CONSTRUCTION AGREEMENT

Construction Agreement No.: 2024-C-799-00018

THIS CONSTRUCTION AGREEMENT ("Agreement") is made and entered into by and between the State of Florida, Department of Transportation, (Address) 5211 Ulmerton Road, MS 7-1210 (hereinafter referred to as the "DEPARTMENT") and (Name) City of Clearwater (Address) 100 S. Myrtle Avenue, Clearwater, FL 33579 (hereinafter referred to as the "Construction Coordinator").

WITNESSETH:

WHEREAS, the DEPARTMENT is authorized and required by Section 334.044, Florida Statutes, to coordinate the planning, development, and operation of the State Highway System; and

WHEREAS, pursuant to Section 20.23(6), Florida Statutes, the DEPARTMENT is authorized to contract with local governmental entities and with the private sector under specific circumstances; and

WHEREAS, Section 339.282, Florida Statutes, provides incentives to private sector entities that finance, construct, and improve public transportation facilities; and

WHEREAS, pursuant to Section 334.175(2), Florida Statutes, the DEPARTMENT is required to review the Project's design plans for compliance with Department design standards; and

WHEREAS, the Construction Coordinator proposes to construct certain improvements to SR SR 595 Section 025 Subsection 000 from Begin MP 0.000 to End MP 0.068 Local Name S. Myrtle Avenue located in Pinellas County (hereinafter referred to as the "Project"); and

WHEREAS, the parties desire to enter into this Agreement for the Construction Coordinator to make improvements within the DEPARTMENT'S right of way to construct the Project, which will become the property of the DEPARTMENT upon acceptance of the work.

NOW, THEREFORE, based on the premises above, and in consideration of the mutual covenants contained herein, the parties hereby agree that the construction of the Project shall proceed in accordance with the following terms and conditions:

1. The recitals set forth above are specifically incorporated herein by reference and made a part of this Agreement. The Construction Coordinator is authorized, subject to the conditions set forth herein, to enter the DEPARTMENT'S right of way to perform all activities necessary for the construction of **See attached Exhibit A Scope of Services/Special Provisions/Plans.**
2. The Project shall be designed and constructed in accordance with the latest edition of the Florida Department of Transportation (FDOT) Standard Specifications for Road and Bridge Construction ("FDOT Standard Specifications"), FDOT Standard Plans and FHWA Manual on Uniform Traffic Control Devices ("MUTCD"). The following guidelines shall apply as deemed appropriate by the DEPARTMENT: the FDOT Structures Design Manual, AASHTO Guide Specifications for the Design of Pedestrian Bridges, AASHTO LRFD Bridge Design Specifications, the FDOT Design Manual, Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways (commonly known as the "Florida Greenbook") and the FDOT Traffic Engineering Manual. The Construction Coordinator will be required to submit any construction plans required by the DEPARTMENT for review and written approval prior to any work being commenced. Should any changes to the plans be required during construction of the Project, the Construction Coordinator shall be required to notify the DEPARTMENT of the changes and receive written approval from the DEPARTMENT prior to the changes being constructed. The Construction Coordinator shall maintain the area of the Project at all times and coordinate any work needs of the DEPARTMENT during construction of the Project.
3. In its sole discretion, the DEPARTMENT may reject designs which do not meet DEPARTMENT standards. The DEPARTMENT may also, in its sole discretion, allocate DEPARTMENT-managed resources, including structures engineers and/or project managers, to projects involving complex design structures and other design structures not commonly used by the DEPARTMENT. In addition, all complex bridges and bridge types not commonly used by the DEPARTMENT constructed via this Agreement will be monitored and inspected by DEPARTMENT personnel.
4. The Construction Coordinator shall provide the DEPARTMENT a minimum of 2 business days' notice before beginning construction within DEPARTMENT right of way. The Construction Coordinator shall notify the DEPARTMENT should construction be suspended for more than 5 working days.
5. Pursuant to Section 7-13 of the FDOT Standard Specifications, the Construction Coordinator is required to possess a general liability insurance naming the DEPARTMENT as an additional insured and insuring the DEPARTMENT and the Construction Coordinator against any and all claims for injury or damage to persons and property, and for the loss of life or property that may occur (directly or indirectly) by reason of the Construction Coordinator accessing DEPARTMENT right of way and the Construction Coordinator's performance of the Project. Such amount shall be carried in a minimum amount of not less than Local Government Exempt and 00/100 Dollars ($Local Government Exempt) for bodily injury or death to any one person or any number of persons in any one occurrence, and not less than Local Government Exempt and 00/100 Dollars ($1000000) for property damage, or a combined coverage of not less than Local Government Exempt and 00/100 Dollars ($1000000). Additionally, the Construction Coordinator shall supply the DEPARTMENT with a payment and performance bond in the amount of the estimated cost of construction, provided by a surety authorized to do business in the State of Florida, payable to the DEPARTMENT. The bond and insurance shall remain in effect until completion of construction and acceptance by the DEPARTMENT. Prior to commencement of the Project and on such other occasions as the DEPARTMENT may reasonably require, the Construction Coordinator shall provide the DEPARTMENT with certificates documenting that the required insurance coverage is in place and effective. If the Construction Coordinator is a governmental entity, they will be exempt from these requirements.

6. The Construction Coordinator shall be responsible for monitoring construction operations and Temporary Traffic Control (TTC) throughout the course of the Project in accordance with the latest edition of the FDOT Standard Specifications, Section 102, Maintenance of Traffic, and FDOT Standard Plans, 102-600 series. The Construction Coordinator is responsible for the development of a TTC Plan and making any changes to that plan as necessary. Any TTC plan developed by the Construction Coordinator that deviates from the FDOT Standard Plans must be signed and sealed by a professional engineer. TTC plans will require written approval by the DEPARTMENT prior to implementation.
7. The Construction Coordinator shall be responsible for locating all existing utilities, both aerial and underground, and for ensuring that all utility locations are accurately documented on the construction plans. All utility conflicts shall be fully resolved directly with the applicable utility.
8. The Construction Coordinator will be responsible for obtaining all permits that may be required by other agencies or local governmental entities.
9. The Construction Coordinator shall take emergency steps to close any public road whenever there is a risk to life, health and safety of the travelling public. The safety of the travelling public is the DEPARTMENT'S first priority. If lane or road closures are required to ensure the life, health, and safety of the travelling public, the Construction Coordinator must notify the District Maintenance Engineer and District Traffic Operations Engineer immediately once the travelling public are not at imminent risk. The DEPARTMENT expects professional engineering judgement be applied in all aspects of locally or privately delivered projects. Defect management and supervision of Project bridge structures components must be proactively managed, monitored, and inspected by DEPARTMENT prequalified structures engineer(s). The District Maintenance Engineer must be notified immediately of defect monitoring that occurs in the Project construction, whether or not the defects are considered an imminent risk to life, health, or safety of the travelling public. When defects, including but not limited to, structural cracks, are initially detected during bridge construction, the engineer of record, construction engineering inspector, design-build firm, or local agency that owns or is responsible for the bridge construction has the authority to immediately close the bridge to construction personnel and close the road underneath. The Construction Coordinator shall also ensure compliance with the DEPARTMENT Construction Project Administration Manual, Section 9.1.8 regarding actions for maintenance of traffic and safety concerns.
10. It is hereby agreed by the parties that this Agreement creates a permissive use only and all improvements resulting from this agreement shall become the property of the DEPARTMENT. Neither the granting of the permission to use the DEPARTMENT right of way nor the placing of facilities upon the DEPARTMENT property shall operate to create or vest any property right to or in the Construction Coordinator, except as may otherwise be provided in separate agreements. The Construction Coordinator shall not acquire any right, title, interest, or estate in DEPARTMENT right of way, of any nature or kind whatsoever, by virtue of the execution, operation, effect, or performance of this Agreement including, but not limited to, the Construction Coordinator's use, occupancy, or possession of DEPARTMENT right of way. The parties agree that this Agreement does not, and shall not be construed to, grant credit for any future transportation concurrency requirements pursuant to Chapter 163, Florida Statutes.
11. The Construction Coordinator shall perform all required testing associated with the design and construction of the Project. Testing results shall be made available to the DEPARTMENT upon request. The DEPARTMENT shall have the right to perform its own independent testing during the course of the Project.
12. The Construction Coordinator shall exercise the rights granted herein and shall otherwise perform this Agreement in a good and workmanlike manner, with reasonable care, in accordance with the terms and provisions of this Agreement and all applicable federal, state, local, administrative, regulatory, safety and environmental laws, codes, rules, regulations, policies, procedures, guidelines, standards, and permits, as the same may be constituted and amended from time to time, including, but not limited to, those of the DEPARTMENT, applicable Water Management District, Florida Department of Environmental Protection, Environmental Protection Agency, the Army Corps of Engineers, the United States Coast Guard, and local governmental entities.
13. The Construction Coordinator is responsible for the provision of Construction Engineering Inspection (CEI) services. The DEPARTMENT reserves the right to require the Construction Coordinator to hire a DEPARTMENT pre-qualified consultant firm that includes one individual that has completed the Advanced Maintenance of Traffic Level Training. Notwithstanding any provision of law to the contrary, design services and CEI services may not be performed by the same entity. Administration of the CEI staff shall be under the responsible charge of a State of Florida Licensed Professional Engineer who shall provide the certification that all design and construction for the Project meets the minimum construction standards established by DEPARTMENT. The DEPARTMENT shall have the right to approve the CEI firm. The DEPARTMENT shall have the right, but not the obligation, to perform independent assurance testing during the course of construction of the Project. Subject to the written approval of the DEPARTMENT, a local government agency may choose to satisfy the requirements set forth in this paragraph by either hiring a DEPARTMENT prequalified consultant firm or utilizing local government staff that meet the requirements of this paragraph, or a combination thereof.
14. If the DEPARTMENT determines a condition exists which threatens the public's safety, the DEPARTMENT may, at its discretion, cause construction operations to cease and immediately have any potential hazards removed from its right of way at the sole cost, expense, and effort of the Construction Coordinator. The Construction Coordinator shall bear all construction delay costs incurred by the DEPARTMENT.
15. All work and construction shall be completed within 500 days of the date of the last signature affixed to this agreement. If construction is not completed within this time, the DEPARTMENT may make a claim on the bond. The DEPARTMENT may terminate

this Agreement at any time, with or without cause and without DEPARTMENT liability to the Construction Coordinator, by providing sixty (60) days' prior written notice of termination to the Construction Coordinator.

16. The Construction Coordinator shall be responsible for maintaining and restoring all features that might require relocation within the DEPARTMENT right of way.
17. The Construction Coordinator will be responsible for clean up or restoration required to correct any environmental or health hazards that may result from construction operations.
18. Upon completion of construction, the Construction Coordinator will be required to submit to the DEPARTMENT final as-built plans and an engineering certification that construction was completed in accordance with the Plans. Prior to the termination of this Agreement, the Construction Coordinator shall remove its presence, including, but not limited to, all of the Construction Coordinator's property, machinery, and equipment from DEPARTMENT right of way and shall restore those portions of DEPARTMENT right of way disturbed or otherwise altered by the Project to substantially the same condition that existed immediately prior to the commencement of the Project.
19. If the DEPARTMENT determines that the Project is not completed in accordance with the Provisions of this Agreement, the DEPARTMENT shall deliver written notification of such to the Construction Coordinator. The Construction Coordinator shall have thirty (30) days from the date of receipt of the DEPARTMENT'S written notice, or such other time as the Construction Coordinator and the DEPARTMENT mutually agree to in writing, to complete the Project and provide the DEPARTMENT with written notice of the same (the "Notice of Completion"). If the Construction Coordinator fails to timely deliver the Notice of Completion, or if it is determined that the Project is not properly completed after receipt of the Notice of Completion, the DEPARTMENT, within its discretion may: 1) provide the Construction Coordinator with written authorization granting such additional time as the DEPARTMENT deems appropriate to correct the deficiency(ies); or 2) file a claim against the payment and performance bond with the Surety for correction of the deficiency(ies) and completion of the contract; or 3) correct the deficiency(ies) at the Construction Coordinator's sole cost and expense, without DEPARTMENT liability to the Construction Coordinator for any resulting loss or damage to property, including, but not limited to, machinery and equipment. If the DEPARTMENT elects to correct the deficiency(ies), the DEPARTMENT shall provide the Construction Coordinator with an invoice for the costs incurred by the DEPARTMENT and the Construction Coordinator shall pay the invoice within thirty (30) days of the date of the invoice. If no payment is received within thirty (30) days from date of invoice submittal, the DEPARTMENT will file a claim against the bond for all expenses incurred, including services incidental to collecting losses.
20. Nothing in this Agreement shall be deemed or otherwise interpreted as waiving the DEPARTMENT'S sovereign immunity protections, or as increasing the limits of liability as set forth in Section 768.28, Florida Statutes. The DEPARTMENT'S liability for breach of this Agreement is limited in amount and shall not exceed the limitations of liability for tort actions as set forth in Section 768.28(5), Florida Statutes.
21. All formal notices, proposed changes and determinations between the parties hereto and those required by this Agreement, including, but not limited to, changes to the notification addresses set forth below, shall be in writing and shall be sufficient if mailed by regular United States mail, postage prepaid, to the parties at the contact information listed below. Electronic means of communication shall be sufficient if emailed to the parties at the contact information listed below.
22. The Construction Coordinator shall not cause any liens or encumbrances to attach to any portion of DEPARTMENT right of way.
23. This Agreement shall be governed by the laws of the State of Florida in terms of interpretation and performance. Venue for any and all actions arising out of or in any way related to the interpretation, validity, performance or breach of this Agreement shall lie exclusively in a state court of appropriate jurisdiction in Leon County, Florida.
24. The Construction Coordinator may not assign, pledge or transfer any of the rights, duties and obligations provided in this Agreement without the prior written consent of the DEPARTMENT'S District Secretary or his/her designee. The DEPARTMENT has the sole discretion and authority to grant or deny proposed assignments, with or without cause. Nothing herein shall prevent the Construction Coordinator from delegating its duties hereunder, but such delegation shall not release the Construction Coordinator from its obligation to perform this Agreement.
25. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns. Nothing in this Agreement is intended to confer any rights, privileges, benefits, obligations, or remedies upon any other person or entity except as expressly provided for herein.
26. This instrument, together with the attached exhibits and documents made part hereof by reference, contain the entire agreement of the parties and no representations or promises have been made except those that are specifically set out in this Agreement. All prior and contemporaneous conversations, negotiations, possible and alleged agreements and representations, covenants, and warranties with respect to the subject matter of this Agreement, and any part hereof, are waived, merged herein and superseded hereby.
27. By their signature below, the parties hereby acknowledge the receipt, adequacy and sufficiency of consideration provided in this Agreement and forever waive the right to object to or otherwise challenge the same.
28. The failure of either party to insist on one or more occasions on the strict performance or compliance with any term or provision of this Agreement shall not be deemed a waiver or relinquishment in the future of the enforcement thereof, and it shall continue in full force and effect unless waived or relinquished in writing by the party seeking to enforce the same.
29. No term or provision of this Agreement shall be interpreted for or against any party because that party or that party's legal representative drafted the provision.
30. If any section, paragraph, clause or provision of this Agreement is adjudged by a court, agency or authority of competent jurisdiction to be invalid, illegal or otherwise unenforceable, all remaining parts of this Agreement shall remain in full force and effect and the parties shall be bound thereby so long as principal purposes of this Agreement remain enforceable.
31. A modification or waiver of any of the provisions of this Agreement shall be effective only if made in writing and executed with the same formality as this Agreement. Modifications to the Agreement shall be included in Appendix B.

32. The Construction Coordinator agrees to promptly indemnify, defend, save and hold harmless the DEPARTMENT and all of its officers, agents and employees from and pay all demands, claims, judgments, liabilities, damages, fines, fees, taxes, assessments, penalties, costs, expenses, attorneys' fees and suits of any nature or kind whatsoever caused by, or arising out of or related to the performance or breach of this Agreement by the Construction Coordinator, including, without limitation, performance of the Project within the DEPARTMENT'S right of way. The term "liabilities" shall specifically include, without limitation, any act, action, neglect or omission by the Construction Coordinator, its officers, agents, employees or representatives in any way pertaining to this Agreement, whether direct or indirect, except that neither the Construction Coordinator nor any of its officers, agents, employees or representatives will be liable under this provision for damages arising out of injury or damages directly caused or resulting from the sole negligence, intentional or wrongful acts of the DEPARTMENT or any of its officers, agents or employees. The Construction Coordinator shall notify the DEPARTMENT in writing immediately upon becoming aware of such liabilities. The Construction Coordinator's inability to evaluate liability, or its evaluation of liability, shall not excuse performance of the provisions of this paragraph. The indemnities assumed by the Construction Coordinator shall survive termination of this Agreement. The insurance coverage and limits required in this Agreement may or may not be adequate to protect the DEPARTMENT and such insurance coverage shall not be deemed a limitation on the Construction Coordinator's liability under the indemnities granted to the DEPARTMENT in this Agreement.
33. The Construction Coordinator shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Construction Coordinator during the term of the contract; and
34. The Construction Coordinator shall expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
35. The Construction Coordinator shall allow public access to all documents, papers, letters, or other material subject to the provisions of Chapter 119, Florida Statutes, and made or received by the Construction Coordinator in conjunction with this Agreement. Specifically, if the Construction Coordinator is acting on behalf of a public agency the Construction Coordinator shall:
    A. Keep and maintain public records that ordinarily and necessarily would be required by the DEPARTMENT in order to perform the services being performed by the Construction Coordinator.
    B. Provide the public with access to public records on the same terms and conditions that the DEPARTMENT would provide the records and at a cost that does not exceed the cost provided in Chapter 119, Florida Statutes, or as otherwise provided by law.
    C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law.
    D. Meet all requirements for retaining public records and transfer, at no cost, to the DEPARTMENT all public records in possession of the Construction Coordinator upon termination of the contract and destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. All records stored electronically must be provided to the DEPARTMENT in a format that is compatible with the information technology systems of the DEPARTMENT. Failure by the Construction Coordinator to grant such public access shall be grounds for immediate unilateral cancellation of this Agreement by the DEPARTMENT. The Construction Coordinator shall promptly provide the DEPARTMENT with a copy of any request to inspect or copy public records in possession of the Construction Coordinator and shall promptly provide the DEPARTMENT a copy of the Construction Coordinator's response to each such request.

IF THE CONSTRUCTION COORDINATOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSTRUCTION COORDINATOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS AGREEMENT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT:

Central Office
850-414-5355
COprcustodian@dot.state.fl.us
Office of the General Counsel
Florida Department of Transportation
605 Suwannee Street, MS 58
Tallahassee, FL 32399-0458

CONSTRUCTION COORDINATOR CONTACT INFORMATION:
Name Tara Kivett Title City Engineer
Office No. (727) 444-8202 ext. _____ Cell _____ Email tara.kivett@myclearwater.com
Address _____

DEPARTMENT CONTACT INFORMATION:

Name _____ Title _____
Office No. _____ Cell _____ Email _____
Address _____

IN WITNESS WHEREOF, Construction Coordinator and the DEPARTMENT have executed this Agreement for the purposes herein expressed on the dates indicated below.

CONSTRUCTION COORDINATOR

By: _____ (Signature)

_____ (Print Name)

_____ (Title)

_____ (Date)

DEPARTMENT OF TRANSPORTATION

By: _____ (Signature)

_____ (Print Name)

_____ (Title)

_____ (Date)

Legal Review:

_____

REQUIRED NOTIFICATIONS

TWO (2) BUSINESS DAYS BEFORE STARTING WORK:

PERMIT TYPE	WHO TO CONTACT	WHAT TO DO
All Permits and Agreements	**FDOT One-Stop Permitting (OSP)**	• Enter MOT Technician Information. • Click on either "**48 Hour Request to Begin Work**" or "**2 Business Day Notice**".
	FDOT Pinellas Operations Permits Asset Contractor	• Call **Webber** at **727-573-7672** for inspections.
	Sunshine 811	• Call **Sunshine 811** for locates (other than roadway lighting).
	FDOT Regional Traffic Management Center (RTMC)	• Call **FDOT Regional Traffic Management Center** at **813-615-8657** of the Exact Time Any Lane Closure Begins and a Second Notification When Lane Closure is Removed.
Utility Permits	**Highway Lighting and ATMS Locates**	• **Highway Lighting and ATMS are not part of the Sunshine 811 Locate System. Permittee is to Contact the Maintaining Agency/Organization for Highway Lighting and ATMS Locates.**
As-Needed	**FDOT Advanced Dynamic Message Sign (ADMS) Arterial Locates**	• Call **FDOT SunGuide** at **813-615-8613**
Permits in Active FDOT Construction Project	**FDOT Construction Office**	• Call **Jeyson Arroyave** at **727-744-9735** to Coordinate MOT and Work.

FDOT CONSTRUCTION NOTES FOR DEVELOPMENT

1. When work is associated with roadway modifications and/or site development, Contractor is required to have a pre-construction meeting with the FDOT inspector two (2) weeks prior to any work in FDOT right-of-way.
2. All temporary pedestrian pathways must be firm and unyielding. No pedestrian pathway is to be removed, blocked, or disturbed without having a sufficient designated temporary pedestrian pathway with maintenance of traffic signs (FDOT Standard Index 102-660) in-place prior to pathway being affected.
3. The Permittee/EOR shall coordinate with FDOT inspector in advance of any concrete placed within FDOT right-of-way to ensure that the Inspector is onsite during any concrete placement operation.
4. Any curb and/or gutter that is reconstructed or installed within FDOT right-of-way shall meet minimum standards of FDOT Standard Index 520-001 (Curb and Gutter).
5. Any sidewalk fronting the property that is cracked, damaged, or unstable and is creating an ADA trip hazard must be replaced by section and meet the minimum standards of FDOT Standard Index 522-001 (Concrete Sidewalk) and 522-002 (Detectable Warnings and Curb Ramps).
6. Any flared driveway that is reconstructed or installed within FDOT right-of-way shall meet minimum standards of FDOT Standard Index 522-003 (Concrete Flared Driveways).
7. All non-structural concrete placed in the right-of-way shall be a minimum of 6 inches thick and meet the requirements of Section 347 of the FDOT Standard Specifications.
    a. Provide delivery tickets with all required details as outlined in FDOT Standard Specification 347-4.1.
    b. Concrete shall be placed and cured in a manner that meets FDOT Standard Specification requirements to achieve proper strength and durability characteristics.
8. Any curb or sidewalk damaged as a result of work performed by the Permittee or Contractor shall be removed and replaced per FDOT specifications.
9. Any sidewalk disturbed will be replaced by section within 72 hours to FDOT specifications.
10. All materials being placed in the FDOT right-of-way must be on the State's Approved Products List (non-proprietary).
11. All construction and/or maintenance in FDOT right-of-way shall conform to the FHWA Manual on Uniform Traffic Control Devices (MUTCD), FDOT Standard Plans for Road Construction, FDOT Standard Specifications for Road and Bridge Construction, FDOT Florida Design Manual, and the FDOT Drainage Manual.
12. No lane closure of any State roadway is allowed without 48-hour advance notice and approval from FDOT.
13. Lane closures must be limited to Sunday through Thursday, 9:00 pm to 5:30 am, unless otherwise approved by FDOT.
14. Lane closures need to accommodate for a bike lane if the roadway consists of a bike lane.
15. No work shall be performed during the week of any State or federal holiday unless otherwise approved by FDOT.
16. No work requiring lane or sidewalk closure shall be performed during Spring Break on SR 699 (Gulf Boulevard). Spring Break is identified as March 1 through the first Monday following Easter. During this time, lane and sidewalk closures on all State roadways that lead to SR 699 (Gulf Boulevard) will be restricted to night work, Sunday through Thursday, 9:00 pm to 5:30 am.
17. Open cutting of any roadway, driveway, or sidewalk outside those limits identified within the permit are not allowed without prior approval by FDOT.
18. Prior to the removal of any materials abutting the roadway shall be sawcut to prevent any damage to the roadway.

19. Contractor shall provide the FDOT Inspector the principal point of contact individual who has authority to administer actions on behalf of the Permittee while activities impacting the right-of-way are taking place to include potential emergency issues.
20. No stockpiling, storing, or semi-permanent use of the right-of-way is authorized unless specifically identified within the permit or approved by FDOT in advance.
21. The permitted work schedule is defined as Monday through Friday, 7:00 am to 5:30 pm, unless otherwise noted within the permit. Any work desired outside of this period must be requested in advance and approved by FDOT before working the alternate schedule.
22. FDOT reserves the right to adjust any permitted method of installation, scope of work, and restoration that may be required to positively support life, safety, and environmental well-being of all users of the transportation system.
23. Roadway restoration shall utilize 100 PSI excavatable flowable fill material and asphalt placed within State right-of-way shall be placed full-depth, two (2) 2.5-inch lifts of SP 12.5 and two (2) 1.5-inch lifts of SP 9.5. Typical sections will need to be provided within the plans for the pavement placement. A stair step method should be incorporated, prior to placing asphalt, to avoid vertical joints. Milling of the patch may be required based on the patched surface performance. The milling shall be utilized for surface leveling to a thickness equal to or greater than the existing friction coarse material. The milling limits are 50-foot of the patch along the longitudinal path of the lane, full lane width, and include any adjacent bike lane, shared path, or urban shoulder section.
24. Any disruptions to a permeable pedestrian path or bike lane along SR 699 (Gulf Boulevard) are to be restored as work continues. All patches shall be full width from outside edge of pedestrian path to white line edge of travel lane with stair step (staggered) joints. Restoration to include backfill with existing sub-grade material and #57 stone as base material (compact in 6-inch lifts) to bottom of existing pervious asphalt base, followed by permeable design mix (if available) or FC-5 (Friction Course) mix with a minimum of two (2) 2-inch and a maximum of two (2) 3-inch lifts. Maintain ingress/egress on all driveways and side streets during construction.
25. If a Permittee is extending and/or connecting to an existing FDOT pipe, District Drainage will review if the pipe system addresses any increase in volume/loading as part of the new development. The new pipe, along with the connection, should be video inspected and provided to FDOT for review to confirm the connection is sufficient and that the existing pipe has not been damaged. FDOT specifications require video inspection of any new pipe 48 inches or less in diameter (Standard Specification 430-4.8 Pipe Inspection, 430-4.8.1 Video Report, and 430-4.8.2 Reinspection).
26. If a Permittee is connecting to an existing FDOT pipe, they will have to clean/desilt the area of the existing pipe they are connecting to so FDOT can ensure the connection was done properly. A proper pipe connection cannot be performed when existing pipe is silted up at the connection point.
27. Pipe culverts shown in the permit must meet FDOT specifications, type, size, and length as described in the permit. Each joint or length of pipe shall have FDOT stamps affixed verifying this approval. All concrete pipe joints other than 1-inch ring joints must be “diapered”. All culverts are to be inspected by FDOT prior to placement of fill.
28. Permittee shall notify FDOT of the date of completion, request a final inspection, and request a notice of final acceptance.

*** * * * * END OF NOTES * * * * ***

Revised 03/10/2025

Florida Department of Transportation

Stormwater Pollution Prevention

Background

The National Pollutant Discharge Elimination System (NPDES) is a stormwater permitting program managed by the Florida Department of Environmental Protection (FDEP) which regulates construction activities that disturb one or more acres of land. Projects less than one acre may by regulated if the activity is part of a larger common plan of development or sale that will exceed the one acre threshold. Disturbance includes clearing, grading, and excavating.

The NPDES program also regulates municipal storm sewer systems that serve highways, area roads, and streets in your neighborhood.

Construction Requirements for Regulated Activities

- Prepare and implement a Stormwater Pollution Prevention Plan (SWPPP)
- Obtain and abide by Department of Environmental Protection (DEP) Generic Permit for Construction Activities.

For more information regarding NPDES Generic Permits for Construction Activities, please visit:
http://www.dep.state.fl.us/water/stormwater/npdes/construction1.htm

To apply using the online FDEP Business Portal, please visit:
http://www.fldepportal.com/go/apply-build/

Contacts

To report **illicit discharges**, please contact the appropriate representative listed below:

Citrus County	Citrus County BOCC – Engineering	Primary: 352-527-5446
Hernando County	Hernando County Stormwater	Primary: 352-754-4062
Hillsborough County	Hillsborough County Environmental Protection Commission	Primary: 813-627-2600 Alternate: 813-744-5671
Pasco County	Pasco County Stormwater	Primary: 727-834-3611
Pinellas County	Pinellas County Environmental Management	Primary: 727-464-4187 Alternate: 727-464-4703
FDOT Right-of-Way	District Maintenance	Primary: 813-975-6639

Environmental Protection Agency (EPA) **Spill Response Hotline: 1-800-424-8802**
For EPA spill and environmental violation information, please visit:
https://www.epa.gov/pesticide-incidents/report-spills-and-environmental-violations

Preventing Illicit Discharges & Water Pollution

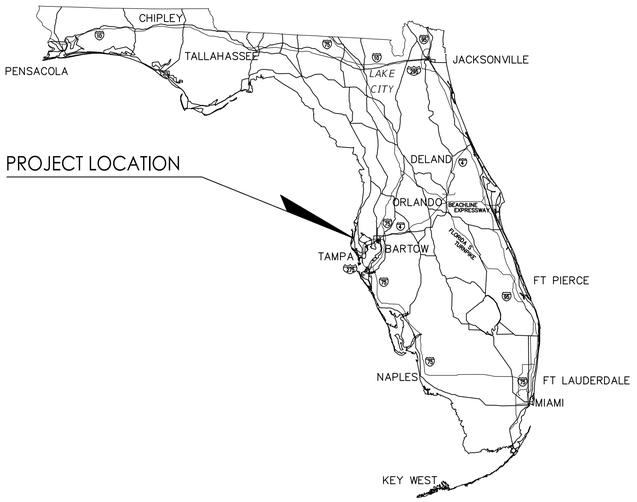
Illicit Discharges are point sources of discharge which negatively impact stormwater, which eventually drains into local natural water systems. The most effective way to eliminate these discharges is to dispose of pollutants correctly. Below are common examples:

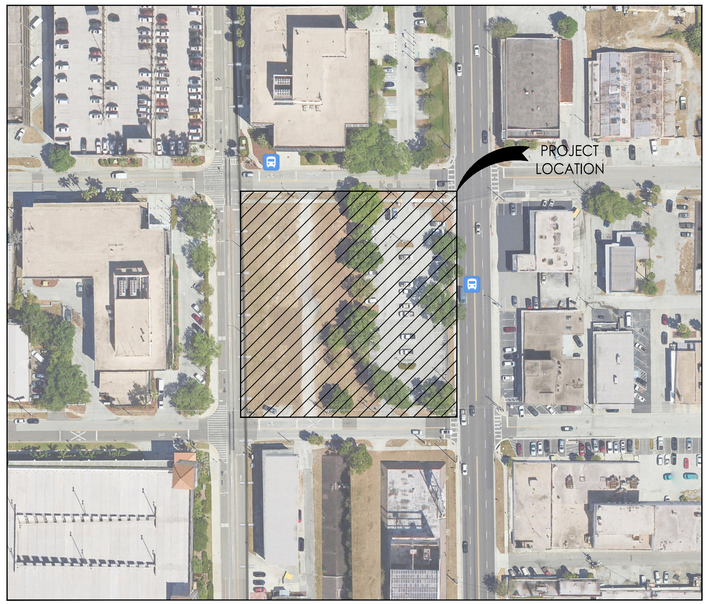
- Yard clippings & leaves
- Fertilizers and herbicides
- Pet waste
- Trash
- Used motor oil / filters
- Antifreeze/transmission fluid
- Paint
- Solvent / degreaser
- Cooking Grease

For more information on the proper disposal of wastes contact FDEP at 813-470-5700

CLEARWATER CITY HALL

CITY OF CLEARWATER





SECTION 19 TOWNSHIP 25S RANGE 19E
PINELLAS COUNTY, FLORIDA

PROJECT LOCATION MAP
NOT TO SCALE

SHEET LIST TABLE	
SHEET NUMBER	SHEET TITLE
C1.00	COVER SHEET
C1.01	GENERAL NOTES
C1.02	STORMWATER POLLUTION PREVENTION PLAN
C1.03	STORMWATER PREVENTION NOTES
C1.04	EROSION CONTROL DETAILS
C1.05	TREE PROTECTION PLAN
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FDOT DATA:
ACCESS PERMIT NUMBER: 2024-C-799-00018
DRAINAGE PERMIT NUMBER: 24-D-799-00036
STATE ROAD ID: 15025000
STATE ROAD NUMBER: 595 S. MYRTLE AVE.
MILE POST NUMBER: MP 0.144 TO MP 0.206
POSTED SPEED LIMIT: 30 MPH
ACCESS CLASSIFICATION: 7

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Bryan L Zarlenga, PE
Digitally signed by Bryan L Zarlenga, PE
Date: 2025.02.13 09:34:22 -05'00'

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA STATE OF FLORIDA, PROFESSIONAL ENGINEER LICENSE NO. 52167. THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY **BRYAN L. ZARLENGA, PE** ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL
COVER SHEET

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY:
CITY PLAN SET NO.: 2022011	DRAWN BY:
M&N JOB NO.: 2240	CHECKED BY:
DATE DRAWN: 05-31-2024	REVIEWED BY:
SUBMITTED BY: WJ ARCHITECTS	

SHEET REFERENCE NO.: C1.00

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GENERAL NOTES

1. ALL WORKMANSHIP AND MATERIALS USED IN THE CONSTRUCTION OF THIS PROJECT SHALL CONFORM TO FDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," LATEST EDITION, AND THE LATEST LOCAL GOVERNMENT AGENCY UTILITIES AND FDOT STANDARDS, DETAILS AND SPECIFICATIONS UNLESS OTHERWISE INDICATED.

2. THE HORIZONTAL DATUM IS TIED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM (GRID), WEST ZONE NORTH AMERICAN DATUM 1983, ADJUSTMENT 2011. ELEVATIONS SHOWN HEREON ARE IN FEET AND REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, (N.A.V.D.) AND WERE ESTABLISHED FROM THE FOLLOWING CITY OF CLEARWATER BENCHMARKS:
   E-06 HAVING A PUBLISHED ELEVATION OF 22.63 FEET
   EF-05 HAVING A PUBLISHED ELEVATION OF 25.33 FEET
   REFER TO SURVEY PREPARED BY STANTEC, DATED FEB 27, 2023.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO USE WHATEVER MEANS NECESSARY TO CONTROL AND PREVENT EROSION AND TRANSPORT OF SEDIMENT TO SURFACE DRAINS AND DURING CONSTRUCTION. SEE EROSION CONTROL NOTES AND STORMWATER POLLUTION PREVENTION PLAN FOR ADDITIONAL INFORMATION.

4. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONSTRUCTION SAFETY. SPECIAL PRECAUTIONS MAY BE REQUIRED IN THE VICINITY OF POWER LINES AND OTHER UTILITIES.

5. THESE DRAWINGS DO NOT INCLUDE NECESSARY COMPONENTS FOR CONSTRUCTION SAFETY. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR MEANS AND METHODS FOR CONSTRUCTION SAFETY.

6. ALL WORK PERFORMED SHALL COMPLY WITH THE REGULATIONS AND ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK.

7. ALL CONCRETE SHALL HAVE A MINIMUM ULTIMATE COMPRESSIVE STRENGTH OF 4,000 PSI (28 DAY STRENGTH), UNLESS OTHERWISE NOTED.

8. ALL DISTURBED GRASSED AREAS SHALL BE RESODDED WITHIN 72 HOURS UNLESS OTHERWISE INDICATED.

9. CONTRACTOR TO RESTORE ALL AREAS DISTURBED BY HIS OPERATION TO THEIR ORIGINAL OR BETTER CONDITION.

10. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAKING A VISUAL INSPECTION OF THE SITE AND WILL BE RESPONSIBLE FOR THE DEMOLITION AND REMOVAL OF ALL UNDERGROUND AND ABOVE GROUND IMPROVEMENTS THAT WILL NOT BE INCORPORATED INTO THE NEW FACILITIES TO BE CONSTRUCTED. AT A MINIMUM, SHOULD ANY DISCREPANCIES EXIST WITH THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING THE ENGINEER AND REQUESTING A CLARIFICATION OF PLANS PRIOR TO DEMOLITION.

11. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL REQUIRED ROAD CROSSING PERMITS, AND OTHER CONSTRUCTION PERMITS NOT FURNISHED BY THE OWNER, PRIOR TO THE START OF ANY CONSTRUCTION OR DEMOLITION.

12. SPECIAL CARE IS TO BE TAKEN SO THAT PROTECTED TREES REMAIN UNHARMED DURING CONSTRUCTION. IN ANY EVENT, NO TREE(S) SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL ON THE PLANS.

13. REFERENCED INDEX NUMBERS REFER TO FLORIDA DEPARTMENT OF TRANSPORTATION ROAD DESIGN STANDARDS, LATEST EDITION.

14. ALL SODDING, SEEDING AND MULCHING SHALL INCLUDE WATERING AND FERTILIZATION AND SHALL BE IN ACCORDANCE WITH LOCAL GOVERNMENT AGENCY LAND DEVELOPMENT CODE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THESE AREAS UP TO AND INCLUDING THE INITIAL MOWING.

15. CONTRACTOR IS ADVISED TO BECOME FAMILIAR WITH THE OVERALL SCOPE OF WORK TO BE PERFORMED PRIOR TO CONSTRUCTION.

16. THE CONTRACTOR SHALL PROVIDE CERTIFIED STORMWATER RECORD DRAWINGS (AS-BUILTS), SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF FLORIDA PRIOR TO CERTIFICATION BY THE ENGINEER OF RECORD. THE RECORD DRAWINGS SHALL SHOW FINAL GRADES AND LOCATIONS ON ALL STORMWATER FACILITIES, DRAINAGE STRUCTURES, BERMS AND SWALES. THESE DRAWINGS MUST COMPLY WITH THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT'S (SWFWMD) "AS-BUILT" DRAWINGS AND INFORMATION CHECKLIST, FORM 547.27/SOC (4/09) PER SWFWMD RULE 40D-4.351(2)(a)1, F.A.C. THE CONTRACTOR SHALL PROVIDE TEN (10) COPIES OF THE CERTIFIED RECORD DRAWINGS TO THE ENGINEER OF RECORD FOR THE PURPOSE OF CERTIFYING THE STORMWATER MANAGEMENT SYSTEM.

17. THE CONTRACTOR SHALL LOCATE AND STAKE ALL PROPERTY CORNERS PRIOR TO FINAL ENGINEERING INSPECTION AND CERTIFICATION. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO RE-ESTABLISH THE PROPERTY CORNERS WHICH HAVE BEEN LOST DURING CONSTRUCTION BY A PROFESSIONAL LAND SURVEYOR.

18. WORK SHALL NOT COMMENCE UNTIL ALL PERMITS REQUIRED FOR THE SUBJECT PORTION OF THE PROJECT ARE OBTAINED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE ALL REQUIRED PERMITS AND/OR EVIDENCE OF COMPLIANCE WITH APPLICABLE REGULATIONS ON SITE AT ALL TIMES DURING THE EXECUTION OF WORK. SPECIFIC PERMITS MAY BE REQUIRED FOR THE INSTALLATION OF POTABLE WATER LINES, SANITARY SEWER LINES, STORMWATER PIPES, ETC. TREE BARRICADES AND EROSION SILTATION CONTROL MUST BE INSTALLED AND MAINTAINED PRIOR TO COMMENCING CONSTRUCTION.

19. CONSTRUCTION SHALL PROCEED SUCH THAT ALL STORMWATER FACILITIES WITHIN A WATERSHED AREA ARE IN PLACE AND OPERATIONAL PRIOR TO DEMOLITION AND/OR CONSTRUCTION OF IMPERVIOUS SURFACES WITHIN THAT AREA (IF APPLICABLE).

20. NO STOCKPILING OF MATERIALS IN ROADWAY ROW OR ON SIDEWALK. ROW, ROADS AND SIDEWALKS TO BE SWEPT DAILY AS PART OF DAILY CLEAN UP.

21. CONTRACTOR IS TO EXERCISE CAUTION IN THE VICINITY OF TREES TO REMAIN AND IS RESPONSIBLE FOR ANY DAMAGE RESULTING FROM HIS WORK.

22. GENERAL CONTRACTOR SHALL COORDINATE LOCATION AND INSTALLATION OF ELECTRICAL SERVICE EQUIPMENT IN ACCORDANCE WITH THE LOCAL AUTHORITY HAVING JURISDICTION.

23. CONTRACTOR TO FAMILIARIZE THEMSELVES WITH THE PROJECT GEOTECHNICAL REPORT AND ADHERE TO THE RECOMMENDATIONS FOR PAVEMENT SECTIONS AND ANY OTHER RECOMMENDATIONS RELATED TO CONSTRUCTION OF THIS PROJECT.

24. CONTRACTOR SHALL BECOME FAMILIAR WITH WATER MANAGEMENT DISTRICT PERMIT, FDEP NOTICE OF INTENT, FDEP GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES, PROJECT STORMWATER POLLUTION PREVENTION PLAN (ATTACHED), RIGHT-OF-WAY, UTILITY, AND ALL PERMITS ASSOCIATED WITH THE PROJECT.

25. ALL NOTES APPLY TO ALL SHEETS WHERE APPLICABLE.

26. REFER TO PROJECT MANUAL FOR ADDITIONAL REQUIREMENTS.

27. ALL SITE DIMENSIONS TO THE GUTTER LINE OF CURB, CONCRETE OR PROPERTY LINE UNLESS OTHERWISE NOTED. CONTRACTOR TO FIELD VERIFY EXISTING CONDITIONS BY DETAILED INSPECTION PRIOR TO SUBMITTING BID AND STARTING CONSTRUCTION.

28. COORDINATE WORK WITH OTHER SITE RELATED DEVELOPMENT DRAWINGS.

29. ANY EXISTING SIDEWALK IN DISREPAIR TO BE REPLACED.

30. SITE IMPROVEMENTS SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF CLEARWATER AND FDOT CONSTRUCTION DETAILS AND SPECIFICATIONS.

31. NO WELLS EXIST OR ARE PROPOSED.

32. ANY WELLS DISCOVERED DURING EXCAVATION, EARTHMOVING OR CONSTRUCTION MUST BE REPORTED TO PINELLAS COUNTY HEALTH DEPARTMENT, OFFICE OF ENVIRONMENTAL HEALTH 941-861-6026 WITHIN 24 HOURS OF DISCOVERY.

33. ANY WELLS ON SITE THAT WILL HAVE NO USE MUST BE PLUGGED BY A FLORIDA LICENSED WELL DRILLING CONTRACTOR IN AN APPROVED MANNER.

34. A TREE PERMIT WILL BE REQUIRED PRIOR TO ANY CONSTRUCTION, TREE REMOVAL, AND / OR NATIVE VEGETATIVE REMOVAL WITHIN THE DRIPLINE OF A TREE

35. NO CLEARING WITH HEAVY EQUIPMENT, FILLING, OR PLACEMENT OF IMPROVEMENTS OR UTILITY LINES SHALL OCCUR WITHIN THE PROTECTED ROOT ZONE OF CANOPY TREES TO BE SAVED. THE CITY OF CLEARWATER LAND DEVELOPMENT CODE. THE PROTECTED ROOT ZONE IS DEFINED AS THE DRIPLINE OF THE TREE. ONLY HAND CLEARING OR MOWING IS PERMITTED WITHIN THE PROTECTED ROOT ZONE OF CANOPY TREES TO BE SAVED IF AUTHORIZED BY THE ADMINISTRATOR.THE CITY OF CLEARWATER WILL BE RESPONSIBLE FOR FUTURE OWNERSHIP AND MAINTENANCE OF ALL INFRASTRUCTURE INCLUDING PRIVATE STREETS, STORMWATER MANAGEMENT SYSTEMS, COMMON AREAS, ETC.

36. ALL CONSTRUCTION AND STOCKPILED VEGETATIVE DEBRIS AND FILL WILL BE REMOVED FROM THE SITE UNDER CITY OF CLEARWATER DIRECTION IN THE EVEN THE CONSTRUCTION SITE ABANDONED PRIOR TO PROJECT COMPLETION.

37. ALL PROPOSED UTILITIES, INCLUDING THE PRIVATE LIFT STATION, SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST VERSION OF CITY OF CLEARWATER STANDARD DETAILS.

38. BRING ALL SIDEWALKS AND RAMPS ADJACENT TO OR AS PART OF THE PROJECT UP TO STANDARDS, INCLUDING A.D.A. (PER CITY OF CLEARWATER MUNICODE SEC.47.181).

39. WORK ON RIGHT-OF-WAY SHALL REQUIRE A PERMIT WITH THE APPROPRIATE ENTITY.

40. CONTRACTOR SHALL REQUEST AN EASEMENT INSPECTION PRIOR TO ANY CONSTRUCTION NEAR AN EASEMENT.

41. THE EXISTING SIDEWALK WITHIN THE RIGHT-OF-WAY IS TO BE REMOVED TO THE NEAREST JOINT BEYOND THE PROPOSED DRIVE APRON/DRIVEWAY AND REPLACED PER CITY STANDARDS BY THE APPLICANT.

42. THE CITY OF CLEARWATER, AT THE APPLICANT'S EXPENSE, WILL REMOVE/RELOCATE ANY/ALL WATER AND/OR GAS METERS THAT HAVE TO BE RELOCATED AS PART OF THIS PERMIT,INCLUDING RECLAIM WATER METERS. (NO METERS SHALL BE LOCATED WITHIN ANY IMPERVIOUS AREAS.)

43. ALL SOD, SIDEWALK, CURB AND SPRINKLER DAMAGE, IF ANY, WITHIN THE RIGHT-OF-WAY SHALL BE REPAIRED/REPLACED PRIOR TO ENGINEERING FINAL INSPECTION.

44. ALL WORK PERFORMED WITHIN THE DEPARTMENT'S RIGHT OF WAY SHALL CONFORM TO THE MOST CURRENT EDITION OF THE FOLLOWING PUBLICATIONS:
   1. FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION
   2. FDOT STANDARD PLANS FOR ROAD CONSTRUCTION
   3. FLORIDA DESIGN MANUAL (FDM)
   4. FDOT FLEXIBLE PAVEMENT DESIGN MANUAL FOR NEW CONSTRUCTION AND PAVEMENT REHABILITATION (FPDM)

45. FOR WORK WITHIN FDOT RIGHT-OF-WAY, THE CONTRACTOR SHALL PROVIDE A TEMPORARY TRAFFIC CONTROL PLAN PREPARED UNDER THE DIRECTION OF, AND SIGNED AND SEALED BY, A LICENSED FLORIDA PROFESSIONAL ENGINEER WHO IS EXPERIENCED IN PREPARING TRAFFIC CONTROL PLANS AND WHO IS CERTIFIED PER FDOT PROCEDURE, TOPIC NO. 625-010-010.

46. FOR WORK WITHIN FDOT RIGHT-OF-WAY, THE FDOT REQUIRES DOCUMENTATION FOR SUCCESSFUL COMPLETION OF AN APPROVED WORK ZONE TRAFFIC CONTROL TRAINING COURSE FOR THE AGENCY, UTILITY, OR CONTRACTOR EMPLOYEE(S) DESIGNING, INSTALLING, AND/OR MAINTAINING THE APPROVED MAINTENANCE OF TRAFFIC PLAN IN ACCORDANCE WITH DEPARTMENT PROCEDURE, TOPIC NO. 625-010-010.

47. ALL TEMPORARY TRAFFIC CONTROL DEVICES FOR THE FOLLOWING FACILITIES SHALL BE DESIGNED AND INSTALLED TO MEET THE EXISTING POSTED SPEEDS AS STATED FOR ALL TRAFFIC CONTROL PHASES: (SR 595 - 30 MPH)

48. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT A MINIMUM 14 DAYS IN ADVANCE OF ANY LANE CLOSURES WITH LANE CLOSURE ANALYSIS IN ACCORDANCE WITH THE FLORIDA DESIGN MANUAL (FDM) SECTION 241.

49. CONTRACTOR SHALL COMPLY WITH OSHA'S STANDARDS 29 CFR PART 1926, SUBPART CC FOR VERTICAL AND HORIZONTAL CLEARANCES TO THE OVERHEAD DISTRIBUTION AND TRANSMISSION POWER LINES.

FIRE NOTES

1. ALL DESIGN AND WORK SHALL COMPLY WITH THE EDITIONS OF THE FLORIDA FIRE PREVENTION CODE, FLORIDA BUILDING CODE, NFPA 1, AND NFPA 101 THAT ARE IN EFFECT AT THE TIME OF BUILDING PERMIT APPLICATION APPROVAL. LACK OF COMMENT FROM REVIEWER DOES NOT RELIEVE DESIGN PROFESSIONALS AND/OR BUILDERS/CONTRACTORS FROM COMPLYING WITH ALL CODES AND STANDARDS. IF ALTERATIONS OR MODIFICATIONS ARE MADE TO THE APPROVED PLANS, RESUBMITTAL AND RE-REVIEW MAY BE REQUIRED.

2. NFPA 241 - 8.7.2.3 - WHERE UNDERGROUND WATER MAINS AND FIRE HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED, AND IN SERVICE PRIOR TO COMMENCING CONSTRUCTION WORK ON ANY STRUCTURE.

3. NFPA 241 - 7.5.5.1 - EVERY BUILDING SHALL BE ACCESSIBLE BY FIRE DEPARTMENT APPARATUS BY MEANS OF ROADWAYS HAVING AN ALL-WEATHER DRIVING SURFACE OF NOT LESS THAN 20 FT. OF UNOBSTRUCTED WIDTH, HAVING THE ABILITY TO WITHSTAND THE LIVE LOADS OF FIRE APPARATUS (32 TONS), AND HAVING A MINIMUM OF 13 FEET 6 INCHES OF VERTICAL CLEARANCE.

4. NFPA 241 - 7.5.5.2 - ACCESS FOR USE OF FIRE DEPARTMENT APPARATUS SHALL BE PROVIDED TO THE IMMEDIATE JOB SITE AT THE START OF THE PROJECT AND MAINTAINED UNTIL COMPLETION. NFPA 241-7.5.5.5 - THE REQUIRED WIDTH OF ACCESS ROADWAYS SHALL NOT BE OBSTRUCTED IN ANY MANNER, INCLUDING OBSTRUCTION BY PARKED VEHICLES.

5. UDC, ART. 13 SEC 124-254 (4) C (PAGE 762) - SOME OF THESE BUILDINGS MAY REQUIRE AN AUTOMATIC FIRE SPRINKLER SYSTEM BASED ON CONSTRUCTION TYPE, SQUARE FOOTAGE AND/OR OCCUPANCY USE. ALL NEW FIRE SPRINKLER SYSTEMS SHALL BE SUPERVISED BY A CENTRAL STATION MONITORED FIRE ALARM SYSTEM. INSTALLATIONS OF FIRE SPRINKLER, FIRE ALARM, UNDERGROUND FIRE MAIN AND RCES SYSTEMS ALL REQUIRE SEPARATE PERMITS BY FLORIDA CERTIFIED FIRE SYSTEM CONTRACTORS.

6. FIRE SPRINKLER AND FIRE ALARM SYSTEM DESIGN CRITERIA IN A NARRATIVE FORM AND/OR LAY-OUT DRAWINGS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER PER FAC 61G15-32.008 (ALARM) AND SHALL ACCOMPANY THE BUILDING CONSTRUCTION PLANS.

7. NFPA 1- 11.10.1: IN ALL NEW AND EXISTING BUILDINGS, MINIMUM RADIO SIGNAL STRENGTH FOR FIRE DEPARTMENT COMMUNICATIONS SHALL BE MAINTAINED AT A LEVEL DETERMINED BY THE AHJ. A RADIO COMMUNICATION ENHANCEMENT SYSTEM (RCES) DRAWING AND NARRATIVE IDENTIFYING ALL CRITICAL AND NON-CRITICAL AREAS SHALL BE SUBMITTED TO THE FIRE MARSHAL'S OFFICE PRIOR TO FINAL FIRE INSPECTIONS.

8. NFPA 1: 16.4.3.1 AND NFPA 241:8.7.2.3 - FOR BUILDING CONSTRUCTION SITES, UNDERGROUND WATER MAINS AND HYDRANTS SHALL BE INSTALLED, COMPLETED, AND IN SERVICE PRIOR TO BRINGING COMBUSTIBLE MATERIALS ON SITE AND/OR COMMENCEMENT OF BUILDING CONSTRUCTION, INCLUDING FOUNDATION SLAB AND FOOTERS.

9. WATER MAINS AND HYDRANTS SHALL BE COMPLETED AND IN SERVICE (PER PHASE) PRIOR TO COMMENCING VERTICAL CONSTRUCTION ON ANY BUILDING OR BRINGING COMBUSTIBLE STOCK ON SITE.

WATER SYSTEM TESTING AND INSPECTION REQUIREMENT NOTES

1. ALL COMPONENTS OF THE WATER SYSTEM, INCLUDING FITTINGS, THRUST BLOCKING, HYDRANTS, CONNECTIONS, AND VALVES SHALL REMAIN UNCOVERED UNTIL PROPERLY PRESSURE TESTED AND ACCEPTED BY THE OWNER'S ENGINEER. PRESSURE TESTS TO BE IN ACCORDANCE WITH OWNING UTILITY SPECIFICATIONS.CONTRACTOR TO NOTIFY OWNER'S ENGINEER AND OWNING UTILITY INSPECTORS 48 HOURS IN ADVANCE OF PERFORMING TESTS.

2. INSPECTION BY THE BUILDING DEPARTMENT MAY BE REQUIRED AND MUST COMPLY WITH FLORIDA BUILDING CODE (FBC). THESE FBC COMPLIANCE INSPECTIONS ARE LIMITED TO THE DOWNSTREAM SIDE OF BACKFLOW PREVENTORS TO THE BUILDING.

ELECTRICAL AND TELEPHONE NOTES

1. ALL ELECTRICAL SERVICE SHALL BE INSTALLED UNDERGROUND. CONTRACTOR TO COORDINATE WITH THE MEP FOR SPECIFICATIONS / DETAILS / ROUTING.

2. ELECTRIC SERVICE TO POINTS OF CONNECTION TO BE PROVIDED BY UTILITY OWNER; CONTRACTOR TO COORDINATE WITH THE MEP FOR SPECIFICATIONS / DETAILS / ROUTING.

3. CONTRACTOR TO INSTALL PVC CONDUITS FOR ELECTRICAL AND TELEPHONE SERVICE (TO PROPERTY LINE) AND COORDINATE INSTALLATION OF SERVICES AND LIGHTING DESIGN WITH UTILITY AGENCY. CONTRACTOR TO COORDINATE WITH THE MEP FOR SPECIFICATIONS / DETAILS / ROUTING.

4. CONTRACTOR TO COORDINATE WITH UTILITY COMPANY FOR RELOCATION OF ANY POWER POLES WITHIN PROJECT AREA AND RIGHT-OF-WAYS.

5. CONTRACTOR TO EXERCISE EXTREME CARE IN NEW CONSTRUCTION AREAS TO AVOID IMPACTS TO HIGHLY SENSITIVE UTILITIES. CONTRACTOR TO COORDINATE WITH ALL UTILITY PROVIDERS PRIOR TO CONSTRUCTION COMMENCEMENT TO VERIFY UTILITY LOCATIONS WITHIN PROJECT AREA.

GENERAL UTILITY NOTES

1. EXCEPT WHERE THE PLANS AND SPECIFICATIONS PROVIDE THAT SUCH WORK SHALL BE PERFORMED UNDER THE CONTRACT FOR THIS PROJECT, ALL UTILITIES INTERFERING WITH CONSTRUCTION SHALL BE REMOVED, RELOCATED, OR ADJUSTED BY THEIR OWNERS, AT THEIR EXPENSE. THE CONTRACTOR SHALL ARRANGE HIS SCHEDULE TO ALLOW UTILITY OWNERS TIME FOR THE NECESSARY RELOCATION AND ADJUSTMENT OF UTILITIES AND RELATED STRUCTURES.

2. ABOVE GROUND AND/OR UNDERGROUND UTILITIES MAY BE IN THE AREA OF THIS PROJECT - PROCEED WITH CAUTION - THE CONTRACTOR SHALL CALL "SUNSHINE STATE ONE CALL" AND THE UTILITY OWNERS IN ADVANCE OF BEGINNING WORK, IN ACCORDANCE WITH CHAPTER 556, FLORIDA STATUTES, UNDERGROUND FACILITY DAMAGE PREVENTION & SAFETY. ALL UTILITY OWNERS MAY NOT BE A MEMBER REQUIRING DIRECT CONTACT. THE CONTRACTOR SHALL FURTHER COORDINATE WITH UTILITY OWNERS TO RESOLVE CONFLICTS THAT MAY ARISE IN THE FIELD DURING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY UTILITIES DAMAGED AS A RESULT OF THE CONTRACTOR'S FAILURE TO CALL "SUNSHINE STATE ONE CALL" AND THE UTILITY OWNERS.

3. THE CONTRACTOR IS REQUIRED TO COORDINATE AND/OR PROVIDE FOR THE BRACING/SUPPORT OF EXISTING UTILITY POLES WITH THE UTILITY OWNERS, PRIOR TO THE COMMENCEMENT OF EXCAVATION/CONSTRUCTION ACTIVITIES.

4. THE CONTRACTOR SHALL PROVIDE TEMPORARY FACILITIES AS REQUIRED TO ISOLATE PIPELINES INSTALLED UNDER THIS CONTRACT FOR THE PERFORMANCE OF TESTING UNDER THIS CONTRACT. LIKEWISE, PROVIDE TEMPORARY FACILITIES AS REQUIRED TO MAINTAIN WASTEWATER SERVICE THROUGHOUT THE CONSTRUCTION PERIOD.

5. ALL EXISTING WATER MAINS, SANITARY SEWER LINES, WATER/SEWER PUMP STATIONS AND OTHER UTILITIES SHALL REMAIN IN SERVICE UNTIL THE RELOCATED UTILITIES ARE PLACED IN SERVICE. COORDINATE ALL UTILITY RELATED CONSTRUCTION ACTIVITIES WITH THE OWNER OF THESE UTILITIES.

6. ALL CONSTRUCTION WITHIN THE RIGHT-OF-WAY WILL BE IN ACCORDANCE WITH THE PRACTICES REQUIRED BY FDOT AND LOCAL GOVERNMENT AGENCY LAND DEVELOPMENT CODE ALONG WITH THE FDOT UTILITY ACCOMMODATION MANUAL.

7. CONTRACTOR WILL NOTIFY THE RESPONSIBLE UTILITY FOR RELOCATION OF METER BOXES FOR POTABLE WATER AND NON-POTABLE WATER SERVICES.

8. THE LOCATIONS AND SIZE OF THE EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE ONLY. FURTHER, THERE IS NO GUARANTEE THAT ALL EXISTING FACILITIES HAVE BEEN FOUND OR SHOWN. THE CONTRACTOR IS FOREWARNED TO ASCERTAIN AND DETERMINE PRECISE LOCATIONS PRIOR TO EXCAVATING. THE CONTRACTOR SHALL BECOME FAMILIAR WITH ALL UNDERGROUND OVERHEAD OR UNDERGROUND UTILITY SERVICES. NO CLAIM FOR EXTRA COST SHALL BE MADE AGAINST THE OWNER OR ENGINEER AS A RESULT OF THE AFOREMENTIONED APPROXIMATIONS. THE CONTRACTOR SHALL LOCATE EXACTLY ALL UTILITIES THAT CROSS THE PROPOSED PROJECT LIMITS PRIOR TO CONSTRUCTION.

9. THE CONTRACTOR SHALL NOTIFY THE ENGINEER, OWNER, CITY AND COUNTY INCLUDING ALL UTILITY COMPANIES AT LEAST 48 HOURS BEFORE BEGINNING CONSTRUCTION. CONTRACTOR SHALL CALL "SUNSHINE STATE ONE CALL" (811) A MINIMUM OF 2-DAYS AND A MAXIMUM OF 5-DAYS PRIOR TO START OF CONSTRUCTION. CONTRACTOR SHALL NOTIFY AND COORDINATE WATER AND SEWER SERVICES WITH LOCAL GOVERNMENT AGENCY.

10. ALL UNDERGROUND UTILITIES MUST BE INSTALLED BEFORE ROADWAY BASE AND SURFACE ARE CONSTRUCTED.

11. ALL PIPE LENGTHS ARE PLUS OR MINUS.

12. PIPE MEASUREMENTS ARE TO CENTER OF STRUCTURES OR FITTINGS. PIPE MEASUREMENTS FOR MITERED END SECTIONS ARE TO END OF PIPE.

13. CONTRACTOR SHALL VERIFY THE LOCATION AND ELEVATION OF ALL UTILITY CONNECTION POINTS PRIOR TO STARTING CONSTRUCTION AND SHALL IMMEDIATELY NOTIFY THE ENGINEER AND OWNER OF ANY DISCREPANCIES FOUND.

14. ADJUSTMENT OF INLETS, JUNCTION BOXES, MANHOLE TOPS, WATER VALVES, WATER METERS, ETC., SHALL BE INCLUDED AND NO CLAIM SHALL BE MADE AGAINST THE OWNER OR ENGINEER FOR THESE ADJUSTMENTS, IF REQUIRED.

15. ALL BACKFILL OVER ANY PIPE (STORM SEWER, SANITARY SEWER, OR WATERLINES) THAT IS INSTALLED UNDER ROADWAYS OR WITHIN THE EMBANKMENT OF THE ROADWAY, SHALL BE COMPACTED IN ACCORDANCE WITH FLORIDA D.O.T. STANDARD SPECIFICATIONS, SECTION 125 (BACKFILLING), LATEST EDITION OR LOCAL GOVERNMENT AGENCY REQUIREMENTS.

16. ALL EXISTING UTILITIES (INCLUDING STORMWATER FACILITIES) SHALL BE KEPT IN OPERATION EXCEPT WITH THE EXPRESS WRITTEN CONSENT OF THE UTILITY OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE EXISTING UTILITIES AND ANY AND ALL DAMAGE TO EXISTING UTILITIES AS A RESULT OF THE CONTRACTORS ACTIONS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE.

17. CONTRACTOR TO REPAIR IN KIND ANY DISTURBED AREAS DUE TO UTILITY INSTALLATION. CONTRACTOR TO ROOT PRUNE ANY TREES IN VICINITY OF PROPOSED UTILITY INSTALLATIONS.

18. DUCTILE IRON PIPE MUST BE INSTALLED BETWEEN ANY TAP AND BACKFLOW PREVENTOR DEVICE. AT LEAST ONE JOINT OF DUCTILE IRON PIPE TO BE INSTALLED ON THE SERVICE SIDE OF ANY BACKFLOW PREVENTOR DEVICE.

TRAFFIC CONTROL/MOT NOTES

1. THE CONTRACTOR IS REQUIRED TO PREPARE AND SUBMIT A TRAFFIC CONTROL PLAN TO LOCAL GOVERNMENT AGENCY FOR REVIEW AND APPROVAL.

2. THE CONTRACTOR SHALL INSTALL ALL APPROVED TRAFFIC CONTROL DEVICES PRIOR TO COMMENCING CONSTRUCTION.

3. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION, INSTALLATION, AND COORDINATION OF ALL TRAFFIC SIGNS AND BARRICADES WITH LOCAL GOVERNMENT AGENCY.

4. THE CONTRACTOR SHALL NOTIFY THE LOCAL GOVERNMENT AGENCY PUBLIC WORKS OFFICE, RIGHT-OF-WAY, THE FIRE DEPARTMENT, THE POLICE DEPARTMENT, ALL GOVERNMENTAL TRAFFIC DEPARTMENTS, AND ANY ADJACENT BUSINESSES PRIOR TO ANY STREET BEING CLOSED OR MADE IMPASSABLE.

5. THE CONTRACTOR SHALL PROVIDE TEMPORARY GRADE TRANSITIONS DURING CONSTRUCTION TO ALLOW VEHICULAR ACCESS TO ADJACENT RESIDENTS, AS NECESSARY TO PROVIDE ACCESS.

6. SIGNS & BARRICADES SHALL BE IN ACCORDANCE WITH THE CURRENT U.S. DEPARTMENT OF TRANSPORTATION'S "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND THE FDOT "ROADWAY AND TRAFFIC DESIGN STANDARDS" INDEXES 600 THRU 670 (LATEST EDITION)

7. MAINTENANCE OF TRAFFIC FOR THE WORK TO BE PERFORMED WITHIN THE RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH CURRENT FDOT STANDARD INDEX NUMBERS 102-600, 102-613 AND 102-660 (LATEST EDITION). NO LANE CLOSURES ARE PERMITTED WITHOUT PRIOR APPROVAL HAVING BEEN OBTAINED FROM LOCAL GOVERNMENT AGENCY INSPECTOR.

8. CONTRACTOR TO REFER TO CURRENT FDOT INDEX NO. 102-660 (LATEST EDITION) FOR ALL MAINTENANCE OF PEDESTRIAN TRAFFIC AND CONTROL FOR SIDEWALK CLOSURES.

9. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND EASILY ACCESSIBLE PAVED OR UNPAVED PATHWAY FOR PEDESTRIAN TRAFFIC THROUGH THE WORK ZONE FOR THE DURATION OF THE PROJECT. IF THE PATHWAY LIES ALONG A DESIGNATED SCHOOL ROUTE, THEN THE CONTRACTOR MUST PROVIDE ADEQUATE SUPERVISION AND/OR GUIDANCE TO THE SCHOOL AGED STUDENTS AS THEY TRAVERSE THRU THE WORK ZONE.

10. THE CONTRACTOR SHALL BE REQUIRED TO NOTIFY ALL APPROPRIATE AGENCIES (PARTIAL LIST BELOW) PRIOR TO ANY LANE CLOSURES ON AN ARTERIAL OR COLLECTOR ROADWAY THAT WOULD EXCEED ONE HOUR IN LENGTH.
   A) PUBLIC WORKS
   B) SHERIFF'S OFFICE
   C) TRANSIT AUTHORITY
   D) SCHOOL TRANSPORTATION
   E) EMS & FIRE ADMINISTRATION

GENERAL SANITARY SEWER NOTES

1. MANHOLES SHALL BE INSPECTED BY THE OWNING UTILITY AND ENGINEER AFTER THE COMPLETION OF ALL BASE WORK, AND PRIOR TO SURFACE TREATMENT.

2. ALL OPENINGS IN PRE-CAST MANHOLES SHALL BE CAST AT TIME OF MANUFACTURE. CONNECTIONS TO EXISTING MANHOLES SHALL BE CORE ENTRY ONLY.

3. ALL MANHOLES SHALL BE SET PLUMB TO LINE & GRADE AN SHOWN ON PLANS.

4. ALL P.V.C. GRAVITY SEWER MAINS SHALL CONFORM TO A.S.T.M. D-3034, S.D.R.-26, LATEST REVISIONS, WITH PUSH-ON RUBBER GASKET JOINTS.

5. ALL D.I.P. GRAVITY SEWER PIPES SHALL BE CLASS 52, EPOXY LINED OR AS OTHERWISE APPROVED BY THE ENGINEER.

6. NO SERVICE CONNECTIONS, WYES, SERVICES OR VALVES WILL BE PERMITTED IN RESIDENTIAL DRIVEWAYS, EXCEPT UPON APPROVAL OF THE OWNING UTILITY OR ENGINEER.

7. MANHOLE FRAMES THAT ARE NOT SUPPORTED BY ASPHALT OR CONCRETE SHALL BE ATTACHED TO THE PRE-CAST STRUCTURE WITH A MINIMUM OF TWO 3/4" 316 STAINLESS STEEL BOLTS, NUTS AND WASHERS. FRAMES SHALL BE SEALED WITH A MINIMUM OF TWO 1/2" BEADS OF RAM-NEK CAULKING.

8. TRENCHES SHALL BE DE-WATERED TO ENABLE PIPE AND APPURTENANCES TO BE INSTALLED FREE OF WATER ON UNDISTURBED SOIL. IF UNSUITABLE SUBSURFACE MATERIAL IS ENCOUNTERED, EXCAVATE EXTRA 6" AND BACK FILL WITH 3/4" GRAVEL.

9. P.V.C. PIPES SHALL BE LAID IN STRICT CONFORMANCE TO THE MANUFACTURER'S SPECIFICATIONS BACKFILLING OF UTILITY TRENCHES WILL NOT BE ALLOWED UNTIL INSPECTED BY THE OWNING UTILITY AND ENGINEER.

10. BACK FILL MATERIAL FOR SEWER MAIN AND LINES SHALL BE NON-COHESIVE, NON-PLASTIC MATERIAL FREE OF ALL DEBRIS, LUMPS AND ORGANIC MATTER. BACK FILL MATERIAL PLACED WITHIN 1' OF PIPING AND APPURTENANCES SHALL NOT CONTAIN ANY SOLID MATERIAL LARGER THAN 2" IN DIAMETER (1" FOR P.V.C. PIPE), AND NO SOLID MATERIAL LARGER 6" IN DIAMETER WILL BE PERMITTED IN ANY BACK FILL MATERIAL.

11. ALL EXCAVATION IN EXISTING RIGHT OF WAY SHALL BE BACK FILLED AND STABILIZED AT THE END OF EACH DAY TO PERMIT PEDESTRIAN AND VEHICULAR TRAFFIC PRIOR TO THE

STORMWATER POLLUTION PREVENTION PLAN

PROJECT NAME: CLEARWATER CITY HALL

PROJECT ADDRESS:
200 SOUTH MYRTLE AVE.
CLEARWATER, FL 33756

OWNER'S ADDRESS:
CITY OF CLEARWATER
100 S. MYRTLE AVE.
CLEARWATER, FL 33756

DESCRIPTION OF PURPOSE AND TYPES OF SOIL DISTURBING ACTIVITIES:

PROPERTY AREA APPROXIMATELY = 1.68 ACRES

PROJECT AREA APPROXIMATELY = 1.97 ACRES

CONSTRUCTION PROPOSED: GOVERNMENT BUILDING – CITY HALL

SOIL DISTURBING ACTIVITIES WILL INCLUDE:
CLEARING EXISTING PAVEMENT / ONSITE UTILITIES & STORMWATER.

WETLAND ACTIVITIES INCLUDE:
NO WETLAND IMPACTS ARE PROPOSED FOR THE PROJECT

CONSTRUCTION REMOVAL ACTIVITIES WILL INCLUDE:
EXISTING CONCRETE, ASPHALT AND OTHER IMPROVEMENTS DEMOLISHED UNDER SEPARATE PERMIT.

STORMWATER DRAINAGE AREA:
BASIN AREA: 1.97 ACRES

PRE–DEVELOPMENT SITE CURVE NUMBER (CN):	87.80
PRE–DEVELOPMENT ADJUSTED* SITE CURVE NUMBER (CN):	83.90
POST–DEVELOPMENT SITE CURVE NUMBER (CN):	91.20

*ADJUSTED PER CITY OF CLEARWATER STORMWATER DEVELOPMENT STANDARDS

WATER QUALITY: WATER QUALITY TREATMENT PROVIDED IN PROPOSED STORMWATER SYSTEM.

WATER QUANTITY: WATER QUANTITY PROVIDED IN PROPOSED STORMWATER SYSTEM.

SEQUENCE OF MAJOR ACTIVITIES

1. INSTALL STAKED SILT FENCE AND EROSION CONTROL AS SHOWN ON THE SITE DEMOLITION PLAN.
2. INSTALL STABILIZED CONSTRUCTION ENTRANCE.
3. COMPLETE SITE PREPARATION PLAN, GRADING, DRAINAGE PLAN, AND UTILITY ONSITE/OFFSITE PLANS.
4. INSTALL NEW UTILITIES, STORM SYSTEMS, AND CONSTRUCT BUILDING AND PARKING.
5. FILL AND GRADE DISTURBED AREAS.
6. REPAIR ANY WASHED OUT AREAS, INSTALL PLANTING MATERIAL AS SHOWN ON LANDSCAPE PLAN. SOD, SEED, AND MULCH DISTURBED AREAS AS INDICATED ON PLANS.
7. WHEN CONSTRUCTION ACTIVITY IS COMPLETE AND THE SITE STABILIZED, REMOVE EROSION PROTECTION DEVICES AND CONSTRUCTION ENTRANCE AS REQUIRED.

NAME OF RECEIVING WATERS:
THE PROPOSED IMPROVEMENTS WILL DISCHARGE INTO ADJACENT ROADWAY STORM SYSTEMS, AND ULTIMATELY DISCHARGE TO STEVENSON CREEK & CLEARWATER HARBOR

CONTROLS

EROSION AND SEDIMENT CONTROLS

CONTRACTOR TO USE BEST MANAGEMENT PRACTICES (BMPs) DURING AND AFTER CONSTRUCTION TO MINIMIZE EROSION AND SEDIMENTATION AND TO PROPERLY MANAGE RUNOFF FOR BOTH STORMWATER QUANTITY AND QUALITY. CONTRACTOR TO ADHERE TO FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION EROSION AND SEDIMENTATION CONTROL MANUAL.

BEFORE SITE DISTURBANCE OCCURS, PERIMETER CONTROLS, SEDIMENT TRAPS, BASINS, AND DIVERSIONS MUST BE SET IN PLACE BY THE CONTRACTOR TO CONTROL RUNOFF AND CAPTURE SEDIMENTS. THE CONTRACTOR IS REQUIRED TO REVIEW THE SITE SPECIFIC EROSION CONTROL PLAN AS SHOWN ON THE CONSTRUCTION DOCUMENTS.

THE CONTRACTOR MAY ALSO BE REQUIRED TO MODIFY THE PLAN OR MATERIALS TO ADAPT TO SEASONAL VARIATIONS OR SITE CONDITIONS. CONTRACTOR WILL COMPLY WITH EROSION CONTROL PLAN AND DETAILS. ANY MODIFICATIONS TO THIS PLAN MUST BE SIGNED BY A PROFESSIONAL ENGINEER REPRESENTING THE CONTRACTOR. CONTRACTOR SHALL REMOVE ALL SEDIMENT THAT HAS MIGRATED OFF–SITE. THE EROSION CONTROL DEVISES FOR THESE ACTIVITIES ARE SPECIFIED IN THE PLANS AND ACCORDING TO "DESIGN STANDARDS FOR DESIGN, CONSTRUCTION, MAINTENANCE AND UTILITY OPERATIONS ON THE STATE HIGHWAY SYSTEM (CURRENT EDITION), SECTION 104. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING IF ADDITIONAL CONTROLS ARE NEEDED AND DEPLOYMENT SCHEDULES FOR THE IMPLEMENTATION OF ALL EROSION CONTROL DEVICES.

STABILIZATION PRACTICES:

WIND EROSION STABILIZATION

–THE CONTRACTOR SHALL DENUDE ONLY AREAS WHERE IT IS EXPECTED TO BE GRADED OR ALTERED WITHIN A TWO (2) WEEK TIME– FRAME. FINAL GRADES SHALL BE PERFORMED AND TEMPORARY OR PERMANENT SOIL STABILIZATION SHALL BE APPLIED. AREAS WHERE CONSTRUCTION OPERATIONS WILL BE CONTINUOUS, FUGITIVE DUST SHALL BE MANAGED BY APPLYING A WATER SPRAY TO SATURATE THE SURFACE SOILS CONTINUOUSLY AND ADDITIONAL MEASURES MAY NEED TO BE TAKEN CONTROL OFF–SITE TRANSPORT OF UNACCEPTABLE LEVELS OF DUST.

TEMPORARY STABILIZATION

–TOP OF SOIL STOCK PILES AND DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR AT LEAST 21 DAYS WILL BE STABILIZED WITH TEMPORARY GRASS AND MULCH NO LATER THAN 14 DAYS FROM THE LAST CONSTRUCTION ACTIVITY. GRASS SEED SHALL BE A MIXTURE OF 20 PARTS OF BERMUDA SEED AND 80 PARTS OF PENSACOLA BAHIA. THE SEPARATE TYPES OF SEED USED SHALL BE THOROUGHLY DRY MIXED IMMEDIATELY BEFORE SOWING. SEED WHICH HAS BECOME WET SHALL NOT BE USED. THE MULCH MATERIAL USED SHALL NORMALLY BE DRY MULCH. DRY MULCH SHALL BE STRAW OR HAY, CONSISTING OF OAT, RYE OR WHEAT STRAW, OR OF PANGOLA, PEANUT, COASTAL BERMUDA OR BAHIA GRASS HAY. ONLY UNDETERIORATED MULCH, WHICH CAN BE READILY CUT INTO THE SOIL, SHALL BE USED. AREAS OF THE SITE, WHICH ARE TO BE PAVED, WILL BE TEMPORARILY STABILIZED BY APPLYING STABILIZATION AND BASE. TREE BARRICADES WHERE REQUIRED.

PERMANENT STABILIZATION

–DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES PERMANENTLY CEASES SHALL BE STABILIZED WITH SOD NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY.

SEDIMENT BASINS

– IF APPLICABLE, SEDIMENT BASINS TO BE CONSTRUCTED BY THE CONTRACTOR TO DETAIN SEDIMENT–LADEN RUNOFF FROM DISTURBED AREAS LONG ENOUGH FOR MOST OF THE SEDIMENT TO SETTLE OUT. SEDIMENT BASINS SHOULD BE USED TOGETHER WITH EROSION CONTROL PRACTICES SUCH AS TEMPORARY SEEDING, MULCHING, DIVERSION BERMS, ETC., TO REDUCE THE AMOUNT SEDIMENT FLOWING INTO THE STORM SYSTEM.

DEWATERING

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL MATERIALS, EQUIPMENT, LABOR, AND SERVICES NECESSARY FOR CARE OF WATER AND EROSION CONTROL. EXCAVATION WORK SHALL NOT BEGIN BEFORE THE EROSION AND SEDIMENTATION CONTROL PLAN IS IN PLACE. DEWATERING TO BE COMPLETED BY THE CONTRACTOR AND SHALL FOLLOW DEWATERING SPECIFICATION.

STRUCTURAL PRACTICES

STAKED SILT FENCES

– THE STAKED SILT FENCES WILL BE CONSTRUCTED ALONG THE CONSTRUCTION LIMITS OR AS DEPICTED ON THE EROSION CONTROL & DEMOLITION PLANS AND/OR ON OTHER CONSTRUCTION PLANS. THESE DEVICES WILL STOP AND DIVERT RUNOFF FROM THE SITE TO OTHER SURFACE WATERS.

OTHER CONTROLS / WASTE DISPOSAL

OFFSITE VEHICLE TRACKING

STABILIZED CONSTRUCTION ENTRANCES SHALL BE PROVIDED TO HELP REDUCE VEHICLE TRACKING OF SEDIMENTS. THE PAVED STREETS WILL BE CLEANED AS NEEDED TO REMOVE ANY EXCESS MUD, DIRT OR ROCK TRACKED FROM THE SITE. DUMP TRUCKS HAULING MATERIAL FROM OR TO THE SITE WILL BE COVERED WITH A TARPUALIN AT ALL TIMES.

WASTE MATERIALS

– ALL WASTE MATERIAL WILL BE COLLECTED AND STORED IN DUMPSTERS PER LOCAL SOLID WASTE REGULATIONS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE WILL BE DEPOSITED IN THE DUMPSTER. THE DUMPSTER WILL BE DUMPED A MINIMUM OF TWICE A WEEK OR MORE OFTEN IF NECESSARY, AND THE TRASH WILL BE HAULED TO THE APPROPRIATE COUNTY LOCATION FOR DUMPING. NO CONSTRUCTION MATERIALS WILL BE BURIED ON–SITE. ALL PERSONNEL WILL BE INSTRUCTED REGARDING THE CORRECT PROCEDURE FOR WASTE DISPOSAL. NOTICES STATING THESE PRACTICES WILL BE POSTED IN THE ON– SITE OFFICE TRAILER AND THE CONSTRUCTION MANAGER RESPONSIBLE FOR THE DAY–TO–DAY SITE OPERATIONS, WILL BE RESPONSIBLE FOR SEEING THAT THESE PROCEDURES ARE FOLLOWED.

THE CONTRACTOR SHALL PROVIDE LITTER CONTROL AND COLLECTION WITHIN THE PROJECT BOUNDARIES DURING CONSTRUCTION ACTIVITIES. ANY CHEMICAL CONTAINERS SHALL BE DISPOSED OF BY THE CONTRACTOR ACCORDING TO EPA'S STANDARD PRACTICES AS DETAILED BY THE MANUFACTURER. NO SOLID MATERIALS INCLUDING BUILDING & CONSTRUCTION MATERIALS SHALL BE DISCHARGE TO ADJACENT WATERWAYS OR WETLANDS OR BURIED ON SITE.

HAZARDOUS WASTE

THE CONTRACTOR WILL IMMEDIATELY NOTIFY THE PERMITTING AGENCY IN WRITING IF ANY HAZARDOUS WASTE MATERIAL IS ENCOUNTERED DURING SITE INVESTIGATION AND CONSTRUCTION.

THE CONTRACTOR WILL ALSO BE RESPONSIBLE FOR NOTIFYING THE DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) WITHIN 24 HOURS OF DISCOVERY.

IF ENCOUNTERED, HAZARDOUS WASTE MATERIALS WILL BE DISPOSED OF IN THE MANNER SPECIFIED BY LOCAL, STATE AND FEDERAL REGULATIONS. THE CONTRACTOR WILL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED.

SANITARY WASTE

– ALL SANITARY WASTE WILL BE COLLECTED FROM PORTABLE UNITS A MINIMUM OF THREE TIMES PER WEEK BY A LICENSED SANITARY WASTE MANAGEMENT CONTRACTOR, IN ACCORDANCE WITH FDOT STANDARD SPEC. FOR ROAD AN BRIDGE CONSTRUCTION 2010 EDITION SECTION 7–6, AND AS REQUIRED BY LOCAL REGULATIONS.

TIMING OF CONTROL MEASURES

AS INDICATED IN THE SEQUENCE OF MAJOR ACTIVITIES, STAKED SILT BARRIERS, EROSION CONTROL, AND STABILIZED CONSTRUCTION ENTRANCES CONSTRUCTED PRIOR TO GRUBBING OR GRADING OF ANY OTHER PORTIONS OF THE SITE. AREAS WHERE CONSTRUCTION ACTIVITY TEMPORARILY CEASES FOR MORE THAN 21 DAYS WILL BE STABILIZED WITH A TEMPORARY GRASS AND MULCH WITHIN 14 DAYS OF THE LAST DISTURBANCE. ONCE CONSTRUCTED ACTIVITY CEASES PERMANENTLY IN THAT AREA, THAT AREA WILL BE STABILIZED WITH PERMANENT SOD. AFTER THE ENTIRE SITE IS STABILIZED, THE ACCUMULATED SEDIMENT WILL BE REMOVED FROM THE TRAPS AND THE STAKED SILT BARRIERS WILL BE REMOVED.

MAINTENANCE INSPECTION PROCEDURES

EROSION AND SEDIMENT CONTROL INSPECTION AND MAINTENANCE PRACTICES:

THESE ARE THE INSPECTION AND MAINTENANCE PRACTICES THAT SHALL BE USED TO MAINTAIN EROSION AND SEDIMENT CONTROL.

LESS THAN ONE HALF OF THE SITE WILL BE DENUDED AT ONE TIME PRIOR TO ESTABLISHING EROSION CONTROL MANAGEMENT ALL CONTROL MEASURES WILL BE INSPECTED ONCE PER DAY AND FOLLOWING ANY STORM EVENT OF 0.5 INCHES OR GREATER BY A CONTRACTOR'S REPRESENTATIVE.

ALL MEASURES WILL BE MAINTAINED IN GOOD WORKING ORDER; IF A REPAIR IS NECESSARY, IT WILL BE INITIATED WITHIN 24 HOURS OF REPORT.

BUILT UP SEDIMENT WILL BE REMOVED FROM SILT FENCE WHEN IT HAS REACHED ONE–THIRD THE HEIGHT OF THE FENCE. SILT FENCE WILL BE INSPECTED REGULARLY FOR DEPTH OF SEDIMENT, TEARS, TO SEE IF THE FABRIC IS SECURELY ATTACHED TO THE FENCE POSTS, AND TO SEE THAT THE FENCE POSTS ARE FIRMLY IN THE GROUND.

IF APPLICABLE, THE SEDIMENT BASINS WILL BE INSPECTED FOR DEPTH OF SEDIMENT, AND BUILT UP SEDIMENT WILL BE REMOVED WHEN IT REACHES 10 PERCENT OF THE DESIGN CAPACITY OR AT THE END OF THE JOB.

A MAINTENANCE INSPECTION REPORT SHALL BE MADE AFTER EACH INSPECTION BY THE CONTRACTOR AND SHALL BE KEPT IN AN ACTIVE LOG READILY AVAILABLE AT THE JOB SITE CONSTRUCTION TRAILER. THE SITE SUPERINTENDENT WILL SELECT INDIVIDUALS WHO WILL BE RESPONSIBLE FOR MAINTENANCE AND REPAIR ACTIVITIES. FILLING OUT THE INSPECTION AND MAINTENANCE REPORT WILL BE BY THE CONTRACTOR. PERSONNEL SELECTED FOR MAINTENANCE RESPONSIBILITIES WILL RECEIVE TRAINING FROM THE SITE SUPERINTENDENT. THEY WILL BE TRAINED IN ALL MAINTENANCE PRACTICES NECESSARY FOR KEEPING THE EROSION AND SEDIMENT CONTROLS USED ON–SITE IN GOOD WORKING ORDER.

STORM WATER MANAGEMENT

STORMWATER MANAGEMENT WILL BE PROVIDED BY THE CITY OF CLEARWATER. PROPOSED ON–SITE STORMWATER INFRASTRUCTURE WILL INCLUDE RAIN GARDENS, STORM PIPES AND CURB INLETS. CONTRACTOR TO INSTALL SILT FENCE AROUND PROJECT LIMITS.

WETLAND MITIGATION

WETLAND MITIGATION IS NOT APPLICABLE FOR THE PROPOSED PROJECT.

NON-STORM WATER DISCHARGES

IT IS EXPECTED THAT THE FOLLOWING NON–STORM WATER DISCHARGES WILL OCCUR FROM THE SITE DURING THE CONSTRUCTION PERIOD:

1. WATER FROM WATER LINE FLUSHING
2. PAVEMENT WASH WATERS (WHERE NO SPILL OR LEAKS OF TOXIC OR VEHICLE AND HAZARDOUS MATERIALS HAVE OCCURRED.
3. UNCONTAMINATED GROUNDWATER FROM DEWATERING ACTIVITIES

ALL NON–STORM WATER DISCHARGES WILL BE DIRECTED TO THE SEDIMENT BASIN PRIOR TO DISCHARGE OR AS DIRECTED BY THE ENGINEER. IF CONTAMINATED SOIL OR GROUNDWATER IS ENCOUNTERED, THE CONTRACTOR MUST NOTIFY THE OWNER AND ENGINEER.

MAINTENANCE AND INSPECTION

ALL OF THE CONTROLS SHALL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY INSPECTION AND MAINTENANCE OF ALL EROSION CONTROL DEVICES THROUGHOUT THE CONSTRUCTION PHASE OF THE PROJECT. MAINTENANCE SHALL BE IN ACCORDANCE WITH LOCAL GOVERNMENT AGENCY TECHNICAL SPECIFICATIONS, AND THE PROJECT CONSTRUCTION CONTRACT.
THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING THE FDEP NPDES / STORMWATER POLLUTION PREVENTION PLAN (SWPPP) CONSTRUCTION INSPECTION REPORT AFTER ANY 1/2 INCH RAINFALL OR WEEKLY IF NO RAIN EVENT OCCURRED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN RAIN GAUGES ON THE PROJECT SITE AND RECORD WEEKLY RAIN FALL. CONTRACTOR SHALL ALSO COMPLETE THE NPDES COMPLIANCE CHECKLIST FOR CONSTRUCTION SITES.

WATER MANAGEMENT DISTRICT - KEY PROVISIONS

AN ENVIRONMENTAL RESOURCE PERMIT (ERP) IS REQUIRED, THE FOLLOWING KEY PROVISIONS MUST BE MAINTAINED BY THE PERMITTEE AND CONTRACTOR: (IN ACCORDANCE WITH THE BASIS OF REVIEW FOR ENVIRONMENTAL RESOURCE PERMIT (ERP) APPLICATIONS)

THE PERMITTEE AND CONTRACTOR SHALL AMEND THE CONSTRUCTION SURFACE WATER MANAGEMENT PLAN WHENEVER THE PROJECT IS ALTERED OR MODIFIED IN A MANNER THAT WILL RESULT IN:

(1) THE POTENTIAL DISCHARGE OF POLLUTANTS

(2) A CHANGE IN THE AMOUNT OF DISCHARGE

(3) A CHANGE IN THE NUMBER OF LOCATION OF STORM WATER DISCHARGE POINTS, OR

(4) ADVERSE IMPACTS TO WETLANDS, AND SUCH CHANGE(S) HAVE NOT OTHERWISE BEEN PREVIOUSLY ADDRESSED IN THE APPROVED PLAN. THE PERMITTEE AND CONTRACTOR SHALL ALSO AMEND THE PLAN IF ITS IMPLEMENTATION DOES NOT ELIMINATE OR MINIMIZE EROSION AND SEDIMENT DEPOSITION, OFF–SITE FLOODING, ADVERSE IMPACTS TO WETLAND, OR VIOLATIONS OF STATE WATER QUALITY STANDARDS. AMENDMENTS TO THE PLAN SHALL BE PREPARED AND KEPT AS SEPARATE DOCUMENTS ALONG WITH THE ORIGINAL PLAN. ALL ALTERATIONS TO THE SYSTEM MUST BE SHOWN ON THE AMENDED PLAN ALONG WITH THE DOCUMENTATION OR REQUIRED APPROVAL(S).

SPILL PREVENTION

MATERIAL MANAGEMENT PRACTICES

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORM WATER RUNOFF.

GOOD HOUSEKEEPING:

THE FOLLOWING GOOD HOUSEKEEPING PRACTICES SHALL BE FOLLOWED ON–SITE DURING THE CONSTRUCTION PROJECT:

AN EFFORT SHALL BE MADE TO STORE ONLY ENOUGH PRODUCTS REQUIRED TO DO THE JOB.

ALL MATERIALS STORED ON–SITE SHALL BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS AND, IF POSSIBLE, UNDER A ROOF OR OTHER CONTAINED ENCLOSURE.

PRODUCTS SHALL BE KEPT IN THEIR ORIGINAL MANUFACTURER'S LABELED CONTAINERS. SUBSTANCES SHALL NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER. WHENEVER POSSIBLE, ALL OF A PRODUCT SHALL BE USED UP BEFORE DISPOSING OF THE CONTAINER. MANUFACTURERS RECOMMENDATIONS FOR PROPER USE AND DISPOSAL SHALL BE FOLLOWED.

THE SITE SUPERINTENDENT SHALL INSPECT DAILY TO ENSURE PROPER USE AND DISPOSAL OF MATERIALS ON–SITE.

THE CONTRACTOR MUST IDENTIFY A DESIGNATED FUEL TANK STORAGE AREA, AWAY FROM DRAINAGE STRUCTURES, PONDS, BASINS, WATERWAYS, AND WETLANDS, WITH SECONDARY CONTAINMENT (SPILL COLLECTION).

PETROLEUM PRODUCTS:
ALL ON–SITE VEHICLES WILL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE. PETROLEUM PRODUCTS WILL BE STORED IN TIGHTLY SEALED CONTAINERS, WHICH ARE CLEARLY LABELED. ANY ASPHALT SUBSTANCES USED ON–SITE WILL BE APPLIED ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

FERTILIZERS:
FERTILIZERS USED WILL BE APPLIED ONLY IN THE MINIMUM AMOUNTS RECOMMENDED BY THE MANUFACTURER. ONCE APPLIED, FERTILIZER WILL BE WORKED INTO THE SOIL TO LIMIT EXPOSURE TO STORM WATER. STORAGE WILL BE IN A SEALABLE PLASTIC BIN TO AVOID SPILLS.

CONCRETE TRUCKS:
CONTRACTOR SHALL DESIGNATE AN AREA AWAY FROM DRAINAGE STRUCTURES, PONDS, BASINS, WATERWAYS, AND WETLANDS FOR DISCHARGE OF SURPLUS CONCRETE OR DRUM WASH WATER AND SHALL INSTALL A CONTAINMENT BERM AROUND THIS AREA TO PREVENT RUNOFF TO THE REMAINDER OF THE SITE. HARD DEBRIS SHALL BE DISPOSED OF BY CONTRACTOR UPON COMPLETION OF THE PROJECT. CONTRACTOR TO PREPARE A DETAILED SITE PLAN FOR APPROVAL FOR THE CONCRETE DISCHARGE AND WASH DOWN ACTIVITIES.

SPILL CONTROL PRACTICES

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIALS MANAGEMENT PRACTICES DISCUSSED IN THE PREVIOUS SECTIONS OF THIS PLAN, THE FOLLOWING PRACTICES WILL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

• MANUFACTURERS' RECOMMENDED METHODS FOR SPILL CLEANUP WILL BE CLEARLY POSTED AND SITE PERSONNEL WILL BE MADE AWARE OF THE PROCEDURES AND THE LOCATION OF THE INFORMATION CLEANUP SUPPLIES.

•ALL SPILLS WILL BE CLEANED UP IMMEDIATELY AFTER DISCOVERY.

•THE SPILL AREA WILL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.

•SPILLS OF TOXIC OR HAZARDOUS MATERIAL WILL BE REPORTED TO THE APPROPRIATE STATE OR LOCAL GOVERNMENT AGENCY, REGARDLESS OF THE SIZE.

•THE SPILL PREVENTION PLAN WILL BE PREPARED BY THE CONTRACTOR AND KEPT IN THE CONSTRUCTION OFFICE TRAILER AND WILL INCLUDE MEASURES TO PREVENT THIS TYPE OF SPILL FROM REOCCURRING AND HOW TO CLEAN UP THE SPILL IF THERE ARE OTHERS. A DESCRIPTION OF THE SPILL, WHAT CAUSED IT, AND THE CLEANUP MEASURES WILL ALSO BE INCLUDED. ALL SPILLS AND RESPONSES WILL BE REPORTED TO THE APPROPRIATE AGENCY.

•THE CONTRACTOR WILL BE RESPONSIBLE FOR SPILL PREVENTION AND CLEANUP COORDINATION. HE WILL DESIGNATE OTHER SITE PERSONNEL WHO WILL RECEIVE SPILL PREVENTION AND CLEANUP TRAINING. THESE INDIVIDUALS WILL EACH BECOME RESPONSIBLE FOR A PARTICULAR PHASE OF PREVENTION AND CLEANUP. THE NAMES OF RESPONSIBLE SPILL PERSONNEL WILL BE POSTED IN THE MATERIAL STORAGE AREA AND IN THE OFFICE TRAILER ON SITE. •USE AND CHARACTERISTICS OF FUEL OR CHEMICAL STORAGE TANK ON SITE SHALL COMPLY WITH ALL RELATED FEDERAL, STATE, AND LOCAL REGULATIONS. STORAGE TANKS MUST BE LOCATED AS FAR AS POSSIBLE FROM ANY DRAINAGE STRUCTURES, DITCHES, AND/OR SURFACE WATERS. IN ADDITION, THE CONTRACTOR MUST PROVIDE A SECONDARY CONTAINMENT WITH A LINER CHEMICALLY RESISTANT TO THE FUEL OR CHEMICAL STORED ON SITE. THE SECONDARY CONTAINMENT MUST BE SIZED TO CONTAIN MINIMUM OF ONE AND A HALF TIME THE TOTAL CAPACITY OF STORAGE TANK BEING USED. CONTRACTOR HAS TO PROVIDE A DAILY INSPECTION LOG FOR THE SECONDARY CONTAINMENT WITH INDICATION OF DATE, INSPECTORS NAME AND INSPECTION REPORT.

FURTHERMORE, ANY CONTAMINATION HAS TO BE IMMEDIATELY CONTAINED AND THE OWNERS, ENGINEER OF RECORD AND PERMITTING AGENT INSPECTOR MUST BE NOTIFIED OF THE NATURE AND EXTEND OF THE CONTAMINATION.

INVENTORY FOR POLLUTION PREVENTION PLAN

THE MATERIALS OR SUBSTANCES LISTED BELOW ARE EXPECTED, BUT NOT LIMITED, TO BE PRESENT ON–SITE DURING CONSTRUCTION:

CONCRETE	FERTILIZERS
DETERGENTS	PETROLEUM BASED PRODUCTS AND FUELS
TAR	CLEANING SOLVENTS
SAND	WOOD
STONE	

POLLUTION PREVENTION PLAN CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS HAVE BEEN READ BY ME OR MY DESIGNATED REPRESENTATIVE AND UNDERSTAND THAT THIS SYSTEM HAS BEEN PREPARED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHER AND EVALUATE THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

OWNER: CITY OF CLEARWATER

APPLICANT AUTHORIZED AGENT: _____

SIGNED: _____

ADDRESS: CITY OF CLEARWATER
100 S. MYRTLE AVE.
CLEARWATER, FL 33756

DATE: _____

CONTRACTOR'S AND ENGINEER'S CERTIFICATION

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION. I UNDERSTAND, AND SHALL COMPLY WITH THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA "GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES" (CGP), AND THIS STORMWATER POLLUTION PREVENTION PLAN PREPARED FOR CITY OF CLEARWATER.

SIGNATURE:	FOR:	RESPONSIBLE FOR:
NAME:	COMPANY:	GENERAL CONTRACTOR
TITLE:	ADDRESS:	
DATE:	PHONE:	

CERTIFIED ENGINEER

NAME: BRYAN L. ZARLENGA, PE
FL. REG. NO. 52167
TITLE: SENIOR PRINCIPAL

COMPANY: STANTEC
380 PARK PLACE BLVD., SUITE 300
CLEARWATER, FL 33759
PHONE: 727–431–1547

NPDES NOTIFICATION (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM)

ATTENTION: FAILURE TO MAINTAIN EROSION AND/OR SEDIMENTATION CONTROLS OR ANY ILLICIT DISCHARGE RESULTING FROM THEIR FAILURE WILL LIKELY RESULT IN FINE CITATIONS. CODE REGULATIONS AUTHORIZES PENALTIES OF UP TO $10,000 FOR EACH OFFENSE.

ALL ACTIVITIES MUST CONFORM WITH FDEP NOTICE OF INTENT TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES. POLLUTION PREVENTION FROM THE PROPOSED CONSTRUCTION ACTIVITIES WILL BE IMPLEMENTED IN ACCORDANCE WITH SWFWMD BASIS OF REVIEW SUBSECTION 2.8.4.

KEY PROVISIONS

1. IMPLEMENTATION OF THIS STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
2. CONDUCTING AND DOCUMENTING ROUTINE INSPECTIONS AS REQUIRED.
3. RETENTION OF RECORDS REQUIRED BY THE PERMIT, INCLUDING RETENTION OF A COPY OF THE SWPPP AT THE CONSTRUCTION SITE, FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL SITE STABILIZATION.

NOTICE OF INTENT (NOI)

A "NOTICE OF INTENT TO USE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES" (NOI) IS REQUIRED FOR THIS SITE SINCE THE PROJECT AREA IS MORE THAN ONE ACRE IN SIZE.

FDOT SUBMITTAL
08/26/24

Stantec
Stantec Consulting Services Inc.
380 Park Place Blvd., Suite 300
Clearwater, Florida 33756 Tel. 727.431.1547
www.stantec.com
Certificate of Authorization #27013
FL Lic. # LC-C000170

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BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

STORMWATER POLLUTION PREVENTION PLAN

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C1.02
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 3 OF 29

GENERAL DUST CONTROL NOTES

1. CONTRACTOR TO USE BEST MANAGEMENT PRACTICES (BMPs) TO REDUCE SURFACE AND AIR MOVEMENT OF DUST DURING LAND DISTURBING, DEMOLITION AND CONSTRUCTION ACTIVITIES .CONTRACTOR TO BECOME FAMILIAR WITH THE CONTENTS OF THE STORMWATER POLLUTION PREVENTION PLAN AND KEEP A COPY ON SITE AT ALL TIMES DURING CONSTRUCTION.

2. CONTRACTOR TO PREVENT SURFACE AND AIR MOVEMENT OF DUST FROM EXPOSED SOIL SURFACES AND REDUCE THE PRESENCE OF AIRBORNE SUBSTANCES WHICH MAY BE HARMFUL OR INJURIOUS TO HUMAN HEALTH, WELFARE, OR SAFETY, OR TO ANIMAL OR PLANT LIFE, AND IN AREAS SUBJECT TO SURFACE AND AIR MOVEMENT OF DUST WHERE ON-SITE AND OFF-SITE DAMAGE IS LIKELY TO OCCUR IF PREVENTIVE MEASURES ARE NOT TAKEN.

3. CONSTRUCTION ACTIVITIES INEVITABLY RESULT IN THE EXPOSURE AND DISTURBANCE OF SOIL. FUGITIVE DUST IS EMITTED BOTH DURING THE ACTIVITIES (I.E., EXCAVATION, DEMOLITION, VEHICLE TRAFFIC, HUMAN ACTIVITY) AND AS A RESULT OF WIND EROSION OVER THE EXPOSED EARTH SURFACES. LARGE QUANTITIES OF DUST ARE TYPICALLY GENERATED IN "HEAVY" CONSTRUCTION ACTIVITIES, SUCH AS ROAD AND STREET CONSTRUCTION AND SUBDIVISION, COMMERCIAL AND INDUSTRIAL DEVELOPMENT, WHICH INVOLVE DISTURBANCE OF SIGNIFICANT AREAS OF SOIL SURFACE. RESEARCH AT CONSTRUCTION SITES HAS ESTABLISHED AN AVERAGE DUST EMISSION RATE OF 1.2 TONS/ACRE/MONTH FOR ACTIVE CONSTRUCTION. EARTH- MOVING ACTIVITIES COMPRISE THE MAJOR SORES OF CONSTRUCTION DUST EMISSIONS, BUT TRAFFIC AND GENERAL DISTURBANCE OF THE SOIL ALSO GENERATE SIGNIFICANT DUST EMISSION. IN PLANNING FOR DUST CONTROL, IT SHOULD BE OBVIOUS THAT THE LESS SOIL IS EXPOSED AT ANY ONE TIME, THE LESS POTENTIAL THERE WILL BE FOR DUST GENERATION. PHASING A PROJECT AND UTILIZING TEMPORARY STABILIZATION PRACTICES UPON THE COMPLETION OF GRADING CAN SIGNIFICANTLY REDUCE DUST EMISSION.

TEMPORARY MEASURES:

1. MULCHES- A NATURAL OR ARTIFICIAL LAYER OF PLANT MATERIALS OR OTHER MATERIALS THAT WILL NOT FLOAT OR WASH AWAY.

2. VEGETATIVE- TEMPORARY SEEDING OR GROUND COVERS.

3. TILLAGE- THIS PRACTICE IS DESIGNED TO ROUGHEN AND BRING CLODS TO THE SURFACE. IT IS AN EMERGENCY MEASURE WHICH SHOULD BE USED BEFORE WIND EROSION STARTS. BEGIN PLOWING ON WINDWARD SIDE OF SITE. CHISEL -TYPE PLOWS (WITH 12-INCH SPACING), SPRING -TOOTHED HARROWS, AND SIMILAR PLOWS ARE EXAMPLES OF EQUIPMENT WHICH MAY PRODUCE THE DESIRED EFFECT.

4. IRRIGATION- THIS IS GENERALLY DONE AS AN EMERGENCY TREATMENT. SITE IS SPRINKLED WITH WATER UNTIL THE SURFACE IS WET. REPEAT AS NEEDED. TO PREVENT CARRYOUT OF MUD ONTO STREETS, REFER TO TEMPORARY GRAVEL CONSTRUCTION ENTRANCE.

5. BARRIERS- SOLID BOARD FENCE, BUR LAY FENCE, CREATE WALLS, BALES OF HAY AND SIMILAR MATERIAL CAN BE USED TO CONTROL AIR CURRENTS AND AT INTERVALS OF ABOUT 15 TIMES THE BARRIER HEIGHT ARE EFFECTIVE IN CONTROLLING WIND EROSION.

6. PERMANENT VEGETATION- PERMANENT SEEDING AND PERMANENT STABILIZATION WITH SOD.

7. TOP SOILING- THIS ENTAILS COVERING THE SURFACE WITH LESS EROSIVE SOIL MATERIAL.

8. STONE- COVER SURFACE WITH CRUSHED STONE OR COARSE GRAVEL.

EROSION CONTROL MEASURES NOTE:

REQUIRED EROSION CONTROL MEASURES MUST REMAIN INTACT THROUGHOUT CONSTRUCTION. FAILURE TO INSTALL OR PROPERLY MAINTAIN THESE BARRICADES WILL RESULT IN ENFORCEMENT ACTION WHICH MAY INCLUDE CITATIONS, AS PROVIDED BY CHAPTERS 40D-4 AND 40D-40, F.A.C. INITIATION OF CIVIL PENALTY PROCEDURES PURSUANT TO SECTION 373.129, F.A.C., CAN RESULT IN A PENALTY NOT TO EXCEED $10,000 PER OFFENSE WITH EACH DATE DURING WHICH SUCH VIOLATION OCCURS CONSTITUTING A SEPARATE OFFENSE. CONTRACTOR TO ADHERE TO GENERAL DUST CONTROL NOTES, EROSION, SILTATION, AND SEDIMENT CONTROL NOTES, AND SILT FENCE, TURBIDITY BARRIER, AND TREE BARRICADE DETAILS INCLUDED IN THESE DOCUMENTS.

FUGITIVE DUST CONTROL NOTE

THE CONTRACTOR SHALL TAKE ALL REASONABLE MEANS TO ELIMINATE THE TRANSPORT OF DUST FROM THE PROJECT SITE. SPECIAL MEASURES, SUCH AS PERIODICALLY APPLYING WATER TO THE WORK SITE TO PREVENT DUST SHALL BE INCORPORATED INTO THE CONTRACTORS WORK PLAN. CONTRACTOR TO ADHERE TO DUST CONTROL NOTES INCLUDED IN THESE DOCUMENTS.

CLEARING AND GRUBBING

THE CONTRACTOR SHALL ONLY REMOVE TREES DESIGNATED FOR REMOVAL IN THE PLAN, OR AS DIRECTED BY THE OWNER, ARCHITECT, AND ENGINEER. CONTRACTOR IS TO OBTAIN THE TREE REMOVAL PERMIT FROM LOCAL GOVERNMENT AGENCY.

1. WHERE EXCAVATION IS REQUIRED FOR CONSTRUCTION OF SIDEWALK, STORMWATER STRUCTURES, AND PIPES, ALL STUMPS, AND ROOTS, ETC., SHALL BE REMOVED COMPLETELY FROM THE AREA. ALL STUMPS WITHIN THE PROJECT LIMITS SHALL BE REMOVED COMPLETELY AND REPLACED WITH COMPACTED BACKFILL BEFORE THE AREA IS FILLED. TREE ROOTS IN AREA OF PROPOSED SIDEWALK, RAMP, OR DRIVEWAY REPLACEMENT SHALL BE GROUND OUT TO A DEPTH OF 6" BELOW BOTTOM OF NEW SIDEWALK OR DRIVEWAY. ALL PRUNED ROOT DEBRIS SHALL BE REMOVED FROM THE SUB-BASE MATERIAL PRIOR TO POURING CONCRETE, ASPHALT, OR APPLICATION OF OTHER SPECIFIED MATERIALS.

2. ALL STUMPS, ROOTS, AND OTHER DEBRIS PROJECTING THROUGH OR APPEARING ON THE SURFACE OF THE GROUND SHALL BE REMOVED TO A DEPTH OF 1-FOOT BELOW THE COMPLETED SURFACE.

3. IF APPLICABLE, THE CONTRACTOR SHALL REMOVE ALL DRIVEWAYS, SIDEWALKS, CURBS, AND ALL ABANDONED UTILITY LINES, PIPES, STRUCTURES, AND OTHER SUBTERRANEAN OBJECTS WITHIN PROJECT AREA TO A MINIMUM DEPTH OF FOUR (4) FEET BELOW GRADE, OR AS OTHERWISE DIRECTED BY THE ENGINEER.

TEMPORARY GRAVEL CONSTRUCTION ENTRANCE & EXIT NOTES

DEFINITION:
A STONE STABILIZER PAD LOCATED AT POINTS OF VEHICULAR INGRESS AND EGRESS ON A CONSTRUCTION SITE.

PURPOSE:
TO STABILIZE ENTRANCES TO THE CONSTRUCTION SITE AND REDUCE THE AMOUNT OF SEDIMENT TRANSPORTED ONTO PUBLIC ROADS AND STORM WATER SYSTEMS BY MOTOR VEHICLES OR RUNOFF.

CONDITIONS WHERE PRACTICE APPLIES:
WHEREVER TRAFFIC WILL BE LEAVING A CONSTRUCTION SITE AND MOVING DIRECTLY INTO A PUBLIC ROAD OR OTHER PAVED AREA.

PLANNING CONSIDERATIONS:
CONSTRUCTION ENTRANCES PROVIDE AN AREA WHERE MUD CAN BE REMOVED FROM CONSTRUCTION VEHICLE TIRES BEFORE THEY ENTER A PUBLIC ROAD. IF THE ACTION OF THE VEHICLE TRAVELING OVER THE GRAVEL PAD IS NOT SUFFICIENT TO REMOVE MOST OF THE MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLE ENTERS A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF- SITE. CONSTRUCTION ENTRANCE SHOULD BE USED IN CONJUNCTION WITH THE STABILIZATION OF CONSTRUCTION ROADS TO REDUCE THE AMOUNT OF MUD PICKED UP BY CONSTRUCTION VEHICLES.

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DESIGN CRITERIA
AGGREGATE SIZE:
FDOT NO. 1 COARSE AGGREGATE (1.5-3.5 INCH STONE) (4-9 CM) SHOULD BE USED.

ENTRANCE DIMENSIONS:
THE AGGREGATE MUST BE AT LEAST 6 INCHES (15 CM) THICK. IT MUST EXTEND THE FULL WIDTH OF THE VEHICULAR INGRESS AND EGRESS AREA, OR A MINIMUM OF 20'. THE LENGTH OF THE ENTRANCE MUST BE AT LEAST 50 FEET (20 M). IF POSSIBLE OR AS DIRECTED BY THE CITY ENGINEER THE ENTRANCE MUST WIDEN AT ITS CONNECTION TO THE ROADWAY IN ORDER TO ACCOMMODATE THE TURNING RADIUS OF LARGE TRUCKS.

WASHING:
IF CONDITIONS ON THE SITE AREA IS SUCH THAT MOST OF THE MUD IS NOT REMOVED BY THE VEHICLES TRAVELING OVER THE GRAVEL, THEN THE TIRES OF THE VEHICLES MUST BE WASHED BEFORE ENTERING A PUBLIC ROAD. WASH WATER MUST BE CARRIED AWAY FROM THE ENTRANCE TO THE SETTING AREA TO REMOVE SEDIMENT. A WASH RACK MAY ALSO BE USED TO MAKE WASHING MORE CONVENIENT AND EFFECTIVE.

LOCATION:
THE ENTRANCE SHOULD BE LOCATED FOR MAXIMUM UTILITY BY ALL CONSTRUCTION VEHICLES.

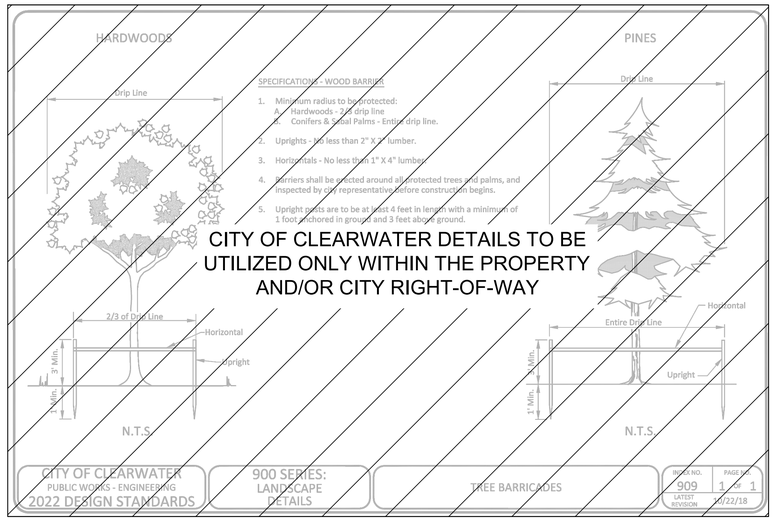
CONSTRUCTION SPECIFICATIONS:
THE AREA OF THE ENTRANCE SHOULD BE CLEARED OF ALL VEGETATION, ROOTS, AND OTHER OBJECTIONABLE MATERIAL. A GEOTEXTILE SHOULD BE LAID DOWN TO IMPROVE STABILITY AND SIMPLIFY MAINTENANCE. THE GRAVEL SHALL THEN BE LACED OVER THE GEOTEXTILE TO THE SPECIFIED DIMENSIONS.

MAINTENANCE:
THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHT-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH 2 -INCH (5 CM) STONE, AS CONDITIONS DEMAND, AND REPAIR AND/OR CLEAN OUT OF ANY STRUCTURES USED TO TRAP SEDIMENTS. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY. LOOK FOR SIGNS OF TRUCKS AND TRAILERED EQUIPMENT "CUTTING CORNERS" WHERE GRAVEL MEETS THE ROADWAY. SWEEP THE PAVED ROAD DAILY FOR SEDIMENTS AND STONES.

GENERAL NOTES:

1. INSTALL EROSION CONTROL MEASURES PER THIS PLAN. WHEN INSTALLING SILT FENCE UNDER TREES, DO NOT TRENCH UNDER TREES. EROSION CONTROL IS PERFORMANCE BASED. ADDITIONAL EROSION CONTROL MAY BE REQUIRED SHOULD RUNOFF NOT MEETING WATER QUALITY STANDARDS LEAVE THE SITE. ONCE INSTALLED, SCHEDULE AN EROSION CONTROL 734 INSPECTION BY ONE OF THE FOLLOWING: (1) ONLINE AT EPERMIT.MYCLEARWATER.COM; (2) CALL P&D AT 727-562-4567; (3) CALL 24-HOUR INSPECTION HOTLINE AT 727-562-4580.

2. INSTALL TREE BARRICADES PER CITY OF CLEARWATER STANDARDS, WITH 2"x2" POSTS CONNECTED WITH 1"x4" RAILS AT DISTANCE OF TWO-THIRDS THE CANOPY DRIPLINE AND/OR PARALLEL TO PROPOSED CONSTRUCTION. TREE BARRICADES SHALL BE PLACED STRATEGICALLY TO PROTECT THE ROOT SYSTEM AND TRUNK, WHILE PREVENTING EQUIPMENT FROM DRIVING OVER THE ROOTS AND MATERIALS BEING STORED ON TOP OF THE ROOTS. ONCE INSTALLED, SCHEDULE A TREE PRESERVATION 735 INSPECTION BY ONE OF THE FOLLOWING: (1) ONLINE AT EPERMIT.MYCLEARWATER.COM; (2) CALL P&D AT 727-562-4567; (3) CALL 24-HOUR INSPECTION HOTLINE AT 727-562-4580.



TREE BARRICADE DETAIL
SCALE: N.T.S.

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE
⚠1 FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

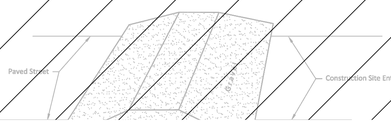
STORMWATER PREVENTION NOTES

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY:
CITY PLAN SET NO.: 2022011	DRAWN BY:
MAN JOB NO.: 2240	CHECKED BY:
DATE DRAWN: 10-31-2023	REVIEWED BY:
SUBMITTED BY: WJ ARCHITECTS	

SHEET REFERENCE NO.: C1.03

INDEX: 4 OF 29

CONTRACTOR'S RESPONSIBILITY
- Erosion and Sedimentation Controls are Performance Based Criteria
- If the BMPs Provided do not Prevent Soils From Leaving a Construction Site, then the Contractor is Required to Employ Additional Procedures to Provide Clean Runoff From a Site

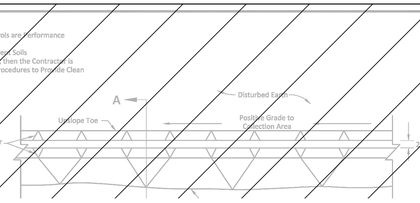


CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY

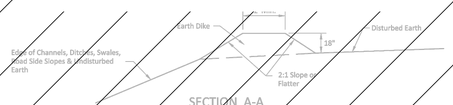
CROSS SECTION
N.T.S.

CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	TEMPORARY EROSION CONTROL GRAVEL INTERCEPTOR BERM	INDEX NO. 602 CURRENT REVISION	PAGE NO. 1 OF 1 2/22/2016

CONTRACTOR'S RESPONSIBILITY
- Erosion and Sedimentation Controls are Performance Based Criteria
- If the BMPs Provided do not Prevent Soils From Leaving a Construction Site, then the Contractor is Required to Employ Additional Procedures to Provide Clean Runoff From a Site

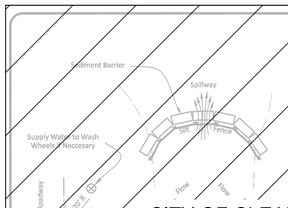


CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY



SECTION A-A
N.T.S.

CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	TEMPORARY EROSION CONTROL DIVERSION BERM	INDEX NO. 602 CURRENT REVISION	PAGE NO. 1 OF 2 2/22/2016



Use Sandbags, Silt Fence, Erosion Control Socks or Other Approved Methods to Channel Runoff to Basin as Required. See Index No. 600

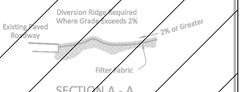
CONTRACTOR'S RESPONSIBILITY
- Erosion and Sedimentation Controls are Performance Based Criteria
- If the BMPs Provided do not Prevent Soils From Leaving a Construction Site, then the Contractor is Required to Employ Additional Procedures to Provide Clean Runoff From a Site

NOTES:
1. The Entrance Shall be Maintained in a Condition that Will Prevent Tracking or Flowing of Sediment Onto Public Right-of-Way - this may Require Top Dressing, Repair and/or Cleaning of any

leaned Prior to Entrance Onto
e Done on an Area Stabilized an Approved Sediment Trap or

CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY

PLAN VIEW
N.T.S.



SECTION A - A
N.T.S.

CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	TEMPORARY EROSION CONTROL DIVERSION BERM	INDEX NO. 602 CURRENT REVISION	PAGE NO. 2 OF 2 2/22/2016

CONTRACTOR'S RESPONSIBILITY
- Erosion and Sedimentation Controls are Performance Based Criteria
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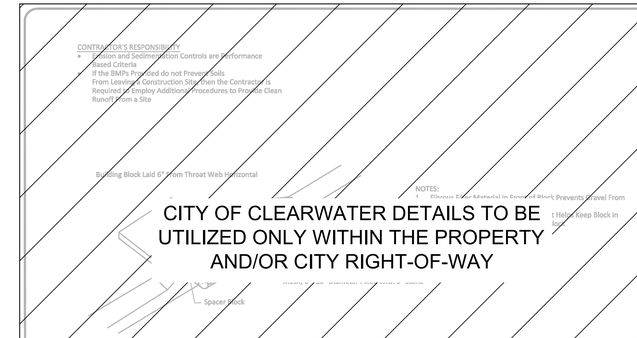


NOTES:
Gravel Filled Material in Formed Block Prevents Travel From
t Heavy Keep Block in

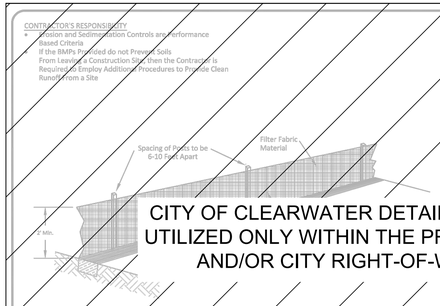
CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY

N.T.S.

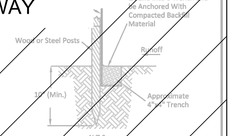
CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	TEMPORARY SEDIMENT TRAP AT CURB INLET	INDEX NO. 604 CURRENT REVISION	PAGE NO. 1 OF 1 2/22/2016

CONTRACTOR'S RESPONSIBILITY
- Erosion and Sedimentation Controls are Performance Based Criteria
- If the BMPs Provided do not Prevent Soils From Leaving a Construction Site, then the Contractor is Required to Employ Additional Procedures to Provide Clean Runoff From a Site

ATTACHING TWO SILT FENCES



CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY



N.T.S.

CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	INSTALLING A FILTER FABRIC SILT FENCE	INDEX NO. 607 CURRENT REVISION	PAGE NO. 1 OF 3 2/22/2016

CONTRACTOR'S RESPONSIBILITY
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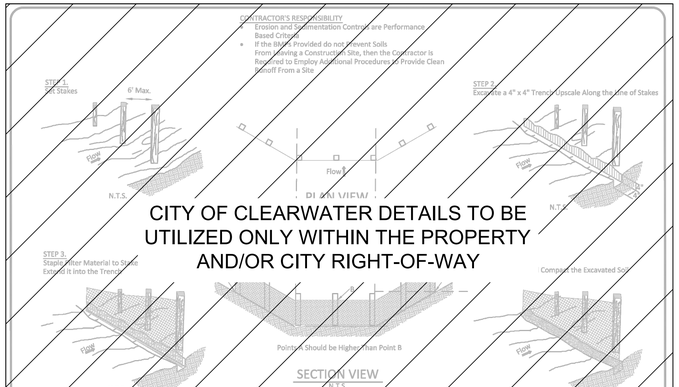
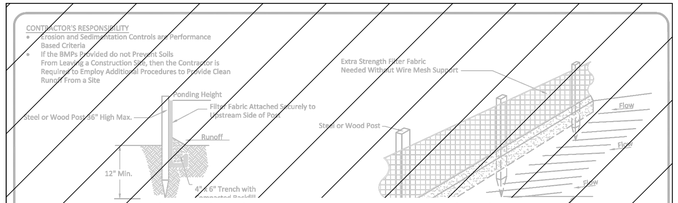


CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY

CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	INSTALLING A FILTER FABRIC SILT FENCE	INDEX NO. 607 CURRENT REVISION	PAGE NO. 2 OF 3 2/22/2016

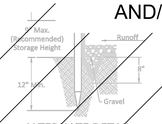
CONTRACTOR'S RESPONSIBILITY
- Erosion and Sedimentation Controls are Performance Based Criteria
- If the BMPs Provided do not Prevent Soils From Leaving a Construction Site, then the Contractor is Required to Employ Additional Procedures to Provide Clean Runoff From a Site



STAN
TRENCH WI

CITY OF CLEARWATER DETAILS TO BE UTILIZED ONLY WITHIN THE PROPERTY AND/OR CITY RIGHT-OF-WAY

ping with Wire Support Fence
ing Without Wire Support Fence



ALTERNATE DETAIL
TRENCH WITH GRAVEL

N.T.S.

NOTES:
1. Inspect and Repair Fence After Each Storm Event and Remove Sediment When Necessary
2. Removed Sediment Shall be Deposited in an Area That Will Not Contribute Sediment Off-site and Can be Permanently Stabilized
3. Silt Fence Shall be Placed on Slope Contours to Maximize Ponding Efficiency

CITY OF CLEARWATER PUBLIC WORKS - ENGINEERING 2022 DESIGN STANDARDS	600 SERIES: EROSION AND SILTATION CONTROL POLICY	INSTALLING A FILTER FABRIC SILT FENCE	INDEX NO. 607 CURRENT REVISION	PAGE NO. 3 OF 3 2/22/2016

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08/26/24

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BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

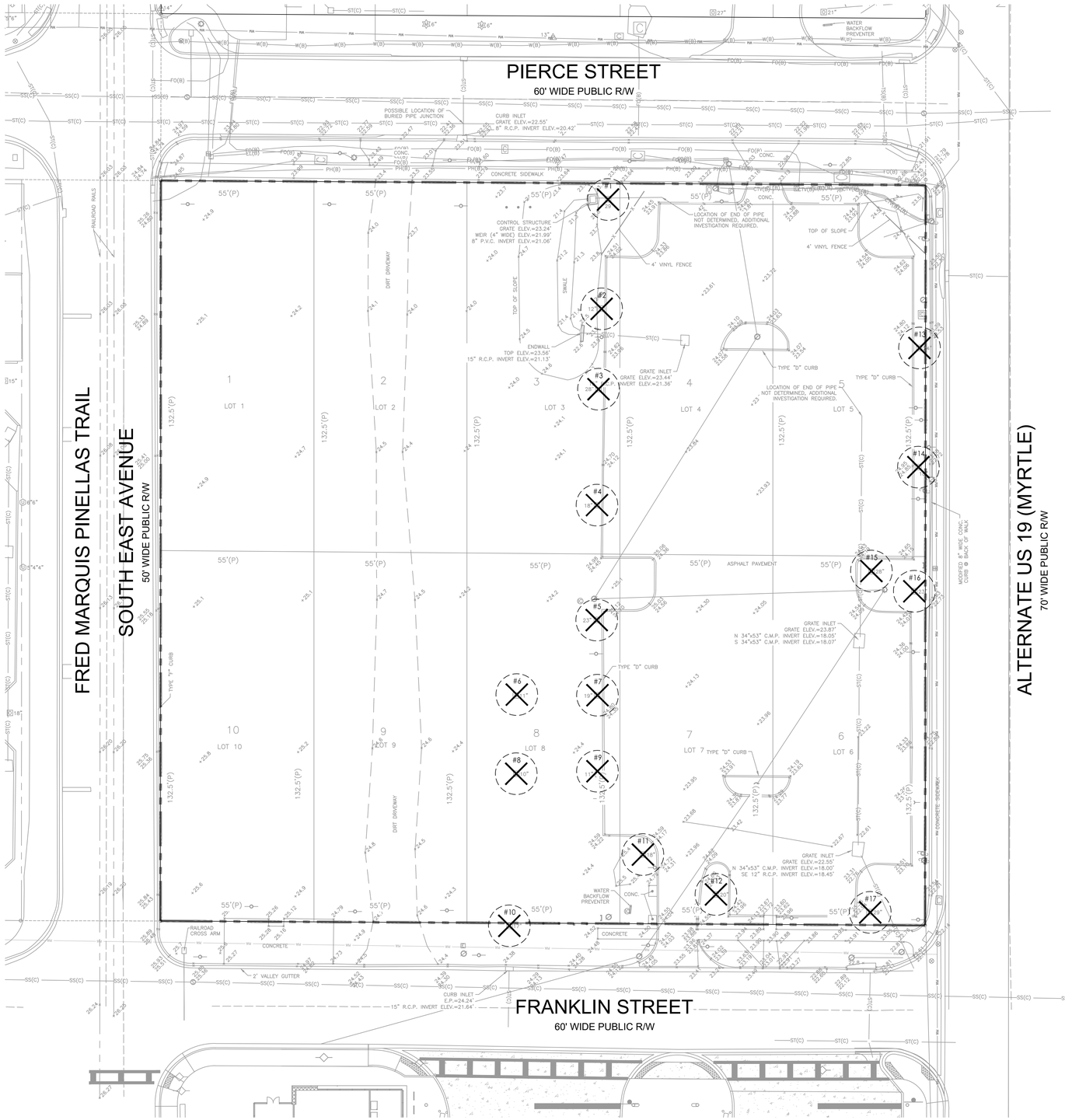
REVISION	BY	DATE
⚠ FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

EROSION CONTROL DETAILS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C1.04	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH		
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 5 OF 29	



N

0 10' 20' 40'

SCALE: 1" = 20'

Tree Protection List

Tree ID Number	Tree Type	Common Name	Botanical Name	DBH (inches (")	Grand Oak	Disposition	Tree Condition Rating	Trees Impacted by Development	Notes
1	Canopy	Laurel Oak	Quercus laurifolia	21	No	Remove	3.5	Yes	See Arborist Report
2	Canopy	Laurel Oak	Quercus laurifolia	10	No	Remove	3.0	Yes	See Arborist Report
3	Canopy	Laurel Oak	Quercus laurifolia	27	No	Remove	3.5	Yes	See Arborist Report
4	Canopy	Laurel Oak	Quercus laurifolia	17	No	Remove	2.0	Yes	See Arborist Report
5	Canopy	Laurel Oak	Quercus laurifolia	22	No	Remove	3.0	Yes	See Arborist Report
6	Canopy	Live Oak	Quercus virginiana	14	No	Remove	4.0	Yes	See Arborist Report
7	Canopy	Sweet Gum	Liquidambar styraciflua	19	No	Remove	3.0	Yes	See Arborist Report
8	Canopy	Live Oak	Quercus virginiana	10	No	Remove	4.5	Yes	See Arborist Report
9	Canopy	Sweet Gum	Liquidambar styraciflua	11	No	Remove	3.0	Yes	See Arborist Report
10	Canopy	Laurel Oak	Quercus laurifolia	17	No	Remove	2.5	Yes	See Arborist Report
11	Canopy	Live Oak	Quercus virginiana	18	No	Remove	3.5	Yes	See Arborist Report
12	Canopy	Live Oak	Quercus virginiana	20	No	Remove	3.0	Yes	See Arborist Report
13	Canopy	Live Oak	Quercus virginiana	21	No	Remove	3.0	Yes	See Arborist Report
14	Canopy	Live Oak	Quercus virginiana	18	No	Remove	2.5	Yes	See Arborist Report
15	Canopy	Live Oak	Quercus virginiana	28	No	Remove	3.5	Yes	See Arborist Report
16	Canopy	Live Oak	Quercus virginiana	22	No	Remove	2.5	Yes	See Arborist Report
17	Canopy	Live Oak	Quercus virginiana	29	No	Remove	3.5	Yes	See Arborist Report

Total Removed (inches) 250

NOTE:
PER CITY OF CLEARWATER REQUIREMENTS, ONLY TREES WITH A CONDITION RATING OF 3.0 AND ABOVE ARE REQUIRED FOR MITIGATION.

HATCH / SYMBOL LEGEND

#10 — TREE TO BE REMOVED

PROPERTY LINE

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

TREE PROTECTION PLAN

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: LG	SHEET REFERENCE NO.:	
CITY PLAN SET NO.: 2022011	DRAWN BY: LG	C1.05	
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 12-06-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 6 OF 29	

FDOT CONSTRUCTION NOTES FOR DEVELOPMENT

1. WHEN WORK IS ASSOCIATED WITH ROADWAY MODIFICATIONS AND/OR SITE DEVELOPMENT, CONTRACTOR IS REQUIRED TO HAVE A PRE-CONSTRUCTION MEETING WITH THE FDOT INSPECTOR TWO WEEKS PRIOR TO ANY WORK IN FDOT RIGHT-OF-WAY.

2. ALL TEMPORARY PEDESTRIAN PATHWAYS MUST BE FIRM AND UNYIELDING. NO PEDESTRIAN PATHWAY IS TO BE REMOVED, BLOCKED, OR DISTURBED WITHOUT HAVING A SUFFICIENT DESIGNATED TEMPORARY PEDESTRIAN PATHWAY WITH MAINTENANCE OF TRAFFIC SIGNS (FDOT STANDARD INDEX 102-660) IN-PLACE PRIOR TO PATHWAY BEING AFFECTED.

3. THE PERMITTEE/EOR SHALL COORDINATE WITH FDOT INSPECTOR IN ADVANCE OF ANY CONCRETE PLACED TO BE PLACED WITHIN FDOT RIGHT-OF-WAY TO ENSURE THAT THE INSPECTOR IS ONSITE DURING ANY CONCRETE PLACEMENT OPERATION.

4. ANY CURB AND/OR GUTTER THAT IS RECONSTRUCTED OR INSTALLED WITHIN FDOT RIGHT-OF-WAY SHALL MEET MINIMUM STANDARDS OF FDOT STANDARD INDEX 520-001 (CURB AND GUTTER).

5. ANY SIDEWALK FRONTING THE PROPERTY THAT IS CRACKED, DAMAGED, OR UNSTABLE AND IS CREATING AN ADA TRIP HAZARD MUST BE REPLACED BY SECTION AND MEET THE MINIMUM STANDARDS OF FDOT STANDARD INDEX 522-001 (CONCRETE SIDEWALK) AND 522-002 (DETECTABLE WARNINGS AND CURB RAMPS)

6. ANY FLARED DRIVEWAY THAT IS RECONSTRUCTED OR INSTALLED WITHIN FDOT RIGHT-OF-WAY SHALL MEET MINIMUM STANDARDS OF FDOT STANDARD INDEX 522-003 (CONCRETE FLARED DRIVEWAYS).

7. ALL NON-STRUCTURAL CONCRETE PLACED IN THE RIGHT-OF-WAY SHALL BE A MINIMUM OF 6 INCHES THICK, FDOT CERTIFIED CLASS 1 NON-STRUCTURAL, #57 STONE, 2500 PSI CONCRETE, WITH FIBER MESH MATERIAL, AND BE FROM A FDOT APPROVED PLANT.
   a. THE PERMITTEE/ENGINEER OF RECORD (EOR) IS REQUIRED TO PROVIDE THIRD PARTY CONCRETE INSPECTION VIA AN AMERICAN CONCRETE INSTITUTE (ACI) CERTIFIED INSPECTOR.
   b. THE ACI CERTIFIED INSPECTOR SHALL PERFORM ALL REQUIRED CONCRETE TESTING WITHIN FDOT RIGHT-OF-WAY FOR WORK COVERED BY THIS PERMIT/AGREEMENT AND PROVIDE THEIR TESTING RESULTS TO FDOT.
   c. REPRESENTATIVE CONCRETE SAMPLE CYLINDERS SHALL BE TAKEN AT TIME OF PLACEMENT AND STORED PROPERLY ONSITE.
   d. THE PERMITTEE/EOR SHALL COORDINATE WITH THE FDOT INSPECTOR FOR ACQUISITION OF CONCRETE SAMPLE CYLINDERS CAST DURING PLACEMENT (FOR COMPRESSIVE STRENGTH TESTING).
   e. PROVIDE DELIVERY TICKETS WITH ALL REQUIRED DETAILS AS OUTLINED IN FDOT STANDARD SPECIFICATION 347-4.1.
   f. CONCRETE SHALL BE PLACED AND CURED IN A MANNER THAT MEETS FDOT STANDARD SPECIFICATION REQUIREMENTS TO ACHIEVE PROPER STRENGTH AND DURABILITY CHARACTERISTICS.

8. ANY CURB OR SIDEWALK DAMAGED AS A RESULT OF WORK PERFORMED BY THE PERMITTEE OR CONTRACTOR SHALL BE REMOVED AND REPLACED PER FDOT SPECIFICATIONS.

9. ANY SIDEWALK DISTURBED WILL BE REPLACED BY SECTION WITHIN 72 HOURS TO FDOT SPECIFICATIONS.

10. ALL MATERIALS BEING PLACED IN THE FDOT RIGHT-OF-WAY MUST BE ON THE STATE'S APPROVED PRODUCTS LIST (NON-PROPRIETARY).

11. ALL CONSTRUCTION AND/OR MAINTENANCE IN FDOT RIGHT-OF-WAY SHALL CONFORM TO THE FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, FDOT FLORIDA DESIGN MANUAL, AND THE FDOT DRAINAGE MANUAL.

12. NO LANE CLOSURE OF ANY STATE ROADWAY IS ALLOWED WITHOUT 48-HOUR ADVANCE NOTICE AND APPROVAL FROM FDOT.

13. LANE CLOSURES MUST BE LIMITED TO SUNDAY THROUGH THURSDAY, 9:00 PM TO 5:30 AM UNLESS OTHERWISE APPROVED BY FDOT.

14. LANE CLOSURE NEEDS TO ACCOMMODATE FOR A BIKE LANE IF THE ROADWAY CONSISTS OF A BIKE LANE.

15. NO WORK SHALL BE PERFORMED DURING THE WEEK OF ANY STATE OR FEDERAL HOLIDAY UNLESS OTHERWISE APPROVED IN WRITING BY FDOT.

16. NO WORK REQUIRING LANE OR SIDEWALK CLOSURE SHALL BE PERFORMED DURING SPRING BREAK ON SR 699 (GULF BOULEVARD). SPRING BREAK IS IDENTIFIED AS MARCH 1 THROUGH, THE FIRST MONDAY FOLLOWING EASTER. DURING THIS TIME, LANE AND SIDEWALK CLOSURES ON ALL STATE ROADWAYS THAT LEAD TO SR 699 (GULF BOULEVARD) WILL BE RESTRICTED TO NIGHT WORK, SUNDAY THROUGH THURSDAY, 9:00 PM TO 5:30 AM.

17. OPEN CUTTING OF ANY ROADWAY, DRIVEWAY, OR SIDEWALK OUTSIDE THOSE LIMITS IDENTIFIED WITHIN THE PERMIT ARE NOT ALLOWED WITHOUT PRIOR APPROVAL BY FDOT.

18. PRIOR TO THE REMOVAL OF ANY MATERIALS ABUTTING THE ROADWAY SHALL BE SAWCUT TO PREVENT ANY DAMAGE TO THE ROADWAY.

19. CONTRACTOR SHALL PROVIDE THE FDOT INSPECTOR THE PRINCIPAL POINT OF CONTACT INDIVIDUAL WHO HAS AUTHORITY TO ADMINISTER ACTIONS ON BEHALF OF THE PERMITTEE WHILE ACTIVITIES IMPACTING THE RIGHT-OF-WAY ARE TAKING PLACE TO INCLUDE POTENTIAL EMERGENCY ISSUES.

20. NO STOCKPILING, STORING, OR SEMI-PERMANENT USE OF THE RIGHT-OF-WAY IS AUTHORIZED UNLESS SPECIFICALLY IDENTIFIED WITHIN THE PERMIT OR APPROVED BY FDOT IN ADVANCE.

21. THE PERMITTED WORK SCHEDULE IS DEFINED AS MONDAY THROUGH FRIDAY 7:00 AM TO 5:30 PM UNLESS OTHERWISE NOTED WITHIN THE PERMIT. ANY WORK DESIRED OUTSIDE OF THIS PERIOD MUST BE REQUESTED IN ADVANCE AND APPROVED BY FDOT BEFORE WORKING THE ALTERNATE SCHEDULE.

22. FDOT RESERVES THE RIGHT TO ADJUST ANY PERMITTED METHOD OF INSTALLATION, SCOPE OF WORK, AND RESTORATION THAT MAY BE REQUIRED TO POSITIVELY SUPPORT LIFE, SAFETY, AND ENVIRONMENTAL WELL-BEING OF ALL USERS OF THE TRANSPORTATION SYSTEM.

23. ROADWAY RESTORATION SHALL UTILIZE 100 PSI EXCAVATABLE FLOWABLE FILL MATERIAL AND ASPHALT PLACED WITHIN STATE RIGHT-OF-WAY SHALL BE PLACED FULL-DEPTH, TWO 2.5-INCH LIFTS OF SP 12.5, TWO 1.5-INCH LIFTS OF SP 9.5. TYPICAL SECTIONS WILL NEED TO BE PROVIDED WITHIN THE PLANS FOR THE PAVEMENT PLACEMENT. A STAIR STEP METHOD SHOULD BE INCORPORATED, PRIOR TO PLACING ASPHALT, TO AVOID VERTICAL JOINTS. MILLING OF THE PATCH MAY BE REQUIRED BASED ON THE PATCHED SURFACE PERFORMANCE. THE MILLING SHALL BE UTILIZED FOR SURFACE LEVELING TO A THICKNESS EQUAL TO OR GREATER THAN THE EXISTING FRICTION COARSE MATERIAL. THE MILLING LIMITS ARE 50-FOOT OF THE PATCH ALONG THE LONGITUDINAL PATH OF THE LANE, FULL LANE WIDTH, AND INCLUDE ANY ADJACENT BIKE LANE, SHARED PATH, OR URBAN SHOULDER SECTION.

24. ANY DISRUPTIONS TO A PERMEABLE PEDESTRIAN PATH OR BIKE LANE ALONG SR 699 (GULF BOULEVARD) ARE TO BE RESTORED AS WORK CONTINUES. ALL PATCHES SHALL BE FULL WIDTH FROM OUTSIDE EDGE OF PEDESTRIAN PATH TO WHITE LINE EDGE OF TRAVEL LANE WITH STAIR STEP (STAGGERED) JOINTS. RESTORATION TO INCLUDE BACKFILL WITH EXISTING SUB-GRADE MATERIAL AND #57 STONE AS BASE MATERIAL (COMPACT IN 6-INCH LIFTS) TO BOTTOM OF EXISTING PERVIOUS ASPHALT BASE, FOLLOWED BY PERMEABLE DESIGN MIX (IF AVAILABLE) OR FC-5 (FRICTION COURSE) MIX WITH A MINIMUM OF TWO 2-INCH AND A MAXIMUM OF TWO 3-INCH LIFTS. MAINTAIN INGRESS/EGRESS ON ALL DRIVEWAYS AND SIDE STREETS DURING CONSTRUCTION.

25. IF A PERMITTEE IS EXTENDING AND/OR CONNECTING TO AN EXISTING FDOT PIPE, DISTRICT DRAINAGE WILL REVIEW IF THE PIPE SYSTEM ADDRESSES ANY INCREASE IN VOLUME/LOADING AS PART OF THE NEW DEVELOPMENT. THE NEW PIPE, ALONG WITH THE CONNECTION, SHOULD BE VIDEO INSPECTED AND PROVIDED TO FDOT FOR REVIEW TO CONFIRM THE CONNECTION IS SUFFICIENT AND THAT THE EXISTING PIPE HAS NOT BEEN DAMAGED. FDOT SPECIFICATIONS REQUIRE VIDEO INSPECTION OF ANY NEW PIPE 48 INCHES OR LESS IN DIAMETER (STANDARD SPECIFICATION 430-4.8 PIPE INSPECTION, 430-4.8.1 VIDEO REPORT, AND 430-4.8.2 REINSPECTION).

26. IF A PERMITTEE IS CONNECTING TO AN EXISTING FDOT PIPE, THEY WILL HAVE TO CLEAN/DESILT THE AREA OF THE EXISTING PIPE THEY ARE CONNECTING TO SO FDOT CAN ENSURE THE CONNECTION WAS DONE PROPERLY. A PROPER PIPE CONNECTION CANNOT BE PERFORMED WHEN EXISTING PIPE IS SILTED UP AT THE CONNECTION POINT.

27. PIPE CULVERTS SHOWN IN THE PERMIT MUST MEET FDOT SPECIFICATIONS, TYPE, SIZE, AND LENGTH AS DESCRIBED IN THE PERMIT. EACH JOINT OR LENGTH OF PIPE SHALL HAVE FDOT STAMPS AFFIXED VERIFYING THIS APPROVAL. ALL CONCRETE PIPE JOINTS OTHER THAN 1-INCH RING JOINTS MUST BE "DIAPERED". ALL CULVERTS ARE TO BE INSPECTED BY FDOT PRIOR TO PLACEMENT OF FILL.

28. PERMITTEE SHALL NOTIFY FDOT OF THE DATE OF COMPLETION, REQUEST A FINAL INSPECTION, AND REQUEST A NOTICE OF FINAL ACCEPTANCE.

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE
⚠1 FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

FDOT CONSTRUCTION NOTES

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY:
CITY PLAN SET NO.: 2022011	DRAWN BY: AH
M&N JOB NO.: 2240	CHECKED BY:
DATE DRAWN: 10-31-2023	REVIEWED BY:
SUBMITTED BY: WJ ARCHITECTS	

SHEET REFERENCE NO.: C1.06

SITE DEMOLITION NOTES:

A. EXISTING FEATURES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AS NOTED PER THIS PLAN.

B. REFERENCE GENERAL NOTES, DETAILS AND SPECIFICATIONS FOR DEMOLITION, EROSION AND SEDIMENTATION REQUIREMENTS.

C. REFERENCE TOPOGRAPHIC SURVEY LEGEND FOR EXPLANATION OF SYMBOLS AND ACRONYMS.

D. CONTRACTOR SHALL DETERMINE IF ANY EXISTING UTILITIES ARE WITHIN THE PROJECT LIMITS. ALL EXISTING UTILITIES TO REMAIN SHALL BE PROTECTED DURING DEMOLITION.

E. BEST MANAGEMENT PRACTICES FOR SEDIMENT TRACKING SHALL CONSIST OF DAILY SWEEPING. IF OFFSITE TRACKING OCCURS, ADDITIONAL BMPS WILL BE NECESSARY.

F. EROSION AND SEDIMENT BEST MANAGEMENT PRACTICES SHALL BE MAINTAINED (AND ADJUSTED FOR CHANGING SITE CONDITIONS) IN ACCORDANCE WITH THE FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL, CURRENT EDITION. APPROXIMATELY 1,100 LF (EACH PHASE) OF SILT FENCING SHALL BE PLACED AROUND PROJECT SITE. PHASE 2 OF SILT FENCE SHALL BE RELOCATED TO BACK OF CURB ONCE DEMOLITION OF SIDEWALKS AND DRIVEWAYS HAS BEEN COMPLETED.

G. A TREE PERMIT WILL BE REQUIRED PRIOR TO ANY CONSTRUCTION, TREE REMOVAL, AND / OR NATIVE VEGETATIVE REMOVAL WITHIN THE DRIPLINE OF A TREE.

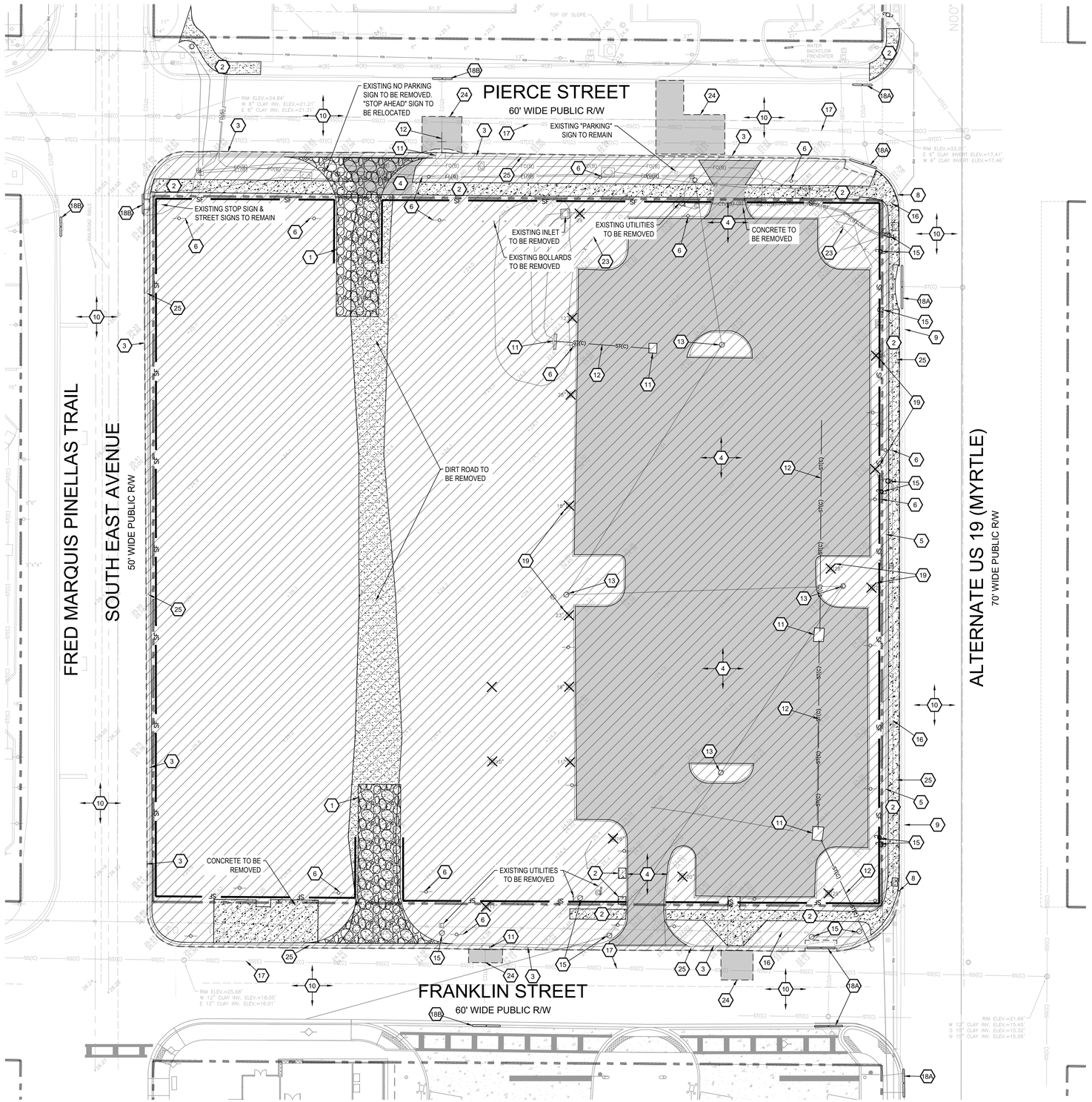
H. NO CLEARING WITH HEAVY EQUIPMENT, FILLING, OR PLACEMENT OF IMPROVEMENTS OR UTILITY LINES SHALL OCCUR WITHIN THE PROTECTED ROOT ZONE OF CANOPY TREES TO BE SAVED. THE PROTECTED ROOT ZONE IS DEFINED AS THE DRIPLINE OF THE TREE. ONLY HAND CLEARING OR MOWING IS PERMITTED WITHIN THE PROTECTED ROOT ZONE OF CANOPY TREES TO BE SAVED IF AUTHORIZED BY THE ADMINISTRATOR.

I. EXISTING OVERHEAD WIRE IN RIGHT-OF-WAY TO BE PLACED UNDERGROUND. CONTRACTOR SHALL COORDINATE WITH DUKE ENERGY PRIOR TO CONSTRUCTION.

J. EXISTING SITE VEGETATION TO BE CLEARED AND GRUBBED.

LEGEND

- EXISTING CONCRETE TO BE REMOVED
- EXISTING ASPHALT TO BE REMOVED
- EXISTING DIRT ROAD TO BE REMOVED
- SOIL TRACKING PREVENTION DEVICE
- AREA TO BE CLEARED
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- EXISTING ELEVATION
- EXISTING FENCE TO REMAIN
- EXISTING FENCE TO BE REMOVED
- EXISTING SANITARY LINE TO REMAIN
- EXISTING SANITARY LINE TO BE REMOVED
- EXISTING STORM LINE TO REMAIN
- EXISTING STORM LINE TO BE REMOVED
- SILT FENCE
- LIMITS OF CONSTRUCTION
- PROPOSED INLET PROTECTION
- PROPERTY LINE



REMOVED TREES		
TREE NO.	SPECIES	DIAMETER
1	LAUREL OAK	21"
2	LAUREL OAK	10"
3	LAUREL OAK	27"
4	LAUREL OAK	~~17"~~
5	LAUREL OAK	22"
6	LIVE OAK	14"
7	SWEET GUM	19"
8	LIVE OAK	10"
9	SWEET GUM	11"
10	LAUREL OAK	~~17"~~
11	LIVE OAK	18"
12	LIVE OAK	20"
13	LIVE OAK	21"
14	LIVE OAK	~~18"~~
15	LIVE OAK	28"
16	LIVE OAK	~~22"~~
17	LIVE OAK	29"
TOTAL	–	250"

NOTE:
REFERENCE SHEET C1.05 - TREE PROTECTION PLAN SHEET FOR TREE REMOVALS

N

0 10' 20' 40'

SCALE: 1" = 20'

KEY NOTES:

1. CONSTRUCTION ENTRANCE & SOIL TRACKING DEVICE SEE SHEET C1.03
2. REMOVE EXISTING SIDEWALK. TO BE SAWCUT AT EDGE OF ROADWAY.
3. REMOVE EXISTING CURB. TO BE SAWCUT AT EDGE OF ROADWAY.
4. REMOVE EXISTING ASPHALT/CONCRETE, BASE AND CURB
5. REMOVE EXISTING WALL
6. REMOVE EXISTING SIGN
7. EXISTING SIGN TO BE RELOCATED
8. SAW CUT EXISTING CURBING. TO BE SAWCUT AT EDGE OF ROADWAY
9. EXISTING CURB TO REMAIN
10. CONTRACTOR SHALL KEEP ROADWAY CLEAN FROM DEBRIS AND COORDINATE WITH THE CITY OF CLEARWATER FOR TRAFFIC SWEEPING REQUIREMENTS
11. REMOVE EXISTING STORM STRUCTURE
12. REMOVE EXISTING STORM PIPE. CONTRACTOR TO FORM AND POUR EXISTING STRUCTURE HOLE(s) AFTER DEMO. COORDINATE w/ ENGINEER PRIOR TO CONSTRUCTION.
13. REMOVE EXISTING LIGHT/UTILITY POLE
14. EXISTING LIGHT/UTILITY POLE (TO REMAIN)
15. CITY OF CLEARWATER IS COORDINATING WITH DUKE TO UNDERGROUND ALL OVERHEAD POWER LINES AND POLES ALONG S. MYRTLE AVENUE AND FRANKLIN STREET. CONTRACTOR TO COORDINATE WITH ELECTRICAL ENGINEER AND CITY ON ANY OTHER UTILITY LINE RELOCATIONS.
16. EXISTING WATER LINE TO REMAIN AND PROTECTED IN PLACE (TYP.)
17. EXISTING SANITARY SEWER LINE TO REMAIN AND PROTECTED IN PLACE (TYP.)
18A. EXISTING INLET (TO REMAIN). INSTALL EROSION CONTROL BMPS PER THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL.
18B. EXISTING INLET (TO REMAIN). INSTALL EROSION CONTROL BMPS PER CITY OF CLEARWATER EROSION AND SILTATION CONTROL POLICY DETAILS. REFER TO SHEET C1.04 FOR DETAILS.
19. EXISTING TREE(S) TO BE REMOVED (TYP.)
20. EXISTING TREE(S) TO REMAIN (TYP.)
21. EXISTING STORMWATER STRUCTURE TO REMAIN REFER TO PAVING, GRADING AND DRAINAGE SHEET C4.00 FOR PROPOSED PIPE / CORE INVERT.
22. EXISTING STORMWATER PIPE TO REMAIN REFER TO PAVING, GRADING AND DRAINAGE SHEET C4.00 FOR PROPOSED PIPE / CORE INVERT.
23. EXISTING FENCING TO BE REMOVED
24. AREA OF ASPHALT REPLACEMENT PER CITY OF CLEARWATER STANDARD INDEX NO. 104
25. PROPOSED SILT FENCE

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

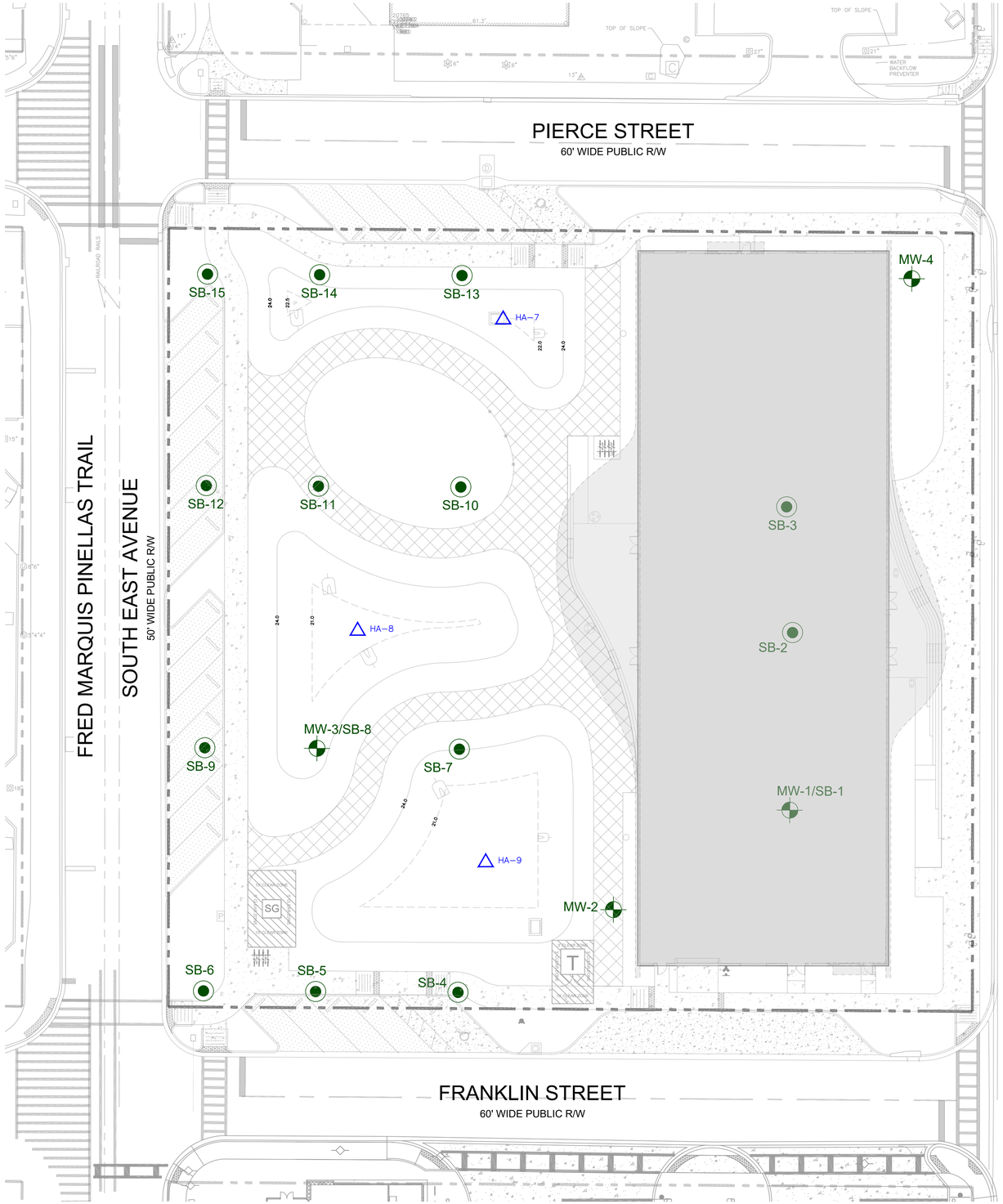
REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

DEMOLITION PLAN

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C2.00
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 8 OF 29



N

0 10' 20' 40'

SCALE: 1" = 20'

GEOTECHNICAL BORINGS

- 65 / 18.800 / HA-5 — EXISTING HAND AUGER BORING
- 73 / 18.000 / DRI-2 — EXISTING DRI TEST / HAND AUGER BORING LOCATION
- 70 / 15.800 / B-4 — EXISTING SPT BORING / HAND CONE SOUNDING LOCATION
- HA-7 — PROPOSED HAND AUGER BORING (10'-0" DEPTH)

ENVIRONMENTAL BORINGS

- MW-4 — EXISTING MONITORING WELL
- SB-10 — EXISTING SOIL BORING

HATCH / SYMBOL LEGEND

- 24.82 — EXISTING ELEVATIONS
- 24.0 — PROPOSED ELEVATION
- PROPERTY LINE

RAIN GARDEN SHGWT				
POINT	SURFACE EL.	DEPTH	OBSERVED WATER TABLE EL.	ESTIMATED SHGWT EL.*
HA-7	23.95'	4.83'	19.12'	20.00'
HA-8	24.82'	6.08'	18.74'	20.00'
HA-9	24.36'	6.00'	18.36'	20.00'

* Seasonal high groundwater table (SHGWT) estimates based on observations by Driggers Engineering on 7/30/2024.

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E.
LIC. NO.: 52167
DATE

REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

BORING MAP - PROPOSED CONDITIONS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C2.01
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 9 OF 29

N

0 30' 60' 120'

SCALE: 1" = 60'

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08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

OVERALL SITE PLAN

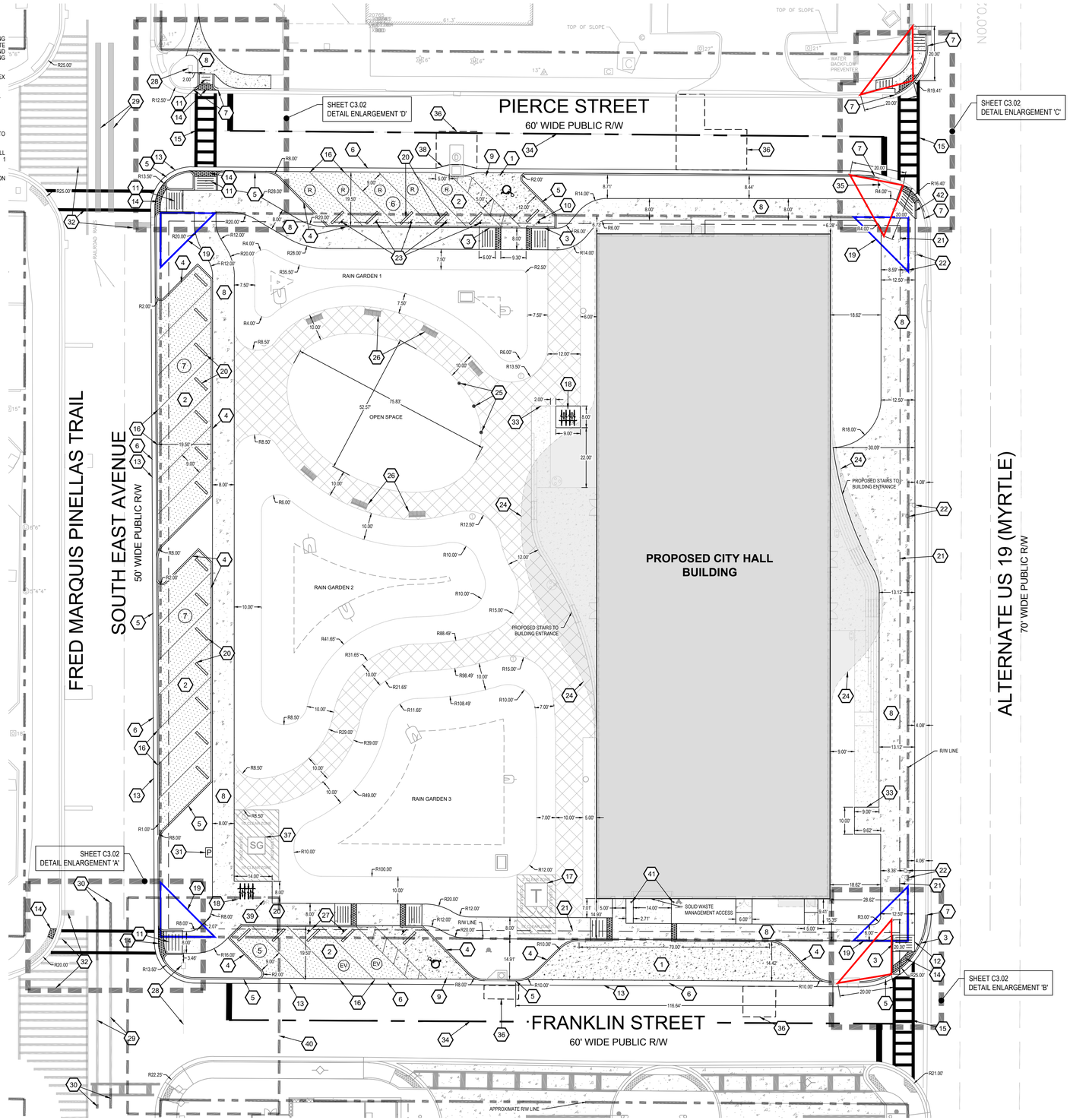
CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C3.00
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 10 OF 29

SITE PLAN NOTES:

1. EXISTING IMPROVEMENTS SHOWN ARE TAKEN FROM BOUNDARY & TOPO. SURVEY PREPARED BY STANTEC.
2. BUILDING AND SIDEWALK DIMENSIONS ARE TO OUTSIDE EDGE OF STRUCTURE ABOVE GROUND.
3. ALL TIES TO THE PROPERTY LINE ARE BASED ON THE BOUNDARY & TOPOGRAPHIC SURVEY.
4. INSTALL ISOLATION JOINTS WHERE EDGE OF ASPHALT PAVEMENT ABUTS CONCRETE DRIVEWAYS; ALONG EDGE OF CURB LINES ABUTTING CONCRETE PAVEMENT; ALONG EDGE OF SIDEWALKS ABUTTING CONCRETE PAVEMENT; AROUND ALL STORM INLETS MANHOLES, VALVE BOXES AND BOLLARDS (ABOVE GROUND APPURTENANCES. COORDINATE W/ ARCHITECTURAL PLANS FOR ISOLATION JOINTS ADJACENT TO BUILDING EDGES.
5. MAINTENANCE OF TRAFFIC TO BE PROVIDED BY CONTRACTOR. PLAN MUST CONFORM WITH FDOT INDEX 102-612 &103-613.
6. SITE CONTRACTOR TO SUBMIT AS-BUILTS AS INDICATED IN THE GENERAL AS-BUILT NOTES ON SHEET C1.01.
7. SITE CONTRACTOR TO PROVIDE RECORDED NOTICE OF COMMENCEMENT PRIOR TO ISSUANCE OF PERMIT.
8. SITE NOTES APPLY TO ALL SHEETS WHERE APPLICABLE.
9. REFER TO PAVING, GRADING, AND DRAINAGE PLANS FOR CURB TRANSITIONS WITHIN ISLANDS ADJACENT TO PROPOSED SIDEWALKS.
10. RECONSTRUCTION OF SIDEWALKS WITHIN THE ROW SHALL MEET CURRENT ADA STANDARDS & ALL CONCRETE PLACED IN THE RIGHT OF WAY SHALL BE A MINIMUM OF 6" THICK, FDOT-CLASS 1 NON-STRUCTURAL, 3000 PSI CONCRETE w/ FIBER MESH MATERIAL FROM A STATE APPROVED PLANT.
11. KNOX KEY SWITCH WITH BATTERY BACKUP SHALL MEET THE REQUIREMENTS OF NFPA 1 2015 EDITION CHAPTER 18 SECTION 18.2.2 ACCESS TO STRUCTURES OR AREAS AND PINELLAS COUNTY SPECIFICATIONS.
12. UTILITY STRIP WITHIN THE FDOT RIGHT-OF-WAY SHALL BE PLANTED WITH DWARF ASIAN JASMINE.

KEY NOTES:

1. CONCRETE PAVEMENT
   PER DETAIL SHEET C7.01
2. SEMI-PERVIOUS PAVEMENT
   SEE DETAIL SHEET C7.01
3. CONCRETE TRANSITION CURB - TYPE F CURB
   PER FDOT STANDARD PLANS #520-001
4. CONCRETE CURB - TYPE D CURB
   SEE DETAIL SHEET S7.00
5. CONCRETE CURB - TYPE F CURB
   PER FDOT STANDARD PLANS #520-001
6. CONCRETE VALLEY GUTTER CURB
   WITHIN FDOT RIGHT OF WAY
   PER FDOT STANDARD PLANS #520-001
7. PROPOSED CURB TO TIE INTO EXISTING CURB
   SEE DETAIL SHEET C7.00
8. CONCRETE SIDEWALK
   PER FDOT STANDARD PLANS #522-001
   SEE DETAIL SHEET C7.00
9. ACCESSIBLE PARKING STALL
   PER CITY OF CLEARWATER DETAIL 118
   SEE DETAIL SHEET C7.00
10. ACCESSIBLE PARKING SIGN
    PER CITY OF CLEARWATER DETAIL 119
    SEE DETAIL SHEET C7.00
11. CONCRETE CURB RAMP
    PER CITY OF CLEARWATER DETAIL 109
    SEE DETAIL SHEET C7.00
12. CR-F CONCRETE CURB RAMP
    PER FDOT STANDARD PLANS #522-001
13. LIMITS OF NEW CURBING
    MATCH EXISTING PER FDOT STANDARDS
14. DETECTABLE WARNING SURFACE (RED)
    FURNISH AND INSTALL DETECTABLE WARNING SURFACE
    PER FDOT STANDARD PLANS #522-002
15. SPECIAL EMPHASIS CROSSWALK MARKINGS
    PER FDOT STANDARD PLANS #711-001
16. PARKING STRIPING
    4" WIDE STRIPING PER FDOT INDEX #711-001
    HIGHWAY MARKING PAINT - WHITE (2 COATS)
17. PROPOSED TRANSFORMER
    COORDINATE WITH MEP PLANS
18. PROPOSED BIKE RACKS:
    SEE DETAIL SHEET LS-04
19. 20'X20' VISIBILITY TRIANGLE
    PER CITY OF CLEARWATER COMMUNITY DEVELOPMENT CODE SECTION 3-904
20. CONCRETE WHEEL STOP
    SEE DETAIL ON SHEET C7.00
21. 0' - 3' FRONT YARD SETBACK
    PER CITY OF CLEARWATER COMMUNITY DEVELOPMENT CODE SECTION C-404
22. EXISTING POWER POLE
23. RESERVED PARKING SIGNAGE
    5 SPACES RESERVED FOR CITY STAFF
24. BUILDING OVERHANG
    REFER TO ARCHITECTURAL PLANS
25. FLAGPOLE LOCATION
    SEE DETAIL SHEET LS-04
26. SITE FURNISHINGS - BENCH
    SEE DETAIL SHEET LS-04
27. ELECTRIC VEHICLE PARKING SPACES
    REFER TO ELECTRICAL PLANS FOR CHARGER DETAILS
28. EXISTING CSX RAILWAY CROSSING ARM
29. EXISTING RAIL CSX RAIL COVER
30. CSX RAIL COVER EXTENSION
    COORDINATE WITH CSX
31. RELOCATED PAY BY PARKING METER
    COORDINATE WITH CITY OF CLEARWATER
32. EXISTING PAVEMENT MARKINGS
33. SLOPED SIDEWALK TO BUILDING ENTRANCE
    REFER TO ARCHITECTURAL & STRUCTURAL PLANS
34. TYPICAL PAVEMENT MARKINGS
    PER FDOT STANDARD PLANS #711-001
35. RELOCATED STOP SIGN
36. AREA OF ASPHALT REPLACEMENT
    PER CITY OF CLEARWATER STANDARD INDEX NO. 104
37. PROPOSED SWITCH GEAR
    COORDINATE WITH MEP PLANS
38. CONCRETE CURB
    INSTALL 5' CURB TRANSITION PER STANDARD PLANS #520-001
39. BIKE REPAIR STATION
    PER DETAIL SHEET LS-04
40. FUTURE CURB RAMP & CROSSWALK
    REFER TO SHEET C3.07 FOR DETAILS
41. BOLLARD
    REFER TO STRUCTURAL PLANS
42. MODIFIED CR-F CONCRETE CURB RAMP
    PER FDOT STANDARD PLANS #522-001



N

0 10' 20' 40'

SCALE: 1" = 20'

SITE DATA TABLE

OWNER	CITY OF CLEARWATER
PROPERTY ADDRESS	200 S. MYRTLE AVENUE
PROPERTY LOCATION	NORTHWEST CORNER OF FRANKLIN STREET AND S. MYRTLE AVENUE
PARCEL #	15-29-15-54450-008-0010
CURRENT USE	VACANT COMMERCIAL LAND
PROPOSED USE	GOVERNMENT BUILDING - CITY HALL
FUTURE LAND USE	CBD - CENTRAL BUSINESS DISTRICT
ZONING	D - DOWNTOWN
FEMA FLOOD ZONE	FLOOD ZONE X (0.2% ANNUAL CHANCE FLOOD HAZARD, X AREA OF MINIMAL FLOOD HAZARD)
PLAT	TBD
LANDSCAPE BUFFER	N/A (DOWNTOWN DISTRICT)
PROJECT / LOT AREA	±73,203 SF (1.68 ACRES)
BUILDING FOOTPRINT / LOT COVERAGE	±21,019 SF (0.48 ACRES) / 28.71±%
BUILDING GROSS SQUARE FOOTAGE	±40,303 SF (0.93 ACRES)
TOTAL DRAINAGE AREA	±85,629 SF (1.97 ACRES)
EXISTING IMPERVIOUS AREA	±30,444 SF (0.70 ACRES) / 35.55±%
PROPOSED IMPERVIOUS AREA	±52,664 SF (1.21 ACRES) / 61.48±%

	REQUIRED	PROPOSED
FLOOR AREA RATIO	4.0	0.55
IMPERVIOUS SURFACE RATIO	N/A	0.61
FRONT YARD BUILDING SETBACK (EAST/MYRTLE)	0' MINIMUM, 3' MAXIMUM	28.62'
FRONT YARD BUILDING SETBACK (SOUTH/FRANKLIN)	0' MINIMUM, 3' MAXIMUM	14.93' - 15.35'
FRONT YARD BUILDING SETBACK (WEST/EAST AVE)	0' MINIMUM, 3' MAXIMUM	160.39'
FRONT YARD BUILDING SETBACK (NORTH/PIERCE)	0' MINIMUM, 3' MAXIMUM	6.28' - 6.73'
BUILDING HEIGHT		2-STORY (36'-10")
PARKING COUNT	N/A	25 SPACES* (21 STANDARD, 2 ADA, 2 EV)
BICYCLE PARKING	3	8

* THERE ARE OVER 450 AVAILABLE VACANT PARKING SPACES DURING AM & PM PEAK PERIODS IN THE 4 SURROUNDING PUBLIC GARAGES (DRC FLS2023-12050 APPROVAL 6-28-2024)

HATCH / SYMBOL LEGEND

- CONCRETE SIDEWALK
- HEAVY-DUTY CONCRETE
- SEMI-PERVIOUS CONCRETE
- HARDSCAPE AREA
- PROPOSED BUILDING
- PROPOSED BUILDING OVERHANG
- 20' X 20' VISIBILITY TRIANGLE
- PEDESTRIAN SIGHT TRIANGLE
- PROPOSED STRAIGHT CURB
- (8) # OF PARKING SPACES
- (R) RESERVED PARKING SPACE
- (EV) EV PARKING SPACE
- FIRE HYDRANT
- 0-3' BUILDING SETBACK
- PROPERTY LINE

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

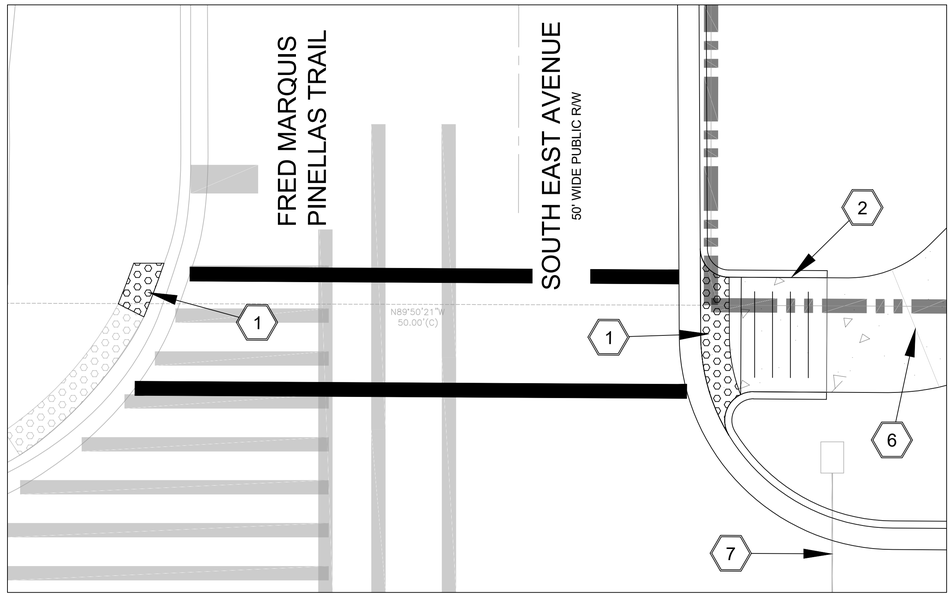
REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24
2 FDOT RAI 2	AH	12-04-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

SITE PLAN

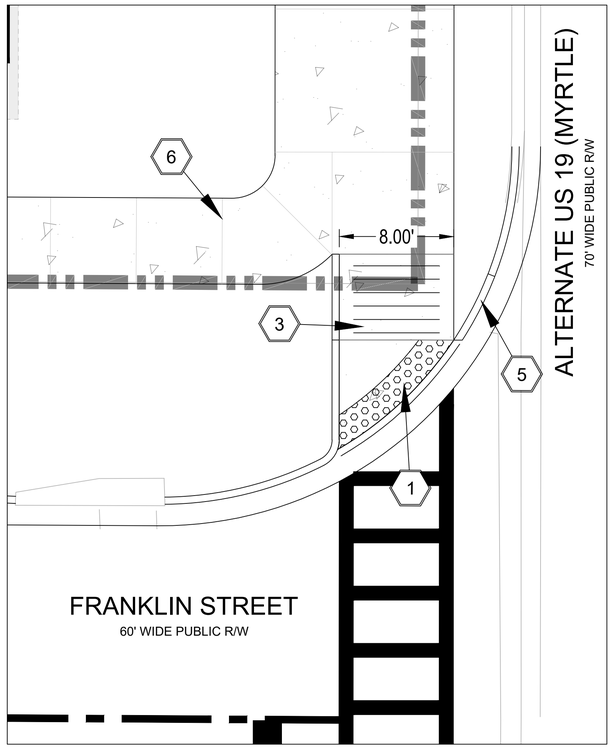
CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C3.01
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 11 OF 29



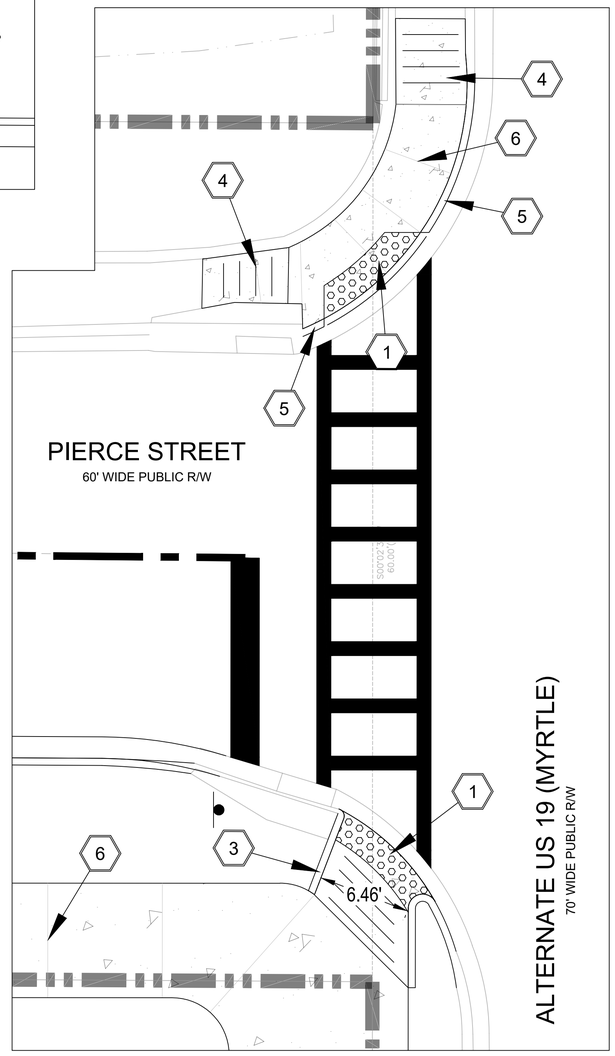
DETAIL ENLARGEMENT 'A'
SCALE: 1" = 5'

KEY NOTES:

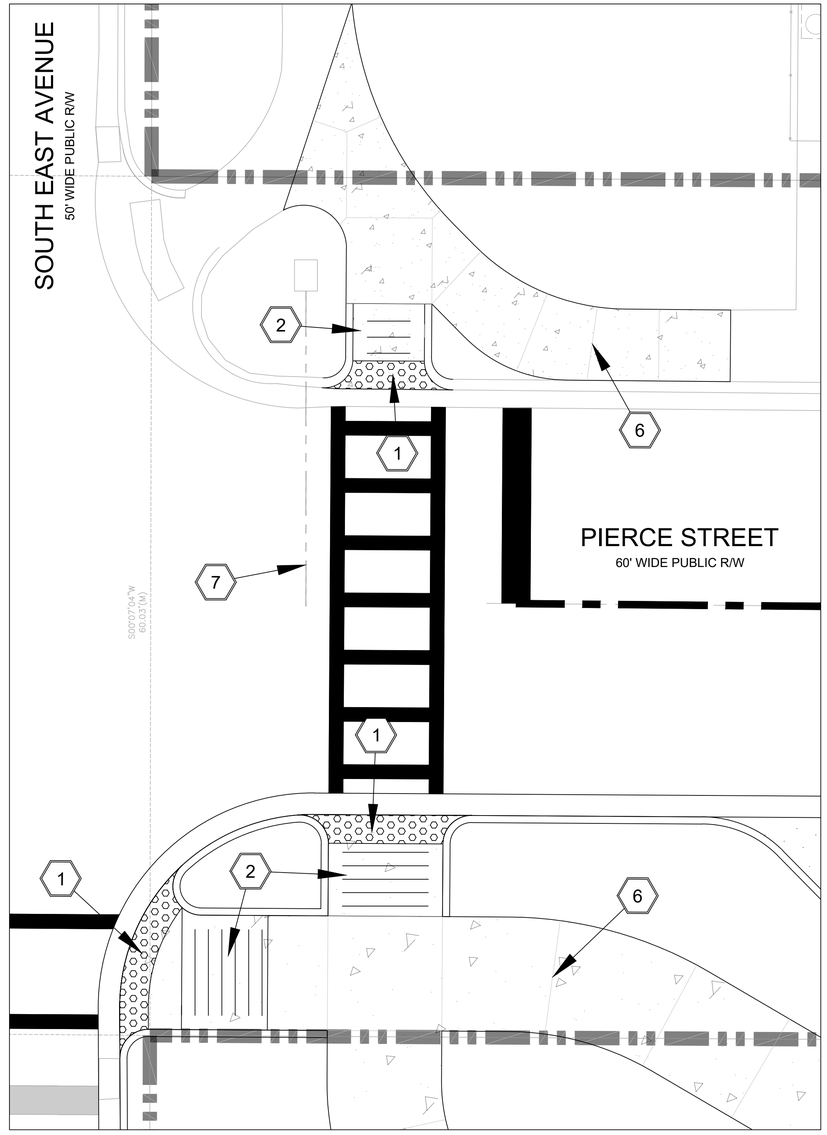
1. FLUSH CONCRETE SIDEWALK WITH 2'-0" DETECTABLE WARNING PER FDOT INDEX #522-002. TO BE RED IN COLOR, GLUED, AND ANCHORED TO HARDENED SURFACE.
2. FDOT CONCRETE SIDEWALK CURB RAMP 'CR-E' PER FDOT INDEX #522-002
3. FDOT CONCRETE SIDEWALK CURB RAMP 'CR-F' PER FDOT INDEX #522-002
4. FDOT CONCRETE SIDEWALK CURB RAMP 'CR-L' PER FDOT INDEX #522-002
5. FDOT 3'-0" CONCRETE CURB TRANSITION PER FDOT INDEX #520-001
6. 6" CONCRETE SIDEWALK WITH CONTROL JOINTS. BROOM FINISH PER CITY OF CLEARWATER DETAIL #109
7. CSX RAILROAD CROSSING GATE ARM



DETAIL ENLARGEMENT 'B'
SCALE: 1" = 5'



DETAIL ENLARGEMENT 'C'
SCALE: 1" = 5'



DETAIL ENLARGEMENT 'D'
SCALE: 1" = 5'

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08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

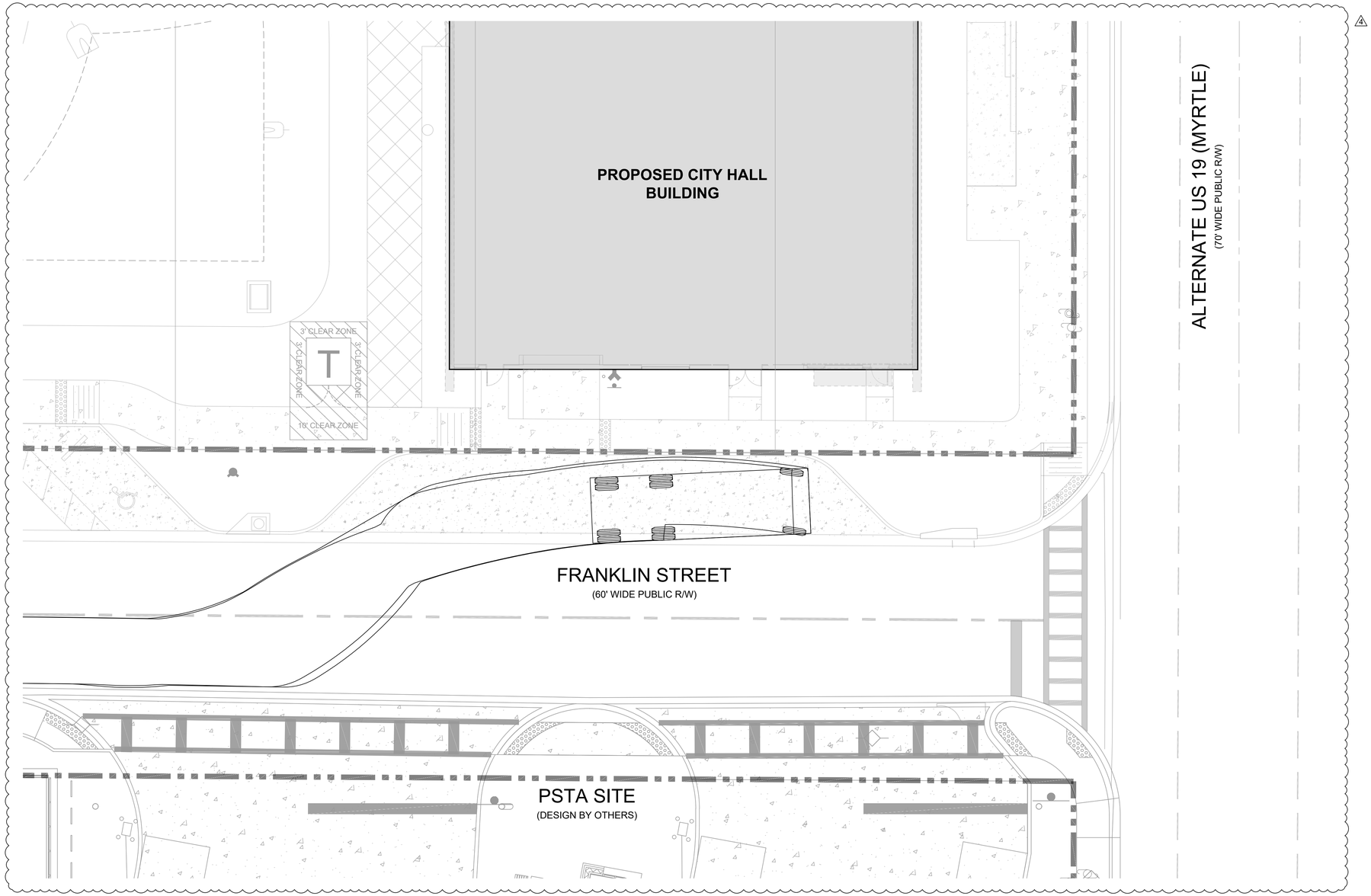
REVISION	BY	DATE
⚠ FDOT RAI 1	AH	11-01-24

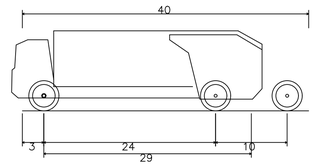
CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

CURB RAMP DETAILS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C3.02
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 12 OF 29





Clearwater Solid Waste Truck	
Overall Length	40.000ft
Overall Width	12.000ft
Overall Body Height	11.181ft
Min Body Ground Clearance	1.634ft
Track Width	12.000ft
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	45.000ft

FDOT SUBMITTAL
08/26/24

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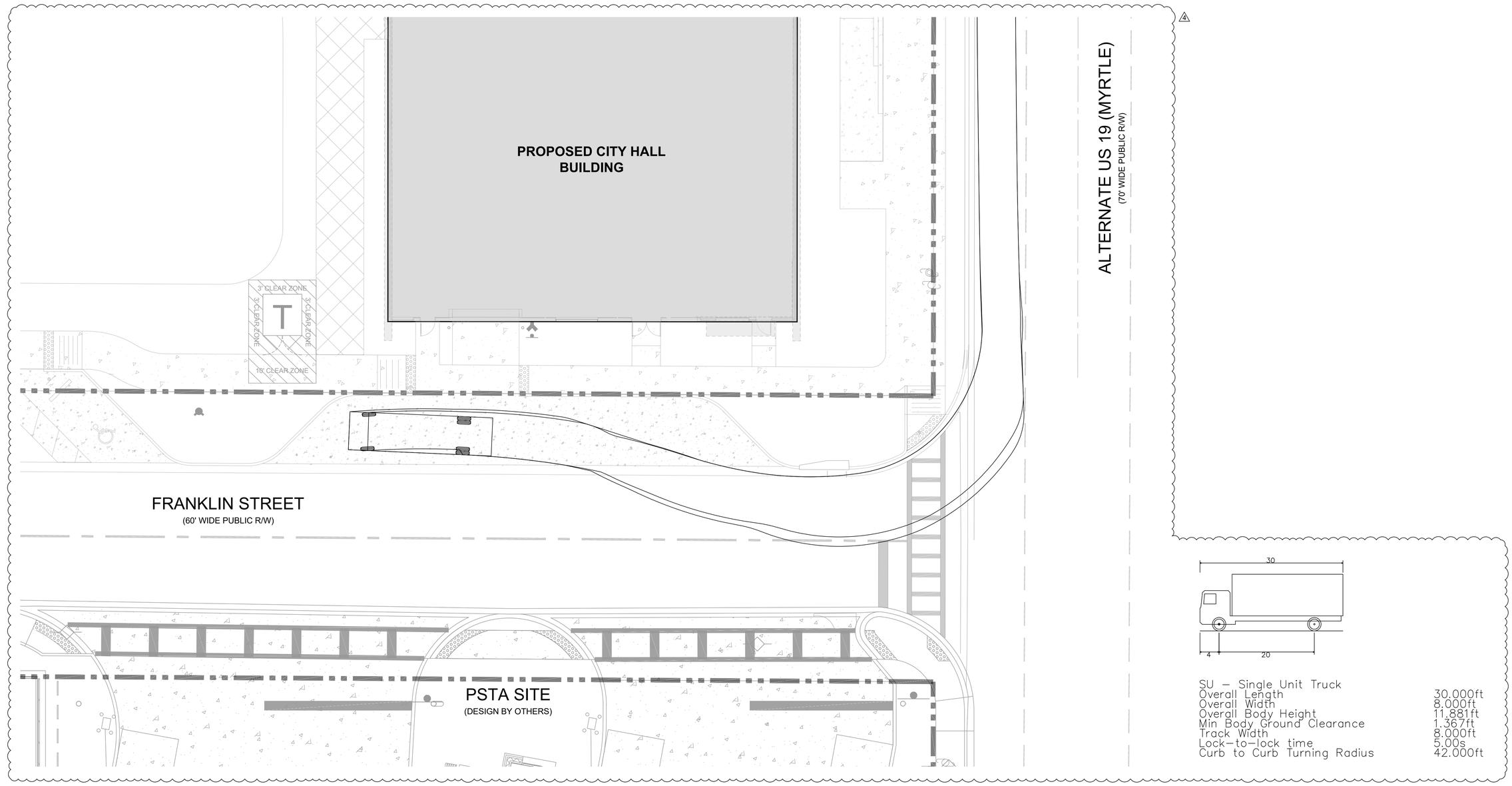
2 FDOT RAI 2	AH	12-04-24
4 FDOT RAI 4	AH	02-13-25

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

SOLID WASTE TRUCK - TURNING ANALYSIS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY:	SHEET REFERENCE NO.: C3.03
CITY PLAN SET NO.: 2022011	DRAWN BY:	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN:	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 13 OF 29



SU – Single Unit Truck	
Overall Length	30.000ft
Overall Width	8.000ft
Overall Body Height	11.881ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock–to–lock time	5.00s
Curb to Curb Turning Radius	42.000ft

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BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

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2 FDOT RAI 2	AH	12-04-24
3 FDOT RAI 3	AH	01-02-25
4 FDOT RAI 4	AH	02-13-25

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

DELIVERY VEHICLE TRUCK - TURNING ANALYSIS

CITY PROJECT NO.: 22-0019-EN		DESIGNED BY:	
CITY PLAN SET NO.: 2022011		DRAWN BY:	
MAN JOB NO.: 2240		CHECKED BY:	
DATE DRAWN:		REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS			

SHEET REFERENCE NO.: C3.04

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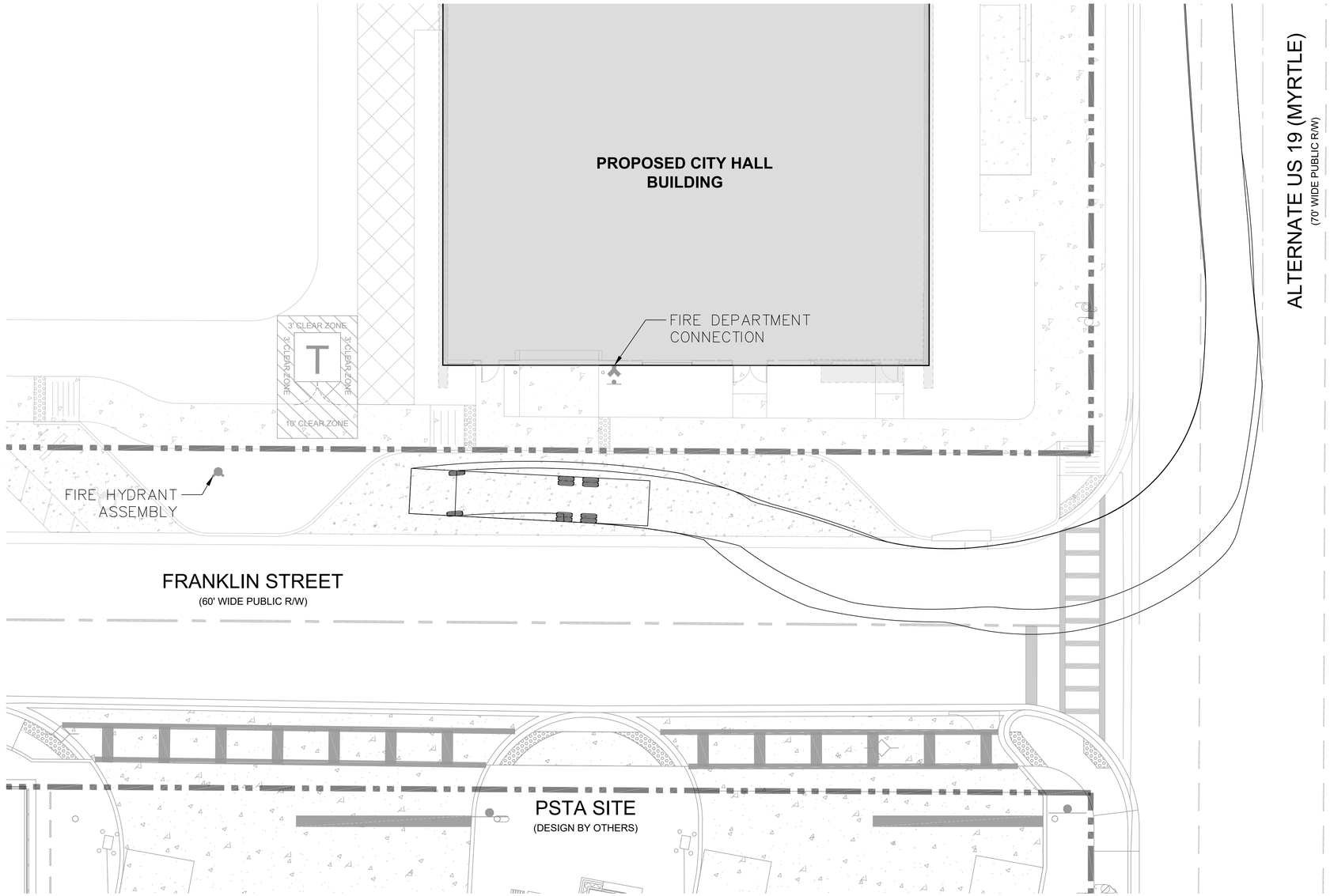
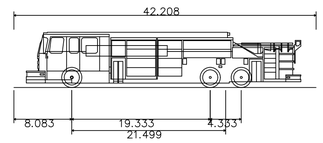


N

0 5' 10' 20'

SCALE: 1" = 10'



Pierce PAP100A Fire Truck	
Overall Length	42.208ft
Overall Width	8.000ft
Overall Body Height	7.715ft
Min Body Ground Clearance	0.627ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE
2 FDOT RAI 2	AH	12-04-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

FIRE TRUCK - TURNING ANALYSIS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY:
CITY PLAN SET NO.: 2022011	DRAWN BY:
MAN JOB NO.: 2240	CHECKED BY:
DATE DRAWN:	REVIEWED BY:
SUBMITTED BY: WJ ARCHITECTS	

SHEET REFERENCE NO.: C3.05

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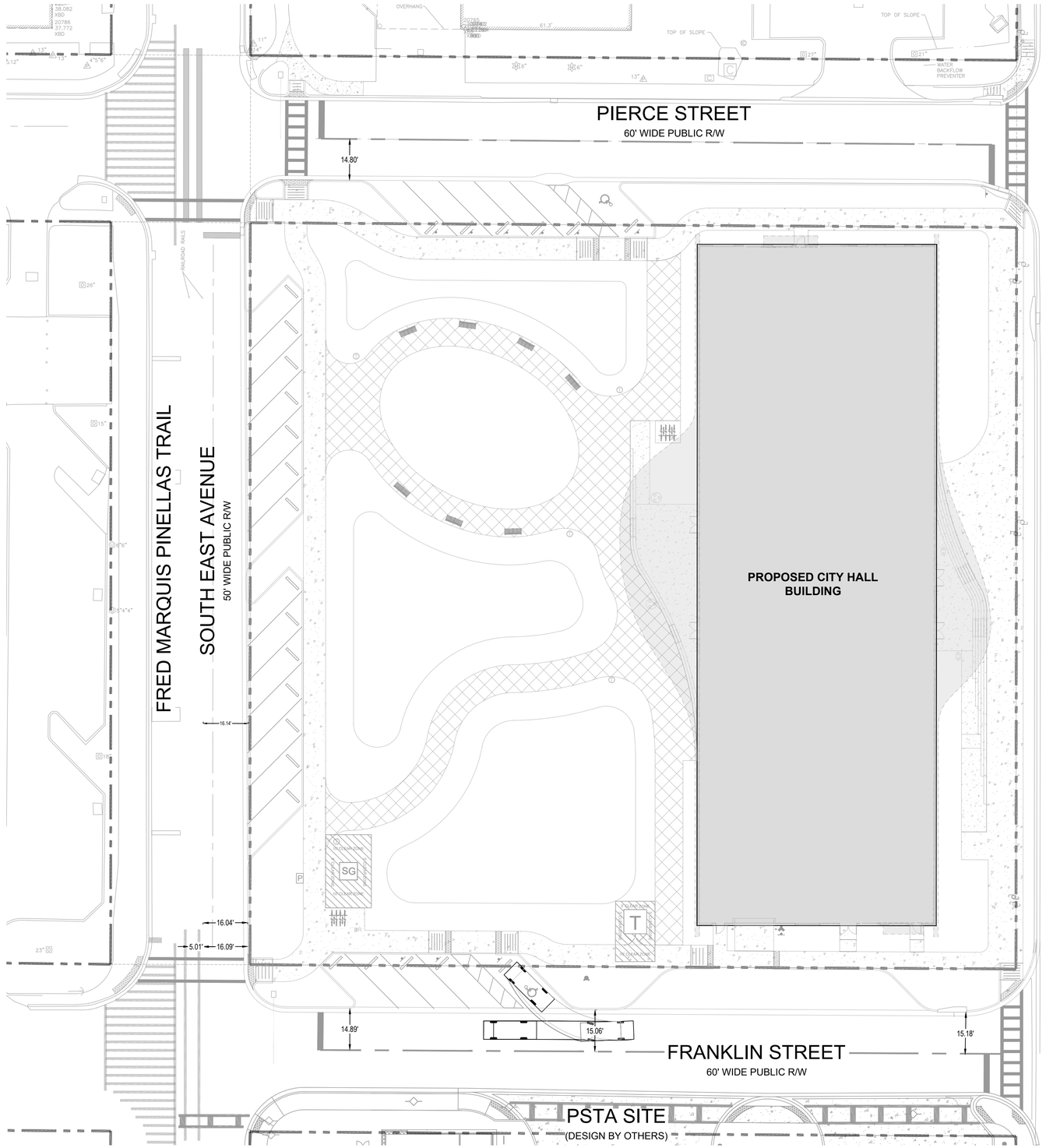

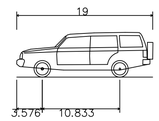

19' Passenger Vehicle	
Overall Length	19.000ft
Overall Width	6.592ft
Overall Body Height	6.258ft
Min Body Ground Clearance	0.990ft
Track Width	6.592ft
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	20.000ft

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REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

PASSENGER CAR - TURNING ANALYSIS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY:
CITY PLAN SET NO.: 2022011	DRAWN BY:
M&N JOB NO.: 2240	CHECKED BY:
DATE DRAWN:	REVIEWED BY:
SUBMITTED BY: WJ ARCHITECTS	

SHEET REFERENCE NO.: C3.06

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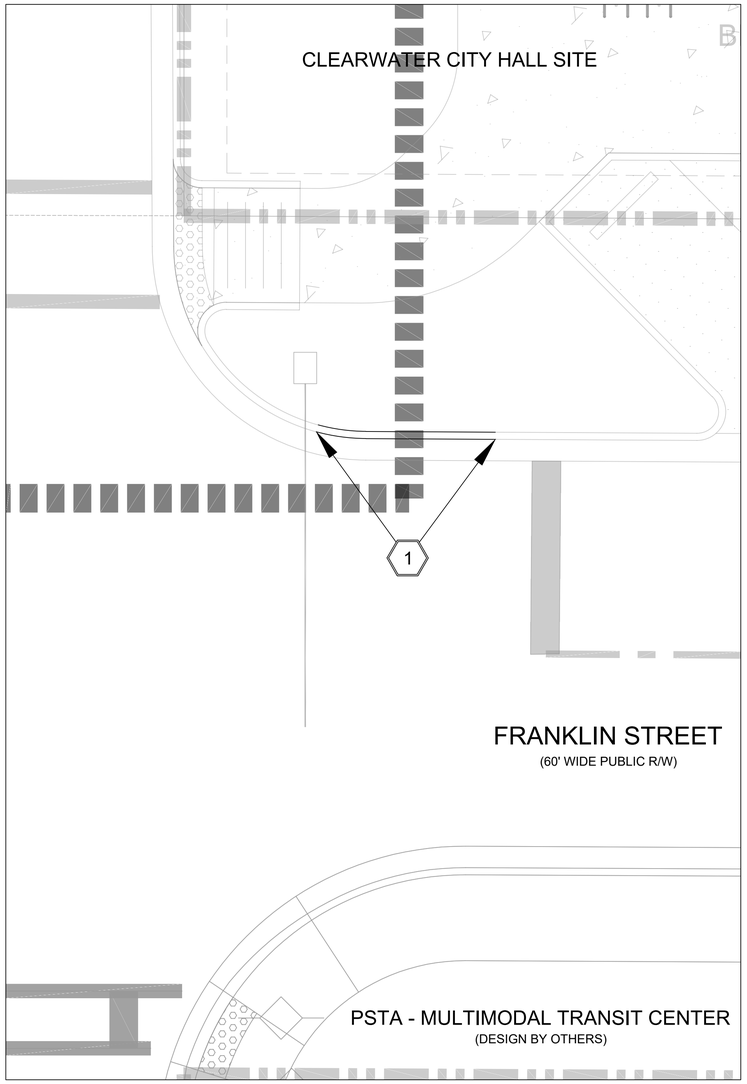
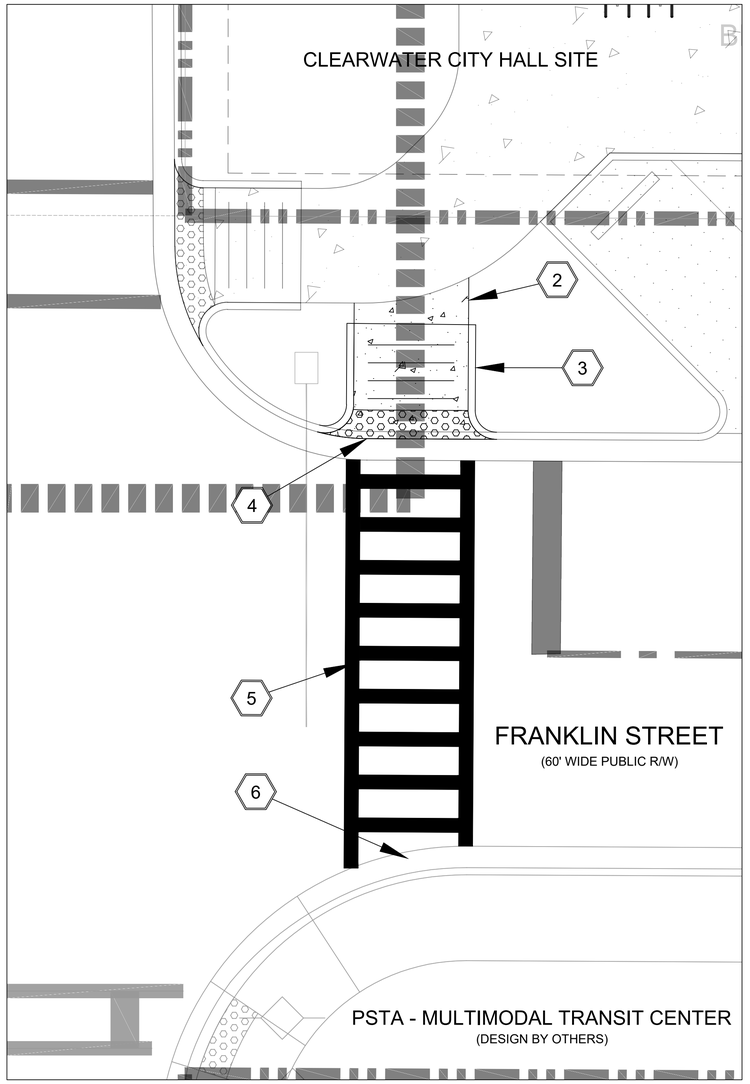


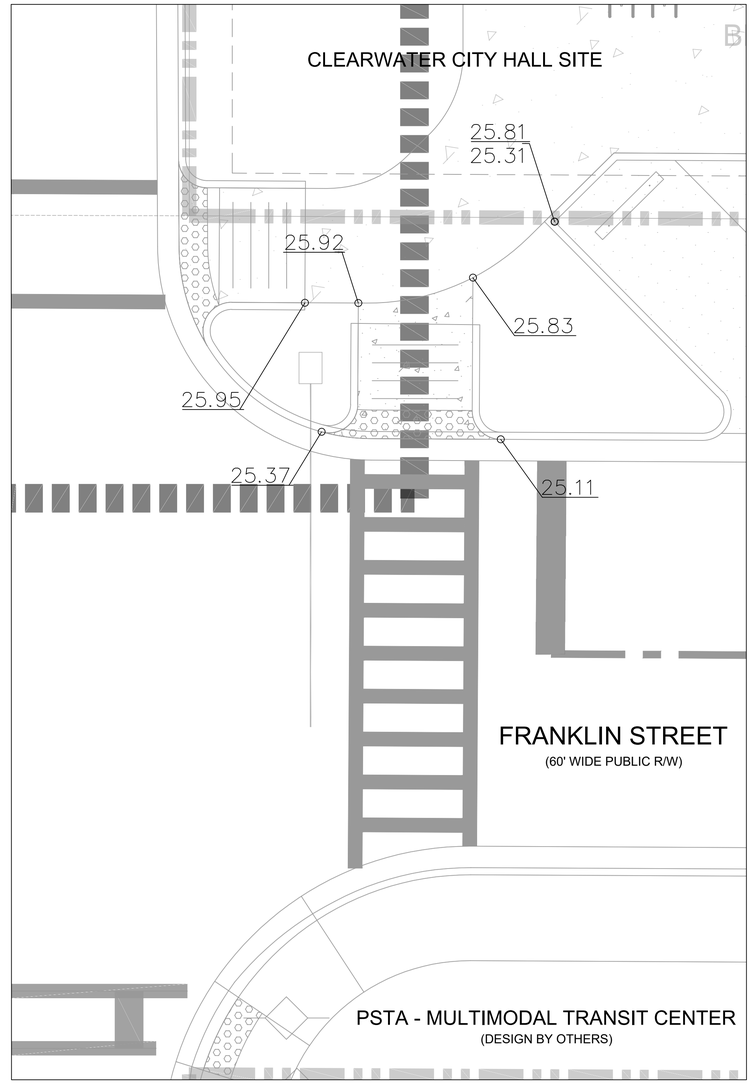
DEMOLITION DETAILS

SCALE: 1" = 5'



SITE DETAILS

SCALE: 1" = 5'



GRADING DETAILS

SCALE: 1" = 5'

KEY NOTES:

1. REMOVE EXISTING CURB. TO BE SAWCUT AT EDGE OF ROADWAY.
2. CONCRETE SIDEWALK
   SEE DETAIL SHEET C7.00
3. CONCRETE CURB RAMP
   PER CITY OF CLEARWATER DETAIL 109
   SEE DETAIL SHEET C7.00
4. DETECTABLE WARNING SURFACE (RED)
   FURNISH AND INSTALL DETECTABLE WARNING SURFACE PER FDOT INDEX #522-002
5. SPECIAL EMPHASIS CROSSWALK MARKINGS
   PER FDOT INDEX #711-001
6. COORDINATE WITH PSTA FOR CURB RAMP DESIGN

NOTE:

1. CONCEPTUAL DESIGN ONLY. FUTURE CROSSWALK TO BE DESIGNED BY PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA).

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LIC. NO.: **52167**

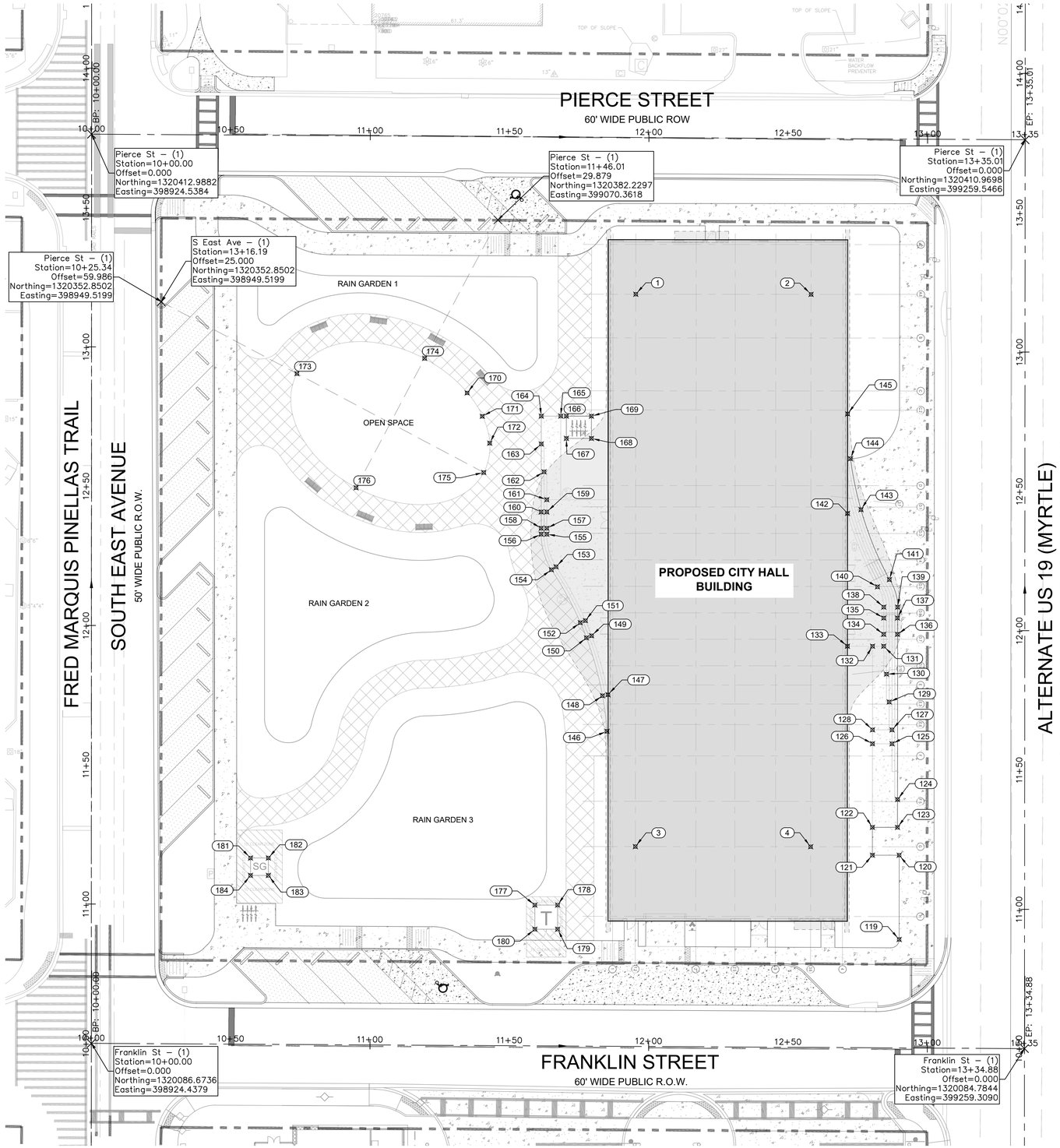
REVISION	BY	DATE
⚠ FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

FUTURE CROSSWALK EXHIBIT

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C3.07
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 17 OF 29



0 10' 20' 40'

SCALE: 1" = 20'

HATCH / SYMBOL LEGEND

- CONCRETE SIDEWALK
- HEAVY-DUTY CONCRETE
- SEMI-PERVIOUS CONCRETE
- HARDSCAPE AREA
- PROPOSED BUILDING
- PROPOSED BUILDING OVERHANG
- PROPOSED STRAIGHT CURB
- FIRE HYDRANT
- 0-3' BUILDING SETBACK
- PROPERTY LINE

Point Table			
Point #	Raw Description	Northing	Easting
119	EAST ENTRANCE	1320123.9677	399214.3375
120	EAST ENTRANCE	1320154.1974	399214.3595
121	EAST ENTRANCE	1320154.2044	399204.7358
122	EAST ENTRANCE	1320164.2044	399204.7430
123	EAST ENTRANCE	1320164.1979	399213.7430
124	EAST ENTRANCE	1320174.1979	399213.7503
125	EAST ENTRANCE	1320194.1993	399211.7649
126	EAST ENTRANCE	1320194.2044	399204.7649
127	EAST ENTRANCE	1320199.1993	399211.7685
128	EAST ENTRANCE	1320199.2044	399204.7685
129	EAST ENTRANCE	1320209.2000	399210.7758
130	EAST ENTRANCE	1320219.2008	399209.7831
131	EAST ENTRANCE	1320229.2015	399208.7904
132	EAST ENTRANCE	1320229.2044	399204.7904
133	EAST ENTRANCE	1320229.2110	399195.7904
134	EAST ENTRANCE	1320233.4674	399208.7935
135	EAST ENTRANCE	1320239.3314	399208.7978
136	EAST ENTRANCE	1320233.4638	399213.7310
137	EAST ENTRANCE	1320239.3278	399213.7353
138	EAST ENTRANCE	1320243.2328	399208.8006
139	EAST ENTRANCE	1320243.2291	399213.8006
140	EAST ENTRANCE	1320250.5457	399206.5551
141	EAST ENTRANCE	1320253.1279	399210.8430
142	EAST ENTRANCE	1320276.8685	399195.8251
143	EAST ENTRANCE	1320278.2384	399200.6338
144	EAST ENTRANCE	1320296.5190	399196.8749
145	EAST ENTRANCE	1320312.5754	399195.8511

Point Table			
Point #	Raw Description	Northing	Easting
146	WEST ENTRANCE	1320198.6646	399109.5031
147	WEST ENTRANCE	1320211.8048	399109.8402
148	WEST ENTRANCE	1320211.4456	399107.8727
149	WEST ENTRANCE	1320232.9684	399103.9664
150	WEST ENTRANCE	1320232.2172	399102.1122
151	WEST ENTRANCE	1320238.4034	399101.7647
152	WEST ENTRANCE	1320237.6525	399099.9116
153	WEST ENTRANCE	1320257.7195	399091.2316
154	WEST ENTRANCE	1320256.6587	399089.5361
155	WEST ENTRANCE	1320269.4042	399087.8821
156	WEST ENTRANCE	1320269.4056	399085.8821
157	WEST ENTRANCE	1320271.5555	399087.8837
158	WEST ENTRANCE	1320271.5570	399085.8837
159	WEST ENTRANCE	1320277.4194	399087.8880
160	WEST ENTRANCE	1320277.4209	399085.8880
161	WEST ENTRANCE	1320281.8000	399087.8912
162	WEST ENTRANCE	1320291.8007	399086.8984
163	WEST ENTRANCE	1320301.8014	399085.9057
164	WEST ENTRANCE	1320311.8014	399085.9130
165	WEST ENTRANCE	1320311.7963	399092.9130
166	WEST ENTRANCE	1320311.7949	399094.9130
167	WEST ENTRANCE	1320303.7949	399094.9072
168	WEST ENTRANCE	1320303.7883	399103.9072
169	WEST ENTRANCE	1320311.7883	399103.9130

Point Table			
Point #	Raw Description	Northing	Easting
1	BUILDING	1320355.5476	399119.8198
2	BUILDING	1320355.5018	399182.7157
3	BUILDING	1320157.2976	399119.6754
4	BUILDING	1320157.2518	399182.5713

Point Table			
Point #	Raw Description	Northing	Easting
170	FLAGPOLE	1320320.1251	399059.3175
171	FLAGPOLE	1320311.7248	399064.7429
172	FLAGPOLE	1320302.0835	399067.4191

Point Table			
Point #	Raw Description	Northing	Easting
173	OPEN SPACE	1320327.0515	398998.2404
174	OPEN SPACE	1320332.5380	399044.0489
175	OPEN SPACE	1320291.5652	399065.2559
176	OPEN SPACE	1320286.0786	399019.4474

Point Table			
Point #	Raw Description	Northing	Easting
177	TRANSFORMER	1320136.3023	399083.6185
178	TRANSFORMER	1320136.2963	399091.7852
179	TRANSFORMER	1320127.6297	399091.7789
180	TRANSFORMER	1320127.6356	399083.6122

Point Table			
Point #	Raw Description	Northing	Easting
181	SWITCH GEAR	1320153.1916	398981.5755
182	SWITCH GEAR	1320153.1916	398987.9922
183	SWITCH GEAR	1320146.9416	398987.9922
184	SWITCH GEAR	1320146.9416	398981.5755

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

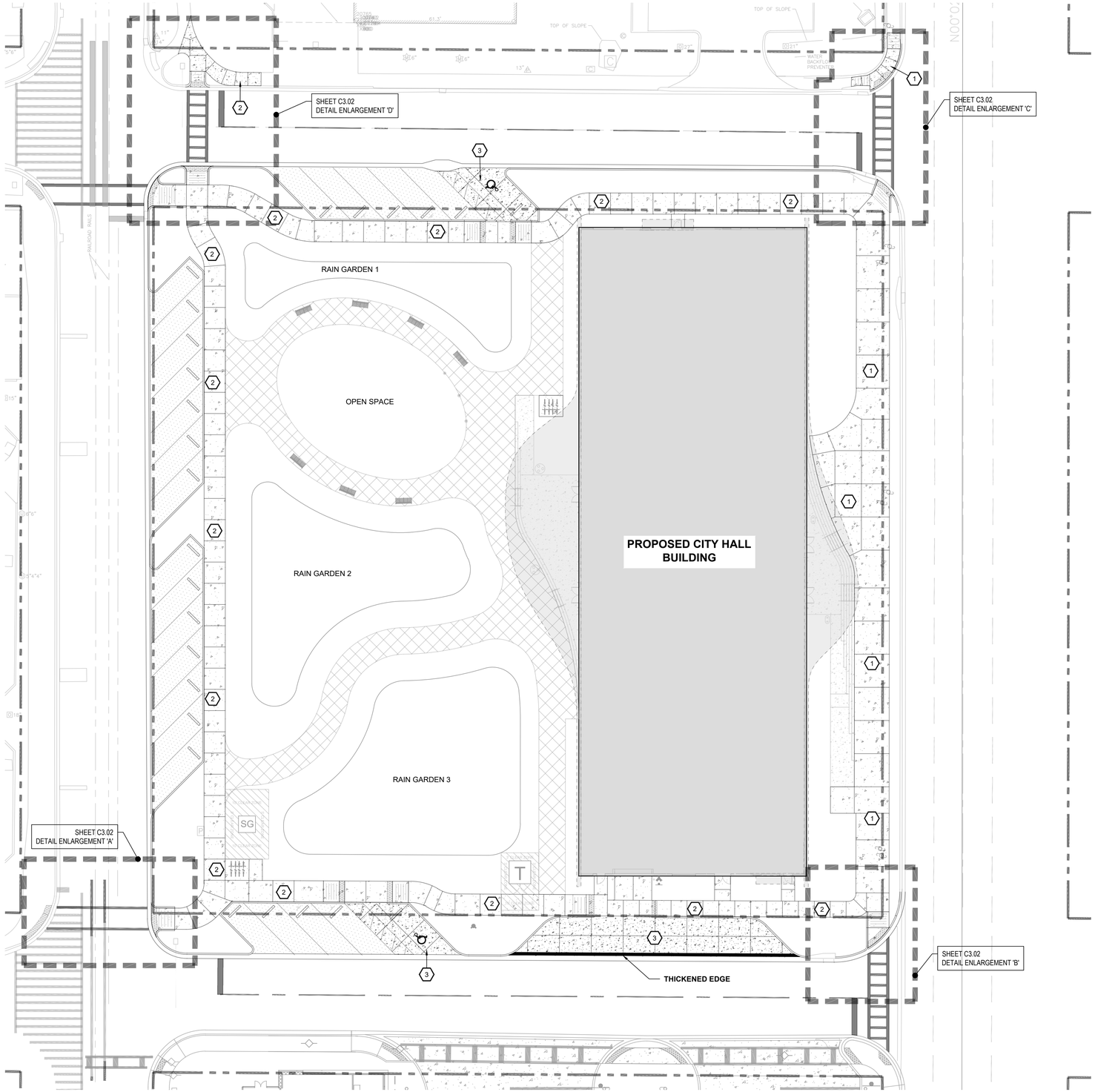
REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

HORIZONTAL CONTROL PLAN

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C3.10	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH		
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 18 OF 29	



SCALE: 1" = 20'

HATCH / SYMBOL LEGEND

- CONCRETE SIDEWALK
- HEAVY-DUTY CONCRETE
- SEMI-PERVIOUS CONCRETE
- HARDSCAPE AREA
- PROPOSED BUILDING
- PROPOSED BUILDING OVERHANG
- PROPOSED STRAIGHT CURB
- FIRE HYDRANT
- 0-3' BUILDING SETBACK
- PROPERTY LINE

KEY NOTES:

1. 6" FDOT CONCRETE SIDEWALK WITH CONTROL JOINTS, EXPANSION JOINTS, FORMED OPEN JOINTS, SAW CUT JOINTS, TOOLED JOINTS. PER FDOT INDEX 522-001
2. 6" CONCRETE SIDEWALK WITH CONTROL JOINTS, BROOM FINISH PER CITY OF CLEARWATER DETAIL #109
3. 7" CONCRETE DRIVEWAY WITH JOINT SPACING PER HEAVY DUTY CONCRETE PAVEMENT DETAIL SHEET C7.01 / JOINT SPACING PER AASHTO 1986/1993

HEAVY-DUTY CONCRETE DESIGN AND CONSTRUCTION NOTES

1. CONCRETE: REINFORCED 7" THICK. MIN. COMPRESSIVE STRENGTH 4000 PSI AT 28 DAYS. CONSTRUCT PER ACI AND FDOT STANDARDS.
2. TIE BARS: 1/2" X 24" PLACED 30" O.C.
3. CONTRACTION JOINTS: 7-1/2' X 12' (LOADING ZONE) AND 8-1/2' X 8-1/2' (ADA PARKING SPACES), TYPICAL
4. THICKENED EDGE: REFERENCE DETAILS ON C7.01.
5. CONSTRUCTION JOINTS: THICKENED EDGE BUTT JOINT WITH 7/8" BY 14" LONG DOWELS, EMBEDDED 6 INCHES, SPACED 12" O.C. REFERENCE DETAILS ON C7.01.

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LIC. NO.: **52167**

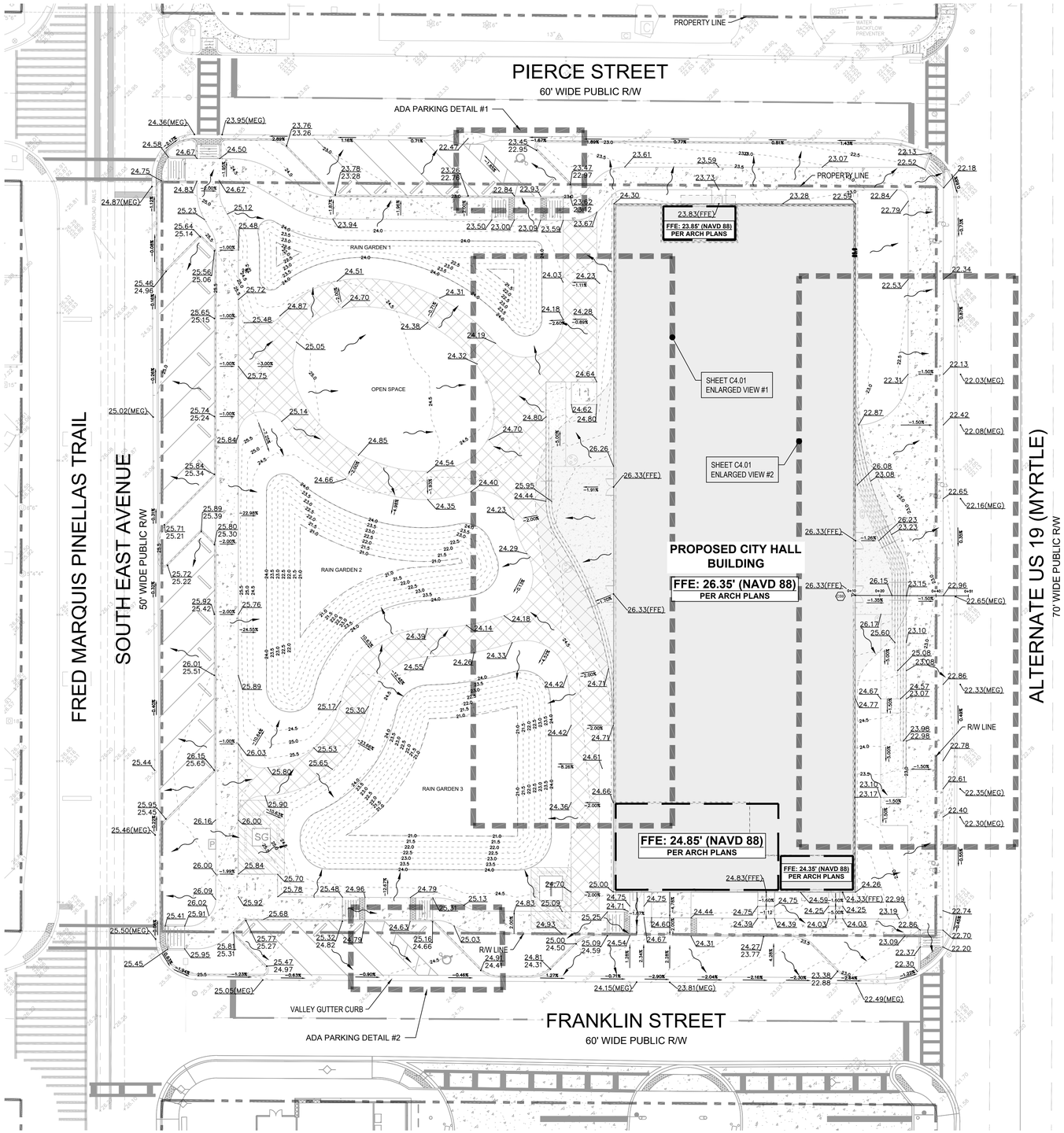
REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

CONCRETE CONTROL PLAN

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C3.11	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH		
MAN JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 19 OF 29	



N

0 10' 20' 40'

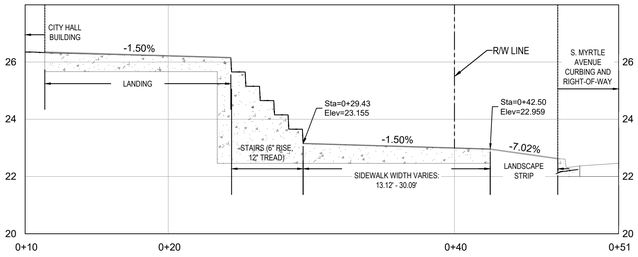
SCALE: 1" = 20'

LEGEND

- EXISTING ELEVATION
- PROPOSED ELEVATION
- PROPOSED ELEVATION (MATCH EXISTING GRADE)
- FFE — FINISH FLOOR ELEVATION
- STORMWATER FLOW ARROW
- PROPOSED CONTOUR
- PROPOSED BUILDING
- PROPOSED BUILDING OVERHANG
- PROPERTY LINE

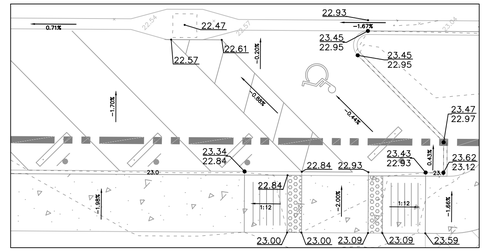
NOTES:

1. CONSTRUCT A <1/4" LIP ON ALL EXTERIOR DOOR ENTRANCES.
2. ALL SIDEWALK ENTRANCES CONNECTED TO PROPOSED DOOR LOCATIONS SHALL NOT EXCEED 5% LONGITUDINAL AND 2% CROSS SLOPE.
3. POSITIVE SLOPE FROM BUILDINGS OUT TOWARDS STREET(S) / PROPERTY LINES, DO NOT EXCEED 5:1 SLOPE ON PERVIOUS SURFACES.
4. ALL GRADES FROM DESIGN/SURVEY BASED ON NAVD 88 DATUM. REFER TO GENERAL NOTE #2 ON SHEET C1.01.



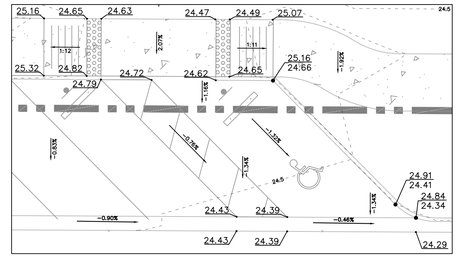
CROSS SECTION CS-9

SCALE:
1" = 5' HORIZ
1" =2.5' VERT



ADA PARKING DETAIL #1

SCALE:
1" = 10



ADA PARKING DETAIL #2

SCALE:
1" = 10

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LIC. NO.: **52167**

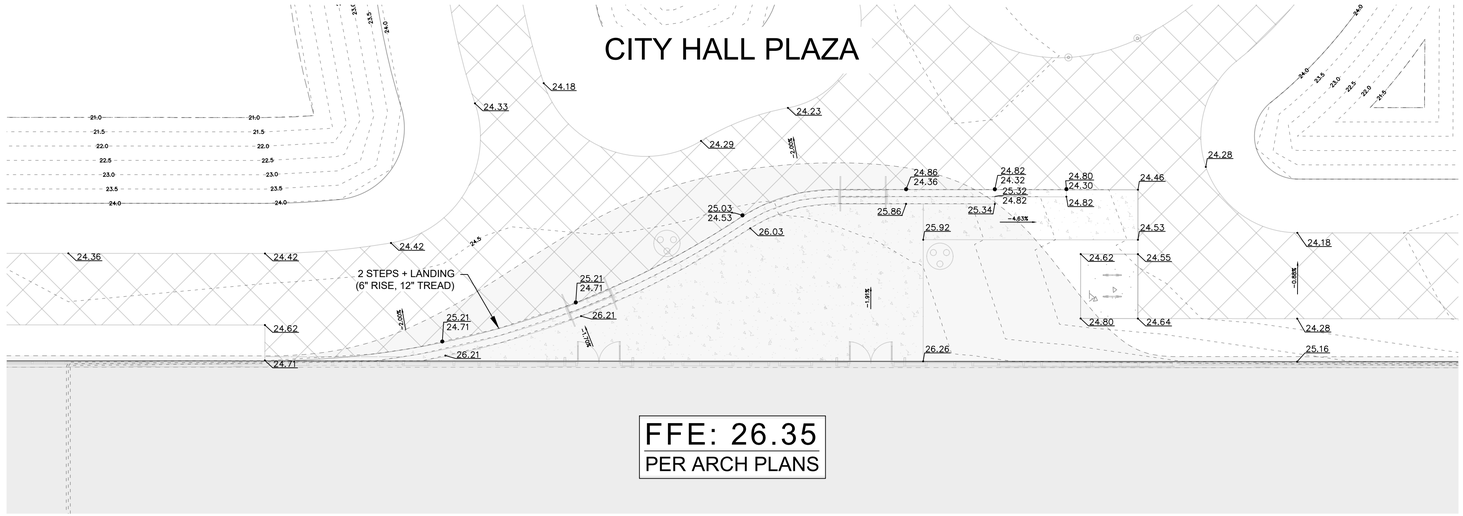
REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

SITE GRADING PLAN

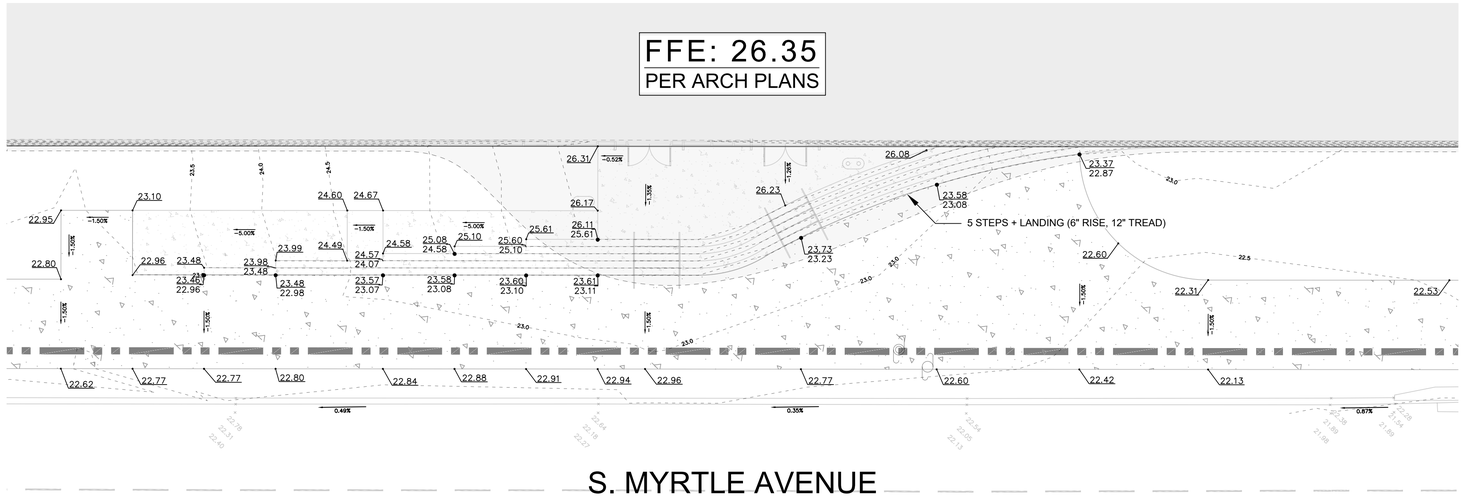
CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C4.00
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 20 OF 29



ENLARGED VIEW #1

PLAZA STAIRWAY ENTRANCE, RAMP SIDEWALK GRADING

SCALE: 1" = 10'



ENLARGED VIEW #2

MYRTLE AVE. STAIRWAY ENTRANCE, RAMP AND SIDEWALK GRADING

SCALE: 1" = 10'

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

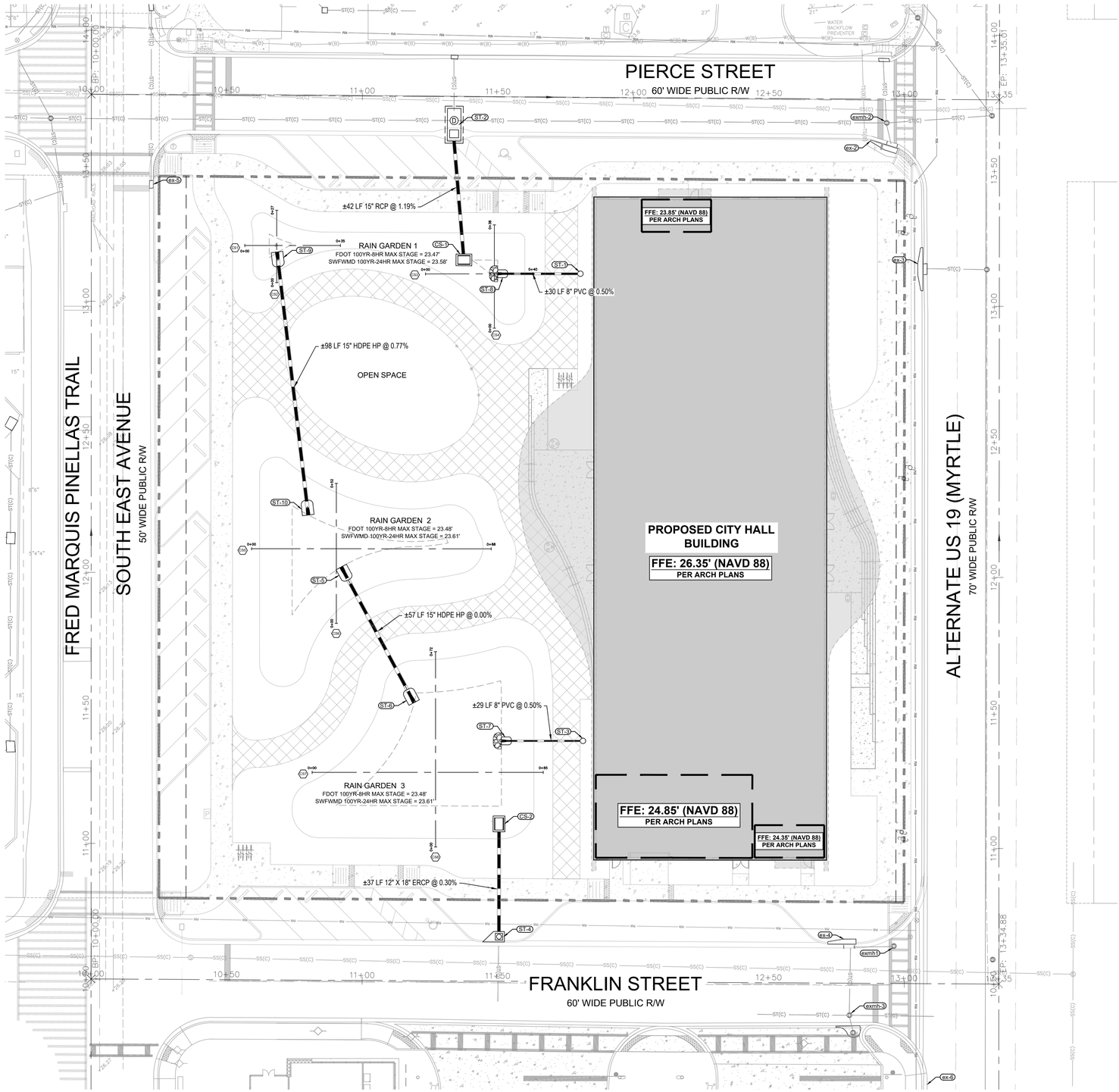
REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

GRADING PLAN ENLARGED VIEWS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.:	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	C4.01	
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 06-13-2024	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 21 OF 29	



NOTES:

1. STORMWATER SYSTEM SHALL ADHERE TO REQUIREMENTS OUTLINED IN THE CITY OF CLEARWATER STORMWATER DRAINAGE CRITERIA MANUAL, EFFECTIVE JULY 1, 2015.
2. PROPOSED STORMWATER POND OUTFALL STRUCTURES SHALL COMPLY WITH CITY OF CLEARWATER STANDARD DETAIL INDEX NO. 215 (SHEET C7.01).
3. CONTRACTOR TO PROVIDE POSITIVE DRAINAGE. COORDINATE WITH ENGINEER / LS ARCHITECT FOR ANY EXCAVATION REQUIRED WITHIN ANY EXISTING TREE DRIPLINE, IF ANY.
4. RUNOFF FROM ROOF GUTTERS SHALL BE DIRECTED INTO THE STORMWATER COLLECTION SYSTEM.

N

0 10' 20' 40'

SCALE: 1" = 20'

LEGEND

- STORM PIPE
- OUTFALL STRUCTURE
- MITERED END SECTION
- AREA OF CONCRETE
- HARDSCAPE AREA
- PROPOSED BUILDING
- PROPOSED BUILDING OVERHANG
- RIPRAP
- PROPERTY LINE

EXISTING STRUCTURES DATA TABLE (NAVD 88)

ex-2
curb inlet
rim 21.55'
ie (n) = ±17.28' (15" rcp)

ex-3
curb inlet
rim 21.83'
ie (e) = ±17.50' (18" rcp)

ex-4
curb inlet
rim 22.45'
ie (e) = ±18.35' (18" rcp)
ie (s) = ±18.34' (18" rcp)

ex-5
curb inlet
rim 24.79'
ie (n) = ±22.36' (15" rcp)

ex-mh1
manhole
rim 22.29'
ie (nw) = ±18.20' (12" rcp)
ie (w) = ±18.17' (18" rcp)

ex-mh2
manhole
rim 21.94'
ie (w) = ±14.74' (48" rcp)
ie (n) = ±15.20' (15" rcp)
ie (ne) = ±17.39' (6" clay)
ie (s) = ±15.20' (15" rcp)

ex-mh3
manhole
rim 22.34'
ie (w) ±15.21' (36" rcp)
ie (n) ±18.09' (18" rcp)
ie (e) ±15.00' (36" rcp)
ie (s) ±18.11' (18" rcp)

PROPOSED STRUCTURES DATA TABLE (NAVD 88)

ST-1
CLEANOUT (RAIN LEADER CONNECTION) - REFER TO MEP PLANS FOR CONTINUATION
CLEANOUT COVER EL. = ±24.34' (FLUSH WITH SURFACE)
IE (W) = ±21.65' (8" PVC C900)

ST-2
12' X 5' FDOT J BOTTOM JUNCTION BOX
TOP OF JUNCTION BOX = 19.50'
RIM EL. (MANHOLE RISER (FDOT INDEX 425-001) WITH COVER (PER CITY OF CLEARWATER INDEX NO. 203) = 22.64'
GRATE EL. (FDOT TYPE E DBI WITH RISER PER INDEX 425-001) = 22.47'
ie (w) = ±14.44' (48" rcp) (existing)
ie (n) = ±20.39' (8" material tbd) (existing)
ie (e) = ±14.44' (48" rcp) (existing)
IE (S) = ±17.00' (15" RCP)

ST-3
CLEANOUT (RAIN LEADER CONNECTION) - REFER TO MEP PLANS FOR CONTINUATION
CLEANOUT COVER EL. = ±24.61'
IE (W) = ±21.15' (8" PVC C900)

ST-4
MODIFIED TYPE 1 CURB INLET PER CITY OF CLEARWATER INDEX NO. 209
MANHOLE EL. = 24.77'
THROAT EL. = 24.40'
IE (N) = ±21.60' (12" X 18" ERCP)
ie (s) = ±21.64' (15" rcp) (existing)

ST-5
FDOT 15" MITERED END SECTION PER FDOT INDEX 430-022
IE (SE) = ±21.00' (15" HDPE HP)

ST-6
FDOT 15" MITERED END SECTION PER FDOT INDEX 430-022
IE (NW) = ±21.00' (15" HDPE HP)

ST-7
FDOT 8" MITERED END SECTION PER FDOT INDEX 430-022
IE (E) = ±21.00' (8" PVC C900)

ST-8
FDOT 8" MITERED END SECTION PER FDOT INDEX 430-022
IE (E) = ±21.50' (8" PVC C900)

ST-9
FDOT 15" MITERED END SECTION PER FDOT INDEX 430-022
IE (S) = ±21.75' (15" HDPE HP)

ST-10
FDOT 15" MITERED END SECTION PER FDOT INDEX 430-022
IE (N) = ±21.00' (15" HDPE HP)

CS-1 (CONTROL STRUCTURE)
MODIFIED FDOT TYPE E DBI (INDEX 425-052)
GRATE = 23.50'
IE (N) = ±17.50' (15" RCP)
SEE DETAIL 1 ON SHEET C7.01

CS-2 (CONTROL STRUCTURE)
MODIFIED FDOT TYPE E DBI (INDEX 425-052)
GRATE = 23.50'
IE (S) = ±21.70' (12" X 18" ERCP)
SEE DETAIL 2 ON SHEET C7.01

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

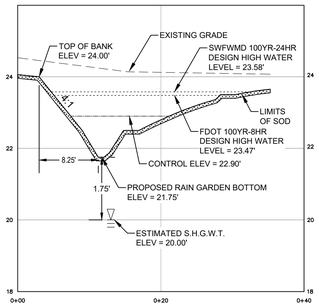
REVISION	BY	DATE
⚠ FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

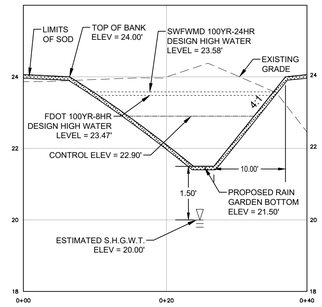
CLEARWATER CITY HALL

SITE DRAINAGE PLAN

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C5.00	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH		
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 22 OF 29	



CROSS SECTION CS-1 (RAIN GARDEN 1)



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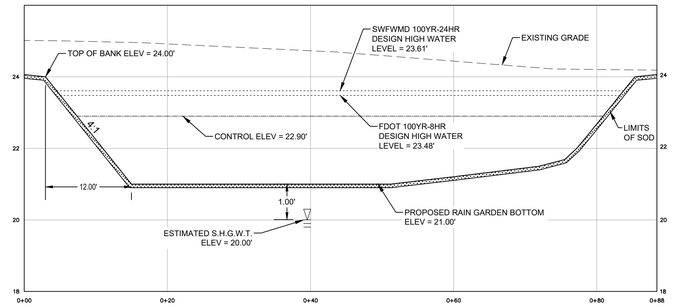
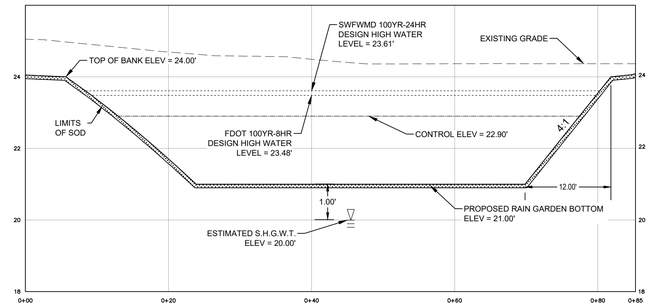
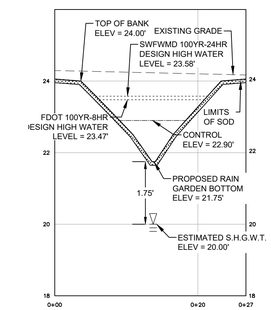


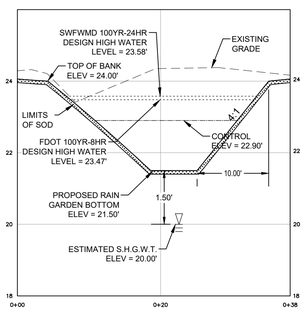
CROSS SECTION CS-5 (RAIN GARDEN 2)



CROSS SECTION CS-7 (RAIN GARDEN 3)



CROSS SECTION CS-2 (RAIN GARDEN 1)



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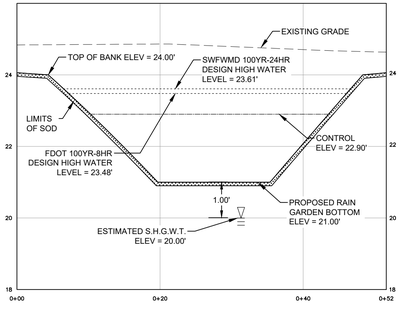
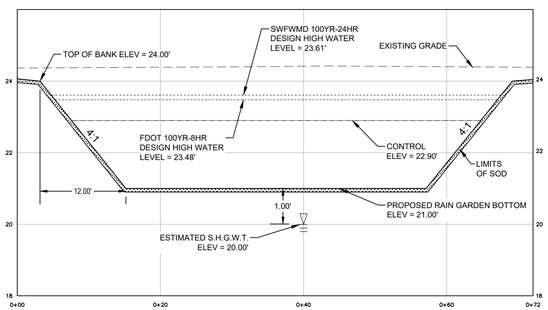


CROSS SECTION CS-6 (RAIN GARDEN 2)



CROSS SECTION CS-8 (RAIN GARDEN 3)

SCALE:
1" = 10' HORIZ
1" = 2' VERT

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

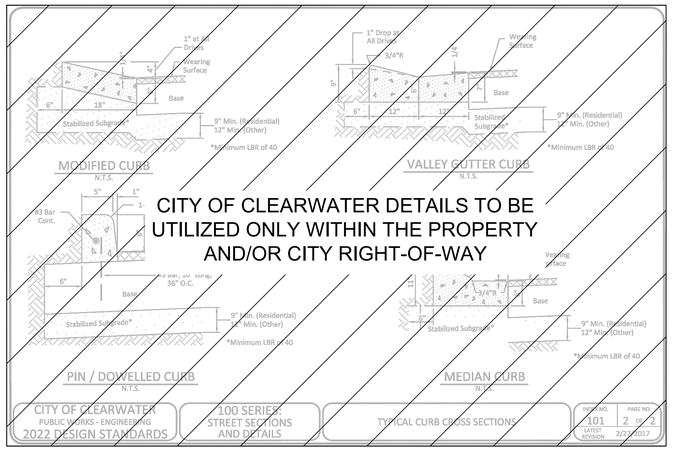
REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24

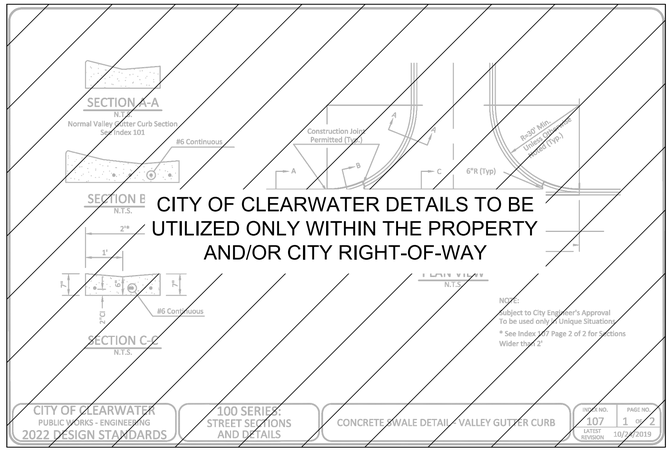
CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

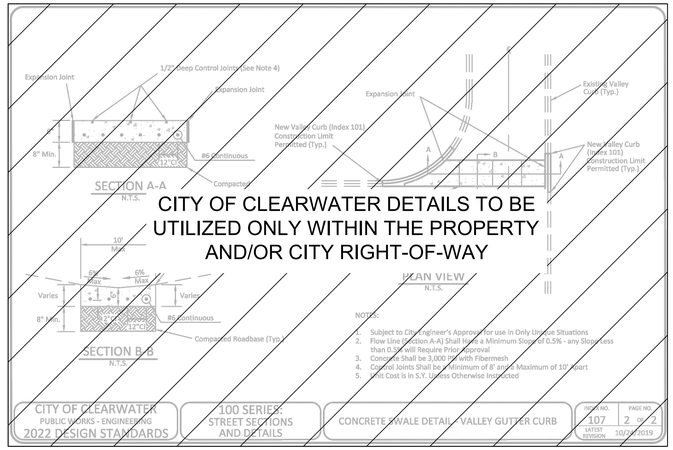
CLEARWATER CITY HALL

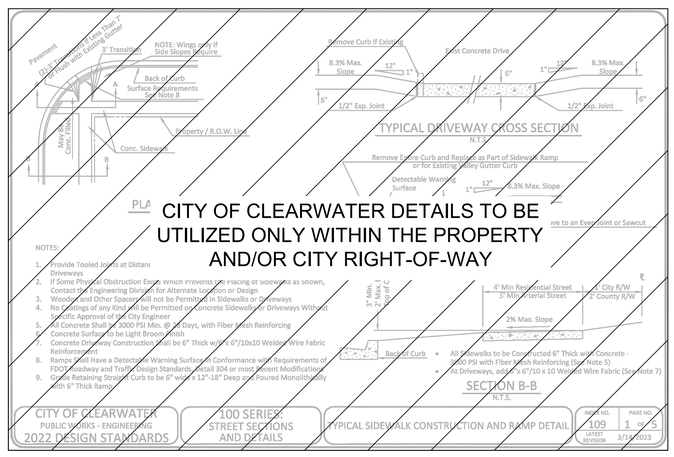
RAIN GARDEN CROSS SECTIONS

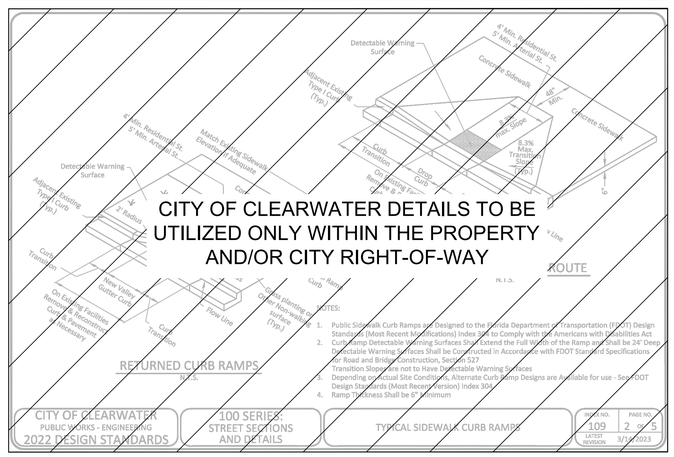
CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C5.01
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 23 OF 29

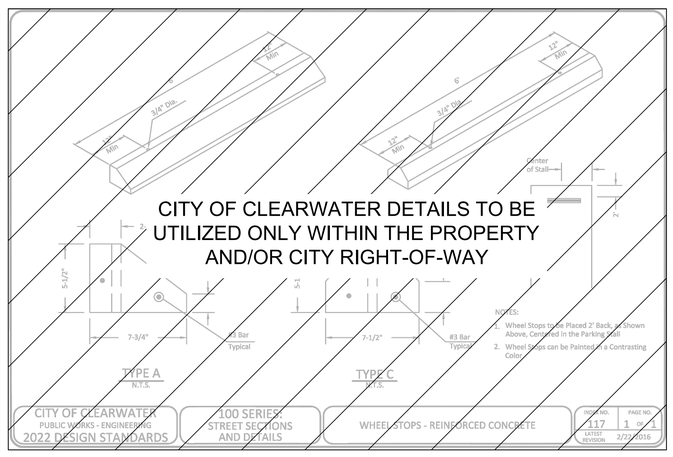


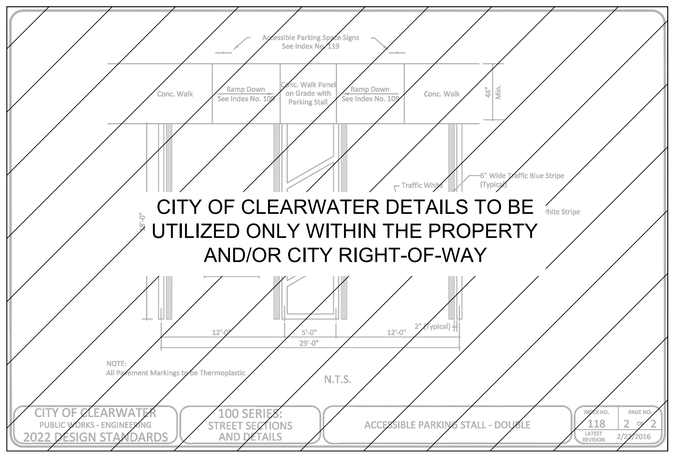


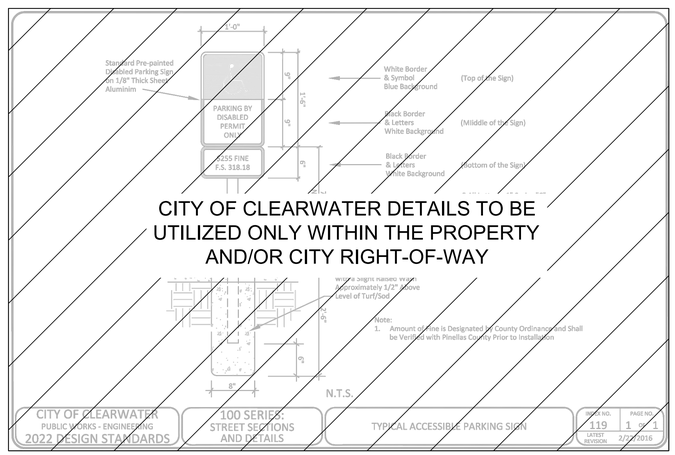


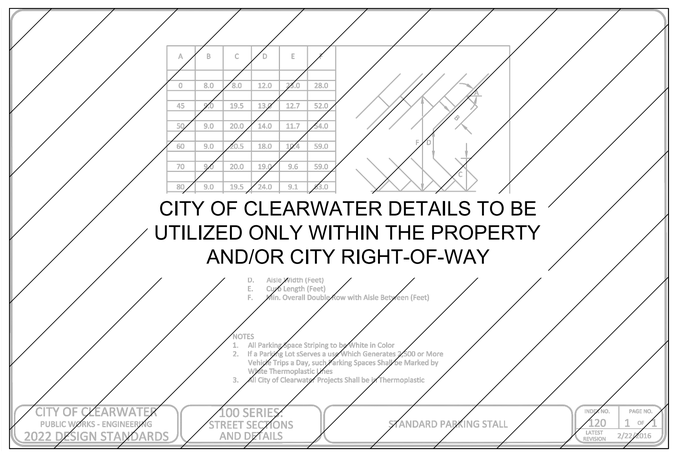












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LIC. NO.: **52167**

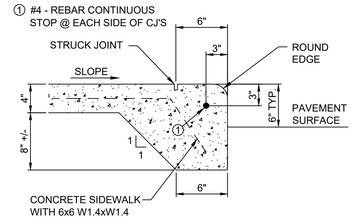
REVISION	BY	DATE
⚠ FDOT RAI 1	AH	11-01-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

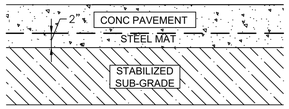
SITE DETAILS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C7.00
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 24 OF 29



INTEGRAL CURB & SIDEWALK

NTS



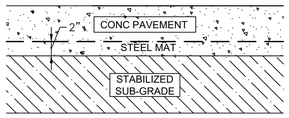
CONCRETE PAVEMENT	6" PORTLAND CEMENT CONCRETE 4000 PSI AT 28 DAYS WITH A FLEXULAR MODULUS OF 600 PSI.
STABILIZED SUB-GRADE	12" STABILIZED SUBGRADE COMPACTED TO A MIN. OF 98% THE MODIFIED PROCTOR MAXIMUM DRY DENSITY ASTM (D-1557) WITH A MIN. LBR OF 30 EQUAL TO THE DEPTH OF BASE MATERIAL.
STEEL MAT	REINFORCING STEEL MAT, MIN. SIZE NO. 3 STEEL BARS, BE PLACED SIXTEEN INCHES ON CENTER. CONTRACTOR TO COORDINATE FINAL STEEL REINFORCEMENT WITH THE PROJECT ENGINEER OF RECORD.

NOTES:

1. REFER TO GEOTECH REPORT PREPARED BY DRIGGERS ENGINEERING SERVICES, INC. DATED: 11-22-2023

CONCRETE PAVEMENT SECTION

N.T.S.



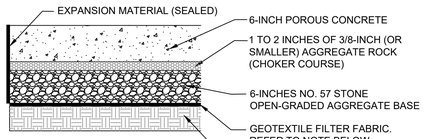
CONCRETE PAVEMENT	7" PORTLAND CEMENT CONCRETE 4000 PSI AT 28 DAYS WITH A FLEXULAR MODULUS OF 600 PSI.
STABILIZED SUB-GRADE	12" STABILIZED SUBGRADE COMPACTED TO A MIN. OF 98% THE MODIFIED PROCTOR MAXIMUM DRY DENSITY ASTM (D-1557) WITH A MIN. LBR OF 30 EQUAL TO THE DEPTH OF BASE MATERIAL.
STEEL MAT	REINFORCING STEEL MAT, MIN. SIZE NO. 3 STEEL BARS, BE PLACED SIXTEEN INCHES ON CENTER. CONTRACTOR TO COORDINATE FINAL STEEL REINFORCEMENT WITH THE PROJECT ENGINEER OF RECORD.

NOTES:

1. REFER TO GEOTECH REPORT PREPARED BY DRIGGERS ENGINEERING SERVICES, INC. DATED: 11-22-2023

HEAVY-DUTY CONCRETE PAVEMENT SECTION

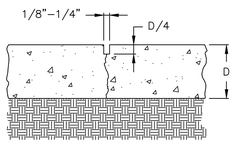
N.T.S.



NOTE:
GEOTEXTILE FABRIC ENVELOPE SHALL BE TYPE D-3 (FDOT INDEX 199) WITH A PERMEABILITY OF 0.7 FT/SEC AND AN APPARENT OPENING SIZE OF 0.425 MM (#80 SIEVE). ALL GEOTEXTILE FABRIC JOINTS SHOULD OVERLAP A MINIMUM OF 1 FOOT. INSTALL GEOTEXTILE ON BOTTOM AND SIDES OF OPEN-GRADED AGGREGATE BASE.

PERVIOUS PAVEMENT SECTION

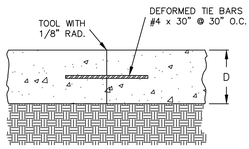
N.T.S.



TYPE 'A' UNDOWELED CONTRACTION (CONTROL) JOINT

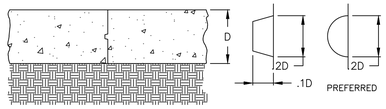
NTS

UNDOWELED TRANSVERSE CONTRACTION OR LONGITUDINAL JOINT, SAWED OR PRE–MOLDED. DO NOT DOWEL PAVEMENTS LESS THAN 7" THICK



TYPE 'B' TIED JOINT

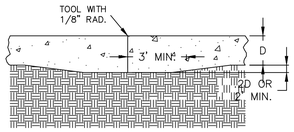
NTS



TYPE 'C' CONSTRUCTION JOINT

NTS

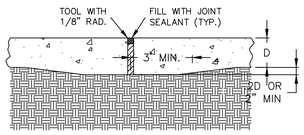
LONGITUDINAL KEYWAY CONSTRUCTION JOINT FOR PAVEMENT 6 INCHES OR GREATER. TYPE C–1 STRAIGHT BUTT TYPE JOINT USED FOR PAVEMENTS LESS THAN 6 INCHES.



TYPE 'C–1' BUTT JOINT

NTS

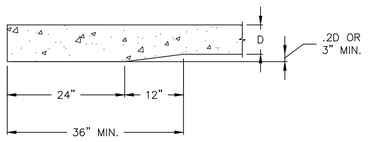
IN LIEU OF THICKENING EDGES, OVERALL PAVEMENT THICKNESS MAY BE INCREASED AS FOLLOW: 6 INCHES OR LESS, ADD 0.5 INCH. MORE THAN 6 INCHES, ADD 1 INCH.



TYPE 'D' BUTT JOINT

NTS

ISOLATION JOINT FOR PAVEMENTS LESS THAN 8" THICK.

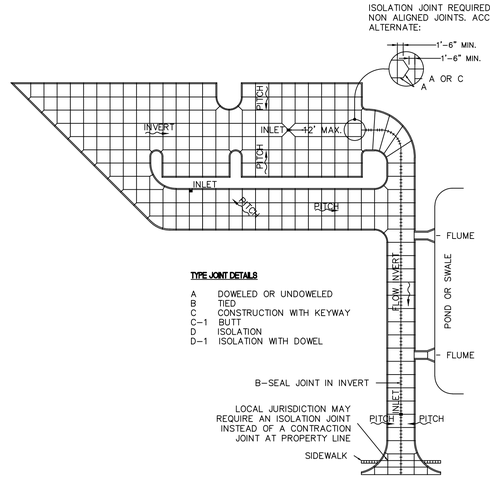


THICKENED EDGE

NTS

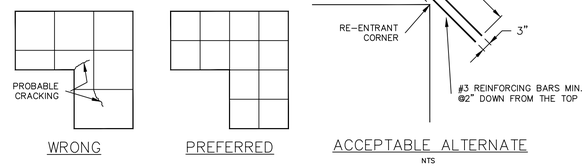
CURBS:

1. ALL CURBING SHALL BE CONSTRUCTED OF CONCRETE THAT WILL OBTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS, UNLESS OTHERWISE NOTED.
2. ALL CONCRETE CURBS SHALL BE SPACED WITH A FULL–DEPTH, ½" WIDTH ISOLATION JOINT MATERIAL PRIOR TO PLACEMENT OF ADJACENT CONCRETE PAVEMENT
3. THERE SHALL BE CONTROL JOINTS, EITHER TOOL OR SAW–CUT, MATCH PAVEMENT JOINTS, UNLESS OTHERWISE SPECIFIED; JOINTS SHALL BE FORMED WITHIN 12 HOURS OF PLACEMENT
4. ALL CURB ENDS THAT DO NOT TIE INTO OTHER FACILITIES SHALL TRANSITION DOWN TO PAVEMENT
5. GRADE IN 24 INCHES CONSTRUCTION JOINT SHALL BE TIED WITH A No.4 TIE BAR EXTENDED 6 INCHES INTO EACH CURB SECTION AND SHALL BE SPACED WITH A FULL–DEPTH ½" WIDTH ISOLATION JOINT MATERIAL



TYPICAL PARKING AREA JOINT LAYOUT

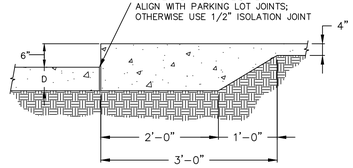
NTS



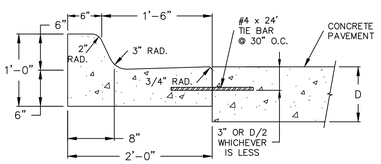
ACCEPTABLE ALTERNATE

NTS

BUTT TYPE CONSTRUCTION JOINT IF SIDEWALK JOINTS EQUAL AND ALIGN WITH PARKING LOT JOINTS; OTHERWISE USE 1/2" ISOLATION JOINT



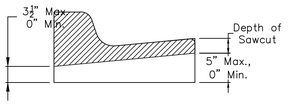
SIDEWALK/CURB



TIED CURB

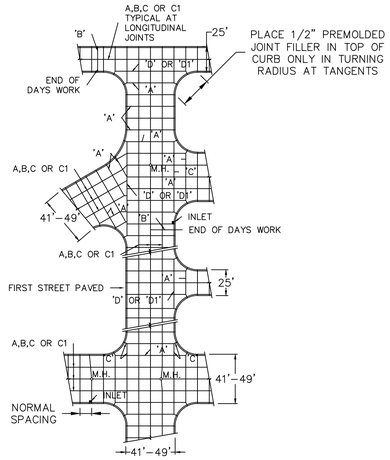
NTS

TYPE F, FDOT CURB SHOWN, OTHER TYPE MAY BE USED WITH THE SAME TIE BAR CONFIGURATION.



TYPE 'F' CONCRETE CURB AND GUTTER

NTS

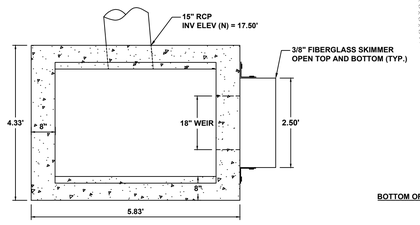


TYPICAL PAVEMENT JOINT PLAN

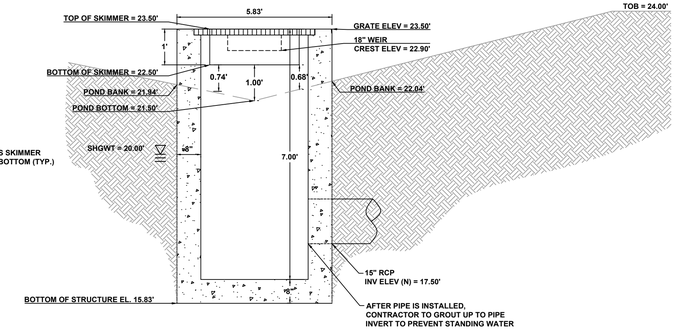
NTS

GENERAL NOTES:

1. USE ACI OR FC&PA CERTIFIED FLATWORK FINISHER
2. USE ACI 330R–01 GUIDE FOR DESIGN AND CONSTRUCTION OF CONCRETE PARKING LOTS
3. USE ACI 330.1–94 STANDARD SPECIFICATION FOR PLAIN CONCRETE PARKING LOTS
4. ALL CONCRETE USED IN PARKING LOT, UNLESS OTHERWISE INDICATED, SHALL HAVE A COMPRESSIVE STRENGTH OF 4,000 PSI AT 28 DAYS, UNLESS OTHERWISE NOTED.
5. PREPARE THE SUBGRADE IN ACCORDANCE WITH THE GEOTECHNICAL ENGINEEER'S RECOMMENDATIONS FOR RIGID PAVEMENTS. SUBGRADE SOIL DENSITY TESTING MUST BE COMPLETED AND VERIFIED BY THE GEOTECHNICAL ENGINEER PRIOR TO CONCRETE PLACEMENT.
6. IMPORTED SOIL USE FOR BACK FILL SHOULD BE FREE OF HEAVY CLAY, SILTS, STONES, PLANT ROOT OR OTHER FOREIGN MATERIAL GREATER THAN 1½" IN DIAMETER IN ORDER TO ACHIEVE ADEQUATE COMPACTION AROUND ANY FIXED OBJECT IN GROUND. ALTERNATE WILL BE TO USE FLOWABLE FILL.
7. LAYOUT CONTROL JOINT BY STARTING WITH ANY DRAINAGE INLET WITHIN THE PAVEMENT SECTION AND WORK TOWARD EDGE OF PAVEMENT
8. KEEP ALL JOINTS CONTINUOUS
9. CONTROL JOINTS SHALL BE FORMED OR SAWED WITHIN 12 HOURS FROM TIME OF PLACEMENT;
   A. SIDEWALK–SPACING SHALL BE SAME AS WIDTH OF PAVEMENT AND LESS THAN 5 FEET IN LENGTH
   B. PAVEMENT–MAXIMUM SPACING SHALL BE 2.5 TIMES THICKNESS IN UNIT OF FEET AND LESS THAN 15 FEET IN LENGTH (E.G. T=4 INCH SPACING AT 10'x10')
10. CURE CONCRETE IMMEDIATELY AFTER FINISHING OPERATION IS COMPLETED BY USING ONE OF THE FOLLOWING METHODS: WATER, PIGMENTED WATER–BASED CURING COMPOUND OR VISQUEEN AND BURLAP
11. ALL DETAILS ARE TYPICAL – REFERENCE TECHNICAL SPECIFICATIONS, FDOT SPECS/INDEXS, AND DESIGN PLANS FOR MORE DETAIL SPECIFIC TO THIS PROJECT, UTILIZING MOST STRINGENT STANDARDS FOR BIDDING AND CONSTRUCTION. CONTRACTOR TO PROVIDE JOINT LAYOUT SHOP DRAWINGS FOR REVIEW AND APPROVAL BY THE OWNER, GEOTECHNICAL & ENGINEER PRIOR TO INSTALLATION.



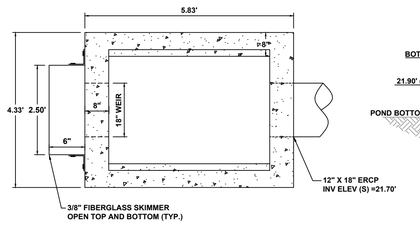
PLAN VIEW



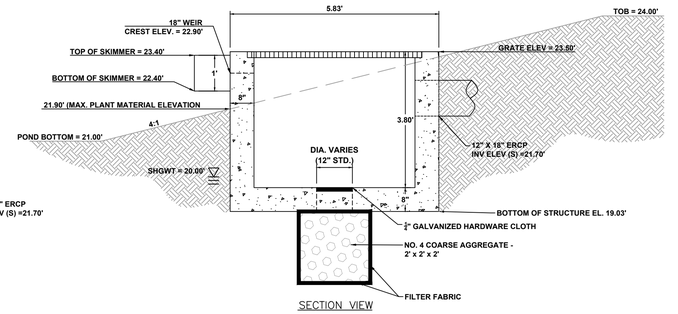
SECTION VIEW

1 CS-1 CONTROL STRUCTURE DETAIL - RAIN GARDEN #1 MODIFIED FDOT TYPE E DITCH BOTTOM INLET

C7.01 SCALE: N.T.S.



PLAN VIEW



SECTION VIEW

2 CS-2 CONTROL STRUCTURE DETAIL - RAIN GARDEN #3 MODIFIED FDOT TYPE E DITCH BOTTOM INLET

C7.01 SCALE: N.T.S.

FDOT SUBMITTAL
08/26/24

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BRYAN L. ZARLENGA STATE OF FLORIDA, PROFESSIONAL ENGINEER LICENSE NO. 52167. THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY **BRYAN L. ZARLENGA, PE** ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

REVISION	BY	DATE

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL

SITE AND STORM DETAILS

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C7.01
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	
M&N JOB NO.: 2240	CHECKED BY:	
DATE DRAWN: 10-31-2023	REVIEWED BY:	
SUBMITTED BY: WJ ARCHITECTS		INDEX: 25 OF 29

SHEET TABLE OF CONTENTS

SHEET	TABLE OF CONTENTS
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GENERAL NOTES:

1. *This Index contains information specific to the Federal and State guidelines and standards for the preparation of traffic control plans and for the execution of traffic control in work zones, for maintenance and temporary maintenance operations and utility work on highways, roads and streets on the State Highway System. Certain requirements in this Index are based on the high volume nature of State Highways. For highways, roads and streets off the State Highway System, the local agency (City/County) having jurisdiction may adopt requirements based on the minimum requirements provided in the MUTCD.*
2. *Use this Index in accordance with the Plans and Indexes 102-601 through 102-680. Indexes 102-601 through 102-680 are Department-specific typical applications of commonly encountered situations. Adjust device location or number thereof as recommended by the Worksite Traffic Supervisor and approved by the Engineer. Additional devices may be used to supplement those shown for temporary signals, signs, pavement markings, and channelizing devices. Comply with FDOT Design Manual or Applicable Department criteria for any changes and document the reason for the change.*
3. *Except for emergencies, any road closure on State Highway System must comply with Section 339.15, F.S.*

TABLE 1
CHANNELIZING DEVICE SPACING

Work Zone Speed (mph)	Max. Spacing (feet) Cones or Tubular Markers Taper	Tangent	Type I Barricades, Type II Barricades, Vertical Panels, or Drums Taper	Tangent
≤ 45	75	150	75	150
≥ 50	125	250	125	250

TABLE 2
TAPER LENGTH "L"

Work Zone Speed (mph)	Min. Length (feet)
≤ 40	$L = \frac{WS^2}{60}$
≥ 45	$L = WS$

Where W = width of offset in feet
S = speed in mph

TABLE 3
WORK ZONE SIGN SPACING "X"

Road Type	Min. Spacing (feet)
Arterials and Collectors with Work Zone Speed ≤ 40 mph	200
Arterials and Collectors with Work Zone Speed ≥ 45 mph	500
Limited Access Roadways *	1,500

** For Limited access roadways with work zone speed ≥ 55 mph, the minimum spacing may be reduced in accordance with the MUTCD and as approved by the Engineer.*

TABLE 4
BUFFER LENGTH "B"

Work Zone Speed (mph)	Min. Length (feet)
25	155
30	200
35	250
40	305
45	360
50	445
55	540
60	570
65	645
70	730

Note: When Buffer Length "B" cannot be attained due to physical limitations, such as the greatest length possible, but not less than 155 feet.

SYMBOLS:

- Work Area
- Channelizing Device
- Work Zone Sign
- Type III Barricade
- Lane Identification and Direction of Traffic

DEFINITIONS:

Regulatory Speed (In Work Zones)
The maximum posted transit speed posted for the work zone is indicated by the regulatory speed limit signs. The work zone speed limit is established by law, ordinance, regulation, or policy based on an engineering study as the minimum design speed to determine runout lengths, departure rates, flare rates, lengths of need, clear zone widths, taper lengths, curve radii requirements, marker spacings, superelevation and other similar features.

Advisory Speed
The maximum recommended travel speed through a curve or a hazardous area.

Travel Way
The portion of the roadway for the movement of vehicles. For traffic control through work zones, travel way may include the temporary use of shoulders and other areas not intended for travel as long as adequate room for use as a lane for the movement of vehicular traffic.

a. Travel Lane: The designated widths of roadway pavement marked to carry through traffic. Travel lanes are distinguished from auxiliary lanes for through traffic.

b. Auxiliary Lane: The designated widths of roadway pavement marked to separate speed change, turning, passing and climbing maneuvers from through traffic.

Detour, Lane Shift, and Diversion
A detour is the redirection of traffic onto another roadway to bypass the work zone. A lane shift (or shift) is the redirection of traffic laterally within the same roadway and in the same direction. A diversion is the redirection of traffic onto a temporary roadway, usually adjacent to the permanent roadway and within the limits of the right of way.

Aboveground Hazard
An aboveground hazard is any object, material or equipment other than authorized traffic control devices that extends above the level of the adjacent roadway surface within the work zone which does not meet the Department's safety criteria, i.e., anything that is greater than 4" in height and is firm and unyielding or doesn't meet breakaway requirements.

TEMPORARY TRAFFIC CONTROL DEVICES:

1. *All temporary traffic control devices shall be ON the Department's Approved Products List (APL) when used on the State System, or when it is permanently marked on the device in a readily visible location.*
2. *All temporary traffic control devices shall be removed as soon as practical when they are no longer needed. When work is suspended for short periods of time, temporary traffic control devices that are no longer appropriate shall be removed or covered. Signs and other visible temporary traffic control devices on the shoulder, sidewalk, or other roadway facility not affected by the work when work is suspended.*
3. *Arrow Boards, Portable Changeable Message Signs, Radar Speed Display Trailer, Portable Regulatory Signs, and any other trailer mounted device shall be delineated with a channelizing device placed at each corner when in use and shall be moved behind the temporary area and clear zone or be shielded by a barrier or crash cushion when not in use.*

OVERHEAD WORK:

Work is only allowed over a traffic lane when one of the following options is used:

OPTION 1 (OVERHEAD WORK USING A MINIMUM LANE CLOSURE)
Overhead work using a modified lane closure is allowed if all of the following conditions are met:

a. Work operation is located in a signalized intersection and limited to signals, signs, lighting and utilities.
b. Work operations are 60 minutes or less.
c. Speed limit is 45 mph or less.
d. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
e. Aerial lift equipment is placed directly below the work area to close the lane.
f. Traffic control devices are placed in advance of the vehicle/equipment closing the lane using a minimum 100 foot taper.
g. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.

OPTION 2 (OVERHEAD WORK ABOVE AN OPEN TRAFFIC LANE)
Overhead work above a open traffic lane is allowed if all of the following conditions are met:

a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
b. Work operations are 60 minutes or less.
c. Speed limit is 45 mph or less.
d. No encroachment by any part of the work activities and equipment within an area bounded by 2 feet outside the edge of travel way and 18 feet high.
e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
f. Volume or complexity of the roadway may dictate additional devices, signs, flagmen and/or a traffic control officer.
g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
h. Other Governmental Agencies, Rail Facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OPTION 3 (OVERHEAD WORK ADJACENT TO AN OPEN TRAFFIC LANE)
Overhead work adjacent to an open traffic lane is allowed if all of the following conditions are met:

a. Work operation is located on a utility pole, light pole, signal pole, or their appurtenances.
b. Work operations are 1 day or less.
c. Speed limit is 45 mph or less.
d. No encroachment by any part of the work activities and equipment within 2 foot from the edge of travel way up to 18' height. Above 18' in height, no encroachment by any part of the work activities and equipment into the open traffic lane (except as allowed in Option 2 for work operations of 60 minutes or less).
e. Aerial lift equipment in the work area has high-intensity, rotating, flashing, oscillating, or strobe lights operating.
f. Volume or complexity of the roadway may dictate additional devices, signs, Flagmen and/or a traffic control officer.
g. Adequate precautions are taken to prevent parts, tools, equipment and other objects from falling into open lanes of traffic.
h. Other Governmental Agencies, Rail Facilities, or Codes may require a greater clearance. The greater clearance required prevails as the rule.

OVERHEAD WORK: (Cont.)

OPTION 4 (OVERHEAD WORK MAINTAINING TRAFFIC WITH NO ENCROACHMENT BELOW THE OVERHEAD WORK AREA)
Overhead work is allowed, shortened, diverted or paced as to not encroach in the area directly below the overhead work operations in accordance with the appropriate index drawing or detailed in the plans. This option applies to, but not limited to, the following construction activities:

a. Beam, girder, segment, and bent/pier cap placement.
b. Deck forming, reinforcement placement and removal.
c. Concrete placement.
d. Railing construction located at edge of deck.
e. Structure demolition.

OPTION 5 (CONDUCTOR/CABLE PULLING ABOVE AN OPEN TRAFFIC LANE)
Overhead cable and/or de-energized conductor installations initial pull to proper tension shall be done in accordance with the appropriate Index or temporary traffic control plan.

Continuous pulling operations of secured cable and/or conductors are allowed over open lane(s) of traffic with no encroachment by any part of the work activities, materials or equipment within the minimal vertical clearance above the travel way. The utility shall take precautions to ensure that pull ropes and conductors/cables at no time fall below the minimum vertical clearance.

On Limited Access facilities, a site specific temporary traffic control plan is required. The temporary traffic control plan shall include:

a. The temporary traffic control set up for the initial pulling of the pull rope across the roadway.
b. During pulling operations, advance warning consisting of no less than a Changeable Message Sign upstream of the work area with alternating messages, "Overhead Work Ahead" and "Be Prepared to Stop" followed by a traffic control officer and police vehicle with blue lights flashing during the pulling operation.

RAILROADS:

Railroad crossings affected by a construction project should be evaluated for traffic controls to reduce queuing on the tracks. The evaluation should include the distance between the intersections, distance from the tracks to the intersections, sight distance, lane occupancy, signal timing, etc.

SIGHT DISTANCE:

1. *Tapers: Transition tapers should be obvious to drivers. If restricted sight distance is a problem (e.g., a sharp vertical or horizontal curve), the taper should begin well in advance of the view obstruction. The beginning of tapers should not be hidden behind curves.*
2. *Intersections: Traffic control devices at intersections must provide sight distances for the road user to perceive potential conflicts and to traverse the intersection safely. Construction equipment and materials shall not restrict intersection sight distance.*

ABOVEGROUND HAZARD:

1. *Aboveground hazards (see definitions) are to be considered work areas during working hours and treated with appropriate work zone traffic control procedures. During nonworking hours, all objects, materials and equipment that constitute an aboveground hazard must be stored/placed outside the travel way and clear zone or be shielded by a barrier or crash cushion.*
2. *For aboveground hazards within a work zone the clear zone required should be based on the regulatory speed posted during construction.*

CLEAR ZONE WIDTHS FOR WORK ZONES:

The term 'clear zone' describes the unobstructed relatively flat area, impacted by construction, extending outward from the edge of the traffic lane. The clear zone width is dependent on the speed, traffic volume, and roadside conditions other than for roadside canals, where roadside canals are present, clear zone widths are to conform with the distances to canals as described in the FDOT Design Manual 215.2.

TABLE 5
CLEAR ZONE WIDTHS FOR WORK ZONES

WORK ZONE SPEED (MPH)	TRAVEL LANES & MULTILANE RAMPS (Feet)	AUXILIARY LANES & SINGLE LANE RAMPS (Feet)
60-70	30	18
55	24	14
45-50	18	10
30-40	14	10
ALL SPEEDS CURB & GUTTER	4' BEHIND FACE OF CURB	4' BEHIND FACE OF CURB

NOTE: For temporary conditions where existing curb has been removed but not reconstructed, curb and gutter values may be used.

SUPERELEVATION:

Horizontal curves constructed in conjunction with work zone traffic control should have the required superelevation applied to the design radii. Under conditions where normal crown controls curvature, the minimum radii that can be applied are listed in the table below.

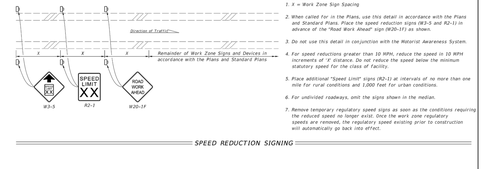
TABLE 6
MINIMUM RADII FOR NORMAL CROWN

WORK ZONE POSTED SPEED MPH	MINIMUM RADIUS Feet
70	4090
65	3130
60	2400
55	1840
50	1390
45	1050
40	820
35	610
30	450

Superelevate When Smaller Radii is Used

LENGTH OF LANE CLOSURES:

For interstates and state highways with a posted speed of 55MPH or greater, lane closures must not exceed 3 miles (includes taper, buffer, and work zones) in any given direction and must not close two consecutive interchanges.



NOTES:

1. *X = Work Zone Sign Spacing*
2. *When called for in the Plans, use this detail in accordance with the Plans and Standard Plans. Place the speed reduction signs (R3-5 and R2-1) in advance of the "Road Work Ahead" sign (W20-1F) as shown.*
3. *Do not use this detail in conjunction with the Material Awareness System.*
4. *For speed reductions greater than 10 MPH, reduce the speed in 10 MPH increments or if conditions dictate. Do not reduce the speed below the minimum statutory speed for the class of facility.*
5. *Place additional "Speed Limit" signs (R2-1) at intervals of no more than one mile for rural conditions and 0.5 mile for urban conditions.*
6. *For undivided roadways, omit the signs shown in the median.*
7. *Remove temporary regulatory speed signs as soon as the conditions requiring the reduced speed no longer exist. Once the work zone regulatory speeds are removed, the regulatory speed existing prior to construction will automatically go back into effect.*

SPEED REDUCTION SIGNING

OVERWEIGHT/OVERSIZE VEHICLES:

Restrictions to Lane Widths, Heights or Load Capacity can greatly impact the movement of over dimensioned loads. The Contractor shall notify the Engineer who in turn shall notify the State Permits Office, phone no. (850) 410-5777, at least seven calendar days in advance of implementing a maintenance of traffic plan which will impact the flow of overweight/oversized loads. Contractor shall provide the following details: type of restriction (height, width or weight) and restriction zone limits. When the roadway is restored to normal service the State Permits Office shall be notified immediately.

LANE WIDTHS:

Lane widths of through roadways should be maintained through work zones at the widths existing prior to work zone construction. The minimum work zone travel lanes as follows: 11' for interstate with at least one 12' lane provided in each direction, unless formally excepted by the Federal Highway Administration; 11' for all other limited access roadways; and 10' for all other facilities.

HIGH-VISIBILITY SAFETY APPAREL:

All high-visibility safety apparel shall meet the requirements of the International Safety Equipment Association (ISEA) and the American National Standards Institute (ANSI) for "High-Visibility Safety Apparel", and labeled as ANSI/ISEA 107-2004 or newer. The apparel background (outer) material color shall be either fluorescent orange-red or fluorescent yellow-green as defined by the standard. The retroreflective material shall be orange, yellow, white, silver, yellow-green, or a fluorescent version of these colors, and shall be visible at a minimum distance of 1,000 feet. Class 3 apparel may be substituted for Class 2 apparel. Replace apparel that is not visible at 1,000 feet.

WORKERS: All workers within the right-of-way shall wear ANSI/ISEA Class 2 apparel. Workers operating machinery or equipment in which loose clothing could become entangled during operation shall wear fitted high-visibility safety apparel.

UTILITIES: When other industry apparel safety standards require utility workers to wear apparel that is inconsistent with FDOT requirements such as NFPA, OSHA, ANSI, etc., the other standards for apparel may prevail.

FLAGGERS: For daytime activities, Flaggers shall wear ANSI/ISEA Class 2 apparel. For nighttime activities, Flaggers shall wear ANSI/ISEA Class 3 apparel.

FLAGGER CONTROL:

Regulatory Speed (In Work Zones)
Where Flaggers are used, a FLAGGER symbol or legend sign must replace the WORKERS symbol or legend sign.

The flagger must be clearly visible to approaching traffic for a distance sufficient to permit proper response by the motorist to the Flagging instructions, and to permit traffic to reduce speed or to stop as required before entering the work site. Flaggers shall be positioned to maintain maximum color contrast between the Flagger's high-visibility safety apparel and equipment and the work area background.

Hand-Signaling Devices
STOP/SLOW paddles are the primary hand-signaling device. The STOP/SLOW paddle shall have an octagonal shape on a rigid handle. If the STOP/SLOW paddle is illuminated, it shall be retroreflectorized. The handle shall be long enough to extend the bottom of the paddle to the end of the staff that rests on the ground, but not less than 6 ft. STOP/SLOW paddles shall be at least 24 inches wide with letters at least 6 inches high and should be fabricated from light semirigid material. The background of the STOP face shall be red with white letters and border. The background of the SLOW face shall be orange with black letters and border. When used at night-time, the STOP/SLOW paddle shall be retroreflectorized.

Flag use is limited to immediate emergencies, interactions, and when working adjacent to moving traffic. Flaggers shall not direct traffic while in the roadway and there is opposing traffic in the adjacent lanes. Flags, when used, shall be a minimum of 24 inches square, made of a good grade of red material, and securely fastened to a staff that is approximately 36 inches in length. When used at nighttime, flags shall be retroreflectorized red.

Flashlight, lantern or other lighted signal that will display a red warning light shall be used at night.

Flagger Stations
Flagger stations shall be located far enough in advance of the work area so that approaching road users will have sufficient distance to stop before entering the work area. When used at nighttime, the Flagger station shall be illuminated.

SURVEY WORK ZONES:

The SURVEY CREW AHEAD symbol or legend sign shall be the principal Advance Warning Sign used for Traffic Control Through Survey Work Zones and may replace the ROAD WORK AHEAD sign when lane closures occur, at the discretion of the Party Chief.

When Traffic Control Through Work Zones is being used for survey purposes only, the END ROAD WORK sign is called for on certain 102 Series of Indexes should be omitted.

Survey Between Active Traffic Lanes or Shared Left Turn Lanes
The following provisions apply to Lane Roadway Traffic Control Work Zones. These provisions must be adjusted by the Party Chief to fit roadway and traffic conditions when the Survey Work Zone includes intersections.

(A) A STAY IN YOUR LANE (NOT-3-06) sign shall be added to the Advance Warning Sign sequence as the second most immediate sign from the work area.

(B) Elevation Surveys-Cones may be used at the discretion of the Party Chief to protect prism holder and Flagger(s). Cones, if used, may be placed at up to 50' intervals along the break line throughout the work zone.

(C) Horizontal Control-With traffic flow in the same direction, cones shall be used to protect the backsight trough traverse point. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' towards the flow of traffic.

(D) Horizontal Control-With traffic flow in opposite directions, cones shall be used to protect the backsight trigad and/or instrument. Cones shall be placed at the equipment, and up to 50' intervals for at least 200' in both directions towards the flow of traffic.

SIGNS:

SIGN MATERIALS
Work signs and nonretroreflective vinyl signs may only be used for daylight operations. Non-retroreflective vinyl signs must meet the requirements of Specifications Section 994.

Retroreflective vinyl signs meeting the requirements of Specification Section 994 may be used for daylight or night operations not to exceed 1 day except as noted in the Indexes.

Rigid or lightweight sign panels may be used in accordance with the vendor APL drawing for the sign stand to which they are attached.

INTERSECTING ROAD SIGNING
Signing for the control of traffic entering and leaving work zones by way of intersecting roadways shall be adequate to make motorists aware of work zone conditions. When work operations exceed 60 minutes, place the ROAD WORK AHEAD sign on the side street entering the work zone.

ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING
Adjoining work zones may not have sufficient spacing for standard placement of signs and other traffic control devices in their advance warning areas or in some cases other areas within their traffic control zones. Where such restraints or conflicts occur or are likely to occur, one of the following methods will be employed to avoid conflicts and prevent conditions that could lead to misunderstanding on the part of the traveling public as to the intended travel way by the traffic control procedure applied:

(A) For scheduled projects the engineer in responsible charge of project development will provide anticipated work zone conflicts during the development of the project traffic control plan. This may entail revision of plans or preceding projects and coordination of plans on concurrent projects.

(B) Unanticipated conflicts arising between adjoining in progress highway construction projects will be resolved by the Resident Engineer for projects under his residency, and, by the District Construction Engineer for in progress projects under adjoining residencies.

(C) The District Maintenance Engineer will resolve anticipated and occurring conflicts within scheduled maintenance operations.

(D) The Unit Maintenance Engineer will resolve conflicts that occur within routine maintenance work(s) between routine maintenance work, unscheduled work and/or permitted work; and, between unit controlled maintenance works and highway construction projects.

SIGNS: (Cont.)

SIGN COVERING AND INTERMITTENT WORK STOPPAGE SIGNING
Existing or temporary traffic control signs that will no longer applicable or are inconsistent with intended travel paths shall be removed or fully covered.

Sign blanks or other available coverings must completely cover the existing sign. Rigid sign coverings shall be the same size as the sign it is covering, and bolted in a manner to prevent movement.

Sign covers are incidental to work operations and are not paid for separately.

SIGNING FOR DETOURS, LANE SHIFTS AND DIVERSIONS
Detours should be signed clearly over their entire length so that motorists can easily determine how to return to the original roadway. The reverse curve (W1-4) warning sign should be used for the advanced warning for a lane shift. A diversion should be signed as a lane shift.

EXTENDED DISTANCE ADVANCE WARNING SIGN
Advance Warning Signs shall be used at intersection distance of one-half mile or more when limited sight distance or the nature of the obstruction may require road users to reduce speed prior to reaching the first Advance Warning Sign. Signs may be required on any type roadway, but particularly be considered on multilane divided highways where vehicle speed is generally in the higher range (45 MPH or more).

UTILITY WORK AHEAD SIGN
The UTILITY WORK AHEAD (W21-7) sign may be used as an alternate to the ROAD WORK AHEAD or the ROAD WORK 1X FT (W20-1) sign for utility operations on or adjacent to a highway.

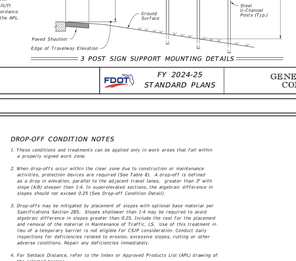
LENGTH OF ROAD WORK SIGN
The length of road work sign (102-1) bearing the legend ROAD WORK NEXT _____ MILES is required for all projects of more than 2 miles in length. The number of miles entered should be rounded up to the nearest mile. The sign shall be located at begin construction points.

GROOVED PAVEMENT AHEAD SIGN
The GROOVED PAVEMENT AHEAD sign is required 500 feet in advance of a milled or grooved surface open to traffic. The W8-15P placard shall be used in conjunction with the GROOVED PAVEMENT AHEAD sign.

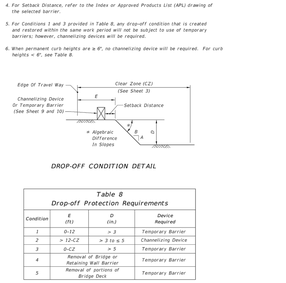
END ROAD WORK SIGN
The END ROAD WORK sign (G20-2) should be installed on all projects, but may be omitted where the next signed traffic control device is a Stop sign or where the posted speed limit is 35 mph or less beyond the end of the work area. The sign is mandatory on project unless other distance is called for in the plans. When other Construction Maintenance Operations occur within 1 mile this sign should be omitted and signing coordinated in accordance with Index 102-600, ADJOINING AND/OR OVERLAPPING WORK ZONE SIGNING.

NOTES:

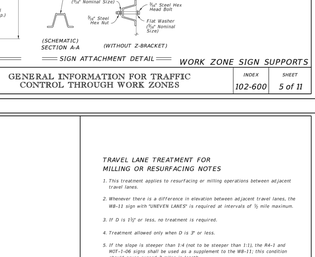
1. *All signs shall be post mounted when work operations exceed one day except for:*
   a. Road closure signs mounted in accordance with the vendor drawing for the Type III Barricade shown on the APL.
   b. Pedestrian and bicycle advanced warning or pedestrian regulatory signs mounted on sign supports in accordance with the vendor drawing shown on the APL.
   c. Median barrier mounted signs per Index 700-013.
   d. Bridge mounted signs per Index 700-012.
2. *Unless shielded with barrier or outside of the Clear Zone, signs mounted on temporary supports or barricades, and barricade/sign combination must be crashworthy in accordance with NCHRP 350 requirements and included on the Approved Products List (APL).*
3. *Use only approved systems listed on the Department's Approved Products List (APL).*
4. *Manufacturers seeking approval of U-Channel and sheet square tube sign supports assemblies for inclusion on the Approved Products List (APL) must submit a APL application, design calculations (for square tube only), and detailed drawings showing the product meets all the requirements of this Index.*
5. *Provide 3 (5/7) Steel U-Channel Posts with a minimum section modulus of 0.43 in³ for 60 psi steel, a minimum section modulus of 0.54 in³ for 70 psi steel, or a minimum section modulus of 0.64 in³ for 80 ksi steel.*
6. *Provide 4 (6/7) Steel U-Channel Posts with a minimum section modulus of 0.56 in³ for 60 psi steel, or a minimum section modulus of 0.70 in³ for 70 psi or 80 ksi steel.*
7. *U-channel posts shall conform with ASTM A 499, Grade 60 or 70, A 576, Grade 1080 (with a minimum yield strength of 60 ksi). Square tube posts shall conform with ASTM A 653, Grade 50, or ASTM A 1011, Grade 50.*
8. *Sign attachment bolts, washers, nuts, and spacers shall conform with ASTM A307 or A 36.*
9. *Install 4 (6/7) Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.*
10. *The contractor may install 3 (5/7) Steel U-Channel Posts with approved breakaway splice in accordance with the manufacturer's detail shown on the APL.*
11. *Install all posts plumb.*
12. *The contractor may set posts in preformed holes to the specified depth with suitable backfill compact securely on all sides, or drive 3 (5/7) sign posts and any size base post in accordance with the manufacturer's detail shown on the APL.*



2 POST SIGN SUPPORT MOUNTING DETAILS
(SINGLE POST SHIMAL)



3 POST SIGN SUPPORT MOUNTING DETAILS



FOUNDATION DETAIL
SIGN ATTACHMENT DETAIL

See APL for post, splice and connection details. No bolts installed closer than 3" to cutting edge.

For up to 10 Ft Clear Height (measure to the bottom of diamond warning sign)

TABLE 7
POST AND FOUNDATION TABLE FOR WORK ZONE SIGNS

SIGN SHAPE	SIGN SIZE (inches)	NUMBER OF STEEL U CHANNEL POSTS
Octagon	30x30	1
Triangle	36x36x36	1
	48x48x48	2
Rectangle (W ≤ 4')	24x18	1
	24x30	1
	30x24	1
	30x30	1
	30x48	2
	48x18	1
	48x24	1
	48x30	2
	48x36	2
	54x30	2
	48x60	2
	72x36	2
Square	30x30	1
	36x36	2
	48x48	2
Diamond	48x48	2
Circle	36Ø	2

Notes For Table:

1. *Use 3 (5/7) posts for Clear Height up to 10' and 4 (6/7) posts for Clear Height up to 12'.*
2. *Minimum foundation depth is 4.0' for 3 (5/7) posts and 4.5' for 4 (6/7) posts.*
3. *For both 3 (5/7) and 4 (6/7) base or sign posts installed in rock, a minimum cumulative depth of 2' of rock layer is required.*
4. *The tool plate as shown on the APL vendor drawing is required for all base or sign posts installed in existing rock (as defined in Note 3), asphalt roadway, sidewalk pavement or soil under sidewalk.*
5. *For diamond warning signs with supplement plaque (up to 5 Ft² in area), use 4 (6/7) posts for up to 10 Ft Clear Height measure to the bottom of diamond warning sign.*

ADVANCE WARNING ARROW BOARDS

NOTES:
An arrow board in the arrow or chevron mode shall be used only for stationary or moving lane closures on multilane roadways.

For shoulder work, blocking the shoulder, for roadside work near the shoulder, or for temporarily closing one lane on a two-lane, two-way roadway, an arrow board shall be used only in the caution mode.

A single arrow board shall not be used to merge traffic laterally more than one lane. When arrow boards are used to close multiple lanes, a single board shall be used at the merging taper for each closed lane.

When Advance Warning Arrow Boards are used at night, the intensity of the flashers shall be reduced during darkness when lower intensities are desirable.

NOTES:
Manholes extending 1" or more above the travel lane and crosswalks having an uneven surface greater than ¼" shall have a temporary asphalt apron constructed as shown above.

All transverse joints that have a difference in elevation of 1" or more shall have a temporary asphalt apron constructed as shown above.

The apron is to be removed prior to constructing the next lift of asphalt. The cost of the temporary asphalt shall be included in the contract unit price for Maintenance of Traffic, LS.

MANHOLES/CROSSWALKS/JOINTS

NOTE:
Optionally, use "Flagger Ahead" sign with text (W20-7A) instead of "Flagger Ahead" sign with symbol (W20-7).

SIDE ROAD INTERSECTING THE WORK ZONE

SIGNALS:
Existing traffic signal operations that require modification in order to carry out work zone traffic control shall be included in the Plans and be approved by the District Traffic Operations Engineer.

Refer to Specification 102-9 for additional information.

CHANNELIZING DEVICES:
Channelizing devices for work zone traffic control shall be as prescribed in Part VI of the MUTCD, subject to supplemental revisions provided in the contract documents and the 102 Series of Indexes. Lighting Devices must not be used to supplement channelization. Unit tapers and channelizing devices for paved shoulders less than 4' in width.

CHANNELIZING DEVICE CONSISTENCY:
Barricades, vertical panels, cones, tubular markers and drums shall not be intermixed either the lateral transition or within the tangent alignment.

TRUCK/TRAILER-MOUNTED ATTENUATORS:
Truck/trailer-mounted attenuators (TMA) can be used for moving operations and short-term stationary operations. For moving operations, see Index 102-660. For short-term, stationary operations, see Part VI of the MUTCD.

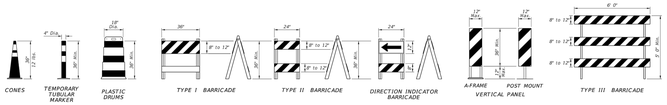
DROP-OFF CONDITION NOTES

1. *These conditions and treatments can be applied only in work areas that fall within a properly signed work zone.*
2. *When drop-offs occur within the clear zone due to construction or maintenance activities, protection devices are required (see Table B). A drop-off is defined as a drop in elevation, parallel to the adjacent travel lanes, greater than 3" with slopes steeper than 1:1 (4:1 for posted speeds greater than 45 mph). Minor differences in slopes should not exceed 0.25 (See Drop-off Condition Detail).*
3. *Drop-offs may be mitigated by placement of slopes with optional base material per Specifications Section 285. Slopes shallower than 1:4 may be required to avoid algebraic difference in slopes greater than 0.25. Include the cost for the placement and removal of the material in Maintenance of Traffic, LS. Use of this treatment in lieu of a temporary barrier is not eligible for CSAP consideration. Conduct daily inspections for deficiencies related to erosion, excessive slopes, rutting or other adverse conditions. Repair any deficiencies immediately.*
4. *For Setback Distance, refer to the Index or Approved Products List (APL) drawing of the selected barrier.*
5. *For Conditions 1 and 3 provided in Table B, any drop-off condition that is created and restored within the same work period will not be subject to use of temporary barriers; however, channelizing devices will be required.*
6. *When permanent curb heights are ≥ 6", no channelizing device will be required. For curb heights < 6", see Table B.*

DROP-OFF CONDITION DETAIL

TABLE B
Drop-off Protection Requirements

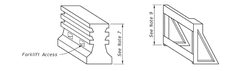
Condition	E (ft)	D (in.)	Device Required
1	0-12	> 3	Temporary Barrier
2	> 12-C2	> 3 to ≤ 5	Channelizing Device
3	0-C2	> 5	Temporary Barrier
4	Removal of Bridge or Retaining Wall Barrier		Temporary Barrier



CHANNELIZING DEVICES

CHANNELIZING DEVICE NOTES:

1. The details shown on this sheet are for the following purposes:
   a. For ease of identification and
   b. To provide information that supplements or supersedes that provided by the MUTCD.
2. The Type III Barricade shall have a unit length of 6'-0" only. When barricades of greater lengths are required those lengths shall be in multiples of the 6'-0" unit.
3. No sign panel should be mounted on any channelizing device unless the channelizing device/sign combination was found to be crashworthy and the sign panel is mounted in accordance with the vendor drawing for the channelizing device shown on the Approved Products List (APL).
4. Ballast shall not be placed on top rails or any striped rails or higher than 13" above the driving surface.
5. The direction indicator barricade may be used in tapers and transitions where specific directional guidance to drivers is necessary. If used, direction indicator barricades shall be used in series to direct the driver through the transition and into the intended travel lane.
6. The spacing of sheeting is not permitted on channelizing devices or MOT signs.
7. For rails less than 3'-0" long, 4" stripes shall be used.
8. Cones shall:
   a. Be used only in active work zones where workers are present.
   b. Be reflectorized as per the MUTCD with Department-approved reflective collars when used at night.
9. For pedestrian longitudinal channelizing devices, the device shall have a minimum of 2" continuous horizontal area on the walkway. A gap not exceeding a height of 2" is allowed to facilitate drainage. The top surface of the device shall be a minimum height of 32" and have a ½" or less difference in any plane at all connection points between the devices to facilitate hand trailing. The bottom and the top surface of the device shall be in the same vertical plane. If pedestrian drop-off protection is required, the device shall have a footprint or offset of at least 2', otherwise the device must be at least 42" in height above the walkway and be anchored or ballasted to withstand a 200 lb lateral point load at the top of the device.



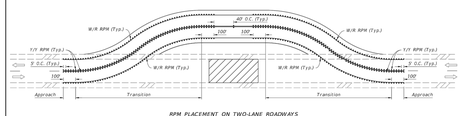
PEDESTRIAN LONGITUDINAL CHANNELIZING DEVICES

TEMPORARY BARRIER NOTES:

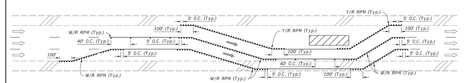
1. Where a barrier is specified, any of the types below may be used in accordance with the applicable Index:

Index	Description
102-100	Temporary Barrier
102-120	Low Profile Barrier
536-001	Guardrail

2. Trailer Mounted Barriers may be used to provide positive protection for workers within the work areas. APL drawings may be used as a guide to develop project specific Temporary Traffic Control Plans that are signed and sealed by the Contractor's Engineer.



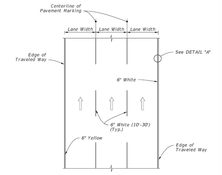
RPM PLACEMENT ON TWO-LANE ROADWAYS



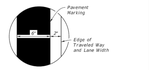
RPM PLACEMENT ON MULTILANE ROADWAYS
(Lane Shift Shown, Other Multilane Typical Applications Similar)

NOTES:

1. Install RPMs as a supplement to:
   a. All lane lines
   b. Edge lines in transitions (e.g., merges, diversions, lane shifts)
   c. Edge lines of gore areas
2. Extend pavement marking and Y RPM spacing by 100' in each direction for all transitions regardless of the line type.
3. Place RPMs in accordance with this detail and Index 706-001.



PLAN VIEW

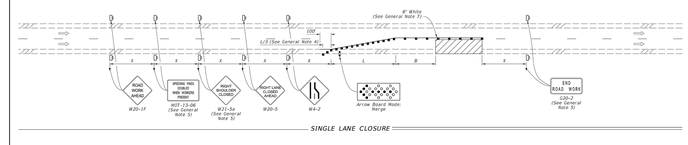


DETAIL "A"

RPM PLACEMENT IN WORK ZONES

PAVEMENT MARKINGS PLACEMENT

WORK ZONE PAVEMENT MARKINGS



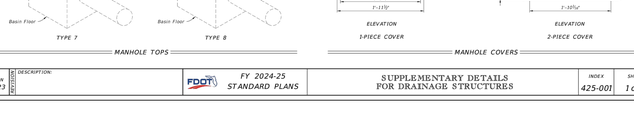
SINGLE LANE CLOSURE

SYMBOLS:

- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Arrow Board
- Lane Identification and Direction of Traffic

GENERAL NOTE:

1. L = Taper Length
   B = Buffer Length
   X = Work Zone Sign Distance
   See Index 102-600 for "L", "B", "X", and channelizing device spacing values.
2. On undivided highways the median signs as shown are to be omitted.
3. On limited access facilities, omit "Right Shoulder Closed" signs (W21-5a) and associated work zone sign spacing distances.
4. If the paved shoulder is less than 4' in width, omit the taper and channelizing devices from the paved shoulder.
5. The "Speeding Fines Doubled When Workers Present" signs (M3T-13-06) and "End Road Work" signs (G20-2) and "Right Shoulder Closed" (W21-5a), along with associated work zone sign distances, may be omitted when the work operation will be in place for 24 hours or less. For Single Lane Closures, Multilane Roadways, the "Speeding Fines Doubled When Workers Present" signs will be in place for 24 hours or less and the speed limit is 45 mph or less.
6. Use inverted plan of the illustrations for work on left side of roadway.
7. Temporary pavement markings may be omitted when the work operation is in place for 3 days or less.



MOTORIST AWARENESS SYSTEM

SYMBOLS:

- Work Zone Sign
- (1) PCMS= Portable Changeable (Variable) Message Sign
- (2) PRS= Portable Regulatory Sign-Speed Limit When Flashing
- (2) RSDU= Radar Speed Display Unit
- Lane Identification and Direction of Traffic

NOTES:

1. Use the Motorist Awareness System (MAS) for lane closures of at least 3 days (consecutive or not) on multilane divided facilities with a posted speed of 55 mph or greater when workers are present and not protected by a barrier.
2. Locate the Motorist MAS devices (i.e., PCMS, PRS, and RDSU) within the advance warning signs as shown. Continue with the remainder of the work zone signs and devices in accordance with the Plans or Standard Plans after the appropriate "Lane Closed Ahead" (W20-XX) sign.
3. For a posted speed of 65 mph or greater, display speed with a ten mph reduction. For a posted speed of 60 mph, display a reduced speed of 55 mph. For areas outside of the lane closure, use the posted speed as the work zone speed.
4. Omit the PCMS in the median for roadways with three lanes or less in the same direction of traffic.

TYPICAL PCMS DISPLAY:

With speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: SPEED REDUCED NEXT XXMI

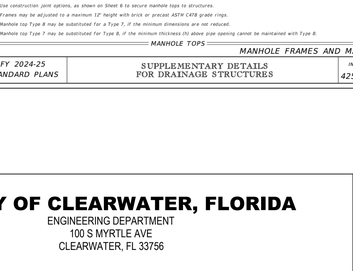
Without speed reduction:
Message 1: WORKERS PRESENT AHEAD
Message 2: NEXT XX MILES

NOTES:

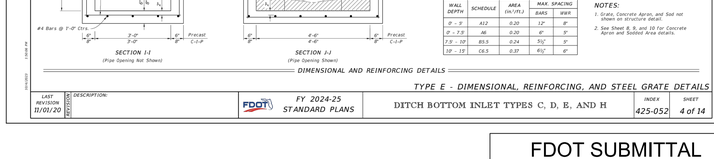
1. Cover or deactivate pedestrian traffic signal display(s) controlling closed crosswalks.
2. Place pedestrian LCDs across the full width of the closed sidewalk.
3. For post mounted signs located near or adjacent to a sidewalk, maintain a minimum 7' clearance from the bottom of the sign panel to the surface of the sidewalk.
4. "Sidewalk Closed" signs (R9-9X) may be mounted on pedestrian LCDs in accordance with the manufacturer's instructions.
5. Omit the Advance Closure LCD if it blocks access to other pedestrian facilities (e.g., transit stops, residences, or business entrances).

SYMBOLS:

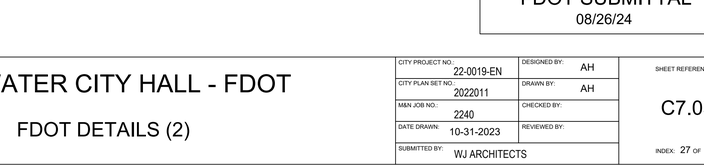
- Work Area
- Work Zone Sign
- Pedestrian Longitudinal Channelizing Device (LCD)
- Lane Identification and Direction of Traffic



PEDESTRIAN DETOUR



PEDESTRIAN DIVERSION - OPTION 1
(Temporary Barrier Shown, Low Profile Barrier Similar)



PEDESTRIAN DIVERSION - OPTION 2
(Work Zone Speed 45 mph or Less)

NOTES:

1. L = Taper Length
   B = Buffer Length
   X = Work Zone Sign Distance
   See Index 102-600 for "L", "B", "X", channelizing device spacing values.
2. Provide a 5' wide temporary pedestrian way with a maximum cross-slope of 0.02, except where space restrictions warrant a minimum width of 4'. Provide a 5' x 5' passing space for temporary pedestrian ways less than 5' in width at intervals not to exceed 200'.
3. When temporary pedestrian ways require curb ramps, meet the requirements of Index 522-002. Detectable warnings are not required for curb ramps diverting pedestrian traffic into a closed lane.
4. The "Speeding Fines Doubled When Workers Present" signs (M3T-13-06) and "End Road Work" signs (G20-2), along with associated work zone sign distances, may be omitted when the work operation will be in place for 24 hours or less.
5. Pedestrian Diversion Option 2 may only be used when called for in the Plans or as approved by an Engineer.

SYMBOLS:

- Work Area
- Temporary Pedestrian Way
- Channelizing Device (See Index 102-600)
- Pedestrian Longitudinal Channelizing Device (LCD)
- Work Zone Sign
- Arrow Board
- Crash Cushion
- Lane Identification and Direction of Traffic

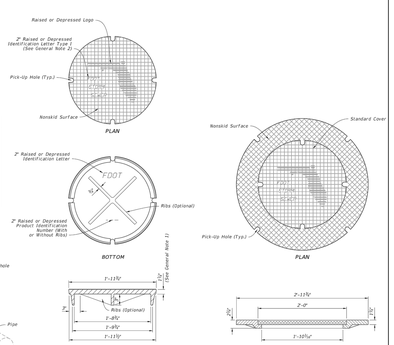
PEDESTRIAN SPECIAL DETOUR

GENERAL NOTES:

1. Use a 1-piece cover, unless the 2-piece cover is called for in the Plans, except at inlets and manholes with sump bottoms. Use the 2-piece cover when the sump depth exceeds 2', unless otherwise noted.
2. Include "Adjustable" on the cover for Type 1 manhole adjustable frames.
3. For square or rectangular precast drainage structures, use either deformed or smooth WWR meeting the requirements of Specification 931. WWR must be continuous around the box and lapped in accordance with Option 1 or 3 as shown in the Wall Reinforcing Splice Details.
4. Lap splice horizontal steel in the walls of rectangular structures in accordance with Option 1, 2 or 3 as shown in the Wall Reinforcing Splice Details.
5. Welding of splices and laps is permitted. Use AASHTO M259 requirements and restrictions on welds.
6. Rebar straight end embedment of peripheral reinforcement may be used in lieu of ACI standard hooks for top and bottom slabs, except when hooks are specifically called for in the Plans.
7. Precast opening for pipe must be the pipe OD plus 8" (± 2" tolerance). Use mortar to seal the pipe into the opening of such a mix that shrinkage will not cause leakage into or out of the structure. Dry-pack mortar may be used to seal openings less than 2½" wide.

TABLE OF CONTENTS:

Sheet	Description
1	General Notes, Contents, Manhole Top Overview, and Manhole Covers
2	Manhole Frames and Manhole Tops
3	Inlet Locking Grates, Subgrade and Base Temporary Drains, and Pipe to Structure Geotextile Wrap
4	Drainage Structure Invert, Sump Bottom, Wall Reinforcing Splice Details, and Typical Slab to Wall Details
5	Precast Option and Equivalent Reinforcement substitution
6	Construction Joints and Minimum Box Riser Segment Dimensions
7	Skewed Pipe in Rectangular Structures
8	Miscellaneous Pipe Connection Details



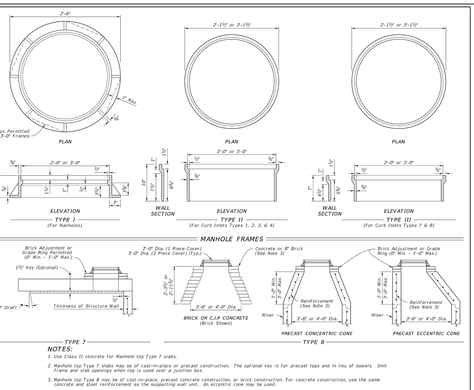
MANHOLE TOPS

MANHOLE COVERS

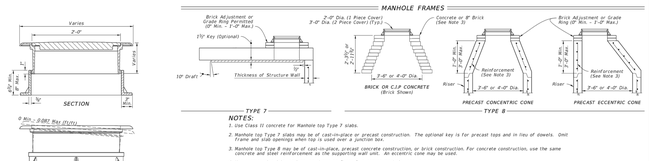
TABLE 1
WEIGHT OF CASTINGS (lb)

Frame Type	2'-0" OPENING Frame	2'-0" OPENING Cover (Solid)	2'-0" OPENING 2-Piece Cover Frame	2'-0" OPENING 2-Piece Cover Cover, Inside	2'-0" OPENING 2-Piece Cover Cover, Outside	2'-0" OPENING 2-Piece Cover Total
I	130	190	205	190	220	410
II	145	190	255	190	220	410
III	80	190	180	190	220	410

NOTE:
Frame Type I in Table 1, includes Adjustable frames.



MANHOLE FRAMES



TYPE 7 TYPE 8

TYPE 1 ADJUSTABLE FRAME

MANHOLE TOPS

NOTES:

1. Use Class II concrete for Manhole top Type 7 slabs.
2. Manhole top Type 7 slabs may be of cast-in-place or precast construction. The optional key is for precast tops and in lieu of dowels. Omit frame and slab openings when top is used over a junction box.
3. Manhole top Type 8 may be of cast-in-place, precast concrete construction, or brick construction. For concrete construction, use the same concrete and steel reinforcement as the supporting wall unit. An eccentric cone may be used.
4. Use construction joint options, as shown on Sheet 6 to secure manhole tops to structures.
5. Frames may be adjusted to a maximum 12" height with brick or precast ASTM C478 grade rings.
6. Manhole top Type 8 may be substituted for a Type 7, if the minimum dimensions are not reduced.
7. Manhole top Type 7 may be substituted for Type 8, if the minimum thickness (h) above pipe opening cannot be maintained with Type 8.

MANHOLE FRAMES AND MANHOLE TOPS

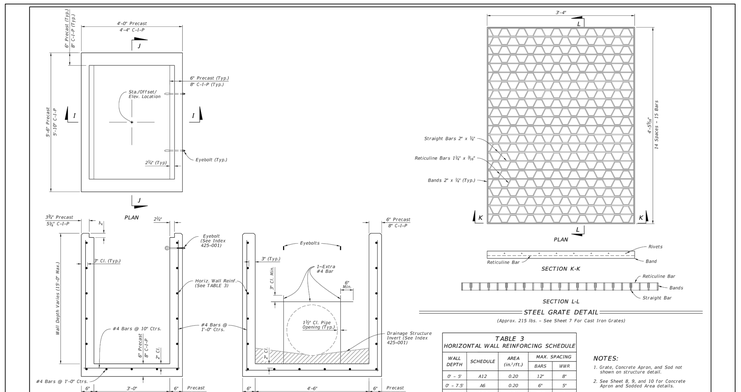


TABLE 3
HORIZONTAL WALL REINFORCING SCHEDULE

WALL DEPTH	SCHEDULE	AREA (in²/ft)	MAX. SPACING BARS	MAX. SPACING WWR
0' – 5'	A12	0.20	12"	8"
5' – 7'3"	A6	0.20	6"	5"
7'3" – 10'	B5.5	0.24	5½"	5"
10' – 15'	C6.5	0.37	6½"	6"

NOTES:
1. Grates, Concrete Aprons, and Sod not shown on structure detail.
2. See Sheet 8, 9, and 10 for Concrete Apron and Sodded Area details.

DIMENSIONAL AND REINFORCING DETAILS

TYPE E - DIMENSIONAL, REINFORCING, AND STEEL GRATE DETAILS

FDOT SUBMITTAL
08/26/24

Stantec
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BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

REVISION	BY	DATE
⚠1 FDOT RAI 1	AH	11-01-24
⚠2 FDOT RAI 2	AH	12-04-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

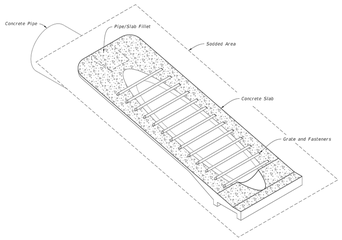
CLEARWATER CITY HALL - FDOT

FDOT DETAILS (2)

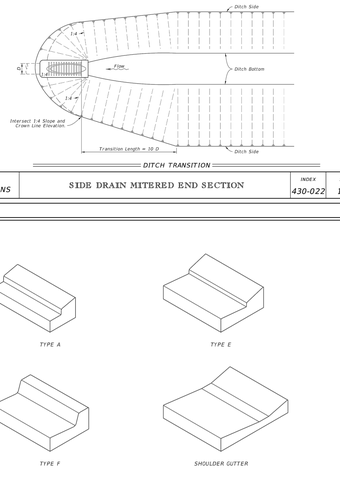
CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C7.03	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH		
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 27 OF 29	

GENERAL NOTES:

1. Unless otherwise designated in the plans, concrete pipe mitered end sections may be used with any type of side drain pipe; corrugated steel pipe mitered end sections may be used with any type of side drain pipe except concrete pipe; and, corrugated aluminum mitered end sections may be used with any type of side drain pipe except steel pipe. When bituminous coated metal pipe is specified for side drain pipe, construct the mitered end sections with like pipe or concrete pipe. When the mitered end section pipe is dissimilar to the side drain pipe, construct a concrete jacket in accordance with Index 430-001 or use manufacturer approved coupler.
2. Use either corrugated metal or concrete mitered end sections for corrugated polyethylene pipe (HDPE), polyvinyl-chloride pipe (PVC), steel reinforced polyethylene pipe (SRPE), and polypropylene pipe (PP). When used in conjunction with corrugated metal mitered end sections, make connection using a formed concrete collar in accordance with Index 430-001. When used in conjunction with concrete mitered end sections, construct concrete jacket in accordance with Index 430-001.
3. Use class RS concrete cast-in-place reinforced slabs for all cross drain pipes.
4. Select lengths of concrete pipe that avoid excessive connections in the assembly of the mitered end section.
5. Repair corrugated metal pipe galvanizing that is damaged during beveling and perforating.
6. When existing multiple side drain pipes are spaced other than the dimensions shown in this Index, have nonparallel axes, or non-uniform sections, either construct the mitered end sections separately as single pipe or collectively as multiple pipe end sections as directed by the Engineer.
7. Saddle Slope:
   1:4 Miter – Slope to ¼ of pipe for round pipes less than or equal to 18" diameter and 1:1 for round pipes greater than or equal to 24" diameter.
   Slope to the top of the 1st corrugation for pipes 24"x38" or smaller and 1:2 for pipes 29"x45" or larger.
   Slope to the span line for pipe arch 38"x60" or smaller and 1:2 for pipe arch 35"x54" or larger.
   1:2 Miter – Slope to ¼ of pipe for round pipes less than or equal to 18"diameter and 1:2 for round pipes greater than or equal to 24" diameter.
   Slope to the major axis for elliptical pipes 29"x45" or smaller and 1:1 for pipes 34"x53" or larger.
   Slope 1:1 for all pipe arch sizes.
8. Quantities shown are for estimating purposes only.



SIDEDRAIN MITERED END SECTION
(Concrete Pipe Shown, Corrugated Metal Pipe Similar)



DITCH TRANSITION

TABLE OF CONTENTS:

Sheet	Description
1	General Notes and Contents
2	Single and Multiple Concrete Pipe
3	Concrete Pipe Dimensions and Quantities and Permissible Pavement Modifications
4	Single and Multiple Corrugated Metal Pipe
5	Corrugated Metal Dimensions and Quantities
6	Concrete Pipe Connection and Corrugated Metal Pipe Anchor Details
7	Fastener Unit and Grate Details

LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	SIDE DRAIN MITERED END SECTION	INDEX	SHEET
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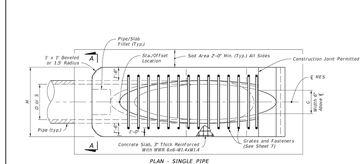

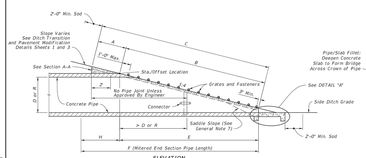

ROUND CONCRETE PIPE
(Elliptical Pipe Similar)

SINGLE AND MULTIPLE CONCRETE PIPE

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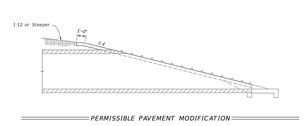
SINGLE AND MULTIPLE CONCRETE PIPE DIMENSIONS AND QUANTITIES

Shape	Dia D	Rise R	Span S	X	A	B	C	E	G	H	GRATE SIZES: F CONC. SLAB (SY.) Single Grate/ Pipe	Double Grate/ Pipe	Triple Grate/ Pipe	Quad Grate/ Pipe	N	GRATE SIZES: F CONC. SLAB (SY.) STANDARD WEIGHT PIPE	EXTRA STRONG PIPE	SODDING (SY.) Single Grate/ Pipe	Double Grate/ Pipe	Triple Grate/ Pipe	Quad Grate/ Pipe
Round Concrete	18"	—	—	2'-7"	2'-0"	4'-0"	4'-0"	9"	1'-7"	4'-0"	4.63	5.63	6.63	7.63	1 (19"			6.26	7.26	8.26	9.26
	24"	—	—	3'-0"	2'-6"	4'-6"	4'-6"	9"	1'-11"	4'-6"	5.56	6.56	7.56	8.56	1 (22"			7.85	8.85	9.85	10.85
	30"	—	—	3'-5"	3'-0"	5'-0"	5'-0"	9"	2'-3"	5'-0"	6.49	7.49	8.49	9.49	1 (25"			9.44	10.44	11.44	12.44
	36"	—	—	3'-11"	3'-6"	5'-6"	5'-6"	9"	2'-7"	5'-6"	7.42	8.42	9.42	10.42	1 (28"			11.03	12.03	13.03	14.03
	42"	—	—	4'-5"	4'-0"	6'-0"	6'-0"	9"	2'-11"	6'-0"	8.35	9.35	10.35	11.35	1 (31"			12.63	13.63	14.63	15.63
	48"	—	—	4'-10"	4'-6"	6'-6"	6'-6"	9"	3'-3"	6'-6"	9.28	10.28	11.28	12.28	1 (34"	2(2'	2(2'	14.22	15.22	16.22	17.22
	54"	—	—	5'-4"	5'-0"	7'-0"	7'-0"	9"	3'-7"	7'-0"	10.21	11.21	12.21	13.21	1 (37"	2(2'	2(2'	15.81	16.81	17.81	18.81
	60"	—	—	5'-9"	5'-6"	7'-6"	7'-6"	9"	3'-11"	7'-6"	11.14	12.14	13.14	14.14	1 (40"	2(2'	2(2'	17.40	18.40	19.40	20.40
	66"	—	—	6'-3"	6'-0"	8'-0"	8'-0"	9"	4'-3"	8'-0"	12.07	13.07	14.07	15.07	1 (43"	2(2'	2(2'	18.99	19.99	20.99	21.99
	72"	—	—	6'-8"	6'-6"	8'-6"	8'-6"	9"	4'-7"	8'-6"	13.00	14.00	15.00	16.00	1 (46"	2(2'	2(2'	20.58	21.58	22.58	23.58
	78"	—	—	7'-2"	7'-0"	9'-0"	9'-0"	9"	4'-11"	9'-0"	13.93	14.93	15.93	16.93	1 (49"	2(2'	2(2'	22.17	23.17	24.17	25.17
	84"	—	—	7'-7"	7'-6"	9'-6"	9'-6"	9"	5'-3"	9'-6"	14.86	15.86	16.86	17.86	1 (52"	2(2'	2(2'	23.76	24.76	25.76	26.76
Elliptical Concrete	19"	30"	—	3'-1"	2'-6"	4'-6"	4'-6"	9"	2'-1"	4'-6"	5.56	6.56	7.56	8.56	1 (22"			7.85	8.85	9.85	10.85
	24"	38"	—	3'-8"	3'-0"	5'-0"	5'-0"	9"	2'-6"	5'-0"	6.49	7.49	8.49	9.49	1 (25"			9.44	10.44	11.44	12.44
	29"	45"	—	4'-4"	3'-6"	5'-6"	5'-6"	9"	2'-10"	5'-6"	7.42	8.42	9.42	10.42	1 (28"			11.03	12.03	13.03	14.03
	34"	53"	—	5'-0"	4'-0"	6'-0"	6'-0"	9"	3'-2"	6'-0"	8.35	9.35	10.35	11.35	1 (31"			12.63	13.63	14.63	15.63
	38"	60"	—	5'-7"	4'-6"	6'-6"	6'-6"	9"	3'-6"	6'-6"	9.28	10.28	11.28	12.28	1 (34"	2(2'	2(2'	14.22	15.22	16.22	17.22
	43"	68"	—	6'-3"	5'-0"	7'-0"	7'-0"	9"	3'-10"	7'-0"	10.21	11.21	12.21	13.21	1 (37"	2(2'	2(2'	15.81	16.81	17.81	18.81
	48"	76"	—	7'-0"	5'-6"	7'-6"	7'-6"	9"	4'-2"	7'-6"	11.14	12.14	13.14	14.14	1 (40"	2(2'	2(2'	17.40	18.40	19.40	20.40
	53"	83"	—	7'-8"	6'-0"	8'-0"	8'-0"	9"	4'-6"	8'-0"	12.07	13.07	14.07	15.07	1 (43"	2(2'	2(2'	18.99	19.99	20.99	21.99
	58"	91"	—	8'-5"	6'-6"	8'-6"	8'-6"	9"	4'-10"	8'-6"	13.00	14.00	15.00	16.00	1 (46"	2(2'	2(2'	20.58	21.58	22.58	23.58
	63"	98"	—	9'-1"	7'-0"	9'-0"	9'-0"	9"	5'-2"	9'-0"	13.93	14.93	15.93	16.93	1 (49"	2(2'	2(2'	22.17	23.17	24.17	25.17
	68"	106"	—	9'-10"	7'-6"	9'-6"	9'-6"	9"	5'-6"	9'-6"	14.86	15.86	16.86	17.86	1 (52"	2(2'	2(2'	23.76	24.76	25.76	26.76

≤36.42" ≤10.40" — ≥8.29" ≥10.13" Dimensions permitted to allow use of 8' standard pipe lengths. Dimensions permitted to allow use of 12' standard pipe lengths.



PERMISSIBLE PAVEMENT MODIFICATION

CONCRETE PIPE DIMENSIONS AND QUANTITIES AND PERMISSIBLE PAVEMENT MODIFICATION

LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	SIDE DRAIN MITERED END SECTION	INDEX	SHEET
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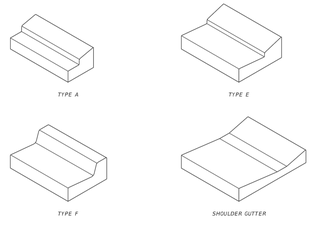
GENERAL NOTES:

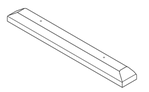
1. For curb, gutter and curb & gutter provide ¼" – ½" contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves are to match the pavement joints, with intermediate joints not to exceed 10' centers.
2. Locate expansion joints for curb, gutter and curb & gutter in accordance with Specification 520.

TABLE OF CONTENTS:

Sheet	Description
1	General Notes and Contents
2	Concrete Curb and Gutter
3	Curb and Gutter Joints and Endings, Concrete Bumper Guard, and Asphaltic Concrete Curb



TYPE A, TYPE E, TYPE F, AND SHOULDER GUTTER
(Other Types Similar)



CONCRETE BUMPER GUARD

LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	CURB AND GUTTER	INDEX	SHEET
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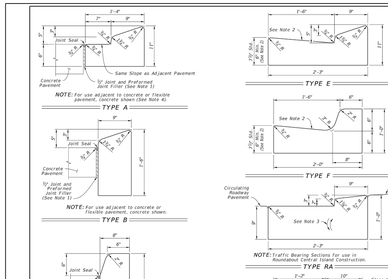

NOTE: For use adjacent to concrete or flexible pavement, concrete shown (See Note 4).

NOTE: For use adjacent to concrete or flexible pavement, concrete shown.

NOTE: Traffic Bearing Sections for use in Roundabout Central Island Construction.

NOTE: For use adjacent to concrete or flexible pavement, concrete shown.

NOTE: See the toll site details for conduit requirements.

NOTES:

1. For Type A, Type B, and Type D Curb: Expansion joint, preformed joint filler and joint seal are required between curbs and concrete pavement only, see Sheet 3.
2. For Type E, Type F, Drop Curb, and Valley Gutter: When used on high side of roadways, match the cross slope of the adjacent lane for the width of the gutter pan. The thickness of the lip is 6", unless otherwise shown in Plans.
3. For Type RA, rotate entire section so that gutter cross slope matches slope of adjacent circulating roadway pavement.
4. For details depicting usage of Type A Curb adjacent to flexible pavement see Sheet 3.

LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	CURB AND GUTTER	INDEX	SHEET
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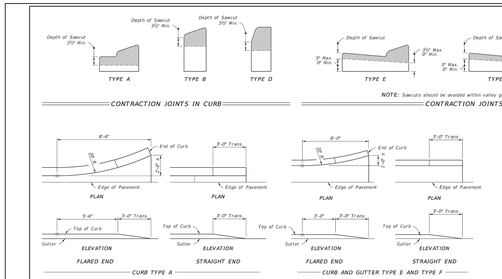


NOTE: Saw cuts should be avoided within valley gutter and within curb and gutter endings.

NOTE: Joint Seal application applies to both high and low sides of pavement, low side shown.

NOTE: Ends of Type B and D Curb transition from full to zero heights in 3 ft.

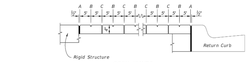
NOTES:

1. Surface on Low Side of Pavement to be ½" Above Lip of Gutter. Surface on High Side to be Flush With Lip of Curb or Curb & Gutter.
2. Applies to both high and low sides of pavement, low side shown. Applies to shoulder gutter only where adjoining Traffic Lanes.

LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	CURB AND GUTTER	INDEX	SHEET
11/01/21				520-001	3 of 3

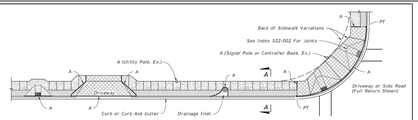
GENERAL NOTES:

1. Construct sidewalks in accordance with Specification 522. Use 6" concrete for Sidewalks and Curb Ramps Located within Curb Returns (See Plan View). Install all other concrete with thickness as shown, unless otherwise detailed in the Plans.
2. Include detectable warnings on sidewalk curb ramps in accordance with Index 522-002.
3. For Driveways see Index 522-003.
4. Bond breaker material can be any impermeable coated or sheet membrane or preformed material having a thickness of not less then 6 mils and not more than ½".
5. Construct sidewalks with Edge Beam through the limits of any surface mounted Pedestrian/Bicycle Railing or Pipe Guiderail shown in the plans. (See RAILING DETAIL)

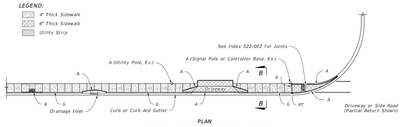


LEGEND:
- A- ½" Expansion Joints (Preformed Joint Filler) between the sidewalk and; driveways, sidewalk-intersections, and all other fixed objects (e.g. drainage inlets and utility poles).
- B- ¼" Dummy Joints, Tooled
- C- ¼" Formed Open Joints
- D- ¼" Saw Cut Joints, 1½" Deep (within 96 hours) Max. 5' Centers
- E- ¼" Saw Cut Joints, 1½" Deep (within 12 hours) Max. 30' Centers Joint(s) Required When Length Exceeds 30'
- F- ½" Expansion Joint When Run Of Sidewalk Exceeds 120'. Intermediate locations when called for in the plans or at locations as directed by the Engineer.
- G- Cold Joint With Bond Breaker, Tooled

SIDEWALK JOINTS



SIDEWALK WITH UTILITY STRIP



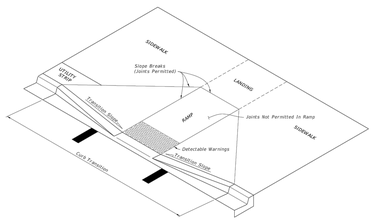
SIDEWALK WITHOUT UTILITY STRIP

GENERAL NOTES AND CONCRETE SIDEWALK ON CURBED ROADWAYS

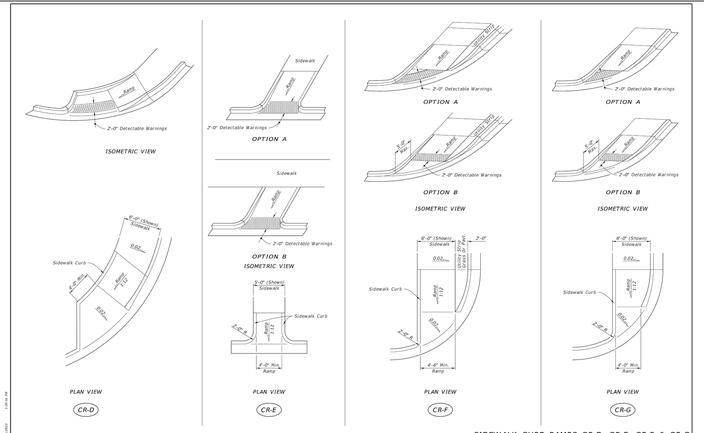
LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	CONCRETE SIDEWALK	INDEX	SHEET
11/01/18				522-001	1 of 2

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.
   C. Width of Curb Ramp is 4'-0" minimum. Match sidewalk or Shared Use Path width as shown in the Plans.
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.



LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/21				522-002	1 of 7



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

LAST REVISION	DESCRIPTION:	FY 2024-25 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/21				522-002	4 of 7

FDOT SUBMITTAL
08/26/24

Stantec
Stantec Consulting Services Inc.
380 Park Place Blvd., Suite 300
Clearwater, Florida 33756 Tel. 727.431.1547
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BRYAN L. ZARLENGA, P.E. LIC. NO.: **52167** DATE

REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24
2 FDOT RAI 2	AH	12-04-24

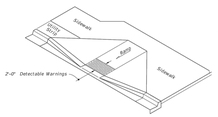
CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL - FDOT

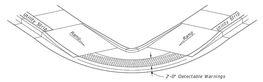
FDOT DETAILS (3)

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.: C7.04	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH		
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 28 OF 29	

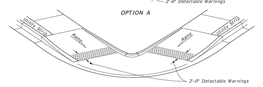
ISOMETRIC VIEW



ISOMETRIC VIEW

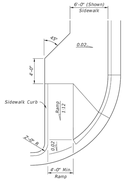


OPTION A



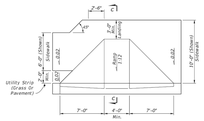
OPTION B

ISOMETRIC VIEW



PLAN VIEW

CR-H

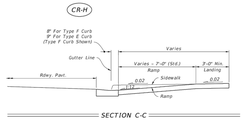


PLAN VIEW

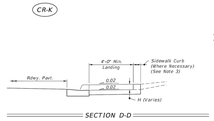
CR-K

PLAN VIEW

CR-L



SECTION C-C



SECTION D-D

SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

NOTES:

1. Crosswalk Width and Configuration Vary; Must Conform to Index 711-001.
2. 15' Radius Curve Shown For CR-L.
3. For additional information on sidewalk curb ramps, see SIDEWALK CURB OPTIONS details, on Sheet 3.

LAST REVISION 11/01/20	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 5 of 7

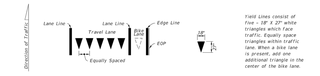
PAVEMENT MARKING LINES

10'-30' SKIP LINE WITH CONTRAST MARKINGS

DOTTED LINE WITH ALTERNATING CONTRAST MARKINGS
(3'-9' Dotted Line Shown, Other Dotted Lines Similar)

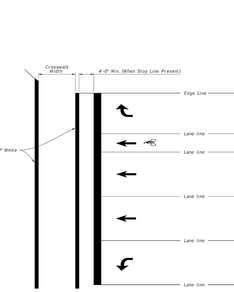
LONGITUDINAL SOLID LANE LINE WITH CONTRAST MARKINGS
(Not For Use On Edge Lines)

MARKINGS FOR MERGE

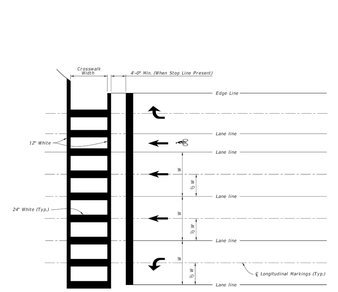


YIELD LINES

LAST REVISION 11/01/22	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX 711-001	SHEET 2 of 13



STANDARD CROSSWALK DETAILS



SPECIAL EMPHASIS CROSSWALK DETAILS

NOTES:

1. For crosswalk width, exceed width of the adjacent sidewalk, but do not make width less than 6' for intersection crosswalks and 10' for midblock crosswalks. Measure width from the inside of the transverse crosswalk markings.
2. When the Special Emphasis Crosswalk is not perpendicular to the lane lines, make the longitudinal markings parallel to the lane lines.
3. Refer to Index 522-002 when Curb Ramps are present.

LAST REVISION 11/01/21	DESCRIPTION:	FDOT FY 2024-25 STANDARD PLANS	PAVEMENT MARKINGS	INDEX 711-001	SHEET 9 of 13

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08/26/24

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BRYAN L. ZARLENGA, P.E. DATE
LIC. NO.: **52167**

REVISION	BY	DATE
1 FDOT RAI 1	AH	11-01-24
2 FDOT RAI 2	AH	12-04-24

CITY OF CLEARWATER, FLORIDA
ENGINEERING DEPARTMENT
100 S MYRTLE AVE
CLEARWATER, FL 33756

CLEARWATER CITY HALL - FDOT

FDOT DETAILS (4)

CITY PROJECT NO.: 22-0019-EN	DESIGNED BY: AH	SHEET REFERENCE NO.:	
CITY PLAN SET NO.: 2022011	DRAWN BY: AH	C7.05	
M&N JOB NO.: 2240	CHECKED BY:		
DATE DRAWN: 10-31-2023	REVIEWED BY:		
SUBMITTED BY: WJ ARCHITECTS		INDEX: 29 OF 29	

Parcel Summary (as of 26-Aug-2024)

Parcel Number

15-29-15-54450-008-0010

Owner Name
CLEARWATER, CITY OF

Property Use
1090 Vacant Commercial Land w/XFSB

Site Address
200 S MYRTLE AVE
CLEARWATER, FL 33756

Mailing Address
ATTN: CASH & INVESTMENTS MGR
PO BOX 4748
CLEARWATER, FL 33758-4748

Legal Description
MAGNOLIA PARK BLK 8, LOTS 1 THRU 10

Current Tax District
CLEARWATER DOWNTOWN (CWD)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map

Exemptions

Year	Homestead	Use %	Status
2025	No	0%	
2024	No	0%	
2023	No	0%	

Property Exemptions & Classifications
Government

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
10493/0675		259.02	NON EVAC	Current FEMA Maps	Check for EC	Zoning Map	3/43

2024 Preliminary Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$1,373,919	$1,346,837	$0	$0	$0

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$525,470	$518,252	$0	$0	$0
2022	N	$471,138	$471,138	$0	$0	$0
2021	N	$442,484	$442,484	$0	$0	$0
2020	N	$416,062	$410,223	$0	$0	$0
2019	N	$390,384	$372,930	$0	$0	$0

2023 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2023 Millage Rate	Tax District
View 2023 Tax Bill	20.2462	(CWD)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
27-Apr-1999	$228,300	U	V	TIMES PUBLISHING CO	CLEARWATER, CITY OF	10493/0675
31-Oct-1984	$536,500	U				05868/1974
31-Dec-1978	$30,167	U				04795/1035

2024 Land Information

Land Area: ≅ 72,876 sf | ≅ 1.67 acres	Frontage and/or View: None	Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	265x275	$21	72,875	SF	1.0000	$1,530,375

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
ASPHALT	$4.00	21,500.0	$86,000	$86,000	0

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
No Permits on Record.			