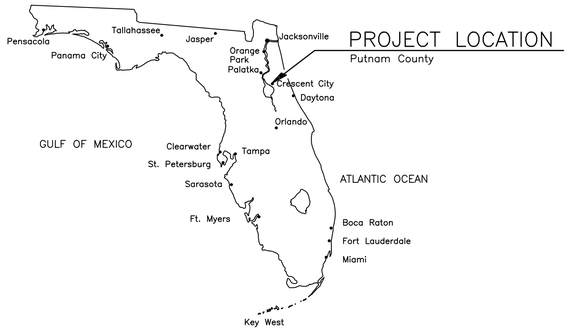
# FDOT SCOP CENTRAL AVENUE IMPROVEMENTS

FOR

# CITY OF CRESCENT CITY, FLORIDA

FDOT Contract No. G1675

M & A Project No. 9318-57-1





VICINITY MAP

BRETT W. PETERSON
MAYOR

H. HARRY BANKS
VICE MAYOR

LISA KANE DeVITTO
COMMISSIONER

JUDITH B. WEST
COMMISSIONER

MICHAEL ESPOSITO
CITY MANAGER

## DRAWING INDEX




MITTAUER & ASSOCIATES, INC.
CONSULTING ENGINEERS
580-1 WELLS ROAD, ORANGE PARK, FLORIDA 32073
TEL. (904) 278-0030 FAX. (904) 278-0840 FLORIDA LICENSE EB-6569


**FDOT REVIEW SUBMITTAL**

07/09/20

# GENERAL NOTES

## A. GENERAL CONSTRUCTION NOTES

1. Existing underground utilities have been shown from the best available information. The Contractor shall notify the proper Utility Representative prior to commencing excavation near the utility. The Contractor is responsible for locating all utilities in the path of construction. Contractor shall field determine the location, size, and depth of all existing piping. The Contractor shall call the Sunshine State One center (1–800–432–4770). See Technical Specification Section 02590.

2. It shall be the sole responsibility of the Contractor to locate and avoid all utilities, structures and obstructions both above and below the ground surface. All damages resulting from the contractors failure to comply with this requirement shall be repaired at the Contractors expense.

3. Contractor is responsible for supporting/protecting & maintaining all existing improvements (i.e., utilities, utility poles, structures, pavement, sidewalks, monitoring wells, foundations, etc.) which may be damaged/undermined or interrupted as a result of his operations. The Contractor shall immediately notify the Engineer of any such occurrences. The Contractor may be required to shore, sheet, brace, or support work to protect existing improvements. The Contractor shall maintain a minimum of 5 feet of undisturbed soil around all power poles. Where edge of utility trench would be closer than 5 feet from poles, Contractor shall be required to sheet around pole to maintain 5 feet of undisturbed soil. Where 5 feet of undisturbed soil cannot be maintained, Contractor shall make arrangements with power company to have poles held/braced. All costs associated with supporting/protecting existing improvements shall be borne by the Contractor.

4. All existing facilities (e.g., pipes, roadways, sidewalks, landscaping, structure, etc.) not indicated to be disturbed/restored which are disturbed/damaged as a result of the Contractor's operations shall be restored to a condition equal to or better than that which existed prior to construction, at Contractor's expense.

5. Contractor shall not remove any trees of 4–inch diameter or larger without Engineer's approval. Adjustment of pipe location to avoid trees shall be subject to approval of the Engineer. The Engineer makes no claim that any tree will survive construction of the proposed project.

6. The Contractor shall at all times conduct his operations so as to interfere as little as possible with the existing facilities and businesses. The Contractor shall develop a program in cooperation with the Owner's operating staff which shall provide for the construction of an putting into service the proposed work in the most orderly manner possible.

7. The Contractor shall provide all traffic control measures necessary to perform the work at his expense. Traffic control shall be in accordance with governing local, state and federal agencies including the MUTCD latest edition.

8. Contractor shall apply for and obtain FDEP Generic Permit for Large and Small Construction Activities (CGP). The Contractor shall act as the Operator of all temporary, construction phase pollution prevention improvements and responsible for their design, selection and implementation. Schematic erosion control measures are provided in these documents and shall be the basis of the Contractor's design.

9. During any construction activity, including stabilization and revegetation of disturbed surfaces, the Contractor is responsible for the design, selection, permitting, implementation and operation of all temporary construction phase erosion and sediment control measures required to retain on–site sediment and prevent violations of the State of Florida water quality standards. The Contractor shall use appropriate best management practices described in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual, June 2007, with revisions. All turbidity/silt barriers must be in place downgradient from the construction zone prior to the start of any construction activity in general accordance with the plans and details provided in these documents. The barriers shall remain in place until all the disturbed areas have been properly stabilized.

10. Maintenance and Operation of the Storm Water System: Upon completion of construction of the project, the Contractor shall remove accumulated sediment from the storm water system.

11. Until final acceptance of the work by the Owner, it shall be under the charge and custody of the Contractor and he shall take every precaution against injury or damage to the work by the action of the elements or from any other cause whatsoever, arising either from the execution or from the non–execution of the work. The Contractor shall rebuild, repair, restore and make good without any additional compensation, all injury or damage to any portion of the work occasioned by any of the above causes before its completion and acceptance.

12. The Contractor shall employ the services of a Florida licensed surveyor who shall be responsible for laying out the work and for establishing the following: project temporary bench marks; elevation lines and grades; and right–of–way and easement limits for construction. Contractor shall also employ the services of a Florida Licensed Surveyor to obtain the required record drawing information.

13. The Contractor shall employ a land surveyor, registered in the State of Florida to reference property and restore property corners and land markers which may be disturbed as a result of Contractor's operations.

14. The Project Benchmark is located in Crescent City, at the dead end of Central Avenue, in Section 30, Township 12 South, Range 27 East. To reach the Benchmark from the junction of U.S. Highway 17 and County Road 308 on the north side of Crescent City, go south on U.S. Highway 17 for 0.5 miles (0.8 KM) to the intersection of Central Avenue, turn left on Central Avenue and go east for 0.25 miles (0.40 km) to the dead end at the boat ramp and the Benchmark is located on the right, set in the top of a round concrete monument flush with the ground. Located 79.0 ft (24.1 m) west of the southeast end of the seawall, 61.0 ft (18.6 m) southeast of a concrete light pole Number 34720 814106 with two lights attached, 41.5 ft (12.6 m) southeast of a concrete light pole Number 34720 824101 and 25.0 ft (7.6 m) south of the north seawall. The Benchmark is set at Elevation 3.55 (NAV 88).

15. Project Temporary Benchmark: See Sheet Nos. 5 for location and description of Temporary Benchmark, set at Elev. (NAV 88).

16. Topographic information based on a survey by Stephen Speaks, PSM, Palatka, Florida, dated Sept. 12, 2019.

## B. PAVEMENT STRIPING AND SIGNAGE NOTES

1. Unless otherwise noted on the drawings, all existing signs removed by the construction activity, shall be restored to their original position prior to completion of the project. Any signs damaged during construction shall be replaced at the Contractors expense.

2. All signs and pavement markings shall conform to the Manual on Uniform Traffic Control Devices (MUTCD) and the Florida Department of Transportation Roadway and Traffic Design Standards, latest editions.

3. Sign assembly locations, shown on the plans, which are in conflict with lighting, utilities etc. may be adjusted slightly as directed by the Engineer.

4. Existing signs to be permanently removed shall become the property of the Contractor and disposed of at his expense unless claimed by Owner or governing authority.

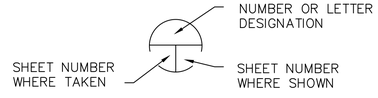
5. All striping shall be lead free, thermoplastic pavement markings (FDOT Spec. Section 711).

# LEGEND

| PROPOSED | EXISTING | |
|---|---|---|
| | 8"SAN | SANITARY SEWER |
| | 4"FM | SANITARY FORCE MAIN |
| | MH | MANHOLE |
| | | VALVE |
| | 6"W | WATER MAIN |
| | | FIRE HYDRANT |
| | WM | WATER SERVICE (SIZE VARIES) |
| | TP | TELEPHONE PEDESTAL |
| | MB | MAIL BOX |
| 18"RCP | 18"RCP | STORM DRAIN PIPE |
| OR | | STORM DRAIN STRUCTURE |
| 84.0 | 84 | GRADE CONTOURS |
| 63.00 | X 63.0 | SPOT ELEVATIONS |
| | PP | POWER POLE/ W/ANCHOR |
| | UP | UTILITY POLE, LIGHT POLE |
| | BT | BURIED TELEPHONE |
| | FOC | FIBER OPTIC CABLE |
| | CTV | CABLE TELEVISION |
| | OHE | OVERHEAD ELECTRIC |
| | SWALE | SWALE |
| | | RIGHT–OF–WAY |
| | X X | FENCING |
| | | ASPHALT PAVEMENT OR IMPROVEMENT |
| | | CONCRETE PAVEMENT OR SIDEWALK |
| | | STABILIZED ROADWAY OR DRIVEWAY |
| | | LIMITS OF REMOVAL |
| | | OVERLAND FLOW DIRECTION |
| | | TEMPORARY SILT FENCE |
| | | LIMITS OF WOODS |
| | | TREE |
| | | TREE TO BE REMOVED |

# ABBREVIATIONS

| ABBREVIATION | DESCRIPTION |
|---|---|
| ABS | ACRYLONITRILE BUTADIENE STYRENE |
| ABV | ABOVE |
| ACP | ASBESTOS CEMENT PIPE |
| AFF | ABOVE FINISH FLOOR (REF. ELEV.) |
| AFG | ABOVE FINISH GRADE (REF. ELEV.) |
| ALUM | ALUMINUM |
| ALT | ALTERNATE |
| APRX | APPROXIMATE(LY) |
| ARCH | ARCHITECT(URAL) |
| ARV | AIR RELEASE VALVE |
| ASPH | ASPHALT |
| ASSY | ASSEMBLY |
| BE | BURIED ELECTRIC |
| BF | BOTTOM FACE |
| BFO | BURIED FIBER OPTIC |
| BFV | BUTTERFLY VALVE |
| BITUM | BITUMINOUS OR BITUMASTIC |
| ℄ | BASELINE |
| BLDG | BUILDING |
| BLK | BLOCK |
| BOT | BOTTOM |
| BT | BURIED TELEPHONE–CABLE |
| BV | BALL VALVE |
| C, CND | CONDUIT |
| CATV | CABLE TELEVISION |
| CI | CAST IRON |
| CIP | CAST IRON PIPE, CAST–IN–PLACE |
| ℄ | CENTERLINE |
| CLF | CHAIN LINK FENCE |
| CLR | CLEAR OR CLEARANCE |
| CM | CONCRETE MONUMENT |
| CMP | CORRUGATED METAL PIPE |
| CMU | CONCRETE MASONRY UNIT |
| CNR | CORNER |
| CONC | CONCRETE |
| CONT | CONTINUOUS |
| COORD | COORDINATE |
| CPLG | COUPLING |
| CPVC | CHLORINATED POLYVINYL CHLORIDE |
| CUL | CULVERT |
| CV | CHECK VALVE |
| CY | CUBIC YARD |
| C/C | CENTER TO CENTER |
| DBL | DOUBLE |
| DI | DUCTILE IRON |
| DIA | DIAMETER |
| DIM | DIMENSION |
| DIP | DUCTILE IRON PIPE |
| DOT | DEPARTMENT OF TRANSPORTATION |
| DWG | DRAWING |
| E | EAST |
| EA | EACH |
| EF | EACH FACE |
| EL, ELEV | ELEVATION |
| ELEC | ELECTRIC(AL) |
| EP | EDGE OF PAVEMENT |
| ERCP | ELLIPTICAL REINFORCED CONCRETE PIPE |
| ESMT | EASEMENT |
| EW | EACH WAY |
| EXP | EXPANSION |
| EX, EXIST | EXISTING |
| EXT | EXTERIOR |
| FDOT | FLORIDA DEPARTMENT OF TRANSPORTATION |
| FH | FIRE HYDRANT |
| FIG | FIGURE |
| FIN | FINISH(ED) |
| FIN GR | FINISH GRADE |
| FJ | FLANGED JOINT |
| FL | FLANGE(D) |
| FM | FORCE MAIN |
| FRP | FIBERGLASS REINFORCED PLASTIC |
| FT | FOOT OR FEET |
| F/F | FACE TO FACE |
| G | GAS MAIN |
| GAL | GALLON(S) |
| GALV | GALVANIZED |
| GIP | GALVANIZED IRON PIPE |
| GR | GRADE |
| GS | GALVANIZED STEEL |
| GSP | GALVANIZED STEEL PIPE |
| GV | GATE VALVE |
| HB | HOSE BIBB |
| HDPE | HIGH–DENSITY POLYETHYLENE |
| HGT | HEIGHT |
| HORIZ | HORIZONTAL |
| HWL | HIGH WATER LEVEL |
| HWY | HIGHWAY |
| ID | INSIDE DIAMETER |
| IF | INSIDE FACE |
| IN | INCH(ES) |
| INF | INFLUENT |
| INT | INTERSECTION |
| INV | INVERT |
| IP | IRON PIPE |
| IPS | INTERNATIONAL PIPE STANDARD; IRON PIPE SIZE |
| LF | LINEAR FEET |
| LP | LIGHT POLE |
| LR | LONG RADIUS |
| LWL | LOW WATER LEVEL |
| MAINT | MAINTAIN OR MAINTENANCE |
| MAN | MANUAL(LY) |
| MAX | MAXIMUM |
| MES | MITERED END SECTION |
| MECH | MECHANICAL |
| MFR | MANUFACTURE |
| MG | MILLION GALLON(S) |
| MGD | MILLION GALLONS PER DAY |
| MH | MANHOLE |
| MIN | MINIMUM; MINUTE(S) |
| MISC | MISCELLANEOUS |
| MJ | MECHANICAL JOINT |
| MON | MONUMENT |
| MPH | MILES PER HOUR |
| MPT | MALE PIPE THREAD |
| MTD | MOUNTED |
| N | NORTH |
| NE | NORTHEAST |
| NIC | NOT IN CONTRACT; NOT INCLUDED |
| NOM | NOMINAL |
| No | NUMBER |
| NPT | NATIONAL PIPE THREAD |
| NPW | NON–POTABLE WATER |
| NTS | NOT TO SCALE |
| NW | NORTHWEST |
| N/A | NOT APPLICABLE |
| OA | OVERALL DIMENSION |
| OC | ON CENTER |
| OD | OUTSIDE DIAMETER |
| OF | OUTSIDE FACE |
| OH | OVER HEAD |
| OHE | OVER HEAD ELECTRIC |
| PAVT, PVMT | PAVEMENT |
| PC | POINT OF CURVE |
| PI | POINT OF INTERSECTION |
| PL | PLATE |
| PLF | POUNDS PER LINEAR FOOT |
| POB | POINT OF BEGINNING |
| PP | POWER POLE |
| PPM | PARTS PER MILLION |
| PSF | POUNDS PER SQUARE FOOT |
| PSI | POUNDS PER SQUARE INCH |
| PT | POINT OF TANGENCY |
| PVC | POLYVINYL CHLORIDE |
| PW | POTABLE WATER LINE |
| QTY | QUANTITY |
| R, RAD | RADIUS |
| RCP | REINFORCED CONCRETE PIPE |
| RD | ROAD |
| RED | REDUCER |
| REBAR | REINFORCING STEEL BARS |
| REF | REFERENCE |
| REINF | REINFORCE(D)(ING)(MENT) |
| REQD | REQUIRED |
| RR | RAILROAD |
| RT | RIGHT |
| R/W | RIGHT–OF–WAY |
| S | SEWER; SOUTH |
| SAN | SANITARY SEWER |
| SCHED | SCHEDULE |
| SE | SOUTHEAST |
| SF | SQUARE FOOT OR FEET |
| SHT | SHEET(ED)(ING) |
| SQ | SQUARE |
| SR | STATE ROAD |
| SS | SANITARY SEWER, STAINLESS STEEL |
| ST | STREET |
| STA | STATION |
| STD | STANDARD |
| STL | STEEL |
| STRUCT | STRUCTURAL |
| SW | SOUTHWEST |
| S/W | SIDEWALK |
| TBM | TEMPORARY BENCH MARK |
| TC, TOC | TOP OF CONCRETE |
| TEL, TELE | TELEPHONE |
| TEMP | TEMPORARY |
| TF | TOP FACE |
| THD | THREAD(ED) |
| THK | THICK(NESS) |
| TOB | TOP OF BANK |
| TOE | TOE OF SLOPE |
| TOS | TOE OF SLOPE; TOP OF STEEL |
| TP | TELEPHONE POLE; TOP OF PAVEMENT |
| TYP | TYPICAL |
| T&B | TOP AND BOTTOM |
| UG | UNDERGROUND |
| UGE | UNDERGROUND ELECTRIC |
| VCP | VITRIFIED CLAY PIPE |
| VERT | VERTICAL |
| VOL | VOLUME |
| W | WATER, WEST |
| WM | WATER MAIN |
| WS | WATER SURFACE |
| WWF | WELDED WIRE FABRIC |
| WWM | WELDED WIRE MESH |
| W/ | WITH |
| W/O | WITHOUT |
| YD | YARD(S) |




DETAIL/SECTION KEY

# PROJECT CONTACTS

| TYPE | ORGANIZATION | ADDRESS | TELEPHONE | CONTACT PERSON |
|---|---|---|---|---|
| LINE LOCATIONS | SUNSHINE STATE ONE–CALL OF FLORIDA, INC. | 7797 N. UNIVERSITY DR., SUITE 204 FT. LAUDERDALE, FL. 33321 | (800) 432–4770 | CALL 48 HRS BEFORE DIGGING |
| TELEPHONE | WINDSTREAM FLORIDA, INC. | 206 WHITE AVENUE S.E. ALACHUA, FL 32064 | (386) 462–6530 | GARY CARY |
| ELECTRIC | FPL | 2900 CATHERINE ST. PALATKA, FL 32177 | (800) 868–9554 | TRACY STERN |
| INTERNET/TELEPHONE | WINDSTREAM FLORIDA, INC. | 206 WHITE AVE. S.E. ALACHUA, FL 32064 | (386) 462–6530 | GARY CARY |
| CABLE T.V. | COMCAST | 5934 RICHARD ST JACKSONVILLE, FL 32216 | (904) 380–7574 | LARRY WINBURN |
| GAS | CITY OF CRESCENT CITY | 3 NORTH SUMMIT STREET CRESCENT CITY, FL 32112 | (386) 698–2525 EXT. 223 | JOHN TURNEY OPERATIONS/DISTRIBUTION |
| WATER & SEWER | CITY OF CRESCENT CITY | 3 NORTH SUMMIT STREET CRESCENT CITY, FL 32112 | (386) 698–2525 | KEITH HARRIS PUBLIC WORKS DIRECTOR |
| OWNER | CITY OF CRESCENT CITY | 3 NORTH SUMMIT STREET CRESCENT CITY, FL 32112 | (386) 698–2525 | MICHAEL ESPOSITO CITY MANAGER |
| DESIGN ENGINEER | MITTAUER & ASSOCIATES, INC. | 580–1 WELLS ROAD ORANGE PARK, FL 32073 | (904) 278–0030 | JASON R. SHEPLER P.E. |

REVISION DESCRIPTION

| NO | DATE | BY |
|---|---|---|
| | | |

DESG JRS
DRWN KDH
PROJ. MGR. JRS
DATE 07/09/20
1 INCH


MITTAUER & ASSOCIATES, INC.
CONSULTING ENGINEERS
580-1 WELLS ROAD, ORANGE PARK, FLORIDA 32073
TEL. (904) 278-0030 FAX. (904) 278-0840
FLORIDA CA NO. 6569


CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
General Notes, Abbreviations & Legend
Putnam County, Florida

JOB NO. 9318–57–1
SHEET NO. 2

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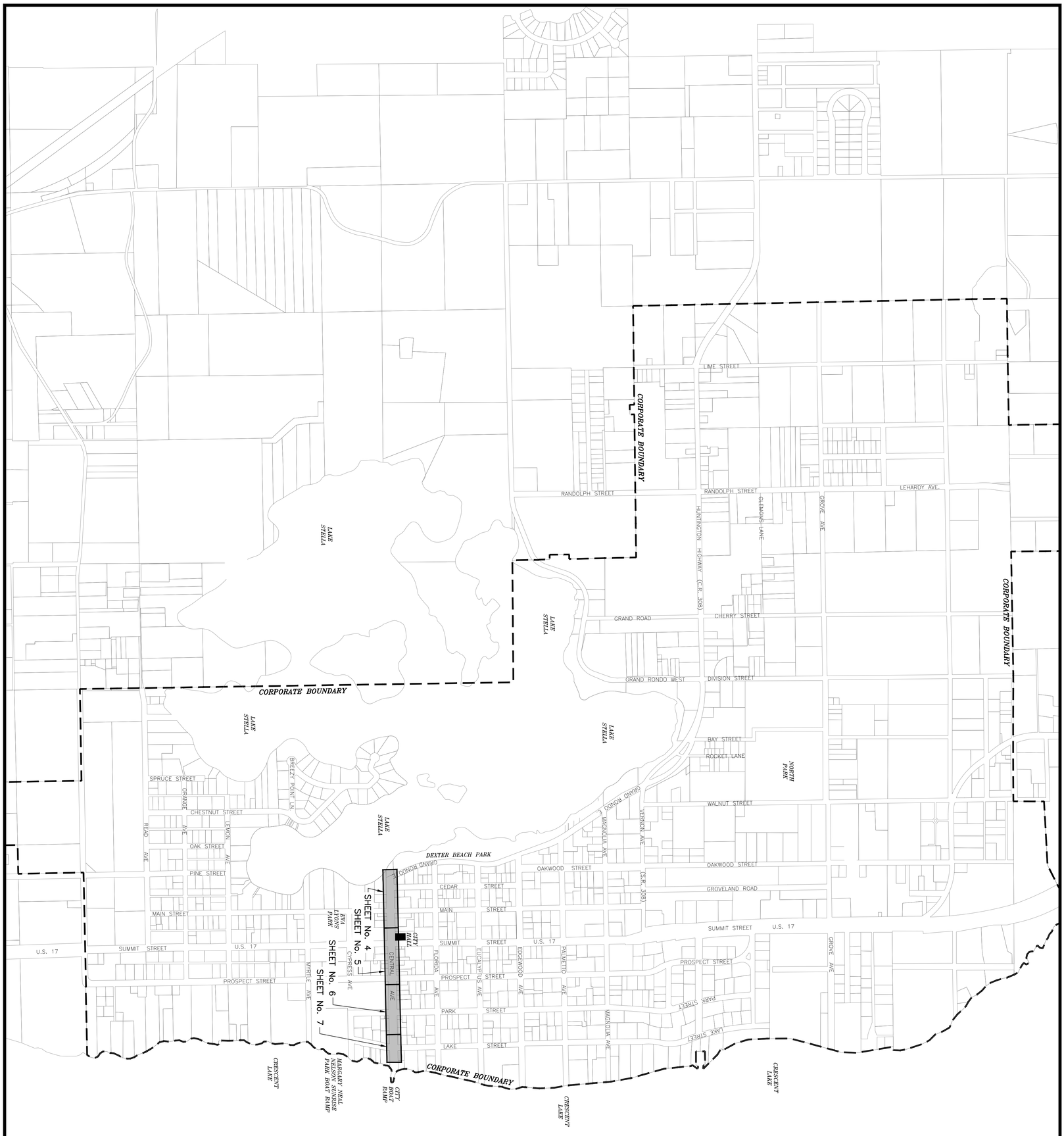
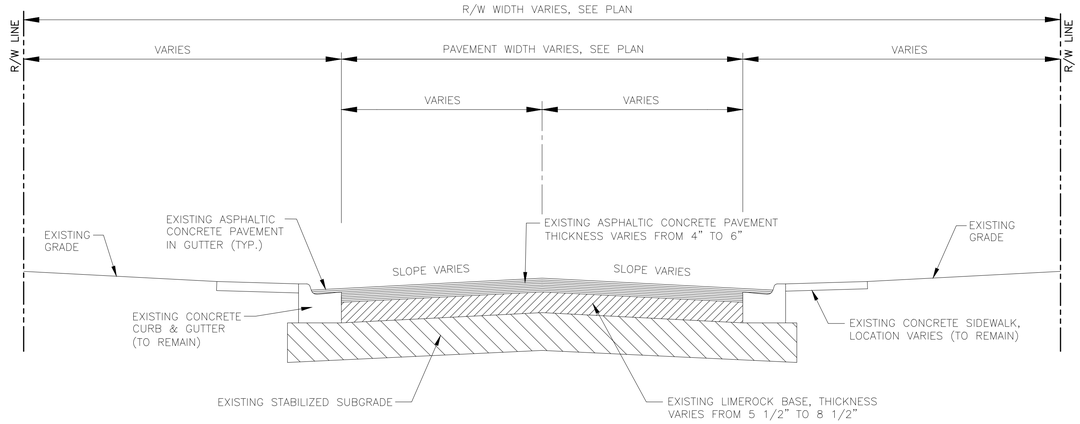


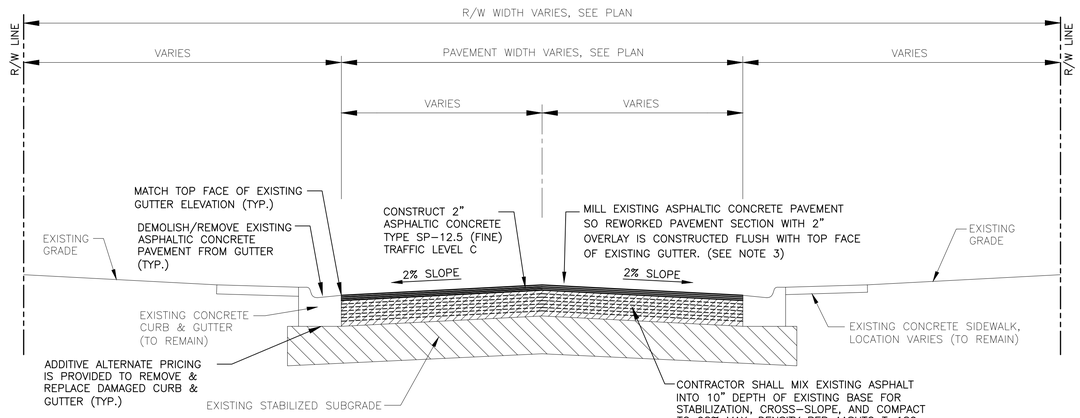

SCALE: 1" = 500'

| | | | | | |
|---|---|---|---|---|---|
| JOB NO. 9318-57-1 | CITY OF CRESCENT CITY<br>FDOT SCOP Central Avenue Improvements<br>Key Map<br>Putnam County, Florida | MITTAUER & ASSOCIATES, INC.<br>CONSULTING ENGINEERS<br>580-1 Wells Road, Orange Park, Florida 32073<br>Tel. (904) 278-0030 Fax. (904) 278-0840 Florida CA No. 6569 | DESG JRS<br>DRWN KDH<br>PROJ MGR. JRS<br>DATE 07/10/20<br>1 INCH | NO / DATE / BY / REVISION DESCRIPTION | SHEET NO. 3 |




## TYPICAL EXISTING ASPHALTIC ROADWAY SECTION

NTS




ASPHALTIC ROADWAY NOTES:

1. PERFORM COMPLIANCE TESTING IN ACCORDANCE WITH THE SPECIFICATIONS.
2. CONTRACTOR SHALL SOD ALL DISTURBED AREAS.
3. THE CONTRACTOR SHALL DELIVER ALL MILLINGS TO THE CITY'S WASTEWATER TREATMENT PLANT LOCATED AT 1023 OLD US HWY 17, CRESCENT CITY, FL 32112.

## TYPICAL RECONSTRUCTION OF ASPHALTIC ROADWAY SECTION

NTS

| NO | DATE | BY | REVISION DESCRIPTION |
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TEL. (904) 278-0030 FAX. (904) 278-0840
FLORIDA CA NO. 6569

CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Typical Roadway Sections
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 4

SAWCUT & REMOVE EXISTING ASPHALTIC PAVEMENT (TYP.). CONSTRUCT ASPHALTIC PAVEMENT TO MATCH EXISTING GRADES (TYP.), SEE B 5/##

MILL EXISTING ASPHALTIC CONCRETE PAVEMENT TO A DEPTH AS REQUIRED, FOR ADDITIONAL REQUIREMENTS SEE SHEET 4.

REWORK EXISTING ASPHALTIC PAVEMENT INTO EXISTING BASE (TYP.), FOR ADDITIONAL REQUIREMENTS SEE SHEET 4.

CONSTRUCT CROWNED ASPHALTIC PAVEMENT, SEE SHEET 4.

TEMPORARY INLET SEDIMENT FILTER (TYP.), SEE A 5/##

CONSTRUCT ADA DETECTABLE WARNING MAT PER FDOT INDEX 522-002 (TYP. 13 LOCATIONS)

SEE NOTE 2

REMOVE EXISTING CURBING & INTERIOR ISLAND

VERTICALLY ADJUST EXISTING UTILITY FEATURES, I.E. SANITARY M.H. VALVE BOX, VAULTS, ETC., WITHIN LIMITS OF CONSTRUCTION AS REQUIRED TO MATCH NEW GRADES OF ASPHALTIC PAVEMENT (TYP.) SEE NOTE 1.

MATCH EXISTING CURB & GUTTER LINE, SEE DETAIL C 5/## SEE NOTE 3

E. GRAND RONDO

CEDAR ST.

N. MAIN ST.

S. MAIN ST.

CENTRAL AVE.

LAKE STELLA

BLOCK 42 (SEE NOTE 4)

BLOCK 37 (SEE NOTE 4)

BLOCK 36

BLOCK 30 (SEE NOTE 4)

BLOCK 31 (SEE NOTE 4)

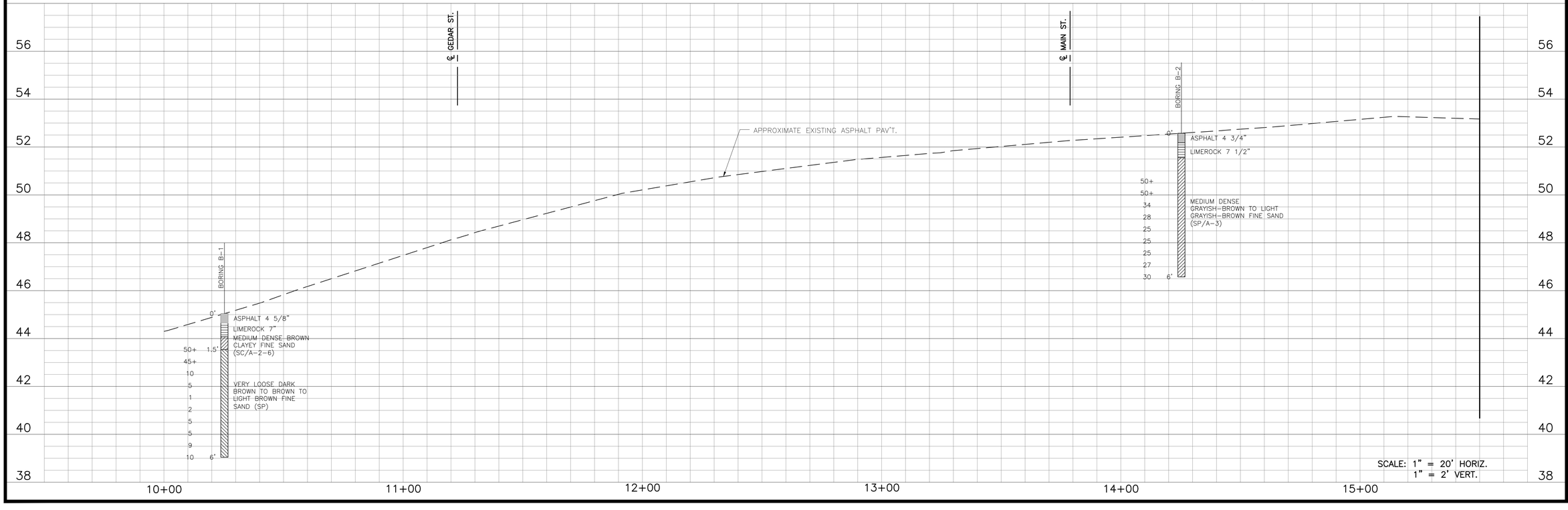
MATCH LINE 'A' – SEE SHEET No. 6

NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH THE CITY TO VERIFY EXISTING MH AND VALVE BOX LOCATIONS PRIOR TO MILLING AND REWORKING OPERATIONS. SOME FACILITIES HAVE BEEN PAVED OVER AND WILL REQUIRE A METAL DETECTOR OR GPR TO LOCATE. SEE SPECIFICATION SECTION 02590.
2. SEE SPECIFICATION SECTION 02590 FOR EXISTING UTILITY LOCATE REQUIREMENTS. THE CONTRACTOR SHALL VERIFY LOCATION & DEPTH PRIOR TO MILLING AND REWORKING ACTIVITIES. SEE SHEET 10 FOR POINT REPAIR REQUIREMENTS SHOULD EXISTING UTILITY DEPTH PRECLUDE PAVEMENT RECLAMATION ACTIVITIES.
3. THE BID FORM INCLUDES AN ADDITIVE ALTERNATE LINE ITEM FOR CURB & GUTTER AREAS THAT MAY REQUIRE REMOVAL & REPLACEMENT FOLLOWING REMOVAL OF THE OVERLAY MATERIALS.
4. SEE SHT 12 FOR TRAFFIC CONTROL COORDINATION REQUIREMENTS. THE CONTRACTOR SHALL DEVELOP THEIR TRAFFIC CONTROL PLAN FOR CITY APPROVAL BASED ON THEIR CONSTRUCTION APPROACH. THE PLAN SHALL BE DEVELOPED TO MINIMIZE DISTRUPTION TO THE BUSINESSES ALONG CENTRAL AVENUE AND ENSURE COORDINATION ON LANE CLOSURES, PARKING AREAS, AND PEDESTRAIN INGRESS/EGRESS AREAS.

N

SCALE: 1" = 20'




SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

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DATE 07/10/20
1 INCH


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FLORIDA CA No. 6569


CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Plan & Profile – Central Ave. from Sta. 10+00 To Sta. 15+50
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 5

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MATCH LINE 'A' – SEE SHEET No. 5

MATCH LINE 'B' – SEE SHEET No. 7

U.S. HWY. 17 (SUMMIT ST.)

N. PROSPECT ST.

S. PROSPECT ST.

CENTRAL AVE.

BLOCK 25

BLOCK 31

TEMPORARY BENCHMARK
SET AT ELEV. 45.73

(SEE NOTE 4) SEE NOTE 2

SEE NOTE 2

SEE NOTE 2

MILL EXISTING ASPHALTIC CONCRETE PAVEMENT TO A DEPTH AS REQUIRED, FOR ADDITIONAL REQUIREMENTS SEE SHEET 4.

REWORK EXISTING ASPHALTIC PAVEMENT INTO EXISTING BASE (TYP.), FOR ADDITIONAL REQUIREMENTS SEE SHEET 4.

CONSTRUCT WIDE CROWNED ASPHALTIC PAVEMENT, SEE SHEET 4.

CONSTRUCT ADA DETECTABLE WARNING MAT PER FDOT INDEX 522–002 (TYP. 9 LOCATIONS)

SAWCUT & REMOVE EXISTING ASPHALTIC PAVEMENT (TYP.). CONSTRUCT ASPHALTIC PAVEMENT TO MATCH EXISTING GRADES (TYP.), SEE B 6/##

TEMPORARY INLET SEDIMENT FILTER (TYP.), SEE A 6/##

MATCH EXISTING CURB & GUTTER LINE, SEE DETAIL C 6/## SEE NOTE 3 BLOCK 2 (SEE NOTE 4)

VERTICALLY ADJUST EXISTING UTILITY FEATURES, I.E. SANITARY M.H. VALVE BOX, VAULTS, ETC., WITHIN LIMITS OF CONSTRUCTION AS REQUIRED TO MATCH NEW GRADES OF ASPHALTIC PAVEMENT (TYP.) SEE NOTE 1.

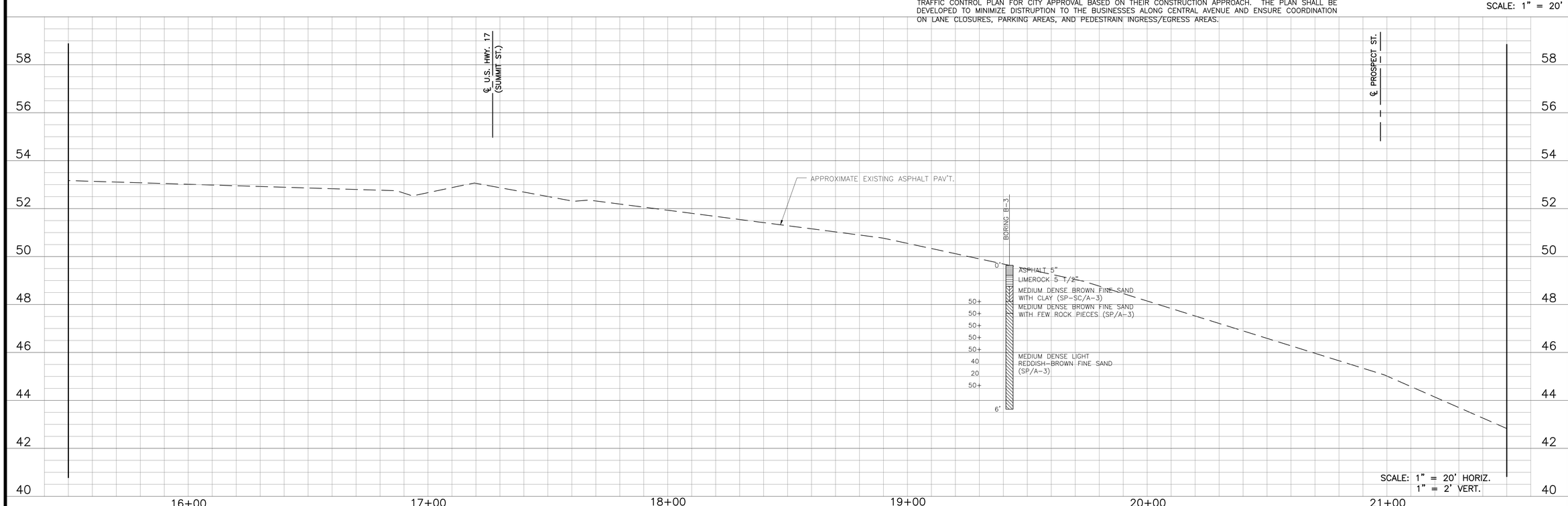
REMOVE & REPLACE DETECTOR LOOPS PER FDOT INDEX 17781. COORDINATE INTERIM TRAFFIC CONTROL MEASURES WITH FDOT OPERATIONS. (TYP. 2 LOCATIONS)

THE CONTRACTOR SHALL COORDINATE WORK EFFORT & MAINTENANCE OF TRAFFIC WITHIN FDOT RIGHT–OF–WAY WITH LOCAL FDOT MAINTENANCE DEPARTMENT. ENSURE MILLING & REWORKING ACTIVITIES DO NOT IMPACT DECORATIVE WALKING LIMITS (TYP.)

NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH THE CITY TO VERIFY EXISTING MH AND VALVE BOX LOCATIONS PRIOR TO MILLING AND REWORKING OPERATIONS. SOME FACILITIES HAVE BEEN PAVED OVER AND WILL REQUIRE A METAL DETECTOR OR GPR TO LOCATE. SEE SPECIFICATION SECTION 02590.
2. SEE SPECIFICATION SECTION 02590 FOR EXISTING UTILITY LOCATE REQUIREMENTS. THE CONTRACTOR SHALL VERIFY LOCATION & DEPTH PRIOR TO MILLING AND REWORKING ACTIVITIES. SEE SHEET 10 FOR POINT REPAIR REQUIREMENTS SHOULD EXISTING UTILITY DEPTH PRECLUDE PAVEMENT RECLAMATION ACTIVITIES.
3. THE BID FORM INCLUDES AN ADDITIVE ALTERNATE LINE ITEM FOR CURB & GUTTER AREAS THAT MAY REQUIRE REMOVAL & REPLACEMENT FOLLOWING REMOVAL OF THE OVERLAY MATERIALS.
4. SEE SHT 12 FOR TRAFFIC CONTROL COORDINATION REQUIREMENTS. THE CONTRACTOR SHALL DEVELOP THEIR TRAFFIC CONTROL PLAN FOR CITY APPROVAL BASED ON THEIR CONSTRUCTION APPROACH. THE PLAN SHALL BE DEVELOPED TO MINIMIZE DISTRUPTION TO THE BUSINESSES ALONG CENTRAL AVENUE AND ENSURE COORDINATION ON LANE CLOSURES, PARKING AREAS, AND PEDESTRAIN INGRESS/EGRESS AREAS.

SCALE: 1" = 20'




SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

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DRWN KDH
PROJ. MGR. JRS
DATE 07/10/20
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CONSULTING ENGINEERS
580-1 WELLS ROAD, ORANGE PARK, FLORIDA 32073
TEL. (904) 278-0030 FAX. (904) 278-0840
FLORIDA CA No. 6569


CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Plan & Profile – Central Ave. from Sta. 15+50 To Sta. 21+50
Putnam County, Florida

JOB NO. 9318–57–1
SHEET NO. 6

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MATCH LINE 'B' – SEE SHEET No. 6

MATCH LINE 'C' – SEE SHEET No. 8

SAWCUT & REMOVE EXISTING ASPHALTIC PAVEMENT (TYP.), CONSTRUCT ASPHALTIC PAVEMENT TO MATCH EXISTING GRADES (TYP.), SEE B 7/##

TEMPORARY INLET SEDIMENT FILTER (TYP.), SEE A 7/##

REMOVE & REPLACE ADA DETECTABLE WARNING MATS PER FDOT INDEX 522-002 (TYP. 4 LOCATIONS)

MILL EXISTING ASPHALTIC CONCRETE PAVEMENT TO A DEPTH AS REQUIRED, FOR ADDITIONAL REQUIREMENTS SEE SHEET 4.

REWORK EXISTING ASPHALTIC PAVEMENT INTO EXISTING BASE (TYP.), FOR ADDITIONAL REQUIREMENTS SEE SHEET 4.

CONSTRUCT CROWNED ASPHALTIC PAVEMENT, SEE SHEET 4.

N. PARK ST.

S. PARK ST.

CENTRAL AVE.

BLOCK 7

BLOCK 12 (SEE NOTE 4)

BLOCK 15 (SEE NOTE 4)

BLOCK 13 (SEE NOTE 4)

(SEE NOTE 4) BUILDING

22+00 23+00 24+00 25+00 26+00 27+00

B-4 B-5

ASPHALT PAV'T.

SAWCUT EXISTING SIDEWALK AT JOINT AND REMOVE EXISTING SIDEWALK. CONSTRUCT 4.5' WIDE CONTINUOUS SIDEWALK FLUSH WITH DRIVEWAY PER FDOT INDEX 5220-001.

CONSTRUCT ADA DETECTABLE WARNING MATS PER FDOT INDEX 522-002 (TYP. 2 LOCATIONS)

SAWCUT & REMOVE EXISTING ASPHALTIC PAVEMENT AT ROW AND PROPERTY LINE. CONSTRUCT CONCRETE DRIVEWAY. SEE E 7/## F 7/## G 7/10

REGRADE TO 32.83' FOR 0.02 CROSS SLOPE AT SIDEWALK CROSSING. SEE G 7/10

SEE NOTE 2

VERTICALLY ADJUST EXISTING UTILITY FEATURES, I.E. SANITARY M.H. VALVE BOX, VAULTS, ETC., WITHIN LIMITS OF CONSTRUCTION AS REQUIRED TO MATCH NEW GRADES OF ASPHALTIC PAVEMENT (TYP.) SEE NOTE 1.

MATCH EXISTING CURB & GUTTER LINE, SEE DETAIL C 7/##

GEORGE C. MILLER JUNIOR INTERMEDIATE SCHOOL

TRASH BIN

BOAT RAMP SIGN

BUILDING (SEE NOTE 4)

BENCH

NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH THE CITY TO VERIFY EXISTING MH AND VALVE BOX LOCATIONS PRIOR TO MILLING AND REWORKING OPERATIONS. SOME FACILITIES HAVE BEEN PAVED OVER AND WILL REQUIRE A METAL DETECTOR OR GPR TO LOCATE. SEE SPECIFICATION SECTION 02590.
2. SEE SPECIFICATION SECTION 02590 FOR EXISTING UTILITY LOCATE REQUIREMENTS. THE CONTRACTOR SHALL VERIFY LOCATION & DEPTH PRIOR TO MILLING AND REWORKING ACTIVITIES. SEE SHEET 10 FOR POINT REPAIR REQUIREMENTS SHOULD EXISTING UTILITY DEPTH PRECLUDE PAVEMENT RECLAMATION ACTIVITIES.
3. THE BID FORM INCLUDES AN ADDITIVE ALTERNATE LINE ITEM FOR CURB & GUTTER AREAS THAT MAY REQUIRE REMOVAL & REPLACEMENT FOLLOWING REMOVAL OF THE OVERLAY MATERIALS.
4. SEE SHT 12 FOR TRAFFIC CONTROL COORDINATION REQUIREMENTS. THE CONTRACTOR SHALL DEVELOP THEIR TRAFFIC CONTROL PLAN FOR CITY APPROVAL BASED ON THEIR CONSTRUCTION APPROACH. THE PLAN SHALL BE DEVELOPED TO MINIMIZE DISTRUPTION TO THE BUSINESSES ALONG CENTRAL AVENUE AND ENSURE COORDINATION ON LANE CLOSURES, PARKING AREAS, AND PEDESTRAIN INGRESS/EGRESS AREAS.

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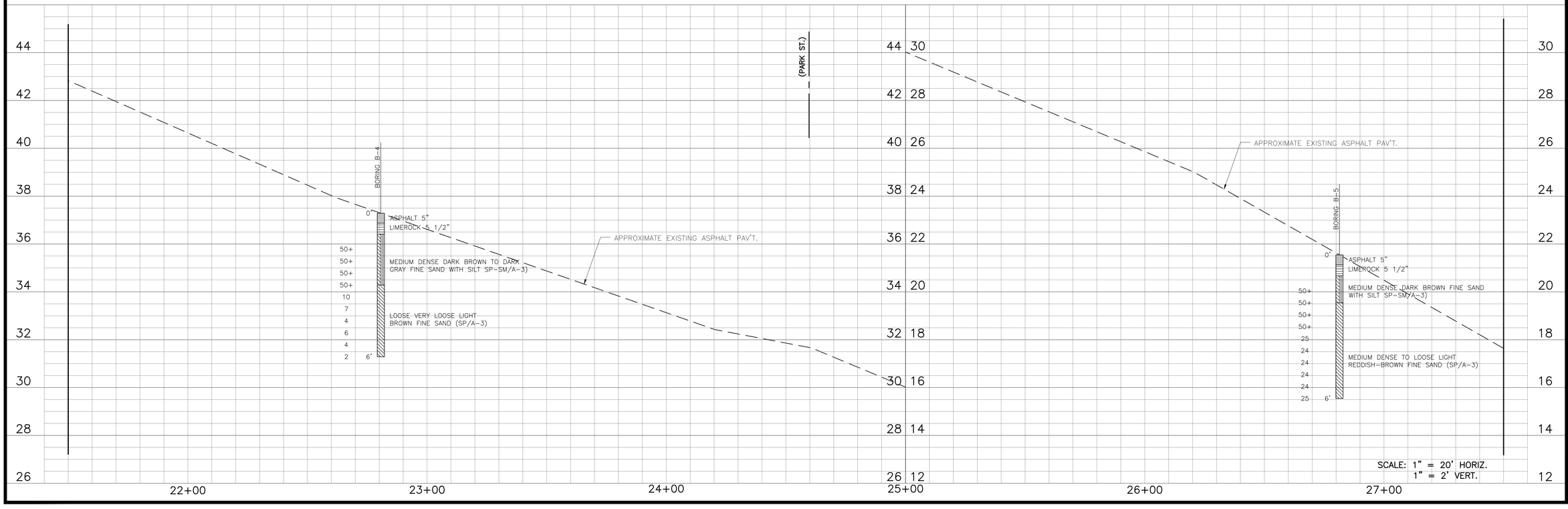
SCALE: 1" = 20'




SCALE: 1" = 20' HORIZ.
1" = 2' VERT.

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CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
8Plan & Profile – Central Ave. from Sta. 21+50 To Sta. 27+50
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 7

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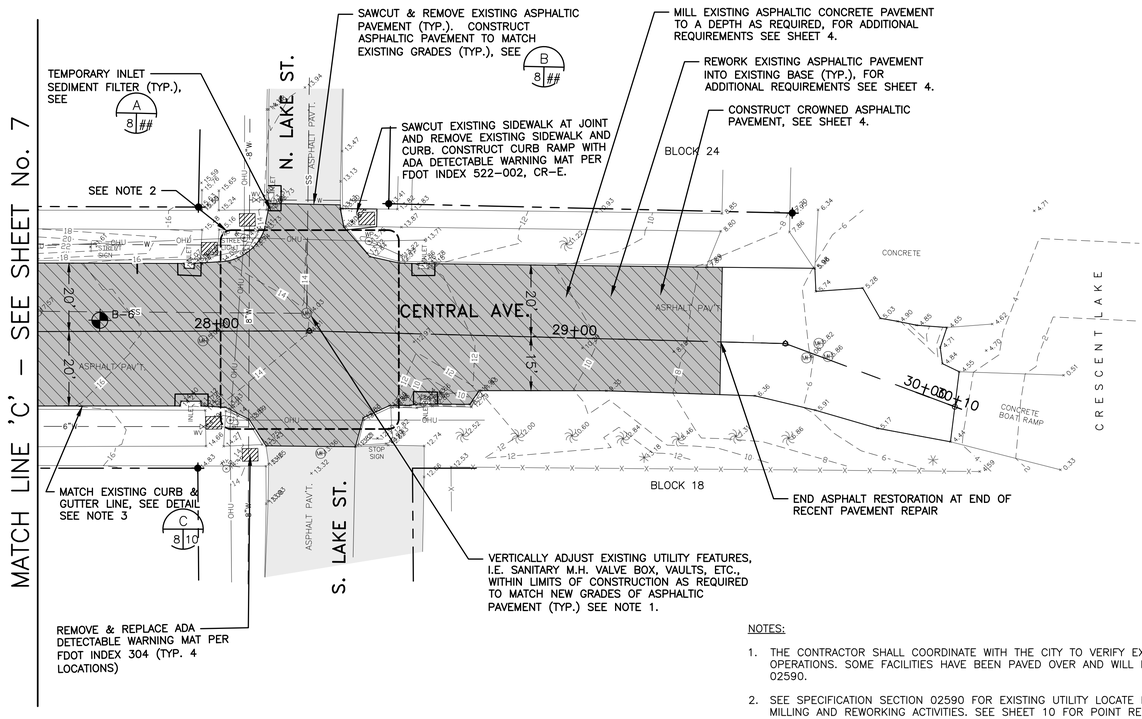


NOTES:

1. THE CONTRACTOR SHALL COORDINATE WITH THE CITY TO VERIFY EXISTING MH AND VALVE BOX LOCATIONS PRIOR TO MILLING AND REWORKING OPERATIONS. SOME FACILITIES HAVE BEEN PAVED OVER AND WILL REQUIRE A METAL DETECTOR OR GPR TO LOCATE. SEE SPECIFICATION SECTION 02590.
2. SEE SPECIFICATION SECTION 02590 FOR EXISTING UTILITY LOCATE REQUIREMENTS. THE CONTRACTOR SHALL VERIFY LOCATION & DEPTH PRIOR TO MILLING AND REWORKING ACTIVITIES. SEE SHEET 10 FOR POINT REPAIR REQUIREMENTS SHOULD EXISTING UTILITY DEPTH PRECLUDE PAVEMENT RECLAMATION ACTIVITIES. ADDITIONAL WATER AND GAS MAINS MAY CROSS THROUGH THIS INTERSECTION.
3. THE BID FORM INCLUDES AN ADDITIVE ALTERNATE LINE ITEM FOR CURB & GUTTER AREAS THAT MAY REQUIRE REMOVAL & REPLACEMENT FOLLOWING REMOVAL OF THE OVERLAY MATERIALS.
4. SEE SHT 12 FOR TRAFFIC CONTROL COORDINATION REQUIREMENTS. THE CONTRACTOR SHALL DEVELOP THEIR TRAFFIC CONTROL PLAN FOR CITY APPROVAL BASED ON THEIR CONSTRUCTION APPROACH. THE PLAN SHALL BE DEVELOPED TO MINIMIZE DISTRUPTION TO THE BUSINESSES ALONG CENTRAL AVENUE AND ENSURE COORDINATION ON LANE CLOSURES, PARKING AREAS, AND PEDESTRAIN INGRESS/EGRESS AREAS.

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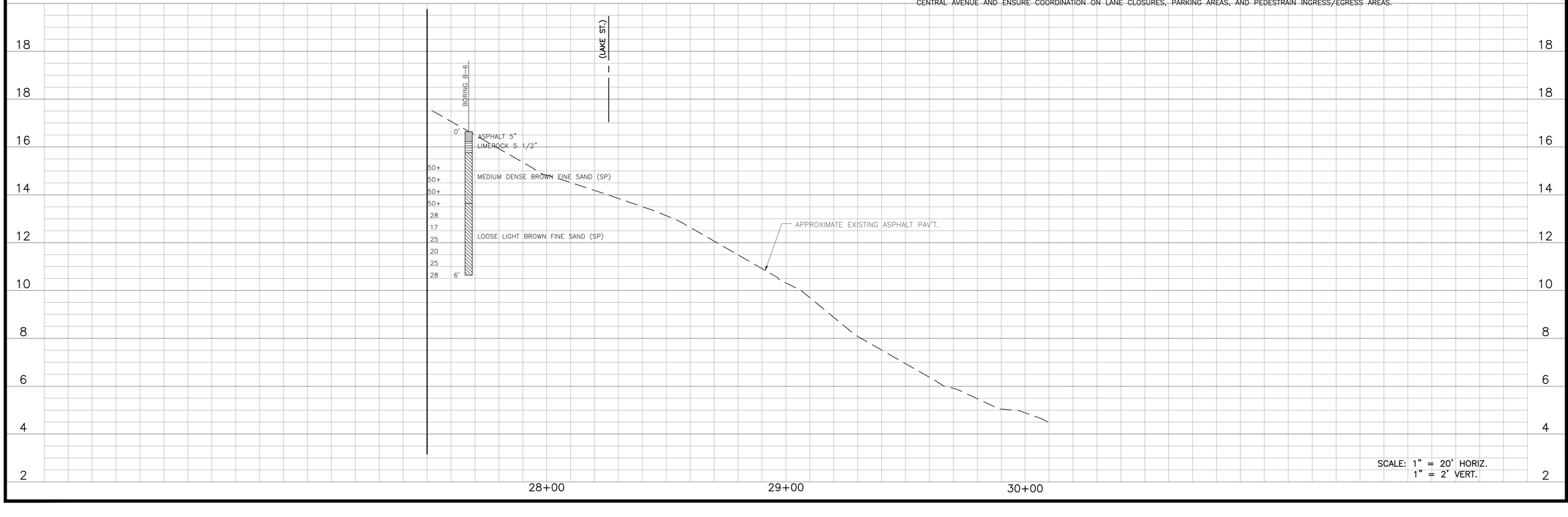
SCALE: 1" = 20'

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1" = 2' VERT.

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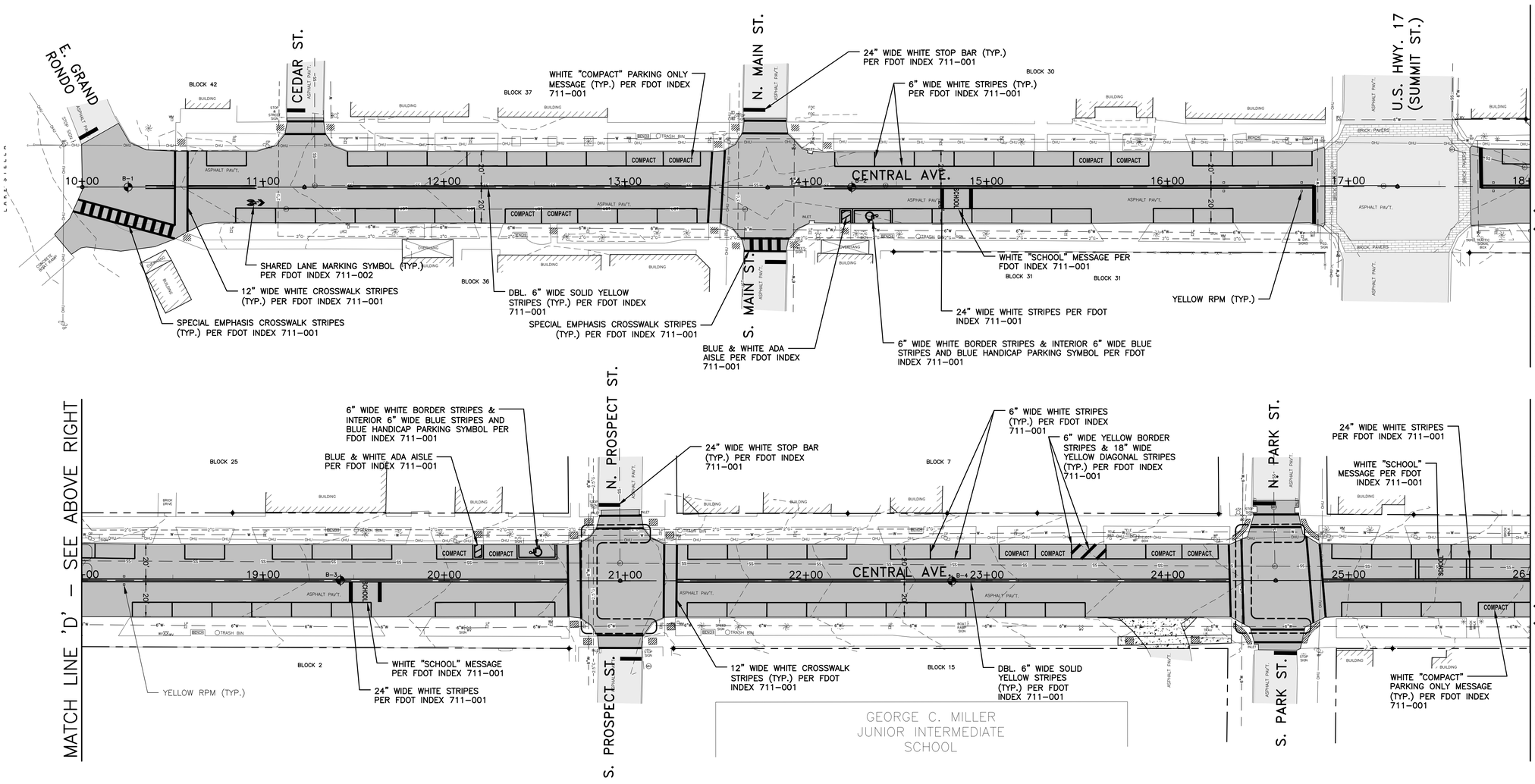
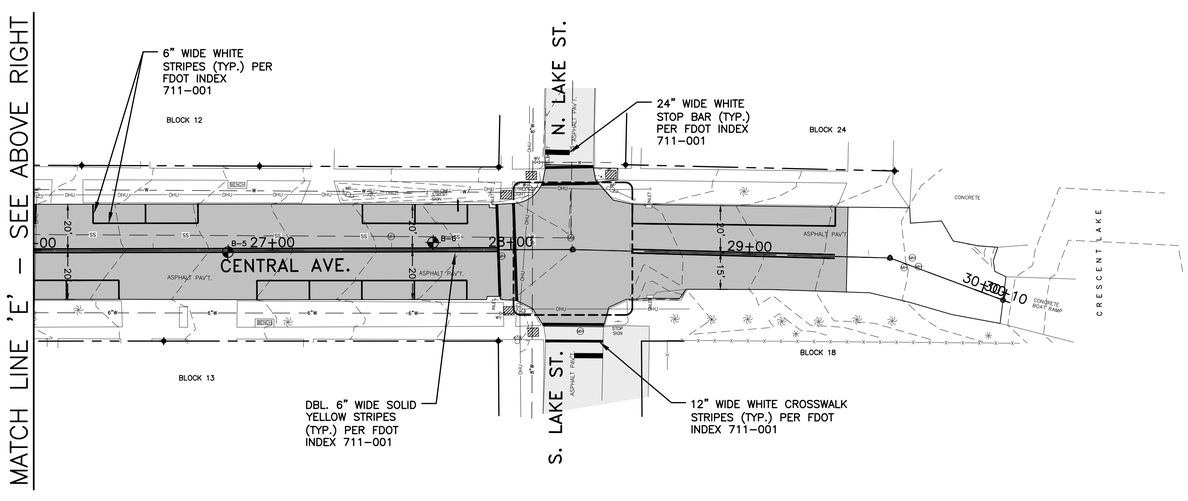
CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Plan & Profile – Central Ave. from Sta. 27+50 To Sta. 30+10
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 8










SCALE: 1" = 30'

NOTES:

1. ALL STRIPING SHALL BE THERMOPLASTIC.

LEGEND:

- 8' x 22' REGULAR PARALLEL PARKING SPACE
- COMPACT 8' x 20' COMPACT PARALLEL PARKING SPACE
- 8' x 22' HANDICAP PARALLEL PARKING SPACE
- CONSTRUCT ASPHALTIC PAVEMENT
- EXISTING ASPHALTIC PAVEMENT

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CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Pavement Striping & Markings Plans
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 9

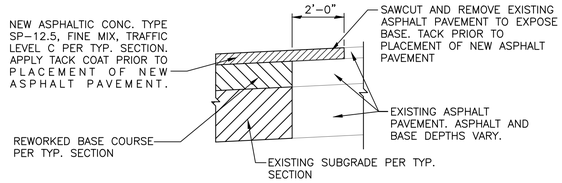
BMP BY 1ST RESOURCE SOLUTIONS, LLC.
(SEE NOTE BELOW)

BMP BY R.H. MOORE & ASSOCIATES
(SEE NOTE BELOW)

## A 5+10 INLET PROTECTION
NTS

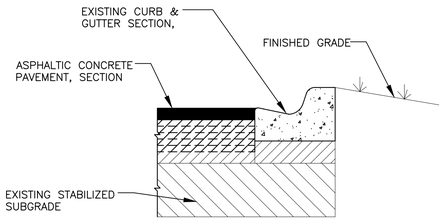
NOTES:

1. CONTRACTOR SHALL SELECT A BEST MANAGEMENT PRACTICE (BMP) TO CONTROL TURBIDITY WITHIN THE PROJECT AREA AND ENSURE SEDIMENT IS CONTROLLED WITHIN THE CENTRAL AVENUE RIGHT OF WAY WHILE ALLOWING APPROPRIATE DRAINAGE CAPABILITIES.
2. THE SAMPLES SHOWN HEREIN ARE ILLUSTRATIVE. THE CONTRACTOR SHALL SELECT THE APPROPRIATE BMP FOR THE EXISTING INLET TYPES WITHIN THE PROJECT AREA.



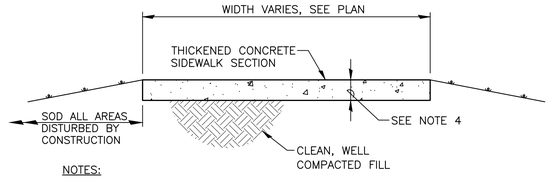

BUTT JOINT CONDITION

## B 5+10 TYPICAL ASPHALT CONNECTION
NTS




## C 5|10 PAVEMENT DETAIL AT CURB & GUTTER
NTS

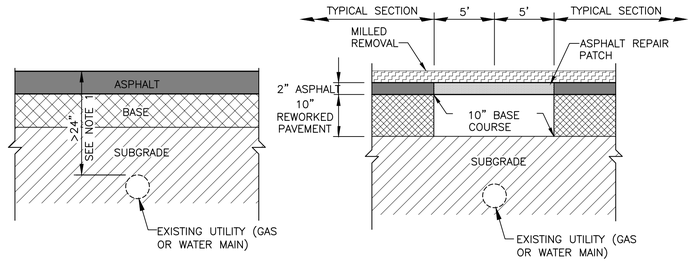
SLOPE OF SIDEWALK FOR DISABILITY ACCESSIBLE ROUTE:
DIRECTION OF TRAVEL (LENGTH OF SIDEWALK) = 5% MAX.
CROSS SLOPE = 2% MAX.
RAMP = 1:12 MAX.




NOTES:

1. CONCRETE: 3,000 PSI.
2. CONTROL JOINTS: 1 1/4"D SAWCUT @ 5'-0" O.C.
3. CONSTRUCTION JOINTS: 1/2" PRE-MOLDED JOINT MATERIAL AT 20'-0" O.C.
4. AT AREAS SUBJECT TO VEHICULAR TRAFFIC THICKEN SECTION TO 6" AND REINFORCE WITH 6x6, W2.9xW2.9 WWF. EXTEND THICKENED SECTION 2' BEYOND LIMITS OF VEHICULAR TRAFFIC.

## D 10|10 TYPICAL THICKENED SIDEWALK SECTION
NTS

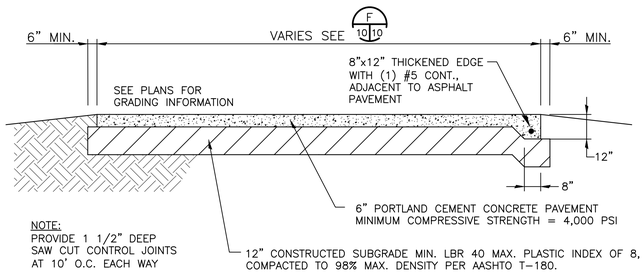



EXISTING CONDITION — POINT REPAIR

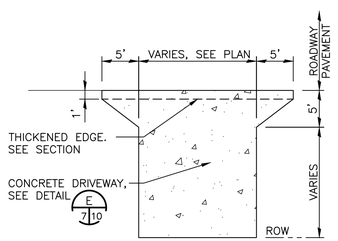
## POINT REPAIR DETAIL
NTS

NOTES:

1. EXISTING WATER MAIN AND GAS MAIN CROSSING LOCATIONS ARE SHOWN BASED ON BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL GPR THESE LOCATIONS PER SPECIFICATION SECTION 02590. ANY UTILITIES THAT HAVE LESS THAN 24" OF COVER SHALL BE PROTECTED VIA PAVEMENT POINT REPAIRS.

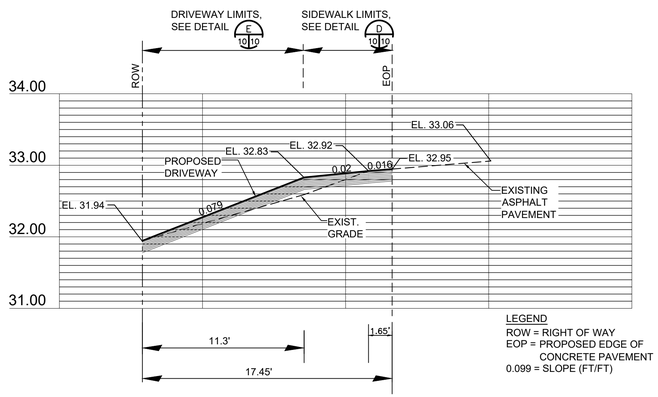



## E 10|10 TYPICAL CONCRETE DRIVEWAY SECTION
NTS




PLAN

## F 7|10 TYPICAL CONCRETE DRIVEWAY PLAN
NTS




## G 7|10 STA 24+00 CONCRETE DRIVEWAY PROFILE
HORZ. 1" = 5'
VERT. 1" = 1'

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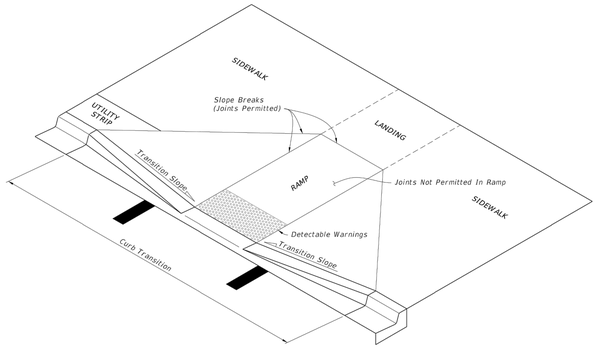
CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Details
Putnam County, Florida

JOB NO.
9318-57-1
SHEET NO.
10

## GENERAL NOTES:

1. Cross Slopes and Grades:
   - A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.
   - B. Landings must have cross-slopes less than or equal to 0.02 in any direction.
   - C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.
   - D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.
2. Curb, Curb and Gutter and/or Sidewalk:
   - A. Refer to Index 522-001 for concrete thickness and sidewalk details.
   - B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.
3. Curb Ramp Alpha-Identification:
   - A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.
   - B. Alpha-identifications CR-I and CR-J are intentionally omitted.
4. Detectable Warnings:
   - A. Install detectable warnings in accordance with Specification 527.
   - B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.
   - C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.
5. Detectable Warnings – Acceptance Criteria:
   - A. Color and texture shall be complete and uniform.
   - B. 90% of individual truncated domes shall be in accordance with the Americans with Disabilities Act Standards for Transportation Facilities, Section 705.
   - C. There shall be no more than 4 non-compliant domes in any one square foot.
   - D. Non-compliant domes shall not be adjacent to other non-compliant domes.
   - E. Surfaces shall not deviate more than 0.10" from a true plane.




CURB RAMP NOMENCLATURE

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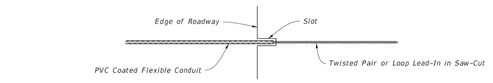
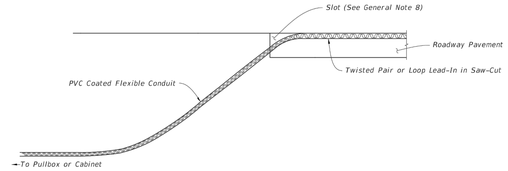
| LAST REVISION 11/01/19 | REVISION | DESCRIPTION: | FDOT | FY 2020-21 STANDARD PLANS | DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS | INDEX 522-002 | SHEET 1 of 8 |
|---|---|---|---|---|---|---|---|

## GENERAL NOTES:

1. If the loop lead-in is 75' or less from the edge of the loop detector to controller cabinet, continue the twisted pair to the cabinet. If the loop lead-in is greater than 75' continue the twisted pair an Intermediate Pullbox, splice to shielded lead-in wire and continue to the controller cabinet.
2. Provide sufficient saw-cut width to allow unforced placement of loop wires or lead-in cables into the saw-cut. Except across expansion joints, saw-cut to a standard depth of 3", but no more than 4" below the top of the final surface.
3. On resurfacing or new roadway construction projects, install the loop wires and lead-in cables in the asphalt structural course prior to the placement of the asphalt friction course. Place the loop wires and lead-in cables in a saw cut in the structural course.
4. Use nonmetallic hold down material to secure loop wires and lead-ins to the bottom of saw-cuts. Place the hold down material approximately 12" intervals around loops and 24" intervals on lead-ins.
5. The minimum distance between the twisted pairs of loop lead-in wire is 6" from the loop to 12" from the pavement edge or curb.
6. Splice Connections in pull boxes with UL listed, watertight, insulated enclosures. Place one enclosure over the end of each conductor and place a third enclosure over the exposed end of the shielded cable. As an alternate, a larger diameter enclosure that will accommodate both the splices of the conductors and the exposed end of the shielded cable may be used.
7. Do not disturb more than a 6" x 6" area of asphalt. Restore asphalt as directed by the Engineer.
8. Alternative installations may be approved by the State Traffic Operations Engineer.



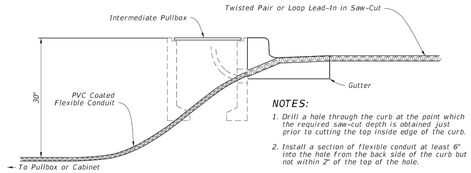

PLAN




ELEVATION

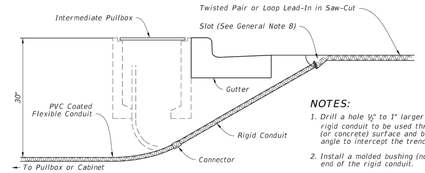
**NOTES:**
1. Cut a slot in the edge of the roadway of sufficient size and depth to snugly place the end of the flexible conduit.
2. Install the conduit at least 6" into the roadway pavement and approximately 2" below the top of the roadway surface.
3. The departure angle of the conduit from the roadway is between 30° to 45°.

INSTALLATION WITHOUT CURB & GUTTER




**NOTES:**
1. Drill a hole through the curb at the point which the required saw-cut depth is obtained just prior to cutting the top inside edge of the curb.
2. Install a section of flexible conduit at least 6" into the hole from the back side of the curb but not within 2" of the top of the hole.
3. Insure the conduit fits snug within the drilled hole.
4. Fill the top of the hole with loop sealant to the level of the curb surface.
5. Use a nonmetallic material to prevent excessive loop sealant from entering the flexible conduit.

ALTERNATIVE 1




**NOTES:**
1. Drill a hole ½" to 1" larger in diameter than the rigid conduit to be used through the roadway asphalt (or concrete) surface and base at an appropriate angle to intercept the trench or pull box hole.
2. Install a molded bushing (nonmetallic) on the roadway end of the rigid conduit.
3. Place the top of the rigid conduit approximately 2" below the roadway surface.
4. Fill the hole with loop sealant to the level of the roadway surface.
5. Use a nonmetallic material to prevent excessive loop sealant from entering the rigid conduit.

ALTERNATIVE 2

INSTALLATION WITH CURB & GUTTER

TWISTED PAIR AND LOOP LEAD-IN INSTALLATION

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| LAST REVISION 11/01/18 | REVISION | DESCRIPTION: | FDOT | FY 2020-21 STANDARD PLANS | VEHICLE LOOP INSTALLATION DETAILS | INDEX 660-001 | SHEET 1 of 2 |
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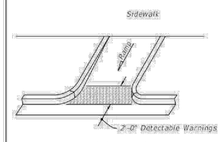
ISOMETRIC VIEW

OPTION A



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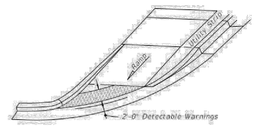
ISOMETRIC VIEW



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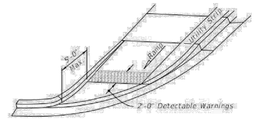

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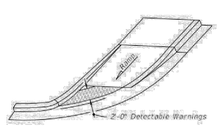

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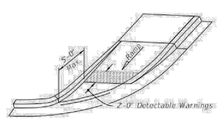

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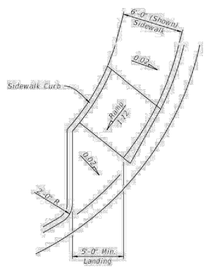
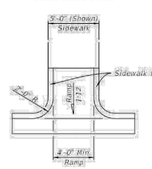


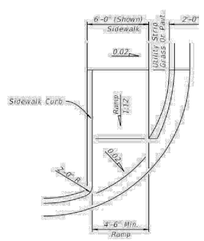
PLAN VIEW

CR-D



PLAN VIEW

CR-E



PLAN VIEW

CR-F

PLAN VIEW

CR-G

SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

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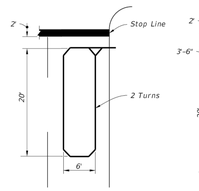
| LAST REVISION 11/01/18 | REVISION | DESCRIPTION: | FDOT | FY 2021-22 STANDARD PLANS | DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS | INDEX 522-002 | SHEET 4 of 7 |
|---|---|---|---|---|---|---|---|

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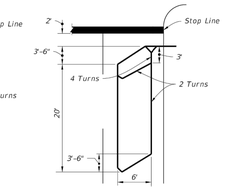


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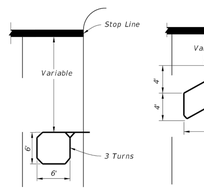


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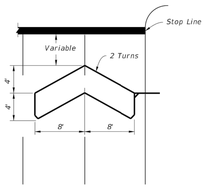
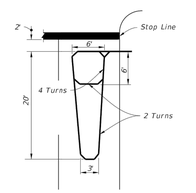
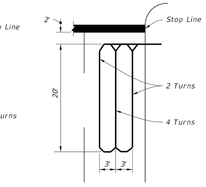



TYPE E



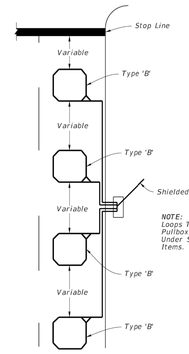

TYPE C




TYPE F

NOTE:
Loop conductors must follow saw-cut to bottom forming slack section at joint.

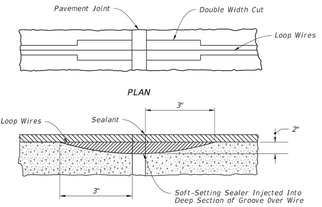
LOOP TYPES



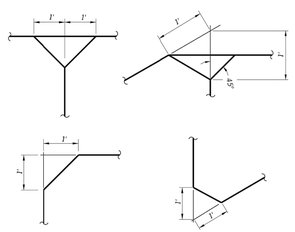

TYPE G

NOTE:
Loops To Pullbox. Pullbox Specified Under Separate Pay Items.

**NOTES:**
1. The number of "Turns" indicated at the specified point on the loop refers to the number of passes of loop wires which are placed in the saw-cut forming the complete loop.
2. Loop types or details not drawn to scale.
3. Loop Types are centered in a single lane except Type E which is centered on two lanes.
4. The number of individual loops in the Type G loop may vary up to a maximum of four (4).
5. Lead-in may be connected to either end of loop.
6. When shown in the Plans, the leading edge of loop Types A, C, D, & F may extend past the stop line a maximum of 10' and the length of these loops may be extended to a maximum of 60'.
7. Do not install loop lead-in wires in the same pull box with signal power cable.




CONCRETE PAVEMENT EXPANSION JOINTS




LOOP CORNER AND LEAD-IN DETAILS

LOOP TYPES, EXPANSION JOINTS, AND DETAILS

| LAST REVISION 11/01/18 | REVISION | DESCRIPTION: | FDOT | FY 2020-21 STANDARD PLANS | VEHICLE LOOP INSTALLATION DETAILS | INDEX 660-001 | SHEET 2 of 2 |
|---|---|---|---|---|---|---|---|

| NO | DATE | BY | REVISION DESCRIPTION |
|---|---|---|---|
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PROJ. MGR. JRS
DATE 07/10/20
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CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
FDOT Details
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 11

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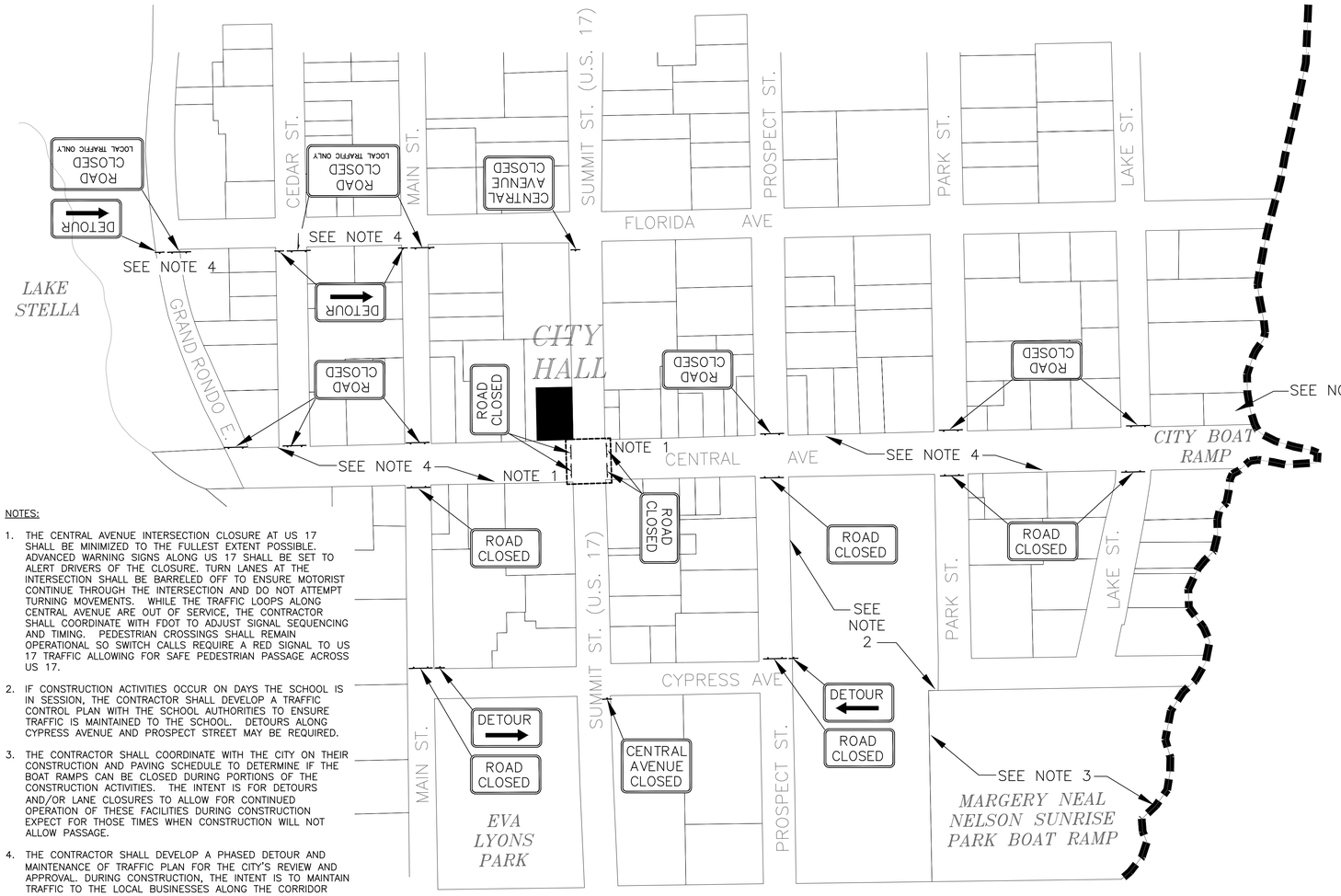
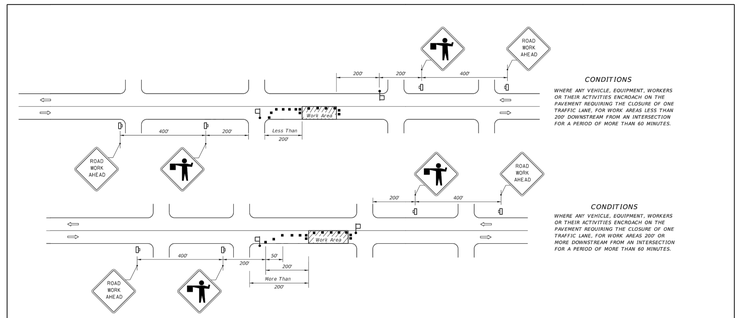



TEMPORARY TRAFFIC CONTROL PLAN

NTS

NOTES:

1. THE CENTRAL AVENUE INTERSECTION CLOSURE AT US 17 SHALL BE MINIMIZED TO THE FULLEST EXTENT POSSIBLE. ADVANCED WARNING SIGNS ALONG US 17 SHALL BE SET TO ALERT DRIVERS OF THE CLOSURE. TURN LANES AT THE INTERSECTION SHALL BE BARRELED OFF TO ENSURE MOTORIST CONTINUE THROUGH THE INTERSECTION AND DO NOT ATTEMPT TURNING MOVEMENTS. WHILE THE TRAFFIC LOOPS ALONG CENTRAL AVENUE ARE OUT OF SERVICE, THE CONTRACTOR SHALL COORDINATE WITH FDOT TO ADJUST SIGNAL SEQUENCING AND TIMING. PEDESTRIAN CROSSINGS SHALL REMAIN OPERATIONAL SO SWITCH CALLS REQUIRE A RED SIGNAL TO US 17 TRAFFIC ALLOWING FOR SAFE PEDESTRIAN PASSAGE ACROSS US 17.
2. IF CONSTRUCTION ACTIVITIES OCCUR ON DAYS THE SCHOOL IS IN SESSION, THE CONTRACTOR SHALL DEVELOP A TRAFFIC CONTROL PLAN WITH THE SCHOOL AUTHORITIES TO ENSURE TRAFFIC IS MAINTAINED TO THE SCHOOL. DETOURS ALONG CYPRESS AVENUE AND PROSPECT STREET MAY BE REQUIRED.
3. THE CONTRACTOR SHALL COORDINATE WITH THE CITY ON THEIR CONSTRUCTION AND PAVING SCHEDULE TO DETERMINE IF THE BOAT RAMPS CAN BE CLOSED DURING PORTIONS OF THE CONSTRUCTION ACTIVITIES. THE INTENT IS FOR DETOURS AND/OR LANE CLOSURES TO ALLOW FOR CONTINUED OPERATION OF THESE FACILITIES DURING CONSTRUCTION EXPECT FOR THOSE TIMES WHEN CONSTRUCTION WILL NOT ALLOW PASSAGE.
4. THE CONTRACTOR SHALL DEVELOP A PHASED DETOUR AND MAINTENANCE OF TRAFFIC PLAN FOR THE CITY'S REVIEW AND APPROVAL. DURING CONSTRUCTION, THE INTENT IS TO MAINTAIN TRAFFIC TO THE LOCAL BUSINESSES ALONG THE CORRIDOR WITH PHASED LANE CONSTRUCTION PER FDOT INDEX 603. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION SCHEDULE WITH THE LOCAL BUSINESSES SO THEY ARE AWARE WHEN PARKING AND TRAFFIC MOVEMENTS ARE DISRUPTED WITH THE ANTICIPATED DURATION.




**SYMBOLS**

Work Area
Channelizing Device (See Index 102-600)
Work Zone Sign
Flagger
Lane Identification + Direction of Traffic

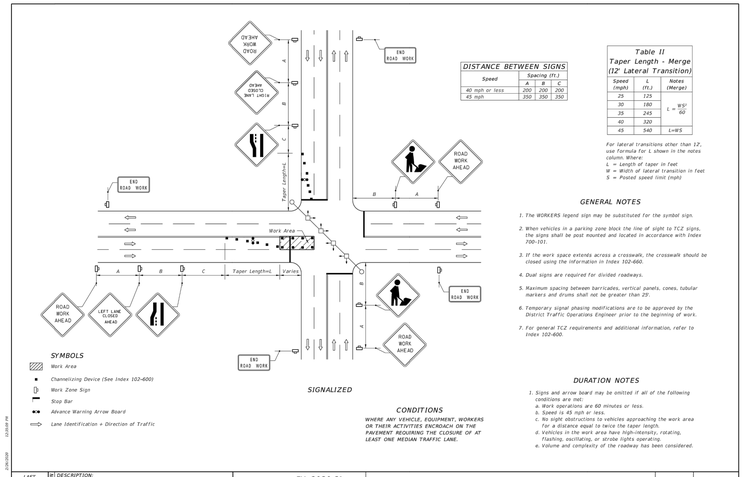
**GENERAL NOTES**

1. Work operations shall be confined to one travel lane, leaving the opposing travel lane open to traffic.
2. When vehicles in a parking zone block the line of sight to TCZ signs or when TCZ signs encroach on a normal pedestrian walkway, the signs shall be post mounted and located in accordance with Index 700-101.
3. If work area is confined to an outside auxiliary lane, the work area shall be barricaded and the FLAGGER signs replaced by ROAD WORK AHEAD signs. Flaggers are not required.
4. Flaggers shall be in sight of each other or in direct communication at all times.
5. The FLAGGER legend sign may be substituted for the symbol sign.
6. The maximum spacing between devices shall be no greater than 25'.
7. For general TCZ requirements and additional information, refer to Index 102-600.
8. The two channelizing devices directly in front and 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.
9. Use Temporary Raised Rumble Strips in accordance with Index 102-603. Placement of Rumble Strips and additional signs should begin at FLAGGER sign location.

**DURATION NOTES**

1. ROAD WORK AHEAD sign may be omitted if all of the following conditions are met:
   a. Work operations are 60 minutes or less.
   b. Speed is 45 mph or less.
   c. No sight obstructions to vehicles approaching the work area for a distance of 400 feet.
   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.

| LAST REVISION | DESCRIPTION: | FDOT FY 2020-21 STANDARD PLANS | TWO-LANE, TWO-WAY, WORK NEAR INTERSECTION | INDEX | SHEET |
|---|---|---|---|---|---|
| 11/01/17 | REVISION | | | 102-605 | 1 of 1 |




| DISTANCE BETWEEN SIGNS | |
|---|---|
| Speed | Spacing (ft.) A B C |
| 40 mph or less | 200 200 200 |
| 45 mph | 350 350 350 |

| Table II Taper Length - Merge (12' Lateral Transition) | | |
|---|---|---|
| Speed (mph) | L (ft.) | Notes (Merge) |
| 25 | 125 | $L = \frac{WS^2}{60}$ |
| 30 | 180 | |
| 35 | 245 | |
| 40 | 320 | |
| 45 | 540 | L=WS |

For lateral transitions other than 12, use formula for L shown in the notes column. Where:
L = Length of taper in feet
W = Width of lateral transition in feet
S = Posted speed limit (mph)

**GENERAL NOTES**

1. The WORKERS legend sign may be substituted for the symbol sign.
2. When vehicles in a parking zone block the line of sight to TCZ signs, the signs shall be post mounted and located in accordance with Index 700-101.
3. If the work space extends across a crosswalk, the crosswalk should be closed using the information in Index 102-660.
4. Dual signs are required for divided roadways.
5. Maximum spacing between barricades, vertical panels, cones, tubular markers and drums shall not be greater than 20'.
6. Temporary signal phasing modifications are to be approved by the District Traffic Operations Engineer prior to the beginning of work.
7. For general TCZ requirements and additional information, refer to Index 102-600.

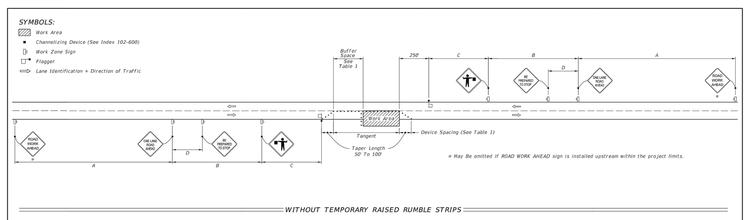
**SYMBOLS**

Work Area
Channelizing Device (See Index 102-600)
Work Zone Sign
Stop Bar
Advance Warning Arrow Board
Lane Identification + Direction of Traffic

**DURATION NOTES**

1. Signs and arrow board may be omitted if all of the following conditions are met:
   a. Work operations are 60 minutes or less.
   b. Speed is 45 mph or less.
   c. No sight obstructions to vehicles approaching the work area for a distance equal to twice the taper length.
   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.

| LAST REVISION | DESCRIPTION: | FDOT FY 2020-21 STANDARD PLANS | MULTILANE, WORK IN INTERSECTION | INDEX | SHEET |
|---|---|---|---|---|---|
| 11/01/17 | REVISION | | | 102-615 | 1 of 1 |




**GENERAL NOTES:**

1. Special Conditions may be required in accordance with these notes and the following sheets:
   A. Railroad Crossings:
      a. If the railroad crossing is located closer to the Work Area than the queue length plus 300 feet, extend the Buffer Space as shown on Sheet 3.
      b. If the queuing of vehicles across an active railroad crossing cannot be avoided, provide a uniformed traffic control officer or Flagger at the railroad crossing to direct traffic when a train is dangerously within the highway-rail grade crossing, even if automatic train warning devices are in place.
   B. If the Work Area encroaches on the Centerline, use the Layout for Two-Lane, Two-Way Traffic on Shoulder on Sheet 2 only if the Existing Paved Shoulder width is sufficient to provide for an 11' lane between the Work Area and the Edge of Existing Paved Shoulder. Reduce the posted speed when appropriate.
2. Temporary Raised Rumble Strips:
   A. Use when both of the following conditions are met concurrently:
      a. Existing Posted Speed is 55 mph or greater;
      b. ADT is greater than 10,000 vpd.
   B. Use a consistent Strip color throughout the work zone.
   C. Place each Rumble Strip Set transversely across the lane at locations shown.
   D. Use Option 1 or Option 2 as shown on Sheet 2. Use only one option throughout work zone.
3. Additional one-way control may be provided by the following means:
   A. Pilot vehicle;
   B. Official vehicle;
   C. Pilot vehicles;
   D. Traffic signals.

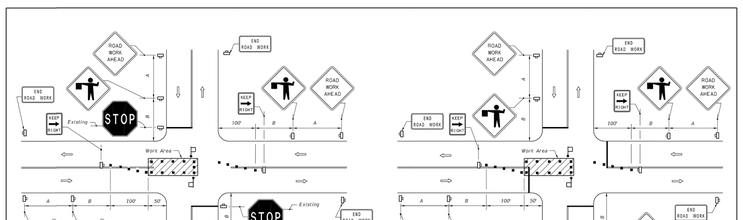
   When Flaggers are the sole means of one-way control, the Flaggers must be in sight of each other or in direct communication at all times.
4. When a side road intersects the highway within the TTC zone, place additional TTC devices in accordance with other applicable TCZ Indexes.
5. The two channelizing devices directly in front of the work area may be omitted provided vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.
6. When Buffer Space cannot be attained due to geometric constraints, use the greatest attainable length, not less than 250 ft, for posted speeds greater than 25 mph.
7. 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 is 45 mph or less.
   C. There are no sight obstructions to vehicles approaching the work area for a distance equal to the Buffer Space shown in Table 1.
   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.
   F. If a railroad crossing is present, vehicles will not queue across rail tracks.
   G. AFADs are not in use.
8. See Index 102-600 for general TCZ requirements and additional information.
9. Automated Flagger Assistance Devices (AFADs) may be used in accordance with Specifications Section 102, 990 and the APL vendor drawings.

| TABLE 1 DEVICE SPACING | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Posted Speed | Maximum Spacing of Channelizing Devices Tubular Markers | | Maximum Spacing of Channelizing Devices Barricades/Panels/Drums | | Distance Between Signs | | | | Buffer Space |
| | On a Taper | On a Tangent | On a Taper | On a Tangent | A | B | C | D | |
| 25 | 20' | 50' | 20' | 50' | 200' | 200' | 200' | 100' | 155' |
| 30 | 20' | 50' | 20' | 50' | 200' | 200' | 200' | 100' | 200' |
| 35 | 20' | 50' | 20' | 50' | 200' | 200' | 200' | 100' | 250' |
| 40 | 20' | 50' | 20' | 50' | 200' | 200' | 200' | 100' | 305' |
| 45 | 20' | 50' | 20' | 50' | 350' | 350' | 350' | 175' | 360' |
| 50 | 20' | 50' | 20' | 100' | 500' | 500' | 500' | 250' | 425' |
| 55 | 20' | 50' | 20' | 100' | 2640' | 1500' | 1000' | 500' | 495' |
| 60 | 20' | 50' | 20' | 100' | 2640' | 1500' | 1000' | 500' | 570' |
| 65 | 20' | 50' | 20' | 100' | 2640' | 1500' | 1000' | 500' | 645' |
| 70 | 20' | 50' | 20' | 100' | 2640' | 1500' | 1000' | 500' | 730' |

**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.

| LAST REVISION | DESCRIPTION: | FDOT FY 2020-21 STANDARD PLANS | TWO-LANE, TWO-WAY, WORK WITHIN THE TRAVEL WAY | INDEX | SHEET |
|---|---|---|---|---|---|
| 11/01/17 | REVISION | | | 102-603 | 1 of 3 |




**SYMBOLS**

Work Area
Channelizing Device (See Index 102-600)
Work Zone Sign
Flagger
Stop Bar
Lane Identification + Direction of Traffic

**GENERAL NOTES**

1. The FLAGGER legend sign may be substituted for the symbol sign.
2. When vehicles in a parking zone block the line of sight to TCZ signs, the signs shall be post mounted and located in accordance with Index 700-101.
3. If the work space extends across a crosswalk, the crosswalk should be closed using the information in Index 102-660.
4. Flaggers shall be located where they can control more than one direction of traffic.

   Flaggers shall be in sight of each other or in direct communication at all times.
5. Maximum spacing between channelizing devices shall be not greater than 20'.
6. Temporary signal phasing modifications are to be approved by the District Traffic Operations Engineer prior to the beginning of work.
7. For general TCZ requirements and additional information, refer to Index 102-600.
8. For unsignalized intersections, use Temporary Raised Rumble Strips in accordance with Index 102-603. Placement of Rumble Strips and additional signs should begin at FLAGGER sign location.

**DURATION NOTES**

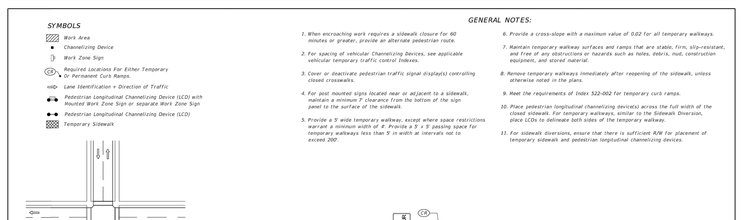
1. ROAD WORK AHEAD AND END ROAD WORK sign may be omitted if all of the following conditions are met:
   a. Work operations are 60 minutes or less.
   b. Speed is 45 mph or less.
   c. No sight obstructions to vehicles approaching the work area for a distance equal to a plus B.
   d. Vehicles in the work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

| DISTANCE BETWEEN SIGNS | |
|---|---|
| Speed | Spacing (ft.) A B |
| 40 mph or less | 200 200 |
| 45 mph | 250 350 |

**CONDITIONS**

WHERE ANY VEHICLE, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH ON THE PAVEMENT REQUIRING THE CLOSURE OF A PORTION OF ONE OR MORE TRAFFIC LANES IN AN INTERSECTION.

| LAST REVISION | DESCRIPTION: | FDOT FY 2020-21 STANDARD PLANS | TWO-LANE, TWO-WAY, WORK IN INTERSECTION | INDEX | SHEET |
|---|---|---|---|---|---|
| 11/01/17 | REVISION | | | 102-604 | 1 of 1 |




**GENERAL NOTES:**

1. When encroaching work requires a sidewalk closure for 60 minutes or greater, provide an alternate pedestrian route.
2. For spacing of vehicular Channelizing Devices, see applicable vehicular temporary traffic control Indexes.
3. Cover or deactivate pedestrian traffic signal display(s) controlling closed crosswalks.
4. For post mounted signs located near or adjacent to a sidewalk, maintain a minimum 7' clearance from the bottom of the sign panel to the surface of the sidewalk.
5. Provide a 5' wide temporary walkway, except where space restrictions warrant a minimum width of 4'. Provide a 5' x 5' passing space for temporary walkways less than 5' in width at intervals not to exceed 200'.
6. Provide a cross-slope with a maximum value of 0.02 for all temporary walkways.
7. Maintain temporary walkway surfaces and ramps that are stable, firm, slip-resistant, and free of any obstructions or hazards such as holes, debris, mud, construction equipment, and stored material.
8. Remove temporary walkways immediately after reopening of the sidewalk, unless otherwise noted in the plans.
9. Meet the requirements of Index 522-002 for temporary curb ramps.
10. Place pedestrian longitudinal channelizing device(s) across the full width of the closed sidewalk. For temporary walkways, similar to the Sidewalk Diversion, place LCDs to delineate both sides of the temporary walkway.
11. For sidewalk diversions, ensure that there is sufficient R/W for placement of temporary sidewalk and pedestrian longitudinal channelizing devices.

**SYMBOLS**

Work Area
Channelizing Device
Work Zone Sign
Required Locations For Either Temporary Or Permanent Curb Ramps.
Lane Identification + Direction of Traffic
Pedestrian Longitudinal Channelizing Device (LCD) with Mounted Work Zone Sign or separate Work Zone Sign
Pedestrian Longitudinal Channelizing Device (LCD)
Temporary Sidewalk

| LAST REVISION | DESCRIPTION: | FDOT FY 2020-21 STANDARD PLANS | PEDESTRIAN CONTROL FOR CLOSURE OF SIDEWALKS | INDEX | SHEET |
|---|---|---|---|---|---|
| 11/01/17 | REVISION | | | 102-660 | 1 of 1 |

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CITY OF CRESCENT CITY
FDOT SCOP Central Avenue Improvements
Temporary Traffic Control Plan
Putnam County, Florida

JOB NO. 9318-57-1
SHEET NO. 12

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