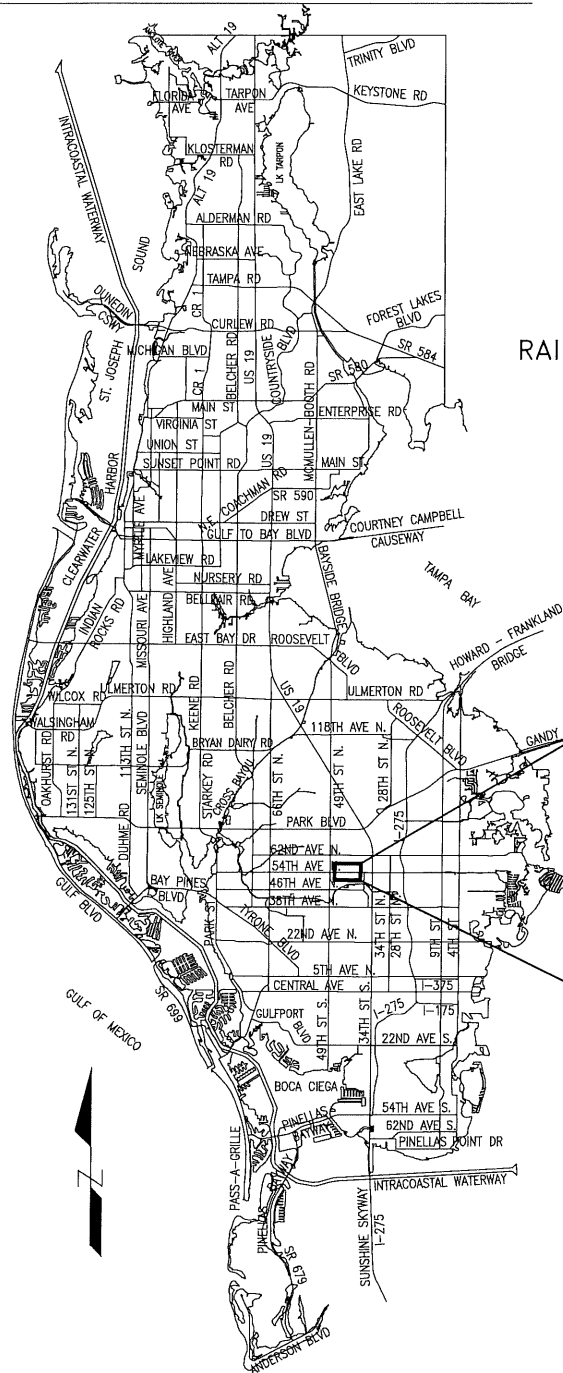




# 54TH AVE RAILROAD CROSSING IMPROVEMENTS

**PID 002194A  
FINANCIAL PID 002194A**

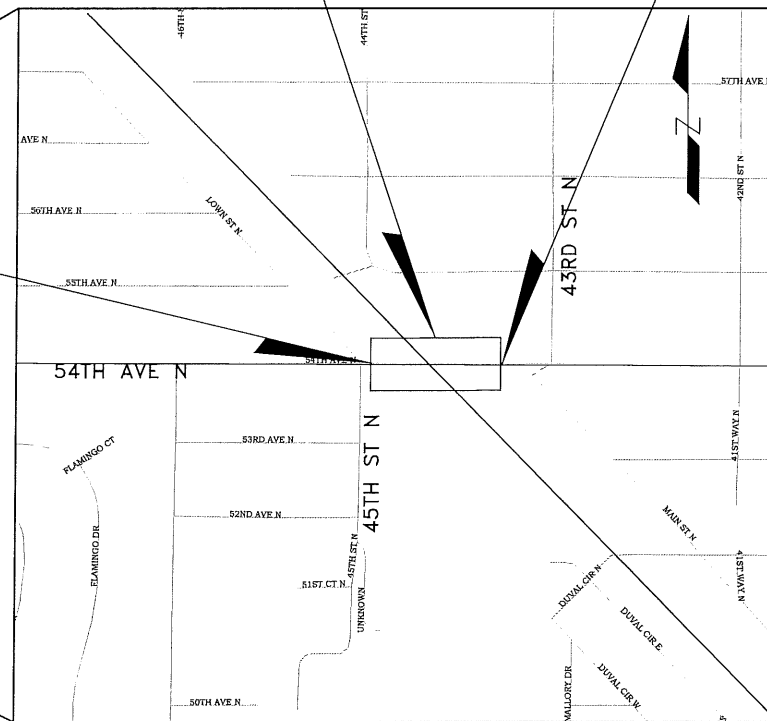
## PINELLAS COUNTY LOCATION MAP



RAIL ROAD CROSSING (DOT #6266915) LOCATION  
M.P. ARE 893.72

END PROJECT  
STA. 21+10.00

BEGIN PROJECT  
STA. 18+20.00



SECTION 34, TOWNSHIP 30 SOUTH, RANGE 16 EAST  
SECTION 3, TOWNSHIP 31 SOUTH, RANGE 16 EAST

**KEY MAP**  
NOT TO SCALE

### INDEX OF PLANS

SHEET NO.	SHEET TITLE
1	KEY SHEET
2	GENERAL NOTES
3	TYPICAL SECTIONS
4	LAYOUT PLAN
5	ROADWAY PLAN
6	GRADING PLAN
7-9	PROFILES
10-12	CROSS SECTIONS
13	SIGNING & PAVEMENT MARKING PLAN
14-15	TEMPORARY TRAFFIC CONTROL PLAN
16	EROSION & SEDIMENT CONTROL PLAN
17	EROSION & SEDIMENT CONTROL NOTES
18	EROSION & SEDIMENT CONTROL DETAILS
1-3	TOPOGRAPHIC SURVEY

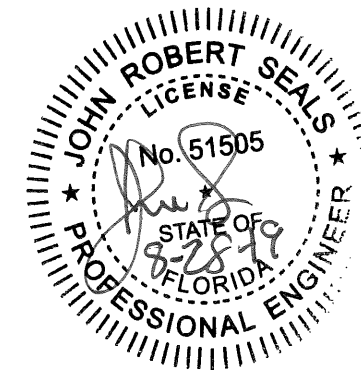
#### GOVERNING STANDARD AND SPECIFICATIONS

Pinellas County Department of Environment and Infrastructure (DEI)  
Standard Details (December 2017) Standard Technical Specification  
for Roadway and General Construction, (Revised January 2018)

<http://www.pinellascounty.org/PublicWorks/pdf/tech-spec-2013.pdf>

Florida Department of Transportation, FY2019-20 Standards and  
revised Index Drawings as appeneded herein, and 2019 Standard  
Specifications for Road and Bridge Construction, as amended by  
Contract Documents

<http://www.dotstate.fl.us/rddsign>  
<http://www.dotstate.fl.us/specificationsoffice>



PROJECT MANAGER: NANCY MCKIBBEN  
727-464-8900

PINELLAS COUNTY

14 SOUTH FORT HARRISON AVENUE  
CLEARWATER, FLORIDA 33756  
PHONE: (727)464-3588

PREPARED BY:

KIMLEY-HORN AND ASSOCIATES, INC.  
655 NORTH FRANKLIN STREET  
SUITE 150  
TAMPA, FL 33602

PHONE: (813) 620-1460

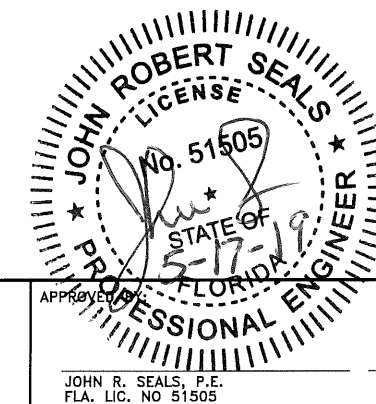
JOHN R. SEALS, P.E. No. 51505  
ENGINEER OF RECORD

DATE

**100% SUBMITTAL 8/28/19**

K:\TAM\_Roadway\145730 - King Engineering\001 - 54th Ave. Revisions\CADD\PID 002194A - 54th Ave. RR\002194A-GEN.dwg, May 17, 2019 - 4:30pm

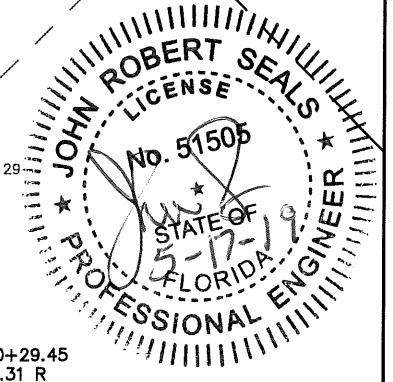
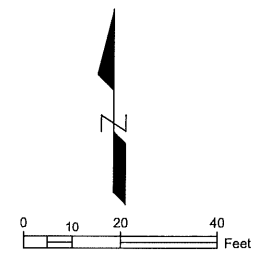
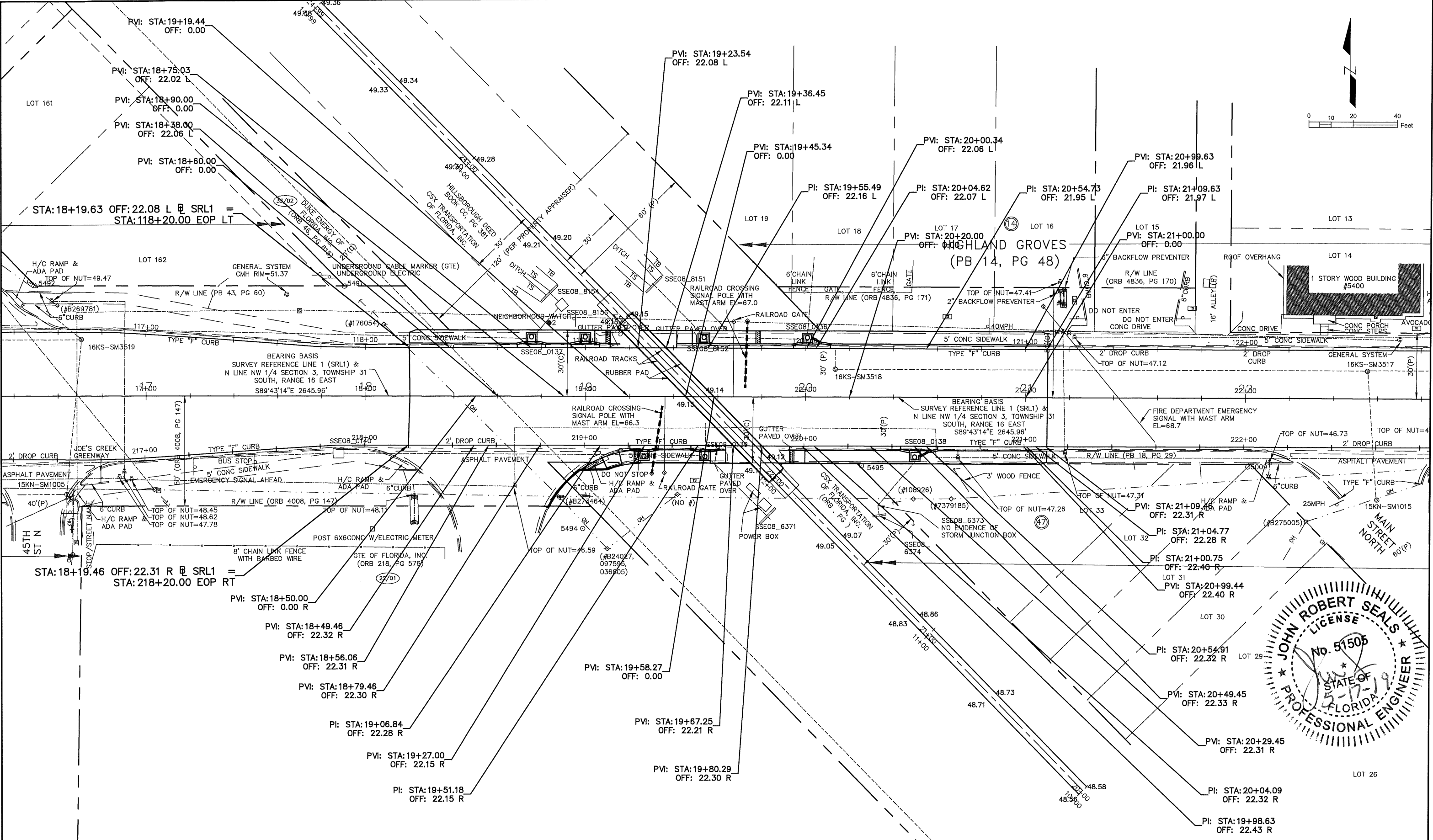
1. REMOVE ONLY TREES DESIGNATED FOR REMOVAL IN THE PLAN, OR AS DIRECTED BY THE ENGINEER. OBTAIN THE HABITAT MANAGEMENT PERMIT FROM PINELLAS COUNTY TRANSPORTATION & STORMWATER - NATURAL RESOURCES. TREE REMOVAL IS INCLUDED IN THE UNIT PRICE BID FOR CLEARING AND GRUBBING, UNLESS SEPARATE PAY ITEMS ARE PROVIDED.
2. ALL MATERIALS NOT CLAIMED BY THE COUNTY MUST BECOME THE PROPERTY OF THE CONTRACTOR, AND MUST BE DISPOSED OF BY THE CONTRACTOR IN AREAS PROVIDED BY THE CONTRACTOR. THE COST FOR THIS WORK IS INCLUDED IN THE UNIT PRICE BID FOR CLEARING AND GRUBBING. MATERIALS TO BE CLAIMED BY AND DELIVERED TO THE COUNTY ARE AS FOLLOWS:  
XXXXXXXXXXXXXXXXXXXXXXXXXXXX
3. ALL STATIONS AND OFFSETS REFER TO CONSTRUCTION BASE LINE, UNLESS OTHERWISE NOTED.
4. ALL EXISTING PIPES THAT ARE TO REMAIN IN SERVICE WITHIN THE RIGHT-OF-WAY CORRIDOR ARE TO REMAIN IN PLACE UNLESS OTHERWISE NOTED IN THE PLANS.
5. STORM DRAIN INLET AND MANHOLE STATION LOCATIONS REFERENCE THE CENTER OF THE SPECIFIED STRUCTURE BOTTOM.
6. ALL DISTURBED AREAS, INCLUDING AREAS OUTSIDE THE CONSTRUCTION LIMITS, MUST BE RETURNED TO THEIR PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL EXPENSE TO THE COUNTY. SEEDING MUST NOT BE USED AS FINAL GROUND COVER EXCEPT WHERE SPECIFICALLY SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.
7. SHEETING, SHORING, AND BRACING MUST BE PROVIDED TO PROTECT ADJACENT STRUCTURES AND UTILITIES, OR TO MINIMIZE TRENCH WIDTH. THE COST OF ALL SHEETING, SHORING, AND BRACING REQUIRED IS INCLUDED IN THE UNIT PRICE BID FOR THE ITEM OF WORK FOR WHICH SHEETING, SHORING, AND BRACING IS REQUIRED, UNLESS OTHERWISE PROVIDED FOR SEPARATELY IN THE BID SUBMITTAL SHEETS.
8. THE ENGINEER MUST RECEIVE PERMISSION FROM THE PROPERTY OWNER THROUGH A RIGHT OF ENTRY AGREEMENT AND/OR A SIDEWALK, UTILITY, OR DRAINAGE EASEMENT PRIOR TO ANY GRADING OR CONSTRUCTION BEYOND THE RIGHT-OF-WAY..
9. ANY AND ALL EXISTING CONDITIONS MUST BE FIELD VERIFIED PRIOR TO COMMENCING CONSTRUCTION. THE ENGINEER MUST BE PROMPTLY NOTIFIED OF ANY DISCREPANCIES.
10. THE LOCATION(S) OF THE UTILITIES SHOWN IN THE PLANS 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.
11. SURFACING MUST NOT BE APPLIED TO ANY MANHOLE COVERS, FRAMES, VALVE BOXES, GAS DROPS, ETC.
12. SIDEWALK CURB RAMPS MUST BE PAID FOR AS DEFINED BY PINELLAS COUNTY SPECIFICATION 522 AND PINELLAS COUNTY STANDARD DETAIL 1360
13. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS MUST REMAIN UNLESS OTHERWISE NOTED IN THE PLANS, OR AS DIRECTED BY THE ENGINEER. PROPOSED SIGN LOCATIONS SHOWN ON PLANS ARE APPROXIMATE AND MAY REQUIRE FIELD ADJUSTMENT, AS DIRECTED BY THE ENGINEER.
14. BLUE, BI-DIRECTIONAL RPMS MUST BE INSTALLED ADJACENT TO ALL FIRE HYDRANTS, PLACED PER FDOT TRAFFIC ENGINEERING MANUAL, SECTION 4.3 - USE OF BLUE RAISED PAVEMENT MARKERS TO IDENTIFY FIRE HYDRANTS.
15. ABOVE GROUND AND/OR UNDERGROUND UTILITIES MAY BE IN THE AREA OF THIS PROJECT - PROCEED WITH CAUTION - CALL "SUNSHINE 811" IN ADVANCE OF BEGINNING WORK, IN ACCORDANCE WITH CHAPTER 556, FLORIDA STATUTES, UNDERGROUND FACILITY DAMAGE PREVENTION & SAFETY ACT. ALL UTILITY OWNERS MAY NOT BE A MEMBER, REQUIRING DIRECT CONTACT. FURTHER COORDINATION WITH UTILITY OWNERS MAY BE NECESSARY TO RESOLVE CONFLICTS THAT MAY ARISE IN THE FIELD DURING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY UTILITIES DAMAGED AS A RESULT OF FAILURE TO CALL "SUNSHINE 811" AND THE UTILITY OWNERS.
16. THE RESPONSIBLE UTILITY OWNER MUST BE NOTIFIED FOR RELOCATION OF METER BOXES FOR POTABLE AND NON-POTABLE WATER SERVICE.
17. ALL WORK ON, OVER, UNDER, OR ADJACENT TO CSXT RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE CSXT SPECIAL PROVISIONS.
18. "ONE CALL" SERVICES DO NOT LOCATE BURIED RAILROAD SIGNAL AND COMMUNICATIONS LINES. THE CONTRACTOR SHALL CONTACT THE RAILROAD'S REPRESENTATIVE TWO (2) DAYS IN ADVANCE OF THOSE PLACES WHERE EXCAVATION, PILE DRIVING, OR HEAVY LOADS MAY DAMAGE RAILROAD UNDERGROUND LINES ON RAILROAD PROPERTY. UPON REQUEST FROM THE CONTRACTOR OR AGENCY, RAILROAD SIGNAL FORCES WILL LOCATE AND PAINT MARK OR FLAG RAILROAD UNDERGROUND SIGNAL, COMMUNICATION, AND POWER LINES IN THE AREA TO BE DISTURBED FOR THE CONTRACTOR. THE CONTRACTOR SHALL AVOID EXCAVATION OR OTHER DISTURBANCE OF THESE LINES WHICH ARE CRITICAL TO THE SAFETY OF THE RAILROAD AND THE PUBLIC. IF DISTURBANCE OR EXCAVATION IS REQUIRED NEAR A BURIED RAILROAD SIGNAL, COMMUNICATION, OR POWER LINE, THE LINE SHALL BE POTHOLED MANUALLY WITH CAREFUL HAND EXCAVATION BY THE CONTRACTOR AND PROTECTED BY THE CONTRACTOR DURING THE COURSE OF THE DISTURBANCE UNDER THE SUPERVISION AND DIRECTION OF A RAILROAD SIGNAL REPRESENTATIVE.
19. FOLLOWING THE RESURFACING THE CONTRACTOR SHALL PROPERLY COLLECT AND DISPOSE OF ASPHALTIC CHIPS/CRUMBS WITHIN THE PROJECT AREA.



DESIGNED	JRS,MDS		PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION:	GENERAL NOTES	APPROVED:	DATE:	08/18/2017	
DRAWN	MDS								PROJECT NO.	002194A
CHECKED	JRS								SHEET:	2 OF 18
REV. NO.	DATE	DESCRIPTION	REV. BY				JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE		

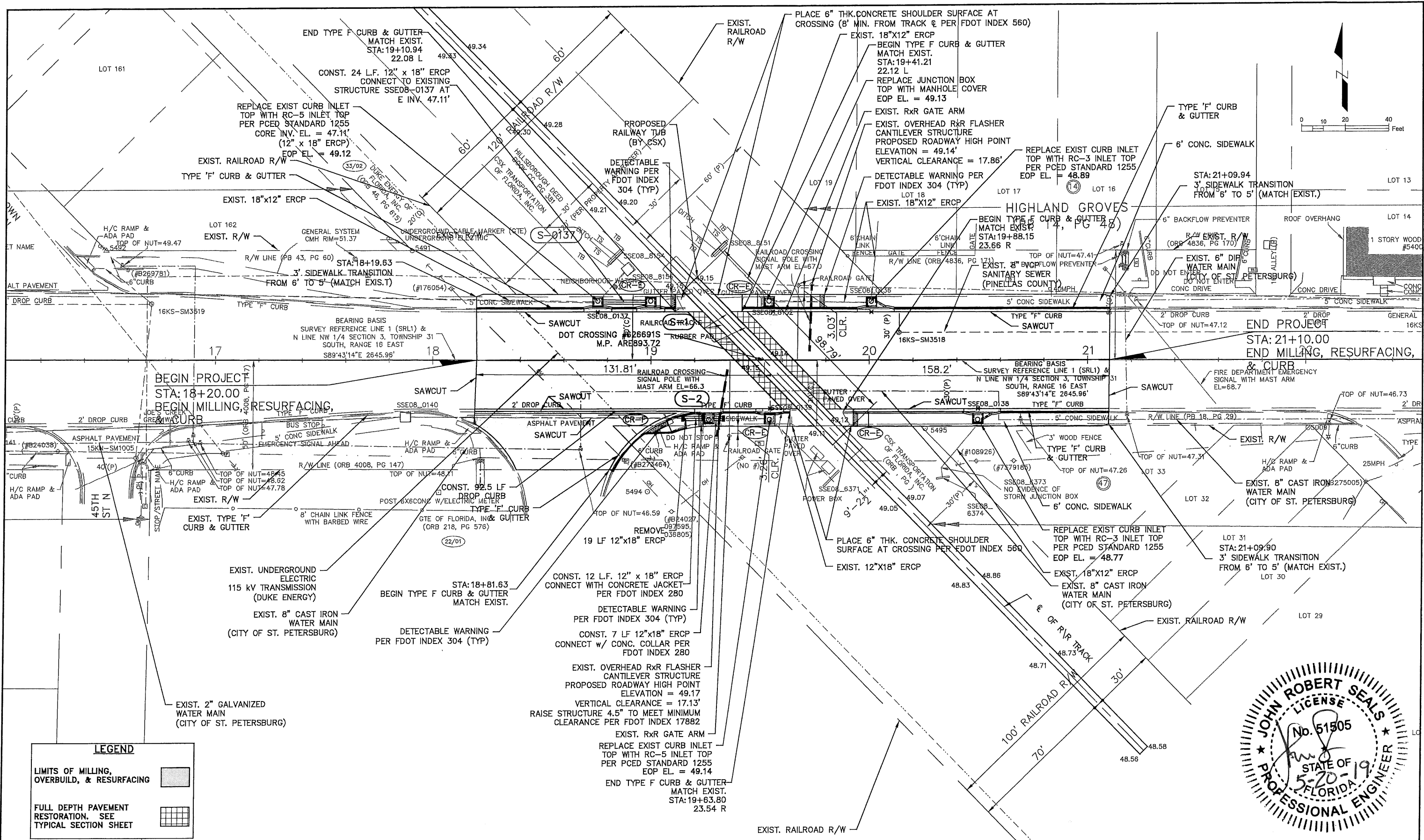


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DESIGNED: JRS, MDS			PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS		DESCRIPTION:	PROJECT LAYOUT			APPROVED BY:	JOHN R. SEALS, P.E., FLA. LIC. NO 51505		DATE:	08/18/2017		
DRAWN: MDS			REV. NO.							PROJECT NO.	002194A		SHEET:	4 OF 18		
CHECKED: JRS			DATE							DATE						

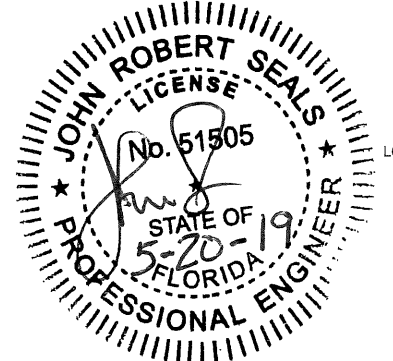
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**LEGEND**

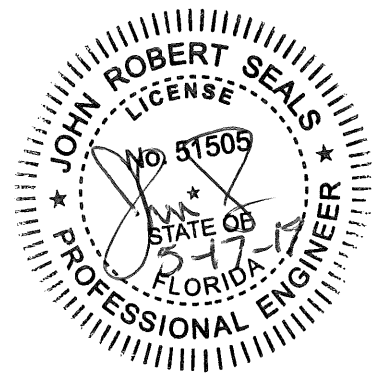
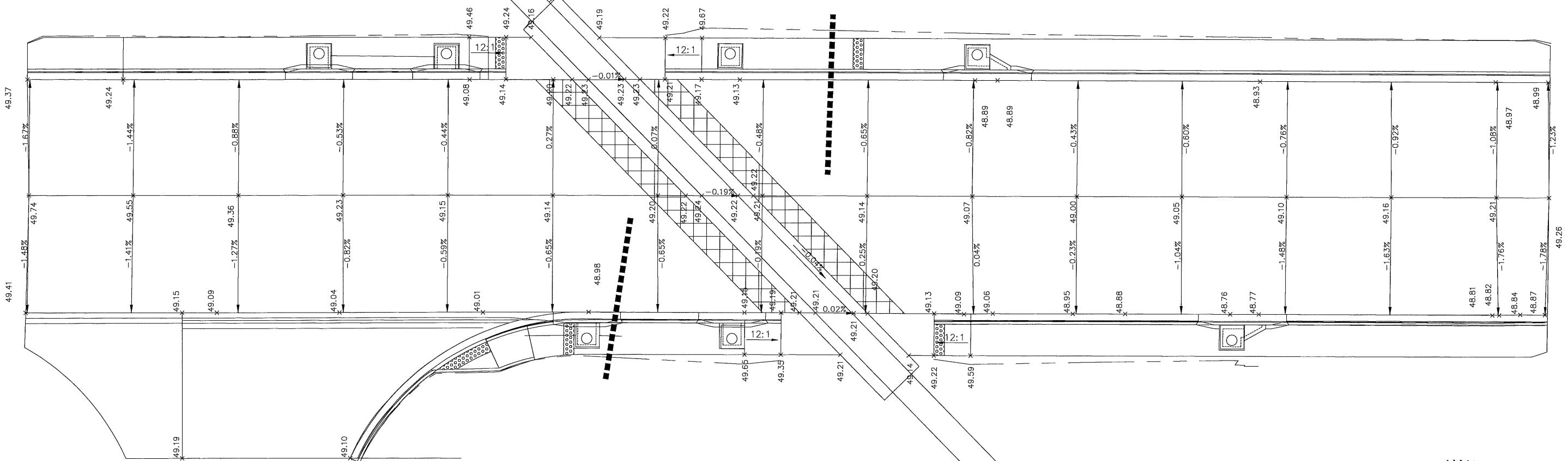
LIMITS OF MILLING, OVERBUILD, & RESURFACING

FULL DEPTH PAVEMENT RESTORATION. SEE TYPICAL SECTION SHEET



	DESIGNED: JRS, MDS		PROJECT: 54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION: ROADWAY PLAN		APPROVED BY: JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE: 08/18/2017	
	DRAWN: MDS		REV. NO. DATE DESCRIPTION					PROJECT NO. 002194A
	CHECKED: JRS		REV. BY					SHEET: 5 OF 18

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REV. NO.	DATE	DESCRIPTION	REV. BY

DESIGNED: JRS, MDS  
 DRAWN: MDS  
 CHECKED: JRS



PROJECT: 54TH AVE RAILROAD CROSSING IMPROVEMENTS

DESCRIPTION: GRADING PLAN

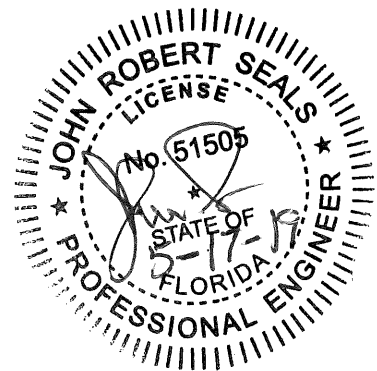
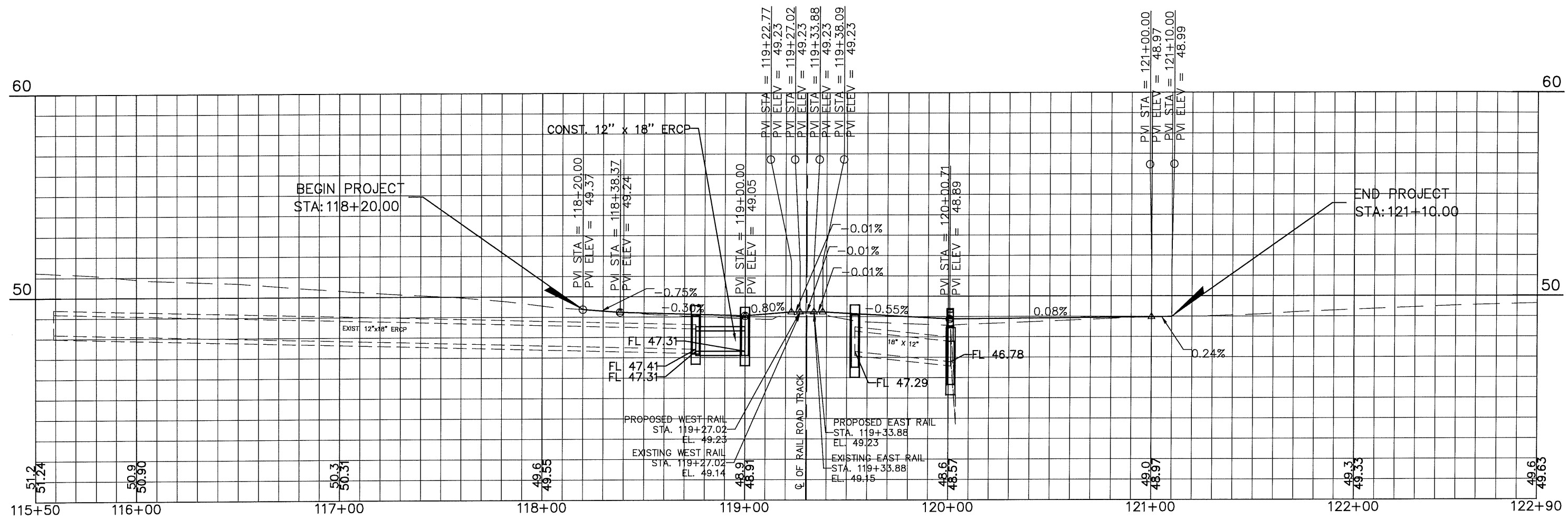


APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 JOHN R. SEALS, P.E.  
 FLA. LIC. NO 51505

DATE: 08/18/2017  
 PROJECT NO. 002194A  
 SHEET: 6 OF 18



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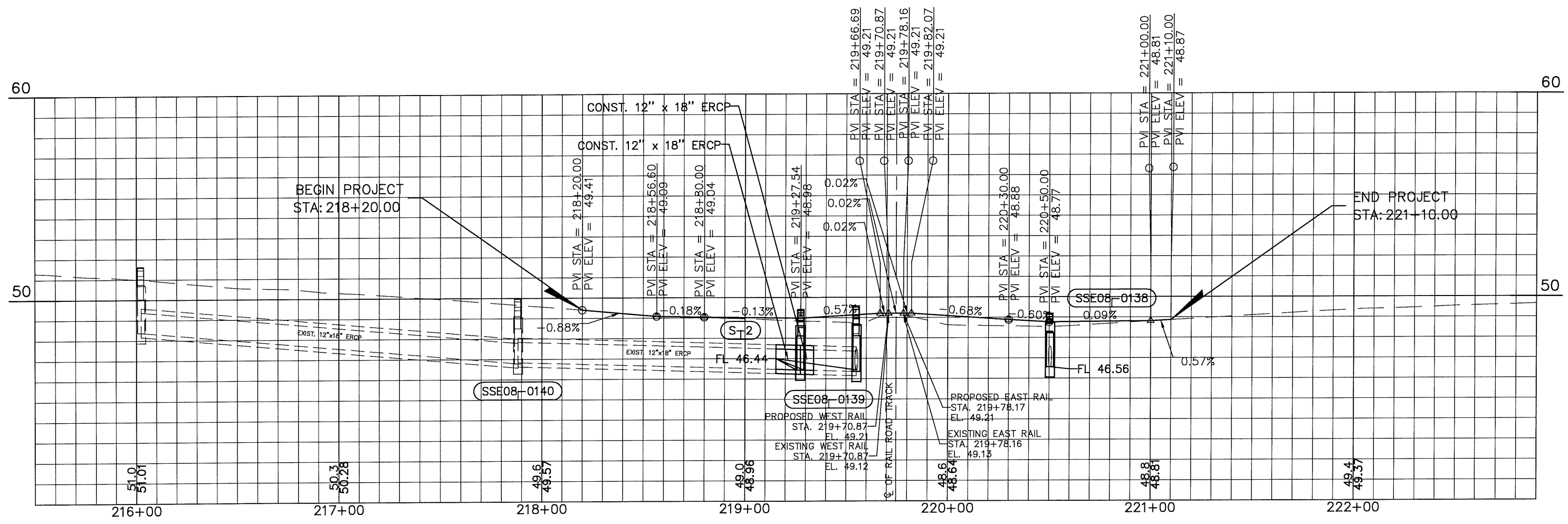


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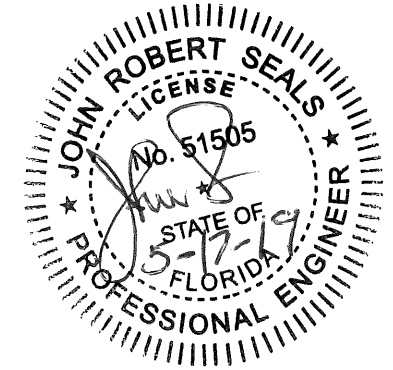
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DRAWN	MDS		DESCRIPTION:	EOP LT PROFILE		PROJECT NO.	002194A		
CHECKED	JRS		REV. NO.	DATE		DESCRIPTION	REV. BY	DATE	SHEET:



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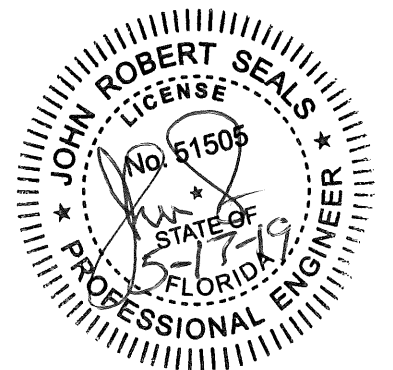
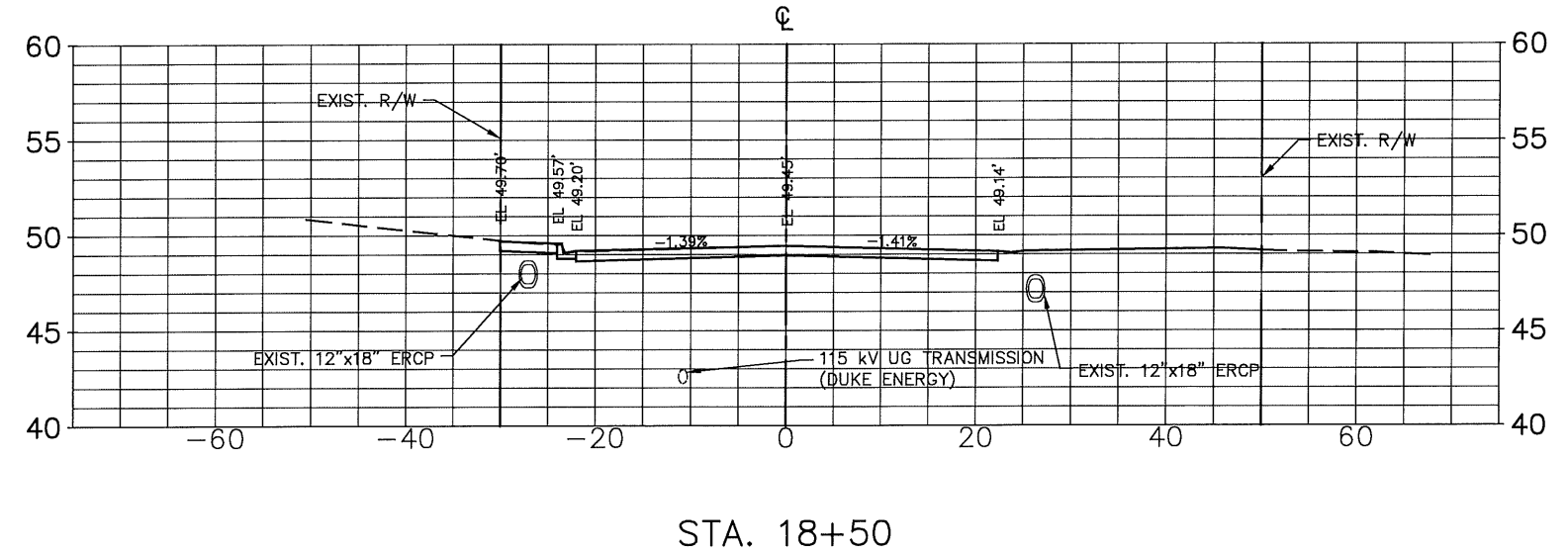
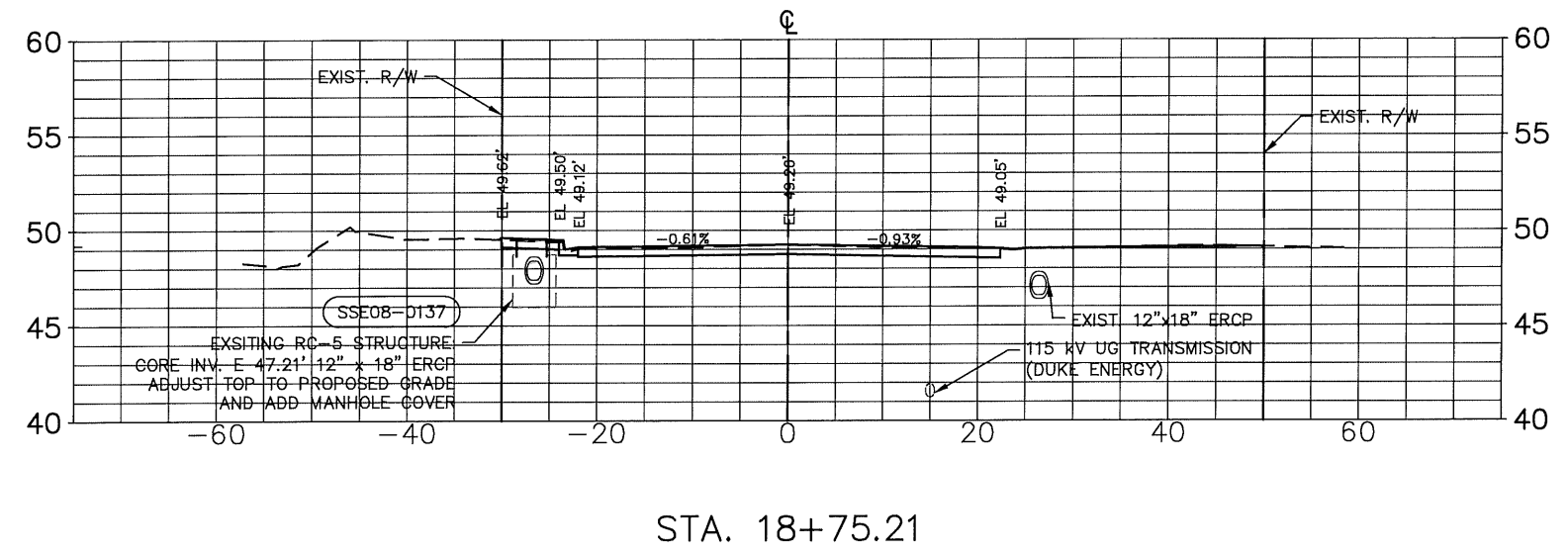
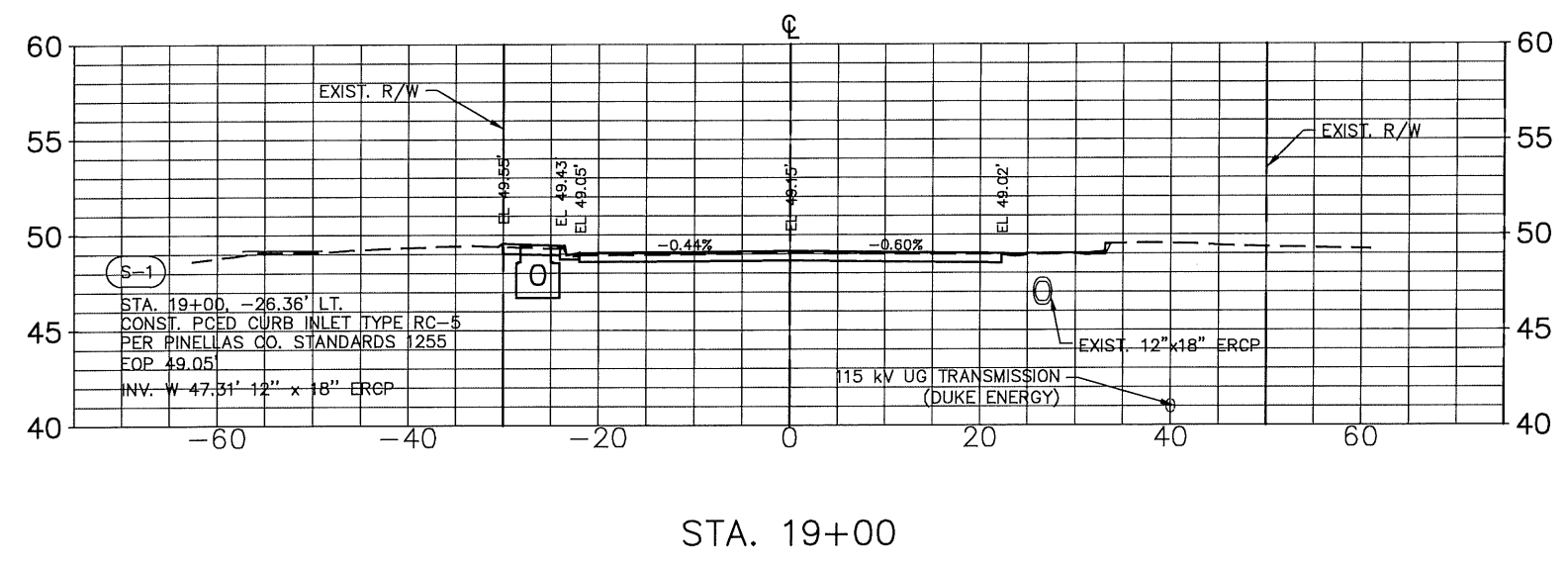


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DESIGNED	JRS,MDS		PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS		APPROVED BY:	DATE:	08/18/2017
DRAWN	MDS		DESCRIPTION:	EOP RT PROFILE		PROJECT NO.	002194A	
CHECKED	JRS		DATE:			SHEET:	9 OF 18	
REV. NO.	DATE	DESCRIPTION	REV. BY			JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE	

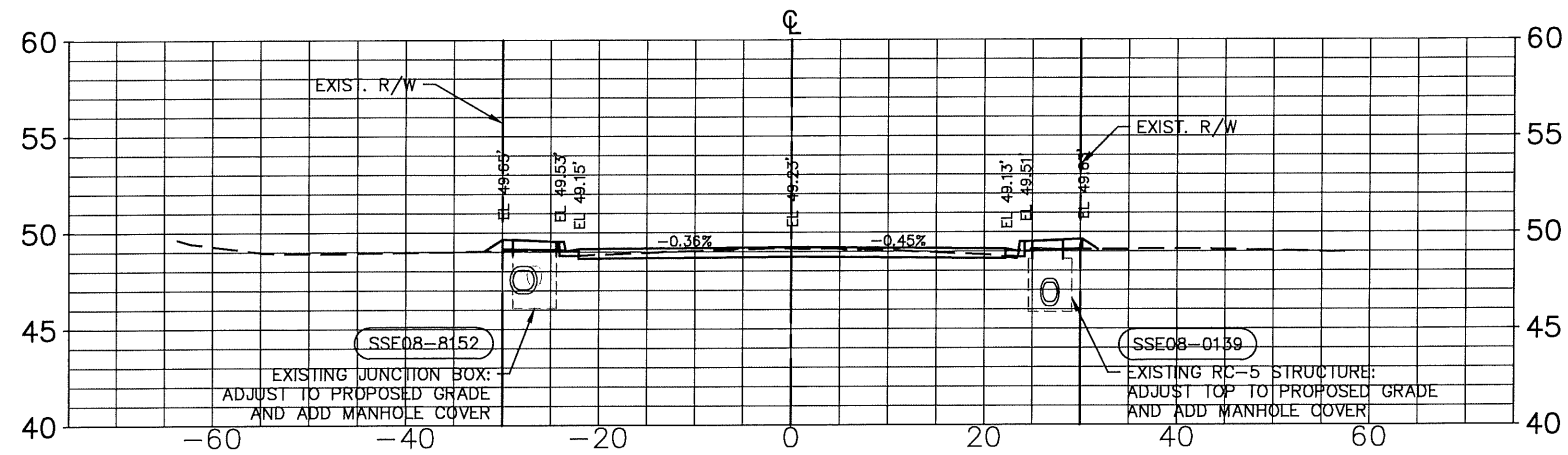
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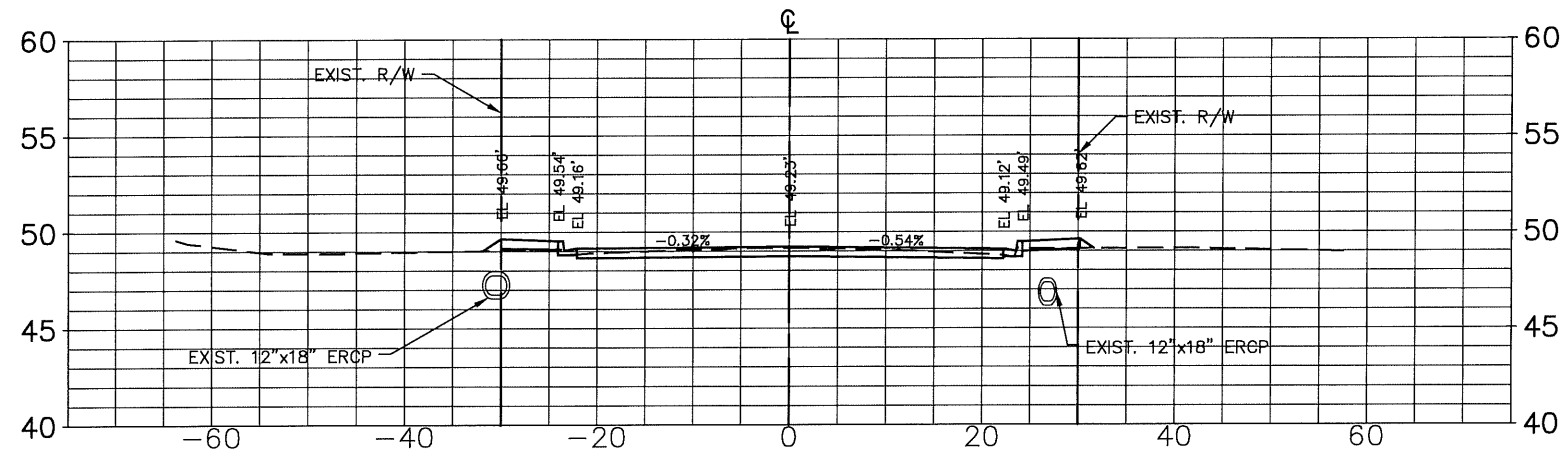
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DESIGNED	JRS,MDS		PROJECT: 54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION: ROADWAY CROSS SECTIONS (1)		APPROVED BY:	DATE:
DRAWN	MDS					JOHN R. SEALS, P.E.	08/18/2017
CHECKED	JRS					FLA. LIC. NO 51505	PROJECT NO. 002194A
REV. NO.	DATE	DESCRIPTION	REV. BY			DATE	SHEET: 10 OF 18

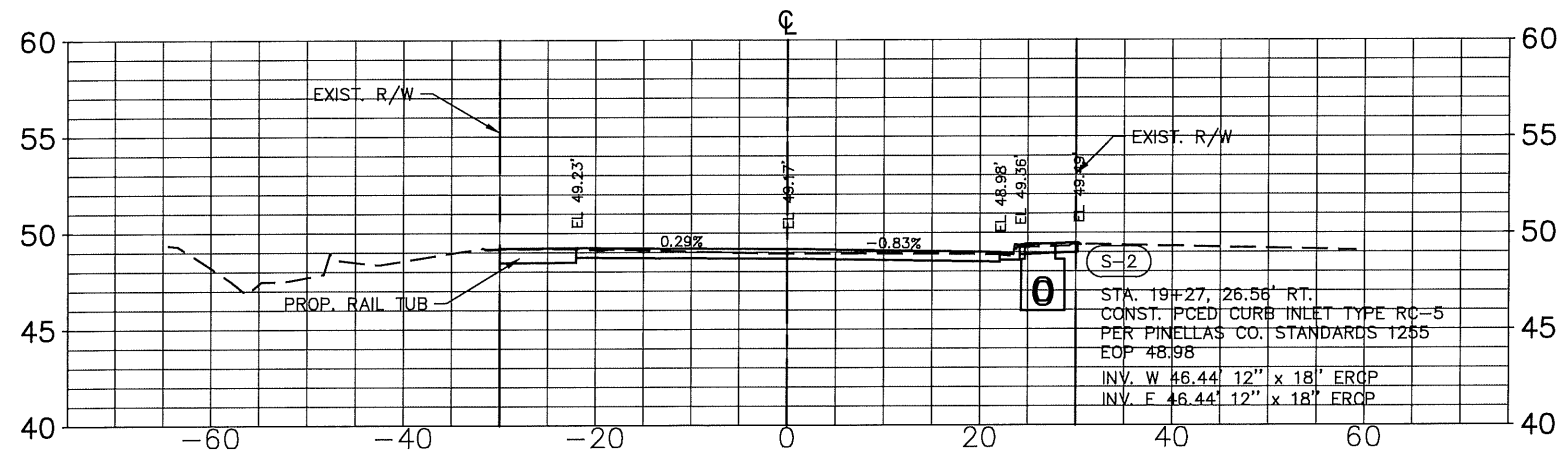
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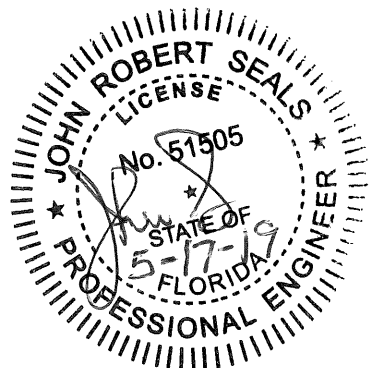
STA. 19+52.55



STA. 19+50



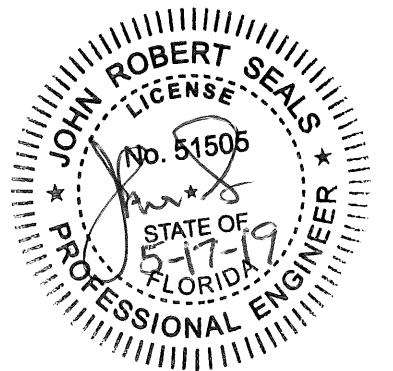
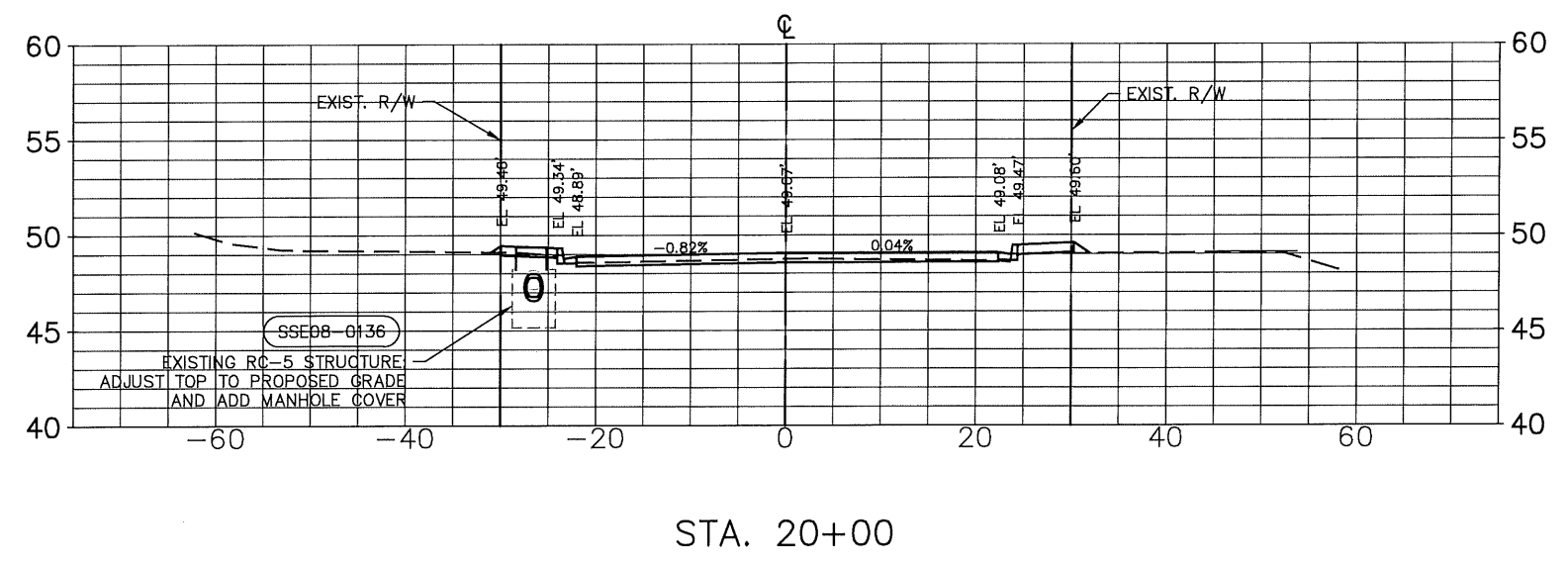
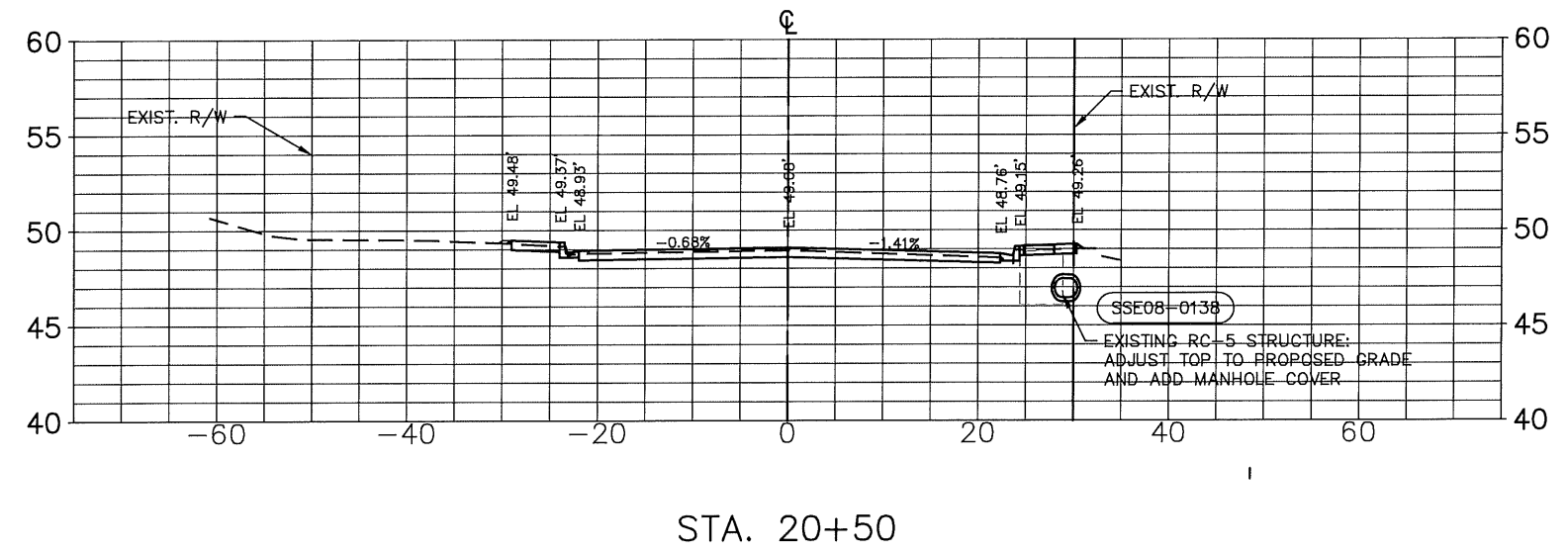
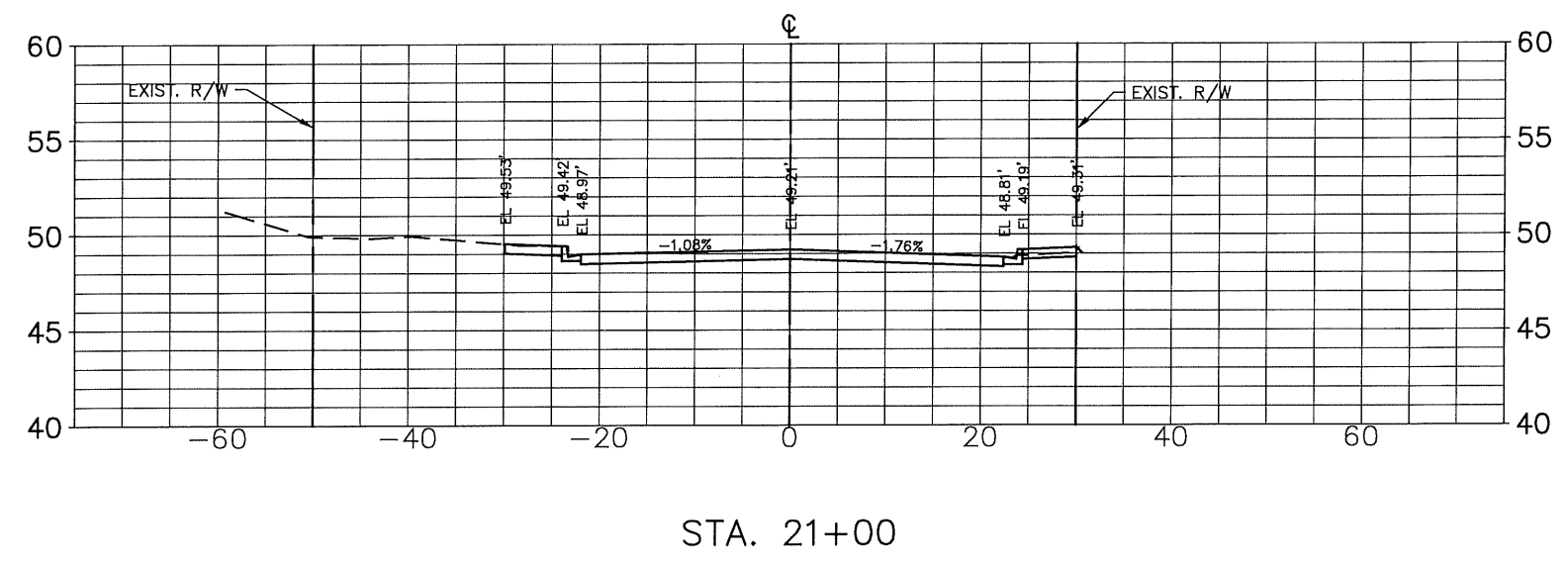
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DESIGNED	JRS,MDS		PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION:	ROADWAY CROSS SECTIONS (2)		APPROVED BY:	DATE:	08/18/2017
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REV. NO.	DATE		DESCRIPTION	REV. BY					SHEET:	11 OF 18

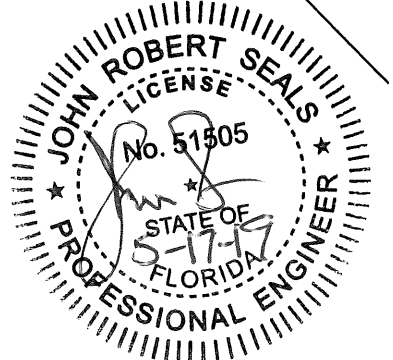
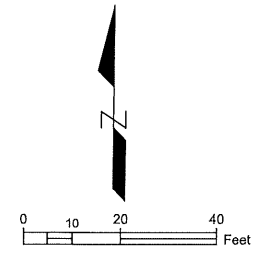
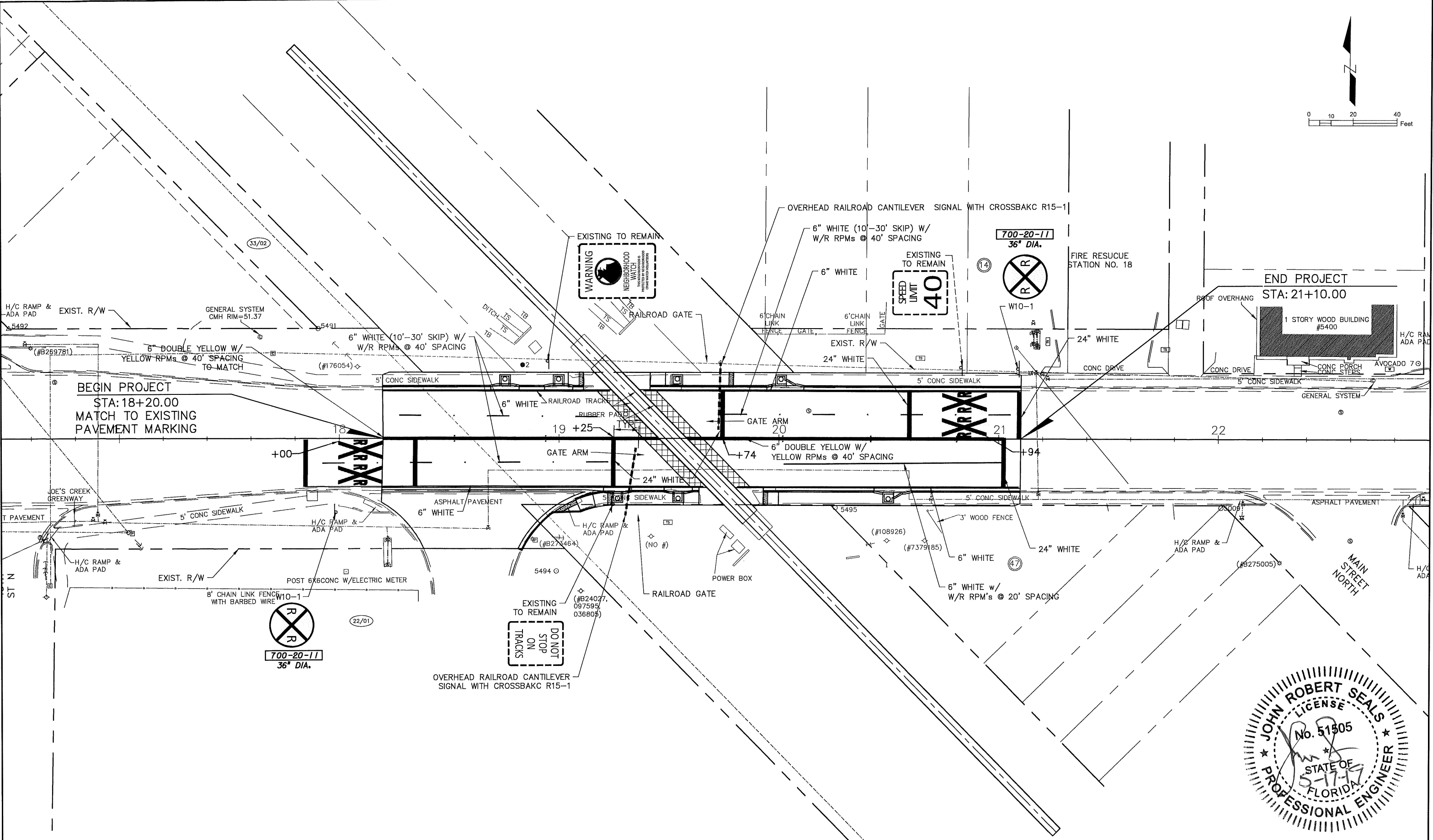
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DESIGNED	JRS,MDS		PROJECT: 54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION: ROADWAY CROSS SECTIONS (3)		APPROVED BY:	DATE:
DRAWN	MDS					JOHN R. SEALS, P.E.	08/18/2017
CHECKED	JRS					FLA. LIC. NO 51505	PROJECT NO. 002194A
REV. NO.	DATE	DESCRIPTION	REV. BY			DATE	SHEET: 12 OF 18

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DESIGNED: JRS, MDS			PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS		APPROVED BY:	JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE:	08/18/2017
DRAWN: MDS			DESCRIPTION:	SIGNING & PAVEMENT MARKING PLAN		PROJECT NO.:	002194A		
CHECKED: JRS			REV. BY:			SHEET:	13 OF 18		
REV. NO.	DATE	DESCRIPTION							

K:\TAM\_Roadway\145730 - King Engineering\001 - 54th Ave. Revisions\CADD\PID 002194A - 54th Ave RR\002194A-TTOP.dwg, May 17, 2019 - 4:36pm

MAINTENANCE OF TRAFFIC NOTES

1. THE CONTRACTOR SHALL PROVIDE FOR THE SAFE MOVEMENT OF PEDESTRIANS AND VEHICLES THROUGHOUT ALL PHASES OF CONSTRUCTION, INCLUDING DELIVERIES AND DROP-OFFS IN WORK ZONES. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN ALL NECESSARY TRAFFIC CONTROL AND SAFETY DEVICES, IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE CURRENT FLORIDA DEPARTMENT OF TRANSPORTATION "ROADWAY AND DESIGN STANDARDS, INDEX SERIES 600," AS AMENDED BY THE SPECIFICATIONS FOR THIS PROJECT.
2. THE SEQUENCE OF CONSTRUCTION AND METHODS DESCRIBED IN THIS PLAN SET, IF PROVIDED, IS A SUGGESTED MAINTENANCE OF TRAFFIC SCHEME. THE CONTRACTOR HAS THE OPTION, AT HIS EXPENSE, TO SUBMIT FOR APPROVAL TO THE PINELLAS COUNTY D.E.I. - TRAFFIC ENGINEERING DIVISION, HIS OWN "TRAFFIC CONTROL THROUGH WORK ZONE" PLANS, PRIOR TO CONSTRUCTION. ALL CONTRACTOR PROPOSED TRAFFIC CONTROL PLANS/SCHEMES MUST BE SIGNED AND SEALED BY A FLORIDA REGISTERED PROFESSIONAL ENGINEER, AND SHALL BE IN ACCORDANCE WITH FDOT INDEX 600 SERIES REQUIREMENTS.
3. ACCESS TO ALL SIDE STREETS AND DRIVEWAYS SHALL BE CONTINUOUSLY MAINTAINED FOR THE DURATION OF THE PROJECT, UNLESS PREVIOUSLY APPROVED BY PINELLAS COUNTY TRAFFIC ENGINEERING.
4. DURING PERIODS OF LANE CLOSURE, THE CONTRACTOR SHALL PROVIDE A FDOT-CERTIFIED WORK SITE TRAFFIC SUPERVISOR FOR THE INSTALLATION, MAINTENANCE, AND REMOVAL OF TRAFFIC CONTROL DEVICES (E.G. BARRICADES, SIGNS, ARROW PANELS, ETC.) AS OUTLINED IN THE FDOT STANDARD SPECIFICATION AND THE FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS.
5. THE CONTRACTOR SHALL NOTIFY ALL LOCAL LAW ENFORCEMENT, EMERGENCY/RESCUE AGENCIES LOCATED IN THE PROJECT VICINITY 24 HOURS IN ADVANCE OF PERFORMING ANY LANE CLOSURES OR DETOURS.
6. WHEN CONSTRUCTION EQUIPMENT IS BEING DRIVEN OR TRANSPORTED ON THE OPEN TRAVEL LANES, THE CONTRACTOR SHALL UTILIZE FDOT INDEX 607 AND 619 AS APPROPRIATE.
7. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT OR REMOVE LANE CLOSURE OR CHANNELIZATION. UNDER THESE CONDITIONS, THE CONTRACTOR SHALL RESPOND AND PROVIDE ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL ALSO RESPOND WITH THE CONSTRAINTS OUTLINED IN THE STANDARD SPECIFICATIONS UPON NOTIFICATION BY THE ENGINEER TO ANY REQUESTS FOR CORRECTION, IMPROVEMENT, OR MODIFICATION TO THE TRAFFIC CONTROL PLAN AND/OR DEVICES.

WORK ZONE PHASING NOTES:

PHASE 1: (DURATION 10 DAYS)

INSTALL TWO ADVANCE NOTIFICATION PORTABLE CHANGEABLE MESSAGE SIGNS AT THE RAILROADCROSSING, ONE FOR EASTBOUND AND ONE FOR WESTBOUND ALONG 54TH AVENUE NORTH, TEN (10) DAYS IN ADVANCE OF ROAD CLOSURE/DETOUR OPERATION.

REMOVE PCMS SIGNS UPON COMMENCEMENT OF PHASE 3.

PHASE 2: (DURATION 6 DAYS)

TWO MINIMIZE ROAD CLOSURE DURATION, CONTRACTOR SHALL PERFORM WORK ACTIVITIES OUTSIDE OF THE TRAVEL LANES PRIOR TO OR FOLLOWING ROAD CLOSURE WHEN POSSIBLE. REFER TO FDOT INDEX 612 FOR PLACEMENT OF WORK ZONE TRAFFIC CONTROL DEVICES.

CONTRACTOR SHALL MAINTAIN ONE OF TWO PEDESTRIAN SIDEWALKS ALONG 54TH AVENUE DURING WORK ZONE PHASE ACTIVITIES. REFER TO FDOT INDEX 660 FOR TEMPORARY CLOSURE OF EITHER SIDEWALK.

PHASE 3: (DURATION 5 DAYS - WEDNESDAY THRU SUNDAY)

INSTALL DETOUR SIGNING PER DETOUR PLAN. INSTALL DETOUR SIGNS ON LOCAL ROADS BETWEEN PER 'TYPICAL SIDE STREET SIGNING DETAIL'. INSTALL ROAD CLOSED SIGNS AND BARRICADES TO IMPLEMENT TRAFFIC DETOUR. CONTRACTOR SHALL PROVIDE OFF DUTY LAW ENFORCEMENT OFFICERS AT ALL TIME DURING ROAD CLOSURE, ONE FOR EASTBOUND APPROACH AND ONE FOR WESTBOUND APPROACH.

INSTALL 'SIDEWALK CLOSED' AND 'SIDEWALK CLOSED AHEAD' SIGNING WHEN WORK ZONE ACTIVITIES REQUIRE THE CLOSURE OF SIDEWALKS.

CONSTRUCT NEW TRACK CROSSING SURFACE. RESTORE ROADWAY SURFACE SUFFICIENT TO ALLOW FOR TRAFFIC TO USE TRAVEL LANES AT THE COMPLETION OF THE TRACK SURFACE INSTALLATION.

REMOVE ROAD CLOSURE AND DETOUR WORK ZONE SIGNS AND TRAFFIC CONTROL DEVICES.

PHASE 4: (DURATION 4 DAYS)

CONTRACTOR SHALL REFER TO FDOT INDEXES 616 AND 618 FOR PLACEMENT OF WORK ZONE TRAFFIC CONTROL DEVICES DURING INSTALLATION OF FINAL ASPHALT SURFACE WITHIN THE TRAVEL LANES

PHASE 1: PCMS

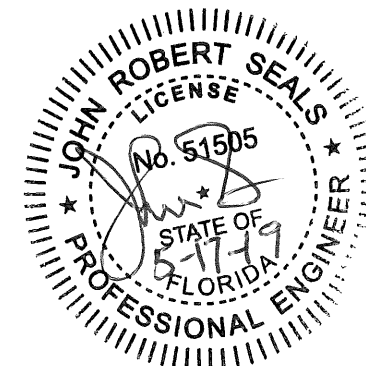
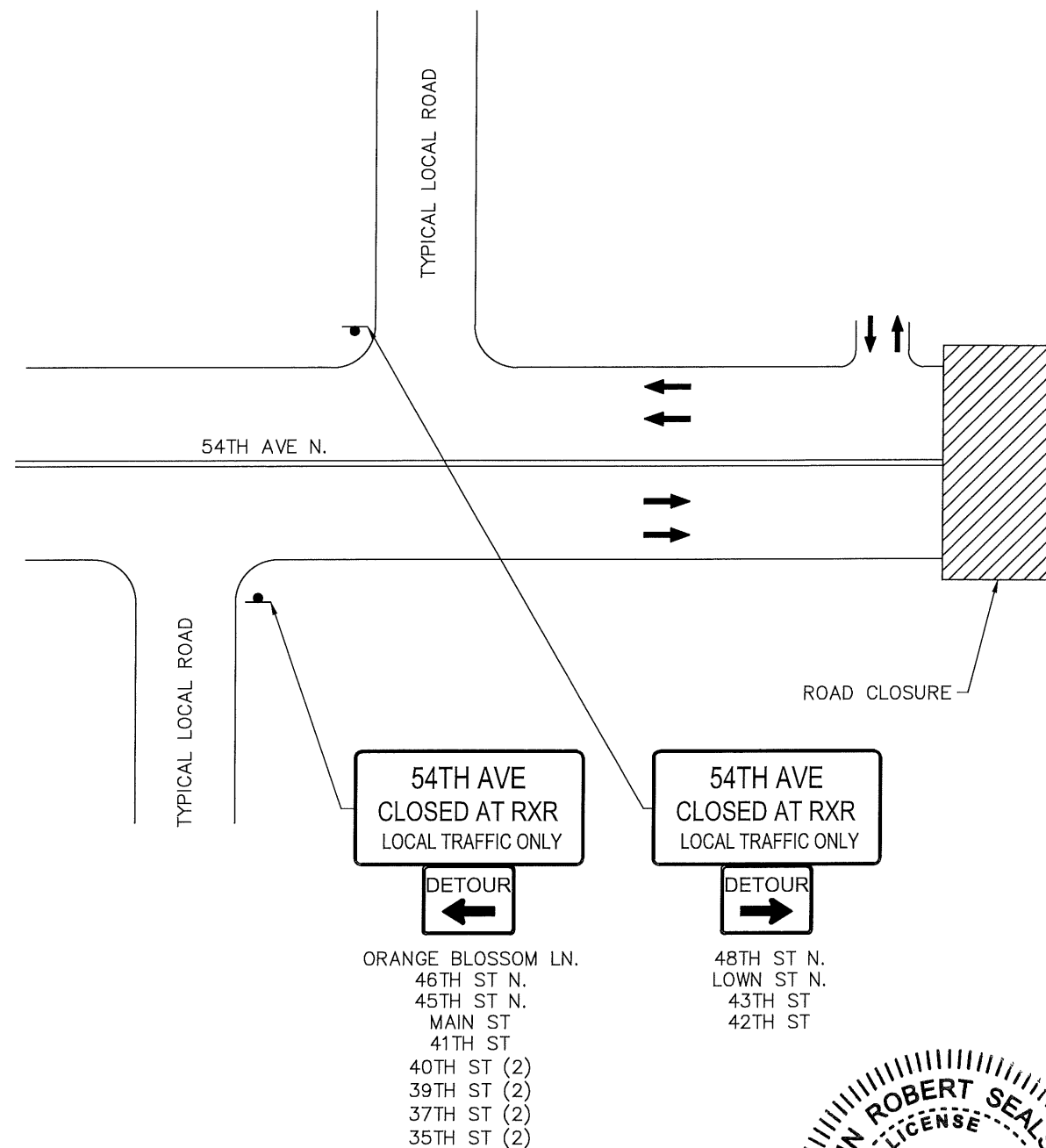
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MESSAGE 2:

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M	M	M	D	D		








PHASE 3: TYPICAL SIDE STREET SIGNING DETAIL

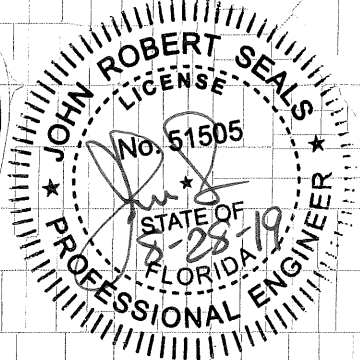
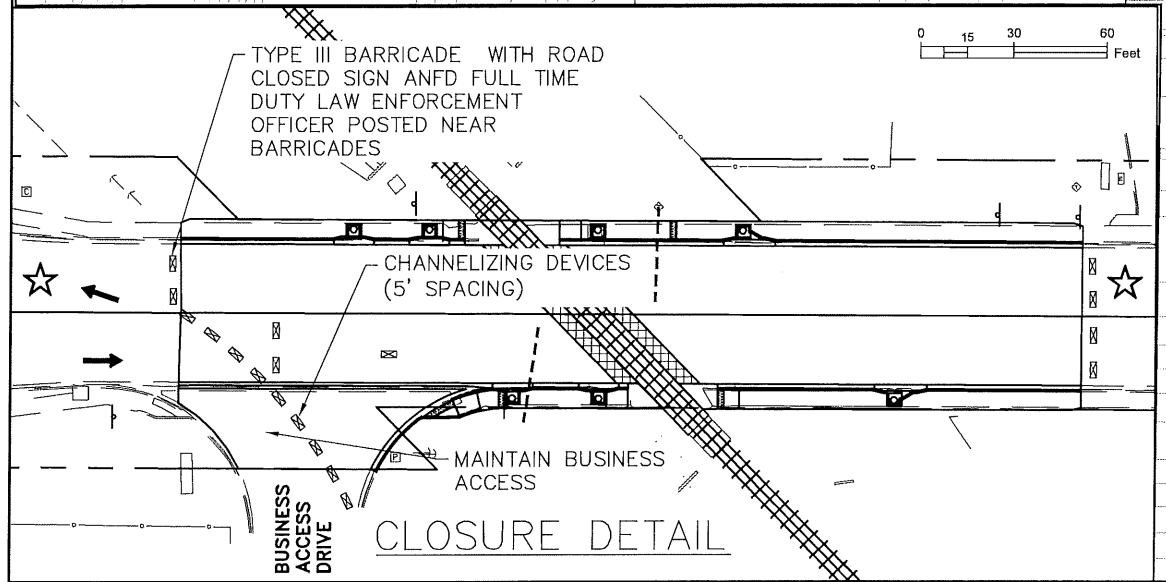
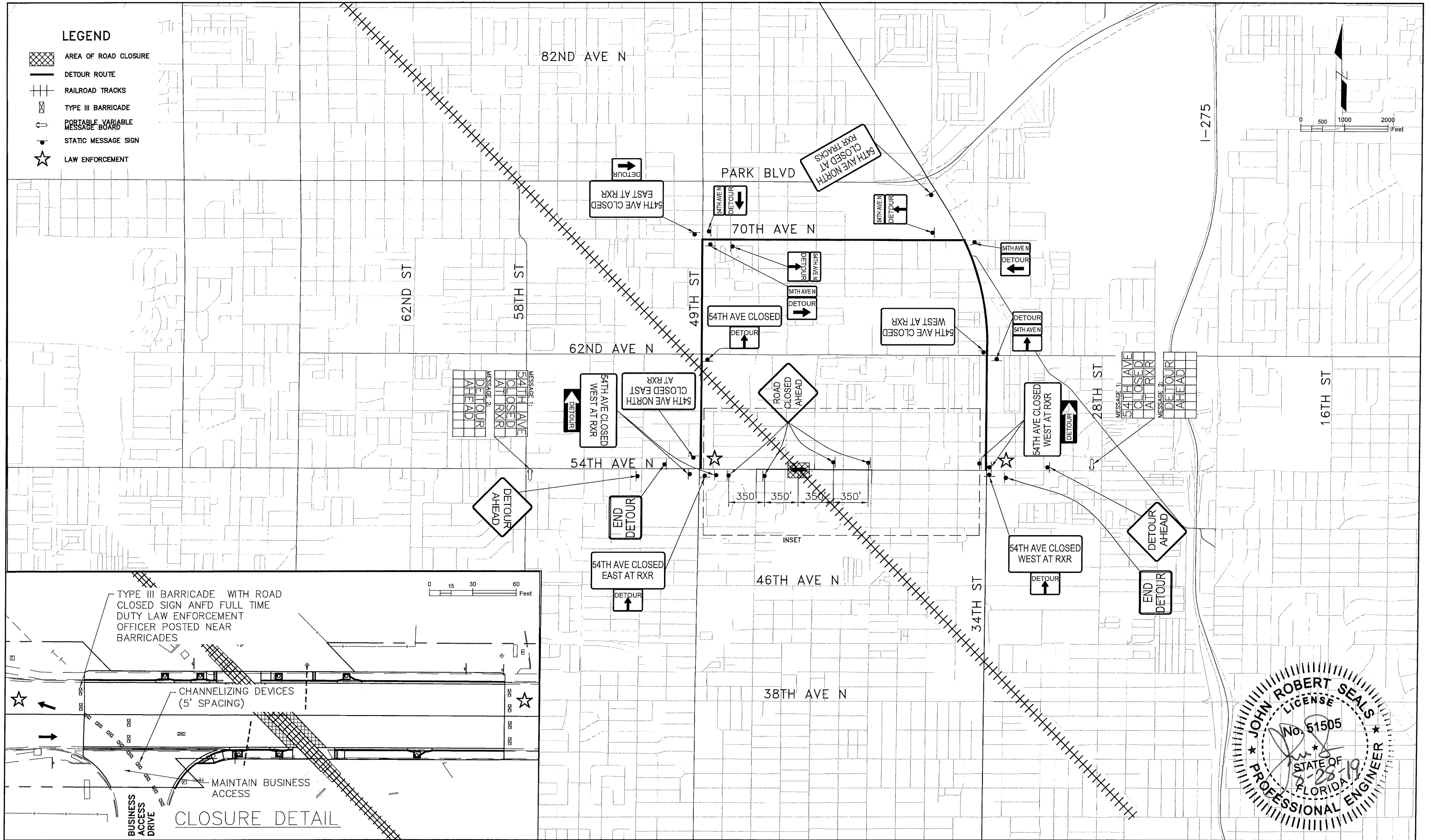
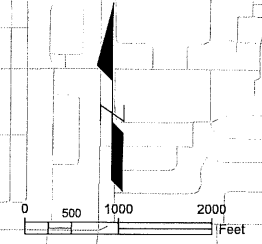


DESIGNED	JRS,MDS		PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION:	TRAFFIC CONTROL GENERAL NOTES		APPROVED BY:	DATE:	08/18/2017	
DRAWN	MDS									PROJECT NO.	002194A
CHECKED	JRS									SHEET:	14 OF 18
REV. NO.	DATE	DESCRIPTION	REV. BY					JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE		

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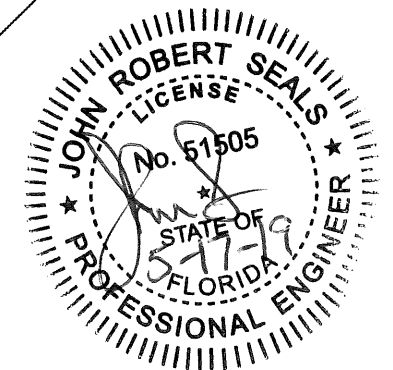
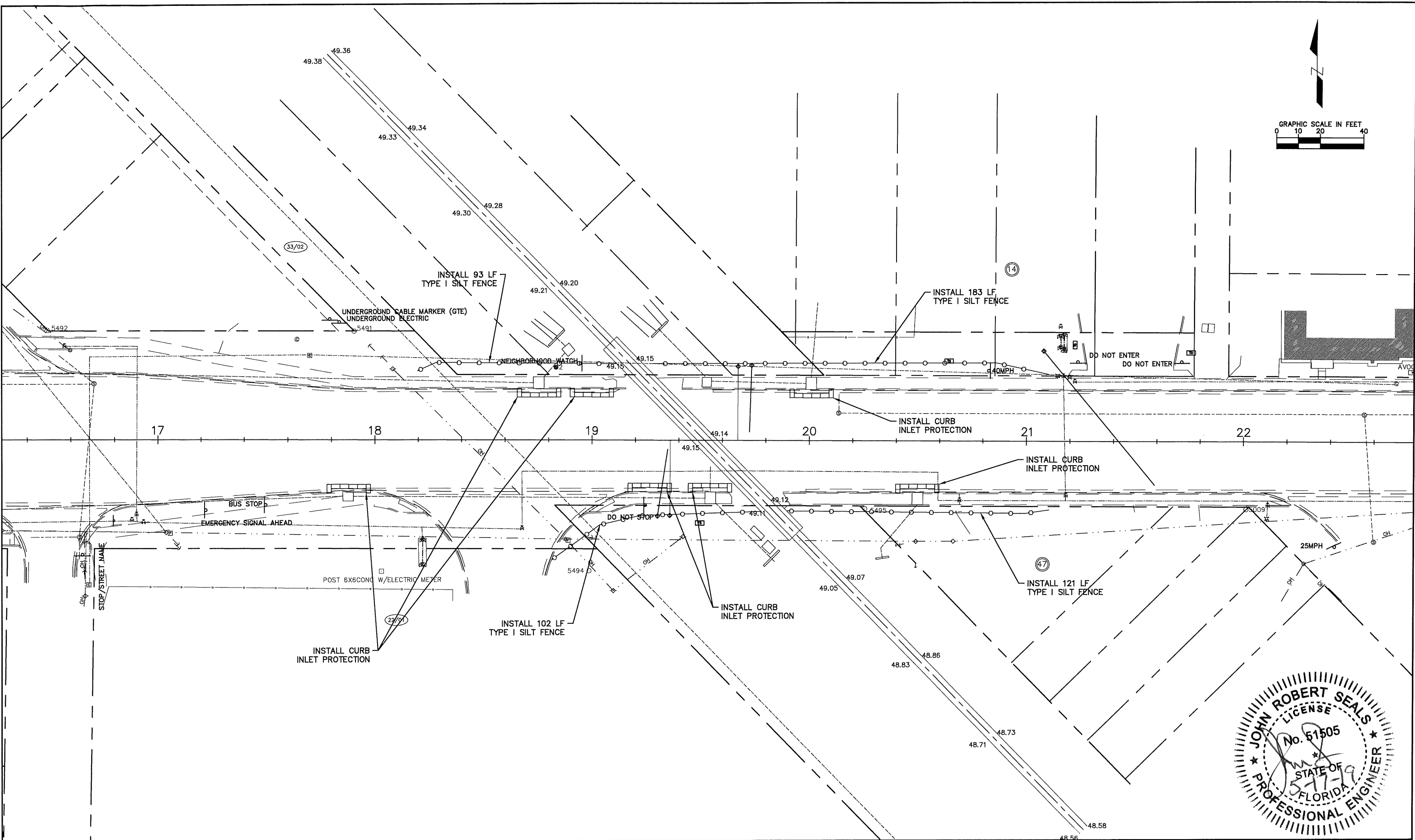
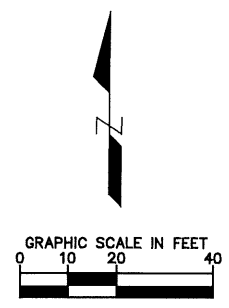
**LEGEND**

-  AREA OF ROAD CLOSURE
-  DETOUR ROUTE
-  RAILROAD TRACKS
-  TYPE III BARRICADE
-  PORTABLE VARIABLE MESSAGE BOARD
-  STATIC MESSAGE SIGN
-  LAW ENFORCEMENT



	DESIGNED: JRS, MDS		PROJECT: 54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION: TEMPORARY TRAFFIC CONTROL PLAN	APPROVED BY: <b>Kimley»Horn</b>	DATE: 08/18/2017	
	DRAWN: MDS					JOHN R. SEALS, P.E. FLA. LIC. NO 51505	PROJECT NO. 002194A
REV. NO.	DATE		DESCRIPTION	REV. BY	CHECKED: JRS		SHEET: 15 OF 18

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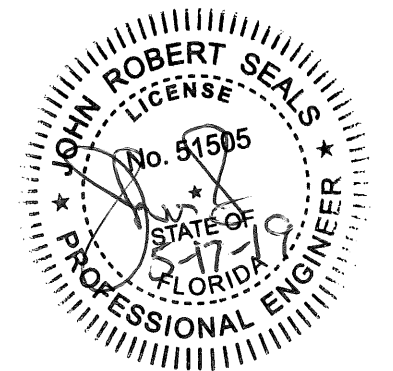


DESIGNED	JRS		PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS		APPROVED BY:	DATE:	08/18/2017
DRAWN	KM		DESCRIPTION:	XXXX XXXX		PROJECT NO.	002194A	
CHECKED	JRS		DATE:			SHEET:	16 OF 18	
REV. NO.	DATE	DESCRIPTION	REV. BY			JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE	

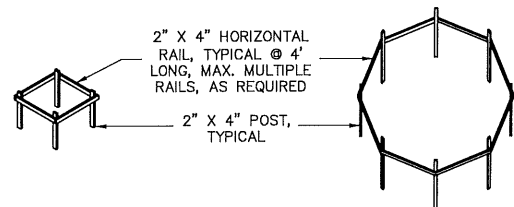
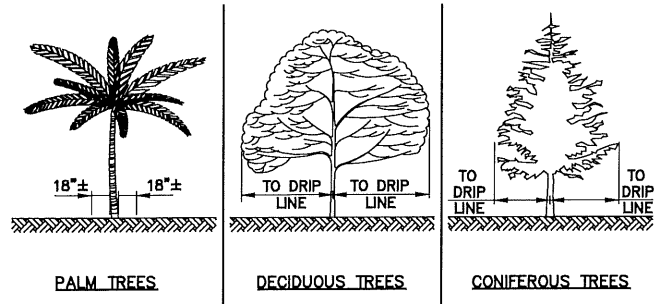


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1. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTROL AND PREVENT EROSION AND THE TRANSPORTATION OF SEDIMENT TO SURFACE DRAINS AND OUTFALLS USING BEST MANAGEMENT PRACTICES. REFER TO CONSTRUCTION PLANS, DETAILS, SPECIFICATIONS AND APPROVED PERMITS FOR DETAILS. SEDIMENT DEPOSITS SHALL BE REMOVED WHEN THEY REACH ONE HALF THE HEIGHT ON AN EROSION DEVICE OR AS DIRECTED BY THE ENGINEER.
2. DURING THE CONSTRUCTION OF DRAINAGE STRUCTURES, AND OTHER STRUCTURES REQUIRING EXCAVATION, THE CONTRACTOR SHALL PLACE APPROVED BARRIERS OR OTHER APPROVED DEVICES AROUND SUCH STRUCTURES TO PREVENT EROSION AND THE MIGRATION OF SEDIMENT TO POINTS OUTSIDE THE CONSTRUCTION AREA. THE APPROVED BARRIERS OR OTHER APPROVED DEVICES SHALL BE PLACED IN ACCORDANCE WITH REQUIREMENTS OF FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL, 2008, STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL, LATEST EDITION OR AS DIRECTED BY THE ENGINEER.
3. REQUIRED EROSION CONTROL MEASURES MUST REMAIN INTACT THROUGHOUT CONSTRUCTION. FAILURE TO INSTALL OR PROPERLY MAINTAIN REQUIRED EROSION CONTROL WILL RESULT IN ENFORCEMENT ACTION. ALL EROSION CONTROL MEASURES, SAND, SILT, AND DEBRIS SHALL BE REMOVED FROM ALL DRAINAGE PIPES AND STRUCTURES AFTER CONSTRUCTION HAS BEEN COMPLETED AND PRIOR TO COUNTY FINAL WALK-THROUGH.
4. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN SILT/TURBIDITY BARRIERS TO CONTROL EROSION AND SEDIMENT FROM TAKING PLACE OUTSIDE THE PROJECT LIMITS. THE SILT/TURBIDITY BARRIERS SHALL BE PLACED IN ACCORDANCE WITH REQUIREMENTS OF FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL, 2008, STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL, LATEST EDITION AND "PINELLAS COUNTY STANDARD TECHNICAL SPECIFICATIONS FOR ROADWAY RELATED CONSTRUCTION" SECTION 104, THROUGHOUT THE DURATION OF THE PROJECT AND ALL ASPECTS OF CONSTRUCTION. ALL DAMAGED OR INEFFECTIVE EROSION CONTROL DEVICES SHALL BE REPLACED AT NO ADDITIONAL COST TO THE COUNTY.
5. EROSION CONTROL PLAN - ANY MODIFICATIONS TO THIS PLAN MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REPRESENTING THE CONTRACTOR. THESE MODIFICATIONS MUST BE APPROVED BY THE COUNTY AND THE PERMITTING AGENCY. NO CONTRACT DELAYS WILL BE ALLOWED FOR SUCH MODIFICATIONS OR APPROVALS.
6. OUTFALL PROTECTION - PROJECT PIPE OR DITCH DISCHARGES INTO OFF-SITE OUTFALLS SHALL BE INSPECTED DAILY FOR POSSIBLE SEDIMENT BUILDUP OR TRANSPORT. OUTFALLS SHALL BE PROTECTED THROUGH USE OF EROSION CONTROL FEATURES AS NECESSARY TO CONTAIN ANY SEDIMENT LOSS TO THE IMMEDIATE AREA OF THE PROJECT. ANY SEDIMENT BUILDUP OR TRANSPORT OFF-SITE SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMEDY. THE CONTRACTOR SHALL USE APPROPRIATE MEASURES AS DIRECTED BY THE PROJECT ENGINEER FOR OUTFALL PROTECTION.
7. APPROVED BARRIERS (OR OTHER APPROVED SEDIMENT CONTROL DEVICES) - THESE SHALL BE PLACED AT THE BASE OF ANY SLOPE WHERE A RAINFALL EVENT COULD ERODE A SLOPE AND TRANSPORT SEDIMENTS OFF-SITE. APPROVED BARRIERS SHALL BE DOUBLE STAKED IN ACCORDANCE WITH FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL, 2008, AND STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL, LATEST EDITION. ANY DAMAGED OR INEFFECTIVE APPROVED BARRIERS ARE TO BE REPLACED WITH NEW ONES. THE LOCATION AND INSTALLATION OF APPROVED BARRIERS SHALL BE AS DIRECTED BY THE PROJECT ENGINEER.
8. BACK OF SIDEWALK INLETS OR MEDIAN INLETS - THESE SHALL BE PROTECTED FROM SEDIMENT INTAKE UNTIL PROJECT IS COMPLETE. ELEVATION OF GROUND OUTSIDE INLET TOP SHALL NOT BE HIGHER THAN INLET TOP WITHOUT EROSION PROTECTION. APPROVED BARRIERS OR OTHER APPROVED SEDIMENT CONTROL DEVICES SHALL BE INSTALLED AROUND INLET TOP. A SECOND ROW OF APPROVED BARRIERS OR OTHER APPROVED SEDIMENT CONTROL DEVICES SHALL BE PLACED AROUND INLET APPROXIMATELY 24" OUTSIDE FIRST ROW. BETWEEN ROWS THERE SHALL BE A DEPRESSION TO ACT AS A SEDIMENT BASIN. COMPLETED INLETS IN PAVED AREAS SHALL ALSO BE PROTECTED WITH A SINGLE LINE OF APPROVED BARRIERS OR OTHER APPROVED SEDIMENT CONTROL DEVICES TO PREVENT SEDIMENT INTAKE FROM OTHER AREAS.
9. STOCKPILED MATERIALS SHALL BE PROTECTED BY COVER, APPROVED BARRIERS OR OTHER APPROVED SEDIMENT CONTROL DEVICES.
10. ALL DISTURBED AREAS SHALL BE STABILIZED WITHIN 3 DAYS AFTER 1/2" RAIN EVENT DISTURBANCE.
11. SEDIMENT TRAPPING MEASURES: SEDIMENT BASINS AND TRAPS, PERIMETER BERMS, FILTER FENCES, BERMS, SEDIMENT BARRIERS, VEGETATIVE BUFFERS AND OTHER MEASURES INTENDED TO TRAP SEDIMENT AND/OR PREVENT THE TRANSPORT OF SEDIMENT INTO WATERS OF THE STATE OR NEIGHBORING PROPERTIES SHALL BE INSTALLED, CONSTRUCTED OR, IN THE CASE OF VEGETATIVE BUFFERS, PROTECTED FROM DISTURBANCE, AS A FIRST STEP IN THE LAND ALTERATION PROCESS.
12. CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE NECESSARY DEWATERING PERMITS FROM THE LOCAL WATER MANAGEMENT DISTRICT OR OTHER REGULATORY AGENCY.
13. SUBMIT A DEWATERING PLAN TO THE ENGINEER FOR HIS RECORDS BEFORE BEGINNING CONSTRUCTION.
14. WHERE PUMPS ARE TO BE USED TO REMOVE TURBID WATER FROM THE CONSTRUCTION AREA, THE WATER SHALL BE TREATED TO REDUCE TURBIDITY TO STATE WATER QUALITY STANDARDS PRIOR TO DISCHARGE TO THE WETLANDS. TREATMENT METHODS INCLUDE, FOR EXAMPLE, TURBID WATER BEING PUMPED INTO GRASSED SWALES OR APPROPRIATE VEGETATED AREAS (OTHER THAN UPLAND PRESERVATION AREAS AND WETLAND BUFFERS), SEDIMENTS BASINS, OR AREAS CONFINED BY AN APPROPRIATE ENCLOSURE SUCH AS TURBIDITY BARRIERS, AND KEPT CONFINED UNTIL ITS TURBIDITY LEVEL MEETS STATE WATER QUALITY STANDARDS.
15. IF WIND EROSION BECOMES SIGNIFICANT DURING CONSTRUCTION, THE CONTRACTOR SHALL STABILIZE THE AFFECTED AREA USING SPRINKLING, IRRIGATION, OR OTHER ACCEPTABLE METHODS.
16. WHERE APPLICABLE, SOIL TRACKING PREVENTION DEVICES SHALL BE PROVIDED AND MAINTAINED PER PINELLAS COUNTY EROSION & SEDIMENT CONTROL DETAILS.
17. THE EROSION CONTROL DEVICE QUANTITIES SHOWN ON THE BID FORMS ARE ESTIMATES OF THE ACTUAL QUANTITIES THAT MAY BE ENCOUNTERED DURING CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO SPECIFY ACTUAL QUANTITIES AND COSTS ASSOCIATED WITH THIS SPECIFIC EROSION CONTROL IMPLEMENTATION SCHEDULE. EROSION CONTROL ITEMS MAY BE ADDED OR DELETED FROM THE PAY ITEM LIST AS THE EROSION CONTROL IMPLEMENTATION SCHEDULE PROVIDED BY THE CONTRACTOR IS MODIFIED TO MEET SITE SPECIFIC CONDITIONS.
18. ALL EROSION CONTROL FENCES, BARRIERS, AND SILTATION DEVICES SHALL BE ERECTED PRIOR TO ANY LAND ALTERATIONS, SHALL BE MAINTAINED IN GOOD WORKING ORDER DURING CONSTRUCTION, AND REMOVED FOLLOWING SOIL STABILIZATION AND FINAL DRESSING. STOCKPILE AREAS SHALL INCLUDE SILT FENCING AROUND THE PERIMETER.
19. THE CONTRACTOR SHALL NOT RESTRICT OR BLOCK THE EXISTING DRAINAGE FLOW OVERLAND OR WITHIN RESHAPED SWALES. FLOW WITHIN EXISTING DRAINAGE PIPES SHALL BE MAINTAINED AT ALL TIMES. STORMWATER WILL BE CONVEYED VIA EXISTING SWALES, DITCHES, OR PROPOSED DITCHES, EXISTING AND PROPOSED STORM SEWERS.
20. THERE IS TO BE NO DISCHARGE (I.E. PUMPING, SHEET FLOW, SWALE, DITCH, ETC.) INTO EXISTING DITCHES OR CANALS WITHOUT THE USE OF SETTLING PONDS. IF THE CONTRACTOR DESIRES TO DISCHARGE INTO EXISTING DITCHES OR CANALS A SETTLING POND PLAN PREPARED BY THE CONTRACTOR MUST BE SUBMITTED TO AND APPROVED BY THE ENGINEER OF RECORD AND LOCAL REGULATORY AGENCY PRIOR TO CONSTRUCTION.
21. DURING DEWATERING OPERATIONS, THE CONTRACTOR SHALL NOT DISCHARGE DIRECTLY TO RECEIVING WATERS, EXISTING CONVEYANCES TO RECEIVING WATERS, OR WETLAND SYSTEMS. TEMPORARY SEDIMENT BASINS, TRAPS, OR SILTATION REDUCTION DEVICES SHALL BE UTILIZED TO COLLECT THE DISCHARGE FROM DEWATERING ACTIVITIES TO ELIMINATE THE POTENTIAL FOR OFF-SITE SEDIMENT TRANSPORT AND TO INSURE THAT DIRECT DISCHARGE DOES NOT OCCUR.
22. BANKS SHALL BE PROTECTED FROM EROSION OR COLLAPSE DURING CONSTRUCTION. BANK PROTECTION MATERIAL SHALL BE CAREFULLY PLACED FROM THE BANK AND NOT DUMPED FROM ABOVE IN AN UNCONTROLLED MANNER. EROSION CONTROL FABRIC SHALL BE USED FOR EROSION PROTECTION WHERE SOD WILL NOT HOLD OR BECOME ESTABLISHED IN TIME TO PROTECT THE BANKS. UNLESS OTHERWISE SPECIFIED IN THE PLANS, UPON COMPLETION OF CONSTRUCTION, ALL BANKS AND WATERWAYS SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION CONFIGURATION AND PROTECTED FROM EROSION.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING POND FILTRATION SYSTEMS FROM BEING CLOGGED UNTIL PINELLAS COUNTY DETERMINES THE CONSTRUCTION IS COMPLETE. IF FILTER MATERIAL IS CONTAMINATED, IT SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.



DESIGNED	JRS		PROJECT:	54TH AVE RAILROAD CROSSING IMPROVEMENTS	DESCRIPTION:	EROSION AND SEDIMENT CONTROL NOTES	APPROVED BY:	JOHN R. SEALS, P.E. FLA. LIC. NO 51505	DATE:	08/18/2017
DRAWN	MDS					Kimley»Horn			PROJECT NO.	002194A
CHECKED	JRS								SHEET:	17 OF 18
REV. NO.	DATE	DESCRIPTION	REV. BY							

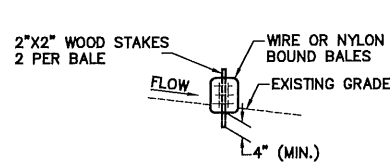


PALMS AND SMALL TREES LARGE TREES AND BUSHES

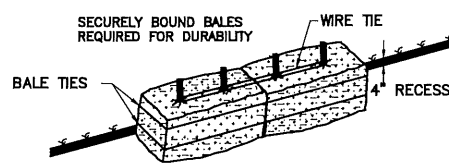
**NOTES:**

1. NO TRUCKS OR HEAVY EQUIPMENT ALLOWED WITHIN BARRIERS, ONLY HAND LABOR ALLOWED.
2. NO CONSTRUCTION MATERIALS, SOIL DEPOSITS, OR SOLVENTS SHALL BE ALLOWED WITHIN BARRIERS.
3. BARRIERS ARE TO BE IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITIES WITHIN TREE AREA.
4. BARRIERS ARE TO STAY IN PLACE UNTIL ALL PAVING, CONSTRUCTION, AND HEAVY EQUIPMENT IS REMOVED FROM THE AREA.

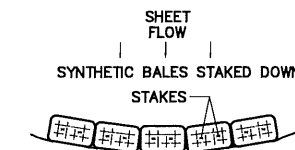
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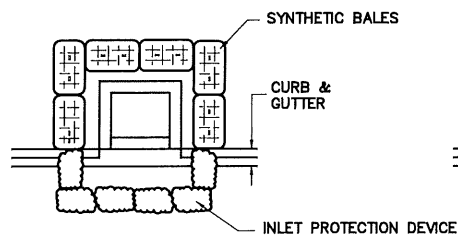
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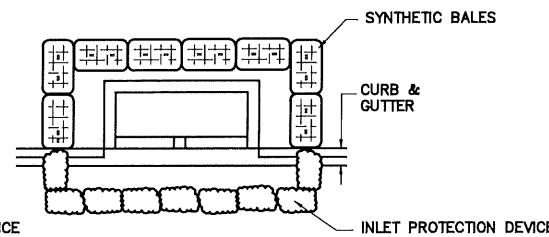
ANCHORING BALES



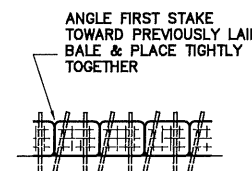
ROUGH GRADING



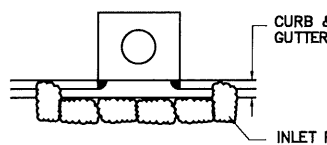
PARTIALLY COMPLETED INLET (TYPE I)



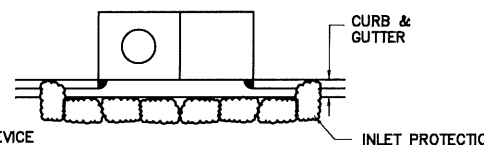
PARTIALLY COMPLETED INLET (TYPE II)



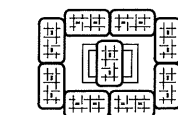
ELEVATION



COMPLETED INLET (TYPE I)

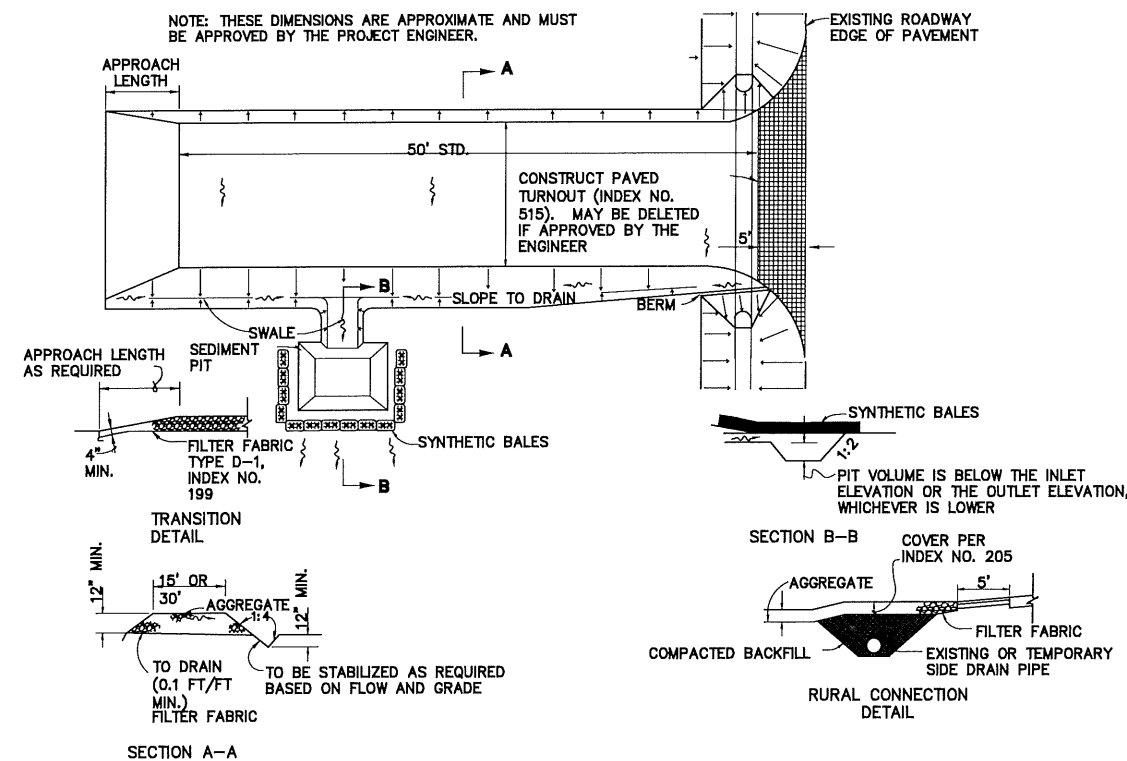


COMPLETED INLET (TYPE II)



DITCH BOTTOM INLET

**SYNTHETIC BALES OR APPROVED BARRIERS**  
NTS

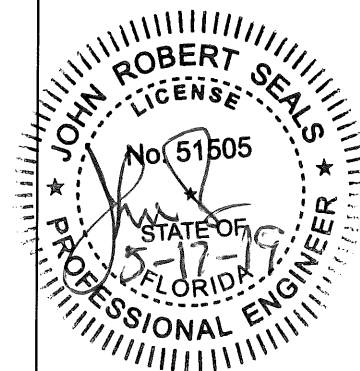


**SOIL TRACKING PREVENTION DEVICE TYPE A**  
NTS

**SOIL TRACKING PREVENTION DEVICE**

**NOTES**

1. A SOIL TRACKING PREVENTION DEVICE (STPD) SHALL BE CONSTRUCTED AT LOCATIONS DESIGNATED BY THE ENGINEER FOR POINTS OF EGRESS FROM UNSTABILIZED AREAS OF THE PROJECT TO PUBLIC ROADS WHERE OFF SITE TRACKING OF MUD COULD OCCUR. TRAFFIC FROM UNSTABILIZED AREAS OF THE CONSTRUCTION PROJECT SHALL BE DIRECTED THROUGH STPD BARRIERS. FLAGGING, OR OTHER POSITIVE MEANS SHALL BE USED AS REQUIRED TO LIMIT AND DIRECT VEHICULAR EGRESS ACROSS THE STPD.
2. THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE TECHNIQUE TO MINIMIZE OFF SITE TRACKING OF SEDIMENT. THE ALTERNATIVE MUST BE REVIEWED AND APPROVED BY THE ENGINEER PRIOR TO ITS USE.
3. ALL MATERIALS SPILLED, DROPPED, OR TRACKED ONTO PUBLIC ROADS (INCLUDING THE STPD AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER.
4. AGGREGATES SHALL BE DESCRIBED IN SECTION 901 EXCLUDING 901-2.3. AGGREGATES SHALL BE FDOT SIZE #1. IF THIS SIZE IS NOT AVAILABLE, THE NEXT AVAILABLE SMALLER SIZE AGGREGATE MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER. SIZES CONTAINING EXCESSIVE SMALL AGGREGATE WILL TRACK OFF THE PROJECT AND ARE NOT SUITABLE.
5. THE SEDIMENT PIT SHOULD PROVIDE A RETENTION VOLUME OF 3600 CUBIC FEET/ACRE OF SURFACE AREA DRAINING TO THE PIT. WHEN THE STPD IS ISOLATED FROM OTHER DRAINAGE AREAS, THE FOLLOWING PIT VOLUMES WILL SATISFY THIS REQUIREMENT:  
15'X50'=100 FT<sup>3</sup>  
30'X50'=200 FT<sup>3</sup>  
AS AN OPTION TO THE SEDIMENT PIT, THE WIDTH OF THE SWALE BOTTOM CAN BE INCREASED TO OBTAIN THE VOLUME. WHEN THE SEDIMENT PIT OR SWALE VOLUME HAS BEEN REDUCED TO ONE HALF, IT SHALL BE CLEANED. WHEN A SWALE IS USED, SYNTHETIC BALES OR SILT FENCE SHALL BE PLACED ALONG THE ENTIRE LENGTH.
6. THE SWALE DITCH DRAINING THE STPD SHALL HAVE A 0.2% MINIMUM AND A 1.0% MAXIMUM GRADE ALONG THE STPD AND TO THE SEDIMENT PIT.
7. MITERED END SECTIONS ARE NOT REQUIRED WHEN THE SIDE DRAIN PIPE SATISFIES THE CLEAR ZONE REQUIREMENTS.
8. THE STPD SHALL BE MAINTAINED IN A CONDITION THAT WILL ALLOW IT TO PERFORM ITS FUNCTION. TO PREVENT OFFSET TRACKING, THE STPD SHALL BE RINSED (DAILY WHEN IN USE) TO MOVE ACCUMULATED MUD DOWNWARD THROUGH THE STONE. ADDITIONAL STABILIZATION OF THE VEHICULAR ROUTE LEADING TO THE STPD MAY BE REQUIRED TO LIMIT MUD TRACKED.
9. A STPD SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR SOIL TRACKING PREVENTION DEVICE, EA. THE UNIT PRICE SHALL CONSTITUTE FULL COMPENSATION FOR CONSTRUCTION, MAINTENANCE, REPLACEMENT OF MATERIALS, REMOVAL AND RESTORATION OF THE AREA UTILIZED FOR THE STPD; INCLUDING BUT NOT LIMITED TO EXCAVATION, GRADING, TEMPORARY PIPE (INCLUDING M.E.S. WHEN REQUIRED), FILTER FABRIC, AGGREGATE, PAVED TURNOUT (INCLUDING ASPHALT AND BASE CONSTRUCTION), DITCH STABILIZATION, APPROACH ROUTE STABILIZATION, SEDIMENT REMOVAL AND DISPOSAL, WATER RINSING AND CLEANING OF THE STPD AND CLEANING OF PUBLIC ROADS, GRASSING AND SOD. SYNTHETIC BALES SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR HAY OR STRAW BALED, EA. SILT FENCE SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR STAKED SILT FENCE, L.F.
10. THE NOMINAL SIZE OF A STANDARD STPD IS 15'X50' UNLESS OTHERWISE SHOWN IN THE PLANS. IF THE VOLUME OF ENTERING AND EXITING VEHICLES WARRANT, A 30' WIDTH STPD MAY BE USED IF APPROVED BY THE ENGINEER. WHEN A DOUBLE WIDTH (30') STPD IS USED, THE PAY QUANTITY SHALL BE 2 FOR EACH LOCATION.



K:\TAM\_Roadway\145730 - King Engineering\001 - 54th Ave. Revisions\CADD\PID 002194A - 54th Ave. RR\002194A-EROS.dwg, May 17, 2019 - 4:38pm

REV. NO.	DATE	DESCRIPTION	REV. BY

DESIGNED	JRS
DRAWN	MDS
CHECKED	JRS



PROJECT: 54TH AVE RAILROAD CROSSING IMPROVEMENTS

DESCRIPTION: EROSION AND SEDIMENT CONTROL DETAILS

Kimley»Horn

APPROVED BY: JOHN R. SEALS, P.E. FLA. LIC. NO. 51505 DATE: 08/18/2017

PROJECT NO. 002194A SHEET: 18 OF 18