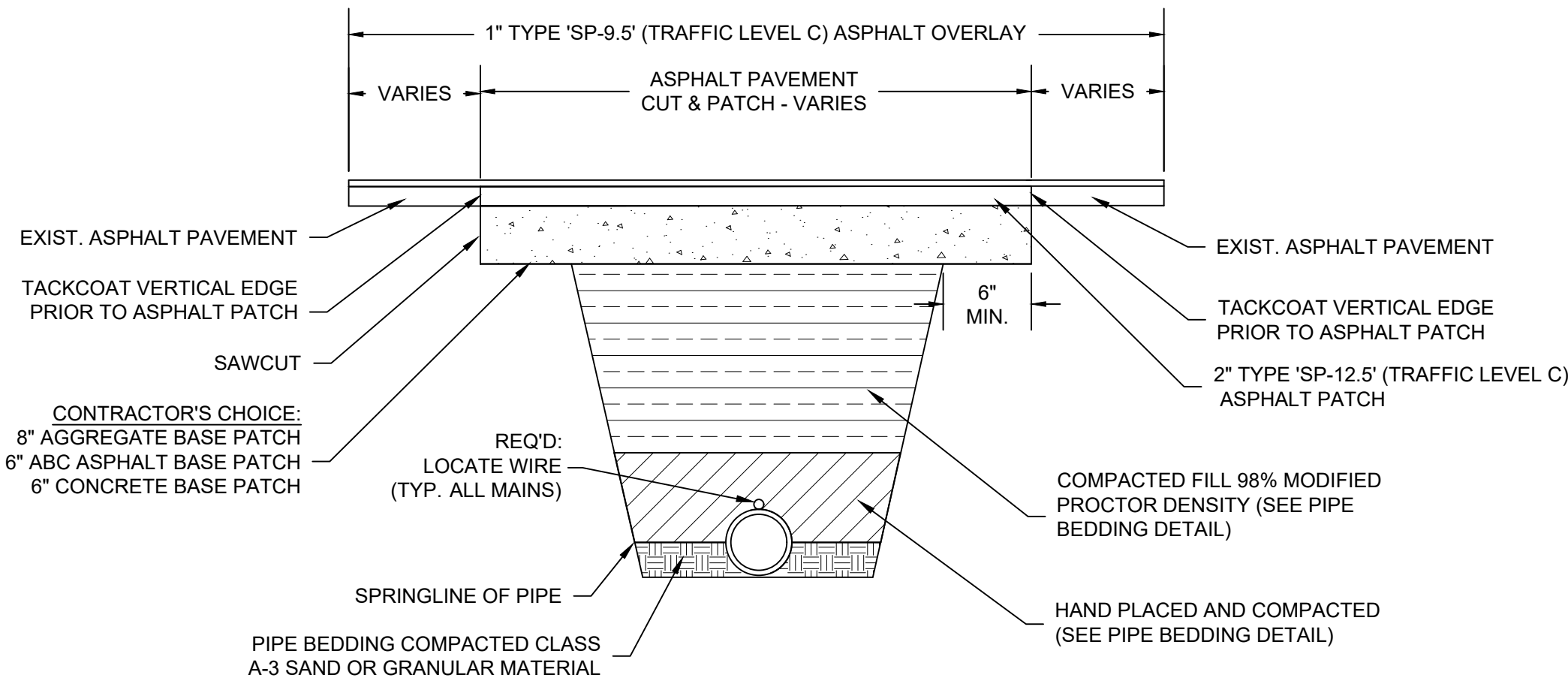
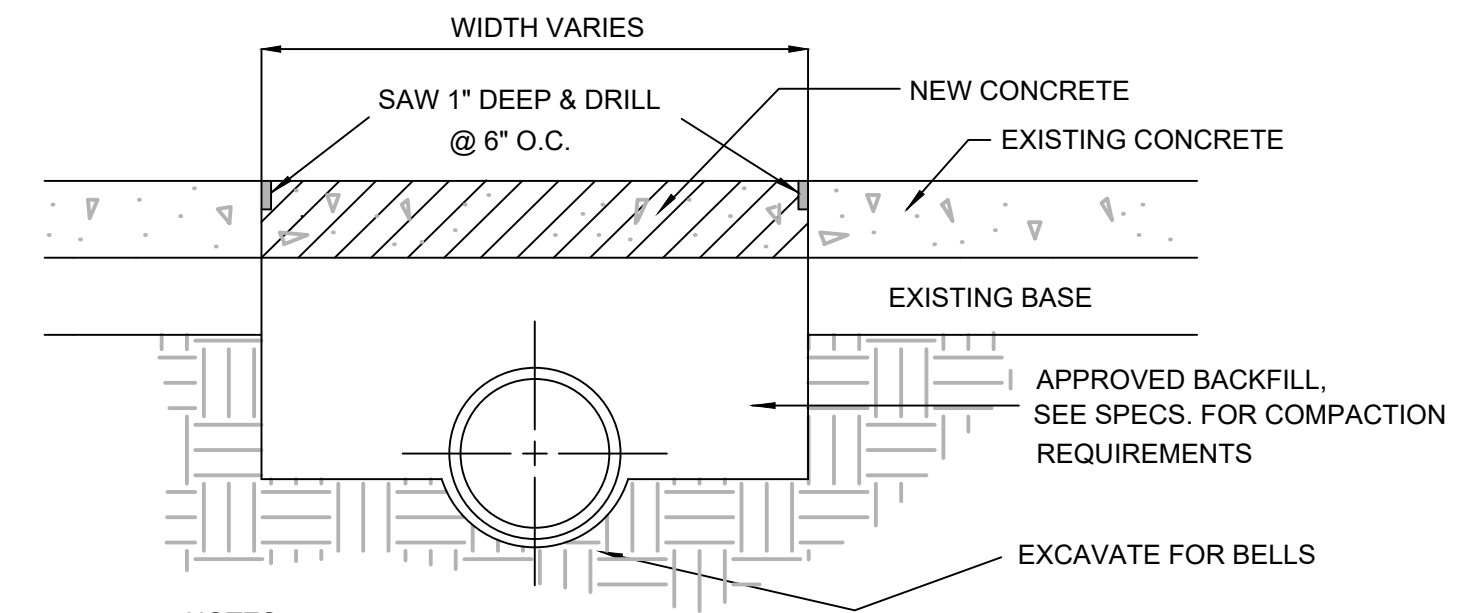


ROADWAY PAVEMENT RESURFACING NOTES:

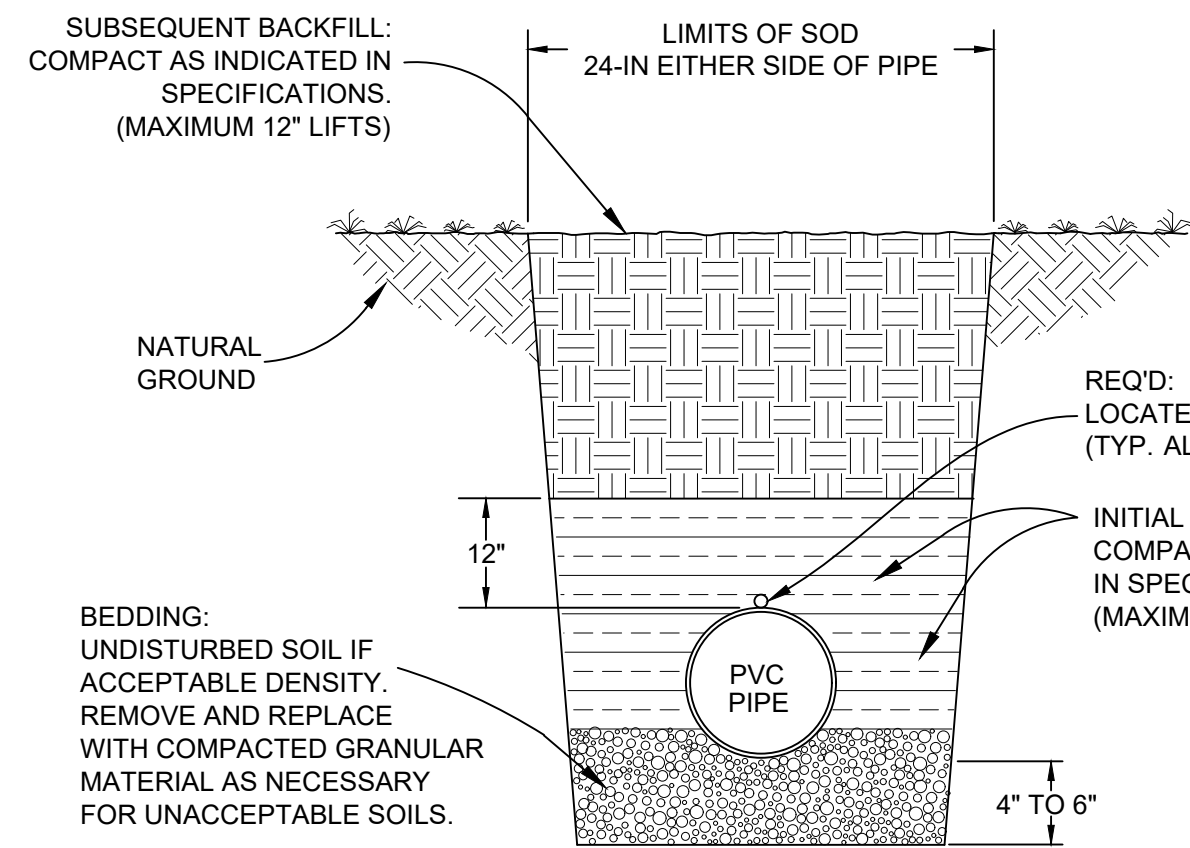
1. PAVEMENT SHALL BE OVERLAID FROM ASPHALT PAVEMENT EDGE TO PAVEMENT EDGE TO THE LIMITS AS INDICATED ON THE CONTRACT PLANS AFTER THE COMPLETION OF UTILITY CONSTRUCTION AND PAVEMENT PATCHING.
2. ASPHALT ROAD PAVEMENT CUT AND PATCH SHALL BE AS PER DETAIL.
3. ANY DAMAGE TO EXISTING CONCRETE CURB, DRIVEWAYS AND/OR ROADWAYS RESULTING DURING THE UTILITY CONSTRUCTION SHALL BE REPAIRED AS DIRECTED BY THE PROJECT ENGINEER AT THE CONTRACTOR'S EXPENSE.
4. PAVEMENT SHALL BE PATCHED TO MATCH EXISTING PAVEMENT GRADES AND CROSS SLOPES. FINAL STRUCTURAL COURSE (OVERLAY) SHALL MATCH EXISTING GRADE AT LIMITS OF OVERLAYING. OVERLAY RESURFACING SHALL BE FEATHERED FROM 100'SY TO 50'SY A DISTANCE OF 20 FEET FROM EXISTING PAVEMENT GRADES.
5. MILLING OF EXISTING ASPHALT PAVEMENT TO BE OVERLAID WILL BE REQUIRED IN AREAS WHERE THE EXISTING TOP OF PAVEMENT IS 2" OR GREATER ABOVE THE SHOULDER.



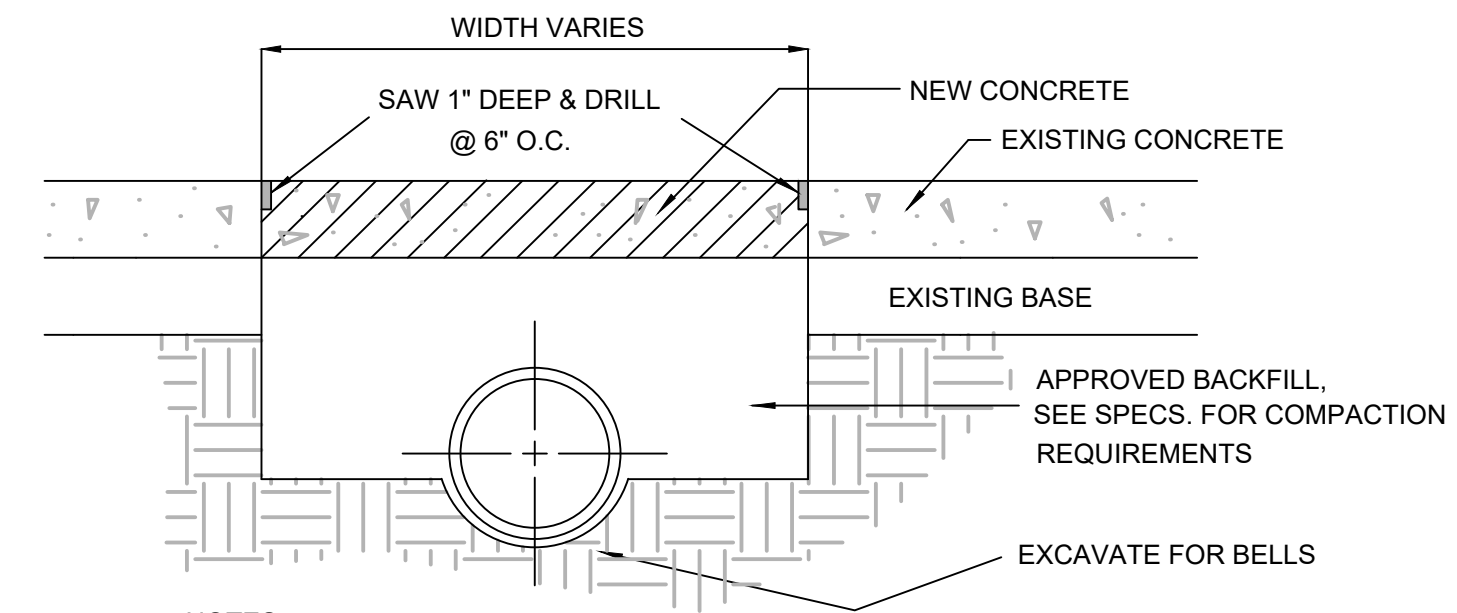
ASPHALT ROAD PAVEMENT PATCH AND RESURFACING DETAIL
N.T.S.



CONCRETE WALKWAY/CART WAY PATCH DETAIL
N.T.S.



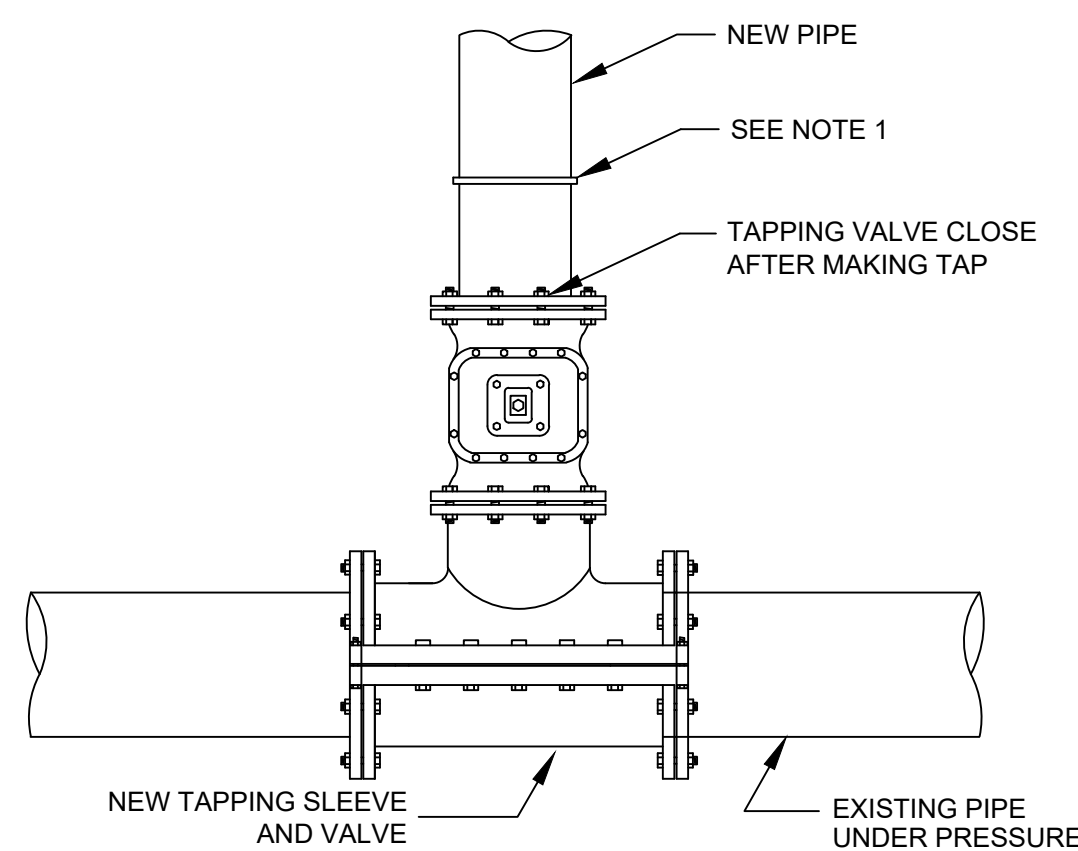
ASPHALT ROAD PAVEMENT PATCH AND RESURFACING DETAIL
N.T.S.



CONCRETE WALKWAY/CART WAY PATCH DETAIL
N.T.S.

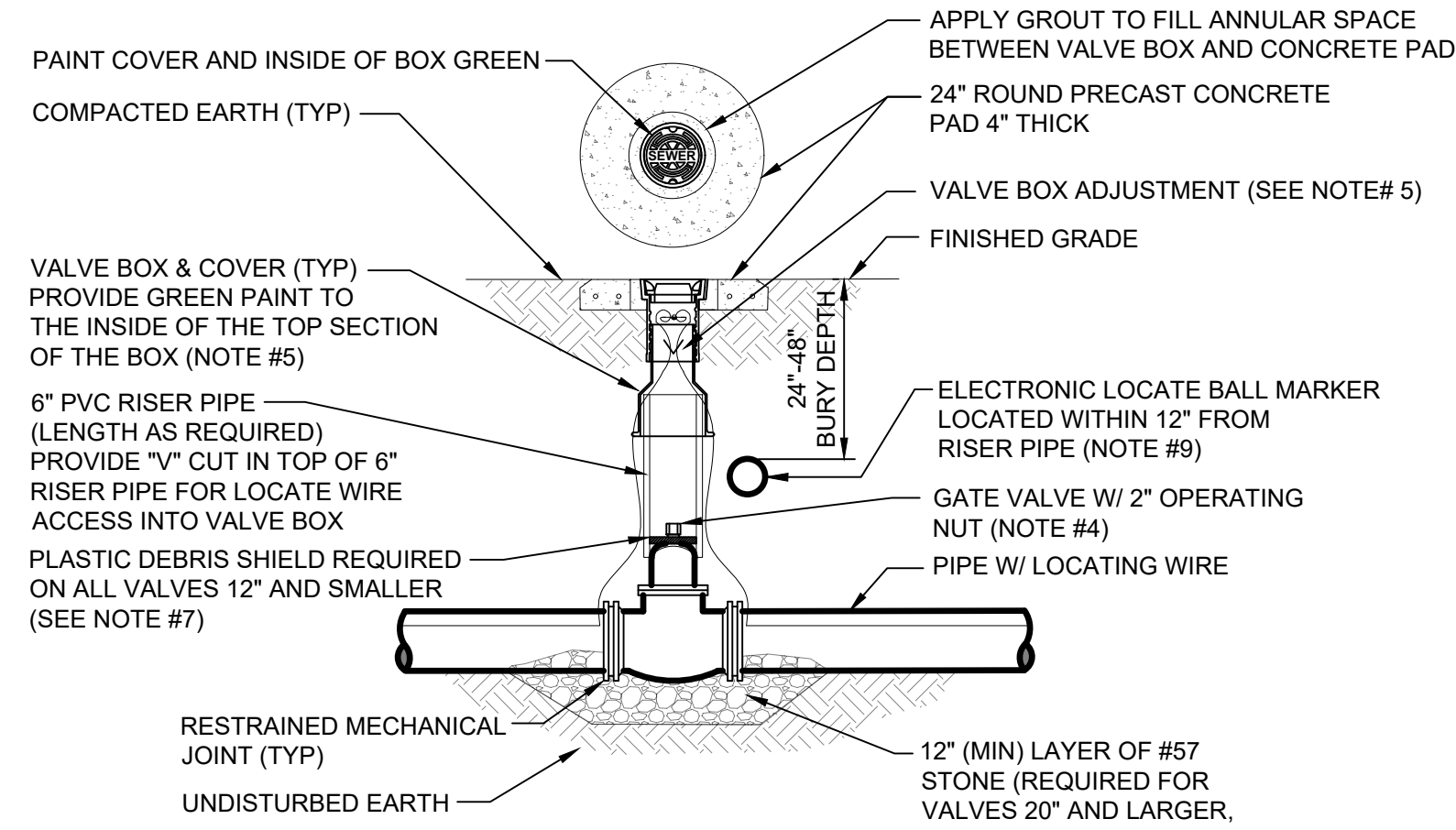
- NOTES:**
1. ALL PIPE SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2774, "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PRESSURE PIPING", LATEST EDITION.
 2. MEASURES SHOULD BE TAKEN TO PREVENT MIGRATION OF NATIVE FINES INTO BACKFILL MATERIAL, WHEN REQUIRED.
 3. **FOUNDATION:** WHERE THE TRENCH BOTTOM IS UNSTABLE, THE CONTRACTOR SHALL EXCAVATE TO A DEPTH REQUIRED BY THE ENGINEER AND REPLACE WITH SUITABLE MATERIAL AS SPECIFIED BY THE ENGINEER. AS AN ALTERNATIVE AND AT THE DISCRETION OF THE DESIGN ENGINEER, THE TRENCH BOTTOM MAY BE STABILIZED USING A GEOTEXTILE MATERIAL.
 4. **BEDDING:** SUITABLE MATERIAL SHALL BE CLASS I, II OR III. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. UNLESS OTHERWISE NOTED BY THE ENGINEER, MINIMUM BEDDING THICKNESS SHALL BE 4" (100mm) FOR 4"-24" (100mm-600mm); 6" (150mm) FOR 30"-60" (750mm-1500mm).
 5. **INITIAL BACKFILL:** SUITABLE MATERIAL SHALL BE CLASS I, II OR III IN THE PIPE ZONE EXTENDING NOT LESS THAN 6" ABOVE CROWN OF PIPE. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION FOR MATERIAL SPECIFICATION TO ENGINEER. MATERIAL SHALL BE INSTALLED AS REQUIRED IN ASTM D2774, LATEST EDITION.

PVC PIPING DETAIL
N.T.S.



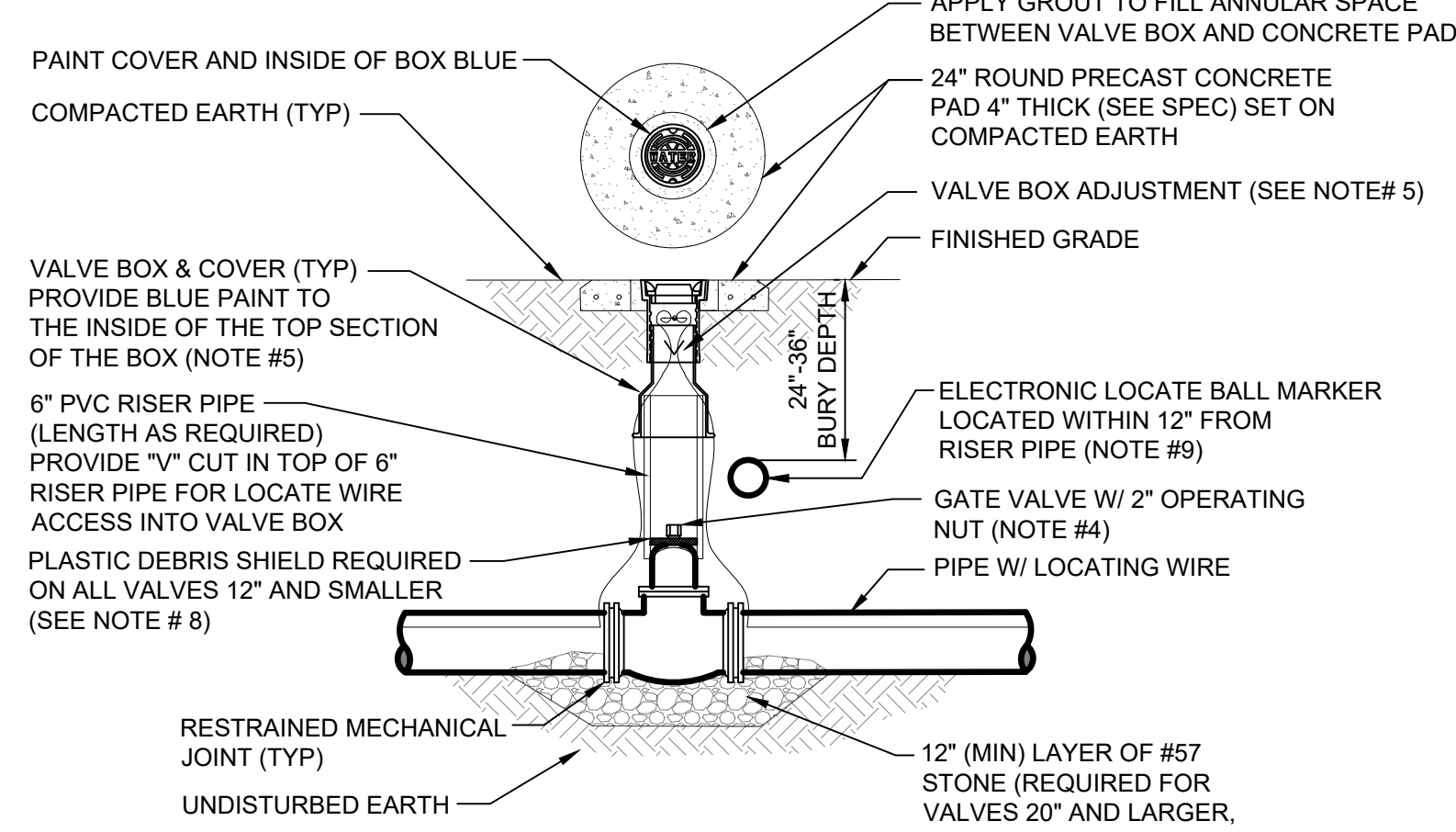
- NOTES:**
1. NEW PIPE SHALL BE CAPPED OR PLUGGED FOR PRESSURE TEST. ONCE TEST IS SATISFACTORILY COMPLETED NEW MAIN IS TO BE CONNECTED TO TAPPING VALVE. TAPPING VALVE IS TO REMAIN CLOSED.

TAPPING SLEEVE & VALVE DETAIL
N.T.S.



- NOTES:**
1. FOR UNPAVED LOCATIONS, A PRECAST CONCRETE VALVE PAD SHALL BE PROVIDED AND INSTALLED FLUSH WITH GRADE. CONCRETE PAD IS NOT REQUIRED FOR VALVE LOCATED IN THE ROADWAY, UNLESS SHOWN OR NOTED OTHERWISE.
 2. LOCATING WIRE IS REQUIRED ON ALL PRESSURE PIPING.
 3. A "V" CUT SHALL BE CARVED IN THE CURB CLOSEST/(ASPHALT IF NO CURB) ADJACENT TO ALL BELOW GRADE VALVES. THE "V" CUT IS TO BE PAINTED GREEN.
 4. IN PAVED AREAS, INSTALL VALVE AT A DEPTH TO ALLOW A 12" MIN. DISTANCE BETWEEN THE VALVE COVER PLATE AND THE TOP OF THE VALVE OPERATING NUT. OUTSIDE OF PAVED AREAS (GRASS), INSTALL VALVE AT A DEPTH TO ALLOW A 6" MINIMUM DISTANCE BETWEEN THE VALVE COVER AND THE TOP OF THE VALVE OPERATING NUT. OPERATING NUT/STEM EXTENSION SHALL BE PROVIDED (WHERE APPLICABLE) SO THAT THE OPERATING NUT WILL BE NO MORE THAN 30 INCHES BELOW FINISHED GRADE.
 5. FOR NEW CONSTRUCTION, THE VALVE BOX SHALL BE ADJUSTED TO MIDRANGE TO ALLOW FOR FUTURE BOX ADJUSTMENTS. ROUTE LOCATE WIRES THRU A "V" CUT IN THE TOP OF THE 6" PVC RISER PIPE FOR LOCATE WIRE ACCESS INTO VALVE BOX. THE LOCATE WIRES WITH A 24" LONG PIG-TAIL AT THE TOP SHALL BE CONNECTED TOGETHER WITH A WIRE NUT.
 6. IN LIEU OF PRECAST CONCRETE PAD, A 6" THICK X 24" (ROUND OR SQUARE) POURED CONCRETE PAD W/2 - #4 REBAR AROUND PERIMETER, MAY BE USED.
 7. GRAVEL SHALL BE PROVIDED UNDER ALL VALVES 20" AND LARGER. THE MINIMUM VERTICAL LIMIT OF GRAVEL IS 12" UNDER THE VALVE UP TO 1/2 THE OVERALL HEIGHT OF THE VALVE.
 8. FOR VALVES 12 INCH AND SMALLER, PROVIDE A WHITE OR BLACK PLASTIC DEBRIS SHIELD WHICH INSTALLS BELOW THE OPERATING NUT. THIS SHIELD SHALL CENTER THE RISER PIPE BOX OVER THE OPERATING NUT AND MINIMIZE INFILTRATION. SHIELD SHALL BE BY AFC, BOXLOK OR APPROVED EQUAL.
 9. ALL VALVES SHALL BE INSTALLED WITH AN ELECTRIC LOCATE MARKER. MARKER SHALL BE 4" DIA. COLOR CODED BALL MARKER (3M-1404XR FOR SEWER).

SEWER VALVE DETAIL
N.T.S.



- NOTES:**
1. FOR UNPAVED LOCATIONS, A PRECAST CONCRETE VALVE PAD SHALL BE PROVIDED AND INSTALLED FLUSH WITH GRADE. CONCRETE PAD IS NOT REQUIRED FOR VALVE LOCATED IN THE ROADWAY, UNLESS SHOWN OR NOTED OTHERWISE.
 2. LOCATING WIRE IS REQUIRED ON ALL PRESSURE PIPING.
 3. A "V" CUT SHALL BE CARVED IN THE CURB CLOSEST/ADJACENT/(ASPHALT IF NO CURB) TO ALL BELOW GRADE VALVES. THE "V" CUT IS TO BE PAINTED BLUE WATER/PURPLE RECLAIMED.
 4. IN PAVED AREAS, INSTALL VALVE AT A DEPTH TO ALLOW A 12" MIN. DISTANCE BETWEEN THE VALVE COVER PLATE AND THE TOP OF THE VALVE OPERATING NUT. OUTSIDE OF PAVED AREAS (GRASS), INSTALL VALVE AT A DEPTH TO ALLOW A 6" MINIMUM DISTANCE BETWEEN THE VALVE COVER AND THE TOP OF THE VALVE OPERATING NUT. OPERATING NUT/STEM EXTENSION SHALL BE PROVIDED (WHERE APPLICABLE) SO THAT THE OPERATING NUT WILL BE NO MORE THAN 30 INCHES BELOW FINISHED GRADE.
 5. FOR NEW CONSTRUCTION, THE VALVE BOX SHALL BE ADJUSTED TO MIDRANGE TO ALLOW FOR FUTURE BOX ADJUSTMENTS. ROUTE LOCATE WIRES THRU A "V" CUT IN THE TOP OF THE 6" PVC RISER PIPE FOR LOCATE WIRE ACCESS INTO VALVE BOX. THE LOCATE WIRES WITH A 24" LONG PIG-TAIL AT THE TOP SHALL BE CONNECTED TOGETHER WITH A WIRE NUT.
 6. IN LIEU OF PRECAST CONCRETE PAD, A 6" THICK X 24" (ROUND OR SQUARE) POURED CONCRETE PAD W/2 - #4 REBAR AROUND PERIMETER, MAY BE USED.
 7. GRAVEL SHALL BE PROVIDED UNDER ALL VALVES 20" AND LARGER. THE MINIMUM VERTICAL LIMIT OF GRAVEL IS 12" UNDER THE VALVE UP TO 1/2 THE OVERALL HEIGHT OF THE VALVE.
 8. FOR VALVES 12 INCH AND SMALLER, PROVIDE A WHITE OR BLACK PLASTIC DEBRIS SHIELD WHICH INSTALLS BELOW THE OPERATING NUT. THIS SHIELD SHALL CENTER THE RISER PIPE BOX OVER THE OPERATING NUT AND MINIMIZE INFILTRATION. SHIELD SHALL BE BY AFC, BOXLOK OR APPROVED EQUAL.
 9. ALL VALVES SHALL BE INSTALLED WITH AN ELECTRIC LOCATE MARKER. MARKER SHALL BE 4" DIA. COLOR CODED BALL MARKER (3M-1403XR FOR WATER AND 1408XR FOR RECLAIMED WATER).

WATER VALVE DETAIL
N.T.S.

B0	10/15/2021	SLM	ISSUED FOR BID	MK	KM
Rev	Date	Drawn	Description	Ch'k'd	App'd

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Client

CITY OF FORT WALTON BEACH

Title

UTILITY INFRASTRUCTURE DESIGN FOR FREEDOM BEACON 12" WATER MAIN AND 6" FORCE MAIN CIVIL DETAILS

ISSUED FOR BID

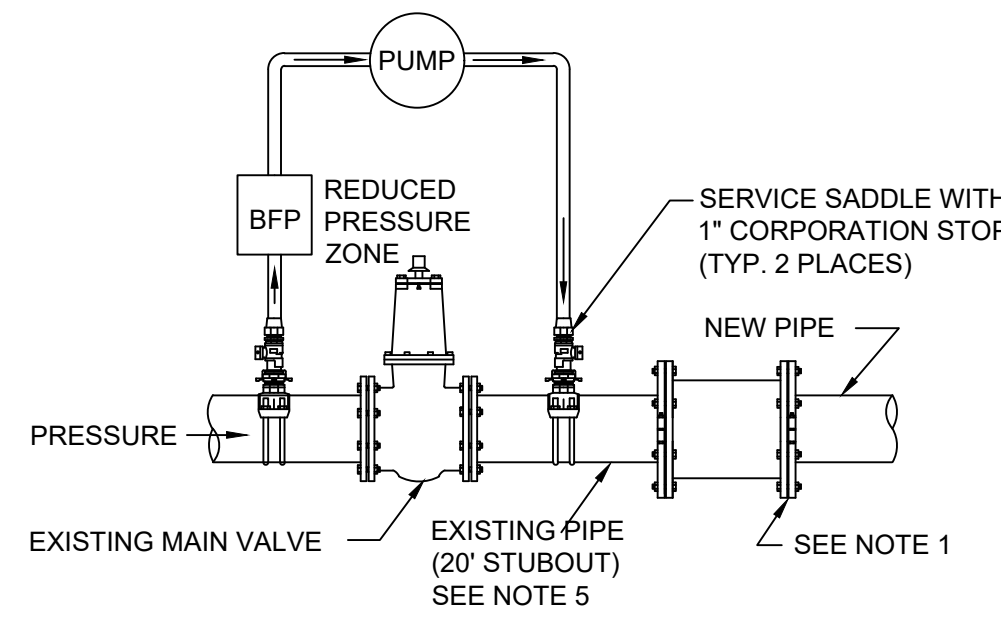
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Project Number	B/O	Total
502100083-003	10	13
Designed	M. KANE	Eng check
Drawn	S. MILLSTEAD	Coordination
Dwg check		Approved
Scale at ANSI D	Status	Rev
	BID	B0
Security		STD
Drawing Number	CD1.0	

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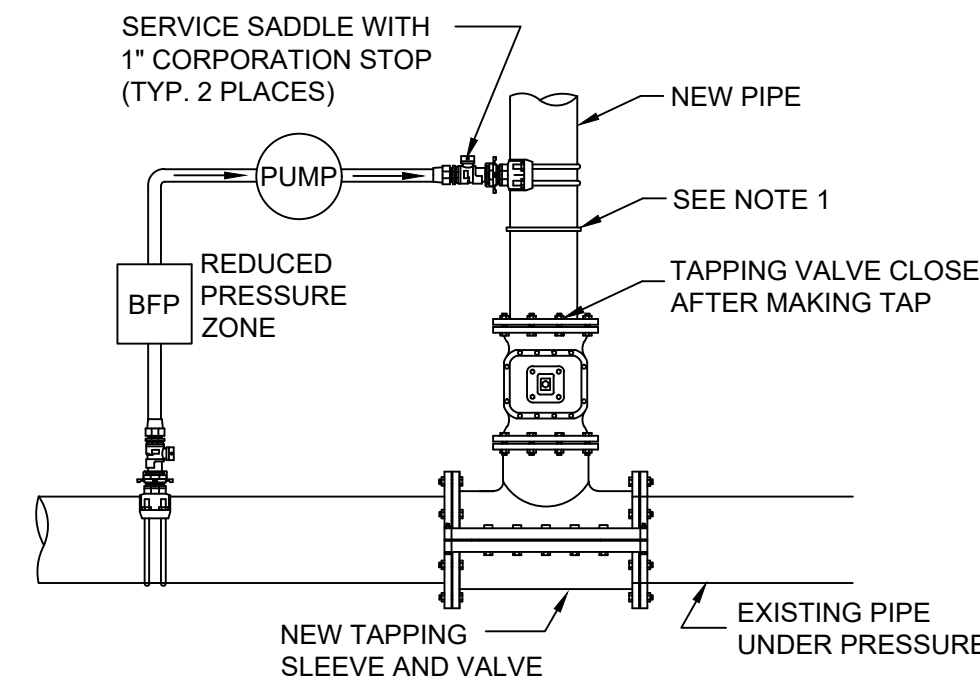
1. NEW PIPE SHALL BE CAPPED OR PLUGGED FOR PRESSURE TEST. ONCE TEST IS SATISFACTORILY COMPLETED NEW MAIN IS TO BE CONNECTED TO EXISTING MAIN IN A MANNER ACCEPTABLE TO CITY/ENGINEER.
2. THE CONTRACTOR SHALL FLUSH LINE PRIOR TO STARTING THE CHLORINATION PROCEDURE. ALL FLUSHING SHALL BE DONE THROUGH THE EXISTING VALVE WITH ALL HYDRANTS AND SERVICE LINES OPEN. ONLY CITY STAFF SHALL BE THE ONLY PERSON ALLOWED TO OPERATE THE VALVE AND SHALL BE PRESENT DURING FLUSHING OPERATION. ONCE FLUSHING IS COMPLETE THE INSPECTOR SHALL CLOSE THE VALVE.
3. ONCE SATISFACTORY BACTERIOLOGICAL SAMPLES ARE OBTAINED THE CONTRACTOR SHALL CLOSE BOTH CORPORATION STOPS AND REMOVE SERVICE TUBING, PUMP AND BACKFLOW PREVENTER, CAP CORPORATION STOPS WITH BRASS CAPS.
4. CONTRACTOR SHALL FURNISH ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY FOR FILLING, CHLORINATING AND TESTING PROCEDURES. THE CONTRACTOR SHALL PROVIDE SAMPLING TAPS AT THOSE LOCATIONS APPROVED BY THE CITY/ENGINEER. THE CONTRACTOR SHALL COLLECT TEST SAMPLES.
5. IF 20' STUBOUT IS NOT PRESENT SPECIAL ARRANGEMENTS WILL HAVE TO BE MADE TO DEPRESSURIZE THE EXISTING MAIN TO MAKE CONNECTION TO THE EXISTING VALVE.



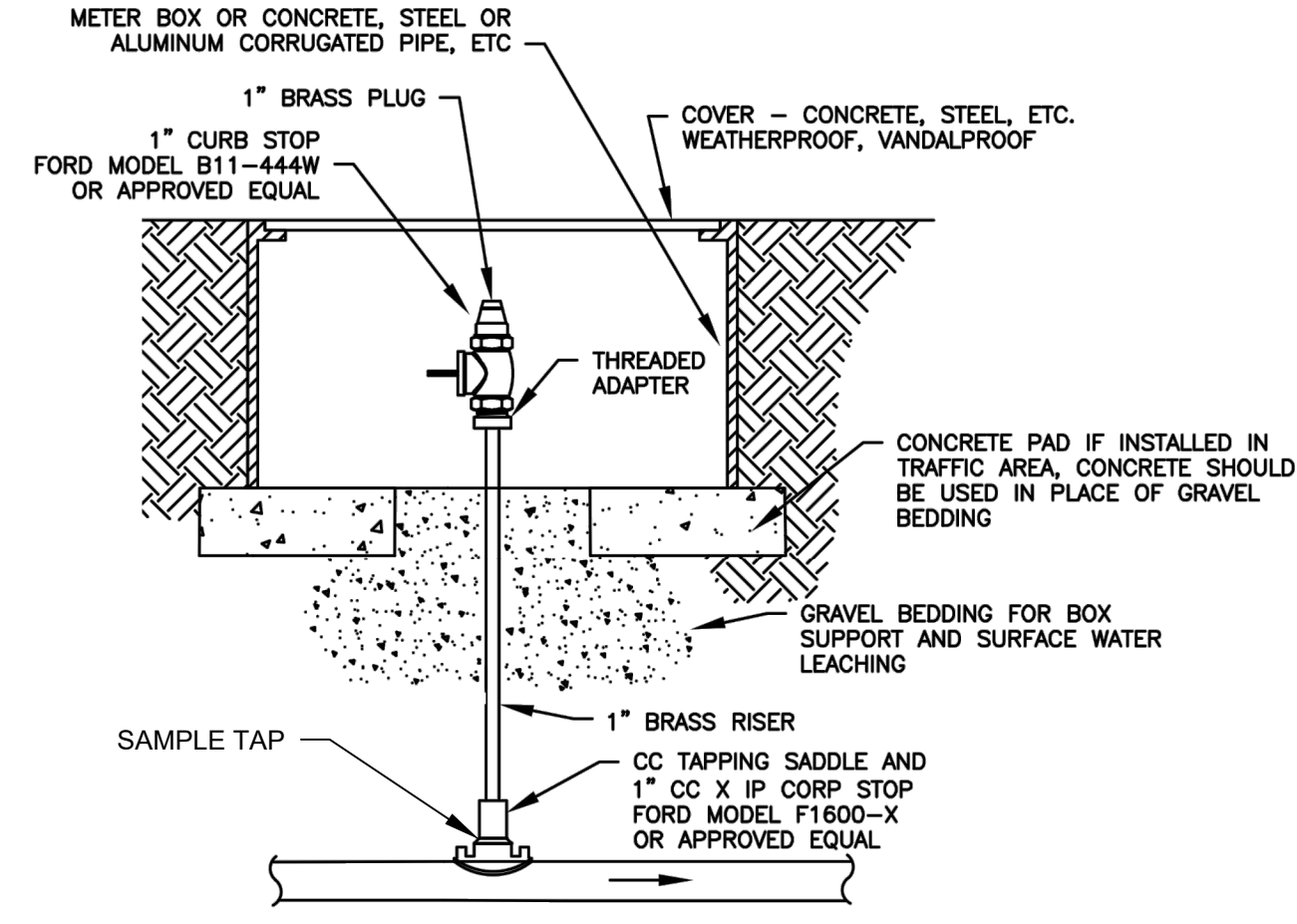
TYPICAL CONNECTION FOR NEW LINE FILLING, PRESSURE TESTING, FLUSHING AND CHLORINATION. (EXISTING STUBOUT)

NOTES:

1. NEW PIPE SHALL BE CAPPED OR PLUGGED FOR PRESSURE TEST. ONCE TEST IS SATISFACTORILY COMPLETED NEW MAIN IS TO BE CONNECTED TO TAPPING VALVE. TAPPING VALVE IS TO REMAIN CLOSED.
2. THE CONTRACTOR SHALL FLUSH EXISTING LINE PRIOR TO STARTING THE CHLORINATION PROCEDURE. ALL FLUSHING SHALL BE DONE THROUGH THE TAPPING VALVE WITH ALL HYDRANTS AND SERVICE LINES OPEN. ONLY PWS STAFF SHALL BE ALLOWED TO OPERATE THE VALVE AND SHALL BE PRESENT DURING FLUSHING OPERATION. ONCE FLUSHING IS COMPLETE THE INSPECTOR SHALL CLOSE THE VALVE.
3. CONTRACTOR SHALL INSTALL CORPORATION STOPS, PUMP, AND BACKFLOW PREVENTER AT NEW CONNECTION AT WOODBINE RD. FILL NEW LINE AND FLUSH THROUGH SERVICE SADDLE INSTALLED ON NEW LINE AT THE NEW CONNECTION AT CHUMUCKLA HWY. COMPLETE DISINFECTION AND CHLORINATION PROCEDURE.
4. ONCE SATISFACTORY BACTERIOLOGICAL SAMPLES ARE OBTAINED THE CONTRACTOR SHALL CLOSE ALL CORPORATION STOPS AND REMOVE SERVICE TUBING, PUMP AND BACKFLOW PREVENTER, CAP CORPORATION STOPS WITH BRASS CAPS.
5. CONTRACTOR SHALL FURNISH ALL MATERIALS, EQUIPMENT AND LABOR NECESSARY FOR FILLING, CHLORINATING AND TESTING PROCEDURES. THE CONTRACTOR SHALL PROVIDE SAMPLING TAPS AT THOSE LOCATIONS APPROVED BY THE OWNER/ENGINEER. THE CONTRACTOR SHALL COLLECT TEST SAMPLES.

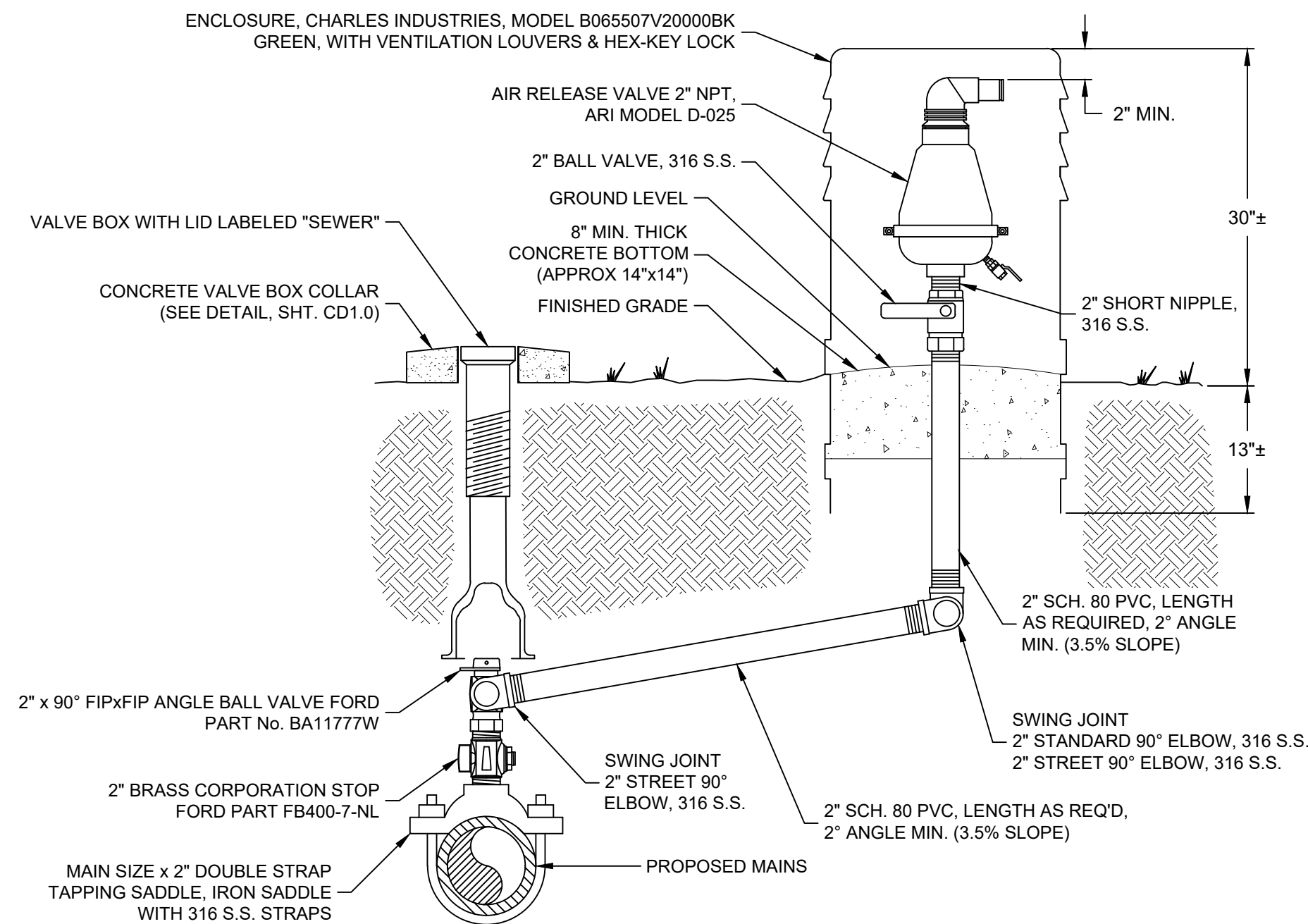


TYPICAL CONNECTION FOR NEW LINE FILLING, PRESSURE TESTING, FLUSHING AND CHLORINATION. (TAPPING SLEEVE AND VALVE)



INLINE SAMPLE TAP
N.T.S.

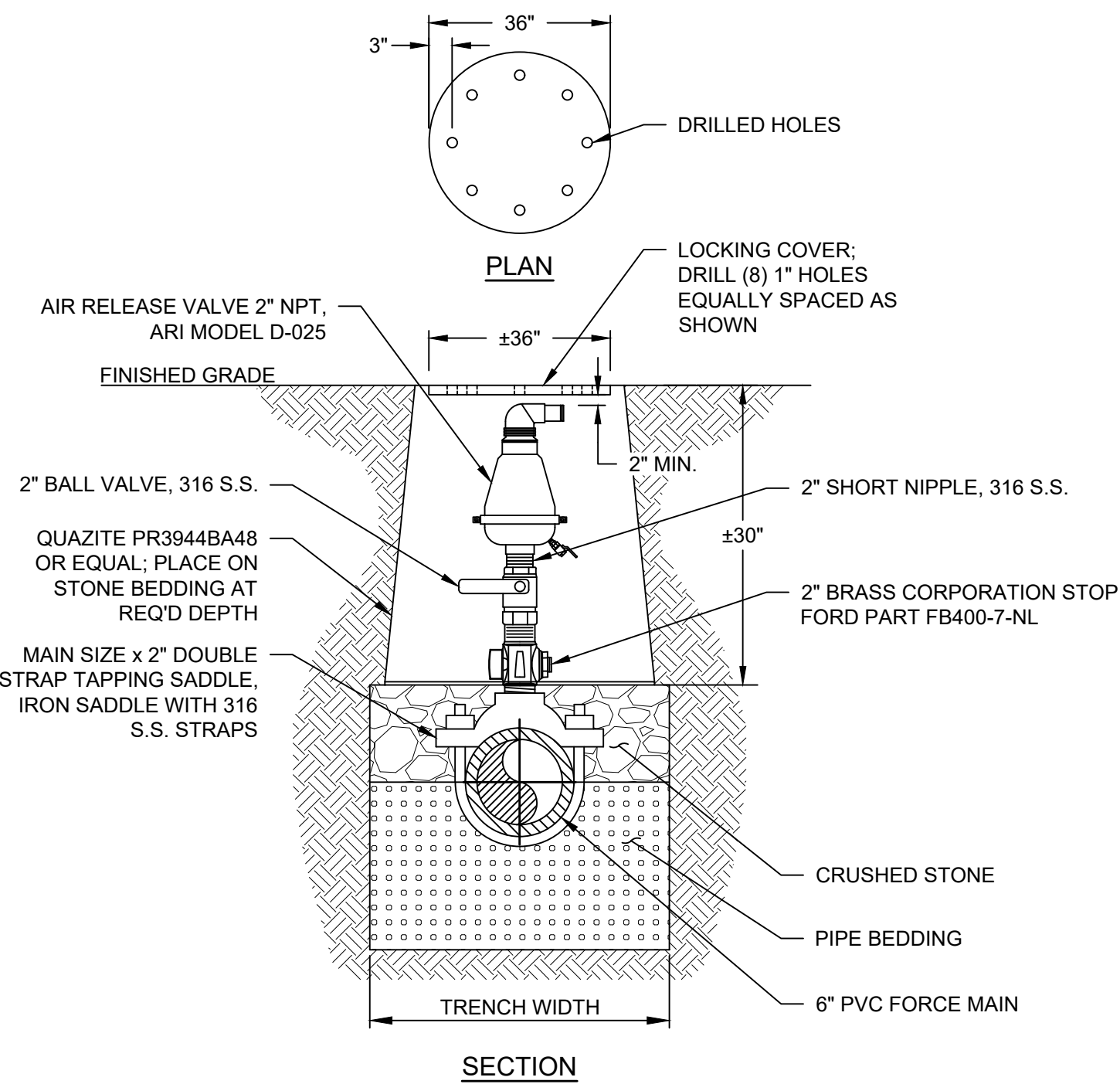
TYPICAL DISINFECTION & CHLORINATION DETAIL
N.T.S.



NOTES:

1. IN AS MUCH IS PRACTICAL, NEW MAINS SHOULD BE INSTALLED SUCH THAT HIGH POINT/ARV LOCATION IS AWAY FROM RESIDENCES OR OTHER SENSITIVE AREAS.
2. IF AN EXISTING HIGH POINT/PROPOSED ARV LOCATION IS IN FRONT OF A RESIDENCE OR IN A SENSITIVE AREA, THEN CONSULT WITH THE OWNER AS TO THE BEST ALTERNATIVE LOCATION, PREFERABLY DOWNSTREAM FROM THE HIGH POINT.

AIR RELEASE/VACUUM VALVE DETAIL
TYPE I
N.T.S.



NOTES:

1. IN AS MUCH IS PRACTICAL, NEW MAINS SHOULD BE INSTALLED SUCH THAT HIGH POINT/ARV LOCATION IS AWAY FROM RESIDENCES OR OTHER SENSITIVE AREAS.
2. IF AN EXISTING HIGH POINT/PROPOSED ARV LOCATION IS IN FRONT OF A RESIDENCE OR IN A SENSITIVE AREA, THEN CONSULT WITH THE OWNER AS TO THE BEST ALTERNATIVE LOCATION, PREFERABLY DOWNSTREAM FROM THE HIGH POINT.

AIR RELEASE/VACUUM VALVE DETAIL
TYPE II
N.T.S.

PIPE JOINT RESTRAINT TABULATION
(ALL LENGTHS ARE IN FEET)
SOURCE: <https://ebaa.com/calculator/> (ACCESSED 10/01/21)

PIPE SIZE AND TYPE	HORIZONTAL BENDS ¹					TEE BRANCH ⁶
	90-DEG	45-DEG	22.5-DEG	11.25-DEG	DEAD END ⁸	
4-IN PVC ¹	16	7	4	2	35	1
6-IN PVC ¹	22	10	5	3	49	1
8-IN PVC ²	43	18	9	5	96	1
12-IN PVC ²	60	25	12	6	136	34

1. TEST PRESSURE = 100 PSI (FORCE MAIN).
2. TEST PRESSURE = 150 PSI (WATER MAIN).
3. SOIL GROUP = SM; TRENCH TYPE = 3; DEPTH = 3-FT; SAFETY FACTOR = 2.0
4. RESTRAINED LENGTHS SHOWN ARE MINIMUM REQUIRED ON EACH SIDE OF FITTING. IF THE LENGTH FROM THE CENTER OF THE FITTING FALLS BETWEEN PIPE JOINTS, THE NEXT JOINT AWAY FROM THE FITTING SHALL ALSO BE RESTRAINED.
5. ALL TRANSITIONS BETWEEN FPVC AND PUSH-ON JOINT PVC SHALL BE RESTRAINED.
6. ALL VALVES AND FITTINGS SHALL BE RESTRAINED TO THEIR CONNECTING PIPE.
7. FPVC JOINTS DO NOT REQUIRE PIPE RESTRAINTS.
8. VALVES, CAPS AND PLUGS SHALL BE TREATED AS DEAD ENDS.
9. FOR THE TEE BRANCH LENGTHS SHOWN, RESTRAINED LENGTH ALONG RUN-OF-TEE SHALL BE A MINIMUM 20 FEET ON EACH SIDE OF TEE. FOR OTHER RUN-OF-TEE LENGTHS, RESTRAINED TEE-BRANCH LENGTHS MUST BE INDIVIDUALLY CALCULATED.
10. ALL VALVES MUST BE PROPERLY ANCHORED OR RESTRAINED TO RESIST THE APPLICABLE TEST PRESSURE IN BOTH DIRECTIONS.
11. FOR VERTICAL OFFSETS, REDUCERS AND UNEQUAL SIZE TEES, RESTRAINED LENGTHS MUST BE INDIVIDUALLY CALCULATED BASED ON ACTUAL PIPE DEPTH.
12. IF THE BRANCH DIAMETER OF A TEE FITTING IS LARGER THAN THE RUN DIAMETER, RESTRAINED LENGTHS MUST BE INDIVIDUALLY CALCULATED.

B0	10/15/2021	SLM	ISSUED FOR BID	MK	KM
Rev	Date	Drawn	Description	Ch'k'd	App'd

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AA - C0000035 EB - 0000155 LB - 0006783

Client

CITY OF FORT WALTON BEACH

Title

UTILITY INFRASTRUCTURE DESIGN
FOR FREEDOM BEACON
12" WATER MAIN AND 6" FORCE MAIN
CIVIL DETAILS

ISSUED FOR BID

THIS DRAWING IS PART OF A DIGITALLY SIGNED AND SEALED SET OF DRAWINGS. IN ACCORDANCE WITH 61G15-23.004, F.A.C. PRINTED COPIES OF THIS DRAWING ARE NOT CONSIDERED SIGNED AND SEALED AND ALL SIGNATURES MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

Project Number	B/O	Total
502100083-003	11	13
Designed	M. KANE	Eng check
Drawn	S. MILLSTEAD	Coordination
Dwg check		Approved
Scale at ANSI D	Status	Rev
	BID	B0
Drawing Number		Security
		STD

CD1.1

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NOTES:

1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including Medians of divided roadways, with work on the shoulder.

2. L = Taper Length
X = Work Zone Sign Spacing
B = Buffer Length
See Index 102-600 for "L", "X", "B", and channelizing device spacing values.

3. For incidental work (e.g. mowing or litter removal), only the Road Work Ahead sign is required.

4. When four or more work vehicles enter the through traffic lanes in a one hour period (excluding establishing and terminating the work area), use a flagger or lane closure to accommodate work vehicle ingress and egress.

5. For work less than two feet from the traveled way and work zone speed is greater than 45 MPH, use a lane closure.

6. The "Speeding Fines Doubled When Workers Present" signs (MOT-13-06) and "End Road Work" Signs (G20-2) along with the associated work zone sign spacing distances may be omitted when the temporary condition is in place for 24 hours or less.

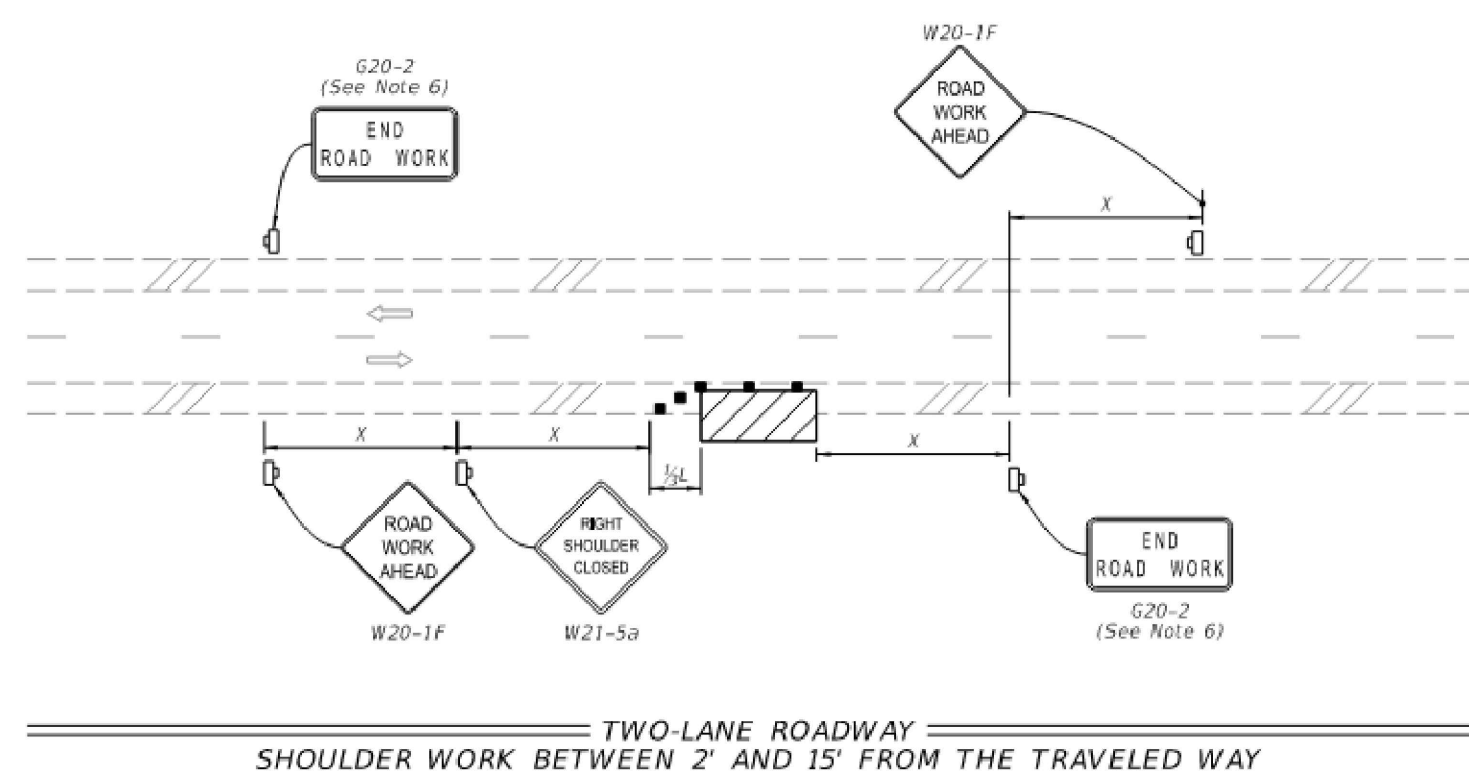
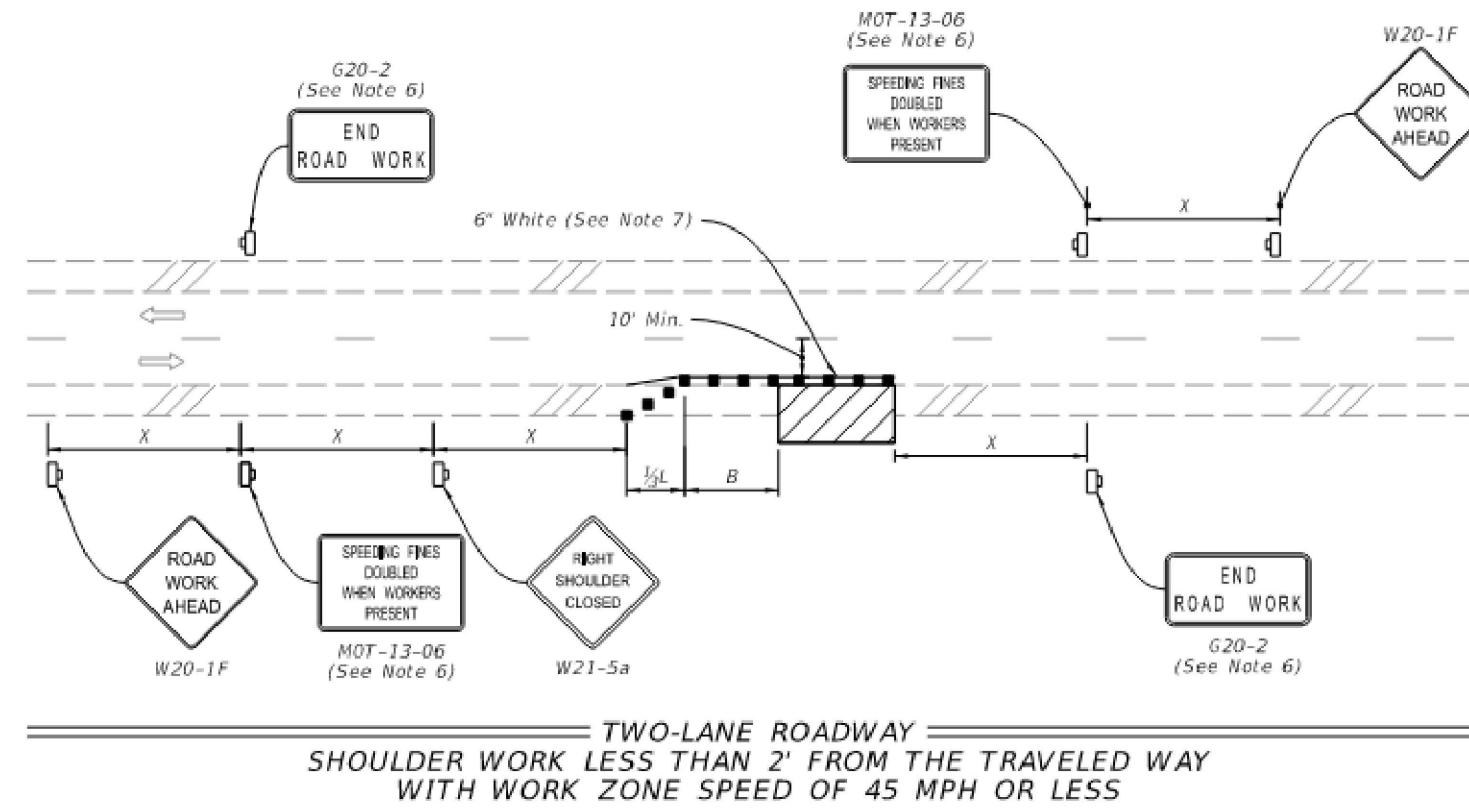
7. Temporary pavement markings may be omitted when the work zone is in place for 3 days or less.

8. If the work encroaches on a marked bicycle lane or rideable shoulder, close the lane or shoulder in accordance with the Plans.

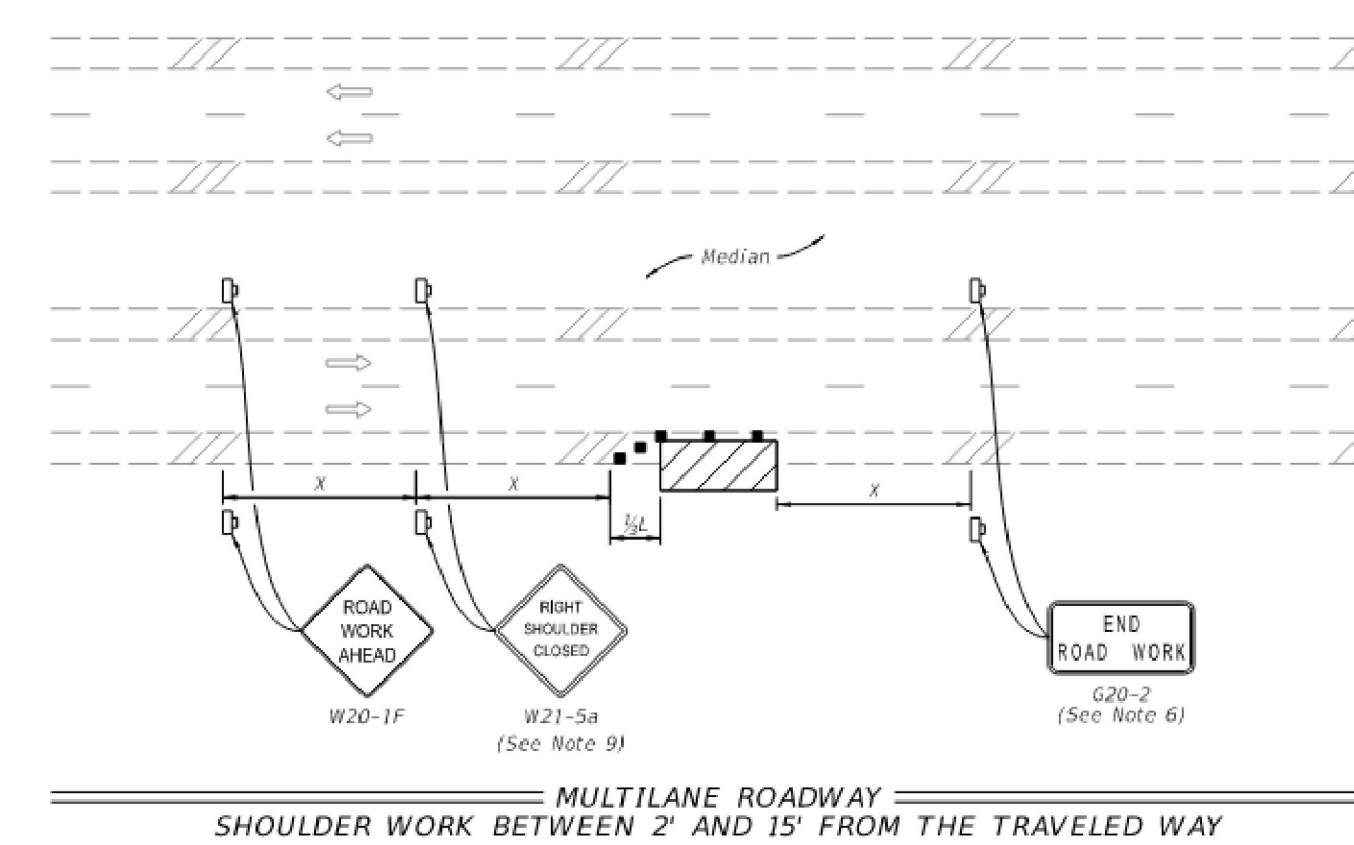
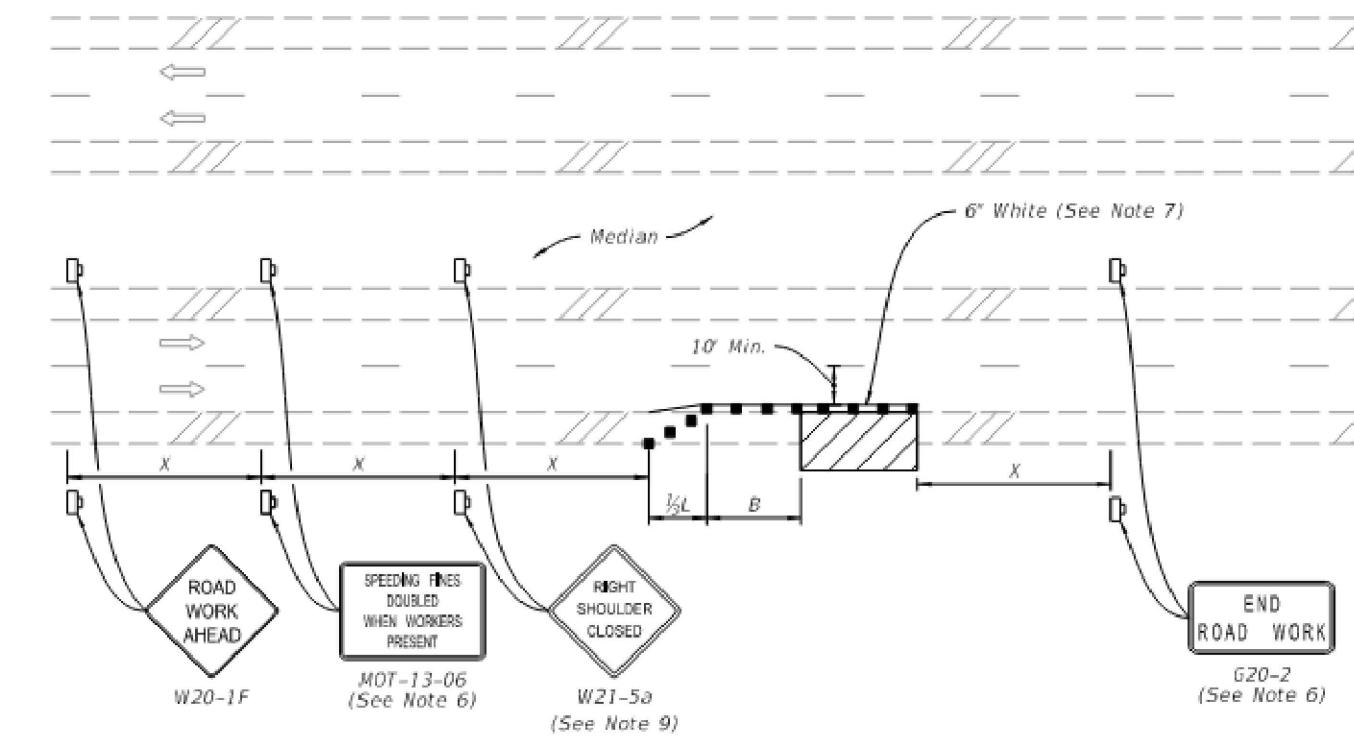
9. Omit "Shoulder Closed" signs (W21-5a) along with associated work zone sign spacing distances for work on the median.

SYMBOLS:

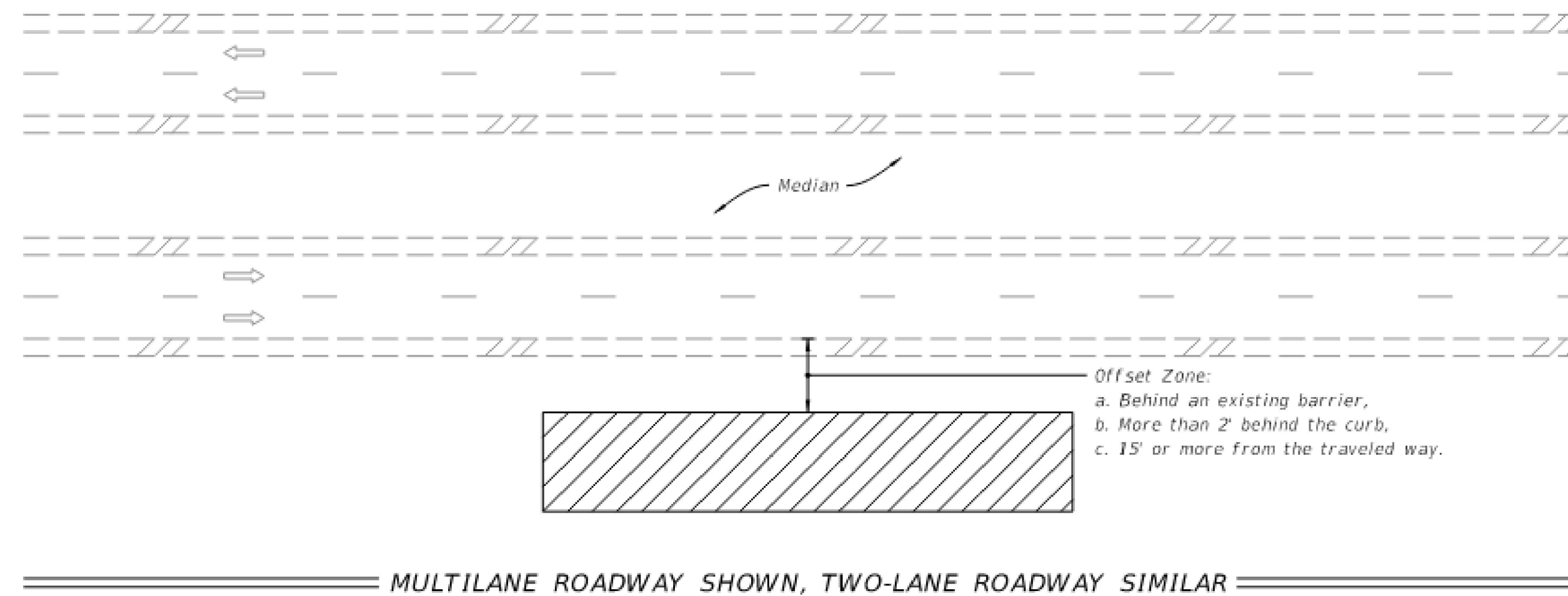
- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Lane Identification and Direction of Traffic



**TWO-LANE AND MULTILANE, WORK ON SHOULDER
(FDOT INDEX 102-602, 1 OF 2)**
N.T.S.



**TWO-LANE AND MULTILANE, WORK ON SHOULDER
(FDOT INDEX 102-602, 2 OF 2)**
N.T.S.



NOTES:

1. This Index applies to Two-Lane, Two-Way and Multilane Roadways, including Medians of divided roadways, with work beyond the shoulder.
2. Use Index 102-602 when the work operation (excluding establishing and terminating the work area) requires that two or more work vehicles cross the Offset Zone in any one hour period.
3. Use Index 102-660 when Work Area encroaches a Sidewalk.

SYMBOLS

- Work Area
- Lane Identification + Direction of Traffic

**TWO-LANE AND MULTILANE ROADWAY, WORK BEYOND THE SHOULDER
(FDOT INDEX 102-601)**
N.T.S.

B0	10/15/2021	SLM	ISSUED FOR BID	MK	KM
Rev	Date	Drawn	Description	Ch'k'd	App'd

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AA - C0000035 EB - 0000155 LB - 0006783

Client

**CITY OF FORT
WALTON BEACH**

Title

**UTILITY INFRASTRUCTURE DESIGN
FOR FREEDOM BEACON
12" WATER MAIN AND 6" FORCE MAIN
CIVIL DETAILS**

ISSUED FOR BID

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Project Number	B/O	Total
502100083-003	12	13
Designed	Eng check	
M. KANE		
Drawn	Coordination	
S. MILLSTEAD	M. KANE	
Dwg check	Approved	
	K. MORGAN	
Scale at ANSI D	Status	Rev
	BID	B0
		Security
		STD

Drawing Number
CD1.2

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