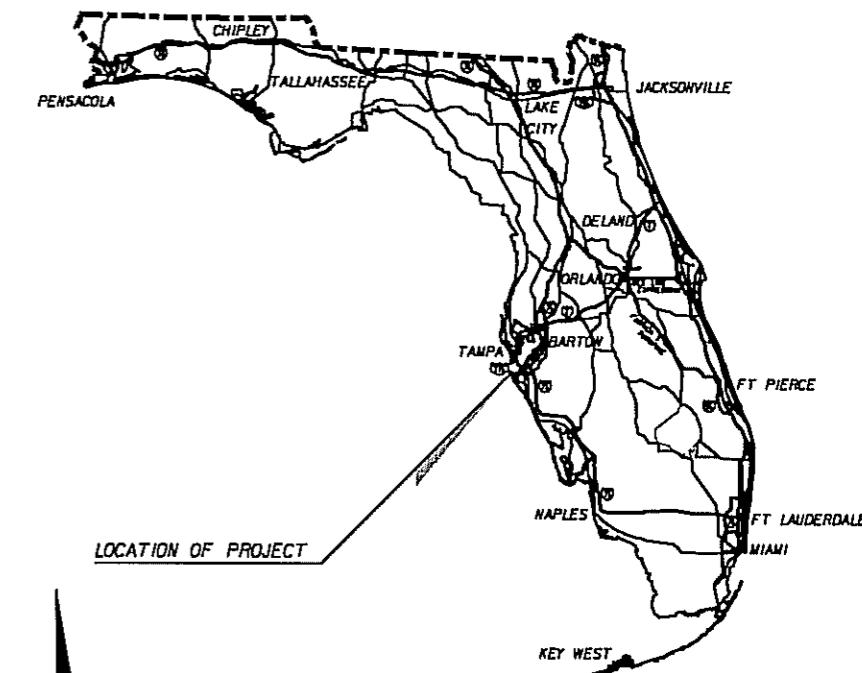


COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNING AND PAVEMENT MARKING PLANS
STRUCTURE PLANS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION



A DETAILED INDEX APPEARS ON THE
KEY SHEET OF EACH COMPONENT

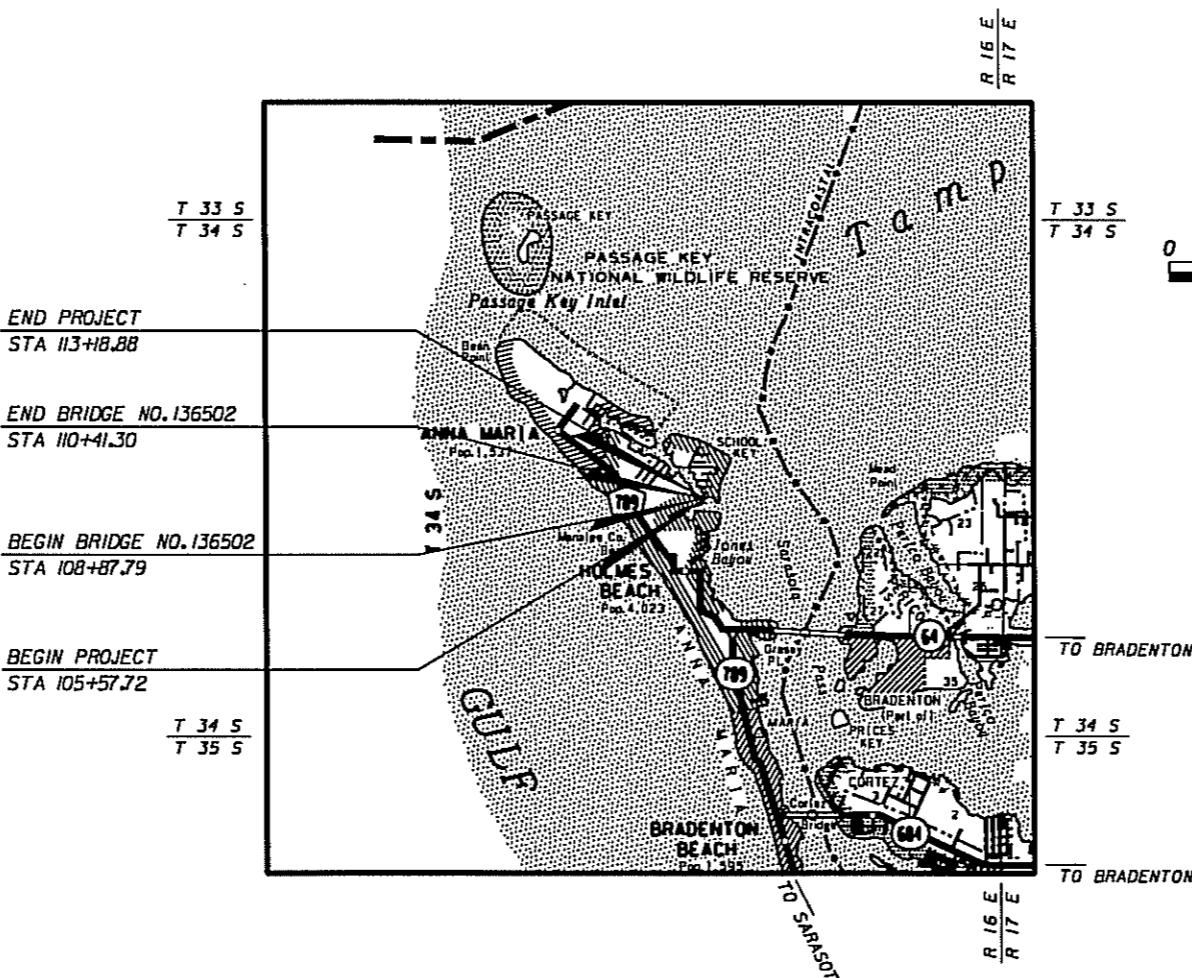
INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	SUMMARY OF PAY ITEMS
3	TYPICAL SECTIONS
4	SUMMARY OF QUANTITIES
5	GENERAL NOTES & PAY ITEM NOTES
6	REFERENCE POINTS
7 - 8	ROADWAY PLAN-PROFILES
9	ROADWAY SOIL SURVEY
10 - 22	CROSS SECTIONS
23 - 28	TRAFFIC CONTROL SHEETS
29	UTILITY ADJUSTMENTS

GOVERNING STANDARDS AND SPECIFICATIONS:
FLORIDA DEPARTMENT OF TRANSPORTATION,
DESIGN STANDARDS DATED JANUARY 2004,
AND STANDARD SPECIFICATIONS FOR ROAD AND
BRIDGE CONSTRUCTION DATED 2004,
AS AMENDED BY CONTRACT DOCUMENTS.

APPLICABLE DESIGN STANDARDS MODIFICATIONS: 7-1-05
For Design Standards Modifications click on
"Design Standards" at the following web site:
<http://www.dot.state.fl.us/rdesign>

REVISIONS



LENGTH OF PROJECT		
	LINEAR FEET	MILES
ROADWAY	607.78	0.115
BRIDGES	153.38	0.029
NET LENGTH OF PROJECT	761.16	0.144
EXCEPTIONS	0.000	0.000
GROSS LENGTH OF PROJECT	761.16	0.144

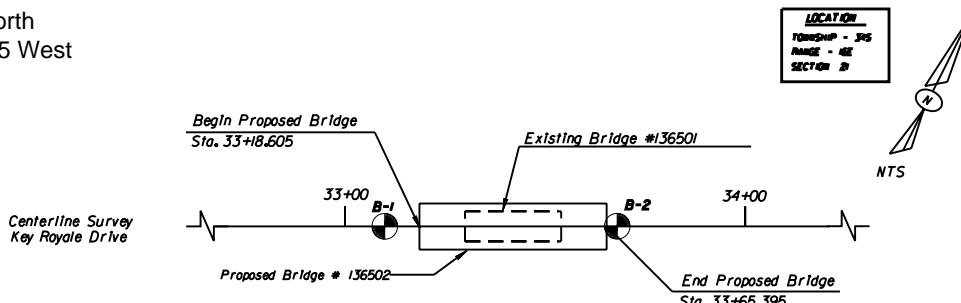
FDOT PROJECT MANAGER: BARBARA COMBS

KEY SHEET REVISIONS		
DATE	BY	DESCRIPTION

ROADWAY PLANS
ENGINEER OF RECORD: GARY J. NADEAU, P.E.
P.E. NO. 49629

FISCAL YEAR	SHEET NO.
06	1

Latitude: 27.5169712 North
Longitude: -82.71208695 West



LEGEND

-  = *SP*, Poorly graded sands and gravelly sands, little or no fines.
-  = *SP-SM*, Poorly graded sands and gravelly sands, to silty sands, sand-silt mixtures.
-  = *SM*, Silty sands, sand-silt mixtures.
-  = *MH*, Inorganic silts micaceous or diatomaceous fine sands or silts, elastic silts.
-  = *CH*, Inorganic clays of high plasticity, fat clays.

NOTES :
Numbers to the left of borings indicate SPT values for 12" penetration. (Unless otherwise noted)

 = *Casing Used*

▽ = Water Table

 = SPT Boring Location

* = Drilled through R.B.A.C.

Type Rig = Diedrich

Hammer Used = Automatic

W = 100 % loss of circulating water. (unless otherwise noted)

BENCHMARK LOCATION DESCRIPTION

TBM on sea wall NW of bridge given by survey crew,
Elevation 3.4 feet, NGVD.

Corrosion Series Test Results (Water)

<u>Resistivity</u>	<u>Chlorides</u>	<u>Sulfates</u>	<u>pH</u>
Ohms - cm	ppm	ppm	

ENVIRONMENTAL CLASSIFICATION

*Superstructure & Extremely Aggressive
Substructure & Extremely Aggressive*

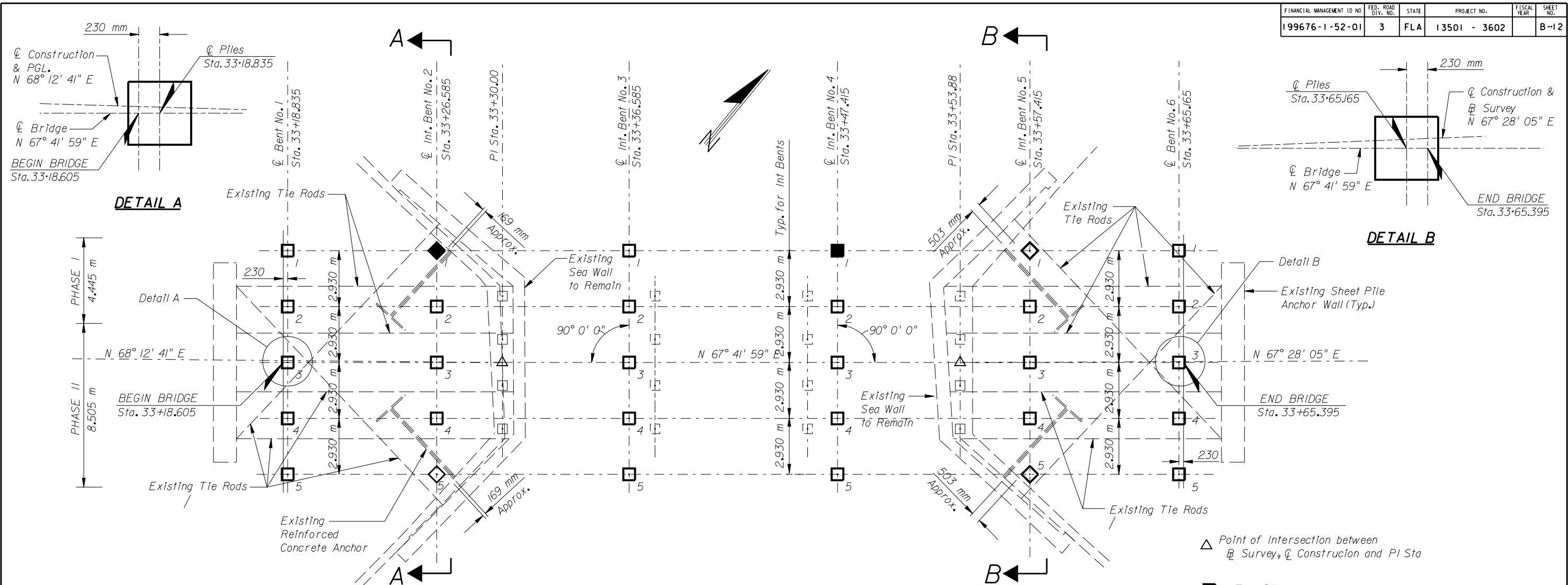
GRANULAR MATERIALS

Regrind Density	Safety Hammer SPT N=5000 Blow/Foot	Automatic Hammer SPT N=5000 Blow/Foot
Very Loose	Less than 4	Less than 3
Loose	4 - 10	3 - 7
Medium Dense	10 - 30	7 - 21
Dense	30 - 50	21 - 35
Very Dense	Greater than 50	Greater than 35

SALTS AND CLAY

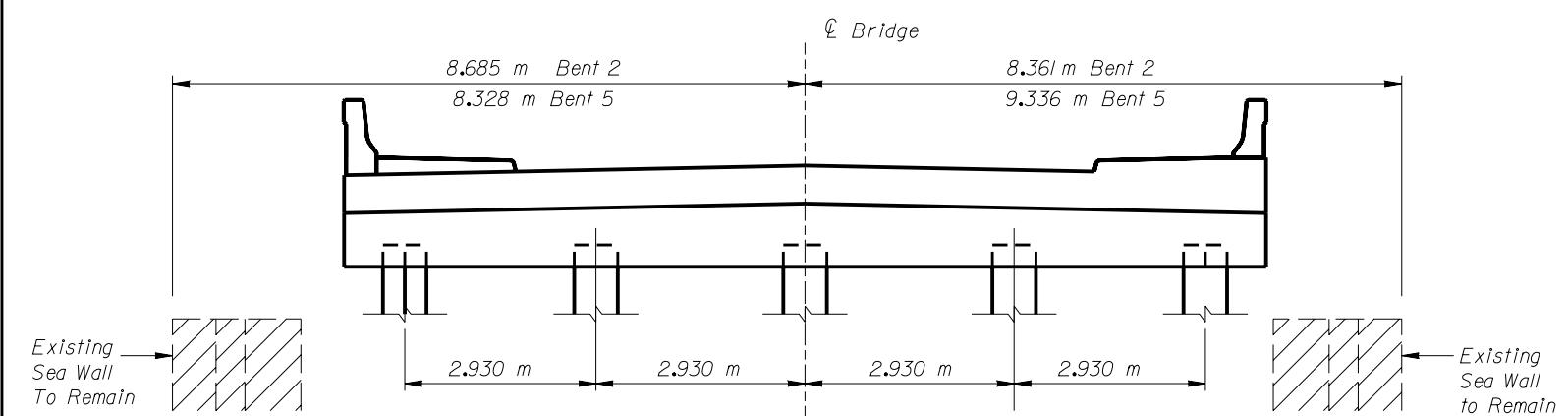
	Safety Hammer SPT N=1000	Automatic Hammer SPT N=1000
Consistency		Down/Up
Very Soft	Less than 2	Less than 1
Soft	2 - 4	1 - 3
Firm	4 - 8	3 - 6
Stiff	8 - 15	6 - 11
Very Stiff	10 - 30	11 - 21
Hard	Greater than 30	Greater than 21

—EVOLUTION



FOUNDATION LAYOUT

All Piles To Be 610 mm S.Q.
Precast Concrete Piles.



SDATEs

REVISIONS					
Date	By	Description	Date	By	Description
				JL	3/99
				EK	3/99
				EK	3/99
				AJM	3/99
				AJM	

ENGINEER OF RECORD:		LOGO:	SEAL:	FLORIDA DEPARTMENT OF TRANSPORTATION			SHEET TITLE:	Drawing No.		
AVART, INC.		AJ		STRUCTURE DESIGN OFFICE						
1700 SW 57 AVE. • 209 MIAMI, FLORIDA 33155 TEL.: (305) 261-2006		ENGINEERS/ARCHITECTS		ROAD NO.	COUNTY	PROJECT NO.				
				S.R. 789	MANATEE	I 3501 - 3602				

The location and size of the existing Tie Rods is to be verified by the Contractor. The Contractor is to predrill or otherwise pe-excavate in the Position of all Piles on Bents 1,2,5 and 6 to confirm no Interference with the Existing works prior to installing piles. If necessary the Piles may be battered up to 10% to avoid any interference. To be included in the cost of Prestressed Concrete Piling (610 mm sq.) Pay Item 2455-34-5.

Contractor is to avoid any damage to the existing works.

For Pile Installation Table see Sheet B-13.

Where Prestressed Piles are to be installed near or adjacent to existing bulkhead or the existing structure, the Contractor is to use caution to not damage existing structure, and to submit a detailed procedure to the Engineer to review and approve.