

# CITY OF GULF BREEZE, FLORIDA COMMUNITY SERVICES DEPARTMENT NEIGHBORHOOD SERVICES DIVISION



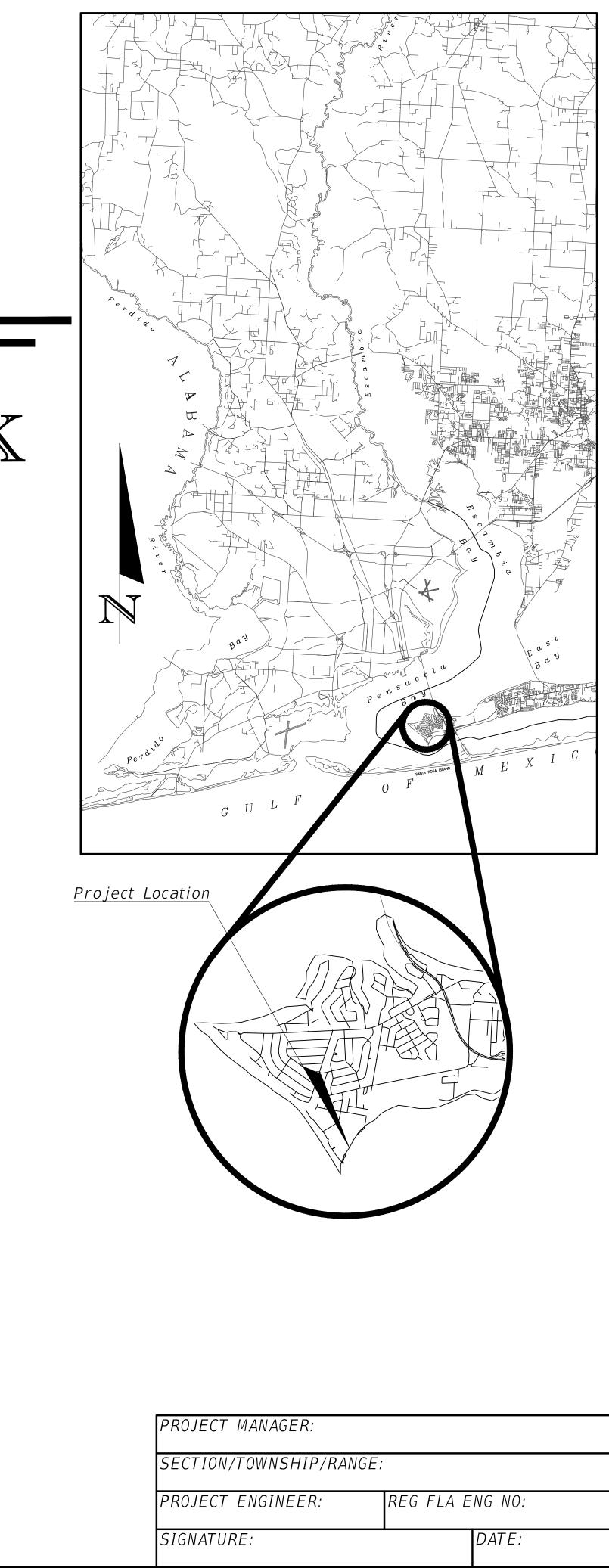
1206 N. Palafox St. Pensacola, Florida 32501 Phone: (850) 994-9503 FL Certificate of Authorization# 29588 www.mckimcreed.com

# WETLANDS TRAIL BOARDWALK

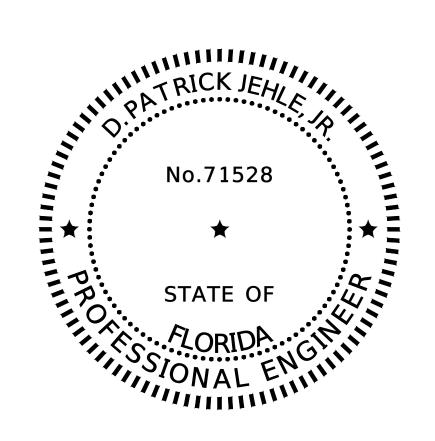
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# BID SET NOT FOR CONSTRUCTION FEBRUARY 2021

MAYOR	CHERRY FITCH
COUNCIL SEAT A	TOM NAILE (MAYOR PRO TEM)
COUNCIL SEAT B	TODD TORGERSEN
COUNCIL SEAT C	RANDY HEBERT
COUNCIL SEAT D	J.B. SCHLUTER



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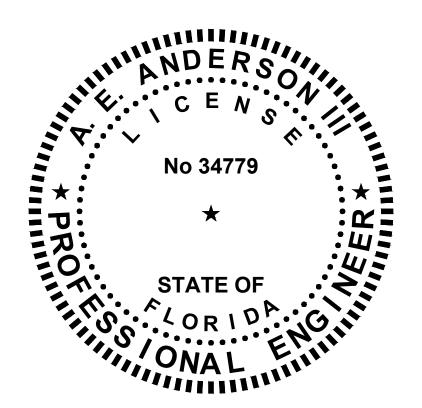
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THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

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MCKIM & CREED, INC. 9432 BAYMEADOWS ROAD *SUITE 230* JACKSONVILLE, FLORIDA 32256 CERT. OF AUTHORIZATION 29588 A. E. ANDERSON III, P.E. NO. 34779

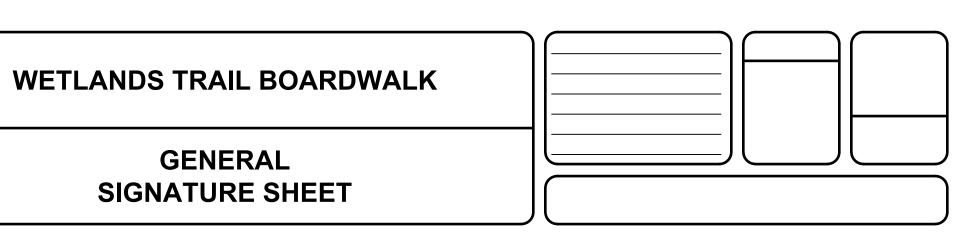
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### GENERAL NOTES:

- 1. THE CONTRACTOR MUST NOTIFY THE CITY OF GULF BREEZE 72 HOURS PRIOR TO CONSTRUCTION. (CRAIG CHAMBERLAIN, NEIGHBORHOOD SERVICES COORDINATOR,850.934.5109)
- 2. ANY ROADS, CURBS, GUTTERS, DRIVEWAYS, SIDEWALKS, SIGNS OR OTHER IMPROVEMENTS THAT ARE DAMAGED BY CONSTRUCTION OPERATIONS MUST BE RECONSTRUCTED TO MATCH EXISTING UNLESS OTHERWISE DIRECTED BY THE CITY OF GULF BREEZE. THE CONTRACTOR IS RESPONSIBLE FOR SUBMITTING A PRE-WORK INSPECTION REPORT DOCUMENTING ANY EXISTING DEFICIENCIES. NON-DOCUMENTED DEFICIENCIES WILL BECOME THE RESPONSIBILITY OF THE CONTRACTOR TO REPAIR AT NO ADDITIONAL COST TO THE CITY. CONCRETE DRIVEWAYS AND SIDEWALKS MUST BE REPLACED TO THE NEXT EXISTING JOINT BEYOND THE DAMAGE WITH MIN. 3000 PSI CONCRETE MATCHING THE THICKNESS OF THE EXISTING FEATURE. BUT NOT LESS THAN 4" FOR SIDEWALKS AND 6" FOR DRIVEWAYS. CONCRETE MUST BE INSTALLED ON A MIN. OF 4" OF FREE DRAINING SANDY SOILS ABOVE COMPACTED SUB-GRADE. NON-CONCRETE DRIVEWAYS MUST BE REPLACED WITH A SUBGRADE, BASE AND SURFACE COURSE MATCHING THE EXISTING CONDITIONS.
- 3. THE CONTRACTOR IS CAUTIONED TO VISIT THE SITE AND FAMILIARIZE HIMSELE WITH THE PROJECT PRIOR TO CONSTRUCTION. ANY QUANTITIES PRESENTED WITHIN THESE PLANS OR ON THE CONTRACTOR'S PROPOSAL FORM MUST BE CONSIDERED ESTIMATES ONLY. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF QUANTITIES AND FOR PROVIDING ALL MATERIALS AND INCIDENTALS NECESSARY TO SATISFY THE PRESENTED SCOPE.
- 4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PRESERVE OR RELOCATE ALL BENCHMARKS (VERTICAL CONTROL) AS NEEDED DURING CONSTRUCTION. ALL PUBLIC OR PRIVATE CORNER MONUMENTATION MUST BE PROTECTED. IF A PUBLIC OR PRIVATE CORNER MONUMENTATION IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR MUST NOTIFY THE ENGINEER OR DESIGNEE IMMEDIATELY. ANY PUBLIC HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS WITHIN THE LIMITS OF CONSTRUCTION MUST BE PROTECTED. IF A HARN/GPS NETWORK MONUMENTS OR BUREAU OF SURVEY AND MAPPING GPS NETWORK MONUMENTS ARE DISTURBED OR DESTROYED THE CONTRACTOR WILL BE RESPONSIBLE FOR REPLACEMENT OF THE MONUMENTS AND MUST HAVE THE MONUMENT POSITION(S) DETERMINED BY A FLORIDA LICENSED PROFESSIONAL SURVEYOR AND MAPPER USING GUIDELINES AS ESTABLISHED BY NATIONAL GEODETIC SURVEY FOR BLUE BOOKING AND APPROVAL.
- 5. THE CONTRACTOR MUST MATCH EXISTING CONDITIONS AT THE BEGINNING, END, AND OTHER LIMITS OF CONSTRUCTION AS SHOWN IN THE PLANS OR DIRECTED BY THE CITY OF GULF BREEZE.
- 6. CONTRACTOR MUST REVIEW ALL APPLICABLE NWFWMD AND/OR FDEP PERMITS PRIOR TO BID AND INCLUDE ANY COSTS ASSOCIATED WITH COMPLIANCE WITH THE TERMS AND CONDITIONS OF THOSE PERMITS IN THE BASE BID.
- 7. ONLY ACCESS TO THE ROAD R/W AS SHOWN IS GUARANTEED BY THE CITY. CITY OF GULF BREEZE R/W PERMIT REQUIRED BY THE CONTRACTOR TO FACILITATE CONSTRUCTION MUST BE ACQUIRED BY THE CONTRACTOR WITH NO ADDITIONAL COMPENSATION OR ASSISTANCE FROM THE CITY.
- 8. IN THE EVENT THAT SURVEY MONUMENTATION OR REFERENCE POINTS ARE MISSING OR HAVE BEEN DESTROYED. PLEASE CONTACT: STEPHEN G. ("GARY") RUTAN, P.L.S. McKIM & CREED, INC. 1206 N. PALAFOX STREET, PENSACOLA, FLORIDA 32501 PH 850.994.9503 x3103
- 9. ALL TREES WITHIN LIMITS OF CONSTRUCTION MUST BE PROTECTED UNLESS OTHERWISE NOTED IN PLANS.
- 10. ALLOWABLE WORK HOURS PER THE CITY OF GULF BREEZE ARE AS FOLLOWS. DAYTIME WORK HOURS: 7:00 a.m. 9:00 p.m. WEEKEND WORK HOURS: 8:00 a.m. 9:00 p.m. ANY DEVIATIONS FOR ALLOWABLE WORK HOURS MUST HAVE WRITTEN AUTHORIZATION FROM THE CITY OF GULF BREEZE 48 HOURS PRIOR.
- 11. THE PROJECT IS LOCATED IN AND ADJACENT TO HABITAT THAT IS OCCUPIED BY GOPHER TORTOISES WHICH ARE PROJECTED BY STATE LAW. AN ILLEGAL TAKE OF GOPHER TORTOISE BURROW INCLUDES BUT IT NOT LIMITED TO, DAMAGING, COLLAPSING, OR COVERING A GOPHER TORTOISE BURROW FROM LAND CLEARING, BULLDOZING, GRADING, OR BUILDING CONSTRUCTION ASSOCIATED WITH LAND DEVELOPMENT WITHOUT A PERMIT UNDER CHAPTER 68A, FLORIDA ADMINISTRATIVE CODE. A PERMIT IS NOT REQUIRED IF CONSTRUCTION ACTIVITIES AVOIDS IMPACTS TO TORTOISE BURROWS BY 25 FEET IN ALL DIRECTIONS FROM THE MOUTH OF ALL BURROWS. DEVELOPMENT ACTIVITY MUST NOT HARM GOPHER TORTOISES NOR VIOLATE RULES PROTECTING THEM. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL RETAIN AN AUTHORIZED GOPHER TORTOISE AGENT TO SURVEY THE WORK SITE AND IDENTIFY ANY GOPHER TORTOISE BURROWS. THIS SURVEY SHALL BE CONDUCTED IN ACCORDING WITH FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION GOPHER TORTOISE PERMITTING GUIDELINES (REVISED JANUARY 2017). CONTRACTOR AND AGENT SHALL ENSURE THAT CONSTRUCTION ACTIVITIES WILL NOT RESULT IN AN ILLEGAL TAKE. ANY CONSTRUCTION ACTIVITIES LOCATED WITHIN A 25-FT. RADIUS OF A GOPHER TORTOISE BURROW WILL REQUIRE A RELOCATION PERMIT FROM FWC.

#### EROSION CONTROL NOTES:

- 1. THE CONTRACTOR MUST IMPLEMENT ANY AND ALL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENT TRANSPORT OUTSIDE OF THE AREAS OF WORK, AND MUST INCLUDE THE COSTS FOR ALL SUCH NECESSARY MEASURES IN THE BASE BID. AT A BARE MINIMUM. THE CONTRACTOR MUST INSTALL AND MAINTAIN SILT FENCE, HAY BALES. SEDIMENT LOGS OR SIMILAR AS REQUIRED BY FDOT SECTION 104 AND THE FLORIDA STORMWATER, EROSION, AND SEDIMENT CONTROL INSPECTOR'S MANUAL, 2008 EDITION. WHILE INSTALLATION OF THESE MEASURES IS NOT NECESSARILY REQUIRED ADJACENT TO ALL DISTURBED AREAS, ANY DISTURBED AREAS WITH THE POTENTIAL FOR OFF-SITE SEDIMENT TRANSPORT MUST BE PROTECTED. ALL EROSION CONTROL MEASURES MUST REMAIN IN PLACE UNTIL ASSOCIATED DISTURBED AREAS ARE STABILIZED AS TO REDUCE SEDIMENT RUNOFF, UNLESS OTHERWISE DIRECTED BY THE ENGINEER OR DESIGNEE.
- 2. THE CONTRACTOR IS RESPONSIBLE FOR ALL REQUIREMENTS RELATED TO OBTAINING, EXECUTING AND REPORTING UNDER THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM. THESE REQUIREMENTS INCLUDE AND ARE NOT NECESSARILY LIMITED TO CREATION OF A PROJECT-SPECIFIC STORM WATER POLLUTION PREVENTION PLAN, INCLUDING NARRATIVE SWPPP DOCUMENT AND ASSOCIATED DETAILS; SUBMITTAL OF A NOTICE OF INTENT INCLUDING THE FEE; MONITORING, DOCUMENTATION AND REPORTING DURING CONSTRUCTION; RESPONSE TO ANY REQUESTS FOR INSPECTION OR PROJECT DOCUMENTATION FROM REGULATORY AUTHORITIES; AND SUBMITTAL OF A NOTICE OF TERMINATION AFTER FINAL STABILIZATION. ALL NPDES-RELATED ACTIVITIES MUST BE ACCOMPLISHED UNDER THE SUPERVISION OF A QUALIFIED STORM WATER MANAGEMENT INSPECTOR.
- 3. ALL SOILS. MILLED MATERIALS AND ANY OTHER DEBRIS THAT IS WASHED. SPILLED. DROPPED OR TRACKED OUTSIDE THE PROJECT AREA MUST BE CLEANED UP AND REMOVED IMMEDIATELY. CONTRACTOR MUST MINIMIZE THE CREATION OF DUST ASSOCIATED WITH THIS WORK.

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### UTILITY NOTES:

- UTILITIES.
- UTILITIES OWNERS INCLUDE:

WATER/SEWER – CITY OF GULF BREEZE 1070 SHORELINE DRIVE GULF BREEZE, FL 32561 JEREMY NORRIS JNORRIS@GULFBREEZEFL.GOV 850.232.4370	ELECTRIC 140 HOLI FORT WAI CHAD SW ENGINEER CHAD.SWA 850.244.4
NATURAL GAS – CITY OF GULF BREEZE	TELEPHON
1070 SHORELINE DRIVE	605 W. C
GULF BREEZE, FL 32561	PENSACO
THOMAS LAMBERT	ROB ST.
TLAMBERT@GULFBREEZEFL.GOV	MANAGER
850.934.4094	RS634Y@
FIBER OPTICS – QUANTA TELECOMMUNICATION SERVICES	CATV-FIB
ADAM LALIBERTE	3405 Mcl
ALALIBERTE@QUANTATELCOM.COM	TROY YOU
850.291.1930	CONSTRUE

- UTILITIES.
- 4. CERTAIN UTILITIES ARE TO REMAIN AND BE PROTECTED DURING CONSTRUCTION. NECESSARY REPAIRS WILL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS AND MUST BE TO THE SATISFACTION OF UTILITY OWNERS.

/FKIM&CREED

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GE GENER

1. THE LOCATION SHOWN FOR EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK IN EACH AREA. THE CONTRACTOR AGREES TO BE COMPLETELY RESPONSIBLE FOR ALL DAMAGES WHICH MIGHT OCCUR BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE ALL

UTILITY OWNERS MUST BE NOTIFIED AT LEAST 72 HOURS PRIOR TO ANY CONSTRUCTION SO THAT THE UTILITY OWNER CAN SPOT VERIFY AND/OR EXPOSE THEIR UTILITIES. KNOWN

- GULF POWER/NEXTERA ENERGY LYWOOD BLVD LTON BEACH, FL 32548 NAILS RING SUPERVISOR AILS@NEXTERAENERGY.COM .4747 NE – AT&T FLORIDA GARDEN STREET, ROOM 218 DLA, FL 32502 PIERRE - OSP PLANNING & ENGINEERING ●ATT.COM .1701 BER OPTIC – COX SOUTHEAST LEMORE DRIVE )UNG JCTION PLANNER II TROY.YOUNG@COX.COM

850.232.5044

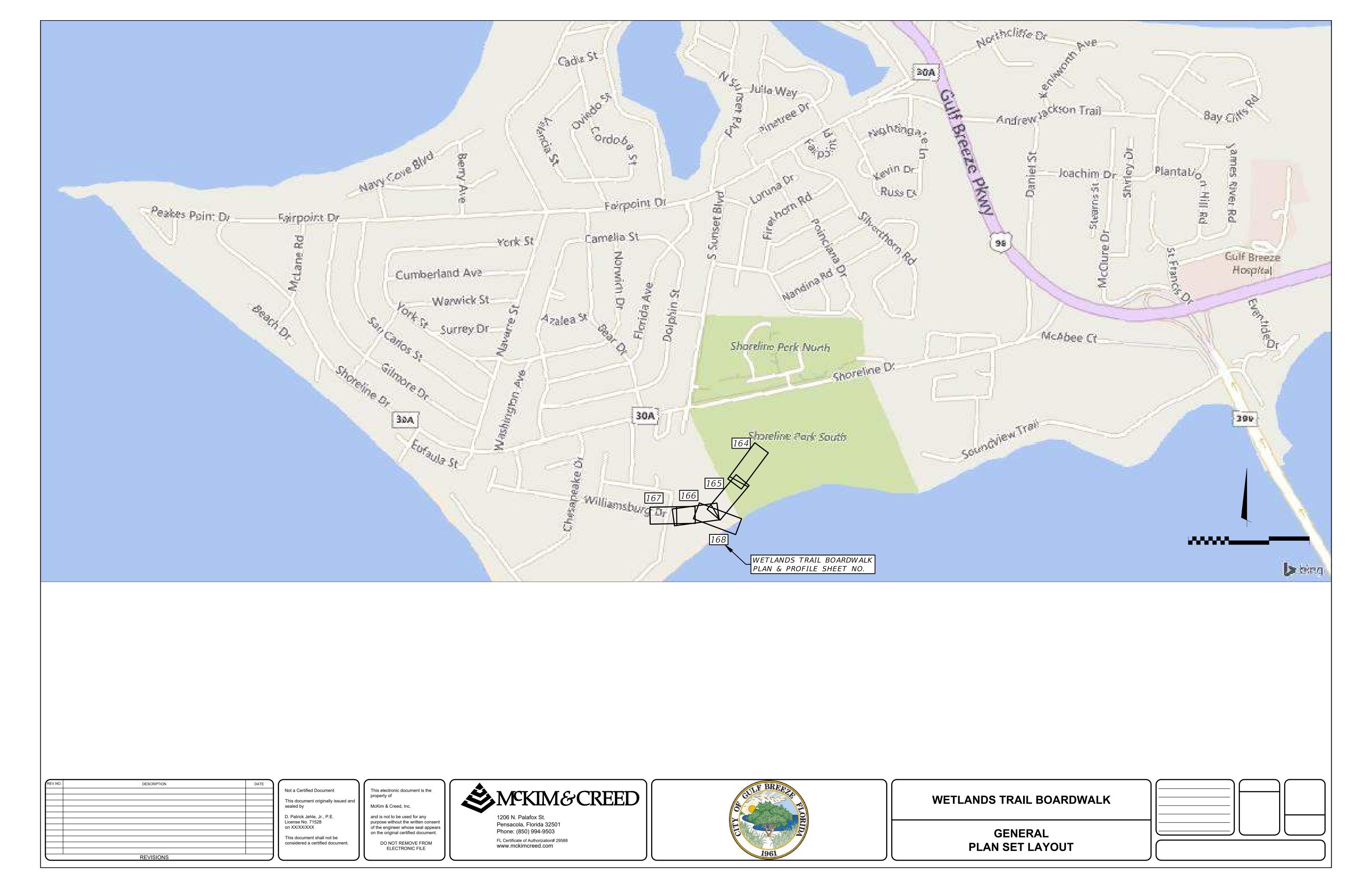
FIBER OPTIC - MCI (VERIZON) 1490 E. NINE MILE ROAD PENSACOLA, FL 32514 ADAM PICCIRILLI ADAM.PICCIRILLI@VERIZON.COM 850.475.7477

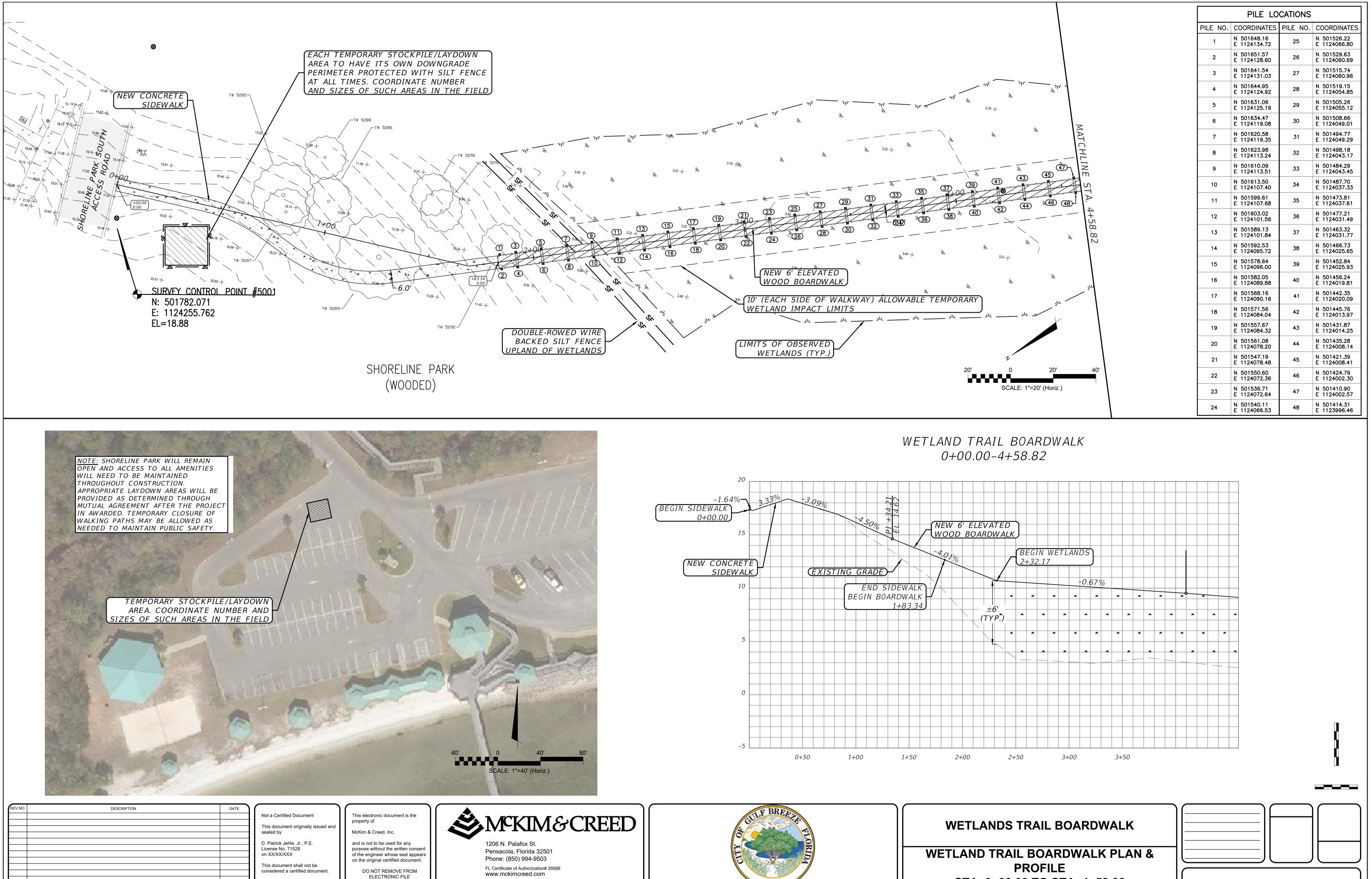
CATV – MEDIACOM SOUTHEAST 1613 NANTAHALA BEACH DRIVE GULF BREEZE, FL 32563 BRANDON JOHANSON BJOHANSON@MEDIACOMCC.COM 850.570.3292

FIBER OPTIC – UNITI FIBER 107 ST. FRANCIS STREET, SUITE 1800 MOBILE, AL 36602 KYLE HILL JAMES.HILL@UNITI.COM 850.544.1400

3. CONTRACTOR MUST USE CAUTION AND ADHERE TO ALL OSHA SAFETY REQUIREMENTS WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND

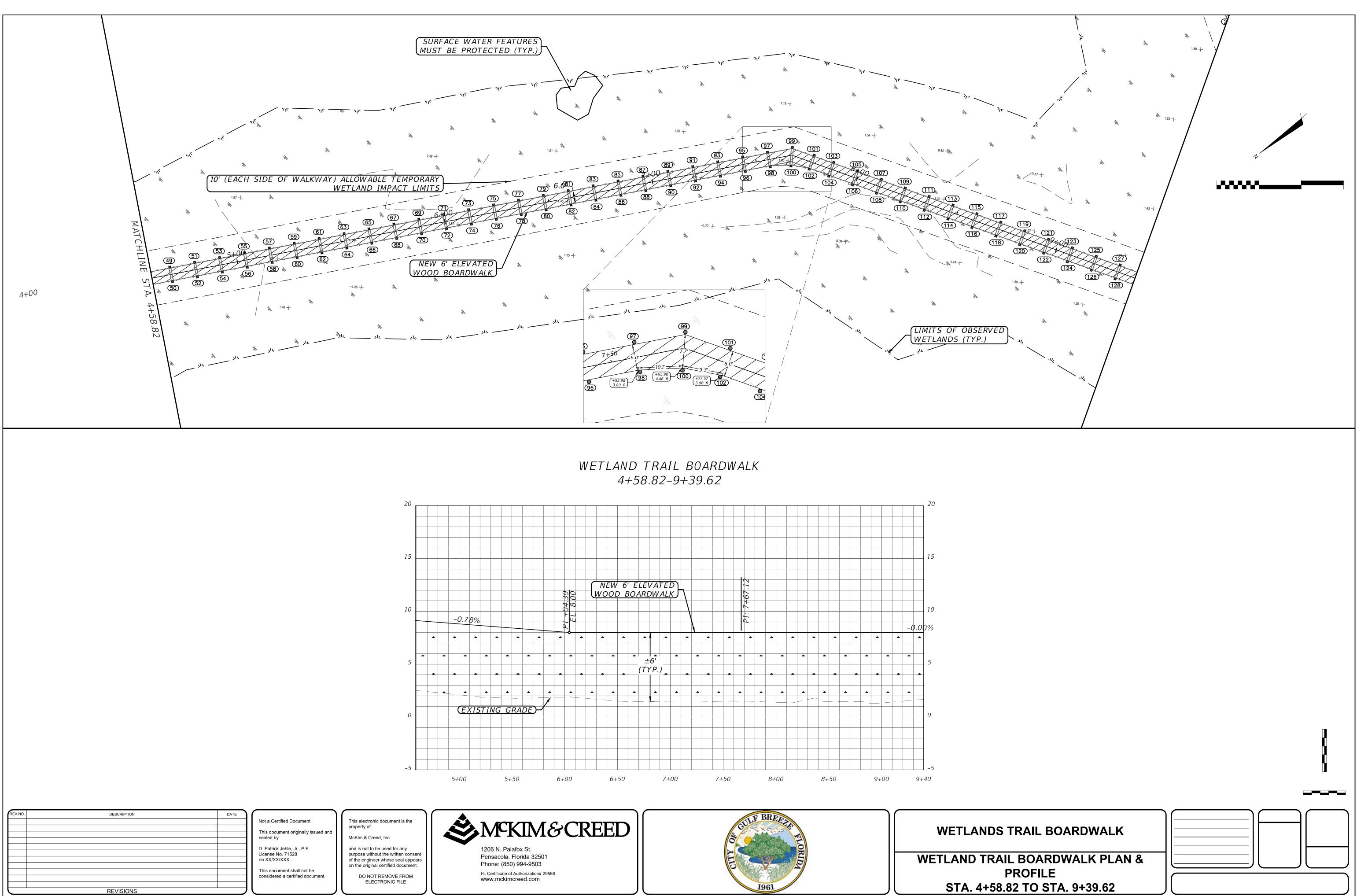
RAIL BOARDWALK	
NERAL RAL NOTES	





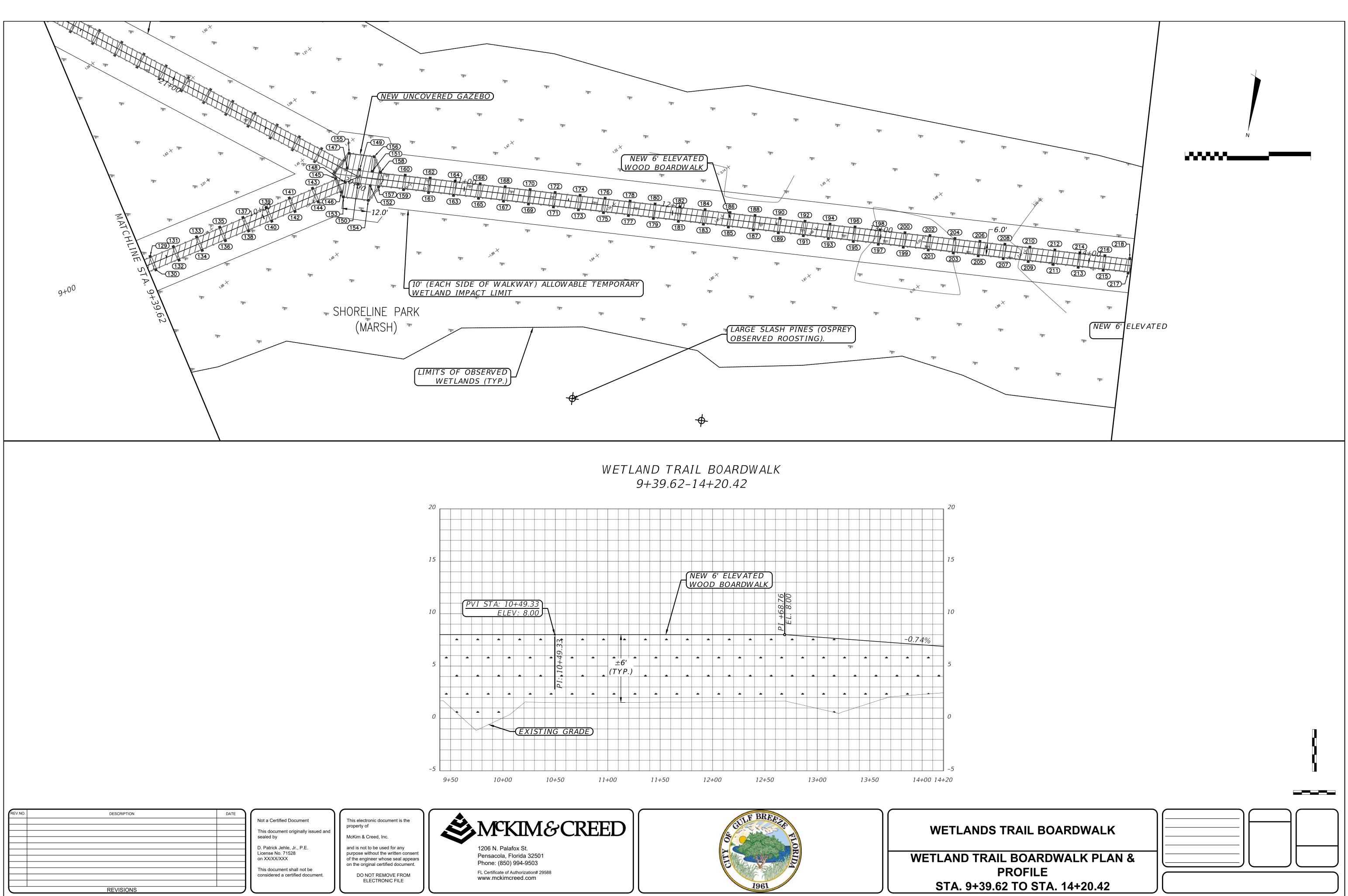
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#### NEW 6' ELEVATED WOOD BOARDWALK

12+00

13+00

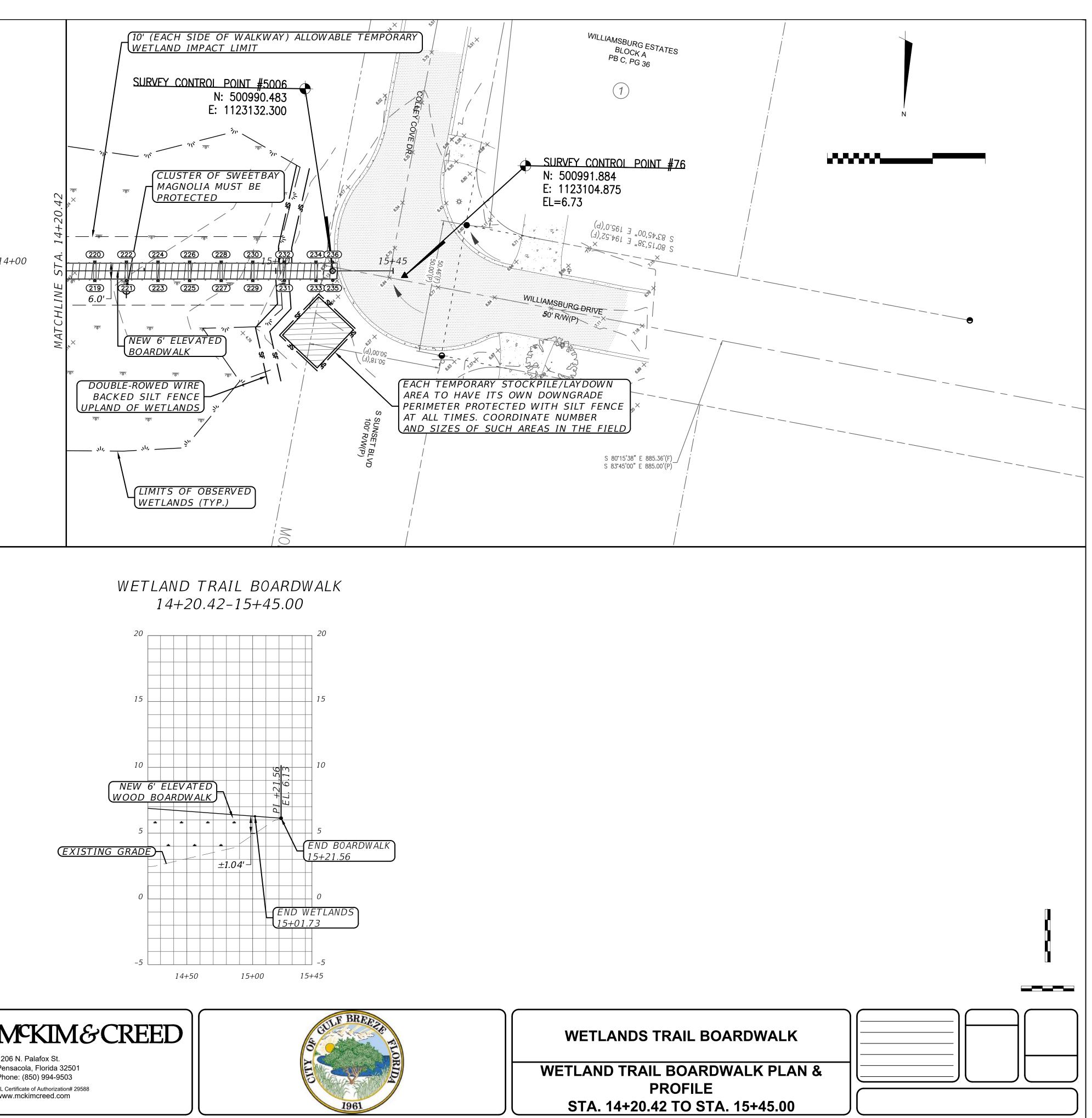
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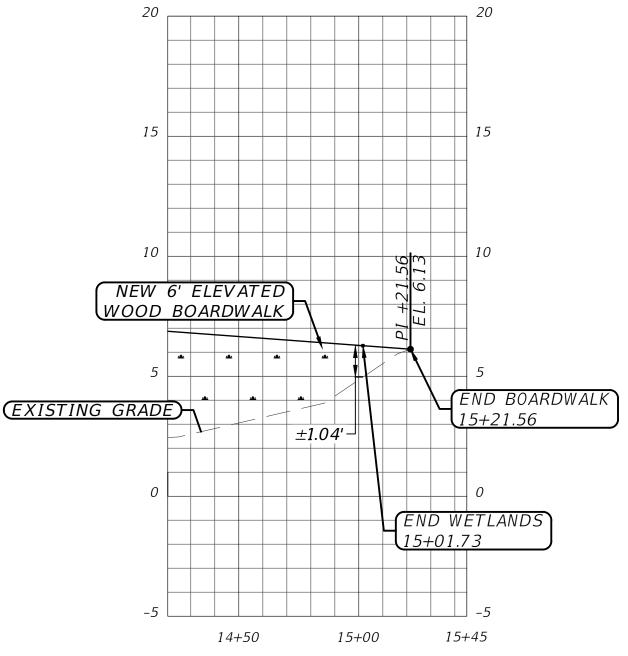
14+00

### EMPORARY

LARGE SLASH PINES (OSPREY OBSERVED ROOSTING).

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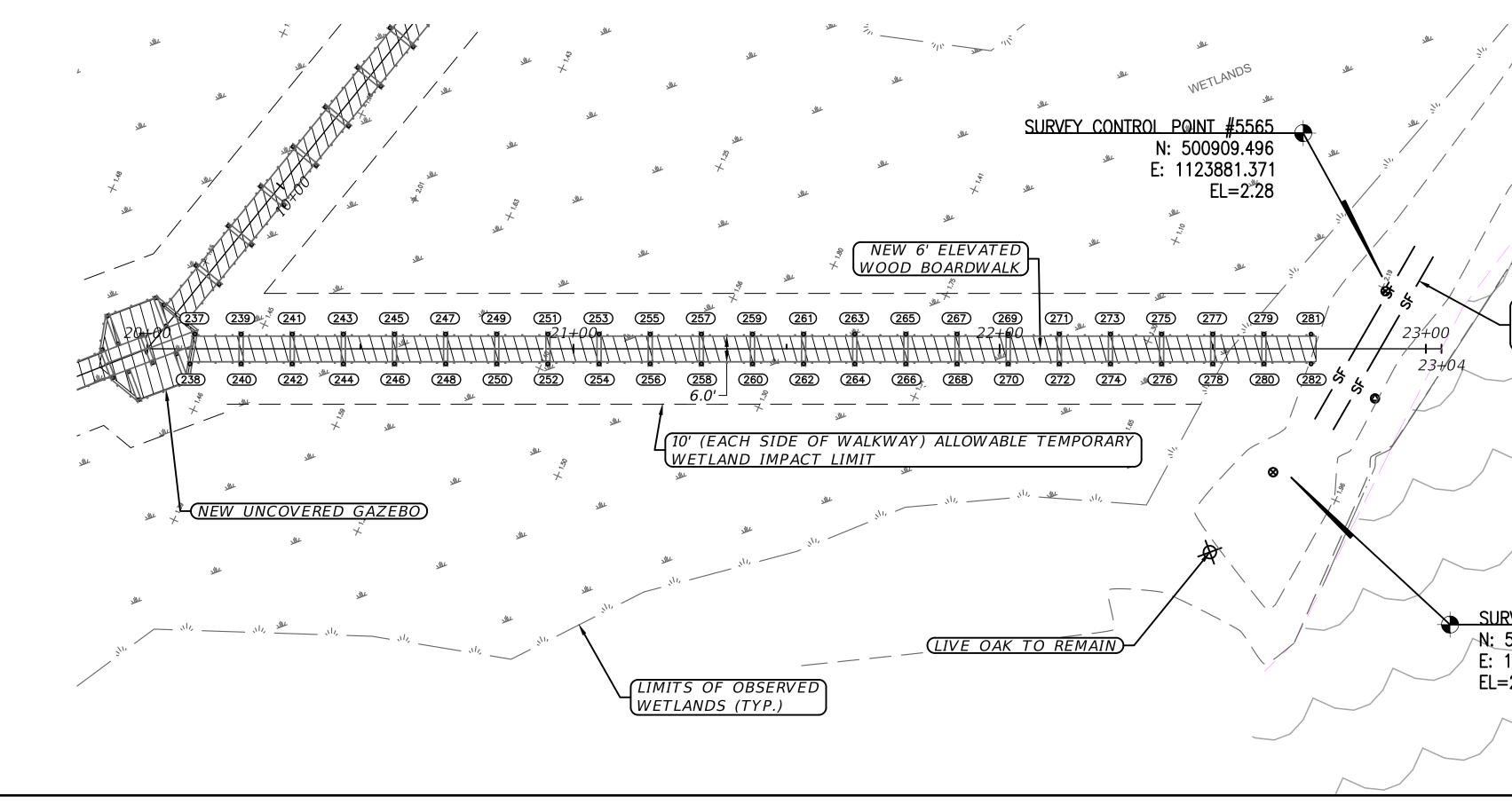




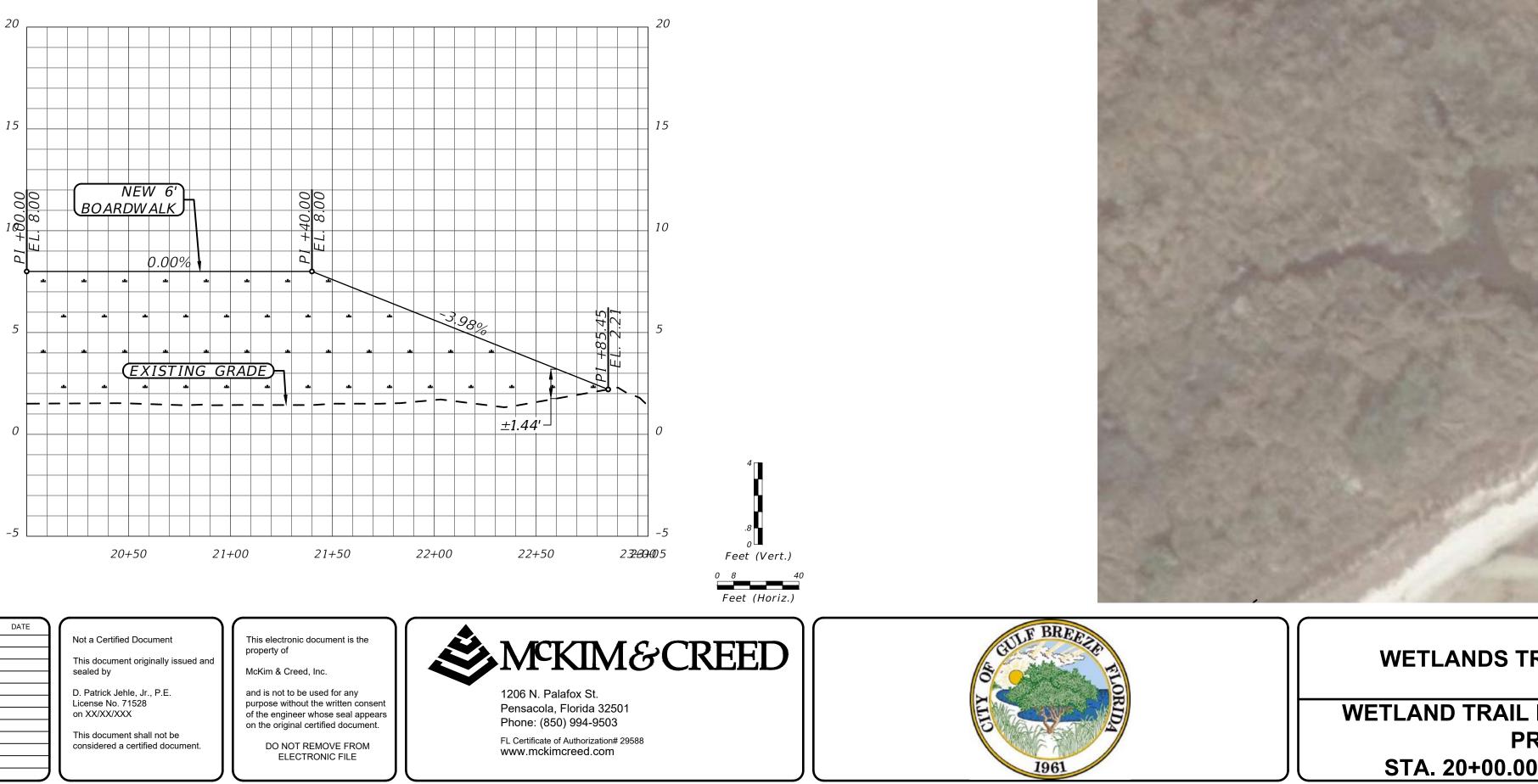
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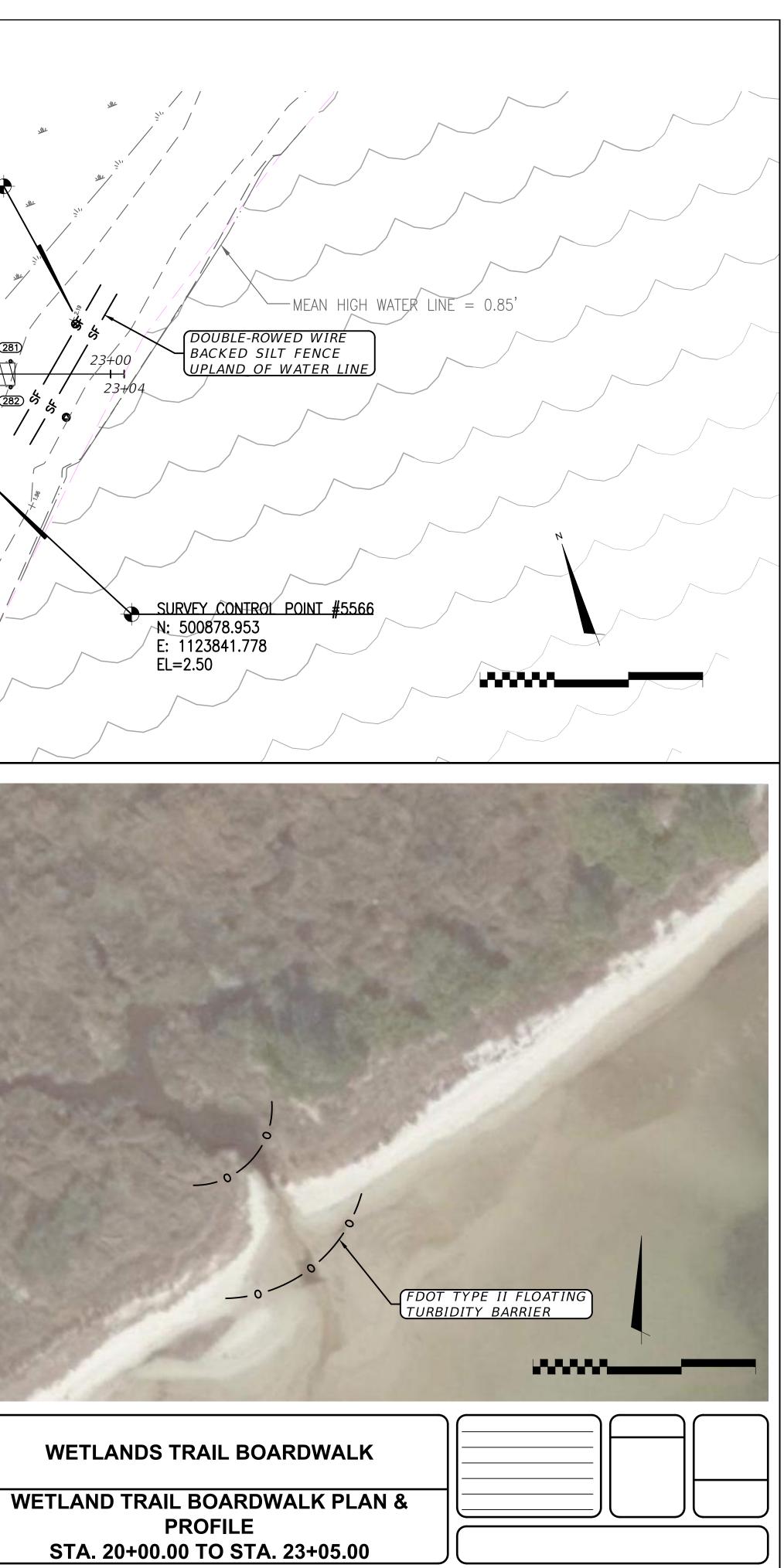
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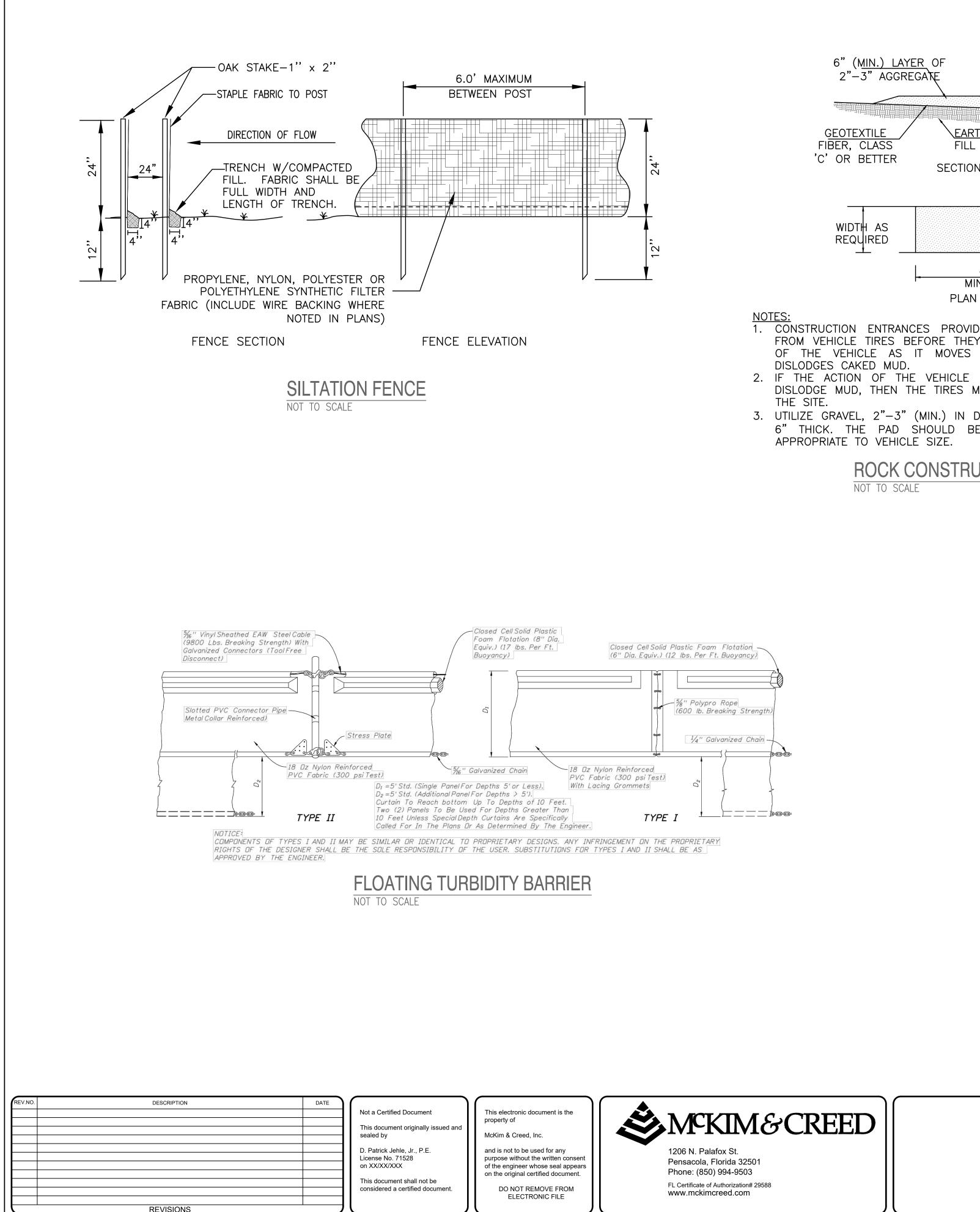


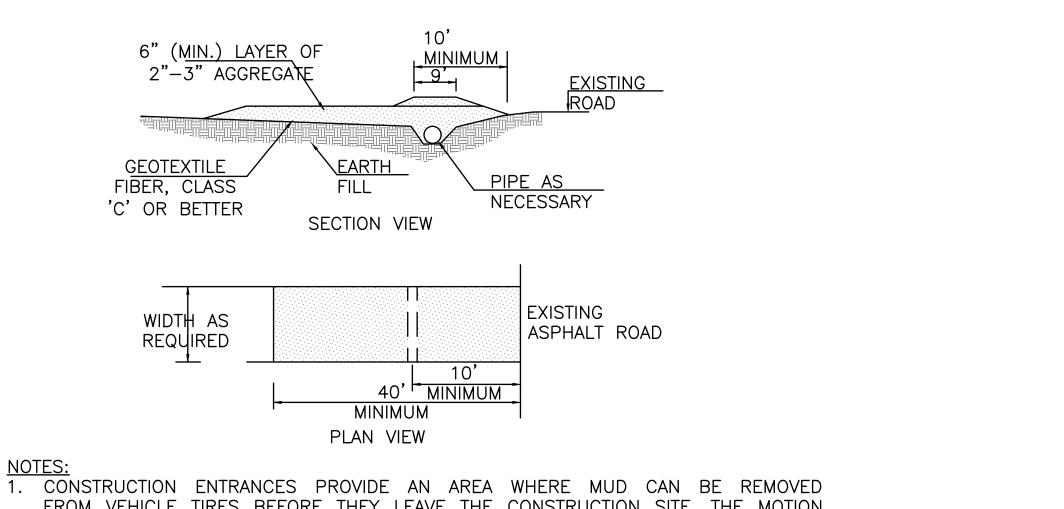




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- FROM VEHICLE TIRES BEFORE THEY LEAVE THE CONSTRUCTION SITE. THE MOTION OF THE VEHICLE AS IT MOVES OVER THE GRAVEL CONSTRUCTION MATERIAL
- 2. IF THE ACTION OF THE VEHICLE ON THE GRAVEL PAD IS NOT SUFFICIENT TO DISLODGE MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLE LEAVES
- 3. UTILIZE GRAVEL, 2"-3" (MIN.) IN DIAMETER. GRAVEL LAYER SHOULD BE AT LEAST 6" THICK. THE PAD SHOULD BE AT LEAST 50' LONG. WIDTH SHOULD BE

**ROCK CONSTRUCTION ACCESS** 



WETLAND TRAIL BOARDWALK PLAN & PROFILE **EROSION CONTROL** 

- GENERAL NOTES FOR EROSION AND SEDIMENT CONTROL
- 1. CONTRACTOR WILL BE RESPONSIBLE FOR THE INSTALLATION (PRIOR TO CONSTRUCTION) AND MAINTENANCE/REPAIRS OF (DURING CONSTRUCTION) EROSION AND SEDIMENT CONTROL MEASURES AS REQUIRED TO RETAIN ALL SEDIMENT AND EROSION ON THE SITE OF DEVELOPMENT. THE PROVISIONS SHOWN HEREIN REPRESENT THE MINIMUM EROSION CONTROL MEASURES TO BE TAKEN.
- 2. ALL SOIL WASHED, DROPPED, SPILLED, OR TRACKED OUTSIDE THE SITE OR ONTO PUBLIC RIGHTS-OF-WAY WILL BE REMOVED IMMEDIATELY. 3. ALL AREAS OF DISTURBANCE MUST BE TREATED AS APPROPRIATE TO PREVENT THE GENERATION OF DUST.
- 4. AT THE TIME OF SITE PREPARATION FOR PERMANENT VEGETATIVE STABILIZATION, ANY SOIL THAT WILL NOT PROVIDE A SUITABLE ENVIRONMENT TO SUPPORT PERMANENT COVER MUST BE REMOVED OR TREATED IN SUCH A WAY THAT WILL PERMANENTLY ADJUST THE SOIL CONDITIONS AND RENDER IT SUITABLE FOR PERMANENT COVER. IF THE REMOVAL OR TREATMENT OF THE SOIL WILL NOT PROVIDE SUITABLE CONDITIONS, NON-VEGETATIVE MEANS OF PERMANENT GROUND STABILIZATION MUST BE EMPLOYED (I.E. EROSION CONTROL FABRIC, RIP-RAP, ETC.).
- 5. THE CONTRACTOR MUST MAKE REGULAR INSPECTIONS OF ALL CONTROL MEASURES THROUGHOUT THE CONSTRUCTION PROCESS TO ENSURE THE OVERALL EFFECTIVENESS OF THE EROSION AND SEDIMENT CONTROL PLAN. AT A MINIMUM, INSPECTIONS MUST OCCUR AT LEAST ONCE A WEEK AND WITHIN TWENTY-FOUR (24) HOURS OF THE END OF A STORM EVENT THAT IS ONE-HALF (0.50) INCH OR GREATER.
- 6. IN THE EVENT THAT AN ON-SITE INSPECTION BY ANY PARTY REVEALS A DEFICIENCY IN THE INSTALLATION AND/OR MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES, THE CONTRACTOR MUST BE RESPONSIBLE FOR THE IMMEDIATE REMEDIATION OF THE PROBLEM.
- 7. FAILURE TO COMPLY WITH THE REQUIRED EROSION AND SEDIMENT CONTROL GUIDELINES MAY RESULT IN FINES LEVIED BY GOVERNMENTAL AGENCIES. ANY FINES SUFFERED DUE TO NON-COMPLIANCE WILL BECOME THE RESPONSIBILITY OF THE CONTRACTOR.

SEQUENCE OF EROSION AND SEDIMENT CONTROL MEASURES IMPLEMENTATION SITE PREPARATION

- 1. PRIOR TO ANY SOIL DISTURBANCE, SILT FENCE MUST BE INSTALLED ALONG ENTIRE DOWN-GRADE PERIMETER OF PROJECT AREA, AS SHOWN IN PLANS AND DETAILS, OR BY EQUIVALENT MEASURES. SILT FENCE MUST REMAIN IN PLACE UNTIL ALL UP-GRADE AREAS OF DISTURBANCE HAVE BEEN PERMANENTLY STABILIZED.
- 2. A PROPER CONSTRUCTION ENTRANCE MUST BE ESTABLISHED AT ALL POINTS OF INGRESS/EGRESS FROM CONSTRUCTION SITE, PER DETAIL PROVIDED IN THE PLANS, OR BY EQUIVALENT MEASURES. ALL CONSTRUCTION ENTRANCES MUST REMAIN IN PLACE UNTIL INGRESS/EGRESS FROM THE SITE AT THAT POINT HAS STOPPED.

### WETLANDS TRAIL BOARDWALK

#### 1.0 FOUNDATIONS

1.1 SUBGRADE PREPARATION AND TIMBER PILE INSTALLATION SHALL BE IN ACCORDANCE WITH THE PROJECT GEOTECHNICAL REPORT AS PREPARED BY UNIVERSAL ENGINEERING SERVICES. INC. (PROJECT No. 1740823, DATED 01/21/2020). IN EVENT UNUSUAL SOIL CONDITIONS ARE ENCOUNTERED NOTIFY THE OWNER AND ENGINEER PRIOR TO CONSTRUCTION FOR INSTRUCTIONS ON HOW TO PROCEED.

1.2 SITE PREPARATION SHALL BE IN ACCORDANCE WITH SECTION 10.0 OF THE REFERENCED GEOTECHNICAL REPORT.

1.3 SLAB AND FOOTING ELEVATIONS SHALL NOT BE RAISED OR LOWERED WITHOUT APPROVAL OF THE STRUCTURAL ENGINEER.

1.4 ALL EXCAVATIONS SHALL BE ADEQUATELY DEWATERED BEFORE PLACEMENT OF REINFORCING STEEL AND CONCRETE.

1.5 FOOTING EXCAVATIONS AND FORMS SHALL BE REVIEWED BY THE OWNER'S CONSTRUCTION REPRESENTATIVE PRIOR TO PLACEMENT OF CONCRETE.

1.6 ANCHOR BOLTS SHALL BE SET BY MEANS OF TEMPLATE. "FLOATING" ANCHOR BOLTS INTO PLACE IS PROHIBITED.

2.0 REINFORCING STEEL

2.1 REINFORCING STEEL FOR ALL CONCRETE WORK SHALL BE GRADE 60 STEEL AND CONFORMING TO ASTM A 615

2.2 DETAIL AND FABRICATE REINFORCING STEEL IN ACCORDANCE WITH THE AMERICAN CONCRETE INSTITUTE "ACI DETAILING MANUAL," LATEST PUBLICATION.

2.3 REINFORCING STEEL IN PLACE SHALL BE REVIEWED BY THE OWNER'S CONSTRUCTION REPRESENTATIVE PRIOR TO PLACEMENT OF CONCRETE. IN GENERAL "CLR" DISTANCES FOR CONCRETE COVER ARE AS FOLLOWS:

- A) SURFACES CAST AGAINST EARTH 3" MIN
- B) ALL OTHER SURFACES 2" MIN

2.4 BARS SHALL BE COLD BENT AND SHALL NOT BE HEATED FOR ANY REASON.

2.5 REFERENCE THIS DRAWING FOR REQUIREMENTS FOR LAP REINFORCING STEEL IN CONCRETE.

2.6 LAP SPLICED BARS IN CONCRETE ARE TO BE WIRE TIED.

#### 3.0 CONCRETE

3.1 CAST-IN-PLACE REINFORCED CONCRETE SHALL HAVE A MINIMUM (28) DAY COMPRESSIVE STRENGTH OF 4,000 PSI. DOCUMENTATION INDICATING THE PROPOSED CONCRETE PROPORTIONS WILL PRODUCE AN AVERAGE COMPRESSIVE STRENGTH EQUAL TO OUR GREATER THAN THE REQUIRED AVERAGE COMPRESSIVE STRENGTH IN ACCORDANCE WITH ACI 301-10, SECTIONS 4.2.3.4.A OR 4.2.3.4.B SHALL BE SUBMITTED FOR ACCEPTANCE PRIOR TO CONCRETE PLACEMENT.

3.2 CONCRETE WORK SHALL CONFORM TO "BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE", ACI 318 (LATEST EDITION).

3.3 CHAMFER EXPOSED EDGES OF CONCRETE 3/4 INCH. UNLESS NOTED OTHERWISE.

3.4 CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER CURING OF ALL CONCRETE.

3.5 CONTRACTOR SHALL SUBMIT REBAR SHOP DRAWINGS FOR APPROVAL TO OWNER'S CONSTRUCTION REPRESENTATIVE PRIOR TO FABRICATION. DO NOT FABRICATE REINFORCING PRIOR TO RECEIPT OF APPROVED SHOP DRAWINGS.

3.6 CONCRETE MIXES TO BE REVIEWED BY THE OWNER'S CONSTRUCTION REPRESENTATIVE PRIOR TO PLACEMENT OF CONCRETE. COMPRESSIVE STRENGTH TEST CYLINDERS TO BE REVIEWED BY THE OWNER'S CONSTRUCTION REPRESENTATIVE THROUGHOUT CONCRETE CONSTRUCTION OF THE PROJECT.

3.7 EPOXY ADHESIVE ANCHORING SYSTEMS SHALL BE RED HEAD C6 OR EQUIVALENT.

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**DESIGN CRITERIA** 1. FLOOR LIVE LOAD: BOARDWALK = 60 PSF

2. WIND DESIGN DATA: ASCE 7-10 ULTIMATE DESIGN WIND SPEED 152 MPH **RISK CATEGORY II** WIND EXPOSURE C INTERNAL PRESSURE COEFFICIENT N/A ENCLOSURE TYPE OPEN

(FBC) 2017 EDITION.

3. PILE SERVICE LOAD CAPACITY

DESIGN	N LOAD TABLE	
LOCATION	DESIGN LO/ KIPS	
BOARDWALK	4 KIP: COMPRE	
BUARDWALK	0.4 KIP: LATER	
PAVILLION	5 KIP: COMPRE	
FAVILLION	0.5 KIP: LATER	

#### TIMBER PILE

1. PILES SHALL BE OF TIMBER WHICH WILL STAND THE DRIVING FOR WHICH THEY ARE INTENDED. THEY SHALL SOUND AND SOLID.

- DESIGNED IN ACCORDANCE WITH THE FLORIDA BUILDING CODE

  - DAD ESSION RAL ESSION .RAL

- 2. TIMBER PILES SHALL MEET THE REQUIREMENTS FOR ASTM D-25 FOR ROUND TIMBER TIP BEARING PILES. TH PILE SHOULD BE CLEAN PEELED AND PRESSURE TREATED IN ACCORDANCE WITH THE REQUIREMENTS OF AWPA PILE MOISTURE CONTENT SHALL BE KD (KILN DRIED) 25% OR LESS.
- 3. TIMBER PILES SHALL BE ROUND WITH A TIP DIAMETER OF 10 INCHES MINIMUM.
- 4. TIMBER PILE PRESERVATIVE APPLICATION SHALL BE DONE WITH CCA (CHROMATED COPPER ARSENATE) OR ACZ (AMMONIACAL COPPER ZINC ARSENATE). TREATMENT OF PILES SHALL CONFORM TO AWPA, U1-19, UC5C. PILE CUT-OFF SURFACES SHALL BE TREATED WITH COPPER NAPHTHENATE, IN ACCORDANCE WITH AWPA M-4 TO PROTECT THE END OF THE PILE FROM ORGANIC DEGREDATION.
- 5. IN HANDLING OF PILES THAT HAVE BEEN TREATED WITH CCA CABLE SLINGS SHALL BE USED. MECHANICAL GRABBERS OR POINTED TOOLS SHALL NOT BE PERMITTED. ROUGH OR CARELESS HANDING SHALL BE AVOIDE
- 6. THE TREATING PLANT SHALL BRAND, OR PLACE A DISTINCTIVE PERMANENT MARK, ON EACH ROUND PILE, APPROXIMATELY 3 FEET FROM THE BUTT END. SUCH THAT THE PLANT RESPONSIBLE FOR THE TREATMENT CAN READILY DETERMINED AT THE TIME DURING THE SERVICE LIFE OF THE PILING.
- 7. THE DEPTH OF PENETRATION SHALL NOT BE LESS THAN 20 FEET BELOW THE EXISTING GROUND SURFACE FO THE BOARDWALK PILES. FOR HARD DRIVING THE TIP SHALL BE PROTECTED WITH A METAL SHOE.
- 8. DRIVING CAP WITH CUSHION MATERIAL AND METAL STRAPPING AROUND THE PILE BUTT SHALL BE USED TO PROTECT THE PILE DRIVING END. WHEN BROOMING OR SPLITTING OCCURS. SUCH PILES SHALL BE CUT BACK THE SOLID WOOD BEFORE THE FINAL RESISTANCE TO PENETRATIONS IS MEASURED.
- 9. IF THE DESIGN LOAD CAPACITY (PILE DEPTH AND RESISTANCE) IS NOT REACHED WITH ONE PILE. THE PILE SH BE REMOVED AND REPLACED WITH A LONGER PILE. SEE DESIGN CRITERIA ITEM 3 FOR PILE CAPACITY.
- 10. THE INSTALLATION OF THE TIMBER PILES SHOULD BE IN ACCORDANCE WITH LOCAL BUILDING CODE REQUIREME
- 11. PILE LOAD TESTING SHALL BE DONE IN ACCORDANCE WITH SECTION 9.1.8 OF THE REFERENCED GEOTECHNICAL REPORT. IN LIEU OF LOAD TESTING TO A SPECIFIC PARAMETER, PRIOR TO ORDERING FINAL PRODUCTION PILES THE CONTRACTOR MUST INSTALL FIVE TEST PILES USING DESIRED INSTALLATION METHODS (DRIVEN OR JETTED) UNDER THE OBSERVATION OF THE GEOTECHNICAL ENGINEER. THE TEST PILES MUST BE A MINIMUM OF 5' LON THAN THE DESIRED PILE LENGTH (EMBEDMENT PLUS STICKUP). BASED ON THE OBSERVED PERFORMANCE OF TEST PILES, THE GEOTECHNICAL ENGINEER WILL COMPARE THE SUBSURFACE CONDITIONS ENCOUNTERED AT EA TEST PILE LOCATION AGAINST THE SUBSURFACE CONDITION ENCOUNTERED BY THE DESIGN BORINGS AND ANTICIPATED IN THE PILE DESIGN AND INSTALLATION RECOMMENDATIONS. THE GEOTECHNICAL ENGINEER WILL V THE CONTRACTOR'S PREFERRED MEANS AND METHODS AND RECOMMEND MODIFICATIONS TO THE INSTALLATION OPERATIONS IF NECESSARY BASED ON THE OBSERVED CONDITIONS AND TEST PILE PERFORMANCE.
- 12. THE GEOTECHNICAL ENGINEER OR HIS DESIGNATED REPRESENTATIVE SHALL BE PRESENT TO MONITOR THE INSTALLATION OF THE TEST PILES, AND TO EVALUATE PILE INTEGRITY AND CAPACITY.
- 13. PRODUCTION PILE LENGTH: WHEN SHOWN ON THE DRAWINGS. THE LENGTHS ARE BASED ON INFORMATION AVAILABLE DURING DESIGN AND ARE APPROXIMATE ONLY. THE ENGINEER WILL DETERMINE FINAL PILE LENGTH THE FIELD WHICH MAY VARY SIGNIFICANTLY FROM THE LENGTHS OR QUANTITIES SHOWN IN THE DRAWINGS.
- 14. AUTHORIZED PILE LENGTHS: THE AUTHORIZED PILE LENGTHS ARE THE LENGTHS DETERMINED BY THE ENGINEEI BASED ON ALL INFORMATION AVAILABLE BEFORE THE DRIVING OF THE PERMANENT PILES.
- 15. ALL PILES SHALL BE INSTALLED UNDER FULL-TIME MONITORING BY A QUALIFIED SENIOR ENGINEERING TECHNI OR GEOTECHNICAL ENGINEER IN ORDER TO MAKE FIELD JUDGEMENTS OF PILE PENETRATION AND CONSTRUCTION AND TO CHECK FOR SATISFACTORY FOUNDATION SUPPORT CONDITIONS. REFERENCE SECTION 9.1.10 FOR SPEC QUALITY CONTROL REQUIREMENTS.
- 16. SAW OFF THE TOPS OF ALL TIMBER PILES AT THE ELEVATION INDICATED IN THE DRAWINGS. SAW OFF PILES W SUPPORT TIMBER CAPS TO THE EXACT PLANE OF THE SUPERIMPOSED STRUCTURE SO THAT THEY EXACTLY FIT WITHDRAW AND REPLACE BROKEN, SPLIT, OR MISPLACED PILES.
- 17. SPLICES OR BUILD-UPS FOR TIMBER PILES WILL NOT BE PERMITTED. EXTRACT PILES DRIVEN BELOW PLAN ELEVATION AND DRIVE A LONGER PILE.
- 18. THE PRODUCTION PILES LENGTHS SHALL BE SUFFICIENT LENGTH TO ACCOUNT FOR VARIATIONS IN FINAL TIP DEPTH. IT SHOULD BE NOTED THAT SPLICING IS NOT ALLOWED FOR TIMBER PILES: THEREFORE, SOME CONSERVATISM IN CHOOSING PRODUCTION PILE LENGTHS IS WARRANTED.

#### CABLE RAILING

- 1. ALL CABLE RAILING SHALL BE 🖁 7X19 TYPE 316SS ASTM A492.
- 2. ALL CABLE FITTINGS SHALL BE TYPE 316SS ASTM ASTM A276 AS MANUFACTURED BY FEENEY, INC. OR ACCEPTED EQUIVALENT. CABLE, FITTINGS, AND INTERMEDIATE PICKETS SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTIONS.





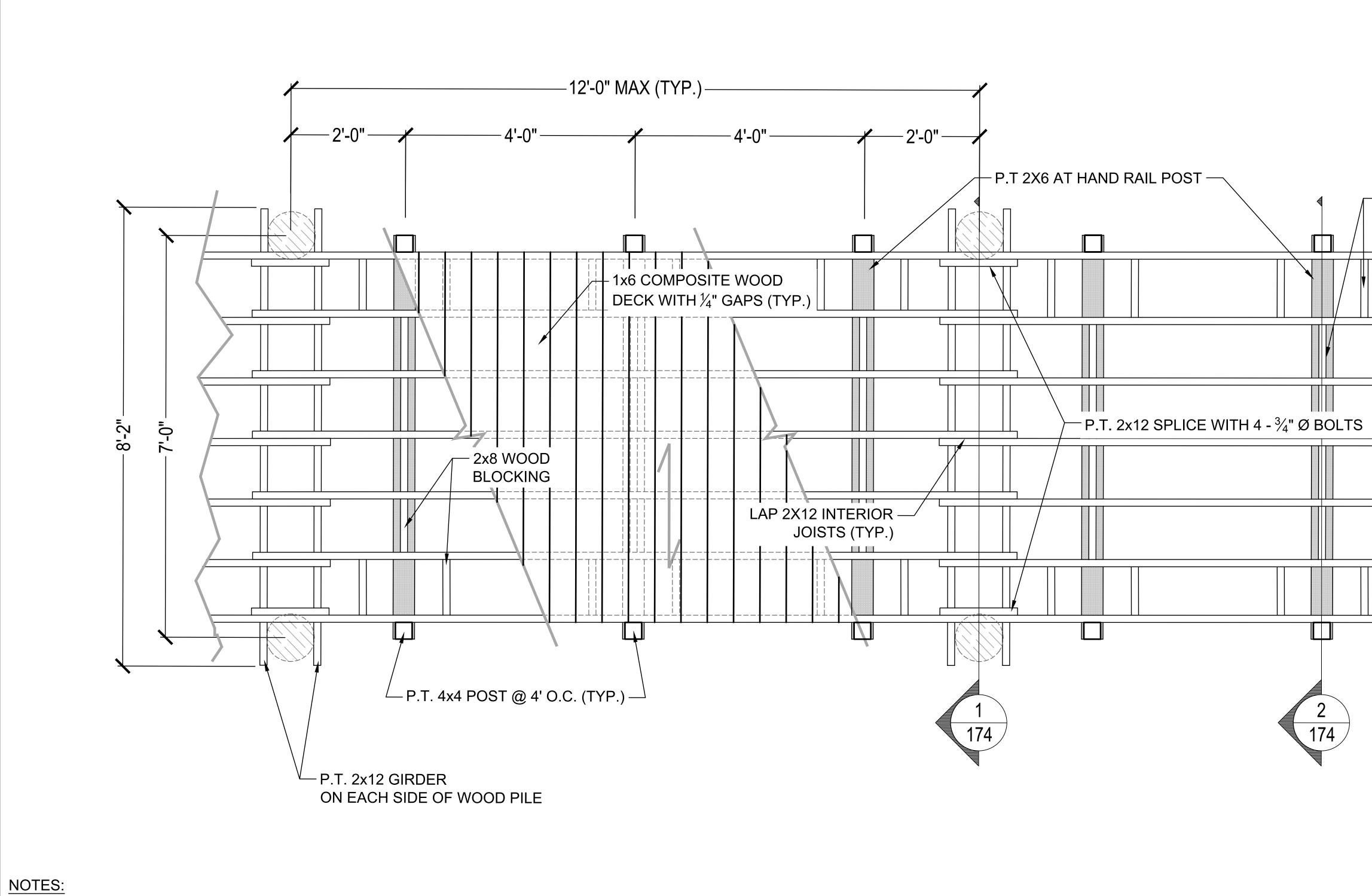
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	<u>Str</u>	UCTURAL TIMBER AND WOOD COMPOSITE BOARD
BE	1.	THIS SPECIFIES THE REQUIREMENTS FOR TIMBER TO BE USED AS STRUCTURAL MEMBERS IN THE BOARDWALK:
HE A C3.	2.	ALL TIMBER SHALL BE MANUFACTURED AND GRADED IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD GRADING RULES FOR SOUTHERN PINE TIMBER, OF THE SOUTHERN PINE INSPECTION BUREAU.
A	α.	SPLIT PILE CAPS STRUCTURAL LUMBER SHALL: MEET THE REQUIREMENTS OF LUMBER GRADE SELECT STRUCTURAL. HAVE MOISTURE CONTENT S-DRY (DRIED BEFORE SURFACING) 19% OR LESS. CONFORM TO AWPA, U1-19, UC5C.
D.	a.	FLOOR JOISTS AND BLOCKING STRUCTURAL LUMBER SHALL: MEET THE REQUIREMENTS OF LUMBER GRADE NO. 2. HAVE MOISTURE CONTENT S-DRY (DRIED BEFORE SURFACING ) 19% OR LESS. CONFORM TO AWPA, U1-19., UC4B.
n be R	5. a. b. c.	RAILINGS, RAILING POSTS STRUCTURAL LUMBER SHALL: MEET THE REQUIREMENT OF LUMBER GRADE SELECT STRUCTURAL. HAVE MOISTURE CONTENT S-DRY (DRIED BEFORE SURFACING) 19% OR LESS. CONFORM TO AWPA, U1-19, UC4B.
( то	6.	ALL CONNECTION HARDWARE, NAILS, BOLTS, NUTS AND WASHERS SHALL BE STAINLESS STEEL TYPE 316 WHICH MAY NOT BE READILY AVAILABLE CONTRACTOR SHALL ACCOUNT FOR ADDITIONAL TIME REQUIRED FOR MANUFACTURING AND DELIVERY.
HALL ENTS.	7.	DECKING SHALL BE 1"X6", COMPOSITE DECKING. THE PRODUCT SHALL BE VANTAGE SOLID PROFILE TYPE AS MANUFACTURED BY MOISTURESHIELD. DECK BOARDS SHALL BE FASTENED AT FLOOR JOIST MEMBERS WITH TWO $(2) - NO. 7 \times 3 1/2$ " LONG STAINLESS STEEL TYPE 316 WOOD SCREWS THROUGH THE THICKEST PART OF THE DECK BOARD. COLOR SELECTION TO ACCEPTED BY OWNER PRIOR TO PURCHASE.
L S IGER THE ACH ERIFY	8.	RAILING CAPS SHALL BE 2"X8", COMPOSITE DECK BOARD. THE PRODUCT SHALL BE VANTAGE SOLID PROFILE TYPE AS MANUFACTURED BY MOISTURESHIELD. RAILING CAPS SHALL BE FASTENED AT POST RAILS WITH THREE $(3) - NO. 7 \times 3 1/2$ " LONG STAINLESS STEEL TYPE 316 WOOD SCREWS THROUGH THE THICKEST PART OF THE DECK BOARD. FASTENER SPACING SHALL BE 12" O.C. MAX. JOINTS SHALL HAVE TWO (2) SCREWS WITH A MAXIMUM EDGE DISTANCE OF 2". COLOR SELECTION TO BE ACCEPTED BY OWNER PRIOR TO PURCHASE.
	9.	BEAM TIE DOWNS, CONNECTOR, ETC. SHALL BE SIMPSON STRONG TIE OR ACCEPTED EQUIVALENT.
	<u>ALTI</u>	ERNATE
IS IN	<u>STR</u>	UCTURAL TIMBER AND WOOD COMPOSITE BOARD
R CIAN DN CIFIC	7. a. b. c. d.	MEET THE REQUIREMENTS OF LUMBER GRADE SELECT STRUCTURAL. HAVE MOISTURE CONTENT S-DRY (DRIED BEFORE SURFACING) 19% OR LESS. CONFORM TO AWPA, U1-19, UC5C.
/HICH FIT.		

RAIL BOARDWALK		DRAWING NUMBER
DARDWALK STRUCTURAL RAL NOTES		REVISION



- SCREWS SHALL BE WOOD SCREWS  $\frac{1}{4}$ " x 4" SS316 UNO. 1.
- MINIMUM SCREW EDGE DISTANCE 1" MIN. 2.
- MINIMUM BOLT EDGE DISTANCE 2" MIN. 3.
- 4. ALL BOLTS, THREADED RODS, NUTS AND WASHERS ARE  $\frac{3}{4}$ " Ø, SS316 UNO.

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WETLAND TRAIL BOA **BOARDWALK PLAN** 

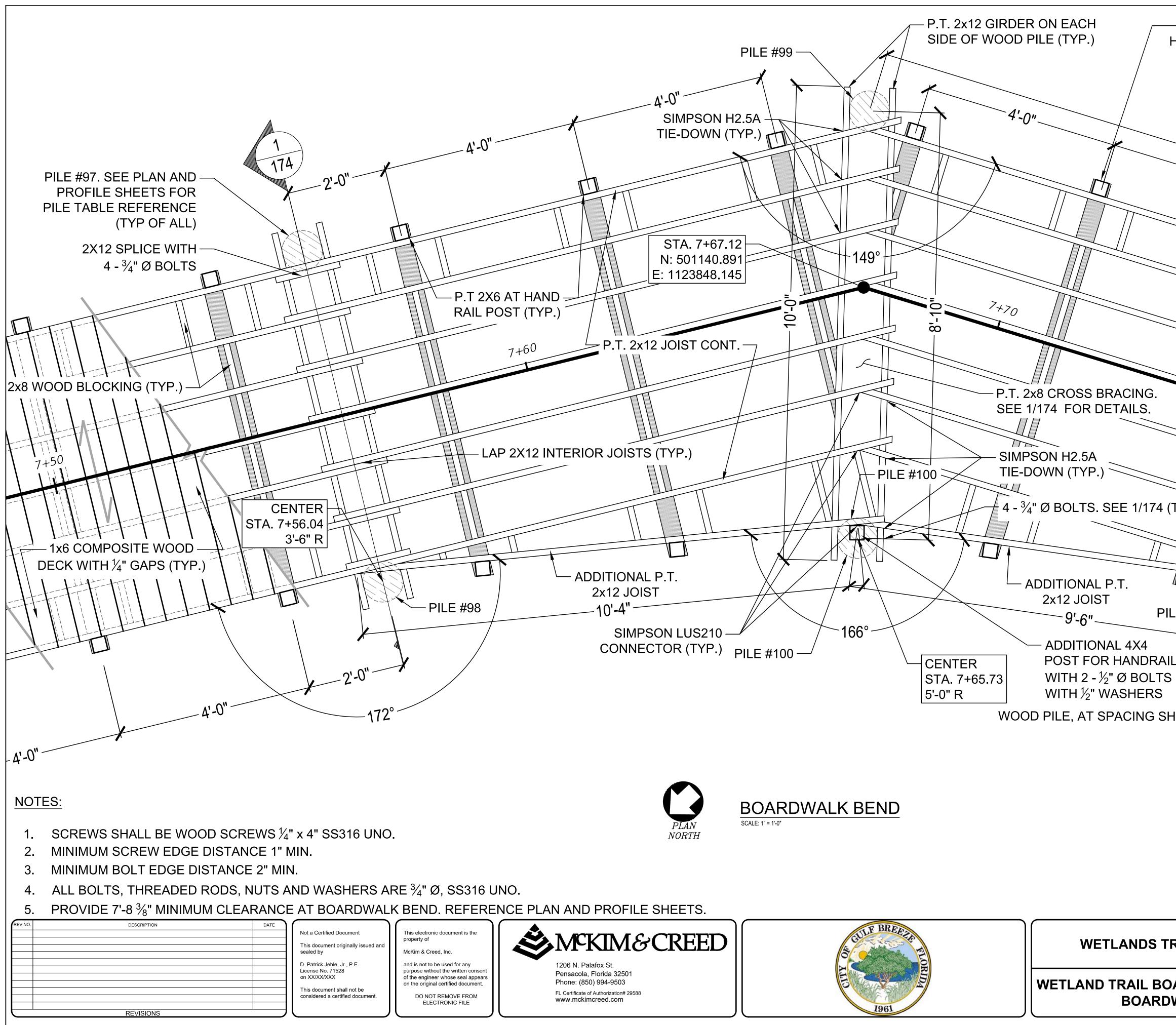
SCALE: 1/2" = 1'-0"

TYPICAL PLAN @ BOARDWALK

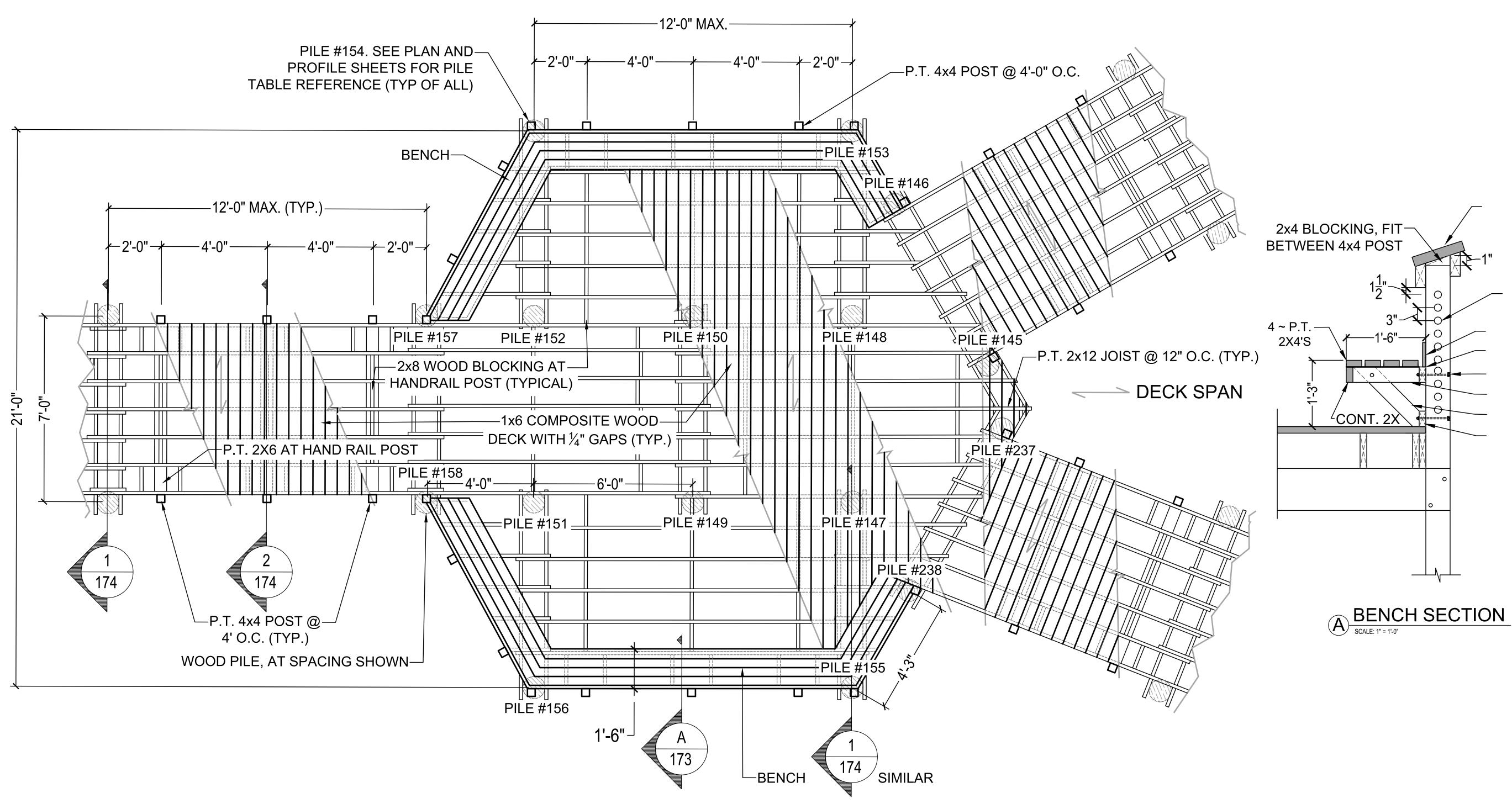
2x8 WOOD BLOCKING	
P.T. 2x12 J	OIST CONT.
WOOD PILE, @	) 12' O.C. —
<u>ALTERNATE:</u>	
	CKING IS USED, PROVIDE PT
AIL BOARDWALK	
RDWALK STRUCTURAL	
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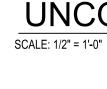
— P.T. 4x4 POST FOR — HANDRAIL @ 4' O.C. (TYP.) SEE 2/174 FOR DETAILS
11'-0" 4'-0" $17_1$
TYP.)
E #102
IOWN (TYP.)
ALTERNATE:
IF PT 1"x6" DECKING IS USED, PROVIDE PT 2"x12" JOISTS @ 16" MAXIMUM SPACING.
ARDWALK STRUCTURAL



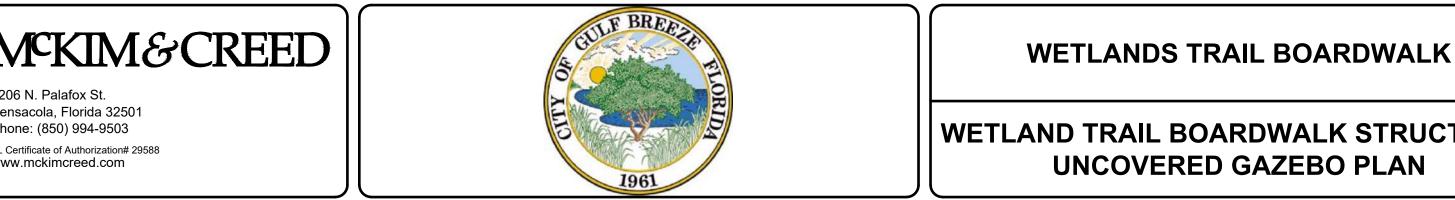
- SCREWS SHALL BE WOOD SCREWS  $\frac{1}{4}$ " x 4" SS316 UNO. 1.
- MINIMUM SCREW EDGE DISTANCE 1" MIN. 2.
- MINIMUM BOLT EDGE DISTANCE 2" MIN. 3.
- 4. ALL BOLTS, THREADED RODS, NUTS AND WASHERS ARE  $\frac{3}{4}$ " Ø, SS316 UNO.
- 5. CABLE RAILING SHALL BE <sup>1</sup>/<sub>4</sub>" 7X19 TYPE 316SS. SEE NOTES SHEET 170.

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## UNCOVERED GAZEBO PLAN



ARDWALK STRUCTURAL
GAZEBO PLAN

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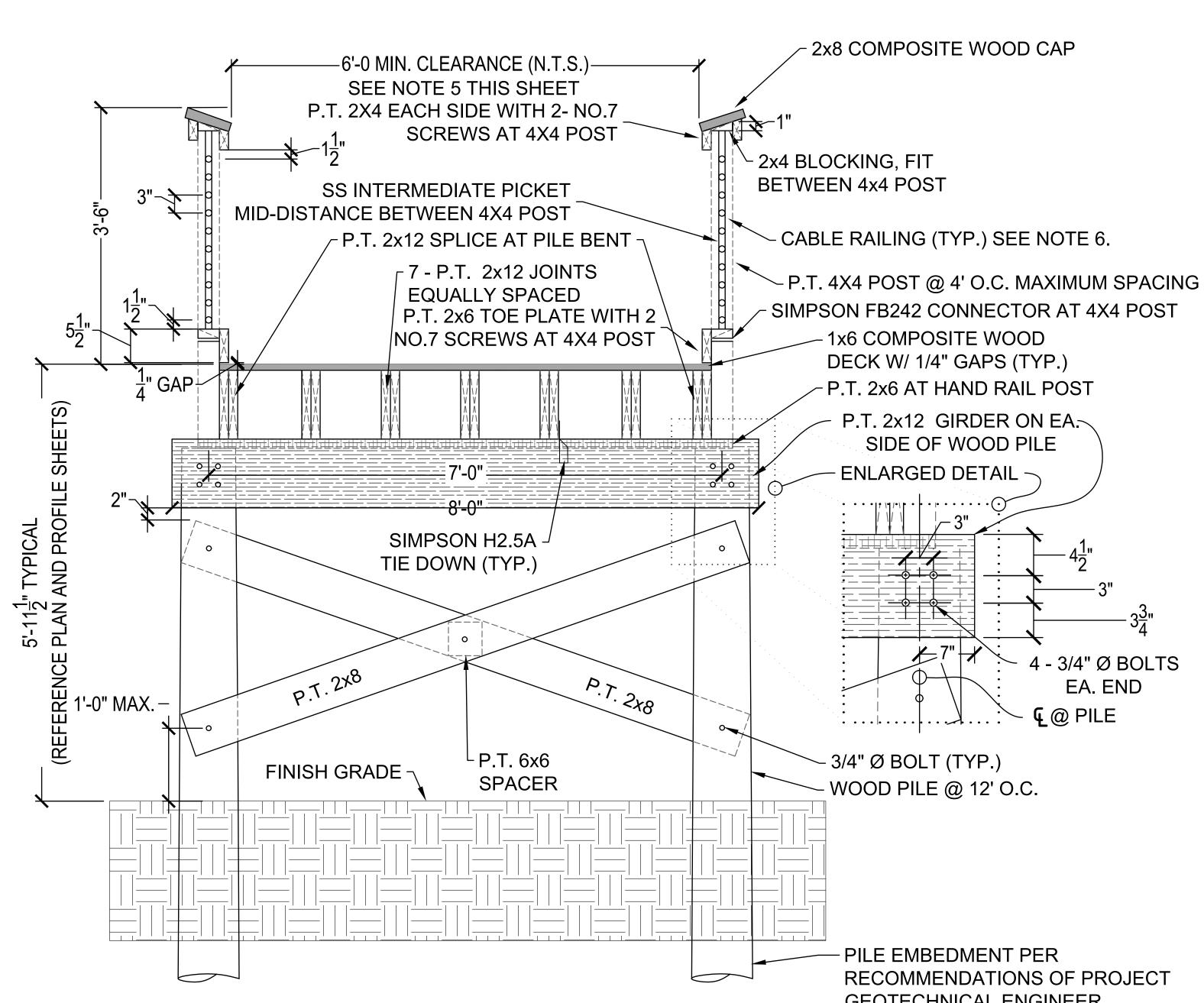
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2"x12" JOISTS @ 16" MAXIMUM SPACING.



IF PT 1"x6" DECKING IS USED, PROVIDE PT

ALTERNATE:



## 1 PILE BENT SECTION SCALE: 1" = 1'-0"

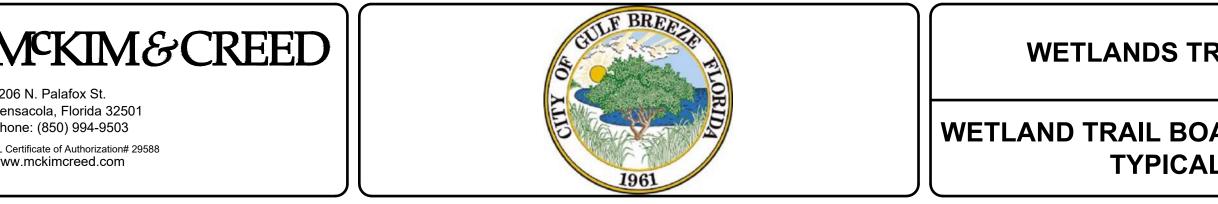
- SCREWS SHALL BE WOOD SCREWS  $\frac{1}{4}$ " x 4" SS316 UNO. 1.
- MINIMUM SCREW EDGE DISTANCE 1" MIN. 2.
- MINIMUM BOLT EDGE DISTANCE 2" MIN. 3.
- ALL BOLTS, THREADED RODS, NUTS AND WASHERS ARE 3/4" Ø, SS316 UNO. 4.
- PROVIDE 7'-8 <sup>3</sup>/<sub>8</sub>" MINIMUM CLEARANCE AT BOARDWALK BEND. REFERENCE PLAN AND PROFILE 5. SHEETS.
- 6. CABLE RAILING SHALL BE  $\frac{1}{8}$ " 7X19 TYPE 316SS. SEE NOTES SHEET 170.

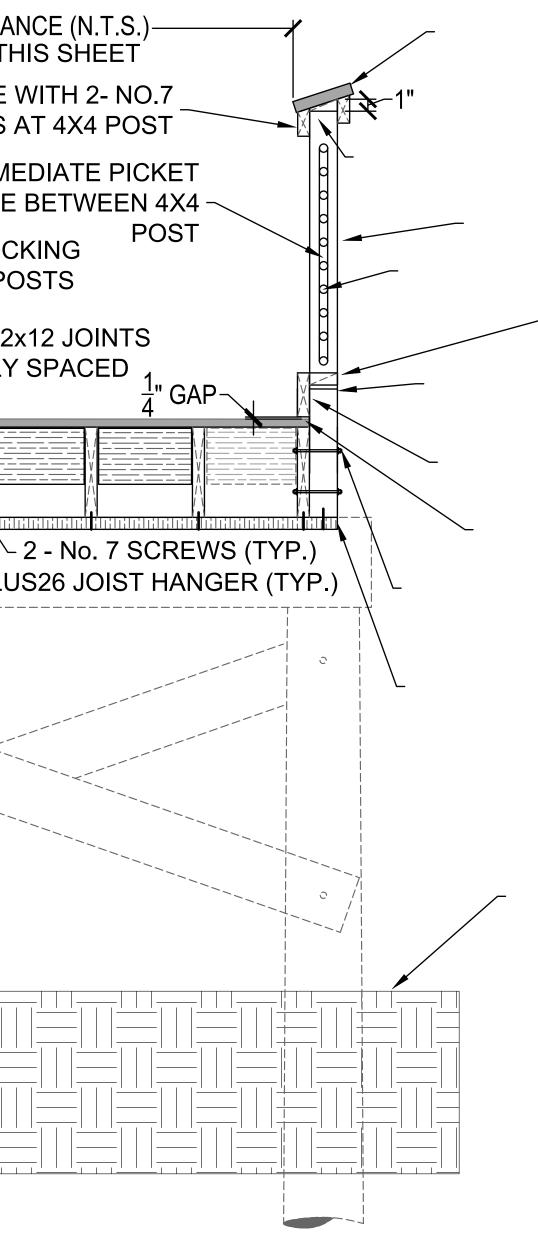
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GEOTECHNICAL ENGINEER.

# -6'-0 MIN. CLEARANCE (N.T.S.) SEE NOTE 5 THIS SHEET PT 2X4 EACH SIDE WITH 2- NO.7 SCREWS AT 4X4 POST SS INTERMEDIATE PICKET MID-DISTANCE BETWEEN 4X4 -∕−3'-6" <sup>7</sup> 2x8 WOOD BLOCKING AT HANDRAIL POSTS <sup>¬</sup> 7 - P.T. 2x12 JOINTS $1\frac{1}{2}$ " EQUALLY SPACED ETS) SHE 5'-11<u>7</u>" TYPICAL E PLAN AND PROFILE S <sup>L</sup> 2 - No. 7 SCREWS (TYP.) <sup>L</sup> LUS26 JOIST HANGER (TYP.) ENCE E E E E

2 MID-SPAN WALKWAY SECTION SCALE: 1" = 1'-0"





## ALTERNATE:

IF PT 1"x6" DECKING IS USED, PROVIDE PT 2"x12" JOISTS @ 16" MAXIMUM SPACING.

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WETLAND TRAIL BOARDWALK STRUCTURAL **TYPICAL SECTIONS** 

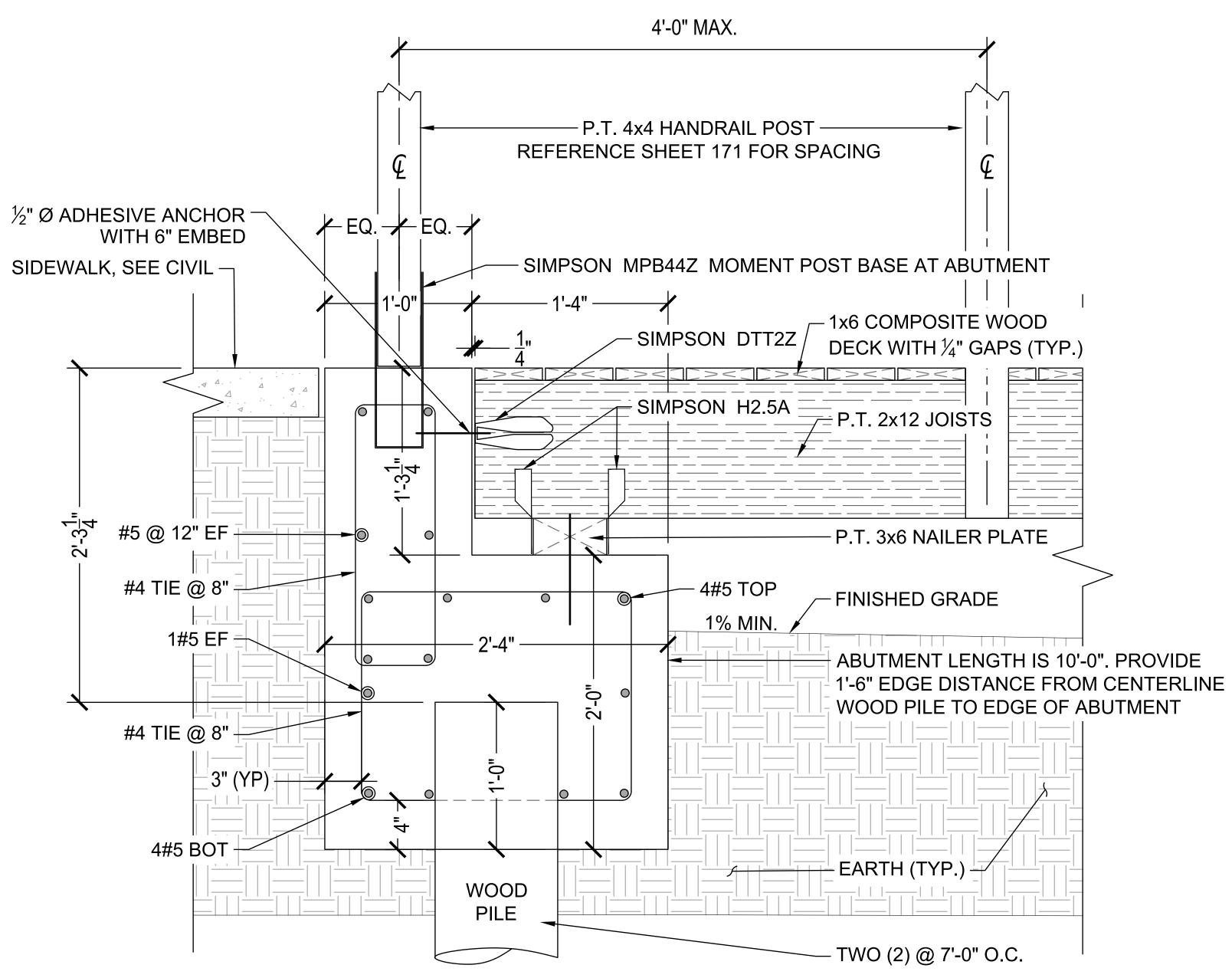
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- SCREWS SHALL BE WOOD SCREWS  $\frac{1}{4}$ " x 4" SS316 UNO. 1.
- MINIMUM SCREW EDGE DISTANCE 1" MIN. 2.
- MINIMUM BOLT EDGE DISTANCE 2" MIN. 3.

#### ALL BOLTS THREADED RODS NUTS AND WASHERS ARE 3/" $\alpha$ ss316 Lino Λ

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ABUTMENT SECTION SCALE: 2" = 1'-0"



ALTERNATE:

IF PT 1"x6" DECKING IS USED, PROVIDE PT 2"x12" JOISTS @ 16" MAXIMUM SPACING.

WETLANDS TRAIL BOARDWALK

WETLAND TRAIL BOARDWALK STRUCTURAL STRUCTURAL DETAILS

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DRAWING NUMBER
REVISION