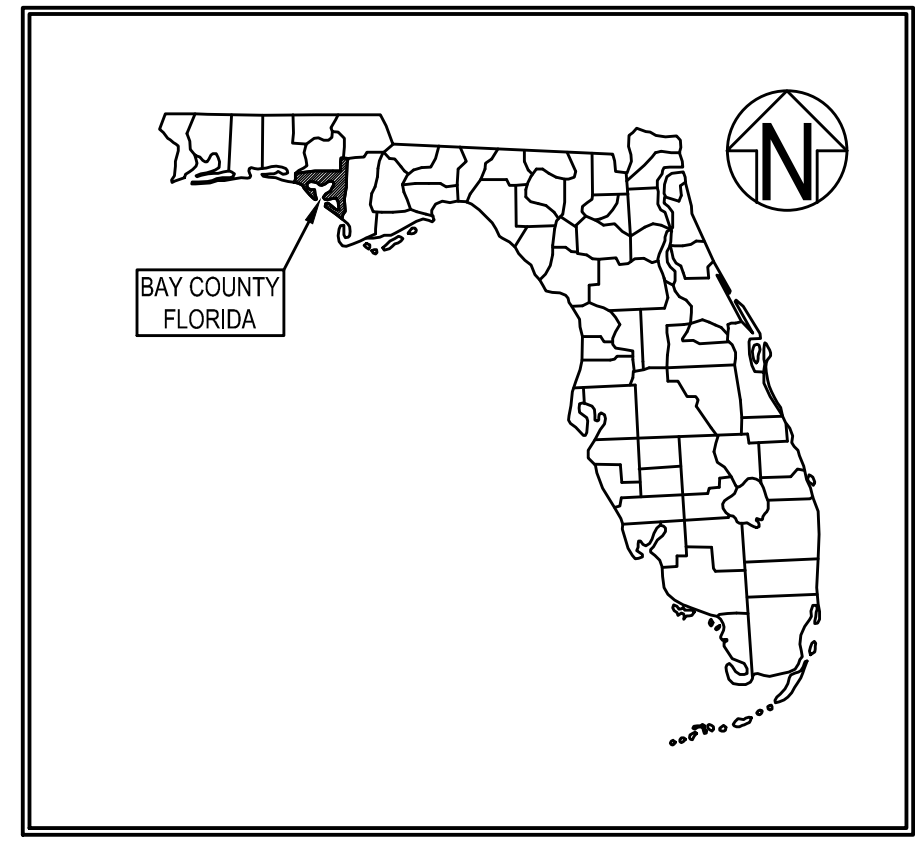


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CONSTRUCTION PLANS FOR THE CITY OF CALLAWAY BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE



PREPARED FOR:
CITY OF CALLAWAY

OCTOBER 2022



CITY OF CALLAWAY
CITY COMMISSION

- | | |
|-----------------------|-----------------------|
| PAMN HENDERSON | MAYOR |
| SCOTT DAVIS | WARD I COMMISSIONER |
| DAVID GRIGGS | WARD II COMMISSIONER |
| BOB PELLETIER | WARD III COMMISSIONER |
| KENNETH L. AYERS, JR. | WARD IV COMMISSIONER |
| EDDIE COOK | CITY MANAGER |
| BILL FRYE | PUBLIC WORKS DIRECTOR |

PREPARED BY:



14101 PANAMA CITY BEACH PARKWAY, SUITE 110
PANAMA CITY BEACH, FLORIDA 32413 (850) 230-6150
PENSACOLA - PANAMA CITY BEACH - TALLAHASSEE - MOBILE

ENGINEERING BUSINESS: EB-0000340
ENGINEER'S PROJECT NO.: 27653.01

SHEET INDEX

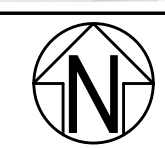
- CIVIL DRAWING (BASKERVILLE--DONOVAN)
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- C-101 DEMOLITION & EROSION CONTROL PLAN
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- B1-3 FOUNDATION PLAN
- B1-4 BEGIN BENT PLAN AND ELEV.
- B1-5 END BENT PLAN AND ELEVATION
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- W1-2 PLAN AND ELEVATION
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LOCATION MAP
NOT TO SCALE



48 HOURS BEFORE YOU DIG
CALL SUNSHINE
1-800-432-4770
IT'S THE LAW IN FLORIDA
FL STATUTE 553.851 (1979) REQUIRES
MIN. OF 2 DAYS AND MAX. OF 5 DAYS
NOTICE BEFORE YOU EXCAVATE.

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100% PLANS - RELEASED FOR BID

UTILITY CONTACT INFORMATION	
UTILITY	CONTACT
WATER - CITY OF CALLAWAY	DAVID KUBAN 850-871-1033
SEWER - CITY OF CALLAWAY	JOHN FRANKLIN 850-215-7232
	JEFFREY SMITH 850-770-8056
COMCAST	4001 W. 23RD ST, SUITE A, PANAMA CITY, FL 32405
	SANDRA PERRY 850-872-3315
GULF POWER	12425 HUTCHINSON BLVD, PANAMA CITY BEACH, FL 32407
AT&T DISTRIBUTION	AL RUDOLPH 850-436-1488
	MIKE MCQUIRE 850-914-6104
TECO	3706 W. 23RD ST., PANAMA CITY, FL 32405

LEGEND	
	CHAINLINK FENCE
	ALUMINUM HAND RAIL
	GUARD RAIL
	EX. MAJOR CONTOUR
	EX. MINOR CONTOUR
	RIGHT-OF-WAY
	EX. OVERHEAD ELECTRIC
	EX. FORCE MAIN
	EX. WATER MAIN
	EX. SANITARY SEWER MAIN
	TO BE REMOVED
	BENCH MARK
	EX. POWER POLE
	EX. GUY WIRE
	EX. WATER METER
	EX. WATER VALVE
	EX. BACKFLOW DEVICE
	EX. FIRE HYDRANT
	EX. SANITARY SEWER MANHOLE
	EX. SANITARY SEWER VALVE
	EX. STORM DRAINAGE MANHOLE
	EX. MAILBOX
	EX. ASPHALT PAVEMENT
	EX. CONCRETE
	EX. SIGN
	SILT FENCE
	FLOATING TURBIDITY BARRIER
	SET CAPPED IRON ROD #0340
	EX. CAPPED IRON ROD
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE
	PROPOSED SPOT ELEVATION
	PROPOSED HAND RAIL
	PROPOSED GUARD RAIL
	EX. SPOT ELEVATION

GENERAL NOTES:

1. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELF WITH THE PROJECT PRIOR TO BIDDING.
2. B.M. DATUM IS 1988 NAVD.
3. THE CONTRACTOR IS RESPONSIBLE TO DETERMINE THE EXACT LOCATIONS AND DEPTHS OF ALL UTILITIES INCLUDING, BUT NOT LIMITED TO, WATER LINES, FORCEMAINS, BURIED TELEPHONE LINES, BURIED ELECTRICAL LINES AND GAS MAINS PRIOR TO COMMENCEMENT OF CONSTRUCTION. CONTRACTOR IS TO COORDINATE WITH UTILITY COMPANIES FOR REMOVAL AND/OR RELOCATION OF EXISTING UTILITY POLES, AERIAL LINES, BURIED CABLE AND OTHER UTILITIES.
4. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY CONFLICTS BETWEEN CONTRACT DOCUMENTS AND EXISTING CONDITIONS. THESE DRAWINGS REPRESENT KNOWN STRUCTURES AND UTILITIES LOCATED IN THE PROJECT AREA. THE CONTRACTOR IS CAUTIONED THAT OTHER STRUCTURES AND UTILITIES, ABOVE OR BELOW GROUND, MAY BE ENCOUNTERED DURING THE COURSE OF THE PROJECT. THE CONTRACTOR SHOULD NOTIFY THE UTILITY, THEN THE ENGINEER, IMMEDIATELY UPON ENCOUNTERING ANY UNEXPECTED STRUCTURE, UTILITY LINE, OR OTHER UNUSUAL CONDITION.
5. CONTRACTOR SHALL SAFETY-BARRICADE ALL EXCAVATIONS AND OTHER HAZARDS.
6. CONTRACTOR SHALL PROVIDE ACCESS TO PROPERTIES ADJACENT TO THE CONSTRUCTION AREAS. ADEQUATE BARRICADES, CONSTRUCTION SIGNAGE AND OTHER TRAFFIC CONTROL DEVICES SHALL BE PROVIDED IN ACCORDANCE WITH FDOT CONSTRUCTION STANDARDS.
7. THE CONTRACTOR SHALL EMPLOY THE USE OF SILT FENCES, HAY BALES, DITCHES OR WHATEVER MEANS NECESSARY TO CONTROL EROSION AND SEDIMENTATION AT ALL TIMES. WATERS OF THE STATE, ADJACENT PROPERTIES, AND ANY NEW DRAINAGE CONSTRUCTION SHALL BE PROTECTED DURING THE CONSTRUCTION PERIOD. EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND SHALL REMAIN UNTIL THE COMPLETION OF CONSTRUCTION AND ACCEPTANCE BY THE OWNER.
8. ADEQUATE PROVISIONS SHALL BE MADE FOR THE FLOW OF SEWERS, DRAINS, WATER COURSES AND OTHER UTILITIES ENCOUNTERED DURING CONSTRUCTION.
9. ALL PAVEMENT CUTS SHALL BE SAW CUT.
10. ALL NEW CONCRETE FOR SITE WORK SHALL ACHIEVE A 28 DAY STRENGTH OF 3000 PSI (MIN.), UNLESS OTHERWISE SPECIFIED.
11. ALL ON-SITE GRADING, DRAINAGE AND PAVEMENT WORK SHALL BE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION.
12. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DUST CONTROL.
13. THE CONTRACTOR SHALL RESTORE ALL DISTURBED RIGHTS-OF-WAY IN ACCORDANCE WITH THE EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
14. THE CONTRACTOR SHALL HIRE A SURVEYOR LICENSED IN THE STATE OF FLORIDA IN ACCORDANCE WITH SECTION 12.0 OF THE GENERAL CONDITIONS.
15. THE CONTRACTOR SHALL ENSURE THAT ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL LAWS.
16. CONTRACTOR SHALL COMPLY FULLY WITH ALL PERMIT REQUIREMENTS IMPOSED BY THE REGULATORY AUTHORITIES.
17. NOTIFY SUNSHINE UTILITIES TWO FULL BUSINESS DAYS IN ADVANCE PRIOR TO DIGGING WITHIN THE RIGHT-OF-WAY; 1-800-432-4770. CONTRACTOR SHALL VERIFY DEPTH AND LOCATION AND IMMEDIATELY NOTIFY ENGINEER OF CONFLICTS.
18. THE CONTRACTOR SHALL NOTIFY THE CITY OF CALLAWAY 48 HOURS PRIOR TO INITIATING ANY WORK IN THE CITY OF CALLAWAY RIGHTS-OF-WAY.
19. TYPE B STABILIZATION IS INCIDENTAL TO EARTHWORK.
20. ALL PIPE JOINTS, INCLUDING CONNECTIONS TO STRUCTURES, SHALL BE WRAPPED WITH FILTER FABRIC IN ACCORDANCE WITH FDOT DESIGN STANDARDS AND THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
 14101 PANAMA CITY BEACH PARKWAY SUITE 110 PANAMA CITY BEACH, FL 32413 (850) 230-6150
 ENGINEERING BUSINESS: EB-00000340
 Panama City Beach - Tallahassee - Mobile

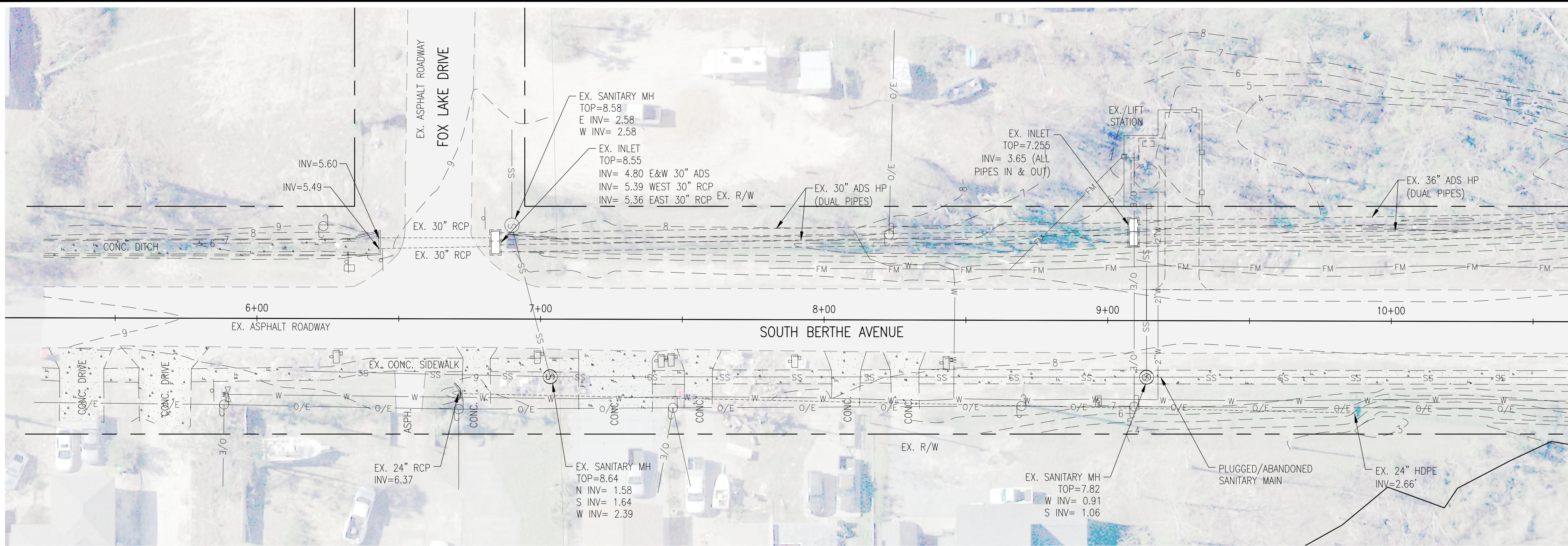
PETER C. PETERMAN, P.E.
 FL. Reg. Engineer #77540

BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

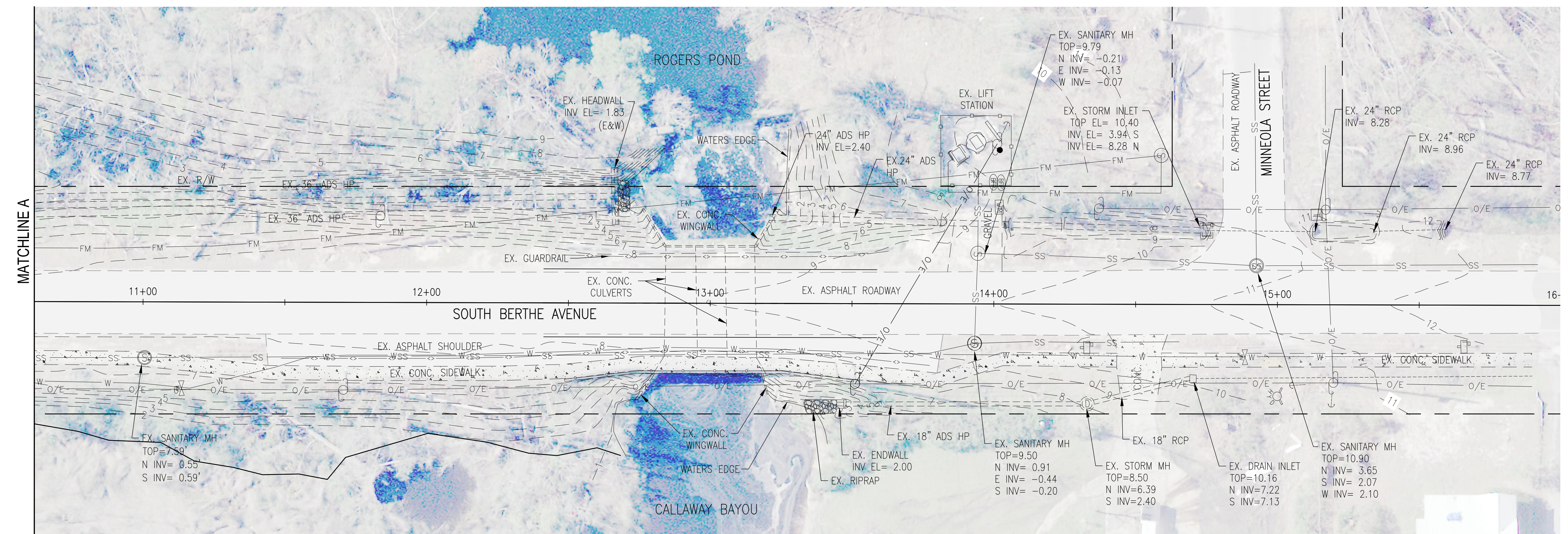
PROJECT NO.	NO.	DATE	APPR.	REVISION/ACTION TAKEN
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DESIGNED BY: JCP				
DRAWN BY: RGG				
CHK'D BY: BAH				
PROJ. MGR: JCP				
DATE: OCT 2022				

GENERAL NOTES AND LEGEND

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MATCHLINE A



MATCHLINE A

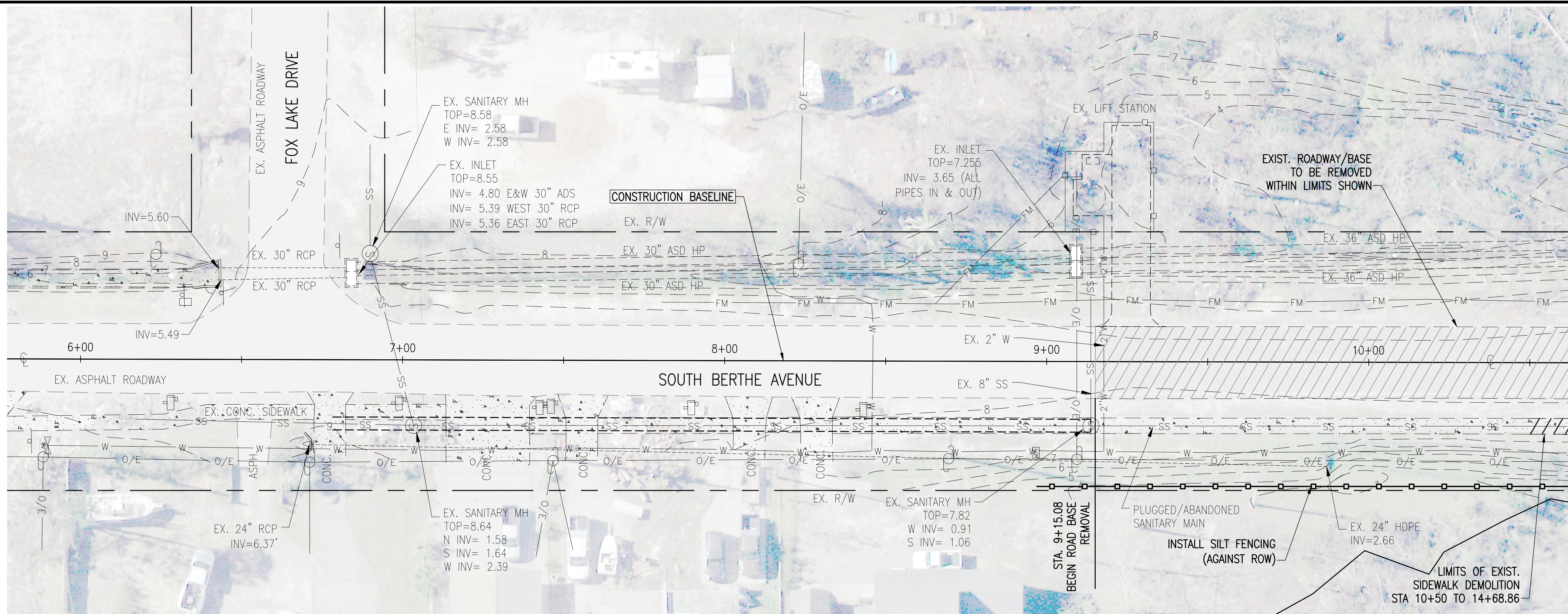


EXISTING CONDITIONS PLAN

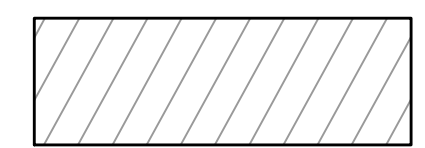
SCALE: 1" = 20' 0 10' 20' 40'

PROJECT NO.	NO.	DATE	APPR.	REVISION/ACTION TAKEN
27653.01	1	10-7-22	JCP	REV. 1 BID ADDENDUM #3
DESIGNED BY:	JCP			
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CHK'D BY:	BAH			
PROJ. MGR:	JCP			
DATE:	OCT 2022			

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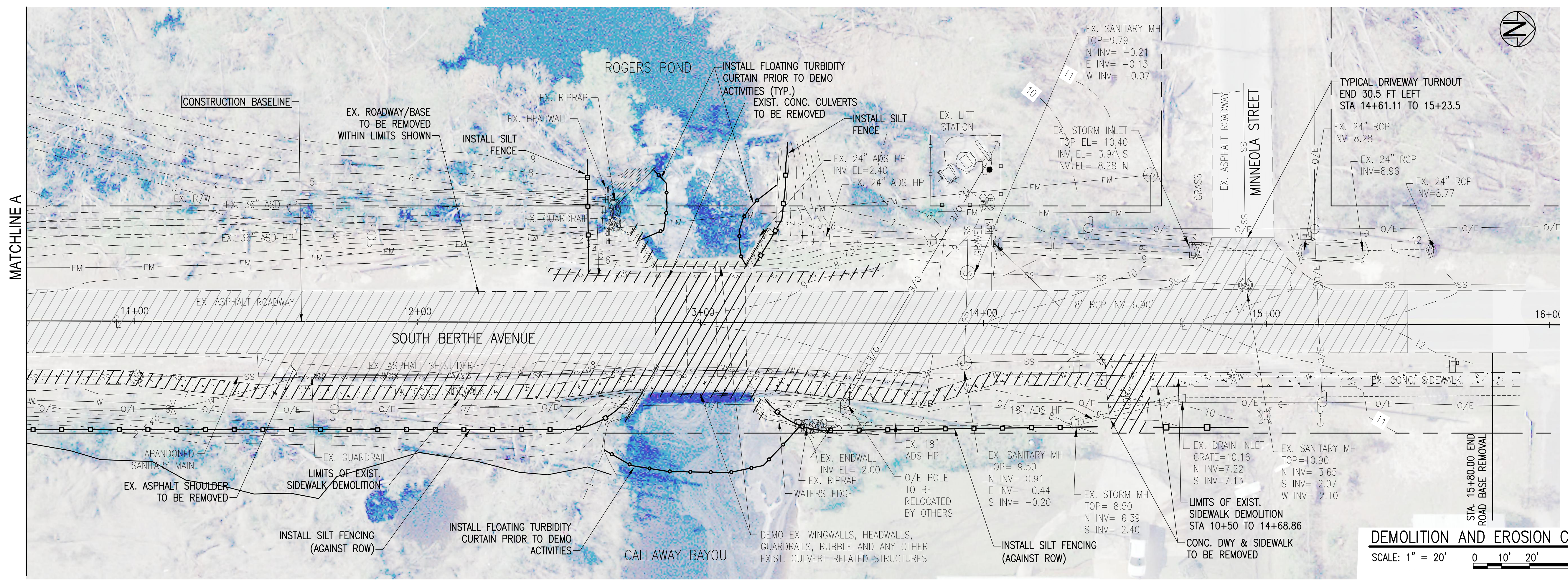


LEGEND



EX. ROAD
BASE TO BE
REMOVED

MATCHLINE A



MATCHLINE A

DEMOLITION AND EROSION CONTROL PLAN

SCALE: 1" = 20'
0 10' 20' 40'

BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
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ENGINEERING BUSINESS: EB-0000340
Panama City Beach - Tallahassee - Mobile

BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

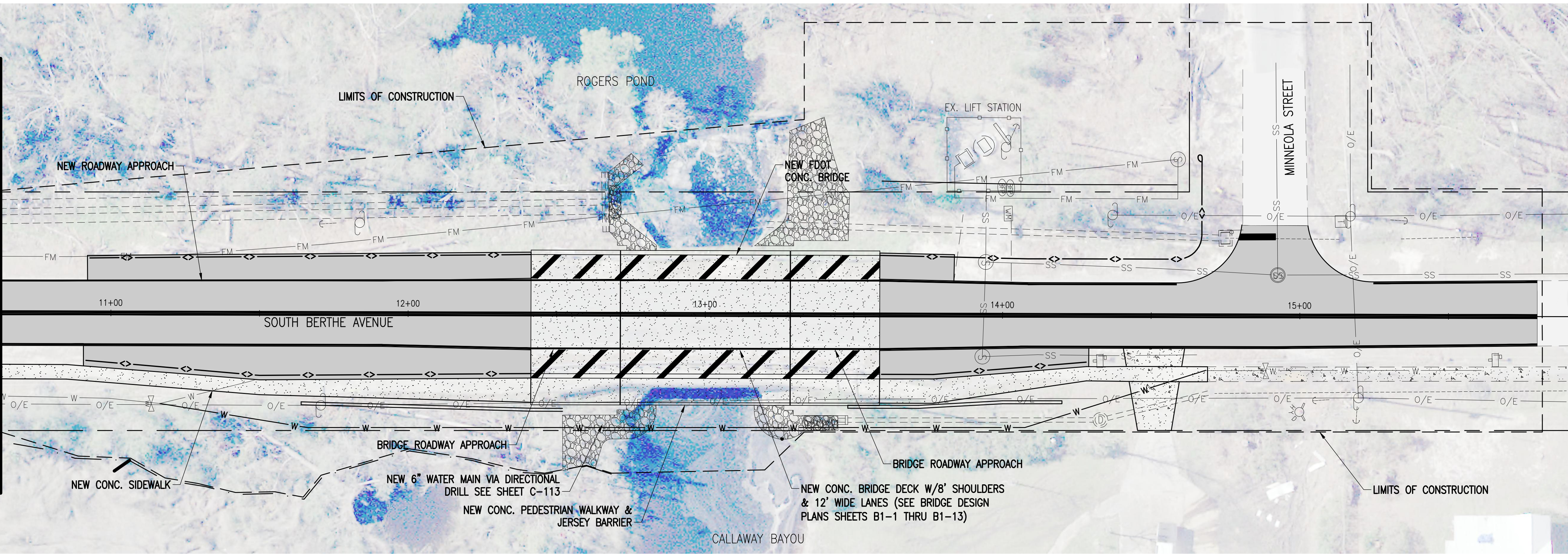
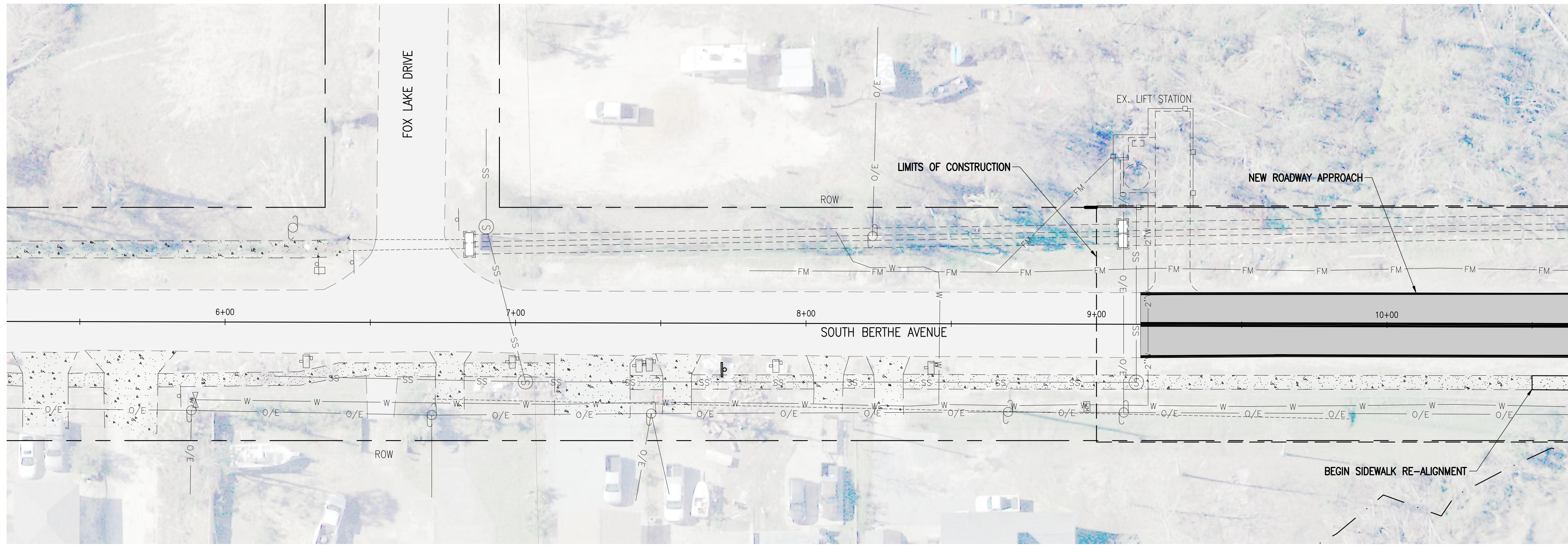
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CHK'D BY: BAH
PROJ. MGR: JCP
DATE: OCT 2022

NO.	DATE	APPR.	REVISION/ACTION TAKEN
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DEMOLITION AND EROSION CONTROL PLAN
C-101

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OVERALL PLAN
SCALE: 1" = 20' 0 10' 20' 40'

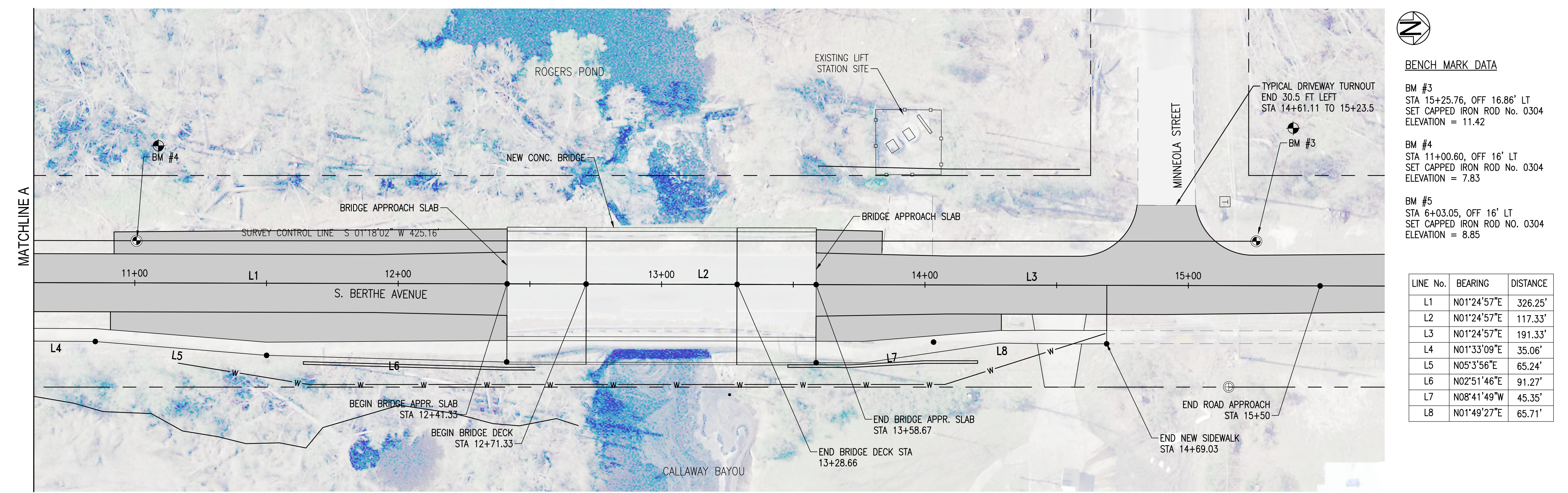
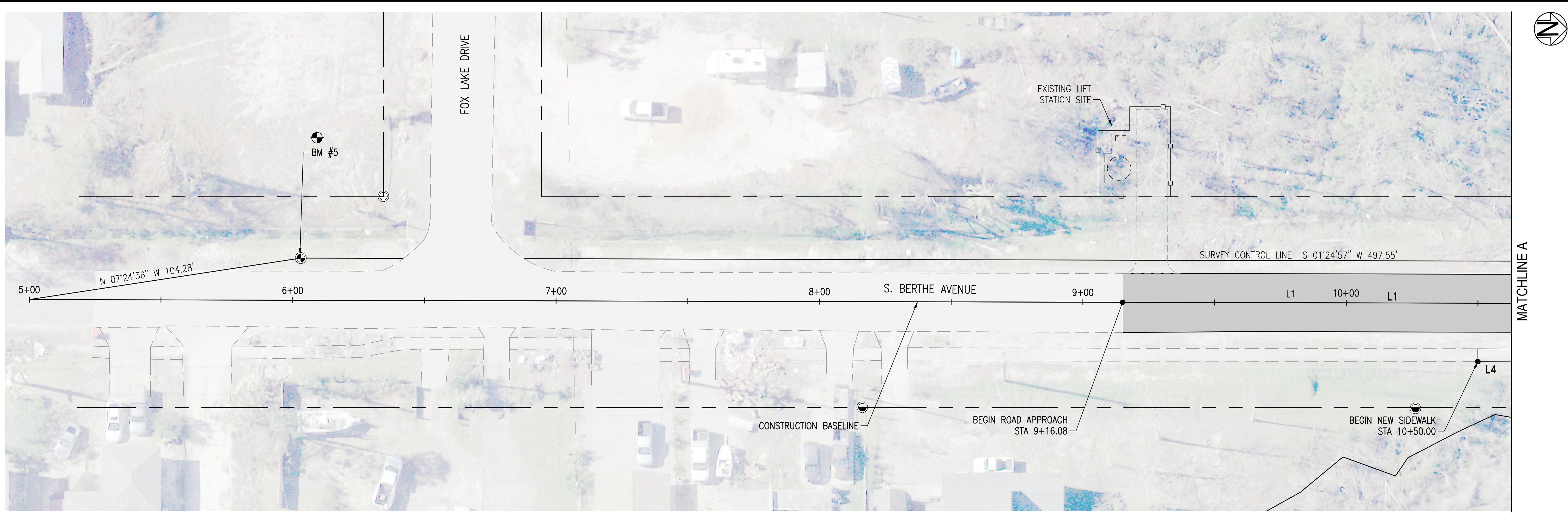
BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
14101 PANAMA CITY BEACH PARKWAY SUITE 110 PANAMA CITY BEACH, FL 32413 (850) 230-6150
ENGINEERING BUSINESS: EB-0000340
Panama City Beach - Tallahassee - Mobile

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

BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

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DRAWN BY:	RCG			
CHK'D BY:	GOM			
PROJ. MGR:	JCP			
DATE:	OCT 2022			
				NOT RELEASED FOR CONSTRUCTION BY DATE

OVERALL PLAN



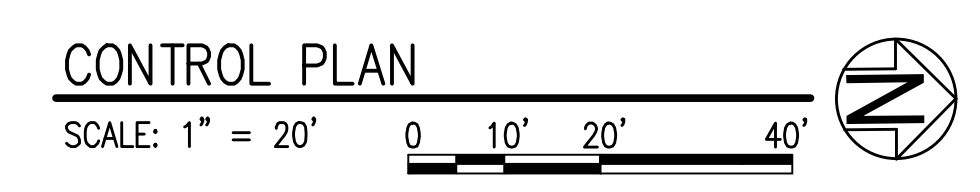
BENCH MARK DATA

BM #3
 STA 15+25.76, OFF 16.86' LT
 SET CAPPED IRON ROD No. 0304
 ELEVATION = 11.42

BM #4
 STA 11+00.60, OFF 16' LT
 SET CAPPED IRON ROD No. 0304
 ELEVATION = 7.83

BM #5
 STA 6+03.05, OFF 16' LT
 SET CAPPED IRON ROD No. 0304
 ELEVATION = 8.85

LINE No.	BEARING	DISTANCE
L1	N01°24'57"E	326.25'
L2	N01°24'57"E	117.33'
L3	N01°24'57"E	191.33'
L4	N01°33'09"E	35.06'
L5	N05°3'56"E	65.24'
L6	N02°51'46"E	91.27'
L7	N08°41'49"W	45.35'
L8	N01°49'27"E	65.71'



BASKERVILLE-DONOVAN, INC.
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 P.E. Reg. Engineer #77540

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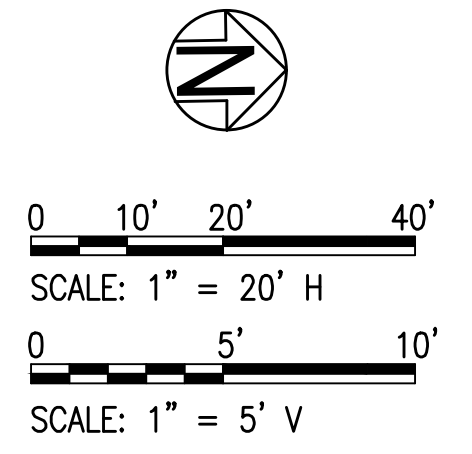
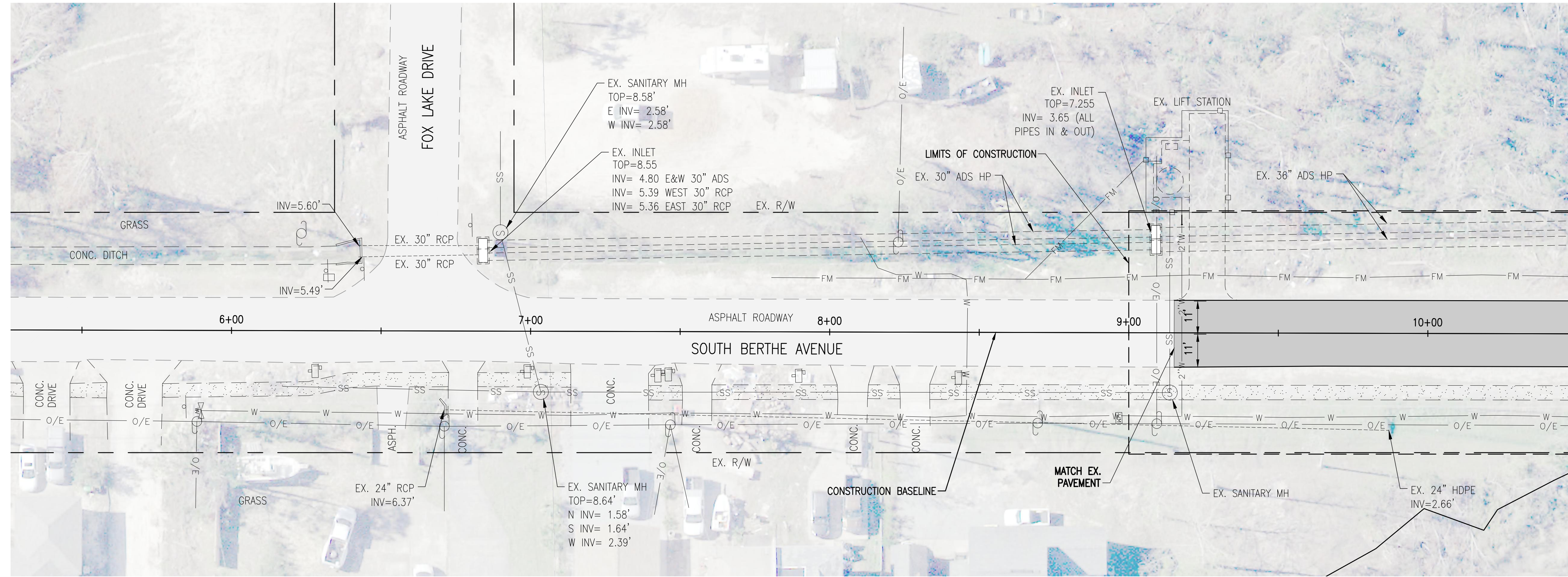
NO.	DATE	APPR.	REVISION/ACTION TAKEN
1	10-7-22	JCP	REV. 1 BID ADDENDUM #3

CONTROL PLAN

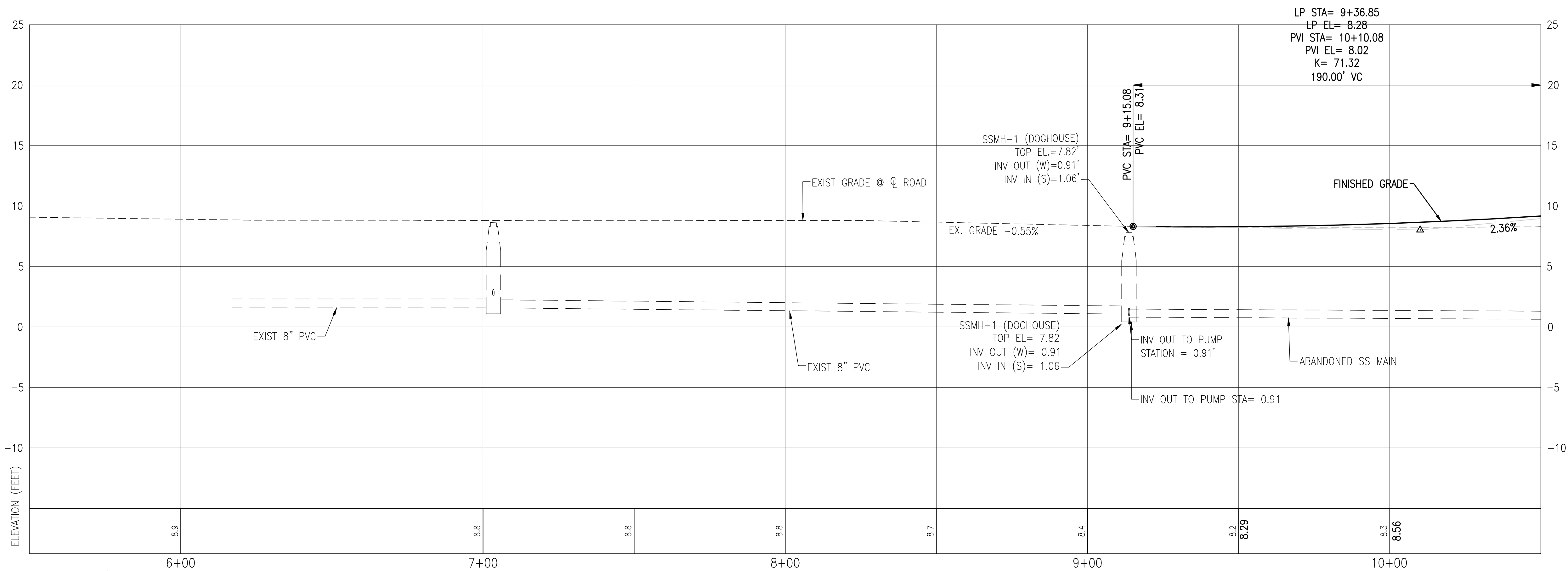
PROJECT NO: 27653.01
 DESIGNED BY: JCP
 DRAWN BY: RCG
 CHK'D BY: GOM
 PROJ. MGR: JCP
 DATE: OCT 2022

CONTROL PLAN

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MATCHLINE A



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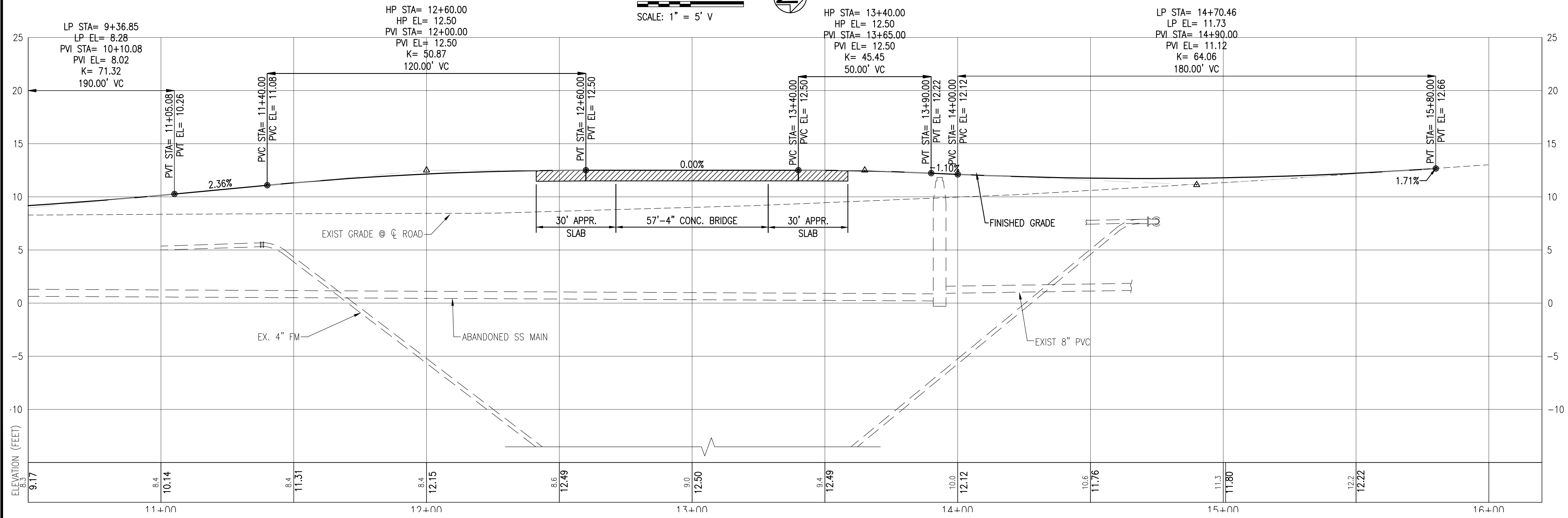
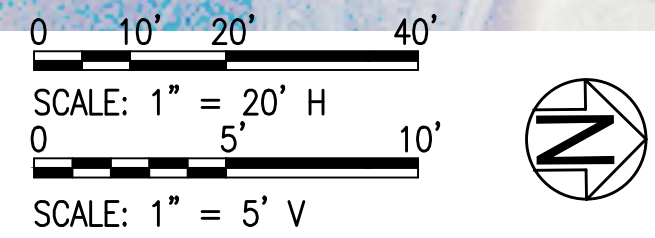
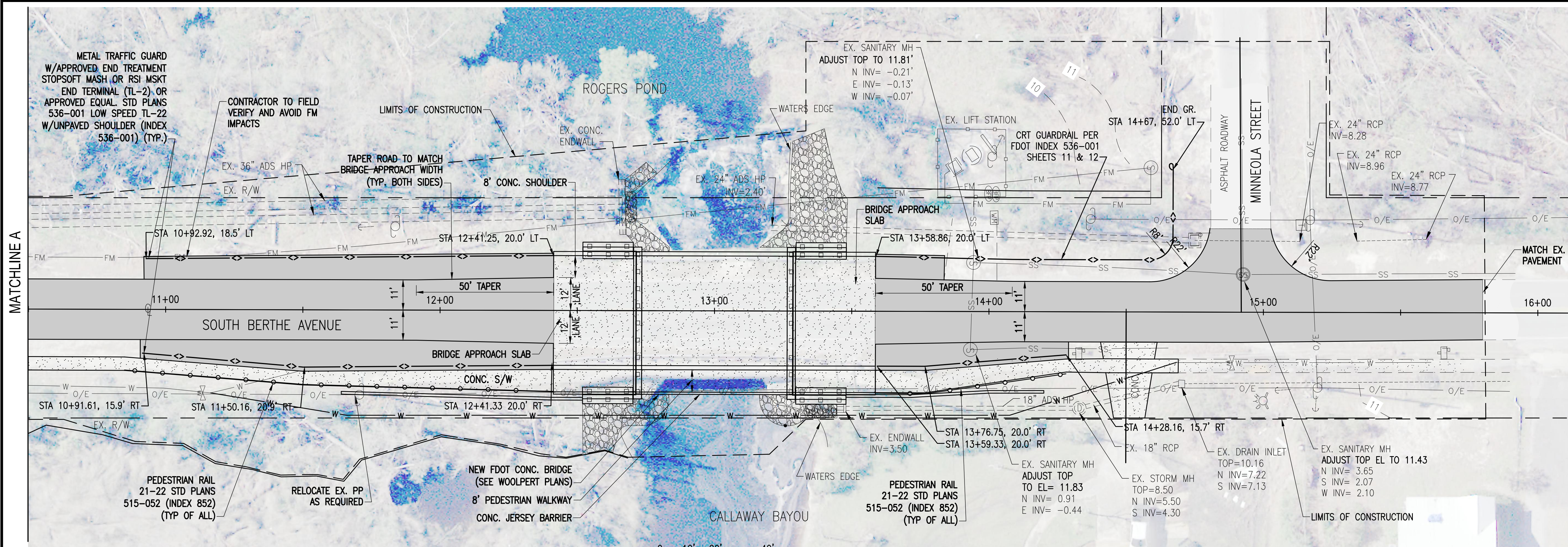
Peterson C. Petermann, P.E.
FL Reg. Engineer #77540

**BERTHE BRIDGE &
ASSOCIATED
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CHKD BY: GDM				
PROJ. MGR: JCP				
DATE: OCT 2022				

**ROADWAY
PLAN AND PROFILE**

C-104



BASKERVILLE-DONOVAN, INC.
ENGINEERING THE SOUTH SINCE 1927
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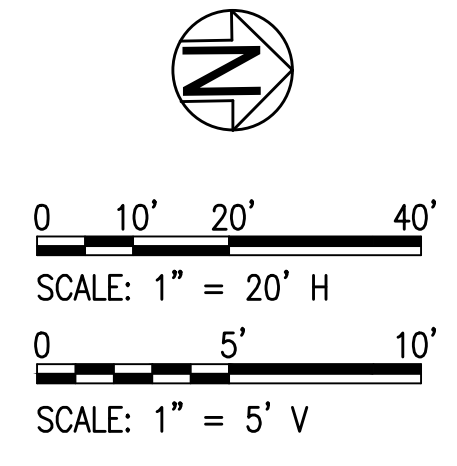
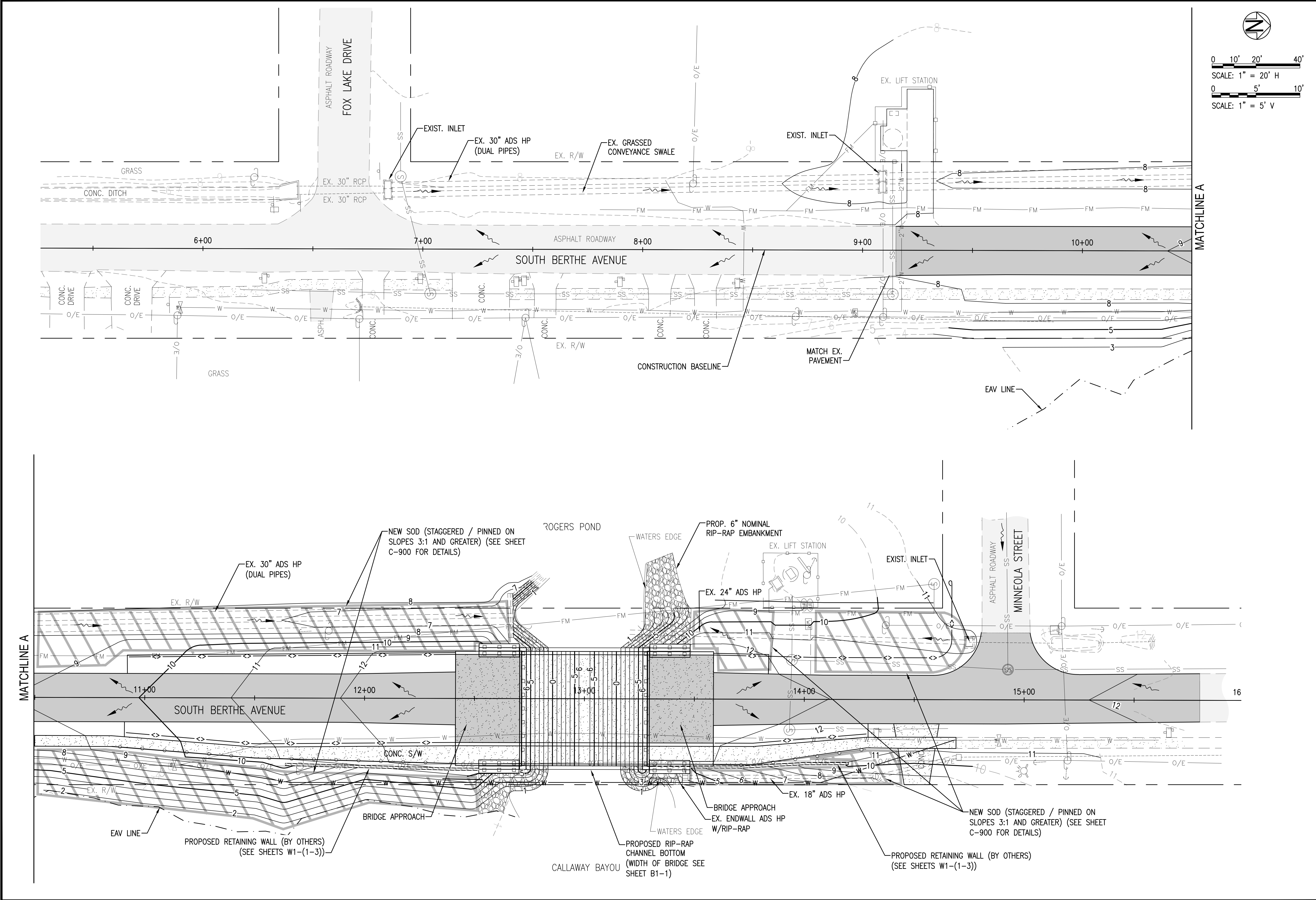
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ROADWAY PLAN AND PROFILE

E:\DWC\276.27653.01\C-106 GradingPlan.dwg, Oct. 07, 2022 - 11:46:10AM, rgeiger



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 FL Reg. Engineer #77540

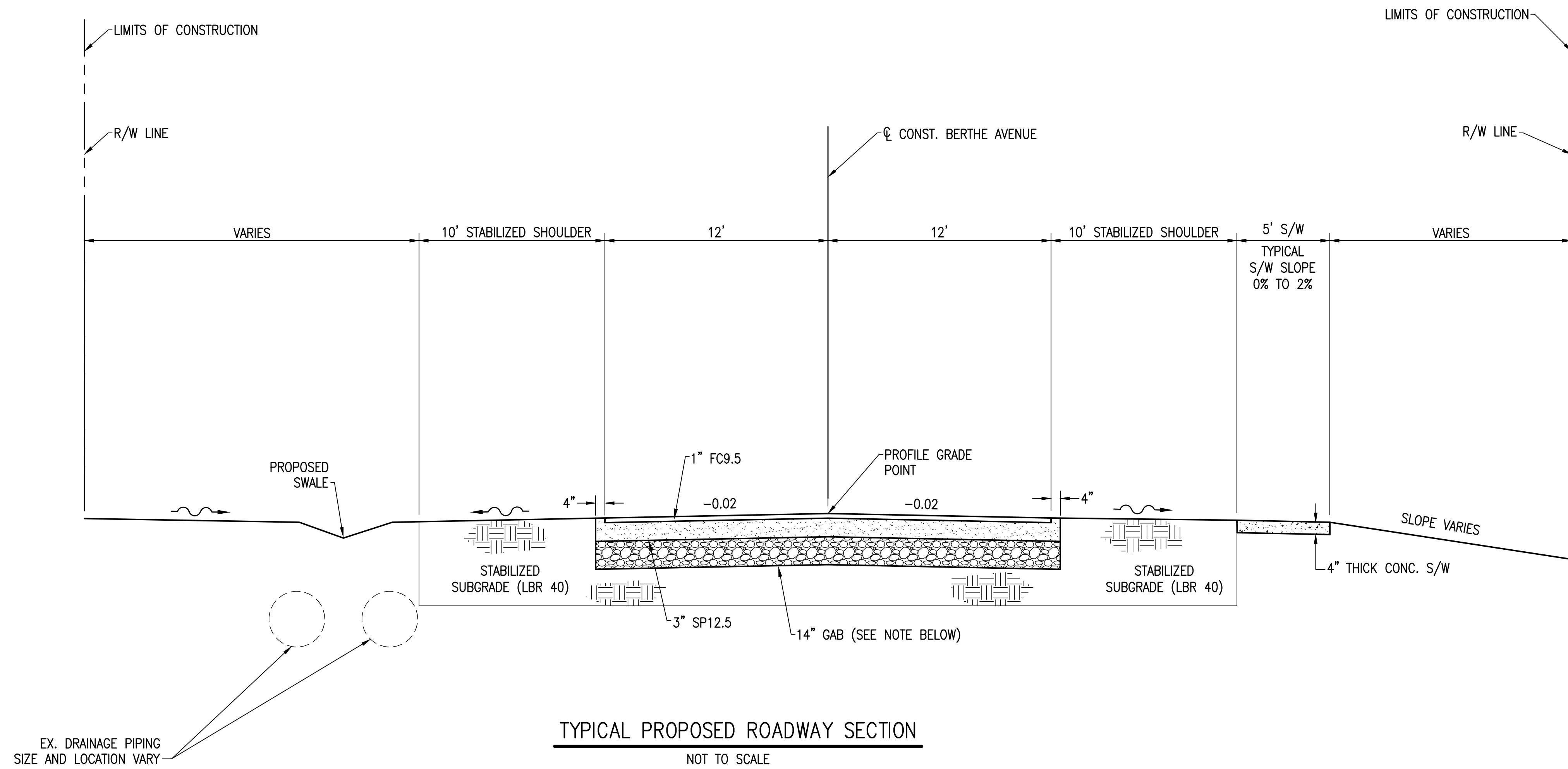
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PROJ. MGR:	JCP			
DATE:	OCT 2022			

GRADING PLAN

C-106

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EX. DRAINAGE PIPING
SIZE AND LOCATION VARY

TYPICAL PROPOSED ROADWAY SECTION
NOT TO SCALE

STA. 9+15.08 TO STA. 12+41.33
STA. 13+58.67 TO STA. 15+50.00

RECONSTRUCTION

TYPE SP12.5 STRUCTURAL COURSE (TRAFFIC C) (3")
TYPE FC-9.5 FRICTION COURSE (TRAFFIC C) (1")
OPTIONAL BASE GROUP 9 (14" GAB OR EQUAL) LBR 100

TRAFFIC DATA

CURRENT YEAR = 2019 AADT = 4400
ESTIMATED OPENING YEAR = 2022 AADT = 4900
ESTIMATED DESIGN YEAR = 2040 AADT = 6300
K = 9% D = 51.9% T = 14.5% (24 HOUR)
DESIGN HOUR T = 14.5%
DESIGN SPEED = 45 MPH

BASKERVILLE-DONOVAN, INC.
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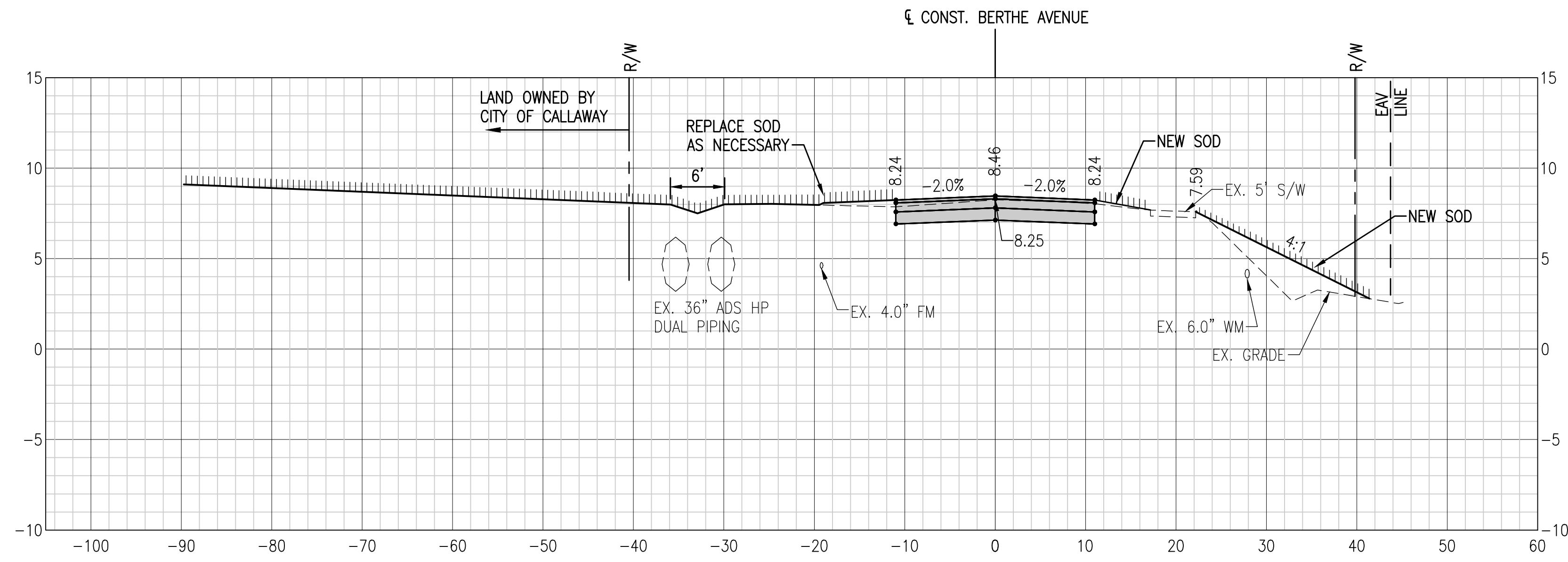
**BERTHE BRIDGE &
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NOT RELEASED FOR CONSTRUCTION BY DATE				

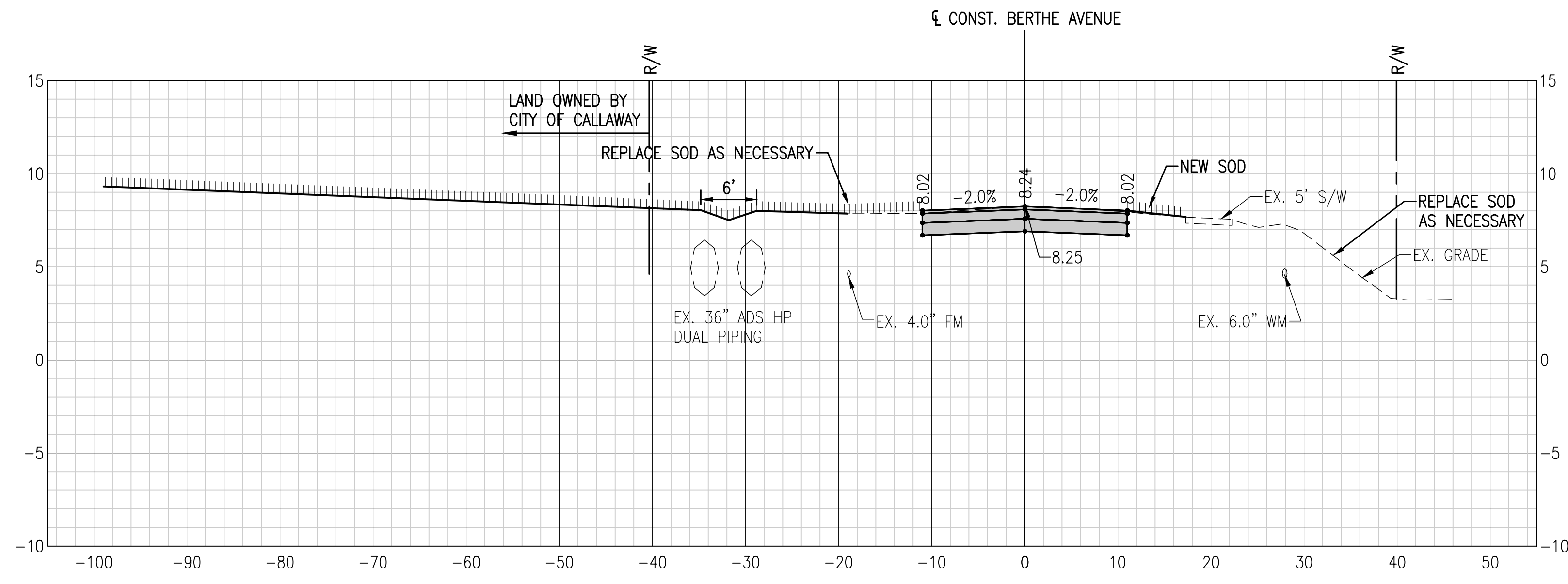
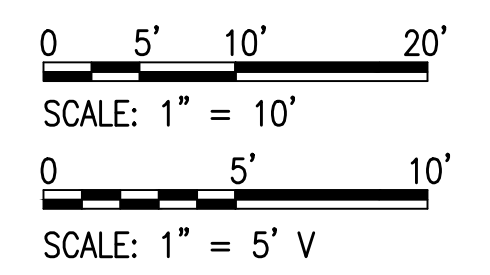
**TYPICAL ROADWAY
SECTION**

C-107

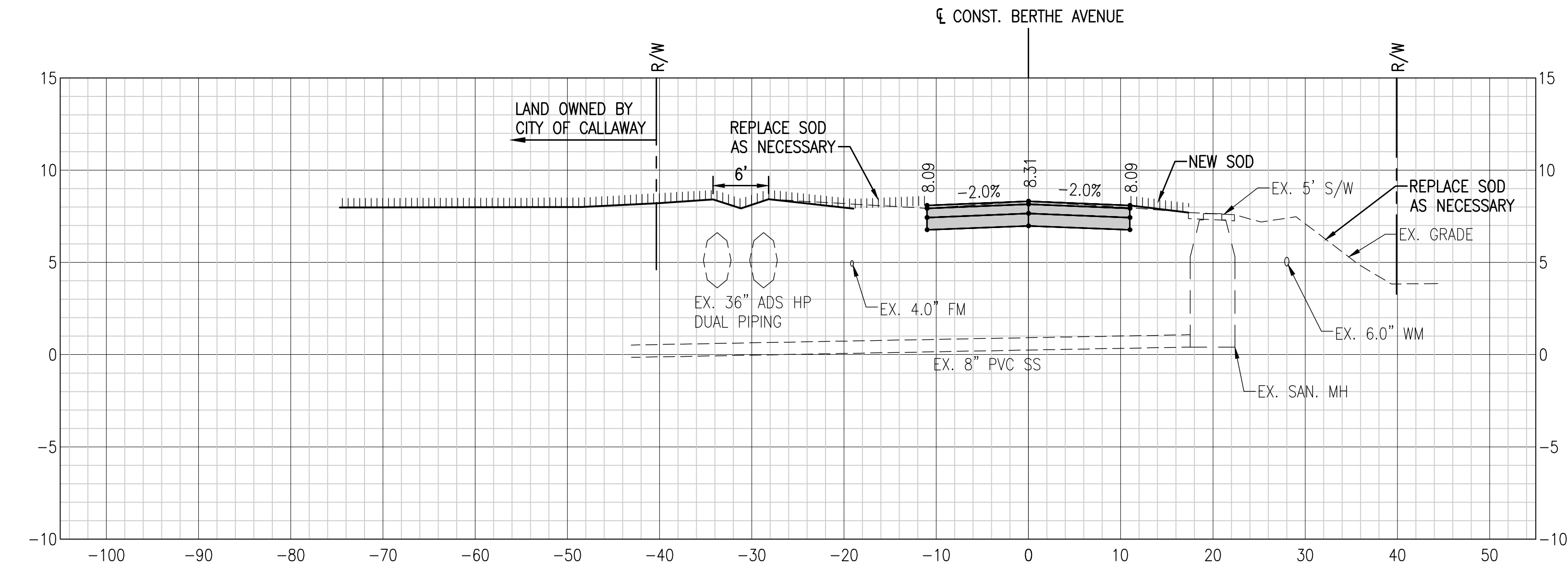
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10+00



9+50

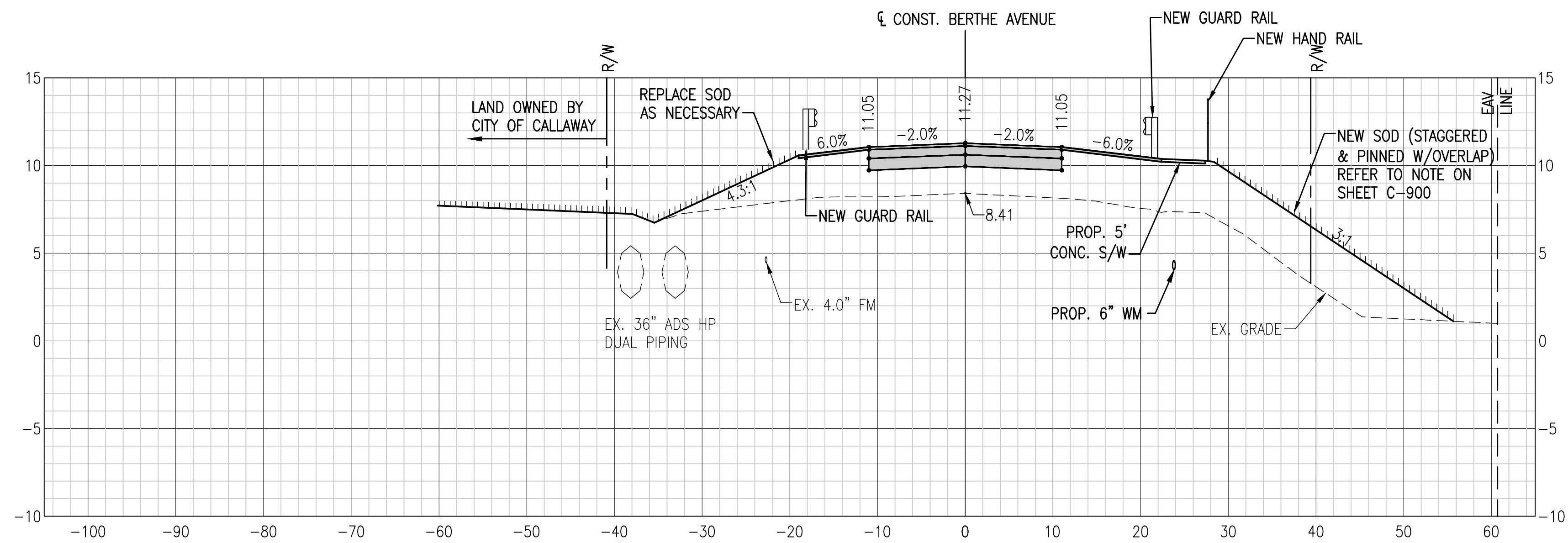


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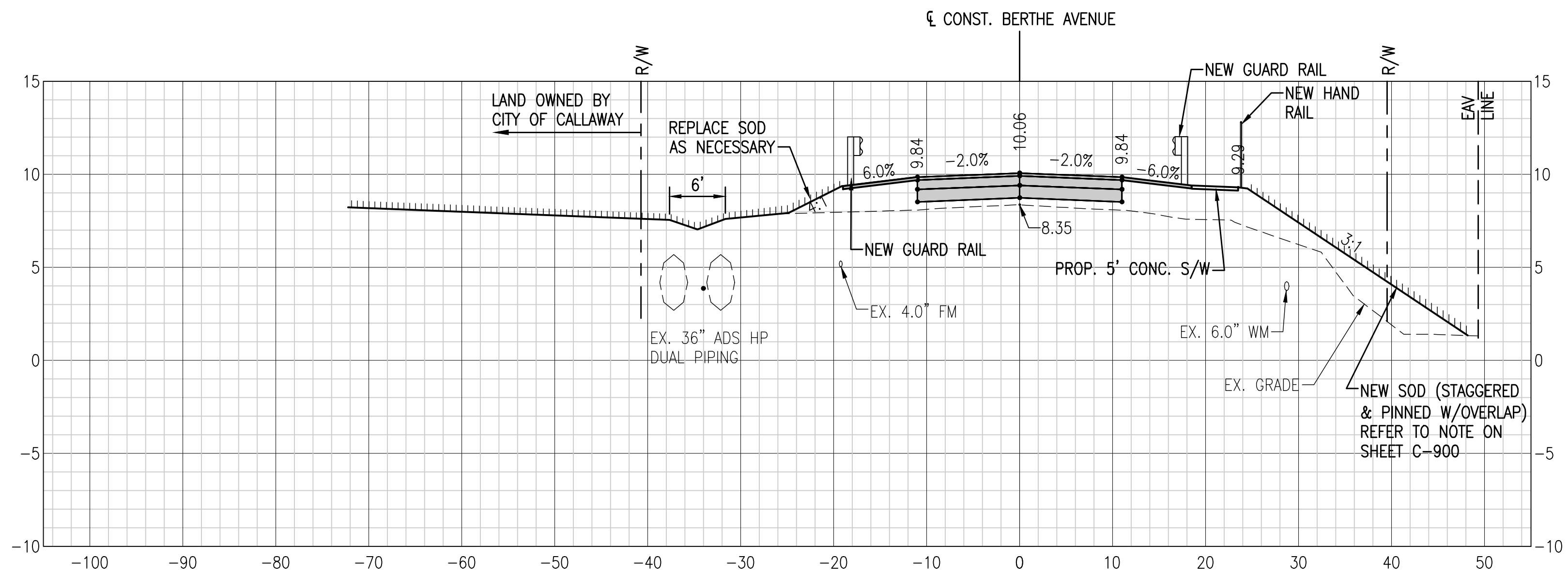
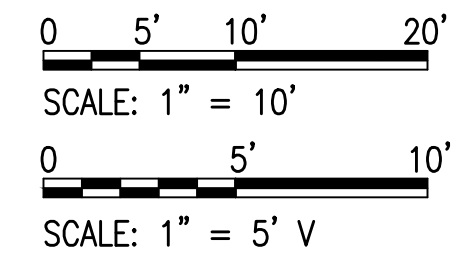
BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

PROJECT NO.	NO.	DATE	APPR.	REVISION/ACTION TAKEN
27653.01	1	10-7-22	JCP	REV. 1 BID ADDENDUM #3
DESIGNED BY: JCP				
DRAWN BY: RCG				
CHK'D BY: BAH				
PROJ. MGR: JCP				
DATE: OCT 2022				

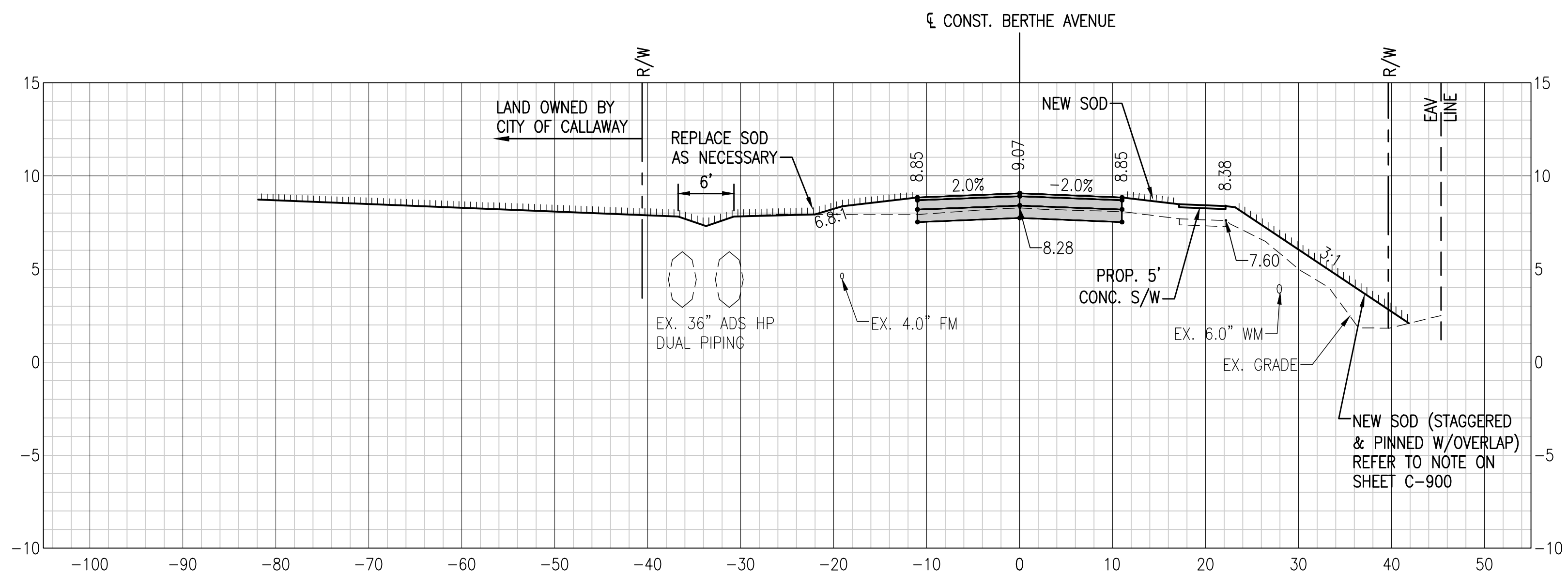
R/W TO R/W CROSS-SECTIONS



11+50



11+00



10+50

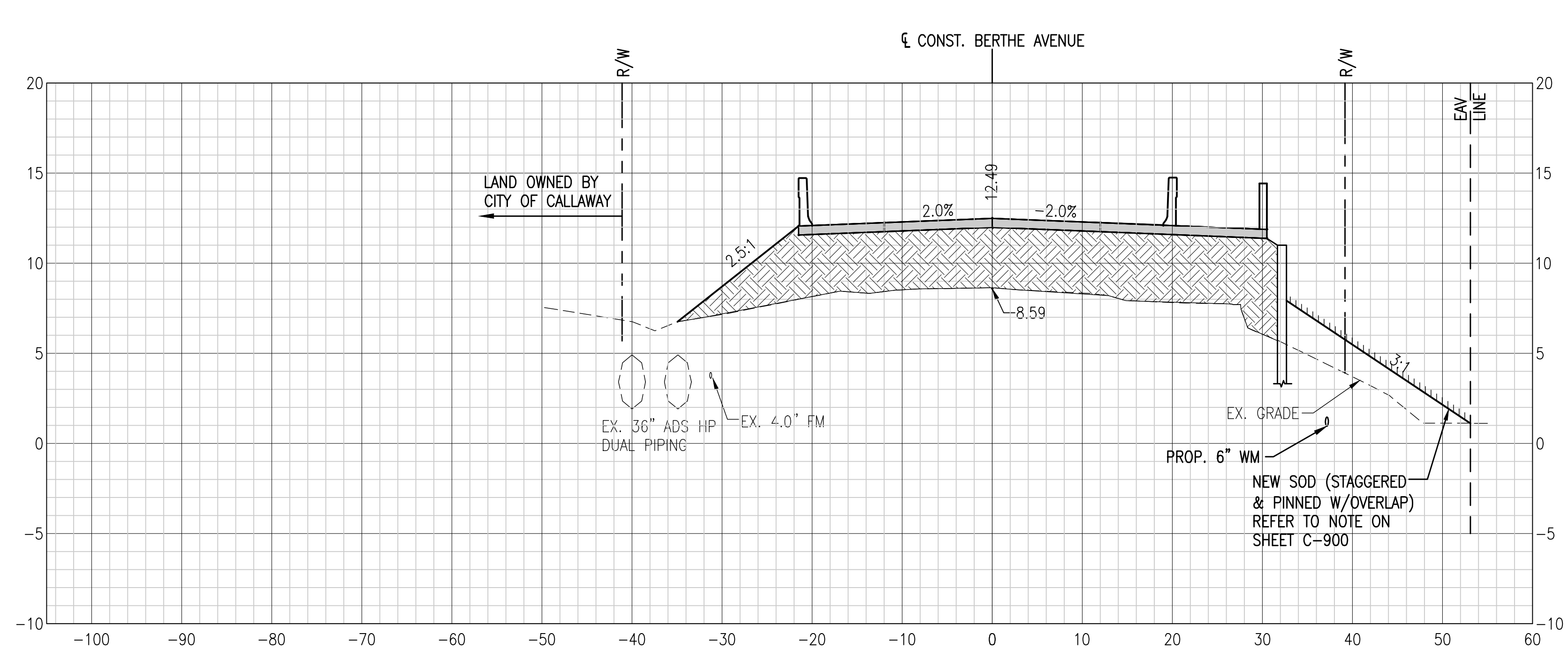
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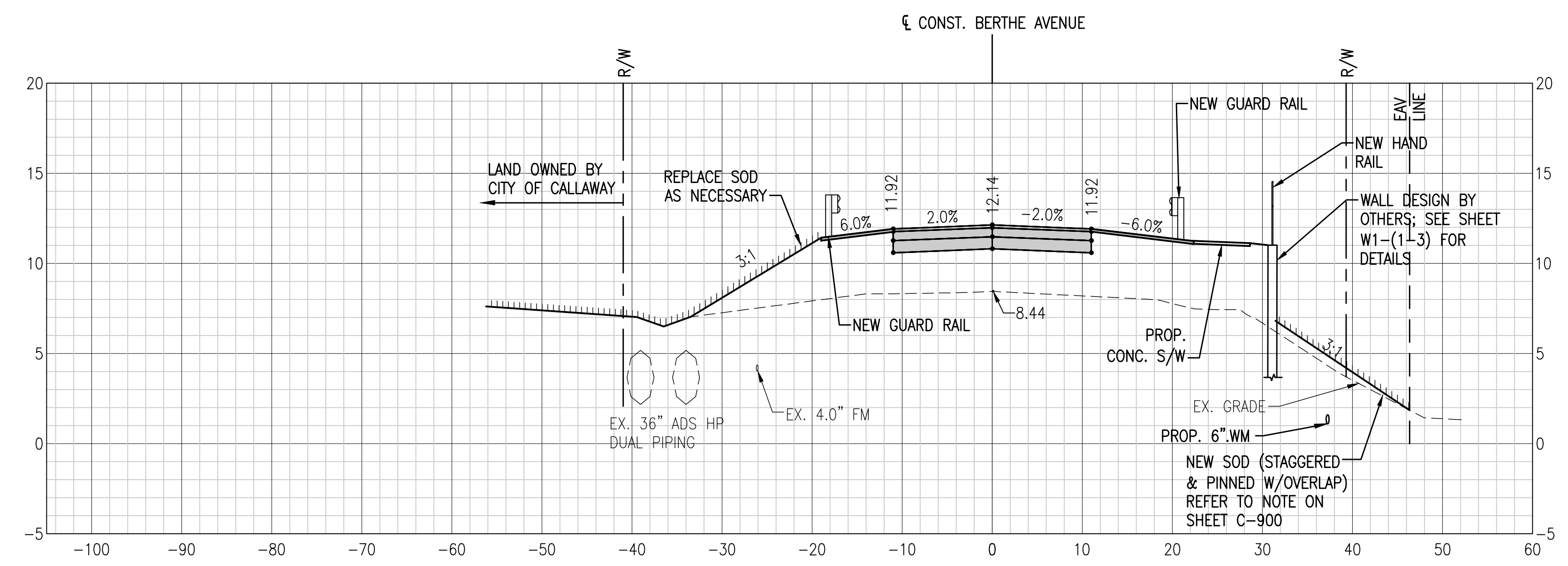
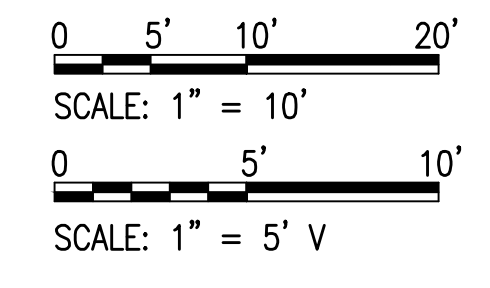
R/W TO R/W CROSS-SECTIONS

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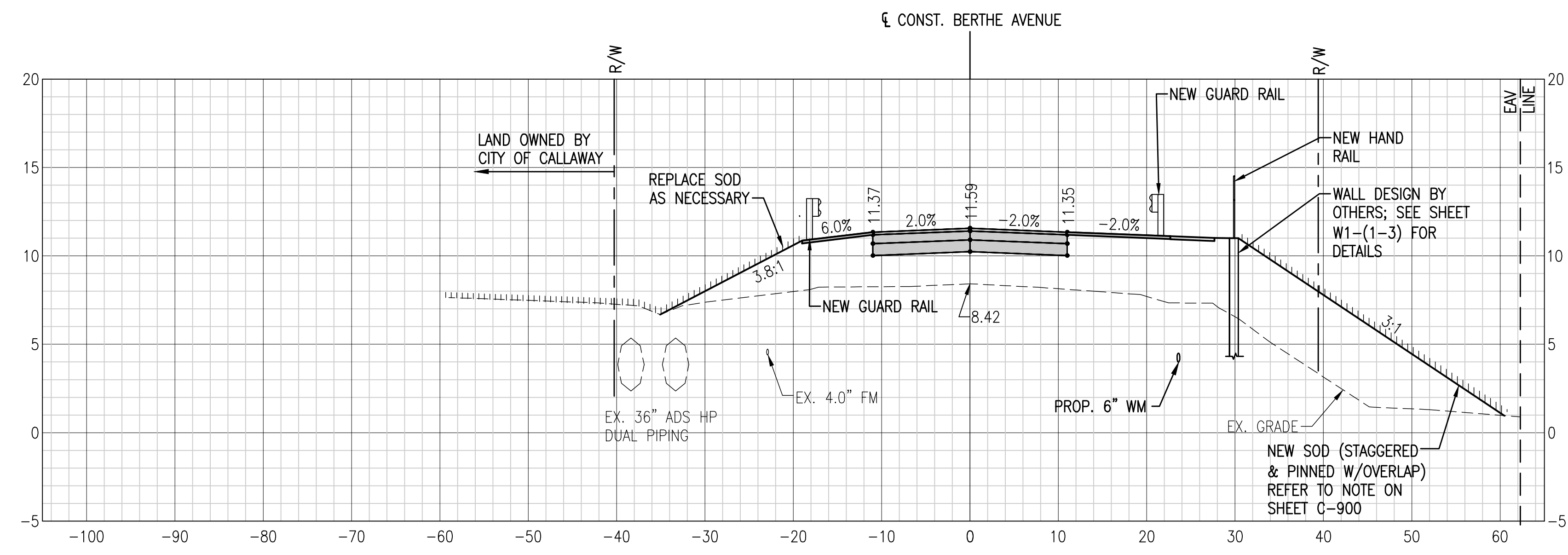
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12+50



12+00

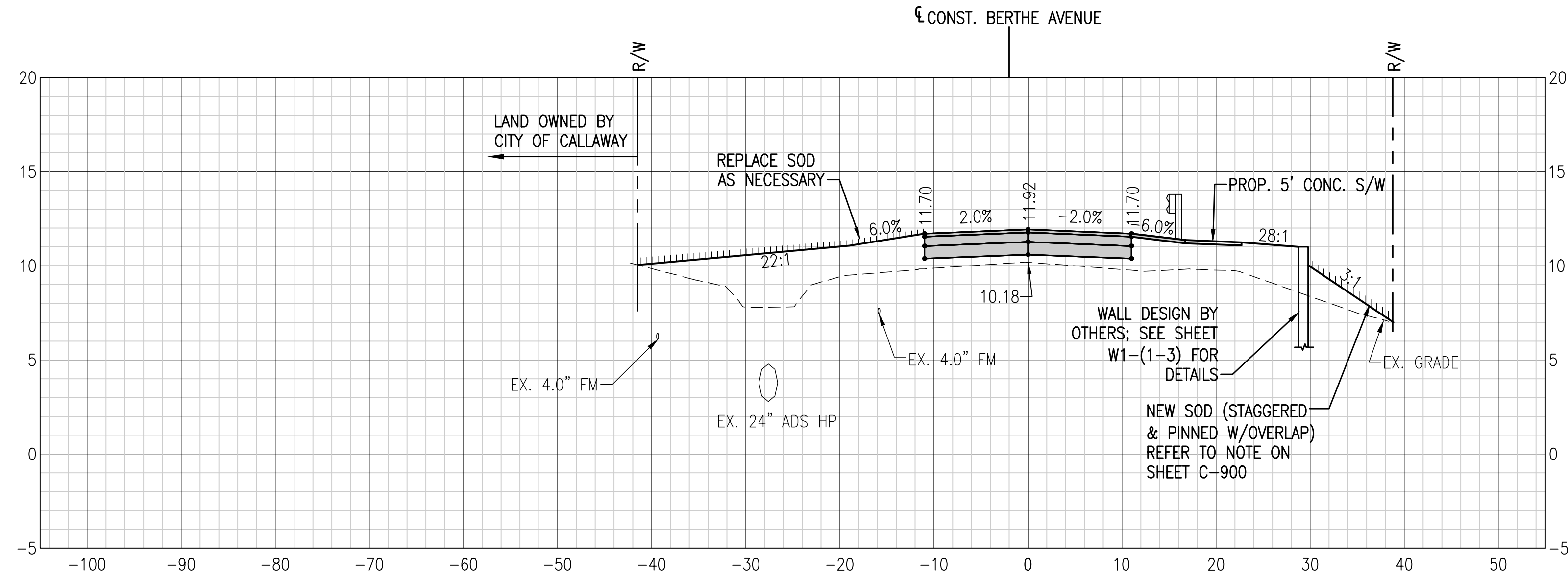


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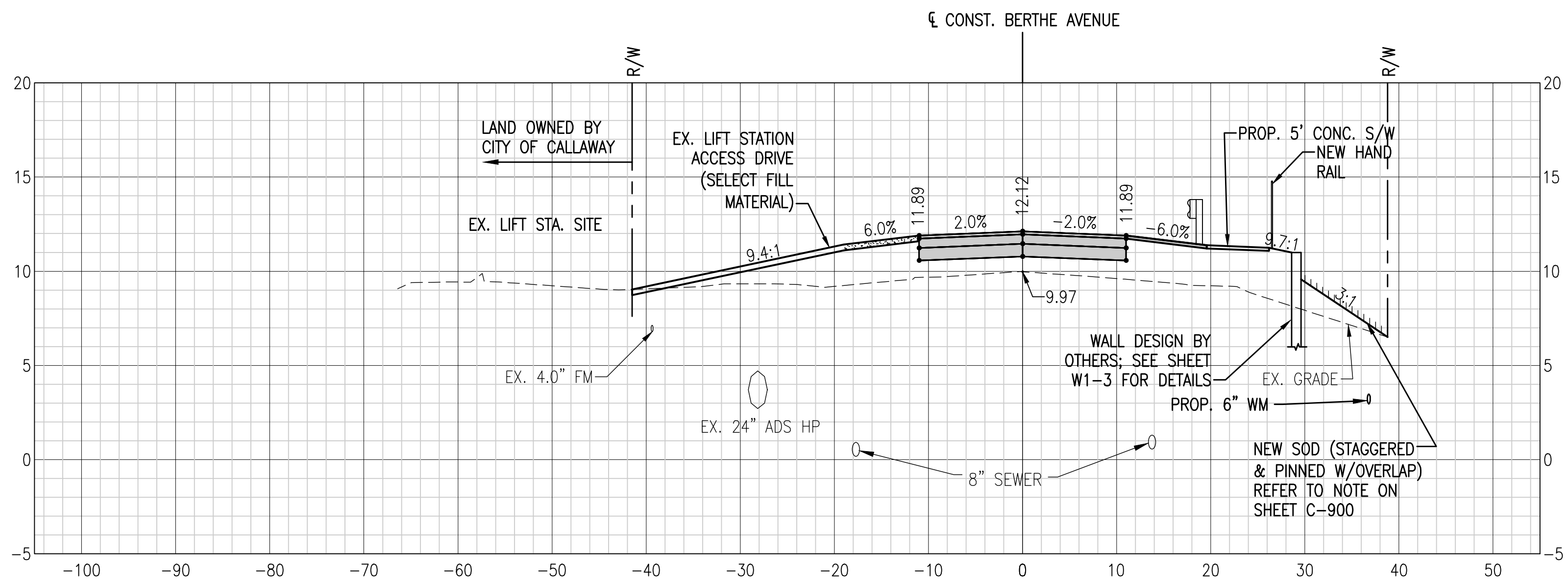
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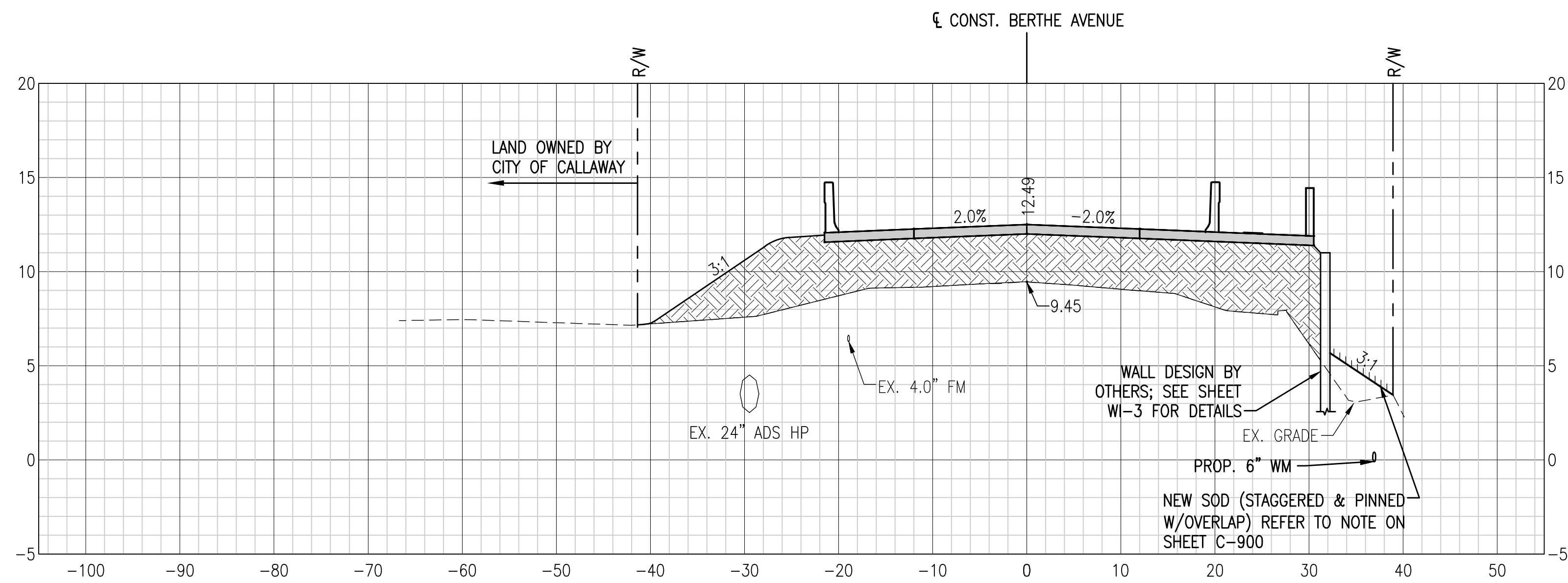
R/W TO R/W CROSS-SECTIONS



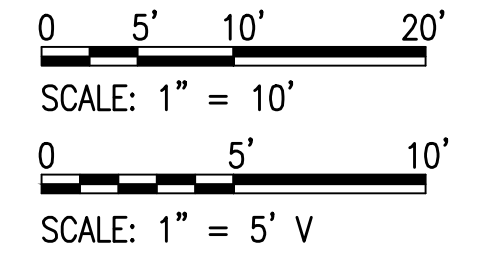
14+20
END WALL



14+00



13+50

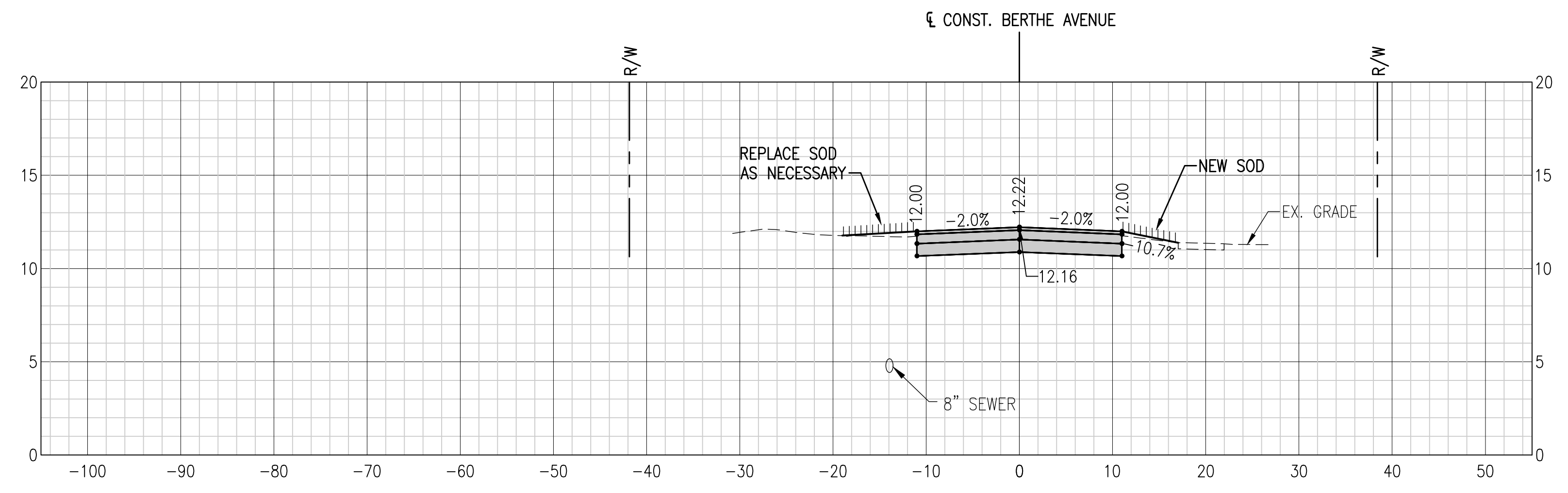
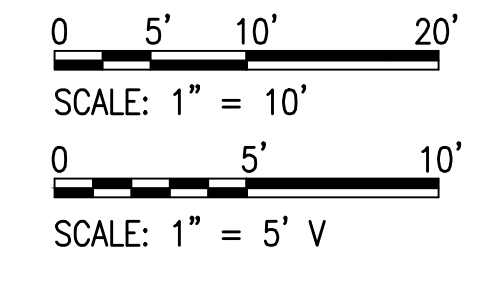


BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

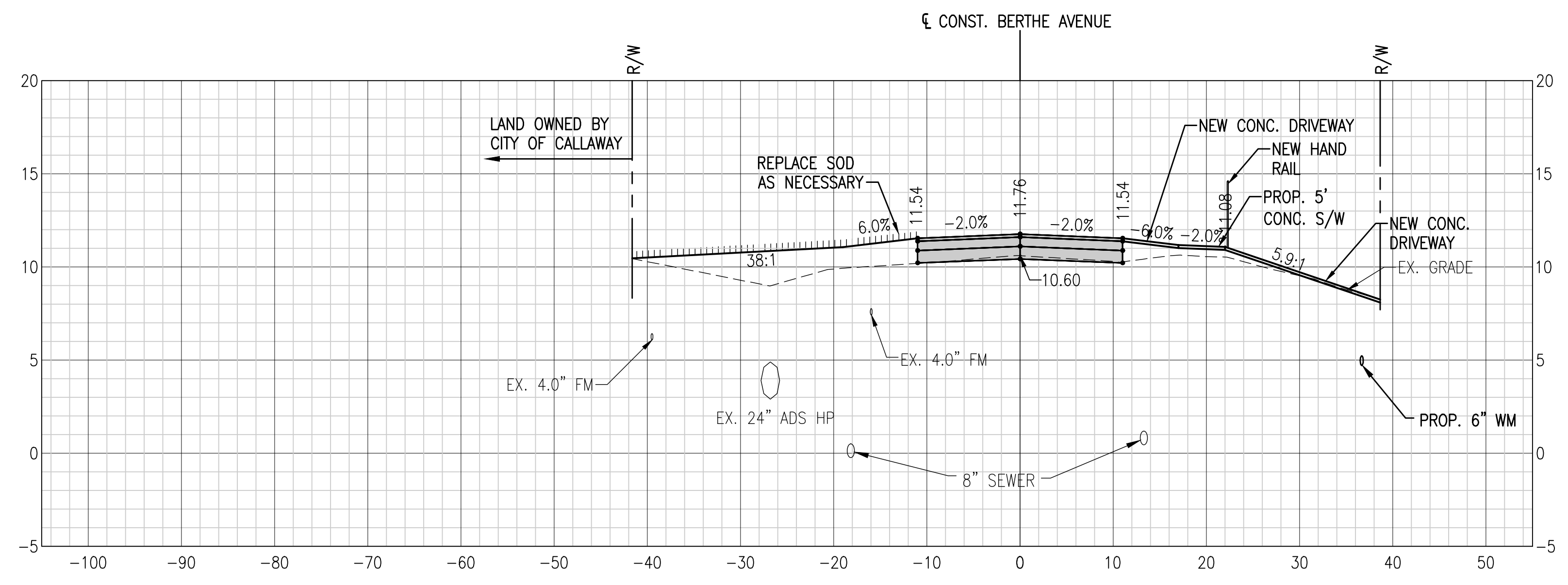
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R/W TO R/W CROSS-SECTIONS

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15+50



14+50

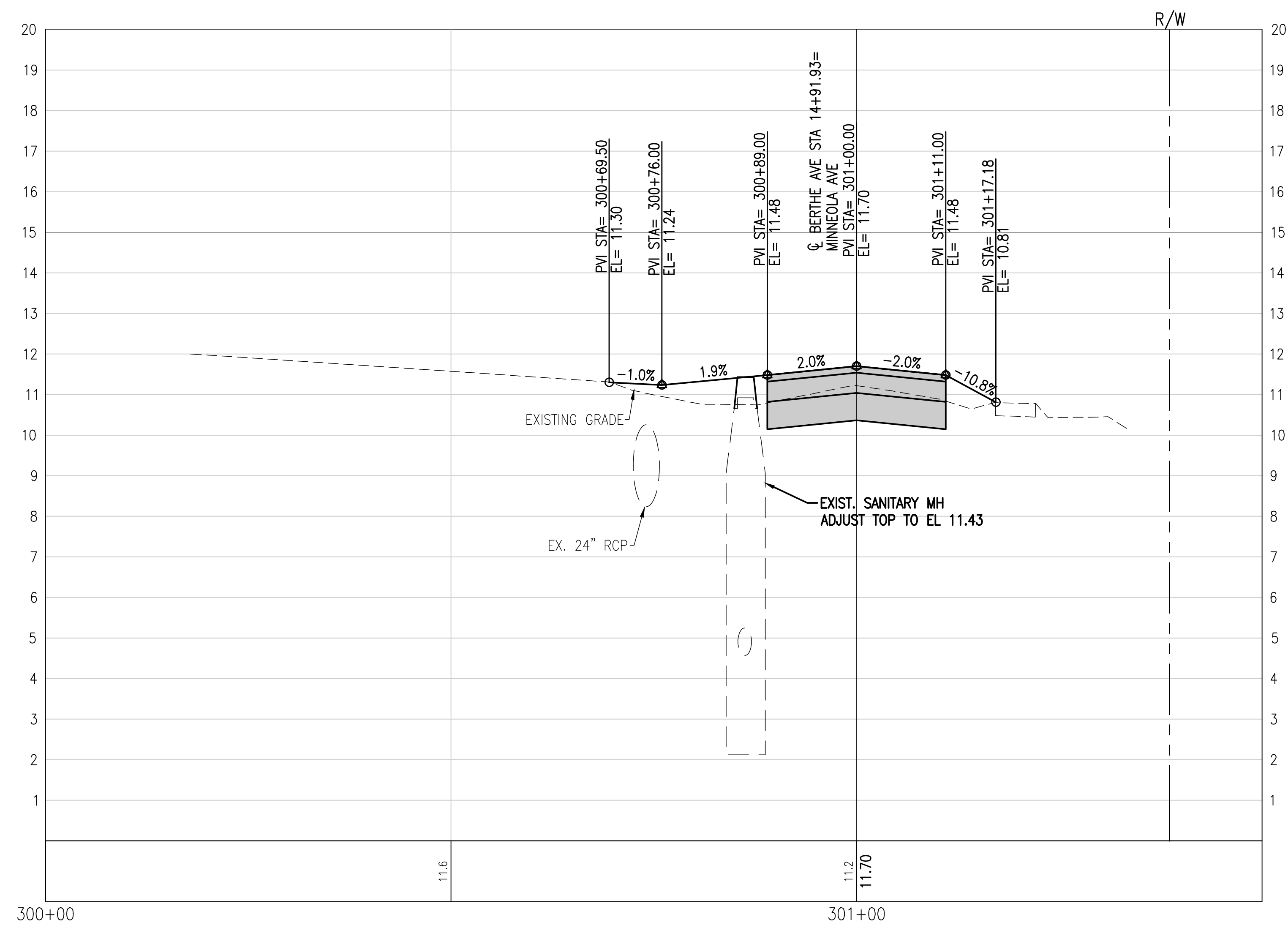
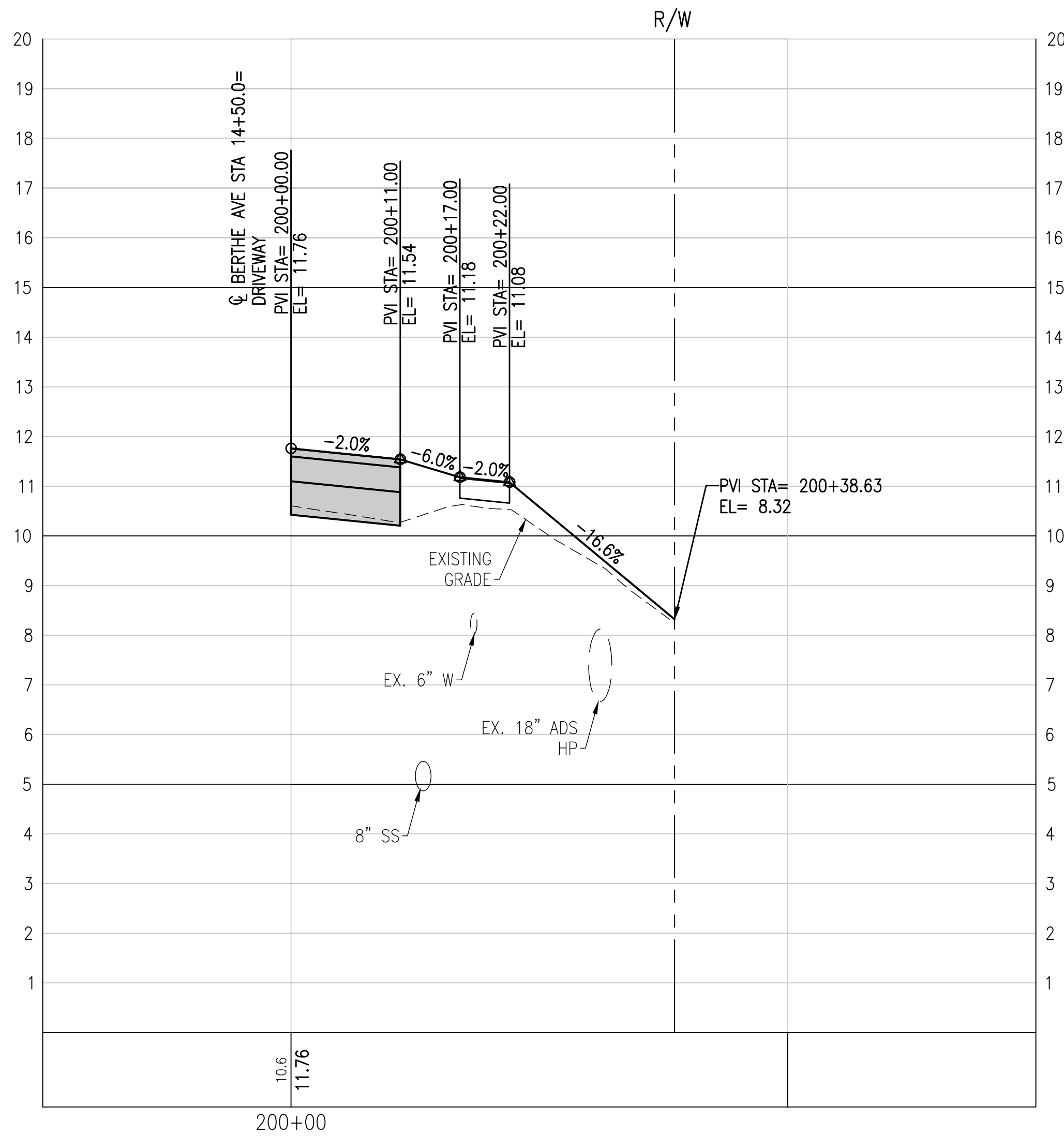
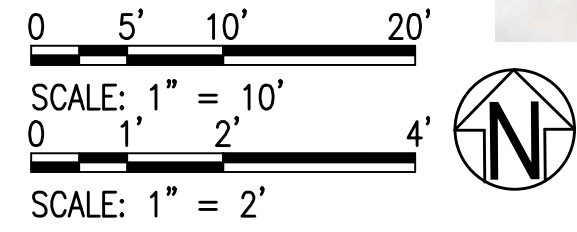
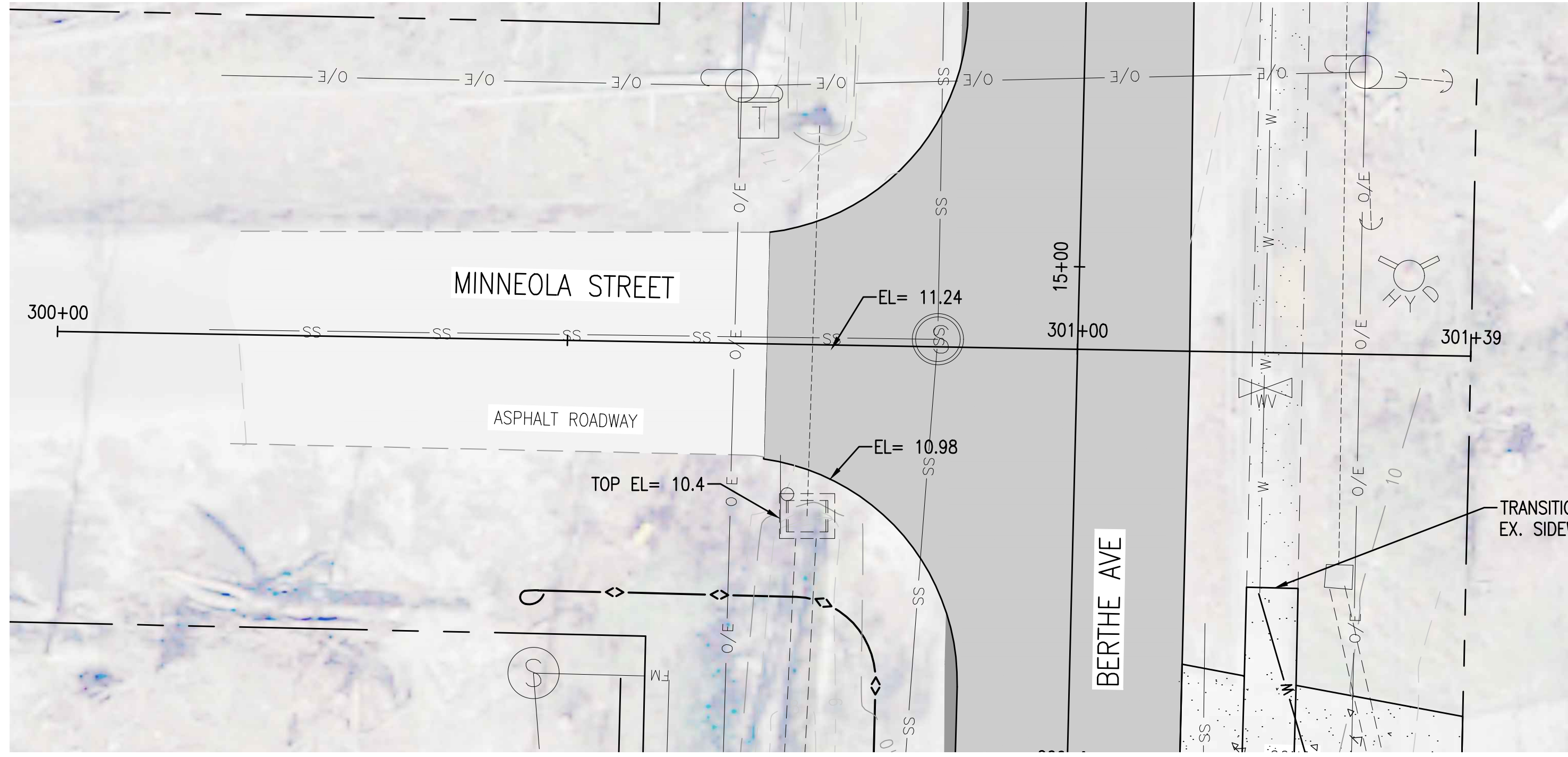
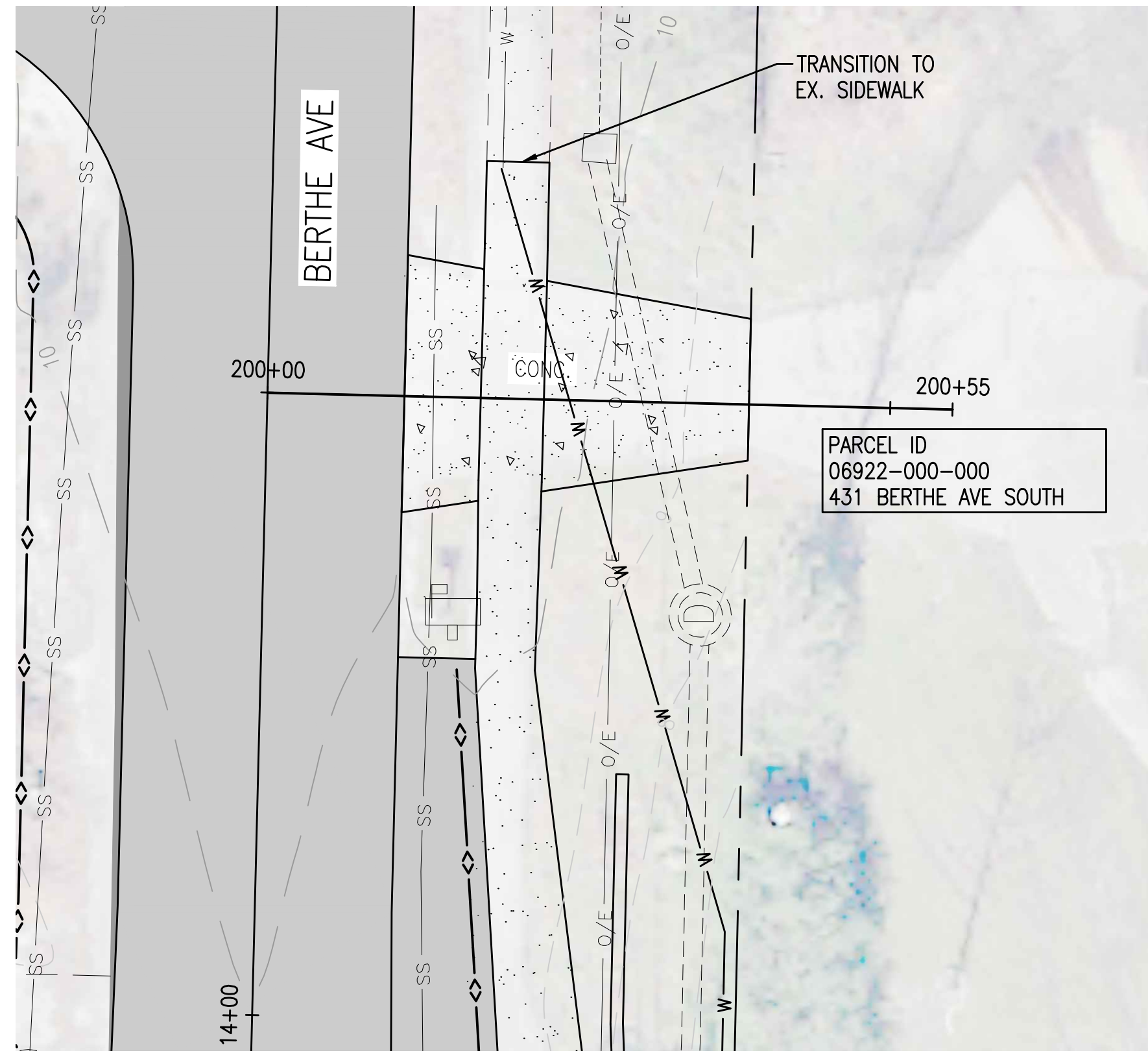
BASKERVILLE-DONOVAN, INC.
 ENGINEERING THE SOUTH SINCE 1927
 14101 PANAMA CITY BEACH PARKWAY, SUITE 110 PANAMA CITY BEACH, FL 32413 (850) 230-6150
 ENGINEERING BUSINESS: EB-0000340
 Panama City Beach - Tallahassee - Mobile

PETRO C. PETERMAN, P.E.
 F.L. Reg. Engineer #77540

BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

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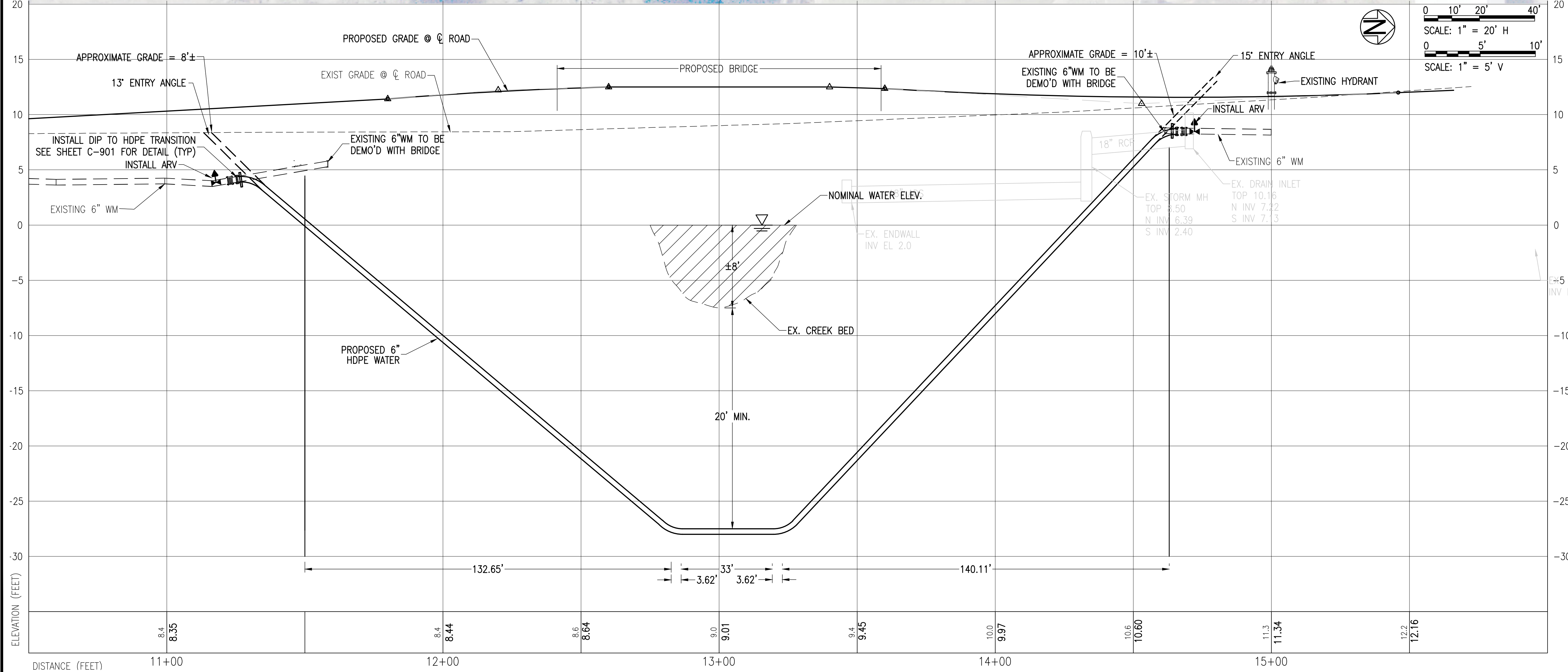
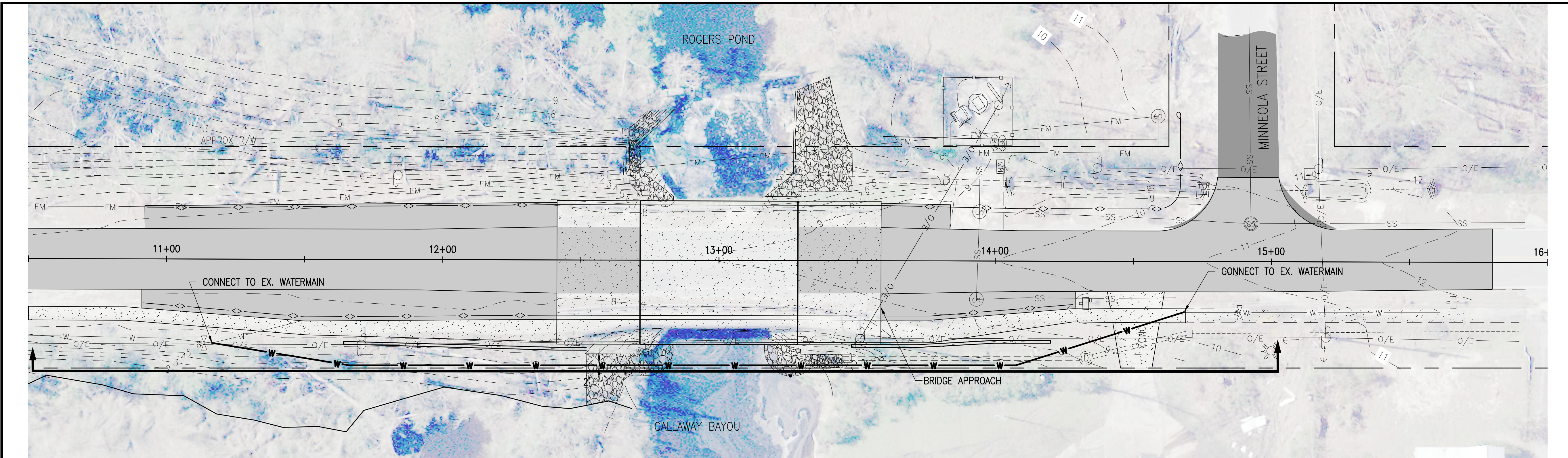
BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE

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DESIGNED BY:				
DRAWN BY:				
CHK'D BY:				
PROJ. MGR:				
DATE:				

DRIVEWAY/MINNEOLA ST PLAN AND PROFILE

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ENGINEERING THE SOUTH SINCE 1927
 14101 PANAMA CITY BEACH PARKWAY SUITE 110 PANAMA CITY BEACH, FL 32413 (850) 230-6150
 ENGINEERING BUSINESS: EB-0000340
 Panama City Beach - Tallahassee - Mobile

BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE
 JERRY C. PETERMAN, P.E.
 P.E. Reg. Engineer #77540

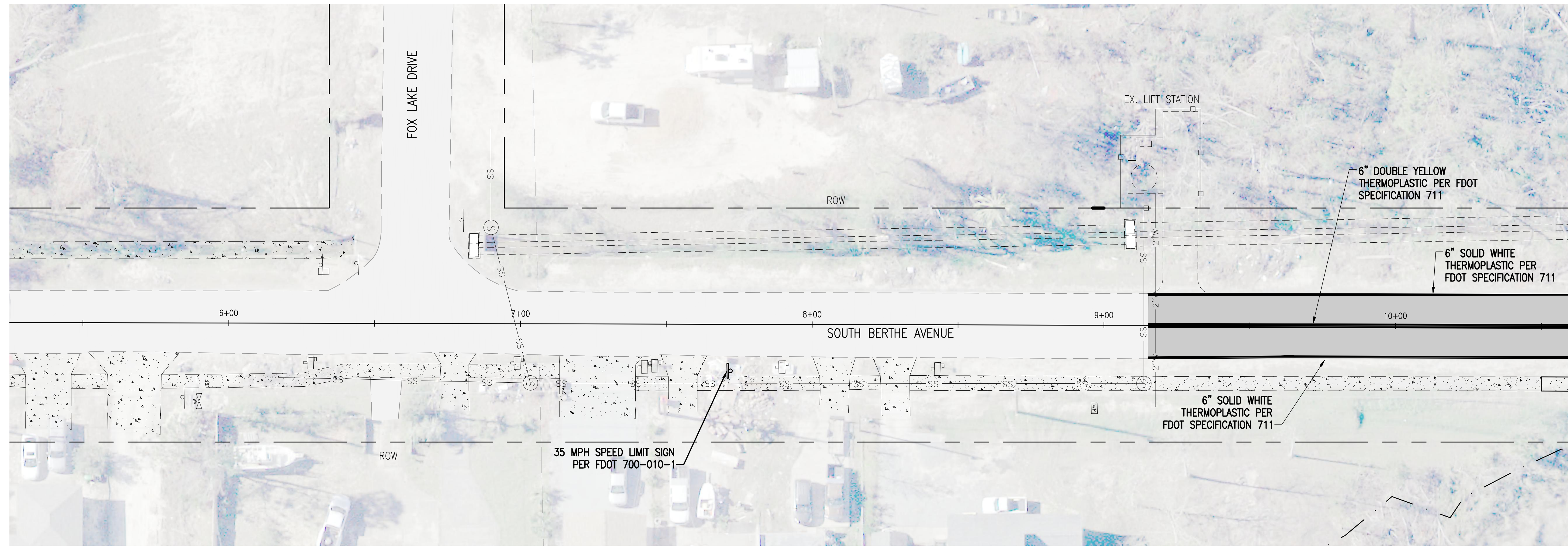
WATER MAIN DIRECTIONAL DRILL PLAN AND PROFILE

NO.	DATE	APPR.	REVISION/ACTION TAKEN
1	10-7-22	JCP	REV. 1 BID ADDENDUM #3

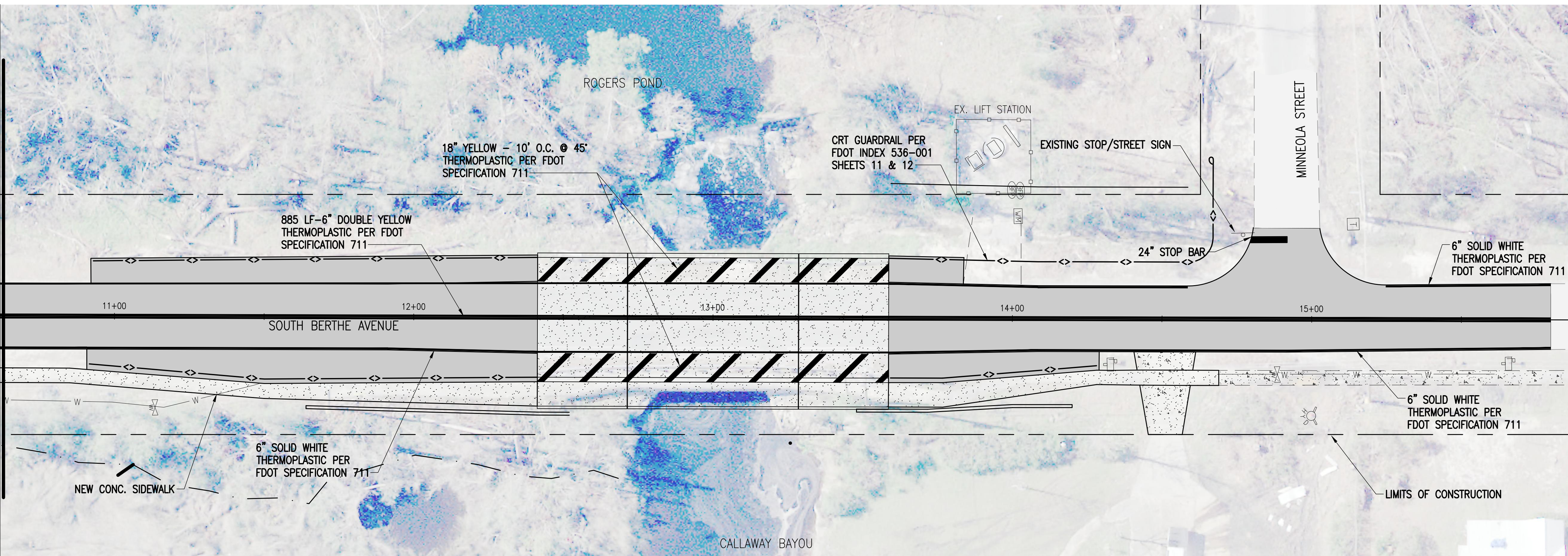
PROJECT NO: 27653.01
 DESIGNED BY: JCP
 DRAWN BY: RCG
 CHK'D BY: GDM
 PROJ. MGR: JCP
 DATE: OCT 2022
 NOT RELEASED FOR CONSTRUCTION BY DATE

C-114

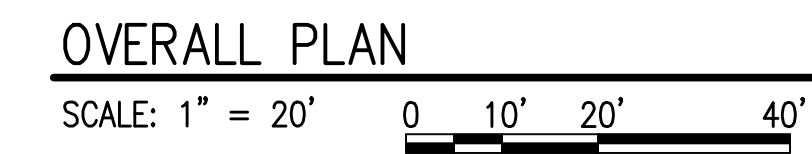
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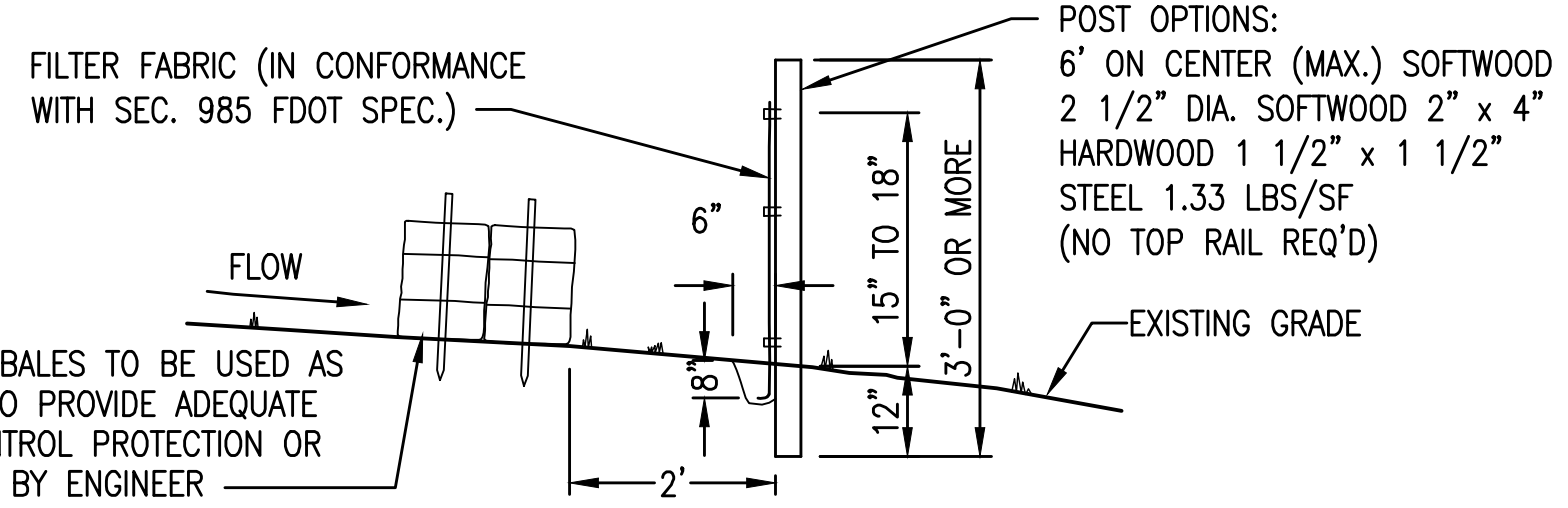
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MATCHLINE A

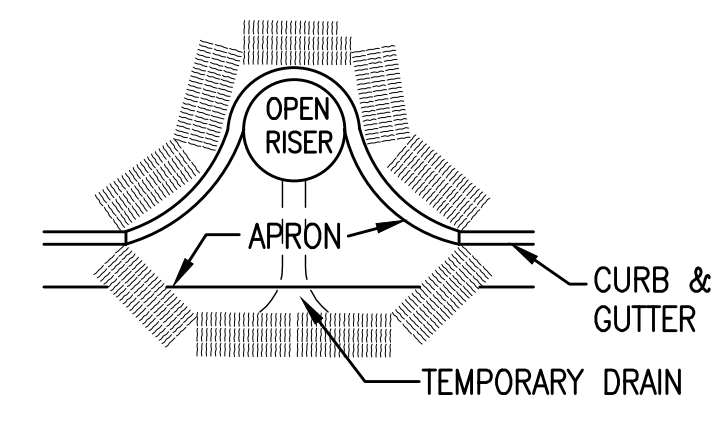


 BASKERVILLE-DONOVAN, INC. ENGINEERING THE SOUTH SINCE 1927 14101 PANAMA CITY BEACH PARKWAY, SUITE 110 PANAMA CITY BEACH, FL 32413 (850) 230-6150 <small>ENGINEERING BUSINESS: EB-00000340 Panama City Beach - Tallahassee - Mobile</small>	PROJECT NO: 27653.01 DESIGNED BY: JCP DRAWN BY: RCG CHK'D BY: GDM PROJ. MGR: JCP DATE: OCT 2022		REVISION/ACTION TAKEN REV. 1 BID ADDENDUM #3	
	NO. DATE APPR. DATE 1 10-7-22 JCP		NOT RELEASED FOR CONSTRUCTION BY DATE	
SIGNAGE AND STRIPING P LAN		BERTHE BRIDGE & ASSOCIATED INFRASTRUCTURE		
C-115				

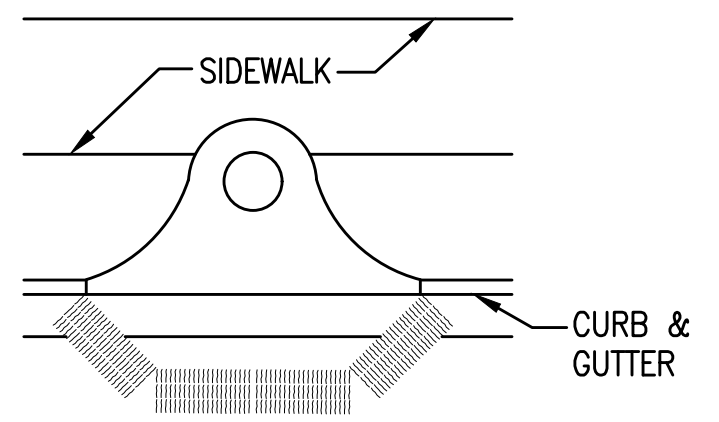


- SILT FENCE NOTES:**
- FABRIC TO BE PLACED FACING DRAINAGE FLOW
 - FABRIC TO BE PLACED IN A 6" WIDE x 8" DEEP CONTINUOUS TRENCH, THEN BACKFILLED
 - ALL LUMBER TO BE PRESSURE/PRESERVATIVE TREATED
 - SILT FENCE TO BE INSTALLED PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES. SILT FENCE TO REMAIN UNTIL 100% PROJECT GRASSING (STABILIZATION) IS ACHIEVED
 - PREFABRICATED SILT FENCES ARE PERMITTED AS LONG AS THEY MEET OR EXCEED FDOT SPECIFICATIONS.

TYPE III SILT FENCE DETAIL
 NOT TO SCALE



PARTIAL INLET



COMPLETED INLET

ANCHOR BALES WITH 2 - 2" X 2" X 4' STAKES PER BALE.

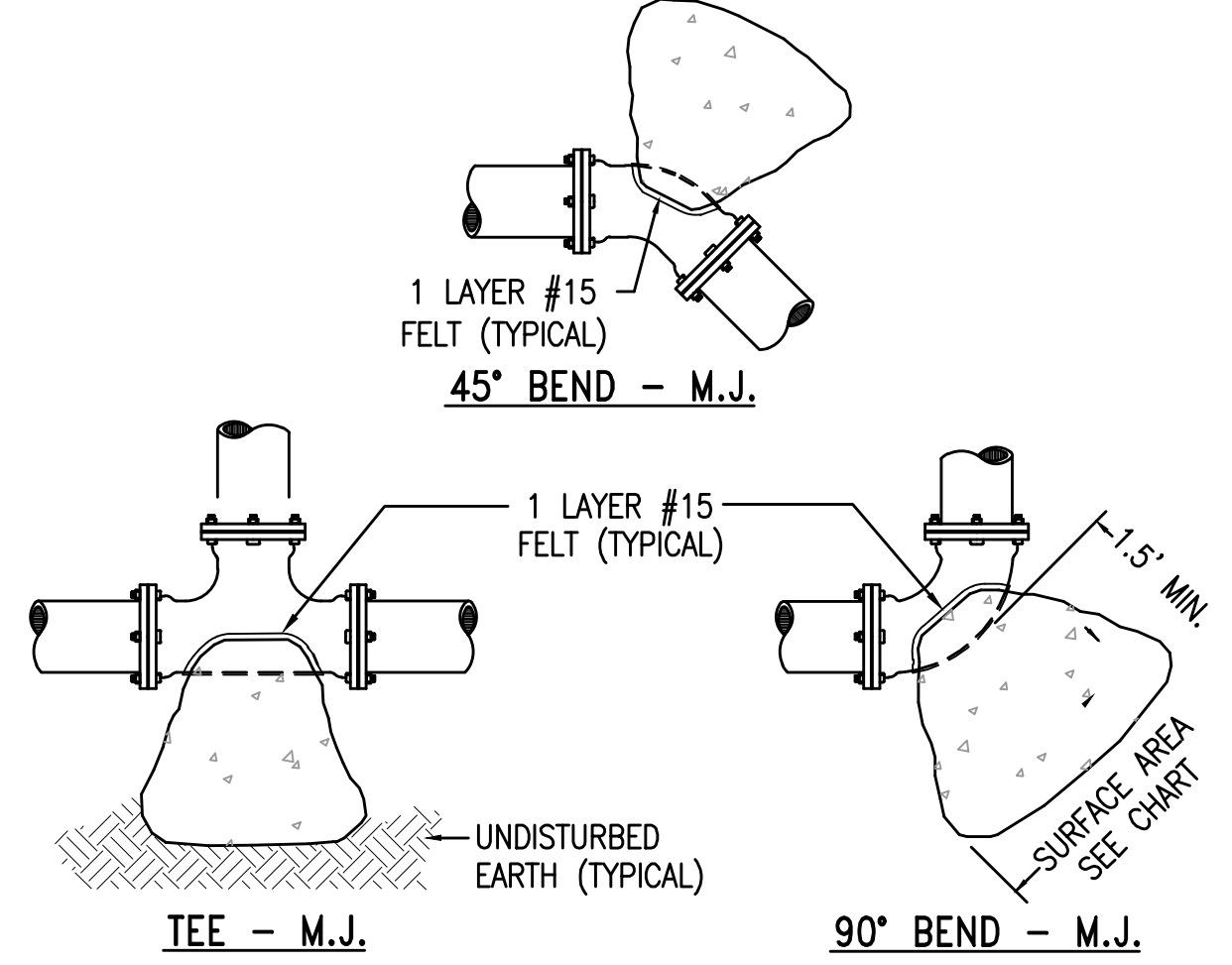
PROTECTION AROUND INLETS OR SIMILAR STRUCTURES
 NOT TO SCALE

NOTE:
 FOR SLOPES GREATER THAN 3:1
 STAGGER AND PIN SOD USING
 U-TYPE PINS WITH 1 INCH OVERLAP.

**MINIMUM THRUST BLOCK DIMENSIONS:
 SURFACE AREA AGAINST UNDISTURBED SOIL**

FITTING PIPE SIZE	DEAD END OR TEE	90° BEND	45° BEND	22.5° BEND	11.25° BEND
4"	1' X 2'	1.5' X 1.5'	1' X 1.5'	1' X 1'	1' X 1'
6"	2' X 2'	2.5' X 2.5'	2' X 1.5'	1' X 1.5'	1' X 1.5'
8"	2.25' X 3'	3' X 3'	2' X 2.5'	1.5' X 1.5'	1.5' X 1.5'
10"	3.5' X 3'	4' X 3.75'	2.75' X 3'	2' X 2'	2' X 2'
12"	4' X 4'	4' X 5'	3' X 4'	2' X 3'	2' X 2.5'
20"	8' X 9'	9' X 11'	6' X 7'	4.5' X 5'	3.5' X 4'
24"	9' X 11'	11.5' X 12'	7.5' X 8'	5' X 6'	4' X 4'
30"	12' X 12.5'	14.5' X 15'	9.5' X 10'	6' X 8'	5' X 5'

- NOTES:**
- ONE LAYER OF #15 FELT TO BE USED TO PREVENT ADHESION OF CONCRETE TO FITTING.
 - ALL THRUST BLOCKS TO BE BACKED AGAINST UNDISTURBED SOIL.
 - THRUST BLOCK DIMENSIONS BASED ON SM SOIL CLASSIFICATION.
 - CONCRETE MIN. 2,500 PSI.
 - JOINT RESTRAINTS ARE TO BE USED ON ALL FITTINGS, THRUST BLOCKS REQUIRED ON 90° BENDS, 45° BENDS, TEES, TAPPING SLEEVES, AND DEAD ENDS.



TYPICAL THRUST BLOCK INSTALLATIONS
 NOT TO SCALE

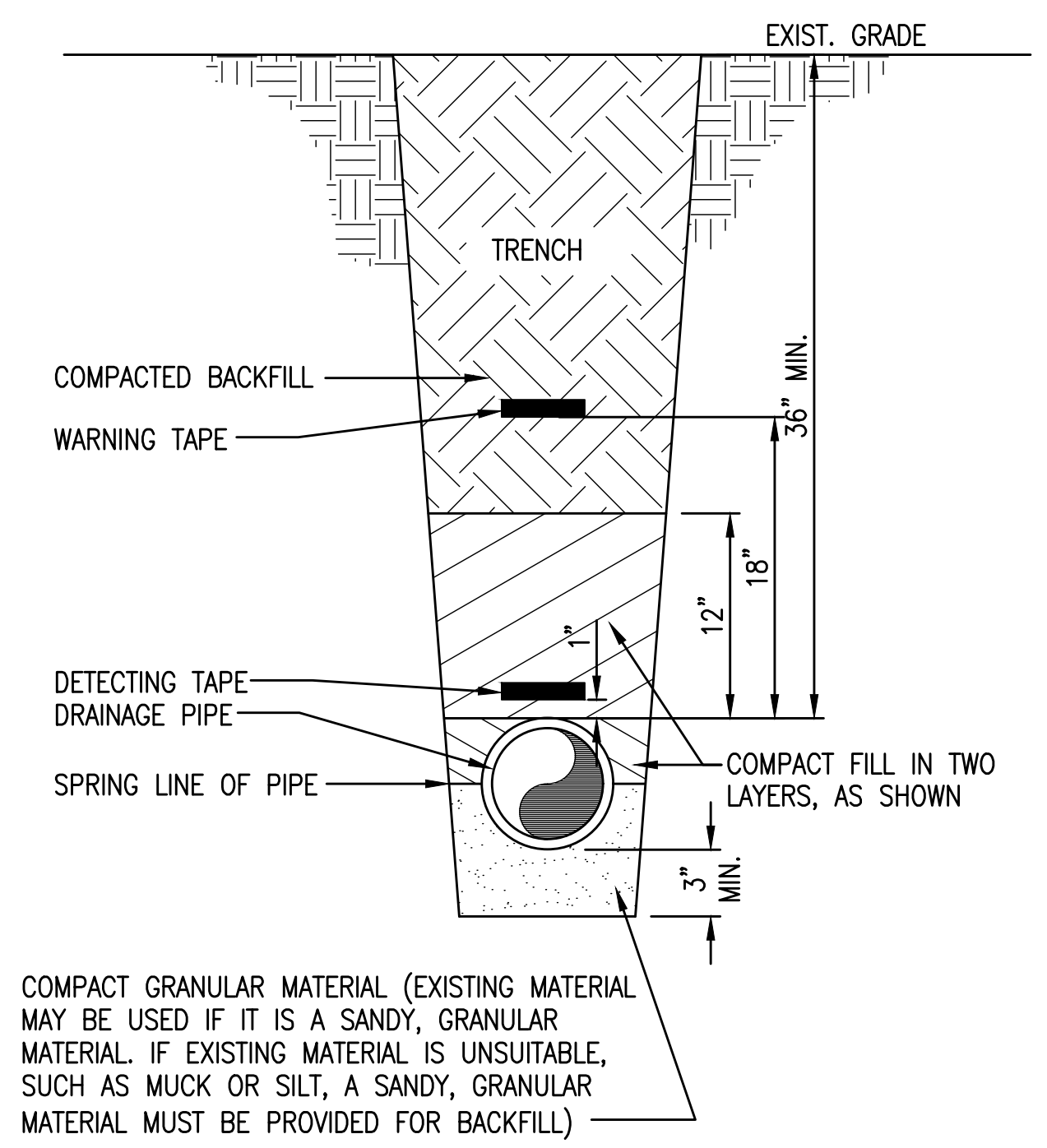
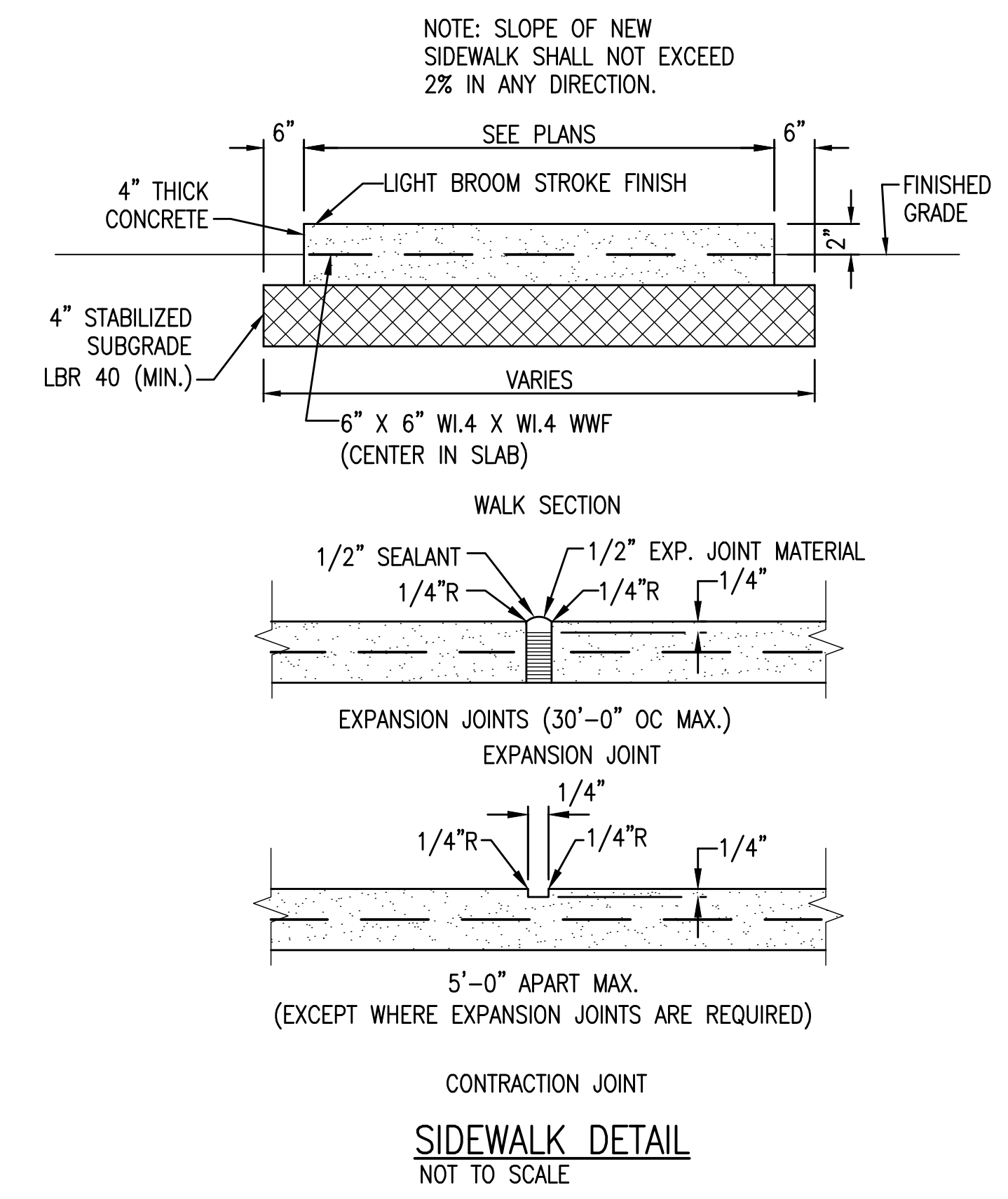
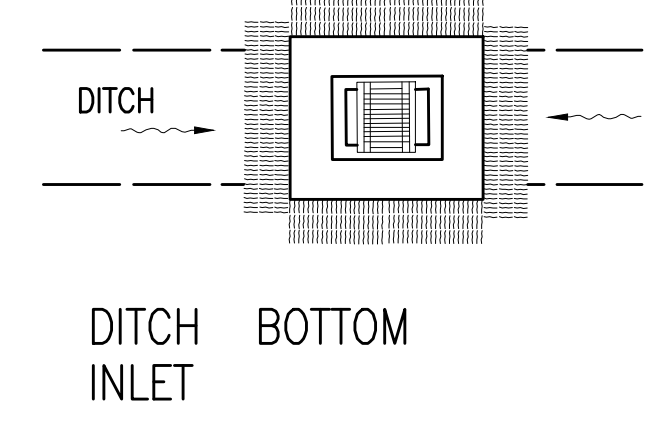
PIPE JOINT RESTRAINT TABULATION

SHOWING DISTANCES IN FEET FROM THE FITTING TO BE RESTRAINED TO THE LAST RESTRAINING GLAND REQUIRED

PIPE SIZE AND TYPE	HORIZONTAL BENDS				DEAD ENDS	EQUAL TEES SEE NOTE 3	TRANSITION TO HDPE SEE NOTE 4
	90°	45°	22.5°	11.25°			
3" DI	18	8	4	2	33	1	33
4" DI	22	9	4	2	39	1	39
6" DI	31	13	6	3	55	1	55
8" DI	40	17	8	4	72	1	72
10" DI	48	20	9	5	86	1	86
12" DI	56	23	11	5	101	1	101
16" DI	70	29	14	7	129	1	129
20" DI	84	35	17	8	156	18	156
24" DI	96	40	19	9	181	41	181
4" PVC	28	12	6	3	62	1	62
6" PVC	39	16	8	4	87	1	87
8" PVC	50	21	10	5	114	1	114
10" PVC	60	25	12	6	136	1	136
12" PVC	70	29	14	7	160	1	160
16" PVC	88	36	17	9	205	1	205
20" PVC	105	43	21	10	247	29	247
24" PVC	120	50	24	12	287	64	287

- NOTES:**
- TEST PRESSURE = 150 psi, SOIL GROUP = SM, TRENCH TYPE = 3 DEPTH = 2.5', SAFETY FACTOR = 2
 - RESTRAINED LENGTHS FOR VERTICAL OFFSETS, REDUCERS & UNEQUAL SIZE TEES MUST BE INDIVIDUALLY CALCULATED.
 - WITH EQUAL TEES, THE DISTANCES SHOWN ARE WITH A RUN LENGTH OF 40' AS AN EXAMPLE ONLY. FOR OTHER LENGTHS AND FOR UNEQUAL TEES, INDIVIDUAL CALCULATIONS MUST BE MADE.
 - HDPE PIPE TO BE TERMINATED WITH A FUSED FLANGE. TRANSITION WITH FLANGE BY MJ FITTING AND PROVIDE RESTRAINED JOINTS ON PVC OR DI AS NOTED IN TABLE.

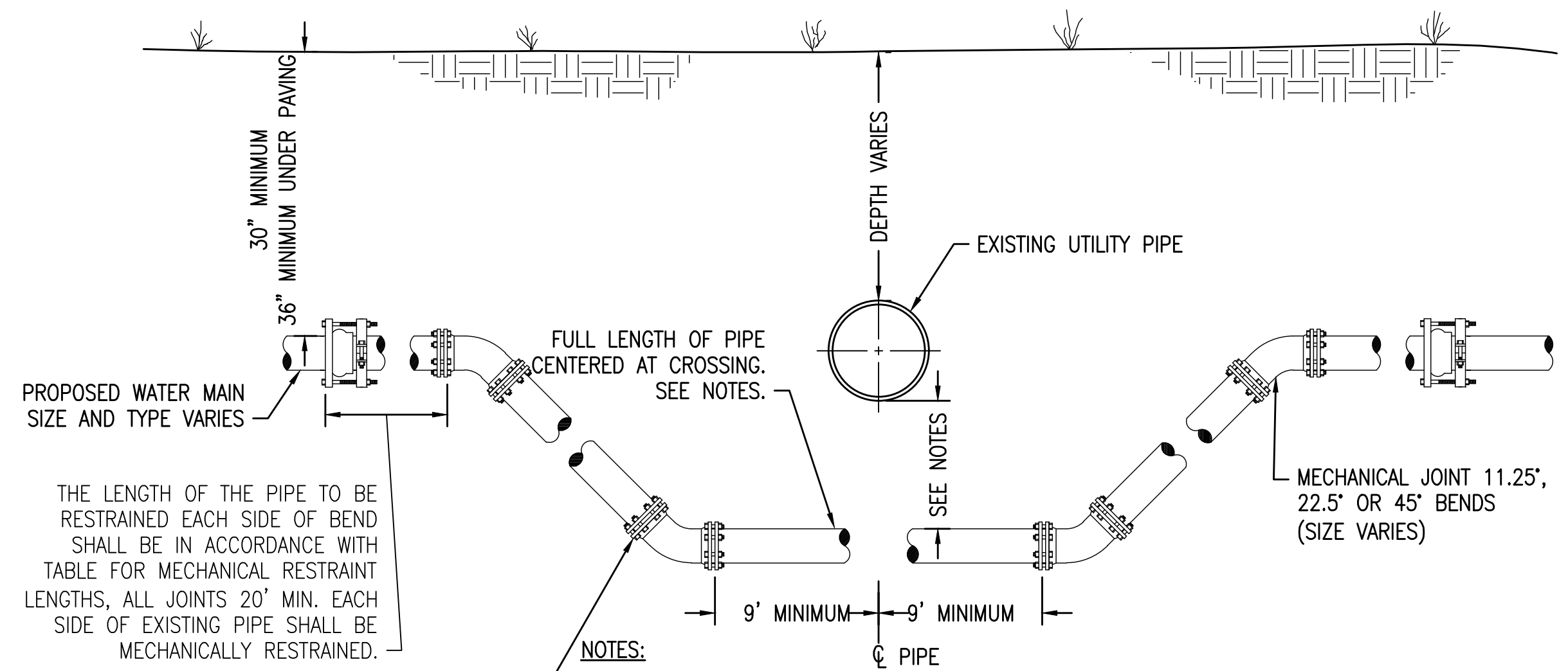
PIPE RESTRAINT JOINT DETAIL
 NOT TO SCALE



COMPACT GRANULAR MATERIAL (EXISTING MATERIAL MAY BE USED IF IT IS A SANDY, GRANULAR MATERIAL. IF EXISTING MATERIAL IS UNSUITABLE, SUCH AS MUCK OR SILT, A SANDY, GRANULAR MATERIAL MUST BE PROVIDED FOR BACKFILL)

TYPICAL PIPE BEDDING
 NOT TO SCALE

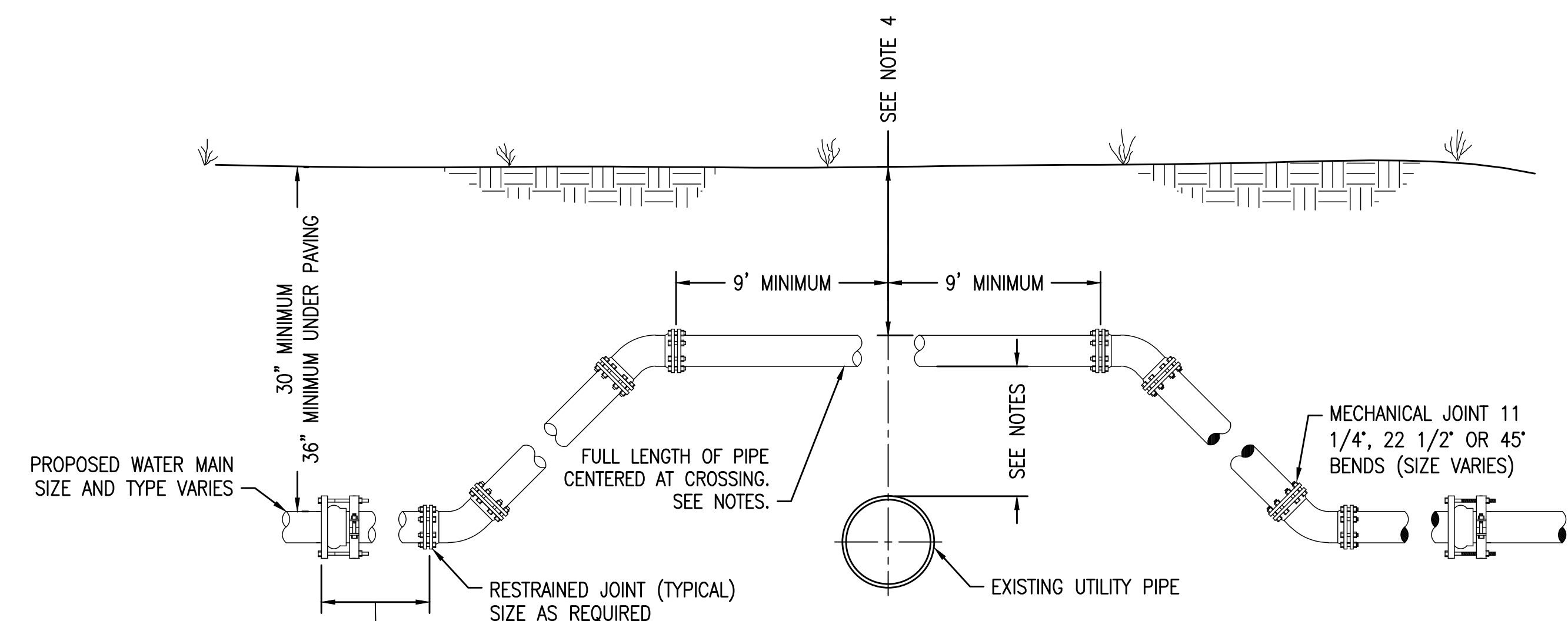
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DRAWN BY:	RGG			
CHK'D BY:	GDM			
PROJ. MGR:	JCP			
DATE:	OCT 2022			
				NOT RELEASED FOR CONSTRUCTION BY DATE



- NOTES:
1. IF EXISTING UTILITY PIPE IS A WATER MAIN, 6-INCHES OF SEPARATION IS REQUIRED.
 2. IF EXISTING UTILITY PIPE IS A FORCE MAIN, SANITARY SEWER, RECLAIMED WATER MAIN OR STORM SEWER, 18 INCHES OF SEPARATION IS REQUIRED. IF THIS IS IMPRACTICAL AND EXISTING UTILITY MAIN IS C900, C905 OR D.I. PIPE, SEPARATION CAN BE REDUCED TO 6-INCHES. A FULL LENGTH OF PIPE SHALL BE CENTERED UNDER EXISTING UTILITY MAIN TO PROVIDE MAXIMUM JOINT SPACING FOR ALL CROSSINGS.
 3. LOCATING WIRING REQUIRED.

ADJUSTMENT UNDER EXISTING UTILITIES

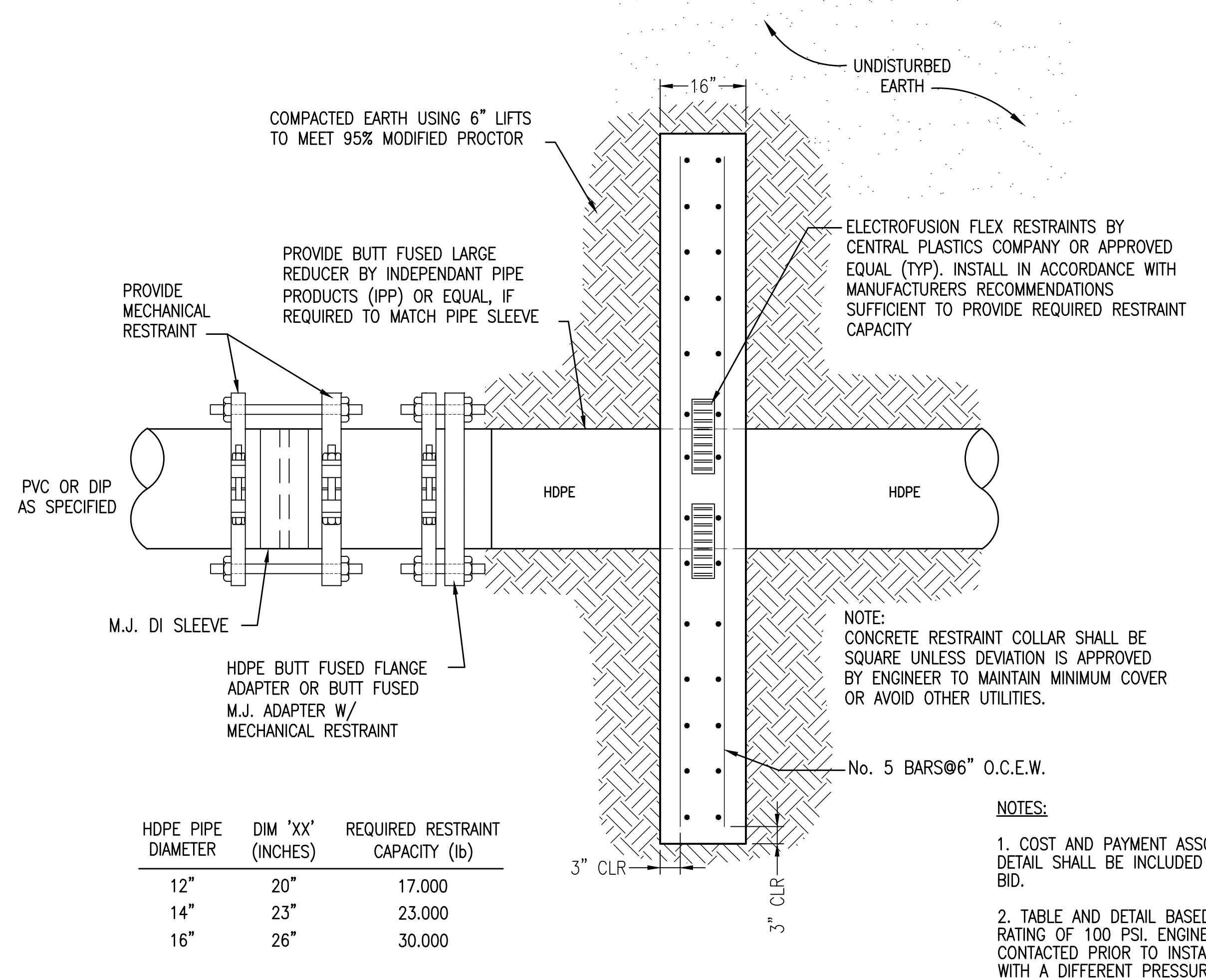
NOT TO SCALE



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 2. IF EXISTING UTILITY PIPE IS A FORCE MAIN, SANITARY SEWER, RECLAIMED WATER MAIN OR STORM SEWER, 18 INCHES OF SEPARATION IS REQUIRED. IF THIS IS IMPRACTICAL AND EXISTING UTILITY MAIN IS C900, C905 OR D.I. PIPE, SEPARATION CAN BE REDUCED TO 6-INCHES. A FULL LENGTH OF PIPE SHALL BE CENTERED OVER EXISTING UTILITY MAIN TO PROVIDE MAXIMUM JOINT SPACING FOR ALL CROSSINGS.
 3. LOCATING WIRING REQUIRED.
 4. DEPTH OF BURY TO BE 36" MINIMUM IN PAVED AREAS MEASURED FROM FINISHED GRADE. DEPTH OF BURY TO BE 30" MINIMUM IN UNPAVED AREAS.

ADJUSTMENT OVER EXISTING UTILITIES

NOT TO SCALE



HDPE PIPE DIAMETER	DIM 'XX' (INCHES)	REQUIRED RESTRAINT CAPACITY (lb)
12"	20"	17,000
14"	23"	23,000
16"	26"	30,000

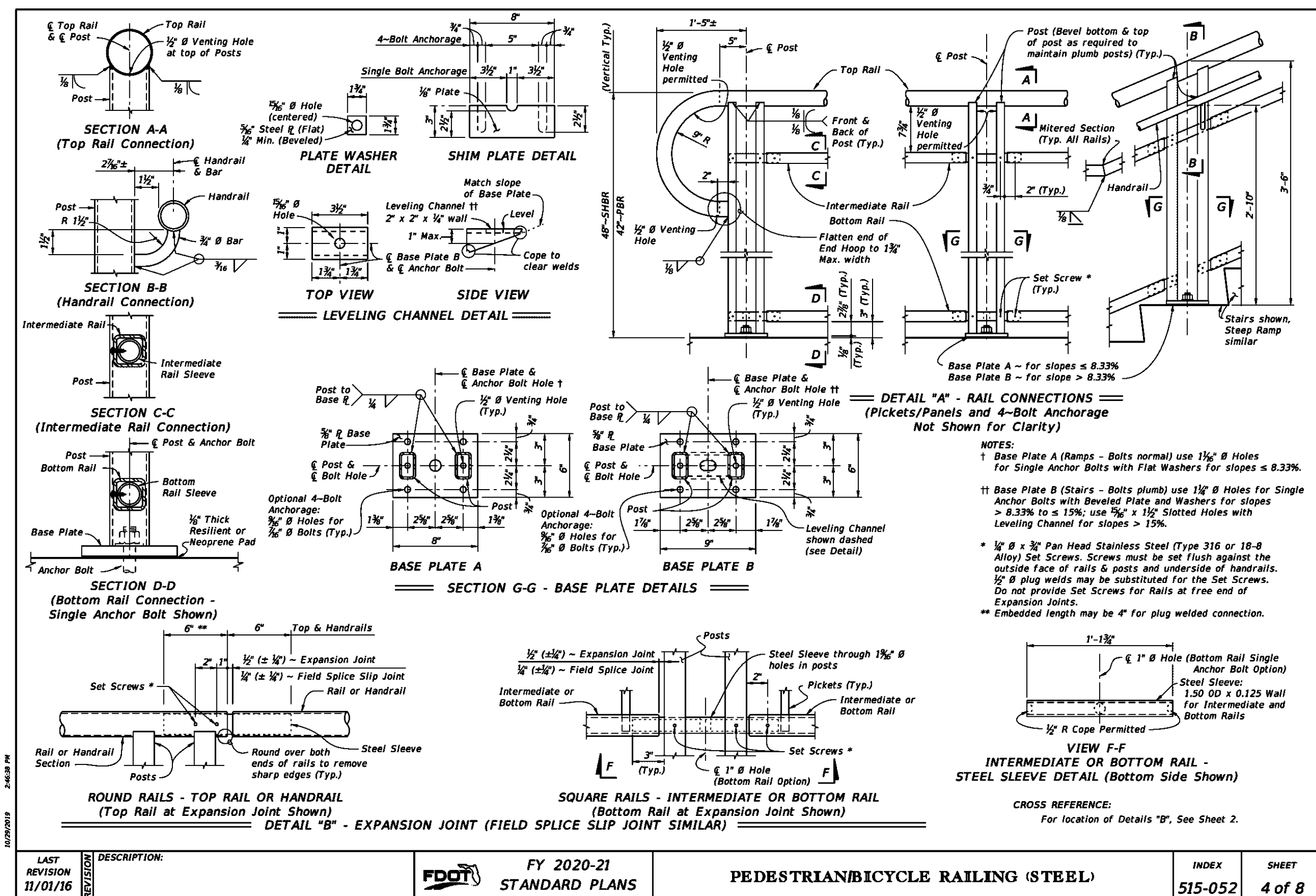
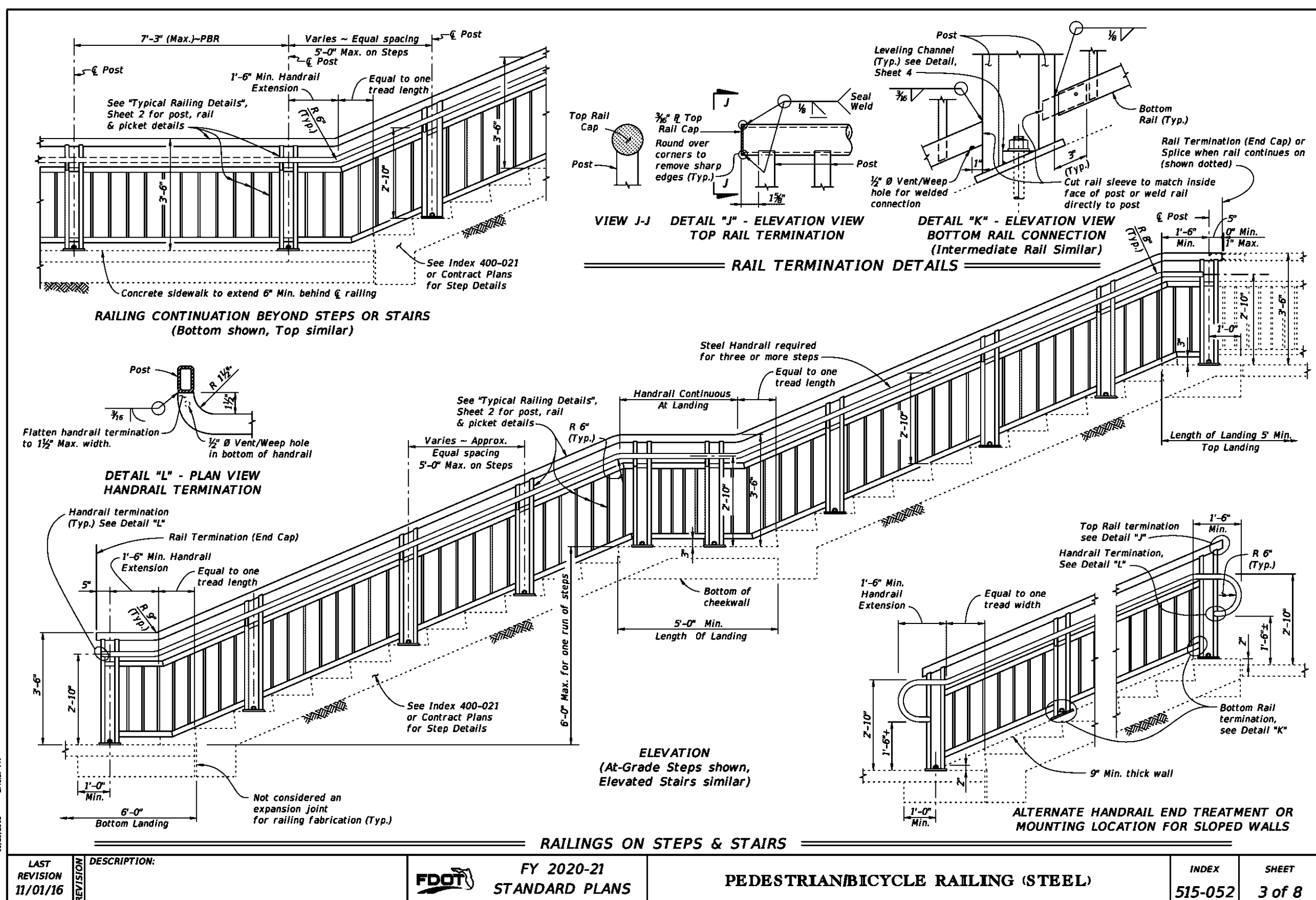
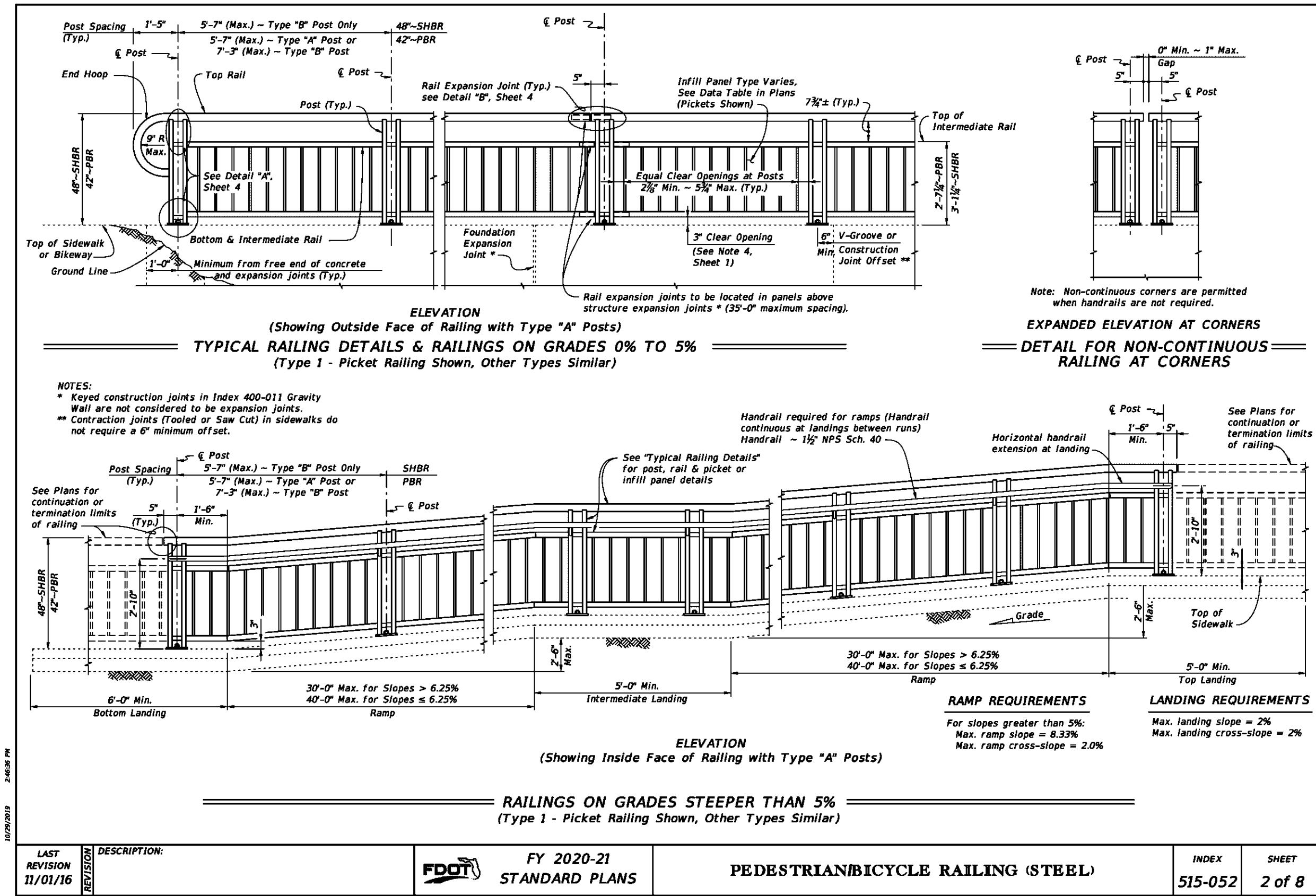
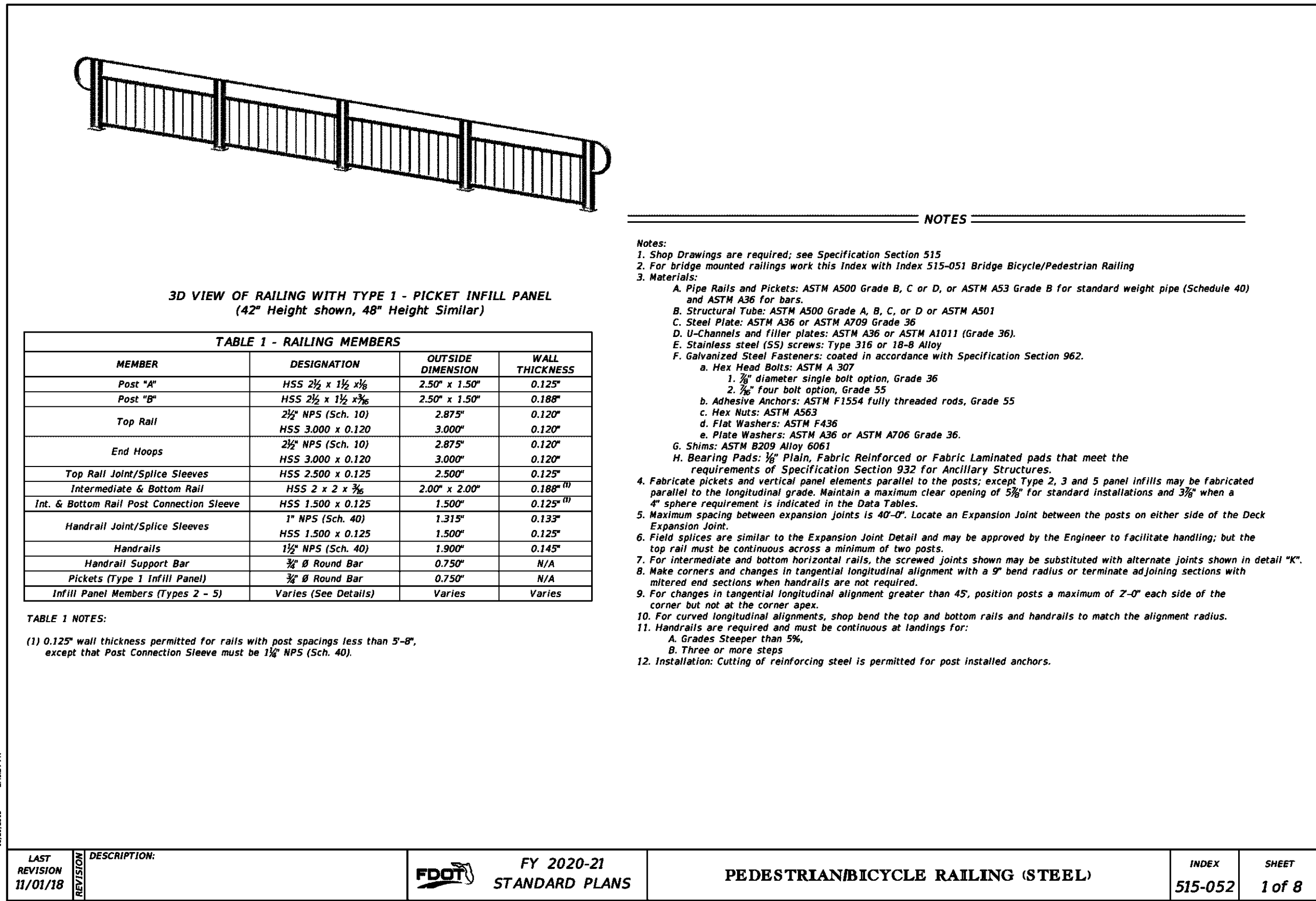
- NOTES:
1. COST AND PAYMENT ASSOCIATED WITH THIS DETAIL SHALL BE INCLUDED IN DIRECTIONAL DRILL BID.
 2. TABLE AND DETAIL BASED ON PRESSURE RATING OF 100 PSI. ENGINEER SHOULD BE CONTACTED PRIOR TO INSTALLATION IF A PIPE WITH A DIFFERENT PRESSURE RATING IS USED.

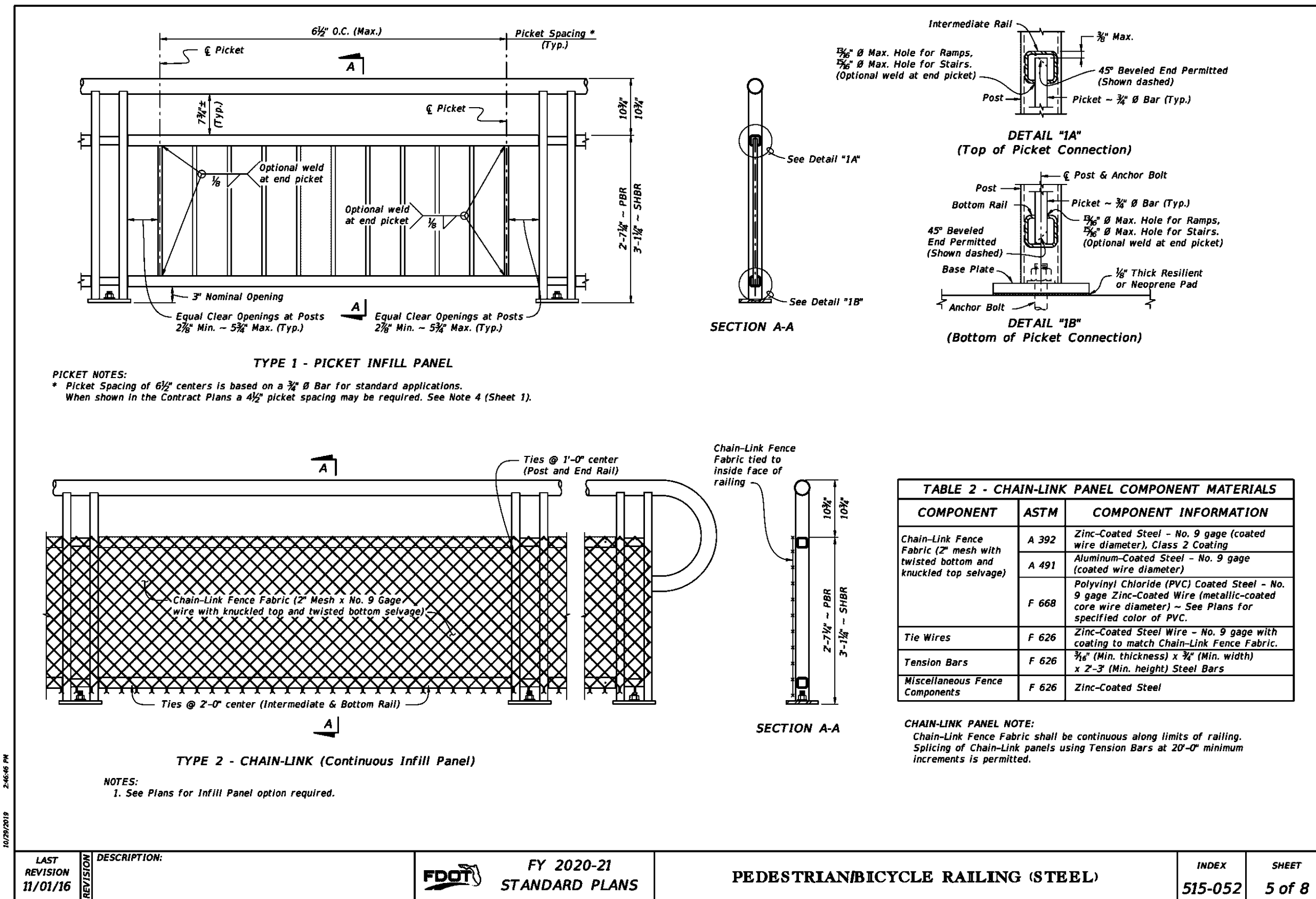
PVC TO HDPE TRANSITION CONNECTION DETAIL

NOT TO SCALE

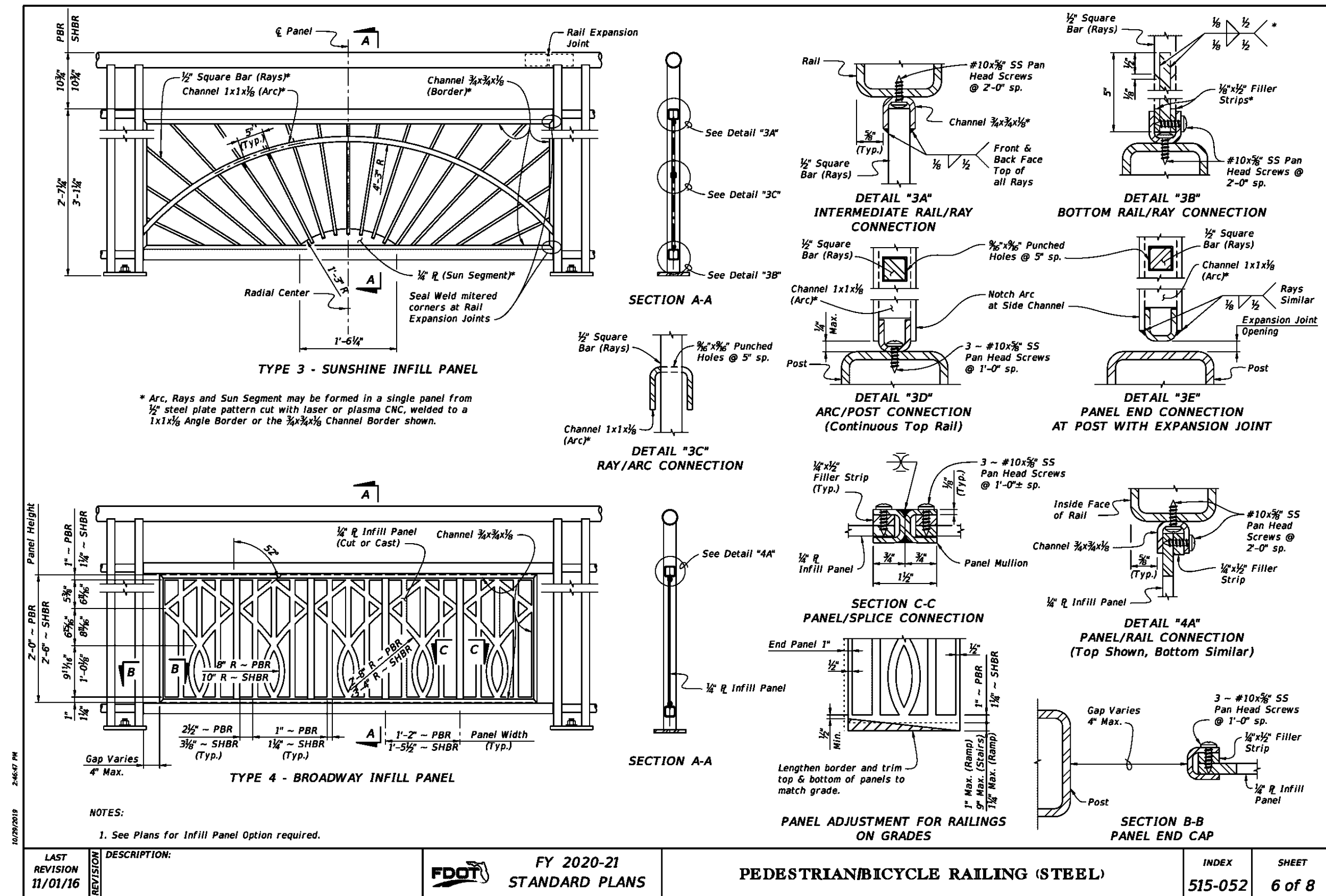
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PROJ. MGR:	JCP
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NOT RELEASED FOR CONSTRUCTION BY:	DATE

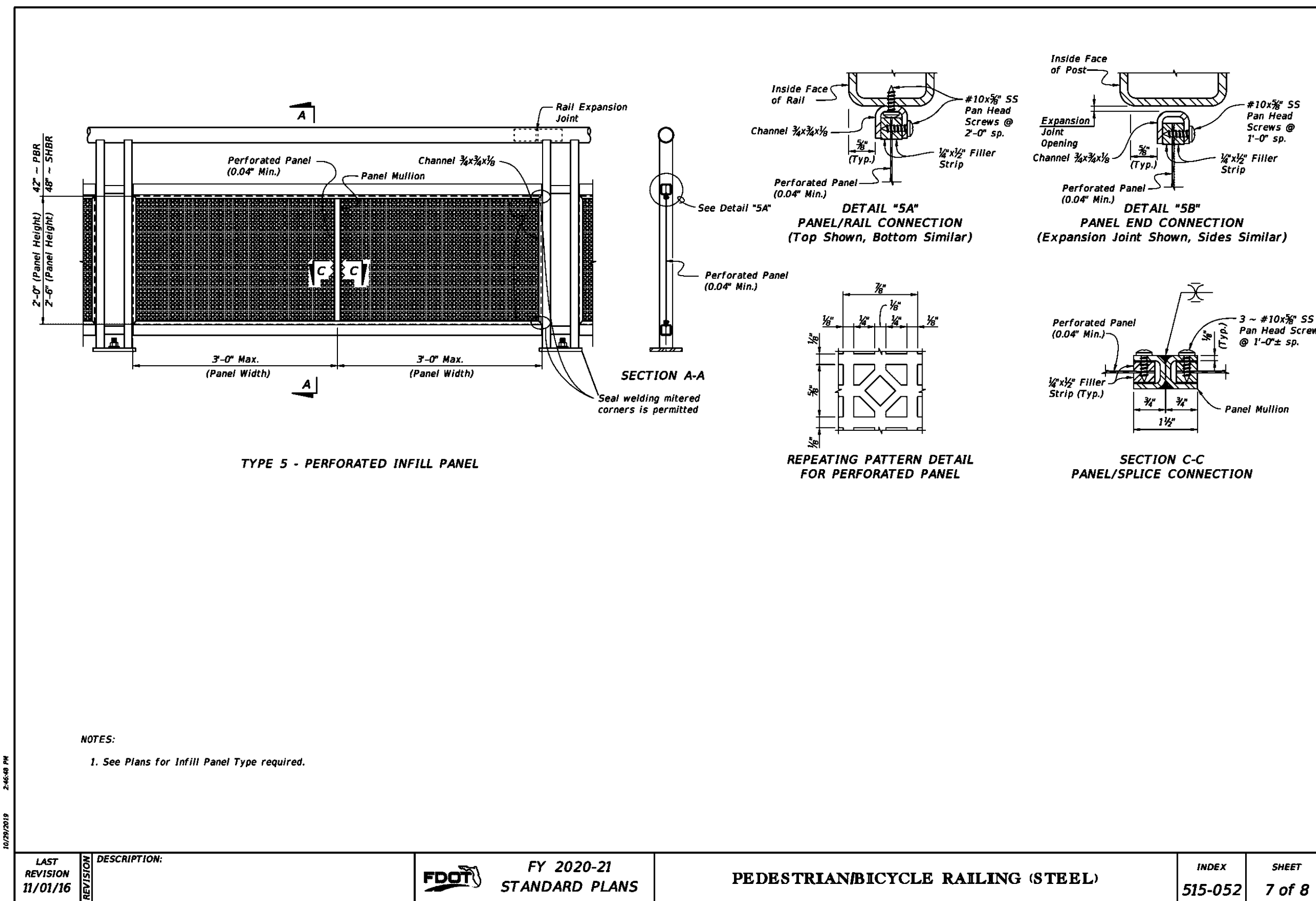




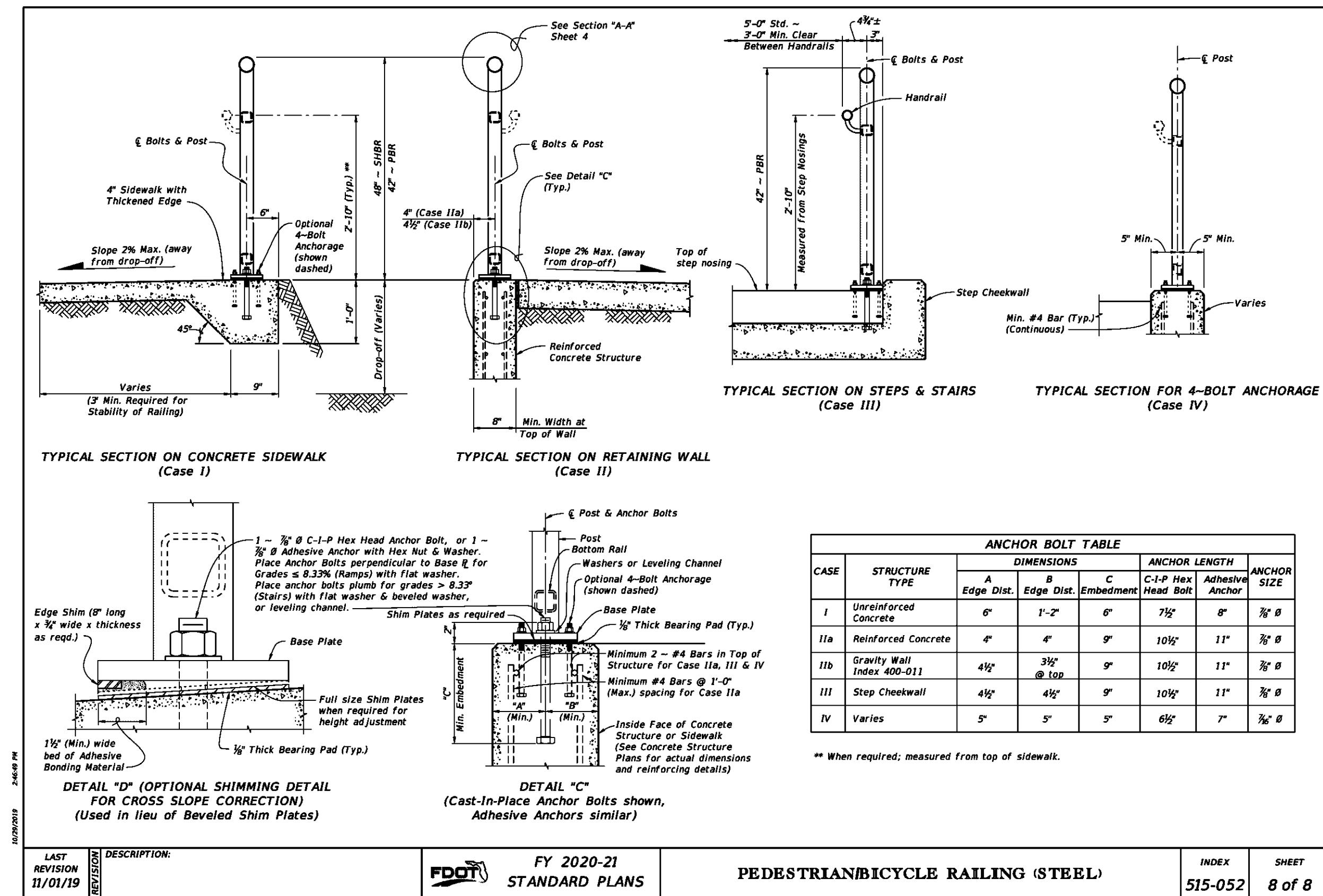
LAST REVISION 11/01/16	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE RAILING (STEEL)	INDEX 515-052	SHEET 5 of 8
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LAST REVISION 11/01/16	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE RAILING (STEEL)	INDEX 515-052	SHEET 6 of 8
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LAST REVISION 11/01/16	DESCRIPTION:	FDOT	FY 2020-21 STANDARD PLANS	PEDESTRIAN/BICYCLE RAILING (STEEL)	INDEX 515-052	SHEET 7 of 8
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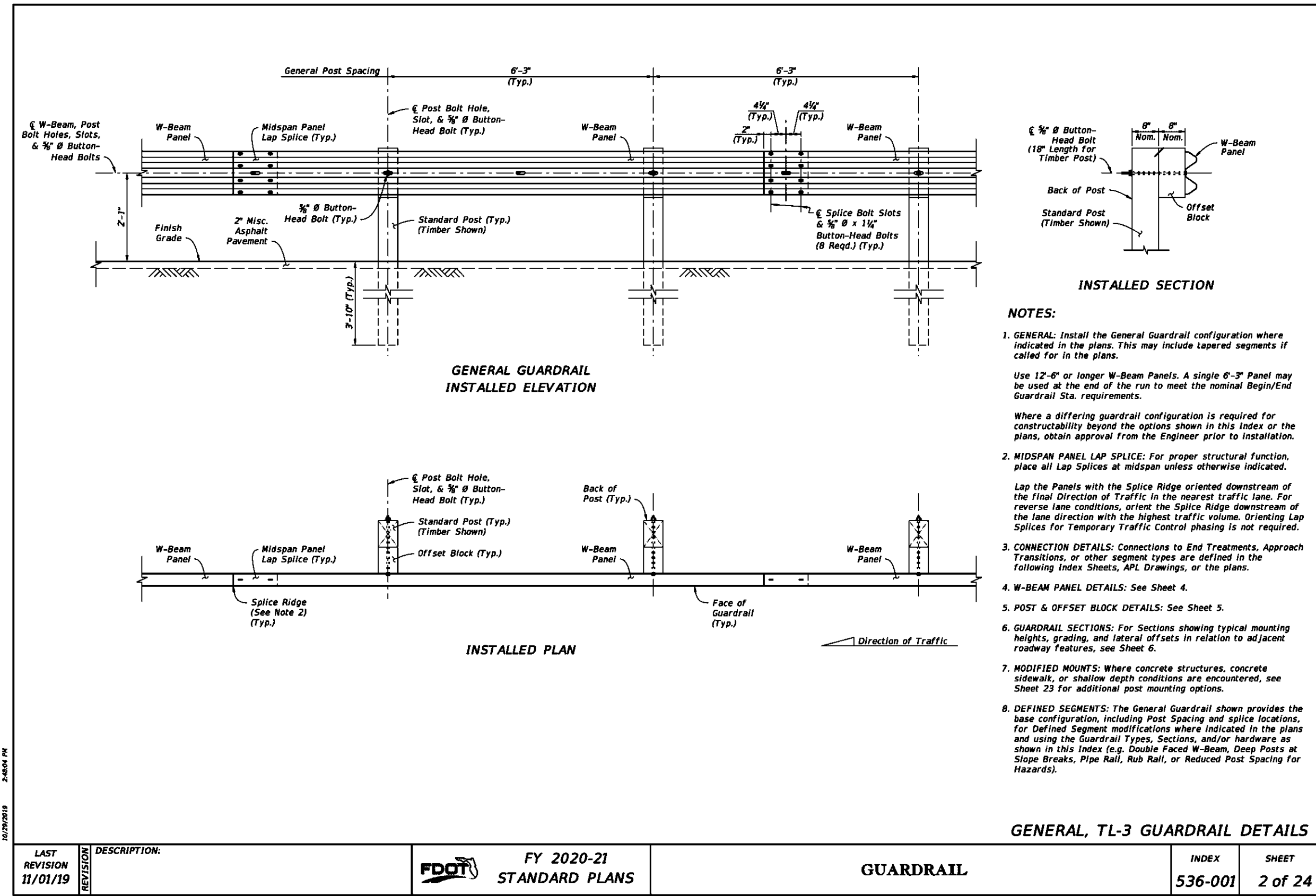
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2	General, TL-3 Guardrail - Installed Plan and Elevation
3	Low-Speed, TL-2 Guardrail - Installed Plan and Elevation
4	W-Beam and Thrie-Beam Panel Details
5	Post and Offset Block Details
6	Guardrail Sections - Heights and Adjacent Slopes
7	End Treatment - Approach Terminal Geometry, Parallel
8	End Treatment - Approach Terminal Geometry, Curbed and Double Faced
9	End Treatment - Trailing Anchorage
10	End Treatment - Component Details
11	End Treatment - Controlled Release Terminal (CRT) System
12	Layout for CRT System - Side Roads and Driveways
13	Approach Transition Connection to Rigid Barrier - General, TL-3
14	Approach Transition Connection to Rigid Barrier - Curb Connections
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16	Approach Transition Connection to Rigid Barrier - Low-Speed, TL-2 - Curb Connections
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21	Layout to Rigid Barrier - Trailing Ends
22	Trailing End Transition Connection to Rigid Barrier
23	Rub Rail Details
24	Pedestrian Safety Treatment - Pipe Rail

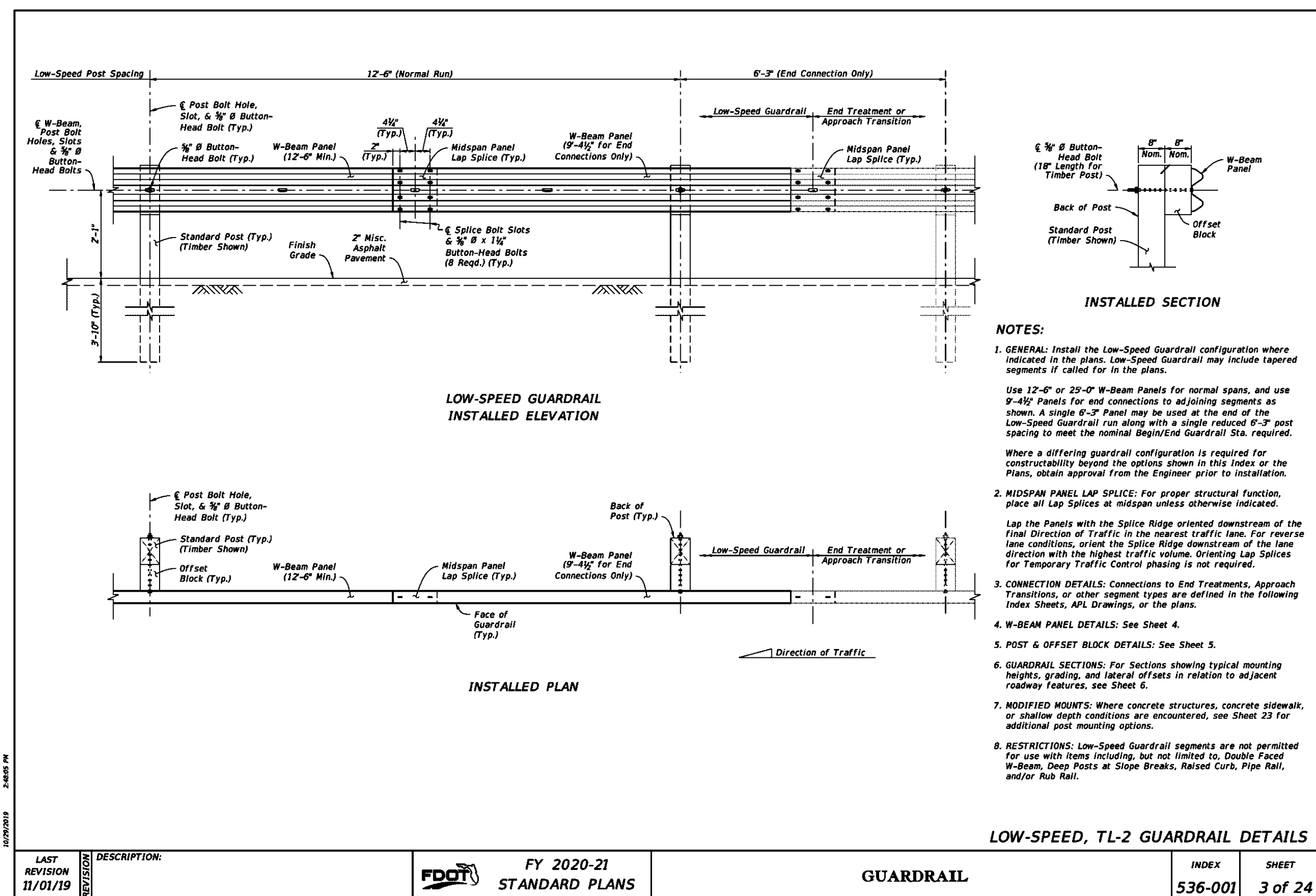
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GENERAL NOTES:

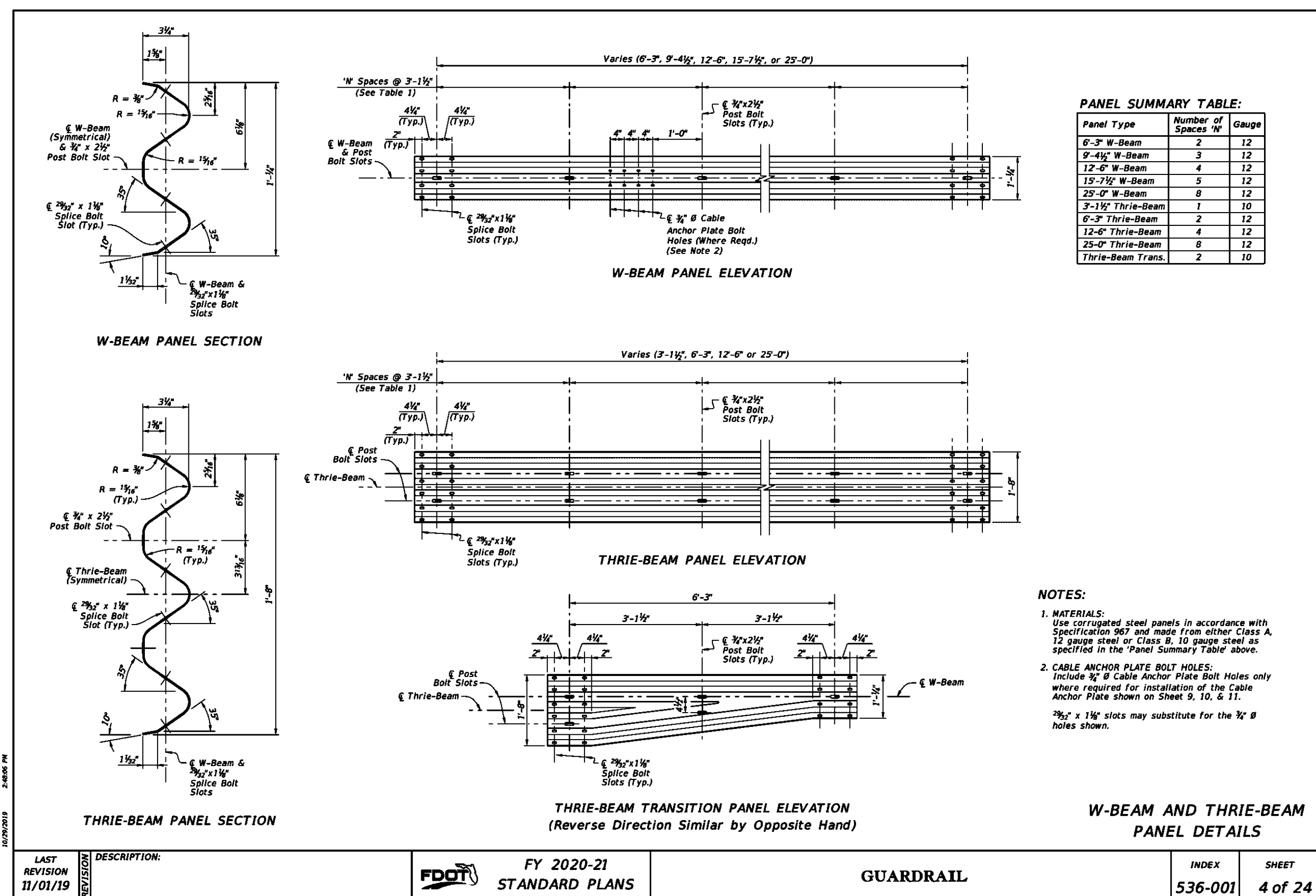
- INSTALLATION:** Construct guardrail in accordance with Specification 536. This Index, along with the plans and the manufacturer's drawings on the Approved Products List (APL), is sufficiently detailed for installation of General Guardrail, Low-Speed Guardrail, End Treatment assemblies, and their connecting options shown herein. This precludes requirements for shop drawing submittals unless otherwise specified in the plans.
- COMPATIBILITY:** The General Guardrail in this Index is based on the Midwest Guardrail System (MGS) design, with an approximate height of 31" at the top of the Panel (21" mounting height at vertical ϵ of Panel) and a midspan panel splice as shown on Sheet 2. Guardrail components included on the APL, which are compatible with this Index, may also be identified as 31" or MGS Guardrail.
- STANDARD COMPONENTS:** Standard guardrail components, including posts, panels, and bolt systems, are based on the Task Force 13 Publication: Guide to Roadside Hardware Components (https://t13.org/Guides/componentGuide/).
- BUTTON-HEAD BOLTS:** Install Button-Head Bolts where indicated using bolts, nuts, and washers as defined on Sheet 24. Place washers under nuts. Do not place washers between bolt heads and panels, except where otherwise shown in this Index.
- HEX-HEAD BOLTS:** Install Hex-Head Bolts where indicated using bolts, nuts, and washers in accordance with material properties of Specification 967. Place washers under nuts.
- MISCELLANEOUS ASPHALT PAVEMENT:** Install Miscellaneous Asphalt Pavement where indicated with a tolerance of $\pm 1/2$ " depth and in accordance with Specification 339.
- ADJACENT SIDEWALKS & SHARED USE PATHS:** When guardrail posts are placed within 4'-0" of a sidewalk or shared use path, use timber posts, or use steel posts only if treated with Pipe Rail as shown on Sheet 22. When timber posts are used, one of the following safety treatments is required for the bolts protruding from the back face of the posts:
 - After tightening the nut, trim the protruding post bolt flush with the nut and galvanize per Specification 562.
 - Use post bolts 15" in length and counter-sink the washer and nut between 1" and 1 1/2" deep into the back face of the post.
 - Use 1 1/2" post bolts with sleeve nuts and washers.
- NESTED W-BEAM:** Where called for in the plans, install two W-Beam Panels mounted flush per location, securing all panels with Button-Head Bolts threaded through aligned slots and holes. 2" Button-Head Bolts are permitted for panel splice locations.
- CONNECTION TO RIGID BARRIER:** The connections to Rigid Barrier in this Index only apply to newly constructed bridge Traffic Railing and Concrete Barrier or where the complete Approach Transition Connection to Rigid Barrier shown herein can be installed without conflicting with existing Traffic Railings, structures, or approach slabs. For connecting guardrail to existing bridge Traffic Railings, see Indexes 536-002, 521-404, and 521-405.
- CONNECTION TO EXISTING GUARDRAIL:** Where a transition to existing Guardrail at 21" height is required, linearly transition the new guardrail height over a distance ranging from 25'-0" to 31'-3". Height transitions must occur outside of End Treatment and Approach Transition segments. Provide an immediate transition to the required midspan panel splice using the available panel options on Sheet 4 (9'-4 1/2" or 12'-7 1/2" panel). Alternatively, this transition to midspan panel splice may be achieved by installing a single reduced post spacing of 3'-1 1/2" within the new guardrail, immediately adjacent to the connection location.
- PLANS CALLOUTS:** Begin/End Station labels are shown throughout this Index as they correspond to the station and offset callouts specified in the plans. In the plans, Begin/End Guardrail Station refers to the General TL-3 Guardrail Pay Item, and it may be abbreviated as Begin/End GR. Station. Where the Low-Speed TL-2 Guardrail Pay Item is specifically required, the callout in the plans will then specify Begin/End TL-2 GR. Station.
- QUANTITY MEASUREMENT:** Measure guardrail and corresponding components as defined in Specification 536. The Guardrail length is measured along the centerline of installed Panels, between the points labeled Begin/End Guardrail Station shown on the following Index Sheets and defined in the plans (typically measured from the ϵ of the panel's post bolt slots at the approach/trailing ends).



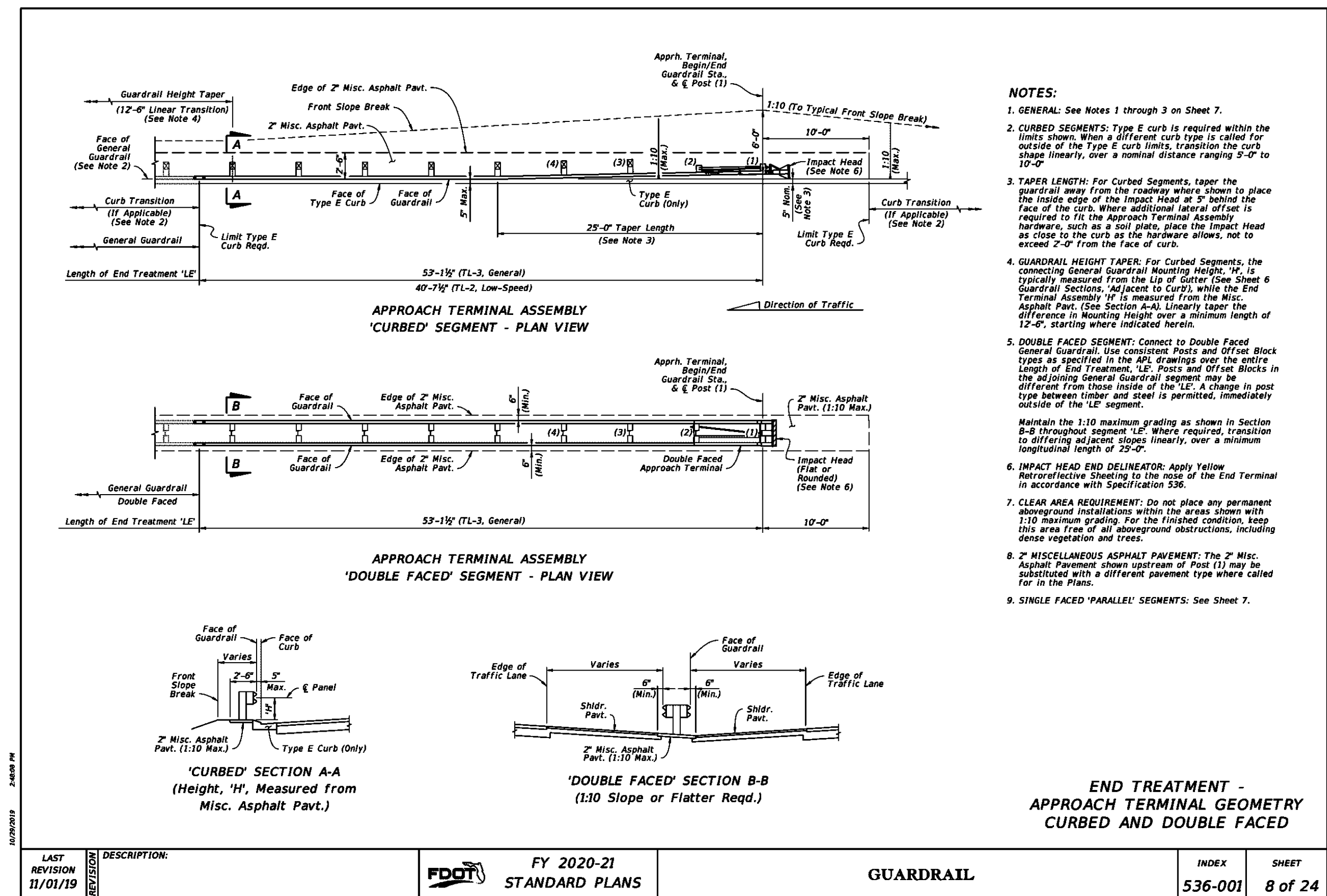
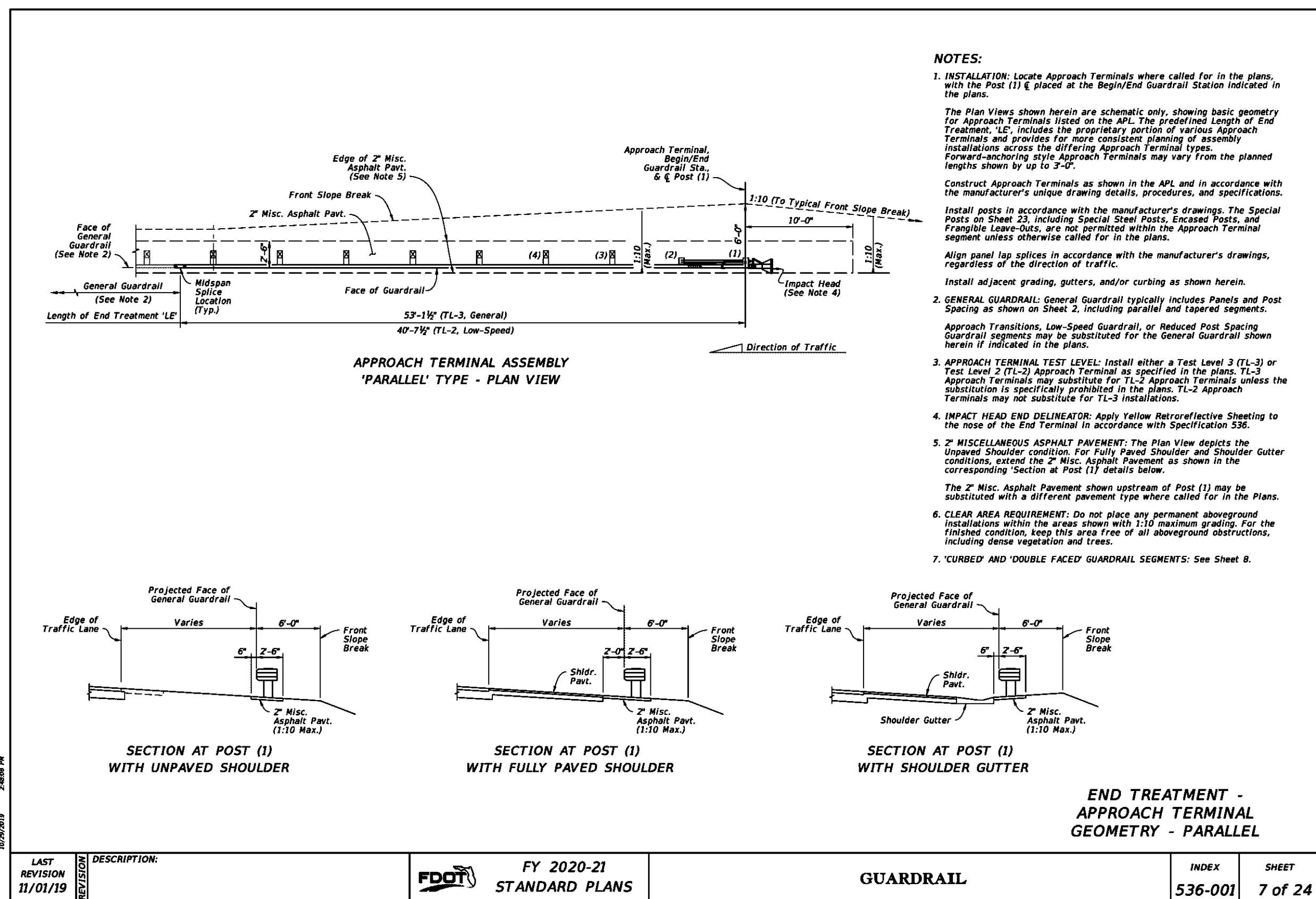
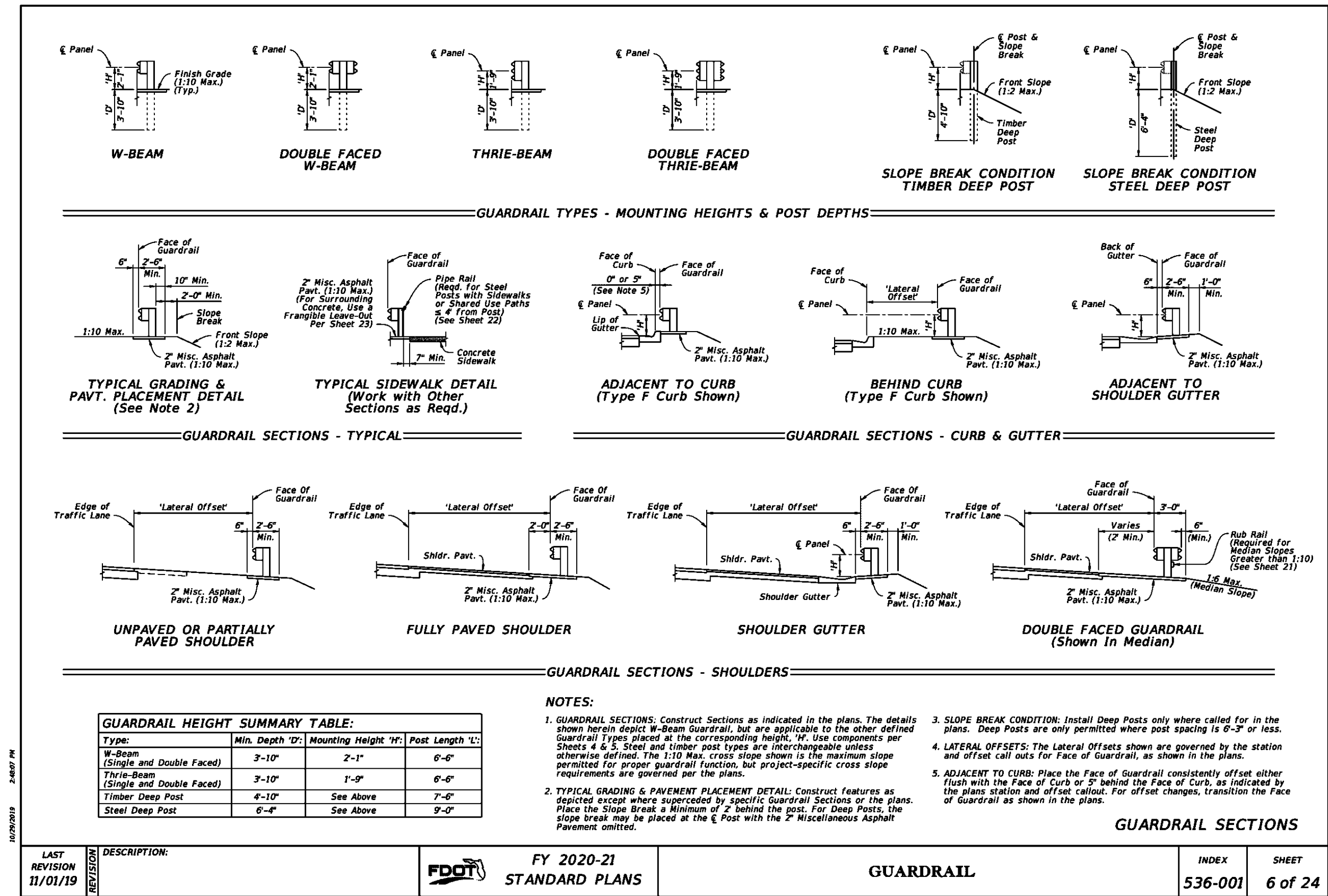
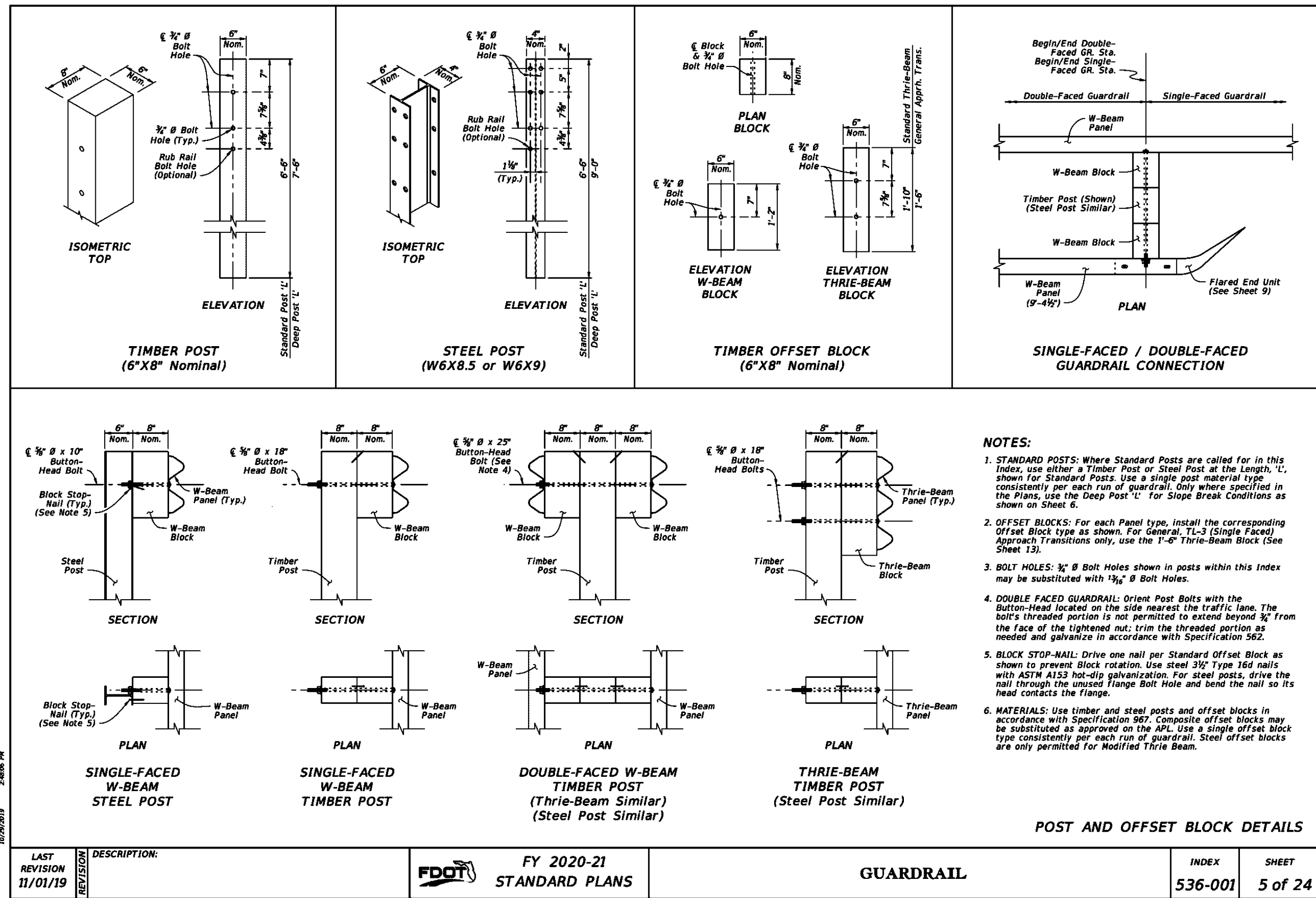
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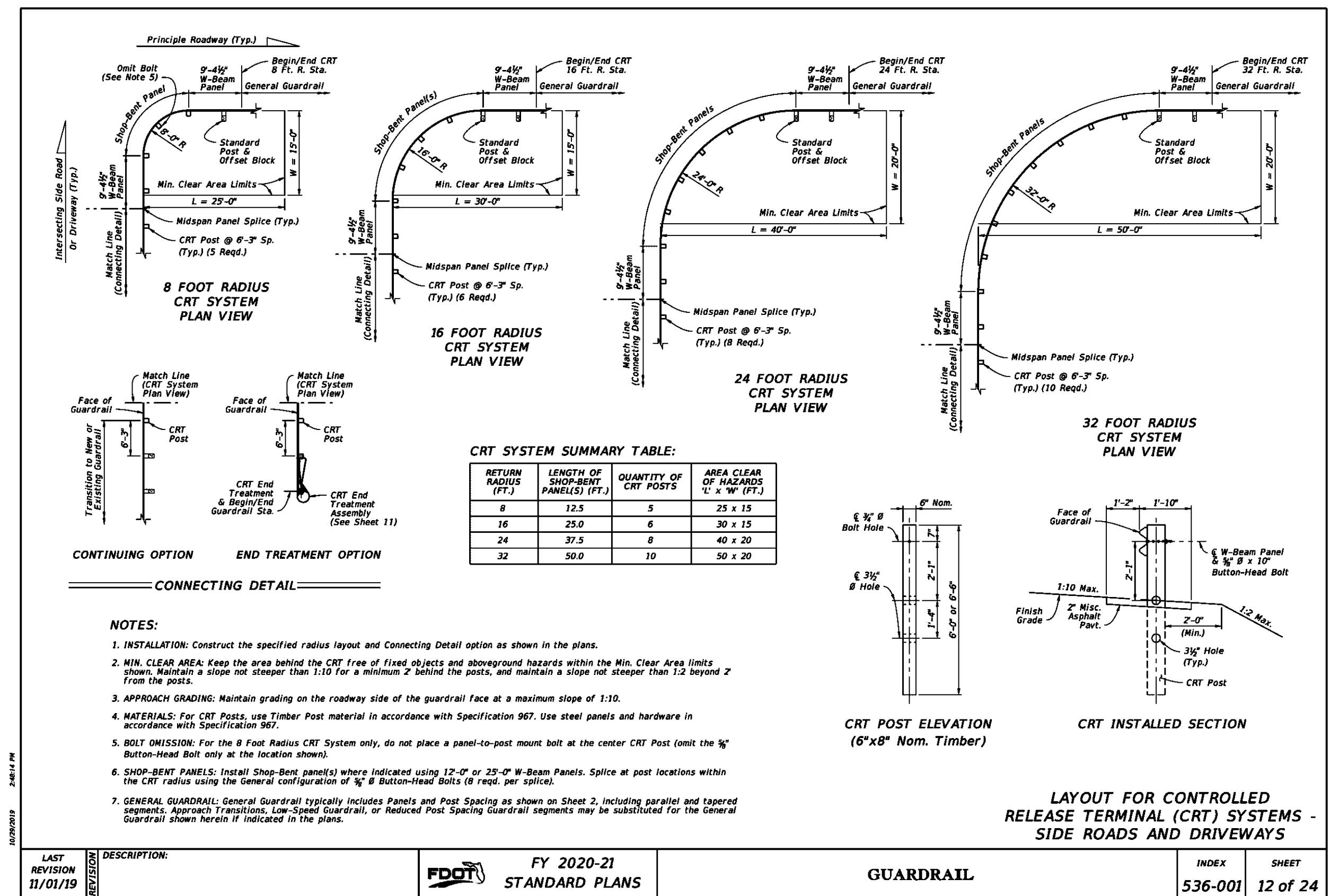
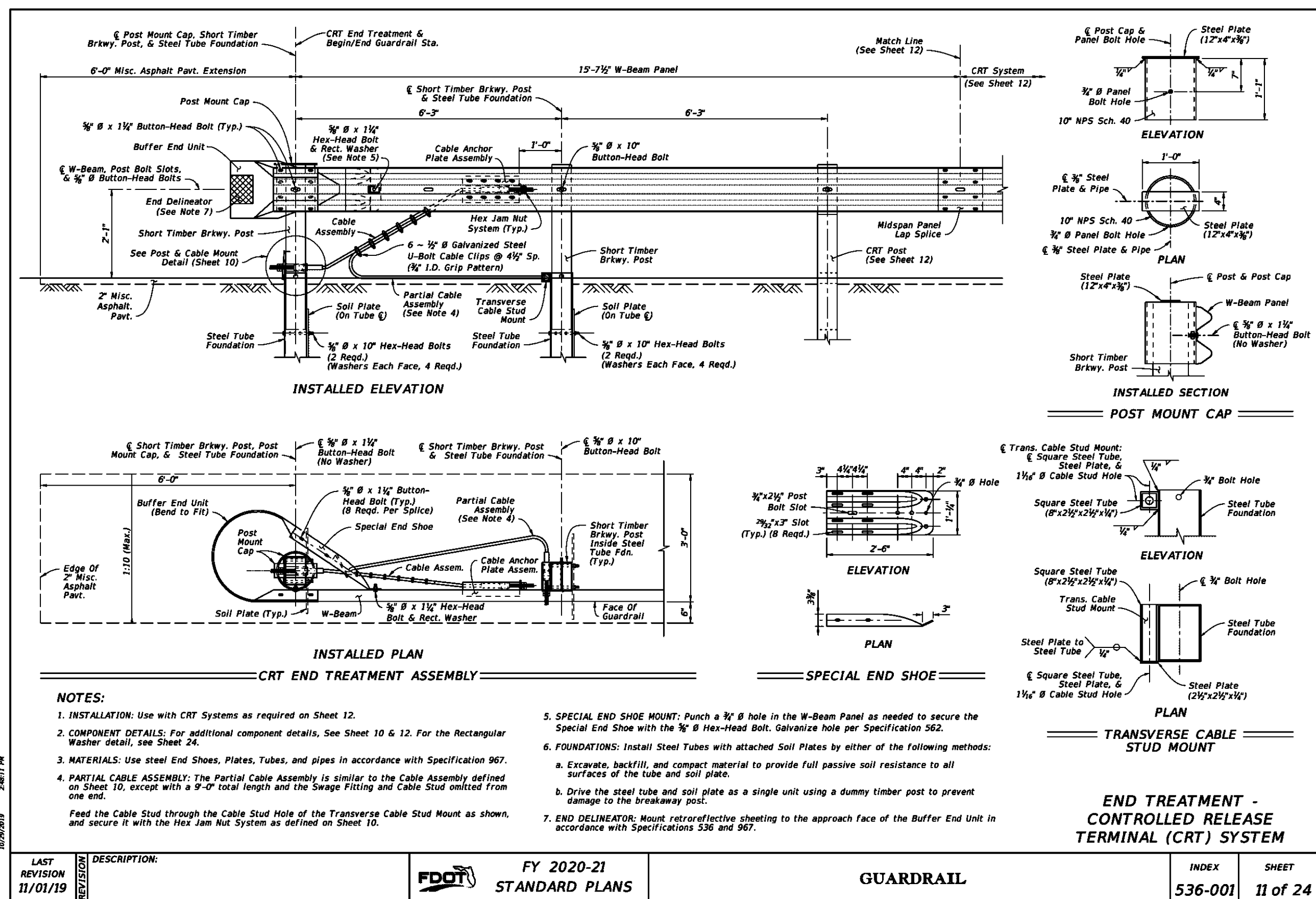
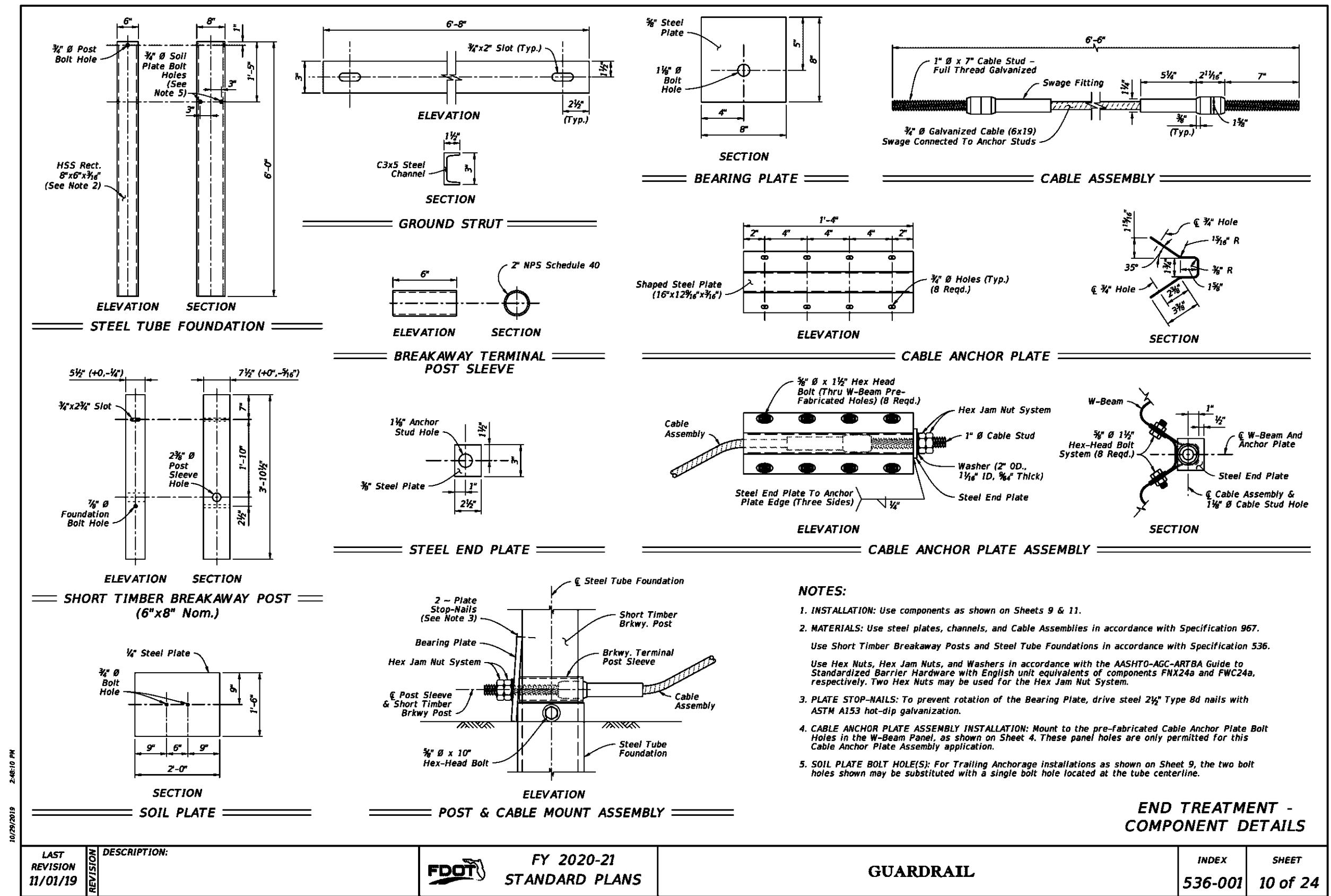
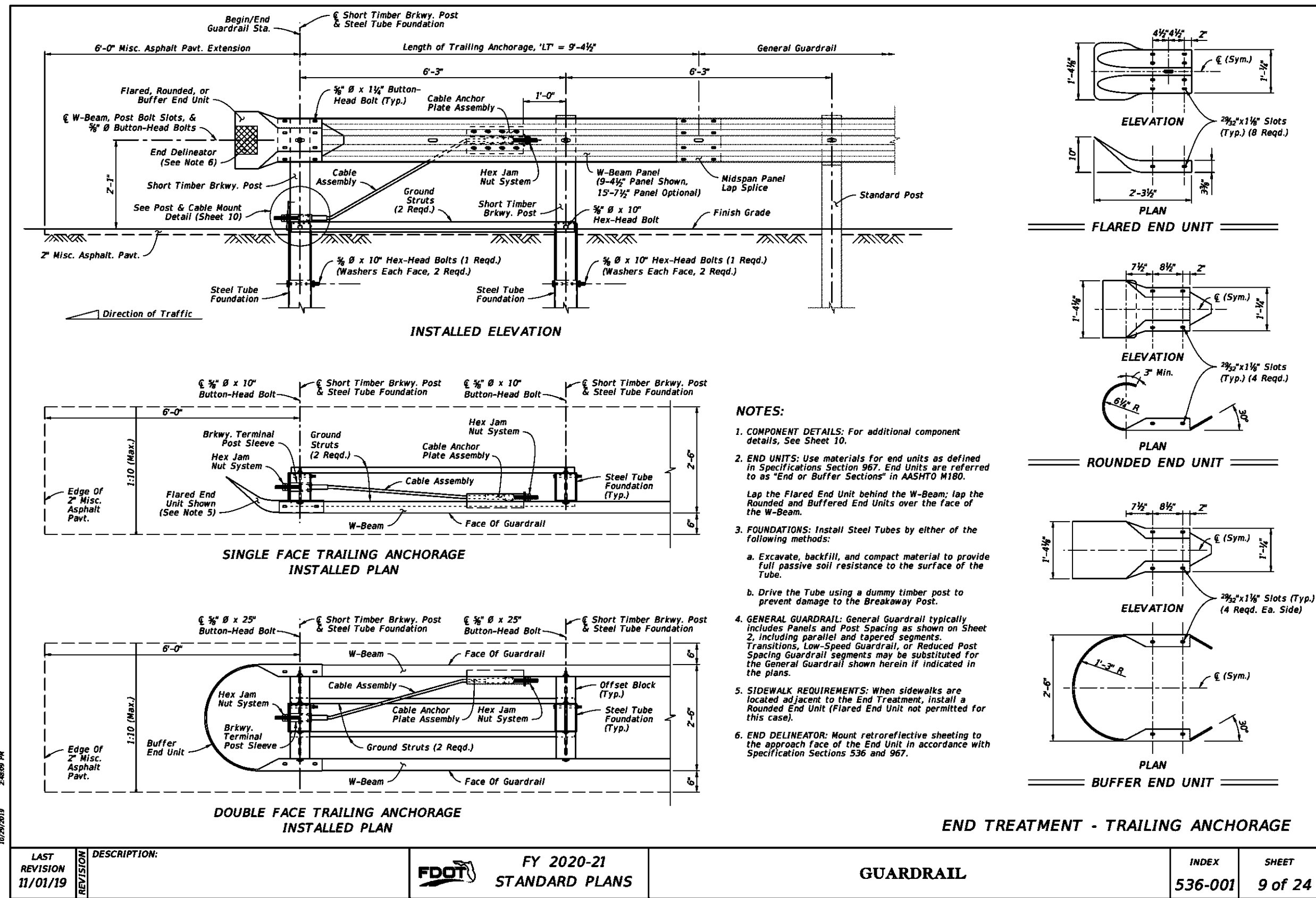


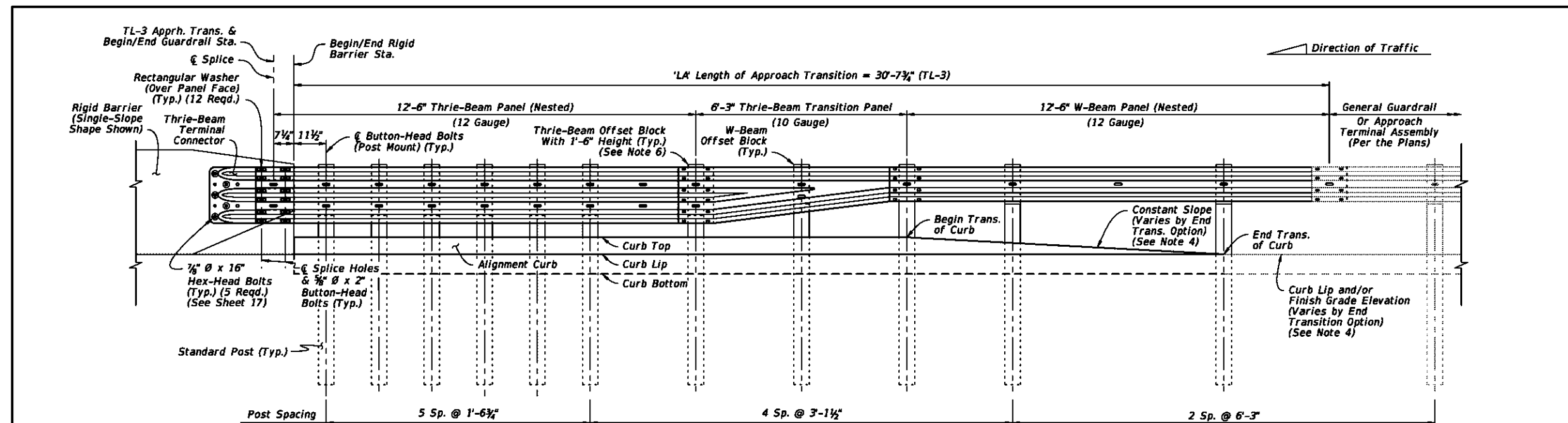
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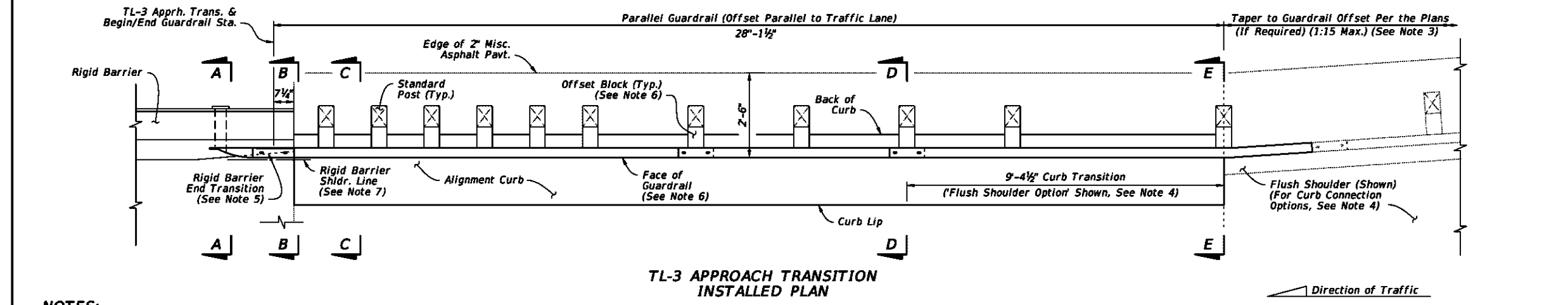
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TL-3 APPROACH TRANSITION
INSTALLED ELEVATION



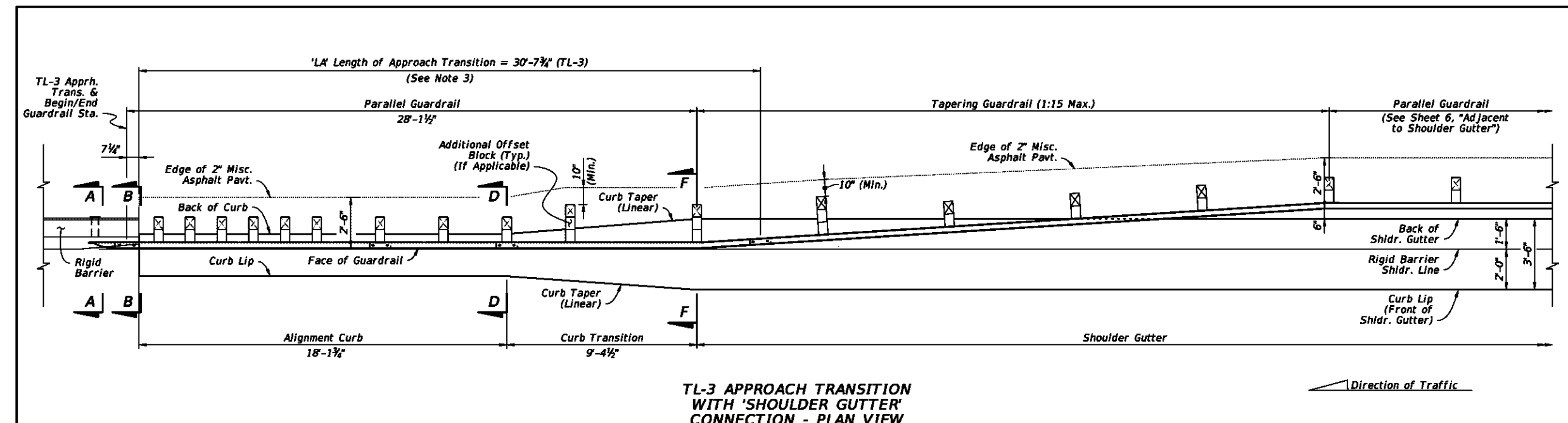
TL-3 APPROACH TRANSITION
INSTALLED PLAN

NOTES:

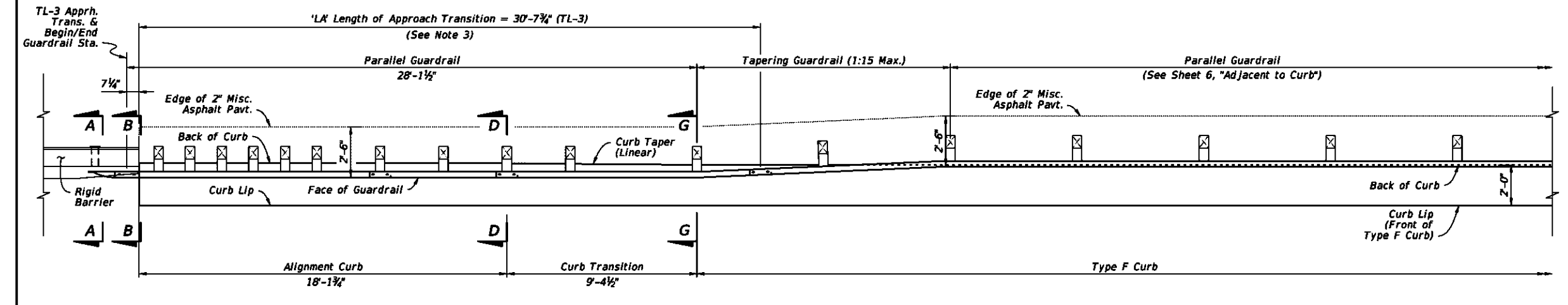
1. INSTALLATION: Construct the Approach Transition segment where indicated in the plans. For example layouts showing the Approach Transitions fit among other guardrail segments, see Sheet 19.
2. SECTION VIEWS & DETAILS: For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
3. GUARDRAIL TAPER: The connecting guardrail may require a different lateral offset if shown in the plans. At the location shown herein, taper the guardrail to the connecting guardrail offset. If the adjacent guardrail segment has the same offset as the Approach Transition segment, then no taper is required.
4. END TRANSITION OF CURB OPTIONS: The Plan and Elevation views depict an example Curb Transition to Flush Shoulder from Section D-D to E-E; but this transition may require a different shape depending on the End Transition option shown in the plans (Either a Shoulder Gutter Option, Raised Curb Option, or Flush Shoulder Option). See Sheet 14 for additional curb options and Sheet 17 for curb shape details.
5. RIGID BARRIER END TRANSITION: Taper the Rigid Barrier toe as shown. See Concrete Barrier, Index 521-001, and Traffic Railing, Index 521-422 and 521-428, for details.
6. OFFSET BLOCKS: For Thrie-Beam post locations within the Length of Approach Transition segment, use the Timber Offset Blocks with 1'-0" height shown on Sheet 5. For the midspan of the Thrie-Beam Transition Panel and for all other W-Beam locations shown herein, use the W-Beam Offset Blocks with 1'-2" height.
7. OFFSET: The required offset difference between the Face of Guardrail and Rigid Barrier Shoulder Line is considered negligible and may not be shown in the guardrail offset callouts in the plans. A consistent guardrail offset deviation of up to 4 inches outside of the Rigid Barrier Shoulder Line is permitted over the length 'LX'.
8. GENERAL GUARDRAIL: General Guardrail typically includes Panels and Post Spacing as shown on Sheet 2, including parallel and tapered segments. Approach Terminals, Low-Speed Guardrail, or Reduced Post Spacing Guardrail segments may be substituted for the General Guardrail shown herein if indicated in the plans.

APPROACH TRANSITION CONNECTION
TO RIGID BARRIER - GENERAL, TL-3

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TL-3 APPROACH TRANSITION
WITH 'SHOULDER GUTTER'
CONNECTION - PLAN VIEW



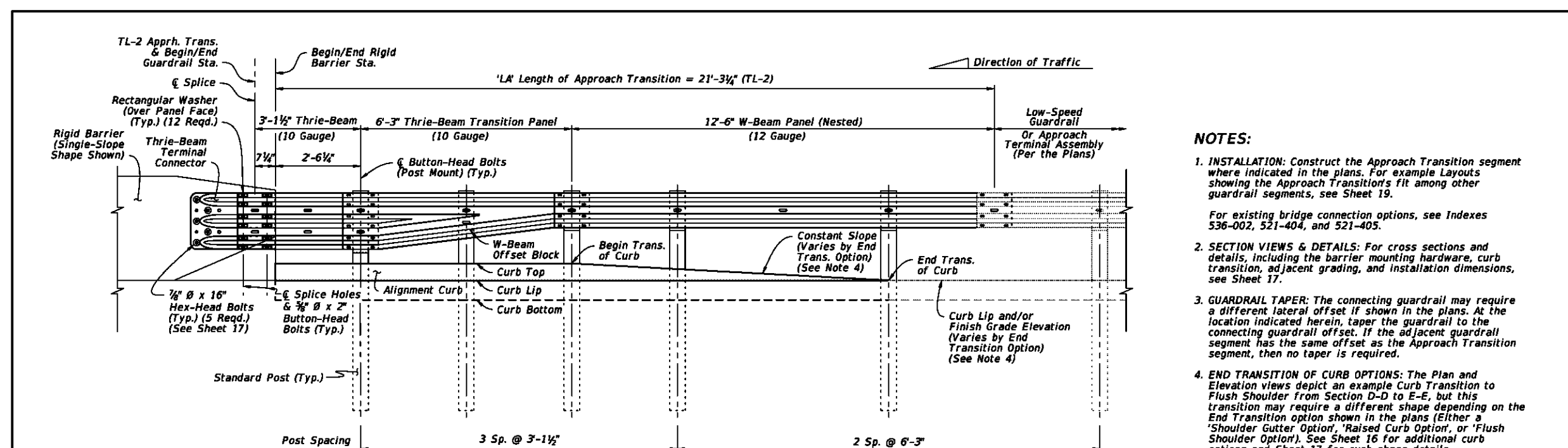
TL-3 APPROACH TRANSITION
WITH 'TYPE F CURB'
CONNECTION - PLAN VIEW

NOTES:

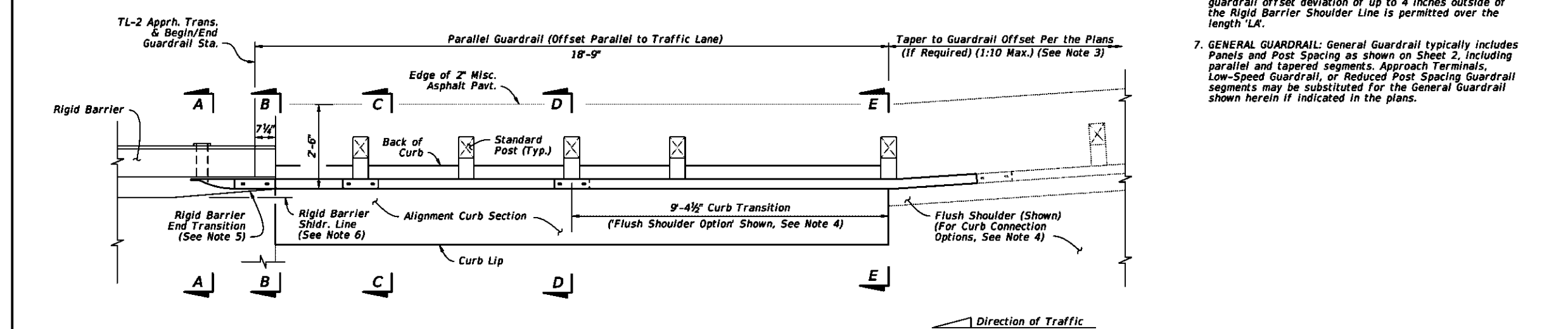
1. GENERAL: See the applicable notes and details on Sheet 13.
2. SECTION VIEWS & DETAILS: For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
3. ELEVATION VIEW: For post and panel installation details within 'LX', see the elevation view on Sheet 13. The curb details will differ depending on curb option required.

APPROACH TRANSITION CONNECTION
TO RIGID BARRIER - GENERAL, TL-3
CURB CONNECTIONS

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		GUARDRAIL		



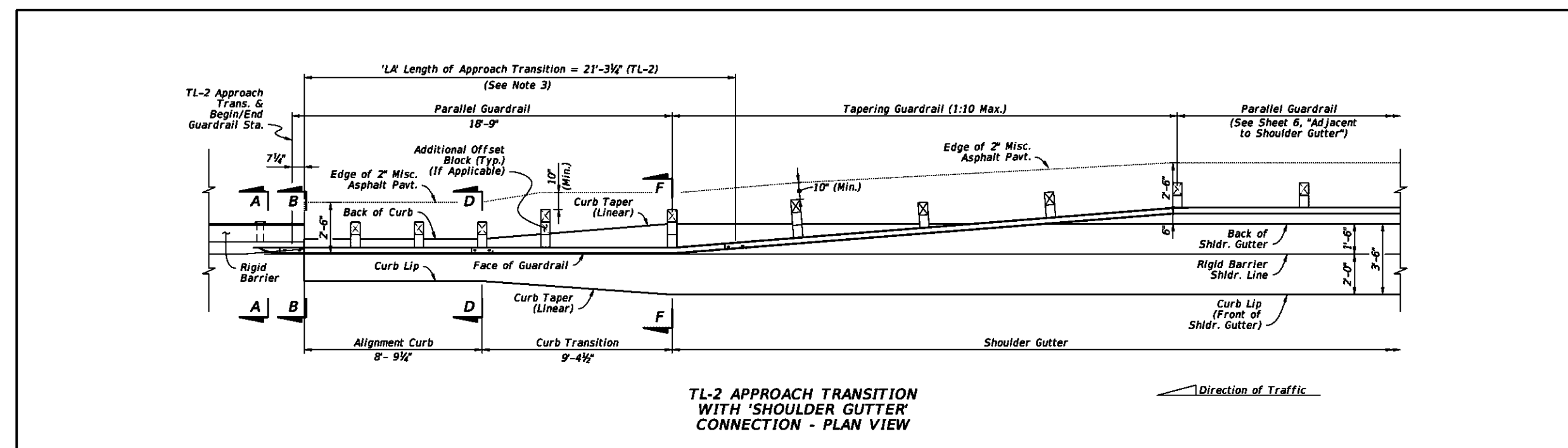
TL-2 APPROACH TRANSITION
INSTALLED ELEVATION



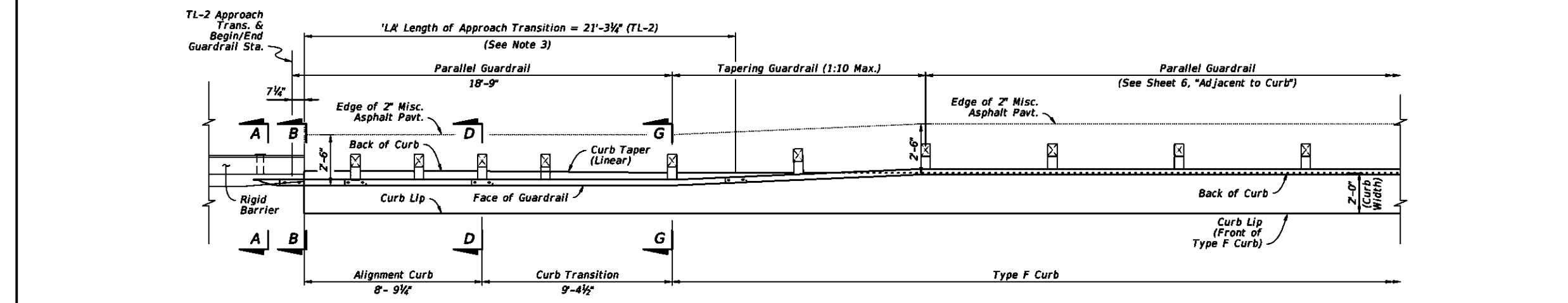
TL-2 APPROACH TRANSITION
INSTALLED PLAN

APPROACH TRANSITION CONNECTION
TO RIGID BARRIER - LOW-SPEED, TL-2

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		GUARDRAIL		



TL-2 APPROACH TRANSITION
WITH 'SHOULDER GUTTER'
CONNECTION - PLAN VIEW



TL-2 APPROACH TRANSITION
WITH 'TYPE F CURB'
CONNECTION - PLAN VIEW

NOTES:

1. GENERAL: See the applicable notes and details on Sheet 15.
2. SECTION VIEWS & DETAILS: For cross sections and details, including the barrier mounting hardware, curb transition, adjacent grading, and installation dimensions, see Sheet 17.
3. ELEVATION VIEW: For post and panel installation details within 'LX', see the elevation view on Sheet 15. The curb details will differ depending on curb option required.

APPROACH TRANSITION CONNECTION
TO RIGID BARRIER - LOW-SPEED, TL-2
CURB CONNECTIONS

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