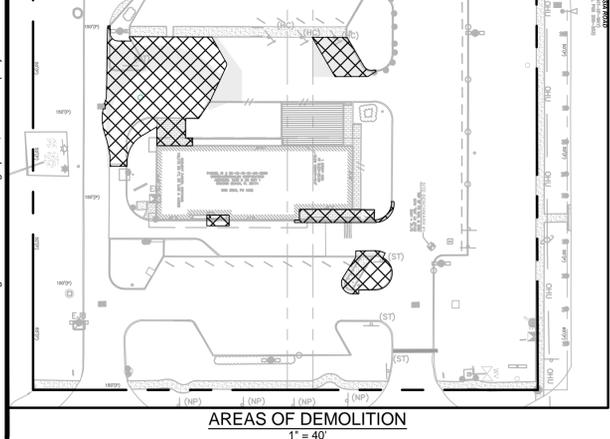
### DRIVE THRU CRITICAL DIMENSIONS AND NOTES

**SITE DATA**  
 THE PURPOSE OF THIS PROJECT IS TO UPDATE THE EXISTING DRIVE-THRU AREA BY REMOVING AND/OR RELOCATING THE EXISTING DRIVE-THRU EQUIPMENT, CONSTRUCTING A SIDE BY SIDE DRIVE-THRU WITH ALL SUPPORTING EQUIPMENT, ADDITION OF A BOOTH BUMP, AND BRING THE SITE INTO ADA COMPLIANCE.

<b>SITE ADDRESS:</b>	1530 NORTH U.S. HIGHWAY #1 ORMOND BEACH, FLORIDA 32174
<b>PARCEL I.D. NUMBER:</b>	36-13-31-01-62-0050
<b>SITE TOTAL AREA:</b>	112,172 S.F. (2.58 A.C.)
<b>EXISTING LAND USE:</b>	FAST FOOD WITH DRIVE THRU
<b>PROPOSED LAND USE:</b>	FAST FOOD WITH DRIVE THRU
<b>EXISTING USE:</b>	MCDONALD'S RESTAURANT
<b>PROPOSED USE:</b>	MCDONALD'S RESTAURANT
<b>ZONING:</b>	
<b>SUBJECT SITE:</b>	B-7 HIGHWAY TOURIST COMMERCIAL
<b>NORTH:</b>	B-7 HIGHWAY TOURIST COMMERCIAL
<b>EAST:</b>	U.S. HIGHWAY #1
<b>SOUTH:</b>	BROADWAY AVENUE
<b>WEST:</b>	B-7 HIGHWAY TOURIST COMMERCIAL
<b>PROPOSED AREA CALCULATIONS:</b>	
BUILDING AREA:	= 4,812 S.F. (4.29%)
IMPERVIOUS AREA:	= 52,682 S.F. (46.97%)
PERVIOUS AREA:	= 54,675 S.F. (48.74%)
<b>EXISTING AREA CALCULATIONS:</b>	
BUILDING AREA:	= 4,785 S.F. (4.27%)
IMPERVIOUS AREA:	= 52,874 S.F. (47.13%)
PERVIOUS AREA:	= 54,513 S.F. (48.60%)
<b>TOTAL:</b>	= 112,172 S.F. (100.00%)

SITE LEGEND	
(COD)	= EXISTING CUSTOMER ORDER DISPLAY TO BE REPLACED
(M)	= EXISTING MENU BOARD TO BE RELOCATED
(M)	= PROPOSED DRIVE-THRU GATEWAY BAR
(M)	= PROPOSED MENU BOARD
(COD)	= PROPOSED CUSTOMER ORDER DISPLAY SPEAKER
(PS)	= PROPOSED DETECTOR LOOP
(PS)	= PROPOSED PRE-SELL BOARD
(C)	= PROPOSED CONCRETE PAVEMENT
(S)	= PROPOSED SIDEWALK
(S)	= PROPOSED ASPHALT PAVEMENT-GRADING
(X)	= PROPOSED AREAS OF DEMOLITION
SYSL/6"	= SINGLE YELLOW SOLID LINE / 6" WIDE
SWSL/4"	= SINGLE WHITE SOLID LINE / 4" WIDE
DYSL/4"	= DOUBLE YELLOW SOLID LINE / 4" WIDE
(O)	= ORDER WINDOW
(P)	= PRESENTER WINDOW
(X)	= EXISTING PARKING COUNT
(X)	= PROPOSED PARKING COUNT
(S)	= RESERVED DRIVE-THRU PARKING SPACE
(AP)	= ACCESSIBLE PARKING SIGN (FTP-25)
(DE)	= DO NOT ENTER SIGN (R5-1)
(S)	= STOP SIGN (R1-1)
(LT)	= LEFT TURN ONLY SIGN (R3-5L)
(NL)	= NO LEFT TURN SIGN (R3-2)
(DT)	= RESERVED DRIVE-THRU PARKING SIGN

PARKING INFORMATION	
<b>TOTAL SPACES REQUIRED:</b>	1 SPACE PER 3 SEATS AT BOOTHS OR TABLES + 1 SPACE PER 2 COUNTER SEATS + 1 SPACE PER 2 EMPLOYEES ON LARGEST SHIFT (98 SEATS / 3 = 33) + (20 EMPLOYEES / 2 = 10) = 43 SPACES
<b>TOTAL SPACES EXISTING:</b>	57 EXISTING SPACES 3 EXISTING ACCESSIBLE SPACES
<b>TOTAL SPACES PROVIDED:</b>	53 PROPOSED SPACES 3 PROPOSED ACCESSIBLE SPACES



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JDH	JDH	JMM	Mar. 2016	16015-MRP	AS SHOWN

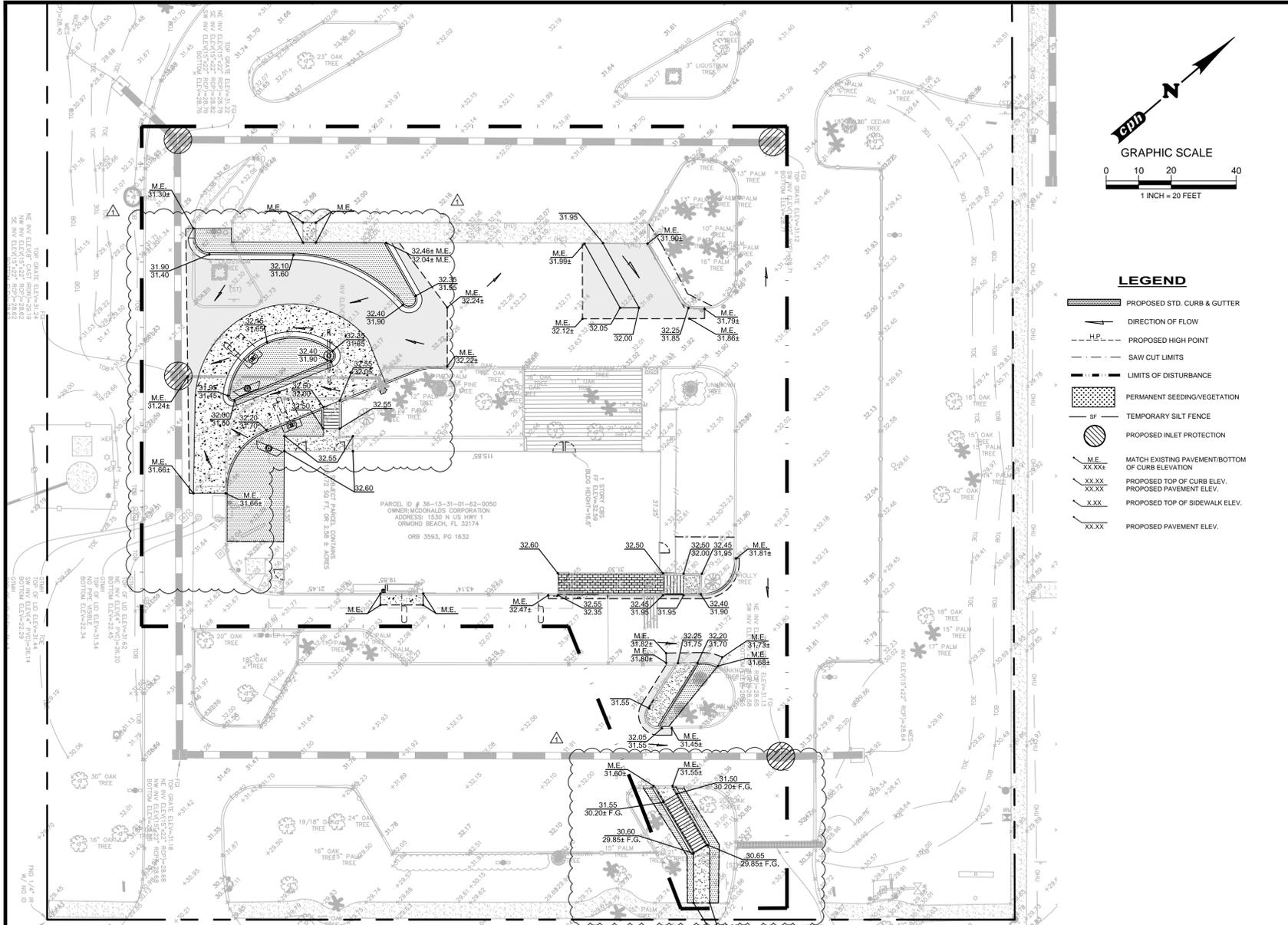
Per City Comments	Revision	Date
JMM	By	3-30-16

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 Lndscp. Lic. No. LC0000298

**McDonald's**  
 NATIONAL GARDENS MRP  
 ORMOND BEACH / FLORIDA

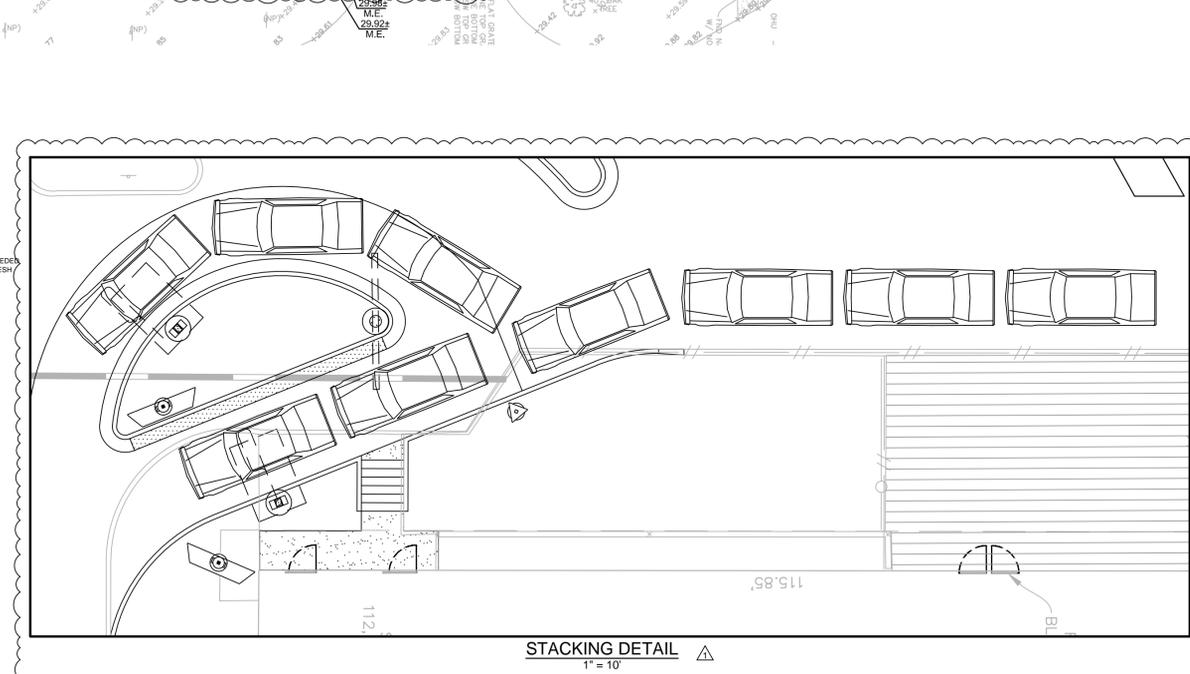
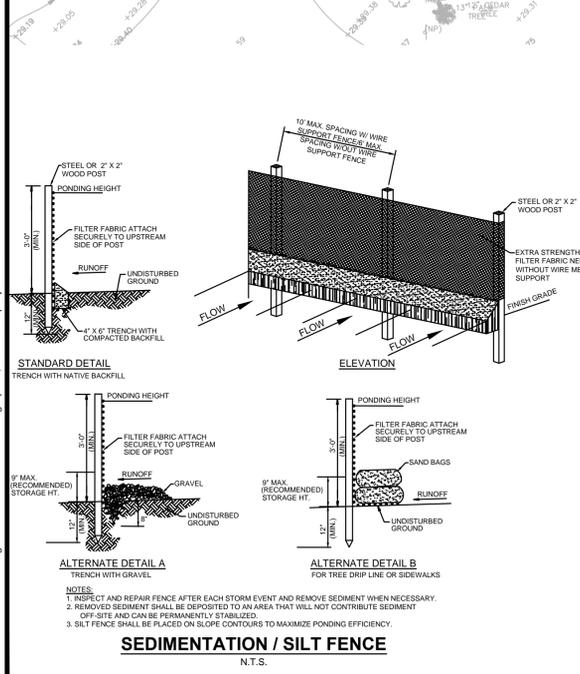
MCDONALD'S PROJECT  
 CODE: 009-1098

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### EROSION AND SEDIMENT CONTROL PLAN NOTES

- SITE DESCRIPTION**  
 A. SITE LOCATION: THE SITE IS LOCATED AT: 1530 NORTH U.S. HIGHWAY #1, ORMOND BEACH, FLORIDA 32174
- B. SITE CONDITIONS & ACTIVITIES NARRATIVE:**  
 THE EXISTING CONDITION OF THE SITE IS DEVELOPED WITH AN EXISTING McDONALD'S RESTAURANT. THE SITE WILL REMAIN AT APPROXIMATELY THE SAME GRADE AND HAVE NO MAJOR EFFECT ON ADJACENT PROPERTIES.
- WETLANDS/BUFFERS**  
 NO WETLANDS OR BUFFERS ARE ASSOCIATED WITH THIS PROJECT.
- PLAN INTENT**  
 THE INTENT OF THIS PLAN IS TO PREVENT THE RELEASE OF SOILS, TRASH, CHEMICALS, TOXINS AND OTHER POLLUTANTS, BY WATER, AIR, VEHICLE TRANSPORT OR OTHER MEANS THAT CAN IMPACT STORM WATER QUALITY. THE CONTRACTOR SHALL ENSURE THAT THE BMP'S ARE INSTALLED AND THE EXECUTION OF THE WORK IS PERFORMED TO MEET THE INTENT OF APPLICABLE LAWS, REGULATIONS AND THIS PLAN.
- GENERAL NOTES**  
 A. AN ENVIRONMENTAL RESOURCE PERMIT, PERMITTED THROUGH ST. JOHN'S WATER MANAGEMENT DISTRICT, HAS BEEN OBTAINED FOR THIS PROJECT. PERMIT NUMBER 42-127-2185AN, ISSUED NOVEMBER 27, 1990.  
 MS4 OPERATOR NAME (IF ANY): N/A  
 THE CONTRACTOR SHALL COMPLY WITH THE MS4 TO ENSURE THAT ALL SPECIFIC REQUIREMENTS ARE MET.  
 B. WHERE PRACTICAL, STORMWATER SHALL BE CONVEYED BY SWALES. SWALES SHALL BE CONSTRUCTED AS SHOWN ON PLANS.  
 C. EROSION CONTROL MEASURES SHALL BE EMPLOYED TO MINIMIZE TURBIDITY OF SURFACE WATERS LOCATED DOWNSTREAM OF ANY CONSTRUCTION ACTIVITY. WHILE THE VARIOUS MEASURES REQUIRED WILL BE SITE SPECIFIC, THEY SHALL BE EMPLOYED AS NEEDED IN ACCORDANCE WITH THE FOLLOWING:  
 I. IN GENERAL, EROSION SHALL BE CONTROLLED AT THE FURTHEST PRACTICAL UPSTREAM LOCATION.  
 II. NEW AND EXISTING STORMWATER INLETS AND OUTFALL STRUCTURES SHALL BE PROTECTED DURING CONSTRUCTION. PROTECTION MEASURES SHALL BE EMPLOYED IMMEDIATELY AS REQUIRED DURING THE VARIOUS STAGES OF CONSTRUCTION.  
 III. PERIMETER EROSION CONTROL DEVICES SHALL REMAIN IN PLACE UNTIL FINAL SITE STABILIZATION HAS BEEN ESTABLISHED.  
 D. CLEARING AND GRUBBING OPERATIONS SHALL BE CONTROLLED SO AS TO MINIMIZE UNPROTECTED ERODIBLE AREAS EXPOSED TO WEATHER. GENERAL EROSION CONTROL BMP'S SHALL BE EMPLOYED TO MINIMIZE SOIL EROSION AND OFF-SITE SEDIMENTATION. WHILE THE VARIOUS TECHNIQUES REQUIRED WILL BE SITE AND PLAN SPECIFIC, THEY SHOULD BE EMPLOYED PRIOR TO ANY CONSTRUCTION ACTIVITY.  
 E. THE CONTRACTOR SHALL FURNISH, INSTALL PER THE SEQUENCE OF CONSTRUCTION, MAINTAIN AND SUBSEQUENTLY REMOVE, ALL NECESSARY TEMPORARY BMP'S. THE CONTRACTOR WILL FURNISH AND INSTALL ALL NECESSARY PERMANENT BMP'S.  
 F. THE CONTRACTOR SHALL ADJUST, ADD OR MODIFY BMP'S AS NECESSARY TO COMPLY WITH THE INTENT OF THE PLAN FOR NO ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL CONSULT WITH THE EEC PRIOR TO ADJUSTING, ADDING OR MODIFYING BMP'S THAT AFFECT THE HYDRAULICS OF THE SITE OR BEFORE ADDING BMP'S NOT DETAILED IN THE EROSION AND SEDIMENTATION CONTROL PLAN.  
 G. THE CONTRACTOR IS ADVISED THAT THE CONTRACT DRAWINGS ONLY INDICATE EROSION, SEDIMENT, AND TURBIDITY CONTROLS AT LOCATIONS DETERMINED IN THE DESIGN PROCESS. HOWEVER, THE CONTRACTOR IS REQUIRED TO PROVIDE ANY ADDITIONAL CONTROLS NECESSARY TO PREVENT THE POSSIBILITY OF SILTING ANY ADJACENT LOWLAND PARCEL OR RECEIVING WATER.  
 H. EROSION AND SEDIMENT CONTROL MEASURES ARE TO BE PLACED PRIOR TO, OR AS THE FIRST STEP IN CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR COMPLYING WITH ALL EROSION CONTROL MEASURES SHOWN ON THE PLANS. THE EROSION CONTROL SYSTEM DESCRIBED WITHIN THE CONSTRUCTION DOCUMENTS SHOULD BE CONSIDERED TO REPRESENT THE MINIMUM ACCEPTABLE STANDARDS FOR THIS PROJECT. ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED DEPENDENT UPON THE STAGE OF CONSTRUCTION. THE SEVERITY OF THE RAINFALL EVENT AND/OR AS DEEMED NECESSARY AS A RESULT OF ON-SITE INSPECTIONS BY THE OWNER, THEIR REPRESENTATIVES, OR THE APPLICABLE JURISDICTIONAL AUTHORITIES. THESE ADDITIONAL MEASURES IF NEEDED SHALL BE INSTALLED AT NO ADDITIONAL COST TO THE OWNER. IT SHOULD BE NOTED THAT THE MEASURES IDENTIFIED ON THIS PLAN ARE ONLY SUGGESTED BEST MANAGEMENT PRACTICES (BMP'S). THE CONTRACTOR SHALL PROVIDE POLLUTION PREVENTION AND EROSION CONTROL MEASURES AS SPECIFIED IN FDOT INDEXES #10 THROUGH #102. THE WEATHER AND NECESSARY FOR EACH SPECIFIC APPLICATION. IT IS THE CONTRACTOR'S ULTIMATE RESPONSIBILITY TO ASSURE THAT THE EROSION CONTROL MEASURES FROM THE SITE DOES NOT EXCEED THE TOLERANCES ESTABLISHED BY ANY OF THE APPLICABLE JURISDICTIONAL AUTHORITIES.  
 I. SEPARATE PERMIT COVERAGE MUST BE OBTAINED BY THE CONTRACTOR UNDER THE DEPARTMENT'S GENERIC PERMIT FOR DISCHARGE OF PRODUCED GROUND WATER FROM ANY NON-CONTAMINATED SITE ACTIVITY PURSUANT TO SUBSECTION 62-621.300(2), F.A.C.
- STABILIZATION**  
 A. STABILIZATION MEASURES SHALL BE INITIATED IMMEDIATELY IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED AND WILL REMAIN UNDISTURBED FOR 7 DAYS OR MORE. STABILIZE BY COVERING WITH ADEQUATE AMOUNTS OF MULCH COVER SEED AND PERIODICALLY WATER TO PROMOTE AND MAINTAIN GROWTH IN THE TEMPORARY GROUND COVER, OR BY THE USE OF AN APPROPRIATE ALTERNATIVE BMP.  
 B. PERMANENT SOIL EROSION CONTROL MEASURES FOR ALL SLOPES, CHANNELS, DITCHES OR ANY DISTURBED LAND AREAS SHALL BE COMPLETED IMMEDIATELY AFTER FINAL GRADING. WHEN IT IS NOT POSSIBLE TO PERMANENTLY PROTECT A DISTURBED AREA IMMEDIATELY AFTER GRADING OPERATIONS, TEMPORARY EROSION CONTROL MEASURES SHALL BE INSTALLED. ALL TEMPORARY PROTECTION SHALL BE MAINTAINED UNTIL PERMANENT MEASURES ARE IN PLACE AND ESTABLISHED.  
 C. ALL GRASS SLOPES CONSTRUCTED STEEPER THAN 4H:1V SHALL BE SODED IMMEDIATELY AFTER FINAL GRADE IS ESTABLISHED.
- GENERAL GRADING NOTES**  
 1. PRIOR TO ANY DEMOLITION OR CONSTRUCTION ACTIVITY THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL MEASURES SHOWN ON THE PLANS. AS CONSTRUCTION PROGRESSES, THE CONTRACTOR SHALL PERIODICALLY CHECK THE SEDIMENTATION CONTROLS AND REPAIR THEM AS NECESSARY TO KEEP THEM IN GOOD FUNCTIONING ORDER. THE CONTRACTOR SHALL ALSO PROTECT INLETS AND OTHER SITE APPURTENANCES FROM SEDIMENTATION USING PROTECTION AS DETAILED IN THE PLANS.  
 2. THE CONTRACTOR SHALL CONDUCT GROUND STABILIZING MEASURES (PAVING, GRASSING, MULCHING AND SODDING) AS SOON AS PRACTICABLE FOLLOWING FINAL GRADING OF THE SITE.  
 3. FOLLOWING COMPLETION OF CONSTRUCTION AND COMPLETED STABILIZATION OF POTENTIAL EROSION AREAS, THE CONTRACTOR SHALL REMOVE SEDIMENTATION CONTROL MEASURES AND CLEAN AND REPAIR ANY AREAS AFFECTED BY THE CONSTRUCTION ACTIVITIES. ANY SILTATION IN THE STORMWATER SYSTEM SHALL BE COMPLETELY FLUSHED PRIOR TO CERTIFICATION OF COMPLETION.  
 4. ALL WORK PERFORMED WITHIN U.S. HIGHWAY #1 OR BROADWAY AVENUE REQUIRES A SEPARATE PERMIT ISSUED BY THE FDOT, CITY OF ORMOND BEACH PUBLIC WORKS DEPARTMENTS.  
 5. HAVING CONSULTED THE NATIONAL FLOOD INSURANCE PROGRAM, FLOOD INSURANCE RATE MAP (FIRM) COMMUNITY PANEL NO. 1210204L, CITY OF ORMOND BEACH, REVISED DATE FEBRUARY 19, 2014, THE SUBJECT PROPERTY APPEARS TO LIE IN ZONE X, WHICH ARE AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN (NAVD 88). THIS DETERMINATION WAS BASED ON A GRAPHIC INTERPOLATION OF S&M MAP AND NOT ON ACTUAL FIELD MEASUREMENTS.  
 6. CONTRACTOR SHALL FIELD VERIFY EXISTING AND SURROUNDING DEVELOPMENT GRADES AND CONTACT ENGINEER IF ANY DISCREPANCIES EXIST PRIOR TO CONSTRUCTION.  
 7. CONTRACTOR SHALL VERIFY POSITIVE DRAINAGE FLOW AWAY FROM BLDG. AND THAT A MINIMUM SLOPE OF AT LEAST 1% IN THE DIRECTION OF DRAINAGE FLOW INDICATED CAN BE ACHIEVED.  
 8. CONTRACTOR SHALL CLEAN OUT ALL STORM STRUCTURES AND PIPES PRIOR TO PROJECT CLOSE OUT.  
 9. ALL ELEVATIONS SHOWN ARE IN REFERENCE TO THE BENCHMARK (NAVD 88) AND MUST BE VERIFIED BY THE GENERAL CONTRACTOR AT GROUND BREAK.
- SEQUENCE OF CONSTRUCTION**  
 THE CONTRACTOR SHALL FOLLOW THE SEQUENCE OF CONSTRUCTION AS DESCRIBED BELOW. IF THE CONTRACTOR FINDS THAT THE SEQUENCE NEEDS TO BE MODIFIED, THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR FURTHER DIRECTION. THE CONTRACTOR SHALL DISTURB ONLY THOSE AREAS NECESSARY TO INSTALL THE BMP'S UNTIL DIRECTED IN THE SEQUENCE TO BEGIN CLEARING AND GRUBBING OPERATIONS. ALL TEMPORARY BMP'S SHALL BE REPAIRED AND MAINTAINED UNTIL STABILIZATION HAS OCCURRED AND THERE IS NO RISK OF DISCHARGE, THEN THEY SHALL BE REMOVED.  
 1. INSTALL PERIMETER CONTROLS IMMEDIATELY DOWNSTREAM OF THE PLANNED LOCATION OF THE CONSTRUCTION EXIT.  
 2. INSTALL REMAINING PERIMETER CONTROLS.  
 3. INSTALL TEMPORARY PARKING AND STORAGE AREAS (TRAILER, PARKING, LAY DOWN, SANITARY FACILITIES, WHEEL WASH, CONCRETE WASHOUT, MASON'S AREA, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC).  
 4. BEGIN DEMOLITION, CLEARING AND GRUBBING OPERATIONS AS APPLICABLE.  
 5. TEMPORARILY SEED, IMMEDIATELY AND THROUGHOUT CONSTRUCTION, DENUDE AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE.  
 6. PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.  
 7. PREPARE SITE FOR PAVING.  
 8. PAVE SITE.  
 9. INSTALL APPROPRIATE INLET PROTECTION DEVICES FOR PAVED AREAS AS WORK PROGRESSES.  
 10. COMPLETE GRADING AND INSTALL PERMANENT STABILIZATION OVER ALL AREAS.  
 11. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED).
- ACREAGE SUMMARY**
- |                         |          |
|-------------------------|----------|
| TOTAL SITE AREA         | 2.58 AC. |
| ON-SITE DISTURBED AREA  | 0.80 AC. |
| OFF-SITE DISTURBED AREA | 0.00 AC. |
| TOTAL DISTURBED AREA    | 0.80 AC. |



**GENERAL GRADING NOTES**

**SEQUENCE OF CONSTRUCTION**

**ACREAGE SUMMARY**

TOTAL SITE AREA	2.58 AC.
ON-SITE DISTURBED AREA	0.80 AC.
OFF-SITE DISTURBED AREA	0.00 AC.
TOTAL DISTURBED AREA	0.80 AC.

**CURB INLET PROTECTION DETAIL**

**SEDIMENTATION / SILT FENCE**

**Stacking Detail**

**Notes:**

- CONTRACTOR SHALL PAY CLOSE ATTENTION WHEN CLEARING AND/OR GRADING THE SITE TO ENSURE THAT WHEN EXISTING ROOTS ARE ENCOUNTERED THEY ARE CUT OFF OPENLY WITH CLEAN SHARP PRUNING TOOLS. CONTRACTOR SHALL BE RESPONSIBLE FOR MINIMIZING THE DAMAGE OF THE EXISTING ROOT SYSTEMS.

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By	Date	Revision	PER CITY COMMENTS
JMM	3-30-16		

Designed by: JDH  
 Drawn by: JDH  
 Checked by: CDP  
 Approved by: JMM  
 Scale: AS SHOWN  
 Date: Mar. 2016  
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GRADING AND EROSION AND SEDIMENTATION  
 CONTROL PLAN

Sheet No.  
**C-4**

McDONALD'S PROJECT  
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This form has been electronically signed and sealed by Jill M. Winton, P.E. on April 6, 2016 using a digital signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

