

Environmental Management Permit (SFBL) for Leroy Collins Library Entrance Modifications 200 Park Avenue West

PARCEL No. 21-36-40-211-4015
TEX 120039 - TEM 120098
Tallahassee, Florida

OWNER

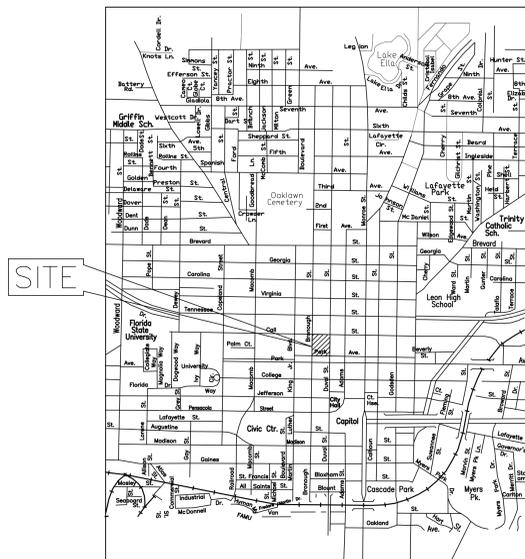
LEON COUNTY FACILITIES MANAGEMENT
1907 SOUTH MONROE STREET
TALLAHASSEE, FL 32301
(850) 606-5000

CIVIL

ROSENBAUM ENGINEERING, INC.
1705 SOUTH GADSDEN STREET, SUITE 100
TALLAHASSEE, FL 32301
(850) 671-7230

LANDSCAPE ARCHITECT

ALAN D. HOLT, ASLA, LANDSCAPE ARCHITECT, PA
736 JENKS AVE., PO BOX 2549
PANAMA CITY, FL 32402
(850) 914-9006



LOCATION MAP
NTS



INDEX TO DRAWINGS

SHEET	NAME
X1.0	Cover Sheet and Index to Drawings
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C1.0	Demolition Plan
C1.2	Site Layout and Paving Plan
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STORMWATER MANAGEMENT CONTROL OFFICERS
TO BE DETERMINED AFTER AWARD OF CONTRACT



ROSENBAUM
ENGINEERING,
INCORPORATED
Structural & Civil Engineering

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Tallahassee, Florida 32301
Phone # (850) 671-7230
Fax # (850) 671-7230
Authorization #: 00007815
E.O.B. Robert H Davis, Jr.
Florida Registration #: 73115

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JOB #	REV.
P11037.01.01	
DATE	REV.
10.10.2012	

COVER SHEET
AND INDEX
TO DRAWINGS

X1.0

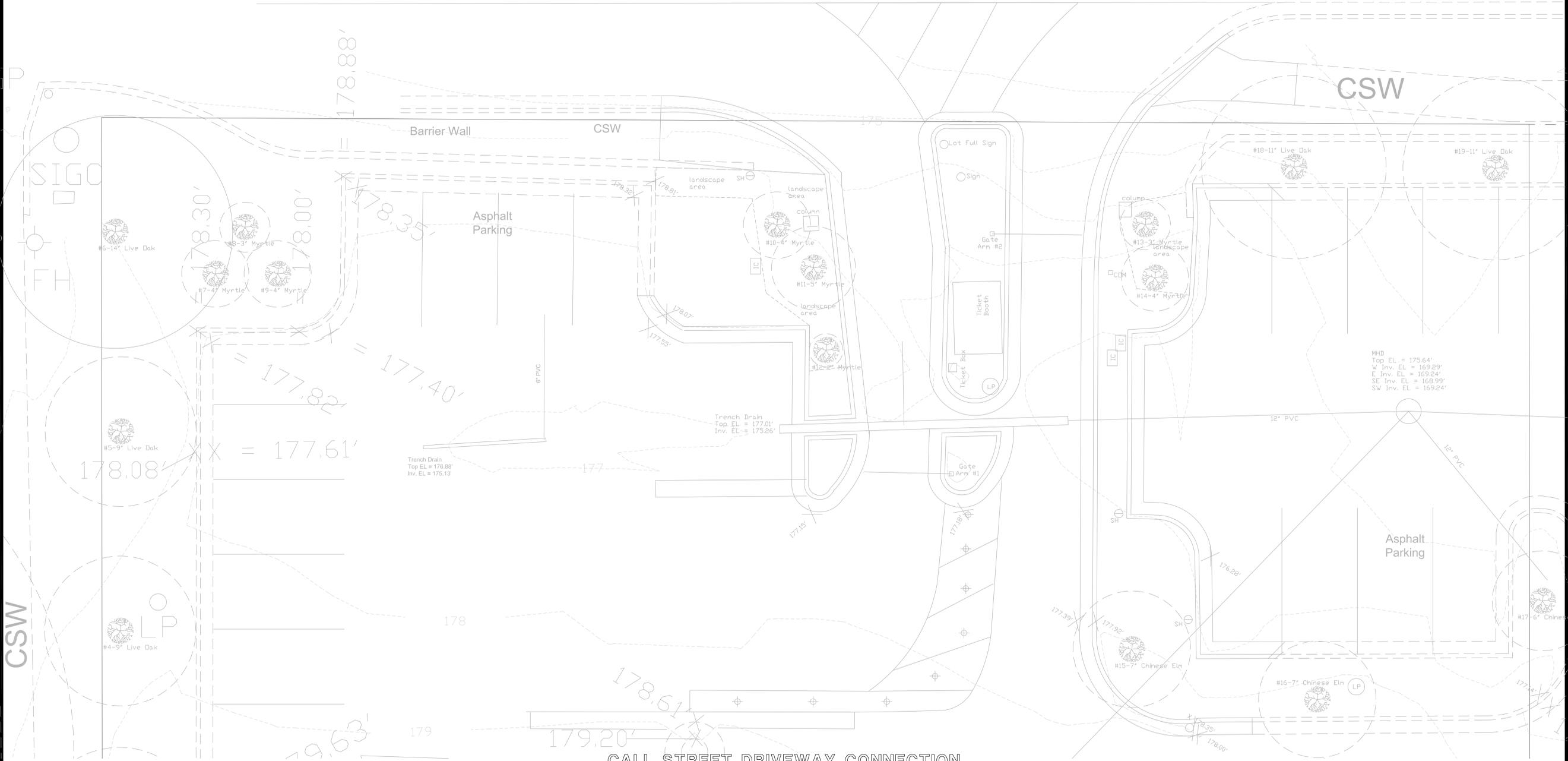
Call Street



ROSENBAUM ENGINEERING, INCORPORATED
Structural & Civil Engineering

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NOTES:
 1.) Encroachments as shown, if any.
 2.) All Measurements are in U.S. Feet.
 3.) No underground foundations located.
 4.) No improvements located other than shown.
 5.) This survey is dependent on existing monumentation.
 6.) This survey does not reflect or determine ownership.
 7.) **THIS IS NOT A BOUNDARY SURVEY.**

EXISTING CONDITIONS PLAN



Revised Date: 08/09/04 - Additional Spot Elevations

NOTE:
 The Flood Zone designation denoted on this Survey Sketch was derived from the Federal Insurance Rate Map as indicated. The location of any zone lines were graphically scaled from said Federal Map. This information is provided as is and is not intended to represent any engineering or Flood Prone Area determinations by this firm.

Flood Insurance Rate Maps indicate the property is located in Flood Zone "X" as indicated on Community No. 120144, Panel 0283 D dated November 19, 1997.

LEGEND:	SP = STANDPIPE W/LCO = WATER LINE CUTOFF X195H = SPOT EL. @ TOP OF RAISED SIDEWALK X195L = SPOT EL. @ BOTTOM OF RAISED SIDEWALK	DNF = DID NOT FIND SF = SQUARE FEET (P) = PLAT (D) = DEED (S) = SURVEY DATA (C) = CALCULATED DATA (R) = RECORD DATA TYP = TYPICAL CL = CENTER LINE EP = EDGE OF PAVEMENT CSW = CONCRETE SIDEWALK CDW = CONCRETE DRIVEWAY WPF = WOOD PRIVACY FENCE SMA = SIGNAL MAST ARM SIGC = SIGNAL CONTROLLER FH = FIRE HYDRANT WV = WATER VALVE WM = WATER METER IC = IRRIGATION CONTROLS	P.O.B. = POINT OF BEGINNING P.O.C. = POINT OF COMMENCEMENT P.B. = PLAT BOOK Pg. = PAGE O.R. = OFFICIAL RECORD # = NUMBER RW = RIGHT-OF-WAY C = CENTER LINE EP = EDGE OF PAVEMENT CSW = CONCRETE SIDEWALK CDW = CONCRETE DRIVEWAY WPF = WOOD PRIVACY FENCE SMA = SIGNAL MAST ARM SIGC = SIGNAL CONTROLLER FH = FIRE HYDRANT WV = WATER VALVE WM = WATER METER IC = IRRIGATION CONTROLS
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The undersigned surveyor has not been provided a current title opinion or abstract of matters affecting title or boundary to the subject property. It is possible there are deeds of record, unrecorded deeds, assessment or other instruments which could affect the boundaries.

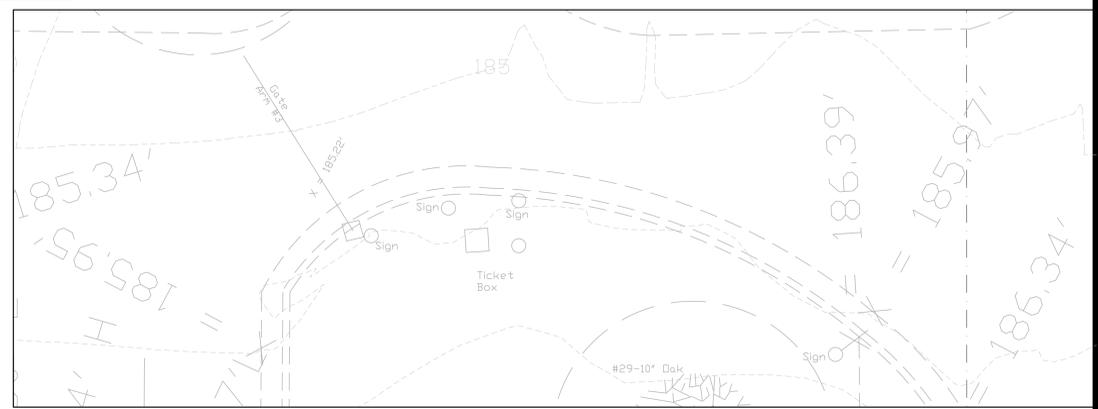
I hereby certify this survey to be a true and accurate representation of the property shown hereon and was made under my direct supervision and control. This survey meets minimum technical standards as established by Chapter 61G17 of the Florida Administrative Code.

Signed: _____ Date signed: **07/19/04**
 Not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
Henry E. Harrell
 Professional Surveyor and Mapper
 Florida Certificate No. 4154

Prepared For and Certified To: **Leon County Facilities Management**
 Project: **Topographic Survey
 200 Park Avenue West, Leon County Library
 Tallahassee, Leon County, Florida**

SPECTRA ENGINEERING & RESEARCH, INC.
 CIVIL • ENVIRONMENTAL • PLANNING • LAND SURVEYING
 345 S. Magnolia Drive, Suite E-25 • Tallahassee, Florida 32301 • (850)656-9834
 FAX (850)942-2717

Drawn By: H.E.H. Certificate of Authorization No. 5698 Field Dates: 06/28 & 30/04 & 07/16/04 Job No. 04253 Scale: 1" = 20' Sheet No.: 1 OF 2
 Party Chief: G.P.



DUVAL STREET ENTRANCE



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JOB #: P11037.01.01	REV:
DATE: 10.10.2012	REV:

EXISTING CONDITIONS PLAN

C0.1



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CHECKED	WER	REV.	
JOB #	P11037.01.01	REV.	
DATE	10.10.2012	REV.	

DEMOLITION PLAN

C1.0

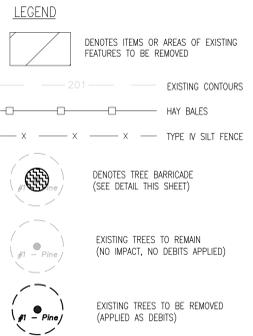
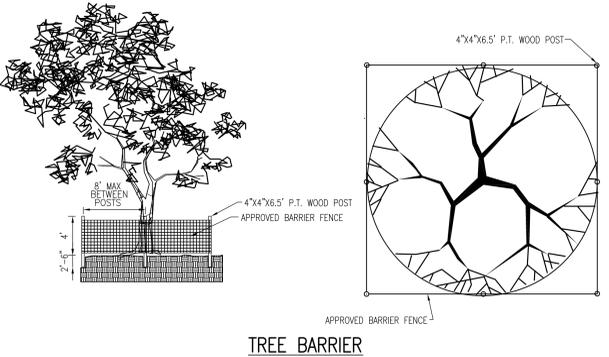
EROSION CONTROL NOTES

- SILT FENCE AND HAY BALES SHALL BE CONSTRUCTED IN ACCORDANCE WITH FLORIDA DEPARTMENT OF TRANSPORTATION ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION).
- THE ESCAPE OF SEDIMENT FROM THE SITE SHALL BE PREVENTED BY THE INSTALLATION OF EROSION CONTROL MEASURES AND PRACTICES PRIOR TO, OR CONCURRENT WITH, LAND-DISTURBING ACTIVITIES.
- ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CHECKED DAILY AND ANY DEFICIENCIES NOTED SHALL BE CORRECTED BY THE END OF THE DAY.
- ADDITIONAL EROSION CONTROL MEASURES SHALL BE INSTALLED IF DEEMED NECESSARY AFTER ON-SITE INSPECTION TO CONTROL SEDIMENT RUNOFF FROM THE PROJECT SITE.
- THE LOCATION OF CERTAIN EROSION CONTROL MEASURES MAY REQUIRE ALTERING FROM THE LOCATIONS SHOWN ON THE PLANS IF DRAINAGE PATTERNS DURING CONSTRUCTION DIFFER FROM FINAL GRADING PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOMPLISH EROSION CONTROL FOR DRAINAGE PATTERNS CREATED DURING CONSTRUCTION.
- ALL EROSION CONTROL MEASURES SHALL BE CONTINUOUSLY MAINTAINED BY THE CONTRACTOR DURING CONSTRUCTION.
- ALL DISTURBED AREAS TO BE LEFT SOLE LONGER THAN 14 DAYS MUST BE STABILIZED WITH QUICK GROW GRASS SEED AND MULCH.
- THE CONTRACTOR SHALL ENSURE THAT A FOREMAN OR SUPERVISOR WHO HAS BEEN CERTIFIED UNDER FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR TRAINING PROGRAM IS AVAILABLE IN PERSON OR BY PHONE AT ALL TIMES DURING THE CONSTRUCTION ACTIVITIES.
- ADDITIONAL SEDIMENT AND EROSION CONTROL MEASURES MAY BE REQUIRED, DURING ANY PHASE OF DEVELOPMENT, AT THE DISCRETION OF THE CITY OF TALLAHASSEE'S ENVIRONMENTAL INSPECTOR.
- WHEELS MUST BE CLEANED TO REMOVE SEDIMENTS PRIOR TO EXITING THE PROJECT SITE. WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH CRUSHED STONE.

SITE DEMOLITION NOTES

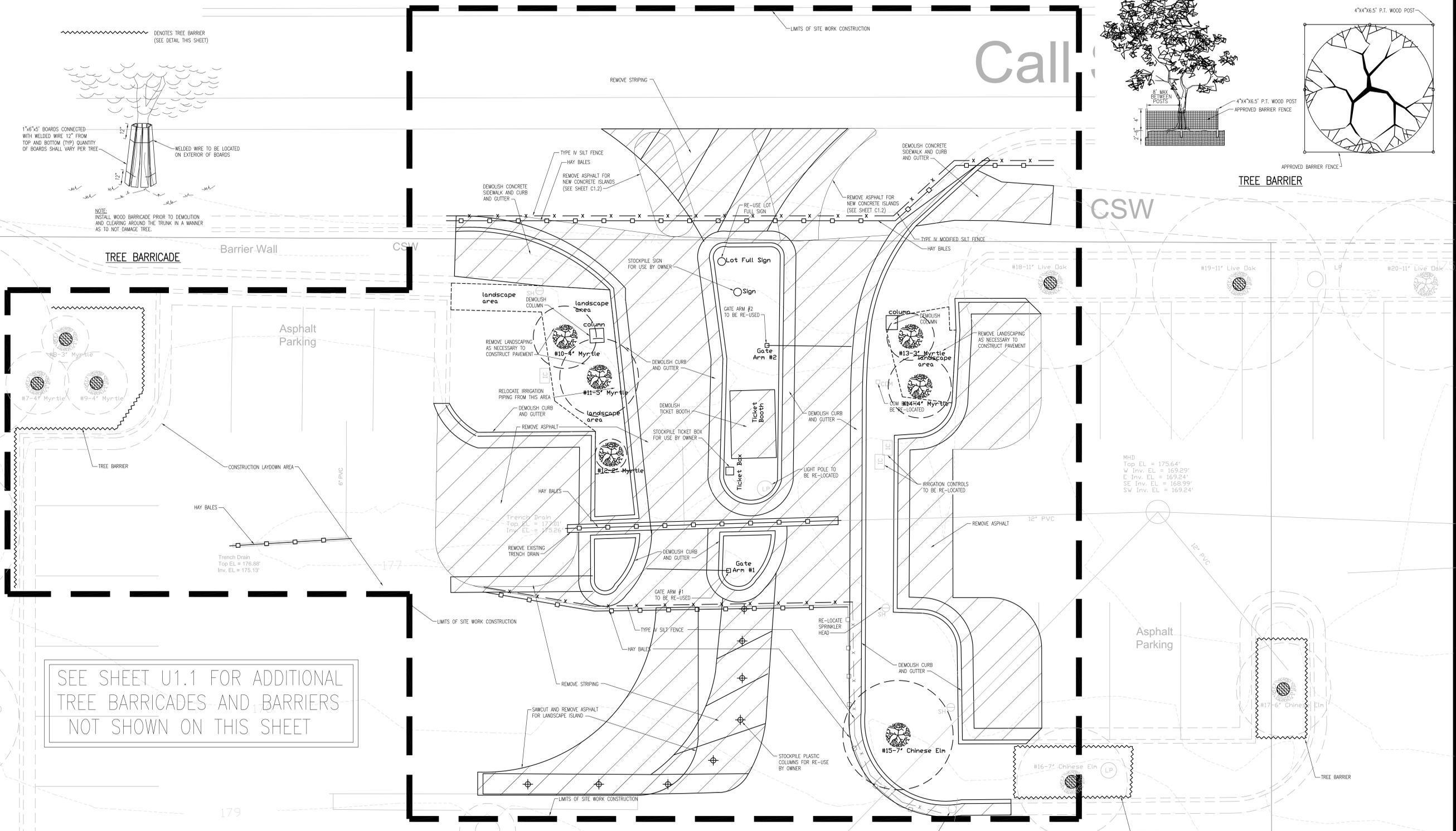
- INSTALL PERMETER EROSION CONTROL MEASURES AND COORDINATE WITH CIVIL ENGINEER PRIOR TO DEMOLITION AND CLEARING.
- SITE MAY CONTAIN EXISTING FACILITIES NOT SHOWN OR LOCATED ON THIS PLAN.
- REMOVE EXISTING VEGETATION AS SHOWN WITHIN LIMITS OF CONSTRUCTION. IF ADDITIONAL TREES, INDICATED TO REMAIN, CONFLICT WITH NEW CONSTRUCTION, OBTAIN ADDITIONAL DIRECTION FROM THE ENGINEER AND REMOVE AS DIRECTED AT NO ADDITIONAL COST.
- UTILITIES:
 - CONTRACTOR SHALL VERIFY/DETERMINE THE LOCATIONS AND DEPTHS OF ALL UTILITIES WITHIN THE LIMITS OF CONSTRUCTION PRIOR TO BEGINNING ANY WORK ON THE SITE. NOTIFY ARCHITECT IF ANY EXISTING UTILITIES ARE IN CONFLICT WITH THE WORK OR DO NOT HAVE AT LEAST 12" OF COVER. ARCHITECT WILL PROVIDE DIRECTION TO RESOLVE ANY CONFLICTS.
 - PROTECT ALL UTILITIES TO REMAIN FROM DISTURBANCE OR DAMAGE DURING CONSTRUCTION. REPAIR ANY DAMAGE IMMEDIATELY AT NO ADDITIONAL COST.
- ALL EXISTING FEATURES NOT SPECIFICALLY IDENTIFIED FOR REMOVAL, BUT WHICH REQUIRE REMOVAL FOR CONSTRUCTION OF THE PROPOSED FEATURES, SHALL BE DEEMED APPURTENANCES TO THE FEATURES DESIGNATED FOR REMOVAL, AND SHALL BE REMOVED AT NO ADDITIONAL COST TO THE OWNER.
- ALL FEATURES, INCLUDING UTILITIES, NOT TO BE PERMANENTLY REMOVED BUT REQUIRE TEMPORARY REMOVAL OR ARE DISTURBED BY THE CONSTRUCTION SHALL BE RECONSTRUCTED OR REINSTALLED AT THE COMPLETION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.
- COORDINATE WITH UTILITY AND SITE PLANS FOR ADDITIONAL DEMOLITION REQUIREMENTS.
- ALL EARTH MOVING TRUCKS SHALL HAVE THEIR DUST SCREENS COVERING THEIR LOADS WHEN IN TRANSIT.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALLOWING THE OWNER ACCESS TO THE SITE DURING CONSTRUCTION. CONTRACTOR SHALL ACCESS SITE THROUGH DUVAL STREET ENTRANCE.
- THE CONTRACTOR SHALL APPLY FOR A STOCKPILE PERMIT IF REQUIRED BY THE CITY OF TALLAHASSEE.
- CONTRACTOR SHALL STOCKPILE ALL EXISTING SIGNS, LIGHT POLES, AUTO GATES AND OTHER EQUIPMENT FOR OWNER.
- DEMOLISH EXISTING TICKET BOOTHS, INCLUDING FOUNDATION.
- DEMOLISH EXISTING ASPHALT PAVEMENT AS SHOWN ON PLAN, INCLUDING SUBBASE. REMOVE EXISTING TREES AND LANDSCAPING AS NECESSARY TO INSTALL NEW PAVEMENT.
- THERE IS AN EXISTING IRRIGATION SYSTEM WITHIN THE LIMITS OF CONSTRUCTION. THE CONTRACTOR SHALL RE-LOCATE IRRIGATION AS NECESSARY TO NEW LANDSCAPE AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGN OF RE-LOCATED IRRIGATION SYSTEM.

CONTRACTOR SHALL SWEEP CALL STREET BI-WEEKLY TO REMOVE DIRT, DUST AND DEBRIS



CULTURAL RESOURCE PERMIT SPECIAL CONDITION:
NO SIGNIFICANT ARCHAEOLOGICAL OR HISTORICAL RESOURCES ARE RECORDED WITHIN THE PROJECT AREA. HOWEVER, THE PROJECT AREA IS LOCATED WITHIN CLOSE PROXIMITY TO MANY ARCHAEOLOGICAL SITES AND HAS NOT BEEN SUBJECTED TO SYSTEMATIC PROFESSIONAL ARCHAEOLOGICAL OR HISTORICAL INVESTIGATION.
IF A CONCENTRATION OF PREHISTORIC OR HISTORIC ARTIFACTS, SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, EARLY COLONIAL, TERRITORIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME WITHIN THE PROJECT STREETS, THE PERMITTED PROJECT SHALL CEASE ALL ACTIVITIES REGARDING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. PROJECT ACTIVITIES SHALL NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES AND CITY OF TALLAHASSEE GROWTH MANAGEMENT DEPARTMENT.
IN THE EVENT THAT UNMARKED HUMAN REMAINS ARE ENCOUNTERED DURING PERMITTED ACTIVITIES, ALL WORK SHALL STOP IMMEDIATELY AND THE PROPER AUTHORITIES NOTIFIED IN ACCORDANCE WITH SECTION 872.05, FLORIDA STATUTES.

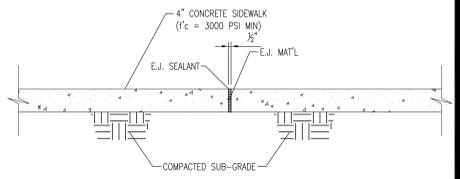
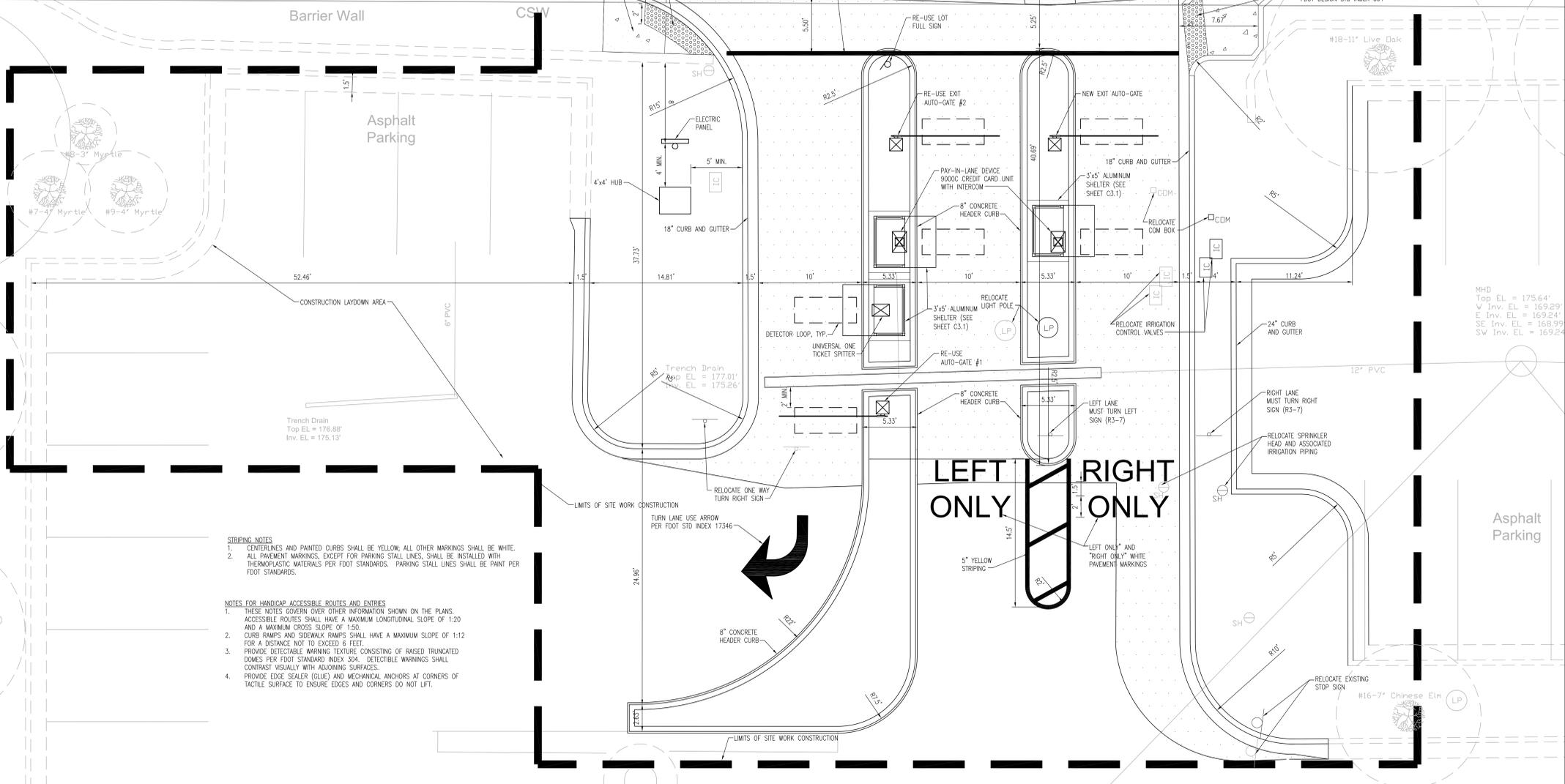
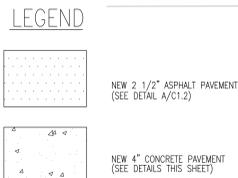
CONTACT: FLORIDA DEPARTMENT OF STATE DIVISION OF HISTORICAL RESOURCES COMPLIANCE AND REVIEW SECTION 850-245-6333



SEE SHEET U1.1 FOR ADDITIONAL TREE BARRICADES AND BARRIERS NOT SHOWN ON THIS SHEET

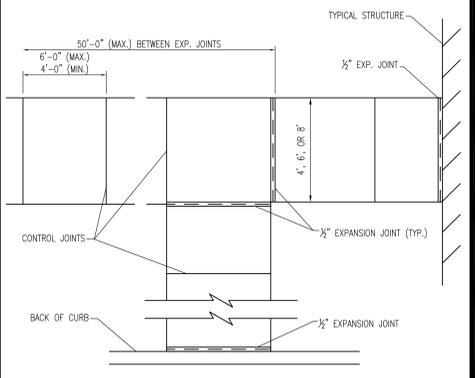


- STANDARD CONSTRUCTION NOTES**
- CONTRACTOR SHALL STAKE PAVEMENT CORNERS AND NOTIFY THE OWNER PRIOR TO POURING CONCRETE.
 - CITY OF TALLAHASSEE AND FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS MUST BE FOLLOWED.
 - CONTRACTOR SHALL INSTALL BEST MANAGEMENT PRACTICES BEFORE CONSTRUCTIONS BEGINS.
 - ALL CONSTRUCTION SHALL COMPLY WITH F.I. ACCESSIBILITY CODES.
 - ALL PAVEMENT MARKINGS EXCEPT STALL LINES SHALL BE THERMOPLASTIC AND COMPLY WITH LATEST EDITION OF THE MUTCD MANUAL.



TYPICAL CONCRETE SIDEWALK DETAIL
NO SCALE

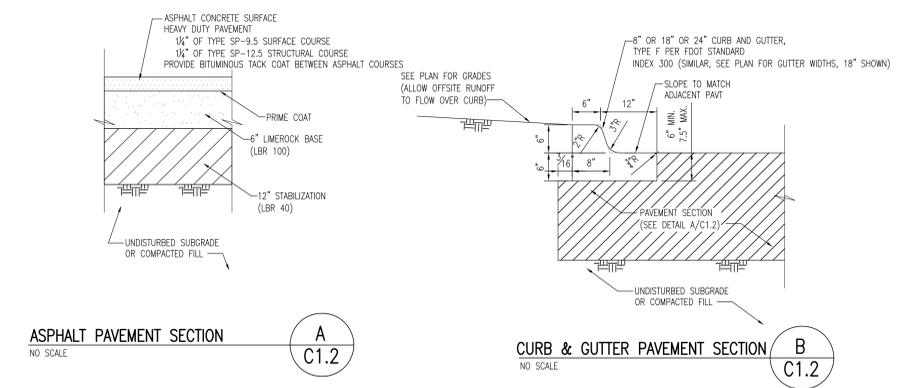
- NOTES FOR HANDICAP ACCESSIBLE ROUTES AND ENTRIES**
- ALL WALKS SHALL BE 4" THICK.
 - CONCRETE SHALL BE REINFORCED WITH POLYPROPYLENE FIBERS AS SPECIFIED.
 - CONTROL JOINTS SHALL BE EQUALLY SPACED AS INDICATED. IF NOT INDICATED, EQUALLY SPACED JOINTS AT MAX. INTERVALS OF 4'-0" FOR 2' & 4' SIDEWALKS AND 6'-0" FOR 6' & WIDER SIDEWALKS.
 - CONTROL JOINTS SHALL BE 1" DEEP.
 - WHERE WALK IS PARALLEL AND ABUTS CONC. CURB, SEPARATE WITH 1/2" EXPANSION JOINT.
 - WHERE WALK ABUTS STRUCTURE, SEPARATE WITH 1/2" EXP. JOINT.
 - ALL SIDEWALKS GREATER THAN 8'-0" IN WIDTH SHALL HAVE A LONGITUDINAL CONTROL JOINT IN THE CENTERLINE OF THE SIDEWALK. LONGITUDINAL CONTROL JOINTS SHALL NOT BE SPACED GREATER THAN 8'-0".
 - PROVIDE 1/2" EXPANSION JOINTS AT 50' INTERVALS FOR LONG RUNS OF SIDEWALK.
 - SLOPE THE SIDEWALKS 1/16" PER FOOT (ABSOLUTE MAXIMUM) TRANSVERSELY UNLESS OTHERWISE NOTED.



TYPICAL CONCRETE WALK JOINT LAYOUT
NO SCALE

SITE DATA

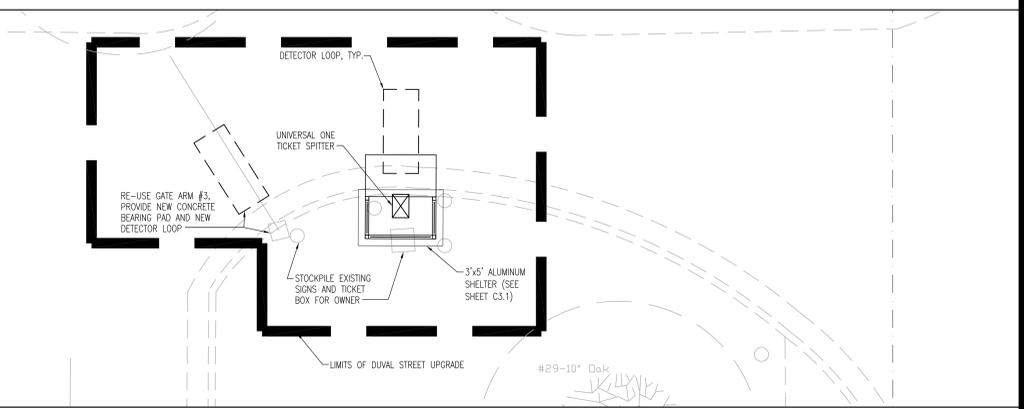
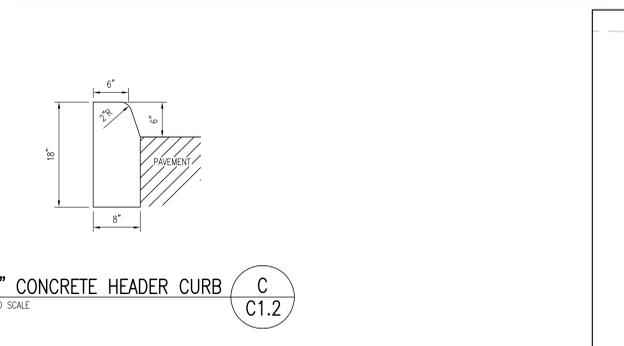
1.0	PARCEL ID:	#21-36-40-211-4015
2.0	ZONING:	MULTIPLE ZONING DESIGNATIONS
3.0	TOTAL SITE AREA:	2,214 AC = 96,471 ± SF
4.0	TOTAL PROJECT DISTURBED AREA:	0.2525 AC = 11,000 SF
6.0	EXISTING GREEN SPACE:	
7.0	PROPOSED GREEN SPACE:	1,452 SF = 0.033 AC
8.0	IN PROJECT AREA:	1,838 SF = 0.042 AC
9.0	EXISTING LANDSCAPE AREA:	386 SF
10.0	EXISTING LANDSCAPE AREA IN PROJECT AREA:	295.4 SF
11.0	PROPOSED LANDSCAPE AREA IN PROJECT AREA:	790.6 SF
	INCREASE IN LANDSCAPE AREA:	495.2 SF



SITE LAYOUT AND PAVING PLAN



CALL STREET DRIVEWAY CONNECTION



DUVAL STREET ENTRANCE



ROSENBAUM ENGINEERING, INCORPORATED
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Authorization #: 00007815
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Florida Registration #: 73115

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CALL STREET ENTRANCE PARKING AUTOMATION**



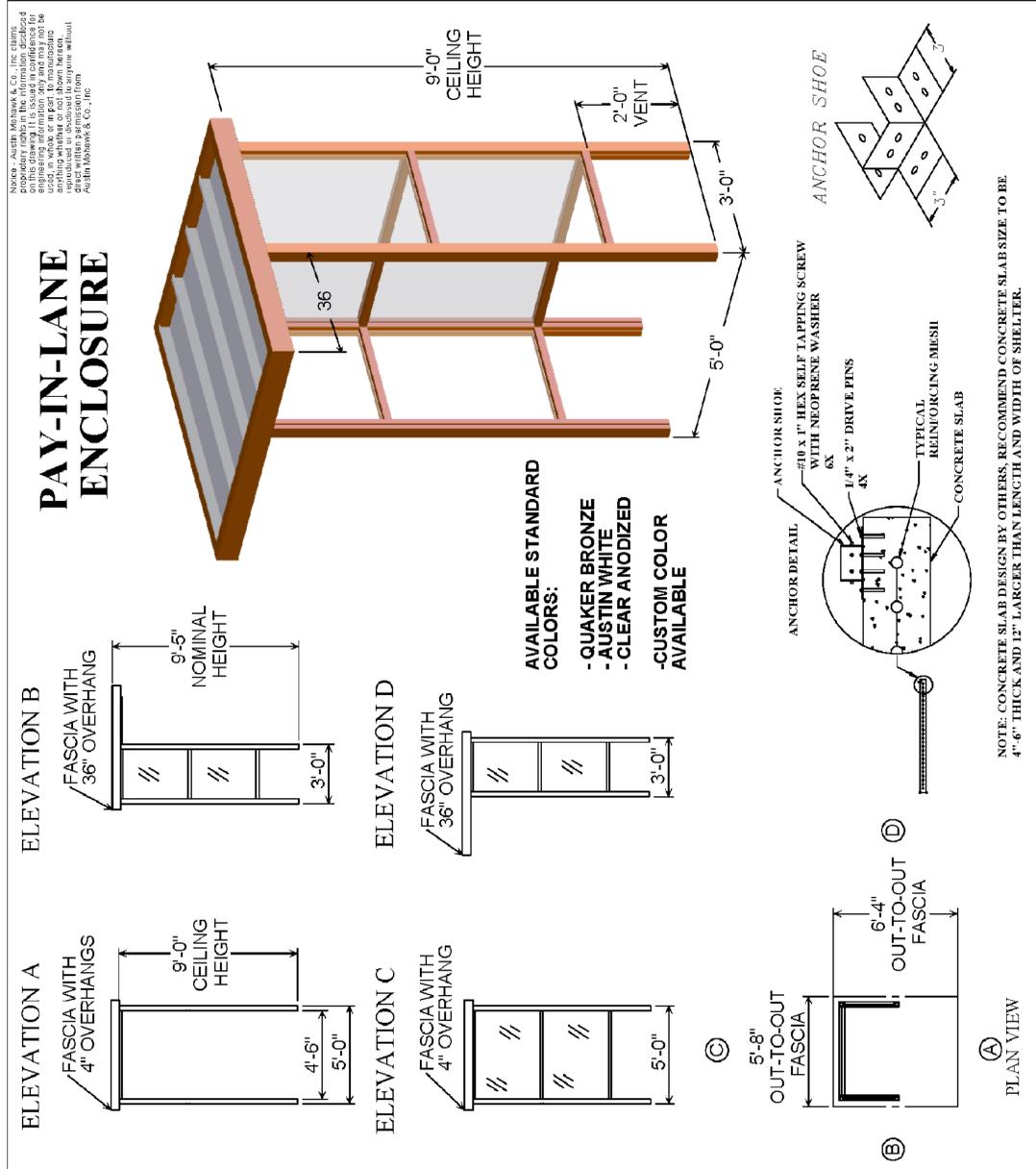
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CHECKED:	WER	REV:	
JOB #:	P11037.01.01	REV:	
DATE:	10.10.2012	REV:	

SITE LAYOUT AND PAVING PLAN

C1.2

PAY-IN-LANE SHELTER		 AUSTIN MOHAWK & CO., INC. 2175 BEECHGROVE PLACE UTICA, NY 13501 PHONE: 315.793.3000 TOLL FREE: 1.800.765.3110 FAX: 315.793.9370 WEBSITE: www.austinmohawk.com EMAIL: info@austinmohawk.com
TITLE:	3'-0" x 5'-0" Aluminum Shelter	
JOB NO.:	0120053	
LOCATION:	City, State	
MODEL NO.:	Model#	
T.B.D.:	1/27/2010	
DATE:		
REVISIONS:		
SCALE:	1/8" = 1'	
SHEET:	1 of 1	



GENERAL SHELTER SPECIFICATIONS:

- A. GENERAL: Unassembled modular shelter is fabricated from low maintenance, lightweight corrosive resistant aluminum (factory fabricated). Site assembly required.
 - 1 DIMENSIONS: 3'-0" wide x 5'-0" long, 113" exterior height and 108" interior ceiling height.
 - 2 FRAME CONSTRUCTION: Provide structural framing of 6063-T6 aluminum alloy extrusions. Members shall have a QUAKER BRONZE finish. Connections shall be fastened internally to framing systems using mechanical fasteners or MIG welded where necessary. Exposed fasteners on framing system are not acceptable. Standard 24" ventilation space at bottom of unit.
 - 3 ROOF: Constructed using galvanized 20 gauge, G-60 interlocking pan sections. Sections are 3" (76.2 mm) high varying widths. Roof drains into full perimeter gutter system.
 - 4 CEILING: Interior ceiling shall be a foam core panel system providing smooth flat interior, constructed from 24 gauge prefinished white steel with rigid insulation core, able to support optional lighting or heating fixtures.
 - 5 WINDOWS: Fixed windows are single pane 1/4" (6.35 mm) minimum clear tempered safety glass, glazed within wall system extrusions and not fastened to exterior wall. Glass sealed with concealed gasket system.
 - 6 ANCHORING: Shelter installation requires concrete pad to be 12" minimum larger than shelter in both length and width dimensions. Pad must be level within 1/2" over length and width of structure. Shelter to be anchored to pad using 8" high aluminum boots and (qty-4) 6" x 6" QUAKER BRONZE brackets, (qty-2) for Elevation "B" and (qty-2) for Elevation "D".
- INSTALLATION: Unit is knocked down and crated, off loaded and installed by others.

CUSTOMER APPROVAL

APPROVED
 APPROVED AS NOTED
 REVISE AND RESUBMIT

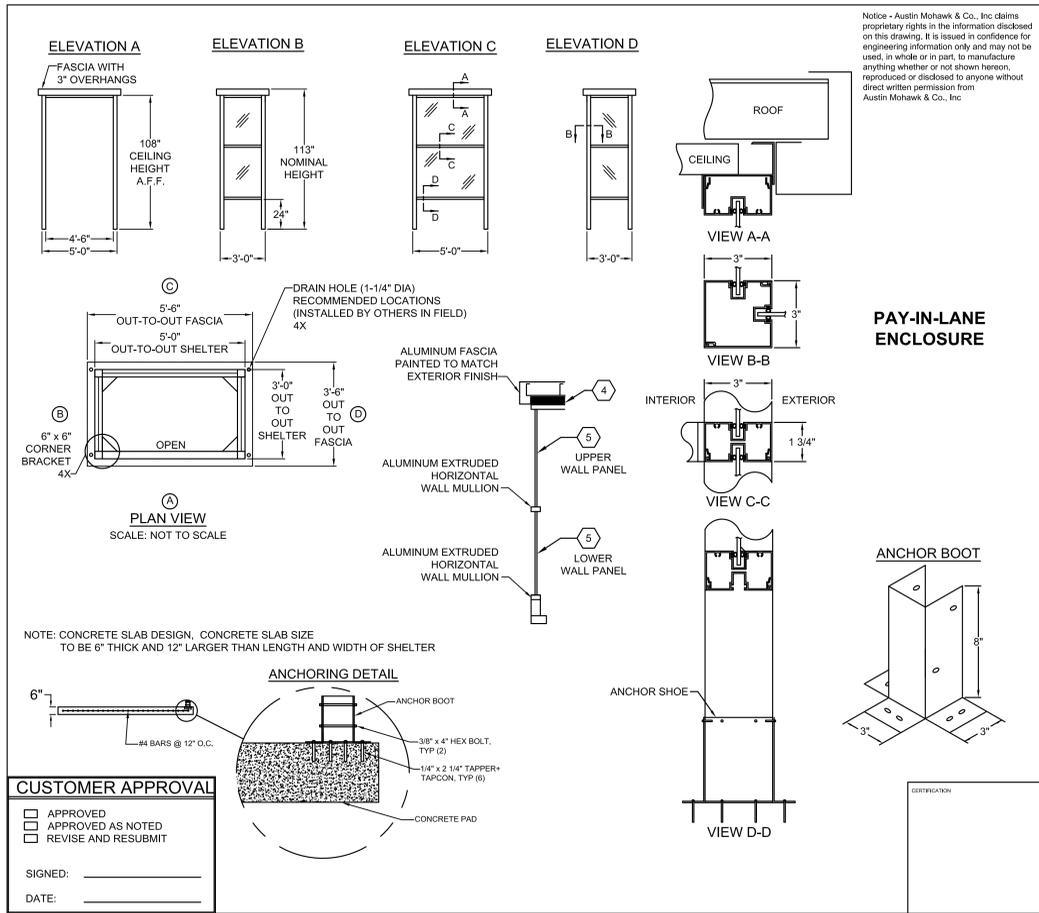
SIGNED: _____
 DATE: _____

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 FAX: 315.793.9370
 WEBSITE: www.austinmohawk.com
 E-mail: info@austinmohawk.com

TITLE:	3'-0" x 5'-0" ALUMINUM SHELTER
JOB NO.:	0120053
LOCATION:	
MOD NO.:	ALS35A0FB
COLOR:	QUAKER BRONZE
DATE:	2.2.12
DRAWN BY:	JWL
APPROVED BY:	
SCALE:	1/8" = 1'
SHEET:	1 of 2



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CUSTOMER APPROVAL

APPROVED
 APPROVED AS NOTED
 REVISE AND RESUBMIT

SIGNED: _____
 DATE: _____



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 E-mail: info@austinmohawk.com

TITLE:	3'-0" x 5'-0" ALUMINUM SHELTER
JOB NO.:	0120053
LOCATION:	
MOD NO.:	ALS35A0FB
COLOR:	QUAKER BRONZE
DATE:	2.2.12
DRAWN BY:	JWL
APPROVED BY:	
SCALE:	1/8" = 1'
SHEET:	2 of 2



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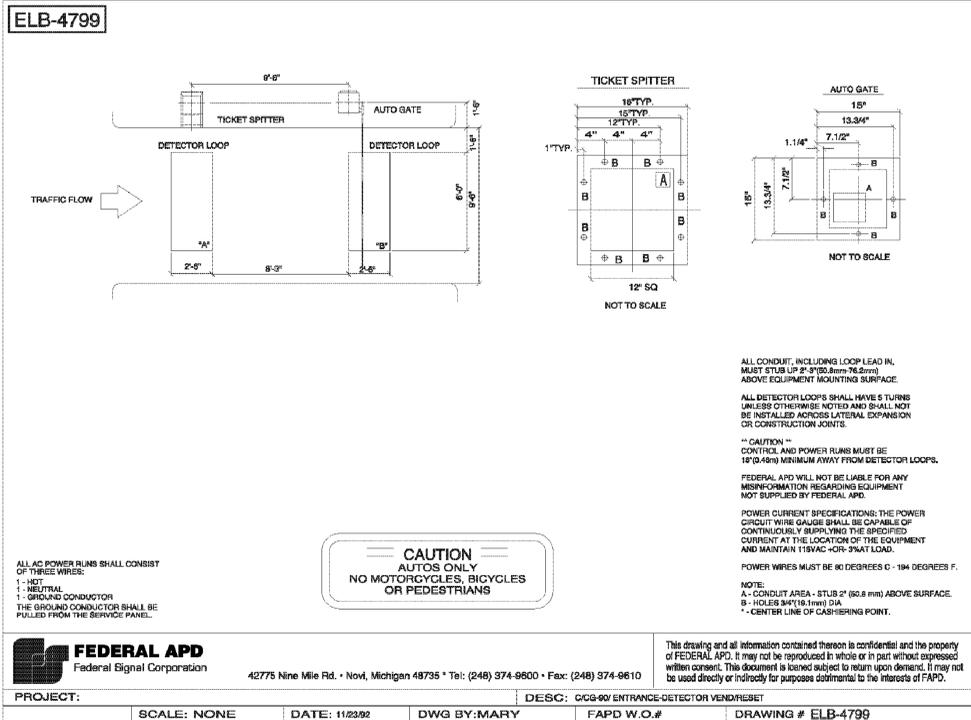


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DATE:	10.10.2012	REV:	

ALUMINUM SHELTER DETAILS

C3.1



Parking Barrier Gate Model G-90 CD Series

Design and Function
The Model G-90 CD Series Barrier Gate provides microcomputer intelligence, multiple programming options, and on-board controls for a complete and user-friendly information center providing total lane management.

Protect Your Investment
The Model G-90 CD Series Gate continues the outstanding tradition of high quality that you depend on from Federal APD. The gate is extremely durable, protected from the harshest environments with a heavy gauge aluminum cabinet, anodized with a clear, scratch-resistant finish which keeps your installation looking clean and new for years of rust-free service.

Vehicle Detectors
Three built-in and automatically self-tuning vehicle detectors are available. These high-speed detectors provide a sensitive tagline recognition system that is capable of recognizing two separate vehicles traveling over a detector loop simultaneously.

Sensitive Reversing Logic™
An advanced, maintenance-free safety and monitoring system is designed into every gate. The Sensitive Reversing Logic (SRL) system provides safer gate operations by instantly sensing gate arm obstructions, limit switch failures, and gate arm position without the use of electro-mechanical systems. The SRL sensing system also features self-tuning capabilities.

Lane Configuration
The Model G-90 CD Series Gate can handle any type of lane configuration possible - including reversing lanes and lanes with three vehicle detectors - with software options embedded into the unit's Configuration Module. The Configuration Module is an encapsulated PC board that utilizes surface mounted technology. This factory programmed microcontroller plugs into the power board and defines the software options used in the gate.

Omega LCD Controller™
The Model G-90 CD Series Gate features the Omega LCD Controller. This fully integrated controller provides a systems approach for convenient, accurate and cost-effective lane management.

Configuration Module
Third built-in vehicle detector
Time-Zone & differential counts
Automatic time zone controls
Hourly statistical reports
Direct on site
Communications interface

Features:
• Anodized Omega LCD Controller with visual display
• Power Supply Board provides multiple input/output terminals
• Total lane management with:
• Two built-in vehicle detectors
• Sensitive Reversing Logic
• Built-in diagnostics
• Event history report
• Back-out timer
• 7 Day memory & data storage

Options:
• Configuration Module
• Third built-in vehicle detector
• Time-Zone & differential counts
• Automatic time zone controls
• Hourly statistical reports
• Direct on site
• Communications interface

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Parking Barrier Gate Model G-90 CD Series

Specifications

1. Purpose
The Model G-90 CD Series Barrier Gate shall be a microprocessor-based parking control device that shall restrict access within a vehicle traffic lane by means of a wooden gate arm. The gate shall be activated by a valid signal from an access or revenue control device. The Model G-90 CD Series Barrier Gate shall additionally act as a programmable lane controller, generate and store counts, monitor lane operations, and provide reporting capabilities.

2. Features/Functions
The Model G-90 CD Series Barrier Gate shall contain an Omega LCD Controller that shall provide all logic control and monitoring functions of the gate.

a. The Omega LCD controller shall provide 11 inputs which shall be activated by the Omega LCD logic. It shall provide 14 outputs that shall be dry contact closures that can be used to switch currents through terminal pairs. The output current shall be rated at one ampere at 24 VDC/VAC. The Omega LCD shall provide a 16-character LCD display and a 6-button keypad to perform programming, send commands, and monitor lane operations.

b. The Omega LCD shall provide two detectors of a self-tuning type with the capability of recognizing a third internal loop detector.

c. The Omega LCD shall contain logic for one-way lanes, two-way lanes, operations with automatic ticket dispensers, push-button ticket dispensers, card locks, token units, and shall be easily field programmable through the use of DIP switches or keypad buttons.

d. Lane count signals shall not be issued until the vehicle has moved under the gate arms for maximum accuracy.

e. The Omega LCD controller shall be capable of storing successive read inputs of any type and of sequentially processing each.

f. The Omega LCD controller shall contain LED indicator lights to provide operational status of the detectors and the controller.

g. The Model G-90 CD Series shall provide a Configuration Module which shall be a factory-programmed microcontroller (an encapsulated PC board) that utilizes surface mounted technology. This factory programmed microcontroller shall be:

- 20-pin, 8-bit, fully static, EPROM/ROM based microcontroller plugs into the power board and defines the software options used in the gate.
- The Omega LCD Controller shall incorporate a diagnostic mode to facilitate on-site testing of loop detectors, LCD keypad buttons, the LCD display, the internal clock, the configuration module, 115 V power supply line voltage maximums and minimums, Omega LCD communication ports, and controller inputs and outputs.
- The Model G-90 CD Series Barrier Gate shall be UL Listed (Canada/US) and shall be available with the CE Mark.

3. Dimensions
a. The Model G-90 CD Series Barrier Gate shall be 35 inches W x 40 inches H x 15 inches D (889mm W x 1016mm H x 381mm D) with a flange arm height of 35 1/2 inches (902mm) to allow for compact or incompact type vehicles from passing under the arm when in the closed position.

4. Electrical
a. Power requirements shall be 115VAC at 15 Amps as standard. Other power requirements shall be available as specified. b. The power supply shall consist of a Power Board and a power supply cover. c. All 115 VAC connections shall be made on the Power Board. Main power, motor contact, heater, and high voltage intertie relays shall be located and terminated on the Power Board. d. One high voltage plug-in relay with two form C contacts shall be provided on the Power Board. A second high voltage relay is optional. e. A 115 VAC convenience outlet shall be provided on the power board for standard 115 VAC units. f. An "AUTO-MANUAL" switch shall be provided on the Power Board to test motor and limit switches or to raise the gate arm manually. g. The Power Board shall provide a three position heater switch with "AUTO", "ON", and "OFF" controls. h. A Controller Power switch shall be provided with "ON" and "OFF" control. i. The motor shall have built-in thermal overload protection. j. The motor shall be provided with an immediate return up until automatic coast by a variable speed control cabinet shall be constructed of heavy-gauge aluminum and finished in a powder coat paint in either Federal APD Safety Yellow or Federal APD White (as specified) for maximum visibility and safety. Other colors shall be available when specified.

b. All reducers and motors shall be assembled on a single 1/2 inch (6.25 mm) unbracketed weldment for maximum strength in high load applications.

c. The cabinet shall have one gasketed door with shall-mounted, handle lock with one gate door key.

d. The Omega LCD Controller shall plug directly into the connection panel via two level, 37-pin and 25-pin connectors.

e. The Power Board shall have three switch banks consisting of a total of 24 DIP Switches, which shall define the mode of lane operation, detector sensitivity, tagline sensitivity, reset loop safety mode, motor current rebound sensitivity, and device number for communicating gates.

A fourth switch bank, with a total of eight DIP Switches, shall allow the gate to operate without a Configuration Module.

f. The Power Board shall provide 14 output terminals and 11 input terminals. The terminals shall be designed to accommodate various functions of the gate.

6. Mechanical
a. The Model G-90 CD Series Barrier Gate shall be driven by 1/2 HP three-phase high output torque, 115 VAC, single phase instant reversing motor. Other power requirements shall be available as specified. b. The motor shall be connected by double V-belts to a heavy-duty 60:1 single reduction gear reducer. The motor shall provide a breakdown torque of 230 ounce-foot. c. Mechanical stops shall be provided to allow adjustment of gate arm travel. d. Mechanical stops shall be such that mechanical stops or leading devices are not necessary. e. The Sensitive Reversing Logic (SRL) shall ensure that the gate arm will automatically reverse its downward motion should any object strike the gate arm during its downward motion. The motor shall have built-in thermal overload protection. f. The motor shall be provided with an immediate return up until automatic coast by a variable speed control cabinet shall be constructed of heavy-gauge aluminum and finished in a powder coat paint in either Federal APD Safety Yellow or Federal APD White (as specified) for maximum visibility and safety. Other colors shall be available when specified.

7. Sensitive Reversing Logic (SRL)
a. The Sensitive Reversing Logic (SRL) shall ensure that the gate arm will automatically reverse its downward motion should any object strike the gate arm during its downward motion. The motor shall have built-in thermal overload protection. f. The motor shall be provided with an immediate return up until automatic coast by a variable speed control cabinet shall be constructed of heavy-gauge aluminum and finished in a powder coat paint in either Federal APD Safety Yellow or Federal APD White (as specified) for maximum visibility and safety. Other colors shall be available when specified.

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Pay-In-Lane Device

Operate Your Parking Facility Without An Attendant

Features:
• On-line or off-line operation
• Self-replenishing coin system
• Flexible Payment Methods:
• Coin or Paper Currency
• Debit Card
• Credit Card
• Merchant Validation
• Vouchers
• Value Cards
• Receipt Issued on Demand

Options:
• Journal Printer
• Intercom

The Pay-In-Lane device offers you a convenient way to operate your parking facility without an attendant. Each model is unmanned and provides Exit Cashiering or Pre-Pay entry. At exit, the Pay-In-Lane processes the fee automatically and displays it on the LCD window. Many payment options are available with easy to find graphics. Change is issued in coins and a receipt is either provided on demand or can be programmed to issue automatically.

Exit Operations:
Model 9000S - Standard Unit
This model is an unmanned Exit Cashiering device. User-friendly features prompt patron to insert their parking ticket into the device. When the fee is displayed your customer can choose their method of payment. Standard payment features for the Model 9000S include paper currency, coins, vouchers, merchant validations, or debit ValueCards.

Model 9000C - Credit Card Unit
This model includes all the payment options that the Model 9000S has and can also process Credit Cards.

Entry Operations:
Model 9000P - Pre-Pay Unit
This model is used for point of entry operation. When a patron drives up to the Model 9000P the required fee is displayed. The parking fee is a programmable flat rate. Payment can be made with paper currency, coins or credit card.

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Pay-In-Lane Device

Specifications

1. Purpose:
The Pay-In-Lane models are unmanned devices that provide complete automation of cashiering services to parking patrons at the lane. The Model 9000S and Model 9000C are exit devices that read magnetic stripe tickets, ValueCards, vouchers and hole punch validations. The Model 9000C also reads credit cards. The Prepay Entry Device, Model 9000P processes credit cards only, as well as coin and paper currency as the method of payment.

2. Features:
a. Automatically calculates and displays parking fees, accepts payment, issues change in coins or cash and vouchers. A receipt, automatically or on demand, is incorporated the following standard components:
1. SST Ticket Validator (Model 9000S and 9000C)
2. Coin Changer (accepts and dispenses Coins)
3. Up to five Auto-Replenishing coin denomination dispenser tubes
4. Note Acceptor and vault
5. Programming Interface
6. Receipt Printer
7. Credit Card on Model 9000C and 9000P
c. The following components are optional:
1. Journal Printer
2. Intercom
d. Comprehensive financial and statistical reports are available at the device or from a PC running the Federal APD ScanNet® Central Parking Management System.
e. Processes up to 14 different bank notes and up to 5 different coin denominations.
f. Operates independently offline, or online with Federal APD ScanNet® Central Parking Management System.
g. LCD display guides the user through all transactions.

3. Mechanical:
a. The standard Model 9000S and the Credit Card Model 9000C reads magnetic stripe parking tickets, ValueCards and hole punch validations using Federal APD SST Ticket Validator.
b. All the Pay-In-Lane devices allow patrons to terminate the cashiering transactions at any time prior to completing a transaction. c. The bank Note Acceptor accepts up to 14 different bank note denominations and

includes the Bank Note Vault. The device screens all currency for validity, recognizes its value, and transports the notes to the vault. Any errors, warnings and shutdown notices are sent to the Journal Printer (if present) and at the display on the programming interface. The Note Vault has a capacity to store up to 600 bank notes.
d. The Coin Changer combines traditional coin acceptance and changer functionality along with tracking and diagnostic abilities. The Coin Changer manages coin inventory, optimizes payout, and is easy to learn and use. It comes with five replenishing interchangeable change tubes. The capacity of each tube is approximately 80 coins. When coin quantity is low in the tubes a message is sent to Federal APD ScanNet® Central Parking Management System if the unit is online. This unit determines whether to send coins to the Dispenser or the Vault. The Coin Dispenser pays out approximately three coins per Second, depending on the coin dimensions. It handles coins between the diameter range of 15.70 mm to 28.5 mm and thickness range of 1.10 mm to 2.50 mm. The capacity of each are as follows:

Coin	Max. fill by coin changer	Max. fill manually (theoretical)
.05	77 coins (\$3.85)	87 coins (\$4.35)
.10	38 coins (\$3.80)	43 coins (\$4.30)
1.00	69 coins (\$69.00)	81 coins (\$81.00)

e. The Programming Interface provides the tool for programming hardware and software features of the Pay-In-Lane device, such as fee calculations, attributes, taxes, time and time. Reports can be printed from the Pay-In-Lane devices, displayed on the Programming Interface terminal or sent to ScanNet® Central Parking Management System software if Online.

4. Dimensions:
a. The Pay-In-Lane cabinet is 24.21 inches W x 24.21 inches H x 16.53 inches D (615 mm W x 615 mm H x 420 mm D).
b. The Pay-In-Lane pedestal base is 10 inches W x 25 inches H x 10 inches D (447.7 mm W x 790 mm H x 254 mm D).

5. Electrical:
a. The Pay-In-Lane is available in 115 VAC or 220 VAC power requirements. It also provides a 24 VDC and a 5 VDC Power supply for the cash handling system, the SST Ticket Validator and the Credit card reader.
b. Construction:
The Pay-In-Lane housing is a weatherproof steel cabinet mounted on a steel pedestal. The cabinet is finished in powder coat paint in either Federal APD Safety Yellow or White for maximum visibility and safety. Other colors are available, when specified.
c. To discourage tampering, the Note Vault is constructed of metal and provides a secure storage area for bank notes. The Note Vault is locked into place, and an additional key is needed to unlock the vault.
d. Exterior operator controls are clearly laid out with easy-to-follow instructions, visual display and push button controls.

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Universal One

Freedom for Control

Features:
• Magnetic ticket dispensing, exit verifying
• Cashless payment processing
• Online or offline operation
• Proven lane logic for superior revenue control
• Backlit LCD display
• Service-friendly internal layout
• Proven components for reliability

Universal One minimizes the maintenance effort required to keep your system running reliably. Its burster design reduces the time between maintenance visits by pulling from two motor heads in configurable option, which allows it to process up to 10,000 tickets between refills. The burster also creates less dust when compared with cutting designs, reducing one of the key problems in transport maintenance.

When maintenance is required, the Universal One is designed with a side door to keep technicians out of the lane, clear sight lines to all indicators, easy access to commonly-used components and internal lighting to assist technicians in troubleshooting. And if the Universal One is damaged, it is designed to allow replacement of key components or external cabling without scrapping the entire device.

The best of both worlds
The Universal One can be configured and its reports can be pulled from ScanNet® facility management software. But if the communications network is unavailable, all functionality and configuration can be managed internally, keeping your system (and revenues) flowing.

Patron Interaction
• Bright backlit LCD display directs patron through transaction workflow
• Let Patrons for ticket button, uses membrane contact for long life
• Accepts (optional configurations)
• Magnetic tickets, vouchers, validations via transport
• Patron ID via prox reader
• Credit cards via insertion reader
• Thermal printer provides patron receipt upon request
• ADA compliant

FEDERAL APD
A Federal Signal Company

Freedom for Control

For more information
federalapd.com
800.521.9330

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Universal One

Specifications

Intelligence
• Configurable remotely over network from ScanNet™
• Configurable locally from PowerPad terminal
• Configuration options:
• Patron display messages
• Programmable outputs
• Receipts
• Networkable via optional configuration kit
• RS-485 serial loop
• Ethernet
• Fully functional when online or offline
• Buffers up to 1900 credit card and 7700 cash transactions

Electrical
• 90-130VAC or 180-240VAC external power
• Maximum draw - fully configured - 90-130VAC, 8A
• Maximum draw - fully configured - 180-240VAC, 4A
• 24VDC internal circuit for low voltage components
• Segregated AC circuit for optional UPS unit

Mechanical
• 55" H x 14" W x 20" D (147cm H x 36cm W x 51cm D)
• Weight - fully configured, 178lbs (81kg)
• Heavy gauge steel frame construction
• Aluminum cladding construction
• Insulated, heated and vented to maintain internal temperature and humidity ranges
• NEMA 3R cabinet

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A Federal Signal Company

Freedom for Control

For more information
federalapd.com
800.521.9330

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CALL STREET ENTRANCE PARKING AUTOMATION



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DATE: 10.10.2012

AUTOMATION EQUIPMENT

C3.2

Call Street

LEGEND

- 3/4" Ø CONDUIT FROM DETECTOR LOOPS TO AUTO GATES
- 3/4" Ø CONDUIT FROM AUTO GATES TO TICKET SPITTER OR PAY-IN-LANE BOX
- 3/4" Ø COM LINE DAISY CHAINED FROM GATES AND TICKET BOXES TO HUB
- (2)-1" Ø CONDUITS FROM HUB TO AUTO GATE AT DUVAL ST ENTRANCE
- 3/4" Ø CONDUIT DIRECT BORED FROM LOT FULL SIGNS TO AUTO GATES
- (2)-1" Ø CONDUIT DIRECT BORED FROM HAND HOLE TO HUB



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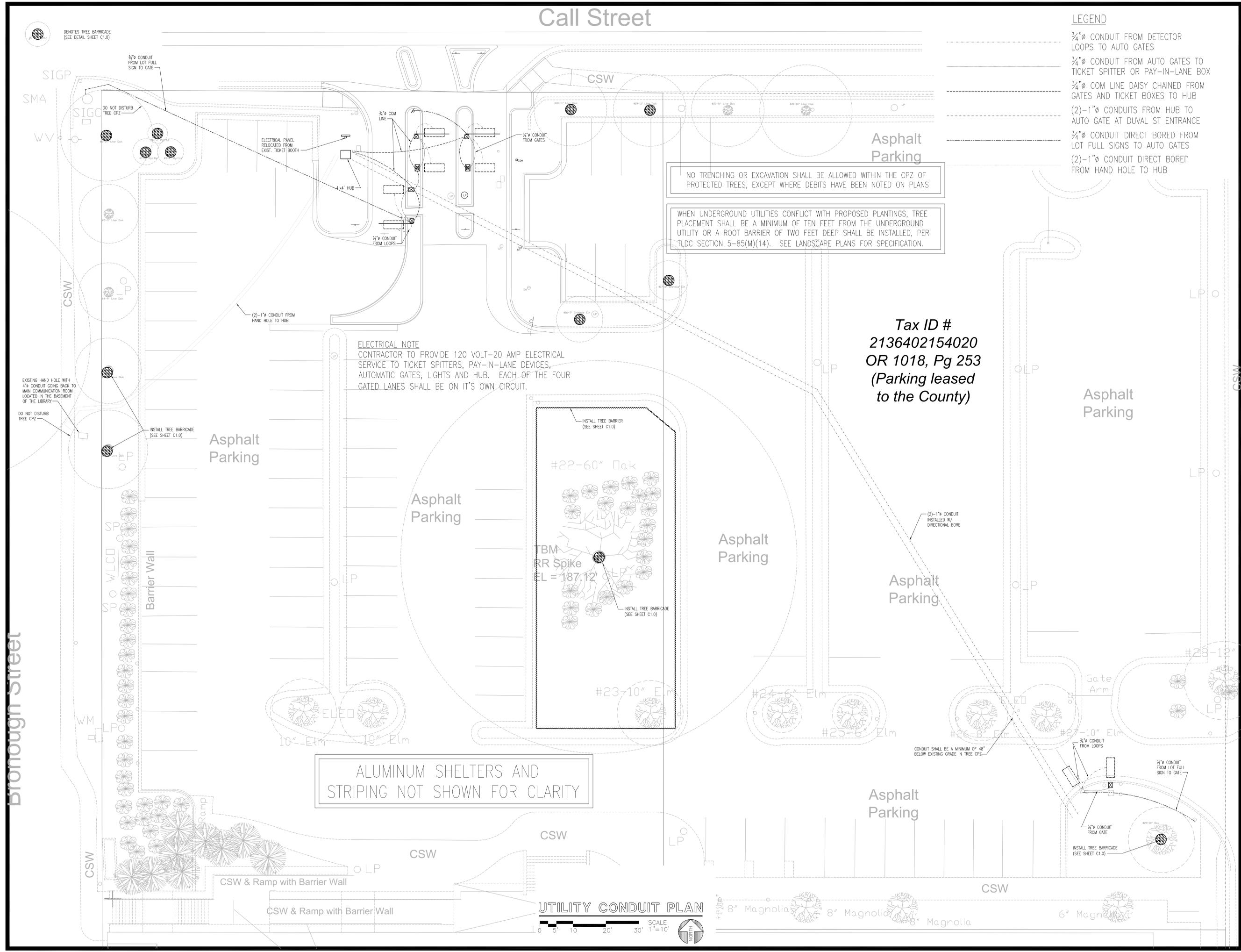
ELECTRICAL NOTE
CONTRACTOR TO PROVIDE 120 VOLT-20 AMP ELECTRICAL SERVICE TO TICKET SPITTERS, PAY-IN-LANE DEVICES, AUTOMATIC GATES, LIGHTS AND HUB. EACH OF THE FOUR GATED LANES SHALL BE ON IT'S OWN CIRCUIT.

NO TRENCHING OR EXCAVATION SHALL BE ALLOWED WITHIN THE CPZ OF PROTECTED TREES, EXCEPT WHERE DEBITS HAVE BEEN NOTED ON PLANS

WHEN UNDERGROUND UTILITIES CONFLICT WITH PROPOSED PLANTINGS, TREE PLACEMENT SHALL BE A MINIMUM OF TEN FEET FROM THE UNDERGROUND UTILITY OR A ROOT BARRIER OF TWO FEET DEEP SHALL BE INSTALLED, PER TLDC SECTION 5-85(M)(14). SEE LANDSCAPE PLANS FOR SPECIFICATION.

ALUMINUM SHELTERS AND STRIPING NOT SHOWN FOR CLARITY

UTILITY CONDUIT PLAN



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UTILITY CONDUIT PLAN

U1.1

