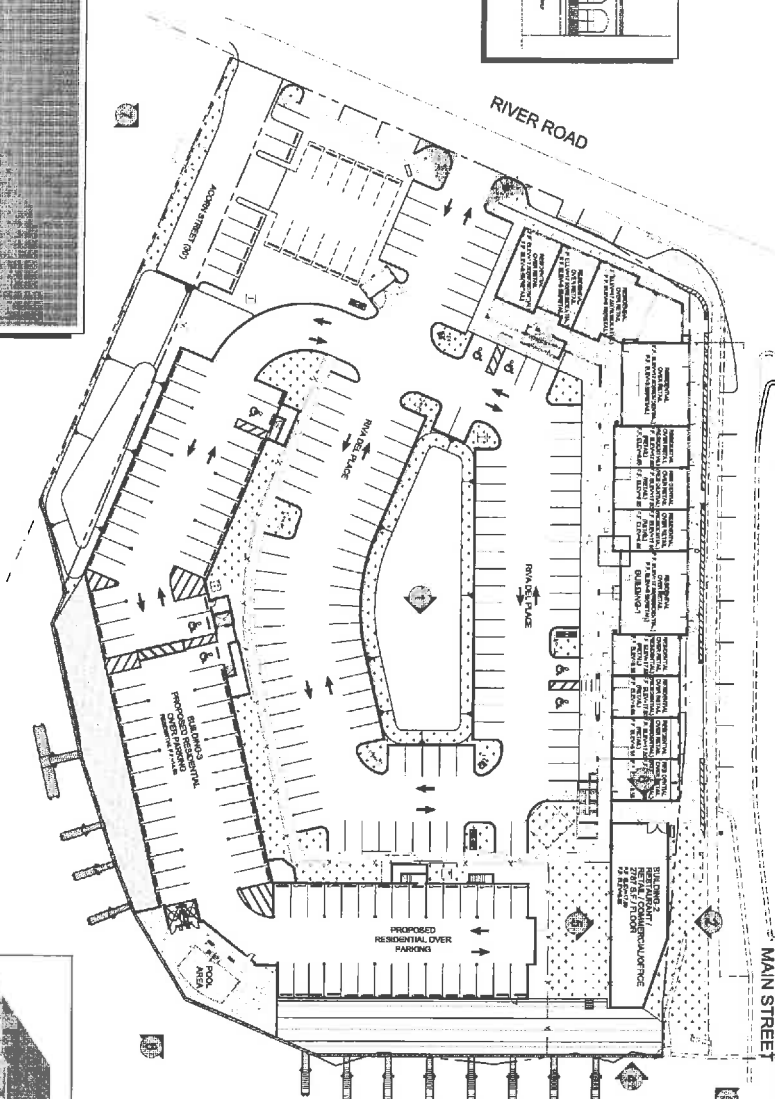
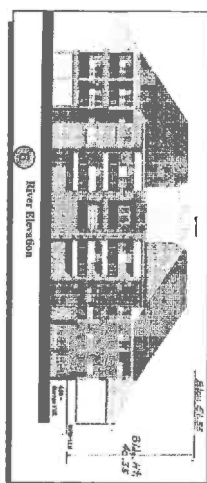
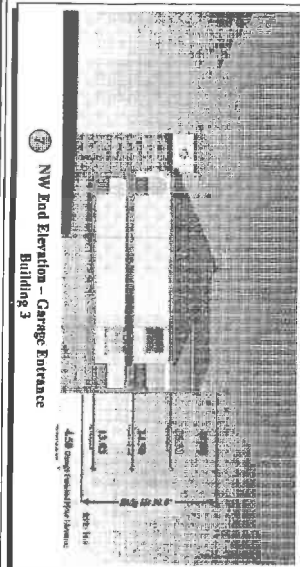
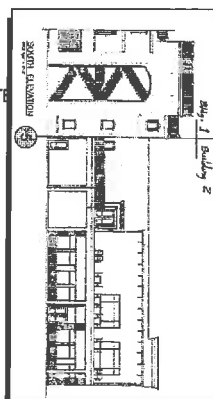
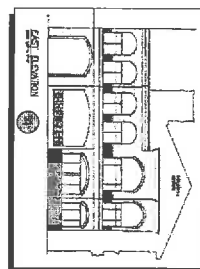
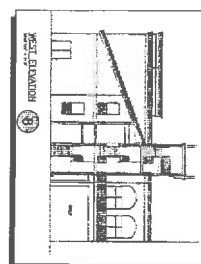
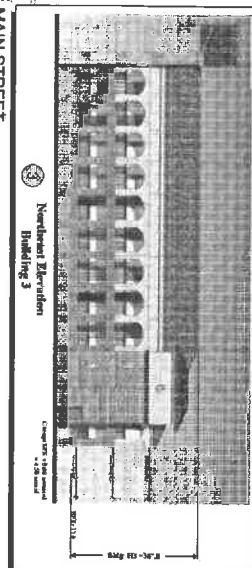




Site Plan
Scale: 1"=30'

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C2.2

DESIGNED BY: JPE
DRAWN BY: JPE
CHECKED BY: MPD
JOB NUMBER:
2004-26



SPRING ENGINEERING, INC.
ENGINEERING • LAND PLANNING • ARCHITECTURE
3014 U.S. HWY 19, HOLIDAY, FL (727) 938-1516
FL CDA NO. 00005158 & LICENSE NO. AA-C081747

CONTRACT DATE:
July 20, 200

May 23, 2009

MAIN STREET LANDING

New Port Richey, Florida

APPROVAL _____
DATE _____

[illegible]

TOP OF UNDERGROUND PARKING GARAGE WALL ELEV=+5.00
 TOP OF THE 8" CURB LOWER LEVEL INTERIOR ELEV=+5.00
 TOP OF 2" WIDE NEW ELEV=+5.00
 2" WIDE CURB CUT FORTY EIGHT INCHES SPACING SPACE
 BOTTOM OF WALL = +5.00
 TOP OF 2" WIDE NEW ELEV=+5.00
 TOP OF FLOOR = +5.00
 BOTTOM OF BRIDGE = +5.00
 END OF OVERFLOW WITH (ELEV) WAS 12" INTO BRIDGE

Diagram illustrating the structural details and dimensions of a ship's hull cross-section:

- TOP OF UNDERGROUND PAVING CHAMBER WALL ELEV=0.00
- 2" WIDE CURB OUT EIGHT OTHER PAVING SPACE
- TOP OF 2" WIDE BENCH ELEV=5.50
- TOP OF 2" WIDE FORD=4.50
- SECTION OF BENCH=5.00
- SECTION OF WALL=4.00
- END OF OVERFLOW WEIR (ELEVATED HERE 12" INTO BENCH)
- TOP OF TYPE "B" CURB (OVERFLOW WEIR) ELEV=5.50

Diagram illustrating the elevation of a parking garage wall, showing various levels and slopes:

- TOP OF UNDERGROUND PARKING GARAGE WALL ELEVATION
- BEING ELEV=5.00
- TOP OF POLE=4.01
- 2 INCH STEEP PARKING SPACE
- BOTTOM OF WALL ELEV=4.00
- POOL EDGE
- BOTTOM OF SLOPE=4.89
- TOP OF TYPE "T" CURB (CONCRETE WITH ELEV=4.56 (CORNER WITH "T" IN TO ROOM))

[illegible]

Technical drawings of a modified F.D.O.T. type "D" inlet. The drawings include a top view labeled "PLAN" and a side view labeled "SECTION "A-A"". The "PLAN" view shows a square structure with dimensions: 1'-0" for the outer side, 1'-0" for the inner side, and 1'-0" for the thickness. It also shows a 1/4" gap between the inner and outer walls. The "SECTION "A-A"" view shows a cross-section of the structure with dimensions: 1'-0" for the outer side, 1'-0" for the inner side, and 1'-0" for the thickness. It also shows a 1/4" gap between the inner and outer walls. The drawings are labeled "MODIFIED F.D.O.T. TYPE "D" INLET (INDEX 232)".

Technical drawing of a concrete slab with a T-shaped cross-section. The plan view shows a rectangular slab with a central T-shaped cutout. Dimensions include a total width of 12'-0", a central cutout width of 5'-0", and a cutout depth of 12'-0". The cross-section view shows a total thickness of 12'-0", with a 5'-0" wide top flange and a 12'-0" deep stem. The stem is labeled "300 CONC. CORR. BARS @ 12" O.C."

DIRECTION OF FLOW STORM CATCH BASIN
 PROPOSED ELEVATION ROUND CONCRETE PIPE
 EXISTING ELEVATION EXISTING CONTOUR

1.50- FEET WILL BE WATER TIGHT AND CAPABLE OF RESISTING THE EFFECTS OF THE REGULATORY FLOODING.

CONTRACTOR SHALL INSURE THAT THE CONSTRUCTION OF ALL HANDICAPPED PARKING SPACES, ADAIS, LOADING ZONES, AND RAMPIS COMPLIES WITH THE ADA AND 2010 ADAAG STANDARDS. SLOPES OF HANDICAPPED PARKING AND LOADING AREAS SHALL NOT EXCEED .2% CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER (IN WRITING) OF ANY PROBLEMS AREAS PRIOR TO THE START OF ANY ASSUMED REMEDY FOR ALL NECESSARY RELATED CORRECTIONS.

ALL ORGANIC MATERIAL SHALL BE REMOVED FROM EXISTING THE FOOTINGS, SLABS AND PAVEMENT SURFACES. ALL EXISTING ORGANIC MATERIAL SHALL BE EXCAVATED TO A MINIMUM OF 12" (12") AND REPLACED WITH COMPACTED INERTIAL FILL. ALL EXISTING ORGANIC MATERIAL SHALL BE EXCAVATED TO A MINIMUM DISTANCE OF 5' BEYOND THE FOOTPRINT OF THE BUILDING OR EDGE OF PAVEMENT.

FOR ADDITIONAL INFORMATION ON THE REQUIRED SITE PREPARATION REFER TO THE REPORT OF SPECIALIST SUBSURFACE EXPLORATION.

ALL SITE ORGANICS IS REQUIRED TO FOLLOW TO THE PROPOSED REMEDIATION PLAN, THEREFORE NO ADJACENT SITES WILL BE AFFECTED BY THIS TO SITE WORK. NO OTHER ADJACENT SITES WILL BE AFFECTED BY THIS TO SITE WORK.

1-1/2" HOT MIX SURFACE COURSE (ASPHALT MAX THK "6-1")
COMPACTED TO 98% OF MAXIMUM WEA. L&A UNIF. 95%

2- PROPOSED CONCRETE BASE COURSE - MIN. 100K MAX. PROCTOR MAX.
DRY DENSITY MAX. WEA. UNIF. 100%

3- 2" COMPLETED SURFACE

4- 1" STABILIZED BASE COURSE - MIN. 100K MAX. PROCTOR MAX.
DRY DENSITY MAX. WEA. UNIF. 40 AND

ON-SITE ASPHALT PAVEMENT

SECTION FROM R.O.S.

1- 4" MIN. PORTLAND CEMENT CONCRETE (4000 PSI)
MIN. 100K MAX. PROCTOR MAX. DRY DENSITY MAX. WEA. UNIF. 95%
2- 1" STABILIZED BASE COURSE - MIN. 100K MAX. PROCTOR MAX.
DRY DENSITY MAX. WEA. UNIF. 40

ON-SITE CONCRETE PAVEMENT

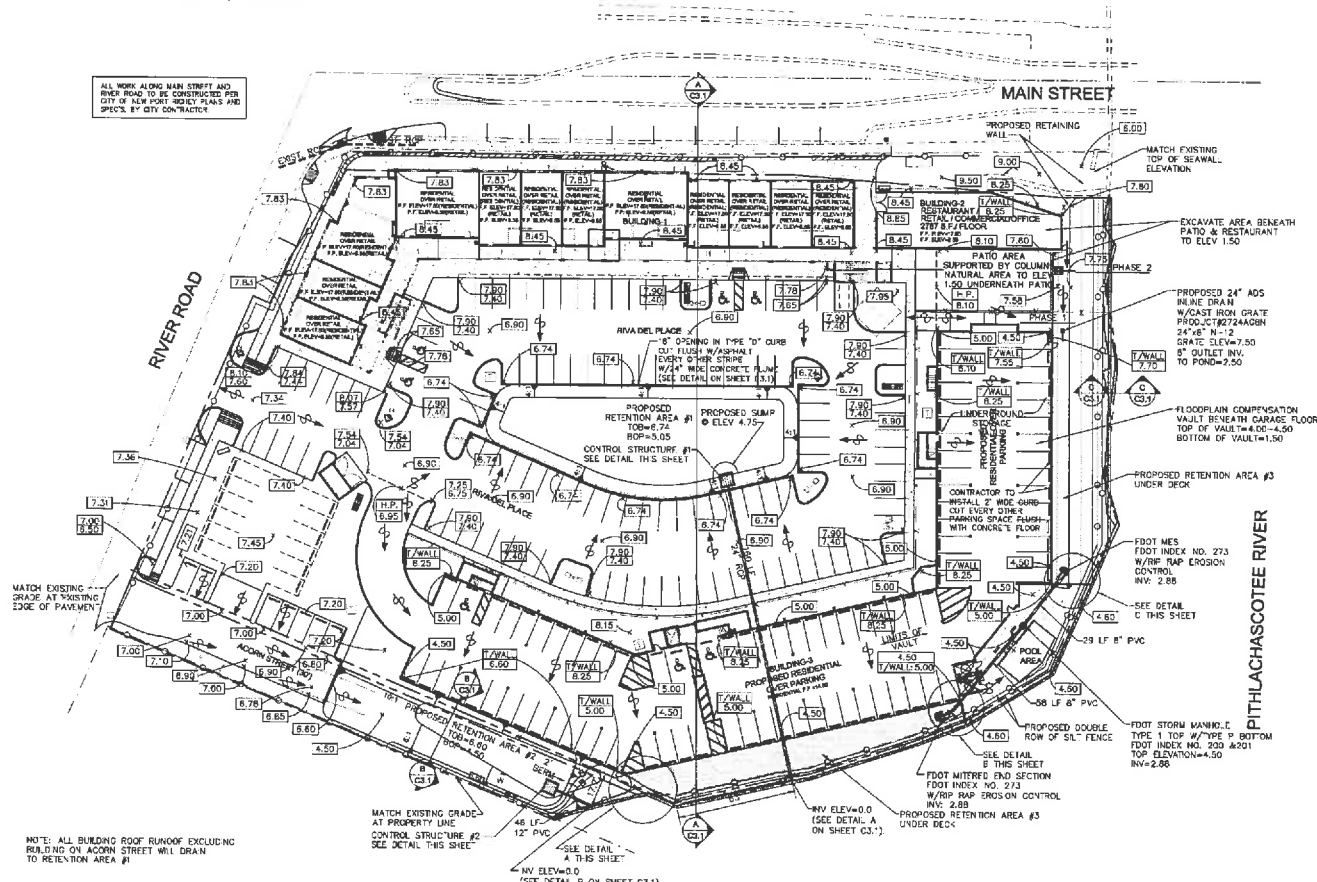
SECTION FINISH

1- 4" MIN. PORTLAND CEMENT CONCRETE (4000 PSI)
MIN. 100K MAX. PROCTOR MAX. DRY DENSITY MAX. WEA. UNIF. 95%
2- 1" STABILIZED BASE COURSE - MIN. 100K MAX. PROCTOR MAX.
DRY DENSITY MAX. WEA. UNIF. 40

OFF-SITE CONCRETE PAVEMENT

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ALL WORK ALONG MAIN STREET AND RIVER ROAD TO BE CONSTRUCTED PER CITY OF NEW PORT RICHEY PLANS AND SPECS. BY CITY CONTRACTOR.



ITHLACHASCOTEE RIVER

Paving Grading & Drainage Plan

Soal 4: $\Gamma = 30^\circ$



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MAIN STREET LANDING
New Port Richey, Florida

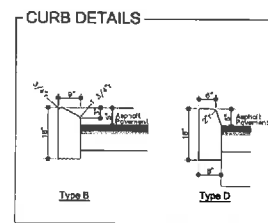
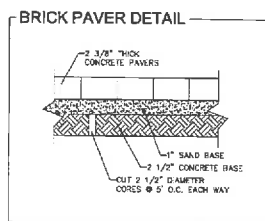
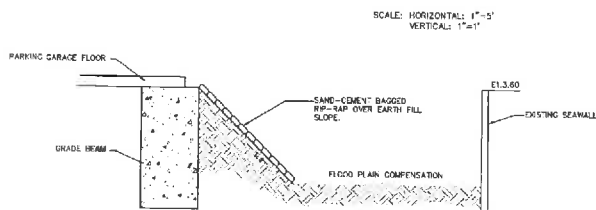
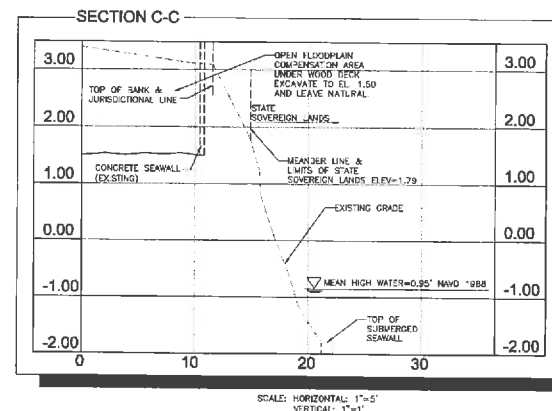
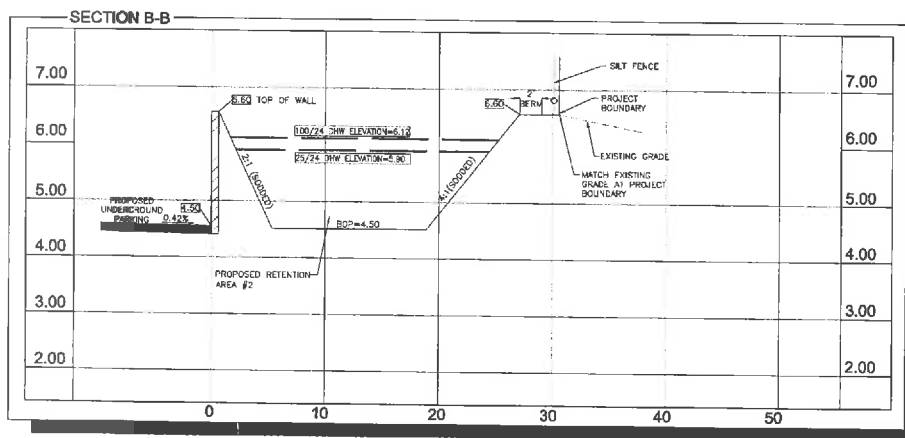
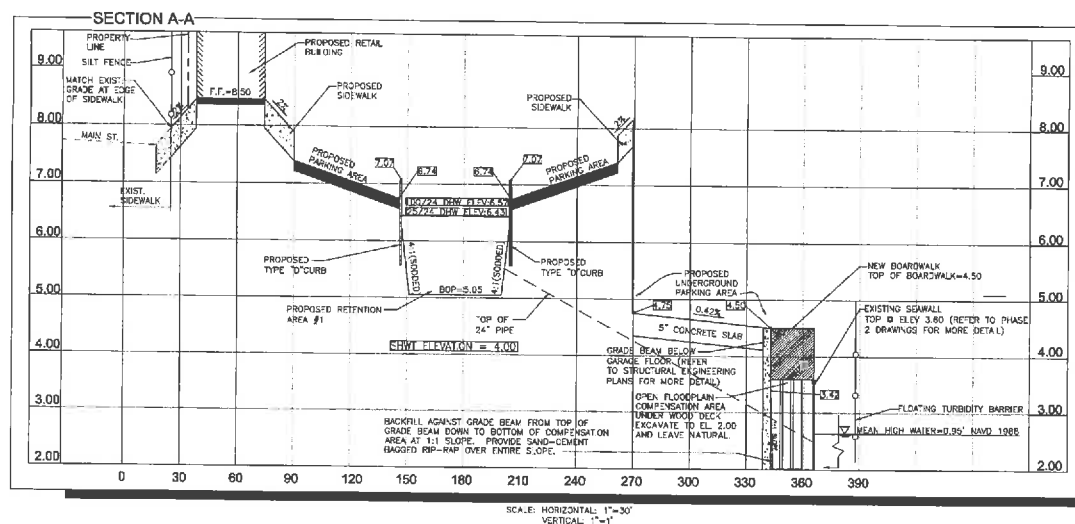
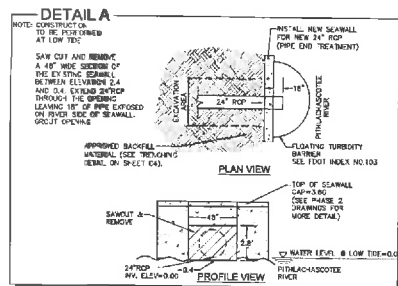
SPRING ENGINEERING, INC.
ENGINEERING • LAND PLANNING • ARCHITECTURE
2014 U.S. HWY 19, HOLIDAY, FL (727) 938-1515
FL CDA NO. 00000758 & LICENSE NO. AA-000747

PAVING GRADING & DRAINAGE PLAN

DESIGNED BY: JPE
DRAWN BY: JPE
CHECKED BY: RPD
JOB NUMBER
2004-28

C3.0

C3.0



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MAIN STREET LANDING
New Port Richey, Florida

CONTRACT DATE: July 22, 2004

SPRING ENGINEERING, INC.
ENGINEERING • LAND PLANNING • ARCHITECTURE
3014 U.S. HWY 19, HOLIDAY, FL 32727 938-1516
FL. REG. NO. 0000156 & LICENSE NO. AA-000197

DRAINAGE DETAILS

DESIGNED BY: JPE
DRAWN BY: JPE
CHECKED BY: JPE
JOB NUMBER: 2004-26

SHEET
C3.1

TYPE I

Height of Barrier 12 to 15 ft. max.
Width of Barrier 12 to 15 ft. max.
Depth of Barrier 12 to 15 ft. max.

TYPE II

Height of Barrier 12 to 15 ft. max.
Width of Barrier 12 to 15 ft. max.
Depth of Barrier 12 to 15 ft. max.

[illegible][illegible]

of chemical and physical processes that are involved in the start of cancer. The authors conclude that the process of carcinogenesis is a change of a nontransformed normal cell into a transformed, or cancerous, cell. This change is a result of a number of factors, including the following: (1) the role of the environment, (2) the role of the host, (3) the role of the cell, and (4) the role of the tissue. The authors also discuss the role of the immune system in the process of carcinogenesis. The authors conclude that the process of carcinogenesis is a complex process that involves a number of factors, including the environment, the host, the cell, and the tissue. The authors also discuss the role of the immune system in the process of carcinogenesis.

CSWMP SIGNATURES

OWNER:	MAR. STREET P.A. INC., LLP	COMBINE SIGNATURE
	P.O. BOX 2800	MOVA
	606 West, Houston 28002-2800	
	PHONE (282) 572-6172	
BIDDERS:		
	SPRUE CONSULTING, INC.	
	3014 46th STREET, N.E.	
	HOUSTON, TEXAS 77058	
	PHONE: (713) 838-1518	
	ROLAND P. DOOLE, P.E.	
	PROJECT DIRECTOR 459533	

[illegible][illegible]