Leon County
Board of County Commissioners
301 South Monroe Street, Tallahassee, Florida 32301
(850) 606-5302 www.leoncountyfl.gov

Purchasing Division
1800-3 Blair Stone Road
(corner of Miccosukee and Blair Stone Roads)
Tallahassee, Florida 32308
(850) 606-1600

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,

Don Tobin, CPPB
Purchasing and Contract Administrator

DT

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

EGS

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.

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/ms).

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_E) – As a part of this investigation, **EGS** calculated the existing pavement Structural Number (**SN_E**) at each of the pavement core locations. The pavement core composition, structural coefficient, and associative **SN_E** 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_E** for the project was found to be:

- **$SN_E = 2.8$**.

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.

CLOSURE

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

8-14-12

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

BORING NUMBER	BORING DEPTH [1] (FEET)	GROUND ELEVATION [2] (FEET)	STATION [2,3] (FEET)	OFFSET FROM CONSTRUCTION CENTERLINE [2,3] (FEET)	STATE PLANE COORDINATES		GLOBAL POSITIONING SATELLITE SYSTEM COORDINATES [4]			
							LATITUDE		LONGITUDE	
					NORTHING	EASTING	DEG (°)	MIN (')	DEG (°)	MIN (')
PAVEMENT CORE LOCATIONS										
RC-PC-1	5.5	104.0	16+01	7 RIGHT	551074	2038570	30	30.906	84	16.649
RC-PC-2	5.5	108.0	17+46	95 LEFT	551219	2038470	30	30.930	84	16.668
SPT SOIL BORING LOCATION										
RC-B-1	40.0	100.0	13+34	7 RIGHT	550809	2038568	30	30.862	84	16.650

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

LOCATION NUMBER	DEPTH [1] (FEET)	ELEVATION [2] (FEET)	GROUNDWATER DATA			
			MEASURED GROUNDWATER [3]		ESTIMATED "NORMAL" SEASONAL HIGH GROUNDWATER	
			DEPTH [1] (FEET)	ELEVATION [2] (FEET)	DEPTH [1] (FEET)	ELEVATION [2] (FEET)
PAVEMENT CORE LOCATIONS						
RC-PC-1	5.5	104.0	> 5.5	< 98.5	> 5.5	< 98.5
RC-PC-2	5.5	108.0	> 5.5	< 102.5	> 5.5	< 102.5
SPT SOIL BORING LOCATION						
RC-B-1	40.0	100.0	7.0	93.0	4.0	96.0
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 MEASURMENTS IMMIEDATELY AFTER THE SOIL BORING COMPLETION.

TABLE 3
GPR TEST LOCATION DATA
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

TRANSECT LINE NUMBER		STATE PLANE COORDINATES		GLOBAL POSITIONING SATELLITE (GPS) COORDINATES SYSTEM [1]			
				LATITUDE		LONGITUDE	
		NORTHING	EASTING	DEG (°)	MIN (')	DEG (°)	MIN (')
GPR-1	BEGIN	550519	2038574	30	30.814	84	16.648
	END	551208	2038581	30	30.928	84	16.647
GPR-2	BEGIN	550518	2038549	30	30.814	84	16.653
	END	551185	2038554	30	30.924	84	16.652

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

MATERIAL NO.	GRAIN-SIZE (PERCENT PASSING)								ATTERBERG LIMITS			CLASSIFICATION		DESCRIPTION	
	NUMBER OF TESTS	4	10	20	40	60	100	200	NUMBER OF TESTS	LIQUID LIMIT	PLASTICITY INDEX	UNIFIED	AASHTO	COLOR	MATERIAL
1	7	100	100	98-99	89-95	64-78	27-48	13-27	3	19-21	6-9	SM	A-2-4	GRAY, BROWN	SILTY FINE SAND
2	2	100	100	99-100	93-97	78-83	53-63	35	2	26-30	12-15	SC	A-2-6	BROWN	CLAYEY FINE SAND
3	2	100	100	99	92-94	77-80	53	38-41	2	26-27	11-12	SC	A-6	BROWN, GRAY AND BROWN	CLAYEY SAND

TABLE 5
PAVEMENT CORE AND CONDITION SURVEY
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

Cored By: R. Rogers **Date:** 8/2/2012 1 of 1 **Typical Section No:** --

W.P.I. No:	--	**Name:**	Meridian Road and Rhoden Cove Road			**Lanes:**	2 @ 11'
Fin. Proj. ID:	--	**From:**	1,750 Feet South of Rhoden Cove Road			**Shoulder Condition:**	N/A
F.A. Proj. No.:	--	**To:**	450 Feet North of Rhoden Cove Road			**Inside:**	N/A
County: Leon	**SR No:** --	**Beg MP:** --	**End MP:** --	**Length:**	2,161 FT	**Outside:**	Grass / Concrete Curb & Gutter
Median Curbed: [ ]	**Paved:** [ ]	**Lawn:** [ ]	**Other:**	[x]		**Curb & Gutter:**	[ ]

Core No.	Station	Lane	Wheel Path	Pavement Layers (in.)							Base		Crack				Pvt Condt	Rut Depth (in)	Cross Slope (%)	Comments
				FC-3	S-3	RAP	SAHM	S-3	BINDER	Core Length	TYPE-B		Depth (in)	Type	Class	Extent				
RC-PC-1	16+01	R1	WP	0.9	1.8	1.0	1.0	2.3	1.2	**8.2**	12.0		5.4	C	III	S	P	0.50	6.5	1, 2, 3, 5, 6
RC-PC-2	17+46	R2	WP	2.1	2.8					**4.9**	7.5		2.5	A	IB	L	F	< 0.1	5.6	4, 8

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
- **L:** Light Cracking
- **S:** Severe Cracking
- **F:** Fair Condition
- **P:** Poor Condition
- **FC-3:** Friction Course - Type 3
- **S-3:** Structural Course - Type 3
- **SAHM:** Sand Asphalt Hot Mix
- **BINDER:** Asphalt Binder Course
- **RAP:** Recycled Asphalt Pavement

Comments:

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

TABLE 6
LBR-DCP CORRELATIONS
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

PAVEMENT CORE NUMBER	BASE		12 INCHES BELOW BASE		36 INCHES BELOW BASE	
	DCP BLOW COUNT [1]	EQUIVALENT LBR VALUE	DCP BLOW COUNT [1]	EQUIVALENT LBR VALUE	DCP BLOW COUNT [1]	EQUIVALENT LBR VALUE
RC-PC-1	8+	> 40	8+	> 40	8+	> 40
RC-PC-2	8+	> 40	8+	> 40	8+	> 40

NOTES: 1. DYNAMIC CONE PENETRATION (DCP) VALUE (BLOW COUNTS PER 2.00-INCH)

2. CORRELATION BASED ON THE ASPHALT HANDBOOK, MS-4 (7^{th} EDITION)

CORRELATION:

$$LBR = \frac{292}{(50.8/DCP)^{1.12}} \times 1.20$$

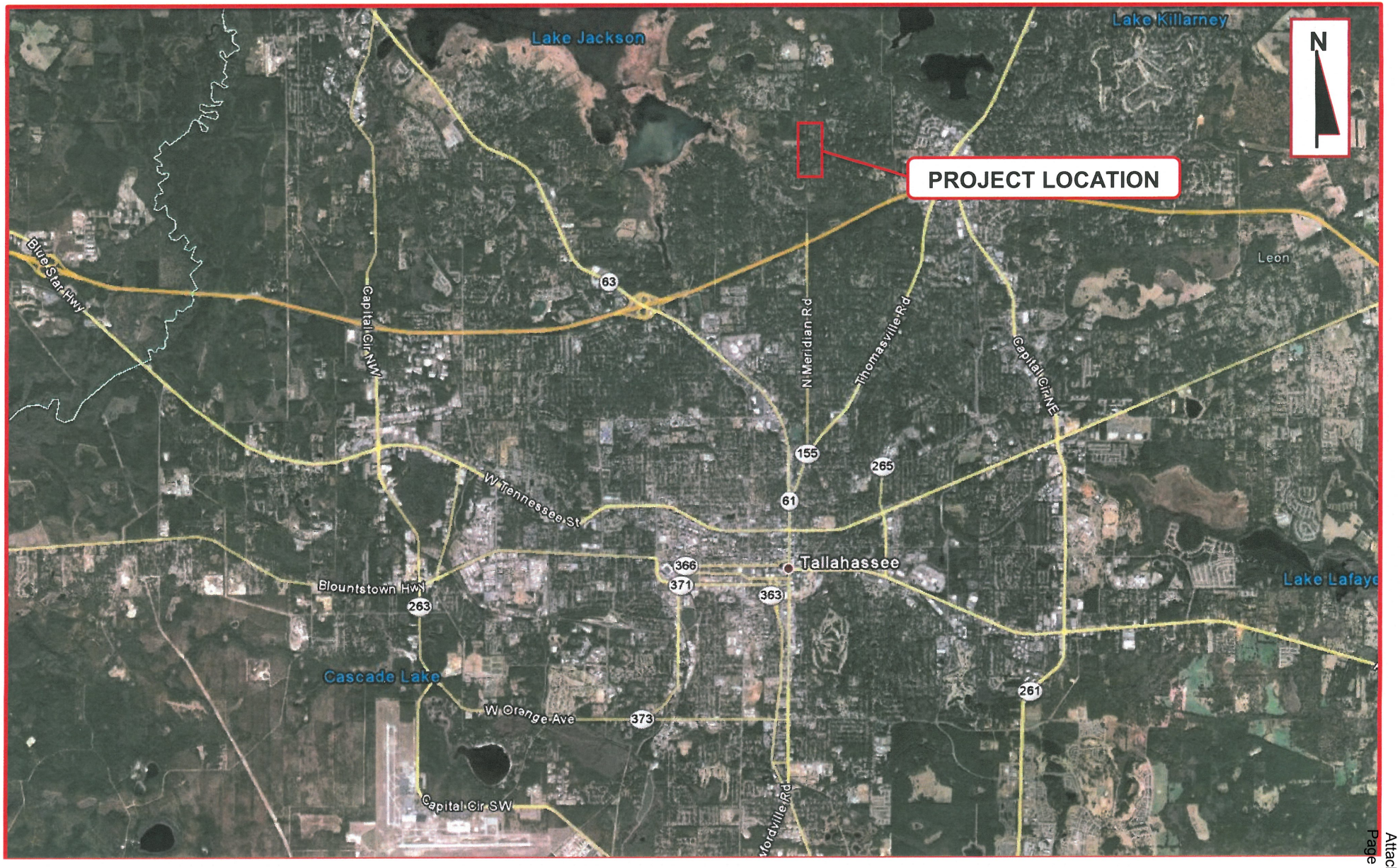
TABLE 7
EXISTING PAVEMENT STRUCTURAL NUMBER
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

PAVEMENT CORE NUMBER	FC-3 [1]		S-3 [4]		RAP [5]		SAHM [6]		S-3 [4]		BINDER [7]		BASE COURSE [8]		SUBGRADE [9]		TOTAL REDUCED STRUCTURAL NUMBER [10] (SN_E)
	LAYER 1 DEPTH [2] D_1 (INCH)	REDUCED LAYER COEFFICIENT [3] a_1	LAYER 2 DEPTH [2] D_2 (INCH)	REDUCED LAYER COEFFICIENT [3] a_2	LAYER 3 DEPTH [2] D_3 (INCH)	REDUCED LAYER COEFFICIENT [3] a_3	LAYER 4 DEPTH [2] D_4 (INCH)	REDUCED LAYER COEFFICIENT [3] a_4	LAYER 5 DEPTH [2] D_5 (INCH)	REDUCED LAYER COEFFICIENT [3] a_5	LAYER 6 DEPTH [2] D_6 (INCH)	REDUCED LAYER COEFFICIENT [3] a_6	LAYER 6 DEPTH [2] D_6 (INCH)	REDUCED LAYER COEFFICIENT [3] a_6	LAYER 6 DEPTH [2] D_7 (INCH)	REDUCED LAYER COEFFICIENT [3] a_7	
PAVEMENT CORES - SR 8 (I-10) EASTBOUND AND WESTBOUND TRAVEL LANES																	
RC-PC-1	0.9	0.15	1.8	0.15	1.0	0.12	1.0	0.08	2.3	0.15	1.2	0.15	12.0	0.08	12.0	0.08	**3.1**
RC-PC-2	2.1	0.17	2.8	0.25									7.5	0.08	12.0	0.08	**2.6**
AVERAGE																	**2.8**

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.
6. SAND ASPHALT HOT MIX.
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: $SN_E = (a_1 \times D_1) + (a_2 \times D_2) + (a_3 \times D_3) + \ldots\ldots$ WHERE: a_1 = LAYER 1 REDUCED COEFFICIENT D_1 = LAYER 1 THICKNE: LAYER 1 THICKNESS

FIGURES



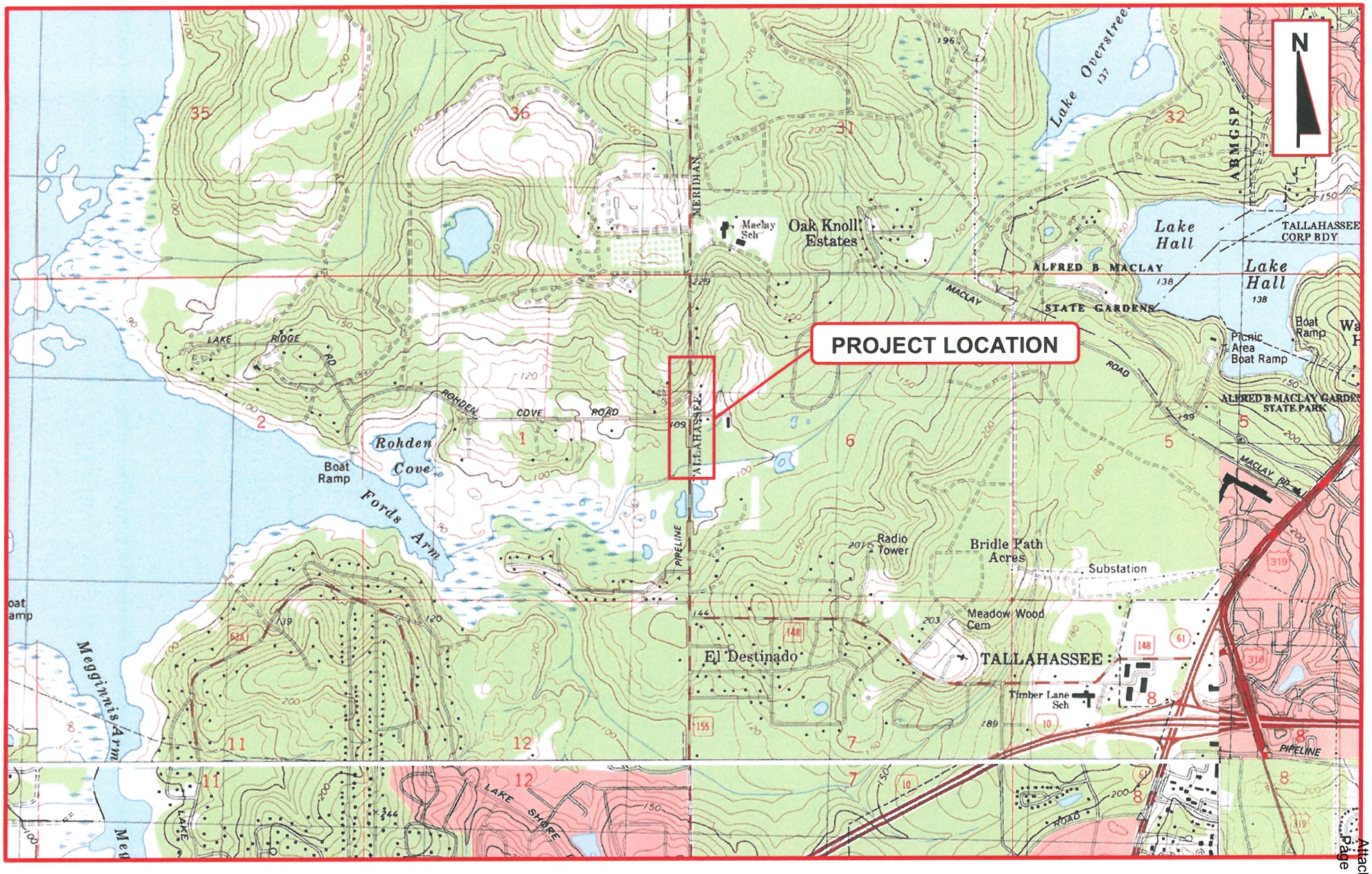
DRAWN: M. MONTEITH, E.I.	CHECKED: M. HAYDEN, P.E.
ENGINEER: M. HAYDEN, P.E.	
CLIENT: ATKINS, INC.	
PROJ. NO.: 22-45-12-01/02	SCALE:

EGS Environmental and Geotechnical Specialists

104 North Magnolia Drive | Tallahassee, Florida 32301
Office #: (850) 386-1253 | **Fax #:** (850) 385-8050

TITLE:
PROJECT LOCATION MAP
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

DATE: AUGUST 2012	FIGURE NO.: 1



DRAWN: M. MONTEITH, E.I.	CHECKED: M. HAYDEN, P.E.
ENGINEER: M. HAYDEN, P.E.	
CLIENT: ATKINS, INC.	
PROJ. NO.: 22-45-12-01/02	SCALE:

EGS Environmental and Geotechnical Specialists

104 North Magnolia Drive | Tallahassee, Florida 32301
Office #: (850) 386-1253 | Fax #: (850) 385-8050

TITLE:
USGS TOPOGRAPHIC MAP
MERIDIAN ROAD AND RHODEN COVE
INTERSECTION IMPROVEMENTS
LEON COUNTY, FLORIDA

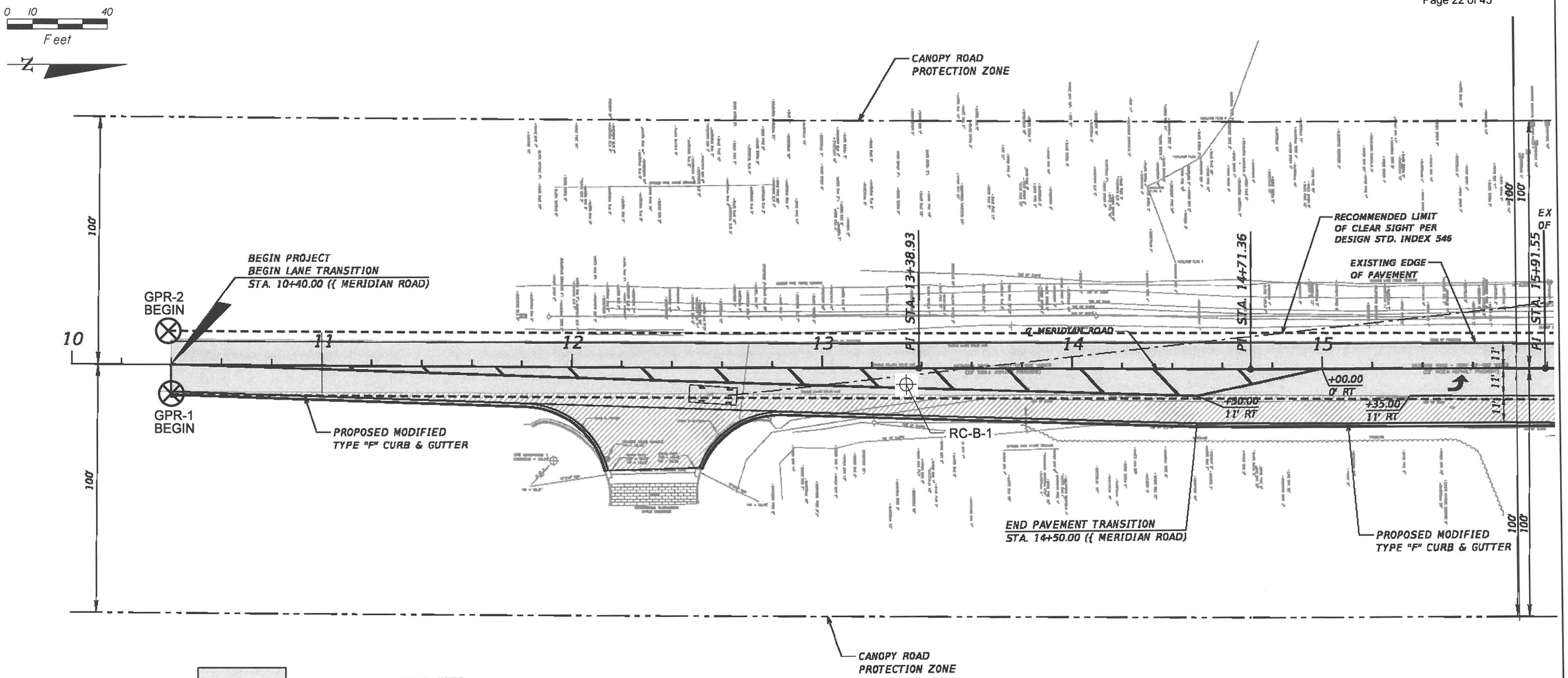
DATE: AUGUST 2012	FIGURE NO.: 2

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 3C: PHOTOGRAPH OF EXISTING PAVEMENT CONDITIONS NEAR PAVEMENT CORE RC-PC-2 ALONG RHODEN COVE (FACING WEST)

FIGURE 3D: PHOTOGRAPH OF EXISTING PAVEMENT CONDITIONS NEAR PAVEMENT CORE RC-PC-2 ALONG RHODEN COVE (FACING EAST)



PLAN VIEW

LEGEND

⊕ - PAVEMENT CORE/SOIL BORING LOCATION

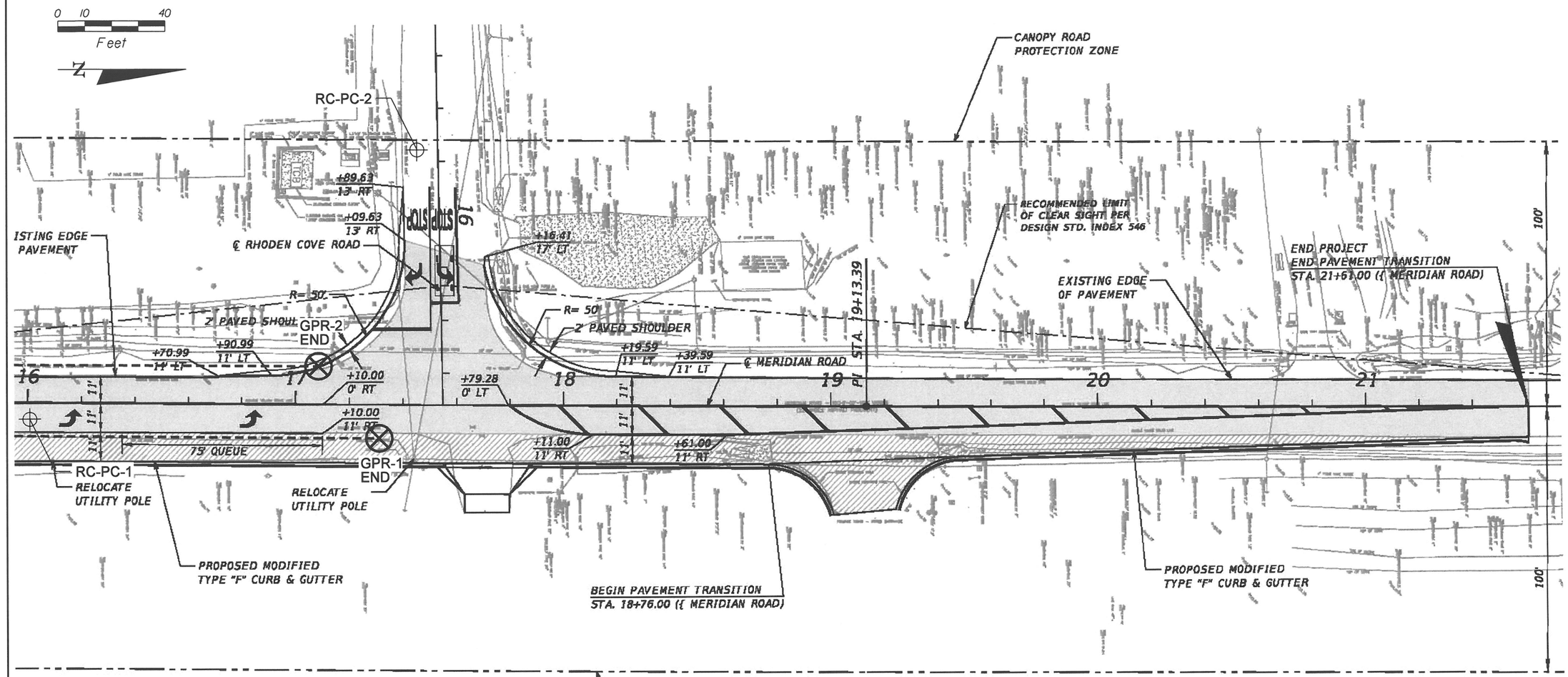
– – – - GROUND PENETRATING RADAR (GPR) TRANSECT LINE

PREPARED BY:	M. MONTEITH, E.I.
CHECKED:	M. HAYDEN, P.E.
REVISED:	M. MONTEITH, E.I.
SR. ENGINEER:	M. HAYDEN, P.E.

EGS
Environmental & Geotechnical Specialists, Inc.
104 N. Magnolia Drive
Tallahassee, Florida 32301
Office : (850) 386-1253 Fax : (850) 385-8050

SOIL BORING AND TEST LOCATION MAP
INTERSECTION IMPROVEMENTS
MERIDIAN RD AND RHODEN COVE RD
LEON COUNTY, FLORIDA

SCALE:	DATE: AUGUST 2012
PROJ. NO.: 22-45-12-01/02	FIGURE NO.: 4A



LEGEND

- ⊕ - PAVEMENT CORE/SOIL BORING LOCATION
- – – – GROUND PENETRATING RADAR (GPR) TRANSECT LINE

PLAN VIEW

PREPARED BY:	M. MONTEITH, E.I.
CHECKED:	M. HAYDEN, P.E.
REVISED:	M. MONTEITH, E.I.
SR. ENGINEER:	M. HAYDEN, P.E.

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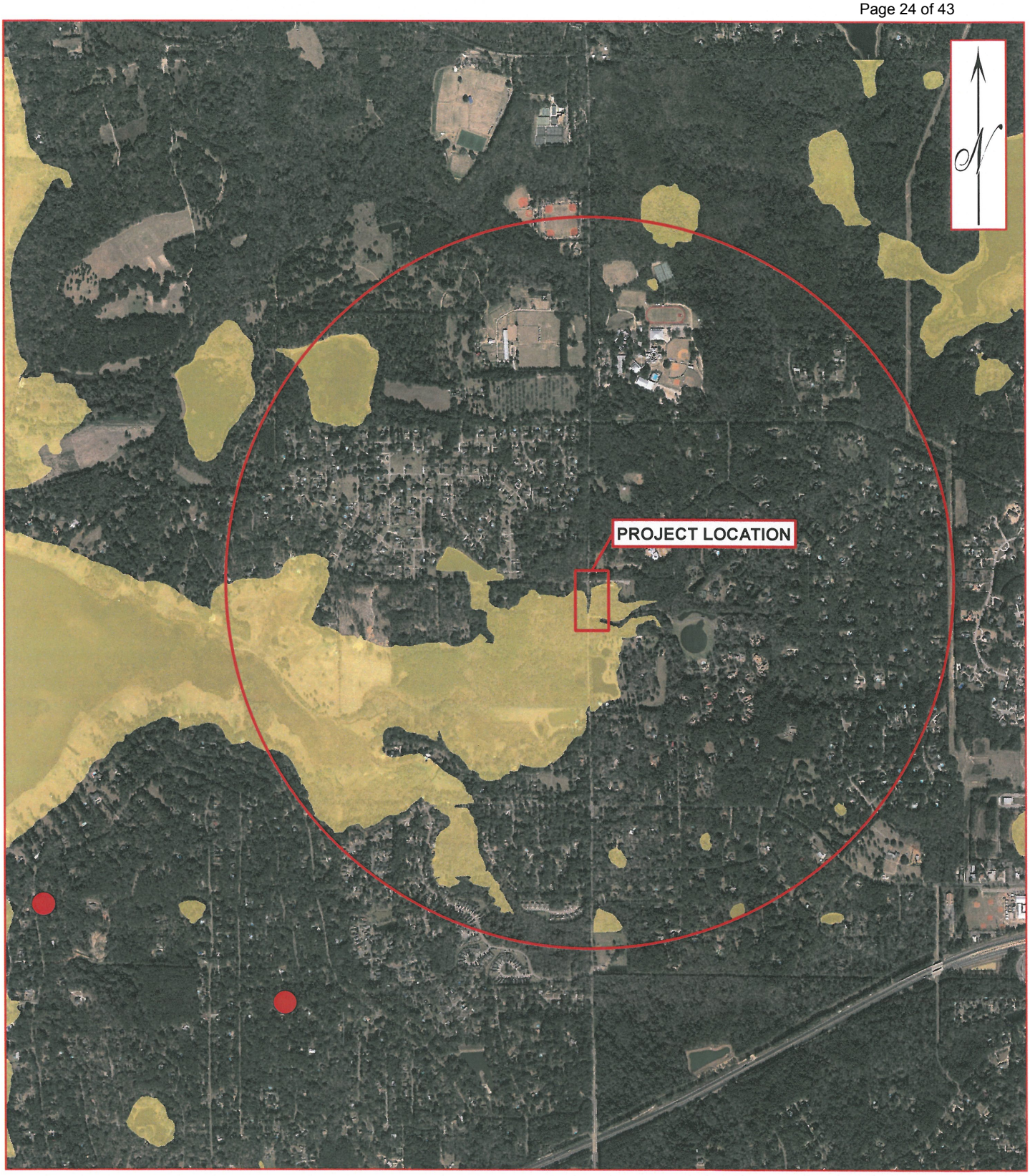
SOIL BORING AND TEST LOCATION MAP
INTERSECTION IMPROVEMENTS
MERIDIAN RD AND RHODEN COVE RD
LEON COUNTY, FLORIDA

SCALE:	DATE: AUGUST 2012
PROJ. NO.: 22-45-12-01/02	FIGURE NO.: 4B



Legend

- FDEP Reported Sinkhole Location
- Tallahssee-Leon County GIS Mapped Karst Feature

0 1,000 2,000 4,000 Feet

DRAWN: D. TALBOTT	CHECKED: M. HAYDEN, P.E.	EGS Environmental and Geotechnical Specialists, Inc.	TITLE: KARST FEATURE MAP MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS LEON COUNTY, FLORIDA
ENGINEER: M. HAYDEN, P.E.			
CLIENT: ATKINS, INC.			
PROJECT NO.: 22-45-12-01/02	SCALE:	104 North Magnolia | Tallahassee, Florida 32301 Office #: (850) 386-1253 | Fax #: (850) 385-8050	DATE: AUGUST 2012 / FIGURE NO.: 5

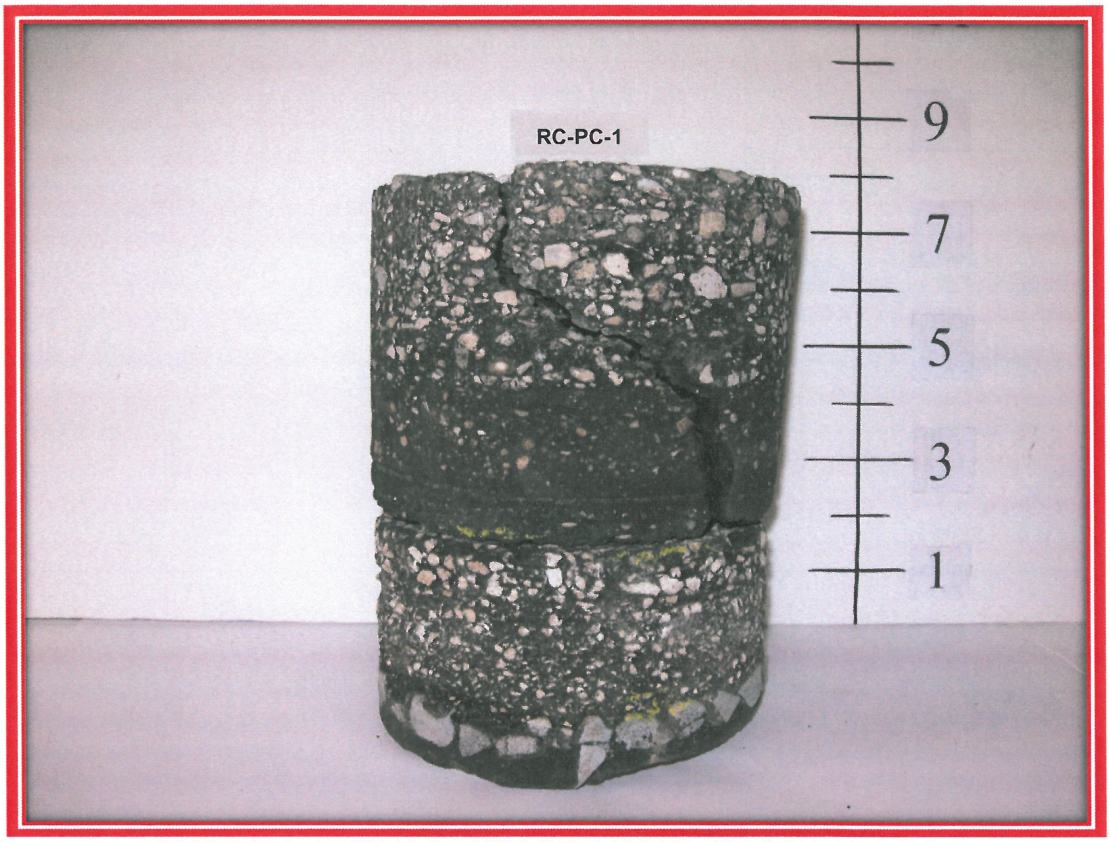


FIGURE 6A: PHOTOGRAPH OF PAVEMENT CORE RC-PC-1

FIGURE 6B: PHOTOGRAPH OF PAVEMENT CORE RC-PC-2

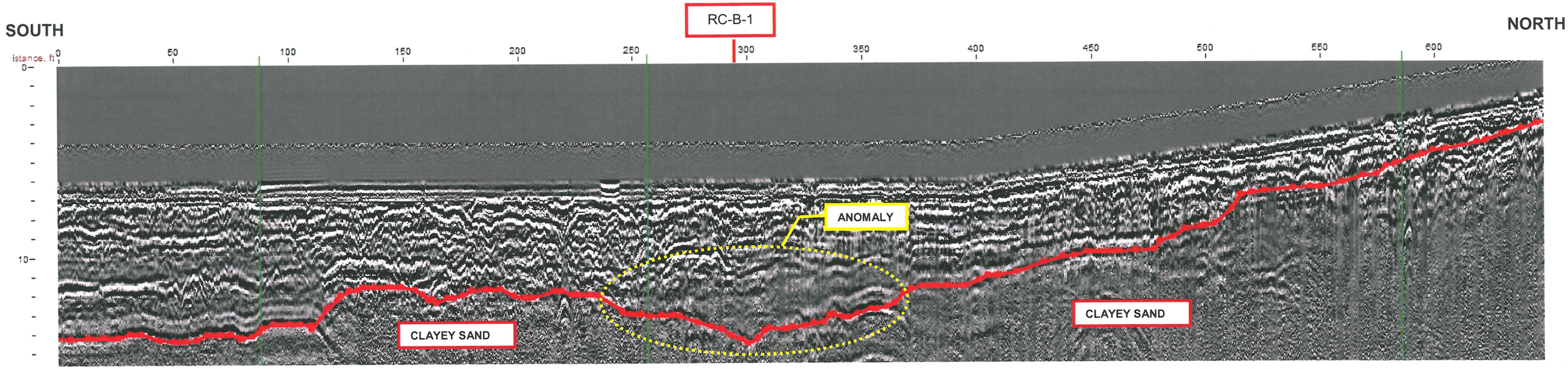
FIGURE 7A: PHOTOGRAPH OF PAVEMENT CONDITIONS ALONG MERIDIAN ROAD

FIGURE 7B: PHOTOGRAPH OF PAVEMENT CONDITIONS ALONG RHODEN COVE ROAD

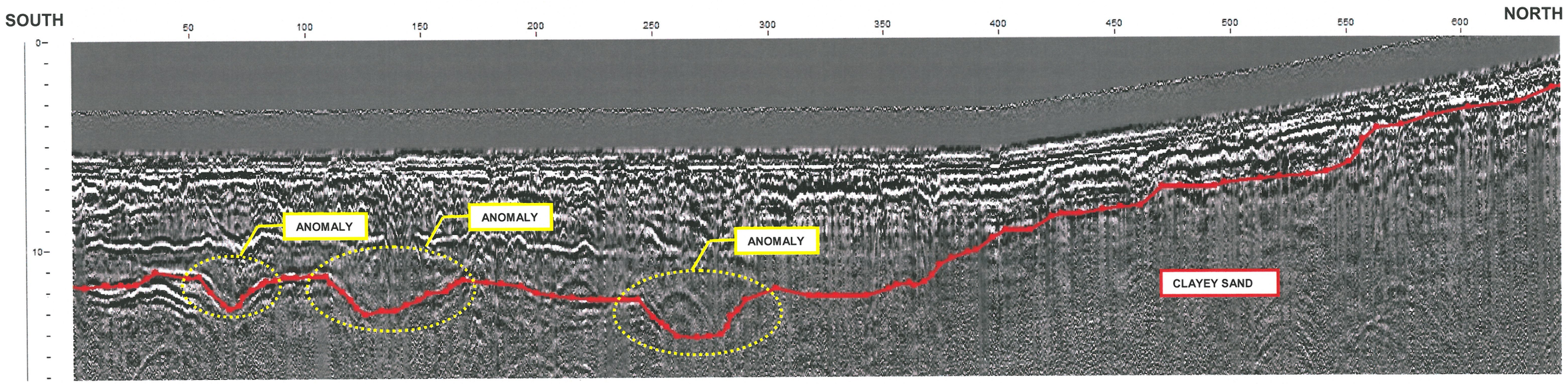
FIGURE 8A: PHOTOGRAPH OF BASE MATERIAL AT PAVEMENT CORE RC-PC-1

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

GROUND PENETRATING RADAR PROFILE – TRANSECT LINE GPR-1



GROUND PENETRATING RADAR PROFILE – TRANSECT LINE GPR-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.**

DRAWN: M. MONTEITH, E.I.	CHECKED: M. HAYDEN, P.E.
ENGINEER: M. HAYDEN, P.E.	
CLIENT: ATKINS, INC.	
PROJ. NO.: 22-45-12-01/02	SCALE:

EGS Environmental and Geotechnical Specialists, Inc.
104 N. MAGNOLIA DRIVE | TALLAHASSEE, FLORIDA 32301
OFFICE #: (850) 386-1253 | FAX #: (850) 385-8050

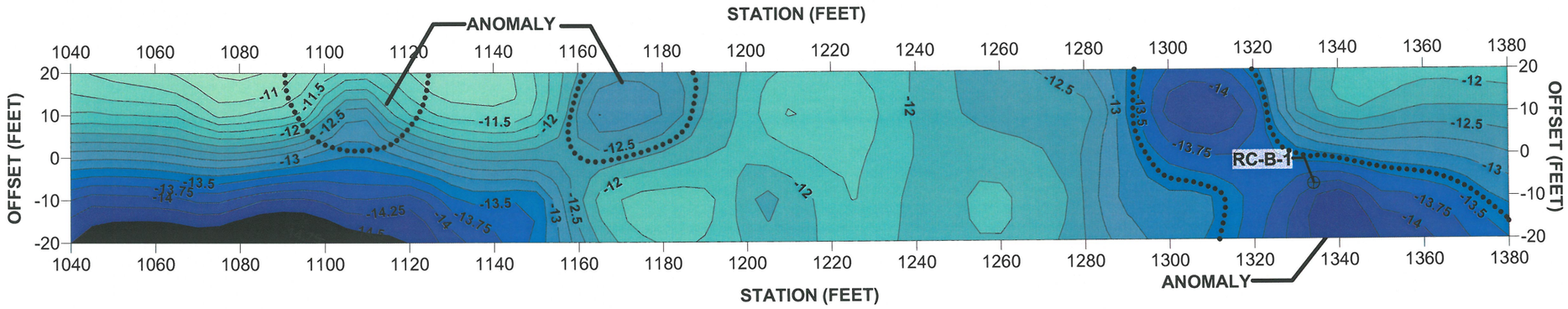
TITLE:
GROUND PENETRATING RADAR PROFILE
INTERSECTION IMPROVEMENTS
MERIDIAN ROAD AND RHODEN COVE ROAD
LEON COUNTY, FLORIDA

DATE: AUGUST 2012	FIGURE NO.: 9

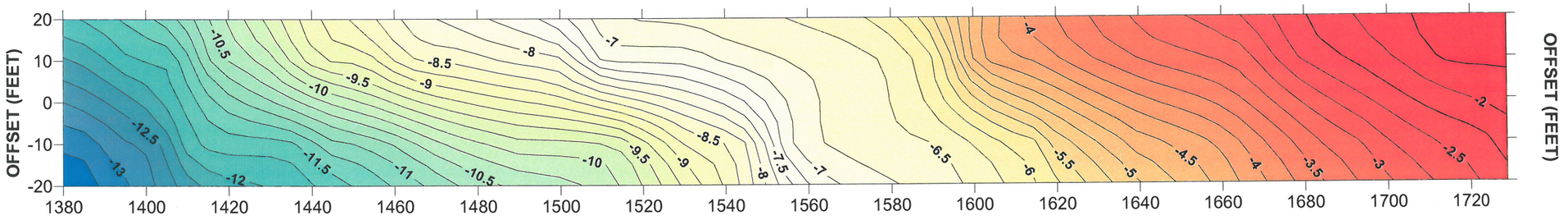
PLAN VIEW

DEPTH OF SURFICIAL SANDS

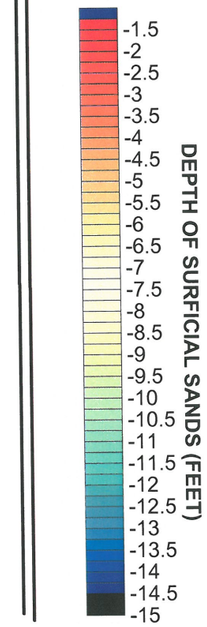
STATION 10+40 TO 13+80



STATION 13+80 TO 17+30



COLOR SCALE



0 10 20 30
SCALE (FEET)

NORTH

LEGEND

- ⊕ SOIL BORING LOCATION
- •••••• ANOMALY LOCATION

DRAWN: M. MONTEITH, E.I.	CHECKED: M. HAYDEN, P.E.
ENGINEER: M. HAYDEN, P.E.	
CLIENT: ATKINS, INC.	
PROJECT NO.: 22-45-12-01/02	SCALE: 1"=30'

EGS Environmental and Geotechnical Specialists, Inc.
104 North Magnolia Drive | Tallahassee, Florida 32301
Office #: (850) 386-1253 | Fax #: (850) 385-8050

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

EGS
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD
CLIENT: ATKINS, INC.
PROJECT NO.: 22-45-12-01/02
PROJECT LOCATION: LEON COUNTY, FLORIDA
BORING NO.: RC-PC-1
DRILLER: R. ROGERS
DEPTH TO WATER - INITIAL: > 5.5' **AFTER 24 HOURS:** N/M

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

DEPTH (METERS)	DEPTH (FEET)	SAMPLE	SYMBOL	DESCRIPTION	USCS/ AASHTO	TEST RESULTS	Wc (%)	N*	N-Value*
0	0			8.2-INCH ASPHALT	-- --				
				12.0-INCH TYPE-B STABILIZATION	-- --		13		
	2			LOOSE BROWN CLAYEY SAND	SC A-6	-200%=41 LL=26 PI=11	17	6	
1							15		
	4						13		
				MEDIUM DENSE BROWN SILTY FINE SAND	SM A-2-4	-200%=13	5	11	
	6						7		
2									
	8								
3	10								
	12								
4	14								

Wc (%): 10 20 30 40 60
N-Value*: 10 20 30 40 60 80

This information pertains only to this boring and should not be interpreted as being indicitive of the site.

SOIL CLASSIFICATION DATA

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

CLIENT: ATKINS, INC. **PROJECT NO.: 22-45-12-01/02**

BORING: RC-PC-1 **LOCATION: LEON COUNTY, FLORIDA**

DEPTH (FEET)	Wc (%)	-4 (%)	-10 (%)	-20 (%)	-40 (%)	-60 (%)	-100 (%)	-200 (%)	LL	PI	ORG. (%)	SPT-N VALUE	USCS	AASHTO	MAT. NO.	DESCRIPTION
0.0-0.7													--	--		8.2-INCH ASPHALT
0.7-1.7	13												--	--		12.0-INCH TYPE-B STABILIZATION
2.0-2.5	17	100	100	99	94	80	53	41	26	11		6	SC	A-6	3	LOOSE BROWN CLAYEY SAND
3.0-3.5	15												SC	A-6	3	LOOSE BROWN CLAYEY SAND
4.0-4.5	13												SC	A-6	3	LOOSE BROWN CLAYEY SAND
5.0-5.5	5											11	SM	A-2-4	1	MEDIUM DENSE BROWN SILTY FINE SAND
6.0-6.5	7	100	100	98	89	64	27	13					SM	A-2-4	1	MEDIUM DENSE BROWN SILTY FINE SAND

EGS
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD
CLIENT: ATKINS, INC.
PROJECT NO.: 22-45-12-01/02
PROJECT LOCATION: LEON COUNTY, FLORIDA
BORING NO.: RC-PC-2
DRILLER: R. ROGERS
DEPTH TO WATER - INITIAL: > 5.5' **AFTER 24 HOURS:** N/M

HAMMER TYPE: CPI
NORTHING: 551219
EASTING: 2038470
ELEVATION (FEET): 108.0'
DATE: 8/2/2012
FLUID LOSS: NONE
CAVING NONE

DEPTH (METERS)	DEPTH (FEET)	SAMPLE	SYMBOL	DESCRIPTION	USCS/ AASHTO	TEST RESULTS	Wc (%)	N*	N-Value*
0	0			4.9-INCH ASPHALT	--				
				7.1-INCH TYPE-B STABILIZATION	--		11		
	2			MEDIUM DENSE BROWN CLAYEY FINE SAND	SC A-2-6	-200%=35 LL=30 PI=15	17		
1	4			MEDIUM DENSE GRAY SILTY FINE SAND	SM A-2-4		11	11	
							17		
2							14		
						-200%=22	9	11	
3	10								
4	12								
	14								

Wc (%): 10 20 30 40 60
N-Value*: 10 20 30 40 60 80

This information pertains only to this boring and should not be interpreted as being indicitive of the site.

SOIL CLASSIFICATION DATA

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

CLIENT: ATKINS, INC. **PROJECT NO.: 22-45-12-01/02**

BORING: RC-PC-2 **LOCATION: LEON COUNTY, FLORIDA**

DEPTH (FEET)	Wc (%)	-4 (%)	-10 (%)	-20 (%)	-40 (%)	-60 (%)	-100 (%)	-200 (%)	LL	PI	ORG. (%)	SPT-N VALUE	USCS	AASHTO	MAT. NO.	DESCRIPTION
0.0-0.4													--	--		4.9-INCH ASPHALT
0.4-1.0	11												--	--		7.1-INCH TYPE-B STABILIZATION
1.0-1.5	17	100	100	100	97	83	63	35	30	15			SC	A-2-6	2	MEDIUM DENSE BROWN CLAYEY FINE SAND
2.0-2.5	11											11	SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
3.0-3.5	17												SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
4.0-4.5	14												SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
5.0-5.5	9	100	100	99	92	72	40	22				11	SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND

EGS
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD
CLIENT: ATKINS, INC.
PROJECT NO.: 22-45-12-01/02
PROJECT LOCATION: LEON COUNTY, FLORIDA
BORING NO.: RC-B-1
DRILLER: R. ROGERS
DEPTH TO WATER - INITIAL: 7.0' **AFTER 24 HOURS:** N/M

HAMMER TYPE: AUTOMATIC
NORTHING: 550809
EASTING: 2038568
ELEVATION (FEET): 100.0'
DATE: 8/2/2012
FLUID LOSS: NONE
CAVING NONE

DEPTH (METERS)	DEPTH (FEET)	DESCRIPTION	USCS/ AASHTO	TEST RESULTS	Wc (%)	N*
0	0	7.5-INCH ASPHALT	--		--	
		12.0-INCH TYPE-B STABILIZATION	--		9	
		MEDIUM DENSE BROWN CLAYEY FINE SAND	SC A-2-6	-200%=35 LL=26 PI=12	16	
					13	9
	5				13	
		MEDIUM DENSE LIGHT BROWN SILTY FINE SAND	SM A-2-4	-200%=14	8	
2.5					11	11
		MEDIUM DENSE GRAY SILTY FINE SAND			9	
	10	LOOSE GRAY AND BROWN CLAYEY SAND	SC A-6	-200%=38 LL=27 PI=12	21	6
		MEDIUM DENSE GRAY AND BROWN CLAYEY SAND	SC A-6		19	9
5	15				17	14
		LOOSE GRAY SILTY FINE SAND	SM A-2-4	-200%=23 LL=19 PI=6	19	4
	20				8	4
				-200%=26 LL=19 PI=7	19	5
7.5	25	MEDIUM DENSE GRAY SILTY FINE SAND	SM A-2-4		16	13
					18	12
	30			-200%=27 LL=21 PI=9	17	10
10					18	6
	35				16	6

N-Value* (10, 20, 30, 40, 60, 80)

This information pertains only to this boring and should not be interpreted as being indicitive of the site.

EGS
ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS, INC.

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD
CLIENT: ATKINS, INC.
PROJECT NO.: 22-45-12-01/02
PROJECT LOCATION: LEON COUNTY, FLORIDA
BORING NO.: RC-B-1
DRILLER: R. ROGERS
DEPTH TO WATER - INITIAL: ▽ 7.0' **AFTER 24 HOURS:** ▽ N/M **CAVING** ⊂ NONE

HAMMER TYPE: AUTOMATIC
NORTHING: 550809
EASTING: 2038568
ELEVATION (FEET): 100.0'
DATE: 8/2/2012
FLUID LOSS: NONE

DEPTH (METERS)	DEPTH (FEET)	SAMPLE	SYMBOL	DESCRIPTION	USCS/ AASHTO	TEST RESULTS	Wc (%)	N*	N-Value*
				LOOSE GRAY SILTY FINE SAND	SM A-2-4		20	4	
12.5	40					-200%=18	16	8	

Wc (%): 10 20 30 40 60
N-Value*: 10 20 30 40 60 80

15 50
17.5 55
20 60 65
22.5 70

This information pertains only to this boring and should not be interpreted as being indicitive of the site.

SOIL CLASSIFICATION DATA

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

CLIENT: ATKINS, INC. **PROJECT NO.: 22-45-12-01/02**

BORING: RC-B-1 **LOCATION: LEON COUNTY, FLORIDA**

DEPTH (FEET)	Wc (%)	-4 (%)	-10 (%)	-20 (%)	-40 (%)	-60 (%)	-100 (%)	-200 (%)	LL	PI	ORG. (%)	SPT-N VALUE	USCS	AASHTO	MAT. NO.	DESCRIPTION
0.0-0.6	--												--	--		7.5-INCH ASPHALT
0.6-1.6	9												--	--		12.0-INCH TYPE-B STABILIZATION
2.0-2.5	16	100	100	99	93	78	53	35	26	12			SC	A-2-6	2	MEDIUM DENSE BROWN CLAYEY FINE SAND
3.0-3.5	13											9	SC	A-2-6	2	MEDIUM DENSE BROWN CLAYEY FINE SAND
4.0-4.5	13												SC	A-2-6	2	MEDIUM DENSE BROWN CLAYEY FINE SAND
5.0-5.5	8	100	100	99	95	73	31	14					SM	A-2-4	1	MEDIUM DENSE LIGHT BROWN SILTY FINE SAND
6.0-6.5	11											11	SM	A-2-4	1	MEDIUM DENSE LIGHT BROWN SILTY FINE SAND
7.5-9.0	9												SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
10.0-11.5	21	100	100	99	92	77	53	38	27	12		6	SC	A-6	3	LOOSE GRAY AND BROWN CLAYEY SAND
12.5-14.0	19											9	SC	A-6	3	MEDIUM DENSE GRAY AND BROWN CLAYEY SAND
15.0-16.5	17											14	SC	A-6	3	MEDIUM DENSE GRAY AND BROWN CLAYEY SAND
17.5-19.0	19	100	100	99	89	70	42	23	19	6		4	SM	A-2-4	1	LOOSE GRAY

SOIL CLASSIFICATION DATA

PROJECT: MERIDIAN ROAD AND RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

CLIENT: ATKINS, INC. **PROJECT NO.: 22-45-12-01/02**

BORING: RC-B-1 **LOCATION: LEON COUNTY, FLORIDA**

DEPTH (FEET)	Wc (%)	-4 (%)	-10 (%)	-20 (%)	-40 (%)	-60 (%)	-100 (%)	-200 (%)	LL	PI	ORG. (%)	SPT-N VALUE	USCS	AASHTO	MAT. NO.	DESCRIPTION
																SILTY FINE SAND
20.0-21.5	8											4	SM	A-2-4	1	LOOSE GRAY SILTY FINE SAND
22.5-24.0	19	100	100	99	90	72	44	26	19	7		5	SM	A-2-4	1	LOOSE GRAY SILTY FINE SAND
25.0-26.5	16											13	SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
27.5-29.0	18											12	SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
30.0-31.5	17	100	100	99	94	78	48	27	21	9		10	SM	A-2-4	1	MEDIUM DENSE GRAY SILTY FINE SAND
32.5-34.0	18											6	SM	A-2-4	1	LOOSE GRAY SILTY FINE SAND
35.0-36.5	16											6	SM	A-2-4	1	LOOSE GRAY SILTY FINE SAND
37.5-39.0	20											4	SM	A-2-4	1	LOOSE GRAY SILTY FINE SAND
40.5-42.5	16	100	100	99	91	70	39	18				8	SM	A-2-4	1	LOOSE GRAY SILTY FINE SAND

APPENDIX B
PAVEMENT CORE DATA SHEETS

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS

PAVEMENT CORE DATA SHEET

DATE: 8/2/2012 **PROJECT NUMBER:** 22-45-12-01/02
TIME: 2:00 PM
CORED BY: R. ROGERS **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 - NORTHBOUND INSIDE LANE
R1: NORTH / EASTBOUND INSIDE LANE **L1:** SOUTH / WESTBOUND TRAVEL LANE
R2: NORTH / EASTBOUND 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 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: 0.5-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 SHOULDER 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: C
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

ENVIRONMENTAL AND GEOTECHNICAL SPECIALISTS

PAVEMENT CORE DATA SHEET

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

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

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

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PAGE 2 OF 2

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Roadway Plans

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District 1

Jane G. Sauls
District 2

John E. Dailey
District 3

Bryan Desloge
District 4

Kristin Dozier
District 5

Nick Maddox
At-Large

Mary Ann Lindley
At-Large

Vincent Long
County Administrator

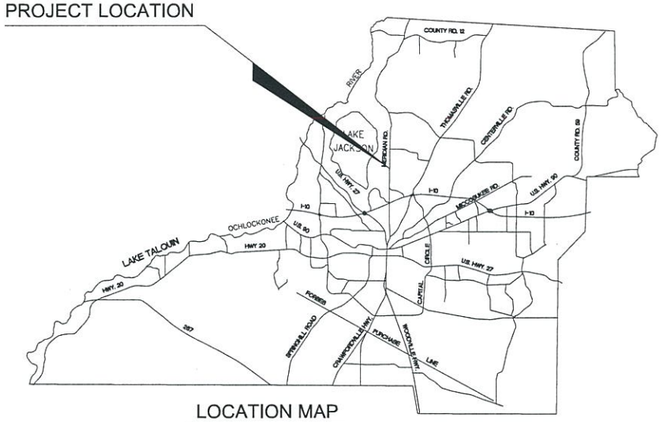
Herbert W. A. Thiele
County Attorney

Tony Park, P.E.
Public Works Director

MERIDIAN ROAD & RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

CENTURYLINK TEL-EX.

PROJECT LOCATION



LOCATION MAP

Index of Roadway Plans

FINAL PLANS

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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.

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Ph: (850)606-1500 Fax: (850)606-1501
Web: http://www.leoncountyfl.gov

ENGINEER OF RECORD

NICHOLAS A. GROSSO, P.E. #71591

Date:_____

PLANS PREPARED BY:
ATKINS
2639 N. Monroe St. Bldg C
Tallahassee, FL 32303
(850) 575-1800
www.atkinsglobal.com/northamerica
VENDOR #: 59-0896138.007
CERTIFICATE OF AUTHORIZATION: 24

GENERAL NOTES:

1. PROJECT BENCHMARK: NORTH AMERICAN VERTICAL DATUM 1988 (NAVD 88) BM #1 I-10 74 A35 ELEV. 238.12, BM #2 LEO 28 FLDNR ELEV. 90.51

2. THE LOCATION OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY AND DETERMINE THE LOCATION OF ALL EXISTING UTILITIES PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES AND PROVIDE FOR PROTECTION OF EXISTING UTILITIES DURING CONSTRUCTION. UTILITIES ARE TO BE ADJUSTED BY OTHERS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL UTILITY COORDINATION. THE CONTRACTOR SHALL NOTIFY UTILITY OWNERS THROUGH SUNSHINE STATE ONE CALL OF FLORIDA, INC. (1-800-432-4770, UNIVERSAL NUMBER 811) TWO BUSINESS DAYS IN ADVANCE OF BEGINNING CONSTRUCTION. IN ADDITION, THE CONTRACTOR SHALL NOTIFY UTILITY OWNERS AT THE TELEPHONE NUMBERS LISTED BELOW TWO BUSINESS DAYS IN ADVANCE OF BEGINNING CONSTRUCTION.

AGENCY	CONTACT	TELEPHONE NO.
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LEON COUNTY PUBLIC WORKS	BETSY THORPE	850-606-1500
CENTURY LINK	BILL McCLOUD	850-599-1444
COMCAST	PHIL CARTER	850-574-4030
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3. ANY PUBLIC LAND CORNER OR BENCHMARK WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED BY CONTRACTOR. ANY BENCHMARKS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.

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6. THE CONTRACTOR SHALL MAINTAIN AND KEEP STREET NAME IDENTIFICATION VISIBLE DURING CONSTRUCTION OPERATIONS, IN ORDER TO FACILITATE EMERGENCY VEHICLE TRAFFIC.

7. THE CONTRACTOR SHALL NOT BRING HAZARDOUS MATERIALS ONTO THE PROJECT. SHOULD THE CONTRACTOR REQUIRE SUCH FOR PERFORMING THE CONTRACT WORK, THE CONTRACTOR SHALL REQUEST, IN WRITING, WRITTEN PERMISSION FROM THE ENGINEER AND SUBMIT A MATERIAL SAFETY DATA SHEET (MSDS) FOR EACH MATERIAL PROPOSED FOR USE. THE CONTRACTOR SHALL PROVIDE EACH HAZARDOUS MATERIAL PROPOSED FOR USE. BECAUSE STATE LAW DOES NOT TREAT PETROLEUM PRODUCTS THAT ARE PROPERLY CONTAINERIZED AND INTENDED FOR EQUIPMENT USE AS A HAZARDOUS MATERIAL, SUCH PRODUCTS DO NOT NEED A MATERIAL SAFTEY DATA SHEET (MSDS) SUBMITTAL.

8. ANY KNOWN OR SUSPECTED HAZARDOUS MATERIAL FOUND ON THE PROJECT BY THE CONTRACTOR SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER, WHO SHALL DIRECT THE CONTRACTOR TO PROTECT THE AREA OF KNOWN OR SUSPECTED CONTAMINATION FROM FURTHER ACCESS. THE ENGINEER IS TO NOTIFY LEON COUNTY OF THE DISCOVERY. LEON COUNTY WILL ARRANGE FOR INVESTIGATION, IDENTIFICATION AND REMEDIATION OF THE HAZARDOUS MATERIAL.

9. ALL AREAS OUTSIDE THE CONSTRUCTION LIMITS CHANGED OR DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.

10. ALL LANES MUST BE REOPENED TO NORMAL TRAFFIC DURING AN EVACUATION NOTICE OF A HURRICANE OR OTHER CATASTROPHIC EVENTS 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 INDEX 17302 UNLESS OTHERWISE NOTED IN THE PLANS.

12. ALL EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE AT THE CONTRACTORS EXPENSE.

13. UTILITY AND COUNTY OWNED MANHOLES AND VALVE COVERS SHALL BE RAISED 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 AREA(S) 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 PERMIT FROM DSEM PRIOR TO USE OF THE STAGING AREA. DSEM ENVIRONMENTAL COMPLIANCE DIVISION SHOULD BE CONTACTED REGARDING ANY PROPOSED OFF-SITE STAGING AREAS TO DETERMINE PERMITTING REQUIREMENTS PRIOR TO CONSTRUCTION COMMENCEMENT.

17. CONTRACTOR SHALL REMOVE EXCAVATED MATERIAL FROM THE SITE AND DISPOSE OF AT A PERMITTED LOCATION.

18. WORKING HOURS SHALL BE FROM 9:00 AM TO 4:00 PM, MONDAY THROUGH FRIDAY. HOWEVER, UPON REQUEST OF THE CONTRACTOR, THE ENGINEER OR HIS DESIGNEE MAY CONSIDER AN ALTERNATIVE TO THESE WORKING HOURS BASED ON THE TIME OF THE YEAR, SITE, WEATHER, AND TRAFFIC CONDITIONS.

19. EXISTING DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.

20. THE CONTRACTOR SHALL DESIGNATE A STORMWATER MANAGEMENT CONTROL OFFICER PRIOR TO THE PRECONSTRUCTION MEETING, AND WILL INFORM THE ENVIRONMENTAL INSPECTOR.

"NOTE" ALL SHOWN IN RED
TEL PED - TEL POLE & TEL HANDHOLE - REMOVE
AT. - REMOVE
BT. & BFDC - PLACE OUT OF SERVICE

WARNING: GAS MAIN IN AREAS OF CONSTRUCTION

N

0 10 40
Feet

1-96 FIBER
1-BT 200 PR
(2) 4" CONDUIT
5'4" DEEP
7' WHITE LINE
19' ℄

1-BT600PR
2'10" DEEP
4'7" WHITE LINE
16'7" ℄

TEL PED & POLE

CANOPY ROAD PROTECTION ZONE

1-AT

1-AT. REMAIN

1-TEL PED REMAIN

UTILITY POLE TO REMAIN

CENTURYLINK O.H. TELEPHONE

PROPOSED MODIFIED TYPE "F" CURB & GUTTER

POSSIBLE POLE RELOCATION

MAINTAINED R/W

EXISTING EDGE OF PAVEMENT

4" L.P. GAS

6" H.P. GAS

POSSIBLE POLE RELOCATION

10" PVC WATER MAIN

CENTURYLINK BT

1-BFDC - REMAIN

2-BT - REMAIN

MERIDIAN ROAD – RIGHT-OF-WAY VARIES (22' WIDE ASPHALT PAVEMENT)

CENTURYLINK BFO

10" PVC WATER MAIN

8" PVC FORCE MAIN

8" PVC

1-BT600PR
5'4" DEEP
2' WHITE LINE

1-96 FIBER
1 BT 200 PR
(2) 4" CONDUIT
4' DEEP
2' WHITE LINE
14' ℄

6" H.P. GAS

PROPOSED MODIFIED TYPE "F" CURB & GUTTER

MAINTAINED R/W

EXISTING EDGE OF PAVEMENT

POSSIBLE POLE RELOCATION

EXISTING FIRE HYDRANT TO REMAIN

8" PVC

CANOPY ROAD PROTECTION ZONE

(2) 4" CONDUIT
5' DEEP
3' EOR / WHITE LINE
15' ℄
1-96 FIBER
1-200 BT

1-BT 300 PR CROSSING THE STREET

WIDENING LIMITS

STA. 17+00.00

SURVEY PROVIDED BY: LM2 CONSULTING, INC.

ELEVATIONS ARE BASED ON NAVD88 AND THE FOLLOWING BENCHMARKS WERE USED:

BM #1 - I-10 74 A35 - 30°29'34.23327"(N), 84°16'38.51558"(W), ELEVATION = 238.12'
BM #2 - LEO 28 FLDNR - 30°32'24"(N), 84°19'38"(W), ELEVATION = 90.51'

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS
2639 N. Monroe Street, Bldg. C Tallahassee, Florida 32303
FBPE Certificate of Authorization No. 24
Nicholas A. Grosso, P.E. 71591

LEON COUNTY
CONSTRUCTION PLANS FOR:
MERIDIAN ROAD & RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

MERIDIAN RD&RHODEN COVE UTILITY ADJUSTMENTS

SHEET NO. 26

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WARNING: GAS MAIN IN AREAS OF CONSTRUCTION

1-BT 600 PR
2'7" DEEP
3'7" WHITE LINE
19'7" ℄

(2)4" CONDUIT
1-96 FIBER
1-BT 200PR
1-BT 600 PR
5' DEEP
3' WHITE LINE
15' ℄

(2)4" CONDUIT
1-96 FIBER
1-BT 200 PR
1-BT 600 PR
4' DEEP
4' WHITE LINE
16' ℄

(1)4" CONDUIT
1-96 FIBER
1-BT 200 PR
4'7" DEEP
3' WHITE LINE
15' ℄

0 10 40
Feet

℄ RHODEN COVE ROAD
8" PVC WATER MAIN
TELEPHONE CABINET TO BE RELOCATED
GENTURYLINK BT
TEL POLE-REMOVE
UTILITY POLE TO BE RELOCATED
TEL PED REMOVE
CANOPY ROAD PROTECTION ZONE
TEL.PED
TEL. PED
1-AT. REMAIN
TEL PED REMAIN
1-24FIBER
CENTURY LINK BFO
R=30'
R=25'
POSSIBLE POLE RELOCATION
AT REMOVE
COMMUNICATIONS PANEL
POSSIBLE POLE RELOCATION
4" LP GAS
6" H.P. GAS
EXISTING EDGE OF PAVEMENT
UTILITY POLE TO REMAIN
MAINTAINED R/W
PROPOSED 1-TEL HANDHOLE
EL. HANDHOLE
STA. 17+00.00
STA. 19+13.39
6" H.P. GAS
6" H.P. GAS (NEED DEPTH)
10" PVC WATER MAIN
CENTURYLINK BFO
CENTURYLINK BT
MAINTAINED R/W
2-BT.
1-BPOL REMAIN
ADJUST WATER VALVES
POSSIBLE POLE RELOCATION
PROPOSED MODIFIED TYPE "F" CURB & GUTTER
6" H.P. GAS
1-AT.12PR. REMOVE
STONE RETAINING WALL
UTILITY POLE TO REMAIN
2" PE GAS SERVICE
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1-BT 600PR
4'DEEP
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14' ℄
UTILITY POLE TO REMAIN
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CANOPY ROAD PROTECTION ZONE
WIDENING LIMITS
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SHEET NO. 27

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REC. 12-03-2013(N)

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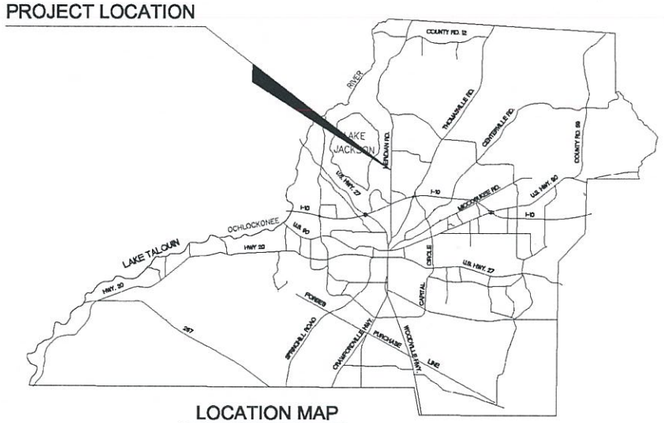
MERIDIAN ROAD & RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

CENTURY LINK PROPOSED

PROJECT LOCATION



LOCATION MAP

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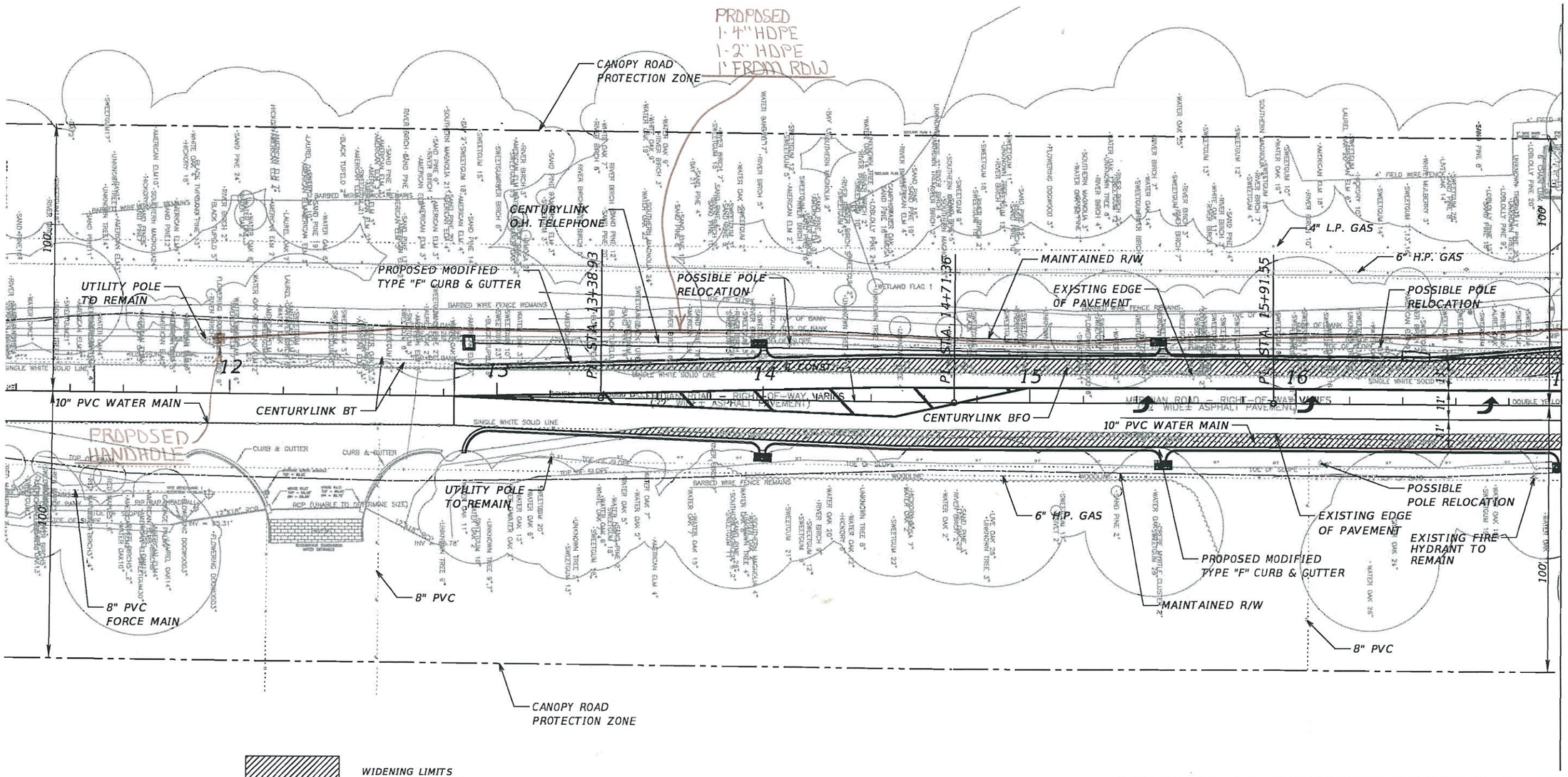
6. THE CONTRACTOR SHALL MAINTAIN AND KEEP STREET NAME IDENTIFICATION VISIBLE DURING CONSTRUCTION OPERATIONS, IN ORDER TO FACILITATE EMERGENCY VEHICLE TRAFFIC.
7. THE CONTRACTOR SHALL NOT BRING HAZARDOUS MATERIALS ONTO THE PROJECT. SHOULD THE CONTRACTOR REQUIRE SUCH FOR PERFORMING THE CONTRACT WORK, THE CONTRACTOR SHALL REQUEST, IN WRITING, WRITTEN PERMISSION FROM THE ENGINEER AND SUBMIT A MATERIAL SAFETY DATA SHEET (MSDS) FOR EACH MATERIAL PROPOSED FOR USE. THE CONTRACTOR SHALL PROVIDE EACH HAZARDOUS MATERIAL PROPOSED FOR USE. BECAUSE STATE LAW DOES NOT TREAT PERTROLEUM PRODUCTS THAT ARE PROPERLY CONTAINERIZED AND INTENDED FOR EQUIPMENT USE AS A HAZARDOUS MATERIAL, SUCH PRODUCTS DO NOT NEED A MATERIAL SAFTEY DATA SHEET (MSDS) SUBMITTAL.
8. ANY KNOWN OR SUSPECTED HAZARDOUS MATERIAL FOUND ON THE PROJECT BY THE CONTRACTOR SHALL BE IMMEDIATELY REPORTED TO THE ENGINEER, WHO SHALL DIRECT THE CONTRACTOR TO PROTECT THE AREA OF KNOWN OR SUSPECTED CONTAMINATION FROM FURTHER ACCESS. THE ENGINEER IS TO NOTIFY LEON COUNTY OF THE DISCOVERY. LEON COUNTY WILL ARRANGE FOR INVESTIGATION, IDENTIFICATION AND REMEDIATION OF THE HAZARDOUS MATERIAL.
9. ALL AREAS OUTSIDE THE CONSTRUCTION LIMITS CHANGED OR DISTURBED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST.
10. ALL LANES MUST BE REOPENED TO NORMAL TRAFFIC DURING AN EVACUATION NOTICE OF A HURRICANE OR OTHER CATASTROPHIC EVENTS 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 INDEX 17302 UNLESS OTHERWISE NOTED IN THE PLANS.
12. ALL EXCESS MATERIALS SHALL BE REMOVED FROM THE SITE AT THE CONTRACTORS EXPENSE.
13. UTILITY AND COUNTY OWNED MANHOLES AND VALVE COVERS SHALL BE RAISED 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 AREA(S) 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 PERMIT FROM LCGEM PRIOR TO USE OF THE STAGING AREA. LCGEM ENVIRONMENTAL COMPLIANCE DIVISION SHOULD BE CONTACTED REGARDING ANY PROPOSED OFF-SITE STAGING AREAS TO DETERMINE PERMITTING REQUIREMENTS PRIOR TO CONSTRUCTION COMMENCEMENT.
17. CONTRACTOR SHALL REMOVE EXCAVATED MATERIAL FROM THE SITE AND DISPOSE OF AT A PERMITTED LOCATION.
18. WORKING HOURS SHALL BE FROM 9:00 AM TO 4:00 PM, MONDAY THROUGH FRIDAY. HOWEVER, UPON REQUEST OF THE CONTRACTOR, THE ENGINEER OR HIS DESIGNEE MAY CONSIDER AN ALTERNATIVE TO THESE WORKING HOURS BASED ON THE TIME OF THE YEAR, SITE, WEATHER, AND TRAFFIC CONDITIONS.
19. EXISTING DRAINAGE STRUCTURES WITHIN THE PROJECT LIMITS SHALL REMAIN UNLESS OTHERWISE NOTED.

WARNING: GAS MAIN IN AREAS OF CONSTRUCTION

0 10 40
Feet



SURVEY PROVIDED BY: LM2 CONSULTING, INC.

ELEVATIONS ARE BASED ON NAVD88 AND THE FOLLOWING BENCHMARKS WERE USED:

BM #1 - I-10 74 A35 - 30°29'34.23327"(N), 84°16'38.51558"(W), ELEVATION = 238.12'
BM #2 - LEO 28 FLDNR - 30°32'24"(N), 84°19'38"(W), ELEVATION = 90.51'

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ATKINS
2639 N. Monroe Street, Bldg. C Tallahassee, Florida 32303
FBPE Certificate of Authorization No. 24
Nicholas A. Grosso, P.E. 71591

LEON COUNTY
CONSTRUCTION PLANS FOR:
MERIDIAN ROAD & RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

MERIDIAN RD&RHODEN COVE UTILITY ADJUSTMENTS

SHEET NO. 26

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WARNING: GAS MAIN IN AREAS OF CONSTRUCTION

0 10 40
Feet

MATCHLINE STA. 17+00.00

MATCHLINE STA. 19+13.39

℄ RHODEN COVE ROAD

8" PVC WATER MAIN

TELEPHONE CABINET TO BE RELOCATED

CENTURYLINK BT

CENTURYLINK EASEMENT-REMAIN

UTILITY POLE TO BE RELOCATED

CANOPY ROAD PROTECTION ZONE

1-AT.-REMAIN

PROPOSED 1-5" HDPE

PROPOSED 1-4" HDPE

PROPOSED 1-2" HDPE

PROPOSED 1-TEL HANDHOLE

4" L.P. GAS

6" H.P. GAS

MAINTAINED R/W

R=30'

R=25'

POSSIBLE POLE RELOCATION

POSSIBLE POLE RELOCATION

EXISTING EDGE OF PAVEMENT

UTILITY POLE TO REMAIN

REMAIN

2-BT, 1-BFOC REMAIN

PROPOSED 1-TEL HANDHOLE

6" H.P. GAS

6" H.P. GAS (NEED DEPTH)

10" PVC WATER MAIN

CENTURYLINK BFO

CENTURYLINK BT

MAINTAINED R/W

PROPOSED ELSERVICE

ADJUST WATER VALVES

POSSIBLE POLE RELOCATION

PROPOSED MODIFIED TYPE "F" CURB & GUTTER

6" H.P. GAS

UTILITY POLE TO REMAIN

PROPOSED 1-4" HDPE 1-2" HDPE +125PR.BC

UTILITY POLE TO REMAIN

2" PE GAS SERVICE

CANOPY ROAD PROTECTION ZONE

WIDENING LIMITS

100'

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LEON COUNTY

CONSTRUCTION PLANS FOR:
MERIDIAN ROAD & RHODEN COVE ROAD INTERSECTION IMPROVEMENTS

MERIDIAN RD&RHODEN COVE UTILITY ADJUSTMENTS

SHEET NO. 27

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