

Excess Spoil Plan
for
Burnt Store Acres Subdivision
4751 Burnt Store Road
Cape Coral, Florida 33993

We are requesting administrative approval to remove excess excavated material to various projects within Cape Coral and Lee County. The excess material results from the minimum excavation required to meet Lee County and SFWMD design depth requirement for the proposed lake in order to properly deal with annual water table fluctuations and temperature gradations. The proposed lake will have an average width of 700±' and a depth of 12'.

Burnt Store Acres is an approved Residential Planned Development (RPD) Project. The Master Development Plan was approved by Resolution Z-07-013. The project proposes 19 single family lots, a 41.41 acre lake, a 1 acre recreational tract, a 49.35 acre conservation area, 1.04 acres of additional upland areas, a 1.67 acre buffer area, and 7.25 acres for access within a private road.

1. The approximately location, shape and dimensions of the area to be excavated relative to all property lines, easements, rights-of-way, and existing and proposed structures.

The lake area to be excavated consists of approximately 23.6 acres and is shown on Sheet 1 of 4 of the excess spoil plan.

2. The proposed slopes, the maximum and average depth, and the controlled water depth of the proposed excavation.

Refer to Sheet 2 of 4 of the excess spoil plan for cross-section, depths and control elevation.

3. The estimated quantity of excavated material that will be hauled off-site.

The remaining lake excavated as shown will generate 400,000 c.y. (bank measure). The road and lot fill for the subdivision will require 125,000 c.y. The excess spoil volume would be 275,000 c.y.

4. The proposed truck traffic volume trips per day (assuming a 3 year window).

Truck Volume Per Day:

275,000 C.Y. Bank Measure x 1.2(Expansion Factor) = 330,000 c.y. Truck Measure

330,000 ÷ 16 Yards per Truck = 20,625 Truck Trips

20,625 Truck Trips ÷ 250 Working Days/Year = 83 Trips/Day

83 Trips/Day ÷ 3 years = 28 Average Daily Trips over three years

5. The duration of the off-site hauling

Since development of Embers Lake Subdivision was approved in phases the duration of the off-site hauling will take place in phases over a three (3) year period.

6. The destination of the removed excavated material.

***Coconut Inlet Subdivision, Pine Island, Florida (48,700 c.y.)
Embers Lake Subdivision, Cape Coral, Florida (226,300 c.y.)
Burnt Store Road Phase 1 Pine Island Road (SR 78) to Tropicana Parkway (20,000 c.y.)***

7. The proposed haul routes.

The proposed haul route is north and south on Burnt Store Road (arterial road). The haul routes for the two development projects have been identified and provided on Sheet 3 of 4.

8. The proposed method to control dust, mud and debris along the proposed haul route.

Water and mulch will be used on-site to minimize dust. Trucks will leave the site and will be on paved roads. Trucks will meet cover load requirements during transporting of material.

9. Identification of the proposed lake maintenance entity together with the submittal of documents crating the entity and establishing its obligations.

Lake maintenance when completed will be by the Homeowner's Association. The homeowners' documents have been submitted as part of the development order.

10. Evidence that the "destination property" has received or is in the process of receiving a development order indicating where and how the materials will be stored, stockpiled, leveled, contoured and stabilized.

Both of the development projects have received approval for construction. Coconut Inlet Subdivision received approved of a Lee County Development Order (DOS# 2012-00032) and Embers Lake Subdivision received approval of a City of Cape Coral (Site Plan Permit # 07-15019).

11. Any other information deemed reasonably necessary by the director.

Development within the City of Cape Coral and Pine Island currently obtains fill from a pit located in Charlotte County. Approval of this request minimizes impacts to Burnt Store Road and nearby residents by placing the fill closer to the end users.

Enclosures: Sheet 1 of 4 Excess Spoil Plan
Sheet 2 of 4 Typical Sections
Sheet 3 of 4 Truck Routing Plan
Sheet 4 of 4 Excess Spoil Fill Plan