BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA
PUBLIC WORKS DEPARTMENT
ENGINEERING / INFRASTRUCTURE DIVISION

INDEX OF ROADWAY PLANS

PLANS PROPOSED FOR

CR297A
WIDENING AND DRAINAGE IMPROVEMENTS

(ESCAMBIA COUNTY ROAD WORK PRISON TO MUSCOGEE ROAD)

VICINITY MAP

PROJECT LENGTH

±3600 LF

30% SUBMITTAL
SEPTEMBER 2015

COMMISSIONERS

DISTRICT ONE	WILSON ROBERTSON
DISTRICT TWO	DOUG UNDERHILL
DISTRICT THREE	LUMON MAY
DISTRICT FOUR	GROVER C. ROBINSON, IV VICE CHAIRMAN
DISTRICT FIVE	STEVEN BARRY, CHAIRMAN

THESE PLANS HAVE BEEN PREPARED IN ACCORDANCE WITH THE LATEST ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS.

PROJECT MANAGER: K. KASSEBAUM	
SECTION / TOWNSHIP / RANGE: 15-16 / 1N / 31W	DISTRICT: 5
PROJECT ENGINEER: PAUL A. BATTLE, P.E.	REG FLA ENG NO: 53126
SIGNATURE:	DATE: 9-8-2015

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GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE COUNTY DESIGN ENGINEER OR DESIGNEE 48 HOURS PRIOR TO CONSTRUCTION.

2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE ESCAMBIA COUNTY ENGINEER SHALL BE COMPLIED WITH IN EVERY DETAIL.

3. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.

4. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.

5. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY FDOT INDEX 104, THE FLORIDA STORMWATER, EROSION, AND SEDIMENT CONTROL INSPECTOR'S MANUAL, LATEST EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE. REFER TO SHEETS 2-3 FOR STORMWATER POLLUTION PREVENTION PLAN & TYPICAL DETAILS.

6. ANY NECESSARY PERMITS NOT PROVIDED IN THE PROJECT MANUAL WILL BE THE RESPONSIBILITY OF THE CONTRACTOR. ESCAMBIA COUNTY WILL PROVIDE STORMWATER AND WETLAND PERMIT AND ASSIST CONTRACTOR WITH REQUIRED PERMITS.

7. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.

8. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS AS NEEDED DURING CONSTRUCTION. ANY PUBLIC LAND CORNER MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY.

9. ALL FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, DIVISION OF STATE LANDS, BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTATION SHALL BE PROTECTED AT ALL TIMES. ANY DISTURBANCE TO SAID MONUMENTS SHALL BE REPLACED AT THE CONTRACTORS EXPENSE WITH NO COMPENSATION FROM THE COUNTY.

10. THE CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.

11. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.

12. EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.

13. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.

14. ALL MATERIALS, TESTING AND CONSTRUCTION METHODS SHALL CONFORM TO THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS, LATEST EDITION.

15. ANY REFERENCE TO FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, DIVISION 1, GENERAL REQUIREMENTS AND COVENANTS, SHALL BE EXCLUDED AND NOT APPLICABLE TO ANY SPECIFICATION REFERRED HEREIN OR OTHERWISE LISTED IN THESE PLANS OR RELATED DOCUMENTS OR THE ESCAMBIA COUNTY TECHNICAL SPECIFICATIONS REFERENCED ON SHEET 3.

16. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.

17. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES EXCEPT WHEN DETOURS APPLY. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY. IF THE ROADWAY REQUIRES CLOSURE FOR IMPROVEMENTS THE CONTRACTOR SHALL SUBMIT A DETOUR PLAN TO THE COUNTY AND EMERGENCY RESPONSE AGENCIES AT LEAST 72 HOURS PRIOR TO ROAD CLOSURE.

18. THE USE OF VARIABLE MESSAGE BOARDS WILL BE REQUIRED.

19. CONTRACTOR SHALL COMPLY WITH ALL F.D.E.P. AND ARMY CORP. OF ENGINEERS REQUIREMENTS.

20. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE COUNTY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE COUNTY.

21. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

    REBOL-BATTLE AND ASSOCIATES
    2301 N. NINTH AVENUE, SUITE 300
    PENSACOLA, FLORIDA 32503
    850-438-0400

22. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.

23. SOD RIGHT-OF-WAY IN ACCORDANCE WITH COUNTY SPECIFICATION SECTION 2900 WHICH REQUIRES CENTIPEDE SOD OR SOD MATCHING THE EXISTING GRASS TYPE OF ESTABLISHED YARDS.

24. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.

25. EXISTING DRAINAGE FEATURES WITHIN LIMITS OF CONSTRUCTION SHALL BE REMOVED UNLESS OTHERWISE NOTED IN PLANS.

26. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.

27. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.

28. REMOVE AND REPLACE ALL FENCES TO RIGHT-OF-WAY LINE. THE NEW FENCE LOCATIONS ARE SHOWN ON THE PLAN AND PROFILE SHEETS

29. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.

30. ALL REINFORCED CONCRETE PIPE MUST BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.

31. THE MAXIMUM ALLOWABLE SLOPE FOR GRASS DITCH CONSTRUCTION IS 3:1 UNLESS SPECIFICALLY IDENTIFIED ON INDIVIDUAL CROSS SECTIONS WITHIN THE PLAN SET OR AS APPROVED BY THE ENGINEER OF RECORD. THE TYPICAL SLOPE IS 4:1.

32. THE CONTRACTOR IS RESPONSIBLE FOR ALL NPDES (IF REQUIRED) PERMITTING NOTIFICATIONS AND INSPECTIONS. SEE SHEET 2. THE CONTRACTOR SHALL SUBMIT AT A MINIMUM WEEKLY INSPECTION REPORTS AND ADDITIONAL REPORTS FOR EACH RAIN EVENT GREATER THAN ½" TO THE PROJECT CEI.

33. ALL ASPHALT TO BE REMOVED SHALL BE SAWCUT AT CONNECTIONS TO EXISTING ROADS AND DRIVEWAYS THAT ARE TO REMAIN. CONTRACTOR SHALL PROTECT SAWCUT EDGES TO REMAIN.

34. THE CONTRACTOR SHALL MAINTAIN RECORD DRAWINGS DURING CONSTRUCTION WHICH SHOW "AS-BUILT" CONDITIONS OF ALL WORK INCLUDING PIPING, DRAINAGE STRUCTURES, OUTLET STRUCTURES, DIMENSIONS, ELEVATIONS, GRADING, ETC. RECORD DRAWINGS SHALL BE PROVIDED TO THE ENGINEER OF RECORD PRIOR TO REQUESTING FINAL INSPECTION.

35. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH LOCAL, STATE AND FEDERAL REQUIREMENTS.

36. THE OWNER INTENDS THAT THE CONTRACT DOCUMENTS WILL PROVIDE A COMPLETE AND FULLY FUNCTIONAL PROJECT. WHERE LABOR AND MATERIALS MAY BE REQUIRED TO PROVIDE A COMPLETE AND FULLY FUNCTIONAL PROJECT BUT IS NOT FULLY SPECIFIED, DETAILED OR SHOWN AS A CONSTRUCTION ITEM, THE CONTRACTOR SHALL PROVIDE THE REQUIRED MATERIAL OR LABOR TO MEET THE INTENT OF THE CONTRACT DOCUMENTS. THIS REQUIREMENT MAY ONLY BE CONSTRUED AS A REQUIREMENT TO COMPLETE OR MAKE FUNCTIONAL CONSTRUCTION ITEMS SHOWN IN OR ON THE CONTRACT DOCUMENTS.

37. PRIOR TO COMMENCING CONSTRUCTION ON SITE, THE CONTRACTOR SHALL VIDEO TAPE EXISTING CONDITIONS ON SITE AND AT OFF SITE CONSTRUCTION AREAS. THE CONTRACTOR SHALL CONCENTRATE VIDEO DETAIL AT CONSTRUCTION AREAS ADJACENT TO EXISTING RIGHTS-OF-WAY, AREAS ADJACENT TO EXISTING BUILDINGS OR OTHER IMPROVEMENTS, AND EXISTING PROPERTY LINES. THE CONTRACTOR SHALL KEEP ONE COPY AND PROVIDE ONE COPY EACH TO THE OWNER AND OWNER'S CONSTRUCTION INSPECTION/ADMINISTRATION REPRESENTATIVE.

38. ALL FINAL CONSTRUCTION AND CONSTRUCTION WORK SHALL BE IN COMPLIANCE WITH ALL LOCAL, STATE AND FEDERAL BUILDING AND/OR CONSTRUCTION CODES, RULES OR REQUIREMENTS AS APPLICABLE.

39. THE CONTRACTOR SHALL REMOVE ALL LANDSCAPING (TREES & SHRUBS) & HARD-SCAPE WITHIN THE CONSTRUCTION LIMITS OTHER THAN AREAS SPECIFICALLY NOTED TO REPLACE IN KIND. THE CONTRACTOR SHALL NOTIFY PROPERTY OWNERS PRIOR TO REMOVAL.

40. ALL CABLE DAMAGE MUST BE REPORTED TO THE AT&T FLORIDA REPAIR SERVICE DEPARTMENT AT 611 FROM A LAND LINE OR 1-800-432-1424 IF USING A CELL PHONE.

41. AT&T FLORIDA WILL COMPLETE ALL WORK DURING OUR 'NORMAL WORKING HOURS' (MONDAY TO FRIDAY 7:30AM TO 4:30PM). NO NIGHT WORK.

42. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY ESCAMBIA COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.

43. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.

44. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE COUNTY ENGINEER OR DESIGNEE.

45. GRADED AGGREGATE BASE SHALL BE REQUIRED WHERE THE SEASONAL HIGH GROUND WATER ENCROACHES WITHIN TWO (2) FEET OF THE BOTTOM OF BASE.

46. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.

47. MAINTENANCE OF TRAFFIC AS PER FDOT INDEX 600.

48. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH POSTAL REQUIREMENTS AND IN ACCORDANCE WITH ESCAMBIA COUNTY TECHNICAL SPECIFICATION, FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR COUNTY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.

49. WHERE UNSUITABLE MATERIAL, AS DEFINED BY THE COUNTY SPECIFICATIONS SECTION 02300, 1.3(I), IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE COUNTY ENGINEER OR DESIGNEE PRIOR TO ANY EXCAVATION.

50. IF ARCHAEOLOGICAL MATERIAL/PREHISTORIC ARTIFACTS SUCH AS POTTERY OR CERAMICS, STONE TOOLS OR METAL IMPLEMENTS, OR ANY OTHER PHYSICAL REMAINS THAT COULD BE ASSOCIATED WITH NATIVE AMERICAN CULTURES, OR EARLY COLONIAL OR AMERICAN SETTLEMENT ARE ENCOUNTERED AT ANY TIME, THE PROJECT SHOULD CEASE ALL ACTIVITIES INVOLVING SUBSURFACE DISTURBANCE IN THE IMMEDIATE VICINITY OF SUCH DISCOVERIES. THE APPLICANT/RECIPIENT, OR OTHER DESIGNEE, SHOULD CONTACT THE FLORIDA DEPARTMENT OF STATE, DIVISION OF HISTORICAL RESOURCES, THE STATE HISTORIC PRESERVATION OFFICER (SHPO) AND THE DSH/FEMA REGION IV ENVIRONMENTAL OFFICER AND FDEP STATE ENVIRONMENTAL LIAISON OFFICER FOR FURTHER GUIDANCE. PROJECT ACTIVITIES SHOULD NOT RESUME WITHOUT VERBAL AND/OR WRITTEN AUTHORIZATION FROM THE DIVISION OF HISTORICAL RESOURCES.

51. IN THE EVENT THAT UNMARKED HUMAN REMAINS ARE ENCOUNTERED DURING PERMITTED ACTIVITIES, ALL WORK MUST STOP IMMEDIATELY AND THE PROPER AUTHORITIES NOTIFIED IN ACCORDANCE WITH F.S. 872.05.

52. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

FARM HILL UTILITIES INC
120 MADRID ROAD
CANTONMENT, FL 32533-1012
PH: (850) 968-2573

SANITARY SEWER/WATER - EMERALD COAST UTILITY AUTHORITY
MIKE HAMLIN
BOX 15311
PENSACOLA, FL. 32514 PH: (850) 969-3310

NATURAL GAS - ENERGY SERVICES OF PENSACOLA
CLINT SHERAT
1625 ATWOOD DRIVE
PENSACOLA, FL. 32514 PH: (850) 793-5285

TELEPHONE - AT&T
BARRY POWELL
605 WEST GARDEN STREET
PENSACOLA, FL. 32501 PH: (850) 554-4413

ESCAMBIA COUNTY TRAFFIC SIGNAL UTILITY SPOTS
JOHNNY COX
PH: (850) 595-3484

ELECTRIC - GULF POWER
CHAD SWAILS
5120 DOGWOOD DRIVE
MILTON, FL. 32570 PH: (850) 429-2446

CABLE - COX CABLE
LISSA DEES
2421 EXECUTIVE PLAZA
PENSACOLA, FL. 32504 PH: (850) 857-4564

SUNSHINE STATE ONE-CALL
7200 LAKE ELLENOR DRIVE, SUITE 200
ORLANDO, FL. 32809 PH: (800) 432-4770

LEGEND

- PROPOSED ASPHALT
- EXISTING ASPHALT
- EXISTING CONCRETE
- PROPOSED CONCRETE
- DEMOLITION
- DEMOLITION
- CENTERLINE
- RIGHT-OF-WAY LINE
- GUARDRAIL
- TREE LINE
- 100 PROPOSED CONTOUR
- 100 EXISTING CONTOUR
- SET ½" CAPPED IRON ROD No.7916
- FOUND 4"x4" CONCRETE MONUMENT
- BENCHMARK
- A-1 SOIL BORING & LABEL
- WATER VALVE
- TELEPHONE EQUIPMENT
- BURIED TELEPHONE LINE MARKER
- UTILITY POLE
- ROAD SIGN
- POST/BOLLARD

CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS

GENERAL NOTES & MASTER LEGEND

ESCAMBIA COUNTY FLORIDA

REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
2301 N. 9th Ave., Suite 300, Pensacola, Florida 32503
Telephone 850.438.0400 Fax 850.438.0448

DRAWN BY: C. DUELLMAN	DESIGNED BY: P. BATTLE / J. REBOL	CHECKED BY: P. BATTLE, P.E.	REG. FLA. ENG. NO. 53126
DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	SIGNATURE:
FIELD BOOK / PAGES:		SECTION / TOWNSHIP / RANGE 10-11 / 1N / 31 W	DATE: 9-8-2015

NUMBER	REVISIONS	DATE	APPROVED BY

DRAWING NUMBER

PROJECT NUMBER

SURVEY NUMBER 2014.119

SHEET 1 OF 27

30% SUBMITTAL

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL EROSION AND SEDIMENT CONTROL PRACTICES TO BE INSTALLED PRIOR TO ANY MAJOR SOIL DISTURBANCE, OR IN THEIR PROPER SEQUENCE, AND MAINTAINED UNTIL PERMANENT PROTECTION IS ESTABLISHED.

2. ANY DISTURBED AREAS THAT WILL BE LEFT EXPOSED MORE THAN 30 DAYS, AND NOT SUBJECT TO CONSTRUCTION TRAFFIC, WILL IMMEDIATELY RECEIVE A TEMPORARY SEEDING. IF THE SEASON PREVENTS THE ESTABLISHMENT OF A TEMPORARY COVER, THE DISTURBED AREAS WILL BE MULCHED WITH STRAW, OR EQUIVALENT MATERIAL, AT A RATE OF TWO (2) TONS PER ACRE, ACCORDING TO STATE STANDARDS.

3. PERMANENT VEGETATION TO BE SEEDED OR SODDED ON ALL EXPOSED AREAS WITHIN TEN (10) DAYS AFTER GRADING. MULCH TO BE USED AS NECESSARY FOR PROTECTION UNTIL SEEDING IS ESTABLISHED.

4. ALL WORK AND MATERIALS TO BE IN ACCORDANCE WITH THE FDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST EDITION, SECTIONS 104, 570, 575 AND 980 TO 986.

*5. A BITUMINOUS CONCRETE BASE COURSE WILL BE APPLIED IMMEDIATELY FOLLOWING ROUGH GRADING AND INSTALLATION OF IMPROVEMENTS IN ORDER TO STABILIZE STREETS, ROADS, DRIVEWAYS AND PARKING AREAS. IN AREAS WHERE NO UTILITIES ARE PRESENT, THE BITUMINOUS CONCRETE BASE SHALL BE INSTALLED WITHIN 15 DAYS OF THE PRELIMINARY GRADING.

*6. IMMEDIATELY FOLLOWING INITIAL DISTURBANCE OR ROUGH GRADING, ALL CRITICAL AREAS SUBJECT TO EROSION (I.E. STEEP SLOPES AND ROADWAY EMBANKMENTS) WILL RECEIVE A TEMPORARY SEEDING IN COMBINATION WITH STRAW MULCH OR A SUITABLE EQUIVALENT, AT A THICKNESS OF TWO (2) TO FOUR (4) INCHES MIXED WITH THE TOP TWO (2) INCHES OF SOIL, ACCORDING TO STATE STANDARDS.

*7. ANY STEEP SLOPES RECEIVING PIPELINE INSTALLATION WILL BE BACKFILLED AND STABILIZED DAILY, AS THE INSTALLATION PROCEEDS (I.E. SLOPES GREATER THAN 3:1).

*8. A CRUSHED LIMEROCK, VEHICLE WHEEL-CLEANING BLANKET SHALL BE INSTALLED AT THE CONTRACTOR'S STAGING YARD AND/OR STOCKPILE AREAS TO PREVENT OFF-SITE TRACKING OF SEDIMENT BY CONSTRUCTION VEHICLES ONTO PUBLIC ROADS. BLANKET SHALL BE 15FT. X 50FT. X 6IN. (MINIMUM), CRUSHED LIMEROCK 2 1/2 INCHES IN DIAMETER. SAID BLANKET SHALL BE UNDERLAIN WITH A FDOT CLASS 3 SYNTHETIC FILTER FABRIC AND MAINTAINED IN GOOD ORDER.

9. AT THE TIME WHEN THE SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION IS GOING TO BE ACCOMPLISHED, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT ADEQUATE VEGETATIVE GROUND COVER, SHALL BE REMOVED OR TREATED IN SUCH A WAY THAT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT
SUITABLE FOR VEGETATIVE GROUND COVER. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, NON-VEGETATIVE MEANS OF PERMANENT GROUND STABILIZATION WILL HAVE TO BE EMPLOYED.

*10. CONDUIT OUTLET PROTECTION MUST BE INSTALLED AT ALL REQUIRED OUTFALLS PRIOR TO THE DRAINAGE SYSTEM BECOMING OPERATIONAL.

11. UNFILTERED DEWATERING IS NOT PERMITTED. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS DURING ALL DEWATERING OPERATIONS TO MINIMIZE SEDIMENT TRANSFER.

12. SHOULD THE CONTROL OF DUST AT THE SITE BE NECESSARY, THE SITE WILL BE SPRINKLED UNTIL THE SURFACE IS WET, TEMPORARY VEGETATION COVER SHALL BE ESTABLISHED OR MULCH SHALL BE APPLIED IN ACCORDANCE WITH STATE STANDARDS FOR EROSION CONTROL.

13. ALL SOIL WASHED, DROPPED, SPILLED OR TRACKED OUTSIDE THE LIMIT OF DISTURBANCE OR ONTO PUBLIC RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY.

14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY EROSION OR SEDIMENTATION THAT MAY OCCUR BELOW STORMWATER OUTFALLS OR OFFSITE AS A RESULT OF CONSTRUCTION OF THE PROJECT.

15. ALL SOIL STOCKPILES ARE TO BE TEMPORARILY STABILIZED IN ACCORDANCE WITH SOIL EROSION AND SEDIMENT CONTROL NOTE NUMBER 2 (ABOVE).

16. THE SITE SHALL AT ALL TIMES BE GRADED AND MAINTAINED SUCH THAT ALL STORM WATER RUNOFF IS DIVERTED TO SOIL EROSION AND SEDIMENT CONTROL FACILITIES.

17. ALL SEDIMENTATION STRUCTURES SHALL BE INSPECTED AND MAINTAINED REGULARLY.

18. ALL CATCH BASIN INLETS SHALL BE PROTECTED WITH HAY BALES AS SHOWN ON DETAIL.

19. THE CONTRACTOR SHALL PREPARE A PLAN FOR THE PROPER DEWATERING AND DOWNSTREAM SILTATION PROTECTION OF EACH STREAM CROSSING PRIOR TO EXCAVATING THE STREAM BED. PLAN SHALL BE FORWARDED TO THE ENGINEER FOR APPROVAL. THE ENGINEER SHALL BE NOTIFIED FOR INSPECTION PRIOR TO EACH STREAM CROSSING CONSTRUCTION.

20. ANY AREAS USED FOR THE CONTRACTOR'S STAGING, INCLUDING BUT NOT LIMITED TO, TEMPORARY STORAGE OF STOCKPILED MATERIALS (E.G. CRUSHED STONE, QUARRY PROCESS STONE, SELECT FILL, EXCAVATED MATERIALS, ETC.), SHALL BE ENTIRELY PROTECTED BY A SILT FENCE ALONG THE LOW ELEVATION SIDE TO CONTROL SEDIMENT RUNOFF.

* WHERE APPLICABLE

TEMPORARY SEEDING DETAILS:

SEED BED PREPARATION:

SOIL TO BE THOROUGHLY PULVERIZED BY DISK-HARROWING AND BE LOOSE AND REASONABLY SMOOTH. APPLY FERTILIZER AT A RATE OF 260 LBS/ACRE OF 16-16-16 OR EQUIVALENT, APPLY DOLOMITIC LIMESTONE AT A RATE OF 800 TO 1000 LBS./ACRE TO PROVIDE A SOIL pH OF 5.5 TO 6.5, LIME & FERTILIZER TO BE WORKED INTO THE TOPSOIL TO A DEPTH OF 4". ADD SANDY LOAM TOPSOIL TO A MINIMUM OF TWO (2) INCHES WHERE REQUIRED.

SEED MIXTURE

CONSISTING OF ANNUAL RYE (LOLIUM MULTIFLORUM) AT A RATE OF 174 LBS/ACRE.

PERMANENT SEEDING DETAILS:

SEED BED PREPARATION:

SOIL TO BE THOROUGHLY PULVERIZED BY DISK-HARROWING AND BE LOOSE AND REASONABLY SMOOTH. APPLY FERTILIZER AT A RATE OF 260 LBS/ACRE OF 16-16-16 OR EQUIVALENT, APPLY DOLOMITIC LIMESTONE AT A RATE OF 800 TO 1000 LBS./ACRE TO PROVIDE A SOIL pH OF 5.5 TO 6.5, LIME & FERTILIZER TO BE WORKED INTO THE TOPSOIL TO A DEPTH OF 4". ADD SANDY LOAM TOPSOIL TO A MINIMUM OF TWO (2) INCHES WHERE REQUIRED.

SEED MIXTURE CONSISTING OF	RATE	PURITY	GERMINATION
ARGENTINE BAHIA	260 LBS/AC.	95%	80%
PENSACOLA BAHIA	260 LBS/AC.	95%	40%(MIN.)-80%(TOTAL)

SODDING:

SOD SHALL BE WELL ROOT MATTED CENTIPEDE OR BAHIA GRASS COMMERCIALLY CUT TO A MINIMUM DIMENSION OF 12" x 24" A MAXIMUM OF 72 HOURS PRIOR TO PLACEMENT. SOD SHALL BE LIVE, FRESH AND UNINJURED, REASONABLY FREE OF WEEDS AND OTHER GRASSES, WITH A HEAVY SOIL MAT ADHERING TO THE ROOT SYSTEM. SOD SHALL BE GROWN, CUT, AND SUPPLIED BY A STATE CERTIFIED GROWER.

TRAFFIC CONTROL STANDARDS:

1. CONSTRUCTION TRAFFIC SHALL BE RESTRICTED TO ONSITE ACCESS BY MEANS SO DESIGNATED BY THE ENGINEER, POLICE/SHERIFF DEPARTMENT, ESCAMBIA COUNTY HIGHWAY DEPARTMENT, AND/OR THE FLORIDA DEPARTMENT OF TRANSPORTATION.
2. TRAFFIC DURING WET WEATHER SHALL BE MINIMIZED AND APPROPRIATE ROADWAY AND SITE CLEAN-UP SHALL BE PROVIDED BY THE CONTRACTOR AS SOON AS WEATHER CONDITIONS PERMIT.

TREE PROTECTION:

1. DAMAGED TRUNKS OR EXPOSED ROOTS WILL BE PAINTED IMMEDIATELY WITH A GOOD GRADE OF "TREE PAINT".

2. TREE LIMB REMOVAL, WHERE NECESSARY, WILL BE DONE FLUSH TO TRUNK OR MAIN BRANCH AND THAT AREA PAINTED IMMEDIATELY WITH A GOOD GRADE OF TREE PAINT.

DUST CONTROL:

1. ALL AREAS OF CLEARING AND EMBANKMENT AS WELL AS CONSTRUCTION HAUL ROADS SHALL BE TREATED AND MAINTAINED IN SUCH A MANNER AS TO MINIMIZE ANY DUST GENERATION.

2. DISTURBED AREAS SHALL BE MAINTAINED IN A ROUGH GRADED CONDITION AND TEMPORARILY SEEDED AND/OR MULCHED UNTIL PROPER WEATHER CONDITIONS EXIST FOR THE ESTABLISHMENT OF PERMANENT VEGETATION COVER.

3. IN EVENT OF EMERGENCY CONDITIONS, TILLAGE WILL BE SATISFACTORY FREE BEFORE SOIL BLOWING STARTS.

4. CALCIUM CHLORIDE MAY BE APPLIED TO UNPAVED ROADWAY AREAS, ONLY, SUBJECT TO THE ENGINEER'S APPROVAL AND CONFORMANCE WITH FDOT STANDARD SPECIFICATIONS, SECTION 102-5, LATEST EDITION.

PROPOSED SEQUENCE OF CONSTRUCTION:

1. THE INSTALLATION OF ALL SEDIMENT AND EROSION CONTROL DEVICES THAT CAN BE PLACED PRIOR TO ANY MAJOR SOIL DISTURBANCES.

2. CLEAR AND REMOVE ALL EXISTING VEGETATION IN THOSE AREAS WHERE NECESSARY. ALL REMAINING VEGETATION IS TO BE PROPERLY PROTECTED AND IS TO REMAIN IN ITS NATURAL STATE. TOPSOIL IN AREAS TO BE DISTURBED IS TO BE STRIPPED TO A MINIMUM DEPTH OF SIX (6) INCHES AND STOCKPILED SEPARATELY FROM FROM OTHER EXCAVATED SOIL(S)

3. THE IMMEDIATE INSTALLATION OF ALL REMAINING SEDIMENT AND EROSION CONTROL DEVICES.

4. PERFORM ALL DEMOLITION WORK.

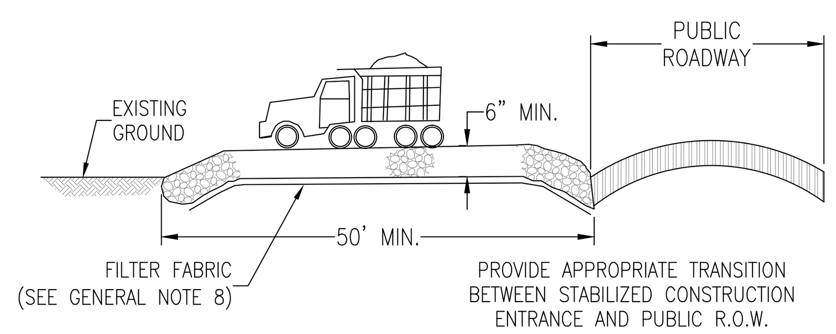
5. CONSTRUCT ALL UNDERGROUND UTILITIES AND STORM DRAIN SYSTEMS.

6. CONSTRUCT ROADS (SUBGRADE, CURB & GUTTER, BASE, PAVEMENT, SIDEWALKS AND LANDSCAPING).

7. COMPLETE STORMWATER PONDS.

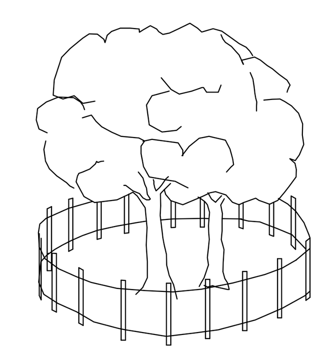
8. UPON THE COMPLETION OF THE CONSTRUCTION ACTIVITIES, PROVIDE RESTORATION, FINE GRADE REMAINDER OF SITE, RESPREAD STOCKPILED TOPSOIL AND STABILIZE WITH PERMANENT VEGETATIVE COVER AND LANDSCAPING.

9. THE REMOVAL OF APPROPRIATE TEMPORARY SEDIMENT AND EROSION CONTROL DEVICES.



STABILIZED CONSTRUCTION ENTRANCE DETAIL

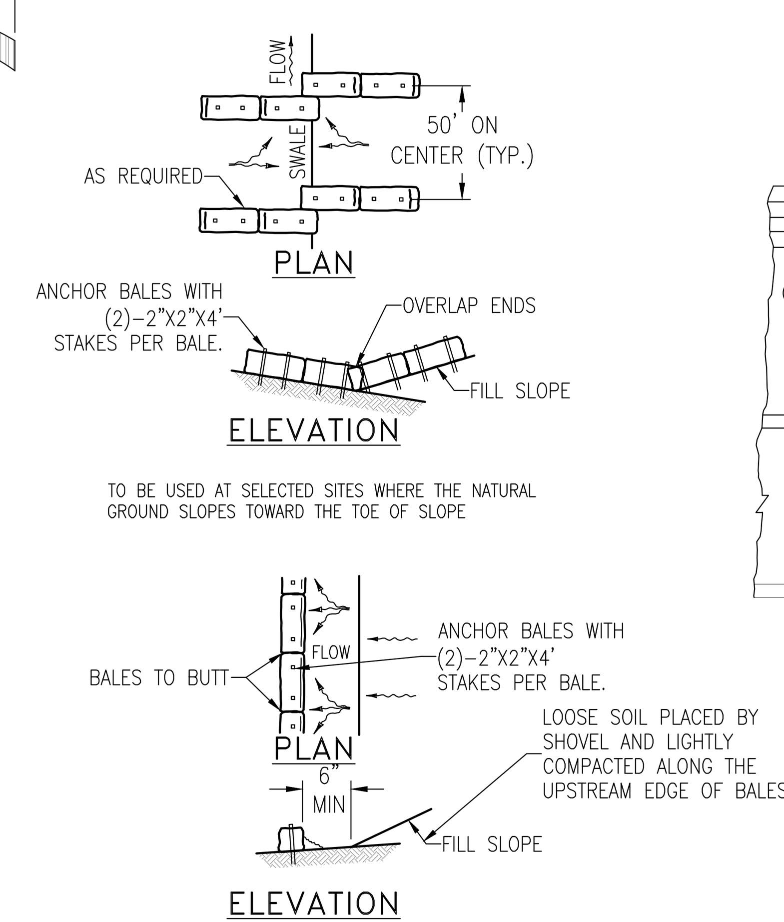
N.T.S.



NOTE:
ALL PROTECTED TREES AS SHOWN ON THE PLANS TO REMAIN ARE TO BE PROTECTED DURING CONSTRUCTION. THE CONTRACTOR SHALL INSTALL ORANGE CONSTRUCTION FENCING AT THE DRIP LINE OF EACH PROTECTED TREE BEFORE WORKING IN THE VICINITY OF THE TREE.

TREE BARRICADE DETAIL

N.T.S.

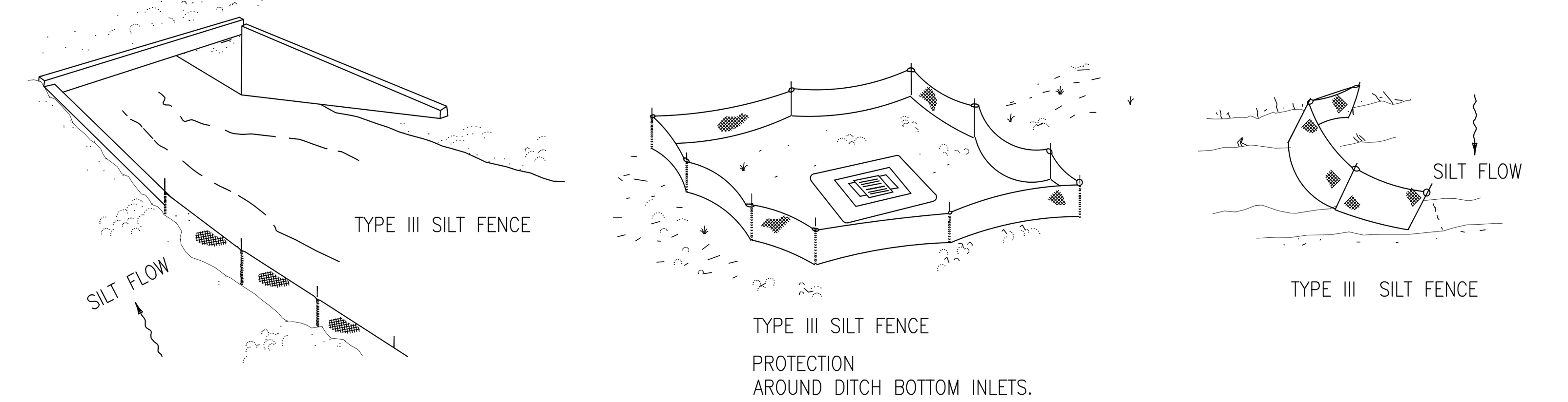


TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES TOWARD THE TOE OF SLOPE

TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES AWAY FROM THE TOE OF SLOPE

BARRIERS FOR FILL SLOPES

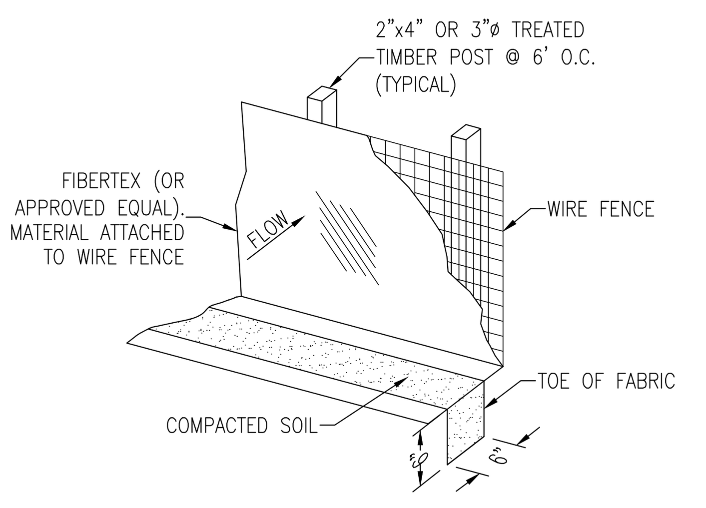
N.T.S.



SILT FENCE APPLICATIONS

N.T.S.

DO NOT DEPLOY IN A MANNER THAT SILT FENCES WILL ACT AS A DAM ACROSS PERMANENT FLOWING WATERCOURSES. SILT FENCES ARE TO BE USED AT UPLAND LOCATIONS AND TURBIDITY BARRIERS USED AT PERMANENT BODIES OF WATER.



SILT FENCE DETAIL

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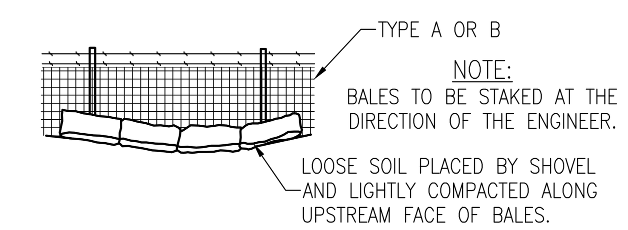
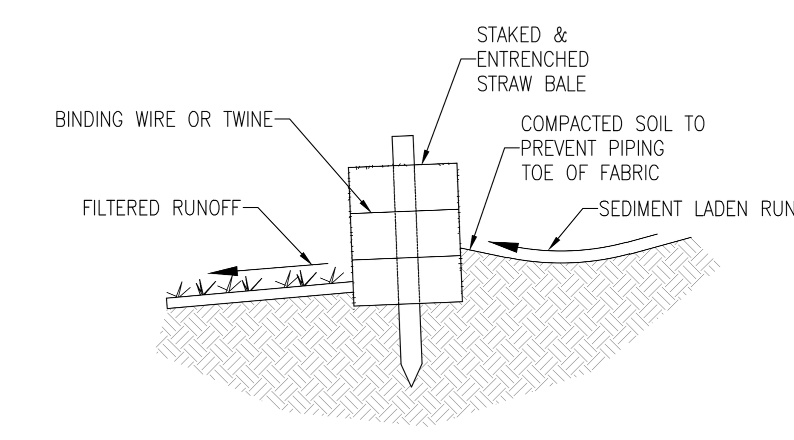


STRAW BALES BACKED BY FENCE

N.T.S.



STRAW BALE DETAIL

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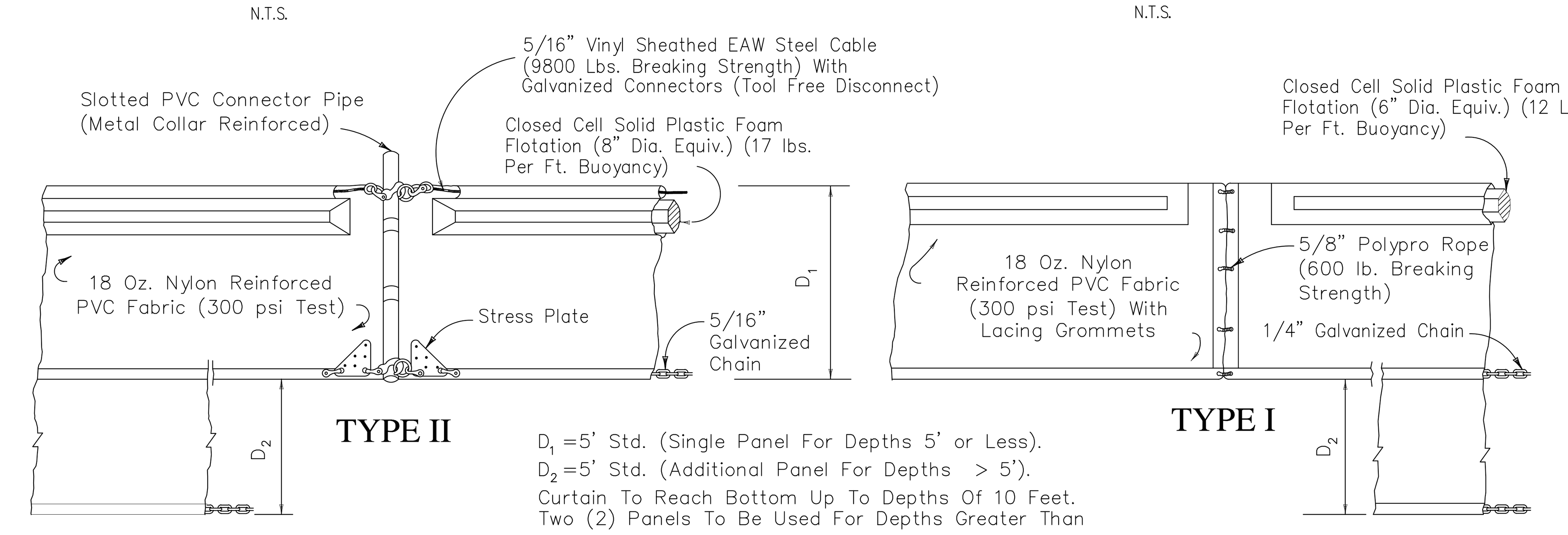


D_1 =5' Std. (Single Panel For Depths 5' or Less).
D_2 =5' Std. (Additional Panel For Depths > 5').
Curtain To Reach Bottom Up To Depths Of 10 Feet.
Two (2) Panels To Be Used For Depths Greater Than

For In The Plans Or As Determined By The Engineer.

NOTICE: COMPONENTS OF TYPES I AND II MAY BE SIMILAR OR IDENTICAL TO PROPRIETARY DESIGNS. ANY INFRINGEMENT ON THE PROPRIETARY RIGHTS OF THE DESIGNER SHALL BE THE SOLE RESPONSIBILITY OF THE USER. SUBSTITUTIONS FOR TYPES I AND II SHALL BE AS APPROVED BY THE ENGINEER.

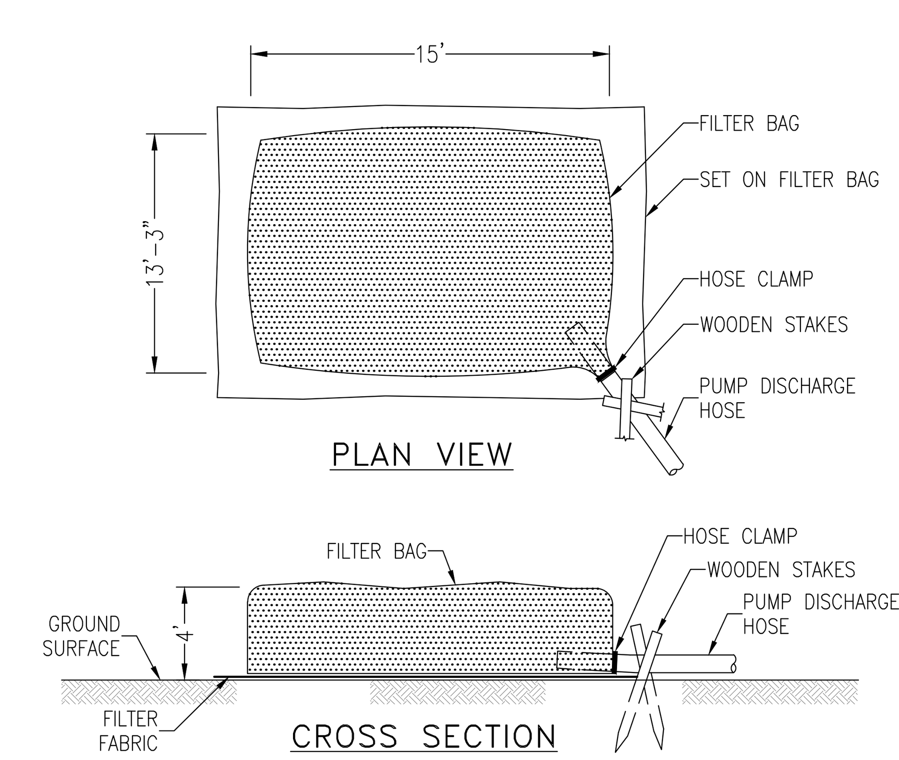
FLOATING TURBIDITY BARRIERS

DESCRIPTION:
FILTER BAGS WILL BE USED AS AN EFFECTIVE FILTER MEDIUM TO CONTAIN SAND, SILT AND FINES WHEN TRENCH DEWATERING. THE WETLAND FILTER BAG CONTAINS THESE MATERIALS WHILE ALLOWING THE WATER TO FLOW THROUGH THE FABRIC.

INSTALLATION:
WETLAND FILTER BAGS MAY REPLACE HAY BALE CORRALS DURING TRENCH DEWATERING, AT THE DISCRETION OF THE ENGINEER INSPECTOR. TO INSURE PROPER INSTALLATION, FILTER BAGS WILL BE PLACED ON RELATIVELY FLAT TERRAIN FREE OF BRUSH AND STUMPS TO AVOID RUPTURES AND PUNCTURES. PROPER INSTALLATION REQUIRES CUTTING A SMALL HOLE IN THE CORNER OF THE BAG, INSERTING THE PUMP DISCHARGE HOSE, AND THEN SECURING THE DISCHARGE HOSE TO THE BAG WITH A HOSE CLAMP. FILTER BAGS WILL BE PLACED AS FAR AWAY FROM FLOWING STREAMS AND WETLANDS AS POSSIBLE.

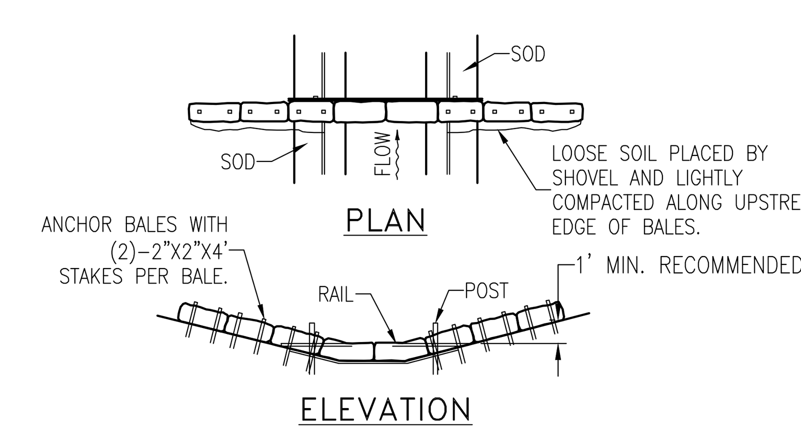
MAINTENANCE:
PRIOR TO REMOVING A BAG FROM THE HOSE, THE BAG WILL BE TIED OFF BELOW THE END OF THE HOSE ALLOWING THE BAG TO DRAIN. DRAINAGE WILL NOT BE ALLOWED THROUGH THE INLET HOLE. TO AVOID RUPTURE, THE BAGS WILL BE ATTENDED AND PUMPING RATES MONITORED. ONCE THE BAG IS INFLATED TO A HEIGHT OF 4 FEET, PUMPING WILL STOP TO AVOID RUPTURE. FILTER BAGS USED DURING CONSTRUCTION WILL BE BUNDLED AND REMOVED FOR PROPER DISPOSAL.

SPECIFICATION:
FILTER BAGS ARE CONSTRUCTED OF NON-WOVEN GEOTEXTILE FABRIC. A MAXIMUM OF ONE SIX INCH DISCHARGE HOSE WILL BE ALLOWED PER FILTER BAG. BAG CAPACITY WILL BE EXCEEDED BEYOND 2,000 GALLONS PER MINUTE. TYPICAL BAG DIMENSIONS ARE 15 FEET BY 13.25 FEET. TO HELP PREVENT PUNCTURES, GEOTEXTILE FABRIC WILL BE PLACED BENEATH THE FILTER BAG WHEN USED IN WOODED LOCATIONS. UNATTENDED FILTER BAGS WILL BE ENCIRCLED WITH A HAY BALE OR SILT FENCE CORRAL. HOSE CLAMPS WILL BE USED TO SECURE THE DISCHARGE HOSE, WIRE OR STRING WILL NOT BE USED.



FILTER BAG DETAIL FOR TRENCH DEWATERING OPERATIONS

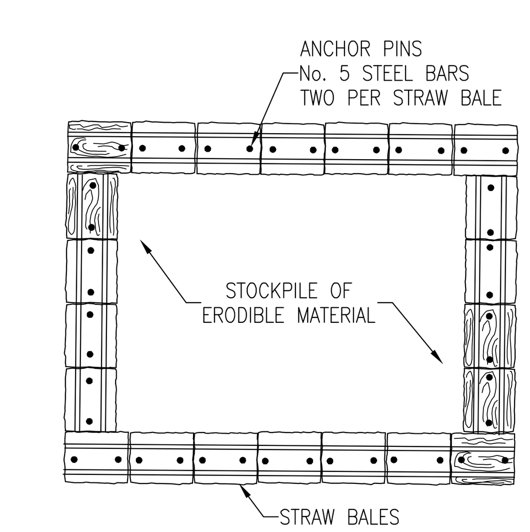
N.T.S.



SPACING:
BALE BARRIERS FOR PAVED DITCHES SHOULD BE SPACED IN ACCORDANCE WITH CHART I, SHEET 1 OF 3, INDEX NO. 102

BARRIER FOR PAVED DITCH

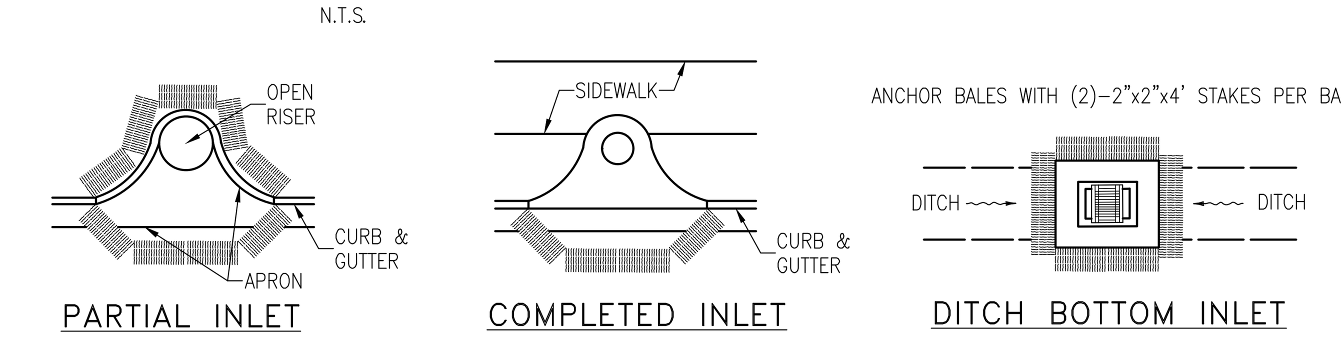
N.T.S.



MATERIAL STOCKPILE DETAIL

N.T.S.

ANCHOR BALES WITH (2)-2"x2"x4' STAKES PER BALE.



PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

N.T.S.

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WIDENING AND DRAINAGE IMPROVEMENTS

EROSION CONTROL DETAILS AND NOTES

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DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	DATE: 9-8-2015
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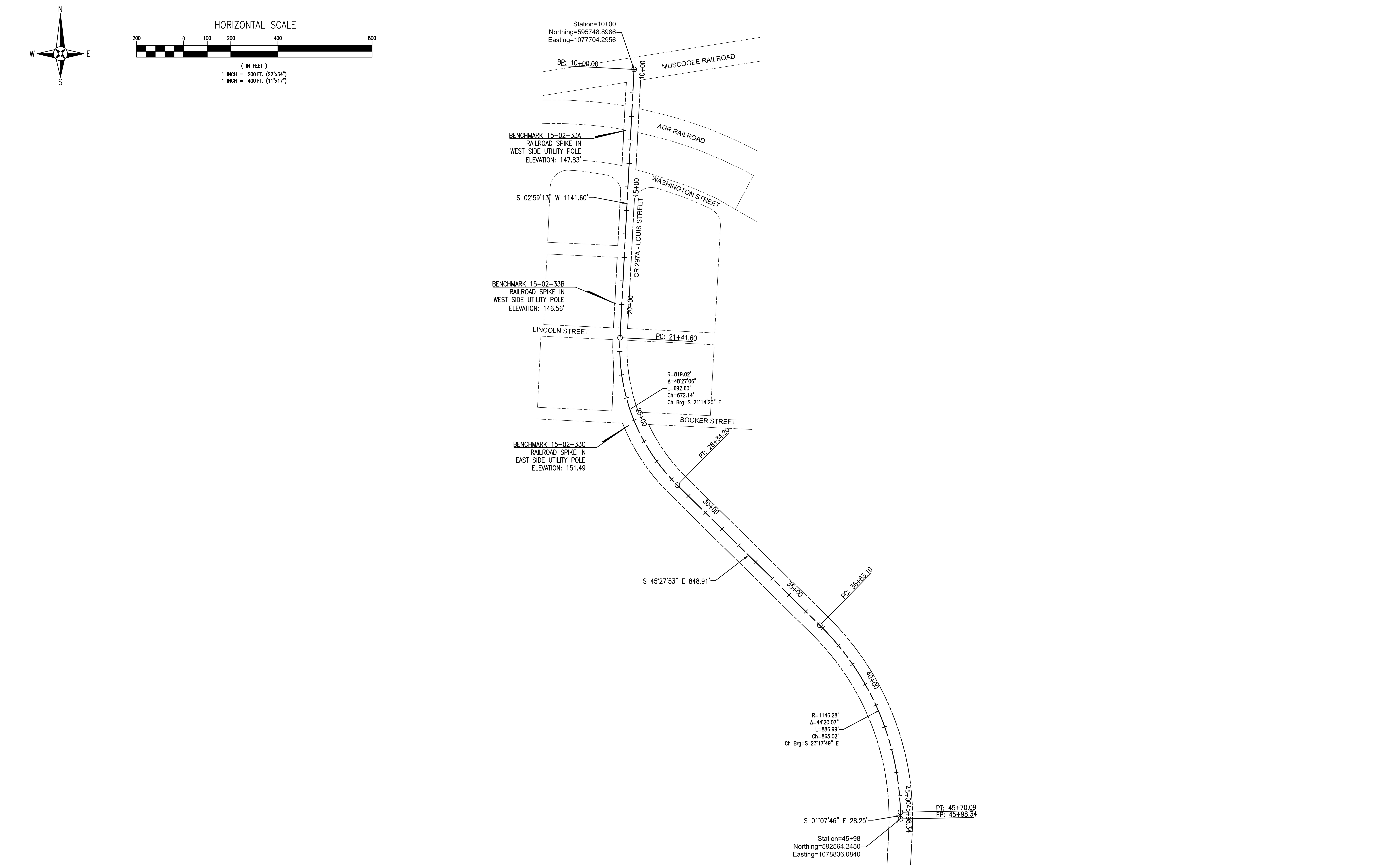

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PROPOSED CENTERLINE GEOMETRY & BENCHMARK LOCATION

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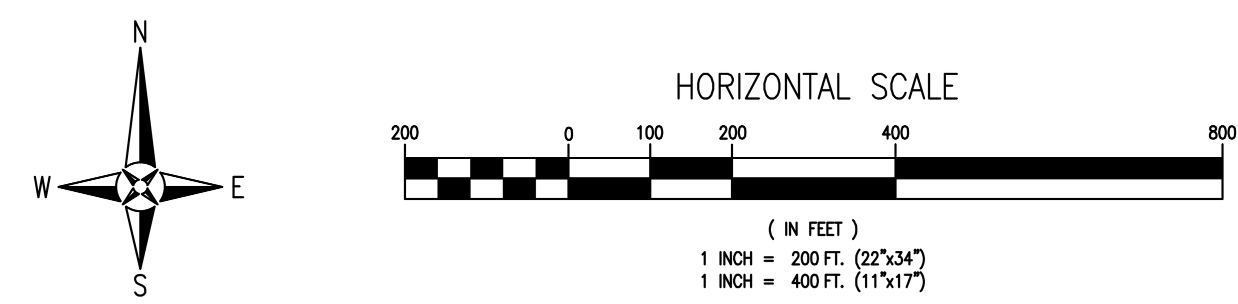

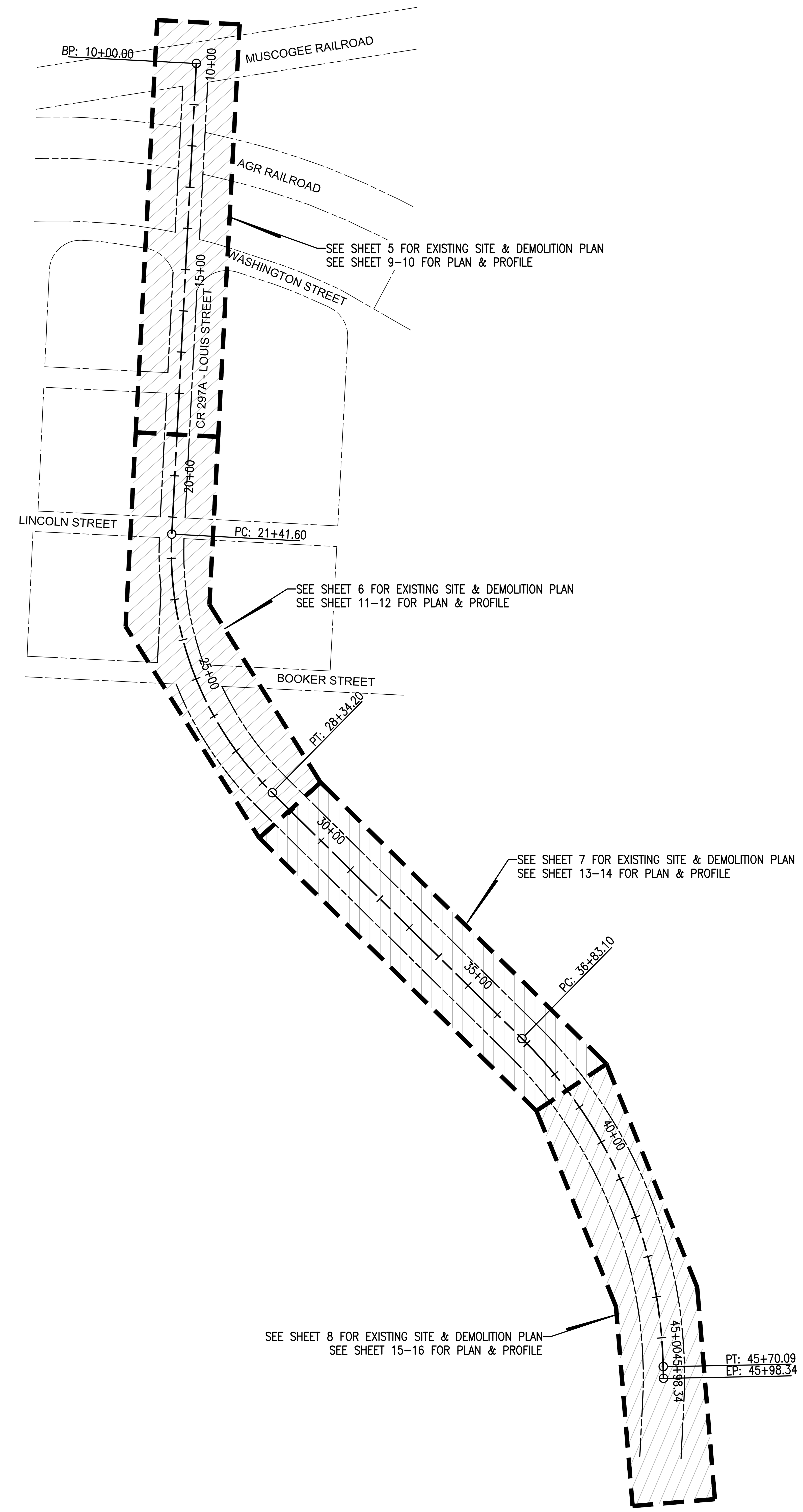

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KEY SHEET

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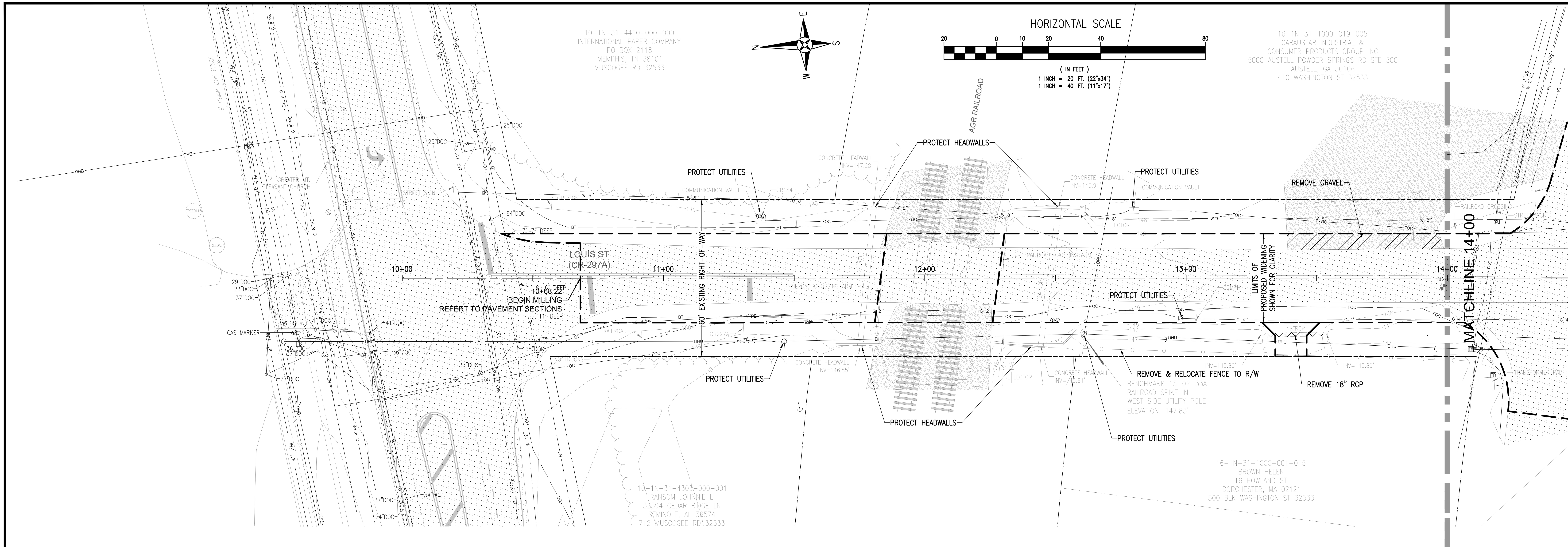

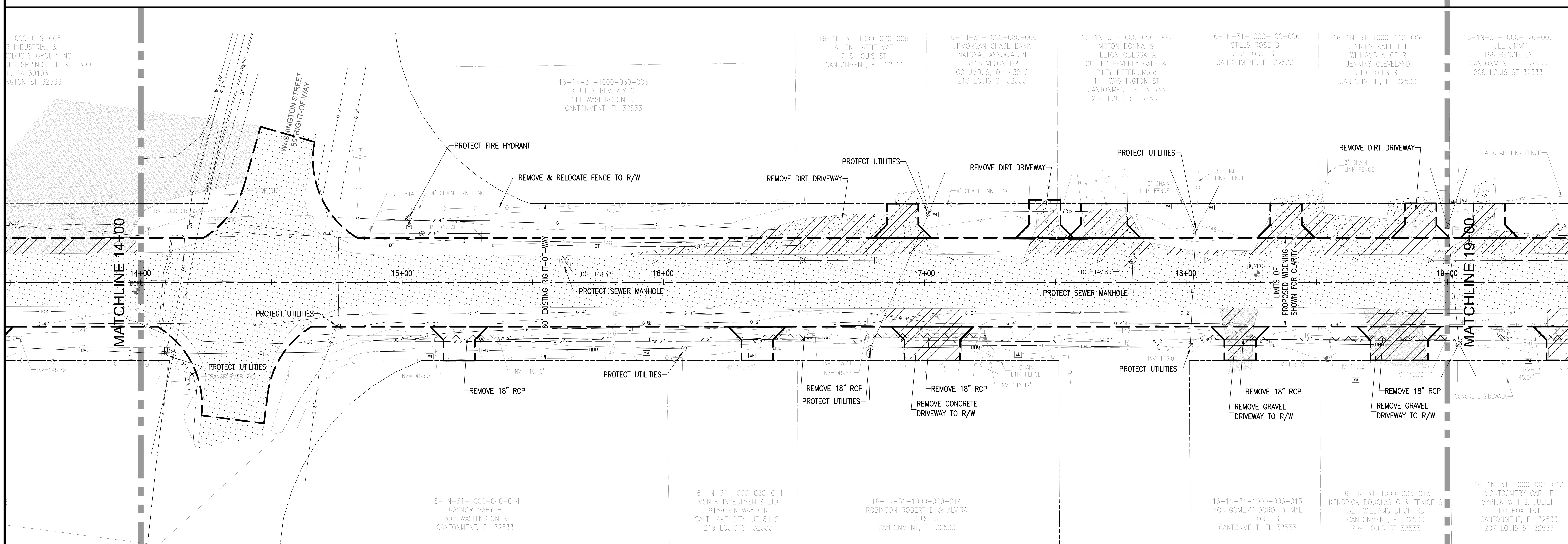

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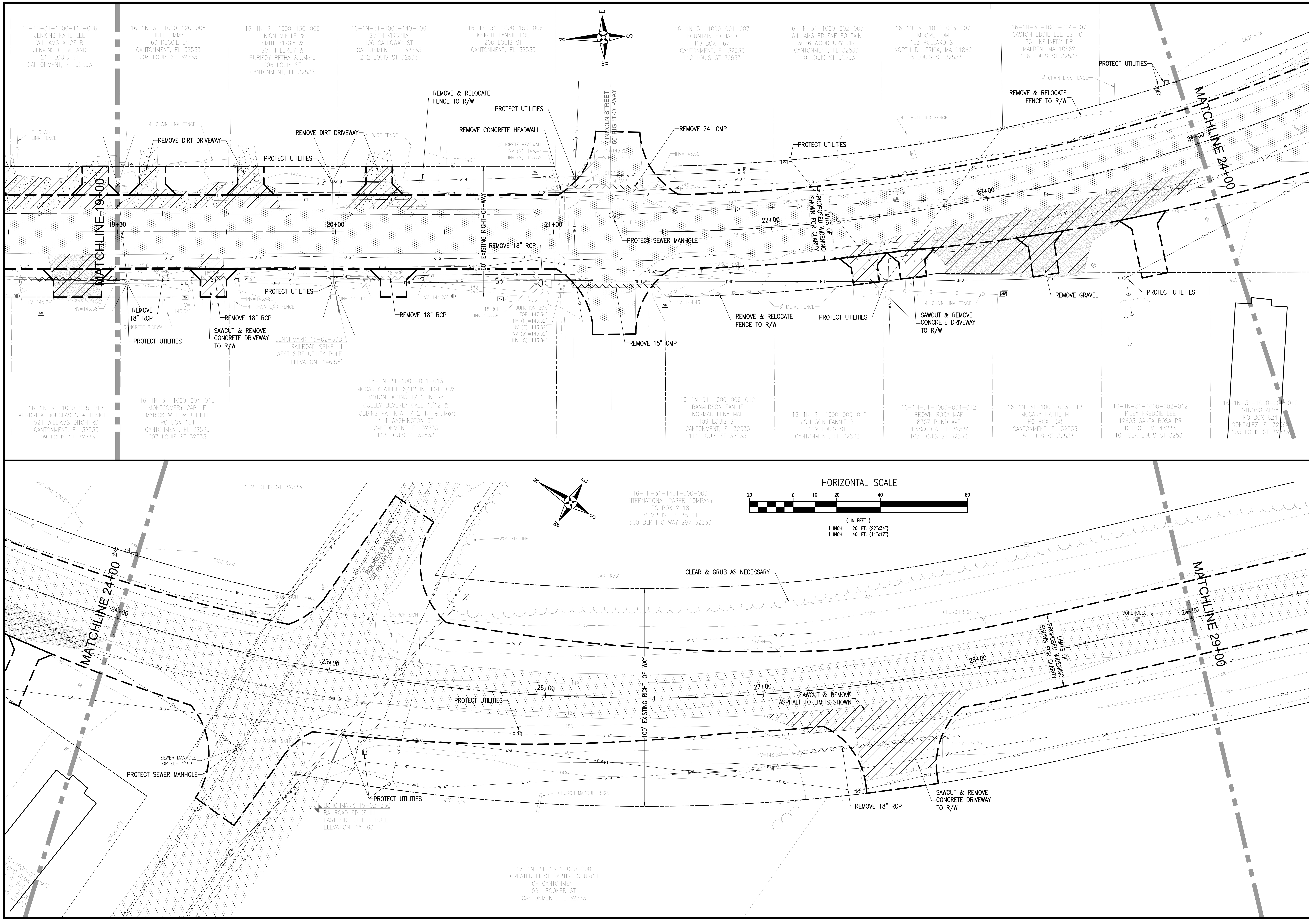

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EXISTING SITE & DEMOLITION PLAN

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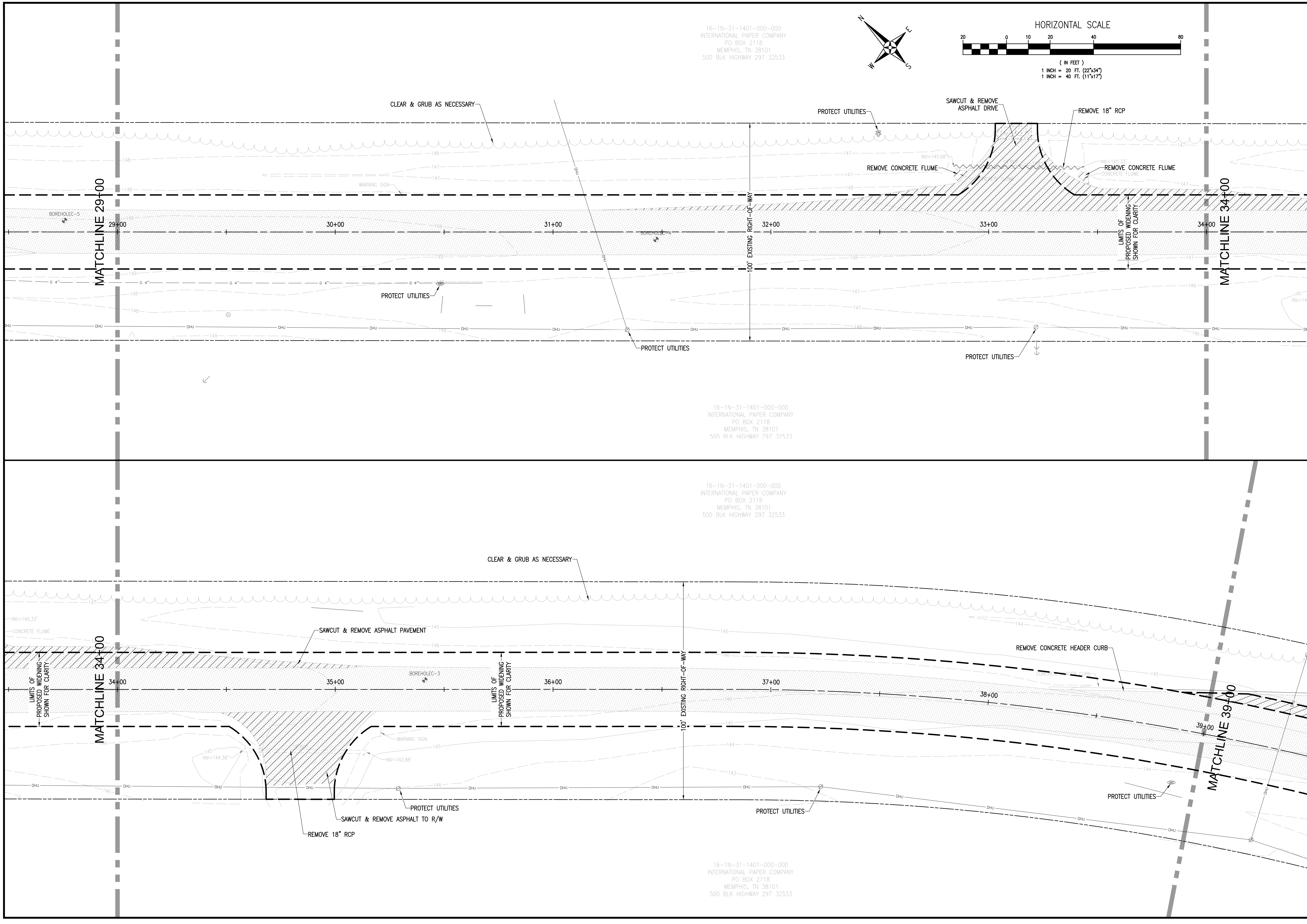

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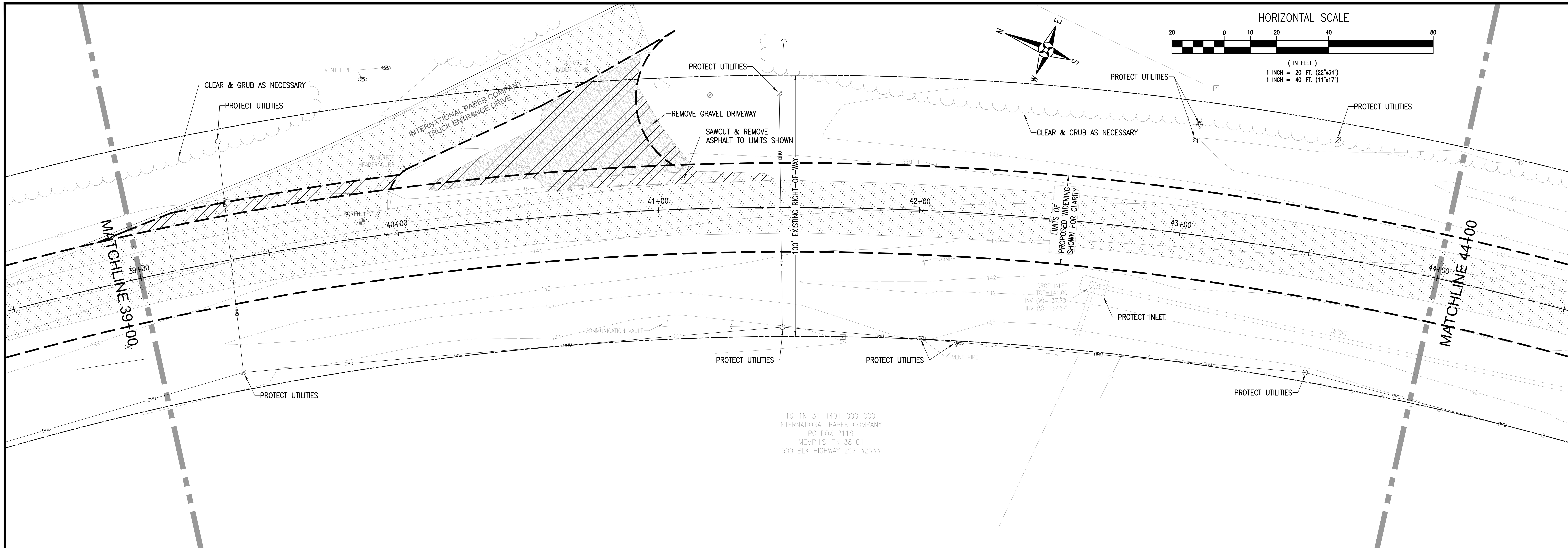

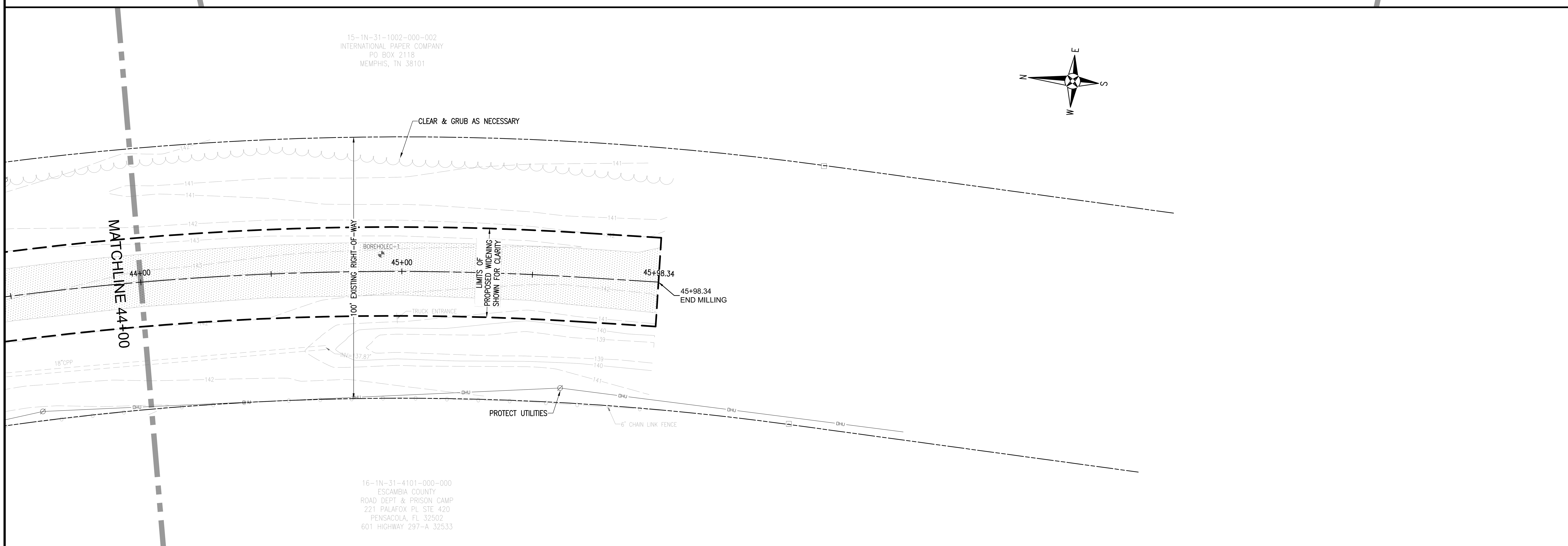

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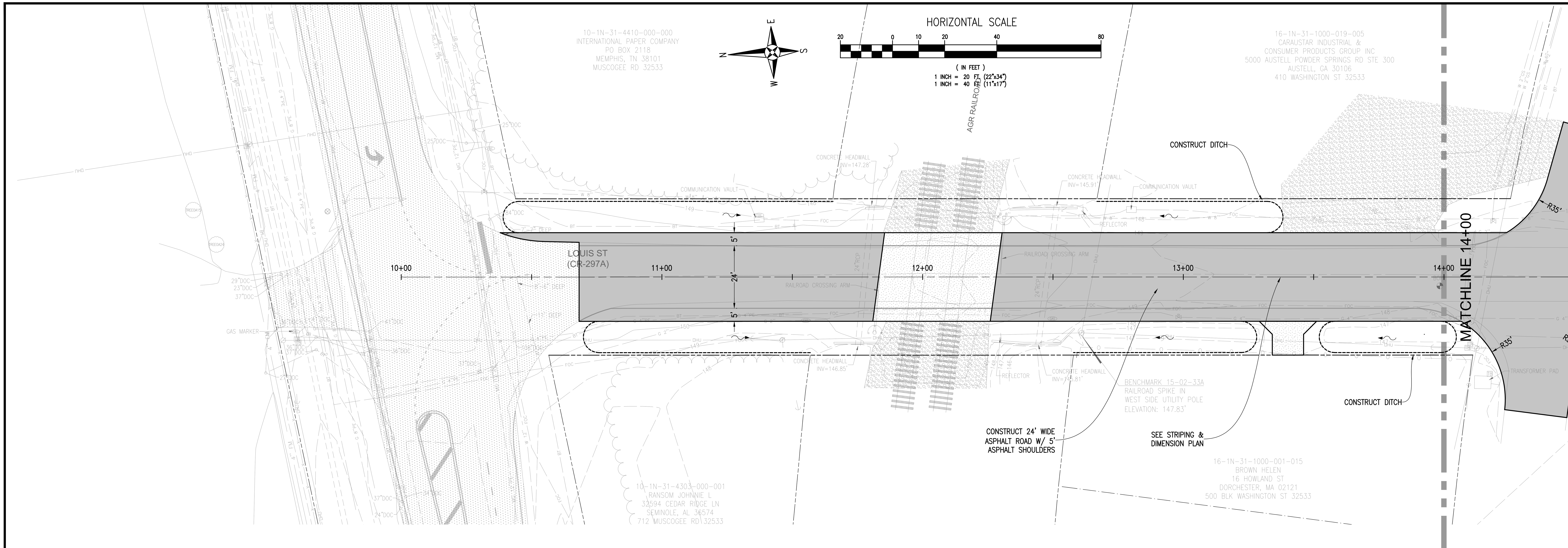

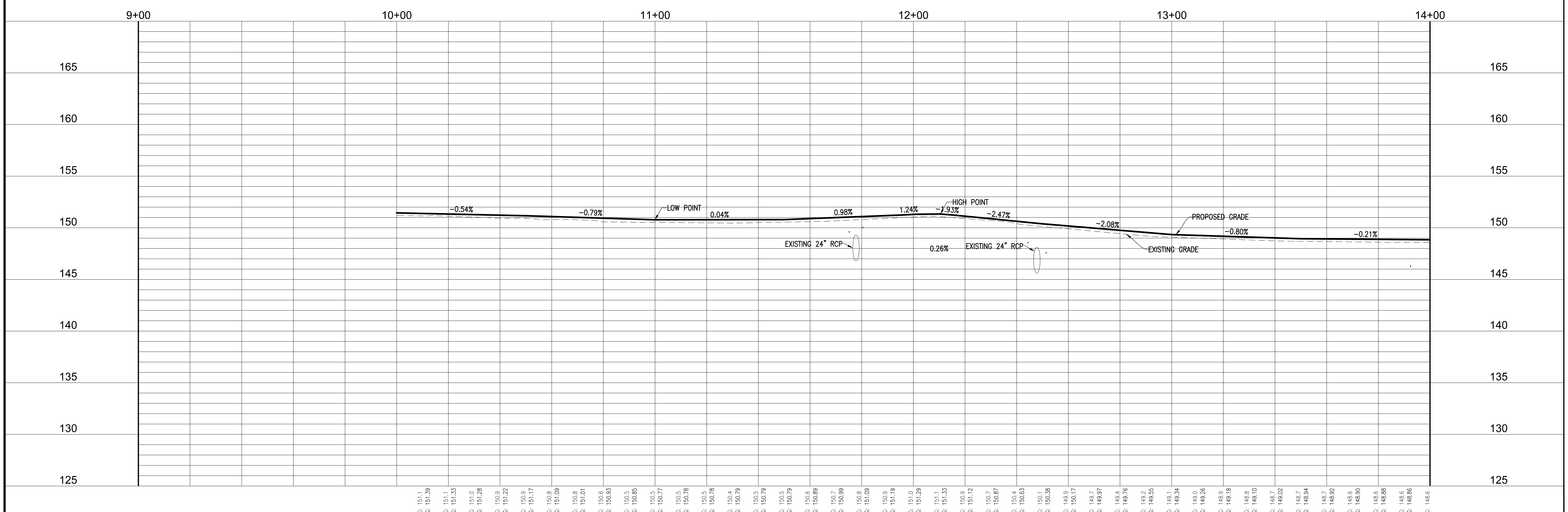

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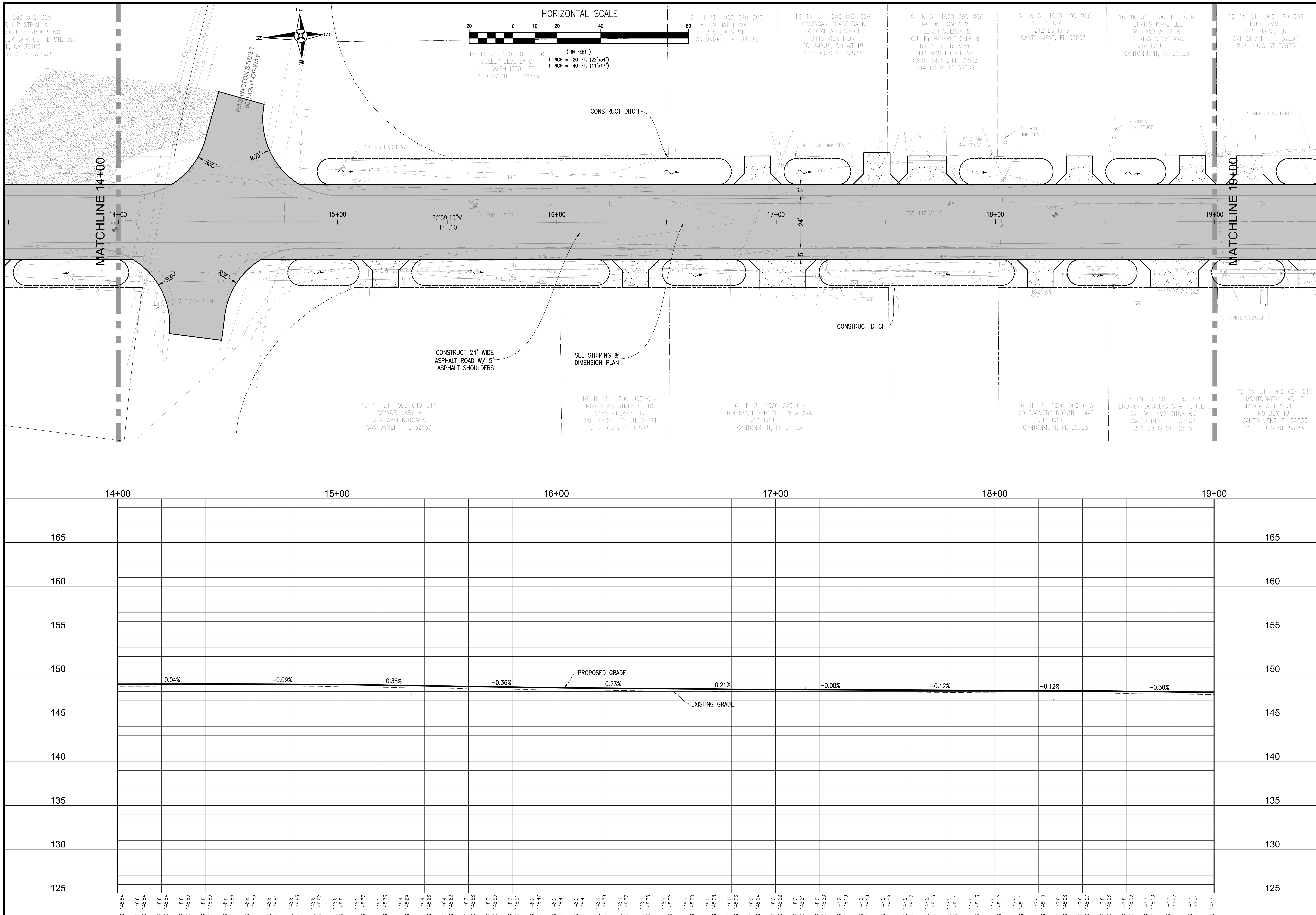

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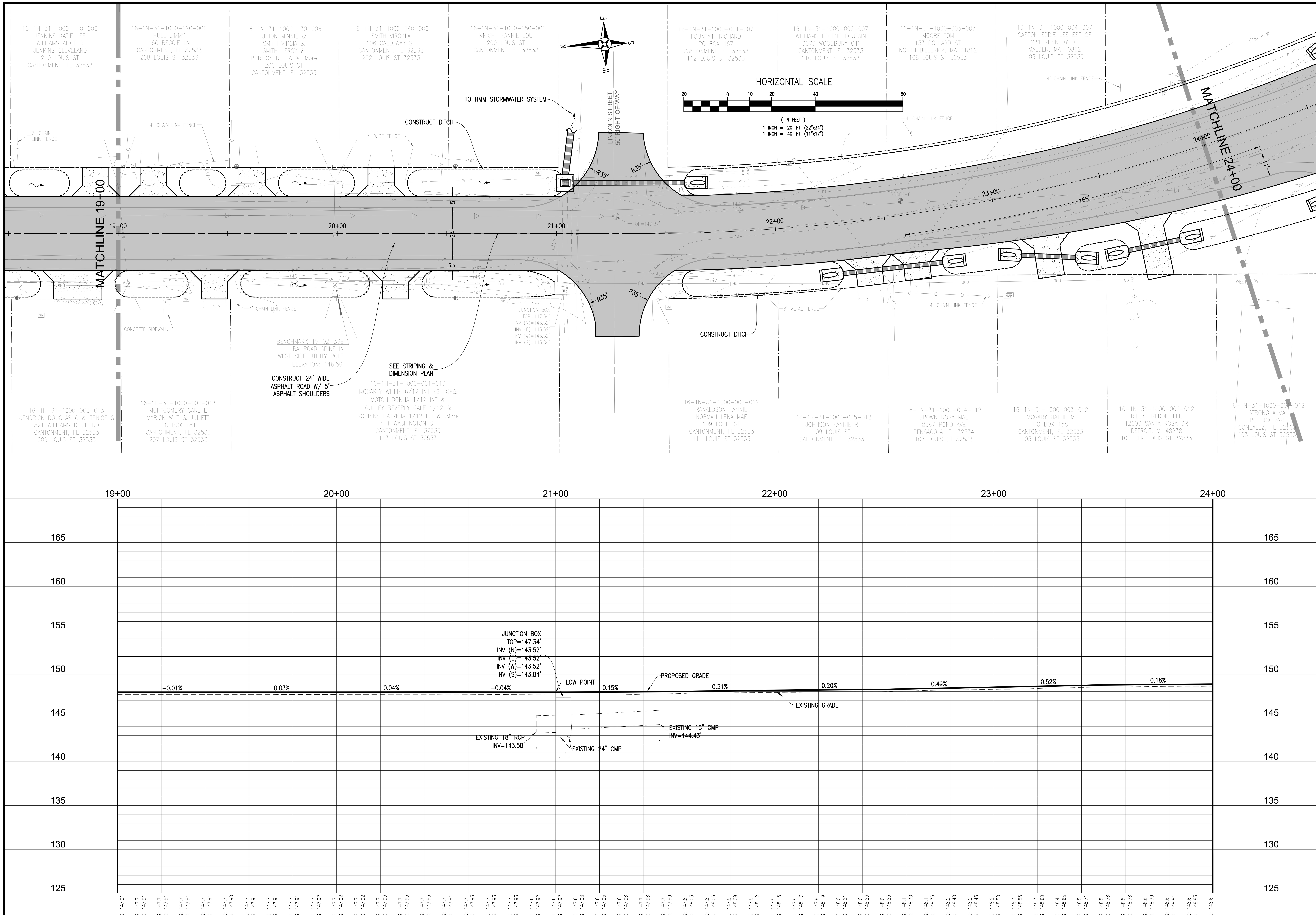

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SHEET	11 OF 27

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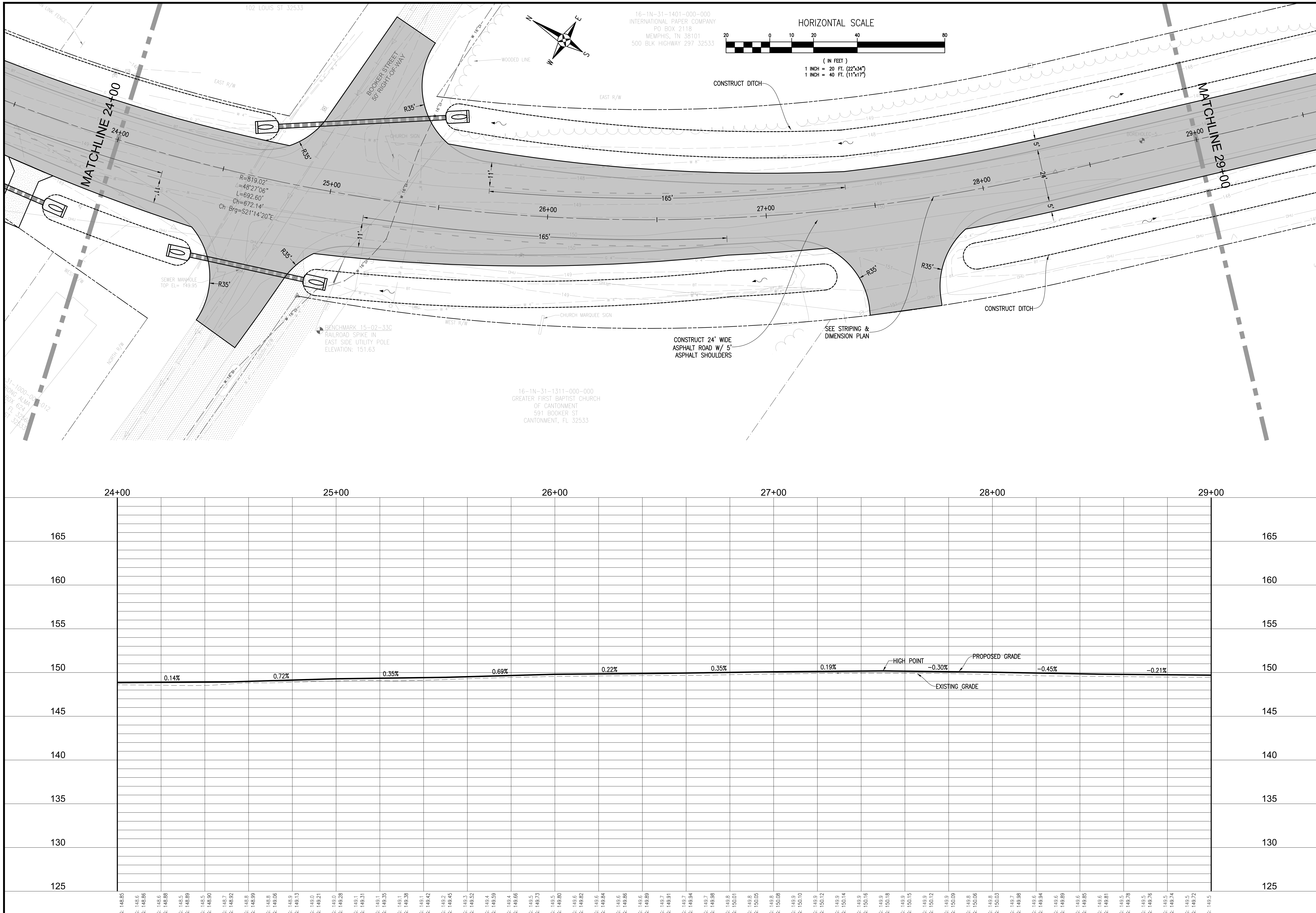

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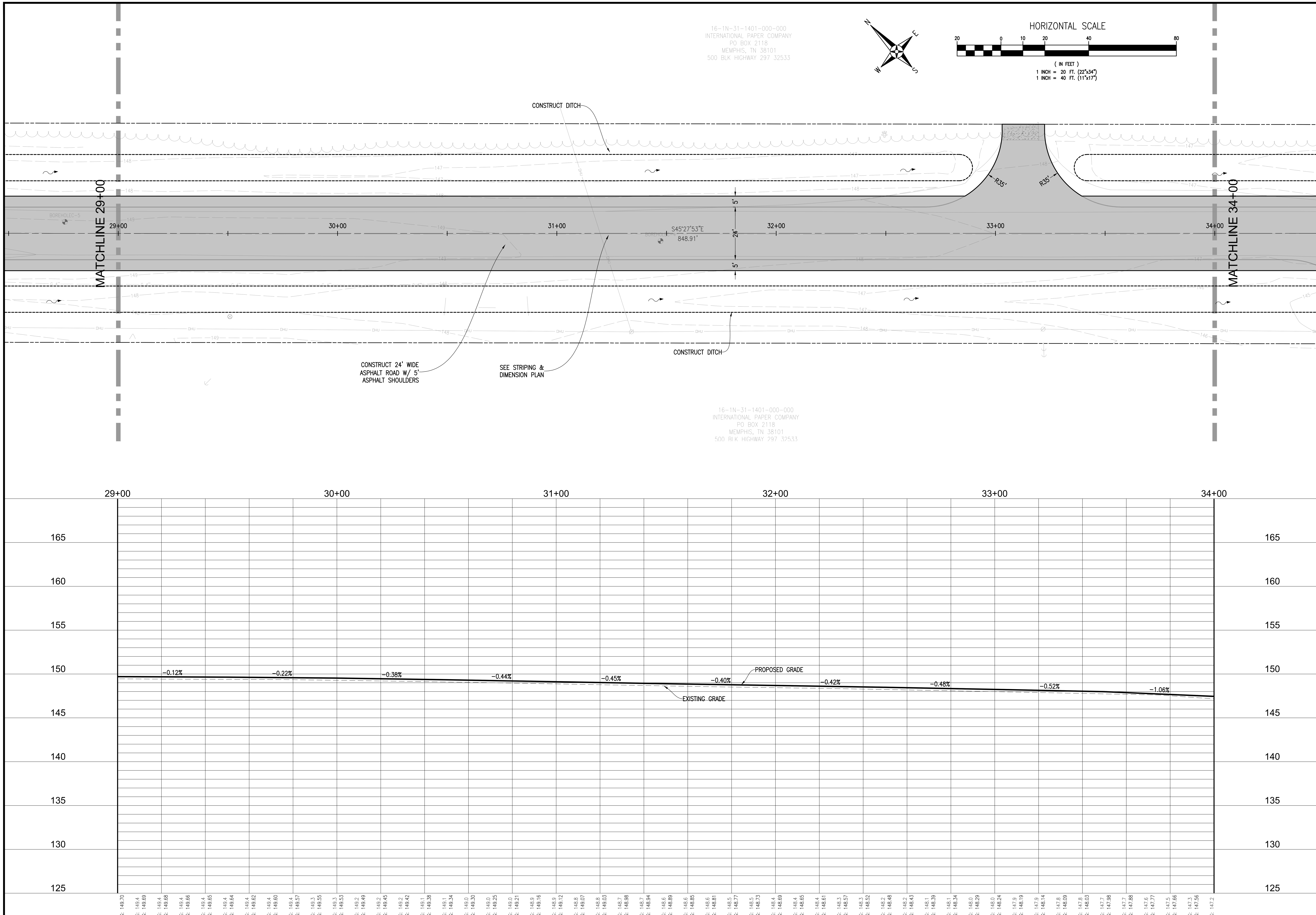

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NUMBER	REVISIONS	DATE	APPROVED BY

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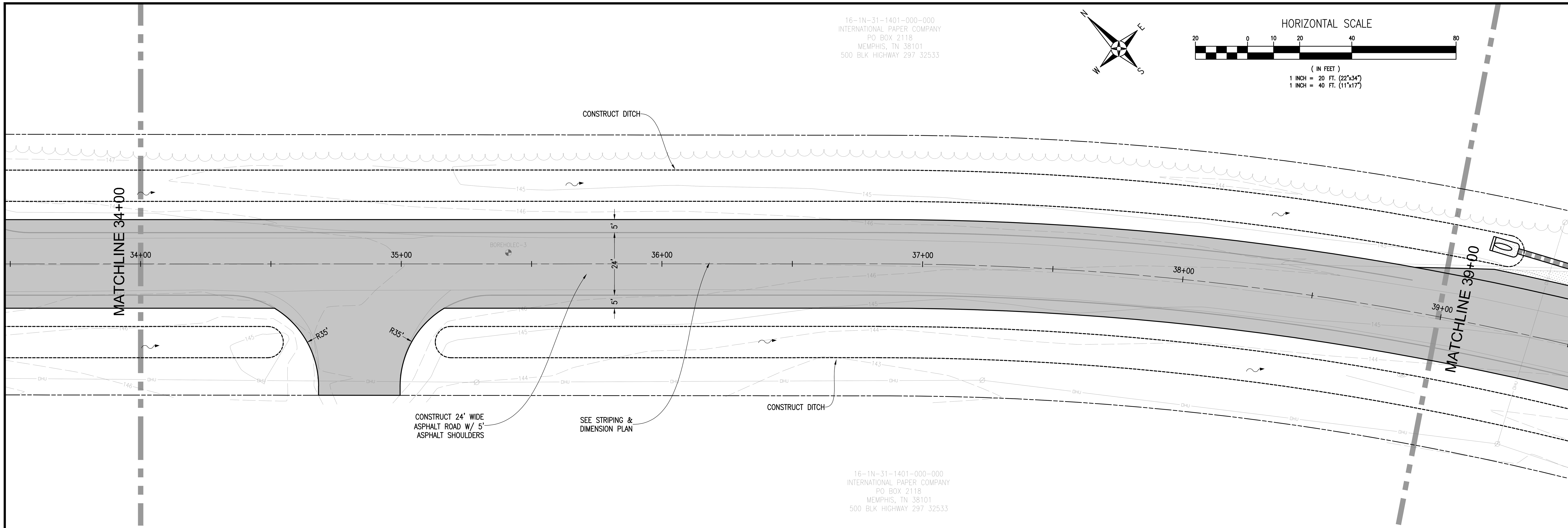
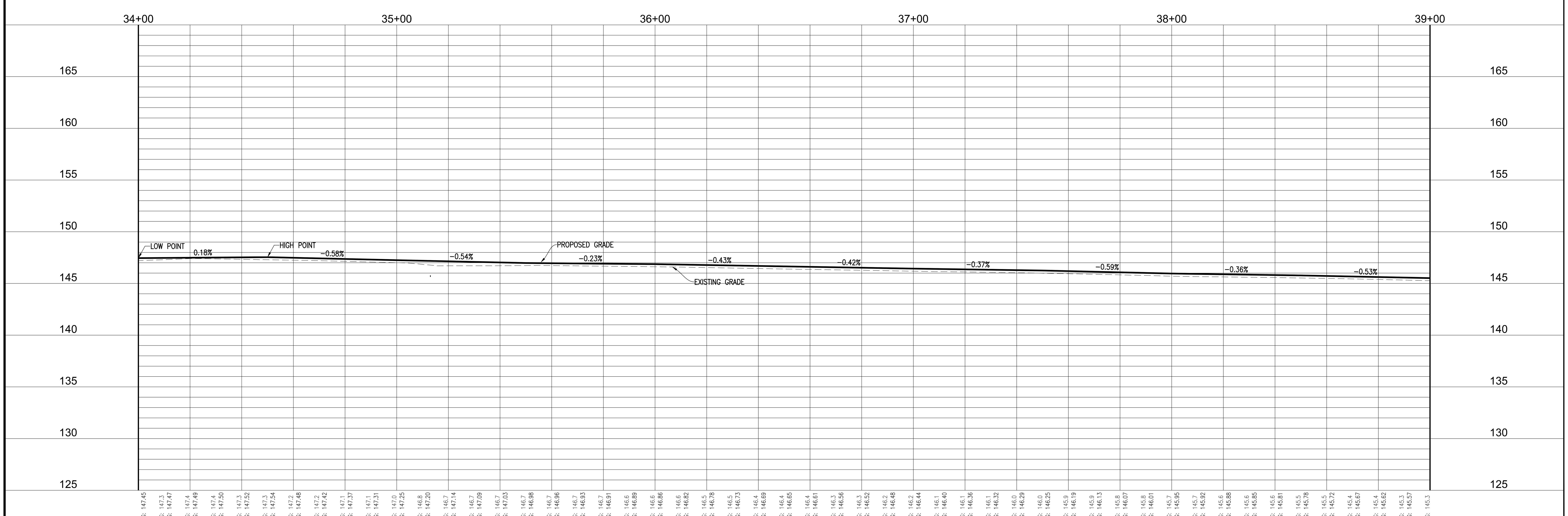
PROJECT NUMBER

SURVEY NUMBER 2014.119

SHEET 13 OF 27

30% SUBMITTAL





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WIDENING AND DRAINAGE IMPROVEMENTS
PLAN AND PROFILE

ESCAMBIA COUNTY FLORIDA

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REBOL-BATTLE & ASSOCIATES
Civil Engineers and Surveyors
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DRAWN BY: C. DUELLMAN	DESIGNED BY: P. BATTLE / J. REBOL	CHECKED BY: P. BATTLE, P.E.	REG. FLA. ENG. NO. 53126
DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	DATE: 9-8-2015
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SHEET 14 OF 27

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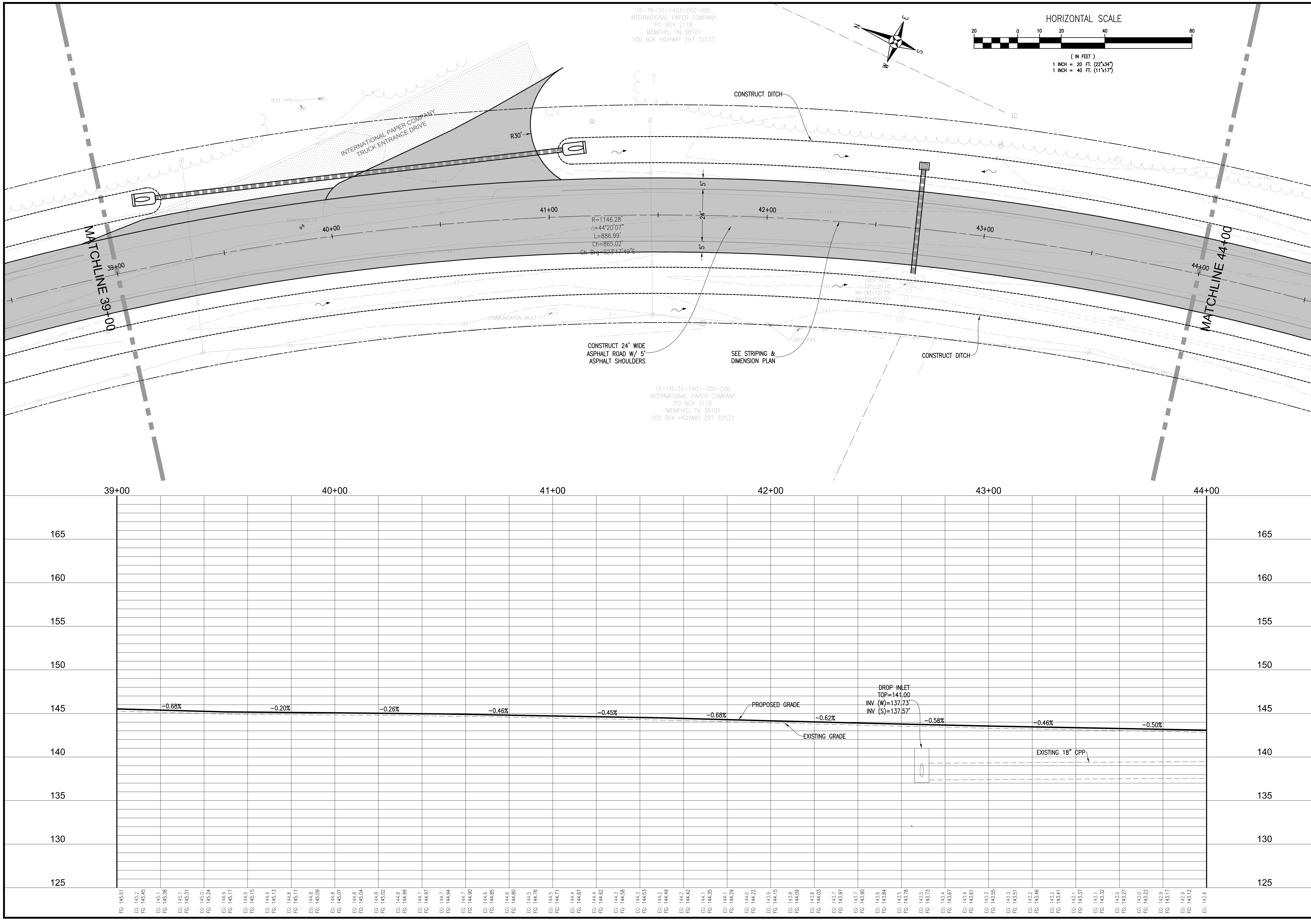

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C. DUELLMAN	P. BATTLE / J. REBOL	P. BATTLE, P.E.	53126	9-8-2015
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SHEET 15 OF 27

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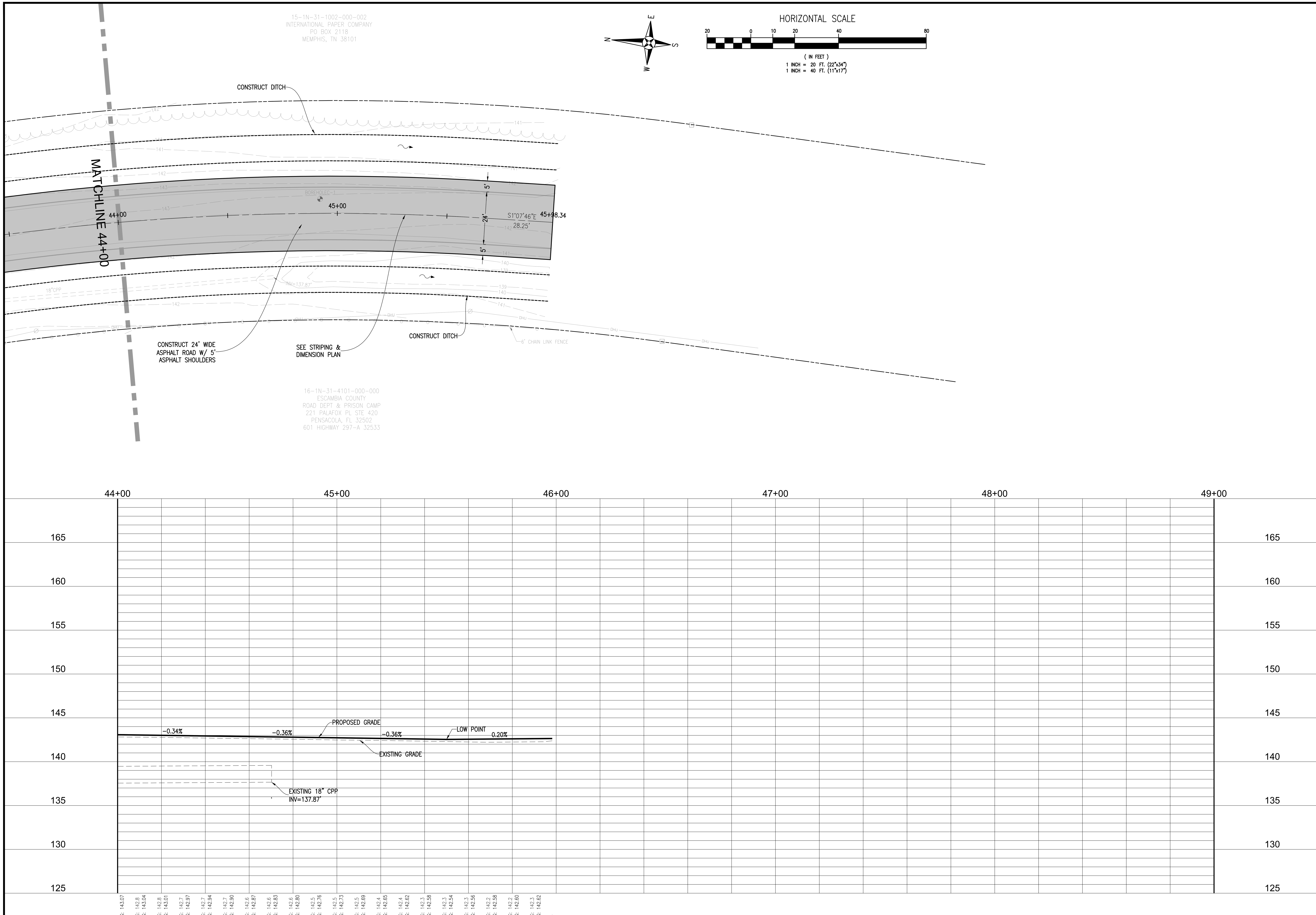

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SHEET 16 OF 27

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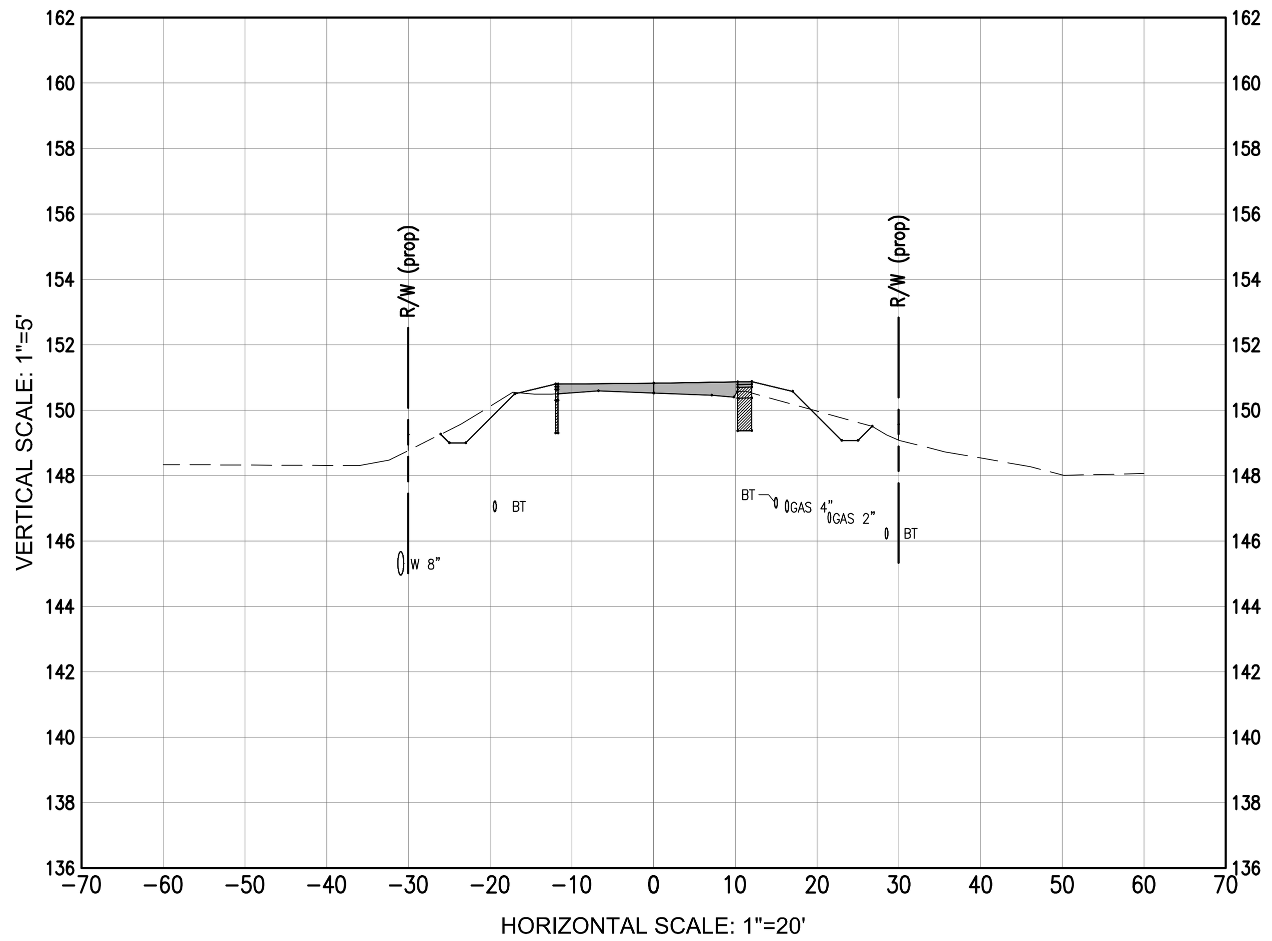

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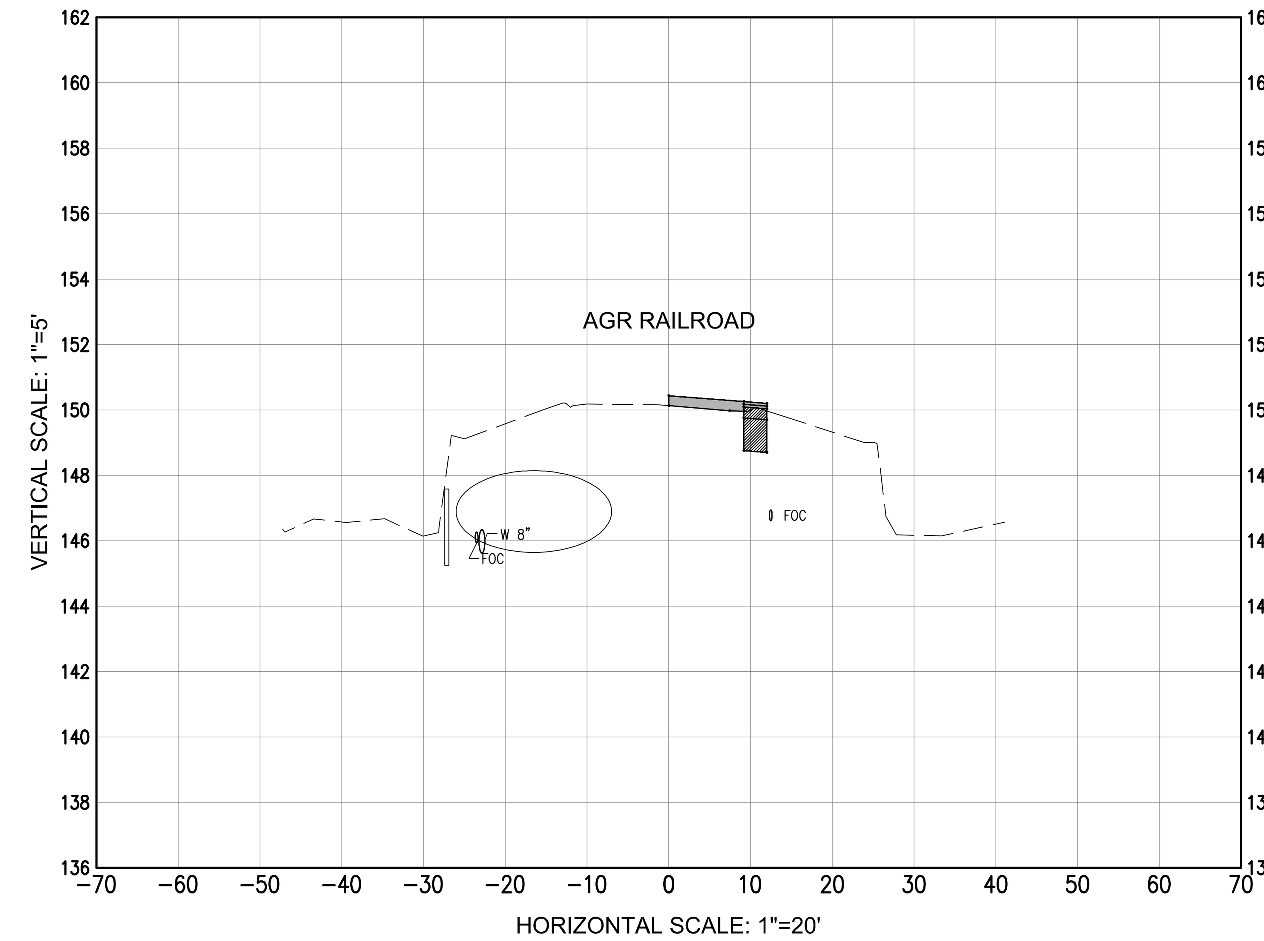

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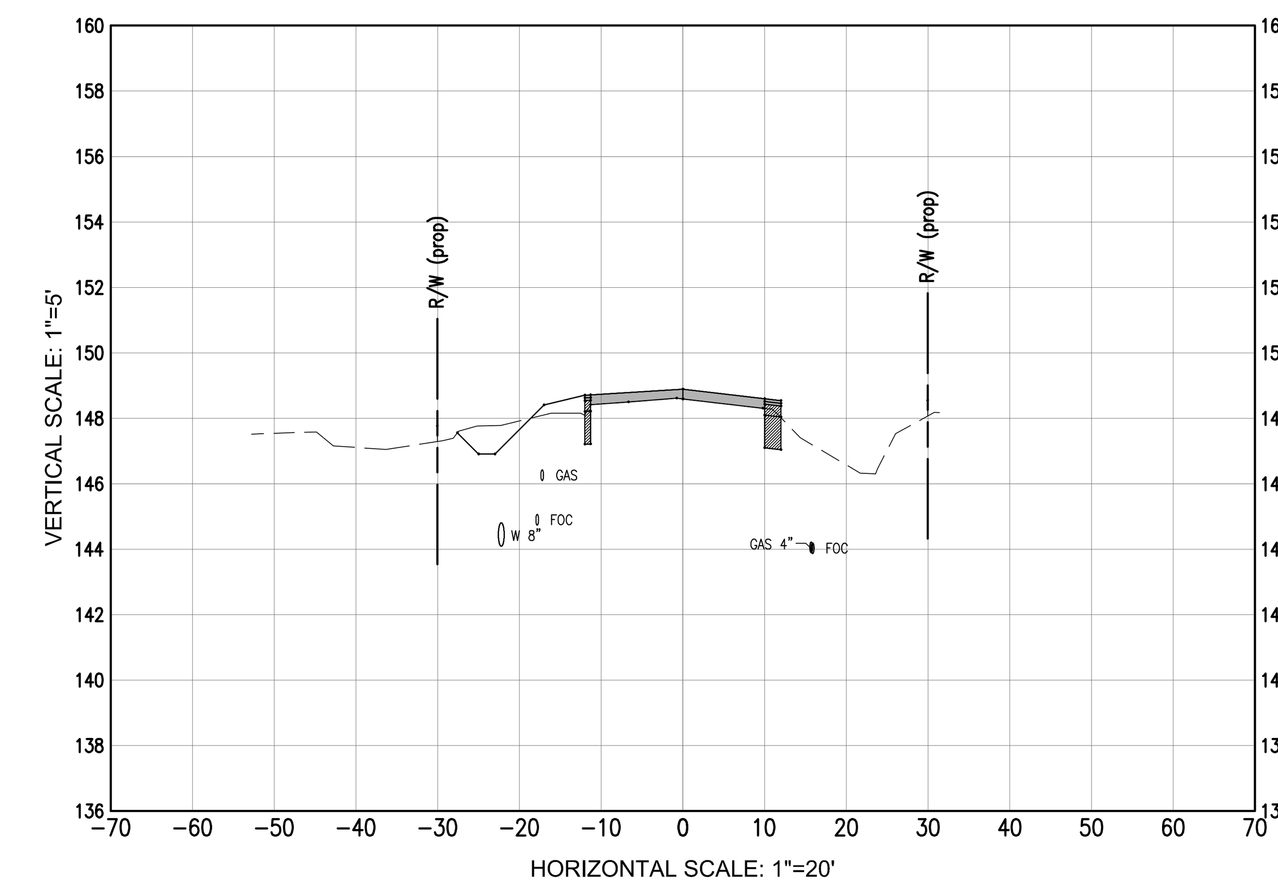

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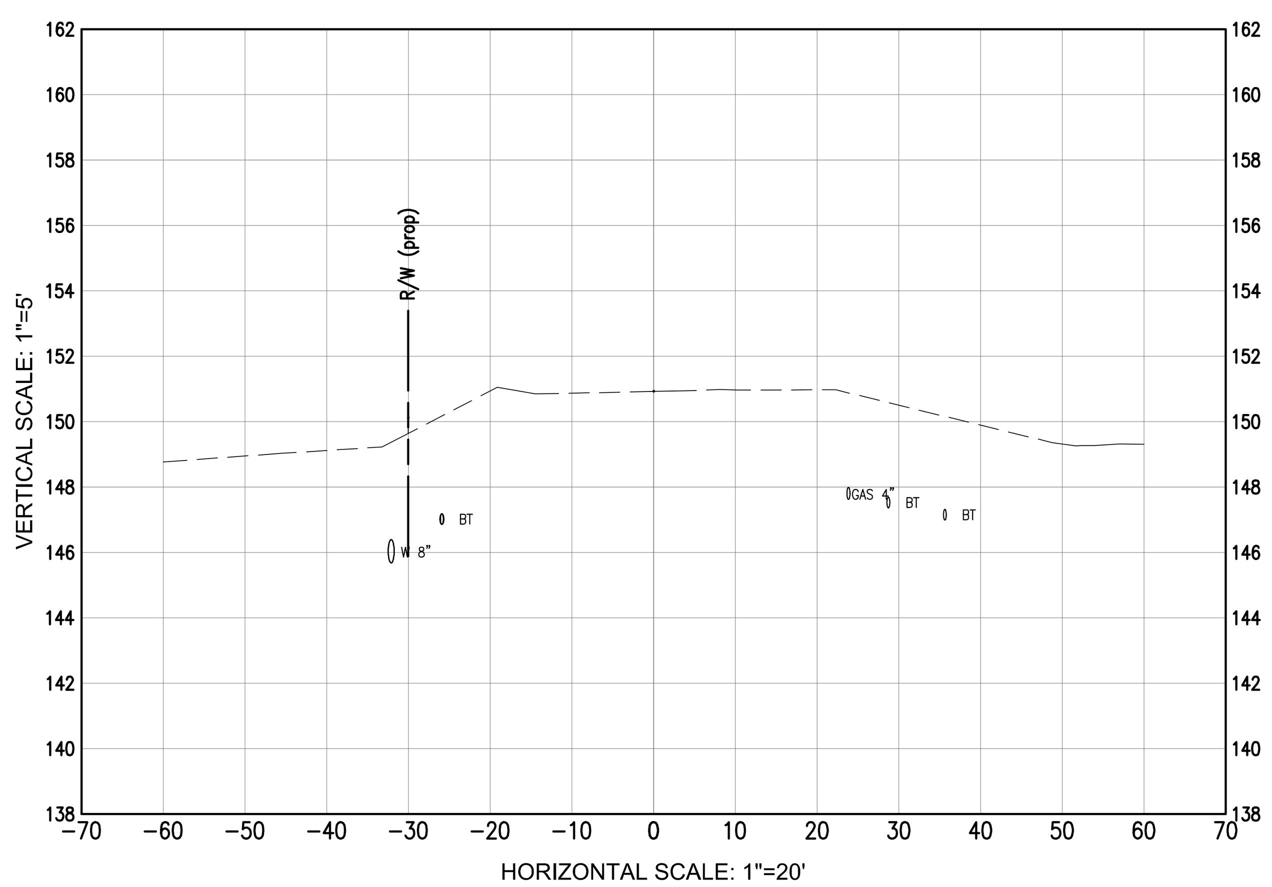

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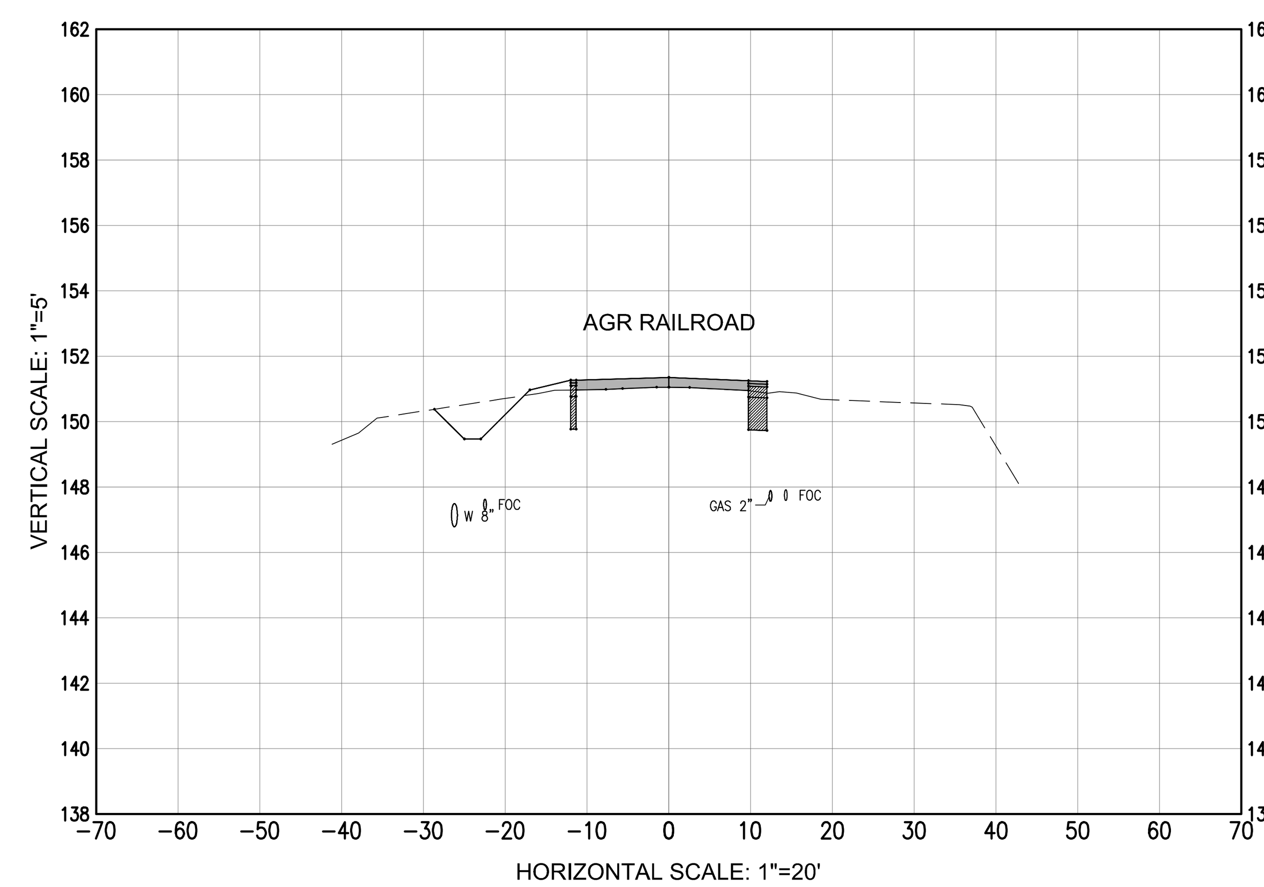

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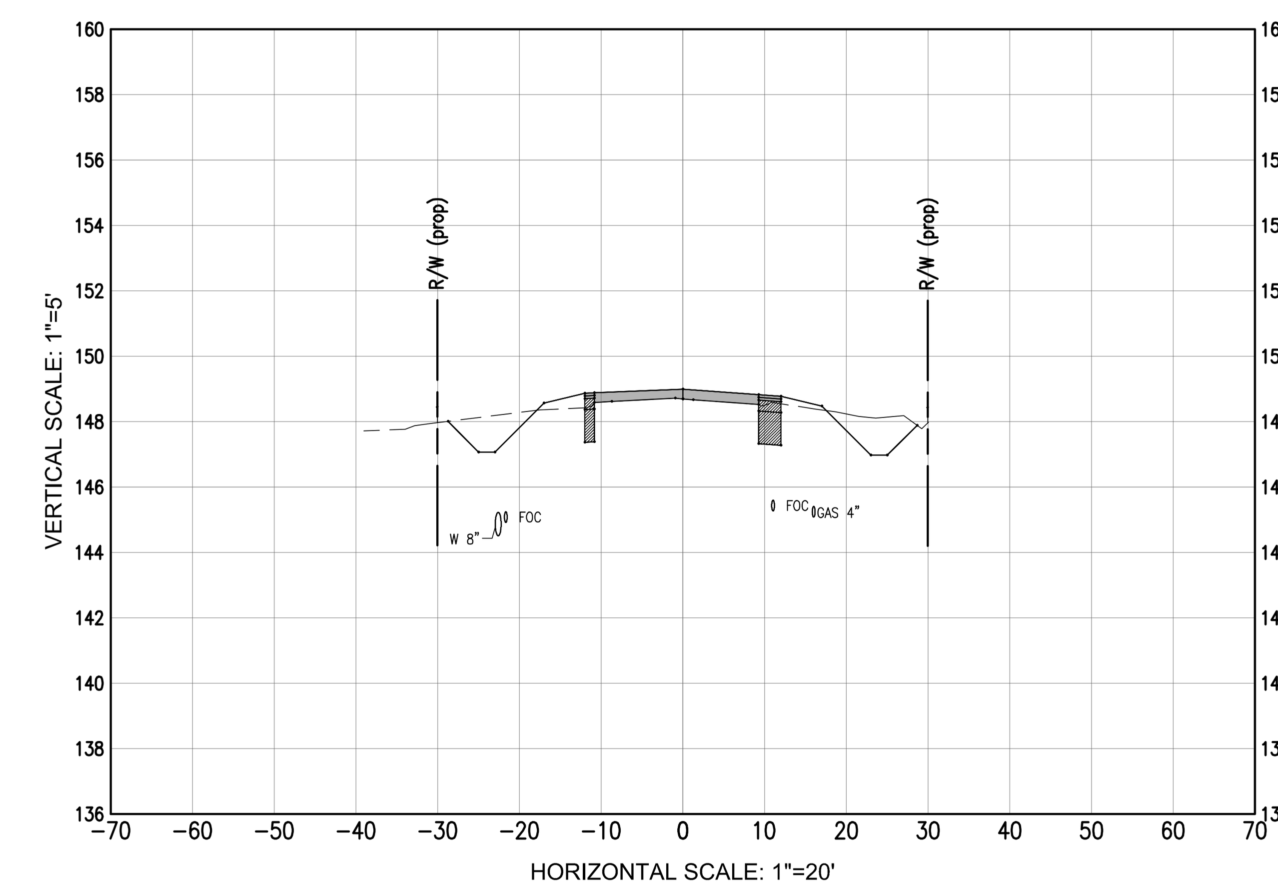

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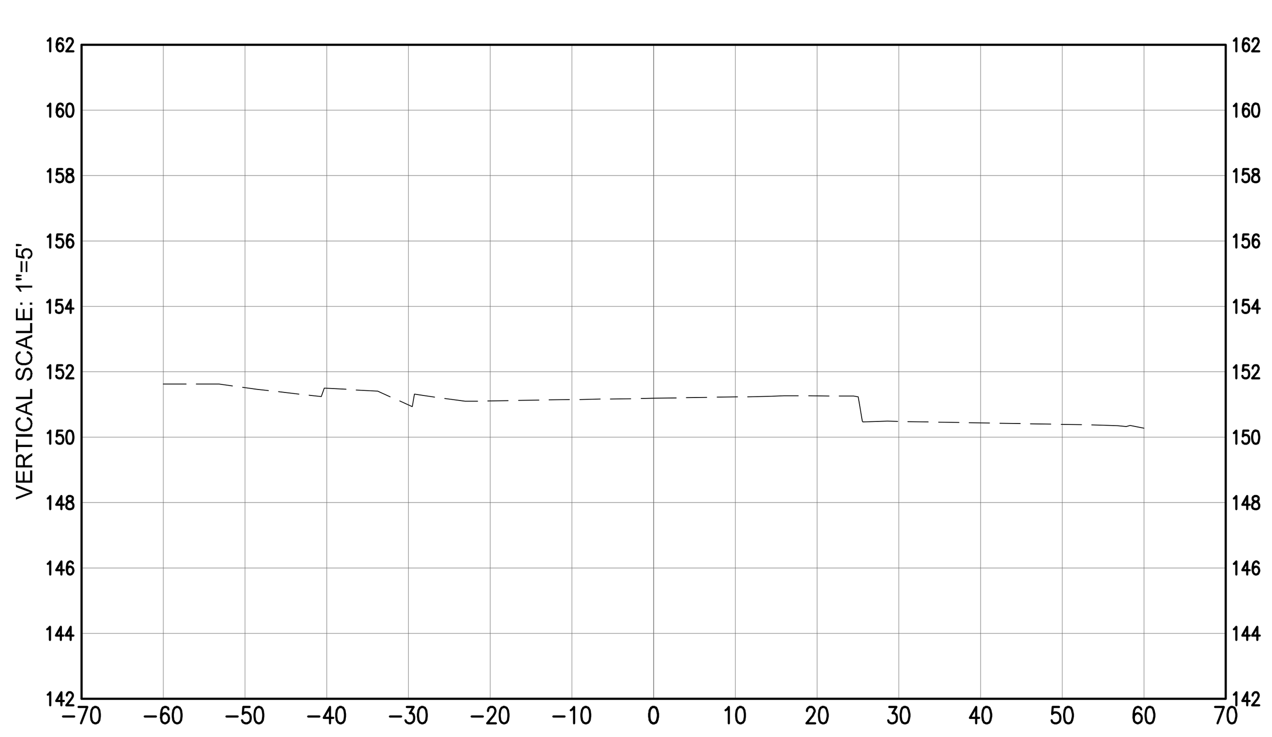

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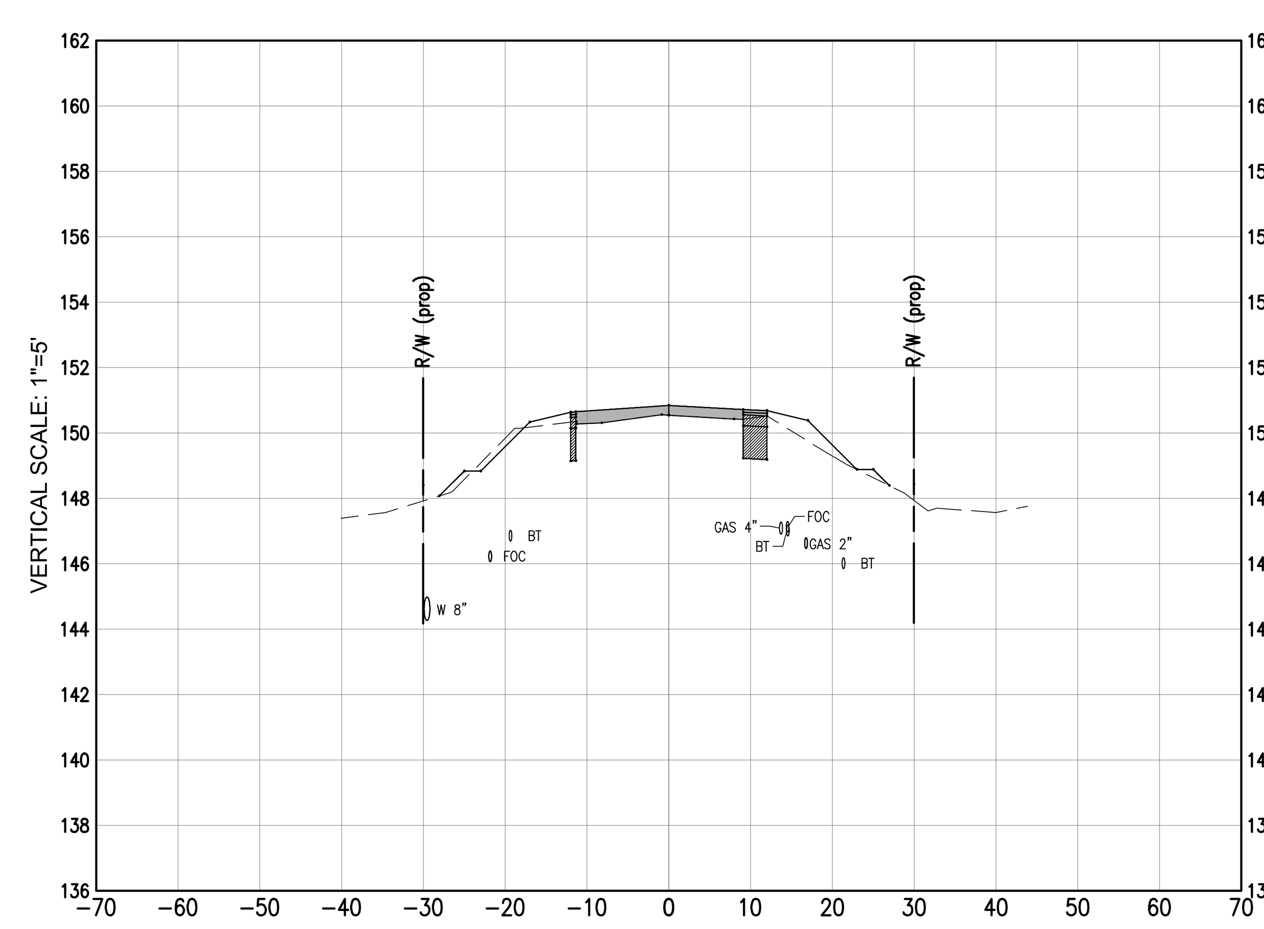

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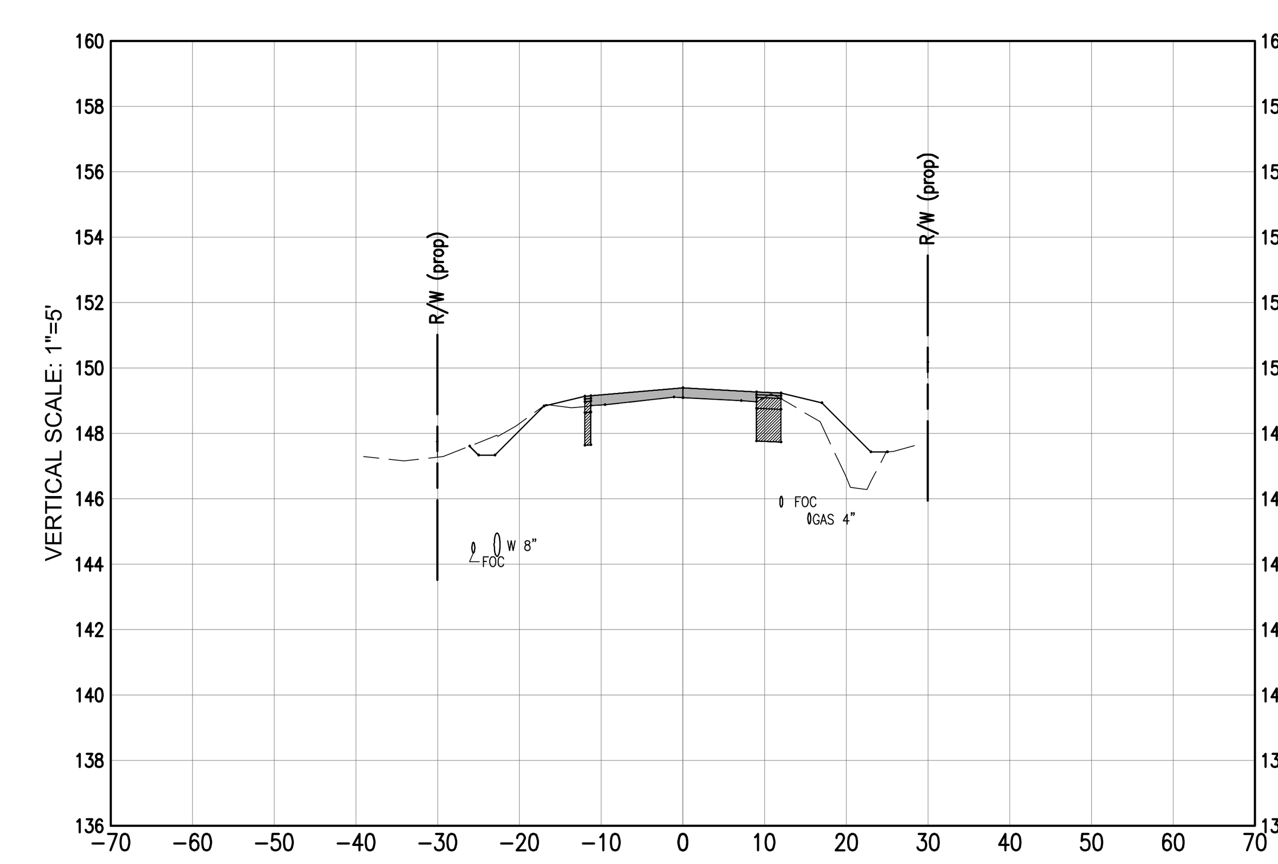

CR297A - Sta 13+00

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CROSS SECTIONS

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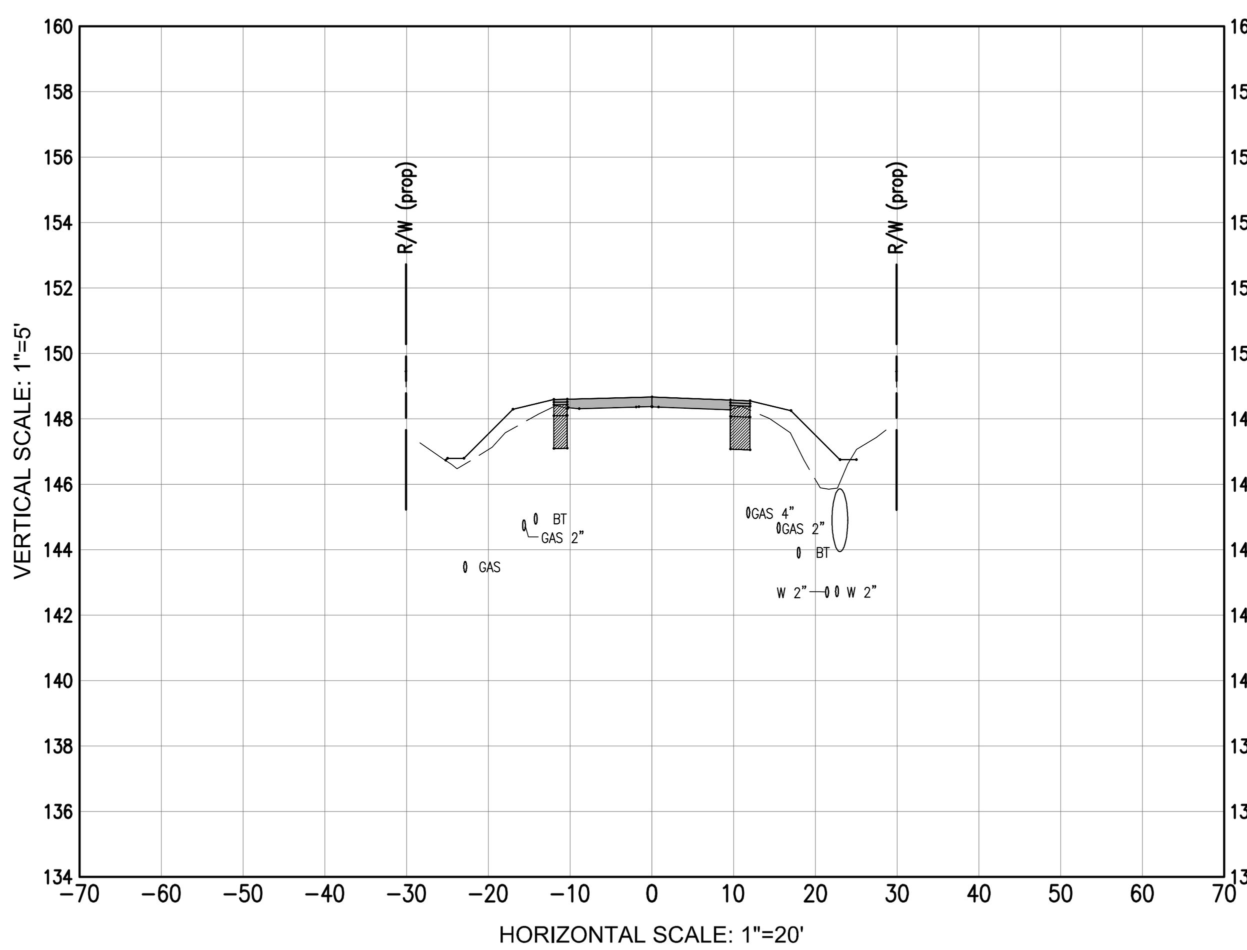
SURVEY NUMBER	2014.119
SHEET	17 OF 27

30% SUBMITTAL



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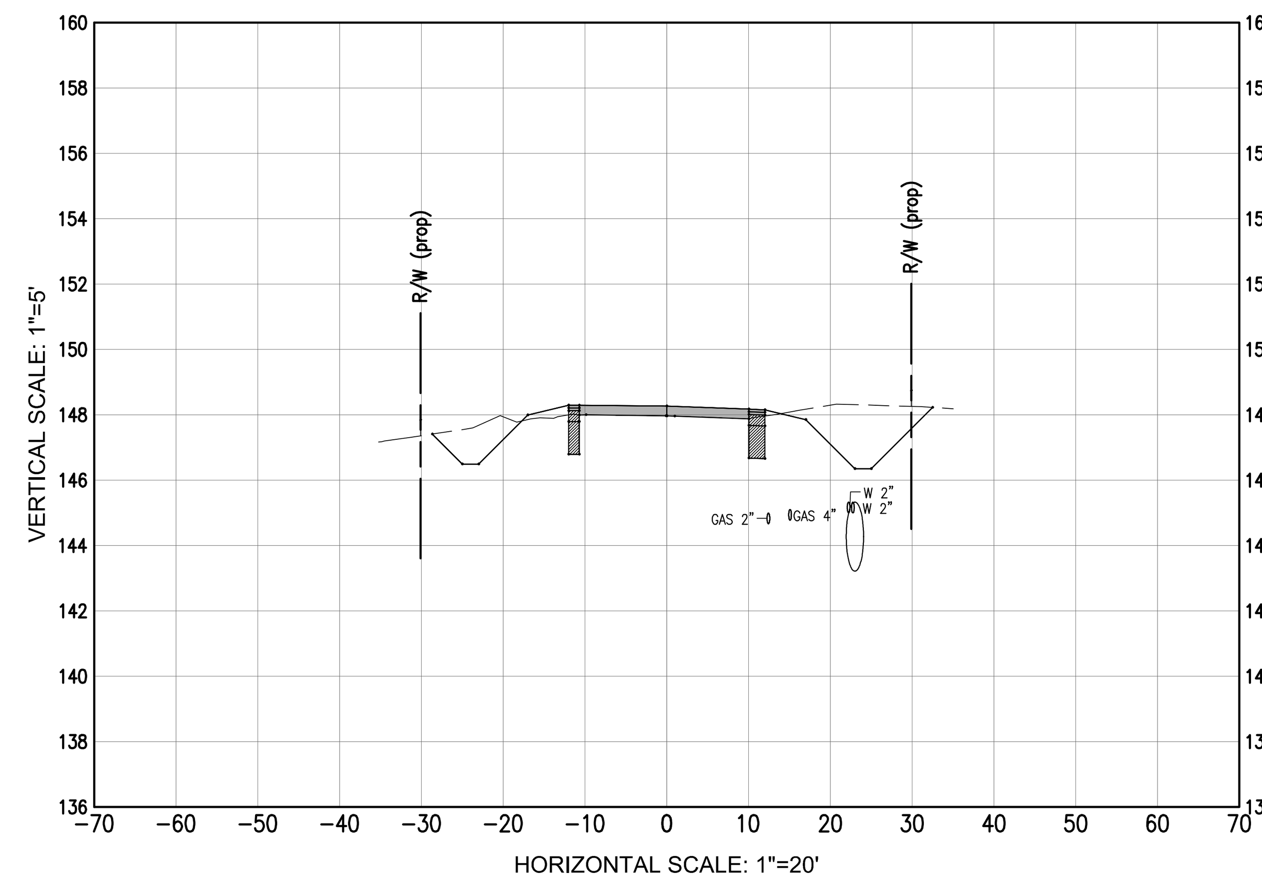

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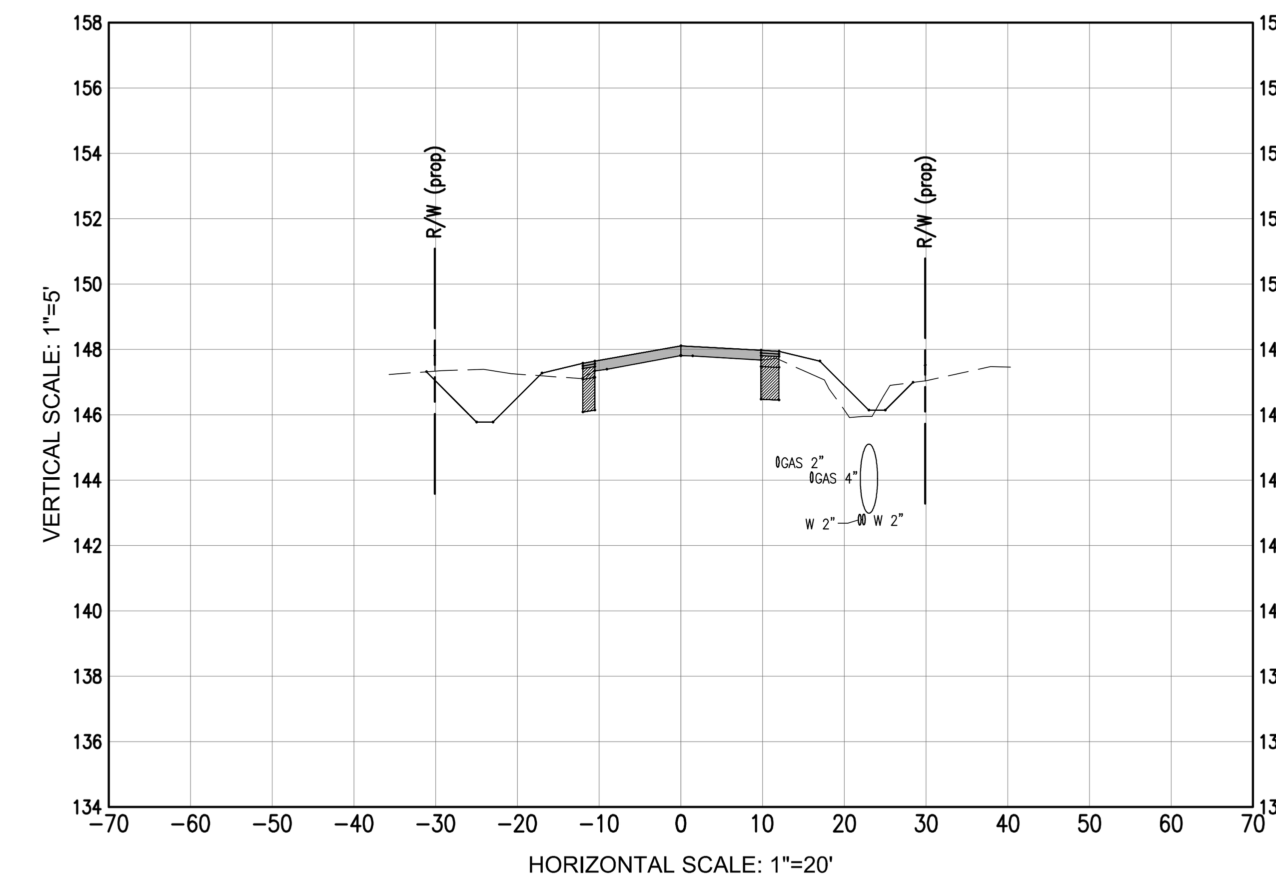

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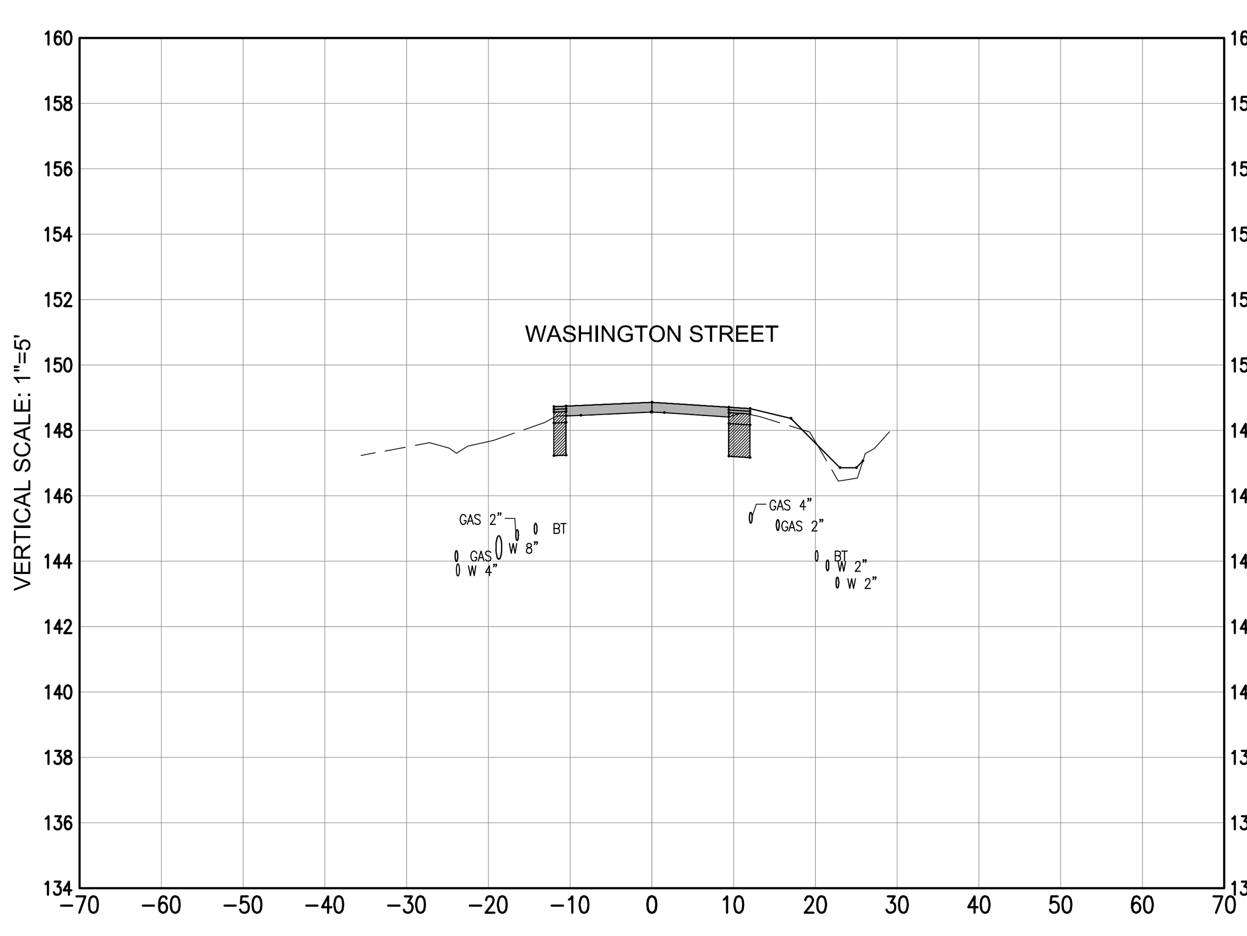

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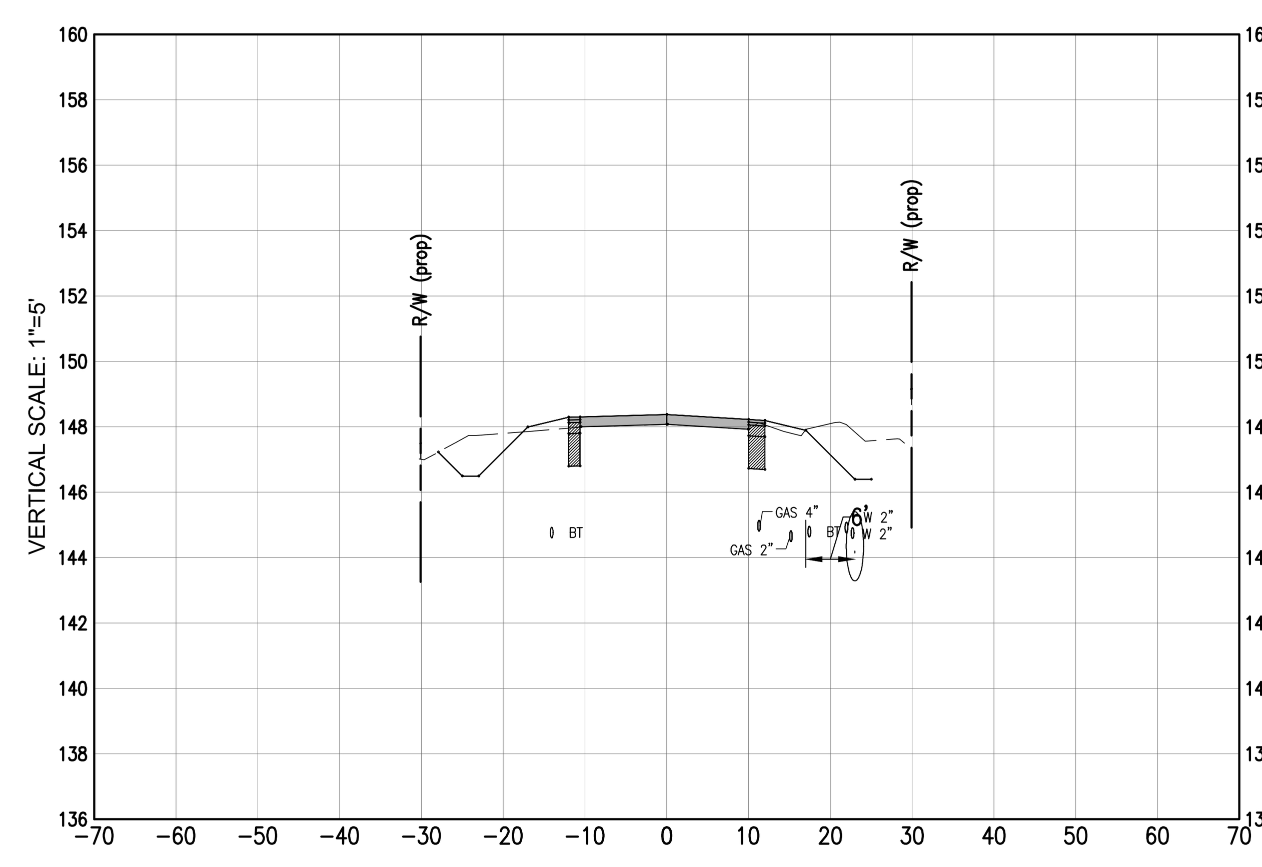

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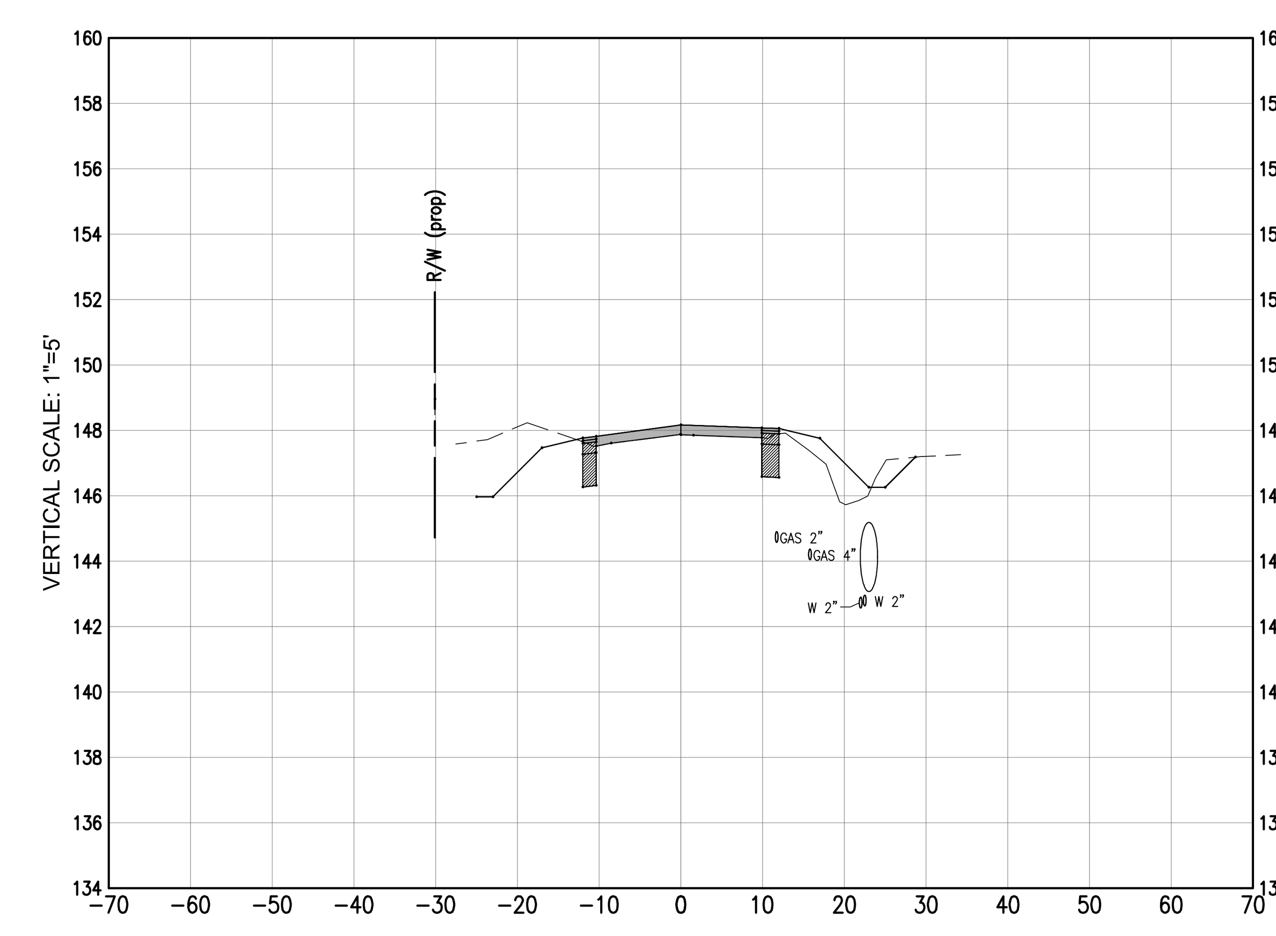

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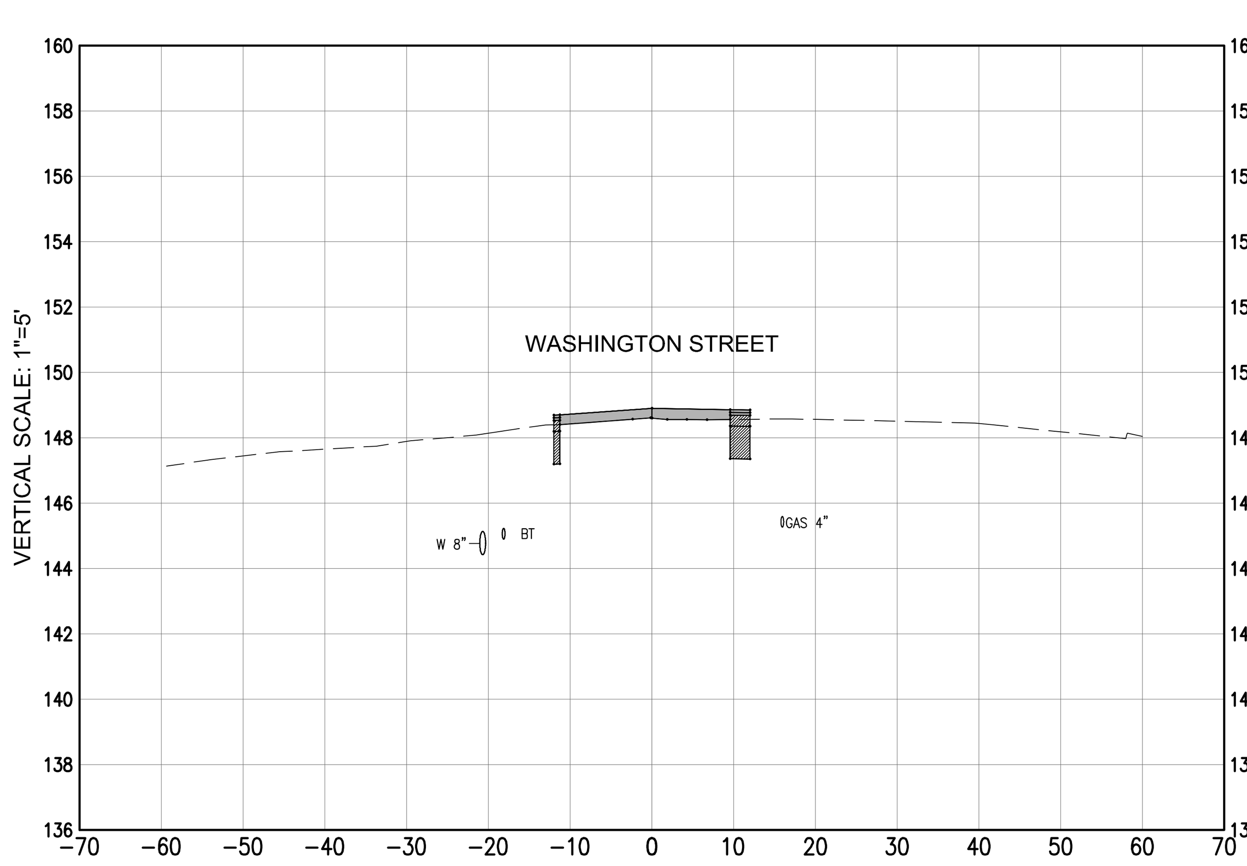

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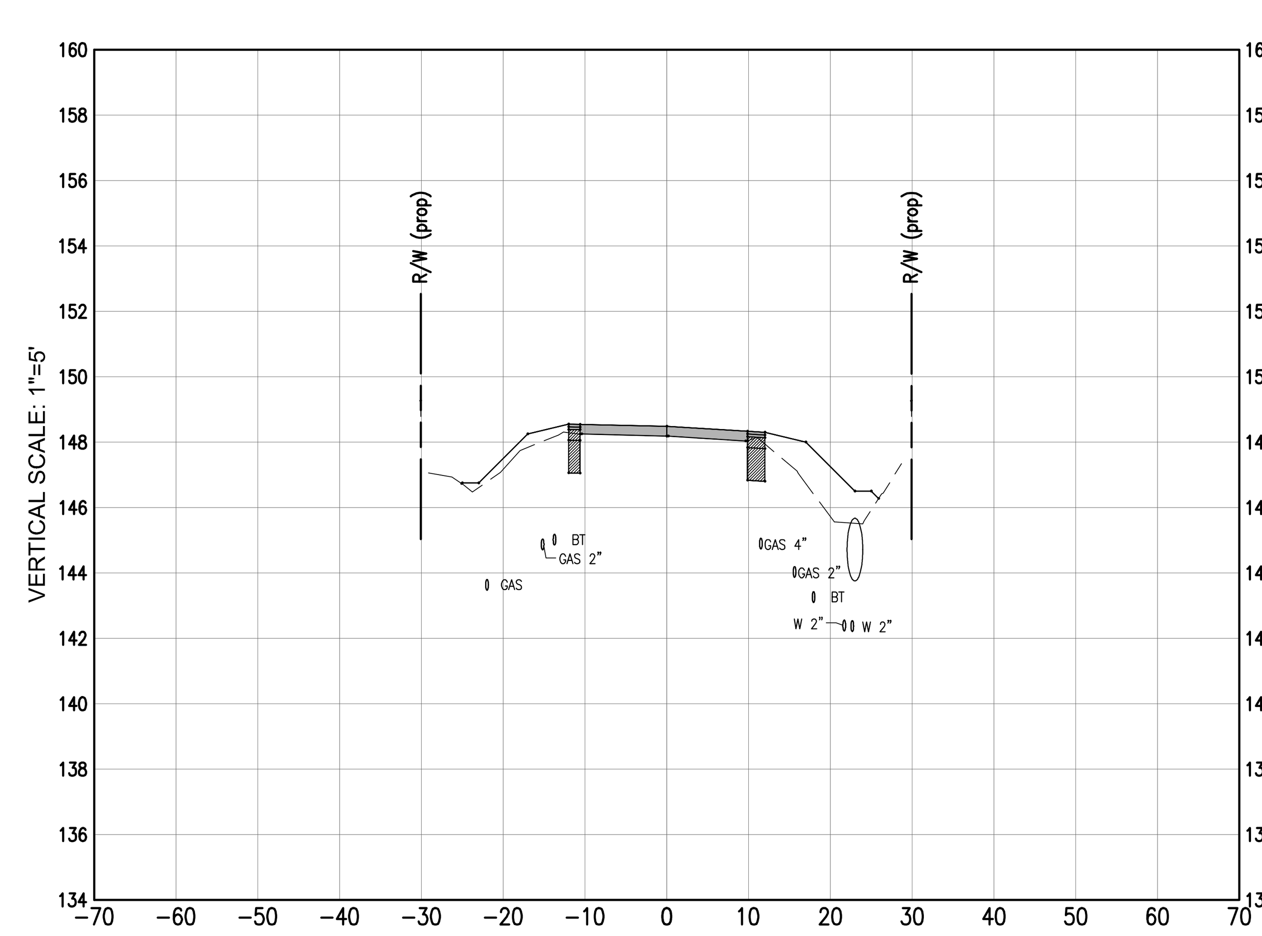

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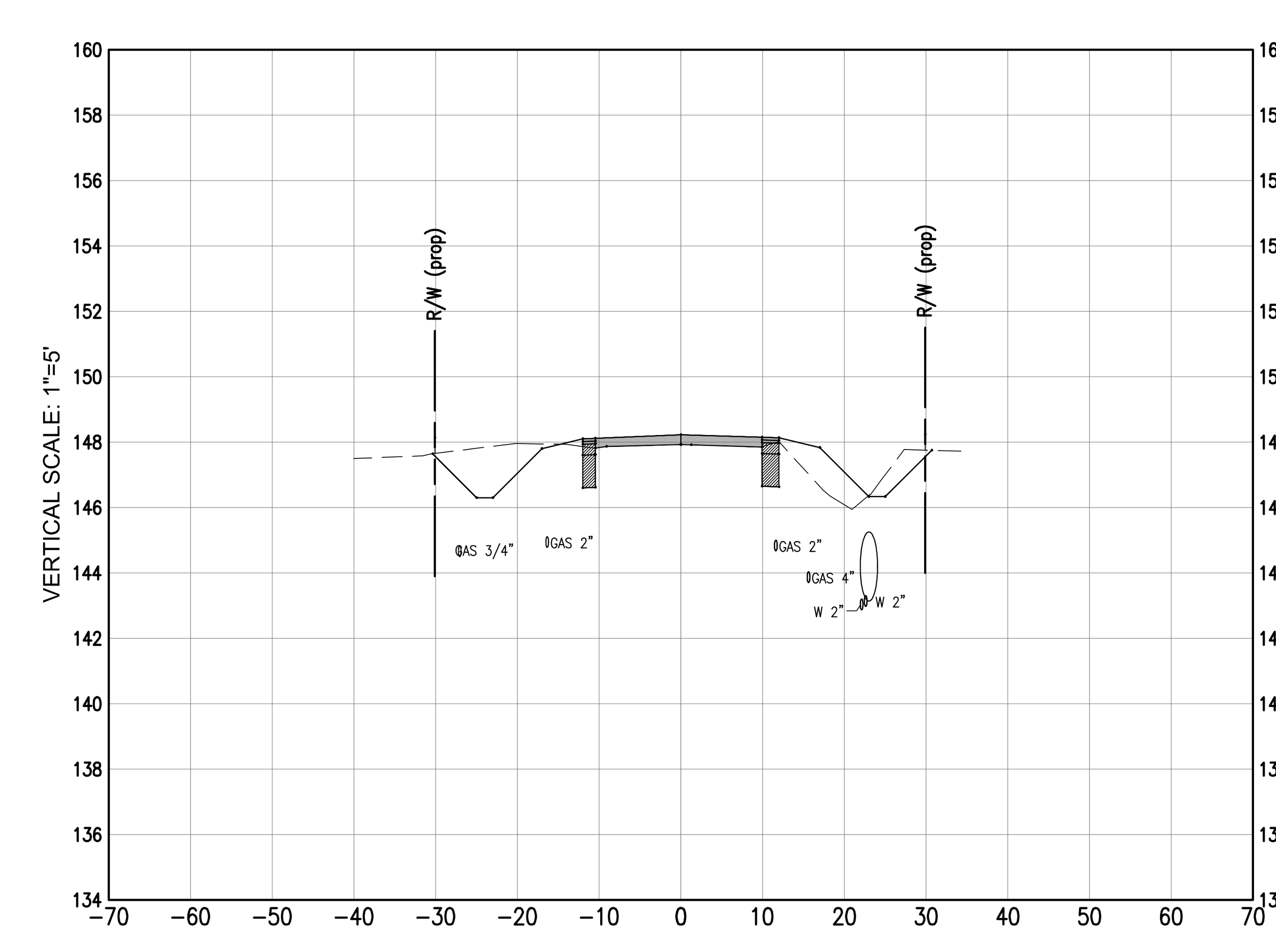

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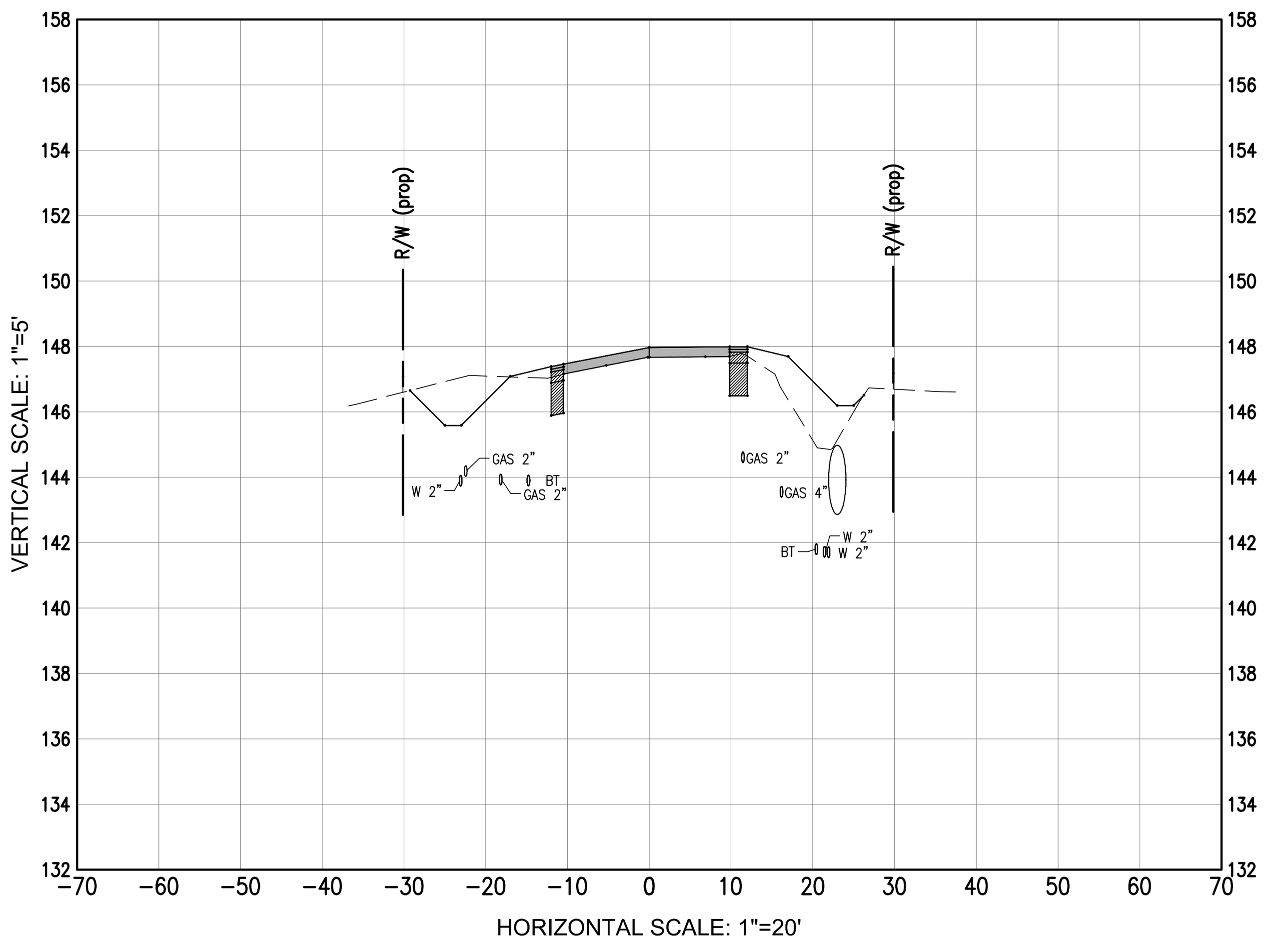
SURVEY NUMBER 2014.119
SHEET 18 OF 27

30% SUBMITTAL



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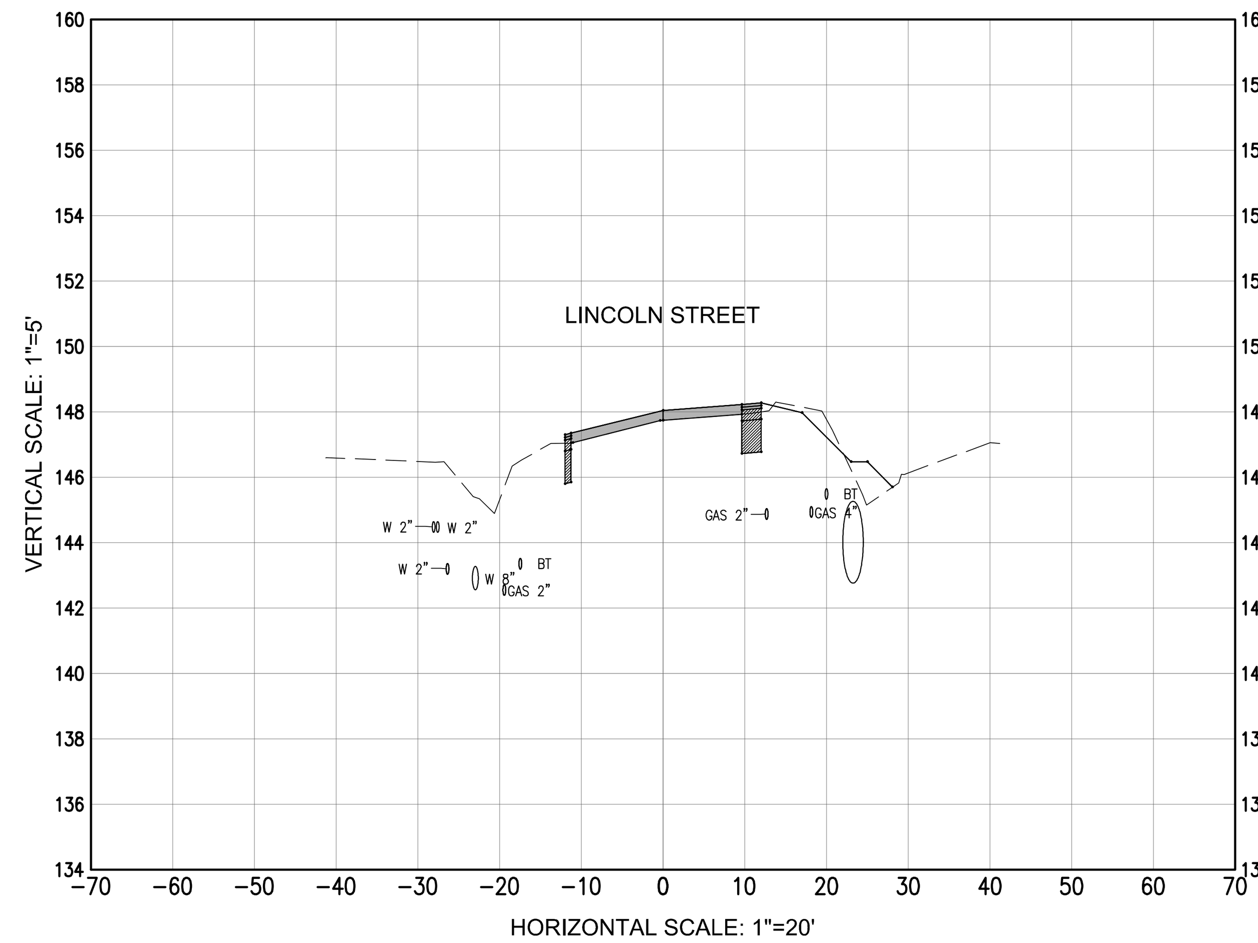

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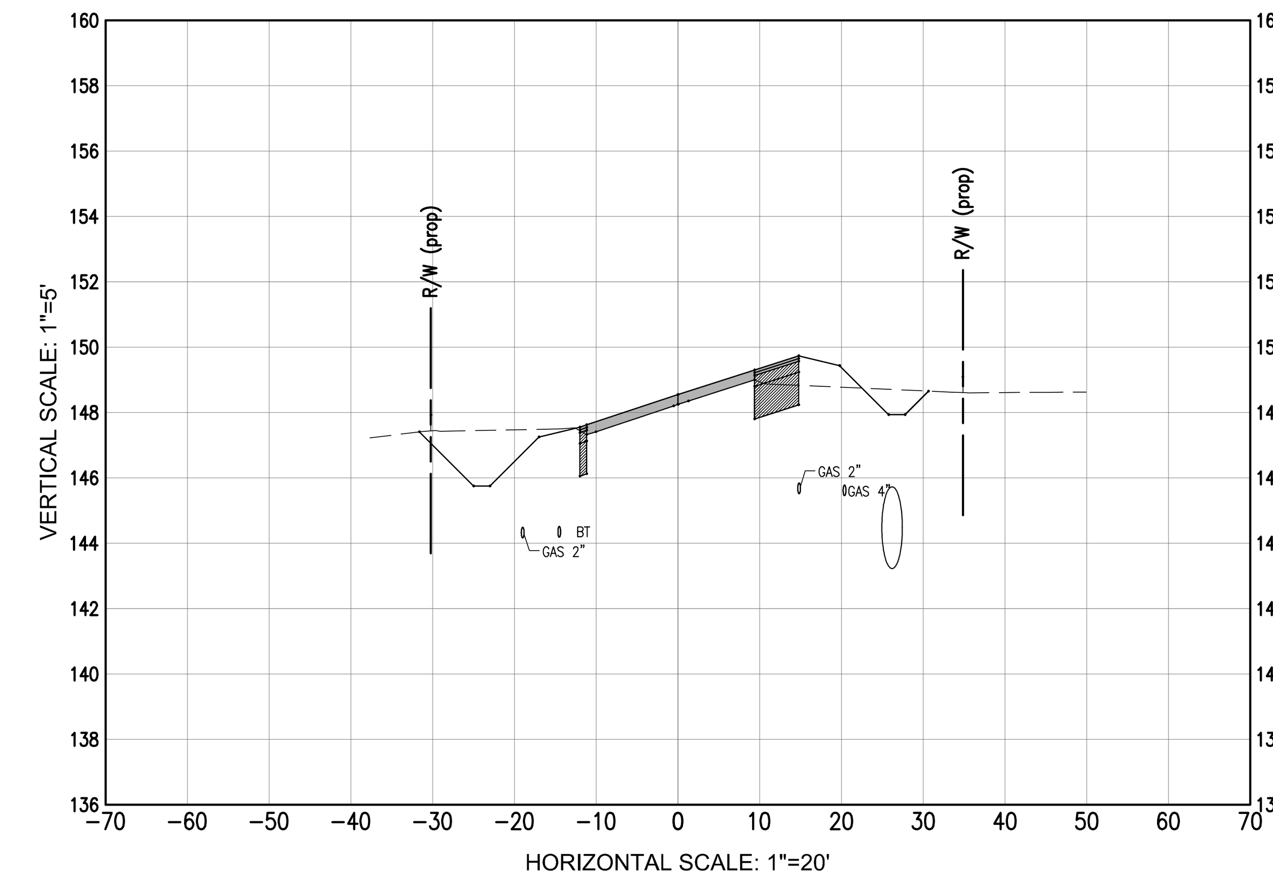

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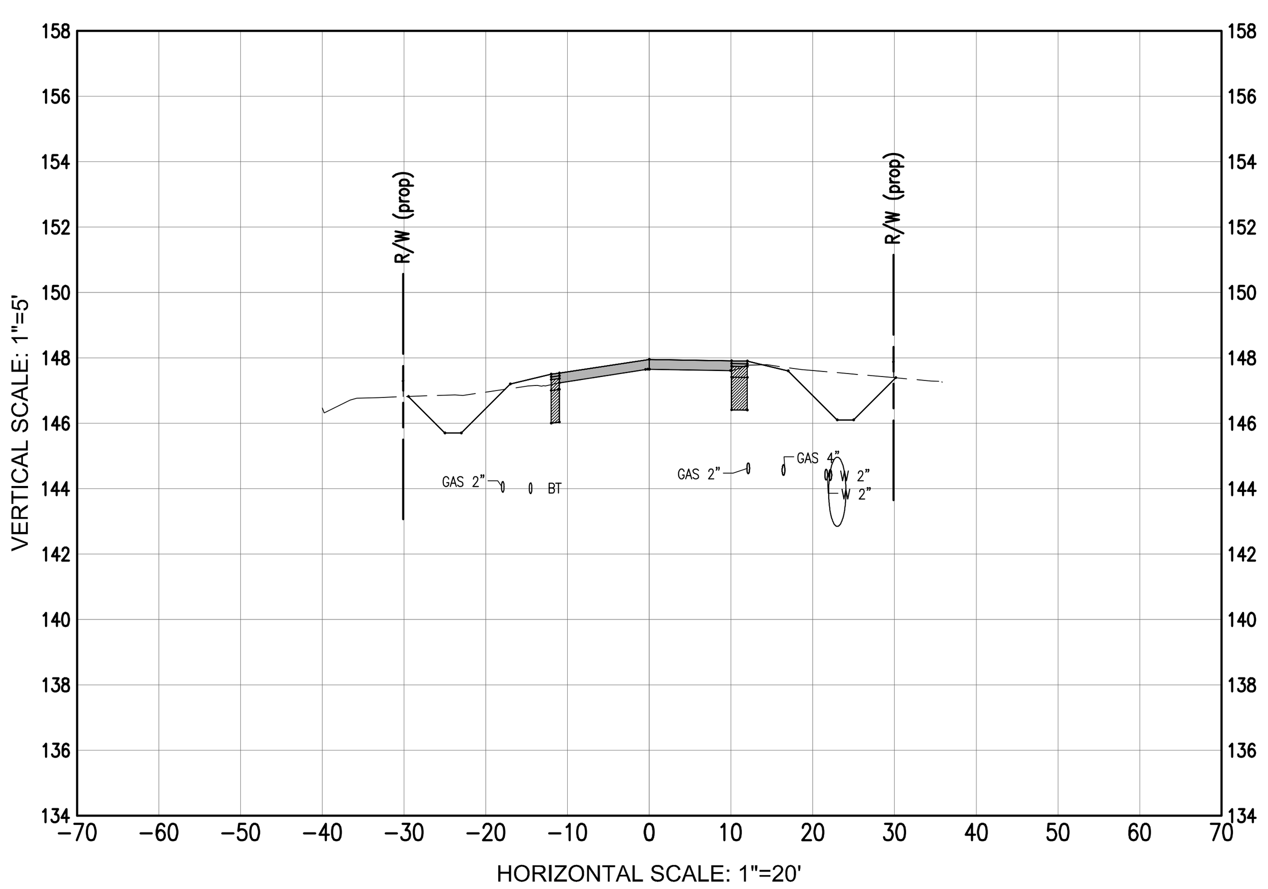

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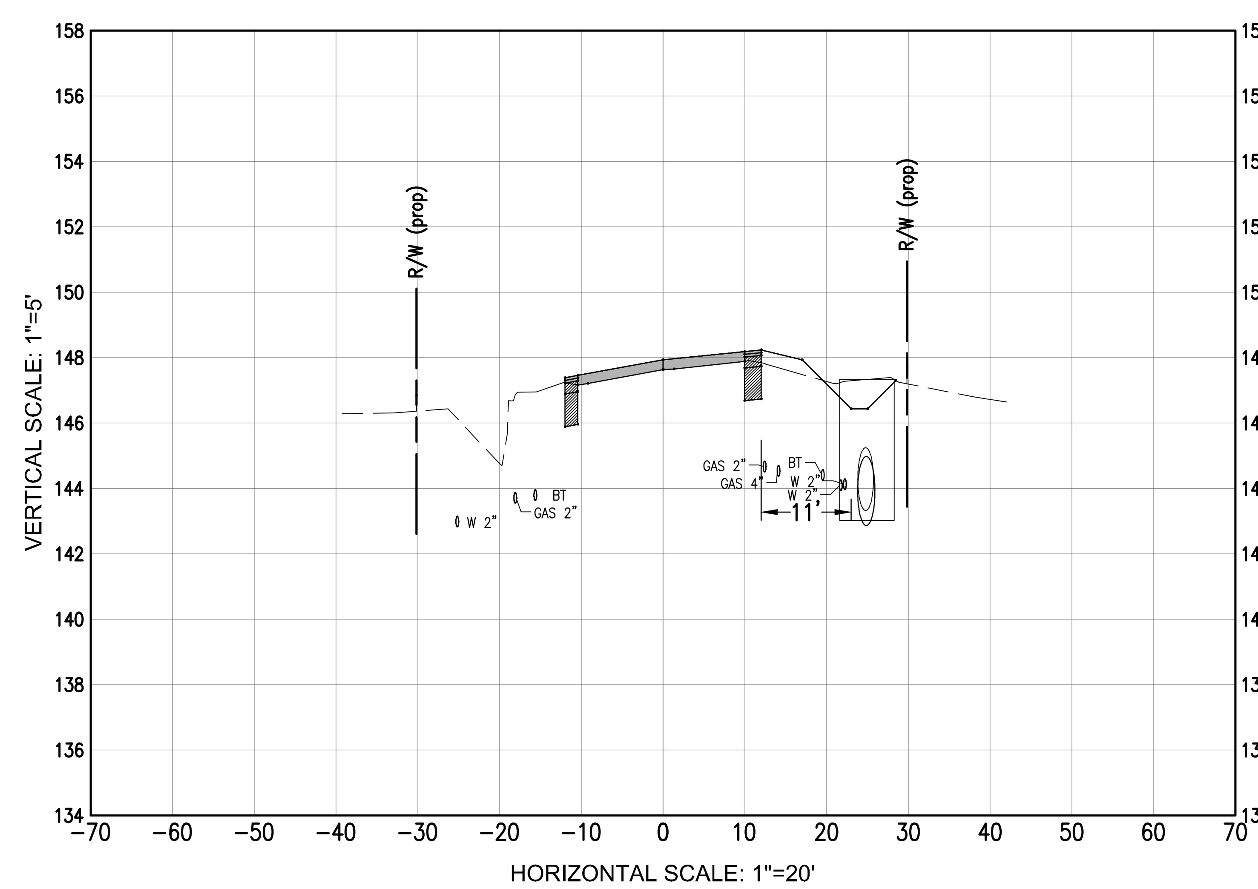

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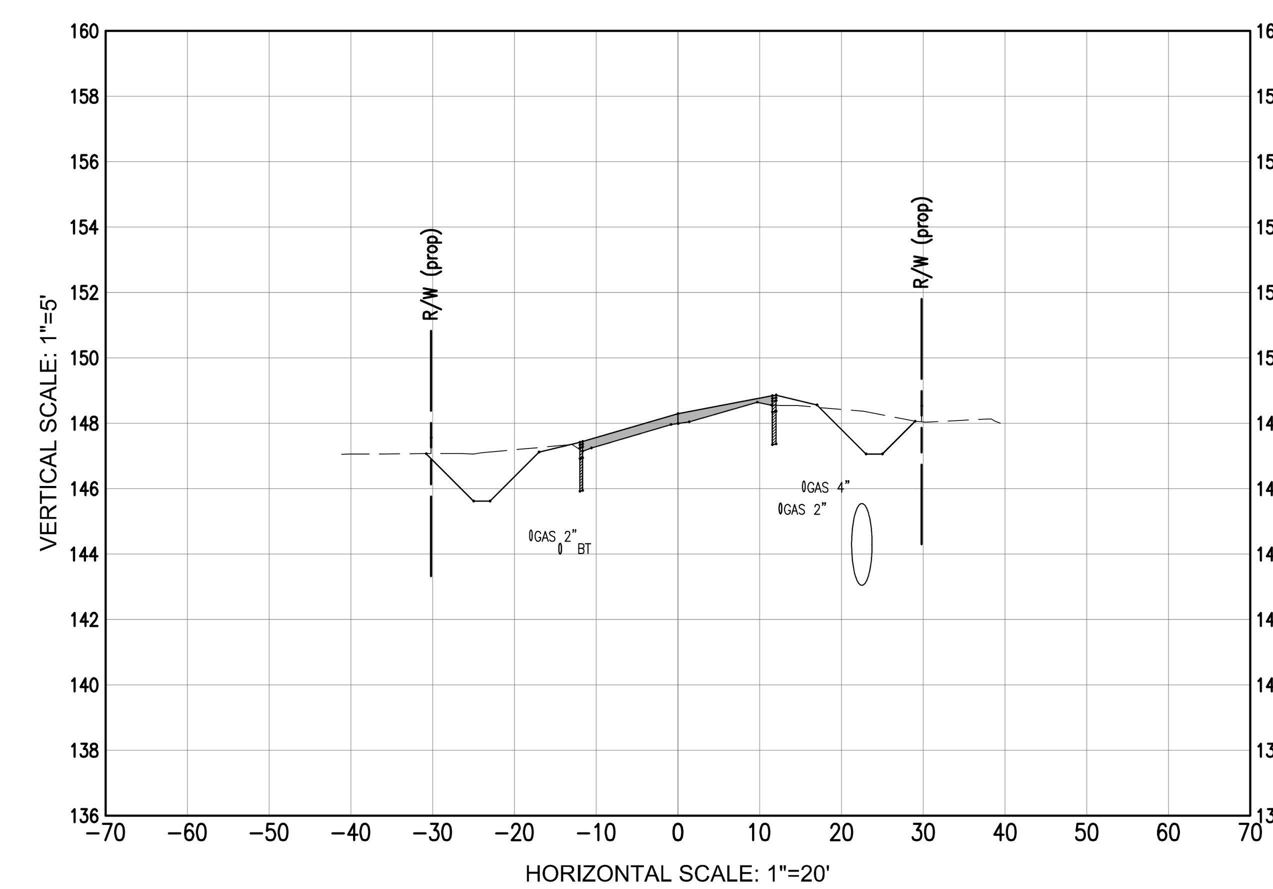

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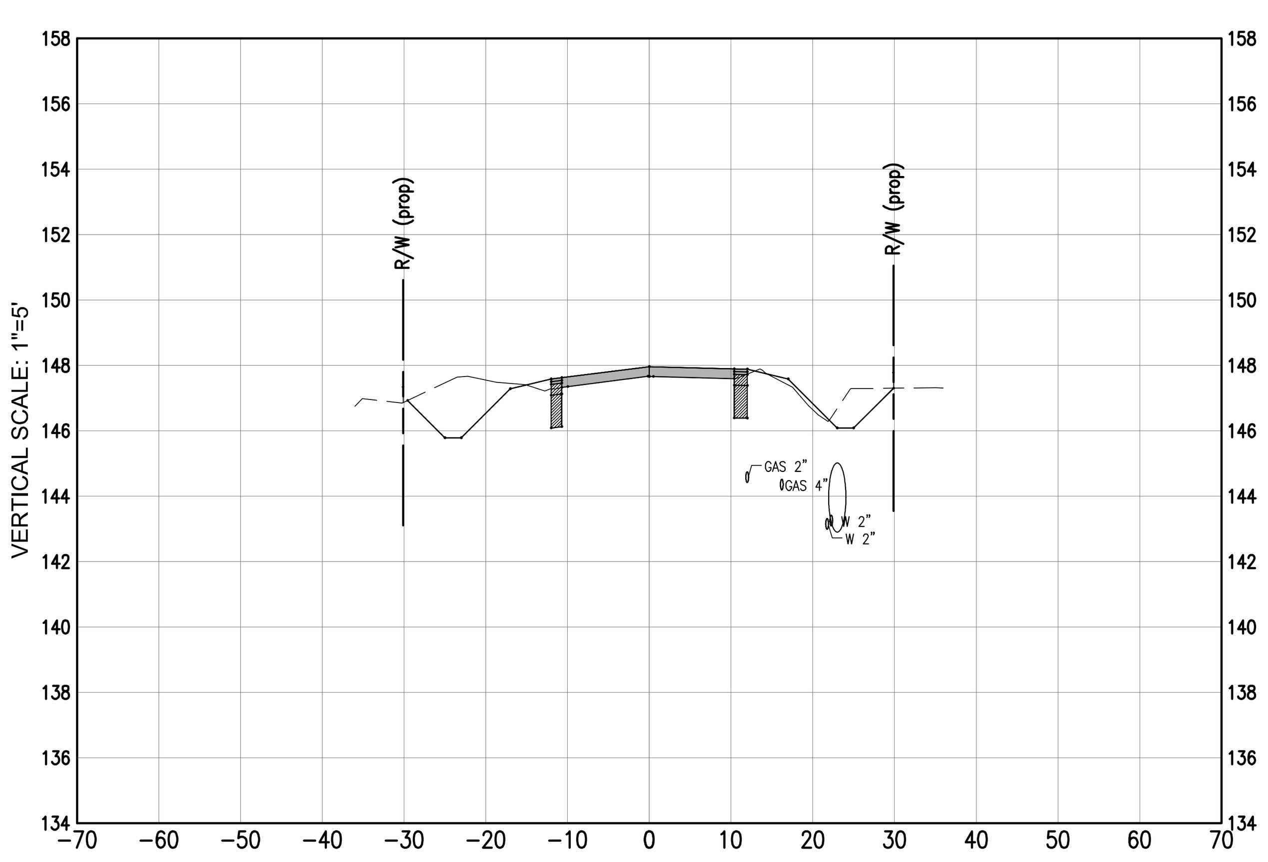

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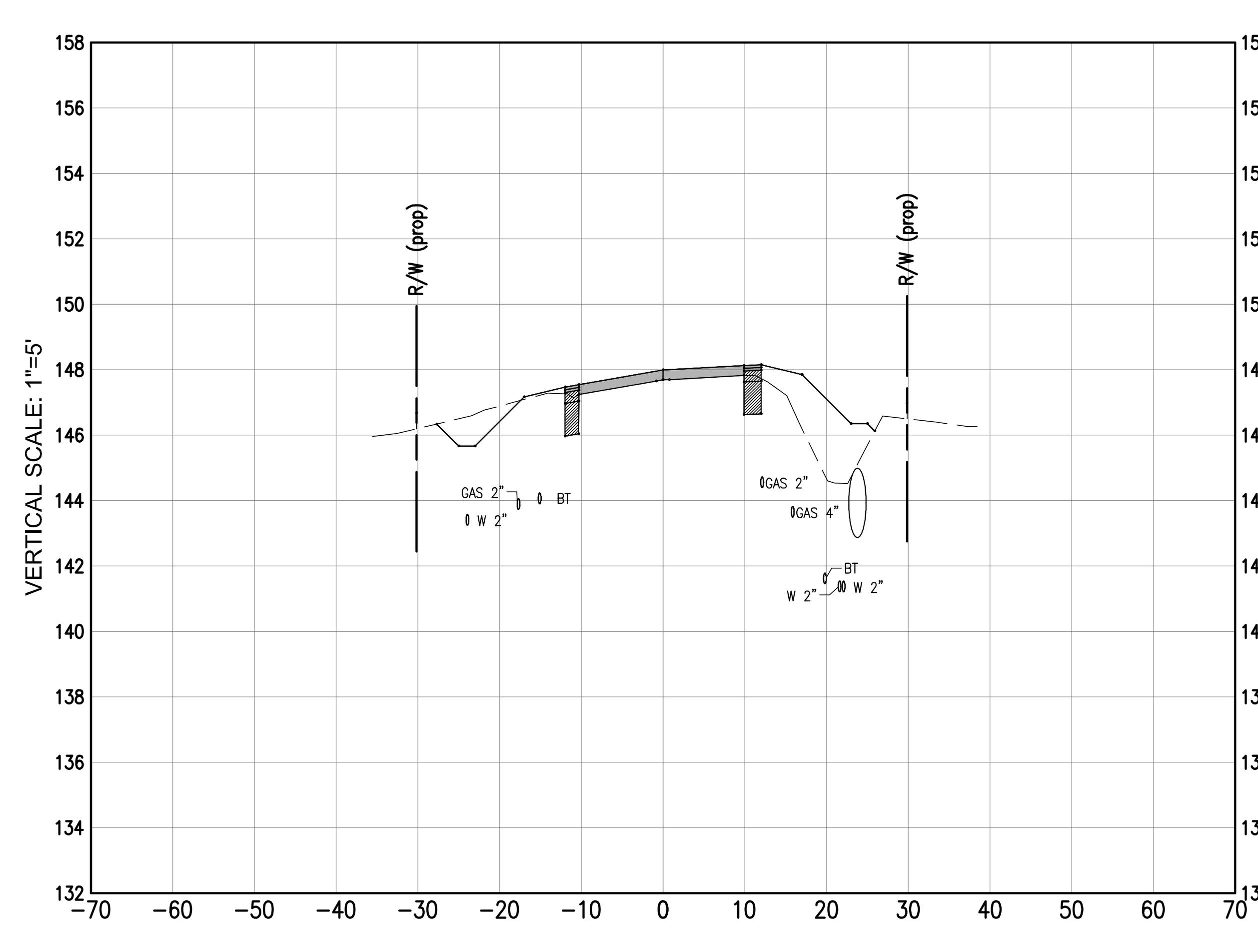

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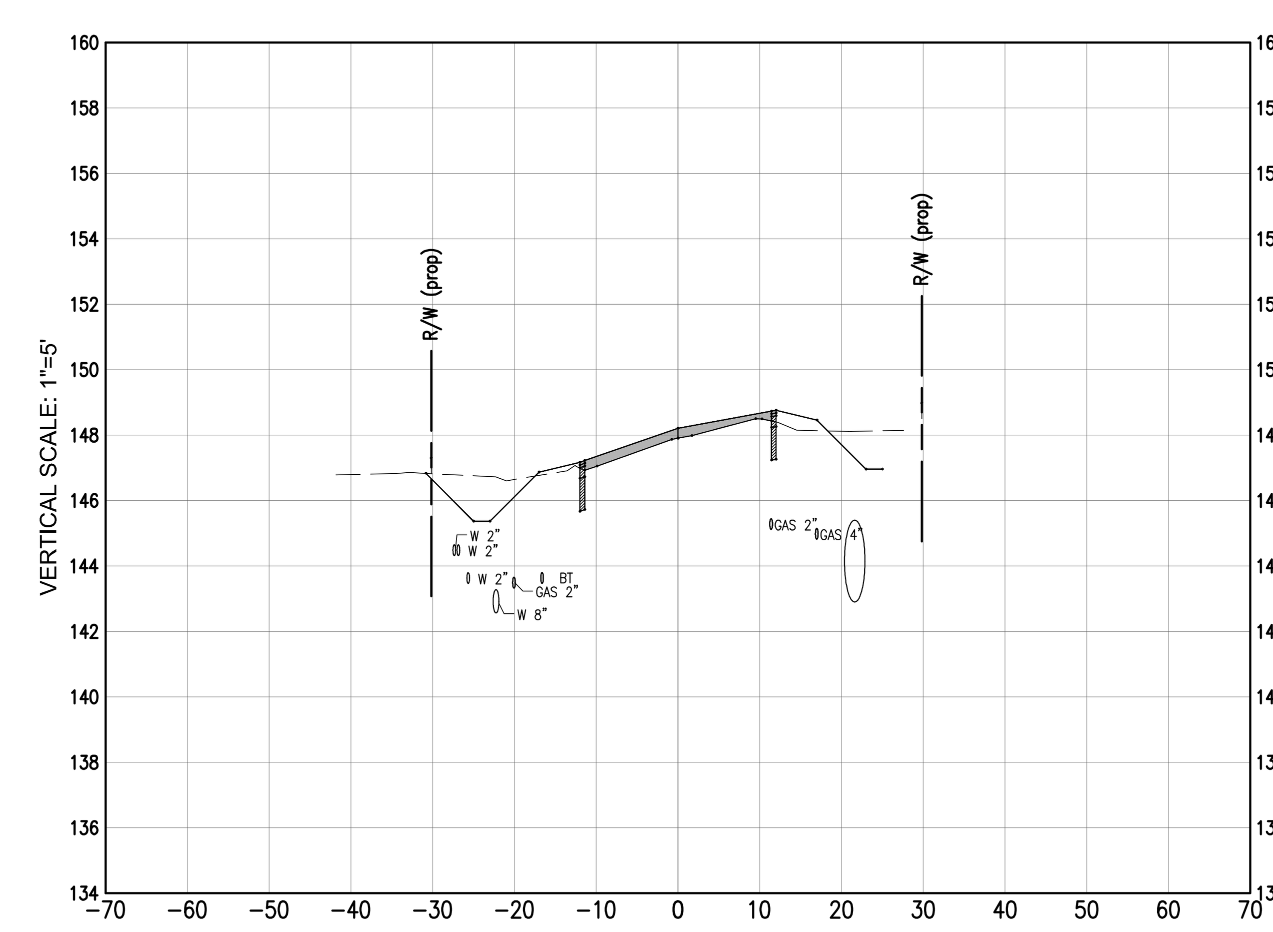

CR297A - Sta 22+00

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SHEET 19 OF 27

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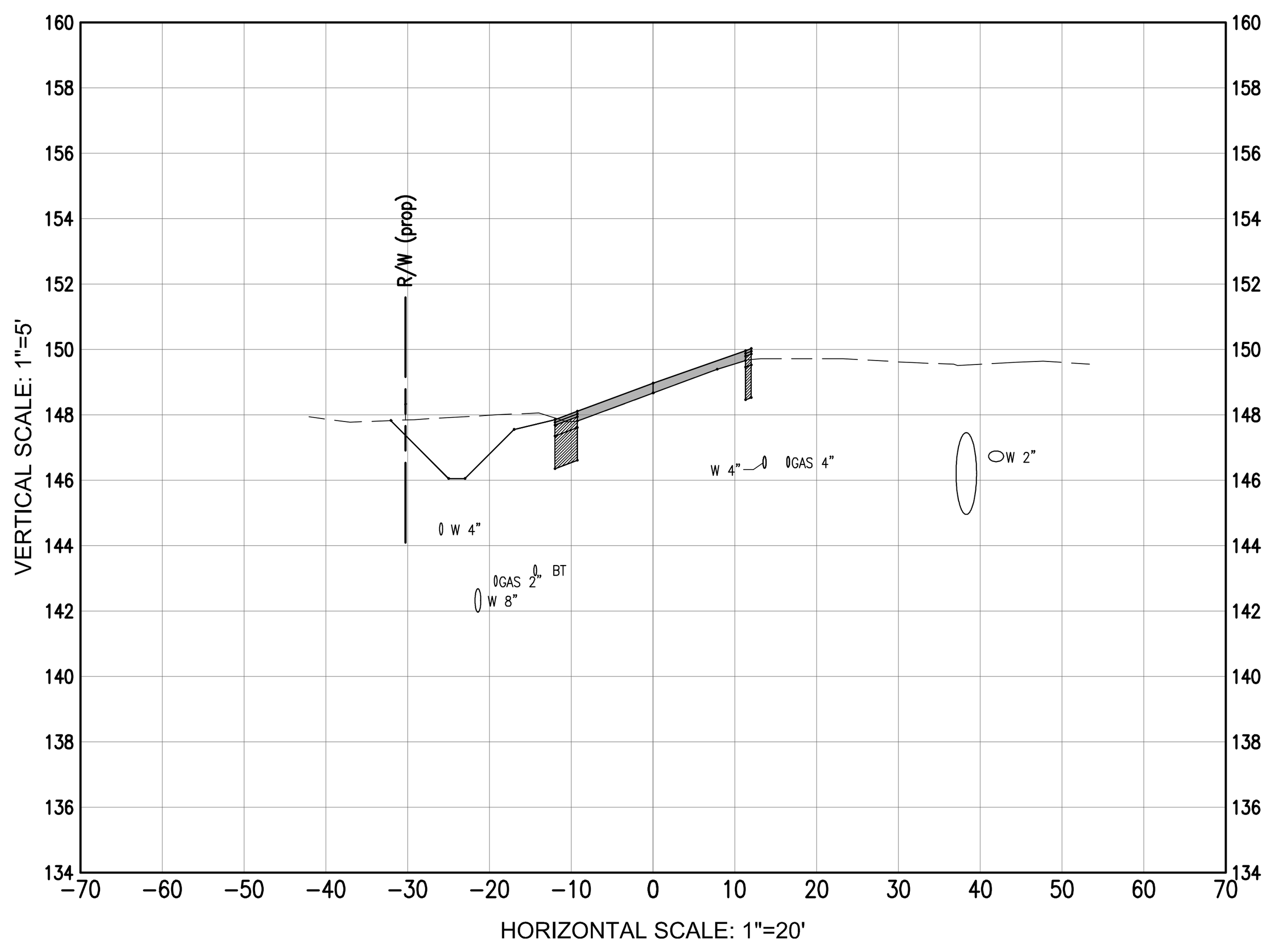

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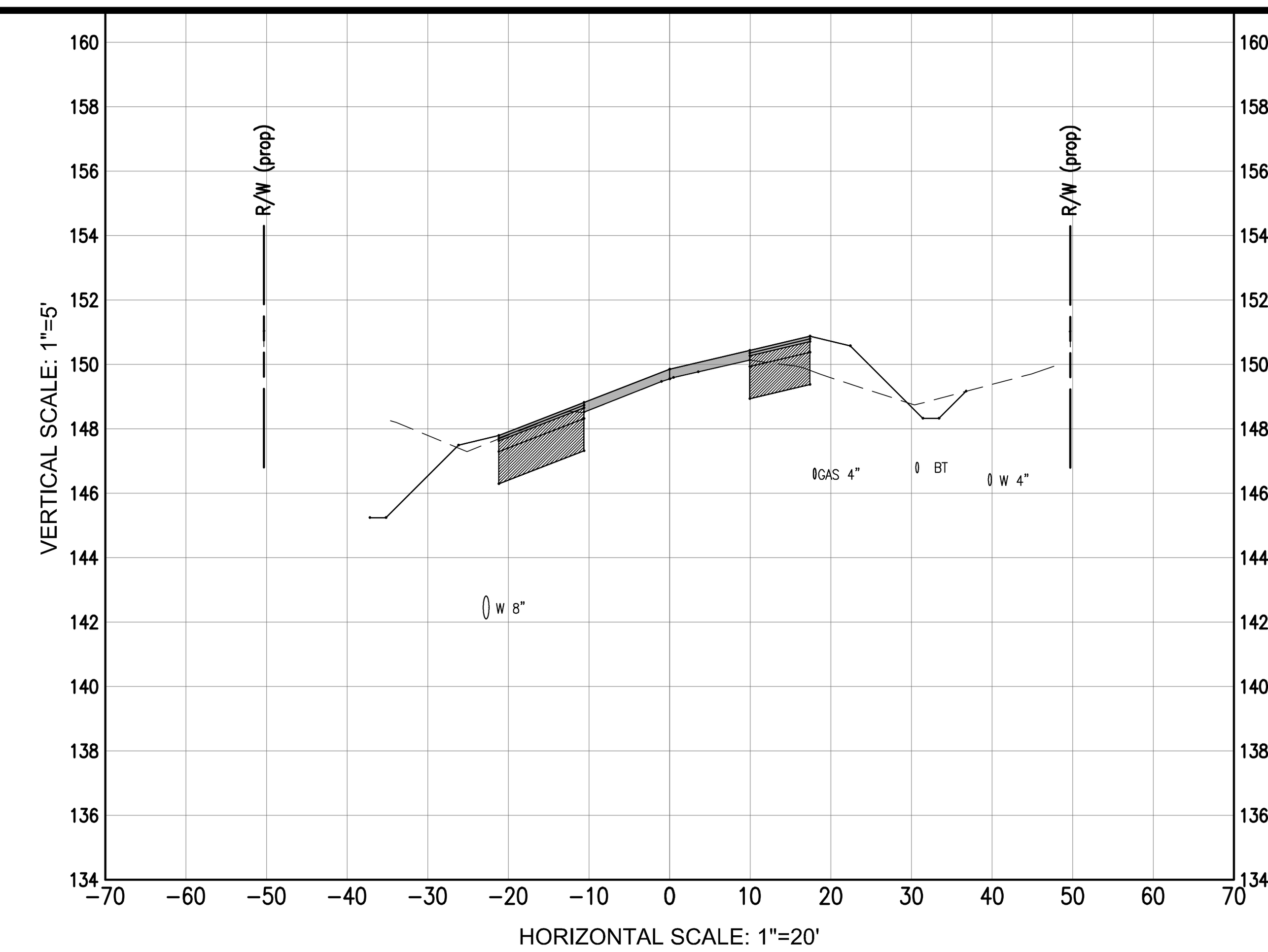

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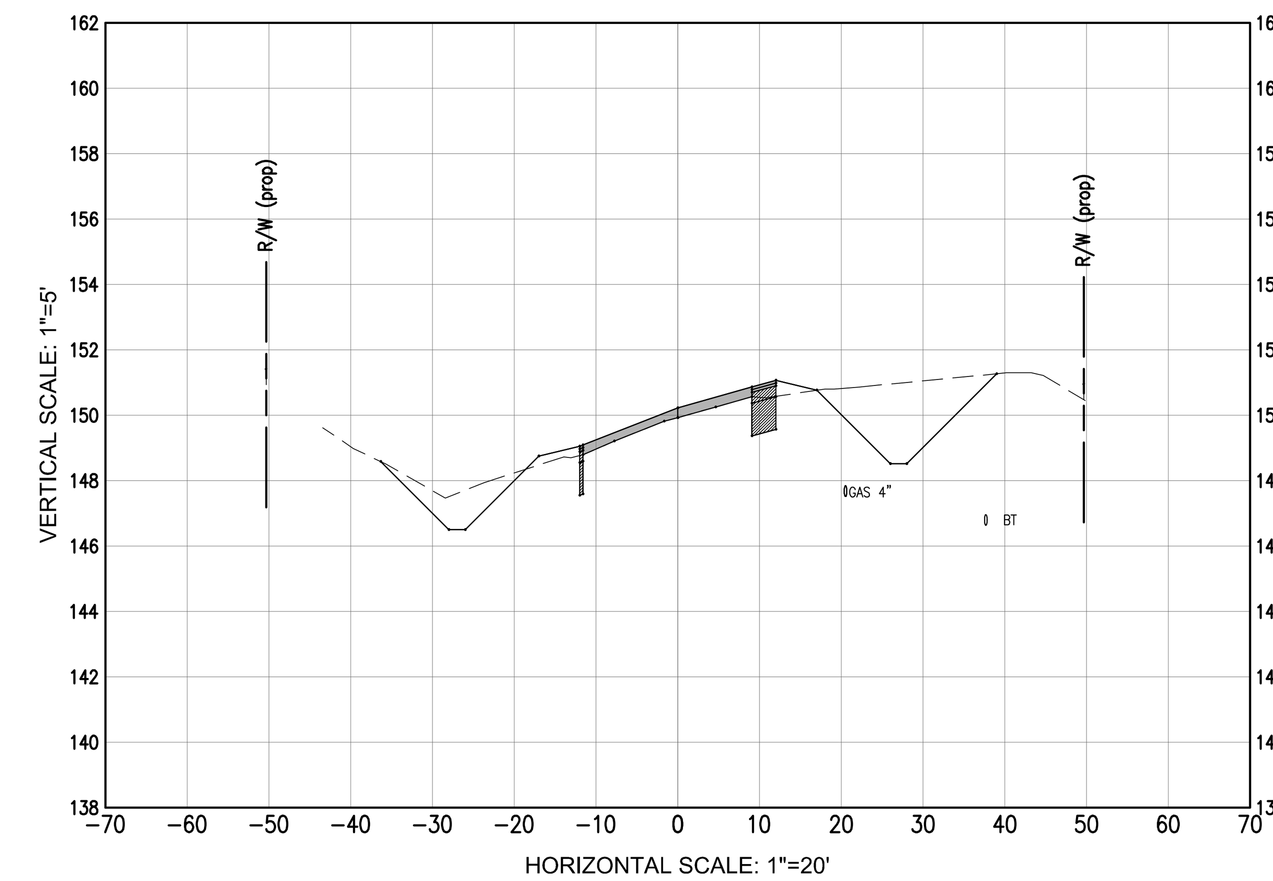

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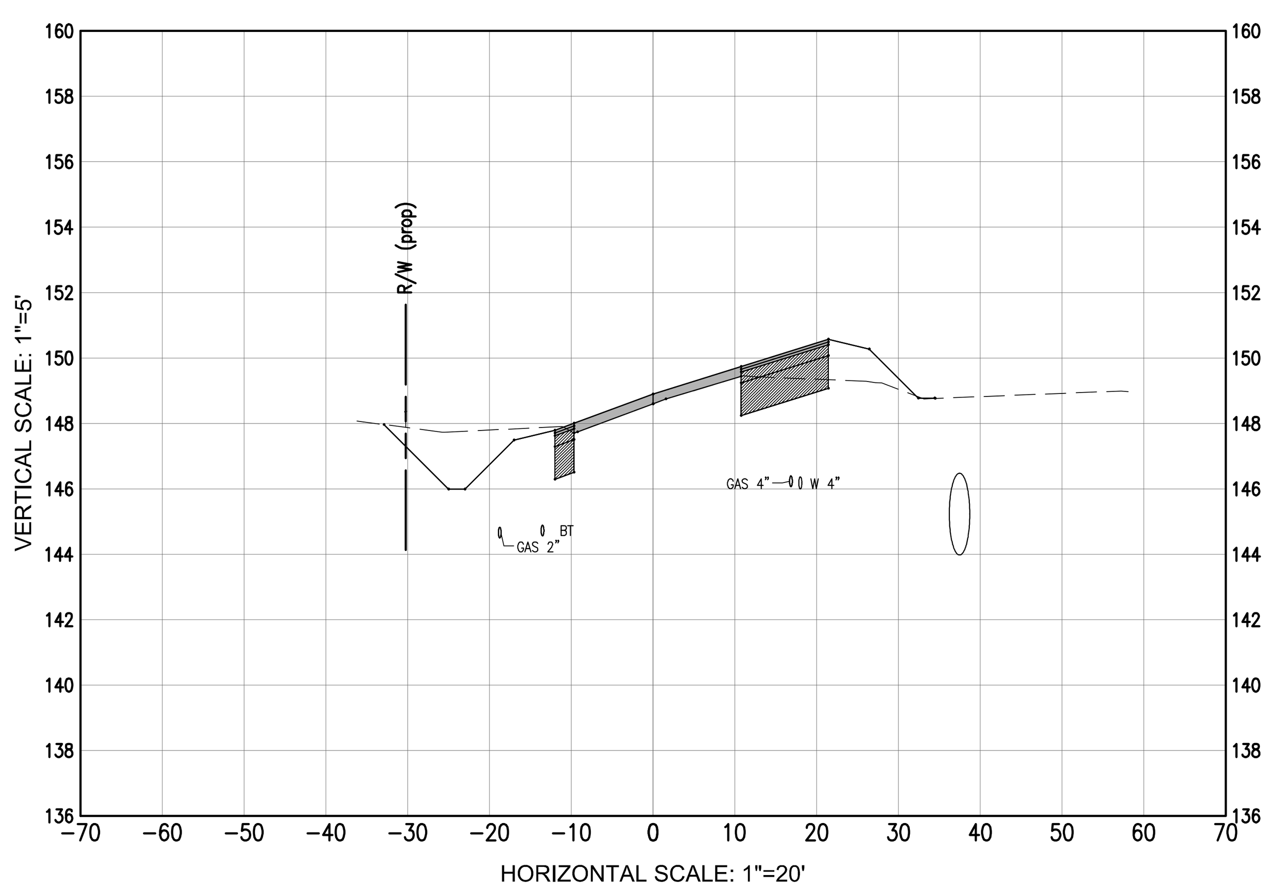

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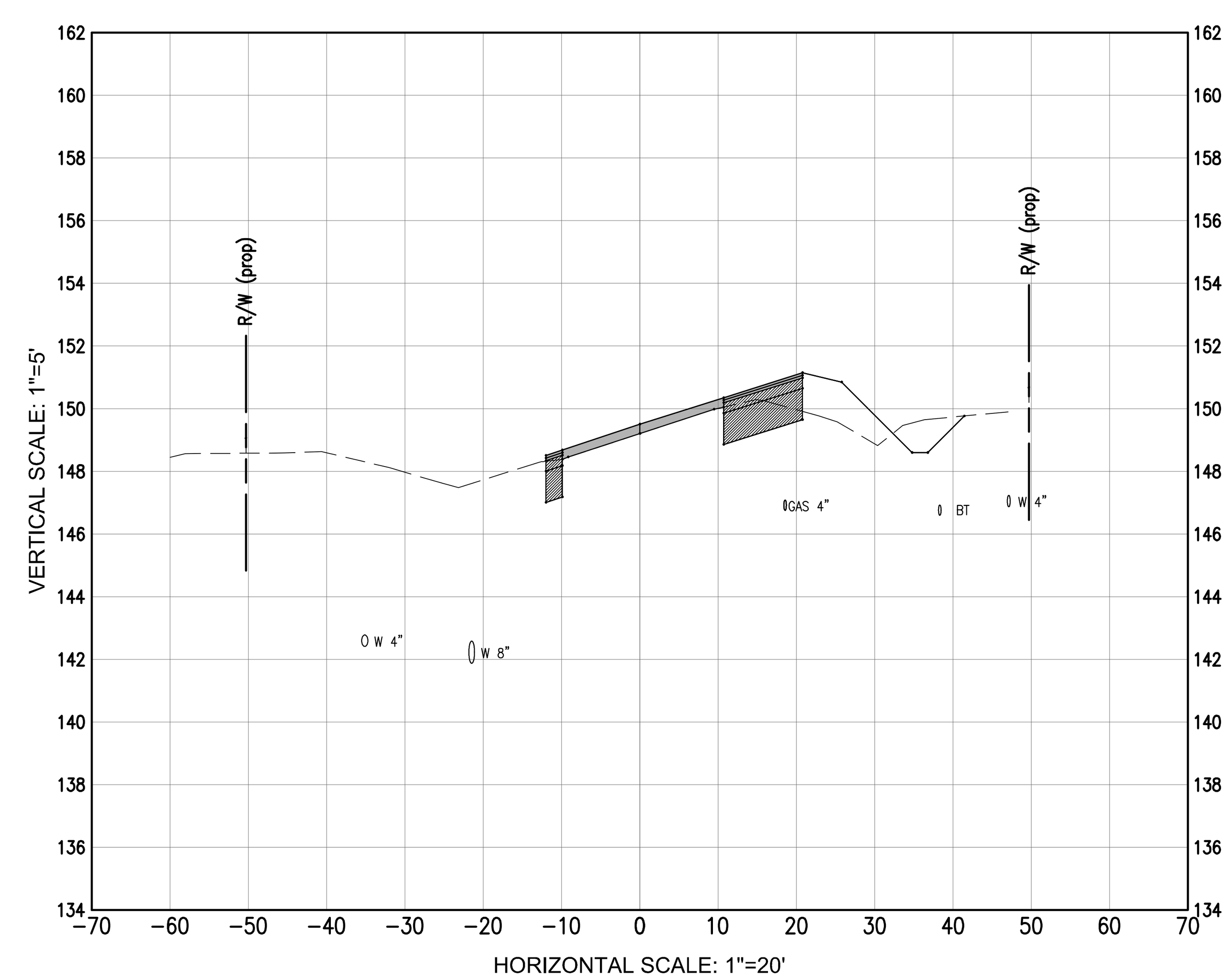

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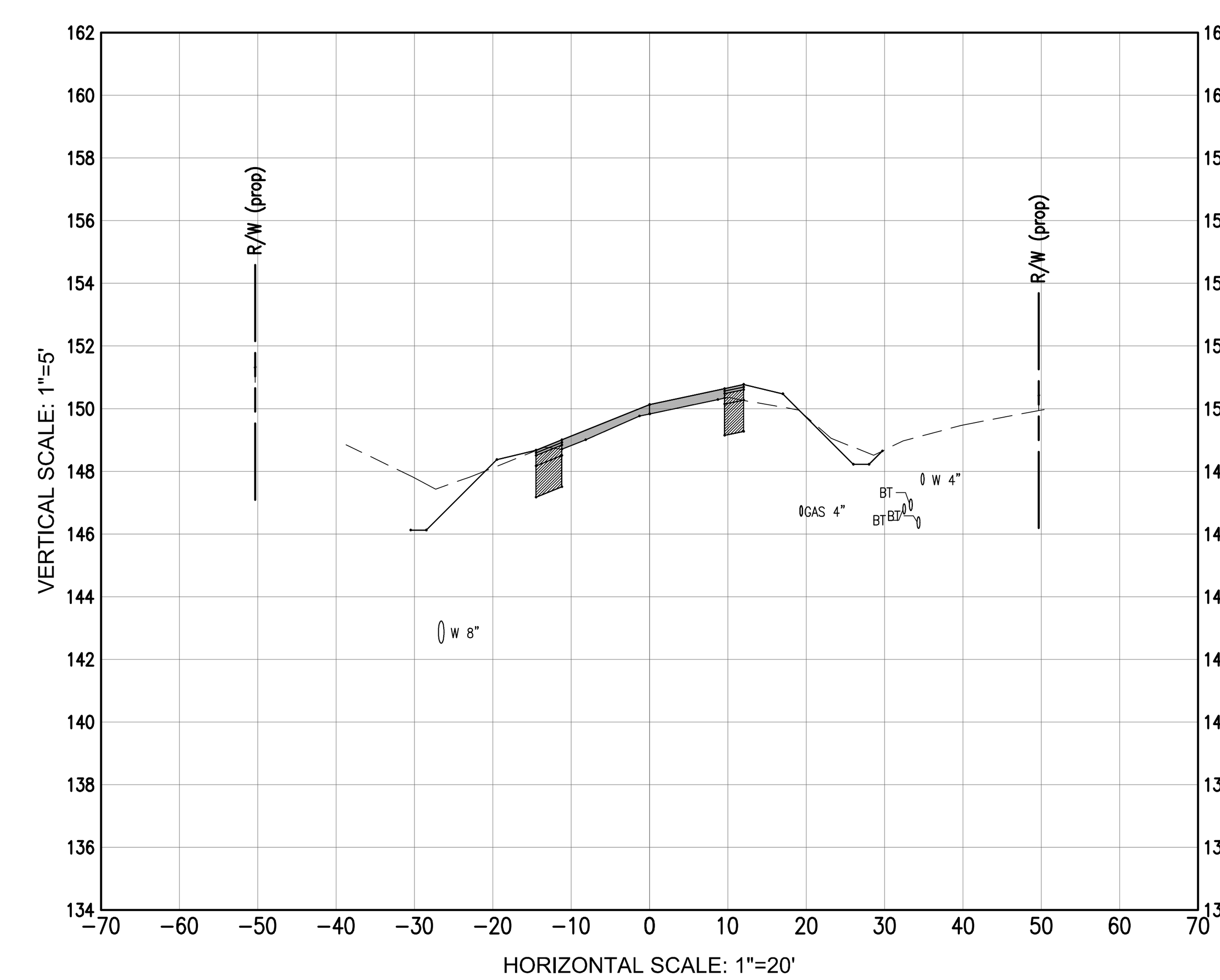

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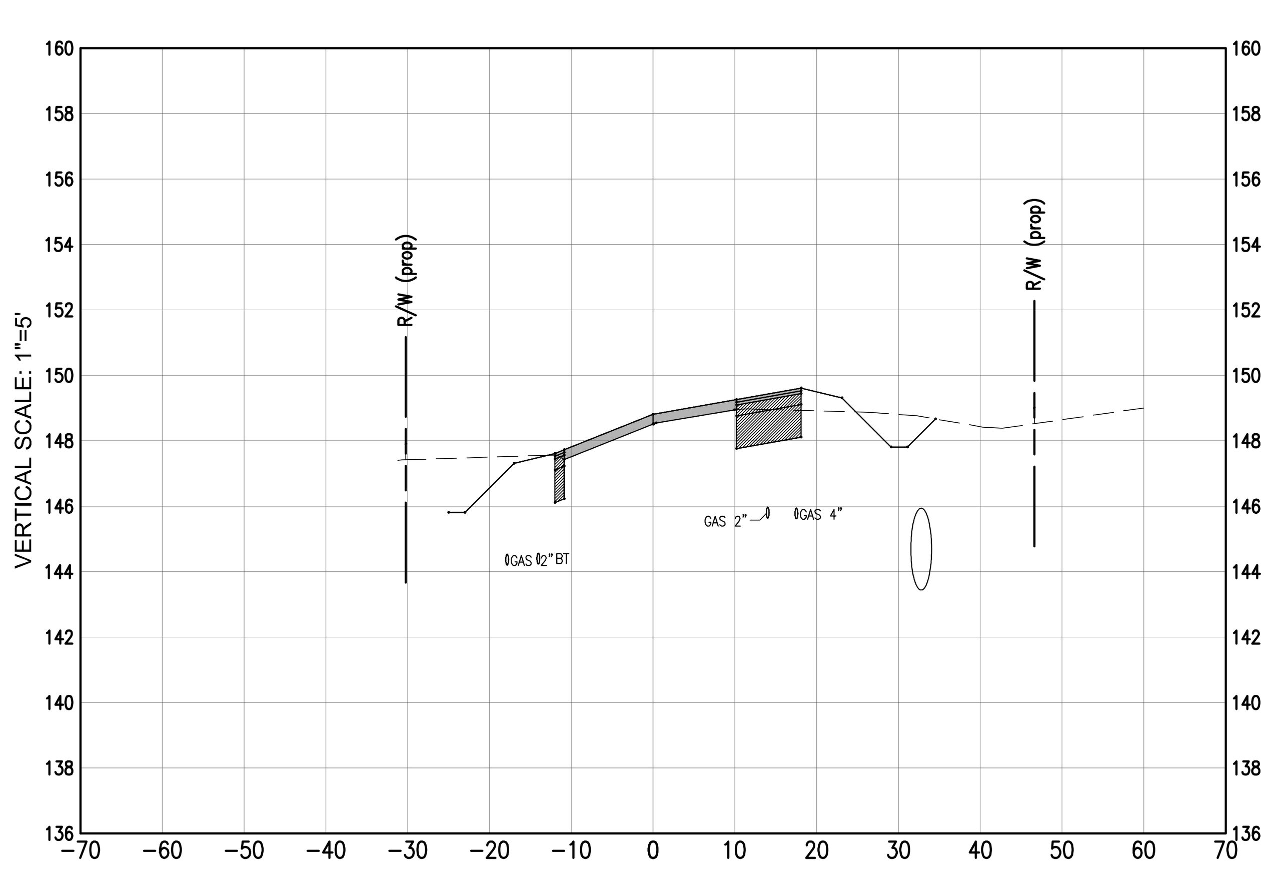

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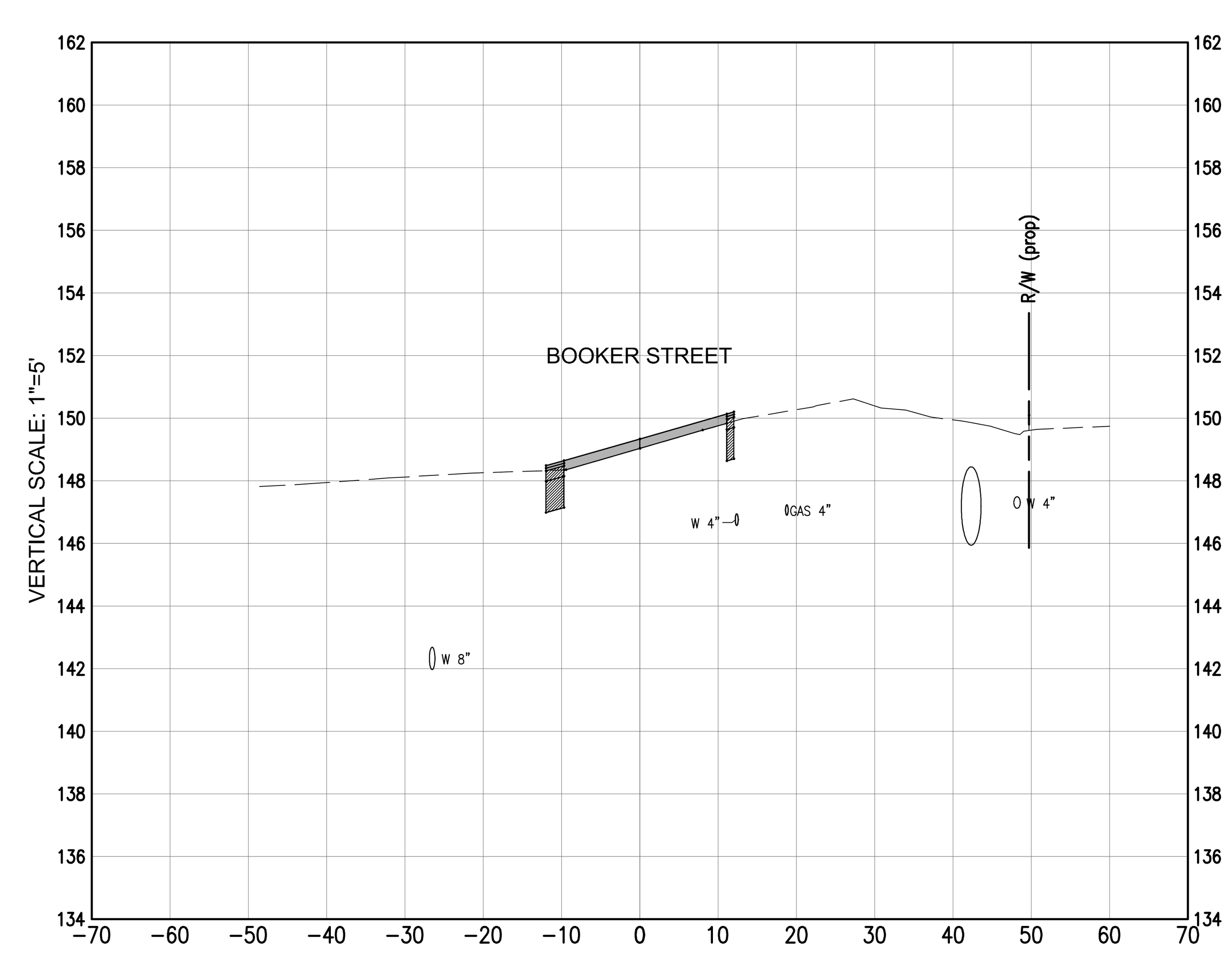

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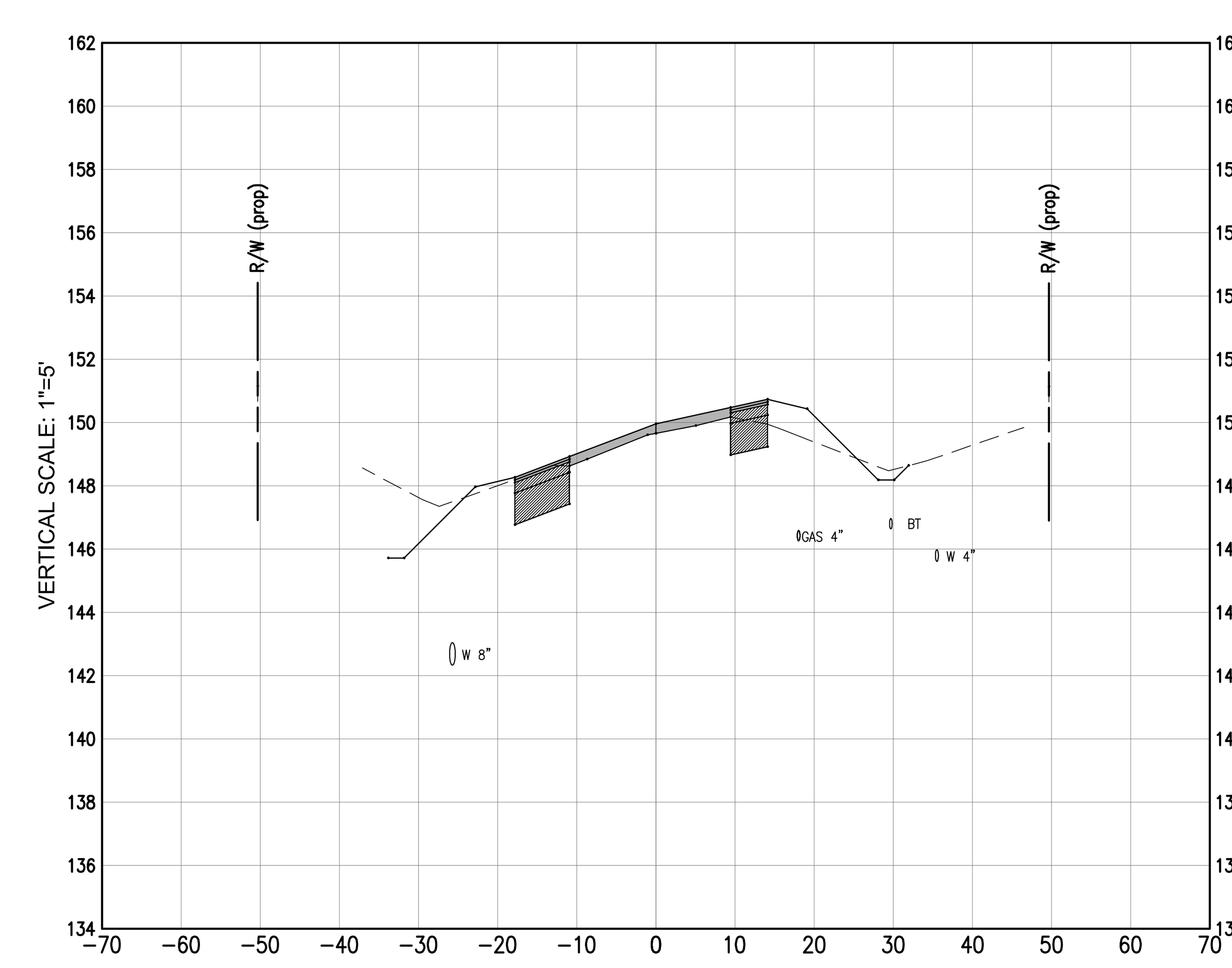

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SHEET 20 OF 27

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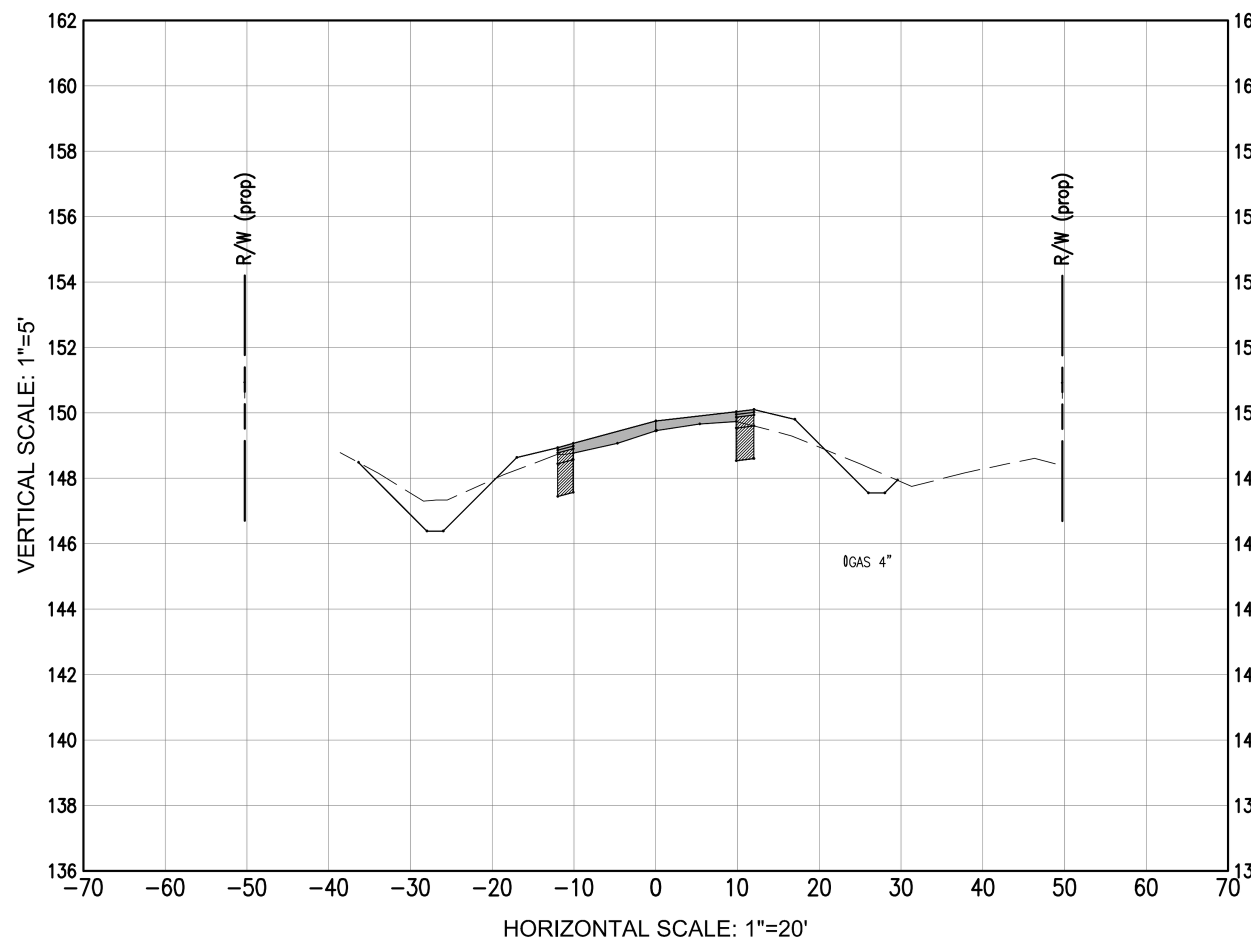

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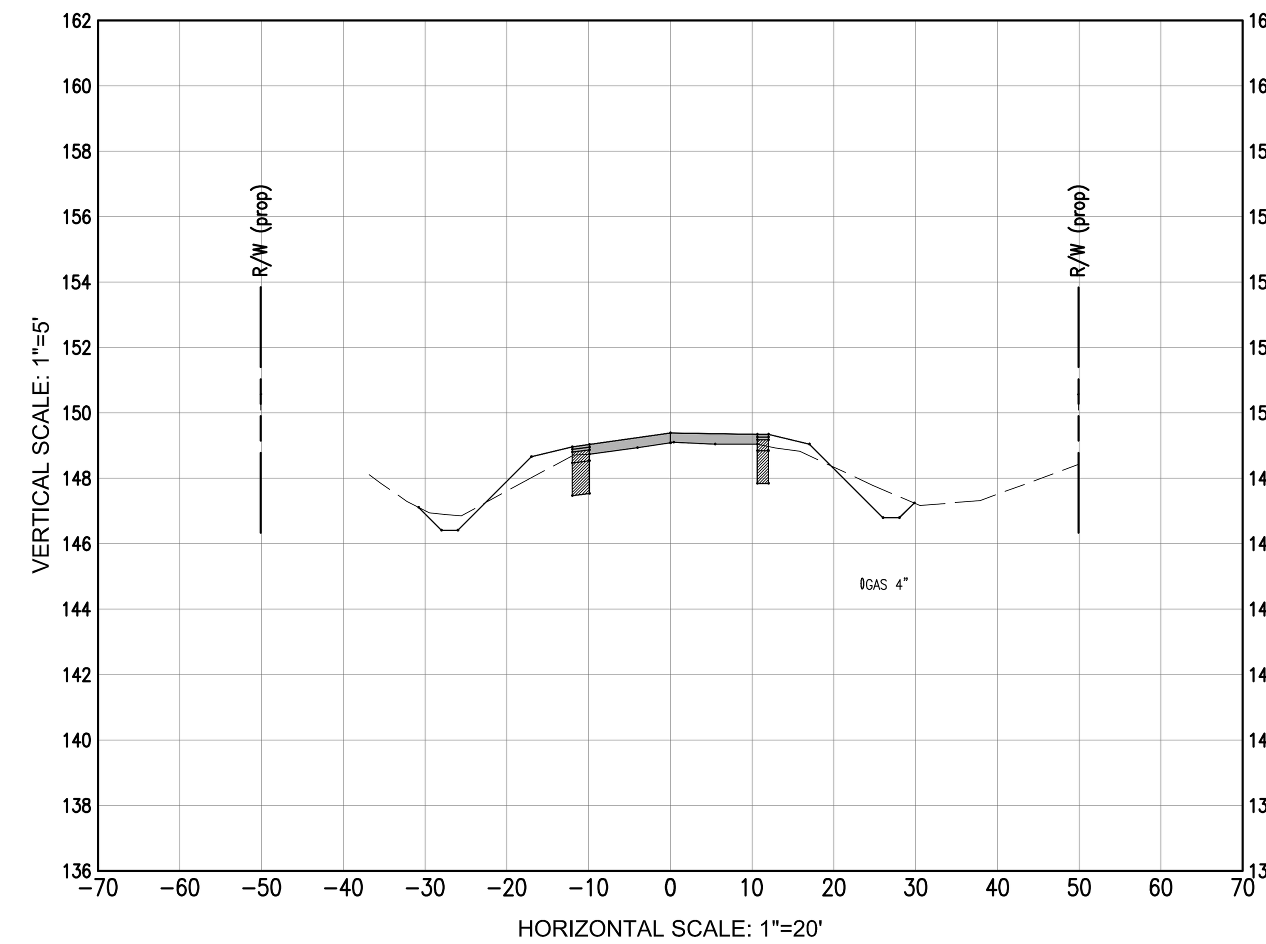

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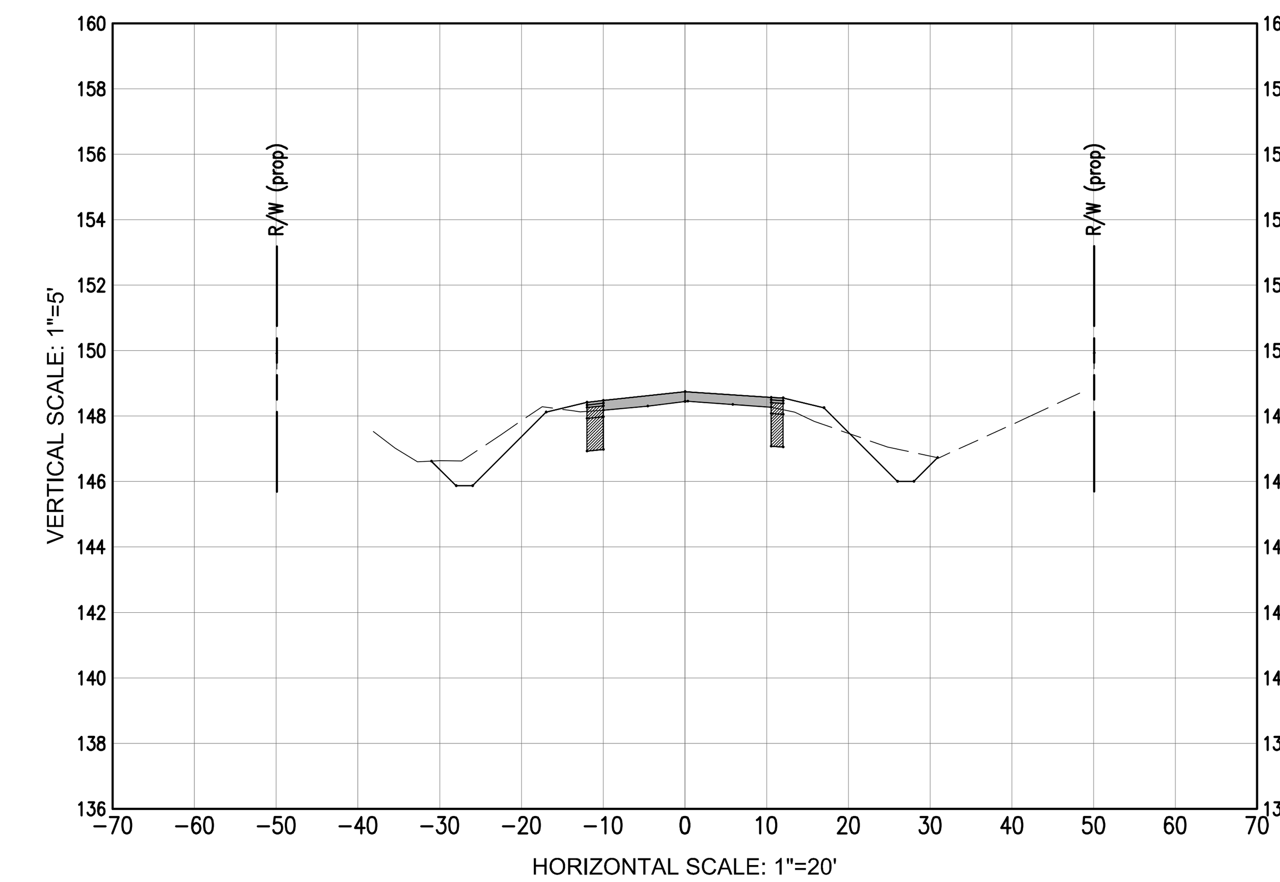

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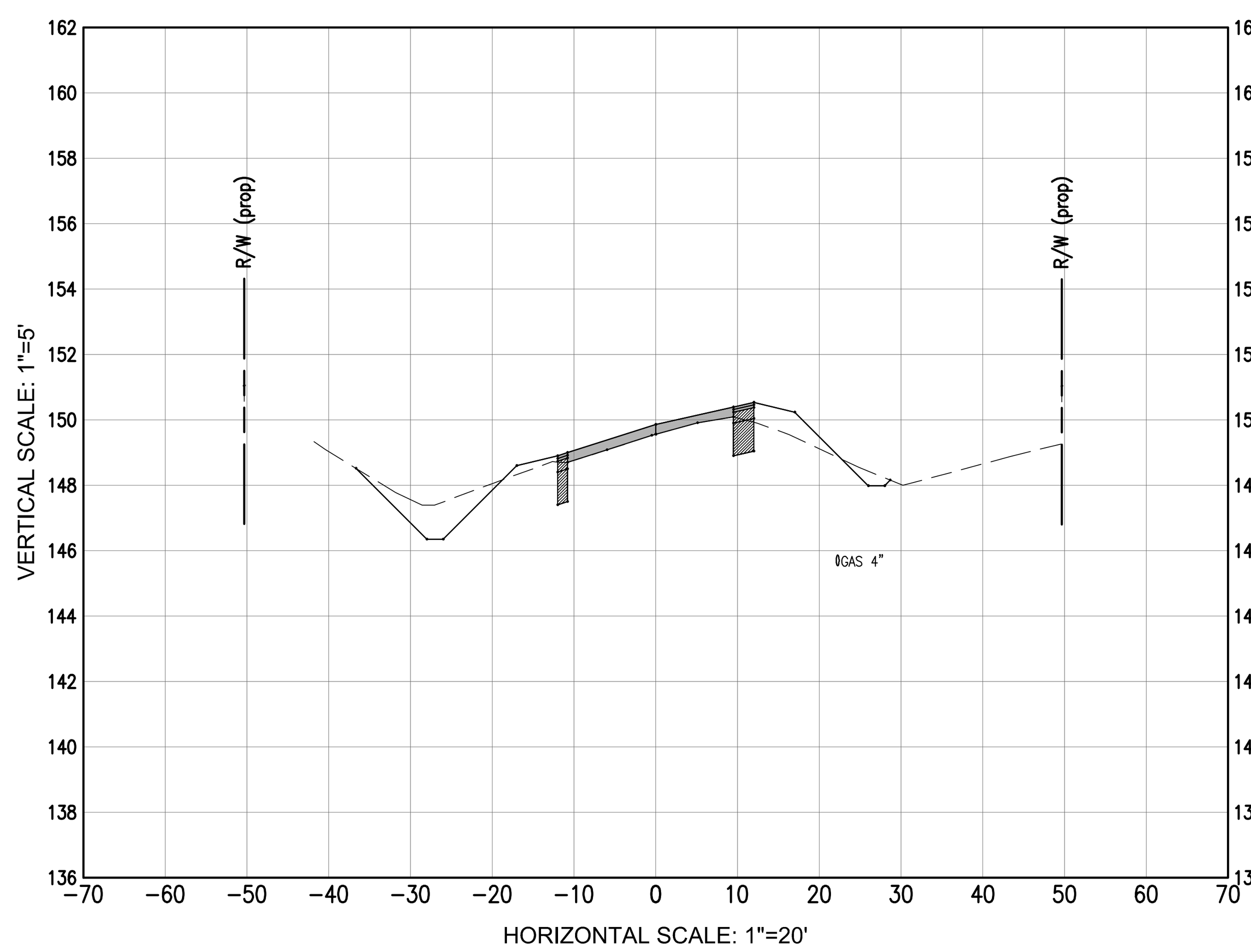

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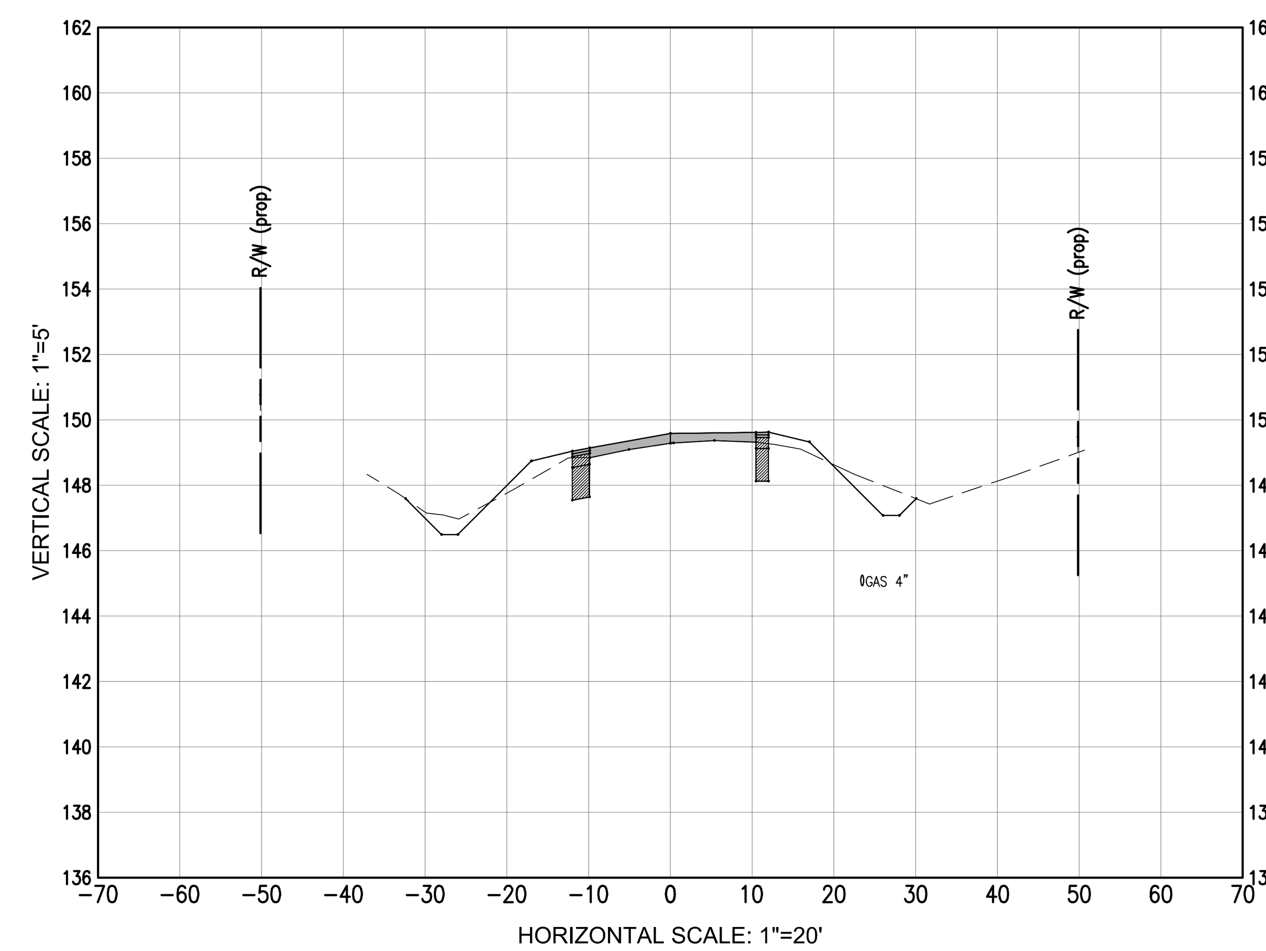

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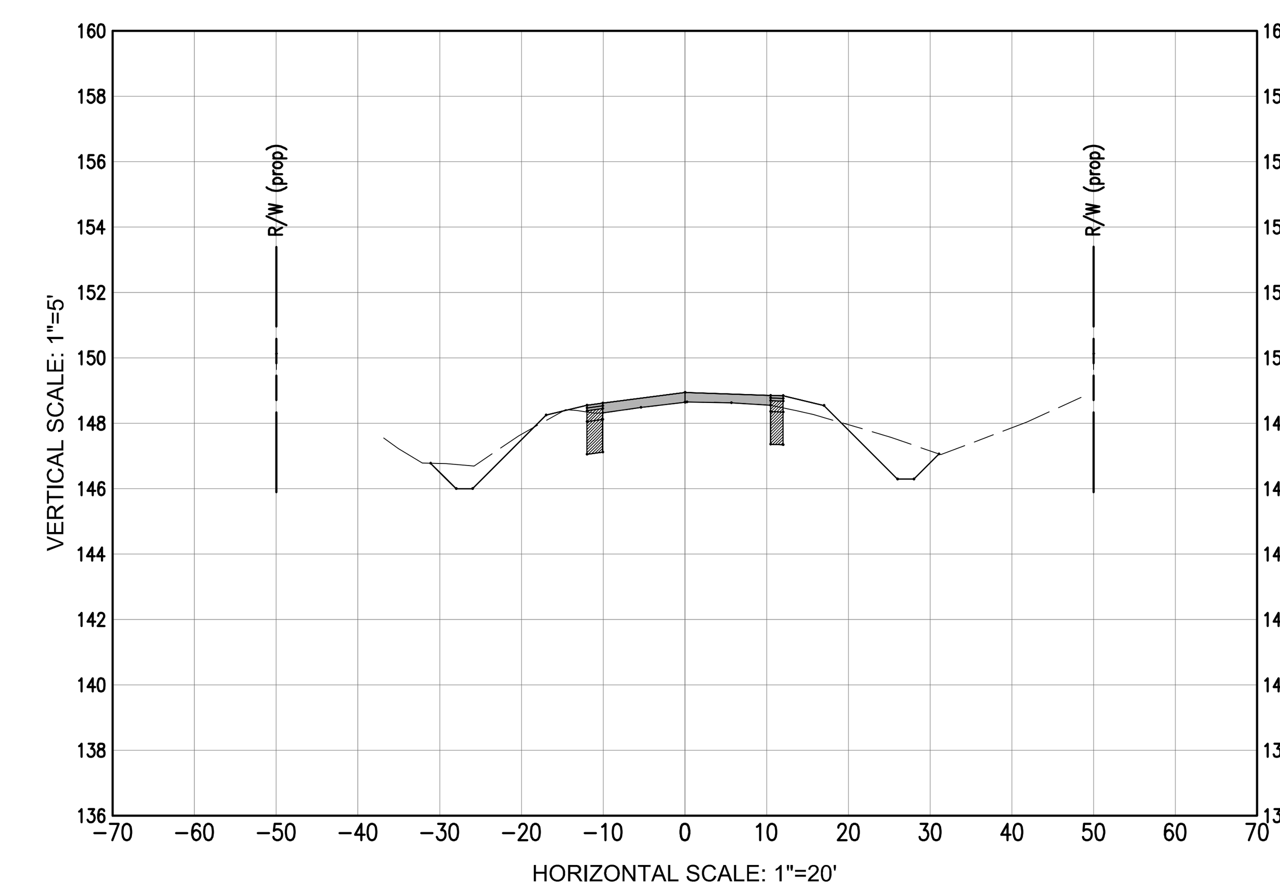

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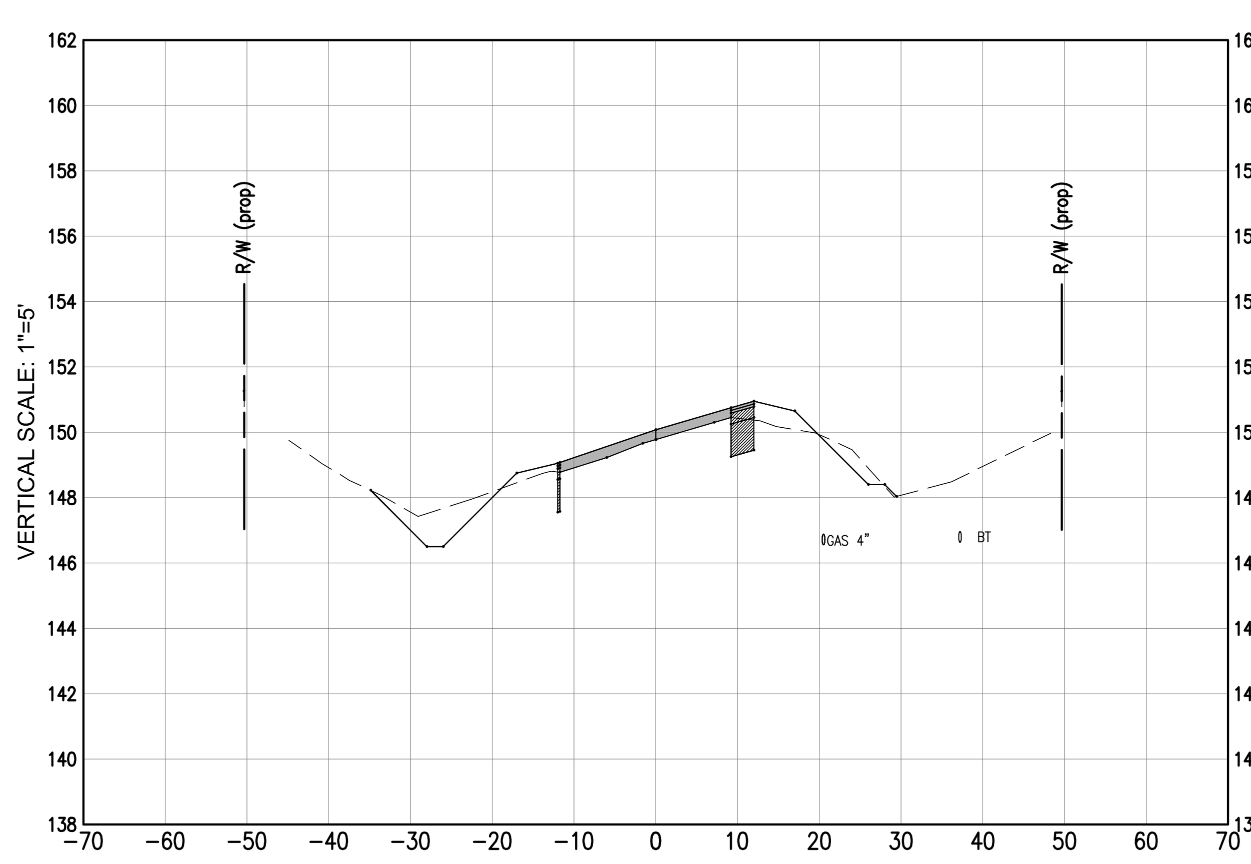

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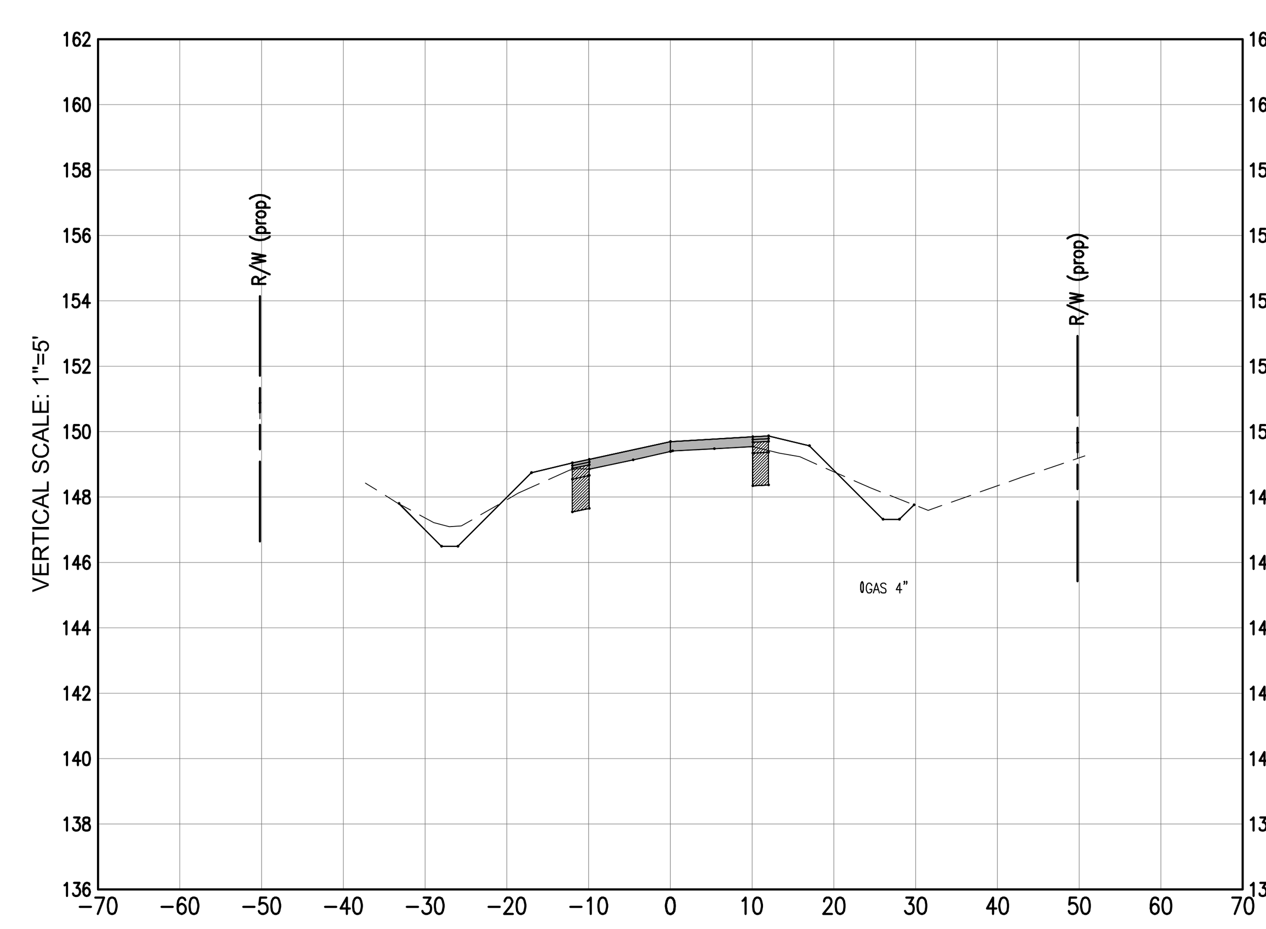

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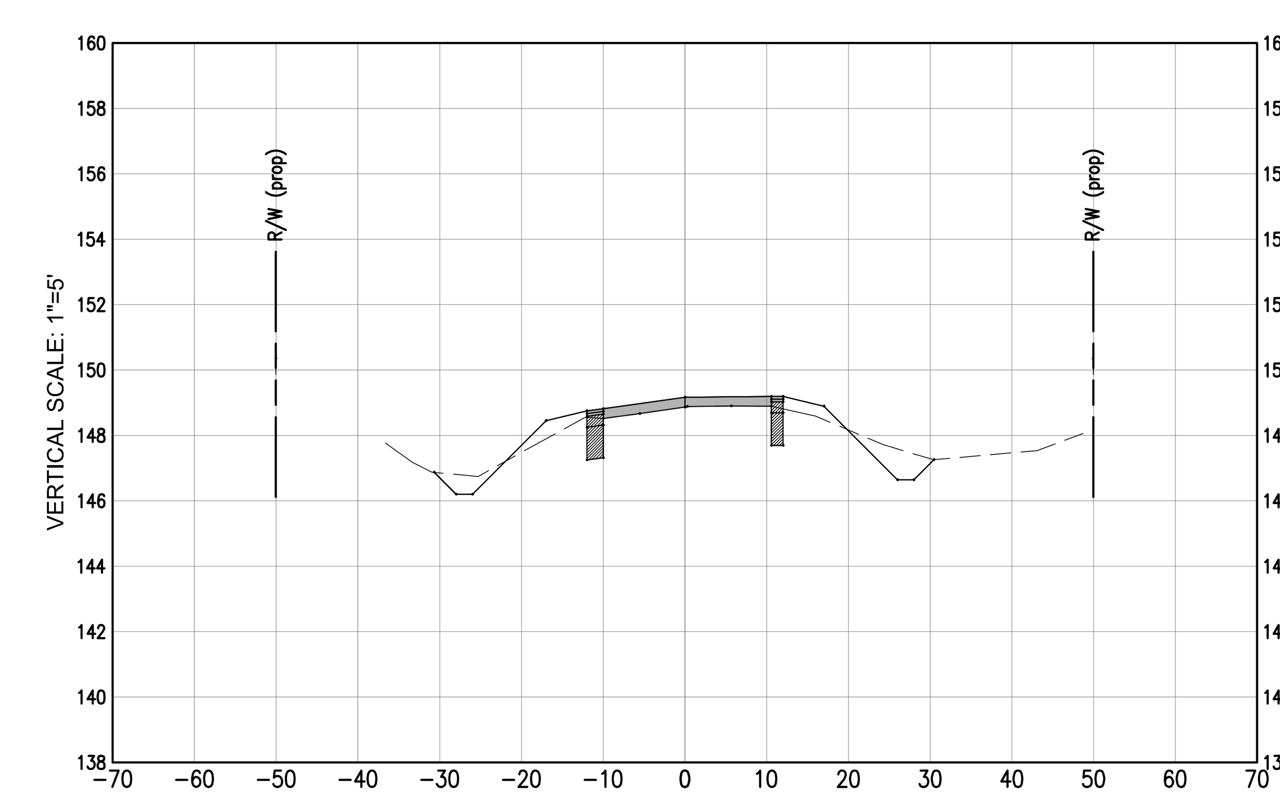

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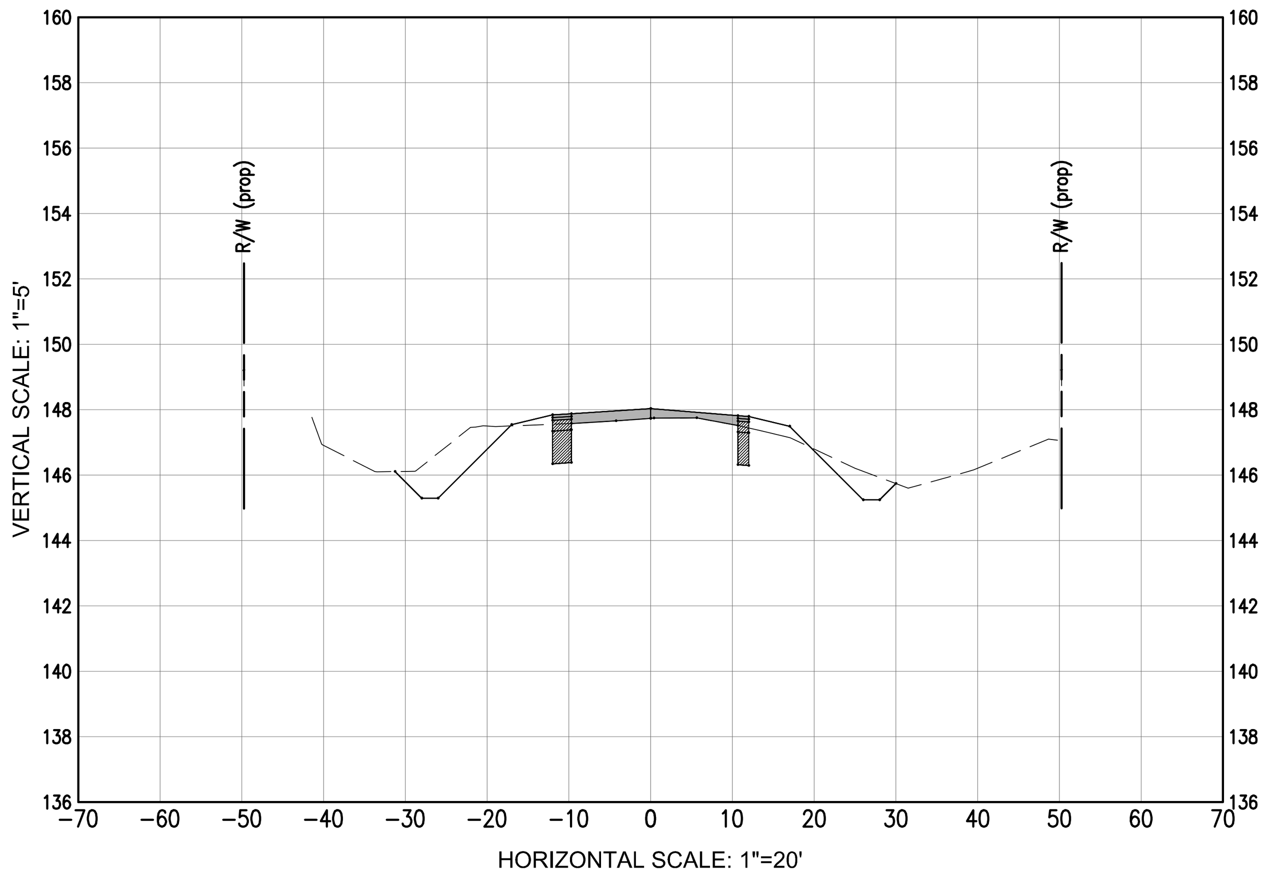
SHEET	21 OF 27

30% SUBMITTAL



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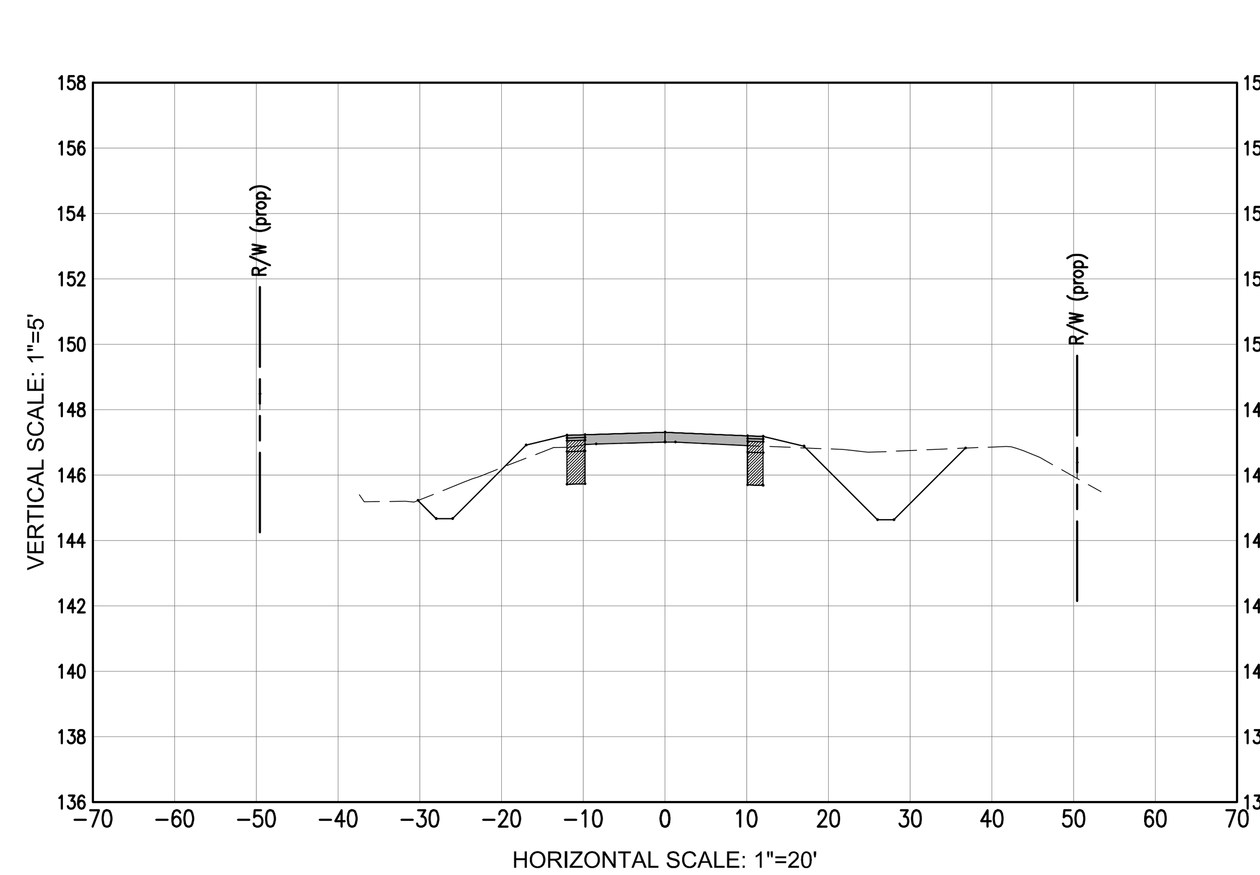
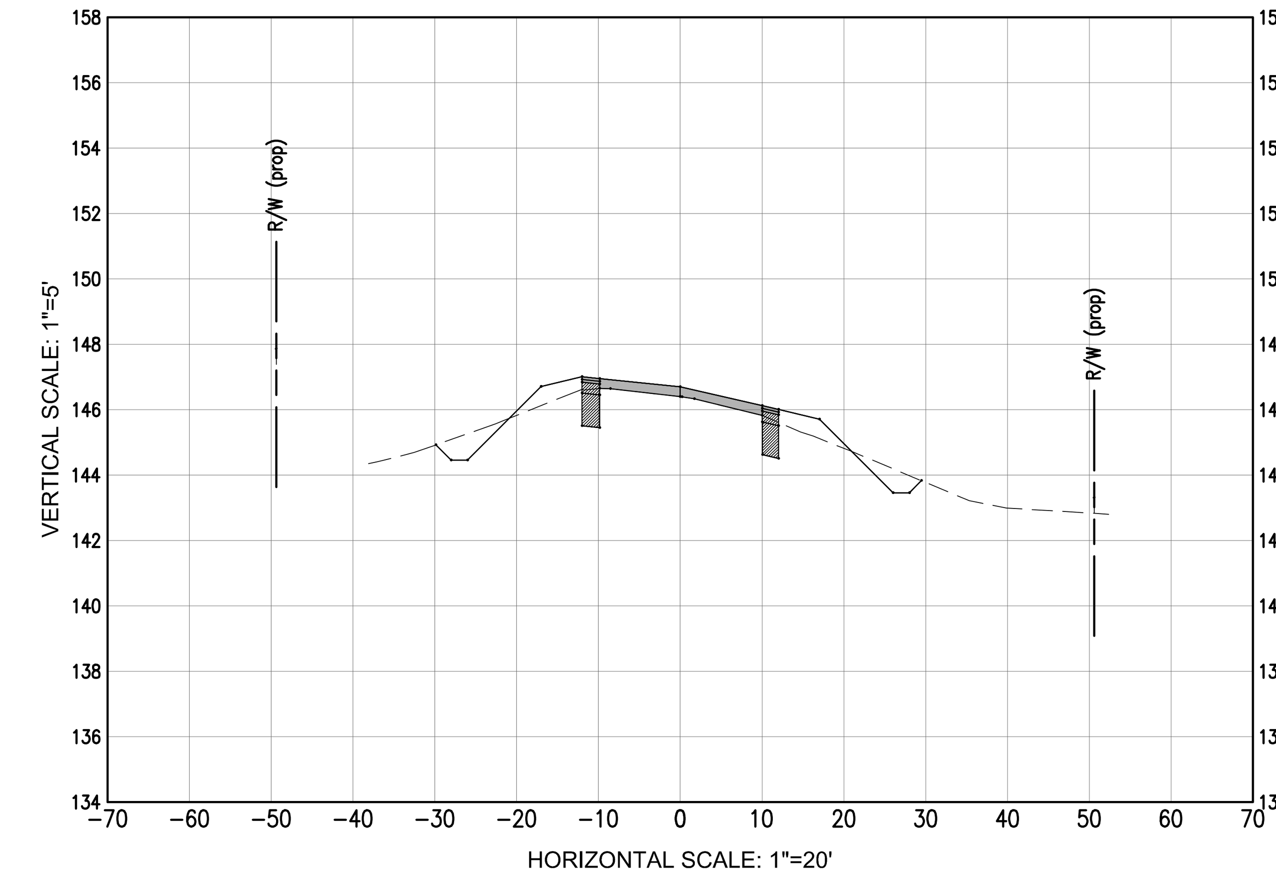


CR297A - Sta 35+00



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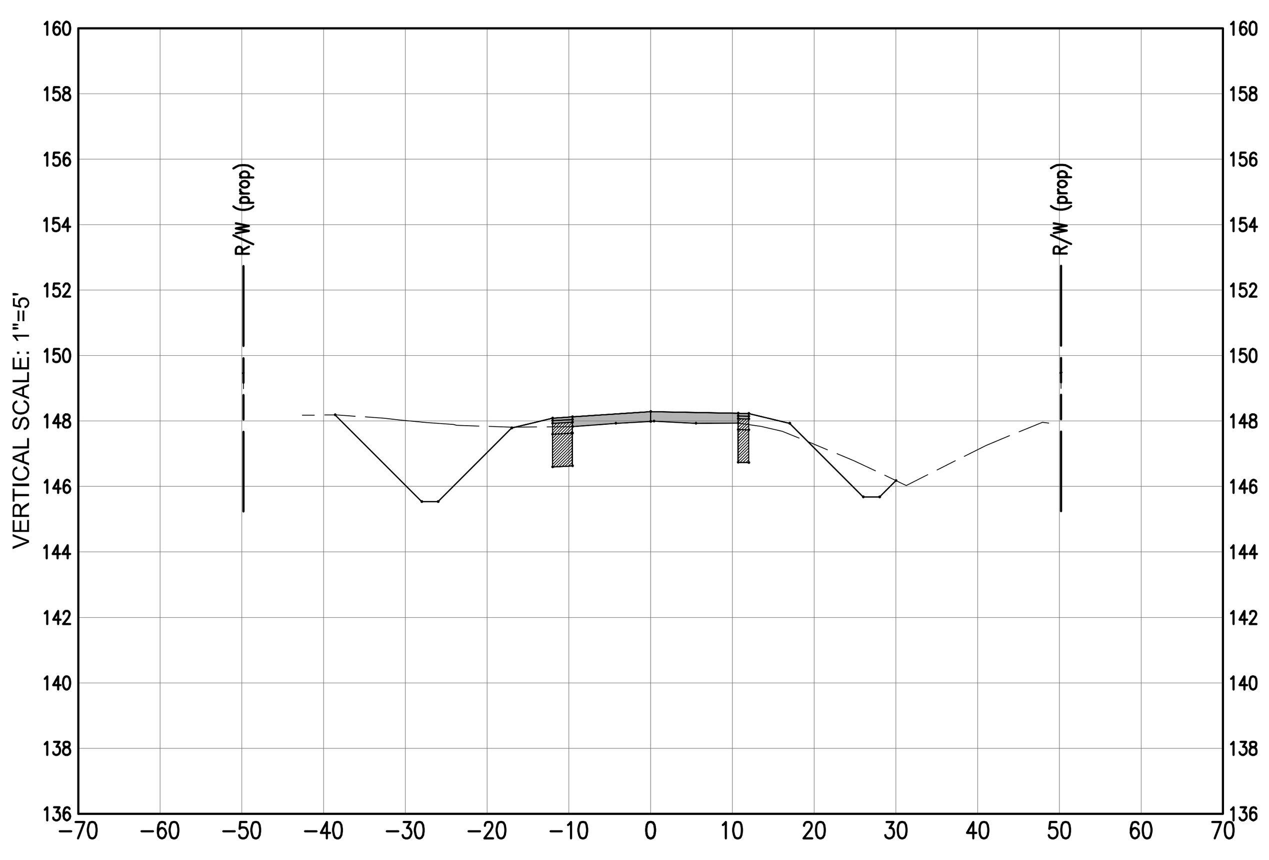

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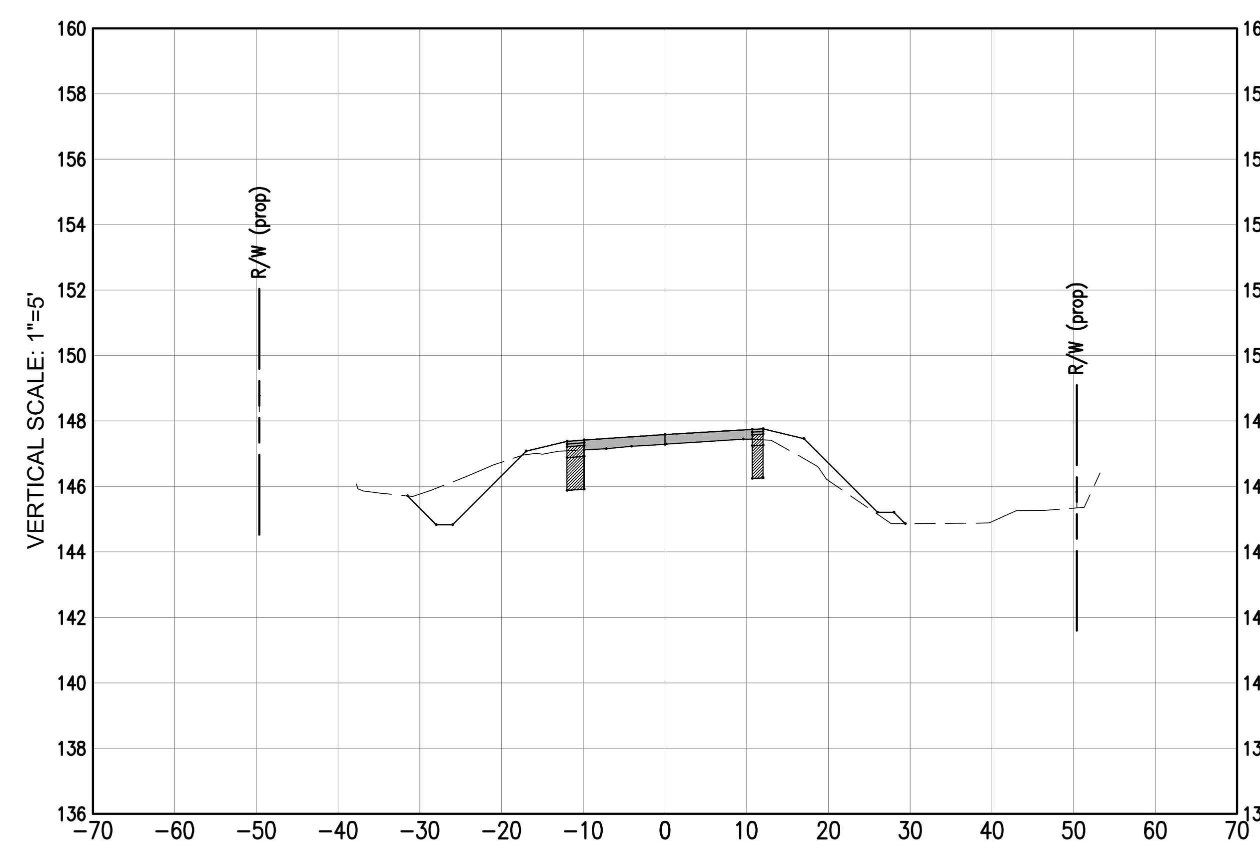

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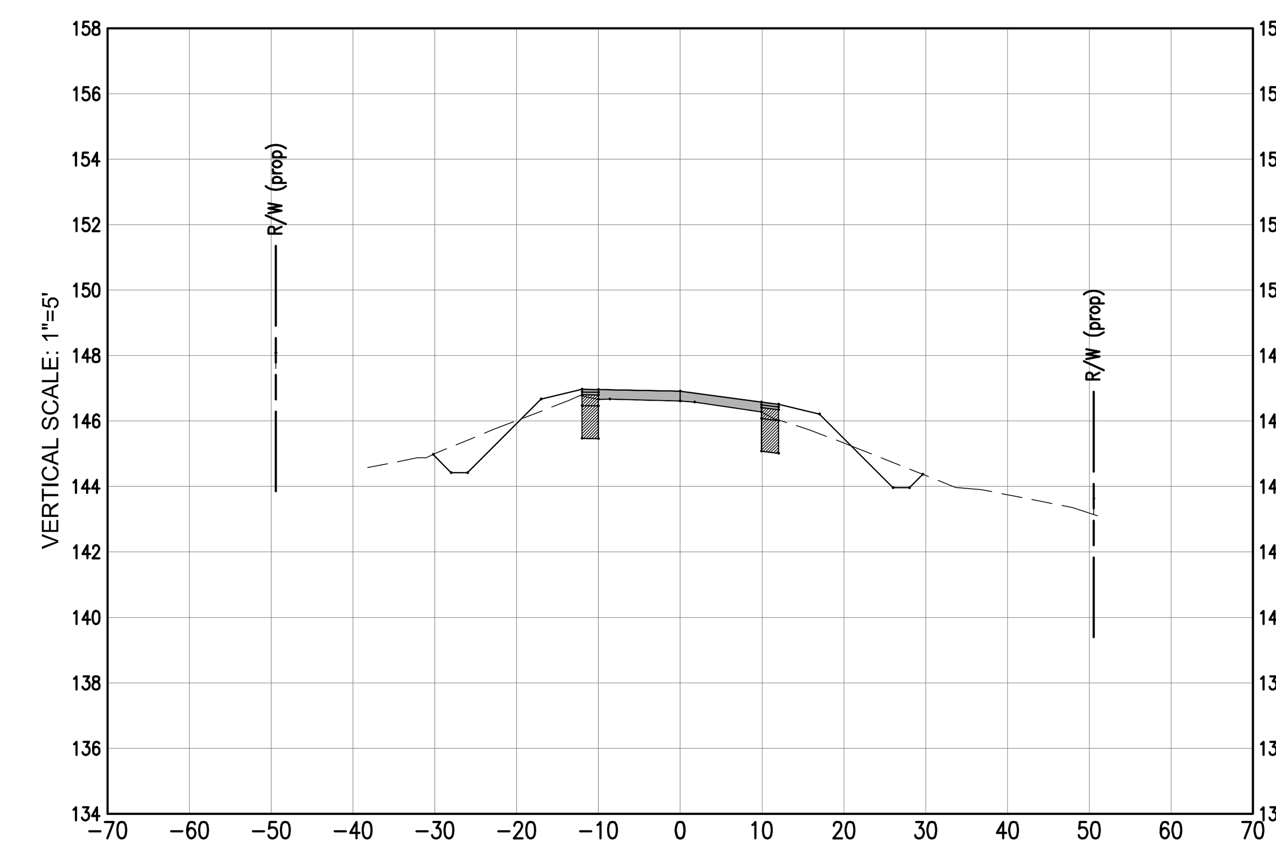

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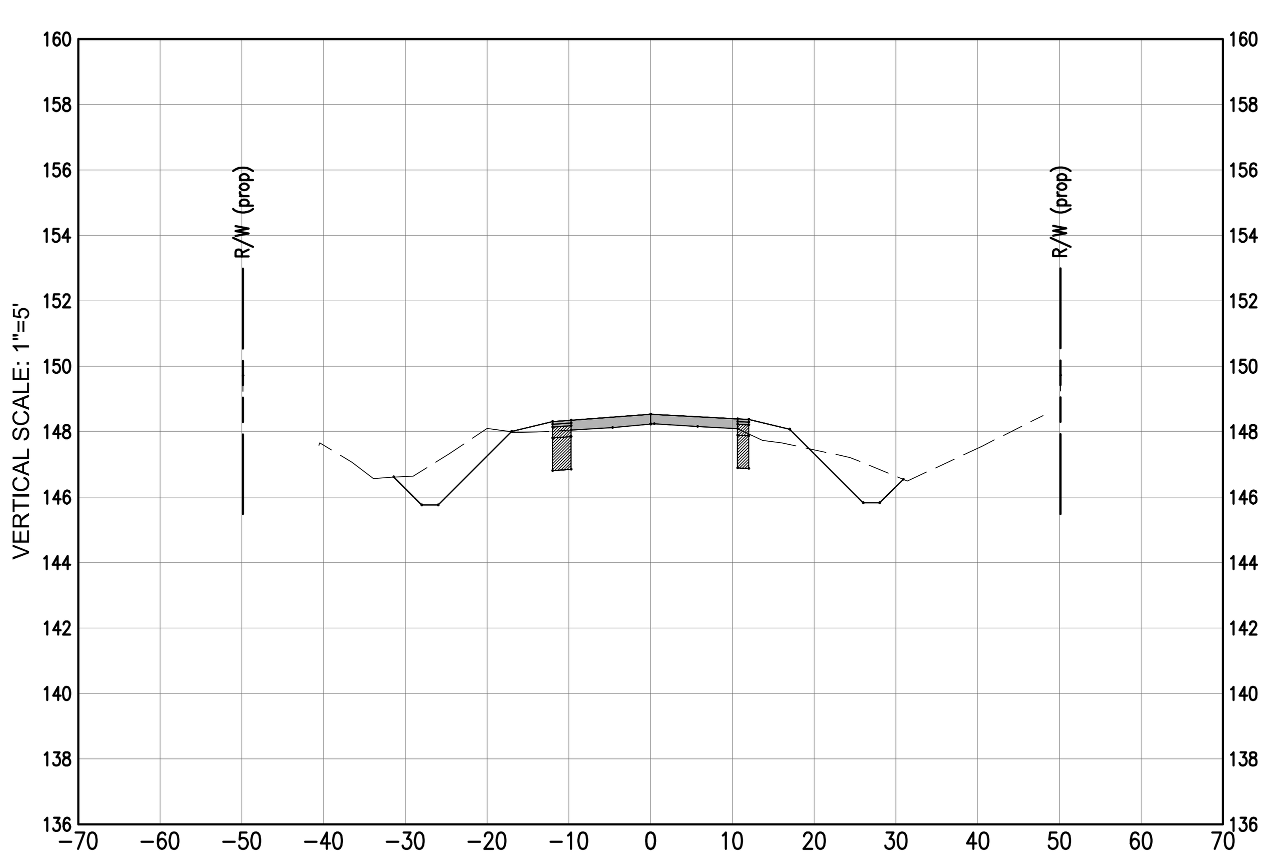

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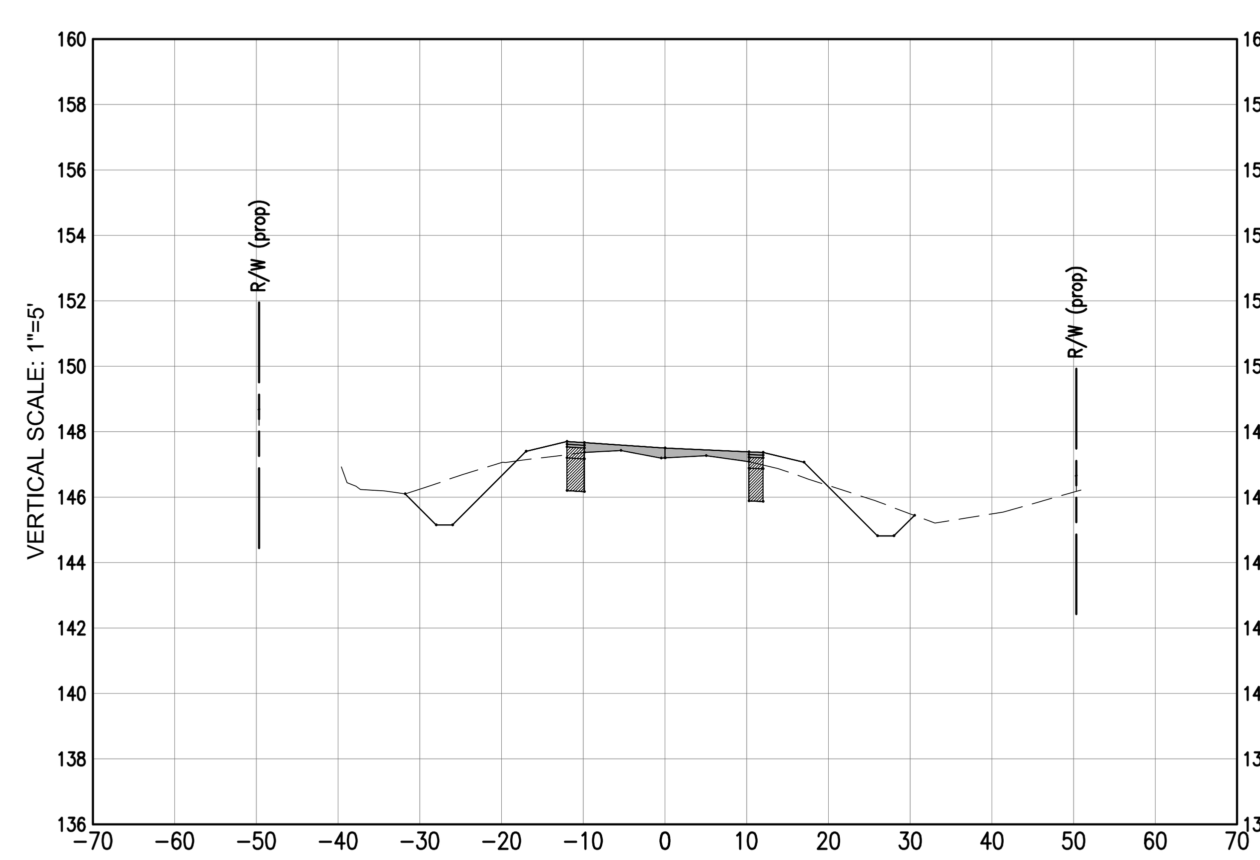
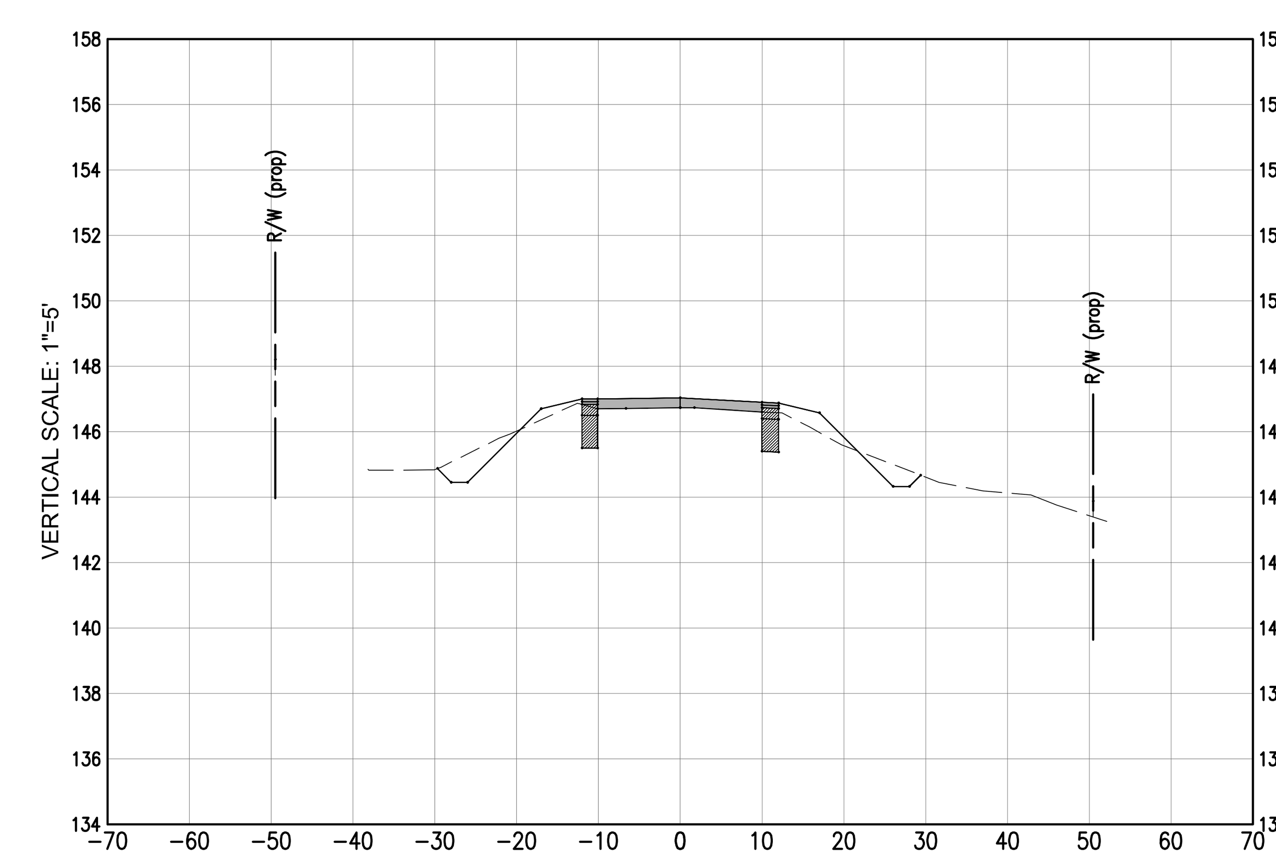


CR297A - Sta 34+00



CR297A - Sta 35+50

CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS

CROSS SECTIONS

ESCAMBIA COUNTY FLORIDA

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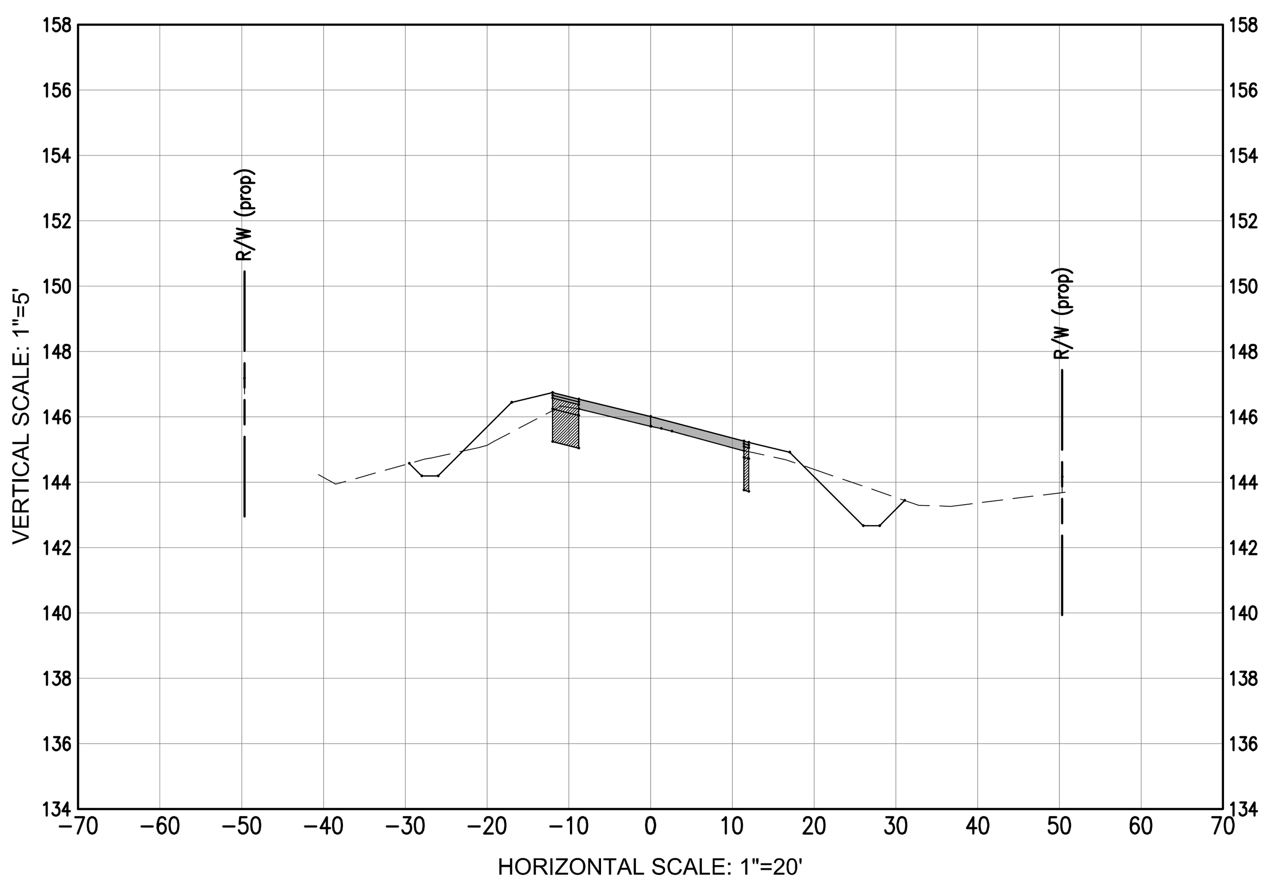
DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	DATE: 9-8-2015
FIELD BOOK / PAGES:		SECTION / TOWNSHIP / RANGE 10-11 / 1N / 31 W	SIGNATURE:

NUMBER	REVISIONS	DATE	APPROVED BY

DRAWING NUMBER
PROJECT NUMBER
SURVEY NUMBER 2014.119
SHEET 22 OF 27

30% SUBMITTAL



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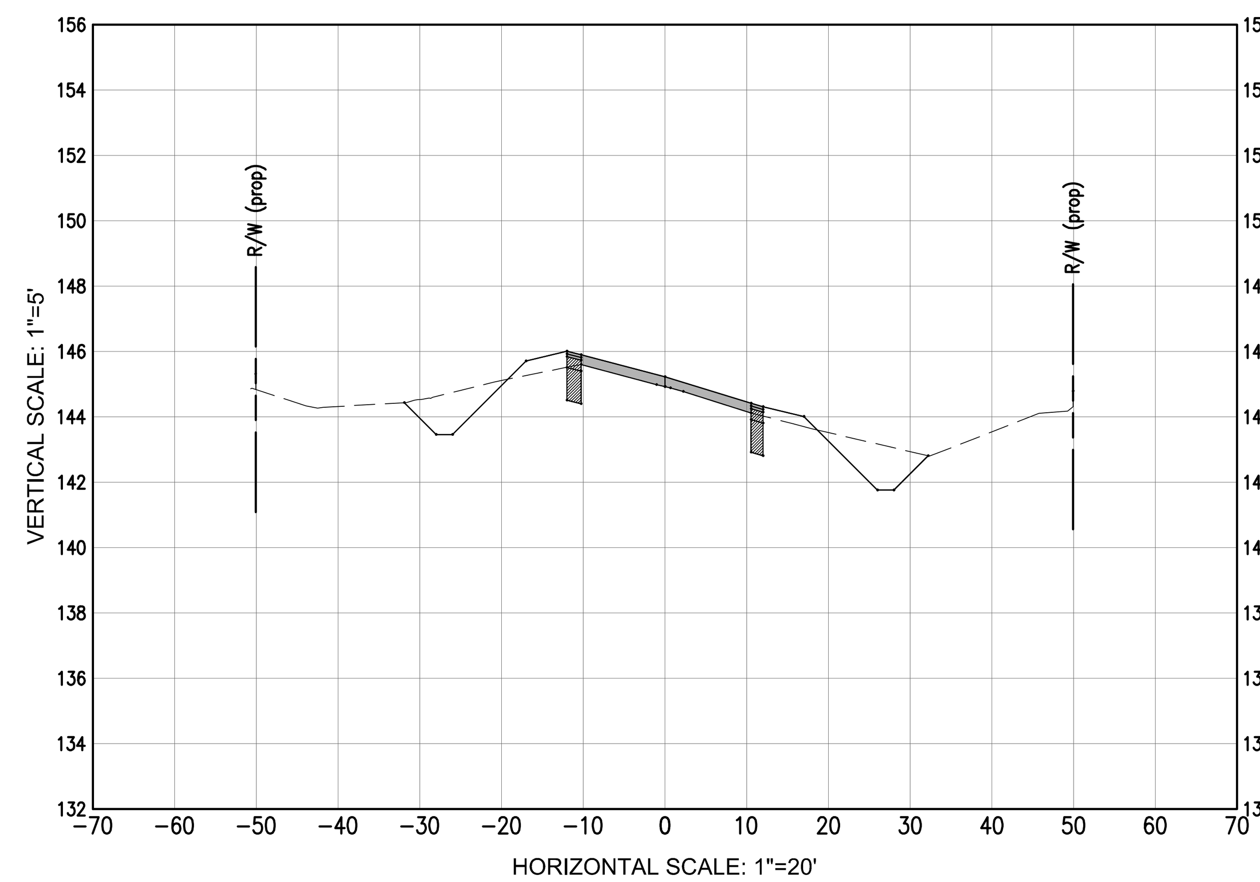

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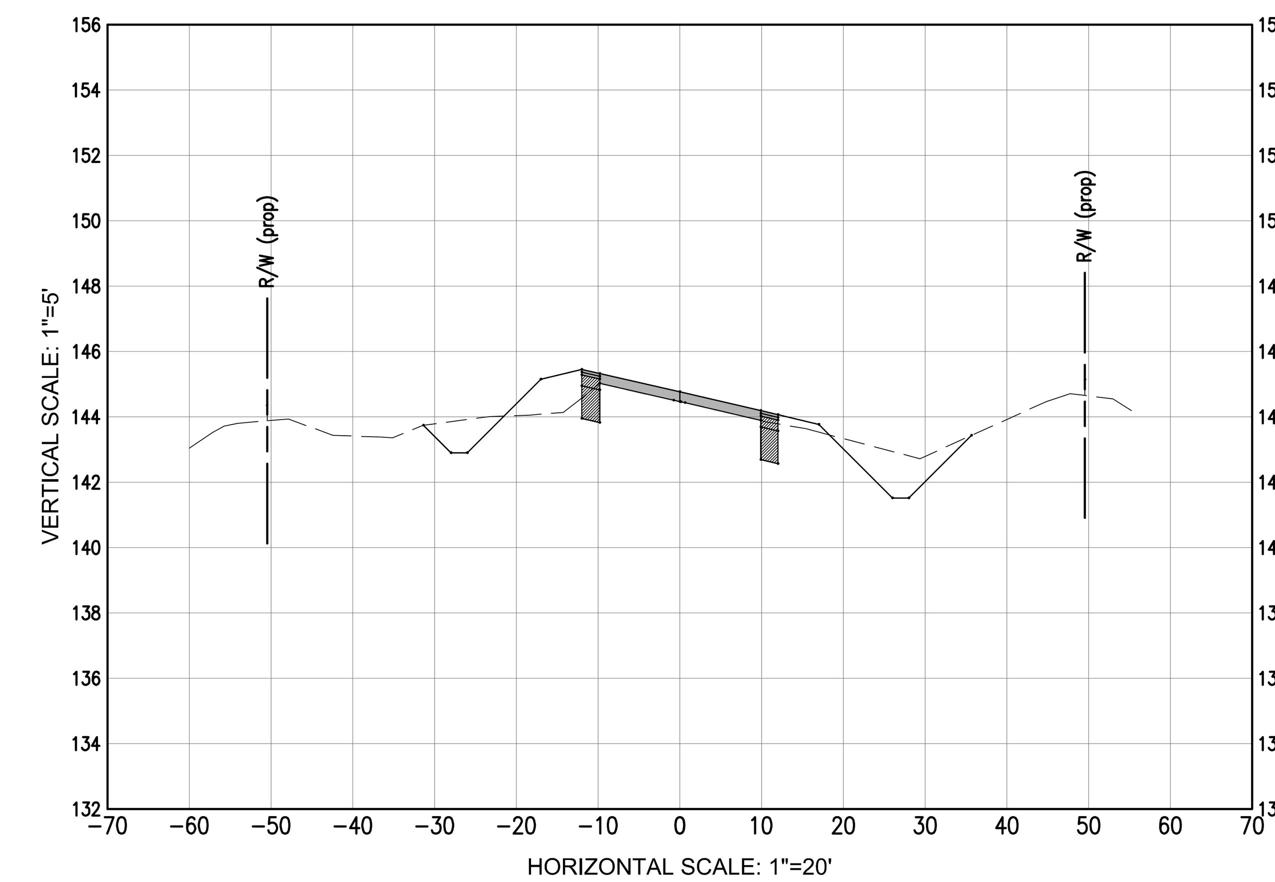

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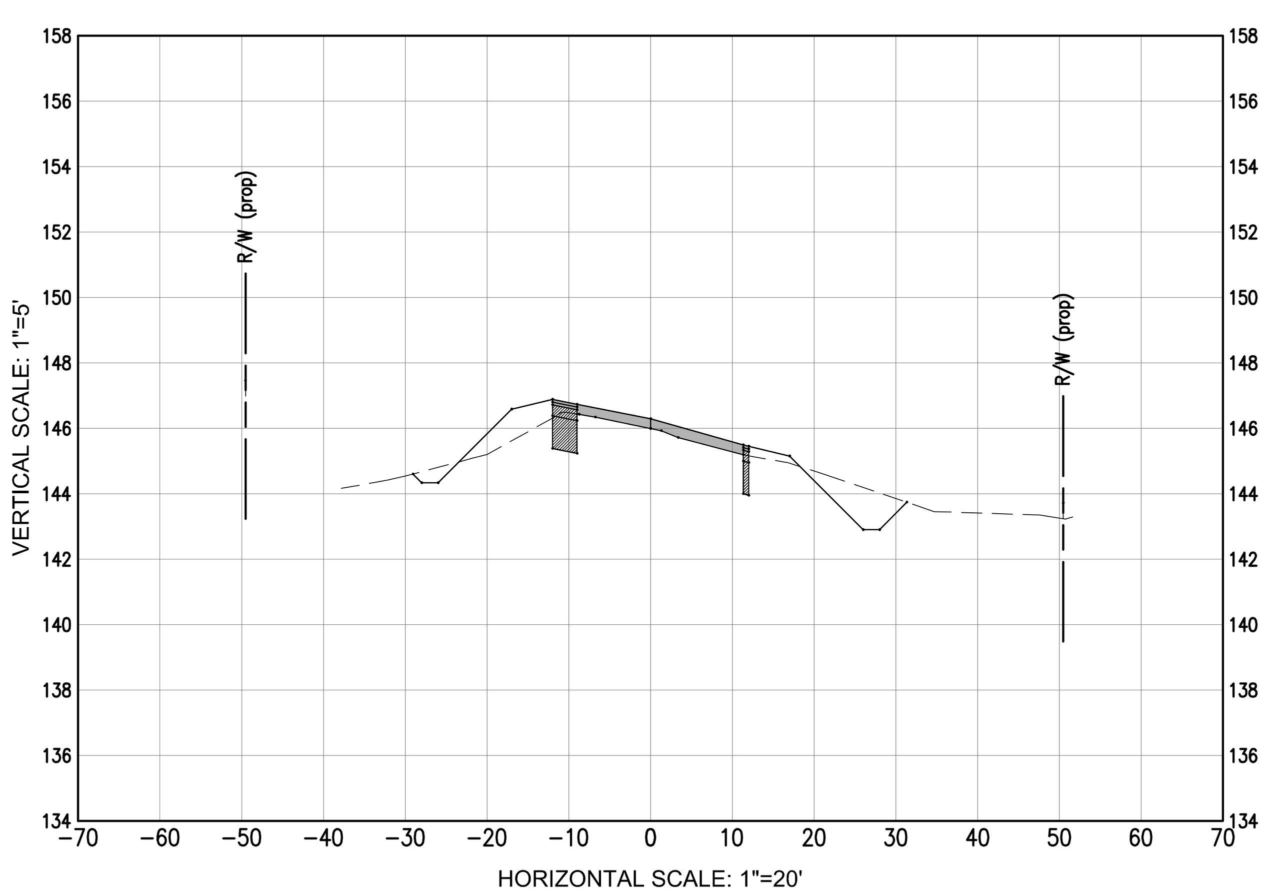

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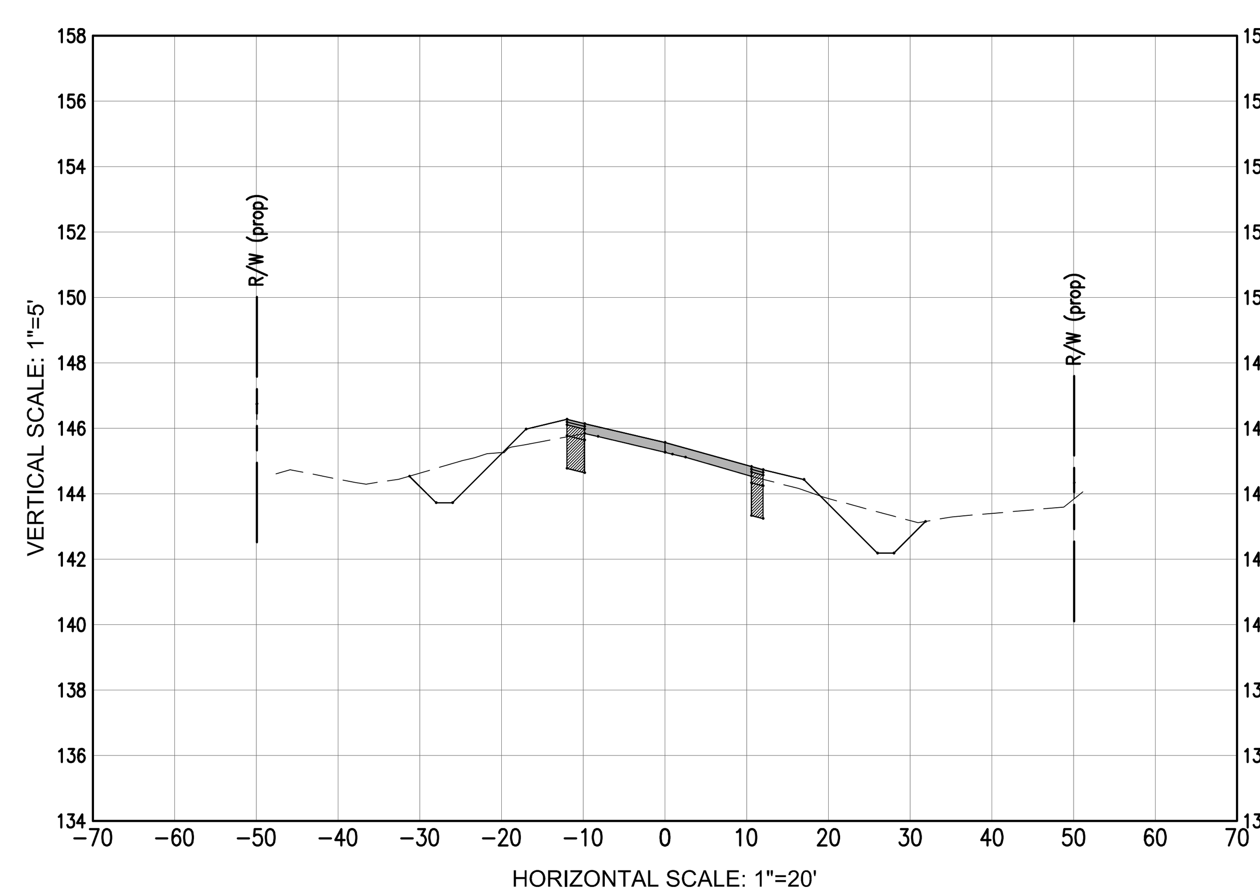

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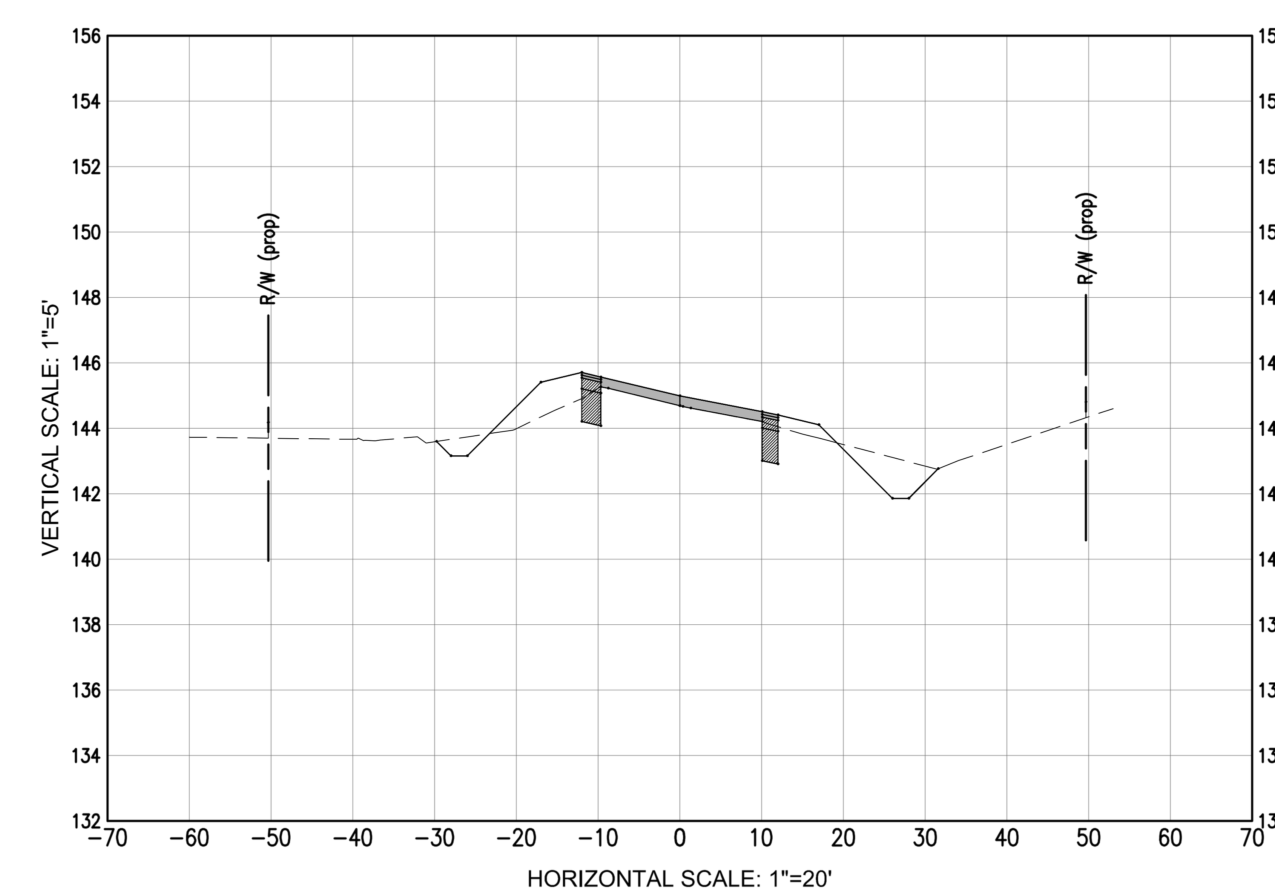

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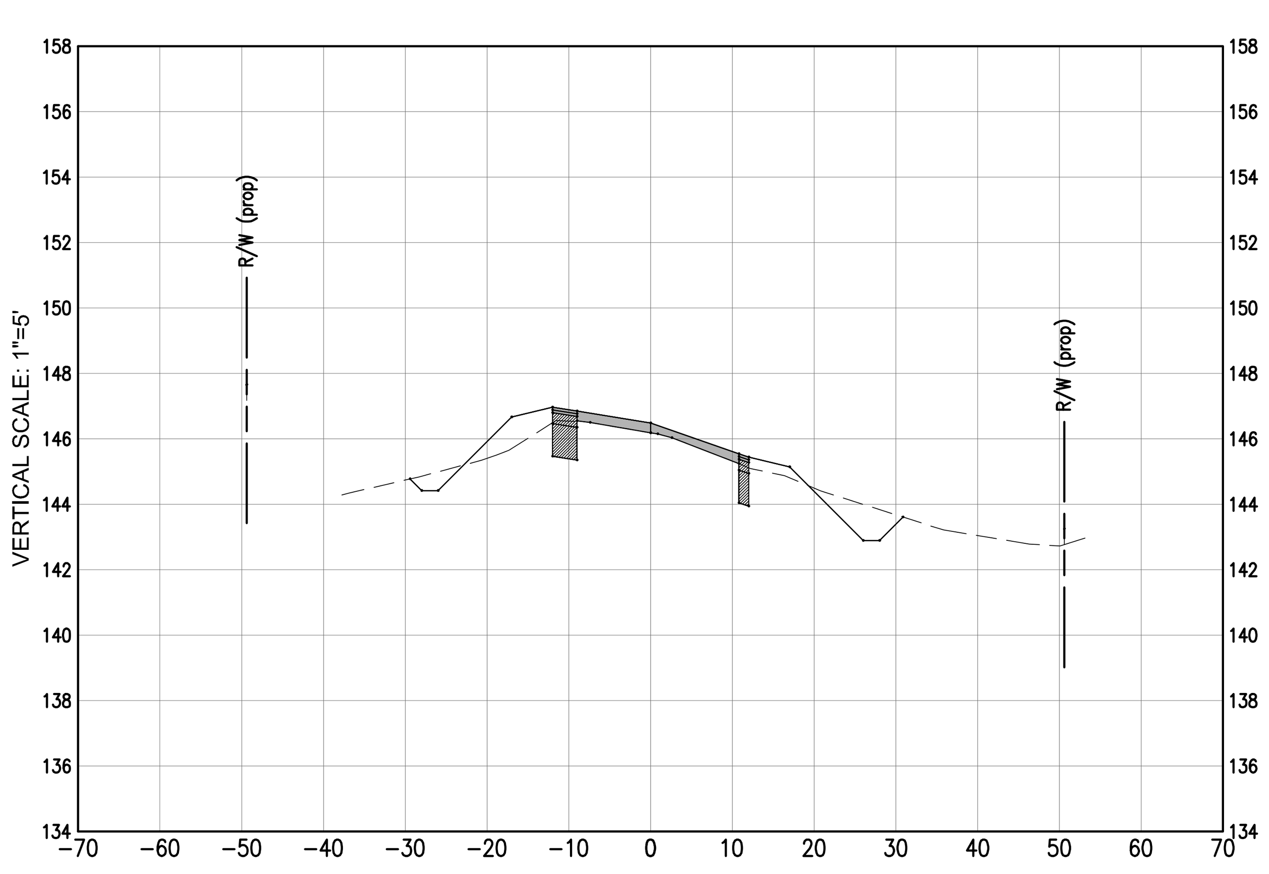

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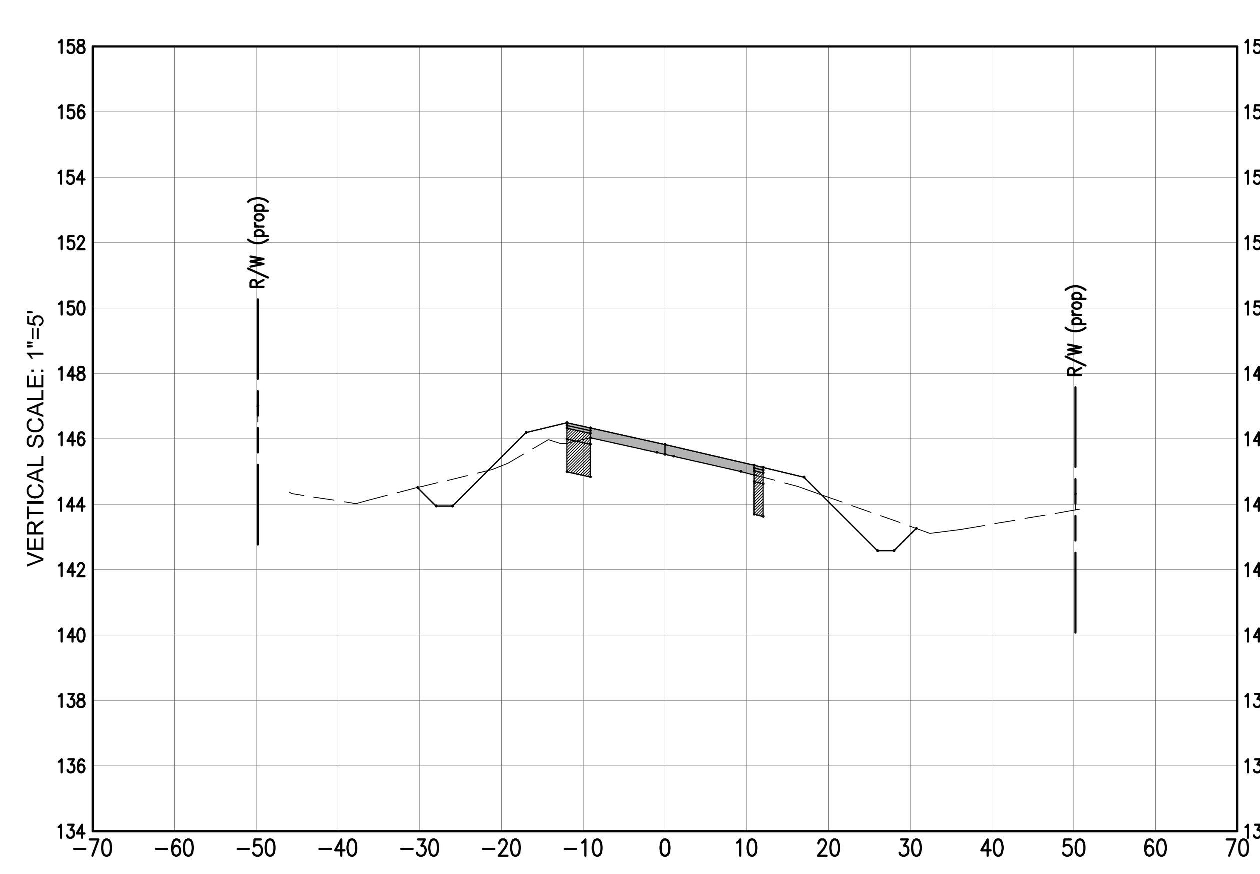

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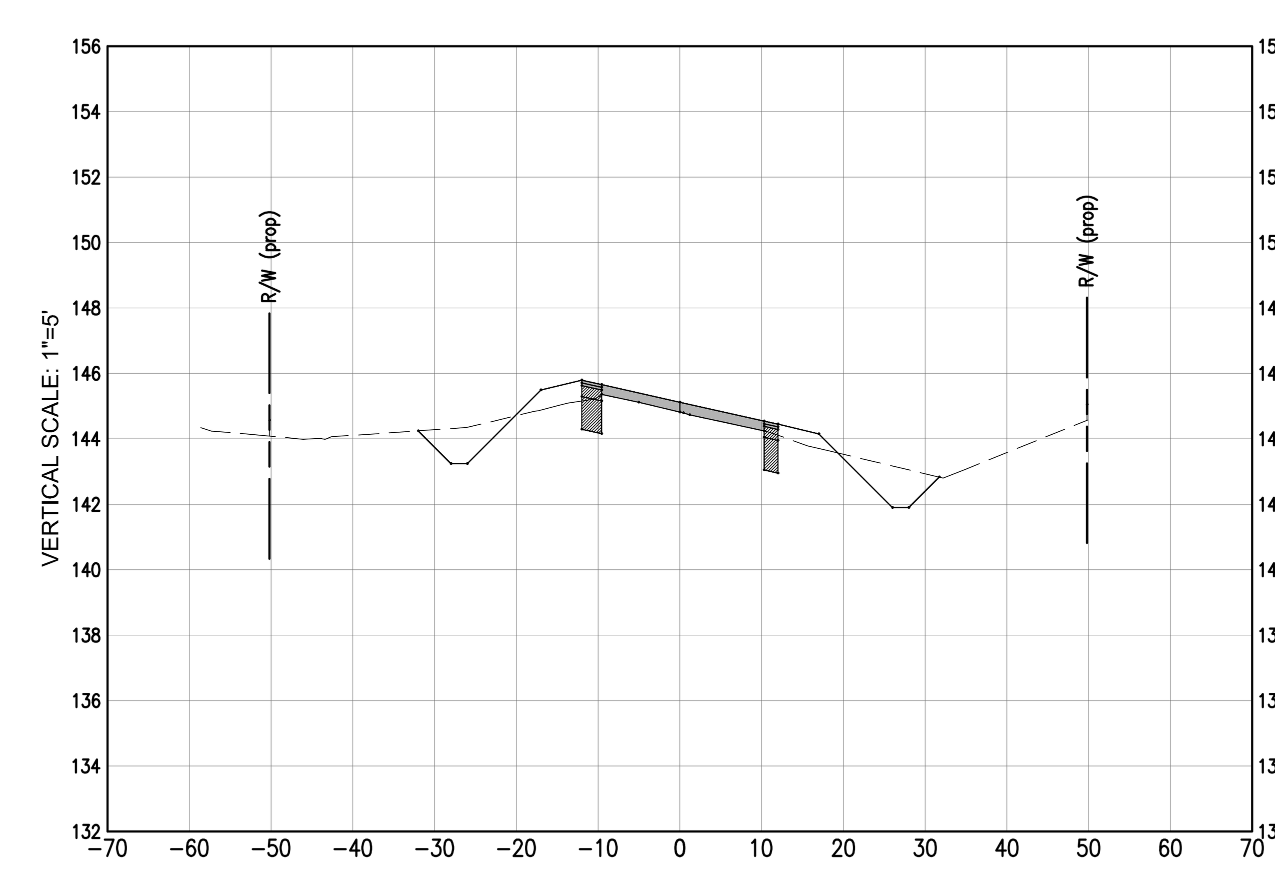

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CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS

CROSS SECTIONS

ESCAMBIA COUNTY FLORIDA

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DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	DATE: 9-8-2015
FIELD BOOK / PAGES:	SECTION / TOWNSHIP / RANGE: 10-11 / 1N / 31 W		SIGNATURE:

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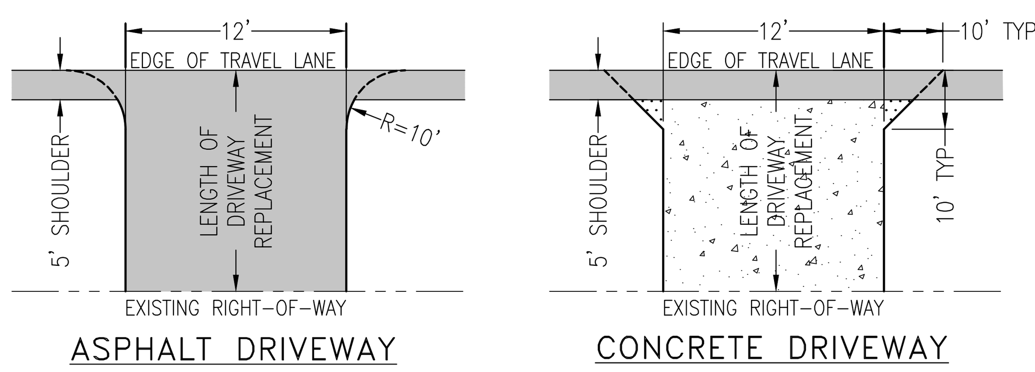
DRAWING NUMBER

PROJECT NUMBER

SURVEY NUMBER 2014.119

SHEET 23 OF 27

30% SUBMITTAL



ASPHALT DRIVEWAY

CONCRETE DRIVEWAY

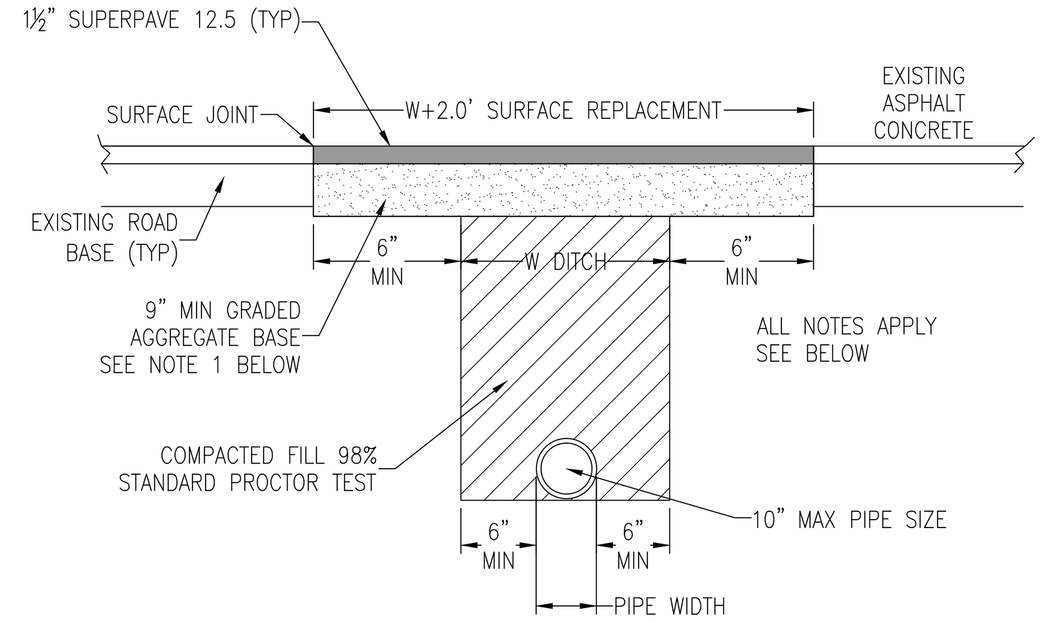
NOTES:
1. IF THE EXISTING DRIVEWAY IS GREATER THAN 12' AT THE RIGHT-OF-WAY, THE NEW ASPHALT DRIVEWAY SHALL BE 12' WIDE WITH GRAVEL PLACED ON EACH SIDE TO MATCH THE EXISTING WIDTH AT THE RIGHT-OF-WAY.

2. IF THE DRIVEWAY IS LESS THAN 12', THE DRIVEWAY SHALL BE REPLACED WITH A 12' DRIVEWAY AT THE EDGE OF TRAVEL LANE AND MATCH THE EXISTING WIDTH AT THE RIGHT-OF-WAY.

3. THE MINIMUM WIDTH FOR THE DRIVEWAY, AT THE EDGE OF TRAVEL LANE, SHALL BE 12'.

DRIVEWAY CONNECTION DETAILS

N.T.S.



NOTES:
1. GRADED AGGREGATE BASE SHALL BE COMPACTED TO A MINIMUM 98% MODIFIED PROCTOR.

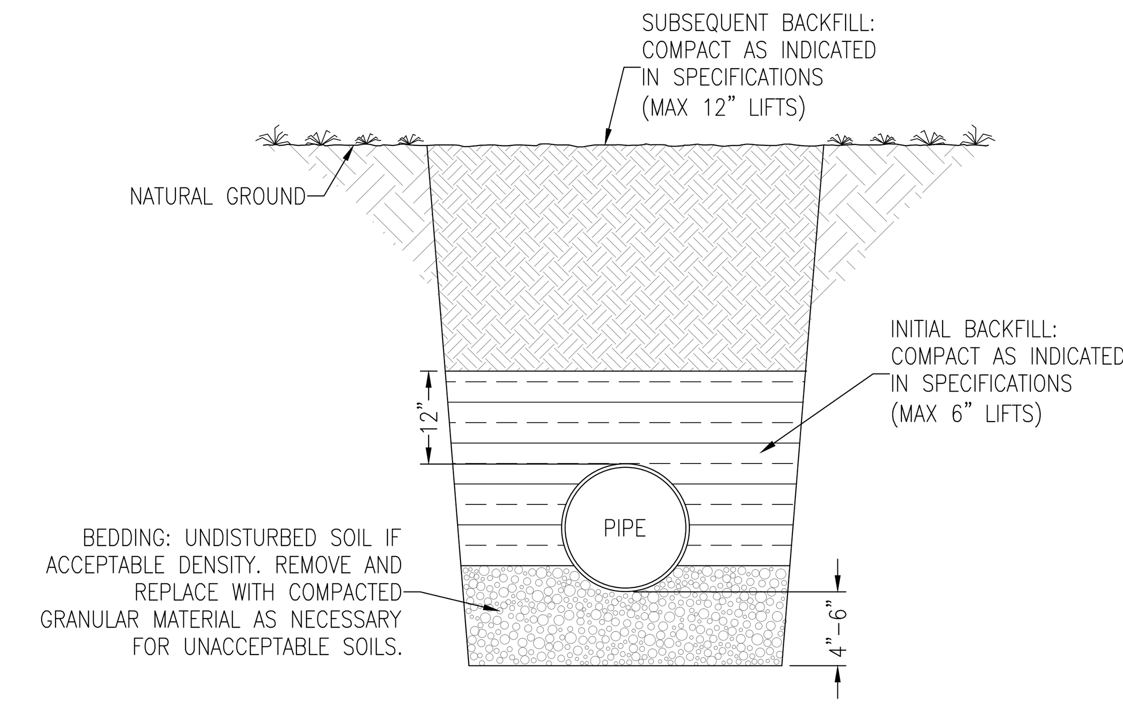
2. ROAD CUTS SHALL BE MECHANICALLY SAW CUT TO FORM A SURFACE PAVEMENT JOINT AND TACK COATED ALONG THE FACE OF CUT JOINTS PRIOR TO ASPHALT PLACEMENT.

3. LONGITUDINAL ROAD CUTS OF LESS THAN ONE-HALF LANE (6') WIDTH ARE TO BE PATCHED SAME AS SMALL PATCH DETAIL. LONGITUDINAL ROAD CUTS ONE-HALF OR GREATER LANE WIDTH TO BE PATCHED WITH THE SAME MATERIAL AND ENTIRE LANE WIDTH RESURFACED. WHERE LONGITUDINAL ROAD CUTS ARE GREATER THAN 1 LANE WIDTH OR WHERE THE TRENCH CROSSES THE CROWN OF THE ROADWAY, PATCH TRENCH ACCORDING TO DETAIL AND OVERLAY THE ENTIRE ROADWAY.

4. OVERLAY THICKNESS SHALL BE 1.5" MIN WITH 2" IN CUL-DE-SACS

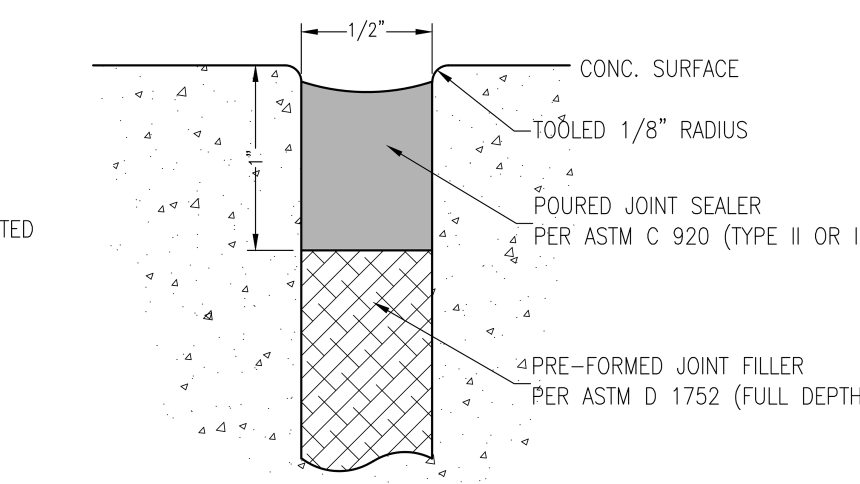
ESCAMBIA COUNTY ASPHALT ROAD PAVEMENT PATCH DETAIL

N.T.S.



FLEXIBLE PIPE BEDDING

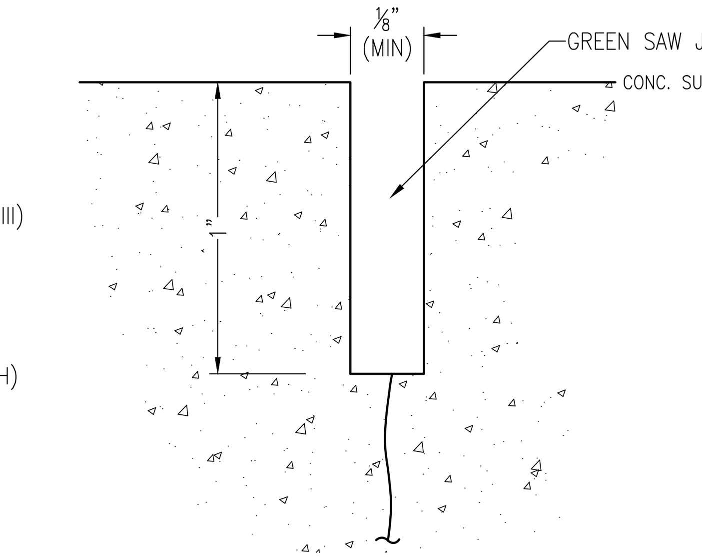
N.T.S.



NOTES:
1. TOP OF SEALANT SHALL BE 1/4" BELOW TOP OF CONC.
2. PRIOR TO SEALANT APPLICATION THOROUGHLY CLEAN JOINT.

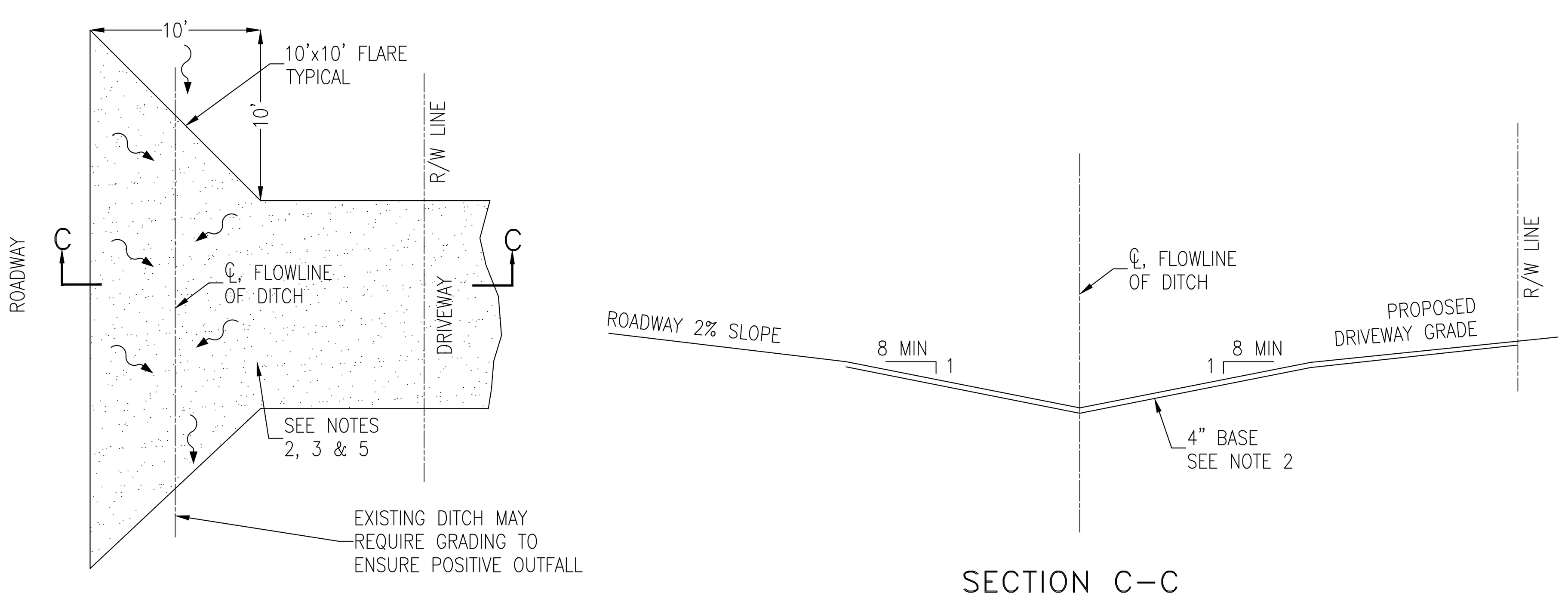
SEALED EXPANSION JOINT DETAIL

N.T.S.



CONTRACTION JOINT DETAIL

N.T.S.



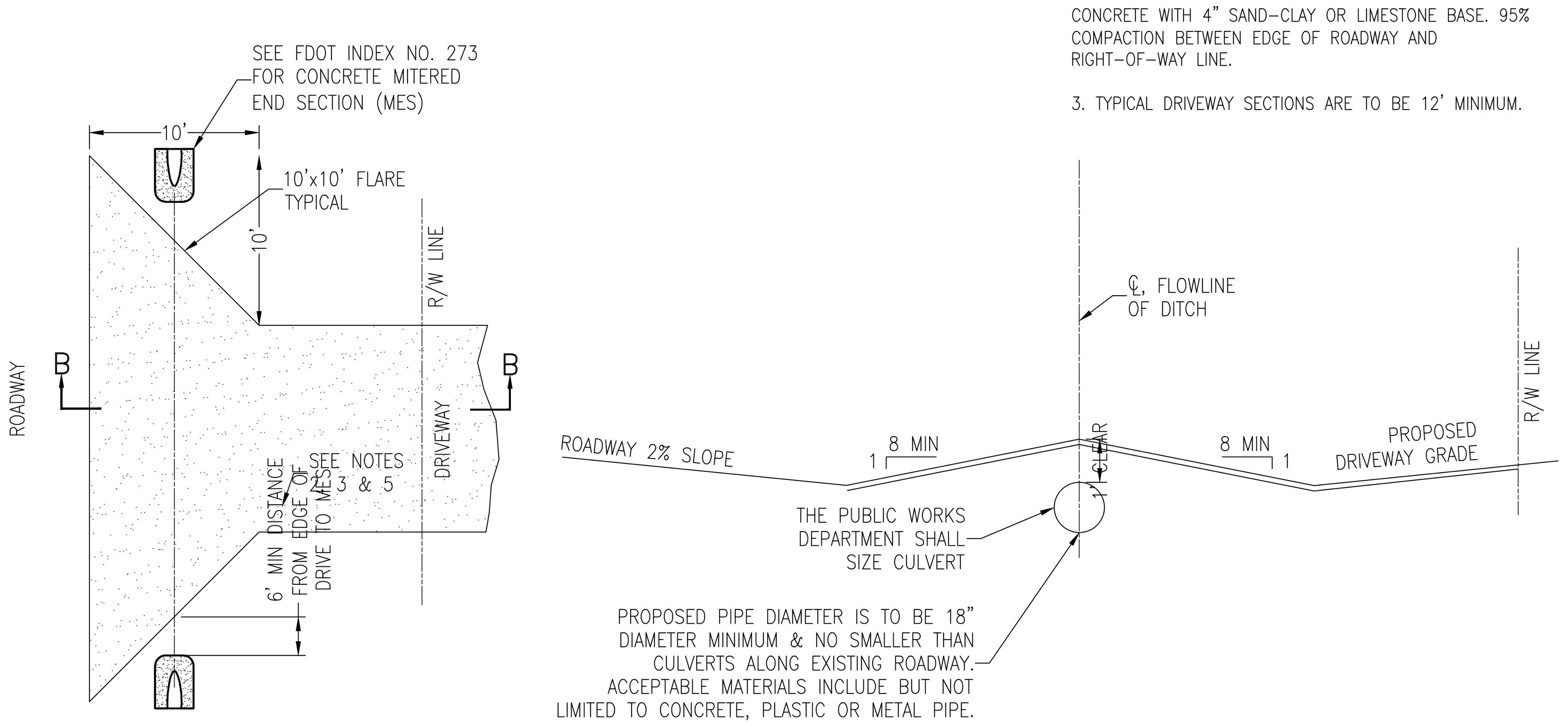
TYPE II

DIPPED DRIVEWAY WITHOUT CROSS PIPE (CULVERT)

TYPICAL DRIVEWAY CONNECTION STANDARDS:
1. ALL MATERIALS AND LABOR FOR INSTALLATION WILL BE THE RESPONSIBILITY OF THE OWNER

2. DRIVEWAYS ABUTTING PAVED ROADS SHALL BE 6" CONCRETE WITH 4" SAND-CLAY OR LIMESTONE BASE. 95% COMPACTION BETWEEN EDGE OF ROADWAY AND RIGHT-OF-WAY LINE.

3. TYPICAL DRIVEWAY SECTIONS ARE TO BE 12' MINIMUM.



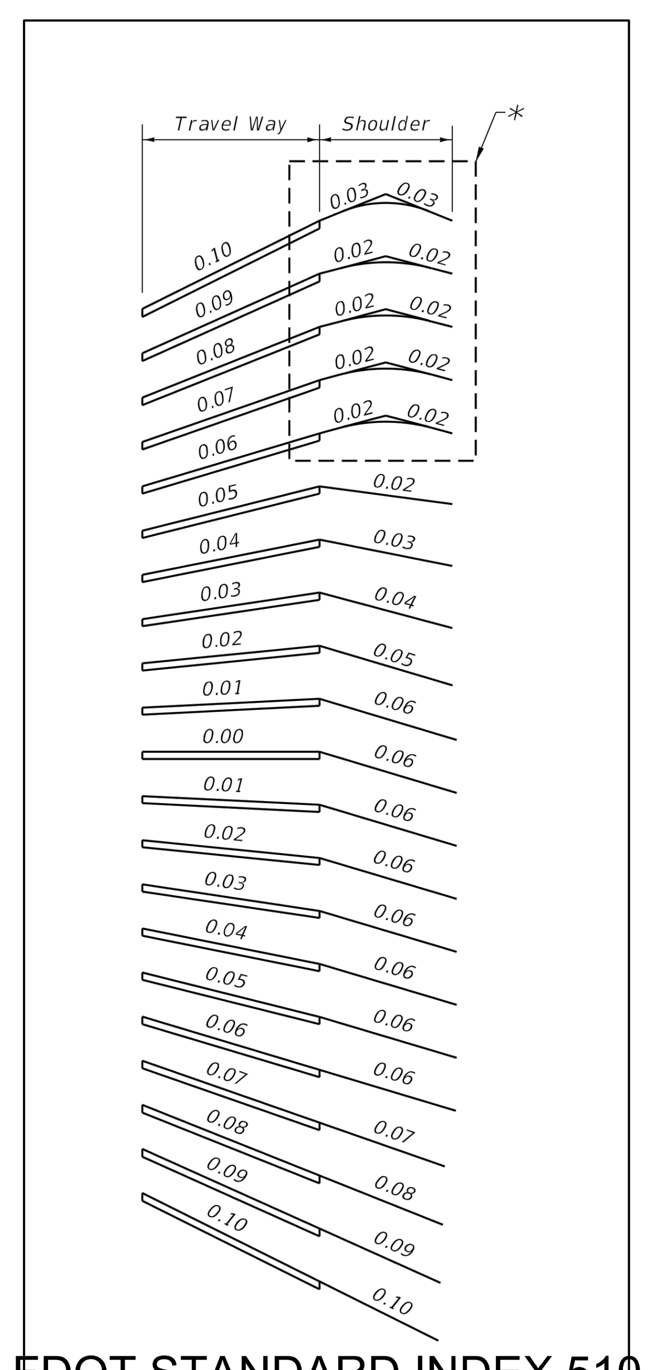
TYPE III-A

CROSS PIPE (CULVERT) DRIVEWAY

ESCAMBIA COUNTY DRIVEWAY CONNECTION STANDARDS*

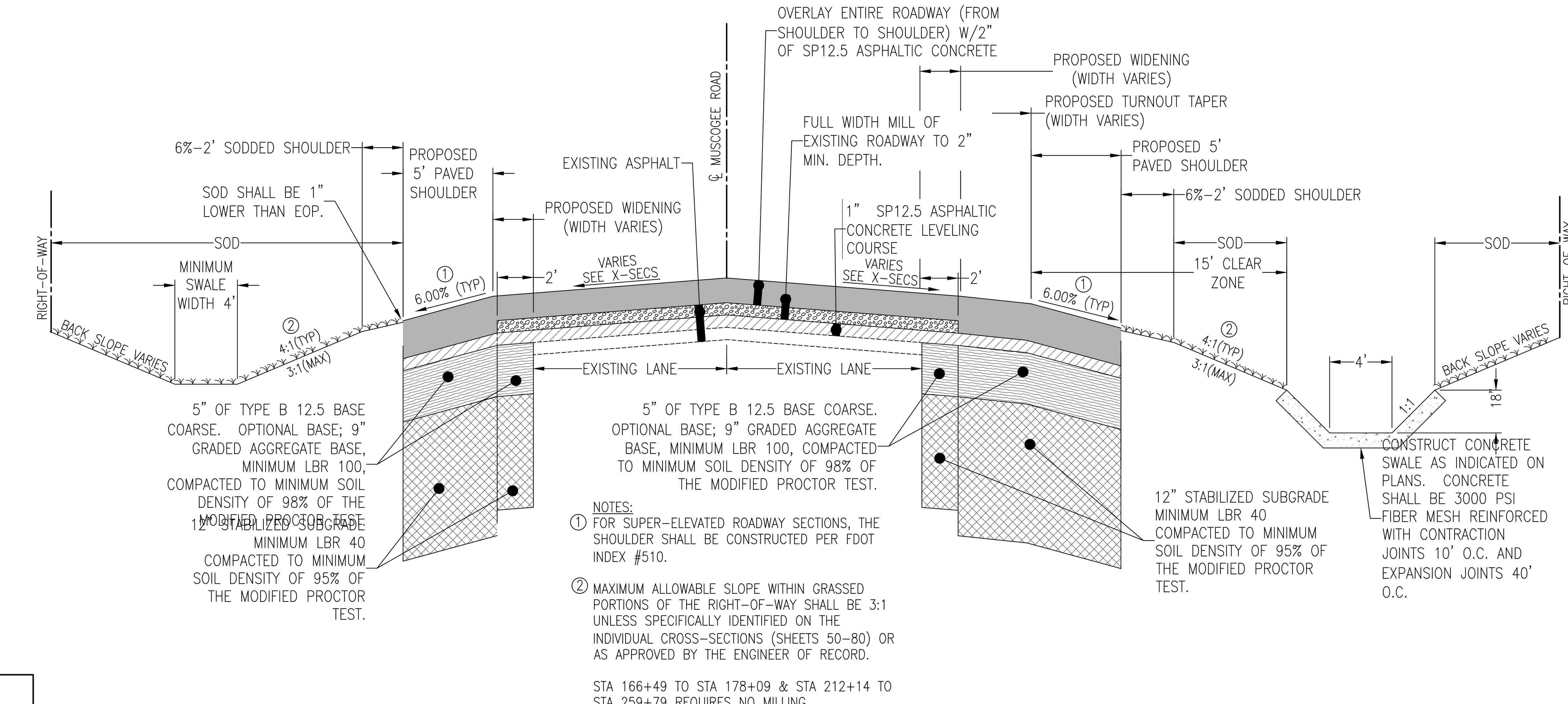
N.T.S.

*NOTE:
ALSO REFER TO SHEET 99 – TURNOUTS – FDOT INDEX 515



FDOT STANDARD INDEX 510

N.T.S.



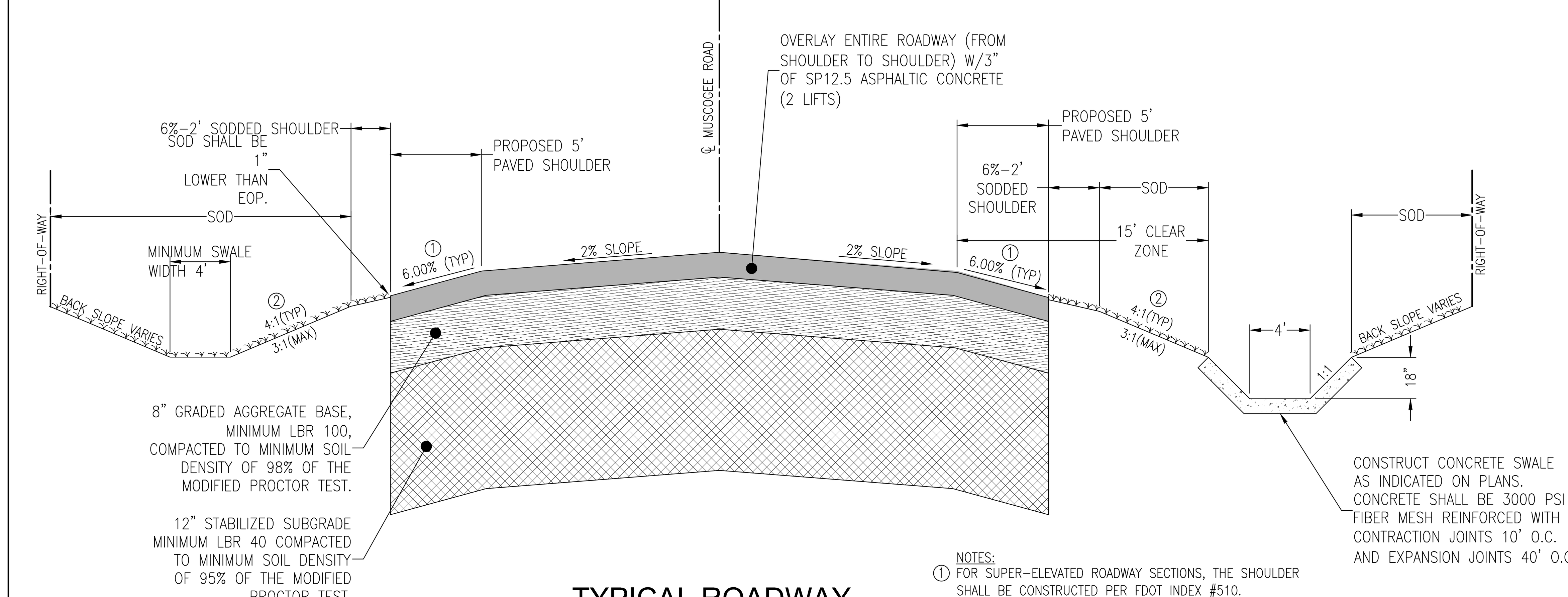
NOTES:
① FOR SUPER-ELEVATED ROADWAY SECTIONS, THE SHOULDER SHALL BE CONSTRUCTED PER FDOT INDEX #510.

② MAXIMUM ALLOWABLE SLOPE WITHIN GRASSED PORTIONS OF THE RIGHT-OF-WAY SHALL BE 3:1 UNLESS SPECIFICALLY IDENTIFIED ON THE INDIVIDUAL CROSS-SECTIONS (SHEETS 50–80) OR AS APPROVED BY THE ENGINEER OF RECORD.

STA 166+49 TO STA 178+09 & STA 212+14 TO STA 259+79 REQUIRES NO MILLING.

TYPICAL ROADWAY & TURNOUT TAPER CONSTRUCTION / RESURFACING SECTION

N.T.S.



TYPICAL ROADWAY RECONSTRUCTION

N.T.S.

NOTES:
① FOR SUPER-ELEVATED ROADWAY SECTIONS, THE SHOULDER SHALL BE CONSTRUCTED PER FDOT INDEX #510.

② MAXIMUM ALLOWABLE SLOPE WITHIN GRASSED PORTIONS OF THE RIGHT-OF-WAY SHALL BE 3:1 UNLESS SPECIFICALLY IDENTIFIED ON THE INDIVIDUAL CROSS-SECTIONS (SHEETS 50–80) OR AS APPROVED BY THE ENGINEER OF RECORD.

CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS

DETAILS

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DATE:	PROJECT MANAGER:	DISTRICT:	SIGNATURE:	
SEPTEMBER 2015	BUSH	5		
FIELD BOOK / PAGES:		SECTION / TOWNSHIP / RANGE		
		10-11 / 1N / 31 W		

NUMBER	REVISIONS	DATE	APPROVED BY

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PROJECT NUMBER	
SURVEY NUMBER	2014.119
SHEET	24 OF 27

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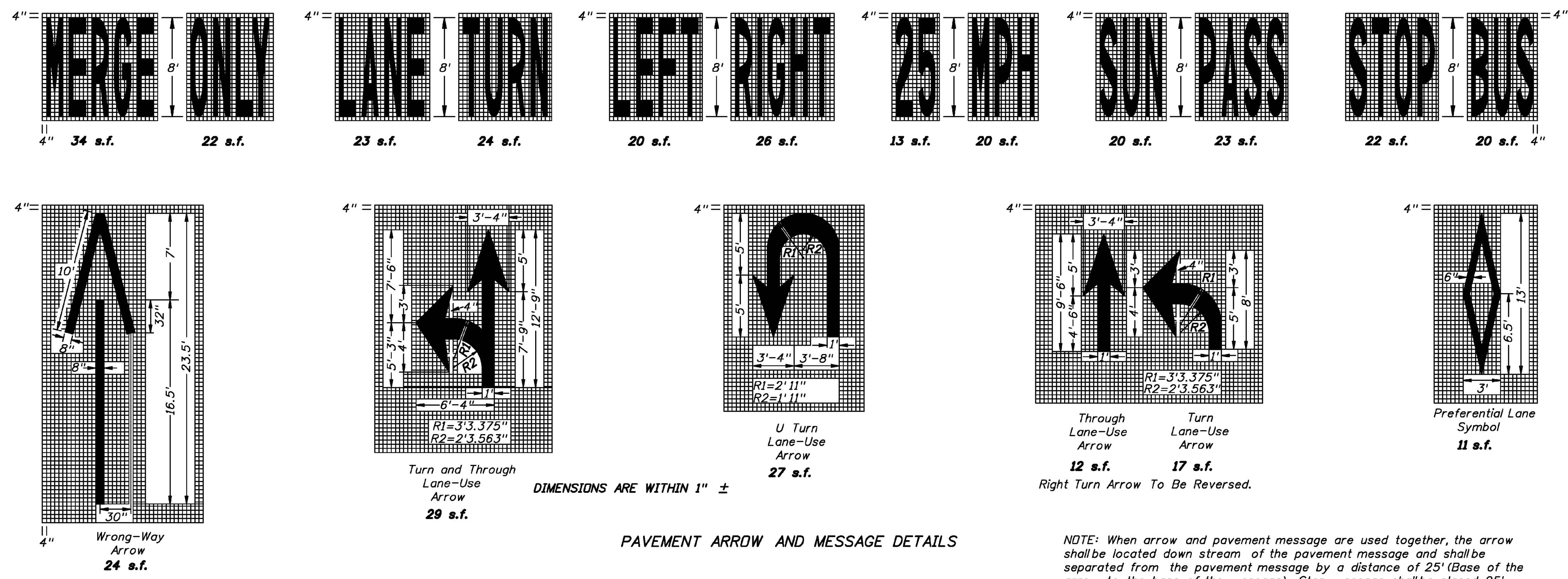


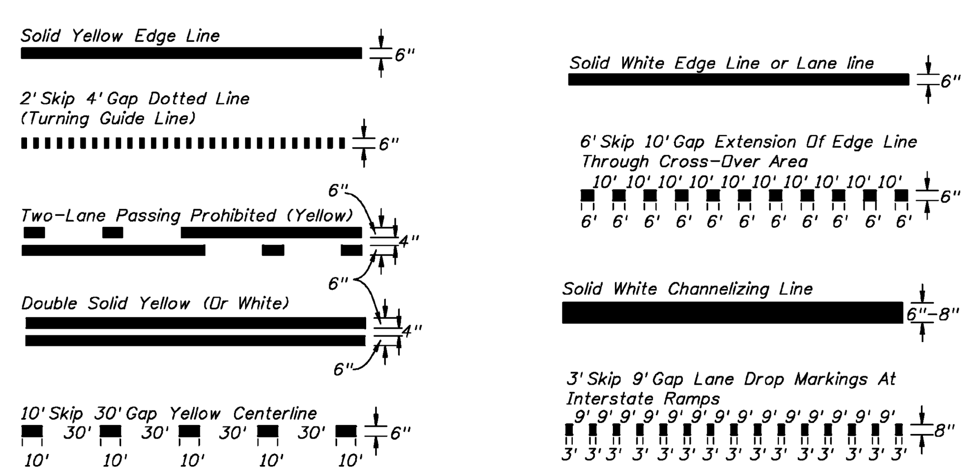
PAVEMENT ARROW AND MESSAGE DETAILS

NOTE: When arrow and pavement message are used together, the arrow shall be located down stream of the pavement message and shall be separated from the pavement message by a distance of 25' (Base of the arrow to the base of the message). Stop message shall be placed 25' from back of stop line.

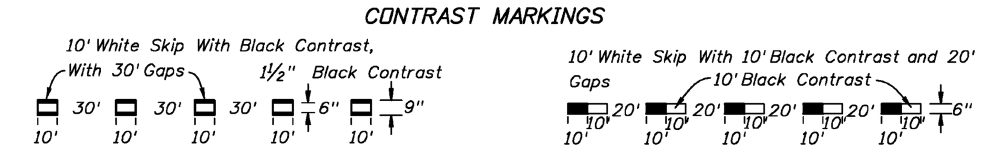
TYPES OF PERMANENT LONGITUDINAL LINES

BASIC COLOR RULE:

White lines separate traffic in the same direction. Yellow lines separate traffic in opposing directions. Yellow dotted lines may be used in special cases. Black may be used in combination with white for skip lines where a light-colored pavement does not provide sufficient contrast with the markings.



CONTRAST MARKINGS

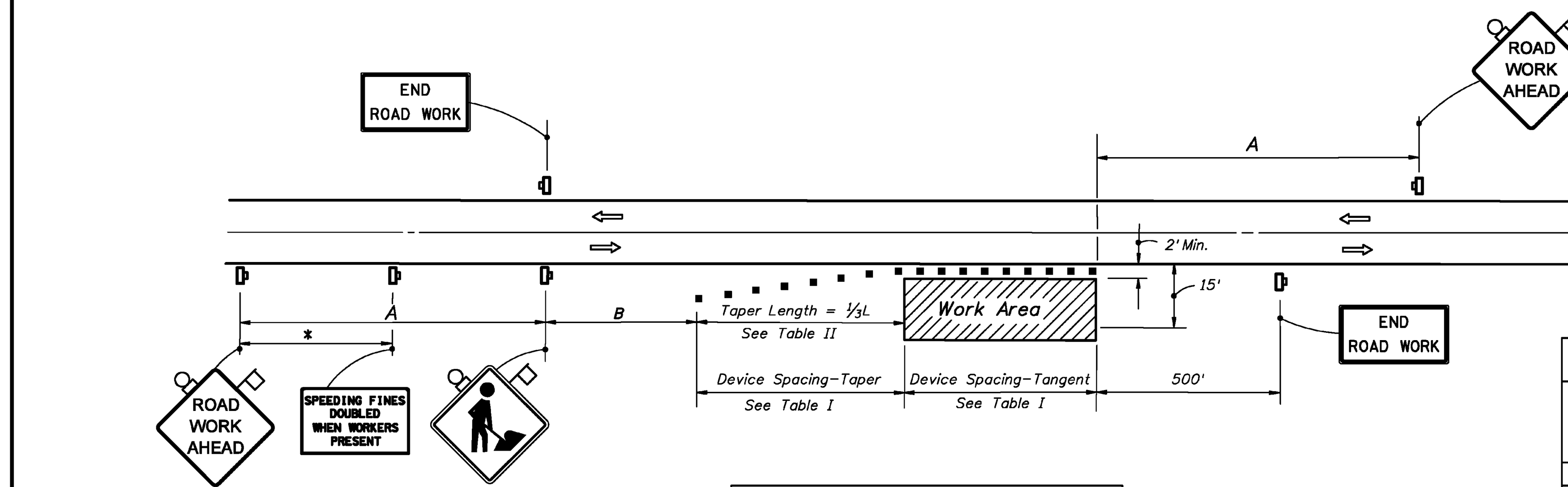


Yield Lines 5–18" X 27" White triangles facing traffic equally spaced within travel lane with 1 additional triangle using same spacing when a bike lane is present.

2010 FDOT Design Standards

SPECIAL MARKING AREAS

Last Revision 07/01/09 | Sheet No. 1 of 14 | Index No. 17346



DISTANCE BETWEEN SIGNS		
Speed	Spacing (ft.)	
	A	B
40 mph or less	200	200
45 mph	350	350
50 mph or greater	500	500

* 500' beyond the ROAD WORK AHEAD sign or midway between signs whichever is less.

Table I
Device Spacing

Speed (mph)	Max. Distance Between Devices (ft.)			
	Cones or Tubular Markers		Type I or Type II Barricades or Vertical Panels or Drums	
	Taper	Tangent	Taper	Tangent
25	25	50	25	50
30 to 45	25	50	30	50
50 to 70	25	50	50	100

Table II
Taper Length – Shoulder

Speed (mph)	⅓L (ft)			Notes
	8' Shldr.	10' Shldr.	12' Shldr.	
25	28	35	42	$L=\frac{WS^2}{60}$
30	40	50	60	
35	55	68	82	
40	72	90	107	
45	120	150	180	L=WS
50	133	167	200	
55	147	183	220	
60	160	200	240	
65	173	217	260	
70	187	233	280	

8' minimum shoulder width

⅓L = Length of shoulder taper in feet

W = Width of total shoulder in feet (combined paved and unpaved width)

S = Posted speed limit (mph)

SYMBOLS

Work Area

Sign With 18" x 18" (Min.) Orange Flag And Type B Light

Channelizing Device (See Index No. 600)

Work Zone Sign

Lane Identification + Direction of Traffic

GENERAL NOTES

1. When four or more work vehicles enter the through traffic lanes in a one hour period or less (excluding establishing and terminating the work area), the advanced FLAGGER sign shall be substituted for the WORKERS sign. For location of flaggers and FLAGGER signs, see Index No. 603.
2. WORKERS sign to be removed or fully covered when no work is being performed.
3. SHOULDER WORK sign may be used as an alternate to the WORKER symbol sign only on the side where the shoulder work is being performed.
4. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed in accordance with other applicable TCZ Indexes.
5. For general TCZ requirements and additional information, refer to Index No. 600.

DURATION NOTES

1. Signs and channelizing devices may be omitted if all of the following conditions are met:
   a) Work operations are 60 minutes or less.
   b) Vehicles in the work area have high-intensity, rotating, flashing, oscillating, or strobe lights operating.

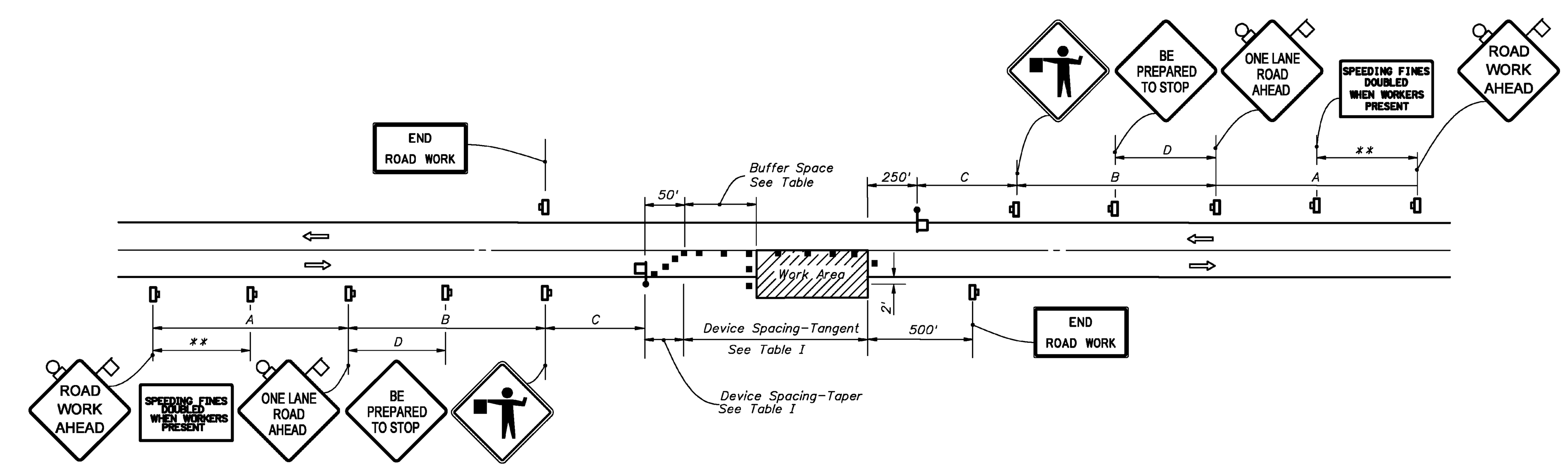
CONDITIONS

WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH THE AREA CLOSER THAN 15' BUT NOT CLOSER THAN 2' TO THE EDGE OF TRAVEL WAY.

2010 FDOT Design Standards

TWO-LANE TWO-WAY, WORK ON SHOULDER

Last Revision 07/01/07 | Sheet No. 1 of 1 | Index No. 602



DISTANCE BETWEEN SIGNS				
Speed (mph)	Spacing (ft.)			
	A	B	C	D
40 or less	200	200	200	100
45	350	350	350	175
50	500	500	500	250
55 or greater	2640	1640	1000	500

* The ROAD WORK 1 MILE sign may be used as an alternate to the ROAD WORK AHEAD sign.

** 500' beyond the ROAD WORK AHEAD sign or midway between signs whichever is less.

*** BE PREPARED TO STOP sign may be omitted for speeds of 45 MPH or less.

TABLE I DEVICE SPACING

Speed (mph)	Max. Distance Between Devices (ft.)			
	Cones or Tubular Markers		Type I or Type II Barricades or Vertical Panels or Drums	
	Taper	Tangent	Taper	Tangent
25 to 45	20	50	20	50
50 to 70	20	50	20	100

BUFFER SPACE	
Speed (mph)	Dist. (ft.)
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

When Buffer Space cannot be attained due to geometric constraints, the greatest attainable length shall be used, but not less than 200 ft.

SYMBOLS

Work Area

Sign With 18" x 18" (Min.) Orange Flag And Type B Light

Channelizing Device (See Index No. 600)

Work Zone Sign

Flagger

Automated Flagger Assistance Devices (AFAD), With Gate

Lane Identification + Direction of Traffic

GENERAL NOTES

1. Work operations shall be confined to one traffic lane, leaving the opposite lane open to traffic.
2. Additional one-way control may be effected by the following means:
   (1) Flag-carrying vehicle; (2) Official vehicle; (3) Pilot vehicles; (4) Traffic signals.

   When flaggers are the sole means of one-way control, the flaggers shall be in sight of each other or in direct communication at all times.
3. The ONE-LANE ROAD signs are to be fully covered and the FLAGGER signs either removed or fully covered when no work is being performed and the highway is open to two-way traffic.
4. When a side road intersects the highway within the TTC zone, additional TTC devices shall be placed in accordance with other applicable TCZ Indexes.
5. The two channelizing devices directly in front of the work area and the one channelizing device directly at the end of the work area may be omitted provided vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.
6. For general TCZ requirements and additional information, refer to Index No. 600.

DURATION NOTES

1. ROAD WORK AHEAD and the BE PREPARED TO STOP signs may be omitted if all of the following conditions are met:
   a) Work operations are 60 minutes or less.
   b) Speed limit is 45 mph or less.
   c) No sight obstructions to vehicles approaching the work area for a distance equal to the buffer space.
   d) Vehicles in the work area have high-intensity, rotating, flashing, oscillating, or strobe lights operating.
   e) Volume and complexity of the roadway has been considered.

CONDITIONS

WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH THE AREA BETWEEN THE CENTERLINE AND A LINE 2' OUTSIDE THE EDGE OF TRAVEL WAY.

2010 FDOT Design Standards

TWO-LANE TWO-WAY, WORK WITHIN THE TRAVEL WAY

Last Revision 07/01/09 | Sheet No. 1 of 2 | Index No. 603

CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS

DETAILS

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SURVEY NUMBER 2014.119

SHEET 25 OF 27

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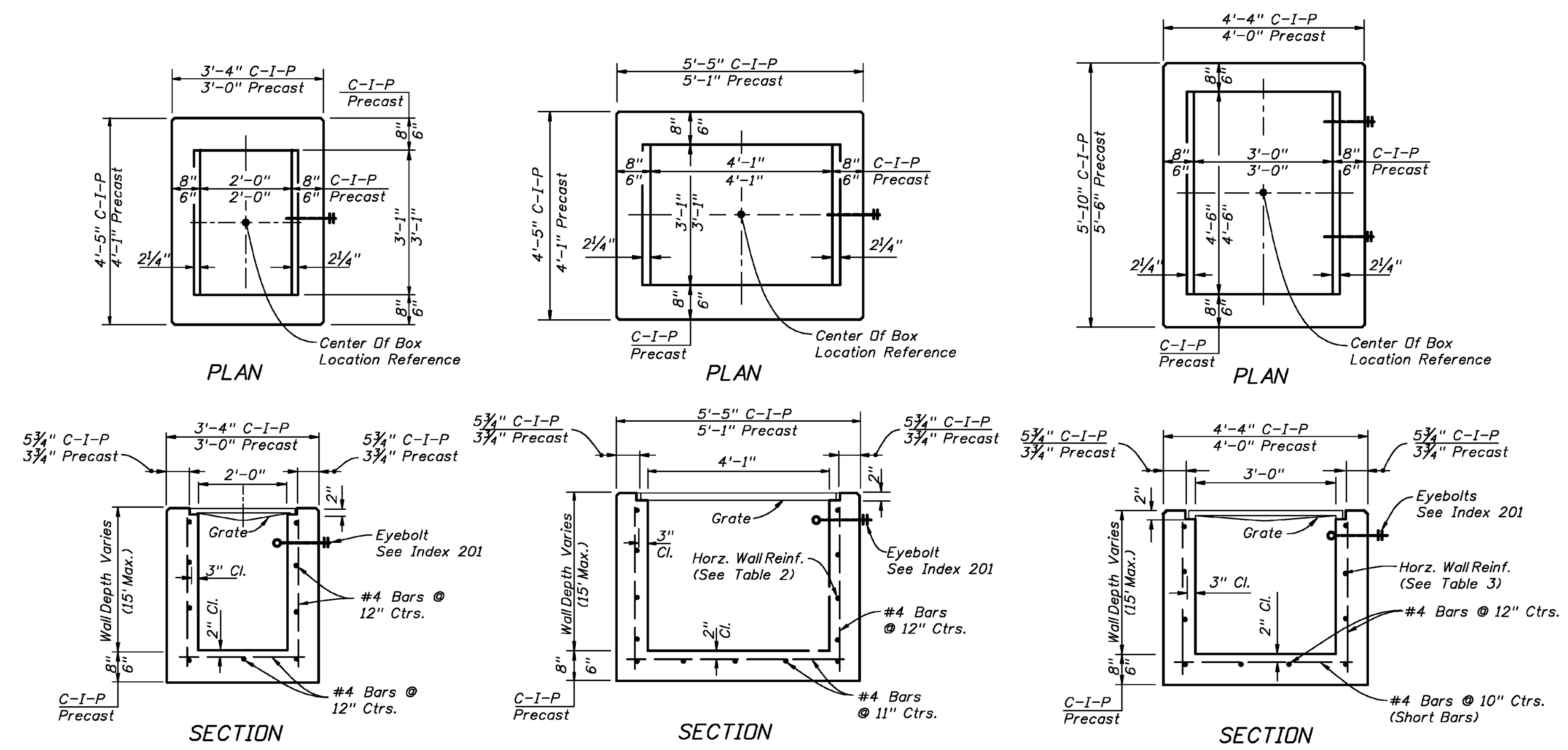

HORIZONTAL WALL REINFORCING SCHEDULES (TABLE 1)

WALL DEPTH	SCHEDULE	AREA (in.²/ft.)	MAX. SPACING BARS	MAX. SPACING WWF
0'-15'	A12	0.20	12"	8"

TYPE C

Recommended Maximum Pipe Size:

2'-0" Wall - 18" Pipe
3'-1" Wall - 24" Pipe (18" where an 18" pipe enters a 2'-0" wall)

HORIZONTAL WALL REINFORCING SCHEDULES (TABLE 2)

WALL DEPTH	SCHEDULE	AREA (in.²/ft.)	MAX. SPACING BARS	MAX. SPACING WWF
0'-6'	A12	0.20	12"	8"
6'-10'	A6	0.20	6"	5"
10'-13'	A4	0.20	4"	3"
10'-15'	B5.5	0.24	5½"	5"

TYPE D

Recommended Maximum Pipe Size:

3'-1" Wall - 24" Pipe
4'-1" Wall - 36" Pipe

HORIZONTAL WALL REINFORCING SCHEDULES (TABLE 3)

WALL DEPTH	SCHEDULE	AREA (in.²/ft.)	MAX. SPACING BARS	MAX. SPACING WWF
0'-5'	A12	0.20	12"	8"
0'-7.5'	A6	0.20	6"	5"
7.5'-10'	B5.5	0.24	5½"	5"
10'-15'	C6.5	0.37	6½"	6"

TYPE E

Recommended Maximum Pipe Size:

3'-0" Wall - 24" Pipe
4'-6" Wall - 36" Pipe

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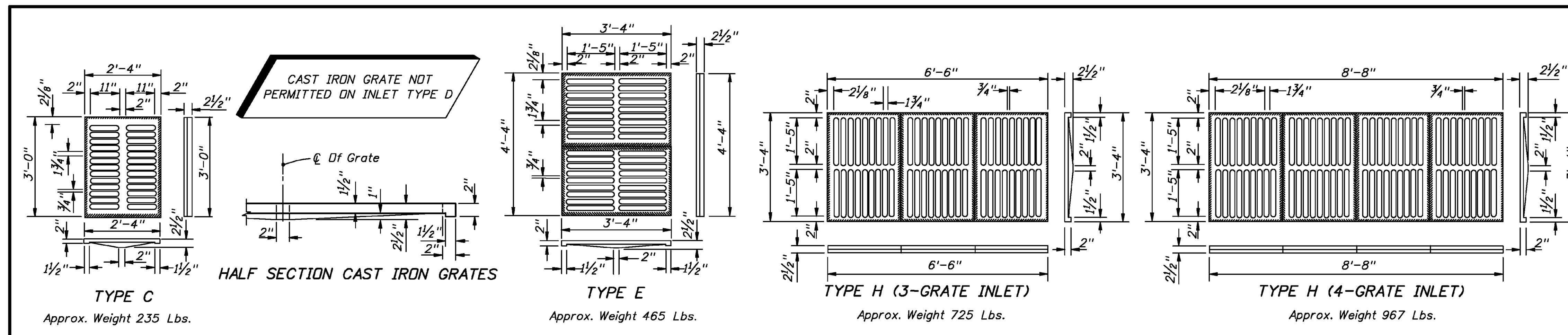
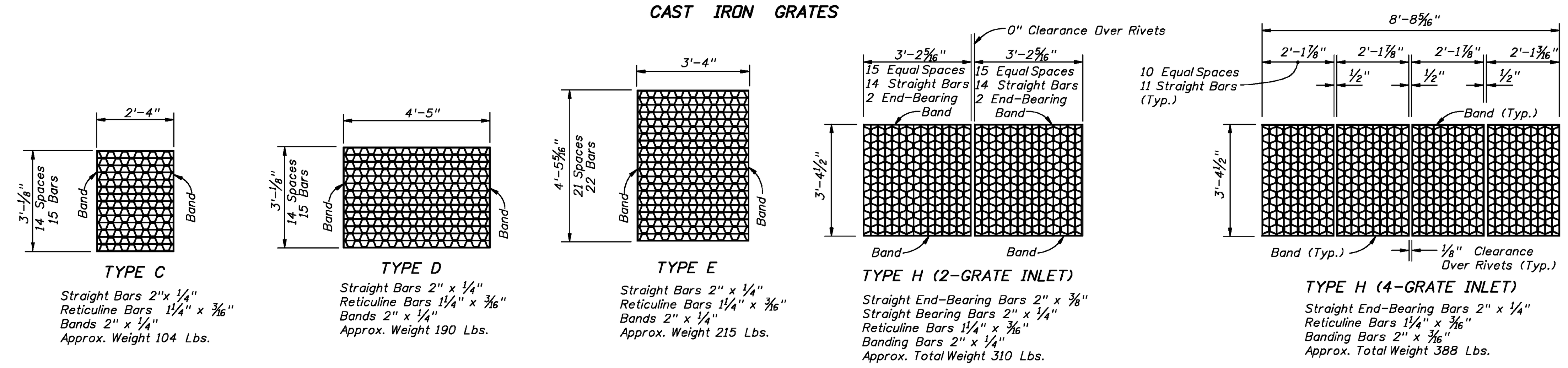
DITCH BOTTOM INLET TYPES C, D, E & H | Index No. 232



CAST IRON GRATES



TYPE C
Straight Bars 2" x ¼"
Reticuline Bars 1¼" x 3/16"
Bands 2" x ¼"
Approx. Weight 104 Lbs.

TYPE D
Straight Bars 2" x ¼"
Reticuline Bars 1¼" x 3/16"
Bands 2" x ¼"
Approx. Weight 190 Lbs.

TYPE E
Straight Bars 2" x ¼"
Reticuline Bars 1¼" x 3/16"
Bands 2" x ¼"
Approx. Weight 215 Lbs.

TYPE H (2-GRATE INLET)
Straight End-Bearing Bars 2" x ⅜"
Straight Bearing Bars 2" x ¼"
Reticuline Bars 1¼" x 3/16"
Banding Bars 2" x ¼"
Approx. Total Weight 310 Lbs.

TYPE H (4-GRATE INLET)
Straight End-Bearing Bars 2" x ¼"
Reticuline Bars 1¼" x 3/16"
Banding Bars 2" x 3/16"
Approx. Total Weight 388 Lbs.

STEEL GRATES

NOTE: Steel Grates Are Required On Inlets With Traversable Slots And On Inlets where Bicycle Traffic Is Anticipated.

GENERAL NOTES

1. These inlets are suitable for bicycle traffic and are to be used in ditches, medians and other areas subject to infrequent traffic loadings but are not to be placed in areas subject to any heavy wheel loads. These inlets may be placed in areas subject to occasional pedestrian traffic such as landscaped areas and pavement areas where pedestrians can walk around the inlet.
2. Inlets subject to minimal debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and areas subject to bicycles and/or pedestrians shall have traversable slots. The traversable slot modification is not adaptable to inlet Type H. Slots may be constructed at either or both ends as shown on plans.
3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate G grate is specified in the plans, either the steel grate, hot dip galvanized after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.
4. Recommended maximum pipe sizes shown are for concrete pipe. Size for other types of pipe must be checked for fit.
5. All exposed edges and corners shall be ¾" chamfer or tooled to ¼" radius.
6. Concrete inlet pavement to be used on inlets without slots and inlets with nontraversable slots only when called for in the plans; but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.
7. Traversable slots constructed in existing inlets shall be paid for as inlets partial. For conversion work and method of payment see 'TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS'.
8. Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Performance Turf, SY.
9. For supplementary details see Index No. 201.
10. All reinforcing is Grade 60 bars with 2" min. cover unless otherwise noted. Bars to be cut or bent for 1½" clearance around pipe opening. Provide one additional #4 bar above and at each side of pipe opening.

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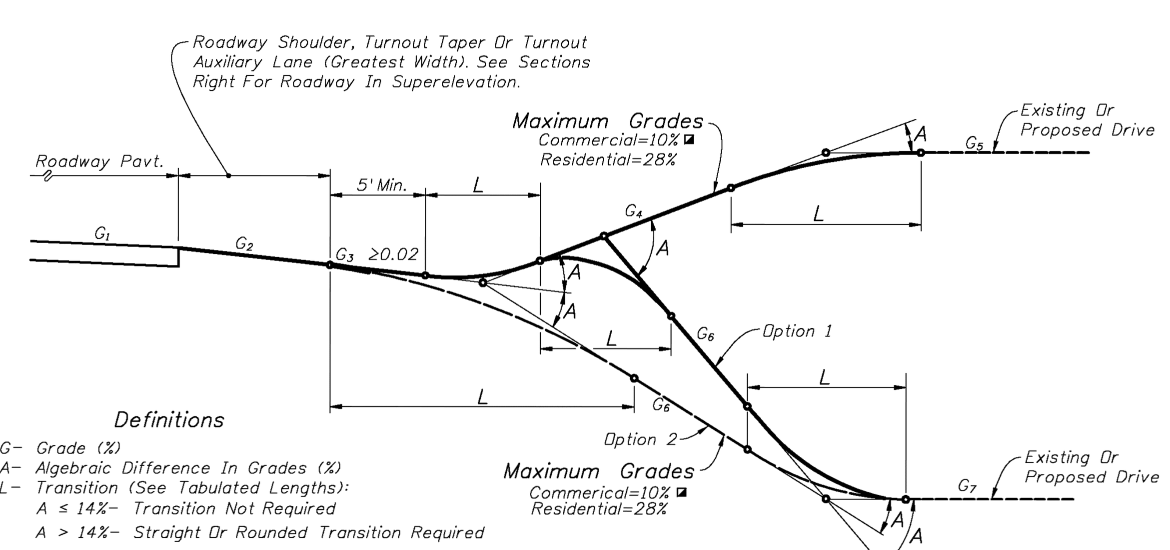
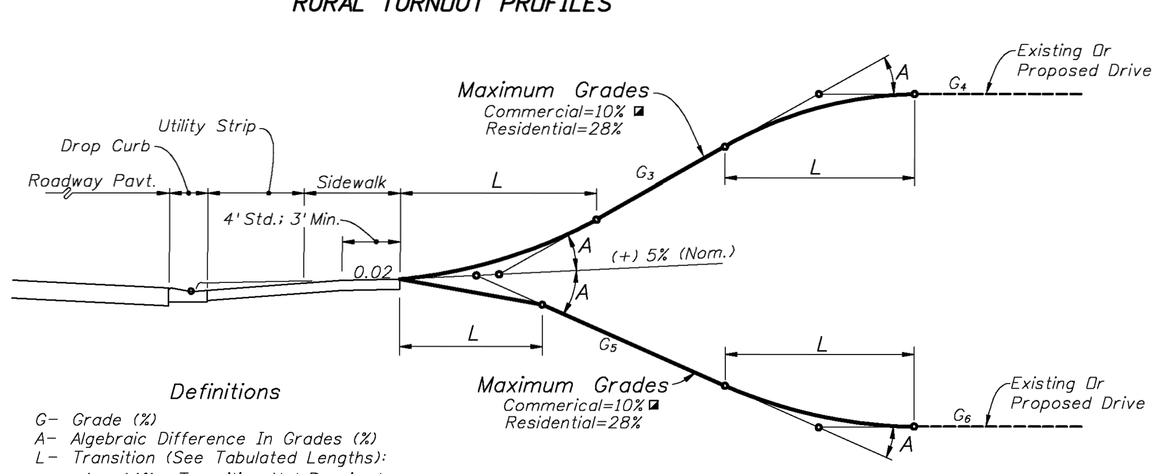
DITCH BOTTOM INLET TYPES C, D, E & H | Index No. 232



Definitions
G- Grade (%)
A- Algebraic Difference In Grades (%)
L- Transition (See Tabulated Lengths):
A ≤ 14%- Transition Not Required
A > 14%- Straight Or Rounded Transition Required

RURAL TURNOUT PROFILES



Definitions
G- Grade (%)
A- Algebraic Difference In Grades (%)
L- Transition (See Tabulated Lengths):
A ≤ 14%- Transition Not Required
A > 14%- Straight Or Rounded Transition Required

URBAN TURNOUT PROFILES

◪ When restoring or reconstructing existing commercial turnout connections on new construction and reconstruction projects, the maximum 10% commercial grade may be exceeded provided this does not create any adverse roadway operational or safety impacts. This shall be approved by the District Design Engineer and be supported by documented site specific findings.

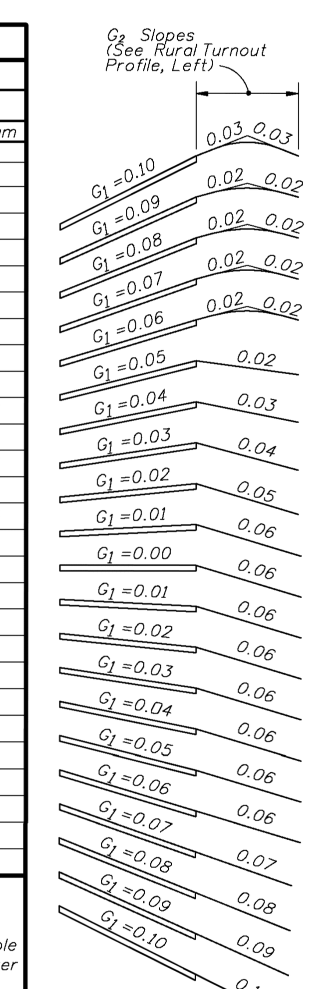
A	CRESTS STRAIGHT Desirable	CRESTS STRAIGHT Minimum	CRESTS ROUNDED Desirable	CRESTS ROUNDED Minimum	SAGS STRAIGHT Desirable	SAGS STRAIGHT Minimum	SAGS ROUNDED Desirable	SAGS ROUNDED Minimum
6-13%	3	0	5	0	3	0	5	0
14%	3	0	10	0	3	0	10	0
15%	3	2.5	10	3	5	3	10	5
16%	5	3	10	4	6	4	10	6
17%	6	3.5	10	5	8	5	10	7
18%	6	4	10	6	9	6	10	8
19%	7	4.5	10	7	11	7	12	9
20%	8	5	11	8	12	8	13	10
21%	9	5.5	12	9	13	8.5	14	11
22%	10	6	13	10	14	9	16	12
23%	10	6.5	14	10.5	14	9.5	16	12.5
24%	11	7	15	11	15	10	17	13
25%	12	7.5	15	11.5	16	10.5	18	13.5
26%	12	8	16	12	17	11	18	14
27%	13	8.5	17	12.5	17	11.5	19	14.5
28%	14	9	17	13	18	12	20	15
29%	NA	NA	22	14	NA	NA	21	17
30-31%	NA	NA	23	15	NA	NA	22	18
32-33%	NA	NA	24	16	NA	NA	23	20
34-36%	NA	NA	26	17	NA	NA	25	21
37-38%	NA	NA	27	18	NA	NA	26	22
39-41%	NA	NA	29	19	NA	NA	28	24
42-43%	NA	NA	30	20	NA	NA	29	25
44-46%	NA	NA	32	21	NA	NA	31	26
47-48%	NA	NA	33	22	NA	NA	32	27
49-51%	NA	NA	34	23	NA	NA	34	28
52-54%	NA	NA	36	24	NA	NA	35	30
55-56%	NA	NA	37	25	NA	NA	36	31

LENGTHS (L) (FT.)

Rounded: Either circular, parabolic or spline curvature. The plans or the Engineer may specify a particular type of curvature.

Desirable: Desirable minimum lengths. Minimum: Absolute minimum lengths. Greater lengths than minimum and desirable are recommended where practical for flatter and smoother profile.

RECOMMENDED TURNOUT PROFILE TRANSITION LENGTHS (L) (FT.)



ROADWAY PAVEMENT SLOPES AND SLOPES OF ABUTTING RURAL TURNOUT SURFACES (G_2)

SUPERELEVATION SECTIONS

STORMWATER RUNOFF AND PROFILE OPTION NOTES

1. Turnouts shall neither cause water to flow on or across the roadway pavement, nor cause water ponding or erosion within the State right of way. On all rural turnouts the transition (L) nearest the roadway shall be sloped or crowned to direct stormwater runoff to the roadside ditch. Inlets, flumes or other appropriate runoff control devices shall be constructed when runoff volumes are sufficient to cause erosion of the shoulder. Similar runoff control devices shall be constructed as necessary to properly direct and control the stormwater runoff on urban turnouts.
2. The Option 1 profile is intended for locations where roadway, turnout taper and auxiliary lane stormwater runoff volumes are relatively large. The Option 2 profile is intended for locations where runoff volumes are relatively small and/or where there is no roadside ditch.

TURNOUT PROFILES

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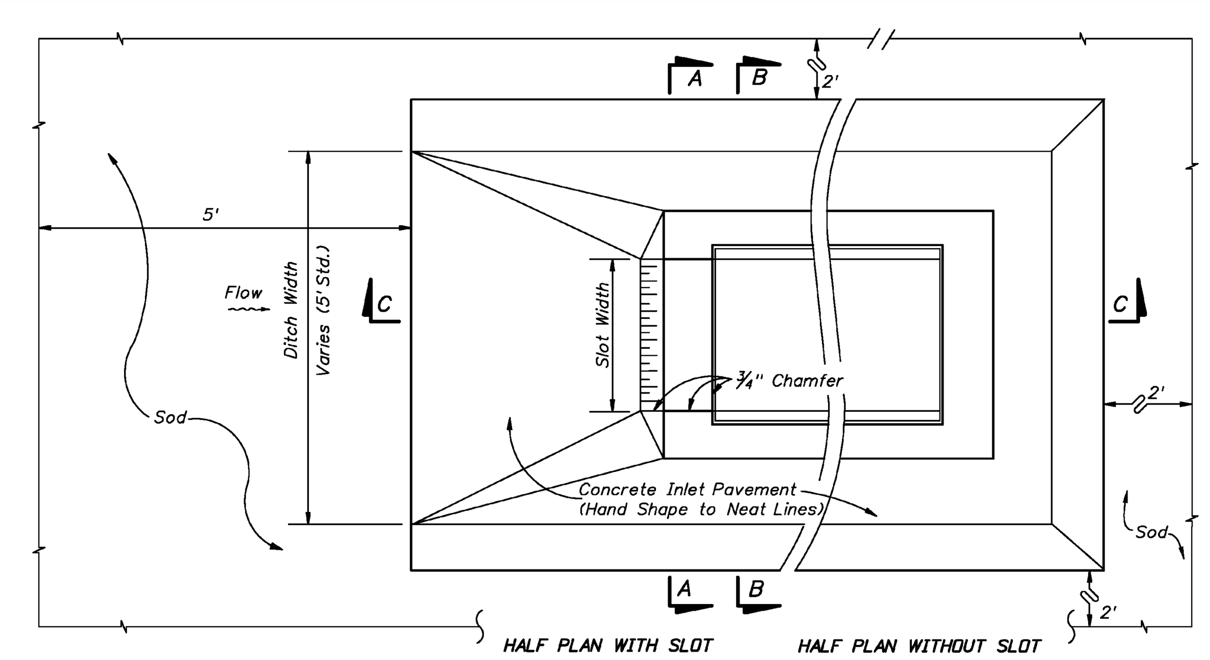
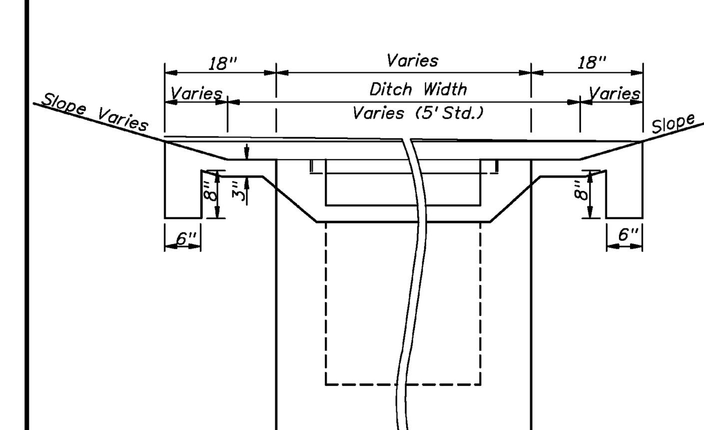
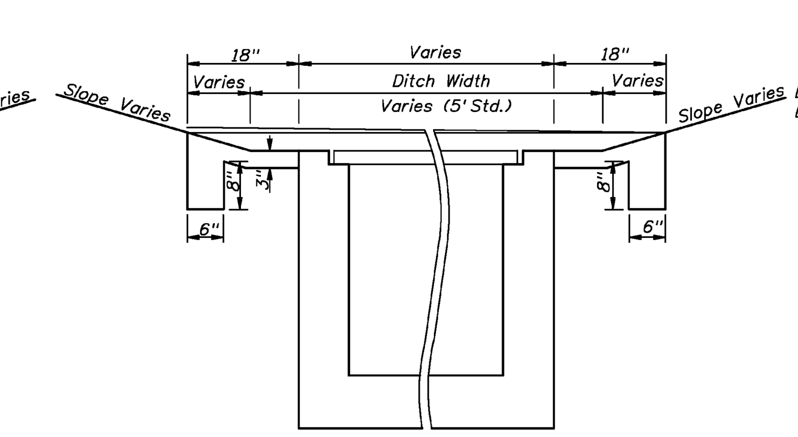


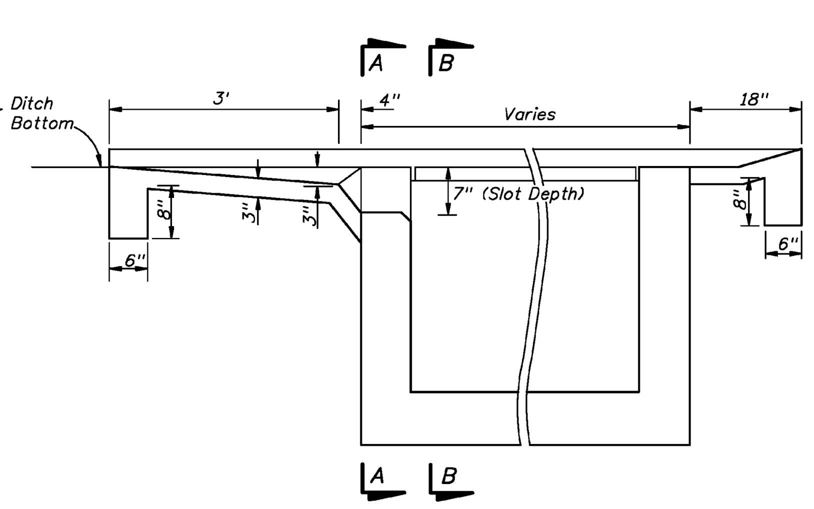
PLAN VIEW



SECTION AA



SECTION BB



SECTION CC

Inlet	Pavement Single Slot SY	Pavement Single Slot CY	Pavement Double Slot SY	Pavement Double Slot CY	Sod Single Slot SY	Sod Double Slot SY
C	4.87	0.77	6.16	0.93	12	16
D	5.99	0.91	7.70	1.10	14	19
E	5.88	0.91	7.37	1.08	14	18

PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

TRAVERSABLE SLOTS

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CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS
DETAILS

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DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	SIGNATURE:	
FIELD BOOK / PAGES:	SECTION / TOWNSHIP / RANGE 10-11 / 1N / 31 W			

NUMBER	REVISIONS	DATE	APPROVED BY

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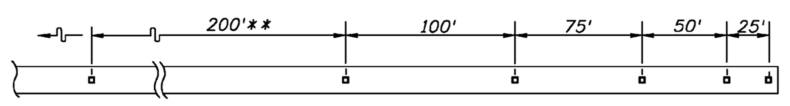
PROJECT NUMBER
SURVEY NUMBER 2014.119
SHEET 26 OF 27

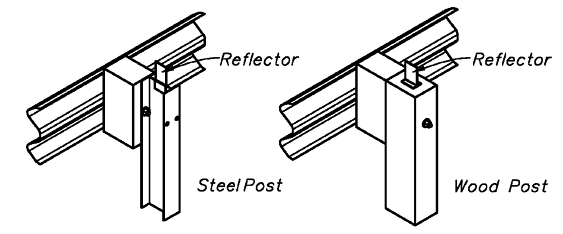
30% SUBMITTAL



Note: Adjustment in spacing may be required to fit exact guardrail lengths as directed by the Engineer. For minimum installations (length 62.5') provide one reflector at each end and one at the approximate center.

**For curves greater than 2° the spacing shall be reduced to 100' through the curve.

REFLECTOR SPACING

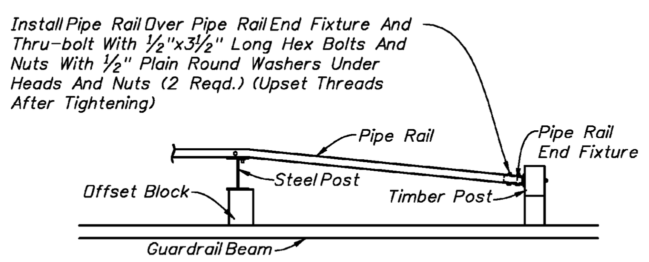


PICTORIAL VIEW
REFLECTOR MOUNTING

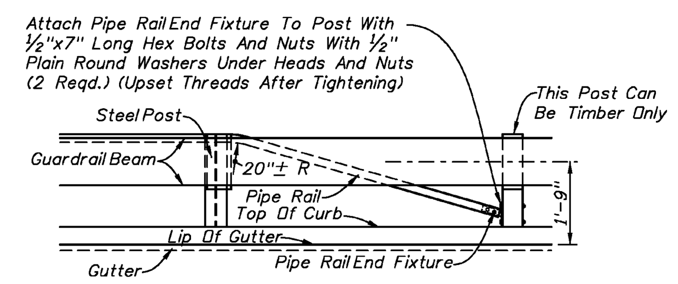
REFLECTOR NOTES

1. Reflectors shall conform to Section 993 of the Standard Specifications.
2. Reflector color (white or yellow) shall conform to the color of the near lane edgeline.
3. Reflectors installed on median guardrail shall have retro-reflective sheeting on both sides of the reflector.
4. The cost for reflectors shall be included in the contract unit price for Guardrail.

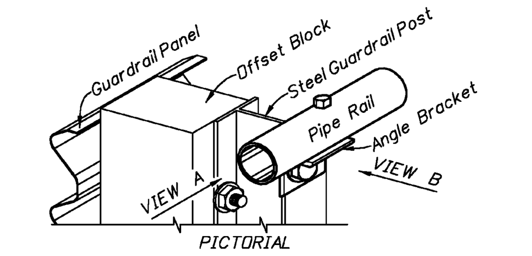
REFLECTORS-DETAIL M



PLAN



ELEVATION



PICTORIAL

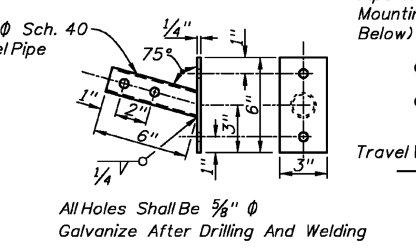
NOTES

1. Pipe Rail required on steel guardrail posts when pedestrian ways and bikeways are located 4' or less from back of the posts. Pipe rail shall not extend beyond the last post of the approach end anchorage assemblies. Begin and end the pipe rail in accordance with the Pipe Rail End detail.

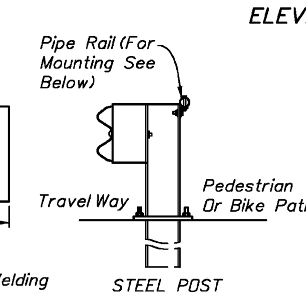
Refer to Sheet 1, Note 6 for guardrail end treatment requirements.

2. When guardrails with timber posts are located with the back of posts 4' or less from the near edge of the pedestrian way or bikeway, the bolt ends will require one of the following treatments:
   (a) Trimming back flush with the face of nut and metalizing or
   (b) Use of post bolts 15" in length with the washers and nuts counter sunk into sinks 1" to 1½" deep or
   (c) Use of post bolts 15" in length with sleeve nuts and washers.

3. The cost for Pipe Rail, mounting components and installation shall be included in the contract unit price for guardrail. Bolt end treatment for timber post shall be included in the contract unit price for guardrail.



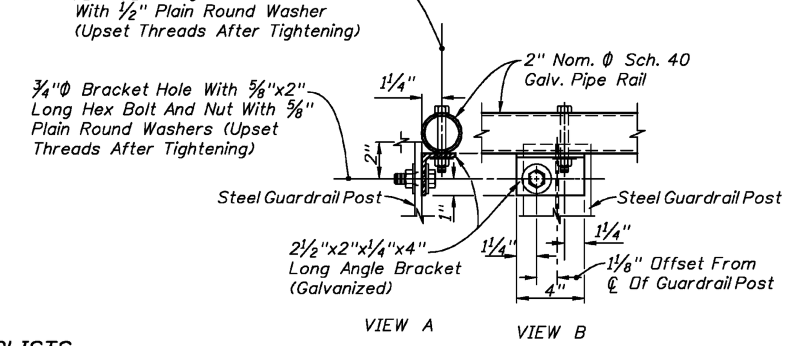
PIPE RAIL END FIXTURE



SECTION

FOR LOCATIONS USED BY PEDESTRIANS OR CYCLISTS

PEDESTRIAN SAFETY TREATMENTS



PIPE RAIL MOUNTING

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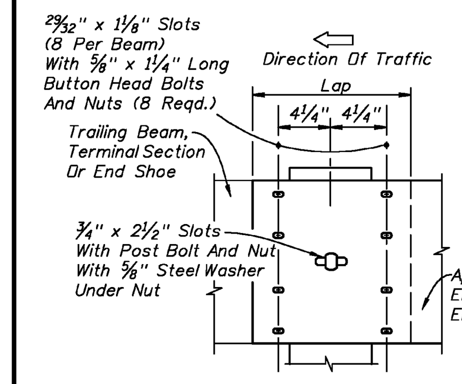
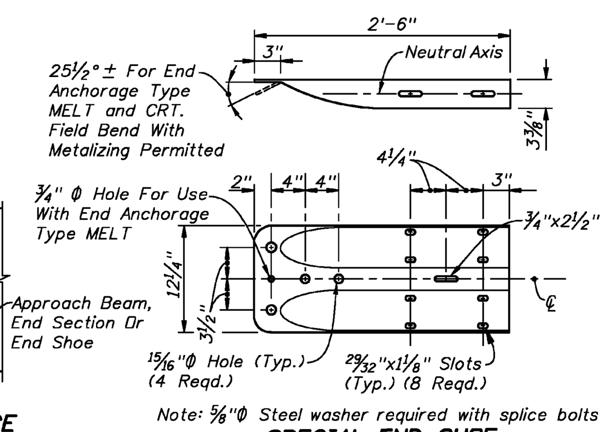
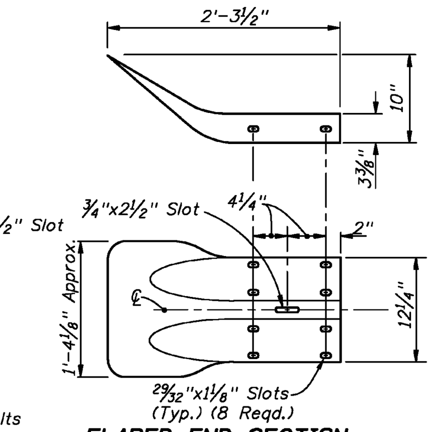


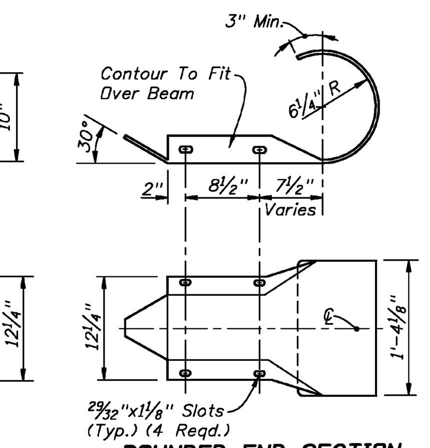
W-BEAM RAIL SPLICE



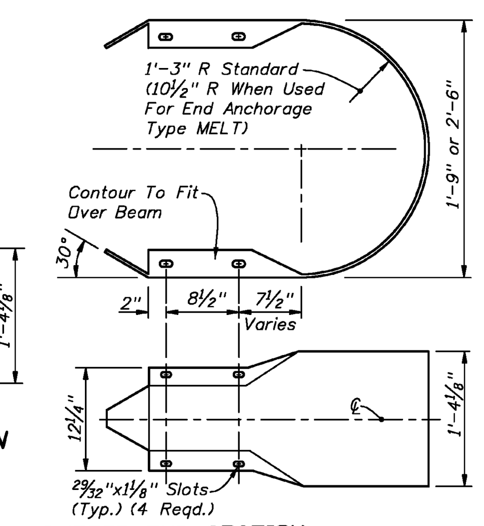
SPECIAL END SHOE



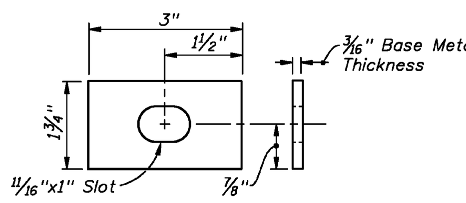
FLARED END SECTION



ROUNDED END SECTION

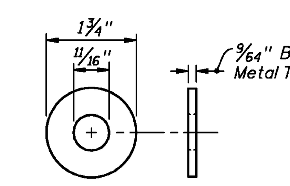


BUFFER END SECTION



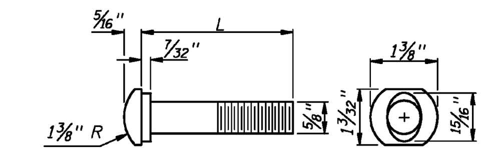
Note:
For beam washer requirements on end terminals, see individual end anchorage assembly details. Washers are to be used where necessary to accomplish alignment or where the posts bolt head shows tendency to pull through the rail slot. Washers installed on guardrail, between end anchorages, prior to July 1, 1990 may remain in place until the guardrail is relocated or until repairs require removal and reinstallment of a post bolt.

(RECTANGULAR PLATE WASHER)
BEAM WASHER



Note:
The round washer is not intended for use under the recess nut for the beam to beam rail splice. The washer is required under the recess nut for connecting the beam to the special end shoe; under the post bolt nut for connecting the beam to the timber post and offset blocks; for connecting the beam to steel posts with timber offset blocks; under the hex bolt head for securing the beam anchor plate to the beam; and, for general guardrail connections by ⅝" Ø hex bolts and nuts and under hex nut for connecting rubrail to wood and steel posts. For supplemental information see BEAM ANCHOR PLATE, PERMISSIBLE POST AND OFFSET BLOCK COMBINATIONS, individual end anchorage assembly details, SPECIAL STEEL GUARDRAIL POSTS, SPECIAL END SHOE, W-BEAM RAIL SPLICE, THRIE-BEAM RAIL SPLICE, and THRIE-BEAM TERMINAL CONNECTOR details.

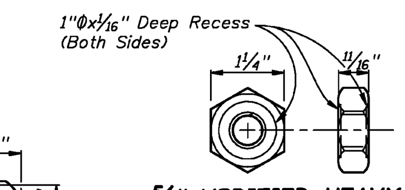
⅝" STEEL WASHER



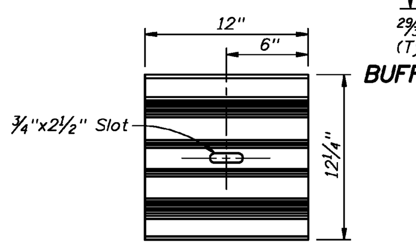
L (In.)	THREAD LENGTH (Min.) (In.)	APPLICATION
1¼"	Full Length	Rail Splice Bolt
10"	4"	Post Bolt – Single Or Double Faced Guardrail Timber Or Recycled Plastic Offset Block(s) On Steel Post. As An Option, A Single 25"* Long Post Bolt May Be Used
18"	4"	Post Bolt – Single Faced Guardrail Timber Posts
25"*	4"	Post Bolt – Double Faced Guardrail Timber Posts; Double Faced Guardrail Steel Posts

Special bolts having lengths of 10" or greater shall have a thread length of not less than 4". For applications where special bolts having lengths greater than 25" are required, the Contractor may use a ⅝"Ø threaded rod (field cut to length). A hex nut and beam washer shall be used at the guardrail face with no more than ¾" of the threaded rod projecting beyond the top of the nut. The projecting thread on both ends shall be distorted to secure the nuts, and both ends of the threaded rod metalized with organic zinc-rich coating. *Use of the 25" AASHTO-AGC-ARTBA standard length post bolt on double faced guardrail that results in the bolt projecting more than ¾" beyond the face of the nut after pull-up shall be trimmed to ¾" reveal and metalized with organic zinc-rich coating.

⅝" OVAL SHOULDER BUTTON HEAD BOLT



⅝" MODIFIED HEAVY
HEX NUT (RECESSED NUT)



Note: For application information see individual end anchorage assembly details.

W-BEAM BACK-UP PLATE

POST SPACING (Ft.)	SINGLE BEAM W-Beam	SINGLE BEAM Thrie-Beam	NESTED BEAMS W-Beam	NESTED BEAMS Thrie-Beam
6'-3"	4'	3'-3"	N/A	N/A
3'-1½"	3'	2'-8"	2'-8"	2'-4"
1'-6¾"	N/A	N/A	2'-4"	2'

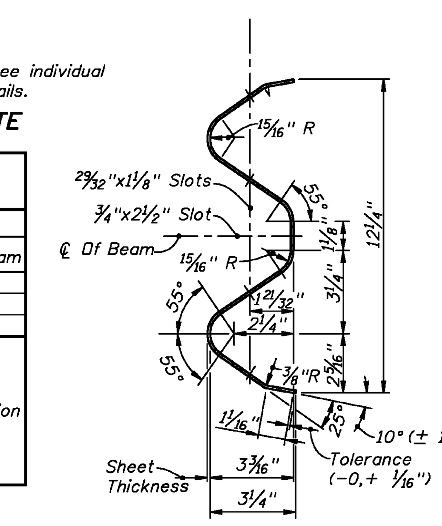
OFFSETS (Ft.) Measured From Face Of Guardrail To Front Of Above Ground Rigid Hazard

Note:
The values shown should be utilized unless changes are supported by imperical validation. Those desiring to develop offset values from the simulated deflection values shown in Table 5.4 of the AASHTO Roadside Design Guide are cautioned to proceed only if background in the table development is understood.

MINIMUM OFFSET FOR
SINGLE FACED GUARDRAIL (Ft.)

HS Hex bolts for THRIE-BEAM TERMINAL CONNECTORS shall conform to the requirements of ASTM A449 (Type 1) with heavy hex nuts and washers. All other hex bolts shall conform to the requirements of ASTM A563. Bolts, nuts and washers shall be hot dip galvanized. Heavy hex nut may be used in lieu of hex nuts and hex nuts used for jam nuts.

HEX BOLTS AND NUTS



W-BEAM

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CR 297A - LOUIS STREET
WIDENING AND DRAINAGE IMPROVEMENTS

DETAILS

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DATE: SEPTEMBER 2015	PROJECT MANAGER: BUSH	DISTRICT: 5	SIGNATURE:	
FIELD BOOK / PAGES:	SECTION / TOWNSHIP / RANGE 10-11 / 1N / 31 W			

NUMBER	REVISIONS	DATE	APPROVED BY

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SURVEY NUMBER 2014.119
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