April 23, 2013

RE: Bid Title: Meridian Rd and Rhoden Cove Rd Intersection Improvements
    Bid No: BC-04-25-13-26
    Opening Date: Thursday, May 25, 2013 at 2:00 PM

ADDENDUM #1

Dear Vendor:

This letter serves as Addendum #1 for the above referenced project.

The following information is supplied to assist you in preparation of your bid:

The budget estimate for this project is $315,000.00.

The Geo-Technical report is attached as Attachment A, and Plan set as Attachment B

Acknowledgment of this addendum is required as part of your bid submittal. Failure to acknowledge this addendum may result in rejection of your bid.

Should you have any questions, feel free to call me at (850) 606-1600.

Sincerely,

[Signature]

Don Tobin, CPPB
Purchasing and Contract Administrator

DT

"People Focused. Performance Driven."
REPORT OF
GEOTECHNICAL INVESTIGATION
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

Prepared For:

ATKINS, INC.
2639 NORTH MONROE STREET
BUILDING C
TALLAHASSEE, FLORIDA 32303

Prepared By:

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.
104 NORTH MAGNOLIA DRIVE
TALLAHASSEE, FLORIDA 32301
(850) 386-1253

August 2012
22-45-12-01/02
August 14, 2012

EGS File Number: 22-45-12-01/02

ATKINS, Inc.
2639 North Monroe Street
Building C
Tallahassee, Florida 32303

ATTN: Michael Scibelli, P.E.
Project Director

SUBJECT: Report of Geotechnical Investigation
Intersection Improvements
Meridian Road and Rhoden Cove Road
Leon County, Florida

Dear Michael:

Environmental and Geotechnical Specialists, Inc. (EGS) has completed the Pavement Core Condition and Survey and Geophysical Karst Survey, as authorized by the ATKINS, Inc. for the Proposed Intersection Improvements to Meridian Road at Rhoden Cove Road in Leon County, Florida. This Report includes a summary of the subsurface investigation performed for this study, evaluation of field and laboratory test data, measured groundwater, estimates of the “normal” seasonal high groundwater, pavement condition survey results, and likelihood of active karst features.

SCOPE OF SERVICES

The Scope of Services authorized by ATKINS, Inc. for this investigation consisted of the following:

- Installation of two (2) pavement cores with soil borings to a depth of five (5) feet to evaluate the pavement, subsurface materials, and groundwater conditions,
- Performing a Ground Penetrating Radar (GPR) survey to identify active karst features that exists along the south side of the project limits;
- Installation of one (1) 40 feet deep soil boring to confirm data collected by the GPR;
- Developing geotechnical design and construction recommendations for the milling and resurfacing operations; and,
- Preparation of this Report.
SITE LOCATION AND CONDITIONS

The general project area is located along Meridian Road between Maclay Road and Timberlane Road in the northeast section of the City of Tallahassee in Leon County, Florida. A Project Location Map displaying the approximate limits of this investigation has been provided as Figure 1.

A copy of the United States Geological Survey (USGS) Topographic Map of the project area has been included as Figure 2. As can be seen in Figure 2, the ground surface appears to be near EL 100 feet, and slopes downward towards Fords Arm to the south. Based on the mapped water features, permanent groundwater appears to be around EL 90 feet.

Photographs taken during a site visit in July 2012 have been provided as Figures 3A through 3D. As can be seen in Figures 3A and 3B, Meridian Road is a two-lane paved road with grass shoulders and drainage swales surrounded by woodlands. Rhoden Cove Road is a two-lane road and expands to three-lanes at the intersection of Meridian Road. Photographs displaying the site condition of Rhoden Cove Road have been provided as Figures 3C and 3D.

A Plan View displaying the proposed improvements to the intersection has been provided as Figures 4A and 4B. As can be seen, the proposed improvements include milling and resurfacing the existing travel lanes and adding a center left-hand turn lane in the northbound lane of Meridian Road.

As part of this investigation, EGS reviewed the Tallahassee – Leon County Natural Features Map to identify karst features in the vicinity to the project area. A copy of the Tallahassee – Leon County Karst Features Map with Sinkhole Locations reported by the Florida Department of Environmental Protection (FDEP) overlaid onto the Map has been provided as Figure 5. As can be seen in this Figure, the southern portion of the project is located within a mapped potential karst feature.

SUBSURFACE INVESTIGATION

The subsurface investigation outlined in this Report was conducted in July and August 2012 by Blake Stallworth, E.I., and Matthew Monteith, E.I., under the supervision of Myron L. Hayden, P.E.
Pavement Core Soil Borings – EGS installed a total of two (2) Pavement Core Soil Borings, labeled as RC-PC-1 and RC-PC-2, to a depth of 5.5-feet below the existing travel lanes. The pavement was cored using EGS’s pavement core drill and the soil borings were installed using a hand auger coupled with Dynamic Cone Penetration (DCP) tests conducted at depths of 0-inches, 12-inches and 36-inches below the bottom of the pavement core. The location of each Soil Boring has been displayed graphically on the Soil Boring and Test Location Map provided as Figure 4A and 4B with the detailed location included in TABLE 1.

The depth of water was measured immediately after the soil boring was installed using a Durham Geo Slope Water Level Indicator. The resulting depths have been converted to elevation and provided in TABLE 2.

Ground Penetrating Radar Survey – In general, GPR is a geophysical tool that transmits a low frequency signal into the subsurface. The data collected is the signal travel time in nanoseconds (ns). The signal travel time is the time required to transmit the signal into the subsurface plus the time required for a subsurface object to reflect the signal back to the antenna. Reflecting objects can be a number of materials, but typically are in the form of strata boundaries, karst features, buried debris, and underground utilities. After the data is collected and processed, it is converted to depth using the dielectric material velocity in feet per microsecond (ft/µs).

EGS performed the GPR survey to identify anomalies below the project site that may be associated with karst conditions. The GPR survey was conducted using a Pro Ex data acquisition unit connected to a 250 MHz low frequency antenna manufactured by MALA Geosciences. The 250 MHz antenna is a medium resolution antenna capable of exploring depths greater than 30-feet. Two (2) scans were performed along the east and west shoulders of Meridian Road in the area identified as a Karst Feature in the Karst Features Map provided as Figure 5. The scan locations in respect to the Concept Plan has been included in the Soil Boring and Test Location Map provided as Figure 4A and 4B with detailed transect beginning and end data provided in TABLE 3.

To calibrate the GPR survey, EGS installed one (1) Soil Boring, labeled as RC-B-1, to provide site specific subsurface information. The soil boring was installed to a depth of 40-feet with SPT’s conducted on 2 ½ feet centers. The Soil Boring was installed with EGS’s BK-51HD rotary drill rig and in accordance with ASTM Procedure D 1586-99. The location of the soil boring has been shown in Figure 4A.
All pavement and soil samples were classified in the field by EGS personnel, sealed, and transported to EGS' laboratory for additional testing. The laboratory tests included water contents, grain-size distributions, and Atterberg Limits. All soil samples were classified with respect to the Unified and American Association of State Highway and Transportation Officials (AASHTO) Soil Classification Systems. The results of the laboratory tests are displayed in the Soil Boring Logs and Soil Classification Data Sheets provided in APPENDIX A.

PAVEMENT CORE AND CONDITION SURVEY RESULTS

Subsurface Conditions – A copy of the Soil Boring Logs and Soil Classification Data Sheets have been provided in APPENDIX A. As can be seen in APPENDIX A, the soils encountered consisted of the following:

Pavement Core/Soil Boring RB-PC-1

- EL 104.0 Feet to EL 103.3 Feet – 8.2-Inches Asphalt
- EL 103.3 Feet to EL 102.3 Feet – 12.0-Inches Type-B Stabilization
- EL 102.3 Feet to EL 99.3 Feet – Loose Clayey Sand (SC/A-6/STRATUM 3)
- EL 99.3 Feet to EL 97.8 Feet – Medium Dense Silty Fine Sand (SM/A-2-4/STRATUM 1)

Pavement Core/Soil Boring RB-PC-2

- EL 108.0 Feet to EL 107.6 Feet – 4.9-Inches Asphalt
- EL 107.6 Feet to EL 107.0 Feet – 7.1-Inches Type-B Stabilization
- EL 107.0 Feet to EL 106.0 Feet – Medium Dense Clayey Fine Sand (SC/A-2-6/STRATUM 2)
- EL 106.0 Feet to EL 102.5 Feet – Medium Dense Silty Fine Sand (SM/A-2-4/STRATUM 1)

A summary of physical soil properties with soil test results for each STRATUM has been included as TABLE 4.

Groundwater – To facilitate use of the groundwater data, TABLE 2 has been provided which contains a summary of the depths to measured groundwater, and the estimated depths to “normal” seasonal high groundwater. As can be seen in TABLE 2, groundwater was encountered in one (1) of the three (3) soil borings around EL 93.0 Feet.
Pavement Core Data – Two (2) pavement cores were authorized for this investigation. The pavement core numbers, lengths, locations, and pavement conditions are summarized in the Pavement Core and Condition Survey provided as TABLE 5. Photographs of each pavement core are included as Figures 6A through 6B. A detailed Pavement Core Data Sheet for each core location has also been provided in APPENDIX B.

Pavement Conditions – In general, the travel lanes of Meridian Road were found to be in poor condition with severe fatigue cracking, moderate longitudinal cracking, and light edge cracking. In general, the turn lanes and travel lanes of Rhoden Cove Road have been recently resurfaced and were found to be in fair condition with light fatigue cracking. Photographs of the existing pavement conditions have been provided as Figures 7A and 7B.

Base and Subgrade Conditions – As previously state herein, DCP tests were conducted on the base and subgrade materials at each pavement core location. Type-B Stabilization Base Material was encountered at each pavement core location. EGS recommends that the following classifications be used for the roadway base and subgrade:

- Type-B Stabilization (LBR 40)

The DCP test results with equivalent limerock bearing (LBR) values for the base and subgrade have been provided in TABLE 6, with the Pavement Core Data Sheets provided in APPENDIX B. Photographs of the base material encountered have been provided as Figures 8A and 8B.

Existing Pavement Structural Number (SN<sub>E</sub>) – As a part of this investigation, EGS calculated the existing pavement Structural Number (SN<sub>E</sub>) at each of the pavement core locations. The pavement core composition, structural coefficient, and associative SN<sub>E</sub> have been included in TABLE 7. The structural coefficients were determined using the Florida Department of Transportation’s Flexible Pavement Design Manual. In general, the average total SN<sub>E</sub> for the project was found to be:

- SN<sub>E</sub> = 2.8.
ATKINS, Inc.
Report of Geotechnical Investigation
Intersection Improvements
Meridian Road and Rhoden Cove Road
Leon County, Florida
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August 14, 2012

KARST SURVEY RESULTS

Ground Penetrating Radar Survey – A copy of the GPR results has been provided graphically with respect to elevation in Profile View in Figure 9. As can be seen in this Figure, the depth of the clayey sand stratum is highly variable across the project site. The clayey sand stratum was encountered shallow on the north side and deeper on the south side of the project area. In addition, there were several dips in stratigraphy which have been identified as anomalies in Figure 9.

Based on Figure 9, the depth to clayey sand has been converted to contour lines and shown in two-dimensional plan view in Figure 10. As can be seen in this Figure, a total of three (3) anomalies have been identified across the project. The two (2) most southern anomalies fall outside the area of proposed construction (but within the project limits) and the anomaly furthest to the north is located in the area of the proposed turn lane addition. In order to investigate this anomaly, EGS installed one (1) SPT soil boring within the existing travel lane to a depth of 40 feet. The location of the soil boring has been shown in Figure 10.

Subsurface Conditions – A copy of the Soil Boring Log and Soil Classification Data Sheet has been provided in APPENDIX A. As can be seen in APPENDIX A, the soils encountered consisted of the following:

SPT Soil Boring RB-B-1

- EL 100.0 Feet to EL 99.4 Feet – 7.5-Inches Asphalt
- EL 99.4 Feet to EL 98.4 Feet – 12.0 Inches Type-B Stabilization
- EL 98.4 Feet to EL 95.4 Feet – Medium Dense Clayey Fine Sand (SC/A-2-6/STRATUM 2)
- EL 95.4 Feet to EL 90.4 Feet – Medium Dense Silty Fine Sand (SM/A-2-4/STRATUM 1)
- EL 90.4 Feet to EL 82.9 Feet – Loose to Medium Dense Clayey Sand (SC/A-6/STRATUM 3)
- EL 82.9 Feet to EL 60.4 Feet – Loose to Medium Dense Silty Fine Sand (SM/A-2-4/STRATUM 1)

Conclusion – Based on the GPR and SPT soil boring results, EGS believes that the anomaly identified within the proposed turn lane is not an active karst feature. It is likely that this anomaly is a relic drainage channel. The anomaly identified in this study will likely not impact the construction or performance of the proposed project.
CLOSED

The data and results presented in this Geotechnical Investigation are intended for the use of ATKINS and the Leon County Department of Public Works for the intersection improvements at Meridian Road and Rhoden Cove Road, described herein. This Report is not intended for any other use and will likely not be applicable. The data may not be used without expressed written consent of ATKINS or the Leon County Department of Public Works. This report shall not be reproduced, except in full, without the written approval of Environmental and Geotechnical Specialists, Inc. The data and recommendations presented in this Report are based on the borings made at the specific locations and depths noted. Subsurface conditions at other locations may vary significantly from those presented herein. Should data become available which is different from the data presented herein, Environmental and Geotechnical Specialists, Inc. requests the opportunity to review the data and make any modifications to the design recommendations which may be appropriate.

If you have any questions concerning the information contained in this Report, please do not hesitate to contact myself or Matthew Monteith, E.I., at (850) 386-1253.

Very truly yours,
Environmental and Geotechnical Specialists, Inc.
Florida Certificate of Engineering Authorization Number 6222

Myron L. Hayden, P.E.
Principal Geotechnical Engineer
FL P.E. Number 34067
TABLES
# TABLE 1
SOIL BORING LOCATION DATA
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

<table>
<thead>
<tr>
<th>BORING NUMBER</th>
<th>BORING DEPTH</th>
<th>GROUND ELEVATION</th>
<th>STATION</th>
<th>OFFSET FROM CONSTRUCTION CENTERLINE</th>
<th>STATE PLANE COORDINATES</th>
<th>GLOBAL POSITIONING SATELLITE SYSTEM COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(FEET)</td>
<td>(FEET)</td>
<td>(FEET)</td>
<td>(FEET)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PAVEMENT CORE LOCATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RC-PC-1</td>
<td>5.5</td>
<td>104.0</td>
<td>16+01</td>
<td>7 RIGHT</td>
<td>551074</td>
<td>30 30.906</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RC-PC-2</td>
<td>5.5</td>
<td>108.0</td>
<td>17+46</td>
<td>95 LEFT</td>
<td>551219</td>
<td>30 30.930</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPT SOIL BORING LOCATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RC-B-1</td>
<td>40.0</td>
<td>100.0</td>
<td>13+34</td>
<td>7 RIGHT</td>
<td>550809</td>
<td>30 30.862</td>
</tr>
</tbody>
</table>

NOTES:  
1. DEPTHS ARE BELOW EXISTING GROUND SURFACE.  
2. GROUND SURFACE ELEVATIONS, STATIONING, AND OFFSETS ARE BASED ON THE FILES PROVIDED BY ATKINS.  
3. STATION AND OFFSETS ARE FROM MERIDIAN ROAD CONSTRUCTION CENTERLINE SURVEY.  
4. COORDINATES RECORDED IN THE FIELD USING A TRIMBLE GEOEXPLORER XH HANDHELD UNIT.
# TABLE 2
GROUNDWATER DATA
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

<table>
<thead>
<tr>
<th>LOCATION NUMBER</th>
<th>DEPTH (^1) (FEET)</th>
<th>ELEVATION (^2) (FEET)</th>
<th>GROUNDWATER DATA</th>
<th>MEASURED GROUNDWATER (^3)</th>
<th>ESTIMATED &quot;NORMAL&quot; SEASONAL HIGH GROUNDWATER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>DEPTH (^1) (FEET)</td>
<td>ELEVATION (^2) (FEET)</td>
<td>DEPTH (^1) (FEET)</td>
</tr>
<tr>
<td>PAVEMENT CORE LOCATIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RC-PC-1</td>
<td>5.5</td>
<td>104.0</td>
<td>&gt; 5.5</td>
<td>&lt; 98.5</td>
<td>&gt; 5.5</td>
</tr>
<tr>
<td>RC-PC-2</td>
<td>5.5</td>
<td>108.0</td>
<td>&gt; 5.5</td>
<td>&lt; 102.5</td>
<td>&gt; 5.5</td>
</tr>
<tr>
<td>SPT SOIL BORING LOCATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RC-B-1</td>
<td>40.0</td>
<td>100.0</td>
<td>7.0</td>
<td>93.0</td>
<td>4.0</td>
</tr>
</tbody>
</table>

| AVERAGES         |                      |                          |                   | 93.0                        |                   | 96.0                         |

**NOTES:**
1. DEPTHS ARE BELOW EXISTING GROUND SURFACE.
2. GROUND SURFACE ELEVATIONS ARE BASED ON THE FILES PROVIDED BY ATKINS.
3. GROUNDWATER LEVEL BASED ON MEASUREMENTS IMMEDIATELY AFTER THE SOIL BORING COMPLETION.
TABLE 3
GPR TEST LOCATION DATA
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

<table>
<thead>
<tr>
<th>TRANSECT LINE NUMBER</th>
<th>STATE PLANE COORDINATES</th>
<th>GLOBAL POSITIONING SATELLITE (GPS) COORDINATES SYSTEM ¹</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northing</td>
<td>Easting</td>
</tr>
<tr>
<td></td>
<td>DEG (°)</td>
<td>MIN (')</td>
</tr>
<tr>
<td>GPR-1</td>
<td>BEGIN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>550519</td>
<td>2038574</td>
</tr>
<tr>
<td></td>
<td>END</td>
<td></td>
</tr>
<tr>
<td></td>
<td>551208</td>
<td>2038581</td>
</tr>
<tr>
<td>GPR-2</td>
<td>BEGIN</td>
<td></td>
</tr>
<tr>
<td></td>
<td>550518</td>
<td>2038549</td>
</tr>
<tr>
<td></td>
<td>END</td>
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</tr>
<tr>
<td></td>
<td>551185</td>
<td>2038554</td>
</tr>
</tbody>
</table>

NOTE: 1. COORDINATES WERE RECORDED IN THE FIELD USING A TRIMBLE XH GPS UNIT.
# Table 4

**Report of Tests**

**Intersection Improvements**

**Meridian Road and Rhoden Cove Road**

**Leon County, Florida**

<table>
<thead>
<tr>
<th>Material No.</th>
<th>Grain-Size (Percent Passing)</th>
<th>Atterberg Limits</th>
<th>Classification</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Tests</td>
<td>4</td>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>1</td>
<td>7</td>
<td>100</td>
<td>100</td>
<td>98-99</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>100</td>
<td>100</td>
<td>99-100</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
<td>100</td>
<td>100</td>
<td>99</td>
</tr>
</tbody>
</table>
### TABLE 5
**PAVEMENT CORE AND CONDITION SURVEY**
**INTERSECTION IMPROVEMENTS**
**MERIDIAN ROAD AND RHODEN COVE ROAD**
**LEON COUNTY, FLORIDA**

<table>
<thead>
<tr>
<th>Core No.</th>
<th>Station</th>
<th>Lane</th>
<th>Wheel Path</th>
<th>Pavement Layers (in.)</th>
<th>Base</th>
<th>Crack</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>FC-3</td>
<td>S-3</td>
<td>RAP</td>
</tr>
<tr>
<td>RC-PC-1</td>
<td>16+01</td>
<td>R1</td>
<td>WP</td>
<td>0.9</td>
<td>1.8</td>
<td>1.0</td>
</tr>
<tr>
<td>RC-PC-2</td>
<td>17+46</td>
<td>R2</td>
<td>WP</td>
<td>2.1</td>
<td>2.8</td>
<td></td>
</tr>
</tbody>
</table>

**Remarks:**
- R1: Northbound Travel Lane
- R2: Eastbound Outside Travel Lane
- WP: Wheel Path
- A: 0-5% Surface Cracking
- C: 25-50% Surface Cracking
- IB: Cracking Less Than 1/8-In.
- III: Cracking Greater Than 1/4-in.
- L: Light Cracking
- S: Severe Cracking
- FC-3: Friction Course - Type 3

**Comments:**
1. Severe Fatigue Cracking
2. Moderate Longitudinal Cracking
3. Light Edge Cracking
4. Light Fatigue Cracking
5. Asphalt Layer Separation
6. Severe Rutting
7. Pavement Core Installed 160-Feet South of Rhoden Cove Road
8. Pavement Core Installed 93-Feet West of Meridian Road

**Typical Section No.:** 2 @ 11'
**Shoulder Condition:** N/A
**Outside:** Grass / Concrete Curb & Gutter
## TABLE 6
LBR-DCP CORRELATIONS
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

<table>
<thead>
<tr>
<th>PAVEMENT CORE NUMBER</th>
<th>BASE</th>
<th>12 INCHES BELOW BASE</th>
<th>36 INCHES BELOW BASE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DCP BLOW COUNT</td>
<td>EQUIVALENT LBR VALUE</td>
<td>DCP BLOW COUNT</td>
</tr>
<tr>
<td>RC-PC-1</td>
<td>8+</td>
<td>&gt; 40</td>
<td>8+</td>
</tr>
<tr>
<td>RC-PC-2</td>
<td>8+</td>
<td>&gt; 40</td>
<td>8+</td>
</tr>
</tbody>
</table>

**NOTES:**
1. DYNAMIC CONE PENETRATION (DCP) VALUE (BLOW COUNTS PER 2.00-INCH)
2. CORRELATION BASED ON THE ASPHALT HANDBOOK, MS-4 (7TH EDITION)

CORRELATION:
\[
LBR = \frac{292}{(50.8/DCP)^{1.12}} \times 1.20
\]
### TABLE 7
**EXISTING PAVEMENT STRUCTURAL NUMBER INTERSECTION IMPROVEMENTS**
**MERIDIAN ROAD AND RHODEN COVE ROAD**
**LEON COUNTY, FLORIDA**

<table>
<thead>
<tr>
<th>PAVEMENT CORE NUMBER</th>
<th>FC-3 (^1)</th>
<th>S-3 (^4)</th>
<th>RAP (^5)</th>
<th>SAHM (^6)</th>
<th>S-3 (^4)</th>
<th>BINDER (^7)</th>
<th>BASE COURSE (^8)</th>
<th>SUBGRADE (^9)</th>
<th>TOTAL REDUCED STRUCTURAL NUMBER (^{10})</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAYER 1 DEPTH (^2)</td>
<td>D(_1)</td>
<td>REDUCED LAYER COEFFICIENT (^3)</td>
<td>a(_{1})</td>
<td>LAYER 2 DEPTH (^2)</td>
<td>D(_2)</td>
<td>REDUCED LAYER COEFFICIENT (^3)</td>
<td>a(_{2})</td>
<td>LAYER 3 DEPTH (^2)</td>
<td>D(_3)</td>
</tr>
<tr>
<td>----------------------</td>
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</tr>
<tr>
<td>RC-PC-1</td>
<td>0.9</td>
<td>0.15</td>
<td>1.8</td>
<td>0.15</td>
<td>1.0</td>
<td>0.12</td>
<td>1.0</td>
<td>0.08</td>
<td>2.3</td>
</tr>
<tr>
<td>RC-PC-2</td>
<td>2.1</td>
<td>0.17</td>
<td>2.8</td>
<td>0.25</td>
<td></td>
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#### NOTES:
1. Friction Course Type 3.
2. Depth of pavement or base layer.
3. Based on reduced layer coefficients provided in FDOT Flexible Pavement Design Manual Table 5.4 and Table 6.1.
4. Structural course Type 3.
5. Recycled asphalt pavement.
7. Asphalt binder course.
8. Type B stabilization (LBR 40)
9. Stabilized subgrade (estimated as type B stabilization (LBR 40))
10. Based on the following equation (provided in the FDOT Flexible Pavement Design Manual):

EQUATION: \( SN_E = (a_1 \times D_1) + (a_2 \times D_2) + (a_3 \times D_3) + \ldots \) WHERE: \( a_1 = \text{LAYER 1 REDUCED COEFFICIENT} \quad D_1 = \text{LAYER 1 THICKNESS} \)
FIGURE 3A: PHOTOGRAPH OF EXISTING PAVEMENT CONDITIONS NEAR PAVEMENT CORE RC-PC-1 ALONG MERIDIAN ROAD (FACING NORTH)

FIGURE 3B: PHOTOGRAPH OF EXISTING PAVEMENT CONDITIONS NEAR PAVEMENT CORE RC-PC-1 ALONG MERIDIAN ROAD (FACING SOUTH)
FIGURE 6A: PHOTOGRAPH OF PAVEMENT CORE RC-PC-1

FIGURE 6B: PHOTOGRAPH OF PAVEMENT CORE RC-PC-2
FIGURE 7A: PHOTOGRAPH OF PAVEMENT CONDITIONS ALONG MERIDIAN ROAD

FIGURE 7B: PHOTOGRAPH OF PAVEMENT CONDITIONS ALONG RHODEN COVE ROAD
FIGURE 8A: PHOTOGRAPH OF BASE MATERIAL AT PAVEMENT CORE RC-PC-1

FIGURE 8B: PHOTOGRAPH OF BASE MATERIAL AT PAVEMENT CORE RC-PC-2
NOTE:

1. GPR SCANS RECORDED IN THE FIELD USING A 250 MHz ANTENNA CONNECTED TO A HIGH SPEED DATA ACQUISITION AND PROCESSING UNIT.
2. PROFILE IS NOT TO SCALE.
PLAN VIEW

DEPTH OF SURFICIAL SANDS

STATION 10+40 TO 13+80

COLOR SCALE

DEPTH OF SURFICIAL SANDS (FEET)

COLOR SCALE

STATION 13+80 TO 17+30

LEGEND

SOIL BORING LOCATION

ANOMALY LOCATION

EGS
Environmental and Geotechnical Specialists, Inc.

104 North Magnolia Drive | Tallahassee, Florida 32301
Office #: (850) 384-1134  Fax #: (850) 385-6000

CLIENT: ATKINS, INC.
PROJECT NO: 22-45-12-01/02
SCALE: 1"=30'

TITLE: DEPTH TO CLAYEY SAND MAP INTERSECTION IMPROVEMENTS MERIDIAN ROAD AND RHODEN COVE ROAD LEON COUNTY, FLORIDA

DATE: AUGUST 2012  FIGURE NO: 10
APPENDIX A

SOIL BORING LOG AND
SOIL CLASSIFICATION DATA
### Boring Log

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**Notes:**
- This information pertains only to this boring and should not be interpreted as being indicative of the site.
- All test results are based on standard laboratory procedures.

**Test Results:**
- LL = 26
- PI = 11
- 200% = 41
- 200% = 13

**Additional Information:**
- HAMMER TYPE: CPI
- NORTHING: 551074
- EASTING: 2038570
- ELEVATION (FEET): 104.0'
- DATE: 8/2/2012
- FLUID LOSS: NONE

**Caving:** None

**Depth to Water:** Initial: > 5.5' / After 24 Hours: N/M
# SOIL CLASSIFICATION DATA

**PROJECT:** MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS  
**CLIENT:** ATKINS, INC.  
**BORING:** RC-PC-1  
**LOCATION:** LEON COUNTY, FLORIDA  
**PROJECT NO.:** 22-45-12-01/02

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**ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.**
### Project Information
- **Project:** MERIDIAN ROAD AND RHODEN COVE ROAD
- **Client:** ATKINS, INC.
- **Hammer Type:** CPI
- **Northings:** 551219
- **Easting:** 2038470
- **Elevation (feet):** 108.0'
- **Date:** 8/2/2012
- **Driller:** R. ROGERS
- **Fluid Loss:** NONE
- **Water Level:** > 5.5' after 24 hours
- **Caving:** N/M

### Boring Information
- **Boring No.:** RC-PC-2

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### SOIL CLASSIFICATION DATA

**PROJECT:** MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

**CLIENT:** ATKINS, INC.

**BORING:** RC-B-1

**LOCATION:** LEON COUNTY, FLORIDA

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APPENDIX B

PAVEMENT CORE DATA SHEETS
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS

PAVEMENT CORE DATA SHEET

DATE: 8/2/2012
TIME: 2:00 PM
CORED BY: R. ROGERS
PROJECT NUMBER: 22-45-12-01/02
CORE NUMBER: RC-PC-1

CORE LOCATION (MILE POST OR STATION NUMBER): 160 SOUTH OF RHODEN COVE ROAD CENTERLINE

CORE LANE LOCATION (SEE BELOW):
R1: NORTH / EASTBOUND INSIDE LANE
R2: NORTH / EASTBOUND OUTSIDE LANE
L1: SOUTH / WESTBOUND TRAVEL LANE
L2: SOUTH / WESTBOUND OUTSIDE LANE

NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING MILE POSTS

DETAILED CORE LOCATION: WP
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO: CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): 8.2-INCH ASPHALT
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): 12.0-INCH TYPE B STABILIZATION
BASE DCP TEST VALUE (0.0-INCH): 8+

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): BROWN CLAYEY SAND
SUBGRADE DCP TEST VALUE (12.0-INCH): 8+

EMBANKMENT MATERIAL DESCRIPTION (36.0-INCH): BROWN CLAYEY SAND
EMBANKMENT DCP TEST VALUE (36.0-INCH): 8+

PAVEMENT CONDITION: POOR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCLOSED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: 0.5-INCH
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: 6.5%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: O
O: CROSS SLOPE IS GOING 'OUT' TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING 'IN' TO THE INSIDE MEDIAN

INSIDE SHOULD TYPE: N/A
OUTSIDE SHOULDER TYPE: GRASS
SHOULDER CONDITIONS: POOR
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: 100-INCH EAST OF MERIDIAN ROAD CENTERLINE
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR THE EDGE FROM THE MEDIAN (INSIDE SHOULDER). SPECIFY WHICH OFFSET WAS USED.

CRACK DEPTH: 5.4-INCH

CRACK TYPE:
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS
PAVEMENT CORE DATA SHEET

CRACK CLASS:

III
CLASS IB: HAIRLINE CRACKING IS FOUND THAT IS LESS OR EQUAL TO 1/8". THERE MIGHT BE SLIGHT SPALLING AND SLIGHT TO MODERATE BRANCHING.
CLASS II: CRACKING IS FOUND THAT IS FROM 1/8" TO 1/4" IN WIDTH. HAS MODERATE SPALLING OR SEVERE BRANCHING. ALLIGATOR CRACKING MIGHT ALSO BE ENCOUNTERED.
CLASS III: CRACKING IS FOUND THAT IS GREATER THAN 1/4" IN WIDTH. CRACKING MIGHT BE OPEN TO THE UNDERLYING BASE MATERIAL. CHUNKS OF PAVEMENT MIGHT BE MISSING. RAVELING (LOSS OF SURFACE PAVEMENT) MIGHT ALSO BE ENCOUNTERED.

EXTENT:

S
L: LIGHT CRACKING IN AREA
M: MEDIUM CRACKING IN AREA
S: SEVERE CRACKING IN AREA

OTHER COMMENTS (INCLUDE ALL THAT APPLY):

SEVERE FATIGUE CRACKING

MODERATE LONGITUDINAL CRACKING

LIGHT EDGE CRACKING

SEVERE RUTTING

 ASPHALT LAYER SEPERATION
LIGHT PATCHING: LESS THAN 50 SQUARE FEET OF PATCHING
MODERATE PATCHING: BETWEEN 50 AND 100 SQUARE FEET OF PATCHING
SEVERE PATCHING: OVER 100 SQUARE FEET OF PATCHING
LIGHT RAVELING: AGGREGATE AND BINDER HAVE BEGUN TO WEAR AWAY. SOME LOSS OF MATERIAL
MODERATE RAVELING: AGG. AND BINDER HAVE WORN AWAY, SURFACE IS ROUGH AND PITTED.
SEVERE RAVELING: SURFACE IS ROUGH AND PITTED, LOSS OF AGG. IS VERY NOTICEABLE
A: ALLIGATOR CRACKING IN WHEEL PATH
B: BLOCK CRACKING
C: COMBINATION OF CRACKING

CORE LOCATION COMMENTS (INCLUDE ALL THAT APPLY):

PAVEMENT CORE INSTALLED WITHIN NORTHBOUND TRAVEL LANE OF MERIDIAN ROAD

NOTE: 1) INCLUDE ALL CORE LOCATION INFORMATION. INCLUDE DISTANCES FROM THE CORE TO THE NEAREST INTERSECTION
2) INCLUDE HOW MANY TRAVEL Lanes ARE LOCATED AT CORE LOCATION
3) INCLUDE ANY OTHER INFORMATION ENCOUNTERED

PAGE 2 OF 2
ENVIROMENTAL AND GEOTECHNICAL SPECIALISTS

PAVEMENT CORE DATA SHEET

DATE: 8/2/2012
TIME: 
CORED BY: R. ROGERS
PROJECT NUMBER: 22-45-12-01/02
CORE NUMBER: RC-PC-2

CORE LOCATION (MILE POST OR STATION NUMBER): 93' WEST OF MERIDIAN ROAD CENTERLINE

CORE LANE LOCATION (SEE BELOW):
R1: NORTH / EASTBOUND INSIDE LANE
R2: NORTH / EASTBOUND INSIDE LANE
L1: SOUTH / WESTBOUND TRAVEL LANE
L2: SOUTH / WESTBOUND TRAVEL LANE

NOTE: RIGHT OR LEFT LANE CAN BE DETERMINED BY FACING THE DIRECTION OF THE INCREASING MILE POSTS

DETAILED CORE LOCATION:
WP
WP: CORE IS LOCATED INSIDE THE WHEEL PATH
CO: CORE IS LOCATED OUTSIDE THE WHEEL PATH

CORE LENGTH (SEE BELOW): 4.9-INCH
NOTE: MEASURE THE CORE IN DECIMAL FORMAT (INCHES)

BASE MATERIAL DESCRIPTION (0.0-INCH): 7.5-INCH TYPE B STABILIZATION

BASE DCP TEST VALUE (0.0-INCH): 8+

SUBGRADE MATERIAL DESCRIPTION (12.0-INCH): BROWN CLAYEY FINE SAND

SUBGRADE DCP TEST VALUE (12.0-INCH): 8+

EMBANKMENT MATERIAL DESCRIPTION (36.0-INCH): GRAY SILTY FINE SAND

EMBANKMENT DCP TEST VALUE (36.0-INCH): 8+

PAVEMENT CONDITION: FAIR
GOOD: NO VISIBLE CRACKS IN SITE. FOUND IN AREAS OF TYPE IB CRACKING
FAIR: CRACKS ENCOUNTERED THROUGHOUT CORE LOCATION. NO PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE IB OR TYPE II
POOR: EXCESSIVE CRACKING ENCOUNTERED AT CORE LOCATION. PAVEMENT FAILURE ENCOUNTERED AT CORE AREA. CAN CORRESPOND WITH TYPE III CRACKING

PAVEMENT LANE RUT DEPTH: < 0.1-INCH
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND MEASURE THE RUT DEPTH USING THE DIGITAL RUT GAUGE. RECORD THE MAXIMUM RUT DEPTH ENCOUNTERED IN THE LANE CORED. RECORD THE VALUE IN INCHES.

PAVEMENT LANE CROSS SLOPE: 5.6%
NOTE: PLACE THE SMART LEVEL ACROSS THE LANE AND RECORD THE SLOPE VALUE. RECORD THE VALUE TO THE NEAREST 0.1%. WHEN CORING MEDIAN LANES, THE CROSS SLOPE IS NOT REQUIRED.

DIRECTION OF CROSS SLOPE: O
O: CROSS SLOPE IS GOING "OUT" TO THE OUTSIDE SHOULDER
I: CROSS SLOPE IS GOING "IN" TO THE INSIDE MEDIAN

INSIDE SHOULDER TYPE: N/A
OUTSIDE SHOULDER TYPE: GRASS
SHOULDER CONDITIONS: FAIR
SHOULDER TYPE: CURBED, CURBED AND GUTTERED, GRASS, PAVED, OTHER (SPECIFY)

OFFSET DISTANCE: 21" SOUTH OF RHODEN COVE ROAD EDGE OF PAVEMENT
NOTE: RECORD THE OFFSET DISTANCE FROM EITHER THE EDGE OF PAVEMENT (OUTSIDE SHOULDER), OR THE EDGE FROM THE MEDIAN (INSIDE SHOULDER). SPECIFY WHICH OFFSET WAS USED.

CRACK DEPTH: 2.5-INCH

CRACK TYPE:
A
TYPE A: 0% TO 5% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE B: 6% TO 25% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE C: 26% TO 50% OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
TYPE D: 51% OR MORE OF THE PAVEMENT LANE IS AFFECTED BY SURFACE CRACKING
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS

PAVEMENT CORE DATA SHEET

CRACK CLASS:

CLASS IB: HAIRLINE CRACKING IS FOUND THAT IS LESS OR EQUAL TO 1/8". THERE MIGHT BE SLIGHT SPALLING AND SLIGHT TO MODERATE BRANCHING.

CLASS II: CRACKING IS FOUND THAT IS FROM 1/8" TO 1/4" IN WIDTH. HAS MODERATE SPALLING OR SEVERE BRANCHING. ALLIGATOR CRACKING MIGHT ALSO BE ENCOUNTERED.

CLASS III: CRACKING IS FOUND THAT IS GREATER THAN 1/4" IN WIDTH. CRACKING MIGHT BE OPEN TO THE UNDERLYING BASE MATERIAL. CHUNKS OF PAVEMENT MIGHT BE MISSING. RAVELING (LOSS OF SURFACE PAVEMENT) MIGHT ALSO BE ENCOUNTERED.

EXTENT:

L: LIGHT CRACKING IN AREA
M: MEDIUM CRACKING IN AREA
S: SEVERE CRACKING IN AREA

OTHER COMMENTS (INCLUDE ALL THAT APPLY):

LIGHT FATIGUE CRACKING

LIGHT PATCHING: LESS THAN 50 SQUARE FEET OF PATCHING
MODERATE PATCHING: BETWEEN 50 AND 100 SQUARE FEET OF PATCHING
SEVERE PATCHING: OVER 100 SQUARE FEET OF PATCHING
LIGHT RAVELING: AGGREGATE AND BINDER HAVE BEGUN TO WEAR AWAY. SOME LOSS OF MATERIAL MAY OCCUR. FACIAL AREAS ARE MODERATELY SEVERE.
MODERATE RAVELING: AGGREGATE AND BINDER HAVE WORN AWAY. SURFACE IS ROUGH AND Pitted.
SEVERE RAVELING: SURFACE IS ROUGH AND Pitted. LOSS OF AGG. IS VERY NOTICEABLE
A: ALLIGATOR CRACKING IN WHEEL PATH
B: BLOCK CRACKING
C: COMBINATION OF CRACKING

CORE LOCATION COMMENTS (INCLUDE ALL THAT APPLY):

PAVEMENT CORE INSTALLED WITHIN EASTBOUND OUTSIDE LANE OF RHODEN COVE ROAD

NOTE: 1) INCLUDE ALL CORE LOCATION INFORMATION. INCLUDE DISTANCES FROM THE CORE TO THE NEAREST INTERSECTION
2) INCLUDE HOW MANY TRAVEL LANES ARE LOCATED AT CORE LOCATION
3) INCLUDE ANY OTHER INFORMATION ENCOUNTERED

PAGE 2 OF 2
Components of Plans Set
Roadway Plans

Commissioners:
Bill Proctor
District 1

Jane G. Soule
District 2

John E. Dalley
District 3

Bryan Desilva
District 4

Kristin Dozier
District 5

Nick Maddock
At-Large

Mary Ann Lindsey
At-Large

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MERIDIAN ROAD & RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

LEON COUNTY Department of Public Works
Division of Engineering Services
Public Works Center
2280 Miccosukee Road, Tallahassee, FL 32309-5310
Ph: (850)906-1500 Fax: (850)906-1501
Web: http://www.leoncountyyfl.gov

ENGINEER OF RECORD

NICHOLAS A. GROSEC, P.E. Z17951
Date:

PLANS PREPARED BY
ATKINS
1228 Corporate Center Drive
Tallahassee, Florida 32305
(850) 377-1500
www.atkinsglobal.com/northamerica
PHONE: (214) 338-1337
CERTIFICATE OF AUTHORIZATION: 24

FINAL PLANS

GOVERNING STANDARDS AND SPECIFICATIONS

Florida Department of Transportation (FDOT) Design Standards dated January 2013, and Standard Specifications For Road and Bridge Construction dated 2013, as amended by contract documents.
Components of Plans Set
Roadway Plans

Commissioners:
Bill Proctor
District 1
Jane G. Sauls
District 2
John E. Dailey
District 3
Bryan Desjago
District 4
Kirk M. Doster
District 5
Rick Maddox
At-Large
Akin Akintomide
At-Large

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Leon County
Department of Public Works
Division of Engineering Services
Public Works Center
2280 Miccosukee Road, Tallahassee, FL 32308-5310
Ph: (850)906-1500 Fax: (850)906-1501
Web: http://www.leoncountyfl.gov

Enginner of Record:
NICHOLAS A. GROESE, P.E.  BF1561
Date:

Planes Prepared By:
ATKINS
3820 M. Marina Blvd C
Tallahassee, FL 32308
(850) 675-1650
www.arctekplanning.com/tnorthonova
VENDOR # 20-M08631-A0.007
CERTIFICATE OF AUTHORIZATION: 24

Leon County Map
Location

LEON COUNTY ROAD & RHODEN COVE ROAD
INTERSECTION IMPROVEMENTS

PROJECT LOCATION

Leon County Map
Location

Governing Standards and Specifications
Florida Department of Transportation (FDOT) Design Standards dated January 2013, and Standard Specifications For Road and Bridge Construction dated 2013, as amended by contract documents.

Final Plans

General Notes:

1. PROJECT LOCATION: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88) WM 91-10.4 435.4 (ELEV. 2360.12, BM 42 D2 09 FLR FL. ELEV. 8031). Permit 18-2061.

2. The location of utilities shown on the plans are approximate only. It is the contractors responsibility to check and determine the location of all 2000 and utilities prior to the commencement of construction activities and provide for protection of existing utilities and public and private property. The contractor shall be responsible for all utility coordination. The contractor shall notify utility owners through the Builders State Callout Center 1-800-454-0272 (or local). The contractor shall provide a copy of the electric utility location data to the contractor on the scheduled time of construction.

3. Any public lands corners or benchmarks shall be protected by the contractor. Any benchmarks damaged during construction shall be replaced by the contractors expense.

4. Existing driveways within the limits of the project shall be replaced in kind unless otherwise shown in the plans.

5. The contractor shall be required to coordinate construction efforts with other contractors that have been issued permits within the limits of the project. In addition, the contractor shall be responsible for the coordination of all construction scheduler. All cost incurred by the contractor for any delays caused by the contractors failure to coordinate with the other contractors shall be the responsibility of the contractor.

6. This location is subject to the Florida Department of Transportation Right of Way Manual and procedures. A roadway permit will be required when the utilities relocation plans are included in the approved construction plans.

7. The contractor shall maintain and keep street name identification visible during construction operations, in order to facilitate emergency vehicle tracking.

8. Any known or suspected hazardous materials found on the project by the contractor shall be immediately reported to the engineer, who shall direct the contractor to protect said materials, and notify the engineer. The contractor shall notify Leon County of the discovery of hazardous material, and shall take necessary action to protect said materials.

9. All areas outside the construction limits changed or disturbed by the contractor shall be restored by the contractor at no additional cost.

10. All land uses must be returned to normal, traffic and street conditions an examination notice of a hurricane or other catastrophic event and shall remain open for the duration of the evacuation or events as directed by the Engineer.

11. All existing signs to be relocated in accordance with FDOT Standard Sign 17520 unless otherwise noted in the Plans.

12. All encroachment materials shall be removed from the site at the contractors expense.

13. Utility and county owned manholes and valve covers shall be paced to the final grade prior to placement of the friction course.

14. Prior to any construction activities a pre-construction meeting will be held on-site.

15. Staging areas shall be discussed with and approved by the county environmental inspector during the pre-construction conference and prior to construction commencement.

16. Staging in areas outside of the right-of-way and defined project area may require a separate environmental management plan. Permits from Leon County prior to the use of the staging area. A leon.

17. Contractor shall remove excavated material from the site and dispose of at a permitted location.

18. Working hours will be 7:00 AM to 5:30 PM, Monday through Friday. Hours may be extended in the event of any emergency, events, or other significant disruption.

19. Existing drainage structures within the project limits shall remain unless otherwise noted.

20. All existing signs to be relocated in accordance with FDOT Standard Sign 17520 unless otherwise noted in the Plans.