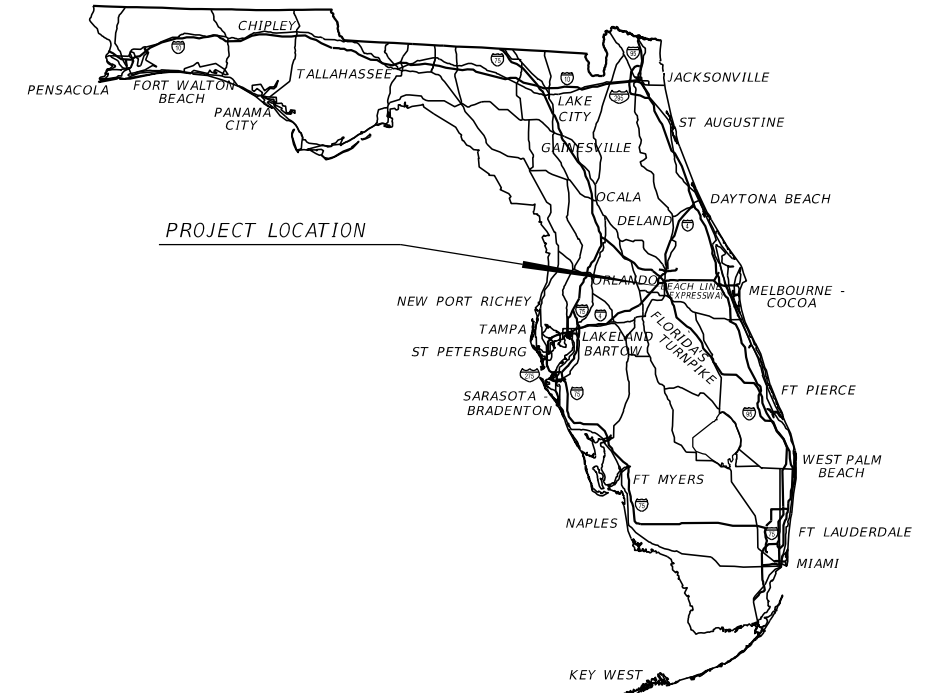


OSCEOLA COUNTY PUBLIC WORKS

CONTRACT PLANS

BOGGY CREEK ROAD WIDENING AND RECONSTRUCTION
FROM SIMPSON ROAD TO NARCOOSSEE ROAD
OSCEOLA COUNTY
COUNTY ROAD NO. 530

SIGNALIZATION PLANS



INDEX OF SIGNALIZATION PLANS

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| GT-1 - GT-8 | SOIL BORING RESULTS FOR SIGNALIZATION |

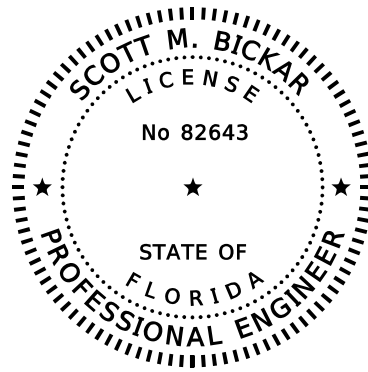
SIGNALIZATION PLANS
ENGINEER OF RECORD:

SCOTT BICKAR, P.E.
P.E. NO.: 82643
DEWBERRY ENGINEERS INC.
800 NORTH MAGNOLIA AVENUE, SUITE 1000
ORLANDO, FLORIDA 32803
VENDOR NO.: F130746510001

FINAL PLANS
MARCH 2023

| FISCAL YEAR | SHEET NO. |
|-------------|-----------|
| 22 | T-1 |

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ON THE DATE ADJACENT TO THE SEAL

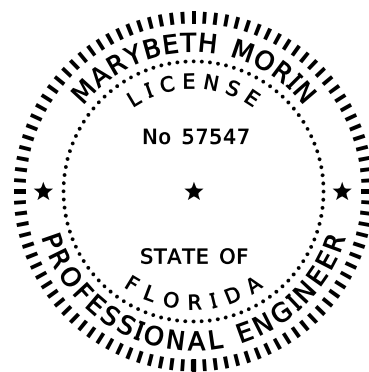
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DEWBERRY ENGINEERS INC.
800 NORTH MAGNOLIA AVE., SUITE 1000
ORLANDO, FL 32803
SCOTT M. BICKAR, P.E. NO. 82643

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

SIGNALIZATION PLANS

- T-1 KEY SHEET
- T-2 SIGNATURE SHEET
- T-3 TABULATION OF QUANTITIES
- T-4 - T-5 GENERAL NOTES
- T-6 - T-10 SIGNALIZATION PLAN SHEETS
- T-11 MAST ARM TABULATION
- T-12 STRAIN POLE TABULATION
- T-16 - T-17 GUIDE SIGN WORKSHEET
- T-18 - T-22 UTILITY PLAN SHEETS



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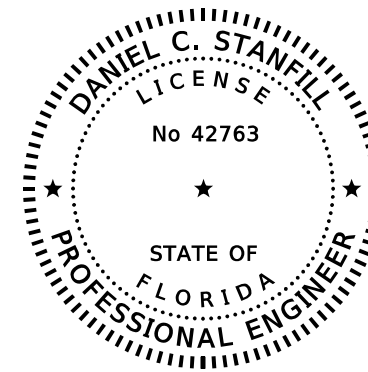
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DEWBERRY ENGINEERS INC.
800 NORTH MAGNOLIA AVE., SUITE 1000
ORLANDO, FL 32803
MARYBETH MORIN, P.E. NO. 57547

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

STRUCTURES

- T-2 SIGNATURE SHEET
- T-13 - T-14 SPECIAL MAST ARM DATA TABLE
- T-15 STRAIN POLE SCHEDULE



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ON THE DATE ADJACENT TO THE SEAL

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GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC.
919 LAKE BALDWIN LANE
ORLANDO, FLORIDA 32814
DANIEL C. STANFILL, P.E. NO. 42763

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

GEOTECHNICAL PLANS

- T-2 SIGNATURE SHEET
- GT-1 - GT-8 SOIL BORING RESULTS FOR SIGNALIZATION

| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SHEET NO. T-2 |
|-----------|-------------|------|-------------|---|--|---------|----------------|-------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | |

SIGNATURE SHEET

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

TABULATION OF QUANTITIES

| PAY ITEM NO. | DESCRIPTION | UNIT | SHEET NUMBERS | | | | | | | | | | | | 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 (F&I) (UNDERGROUND) | LF | 15 | | 230 | | 280 | | 50 | | 175 | | | | | | 750 | |
| 630-2-12 | CONDUIT (F&I) (DIRECTIONAL BORE) | LF | 150 | | 690 | | 660 | | 75 | | 1030 | | | | | | 2605 | |
| 635-2-11 | PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE | EA | 3 | | 12 | | 12 | | 5 | | 12 | | | | | | 44 | |
| 639-2-1 | ELECTRICAL SERVICE WIRE, FURNISH & INSTALL | LF | | | 355 | | 340 | | 10 | | 525 | | | | | | 1230 | |
| 641-2-12 | PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE | EA | | | 1 | | 1 | | 3 | | 1 | | | | | | 6 | |
| 641-2-60 | PRESTRESSED CONCRETE POLE, COMPLETE POLE REMOVAL- PEDESTAL/SERVICE POLE | EA | | | 1 | | 1 | | | | 1 | | | | | | 3 | |
| 646-1-11 | ALUMINUM SIGNALS POLE, PEDESTAL | EA | | | 8 | | 8 | | 2 | | 3 | | | | | | 21 | |
| 646-1-60 | ALUMINUM SIGNALS POLE, REMOVE | EA | | | 8 | | 4 | | | | 1 | | | | | | 13 | |
| 649-21-1 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30' | EA | | | 1 | | | | | | | | | | | | 1 | |
| 649-21-3 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40' | EA | | | 1 | | 1 | | | | | | | | | | 2 | |
| 649-21-6 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50' | EA | | | | | 1 | | | | 2 | | | | | | 3 | |
| 649-21-10 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60' | EA | 1 | | 2 | | 2 | | | | | | | | | | 5 | |
| 649-21-21 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 78' | EA | | | | | | | | | 1 | | | | | | 1 | |
| 649-26-5 | STEEL MAST ARM ASSEMBLY, REMOVE, DEEP FOUNDATION- BOLT ON ATTACHMENT | EA | 1 | | 4 | | 4 | | | | 2 | | | | | | 11 | |
| 650-1-14 | VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY | AS | 4 | | 10 | | 10 | | 7 | | 8 | | | | | | 39 | |
| 650-1-16 | VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY | AS | | | 2 | | 1 | | | | 1 | | | | | | 4 | |
| 653-1-11 | PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY | AS | | | 8 | | 8 | | 2 | | 3 | | | | | | 21 | |
| 660-4-11 | VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL CABINET EQUIPMENT | EA | | | 1 | | 1 | | | | 1 | | | | | | 3 | |
| 660-4-12 | VEHICLE DETECTION SYSTEM- VIDEO, FURNISH & INSTALL ABOVE GROUND EQUIPMENT | EA | 1 | | 4 | | 4 | | | | 3 | | | | | | 12 | |
| 663-1-111 | SIGNAL PRIORITY AND PREEMPTION SYSTEM, F&I, OPTICAL, CABINET ELECTRONICS | EA | | | 1 | | 1 | | 1 | | 1 | | | | | | 4 | |
| 663-1-112 | SIGNAL PRIORITY AND PREEMPTION SYSTEM, F&I, OPTICAL, DETECTOR | EA | 1 | | 1 | | 1 | | 1 | | 1 | | | | | | 5 | |
| 665-1-11 | PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD | EA | | | 8 | | 8 | | 2 | | 3 | | | | | | 21 | |
| 670-5-111 | TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA, 1 PREEMPTION | AS | | | 1 | | 1 | | 1 | | 1 | | | | | | 4 | |
| 670-5-600 | TRAFFIC CONTROLLER ASSEMBLY, REMOVE CONTROLLER WITH CABINET | AS | | | 1 | | 1 | | | | 1 | | | | | | 3 | |
| 684-6-13 | WIRELESS COMMUNICATION DEVICE, FURNISH & INSTALL SERIAL DATA UNIT | EA | | | 1 | | 1 | | 1 | | 1 | | | | | | 4 | |
| 685-1-14 | UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, ONLINE/DOUBLE CONVERSION WITH CABINET | EA | | | 1 | | 1 | | 1 | | 1 | | | | | | 4 | |
| 700-3-201 | SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF | EA | 1 | | | | | | 2 | | | | | | | | 3 | |
| 700-3-601 | SIGN PANEL, REMOVE, UP TO 12 SF | EA | 1 | | | | | | | | | | | | | | 1 | |
| 700-5-22 | INTERNALLY ILLUMINATED SIGN, F&I, OVERHEAD MOUNT 12-18 SF | EA | 1 | | 4 | | 3 | | | | 3 | | | | | | 11 | |
| | | | | | | | | | | | | | | | | | | |
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|------------------|-------------|------|-------------|---|---|---------|----------------|---------------------------------|-----------|
| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | TABULATION OF QUANTITIES | SHEET NO. |
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | | T-3 |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | | |

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

GENERAL:

1. UNLESS OTHERWISE NOTED IN THE TECHNICAL SPECIFICATIONS: INSTALLATION, ACCEPTANCE, AND PAYMENT FOR ALL ITEMS REQUIRED IN THESE PLANS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING, REFERENCED IN THE KEY SHEET: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), FDOT STANDARD PLANS, FDOT DESIGN MANUAL, FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND OSCEOLA COUNTY PREFERENCES.

2. THE MAINTAINING AGENCY IS OSCEOLA COUNTY. A RIGHT OF WAY UTILIZATION PERMIT IS REQUIRED. THE CONTRACTOR SHALL NOTIFY THE MAINTAINING AGENCY AT LEAST 72 HOURS BEFORE BEGINNING ANY RELATED TRAFFIC SIGNAL WORK. THE CONTRACTOR SHALL OBTAIN ALL CONSTRUCTION PERMITS REQUIRED FOR THE PROJECT FOR APPLICABLE CITIES, COUNTY, AGENCIES, AND FDOT. APPROVAL OF PLANS BY OSCEOLA COUNTY DOES NOT CONSTITUTE A PERMIT.

3. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE WRITTEN NOTICE OF COMMENCEMENT, VIA EMAIL, TO KATHY.LEE@OSCEOLA.ORG. NOTICE SHALL INCLUDE THE DATE OF COMMENCEMENT, LOCATION AND TYPE OF WORK & INFORMATION REGARDING ANY MALFUNCTIONING SIGNAL EQUIPMENT. THIS SHALL BE COMPLETED AT LEAST 48 HOURS PRIOR TO COMMENCEMENT OF WORK. THE ENGINEER SHALL BE NOTIFIED AS WELL.

4. THE CONTRACTOR SHALL NOTIFY AARON TORRES (SIGNAL PROJECT MANAGER) AT (407) 738-9405 AT LEAST TWO FULL BUSINESS DAYS IN ADVANCE OF INSTALLING GROUND RODS, UNDERGROUND CONDUIT, OR SETTING POLES SO THAT THESE OPERATIONS CAN BE OBSERVED.

5. CONTRACTOR SHALL PROVIDE TO THE COUNTY AN UPDATED CONSTRUCTION SCHEDULE IN THE FORM OF A TWO WEEK LOOK AHEAD ON A BI-WEEKLY BASIS.

6. ALL EXISTING SIGNALIZATION EQUIPMENT TO REMAIN, INCLUDING LOOP ASSEMBLIES, IS ASSUMED TO BE IN GOOD WORKING ORDER UNLESS OSCEOLA COUNTY IS NOTIFIED IN WRITING PRIOR TO THE START OF CONSTRUCTION. ANY SUBSEQUENT DAMAGE TO THE SIGNAL EQUIPMENT SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.

7. THE CONTRACTOR SHALL BE ADVISED THAT OTHER PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT AND THAT COORDINATION EFFORTS MAY BE NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE CONSTRUCTION SCHEDULE AND FOR COORDINATION REQUIRED. THE CONTRACTOR SHALL COORDINATE ANY AND ALL CONSTRUCTION ACTIVITIES AND TRAFFIC CONTROL PHASES WITH ANY CONTRACTOR WITHIN OR ADJACENT TO PROJECT LIMITS.

8. FINAL LOCATIONS OF ALL CABINETS SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT OF THE FOUNDATION IF THE LOCATION HAS CHANGED FROM THE PLAN.

9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE PLACEMENT OF THE VIDEO IMAGE DETECTION DEVICES AND COORDINATE WITH THE ENGINEER OF RECORD AND ITERIS MANUFACTURER REP TO DETERMINE THE MOST OPTIMAL LOCATION FOR THE INSTALLATION OF THE VIDEO IMAGE DETECTION DEVICES IN ORDER TO MEET THE PERFORMANCE REQUIREMENTS OF THE TECHNICAL SPECIFICATIONS.

10. DELAY TIME SHALL BE SET TO FIVE SECONDS

11. SIGNAL CABLE SHALL BE SPLICED TO A SEPARATE 7 CONDUCTOR CABLE FOR EACH SIGNAL AND 7 CONDUCTOR CABLE FOR EACH PEDESTRIAN HEAD. THESE SPLICES SHALL BE INSTALLED IN EITHER THE HAND-HOLE OF THE STEEL POLE/CONCRETE STRAIN POLE OR WITHIN THE TRANSFORMER BASE OF A PEDESTRIAN PEDESTAL. THE COLOR CODE OF SIGNAL CABLE SHALL BE VERIFIED WITH OSCEOLA COUNTY PRIOR TO WIRING INTERSECTION. A PERMANENT TAG SHALL BE PLACED AT BOTH WIRE TERMINATIONS DESIGNATING THE PHASE USED. ALL UNUSED SIGNAL WIRES SHALL BE BONDED TO THE POLE GROUND. EACH DETECTOR PUSH BUTTON SHALL BE FED WITH AN INDIVIDUAL TWO CONDUCTOR BELDEN CABLE, WITH THE SHIELD WIRE BONDED TO THE POLE GROUND. THE OUTSIDE INSULATION JACKET OF ALL SIGNAL CABLES SHALL REMAIN INTACT FROM THE SIGNAL HEADS TO THE FIELD TERMINATION POINTS. NO UN-JACKETED INDIVIDUAL CONDUCTORS SHALL REST IN ANY FIELD DRILLED STRUCTURES OR ASSEMBLIES.

12. CONTRACTOR SHALL VERIFY COLOR CODES FOR BOTH SIGNAL AND INTERCONNECT CABLE WITH OSCEOLA COUNTY BEFORE ORDERING. WIRING DIAGRAMS SHALL BE IN ACCORDANCE WITH OSCEOLA COUNTY SPECIFICATIONS.

13. 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 SUBMITTALS REQUIRED FOR THIS PROJECT.

14. THREE SPARE CONDUCTORS SHALL BE INSTALLED PER VEHICLE PHASE. SPARES SHALL BE BOUND AND GROUNDED IN CABINET. IN 632-3.1. DOT REQUIRES THREE SPARES PER DIRECTION AND OSCEOLA COUNTY REQUIRES THREE SPARES PER PHASE.

15. SOLID CONDUCTORS SHOULD BE USED FOR MAIN ROADWAY PHASES AND TRACERS USED FOR SIDE STREET PHASES. ALL PEDESTRIAN WALKWAYS SHALL USE "CAST IN PLACE" TYPE ADA MAT. NO ADA MAT FASTENED TO THE CONCRETE OR PAINT ON MATS SHALL BE USED.

16. THE CONTRACTOR SHALL VERIFY STRUCTURE ORIENTATION PRIOR TO PLACEMENT. STRUCTURES OF INCORRECT ORIENTATION SHALL BE REPLACED AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL VERIFY THAT ALL STRUCTURES ARE SET TO ELEVATIONS THAT WILL MEET VERTICAL CLEARANCE REQUIREMENTS SPECIFIED IN FDOT, MUTCD, AND COUNTY STANDARDS PRIOR TO INSTALLING STRUCTURAL MATERIAL. IF A DISCREPANCY IS FOUND, CONTACT THE ENGINEER OF RECORD.

17. THE CABINET SHALL HAVE A MINIMUM OF 12 CONDUIT RUNS FROM ADJACENT PULL BOXES INCLUDING 2 SPARES MINIMUM.

INSPECTIONS:

1. ALL FINAL INSPECTIONS ARE TO BE SCHEDULED IN ACCORDANCE WITH CONTRACT DOCUMENTS. THE MAINTAINING AGENCY SHALL BE NOTIFIED AT LEAST 72 HOURS BEFORE TURN-ON INSPECTION.

2. THE CONTRACTOR IS REQUIRED TO INSPECT THE INSTALLATION OF THE TRAFFIC SIGNALS IN ACCORDANCE WITH FDOT SPECIFICATION 105-8.11 THE CONTRACTOR SHALL COORDINATE THE FINAL ACCEPTANCE INSPECTION IN ACCORDANCE WITH FDOT SPECIFICATION 611-2.2 WITH THE ENGINEER AT LEAST TEN BUSINESS DAYS IN ADVANCE. AARON TORRES (SIGNAL PROJECT MANAGER) @ (407) 738-9405. OSCEOLA COUNTY TRANSPORTATION AND TRANSIT SHOULD BE CONTACTED TEN BUSINESS DAYS BEFORE THE INSPECTIONS ARE TO BE PERFORMED SO THEY MAY BE PRESENT.

3. IF THE CONTRACTOR CALLS FOR AN INSPECTION AND THE CONTRACTOR IS NOT PREPARED FOR THE INSPECTION (I.E. THE INSPECTION HAS TO BE RESCHEDULED), THE CONTRACTOR SHALL BE BACK CHARGED FOR ALL COSTS ASSOCIATED WITH THE INSPECTION.

AS-BUILT PLANS:

1. THE CONTRACTOR SHALL PROVIDE FOUR SETS OF MARKED UP (AS-BUILT) CONSTRUCTION PLANS TO THE ENGINEER AND MAINTAINING AGENCY AS DEFINED IN THE FDOT STANDARD SPECIFICATIONS, SECTION 611.2.3, SEVEN DAYS PRIOR TO SIGNAL CONDITIONAL ACCEPTANCE INSPECTION BY THE MAINTAINING AGENCY. THE CONTRACTOR SHALL BE REQUIRED TO BECOME FAMILIAR WITH OSCEOLA COUNTY'S INSPECTION PROCEDURE. THE CONTRACTOR SHALL ALSO PROVIDE A PDF OF THE AS BUILT PLANS TO OSCEOLA COUNTY TRANSPORTATION AND TRANSIT. THE CONTRACTOR SHALL LEAVE ONE AS-BUILT PLAN IN THE DRAW OF THE SIGNAL CABINET.

2. ALL SUBMITTAL DATA SHOULD BE SUBMITTED TO KATHY LEE, PE ON OSCEOLA COUNTY PROJECTS TO THE OFFICE BELOW. THE CONTRACTOR SHALL ALLOW FOR 15 WORKING DAY TURN AROUND ON SUBMITTALS.

OSCEOLA COUNTY TRANSPORTATION AND TRANSIT
ATTN: AARON TORRES, PE
1 COURTHOUSE SQUARE SUITE 3100
KISSIMMEE, FL 34741
AARON.TORRES@OSCEOLA.ORG

3. ALL NEW FIBER INSTALLATIONS, TRENCH OR BORE, SHALL HAVE A SPARE 2-2" CONDUIT INSTALLED WITH A #10 AWG TRACE WIRE.

4. 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.

5. WHEN COMMUNICATIONS TO AN INTERSECTION MUST BE DISRUPTED BY A CONTRACTOR TO PERFORM WORK, THE CONTRACTOR SHALL PROVIDE TWO-DAY ADVANCE NOTICE IN WRITING TO THE OSCEOLA COUNTY TRANSPORTATION AND TRANSIT. THIS NOTIFICATION SHALL BE CONVEYED VIA ELECTRONIC MAIL (E-MAIL) TO THE TRAFFIC MANAGEMENT CENTER SUPERVISOR LINDSEY.GIOVINAZZO@OSCEOLA.ORG, AND COPY TRAFFIC OPERATIONS ENGINEER KATHY LEE AT KATHY.LEE@OSCEOLA.ORG. NOTIFICATION SHALL INCLUDE CONTACT PERSON, TELEPHONE NUMBER, PURPOSE, LOCATION AND DURATION. THE DISRUPTION SHALL LAST FOR NO MORE THAN THREE CONSECUTIVE BUSINESS DAYS. WHERE POSSIBLE, THE DISRUPTION SHALL BE DURING OFF PEAK HOURS BEGINNING AT 9:00 AM AND ENDING AT 3:00 PM OR FROM 6:00 PM TO 7:00 AM.

TRAFFIC CONTROL:

1. MAINTENANCE OF SIGNALS RESPONSIBILITY BELONGS TO CONTRACTOR FROM TIME WORK BEGINS UNTIL THE COUNTY ISSUES CONDITIONAL ACCEPTANCE AT FINAL INSPECTION, AT WHICH TIME MAINTENANCE RESPONSIBILITIES ARE PROPERLY TRANSFERRED TO THE COUNTY. THE CONTRACTOR SHALL HAVE A CERTIFIED TRAFFIC SIGNAL TECHNICIAN (MINIMUM IMSA LEVEL II) ON CALL WITH A MAXIMUM TWO-HOUR RESPONSE TIME.

2. DURING NON-WORKING HOURS, NO EQUIPMENT, VEHICLES OR MATERIAL SHALL BE PARKED OR STORED WITHIN THE CLEAR ZONE OF THE ROADWAY CARRYING TRAFFIC.

3. EARLY "TURN-ON" OF ANY NEW SIGNAL INSTALLATION WILL ONLY BE PERMITTED IF AUTHORIZED IN WRITING BY OSCEOLA COUNTY TRANSPORTATION AND TRANSIT. IF THIS NEED ARISES, OSCEOLA COUNTY TRANSPORTATION AND TRANSIT WILL NEGOTIATE WITH THE CONTRACTOR FOR MAINTENANCE OF THE SIGNAL. NEW SIGNAL LOCATIONS SHALL BE FLASHED NO LESS THAN SEVEN DAYS, AND NO MORE THAN FOURTEEN DAYS PRIOR TO THE INSPECTION. ALL NEW SIGNALS SHALL BE TURNED ON FULL CYCLE AFTER FLASHING (TUESDAYS THRU THURSDAYS ONLY). SIGNAL HEADS MUST BE BAGGED WITH BURLAP OR TURNED BACK UNTIL THIS TIME.

4. ALL NEW CCTV CAMERA'S SHALL BE MOUNTED TO HAVE THE ABILITY TO VIEW 360-DEGREE ANGLE BY PLACING THE CAMERA ON THE MAST ARM USING A CANDY CANE SUPPORT RISER.

5. THE CONTRACTOR SHALL BE RESPONSIBLE AT THE TIME OF PICK-UP TO VERIFY AND NOTE ANY EXISTING DEFECTS OR MISSING ITEMS. ITEMS NOT NOTED AT THE TIME OF PICK-UP SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSES. PAYMENT INCLUDES THE DEVELOPMENT AND SUBMITTAL OF A DRILLED SHAFT INSTALLATION PLAN PER INTERSECTION FOR THE COUNTY'S APPROVAL AS REFERENCED IN FDOT SPECIFICATIONS. A GIVEN MAST ARM/POLE ASSEMBLY LOCATION SHALL BE FIELD VERIFIED AND IDENTIFIED AS FREE OF CONFLICTS AND/OR OBJECTS BY THE CONTRACTOR PRIOR TO PROCUREMENT OF THE ASSOCIATED MAST ARM/POLE ASSEMBLY.

6. THE COUNTY SHALL HIRE A CERTIFIED DRILLED SHAFT CTQP LEVEL I CONSTRUCTION ENGINEERING AND INSPECTION (CEI) FIRM, AND A CONCRETE TESTING LABORATORY FOR THE PURPOSE OF INSPECTING ALL DRILLED SHAFT INSTALLATIONS PER FDOT STANDARDS. THE FIRM SHALL THEN SUBMIT A SIGNED AND SEALED REPORT VERIFIED BY THE PE IN RESPONSIBLE CHARGE OF THE DRILLED SHAFT INSPECTOR TO THE DEPARTMENT FOR APPROVAL. FAILURE TO OBTAIN THESE SERVICES PRIOR TO THE CONSTRUCTION OF THE DRILLED SHAFT(S) SHALL RESULT IN THE REJECTION OF THE DRILLED SHAFT(S).

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUPPLYING APPROVED SHOP DRAWINGS SHOWING THE BOLT PATTERN AND ARM ORIENTATION PRIOR TO THE PRE-DRILL SHAFT MEETING.

8. 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.

9. THE EQUIPMENT AND/OR THE LOCAL POWER COMPANY COORDINATION SHALL BE REFLECTED IN THE CONTRACTOR'S BID UNIT PRICE FOR MAST ARM CONSTRUCTION.

| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SHEET NO. T-4 |
|-----------|-------------|------|-------------|---|--|---------|----------------|-------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | |

GENERAL NOTES (1)

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

PAY ITEM NOTES

102-1 INCLUDES ALL ITEMS REQUIRED TO SAFELY MAINTAIN TRAFFIC THROUGHOUT THE WORK ZONE, AS SPECIFIED IN THE LATEST FDOT STANDARD PLAN 102 SERIES. THESE ITEMS INCLUDE, BUT ARE NOT LIMITED TO HIGH INTENSITY FLASHING LIGHTS, TEMPORARY REFLECTIVE PAVEMENT MARKERS, IMPACT ATTENUATOR MODULES, BARRICADES AND TEMPORARY STREET LIGHTING, PAINTED PAVEMENT MARKINGS. PAYMENT UNDER THIS ITEM INCLUDES THE PROFESSIONAL ENGINEER'S FEES FOR THE PREPARATION OF THE MAINTENANCE OF TRAFFIC PLANS, AS WELL AS COMPENSATION FOR ALL NECESSARY DETOURS. THIS ITEM INCLUDES PROVIDING MAINTENANCE OF TRAFFIC DURING INSPECTIONS. ALSO INCLUDES THE COST OF MAINTAINING COMMUNICATION, INCLUDING TEMPORARY LINES AND CONNECTIONS, AND VIDEO DETECTION.

102-14 PAYMENT FOR THIS ITEM SHALL ONLY BE MADE IF THE APPROVED MAINTENANCE OF TRAFFIC PLAN INCLUDES A UNIFORMED TRAFFIC CONTROL OFFICER, WITH A MARKED LAW ENFORCEMENT VEHICLE, TO ASSIST IN CONTROLLING AND DIRECTING TRAFFIC IN THE WORK ZONE; AND IF IT WAS VERIFIED TO BE PRESENT AT THE ACTIVE WORK ZONE BY THE ENGINEER OR INSPECTOR.

110-1-1 INCLUDES THE COST OF REMOVING TREES AND SHRUBS AS INDICATED IN THE PLANS.

110-4 INCLUDES STABILIZATION OF EARTHWORK UNDER SIDEWALK.

120-1 INCLUDES THE COST OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL THAT MAY BE ENCOUNTERED DURING EXCAVATION. ALSO INCLUDES THE PROTECTION OF UTILITIES NEAR EXCAVATION WORK.

334-1-XX INCLUDES THE COST OF ADJUSTING MANHOLES AND VALVE COVERS TO ELEVATION FLUSH WITH RESURFACED PAVEMENT GRADE.

520-1-10 INCLUDES THE COST OF THE CURB PAD.

522-1 & 522-2 INCLUDES THE COST OF ADJUSTING EXISTING UTILITY BOXES AND PULL BOXES TO THE NEW GRADE. CONCRETE STRENGTH REQUIREMENT FOR THIS PAY ITEM IS F'c=3,000 PSI. THIS PAY ITEM INCLUDES THE COST OF CONSTRUCTION OF RAMPS AND DETECTABLE WARNINGS SURFACES AS INDICATED ON THE PLANS.

630-2-XX ALL CONDUIT MATERIALS SHALL MEET THE MINIMUM REQUIREMENTS OF SECTION A630-2 OF THE CURRENT MINIMUM SPECIFICATIONS FOR TRAFFIC CONTROL SIGNAL DEVICES (MSTCSD). ALL CONDUIT INSTALLED SHALL BE INSTALLED AS PER THE LATEST FDOT SPECIFICATIONS. A #10 AWG TRACE WIRE SHALL BE INSTALLED WITHIN ANY UNUSED CONDUIT AND SPLICED WITHIN THE PULL BOX TO PROVIDE ELECTRICAL CONTINUITY. IF CONFLICTS ARISE BETWEEN SPECIFICATIONS, THE MOST STRINGENT SHALL APPLY. ALL REFERENCES IN THE PLAN TO RIGID CONDUIT SHALL BE INSTALLED AS 1.5" GALVANIZED STEEL METAL CONDUIT. THERE SHALL BE ONE SPARE 2" UNDERGROUND CONDUIT INSTALLED PER RUN. THIS SHALL BE REFLECTED IN THE CALLOUT. IT SHOULD BE NOTED THAT NO TEST BORINGS WERE MADE WHERE CONDUIT RUNS ARE TO BE INSTALLED BY DIRECTIONAL BORE, JACKING OR TRENCHING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS IN ACCORDANCE WITH SECTION 2-4 OF THE FDOT SPECIFICATIONS. THERE SHALL BE A SEPARATE CONDUIT FOR VIDEO OR LOOP RUNS FROM SIGNAL POWER CONDUITS. UNDER NO CIRCUMSTANCES SHALL LOOP AND VIDEO RUNS BE HOUSED IN THE SAME CONDUIT AS SIGNAL POWER.

632-7-1 INCLUDES COST OF PEDESTRIAN SIGNAL HEAD WIRING/CABLING RUNS.

635-2-XX PULL BOXES SHALL HAVE NON-METALLIC QUAZITE "HEAVY DUTY" COVERS RATED FOR A STATIC DESIGN LOAD OF AT LEAST 20,000 LBS. OVER A 10" SQUARE AREA. COVERS SHALL BE STAMPED "OSCEOLA COUNTY TRAFFIC SIGNAL" FOR ALL SIGNALIZATION APPLICATIONS. ALL PULL BOXES SHALL BE OF COMPOSITE MATERIAL AND INSTALLED WITH A MINIMUM 12" WIDE, 6" DEEP CONCRETE APRON PER FDOT STANDARD PLAN 635-001. THE MINIMUM 28-DAY COMPRESSIVE STRENGTH REQUIREMENT FOR THIS CONCRETE IS 3000 PSI. THE PEA ROCK BED BENEATH PULL BOX SHALL BE AT A MINIMUM OF 12" DEEP AND HAVE A 12" WIDE APRON AROUND THE BOTTOM OF THE PULL BOX (I.E. THE BOX SHALL SIT ON THE COMPACTED BED OF PEA ROCK AS SHOWN IN FDOT STANDARD PLAN 635-001). THE FOUNDATION MATERIAL BENEATH THE PEA ROCK BED SHALL BE COMPACTED TO THE COUNTY'S APPROVAL. THE AREA TO BE COMPACTED IS, BUT NOT LIMITED TO THAT AREA UNDER THE PEA ROCK BED, THE MATERIAL ABOVE THE PEA ROCK BED, AND ONE FOOT OUTSIDE THE PULL BOX APRON SHALL BE COMPACTED PRIOR TO PLACING THE CONCRETE. CONCRETE FORMS, PLACING CONCRETE, JOINTS AND FINISHING SHALL MEET SECTION 520-3, 520-5, 522-5, & 522-7, RESPECTIVELY.

639-1-XXX INCLUDES THE COST OF PROVIDING CONCRETE SERVICE POLE TO MOUNT SIGNAL DISCONNECT WHEN NOT PERMITTED TO BE MOUNTED ON POWER COMPANY POLE. SERVICE POLE SHALL BE EXPOSED 12' ABOVE GRADE WITH DISCONNECT MOUNTED AT 8' TO BOTTOM. DISCONNECT SHALL USE BREAKERS, NO FUSES OR EXTERNAL SWITCHES PERMITTED. SURGE ARRESTOR SHALL BE WIRED ON THE LOAD SIDE OF THE DISCONNECT.

649-1-10 ALL PEDESTALS SHALL BE PROVIDED WITH ALUMINUM BREAKAWAY TRANSFORMER-TYPE BASES.

649-33-XXX POLES REQUIRING MODIFICATION OF THE ARM LENGTH SHALL BE TREATED PER THE GENERAL NOTES ON THE RESPECTIVE DETAIL SHEETS PROVIDED IN THE CONTRACT PLANS. COMPONENTS REQUIRING FIELD METALLIZING AND TOUCH UP SHALL BE TREATED PER SECTION 975. STEEL PROVIDED FOR STRUCTURAL MODIFICATIONS SHOWN IN THE CONTRACT PLANS SHALL BE PER SECTION 962 AND OF A SIMILAR TYPE AND GRADE OF THE COMPONENT ATTACHED TO, IF REQUIRED, FIELD WELDING SHALL BE DONE ONLY WITH THE PRE-APPROVAL OF THE STRUCTURAL ENGINEER AND SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 460 INCLUDING FDOT SUPPLEMENTAL SPECIFICATIONS. BID PRICE FOR INSTALLATION OF MAST ARMS SHALL INCLUDE FOUNDATION CONSTRUCTION, INCLUDING CSL TUBES (NUMBER AND CONFIGURATION OF CSL TUBES SHALL COMPLY WITH STANDARDS AND SPECIFICATIONS SECTION 455-16.4 CSL TUBES AND FDOT STANDARD PLAN 649-031).

650-1-XX ALL TRAFFIC SIGNAL HEADS SHALL BE STANDARD, NOT LIGHTWEIGHT. AN ARTICULATED ASTRO-BRACKET SHALL BE PROVIDED UNDER THIS PAY ITEM IF NEEDED FOR PROPER ORIENTATION OF HORIZONTAL SIGNAL HEAD ON A SKEWED ARM OR APPROACH. RETRO REFLECTIVE BACK PLATE BORDERS ARE REQUIRED ON ALL BACK PLATES. ANY FOUR SECTION SIGNAL HEADS WITH THE FLASHING YELLOW ARROW SHALL HAVE THE FTP-85-13 SIGN INSTALLED ADJACENT TO THE HEAD ASSEMBLY TO THE RIGHT.

653-1-XX LED PEDESTRIAN SIGNALS ARE TO BE SINGLE SECTION AND PROVIDED WITH INTERNATIONAL STYLE LENSES AND COUNTDOWN FEATURES.

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.

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.

665-1-XX PEDESTRIAN PUSH BUTTONS SHALL INCLUDE A MUTCD PEDESTRIAN SIGN, R10-3E FOR EACH BUTTON. THE BUTTON AND SIGN SHALL BE PLACED ON THE FACE OF THE POLE. CONTACT THE ENGINEER BEFORE PROCEEDING IF ALL A.D.A. REQUIREMENTS CANNOT BE MET REGARDING THE PLACEMENT AND ACCESSIBILITY OF THE BUTTONS. AUDIBLE PUSH BUTTONS SHALL ONLY BE INSTALLED WHEN CALLED FOR ON PLAN SHEETS.

670-5-XXX THE CONTROLLER ASSEMBLY SHALL CONSIST OF A ATC 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. THIS ATC 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. THIS PAY ITEM INCLUDES THE COST OF THE CONCRETE FOR THE CONTROLLER PAD AND THE SERVICE PAD. NOTE- REFER TO OSCEOLA COUNTY TRAFFIC SIGNAL CABINET AND CONTROLLER SPECIFICATIONS 5/2016 FOR MORE DETAILED SPECIFICATIONS. CONTACT AARON TORRES (407) 738-9405, AARON.TORRES@OSCEOLA.ORG OR KATHY LEE, PE AT (407) 742- 0553, KATHY.LEE@OSCEOLA.ORG

THE CONTRACTOR SHALL COORDINATE A FIELD MEETING WITH THE SIGNAL PROJECT MANAGER - AARON TORRES (407) 738- 9405, PRIOR TO REMOVING ANY EXISTING EQUIPMENT, TO DETERMINE WHICH EQUIPMENT SHOULD BE DELIVERED TO OSCEOLA COUNTY TRANSPORTATION AND TRANSIT. THE AGREED UPON EQUIPMENT SHALL BE DISASSEMBLED INTO THEIR COMPONENT PARTS, TAGGED AS TO LOCATION, PACKAGED AS NEEDED FOR PROTECTION FROM DAMAGE AND DELIVERED TO:

3850 OLD CANOE CREEK ROAD
ATTN: AARON TORRES
SAINT CLOUD, FL 34769

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 AARON TORRES (407) 738-9405. ALSO INCLUDES THE COST OF REMOVING, CAREFULLY STOCKPILING, AND RE-INSTALLING GPS PRE-EMPTION EQUIPMENT ONTO NEW SIGNAL SYSTEM. CONTRACTOR SHALL ENSURE GPS ANTENNA AND CONTROL IS FULLY FUNCTIONING AS REQUIRED BY OSCEOLA COUNTY TRANSPORTATION AND TRANSIT. THE SIGNAL PROJECT MANAGER, AARON TORRES IS TO BE CONTACTED AT (407) 738-9405 AT LEAST 48 HOURS PRIOR TO DELIVERY. WRITTEN ACKNOWLEDGEMENT OF EQUIPMENT RECEIPT SHALL BE OBTAINED FROM AARON TORRES 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 AARON TORRES 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.

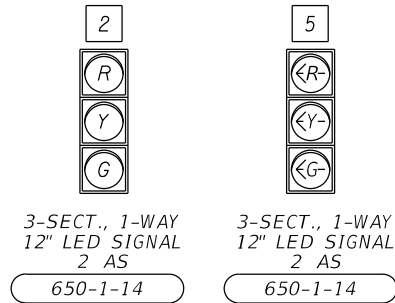
700-1-XX, 700-2-XX SIGN POSTS SHALL HAVE BREAKAWAY BASE(S)

700-5-XX ILLUMINATED STREET SIGNS SHALL BE L.E.D. DOUBLE FACED TYPE, PRODUCING A MINIMUM OF 50 LUMENS PER WATT. SIGNS SHALL BE DOUBLE-SIDED AND MOUNTED TO SEPARATE CANTILEVER ARMS BELOW THE MAST ARMS. ALL INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL HAVE ONE COMMON PHOTOCCELL 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. INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE BURNED IN FOR 60 DAYS BEFORE FINAL ACCEPTANCE. THE SIGNS SHALL USE A BREAKER SEPARATELY FROM THE SIGNAL CABINET AND SHALL BE CONTROLLED BY ONE MASTER PHOTOCCELL.

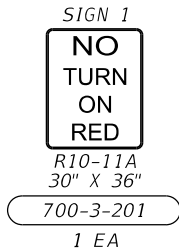
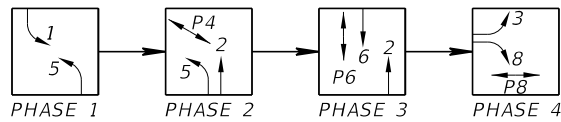
| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SHEET NO. GENERAL NOTES (2) T-5 |
|-----------|-------------|------|-------------|---|--|---------|----------------|---|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | |

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23-.004, F.A.C.

SIGNAL HEAD DETAILS



MOVEMENT CHART MODIFIED S.O.P. 12



NOTES:

- UTILIZE EXISTING CONDUIT WITH AVAILABLE SPACE TO ROUTE SIGNAL AND VIDEO CABLES FROM EXISTING CABINET TO EXISTING PULL BOX ADJACENT TO CABINET.
- MAJOR STREET IS BOGGY CREEK RD (MOVEMENTS 1, 2, 5 AND 6) MINOR STREET IS SIMPSON RD (MOVEMENTS 3 AND 8)
- POSTED SPEED ON BOGGY CREEK RD IS 45 MPH. POSTED SPEED ON SIMPSON RD IS 50 MPH.
- SIZE AND PLACEMENT OF VIDEO DETECTION ZONES ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY FIELD ENGINEER.
- CONTROLLER TIMINGS SHOWN ARE EXISTING TO REMAIN.

| CONTROLLER TIMINGS | | | | | | | | |
|--------------------|-----|-----|-----|---|-----|-----|---|-----|
| TIMING FUNCTION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MOVEMENT NUMBER | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MINIMUM GREEN | 5 | 15 | 5 | | 5 | 15 | | 5 |
| EXTENSION | 3 | 3 | 3 | | 3 | 3 | | 3 |
| MAXIMUM GREEN 1 | 25 | 50 | 30 | | 15 | 50 | | 30 |
| MAXIMUM GREEN 2 | 25 | 50 | 30 | | 15 | 50 | | 30 |
| YELLOW CLEARANCE | 4.8 | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.8 |
| ALL RED | 3 | 2 | 2 | | 3 | 2 | | 2 |
| PEDESTRIAN WALK | | | | 7 | | 7 | | 7 |
| PED. CLEARANCE | | | | 9 | | 30 | | 30 |
| DET. FUNCTION | NL | L | NL | | NL | L | | NL |
| RECALL | | MIN | | | | MIN | | |
| FLASHING OPERATION | Y | Y | R | | Y | Y | | R |

CONTROLLER TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER. SEE NOTE 5.

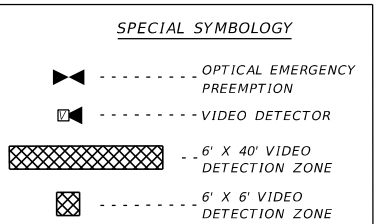
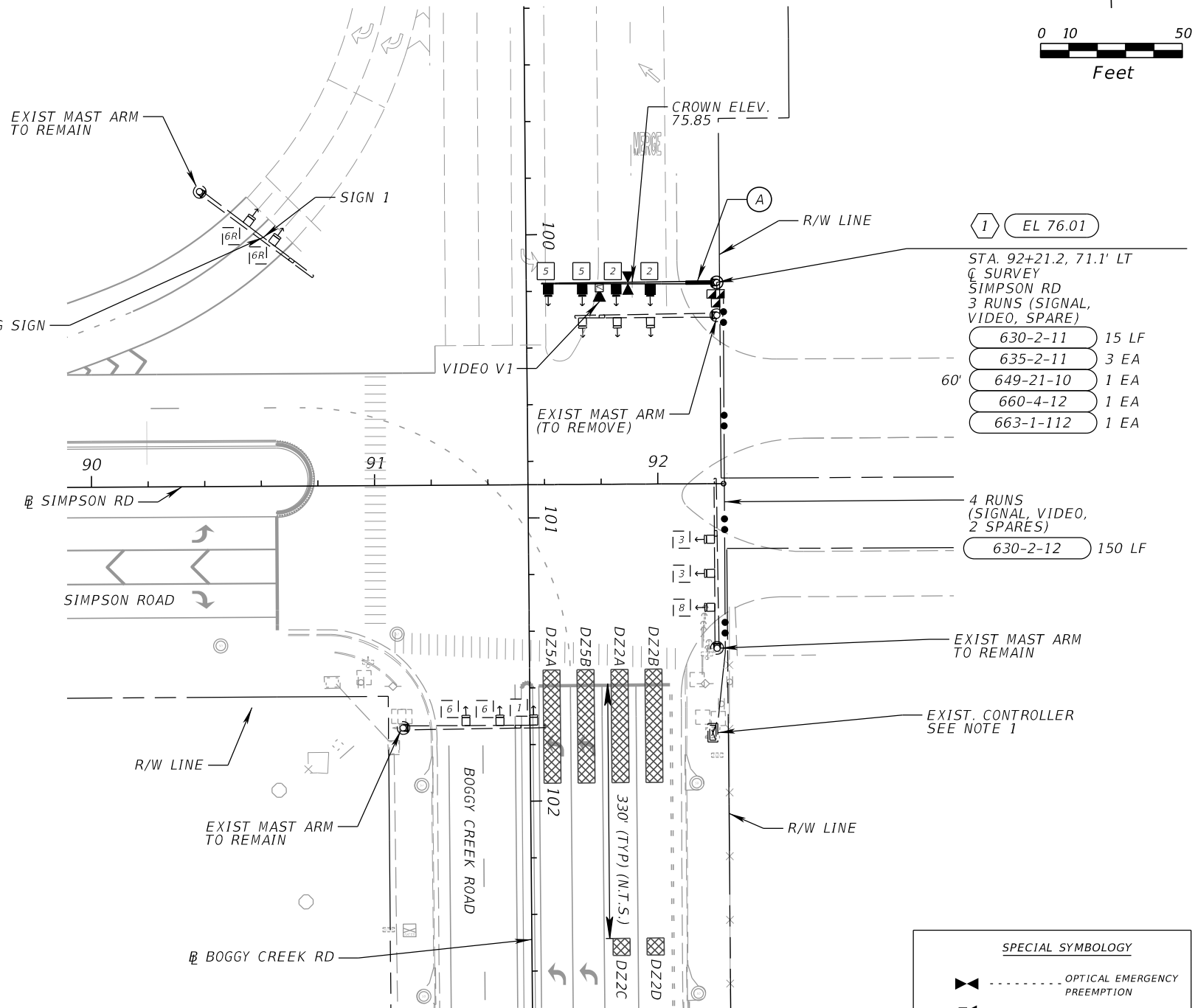
| VIDEO VEHICLE DETECTION ASSIGNMENTS | | | |
|-------------------------------------|----------------|----------------------------|----------------------|
| CAMERA DETECTION | DETECTION ZONE | CONNECT TO TIMING FUNCTION | DELAY TIME (SECONDS) |
| V1 | 5A | TF 5 | |
| | 5B | TF 5 | |
| | 2A | TF 2 | |
| | 2B | TF 2 | |
| | 2C | TF 2 | |
| | 2D | TF 2 | |

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY FIELD ENGINEER. SEE ALSO: NOTE 4, THIS SHEET



REMOVAL ITEMS

- 649-26-5 1 EA
- 700-3-601 1 EA



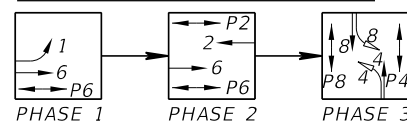
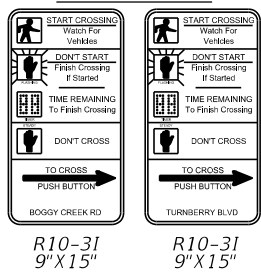
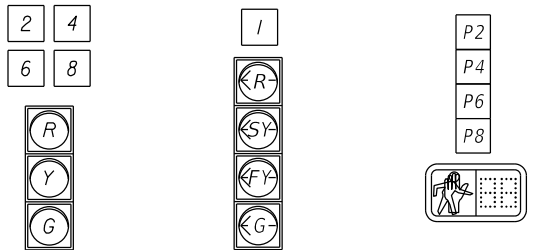
SIMPSON ROAD

| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SIGNALIZATION PLANS | SHEET NO. T-6 |
|-----------|-------------|------|-------------|---|--|---------|----------------|------------------------|---------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | | |

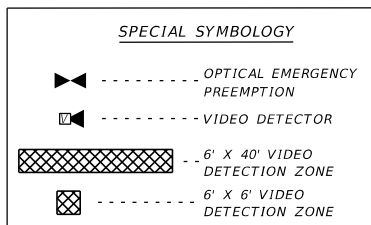
SIGNAL HEAD DETAILS

SIGN DETAIL

MOVEMENT CHART S.O.P. 11



TO BE INCLUDED IN PAY ITEM 665-1-11, INSTALL WITH EACH PEDESTRIAN DETECTOR PER INDEX 665-001



3-SECT., 1-WAY 12" LED SIGNAL 10 AS 650-1-14
 4-SECT., 1-WAY 12" LED SIGNAL 1 AS 650-1-16
 PED. SIGNAL COUNT-DOWN 1-SECT., 1-WAY 8 AS 653-1-11

- NOTES:
1. MAJOR STREET IS BOGGY CREEK RD (MOVEMENTS 1, 2, AND 6) MINOR STREET IS TURNBERRY BLVD (MOVEMENTS 4 AND 8)
 2. POSTED SPEED ON BOGGY CREEK RD IS 45 MPH. POSTED SPEED ON TURNBERRY BLVD IS 30 MPH.
 3. SIZE AND PLACEMENT OF VIDEO DETECTION ZONES ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY FIELD ENGINEER.
 4. REFER TO LIGHTING PLANS FOR POWER SERVICE DETAILS AND LUMINAIRE DETAILS.

| CONTROLLER TIMINGS | | | | | | | | |
|--------------------|------|------|------|-----|------|---|---|---|
| TIMING FUNCTION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MINIMUM GREEN | 12.1 | 24.8 | 24.1 | 25 | 23.7 | | | |
| EXTENSION | 3 | 3 | 3 | 3 | 3 | | | |
| MAXIMUM GREEN 1 | 20 | 40 | 30 | 60 | 30 | | | |
| MAXIMUM GREEN 2 | | | | | | | | |
| YELLOW CLEARANCE | 4.8 | 4.8 | 3.7 | 4.8 | 3.7 | | | |
| ALL RED | 2.3 | 2 | 2.4 | 2.2 | 2 | | | |
| PEDESTRIAN WALK | 7 | 7 | 7 | 7 | 7 | | | |
| PED. CLEARANCE | 33 | 21 | 16 | 18 | | | | |
| DET. FUNCTION | | | | | | | | |
| RECALL | | | | | | | | |
| FLASHING OPERATION | | | | | | | | |

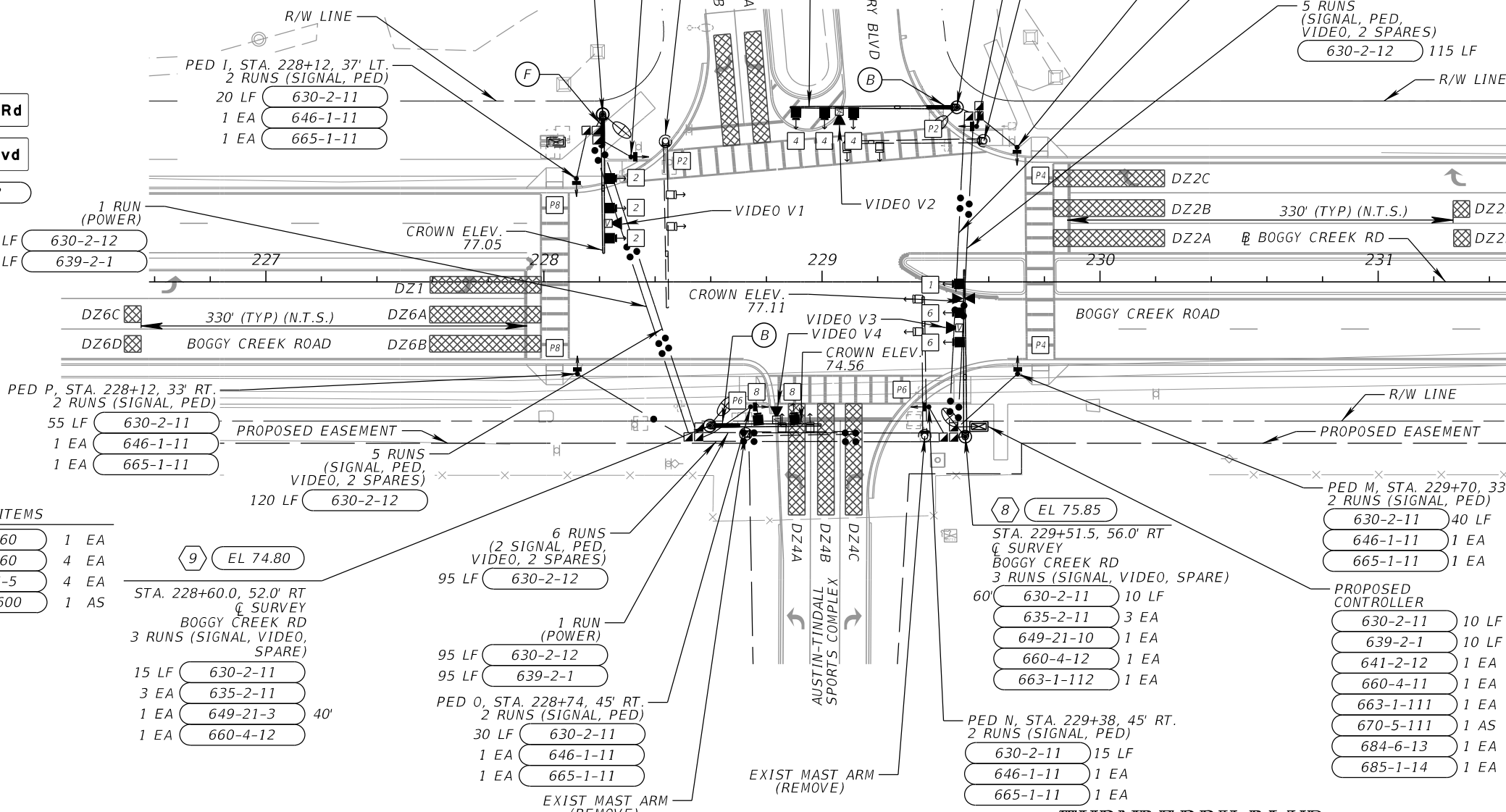
CONTROLLER TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

| VIDEO VEHICLE DETECTION ASSIGNMENTS | | | |
|-------------------------------------|----------------|----------------------------|----------------------|
| CAMERA DETECTION | DETECTION ZONE | CONNECT TO TIMING FUNCTION | DELAY TIME (SECONDS) |
| V1 | 2A | TF 2 | |
| | 2B | TF 2 | |
| | 2C | TF 2 | |
| | 2D | TF 2 | |
| V2 | 2E | TF 2 | |
| | 4A | TF 4 | |
| | 4B | TF 4 | |
| V3 | 4C | TF 4 | |
| | 1 | TF 1 | |
| | 6A | TF 6 | |
| | 6B | TF 6 | |
| V4 | 6C | TF 6 | |
| | 6D | TF 6 | |
| | 8A | TF 8 | |
| | 8B | TF 8 | |

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY FIELD ENGINEER. SEE ALSO: NOTE 3, THIS SHEET

(B) Boggy Creek Rd
 (F) Turnberry Blvd

REMOVAL ITEMS
 641-2-60 1 EA
 646-1-60 4 EA
 649-26-5 4 EA
 670-5-600 1 AS

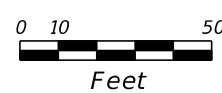


7 EL 75.20

6 EL 75.50

8 EL 75.85

9 EL 74.80



| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

SCOTT BICKAR, P.E.
 P.E. LICENSE NUMBER 82643
 DEWBERRY ENGINEERS INC.
 800 NORTH MAGNOLIA AVENUE, STE. 1000
 ORLANDO, FL 32803

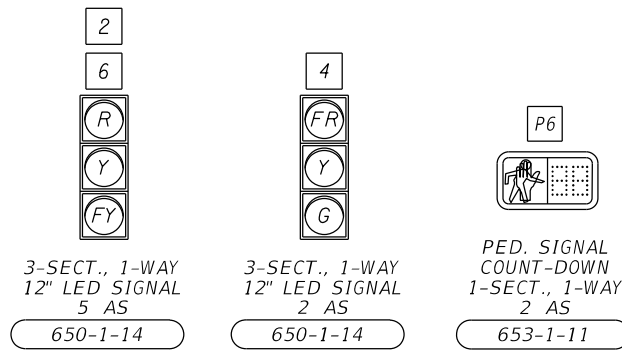
| OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | |
|---|---------|----------------|
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS-20-11479-DG |

SIGNALIZATION PLANS

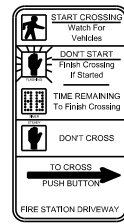
SHEET NO. T-8

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

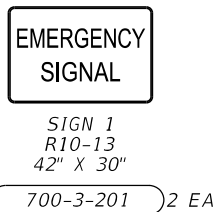
SIGNAL HEAD DETAILS



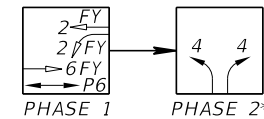
SIGN DETAILS



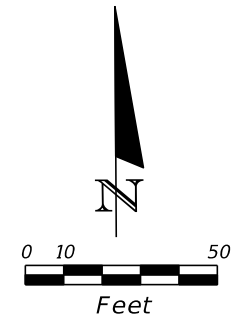
R10-31
9" X 15"
TO BE INCLUDED IN PAY ITEM 665-1-11,
INSTALL WITH EACH PEDESTRIAN
DETECTOR PER INDEX 665-001



MOVEMENT CHART S.O.P. 1 (MOD)



*PHASE 2 ONLY OCCURS WHEN EMERGENCY VEHICLES EXITING THE FIRE STATION USE PREEMPTION.

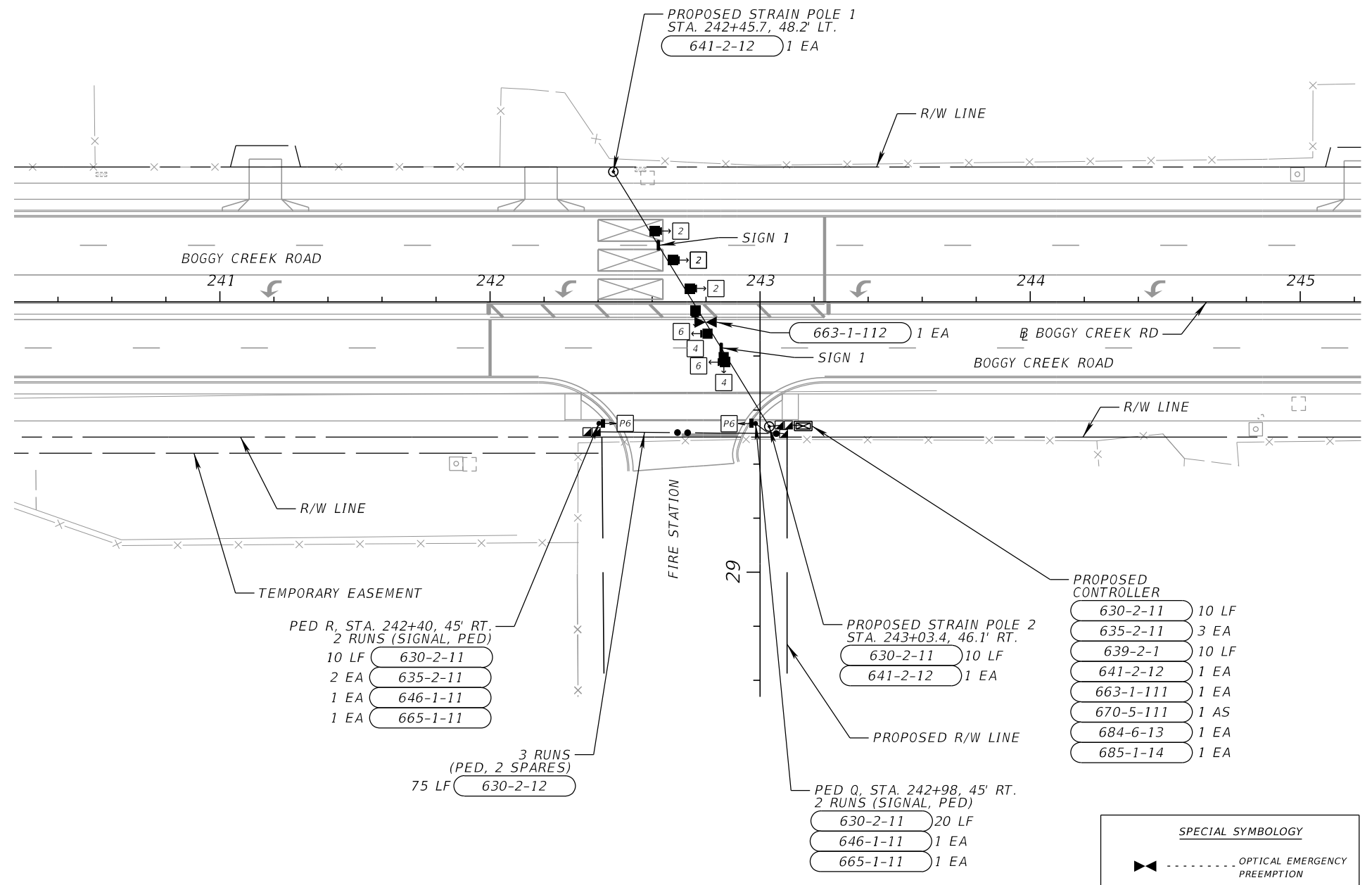


NOTES:

1. MAJOR STREET IS BOGGY CREEK RD (MOVEMENTS 2, 5, AND 6)
MINOR STREET IS FIRE STATION DRIVEWAY (MOVEMENT 4)
2. POSTED SPEED ON BOGGY CREEK RD IS 45 MPH.
3. REFER TO LIGHTING PLANS FOR POWER SERVICE DETAILS.

| CONTROLLER TIMINGS | | | | | | | | |
|--------------------|---|------|---|------|---|------|----|---|
| TIMING FUNCTION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MINIMUM GREEN | | 24.8 | | 24.1 | | 25 | | |
| EXTENSION | | 3 | | | | 3 | | |
| MAXIMUM GREEN 1 | | 65.9 | | | | 65.9 | | |
| MAXIMUM GREEN 2 | | | | | | | | |
| YELLOW CLEARANCE | | 4.8 | | 3.7 | | 4.8 | | |
| ALL RED | | 2.0 | | 2.7 | | 2.0 | | |
| PEDESTRIAN WALK | | | | | | | 7 | |
| PED. CLEARANCE | | | | | | | 18 | |
| DET. FUNCTION | | | | | | | | |
| RECALL | | | | | | | | |
| FLASHING OPERATION | | | | | | | | |

CONTROLLER TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.



FIRE STATION

SIGNALIZATION PLANS

| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SHEET NO. T-9 |
|-----------|-------------|------|-------------|---|--|---------|----------------|------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | |

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

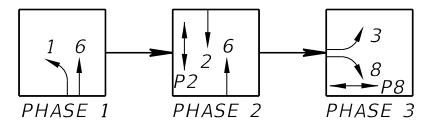
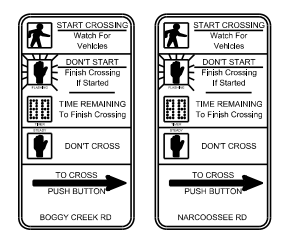
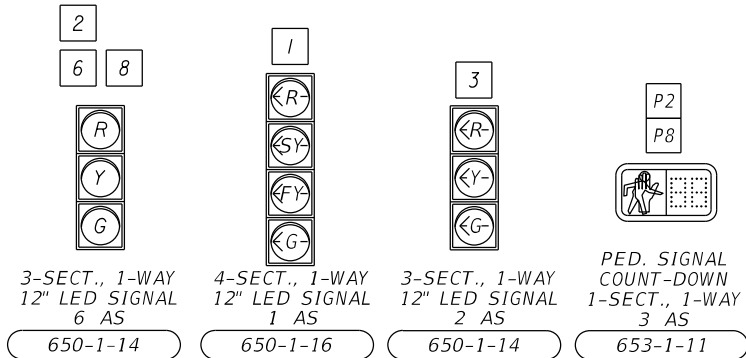
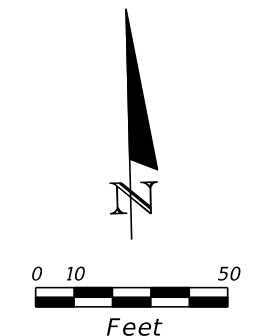
SIGNAL HEAD DETAILS

SIGN DETAIL

MOVEMENT CHART S.O.P. 12

10 EL 66.34

- STA. 11+60.3, 54.4' RT
C SURVEY
NARCOOSSEE RD
3 RUNS (SIGNAL,
VIDEO, SPARE)
- 630-2-11 10 LF
- 635-2-11 3 EA
- 649-21-6 1 EA
- 660-4-12 1 EA
- 663-1-112 1 EA



TO BE INCLUDED IN PAY ITEM 665-1-11,
INSTALL WITH EACH PEDESTRIAN
DETECTOR PER INDEX 665-001

- NOTES:
1. MAJOR STREET IS NARCOOSSEE RD (MOVEMENTS 1, 2, AND 6)
MINOR STREET IS BOGGY CREEK RD (MOVEMENTS 3 AND 8)
 2. POSTED SPEED ON BOGGY CREEK RD IS 45 MPH.
POSTED SPEED ON NARCOOSSEE RD IS 35 MPH.
 3. SIZE AND PLACEMENT OF VIDEO DETECTION ZONES
ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING
AS DIRECTED BY FIELD ENGINEER.
 4. REFER TO LIGHTING PLANS FOR POWER SERVICE DETAILS
AND LUMINAIRE DETAILS.

| CONTROLLER TIMINGS | | | | | | | | |
|--------------------|------|------|------|---|---|------|------|---|
| TIMING FUNCTION | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MINIMUM GREEN | 11.2 | 24 | 24.8 | | | 24 | 24.8 | |
| EXTENSION | 3 | 3 | 3 | | | 3 | 3 | |
| MAXIMUM GREEN 1 | 18 | 47.2 | 24.8 | | | 65.2 | 24.8 | |
| MAXIMUM GREEN 2 | | | | | | | | |
| YELLOW CLEARANCE | 4 | 4 | 4.8 | | | 4 | 4.8 | |
| ALL RED | 2.2 | 2 | 2 | | | 2 | 2 | |
| PEDESTRIAN WALK | | 7 | | | | | 7 | |
| PED. CLEARANCE | | 43 | | | | | 21 | |
| DET. FUNCTION | | | | | | | | |
| RECALL | | | | | | | | |
| FLASHING OPERATION | | | | | | | | |

CONTROLLER TIMINGS ARE INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY PROJECT ENGINEER.

| VIDEO VEHICLE DETECTION ASSIGNMENTS | | | |
|-------------------------------------|----------------|----------------------------|----------------------|
| CAMERA DETECTION | DETECTION ZONE | CONNECT TO TIMING FUNCTION | DELAY TIME (SECONDS) |
| V1 | 2A | TF 2 | |
| | 2B | TF 2 | |
| | 2C | TF 2 | |
| | 2D | TF 2 | |
| V2 | 1 | TF 1 | |
| | 6A | TF 6 | |
| | 6B | TF 6 | |
| | 6C | TF 6 | |
| V3 | 3A | TF 3 | |
| | 3B | TF 3 | |
| | 8A | TF 8 | |
| | 8B | TF 8 | |

DELAY TIME IS INITIAL AND MAY REQUIRE FIELD ADJUSTING AS DIRECTED BY FIELD ENGINEER. SEE ALSO: NOTE 3, THIS SHEET

- PED U, STA. 12+23, 55' LT.
2 RUNS (SIGNAL, PED)
15 LF 630-2-11
3 EA 635-2-11
1 EA 646-1-11
1 EA 665-1-11

- FUTURE MAST ARM
4 RUNS (SIGNAL, PED, 2 SPARES)
215 LF 630-2-12
1 RUN (POWER)
215 LF 630-2-12
215 LF 639-2-1

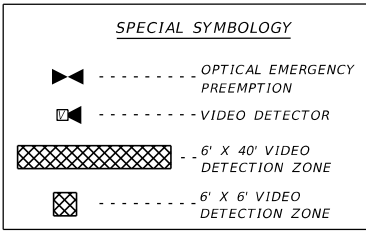
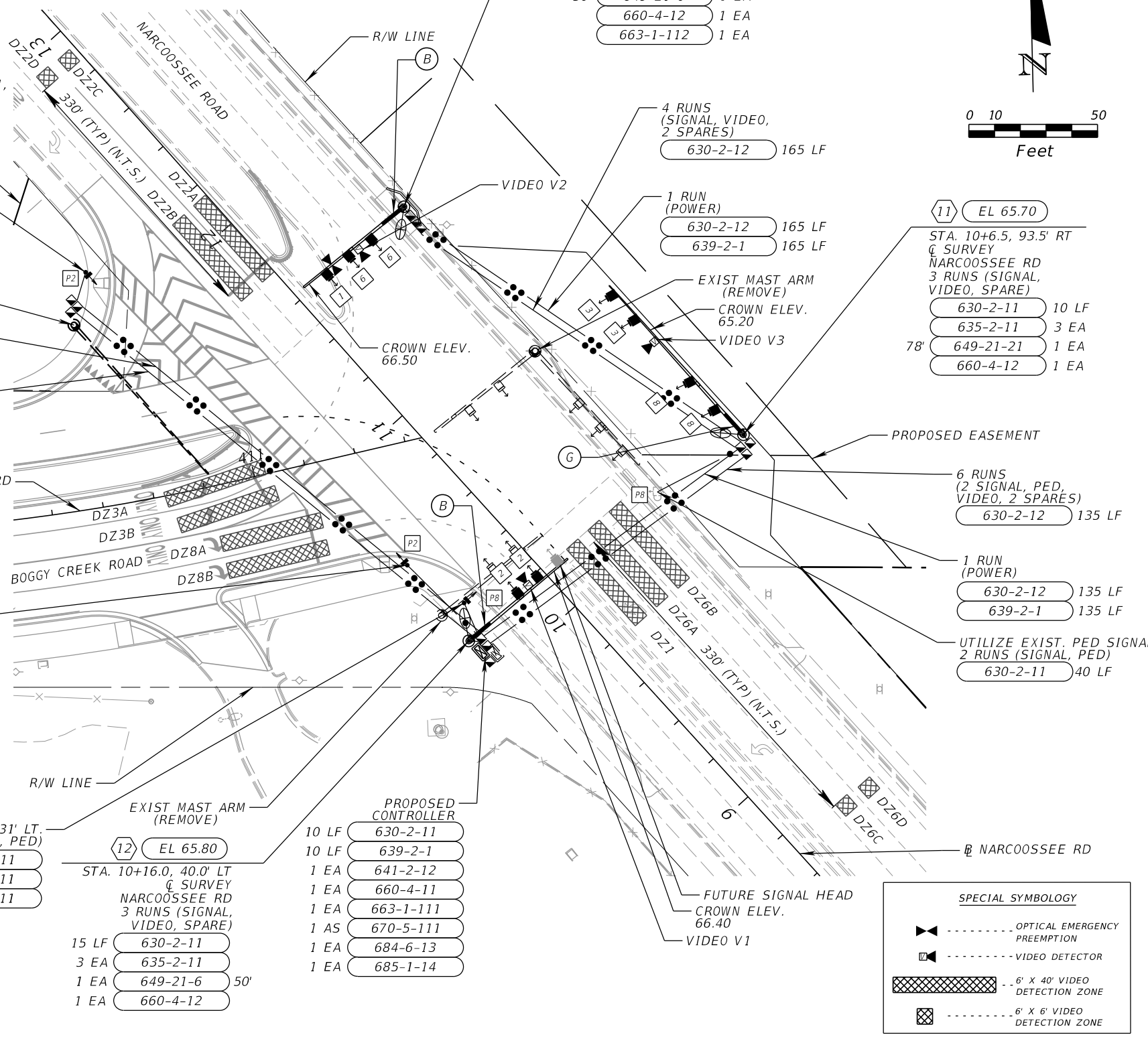
- B Bogy Creek Rd
G Narcoossee Rd
3 EA 700-5-22

- PED T, STA. 10+56, 38' LT.
2 RUNS (SIGNAL, PED)
50 LF 630-2-11
1 EA 646-1-11
1 EA 665-1-11

- REMOVAL ITEMS
- 641-2-60 1 EA
 - 646-1-60 1 EA
 - 649-26-5 2 EA
 - 670-5-600 1 AS

- PED S, STA. 10+30, 31' LT.
2 RUNS (SIGNAL, PED)
25 LF 630-2-11
1 EA 646-1-11
1 EA 665-1-11

- 12 EL 65.80
STA. 10+16.0, 40.0' LT
C SURVEY
NARCOOSSEE RD
3 RUNS (SIGNAL,
VIDEO, SPARE)
- 10 LF 630-2-11
10 LF 639-2-1
1 EA 641-2-12
1 EA 660-4-11
1 EA 663-1-111
1 AS 670-5-111
1 EA 684-6-13
1 EA 685-1-14
- 15 LF 630-2-11
3 EA 635-2-11
1 EA 649-21-6
1 EA 660-4-12



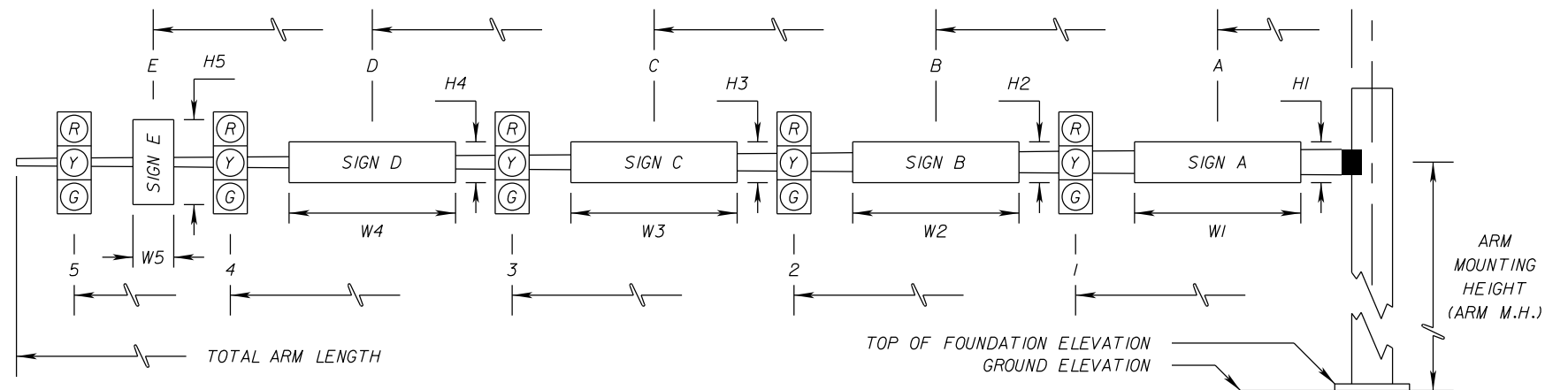
NARCOOSSEE ROAD

| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SIGNALIZATION PLANS | SHEET NO. T-10 |
|-----------|-------------|------|-------------|---|--|---------|----------------|------------------------|----------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | | |

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

NOTE:

IF THE MAST ARM BASE IS ADJACENT TO A SIDEWALK, THE TOP OF THE FOUNDATION SHOULD BE FLUSH WITH THE SIDEWALK. IF IT IS NOT, THE MAST ARM BASE SHOULD BE 6 INCHES ABOVE THE SURROUNDING GRADE (WITH THE EXCEPTION OF MAST ARM NO. 8).



* DENOTES NUMBER OF SECTIONS IN SIGNAL HEAD ASSEMBLY

| ID NO. | SHEET NO. | LOCATION BY STA. | TOP OF FOUNDATION ELEVATION | GROUND ELEVATION | RDWY ARM NO. | CROWN ELEV. | SIGNAL DATA | | | | | | | | | | | | | TOTAL ARM LENGTH | ARM M.H. | ∠ BETWEEN DUAL ARMS 90/270 | SIGN DATA | | | | | | PAINT COLOR | | | | |
|--------|-----------|------------------|-----------------------------|------------------|--------------|-------------|-------------|-----------------|-----------------|--------------------|---|------|---|------|---|------|---|---|---|------------------|----------|----------------------------|---|------|----|----|---|----|-------------|----|---|------------------|------------------|
| | | | | | | | SIGNAL V/H | BACK PLATES Y/N | PED. SIGNAL Y/N | DISTANCE FROM POLE | | | | | | | | | | | | | DISTANCE FROM POLE / HEIGHT AND WIDTH OF SIGN | | | | | | | | | | |
| | | | | | | | | | | 1 | * | 2 | * | 3 | * | 4 | * | 5 | * | | | | VIDEO DETECTION | A | H1 | W1 | B | H2 | | W2 | C | H3 | W3 |
| 1 | T-6 | STA 92+21.2 | 76.01 | 75.51 | 1 | 75.85 | V | Y | N | 22 | 3 | 34 | 3 | 46 | 3 | 58 | 3 | | | 40 | 60 | 20 | | 7 | 2 | 9 | | | | | | | MIDNIGHT NEUTRAL |
| 2 | T-7 | STA 177+70.8 | 74.75 | 74.25 | 1 | 75.13 | V | Y | N | 18 | 3 | 28.5 | 3 | 39.5 | 3 | 49 | 4 | | | 33.5 | 60 | 21.5 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 3 | T-7 | STA 178+90.9 | 74.50 | 74.00 | 1 | 73.30 | V | Y | N | 20 | 3 | 32 | 3 | | | | | | | 26 | 40 | 19 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 4 | T-7 | STA 178+93.8 | 73.90 | 73.40 | 1 | 74.78 | V | Y | N | 20.5 | 3 | 31.5 | 3 | 42.5 | 3 | 53 | 4 | | | 36.5 | 60 | 22 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 5 | T-7 | STA 178+15.4 | 74.00 | 73.50 | 1 | 74.34 | V | Y | N | 6.5 | 3 | 17.5 | 3 | | | | | | | 11.5 | 30 | 20.5 | | 24.5 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 6 | T-8 | STA 228+21.1 | 75.50 | 75.00 | 1 | 77.05 | V | Y | N | 21.5 | 3 | 32 | 3 | 43 | 3 | | | | | 38 | 50 | 22 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 7 | T-8 | STA 229+48.5 | 75.20 | 74.70 | 1 | 76.10 | V | Y | N | 35.5 | 3 | 46 | 3 | 56.5 | 4 | | | | | 40.5 | 60 | 22 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 8 | T-8 | STA 229+51.5 | 75.85 | 74.10 | 1 | 77.11 | V | Y | N | 32.5 | 3 | 43 | 3 | 53.5 | 4 | | | | | 37.5 | 60 | 22 | | | | | | | | | | MIDNIGHT NEUTRAL | |
| 9 | T-8 | STA 228+60.0 | 74.80 | 74.30 | 1 | 74.56 | V | Y | N | 16 | 3 | 29 | 4 | | | | | | | 22.5 | 40 | 20.5 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 10 | T-10 | STA 11+60.3 | 66.34 | 66.34 | 1 | 66.50 | V | Y | N | 16.5 | 3 | 27.5 | 3 | 38.5 | 4 | | | | | 22.5 | 50 | 21 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 11 | T-10 | STA 10+6.5 | 65.70 | 65.20 | 1 | 65.20 | V | Y | N | 12.5 | 3 | 27 | 3 | 59.5 | 4 | 72.5 | 4 | | | 48.5 | 78 | 21 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |
| 12 | T-10 | STA 10+16.0 | 65.80 | 65.30 | 1 | 66.40 | V | Y | N | 25 | 3 | 35 | 3 | | | | | | | 30 | 50 | 21 | | 7 | 2 | 9 | | | | | | MIDNIGHT NEUTRAL | |

| <table border="1"> <thead> <tr> <th colspan="2">REVISIONS</th> </tr> <tr> <th>DATE</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table> | | | | REVISIONS | | DATE | DESCRIPTION | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT ROAD NO. 530 COUNTY OSCEOLA PROJECT NO. PS-20-11479-DG | MAST ARM TABULATION | SHEET NO. T-11 |
|--|-------------|--|--|-----------|--|------|-------------|--|--|---|--|----------------------------|--------------------------|
| REVISIONS | | | | | | | | | | | | | |
| DATE | DESCRIPTION | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

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

PROPOSED LOAD: BOGGY CREEK RD AT FIRE STATION

| POLE ID NO. | SHEET NO. | POLE LOCATION | | FINAL GRADE ELEVATION | CROWN ELEVATION | SPAN | SPAN LENGTH | SIGNAL DATA DISTANCE FROM POLE 1/NUMBER OF SECTIONS | | | | | | | | | | | | | | | | SIGN DATA DISTANCE FROM POLE(*)/HEIGHT & WIDTH <small>(* Enter Pole No. as indicated above if attached to pole)</small> | | | | | | VIDEO DISTANCE FROM POLE | | | | |
|-------------|-----------|---------------|--------|-----------------------|-----------------|------|-------------|--|----------|-------|------|-------|-------|-------|------|-------|------|-------|------|-------|------|-------|------|---|-----|-------|-------|-----|-------|--------------------------|-----|-------|------|-----|
| | | STATION | OFFSET | | | | | DIST. | SEC. | DIST. | SEC. | DIST. | SEC. | DIST. | SEC. | DIST. | SEC. | DIST. | SEC. | DIST. | SEC. | DIST. | SEC. | DIST. | HT. | WIDTH | DIST. | HT. | WIDTH | DIST. | HT. | WIDTH | 1 | 2 |
| | | 1 | T-9 | | | | | 242+45.7 | 48.2' LT | 75.8 | 75.5 | 1 | 110.6 | 25.8 | 3 | 38.4 | 3 | 50.7 | 3 | 58.0 | 3 | 70.3 | 3 | 78.3 | 3 | 82.7 | 3 | | | 31.9 | 2.5 | 3.5 | 76.5 | 2.5 |
| 2 | 243+03.4 | 46.1' RT | | 75.4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

NOTES:

1. FIELD VERIFY ALL ELEVATIONS LISTED HEREIN.
2. BACKPLATES WITH REFLECTORIZED BORDERS ARE REQUIRED FOR ALL SIGNAL HEADS.
3. NEW SIGNAL HEADS ARE BEING INSTALLED ON NEW SPAN. SEE STRAIN POLE SCHEDULE FOR WIRE SIZES.

| REVISIONS | | | | SCOTT BICKAR, P.E. P.E. LICENSE NUMBER 82643 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | STRAIN POLE TABULATION | SHEET NO. |
|-----------|-------------|------|-------------|---|--|--------|-------------|-------------------------------|----------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | | |
| | | | | | | 530 | OSCEOLA | | PS-20-11479-DG |

| SPECIAL MAST ARM ASSEMBLIES DATA TABLE | | | | | | | | | | | | | | | | | | | | | | | Table Date 01-01-12 | |
|--|------------------|-----------|--------|--------|--------|---------------------|--------|--------|--------|------------|--------|--------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|--------|
| NUMBER OF LOCATIONS | STRUCTURE NUMBER | FIRST ARM | | | | FIRST ARM EXTENSION | | | | SECOND ARM | | | | SECOND ARM EXTENSION | | | | POLE | | | | | | |
| | | FA(ft) | FB(in) | FC(in) | FD(in) | FE(ft) | FF(in) | FG(in) | FH(in) | SA(ft) | SB(in) | SC(in) | SD(in) | SE(ft) | SF(in) | SG(in) | SH(in) | UA(ft) | UB(ft) | UC(in) | UD(in) | UE(in) | UF(deg) | UG(ft) |
| | MA-1 | 35.5 | 7.03 | 12 | 0.25 | 27.5 | 11.2 | 15 | 0.375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 20 | 16.6 | 22 | 0.375 | 0 | 28.5 |
| | MA-2 | 35.5 | 7.03 | 12 | 0.25 | 27.5 | 11.2 | 15 | 0.375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 21.5 | 16.6 | 22 | 0.375 | 0 | 28.5 |
| | MA-3 | 40 | 7.4 | 13 | 0.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 19 | 12.6 | 18 | 0.375 | 0 | 28.5 |
| | MA-4 | 35.5 | 7.03 | 12 | 0.25 | 27.5 | 11.2 | 15 | 0.375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 22 | 16.6 | 22 | 0.375 | 0 | 28.5 |
| | MA-5 | 30 | 6.8 | 11 | 0.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 20.5 | 10.6 | 16 | 0.375 | 0 | 28.5 |
| | MA-6 | 32.5 | 7.45 | 12 | 0.25 | 20 | 11.2 | 14 | 0.313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 22 | 14.6 | 20 | 0.375 | 0 | 28.5 |

| SPECIAL MAST ARM ASSEMBLIES DATA TABLE (CONT.) | | | | | | | | | | | | | | | | | | | | | | | Table Date 01-01-12 |
|--|--|----|----|----|------|-------|----|------|----|------|------|--|----|----|----|----|----|----|----|----|----|----|---------------------|
| STRUCTURE NUMBER | FIRST ARM CONNECTION (in) First Arm Camber Angle = 2 Degrees | | | | | | | | | | | SECOND ARM CONNECTION (in) Second Arm Camber Angle = 2 Degrees | | | | | | | | | | | |
| | #Bolts | HT | FJ | FK | FL | FN | FO | FP | FR | FS | FT | #Bolts | HT | SJ | SK | SL | SN | SO | SP | SR | SS | ST | |
| MA-1 | 6 | 30 | 36 | 3 | 0.75 | 0.25 | 17 | 1.25 | 2 | 12.5 | 0.25 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-2 | 6 | 30 | 36 | 3 | 0.75 | 0.25 | 17 | 1.25 | 2 | 12.5 | 0.25 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-3 | 6 | 22 | 27 | 3 | 0.75 | 0.187 | 15 | 1.25 | 2 | 8.5 | 0.25 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-4 | 6 | 30 | 36 | 3 | 0.75 | 0.25 | 17 | 1.25 | 2 | 12.5 | 0.25 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-5 | 6 | 22 | 25 | 3 | 0.75 | 0.187 | 14 | 1.25 | 2 | 8.5 | 0.25 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-6 | 6 | 22 | 29 | 3 | 0.75 | 0.25 | 16 | 1.25 | 2 | 8.5 | 0.25 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| SPECIAL MAST ARM ASSEMBLIES DATA TABLE (CONT.) | | | | | | | | | | | | | | | | | | | | | | | Table Date 07-01-15 | |
|--|---------------------------|----|-----|----|----|------------------|--------|----|----|----|--------|----|--------|------------------------------------|--------|--------|--------|-----|--------|--------|--------|--------|---------------------|---------|
| STRUCTURE NUMBER | POLE BASE CONNECTION (in) | | | | | SHAFT AND REINF. | | | | | | | | LUMINAIRE AND LUMINAIRE CONNECTION | | | | | | | | | | |
| | #Bolts | BA | BB | BC | BF | DA(ft) | DB(ft) | RA | RB | RC | RD(in) | RE | RF(in) | LA(ft) | LB(ft) | LC(in) | LD(in) | LE | LF(ft) | LG(in) | LH(in) | LJ(in) | LK(in) | LL(deg) |
| MA-1 | 8 | 38 | 2.5 | 2 | 40 | 18.5 | 5 | 11 | 19 | 10 | 6 | 10 | 9 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 | |
| MA-2 | 8 | 38 | 2.5 | 2 | 40 | 16.5 | 5 | 11 | 19 | 10 | 8 | 7 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 | |
| MA-3 | 6 | 34 | 2.5 | 2 | 40 | 15.5 | 4.5 | 11 | 15 | 10 | 8 | 6 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 | |
| MA-4 | 8 | 38 | 2.5 | 2 | 40 | 20.5 | 5 | 11 | 19 | 10 | 6 | 10 | 9 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 | |
| MA-5 | 6 | 32 | 2.5 | 2 | 40 | 13.5 | 4.5 | 11 | 15 | 10 | 8 | 4 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 | |
| MA-6 | 6 | 36 | 2.5 | 2 | 40 | 16.5 | 5 | 11 | 19 | 10 | 8 | 7 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 | |

NOTES [Notes Date 07-01-13]:
 1. Work with Index 649-031.
 2. Design Wind Speed = 150 mph

FOUNDATION NOTES [Notes Date 01-01-12]:
 1. Design based on Borings taken 11-8-22 sealed by Daniel C Stanfill, P.E.
 2. Assumptions and Values used in design:
 Soil Type: Sand
 Soil Layer Thickness = varies
 Soil Friction Angle = varies
 Soil Weight = varies
 Design Water Table: N/A

FOUNDATION NOTES:
 Layers of dense sand and cemented sands may be encountered at this site. Such materials may make shaft excavation and/or temporary casing installation difficult.
 The Contractor shall expect to encounter these types of materials at all shaft locations and shall use specialized equipment and/or procedures as necessary to facilitate shaft excavation and/or temporary casing installation. When temporary casing is used, the casing tip shall be reinforced, and the casing thickness shall be adequate to prevent casing damage/deformation during installation through dense layers.

| | | | | | | | | | |
|-----------|-------------|------|-------------|---|--|---------|----------------|--|-----------------------|
| REVISIONS | | | | MARYBETH MORIN, P.E. P.E. LICENSE NUMBER 57547 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SPECIAL MAST ARM DATA TABLE | SHEET NO. T-13 |
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NO. | | |
| | | | | | 530 | OSCEOLA | PS-20-11479-DG | | |

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

| SPECIAL MAST ARM ASSEMBLIES DATA TABLE | | | | | | | | | | | | | | | | | | | | | | | Table Date 01-01-12 | |
|--|------------------|-----------|--------|--------|--------|---------------------|--------|--------|--------|------------|--------|--------|--------|----------------------|--------|--------|--------|--------|--------|--------|--------|--------|---------------------|--------|
| NUMBER OF LOCATIONS | STRUCTURE NUMBER | FIRST ARM | | | | FIRST ARM EXTENSION | | | | SECOND ARM | | | | SECOND ARM EXTENSION | | | | POLE | | | | | | |
| | | FA(ft) | FB(in) | FC(in) | FD(in) | FE(ft) | FF(in) | FG(in) | FH(in) | SA(ft) | SB(in) | SC(in) | SD(in) | SE(ft) | SF(in) | SG(in) | SH(in) | UA(ft) | UB(ft) | UC(in) | UD(in) | UE(in) | UF(deg) | UG(ft) |
| | MA-7 | 35.5 | 7.03 | 12 | 0.25 | 27.5 | 11.2 | 15 | 0.375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 22 | 16.6 | 22 | 0.375 | 0 | 28.5 |
| | MA-8 | 35.5 | 7.03 | 12 | 0.25 | 27.5 | 11.2 | 15 | 0.375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 22 | 16.6 | 22 | 0.375 | 0 | 28.5 |
| | MA-9 | 40 | 7.4 | 13 | 0.25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 20.5 | 12.6 | 18 | 0.375 | 0 | 28.5 |
| | MA-10 | 32.5 | 7.45 | 12 | 0.25 | 20 | 11.2 | 14 | 0.313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 21 | 14.6 | 20 | 0.375 | 0 | 28.5 |
| | MA-11 | 39 | 7.54 | 13 | 0.25 | 42 | 12.1 | 18 | 0.375 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 21 | 18.6 | 24 | 0.5 | 0 | 28.5 |
| | MA-12 | 32.5 | 7.45 | 12 | 0.25 | 20 | 11.2 | 14 | 0.313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 21 | 14.6 | 20 | 0.375 | 0 | 28.5 |

| SPECIAL MAST ARM ASSEMBLIES DATA TABLE (CONT.) | | | | | | | | | | | | | | | | | | | | | | | Table Date 01-01-12 |
|--|--|----|----|----|------|-------|----|------|----|------|-------|--|----|----|----|----|----|----|----|----|----|----|---------------------|
| STRUCTURE NUMBER | FIRST ARM CONNECTION (in) First Arm Camber Angle = 2 Degrees | | | | | | | | | | | SECOND ARM CONNECTION (in) Second Arm Camber Angle = 2 Degrees | | | | | | | | | | | |
| | #Bolts | HT | FJ | FK | FL | FN | FO | FP | FR | FS | FT | #Bolts | HT | SJ | SK | SL | SN | SO | SP | SR | SS | ST | |
| MA-7 | 6 | 30 | 36 | 3 | 0.75 | 0.25 | 17 | 1.25 | 2 | 12.5 | 0.25 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-8 | 6 | 30 | 36 | 3 | 0.75 | 0.25 | 17 | 1.25 | 2 | 12.5 | 0.25 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-9 | 6 | 22 | 27 | 3 | 0.75 | 0.187 | 15 | 1.25 | 2 | 8.5 | 0.25 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-10 | 6 | 22 | 29 | 3 | 0.75 | 0.25 | 16 | 1.25 | 2 | 8.5 | 0.25 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-11 | 6 | 30 | 36 | 3 | 0.75 | 0.375 | 18 | 1.5 | 2 | 12 | 0.375 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| MA-12 | 6 | 22 | 29 | 3 | 0.75 | 0.25 | 16 | 1.25 | 2 | 8.5 | 0.25 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| SPECIAL MAST ARM ASSEMBLIES DATA TABLE (CONT.) | | | | | | | | | | | | | | | | | | | | | | | Table Date 07-01-15 |
|--|---------------------------|----|-----|----|----|------------------|--------|----|----|----|--------|----|------------------------------------|--------|--------|--------|--------|-----|--------|--------|--------|--------|---------------------|
| STRUCTURE NUMBER | POLE BASE CONNECTION (in) | | | | | SHAFT AND REINF. | | | | | | | LUMINAIRE AND LUMINAIRE CONNECTION | | | | | | | | | | |
| | #Bolts | BA | BB | BC | BF | DA(ft) | DB(ft) | RA | RB | RC | RD(in) | RE | RF(in) | LA(ft) | LB(ft) | LC(in) | LD(in) | LE | LF(ft) | LG(in) | LH(in) | LJ(in) | LK(in) |
| MA-7 | 8 | 38 | 2.5 | 2 | 40 | 13.5 | 4.5 | 11 | 15 | 10 | 8 | 4 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 |
| MA-8 | 8 | 38 | 2.5 | 2 | 40 | 15.8 | 5 | 11 | 19 | 10 | 8 | 6 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 |
| MA-9 | 6 | 34 | 2.5 | 2 | 40 | 14.5 | 4.5 | 11 | 15 | 10 | 8 | 5 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 |
| MA-10 | 6 | 36 | 2.5 | 2 | 40 | 11 | 4.5 | 11 | 15 | 8 | 12 | 0 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 |
| MA-11 | 8 | 40 | 2.5 | 2 | 40 | 14.5 | 5 | 11 | 19 | 10 | 8 | 5 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 |
| MA-12 | 6 | 36 | 2.5 | 2 | 40 | 14.5 | 4.5 | 11 | 15 | 10 | 8 | 5 | 0 | 30 | 6 | 3 | 0.125 | 0.5 | 8 | 0.5 | 0.75 | 0.187 | 0.187 |

NOTES [Notes Date 07-01-13]:
 1. Work with Index 649-031.
 2. Design Wind Speed = 150 mph

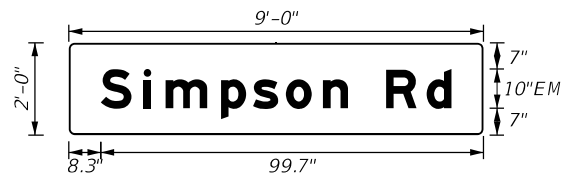
FOUNDATION NOTES [Notes Date 01-01-12]:
 1. Design based on Borings taken 11-8-22 sealed by Daniel C Stanfill, P.E.
 2. Assumptions and Values used in design:
 Soil Type: Sand
 Soil Layer Thickness = varies
 Soil Friction Angle = varies
 Soil Weight = varies
 Design Water Table: N/A

FOUNDATION NOTES:
 Layers of dense sand and cemented sands may be encountered at this site. Such materials may make shaft excavation and/or temporary casing installation difficult.
 The Contractor shall expect to encounter these types of materials at all shaft locations and shall use specialized equipment and/or procedures as necessary to facilitate shaft excavation and/or temporary casing installation. When temporary casing is used, the casing tip shall be reinforced, and the casing thickness shall be adequate to prevent casing damage/deformation during installation through dense layers.

| | | | | | | | | | |
|-----------|-------------|------|-------------|---|--|---------|----------------|--|-----------------------|
| REVISIONS | | | | MARYBETH MORIN, P.E. P.E. LICENSE NUMBER 57547 DEWBERRY ENGINEERS INC. 800 NORTH MAGNOLIA AVENUE, STE. 1000 ORLANDO, FL 32803 | OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | | SPECIAL MAST ARM DATA TABLE | SHEET NO. T-14 |
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| | | | | | 530 | OSCEOLA | PS-20-11479-DG | | |

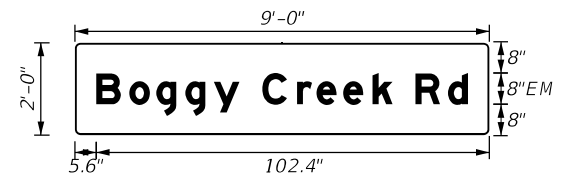
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

| | |
|-----------------------|-----------|
| SIGN NUMBER | A |
| QUANTITY | 1 |
| WIDTH | 9'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |



NOTES:

| | |
|-----------------------|-----------|
| SIGN NUMBER | B |
| QUANTITY | 6 |
| WIDTH | 9'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |

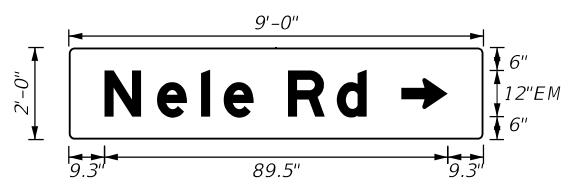


NOTES:

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|-------|-----|---|---|---|---|---|---|------|--|----|----|-----|--|--|--|--|--|--|------|
| COPY | | S | i | m | p | s | o | n | | R | d | | | | | | | | L |
| SPACE | 8.3 | | | | | | | 64.4 | | 10 | 17 | 8.3 | | | | | | | 91.4 |
| COPY | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | |

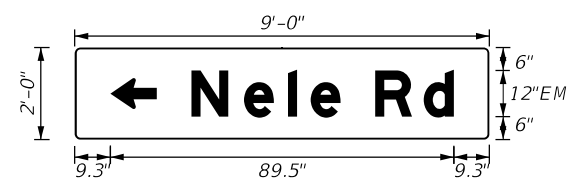
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|-------|-----|---|---|---|---|---|--|---|---|---|---|------|--|---|------|-----|--|--|--|------|
| COPY | | B | o | g | g | y | | C | r | e | e | k | | R | d | | | | | L |
| SPACE | 5.6 | | | | | | | 6 | | | | 33.9 | | 6 | 13.7 | 5.6 | | | | 96.9 |
| COPY | | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | | |
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| COPY | | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | | |

| | |
|-----------------------|-----------|
| SIGN NUMBER | C |
| QUANTITY | 1 |
| WIDTH | 9'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |



NOTES:

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|-----------------------|-----------|
| SIGN NUMBER | D |
| QUANTITY | 1 |
| WIDTH | 9'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |



NOTES:

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|-------|-----|---|---|---|---|--|---|------|------|--|--|--|--|--|--|--|--|--|------|--|
| COPY | | N | e | l | e | | R | d | → | | | | | | | | | | L | |
| SPACE | 9.3 | | | | | | 9 | 20.5 | 30.4 | | | | | | | | | | 68.4 | |
| COPY | | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | | |
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| SPACE | | | | | | | | | | | | | | | | | | | | |

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| COPY | | N | e | l | e | | R | d | ← | | | | | | | | | | | L |
| SPACE | 30.4 | | | | | | 9 | 20.5 | 9.3 | | | | | | | | | | | 68.4 |
| COPY | | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | | |
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| SPACE | | | | | | | | | | | | | | | | | | | | |

| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

SCOTT BICKAR, P.E.
P.E. LICENSE NUMBER 82643
DEWBERRY ENGINEERS INC.
800 NORTH MAGNOLIA AVENUE, STE. 1000
ORLANDO, FL 32803

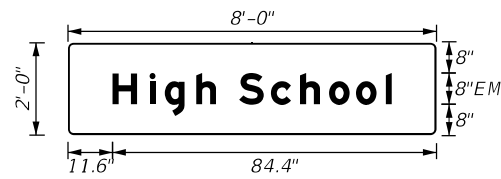
| OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | |
|---|---------|--------------|
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS2011479-DG |

**GUIDE SIGN
WORKSHEET**

SHEET NO.
T-16

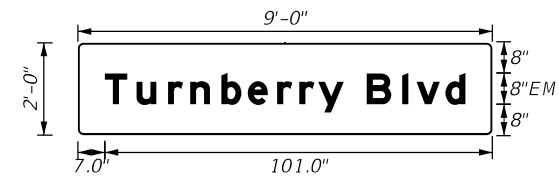
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| | |
|-----------------------|-----------|
| SIGN NUMBER | E |
| QUANTITY | 1 |
| WIDTH | 8'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |



NOTES:

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| SIGN NUMBER | F |
| QUANTITY | 1 |
| WIDTH | 9'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |

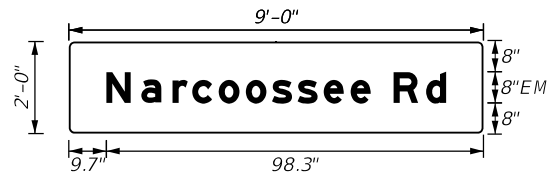


NOTES:

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|-------|------|---|----|---|---|--|---|------|---|---|---|------|--|--|--|--|--|--|------|
| COPY | | H | i | g | h | | S | c | h | o | o | l | | | | | | | L |
| SPACE | 11.6 | | 27 | | 6 | | | 39.7 | | | | 11.6 | | | | | | | 72.7 |
| COPY | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | |
| COPY | | | | | | | | | | | | | | | | | | | |
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| COPY | | T | u | r | n | b | e | r | r | y | | B | l | v | d | | | | L |
| SPACE | 7 | | | | | | | | | | 6 | | | 25.7 | | 7 | | | 94 |
| COPY | | | | | | | | | | | | | | | | | | | |
| SPACE | | | | | | | | | | | | | | | | | | | |
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| SIGN NUMBER | G |
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| WIDTH | 9'-0" |
| HEIGHT | 2'-0" |
| BORDER WIDTH | 0.5" |
| BORDER RADII | 1.5" |
| BACKGROUND COLOR | GREEN |
| LEGEND & BORDER COLOR | WHITE |
| STATIONS(S) | SEE PLANS |
| SHEETING | |



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| QUANTITY | |
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| HEIGHT | |
| BORDER WIDTH | |
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| BACKGROUND COLOR | |
| LEGEND & BORDER COLOR | |
| STATIONS(S) | |
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| COPY | | N | a | r | c | o | o | s | s | e | e | | R | d | | | | | L |
| SPACE | 9.7 | | | | | | | 68.8 | | | | 6 | | 13.7 | | 9.7 | | | 88.5 |
| COPY | | | | | | | | | | | | | | | | | | | |
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| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

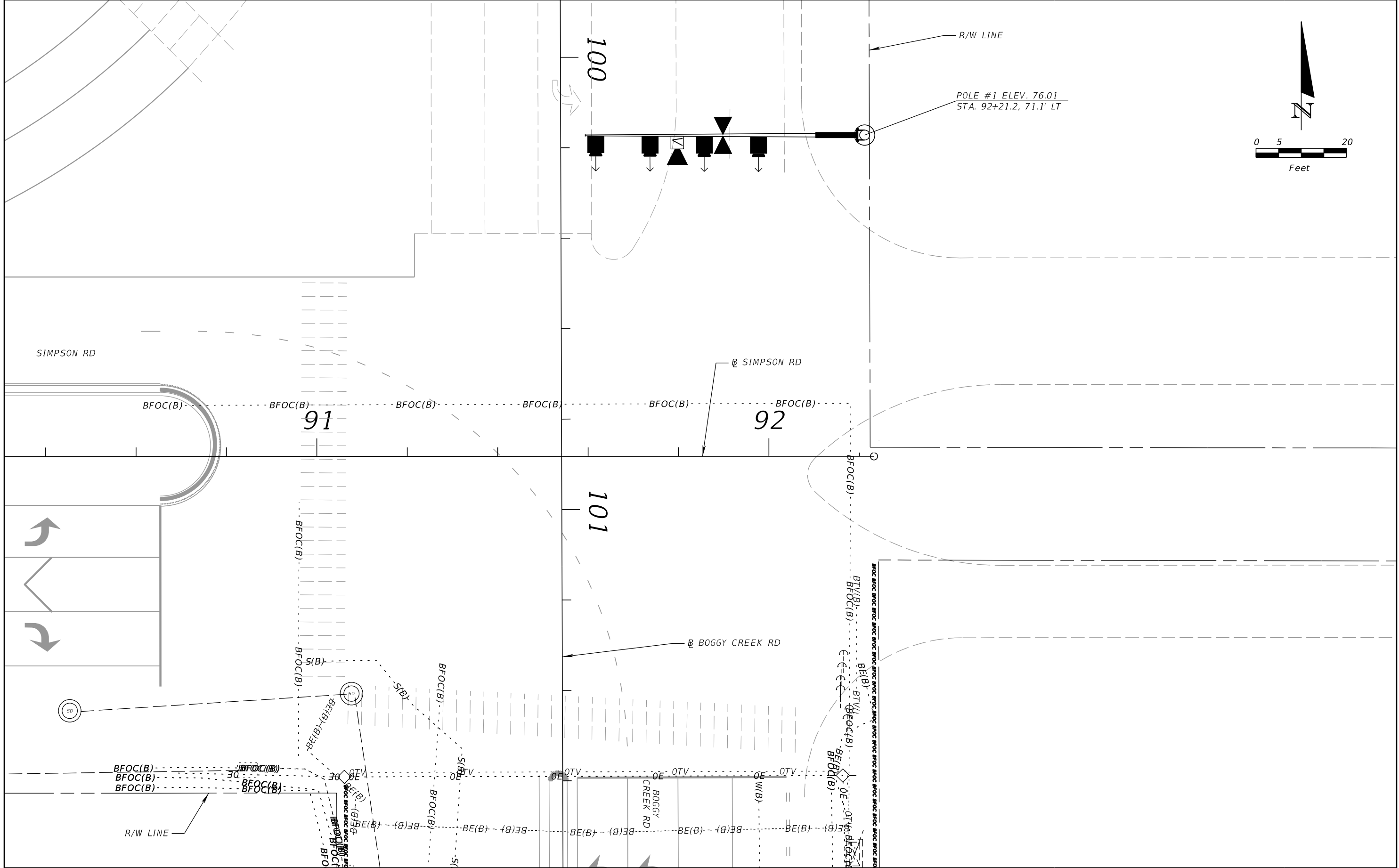
SCOTT BICKAR, P.E.
P.E. LICENSE NUMBER 82643
DEWBERRY ENGINEERS INC.
800 NORTH MAGNOLIA AVENUE, STE. 1000
ORLANDO, FL 32803

| OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | |
|---|---------|--------------|
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS2011479-DG |

**GUIDE SIGN
WORKSHEET**

SHEET NO.
T-17

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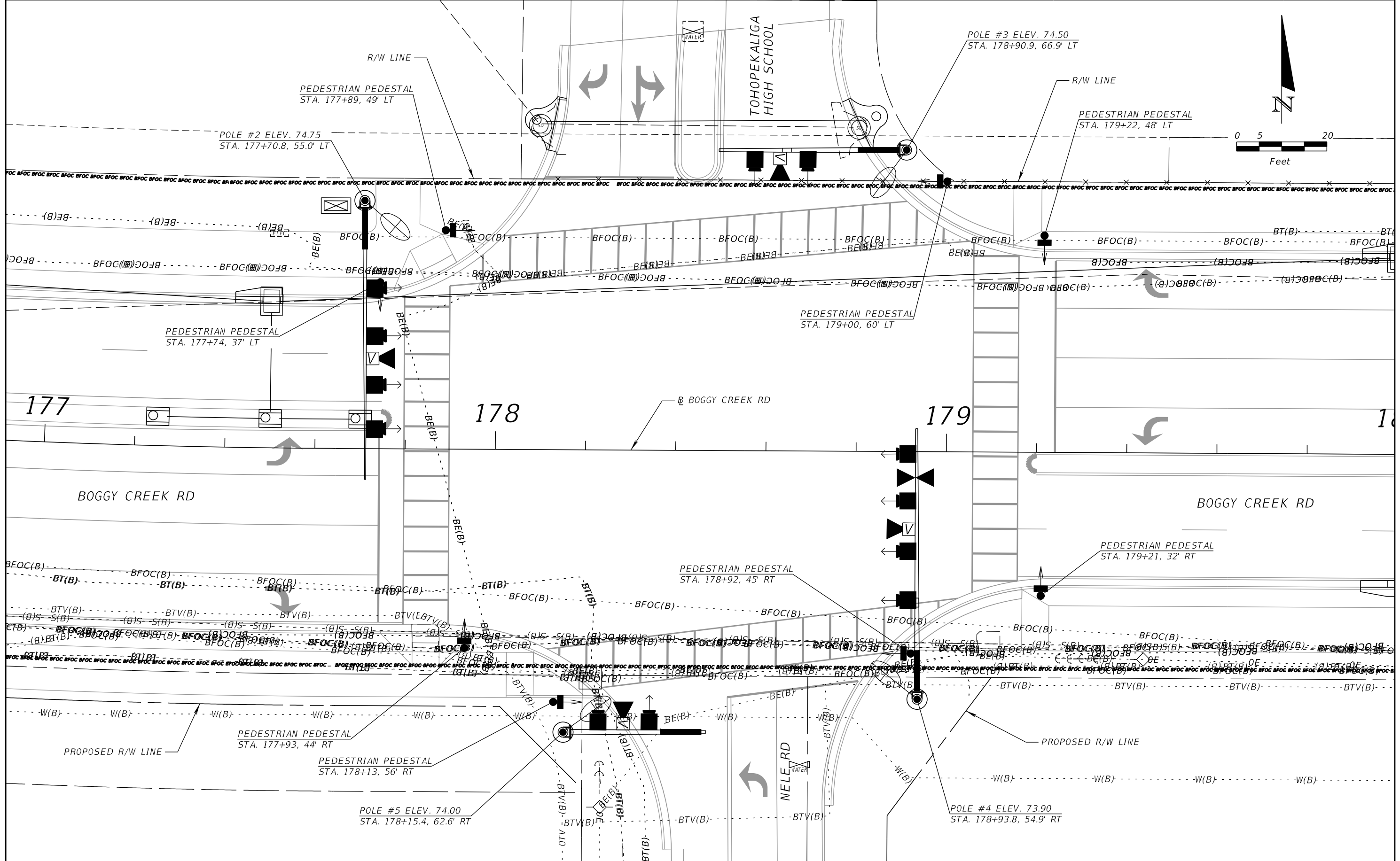
| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
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SCOTT BICKAR, P.E.
 P.E. LICENSE NUMBER 82643
 DEWBERRY ENGINEERS INC.
 800 NORTH MAGNOLIA AVENUE, STE. 1000
 ORLANDO, FL 32803

| OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | |
|--|---------|----------------|
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS-20-11479-DG |

UTILITY PLAN SHEET
BOGGY CREEK RD
AT SIMPSON RD

SHEET NO.
 T-18



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

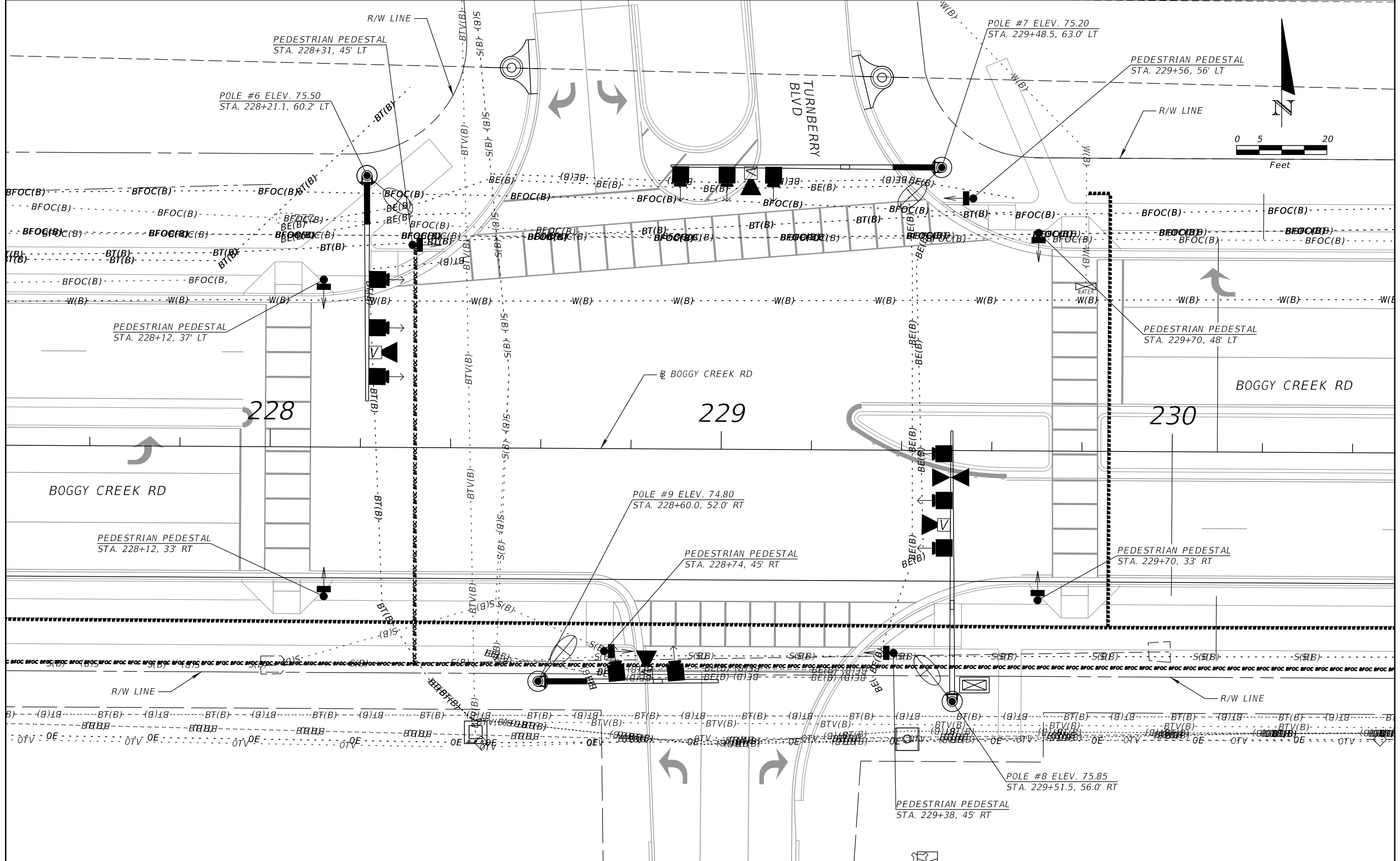
| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
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| | | | |

SCOTT BICKAR, P.E.
 P.E. LICENSE NUMBER 82643
 DEWBERRY ENGINEERS INC.
 800 NORTH MAGNOLIA AVENUE, STE. 1000
 ORLANDO, FL 32803

| OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | |
|--|---------|----------------|
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS-20-11479-DG |

UTILITY PLAN SHEET
BOGGY CREEK RD AT NELE RD

SHEET NO.
 T-19



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

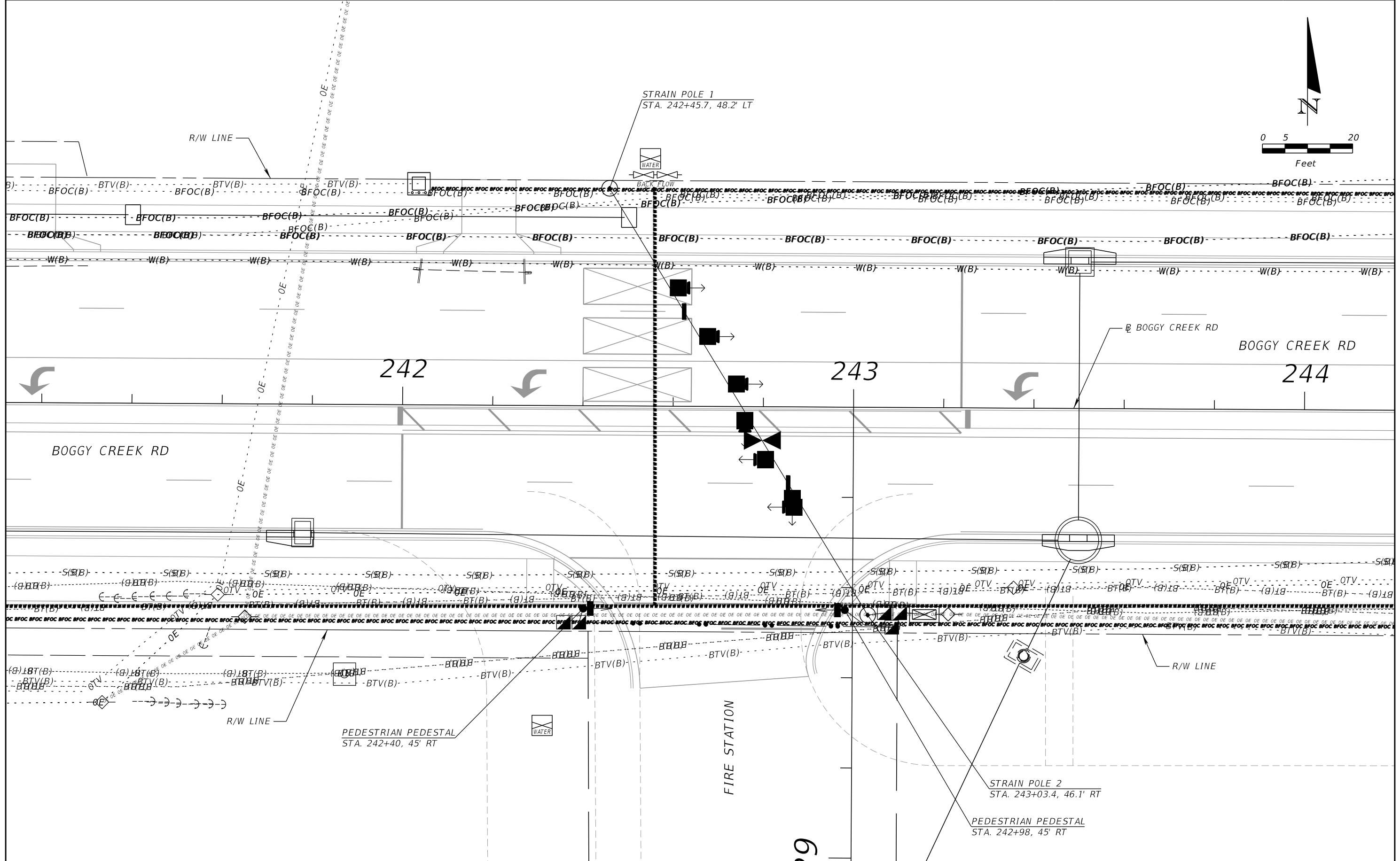
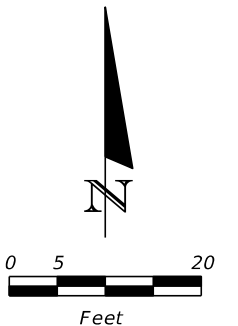
| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

SCOTT BICKAR, P.E.
 P.E. LICENSE NUMBER 82643
 DEWBERRY ENGINEERS INC.
 800 NORTH MAGNOLIA AVENUE, STE. 1000
 ORLANDO, FL 32803

| | | |
|--|---------|----------------|
| OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | |
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS-20-11479-DG |

UTILITY PLAN SHEET
BOGGY CREEK RD
AT TURNBERRY BLVD

SHEET NO.
 T-20



| REVISIONS | | | |
|-----------|-------------|------|-------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION |
| | | | |

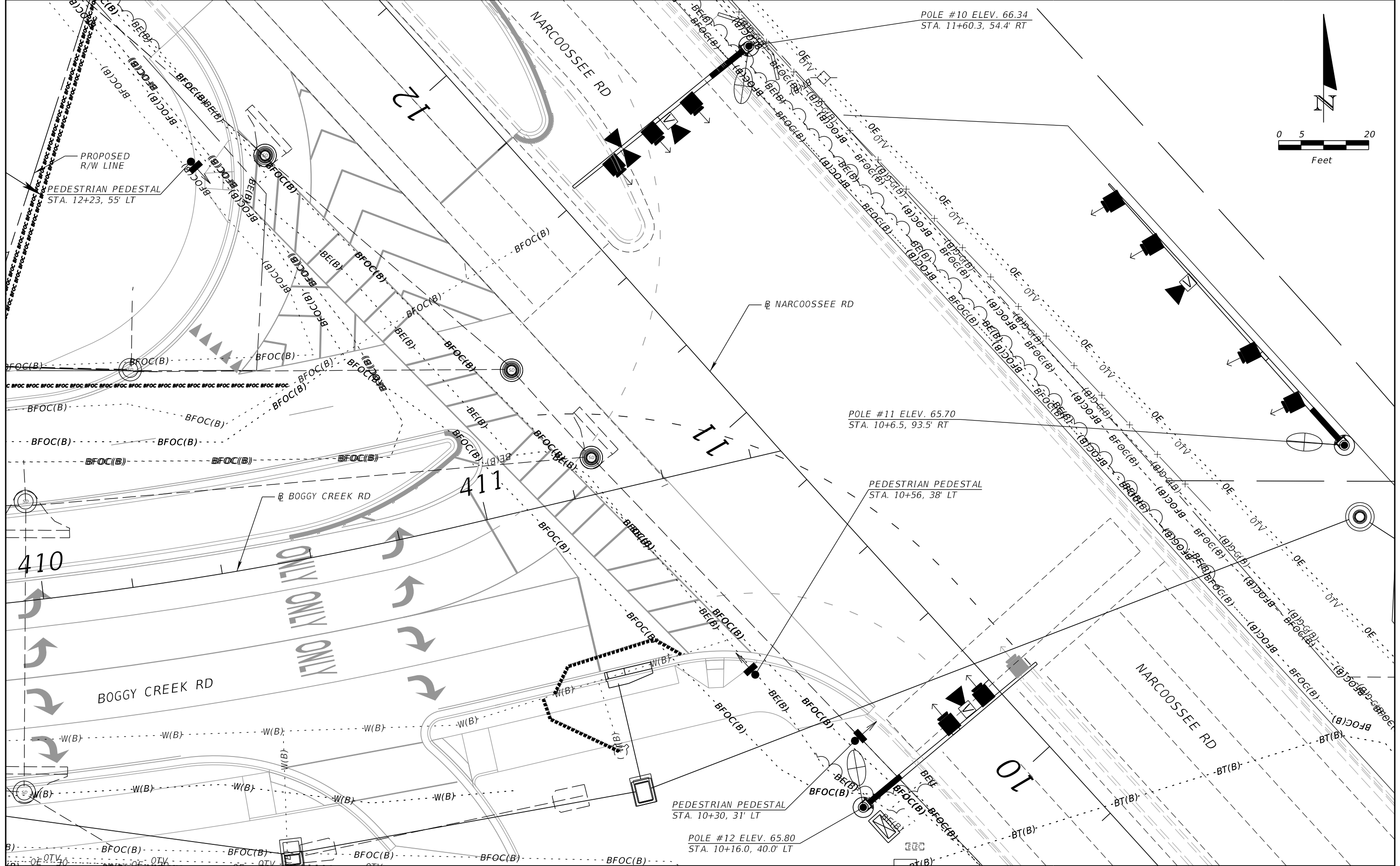
SCOTT BICKAR, P.E.
 P.E. LICENSE NUMBER 82643
 DEWBERRY ENGINEERS INC.
 800 NORTH MAGNOLIA AVENUE, STE. 1000
 ORLANDO, FL 32803

| OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | |
|--|---------|----------------|
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS-20-11479-DG |

UTILITY PLAN SHEET
BOGGY CREEK RD
AT FIRE STATION

SHEET NO.
 T-21

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



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

| REVISIONS | |
|-----------|-------------|
| DATE | DESCRIPTION |
| | |
| | |
| | |

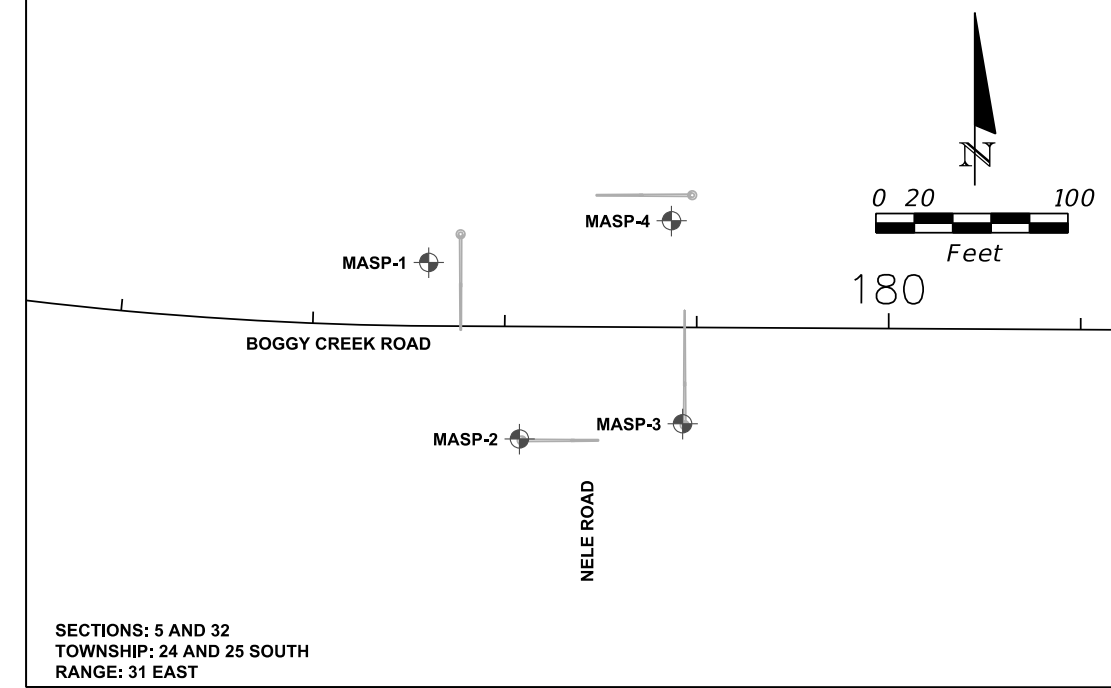
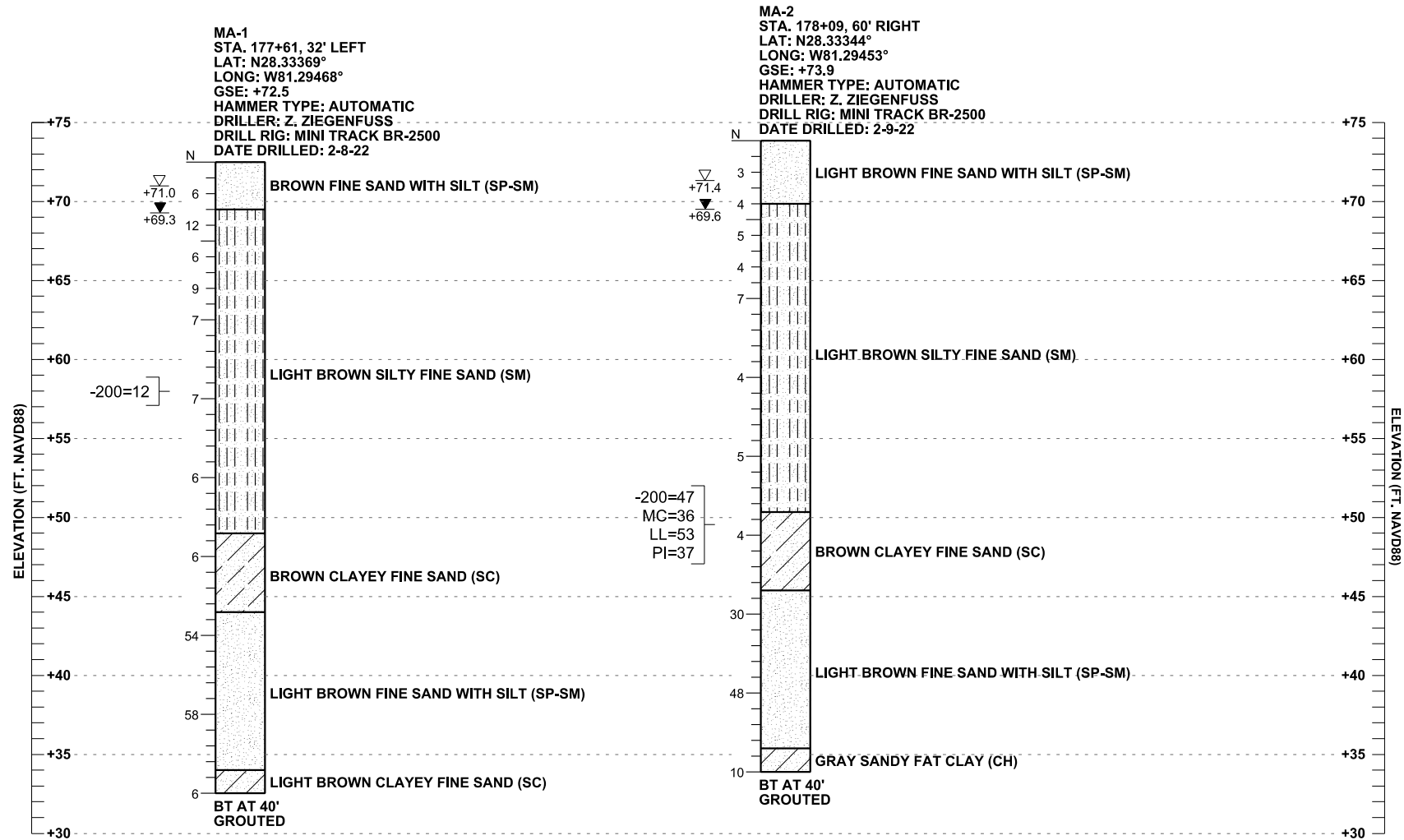
SCOTT BICKAR, P.E.
 P.E. LICENSE NUMBER 82643
 DEWBERRY ENGINEERS INC.
 800 NORTH MAGNOLIA AVENUE, STE. 1000
 ORLANDO, FL 32803

| | | |
|--|---------|----------------|
| OSCEOLA COUNTY TRANSPORTATION AND TRANSIT | | |
| ROAD NO. | COUNTY | PROJECT NO. |
| 530 | OSCEOLA | PS-20-11479-DG |

UTILITY PLAN SHEET
BOGGY CREEK RD
AT NARCOOSSEE RD

SHEET NO.
T-22

NELE ROAD AND BOGGY CREEK ROAD (CR 530) INTERSECTION



SECTIONS: 5 AND 32
TOWNSHIP: 24 AND 25 SOUTH
RANGE: 31 EAST

- LEGEND**
- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
 - GSE GROUND SURFACE ELEVATION (FT. NAVD88)
 - ▽ ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION (FT. NAVD88)
 - ▼ ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88) 24 HRS. AFTER DATE DRILLED
 - BT BORING TERMINATED AT DEPTH INDICATED (FT.)
 - 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE
 - MC= PERCENT NATURAL MOISTURE CONTENT
 - LL= LIQUID LIMIT
 - PI= PLASTICITY INDEX
- SOILS LEGEND**
- [Pattern] SAND
 - [Pattern] SAND AND SILT
 - [Pattern] SAND AND CLAY

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +46 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +46 FEET NGVD (+45 FEET NAVD88).

SPLIT SPOON SAMPLER:
INSIDE DIAMETER: 1.375 IN.
OUTSIDE DIAMETER: 2.0 IN.
AVERAGE HAMMER DROP: 30 IN.
HAMMER WEIGHT: 140 LBS.
HAMMER TYPE: SEE BORING PROFILE

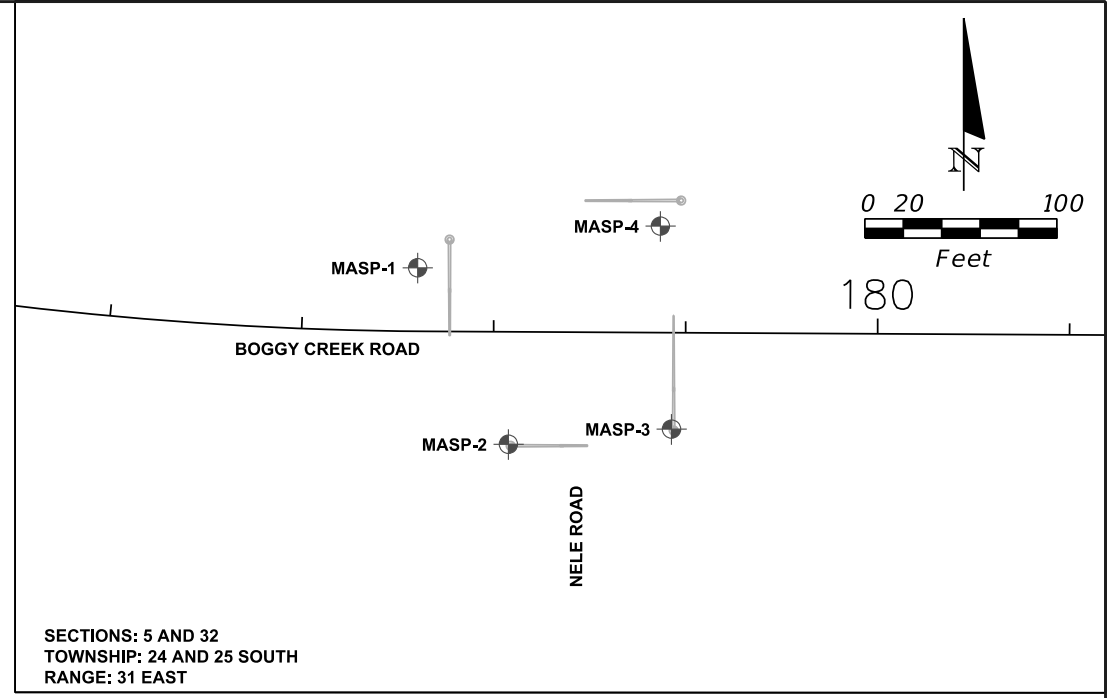
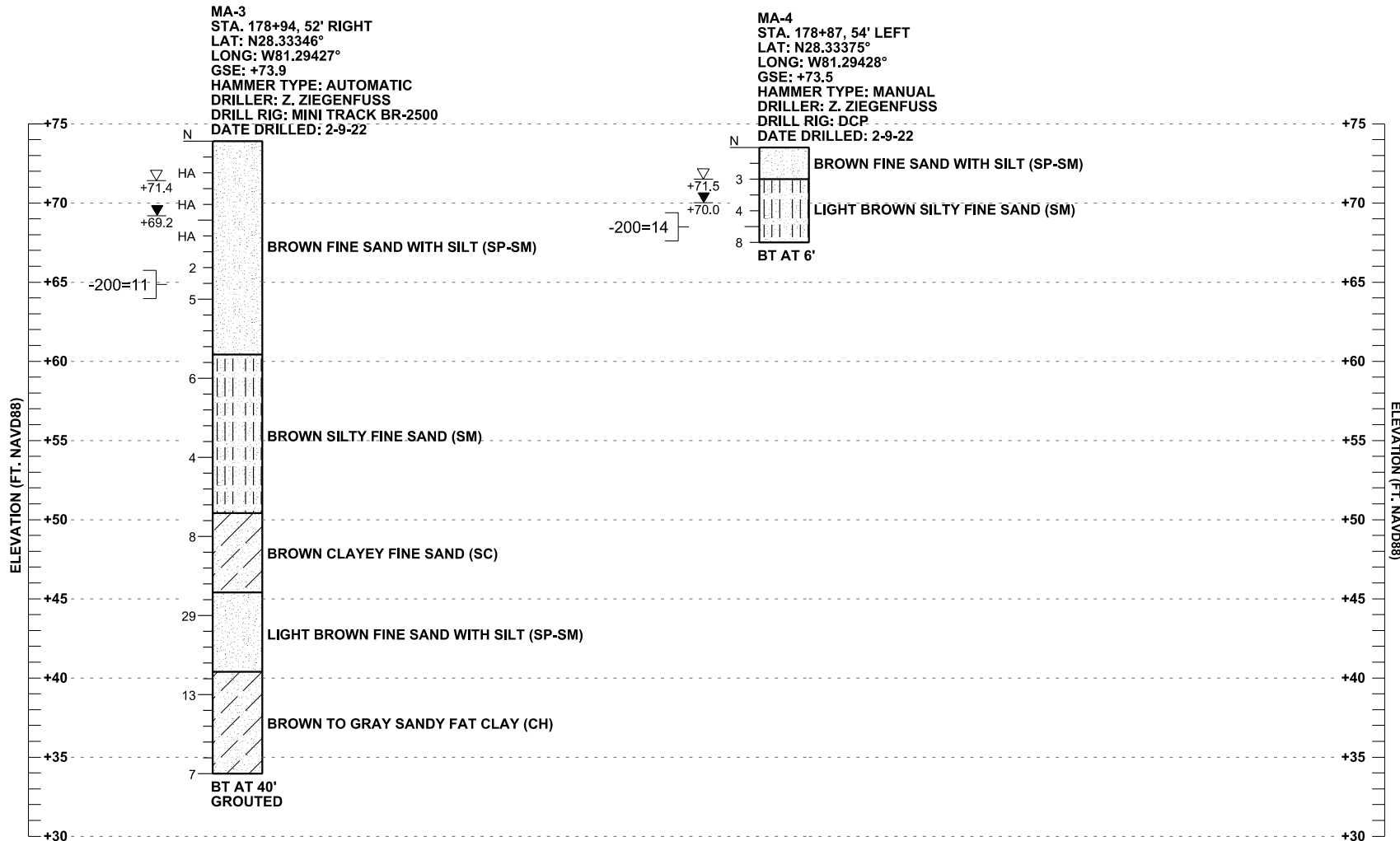
| AUTOMATIC HAMMER | | | |
|-----------------------|------------------|--|-------------|
| GRANULAR SOILS: SANDS | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | |
| N VALUE (BLOWS/FT) | RELATIVE DENSITY | N VALUE (BLOWS/FT) | CONSISTENCY |
| 0-3 | VERY LOOSE | 0-1 | VERY SOFT |
| 3-8 | LOOSE | 1-3 | SOFT |
| 8-24 | MEDIUM DENSE | 3-6 | FIRM |
| 24-40 | DENSE | 6-12 | STIFF |
| OVER 40 | VERY DENSE | 12-24 | VERY STIFF |
| | | OVER 24 | HARD |

FIGURE 8A

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-1 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|--------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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

NELE ROAD AND BOGGY CREEK ROAD (CR 530) INTERSECTION



LEGEND
 N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
 GSE GROUND SURFACE ELEVATION (FT. NAVD88)
 HA HAND AUGERED FOR UTILITY CLEARANCE
 ▽ +71.4 ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION (FT. NAVD88)
 ▼ +69.2 ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88) 24 HRS. AFTER DATE DRILLED
 BT BORING TERMINATED AT DEPTH INDICATED (FT.)
 -200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE

SOILS LEGEND
 [Symbol] SAND
 [Symbol] SAND AND SILT
 [Symbol] SAND AND CLAY

GENERAL NOTES
 STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.
 SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.
 THE DYNAMIC CONE PENETROMETER (DCP) TEST BORING MA-4 WAS PERFORMED IN GENERAL ACCORDANCE WITH "DYNAMIC CONE FOR SHALLOW IN-SITU PENETRATION TESTING, VANE SHEAR AND CONE PENETRATION TESTING OF IN-SITU SOILS", ASTM STP 399, 1966.
 THE "N" VALUES SHOWN FOR THE DCP TEST BORING REPRESENT APPROXIMATE STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT CORRELATED FROM MEASURED DCP RESISTANCE, BLOWS PER 1.75 INCHES OF 1.75 INCHES OF PENETRATION. THE CORRELATION OF DCP TO SPT "N" VALUES IS BASED ON THE CALIBRATION CURVE FOR COASTAL PLAINS SOILS, ASTM SPT 399, 1966.
 THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.
 ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +46 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +46 FEET NGVD (+45 FEET NAVD88).

SPLIT SPOON SAMPLER:
 INSIDE DIAMETER: 1.375 IN.
 OUTSIDE DIAMETER: 2.0 IN.
 AVERAGE HAMMER DROP: 30 IN.
 HAMMER WEIGHT: 140 LBS.
 HAMMER TYPE: SEE BORING PROFILE

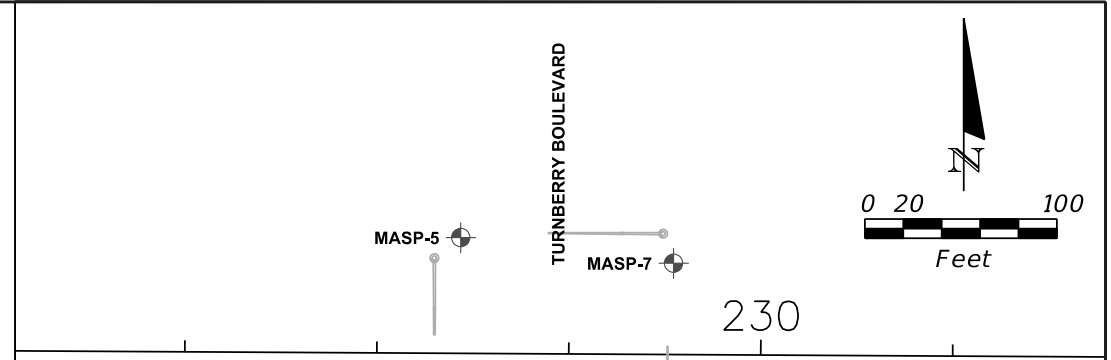
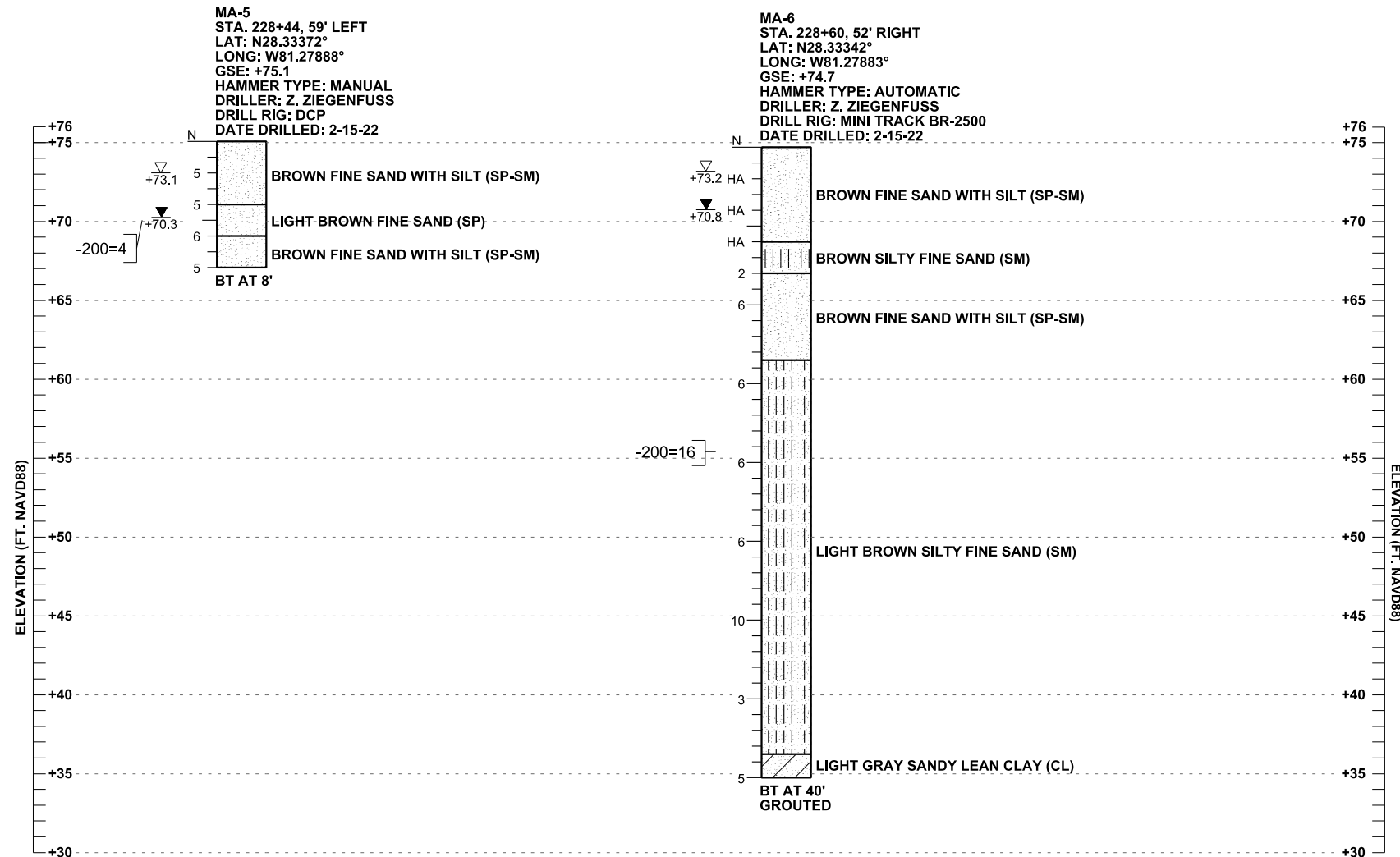
| GRANULAR SOILS: SANDS | | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | | |
|--------------------------|-----------------------|------------------|--|-----------------------|-------------|
| AUTOMATIC HAMMER N VALUE | MANUAL HAMMER N VALUE | RELATIVE DENSITY | AUTOMATIC HAMMER N VALUE | MANUAL HAMMER N VALUE | CONSISTENCY |
| 0-3 | 0-4 | VERY LOOSE | 0-1 | 0-2 | VERY SOFT |
| 3-8 | 4-10 | LOOSE | 1-3 | 2-4 | SOFT |
| 8-24 | 10-30 | MEDIUM DENSE | 3-6 | 4-8 | FIRM |
| 24-40 | 30-50 | DENSE | 6-12 | 8-15 | STIFF |
| OVER 40 | OVER 50 | VERY DENSE | 12-24 | 15-30 | VERY STIFF |
| | | | OVER 24 | OVER 30 | HARD |

FIGURE 8B

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-2 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|--------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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

TURNBERRY BOULEVARD AND BOGGY CREEK ROAD (CR 530) INTERSECTION



SECTIONS: 3 AND 10
TOWNSHIP: 25 SOUTH
RANGE: 30 EAST

- LEGEND**
- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
 - GSE GROUND SURFACE ELEVATION (FT. NAVD88)
 - HA HAND AUGERED FOR UTILITY CLEARANCE
 - ▽ ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION (FT. NAVD88)
 - ▽ ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88)
 - BT BORING TERMINATED AT DEPTH INDICATED (FT.)
 - 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE
- SOILS LEGEND**
- SAND
 - SAND AND SILT
 - SAND AND CLAY

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE DYNAMIC CONE PENETROMETER (DCP) TEST BORING MA-5 WAS PERFORMED IN GENERAL ACCORDANCE WITH "DYNAMIC CONE FOR SHALLOW IN-SITU PENETRATION TESTING, VANE SHEAR AND CONE PENETRATION TESTING OF IN-SITU SOILS", ASTM STP 399, 1966.

THE "N" VALUES SHOWN FOR THE DCP TEST BORING REPRESENT APPROXIMATE STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT CORRELATED FROM MEASURED DCP RESISTANCE, BLOWS PER 1.75 INCHES OF 1.75 INCHES OF PENETRATION. THE CORRELATION OF DCP TO SPT "N" VALUES IS BASED ON THE CALIBRATION CURVE FOR COASTAL PLAINS SOILS, ASTM SPT 399, 1966.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +45 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +45 FEET NGVD (+44 FEET NAVD88).

SPLIT SPOON SAMPLER:
INSIDE DIAMETER: 1.375 IN.
OUTSIDE DIAMETER: 2.0 IN.
AVERAGE HAMMER DROP: 30 IN.
HAMMER WEIGHT: 140 LBS.
HAMMER TYPE: SEE BORING PROFILE

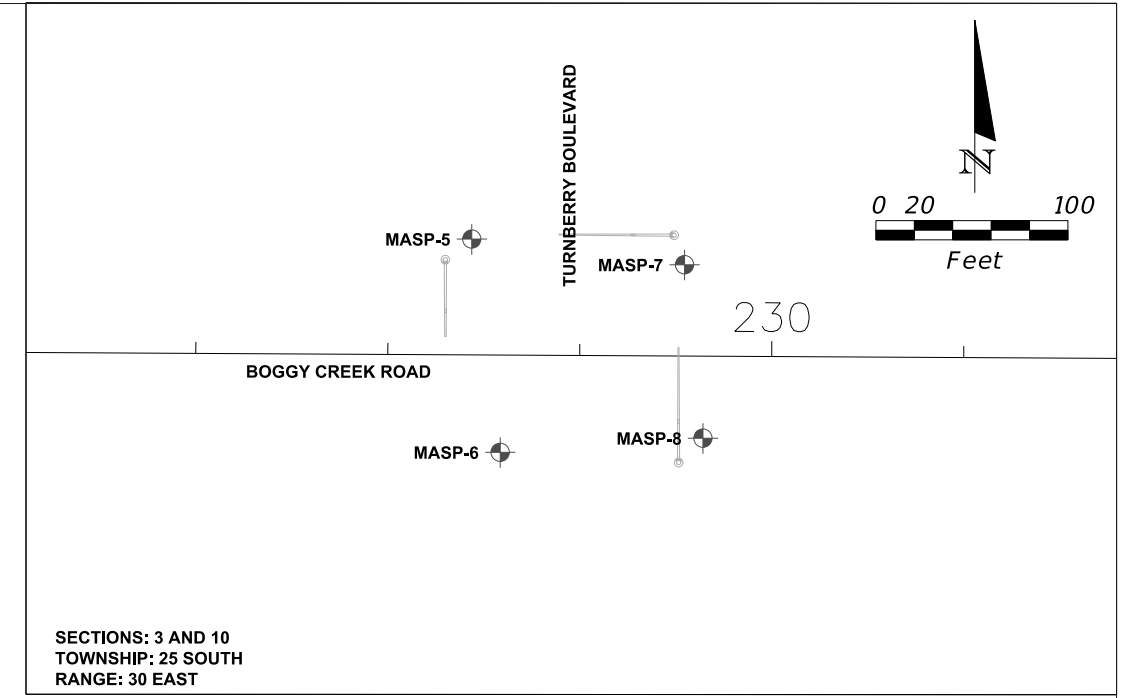
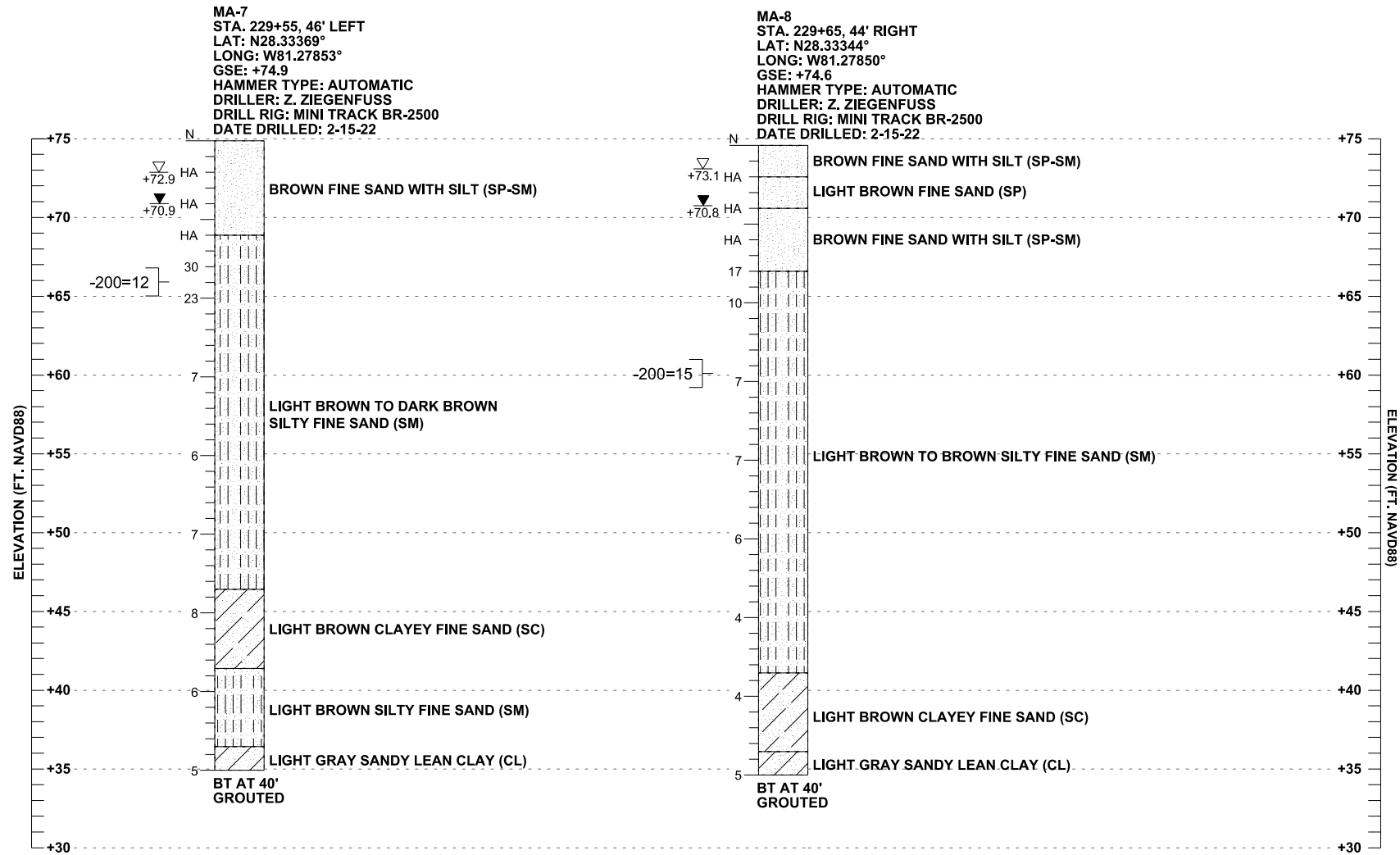
| GRANULAR SOILS: SANDS | | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | | |
|--------------------------|-----------------------|------------------|--|-----------------------|-------------|
| AUTOMATIC HAMMER N VALUE | MANUAL HAMMER N VALUE | RELATIVE DENSITY | AUTOMATIC HAMMER N VALUE | MANUAL HAMMER N VALUE | CONSISTENCY |
| 0-3 | 0-4 | VERY LOOSE | 0-1 | 0-2 | VERY SOFT |
| 3-8 | 4-10 | LOOSE | 1-3 | 2-4 | SOFT |
| 8-24 | 10-30 | MEDIUM DENSE | 3-6 | 4-8 | FIRM |
| 24-40 | 30-50 | DENSE | 6-12 | 8-15 | STIFF |
| OVER 40 | OVER 50 | VERY DENSE | 12-24 | 15-30 | VERY STIFF |
| | | | OVER 24 | OVER 30 | HARD |

FIGURE 8C

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-3 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|--------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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

TURNBERRY BOULEVARD AND BOGGY CREEK ROAD (CR 530) INTERSECTION



- LEGEND**
- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
 - GSE GROUND SURFACE ELEVATION (FT. NAVD88)
 - HA HAND AUGERED FOR UTILITY CLEARANCE
 - ▽ ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION (FT. NAVD88)
 - ▼ ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88)
 - BT BORING TERMINATED AT DEPTH INDICATED (FT.)
 - 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE
- SOILS LEGEND**
- [Pattern] SAND
 - [Pattern] SAND AND SILT
 - [Pattern] SAND AND CLAY

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +45 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +45 FEET NGVD (+44 FEET NAVD88).

SPLIT SPOON SAMPLER:
 INSIDE DIAMETER: 1.375 IN.
 OUTSIDE DIAMETER: 2.0 IN.
 AVERAGE HAMMER DROP: 30 IN.
 HAMMER WEIGHT: 140 LBS.
 HAMMER TYPE: SEE BORING PROFILE

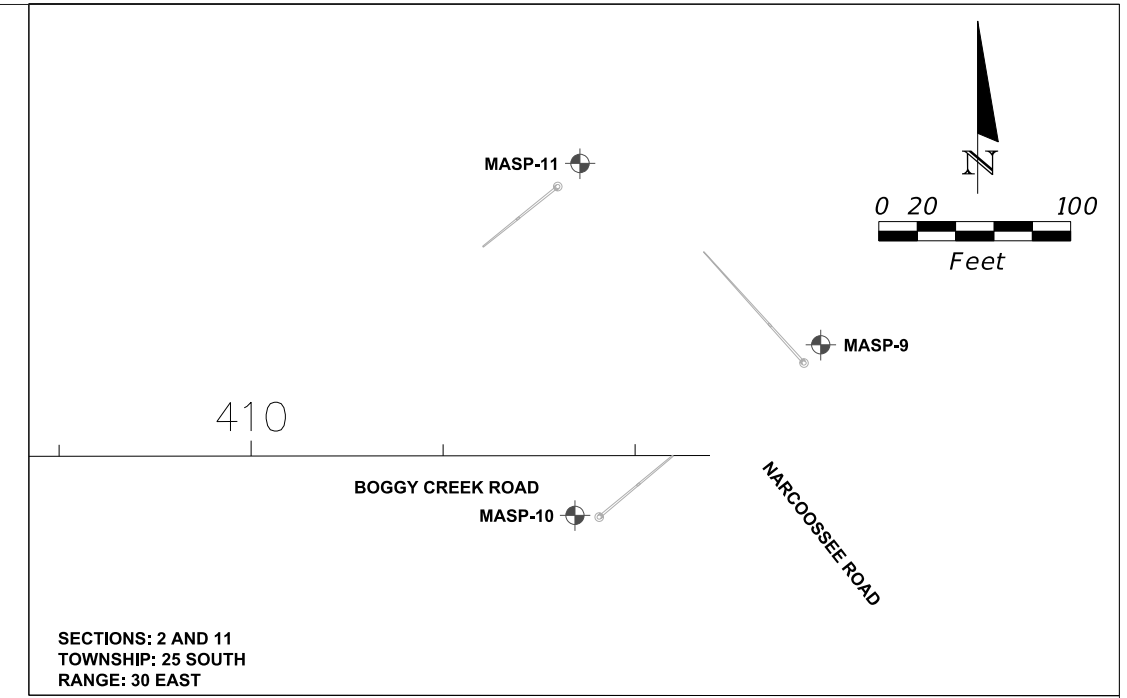
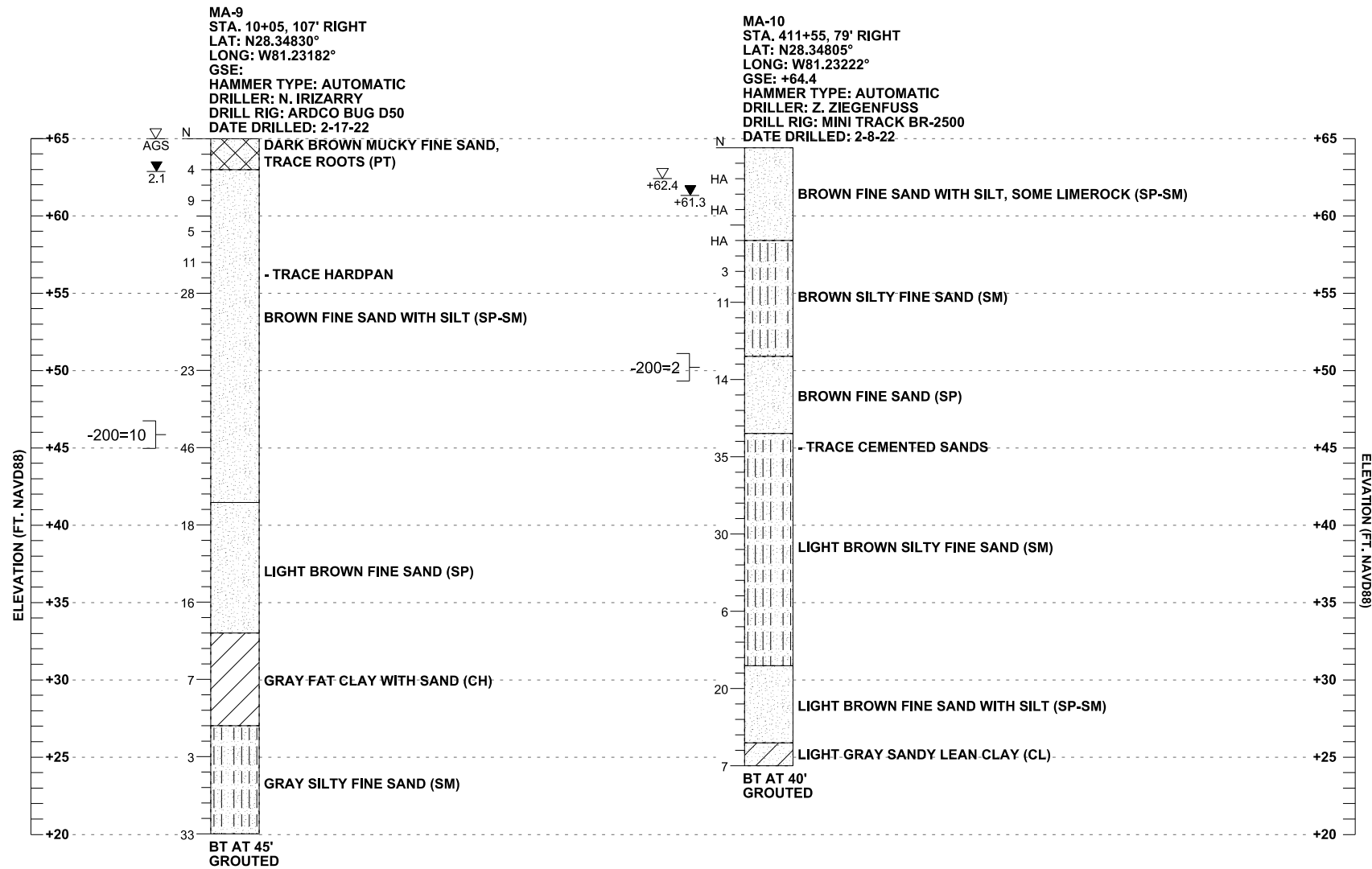
| AUTOMATIC HAMMER | | | |
|-----------------------|------------------|--|-------------|
| GRANULAR SOILS: SANDS | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | |
| N VALUE (BLOWS/FT) | RELATIVE DENSITY | N VALUE (BLOWS/FT) | CONSISTENCY |
| 0-3 | VERY LOOSE | 0-1 | VERY SOFT |
| 3-8 | LOOSE | 1-3 | SOFT |
| 8-24 | MEDIUM DENSE | 3-6 | FIRM |
| 24-40 | DENSE | 6-12 | STIFF |
| OVER 40 | VERY DENSE | 12-24 | VERY STIFF |
| | | OVER 24 | HARD |

FIGURE 8D

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-4 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|--------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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

NARCOOSSEE ROAD AND BOGGY CREEK ROAD (CR 530) INTERSECTION



- LEGEND**
- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
 - GSE GROUND SURFACE ELEVATION (FT. NAVD88)
 - HA HAND AUGERED FOR UTILITY CLEARANCE
 - AGS ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION ABOVE GROUND SURFACE
 - +62.4 ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION (FT. NAVD88)
 - +61.3 ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88) 24 HRS. AFTER DATE DRILLED
 - BT BORING TERMINATED AT DEPTH INDICATED (FT.)
 - 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE
- SOILS LEGEND**
- SAND
 - SAND AND SILT
 - SAND AND CLAY
 - SAND AND MUCK
 - CLAY

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +44 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +44 FEET NGVD (+43 FEET NAVD88).

SPLIT SPOON SAMPLER:
 INSIDE DIAMETER: 1.375 IN.
 OUTSIDE DIAMETER: 2.0 IN.
 AVERAGE HAMMER DROP: 30 IN.
 HAMMER WEIGHT: 140 LBS.
 HAMMER TYPE: SEE BORING PROFILE

| AUTOMATIC HAMMER | | | |
|-----------------------|------------------|--|-------------|
| GRANULAR SOILS: SANDS | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | |
| N VALUE (BLOWS/FT) | RELATIVE DENSITY | N VALUE (BLOWS/FT) | CONSISTENCY |
| 0-3 | VERY LOOSE | 0-1 | VERY SOFT |
| 3-8 | LOOSE | 1-3 | SOFT |
| 8-24 | MEDIUM DENSE | 3-6 | FIRM |
| 24-40 | DENSE | 6-12 | STIFF |
| OVER 40 | VERY DENSE | 12-24 | VERY STIFF |
| | | OVER 24 | HARD |

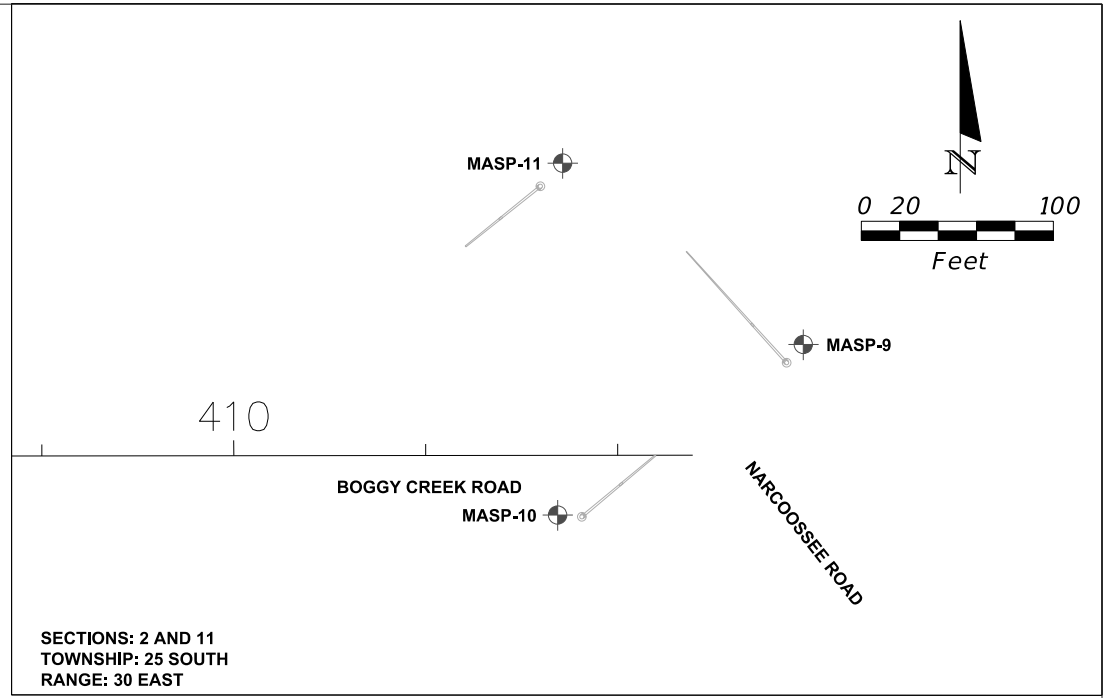
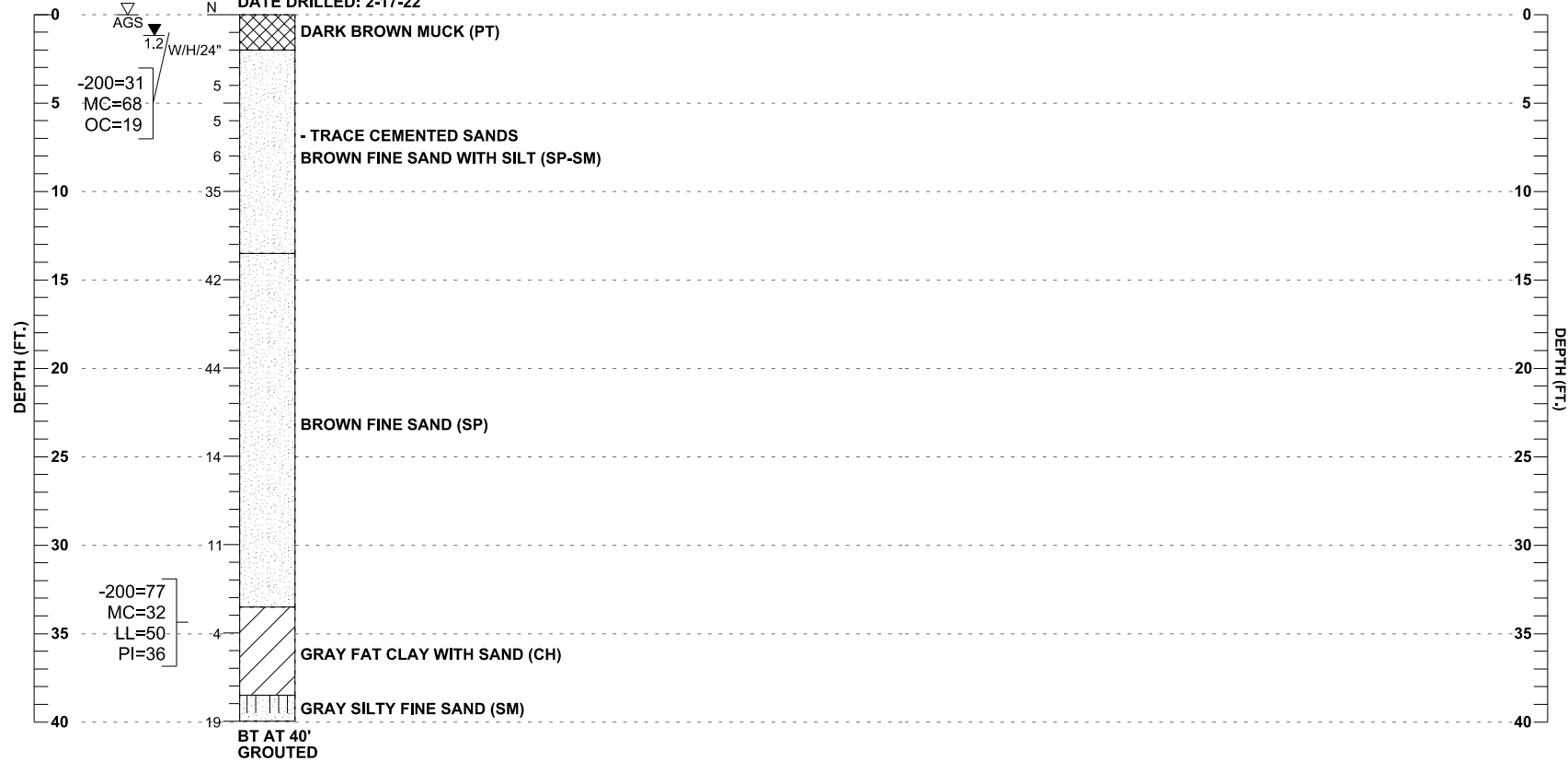
FIGURE 8E

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-5 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|----------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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

NARCOSSEE ROAD AND
BOGGY CREEK ROAD (CR 530) INTERSECTION

MA-11
STA. 11+60, 77' RIGHT
LAT: N28.34856°
LONG: W81.23221°
GSE:
HAMMER TYPE: AUTOMATIC
DRILLER: N. IRIZARRY
DRILL RIG: ARDCO BUG D50
DATE DRILLED: 2-17-22



SECTIONS: 2 AND 11
TOWNSHIP: 25 SOUTH
RANGE: 30 EAST

- LEGEND**
- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
 - GSE GROUND SURFACE ELEVATION (FT. NAVD88)
 - W/H/24" WEIGHT OF HAMMER FOR 24 INCHES OF PENETRATION
 - AGS ESTIMATED SEASONAL HIGH GROUNDWATER ABOVE GROUND SURFACE
 - 1.2 ENCOUNTERED GROUNDWATER DEPTH (FT.) 24 HRS. AFTER DATE DRILLED
 - BT BORING TERMINATED AT DEPTH INDICATED (FT.)
 - 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE
 - MC= PERCENT NATURAL MOISTURE CONTENT
 - OC= PERCENT ORGANIC CONTENT
 - LL= LIQUID LIMIT
 - PI= PLASTICITY INDEX
- SOILS LEGEND**
- SAND
 - SAND AND SILT
 - CLAY
 - MUCK

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +44 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +44 FEET NGVD (+43 FEET NAVD88).

SPLIT SPOON SAMPLER:
INSIDE DIAMETER: 1.375 IN.
OUTSIDE DIAMETER: 2.0 IN.
AVERAGE HAMMER DROP: 30 IN.
HAMMER WEIGHT: 140 LBS.
HAMMER TYPE: SEE BORING PROFILE

| AUTOMATIC HAMMER | | | |
|-----------------------|------------------|--|-------------|
| GRANULAR SOILS: SANDS | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | |
| N VALUE (BLOWS/FT) | RELATIVE DENSITY | N VALUE (BLOWS/FT) | CONSISTENCY |
| 0-3 | VERY LOOSE | 0-1 | VERY SOFT |
| 3-8 | LOOSE | 1-3 | SOFT |
| 8-24 | MEDIUM DENSE | 3-6 | FIRM |
| 24-40 | DENSE | 6-12 | STIFF |
| OVER 40 | VERY DENSE | 12-24 | VERY STIFF |
| | | OVER 24 | HARD |

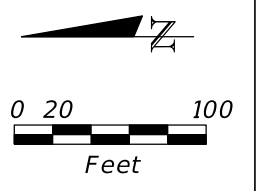
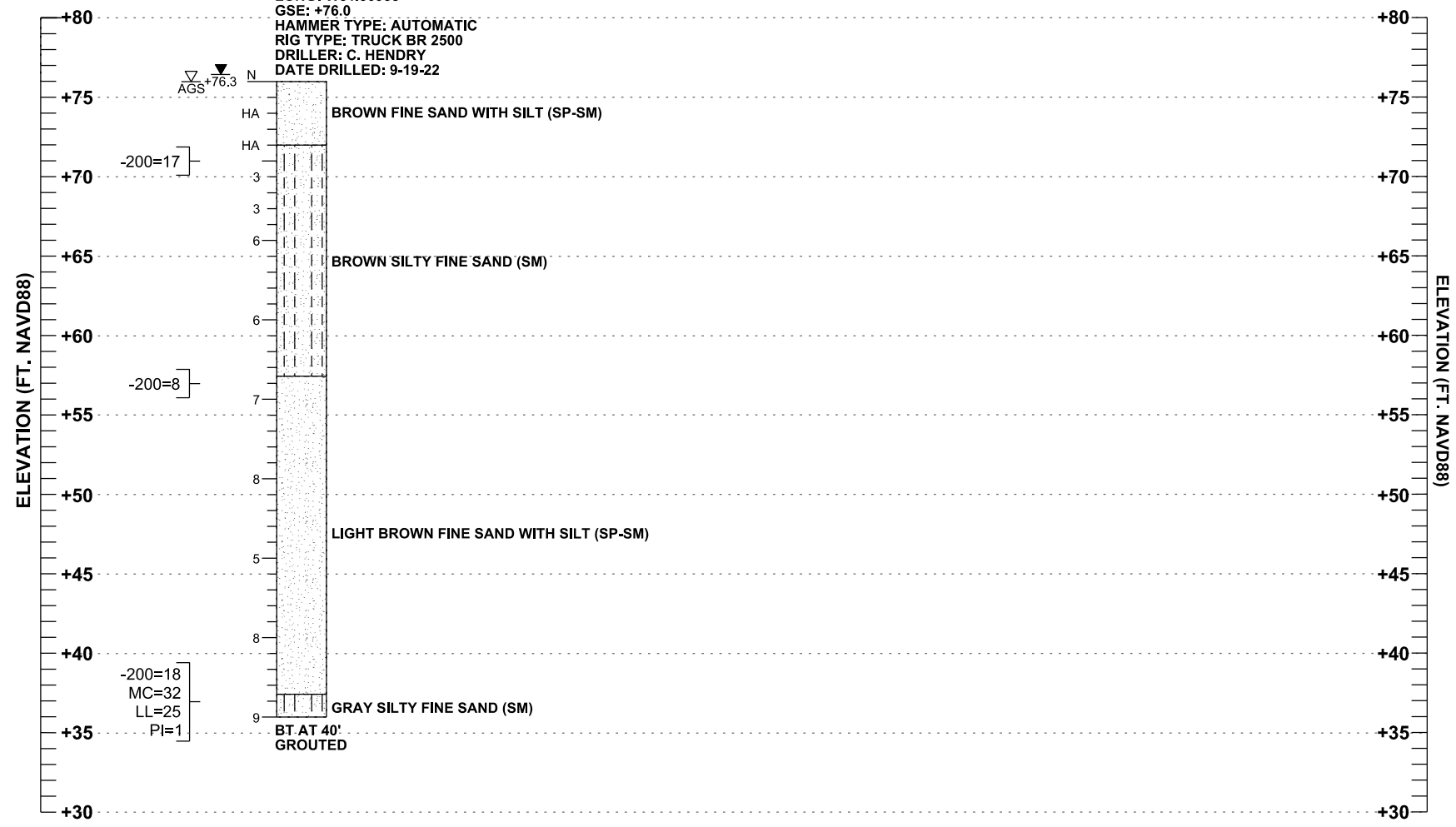
FIGURE 8F

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-6 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|--------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

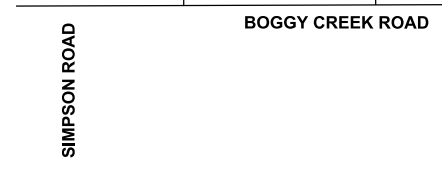
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

SIMPSON ROAD AND BOGGY CREEK ROAD (CR 530) INTERSECTION

MA-12
 STA. 100+17, 68' LEFT
 LAT: N28.34832°
 LONG: W81.30938°
 GSE: +76.0
 HAMMER TYPE: AUTOMATIC
 RIG TYPE: TRUCK BR 2500
 DRILLER: C. HENDRY
 DATE DRILLED: 9-19-22



MASP-12



105

SECTIONS: 34
 TOWNSHIP: 24 SOUTH
 RANGE: 30 EAST

LEGEND

- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
- HA HAND AUGERED FOR UTILITY CLEARANCE
- GSE GROUND SURFACE ELEVATION (FT. NAVD88)
- AGS ESTIMATED SEASONAL HIGH GROUNDWATER LEVEL ABOVE GROUND SURFACE
- ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88)
 24 HRS. AFTER DATE DRILLED
- BT BORING TERMINATED AT DEPTH INDICATED (FT.)
- 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE
- MC= PERCENT NATURAL MOISTURE CONTENT
- LL= LIQUID LIMIT
- PI= PLASTICITY INDEX

SOILS LEGEND

- SAND
- SAND AND SILT

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +47 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +47 FEET NGVD (+46 FEET NAVD88).

SPLIT SPOON SAMPLER:
 INSIDE DIAMETER: 1.375 IN.
 OUTSIDE DIAMETER: 2.0 IN.
 AVERAGE HAMMER DROP: 30 IN.
 HAMMER WEIGHT: 140 LBS.
 HAMMER TYPE: SEE BORING PROFILE

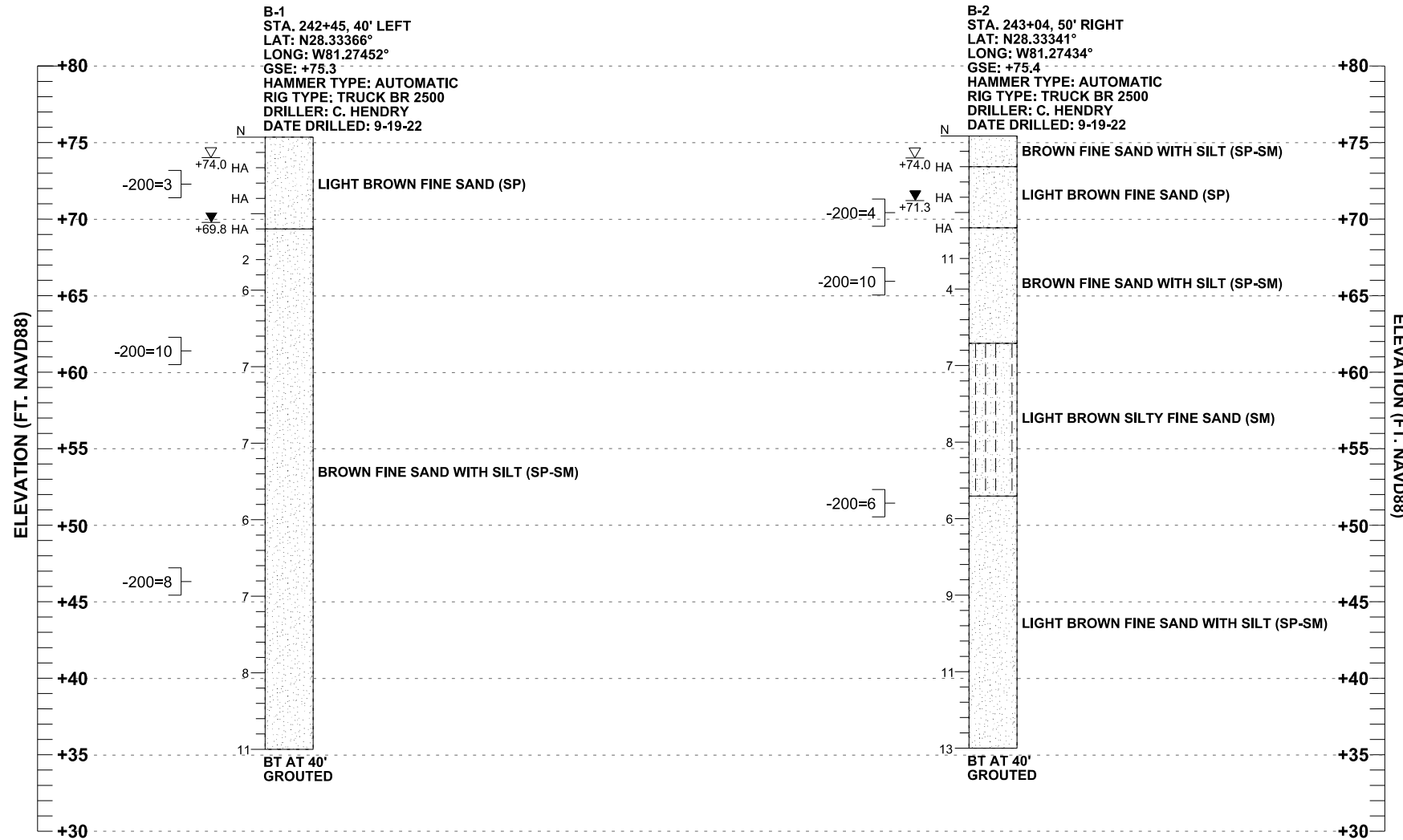
| AUTOMATIC HAMMER | | | |
|-----------------------|------------------|--|-------------|
| GRANULAR SOILS: SANDS | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | |
| N VALUE (BLOWS/FT) | RELATIVE DENSITY | N VALUE (BLOWS/FT) | CONSISTENCY |
| 0-3 | VERY LOOSE | 0-1 | VERY SOFT |
| 3-8 | LOOSE | 1-3 | SOFT |
| 8-24 | MEDIUM DENSE | 3-6 | FIRM |
| 24-40 | DENSE | 6-12 | STIFF |
| OVER 40 | VERY DENSE | 12-24 | VERY STIFF |
| | | OVER 24 | HARD |

FIGURE 8G

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-7 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|----------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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

AUSTIN TINDALL FIRE STATION STRAIN POLES

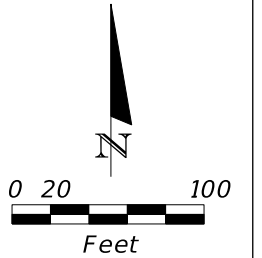


240

BOGGY CREEK ROAD

B-1

B-2



SECTIONS: 1 and 12
TOWNSHIP: 25 SOUTH
RANGE: 30 EAST

LEGEND

- N STANDARD PENETRATION RESISTANCE, BLOWS PER FOOT
- HA HAND AUGERED FOR UTILITY CLEARANCE
- GSE GROUND SURFACE ELEVATION (FT. NAVD88)
- ▽ ESTIMATED SEASONAL HIGH GROUNDWATER ELEVATION (FT. NAVD88)
- ▼ ENCOUNTERED GROUNDWATER ELEVATION (FT. NAVD88)
24 HRS. AFTER DATE DRILLED
- BT BORING TERMINATED AT DEPTH INDICATED (FT.)
- 200= PERCENT PASSING NO. 200 U.S. STANDARD SIEVE

SOILS LEGEND

- SAND
- SAND AND SILT

GENERAL NOTES

STANDARD PENETRATION TEST BORINGS WERE PERFORMED IN ACCORDANCE WITH ASTM D-1586. STANDARD PENETRATION RESISTANCES ARE SHOWN ON THE BORINGS AT THE TEST DEPTHS IN BLOWS PER FOOT UNLESS OTHERWISE NOTED.

SUBSURFACE CONDITIONS SHOWN ON THE BORINGS REPRESENT THE CONDITIONS ENCOUNTERED AT THE BORING LOCATIONS. ACTUAL CONDITIONS BETWEEN THE BORINGS MAY VARY FROM THOSE SHOWN. UNIFIED SOIL CLASSIFICATIONS SHOWN ON THE BORINGS ARE BASED ON VISUAL EXAMINATION AND THE LABORATORY TESTING SHOWN.

THE BORING LOCATIONS WERE NOT SURVEYED BUT WERE ESTABLISHED IN THE FIELD USING A SUB-METER ACCURACY TRIMBLE GPS UNIT. THE BORING LOCATIONS REFERENCE THE CR 530 CENTERLINE. GROUND SURFACE ELEVATIONS WERE ESTIMATED FROM PROJECT CROSS SECTIONS.

ACCORDING TO THE FDEP SEPTEMBER 2017 POTENTIOMETRIC CONTOURS MAP, THE POTENTIOMETRIC SURFACE OF THE FLORIDAN AQUIFER IN THE PROJECT VICINITY IS APPROXIMATELY +46 FEET NGVD. THE CONTRACTOR SHALL BE PREPARED TO HANDLE ARTESIAN HEAD LEVELS UP TO +46 FEET NGVD (+45 FEET NAVD88).

SPLIT SPOON SAMPLER:
INSIDE DIAMETER: 1.375 IN.
OUTSIDE DIAMETER: 2.0 IN.
AVERAGE HAMMER DROP: 30 IN.
HAMMER WEIGHT: 140 LBS.
HAMMER TYPE: SEE BORING PROFILE

| AUTOMATIC HAMMER | | | |
|-----------------------|------------------|--|-------------|
| GRANULAR SOILS: SANDS | | NON-GRANULAR SOILS: SILTS, CLAYS, MUCK | |
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| 24-40 | DENSE | 6-12 | STIFF |
| OVER 40 | VERY DENSE | 12-24 | VERY STIFF |
| | | OVER 24 | HARD |

FIGURE 8H

| REVISIONS | | | | DANIEL C. STANFILL, P.E. P.E. LICENSE NUMBER 42763 GEOTECHNICAL & ENVIRONMENTAL CONSULTANTS, INC. 919 LAKE BALDWIN LANE ORLANDO, FL 32814 | OSCEOLA COUNTY PUBLIC WORKS DEPARTMENT | | | SOIL BORING RESULTS FOR SIGNALIZATION | SHEET NO. GT-8 |
|-----------|-------------|------|-------------|--|---|---------|----------------|--|--------------------------|
| DATE | DESCRIPTION | DATE | DESCRIPTION | | ROAD NO. | COUNTY | PROJECT NUMBER | | |
| | | | | | 530 | OSCEOLA | PS2011479-DG | | |

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