TYPICAL SECTION
SUNSHINE BLVD.
STA. 103+56.66 TO STA. 117+23.06

NEW CONSTRUCTION
OPTIONAL BASE GROUP 9" WITH
TYPE SP12.5 (STRUCTURAL COURSE) (TRAFFIC C) (2 ½")
AND TYPE FC9.5 (FRICTION COURSE) (TRAFFIC C) (1")

TYPICAL SECTION
SUNSHINE BLVD.
STA. 117+23.06 TO STA. 117+43.06

MILLING
HILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1")

RESURFACING
AND TYPE FC9.5 (FRICTION COURSE) (TRAFFIC C) (1")

*CONCRETE MEDIAN DETAIL
(SPECIAL CONCRETE MEDIAN DETAIL, SEE PLAN FOR LOCATIONS)

TYPICAL SECTION NOTES:
1. OPTIONAL BASE GROUP SHALL EXCLUDE BANKRUN SHELL AND SHELL ROCK.
2. EARTHWORK CALCULATIONS BASED UPON THE LIMEROCK BASE OPTION.
3. TYPICAL SECTION IS HERRIED FROM OUTSIDE CURB LINE TO OUTSIDE CURB LINE BEGINNING AT STA. 110+44.91 TO STA. 117+23.01.
4. CONTRACTOR TO COMPACT SOIL UNDER SIDEWALKS TO 98% MAX DENSITY AS DETERMINED BY T-99 MOD. PROCTOR.
5. FRONT & BACK SWALE SLOPES SHOWN ARE TYPICAL, REFER TO CROSS SECTION AND PLAN & PROFILE SHEETS FOR ACTUAL SLOPES.

TRAFFIC DATA
CURRENT YEAR = 2016 AADT = 7,500
ESTIMATED OPENING YEAR = 2020 AADT = 8,662
K = 9% D = 51% T = 2% (24 HOUR)
DESIGN SPEED = 45 MPH
TYPICAL SECTION

8TH STREET SW
STA. 203+56.49 TO STA. 207+97.68

NEW CONSTRUCTION

OPTIONAL BASE GROUP 6 WITH
TYPE SP12.5 (STRUCTURAL COURSE) (TRAFFIC C) (1½")
AND TYPE FC9.5 (FRICTION COURSE) (TRAFFIC C) (1")

TYPICAL SECTION NOTES:
1. SEE PLAN VIEW FOR R/W LIMITS.
2. OPTIONAL BASE GROUP SHALL EXCLUDE BANK RUNnehmen AND SHELTER ROCK.

DESIGN SPEED = 35 MPH
TYPICAL SECTION
8TH STREET SW
STA. 300+50.97 TO STA. 301+19.42
STATIONING BEGINS AT PT OF NE RETURN

DESIGN SPEED = 30 MPH

NEW CONSTRUCTION
OPTIONAL BASE GROUP 6 WITH
TYPE SP12.5 (STRUCTURAL COURSE) (TRAFFIC C) (1 1/2")
AND TYPE FC9.5 (FRICTION COURSE) (TRAFFIC C) (1")

TYPICAL SECTION NOTES:
1. LIMITS OF CONSTRUCTION ARE FROM END OF FLUME TO END OF FLUME. RIP RAP AREA AT THE END OF THE FLUMES IS IN ADDITION TO THESE LIMITS.
2. SOD ALL DISTURBED AREAS.
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TOTAL: 85 38 235 133 106 20 1931111021294
NOTES:
1. COORDINATES BASED ON FLORIDA STATE PLANE
   COORDINATE SYSTEM, FLORIDA WEST ZONE; NORTH
   AMERICAN DATUM OF 1983, 2011 ADJUSTMENTS.
2. £ OF SURVEY IS SAME AS £ OF CONSTRUCTION.

BEGIN 8TH ST SW  
STA. 200+00.00  SURVEY  
N = 826049.33  
E = 760183.39

BEGIN SUNSHINE BLVD  
STA. 100+00.00  SURVEY  
N = 825009.35  
E = 760987.14

END 8TH ST SW  
STA. 310+78.07  SURVEY  
N = 826046.24  
E = 762059.20

END SUNSHINE BLVD  
STA. 120+00.00  SURVEY  
N = 827009.31  
E = 760975.50

BEGIN 8TH ST SW  
STA. 300+00.00  8TH ST SW (W) =  
STA. 110+30.63  SUNSHINE BLVD.  
N = 826039.97  
E = 760981.14

END 8TH ST SW  
STA. 207+97.68  STA. 110+44.91  
8TH ST SW (W) =  
SUNSHINE BLVD.  
N = 826054.24  
E = 760981.06

BEGIN PROJECT  
STA. 203+56.49  END PROJECT  
STA. 301+19.42

BEGIN PROJECT  
STA. 103+56.66  END PROJECT  
STA. 117+43.06

NOTES:
1. COORDINATES BASED ON FLORIDA STATE PLANE
   COORDINATE SYSTEM, FLORIDA WEST ZONE; NORTH
   AMERICAN DATUM OF 1983, 2011 ADJUSTMENTS.
2. £ OF SURVEY IS SAME AS £ OF CONSTRUCTION.
1. BENCHMARK ELEVATIONS SHOWN ON THE PLANS ARE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), INFORMATION SUPPLIED BY CARDNO, INC., PROJECT SURVEYOR.

2. SAILFISH CANAL WEIR (S-5F-2) HAS A CONTROL ELEVATION OF 19.5 UPSTREAM & 17.5 DOWNSTREAM. THE 25-YR /3 DAY MAX ELEVATIONS ARE 21.38 UPSTREAM (S) AND 20.51 DOWNSTREAM (N). INFORMATION SUPPLIED BY AIM ENGINEERING, INC., DATED 2013.

3. EXISTING STORM DRAINS WITHIN THE LIMITS OF CONSTRUCTION ARE TO BE REMOVED, UNLESS OTHERWISE NOTED ON THE PLANS. SEE TABLE BELOW FOR EXISTING STORM INFORMATION.

4. ANY PRIVATE OR PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING CONDITIONS. CONTRACTOR TO EXERCISE CAUTION WHEN REPLACING CULVERTS, CONSTRUCTING SLALES, GRADING, ETC. TO AVOID CONFLICT WITH SEPTIC SYSTEM DRAIN FIELDS. AT NO ADDITIONAL COST, THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES TO A CONDITION EQUAL OR BETTER THAN EXISTING. ABOVE OR BELOW GROUND. THAT MAY OCCUR AS A RESULT OF THE WORK PERFORMED BY THE CONTRACTOR.

5. THE CONTRACTOR SHALL UTILIZE A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF FLORIDA TO LOCATE AND FLAG ALL PROPERTY CORNERS PRIOR TO CONSTRUCTION AND FINAL ENGINEERING INSPECTION AND CERTIFICATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE PROPERTY CORNERS WHICH HAVE BEEN LOST DURING CONSTRUCTION, REESTABLISHED BY A PROFESSIONAL LAND SURVEYOR LICENSED IN THE STATE OF FLORIDA. ALL PLANS AND DRAWINGS SHOWN ON THE PLANS OR FINDS SHALL BE PROTECTED. ANY LOST OR MISSING CORNERS WITHIN LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF ANY CORNER MONUMENT IS IN DANGER OF BEING DESTROYED OR DISTURBED, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER WITHOUT DELAY.

6. DISCREPANCIES IN FIELD CONDITIONS, PLAN CONDITIONS, OR CODES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER IMMEDIATELY.

7. THESE DRAWINGS DO NOT INCLUDE INSTRUCTIONS FOR THE CONTRACTOR REGARDING CONSTRUCTION SAFETY. DURING THE CONSTRUCTION AND/OR MAINTENANCE OF THIS PROJECT, ALL SAFETY REGULATIONS ARE TO BE ENFORCED BY THE CONTRACTOR. THE CONTRACTOR OR HIS REPRESENTATIVE SHALL BE RESPONSIBLE FOR THE CONTROL AND SAFETY OF THE PUBLIC AND THE SAFETY OF HIS PERSONNEL.

8. WHEN WORKING ON OR ADJACENT TO EXISTING STRUCTURES OR APPURTENANCES, ALL PRECAUTIONS FOR CONTINUED SAFETY OF STRUCTURES AND ALL PERSONNEL SHALL BE EXERCISED IN ACCORDANCE WITH THE FLORIDA TRENCH SAFETY ACT AT A MINIMUM.

9. THE CONTRACTOR SHALL MAINTAIN A COPY OF THE APPROVED PLANS AND PERMITS AT THE CONSTRUCTION SITE AT ALL TIMES. THE CONTRACTOR IS RESPONSIBLE TO READ AND UNDERSTAND ALL PERMITS INCLUDING ALL GENERAL AND SPECIAL CONDITIONS. AT OWNERS ENGINEER'S REQUEST, THE CONTRACTOR SHALL PROVIDE APPROPRIATE DOCUMENTATION THAT ALL CONSTRUCTION RELATED CONDITIONS ARE ADHERED TO.

10. GREEN OPEN SPACE ELEVATIONS SHOWN TO TOP OF SOD. FINISH GRADE TO WITHIN 2" OF PAVEMENT ELEVATIONS BEFORE LAYING SOD (STRICTLY ENFORCED). ALL AREAS TO BE GRADED AND SODDED MUST DRAIN WITHOUT ANY NOTICEABLE PONDING. THE CONTRACTOR WILL BE REQUIRED TO REGRADE AND RESOD ANY AREAS WHICH DO NOT COMPLY WITH POSITIVE DRAINAGE WITHOUT PONDING.

11. NO DEWATERING PERMIT HAS BEEN ISSUED BY THE ENGINEER FOR THE PROPOSED CONSTRUCTION. IN THE EVENT DEWATERING IS REQUIRED THE CONTRACTOR SHALL APPLY FOR ALL APPLICABLE WATER USE PERMITS AT THAT TIME.

12. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL TO THE OWNERS ENGINEER, SHOP DRAWINGS ON ALL PROPOSED PRECAST AND MANUFACTURED STRUCTURES. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT THE CONTRACTORS EXPENSE. ALL SHOP DRAWINGS ARE TO BE REVIEWED AND APPROVED BY CONTRACTOR SIGNATURE PRIOR TO SUBMITTAL TO THE OWNERS ENGINEER.


14. CONTRACTOR SHALL BE AWARE THAT LIMESTONE/CAPROCK MAYBE ENCOUNTERED IN THIS AREA. EXCAVATION INTO AREAS WHERE LIMESTONE/CAPROCK MAY BE ENCOUNTERED WILL BE DIFFICULT AND WILL REQUIRE NON CONVENTIONAL CONSTRUCTION TECHNIQUES AND SPECIALIZED EQUIPMENT. NO SEPARATE PAYMENT WILL BE MADE IF ROCK IS ENCOUNTERED.

**EXISTING STORM INFORMATION**

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**GENERAL NOTES & DETAILS**
### ROADWAY PLAN & PROFILE

**Lee County Department of Transportation**

**Lee Blvd.**

**Description**

- **Date:** 8/13/2019
- **Description:** ROADWAY PLAN & PROFILE

### Profile Grade Line

- **Ditch Profile LT:**
  - FL: 22.00
- **Ditch Profile RT:**
  - FL: 23.00

### Existing Grade @ Const.

- **FL:** 23.00
- **EL:** 27.69

### Top of Bank

- **FL:** 24.00
- **EL:** 27.77

### Drainage Ditch

- **Profile Grade Line:** FL: 20.07
- **EL:** 25.48

### Roadway Alignment

- **SUNSHINE BLVD.:**
  - **FL:** 20.07
  - **EL:** 26.00

### Rip-Rap Rubble (Bank and Shore)

- **RIP-RAP RUBBLE (BANK AND SHORE):**
  - **FL:** 17.9'
  - **EL:** 26.37

### Other Details

- **Lee County Department of Transportation:**
  - **License #:** 38590
  - **Address:** 1821 Victoria Ave, Fort Myers, FL 33901
  - **Certificate of Authorization:** 7568

---

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**Legend:**
- **R/W:** Roadway
- **CR F:** Canal F
- **S-1, S-2, S-3, S-4, S-5, S-6:**
  - S-1: 18" RCP
  - S-2: 49' of 36" RCP
  - S-3: 10' of 36" RCP
  - S-4: 74' of 36" RCP
  - S-5: 182' of 24" RCP
  - S-6: 138' of 18" RCP

**Profile Grade Line:**
- **FL:** 20.07
- **EL:** 26.00
END PROJECT
END MILL & RESURFACE
Sunshine Blvd
STA. 117+43.06

BEGIN MILL & RESURFACE
Sunshine Blvd
STA. 117+23.06

100% Plans Submittal

LEE COUNTY
DEPARTMENT OF TRANSPORTATION

DANIEL M. CRAIG, P.E.
P.E. LICENSE NUMBER 38590
DAVID DOUGLAS ASSOCIATES, INC.
1821 VICTORIA AVE
FORT MYERS, FLORIDA 33901

CERTIFICATE OF AUTHORIZATION 7568

ROADWAY PLAN & PROFILE

VPI +50.00
EL. 28.56
VPI +23.06
EL. 27.68

PROFILE GRADE LINE

DITCH PROFILE LT

Ditch Profile RT

PROFILE GRADE LINE

DITCH PROFILE LT

DICTH PROFILE RT

114+00 115+00 116+00 117+00 118+00

ROAD NAME
LEE

DEPARTMENT
LEE

COUNTY
LEE

DESCRIPTION
ROADWAY PLAN & PROFILE

DATE
8/13/2019

REVISIONS
11

H:\18-0047 LCS LC-Sunshine & 8th St SW\CADD\DWG\18004700000\Roadway\PLANRD03.dwg

Beata Kobeszko

8/13/2019 11:35:17 AM
EXISTING GRADE @ CONST.

PI +00.00
EL. 28.55

PI +20.20
EL. 27.40

PROFILE GRADE LINE

205+32.00
DW1

206+44.00
DW2

206+84.00
DW3

Exist. R/W
Exist. P.U.E.

*NOTE: CONTRACTOR TO RESET EXISTING BRICK PAVERS TO MATCH PROPOSED GRADE ON EAST SIDE OF DRIVEWAY.

EXISTING FENCE & GATE TO BE RESET TO MATCH PROP. D/W GRADES
SOIL PROFILES

HA-1
HA-2
HA-3
With Shell Fragments & Gravel
-200+4.1% 10/8/2018
-200+4.2% 10/8/2018
-200+4.1% 10/8/2018

HA-4
HA-5
HA-6
With Some Shell Fragments
-200+7.3% 10/8/2018
-200+4.1% 10/8/2018
-200+3.9% 10/8/2018

HA-7
HA-8
HA-9
With Shell and Coarser Gravel
Trace of Shell Fragments
-200+4.1% 10/8/2018
-200+4.1% 10/8/2018
-200+3.9% 10/8/2018

SOIL PROFILE LEGEND
B-X = BORING NUMBER
SOIL TYPE
N = SPT TEST VALUE
GROUND WATER LEVEL
INDICATES PRACTICAL REFUSAL TO BORING EQUIPMENT
SOIL SYMBOL
= INDICATES GRADUAL TRANSITION IN SOIL TYPES
NOTES:
N - STANDARD PENETRATION RESISTANCE TEST (SPT) VALUE. NUMBERS TO THE LEFT OF BORINGS INDICATE SPT VALUE FOR 15 INCHES OF PENETRATION (UNLESS OTHERWISE NOTED).
W - BORING INTERVAL ADVANCED UNDER WEIGHT OF HAMMER.
HA - HAND AUGER

SOIL CLASSIFICATION

CORRELATION OF N - VALUES WITH RELATIVE DENSITY AND CONSISTENCY

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APPROXIMATE FINES MODIFIERS

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<tr>
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<tr>
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<td>SILTY OR CLAYEY</td>
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<tr>
<td>25% TO 49%</td>
<td>VERY SILTY OR VERY CLAYEY</td>
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DEFINITION OF DESCRIPTIVE TERMS OF MODIFIERS FOR SILTS/CLAY/SHELL/GRAVELS ARE DESCRIBED AS FOLLOWS:

PERCENTAGE OF MODIFIER MATERIAL

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<td>WITH SOME</td>
</tr>
<tr>
<td>30 - 50</td>
<td>VERY + MODIFIER + Y</td>
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</tbody>
</table>

RECORD OF TEST BORINGS

GFA International, Inc.
651 Country Lakes Drive
Fort Myers, Florida 33907
239-489-2436 * TeamGFA.com

Client: David Douglas Associates, Inc.
Project:
Sunshine Blvd. S. and 8th St. SW
Lehigh Acres, Lee County, Florida

Date: 10/24/2018
Job No: 18-5333

Approved by: PJD

DANIEL M. CRAIG, P.E.
P.E. LICENSE NUMBER 38590
DAVID DOUGLAS ASSOCIATES, INC.
1821 VICTORIA AVE
FORT MYERS, FLORIDA 33901
CERTIFICATE OF AUTHORIZATION 7568

LEE COUNTY DEPARTMENT OF TRANSPORTATION
ROADWAY SOIL SURVEY

LEE Sheet No: 20

100% Plans Submittal

DATE DESCRIPTION

REV. NO. DESCRIPTION

SHEET NO.

REV.

DATE
NOTE: INLET PROTECTION SYSTEM IS INCLUDED IN THE COST OF PROPOSED DRAINAGE STRUCTURES.
PHASE I
1. PRIOR TO SETUP OF FULL PHASE I WORK ZONE ON SUNSHINE BLVD., USE FOOT STANDARD PLANS 102 AND ESTABLISH WORK ZONE FROM STA.305+56.66 TO STA.117+23.01.
2. PLACE ADVANCE WARNING SIGNS AND ESTABLISH PHASE I WORK ZONE.
3. MAINTAIN TWO-LANE/TWO-WAY TRAFFIC ON THE EXISTING SUNSHINE BLVD. ROADWAY.
   - WHILE CONSTRUCTING WEST SIDE OF ROADWAY ON THE NORTHBOUND SIDE AND EAST SIDE OF ROADWAY ON THE SOUTHBOUND SIDE. MAINTAIN ACCESS TO ALL SIDE STREETS.
4. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) FOR TWO-LANE/TWO-WAY TRAFFIC ON SUNSHINE BLVD. FOR PHASE II.

PHASE II
1. ADJUST ADVANCE WARNING SIGNS AS NECESSARY AND ESTABLISH PHASE II WORK ZONE.
2. SHIFT SOUTHBOUND TRAFFIC FROM THE EXISTING SUNSHINE BLVD. ROADWAY UNDER CONSTRUCTION TO THE NEWLY CONSTRUCTED ROADWAY. RELOCATE NORTHBOUND TRAFFIC TO THE SOUTHBOUND SUNSHINE BLVD. ROADWAY.
3. CONSTRUCT EAST SIDE OF ROADWAY ON THE NORTHBOUND SIDE AND THE SOUTH SIDE OF ROADWAY ON THE SOUTHBOUND Side. MAINTAIN ACCESS TO ALL SIDE STREETS.
4. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) FOR PHASE II.

PHASE III
1. ADJUST ADVANCE WARNING SIGNS AS NECESSARY AND ESTABLISH PHASE III WORK ZONE.
2. SHIFT NORTHBOUND TRAFFIC TO THE NEWLY CONSTRUCTED ROADWAY, INCLUDING RIGHT TURN LANES.

PHASE IV
1. PLACE FRICITION COURSE ON ROADWAY.
2. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) IN THE FINAL LOCATION PER THE SIGNING AND PAVEMENT MARKING PLANS.

PHASE V
1. PLACE THERMOPLASTIC FINAL PAVEMENT MARKINGS IN THE FINAL LOCATION PER THE SIGNING AND PAVEMENT MARKING PLANS.
2. REMOVE ANY REMAINING TRAFFIC CONTROL DEVICES.

PHASE VI
1. PRIOR TO SETUP OF FULL PHASE I WORK ZONE ON 8 ST. SW., USE FOOT STANDARD PLANS 102 AND ESTABLISH WORK ZONE FROM STA.300+53.00 TO STA.117+23.01.
2. PLACE ADVANCE WARNING SIGNS AND ESTABLISH PHASE I WORK ZONE.
3. MAINTAIN ONE-LANE/TWO-WAY TRAFFIC ON THE EXISTING 8 ST. SW ROADWAY, BUT WHICH ARE NECESSARY TO CONSTRUCT THE PROJECT, SHALL BE SUBMITTED TO THE COUNTY. THE CONTRACTOR SHALL PROVIDE THE LABOR, EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE AND INSTALL THE CONTRACTOR'S TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL PROVIDE THE LABOR, EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE AND INSTALL THE CONTRACTOR'S TRAFFIC CONTROL PLAN.
4. MAINTAIN ONE-LANE/TWO-WAY TRAFFIC ON THE EXISTING 8 ST. SW ROADWAY WITH FLAGGER DURING CONSTRUCTION OPERATIONS AND TEMPORARY SIGNALIZATION DURING PHASE III.
5. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) FOR ONE-LANE/TWO-WAY TRAFFIC ON 8 ST. SW FOR PHASE II.

PHASE VII
1. ADJUST ADVANCE WARNING SIGNS AS NECESSARY AND ESTABLISH PHASE II WORK ZONE.
2. SHIFT TRAFFIC TO THE NEWLY CONSTRUCTED ROADWAY.
3. CONSTRUCT NORTH SIDE OF ROADWAY IMPROVEMENTS.
4. PLACE TEMPORARY PAVEMENT MARKINGS (PAINT) IN THE FINAL LOCATION PER THE SIGNING AND PAVEMENT MARKING PLANS.
5. PLACE FRICITION COURSE ON ROADWAY.
6. PLACE THERMOPLASTIC FINAL PAVEMENT MARKINGS IN THE FINAL LOCATION PER THE SIGNING AND PAVEMENT MARKING PLANS.
7. REMOVE ANY REMAINING TRAFFIC CONTROL DEVICES.

PHASE VIII
1. THE CONTRACTOR'S TRAFFIC CONTROL PLAN SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE 2018-19 FDOT STANDARD PLANS (102-600 SERIES), AND THE 2018 FDOT STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION.
2. REGULATORY SPEED ESTABLISHED DURING CONSTRUCTION FOR SUNSHINE BLVD. AND FOR 8 ST. SW. SHALL BE 35 M.P.H.
3. ARROWS IN THE TRAFFIC CONTROL PLANS DENOTE DIRECTION OF TRAFFIC ONLY AND DO NOT REFLECT PAVEMENT MARKINGS, UNLESS OTHERWISE NOTED.
4. LOCATIONS OF ADVANCE WARNING AND OTHER RELATED CONSTRUCTION SIGNS SHALL BE POSITIONED APPROPRIATELY CONSIDERING THE EXISTING FIELD CONDITIONS.
5. THE CONTRACTOR SHALL COORDINATE ALL SEASONAL, WEEKEND AND SPECIAL EVENTS AS THEY OCCUR, DURING GOVERNMENT CELEBRATED HOLIDAYS, NATURAL OR OTHER CATASTROPHIC EVENTS, NO LANE CLOSURES ARE ALLOWED, ALL OTHER LANES MUST BE OPEN FOR TRAFFIC DURING AN EVACUATION NOTICE OF A HURRICANE OR OTHER CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION OR EVENT AS DIRECTED BY THE COUNTY.
6. THE CONTRACTOR IS TO MAINTAIN SAFE ACCESS FOR PEDESTRIANS, PEDESTRIAN CROSSINGS, AND BUS OPERATIONS DURING CONSTRUCTION. ALL TEMPORARY CROSSWALKS MUST BE MOVED TO AN AREA WHERE THE CONTRACTOR SHALL OBTAIN APPROVAL FROM THE COUNTY TO DO SO. IF APPROVAL IS GRANTED THE CONTRACTOR SHALL SIGN APPROPRIATELY USING THE APPROPRIATE FOOT STANDARD INDEXES.
7. THE CONTRACTOR SHALL MAINTAIN SAFE VEHICLE ACCESS TO ALL ADJACENT PROPERTY AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE WITH THE OWNER ON ANY TEMPORARY CLOSING OF ACCESS PRIOR TO CONSTRUCTION. EXISTING UTILITIES AND UTILITIES SHALL BE UTILIZED IN ALL PHASES AND RELOCATED AS REQUIRED.
8. TRAFFIC DISRUPTIONS WHICH ARE NOT SHOWN IN THE TRAFFIC CONTROL PLAN, BUT WHICH ARE NECESSARY TO CONSTRUCT THE PROJECT, SHALL BE SUBMITTED TO WRITING TO THE COUNTY AND APPROVAL SHALL BE OBTAINED 72 HOURS PRIOR TO COMMENCEMENT OF WORK. SUBMITTAL MATERIAL SHALL INCLUDE SKETCHES, CALCULATIONS AND OTHER DATA AS REQUIRED BY THE COUNTY.
9. THE CONTRACTOR SHALL PROVIDE A CREW, ON CALL 24 HOURS PER DAY, TO BE RESPONSIBLE FOR ERECT, INSTALL AND MAINTAIN AND REMOVE ALL TRAFFIC CONTROL SIGNS, PAVEMENT MARKINGS, Barriers, Barrirects, and All Other Devices As Necessary Throughout The Project Area. Said Crew Shall Report Within 2 Hours of Notification by the County.
10. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE THROUGHOUT CONSTRUCTION SO AS NOT TO ALLOW THE ACCUMULATION OF WATER ON THE TRAVEL WAY. THIS INCLUDES MAINTAINING THE LOCALIZED TEMPORARY AND PERMANENT DRAINAGE FACILITIES.
11. UTILITY/DRAINAGE RELOCATIONS INCLUDED WITHIN THE PROJECT LIMITS SHALL BE SPECIFICALLY PHASED INTO THIS TRAFFIC CONTROL PLAN AND COORDINATED WITH THE APPROPRIATE COMPANIES.
12. THE CONTRACTOR SHALL PROVIDE 4 MESSAGE BOARDS TO BE LOCATED ON EACH DIRECTION OF TRAFFIC, 4 WEEKS PRIOR TO CONSTRUCTION. CONTRACTOR TO COORDINATE WITH LCSD FOR SPECIFIC REQUIREMENTS.
13. ON-TIME CLOSURES SHALL NOT OCCUR ON EITHER ROADWAY. ALL OTHER CLOSURE LIMITATIONS, WHICH MAY OR MAY NOT BE GRANTED, FROM LEE COUNTY WILL BE REQUIRED FOR LANE CLOSURES.
SUNSHINE BLVD.
TRAFFIC CONTROL PHASE I

SUNSHINE BLVD.
TRAFFIC CONTROL PHASE II

SUNSHINE BLVD.
TRAFFIC CONTROL PHASE III
1. THE LOCATIONS OF THE UTILITIES SHOWN IN THE PLANS (INCLUDING THOSE DESIGNATED Vv, Vh, AND Vvh) ARE BASED ON LIMITED INVESTIGATION TECHNIQUES AND SHOULD BE CONSIDERED APPROXIMATE ONLY. THE VERIFIED LOCATIONS/ELEVATIONS APPLY ONLY AT THE POINTS SHOWN. INTERPOLATIONS BETWEEN THESE POINTS HAVE NOT BEEN VERIFIED.

2. UTILITY/AGENCY OWNERS:

- **COMPANY**
  - **CENTURYLINK (CTL)**
  - **LEEC**

- **CONTACT**
  - **JIM NOTTINGHAM**
  - **KEITH LANMAN**

- **TELEPHONE NUMBERS**
  - **239-336-2035**
  - **239-656-2413**

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**PROJECT NOTES**

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**UTILITY ADJUSTMENTS**

---

**REVIEWS**

---

**REVISIONS**

---
EXIST. LCEC CONC. POLE TO REMAIN
1500 BT / TO REMAIN
CTL
100 BT / TO REMAIN

CROSS BOX #2002
TO REMAIN
EXIST. TEL CABINET TO REMAIN
UNDERGROUND MARKER
TO REMAIN

CROSS POLE TO REMAIN
48 BFQ / TO REMAIN
HANDHOLE TO REMAIN
108
109
EXIST. LCEC POLE TO REMAIN

END PROJECT
8th St SW
STA. 301+19.42

CTL TO PROTECT AND
ADJUST AS NEEDED

EXIST. LCEC POWER POLE
TO BE RELOCATED

CTL TO PROTECT AND
ADJUST AS NEEDED

300 BT / TO REMAIN
CTL

EXIST. LCEC DE TO REMAIN
PRIMARY VOLTAGE: 14.4 KV
SECONDARY VOLTAGE: 120-240v

EXIST. TEL VAULT

EXIST. TEL CABINET TO REMAIN
EXIST. FOC POLE TO REMAIN
EXIST. FOC POLE TO REMAIN
CTL TO PROTECT AND
ADJUST AS NEEDED

EXIST. LCEC OE TO REMAIN
PRIMARY VOLTAGE: 14.4 KV
SECONDARY VOLTAGE: 120-240v

EXIST. LCEC POLE TO REMAIN
EXIST. FOC POLE TO REMAIN

CTL TO PROTECT AND
ADJUST AS NEEDED

EXIST. LCEC DE TO REMAIN

DANIEL M. CRAIG, P.E.
P.E. LICENSE NUMBER 38590
DAVID DOUGLAS ASSOCIATES, INC.
1821 VICTORIA AVE
FORT MYERS, FLORIDA 33901
CERTIFICATE OF AUTHORIZATION 7568

LEE COUNTY
DEPARTMENT OF TRANSPORTATION
UTILITY ADJUSTMENTS
SUNSHINE BLVD.
LEE
C8160311

41
INDEX OF SIGNING AND PAVEMENT MARKING PLANS

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<td>GENERAL NOTES AND PAY ITEM NOTES</td>
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SUNSHINE BLVD & 8th STREET SW INTERSECTION

SIGNING AND PAVEMENT MARKING PLANS

LEE COUNTY

CONTRACT PLANS

LEE COUNTY DEPARTMENT OF TRANSPORTATION

GOVERNING STANDARD PLANS:
Florida Department of Transportation, FY 2018-19 Standard plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

APPPLICABLE IRs: IR536-001-01, IR521-001-01

Standard Plans for Bridge Construction are included in the Structures Plans Component.

GOVERNING STANDARD SPECIFICATIONS:
Florida Department of Transportation, July, 2018 Standard Specifications for Road and Bridge Construction at the following website:
http://www.fdot.gov/design/StandardPlans
http://www.fdot.gov/programmanagement/Implemented/SpecBooks

SUNSHINE BLVD & 8th STREET SW INTERSECTION

S-1

FISCAL YEAR: 18

SOLICITATION NO.: CN160311

100% Plans Submittal

SIGNING AND PAVEMENT MARKING PLANS

ENGINEER OF RECORD:
DANIEL M. CRAIG, P.E.
P.E. NO.: 38590
DAVID DOUGLAS ASSOCIATES, INC.
1821 VICTORIA AVE
FORT MYERS, FL 33901

CERTIFICATE OF AUTHORIZATION NO.: 7568

LCDOT PROJECT MANAGER:
ALEJANDRO SLAIBE, P.E.

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

S-1

LEE COUNTY

SOLICITATION NO.: CN160311

FISCAL YEAR: 18

SHEET NO.: 5-1

100% Plans Submittal

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* THESE QUANTITIES ARE PAID FOR UNDER PAINTED PAVEMENT MARKINGS (FINAL SURFACE), LUMP SUM-ITEM NO. 710-90. THE PAINT QUANTITIES SHOWN ARE FOR ONE APPLICATION; SEE SPECIFICATION 710 FOR THE NUMBER OF APPLICATIONS REQUIRED.
**GENERAL SIGNING AND PAVEMENT MARKING NOTES:**

1. *Existing signs shall be removed unless otherwise noted on plans.*
2. *All pavement markings shall be thermoplastic.*
3. *All existing pavement markings that are in conflict with the proposed markings shall be removed by an FDOT acceptable method.*
4. *Refer to FDOT standard plans for additional details.*
NOTE: EXIST. STREET SIGNS TO BE REUSED (TYP. AT ALL STOP SIGN LOCATIONS)
BEGIN SIGNING & MARKING
8th St SW
STA. 203+56.49
LEE COUNTY
DEPARTMENT OF TRANSPORTATION

CONTRACT PLANS

LEE COUNTY

SUNSHINE BLVD & 8TH STREET SW
INTERSECTION

SIGNALIZATION PLANS

INDEX OF SIGNALIZATION PLANS

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LEE COUNTY
DEPARTMENT OF TRANSPORTATION

SUNSHINE BLVD & 8TH STREET SW
INTERSECTION

SIGNALIZATION PLANS

ENGINEER OF RECORD:
DAVID J. ALLEN, P.E.
P.E. NO.: 58540
CARDNO: 3905 CRESCENT PARK DRIVE
RIVERVIEW, FLORIDA 33578
CERTIFICATE OF AUTHORIZATION NO.: 29915

LCDDT PROJECT MANAGER:
ALEJANDRO SLAIBE, P.E.

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

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<td>REPORT OF TEST BORINGS</td>
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<tr>
<td>PAY ITEM NO.</td>
<td>DESCRIPTION</td>
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<td>610-3-1</td>
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<td>639-102</td>
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<td>660-4-4</td>
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<td>TRAFFIC CONTROLLER ASSEMBLY, F.A. PBMA</td>
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<td>685-13</td>
<td>UNINTERRUPTIBLE POWER SUPPLY, FURNISH AND INSTALL, LINE INTERACTIVE WITH CABINET</td>
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<td>SIGN PANEL, FURNISH &amp; INSTALL OVERHEAD MOUNT, UP TO 12 SF</td>
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<td>LUMINAIRE &amp; BRACKET ARM - ALUMINUM, FURNISH &amp; INSTALL NEW LUMINAIRE AND ARM ON NEW/EXISTING POLE</td>
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GENERAL NOTES

1. ADHERE TO REQUIREMENTS IN "LEE COUNTY DEPARTMENT OF TRANSPORTATION PLAN SPECIFICATIONS FOR SIGNAL & STREET LIGHTING", DATE REVISED APRIL 16, 2004. CONTACT LEE COUNTY DEPARTMENT OF TRANSPORTATION (LCDOT) FOR ANY QUESTIONS REGARDING EQUIPMENT OR INSTALLATION REQUIREMENTS.

2. CABINET/CONTROLLER/VIDEO DETECTION PREPARATION:
LEE COUNTY SIGNALS WILL ASSIST THE CONTRACTOR IN THE SETUP OF NEW SIGNAL CABINET/CONTROLLERS/CAMERAS WHEN THE FOLLOWING CONDITIONS ARE MET: DELIVERY OF EQUIPMENT TO 5650 ENTERPRISE PARKWAY BY CONTRACTOR OR SHIPPER. SEND A QUALIFIED TECHNICIAN TO THE SIGNAL SHOP TO SET UP THE EQUIPMENT WITH THE AIM OF A SENIOR SIGNAL TECH, GIVING MINIMUM OF 48 HOURS NOTICE. AFTER SET UP, ARRANGE TO PICK UP THE EQUIPMENT WITHIN ONE WEEK. AT TIME OF REMOVAL FROM THE LEE COUNTY SIGNAL SHOP, THE EQUIPMENT SHALL BE SIGNED OUT BY THE CONTRACTOR REPRESENTATIVE AS COMPLETE. LEE COUNTY WILL NOT STORE CONTRACTOR EQUIPMENT. UNDER THESE CONDITIONS, LEE COUNTY SIGNALS WILL ASSIST THE CONTRACTOR ON "TURN ON" DAY IN THE FIELD. SHOULD THE CONTRACTOR ELECT TO SET UP, BURN IN, AND TEST THE EQUIPMENT WITHOUT LEE COUNTY ASSISTANCE, A MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE, AT CONTRACTOR'S EXPENSE, ON THE DAY OF TURN ON TO ASSIST THE CONTRACTOR AND TO VERIFY PROPER OPERATION.

3. SPECIAL NOTE REGARDING NEW CONTROLLERS:
LEE COUNTY RESERVES THE RIGHT TO SUBSTITUTE DIFFERENT CONTROL EQUIPMENT IN THE EVENT THAT DELIVERED EQUIPMENT IS NOT COMPATIBLE WITH THE EXISTING SYSTEM SINCE SYSTEM UPGRADES MAY BE BEHIND CONTROLLER TECHNOLOGY, AS THE MAINTAINING AGENCY, LEE COUNTY SIGNALS WILL DECIDE EQUIPMENT PLACEMENT AND TIMING AND MAY PROVIDE AN ALTERNATE CONTROLLER TEMPORARILY UNTIL FUTURE UPGRADES ARE MADE. IF THERE IS A COST DIFFERENTIAL, PAYMENT WILL BE MADE TO THE CONTRACTOR PER PLAN QUANTITY AND SPECIFICATION.

4. INSPECTIONS:
IT IS REQUIRED TO HAVE AN AUTHORIZED REPRESENTATIVE AND THE NECESSARY EQUIPMENT TO COMPLETE THE INSPECTIONS ON SITE AT ALL SIGNAL AND LIGHTING INSPECTIONS. FAILURE TO HAVE A REPRESENTATIVE ON SITE WILL RESULT IN THE CANCELLATION OF THE INSPECTION AND THE WITHHOLDING OF FINAL PAYMENT. AUTHORIZED REPRESENTATIVE IS A PERSON WITH THE KNOWLEDGE AND ABILITY TO MAKE CORRECTIONS AS NEEDED. THIS IS A REQUIREMENT AND IS NECESSARY TO ELIMINATE COSTLY RE-INSPECTIONS AND TO SPEED UP THE CLOSE OUT OF THE PROJECT.

5. GROUNDS:
EACH SIGNAL POLE SHALL HAVE A MINIMUM OF TWENTY (20) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 15 OHMS WHEN TESTED AFTER INSTALLATION.

EACH PEDESTRIAN POLE SHALL HAVE MINIMUM OF TWENTY (20) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 15 OHMS WHEN TESTED AFTER INSTALLATION.

EACH CABINET SHALL HAVE MINIMUM OF FIFTY (50) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 5 OHMS WHEN TESTED AFTER INSTALLATION. NO GROUND RODS INSTALLED IN CABINET BASE.

EACH ELECTRICAL SERVICE SHALL HAVE MINIMUM OF TWENTY (20) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 15 OHMS WHEN TESTED AFTER INSTALLATION.

ALL GROUND WIRE SHALL BE #6 STRANDED COPPER.

ENSURE THAT ALL GROUNDED ELEMENTS AT AN INTERSECTION ARE BONDED TOGETHER TO FORM AN INTERSECTION GROUNDING NETWORK (620-33). SPAN WIRE GROUND BOND AT CONCRETE POLES: USE BI-METAL SPLIT BOLT (CU-AL RATED) TO BOND ALL CABLES TOGETHER. KEEP COPPER WIRE SEPARATED FROM STEEL CABLES ON ONE SIDE OF THE SPLIT BOLT.

ALL Signals POLES, PEDESTRIAN POLES SHALL BE TIED INTO A NETWORK GROUND SYSTEM AND Brought BACK TO THE CABINET.

ALL GROUND RODS SHALL BE INSTALLED IN A PULL BOX: TOP OF GROUND ROD SHALL BE TWO (2) INCHES ABOVE TOP OF ROCK IN PULL BOX, FOR A CONCRETE STRAIN POLE, INSTALL GROUND ROD IN PULL BOX NEXT TO POLE.

GROUND SPARE CONDUCTORS INSIDE CABINET ON GROUND BAR.

ALL GROUND ROD READINGS SHALL BE VERIFIED BY LEE COUNTY DOT SIGNAL INSPECTOR BEFORE FINAL CONNECTION.

ALL GROUND ROD READINGS SHALL BE NOTED ON A GROUND ROD SHEET. ROUND ROD READINGS SHALL BE RECORDED AT 10 FOOT INTERVALS (620-3.2).

PAY ITEM NOTES

630-2-2, 630-2-2D:
SUPPLY A ONE (1) INCH SCHEDULE 40 PVC CONDUIT FROM CABINET BASE TO OUTSIDE OF NEAREST CONCRETE SIGNAL POLE. (FOR TELEPHONE LINE) STUB UP TWO (2) FEET.

CONDUIT STREET CROSSINGS SHALL BE MINIMUM OF FIVE (5) EACH TWO (2) INCH PVC CONDUITS. PVC CONDUIT SHALL BE SCHEDULE 40 OR 80 APPROVED FOR ELECTRICAL USE (GRAY). NO THIN WALL CONDUIT IS ALLOWED. TWENTY (20) FOOT LENGTHS ON RUNS OVER TWENTY (20) FEET SHALL BE USED.

CONDUIT RUNS FOR STREET LIGHTING SHALL BE TWO (2) INCH MINIMUM.

ANY CONDUIT ABOVE GROUND SHALL BE RIGID GALVANIZED STEEL CONDUIT.

CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF THIRTY-SIX (36) INCHES.

ALL ROCKS AND TRASH SHALL BE REMOVED FROM THE TRENCH. BACKFILL SHALL BE CLEAN AND CONTAIN NO ROCKS.

OBSERVE MAXIMUM NUMBER OF CONDUITS ALLOWED IN A PULL BOX PER NEC. INSTALL PER FOOT STANDARD INDEX.

CONDUIT TWO (2) INCH AND LARGER SHALL HAVE A THREADED BUSHING INSTALLED AT EACH END, OR A SNAP OVER BUSHING TO PROTECT CABLE.

BOTH ENDS OF ALL CONDUITS SHALL BE SEALED WITH DUCT SEAL.

DIRECTIONAL BORE CONDUIT SHALL BE A MINIMUM OF SDR 13.5 AND SHALL BE GRAY IN COLOR. BLACK CONDUIT CAN BE SUBSTITUTED IF APPROVED BY THE LEE COUNTY TRAFFIC ENGINEER. NO OTHER CONDUIT COLOR CAN BE USED UNLESS APPROVED BY LEE COUNTY TRAFFIC ENGINEER.

ALL MINOR STREET ROAD CROSSINGS SHALL HAVE A MINIMUM OF FOUR (4) TWO (2) INCH PVC CONDUIT. ALL MAJOR ROAD CROSSINGS SHALL HAVE A MINIMUM OF FIVE (5) TWO (2) INCH PVC CONDUIT.

NO POTHOLES CUT IN PAVEMENT ARE ALLOWED TO LOCATE EXISTING UTILITIES UNLESS APPROVAL IS OBTAINED FROM ENGINEERING SERVICE DIRECTOR.

ANY HOLES THAT FAIL, ARE TO BE REMOVED. IF REMOVAL IS NOT POSSIBLE, ENDS SHALL BE CUT OFF AT A DEPTH OF 36" BELOW GROUND AND THE CONDUIT FILLED WITH GROUT.

ALL ROAD AND DRIVEWAY CROSSINGS SHALL BE A MINIMUM OF 36" DEEP.

ALL HOLES CAUSED BY EQUIPMENT SHALL BE BACKFILLED AND GROUND RESTORED.

IF THE DISTANCE IS TOO FAR TO COMPLETE THE BORE IN ONE ATTEMPT, THEN THE CONTRACTOR SHALL USE "E-LOCK" COUPLINGS TO CONNECT THE BORES TOGETHER.

IF THE DISTANCE IS TOO FAR TO COMPLETE THE BORE IN ONE ATTEMPT, THEN THE CONTRACTOR SHALL USE "E-LOCK" COUPLINGS TO CONNECT THE BORES TOGETHER.

IF CONTRACTOR IS INSTALLING CONDUIT IN A PULL BOX, RIDGED GALVANIZED 90 DEGREE SWEEPS SHALL BE INSTALLED ON ALL CONDUIT LARGER THAN TWO (2) INCH, AND A THREADED PLASTIC BUSHING SHALL BE INSTALLED ON SWEEP.

IF CONDUIT IS INSTALLED IN A PULL BOX, OR CABINET, DUCT SEAL SHALL BE USED TO SEAL THE ENDS.

632-7-1:
ALL HOLES CAUSED BY EQUIPMENT SHALL BE BACKFILLED AND GROUND RESTORED.

PROPERTY SURVEYED
MAY PROVIDE AN ALTERNATE CONTROLLER TEMPORARILY UNTIL FUTURE UPGRADES ARE MADE. IF THERE IS A COST DIFFERENTIAL, PAYMENT WILL BE MADE TO THE CONTRACTOR PER PLAN QUANTITY AND SPECIFICATION.

3. SPECIAL NOTE REGARDING NEW CONTROLLERS:
LEE COUNTY RESERVES THE RIGHT TO SUBSTITUTE DIFFERENT CONTROL EQUIPMENT IN THE EVENT THAT DELIVERED EQUIPMENT IS NOT COMPATIBLE WITH THE EXISTING SYSTEM SINCE SYSTEM UPGRADES MAY BE BEHIND CONTROLLER TECHNOLOGY, AS THE MAINTAINING AGENCY, LEE COUNTY SIGNALS WILL DECIDE EQUIPMENT PLACEMENT AND TIMING AND MAY PROVIDE AN ALTERNATE CONTROLLER TEMPORARILY UNTIL FUTURE UPGRADES ARE MADE. IF THERE IS A COST DIFFERENTIAL, PAYMENT WILL BE MADE TO THE CONTRACTOR PER PLAN QUANTITY AND SPECIFICATION.

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IT IS REQUIRED TO HAVE AN AUTHORIZED REPRESENTATIVE AND THE NECESSARY EQUIPMENT TO COMPLETE THE INSPECTIONS ON SITE AT ALL SIGNAL AND LIGHTING INSPECTIONS. FAILURE TO HAVE A REPRESENTATIVE ON SITE WILL RESULT IN THE CANCELLATION OF THE INSPECTION AND THE WITHHOLDING OF FINAL PAYMENT. AUTHORIZED REPRESENTATIVE IS A PERSON WITH THE KNOWLEDGE AND ABILITY TO MAKE CORRECTIONS AS NEEDED. THIS IS A REQUIREMENT AND IS NECESSARY TO ELIMINATE COSTLY RE-INSPECTIONS AND TO SPEED UP THE CLOSE OUT OF THE PROJECT.

5. GROUNDS:
EACH SIGNAL POLE SHALL HAVE A MINIMUM OF TWENTY (20) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 15 OHMS WHEN TESTED AFTER INSTALLATION.

EACH PEDESTRIAN POLE SHALL HAVE MINIMUM OF TWENTY (20) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 15 OHMS WHEN TESTED AFTER INSTALLATION.

EACH CABINET SHALL HAVE MINIMUM OF FIFTY (50) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 5 OHMS WHEN TESTED AFTER INSTALLATION. NO GROUND RODS INSTALLED IN CABINET BASE.

EACH ELECTRICAL SERVICE SHALL HAVE MINIMUM OF TWENTY (20) FEET OF GROUND ROD DRIVEN. GROUND RODS MUST READ LESS THAN 15 OHMS WHEN TESTED AFTER INSTALLATION.

ALL GROUND WIRE SHALL BE #6 STRANDED COPPER.

ENSURE THAT ALL GROUNDED ELEMENTS AT AN INTERSECTION ARE BONDED TOGETHER TO FORM AN INTERSECTION GROUNDING NETWORK (620-33). SPAN WIRE GROUND BOND AT CONCRETE POLES: USE BI-METAL SPLIT BOLT (CU-AL RATED) TO BOND ALL CABLES TOGETHER. KEEP COPPER WIRE SEPARATED FROM STEEL CABLES ON ONE SIDE OF THE SPLIT BOLT.

ALL SIGNAL POLES, PEDESTRIAN POLES SHALL BE TIED INTO A NETWORK GROUND SYSTEM AND Brought BACK TO THE CABINET.

ALL GROUND RODS SHALL BE INSTALLED IN A PULL BOX: TOP OF GROUND ROD SHALL BE TWO (2) INCHES ABOVE TOP OF ROCK IN PULL BOX, FOR A CONCRETE STRAIN POLE, INSTALL GROUND ROD IN PULL BOX NEXT TO POLE.

GROUND SPARE CONDUCTORS INSIDE CABINET ON GROUND BAR.

ALL GROUND ROD READINGS SHALL BE VERIFIED BY LEE COUNTY DOT SIGNAL INSPECTOR BEFORE FINAL CONNECTION.

ALL GROUND ROD READINGS SHALL BE NOTED ON A GROUND ROD SHEET. ROUND ROD READINGS SHALL BE RECORDED AT 10 FOOT INTERVALS (620-3.2).
### General Notes

**640-2:** Each signal pole shall have a minimum of three (3) each two (2) inch conduits installed in each pole, extend conduits within pole to 1 inch below handhole.

**Concrete for pole foundation shall be twelve (12) inches below existing grade.**

Calculations for design shall be submitted to traffic engineer for approval prior to ordering of poles.

- **Signal poles shall comply with typical drawings, as to placement of attachment points, nipple placement, handhole and mouse hole size. Mouse hole shall be cut at 45° to facilitate installation of conduits. Ensure all concrete signal poles comply with standard design and Lee County specifications prior to installing.**
- **Concrete poles are to be designed by the pole manufacturer to meet foot standards and Lee County’s specifications and details.**

**646-1:**
- Use four (4) inch id aluminum conduit for pedestals. Use Pelco or equal breakaway bases with locking set screw and ground lug.

- **650-1-14, 650-1-16:**
  - All signal heads shall have a one-piece metal louvered reflectorized backplate. Backplates shall be reflectorized for all directions. Plastic backgrounds require submittal and department approval.
  - All displays shall be extended view led displays.

**634-4-153:**
- **Terminal blocks and Jones plugs shall be removed from each disconnect prior to installation. No wiring harnesses shall be used in signal heads. Use #4 stranded (THHN) copper red, yellow, green, and white wire. No arrow inserts allowed.**

**633-1:2:**
- **Die-cast metal heads shall be used unless otherwise approved by Lee County.**

**639-3-12:**
- **Each signal pole shall have a minimum of three (3) each two (2) inch conduits installed in each pole, extend conduits within pole to 1 inch below handhole.**

**653-1:**
- Pull boxes shall be composite construction (Quazite) and load rated 20,000 lbs. No exceptions will be approved.

**651-1:**
- Pull box lids shall be composite construction (Quazite) and marked appropriately, "Traffic Signal" or "Street Light." No concrete pull boxes or steel lids shall be allowed.

**638-1-2:**
- **Use international symbol LED countdown with diffuser heads only, with egg crate visor.**

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**Notes:**

- **Calendared rigid conduit shall be used for riser and where exposed above ground. Minimum of 1” conduit for risers.**

- **Circuit breaker for cabinet shall be 120V, 30amp. Circuit breaker for street lights shall be 120V, 35amp. Each 15amp breaker to have own photocell, photocell shall be a minimum of 3800 watts.**

- **Ground wire shall be in 1/2 inch schedule 80 pvc or 1/2 inch rigid calendared conduit. Conduit shall extend minimum of 6 inches below finish grade.**

- **Riser conduit shall be connected together by use of calendared threaded couplings or compression no-thread couplings.**

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**Handhole and mouse hole size. Mouse hole shall be cut at 45° to facilitate installation of conduits.**

**No concrete pull boxes or steel lids shall be allowed.**

**Concrete poles are to be designed by the pole manufacturer to meet foot standards and Lee County’s specifications and details.**

**Concrete for pole foundation shall be twelve (12) inches below existing grade.**

Calculations for design shall be submitted to traffic engineer for approval prior to ordering of poles.

- **Signal poles shall comply with typical drawings, as to placement of attachment points, nipple placement, handhole and mouse hole size. Mouse hole shall be cut at 45° to facilitate installation of conduits. Ensure all concrete signal poles comply with standard design and Lee County specifications prior to installing.**

**Concrete poles are to be designed by the pole manufacturer to meet foot standards and Lee County’s specifications and details.**
ALL ATTACHING HARDWARE SHALL BE STAINLESS STEEL 304 OR 316.

MOUNTING HEIGHT OF PEDESTRIAN HEADS SHALL BE NINE (9) FEET SIX (6) INCHES ABOVE GRADE TO BOTTOM OF HEAD.

SEAL WITH SILICONE AROUND TOP CAPS AND PED BUTTONS.

PLACEMENT OF PED SIGNS SHALL BE “PUSH TO WALK” ABOVE BUTTON AND INSTRUCTION BELOW BUTTON. EXPLANATORY SIGNS MOUNTED ABOVE THE BUTTONS. EACH SIGN IS TO IDENTIFY THE CROSSWALK TO WHICH EACH BUTTON APPLIES.

SIGNAL CABLING SHALL BE Spliced IN BASE OF PEDESTAL AND NOT IN PEDESTRIAN HEAD. SPlice CABLE WITH RED BUCHANAN B2 B-CAP WIRE Nots.

660-3-1, 660-3-2: THE PROPOSED DILEMMA ZONE DETECTION SYSTEM SHALL BE MICROPHONE CONTROLLED WITH A DETECTION RANGE OF UP TO 900 FEET. THE CONTROL ASSEMBLY DILEMMA ZONE DETECTION SYSTEM CONTROL UNIT SHALL BE SHELF MOUNTED WITH TS2 SDC AND ETHERNET COMMUNICATIONS. THIS PAY ITEM NUMBER INCLUDES ALL MATERIALS REQUIRED FOR A COMPLETE AND ACCEPTED INSTALLATION. ALL MATERIALS AND EQUIPMENT USED SHALL BE AS PER MANUFACTURER’S RECOMMENDATIONS. DETECTION ZONES SHALL BE SET UP AS INDICATED IN THE PANS AND PER LEE COUNTY SPECIFICATIONS.

660-4-1, 660-4-2: AUTOSCOPE ENCORE OR ALDIS GRID SMART ARE THE PREFERRED VIDEO DETECTION FOR LEE COUNTY. THESE ARE GENERAL SPECIFICATIONS FOR SOLO TERRA OR ALDIS GRID SMART INSTALLATIONS AT AN AVERAGE INTERSECTION. IF ANY QUESTIONS CALL LCDCDT AT (239) 533-9500.

AUTOSCOPE ENCORE POWER CABLE INSTALLATION
USE A 3 CONDUCTOR #18 STRANDED CABLE WITH POLYETHYLENE JACKET FOR INDIVIDUAL RUNS FROM THE TERRA INTERFACE PANEL (TIP) TO EACH CAMERA. MUST USE SJOOW #18 (FROM YOUR LOCAL ELECTRICAL SUPPLY HOUSE) OR ECONOLITE PART #BS7-001.

A WEATHER HEAD AND Drip LOOP MUST BE USED COMING FROM THE CONCRETE POLE TO THE SPAN.

LABEL ALL CABLES ENTERING THE HAND HOLE AND CABINET SO THAT IT CORRESPONDS TO THE SOLO TERRA TO WHICH IT IS CONNECTED. YELLOW WIRE Nots (NOT SILICONE FILL) MUST BE USED IN ALL SPLICES. IN THE CABINET, USE THE TERMINAL STRIP PROVIDED ON THE TIP. UP TO TWO TERRAS CAN BE INSTALLED ON EACH CABINET. ON THE AUTOSCOPE ENCORE CAMERA CONNECTION USE THE “EASY LOCK” POWER CONNECTOR SUPPLIED WITH EACH CAMERA. FOLLOW AUTOSCOPE SOLO TERRA INSTALLATION GUIDE CHAPTER NUMBER 4 OR ECONOLITE BULLETIN #AN2098.

USE ONE CAMERA PER POLE MOUNTED DIAGONALLY FROM THE STOP BAR. FOR ANY QUESTION IN CAMERA PLACEMENT CALL LCDOT AT (239) 533-9500 BEFORE INSTALLATION.

SEE LCDCDT SPECIFICATIONS FOR MORE ADDITIONAL INFORMATION AND INSTALLATION REQUIREMENTS.

865-12: DETECTORS SHALL BE POLARA EZ COMM NAVIGATOR 2-WIRE (EN2) AND EZ COMMUNICATOR CENTRAL CONTROL UNIT W/ ETHERNET (CCU2EN).

POLARA EN2 TO HAVE STREET NAMES PROGRAMMED BY POLARA, AND LEE COUNTY SHALL RECEIVE THE VOICE FILES FOR INTERSECTION. EACH INSTALL SHALL INCLUDE AN EZ COMM NAVIGATOR CONFIGURATOR. CONTRACTOR SHALL BRING ALL EN2S AND CCU2ENS TO LEE COUNTY FOR LEE COUNTY AUDIBLE PED SPECS PROGRAMMING AND SW UPGRADe IF NEEDED AND TO PROGRAM IP ADDRESS. LEE COUNTY WILL LABEL WHERE EACH EN25 GOES AFTER BEING PROGRAMMED. Belden (Shielded) CABLE SHALL BE INSTALLED TO EACH EN2. PLEASE CALL LCDCDT FOR ANY FURTHER QUESTIONS AT (239) 533-9500.

MOUNTING HEIGHT OF PEDESTRIAN BUTTON SHALL BE FORTY-TWO (42) INCHES TO CENTER OF BUTTON ABOVE GRADE. BUTTON SHOULD BE UNDER THE HEAD IT CALLS.

Belden (Shielded) CABLE SHALL BE USED AS PEDESTRIAN DETECTOR CALL WIRE. CALL WIRES SHALL BE CONNECTED TO A PEDESTRIAN ISOLATOR BOARD AND CHASSIS GROUND IN CABINET.
**NOTES:**

1. FOR ADDITIONAL DETAILS NOT SHOWN ON THIS SHEET, REFER TO STANDARD PLAN INDEX 640-00.

2. DESIGN WIND SPEED: 160 MPH.

3. A PROPERLY SIZED SERVICE HEAD, (WEATHERHEAD) SHALL BE INSTALLED AND FASTENED SECURELY INTO CONDUIT FOR EACH POLE LOCATION. AT LOCATIONS OTHER THAN SERVICE ENTRANCE, THE SERVICE HEAD FACE IS TO BE LEFT CLOSED TO OUTSIDE ATMOSPHERE. SERVICE ENTRANCE INSTALLATION PER STANDARD PLAN INDEX 634-00.

4. PROVIDE SHOP DRAWINGS FOR THE LUMINAIRE BRACKET ARM.

**CONCRETE STRAIN POLE SCHEDULE**

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<th>POLE TYPE</th>
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<th>PAVEMENT EL UNDER CRITICAL HEAD</th>
<th>DIM A (FT)</th>
<th>DIM B (FT)</th>
<th>DIM C (FT)</th>
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**CONCRETE STRAIN POLE DESCRIPTION**

- DATE: 8/7/2019
- SHEET NO.: T-8
- P:

**CONCRETE STRAIN POLE SCHEDULE**

- POWER LINES SHALL MEET NATIONAL ELECTRICAL CODE WORKING CLEARANCES FOR NON-QUALIFIED PERSONNEL, SIGNAL HEADS AND SIGNAL POLE ATTACHMENTS.

**Note:** SIGNAL HEAD ATTACHMENT SHALL BE A MINIMUM OF 6" FROM END OF INSULATOR.

* DISTANCE WILL VARY; THE DESIRABLE MINIMUM DISTANCE IS 6". HOWEVER, THE DISTANCE MUST MEET MINIMUM NATIONAL ELECTRICAL CODE STANDARDS.

Christopher P. Gamache, P.E.
PE LICENSE NUMBER 82122

Lee County Department of Transportation
100% Plans Submittal

Lee County
Lee Sunshne Blvd.
Lee
CN160311

Howard Holley
Cardio
303 Park Place Blvd, Suite 300
Clearwater, Florida 33759
Certificate of Authorization 29915

Road Name: Lee County No.
LEE SUNSHINE BLVD.
CN160311

Certification: 100% Plans Submittal
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*SIGN PANELS A AND B ARE TO BE COMBINED FOR ONE SIGN ASSEMBLY. SIGN ASSEMBLY SHALL BE DOUBLE-PANEL, TWO-WAY, ALUMINUM PANEL STREET SIGN ASSEMBLY.

*SIGN PANELS C AND D ARE TO BE COMBINED FOR ONE SIGN ASSEMBLY. SIGN ASSEMBLY SHALL BE DOUBLE-PANEL, TWO-WAY, ALUMINUM PANEL STREET SIGN ASSEMBLY.

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