CHAPTER SEVEN
TRANSPORTATION SYSTEM STANDARDS

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7100. ACCESS MANAGEMENT

7110. GENERAL STANDARDS

All proposed development shall provide an access and circulation plan with the application for development approval. The plan shall demonstrate that the following standards for vehicular access and circulation are met by the proposed development:

A. All projects shall have access to a public right-of-way or a private roadway dedicated for public access.

B. All streets and roads proposed in a new development shall be designed and constructed pursuant to requirements contained herein. Streets and roads may be dedicated to the County upon completion, inspection, and acceptance by the County.

C. Private streets may be allowed within residential developments, parks, recreational vehicle parks, multifamily residential projects; or commercial, office, or industrial projects. However, private streets shall be designed and constructed pursuant to standards contained herein.

D. Projects proposed on principal arterials, minor arterials, major and minor collectors (see Functional Classification Map) shall include frontage or service roads, and shall take access from the frontage road rather than the arterial or collector where frontage or service roads do not exist. This requirement can be met through cross access. Where natural features cause this requirement to be physically infeasible, alternate designs may be approved.

Cross Access may be accomplished through interconnecting of parking lots that abut the arterial or collector. The Cross Access connection shall consist of a paved 20 foot wide connection to both neighboring properties. The connection shall be constructed to the property line. The cross access connection shall begin after the throat distance for the driveway.

E. When a project cannot obtain a driveway connection to an abutting roadway due to access management standards in order to provide access to the project, a cross access agreement between each side neighboring property that is a commercial land use shall be executed by all parties, and recorded in the public records of Citrus County. If unable to obtain a cross access agreement and connection, an interim driveway access shall be granted, with the condition the interim driveway is to be removed at the developer's expense upon the neighboring property developing or redeveloping.

F. All Connections, with the exception of single family residential houses, on arterial and collector roadways shall be separated per the access classification.

G. All proposed rights-of-way shall be located and sized in compliance with the Multimodal Transportation Element of the Comprehensive Plan.

1. The street layout in all new development shall be coordinated with and interconnected to the street system of the surrounding area. If adjacent lands are unplatted, stub outs in the new development shall be provided for future connection to the adjacent unplatted land.

H. All connections shall be by a permitted apron in accordance with requirements contained herein.

I. Commercial development that accesses an unimproved or substandard county road shall either upgrade the portion of the roadway to County Roadway standards for the amount of traffic on the roadway or provide testing and survey indicating the roadway meets these requirements.

J. Under no circumstances shall the foregoing be construed to require the County to deny access to those existing properties adjacent to the roadway so as to constitute a 'taking' of property under judicially established principles.

7120. RESIDENTIAL SUBDIVISION CRITERIA

A. In residential developments, driveway entrances for any lot having multiple frontages shall be located on the street having the lower functional classification.

B. For roadways that do not have a designated access classification the number of connections shall be as follows:

TYPE OF DEVELOPMENT	NUMBER OF ROAD CONNECTIONS	TYPE OF ACCESS
Residential, less than 75 units	1	Local or County Collector
Residential, equal to or greater than 75 units	2 or more	Collector (FDOT, County)

7130. NONRESIDENTIAL DRIVEWAY CRITERIA

A. In nonresidential developments, driveway entrances for any lot having multiple frontages shall be located and separated as determined by the Access Management Standards identified herein.

B. Houses of worship, schools, and other institutional developments which abut parallel roadways may have access to both provided the connections have a minimum of 300 feet from the intersection center lines of the right-of-way.

C. Schools and/or uses requiring emergency vehicle access may have one additional access provided that the additional access drive is limited to school bus or emergency vehicle use only.

D. Where topography, environmental, or manmade conditions including, but not limited to, gated communities impede construction of a nonresidential driveway, the Director of the Department of Growth Management with the concurrence of the Director of the Department of Public Works may authorize an alternative design that accesses the higher classified roadway.

7135. FRONTAGE ROADS FOR NONRESIDENTIAL DEVELOPMENT

Frontage roads are service roads designed for lower volume local traffic and run parallel to main roads (Arterials/Collectors). The purpose of frontage roads is to provide local access to a group of businesses by separating the local and through traffic in the interest of minimizing conflict points (reducing the number of access locations) and increasing safety. Frontage roads typically run parallel to

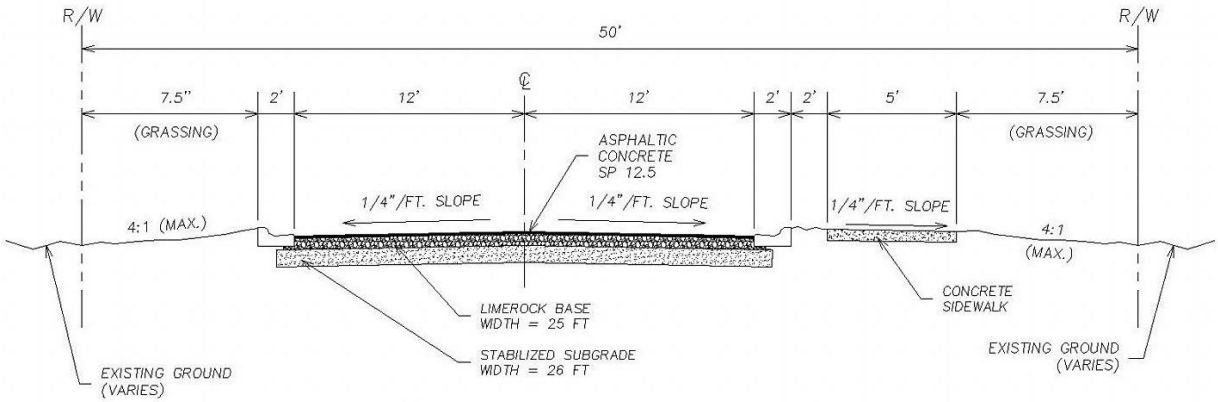
the main road and are located in front of and in between the buildings served and the main roads. Reverse frontage roads run parallel to the main road and are typically located behind the buildings served, instead of between the buildings and the main road.

Developers of properties adjacent to Arterials or Collectors may provide at the developer's expense a frontage road from property line to property line parallel to the Arterial or Collector. This is a valid substitute to the requirement to provide cross access per the LDC.

Design Guidelines:

A. Frontage roads generally will be parallel or perpendicular to the front property line and may be located either in the front of, adjacent to, or behind the principal buildings. In considering the most appropriate alignment, the County shall consider the setbacks of existing and proposed buildings and the anticipated traffic flow for the site. The frontage road may be approved in order for construction to be within the front yard setback provided there is the required distance between the frontage road and the existing major road so as not to create a traffic hazard, and in accordance with the requirements of this LDC.

B. A frontage road shall be within an access easement or platted right-of-way allowing traffic circulation between adjoining properties. The platted right-of-way or easement shall be a minimum of fifty (50) feet wide and designed and constructed in accordance with the following figure:



FRONTAGE ROAD W/CURB & GUTTER
(TYPICAL SECTION)

NOT TO SCALE
POSTED SPEED = 25 M.P.H.

NOTES:

FLEXIBLE PAVEMENT, LIMEROCK BASE AND STABILIZED SUBGRADE SHALL BE DESIGNED PER FDOT STANDARD; FLEXIBLE PAVEMENT DESIGN MANUAL (LATEST EDITION) BASED UPON 1,500 ADT & SECTION 7740 OF THE CITRUS COUNTY LDC.

ALL WORK SHALL CONFORM TO CITRUS COUNTY SPECIFICATIONS OR, IF THOSE SPECIFICATIONS ARE SILENT, IN ACCORDANCE WITH CURRENT STATE OF FLORIDA SPECIFICATIONS.

RIGHT-OF-WAY, AND ROADSIDE DIMENSIONS ARE MINIMUMS. SITE CONDITIONS MAY REQUIRE INCREASES.

C. Frontage roads are intended to be used exclusively for circulation and not as parking. The County may require the posting of no parking signs along the frontage road.

D. Driveway spacing along the frontage road shall be as necessary for safe traffic movement, and as authorized by the County Engineer or his designee.

E. The posted speed limit along the frontage road shall be 25 mph.

7140. ACCESS MANAGEMENT FOR COUNTY CONTROLLED ROADWAYS

A. Unless specifically listed elsewhere within this section, all connection spacing on roadway segments that have been assigned an access classification shall meet or exceed the minimum requirements of the access class shown in the following tables:

TABLE 7-1
ACCESS CLASSIFICATION AND SPACING REQUIREMENTS

Functional Class	Access Class	Medians +	Connections Spacing (feet)	
			Posted Speed Greater than 50 MPH	Posted Speed of 50 or less
Principal Arterials	3	Restrictive	660	440
Principal Arterials/ Major Collectors	4	Nonrestrictive	660	440
	5	Restrictive	440	245
Minor Arterials/ Minor Collectors Local Streets	6	Nonrestrictive	440	245
	7	Both Median Types	125	125

Functional Class	Access Class	Medians +	Median Opening Spacing More than 50 MPH		Signal Spacing More than 50 MPH
			Directional	Full	
Principal Arterials	3	Restrictive	1320	2640	2640
Principal Arterials/ Major Collectors	4	Nonrestrictive	---	---	2640
	5	Restrictive	660	2640	2640
Minor Arterials/ Minor Collectors Local Streets	6	Nonrestrictive	---	---	1320
	7	Both Median Types	330	660	1320

Functional Class	Access Class	Medians +	Median Opening Spacing 50 MPH or less		Signal Spacing 50 MPH or less
			Directional	Full	
Principal Arterials	3	Restrictive	1320	2640	2640
Principal Arterials/ Major Collectors	4	Nonrestrictive	---	---	2640
	5	Restrictive	660	1320	1320
Minor Arterials/ Minor Collectors Local Streets	6	Nonrestrictive	---	---	1320
	7	Both Median Types	330	660	1320

+ A “Restrictive” median physically prevents vehicle crossing. A “Nonrestrictive” median allows turns across any point.

Minimum clearances for corner parcels/development are as follows:

TABLE 7-2
CORNER PARCEL ACCESS SPACING

Position	Access Allowed	Minimum (feet)
WITH RESTRICTIVE MEDIAN		
Approaching intersection	Right in/out	115
Approaching intersection	Right in only	75
Departing intersection	Right in/out	230 (125)[1]
Departing intersection	Right out only	100
WITHOUT RESTRICTIVE MEDIAN		
Approaching intersection	Full access	230 (125)[1]
Approaching intersection	Right in only[2]	100
Departing intersection	Full Access	230 (125)[1]
Departing intersection	Right in only[2]	100

[1] Access Class 7 and posted speed limits at 35 miles per hour or less may use the measurements in parenthesis.

2 Right in/out, right in only, and right out only connections on roads without restrictive medians shall, by design of the connection, effectively eliminate unpermitted movements.

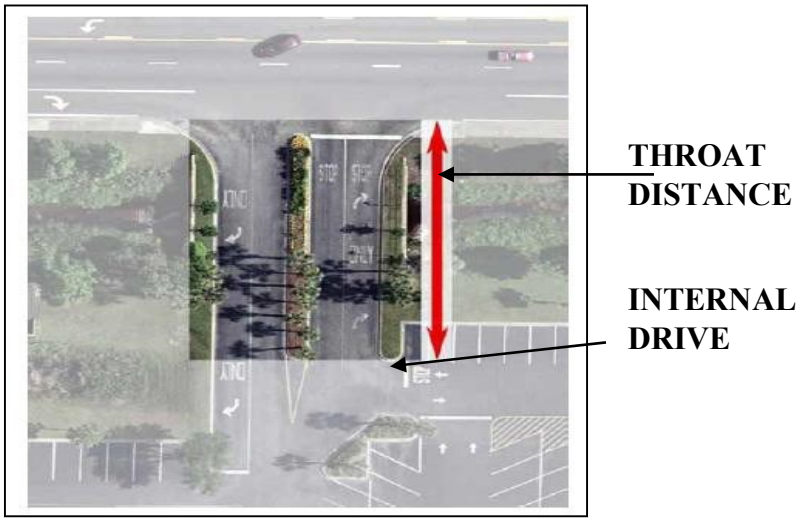
All median crossing and connection locations on county roads are the jurisdiction of the County. By application, additional median crossings may be permitted if they meet the access classification spacing requirements. If the applicant can demonstrate that traffic safety will not be unduly impaired, the Department of Public Works may approve reduced median crossing and connection spacing up to a maximum of 20 percent of the required spacing. All costs of design, permitting, and construction are the responsibility of the applicant.

B. CR-486 Access Classification

SEGMENT	CLASSIFICATION
SR-44 to N. Marcus Gunn Point	5
N. Marcus Gunn Point to N. Pinecone Avenue	5
N. Pinecone Avenue to N. Ottawa Avenue	5
N. Ottawa Avenue to N. Leesburg Avenue	5
North Leesburg Avenue to N. Annapolis Avenue	5
N. Annapolis Avenue to 1,200 Feet East of N. McGee Drive	7
1,200 Feet East of N. McGee Drive to N Skeeter Terrace	5
N Skeeter Terrace to US-41	5

C. Driveway Throat Distances for all County Classified Roadways: The minimum length of driveways, or throat distance, shall vary based upon the proposed land use for the particular parcel of land and the projected daily and peak hour traffic volumes for the proposed development on the property. The driveway throat distance shall be measured from edge of traveled way to the first internal drive. To minimize potential vehicle stacking that would present a traffic operational or safety concern on arterial and collector roadways, the minimum throat distance for any driveway subject to the Access Plan shall be the following:

DRIVEWAY THROAT DISTANCE		
	Distance Required (Feet)	Distance Required (Feet)
Peak Hour Trips	With Right Turn Lane	Without A Right Turn Lane
50 or less	15	30
51 to 99	25	50
100 or more	75	150



Driveway Throat Distance

7150. ACCESS MANAGEMENT FOR STATE HIGHWAYS

A. Standards for minimum spacing of access points for all arterial highways shall be by posted speed, in accordance with Chapter 14-97, F.A.C., FDOT Access Management Standards. The access spacing shall be as follows:

FDOT ACCESS MANAGEMENT CLASSIFICATIONS			
STATE HIGHWAY	**FROM**	**TO**	**CLASS**
US-41	Hernando County Line	CR 48	4
	CR48	SR-44 and Highland Blvd.	5
	SR-44 and Highland Blvd.	Montgomery Ave.	6
	Montgomery Ave.	Marion County Line	3
US-19 and 98	Hernando County Line	CR-44/W. Fort Island Trail	3
	CR-44/W. Fort Island Trail	SR-44/NE 5th St.	6
	SR-44/NE 5th St.	NW 7th St.	4
	NW 7th St.	Levy County Line	3
SR-200	US-41	Marion County Line	3
SR-44	US-19 and 98	Joyner Rd.	6
	Joyner Rd.	680 feet West of CR-581	3
	680 feet West of CR-581	US-41/N. Florida Ave.	6
	US-41/N. Florida Ave.	US-41/S. Florida Ave.	6
	US-41/S. Florida Ave.	Sumter County Line	3
US – 98	Hernando County line	US-19	3

FDOT ACCESS MANAGEMENT SPACING						
ACCESS CLASS	**MEDIAN**	**MEDIAN OPENING SPACING STANDARD (feet)**		**SIGNAL SPACING STANDARD (feet)**	**CONNECTION SPACING STANDARD (feet)**	
		Full	**Directional**		**Posted Speed Greater than 45**	**Posted Speed of 45 MPH or less**
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive	N/A	N/A	2,640	660	440
5	Restrictive	2,640 / 1,320*	660	2,640 / 1,320*	440	245
6	Non-Restrictive	-	-	1,320	440	245
7	Both Median Types	660	330	1,320	125	125

*Note: Greater than 45 MPH/Less than or = 45 MPH

B. US-19 Access Management Plan Standards

The following access management standards for development activities are hereby established as the US-19 Access Management Plan standards for all

development abutting the US-19 corridor commencing at the Hernando County Line and terminating at the Levy County line. This section also includes those properties abutting US-19 that were within the County's jurisdiction prior to the annexation adopted on April 26, 2004 by the City of Crystal River.

1. Plan Runs with the US-19 Corridor: The US-19 Access Management Plan shall apply, to the maximum extent permitted by law, to the US-19 corridor commencing at the Hernando County Line and terminating at the Levy County line. The Access Plan shall be applicable, to the maximum extent permitted by State law, regardless of the local governmental jurisdiction of the properties located in the US-19 corridor.

2. Access Classification: The FDOT has classified the roadway section specifically included in the Access Plan as an Access Class 3 facility. A Class 3 facility has restrictive (raised) medians, directional median opening minimal spacing of 1,320 feet, and full median opening minimal spacing of 2,640 feet. The Access Plan utilizes these standards as guidelines for the placement of median openings.

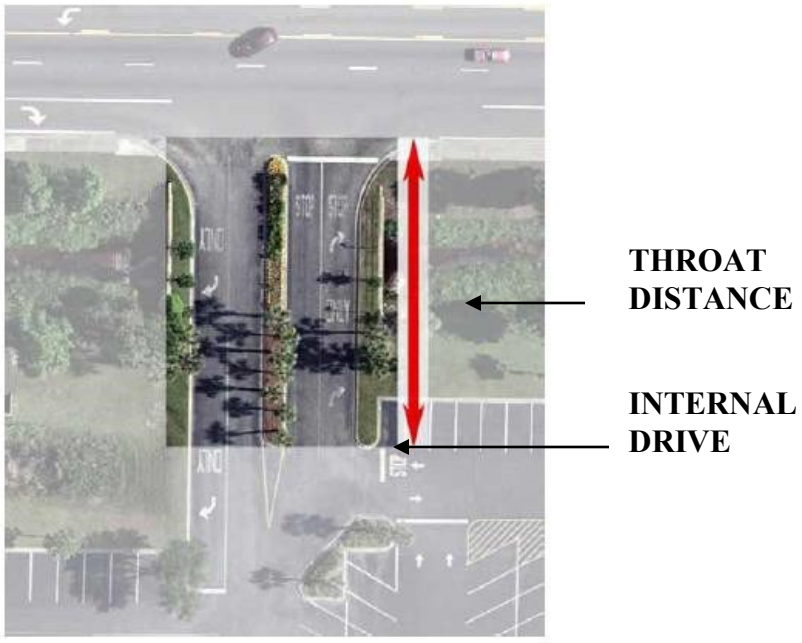
3. Frontage or Reverse Frontage Roads: Parcels that are adjacent to or in close proximity to frontage or reverse frontage roads as depicted in the Access Plan shall provide a connection to this roadway. As a condition of development approval, a development plan must provide for the construction of the section of frontage road or reverse frontage road that provides access to US-19 as identified in the Access Plan. This shall be accomplished as practical and may necessitate an escrow of funds and/or development agreement for future construction to be determined by the Director of the Department of Public Works.

4. Joint and Cross Access: Each development plan shall provide for appropriate stub-outs to support cross access between adjacent parcels.

5. Driveway Spacing Standards: The minimum separation distance between adjacent driveways shall conform to the FDOT Access Management standards according to the assigned access design classification. The County shall require a minimum driveway spacing of 660 feet where feasible and practicable consistent with sound and generally accepted engineering practices and principles.

6. Driveway Throat Distances: The minimum length of driveways, or throat distance, shall vary based upon the proposed land use for the particular parcel of land and the projected daily and peak hour traffic volumes for the proposed development on the property. The driveway throat distance shall be measured from edge of traveled way to the first internal drive. To minimize potential vehicle stacking that would present a traffic operational or safety concern on US-19, the minimum throat distance for any driveway subject to the Access Plan shall be the following:

DRIVEWAY THROAT DISTANCE		
	Distance Required (Feet)	Distance Required (Feet)
Peak Hour Trips	With Right Turn Lane	Without A Right Turn Lane
50 or less	15	30
51 to 99	25	50
100 or more	75	150



Driveway Throat Distance

7. Isolated Corner Properties: Properties located at the intersection of a roadway and US-19 are considered isolated corner properties and development on such properties may be permitted to have only right-in and right-out driveway access on US-19 with all driveways located as far as and feasible, consistent with sound and generally accepted engineering practices and principles, away from the roadway intersection.

8. Continuous Right Turn Lanes: Development plans shall avoid the use of continuous right-turn lanes that access several contiguous properties. The use of shared, joint or cross access and interconnected parking lots and frontage roads shall be maximized in each development plan to accomplish property access along the US-19 corridor. Appropriate easements and other rights shall be deeded to the County, when appropriate, to implement this requirement.

9. Commercial Nodes: The Access Plan has been developed to be consistent with and compatible to the provisions of the Citrus County Comprehensive Plan for Community, General, and Regional Commercial Nodes. Full median openings depicted on the Access Plan within these nodes have been located to meet, to the greatest extent feasible and practicable consistent with sound and generally accepted engineering practices and principles, the spacing requirement of 2,640 feet as specified in the aforementioned Sections.

10. Wetland/Environmentally Sensitive Areas: Environmentally sensitive areas have been tentatively identified in the Access Plan and access to these areas has been reasonably limited. Consistent with the objective of preserving environmentally sensitive lands, access over properties identified as such lands is prohibited; provided, however, that the owner or developer may apply for a variance pursuant to the provisions of this Chapter and as otherwise provided in this LDC. The specific limits of the environmentally sensitive areas shall be verified and depicted in each development plan prior to the review and approval of the development plan. The intent of the Access Plan is to minimize any disturbance of all environmentally sensitive lands while providing for the reasonable use of developable property and reasonable access to property.

11. Minimum Lot Widths: The depth of any lot shall not exceed three times its width. In addition, the minimum lot width for purposes of this plan shall be 100 feet for residential lots and 150 feet for nonresidential lots. Lot aggregation for purposes of proposed development plans shall be encouraged for any parcels of record that do not meet this requirement and cause adverse impacts to traffic circulation.

12. Lot Splits: No new or additional access rights will be permitted for properties that are created as the result of parcel or lot splits subsequent to August, 2004.

13. Deviations/Variances from Standards: The applicant for any development plan shall have the burden of providing substantial competent evidence including, but not limited to, evidence from a licensed Florida professional engineer or other expert in the field of transportation/land use planning, demonstrating hardship and unique conditions that prohibit a development plan from conforming with the requirements of the Access Plan. The applicant must provide compelling data and analysis to the County that a requested variance would improve traffic circulation and efficiency of and the general safety of the citizens of Citrus County and the traveling public on US-19; that no alternative access exists from a street with a lower functional classification than US-19; and that there is no possible access from a joint and cross access agreement, shared driveway, frontage road or reverse frontage road. The deviations from standards process shall be consistent with the County's variance process, and shall include a public notification process. Decisions from the County's variance process shall be forwarded to the FDOT, District 7, Access Management Review Committee, for review and consideration.

14. Interim Access: Any access point or median opening that does not comply with one (1) or more provisions of this Subsection may be designated as Interim Access upon approval by the Planning and Development Commission (PDC) or Director of the Technical Services Division based upon the requisite and competent evidence being submitted by the applicant and accepted by the County. In all cases where the access is designated as Interim Access, such access shall be specifically noted on the site plan or subdivision plan submitted for approval. The requirement to provide subsequent alternative access shall run with the property and be a condition of development approval. The future planned alternative access shall be specifically identified. When the property is capable of being served by an alternate means of access, the Director of the Technical Services Division or PDC shall require that the Interim Access be eliminated or altered, at the cost of the applicant, and that the property utilize the new access location that is consistent with the provisions of this Subsection.

15. Interchange Management Area. Interchange Management Area criteria are outlined in Section 7400, Interchange Management Areas.

7160. PEDESTRIAN ACCESS STANDARDS

Where a proposed non-residential development abuts a collector or arterial roadway listed in the Citrus County Transportation Alternatives List of Priority Projects, facility designs shall include provision for sidewalks or other approved pedestrian facilities. The following standards shall be applied when considering sidewalk placement:

A. External sidewalks on Collector or Arterial Roadways

External sidewalks shall be located on collector or arterial roadways adjacent to a non-residential development. Sidewalks shall be constructed on the development's side of the existing collector or arterial for the extent of the project boundary.

1. The developer shall be responsible for the construction of the sidewalks.

2. Where natural features, pre-existing development conditions, or site design cause requirements for sidewalks to be physically infeasible, waiving this requirement or alternate designs may be approved as determined by the Director of the Department of Public Works. In lieu of construction along the external roadway, the developer may pay a sidewalk fee to the County in an amount necessary to complete construction. This amount shall be determined by the project engineer and approved by the County with payment required prior to final plan approval. Payment will be due prior to subdivision final plat approval or commercial compliance approval. The County may use these funds toward the construction of sidewalks throughout the County based on priorities established by the Board of County Commissioners in conformance with the Citrus County Transportation Alternatives List of Priority Projects.

B. Whenever possible, sidewalks and/or trails shall be provided for convenient access to individual dwelling units, churches, schools, parks, activity centers, transit facilities and other facilities.

C. To ensure safety and accessibility, all schools shall be linked with residential areas by bikeways and sidewalks whenever possible

D. Sidewalks shall comply with ADA requirements.

7170. STANDARDS FOR DRIVE-UP FACILITIES

All facilities providing drive-up or drive-through service shall provide onsite stacking lanes in accordance with the following standards:

A. Drive-in facilities and stacking lanes shall be located and designed to minimize turning movements relative to driveway access to streets and intersections.

B. Drive-in facilities and stacking lanes shall be located and designed to minimize or avoid complete conflicts between vehicular traffic and pedestrian areas such as sidewalks, crosswalks, or other pedestrian access ways.

C. A bypass lane shall be provided.

D. Stacking lane distance shall be measured from the first menu board or equivalent to the property line bordering the furthermost street providing access to the facility.

E. Minimum stacking lane distance shall be as follows:

Use	Queue Distance Required
Fast-Food Restaurant	225 Ft.
Financial Institution	175 Ft.
Drugstore	100 Ft.
Car Wash (Self-Service)	50 Ft.
Other Uses	120 Ft.

F. Alleys or driveways in or abutting areas designed, approved, or developed for residential use shall not be used for circulation of traffic for drive-up facilities.

G. Where turns are required in the exit lane, the minimum distance from any drive-up station to the beginning point of the curve shall be 34 feet. The minimum inside turning radius shall be 25 feet.

7180. CLEAR VISIBILITY TRIANGLE

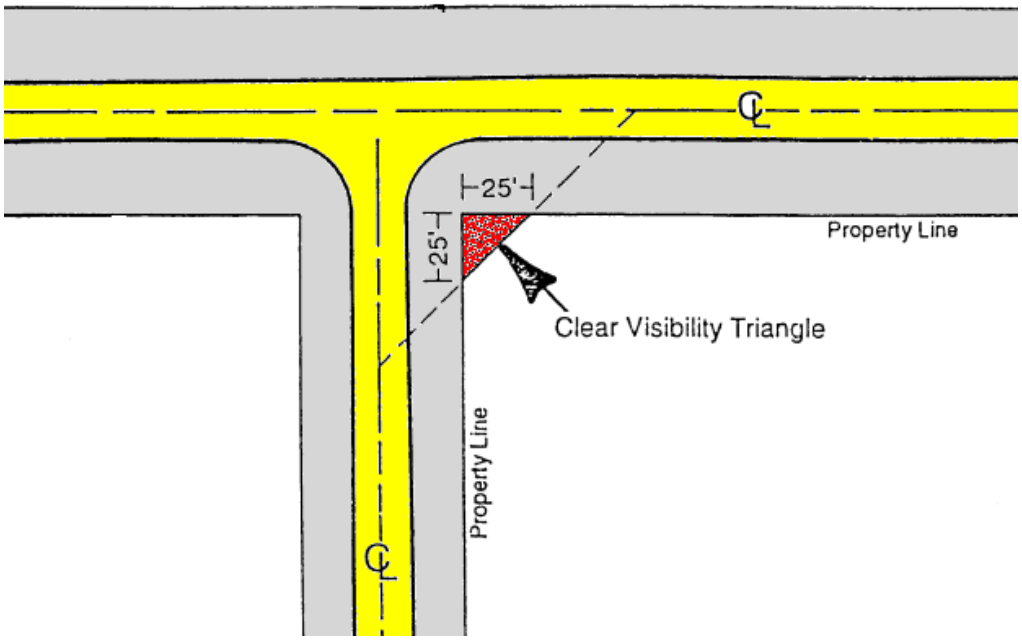
In order to provide a clear view of intersecting streets and nonresidential driveway entrances to the motorists, there shall be a triangular area of clear visibility. The following standards shall be met:

A. Nothing shall be erected, placed, planted, or allowed to grow in such a manner as to materially impede vision between a height of three feet and eight feet above the grade. For the intersection of rights-of-way, grade shall be measured from the intersection of the centerline of the rights-of-way. For driveways, grade shall be measured from the centerline of the intersection of the driveway and right-of-way. Upon a finding by the staff, existing natural features and topography which prohibit compliance with this requirement may require removal and/or grading of such features. Historical and/or archaeological significant sites subject to requirements contained herein, and protected trees pursuant to requirements contained herein, may be exempt from this requirement.

B. Street Intersections - Nonresidential and Residential Development

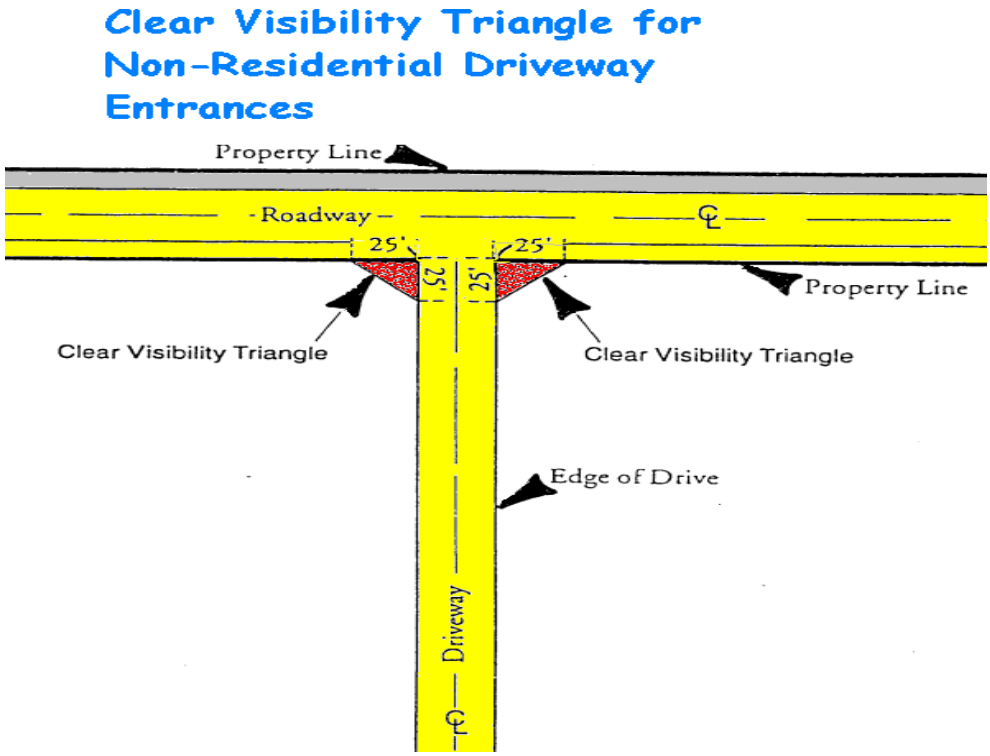
   The clear visibility triangle shall be formed by drawing a line 25 feet along each property line abutting the right-of-way starting at the point where the two property lines intersect, or their projections intersect, then connecting the two end points with a straight line.

Clear Visibility Triangle for Intersections of Rights-of-Way



C. Driveway Entrances - Nonresidential Development Only

Intersections of driveways with streets shall provide a Clear Visibility Triangle as shown in the figure below. Beginning at the intersection of the driveway edge with the street right-of-way (property line), thence along the street right-of-way for a distance of 25 feet, thence in a straight line across the property to a point on the edge of the driveway 25 feet from the point of beginning. Where driveways are curved or intersect with the street at other than right angles, the visibility triangle shall be measured from the point of the curve most projecting into the driveway. The visibility triangle shall be provided on each side of a driveway.



7190. AUXILIARY LANES

A. General

Acceleration, deceleration and turning auxiliary lanes should be provided at subdivision entrances, commercial site driveways, and intersections as warranted. An approved traffic analysis signed and sealed by a licensed Florida professional engineer, using acceptable methodology to the County, shall be used to determine the need for auxiliary lanes at intersections, as warranted by the County. The minimum length of auxiliary lanes and tapers at intersections shall be determined using "Florida Green Book" and FDOT Design Standard Indexes.

B. Applicability

1. Developments which generate a.m. or p.m. peak hour traffic exceeding the following thresholds shall provide site related acceleration, deceleration, and storage lanes:

More than twenty (20) left turning vehicles per hour on a two lane arterial or collector roadway	Left turn lanes are to be provided
More than forty (40) right turning vehicles per hour on a two lane arterial or collector roadway	Right turn lanes are to be provided
More than forty (40) right turning vehicles per hour, on a four lane rural roadway	Right turn lanes are to be provided,
More than eighty (80) right turning vehicles per hour, on a four lane urban roadway	Right turn lanes are to be provided
More than Sixty (60) right turning vehicles per hour, on a six lane rural roadway	Right turn lanes are to be provided
More than one hundred (100) right turning vehicles per hour, on a six lane urban roadway	Right turn lanes are to be provided

2. The following are conditions that also can warrant an exclusive right turn lane without meeting the above requirements.

   a. Facilities having a high volume of buses, trucks, Recreational Vehicles (2 or 3 per hour)

   b. Sites not meeting adequate throat distance

   c. Driveways where curves or hills impact sight distance

   d. Gated Entrances, if not meeting setback requirements or high peak hour traffic

   e. Crash Experience

   f. Severe Skewed angle of intersection requiring right turn vehicle to slow greatly.

3. If an applicant objects to the requirement for turn lanes, an approved traffic analysis outlining a design exception request may be submitted for review and approval, at the sole discretion of the Citrus County Department of Public Works Director.

C. Left-turn Lanes

A left turn lane is recommended for any intersection that exceeds 20 turning vehicles per hour on multi-lane roadways. Exclusive left turn lanes are identified as required per the Highway Capacity Manual's Level of Service analysis for multi-lane collector roadways. Two-way continuous left turn lanes shall be designed per FDOT guidelines, as outlined in the "Florida Green Book" and the FDOT Plans Preparation Manual.

D. Free Flow Lanes / Slip Lanes

A free flow right turn lane is an exclusive right-turn lane that can accommodate turning volumes, into a dedicated side street or driveway providing there is no left turn movement into the driveway delineation. Free flow turn lanes should be separated from the through movement of traffic by either a triangular raised or painted divisional island. To be considered a free flow, the required receiving lane and queuing must be entirely onsite, with a minimum queue length of 150'.

7195. FUNCTIONAL CLASSIFICATION MAP SERIES

The Functional Classification Map Series is intended to identify existing and future roadways which function as important traffic corridors. Roadways identified on the Functional Classification Map Series may be subject to special development regulations in an effort to provide safe and efficient traffic flow. The following road classifications are defined in Chapter One of this LDC: Principal Arterial, Minor Arterial, Major Collector, Minor Collector, and Local.

Road classifications are established based on function, traffic counts, existing and future traffic flow, and classifications assigned by FDOT and within the Comprehensive Plan. The list below identifies the roadways.

Principal Arterials
Carl G. Rose Highway (SR-200), North
Florida Avenue (US-41), North and South
Gulf to Lake Highway (SR-44), East and West
Ponce de Leon Boulevard (US-98), West
Suncoast Boulevard (US-19), North and South

Minor Arterials
Forest Ridge Boulevard, North
Lecanto Highway (CR-491), North and South
Norvell Bryant Highway (CR-486), East and West
Pleasant Grove Road (CR-581), South

Major Collectors

Anna Jo Drive, East
Apopka Avenue, South
Cardinal Street (CR-482), West
Croft Avenue, North and South
Crystal Oaks Drive, West
Dunnellon Road (CR-488), West
Emeraldd Oaks Drive, West
Essex Avenue, North
Grover Cleveland Boulevard, West
Halls River Road (CR-490A), West
Highview Avenue, North
Homosassa Trail (CR-490), West
Independence Highway, North
Istachatta Road (CR-39), South
Oak Park Boulevard (CR-480), West and East
Rock Crusher Road, North and South
Stage Coach Trail (CR-480), East and West
Turkey Oak Drive, North
Venable Street, West
Yulee Drive (CR-490), West

Portions of the following roads:

Bushnell Road (CR-48), East from E. Orange Avenue (CR-48) to Sumter County line
Citrus Avenue (CR-495), North, from N. Turkey Oak Drive to CR-488
Fresno Avenue, North from W. Pearson Street to W. Keller Street
Gospel Island Road (CR-470), East from City limits to SR-44
Keller Street, West from N. Fresno Avenue to N. Essex Avenue
Orange Avenue (CR-48), East from US-41 to E. Bushnell Road
Pearson Street, West from N. Highview Avenue to N. Fresno Avenue

Pearson Street, West from N. Quartz Avenue to N. Quartz Avenue

Minor Collector

Annapolis Avenue, North
Arbor Street, East
Basswood Avenue, North
Bradshaw Street, West
Canary Palm Terrace, South
Citrus Hills Boulevard, North
Citrus Springs Boulevard, East, West, and North
Corkwood Boulevard
Country Club Boulevard, West
Country Club Way, North
Cypress Boulevard, East and West
Cypress Circle
Deltona Boulevard, North
Dunkenfield Avenue, North
Dunklin Street, West
Eden Drive
Elkcam Boulevard, North
Fishbowl Drive, West
Floral Park Drive, East
Gobbler Drive (CR-39A), East
Great Oaks Drive, South
Green Acres Street, West
Hartford Street, East
Kensington Avenue, North and South
Longfellow Street, West
Miss Maggie Drive, West
Mustang Boulevard, West
Northcut Avenue, North
Oak Village Boulevard
Oak Village Boulevard, South
Oaklawn Street, West
Old Floral City Road, South
Otis Avenue, South
Ottawa Avenue, North
Pine Ridge Boulevard, West
Riverwood Road, West
Roosevelt Boulevard
Roosevelt Boulevard, West
Steven Street, East
Trails End Road (CR-39A), East
Turner Camp Road (CR-581), East
Withlacoochee Trail (CR-39), East and West

Withlapopka Drive (CR-39A), South

Portions of the following roads:

Carnegie Drive, from Eden/Moccasin Slough to Old Floral City Road
Century Boulevard, West from N. Elkcam Boulevard to N/W Citrus Springs Boulevard
Citrus Avenue, North from CR-488 to West Riverbend Road
Country Club Boulevard, West from US-41 to N. Deltona Boulevard
Dawson Drive, East from N. Croft Avenue to N. Independence Highway
Fort Island Trail (CR-44), West from Fort Island Park to US-19
Moccasin Slough Road, East from S. Carnegie Drive to Martinis Drive
Ozello Trail (CR-494), West from US-19 to West Beachview Drive
Parsons Point Road, East from US-41 to North Wheaton Point
Quartz Avenue North from W. Union Street to W. Olympia Street
Reehill Street, East, from N. Citrus Hills Boulevard to N. Kensignton Avenue
River Road, West from US-19 to N. Caribee Point
Riverbend Road, West from CR-488 to N. Citrus Avenue
Sandpiper Drive, East from S. Old Floral City Road to S. Canal Road
Union Street, West, from S. Otis Avenue to N. Quartz Avenue

7200. OFF STREET PARKING AND LOADING

7210. APPLICABILITY

The provisions of this section shall apply to new development, redevelopment, or amendments to existing development approvals, as follows:

A. Nonresidential Development. A change in use of a nonresidential property, building, or structure, or conversion of an existing residential use to a nonresidential use shall require that the total parking requirement for the new use be met. An increase in total floor area of a building or structure shall require that the total parking requirement, based upon the existing floor area of the building or structure and the increased floor area, be met.

B. Residential Development. Changes to approved development plans that result in an increase in the number of dwelling units shall include provisions for the total parking requirement specified in this section.

C. Status of Prior Approvals. Projects with unexpired development plans, must meet only the parking requirements in effect at the time of development plan approval. However, should the unexpired development plan be amended, total parking requirements shall be met.

7220. MAINTENANCE

All off-street parking areas shall be well maintained; free of potholes, debris, weeds, broken curbs, and broken wheel stops; clearly striped; and with all lighting in working condition. Facilities shall be maintained as soon as the use exists which the facilities were designed to serve.

7230. PARKING SPACES REQUIRED

A. Table of required parking spaces specifies the required minimum number of off-street automobile parking spaces, the maximum percentage that may be allocated for compact vehicles, if any, and any special requirements which may apply. The number of parking spaces required for uses not specifically listed in the matrix shall be determined by staff. County staff shall consider requirements for similar uses and appropriate traffic engineering and planning data, and shall establish a minimum number of parking spaces based upon the principles of the Institute of Transportation Engineers (ITE).

B. Where a mixed use development is proposed, whether the mixed uses are in separate buildings within a development or in a single building, the parking standards for each proposed use shall be required, unless a reduction is granted as provided for herein.

C. Certain large scale uses have a substantial variability in parking demand with the result that literal application of the standards in this section may not provide an appropriate amount of parking. In such cases, a parking study is required to be submitted with the development proposal to justify the proposed parking requirement. The final decision on the amount of parking shall be made in consideration of the parking study along with traffic engineering and planning data that are appropriate to the proposed development and use.

D. Where alternative designs are not feasible or practical, a reduction (not to exceed two spaces) in required parking may be granted to preserve existing regulated and/or specimen trees as defined herein. In making this

determination for a parking reduction, maximum preservation of existing trees and onsite parking and circulation shall be considered.

E. Projects requiring 15 or more spaces may construct only 80 percent of the required spaces provided the following standards are met:

1. The project is in compliance with the impervious surface ratio requirements contained herein of this LDC based on the full parking requirements.

2. The stormwater retention system is designed based on the full parking requirements.

3. The remaining 20 percent, if not initially constructed, must remain in a natural or landscaped vegetative state.

4. One hundred percent (100%) of the required spaces shall be built with development order approval for 80% occupancy of the building.

F. Projects requiring 100 or more parking spaces may allocate 15 percent of the required spaces as compact spaces using the compact parking space dimensions table below provided the following standards are met:

1. Compact spaces must be grouped within a common area.

2. Compact spaces shall be conspicuously designated as reserved for small or compact cars only.

3. Parking areas and uses with high turnover (for example: retail uses, grocery stores, medical and health care facilities) shall not have compact parking spaces.

Parking Schedule	
Specific Use	**Required Parking Spaces**
Residential Uses	
Dwelling, Single-Family Detached and Duplex	2 per dwelling unit.
Dwelling, Single-Family Attached	1.5 per dwelling unit
Dwelling Multi-Family	1.4 per dwelling unit
Dwelling, Multi-Family Time-Share	1 per bedroom
Community Residential Home	2 plus 1 additional space for each 4 authorized residents over 6
Continuing Care Retirement Community	1 per dwelling unit or bedroom
Assisted Living Facility	0.5 space per living unit
Nursing Home	1 for each two authorized beds
Institutional Uses (see also Places of Public Assembly)	
School, Elementary	1 per 7 students, or 1 per 6 persons of seating capacity in an included auditorium, , whichever is greater
School, Middle or Junior High	1 per 6 students, or 1 per 6 persons of seating capacity in an included auditorium whichever is greater;
School, High	1 per 2.5 students or 1 per 6 persons of seating capacity in an included auditorium, whichever is greater
College, University, Junior College or Vocational School	1 per 3 persons (students, faculty and other employees) on-campus at peak time
Hospital	4 per authorized patient bed
Other Institutional Use	1 per 500 square feet of gross leasable area or 1 per employee, plus 1 for each 2 persons in the computed capacity of the facility, whichever is greater.
Daycare	1 space per staff member and 1 space for every 5 children
Places of Public Assembly	
House of Worship	1 per 3 persons of seating capacity.
Theater or Auditorium	1 per 3 persons of seating capacity
Office and Similar Uses	
Bank	1 per 300 square feet of floor area
Medical and Dental Offices and Clinics, Veterinary Hospitals and Clinics	1 per 200 square feet of gross floor area.
General and Non-Medical Professional Office	1 per 300 square feet of gross leasable area.

Parking Schedule	
Public and Quasi-Public Uses	
Airport/Airfield	1 per 5 aircraft tiedowns, plus 1 per 5 aircraft storage areas; 2 spaces for every 3 employees on the largest shift, plus 1 space for every vehicle customarily used in operation of the use or stored on the premises; plus 1 space for every 200 square feet of lobby area.
Postal Station	1 per 125 square feet of gross leasable area; plus 1 per employee on the largest shift.
Governmental Office Facility Serving the public	1 per 250 square feet of gross leasable area.
Retail and Non-Vehicular Service Uses	
Commercial, General Retail uses in centers of less than 400,000 square feet,	1 per 250 square feet of gross leasable area.
Commercial, General Retail in centers of 400,000 square feet or greater	1 per 300 square feet of gross leasable area.
Commercial, General retail uses located independently	1 per 250 square feet of gross floor area.
Convenience Retail and Grocery, freestanding, less than 3,000 square feet	1 per 200 square feet of gross floor area; if fuel sales are offered, parking spaces for that use are in addition to this
Flea Market, Open or Closed	1 per 250 square feet of gross leasable area.
Hardware, Paint, Home Improvements Store	1 per 250 square feet of gross floor area
Shopping Centers, Mixed Use	Same as general retail provided that restaurant uses do not exceed 20 percent of gross leasable area; if cinema or theater is included, additional parking must be provided at rate of 1 per 6 persons of seating capacity
Recreation Uses	
Indoor Recreation	1 per 250 square feet or 4 per lane or court, whichever is greater
Outdoor Commercial, Recreational Facility	1 per 1,000 square feet of use area. Recreational Facility
Marina, Boat Dock, Harbor	1 per 5 boat berths and 1 per 1,000 square feet of dry boat storage area, plus 1 per employee on the largest shift.
Golf Course, not including Driving Ranges or Miniature Golf	3 spaces per golf hole, plus 1 per 2 employees
Driving Range and Miniature Golf	1 space per tee or hole, plus required parking for other uses onsite.
Golf and Country Club	Required parking for golf course plus half required parking for restaurant/bar area plus parking for office area
Hospitality and Entertainment Uses (see also Places of Public Assembly)	
Hotel or Motel	1.1 per sleeping room or rental unit, plus half required parking for restaurant and/or bar plus half required parking for meeting/convention space,.
Public Camping Ground	1 per campsite, plus 1 per cabin.
Restaurant, Bar, Cocktail Lounge	1 space per 150 square feet of gross floor area, or 1 per 3 persons of seating capacity, whichever is greater,
Restaurant, Fast Food	1 per 70 square feet of gross leasable area, or 1 per 3 persons of seating capacity, whichever is greater
Vehicle Services	
Fuel Sales	Space for one vehicle on each side of each pump island, unless a particular island allows access only from one side; plus 1000 square feet arranged to allow for stacking or for use by delivery trucks; if the use also includes vehicle services or any type of sales, parking requirements for those are in addition to this
Truck and Automobile Services	1 per 500 square feet in addition to work bays plus parking for gasoline sales if offered

Parking Schedule	
Industrial, Manufacturing and Warehouse Uses	
Auction Houses	1 per 2 seats or 2 per 100 square feet of gross leasable area, whichever is greater.
Industrial Use	1 per 750 square feet of gross floor area devoted to manufacturing plus the required parking for floor area devoted to other uses.
Manufacturing	1 per 625 square feet of gross floor area devoted to manufacturing plus the required parking for floor area devoted to other uses
Warehouse	1 per 1,000 square feet of gross floor area for the first 20,000 square feet and 1 per 2,000 square feet of gross floor area in excess of 20,000 square feet.
Warehouse, Mini	1 per 300 square feet of office space if onsite staff is provided. (No required parking for storage units provided loading/unloading areas are available.)
Mining	1 per employee on the largest shift.

7240. DESIGN OF PARKING LOTS

A. Parking lot design including, but not limited to, arrangement of spaces, width of aisles and access drives, width, length, and angle of spaces, installation of curbs, etc., shall be as specified in this section.

B. Vehicle wheel stops or other design features, such as curbing, shall be used so that parked vehicles do not extend more than two (2) feet into any landscape or buffer area nor reduce an abutting sidewalk width to less than five (5) feet.

C. All parking shall be paved and constructed for the anticipated traffic load according to the specifications of this section, except as follows:

1. Up to 50 percent of the parking spaces may be grass provided that spaces are defined and that aisles and circulation areas shall be paved. This allowance may be granted upon a written request from the applicant and a finding that seasonal use, or non-daily use justifies the request and that there would be no detrimental effect due to erosion or other degrading of the natural environment.

2. For a house of worship, public parks, and other similar uses, where maximum parking demand is based on special events and is generally limited to one or two days per week, all non-handicapped parking spaces, aisles, and circulation areas may be grass or other alternative surfaces. However, if grass is utilized it must be maintained in a safe and noneroded condition. It should be noted that alternative surfaces may still need to provide drainage retention. This allowance may be approved upon a finding that there would be no detrimental effect due to erosion or other degrading of the natural environment.

D. Parking lots that have grass parking spaces shall not use unpaved spaces in calculations to meet minimum requirements for buffers or landscaping.

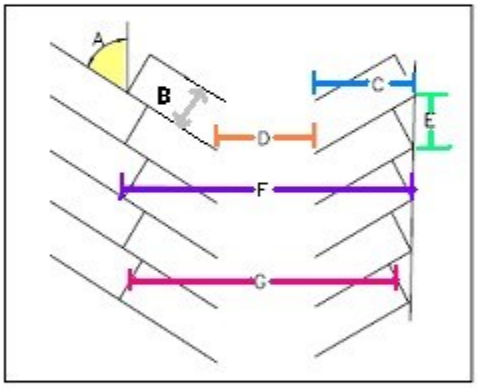
E. Alternate surface materials, including permeable, for parking lots are allowed providing the permeable surface stormwater requirements contained herein are met if required, and approval by the Technical Services Division.

A – PARKING ANGLE
B – STALL WIDTH
C – STALL TO CURB
D – AISLE WIDTH
E – CURB LENGTH PER CAR
F – MINIMUM OVERALL DOUBLE ROW WITH AISLE BETWEEN
G – STALL CENTER (DOES NOT INCLUDE OVERHANG)

HANDICAPPED PARKING

TOTAL PARKING IN LOT	REQUIRED NUMBER OF ACCESSIBLE SPACES
0 – 25	1
26 – 50	2
51 – 75	3
76 – 100	4
101 – 150	5
151 – 200	6
201 – 300	7
301 – 400	8
401 – 500	9
501 – 1000	2% OF TOTAL
OVER – 1000	20 PLUS 1 FOR EACH 100 OVER

(12' WIDTH MINIMUM)



STANDARD PARKING SPACE DIMENSIONS

A	B	C	D	E	F	G
0°	10.0'	10.0'	12.0'	23.0'	32.0'	----
30°	10.0'	19.0'	11.0'	20.0'	49.0'	41.0'
45°	10.0'	21.0'	13.0'	14.0'	55.0'	47.0'
60°	10.0'	22.0'	18.0'	12.0'	62.0'	56.0'
90°	10.0'	20.0'	24.0'	10.0'	64.0'	----

COMPACT PARKING SPACE DIMENSIONS

A	B	C	D	E	F	G
0°	9.0'	9.0'	12.0'	20.0'	30.0'	----
30°	9.0'	17.0'	11.0'	18.0'	45.0'	37.0'
45°	9.0'	20.0'	13.0'	13.0'	53.0'	47.0'
60°	9.0'	22.0'	18.0'	10.0'	58.0'	54.0'
90°	9.0'	18.0'	24.0'	9.0'	60.0'	----

CITRUS COUNTY, FLORIDA
PARKING STANDARDS

7250. ADJUSTMENTS TO REQUIRED PARKING

A. Parking Reduction. Upon an approval of a submitted parking study a reduction in required parking for the total off-street parking spaces required by this section can be satisfied. The study shall include, but is not limited to, consideration of the following:

1. Estimates of parking requirements for the proposed use, which shall include the source(s) of all data, submitted. Estimates shall be based on one or all of the following:

   a. Recommendations in studies such as those from the Urban Land Institute (ULI), ITE, or the Traffic Institute.

   b. Data collected from uses, or combinations of uses that are the same, or comparable to the proposed use. Comparability shall be determined by density, scale, bulk, area, type of activity, and location.

2. The extent to which a transportation management system, and use of alternative modes of transportation, lessens the parking requirement. Consideration for alternative transportation modes shall include, but is not limited to

   a. Public transportation that satisfies transportation demands for a portion of the users of the facility corresponding to the amount of parking to be deferred.

   b. Ride sharing including private and public car pools, or van pools.

   c. Flexible work hours scheduling

B. Reduction for Mixed or Joint Use of Parking Spaces. Upon a written request, a reduction in total number of required parking spaces for two or more uses jointly providing off-street parking when their respective hours of need of maximum parking do not normally overlap, may be authorized. Reduction of parking requirements, because of joint use, shall be approved if the following conditions are met:

1. The applicant submits a parking study with sufficient data to demonstrate that hours of maximum demand for parking by the respective uses do not normally overlap.

2. The applicant submits an agreement, guaranteeing the joint use of off-street parking spaces so long as the uses requiring parking are in existence or until required parking is provided elsewhere in accordance with the provisions of this LDC.

7260. HANDICAPPED ACCESS

All handicapped accessibility shall comply with the standards of the ADA and the Florida Accessibility Code for Building Construction as amended or its successor in function. Determination of compliance shall be made by the Building Official.

7270. TRANSIT/BUS STOPS

A. Any nonresidential development with a parking requirement of more than 250 vehicles or any multifamily development of more than 175 dwelling units shall provide a bus loading/unloading stop (transit facility).

B. The land area dedicated shall be sufficient to provide a bus stop with shelter and separate paved bus lane. Design of the bus lane shall be approved by the local transit agency.

C. Development on existing County transit routes, shall consider providing a transit facility in the design. Residential subdivisions, having 40 or more residential units, on an existing County transit route shall provide a transit facility.

7280. BICYCLE PARKING

Bicycle parking shall be provided by all school, multi-family, commercial, and recreation uses, where required parking is 10 or more spaces.

A. Spaces

Bicycle parking spaces shall provide space to park bicycles and a means to secure each bicycle without securing it to a light post, bench, tree or other site amenity.

B. Number of Spaces

A minimum of one bicycle parking space shall be provided for every ten required vehicular spaces. Additional spaces may be required for private schools, libraries, and recreational facilities. At least two spaces shall be provided for each public and employee entrance by all individual uses except for uses for which no bicycle parking is required.

C. Location of Facilities

The dispersion and proximity of all bicycle parking facilities required by this section shall be determined to provide for convenient bicycle parking. Bicycle parking facilities shall be located on the same lot or parcel of land as the use for which such facilities are required and as close to the public and employee entrances as possible without interfering with the flow of pedestrian and vehicular traffic to provide for bicycle security.

D. Other Requirements

Any bicycle parking facilities serving any use other than multi-family dwellings of four units per building or less shall meet the following off-street parking lot requirements:

1. Surfacing - The minimum parking area shall be provided with a hard-surface, all-weather pavement of asphalt or concrete, and shall be so graded and drained as to provide for the adequate runoff and disposal of surface water. Supplemental parking may be on alternative surfaces.

2. Lighting - Where lighting facilities are provided for the bicycle parking area, they shall be designed and installed so as to reflect the light away from any contiguous residentially zoned property.

3. Access to Facilities - Convenient access to bicycle parking facilities shall be provided and shall minimize travel distances from adjoining sidewalks and pathways to the bicycle parking facilities. Where access is via a sidewalk or pathway, curb ramps shall be installed as appropriate.

4. Signage - Where not clearly visible from the public right-of-way, directional signage shall be provided to direct bicyclists from the right-of-way to the bicycle parking facility.

7290. LOADING AREAS

A. The off-street loading requirements of this section are intended to provide minimum standards necessary for loading and unloading of goods for the various commercial and industrial uses permitted by this chapter to protect

the capacity of the County's street system, to avoid undue congestion resulting from loading and unloading activities, and to lessen unnecessary conflicts between trucks and other vehicles.

B. Requirements of this section shall apply to all commercial and industrial development, whether new structures or alterations to existing structures. Off-street loading shall be available for use prior to issuance of any Certificate of Compliance or Local Business Tax Receipt and its continued maintenance shall be the obligation of the property owner and occupant as long as the use requiring loading facilities continues. No off-street loading shall be altered or discontinued except in accordance with this chapter.

C. Loading spaces shall not be used for storage of vehicles and/or materials. Loading spaces shall not be used to meet off-street parking requirements.

D. The following loading space requirements shall be met.

Land Use Classification	**Space Requirements**
Financial Institutions and hotel/motel uses	1 space for the first 75,000 square feet of gross floor area, and 1 space for each additional 25,000 square feet
Offices	1 space for facilities between 5,000 square feet and 20,000 square feet, plus 1 space for each additional 20,000 square feet
Commercial Uses	1 space for the first 10,000 square feet of gross floor area and 1 for each additional 20,000 square feet
Industrial Uses	1 space for each 10,000 square feet of gross floor area

E. All loading facilities shall be located on the same building site as the use they serve and outside of existing public rights-of-way and proposed right-of-way lines established by the Multimodal Transportation Element of the Comprehensive Plan. Loading facilities shall be well separated and buffered from residential uses abutting the building site in accordance with the buffer requirements of this LDC.

F. Loading spaces shall be striped and marked to insure adequate reservation for all loading and unloading activities.

G. All loading spaces shall meet the minimum size requirements as follows:

1. When normal delivery of merchandise and materials is via trucks not exceeding two tons in load capacity - 10 feet by 20 feet.

2. When normal delivery of merchandise and materials is via trucks exceeding two tons in load capacity - 12 feet by 60 feet.

H. A delivery truck turning movement analysis is required to be submitted. The largest delivery truck that is anticipated to visit the site shall be used for the analysis.

7300. RIGHTS-OF-WAY

7310. RIGHT-OF-WAY WIDTHS

A. All new local access streets, whether public or private, shall meet one of the following standards;

1. A 60-foot width

2. A 50-foot width with curb/gutter and closed drainage system

B. Right-of-way requirements for collectors and arterials are identified in the Multimodal Transportation Element of the Comprehensive Plan.

7320. PROTECTION AND USE OF RIGHTS-OF-WAY

A. No encroachment, including signs, shall be permitted into existing rights-of-way, except for use authorized by the Director of Department of Public Works.

B. Use of the right-of-way for public or private utilities including, but not limited to; sanitary sewer, potable water, telephone wires, cable television wires, gas lines, electricity transmission, sidewalks, and bicycle ways shall be allowed subject to the placement specifications contained herein. Small wireless

facilities may be permitted pursuant to the standards in this section and Section 3755, Small Wireless Facilities. A right-of-way utilization permit is required from the Technical Services Division.

C. All other work within the right-of-way including, but not limited to; roadway improvements, drainage improvements, structures, pole installations, sidewalks, bicycle paths, or sign placements shall be allowed subject to the technical specifications contained herein. A right-of-way utilization permit shall be required from the Technical Services Division.

For any roadway improvements to be made on a County roadway, contractors and/or subcontractors must be pre-qualified by the Florida Department of Transportation (FDOT) for all classes of work contemplated with the project as established by Rule 14-22.003(3)(b) Florida Administrative Code. Applicant must submit a copy of such at the time of application.

Applicant must have an individual on-site during all phases of work associated with this project including but not limited to roadway preparation, asphalt milling, paving, pavement markings, and sod placement who is certified in work zone safety (Temporary Traffic Control (TTC) Intermedial Level) in accordance with the FDOT requirements.

D. No utilization of the right-of-way for parking shall be permitted, except as authorized by the Director of Department of Growth Management and Director of the Department of Public Works.

E. As outlined in F.S. 125.42, if a license if granted, the instrument shall include adequate provisions:

1. To prevent the creation of any obstruction or conditions which are or may become dangerous to the traveling public.

2. To require the licensee to repair any damage or injury to the road or

highway by reason of the exercise of the privileges granted in any instrument creating such license and to repair the road or highway promptly, restoring it to a condition at least equal to that which existed immediately prior to the infliction or such damage or injury.

3. Whereby the licensee shall hold the Board of County Commissioners and members thereof harmless from the payment of any compensation or damages resulting from the exercise of the privileges granted in any instrument creating the license; and

4. As may be reasonably necessary for the protection of the County and the public.

It is the intent of the Board of County Commissioners that if adequate provisions are not provided to meet the concerns outlined, at their sole discretion, a license may be denied. The phrase "As may be reasonably necessary for the protection of the County and public" is defined to mean any matter concerned with the granting of the license which might affect the public health, safety, and welfare, including, but not limited to, concern with road safety, the environmental effects of the utility being placed in the right-of-way, and its effects on the surrounding area, whether the license being granted conflicts with the County's or the region's overall plans for the provision of utility services, and other matters of similar concern. The burden of proof or disputing these findings shall be on the person(s) and/or corporation requesting the license.

F. INSURANCE: A Certificate of Insurance is required to be submitted at the time of ROW Utilization Application submittal. The insurance required is as follows:

Commercial General Liability

1. Contractor must obtain an occurrence form policy in limits not less than $1,000,000 each occurrence, $1,000,000 products/completed operations each occurrence, $1,000,000 personal and advertising injury liability and $5,000 medical expense.

Automobile Liability

1. Contractor must obtain coverage for all vehicles for Bodily Injury and Property Damage of not less than $1,000,000 combined single limit each accident. In the event the Contractor does not own vehicles, the Contractor shall maintain coverage for Hired & Non-Owned Auto Liability, which may be stated by way of endorsement to the Commercial General Liability policy or separate Business Auto Liability policy.

Citrus County, Florida, a political subdivision of the State of Florida, its

officials, employees and volunteers are to be covered as an Additional Insured on all policies. The coverage shall contain no special limitation on the scope of protection afforded to the County, its officials, employees or volunteers.

The Certificate Holder should read as follows: Citrus County, Florida, a political subdivision of the State of Florida, 3600 W. Sovereign Path, Lecanto, FL 34461.

Workers' Compensation and Employer's Liability

1. Contractor must obtain Workers Compensation insurance with limits in compliance with applicable state and federal laws; if any operations are to be undertaken on or about navigable waters, coverage must be included for the US Longshoremen & Harbor Workers Act. Employer's Liability should be for not less than $100,000 each accident, $500,000 disease policy limit and $100,000 disease each employee must be included.

G. MAINTENANCE BOND - In accordance with the Citrus County Land Development Code, any installation, construction or modification of County infrastructure by those companies, communities, organizations, or groups shall:

1. Enter into an Interim Maintenance Agreement with the County for the maintenance and repair of the work for a period of time as agreed upon.

2. Post a maintenance bond in an amount established within this Land Development Code.

The project engineer shall notify the Director of the Department of Public Works in writing requesting final inspection for perpetual maintenance by the County. If the County Engineer should deem the work and condition of the infrastructure to be sound and in good operating condition, the County Engineer shall recommend such work be accepted for perpetual County Maintenance by the Board of County Commissioners.

H. Approval of a landscaped median within the right-of-way shall be subject to the following criteria:

1. The creation of a median shall be through the platting process, shall be dedicated, and labeled as a landscaped tract.

2. The median area shall not be included within the dimension used to determine the minimum right-of-way width.

3. All landscaping within the median must comply with the Clear Visibility Triangle requirements of this chapter.

4. The developer shall be responsible for the creation of a homeowner's association. The developer/homeowner's association shall be responsible for the maintenance and upkeep of the median.

I. Exemptions:

1. The County's departments or agencies under contract to the County, as authorized by the BCC.

2. Approved US Postal Service mail boxes or newspaper delivery receptacles with a support system as follows: Metal or concrete supports not exceeding 10 square inches; or wooden supports not exceeding 20 square inches. The support systems shall be in accordance with the U.S. Postal Service requirements and FDOT roadside safe zone requirements.

7330. VACATIONS OF RIGHTS-OF-WAY

Applications to vacate a right-of-way shall be approved upon a finding that ALL of the following requirements are met:

A. The requested vacation is consistent with the Multimodal Transportation Element of the Comprehensive Plan.

B. The right-of-way does not provide the sole access to any property. Remaining access shall not be by easement.

C. The vacation would not jeopardize current or future location of any public or private utility.

D. The proposed vacation is not detrimental to the public interest and provides a positive benefit to the County.

7340. GATED ENTRANCES

In the interest of protecting public health, safety, and welfare of all vehicle drivers, and yet allow communities to control access within defined boundaries, the following standards are established concerning gated entrances:

A. Gates shall be set back 20' from the roadway edge of pavement, or twice the length of the longest vehicle to regularly use the roadway. See figure below for schematic of gated roadway.

B. Gates shall be designed to open onto private property and away from the roadway edge of pavement. Gates shall not be permitted to obstruct the lanes of traffic, or interfere with the progression thereof.

C. No portion of the gate support shall be closer than 6' from the Edge of Pavement (EOP), or 18" from the back of a non-mountable curb (6" upright curb), if such curb extends 50' to either side of gate. The Manual of Uniform Minimum Standards for Design and Maintenance of Streets and Highways - FDOT Florida Greenbook – shall govern gate features' physical locations

D. All medians and associated facilities must be outside of the right-of-way. Median widths are excluded from satisfying required right-of-way construction widths. Clear sight distance triangles must be maintained on either side of gate.

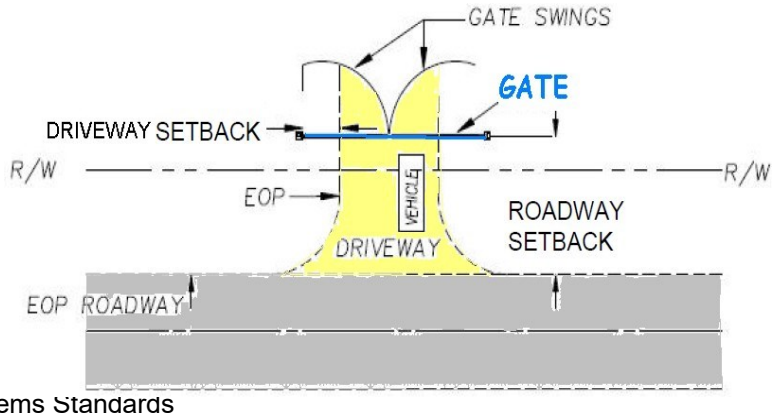
E. A sign must be posted at all intersecting roadways that states "Gated Roadway Ahead". This may be included within the subdivision identification sign provided it is clearly legible. For the purpose of this requirement, established FDOT signage criteria shall apply.

F. The gate and access key pad must be illuminated.

G. The gate must be opaque in nature.

H. For the purpose of emergency vehicle access, the gate must have the ability to be opened by siren or be of breakaway design.

I. A turnaround zone shall be provided on all roadways that have gated entrances. The turnaround zone shall be large enough for SUV vehicles to turn around.



7350. ADDRESSING

All buildings in the unincorporated area of the county shall have their assigned building number properly displayed, whether or not mail is delivered to such building or property. It shall be the duty of the owners and occupants of each building in the unincorporated area to post the assigned building number on the property in the following manner:

The building address number shall be affixed to the front of the building, or to a separate structure in front of the building (such as a mailbox, post, wall, fence, etc.), in such a manner so as to be clearly visible and legible from the public or private way on which the building fronts.

Violations of this section may be referred to County Code Compliance. Proceedings before the Code Compliance Special Master shall be governed by its rules and procedures. It is noted that addressing must comply with the requirements of the Florida Building Code, as applicable, and where conflicts apply the Florida Building Code shall take precedence.

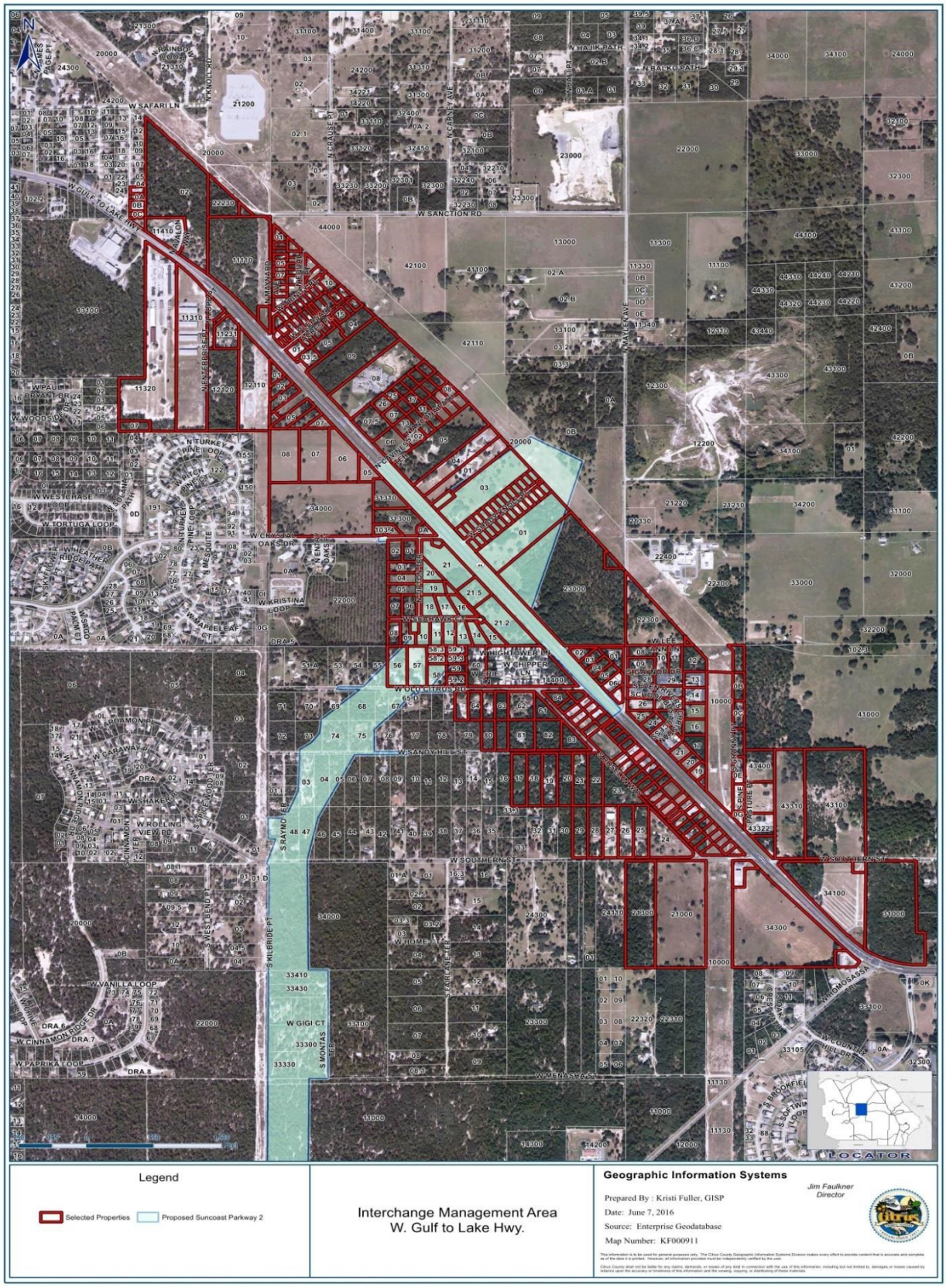
7400. INTERCHANGE MANAGEMENT AREAS

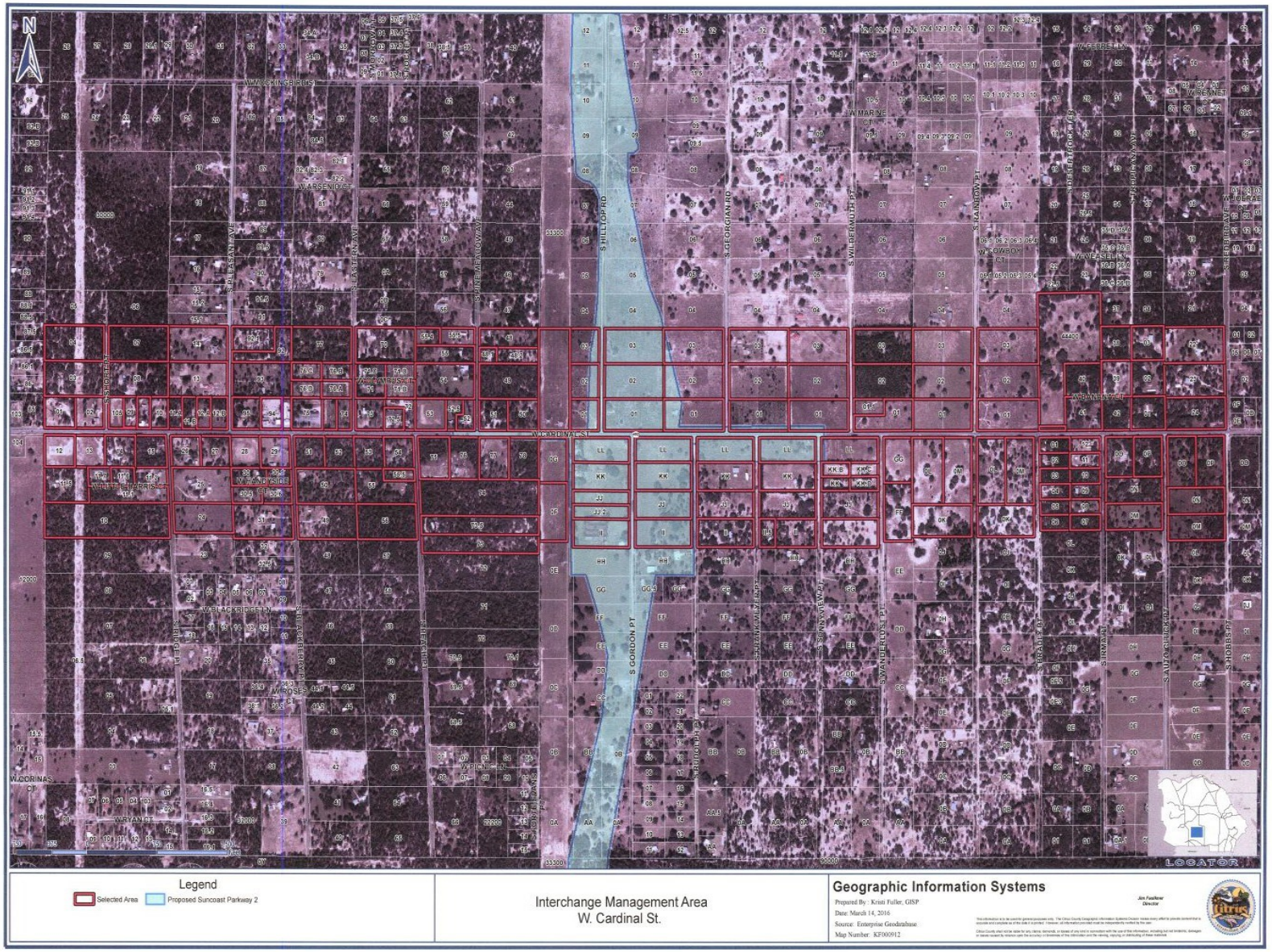
A. PURPOSE AND INTENT

The purpose of this section is to encourage managed, sensible interchange development by providing protective measures that promote safety, ensure compatibility with surrounding land uses, and promote highway beautification within the Interchange Management Areas (IMA) relative to the Suncoast Parkway. As such, these standards for development within the IMA are intended to further promote aesthetically pleasing developments, recognize the importance of the interchange areas as the gateway to the community, and protect the integrity and safety of the roadway through acceptable access management practices. The design of the non-residential projects should be oriented toward accomplishing consolidated access and circulation systems, and providing elements such as signage and landscaping that are unified throughout the quadrants of the interchange.

B. APPLICABILITY

1. The limits of the IMA on the interchange access roads shall be those properties defined within one (1) mile (i.e. 5,280 feet) as measured from the end of the Suncoast Parkway interchange ramp tapers within each quadrant of the SR-44 IMA and the Cardinal Street IMA as shown in the figure below.


Legend
Selected Properties
Proposed Suncoast Parkway 2
Interchange Management Area
W. Gulf to Lake Hwy.
Geographic Information Systems
Jim Faulkner
Director
Prepared By : Kristi Fuller, GISP
Date: June 7, 2016
Source: Enterprise Geodatabase
Map Number: KF000911
LOCATOR


N
W CARDINAL ST
S HILLSOFF RD
S GEORGIAN RD
S GORDON PT
W MARINE CT
W CORINAS CT
Legend
Selected Area
Proposed Suncoast Parkway 2
Interchange Management Area
W. Cardinal St.
Geographic Information Systems
Prepared By: Kristi Fuller, GISP
Date: March 14, 2016
Source: Enterprise Geodatabase
Map Number: KF000912
LOCATOR

2. The standards outlined in this section are intended to be applied to development that is newly proposed for non-residential use, or an expansion of existing non-residential development within the IMA that exceeds twenty-five (25) percent of the legally permitted gross leasable area existing at the time of the effective date of this IMA Ordinance.

C. GENERAL STANDARDS

1. All new or expanded non-residential development within the IMA subject to these standards shall be serviced by central water and central sewer facilities, and regional stormwater (when available).

2. The specific limits of any environmentally sensitive areas shall be verified and depicted in each development plan prior to approval. The intent of the IMA shall be to minimize any disturbance of all environmentally sensitive lands while providing for the reasonable use of developable property and reasonable access to the property.

3. All utility lines serving non-residential uses proposed or developed within the IMA, including electric, telephone, data, and cable TV, shall be installed underground, except for agricultural uses. Junction boxes, transformers, and other structures essential to utility service which, due to their function, are required to be located above-ground, shall be screened from view of public rights-of-way.

4. Trash receptacles, mechanical equipment, outdoor storage, loading docks, and other accessory uses to non-residential development shall be located or screened in such a manner as to be hidden from view of the Suncoast Parkway and interchange access road(s).

D. ACCESS MANAGEMENT

1. The use of shared, joint or cross access and interconnected parking lots and frontage roads shall be implemented in each development plan to accomplish direct access to property within the IMA. These access features shall be designed to connect to more than one other roadway, whenever feasible, to enhance the overall accessibility of the developed area. The County may require these conditions to be recorded with the legal description of the property where cross access agreements or other applicable conditions apply. The following access requirements within the IMA shall also apply:

    a) The distance to the first access connection from the ramp taper shall be consistent with Florida Department of Transportation (FDOT) requirement for state highways, or at least 660 feet on interstate access roads that are under local jurisdiction, and should be right-in/right-out only. This distance

shall be measured from the end of the ramp taper for that quadrant of the interchange.

b) The County shall require a minimum driveway spacing of 660 feet where feasible and practicable consistent with sound and generally accepted engineering practices and principles.

c) Each development plan shall provide for appropriate stub-outs to support cross access between adjacent parcels.

d) The minimum distance to the first full median opening shall be at least 1,320 feet, as measured for the end of the taper of the egress ramp.

e) Any access point or median opening that does not comply with one (1) or more provisions of this subsection may be designated as Interim Access upon approval by the Planning and Development Commission (PDC) or Department of Growth Management Director (DGM) and Director of the Department of Public Works (DPW) based upon the requisite and competent evidence being submitted by the applicant and accepted by the County. In all cases where the access is designated as Interim Access, such access shall be specifically noted on the development plan submitted for approval. The requirement to provide subsequent alternative access shall run with the property and be a condition of development approval. The future planned alternative access shall be specifically identified. Property that is capable of being served by the future planned alternative access per determination of the PDC or DGM and DPW, shall require that the Interim Access be eliminated or altered, at the cost of the owner/applicant, and that the property utilize the new access location which is consistent with the provisions of this subsection.

2. The minimum length of driveways, or throat distance, shall vary based upon the proposed land use for the particular parcel of land and the projected daily and peak hour traffic volumes for the proposed development on the property. The driveway throat distance shall be measured from edge of traveled way to the first internal drive. To minimize potential vehicle stacking that would present a traffic operational or safety concern on the interchange access road, the minimum throat distance for any driveway within the IMA shall be the following:

1. **DRIVEWAY THROAT DISTANCE**		
	Distance Required (Feet)	
Peak Hour Trips	With Right Turn Lane	Without A Right Turn Lane
50 or less	15	30
51 to 99	25	50
100 or more	75	150

E. LANDSCAPE AND BUFFERING

1. All non-residential development within the IMA shall maintain a minimum 25-foot wide, Type C, landscape buffer between the interchange access road and the land development. The landscape buffer shall be located along the interchange access road, and shall be unbroken except for required driveways, pedestrian circulation systems, and other public safety elements. Primary landscaping elements shall be chosen to reduce the scale of the adjacent interchange access road and commercial structures. Secondary landscape elements shall include formal, orderly planting beds with highly defined edges. If existing vegetation is to be preserved, a varying buffer design may be utilized where the average width is 25 feet. Alternative designs may be considered subject to approval by the Land Development Director.

2. All non-residential development within the IMA shall comply with other landscape requirements and tree preservation standards as required by this LDC, in addition to what is specified in this Section.

3. Required landscaping for non-residential development within the IMA shall be chosen that provides for a compatible landscape theme to enhance the "gateway" image throughout the four interchange quadrants, subject to review and consideration by the Land Development Director or designee.

F. EXTERIOR LIGHTING

Exterior lighting design within the IMA shall enhance security of pedestrians and motorists alike. All pedestrian walkways and parking spaces shall be adequately lighted through the use of individual or combination lighting features such as standard luminaire, street lamp, and/or bollard type fixtures. Lighting shall be designed according to the following standards:

1. Non-shielded exterior light sources shall not exceed 20 feet in height. Shielded light sources may not exceed 35 feet in height.

2. All lighting shall be designed to minimize spillage onto adjacent non-compatible land uses. Non-shielded fixtures are permitted a maximum illumination of two and one-half foot candles. Shielded fixtures are permitted a maximum illumination factor of five foot candles, and shall be full cutoff such that no light output is emitted at or above a horizontal plan drawn through the bottom of the fixture.

3. Lighting sources shall be shielded from vehicular travel lanes so that glare to motorists is minimized. Areas located on waterways, such as docks and nature trails, and other regulated areas shall utilize shielded light fixtures so that the light source is adequately shielded from view on the waterway or

regulated area. Lighting and other improvements shall be incorporated into the landscape design.

4. Exterior illumination shall be engineered for public safety and not impact adjacent properties to an extent greater than is necessary to address the safety issue. Lighting plans shall be required, and extensive lighting systems shall be justified by appropriate study at the applicant's expense.

G. PEDESTRIAN CIRCULATION

Circulation systems for development in the IMA shall be designed to support pedestrian mobility. To accomplish this, the following standards shall apply.

1. Pedestrian circulation systems shall be continuous and designed to connect adjacent properties to each other via external sidewalks along the IMA crossroads with interconnection to recreational trails provided as part of the Suncoast Parkway where available.

    a) Pedestrian ways may be constructed of paver blocks, concrete, brick, or other suitable materials and may be incorporated into the landscape buffer.

    b) Pedestrian ways that traverse parking areas shall be clearly demarcated by the use of such materials as scored concrete, paver blocks, bricks, or other suitable materials.

2. All non-residential projects within the IMA shall include design features such as pedestrian amenity areas, which include well landscaped sitting areas with design components such as seating elements and/or other amenities in shaded areas. Pedestrian amenities shall be commensurate with the size and scale of the development.

3. All non-residential development within the IMA shall comply with other pedestrian amenity standards as required by this LDC, in addition to what is specified in this Section.

H. SIGNAGE

Signage proposed within the IMA shall demonstrate a compatible theme design throughout the four interchange quadrants. In addition, signage shall be situated to assist directing traffic with access sharing. All signs proposed, installed, or replaced within the IMA shall conform to the standards set forth herein:

1. The total sign area of all signage on any one lot shall not exceed 200 square feet. A double-faced sign shall be considered a single sign. However, signage designed for pedestrian viewing only, such as under canopy signage, wall signs, or small directional signs, shall not be included in calculating the maximum allowable sign area per lot.

2. Free-standing signs shall not exceed 20 feet in height above natural grade.

3. Roof signs shall not be permitted.

4. The main supporting structure of all signs shall be set back at least 15 feet from the edge of the right-of-way of the interchange access road. The main supporting structure of signs along the interstate highway shall be set back at least 25 feet from the edge of the interstate right-of-way.

5. Flashing, blinking, fluctuating, or otherwise changing light sources are prohibited, except as otherwise allowable in Section 9240 of this LDC.

6. No new offsite advertising (billboards) shall be allowed in any IMA.

7. Where other specific standards for signage are not explicitly identified herein, compliance shall be demonstrated in accordance with the sign requirements of this LDC .

I. SUBDIVISION REGULATIONS

The intent of this standard is to preserve opportunities for design of effective access and circulation systems for properties within the IMA and to avoid the creation of small lot frontages with access constraints:

1. When subdividing property within the IMA, the minimum lot frontage shall be 440 feet for any new nonresidential lot abutting the interchange access road classified as an Arterial, and the minimum lot frontage shall be 220 feet for any new non-residential lot abutting the interchange access road classified as a Collector. The depth of the newly created lot shall not exceed three times its width. Lot aggregation for purposes of proposed development plans shall be encouraged for any parcels of record that do not meet this requirement and cause adverse impacts to traffic circulation. This frontage shall not apply to properties that only obtain access from an interior road.

2. No new or additional access rights will be permitted for properties that are created as the result of parcel or lot splits except as what is allowed pursuant to the Access Management provisions of this chapter.

7500. AIRPORTS – ADJACENT LAND USE CONTROLS

The provisions of this section are intended to comply with the requirements of Chapter 333, Florida Statutes. Where specific standards differ, the most restrictive shall apply. In implementing the provisions of this Section, Citrus County, the City of Crystal River and/or the City of Inverness will act in accordance with the parties' proposed Interlocal Agreement for Airspace Protection Zoning Regulations.

For purposes of this Section, the following definitions shall apply:

Political subdivision: The local government of any county, city, town, village, or other subdivision or agency thereof, or any district or special district, port commission, port authority, or other such agency authorized to establish or operate airports in the state.

Structure: Any object constructed, erected, altered, or installed, including, but not limited to, buildings, towers, smokestacks, utility poles, power generation equipment, and overhead transmission lines.

Substantial Modification: Any repair, reconstruction, rehabilitation, or improvement of a structure when the actual cost of the repair, reconstruction, rehabilitation, or improvement of the structure equals or exceeds 50 percent of the market value of the structure.

A. Airport Height Notification Zone and Regulations

1. Establishment of Zone - The Airport Height Notification Zone is hereby established to regulate the height of structures and natural vegetation for areas in proximity to the licensed public use airports located within Citrus County. The Airport Height Notification Zone, consists of three subzones, defined as follows:

    a. Subzone A - The area surrounding each licensed Public Use Airport extending outward 20,000 feet from the ends and each side of all active runways.

    b. Subzone B - That area surrounding each licensed Private Use Airport and each licensed Helipad (Public or Private Use) extending outward 4,000 feet from the ends and each side of all active runways or helipads.

    c. Subzone C - That area within Citrus County that is not within Airport Height Notification Subzone A or B.

2. Height Notification Regulations - All construction or alteration for land within the height notification zones, must use the Federal Aviation Administration (FAA) Notice Criteria Tool to determine if an aeronautical study is required. Should the Criteria Tool determine future analysis is required, an FAA Form 7460-1, Notice of Proposed Construction or Alterations, must be filed with the FAA for a full Aeronautical Study. The FAA will issue a determination of stating if the construction or alteration is an obstruction in accordance with the obstructions standards detailed in Title 14, Code of Federal Regulations, Part 77 Subpart B and Subpart C (14 CFR Part 77).

    a. A proposed development or use shall be determined to be a "potential airspace obstruction" if the proposed development or use would result in a structure, natural vegetation, or other obstruction having a height greater than:

        1) Subzone A: The area surrounding the airport imaginary surface extending outward and upward at one hundred (100) feet to one foot for a horizontal distance of 20,000 ft. from the nearest point of the nearest runway of each airport with its longest runway more than 3,200 ft. in actual length;

        2) Subzone B: The area surrounding an imaginary surface extending outward and upward from the ends and sides of each licensed private use airport active runway or licensed helipad (public or private) at a slope of one-foot vertical to every 20 feet horizontal outward to 4,000 feet; or

        3) Subzone C: The area 200 feet above ground level;

        4) Any proposed height which could conflict with planned and proposed facility improvements proposed in the airport master plan, or on an airport layout plan submitted to the Federal Aviation Administration.

    b. Applicants of any development or land use proposal determined by the County to result in a structure that constitutes a "potential airspace obstruction" shall be issued a Notice of Potential Airspace Obstruction during the development proposal review process by the Director of the Land Development Division, or his/her designee.

        1) Single family homes that are located 3,500 feet or more from the ends or sides of a publicly licensed airport runway are specifically exempt from the notification provided the tallest structure is 35 feet above ground level or less.

2) Single family homes that are located 700 feet or more from the ends or sides of a privately licensed airport runway or licensed helipad (public or private) are specifically exempt from the notification provided the tallest structure is 35 feet above ground level or less.

3) No proposal for development will be approved for construction and no permit for construction will be issued for any proposal to construct any structure, which is determined by the County to be a "potential airspace obstruction" unless a County Construction/Use Permit is granted.

c. Any proposed development or uses which are not determined to be a "potential airspace obstruction" is exempt from any Airport Height Notification Zone permitting regulations contained herein.

3. It shall be the burden of the applicant to establish which subzone the proposed development or use lies. This determination will be based on the submission by the applicant of the following minimum data for the proposed development.

a. Coordinates of structure in State Plane Coordinate System - NAD 83;

b. Ground elevation of the structure at the site expressed in mean sea level;

c. Overall structure height expressed in both mean sea level and above ground level; and

d. Distance as expressed in feet or statute miles and direct bearing from nearest public or private airport.

The above information should be submitted on a site plan sealed by a registered Professional Engineer (PE) or Professional Land Surveyor (PLS). This information will be submitted to the Director of the Land Development Division, or his/her designee, for review.

4. Construction/Use Permit Procedures and Criteria for Approval - Any applicant affected by a Notice of Potential Obstruction may apply to the Director of the Land Development Division, or his/her designee, for a Construction/Use Permit.

a. Commercial wireless telecommunication towers, structures, construction or alteration of any obstruction, and antennas shall be subject to the provisions of this section, and shall meet the maximum height limitations imposed by that section or this section, whichever is more restrictive.

b. Procedures for Obtaining a Construction/Use Permit.

1) The applicant shall utilize the FAA Notice Criteria Tool (*https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp?action=showNoNoticeRequiredToolForm*) to determine whether the FAA will require the filing of the FAA Form 7460-1 for the completion of an aeronautical study in conformance with 14 CFR Part 77 Subparts B & C. Should the FAA require the filing of the 7460-1 form, that should be completed and determination should be received prior to applying for the airport zoning permit.

2) Applicants shall submit to the Director of the Land Development Division, or his/her designee, permit application (as provided by the County) along with a copy of the final Determination Letter issued by the FAA based on its review of the applicant's Notice of Proposed Construction or Alteration (FAA 7460-1 form) submitted in accordance with 14 CFR Part 77. Applicant shall also submit a copy of the permit application form and supporting information to the respective airports Fixed Base Operator (FBO) for advisory purposes.

3) A copy of the completed permit application form and supporting project description and drawings will be forwarded to the Citrus County Aviation Advisory Board (AAB) or their designee. The AAB may review and make recommendations to the Director of the Land Development Division, or his/her designee, if the proposed structure or use impacts the Airspace Height or Land Use Compatibility Limitations contained in this LDC and reflected in the figure below. Should the AAB review the proposal, consideration will be given to:
   a) The nature of the terrain and height of existing structures.
   b) The character of existing and planned flight operations and development of airports.
   c) The safety of persons on the ground and in the air.
   d) The safe and efficient use of navigable airspace.
   e) The effect of the construction or alteration of an obstruction on the state licensing standards for an airport contained in F.S. Chapter 330 and rules adopted thereunder.

f) Federal airways, visual flight rules, flyways and corridors, and instrument approaches as designated by the Federal Aviation Administration.
g) The effect of the construction or alteration of an obstruction on the minimum descent altitude or the decision height at the affected airport.
h) The cumulative effects on navigable airspace of all existing obstructions and all known proposed obstructions in the area.
i) FAA determinations and results of aeronautical studies conducted.
j) FDOT comments and recommendations, based on application review.
k) Other testimony and findings of aviation operations and safety experts.

No permit shall be approved solely on the basis that an FAA determination was made that the proposed construction or alteration of an obstruction was not an airport hazard.

4) Upon receipt of a complete permit application, the County shall provide a copy of the application to FDOT's Aviation and Spaceports Office by certified mail, return receipt requested, or by email to DOTAirportZoning@dot.state.fl.us. In accordance with Florida Statutes, FDOT has a 15-day review period following receipt of the application, which runs concurrently with the County's permitting process. Cranes, construction, equipment, and other temporary structures in use or in place for a period not to exceed 18 consecutive months are exempt from FDOT review unless such review is requested by FDOT.

c. Criteria for Granting a Construction/Use Permit - Following consideration of review criteria and procedures provided herein, a Construction/Use Permit may be issued by the Director of the Land Development Division for a period not to exceed 18 months, with one additional 18-month extension, upon written justification.

1) Where the FAA has reviewed the proposed construction or alteration and determined its construction would not exceed an Obstruction Standard of 14 CFR Part 77, the Director of Land Development shall grant an airport construction permit for the proposed construction or alteration provided that a condition is attached to the permit approval to ensure that the approved structure(s) is marked and lighted prior to the issuance of a certificate of occupancy (C.O.) if so required by chapter 14-60, in accordance with the standards [or] of Rules of the Department of

Transportation and Federal Aviation Administration Advisory Circular 70/7460-1.

2) Where the FAA review determined the proposed construction/alteration exceeds the Obstruction Standard of 14 CFR Part 77 but does not pose a hazard to air navigation or impact the airports operational minimums, the Director of Land Development shall grant an airport construction permit for the proposed construction or alteration provided that a condition is attached to the permit approval to ensure that the approved structure(s) is marked and lighted prior to the issuance of a certificate of occupancy (C.O.) if so required by chapter 14-60, in accordance with the standards [or] of Rules of the Department of Transportation and Federal Aviation Administration Advisory Circular 70/7460-1.

3) Where the FAA has reviewed a proposed construction or alteration and determined that the proposed construction or alteration is an airport hazard, in accordance with the Obstruction Standards of 14 CFR Part 77, and it successors and amendments, no airport construction permit may be approved. Approval or disapproval shall be provided within 30 calendar days of receipt of the complete application and FAA determination. Permit requests may be considered by the development department concurrent with development plan approval consideration. Consideration shall be given to 333.07(2) during the determination process.

B. Imaginary Surfaces Height Limitations

1. Public Use Airports - In order to protect the airspace of public airports, the following airport imaginary surfaces and their associated height restrictions are hereby created and established. An area covered by more than one of the described imaginary surfaces is considered to be in the surface with the more restrictive height limitation. The imaginary surfaces in the Airspace Height Limitation Zones exhibit are consistent with 14 C.F.R. Part 77, Subpart C (77.19):

Airspace Height Limitation Zones

(Note – this figure is a representation of a three-dimensional figure that is on file with the County Surveyor's office in the Department of Public Works***).***

a. Primary Surface: A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends 200 feet beyond each end of that runway. When the runway has no specially prepared hard surfaces (turf), the primary surface for such runways ends at each end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline critical for aircraft to navigate the airfield. The width of the primary surface shall be as follows:

1) **Crystal River Airport**
   Runway 09 and 27: 500 feet
   Runway 18 and 36: End of runway

2) **Inverness Airport**, Runway 01 and 09: 500 feet

b. Transitional Surface: These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7:1 from the sides of the primary surface and approach surfaces. Transitional surfaces for those portions of the precision instrument approach surface that project through and beyond the limits of the conical surface extend a distance of 5,000 feet horizontally from the edge of the approach surface and at right angles to the runway centerline. No structure will be permitted if determined to be a hazard by the Aeronautical Study. Should the study determine the structure is an obstruction but is not a hazard, the owner shall provide the required lighting and marking as specified in the study determination letter.

c. Horizontal Surface: A horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of specified radii from the center of each end of the primary surface of each runway of each airport and connecting adjacent arcs by lines tangent to those arcs. The radius of each arc is:

   1) **Crystal River Airport**
      Runway 09 and 27: 10,000 feet
      Runway 18 and 36: 5,000 feet

   2) **Inverness Airport**
      Runway 01 and 09: 10,000 feet

   The radius of the arc specified for each end of a runway shall have the same arithmetical value. That value will be the highest determined for either end of the runway. When a 5,000-foot arc is encompassed by tangents connecting two adjacent 10,000-foot arcs, the 5,000-foot arc shall be disregarded. No structure will be permitted if determined by the FAA's Aeronautical Study to be an obstruction and a hazard to air navigation. Should the study determine the structure is an obstruction but is not a hazard to air navigation, the owner shall provide the required lighting and marking as specified in the study determination letter. The County reserves the right to deny any obstruction within the horizontal surface and/or require additional lighting beyond the FAA requirements where applicable.

d. Conical Surface: A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The surface is 150 feet above the established airport elevation at the inner boundary height increasing one-foot vertically for every 20 feet of horizontal distance outward from the inner boundary of the zone to a height of 350 feet above the established airport elevation at the outer boundary of the zone.

e. Approach Surface: A surface longitudinally centered on the extended runway centerline and proceeding outward and upward from each end of the primary surface. The approach surface is applied to each runway end of each runway based upon the type of approach available or planned for the runway in the future.

1) The inner edge of the approach surface is the same width as the primary surface and it extends uniformly to the width:

a) **Crystal River Airport**
Runway 09 and 27: 3,500 feet
Runway 18 and 36: 1,200 feet

b) Inverness Airport
Runway 01 and 09: 3,500 feet

2) The approach surface extends for a horizontal distance of:

a) Crystal River Airport
Runway 09 and 27: 10,000 feet and increases 1 foot vertically for every 34 feet of horizontal distance.

Runway 18 and 36: 5,000 feet and increases 1 foot vertically for every 20 feet of horizontal distance.

c) **Inverness Airport**
Runway 01 and 09: 10,000 feet at a 34:1 slope

Height limitations within the approach surface are the same as the height of the runway end at the inner boundary and increase at the rates shown above and will control all future construction or natural growth. On existing runways where thresholds have been displaced and threshold lights have been moved along the runway from the runway end; if any of the area between the threshold lights and red end lights is being used for either landing or takeoff of aircraft, then the approach surface would start at the end of the runway for control of future obstructions.

2. Private Use Airports - In order to protect the airspace of private airports, the following airport imaginary surfaces and their associated height restrictions are hereby created and established. The FAA does not conduct Aeronautical Studies on proposed development with the potential to impact private use airports; therefore, the County has the sole responsibility of determining if a structure penetrates any surface described below.

    a. Primary Surface: The surface area longitudinally centered on each runway, extending to the end of that runway. For private airports, the width of the primary surface shall be 250 feet. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. At those airports having defined runways with specially prepared hard surfaces, the primary surface for such runway extends 200 feet beyond each end of the runway hard surface and the approach surface begins at that point. Within the primary surface, no structures will be permitted that are not critical for aircraft to navigate the airfield.

    b. Visual Approach Surface: A surface longitudinally centered on the extended runway centerline and proceeding outward and upward from each end of the primary surface. The width and height of the approach surface is the same at the inner boundary as the primary surface it adjoins to and expands uniformly to a width of 1,250 feet for that end of a utility runway with only visual approaches. No structure shall penetrate the approach surface; however, only the first 4,000 feet of the approach surface (starting from the runway end) at a 20:1 slope are protected for private airports. The Land Development Division shall utilize a specialized software owned by the County to evaluate the height of a proposed structure to determine if the visual approach surface is penetrated.

c. Transitional Surface: These surfaces extend outward and upward at right angles to the runway centerline and the runway centerline extended at a slope of 7 to 1 from the sides of the primary surface and from the sides of the approach surfaces. No structures should penetrate the Transitional surface. The Land Development Division shall utilize a specialized software owned by the County to evaluate the height of a proposed structure to determine if the transitional approach surface is penetrated.

3. Public and Private Use Helipads

a. Final Approach and Takeoff Area (FATO) Surface: The FATO surface is centered and graded such as to provide a smooth surface around the established elevation of a designated helipad. A FATO surface may have any shape provided that its least dimension, i.e. length, width, or diameter, is not less than 1.5 times the overall length of the largest (longest and/or widest) rotorcraft anticipated to use the facility. No object shall penetrate the FATO surface.

b. Approach/Takeoff Surface: A helipad must have at least one approach/takeoff surface, conforming to the standards of 14 CFR Part 77. An approach/takeoff surface is centered on each designated approach/takeoff path, and extends outward and upward from the FATO surface. The width and height of the approach/takeoff surface is the same at the inner boundary as the FATO surface and expands uniformly to a width of 500 feet for visual approaches. The approach/takeoff surface extends outward and upward for a horizontal distance of 4,000 feet at a slope of 8:1. No objects shall penetrate the area defined by this surface.

c. Helipad Transitional Surface: These surfaces extend outward 250 feet, at right angles, to the centerline of the approach/takeoff path(s) of a helipad for visual approaches. The helipad transitional surfaces extend upward at a slope of 2:1 from the sides of the FATO surface and the approach/takeoff surface(s). No objects shall penetrate the area defined by this surface.

4. Other Areas

In addition to height limitations imposed in this section, no structure will be permitted in the County that exceeds 500 feet above the established airport elevation and within three nautical miles of the established reference point of any airport covered by this section, without an FAA Aeronautical Study determination of no hazard to airspace.

C. Public and Private Use Airport Land Use Restrictions

1. Notwithstanding any other provisions of this section, no use may be made of land or water within Citrus County in such a manner as to create an airport hazard or compromise the health, safety, and welfare of any person on the ground. The following special requirements shall apply to each permitted use:

   a. No lights or illuminations used in conjunction with streets, parking, signs, or use of land and structures shall be arranged or operated in such a manner that exceeds the Airspace Height Limitations of this section, or otherwise resembles airport approach lighting that could be misleading or dangerous to aircraft operating from a public airport or in the vicinity thereof.

   b. No operations from any use shall produce smoke, glare, or visual hazards within three statute miles of any usable runway of a public airport.

   c. No use shall be permitted in the County which is determined by the Aeronautical Study to produce electronic interference with navigation signals or radio communications between an airport and an aircraft, in accordance with 14 C.F.R Part 77, Subpart B.

   d. No landfills (as defined in F.S. 403.703) shall be permitted within the following areas:

      1) Within 10,000 feet from the nearest point of any runway used or planned to be used by turbine aircraft; or

      2) Within 5,000 feet from the nearest point of any runway used by only non-turbine aircraft; or

      3) Outside the perimeters defined above in subparagraphs 1) and 2), but still within the lateral limits of the civil airport imaginary surfaces defined in 14 C.F.R. s. 77.19.

      4) Where any landfill is located and constructed in a manner so that it attracts or sustains hazardous bird movements from feeding, water, or roosting areas into, or across, the runways or approach and departure patterns of aircraft. The operator of such a landfill must incorporate, at the owner's expense, bird management techniques or other practices to minimize bird hazards to airborne aircraft.

e. Residential construction and any educational facility, with the exception of an aviation school facility, are not permitted within an area contiguous to a public airport measuring one-half the length of the longest runway on either side of and at the end of each runway centerline.

f. New incompatible uses or activities, or substantial modifications to existing incompatible uses within any Runway Protection Zone (RPZ) is prohibited. This may not be construed to require the removal, alternation, sound conditioning, or other change, or to interfere with the continued use or adjacent expansion of any educational facility or site in existence on July 1, 1993. The following uses within the RPZ shall be prohibited:

1) Residential

2) Recreational

3) Hospitals / Medical Care Facilities /Nursing Homes

4) Schools and Educational Facilities

5) Churches / Places of Worship

6) Vehicular Parking

7) Public Roads

8) Fuel Storage Facilities

9) Hazardous Materials Storage

10) Wastewater Treatment Facilities

11) Above Ground Infrastructure

12) Any building, structure, or development where people will congregate

2. Notwithstanding the preceding provisions of this section, any structure over 150 feet above ground level must be lighted with shielded white strobe lights which operate on a 24-hour, seven-day a week/continuous schedule.

For any structure determined by the FAA to be an obstruction, lighting and marking shall comply with the requirements determined through the Aeronautical Study and specifically outlined in the FAA Determination Letter. Lighting and marking shall conform with FAA Advisory Circular 70/7460-1, Obstruction Marking & Lighting.

All required lighting and marking shall be installed, maintained, and operated at the expense of the structure's owner.

D. Nonconforming Uses

1. The regulations and restrictions prescribed in this section shall not be construed to require removal, lowering, or other change or alteration of any structure or natural growth not conforming to the regulations as of the effective date hereof, or otherwise interfere with continuance of such nonconforming use, except as provided in this section. However, no preexisting nonconforming structure, natural vegetation, or use shall be replaced, rebuilt, altered, or allowed to grow higher, or to be replanted, so as to constitute an increase in the degree of nonconformity with the regulations of this LDC.

2. As outlined in F.S. 333.07, if a nonconforming use or obstruction has been abandoned or if more than 80 percent of the obstruction is torn down, destroyed, deteriorated, or decayed, a permit may not be granted if it would allow the obstruction to exceed the allowable height limit or otherwise deviate from the standards of this section. Regardless of whether an application is made, the owner of the nonconforming obstruction may be required, at his or her own expense, to lower, remove, reconstruct, alter, or equip such obstruction as necessary to conform to the current standards of this section. If the owner of the nonconforming obstruction fails or refuses to comply with such requirement for 10 days after written notice, the County may proceed to have the obstruction so lowered, removed, reconstructed, altered, or equipped and assess the cost and expense thereof upon the owner of the obstruction or the land whereon it is or was located.

DI. Administration

1. The Director of the Land Development Division, or his/her designee, shall maintain a detailed zoning map showing the Airspace Height Limitation surfaces for each State licensed airport and State licensed helipad in Citrus County covered by this section.

2. If, in the opinion of the Director of the Land Development Division, or his/her designee, there is a possibility that issuance of any Development Permit or Development Order, although appearing to be in compliance

with this section, might or could be a hazard, it shall be the responsibility of the Director to forward a copy of such request to the AAB. Such recommendation may be provided by AAB staff, retained consultant, or the AAB by majority vote.

F. Variances

In accordance with Land Development Code, Chapter One – General Provisions, Section 1403; the applicant shall file a Petition for Writ of Certiorari with the Circuit Court in Citrus County within thirty (30) days of rendition of the decision to be reviewed. The applicant shall furnish a copy of the requested variance to the AAB to respond with its written comments on the request for a variance. No variances from the provisions of this section may be granted unless the request satisfies the criteria of this LDC to justify granting of a variance. In determining whether to issue or deny a variance, it is suggested that the following be considered:

1. The Determination of No Hazard to Air Navigation issued by the FAA (if applicable).

2. The height above mean sea level of the proposed structure and the existing structures near the development site.

3. Public and private interests and investments.

4. The future planned developments of the airports applicable jurisdictions in accordance with existing comprehensive plans.

5. Whether the proposed structure would cause an increase in the minimum descent altitude or the descent height at the affected airport.

6. The safety of persons on the ground and in the air.

7. Land use density.

8. The need for the establishment of a navigation easement.

9. The recommendation from the Aviation Advisory Board.

Any such variance or development permit approval granted by the Director of the Land Development Division, or BCC, shall be so conditioned as to require the owner of the development project, structure, or use in question to install, operate, and maintain such markers and lights if applicable and outlined in the FAA's Determination of No Hazard notification. The County reserves the right to require additional lighting beyond the FAA requirements where applicable.

G. Appeals Procedures

The procedure for appeals is as outlined elsewhere in Chapter One of this Code.

H. Enforcement and Remedies

The procedures for penalties, remedies and enforcement standards are outlined elsewhere in Chapter One of this Code and/or the Citrus County Code of Ordinances.

7600. ROAD DESIGN

7610. GENERAL ROADWAY CONSTRUCTION STANDARDS

A. Design Vehicle Selection

1. For purposes of geometric design, the design vehicle shall be selected with dimensions and minimum turning radii larger than the majority of all other vehicles in its specific class. Design vehicles are listed in the "Florida Green Book" and AASHTO.

2. If the total number of vehicles in a particular class meets or exceeds five (5%) percent of the total traffic the higher and more restrictive class should be used as a design control (trucks are a prime example).

3. The decision related to selecting a design vehicle should be based on careful engineering study and a reasonable educated estimate of the type of situation and volume of expected traffic as the design vehicle selection affects, but is not limited to, the following roadway design criteria:

   a. Control Radii - turning and intersection radii

   b. Driveway Geometry

   c. Horizontal and vertical clearance

   d. Intersection sight distance

   e. Lane width on curves

   f. Maximum grades

   g. Median opening widths

h. Pavement design

i. Return Radii

j. Roadway centerline alignment

k. Shoulder width requirements

l. Stopping Sight Distance

m. Vertical and horizontal Curves

B. Design Speed

1. The design speed of local and collector roadways is an extremely important parameter in establishing the geometric design criteria for these types of facilities. The proper design speed selection is central to establishing a safe and efficient environment for drivers, pedestrians and bicyclists on any given roadway.

2. According to FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, the primary basis for selecting design speed should be a rational prediction of the probable maximum operating speed (by approximately 85 percent of the vehicles) on the road. Design speed is defined as the maximum safe speed that can be maintained over a given section of roadway or highway when weather, light, and traffic conditions incline the design features of the roadway to govern.

3. The Minimum design speeds for local roads and collectors shall not be more than the values shown in the following table unless approved by the County Engineer, or his designee:

TABLE 7-2
MINIMUM DESIGN SPEEDS

Road Type	Minimum Design Speed
Local Urban Roads (2 lane Undivided)	30 MPH
Urban Collectors (2 Lane Undivided)	40 MPH
Urban Collectors (2 Lane Divided)	45 MPH
Urban Collectors (4 Lane Divided)	45 MPH
Local Rural Roads (Undivided)	30 MPH
Rural Collectors (2 Lane Undivided)	40 MPH
Rural Collectors (2 Lane Divided)	50 MPH

4. Design speed is used to determine the geometric design features of a roadway, and is established by considering the topography, future operating speed, adjacent land uses, and the projected functional classification of the road. Local subdivision roads may be designed in a way to effectively reduce the operating speed, as long as proper sight and stopping distances are provided.

C. Soil Investigation for Collector Roadways (Major, Minor)

1. General Requirement

A geotechnical engineer, licensed in the State of Florida, shall prepare and submit for review an original signed and sealed soil investigation report. Such a report shall conform to the requirements of FDOT's Soils and Foundation Manual, except as noted. This report shall be submitted for review and approval with the roadway plans and shall include the following, at a minimum:

a. Groundwater

Seasonal high water elevation and boring locations shall be shown on the plan and profile sheets.

b. Soil Classification

The soil classification for each stratum shall be identified in accordance with AASHTO M 145-73. The soil classification testing shall conform to FDOT's Soils and Foundation Manual. Test borings shall be taken to a minimum depth of 8.0 feet below the existing grade. Borings shall be at a maximum of two hundred (200) foot intervals for undivided roadways; or at one hundred (100) foot intervals, and staggered, for divided roadways. There shall be no less than one (1) boring per street. Additional borings shall be taken as necessary to determine the accurate limits of unsuitable material. Depth and horizontal limits of muck areas shall be determined and shown on the construction plans. Unsuitable material shall be removed and replaced in accordance with FDOT Design Standards 500 and 505.

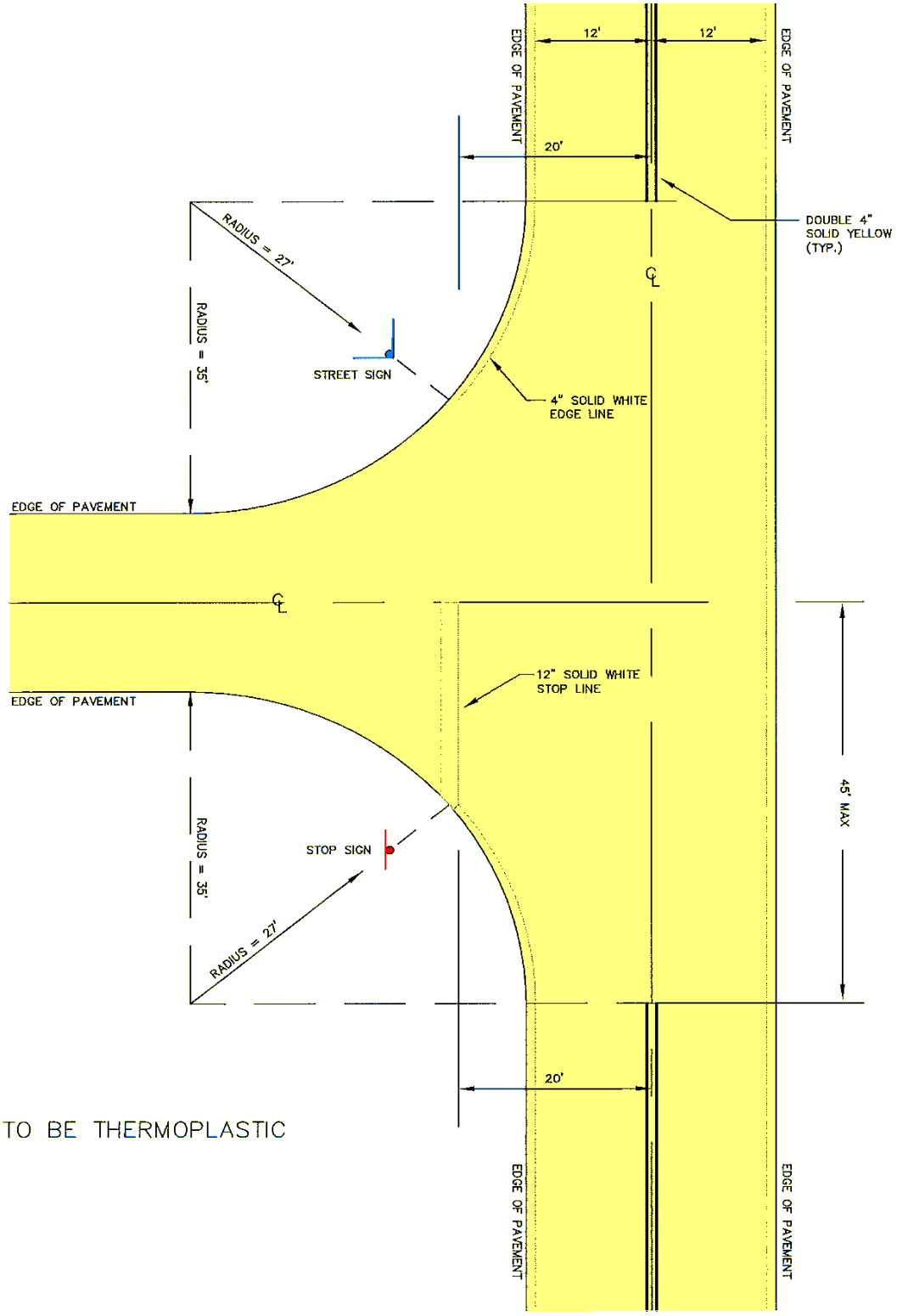
7620. ROAD GEOMETRY

A. Longitudinal Grade

All streets must have a minimum longitudinal profile grade of (0.30%) or 0.30 of 1.0%, unless otherwise approved by the County Engineer.

B. Roadway Transitions and Tapers

When through lanes are made to transition from one type of roadway to another, the required deflection angles, transition lengths and tapers shall be designed per FDOT Standard Indexes. The "Minimum Under Restraint" table shall not be used for transitions on new roadways.



NOTE:
ALL STRIPING TO BE THERMOPLASTIC

TYPICAL INTERSECTION DETAIL

C. Deflection of Through Lanes through Intersections

The maximum deflection for through lanes through intersections shall meet the requirements of the FDOT Plans Preparation Manual. The FDOT Plans Preparation Manual shall not be applicable for deflection of through lanes through intersections on County roadways.

D. Horizontal Curves

1. The minimum permitted radii (maximum degree of curvature) for rural and urban arterials and collectors should conform to the FDOT Plans Preparation Manual, latest edition. The latest edition of the "Florida Green Book" should be referenced for local roads. The minimum centerline radius for an urban subdivision street is one hundred and sixty (160) feet. The EOR shall use the appropriate engineering judgment to ensure proper sight and stopping distance needed to make safe turns. Minimum centerline radii of all roadway classifications will be based upon the design speed of the facility, with the caveats referenced in this manual.

2. Tangents between curves on all streets with a design speed above 25 m.p.h. must be at least one hundred (100) feet in length, unless otherwise approved by the Department of Public Works. No ‘S’ curves are permitted. The County Engineer may grant exception to this policy based on designs following the "Florida Green Book", to accommodate exceptional cases.

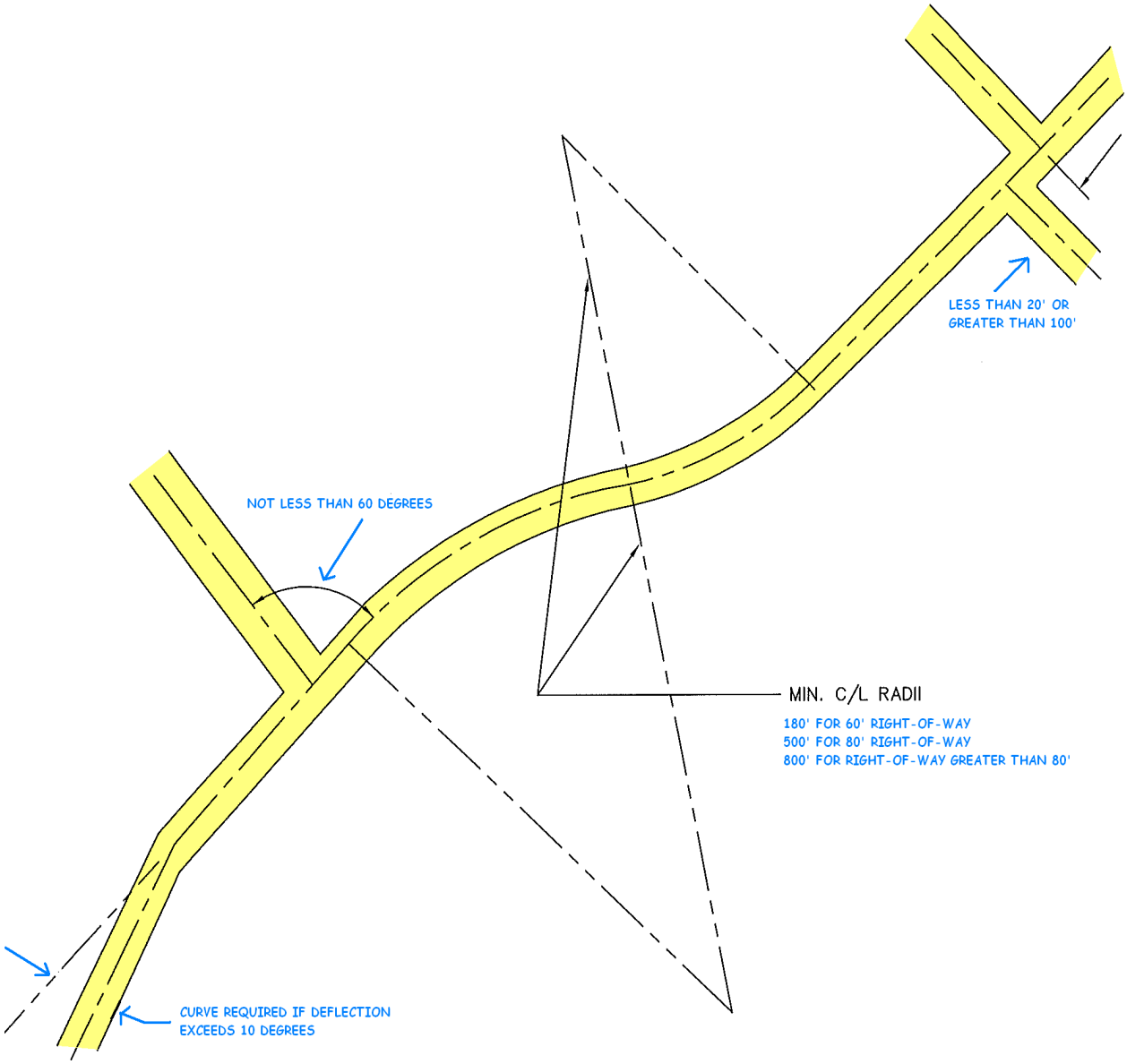
E. Super Elevation

Super-elevation rates and transition requirements shall conform to the FDOT Plans Preparation Manual.

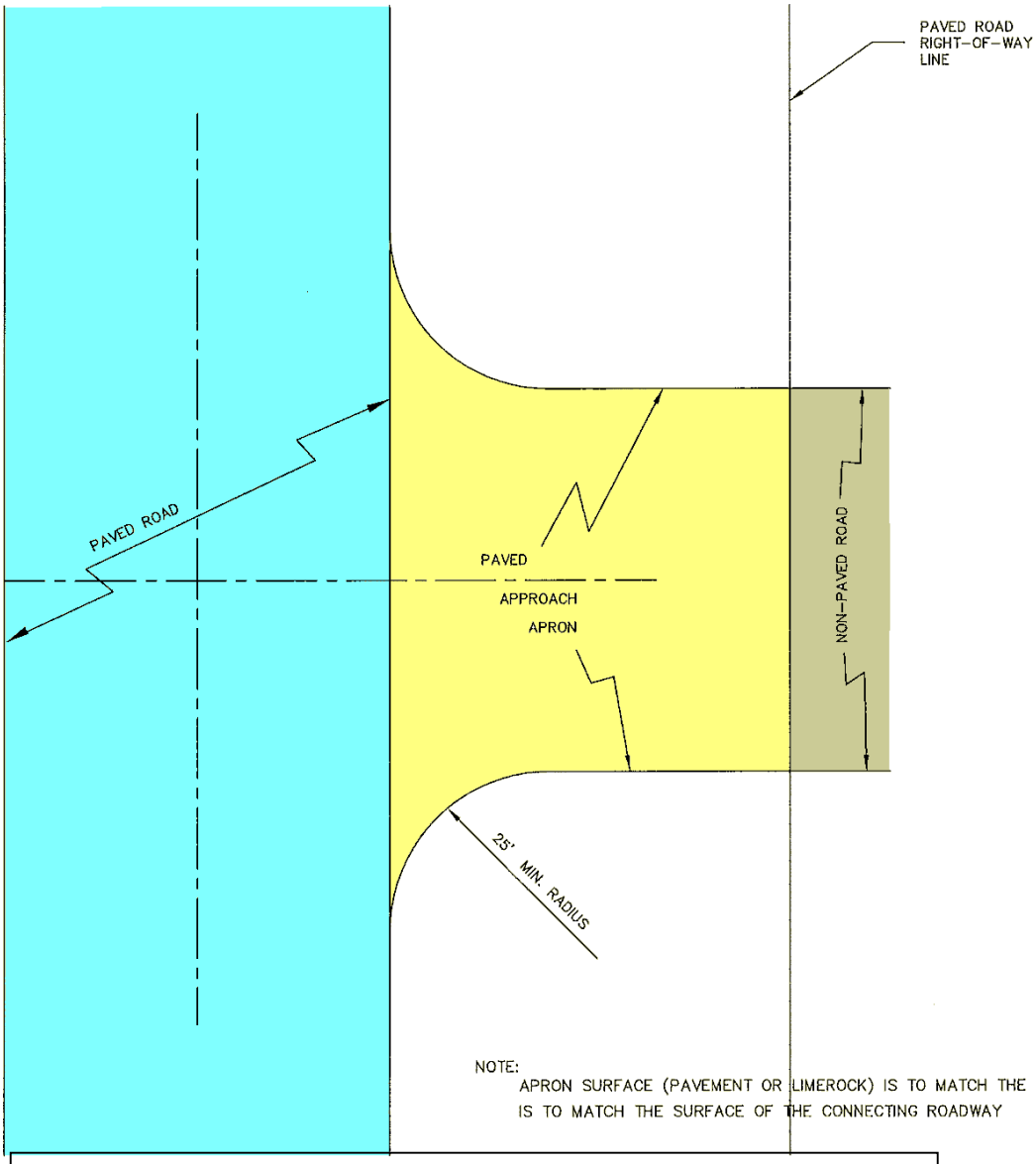
F. Vertical Alignment

1. Criteria

The design engineer shall closely coordinate the vertical and horizontal alignments. The vertical alignment shall provide the highest sight distance possible with the use of gentle grades, as specified in this manual. The minimum design speed for vertical alignment shall not be less than 30 mph regardless of horizontal alignment constraints. The minimum standard roadway base clearance required above the Seasonal High Water Table (SHWT) Elevation for roadway base courses of one foot above SHWT.



MINIMUM CENTERLINE RADII AND DEFLECTION



PAVED APPROACH APRON (LOCAL ACCESS)

2. Grades

   The minimum road grade for curb sections shall be 0.30% for all local roads and collectors. Refer to the "Florida Green Book" for maximum grades. Maximum changes in grade without the use a vertical curve shall be governed by the "Florida Green Book".

3. Vertical Curves

   Vertical curves are required when the algebraic difference between two grades exceed the values listed in the "Florida Green Book". Vertical geometry shall ensure adequate stopping and passing sight distance by meeting or exceeding the values shown in the "Florida Green Book".

4. At-Grade Intersections

   The coordination of the cross sections of two intersecting roadways shall be carefully analyzed; the design should insure a smooth cross slope transition between the two roads. Where applicable, connection to the Edge of pavement, rather than the roadway crown, shall be provided. Adequate drainage shall also be provided at such intersections.

G. Corner Radii

1. Sight distance shall be provided at all intersections by either providing rounded right of way lines or straight corner cuts in accordance with sight distance triangles. Rounded right of way lines at local road and collector intersections shall have a minimum twenty-five (25) foot radius or as otherwise required by traffic conditions or geometric requirements. Corner cuts shall meet or exceed the limits of the thirty-five (35) foot radius or return radius value, whichever is greater.

2. Stopping sight distance requirements shall be considered by the Engineer of Record in the determination of the minimum right of way to be provided at roadway intersections for local roads and collectors. The Engineer of Record shall design to the sight distance requirements of FDOT Design Standard and the requirements of this section. Additional right of way may be needed to provide for sight distance at intersections with curved roadways.

3. Minimum return radii are an element of proper design and are greatly dependent on the selection of design vehicle. The Engineer shall conform to the turning movement requirements of the design vehicle in consideration for the intersection being designed. The following are minimum requirements:

Type of Development	Road Classification	Return Radius
Residential	Local	35’
	Collector	50’
Commercial	Local	35’
	Collector	50’

4. Control Radii for minimum turning paths through an intersection shall conform to FDOT's Intersection Design Guide.

7630. MEDIANS

Whenever possible, driveways shall be aligned with existing median openings. All new median openings shall provide adequate left turn storage to existing and proposed driveways and roadway intersections. The Engineer of Record shall design median openings to accommodate control radii, width of traffic separators and the skew angle of side streets, and will vary the required design to accommodate side street widths on divided side streets. Median designs shall conform to FDOT's Median Handbook.

7640. CONCRETE CURB, GUTTER

Vertical Curb and Gutter shall conform to FDOT Standard Indexes. Vertical curbs without gutters may be used on high side of road only, and shall be constructed using 3,000 p.s.i. concrete, at 28 days, and conform to FDOT Type D. Curb end transitions are to meet FDOT Standard Indexes.

The design of Valley Crossings on local streets will only be allowed on closed drainage system (curb and gutter), unless otherwise approved by the County Engineer. In no case shall concrete valley gutters be less than thirty six (36) inches in width. Valley crossings are only permitted on local roadways with sufficiently low traffic volumes as to be controlled by side street Stop Sign conditions. Valley curb shall be constructed of 3,000 p.s.i. concrete, twenty four (24) inches wide with a minimum thickness of six (6) inches at the center, a three (3) inch rise to the back of the curb and a one (1) inch rise to the edge of pavement.

Subdivisions having quarter acre lots or smaller, or roadways with 50’ of right-of-way shall utilize curb and gutter closed drainage, sod common areas and traversable inlets only.

7650. ROADWAY DITCHES

A. The collection of stormwater runoff should be by positive gravity means without the use of siphons, pumps, or similar devices, unless specific approval is obtained from the County Engineer.

B. Stormwater conveyance facilities include swales, ditches, channels, culverts, storm sewers, inlets, and weirs.

C. The Engineer of Record shall design all underground piping to current FDOT standards. Ditch Bottom Type Inlets shall be constructed per FDOT Indexes, Type C, or greater. FDOT Index Type F “Modified” may be used, when necessary, with approval of the County Engineer.

7660. CULVERT REQUIREMENTS

A. Roadway culverts shall be fifteen (15) inch minimum; driveway pipes may be steel reinforced concrete, or corrugated metal, conforming to the latest FDOT standards.

B. Pipe easements, when necessary, shall be thirty (30) feet minimum to permit access, maintenance, and structural integrity, unless sight specific approved by Director of the Department of Public Works.

C. Maximum length of culvert pipe between structures shall not exceed four hundred (400) feet.

D. All pipe joints shall be wrapped with approved filter fabric per FDOT Specifications. Pipes shall be sized in accordance with FDOT Drainage Manual.

E. All culverts shall have appropriate Mitered End Sections (MES) for the type used.

F. Where shallow swales intersect deeper drainage ditches, erosion control shall be provided by use of culvert pipes, concrete swales, mitered end section with spillways, or other suitable means.

G. Cover material over culverts in swales shall be stabilized, compacted, and sodded to prevent erosion.

H. All pipes shall undergo video examination per FDOT (TV) criteria and recommendations.

I. The proposed design of reinforced concrete mitered end sections must meet current FDOT Standards.

J. Swale cover materials shall conform to the requirements contained herein. Splash Pads or Rip Rap with geotextile fabric shall be provided on all MES with velocities greater than 4 feet per second for a minimum 10-year 24-hour storm event. Velocities for all pipes shall be provided for review and ranges shall be kept within prudent hydraulic engineering design standards.

K. End-walls shall be 3,000 p.s.i. concrete, at 28 days, per FDOT Indexes, and shall be used only outside the roadway clear zone recovery area.

7670. SIDEWALKS

7671. DESIGN STANDARD

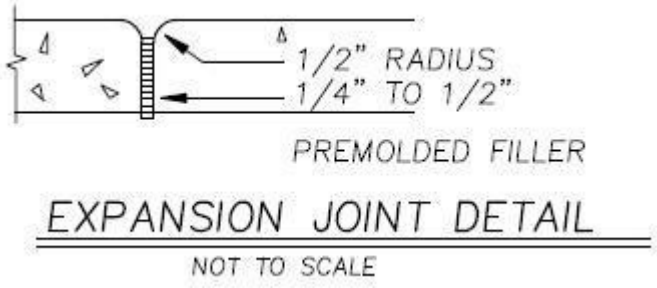
A. When at all possible, sidewalks shall be located in the right-of-way within two (2.0) feet of the property line on all roadways. Sidewalks shall be connected to adjacent streets per ADA and FDOT standard indexes and FDOT Specifications.

B. All base material for sidewalks shall be good, clean, firm, dry, unyielding and compacted to a modified proctor density of 98% or 95% of maximum density as determined by AASHTO T-180. Prior to installation a visual inspection shall be conducted to ensure proper formwork and base material conditions are achieved. The County Inspector may require soil density testing performed, at the sole cost of the Developer, to ensure proper compaction, if visual inspection warrants.

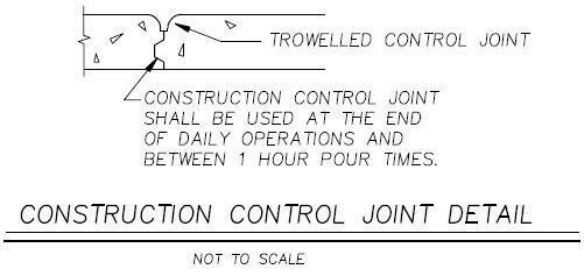
C. Sidewalks shall be constructed of 3,000 p.s.i. Portland Cement Concrete, Class 1. Materials and methods of construction shall conform to the FDOT Standard Specifications for Road and Bridge Construction, latest edition. Standard thickness shall be four (4) inches, except for driveways, where the minimum thickness shall be six (6) inches with welded wire fabric. Half inch (½ inch) expansion joints shall be provided every fifty (50) feet on center for the entire sidewalk length, and construction joints shall be provided every five (5) feet on center.

D. Driveway aprons shall also include six (6) inch by six (6) inch #10 wire mesh reinforcement or an equivalent support such as fiber mesh. A minimum sidewalk width of five (5) feet is required for residential streets. For Collectors and Arterials, please reference FDOT – Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways, latest edition. Any alternative sidewalk material request, other than concrete shall be formally submitted for approval by the County Engineer.

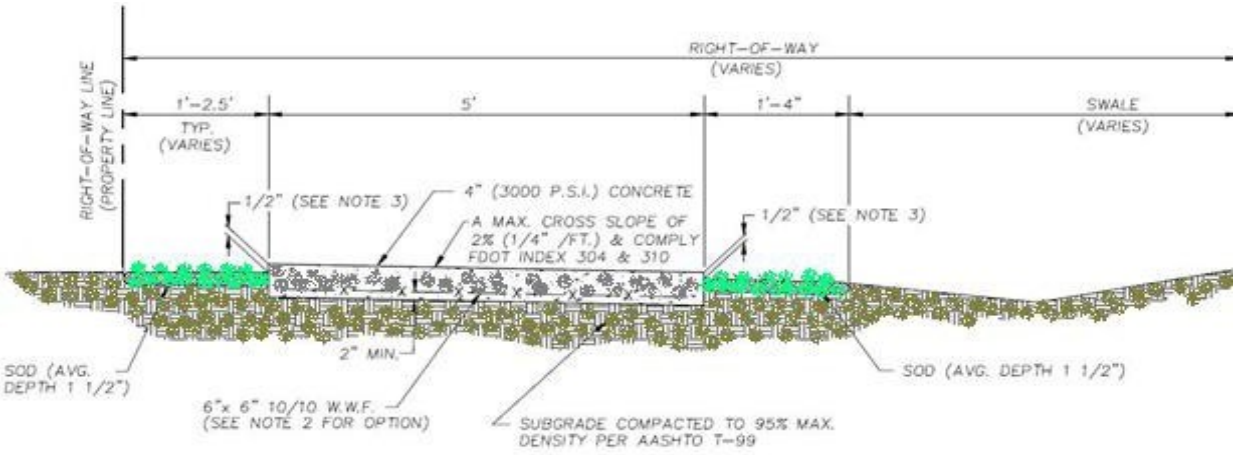
E. Sidewalk design and construction shall conform with the following figures for Expansion Joint Detail, Construction Control Joint Detail, and Sidewalk Cross-Section.



Expansion Joint Detail



Construction Control Joint Detail



Sidewalk Cross-Section

7680. TRAFFIC CONTROL DEVICES, MARKINGS AND SIGNS

A. All traffic control devices, markings, and signs shall meet the Florida Manual of Uniform Traffic Control Devices (MUTCD) and FDOT Standard Indexes as applicable.

B. Private Development

Private developments shall be subject to the same general requirements listed above. Street name signs for private roads shall have the same requirements as signing for public roads, with the exception that private road background color shall be white background with green lettering.

7681. SIGNALIZATION

A. Mast arm designs shall be utilized along urban roadways with curb and gutter for the installation of traffic signals, overhead signs and advance overhead flashing school signs. Concrete or steel strain poles may be used with the approval of the Department of Public Works, at the sole discretion of the County Engineer, if one or more of the following conditions exist:

1. Intersection width would require excessively long mast arms,

2. Lack of sufficient right of way or prohibitively excessive costs for right of way acquisition,

3. The relocation of utilities would not be cost effective, or

4. Project construction schedules would be grossly delayed due to design, fabrication or delivery time constraints – with the understanding that the lack of advanced planning, ordering or scheduling shall not constitute a hardship under this condition.

B. FDOT latest Mast Arm, General Notes, Mast Arm Details and Pole Schedules shall be utilized and made part of the approved plan set. All designs shall be submitted for County review and approval prior to commencing construction. The terminus end of a mast arm shall extend far enough to enable a mounting signal head aligned with the center of the turn lane closest to the median or centerline markings.

C. Mast Arm design shall conform with AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals" Latest Edition, FDOT Design Standards and FDOT Standard Specifications for Road and Bridge Construction and any County's Traffic Services Division specifications and Standards. Approved mast arm shapes shall include one of the following:

1. Sixteen sided tapered shaft

2. Swaged step-tapered shaft

3. Tapered tubular shaft

4. Tubular shaft (constant diameter)

D. The structural design shall assume wind loading due to back plates including future left turn phases and one traffic sign. All approaches with reflective boarders shall have back plates. All signal mast arms shall include luminaries, and all signalized intersections shall include L.E.D. signals, L.E.D. countdown pedestrian signals and bicycle features, advance street name signs, and internally illuminated street name signs for all roadway approaches not serving isolated areas.

E. All signals shall include interconnected communication capabilities – Copper or Fiber optic, as required by Citrus County's Traffic Control Section, and the County Engineer.

7700. ROAD CONSTRUCTION MATERIALS AND SPECIFICATIONS

7710. CLEARING

All roadway rights of way shall be cleared and grubbed in accordance with FDOT Standard Specifications for Road and Bridge Construction, latest edition.

7720. MATERIALS REQUIREMENTS

A. An Independent Testing Consultant accredited by AASHTO, CMEC or FHWA approved and licensed by the State of Florida shall perform all tests specified within this manual. Citrus County may elect to observe the testing consultant performing tests in a field or testing laboratory. All soil surveys, certifications, design mixes, and test reports shall be submitted by the Engineer of Record on a timely basis.

B. Citrus County also reserves the right to perform tests, or request the developer perform tests, as deemed necessary. Testing shall be in accordance with applicable FDOT Standard Specifications for Road and Bridge Construction (disregarding and excepting the requirements of Contractor Quality Control - CQC), special provisions and supplements to the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC) and Technical Specifications.

C. Superpave asphalt is required on all new, or repaved, roads within County jurisdiction.

D. Material suppliers shall provide proof of certification that the following items are in compliance with the requirements of this LDC and the FDOT Standard Specifications for Road and Bridge Construction (except for the Requirements of CQC):

1. Base Material
2. Prime and Tack Coat
3. Superpave Asphaltic Concrete
4. Concrete
5. Pipe (Other than Utility Pipe)
6. Pavement Markings (Striping)

E. The Engineer of Record shall submit all material certifications to the County on a timely basis for review and prior to final acceptance of construction.

7730. SUBGRADE, BASE COURSE, SURFACE COURSE

A. Design Considerations

The following design requirements shall be taken into account during the design and construction process:

1. The Engineer of Record shall sign and seal, and submit for review and approval, all technical specifications for use with pavement design prior to use on a project.

2. Any in-place soil below the proposed base having been designated as a Group Classification of A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 and A-8 shall be removed and replaced with suitable material in accordance with the depths and limits shown in the latest edition of the FDOT Design Standard Index.

3. For Design Criteria on Roadway Base Clearance and Low Edge of Pavement Elevation refer to Chapter 6, Stormwater Management.

4. The Engineer of Record shall submit all proposed mix designs that are to be utilized on a project prior to production and placement of the said material for review and approval. The Engineer of Record is to provide a copy of the approved mix designs to the County inspector assigned to the specific project.

5. During construction all material certifications and approved mix designs are to be submitted on a timely basis and in accordance with FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC) by the Engineer of Record for review, and for the maintenance of Record Drawings.

6. The County Engineer or his designee may require further testing or a higher structural number for non-typical pavement design situations, at his sole option.

B. Stabilized Subgrade for Flexible Pavement

Stabilized subgrade shall meet the requirements of the FDOT Standard Specifications for Road and Bridge Construction (not including CQC requirements) and the County's Roadway Cross Sections provided herein.

C. Base Courses for Flexible Pavement

All base courses shall meet the general requirements of the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of Contractor Quality Control) and FDOT Design Standards as well as the specific specification requirements for each particular type of base course to be used. Base course materials approved for use are as follows:

- Asphalt.
- Crushed Concrete,
- Limerock,
- Recycled Asphalt Pavement (RAP)
- Shell

1. In no case shall the soil bearing value or density be less than that specified in the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC). The base course thickness for each road classification shall not be less than those specified in the County's Roadway Cross Sections.

2. Limerock Base shall meet the requirements of Section 200 of the FDOT Standard Specifications for Road and Bridge Construction (not including the requirements for CQC).

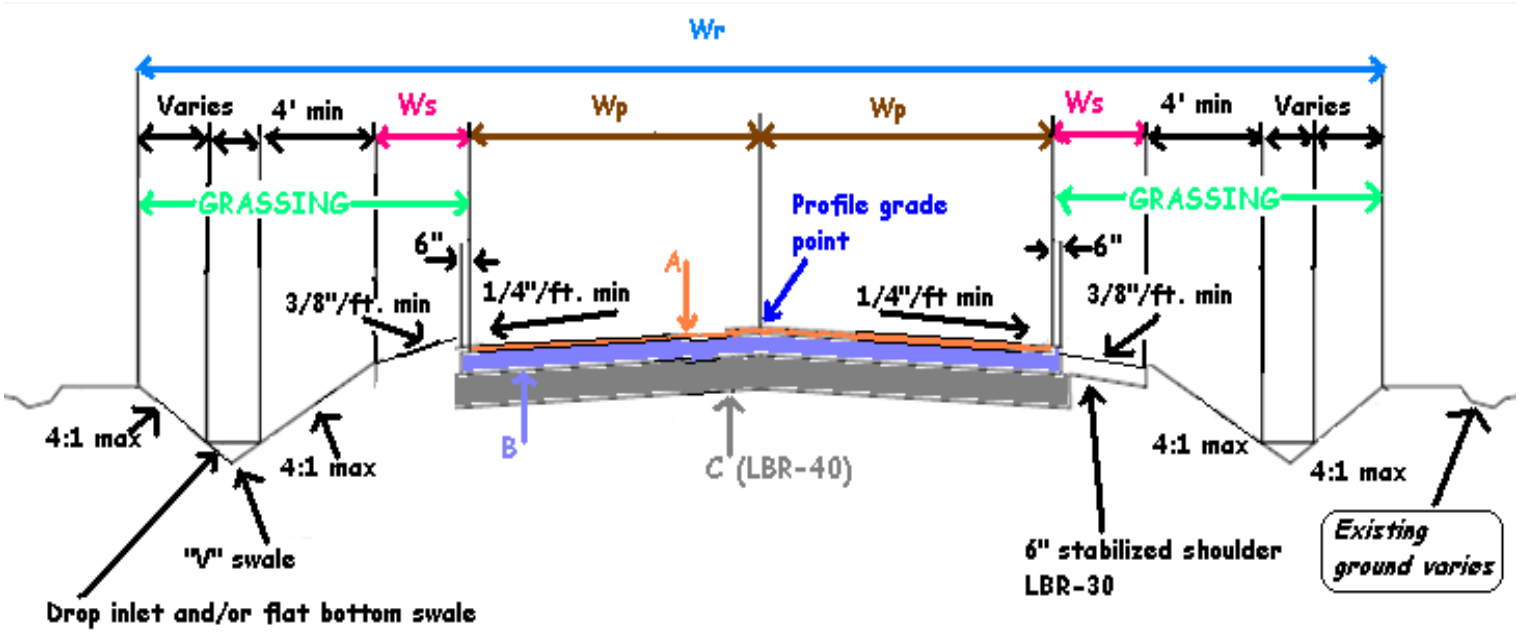
3. Shell Base shall meet the requirements of the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC).

4. Asphaltic Concrete Base - Type B-12.5 Asphaltic Concrete shall meet the requirements of the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC).

5. Recycled Asphalt Pavement (RAP) Base shall meet the requirements of FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC).

D. Structural Courses for Flexible Pavement

1. Structural courses for flexible pavements shall be Type SP Superpave Asphaltic Concrete. The requirements of the latest revisions of the FDOT Standard Specifications for Road and Bridge Construction shall be met (except for the requirements of CQC). Incidental items such as prime and tack coats shall conform to the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC). The design mix for Asphaltic Concrete shall be prepared by an accredited testing laboratory (CMEC, AASHTO or FHWA Approved in the State of Florida) and conditionally verified by the FDOT Central Bituminous Laboratory or its designee prior to use in the field.



MINIMUM DESIGN CRITERIA

Wr = Width of right-of-way= 60 ft or 50 ft with curb and gutter

Wp = Width of pavement lane = 10 ft.

Ws = Width of shoulder = 6 ft.

A = SP-9.5 Asphaltic Concrete/Thickness = 1"

B = Limerock Base/Width = 21 ft./thickness = 6"

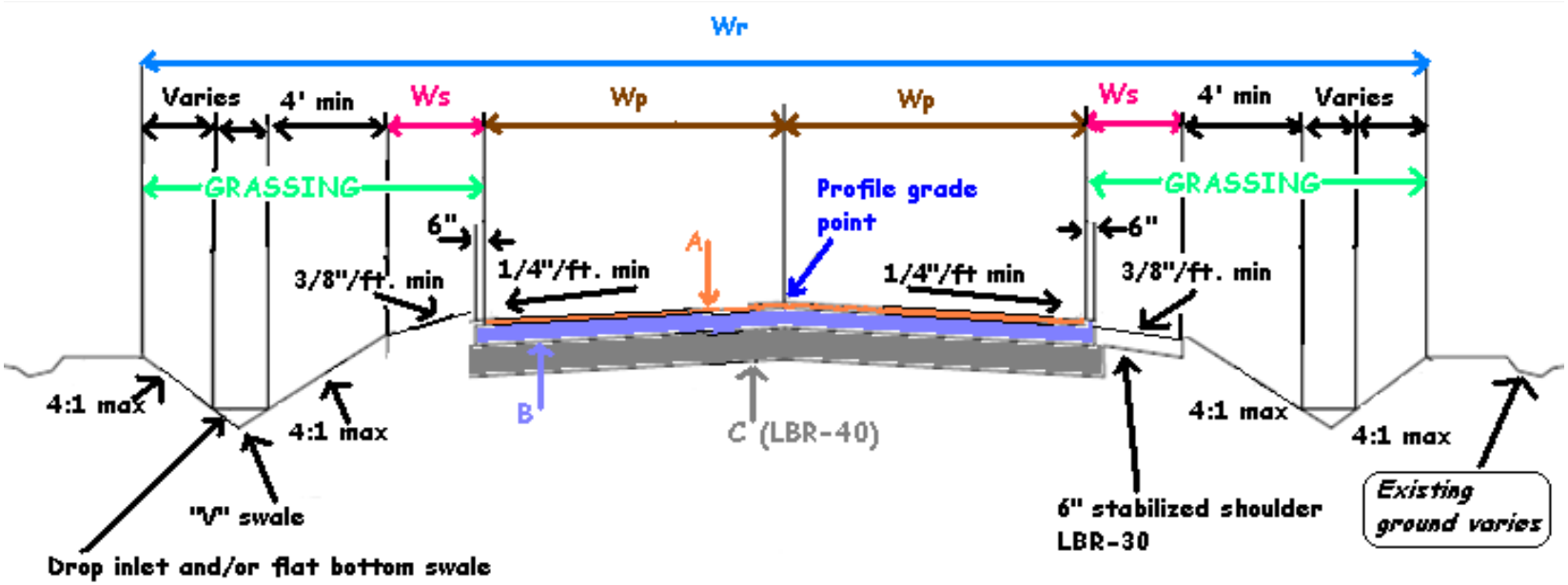
C = Stabilized Subgrade/Width = 22 ft./thickness = 6"

All work shall conform to current Citrus County specifications or, if those specifications are silent, in accordance with current State of Florida specifications.

TYPICAL SECTION (n.t.s)

2-LANE ROAD
DESIGN SPEED 40 MPH

USE WHEN TRAFFIC PROJECTIONS ARE 0 TO 499 ADT



MINIMUM DESIGN CRITERIA

Wr = Width of right-of-way= 60 ft or 50 ft with curb and gutter
Wp = Width of pavement lane = 11 feet
Ws = Width of shoulder = 6 ft.
A = SP-9.5 Asphaltic Concrete/Thickness = 1"
B = Limerock Base/Width = 23 ft./thickness = 6"
C = Stabilized Subgrade/Width = 24 ft./Thickness = 6"

All work shall conform to current Citrus County specifications or, if those specifications are silent, in accordance with current State of Florida specifications.

TYPICAL SECTION (n.t.s)

2-LANE ROAD
DESIGN SPEED 45 MPH

USE WHEN TRAFFIC PROJECTIONS ARE 500 TO 1,499 ADT

MINOR COLLECTOR – TYPICAL SECTION

MINIMUM DESIGN CRITERIA

Wr = Width of right-of-way = 80 ft.

Wp = Width of pavement lane = 12 ft.

Ws = Width of shoulder = 8 ft.

A = SP-9.5 Asphaltic Concrete/Thickness = 1"

B = Limerock Base/Width = 25 ft /thickness = 6"

C = Stabilized Subgrade/Width = 26 ft/Thickness = 6"

All work shall conform to current Citrus County specifications or, if those specifications are silent, in accordance with current State of Florida specifications.

TYPICAL SECTION (n.t.s)

2-LANE ROAD
DESIGN SPEED 45 MPH

USE WHEN TRAFFIC PROJECTIONS ARE 1,500 to 3,000 ADT

MAJOR COLLECTOR - TYPICAL SECTION

MINIMUM DESIGN CRITERIA

Wr = Width of right-of-way = 100 ft.

Wp = Width of pavement lane = 12 ft.

Ws = Width of shoulder = 10 ft.

A = SP-9.5 Asphaltic Concrete/Thickness = 1-1/2"

B = Limerock Base/Width = 25 ft /thickness = 8"

C = Stabilized Subgrade/Width = 26 ft/Thickness = 6"

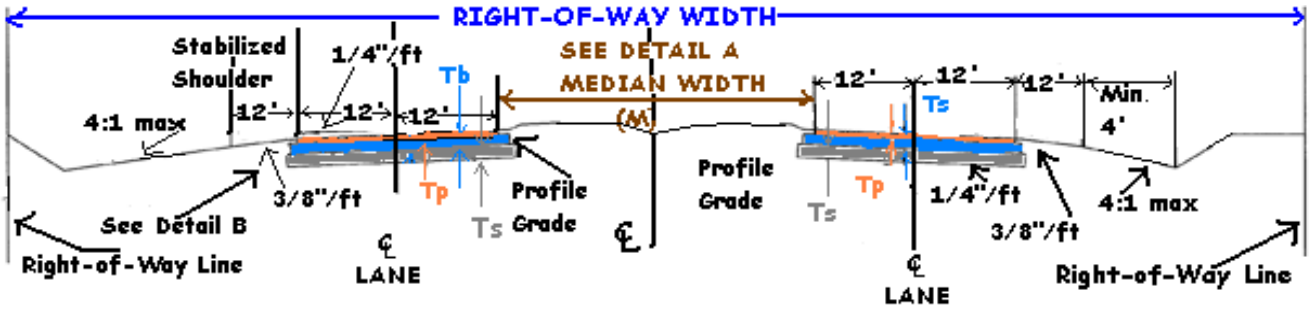
All work shall conform to current Citrus County specifications or, if those specifications are silent, in accordance with current State of Florida specifications.

TYPICAL SECTION (n.t.s)

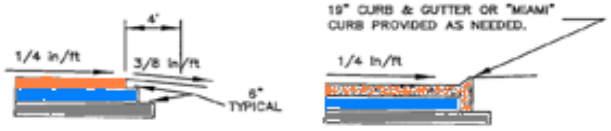
2-LANE ROAD
DESIGN SPEED 50 MPH

USE WHEN TRAFFIC PROJECTIONS ARE OVER 3,000 ADT

MULTI-LANE ROADWAYS TYPICAL SECTION

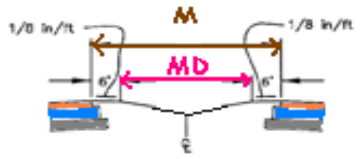


DETAIL B

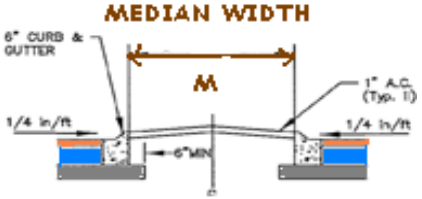


NOTE:
Width of limerock base = 1'-0" wider than pavement
Width of stabilized subgrade = 1'-0" wider than base

DETAIL A

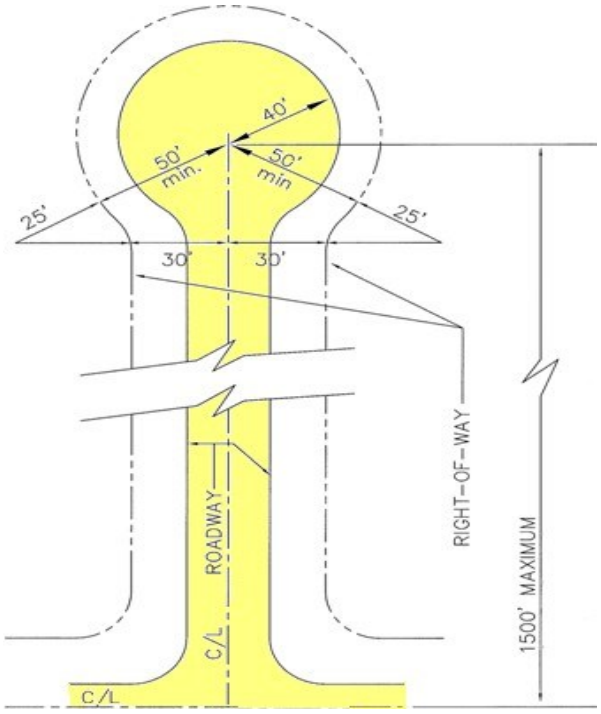


Detail of median for 4 lane road



Detail of median for 6 lane road

	4 LANES		6 LANES	
Ten Year Traffic Projection	9,001-15,000		15,000 or more ADT	
Units Served	3,001-5,000	5,001 or more	3,001 to 5,000	5,001 or more
Tp = Pavement Thickness	2"	3"	3"	3 1/2"
Tb = Limerock Base Thickness	10" double course	10" double course	10" double course	10" double course
Ts = Stabilized Subgrade Thickness (LBR 40)	10"	10"	10"	10"
M = Median Width	28'	36'	12'	18'
MD = Median Ditch Width	16"	24"	-	-



STANDARD CUL-DE-SAC

2. Structural courses shall meet the following minimum thickness of the roadway cross sections.

3. It is recommended that on multiple lift structural courses, the top structural lift of Asphaltic Concrete shall be laid in accordance with the latest FDOT criteria.

4. Valid plant assignment sheets are to be submitted by the EOR to the County prior to commencing production. Testing frequencies during production shall be in accordance with this manual.

E. Friction Course

All proposed friction courses shall meet the requirements of the FDOT Flexible Pavement Design Manual, the FDOT Standard Specifications for Road and Bridge Construction.

7740. PAVEMENT

Pavement design for new construction shall be in accordance with the criteria set forth in FDOT's Flexible Pavement Design Manual with the following exceptions:

A. The Required Structural Number (SN) for any pavement design shall not be less than 2.3 for local or residential roads and shall be 2.5 or greater for all other classifications of roadways. The County Engineer may require a greater structural number for Arterials and heavy truck volumes.

B. The structural coefficient for calculation purposes of any Class II Crushed Concrete to be used in a proposed base shall not exceed 0.18 per inch.

C. The structural coefficient for Recycled Asphalt Pavement (RAP) Base having a minimum LBR of forty (40) shall not exceed 0.08 per inch. A copy of the LBR test results shall be submitted when using the 0.08 layer coefficient for a proposed RAP base.

D. The use of a PG Binder may permit for the omission of ground tire rubber requirements from friction courses.

E. Equivalent AC grades of asphalt may be used in lieu of PG binders.

F. Reliability factor (%R) for new construction on local roads shall not be less than 80.

G. The EOR shall submit a signed and sealed flexible pavement design report with sufficient documentation, which includes but not limited to calculations, plan sheets, documentation of any variances or coordination with local municipalities, design high water elevation (DHW), projected Design Year AADT, Design Year 18-kip (Equivalent Single Axle Loads) ESALD calculations, LBR test results and a quality control checklist, for review and approval.

H. Rigid (Portland Cement Concrete) pavement designs will be reviewed for approval by the County Engineer on a case-by-case basis.

I. Any variance of pavement design or materials not conforming specifically to the guidelines set forth herein or the FDOT Flexible Pavement Design Manual shall require a prior written approval from the County Engineer.

7750. OTHER SURFACE MATERIALS

A. Portland Cement Concrete Pavement

Concrete pavement design for new construction shall be in accordance with the criteria as set forth in the FDOT Rigid Pavement Design Manual. Concrete pavement shall meet the requirements of the FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC) and FDOT Design Standards 287, 305 and 505.

B. Architectural Pavers

Architectural Pavers may be used subject to the approval of the County. The developer or his authorized representative shall submit for approval manufacturer's literature and technical specifications regarding the structural strength, skid resistance, and subgrade requirements per FDOT Standard Specifications for Road and Bridge Construction (except for the requirements of CQC). Architectural pavers shall only be used on roads with design speeds less than 35 mph.

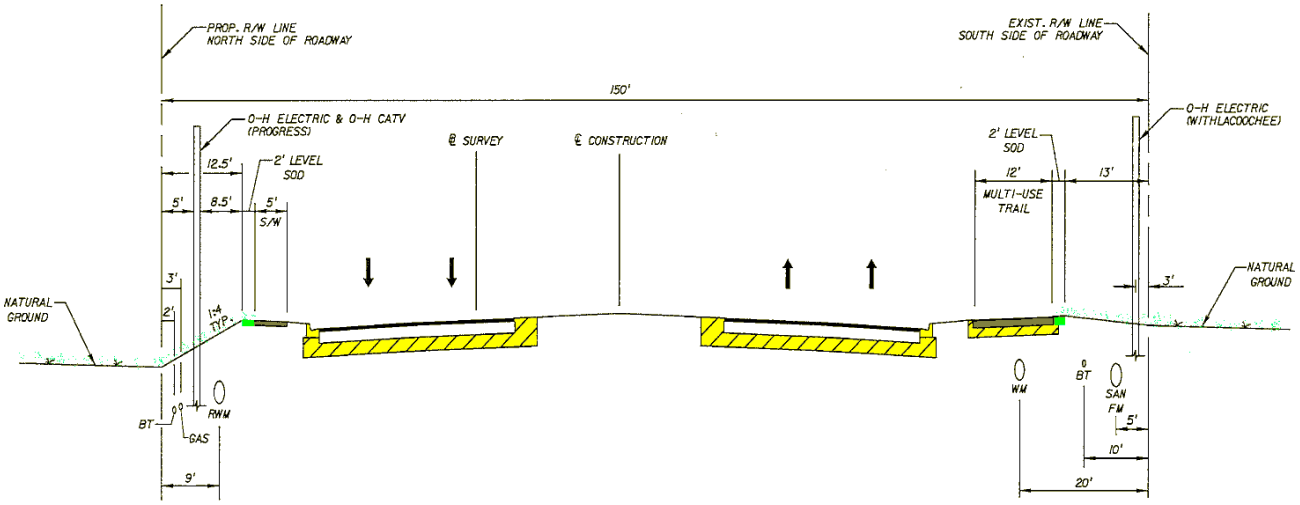
C. Stamped Asphalt

Stamped asphalt may be placed on residential roads, crosswalks in subdivisions, subdivision entrances, sidewalks and driveways. The asphalt surface layer shall have a minimum thickness of 1.5 inches consisting of the appropriate type mixture that meets County design standards. Stamped asphalt utilized on sidewalks shall meet the latest ADA standards. The contractor performing the work shall be an experienced applicator of stamped asphalt for a period of not less than 2 years. All stamped asphalt shall be constructed and maintained by the subdivision association. Stamped asphalt replaced by County forces will be replaced with standard county asphalt pavement.

7760. UTILITY CONSTRUCTION

For new construction utilities (including but not limited to water, sanitary sewer, telephone, gas, electric, phone, cable), and stormwater management system components that involve roadway crossings should be completed prior to construction of roadway base material.

Prior to construction of a roadway, a typical utility corridors drawing, see example below, shall be provided for review by the County.



TYPICAL SECTION

PROPOSED UTILITY CORRIDORS

For repair of existing roadways due to utility construction, the roadway repair details at the end of this chapter shall be used.

7770. GRASSING AND MULCHING

A. Ground cover, and sod, shall be planted and maintained on all disturbed areas prior to issuance of a Letter of Certification for residential or commercial sites and prior to passing final inspection for a subdivision.

B. Prior to County acceptance, the Developer shall maintain all right-of-way, drainage retention areas, and drainage right-of-ways for a period of 36 months from the date of the Letter of Certification of Compliance.

7800. BRIDGES

The requirements and specifications of the FDOT Standard Specifications for Road and Bridge Construction (latest edition) are hereby incorporated into this document, for the purpose of bridge design.

7900. DRIVEWAY APRONS

A. General

Properties that access County roadways will require a driveway apron permit and construction of a driveway apron as permitted by the County Engineer or his representative. A driveway apron permit shall be required for the following:

1. New Residential and Nonresidential development

2. Replacement Residential Homes

3. New access to properties, whether vacant or improved, abutting a County Roadway

Where properties have multiple road frontage residential access shall be located on the county road having the lower functional classification, unless otherwise approved by the County Engineer. Residential properties abutted by both County and private roadways may access the private roadway.

Existing accesses meeting the requirements of this section will not require permitting. Repairs and improvements to existing permitted access will not require new permits; however, modification to the roadside drainage pattern or widening of the existing access shall require a permit.

B. Construction

1. The driveway apron shall be constructed to meet or exceed abutting roadway improvements and shall conform to the construction standards contained herein.

2. Any damage to the County right-of-way as a result of driveway apron construction shall be repaired in conjunction with the permit, prior to final release. For residential properties, construction and inspection of the constructed driveway apron must be completed within 30 days of the issuance of a Certificate of Occupancy. For Nonresidential properties, construction, and approval of the driveway apron shall occur prior to issuance of the Certificate of Compliance.

3. Sidewalks crossing driveways should be formed prior to driveways to ensure ADA compliance.

4. Nonresidential Driveways shall meet the County's current asphalt or concrete specifications for materials design.

C. Regulations

1. All driveways shall be constructed up to and within the limits of the frontage boundary of the property for which they serve. Except where prohibited by physical constraints of the land as determined by the Division of Engineering, all driveway aprons shall be:

   a. Located and constructed within the right of way,

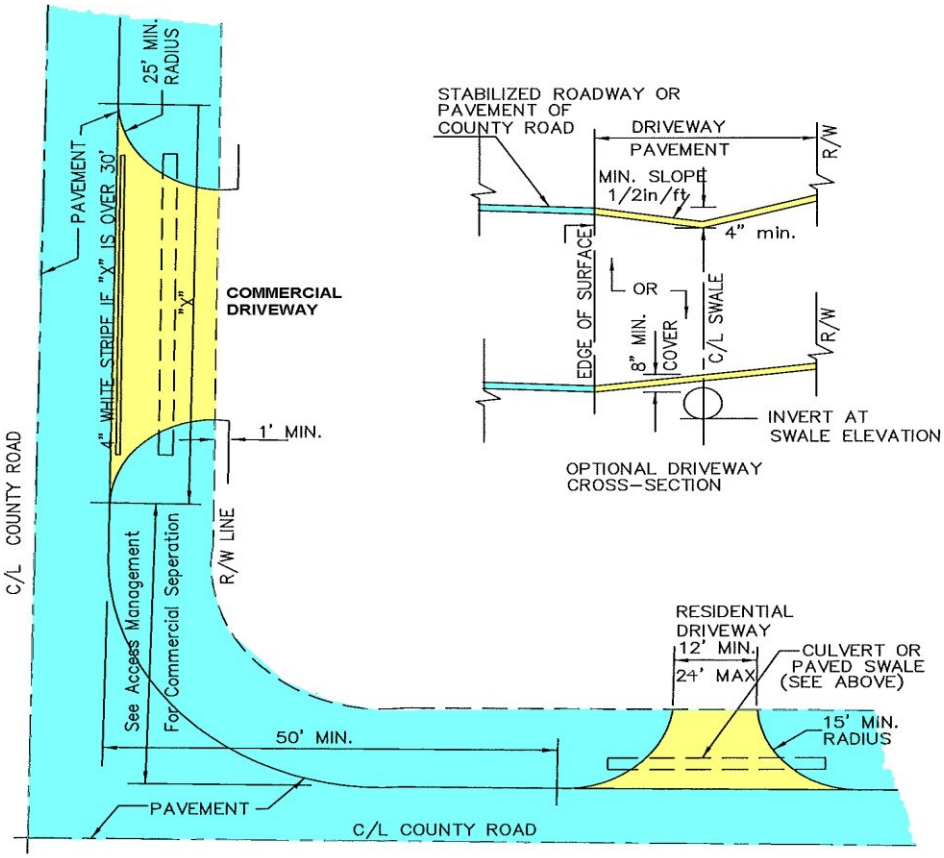
   b. Connected to the roadway improvements and the driveway

   c. Positioned as nearly perpendicular to the roadway as possible.

   d. Provide for stormwater flow as shown on the approved apron plan.

2. Where driveway aprons are constructed, repaired, patched, enhanced, or altered on any section of the County rights-of-way for the sole benefit of the property owner, the entire cost of the construction and maintenance shall be at the expense of the property owner of his authorized agent. Driveway aprons shall be maintained by the property owner in such a manner so as not to create a hazard.

3. Should the county determine that roadway or drainage improvements are warranted, the County reserves the right to alter, repair, reconstruct, improve or replace the existing driveway apron at no cost to the property owner.



NOTE:
CULVERT PIPE SHALL BE FABRICATED WITH MITERED ENDS IN ACCORDANCE WITH FDOT STANDARDS.

4. Driveway aprons constructed to meet the standards of this section may have special surface designs or coloring at the sole expense of the owner. Should the county or utility installation permitted by the County cut or remove the apron, repair or replacement of the apron is only required to meet County standards and any special surface design or coloring repair will be at the sole expense of the owner.

5. Residential

    a. No more than one driveway apron shall be placed to serve single property tracts with (50) feet or less frontage, and no more than two driveway aprons shall be permitted for any single residential property.

b. All residential aprons shall have a minimum return radius of 15 feet or four-foot flares and a minimum width of 12 feet at the property line. Residential driveway aprons are limited to a maximum width of 24 feet at the property line. Residential driveway aprons proposed for wider than 24 feet at the property line will require construction of additional stormwater runoff compensation on the property and shall require approval from the County Engineer or his representative..

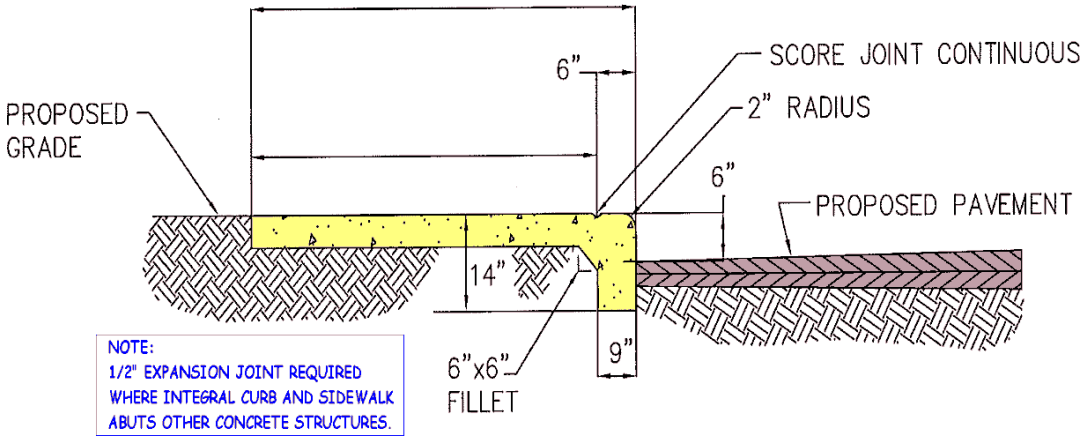
c. All residential aprons shall be a minimum of 50 feet from the edge of pavement of intersecting roads.

6. Nonresidential

a. Access for nonresidential development shall be determined by access management standards contained herein, unless specific authorization granted by the Director of the Department of Public Works.

b. Nonresidential driveways shall not typically access local or unclassified roads. Such access may be allowed under strict exception, provided the access roadway is improved to the access point.

c. Nonresidential aprons shall be designed in accordance with the FDOT standards



INTEGRAL CURB & SIDEWALK DETAIL

NEW ASPHALT PAVEMENT NOTE:

PAVEMENT TYPE AND THICKNESS TO BE IN ACCORDANCE WITH TYPICAL ROADWAY SECTION.

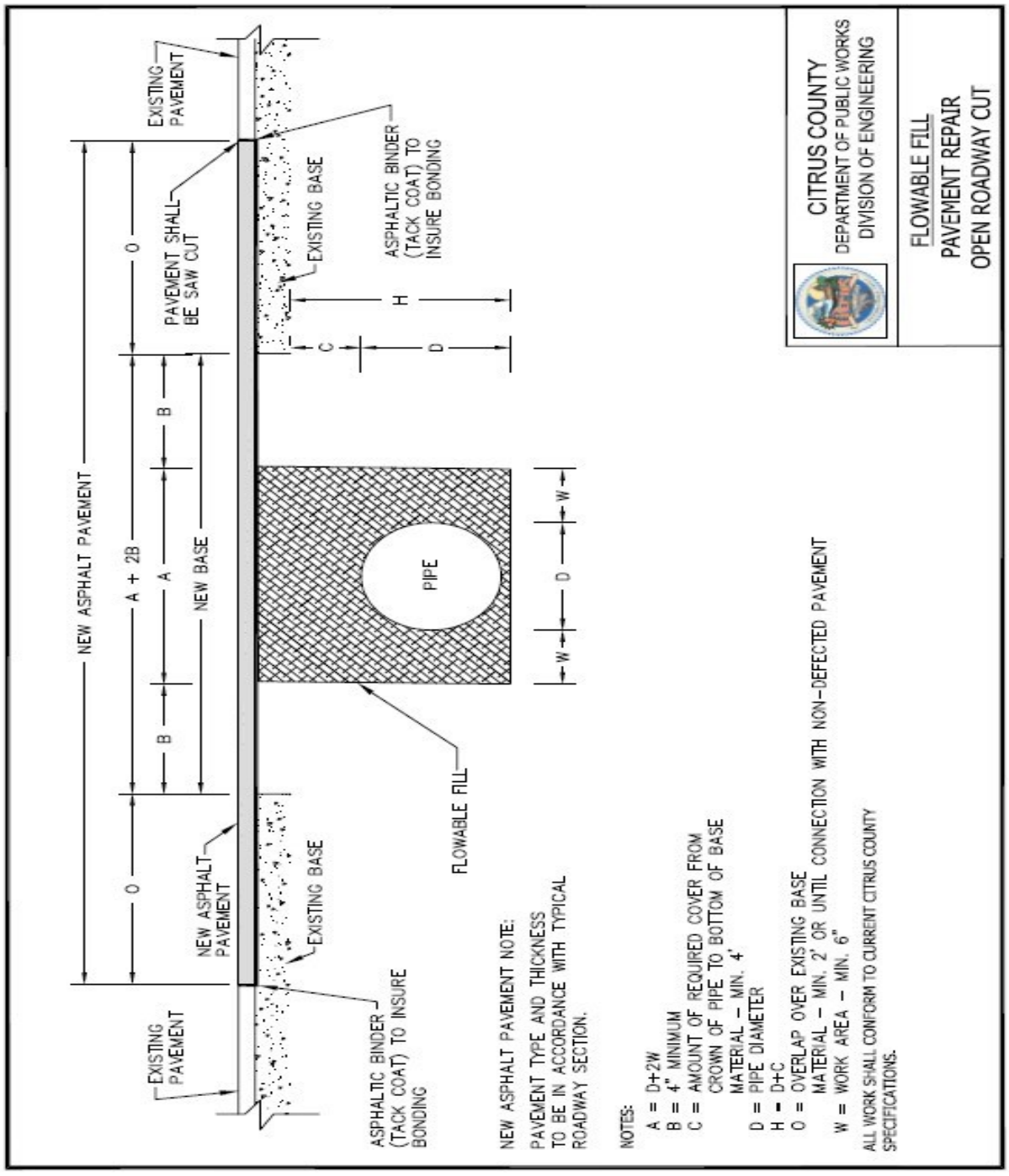
NOTES:

A = D+2W
B = H x S
C = AMOUNT OF REQUIRED COVER FROM CROWN OF PIPE TO BOTTOM OF BASE MATERIAL – MIN. 4'
D = PIPE DIAMETER
H = D+C
O = OVERLAP OVER EXISTING BASE MATERIAL – MIN. 2' OR UNTIL CONNECTION WITH NON-DEFECTED PAVEMENT
S = MAX SLOPE 3:1 (4:1 PREFERRED)
W = WORK AREA – MIN. 2'

ALL WORK SHALL CONFORM TO CURRENT CITRUS COUNTY SPECIFICATIONS.

CITRUS COUNTY
DEPARTMENT OF PUBLIC WORKS
DIVISION OF ENGINEERING

COMPACTED BACKFILL
PAVEMENT REPAIR
OPEN ROADWAY CUT



(Ordinance No. 2013-A08, Sections 7135. (new), 7195., 7900., adopted April 23, 2013)

(Ordinance No. 2016-A07, Sections 7160., 7195., 7280., adopted April 12, 2016)

(Ordinance No. 2016-A14, Section 7400., adopted June 28, 2016)

(Ordinance No. 2017-A21, Sections 7110, 7150.B15, 7290.E, 7310, 7320.F, 7330, adopted May 9, 2017)

(Ordinance No. 2017-A33, Section 7500, adopted August 22, 2017)

(Ordinance No. 2018-A01, Section 7320, adopted January 23, 2018)

(Ordinance No. 2019-A29, Section 7170, adopted November 19, 2019)

(Ordinance No. 2021-A27, Section 7320, adopted September 14, 2021)

(Ordinance No. 2023-A16, Section 7120, adopted July 11, 2023)

(Ordinance No. 2023-A34, Section 7110.D, 7110.I, 7320.I, adopted November 28, 2023)

(Ordinance No. 2025-A04, Sections 7150, 7240, 7320, adopted March 11, 2025)