

CONSTRUCTION PLANS FOR CHERRY STREET DRAINAGE IMPROVEMENTS

TASK 1 - OUTFALL DITCH JAN DRIVE TO ROGERS POND

PREPARED FOR



CITY OF CALLAWAY

CITY OFFICIALS

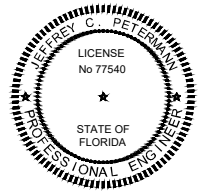
PAMN HENDERSON MAYOR
SCOTT DAVIS WARD I COMMISSIONER
DAVID GRIGGS WARD II COMMISSIONER
BOB PELLETIER WARD III COMMISSIONER
FRANK MANCINELLI WARD IV COMMISSIONER

BDI PROJECT No. 27655.01
MARCH 2022

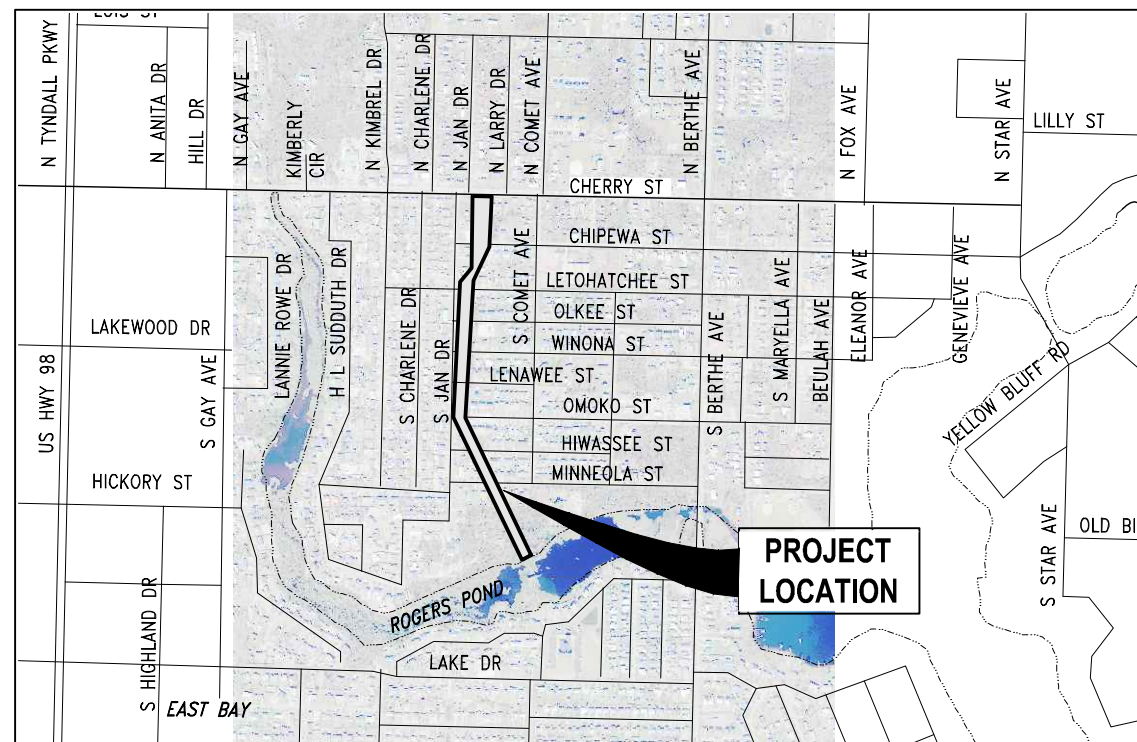
PREPARED BY

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927

449 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9661
ENGINEERING BUSINESS: EB-0000340
Pensacola - Panama City Beach - Tallahassee - Mobile



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VICINITY MAP
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SHEET INDEX

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C-901-907	FDOT DETAILS

100% PLAN SET
RELEASED FOR CONSTRUCTION

GENERAL NOTES:

1. THE CONTRACTORS SHALL NOTIFY THE PROJECT ADMINISTRATOR 48 HOURS PRIOR TO CONSTRUCTION.
2. ALL CONDITIONS AND STIPULATIONS OF THE CONSTRUCTION PERMITS AND THE APPROVALS ISSUED BY THE CITY OF CALLAWAY SHALL BE COMPLIED WITHIN EVERY DETAIL.
3. ALL ROADS DAMAGED BY CONSTRUCTION OPERATIONS ARE TO BE PATCHED OR RECONSTRUCTED AS DIRECTED BY THE PROJECT ADMINISTRATOR OR DESIGNEE.
4. THE CONTRACTOR SHALL TAKE STEPS NECESSARY TO PREVENT EROSION AND ANY OFF SITE SEDIMENT TRANSPORT RESULTING FROM INCREASED RUNOFF DURING CONSTRUCTION BY PROVIDING SILT FENCE AND/OR STAKED HAY BALES AS REQUIRED BY THE FLORIDA STORMWATER, EROSION, AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2000 EDITION, OR AS INDICATED ON THE PLANS. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE PROJECT ADMINISTRATOR OR DESIGNEE.
5. ANY NECESSARY PERMITS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.
6. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING AND/OR CONSTRUCTION.
7. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION SHALL BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY BAY COUNTY HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR SHALL BE RESPONSIBLE FOR RELACEMENT OF THE MONUMENTS AND HAVE THE MONUMENTS POSITION DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
8. EXISTING DRAINAGE FEATURES WITHIN CONSTRUCTION LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.
9. THE CONTRACTOR SHALL MATCH EXISTING CONDITIONS AT THE BEGINNING AND END OF CONSTRUCTION AS DIRECTED BY THE PROJECT ADMINISTRATOR DESIGNEE. PROVIDE A STRAIGHT-END TAPER WHERE DROP CURB MEETS EXISTING RURAL SECTIONS.
10. ACCESS TO EXISTING STREETS AND DRIVES SHALL BE MAINTAINED TO LOCAL TRAFFIC AND PROPERTY OWNERS.
11. ALL ROADWAY CONSTRUCTION SHALL COMPLY WITH THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION, THE AMERICANS WITH DISABILITIES ACT (ADA), THE ADA COMPLIANCE HANDBOOK, LATEST EDITION, AND THE FLORIDA ACCESSIBILITY CODE.
12. EXISTING STREET AND ROAD NAME SIGNS ON THE PROJECT SHALL BE KEPT VISIBLE AT ALL TIMES FOR THE FACILITATION OF ACCESS BY EMERGENCY VEHICLES. ALL OTHER EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION OPERATIONS SHALL BE TAKEN DOWN AND STOCKPILED WITHIN THE R/W LIMITS BY THE CONTRACTOR AS DIRECTED BY THE PROJECT ADMINISTRATOR OR DESIGNEE. ANY EXISTING SIGNS THAT ARE TO BE RELOCATED AND ARE DAMAGED BEYOND USE BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
13. THE CONTRACTOR SHALL MAINTAIN AT LEAST ONE 10' OPEN LANE AT ALL TIMES. NO OPEN EXCAVATION SHALL REMAIN OVER NIGHT. CONTRACTOR SHALL RESTORE ROAD TO TWO LANES OF TRAFFIC AT THE END OF EACH WORK DAY.
14. CONTRACTOR SHALL COMPLY WITH ALL F.D.E.P. AND ARMY CORP. OF ENGINEERS REQUIREMENTS.
15. ONLY ACCESS TO THE ROAD R/W AND TEMPORARY WORK AGREEMENTS (TWA) AS SHOWN IS GUARANTEED BY THE CITY. PRIVATE R/W REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION SHALL BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE CITY.
16. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED, PLEASE CONTACT:

ROBERT SCOTT MILLS, P.L.S. FLORIDA
BASKERVILLE-DONOVAN, INC.
850-438-9661
17. VEGETATION ON R/W AND EASEMENTS SHALL BE RESTORED TO ORIGINAL CONDITION UNLESS OTHERWISE NOTED ON THE PLAN SHEETS. COST OF SAID RESTORATION SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.
18. ALL TREES WITHIN LIMITS OF CONSTRUCTION SHALL REMAIN UNLESS OTHERWISE NOTED IN PLANS.
19. ALL COMPACTED FILL SHALL BE PLACED IN 4" LIFTS FOR HAND POWERED TAMPERS AND 8" LIFTS FOR HEAVY EQUIPMENT OPERATED TAMPERS.
20. MAINTENANCE OF TRAFFIC AS PER FDOT STANDARD PLANS INDEX 102 AND THE TRAFFIC CONTROL PLANS.
21. ALL EXISTING MAILBOXES INTERFERING WITH NEW CONSTRUCTION SHALL BE RELOCATED OR REPLACED BY THE CONTRACTOR IN ACCORDANCE WITH FDOT DESIGN STANDARDS AND UNITED POSTAL REQUIREMENTS. ALL EXISTING BRICK MAILBOXES WITHIN LIMITS OF CONSTRUCTION OR CITY RIGHT OF WAY SHALL BE REMOVED AND PLACED ON THE PROPERTY LINE OF THE OWNER. CONTRACTOR SHALL REPLACE EXISTING BRICK MAILBOX WITH APPROVED PLASTIC BREAK AWAY MAILBOX.
22. THE CONTRACTOR SHALL, AT A MINIMUM, MATCH EXISTING SIGNING AND PAVEMENT MARKINGS. ALL SIGNING AND PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH THE LATEST FDOT DESIGN STANDARDS. THE CONTRACTOR SHALL CONTACT THE PROJECT ADMINISTRATOR PRIOR TO INSTALLATION OF ANY SIGNING AND PAVEMENT MARKINGS.
23. WHERE UNSUITABLE MATERIAL IS ENCOUNTERED IN THE AREAS PROPOSED FOR PAVING, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE PROJECT ADMINISTRATOR PRIOR TO ANY EXCAVATION.
24. PIPE LENGTHS SHOWN IN THE PLANS DO NOT INCLUDE THE LENGTH OF PIPE THAT MUST BE INSTALLED WITH THE MITERED END SECTION. THEREFORE, ALL PIPES LENGTHS ASSOCIATED WITH MITERED END SECTIONS SHALL BE PAID FOR IN THE UNIT COST OF THE MITERED END SECTION.
25. HORIZONTAL DATA SHOWN HEREON ARE GRID PROJECTED IN THE FLORIDA STATE PLANE COORDINATE SYSTEM, FLORIDA NORTH, ZONE 0903, RELATIVE TO THE NORTH AMERICAN DATUM 83/2007 (NAD 83/2007). VERTICAL DATUM IS NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88).

26. ALL CONCRETE DRIVEWAY TURNOUTS ARE TO BE CONSTRUCTED AS TYPE G1 PER FDOT STANDARD PLANS INDEX 522-003 UNLESS OTHERWISE NOTED ON THE PLANS.
27. ALL RAMPS AND DRIVEWAYS MUST MEET ADA COMPLIANCE AND MUST BE BUILT TO CURRENT FLORIDA DESIGN STANDARDS.
28. TO FACILITATE EARTHWORK CALCULATIONS, PROPOSED DRAINAGE STRUCTURES AND PIPES ARE NOT SHOWN ON THE ROADWAY CROSS SECTIONS. REFER TO THE DRAINAGE STRUCTURE SHEETS FOR INFORMATION ABOUT THE PROPOSED STRUCTURES.
29. ALL ADA DETECTABLE WARNING MATS SHALL EXTEND THE FULL WIDTH OF THE CURB RAP AND EXTEND 2 FT. FROM THE TOE OF THE CURB RAMP. ALL DETECTABLE WARNINGS SHALL BE IN ACCORDANCE WITH FDOT STANDARD PLANS INDEX 522 AND FDOT SPECIFICATION 527. ALL ADA DETECTABLE WARNING SYSTEMS MUST BE ON THE FDOT APPROVED PRODUCTS LIST.
30. ALL FILL MATERIAL SHALL BE SELECT FILL.
31. CONTRACTOR SHALL NOTIFY ALL ADJACENT PROPERTY OWNERS IF THEIR LANDSCAPING IS TO BE REMOVED TO COORDINATE THE REMOVAL AND POSSIBLE RELOCATION.
32. THE CONTRACTOR SHALL REPAIR OR REPLACE ANY METERS, VALVES, SERVICE LATERALS, FIRE HYDRANTS, MAINS, WATER, WASTEWATER, OR GAS FACILITIES DAMAGED DURING CONSTRUCTION AT NO ADDITIONAL COST TO THE CITY.
33. SWEEPING SHALL OCCUR IMMEDIATELY AFTER SUCH EVENTS THAT CAUSE TRACKING ONTO STREET.
34. ALL PROPOSED STRIPING AND MESSAGES SHALL BE THERMOPLASTIC. THERMOPLASTIC IS TO BE USED FOR FINAL STRIPING ONLY. INTERMEDIATE STRIPING SHALL BE PAINTED.
35. CONTRACTOR TO INSTALL DOUBLE SILT FENCING BETWEEN PROJECT ALIGNMENT END & ROGERS POND PER DETAILS ON SHEET C-900 & C-907.

UTILITY NOTES:

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL UTILITIES.
2. UTILITY OWNERS SHALL BE NOTIFIED AT LEAST 48 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN UTILITIES OWNERS INCLUDE:

WATER - CITY OF CALLAWAY ZACH MILLER 850-871-1033 KNOLOGY RANDALL HAIRSTON 850-215-5719 GULF POWER SANDRA PERRY 850-872-3315 TECO MIKE MCQUIRE 850-914-6104	SEWER - CITY OF CALLAWAY JOHN FRANKLIN 850-215-7232 COMCAST JEFFREY SMITH 850-770-8056 AT&T DISTRIBUTION AL RUDOLPH 850-436-1488
--	--
3. ALL LOOP DETECTOR INSTALLATION SHALL BE DONE AS PER FDOT STANDARD PLANS INDEX 660-001.
4. CONTRACTOR IS TO USE CAUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.
5. UTILITIES TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND SHALL BE TO THE SATISFACTION OF UTILITY OWNERS.



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JEFFREY C. FERRELL, P.E.
 P.E. Reg. Engineer #71540

**CHERRY STREET
 DRAINAGE IMPROVEMENTS
 (JAN DR TO ROGERS
 POND)**

PROJECT NO:	DESIGNED BY:	DRAWN BY:	CHK'D BY:	PROJ. MGR.:	DATE:	REVISION/ACTION TAKEN	DATE
27651.01	JCP	RG	GM	JCP	MAR 2022		

GENERAL NOTES

G-001

LINE #	DISTANCE	BEARING
L1	102.37'	S1° 16' 19.62"W
L2	90.82'	S0° 03' 36.74"W
L3	41.03'	S2° 20' 37.73"E
L4	89.19'	S4° 36' 29.90"W
L5	71.24'	S9° 00' 14.53"W
L6	60.37'	S38° 16' 09.44"W
L7	93.23'	S34° 17' 33.90"W
L8	144.17'	S28° 12' 43.27"W
L9	85.74'	S34° 24' 56.94"W
L10	30.98'	S19° 36' 06.10"W
L11	26.95'	S8° 32' 34.97"W
L12	80.18'	S10° 21' 01.44"E
L13	33.28'	S16° 44' 38.71"E
L14	50.53'	S10° 46' 03.80"E
L15	52.86'	S19° 09' 38.13"E
L16	38.92'	S17° 00' 34.46"E
L17	24.04'	S8° 54' 31.99"E
L18	44.39'	S18° 58' 13.10"E
L19	105.24'	S5° 14' 36.97"W
L20	29.49'	S33° 45' 23.94"W
L21	43.92'	S15° 12' 25.50"W
L22	45.22'	S24° 37' 30.33"W
L23	93.05'	S15° 44' 42.85"W
L24	39.78'	S6° 48' 54.53"W
L25	123.88'	S4° 27' 12.67"E
L26	66.96'	S0° 38' 43.68"W
L27	32.53'	S8° 43' 17.16"W
L28	31.20'	S41° 29' 20.92"W
L29	43.17'	S11° 08' 39.85"W
L30	27.78'	S13° 05' 54.42"E
L31	27.43'	S4° 46' 46.84"W
L32	38.03'	S17° 08' 04.21"W
L33	49.12'	S9° 54' 47.08"W
L34	43.65'	S21° 57' 04.32"E
L35	58.56'	S14° 26' 46.84"E
L36	56.77'	S9° 17' 52.97"E
L37	37.26'	S28° 13' 26.69"E
L38	33.03'	S13° 10' 44.94"E
L39	151.35'	S29° 14' 36.31"E
L40	82.80'	S26° 39' 32.21"E
L41	110.41'	S22° 00' 52.10"E
L42	91.15'	S3° 37' 56.17"E
L43	41.51'	S43° 44' 44.60"E
L44	64.02'	S37° 55' 17.28"E
L45	27.80'	S2° 46' 17.96"E
L46	44.16'	S40° 29' 23.67"E
L47	48.68'	S78° 35' 32.67"E
L48	93.89'	S32° 25' 15.28"E

LINE #	DISTANCE	BEARING
L49	61.18'	S76° 38' 22.78"E
L50	92.59'	S30° 33' 52.53"E
L51	54.66'	S30° 54' 24.77"W
L52	74.66'	S26° 26' 23.19"W
L53	87.95'	S28° 54' 35.79"W

BENCH MARK DATA

BENCH MARK #1
 STA 14+37.83 OFFSET 10.56' LT
 SET MAGNETIC SURVEY
 NAIL AND DISK NO. 0340
 ELEVATION= 24.76'

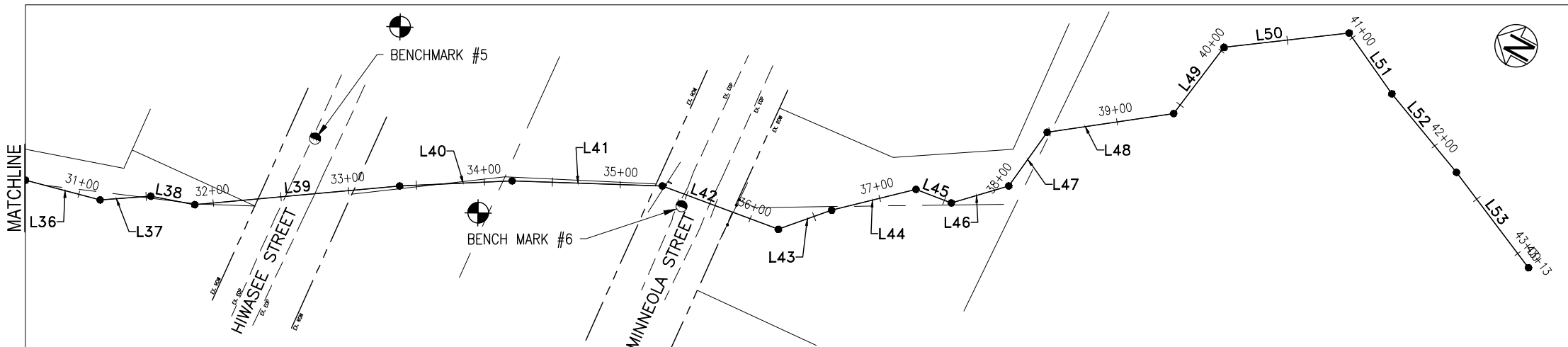
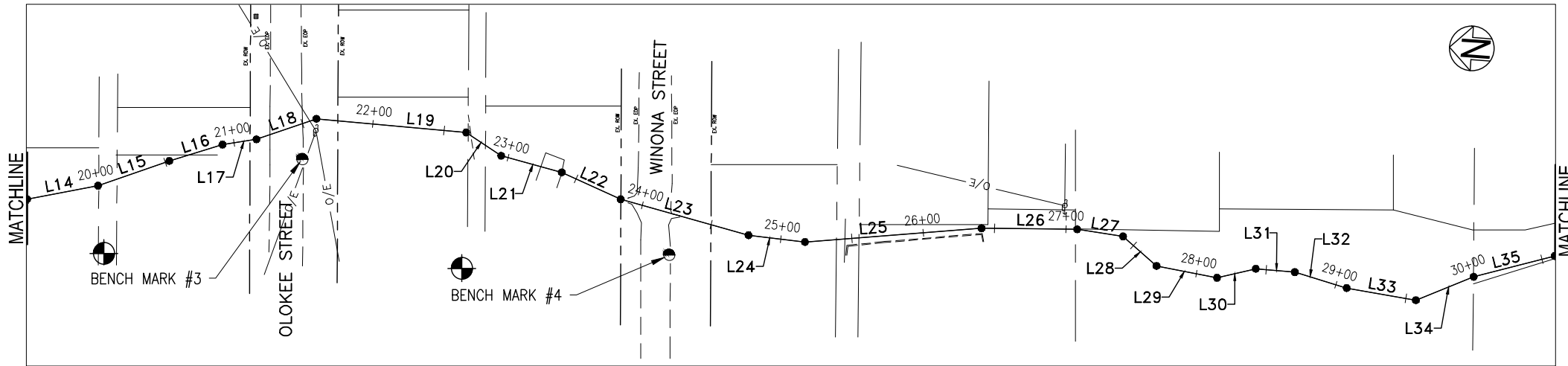
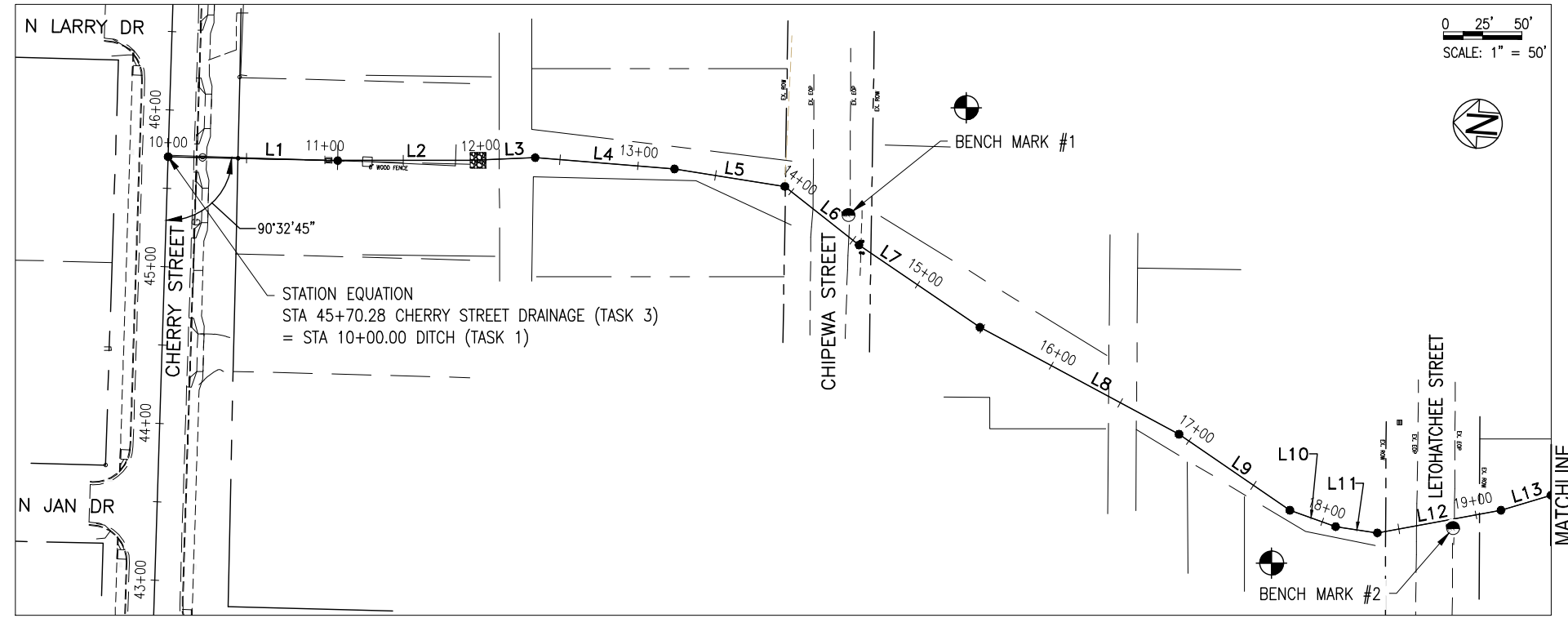
BENCH MARK #2
 STA 18+83.90, OFFSET 5.72' RT
 SET MAGNETIC SURVEY
 NAIL AND DISK NO. 0304
 ELEVATION= 23.48'

BENCH MARK #3
 STA 21+41.68, OFFSET 23.59' RT
 SET MAGNETIC SURVEY
 NAIL AND DISK NO. 0304
 ELEVATION= 21.39'

BENCH MARK #4
 STA 24+27.32, OFFSET 38.33' RT
 SET MAGNETIC SURVEY
 NAIL AND DISK NO. 0304
 ELEVATION= 21.39'

BENCH MARK #5
 STA 32+78.79, OFFSET 40.27' LT
 SET MAGNETIC SURVEY
 NAIL AND DISK NO. 0304
 ELEVATION= 15.96'

BENCH MARK #6
 STA 35+49.24, OFFSET 9.14' RT
 SET MAGNETIC SURVEY
 NAIL AND DISK NO. 0304
 ELEVATION= 13.21'



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CHERRY STREET DRAINAGE IMPROVEMENTS (JAN DR TO ROGERS POND)

CONTROL PLAN

C-100

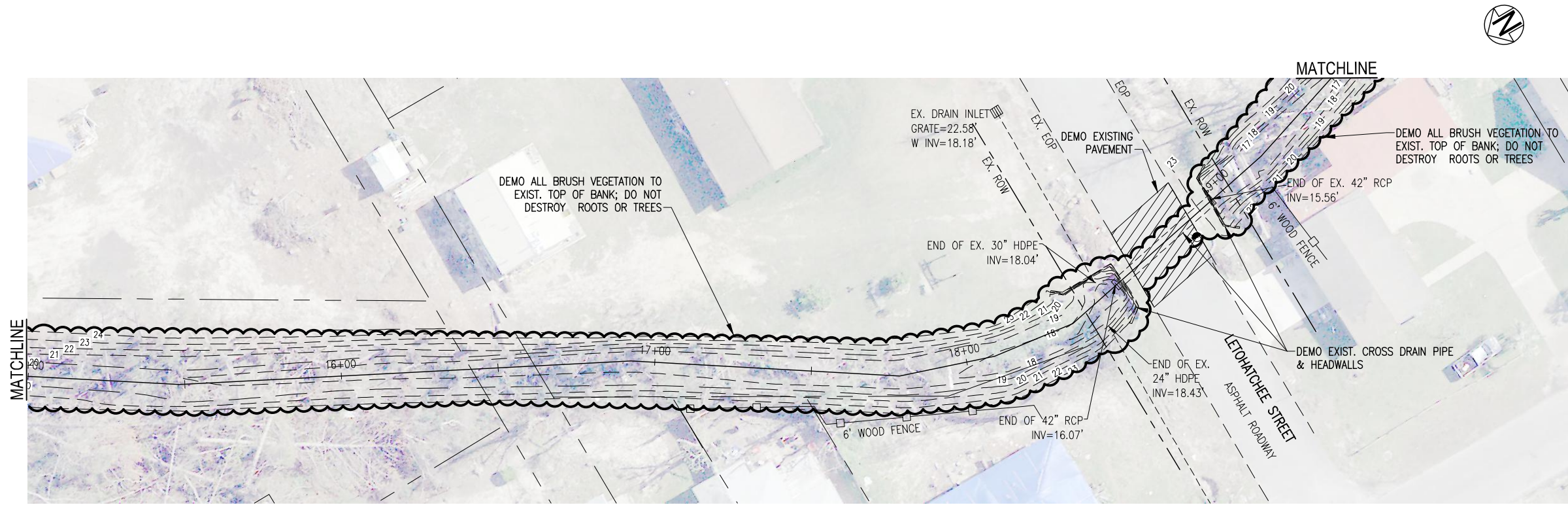
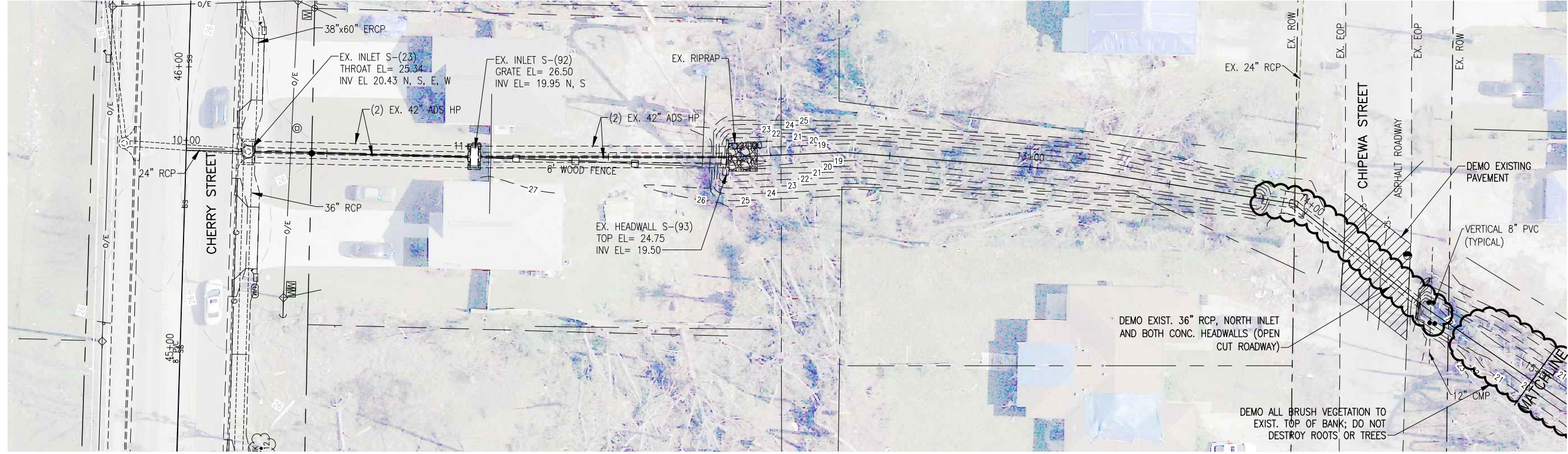
PROJECT NO:	27651.01
DESIGNED BY:	GM
DRAWN BY:	RCG
CHK'D BY:	JCP
PROJ. MGR:	JCP
DATE:	MAR 2022

NO.	DATE	APPR.	REVISION/ACTION TAKEN

NOT RELEASED FOR CONSTRUCTION BY _____ DATE _____

LESTER C. PETERMAN, P.E.
 FL. Reg. Engineer #77540

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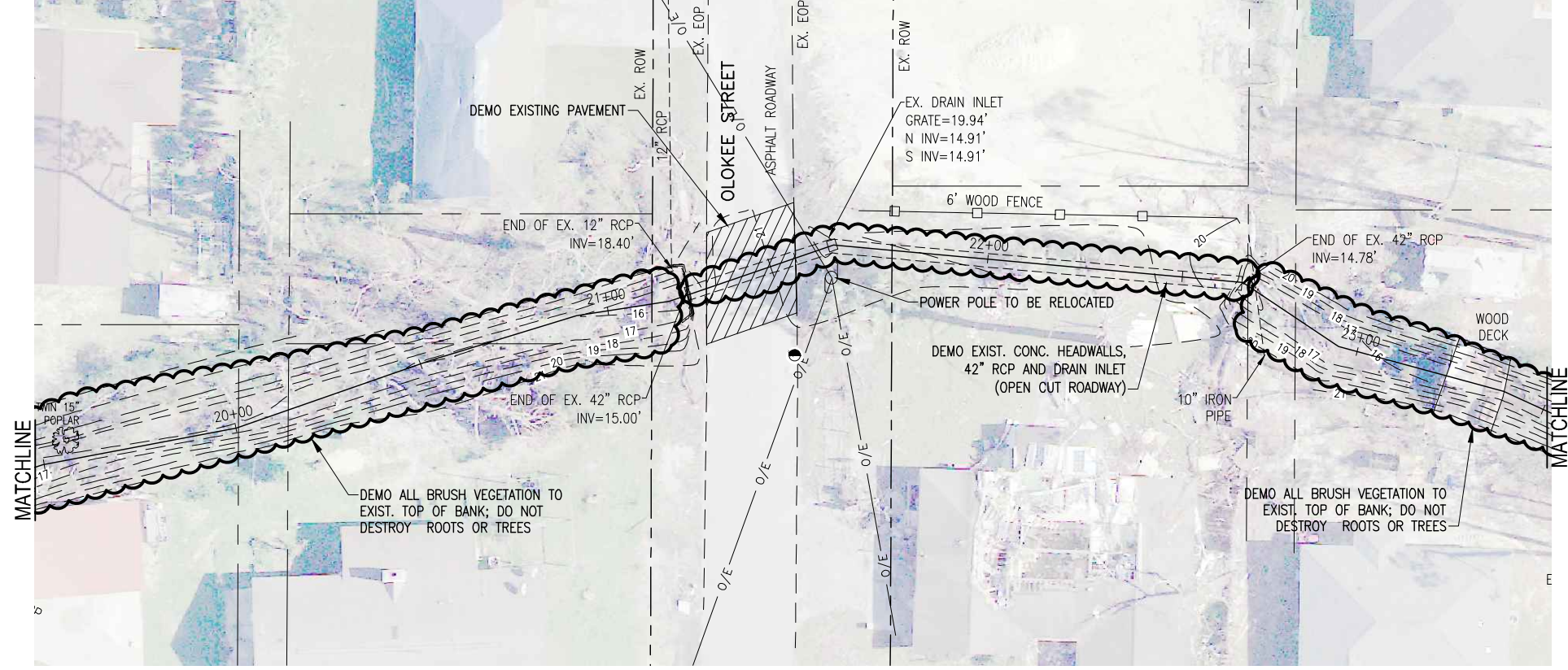
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**EXISTING CONDITIONS
 & DEMOLITION PLAN**

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0 10' 20'
SCALE: 1" = 20'



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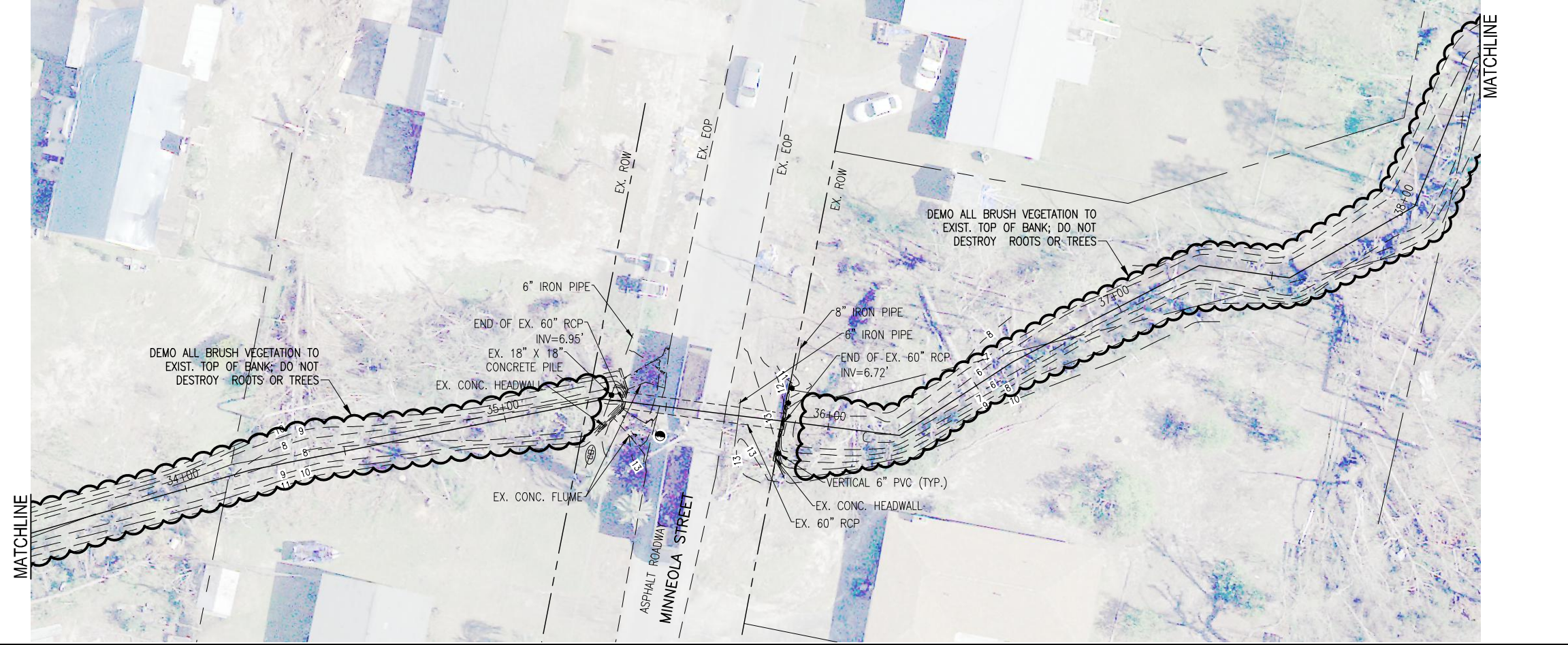
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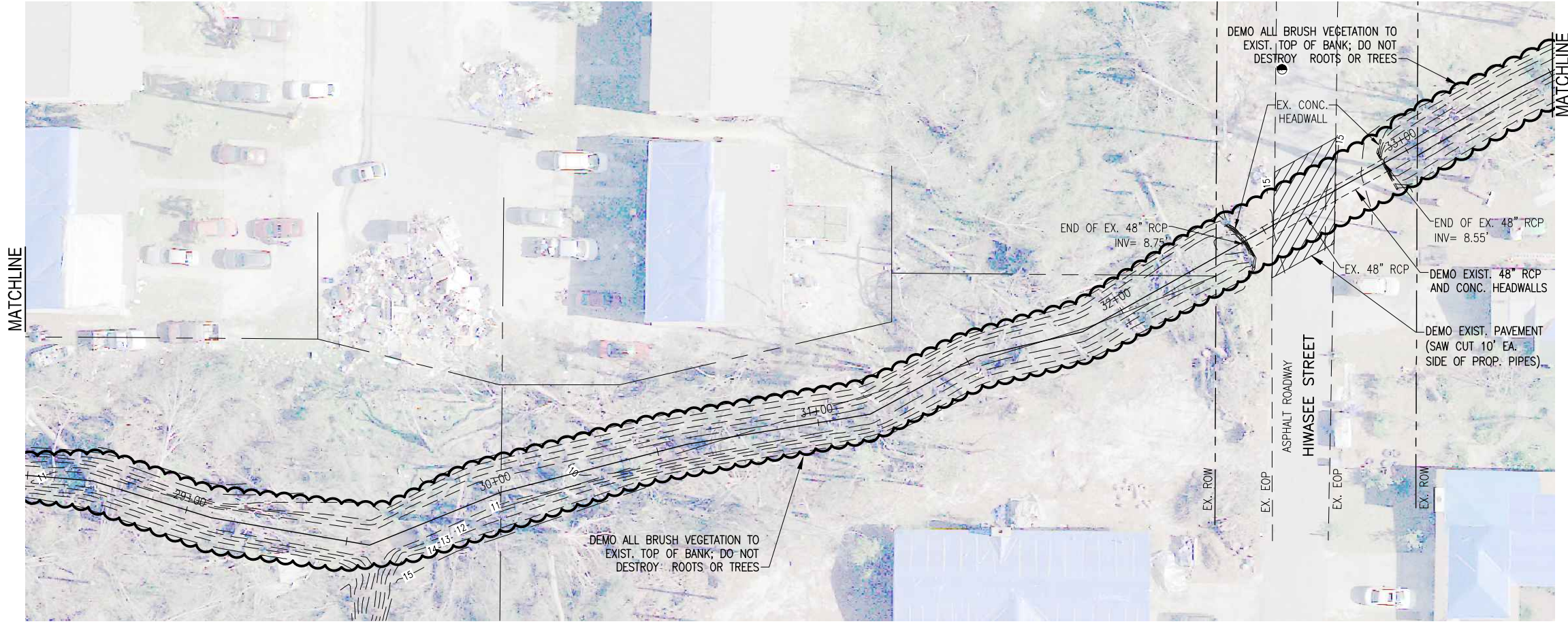
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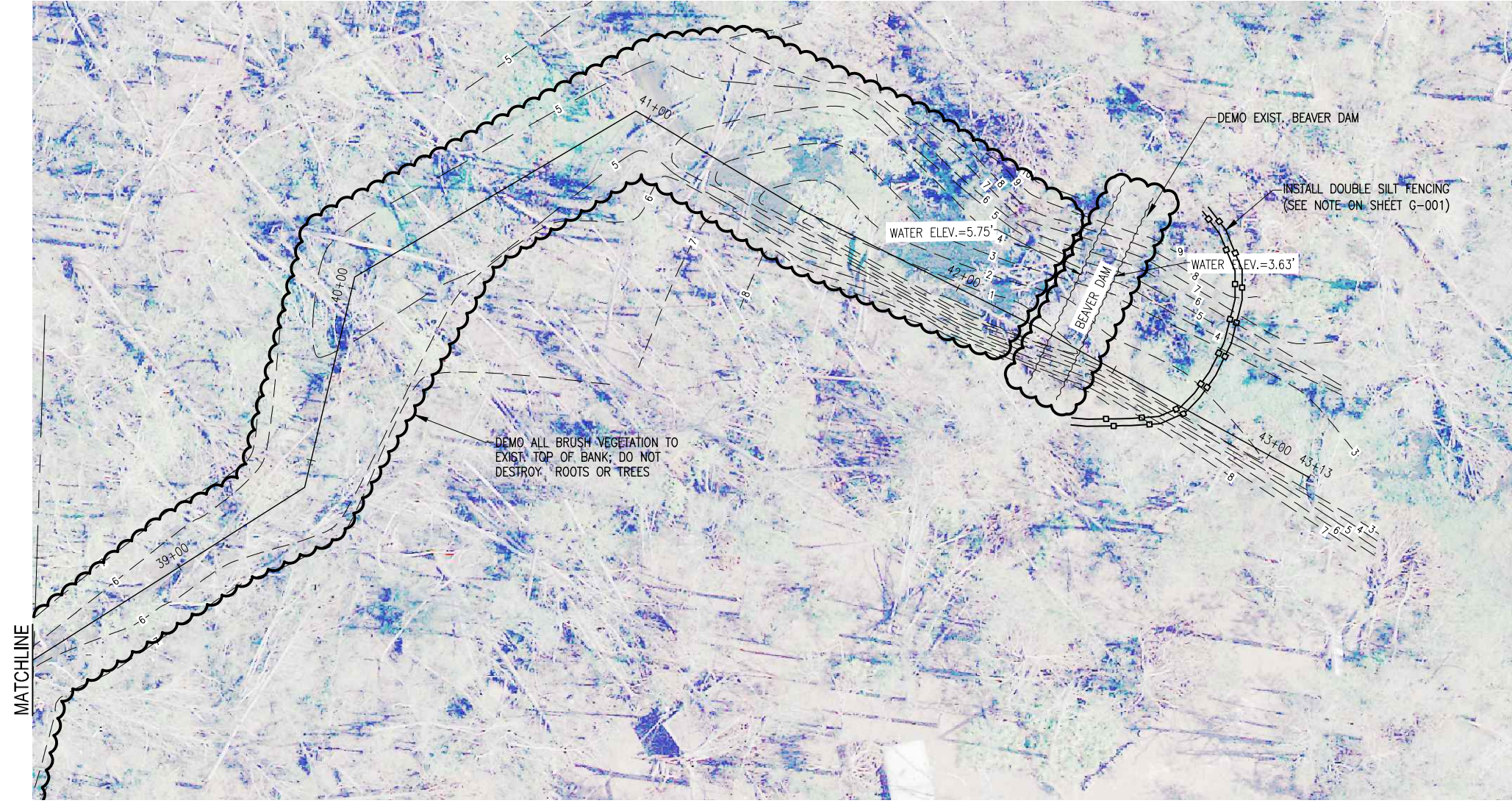
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**EXISTING CONDITIONS
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NOT RELEASED FOR CONSTRUCTION BY DATE

C-104

BASKERVILLE-DONOVAN, INC.
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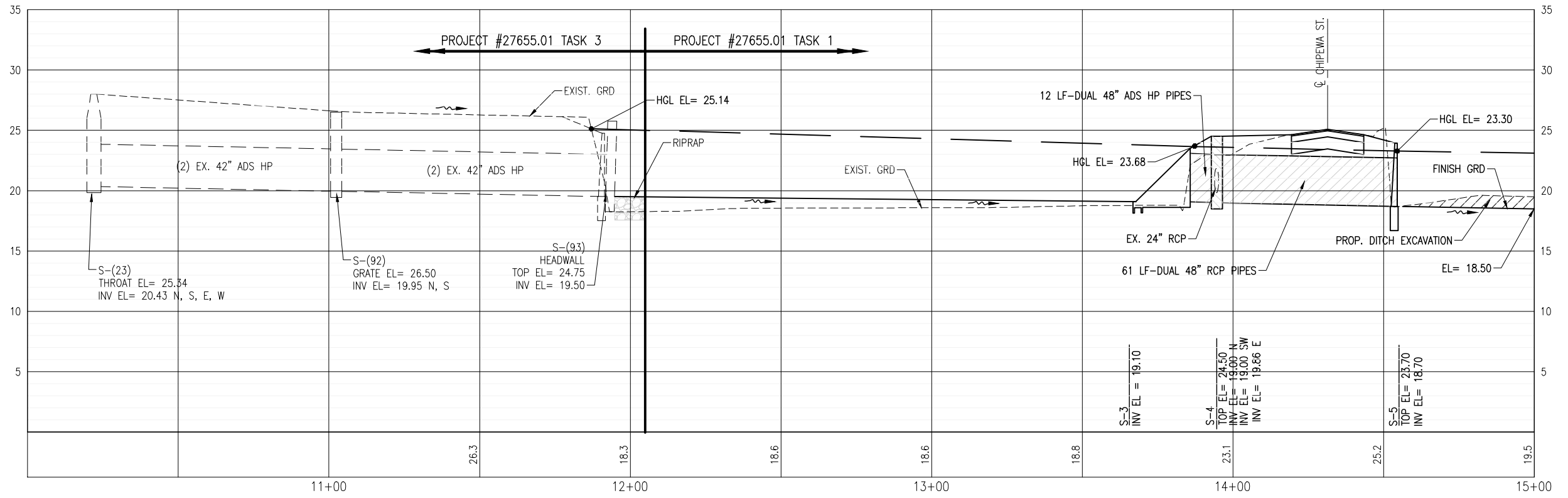
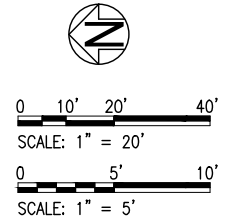
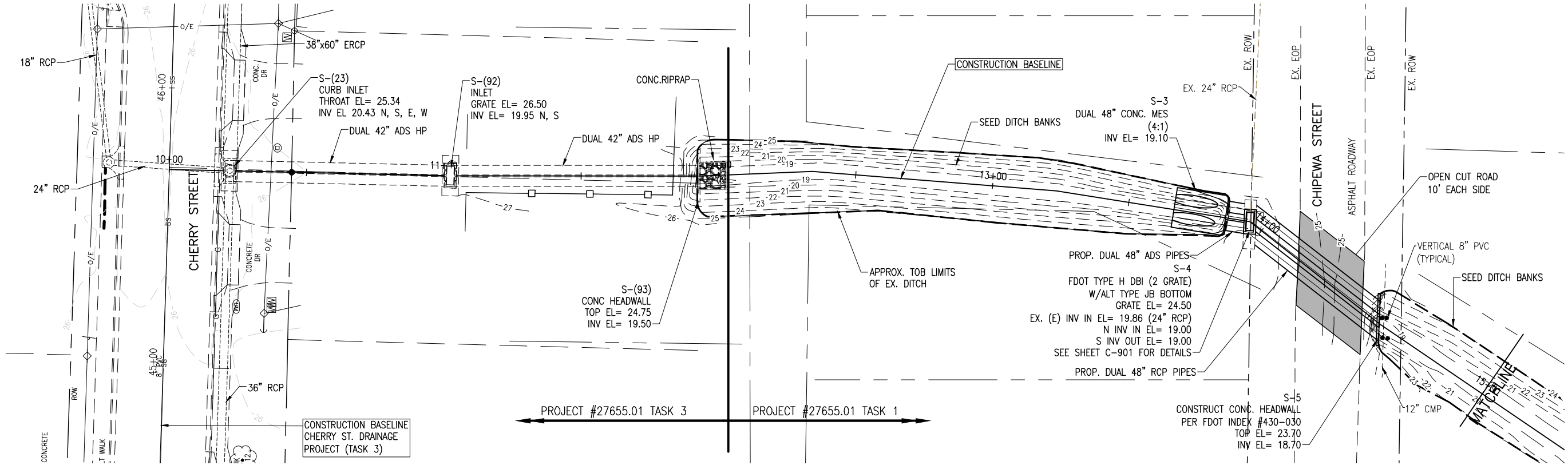
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E:\DWG\276\27655.01\Task 1 Cherry Ditch\C-105-111 PlanProf.dwg, Mar 24, 2022 - 7:28:44AM, rgeiger



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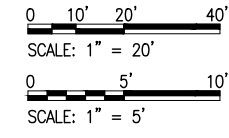
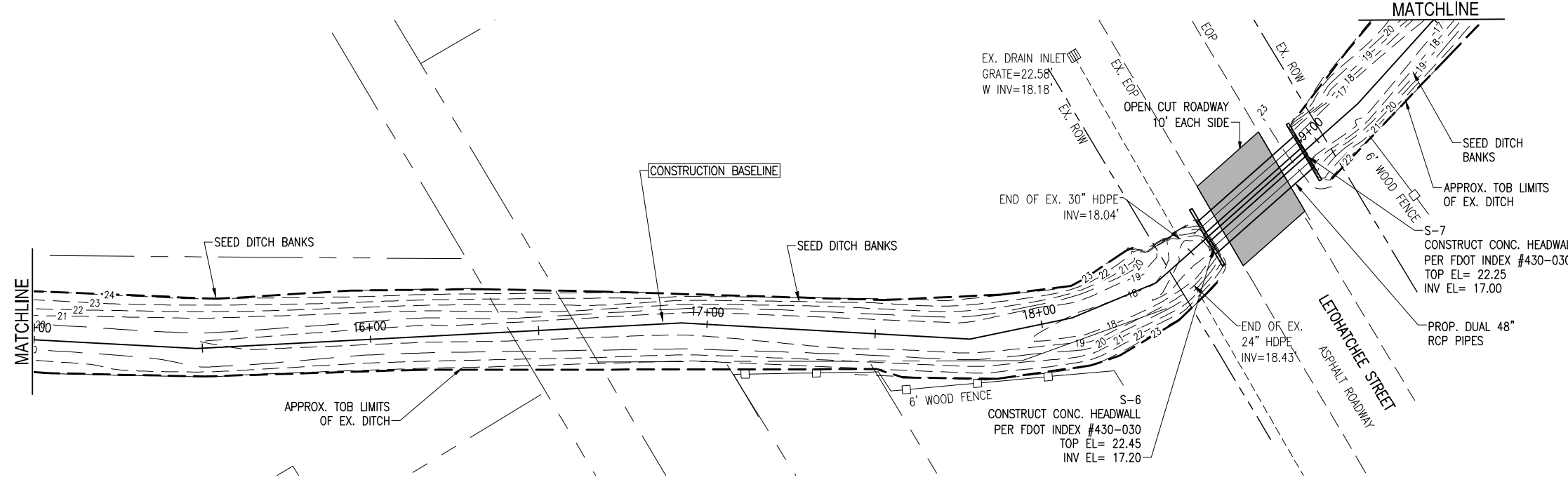
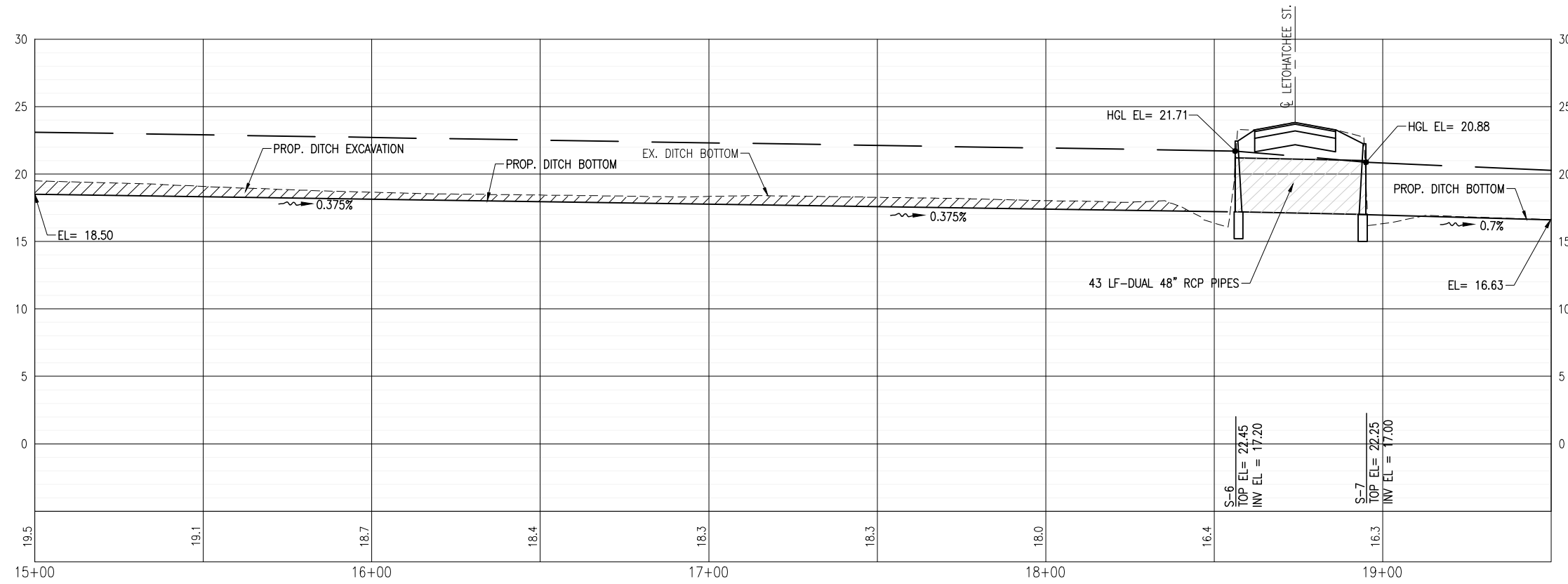
LETTY C. PETERMAN, D.E.
FL. Reg. Engineer #77540

CHERRY STREET DRAINAGE IMPROVEMENTS (JAN DR TO ROGERS POND)

PROJECT NO.	NO.	DATE	APPR.	REVISION/ACTION TAKEN
27651.01				
DESIGNED BY: GM				
DRAWN BY: RGC				
CHK'D BY: JCP				
PROJ. MGR: JCP				
DATE: MAR 2022				

PLAN AND PROFILE

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**CHERRY STREET
DRAINAGE IMPROVEMENTS
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POND)**

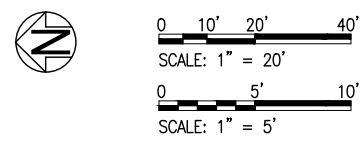
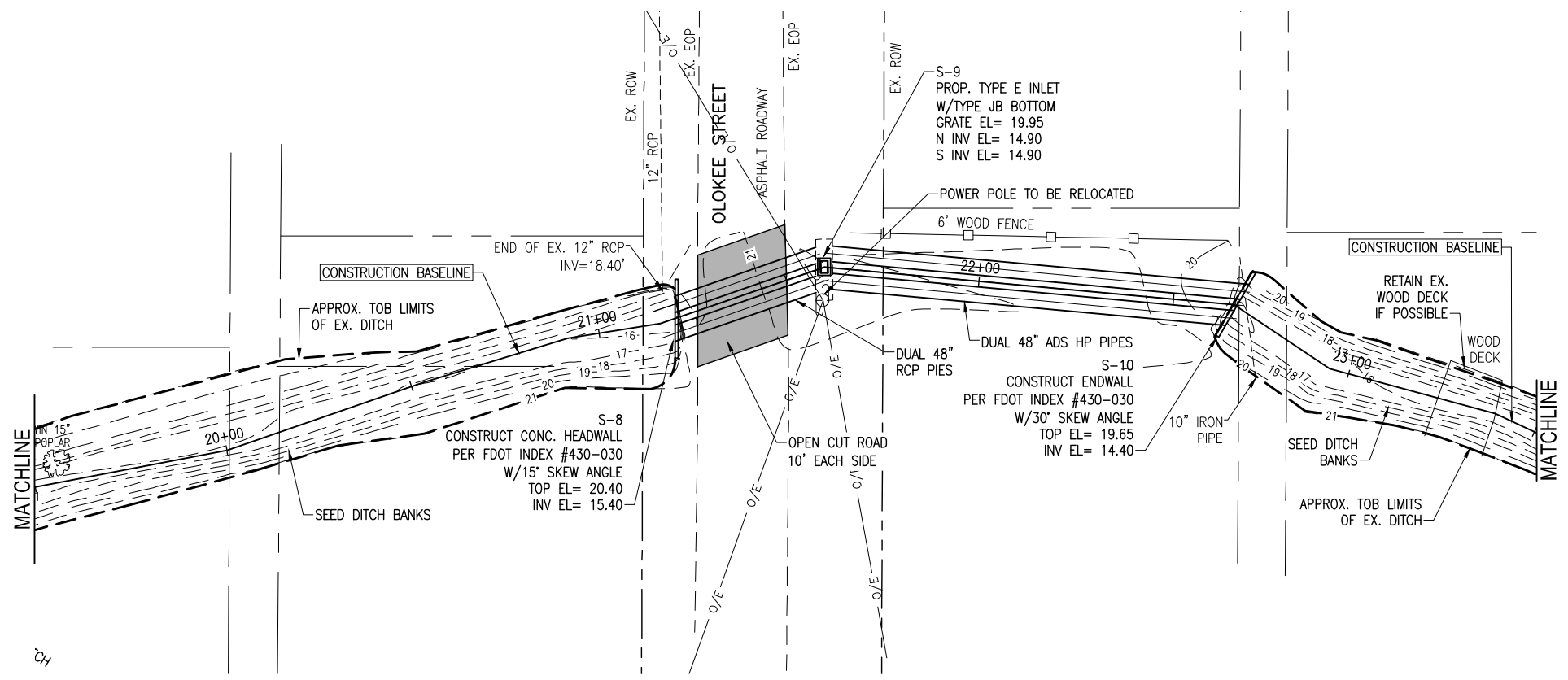
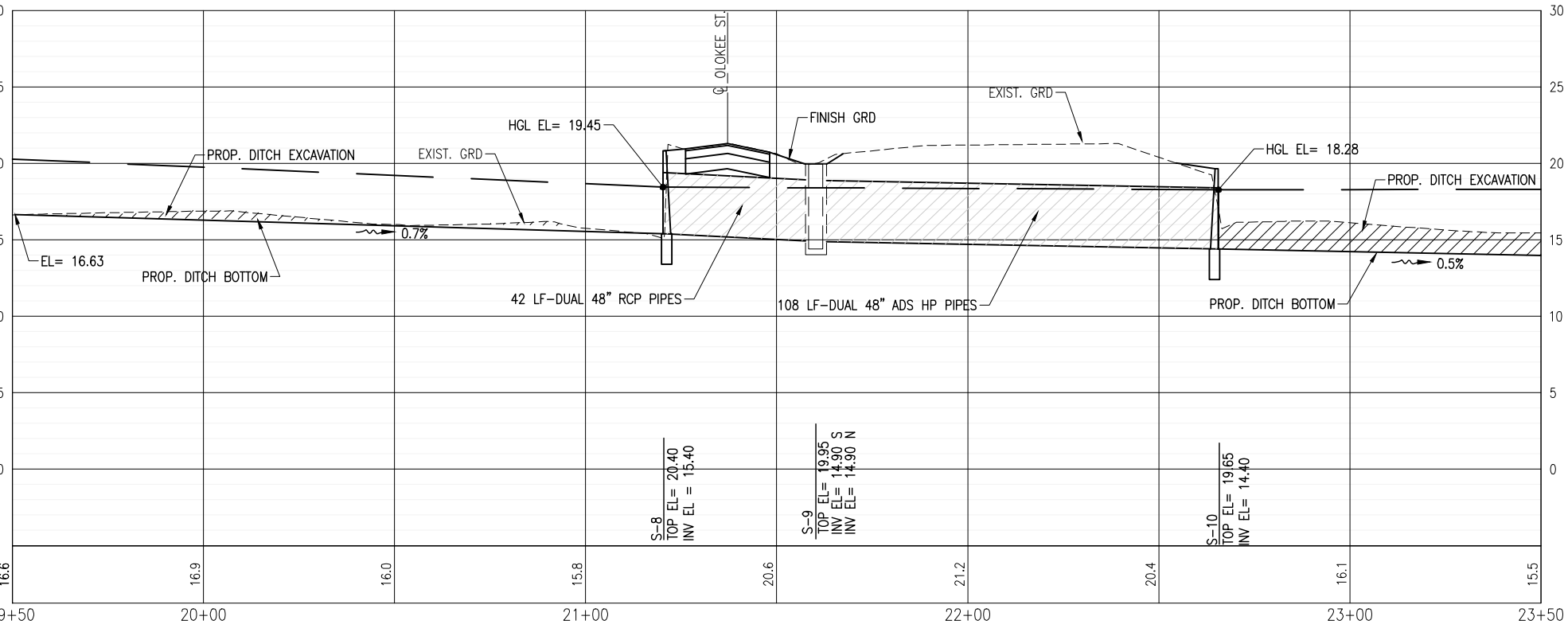
PROJECT NO:	NO.	DATE	APPR.	REVISION/ACTION TAKEN
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PROJ. MGR: JCP				
DATE: MAR 2022				

PLAN AND PROFILE

C-106

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
448 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9661
ENGINEERING BUSINESS: EB-00000340
Pensacola - Panama City Beach - Tallahassee - Mobile
LETTY C. PETERMAN, P.E.
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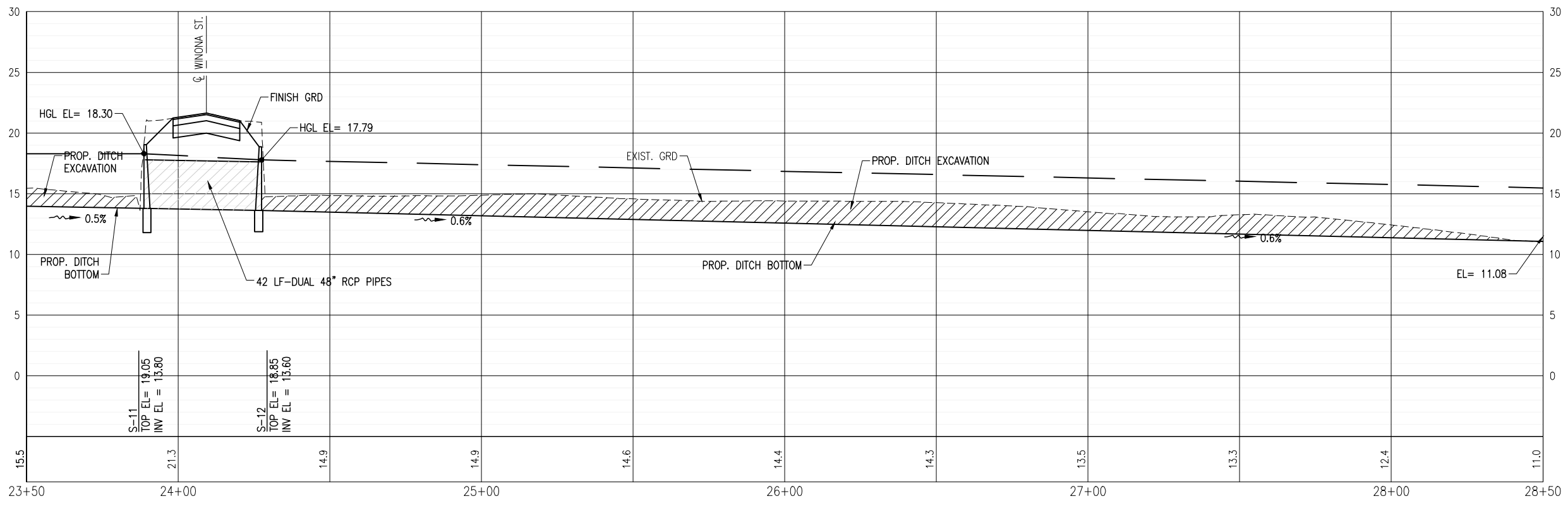
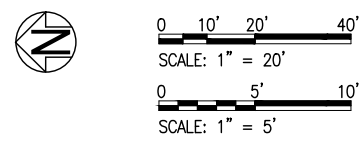
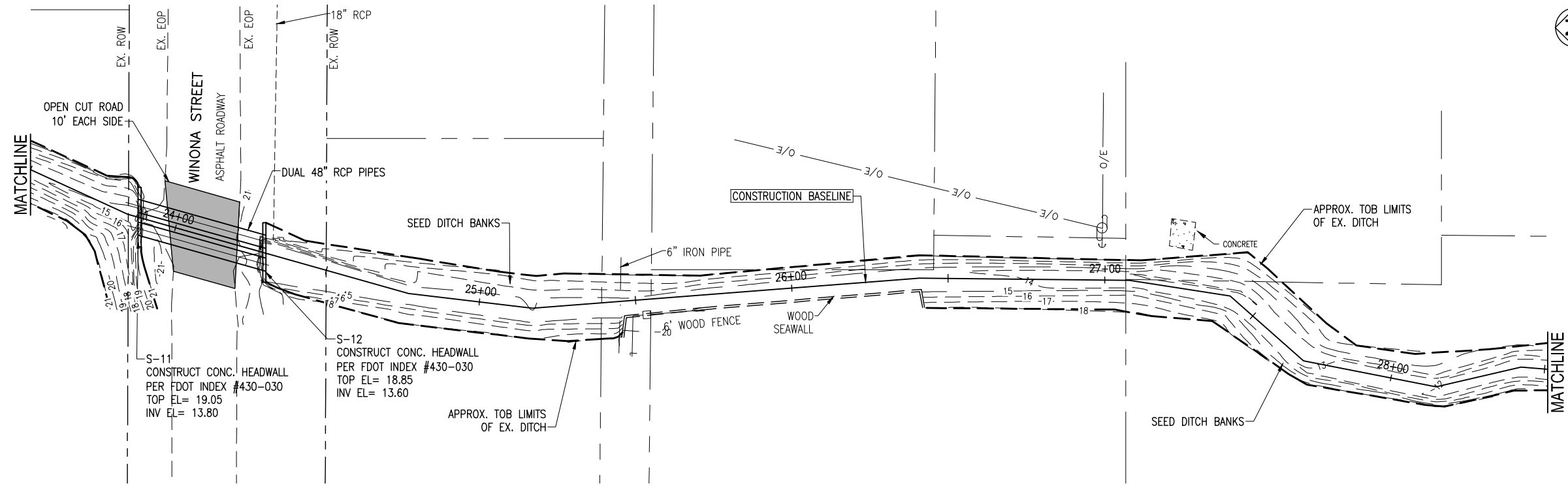
PLAN AND PROFILE

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**CHERRY STREET
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PROJECT NO: **27651.01**

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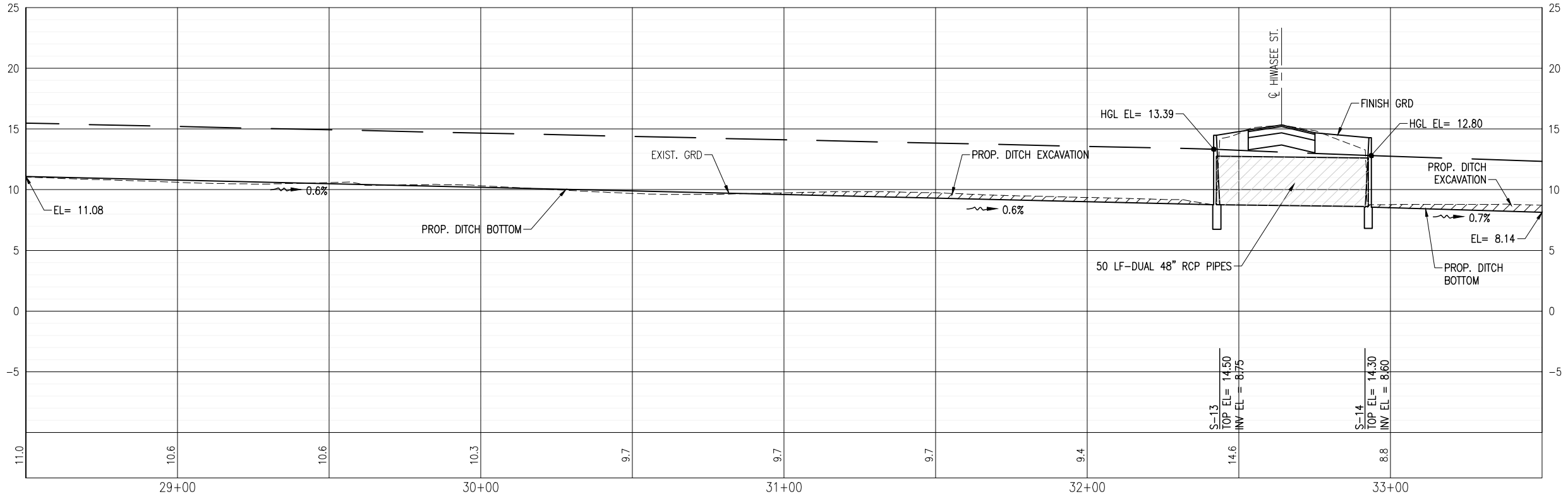
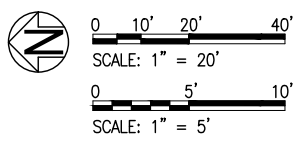
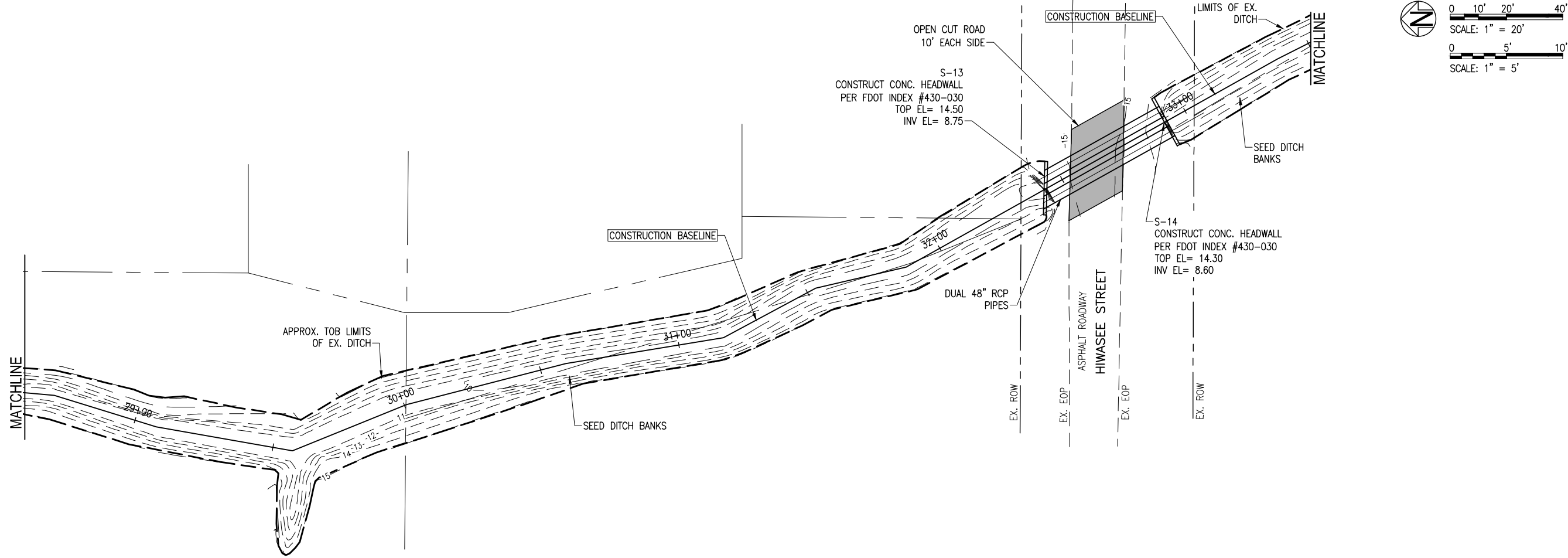
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PLAN AND PROFILE

C-108

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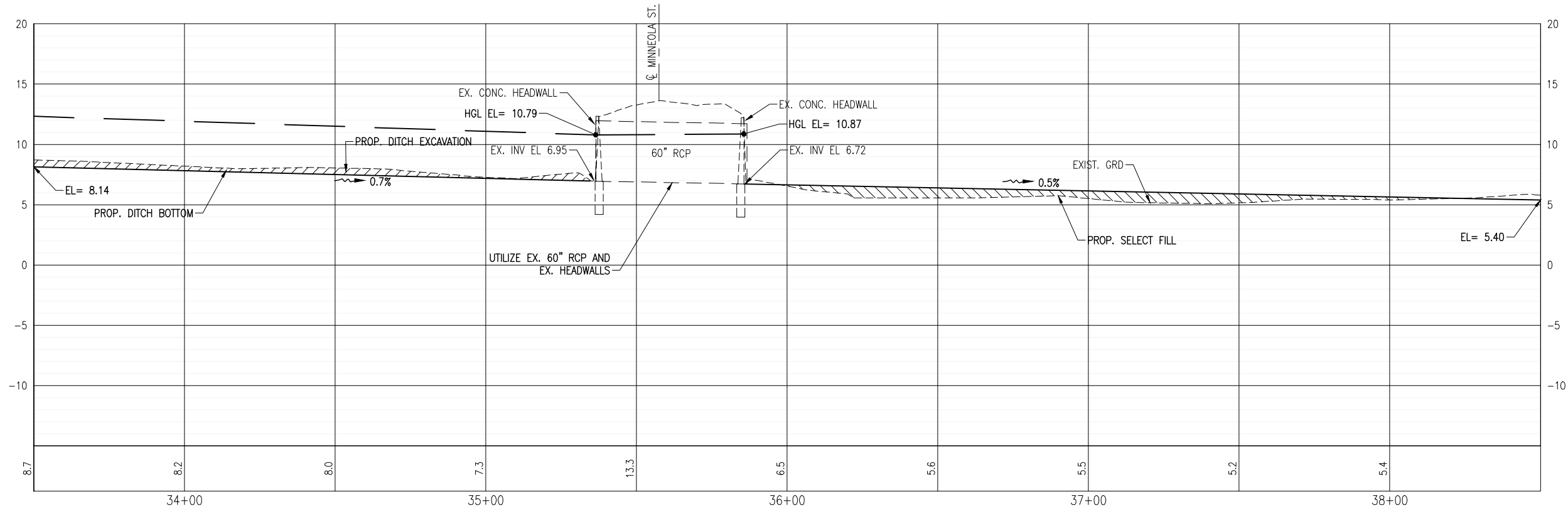
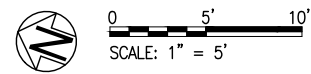
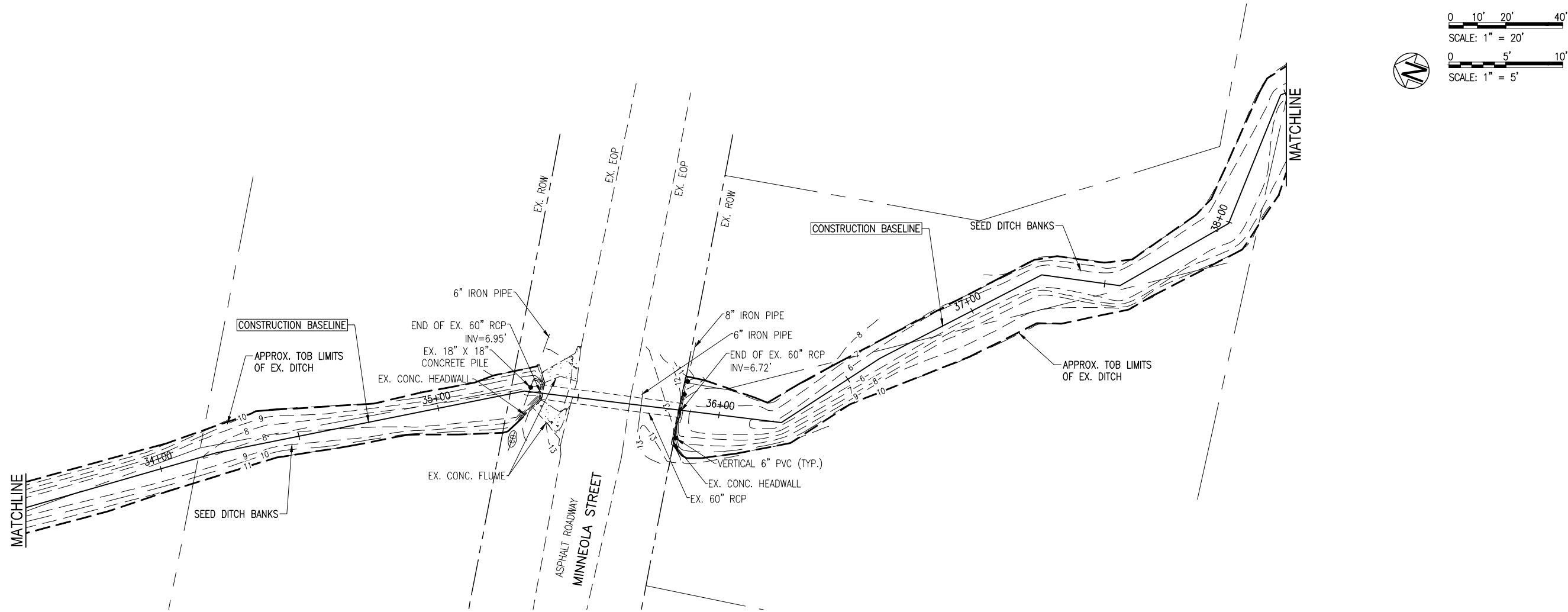
LETTY C. PETERMANN, P.E.
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LETTY C. PETERMAN, P.E.
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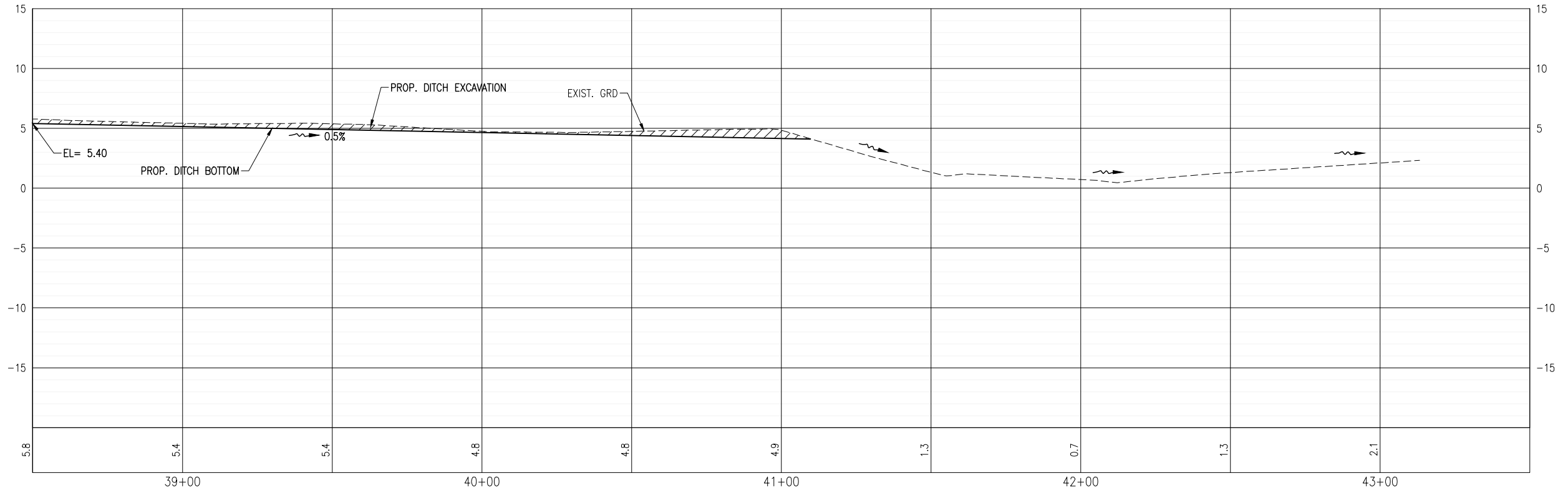
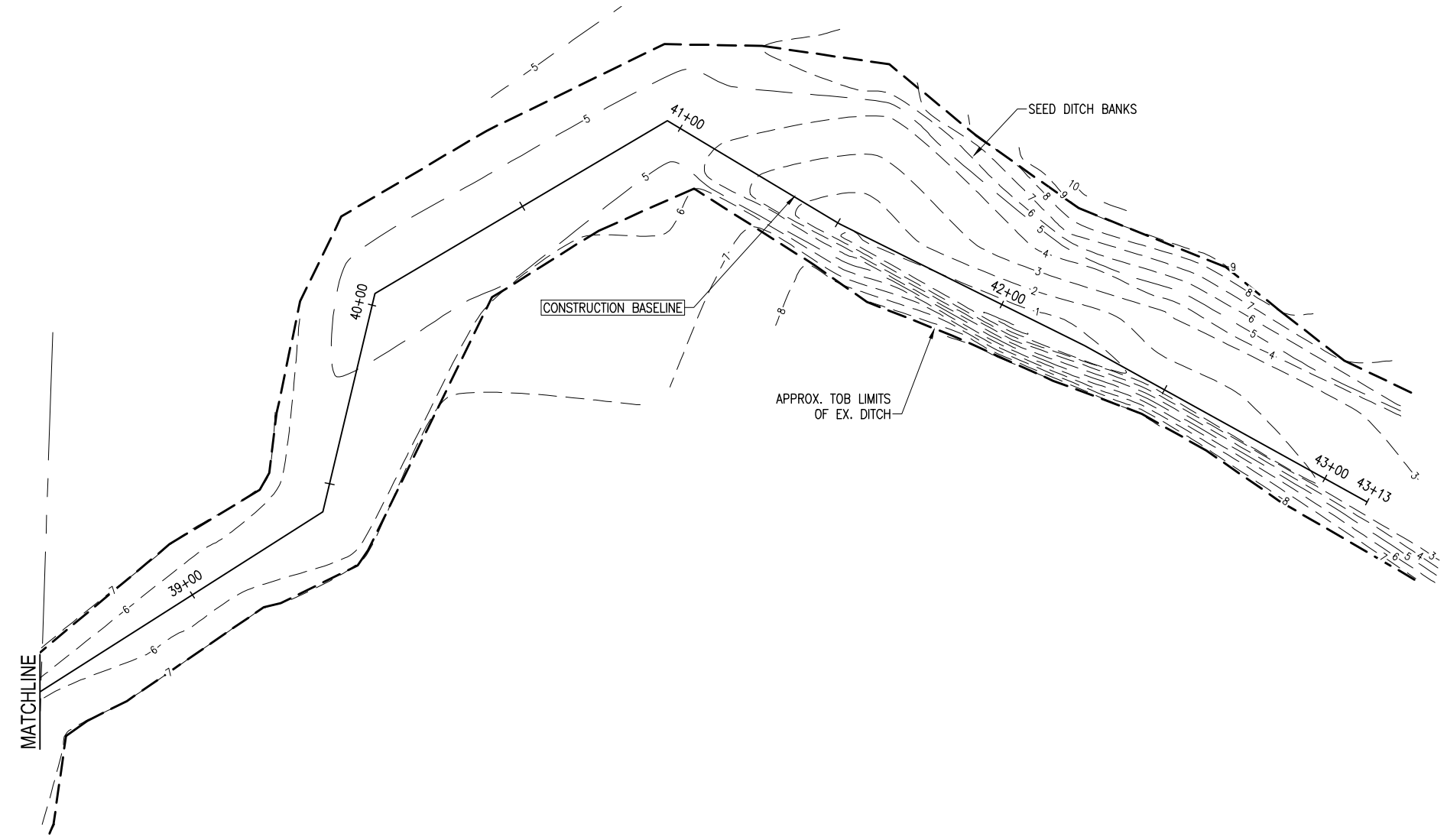
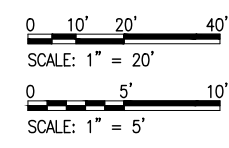
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C-111					

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DRAINAGE IMPROVEMENTS
(JAN DR TO ROGERS
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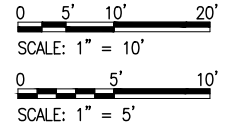
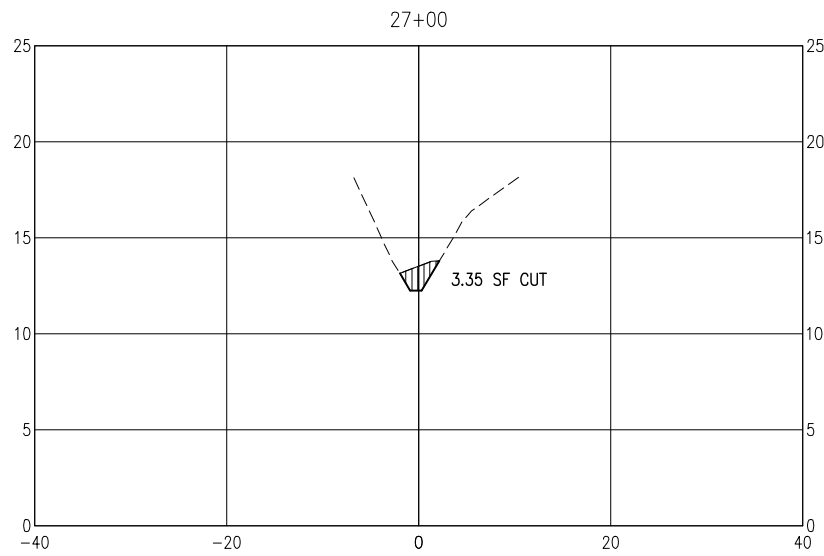
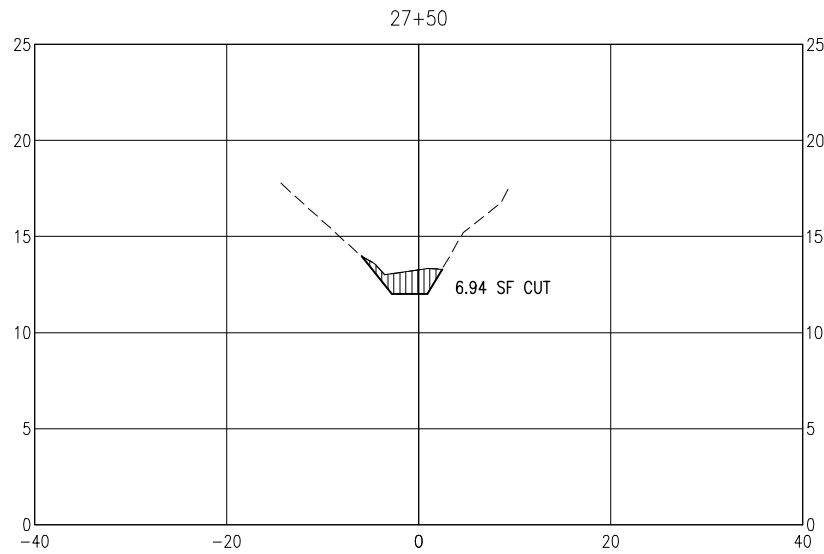
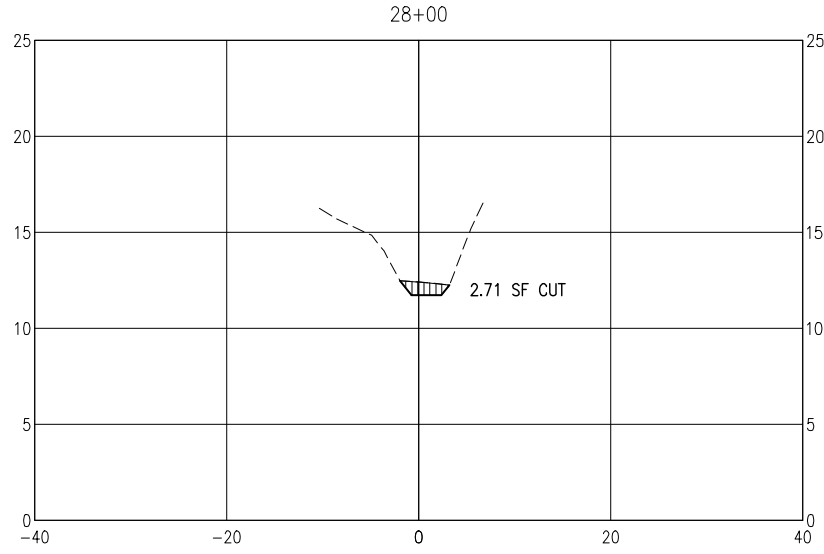
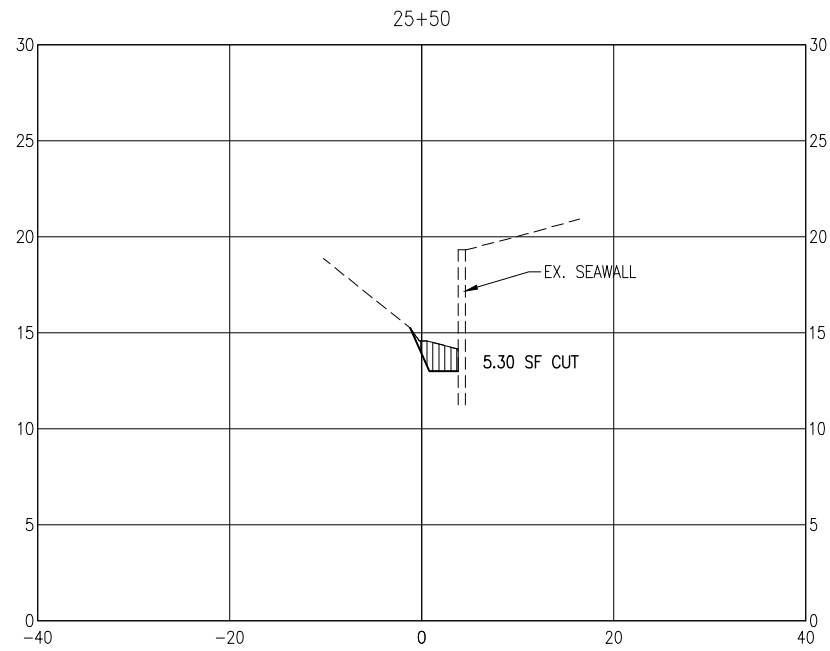
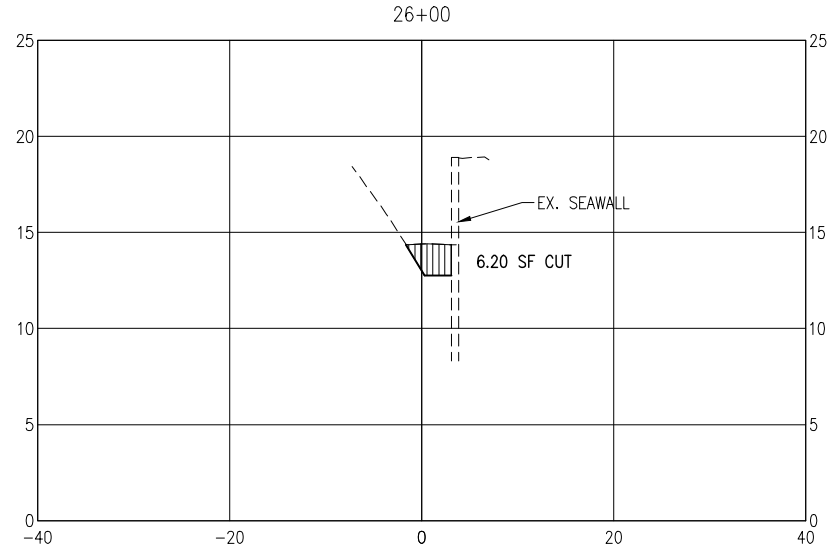
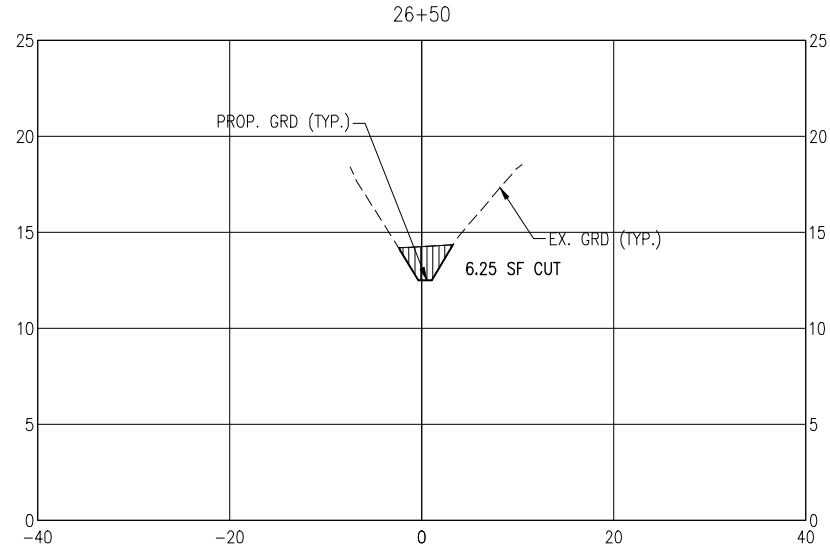
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CROSS-SECTIONS

PROJECT NO: 27651.01
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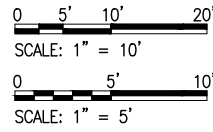
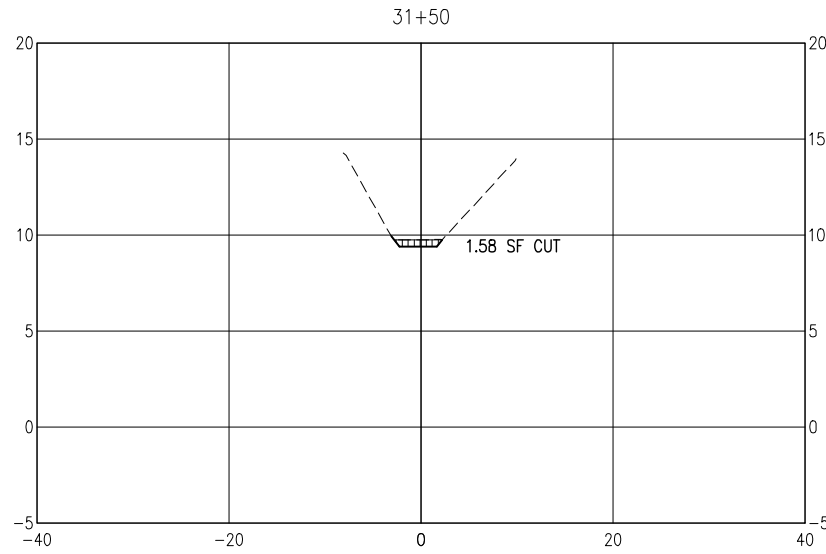
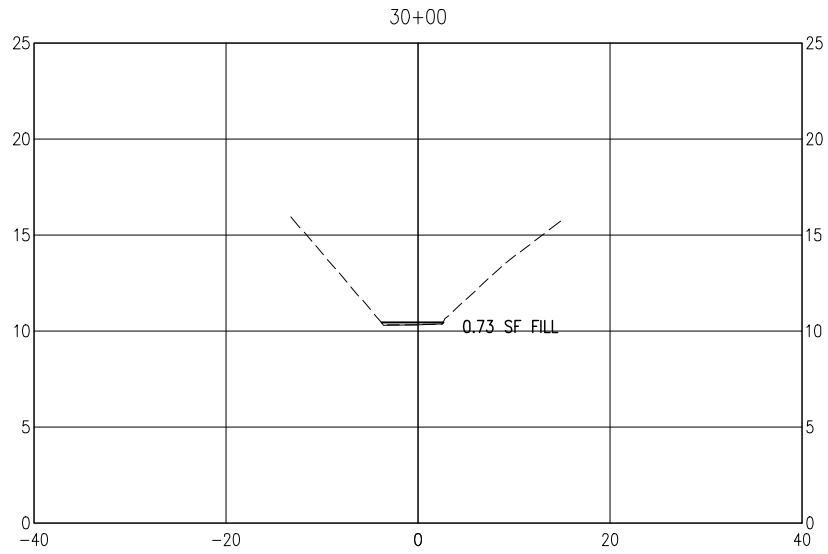
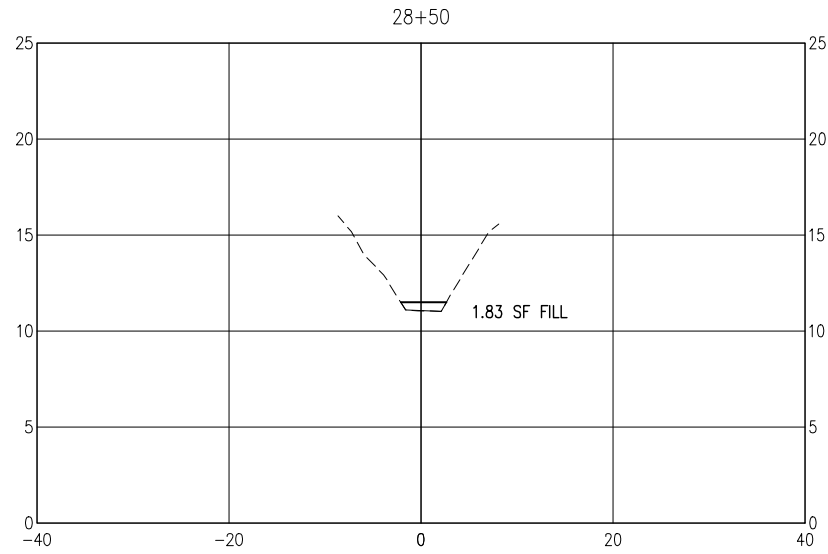
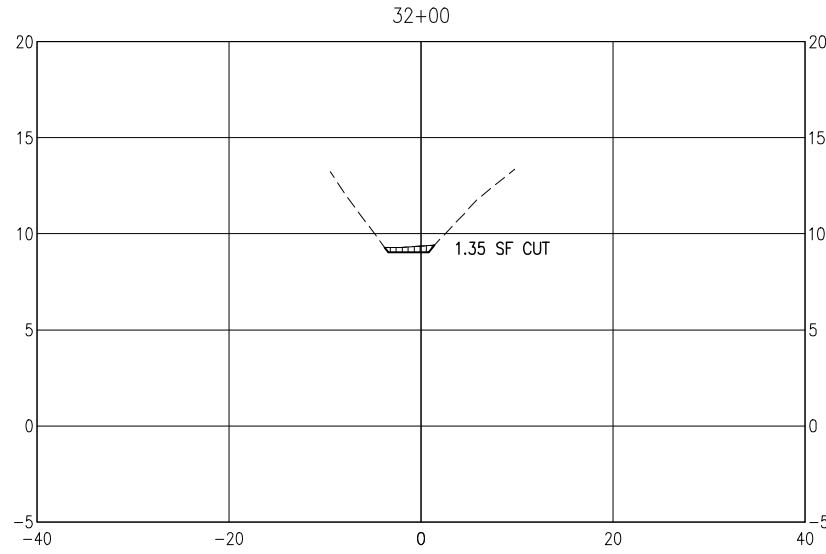
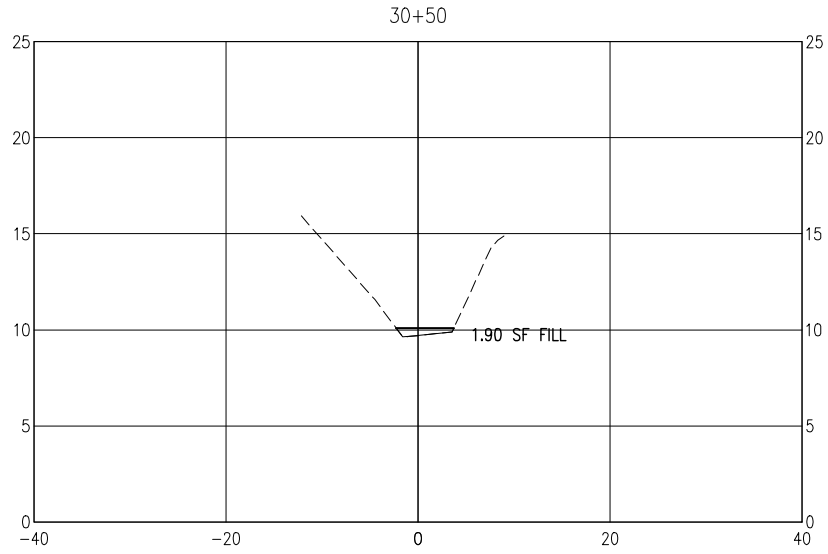
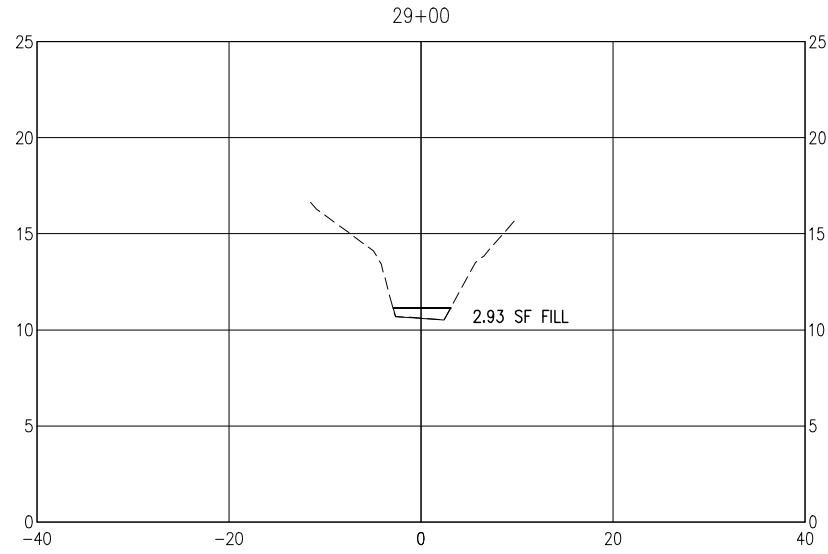
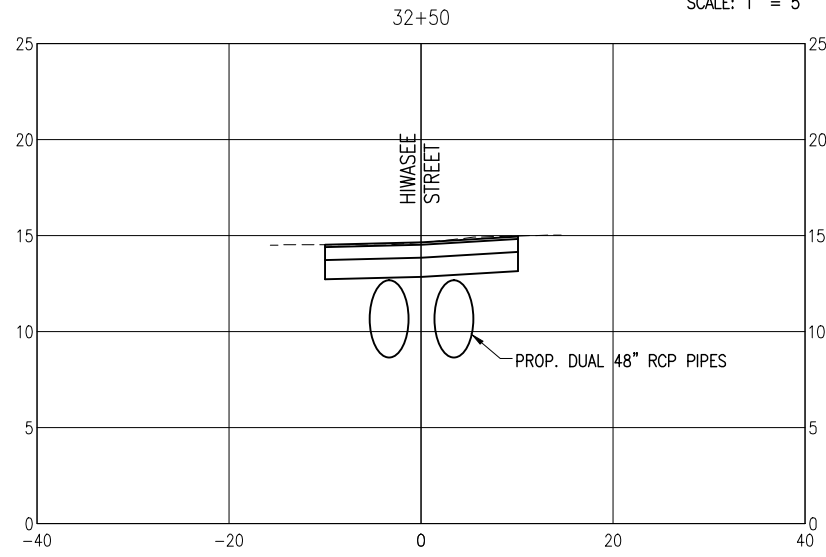
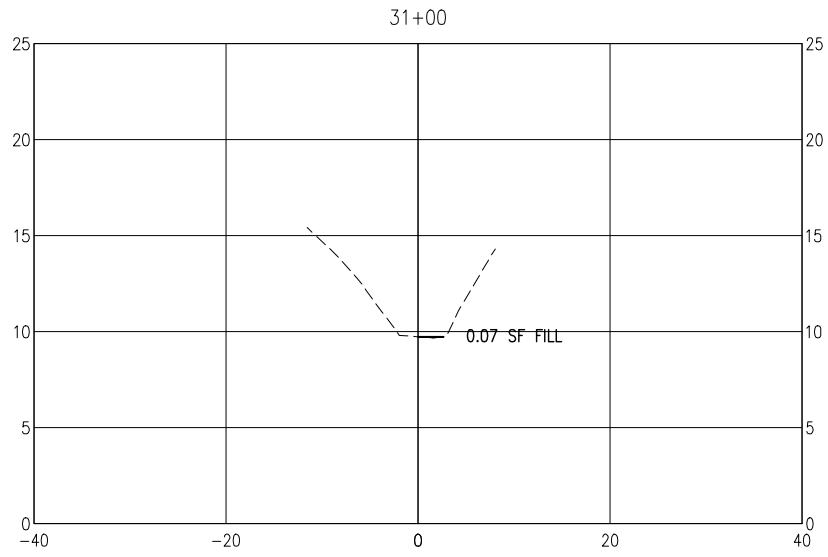
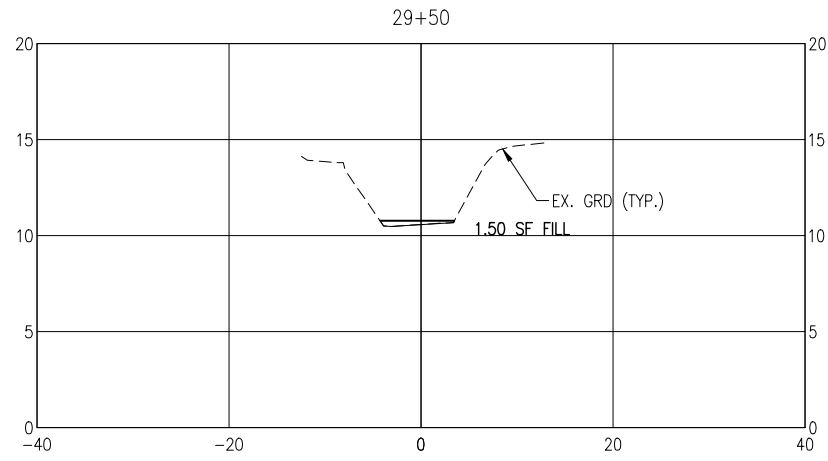
**CHERRY STREET
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 POND)**

FERRY C. PETERMAN, P.E.
 FL. Reg. Engineer #77540

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CROSS-SECTIONS

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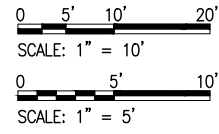
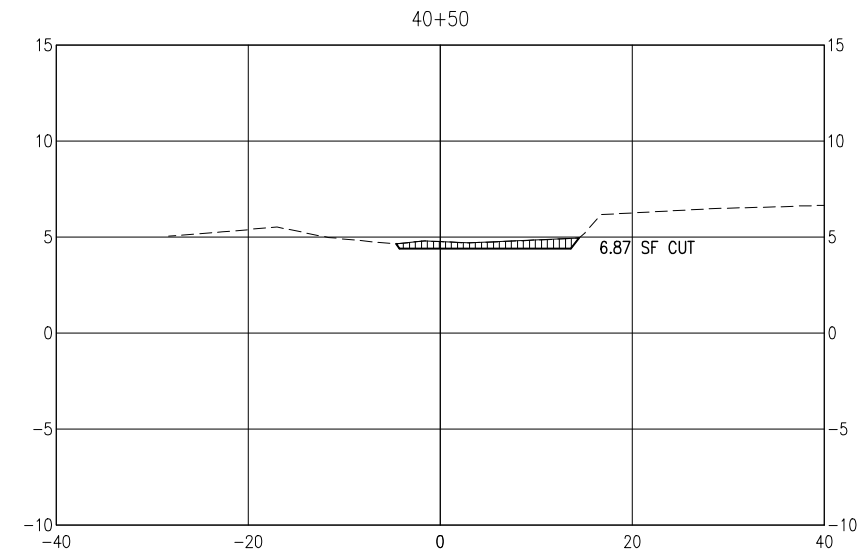
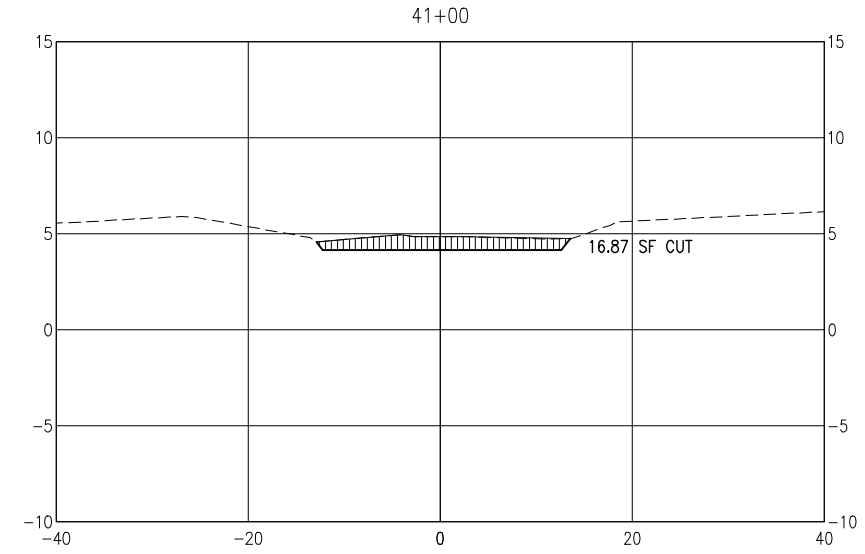
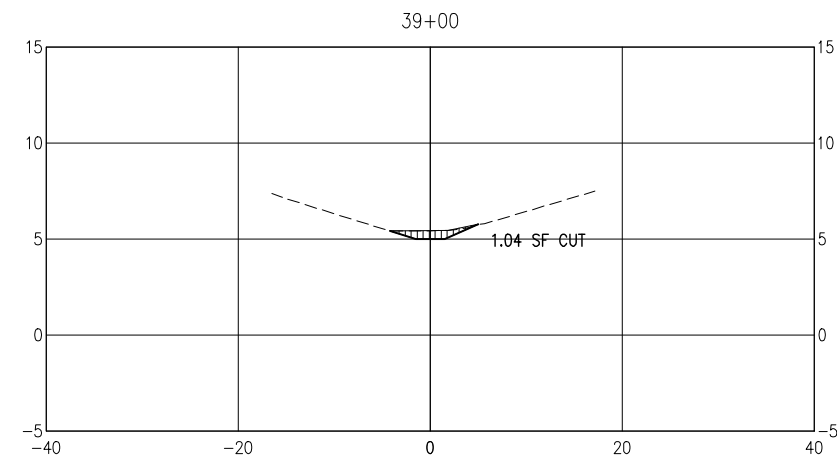
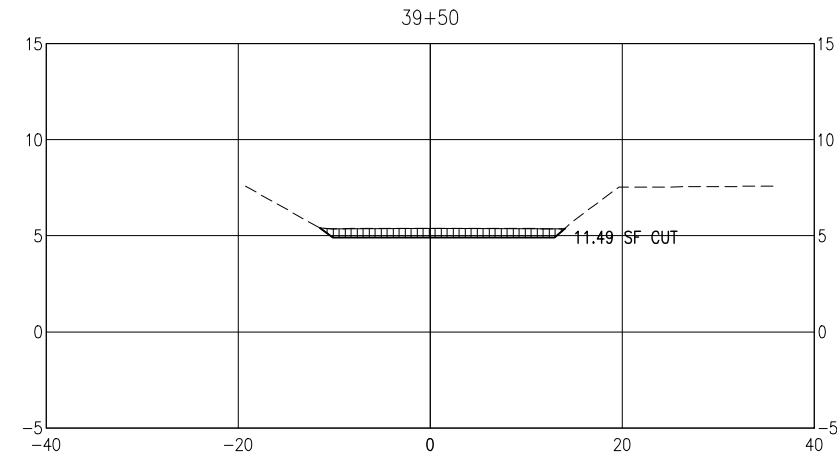
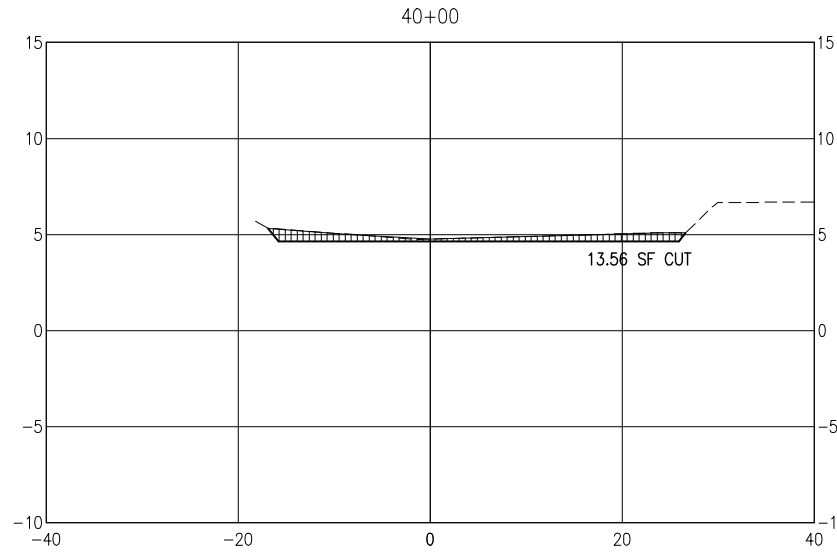
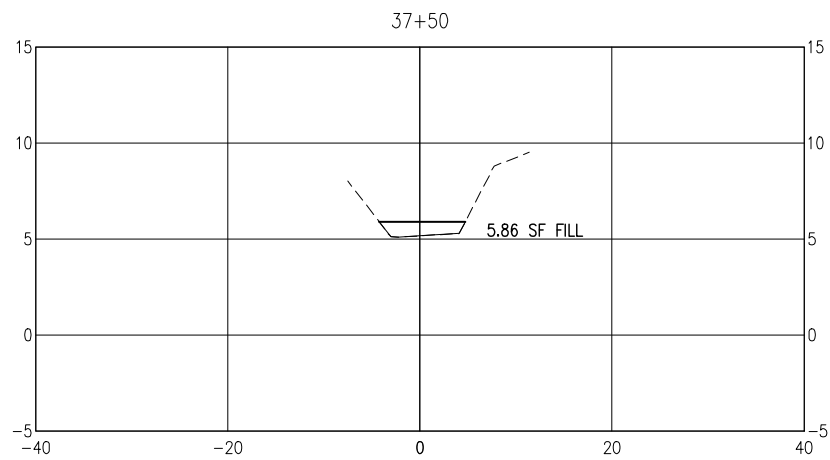
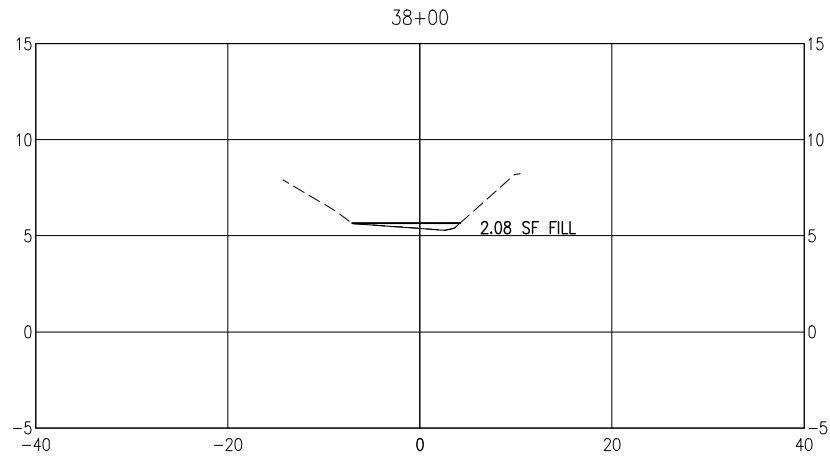
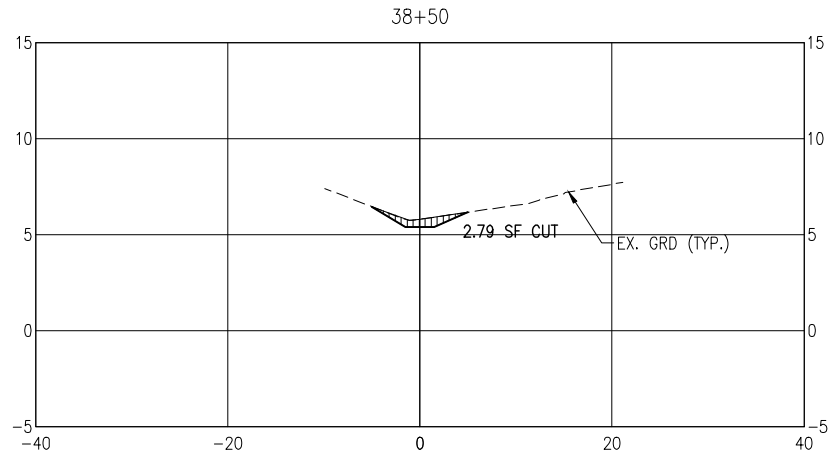
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 FL. Reg. Engineer #77540

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CROSS-SECTIONS

PROJECT NO: 27651.01
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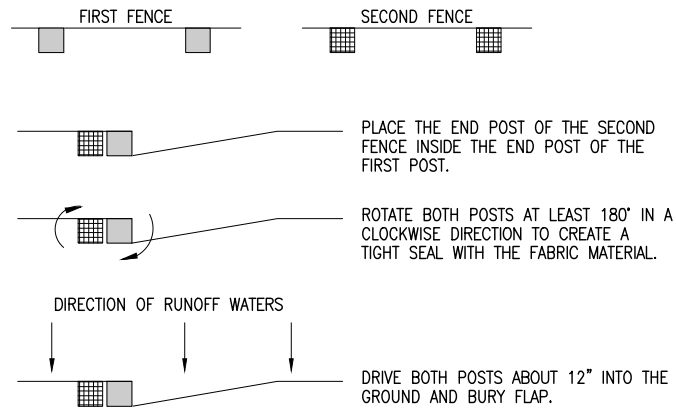
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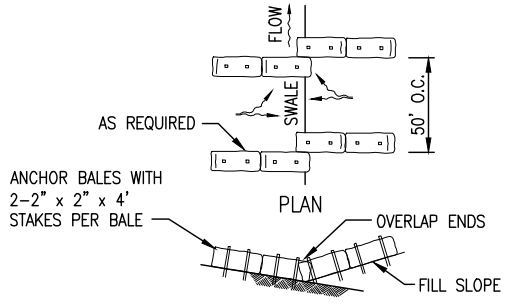
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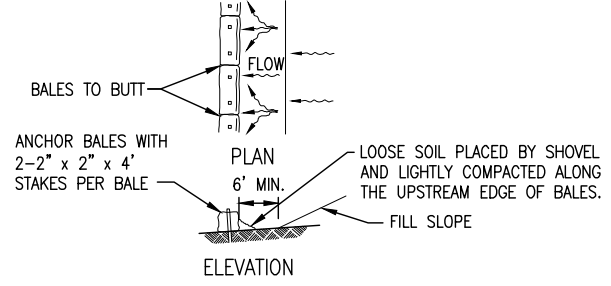
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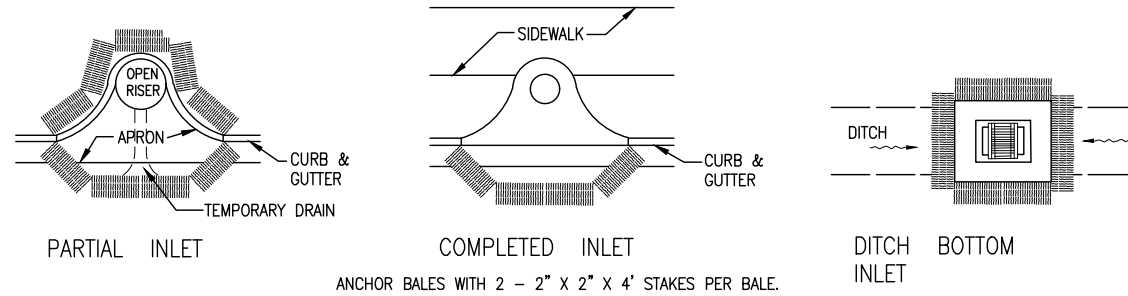


ELEVATION
TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES TOWARD THE TOE OF SLOPE

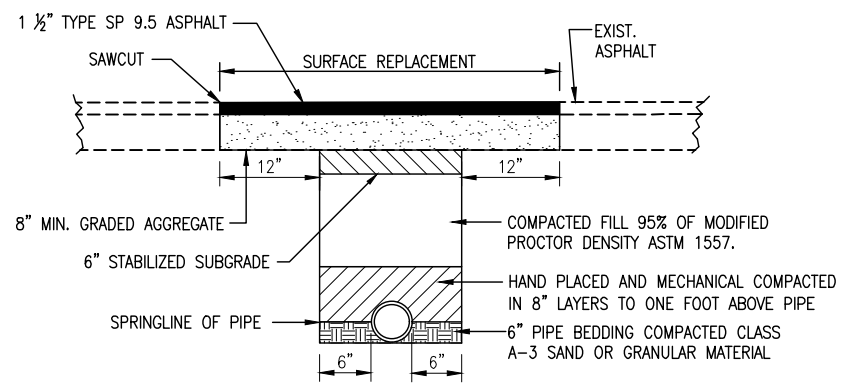


ELEVATION
TO BE USED AT SELECTED SITES WHERE THE NATURAL GROUND SLOPES TOWARD THE TOE OF SLOPE

BARRIERS FOR FILL SLOPES
NOT TO SCALE



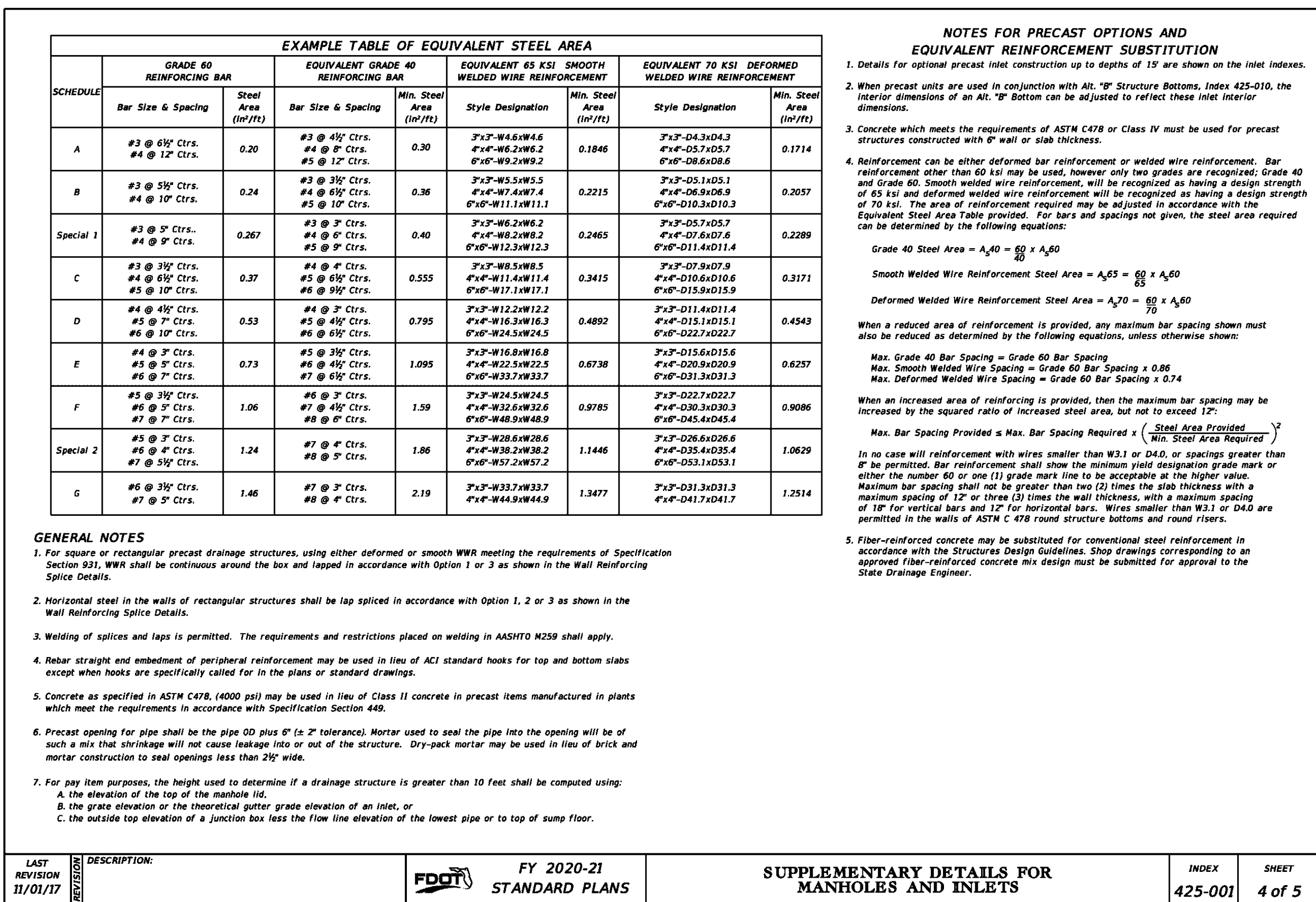
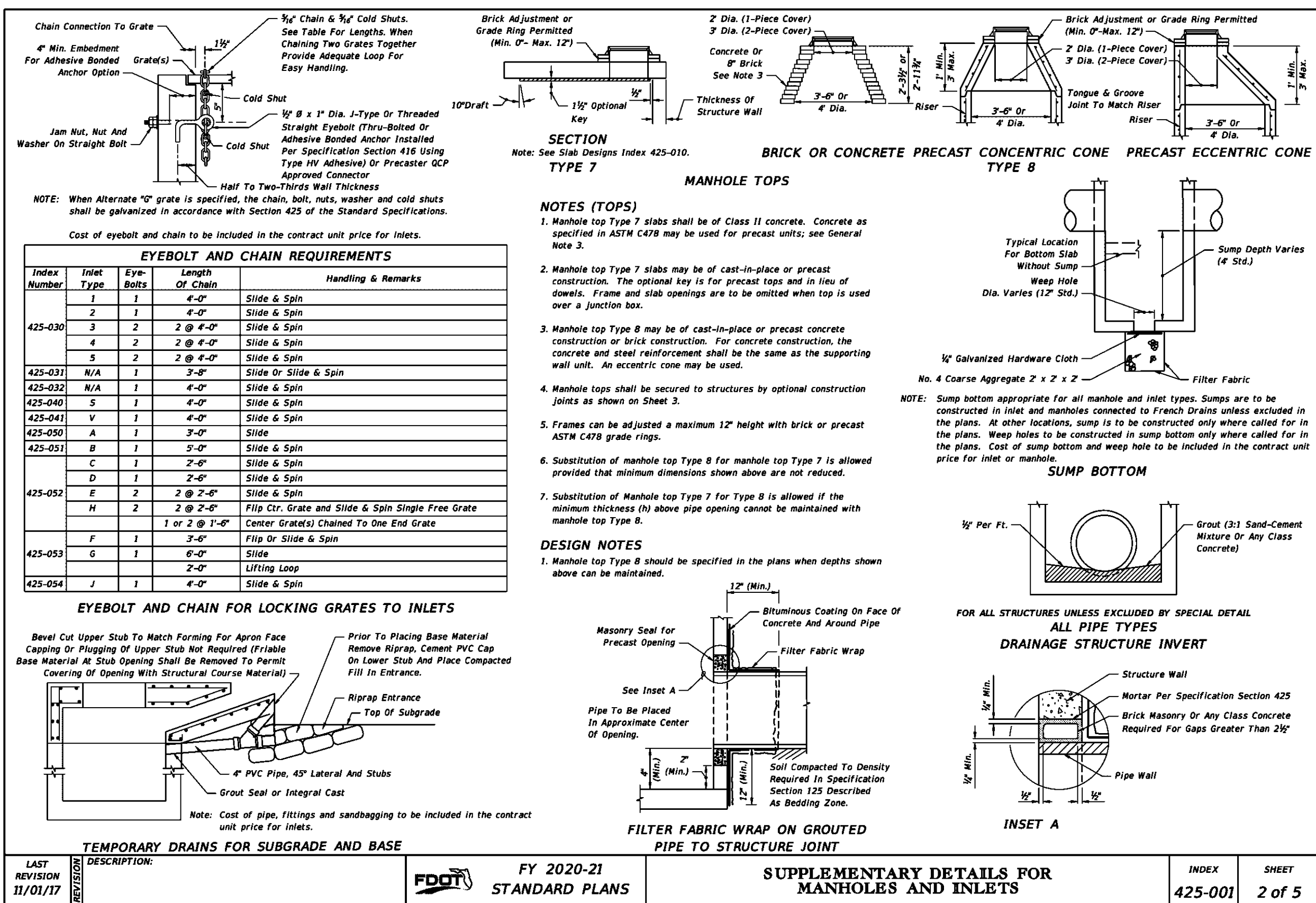
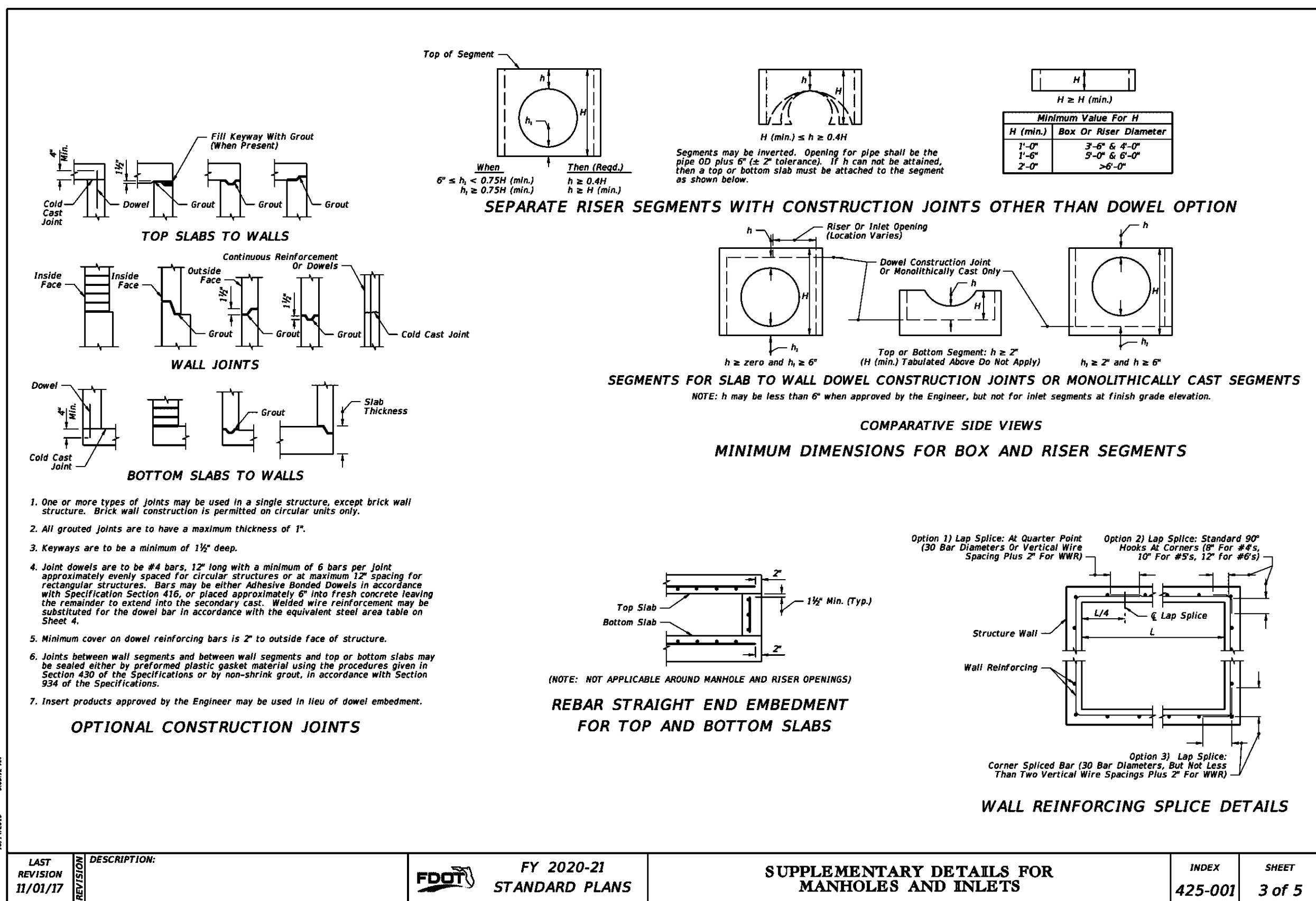
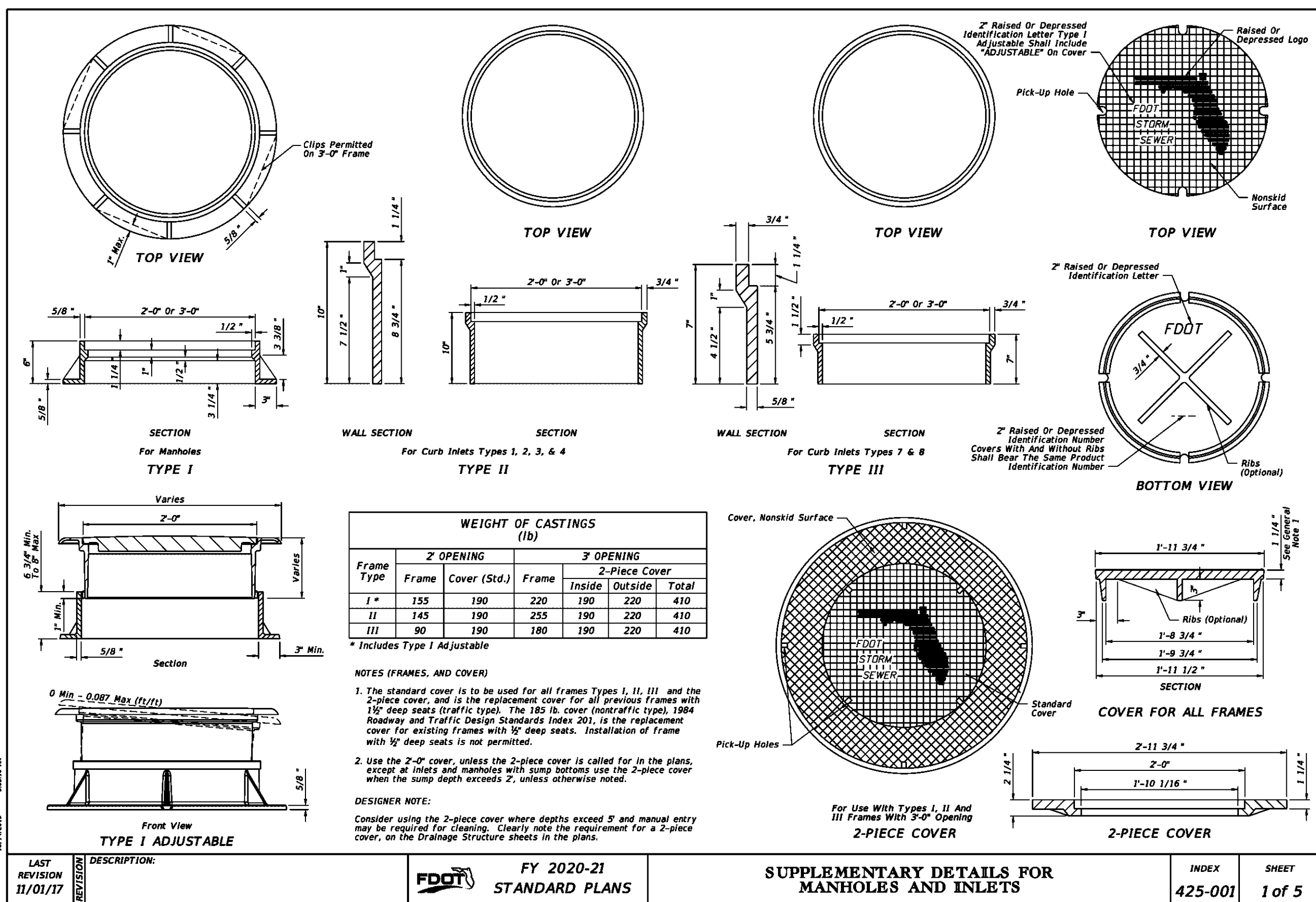
PROTECTION AROUND INLETS OR SIMILAR STRUCTURES
NOT TO SCALE

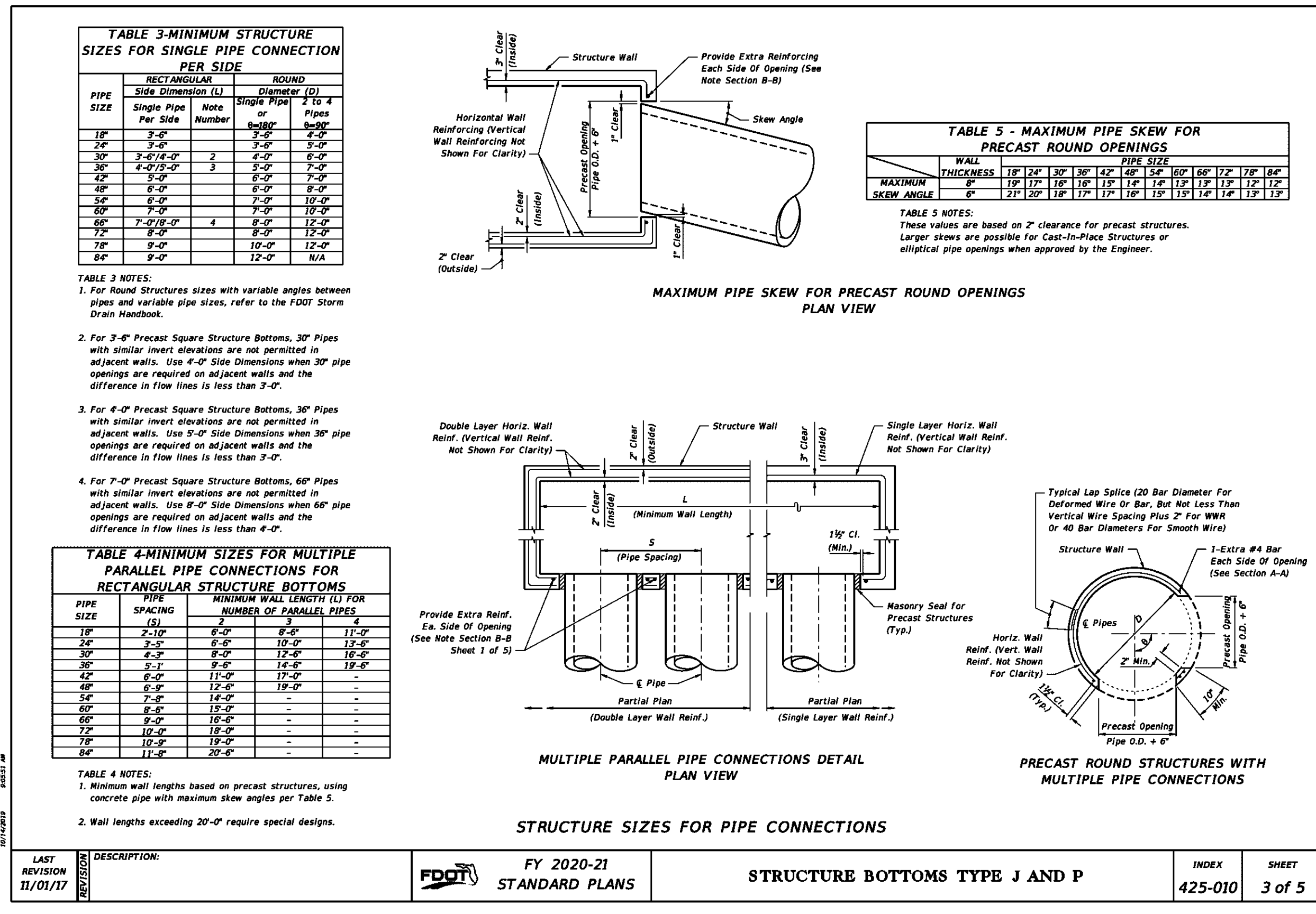
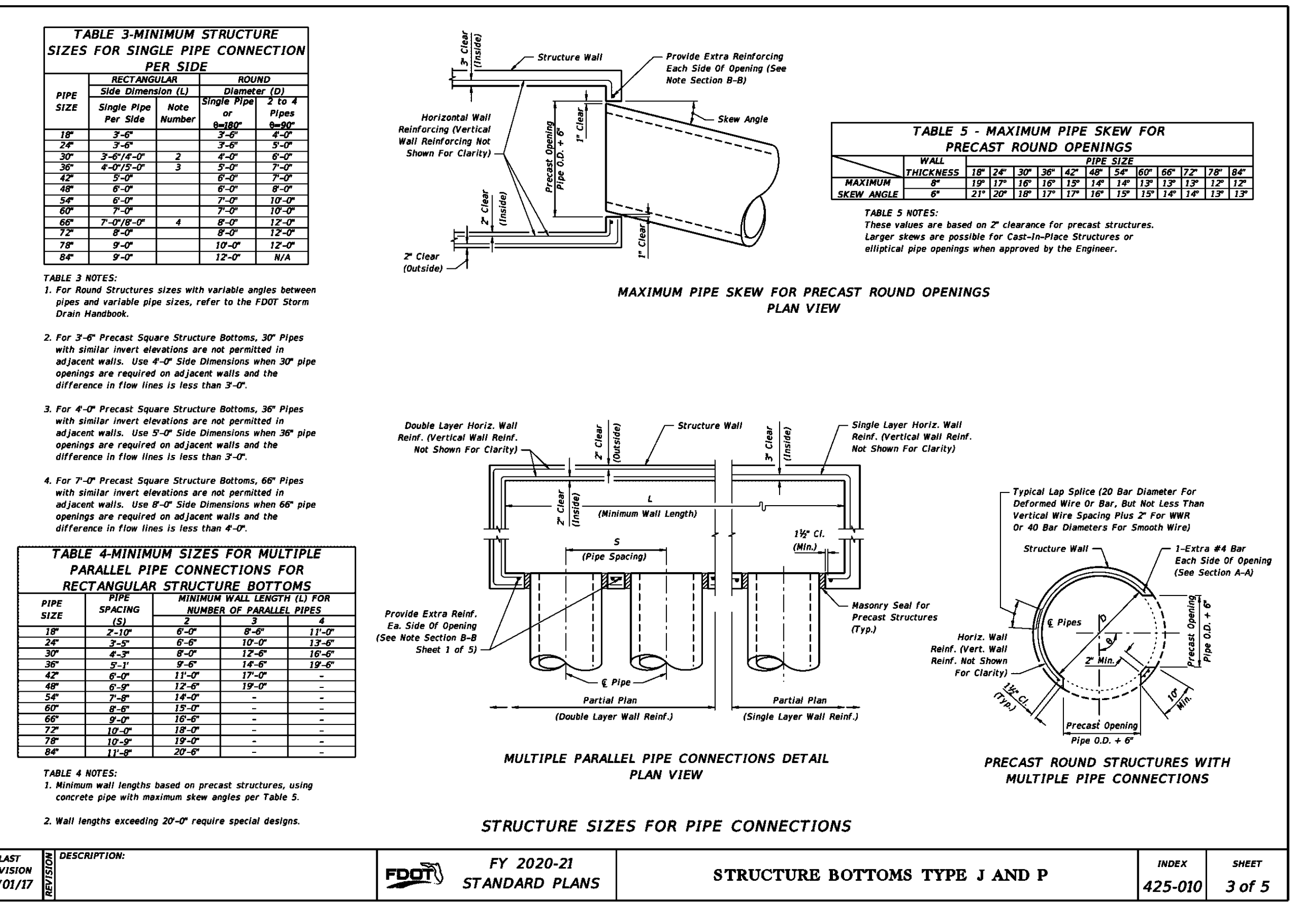
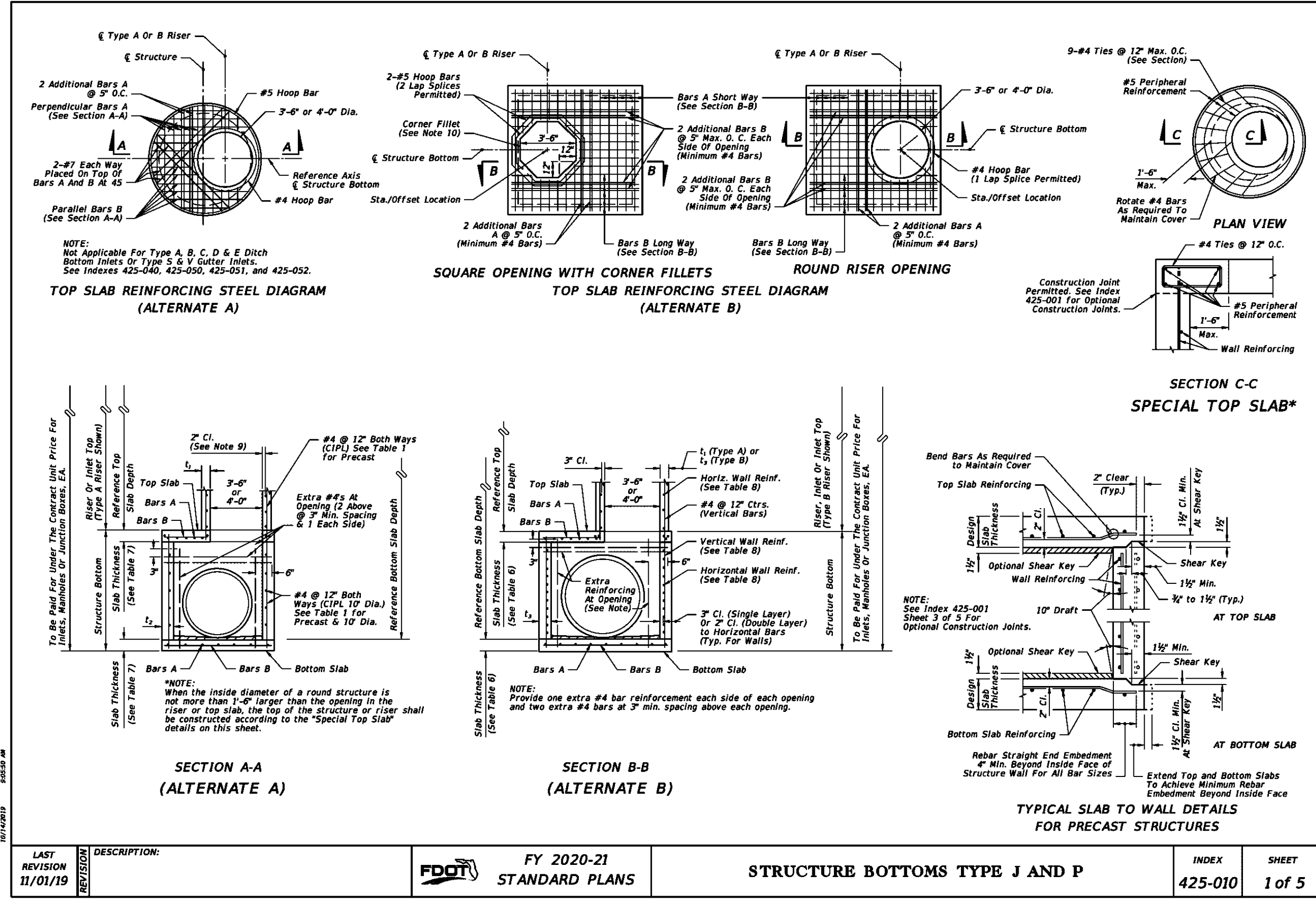
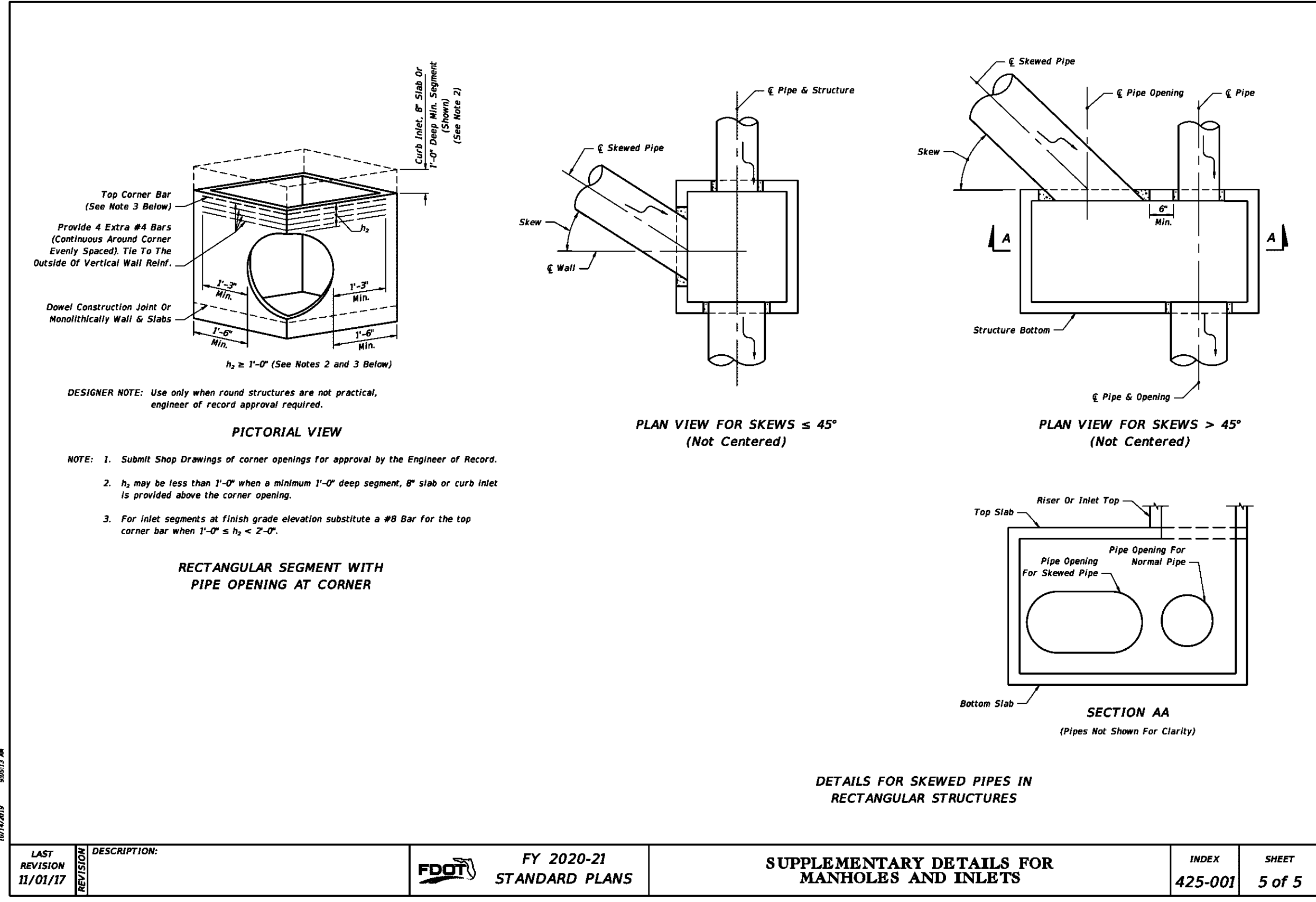


GRADED AGGREGATE BASE LAYER SHALL BE COMPACTED TO 100% MODIFIED PROCTOR DENSITY AASHTO T-180. BACKFILL BELOW BASE LAYER WILL BE PLACED IN MAXIMUM 8-INCH THICK LOOSE LIFTS.

LATERAL PAVEMENT PATCH DETAIL
NOT TO SCALE

PROJECT NO:	NO.	DATE	APPR.	REVISION/ACTION TAKEN
27651.01				
DESIGNED BY: MDL				
DRAWN BY: RGG				
CHK'D BY: MDL				
PROJ. MGR: JCP				
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NO.	DATE	APPR.	REVISION/ACTION TAKEN

PROJECT NO:	27651.01
DESIGNED BY:	MIL
DRAWN BY:	RGG
CHK'D BY:	MIL
PROD. MGR.:	JCP
DATE:	MAR 2022

SLAB DESIGNS - SQUARE AND RECTANGULAR STRUCTURES (TABLE 6)
(ALL SLABS 8" THICK EXCEPT AS NOTED - REINFORCING PARALLEL TO SHORT WAY AND LONG WAY)

Table with columns for Slab Depth, Schedule, Slab Thickness, and Reinforcing Schedules (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z) for various slab sizes and dimensions.

SLAB DESIGNS - ROUND STRUCTURES (TABLE 7)

Table with columns for Slab Depth, Schedule, Slab Thickness, and Reinforcing Schedules (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z) for various round slab diameters.

SLAB AND WALL DESIGN TABLE NOTES

- 1. Size is the inside dimension of a structure.
2. Slab reinforcement is appropriate for top, intermediate, and bottom slabs.
3. Bottom slabs for precast 3'-0" x 3'-0" rectangular structures at 1' depth or less, may be 6" thick.
4. Slab depth is measured from finished grade to top of slab.
5. Wall depth is measured to the top of the bottom slab for boxes and to the top of the intermediate slab for risers.
6. Wall height is the distance between top of lower slab to bottom of upper slab. Maximum wall height is 12' for wall lengths exceeding 5', or 10' for wall lengths exceeding 12'.
7. Wall lengths exceeding 8'-0" require two layers of reinforcing (See Table 8) with 7" of cover from the horizontal bars to the inside and outside faces for each layer.
8. Wall lengths exceeding the dimensions or depths shown in Table 8, or 12'-0" diameter require a special design.
9. Wall thickness and reinforcing for rectangular structures is based on the longer wall length.
10. Reinforcing schedules with larger areas of steel may be substituted for schedules with smaller bar or wire spacing, except that Schedule B10 may not be substituted for Schedule A6. See Index 425-001 for allowable bar spacing adjustments when larger areas of reinforcing are substituted.

Table with columns: LAST REVISION, DESCRIPTION, FDOT, FY 2020-21 STANDARD PLANS, STRUCTURE BOTTOMS TYPE J AND P, INDEX 425-010, SHEET 4 of 5

WALL DESIGNS - RECTANGULAR STRUCTURES (TABLE 8)

Table with columns for Vertical Reinforcing, Horizontal Reinforcing, and Wall Thickness for various wall dimensions and schedules.

REINFORCING SCHEDULE table with columns for Schedule, Grade 60 Area, and WWR Equiv. Area for various reinforcement types.

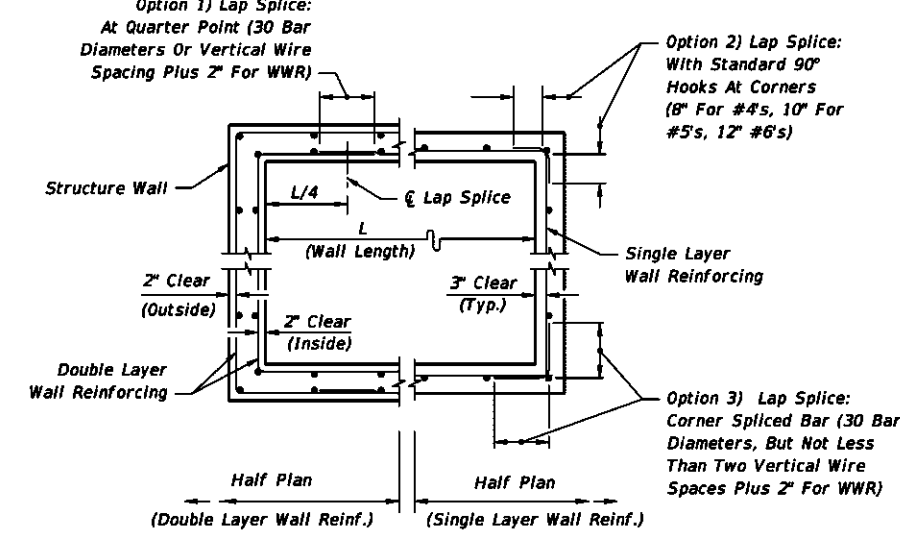


Table with columns: LAST REVISION, DESCRIPTION, FDOT, FY 2020-21 STANDARD PLANS, STRUCTURE BOTTOMS TYPE J AND P, INDEX 425-010, SHEET 5 of 5

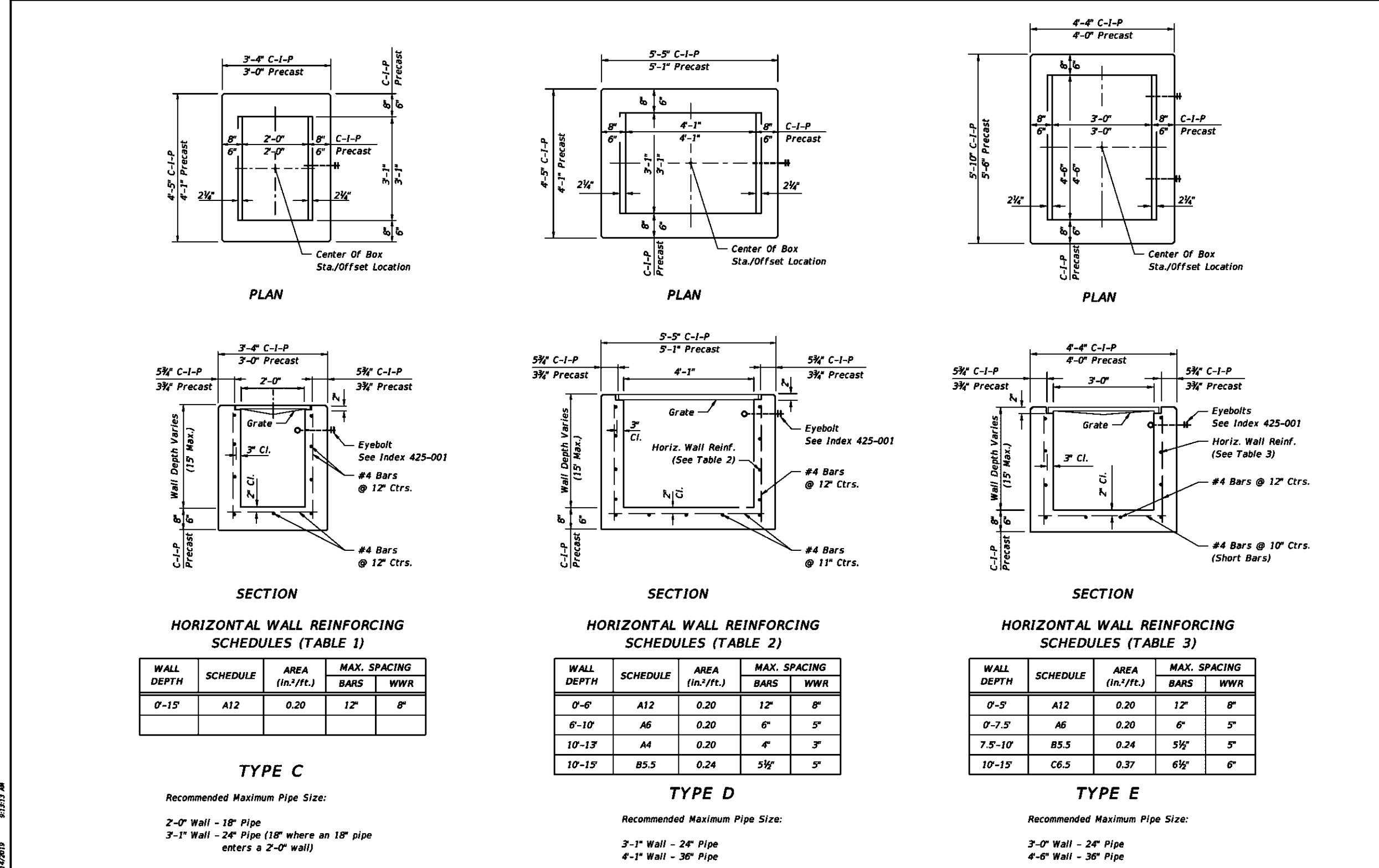


Table with columns: LAST REVISION, DESCRIPTION, FDOT, FY 2020-21 STANDARD PLANS, DITCH BOTTOM INLET TYPES C, D, E AND H, INDEX 425-052, SHEET 1 of 7

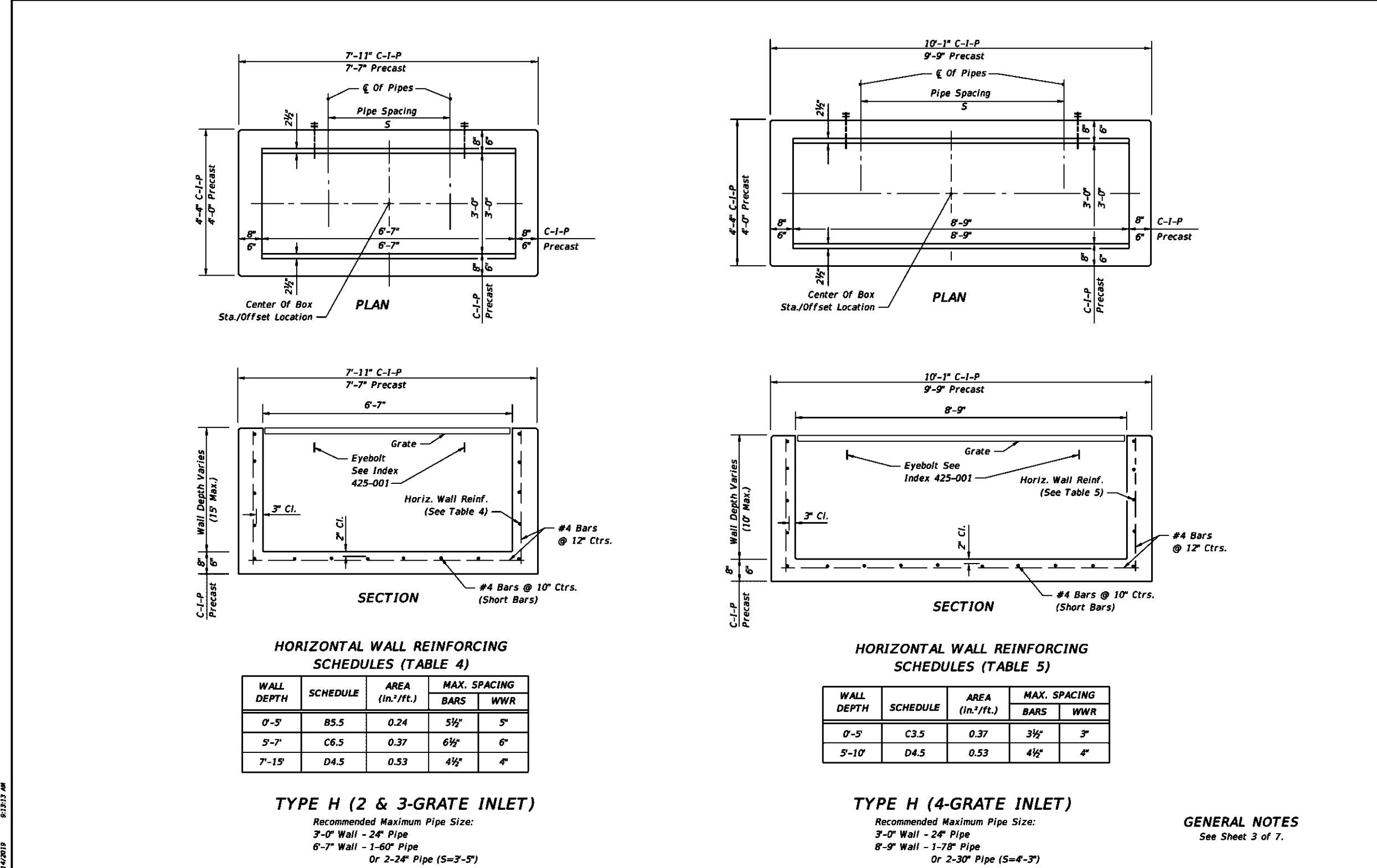


Table with columns: LAST REVISION, DESCRIPTION, FDOT, FY 2020-21 STANDARD PLANS, DITCH BOTTOM INLET TYPES C, D, E AND H, INDEX 425-052, SHEET 2 of 7

BASKERVILLE-DONOVAN, INC. ENGINEERING THE SOUTH SINCE 1927
449 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9661
ENGINEERING BUSINESS - TALLAHASSEE - MOBILE

CHERRY STREET DRAINAGE IMPROVEMENTS (JAN DR TO ROGERS POND)

Table with columns: PROJECT NO., DATE, APPR., REVISION/ACTION TAKEN, NO., DATE, APPR., REVISION/ACTION TAKEN, NO., DATE, APPR., REVISION/ACTION TAKEN

FDOT DETAILS C-903

CAST IRON GRATES

TYPE C
Approx. Weight 235 Lbs.

TYPE E
Approx. Weight 465 Lbs.

TYPE H (3-GRATE INLET)
Approx. Weight 725 Lbs.

TYPE H (4-GRATE INLET)
Approx. Weight 967 Lbs.

STEEL GRATES

TYPE C
Straight Bars 2" x 1/2"
Reticuline Bars 1 1/2" x 3/4"
Bands 2" x 1/4"
Approx. Weight 104 Lbs.

TYPE D
Straight Bars 2" x 1/2"
Reticuline Bars 1 1/2" x 3/4"
Bands 2" x 1/4"
Approx. Weight 130 Lbs.

TYPE E
Straight Bars 2" x 1/2"
Reticuline Bars 1 1/2" x 3/4"
Bands 2" x 1/4"
Approx. Weight 215 Lbs.

TYPE H (2-GRATE INLET)
Straight End-Bearing Bars 2" x 1/2"
Banding Bars 2" x 1/4"
Reticuline Bars 1 1/2" x 3/4"
Approx. Total Weight 310 Lbs.

TYPE H (4-GRATE INLET)
Straight End-Bearing Bars 2" x 1/2"
Banding Bars 2" x 1/4"
Reticuline Bars 1 1/2" x 3/4"
Approx. Total Weight 388 Lbs.

GENERAL NOTES

- These inlets are suitable for bicycle traffic and are to be used in ditches, medians and other areas subject to infrequent traffic loadings but are not to be placed in areas subject to any heavy wheel loads. These inlets may be placed in areas subject to occasional pedestrian traffic such as landscaped areas and pavement areas where pedestrians can walk around the inlet.
- Inlets subject to minimal debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and areas subject to pedestrians shall have traversable slots. The traversable slot modification is not adaptable to Inlet Type H. Slots may be constructed at either or both ends as shown on plans. Traversable slots shall not be used in areas subject to occasional bicycle traffic.
- Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate G grate is specified in the plans, either the steel grate, hot dip galvanized after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.
- Recommended maximum pipe sizes shown are for concrete pipe. Size for other types of pipe must be checked for fit.
- All exposed edges and corners shall be 1/4" chamfer or tool to 1/4" radius.
- Concrete inlet pavement to be used on inlets without slots and inlets with non-traversable slots only when called for in the plans; but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.
- Traversable slots constructed in existing inlets shall be paid for as inlets partial. For conversion work and method of payment see TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS.
- Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Performance Turf, SY.
- For supplementary details see Index 425-001.
- All reinforcing is Grade 60 bars with 2" min. cover unless otherwise noted. Bars to be cut or bent for 1/2" clearance around pipe opening. Provide one additional #4 bar above and at each side of pipe opening.

PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

Inlet	Pavement		Sod	
	Single Slot	Double Slot	Single Slot	Double Slot
C	4.87	0.27	6.16	0.83
D	5.99	0.91	7.70	1.10
E	5.88	0.91	7.37	1.08

LAST REVISION 11/01/17 DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS DITCH BOTTOM INLET TYPES C, D, E AND H INDEX 425-052 SHEET 3 of 7

TRAVERSABLE SLOTS FOR EXISTING INLETS

DESIGN NOTES FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

- The general purpose of these conversions is to remove the hazard of the protruding inlet top, while not creating a hazard by depressing the top too deeply.
- The corrective procedure depends on the approach ditch grade and hydraulic requirements of the site. The selection of the appropriate case depends on the relationship between inlet top and ditch elevation, and on the vertical clearance between the top of the uppermost pipe(s) and the grate. The purpose for the Case 1 conversion is to add the traversable slot to an existing inlet where top removal, change in grate elevation and ditch transitions are not required. Case 2 will normally be applicable to ditches with steeper grades adjoining the inlet where build up of the existing ditch is acceptable.
- The designer shall stipulate in the plans which case is to be constructed at each individual inlet location.

Where the existing inlet top is above the existing ditch (Case 2) but borrow material will be required to adjust the ditch (Case 3), and vertical clearance or other conditions do not prevent removal of the inlet top, the designer should call for Case 2. The designer shall determine if ditch reconstruction is required more than 35 feet beyond any traversable slot side and shall include separate pay items in the plans to cover the cost for that portion of required ditch reconstruction exceeding the 35 foot limit. The designer shall also determine whether ditch pavement is required for ditch restoration within the 35 foot limit and include that pavement under a pay item separate from the inlets partial.

The designer shall determine whether tight soil or other conditions at each individual inlet indicates the need for underdrain in Case 3 conversions and shall call for Underdrain, Type 1 in the plans.

METHOD OF PAYMENT FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

- Existing inlets converted to traversable slot tops under Cases 1, 2 and 3 shall be paid for as inlets partial, each. Case shall not be included in the pay item description.
- All ditch reconstruction work within 35 feet of each traversable slot conversion, whether required by these details or as a direct result of the conversion, shall be included as a part of the partial cost. Reconstruction work shall include excavation and removal of surplus materials or borrow materials in place, grading, compaction, shaping and restoration of disturbed turf. Sodding, ditch pavement and underdrain are not included as part of the inlet partial cost and are to be paid for separately.
- Concrete inlet pavement and sodding shall be in accordance with the sections on this detail and with the Plan on Sheet 4 and Sections AA, BB and CC (as Case 1) and tabular quantities on Sheet 5.
- Unit price and payment shall constitute full compensation for inlet conversion (including concrete inlet paving and replacement grates), ditch reconstruction, restoration of disturbed turf, and shall be paid for under the contract price for Inlets (or Slot) Type (Partials), each.

Sodding shall be paid for under the contract unit price for Performance Turf, SY. Ditch pavement shall be paid for separate from the inlet by pavement type(s) and unit(s) as called for in the plans.

PAVEMENT AND SODDING QUANTITIES FOR TRAVERSABLE SLOTS

Inlet	Pavement		Sod	
	Single Slot	Double Slot	Single Slot	Double Slot
C	4.87	0.83	6.16	1.05
D	3.99	1.01	7.70	1.30
E	5.88	0.99	7.37	1.24

NOTE: For plan view and additional details see Sheet 4 of 7. For payment see General Notes Nos. 6 and 7, Sheet 3 of 7.

LAST REVISION 11/01/17 DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS DITCH BOTTOM INLET TYPES C, D, E AND H INDEX 425-052 SHEET 5 of 7

TRAVERSABLE SLOTS

DESIGN NOTES FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

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Inlet	Pavement		Sod	
	Single Slot	Double Slot	Single Slot	Double Slot
C	4.87	0.27	6.16	0.83
D	5.99	0.91	7.70	1.10
E	5.88	0.91	7.37	1.08

LAST REVISION 11/01/17 DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS DITCH BOTTOM INLET TYPES C, D, E AND H INDEX 425-052 SHEET 4 of 7

TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

DESIGN NOTES FOR TRAVERSABLE SLOT INLETS (PARTIAL) FOR EXISTING INLETS

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	Single Slot	Double Slot	Single Slot	Double Slot
C	4.87	0.83	6.16	1.05
D	3.99	1.01	7.70	1.30
E	5.88	0.99	7.37	1.24

NOTE: For plan view and additional details see Sheet 4 of 7. For payment see General Notes Nos. 6 and 7, Sheet 3 of 7.

LAST REVISION 11/01/17 DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS DITCH BOTTOM INLET TYPES C, D, E AND H INDEX 425-052 SHEET 6 of 7

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927

449 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9861
ENGINEERING BUSINESS: EB-0000040
Pensacola - Panama City Beach - Tallahassee - Mobile
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CHERRY STREET DRAINAGE IMPROVEMENTS (JAN DR TO ROGERS POND)

NO.	DATE	APPR.	REVISION/ACTION TAKEN

PROJECT NO: 27651.01
DESIGNED BY: MDL
DRAWN BY: RGC
CHKD BY: MDL
PROJ. MGR: JCP
DATE: MAR 2022

FOOT DETAILS

C-904

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TOP VIEW

TOP SLAB REINFORCING SCHEDULE

SCHEDULE	GRADE 60 (BAR)	ON 60 KSI 6	70 KSI (WIRE FABRIC)	IN/FT.
A				0.20
B				0.24
C				0.37
D				0.53
E				0.76
F				1.06
G				1.45

TABLE OF CONTENTS:

Sheet	Description
1	General Notes and Contents
2	Single and Multiple Concrete Pipe
3	Concrete Pipe Dimensions and Quantities
4	Single and Multiple Corrugated Metal Pipe
5	Corrugated Metal Pipe Dimensions and Quantities
6	Concrete Pipe Connections and Corrugated Metal Pipe (CMP) Anchor Detail

ALT. A STRUCTURE BOTTOM FOR INLETS TYPE C, D AND E

ALT. B STRUCTURE BOTTOM FOR INLETS TYPE C, D & E

PIPE OPENING SCHEMATIC

LAST REVISION: 11/01/19	DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS	DITCH BOTTOM INLET TYPES C, D, E AND H	INDEX: 425-052	SHEET: 7 of 7
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CROSS DRAIN MITERED END SECTION
(Concrete Pipe Shown, Corrugated Metal Pipe Similar)

SLOPE AND DITCH TRANSITIONS

TABLE OF CONTENTS:

Sheet	Description
1	General Notes and Contents
2	Single and Multiple Concrete Pipe
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4	Single and Multiple Corrugated Metal Pipe
5	Corrugated Metal Pipe Dimensions and Quantities
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LAST REVISION: 11/01/19	DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX: 430-021	SHEET: 1 of 6
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PLAN - SINGLE PIPE

PLAN - MULTIPLE PIPE

ELEVATION

DETAIL "A"

SINGLE AND MULTIPLE CONCRETE PIPE

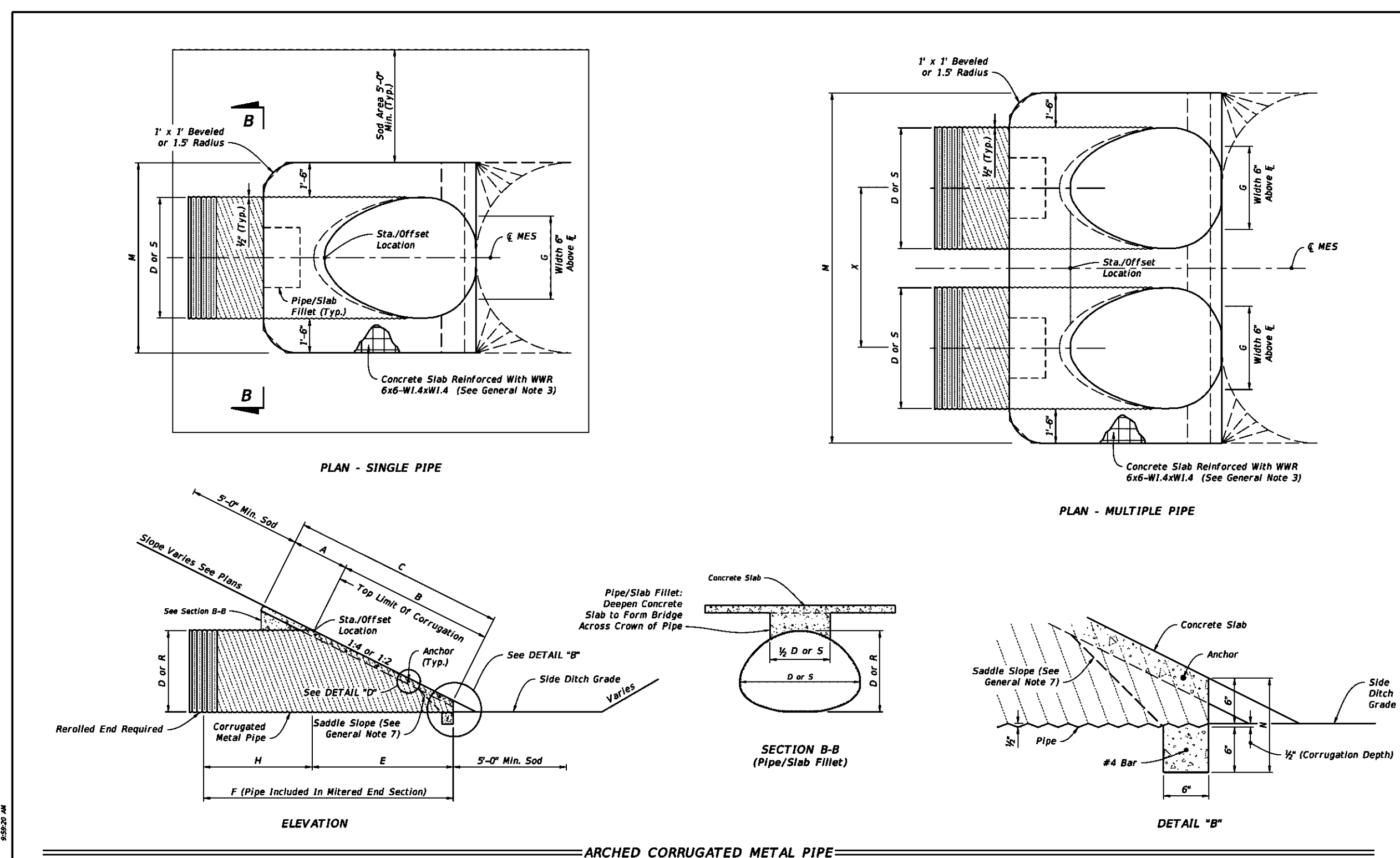
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LAST REVISION: 11/01/19	DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX: 430-021	SHEET: 2 of 6
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Dia. D	Rise	Span	R	X	A		B		C		D		E		F		SODDING (5T)				
					Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Single	Double	Triple	Quad			
18"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
24"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
30"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
36"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
42"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
48"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
54"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
60"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
66"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
72"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
78"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
84"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"
90"		2-0"	1.5"	1.5"	2.0"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	2.5"	2.0"	3.0"	2.0"	3.0"	1.5"	2.0"	2.5"	3.0"

LAST REVISION: 11/01/19	DESCRIPTION: FDOT FY 2020-21 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX: 430-021	SHEET: 3 of 6
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NOTE: See Table 2 on Sheet 5 for Dimensions and Quantities.

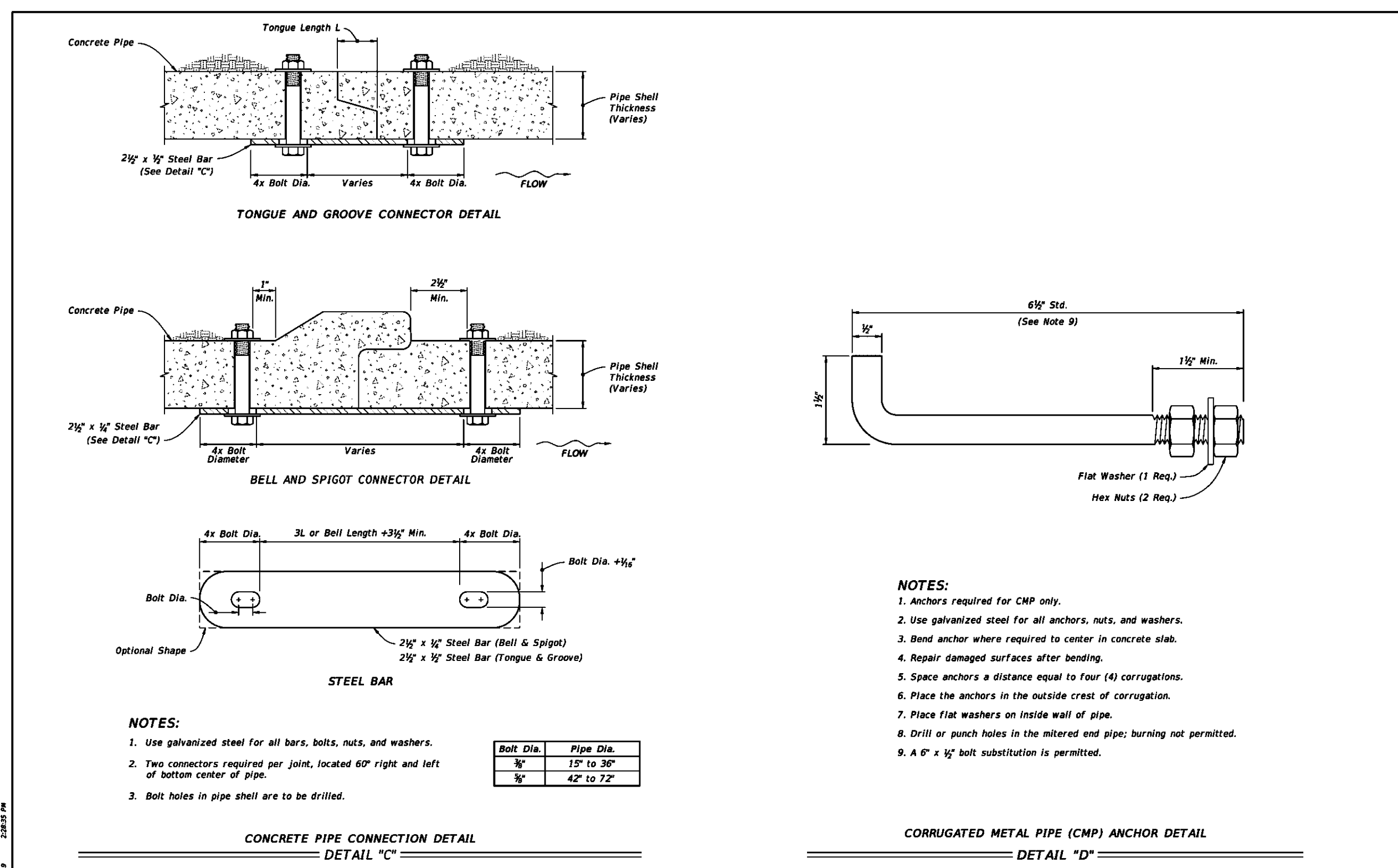
LAST REVISION 11/01/19	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX 430-021	SHEET 4 of 6
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TABLE 2
SINGLE AND MULTIPLE CORRUGATED METAL PIPE DIMENSIONS AND QUANTITIES

Dia. D	Rise R	Span S	X	A	B	C	E	F	G	H	90° CONC. SLAB (CY) (See General Note 3)				90° CONC. SLAB (CY) (See General Note 3)				SODDING (CY)			
											Single	Double	Triple	Quad.	Single	Double	Triple	Quad.	Single	Double	Triple	Quad.
15"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
18"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
24"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
30"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
36"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
42"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
48"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
54"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
60"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
72"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
84"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16
96"	2'-0"	2'-0"	2'-0"	2'-0"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1'-6"	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16	1.04	2.08	3.12	4.16

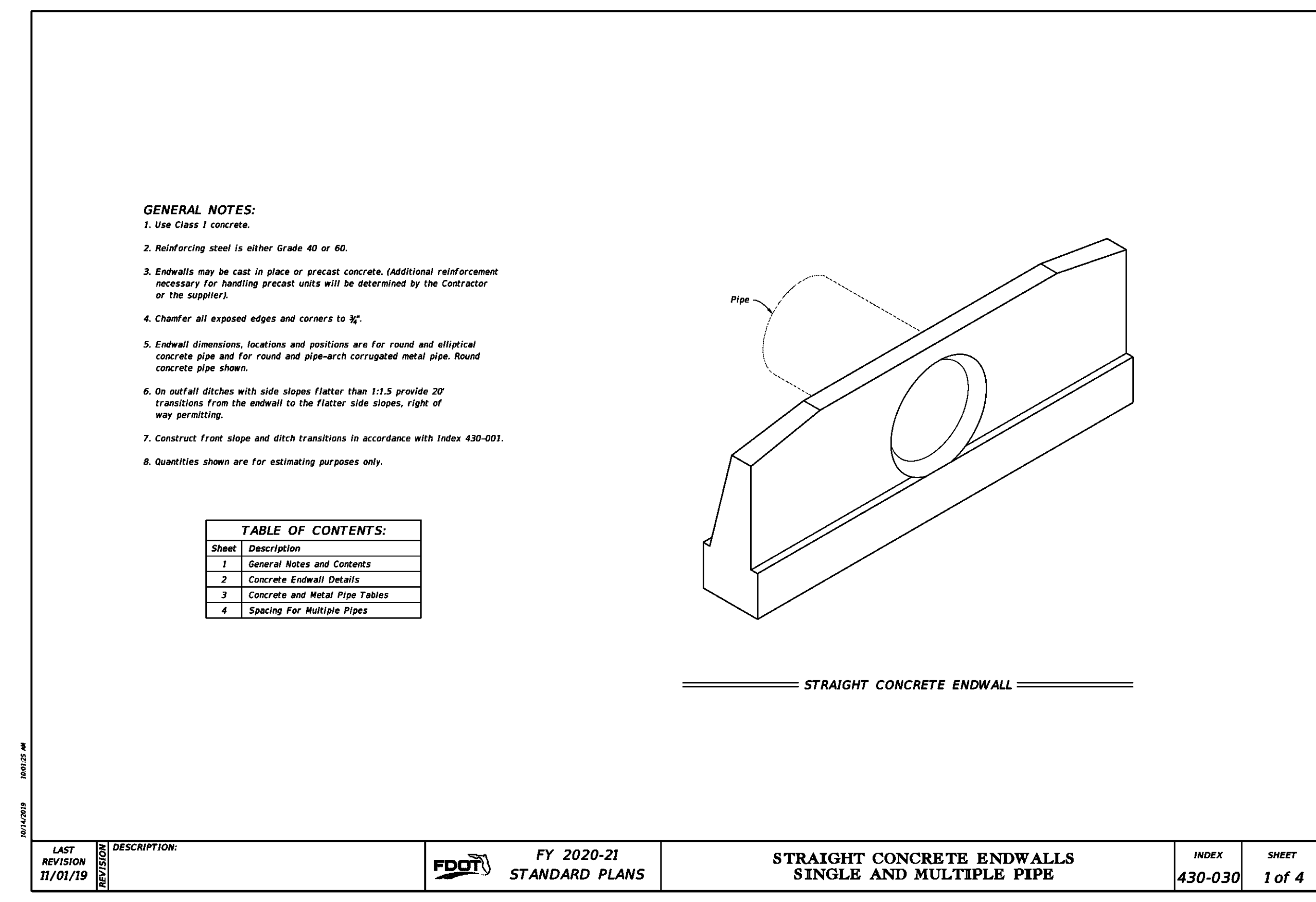
NOTE: See Table 2 on Sheet 5 for Dimensions and Quantities.

LAST REVISION 11/01/19	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX 430-021	SHEET 5 of 6
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NOTE: See Table 2 on Sheet 5 for Dimensions and Quantities.

LAST REVISION 11/01/19	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	CROSS DRAIN MITERED END SECTION	INDEX 430-021	SHEET 6 of 6
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NOTE: See Table 2 on Sheet 5 for Dimensions and Quantities.

LAST REVISION 11/01/19	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	STRAIGHT CONCRETE ENDWALLS SINGLE AND MULTIPLE PIPE	INDEX 430-030	SHEET 1 of 4
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BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927

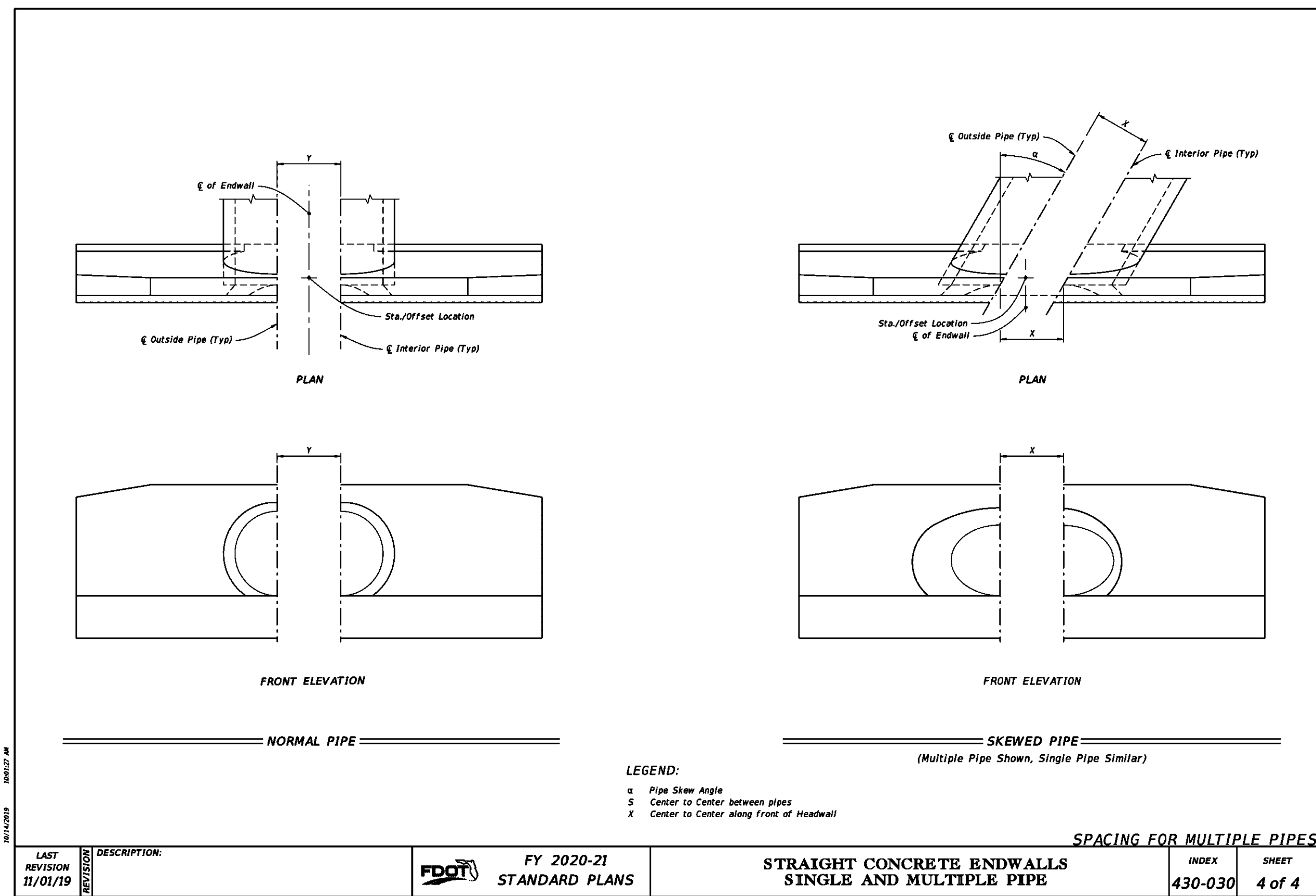
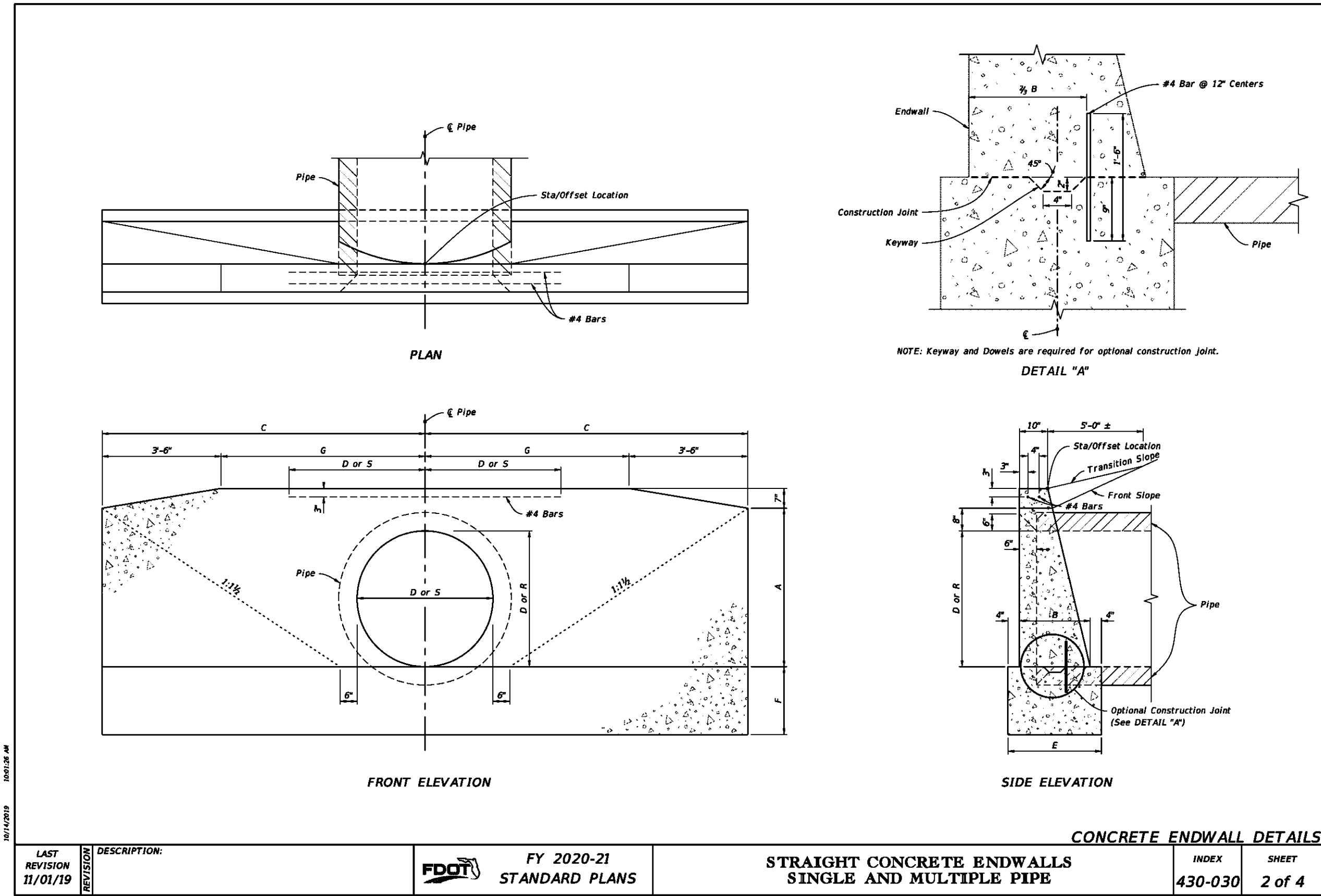
449 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9861
 ENGINEERING BUSINESS: EB-0000040
 Panama City Beach - Tallahassee - Mobile
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CHERRY STREET DRAINAGE IMPROVEMENTS (JAN DR TO ROGERS POND)

PROJECT NO.	27651.01
DESIGNED BY:	MIL
DRAWN BY:	RGC
CHK'D BY:	MIL
PROJ. MGR:	JCP
DATE:	MAR 2022

FDOT DETAILS

C-906



ROUND CONCRETE AND CORRUGATED METAL PIPE

Pipe Dia. D	Opening Area (SF)		Dimensions												Class I Concrete (CY)												Pipe Dia. D								
	Number Of Pipes		Number Of Pipe And Skew Angle Of Pipe (s)												Number Of Pipe And Skew Angle Of Pipe (s)																				
	A	B	A	B	C	E	F	G	Y	X	Single	Double	Triple	Quadruple	Single	Double	Triple	Quadruple																	
18"	1.93	2.66	3.69	4.92	11-11"	1-2"	2-2"	3-2"	4-2"	5-2"	6-2"	7-2"	8-2"	9-2"	10-2"	11-2"	12-2"	13-2"	14-2"	15-2"	16-2"	17-2"	18-2"	19-2"	20-2"	21-2"	22-2"	23-2"	24-2"	25-2"	26-2"	27-2"	28-2"	29-2"	30-2"
24"	3.14	6.38	9.42	12.56	2-4"	3-4"	4-4"	5-4"	6-4"	7-4"	8-4"	9-4"	10-4"	11-4"	12-4"	13-4"	14-4"	15-4"	16-4"	17-4"	18-4"	19-4"	20-4"	21-4"	22-4"	23-4"	24-4"	25-4"	26-4"	27-4"	28-4"	29-4"	30-4"		
30"	4.91	9.82	14.73	19.64	3-6"	4-6"	5-6"	6-6"	7-6"	8-6"	9-6"	10-6"	11-6"	12-6"	13-6"	14-6"	15-6"	16-6"	17-6"	18-6"	19-6"	20-6"	21-6"	22-6"	23-6"	24-6"	25-6"	26-6"	27-6"	28-6"	29-6"	30-6"			
36"	7.07	14.14	21.21	28.28	4-8"	5-8"	6-8"	7-8"	8-8"	9-8"	10-8"	11-8"	12-8"	13-8"	14-8"	15-8"	16-8"	17-8"	18-8"	19-8"	20-8"	21-8"	22-8"	23-8"	24-8"	25-8"	26-8"	27-8"	28-8"	29-8"	30-8"				
42"	9.62	19.24	28.86	38.48	5-10"	6-10"	7-10"	8-10"	9-10"	10-10"	11-10"	12-10"	13-10"	14-10"	15-10"	16-10"	17-10"	18-10"	19-10"	20-10"	21-10"	22-10"	23-10"	24-10"	25-10"	26-10"	27-10"	28-10"	29-10"	30-10"					
48"	12.57	25.14	37.71	50.28	6-12"	7-12"	8-12"	9-12"	10-12"	11-12"	12-12"	13-12"	14-12"	15-12"	16-12"	17-12"	18-12"	19-12"	20-12"	21-12"	22-12"	23-12"	24-12"	25-12"	26-12"	27-12"	28-12"	29-12"	30-12"						
54"	15.90	31.80	47.70	63.60	7-14"	8-14"	9-14"	10-14"	11-14"	12-14"	13-14"	14-14"	15-14"	16-14"	17-14"	18-14"	19-14"	20-14"	21-14"	22-14"	23-14"	24-14"	25-14"	26-14"	27-14"	28-14"	29-14"	30-14"							
60"	19.62	39.24	58.86	78.48	8-16"	9-16"	10-16"	11-16"	12-16"	13-16"	14-16"	15-16"	16-16"	17-16"	18-16"	19-16"	20-16"	21-16"	22-16"	23-16"	24-16"	25-16"	26-16"	27-16"	28-16"	29-16"	30-16"								
66"	23.75	47.50	71.25	95.00	9-18"	10-18"	11-18"	12-18"	13-18"	14-18"	15-18"	16-18"	17-18"	18-18"	19-18"	20-18"	21-18"	22-18"	23-18"	24-18"	25-18"	26-18"	27-18"	28-18"	29-18"	30-18"									
72"	28.26	56.52	84.78	113.04	10-20"	11-20"	12-20"	13-20"	14-20"	15-20"	16-20"	17-20"	18-20"	19-20"	20-20"	21-20"	22-20"	23-20"	24-20"	25-20"	26-20"	27-20"	28-20"	29-20"	30-20"										

ELLIPTICAL CONCRETE AND CORRUGATED METAL PIPE

Pipe Rise Span # s	Opening Area (SF)		Dimensions												Class I Concrete (CY)												Pipe Rise Span # s	Approx. Equiv. Round						
	Number Of Pipes		Number Of Pipe And Skew Angle Of Pipe (s)												Number Of Pipe And Skew Angle Of Pipe (s)																			
	A	B	A	B	C	E	F	G	Y	X	Single	Double	Triple	Quadruple	Single	Double	Triple	Quadruple																
12"	1.8	2.4	3.6	4.8	1-2"	2-2"	3-2"	4-2"	5-2"	6-2"	7-2"	8-2"	9-2"	10-2"	11-2"	12-2"	13-2"	14-2"	15-2"	16-2"	17-2"	18-2"	19-2"	20-2"	21-2"	22-2"	23-2"	24-2"	25-2"	26-2"	27-2"	28-2"	29-2"	30-2"
18"	2.7	3.6	5.4	7.2	1-3"	2-3"	3-3"	4-3"	5-3"	6-3"	7-3"	8-3"	9-3"	10-3"	11-3"	12-3"	13-3"	14-3"	15-3"	16-3"	17-3"	18-3"	19-3"	20-3"	21-3"	22-3"	23-3"	24-3"	25-3"	26-3"	27-3"	28-3"	29-3"	30-3"
24"	3.6	4.8	7.2	9.6	1-4"	2-4"	3-4"	4-4"	5-4"	6-4"	7-4"	8-4"	9-4"	10-4"	11-4"	12-4"	13-4"	14-4"	15-4"	16-4"	17-4"	18-4"	19-4"	20-4"	21-4"	22-4"	23-4"	24-4"	25-4"	26-4"	27-4"	28-4"	29-4"	30-4"
30"	4.5	6.0	9.0	12.0	1-5"	2-5"	3-5"	4-5"	5-5"	6-5"	7-5"	8-5"	9-5"	10-5"	11-5"	12-5"	13-5"	14-5"	15-5"	16-5"	17-5"	18-5"	19-5"	20-5"	21-5"	22-5"	23-5"	24-5"	25-5"	26-5"	27-5"	28-5"	29-5"	30-5"
36"	5.4	7.2	10.8	14.4	1-6"	2-6"	3-6"	4-6"	5-6"	6-6"	7-6"	8-6"	9-6"	10-6"	11-6"	12-6"	13-6"	14-6"	15-6"	16-6"	17-6"	18-6"	19-6"	20-6"	21-6"	22-6"	23-6"	24-6"	25-6"	26-6"	27-6"	28-6"	29-6"	30-6"
42"	6.3	8.4	12.6	16.8	1-7"	2-7"	3-7"	4-7"	5-7"	6-7"	7-7"	8-7"	9-7"	10-7"	11-7"	12-7"	13-7"	14-7"	15-7"	16-7"	17-7"	18-7"	19-7"	20-7"	21-7"	22-7"	23-7"	24-7"	25-7"	26-7"	27-7"	28-7"	29-7"	30-7"
48"	7.2	9.6	14.4	19.2	1-8"	2-8"	3-8"	4-8"	5-8"	6-8"	7-8"	8-8"	9-8"	10-8"	11-8"	12-8"	13-8"	14-8"	15-8"	16-8"	17-8"	18-8"	19-8"	20-8"	21-8"	22-8"	23-8"	24-8"	25-8"	26-8"	27-8"	28-8"	29-8"	30-8"
54"	8.1	10.8	16.2	21.6	1-9"	2-9"	3-9"	4-9"	5-9"	6-9"	7-9"	8-9"	9-9"	10-9"	11-9"	12-9"	13-9"	14-9"	15-9"	16-9"	17-9"	18-9"	19-9"	20-9"	21-9"	22-9"	23-9"	24-9"	25-9"	26-9"	27-9"	28-9"	29-9"	30-9"
60"	9.0	12.0	18.0	24.0	1-10"	2-10"	3-10"	4-10"	5-10"	6-10"	7-10"	8-10"	9-10"	10-10"	11-10"	12-10"	13-10"	14-10"	15-10"	16-10"	17-10"	18-10"	19-10"	20-10"	21-10"	22-10"	23-10"	24-10"	25-10"	26-10"	27-10"	28-10"	29-10"	30-10"
66"	9.9	13.2	19.8	27.0	1-11"	2-11"	3-11"	4-11"	5-11"	6-11"	7-11"	8-11"	9-11"	10-11"	11-11"	12-11"	13-11"	14-11"	15-11"	16-11"	17-11"	18-11"	19-11"	20-11"	21-11"	22-11"	23-11"	24-11"	25-11"	26-11"	27-11"	28-11"	29-11"	30-11"
72"	10.8	14.4	21.6	28.8	1-12"	2-12"	3-12"	4-12"	5-12"	6-12"	7-12"	8-12"	9-12"	10-12"	11-12"	12-12"	13-12"	14-12"	15-12"	16-12"	17-12"	18-12"	19-12"	20-12"	21-12"	22-12"	23-12"	24-12"	25-12"	26-12"	27-12"	28-12"	29-12"	30-12"

CONCRETE AND METAL PIPE TABLES

NOTES:
 1. Dimension X is calculated as: X = S/SEC u.
 2. Select tabular quantities using skew values as follows:
 End Skew to Pipe Use Tabulated Value
 0° to 5° 0°
 6° to 15° 15°
 16° to 30° 30°
 31° or Over 45°

LAST REVISION	DESCRIPTION:	FDOT	FY 2020-21	STRAIGHT CONCRETE ENDWALLS SINGLE AND MULTIPLE PIPE	INDEX	SHEET
11/01/19			STANDARD PLANS		430-030	3 of 4

BASKERVILLE-DONOVAN, INC.
 ENGINEERING THE SOUTH SINCE 1927
 449 W. MAIN ST., PENSACOLA, FL 32502 (850)438-9661
 ENGINEERING BUSINESS: EB-0000040
 Panama City Beach - Tallahassee - Mobile

CHERRY STREET DRAINAGE IMPROVEMENTS (JAN DR TO ROGERS POND)

PROJECT NO: 27651.01
 DESIGNED BY: MDL
 DRAWN BY: RGC
 CHK'D BY: MDL
 PROJ. MGR: JCP
 DATE: MAR 2022

NO. DATE APPR. REVISION/ACTION TAKEN

NOT RELEASED FOR CONSTRUCTION BY DATE

FDOT DETAILS

C-907