CITY OF NORTH MIAMI
PUBLIC WORKS DEPARTMENT

CONTRACT PLANS

PROPOSED 8" WATERMAIN

NW 8TH AVE FROM 150 FEET NORTH OF NW 142ND ST TO NW 140TH TERRACE
AND ALONG NW 140TH TERRACE FROM NW 7TH AVE TO NW 8TH AVE

MIAMI-DADE COUNTY - FLORIDA

PROJECT LOCATION

LOCATION MAP

SECTION 23, TOWNSHIP 52, RANGE 41

CRAVEN • THOMPSON AND ASSOCIATES, INC.
ENGINEERS • PLANNERS • SURVEYORS
2563 N.W. 3250 STREET, NORTH LAUDERDALE, FLORIDA 33316
P.O. BOX 2399, FT. LAUDERDALE, FL 33302

SCALE 1 INCH = 200 FEET

VERTICAL INFORMATION HEREON IS RELATIVE TO
THE NORTH AMERICAN VERTICAL DATUM (NAVD88).

JUNE 14, 2019
18-0037-001-02

Douglas R. Taylor
Florida P.E. No. 50569
# Proposed 8" C-900 Water Main for NW 8th Ave from NW 142nd St to NW 140th Tr

## City of North Miami

**Project # 18-0037-001-02**

**SC/JA**

**DRT**

**JDC**

**11/07/18**

**11/21/18**

**11/21/18**

<table>
<thead>
<tr>
<th>PAY ITEM NO.</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Furnish &amp; Install C-900, Water Main (8&quot;)</td>
<td>LF</td>
<td>1167.00</td>
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<tr>
<td>2</td>
<td>Furnish and Install 1&quot; Double Water Service and Meter Boxes for New Meters</td>
<td>LF</td>
<td>5.00</td>
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<tr>
<td>3</td>
<td>Furnish and Install 1&quot; Single Water Service and Meter Box and Transfer Service from Rear to Front of Lot</td>
<td>EA</td>
<td>9.00</td>
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<tr>
<td>4</td>
<td>Furnish and Install 1&quot; Single Water Service and Meter Box for New Meter</td>
<td>EA</td>
<td>0.00</td>
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<tr>
<td>5</td>
<td>Furnish and Install 3/4&quot; Dual Water Service for Existing Meter to Remain</td>
<td>EA</td>
<td>1.00</td>
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<tr>
<td>6</td>
<td>Furnish and Install Water Service Pipe on Private Property Including Fittings</td>
<td>LF</td>
<td>340.00</td>
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<tr>
<td>7</td>
<td>Furnish and Install Dip Reducer (2&quot; - 6&quot;)</td>
<td>EA</td>
<td>4.00</td>
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<tr>
<td>8</td>
<td>Furnish and Install Tapping Saddle / Sleeve with Valves (6&quot; - 8&quot;)</td>
<td>EA</td>
<td>1.00</td>
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<td>9</td>
<td>Furnish and Install Cut-In Sleeve (6&quot; - 8&quot;)</td>
<td>EA</td>
<td>1.00</td>
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<tr>
<td>10</td>
<td>Furnish and Install, 45 Degree Dip Bend (8&quot;)</td>
<td>EA</td>
<td>14.00</td>
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<td>11</td>
<td>Furnish and Install, 22.5 Degree Dip Bend (8&quot;)</td>
<td>EA</td>
<td>0.00</td>
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<tr>
<td>12</td>
<td>Furnish and Install 90 Degree Dip Bend (8&quot;)</td>
<td>EA</td>
<td>2.00</td>
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<tr>
<td>13</td>
<td>Furnish and Install Cut-In Valve Assembly (2&quot;) Including Sleeves</td>
<td>EA</td>
<td>1.00</td>
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<td>14</td>
<td>Furnish and Install Valve Assembly (8&quot;)</td>
<td>EA</td>
<td>6.00</td>
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<tr>
<td>15</td>
<td>Automatic Air Release Valves</td>
<td>EA</td>
<td>3.00</td>
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<tr>
<td>16</td>
<td>Furnish and Install Dip Tee, (8&quot; X 6&quot;) Includes Necessary Sleeves</td>
<td>EA</td>
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<td>17</td>
<td>Furnish and Install Dip Cross, (8&quot; X 6&quot;) Includes Necessary Sleeves</td>
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<td>18</td>
<td>Furnish and Install Dip Tee, (8&quot; X 2&quot;) Includes Necessary Sleeves</td>
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<td>19</td>
<td>Furnish and Install Fire Hydrant Assembly</td>
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<td>20</td>
<td>Abandon, Plug and Grout Existing Main</td>
<td>LF</td>
<td>234.00</td>
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<tr>
<td>21</td>
<td>Bacteriological Sampling Point</td>
<td>EA</td>
<td>3.00</td>
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<tr>
<td>22</td>
<td>Field Testing and Laboratory Work with Certified Reports</td>
<td>LS</td>
<td>1.00</td>
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## Roadway

<table>
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<th>UNIT</th>
<th>GRAND TOTAL</th>
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<tr>
<td>1</td>
<td>Stabilization of Subgrade</td>
<td>SY</td>
<td>1505.00</td>
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<tr>
<td>2</td>
<td>Furnish and Compact Lime Rock Base Material, - 6&quot;</td>
<td>SY</td>
<td>1505.00</td>
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<tr>
<td>3</td>
<td>Mill and Resurface Asphalt Pavement, Superpave SP-9.5, 1&quot; Avg Depth</td>
<td>SY</td>
<td>3505.00</td>
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<tr>
<td>4</td>
<td>Superpave SP-9.5 Asphaltic Concrete, 1&quot; Avg Depth</td>
<td>SY</td>
<td>1505.00</td>
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<tr>
<td>5</td>
<td>Concrete Driveway Apron Restoration</td>
<td>SY</td>
<td>60.00</td>
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<tr>
<td>6</td>
<td>Asphalt Driveway Apron Restoration</td>
<td>SY</td>
<td>20.00</td>
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<tr>
<td>7</td>
<td>Furnish and Install Sod</td>
<td>SY</td>
<td>593.00</td>
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<td>8</td>
<td>Concrete Sidewalk Restoration</td>
<td>SY</td>
<td>59.00</td>
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## Pervasive, Marking, & Signage

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<tbody>
<tr>
<td>1</td>
<td>Furnish and Place Reflective Pavement Markers</td>
<td>EA</td>
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<tr>
<td>2</td>
<td>Furnish and Place 6&quot; Thermoplastic (Solid Line)</td>
<td>LF</td>
<td>60.00</td>
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<tr>
<td>3</td>
<td>Furnish and Place 12&quot; Thermoplastic (Crosswalks)</td>
<td>LF</td>
<td>0.00</td>
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<td>4</td>
<td>Furnish and Place 24&quot; Thermoplastics (Stop Bars)</td>
<td>LF</td>
<td>10.00</td>
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<td>5</td>
<td>Furnish and Place 10'-30' Skip Thermoplastic</td>
<td>LF</td>
<td>0.00</td>
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<tr>
<td>6</td>
<td>Relocate or Adjust Existing Sign</td>
<td>EA</td>
<td>0.00</td>
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<tr>
<td>7</td>
<td>Furnish and Install Irrigation System Restoration</td>
<td>LOT</td>
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<td>8</td>
<td>Erosion and Dust Control</td>
<td>LS</td>
<td>1.00</td>
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## Allowance Items

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<tr>
<th>PAY ITEM NO.</th>
<th>DESCRIPTION</th>
<th>UNIT</th>
<th>GRAND TOTAL</th>
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<tbody>
<tr>
<td>1</td>
<td>General Requirements &amp; Conditions (Includes Mobilization, Insurance, Bonds, Temporary Facilities, etc.)</td>
<td>% of Subtotal Bid Amount</td>
<td>5%</td>
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<tr>
<td>2</td>
<td>Maintenance of Traffic</td>
<td>% of Subtotal Bid Amount</td>
<td>5%</td>
</tr>
<tr>
<td>3</td>
<td>Contingency</td>
<td>% of Subtotal Bid Amount</td>
<td>10%</td>
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<tr>
<td>4</td>
<td>Permit Fee (Allowance)</td>
<td>LS</td>
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</table>
GENERAL NOTES:
1. GENERAL NOTES:
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8. GENERAL NOTES:
9. GENERAL NOTES:
10. GENERAL NOTES:
11. GENERAL NOTES:

FOR THE FINAL INSPECTION.

DEPARTMENT OF TRANSPORTATION AND DADE COUNTY PUBLIC WORKS DEPARTMENT AS ACCEPTED BY THE CITY OF NORTH MIAMI AND SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS AVAILABLE AND ON FILE WITH THE MIAMI-DADE WATER & SEWER AUTHORITY DEPARTMENT (MDWASAD).

SYSTEM BY THE CITY AND UNTIL THE FOLLOWING DOCUMENTS ARE RECEIVED AND APPROVED BY THE CITY:

A. ALL NEW CONNECTIONS FROM EXISTING CITY MAINS TO BE WITNESSED BY CITY PERSONNEL. THE CONTRACTOR TO PROVIDE ABSOLUTE BILL OF SALE.
B. MECHANICAL JOINT RESILIENT SEATED GATE VALVES MUST BE USED FOR 4" AND 6" DIA. DUCTILE IRON PIPE EXFILTRATION RATE SHALL NOT BE GREATER THAN THE ALLOWABLE LEAKAGE RATE SPECIFIED IN THE APPROPRIATE TRADE STANDARDS OR AS REQUIRED BY THE CITY OF NORTH MIAMI.
C. THE CONTRACTOR SHALL VERIFY NATURE, DEPTH, AND CHARACTER OF EXISTING UNDERGROUND UTILITIES PRIOR TO START OF WORK.
D. ALL PRODUCED EXCAVATION MUST BE KEPT OPEN TO PROVIDE ACCESS TO UTILITIES AND OTHER EXISTING OR PROPOSED UTILITIES.
E. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF REMOVERING AND REPLACE EXISTING UNDERGROUND UTILITIES IN THE CONTRACTOR'S WORK AREA.
F. IN NO CASE SHALL A CONTRACTOR INSTALL UTILITY PIPES, CONDUITS, CABLES, ET AL. IN THE SAME TRENCH PARALLEL AND CLOSE TO THE WATER AND SEWER PIPES.
G. WHEN THE 5 FEET SEPARATION BETWEEN PROPOSED AND EXISTING LINE IS NOT POSSIBLE, THE CONTRACTOR SHALL HAND DIG OR EXPOSE THE WATER SEWER PIPES BEFORE PROCEEDING WITH POWER EQUIPMENT EXCAVATION.
H. THE CONTRACTOR SHALL KEEP THE APIF AND ALL EXISTING AND MEMBERSHIP MATERIAL OPEN TO PROVIDE ACCESS TO UTILITIES AND OTHER EXISTING OR PROPOSED UTILITIES.
I. A PREFERRED HORIZONTAL DISTANCE (OUTSIDE TO OUTSIDE) OF 10 FEET OR MINIMUM OF 6 FEET SHALL BE MAINTAINED BETWEEN WATER AND SEWER LINES. IN ALL CASES WHERE WATER LINES CROSS SEWER WITH CLEAR DISTANCE BETWEEN WATER LINE AND THE SANITARY SEWER LINES, A LATERAL SEPARATION OF AT LEAST TEN (10') FEET SHALL BE MAINTAINED BETWEEN WATER AND SEWER LINES.
J. CROSSING SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST 6 FEET FROM ALL JOINTS IN GRAVITY AND FORCE MAINS OR RECLAIMED WATER.
K. IN MECHANICAL JOINT TAPPING SLEEVE AND RESILIENT SEATED TAPPING VALVE INSTALLATIONS, COPPER OR BRASS FITTINGS AND PIPE MUST BE USED.

A. ALL WATER MAINS SHALL BE INDICATED ON THE "AS BUILT" PLANS 24" X 26" SHOWING SPECIFIC LOCATIONS, DEPTHS, ETC., OR ALL WATER FACILITIES, AS LOCATED ON PLANS AND PLANNED, ON "AS BUILT" ON CAD FILE.
B. "AS BUILT" PLANS 24" X 26" SHOWING SPECIFIC LOCATIONS, DEPTHS, ETC., OR ALL WATER FACILITIES, AS LOCATED ON PLANS AND PLANNED, ON "AS BUILT" ON CAD FILE.
C. "AS BUILT" PLANS 24" X 26" SHOWING SPECIFIC LOCATIONS, DEPTHS, ETC., OR ALL WATER FACILITIES, AS LOCATED ON PLANS AND PLANNED, ON "AS BUILT" ON CAD FILE.
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STORM WATER POLLUTION PREVENTION PLAN (SWPPP) CHECKLIST

A. SEQUENCE OF SWP DISHABITATION ACTIVITIES AND IMPLEMENTATION OF CONTROLS:
   1. CLEAN UP & DISCHARGE
   2. INSTALLATION OF SEDIMENT CONTROL DRAINS
   3. PLACEMENT OF SEDIMENT & MUD BARRIER
   4. INSTALLATION OF SEDIMENT & MUD BARRIER
   5. CLEAN UP & DISCHARGE
   6. APPLICATION OF FINISHING COARSE AC.
   7. PAYMENT RECORDS
   8. CLEAN UP & DISCHARGE

B. GENERAL
   1. APPROVED STATE, LOCAL, OR PRIVATE WATER PERMITS
   2. ALL DOCUMENTS SHALL BE MAINTAINED AT ALL TIMES
   3. ALL 材料 SHALL BE MAINTAINED IN a SECURED AREA
   4. APPLIED PROCEDURES AND PROTECTIONS APPROPRIATE TO SUBSEQUENT PHASES OF CONSTRUCTION
   5. REPORT NON-SWATER WASTE DISCHARGES TO LOCAL DEPARTMENTS OF PUBLIC HEALTH

C. NOTES FOR SYNTHETIC BALE OR BALE TYPE BARRIERS
   1. TYPE I AND II SYNTHETIC BALE SHOULd be SPACED IN ACCORDANCE WITH CHART 1, SHEET 1 PER FOOT LIN.
   2. BALEs SHOULd be SPACED WITH 3'-3" OR 6" SPACE.
   3. BALEs SHOULd be SPACED WITH 3'-3" OR 6" SPACE.
   4. OTHER FILL SHOULd be SPACED W1-3' FOR CONTAMINATION CONTROL.

D. PARTIAL AND FULL PROTECTION POLLUTION PROTECTION

E. DITCH BOTTOM INLET STRUCTURE POLLUTION PROTECTION OR APPROVED BMPs EQUAL PER FOOT AND FDEP STANDARDS

F. RAILES BACKED BY FENCE

G. PARTIAL INLET

H. COMPLETED INLET

I. DITCH BOTTOM INLET

J. PROTECTION AROUND INLETS OR SIMILAR STRUCTURES

K. TYPE A 316 FENCE

L. LEAKED AND PLACED BY MASON & ASSOCIATES

M. COMPLETE INLET
1. NO SEWER LINES WERE ENCOUNTERED IN THE RIGHT-OF-WAY PER MD - WASH SEWER ATLAS G5-D.

2. CAUTION - GAS MAIN IN AREA OF CONSTRUCTION.
1. NO SEWER LINES WERE ENCOUNTERED IN THE RIGHT-OF-WAY PER MD - WASD SEWER ATLAS GS-D

2. CAUTION - GAS MAIN IN AREA OF CONSTRUCTION

NOTE:

1. EXISTING LEGEND:
- CATCH BASIN
- CURB RAIL
- STORM DRAIN
- ANCHOR
- CEMENTED LAY Pipe
- CONCRETE POST
- CONCRETE FORM RING
- ELECTRICAL FEED BOX
- ELECTRICAL CONDUIT
- SANITARY SEWER
- SANITARY SEWER CLEANOUT
- TELEPHONE MANHOLE
- TELEPHONE FULL BOX
- WATER MAIN
- WATER VALVE
- FORCE MAIN
- FIBER OPTIC
- GAS
- TRANSFORMER PAD
- PALM TREE
- OHW
- STM
- CATV
- EX. METER
- PROPOSED FIRE HYDRANT
- PROPOSED METER
- PROPOSED REDUCER
- PROPOSED CROSS
- PROPOSED G-900 WATER MAIN

PROPOSED LEGEND:
- PROPOSED FIRE HYDRANT
- PROPOSED METER
- PROPOSED REDUCER
- PROPOSED CROSS
- PROPOSED G-900 WATER MAIN

2. KEY MAP

SCALE: 1" = 2' VERTICAL
1" = 20' HORIZONTAL

10+00
10+37
11+00
11+37
12+00
12+20
12+78
12+81
12+85

15" C.M.P.
15" C.M.P.
15" C.M.P.
15" C.M.P.
15" C.M.P.
15" C.M.P.
15" C.M.P.

R/E/G/E/I.E.
B.O.S. = 4.15
B.O.S. = (-)0.51
I.E. = 5.95(S) 15" CMP
I.E. = 5.89(N) 15" CMP
I.E. = 5.95(W) 15" CMP
R.E. = 9.09'
R.E. = 9.60'
R.E. = 9.58'
PROPOSED 8" C-900 WATER MAIN FOR NW 8th AVE FROM NW 142nd ST TO NW 140th TR
CITY OF NORTH MIAMI
PROJECT # 18-0037-001-02

WATER MAIN DETAILS
TRAFFIC CONTROL PLAN NOTES

INTERSECTIONS
16. Adjacent intersections shall not be constructed simultaneously unless directed by the Engineer.

17. Intersections shall be reconstructed working continuously until the structural course is placed.

18. Work at major intersections shall be done continuously until the road has been paved and drop offs safely sloped. Work hours at these intersections shall be from 11:00 P.M. to 5:00 A.M. all day and night.

19. At the end of each work day or whenever the work zone becomes inactive, any drop off greater than 6 in. adjacent to any pedestrian, bicycle, and wheelchair travel paths shall be backfilled with the same path or protected with temporary fence, concrete barrier wall or approved handrail. Cost shall be included in Pay Item No. 102.3, Maintenance of Traffic.

20. Construction activities that involve sidewalks on both sides of the street are not allowed unless approved by the Engineer.

GENERAL:
1. Traffic control shall be in accordance with the project plans, the current edition of the Florida D.O.T. Design Standards (800 series), the Standard Specification for Road and Bridge Construction, and the Manual on Uniform Traffic Control Devices (2009 EDITION) as minimum criteria.

2. Traffic disruptions which are not shown by the Traffic Control Plan, but which are necessary to construct the project shall be submitted in writing to the Engineer 7 days prior to the commencement of work. Submittal material shall include sketches, calculations, and other data required by the consultant.

3. At the discretion of the Engineer, if a lane closure causes extended congestion or delay, the Contractor shall be directed to reopen the closed lane(s) until such time that the traffic flow has returned to an acceptable level.

4. The traffic and travel ways shall not be altered by the Contractor to create a work zone until all labor and material are available for the construction in that area.

5. Lane closure shall occur only during non-peak hours on non-event days/night/weekends. Non-peak hours are:
   - 9:00 AM to 3:30 PM weekdays and weekends
   - 9:00 PM to 7:00 AM Sunday through Thursday nights
   - 11:00 PM to 7:00 AM Friday and Saturday nights

6. Traffic Control Plans for all phases are designed for non-peak hours only. The Contractor shall keep all existing lanes open during peak hours in these phases.

7. All work shall be performed during daytime only with the exception of painting & resurfacing and striping to be performed at nighttime.

8. The Contractor shall not propose an alternative Traffic Control Plan that reduces the number of travel lanes shown on the contract Traffic Control Plans.

9. Arrows on the TEP denote the direction of traffic only and do not reflect pavement markings unless specifically noted.

10. Lane closures shall not be permitted during school speed zone hours where such closures will affect traffic flow in the vicinity of the school speed zones.

13. Regulatory speed established within work zone travel way shall be the posted speed (30 mph). Reduced speed and regulatory speed signs shall be installed on separate posts in accordance with the Standard Indices.

DROP OFFS:
12. For drop offs, the Contractor’s attention is directed to Standard Index No. 600, Sheet 10 of 13. The Contractor shall use shoulder treatment detail when no barriers are required in the plans.

MARKINGS:
13. Cost of removal of Work Zone Pavement Markings (including paint, removal tape and markers), regardless of method, to be included in the related pavement marking/markers pay items. Cost of removal of pavement markings and markers, existing prior to construction, to be included in Maintenance of Traffic, LS.

14. Temporary lane transitions, shflts, and crossovers shall have solid lane and edge lines for the length of the transition, shfrt, or crossover. In addition, solid lane and edge lines shall extend 100 ft tangent beyond each end of the transition, shfrt, or crossover. Exceptions shall be through intersections where 2+ ft skid lines will be placed.

15. All temporary stripes and markings shall be painted only, unless otherwise specified on the plans or approved by the Engineer.
NOTES:

1. THE FDOT INDEXES ARE FOR REFERENCE ONLY. CRAVEN THOMPSON & ASSOCIATES DOES NOT ASSUME ANY RESPONSIBILITY FOR HOW THE CONTRACTOR EXECUTES THEIR MOT.

2. CONTRACTOR IS RESPONSIBLE FOR PREPARING AND SUBMITTING AN MOT PLAN FOR APPROVAL BY THE CITY THAT MEETS MUTCD AND FDOT STANDARDS.
RESTORATION PLAN

LEGEND

DENOTES ASPHALT (TO RESTORE FULL LENGTH LANE)
MILL 1" AVG. DEPTH, ASPHALTIC CONCRETE SURFACE COURSE
RESURFACE 1" AVG. DEPTH, ASPHALTIC CONCRETE SURFACE COURSE
DENOTES FULL DEPTH RECONSTRUCTION
(PER DETAIL ON SHEET 8, GS 1.9)

DENOTES SODDED AREA RESTORATION

DENOTES CONCRETE SIDEWALK OR DRIVEWAY RESTORATION (4" AVG.)

DENOTES GRAVEL RESTORATION (6" AVG. OF LIMESTONE)

KEY MAP

MATCH LINE SEE SHEET C-12

LEGEND

DENOTES ASPHALT (TO RESTORE FULL LENGTH LANE)
MILL 1" AVG. DEPTH, ASPHALTIC CONCRETE SURFACE COURSE
RESURFACE 1" AVG. DEPTH, ASPHALTIC CONCRETE SURFACE COURSE
DENOTES FULL DEPTH RECONSTRUCTION
(PER DETAIL ON SHEET 8, GS 1.9)

DENOTES SODDED AREA RESTORATION

DENOTES CONCRETE SIDEWALK OR DRIVEWAY RESTORATION (4" AVG.)

DENOTES GRAVEL RESTORATION (6" AVG. OF LIMESTONE)