



CITY OF TAMPA

Bob Buckhorn, Mayor

CONTRACT ADMINISTRATION DEPARTMENT

Michael W. Chucran, Director

ADDENDUM 1

DATE: August 2, 2018

Contract 18-C-00026; Sun Bay South Distribution Line Replacement – Phase II

Bidders on the above referenced project are hereby notified that the following addendum is made to the Contract Documents. BIDS TO BE SUBMITTED SHALL CONFORM TO THIS NOTICE.

- Item 1: Replace Proposal pages P-2 through P-4 with the attached Pages P-2R through P-4R.
- Item 2: Attached is the Florida Department of Transportation Utility Permit.
- Item 3: Replace in the Instructions to Bidders, Section I-1.17 Scrutinized Companies, with the following:

I-1.17 SCRUTINIZED COMPANIES CERTIFICATION

Section 287.135, Florida Statutes, prohibits agencies or local governmental entities from contracting for goods or services of any amount with companies that are on the Scrutinized Companies that Boycott Israel List or are engaged in a boycott of Israel, and of \$1 million or more with companies that are on either the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, or are engaged in business operations in Cuba or Syria. Specifically, Section 287.135(2), Florida Statutes, states: "A company is ineligible to, and may not, bid on, submit a proposal for, or enter into or renew a contract with an agency or local governmental entity for goods or services of: (a) Any amount if, at the time of bidding on, submitting a proposal for, or entering into or renewing such contract, the company is on the Scrutinized Companies that Boycott Israel List, created pursuant to s. 215.4725, or is engaged in a boycott of Israel; or (b) One million dollars or more if, at the time of bidding on, submitting a proposal for, or entering into or renewing such contract, the company: 1. Is on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Sector List, created pursuant to s. 215.473; or 2. Is engaged in business operations in Cuba or Syria."

Upon submitting its bid or proposal, a bidder/proposer: (i) certifies the company is not in violation of Section 287.135, Florida Statutes, and shall not be in violation at the time the company enters into or renews any resulting contract; and (ii) agrees any such resulting contract shall be deemed to contain a provision that allows the City, at its option, to terminate such contract for cause if the company is found to have submitted a false certification, been placed on one or any of the foregoing Lists, been engaged in a boycott of Israel, or been engaged in business operations in Cuba or Syria.

- Item 4: Attached for reference is the pre-bid meeting sign-in sheet.

All other provisions of the Contract Documents and Specifications not in conflict with this Addendum shall remain in full force and effect. Questions are to be e-mailed to Contract Administration@tampagov.net.

Jim Greiner

Jim Greiner, P.E., Contract Management Supervisor

306 E. Jackson Street, 4N • Tampa, Florida 33602 • (813) 274-8456 • FAX: (813) 274-8080



Item No.	Description	Unit	Approx. Quantity	Unit Price in Words	Unit Price	Total Computed Price
2100	F&I 4" ductile iron pipe (0-5' trench)	LF	675		\$	\$
2101	F&I 4" ductile iron pipe (5'+ trench)	LF	50		\$	\$
2102	F&I 6" ductile iron pipe (0-5' trench)	LF	1,797		\$	\$
2103	F&I 6" ductile iron pipe (5'+ trench)	LF	195		\$	\$
2104	F&I 8" ductile iron pipe (0-5' trench)	LF	930		\$	\$
2105	F&I 8" ductile iron pipe (5'+ trench)	LF	280		\$	\$
2600	Cut and plug 3" and smaller in diameter pipe	EA	2		\$	\$
2601	Cut and plug 4", 6" and 8" diameter pipe	EA	2		\$	\$
3000	F&I 4" wedge-action or flange restraint	EA	38		\$	\$
3001	F&I 6" wedge-action or flange restraint	EA	69		\$	\$
3002	F&I 8" wedge-action or flange restraint	EA	28		\$	\$
3070	Furnish 4" push-on restraint gaskets	EA	11		\$	\$
3071	Furnish 6" push-on restraint gaskets	EA	23		\$	\$
3072	Furnish 8" push-on restrain gaskets	EA	23		\$	\$
4001	F&I 4" ductile iron bends, offsets, sleeves or reducers w/DIP, CIP or PVC	EA	8		\$	\$
4002	F&I 4" ductile iron tee w/DIP, CIP or PVC	EA	2		\$	\$

Item No.	Description	Unit	Approx. Quantity	Unit Price in Words	Unit Price	Total Computed Price
4005	F&I 6" ductile iron bends, offsets, sleeves or reducers w/DIP, CIP or PVCP	EA	19		\$	\$
4006	F&I 6" ductile iron tee w/ DIP, CIP or PVC	EA	5		\$	\$
4009	F&I 8" ductile iron bends, offsets, sleeves or reducers w/ DIP, CIP or PVCP	EA	1		\$	\$
4010	F&I 8" ductile iron tee w/ DIP, CIP or PVC	EA	7		\$	\$
5000	F&I full fire hydrant assembly on new or existing mains	EA	9		\$	\$
6001	F&I 4" gate or tapping valve with box on DIP, CIP or PVCP	EA	4		\$	\$
6002	F&I 6" gate or tapping valve with box on DIP, CIP or PVCP	EA	16		\$	\$
6003	F&I 8" gate or tapping valve with box on DIP, CIP or PVCP	EA	8		\$	\$
7001	F&I 6" tapping sleeve and make tap	EA	1		\$	\$
7002	F&I 8" tapping sleeve and make tap	EA	1		\$	\$
8100	Furnish tap and install 3/4" or 1" meter service on PVCP, DIP, or CIP (0-15' HDPE)	EA	18		\$	\$
8101	Furnish tap and install 3/4" meter service on PVCP, DIP or CIP (+15-80' HDPE)	EA	63		\$	\$
9100	Maintenance of Traffic	LS	1		\$	\$
9200	Furnish, place and compact limerock base	CY	502		\$	\$
9205	Furnish and install asphalt concrete surface Superpave Type SP-12.5	SY-IN	12,053		\$	\$
9207	Furnish, place, grade and compact Superpave Type SP-9.5 asphaltic concrete overlay	SY-IN	9,128		\$	\$
9209	Mechanical milling of asphalt roadways in 1-inch increments	SY-IN	9,128		\$	\$

Item No.	Description	Unit	Approx. Quantity	Unit Price in Words	Unit Price	Total Computed Price
9208	Mobilization to perform mechanical milling	EA	1		\$	\$
9310	Grade and sod roadside/ditch bottoms & sides - St. Augustine	SY	736		\$	\$
9400	Grout abandoned pipe	CY	17		\$	\$
9505	Video photography	LF	3,923		\$	\$
9910	Valve Box Adjustment or removal	EA	10		\$	\$
9980	Contingency allowance (Water) to be used as directed by the Engineer	LS	1	Seventy Five Thousand Dollars and no Cents	\$	75,000.00 \$
10000	Mobilization	LS	1	Fourty Three Thousand Five Hundred Dollars and no Cents	\$	43,500.00 \$
						TOTAL \$

UTILITY PERMIT

PERMIT NO: 2018-H-796-99

STATE ROAD INFORMATION

County: HILLSBOROUGH	Section: 10180000	State Road No: 573	Beginning Mile Post: 0.82	Ending Mile Post: 0.82
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APPLICANT INFORMATION

The Utility Agency Owner (UAO) shall be identified in this Applicant Information Box. When the UAO is a City or County and desires to have the Utility Builder make a joint permit applicant, as prescribed in Section 2.1(4) of the 2017 Utility Accommodation Manual (UAM), the Utility Builder shall also be identified in this Applicant Information Box. A Utility Builder alone cannot apply for a utility permit without the City or County adding them as a joint applicant.

<p><u>Utility Agency/Owner (UAO)</u></p> <p>Name: City of Tampa Water Department</p> <p>Contact Person: City of Tampa Water Department</p> <p>Address: 306 E. Jackson Street, 5E</p> <p>City: Tampa</p> <p>State: FLORIDA</p> <p>Zip: 33602</p> <p>Telephone: (813) 231-5291</p> <p>Email: Rory.Jones@tampagov.net</p>	<p><u>Utility Builder (only applicable when the UAO is a City or County)</u></p> <p>Name: N/A</p> <p>Contact Person:</p> <p>Address: N/A</p> <p>City: N/A</p> <p>State: N/A</p> <p>Zip: N/A</p> <p>Telephone:</p> <p>Email:</p>
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WORK DESCRIPTION

The Applicant(s) requests permission from the Florida Department of Transportation (FDOT) to construct, operate, and maintain the utilities as described below and as depicted in the incorporated documentation.

Install a 29' of 8" DIP Water Main open cut crossing in Dale Mabry at Bay Ave.

Utility Work No: **WO8403**

Additional sheets are attached and are incorporated into this permit Yes No

For FDEP certification, the FDOT agency report is attached in accordance with UAM Section 2.4.1 (13) Yes No

TRAFFIC CONTROL (TCP)

The TCP will comply with the following 600 series index(es) **613**

A TCP has been attached and incorporated into this permit application in compliance with UAM Section 2.4.2

MOT Technician's contact information (may be supplied at the two (2) business day notification to FDOT):

Name: **Janis Moe** Telephone **(813) 274-7106** Email: **Janis.Moe@tampagov.net**

COMMENCEMENT OF WORK

The UAO and/or Utility Builder shall commence actual construction in good faith within sixty (60) calendar days after approval of the permit application. If the beginning date is more than sixty (60) calendar days from the date of approval, the UAO and/or Utility Builder must review the permit with the FDOT Approving Engineer listed to make sure no changes have occurred to the transportation facility that would affect the permit's continued approval. The UAO and/or Utility Builder shall make good faith efforts to expedite the work and complete the work within the calendar days indicated.

Anticipated Start Date: **4/2/2018**

Calendar days needed to completed: **180**

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UTILITY PERMIT

PERMIT NO: 2018-H-796-99

APPLICANT SIGNATURE

By the below signature(s) the UAO and/or Utility Builder agree(s) to construct, operate, and maintain the work as noted in the above Work Description, shown in plans and incorporated documents, in compliance with the UAM, all instructions noted in the FDOT Special Instructions Box, and special instructions incorporated into this permit. The UAO and/or Utility Builder declares, the location of all existing utilities that it owns or has an interest in, both aerial and underground, are accurately shown on the plans of the work areas. In accordance with UAM Section 2.8, the UAO and/or Utility Builder further declares that a letter of notification was delivered to the owners of other facilities within the work areas and that those listed below are the only facility owners known to be involved or potentially impacted by the proposed work.			
Date Notified: 2/8/2017	Name of other facility owners (attach additional sheets if necessary). Utility Notice		
Utility Agency/Owner		Utility Builder (when applicable)	
Signature: JANIS MOE (digital signature)	Date: 2/28/2018	Signature: N/A	Date: N/A
Name (printed): JANIS MOE		Name (printed): N/A	
Title: DRAFTHING TECH II		Title: N/A	

FDOT PROJECT INFORMATION

Pursuant to UAM Section 2.1(10), the utility work is within FDOT projects listed below and must have a Utility Work Schedule for each project approved prior to commencement of work within the FDOT project limits: FDOT construction is proposed or underway. Refer to Financial Project Id: 43663425901 This work is NOT related to an approved Utility Work Schedule.

FDOT SPECIAL INSTRUCTIONS

In accordance with UAM Section 2.7, FDOT incorporates the below and attached special instructions into this permit. Permit in FDOT R/W must be activated 48 hours prior to working, call 813-612-3209. Approved Asphalt Design: 1.5" (F.C.) 12.5, 3" SP 12.5 (structural course), 9" SP 12.5 (O.B.G 15) asphalt base or 12" Lmrk. and 12" Type B Stab. FDOT approved Flow Fill for Pipe Backfill. Also must be milled on 50'- 50' each side of cut in the road.

PERMIT APPROVAL

By signature below, FDOT gives permission to the UAO and /or Utility Builder to construct, operate, and maintain the utilities indicated in this Utility Permit in compliance with the UAM, all incorporated documents, and special instructions. Any changes to the approved work must be approved by the FDOT's Approving Engineer and attached and incorporated into this permit in accordance with UAM Section 2.11.	
Approving Engineer: James Meyer (digital signature)	Date: 4/18/2018
Name: James Meyer	
Title: N/A	
Notification of Utility Work to be provide to Telephone (813) 612-3209 or Email: gerard.ziemak@dot.state.fl.us	
An FDOT Representative is required to be present on the worksite prior to commencement of work. Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	
Rep. Name: Lisa Strout	Telephone (813) 612-3200 Email: lisa.strout@dot.state.fl.us

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UTILITY PERMIT

PERMIT NO: 2018-H-796-99

CERTIFICATION

I, the undersigned UAO and/or Utility Builder, hereby CERTIFY that the utilities were constructed and inspected in compliance with the UAM all incorporated documents, and special instructions. Pursuant to UAM Section 2.11, all changes have been approved by the FDOT's Approving Engineer and incorporated into this permit along with all other material certifications, test results, bore logs, approved plans changes, as-built plans or other required documentation.

I also CERTIFY that work began on **MM/DD/YYYY** and was completed on **MM/DD/YYYY** and that the area was left in as good or better condition than when the work began.

Utility Agency/Owner		Utility Builder (when applicable)	
Signature: N/A	Date N/A	Signature: N/A	Date N/A
Name (printed): N/A		Name (printed): N/A	
Title: N/A		Title: N/A	

FINAL INSPECTION OF WORK

<input type="checkbox"/> The work was inspected and found to be in non-compliance as noted below: None	
<input type="checkbox"/> All issues of non-compliance listed above have been brought into compliance and/or FDOT has no outstanding issues that need to be addressed by the UAO and/or Utility Builder. However, this final inspection does not release the UAO and/or Utility Builder of their continuing responsibilities pursuant to Rule 14-46.001, the UAM, all incorporated documents, and special instructions.	
FDOT Inspector: N/A	Date: N/A
Name: N/A	
Title: N/A	

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F.D.O.T. General Notes: Utility Permit

1. Call James Meyer @ 813-612-3200 to schedule a pre-construction meeting.
2. The Department requires documentation of successful completion of an approved Work Zone Traffic Control course for the agency, utility or contractor employee(s) installing and/or maintaining the approved Maintenance of Traffic plan. Documentation is to be furnished to the Department at the pre-construction meeting or before occupying the State right of way. All lane closures must be approved in advance by FDOT.
3. A copy of the approved permit and drawings must be on the jobsite for work to begin in the FDOT right of way.
4. Any sidewalk disturbed will be replaced, by section, to FDOT specifications.
5. All portions of FDOT right of way disturbed shall be sodded.
6. New sidewalk permitted to City or County only and shall incorporate handicap ramps where sidewalk intersects roads and streets.
7. In accordance with Florida Statute 335.1825 (2), "The permittee, however, shall bear the cost of alteration of any connection which is required by the department due to increased or altered traffic flows generated by changes in the facilities or nature of business conducted at the location specified in the permit, if the department establishes the need for such alteration."
8. All construction and/or maintenance in the FDOT r/w shall conform to the Federal Manual on Uniform Traffic Control Devices (MUTCD), the Department's Roadway and Traffic Design Standards and the Standard Specifications for Road and Bridge Construction.
9. If construction, reconstruction, repair or maintenance activity necessitates the closing of one or more travel lanes of any road on the State Primary, County Road or City Street system, for a period of time exceeding two hours, the party performing such work will be responsible to give notice to the appropriate law enforcement agency which has jurisdiction where such road is located prior to commencing work on this project. Florida Statute 335.15 and 336.07
10. Open cutting of roadway for installation of utility or drainage facilities will not be allowed without prior approval from FDOT. Any proposed open cuts must be clearly noted on the plans and a separate letter of approval must be obtained.
11. Note that sidewalk shall be constructed per FDOT Index 304 and 310. Detectable warning strips, a.k.a. truncated domes, for District Seven Construction and Maintenance should be either inset ceramic tiles or thermoplastic detectable warning strips. These warning surfaces shall only be provided by the following vendors/manufacturers or as approved by the engineer.
 1. Inline Truncated Dome EZ Tile supplied by Professional Pavement Products
 2. Topmark supplied by Flint Trading
 3. Vanguard Truncated Dome supplied by Vanguard
13. Note that driveways are to be constructed per FDOT Index 515. Though Index 515 allows a 2% slope across sidewalks, current ADA requirements are that 2% is the MAXIMUM allowable slope as constructed. Please design sidewalk slope within FDOT right of way at 1.5% to allow construction variances.
14. FDOT Standard Specifications for Road and Bridge Construction (2013) (a.k.a. Standard Specs). FDOT Design Standards for Design, Construction, Maintenance and Operations on the State Highway System, Jan., 2013, (a.k.a. Standard Index). Compliance with all applicable indices is required. Florida Department of Transportation Roadway Plans Preparation Manual, Volume 1, Chapters 2 and 25. (Revised 2012).

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15. Florida Department of Transportation Flexible Pavement Design Manual for New Construction and Pavement Rehabilitation, January 2012.
16. All traffic stripes and markings are to be lead free, non solvent based thermoplastic. The permittee shall furnish the Department with the manufacturer's certification that the thermoplastic is "lead free
17. Lane closure may need to be altered depending on the area the work is taking place.
18. The permit plans shall be signed and sealed by a Professional Engineer registered in the State of Florida.
19. The permittee's Engineer of Record (EOR) is responsible for the technical accuracy of the design plans.
20. The EOR is responsible for any errors or omissions in the plans submitted for permitting.

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ATTACHMENT "B"

All work performed within the FDOT R/W shall conform to:

1. FDOT Standard Specifications for Road and Bridge Construction Latest Edition (a.k.a. Standard Specs).
2. FDOT Design Standards for Design, Construction, Maintenance and Operations on the State Highway System, Latest Edition (a.k.a. Standard Index). Compliance with all applicable indices is required.
3. Florida Department of Transportation Roadway Plans Preparation Manual, Volume 1, Chapters 2 and 25. (Revised 2012).
4. Florida Department of Transportation Flexible Pavement Design Manual for New Construction and Pavement Rehabilitation, January 2012.
5. All traffic stripes and markings are to be lead free, non solvent based thermoplastic. The permittee shall furnish the Department with the manufacturer's certification that the thermoplastic is "lead free".
6. Lane closure may need to be altered depending on the area the work is taking place.
7. The permit plans shall be signed and sealed by a Professional Engineer registered in the State of Florida. The permittee's Engineer of Record (EOR) is responsible for the technical accuracy of the design plans. The EOR is responsible for any errors or omissions in the plans submitted for permitting.

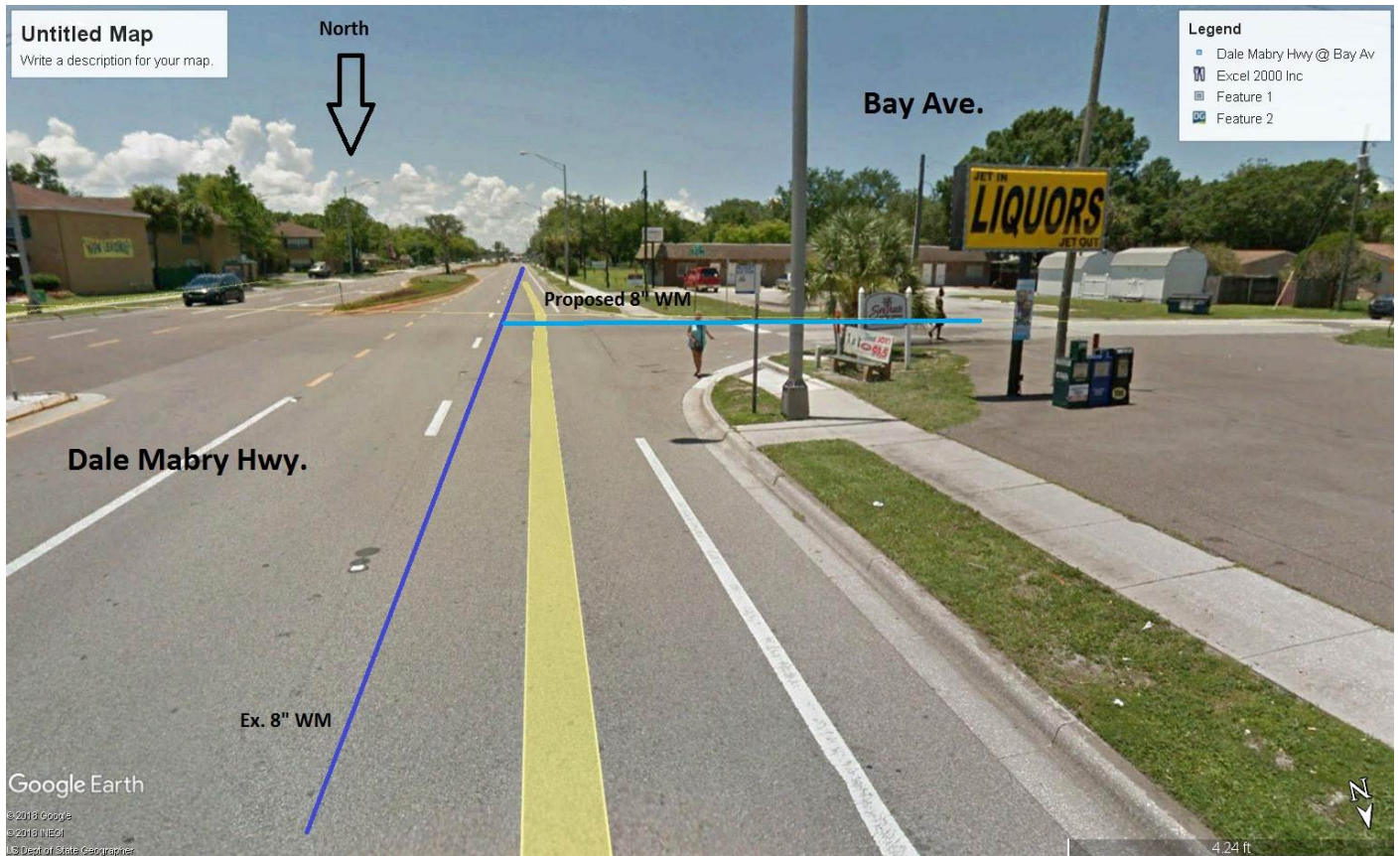
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Module Menu

My Projects

Project Info [437646-1] (Click to collapse)

Item Segment (Click to collapse)

District: District 7 **Version:** AD **PSEE Project Manager:** **WP Project Manager:** PRD-DFG

Item Segment Description: SR 573/S DALE MABRY HWY FROM PINEWOOD ST TO GANDY BLVD

Item Segment Comments: CONVERT, CLOSE MEDIAN OPENINGS. LENGTHEN,CONST TURN LANES SAFETY APPROVAL FOR 31-01 AND 32-40 ONLY D(06/20/17) C(06/20/17)

Location (Click to collapse)

County	Roadway ID	Roadway Side	Number of Lanes	MP From/To	Section Work Length
HILLSBOROUGH	10180000	COMPOSITE	4	0.125 / 1.573	1.448
	10180000	COMPOSITE	4	1.573 / 1.648	0.075
	10180000	COMPOSITE	5	1.648 / 1.826	0.178

Work Length: 1.701 **Project Length:** 1.701

Description (Click to collapse)

Work Mix: 0551 - ADD TURN LANE (S) **Status:** PRE-CONST.UNDERWAY **Contract Class:** 1 - TALLAHASSEE LET **Federal Oversight:** NO

Trans System: 03 - INTRASTATE STATE HIGHWAY

Item Segment Groups (Click to collapse)

Group	Description	Date
SFA	Strategic Hiway Safety Plan	10/25/2016

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SISM Military Access Facilities 10/11/2016

Important Project Dates (Click to collapse)

Production Date: 7/15/2021

Plans to Tallahassee: 9/17/2021

Letting Date: 6/23/2021

PSEE Project Documents (Click to collapse)

No Documents Found

[\[Upload Document\]](#)



FLORIDA DEPARTMENT OF TRANSPORTATION

Report PSEE questions to your District Admin(s):

[Maidolys Aguado](#), [Ana Gonzalez](#), [Renee Calo](#)

Documents included in PSEE use FDOT standard desktop software.

Report Technical Problems to the Service Desk @ 1- ☐

866-955-4357 (HELP) or e-mail: [Service Desk](#)

[Web Policies and Notices](#) [Accessibility Statement](#)
[Assistive Technology Help](#)

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Florida Department of Transportation

Stormwater Pollution Prevention



Background

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

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

Construction Requirements for Regulated Activities

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

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

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

Contacts

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

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

Environmental Protection Agency (EPA) **Spill Response Hotline: 1-800-424-8802**

For EPA spill and environmental violation information, please visit:

<https://www.epa.gov/pesticide-incidents/report-spills-and-environmental-violations>

Preventing Illicit Discharges & Water Pollution

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

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



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

Approved:

Effective: October 19, 2016
Review: September 1, 2016
Office: Traffic Operations
Topic No: 750-010-016


Department of Transportation

DIRECTIVE EXPIRES:
November 1, 2017

STATEWIDE LANE CLOSURES SYSTEM

PURPOSE:

To establish the lane closure process for the State Highway System.

AUTHORITY:

Sections 20.23(3)(a) and 334.048(3), Florida Statutes (F.S.)

REFERENCE:

Sections 334.046 and 335.15, F.S.
Rule 14-65, Florida Administrative Code (F.A.C.)
Title 23, Code of Federal Regulations (CFR), Part 630 Subpart J

SCOPE:

This Procedure provides lane closure requirements and approval processes for the State Highway System.

DEFINITIONS:

LCIS - Lane Closure Information System (<https://lcis.fdot.gov/>) – A statewide web-based electronic system including a database with a GIS component that includes all approved lane closures on state roads. Users can access the database and view where lane closures are scheduled to occur.

Lane Closure - Temporary closure or disruption in the normal flow of traffic of one (1) or more thru traffic lane(s), auxiliary lane, toll lane(s), and ramp lane(s). Moving operations or traffic pacing operations are treated as lane closures for the purposes of this procedure.

Traffic Pacing - Traffic pacing is a traffic control technique that facilitates short duration overhead work operations by pacing traffic at a slow speed for a predetermined distance.

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upstream of the work area. Traffic Pacing is a complex operation requiring significant resources to implement and should only be considered when other options such as detours are not feasible and only implemented when traffic volumes are at their lowest.

GENERAL:

Many activities on the State Highway System require lanes to be closed for the safety of workers, motorists, bicyclists, pedestrians etc. Conditions requiring a lane closure, mobile operation, or traffic pacing are provided in the FDOT Design Standards, Index 600 Series. A lane closure analysis shall be required for all work activities requiring closure of one or more lanes along the state highway system to determine further restrictions which may apply. The Engineer of Record is responsible for the lane closure analysis on FDOT construction projects. For permit projects, the allowable lane closure hours will be subject to approval by the Department and will be included in the permit conditions. For other lane closure needs, the lane closure analysis for the roadway segment will be prepared by a designated person within the District. Districts may pre-establish allowable lane closure hours on roadway segments in lieu of performing a separate lane closure analysis for every operation requiring a lane closure. Lane closures that are necessary due to emergency conditions are exempt from the requirements of this procedure.

1.0 LANE CLOSURE ANALYSIS:

The lane closure analysis is a required process to calculate the peak hour traffic volume and the restricted capacity for open road and signalized intersections. This analysis will determine if a lane closure should be allowed according to traffic volumes for day or night operations without excessive travel delay or particular noise concerns affecting the public. The Department's **Plans Preparation Manual, Chapter 10 - Transportation Management Plan** contains instructions on the process for completing a lane closure analysis.

2.0 TRAFFIC PACING ANALYSIS

Traffic Pacing Analysis is a required process to determine if a traffic pacing operation could provide adequate work time for overhead construction on limited access highways without causing excessive delay or stopped conditions on the highway. The Department's **Plans Preparation Manual, Chapter 10 - Transportation Management Plan** and **Index 655 of the Design Standards** contain instructions on the process for completing a Traffic Pacing Plan.

3.0 LANE CLOSURE APPROVAL REQUIREMENTS

All lane closures, mobile operations and traffic pacing operations requests shall be entered into the Lane Closure Information System (LCIS) by the respective contractor, permittee or Department personnel requesting the lane closure. Each request will be

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reviewed by the appropriate Department personnel for compliance with contract or permit requirements and coordination with adjacent projects or work activities.

This directive is not applicable to Utility Agency Owners that are closing a lane for less than five (5) minutes pursuant to the Utility Accommodation Manual.

The Lane Closure Information System (LCIS) may be viewed at the following URL:

<https://lcis.fdot.gov/>

4.0 TRAINING

There is no training required for this procedure.

5.0 FORMS

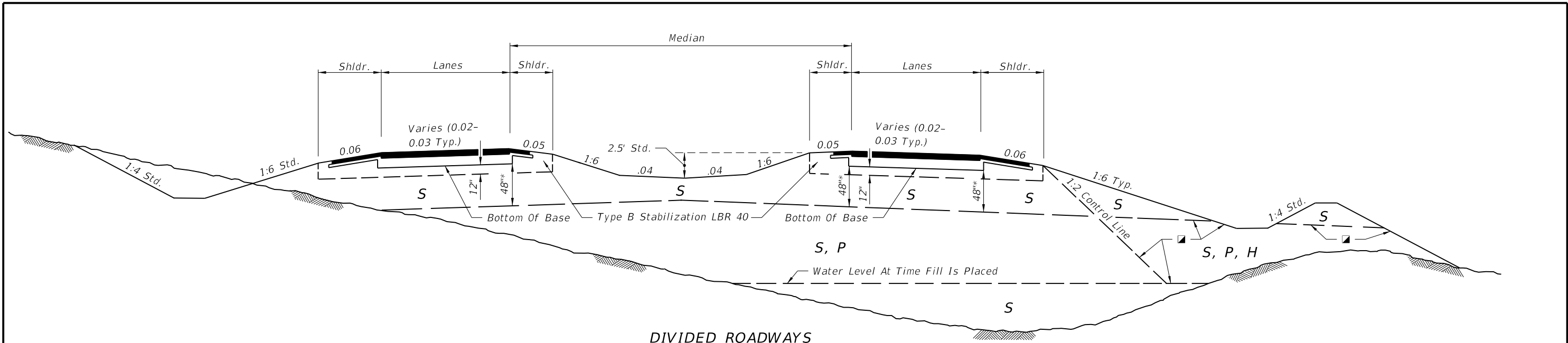
There are no forms associated with this procedure.

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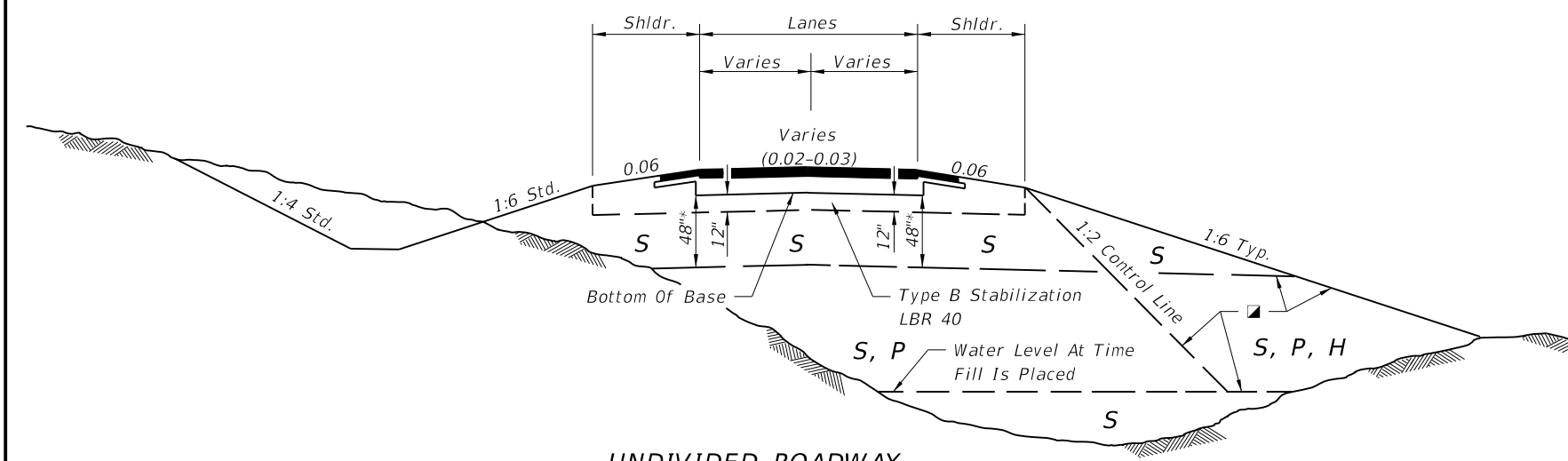
2018-H-796-99

James Meyer

4/18/2018



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

GENERAL NOTES

- Roadway dimensions are representative. Subgrade dimensions and control lines are standard. The details shown on this Index do not supersede the details shown in the plans or on Index Nos. 500 or 506.
- Plastic (P) soils may be placed above the existing water level (at the time of construction) to within 4 feet of the proposed base. It should be placed uniformly in the lower portion of the embankment for some distance along the project rather than full depth for short distances.
- High Plastic (H) soils excavated within the project limits may be used in embankment construction as indicated on this index. High Plastic soils are not to be used for embankment construction when obtained from outside the project limits.
- Select (S) soils having an average organic content of more than two and one-half (2.5) percent, or having an individual test value which exceeds four (4) percent, shall not be used in the subgrade portion of the roadbed. Select (S), Plastic (P), or High Plastic (H) soils having an average organic content of more than five (5) percent, or an organic content individual test result which exceeds seven (7) percent, shall not be used in the portion of embankment inside the control line, unless written authorization is provided by the District Geotechnical Engineer; these soils may be used for embankment construction outside the control line, unless restricted by the plans or otherwise specified in the plans, provided they can be compacted sufficiently to sustain a drivable surface for operational vehicles as approved by the Engineer. Average organic content shall be determined from the test results from a minimum of three randomly selected samples from each stratum or stockpile of a particular material. Tests shall be performed in accordance with AASHTO T 267 on the portion of a sample passing the No. 4 sieve.
- Highly organic soils, composed primarily of partially decayed organic matter, often dark brown or black in color with an odor of decay, and sometimes fibrous, shall be designated as muck. Further, any stratum or stockpile of soil which contains pockets of highly organic material may be designated as Muck (M). Highly organic soils shall not be used within the subgrade or embankment portion of the roadbed, with the exception of muck used as a supplement to construct a finish soil layer as described in Section 162 of the FDOT Standard Specifications.

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL < 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL > 50)
M	Muck	A-8

Classification listed left to right in order of preference.

See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Materials Engineer. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index No. 500. For minor collectors and local facilities this dimension may be reduced to 18".

FLEXIBLE PAVEMENT

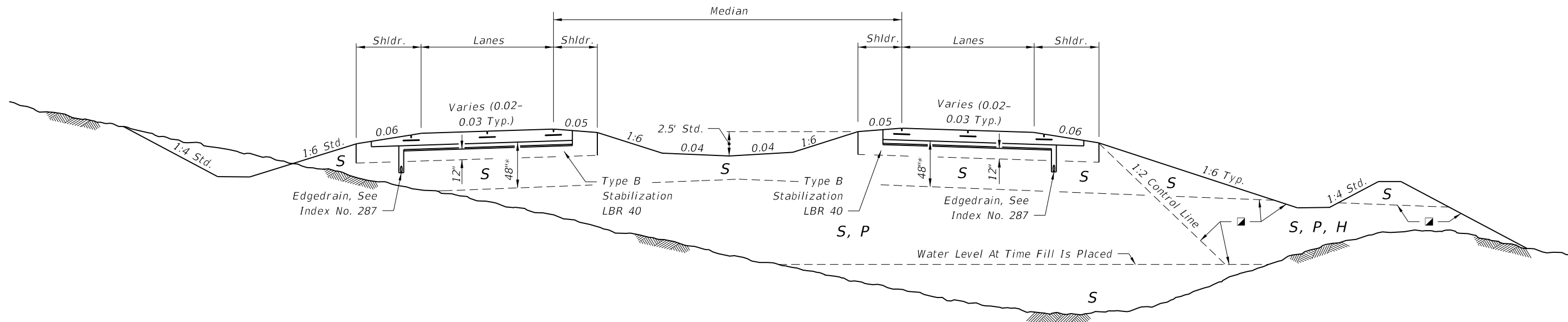
DESIGN NOTES

- The designer shall take into consideration the expectancy of roadway widening to the outside, and where widening is anticipated, specify in the plans the location of the future widening control line for utilization of High Plastic (H) soils and/or soils classified as organic material in the embankment.
- The designer shall take into consideration the position of the drainage swales in the portion of the embankment where Plastic (P) soils, High Plastic (H) soils, or soils classified as organic material would be allowed. The designer shall limit the use of Plastic (P) soils, High Plastic (H) soils, and/or soils classified as organic material to locations that will not inhibit the infiltration of stormwater from the swales.

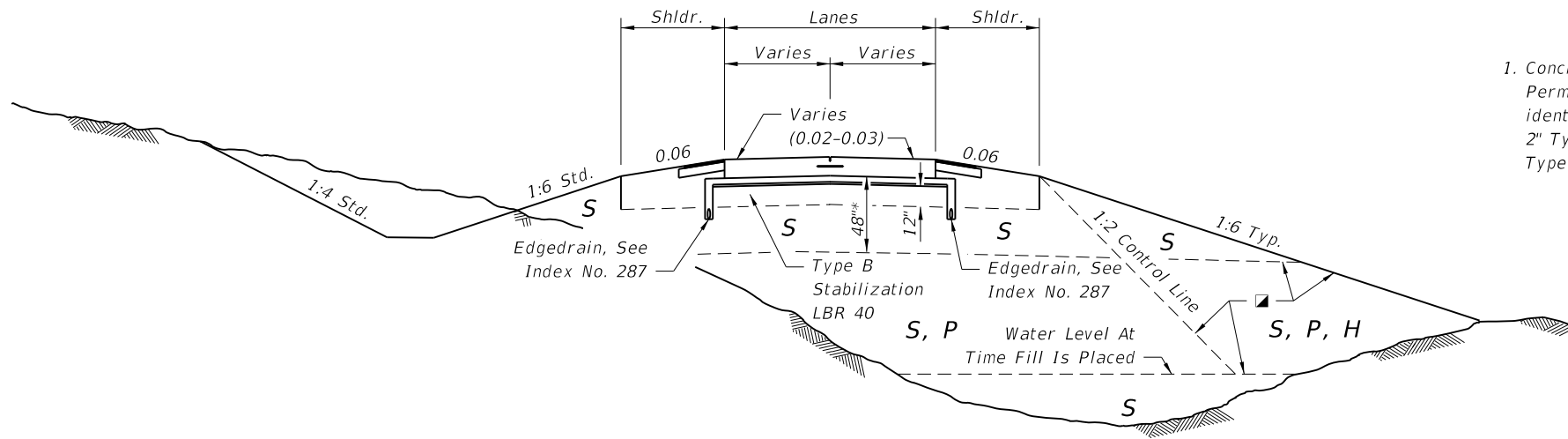
APPROVED
2018-H-796-99
James Meyer
INDEX SHEET
NO. 505 NO. 1
8/2018

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DIVIDED ROADWAYS



UNDIVIDED ROADWAY

DESIGN NOTE

1. Concrete pavement is to be placed over 4" of Asphalt Treated Permeable Base (ATPB) or Cement Treated Permeable Base (CTPB) as identified in the plans. This will be placed on a separator layer using 2" Type SP. This will be placed on a working platform using 12" of Type B Stabilization.

<u>SYMBOL</u>	<u>SOIL</u>	<u>CLASSIFICATION (AASHTO M 145)</u>
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL < 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL > 50)
M	Muck	A-8

Classification listed left to right in order of preference.

■ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Materials Engineer. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index No. 500. For minor collectors and local facilities this dimension may be reduced to 18".

RIGID PAVEMENT - TREATED PERMEABLE BASE OPTION

APPROVED

2018-H-796-99

James Meyer

INDEX SHEET
NO. 505 NO. 2
8/20/8

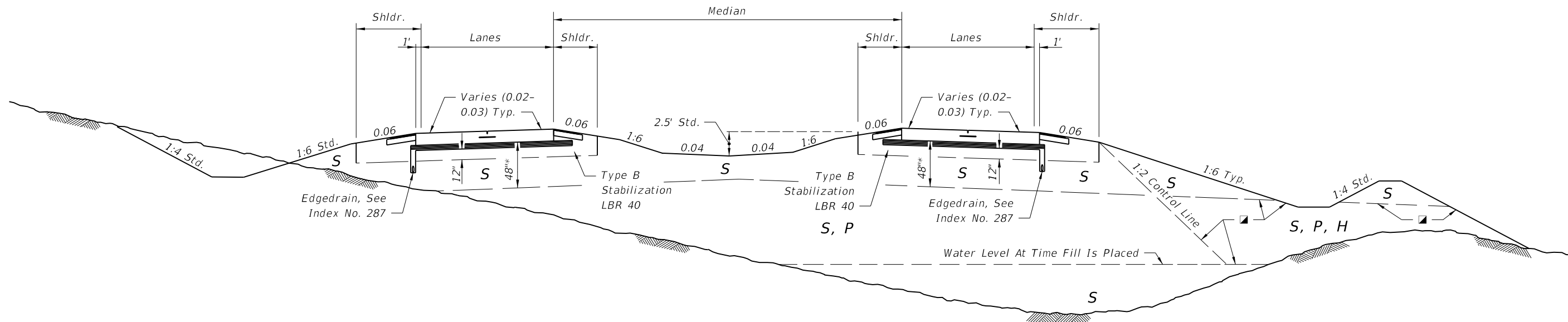
LAST REVISION	DESCRIPTION:
07/01/09	



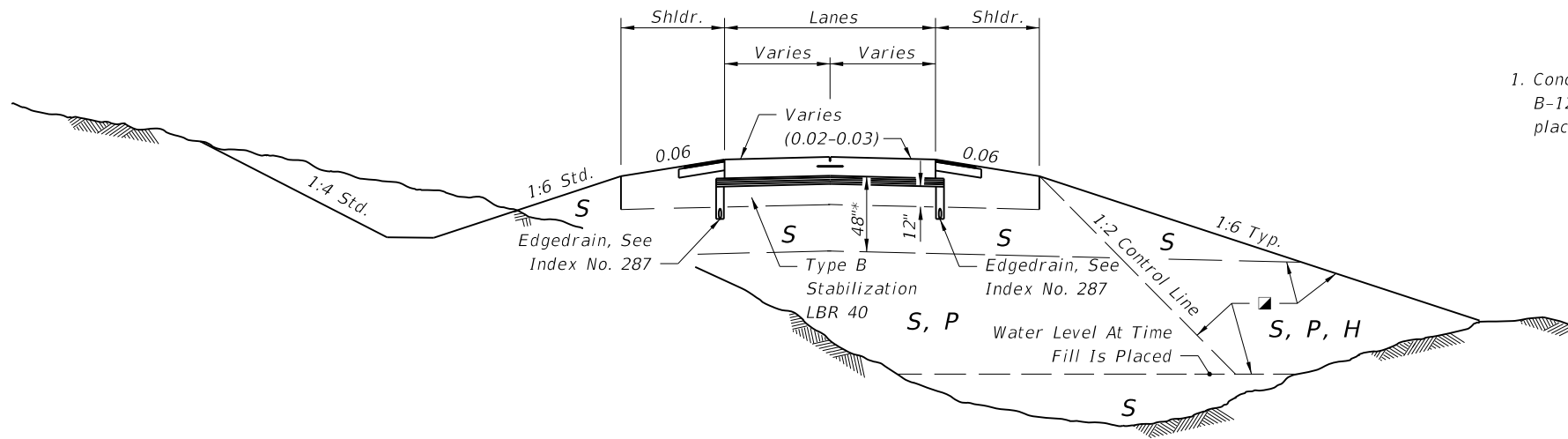
FDOT DESIGN STANDARDS
2013

EMBANKMENT UTILIZATION

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DIVIDED ROADWAYS



UNDIVIDED ROADWAY

DESIGN NOTE

1. Concrete pavement is to be placed over Optional Base Group 1 Type B-12.5 only Asphalt Base as identified in the plans. This will be placed on a working platform using 12" of Type B Stabilization.

<u>SYMBOL</u>	<u>SOIL</u>	<u>CLASSIFICATION (AASHTO M 145)</u>
S	Select	A-1, A-3, A-2-4 **
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL < 50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL > 50)
M	Muck	A-8

Classification listed left to right in order of preference.

■ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. They may be used in the subgrade portion of the roadbed when approved by the District Materials Engineer. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

* For cut sections this dimension may be reduced to 24"; see Index No. 500. For minor collectors and local facilities this dimension may be reduced to 18".

RIGID PAVEMENT - ASPHALT BASE OPTION

APPROVED

2018-H-796-99

James Meyer
INDEX SHEET
NO. 505 NO. 3
8/20/8

LAST REVISION
07/01/09

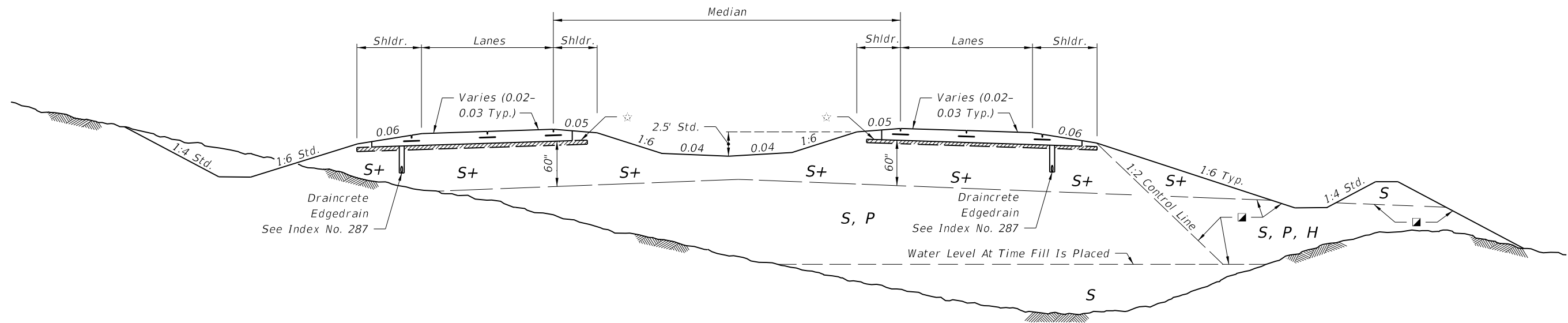
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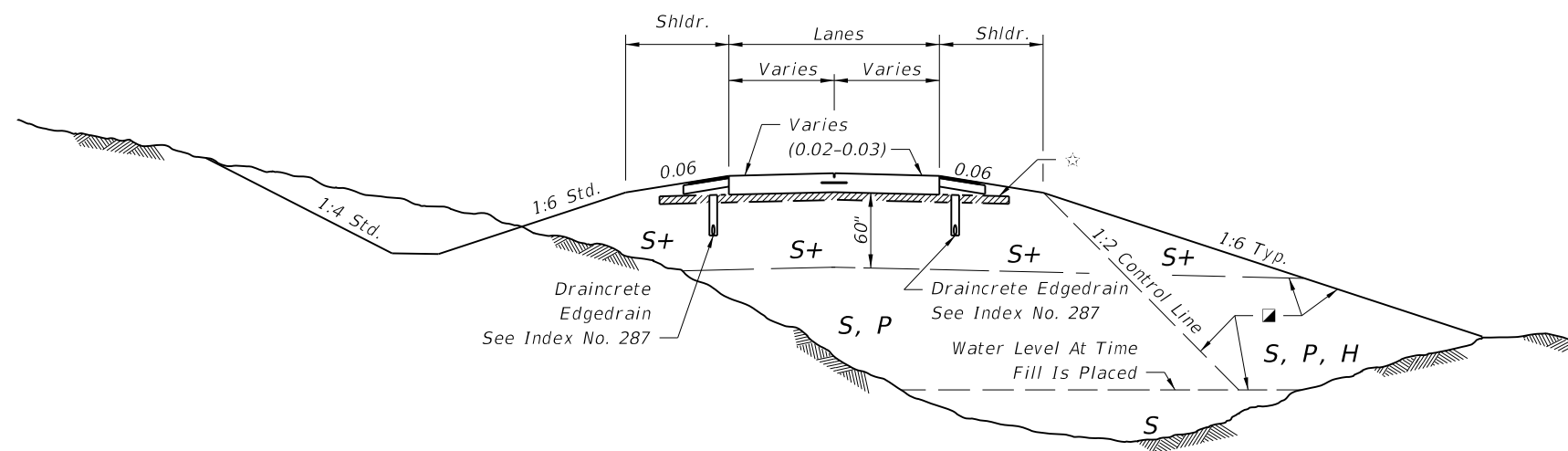
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2013**

EMBANKMENT UTILIZATION

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6/29/2012



DIVIDED ROADWAYS



UNDIVIDED ROADWAY

SYMBOL	SOIL	CLASSIFICATION (AASHTO M 145)
S	Select	A-1, A-3, A-2-4 **
S+	Special Select	A-3 *** With Minimum Average Lab Permeability of 5×10^{-5} cm/sec. (0.14 ft./day) as per FM 1-T215
P	Plastic	A-2-5, A-2-6, A-2-7, A-4, A-5, A-6, A-7 (ALL WITH LL<50)
H	High Plastic	A-2-5, A-2-7, A-5 Or A-7 (ALL WITH LL>50)
M	Muck	A-8

Classification listed left to right in order of preference.

☐ See General Notes Nos. 4 & 5 for utilization of soils classified as organic material or muck.

*** When allowed by the plans, some types of A-2-4 material may be approved in writing by the District Materials Engineer. This material must meet the minimum lab permeability requirement, be nonplastic, and not exceed 12% passing the No. 200 U.S. Standard sieve.

** Certain types of A-2-4 material are likely to retain excess moisture and may be difficult to dry and compact. They should be used in the embankment above the water level existing at time of construction. A-2-4 material placed below the existing water level must be nonplastic and contain less than 15% passing the No. 200 U.S. Standard sieve.

☆ 3" of #57 or #89 Coarse Aggregate Mixed Into Top 6".

Note: SPECIAL SELECT SOIL OPTION may be used only when approved in writing by the District Materials Engineer and shown in the plans.

RIGID PAVEMENT - SPECIAL SELECT SOIL OPTION

APPROVED

2018-H-796-99

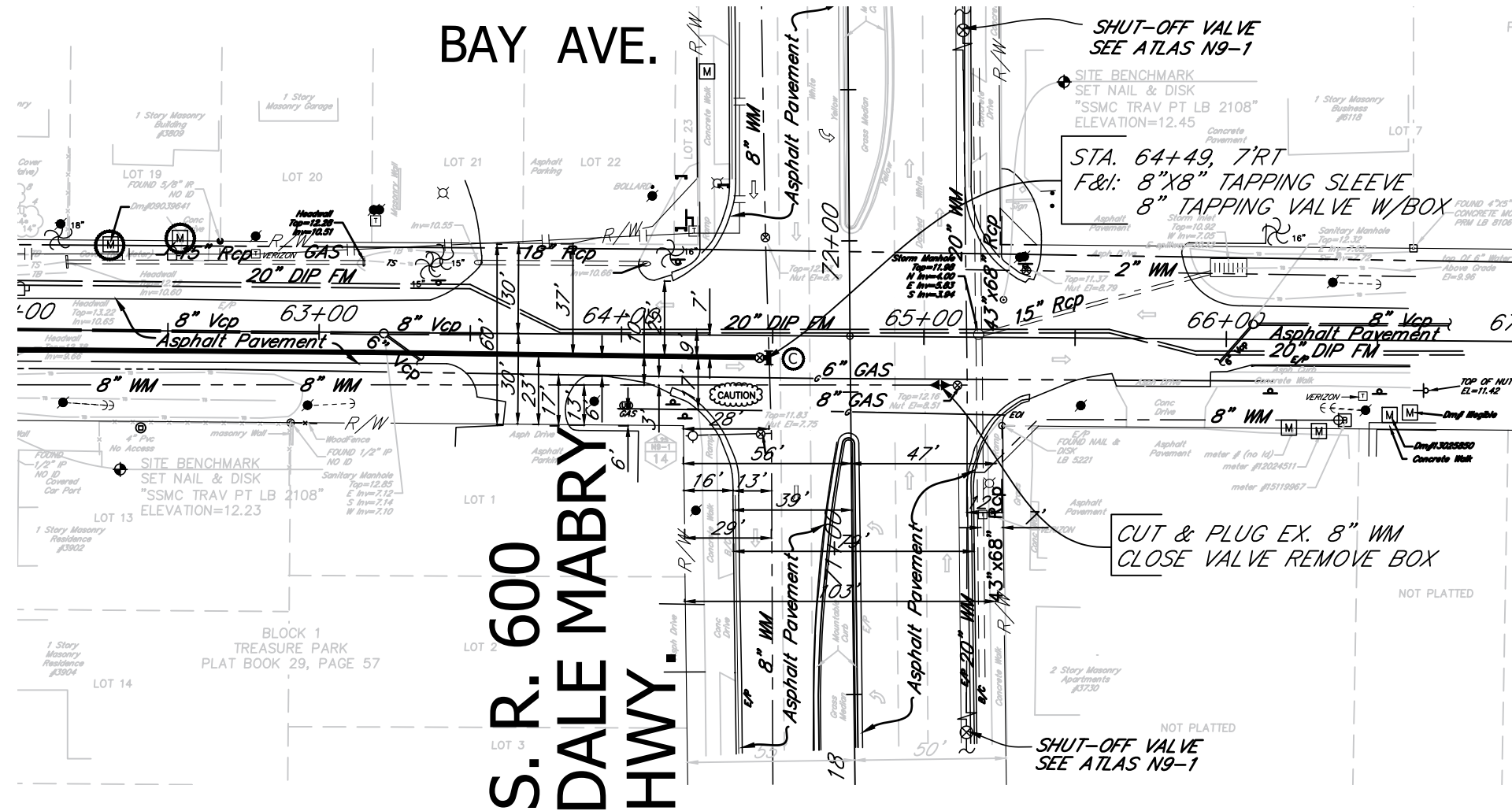
James Meyer

INDEX SHEET
NO. 505 NO. 4
8/20/18

LAST REVISION	DESCRIPTION:
07/01/07	

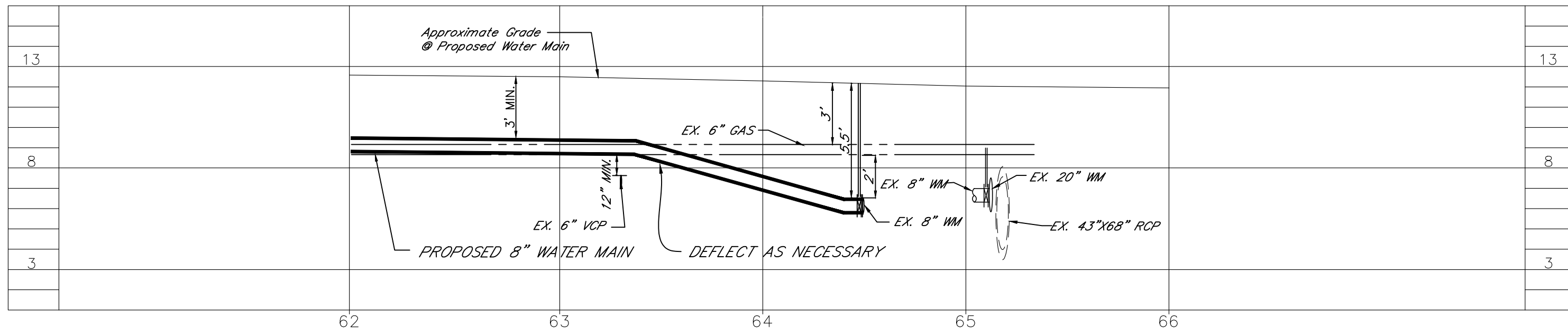
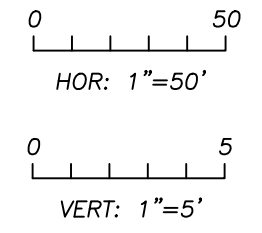

FDOT DESIGN STANDARDS
 2013

EMBANKMENT UTILIZATION



APPROVED
 2018-H-796-99
 James Meyer
 4/18/2018

Sec.16-T30S-R18E
 Section 10130.000
 S.R. 600



RORY A JONES, P.E.
 CITY OF TAMPA WATER DEPT.
 306 E. JACKSON ST., 5E
 TAMPA, FLA. 33602

No.	Date	REVISION	By

Des: NPP
 Dwn: JDM
 Ckd: RAJ

Approved Date

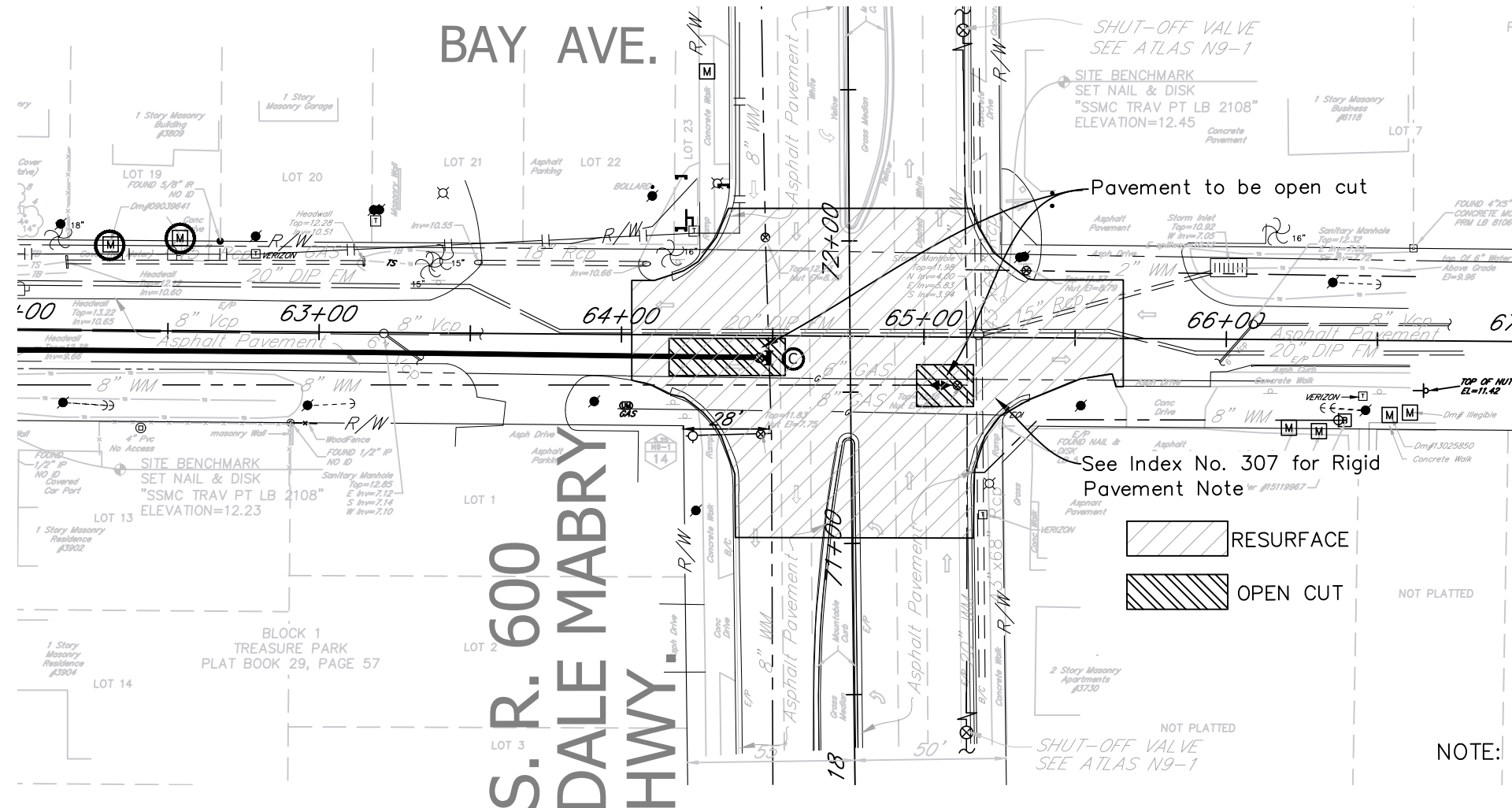
Sunbay South Ph II
 FY17 CIP REPLACEMENT

Atlas Page
 N9-4

W.O. 8403

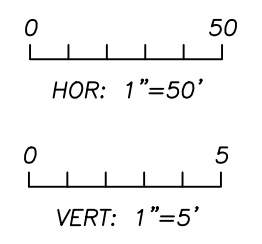
SHEET

2 OF 4

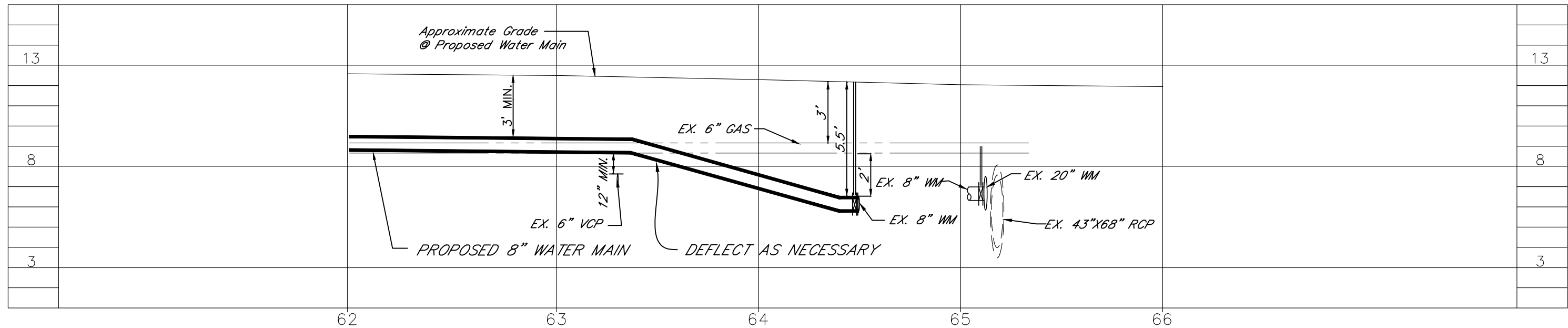


APPROVED
 2018-H-796-99
 James Meyer
 4/18/2018

Sec.16-T30S-R18E
 Section 10130.000
 S.R. 600



NOTE: ALL Work in FDOT R/W
 Shall be performed at Night.



RORY A JONES, P.E.
 CITY OF TAMPA WATER DEPT.
 306 E. JACKSON ST., 5E
 TAMPA, FLA. 33602

No.	Date	REVISION	By
Approved Date			

Des: NPP
 Dwn: JDM
 Ckd: RAJ

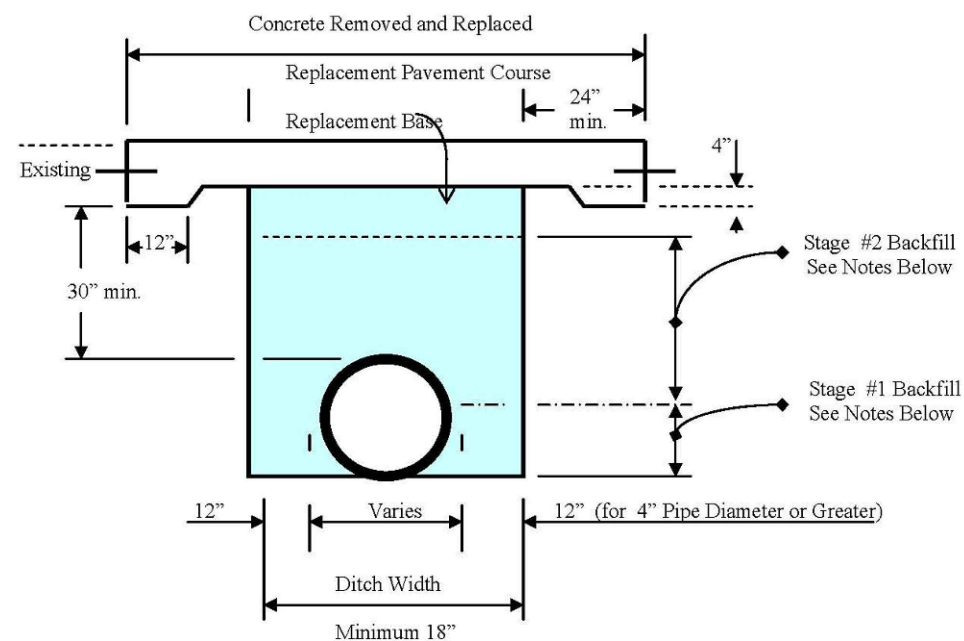
Sunbay South Ph II
FY17 CIP REPLACEMENT

Atlas Page
 N9-4

W.O. 8403
 SHEET
 3 OF 4

DETAIL FOR RESTORATION WITHIN FDOT ROADWAY

(DETAILS MODIFIED FROM FDOT DESIGN STANDARDS INDEX 307, LATEST EDITION)



RIGID PAVEMENT NOTES:

PAVEMENT SHALL BE MECHANICALLY SAWED AND RESTORED TO CONFORM WITH EXISTING PAVEMENT JOINTS.

HIGH EARLY STRENGTH CEMENT CONCRETE (3000 PSI) MEETING WITH REQUIREMENTS OF FDOT STANDARD SPECIFICATION 346, LATEST EDITION SHALL BE USED FOR RIGID PAVEMENT REPLACEMENT.

PAVEMENT, BASE, AND BACKFILL MATERIAL SHALL BE PLACED IN ACCORDANCE WITH CITY OF TAMPA PAVEMENT RESTORATION REQUIREMENTS, LATEST STANDARD SPECIFICATIONS.

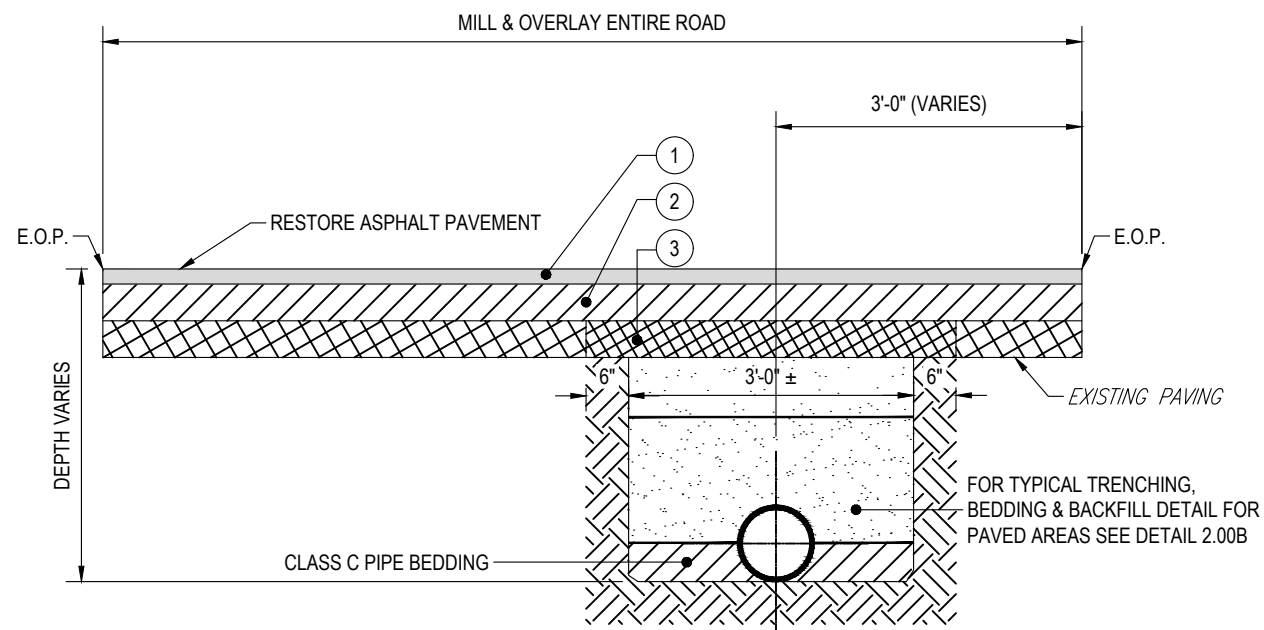
IN STAGE #1, CONSTRUCT COMPACTED FILL BENEATH THE HAUNCHES OF THE PIPE, USING MECHANICAL TAMPS SUITABLE FOR THIS PURPOSE. THIS COMPACTION APPLIES TO THE MATERIAL PLACED BENEATH THE HAUNCHES OF THE PIPE AND ABOVE ANY BEDDING.

IN STAGE #2, CONSTRUCT COMPACTED FILL ALONG SIDES OF THE PIPE AND UP TO THE BOTTOM OF THE BASE. COMPACT MATERIAL USING MECHANICAL TAMPS SUITABLE TO ACHIEVE DENSITY MEETING 98% OF AASHTO T-180, LIFTS NOT TO EXCEED 12" COMPACTED.

IF MECHANICAL COMPACTION IS DIFFICULT TO ACHIEVE, THEN FLOWABLE FILL MAY BE USED. IN STAGE #1, PLACE FLOWABLE FILL MIDWAY UP ON BOTH SIDES OF THE UTILITY. ALLOW TO HARDEN BEFORE PLACING STAGE #2. IF A METHOD IS PROVIDED TO PREVENT FLOATATION FROM OCCURRING, STAGE #1 AND #2 CAN BE COMBINED, IF APPROVED BY THE ENGINEER.

NOTE: SPECIFICATION STANDARDS AND REQUIREMENTS NOT ILLUSTRATED SHALL MEET LATEST FDOT STANDARD SPECIFICATIONS.

TAMPA WATER DEPARTMENT	APPROVED <i>Aug. 2017</i>	REVISED _____ _____	STANDARD DETAILS FOR RESTORATION WITHIN ROADWAY	2.00B
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PAVEMENT LAYERS (SEE SPECIFICATIONS)

1. TYPE FC 12.5 ASPHALT (1.5") MILL & OVERLAY
2. TYPE SP 12.5 ASPHALT (3")
3. TYPE SP 12.5 (O.B.G. 15) (9") ASPHALT BASE OR 12" LIMEROCK & 12" TYPE B STABILIZER.

* FDOT APPROVED FLOW FILL FOR PIPE BACKFILL SHALL BE USED

(ASPHALT)



RORY A JONES, P.E.
CITY OF TAMPA WATER DEPT.
306 E. JACKSON ST., 5E
TAMPA, FLA. 33602
P.E. #79453

No.	Date	REVISION	By

Des: NPP
Dwn: JDM
Ckd: RAJ

Approved Date

DETAILS

Atlas Page

N9-1

W.O. 8403

ASBUILT FILE NUMBER

2018-11-15-39

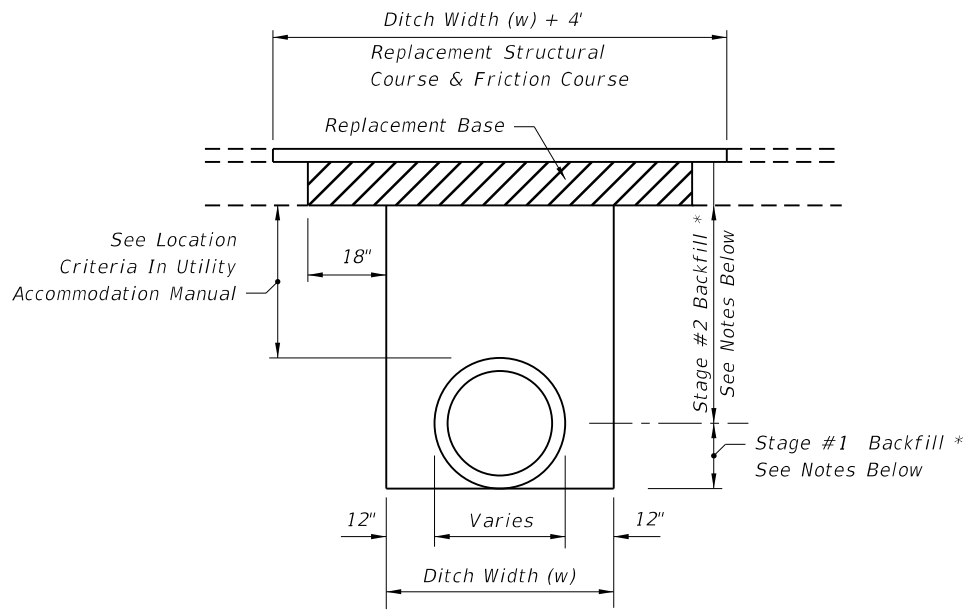
James Meyer

SHEET 4 OF 4

4/18/2018

APPROVED

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FLEXIBLE PAVEMENT NOTES

PAVEMENT REMOVAL AND REPLACEMENT

Pavement shall be mechanically sawed.

The replacement asphalt shall match the existing structural and friction courses for type and thickness in accordance with current FDOT asphalt mix specifications.

The new base materials shall be either of the same type and composition as the materials removed or of equal or greater structural adequacy (See Index No. 514).

BACKFILL

COMPACTED AND STABILIZED FILL OPTION

Backfill material shall be placed in accordance with Section 125 of the Standard Specifications.

In Stage #1, construct compacted fill beneath the haunches of the pipe, using mechanical tamps suitable for this purpose. This compaction applies to the material placed beneath the haunches of the pipe and above any bedding.

In Stage #2, construct compacted fill along the sides of the pipe and up to the bottom of the base, with the upper 12" receiving Type B Stabilization. In lieu of Type B Stabilization, the Contractor may construct using Optional Base Group 3.

*** FLOWABLE FILL OPTION**

If compaction can not be achieved through normal mechanical methods then flowable fill may be used.

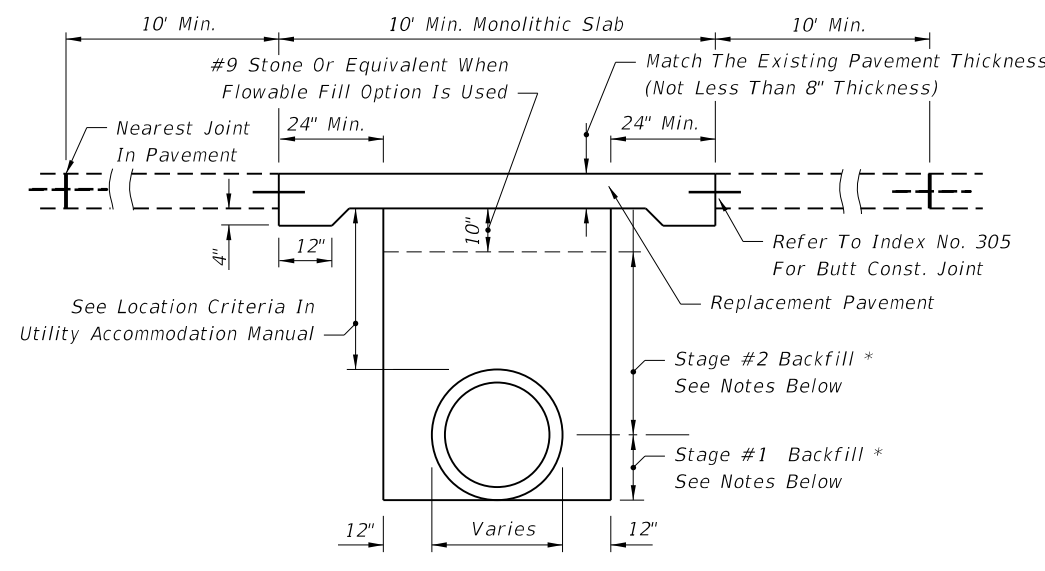
Flowable fill is to be placed in accordance with Section 121 of the Specifications, as approved by the Engineer.

Do not allow the utility being installed to float. If a method is provided to prevent flotation from occurring, Stages #1 and #2 can be combined, if approved by the Engineer.

In Stage #1, place flowable fill midway up on both sides of the utility. Allow to harden before placing Stage #2.

In Stage #2, place flowable fill to the bottom of the existing base course.

FLEXIBLE PAVEMENT CUT



RIGID PAVEMENT NOTES

PAVEMENT REMOVAL AND REPLACEMENT

High early strength cement concrete (3000 psi) meeting the requirements of Standard Specification 346 shall be used for rigid pavement replacement.

Pavement shall be mechanically sawed and restored to conform with existing pavement joints within 12 hours. (See Index No. 305)

GRANULAR BACKFILL

Any edgedrain system that is removed shall be replaced with the same type materials. Any edgedrain system that is damaged shall be repaired with methods approved by the Engineer.

Fill material shall be placed in accordance with the Standard Specifications. Fill material shall be special select soil in accordance with Index No. 505.

In Stage #1, construct compacted fill beneath the haunches of the pipe, using mechanical tamps suitable for this purpose. This compaction applies to the material placed beneath the haunches of the pipe and above any bedding.

In Stage #2, construct fill along the sides of the pipe and up to the bottom of replacement pavement.

*** FLOWABLE FILL OPTION**

If mechanical compaction can not be achieved through normal mechanical methods then flowable fill may be used.

Flowable fill is to be placed in accordance with Section 121 of the Specifications, as approved by the Engineer.

Do not allow the utility being installed to float. If a method is provided to prevent flotation from occurring, Stages #1 and #2 can be combined, if approved by the Engineer.

In Stage #1, place flowable fill midway up on both sides of the utility. Allow to harden before placing Stage #2.

In Stage #2, place flowable fill to the bottom of the stone layer.

RIGID PAVEMENT CUT

GENERAL NOTES

1. The details provided in this standard index apply to cases in which jack and bore or directional boring methods are not required by the Engineer.
2. Flowable fill shall not be placed directly over loose, or high plastic, or muck material (see Index 505) which will cause settlement due to fill weight. Where highly compressible material exists, the amount, shape and depth of flowable fill must be engineered to prevent pavement settlement.
3. These details do not apply to utility cuts longitudinal to the centerline of the roadway which may require the additional use of geotextiles, special bedding and backfill, or other special requirements.
4. Method of construction must be approved by the Engineer.
5. Some pipe may require special granular backfill up to 6" above top of pipe. Geotextiles may be required to encapsulate the special granular material.
6. Where asphalt concrete overlays exist over full slab concrete pavement, the replacement pavement shall have an overlay constructed over the replacement slab. The overlay shall match the existing asphalt pavement thickness. The replacement friction course shall match the existing friction course, except structural course may be used in lieu of dense graded friction course.
7. All shoulder pavement, curb, curb and gutter, and their substructure disturbed by utility trench cut construction shall be restored in kind.
8. The use of flowable fill to reduce the time traffic is taken off a facility is acceptable but must have prior approval by the Engineer. Flowable fill use is allowed only when properly engineered for pavement crossings, whether straight or diagonal, and shall not be installed for significant depths or lengths. The maximum length shall be fifty (50) feet and a maximum depth of six (6) feet unless supported by an engineering document prepared by a registered professional engineer that specializes in soils engineering. The engineering document shall address the evaluation of local groundwater flow interruption and settlement potential.
9. Excavatable flowable fill is to be used when the flowable fill option is selected.

TRENCH CUTS AND RESTORATIONS ACROSS ROADWAYS

LAST REVISION	REVISION	DESCRIPTION:		FDOT DESIGN STANDARDS 2013	MISCELLANEOUS UTILITY DETAILS	INDEX NO. 307	SHEET NO. 1
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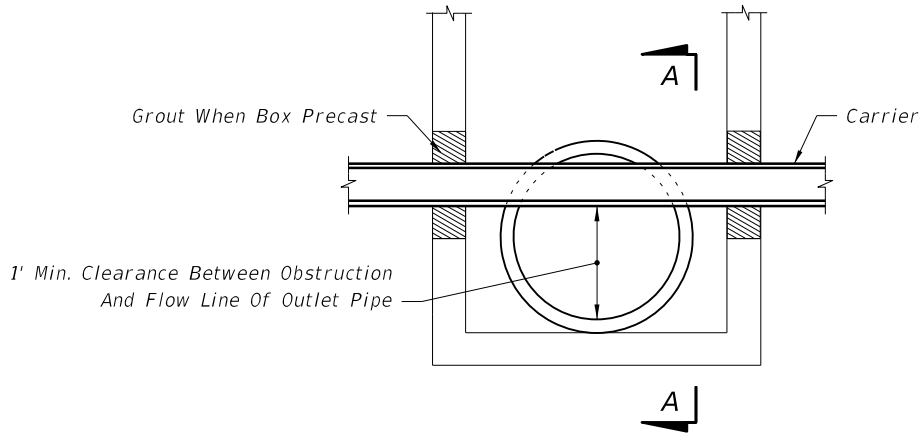
APPROVED

2018-H-796-99

James Meyer
4/8/2018

NOTES FOR UTILITY CONFLICT PIPE

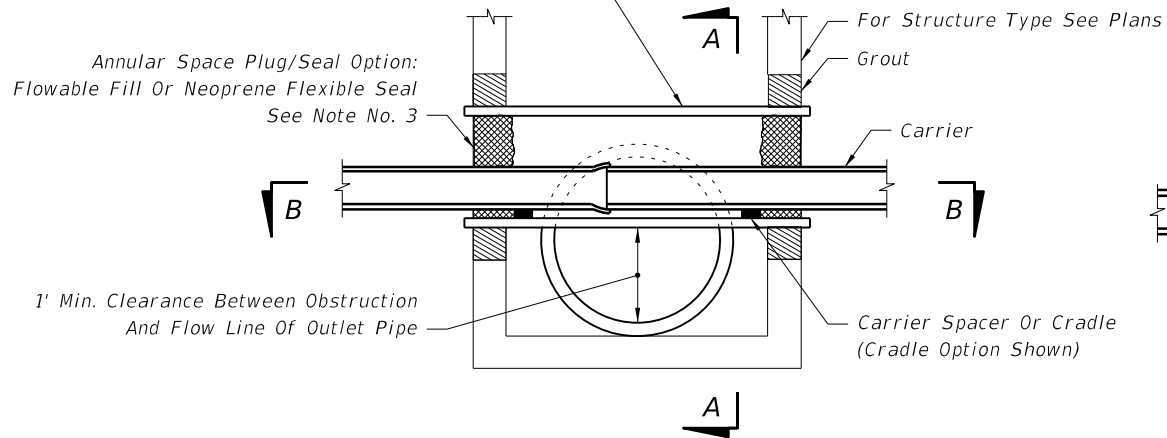
1. These details are for construction field expediency to resolve utility conflicts that cannot be remedied by relocation. For conflicts determined during design, use the construction shop drawings for structure details.
2. Concrete used in conflict structures shall be as specified in ASTM C478. 4000 psi may be used in lieu of Class 1 concrete.
3. Maximum opening for pipe shall be the pipe OD plus 6". Mortar used to seal the pipe into the opening will be of such mix that shrinkage will not cause leakage into or out of the structure.
4. If the conflict structure is round or there are multiple inlet or outlet pipes, then the wall section should be reviewed for strength.
5. If during construction or the plans design process it is determined that a potable water supply line must pass through a storm drain structure, it must be in compliance with Chapter 62-555.314 (3) F.A.C. and shown on the design or construction plans and submitted to the Florida Department of Environmental Protection (FDEP) Administrator For Drinking Water in the respective FDEP District for review and comment. This index and rule citation provide accepted methods for addressing conflicts when and where they cannot be reasonably avoided. To be submitted along with the plans shall be a justification describing inordinate cost and the impracticality of avoidance. If identified, properly justified, and accomplished in accordance with this index, approval is granted. Upon request, the Utility Agency Owner (UAO) must provide support data on the cost of relocation or adjustment to the FDOT for submittal to the FDEP. See the following web site for District FDEP Drinking Water Contacts: www.dep.state.fl.us/water/drinkingwater/index.htm and click on "Organization" on the menu to the right.



SECTION LONGITUDINAL TO CARRIER PIPE
(Nonpressure Or Nonfluid Carrier Installations)
No Joints Allowed Within Structure

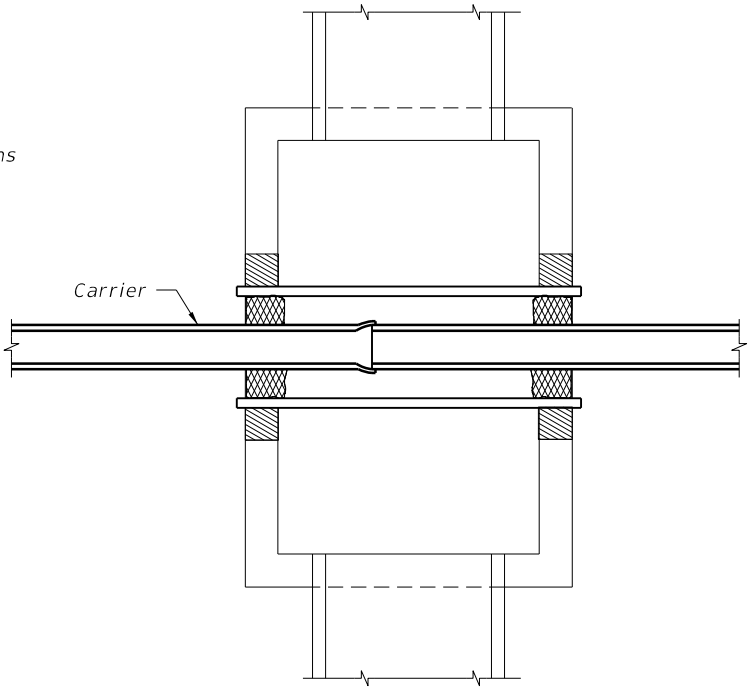
UTILITY CONFLICT CONDITION I

Carrier Casing: The Casing Shall Be Rated To The Greatest Pressure Of Either The Carrier That's Called For By Design Or That's Required By Construction. The Casing May Be Steel, Cast Iron, Ductile Iron Or Plastic. The Casing Can Be Seamless Or Sealed Half Sleeves.

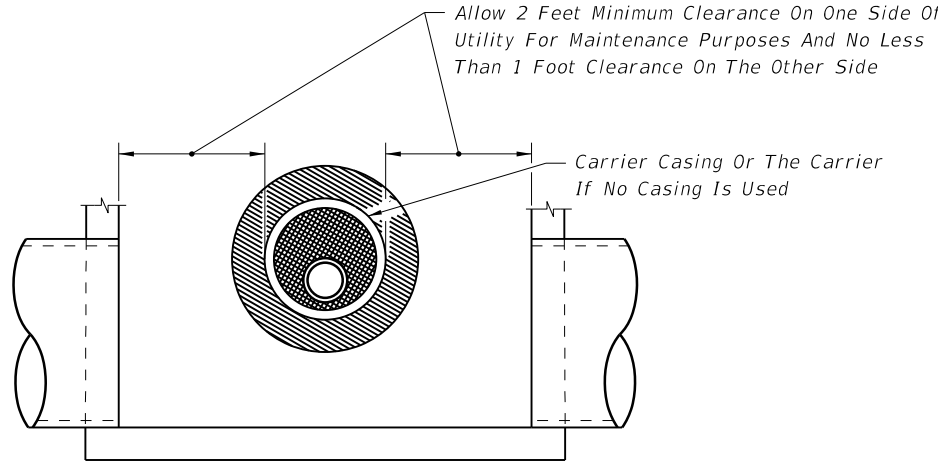


SECTION LONGITUDINAL TO CARRIER PIPE
(Pressure Or Fluid Carrier Installations)

UTILITY CONFLICT CONDITION II



SECTION BB



DESIGNER'S NOTE

"Sumped" Conflict Manholes Shall Not Be Used Unless The System Is Hydraulically Designed To Account For The Headloss Generated If The Sump Is Completely Blocked

SECTION AA

UTILITY CONFLICT PIPES THRU STORM DRAIN STRUCTURES

APPROVED

2018-H-796-99

James Meyer

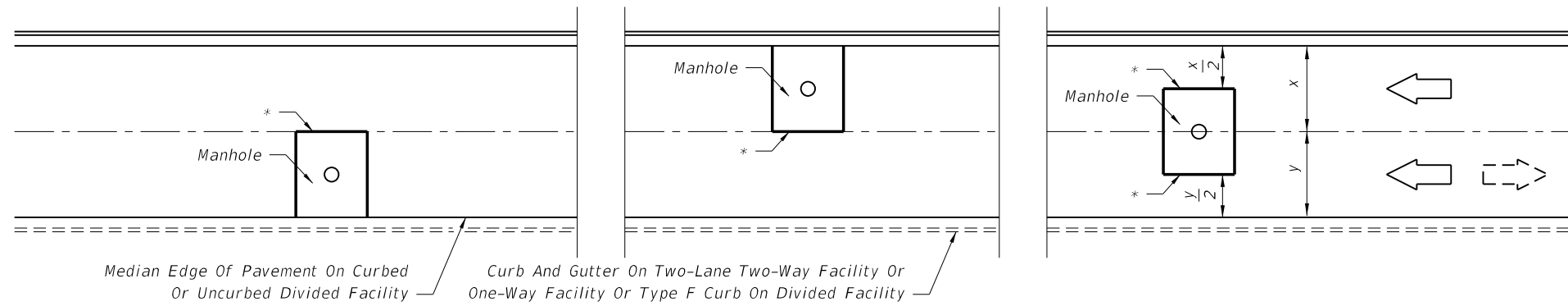
INDEX SHEET
NO. 307 NO. 2
4/18/2018

LAST REVISION	DESCRIPTION:
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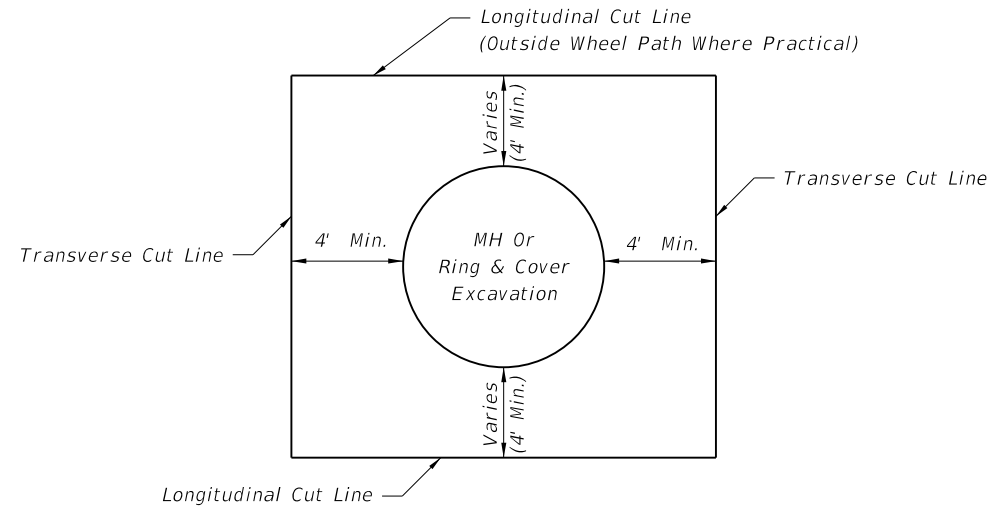
FDOT DESIGN STANDARDS
2013

MISCELLANEOUS UTILITY DETAILS



* Longitudinal Cut Lines For Both Curbed And Uncurbed Facilities Must Coincide With A Regular Seam Or Midlane Point In Order To Be Outside The Wheel Path

**PLAN VIEW
FOR TWO OR MORE LANES (TWO LANES SHOWN)**



PARTIAL CUTS FOR RING AND COVER ADJUSTMENTS

NOTES

1. No irregular seams are permitted. All seams must be clean sawed.
2. Pavement cut seams for underground utility structures in rigid pavement are the same longitudinally, but the transverse seams shall extend to the nearest existing joint.
3. See Sheet 1 for replacement pavement.

NONTRENCH PAVEMENT CUTS FOR UNDERGROUND UTILITY STRUCTURES IN PAVEMENT

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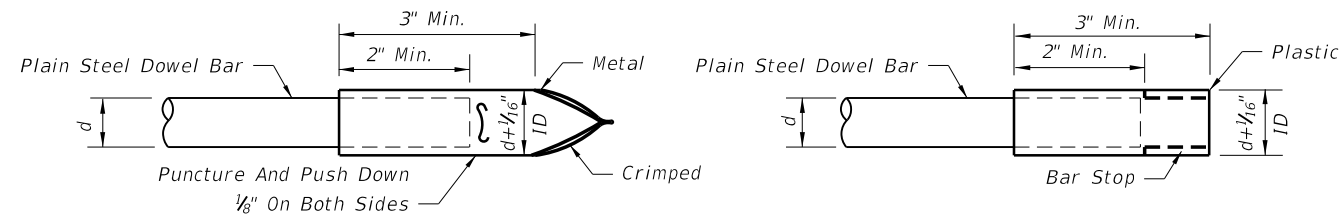
2018-H-796-99

James Meyer

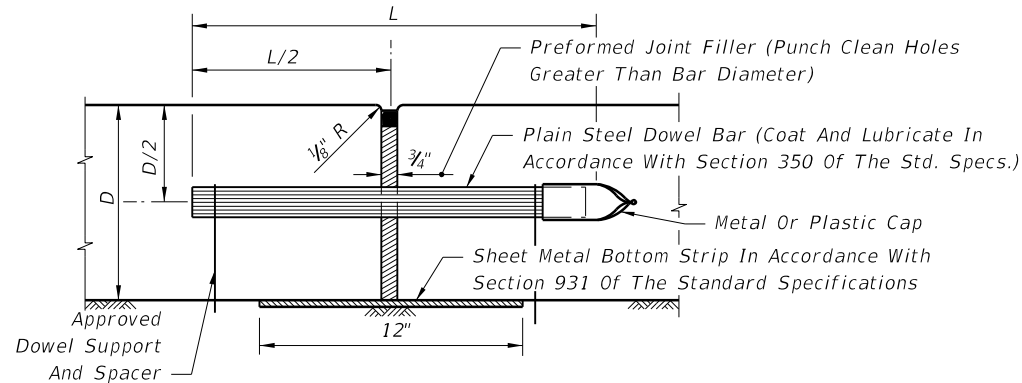
INDEX SHEET
NO. 307 NO. 3
4/18/2018

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LAST REVISION	REVISION	DESCRIPTION:		FDOT DESIGN STANDARDS 2013	MISCELLANEOUS UTILITY DETAILS	
04						

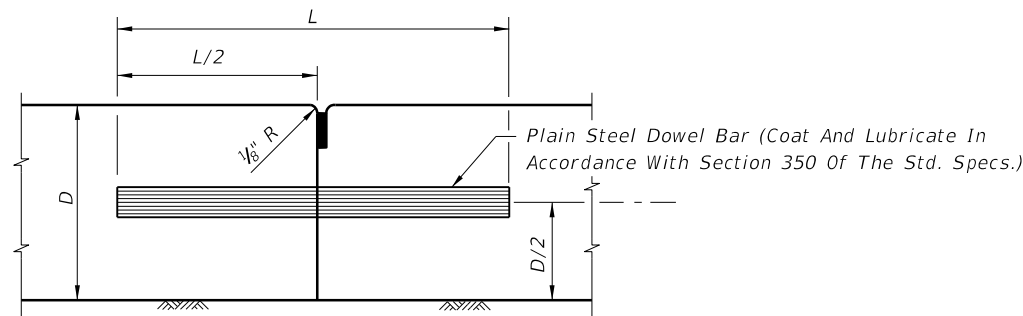


METAL OR PLASTIC CAPS FOR DOWEL BARS

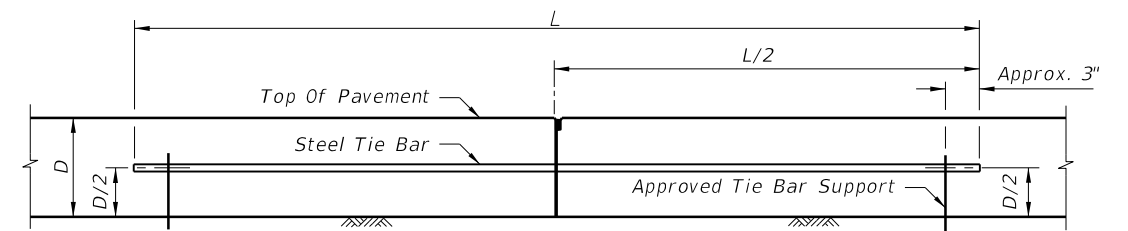


Note: Expansion joints to be placed on approaches to bridges, at street intersections and other locations indicated in detail plans.

TRANSVERSE EXPANSION JOINT

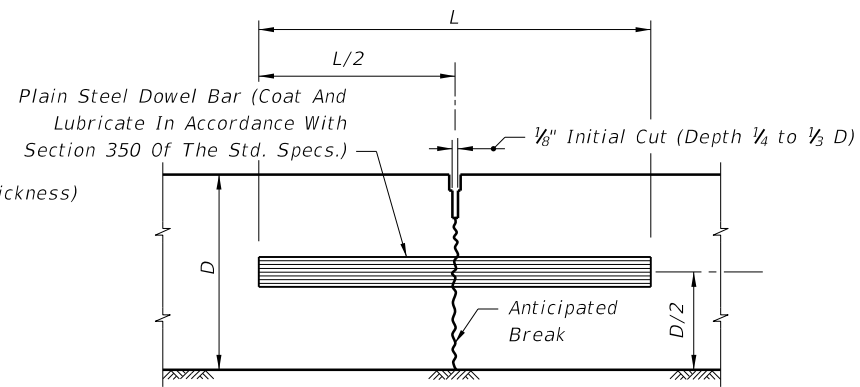
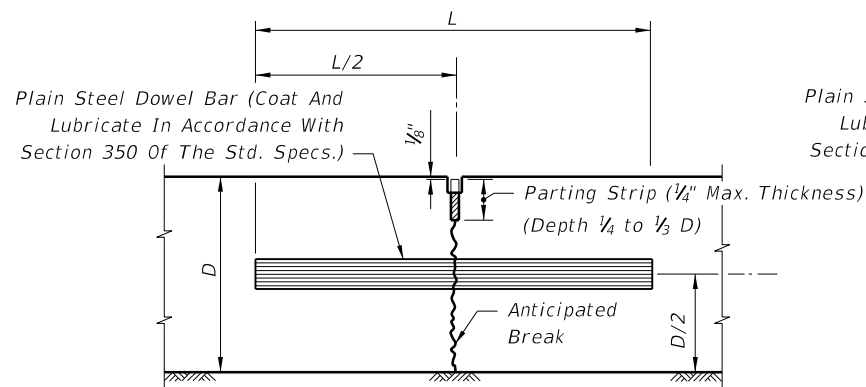


BUTT CONSTRUCTION JOINT TO BE USED AT DISCONTINUANCES OF WORK

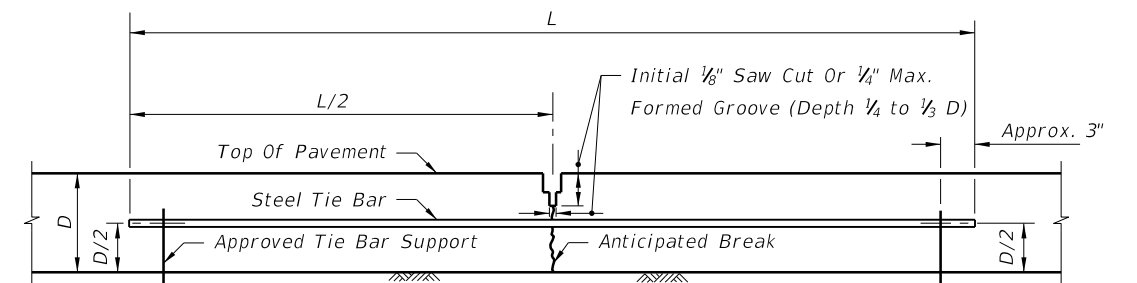


Note: Tie bar spacing shall not exceed 24" at these joints.

LONGITUDINAL BUTT CONSTRUCTION JOINT



TRANSVERSE CONTRACTION JOINT, VIBRO CAST METHOD TRANSVERSE CONTRACTION JOINT, SAWED METHOD



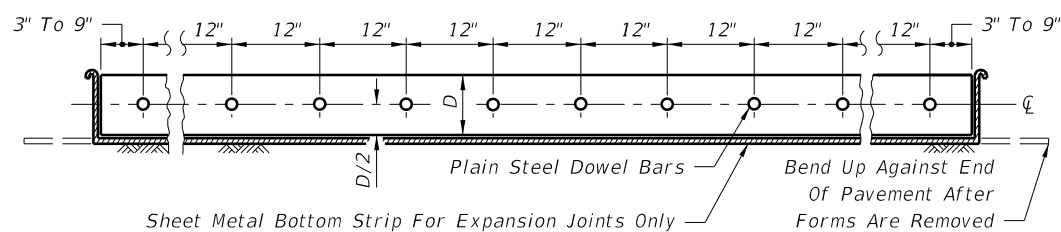
Note: Slabs poured simultaneously. Tie bars may be inserted in the plastic concrete by means approved by the Engineer.

LONGITUDINAL LANE-TIE JOINT

Tie bars are deformed #4 or #5 reinforcing steel bars meeting the requirements of Section 931 of the Standard Specifications.

Provide a standard load transfer tied joint with #4 bars 25" in length at 24" or #5 bars 30" in length at 38" spacing.

LONGITUDINAL JOINTS



DOWEL BAR LAYOUT

DOWELS (LENGTH 18")	
Pavement Thickness "D"	Diameter
6"-6 1/2"	3/4"
7"-8 1/2"	1"
9"-10 1/2"	1 1/4"
≥11"	1 1/2"

TRANSVERSE JOINTS ARE TO BE SPACED AT A MAXIMUM OF 15'. DOWELS ARE REQUIRED AT ALL TRANSVERSE JOINTS UNLESS OTHERWISE NOTED IN PLANS.

TRANSVERSE JOINTS

Note: For joint seal dimensions see Sheet 2.

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2018-H-796-99

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INDEX SHEET

NO. 305 NO. 1

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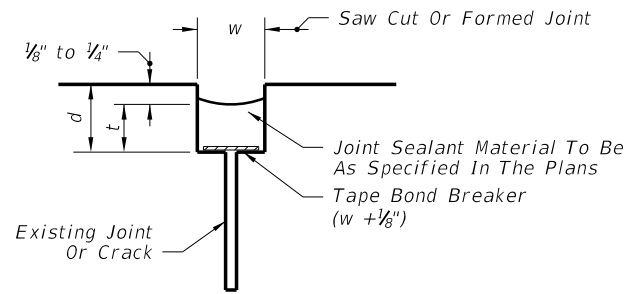
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07/01/09	



FDOT DESIGN STANDARDS
2013

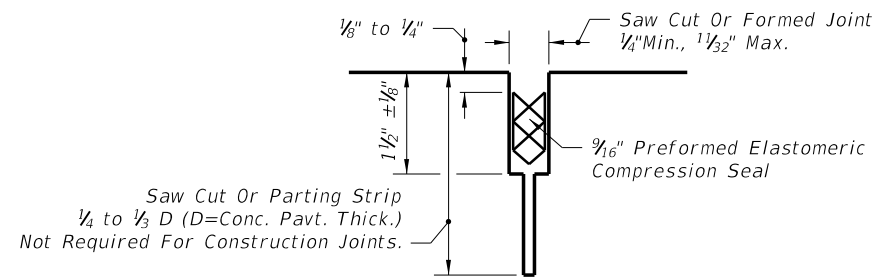
CONCRETE PAVEMENT JOINTS

305 1

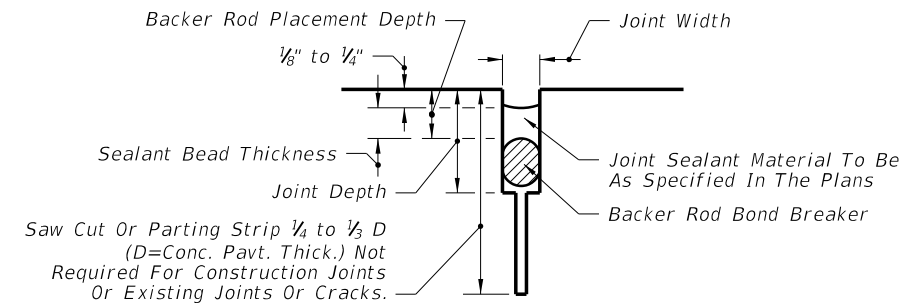


Note: Dimension w will be shown in the plans or established by the Engineer based on field conditions. Dimension d will be constructed so that the shape factor w/t has a maximum value of 2.0 and a minimum value of 1.0.

FOR REHABILITATION PROJECTS
TAPE BOND BREAKER

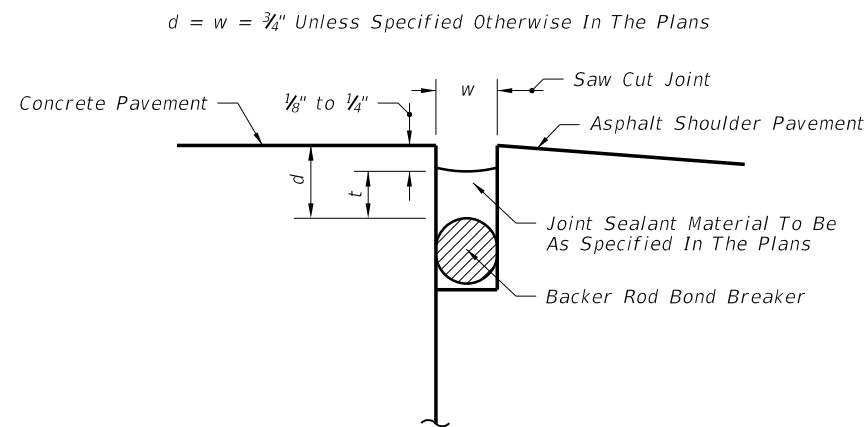


FOR NEW PROJECTS
PREFORMED ELASTOMERIC COMPRESSION SEAL

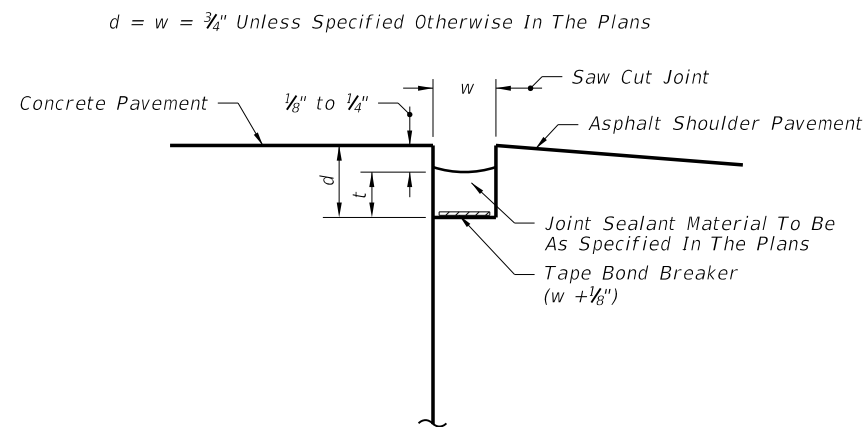


FOR NEW AND REHABILITATION PROJECTS
BACKER ROD BOND BREAKER

CONCRETE-CONCRETE JOINTS



BACKER ROD BOND BREAKER



TAPE BOND BREAKER

FOR NEW AND REHABILITATION PROJECTS;
EITHER TAPE OR BACKER ROD BOND BREAKER REQUIRED;
SHOULDER MUST BE REPAIRED IF PROPER JOINT SHAPE
CAN NOT BE ATTAINED

CONCRETE-ASPHALT SHOULDER JOINTS

JOINT SEAL DIMENSIONS

BACKER ROD BOND BREAKER (CONCRETE-CONCRETE JOINTS)				
JOINT DIMENSIONS (INCHES)				
JOINT WIDTH	SEALANT BEAD THICKNESS	BACKER ROD DIA.	MINIMUM JOINT DEPTH	BACKER ROD PLACEMENT DEPTH
1/4	1/4	3/8	1	1/2
3/8	1/4	1/2	1 1/4	1/2
1/2	1/4	3/8	1 1/4	1/2
3/8	3/16	3/4	1 1/2	3/16
3/4	3/8	1	1 3/4	3/8
7/8	7/16	1 1/8	1 3/4	1 1/16
1	1/2	1 1/4	2	3/4
>1	1/2	1 1/4+	2+	3/4

Unless otherwise indicated on the plans the joint width for new construction will be 1/4" for construction joints, 3/8" for all other joints.

For rehabilitation projects the joint width will be shown on the plans or established by the Engineer based on field conditions.

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2018-H-796-99

James Meyer
INDEX SHEET
NO. 305 NO. 2
4/8/2018

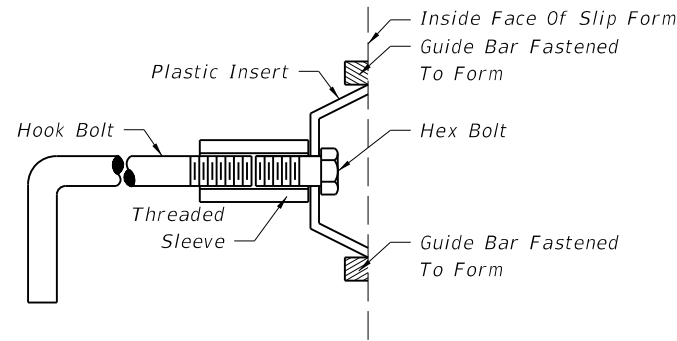
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LAST REVISION	DESCRIPTION:
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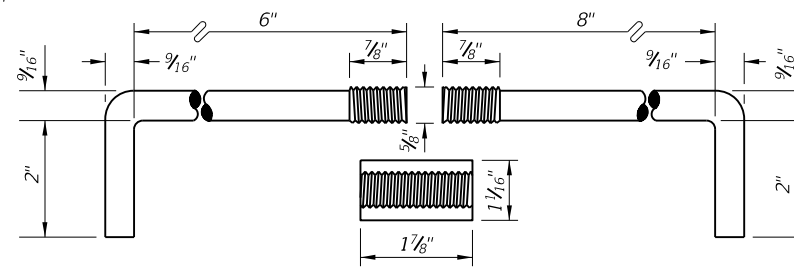


FDOT DESIGN STANDARDS
2013

CONCRETE PAVEMENT JOINTS



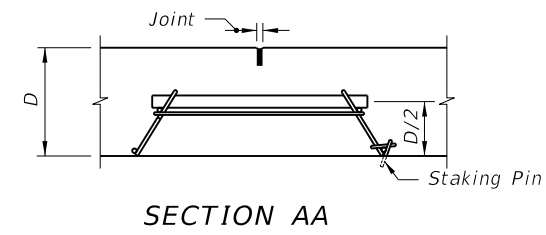
Note: After the concrete has set to the extent that the keyway will retain its shape, the hex bolt and plastic insert shall be removed. The remaining portion of the hook bolt assembly shall be installed immediately prior to placing of concrete in the adjacent lane.



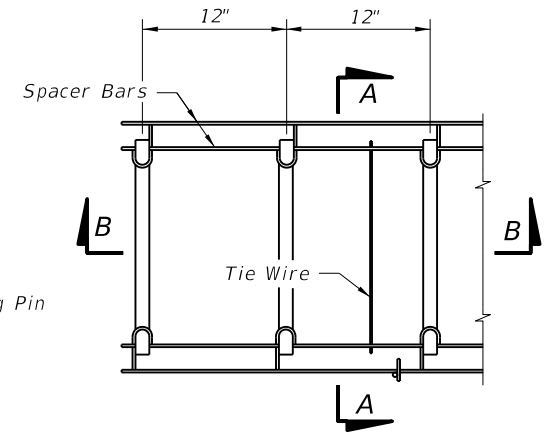
Anchor bolts shall be Grade C in accordance with ASTM A 307.
Threaded sleeves shall develop the full strength of the bolt and meet the material and thread requirements of ASTM A 563.

ALTERNATE KEYWAY AND HOOK BOLT

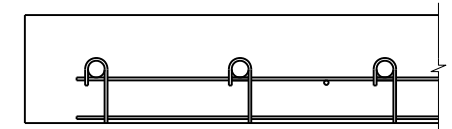
STEEL HOOK BOLT ASSEMBLY



SECTION AA

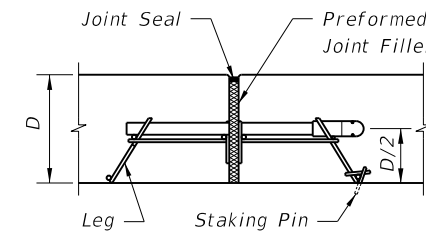


TOP VIEW

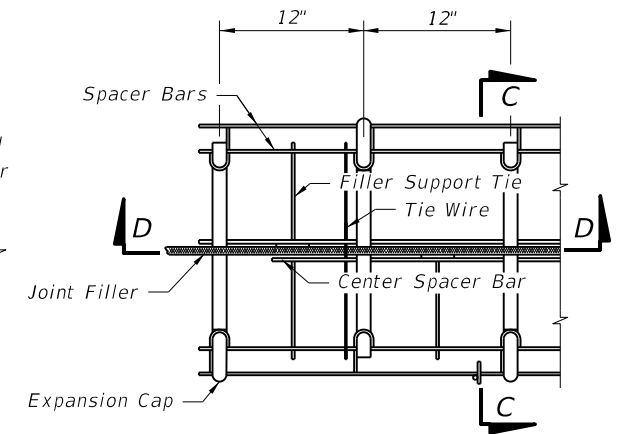


SECTION BB

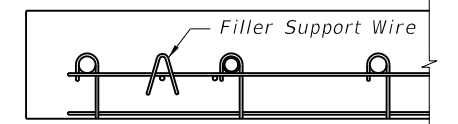
CONTRACTION ASSEMBLY



SECTION CC



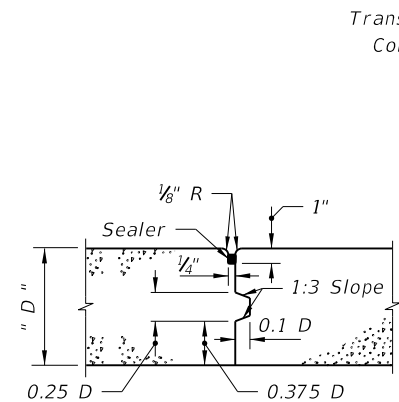
TOP VIEW



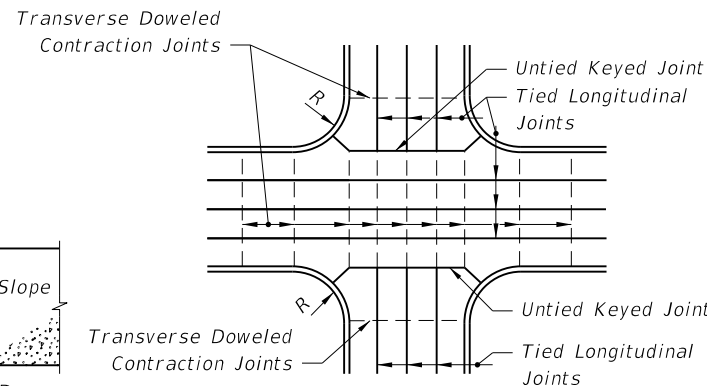
SECTION DD

EXPANSION ASSEMBLY

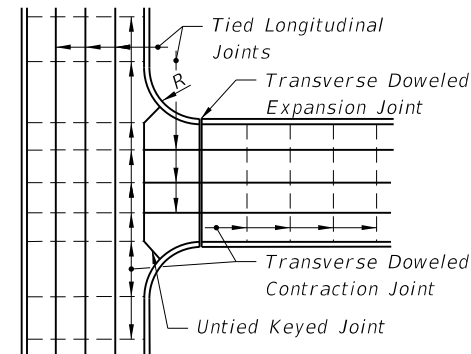
Note: Proprietary contraction and expansion assemblies may be used. Products shall be introduced to the State Construction Office in accordance with section (C) of the Product Evaluation Procedure.



KEYED JOINT



JOINT LAYOUT AT THRU INTERSECTION



JOINT LAYOUT AT 'T' INTERSECTIONS

JOINT ARRANGEMENT

NOTES

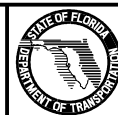
1. Longitudinal joints will not be required for single lane pavement 14' or less in width. For entrance and exit ramp joint details, see Sheet 4.
2. Arrangement of longitudinal joints are to be as directed by the Engineer.
3. All manholes, meter boxes and other projections into the pavement shall be boxed-in with 1/2" preformed expansion joint material.

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2018-H-796-99

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8/2018



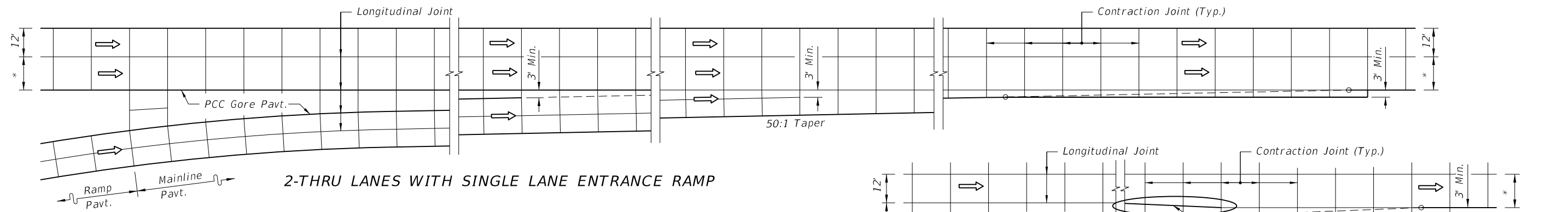
FDOT DESIGN STANDARDS
2013

CONCRETE PAVEMENT JOINTS

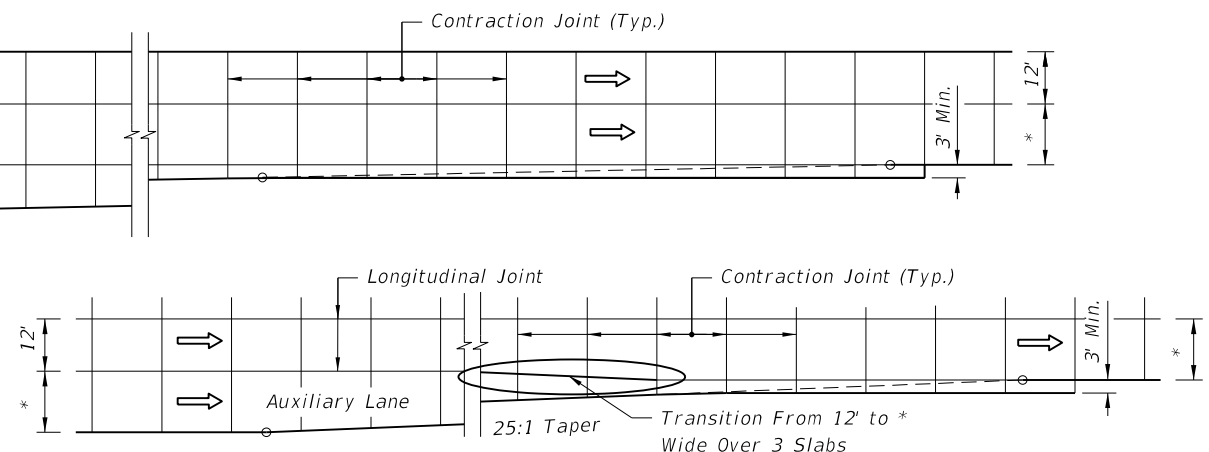
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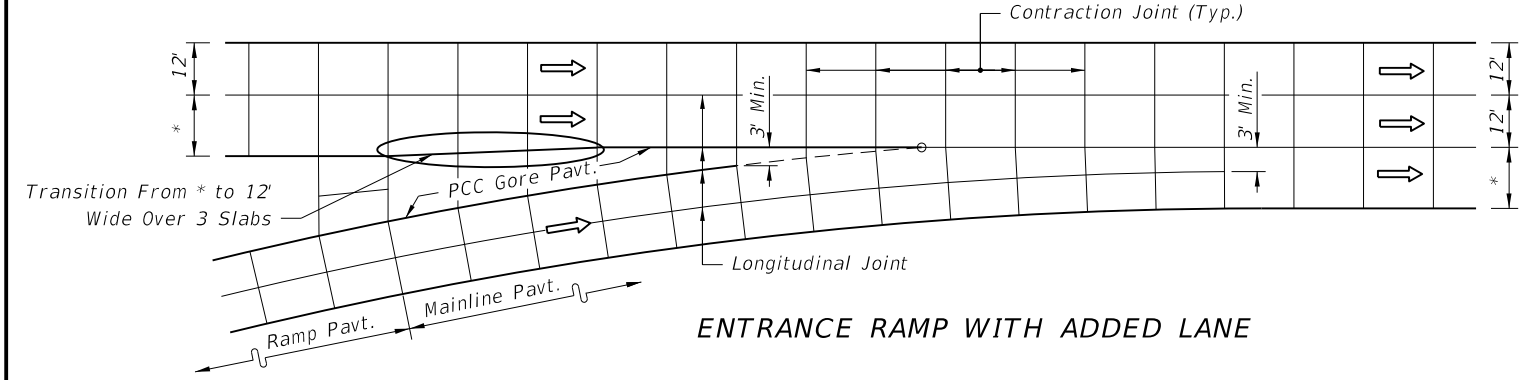
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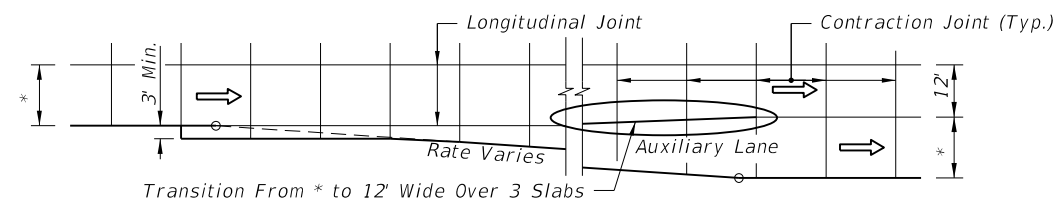
2-THRU LANES WITH SINGLE LANE ENTRANCE RAMP



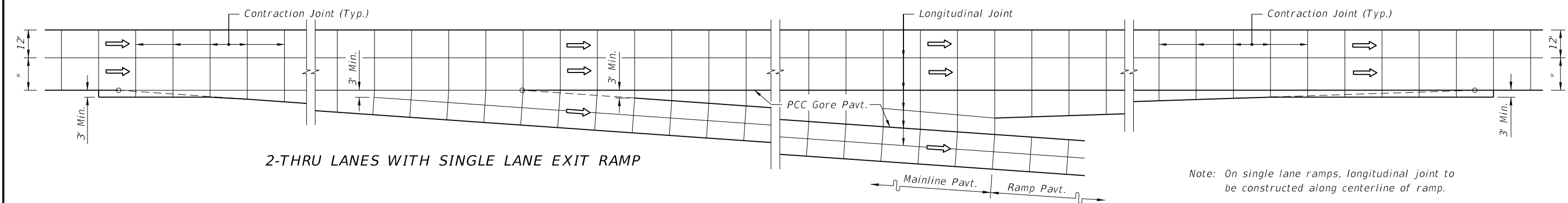
ENTRANCE TAPER WITH AUXILIARY LANE



ENTRANCE RAMP WITH ADDED LANE

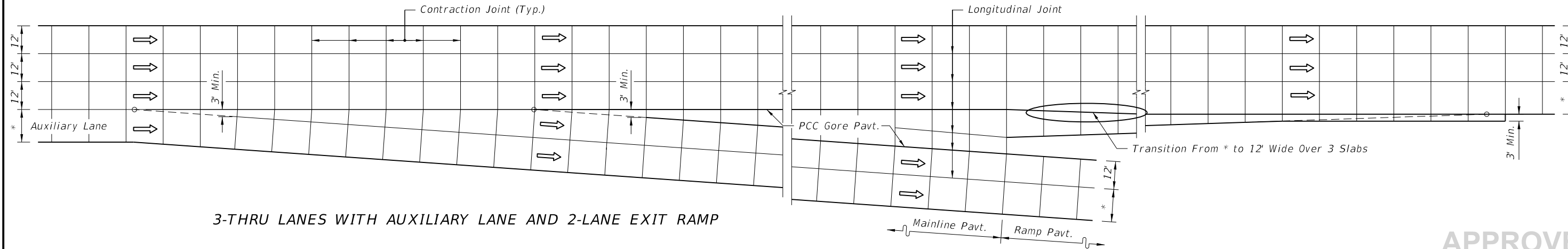


EXIT TAPER WITH AUXILIARY LANE



2-THRU LANES WITH SINGLE LANE EXIT RAMP

Note: On single lane ramps, longitudinal joint to be constructed along centerline of ramp.



3-THRU LANES WITH AUXILIARY LANE AND 2-LANE EXIT RAMP

JOINT LAYOUT AT ENTRANCE AND EXIT RAMP TERMINALS

* 13' with tied Concrete Shoulders or 14' with Asphalt Shoulders.

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LAST REVISION	DESCRIPTION:
07/01/09	



FDOT DESIGN STANDARDS 2013

CONCRETE PAVEMENT JOINTS

CONTRACT 18-C-00026; Sun Bay South Distribution Line Replacement - Pre-Bid Mtg. 7/24/18; 3:00p.m.

E-Mail to Register as a Plan Holder and E-Mail All Questions to; ContractAdministration@tampagov.net

Sign-In Sheet Please Print

City of Tampa, Contract Administration Department

	Name	Organization	E-Mail OR Phone
1	Jim Greiner, PE	Tampa Contract Administration Dept.	Jim.Greiner@tampagov.net
3	DAVID POTTS	CIVIL EARTH SITEWORK	DAVID@CESITEWORK.COM
4	GARY JUSTICE	PEPPER CONTRACTING	GARYJ@PEPPERCONTRACTING.COM
5	Daniel Wirth	Dallas I Construction	Daniel.Wirth@d1cd.com
6	Ed Harris	Dallas I Construction	Ed.Harris@d1cd.com
7	Delaney Marjanek	Kamminga & Rodvets, Inc.	quotes@kandrinctl.com
8	FRANK WOODWARD	COT-CAW	FRANK.WOODWARD@TAMPAGOV.NET
9	NISERG PATEL	COT WATER	NISERG.PATEL@TAMPAGOV.NET
10	Roy McKenzie	COT Water	roy.mckenzie@tampagov.net
11	Kitty Rodriguez	Mabey / Sunbelt	k.rodriguez@mabey.com
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