

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

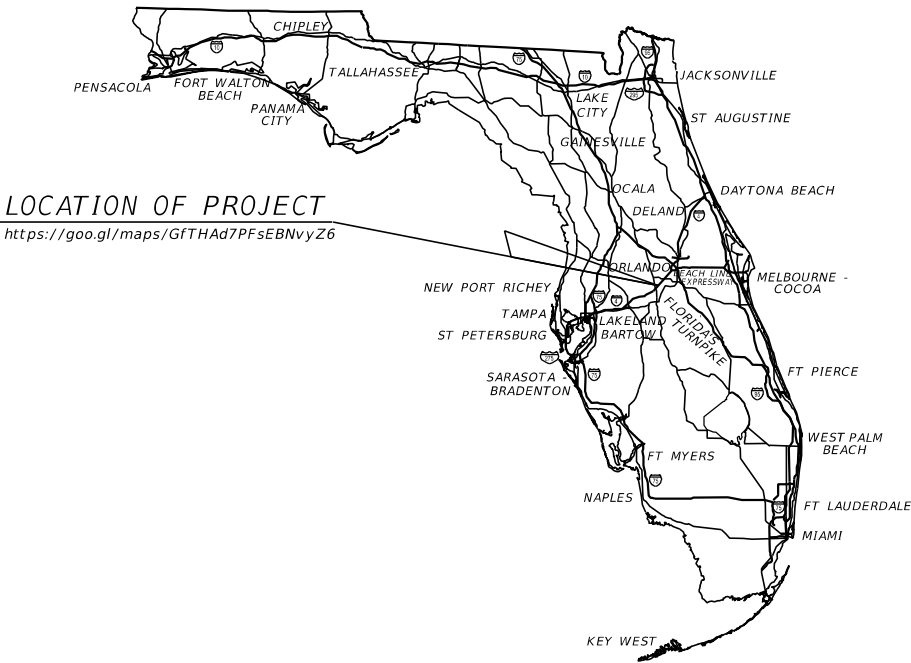
INDEX OF SIGNALIZATION PLANS

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CONTRACT PLANS

FINANCIAL PROJECT ID 444187-1-52-01
(FEDERAL FUNDS)
OSCEOLA COUNTY (92000)

COUNTY ROAD NO. 532
DIVERGING DIAMOND INTERCHANGE RETROFIT
SIGNALIZATION PLANS



SIGNALIZATION PLANS

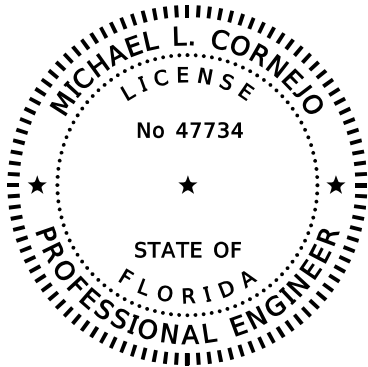
ENGINEER OF RECORD:

MICHAEL L. CORNEJO, P.E.
P.E. NO.: 47734
HNTB CORPORATION
610 CRESCENT EXECUTIVE COURT, SUITE 400
LAKE MARY, FL 32746
(407) 805-0355
CONTRACT NO: PS-11062DG
VENDER NO.: F431623092-009
OSCEOLA COUNTY PROJECT MANAGER:
CONROY JACOBS
(407) 742-0557

FDOT PROJECT MANAGER:

ANTHONY MILLER
(386) 943-5530

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
T5715	21	T-1



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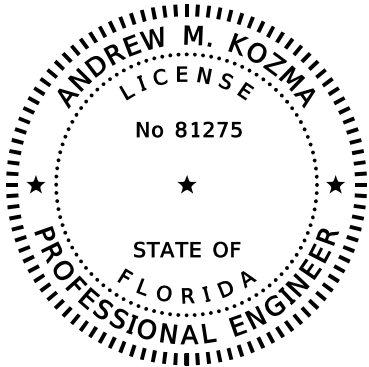
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HNTB CORPORATION
610 CRESCENT EXECUTIVE CT. SUITE 400
LAKE MARY, FLORIDA 32746
MICHAEL L. CORNEJO, P.E. NO. 47734

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE
FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004 F.A.C.

<u>SHEET NO.</u>	<u>SHEET DESCRIPTION</u>
T-1	KEY SHEET
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T-6 - T-10	SIGNALIZATION PLAN
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T-12	GUIDESIGN WORKSHEET



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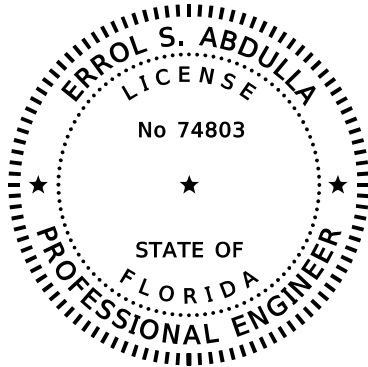
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HNTB CORPORATION
610 CRESCENT EXECUTIVE CT. SUITE 400
LAKE MARY, FLORIDA 32746
ANDREW M. KOZMA, P.E. NO. 81275

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<u>SHEET NO.</u>	<u>SHEET DESCRIPTION</u>
T-2	SIGNATURE SHEET
T-13	MAST ARM ASSEMBLY DATA TABLE



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AWK Consulting Engineer, Inc
6457 Hazeltine National Dr. SUITE 150
Orlando, FLORIDA 32822
Errol S. Abdulla, P.E. NO. 74803

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<u>SHEET NO.</u>	<u>SHEET DESCRIPTION</u>
T-2	SIGNATURE SHEET
T-14 - T-15	REPORT OF SPT BORING RESULTS

REVISIONS				ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E. P.E. LICENSE NUMBER 47734 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNATURE SHEET	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 532	OSCEOLA	444187-1-52-01		
									T-2

TABULATION OF QUANTITIES																				
PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS														TOTAL THIS SHEET		GRAND TOTAL	
			T-6		T-7		T-8		T-9		T-10									
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL
630 2 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	300		95		310		80		70						855		855	
630 2 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	465		295		195										955		955	
632 7 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	1				1										2		2	
632 7 6	SIGNAL CABLE, REMOVE- INTERSECTION	PI	1				1										2		2	
633 2 32	FIBER OPTIC CONNECTION, INSTALL, TERMINATION	EA	12														12		12	
633 3 12	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE TRAY	EA	1														1		1	
633 3 16	FIBER OPTIC CONNECTION HARDWARE, F&I, PATCH PANEL- FIELD TERMINATED	EA	1														1		1	
635 2 11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	19		3		9		5		7						43		43	
635 2 12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	1														1		1	
639 2 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	170														170		170	
639 2 6	ELECTRICAL SERVICE WIRE, REMOVE	LF	250														250		250	
639 3 11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1														1		1	
641 2 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	1														1		1	
646 1 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA							6		6						12		12	
646 1 60	ALUMINUM SIGNALS POLE, REMOVE	EA	1														1		1	
649 21 3	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'	EA	1														1		1	
649 21 6	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'	EA	1				1										2		2	
649 21 10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	1				2										3		3	
649 21 15	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 70'	EA	1														1		1	
649 26 3	STEEL MAST ARM ASSEMBLY, REMOVE, SHALLOW FOUNDATION- BOLT ON ATTACHMENT	EA	2				2										4		4	
650 1 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	9				6										15		15	
653 1 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS							6		6						12		12	
660 4 11	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT	EA	1														1		1	
660 4 12	VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT	EA	4				3										7		7	
663 1 121	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, REPLACE CABINET ELECTRONICS	EA	1						1								1		1	
663 1 122	SIGNAL PRIORITY AND PREEMPTION SYSTEM, FURNISH AND INSTALL, GPS, DETECTOR	EA	1														1		1	
665 1 11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	EA							6		6						12		12	
670 5 111	TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL, NEMA, 1 PREEMPTION	AS	1														1		1	
670 5 600	TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET	AS	1														1		1	
682 1 113	ITS CCTV CAMERA, F&I, DOME PTZ ENCLOSURE - PRESSURIZED, IP, HIGH DEFINITION	EA	1				1										2		2	
684 1 1	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL	EA	1														1		1	
684 5 1	MEDIA CONVERTER, FURNISH & INSTALL	EA	1														1		1	
685 1 12	UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, ONLINE/DOUBLE CONVERSION	EA	1														1		1	
700 3 201	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	7				5										12		12	
700 5 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	2				1										3		3	

REVISIONS				ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E. P.E. LICENSE NUMBER 47734 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TABULATION OF QUANTITIES		SHEET NO. T-3
DATE	DESCRIPTION	DATE	DESCRIPTION							
					ROAD NO.	COUNTY	FINANCIAL PROJECT ID			
					CR 532	OSCEOLA	444187-1-52-01			

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

GENERAL

1. FINAL LOCATIONS OF ALL CABINETS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT OF THE FOUNDATION IF THE LOCATION HAS CHANGED IN THE PLANS.
2. THE CONTRACTOR SHALL MAKE ALL VIDEO DETECTORS INSTALLED AS PART OF THE PROJECT FULLY OPERATIONAL IN ACCORDANCE WITH THEIR ASSOCIATED ISOLATED INTERSECTION SIGNAL TIMING CHART WITHIN 24 HOURS OF THEIR INSTALLATION.
3. CABLE GRIP SHALL BE OF SUFFICIENT SIZE TO NOT COMPROMISE THE INSULATION ON THE SIGNAL CABLE.
4. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT LEGIBLE, WEATHERPROOF TAGS THAT ARE SECURELY ATTACHED TO EACH CABLE. THE TAGGING SYSTEM PROPOSED SHALL BE SUBMITTED FOR APPROVAL WITH THE OTHER EQUIPMENT SUBMITTAL'S REQUIRED FOR THIS PROJECT.
5. ALL SIGNAL RUNS INSTALLED SHALL BE CONTINUOUS RUNS OR IF NOT CONTINUOUS MUST HAVE A TERMINAL STRIP INSTALLED AND FASTENED TO THE MAST ARM.
6. SOLID CONDUCTORS SHOULD BE USED FOR MAIN ROADWAY PHASES AND TRACERS USED FOR SIDE STREET PHASES.
7. NO USE OF LB CONDUITS SHALL BE USED IN EXISTING OR NEW CABINET INSTALLS.
8. ALL WIRES OR FIBER IN PULL BOXES OR SIGNAL CABINETS MUST BE CLEARLY MARKED FOR DIRECTION AND PHASES ON VIDEO CABLES, VIDEO RACKS AND ANY LOOPS.

PAY ITEM NOTES

1. THERE SHALL BE A SEPARATE CONDUIT FOR VIDEO AND SIGNAL.
2. THE MAST ARMS SHALL BE PAINTED "MIDNIGHT NEUTRAL" (SHERWIN WILLIAMS J4-55-34), APPLIED ACCORDING TO FDOT STANDARD SPECIFICATIONS 560 (CODES Z-C AND B-8 FOR PRIME AND INTERMEDIATE COATS). THIS INCLUDES ANY LUMINAIRES INSTALLED ON THE MAST ARM.
3. 650-1-14 ALL TRAFFIC SIGNAL HEADS SHALL BE STANDARD ALUMINUM.
4. 653-1-11 LED PEDESTRIAN SIGNALS ARE TO BE SINGLE SECTION AND PROVIDED WITH INTERNATIONAL STYLE LENSES AND COUNTDOWN FEATURES.
5. 660-4-XX VIDEO DETECTORS SUPPLIES SHALL MEET OSCEOLA COUNTY'S FUNCTIONALITY REQUIREMENTS. SUNSHIELDS SHALL BE PROVIDED ON EACH VIDEO CAMERA, A MENU-DRIVEN INTERFACE REQUIRING NO SEPARATE COMPUTER FOR SET-UP OR MAINTENANCE SHALL BE PROVIDED. VIDEO CAMERAS SHALL BE COLOR AND SEALED PRESSURIZED HOUSING. THIS PAY ITEM SHALL ALSO INCLUDE LIGHTNING AND SURGE PROTECTION CONSISTING OF POINT DISCHARGE DISSIPATION TERMINALS ON EACH CAMERA, COAX LINE PROTECTORS AND CAMERA PROTECTORS. PROPER GROUNDING MUST BE PROVIDED INCLUDING A BOND WIRE ATTACHED TO THE CAMERA ASSEMBLY RUNNING TO THE POLE GROUND. THIS ITEM INCLUDES EXTERIOR USE CABLING, AND MOUNTING BRACKETS NECESSARY TO MEET THE PERFORMANCE EXPECTATIONS OF THE SYSTEM AS DESCRIBED IN THE SIGNAL GENERAL NOTES. PAYMENT INCLUDES ALL LABOR (MAN-HOURS) AND EQUIPMENT NECESSARY TO DEVELOP AN ACCEPTANCE TESTING PLAN AND TO COMPLETE A SUCCESSFUL VIDEO DETECTION ACCURACY TEST A.K.A. FIELD ACCEPTANCE TEST OF THE VIDEO DETECTION SYSTEM.
6. 663-1-XXX CONTRACTOR TO FURNISH AND INSTALL GLOBAL TRAFFIC TECHNOLOGIES GPS RECEIVER AND ANTENNA. THE CONTRACTOR WILL PERFORM ALL SIGNAL TESTING, MAPPING AND SYSTEM ACTIVATION. CONTRACTOR TO FURNISH AND INSTALL GLOBAL TRAFFIC TECHNOLOGIES FIRE-RESCUE GPS PRE-EMPTION CONTROLLER INTERFACE MODULE. CONTRACTOR TO FURNISH AND INSTALL GLOBAL TRAFFIC TECHNOLOGIES SYSTEM-SPECIFIC PREEMPTION GPS MULTI-PAIR CABLE TO CONNECT TO GPS ANTENNAS TO GPS PRE-EMPTION CONTROLLER INTERFACE.
7. 665-1-11 PEDESTRIAN PUSH BUTTONS SHALL INCLUDE AN R10-3E SIGN PANEL.
8. 670-5-111 THE CONTROLLER ASSEMBLY SHALL CONSIST OF AN ECONOLITE COBALT CONTROLLER AND A TS2 TYPE 1 SHELF MOUNTED WITHIN A TYPE VI CONTROLLER CABINET MINIMUM HEIGHT OF 68" OR R77 IF CABINET IS AN ECONOLITE WITH 3 SHELVES. (SPECIAL NOTE: IF THERE IS LIMITED SIDEWALK A.D.A. CLEARANCE, A REDUCED DEPTH TYPE VI CABINET CAN BE USED WITH PRIOR APPROVAL FROM OSCEOLA COUNTY TRANSPORTATION AND TRANSIT). EQUIPMENT USED MUST BE CERTIFIED FROM THE FDOT APL LIST. THE ECONOLITE COBALT CONTROLLER SHALL PROVIDE TOTAL UTILITY AND INTEROPERABILITY WITH OSCEOLA COUNTY TRANSPORTATION AND TRANSIT'S "CENTRACS" COMPUTER SYSTEM. THE CABINET SHALL INCLUDE A MINIMUM OF FOURTEEN (14) LOAD SWITCH BAYS AND ACCOMMODATIONS FOR THE VIDEO DETECTION SYSTEM. THE CABINET AIR FILTER SHALL BE OF THE REUSABLE WASHABLE ALUMINUM TYPE. THE TOP OF THE CONTROLLER PAD SHALL BE AT LEAST SIX INCHES ABOVE THE ROADWAY ELEVATION. THIS PAY ITEM SHALL ALSO INCLUDE COMPLETE REINTEGRATION OF THE EXISTING GPS PRIORITY CONTROL PREEMPTION EQUIPMENT, AND RELOCATION TO/FROM THE EXISTING CABINET. A FLUSH MOUNTED AUTOMATIC POWER TRANSFER SWITCH SHALL BE INCLUDED ON THE CABINET. A TECHNICIAN SERVICE PAD 30" IN WIDTH SHALL ALSO BE PROVIDED. WHENEVER POSSIBLE, THE CABINET IS TO BE PLACED SO THAT THE DOOR OPENS AWAY FROM THE INTERSECTION AND OPENS FULLY WITHIN THE RIGHT OF WAY. CONTACT KEVIN KRUG (407) 738-9405, KEVIN.KRUG@OSCEOLA.ORG OR KATHY LEE, PE AT (407) 742- 0553, KATHY.LEE@OSCEOLA.ORG
9. ALL SIGNAL CABINETS SHALL HAVE A MINIMUM OF TWELVE 2-INCH CONDUITS, STUBBED OUT TO THE NEAREST PULL BOX'S, WITH A MINIMUM OF TWO SPARE 2-INCH CONDUITS, WHERE INTERSECTION IS COMPLETE.
10. IT IS THE RESPONSIBILITY OF SIGNAL CONTRACTOR TO PLACE THE VIDEO SYSTEM DETECTION AT THE PROPER LOCATION FOR OPTIMAL PERFORMANCE. THE REPRESENTATIVE FOR THE VIDEO SYSTEM DETECTION SHALL BE CONTACTED TO REDLINE PLANS FOR LOCATION OR ADDITIONAL CAMERA'S DURING THE DESIGN PHASE. (STOKES WALLACE- ITERIS 407-383-1845)
11. 685-1-12 INCLUDES PIGGY BACK MOUNTING TO CONTROLLER CABINET.
12. ALL SIGNALIZATION EQUIPMENT THAT IS REMOVED AND NOT REQUESTED BY OSCEOLA COUNTY TRANSPORTATION AND TRANSIT SHALL BE PROPERLY DISPOSED OF AT THE CONTRACTOR'S EXPENSE IN A MANNER AND LOCATION APPROVED BY KEVIN KRUG (407) 738-9405.
13. THE SIGNAL PROJECT MANAGER, KEVIN KRUG IS TO BE CONTACTED AT (407) 738-9405 AT LEAST 48 HOURS PRIOR TO DELIVERY. WRITTEN ACKNOWLEDGEMENT OF EQUIPMENT RECEIPT SHALL BE OBTAINED FROM KEVIN KRUG IN THE FORM OF A SIGNED RECEIPT BEARING THE CONTRACTOR'S LETTERHEAD. THIS ITEMIZED RECEIPT SHALL STATE ALL EQUIPMENT REMOVED FROM EACH LOCATION WAS RETURNED TO OSCEOLA COUNTY TRANSPORTATION AND TRANSIT IN GOOD CONDITION. THE CONTRACTOR SHALL PRESENT THE RECEIPT TO KEVIN KRUG AT THE TIME OF SIGNAL INSPECTION. ABSENCE OF SUCH RECEIPT SHALL BE RECORDED ON THE PUNCH LIST AS AN ITEM TO BE CORRECTED PRIOR TO FINAL APPROVAL OF THE INSTALLATION.
14. 700-5-22 ILLUMINATED STREET SIGNS SHALL BE L.E.D. SINGLE FACED TYPE, RIGIDLY MOUNTED TO SEPARATE CANTILEVER ARMS BELOW THE MAST ARMS. ALL INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL HAVE ONE COMMON PHOTO CELL INSTALLED IN CABINET. INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL HAVE A 24" VIEWING HEIGHT. THIS VIEWING HEIGHT DOES NOT INCLUDE THE HEIGHT OF THE SIGN ASSEMBLY. THE SIGNS SHALL USE A BREAKER SEPARATELY FROM THE SIGNAL CABINET AND SHALL BE CONTROLLED BY ONE MASTER PHOTOCELL. THE MAX WIDTH FOR INTERNALLY ILLUMINATED STREET NAME SIGNS IS 8'. ADJUST FONT SIZE AND TYPE ACCORDINGLY TO FIT.

REVISIONS				ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E. P.E. LICENSE NUMBER 47734 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			GENERAL NOTES	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 532	OSCEOLA	444187-1-52-01		
									T-4

LIST OF UTILITY OWNERS

COMPANY:	CONTACT:	TELEPHONE NUMBERS:
CHARTER COMMUNICATIONS (SPECTRUM)	TODD HUDSON	407-532-8510
CENTURYLINK	WADE RICH	407-814-5383
DUKE ENERGY-DISTRIBUTION	THOMAS MACIAS	407-938-6619
FLORIDA PUBLIC UTILITIES	COREY GEBHARDT	863-289-2243
TOHO WATER AUTHORITY	EDWIN MATOS	407-944-5024
COMCAST	RICHARD ALVEREZ	407-473-0793

COMMUNICATIONS

1.

ANY FIBER INTERCONNECT CABLE THAT IS CUT OR DAMAGED DURING CONSTRUCTION MUST BE REPLACED AS AN ENTIRE RUN AND SHALL BE RE-SPLICED WITHIN THE SPLICE CLOSURE AT THE END OF THE RUN. SPLICING OF FIBER INTERCONNECT CABLE BETWEEN SPLICE CLOSURES IS NOT PERMITTED. THE CONTRACTOR SHALL BEAR ALL EXPENSES ASSOCIATED WITH THE INSTALLATION OF THE NEW INTERCONNECT CABLE.
2.

IF THERE IS FIBER OPTIC CABLE WITHIN YOUR PROJECT LIMITS OR WITHIN 1500 FEET OF YOUR PROJECT LIMITS, CONTACT LINDSEY.GIOVINAZZO@OSCEOLA.ORG, (407) 742-9166 OR KEVIN KRUG AT (407)-738-9405

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									T-5

SIGNAL HEAD DETAILS

3A, 8R, 2A, 6, 3A, 8R, 2A, 6, 3A, 8R, 2A, 6

3-SECT., 1-WAY, 3 AS, 650-1-14

3-SECT., 1-WAY, 2 AS, 650-1-14

3-SECT., 1-WAY, 4 AS, 650-1-14

4 RUNS @ 10 LF, 3 EA, 630-2-11, 3 EA, 635-2-11, 1 EA, 649-21-15

SEE NOTE 1 & 3, (EL 119.55), POLE LOCATION= STA. 1006+43.83, 61.00' LT, 1-SIGNAL, 1-VIDEO, 1-SPARE, 1-CCTV

1-SIGNAL, 1-PED. DETECTOR, 2 RUNS @ 40 LF, 630-2-11

1-PED. DETECTOR, 1-SPARE, 3 RUNS @ 70 LF, 630-2-12

1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 5 RUNS @ 105 LF, 630-2-12

1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 2 RUNS @ 50 LF, 630-2-11

2-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-10, 1 EA

SEE NOTE 2 & 3, (EL 118.54), POLE LOCATION= STA. 1006+88.03, 57.00' LT, 1-SIGNAL, 1-VIDEO, 1-SPARE

8 RUNS @ 75 LF, 630-2-12, 3-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-CCTV

1 RUN @ 10 LF, 630-2-11, 1 EA, 635-2-11, 10 LF, 639-2-1, 1 EA, 639-3-11, 1 EA, 641-2-12, 1 EA

3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-6, 1 EA

(EL 115.72), POLE LOCATION= STA. 1007+72.90, 78.53' LT, 1-SIGNAL, 2-SPARE, 11 RUNS @ 105 LF, 630-2-11, 4-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 2-FIBER, 1-POWER, 1-SPARE

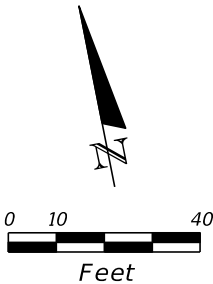
7 SIGNAL, 2 VIDEO, 1 POWER, 1 FIBER, 1 PED. DETECTOR, 2 SPARE, 1 CCTV

630-2-11, 15 RUNS @ 10 LF, 632-7-1, 1 PI, 633-2-32, 12 EA, 633-3-12, 1 EA, 633-3-16, 1 EA, 635-2-11, 5 EA, 660-4-11, 1 EA, 663-1-121, 1 EA, 663-1-122, 1 EA, 670-5-111, 1 AS, 684-1-1, 1 EA, 684-5-1, 1 EA, 685-1-12, 1 EA

635-2-12, 1 EA

WB CR 532, INSET C, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 3 RUNS @ 70 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 2 RUNS @ 50 LF, 630-2-11, 2-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-10, 1 EA, SEE NOTE 2 & 3, (EL 118.54), POLE LOCATION= STA. 1006+88.03, 57.00' LT, 1-SIGNAL, 1-VIDEO, 1-SPARE, 8 RUNS @ 75 LF, 630-2-12, 3-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-CCTV, 1 RUN @ 10 LF, 630-2-11, 1 EA, 635-2-11, 10 LF, 639-2-1, 1 EA, 639-3-11, 1 EA, 641-2-12, 1 EA, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-6, 1 EA, (EL 115.72), POLE LOCATION= STA. 1007+72.90, 78.53' LT, 1-SIGNAL, 2-SPARE, 11 RUNS @ 105 LF, 630-2-11, 4-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 2-FIBER, 1-POWER, 1-SPARE, 7 SIGNAL, 2 VIDEO, 1 POWER, 1 FIBER, 1 PED. DETECTOR, 2 SPARE, 1 CCTV, 630-2-11, 15 RUNS @ 10 LF, 632-7-1, 1 PI, 633-2-32, 12 EA, 633-3-12, 1 EA, 633-3-16, 1 EA, 635-2-11, 5 EA, 660-4-11, 1 EA, 663-1-121, 1 EA, 663-1-122, 1 EA, 670-5-111, 1 AS, 684-1-1, 1 EA, 684-5-1, 1 EA, 685-1-12, 1 EA, 635-2-12, 1 EA, WB CR 532, INSET C, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 3 RUNS @ 70 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 2 RUNS @ 50 LF, 630-2-11, 2-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-10, 1 EA, SEE NOTE 2 & 3, (EL 118.54), POLE LOCATION= STA. 1006+88.03, 57.00' LT, 1-SIGNAL, 1-VIDEO, 1-SPARE, 8 RUNS @ 75 LF, 630-2-12, 3-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-CCTV, 1 RUN @ 10 LF, 630-2-11, 1 EA, 635-2-11, 10 LF, 639-2-1, 1 EA, 639-3-11, 1 EA, 641-2-12, 1 EA, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-6, 1 EA, (EL 115.72), POLE LOCATION= STA. 1007+72.90, 78.53' LT, 1-SIGNAL, 2-SPARE, 11 RUNS @ 105 LF, 630-2-11, 4-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 2-FIBER, 1-POWER, 1-SPARE, 7 SIGNAL, 2 VIDEO, 1 POWER, 1 FIBER, 1 PED. DETECTOR, 2 SPARE, 1 CCTV, 630-2-11, 15 RUNS @ 10 LF, 632-7-1, 1 PI, 633-2-32, 12 EA, 633-3-12, 1 EA, 633-3-16, 1 EA, 635-2-11, 5 EA, 660-4-11, 1 EA, 663-1-121, 1 EA, 663-1-122, 1 EA, 670-5-111, 1 AS, 684-1-1, 1 EA, 684-5-1, 1 EA, 685-1-12, 1 EA, 635-2-12, 1 EA, WB CR 532, INSET C, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 3 RUNS @ 70 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 2 RUNS @ 50 LF, 630-2-11, 2-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-10, 1 EA, SEE NOTE 2 & 3, (EL 118.54), POLE LOCATION= STA. 1006+88.03, 57.00' LT, 1-SIGNAL, 1-VIDEO, 1-SPARE, 8 RUNS @ 75 LF, 630-2-12, 3-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-CCTV, 1 RUN @ 10 LF, 630-2-11, 1 EA, 635-2-11, 10 LF, 639-2-1, 1 EA, 639-3-11, 1 EA, 641-2-12, 1 EA, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-6, 1 EA, (EL 115.72), POLE LOCATION= STA. 1007+72.90, 78.53' LT, 1-SIGNAL, 2-SPARE, 11 RUNS @ 105 LF, 630-2-11, 4-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 2-FIBER, 1-POWER, 1-SPARE, 7 SIGNAL, 2 VIDEO, 1 POWER, 1 FIBER, 1 PED. DETECTOR, 2 SPARE, 1 CCTV, 630-2-11, 15 RUNS @ 10 LF, 632-7-1, 1 PI, 633-2-32, 12 EA, 633-3-12, 1 EA, 633-3-16, 1 EA, 635-2-11, 5 EA, 660-4-11, 1 EA, 663-1-121, 1 EA, 663-1-122, 1 EA, 670-5-111, 1 AS, 684-1-1, 1 EA, 684-5-1, 1 EA, 685-1-12, 1 EA, 635-2-12, 1 EA, WB CR 532, INSET C, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 3 RUNS @ 70 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 2-SPARE, 5 RUNS @ 105 LF, 630-2-12, 1-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-SPARE, 2 RUNS @ 50 LF, 630-2-11, 2-SIGNAL, 1-VIDEO, 1-PED. DETECTOR, 1-CCTV, 3 RUNS @ 10 LF, 630-2-11, 3 EA, 635-2-11, 3 EA, 649-21-10, 1 EA, SEE NOTE 2 & 3, (EL 118.54), POLE LOCATION= STA. 1006+88.03, 57.00' LT, 1-SIGNAL, 1-VIDEO, 1-SPARE, 8 RUNS @ 75 LF, 630-2-12, 3-SIGNAL,

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



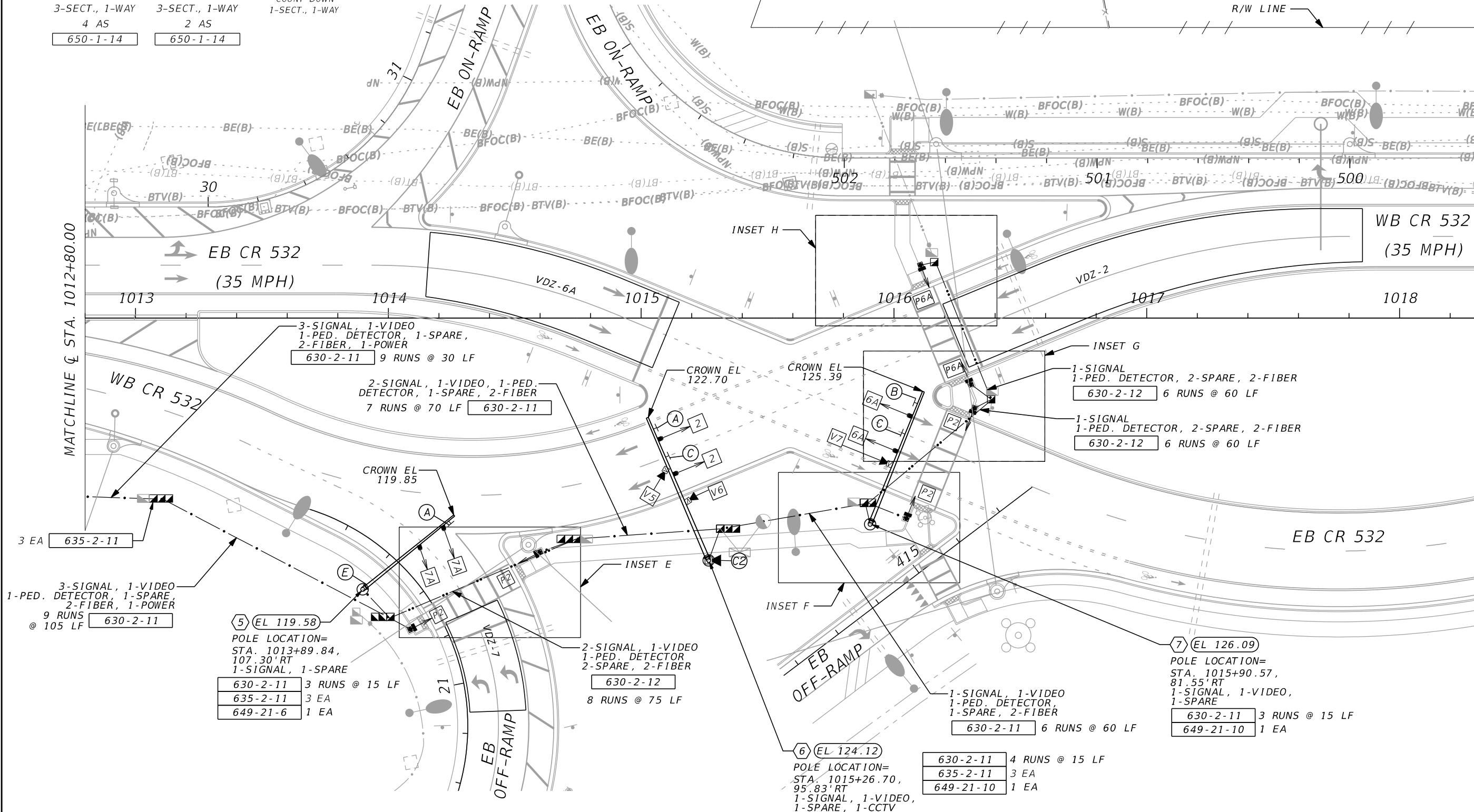
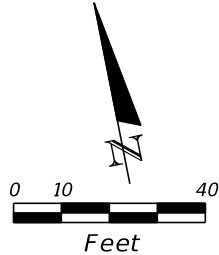
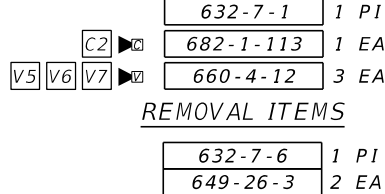
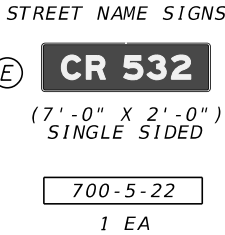
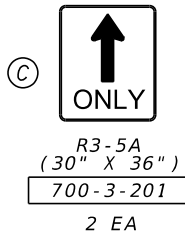
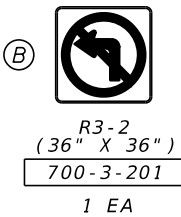
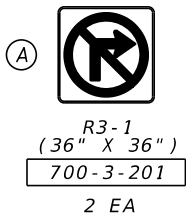
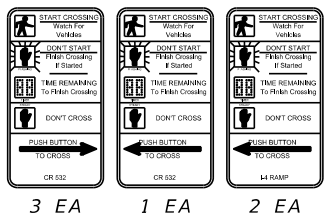
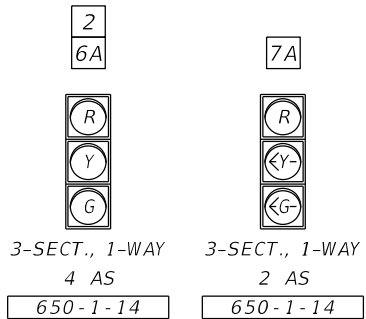
- 3-SIGNAL, 1-VIDEO
1-PED. DETECTOR, 1-SPARE,
2-FIBER, 1-POWER
9 RUNS @ 75 LF 630-2-11

RING SEQUENCE

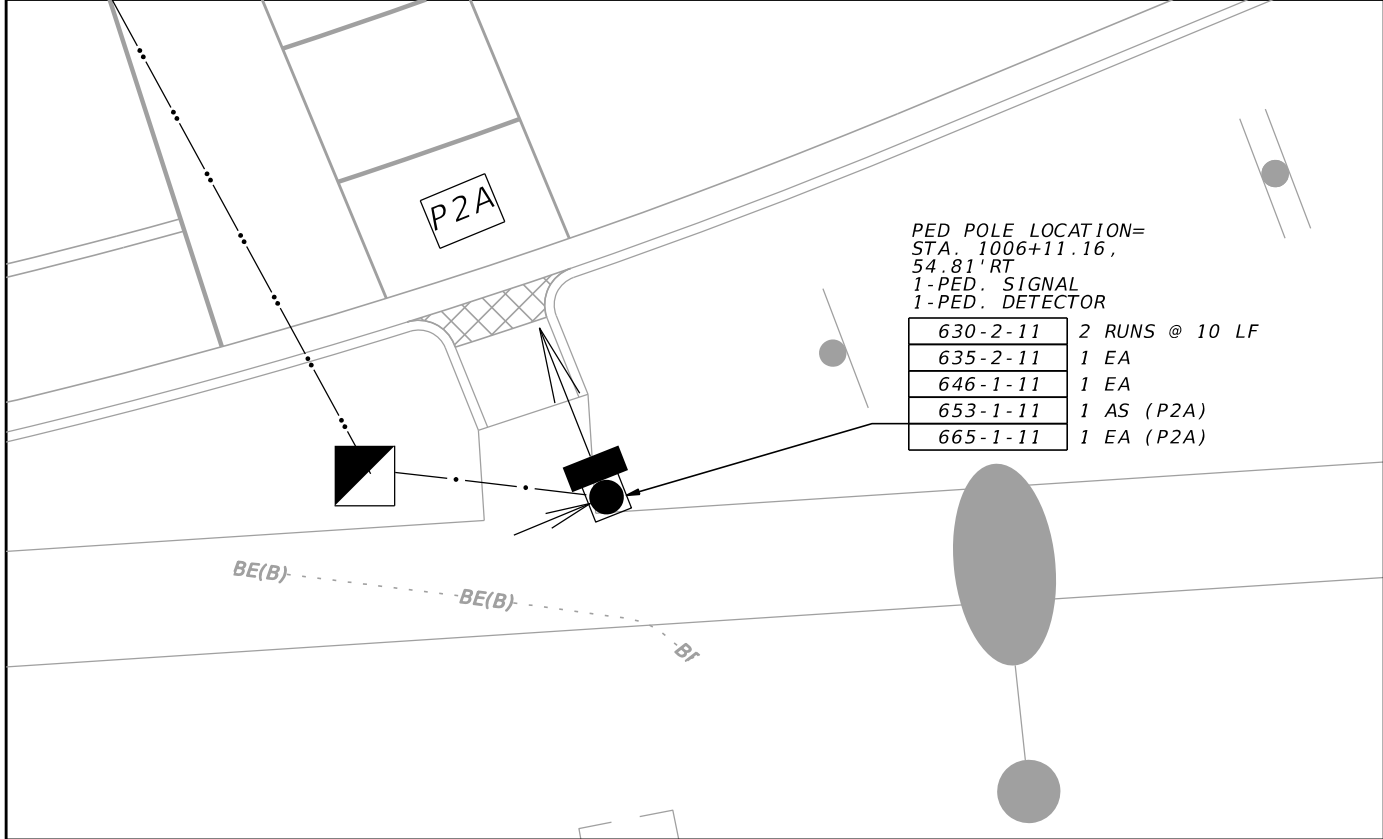
A diagram showing a sequence of nodes connected by arrows. The nodes are arranged in a roughly circular path. The nodes are: 2A, 3A, 2, 3/7, 6, 6A, and 7A. Arrows indicate the sequence: 2A to 3A, 3A to 2, 2 to 3/7, 3/7 to 6, 6 to 6A, and 6A to 7A.

REVISIONS				ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E. P.E. LICENSE NUMBER 47734 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			<i>SIGNALIZATION PLAN</i>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 532	OSCEOLA	444187-1-52-01		T-7

SIGNAL HEAD DETAILS

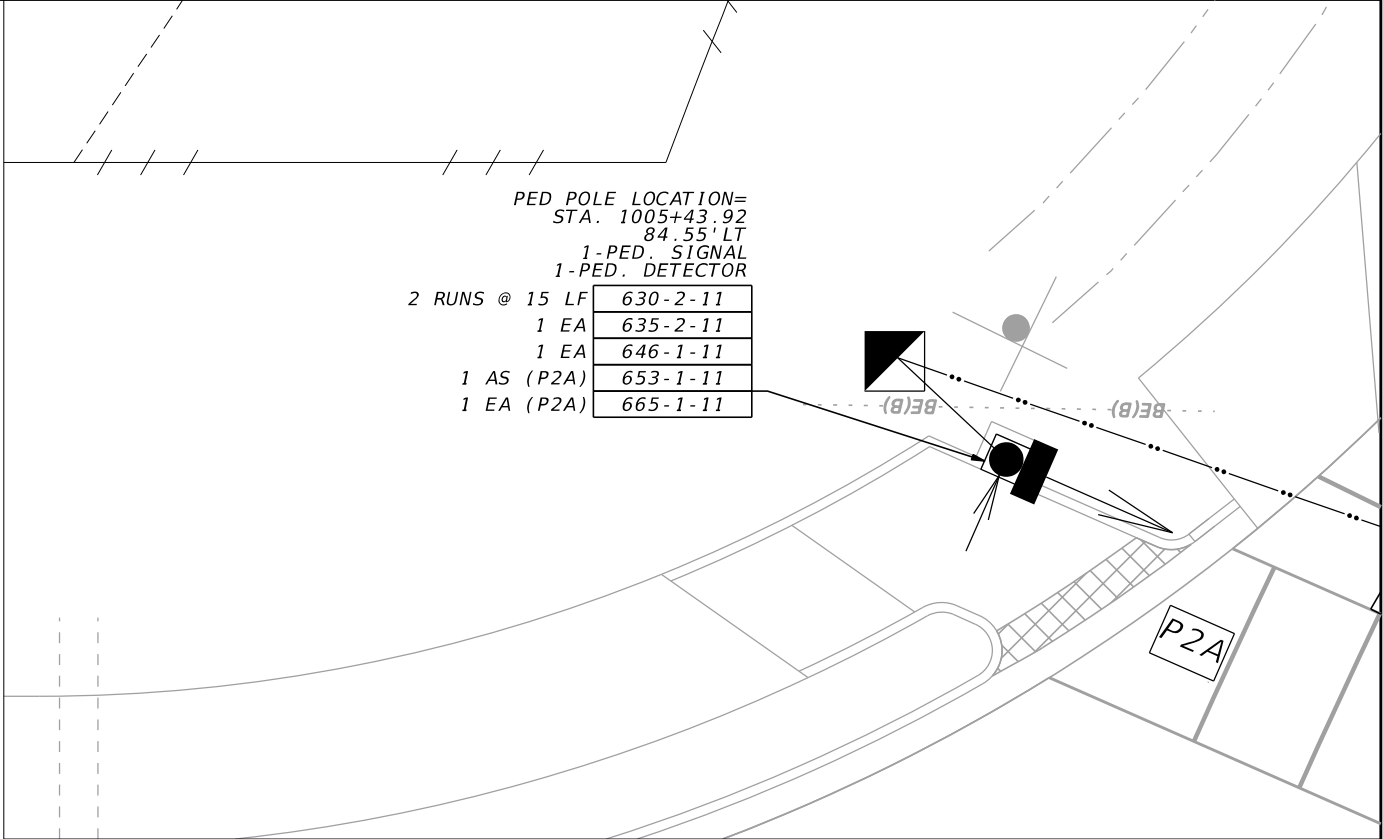


REVISIONS				ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E. P.E. LICENSE NUMBER 47734 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET NO. T-8
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
					CR 532	OSCEOLA	444187-1-52-01	



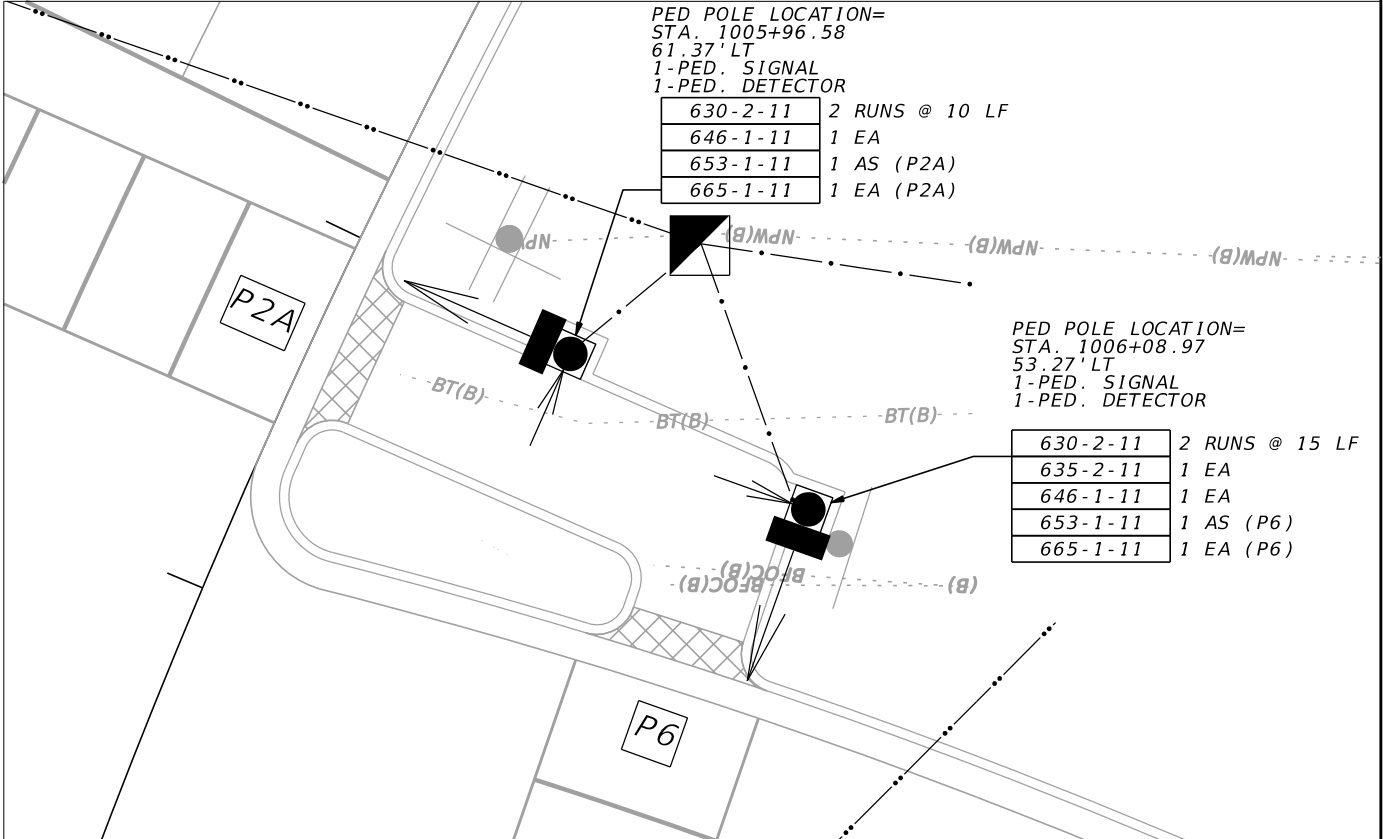
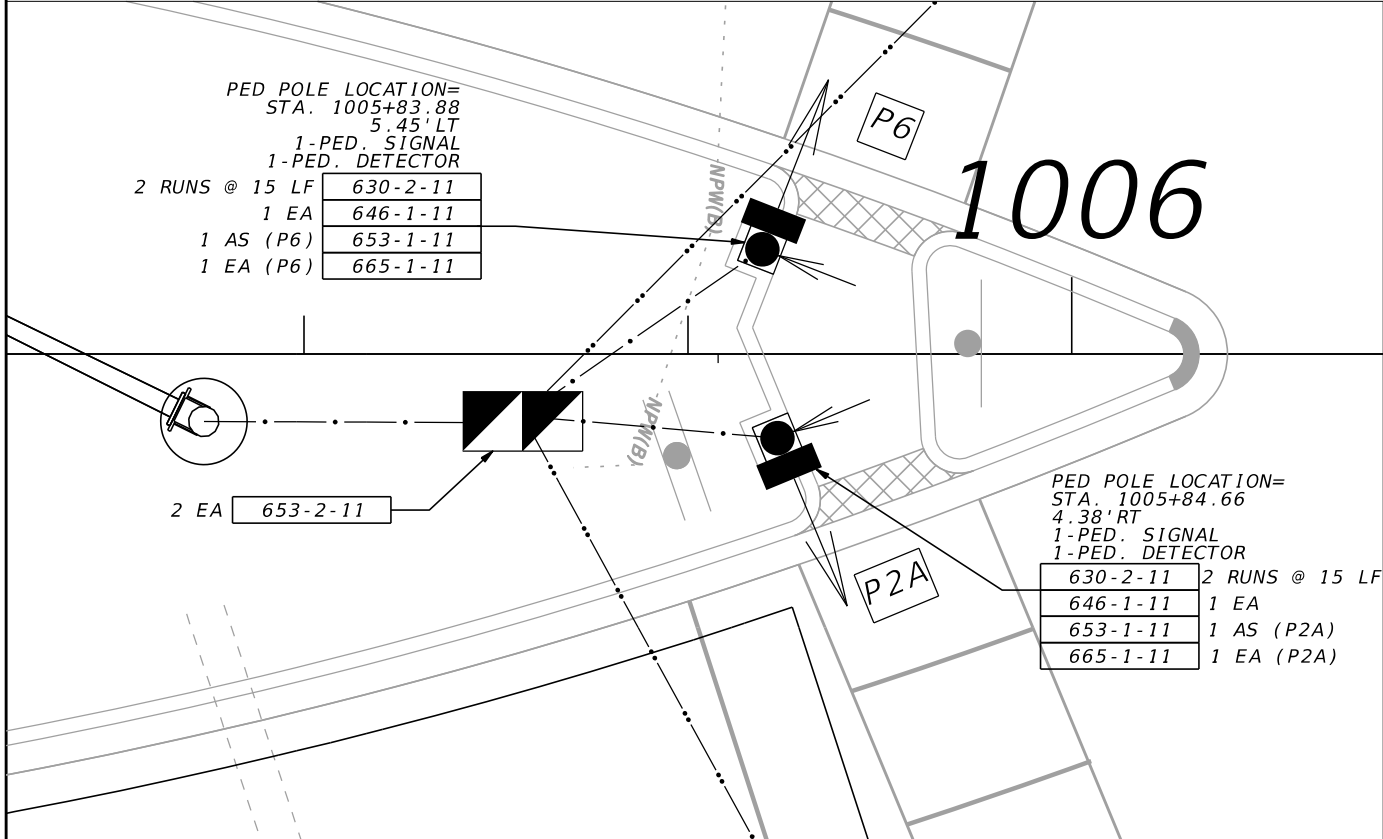
INSET A
SEE SHEET T-6

INSET B
SEE SHEET T-6

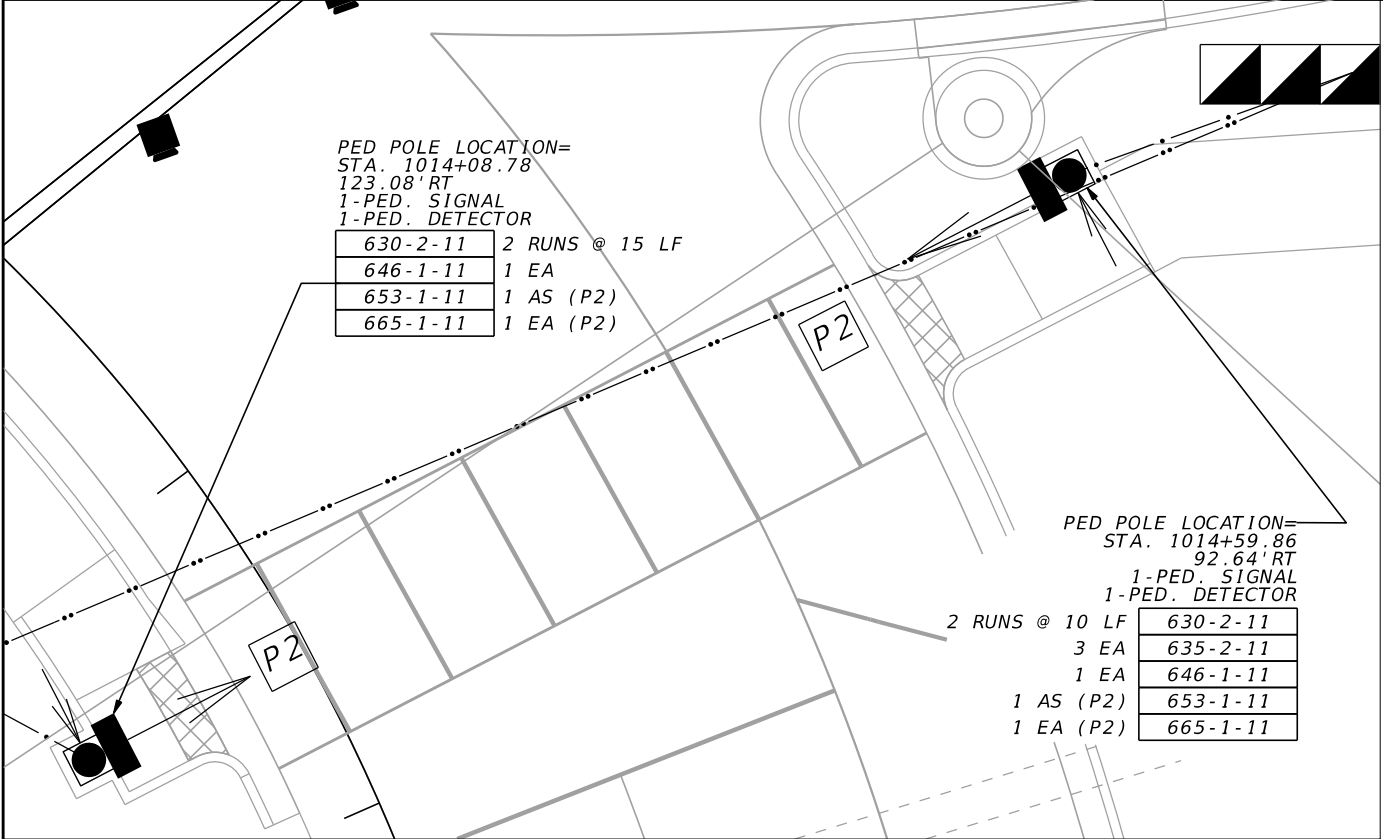


INSET C
SEE SHEET T-6

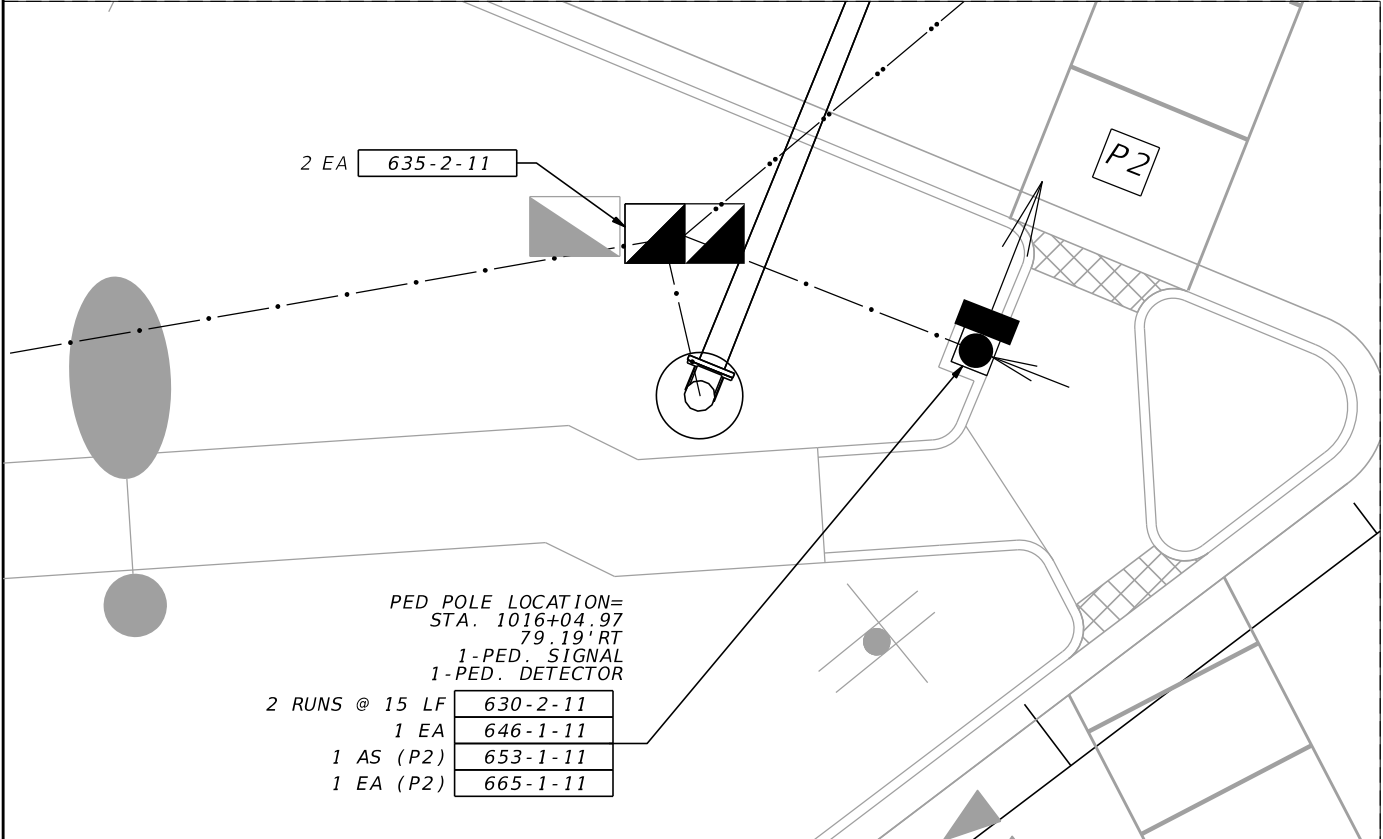
INSET D
SEE SHEET T-6



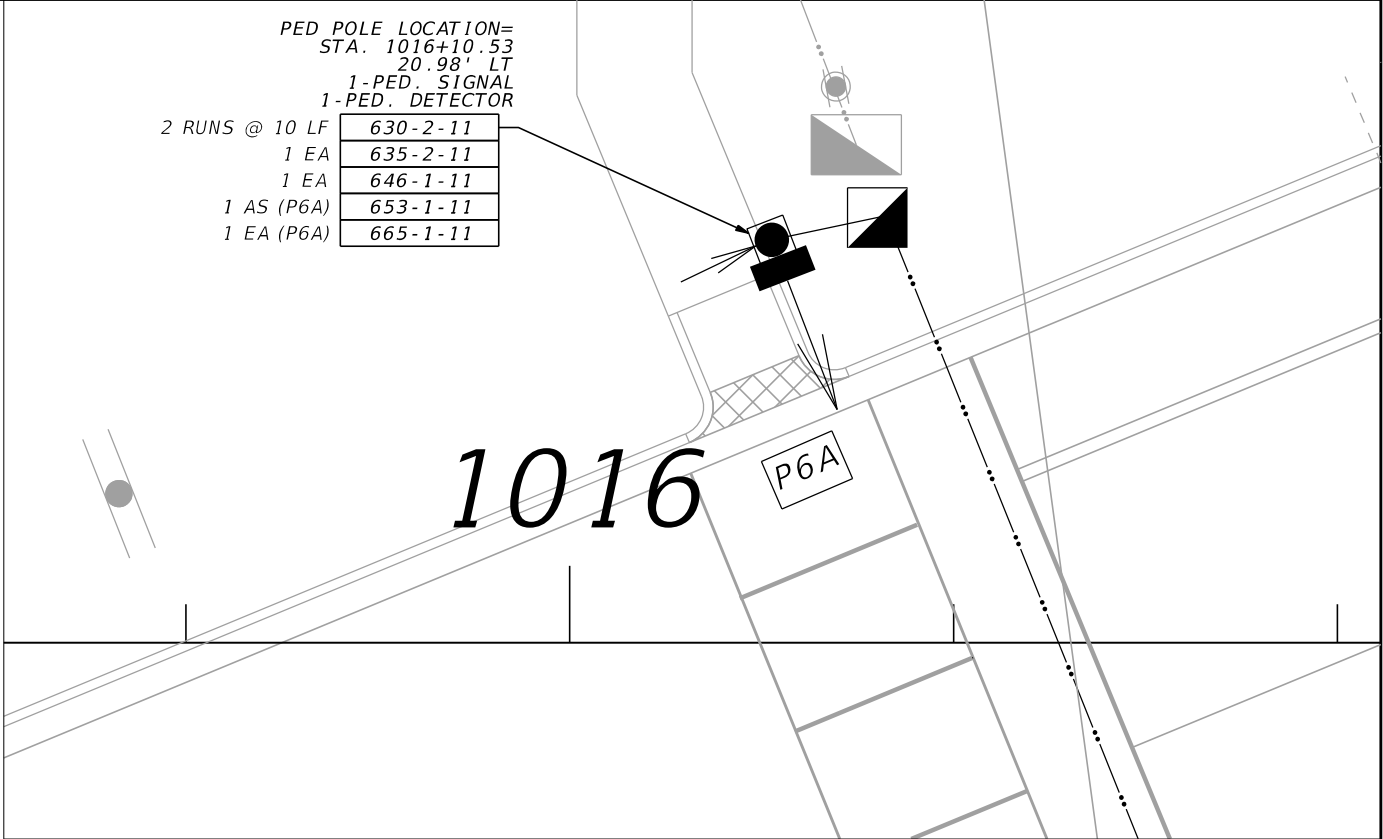
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 532	OSCEOLA	444187-1-52-01		



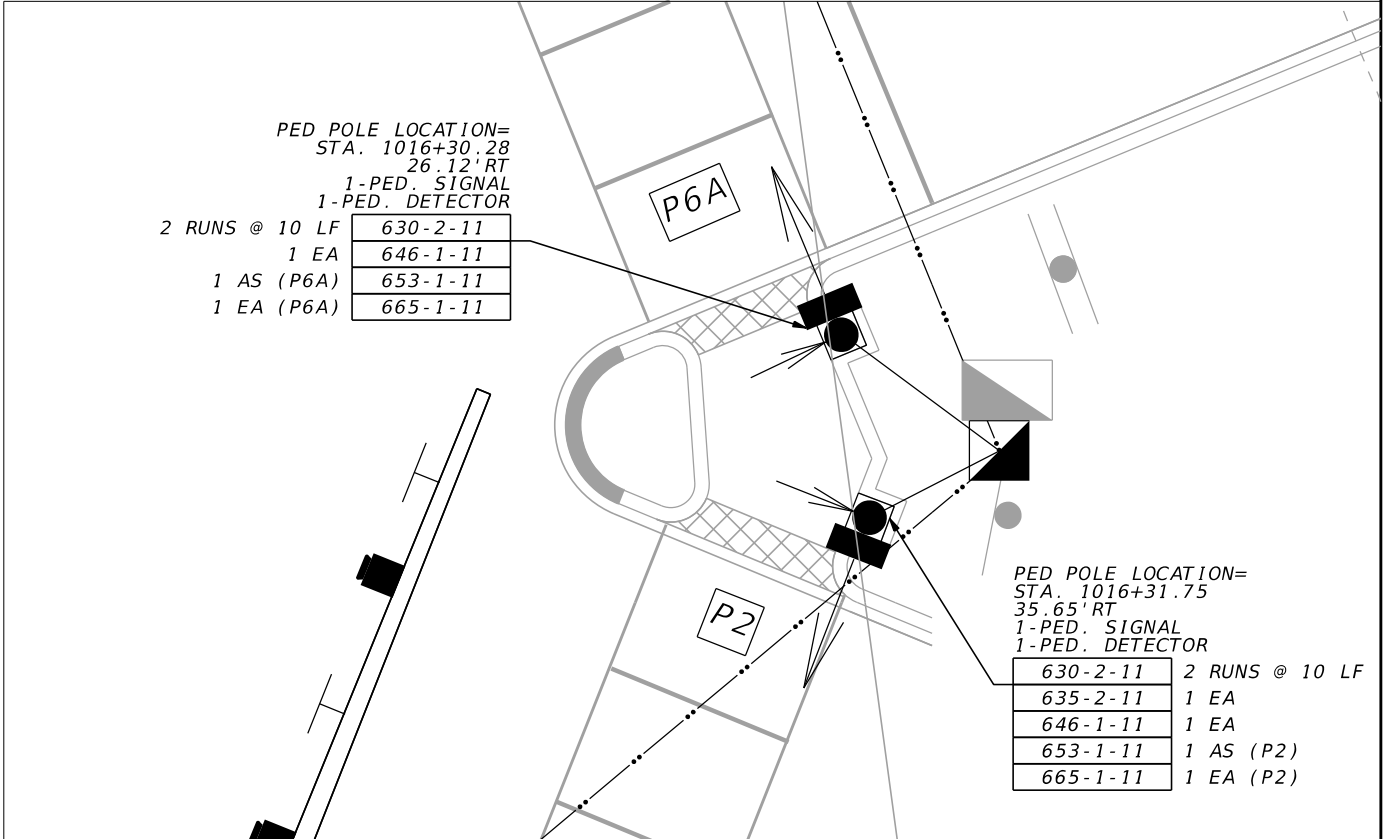
INSET E
SEE SHEET T-8



INSET F
SEE SHEET T-8



INSET H
SEE SHEET T-8



INSET G
SEE SHEET T-8

REVISIONS				ENGINEER OF RECORD: MICHAEL L. CORNEJO P.E. P.E. LICENSE NUMBER 47734 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SIGNALIZATION PLAN	SHEET NO. T-10
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 532	OSCEOLA	444187-1-52-01		

STANDARD MAST ARM ASSEMBLIES DATA TABLE											Table Date 04-07-20
STRUCTURE ID NUMBERS	DESIGNATION	FIRST ARM		SECOND ARM		UF (deg)	LL (deg)	POLE			DRILLED SHAFT ID
		ARM ID	FAA (ft.)	ARM ID	SAA (ft.)			POLE ID	UAA (ft.)	UB (ft.)	
1	A40/S - P2/S	A40/S						P2/S		20.0	DS/12/4.5
2	A70/S - P5/S	A70/S	65					P5/S		19.5	DS/16/5.0
3	A60/S - P4/S	A60/S	55					P4/S		20.0	DS/16/5.0
4	A50/S - P3/S	A50/S						P3/S		21.5	DS/14/4.5
5	A50/S - P3/S	A50/S	45					P3/S		21.0	DS/14/4.5
6	A60/S - P4/S	A60/S						P4/S		19.5	DS/14/4.5
7	A60/S - P4/S	A60/S	55					P4/S		20.0	DS/14/4.5

NOTES [Notes Date 04-07-20]:

1.

If an entry appears in column FAA, a shorter arm is required. This is obtained by removing length from the arm tip and the arm length shortened from FA to FAA. SAA Similar.

2.

If an entry appears in column UAA, a shorter pole is required. This is obtained by removing length from the pole tip and the pole height shortened from UA to UAA.

3.

Arm mounting height UB must be between 18-22 feet.

4.

Pole Types P2 and larger require a minimum 4.5 foot diameter drilled shaft. Pole types P5 and larger require a minimum 5.0 foot diameter drilled shaft.

5.

Work this sheet with the Signal Designer's "Mast Arm Tabulation". See "Mast Arm Tabulation" for special instructions that include non-standard Handhole location, paint color, terminal compartment requirement, and pedestrian features.

6.

Work with Index 649-030 and 649.031.

7.

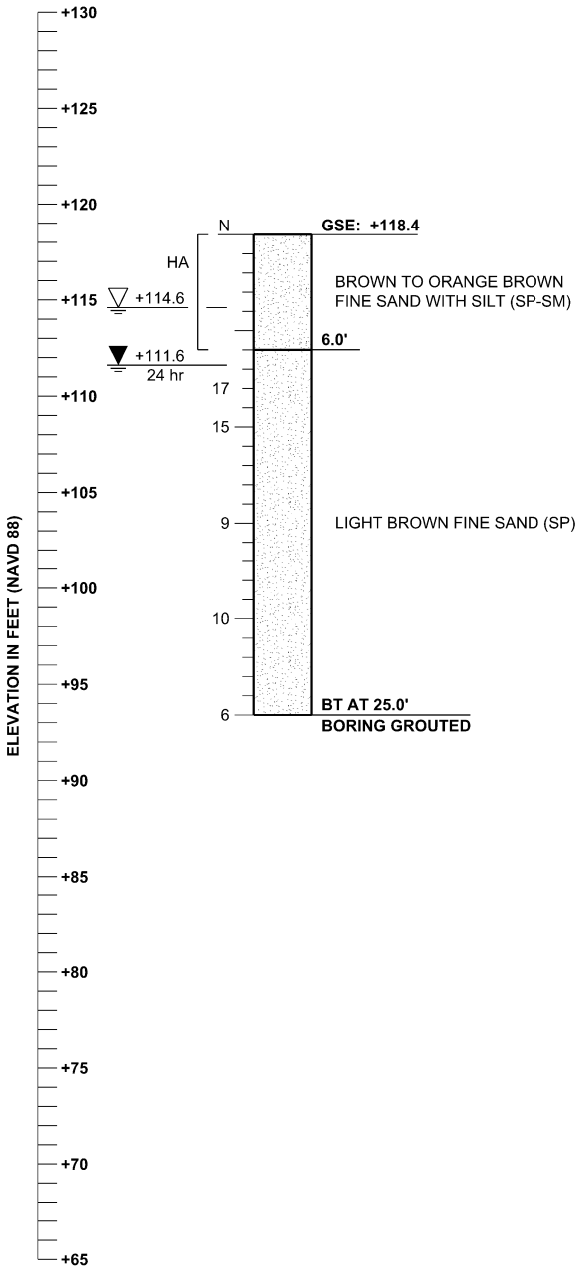
Temporary casing shall be anticipated to be used in locations where unsuitable soils (organics) are encountered. If deemed necessary, the casing shall extend below the depth of the unsuitable soils and/or very soft soils.

REVISIONS				ENGINEER OF RECORD: ANDREW M. KOZMA P.E. P.E. LICENSE NUMBER 81275 HNTB CORPORATION 610 CRESCENT EXECUTIVE COURT SUITE 400, LAKE MARY, FL 32746 (407) 805-0355 VENDER NO. F431623092-009	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			MAST ARM DATA TABLE	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					CR 532	OSCEOLA	444187-1-52-01		
					8/31/2020 10:39:19 AM Structures				\\LKMw00\pmwork3\Jobs\73355 - Champions Gate CR 532\44418715201\signals\mssgsg02.dgn

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

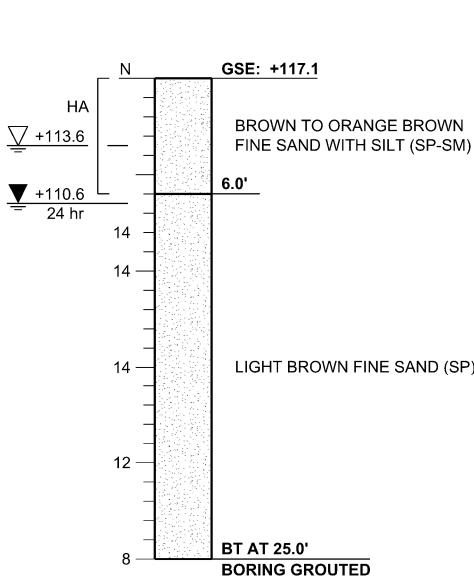
MA-1 POLE #5

STA 21+62.25, 08.05' LT
LAT: N 28.26044
LONG: W 81.61225
GSE: +118.4
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 3-02-20
END DATE : 3-02-20
DRILLED BY: P. PLANTIER



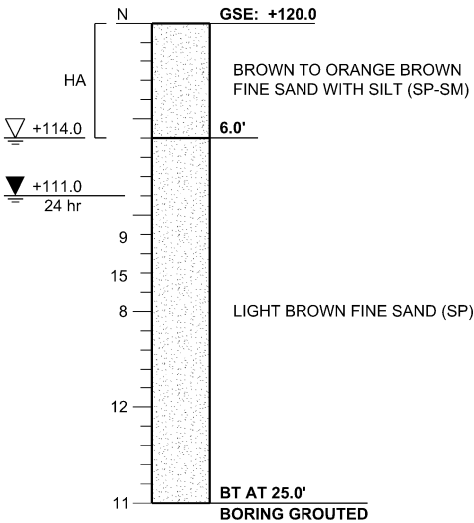
MA-2 POLE #6

STA 1014+76.34, 125.08' RT
LAT: N 28.26033
LONG: W 81.61201
GSE: +117.1
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 3-02-20
END DATE : 3-02-20
DRILLED BY: P. PLANTIER



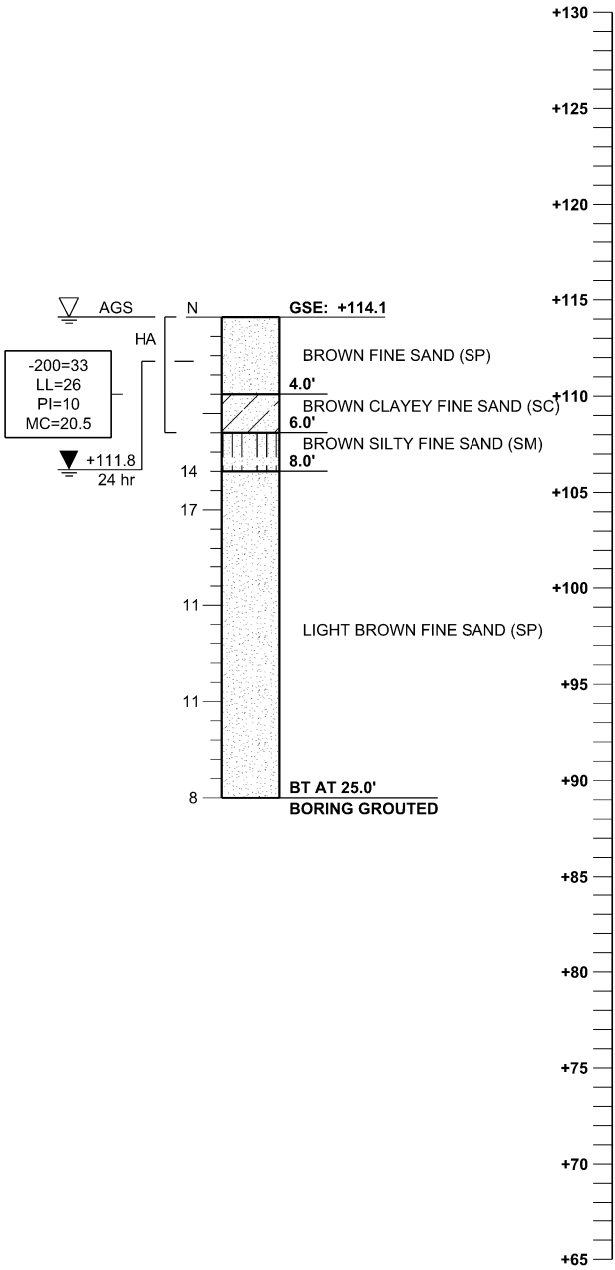
MA-3 POLE #7

STA 414+83.67, 03.34' LT
LAT: N 28.26033
LONG: W 81.61166
GSE: +120.0
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 3-03-20
END DATE : 3-03-20
DRILLED BY: P. PLANTIER

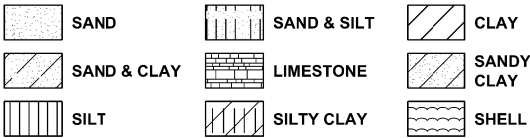


MA-4 POLE #4

STA 40+34.02, 10.51' RT
LAT: N 28.26122
LONG: W 81.61406
GSE: +114.1
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 3-04-20
END DATE : 3-04-20
DRILLED BY: P. PLANTIER



LEGEND



- SPT BORING LOCATION
- AGS +00.0' APPROXIMATE ELEVATION TO ESTIMATED SEASONAL HIGH GROUND WATER LEVEL
- 00 hr +00.0' APPROXIMATE ELEVATION TO ENCOUNTERED GROUND WATER LEVEL AT TIME OF DRILLING
- AGS ESTIMATED SEASONAL HIGH GROUNDWATER LEVEL ABOVE GROUND SURFACE
- GSE: GROUND SURFACE ELEVATION
- BT: BORING TERMINATED
- N: STANDARD PENETRATION RESISTANCE BLOWS PER FOOT
- (SP): UNIFIED SOIL CLASSIFICATION SYMBOL
- 200: PERCENT PASSING NUMBER 200 U.S. STANDARD SIEVE
- MC: PERCENT NATURAL MOISTURE CONTENT
- OC: PERCENT ORGANIC CONTENT
- LL: LIQUID LIMIT
- PI: PLASTICITY INDEX
- BOC BOTTOM OF CASING, FEET
- XX
- WOH: WEIGHT OF HAMMER
- HA: HAND AUGERED

SPT - STANDARD PENETRATION TEST
STANDARD PENETRATION RESISTANCE IS THE NUMBER OF BLOWS REQUIRED TO DRIVE A 2-INCH O.D. SPLIT BARREL SAMPLER 12 INCHES USING A 140 POUND HAMMER FALLING FREELY THROUGH 30 INCHES.

- SPT HAMMER TYPE: AUTOMATIC
- NOTES:
- THE BORING LOGS AND RELATED INFORMATION DEPICT SUBSURFACE CONDITIONS ONLY AT THE SPECIFIC LOCATIONS, DEPTHS AND DATES INDICATED. SOIL CONDITIONS AND GROUNDWATER LEVELS AT OTHER LOCATIONS MAY DIFFER FROM THE CONDITIONS OCCURRING AT THESE BORING LOCATIONS. ALSO, THE PASSAGE OF TIME MAY RESULT IN A CHANGE OF THE CONDITIONS AT THESE BORING LOCATIONS.
 - THE SPT BORING LOCATIONS WERE SURVEYED FOR HORIZONTAL AND VERTICAL CONTROL BY ECHO JES, INC.
 - THE FDEP MAP "UPPER FLORIDAN AQUIFER POTENTIOMETRIC SURFACE, SEPTEMBER 2016" INDICATES POTENTIAL METRIC LEVEL OF APPROXIMATELY +105 FT NGVD 29 IN THE VICINITY OF THE PROJECT. CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN LEVELS UP TO +105 FT NGVD 29.

GRANULAR MATERIALS:

RELATIVE DENSITY	SPT N-VALUE (BLOWS/12 INCHES)
VERY LOOSE	<4
LOOSE	4-10
MEDIUM DENSE	10-30
DENSE	30-50
VERY DENSE	>50

SILTS, CLAYS, MUCK AND PEAT:

CONSISTENCY	SPT N-VALUE (BLOWS/12 INCHES)
VERY SOFT	<2
SOFT	2-4
FIRM	4-8
STIFF	8-15
VERY STIFF	15-30
HARD	>30

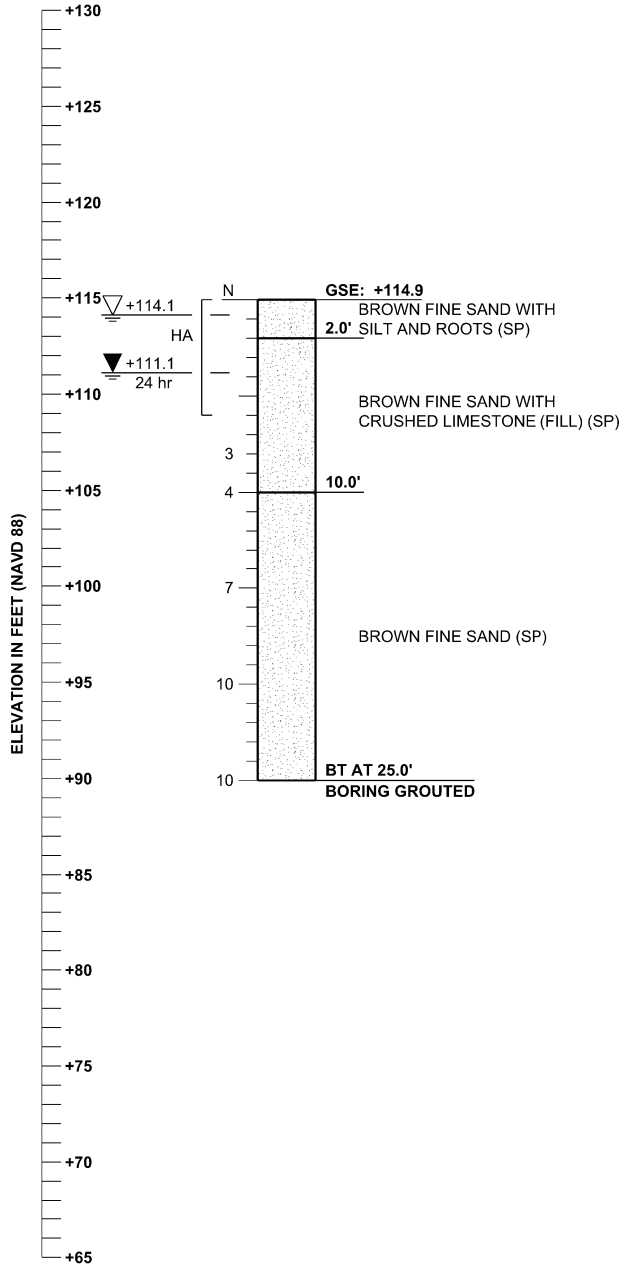
REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	REPORT OF SPT BORING RESULTS		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION				
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CR 532	OSCEOLA	444187-1-52-01	T-14

ERROL S. ABDULLA, P.E.
P.E. License No. 74803
AWK Consulting Engineers, INC.
6457 Hazeltine National Dr.
Suite 150
Orlando, FL 32822
PH (407) 203-3804 FAX 888-282-9897
Vendor No. F251693204



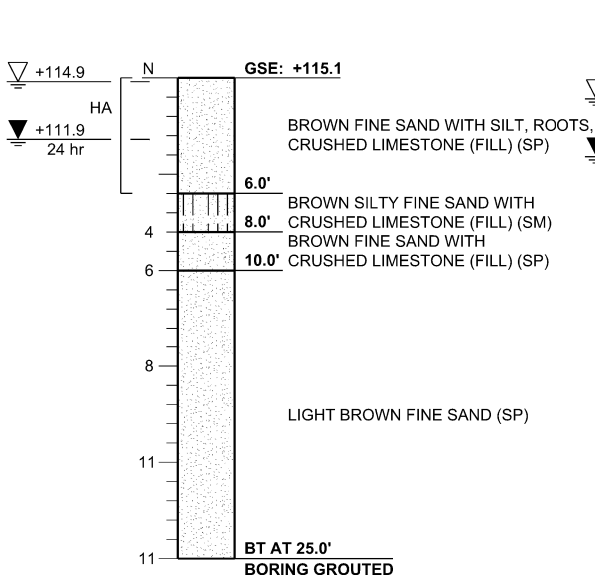
MA-5 POLE #3

STA1007+12.94, 49.61' LT
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LONG: W 81.61424
GSE: +114.9
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 2-26-20
END DATE : 2-26-20
DRILLED BY: P. PLANTIER



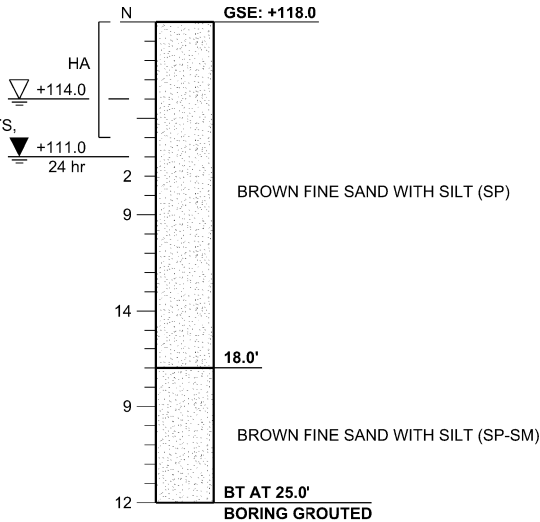
MA-6 POLE #2

STA 1006+65.40, 56.69' LT
LAT: N 28.26124
LONG: W 81.61438
GSE: +115.1
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 2-26-20
END DATE : 2-26-20
DRILLED BY: P. PLANTIER



MA-7 POLE #1

STA 1005+05.94, 126.36' LT
LAT: N 28.26129
LONG: W 81.61487
GSE: +118.0
RIG TYPE: CME 45 TRACK
HAMMER TYPE: AUTOMATIC
START DATE : 3-04-20
END DATE : 3-04-20
DRILLED BY: P. PLANTIER



LEGEND

	SAND		SAND & SILT		CLAY
	SAND & CLAY		LIMESTONE		SANDY CLAY
	SILT		SILTY CLAY		SHELL



SPT BORING LOCATION



APPROXIMATE ELEVATION TO ESTIMATED SEASONAL HIGH GROUND WATER LEVEL



APPROXIMATE ELEVATION TO ENCOUNTERED GROUND WATER LEVEL AT TIME OF DRILLING



ESTIMATED SEASONAL HIGH GROUNDWATER LEVEL ABOVE GROUND SURFACE

GSE: GROUND SURFACE ELEVATION

BT: BORING TERMINATED

N: STANDARD PENETRATION RESISTANCE BLOWS PER FOOT

(SP): UNIFIED SOIL CLASSIFICATION SYMBOL

-200: PERCENT PASSING NUMBER 200 U.S. STANDARD SIEVE

MC: PERCENT NATURAL MOISTURE CONTENT

OC: PERCENT ORGANIC CONTENT

LL: LIQUID LIMIT

PI: PLASTICITY INDEX

BOC BOTTOM OF CASING, FEET

WOH: WEIGHT OF HAMMER

HA: HAND AUGERED

SPT - STANDARD PENETRATION TEST
STANDARD PENETRATION RESISTANCE IS THE NUMBER OF BLOWS REQUIRED TO DRIVE A 2-INCH O.D. SPLIT BARREL SAMPLER 12 INCHES USING A 140 POUND HAMMER FALLING FREELY THROUGH 30 INCHES.

SPT HAMMER TYPE: AUTOMATIC

NOTES:

- THE BORING LOGS AND RELATED INFORMATION DEPICT SUBSURFACE CONDITIONS ONLY AT THE SPECIFIC LOCATIONS, DEPTHS AND DATES INDICATED. SOIL CONDITIONS AND GROUNDWATER LEVELS AT OTHER LOCATIONS MAY DIFFER FROM THE CONDITIONS OCCURRING AT THESE BORING LOCATIONS. ALSO, THE PASSAGE OF TIME MAY RESULT IN A CHANGE OF THE CONDITIONS AT THESE BORING LOCATIONS.
- THE SPT BORING LOCATIONS WERE SURVEYED FOR HORIZONTAL AND VERTICAL CONTROL BY ECHO JES, INC.
- THE FDEP MAP "UPPER FLORIDAN AQUIFER POTENTIOMETRIC SURFACE, SEPTEMBER 2016" INDICATES POTENTIAL METRIC LEVEL OF APPROXIMATELY +105 FT NGVD 29 IN THE VICINITY OF THE PROJECT. CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN LEVELS UP TO +105 FT NGVD 29.

GRANULAR MATERIALS:

RELATIVE DENSITY	SPT N-VALUE (BLOWS/12 INCHES)
VERY LOOSE	<4
LOOSE	4-10
MEDIUM DENSE	10-30
DENSE	30-50
VERY DENSE	>50

SILTS, CLAYS, MUCK AND PEAT:

CONSISTENCY	SPT N-VALUE (BLOWS/12 INCHES)
VERY SOFT	<2
SOFT	2-4
FIRM	4-8
STIFF	8-15
VERY STIFF	15-30
HARD	>30

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	REPORT OF SPT BORING RESULTS		SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION				
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID	
				CR 532	OSCEOLA	444187-1-52-01	T-15

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