### UTILITY PROVIDERS

ELECTRIC **DUKE ELECTRIC CO.** ANY STREET ANY CITY, ANY STATE XXXXX

TELEPHONE ANY TELEPHONE CO. ANY STREET ANY CITY, ANY STATE XXXXX

WATER **CITY OF MEXICO BEACH** 201 PARADISE PATH **MEXICO BEACH, FL 32456** 

SEWER CITY OF MEXICO BEACH 201 PARADISE PATH **MEXICO BEACH, FL 32456** 

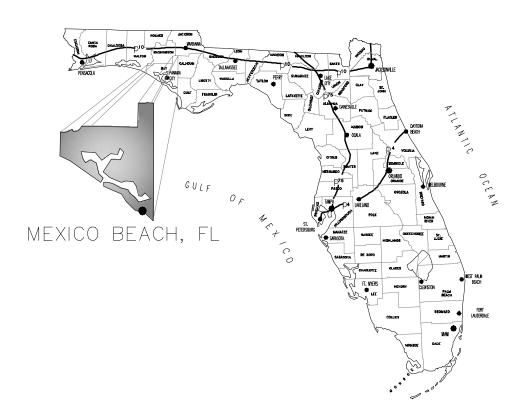
GAS **TECO GAS CO.** ANY STREET ANY CITY, ANY STATE XXXXX





# **CITY COMMISSIONERS**

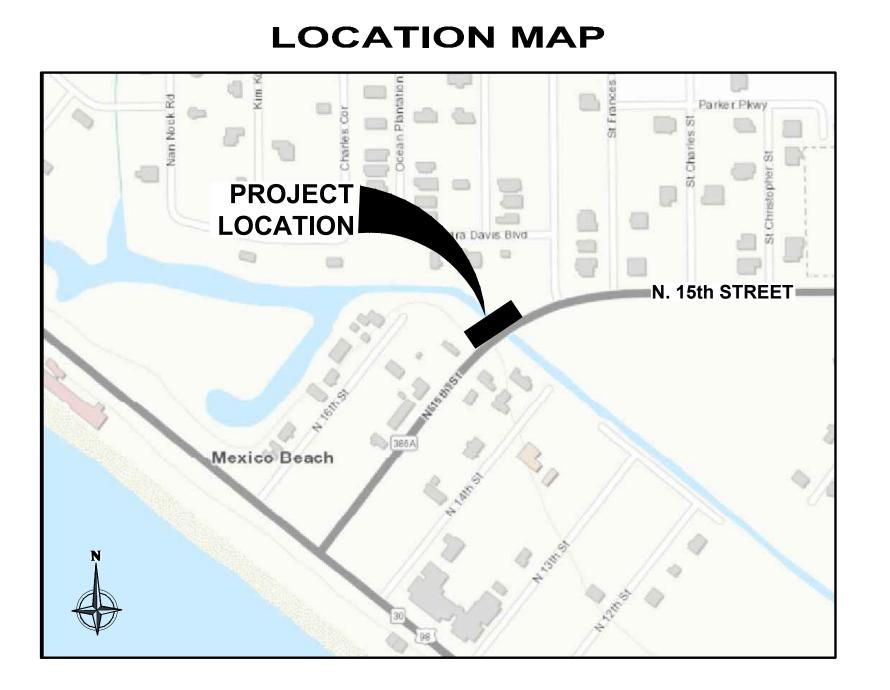
**RICHARD WOLFF - MAYOR, GROUP 1** JERRY SMITH - COMMISSIONER, GROUP 2 LINDA HAMILTON - COMMISSIONER, GROUP 3 **JASON ADAMS - COMMISSIONER, GROUP 4** TIM LINDERMAN - COMMISSIONER, GROUP 5



# **15th STREET PEDESTRIAN BRIDGE**

FL DEPT. OF TRANSPORTATION PROJECT ID: 453196-1

# **PREPARED FOR** THE CITY OF MEXICO BEACH **BAY COUNTY, FLORIDA**



# **RELEASED FOR BID PURPOSES**



**ANCHOR CEI No.: 1328-004 DATE: January 10, 2025** 

# Sunshine

Call 811 or www.sunshine811.com two ful business days before digging to have utilities located and marked.

Check positive response codes before you dig!

ANCHOR CEI QUALITY CONTROL TRACKING DATA					
RELEASE	30/60/90/PERMIT/BID/RFC	BY	DATE		
QUALITY CONTROL APPROV	AL BY RESPONSIBLE PROFESSIONAL				
QUALITY CONTROL REVIEWER					
YELLOW = OKAY / RED = CORRECTION / BLUE = NOTE					
CONCURRENCE BY RESPON					
BLUE CHECK = OKAY / BLUE	X-OUT = NO CHANGE				
CHANGES MADE BY					
ORANGE OVER RED					
VERIFIED BY QUALITY CONT	ROL REVIEWER				
GREEN CHECK = OKAY / GREEN CIRCLE = FIX					



## **CERTIFICATE OF AUTHORIZATION No.: 31422**

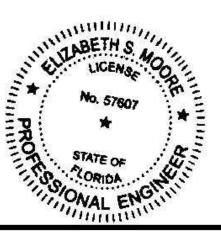
ELIZABETH S. MOORE, P.E. No.: 57607

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE **RESPONSIBLE FOR THE FOLLOWING SHEETS IN** ACCORDANCE WITH RULE 61G15-23.005, F.A.C.

### (\* INDICATES CERTIFICATION BY OTHERS)

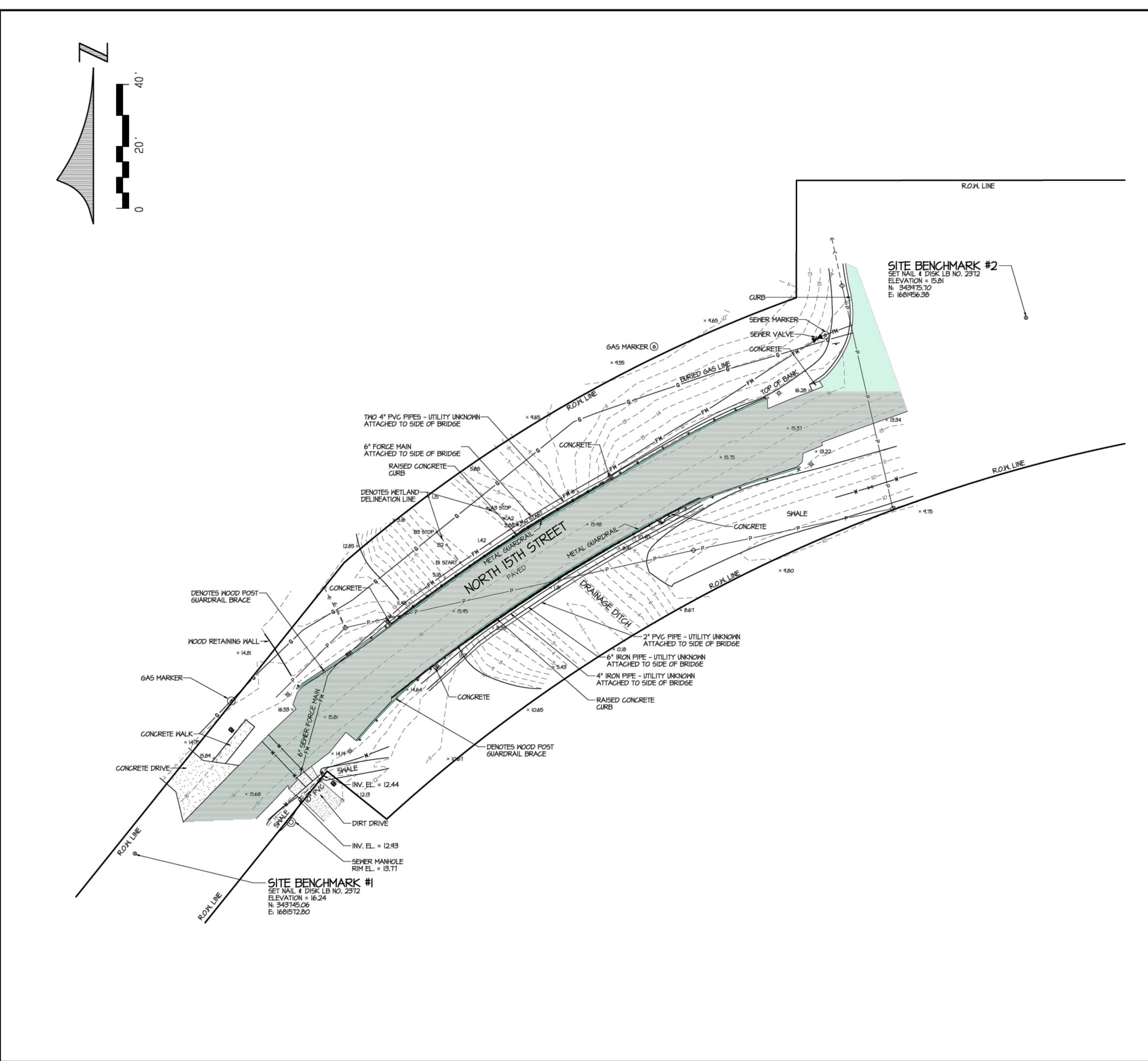
<b>INDEX OF SH</b>	EETS
--------------------	------

	CE0.0	COVER SHEET (THIS SHEET)
*	1 OF 1	TOPOGRAPHIC SURVEY
	CE0.1	GENERAL NOTES
	CE0.2	GENERAL NOTES
	CE0.3	STORMWATER POLLUTION PREVENTION PLAN
	CE0.4	MAINTENANCE OF TRAFFIC
	CE0.5	DETOUR MAP
	CE1.0	SITE IMPROVEMENTS PLAN
	CE1.1	SITE GRADING & DRAINAGE PLAN
*	CE2.0	FDOT STANDARD SIDEWALK DETAILS
*	CE2.1	STRUCTURAL DETAILS
*	CE2.2	STRUCTURAL DETAILS
*	CE2.3	STRUCTURAL DETAILS
*	1 - 4	CONTECH PRE-FAB BRIDGE DETAILS



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC DOCUMENTS.



# TOPOGRAPHIC SURVEY OF A PORTION OF 15TH STREET, MEXICO BEACH, FLORIDA

FOR: ANCHOR CEI, INC.

SYMBOLS & AB N S E W " LB NO. NAVD PVC EL. NGVD INV.	BREVIATIONS NORTH SOUTH EAST WEST DEGREES MINUTES OR FEET SECONDS OR INCHES LAND SURVEYOR BUSINESS NUMBER NORTH AMERICAN VERTICAL DATUM POLYVINYL CHLORIDE ELEVATION NATIONAL GEODETIC VERTICAL DATUM INVERT
9	WATER METER
$\diamond$	POWER POLE
£-	GUY ANCHOR
- <b>\$</b> -	REFLECTOR
-	SIGN POLE
w	WATER MAIN
—————FM ————	SANITARY FORCE MAIN
P	AERIAL UTILITY LINE
G	GAS MAIN

ELEVATIONS AND BENCHMARKS SHOWN HEREON ARE BASED ON THE NOTED ELEVATION REFERENCE. USE OF THE BENCHMARKS FOR VERTICAL CONTROL SHOULD BE PERFORMED IN ACCORDANCE WITH STANDARDS OF PRACTICE FOR PROFESSIONAL SURVEYORS AND MAPPERS AS OUTLINED IN RULE 5.1-17, FLORIDA ADMINISTRATIVE CODE. PRIOR TO UTILIZING THE BENCHMARKS FOR VERTICAL CONTROL, USER SHALL CHECK PROVIDED BENCHMARKS TO ENSURE THAT THEY HAVE NOT BEEN DISTURBED AND THAT THEY ARE RELATIVE TO EACH OTHER.

THE UNDERGROUND UTILITIES SHOWN HEREON WERE DETERMINED BY ONE OR MORE OF THE FOLLOWING METHODS: FIELD SURVEY INFORMATION COLLECTED, MAPS, GIS, LOCATIONS PROVIDED BY THE UTILITY OWNER AND CONTRACTOR. THE UNDERSIGNED SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL UTILITIES THAT EXIST IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED, ALTHOUGH HE DOES CERTIFY THEY WERE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY EXPOSED THE UNDERGROUND UTILITIES.

COORDINATES SHOWN HEREON ARE BASED ON RTK GPS OBSERVATIONS UTILIZING L-NET GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) NETWORK REFERENCED TO THE STATE PLANE COORDINATE SYSTEM, FLORIDA NORTH ZONE, NORTH AMERICAN DATUM 1983 (NAD 83), 2007 ADJUSTMENT.

LIMITS OF JURISDICTIONAL WETLANDS WERE DELINEATED AND FLAGGED BY CYPRESS ENVIRONMENTAL OF BAY COUNTY, FLORIDA.

BUCHANAN & HARPER, INC. ENGINEERING • PLANNING • SURVEYING • LANDSCAPE ARCHITECTURE CERTIFICATE OF AUTHORIZATION NUMBER: 2372 735 WEST 11TH STREET – PANAMA CITY, FLORIDA 32401 – TELEPHONE (850) 763-7427					
THE UNDERSIGNED,					
PLAT OF       TOPOGRAPHIC SURVEY       scale       I" = 20'         SURVEYED       4-11-24       DRAWN       4-17-24       IMPROVEMENTS       VISIBLE AS SHOWN         REVISED					
REVISED					
SOURCE OF INFORMATION BEARING REFERENCE NGS BENCHMARK 872 8995 C ~ ELEVATION = 21.06 NAVD 88					
F.B. 1211 PA. 03 JOB NO. 13494.01 FILE NO. E 4220 SHEET NO. 10F1					

TERRAMODEL FILE 13494.01 / LAYER CODE: PSROI

	GENERAL PROVISIONS THE CONTRACTOR SHALL OBTAIN FROM THE OWNER COPIES OF ALL AVAILABLE REGULATORY	21.	CON EN\
1.	AGENCY PERMITS AND LOCAL AGENCY PERMITS.	<u>UT</u>	ILITY
2.	CONTRACTOR, AS PART OF THE BASE BID, SHALL FIELD LOCATE ALL UNDERGROUND UTILITIES WITHIN THE PROJECT AREA WITHIN THE 30 DAYS OF PROJECT AWARD. CONTRACTOR SHALL REVIEW THE PLANS AND SHALL NOTE ANY DISCREPANCIES TO THE ENGINEER IMMEDIATELY.	1.	THE BEE CON
3.	CONTRACTORS, AS PART OF THE BASE BID, SHALL PROVIDE ALL COORDINATION WITH UTILITY PROVIDERS TO PROVIDE FOR THE MATERIALS AND WORK NEEDED TO PROVIDE SERVICES TO THE PROJECT.		ACC CON ARF CON
4.	CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE FOR ALL DEMOLITION OF ABOVE GROUND AND UNDERGROUND IMPROVEMENTS IN ORDER TO CONSTRUCT THE PROPOSED IMPROVEMENTS NOTED ON THE PLANS. UNLESS APPROVED IN WRITING FROM THE OWNER, ALL MATERIALS SHALL BE REMOVED FROM THE SITE AS PART OF THE BASE BID.		SHC THE COC PRC
5.	ALL DETAILS AND REFERENCES TO FDOT REFER TO THE LATEST EDITION OF THE FDOT DESIGN STANDARDS.	2.	
6.	CONTRACTOR AND HIS SURVEYOR SHALL NOTE THE PROJECT BENCHMARK INFORMATION PROVIDED IN THE PLANS AND VERIFY PRIOR TO CONSTRUCTION.		ACT CON LOC
7.	ALL CONSTRUCTION PROJECTS 1 OR MORE ACRES IN SIZE THAT DISCHARGE TO OFFSITE AREAS ARE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) GENERAL PERMIT FOR STORMWATER DISCHARGE FROM SMALL AND LARGE CONSTRUCTION ACTIVITIES. IN ORDER TO MEET NPDES REQUIREMENTS, THE CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING, INSPECTING, MAINTAINING, AND REPORTING ON ALL ELEMENTS OF THE SWPPP, COMPLETING AND SUBMITTING THE REQUIRED NOTICE OF INTENT (NOI) AND NOTICE OF TERMINATION (NOT) FORMS AS THE OPERATOR, AND PAYING ALL ASSOCIATED FEES. FOR PROJECTS LESS THAN 1 ACRE IN SIZE THAT ARE NOT REQUIRED TO COMPLY WITH THE NPDES GENERAL PERMIT, THE CONTRACTOR IS STILL RESPONSIBLE FOR IMPLEMENTING AND MAINTAINING EROSION AND SEDIMENT CONTROL MEASURES PRIOR TO AND DURING CONSTRUCTION IN ACCORDANCE WITH THE DRAWINGS AND SPECIFICATIONS.		ASS CON REL
8.	UNLESS OTHERWISE NOTED ON THE PLANS, THE CONTRACTOR SHALL USE THE GEOMETRY PROVIDED ON THE CONSTRUCTION PLANS. BENCHMARK INFORMATION SHALL BE PROVIDED TO THE CONTRACTOR BY THE OWNER OR OWNER'S SURVEYOR. ANY DISCREPANCIES BETWEEN FIELD MEASUREMENTS AND CONSTRUCTION PLAN INFORMATION SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.	7.	
9.	BASE SURVEY INFORMATION INCLUDING BUT NOT LIMITED TO ELEVATIONS, EASEMENTS, RIGHTS OF WAY, AND OTHER TOPOGRAPHIC INFORMATION HAS BEEN PREPARED BY OTHER PROFESSIONALS. ANCHOR CEI, INC. ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THIS INFORMATION.		ANE FIEL PRC ENC
10.	THIS SET OF PLANS MAY CONTAIN DRAWINGS PREPARED BY OTHER PROFESSIONALS, WHICH CONTAIN THE NAME, ADDRESS, AND LOGO OF THE PROFESSIONAL. ANCHOR CEI, INC. IS NOT RESPONSIBLE FOR DRAWINGS PREPARED BY OTHER PROFESSIONALS.	8.	ALI
11.	THE CONTRACTOR SHALL SUBMIT ONE ELECTRONIC COPY OF SHOP DRAWINGS TO THE ENGINEER TO KEEP FOR HIS RECORDS. THE ENGINEER WILL NOT PROVIDE FOR APPROVAL OF SHOP DRAWINGS, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL MATERIALS FOR ACCURACY PRIOR TO ORDERING THE MATERIALS. ANY DISCREPANCIES IDENTIFIED BY THE CONTRACTOR SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.		CON ADE CON SUC POF DRA ADE
12.	PROTECT BENCHMARKS, PROPERTY CORNERS, AND OTHER SURVEY MONUMENTS FROM DAMAGE OR DISPLACEMENT. IF MARKER NEEDS TO BE REMOVED IT SHALL BE REFERENCED BY LICENSED LAND SURVEYOR AND REPLACED, AS NECESSARY, BY SAME.	AS	-BUIL
13.	THE CONTRACTOR IS RESPONSIBLE FOR ALL QUALITY CONTROL TESTING. AS A MINIMUM, TESTING SHALL INCLUDE A) PIPING AND STRUCTURAL EXCAVATION, BEDDING AND BACKFILL MATERIALS AND DENSITY TESTS; B) DETERMINATION OF COMPACTION EFFORT NEEDED FOR COMPLIANCE WITH THE DENSITY REQUIREMENTS; C) PORTLAND CEMENT CONCRETE AND ASPHALT PAVING QUALITY CONTROL TESTING INCLUDING DESIGN MIX REVIEW, MATERIALS, FIELD SLUMP AND AIR CONTENT, AND FIELD AND LAB CURED STRENGTH SAMPLES AND TESTING.	1.	WEI LICE SHA AGE PRC
14.	IN ADDITION TO QUALITY CONTROL TESTING, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REQUIRED TESTING OR APPROVALS FOR ANY WORK (OR ANY PART THEREOF) IF LAWS OR REGULATIONS OF ANY PUBLIC BODY HAVING JURISDICTION SPECIFICALLY REQUIRE TESTING, INSPECTIONS OR APPROVAL. THE CONTRACTOR SHALL PAY ALL COSTS IN CONNECTION THEREWITH AND SHALL FURNISH THE OWNER AND ENGINEER THE REQUIRED CERTIFICATES OF INSPECTION, TESTING OR APPROVAL.	2.	ALL Con Vef By Suf
15.	ANY DESIGN OR TESTING LABORATORY UTILIZED BY THE CONTRACTOR SHALL BE AN INDEPENDENT LABORATORY ACCEPTABLE TO THE OWNER AND THE ENGINEER, APPROVED IN WRITING, AND COMPLYING WITH THE LATEST EDITION OF THE "RECOMMENDED REQUIREMENTS FOR INDEPENDENT LABORATORY QUALIFICATION", PUBLISHED BY THE AMERICAN COUNCIL OF INDEPENDENT LABORATORIES.	3.	THE A. B.
16.	TESTING RESULTS SHALL BE PROVIDED TO THE OWNER/OPERATOR AND THE ENGINEER. ALL TEST RESULTS SHALL BE PROVIDED (PASSING AND FAILING) ON A REGULAR AND IMMEDIATE BASIS.		C.
17.	THE ENTIRE PROJECT SITE SHALL BE THOROUGHLY CLEANED AT THE COMPLETION OF THE WORK. CLEAN ALL INSTALLED PIPELINES, STRUCTURES, SIDEWALKS, PAVED AREAS, ACCUMULATED SILT IN PONDS, PLUS ALL ADJACENT AREAS AFFECTED BY CONSTRUCTION, AS DIRECTED BY THE OWNER OR JURISDICTIONAL AGENCY. EQUIPMENT TO CLEAN THESE SURFACES SHALL BE SUBJECT TO APPROVAL BY THE OWNER.		D. E.
18.	ALL DISTURBED AREAS WITHIN RIGHT OF WAYS SHALL BE GRADED TO MATCH EXISTING AND HAVE SOD INSTALLED AND STAKED. SOD INSTALLATION SHALL CONFORM TO FDOT SPECIFICATION SECTION 570, PERFORMANCE TURF.		F.
19.	CONTRACTOR SHALL COMPLY TO THE FULLEST EXTENT WITH THE LATEST STANDARDS OF OSHA DIRECTIVES OR ANY OTHER AGENCY HAVING JURISDICTION FOR EXCAVATION AND TRENCHING PROCEDURES. THE CONTRACTOR SHALL USE SUPPORT SYSTEMS, SLOPING, BENCHING AND OTHER MEANS OF PROTECTION. THIS TO INCLUDE BUT NOT BE LIMITED, FOR ACCESS AND EGRESS FROM ALL EXCAVATION AND TRENCHING. CONTRACTOR IS RESPONSIBLE TO COMPLY WITH PERFORMANCE		G. H.
20.	CRITERIA FOR OSHA. THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS, INCLUDING THE FLORIDA TRENCH SAFETY ACT (90-96, LAWS OF FLORIDA). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.	4.	CON ENC PRE

NTRACTOR MUST STOP OPERATION AND NOTIFY THE OWNER FOR PROPER DIRECTION IF ANY /IRONMENTAL OR HEALTH RELATED CONTAMINATE IS ENCOUNTERED DURING EXCAVATION.

### GENERAL NOTES

LOCATION, MATERIAL TYPE, AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAVE EN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE INVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR CURACY. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, IT SHALL BE THE INTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE THE NECESSARY RANGEMENTS FOR ANY RELOCATIONS OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE INTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING AN UNDERGROUND UTILITY, WHETHER OWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. ANY UTILITIES, WHETHER SHOWN ON ESE PLANS OR NOT, THAT INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE CLOSELY ORDINATED WITH THE ENGINEER AND THE RESPECTIVE UTILITY COMPANY FOR RELOCATION OR OPER INSTRUCTION.

INGLE POINT UTILITY IDENTIFICATION SERVICE HAS BEEN SET UP FOR EXISTING UTILITIES. THE INTRACTOR IS TO CONTACT THE SUNSHINE STATE ONE CALL CENTER BY DIALING "811" AT LEAST O (2) AND NO MORE THAN FIVE (5) WORKING DAYS PRIOR TO THE SPECIFIC CONSTRUCTION TIVITY FOR FIELD LOCATION. NOTE THAT NOT ALL UTILITIES PARTICIPATE IN THIS PROGRAM. THE INTRACTOR SHOULD CONTACT ALL NON-PARTICIPATING UTILITIES SEPARATELY FOR FIELD CATION OF THEIR FACILITIES AT LEAST TWO (2) WORKING DAYS PRIOR TO CONSTRUCTION.

UTILITY PROVIDERS NOTED ON THE COVER SHEET HAVE PREVIOUSLY INDICATED THAT THEY MAY VE FACILITIES IN THE VICINITY OF THE CONSTRUCTION AREA.

CONTRACTOR SHALL KEEP LOCATE TICKETS UP TO DATE AT ALL TIMES.

CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH EACH UTILITY AND ALL COSTS SOCIATED WITH THE PROTECTION OF EXISTING FACILITIES DURING CONSTRUCTION. THE INTRACTOR SHALL ALSO COORDINATE NECESSARY RELOCATIONS OR OTHER CONSTRUCTION LATED MATTERS WITH EACH UTILITY.

SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN IN SERVICE ALL EXISTING PIPING COUNTERED DURING CONSTRUCTION UNLESS OTHERWISE INDICATED IN THE DRAWINGS. ANY PING WHICH CAN BE REMOVED DURING CONSTRUCTION WITHOUT UNDUE INTERRUPTION OF RVICE MAY BE REMOVED AND REPLACED BY THE CONTRACTOR WITH THE PERMISSION OF THE NER AND THE ENGINEER.

PICAL DETAILS AND PROPOSED CONSTRUCTION AS SHOWN ILLUSTRATE THE ENGINEER'S INTENT D ARE NOT PRESENTED AS A SOLUTION TO ALL CONSTRUCTION PROBLEMS ENCOUNTERED IN THE LD. THE CONTRACTOR MAY ALTER THE PROPOSED CONSTRUCTION TO SUIT FIELD CONDITIONS, OVIDED IT COMPLIES WITH THE PROJECT SPECIFICATIONS AND APPROVAL IS RECEIVED FROM THE GINEER. WHERE SUCH PROPOSED REVISIONS DEVIATE FROM ANY REQUIRED PERMIT, THEN SUCH VISIONS WILL ALSO REQUIRE APPROVAL FROM THE PERMITTING AGENCY.

CONTRACTOR SHALL FIELD VERIFY THE LOCATION, DEPTH, SIZE, MATERIAL TYPE, AND GNMENT OF ALL EXISTING PIPES, CABLES, ETC. TO BE CROSSED OR CONNECTED TO. IF THE NTRACTOR DEEMS NECESSARY (A) A CHANGE IN ALIGNMENT OR DEPTH, OR THE NEED FOR DITIONAL FITTINGS, BENDS, OR COUPLINGS, WHICH REPRESENT A DEPARTURE FROM THE NTRACT DRAWING, OR (B) A NEED FOR RELOCATION OF EXISTING UTILITIES, THEN DETAILS OF CH DEPARTURES, RELOCATIONS, OR ADDITIONAL FITTINGS, INCLUDING CHANGES IN RELATED RTIONS OF THE PROJECT AND THE REASONS THEREFORE, SHALL BE SUBMITTED WITH SHOP AWINGS. APPROVED DEPARTURES FOR THE CONTRACTOR'S CONVENIENCE SHALL BE MADE AT NO DITIONAL COST TO THE OWNER.

### T DRAWING REQUIREMENTS

BUILT DRAWINGS SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER AT LEAST THREE EKS PRIOR TO FINAL INSPECTION. ALL AS-BUILT DATA SHALL BE PROVIDED BY A FLORIDA ENSED SURVEYOR, SIGNED, SEALED AND DATED BY THE RESPONSIBLE PARTY. THE CONTRACTOR ALL BE RESPONSBILE TO IDENTIFY ALL AS-BUILT SURVEY REQUIREMENTS BY THE GOVERNING ENCIES PRIOR TO START OF CONSTRUCTION TO ENSURE THAT AS-BUILT INFORMATION IS OVIDED FOR.

RECORD DRAWINGS SHALL BE PREPARED BY THE CONTRACTOR IN ACAD FORMAT USING NSTRUCTION PLAN SHEETS PROVIDED BY THE ENGINEER. AS-BUILT INFORMATION SHALL BE FIELD RIFIED, MEASURED, ADDED TO THE ACAD FILES OF THE CONSTRUCTION PLAN SHEETS PROVIDED THE ENGINEER, AND CERTIFIED, SIGNED AND SEALED BY THE CONTRACTOR'S LICENSED RVEYOR WHO WILL BE RESPONSIBLE FOR THE ACCURACY OF ALL DIMENSIONS AND ELEVATIONS.

AS-BUILT INFORMATION IS TO INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

- HORIZONTAL LOCATIONS AND VERTICAL ELEVATIONS FOR ALL STRUCTURES INCLUDING BUT NOT LIMITED TO STRUCTURE TOP AND ABUTMENT ELEVATIONS.
- DISTANCE BETWEEN STRUCTURES, ROADWAY, UTILITIES, ETC.
- PAVEMENT WIDTH AND ELEVATIONS AT THE CENTERLINE AND EDGE OF SIDEWALK EVERY 200 FEET PLUS AT ALL CHANGES IN LONGITUDINAL SLOPE AND CROSS SLOPE.
- ALL SIDEWALK RAMPS DESIGNATED FOR HANDICAP ACCESS SHALL CONTAIN HORIZONTAL AND VERTICAL MEASUREMENTS IN ORDER TO VERIFY REQUIRED WIDTHS AND SLOPES HAVE BEEN MET.
- HORIZONTAL AND VERTICAL DATA FOR ANY CONSTRUCTION THAT DEVIATES FROM THE APPROVED ENGINEERING DRAWINGS.
- WHERE THE PLANS CONTAIN SPECIFIC HORIZONTAL LOCATION DATA, SUCH AS STATION AND OFFSET, THE AS-BUILT DRAWINGS ARE TO REFLECT THE ACTUAL HORIZONTAL LOCATION.
- WHERE THE PLANS CONTAIN SPECIFIC VERTICAL ELEVATION DATA, THE AS-BUILT DRAWINGS ARE TO REFLECT THE ACTUAL MEASURED VERTICAL ELEVATION.
- ANY ADDITIONAL INFORMATION REQUIRED BY GOVERNING AGENCIES.

MPLETE AS-BUILT DRAWINGS THAT ARE FOUND TO BE SATISFACTORY AS A RESULT OF THE GINEER'S REVIEW WILL BE USED AS THE BASIS FOR THE FINAL PROJECT RECORD DRAWINGS EPARED BY THE ENGINEER USING THE CONTRACTOR PROVIDED AS-BUILT DRAWINGS PLUS

ENGINEER ADDED INFORMATION.

### TRAFFIC CONTROL

- TWO WEEKS IN ADVANCE.

- CONSTRUCTION.
- 5. WET UN-STABILIZED AREAS AS NECESSARY TO CONTROL DUST.
- MAY BE WORKING IN THE IMMEDIATE VICINITY.
- ACCORDANCE WITH FDOT INDEX NO. 600 AND 602.
- PUBLIC USE.

### SITE PREPARATION

- SHALL BE PROVIDED.
- THE ENGINEER BEFORE COMMENCING WORK.
- AREAS.
- WIDE PATH, CENTERED ON THE PIPELINE.
- OR STOCKPILES WITHIN BRANCH SPREAD
- WRITING BY THE ENGINEER.
- THAT ENCROACH UPON OR OTHERWISE OBSTRUCT THE WORK.
- EXISTING STRUCTURES, PIPES OR UTILITIES.
- SURFACE LEVEL OF THE GROUND.
- TO LEGAL OFFSITE DISPOSAL AREAS.

THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING A MAINTENANCE OF TRAFFIC (M.O.T.) PLAN PRIOR TO CONSTRUCTION. THE M.O.T. PLAN SHALL SHOW ALL PROPOSED TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, AND BARRICADES, AND SHALL DETAIL ALL PROPOSED CONSTRUCTION SEQUENCING. THE M.O.T. PLAN AND INSTALLED TRAFFIC CONTROL MEASURES SHALL BE APPROVED BY THE ENGINEER, OWNER, AND ROADWAY JURISDICTIONAL AGENCY PRIOR TO CONSTRUCTION. IN THE EVENT IT IS DETERMINED THAT ROADWAY AND DRIVEWAY LANE CLOSURES WILL BE ALLOWED, THE CLOSURES SHALL BE COORDINATED WITH THE CITY AND ENGINEER OF RECORD A MINIMUM OF

2. ALL TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH FDOT INDEX NO. 600 AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). ALL TRAFFIC CONTROL MEASURES SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND MAINTAINED DURING CONSTRUCTION.

3. INSPECT TRAFFIC CONTROL DEVICES ON A DAILY BASIS TO ENSURE PLACEMENT OF BARRICADES AND FUNCTION OF LIGHTS IS MAINTAINED THROUGHOUT CONSTRUCTION.

4. CONTACT PROPERTY OWNERS AFFECTED BY CONSTRUCTION. COORDINATE TEMPORARY DRIVEWAY CLOSURES AND SEQUENCING. MAINTAIN ACCESS FOR ALL PROPERTY OWNERS DURING

ADJUST TRAFFIC CONTROL DEVICES AS REQUIRED UNDER EMERGENCY CONDITIONS.

7. THE CONTRACTOR IS EXPECTED TO COORDINATE ITS ACTIVITIES WITH OTHER CONTRACTORS WHO

8. WHEN WORK OCCURS WITHIN 15-FT OF ACTIVE ROAD TRAVEL LANES BUT NO CLOSER THAN 2-FT FROM THE EDGE OF PAVEMENT, SIGNAGE AND WARNING DEVICES ARE TO BE INSTALLED IN

9. TYPE I OR TYPE II BARRICADES AT 20-FT CENTERS SHALL BE PLACED AND MAINTAINED ALONG THE EDGE OF THE ROAD WHEREVER DROP-OFFS OR OTHER HAZARDS EXIST AND TO BLOCK ENTRANCE INTO COMPLETED OR PARTIALLY COMPLETED PAVEMENTS UNTIL SUCH PAVEMENTS ARE OPEN TO

UNLESS OTHERWISE DIRECTED BY THE OWNER OR ENGINEER, THE CONTRACTOR IS EXPECTED TO CONTAIN ALL CONSTRUCTION ACTIVITIES WITHIN THE PROPERTY, RIGHT-OF-WAY, AND EASEMENTS AS INDICATED ON THE DRAWINGS. AT NO TIME SHALL THE CONTRACTOR DISTURB SURROUNDING PROPERTIES OR TRAVEL ON SURROUNDING PROPERTIES WITHOUT WRITTEN CONSENT FROM THE PROPERTY OWNER. ANY REPAIR OR RECONSTRUCTION OF DAMAGED AREAS IN SURROUNDING PROPERTIES SHALL BE REPAIRED BY THE CONTRACTOR ON AN IMMEDIATE BASIS. ALL COSTS FOR REPAIRS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND NO EXTRA COMPENSATION

2. STAKE OUT THE CONSTRUCTION, ESTABLISH LINES AND LEVELS, TEMPORARY BENCH MARKS, BATTER BOARDS, CENTERLINES, BASELINES, AND REFERENCE POINTS FOR THE WORK, AND VERIFY ALL DIMENSIONS RELATING TO INTERCONNECTION WITH EXISTING FEATURES. REPORT ANY INCONSISTENCIES IN THE PROPOSED GRADES, LINES AND LEVELS, DIMENSIONS AND LOCATIONS TO

3. PROTECT ALL TREES AND SHRUBS LOCATED OUTSIDE THE RIGHT-OF-WAY, EASEMENTS, AND OWNER SECURED PROPERTY. PARTICULARLY THOSE TREES AND SHRUBS LOCATED ADJACENT TO WORK

4. WITHIN THE RIGHT-OF-WAY, EASEMENTS, AND OWNER SECURED PROPERTY, THE INTENT IS TO ALLOW TREES AND SHRUBS TO REMAIN IN ACCORDANCE WITH THE FOLLOWING SCHEDULE: NEW ROADWAY CONSTRUCTION - TREES AND SHRUBS TO REMAIN WHERE LOCATED MORE THAN 15 FEET FROM THE BACK OF CURB, OR OUTSIDE THE LIMITS OF EXCAVATION OR FILL AREAS, WHICHEVER IS FURTHER. UTILITY PIPELINE CONSTRUCTION - TREES AND SHRUBS TO REMAIN OUTSIDE A 15 FOOT

5. TREES TO REMAIN IN THE CONSTRUCTION AREA SHALL BE BOXED, FENCED OR OTHERWISE PROTECTED IN ACCORDANCE WITH DETAILS ON THE DRAWINGS. DO NOT PERMIT HEAVY EQUIPMENT

6. AREAS TO RECEIVE CLEARING AND GRUBBING SHALL INCLUDE ALL AREAS TO BE OCCUPIED BY THE PROPOSED IMPROVEMENTS, AREAS FOR FILL AND SITE GRADING, AND BORROW SITES. REMOVE TREES OUTSIDE OF THESE AREAS ONLY AS INDICATED ON THE DRAWINGS OR AS APPROVED IN

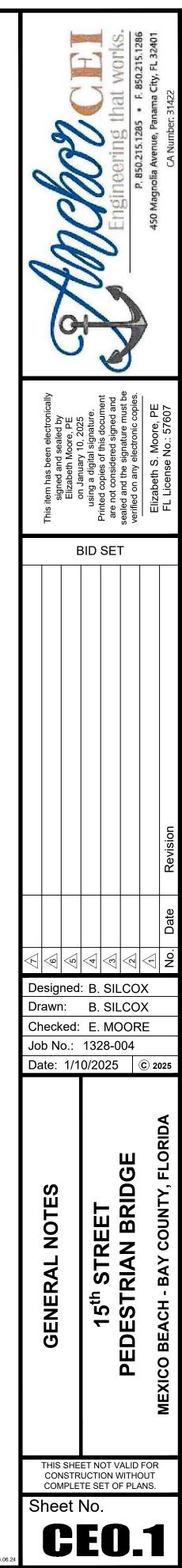
7. CLEARING SHALL CONSIST OF REMOVING TREES AND BRUSH AND DISPOSAL OF OTHER MATERIALS

8. EXERCISE EXTREME CARE DURING THE CLEARING AND GRUBBING OPERATIONS. DO NOT DAMAGE

9. GRUBBING SHALL CONSIST OF REMOVING AND DISPOSING OF STUMPS, ROOTS LARGER THAN 2" IN DIAMETER, AND MATTED ROOTS. REMOVE TO A DEPTH OF NOT LESS THAN 18" BELOW THE ORIGINAL

10. ALL COMBUSTIBLE DEBRIS AND REFUSE FROM SITE PREPARATION OPERATIONS SHALL BE REMOVED

ANCHOR CEI QUALITY CONTROL TRACKING DATA					
RELEASE	30/60/90/PERMIT/BID/RFC	BY	DATE		
QUALITY CONTROL APPROVA	AL BY RESPONSIBLE PROFESSIONAL				
QUALITY CONTROL REVIEWE	R				
YELLOW = OKAY / RED = COF	RECTION / BLUE = NOTE				
CONCURRENCE BY RESPON	SIBLE PROFESSIONAL				
BLUE CHECK = OKAY / BLUE 2					
CHANGES MADE BY					
ORANGE OVER RED					
VERIFIED BY QUALITY CONT	ROL REVIEWER				
GREEN CHECK = OKAY / GREEN CIRCLE = FIX					



JOB#: 1328-004, CHECKED BY: EM, 2024.06.24

<u>(CO</u>
<u>GR</u> /
1.
2.
3.
4.
FYO
<u>ЕХС</u> 1.
2.
0
3.
4. 5.
5.
6.
7.
8.
_
9.
10.
11.
11.
<b></b>
<u>RIP</u> 1.

### CONTINUED)

### RADING

- SMOOTH TRANSITIONS SHALL BE PROVIDED BETWEEN CONTOURS OR SPOT ELEVATIONS AS SHOWN ON THE PLANS TO ACCOMPLISH THE GRADING INTENT. ALL SLOPES SHALL BE STABILIZED IMMEDIATELY AFTER FINAL GRADING HAS BEEN COMPLETED. CONTRACTOR SHALL NOTIFY OWNER AND ENGINEER PRIOR TO DEMOBILIZATION OF GRADING EQUIPMENT TO DETERMINE THAT THE GRADING INTENT HAS BEEN ACHIEVED.
- ALL PROPOSED ELEVATIONS ON THE PLANS WITHIN PAVED AREAS ARE SHOWN AT PAVEMENT, UNLESS OTHERWISE NOTED.
- UNIFORMLY SMOOTH GRADE THE SITE. DEPRESSIONS FROM SETTLEMENT SHALL BE FILLED AND COMPACTED. TOPS OF EMBANKMENTS AND BREAKS IN GRADE SHALL BE ROUNDED. FINISHED SURFACES SHALL BE REASONABLY SMOOTH, COMPACTED, FREE FROM IRREGULAR SURFACE CHANGES AND COMPARABLE TO THE SMOOTHNESS OBTAINED BY BLADE-GRADER OPERATIONS.
- NEWLY GRADED AREAS SHALL BE PROTECTED FROM TRAFFIC AND EROSION. ALL SETTLEMENT OR WASHING AWAY THAT MAY OCCUR FROM ANY CAUSE PRIOR TO SEEDING OR ACCEPTANCE SHALL BE REPAIRED AND GRADES RE-ESTABLISHED TO THE REQUIRED ELEVATIONS AND SLOPES AT NO ADDITIONAL COST TO THE OWNER.

### CAVATION, TRENCHING, AND FILL

- THE CONTRACTOR SHALL RECOGNIZE AND ABIDE BY ALL OSHA EXCAVATION SAFETY STANDARDS. INCLUDING THE FLORIDA TRENCH SAFETY ACT (FS 553.60-553.64). ANY MATERIAL, CONSTRUCTION METHODS, OR MATERIAL COST TO COMPLY WITH THESE LAWS SHALL BE INCIDENTAL TO THE CONTRACT.
- FIELD DENSITY TESTING FREQUENCIES: A) ONE TEST FOR EACH 10,000 SQUARE FEET OR FRACTION THEREOF PER LIFT OF GENERAL BACKFILLING, MINIMUM 2 TESTS EACH LAYER; B) ONE TEST FOR EACH 100 SQUARE FEET OR FRACTION THEREOF OF BACKFILL AROUND AND UNDER STRUCTURES; C) ONE TEST FOR EACH 300 LINEAL FEET OR FRACTION THEREOF PER LIFT OF GENERAL BACKFILLING IN THE PIPELINE TRENCH; D) ONE TEST PER LIFT PER EACH CHANGE IN TYPE OF FILL; E) ONE TEST PER 1000 SQUARE FEET OF PAVEMENT SUBGRADE, MINIMUM OF 2 TESTS.
- IT IS INTENDED THAT PREVIOUSLY EXCAVATED MATERIALS CONFORMING TO THE FOLLOWING REQUIREMENTS BE UTILIZED WHEREVER POSSIBLE.
- A. ACCEPTABLE MATERIALS: AASHTO M145 CLASSIFICATION A-1, A-3, A-2-4, A-2-6; ASTM D2487 CLASSIFICATION GW, GP, GM, SM, SW, SP; UNLESS OTHERWISE DISAPPROVED WITHIN THE SOIL AND SUBSURFACE INVESTIGATION REPORTS. NO MORE THAN 12% OF ACCEPTABLE MATERIALS SHALL PASS THE NUMBER 200 SIEVE.
- B. UNACCEPTABLE MATERIALS: AASHTO M145 CLASSIFICATION A-2-5, A-2-7, A-4, A-5, A-6, A-7, A-8; ASTM D2487 CLASSIFICATION GC, SC, ML, MH, CL, CH, OL, OH, PT; UNLESS OTHERWISE APPROVED WITHIN THE SOIL AND SUBSURFACE INVESTIGATION REPORTS.

PROVIDE BARRIERS, WARNING LIGHTS AND OTHER PROTECTIVE DEVICES AT ALL EXCAVATIONS.

SIDEWALKS, ROADS, STREETS, AND PAVEMENTS SHALL NOT BE BLOCKED OR OBSTRUCTED BY EXCAVATED MATERIALS, EXCEPT AS AUTHORIZED BY THE ENGINEER, IN WHICH CASE ADEQUATE TEMPORARY PROVISIONS MUST BE MADE FOR SATISFACTORY TEMPORARY PASSAGE OF PEDESTRIANS, AND VEHICLES. MINIMIZE INCONVENIENCE TO PUBLIC TRAVEL OR TO TENANTS OCCUPYING ADJOINING PROPERTY.

FURNISH, INSTALL, AND MAINTAIN, WITHOUT ADDITIONAL COMPENSATION, SHEETING, BRACING, AND SHORING SUPPORT REQUIRED TO KEEP EXCAVATIONS WITHIN THE PROPERTY OR EASEMENTS PROVIDED, TO SUPPORT THE SIDES OF THE EXCAVATION, AND TO PREVENT ANY MOVEMENT WHICH MAY DAMAGE ADJACENT PAVEMENTS OR STRUCTURES, DAMAGE OR DELAY THE WORK, OR ENDANGER LIFE AND HEALTH. VOIDS OUTSIDE THE SUPPORTS SHALL BE IMMEDIATELY FILLED AND COMPACTED.

SHEETING, SHORING, AND BRACING USED FOR THE SUPPORT OF EXCAVATIONS SHALL BE DESIGNED BY A PROFESSIONAL ENGINEER LICENSED BY THE STATE OF FLORIDA.

ALL EXCAVATIONS SHALL BE MADE BY OPEN CUT UNLESS OTHERWISE INDICATED. SLOPE SIDES OF TRENCHES IN ACCORDANCE WITH OSHA REQUIREMENTS AND THE RECOMMENDATIONS CONTAINED WITHIN THE PROJECT GEOTECHNICAL REPORT.

TRENCH BOTTOMS AND THE BOTTOMS OF ALL STRUCTURES SHALL BE KEPT DRY, COMPACTED, AND STABLE TO A DEPTH TWO FEET BELOW THE BOTTOM OF THE TRENCH OR STRUCTURE.

- ALL BEDDING, FILL, AND BACKFILL MATERIAL SHALL BE SUITABLE SOILS OR FLOWABLE FILL. WHERE TRENCH OR EXCAVATION IS WITHIN THE INFLUENCE AREA OF ROADWAYS. STRUCTURES. FOUNDATIONS, OR SLABS, PLACE BACKFILL IN LAYERS OF 8 INCH LOOSE DEPTH. IN ALL OTHER AREAS. PLACE FILL AND BACKFILL IN LAYERS OF 12 INCH LOOSE DEPTH.
- MINIMUM DENSITY REQUIREMENT (ASTM D1557 OR AASHTO T180): BACKFILL AND FILL UNDER AND WITHIN THE INFLUENCE AREA OF ROADWAYS, STRUCTURES, SLABS, FOUNDATIONS = 98 PERCENT; BACKFILL AND FILL PLACED WITHIN PUBLIC ROAD RIGHT-OF-WAY AND UTILITY EASEMENTS = 95 PERCENT; BACKFILL AND FILL PLACED WITHIN POND AND ROAD EMBANKMENT = 95 PERCENT; BACKFILL AND FILL PLACED IN ALL OTHER AREAS = 90 PERCENT.

### IP-RAP

ALL RIP-RAP CONSTRUCTION SHALL MEET THE REQUIREMENTS OF SECTION 530 OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

### PAVING, SIDEWALKS, AND CURBING

- THESE DRAWINGS.
- AND DETAILS PROVIDED ON THE CONSTRUCTION PLANS.

### SIGNS AND PAVEMENT MARKINGS

- TRAFFIC DESIGN STANDARDS.

1. MATERIALS AND CONSTRUCTION METHODS FOR THE ROADWAY AND PAVING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

2. ROADWAY PAVING, BASE, AND SUB-GRADE THICKNESS SHALL BE IN ACCORDANCE WITH DETAILS ON

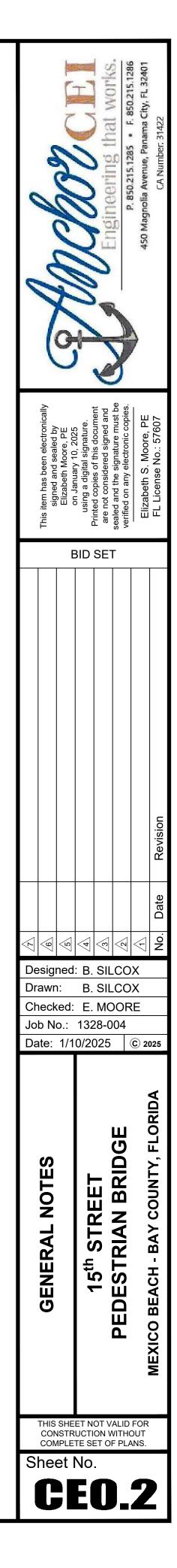
3. SIDEWALKS ARE TO BE CONSTRUCTED IN THE AREAS AS SHOWN ON THE CONSTRUCTION PLANS. HANDICAPPED RAMPS SHALL BE PROVIDED AT ALL INTERSECTIONS AND SHALL BE IN ACCORDANCE WITH THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION. LATEST EDITION.

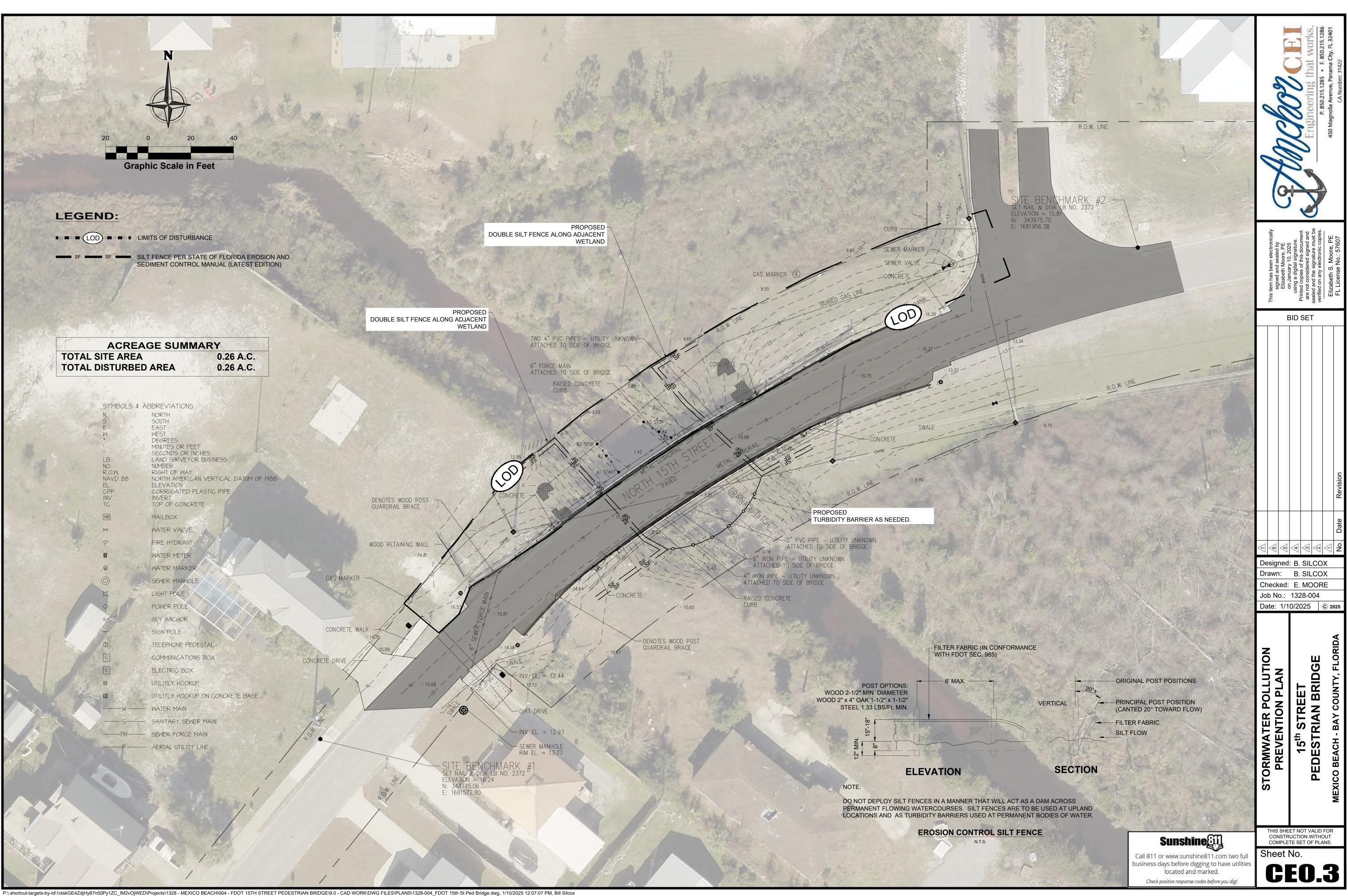
4. CURBING SHALL BE CONSTRUCTED WHERE NOTED ON THE CONSTRUCTION PLANS. ALL CURBS SHALL HAVE SAW CUT CONTRACTION JOINTS AND SHALL BE CONSTRUCTED AT INTERVALS NOT TO EXCEED 10'-0" ON CENTER. CONSTRUCTION OF CURBS SHALL BE IN CONFORMANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) SECTION 520

5. FIELD COMPACTION DENSITY, STABILITY, AND THICKNESS TESTING FREQUENCIES OF SUB-BASE, BASE, AND ASPHALT SHALL BE TESTED ONCE EVERY 300 LINEAR FEET OF PAVING PER 24-FT WIDE STRIP, STAGGERED LEFT, CENTER AND RIGHT OF CENTERLINE. WHERE LESS THAN 300 LINEAR FEET OF SUB-BASE, BASE, AND ASPHALT IS PLACED IN ONE DAY, PROVIDE MIN. OF ONE TEST FOR EACH PER DAY'S CONSTRUCTION AT A LOCATION DESIGNATED BY THE ENGINEER. ASPHALT EXTRACTION GRADATION SHALL BE TESTED FROM GRAB SAMPLES COLLECTED ONCE EVERY 1800 SQUARE YARDS OF ASPHALT DELIVERED TO THE SITE (OR A MINIMUM OF ONCE PER DAY).

1. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE LATEST IMPLEMENTED EDITION OF FDOT ROADWAY AND

2. CROSS WALK AND PEDESTRIAN CROSSING PAVEMENT MARKINGS SHALL BE THERMO-PLASTIC.





SHEET	TABLE OF CONTENTS
1	General Notes, TTC Tables
	Definitions
	Temporary Traffic Control Devices
2	Overhead Work
2	Railroads
	Sight Distance
	Above Ground Hazard
	Clear Zone Widths For Work Zones
	Superelevation
	Length Of Lane Closures
3	Overweight/Oversize Vehicles
	Lane Widths
	High-Visibility Safety Apparel
	Speed Reduction Signing
	Flagger Control
4	Survey Work Zones
	Signs
5	Work Zone Sign Supports
6 Commonly Used Warning and Regulatory Signs In Work Zo	
	Manholes/Crosswalks/Joints
	Truck Mounted Attenuators
7	Signals
/	Channelizing Devices
	Channelizing Devices Consistency
	Advanced Warning Arrow Boards
8	Drop-Offs In Work Zones
9	Business Entrance
9	Temporary Asphalt Separator
10	Channelizing Devices Notes
10	Temporary Barrier Notes
11	Pavement Markings

	TABLE 1				
CHA	NNELIZ	ING DE	VICE SPA	ACING	
Work		Max.	Spacing (feet	)	
Zone Speed (mph)	Cone Temp Tubular	orarv	Type I Barricades, Type II Barricades, Vertical Panels, or Dru		
		Tangent	Taper	Tangent	
≤ 45	25	50	25	50	
≥ 50	25	50	50	100	

TABLE 3					
WORK ZONE SIGN SPACING "X"					
Road Type	Min, Spacing (feet)				
Arterials and Collectors with Work Zone Speed ≤ 40 mph	200				
Arterials and Collectors with Work Zone Speed $\geq$ 45 mph	500				
Lîmîted Access Roadways *	1,500				
* For Limited access roadways with work zone speed ≤ 55 mph, the minimum spacing may be reduced in accordance with the MUTCD and as approved by the Engineer.					

shoulder.

or less.

egress.

use a lane closure.

hours or less.

SYMBOLS:

Work Area

🕞 Work Zone Sign

2. L = Taper Length

B = Buffer Lenath

X = Work Zone Sign Spacing

See Index 102–600 for "L", "X", "B", and channelizing device spacing values.

3. Where work activities are between 2' and

15' from the edge of traveled way, the

Engineer may omit signs and channelizing devices for work operations 60 minutes

4. When four or more work vehicles enter the

through traffic lanes in a one hour period

(excluding establishing and terminating the

work area), use a flagger or lane closure

to accommodate work vehicle ingress and

5. For work less than 2' from the traveled way

6. The "Speeding Fines Doubled When Workers

distances may be omitted when the

work operation is in place for 24

7. Temporary pavement markings may be

place for 3 days or less.

omitted when the work operation is in

8. Omit "Shoulder Closed" signs (W21-5a) along

"Worker" sign (W21-1) may be used instead

Channelizing Device (See Index 102–600)

Lane Identification and Direction of Traffic

of the "Shoulder Closed" sign (W21–5a).

with associated work zone sign spacing

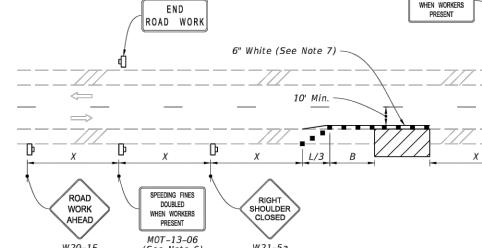
distances for work on the median.

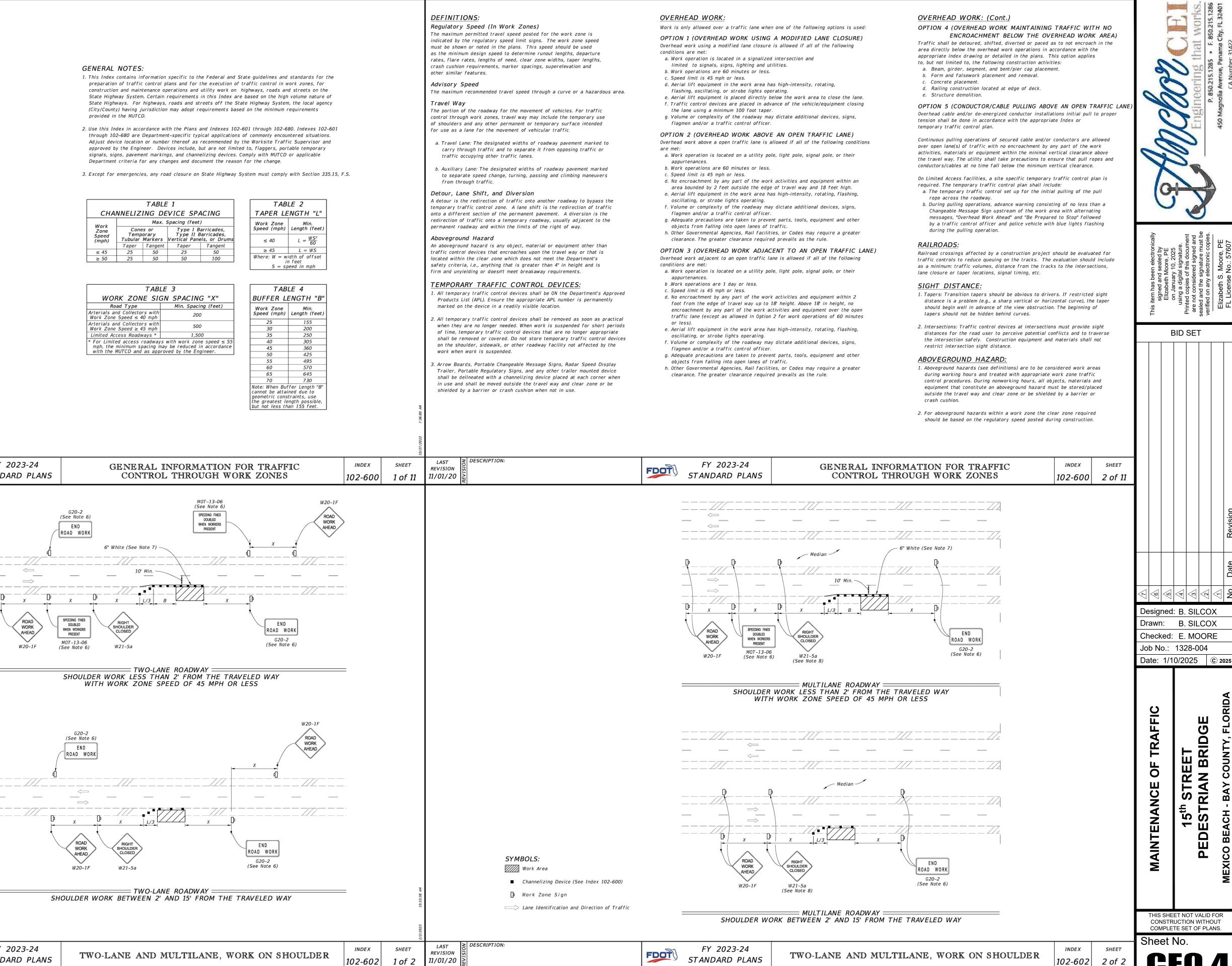
9. When there is no paved shoulder, the

Present" signs (M0T-13-06) and "End Road Work" Signs (G20-2) along with the associated work zone sign spacing

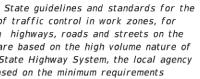
and work zone speed is greater than 45 MPH,

LAST DESCRIPTION: REVISION 3 11/01/20	FDOT	FY 2023-24 STANDARD PLANS		GENERAL INFORMATION F CONTROL THROUGH WO
<b>NOTE:</b> 1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including Medians of divided roadways, with work on the			G20-2 (See Note 6) END	MOT-13-06 (See Note 6) SPEEDING FINES DOUBLED WHEN WORKERS PRESENT



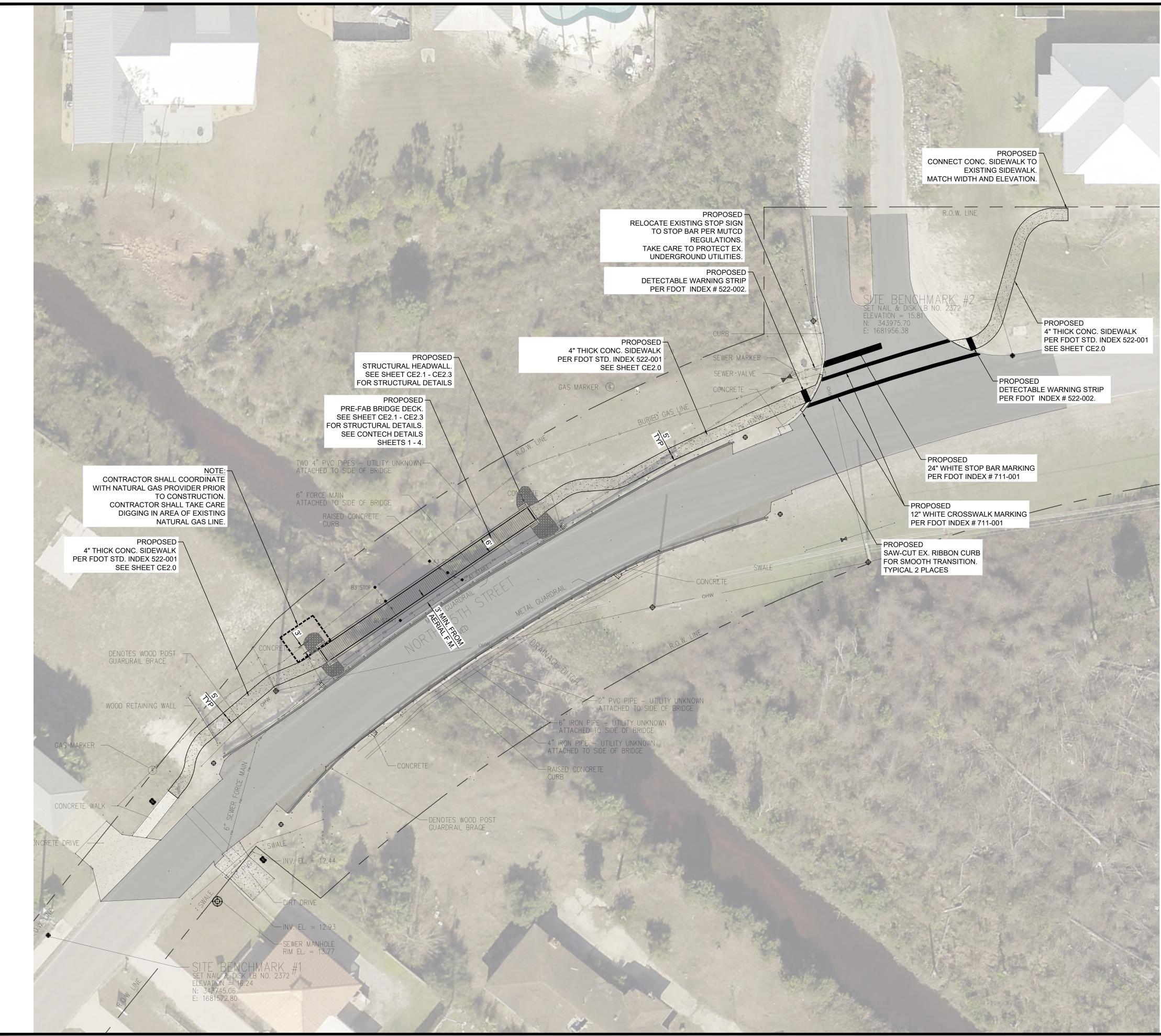


LAST REVISION 11/01/21 DESCRIPTION: FY 2023-24 STANDARD PLANS TWO-LANE AND MULTILANE, W			
	REVISION IS	FDOT	TWO-LANE AND MULTILANE, W

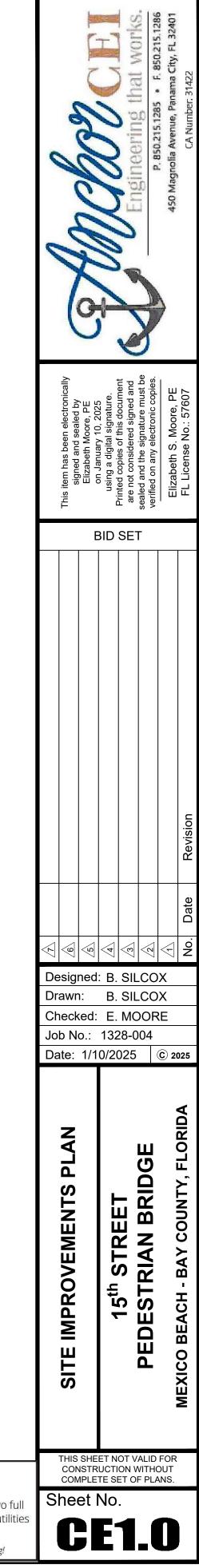


102-602 2 of 2





N	
20 0 2 Graphic Scale in	
LEGEND: Existing	
N S E W , , , , , , , , , , , , , , , , , ,	NORTH SOUTH EAST WEST DEGREES MINUTES OR FEET SECONDS OR INCHES LAND SURVEYOR BUSINESS NUMBER NORTH AMERICAN VERTICAL DATUM POLYVINYL CHLORIDE ELEVATION NATIONAL GEODETIC VERTICAL DATUM INVERT
8	WATER METER
$\diamond$	POWER POLE
8	GUY ANCHOR
•	REFLECTOR
0	SIGN POLE
W	WATER MAIN
FM	SANITARY FORCE MAIN
	AERIAL UTILITY LINE
G	GAS MAIN



# Sunshine

Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked. *Check positive response codes before you dig!* 

### PROPOSED

ALL DISTURBED AREAS WITHIN RIGHT OF WAYS SHALL BE GRADED TO MATCH EXISTING AND HAVE SOD INSTALLED AND STAKED. SOD INSTALLATION SHALL CONFORM TO FDOT SPECIFICATION SECTION 570, PERFORMANCE TURF.

### PROPOSED TYPE "D" RIP-RAP

50 SF ON EACH SIDE OF HEADWALL TYPICAL

> PROPOSED -TOP OF BRIDGE EL. 14.00'

TWO 4" PVC PIPES - UTILITY UNKNOWN

B3 STOP

6" FORCE MAIN ATTACHED TO SIDE OF BRIDGE RAISED CONCRETE CURB

EX. PAVEMENT -FINISH GRADE 17'±

NOTE: CONTRACTOR SHALL COORDINATE WITH NATURAL GAS PROVIDER PRIOR TO CONSTRUCTION. CONTRACTOR SHALL TAKE CARE DIGGING IN AREA OF EXISTING NATURAL GAS LINE.

> SET NAIL & ELEVATION =

1: 343745.06

: 1681572.80

14.50

SWALE

SK LB NO. 2372′

-INV. EL. = 12.44

RT DRIV

-INV. EL. = 12.93

- SEWER MANHOLE RIM EL. = 13.77

WOOD RETAINING WALL

MATCH EX. GRADE 16.0'± ¬

GAS MARKER

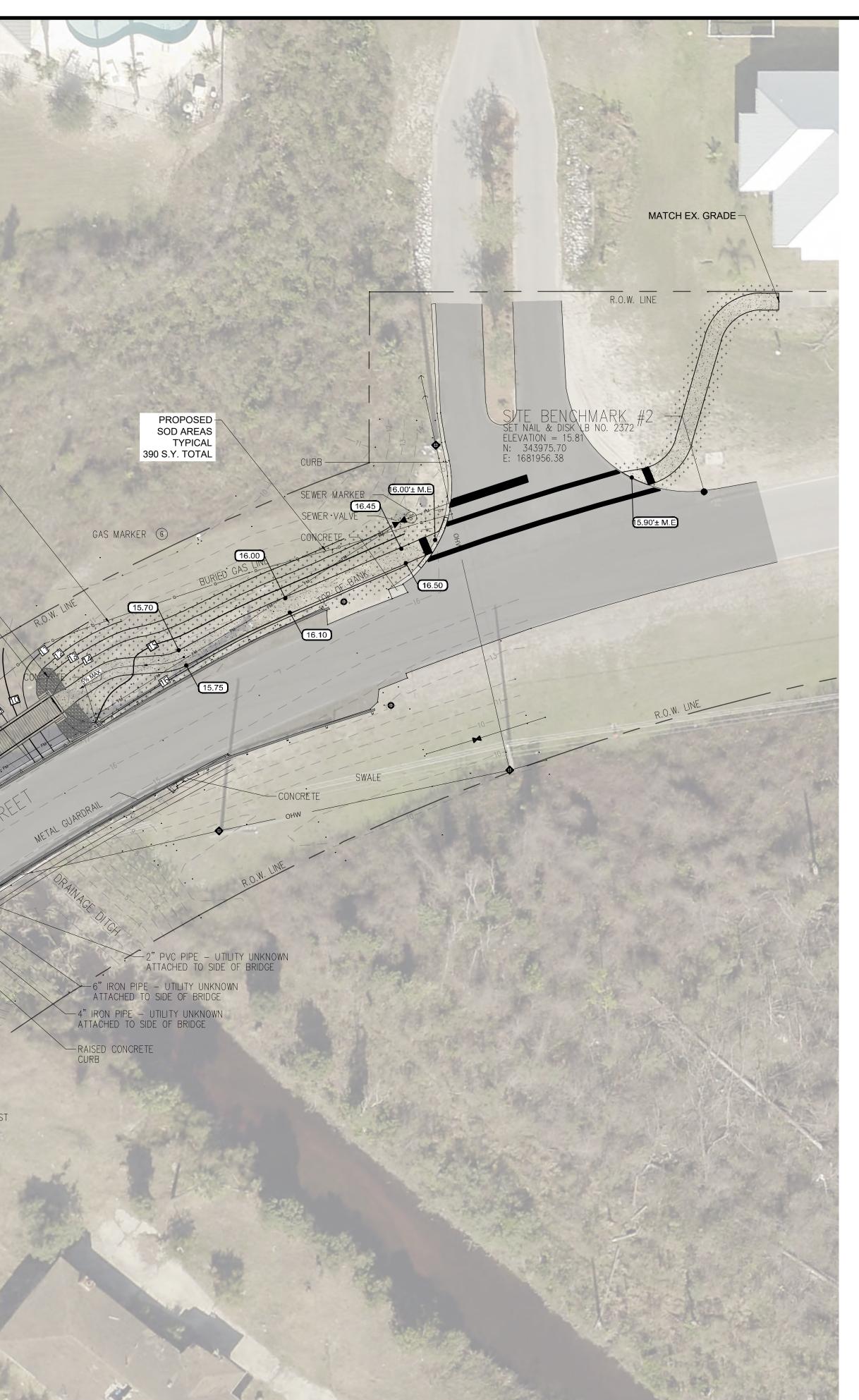
CONCRETE DRIVE

/

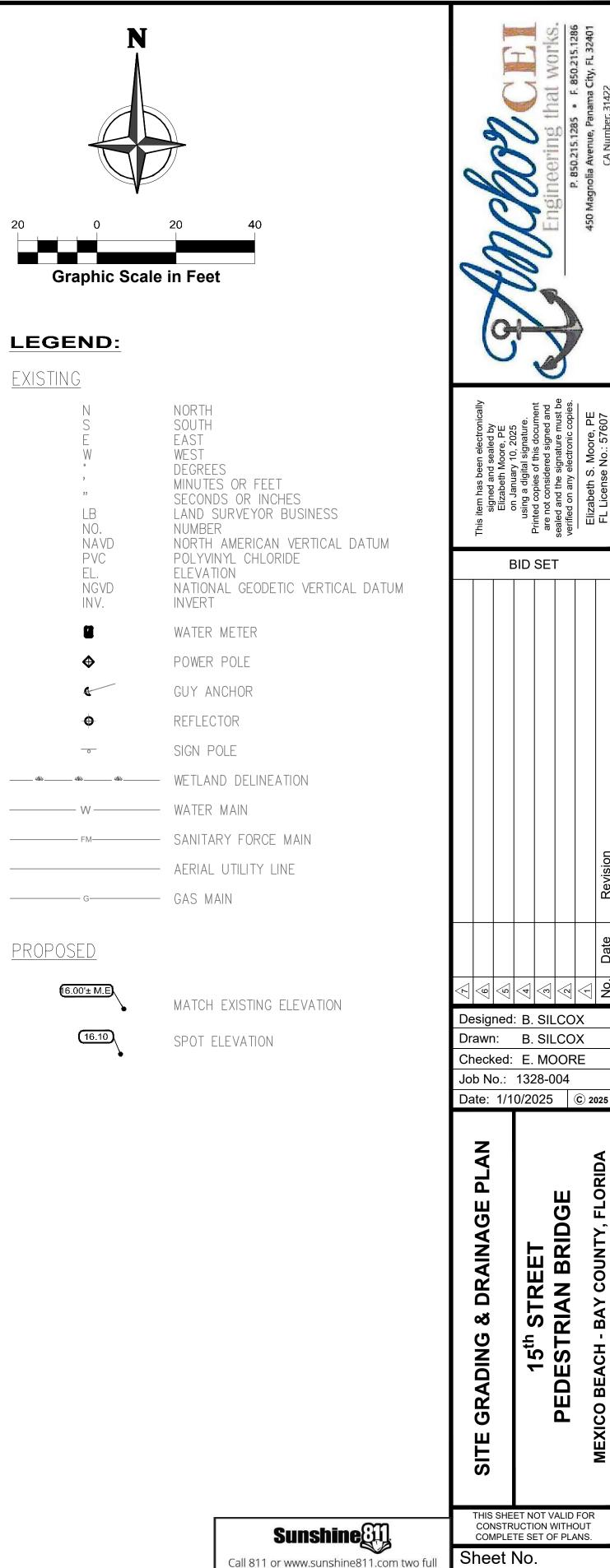
PROPOSED TOP OF BRIDGE EL. 14.00'

CONCRETE

— DENOTES WOOD POST GUARDRAIL BRACE

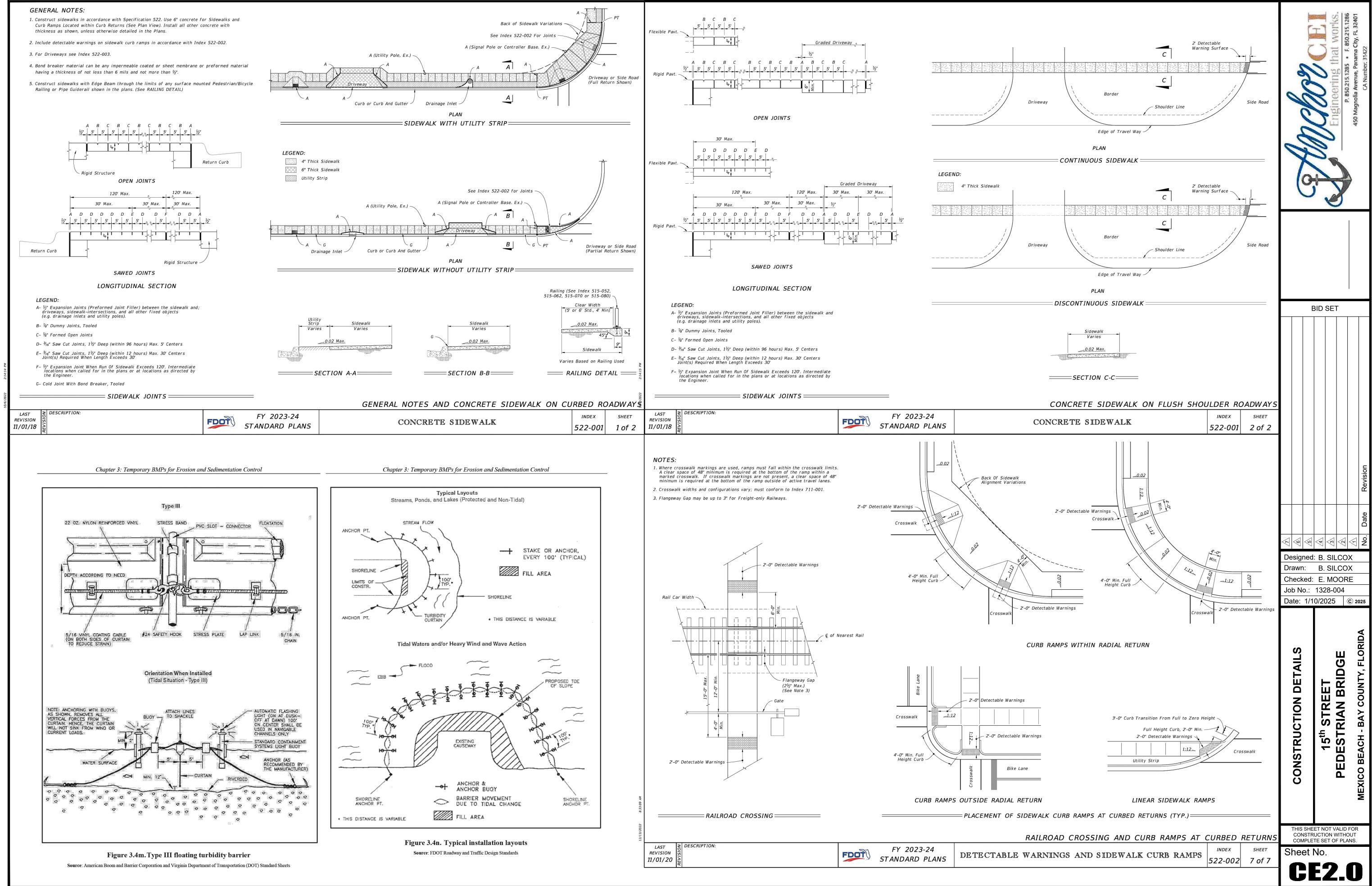


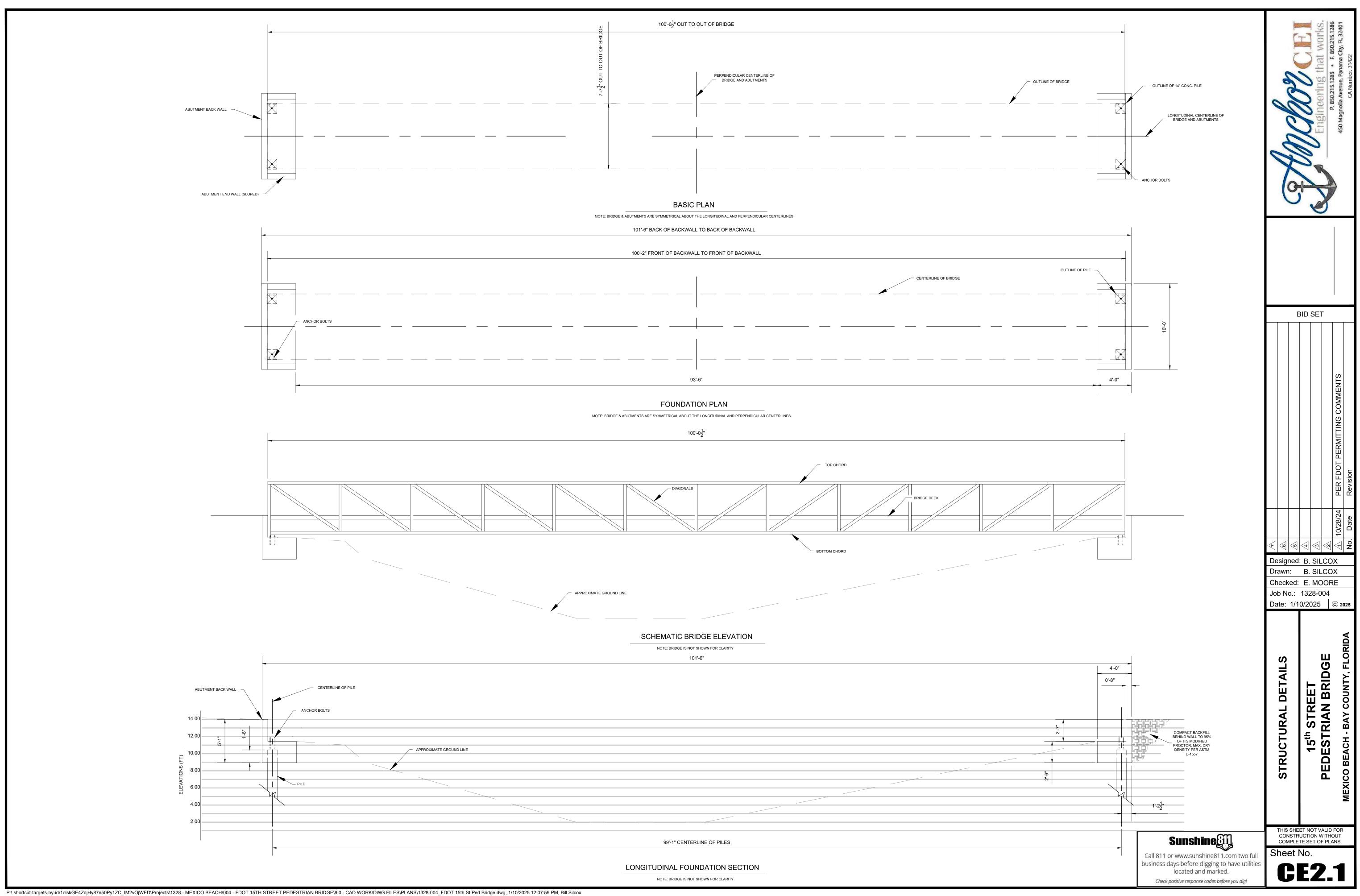
P:\.shortcut-targets-by-id\1olskGE4ZdjHy87n50Py1ZC\_IM2vOjWED\Projects\1328 - MEXICO BEACH\004 - FDOT 15TH STREET PEDESTRIAN BRIDGE\9.0 - CAD WORK\DWG FILES\PLANS\1328-004\_FDOT 15th St Ped Bridge.dwg, 1/10/2025 12:08:54 PM, Bill Silcox

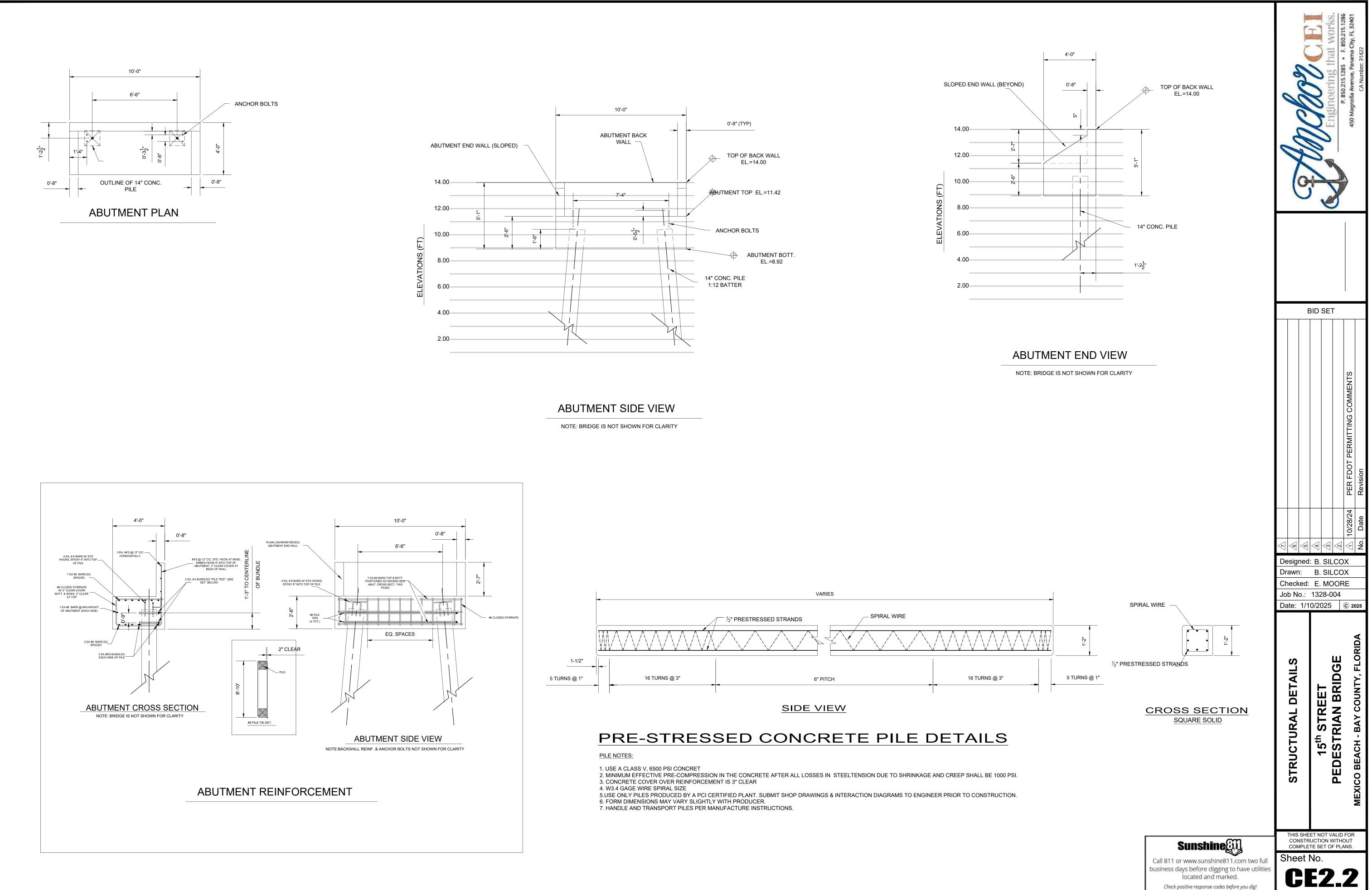


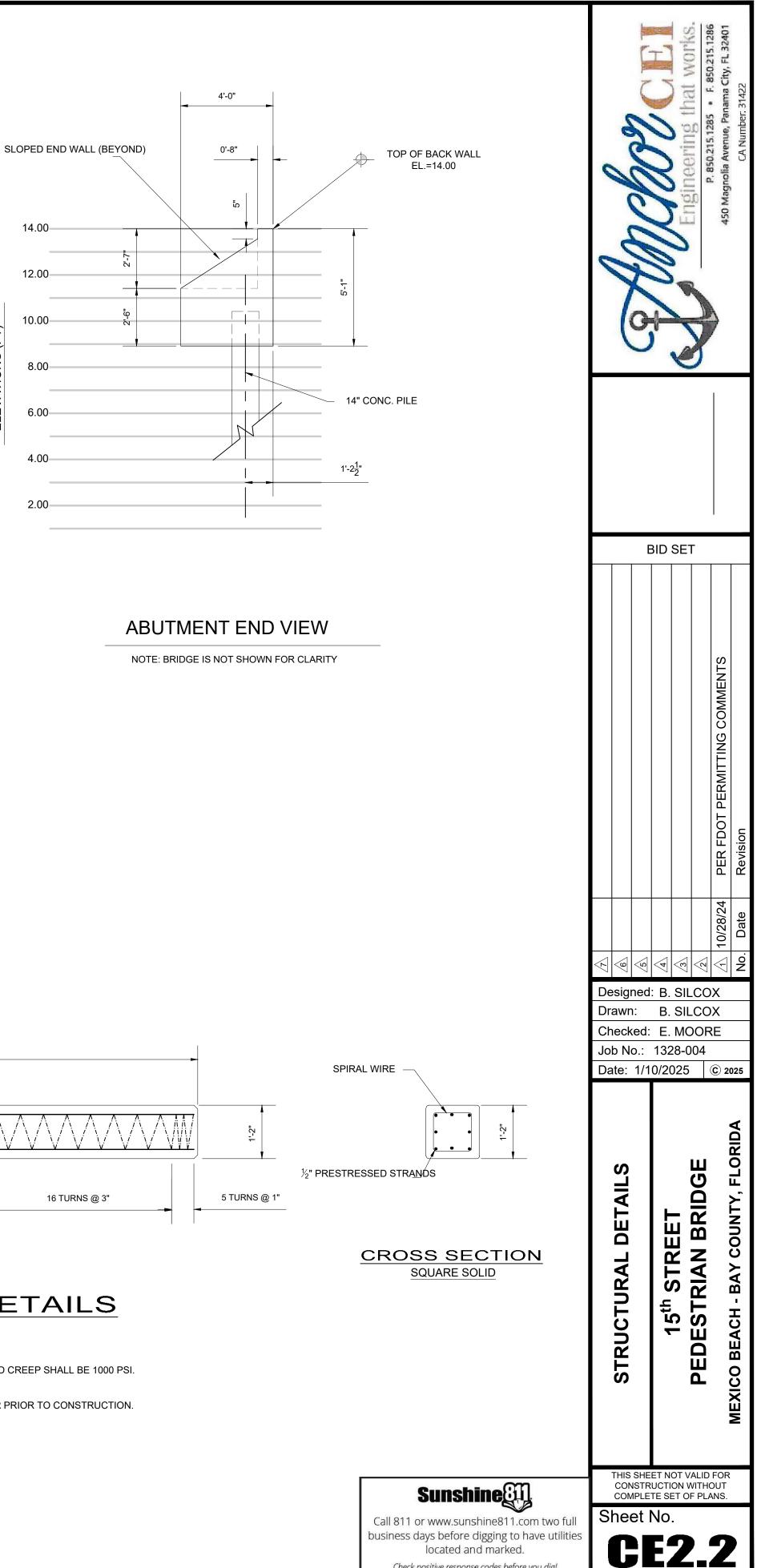
Call 811 or www.sunshine811.com two full business days before digging to have utilities located and marked. *Check positive response codes before you dig!* 

**CE1.1** 









### STRUCTURAL NOTE:

1) GENERAL: TO THE EXTENT APPLICABLE, ALL CONSTRUCTION SHALL CONFORM TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.

2) PREFABRICATED PEDESTRIAN BRIDGE SPECIFICATIONS: PEDESTRIAN BRIDGE SHALL BE PREFABRICATED STEEL AS DESIGNED

- AND CONSTRUCTED BY CONTECH ENGINEERED SOLUTIONS, OR APPROVED EQUAL, AND CONFORMING TO THE FOLLOWING: • THE PREFABRICATED BRIDGE VENDOR MUST APPEAR ON FDOT'S METAL PRODUCTION FACILITY LIST. DESIGN MUST
- CONFORM TO AASHTO'S LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES" STYLE - STEEL TRUSS, WITH HALF THROUGH H SECTION, PARALLEL CHORDS, PRATT DIAGONALS. OVERALL DIMENSIONS AS SHOWN ON THESE PLANS
- DESIGN CODE: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 9<sup>1 H</sup> EDITION, 2020
- DESIGN VEHICLE NONE
- LIVE LOAD 90 PSF
- NUMBER OF PIECES 2
- FINISH GALVANIZED
- DRIDGE DECKING: SHOP INSTALLED G-90 DECK FORMS
- BRIDGE DECK (BY CONTRACTOR) FIELD POURED, 5" THICK, FDOT CLASS IV CONCRETE, PER SECTION 346 OF FDOT'S STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. BRIDGE DECK REINFORCEMENT SHALL BE #6 BARS AT 12" C/C EACH WAY, CENTERED VERTICALLY IN SLAB
- RAILING TYPE HORIZONTAL HSS1-1/2X1-1/2X3/16" SAFETY RAILS WITH 4" MAXIMUM OPENINGS RAILING HEIGHT - 48"
- BEARING COTTON DUCT WITH PTFE
- PROVIDE DETAILED BRIDGE DRAWINGS AND FINAL BEARING REACTION TO ENGINEER OF RECORD.

### 3) FOUNDATION DESIGN:

THESE FOUNDATIONS HAVE BEEN DESIGNED TO RESIST THE FOLLOWING PRELIMINARY LOADS PROVIDED BY THE MANUFACTURER:

BEARING REACTIONS	VERTICAL(LB.)	HORIZONTAL TRANSVERSE (LB.)	LONGITUDINAL (LB.)	LOAD TYPE
DEAD (DC)	16,100			UNFACTORED
DECK DEAD (DW)	9,375			UNFACTORED
LIVE (PL)	13,400			UNFACTORED
WIND (WS)	"+/-" 17,200	32,700*		FACTORED
**OVERTURNING (WSVW - 20 PSF)	-4,400			FACTORED
**OVERTURNING (WSVL - 20 PSF)	-1,700			FACTORED
THERMAL (TU)			2,300 HORIZONTAL	FACTORED

NO OTHER LOADS WERE CONSIDERED. IF HIGHER BEARING REACTIONS ARE CALCULATED DURING FINAL DESIGN ENGINEER OF RECORD WILL MODIFY THE FOUNDATION ACCORDINGLY.

### 4) PILING AND PILE DRIVING

AVAILABLE SOILS INFORMATION SUGGESTS THAT 14" SQUARE PRE-STRESSED CONCRETE PILINGS PARTIALLY JETTED AND THEN DRIVEN TO AN EMBEDMENT DEPTH WILL SUFFICE. HOWEVER, A TEST PILE WILL BE REQUIRED FOR CONFIRMATION PURPOSES. THE TESTS ARE TO BE CONDUCTED AS FOLLOWS:

CONTRACTOR SHALL ORDER A 25 FT. LONG 14" SQUARE TEST PILE, AND DRIVE NEAR TEST LOCATION B-2 (REF GEOTECHNICAL REPORT PG. 5). THE TEST PILE SHALL BE INSTALLED WITH THE SAME EQUIPMENT AND IN THE SAME MANNER AS THE FOUNDATION PILINGS. THE TEST PILE SHALL BE LOADED TO TWICE THE DESIGN PILE CAPACITY IN ACCORDANCE WITH ASTM D-1143 USING THE STANDARD LOADING PROCEDURE. THE RESULTS OF THE PILE TEST SHALL BE PRESENTED TO THE ENGINEER OR RECORD FOR A FINAL DETERMINATION OF PRODUCTION PILE LENGTH. DO NOT ORDER PRODUCTION PILES UNTIL INSTRUCTED TO DO SO BY THE ENGINEER. IF THE PRODUCTION PILE LENGTHS DIFFER FROM THE LENGTHS SHOWN ON THE DRAWINGS, THEN THE CONTRACT PRICE WILL BE ADJUSTED ACCORDING TO THE UNIT PRICE LISTED IN THE BID SCHEDULE, EITHER AS ADDITIVE (IF THE PILES ARE LONGER) OR A DEDUCTIVE (IF THE PILES ARE SHORTER). IT IS EXPECTED THAT THE TEST PILES WILL REMAIN IN PLACE AND BE USED AS A PART OF THE FINAL STRUCTURE.

PILES MAY BE DRIVEN USING DIESEL, AIR OR HYDRAULIC HAMMERS (NO DROP HAMMERS) WITH A MINIMUM RATED CAPACITY OF 20,000 FT-LB. DIESEL AND AIR HAMMERS MUST USE ENVIRONMENTALLY FRIENDLY FUELS AND LUBRICANTS. CONTRACTORS SHALL CONSTRUCT A TEMPLATE OF STEEL PILES AND BEAMS TO GUIDE THE PILES DURING DRIVING. THE FINAL POSITION OF THE CENTER OF PILE AT THE BUTT END MAY NOT VARY HORIZONTALLY MORE THAN 2" FROM THE POSITION INDICATED ON THE PLANS. AXIAL ALIGNMENT MAY NOT DEVIATE BY MORE THAN 1/4" PER FOOT. IT IS EXPECTED THAT THE PILES WILL BE DRIVEN TO THE FINAL BUTT ELEVATION WITHOUT NEED FOR CUT-OFFS. IF CUT-OFFS OR EXTENSION ARE REQUIRED, THE CONTRACTOR WILL BE ENTITLED TO ADDITIONAL COMPENSATION.

5) CAST IN PLACE DECK & ABUTMENTS

- USE THE FOLLOWING MATERIALS: a) REBAR - USE NON-EPOXY COATED, DEFORMED STEEL BARS, WITH A YIELD STRENGTH OF 60KSI (GRADE 60) CONFORMING TO ASTM A 615M. USE PLASTIC REBAR CHAIRS.
- b) CONCRETE FOR ABUTMENTS- USE FDOT'S CLASS IV 5,000 PSI PORTLAND CEMENT CONCRETE c) CONCRETE FOR BRIDGE DECK- USE FDOT'S CLASS IV, MINIMUM 5,500 PSI PORTLAND CEMENT CONCRETE

THE CONTRACTOR IS REQUIRED TO PROVIDE REBAR SHOP DRAWING TO THE ENGINEER FOR HIS REVIEW. PLEASE ALLOW ONE WEEK FOR REVIEW.

PROVIDE PROTECTIVE CONCRETE COVER OVER THE REINFORCING BARS OR TIES AS FOLLOWS:

- CAST IN PLACE BRIDGE DECK: CENTER THE REINFORCING BARS VERTICALLY IN THE SLAB
- CONCRETE PILINGS 3" OVER THE SPIRAL TIES
- PILE CAPS
- CONCRETE POURED AGAINST EARTH 4.5"
- ALL OTHER 3.5"

FORMWORK SHALL BE CONSTRUCTED IN A NEAT, WORKMANLIKE MANNER AND SHALL BE FREE OF ALL DEBRIS AND FOREIGN MATTER PRIOR TO CONCRETE POUR. THE CONTRACTOR SHALL CONSTRUCT FORMWORK AND SHORING TO THE LEVEL NECESSARY TO SUPPORT THE WEIGHT OF CASTING. AT NO TIME DURING CASTING SHALL THE FORMWORK FAIL, SHIFT, BULGE OR LEAK EXCESSIVE AMOUNTS OF CONCRETE.

APPLY A LIQUID MEMBRANE-FORMING CURING COMPOUND TO ALL EXPOSED CONCRETE SURFACES IMMEDIATELY AFTER FINISHING, OR ALTERNATIVELY, USE WET COVERING SUCH AS SATURATED BURLAP, OR PONDING AND MAINTAIN FOR 7 DAYS MINIMUM.

CHAMFER ALL EXPOSED EDGES 3/4."

USE PLASTIC REBAR CHAIRS.

APPLY A BROOM FINISH TO THE TOP OF THE BRIDGE DECK AND THE TOP OF THE ABUTMENT BACK WALL, APPLY A TROWEL FINISH ELSEWHERE.

### 6) MISCELLANEOUS MATERIALS FOR CONSTRUCTION

- a) ANCHOR BOLTS USE 304 STAINLESS STEEL, ALL-THREAD RODS, EMBEDDED 9" INTO THE CONCRETE. b) WHERE EPOXY IS CALLED FOR USE HILTI'S HIT-RE EPOXY ADHESIVE. DRILL, CLEAN HOLE, AND INSTALL THREADED RODS IN STRICT ACCORDANCE WITH HILITI'S LITERATURE. EPOXY ANCHOR BOLTS
- c) CONCRETE PILES USE FDOT 14" PILES WITH CLASS V, 6500 PSI CONCRETE

### 7) GENERAL SEQUENCE OF CONSTRUCTION.

a) VERIFY THE LOCATION OF ANY EXISTING UTILITY LINES THAT MAY IMPACT ON THE CONSTRUCTION. IF THERE IS AN UNFORESEEN CONFLICT REPORT THIS TO THE ENGINEER BEFORE PROCEEDING.

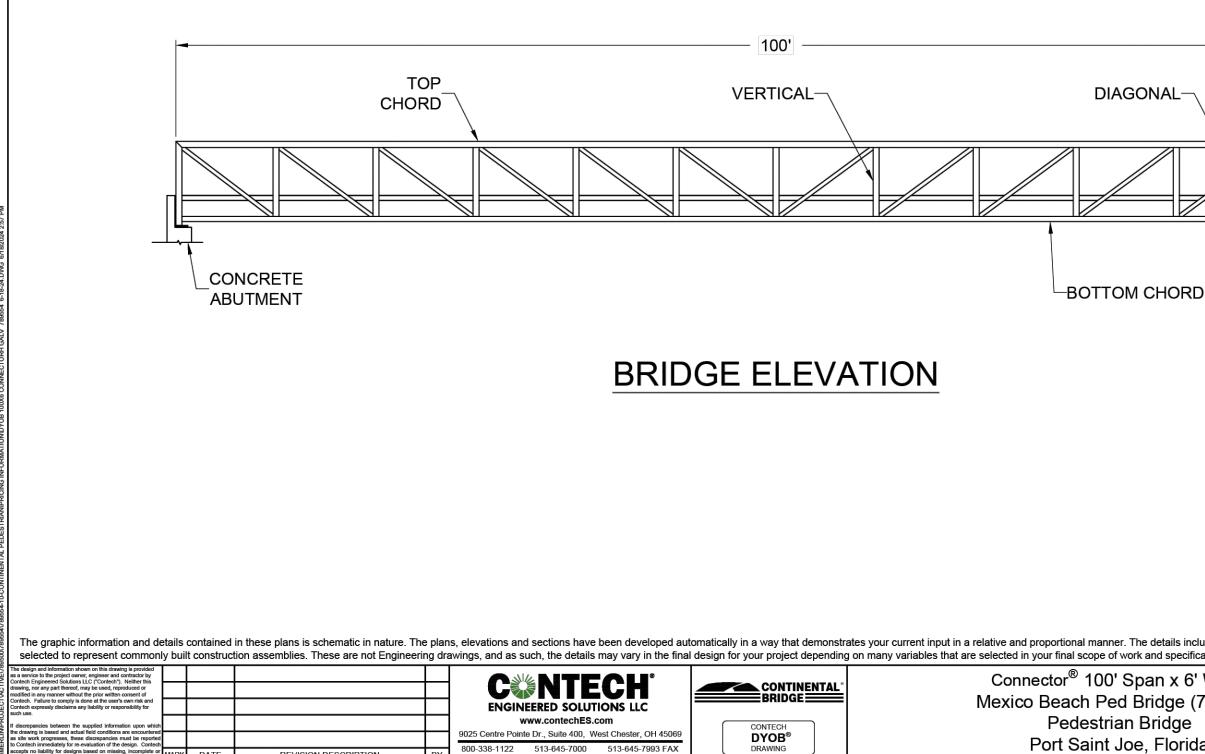
- b) INSTALL EROSION CONTROL, ENVIRONMENTAL CONTROLS, TURBIDITY BARRIERS (IF REQUIRED) ETC. c) CONDUCT DEMOLITION
- d) ROUGH GRADE THE AREAS BELOW THE BRIDGE AND AROUND THE ABUTMENTS e) INSTALL PILE GUIDES
- f) INSTALL THE TEST PILES AND CONDUCT LOAD TEST
- g) ALLOW ENGINEER TO REVIEW TESTS AND VERIFY PRODUCTION PILE LENGTHS h) INSTALL PERMANENT PILES
- i) CONSTRUCT ABUTMENTS
- j) SET PREFAB BRIDGE ON ABUTMENTS
- k) CONSTRUCT THE BRIDGE DECK
- I) PLACE AND COMPACT BACKFILL BEHIND THE ABUTMENTS
- m)INSTALL RIP/RAP & GRASSING ETC.
- n) CLEAN UP

### 8) SUBSURFACE GEOLOGICAL CONDITIONS:

THE CONTRACTOR SHALL READ AND BECOME FAMILIAR WITH THE GEO-TECHNICAL REPORT PREPARED FOR THIS PROJECT BY MAGNUM ENGINEERING, INC. (PEI PROJECT NO: M120-109-157) WHICH IS AVAILABLE UPON REQUEST.

ſ	ŀ								
S			Jo		$\overline{\mathcal{A}}$			0	
he	CON	STRUCTURAL DETAILS	b N	esigi awr	<u>6</u>			- In - I	00
et l	SHE ISTR IPLE		xed: o.: 1/1	ned n:	<u>\5</u>		E	SUCIAL OD	
No	UCTI		132		4		BID	+1 UNIXUN	L'H
	ON V		28-0		3		SE	C L C Fidingari	ind that works
	VITH	PEDESTRIAN BRIDGE	04	_CO	2		Г		Densities - Feendre 1996
	JUT		RE © 20	X	<u> 10/28/24</u>	PER FDOT PERMITTING COMMENTS		450 Magnolia Ave	450 Magnolia Avenue, Panama City, FL 32401
		MEXICO BEACH - BAY COUNTY, FLORIDA	)25		No. Date	Revision		CAN	CA Number. 31422





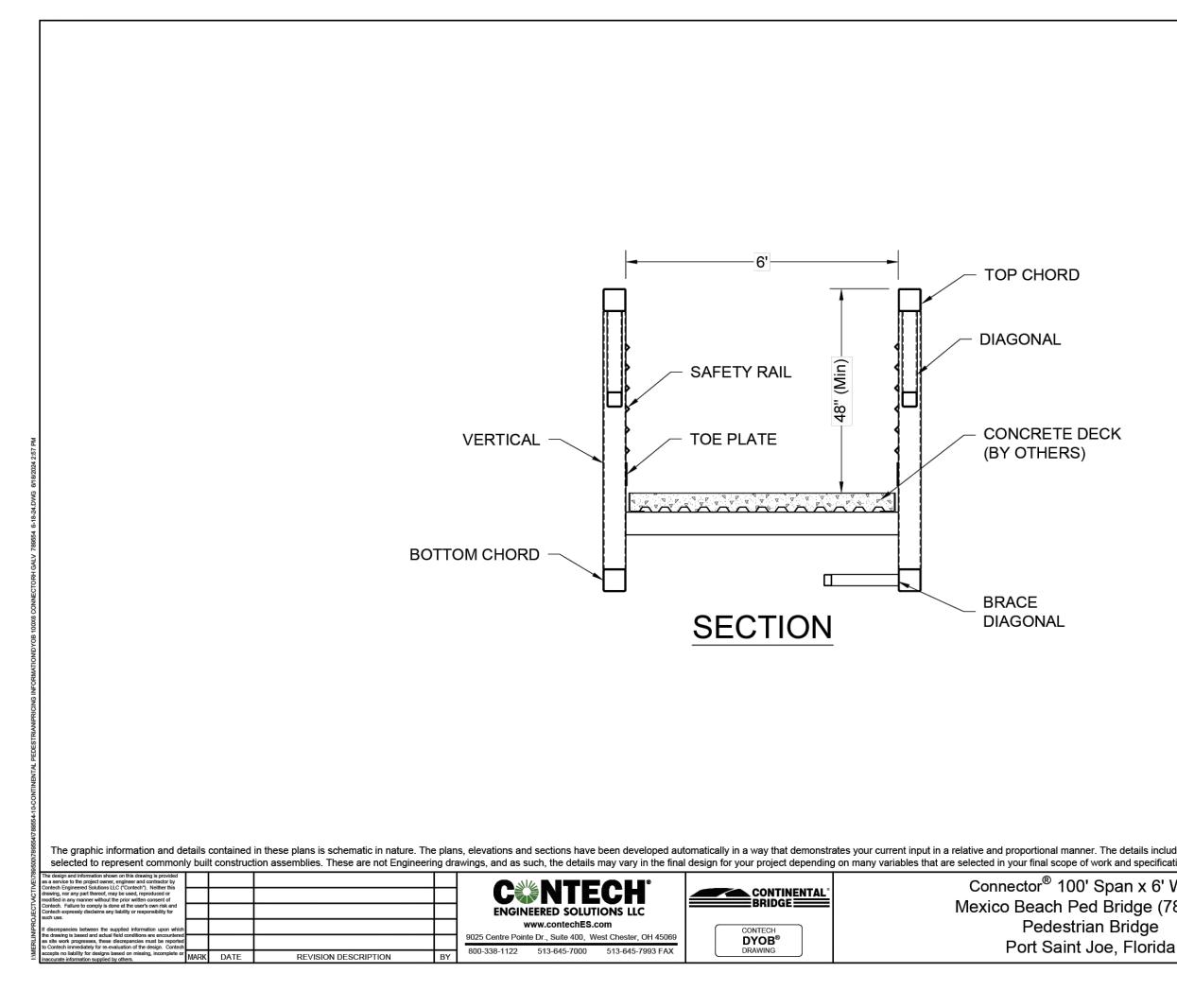
513-645-7000

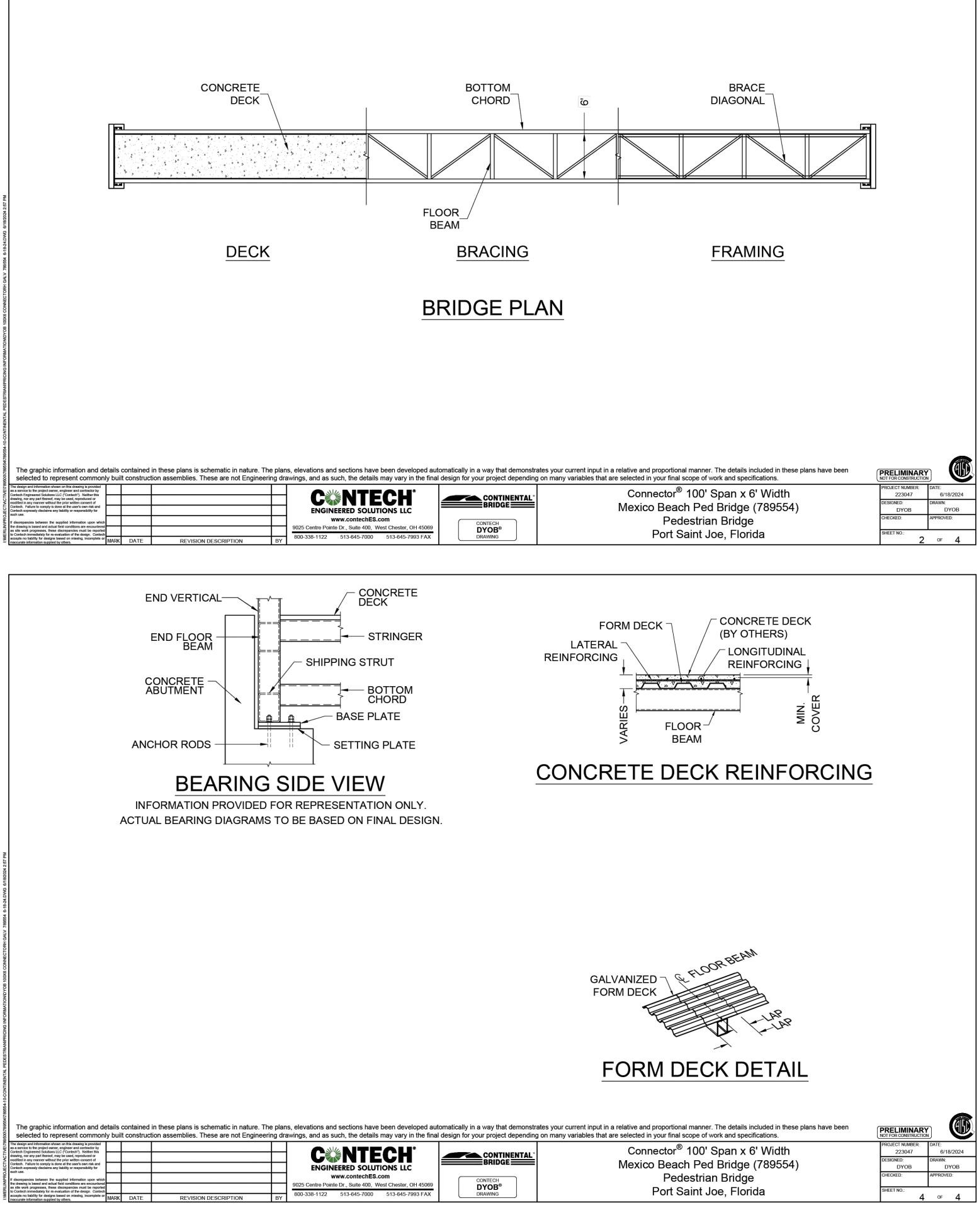
800-338-1122

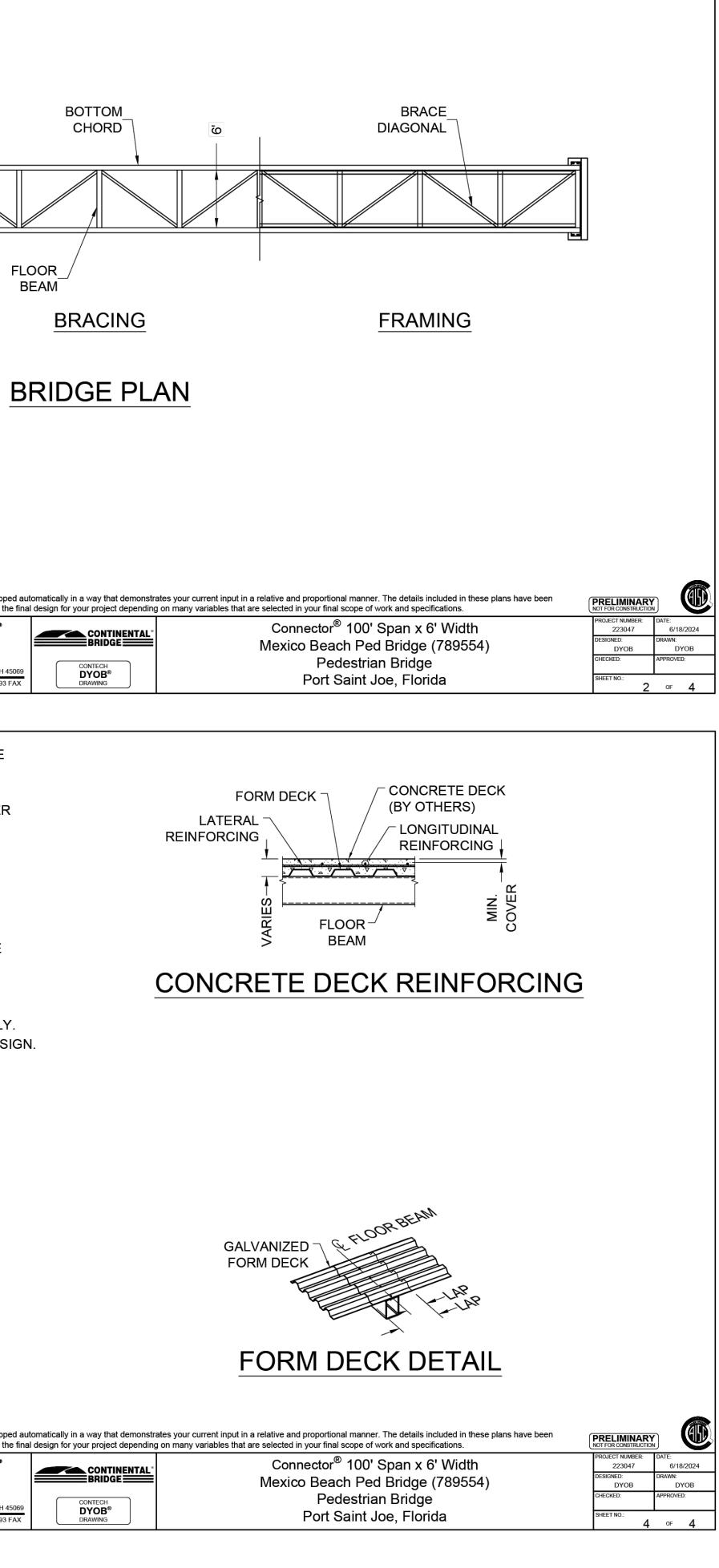
BY

REVISION DESCRIPTION

513-645-7993 F/

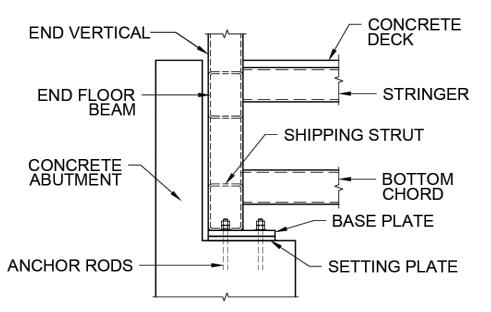






	PRELIMINARY NOT FOR CONSTRUCTION	
an x 6' Width	PROJECT NUMBER: 223047	DATE: 6/18/2024
ridge (789554)	DESIGNED: DYOB	DRAWN: DYOB
Bridge	CHECKED:	APPROVED:
, Florida	SHEET NO.:	of <b>4</b>

9500\789554						is, elevations and sections have been developed aut awings, and as such, the details may vary in the fina	
CTIV	The design and information shown on this drawing is provided as a service to the project owner, engineer and contractor by Contech Engineered Solutions LLC ("Contech"). Neither this drawing, nor any part thereof, may be used, reproduced or modified in any manner without the prior written consent of					<b>C NTECH</b>	
ECT.	Contech. Failure to comply is done at the user's own risk and Contech expressly disclaims any liability or responsibility for such use.					ENGINEERED SOLUTIONS LLC	BRI
RLIN	If discrepancies between the supplied information upon which the drawing is based and actual field conditions are encountered as site work progresses, these discrepancies must be reported to Contech immediately for re-evaluation of the desin. Contech				+	9025 Centre Pointe Dr., Suite 400, West Chester, OH 45069	
ş	to Contech immediately for re-evaluation of the design. Contech accepts no liability for designs based on missing, incomplete or inaccurate information supplied by others.	MARK	DATE	REVISION DESCRIPTION	BY	800-338-1122 513-645-7000 513-645-7993 FAX	



ncluded in these plans have been ifications.	PRELIMINAR NOT FOR CONSTRUCTION		The graphic information and details contained in these plans is schematic in nat selected to represent commonly built construction assemblies. These are not Er
6' Width	PROJECT NUMBER: 223047	DATE: 6/18/2024	The design and information shown on this drawing is provided     an a service to the project owner, engineer and contractor by     Contech Engineered Solutions LLC ("Contech"). Neither this     drawing, nor any cart threeof, may be used, reproduced or
(789554)	DESIGNED: DYOB	DRAWN: DYOB	modified in any manner without the prior wittlen consent of     Contreb. Failure to comply is done at the user's own rink and     Contreb. Failure to comply is done at the user's own rink and     Contreb. repressly disclaims any liability or responsibility for
)	CHECKED:	APPROVED:	G sucr use.
da	SHEET NO .:		as lie viraming is based and actual lied of minimum are encountered as site work progresses, these discrepancies must be reported to for contech immediately for excalation of the design. Contech

	,	,,		
C	NTE			
ENGINI	ERED SOLU	TIONS LLC		
w	ww.contechES	.com		_
9025 Centre Pointe	) Dr., Suite 400, V	West Chester, OH 45069		
800-338-1122	513-645-7000	513-645-7993 FAX	I (	

3 o⊧ 4