



**AGENDA
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
JULY 23, 2026
10:00 AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - 4.1 Approval of Minutes for the Regular Meeting of July 9, 2026.
- 5. FIRST STEP REVIEW (PRE-APPLICATION ITEMS)**
- 6. OLD BUSINESS**
- 7. NEW BUSINESS**
- 8. SIGN OFF**
 - 8.1 **TRC 2025-0010 - TOM MILLER, 1750 S. 14TH STREET**
Formal Site Plan Review for a commercial flex space. (C-1)
- 9. DEVELOPMENT INQUIRIES FROM APPLICANTS NOT ON THE AGENDA - DISCUSSION ONLY, NO ACTION TO BE TAKEN.**
- 10. COMMITTEE BUSINESS**
 - 10.1 **Review of Speed Hump Policy Draft**
- 11. ADJOURNMENT**

NEXT REGULAR TRC MEETING IS SCHEDULED FOR AUGUST 13, 2026

Persons with disabilities requiring accommodations in order to participate in this program or activity should contact 310-3115, TTY 711, or through the Florida Relay Services at 1-800-955-8771 (TTY number for all City offices) at least 24 hours in advance to request such accommodations.



**MINUTES
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
JULY 9, 2026
10:00 AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

1. CALL TO ORDER 10:00 AM

2. ROLL CALL

MEMBERS PRESENT:

Jacob Platt, Project Coordinator

Jimmy Parr, Building

Andre Desilent, Stormwater/Utilities

Mia Sadler, Planning & Conservation

Marco Aguilera, Code Enforcement

Cathy Sabbatini, Public Works Operation

OTHERS PRESENT:

Mackennah Tarmey, Recording Secretary

Margaret Pearson, Planning Manager

ABSENT:

Jason Higginbotham, Fire

David Neville, Arborist/Urban Forester

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

4.1 Approval of the Minutes from the Regular Meeting of June 25, 2026

ACTION TAKEN: A motion was made by Member Sabbatini, seconded by Member Parr, to approve the Minutes for the Regular Meeting of June 25, 2026, as present.

Motion taken by voice vote, being all ayes, carried.

5. FIRST STEP REVIEW (PRE-APPLICATION ITEMS)

5.1 TARA THOUSAND, 3220 AMELIA ROAD

First-Step Review for a personal training facility. (C-1)

Sal Grimaldi, Amelia Coastal Realty, agent for the business owner, introduced a Fitness and Wellness business to be established at 3220 Amelia Road.

Member Sadler asked Mr. Grimaldi to confirm the type of business and its capacity in terms of personal training and if parking will be adequate. Mr. Grimaldi indicated there would only be a few clients, maximum of 5 at one

time. Margaret Pearson, Planning Manager, interjected and asked the applicant for a copy of the lease agreement where the 5 parking spaces are. Member Sadler said this meeting suffices as the change of use and the Planning Department can move forward with the Local Business Tax Receipt (LBTR) once applied for with the Building Department. In addition, she inquired about equipment and signage. Mr. Grimaldi shared that signage would be the only change to the exterior and that FastSigns would be the contractor.

Member Desilet voiced concerns about the utility permitting since office uses are calculated differently than gym uses and pricing for utilities will need to be recalculated based on the number of plumbing fixtures as the current use does not achieve current needs.

Member Sabattini inquired about a dumpster or trash location. The applicant indicated that location on the plans.

Chair Platt commented that a summary of the comments along with the Next Step would be provided which would include that a LBTR application and a Utility Connection application would need to be submitted.

6. OLD BUSINESS

7. NEW BUSINESS

8. SIGN OFF

- 8.1 **This Sign Off Item was continued from the TRC Regular Meeting of June 11, 2026**
TRC-2026-0003 - GILLETTE & ASSOCIATES INC., AGENT FOR CHIP MCCULLOUGH, 700 AIRPORT RD (2440 JAMESTOWN RD)
Formal Site Plan Review for the construction of an aircraft hangar at the Fernandina Beach Municipal Airport. (IA)

Member Desilet asked for clarification on the drainage and flow of stormwater. Mr. Gillette clarified the location.

ACTION TAKEN: A motion was made by Member Sadler, seconded by Member Desilet, to approve case 2026-0003 for Sign Off.

Motion taken by voice vote, being all ayes, carried.

- 8.2 **TRC-2026-0004 - GILLETTE & ASSOCIATES, AGENT FOR COASTAL LEGACY HOMES, 309 S. 3RD STREET**
Formal Site Plan Review for the construction of a duplex and one single family home. (MU-1)

ACTION TAKEN: A motion was made by Member Sadler, seconded by Member Sabattini, to approve TRC case 2026-0004 for Sign Off.

Motion taken by voice vote, being all ayes, carried.

- 8.3 **TRC 2025-0010 - TOM MILLER, 1750 S. 14TH STREET**
Formal Site Plan Review for a commercial flex space. (C-1)

Member Desilet noted that he still needs clarification on the impervious surface. He explained that the pond was included in the pervious surface numbers and that it needed to be excluded. He asked for the correction to be made and to make sure to not exceed the maximum allowable. Mr. Miller will have the corrections made.

Chair Platt said to bring in new plans to be presented before we move forward with an official signing off.

9. DEVELOPMENT INQUIRIES FROM APPLICANTS NOT ON THE AGENDA - DISCUSSION ONLY,

NO ACTION TO BE TAKEN.

10. COMMITTEE BUSINESS

Member Desilet recommended a First Step review of the parking lot for the Grand Oak Plaza project located at 22 S. 8th Street. Member Sadler said that during her pre-application meeting with Mr. Miranda, it was noted that they would not need to apply for TRC. Member Desilet and Member Sabattini asked if they could review the plans since the project impacts all the departments. Member Sadler indicated to the Committee that she can circulate the application materials and can address any comments through the Historic District Council.

11. ADJOURNMENT: 10:23AM

Mackennah Tarmey, Recording Secretary

Jacob Platt, Chair



July 23rd, 2026

Tom Miller
1750 South 14th Street Partners LLC
5047 First Coast Hwy
Fernandina Beach, FL 32034

Sent Via Email to Project Team: (EMAIL REDACTED)

Applicant Name: Tom Miller
Project Description: South 14th St Flex Spaces
Location: 1740 South 14th Street
PIN(s): 00-00-31-127A-0002-0000
TRC Case Number: TRC 2025-0010

Mr. Miller,

Based on findings from the Technical Review Committee (TRC) and their review of the plans on Thursday, July 23rd, 2026, the above-referenced project is hereby approved. Furthermore, following the approval from the TRC with the following condition.

A letter modification will need to be filed with St. Johns River Water Management District.

Local Development Orders expire twelve (12) months after the date of issuance, which is the date of this letter. Prior to the expiration of a local development order, the local development order may be extended for a period not to exceed six (6) months, when a written request is submitted to the City. No more than two (2) such six (6) month extensions shall be issued.

Any further revisions to this Engineering Plan set dated June 19th, 2026, may require additional review and approval.

If you need further information regarding this compliance report or the next steps for this project, please contact me at trcinfo@fbfl.city or 904-310-3480.

Sincerely,

Jacob Platt
Technical Review Committee Chair

14TH STREET COMMERCIAL

FOR
TOM MILLER

FERNANDINA BEACH, FLORIDA

OWNER
TOM MILLER
1750 SOUTH 14TH STREET PARTNERS LLC
5047 FIRST COAST HWY
FERNANDINA BEACH, FL 32034

ENGINEER
MC2D
109 READDICK AVE,
KINGSLAND GA
912-322-5516

SURVEYOR:
MANZIE & DRAKE
LAND SURVEYING
117 SOUTH NINTH STREET,
FERNANDINA BEACH, FL 32034
(904) 491-5700



LOCATION MAP

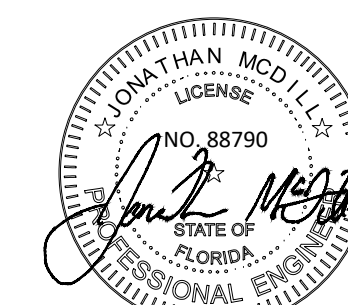
Sheet List Table		
Sheet Number	Sheet Title	Date
01	COVER	6/19/2026
02	EXISTING PLAN	6/19/2026
03	DEMOLITION CONDITIONS	6/19/2026
04	SITE PLAN	6/19/2026
05	GRADING	6/19/2026
06	STORM	6/19/2026
07	STORM PROFILES	6/19/2026
08	SEWER	6/19/2026
09	SEWER PROFILES	6/19/2026
10	WATER	6/19/2026
11	LANDSCAPE PLAN	6/19/2026
12	DETAIL 1	6/19/2026
13	DETAIL 2	6/19/2026
14	DETAIL 3	6/19/2026
15	DETAIL 4	6/19/2026



COVER
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

REVISIONS NO.	DESCRIPTION	DATE	

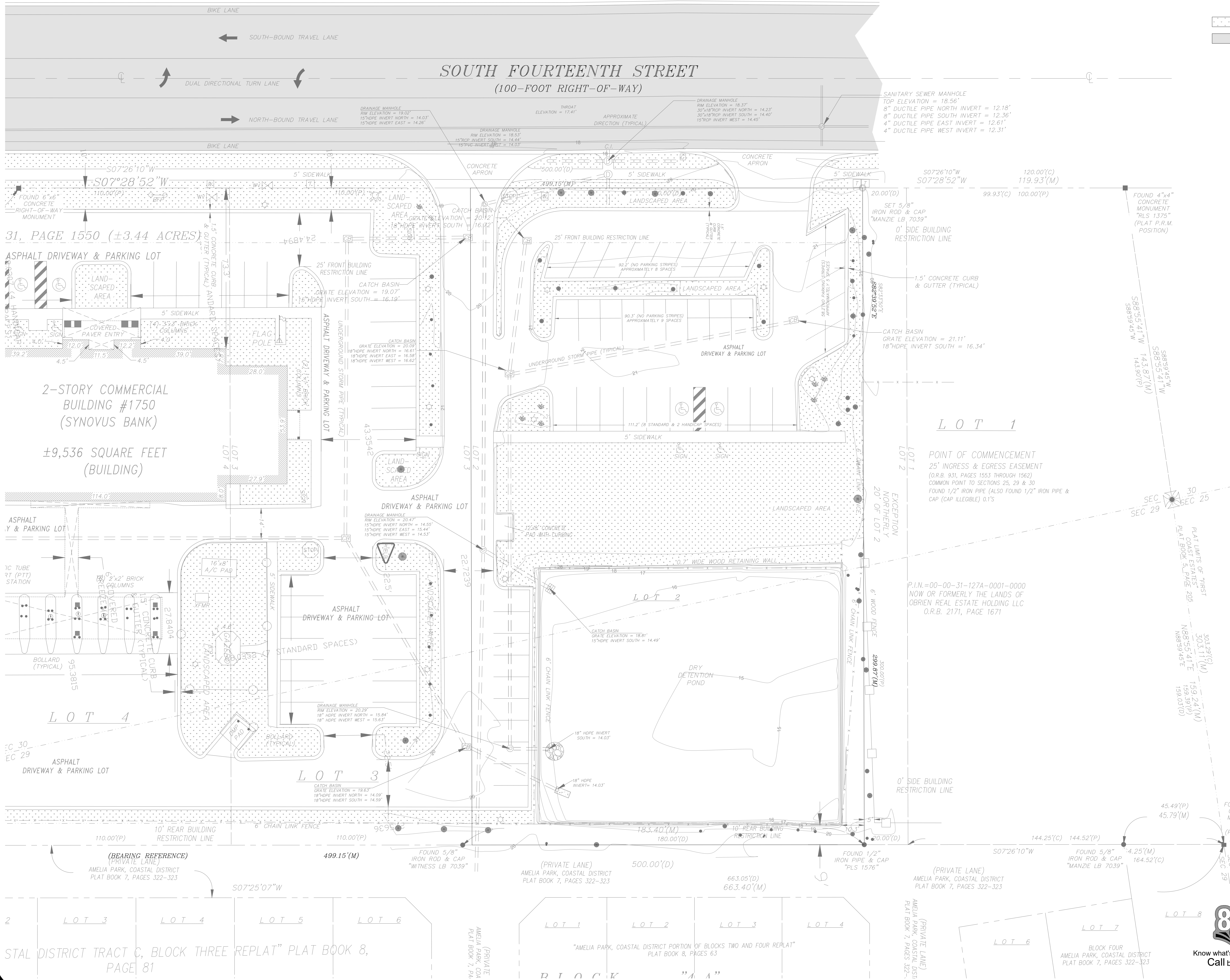
PERMIT SET



6/19/26

DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: 1" = 100'
(FOR GRAPHIC PURPOSES)

CONTENT:
COVER



LEGEND

EXISTING LANDSCAPE AREA

EXISTING ASPHALT



McILL DESIGN & DEVELOPMENT

109 Readick Avenue
Kingsland, GA 31548

EXISTING PLAN

SPORTS PERFORMANCE BUILDING

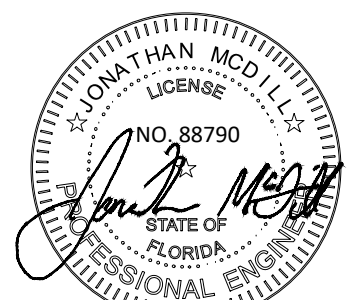
FERNANDINA BEACH, FLORIDA

PREPARED FOR:

PAUL NOLAN

REVISIONS	NO.	DESCRIPTION	DATE

PERMIT SET



6/19/26

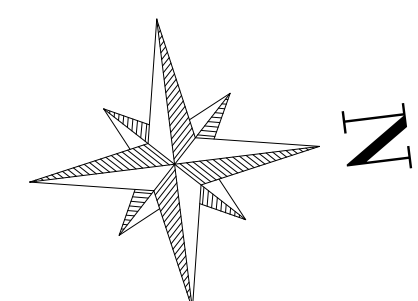
DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: 1" = 20'
(FOR SHOWN PARTS)

CONTENT:

EXISTING PLAN

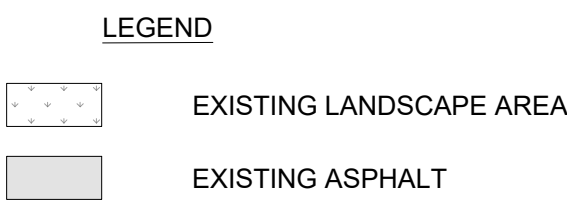


Know what's below.
Call before you dig.



0' 20' 40'

SCALE
1" = 20'



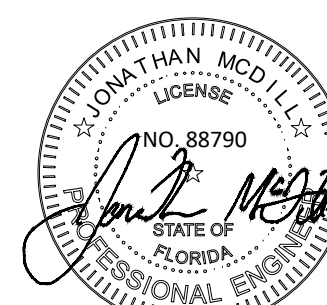
109 Readdick Avenue
Kingsland, GA 31548

DEMOLITION CONDITIONS
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

PAUL NOIAN
PREPARED FOR
"MAY BEAST"

[illegible]

PERMIT SET



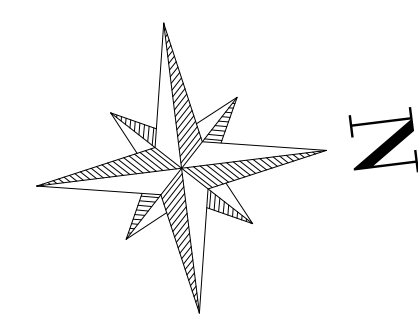
6/19/26

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DATE: 6/19/26
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(FOR 34"x56" PLOT)

CONTENT:

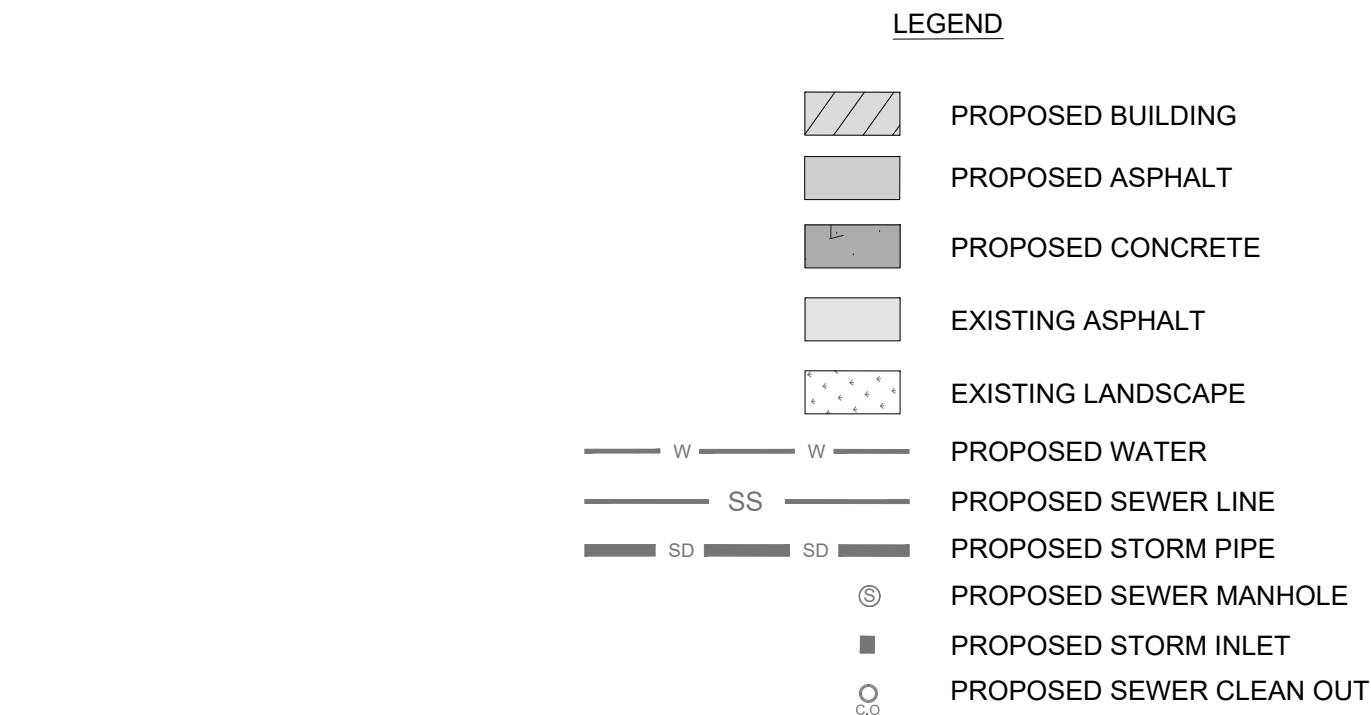
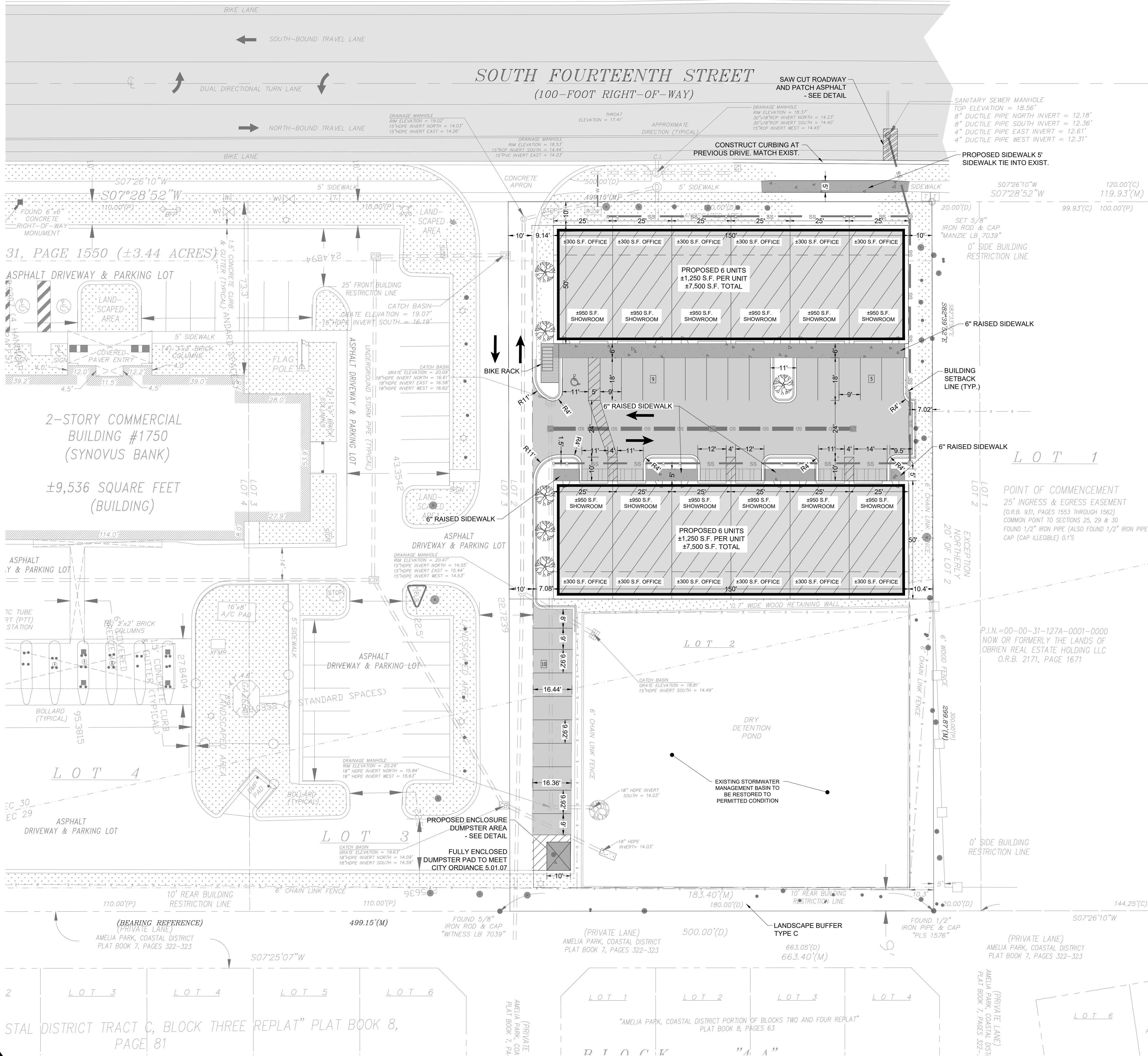
DEMOLITION CONDITIONS

03



811

Know what's below.
Call before you dig



ZONING INFORMATION

LOCATION: FERNANDINA BEACH, NASSAU COUNTY, FLORIDA				
ZONE: C-1 (COMMUNITY COMMERCIAL)				
USE: T.B.D.				
ITEM	REQUIREMENTS	EXISTING	PROPOSED	VARIANCE
MINIMUM LOT AREA	NONE REQUIRED	±53,733 S.F. (±1.23 AC.)	±53,733 S.F. (±1.23 AC.)	NO
MINIMUM LOT WIDTH	50 FEET	179 FEET	179 FEET	NO
MINIMUM LOT FRONTAGE	NONE REQUIRED	179 FEET	179 FEET	NO
MINIMUM FRONT SETBACK	NONE REQUIRED	10 FEET	10 FEET	NO
MINIMUM SIDE SETBACK	NONE REQUIRED (1)	N/A	10 FEET	NO
MINIMUM REAR SETBACK	10 FEET	N/A	132 FEET	NO
MAXIMUM BUILDING HEIGHT	45 FEET	N/A	<45 FEET	NO
MAXIMUM IMPERVIOUS COVERAGE	60 PERCENT	37 PERCENT	53.1 PERCENT	NO
MAXIMUM FLOOR AREA RATIO	1.50	N/A	0.28	NO
MAXIMUM DAILY TRIPS	NONE REQUIRED	N/A	T.B.D.	NO

PARKING INFORMATION

ITEM	REQUIREMENTS	PROPOSED	VARIANCE
PARKING REQUIRED	USE T.B.D.	24 SPACES	NO
MINIMUM ADA PARKING SPACES REQUIRED	T.B.D.	T.B.D.	NO
MINIMUM PARKING DIMENSIONS	9 FEET X 18 FEET	9 FEET X 18 FEET	NO
MINIMUM AISLE WIDTH	22 FEET - 2-WAY 12 FEET - 1-WAY	24 FEET - 2-WAY	NO
MINIMUM FRONT SETBACK	10 FEET	66 FEET	NO
MINIMUM SIDE SETBACK	10 FEET	11 FEET	NO
MINIMUM REAR SETBACK	10 FEET	16 FEET	NO
MINIMUM LOT LANDSCAPING MINIMUM INTERIOR LANDSCAPING	20 PERCENT 10 PERCENT	>20 PERCENT >10 PERCENT	NO NO

NOTES:
BICYCLE PARKING SPACES MAY BE PROVIDED AS EITHER BICYCLE RACKS OR OTHER STORAGE FACILITIES, PROVIDED THAT THE FOLLOWING STANDARDS ARE MET (PER FERNANDINA BEACH CITY LDC, 7.01.03):
A. FACILITIES SHALL BE DESIGNED TO ALLOW EACH BICYCLE TO BE SECURED AGAINST THEFT;
B. FACILITIES SHALL BE INSTALLED TO RESIST REMOVAL;
C. FACILITIES SHALL BE INSTALLED TO RESIST DAMAGE BY RUST, CORROSION, OR VANDALISM;
D. FACILITIES SHALL ACCOMMODATE A RANGE OF BICYCLE SHAPES AND SIZES AND ALLOW EASY LOCKING WITHOUT INTERFERING WITH ADJACENT BICYCLES; AND
E. FACILITIES SHALL BE LOCATED NOT TO INTERFERE WITH PEDESTRIAN OR VEHICULAR MOVEMENT.



109 Readick Avenue
Kingsland, GA 31548

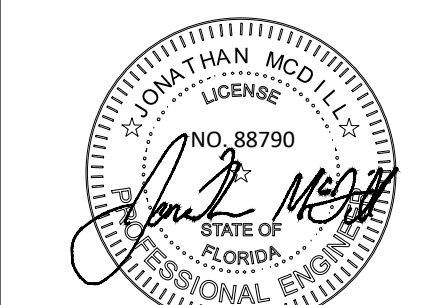
SITE PLAN

SPORTS PERFORMANCE BUILDING

FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

REVISIONS	DESCRIPTION	DATE
NO.		

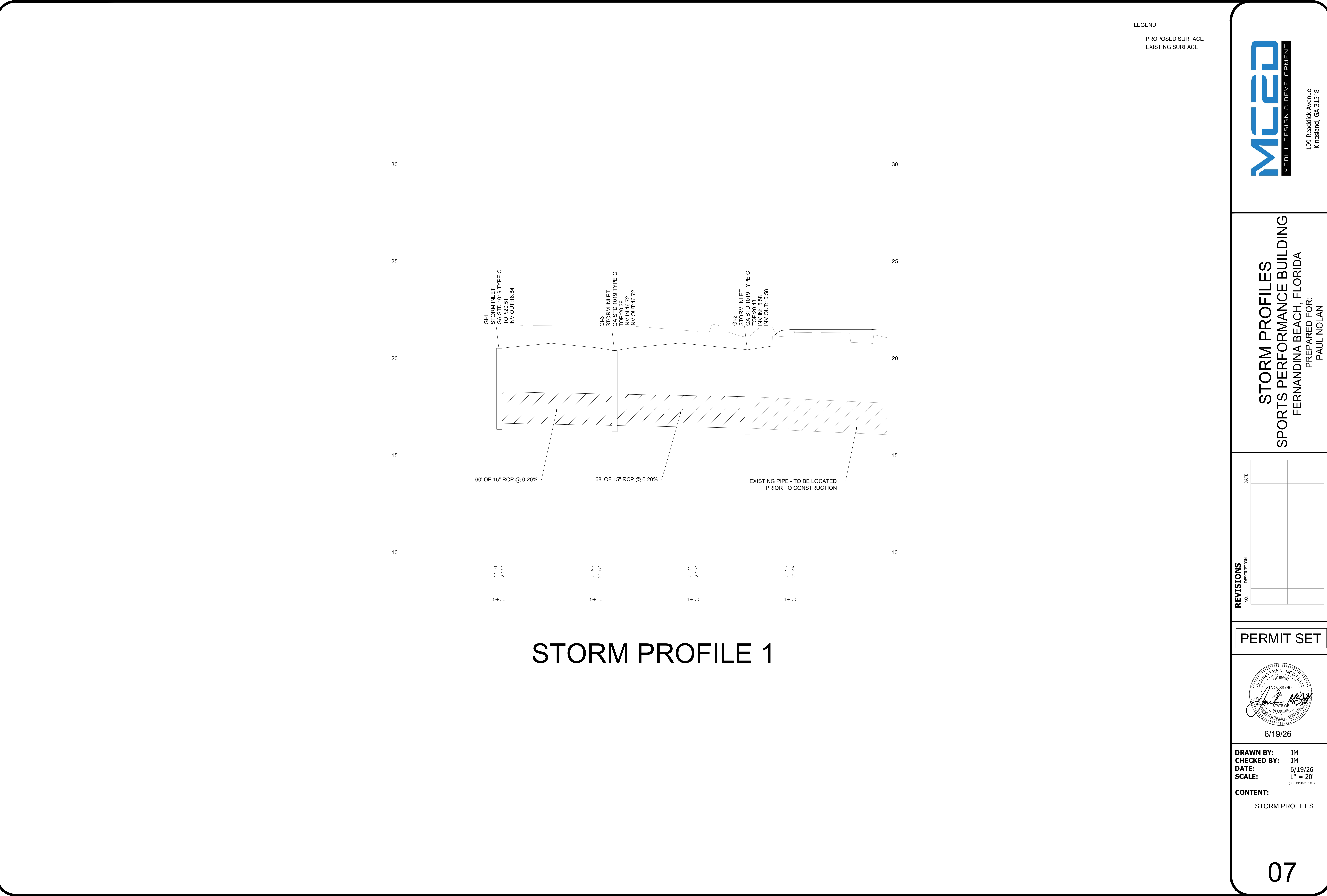
PERMIT SET



6/19/26

DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: 1" = 20'
(FOR SHIP ONLY)

CONTENT:
SITE PLAN



STORM PROFILES

SPORTS PERFORMANCE BUILDING

FERNANDINA BEACH, FLORIDA

PREPARED FOR:

PAUL NOLAN

REVISIONS		DATE
NO.	DESCRIPTION	

PERMIT SET

6/19/26

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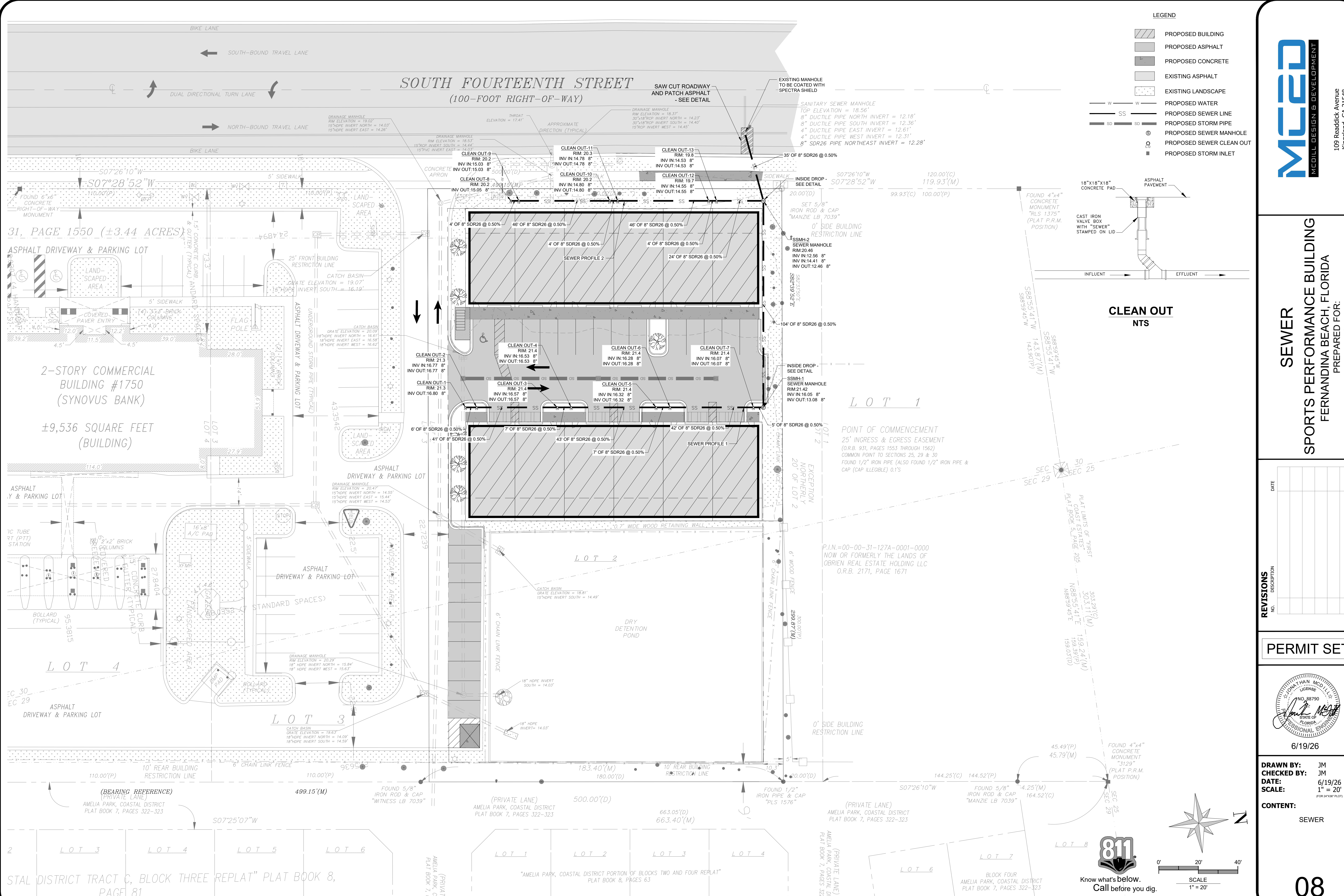
DATE: 6/19/26

SCALE: 1" = 20'

(FOR SERVICE PLANS)

CONTENT:

STORM PROFILES



- LEGEND
- PROPOSED BUILDING
 - PROPOSED ASPHALT
 - PROPOSED CONCRETE
 - EXISTING ASPHALT
 - EXISTING LANDSCAPE
 - PROPOSED WATER
 - PROPOSED SEWER LINE
 - PROPOSED STORM PIPE
 - PROPOSED SEWER MANHOLE
 - PROPOSED SEWER CLEAN OUT
 - PROPOSED STORM INLET

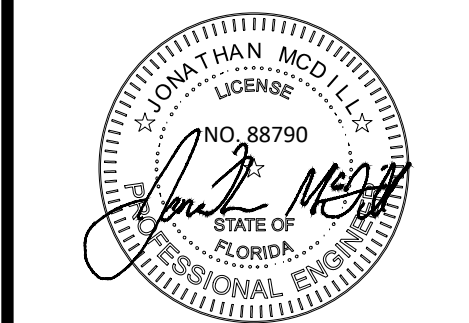


109 Readick Avenue
Kingsland, GA 31548

SEWER
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

NO.	REVISIONS	DESCRIPTION	DATE

PERMIT SET

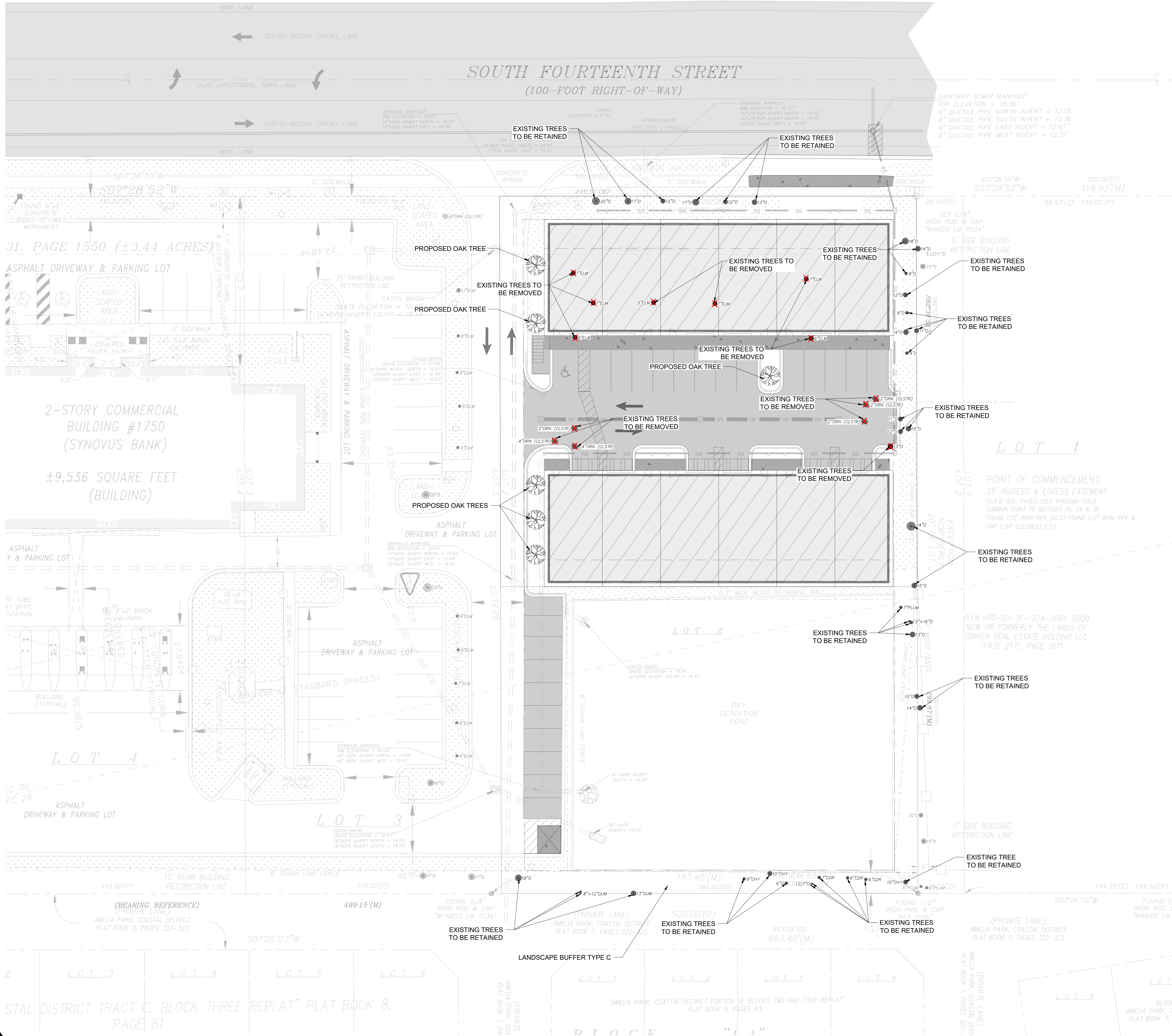


6/19/26

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CHECKED BY: JM
DATE: 6/19/26
SCALE: 1" = 20'
(FOR SHOWN PARTS)

CONTENT:
SEWER

NOTES:



LEGEND

- PROPOSED BUILDING
- PROPOSED ASPHALT
- PROPOSED CONCRETE
- EXISTING ASPHALT
- EXISTING LANDSCAPE
- PROPOSED WATER
- PROPOSED SEWER LINE
- PROPOSED STORM PIPE
- PROPOSED SEWER MANHOLE
- PROPOSED STORM INLET
- PROPOSED SEWER CLEAN OUT

CODE	PLANT SCHEDULE			COMMON NAME
	REMOVED	RETAINED	PROPOSED	
O	1	28	6	OAK TREE
PLUM	0	1	0	PLUM TREE
CHY	0	3	0	CHERRY TREE
CDR	0	3	0	CEDAR TREE
ELM	7	0	0	ELM TREE
GUM	0	3	0	GUM TREE
ORN (CLSTR)	6	0	0	CLUSTER OF ORNAMENTAL TREES
TOTAL	14	38	6	

TOTAL NATIVE SHADE TREES PROVIDED: 44 TREES.

- NOTES:
- ALL EXISTING TREES LOCATED WITHIN THE PROPERTY BOUNDARY AND OUTSIDE OF PROPOSED DISTURBED AREAS SHALL BE RETAINED.
 - ALL PROPOSED NATIVE SHADE TREES SHALL BE A MINIMUM OF 2.5 INCHES DBH, 8 FEET IN HEIGHT AT THE TIME OF PLANTING. (PER FERNANDINA BEACH CITY LDC, 4.05.03)

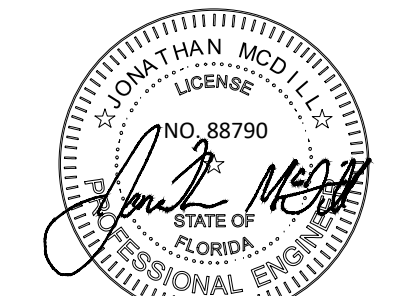


109 Readick Avenue
Kingsland, GA 31548

LANDSCAPE PLAN
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

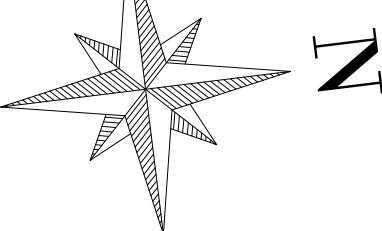
REVISONS	DESCRIPTION	DATE
NO.		

PERMIT SET



6/19/26

DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: 1" = 20'
(FOR SHIP PLANS)
CONTENT: LANDSCAPE PLAN



0' 20' 40'
SCALE
1" = 20'

HORIZONTAL & VERTICAL SEPARATION REQUIREMENTS

CONFLICTING UTILITY	POTABLE WATER			WASTEWATER GRAVITY AND FORCE MAIN			RECLAIMED WATER			VACUUM SEWERS		
	HORIZ.	VERT.	JOINT SPACING*	HORIZ.	VERT.	JOINT SPACING*	HORIZ.	VERT.	JOINT SPACING*	HORIZ.	VERT.	JOINT SPACING*
POTABLE WATER	3' NOTE 1	12"	3' NOTE 2	6' to 10'	12" NOTE 5	6' NOTE 2	3'	12"	6' NOTE 2	3' to 10'	12"	3' NOTE 2
RECLAIMED WATER	3'	12"	6' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3'	12"	6' NOTE 2	3' NOTE 1	12"	3' NOTE 2
WASTEWATER (GRAVITY AND FORCE MAIN)	6' to 10'	12"	6' NOTE 2	3' NOTE 1	12"	6"	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2
VACUUM SEWERS	3' to 10'	12"	3' NOTE 2	3' NOTE 1	12"	6"	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2
RIGHT OF WAYS	3' NOTE 1	N/A	N/A	3' NOTE 1	N/A	N/A	3' NOTE 1	N/A	N/A	3' NOTE 1	N/A	N/A
PERMANENT STRUCTURES (BUILDINGS, SIGNS, POLES, ETC.)	SEE NOTE 7	N/A	N/A	SEE NOTE 7	N/A	N/A	SEE NOTE 7	N/A	N/A	SEE NOTE 7	N/A	N/A
STORM SEWERS	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2
GAS	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2
TREES	3'-6' NOTE 6	N/A	N/A	3'-6' NOTE 6	N/A	N/A	3'-6' NOTE 6	N/A	N/A	3'-6' NOTE 6	N/A	N/A
ALL OTHER UTILITIES	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2	3' NOTE 1	12"	3' NOTE 2

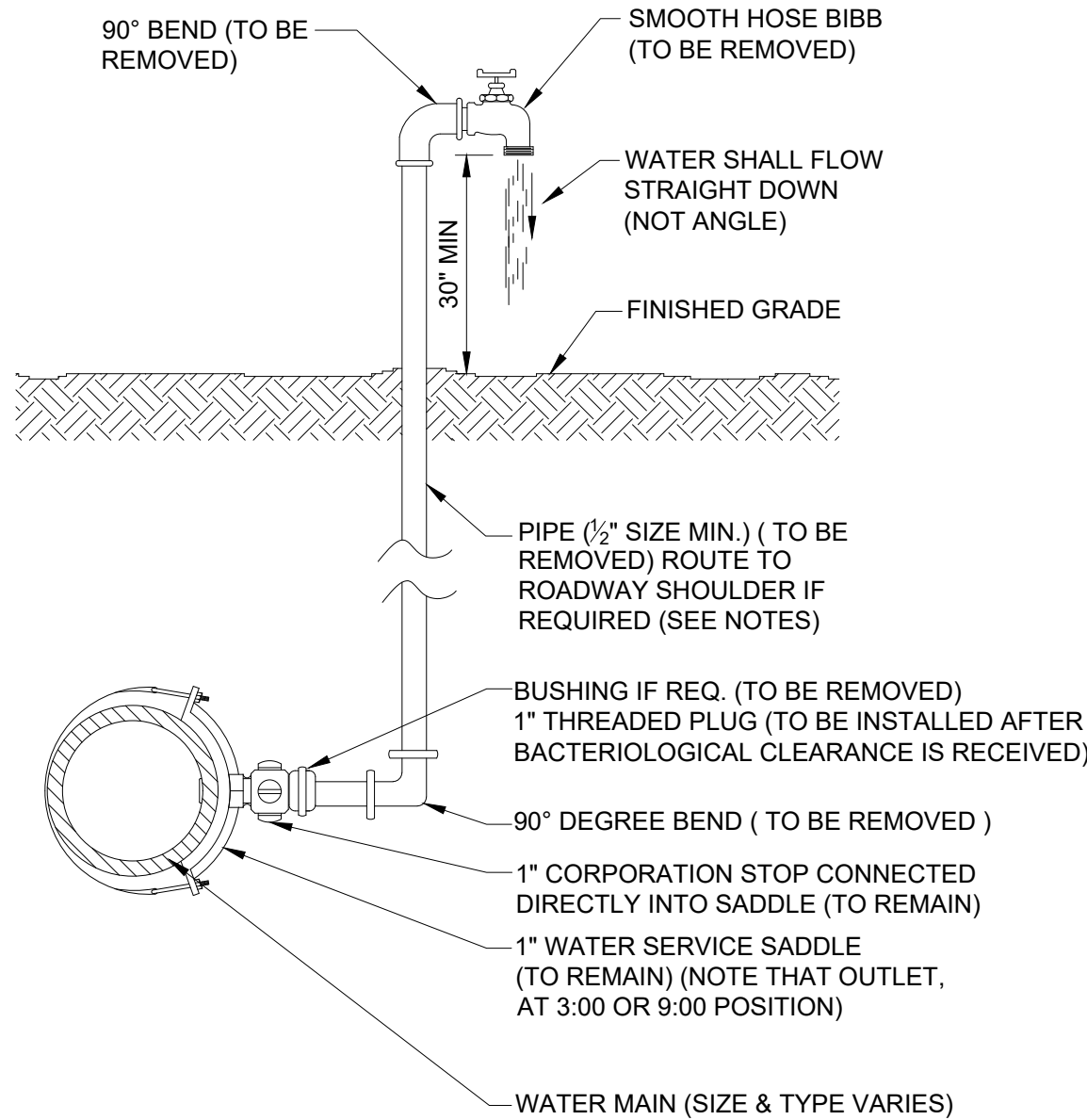
NOTES:

- THIS SEPARATION REQUIREMENT IS TO PROVIDE ACCESSIBILITY FOR CONSTRUCTION AND MAINTENANCE. THREE FEET OF HORIZONTAL SEPARATION IS THE MINIMUM FOR PIPES WITH THREE FEET OF COVER. FOR PIPES INSTALLED AT GREATER DEPTH, PROVIDE AN ADDITIONAL FOOT OF SEPARATION FOR EACH ADDITIONAL FOOT OF DEPTH.
- THE MINIMUM JOINT SPACING REQUIRED FROM CROSSING FROM OTHER UTILITIES WHILE STILL MAINTAINING MINIMUM VERTICAL SEPARATION.
- DISTANCES GIVEN ARE FROM OUTSIDE OF PIPE TO OUTSIDE OF PIPE.
- NO WATER PIPE SHALL PASS THROUGH OR COME INTO CONTACT WITH ANY PART OF SANITARY OR STORM WATER MANHOLE OR STRUCTURES.
- WATER MAIN SHOULD CROSS ABOVE OTHER PIPES WHENEVER POSSIBLE. WHEN WATER MAIN MUST BE BELOW OTHER UTILITY PIPING, THE MINIMUM SEPARATION SHALL BE 12 INCHES.
- REFER TO POTABLE WATER PIPING- SECTION 350, III.4.11.
- SEE SECTION 350, III.4.10 FOR MINIMUM SEPARATION REQUIREMENTS FROM PIPE TO STRUCTURES.

SEPARATION REQUIREMENTS FOR WATER, WASTEWATER AND RECLAIMED WATER MAINS

JANUARY 2025

PLATE W-10



NOTES:

- LOCATION OF SAMPLE POINT BIBB SHALL NOT BE WITHIN THE ROADWAY BUT ROUTED TO THE ROADWAY SHOULDERS (NON-TRAFFIC AREAS).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL OF ALL TEMPORARY PIPING & FITTINGS (AS NOTED), AFTER BACTERIOLOGICAL CLEARANCE IS RECEIVED.
- PIPE AND FITTINGS SHALL BE PVC (SCH. 40) OR GALV. MATERIAL.
- THE USE OF THE ABOVE CONSTRUCTION FOR A TEMPORARY SAMPLE POINT SHALL BE LIMITED TO AREAS WHERE A SAMPLE TAP BY ALTERNATIVE METHODS (SEE W-24) IS NOT FEASIBLE OR IF DIRECTED OTHERWISE BY AHJ.
- THE CONTRACTOR SHALL COMPLY WITH ALL AHJ RULES AND POLICIES AS OUTLINED BY AHJ'S ENVIRONMENTAL RESPONSE COORDINATOR (ERC) AND OTHER ASSOCIATED AHJ STANDARDS.

TEMPORARY SAMPLE TAP

JANUARY 2025

PLATE W-25

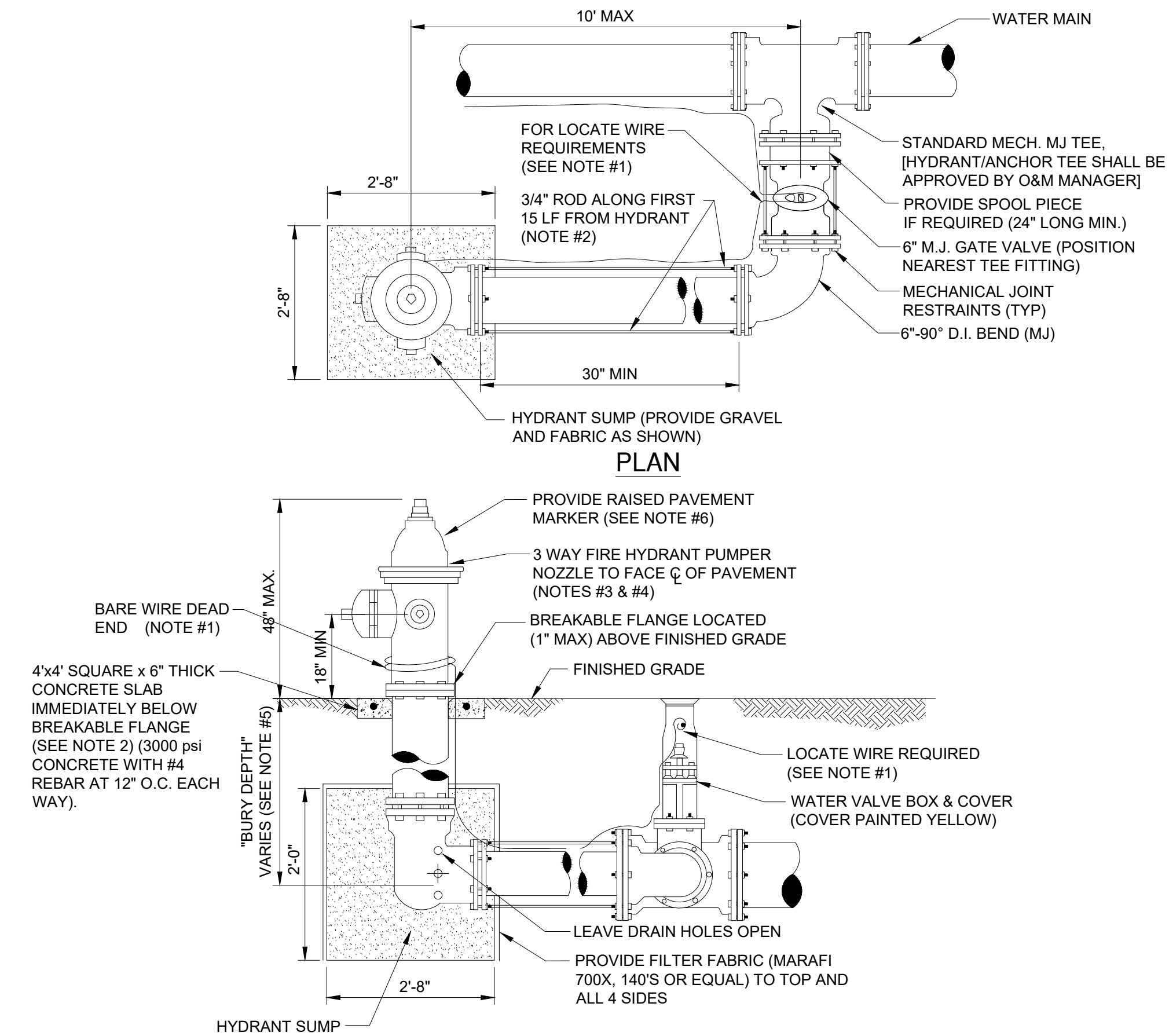
WATER MAIN AND NON-WATER MAIN SEPARATION REQUIREMENTS - NOTES

- IT IS REQUIRED THAT "WATER MAINS" BE INSTALLED, CLEANED, DISINFECTED AND HAVE A SATISFACTORY BACTERIOLOGICAL SURVEY PERFORMED IN ACCORDANCE WITH THE LATEST APPLICABLE AWWA STANDARDS, CHAPTER 62-555, F.A.C. AND LATEST AHJ WATER AND SEWER STANDARDS. FOR THE PURPOSE OF THIS SECTION, THE PHRASE "WATER MAINS" SHALL MEAN MAINS, INCLUDING TREATMENT PLANT PROCESS PIPING, CONVEYING EITHER RAW, PARTIALLY TREATED, OR FINISHED DRINKING WATER; FIRE HYDRANT LEADS; AND SERVICE LINES THAT HAVE AN INSIDE DIAMETER OF THREE (3) INCHES OR GREATER. IN ADDITION, THE PHRASE "RECLAIMED WATER" REFERS TO THE WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
- NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE (3) FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER.
- NEW OR RELOCATED, UNDERGROUND WATER MAINS SHALL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST SIX (6) FEET, AND PREFERABLY TEN (10) FEET, BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS MAY BE REDUCED TO THREE (3) FEET WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX (6) INCHES ABOVE THE TOP OF THE SEWER (SPECIAL CASE).
- NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED GRAVITY OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX (6) INCHES, AND PREFERABLY TWELVE (12) INCHES, ABOVE OR AT LEAST TWELVE (12) INCHES BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
- NEW OR RELOCATED, UNDERGROUND WATER MAINS CROSSING ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER SHALL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST TWELVE (12) INCHES ABOVE OR BELOW THE OUTSIDE OF THE OTHER PIPELINE. HOWEVER, IT IS PREFERABLE TO LAY THE WATER MAIN ABOVE THE OTHER PIPELINE.
- AT THE UTILITY CROSSINGS DESCRIBED IN NOTES 4 AND 5 ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. ALTERNATIVELY, AT SUCH CROSSINGS, THE PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE (3) FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER, AND AT LEAST SIX (6) FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINE CONVEYING RECLAIMED WATER.
- NEW OR RELOCATED FIRE HYDRANTS SHALL BE LOCATED SO THAT THE HYDRANTS ARE AT LEAST THREE (3) FEET FROM ANY EXISTING OR PROPOSED STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER; AT LEAST THREE (3) FEET, AND PREFERABLY TEN (10) FEET, FROM ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER; AT LEAST SIX (6) FEET, AND PREFERABLY TEN (10) FEET, FROM ANY EXISTING OR PROPOSED GRAVITY OR PRESSURE-TYPE SANITARY SEWER OR WASTEWATER FORCE MAIN.
- WHERE AN UNDERGROUND WATER MAIN IS BEING LAID LESS THAN THE REQUIRED MINIMUM HORIZONTAL DISTANCE FROM ANOTHER PIPELINE AND WHERE AN UNDERGROUND WATER MAIN IS CROSSING ANOTHER PIPELINE AND JOINTS IN THE WATER MAIN ARE BEING LOCATED LESS THAN THE REQUIRED MINIMUM DISTANCE FROM JOINTS IN THE OTHER PIPELINE, THE CONTRACTOR SHALL CONSULT THE DESIGN ENGINEER TO OBTAIN APPROVAL OF ANY ALTERNATIVE CONSTRUCTION METHODS, PRIOR TO CONSTRUCTION.

NOTES ON UTILITY SEPARATION REQUIREMENTS

JANUARY 2025

PLATE W-11



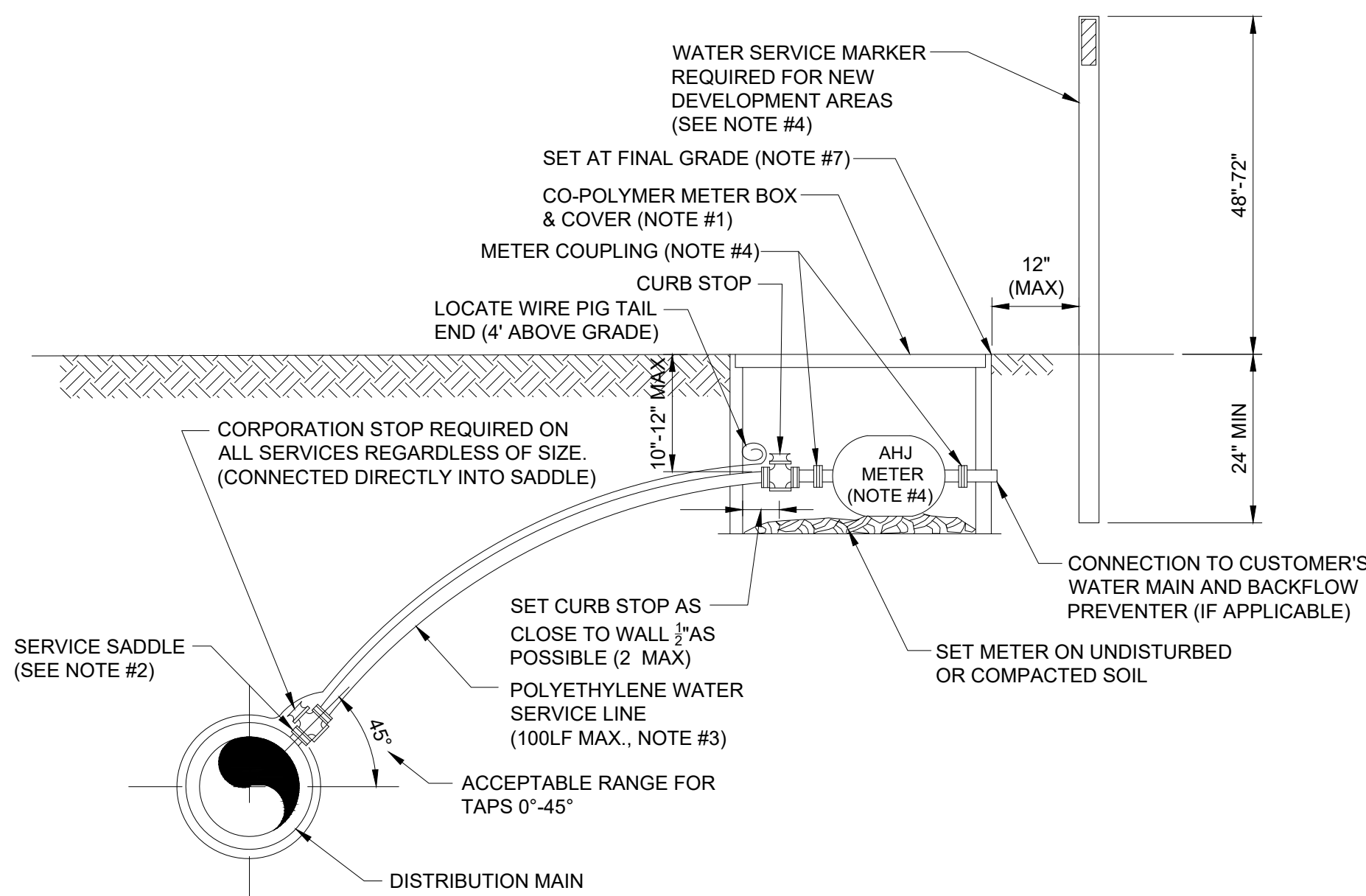
NOTES:

- LOCATE WIRE SHALL BE ROUTED FROM THE VALVE TO THE HYDRANT AS SHOWN ABOVE LEAVING ENOUGH SLACK TO REACH 4' ABOVE FINAL GRADE. THE END OF THE WIRE SHALL BE SECURED TO THE PIPE MAIN. SEE SECTION 350, LOCATE WIRE INSTALLATION PARAGRAPH.
- FIRE HYDRANTS SHALL BE INSTALLED BETWEEN BACK OF CURB AND FACE OF SIDEWALK. ALL HYDRANTS SHALL BE LOCATED NO LESS THAN THREE (3) FEET FROM THE EDGE OF PAVEMENT OR BACK OF CURB OF THE ADJACENT ROADWAY AND NO LESS THAN THREE (3) FEET FROM ANY PHYSICAL FEATURE WHICH MAY OBSTRUCT ACCESS OR VIEW OF ANY HYDRANT UNLESS OTHERWISE APPROVED BY THE AHJ. THE MAXIMUM DISTANCE (BACK OF CURB) SHALL BE IN COMPLIANCE WITH LOCAL COUNTY FIRE DEPARTMENT RULES AND AS APPROVED BY AHJ. FOR OTHER LOCATION LIMITATIONS SEE PLATES W-10 AND W-11. IF PIPING BETWEEN TEE AND HYDRANT IS LONGER THAN 80 LF, AN ADDITIONAL 6" GATE VALVE IS REQUIRED AT THE HYDRANT LOCATION (PROVIDE 30" SEPARATION). ALL PIPING, VALVES AND FITTINGS ALONG THE HYDRANT BRANCH MAIN WHICH IS WITHIN 15 LF OF THE HYDRANT SHALL BE RESTRAINED UTILIZING ONLY TWO 3/4" DIA. (THREADED ENDS) STEEL RODS AND EYE BOLTS (NO JOINT RESTRAINT DEVICES REQUIRED). A SPLIT SERRATED RING WITH RESTRAINT EARS (EBAA 15 PF06 OR EQUAL) MAY BE USED IN THIS ASSEMBLY. ALL OTHER JOINTS ALONG THE HYDRANT BRANCH MAIN OUTSIDE OF THE FIRST 15 LF SHALL INCLUDE JOINT RESTRAINTS.
- NO WATER MAIN BRANCHES OR SERVICE TAPS SHALL BE ALLOWED ALONG THE HYDRANT BRANCH MAIN, UNLESS APPROVED BY AHJ.
- OPERATION OF THE FIRE HYDRANT SHALL BE EITHER FULL OPEN POSITION OR TOTALLY CLOSED POSITION. THE HYDRANT SHALL NOT BE UTILIZED TO THROTTLE OUTLET FLOW.
- PRIOR TO PROJECT FINAL INSPECTION, THE HYDRANT AND ALL ABOVE GROUND PIPING SHALL BE RE-OILED, GREASED AND REPAINTED (RUS- KIL ENAMEL-INTERNATIONAL YELLOW OR EQUAL). PRIVATELY OWNED AND MAINTAINED FIRE HYDRANTS SHALL BE PAINTED RED.
- FIRE HYDRANTS SHALL BE ORDERED WITH PROPER "BURY DEPTH" TO MEET ACTUAL FIELD CONDITIONS. THIS IS ESPECIALLY IMPORTANT FOR BRANCH LINES WHICH TEE-OFF A 12" OR LARGER WATER MAIN. UNLESS APPROVED OTHERWISE BY AHJ, THE INSTALLATION OF (45°) BENDS IS NOT ACCEPTABLE WHEN UTILIZED TO CORRECT AN IMPROPERLY FURNISHED HYDRANT. THE USE OF HYDRANT EXTENSIONS SHOULD BE MINIMIZED.
- BLUE REFLECTIVE MARKERS SHALL BE INSTALLED IN SUCH A MANNER THAT THE REFLECTIVE FACE OF THE MARKER IS PERPENDICULAR TO A LINE PARALLEL TO THE ROADWAY CENTERLINE. THE BLUE REFLECTIVE MARKERS SHALL BE PLACED IN THE CENTER OF THE TRAVEL LANE, DIRECTLY ACROSS FROM AND ADJACENT TO EACH FIRE HYDRANT.

FIRE HYDRANT INSTALLATION LIMITED SPACE

JANUARY 2025

PLATE W-14



NOTES:

- SEE PLATE W-1 FOR METER LOCATION REQUIREMENTS.
- SINGLE BAND SADDLES SHALL BE UTILIZED ON NEW 1" WATER SERVICES WHICH ARE INSTALLED ON A DRY 10" SIZE OR SMALLER WATER MAIN (NEW WATER MAIN CONSTRUCTION). FOR WET TAPS OR WATER MAINS 12" SIZE AND LARGER, A DOUBLE BAND SADDLE IS REQUIRED. BRASS SADDLES MAY BE UTILIZED ON NEW 1 INCH AND SMALLER WATER SERVICES WHICH ARE INSTALLED ON A DRY 10 INCH OR SMALLER PVC WATER MAIN.
- NO OPEN CUT UNDER ROADWAY PAVING ALLOWED UNLESS THE ROADWAY IS BEING RECONSTRUCTED OR IF DIRECTED OTHERWISE BY AHJ. CONSTRUCT POLY LINE WITH 24" (MIN.) COVER UNDER ROADWAYS. THE POLY WATER SERVICE LINE SHALL BE SAME SIZE AS THE METER (1" MINIMUM) AND BE INSTALLED PERPENDICULAR TO THE MAIN AND NOT EXCEED 100LF UNLESS APPROVED OTHERWISE BY AHJ.
- INSTALL PVC PLUG IN ALL CURB STOPS IF WATER SERVICE IS "NOT IN USE" (I.E.: IF NO METER IS INSTALLED). WATER SERVICES SERVING VACANT LOTS (SERVICE NOT IN USE), SHALL INCLUDE A "W" CUT INTO THE CURB (CLOSEST TO THE METER BOX), AND PAINTED BLUE (PAINTED PURPLE FOR RECLAIMED WATER). IN ADDITION, FOR NEW DEVELOPMENT AREAS WHERE THE WATER SERVICE IS "NOT IN USE", A LANDSCAPE TIMBER OR 3x3 MIN. P.T. POST (TOP PAINTED BLUE OR PURPLE FOR RECLAIMED WATER). THE REMOVAL OR TRANSFER OF A WATER SERVICE SHALL INCLUDE BRASS METER COUPLINGS (HEX ON BARREL TYPE).
- NO 2" AND SMALLER WATER SERVICE TAPS PERMITTED ON WATER MAINS WHICH ARE 20" AND LARGER SIZE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF THE METER OR ELECTRONIC DEVICES IF DAMAGED BY THE CONTRACTOR DURING THE CONSTRUCTION PERIOD.
- METER BOX AND TOP SHALL BE CLEAR OF ALL DEBRIS TO ALLOW FULL ACCESS TO BOX (I.E. NO DIRT, TRASH OR OTHER DEBRIS PLACED ON TOP OF BOX).
- LOCATE WIRING REQUIRED ON ALL SERVICES 10' OR GREATER IN LENGTH. SEE PLATE W-44.

WATER SERVICE DETAIL- 2" AND SMALLER METER

JANUARY 2025

PLATE W-2

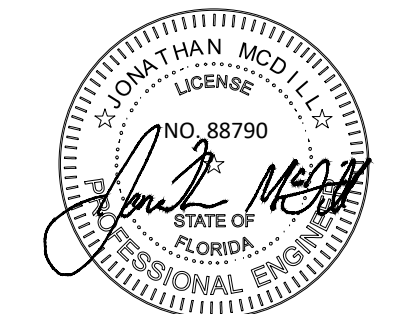


109 Readick Avenue
Kingsland, GA 31548

DETAIL 1
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

REVISIONS	NO.	DESCRIPTION	DATE

PERMIT SET



6/19/26

DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: N.T.S.

CONTENT:

DETAIL 1

The image contains four technical drawings illustrating different types of pipe connections and supports:

- Top Left:** A cross-section of a pipe-to-pipe connection. Two pipes are joined by a flange. The maximum thickness of the pipe wall is labeled as $1/2"$ MAX. The total height of the assembly is labeled as C . The diameter of the pipe is labeled as A .
- Top Right:** A cross-section of a pipe-to-structure connection. A pipe is shown passing through a structure. The maximum thickness of the pipe wall is labeled as $1/2"$ MAX. The total height of the assembly is labeled as C . The diameter of the pipe is labeled as A . The structure is labeled as B . The text "TIE RODS SEE NOTES" is present.
- Bottom Left:** A cross-section of a pipe-to-pipe connection. Two pipes are joined by a flange. The maximum thickness of the pipe wall is labeled as $1/2"$ MAX. The total height of the assembly is labeled as C . The diameter of the pipe is labeled as A .
- Bottom Right:** A cross-section of a pipe-to-structure connection. A pipe is shown passing through a structure. The maximum thickness of the pipe wall is labeled as $1/2"$ MAX. The total height of the assembly is labeled as C . The diameter of the pipe is labeled as A . The structure is labeled as B . The text "TIE RODS SEE NOTES" is present.

NOTES:

1. THE USE OF THRUST BLOCKS IS PROHIBITED UNLESS SPECIFICALLY APPROVED BY AHJ.
2. ALL BEARING SURFACES TO BE CARRIED TO UNDISTURBED SOIL.
3. THESE TABLES SHOW MINIMUM SIZES FOR THRUST BLOCKS IN GOOD SOIL (A-1 THRU A-3, CLEAN SANDS AND GRAVELS) WITH MINIMUM BEARING CAPACITY OF 2000 psi.
4. POOR SOILS A-4 THRU A-8, SILTY SOILS, CLAYS, MUCK AND PEAT WILL REQUIRE LARGER THRUST BLOCKING.
5. BOTH CONCRETE THRUST BLOCKS AND TIE RODS MUST BE USED WHEN, IN THE JUDGEMENT OF THE ENGINEER, THE NATURE AND CRITICALITY OF AN INSTALLATION IS SUCH AS TO REQUIRE POSITIVE ASSURANCE OF STABILITY.
6. THE USE OF THRUST BLOCKS SHALL BE LIMITED TO SITUATIONS SUCH AS POINT REPAIR WHERE EXPOSING SEVERAL JOINTS OF PIPE IS NOT FEASIBLE DUE TO EXISTING GROUND CONDITIONS.
7. CONCRETE COLLARS WITH TIE RODS MAY BE USED ON DEAD END LINES AT THE CONTRACTOR'S DISCRETION. NUMBER OF TIE RODS REQUIRED IS AS FOLLOWS:

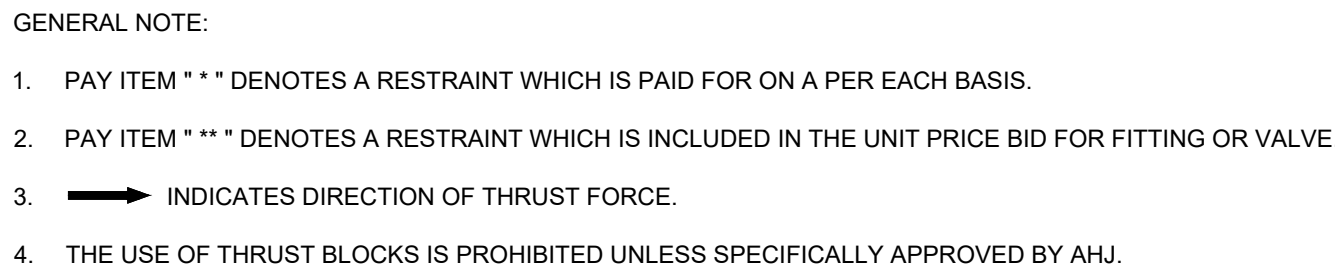
3" - 8"	DIAMETER MAIN - 2 TIE RODS REQUIRED PER JOINT (3/4" ROD)
10" - 12"	DIAMETER MAIN - 4 TIE RODS REQUIRED PER JOINT (3/4" ROD)
14" - 16"	DIAMETER MAIN - 6 TIE RODS REQUIRED PER JOINT (3/4" ROD)
18" - 20"	DIAMETER MAIN - 8 TIE RODS REQUIRED PER JOINT (3/4" ROD)
24"	DIAMETER MAIN -12 TIE RODS REQUIRED PER JOINT (3/4" ROD)
30" - 36"	DIAMETER MAIN -14 TIE RODS REQUIRED PER JOINT (1" ROD)
42" - 48"	DIAMETER MAIN -16 TIE RODS REQUIRED PER JOINT (1 1/4" ROD)
54"	DIAMETER MAIN -18 TIE RODS REQUIRED PER JOINT (1 1/4" ROD)
8. MAXIMUM TEST PRESSURE TO BE 150 PSI.

JANUARY 2025 PLATE W-38



1. TRENCH SIDES SHALL BE APPROXIMATELY VERTICAL BETWEEN AN ELEVATION OF 1 FOOT ABOVE THE TOP OF THE PIPE AND THE CENTER LINE OF THE PIPE; OTHERWISE, TRENCH SIDES SHALL BE AS VERTICAL AS POSSIBLE OR AS REQUIRED BY OSHA STANDARDS. REFER TO THE MEASUREMENT AND PAYMENT SECTION (SECTION #801, PARAGRAPH #4)) TO DETERMINE MAXIMUM PAYLINE WIDTHS.
2. BELL HOLE SHALL BE DUG TO PERMIT THE ENTIRE STRAIGHT BARREL OF THE PIPE TO REST ON THE UNDISTURBED TRENCH BOTTOM; BOULDERS OR LOOSE ROCKS LARGER THAN 3/4 INCH IN SIZE WILL NOT BE PERMITTED IN BACKFILL UP TO 1 FOOT ABOVE THE TOP OF THE PIPE.
3. BACK FILL MATERIAL UP TO A LEVEL OF 1 FOOT OVER THE PIPE SHALL CONSIST OF AASHTO CLASS A-3 SOIL (SUITABLE SOIL) AND SHALL EXCLUDE CLAY MATERIALS AND LOOSE ROCKS LARGER THAN 3/4 INCH SIZE.
4. BACKFILL MATERIAL UP TO A LEVEL 1 FOOT OVER THE TOP OF PIPE OR BOTTOM OF STRUCTURES SHALL BE PLACED IN 6 INCH COMPACTED THICKNESS LAYERS AND SHALL BE COMPACTED TO 98% OF ITS MAXIMUM DENSITY AS DETERMINED BY THE LABORATORY MODIFIED PROCTOR TEST, ASTM D1557.
5. SEE "EXCAVATION AND EARTHWORK", SECTION 408 FOR ADDITIONAL REQUIREMENTS INCLUDING REMOVAL AND REPLACEMENT OF UNSUITABLE SOILS, DEWATERING, COMPACTION REQUIREMENTS AND DENSITY TESTING OF COMPACTED SOILS.

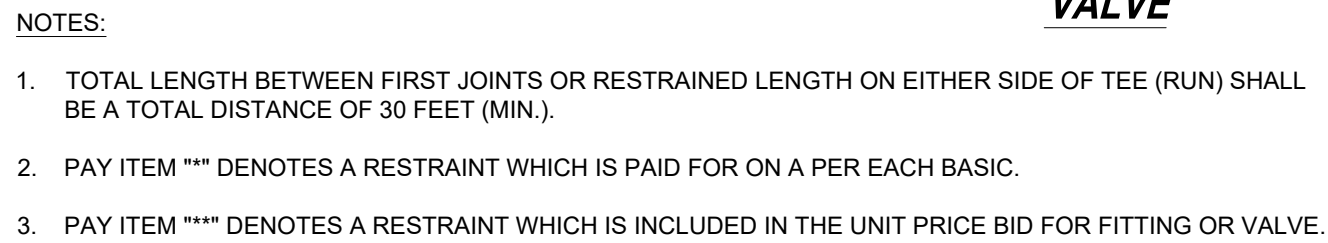
JANUARY 2025 IN CITY RIGHT -OF-WAY PLATE W-42



JANUARY 2025 PLATE W-31C

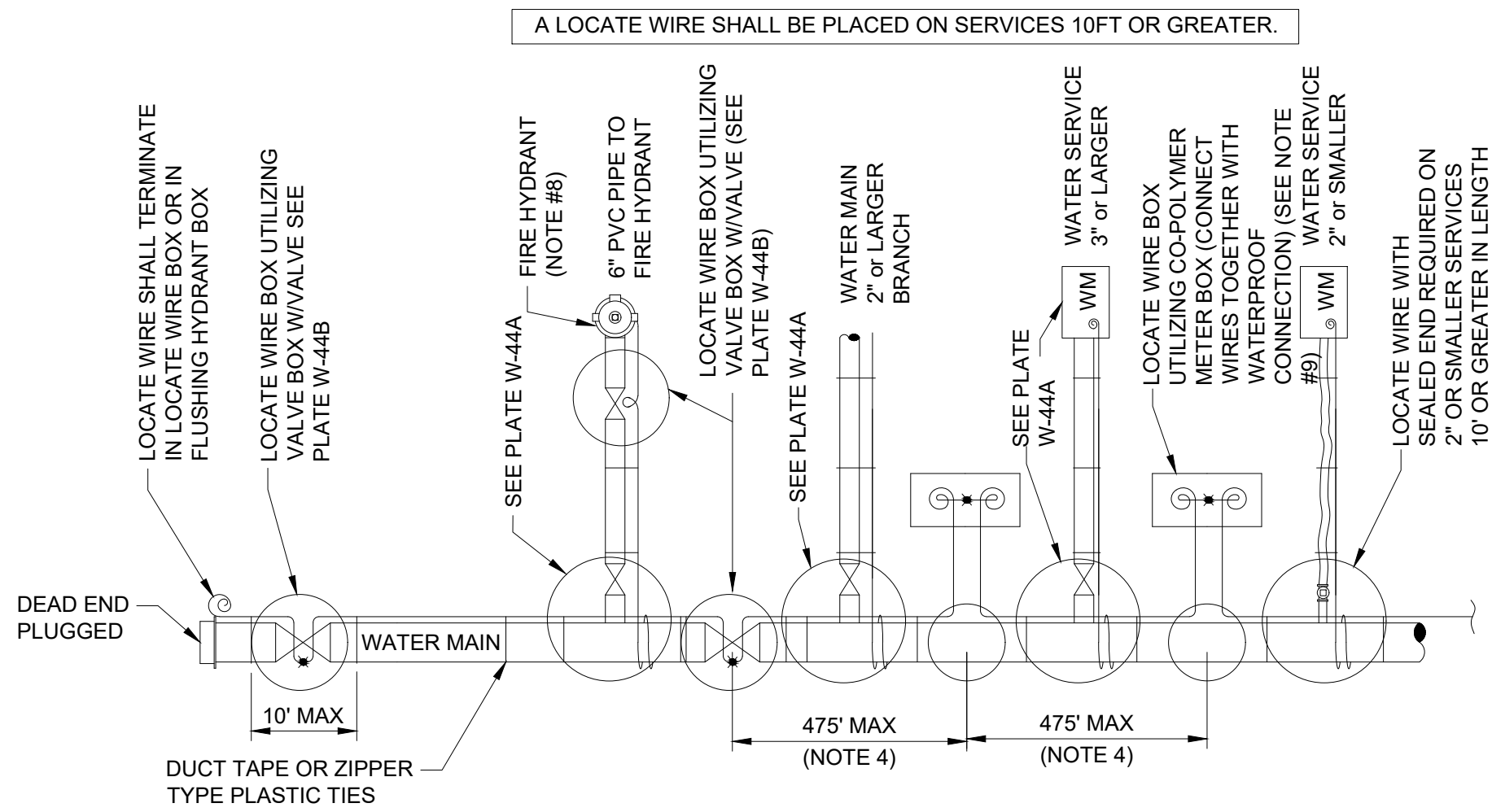


1. THIS SCHEDULE SHALL BE UTILIZED ON ALL WATER, SEWER FORCE MAIN OR RECLAIMED WATER SYSTEMS. ALL FITTINGS SHALL BE RESTRAINED TO LENGTHS INDICATED ON THE ABOVE SCHEDULE, AT A MINIMUM.
2. ASSUMPTIONS: PVC PIPE, SAFETY FACTOR=1.5, TEST PRESSURE=150PSI, SOIL=GM OR SM, TRENCH TYPE 3, DEPTH OF COVER>30 INCHES FOR 20" AND SMALLER PIPE SIZE OR 36 INCHES FOR 24" AND LARGER PIPE SIZE.
3. BENDS AND VALVES: SHALL BE RESTRAINED ON EACH SIDE OF FITTING.
4. VERTICAL OFFSETS: ARE APPROX. 3 FEET COVER ON TOP AND APPROX. 8 FEET COVER ON BOTTOM. PER THE DETAILS, LU IS THE RESTRAINED LENGTH FOR THE UPPER (TOP) LEVEL. LI IS THE RESTRAINED LENGTH FOR THE LOWER (DEEPER) LEVEL. ASSUME 45 DEGREE BENDS.
5. TEES: TOTAL LENGTH BETWEEN FIRST JOINTS OR RESTRAINED LENGTH ON EITHER SIDE OF TEE (RUN) SHALL BE A TOTAL DISTANCE OF 30 FEET (MIN). SEE SCHEDULE ABOVE FOR RESTRAINT LENGTH ON TEE "BRANCH" LINE.
6. HDPE TO PVC TRANSITIONS: THE PVC PIPE SIDE SHALL BE RESTRAINED 35 FT (MIN).
7. THE INSTALLATION OF BELL HARNESS RESTRAINTS AT PVC JOINTS (DR-18 & 25 PIPE) SHALL BE COMPLETED PER THE MANUFACTURERS RECOMMENDATION, WHICH INCLUDES NOT OVER TIGHTENING THE BELL RING BOLTS. THESE NUTS SHOULD ONLY BE SNUG TIGHT. THE NOME MARKS ON THE PIPE SHOULD ALWAYS BE VISIBLE AFTER THE RESTRAINT IS INSTALLED. OVERHOMING THE JOINT MAY CAUSE A FAILURE AT THE BELL RESULTING IN A SERVICE OUTAGE.



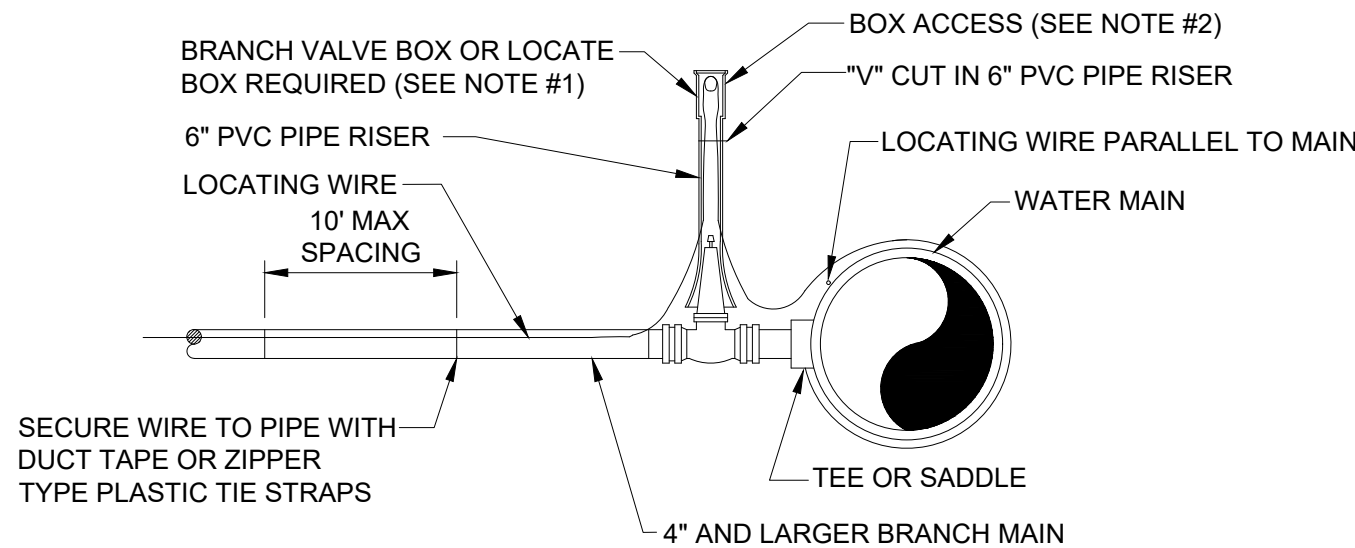
JANUARY 2025 PLATE W-31D

F.O. = FITTING ONLY

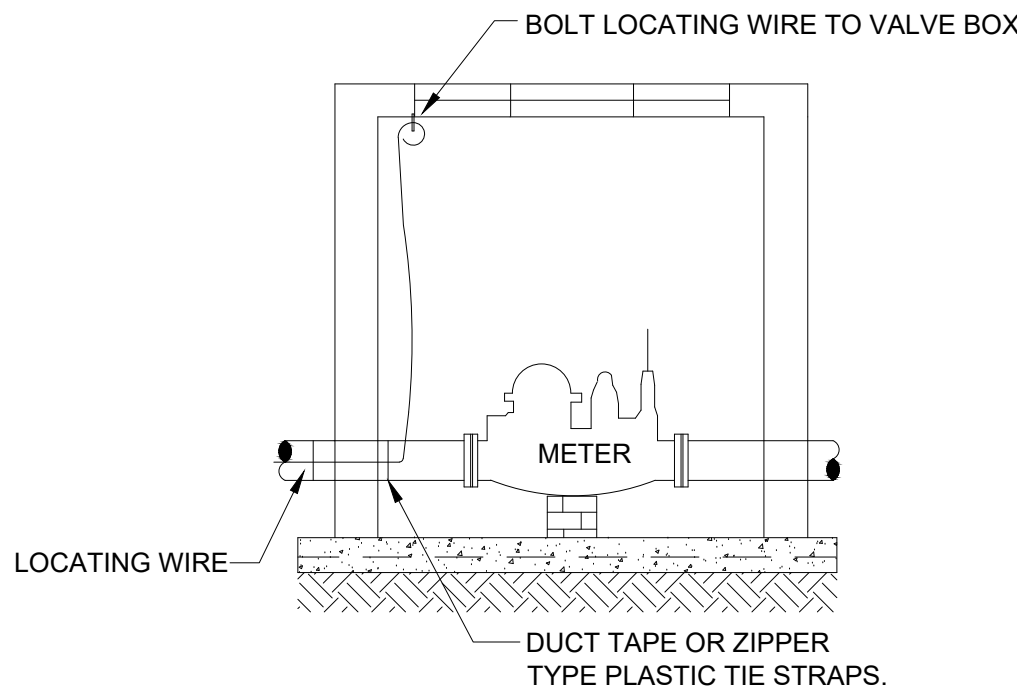


- NOTES:
1. LOCATING WIRE TO BE INSTALLED IN EITHER THE ONE OR ELEVEN O'CLOCK POSITION ON ALL DUCTILE IRON OR PVC (PRESSURE MAINS). LOCATE WIRE SHALL ALSO BE INSTALLED ON ALL (HDPE) POLY MAIN PIPING (1:00 OR 11:00 POSITION, IF POSSIBLE).
 2. SECURE LOCATING WIRE TO PVC & D.I.P. WATER MAIN BY USE OF DUCT TAPE OR ZIPPER TYPE PLASTIC TIE STRAPS SPACED AT A MAXIMUM DISTANCE OF TEN (10') AND AT EACH SIDE OF BELL JOINT OR FITTING.
 3. THE ENTIRE LOCATING SYSTEM SHALL BE SUBJECTED TO TESTING TO DETERMINE ITS RELIABILITY. WHERE INSTALLED UNDER PAVEMENT AREAS, TESTING SHALL BE DONE PRIOR TO THE PLACEMENT OF PAVEMENT, UNLESS APPROVED OTHERWISE BY AHJ.
 4. LOCATING WIRE SHALL TERMINATE WITHIN AN ACTIVE VALVE BOX (WITH A VALVE) OR A METER BOX (IF NO VALVE) AT 475' INTERVALS. SEE DETAIL PLATE W-44B. WIRE CONNECTIONS BELOW GROUND (OUTSIDE OF A BOX) SHALL BE AVOIDED.
 5. REFER TO SECTION 350 FOR LOCATE WIRE SPECIFICATIONS.
 6. " " INDICATES THAT THE WIRES ARE CONNECTED TOGETHER WITH A WATERPROOF CONNECTION. (SEE DETAIL W-44B)
 7. " " INDICATES A WIRE PIG-TAIL (4' LONG)
 8. FOR FIRE HYDRANT LOCATE WIRE REQUIREMENTS AND EXCLUSIONS, SEE PLATES W-12,13 AND 14.
 9. AN "LW" CUT SHALL BE CARVED IN THE CONCRETE CURB AND PAINTED AT ALL LOCATE WIRE BOXES.
 10. FOUR LANES OF TRAFFIC (HAVING TWO LANES OF TRAFFIC IN EACH DIRECTION) OR GREATER THE LOCATE WIRE AND VALVE BOX SHALL BE OFF-SET TO THE RIGHT-OF-WAY.

LOCATE WIRE CONSTRUCTION FOR WATER MAINS
JANUARY 2025 PLATE W-44



BRANCH FORCE MAIN
(2" AND LARGER WATER MAIN OR 3" AND LARGER WATER SERVICE PIPE)

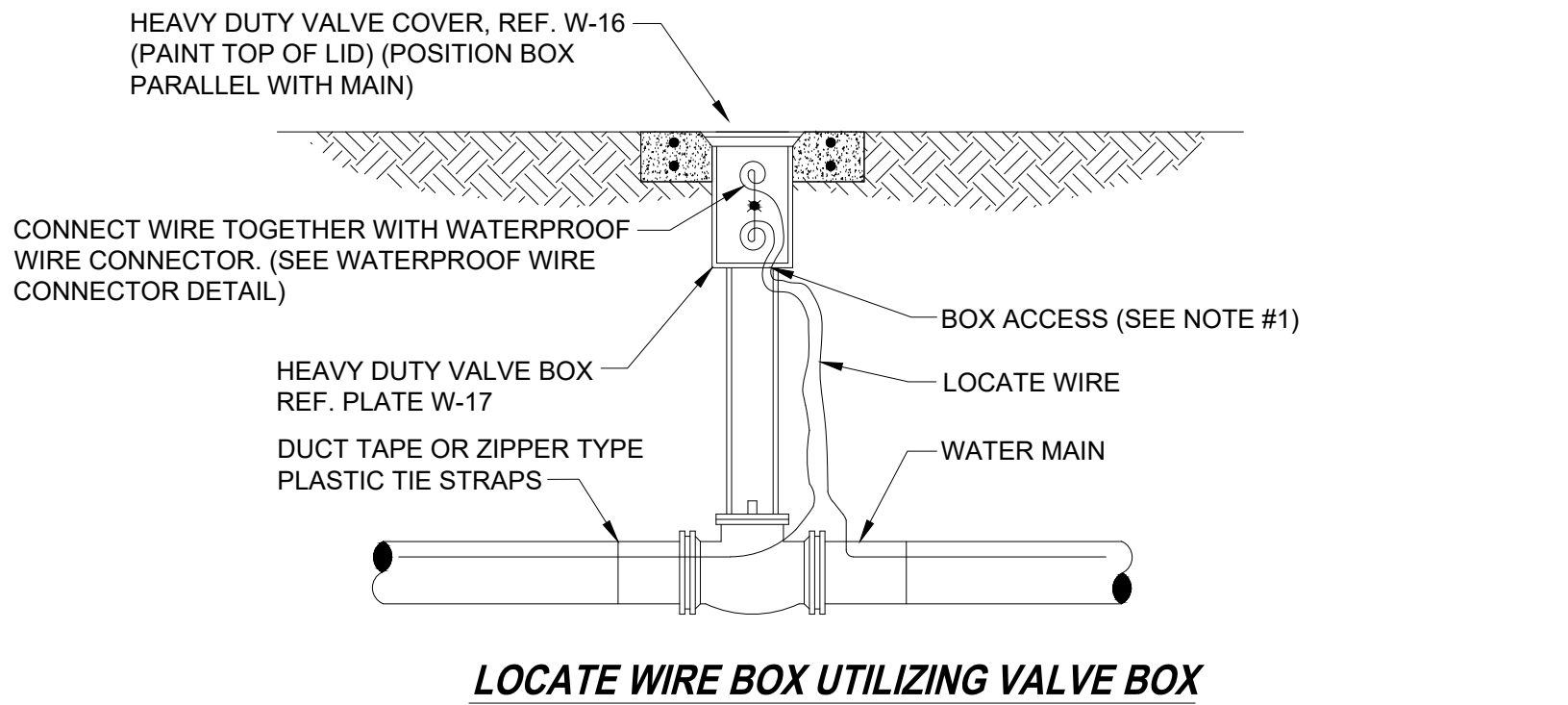


CONNECTION AT LARGE METER BOX
(3" OR LARGER SERVICE)

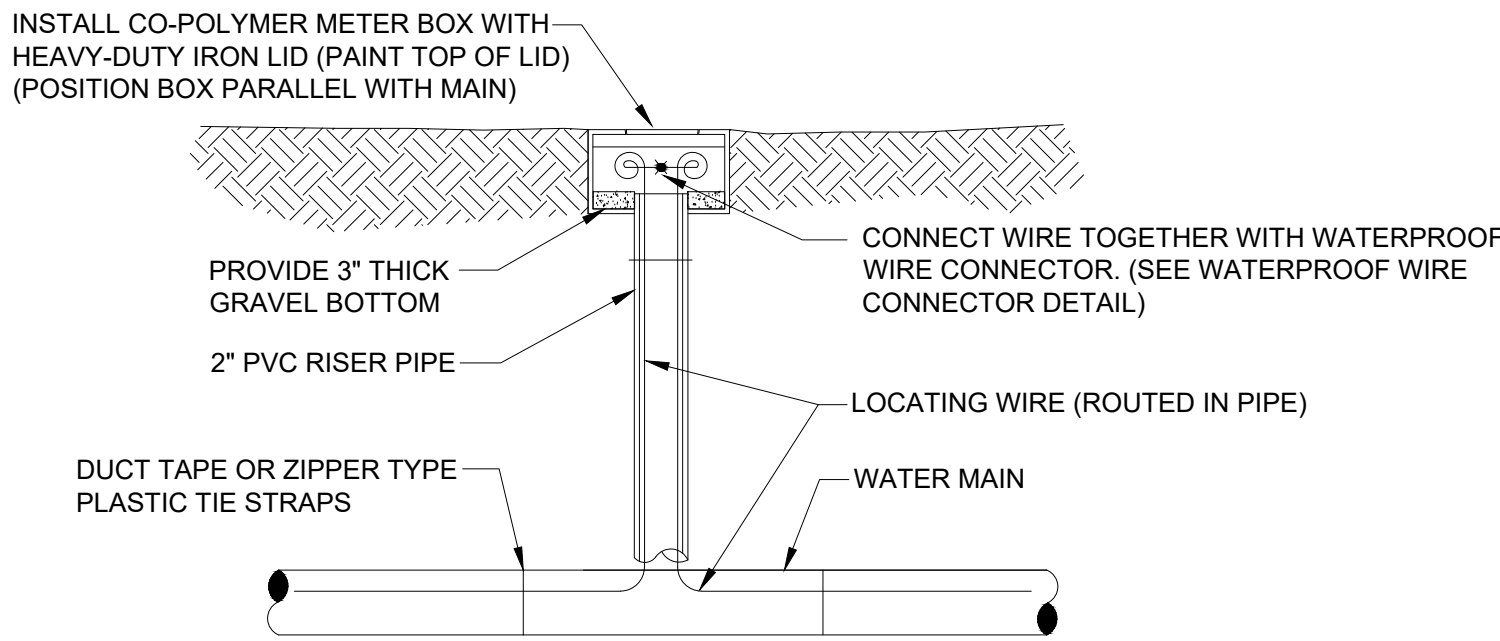
- NOTES:
1. NOTE THAT THE BRANCH WIRE IS NOT CONNECTED TO THE MAIN WIRE.
 2. LOCATE WIRE SHALL ENTER THE VALVE BOX THROUGH A "V" CUT IN THE 6" PVC RISER PIPE SECTION (SEE W-18).
 3. LOCATE WIRE SHALL HAVE ENOUGH SLACK TO REACH 4' ABOVE FINAL GRADE AND LOCATE POINTS.

LOCATE WIRE FOR BRANCH MAIN

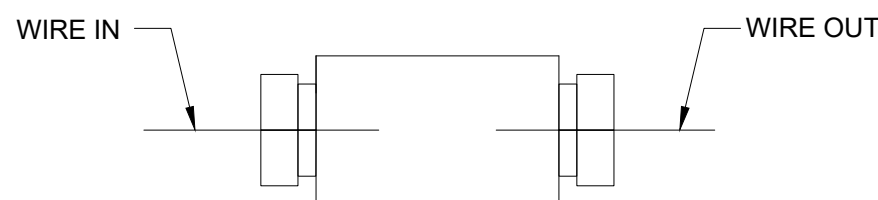
JANUARY 2025 PLATE W-44A



LOCATE WIRE BOX UTILIZING VALVE BOX



LOCATE WIRE BOX UTILIZING METER BOX

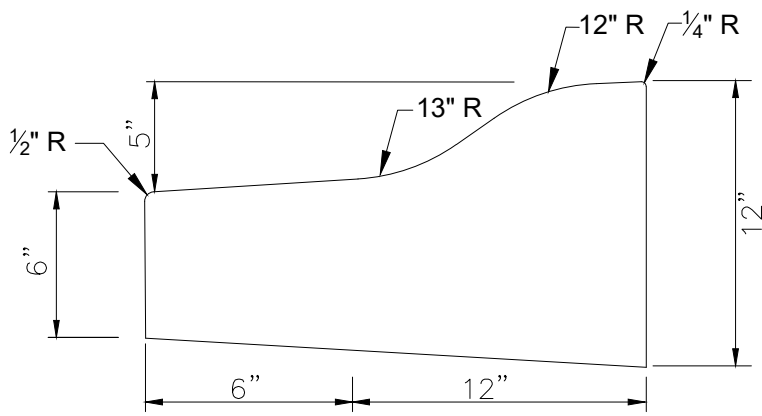


WATERPROOF WIRE CONNECTOR DETAIL

- NOTES:
1. LOCATE WIRE SHALL ENTER THE VALVE BOX THROUGH A "V" CUT IN THE 6" PVC RISER PIPE (SEE W-18).
 2. LOCATE WIRE SHALL HAVE ENOUGH SLACK TO REACH 4' ABOVE FINAL GRADE AND LOCATE POINTS.
 3. LOCATE WIRE CONNECTION SHALL ONLY BE A 2 WAY CONNECTION.

LOCATE WIRE BOX

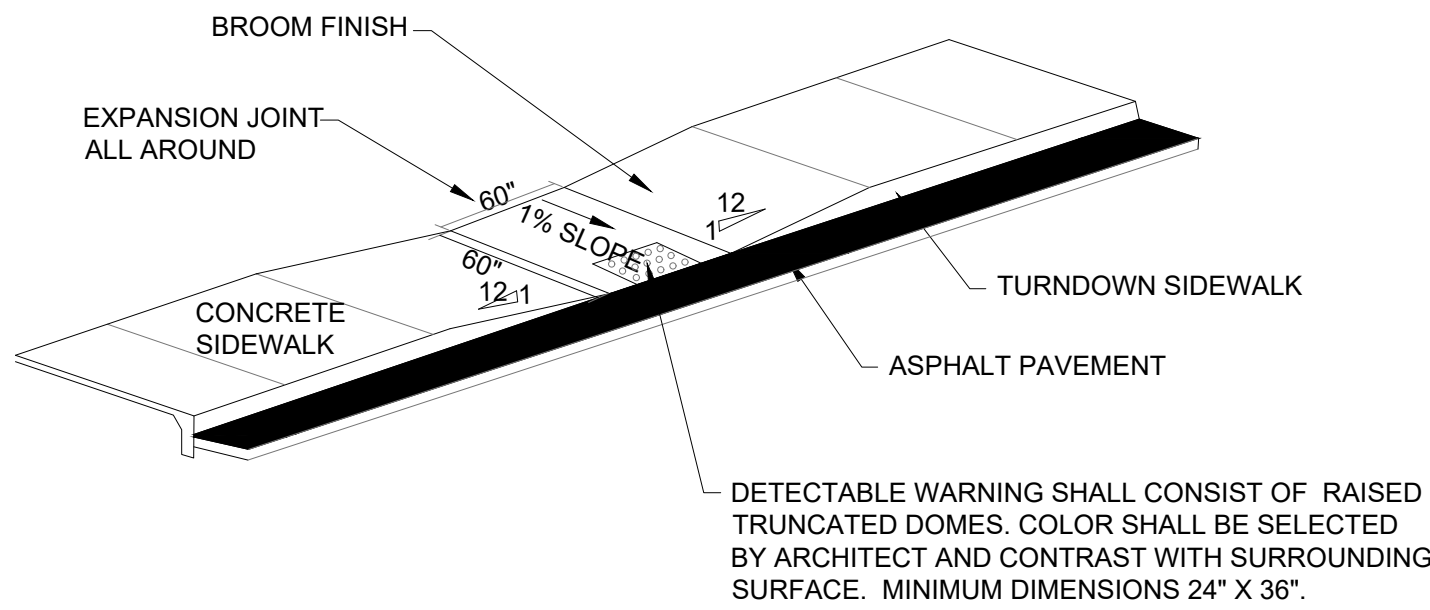
JANUARY 2025 PLATE W-44B



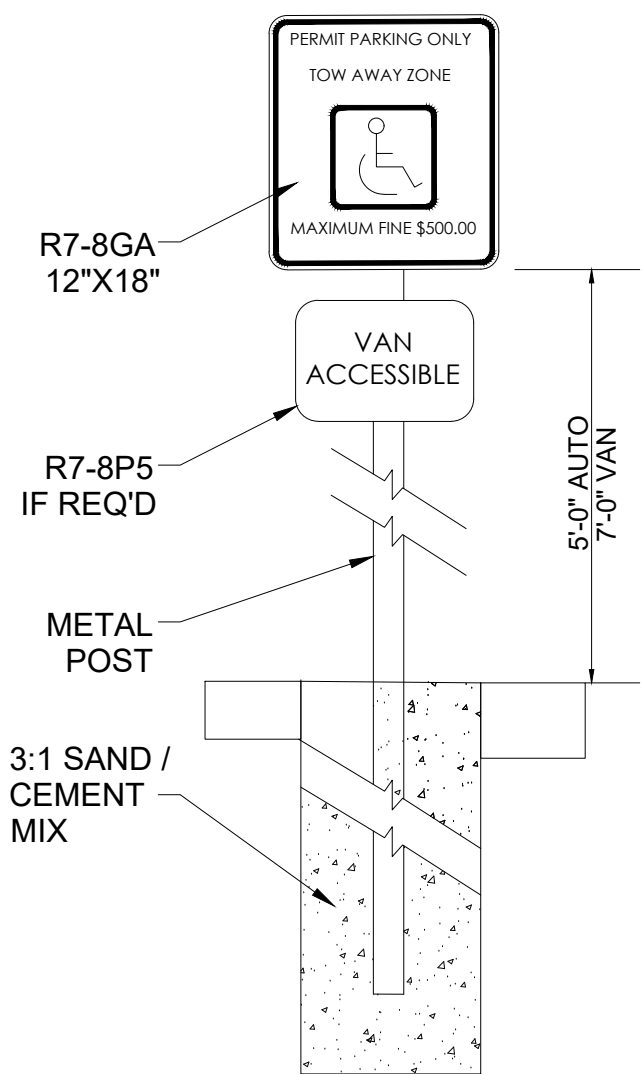
FRONT PITCH

- NOTES:
1. CONCRETE SHALL BE 4000 PSI
 2. PROVIDE CONTROL JOINTS EVERY 10'
 3. PROVIDE EXPANSION JOINTS EVERY 50'
 4. PROVIDE EXPANSION JOINTS WHERE CURB ABUTS ANY STRUCTURE OR SIDEWALK
 5. PROVIDE LIGHT BROOM FINISH

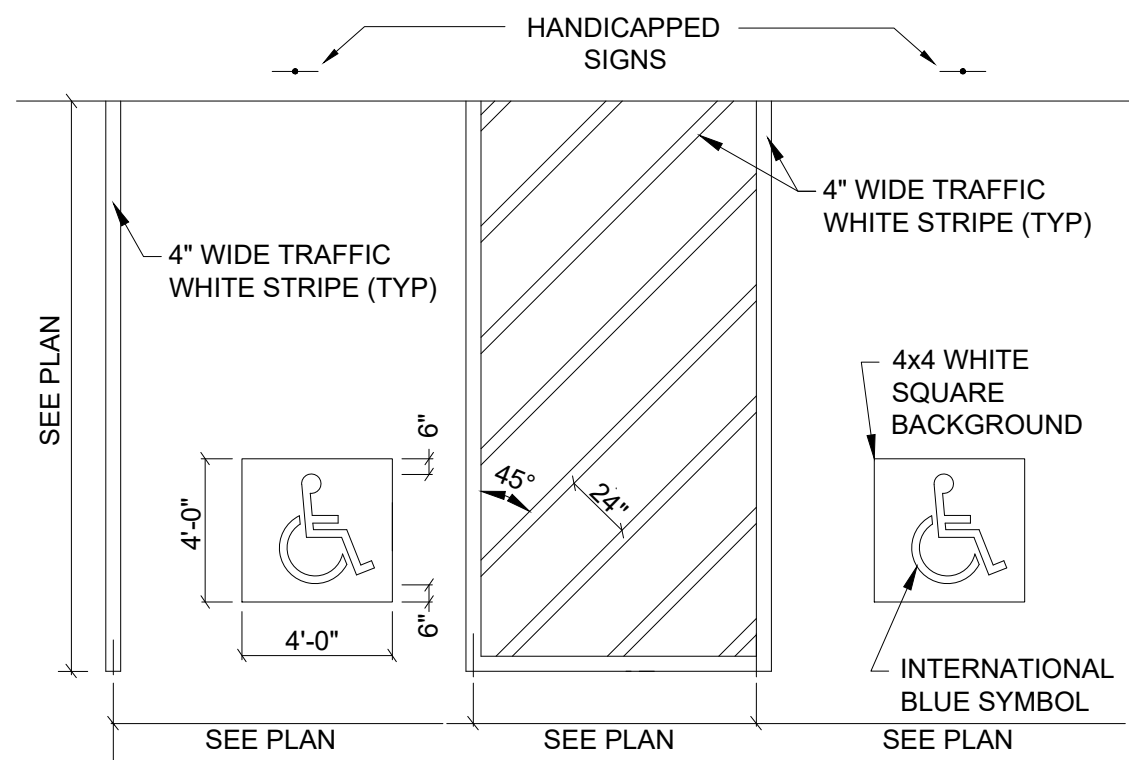
18" ROLLOVER CURB AND GUTTER
NTS



HANDICAPPED RAMP DETAIL
NTS



HANDICAP SIGN DETAIL
NTS



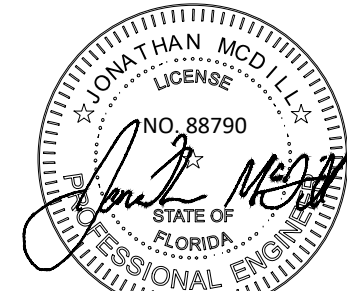
- NOTE:
1. ALL PAVEMENT MARKINGS TO BE THERMOPLASTIC.
 2. MAXIMUM SLOPE AND CROSS SLOPE NOT TO EXCEED 1:48.

HANDICAPPED STALL
NTS

DETAIL 3
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

REVISIONS	NO.	DESCRIPTION	DATE

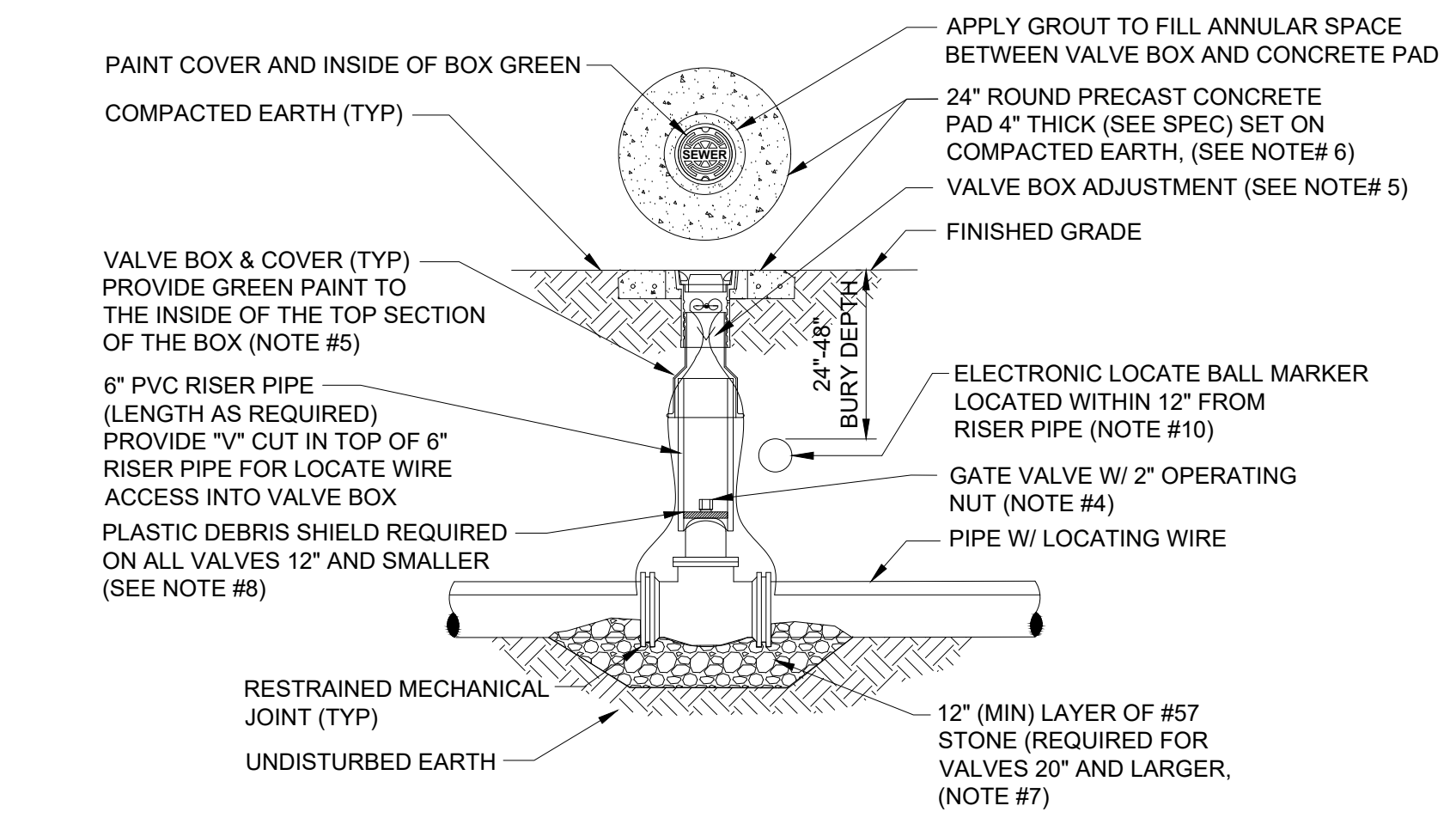
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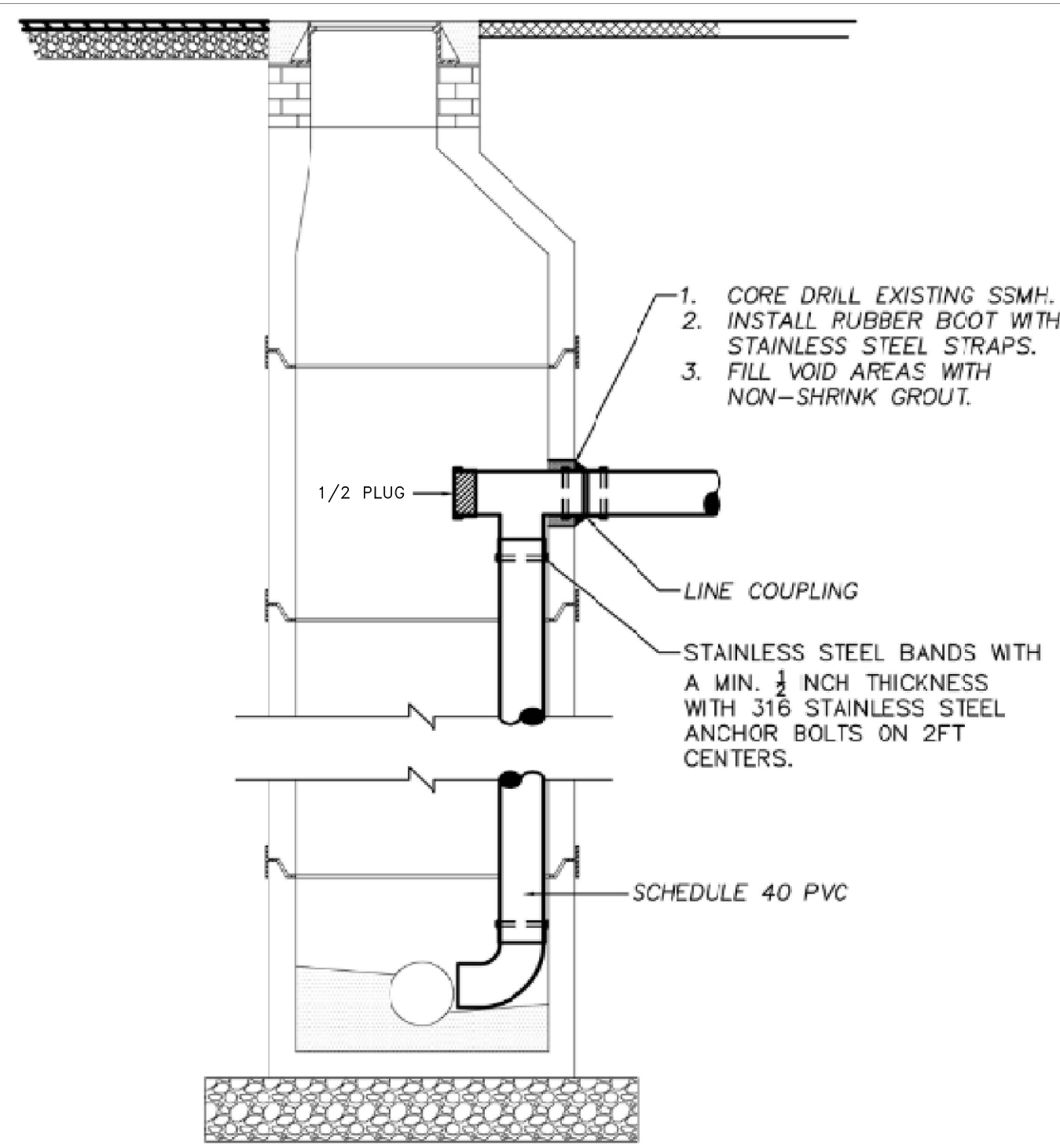
6/19/26

DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: N.T.S.
(FOR ARCH. PLOTS)

CONTENT:
DETAIL 3

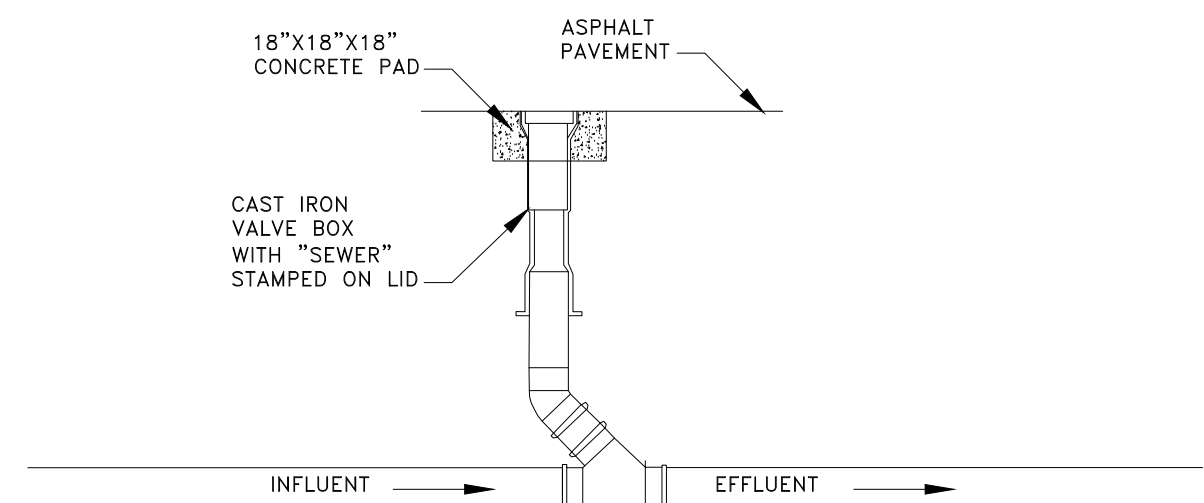


- NOTES:
1. FOR UNPAVED LOCATIONS, A PRECAST CONCRETE VALVE PAD SHALL BE PROVIDED AND INSTALLED FLUSH WITH GRADE. CONCRETE PAD IS NOT REQUIRED FOR VALVE LOCATED IN THE ROADWAY, UNLESS SHOWN OR NOTED OTHERWISE.
 2. LOCATING WIRE IS REQUIRED ON ALL PRESSURE PIPING (SEE DETAIL S-49).
 3. A "V" CUT SHALL BE CARVED IN THE CURB CLOSEST/(ASPHALT IF NO CURB) ADJACENT TO ALL BELOW GRADE VALVES. THE "V" CUT IS TO BE PAINTED GREEN.
 4. IN PAVED AREAS, INSTALL VALVE AT A DEPTH TO ALLOW A 12" MIN. DISTANCE BETWEEN THE VALVE COVER PLATE AND THE TOP OF THE VALVE OPERATING NUT. OUTSIDE OF PAVED AREAS (GRASS), INSTALL VALVE AT A DEPTH TO ALLOW A 6" MINIMUM DISTANCE BETWEEN THE VALVE COVER AND THE TOP OF THE VALVE OPERATING NUT. OPERATING NUT/STEM EXTENSION SHALL BE PROVIDED (WHERE APPLICABLE) SO THAT THE OPERATING NUT WILL BE NO MORE THAN 30 INCHES BELOW FINISHED GRADE.
 5. FOR NEW CONSTRUCTION, THE VALVE BOX SHALL BE ADJUSTED TO MIDRANGE TO ALLOW FOR FUTURE BOX ADJUSTMENTS. ROUTE LOCATE WIRES THRU A "V" CUT IN THE TOP OF THE 6" PVC RISER PIPE FOR LOCATE WIRE ACCESS INTO VALVE BOX. THE LOCATE WIRES WITH A 24" LONG PIG-TAIL AT THE TOP SHALL BE CONNECTED TOGETHER WITH A WIRE NUT.
 6. BRASS IDENTIFICATION TAG INDICATING "SEWER", VALVE SIZE, DIRECTION AND TURNS TO OPEN & VALVE TYPE. PROVIDE A 1/2" HOLE IN BRASS TAG AND ATTACH TAG (TWIST WIRE AROUND TAG) TO THE END OF THE LOCATE WIRE. TAGS ARE NOT REQUIRED ON VALVES INSTALLED ON FIRE HYDRANT BRANCH LINES.
 7. IN LIEU OF PRECAST CONCRETE PAD, A 6" THICK X 24" (ROUND OR SQUARE) POURED CONCRETE PAD W/2 - #4 REBAR AROUND PERIMETER, MAY BE USED.
 8. GRAVEL SHALL BE PROVIDED UNDER ALL VALVES 20" AND LARGER. THE MINIMUM VERTICAL LIMIT OF GRAVEL IS 12" UNDER THE VALVE UP TO 1/3 THE OVERALL HEIGHT OF THE VALVE.
 9. FOR VALVES 12 INCH AND SMALLER, PROVIDE A WHITE OR BLACK PLASTIC DEBRIS SHIELD WHICH INSTALLS BELOW THE OPERATING NUT. THIS SHIELD SHALL CENTER THE RISER PIPE BOX OVER THE OPERATING NUT AND MINIMIZE INFILTRATION. SHIELD SHALL BE BY AFC, BOXLOK OR APPROVED EQUAL.
 10. ALL VALVES SHALL BE INSTALLED WITH AN ELECTRIC LOCATE MARKER. MARKER SHALL BE 4" DIA. COLOR CODED BALL MARKER (3M-1404XR FOR SEWER).



INSIDE DROP - SEWER MANHOLE
NTS

NOTE:
RECOATING OF DISTURBED MANHOLE SURFACES AFTER INSIDE DROP INSTALLATION SHALL BE PERFORMED USING SPECTRA SHIELD.

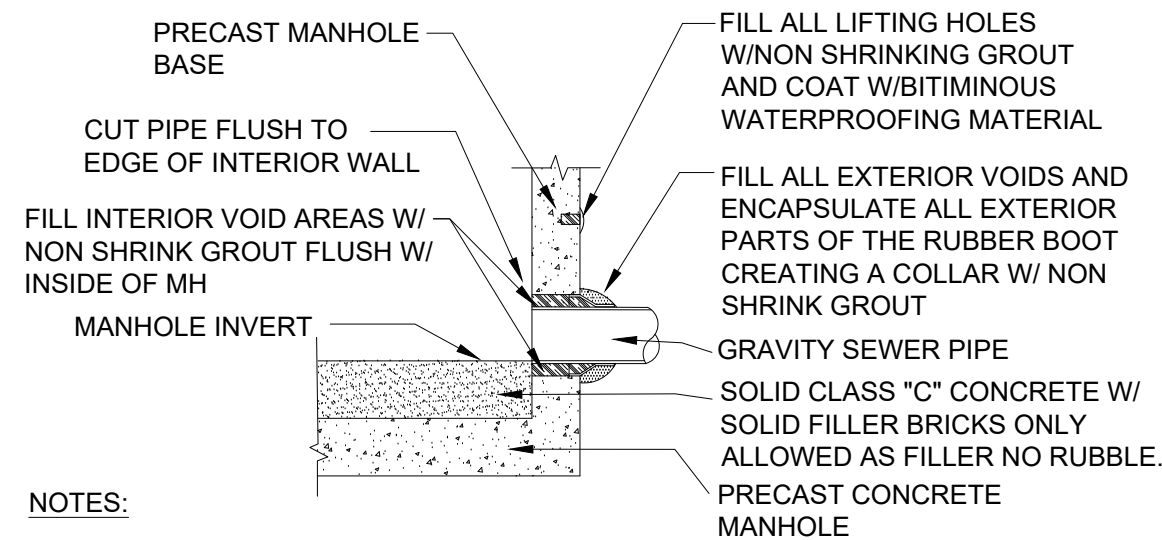


CLEAN OUT
NTS

SEWER VALVE DETAIL

JANUARY 2025

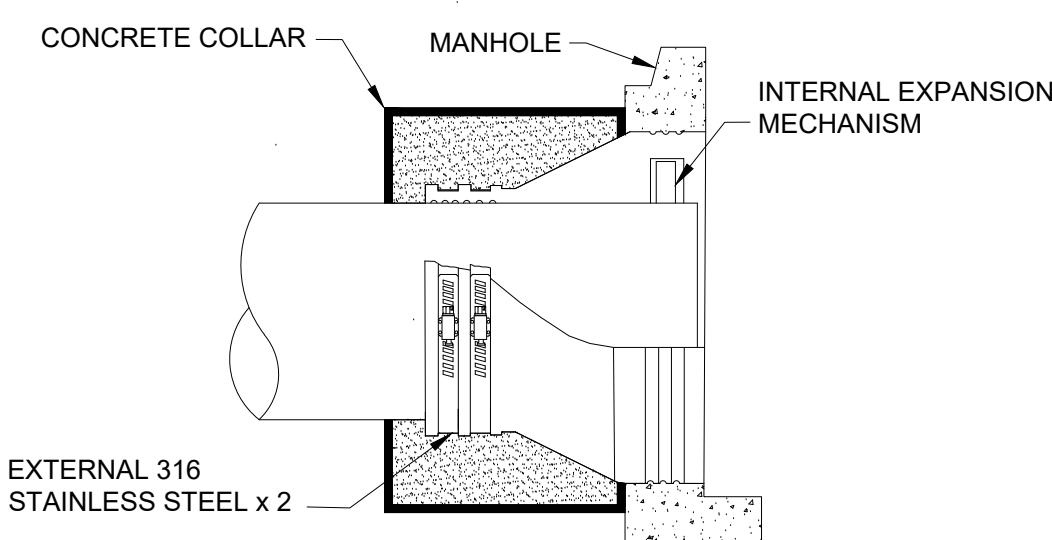
PLATE S-30



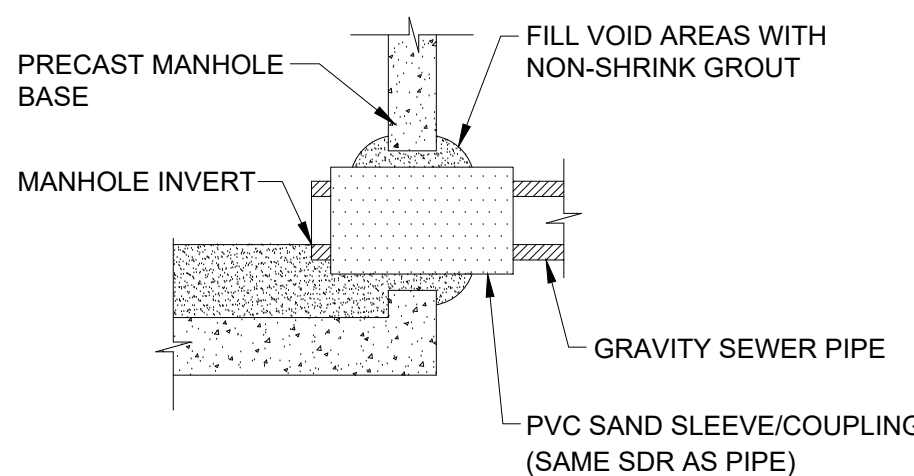
NOTES:
RUBBER BOOT, DOUBLE BANDED, 316 S/S CLAMPS, MEETING THE ASTM C923 STANDARD, Kor-N-Seal® I EX SERIES CONNECTOR WITH DOUBLE STAINLESS STEEL BANDS OR EQUAL

RUBBER BOOT

(FOR NEW M/H CONSTRUCTION ONLY, MAXIMUM DEPTH 15FT)



RUBBER BOOT DETAIL
(FOR EXISTING AND NEW M/H CONSTRUCTION)

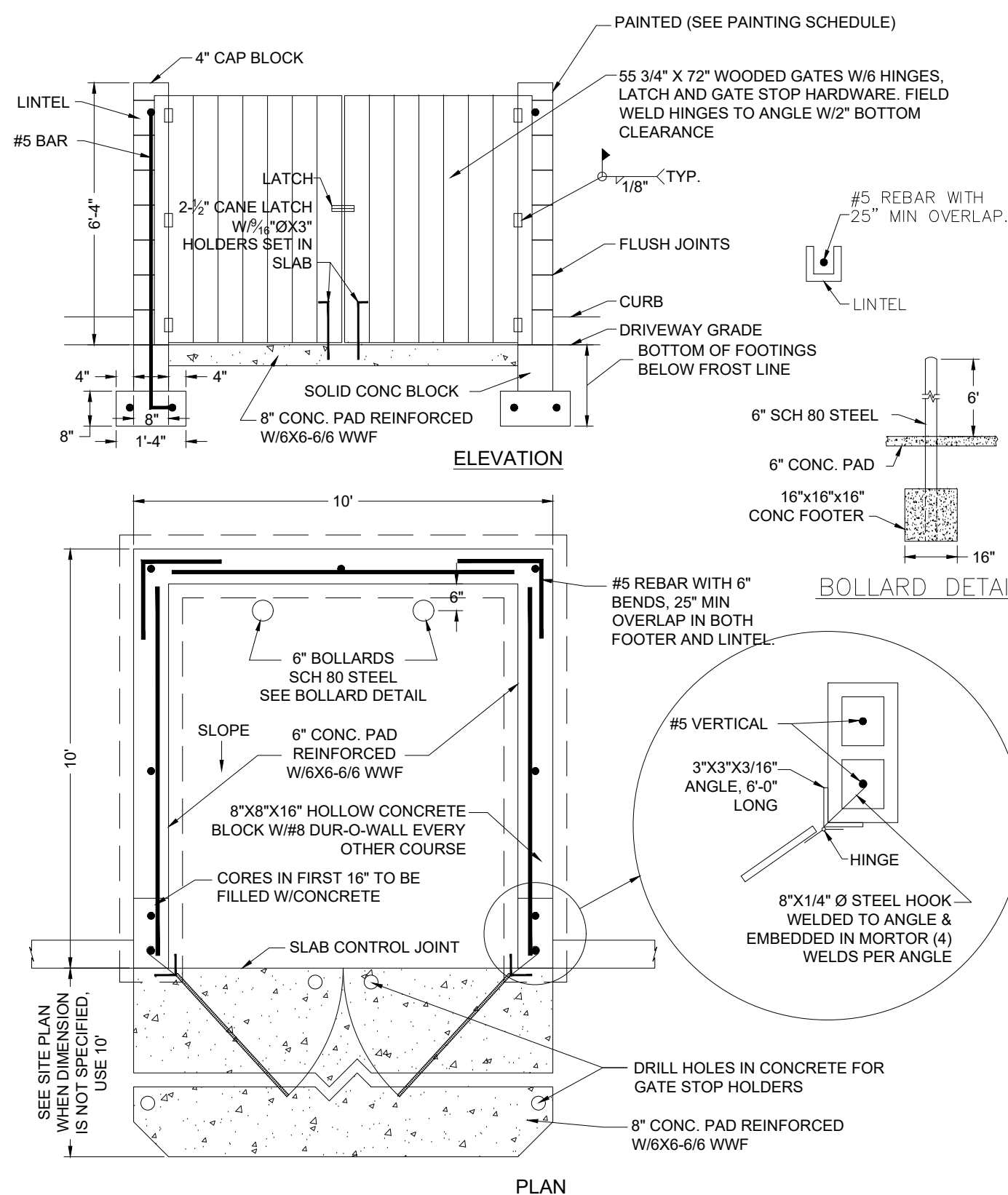


PVC SAND SLEEVE
(FOR EXISTING AND NEW M/H CONSTRUCTION)

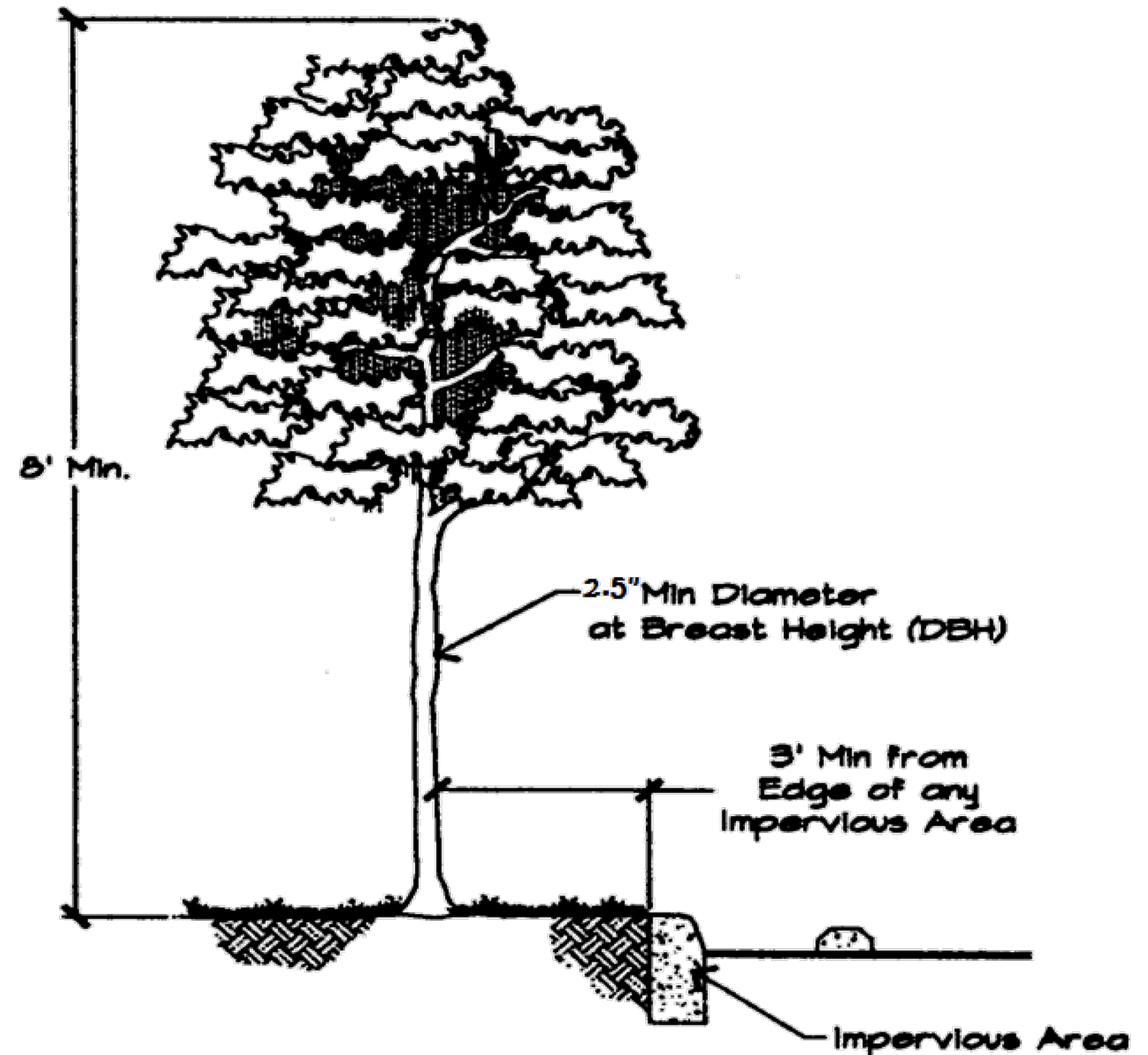
CONCRETE AND POLYMER MANHOLE PIPE CONNECTION DETAILS

JANUARY 2025

PLATE S-15



DUMPSTER PAD AND ENCLOSURE
NTS



TREE PLANTING DETAIL
NTS

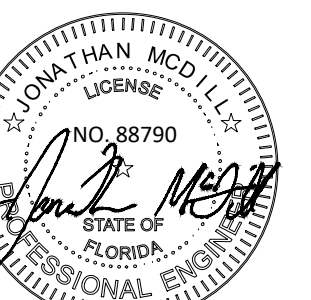


109 Readdick Avenue
Kingsland, GA 31548

DETAIL 4
SPORTS PERFORMANCE BUILDING
FERNANDINA BEACH, FLORIDA
PREPARED FOR:
PAUL NOLAN

REVISIONS	NO.	DESCRIPTION	DATE

PERMIT SET



6/19/26

DRAWN BY: JM
CHECKED BY: JM
DATE: 6/19/26
SCALE: N.T.S.
(FOR SIGNATURE PAD)

CONTENT:
DETAIL 4

CITY OF FERNANDINA BEACH

Speed Hump Policy

1. GENERAL

The purpose of this policy is to provide guidelines for the application of speed humps. A "speed hump" is a gradual rise and fall of pavement surface across the width of the roadway. A "speed bump" is more abrupt, having a height of three to four inches over a length of one to three feet. Due to gentle vehicle rocking, speed humps may cause some drivers discomfort and result in most vehicles slowing down at humps and between properly spaced, successive humps.

Research has shown that speed humps can be effective in safely reducing speeds along a roadway. There is, however, a potential for traffic diversion onto neighboring streets as a result of motorists avoiding the speed hump street.

In order for speed hump installation to be effective, their provisions should be in accordance with established transportation engineering criteria and documented facts. As is the case with all traffic control devices, proper installation will encourage compliance and safe driving practices. This policy provides criteria and procedures for installation of safe and effective speed humps.

The City reserves the right to change any or all of the criteria and procedures in these guidelines if deemed necessary.

2. ELIGIBILITY REQUIREMENTS

The following criteria (#1 and #2) shall be satisfied for a street to be considered eligible for speed hump installation. #3 applies if the street is within a HOA area

A. INITIAL REQUEST

Individual residents or neighborhood associations can initiate requests for speed hump installation by completing the request form and either mailing it to Public Works – Operations, 1017 S. 5th Street, Fernandina Beach, FL 32034, or email: operations@fbfl.org (**Exhibit A**)

B. PETITION

1. A petition from the residents documenting that at least 75% of all households adjacent to the project street support the installation of speed humps. (**Exhibit B**)
2. A verification statement from the contact person confirming that the signatures on the speed hump petition are valid and represent at least 75% of the households adjacent to the project street. Refer to attached verification statements. (**Exhibit C**)
3. A statement from the neighborhood association endorsing speed hump installation on the project street. In the absence of a neighborhood association, the petition area may be extended to include nearby streets that may see an increase in traffic as a result of this project. Public Works staff will determine the petition area. (**Exhibit C**)

C. OPERATIONAL AND GEOMETRIC CHARACTERISTICS OF THE STREET (CRITERIA)

1. The street shall provide access (via driveway or on-street parking) to abutting residential and/or commercial properties. Residential properties include multiple dwellings such as apartment complexes.

2. The typical street shall consist of one lane of travel in each direction, but not have more than one traffic lane in each direction. One-way streets will only have one lane of traffic in one direction.
3. The street shall have a regulatory speed limit of 35 mph or less as determined in accordance with State Law (Florida Statute 316.189).
4. The 75th percentile speed on the street section are in excess of 10 mph of the posted speed limit and is determined through a traffic analysis performed by the City.
5. Speed Hump spacing requirements:
 - a. Speed humps shall not be located on a hill or curve where visibility of the hump is restricted, or on the approaches to these curves;
 - b. Speed humps in a series shall not be interrupted by stop signs;
 - c. Speed humps shall be visible for at least 200 feet; and
 - d. Speed humps shall not be located on streets (less than 800 feet) or within cul-de-sacs.
6. The street should have curb and gutter; however, considerations may be given to streets without curb and gutter. In such cases, special care should be used to accommodate drainage while maintaining full road coverage.
7. The street must be approved by the City of Fernandina Beach Police Department and City of Fernandina Beach Fire Department for installation of speed humps (i.e., not an important access route for emergency vehicles).
8. The street must have a 24-hour traffic volume of at least 300-3,000 vehicles. City to determine daily average over a 2-week period which includes weekends.
9. Speed humps shall not be allowed on streets functionally classified by the City or Nassau County as collector streets, arterial streets, commercial routes, or bus routes.
10. Speed humps shall not be installed on streets where it is anticipated that traffic will be diverted to another local residential street unless those streets are included on the petition.
11. The street is not scheduled for resurfacing during the next 18 months by the City.

3. PROJECT PRIORITIZATION

Speed hump projects are prioritized on a city-wide basis. This ensures proper allocation of the City's resources. The projects will be ranked according to the internal criteria developed by the staff.

4. COST RESPONSIBILITY

The City has a designated fund for traffic calming including speed humps; however, the cost for speed hump installation (including humps, signs, pavement markings and if necessary, special features) may be shared between the City and the residents. If the City Commission determines that this is a special benefit for those in the area, then Neighborhood Association Funding may be required.

5. SPEED HUMP LOCATION

A speed hump shall not be located in front of a property if the occupant objects to its placement or, in the case of multiple dwellings, if a majority of the households on the property object to its placement. Fulfillment of this requirement is the responsibility of the applicant(s).

6. DESIGN, CONSTRUCTION AND MAINTENANCE

A contractor hired by the City shall prepare design plans including signing and pavement marking plans in accordance with City of Fernandina Beach standard details. The Public Works Department will install and maintain the traffic calming devices and all related features.

7. SPEED HUMP REMOVAL AND ALTERATION

The process for speed hump alteration or removal requested by the residents is the same as the process for installation. Refer to eligibility requirements.

Speed Hump Installation Procedure

The following items describe the procedure to be followed for speed hump installation.

1. PROJECT REQUEST

- A. Individual residents or neighborhood associations can initiate requests for speed hump installation. A written request must be made to Public Works – Operations, 1017 S. 5th Street, Fernandina Beach, FL 32034, or email: operations@fbfl.org (Exhibit A). For an HOA request, meeting minutes of the HOA Board approving the speed humps must accompany the request.
- B. After a request for speed humps has been received, a petition packet consisting of the speed hump petition, a verification statement for the contact person, and an endorsement statement for the neighborhood association, if applicable, will be provided to the requestor(s). The forms and information will also be made available on the City of Fernandina Beach website. The project requestor(s) will be responsible for circulating the petition in the petition area.
- C. Signatures representing 75% of all the households within the petition area must be in favor of speed hump installation for the study of the request to proceed further. Multi- family dwellings with more than four units will be counted as one household, with the property owner or manager representing the household.

2. PRELIMINARY REVIEW

- A. The sponsor of the petition is required to contact every resident of the abutting properties of the subject street. If a resident is against the speed humps, the word "OPPOSED" will be noted on the petition signature space. If the sponsor is unable to contact a resident, "NO CONTACT" will be noted on the petition signature space with dates and times that the contact was attempted. It is required that the sponsor make at least two attempts on separate days to contact a resident. Any petitions submitted prior to the eligibility determination by City staff will not be processed ahead of schedule and shall be subject to return, if all required information on the installation of speed humps is not included thereon. "NO CONTACT" will be considered as "OPPOSED".
- B. After a petition with the required signatures has been received, City staff will conduct an initial investigation and collect data to determine the street's eligibility regarding the operational and geometric characteristics (criteria). This eligibility process includes approval from the emergency services department and a traffic study performed by the City's traffic consultant.
- C. After the approved petition, completed verification statement, and endorsement statement from the neighborhood association (if applicable) is received City staff will prepare the request for the City Manager's review to either approve or disapprove.

- D. If the operational and geometric requirements for eligibility are not met, the street will not be considered for speed humps. Upon determination that a street is not eligible for speed humps, the resident of the street will be notified in writing giving the reason why the street is not eligible.
- E. If the request or appeal is approved, the street will be placed on the list of streets eligible for speed hump installation. A priority ranking will be assigned to the street according to the project prioritization criteria, which may include location, traffic counts, funding availability, and other internal criteria determined by the City staff. City staff will notify the surrounding area of the proposal for speed humps on a particular street, which may include letters, door hangars, and/or posting special signs on the subject street.

3. FUNDING

Funding is approved by City Commission allowing for a specific amount of money to be allocated to speed hump installation in the next fiscal year budget. Cost sharing criteria may be used to determine the residents' share of the installation cost if the Council determines that the area receives a special benefit according to F.S. 170.

4. SPEED HUMP INSTALLATION

Upon receipt of residents' share (if any) and allotment of City's share (if any), speed humps will be installed as scheduling permits. The installation of speed humps and the placement of signs and markings will conform to the current design standards as established by the City Public Works Department.

Design Standards

1. DIMENSION AND CROSS-SECTION

Three types of speed hump designs may be considered: circular (rounded), flat-topped (also known as a speed table), or raised crosswalks. The circular speed hump will be 12 feet long and have the cross section of a segment of a circle with a maximum height of 3.5 inches at the center. The flat-topped speed hump will be approximately 22 feet long consisting of a 10-foot long plateau with 6-foot long circular arc approaches on either side. This flat-topped speed hump will be 3.5 inches in height. Raised crosswalks will have the same geometry as the flat-topped speed hump, and it will include special emphasis pavement markings for the crosswalk.

On streets with barrier curbs, humps should extend fully across the road from curb joint to curb joint. A 12-inch minimum taper may be considered for drainage. For humps installed on non-curbed roadways, special treatment such as delineator posts should be considered to prevent vehicle run-arounds depending on the right-of-way.

2. SPACING AND LOCATION

Speed humps will usually be placed between 200 feet and 600 feet apart. Other spacing may be used based upon engineering judgment. The following guidelines will be considered when determining speed hump spacing.

1. On single short blocks (300 ft. to 500 ft.) a signal hump positioned near midpoint is usually sufficient.
2. On single blocks of moderate length (500 ft. to 1000 ft.) a two-hump configuration is usually adequate.
3. On very long blocks (1000 ft. to 1600 ft.) three or more humps may be necessary.
4. Include a minimum 40 feet to fire hydrants and manholes
5. 400 feet to intersections. Do not place the speed hump under overhead utility crossings or in areas with any overhead structural clearance issues.

The following points should be considered when locating speed humps.

1. A speed hump should not be located in front of a driveway or within an intersection. Refer to spacing and location requirements listed above.
2. Speed humps should not be located over, or contain manholes, or be located adjacent to fire hydrants.
3. For humps located near drainage inlets the hump should be placed just downstream of the inlet. If this is not feasible, special treatment should be considered for drainage.
4. If possible, humps should be located on property lines rather than directly in front of a residence.
5. The advantage of existing or planned street lighting should be taken into consideration when determining hump location.

3. TRAFFIC CONTROL

Traffic control consisting of signs and markings should be provided to advise roadway users of the presence of a speed hump and to guide their subsequent action. Traffic signs and pavement markings should conform to Manual of Uniform Traffic Control and Devices Standards (MUTCD). See Exhibit A.

1. Warning Signs. "SPEED HUMPS AHEAD" signs (W17-1 and W16-9P) shall be placed ahead of the hump. See Section 2C.27 in the MUTCD for guidance.
2. Markings. "SPEED HUMP" pavement marking may be placed in advance of the hump. See Figures 3B-26 and 3B-27 in the MUTCD for optional configurations.
3. Notifications. Each resident on the street shall be notified in writing of the planned hump installation at least three weeks prior to construction.
4. Refer to the City of Fernandina Beach standard details for information on speed hump installation and required pavement markings.

EXHIBIT A
CITY OF FERNANDINA BEACH
REQUEST FOR SPEED HUMP INVESTIGATION

The following is a request form for speed humps. Each request must contain the completed information as indicated in sections A and B. The request will be processed in accordance with the provisions of the City of Fernandina Beach Speed Hump Policy.

A. STREET STUDY INFORMATION

Each request must provide a name of the street on which a study is requested, and the boundaries of the street segment. Traffic studies will be conducted only within the boundaries indicated. Please use street names for boundary limits, not block ranges.

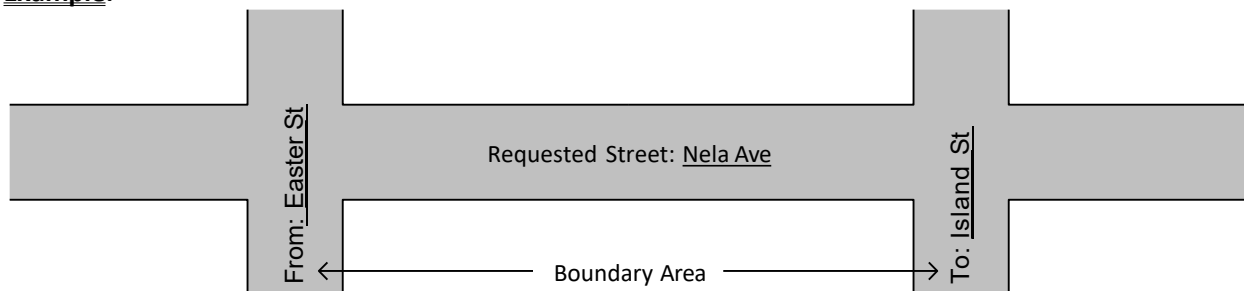
Requested Street: _____ **Length:** _____

Boundary Area

From: _____

To: _____

Example:



B. CONTACT PERSON INFORMATION

Each request must provide a contact person who represents the neighborhood association or property owners on the requested street within the study boundary area. The contact person will receive all correspondence and will be responsible for gathering evidence of support and verifying signatures on the speed hump petition. For an HOA, meeting minutes approving the speed humps must accompany this form.

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____

Email Address: _____

Neighborhood Association: _____

EXHIBIT B
CITY OF FERNANDINA BEACH
PETITION REQUESTING INSTALLATION OF SPEED HUMP

Please provide evidence of neighborhood support for the speed humps by securing at least 75% of the owners of households adjacent to the requested street within the boundary area.

We hereby offer our support for speed humps located on the requested street within the boundary area identified in Exhibit A. We understand that the speed hump installation, if warranted, shall meet the guidelines established in the City of Fernandina Beach Speed Hump Policy and must be approved by City Manager. We further understand that the cost for speed hump installation (including humps, signs, pavement markings and if necessary, special features) may be shared between the City and the residents.

Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature
Printed Name	Address	Signature

(Use additional sheets if necessary)

EXHIBIT C
CITY OF FERNANDINA BEACH
VERIFICATION STATEMENT

I, _____ (Contact Person identified in Exhibit A, Section B),
verify that the signatures on this form are valid and represent at least 75% of the property
owners of households adjacent to the requested street within the boundary area identified in
Exhibit A, Section A.

Signature: _____

Date: _____

We, _____ (Neighborhood Association identified in Exhibit A,
Section B), endorse the request for speed hump installation on the requested street within the
boundary area identified in Exhibit A, Section A. (For an HOA, meeting minutes approving the
speed humps must accompany this form.) **In absence of a neighborhood association, the
petition area may be extended to include nearby streets that may see an increase in traffic as a
result of this project. Staff will determine the petition area.*

Neighborhood Association

Representative: _____

Address: _____

City, State, Zip: _____

Phone: _____

Signature: _____

Date: _____

SUBMITTAL

Submit the completed form (with approved meeting minutes for an HOA) to:

Public Works – Operations
1017 S. 5th Street
Fernandina Beach, FL 32034

Or email to: operations@fbfl.org

If you have any questions, please contact the Public Works – Operations office at (904) 310-3310
or at the email listed above.

EXHIBIT D
CITY OF FERNANDINA BEACH
SPEED HUMP CRITERIA CHECKLIST
***This form for internal use only. ***

Date: _____

STREET: _____ LIMITS (To/From): _____ / _____

LENGTH (feet): _____

- ☐ The street is a local residential street and is *not* a collector, arterial street, or truck route as defined by the City of Fernandina Beach
- ☐ The posted speed limit is 35 mph or less.
- ☐ Radar survey shows that the measured 85th percentile speed is 10 mph over the posted speed.
- ☐ Street shall be no more than one lane in each direction.
- ☐ Average traffic volume not less than 300 or greater than 3,000 vehicles per day for both directions in 24 hours over a consecutive 2-week period.
- ☐ Street has a longitudinal grade of 8% or less.
- ☐ Street segment shall be at least $\frac{1}{4}$ mile (1,320 feet) in length (or as long as geometry allows) and uninterrupted by stop signs.
- ☐ Adequate horizontal or vertical alignments and sight distance.
- ☐ Street is not a primary access route for emergency vehicles as determined by the emergency services departments.
- ☐ Provide minimum spacing from fire hydrants and intersections.
- ☐ Proposed speed hump(s) location(s) shall not adversely impact the function, access and maintenance of other features including drainage inlets, manhole lids, etc.
- ☐ Road is not scheduled for resurfacing within the next 18 months.
- ☐ Proposed speed hump(s) location(s) shall be clearly visible and not create an unsafe vehicular or pedestrian condition. Consider placing speed humps close to streetlights for nighttime visibility

Appendix A

Excerpts from Manual on Uniform Traffic Control Devices 11th edition

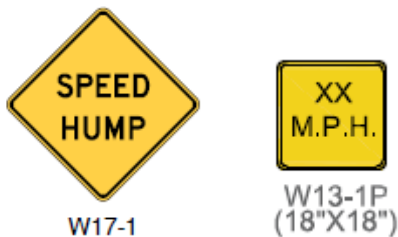
(<https://mutcd.fhwa.dot.gov/>)

Section 2C.27 SPEED HUMP Sign (W17-1)

Guidance: The SPEED HUMP (W17-1) sign should be used in advance of a vertical deflection in the roadway that is designed to limit the speed of traffic.

If used, the SPEED HUMP sign should be supplemented by an Advisory Speed plaque (see Figure 2C-1 and Section 2C.59).

Option: If a series of speed humps exists in close proximity, an Advisory Speed plaque may be eliminated on all but the first SPEED HUMP sign in the series.



Section 3B.29 Speed Hump and Speed Table Markings

Standard: If speed hump markings are used, they shall be a series of white markings placed on a speed hump to identify its location. If markings are used for a speed hump that does not also function as a crosswalk or speed table, the markings shall comply with Option A, B, or C shown in Figure 3B-26. If markings are used for a speed hump that also functions as a crosswalk or speed table, the markings shall comply with Option A or B shown in Figure 3B-27.

Option: Where used, center line markings, lane line markings, and edge lines may be discontinued on the profile of the speed hump.

Standard: Where a speed hump or a speed table specifically incorporates a crossing movement for pedestrians, bicyclists, or equestrians, and functions as a raised crosswalk, crosswalk markings (see Chapter 3C) shall be provided.

Figure 3B-26. Pavement Markings for Speed Humps without Crosswalks

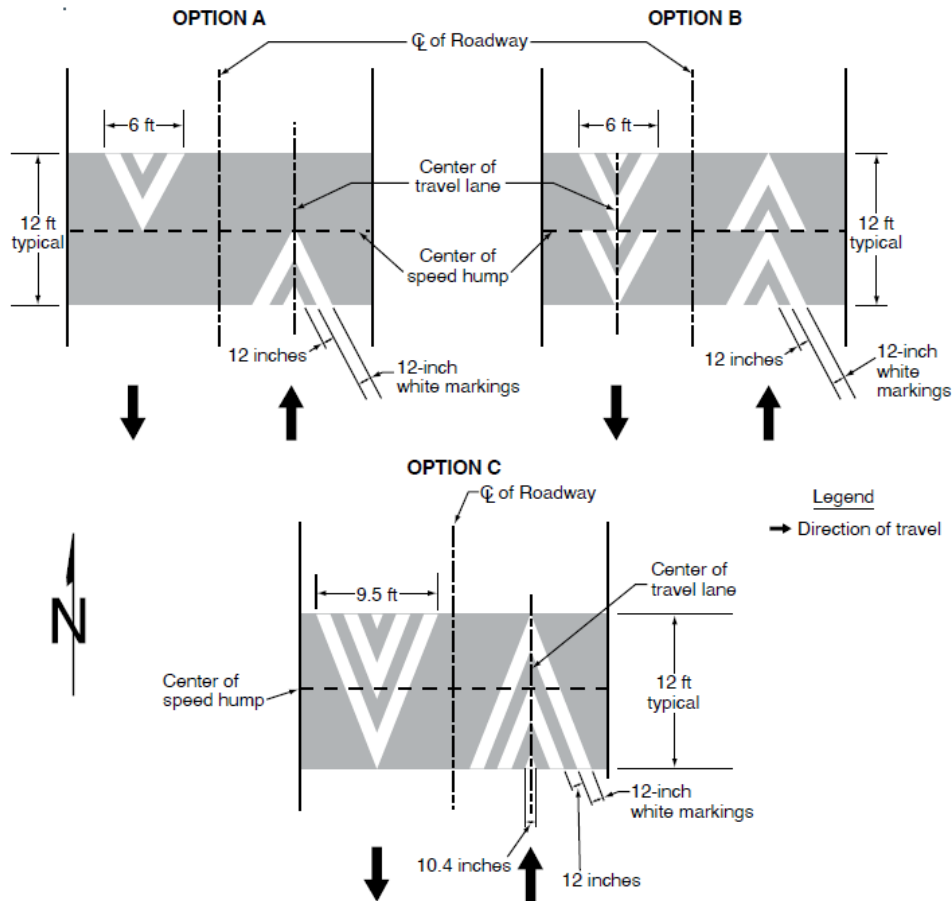
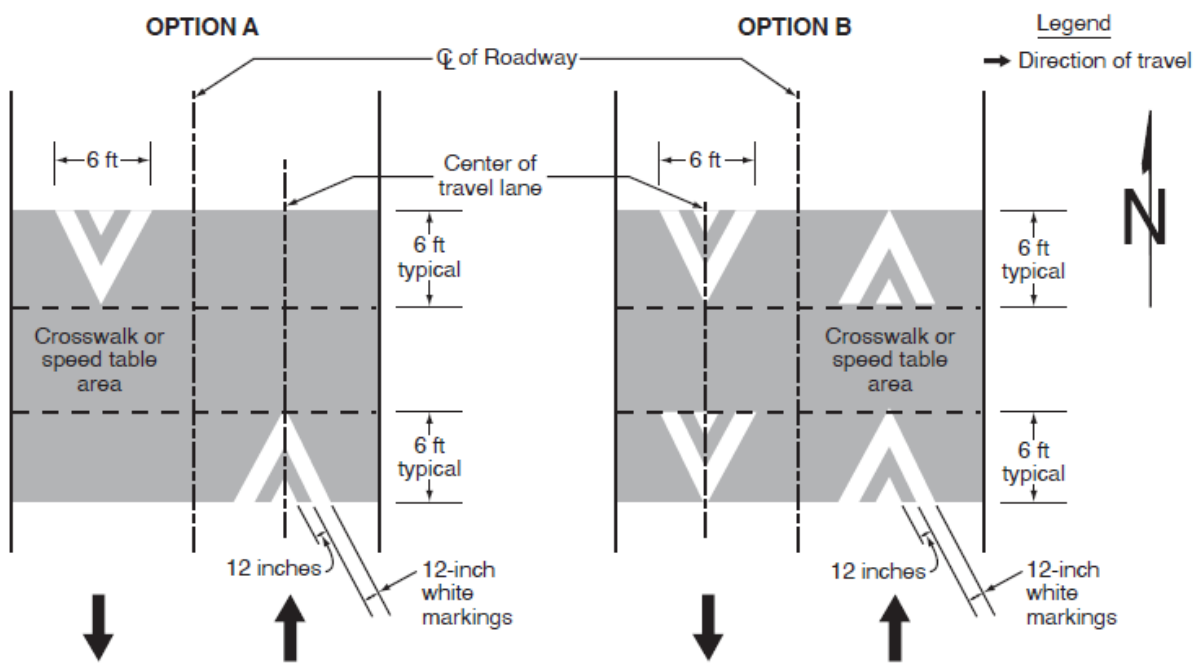


Figure 3B-27. Pavement Markings for Speed Tables or Speed Humps with Crosswalks



Note: Crosswalk lines are not shown