



FLORIDA'S TURNPIKE ENTERPRISE

2015 Landscape Brand Guidelines







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PREDICTABLE

REPEATABLE





INTRODUCTION

Florida's Turnpike Enterprise (FTE) has developed landscape brand guidelines which give specific guidance beyond the statewide standards for the development of landscape projects within its highway systems. The goal is to establish a design approach and guidelines which will assist with the implementation of **Bold Vision** landscape projects which are *consistent*, *predictable* and *repeatable* for their highway systems.

To accomplish this task, FTE established a list of important criteria that serves as the foundation for creating a unique landscape brand for all Florida's Turnpike roadways.

They are as follows:

- Develop *consistent* planting themes, configurations and conditions for a *repeatable* design.
- Incorporate specific and limited plant species that become *predictable* and recognizable.
- Recognize the unique conditions of different geographic and environmental locations.
- Consider plant hardiness zones for plant species selection.
- Preserve, utilize and reinforce natural vegetation.
- Strive to blend with the existing (desirable) vegetation.
- Embrace the **Bold Vision** approach for roadway beautification to create a more attractive place to do business and attract visitors.
- Use of flowering trees and shrubs for seasonal color.
- Establish wildflower fields.

Figure 1

FTE FACILITIES



Welcome To
Florida's Turnpike
The Less Stressway



Florida's Turnpike system maintains 460 miles of limited access toll highways. An average of 1.8 million motorists use these roadways daily.

A DISTINCTIVE DISTRICT

FTE is unique in that it maintains and operates 460 miles of limited access toll highways across many geographic regions of the State of Florida. These include the following (see Figure 1):

South Florida

- Turnpike Mainline from Miami to North Central Florida (SR 91)
- Homestead Extension (HEFT-SR 821)
- Sawgrass Expressway (SR 869)

Central Florida

- Seminole Expressway (SR 417)
- Beachline Expressway (SR 528)
- Southern Connector Extension of the Central Florida GreeneWay (SR 417)
- Western Beltway (SR 429)

West Florida

- Veterans Expressway (SR 589)
- Suncoast Parkway (SR 589)
- Polk Parkway (SR 570)

The SR 91 Mainline alone consists of 312 miles extending through 11 counties. An average of 1.8 million motorists use these highways daily. This geographic diversity necessitates maximum flexibility in order for our designers to respond to regional context and variable climatic conditions. FTE must also balance the landscape program to allow for equitable distribution of the overall landscape budget amongst the South, North and Western Regions.

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A tall palm tree with a wooden support structure next to a blue sign with a green logo. The sign features a green square with a white outline and the text 'DA'S PIKE' and 'Y'. The background is a clear blue sky.

DESIGN APPROACH

FTE's philosophy is to incorporate the intent of Florida Department of Transportation's (FDOT) **Bold Vision** design approach in balance with FTE's historical practice of developing sustainable native landscapes. The **Bold Vision** can generally be summarized as designing beautification projects using many large signature palms, trees and few shrubs.

Of course aesthetics is only part of the complex equation for producing responsible landscapes within the Florida's Turnpike system. These landscapes must also be called upon to modulate traffic behavior, stabilize steep embankments, screen or emphasize views, provide habitat, mitigate the effects of pavement and other man-made structures on the environment and minimize maintenance needs. Therefore, in keeping with the mandate issued in the Business of Beautification future landscapes will provide a balance of bold landscape and native or naturalistic plantings.

With thoughtful site-specific design, this fundamental approach will produce sustainable landscapes with the highest visual impact. These landscapes will foster a distinctive sense of place with a focus on providing a sense of continuity throughout the Florida's Turnpike system while creating a bold statement.



FTE's definition of brand is to create repeatable patterns of landscape materials and placements that are based on consistent and identifiable plant palettes within the proposed budget allocations. This provides a predictable and repeatable planting theme that enhances the roadway experience for motorists.



PROGRAMMATIC CONSIDERATIONS

Like many programs within FDOT, cost and budget are major factors with help to determine which landscape projects should be developed. Policy dictates that 1.5% of the roadway development program be allocated to landscape projects on a yearly basis. In order to achieve balance, FTE has created a system for ranking potential landscape projects across all three regions (North, South and West). The hierarchy created as part of FTE's approach places the highest priority and budgets on those areas with the greatest traffic volumes and maximum opportunities for attracting business and tourism. In addition, concentrations of new bold landscaping at these locations in combination with the appropriate balance of native indigenous species will provide FTE with the highest impact and greatest value for our landscape investment.

The hierarchy of locations is generally broken down in order of priority into the following categories:

- ◀ Gateways
- ◀ Interchanges and Gantries
- ◀ Overpass/Underpass Crossings
- ◀ Noise Wall Buffers
- ◀ Landscape Buffers
- ◀ Cross Streets

Implementing the brand guidelines will require early and frequent discussions and coordination with the design team to help maximize landscape opportunities that are available. FDOT Policy Topic No.000-650-011-C requires that everyone who is involved with highway planning, design and development be responsible for beautification. Landscape conservation and beautification shall



be incorporated into the processes that are used to plan, design, construct and maintain roadways.

The following is a list of general criteria which the designer shall adhere to in order to implement FTE's landscape brand:

- High impact accents at the most visible locations.
- Emphasize naturalistic design, staggered heights and groupings rather than straight lines.
- Emphasis on large groupings to provide a bold and immediate visual impact.
- Minimize use of shrubs except in specific settings.
- Indigenous and hardy non-native plant species that are appropriate for the environmental conditions at proposed locations.
- Reinforce native canopy where applicable with proposed plant species selections.
- Respect the neighboring urban and suburban characteristics where applicable.
- Utilize xeriscape (Florida-friendly) planting principles.
- Use of low maintenance and sustainable plant materials.
- Provide a lasting and memorable visual statement with the use of seasonal flower or foliage color, unique and contrasting plant types that reflect the Florida climate.
- Promote large displays of wildflowers in large dry retention areas as an alternative to sod.
- Removal of Category I invasive exotic plant material that threaten the native plant communities. Refer to www.fleppc.org for current listings.
- No Category I invasive exotic plants shall be proposed on Florida's Turnpike system. Category II invasive exotics may be considered only on a case-by-case basis subject to FTE approval.



A strong element of implementing the **Bold Vision** is the directive to design with few shrubs. There are some circumstances, however, that allow for shrub utilization only on a limited basis. Other exceptions may occur but must be reviewed on a site-by-site basis. Shrub utilization may be used under the following circumstances:

Screening undesirable views from high intensity or other unsightly land uses, such as industrial areas where no noise walls are present.



Placement on steep slope conditions to minimize mowing maintenance efforts (i.e. interchanges, overpasses or cross road embankments).



Produce color and visual interest.



Soften or accent noise walls.





COMMUNITY COLLABORATION

The Landscape Architect of Record (LAOR) should address community commitments agreed upon during the public involvement process or other jurisdictional requests. These areas of collaboration for providing a sense of place may include but are not limited to: gateway design, plant choices and maintenance issues.





Visual Screen (Level 1)

Areas where landscape plantings are required to screen or frame a view. Can be native or non-native species. Generally requires a low level maintenance.



Slope Stabilization (Level 1)

Areas with embankment slopes 3:1 or greater where mowing of turf is dangerous, costs more and contributes to erosion. Generally native species which require minimal maintenance.



Reforestation (Level 1)

Areas not needed for other roadway improvements in locations which are not focal points or can be used to screen views or serve as a backdrop to bold and landscape opportunity areas. Comprised of native species which require minimal maintenance.

DESIGN GUIDELINES

An aesthetic hierarchy and consistent brand will be defined for each project and implemented with the landscape design along with the use of a consistent plant palette.

For the purpose of assisting landscape design consultants in implementing FTE’s brand, typical roadway configurations that occur within the Turnpike system were identified as templates. Each template was then refined, recognizing levels of importance within each area where varying intensities of landscaping can be implemented as warranted. These levels of importance are identified as: low profile (Level 1), moderate profile (Level 2) and high impact (Level 3) and relate to both their aesthetic impact and level of lifecycle maintenance.

High impact landscape areas are designed for maximum aesthetic impact and will require a high level of long-term maintenance, whereas low profile areas are intended to be native or naturalistic plantings used for screening a view or as a backdrop to high impact landscapes. These low profile areas will accordingly require much less in terms of long-term maintenance.

It is intended that the bold landscape areas comprise approximately 25% to no more than 50% of the total landscape for each project. The remainder will be secondary landscape (buffers or reforestation) and non-landscaped areas (storm water management, limits of horizontal clearance, etc.). A minimum of 50% of the plant palette should be native and indigenous to the respective USDA climatic hardiness zone. Sixty percent of the design should incorporate trees and wildflower use should be used where appropriate.

FTE PLANT DIVERSITY GOALS (by plant count)	
Indigenous Species	50% Minimum
Exotic Species (Bold)	Not Greater than 25%
Broad Leaf Species	25% Minimum

By using these tools, each FTE project can be broken down into individual parts that establish an appropriate level of landscaping within the project. This design approach will make it possible for the LAOR to balance design intensity with FTE's work program landscape budget. Within any project there should be a hierarchy of landscape treatment which coincides with the desired function of the landscape and the desire to achieve a balance between high impact and the need to preserve, used and reinforce natural vegetation.

This approach will provide Florida's Turnpike system with a *consistent, predictable* and *repeatable* landscape brand. It will also provide early design direction for the LAOR and minimize the costs for construction and maintenance in the long term. FTE and FDOT landscape architects will review each project for compliance with the bold Landscape Vision for Highway Beautification.

The descriptions, on this page, represent the functional landscape applications that will typically be required for each project. These areas will be clearly defined in the landscape concept plan for each project.

Landscape Opportunity Areas (Level 2)

Areas free from other roadway improvements or clear zones suitable for a mix of native and non-native plantings which support the overall design scheme. Generally requires a moderate level of maintenance.



Wildflower Areas (Level 2/Level 3)

Dry retention areas or other open areas reserved for wildflower plantings. Maintenance of these areas can range from moderate to minimal.



Non-Landscaped Areas

Areas within the project which, for functional reasons, cannot be planted (horizontal clear zones, maintenance access areas, utility easements, etc.).



High Impact Landscape (Level 3)

High visibility focal points consisting of signature trees, palms and flowering plants that require an enhanced level of landscape and maintenance.





ADDITIONAL DESIGN CONSIDERATIONS

There are several issues relating to aesthetics and standards that should be considered in every design. These issues may include, but are not limited to:

- Coordinate with LAOR and other design disciplines early and frequently during design to understand the existing and proposed, site conditions and locations of new landscapes. This essential coordination will enable the the LAOR to maintain landscape opportunities to the greatest extent possible.
- Research and document the intensity of development adjacent to the roadway, which may vary from urban to rural. Plant material selections must respond to the context of the surrounding areas.
- Consideration of plant material placement to buffer or enhance view corridors as applicable.
- Compliance with all FDOT clear lines of sight for traffic movements and roadway offsets (FDOT Indexes 546 and 700) and maintenance operation requirements. Also FDOT landscape installation standards (Index 544).
- Identify all (above and below ground) utility locations and apply appropriate setbacks for the proposed landscape.
- Ensure no conflicts with storm water function and maintenance.
- Maintain clear viewing for intelligent transportation systems (ITS) poles and roadway signage.

- No obligate or facultative wetland species shall be located within 25' of seasonal high water elevation of any storm water management facility or wetlands.
- Research potential impacts related to future construction projects and constrained areas within Florida's Turnpike right-of-way limits, etc.
- Identify and establish the vegetative view zones for all outdoor advertising signs in accordance with the Florida Administrative Code requirements.
- Provide appropriate setbacks to accommodate maintenance activities along noise walls, retaining walls, fences, guard rails and other roadway structures.

The LAOR must be aware of and understand the project construction delivery method prior to starting design. Traditional methods include Design/Bid/Build, Design/Build and Bid Factor contracts. Although each method requires a different approach to design, the implementation of the branding philosophy and approach will apply to all.

FDOT Design Guidelines



2015 Landscape Brand Guidelines




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IMPLEMENTING THE DESIGN OPTIONS

ROADWAY TEMPLATES

Design templates were prepared to illustrate typical landscape solutions for the various roadway configurations within Florida's Turnpike system. The hierarchies of the roadway templates, with the exception of Gateways, are ranked in terms of importance. The more complex the roadway configuration and importance, the higher the hierarchy and budget allocation will be for those roadway templates.

Templates in order of hierarchy are as follows:

1. Interchanges
 - Loop ramp/Diamond configuration (see Figure 2).
 - Trumpet ramp configuration (see Figure 3).
2. Roadway Crossings – Roadway elevated over another road or canal.
3. Mainline Gantry
4. Ramp Gantry
5. Buffering
 - Adjacent land uses
 - Noise walls
6. Cross Street – Streets that may be affected by FTE construction, but are not part of Florida's Turnpike system. These may be locations where community involvement and input may require replacement or mitigation of lost vegetation resulting from roadway construction.

Figure 2

TYPICAL INTERCHANGE

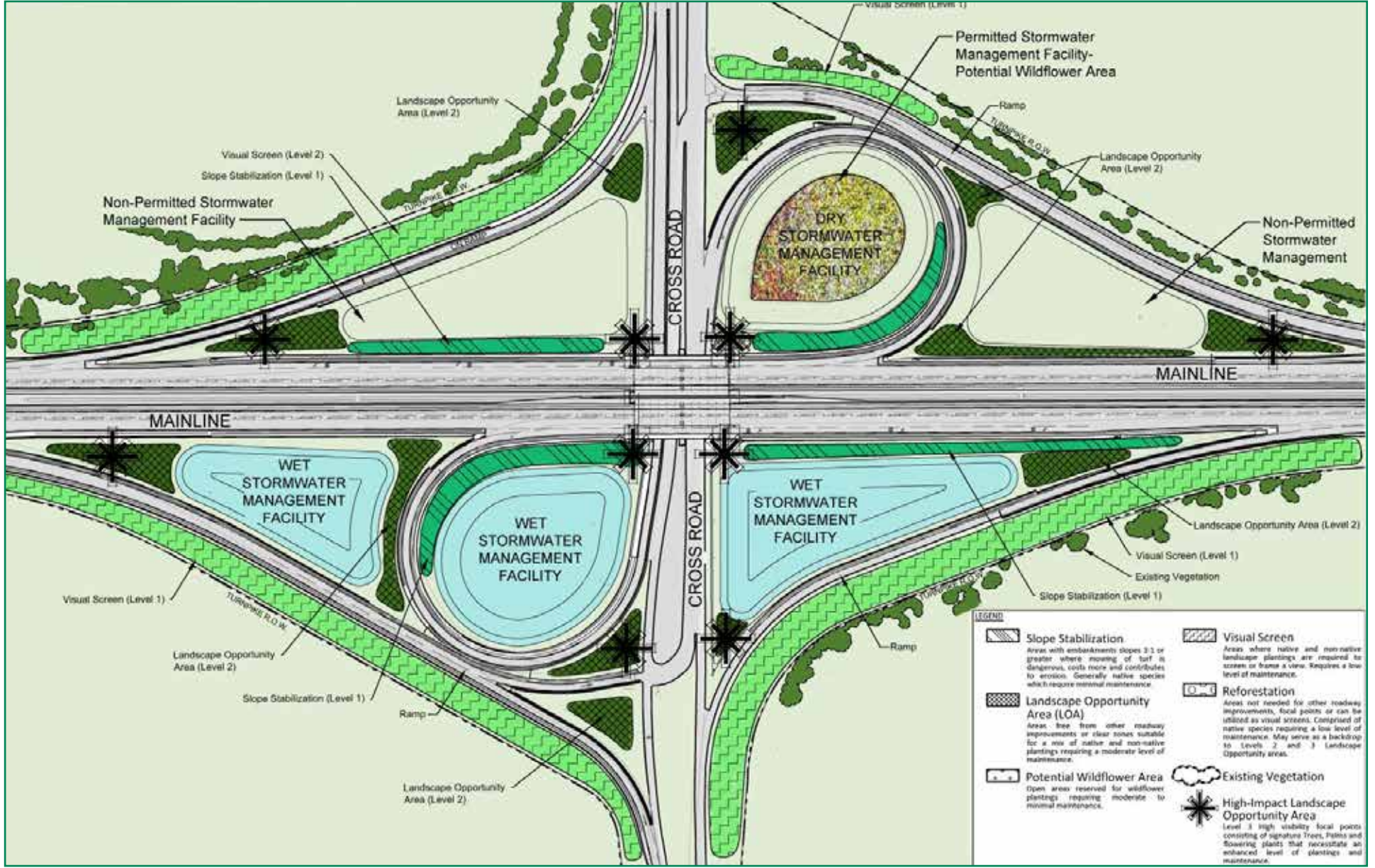
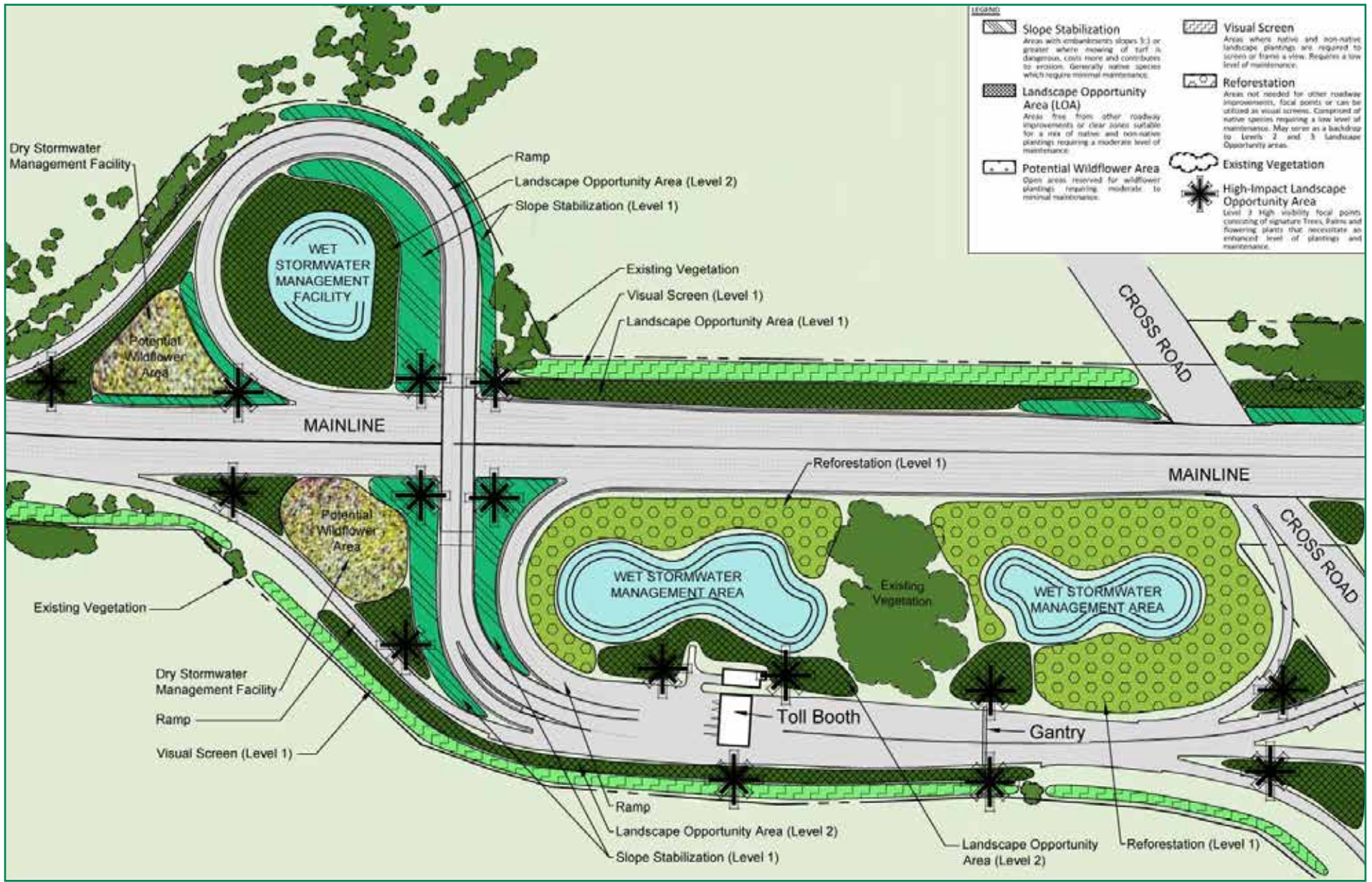


Figure 3

TRUMPET INTERCHANGE



Importance of early site coordination and adaption is critical in achieving FTE'S brand and Bold Vision landscape.

There are factors in which a location may affect the intensity of the proposed landscape. Such examples are locations where the adjacent land use may dictate a higher hierarchy level, such as an intersection with a major highway, major tourist or commercial centers, hospitals, universities, etc. It must also be recognized that some sites may be physically constrained and pose a challenge to find opportunities for landscape. Improvements for pavement, overhead or underground utilities, retention requirements, signage, ITS, etc., may leave little room for plantings. These areas will require the LAOR to be creative, potentially recommending changes to the roadway elements to provide for the desired level of beautification.

LANDSCAPE IRRIGATION

While it is generally not feasible for FTE to maintain irrigation systems for extended periods, it has been determined that the design and installation of temporary irrigation can be in the best interest of FTE. Providing a well-designed temporary irrigation system for use during the establishment period provides several advantages, including:

- ❶ **Ensuring FTE's significant investment in bold plant materials is successful.** Lack of adequate water during the contractors establishment period may result in deficiencies in expensive plant materials, particularly palms, which will not be manifested until well after the contractor's obligations for establishment have expired. This results in FTE inheriting many substandard plants that will not perform well.
- ❷ **Confirming contractors' bids are comparable.** Experience has demonstrated that if an irrigation system is not included in the bid documents, many contractors will not include sufficient funds in their bids to cover the minimum water requirements for successful establishment and rely on manual watering or worse, rainfall. These methods have proven unsuccessful on the majority of projects for which they have been used.
- ❸ **Enhancing roadside safety and protection of the right of way (ROW).** Relying on heavy water tanker trucks entering and leaving the highway at uncontrolled points and traveling over buried utilities and drainage structures or over soft ground creates safety and maintenance concerns.



PLANT MATERIAL SELECTION

The core of FTE's branding is the selection and consistency of plant materials that meet varying conditions across all three geographic regions. It is important to not only select materials that will acclimate into the harsh roadway environment and thrive within the hardiness zones of that location with minimal maintenance, but also to reinforce those desirable species already repeated throughout the highway system.

While each project is unique with regard to geographic location and environmental conditions, over the years FTE's personnel have developed a palette of plant materials that respond well under the severe conditions experienced within Florida's Turnpike system ROW. This list has been provided (see pages 27-31) to assist our designers with plant selection. The LAOR will ultimately have the responsibility to determine the optimum plant species based on site conditions, environmental criteria and microclimates. Site visits by the LAOR are critical to fully understand the varied conditions that exist prior to beginning design. The LAOR will be responsible for site adaption of the templates based on existing site conditions, conformity with all FDOT and jurisdictional codes, design standards and guidelines as a part of their design efforts.

Also key to the success of FTE's landscape program is having a thorough understanding of the level of maintenance that each site will require over its lifetime. This is critically important when selecting plant species and placement. All plants shall meet Florida No. 1 requirements or better according to the most current Grades and Standards for Nursery Plants, Florida Department of Agriculture and Consumer Services, and the Division of Plant Industry. Proposing plant material in less than seven gallon containers is discouraged.

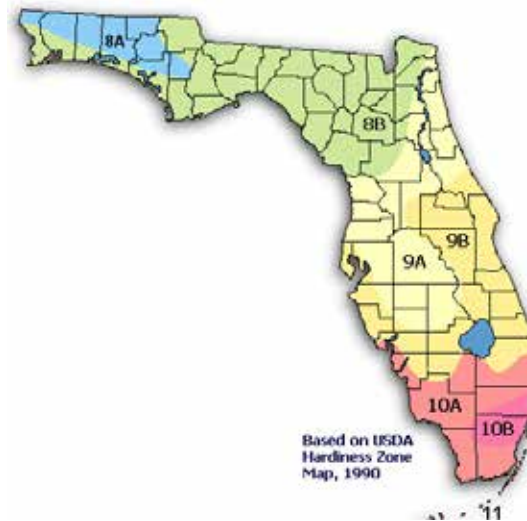




USDA PLANT HARDINESS ZONES

Florida's Turnpike system crosses four plant hardiness zones as established by the U.S. Department of Agriculture. Based on the variation of hardiness zones, the Turnpike system has been divided into two distinct plant palettes:

- North and West Region (zones 9A & 9B)
- South Region (zones 10A & 10B)



The North and South regions recommended plant palettes shall be used as a guide for the LAOR in their designs. While it is always the responsibility of the LAOR to make the final determination on which species are most appropriate for the situation, the plants identified in the recommended plant palette shall be considered first as staples of FTE's landscapes.

Each plant palette has been broken down into plant categories with the following general description of their intent:

- **Shrubs** – Used to stabilize steeply sloped areas to prevent erosion and reduce expensive slope mowing operations associated with roadway overpasses and other embankments and to provide for seasonal color, texture and visual variety.
- **Screening Plants** – Screen unsightly views from the roadway to industrial/commercial areas, buffer or soften views of roadway structures such as noise

walls, buildings, mechanical equipment, above ground equipment, etc. A combination of species may range from shrubs and understory trees to canopy trees depending on circumstances and available planting area.

- **Flowering/Accent Trees** – Provide visual interest and seasonal color. Also to break up large expansive areas, to create a massing effect and to provide an interplay of color variations.
- **Canopy Trees** – Create shade along the roadway as a temperature reduction method, to break up large expansive areas, to screen adjacent areas or to blend with existing vegetation.
- **Large/Medium Palms** – Reinforce the tropical Florida theme and provide strong accents in critical locations and these combinations are used as strong accents and are repeated along the roadway.
- **Small Palms** – Placement in locations where the use of larger palms may be limited due to space constraints, or as understory to larger material.

Wildflowers along Florida’s Turnpike roadway are an important element that are enjoyed by millions of residents and visitors every day. To comply with Florida’s Wildflower Program, FTE has planted approximately 80 acres along Florida’s Turnpike. Continuing to incorporate wildflowers into the design can benefit wildlife, reduce stress on natural resources and reduce maintenance costs.

Using the guiding principles of protection, establishment and management, FTE identified the following wildflower planting designations:

- **Natural Stands** – Extensions or remnants of neighboring areas that contain wildflowers.
- **Roadside Meadows** – Long blooming areas with a species mix that is best suited for a site.
- **High Impact** – Presenting a bold visual statement for high profile locations.

The LAOR shall consider potential and future wildflower sites within their projects. Contact the FTE Roadway Maintenance Department to coordinate appropriate wildflower seed species, locations and installation/establishment techniques.





MASTER PLANT PALETTE SAMPLING

NORTH REGION

CANOPY TREES



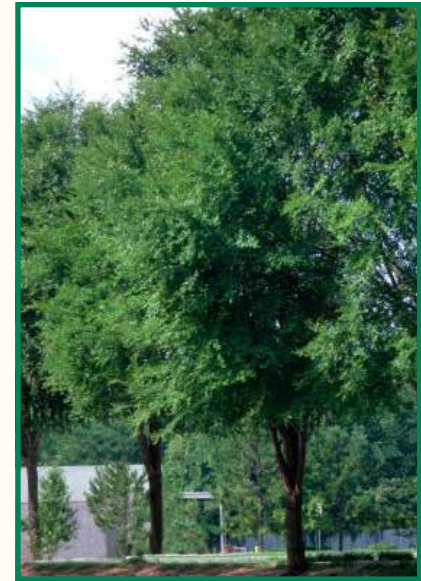
Red Maple
Acer Rubrum



Live Oak
Quercus Virginiana



Bald Cypress
Taxodium Distichum



Winged Elm
Ulmus Alata

FLOWERING/ACCENT TREES



Southern Redcedar
Juniperus Virginiana Silicicola



Crape Myrtle
Lagerstroemia



Southern Magnolia
Magnolia Grandiflora



Oleander
Nerium Oleander

NORTH REGION

LARGE/MEDIUM PALMS



Medjool Date Palm
Phoenix Dactylifera 'Medjool'



Sylvester Date Palm
Phoenix Sylvestris



Sabal Palmetto
Cabbage Palm

SMALL PALMS



Pindo Palm
Butia Capitata



European Fan Palm
Chamaerops Humilis



Chinese Fan Palm
Livistona Chbinensis

NORTH REGION

SLOPE STABILIZING SHRUBS/GRASSES



Firebush
Hamelia Patens



Loropetalum
Loropetalum Chinense



Saw Palmetto
Serenoa Repens



Sand Cordgrass
Spartina Bakeri

SCREENING PLANTS



American Holly
Ilex Opaca



Wax Myrtle
Myrica Cerifera



Slash Pine
Pinus Elliotti



Podocarpus
Podocarpus Macrophyllus

SOUTH REGION

CANOPY TREES



Gumbo Limbo
Bursera Simaruba



Green Buttonwood
Conocarpus Erectus



Wild Tamarind
Lysiloma Latisiliqua



Live Oak
Quercus Virginiana

FLOWERING/ACCENT TREES



Red Silk-Cotton Tree
Bombax Ceiba



Golden Shower Tree
Cassia Fistula



Royal Poinciana
Delonix Regia



Silver Trumpet Tree
Tabebuia Caraiba

SOUTH REGION

LARGE/MEDIUM PALMS



Latania Palm
Latania Lontaroides



Ribbon Fan Palm
Livistona Decora



Royal Palm
Roystonea Regia



Montgomery Palm
Veitchia Montgomeryana

SMALL PALMS



Areca Palm
Dypsis Lutescens



Bottle Palm
Hyophorbe Lagenaucalis



Spindle Palm
Hyophorbe Verschaaffeltii



Thatch Palm
Thrinax Radiata

SOUTH REGION

SLOPE STABILIZING SHRUBS/GRASSES



Cocoplum
Chrysothamnus Icaeo



Firebush
Hamelia Patens



Silver Saw Palmetto
Serenoa Repens



Sand Cordgrass
Spartina Bakeri

FLOWERING/ACCENT TREES



Small Leaf Clusia
Clusia Guttifera



Silver Buttonwood
Conocarpus Erectus Var. Sericeus



Simpson's Stopper
Myrcianthes Fragrans



South Florida Slash Pine
Pinus Elliotii Densa





INSTALLATION, ESTABLISHMENT AND MAINTENANCE

Proper installation, establishment and on-going maintenance has a profound effect on the success of the landscape project. It is the LAOR's responsibility as designer-of-record to coordinate with construction and maintenance staff to ensure the design is responsive to the contract requirements for installation and long-term maintenance. The LAOR shall prepare a Long-Term Maintenance Plan which clearly describes the desired performance and outcome of a successful landscape project.





RIGHT PLANT, RIGHT PLACE AND HELPFUL HINTS

Although these brand guidelines and FDOT standards and indexes are the primary sources for developing a compliant landscape design, there are additional factors that may not be specifically covered. The list below describes typical conditions that may be encountered in planning and design to ensure the right plants are used in the right place. It also provides some helpful hints based on past experiences. These factors should be considered when designing landscape plans for all FTE projects.



- ❶ The designing landscape architect is responsible for conducting a sufficient number of site visits to ensure they have a clear understanding of the existing site conditions including: existing vegetation, soil conditions, adjacent land uses, awareness of seasonal changes, roadway configurations, structures, drainage, utilities, ITS, view sheds, billboards, signage, etc. The landscape architect shall continue visual verification of these elements throughout the design process.
- ❷ Collaborate with FTE's utility and ITS departments with as-builts while performing site visits ensuring more accurate utility locations.
- ❸ Selection of proposed plants must consider size at maturity to ensure they will not block visibility to: signs, ITS cameras, sight lines, etc.
- ❹ Ensure that all plants are appropriate for their location regarding hardiness zones and micro-climatic conditions.
- ❺ Do not locate plants that require moist soils (Royal Palms, Paurotis, Maple, Sycamore, etc.) on highway embankments, side slopes or dry areas.
- ❻ Do not locate plants that require dry soils (Date Palms, Royal Poinciana, etc.) within wet or seasonally moist areas.
- ❼ Do not plant tree types that have excessively large rootballs on slopes that are one to three or steeper, such as multi-stemmed palms or very large trees or palms.
- ❽ Do not plant very tall palms (16' clear trunk height or greater) within 15' to the guardrail or within 20' to a roadway in order to avoid the potential of them falling into the roadway prior to establishment.



- Avoid rows of trees at matched sizes and regular spacing. Use staggered plant sizes in informal, irregular spacing and irregular clusters where possible, mimicking the natural landscape where possible.
- Wherever possible, arrange plants so that they can be bedded in large mulched areas that do not require mowing. This method of planting lowers overall maintenance costs.
- Ensure shrubs are appropriately sized and spaced so they fill in as soon as possible to minimize weeding operations. Do not space plants too closely together where air circulation and controlling pest infestations becomes problematic.
- Provide grey wood, clear trunk and overall height dimensions on large specimen palms including, but not limited to: Bismarck, Date, Ribbon and Pindo palms to prevent the over pruning of lower fronds.
- Consider designing with a variety of flowering tree species that provide year round seasonal color.
- Do not use trees with large or spiny fruits or with staining foliage, such as Sweetgum, Mahogany, Black Olive, near All Electronic Tolling facilities, paved areas, parking lots and pedestrian areas.
- Avoid plan notes that repeat or conflict with the FDOT standards specifications, design standards or indexes.
- Where existing vegetation preservation is proposed and located within the construction and silt fence limits, provide a tree protection barricade, per FDOT Index 544, on the plans around the vegetation to be preserved. Where vegetation preservation is outside the construction and silt fence limits, no tree protection barricades need to be shown on the plans. The landscape plan, however, shall indicate all areas of vegetation to be preserved in either case. The Landscape Plans shall make reference to the drawing sheets which show the construction and silt fence limits. The LAOR shall review these sheets for accuracy and confirm the plants to be preserved are protected in the overall design.



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NIGHTTIME SECURITY

← Service Plaza



**FOR FURTHER INFORMATION
CONTACT THE DISTRICT
LANDSCAPE ARCHITECT**

407.532.3999