PROJECT SCOPE NOTES:

1. THESE PLANS HAVE BEEN PREPARED WITH LIMITED DATA, SUCH AS STRAIGHT LINE DIAGRAMS, OLD PLANS, AND GIS-BASED RIGHT-OF-WAY GEOMETRY. THE CONTRACTOR SHALL VERIFY RIGHT-OF-WAY AND RAP ELEMENTS PRIOR TO BEGINNING ANY WORK.

2. ALL HORIZONTAL INFORMATION, AS WELL AS, ALL INTERSECTING ROADS AND DRIVEWAYS RELATED TO THE CR125 RESURFACING PROJECT WERE DETERMINED FROM AERIAL IMAGERY (MSAIDS) UNLESS NOTED OTHERWISE.

3. REFER TO SHEETS C0.30 - TYPICAL ROADWAY SECTIONS AND CONSTRUCTION DETAILS AND C0.40 - PAVEMENT SECTIONS TRANSITIONS AND INTERSECTION MARKINGS FOR ALL CONSTRUCTION DETAILS REGARDING ROADWAY SECTIONS AND PAVEMENT DETAILS.

4. THE EXISTING ROADWAY FOR CR125 IS 22’ TO 22’-4” WIDE FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.

5. THE CONTRACTOR SHALL ESTABLISH 2% CROSS SLOPES ON NON-SUPERELEVATED, CROWNED ROADWAY SECTIONS. THE CONTRACTOR SHALL ADJUST PAVEMENT THICKNESS (BOTH LEVELING COURSE AND SURFACE COURSE) TO ACHIEVE THE 2% MINIMUM CROSS SLOPE.

6. THE CONTRACTOR SHALL REWORK EXISTING SHOULders WHERE THE DROP-OFF DIStANCE BETWEEN FINISHED PAVEMENT AND ADJACENT SHOULDER GRADES ARE LESS THAN ON MORE THAN 1’ (± 0.5’).

7. THE CR125 RESURFACING PROJECT INCLUDES RESIDENTIAL DRIVEWAY TURNOUTS AND SIDE ROAD TURNOUTS.

8. THE CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE OF TRAFFIC FOR THE DURATION OF THE CR125 RESURFACING PROJECT.

9. THE CONTRACTOR SHALL APPLY ROADWAY MARKINGS FOR THE LENGTH OF THE CR125 RESURFACING PROJECT. REFER TO SHEET C0.40 - PAVEMENT SECTIONS TRANSITIONS AND INTERSECTION MARKINGS FOR APPLICABLE PAVEMENT STANDARDS.

10. THE CONTRACTOR SHALL INSTALL RAISED REFLECTIVE PAVEMENT MARKERS (RPMs) FOR THE LENGTH OF THE CR125 RESURFACING PROJECT. REFER TO SHEET C0.40 - PAVEMENT SECTIONS TRANSITIONS AND INTERSECTION MARKINGS FOR APPLICABLE PAVEMENT STANDARDS.

LINE TABLE: ROADWAY CENTERLINE

<table>
<thead>
<tr>
<th>LINE #</th>
<th>LENGTH</th>
<th>BEARING</th>
</tr>
</thead>
<tbody>
<tr>
<td>L1</td>
<td>1400.56'</td>
<td>N44° 24' 57.77&quot;W</td>
</tr>
<tr>
<td>L2</td>
<td>1515.12'</td>
<td>N1° 41' 01.13&quot;W</td>
</tr>
<tr>
<td>L3</td>
<td>863.63'</td>
<td>N14° 59' 34.33&quot;E</td>
</tr>
<tr>
<td>L4</td>
<td>505.41'</td>
<td>N37° 08' 33.71&quot;E</td>
</tr>
</tbody>
</table>

CURVE TABLE: ROADWAY CENTERLINE

<table>
<thead>
<tr>
<th>CURVE</th>
<th>LENGTH</th>
<th>RADIUS</th>
<th>DELTA ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>1443.33'</td>
<td>1925.00'</td>
<td>42°57'33.07&quot;</td>
</tr>
<tr>
<td>C2</td>
<td>508.36'</td>
<td>1750.00'</td>
<td>16°40'35.49&quot;</td>
</tr>
<tr>
<td>C3</td>
<td>444.62'</td>
<td>1150.00'</td>
<td>22°09'07.63&quot;</td>
</tr>
</tbody>
</table>
EROSION AND SEDIMENT CONTROL STABILIZATION PRACTICES

1. STEAK SULK PRACTICE: STEAK SULK BARRELS CAN BE USED BELOW DESIGNATED AREAS SUBJECT TO SHEET AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
   a. Where the maximum slope exceeds the number 1:5:2.
   b. STRIP SHOULDER AREAS WHERE THE MAXIMUM CONTRIBUTING DRAINAGE AREA IS GREATER THAN 0.2 ACRES.
   c. Where effectiveness is required for less than 1 يمكن.
   d. Every effort should be made to limit the use of steak sulk barrows as a method of erosion control where there is the possibility of a boют. Where necessary, fences should be required by the owner to provide additional protection against wind and water erosion.
2. TO-THE-FAR-BORDER FILTER BARRELS WITHIN THE EROSION CONTROL AREAS CAN BE USED BELO THIN CONVENIENT AREAS TO RILL AND RILL EROSION WITH THE FOLLOWING LIMITATIONS:
   a. Where the maximum slope exceeds the barrier 1:5:2.
   b. Where soils are designated as low, medium or high in susceptibility to erosion.
   c. Where the soil profile is less than 0.2 ACRES.
3. SWEEP PRACTICE: SWEEP BARRELS CAN BE USED BELOW DRAINAGE AREAS WITH THE FOLLOWING LIMITATIONS:
   a. Where the maximum slope is less than the barrier 1:5:2.
   b. SWEEP BARRELS SHOULD BE LOCATED AT THE FIFTY-FIFTY POINT WHERE THE DRAINAGE AREA ISaffles THE DRAINAGE AREA.
4. SWEEP PRACTICE: SWEEP BARRELS CAN BE USED FOR DRAINAGE AREAS WITH THE FOLLOWING LIMITATIONS:
   a. Where the maximum slope is less than the barrier 1:5:2.
   b. SWEEP BARRELS SHOULD BE LOCATED AT THE FIFTY-FIFTY POINT WHERE THE DRAINAGE AREA ISaffles THE DRAINAGE AREA.

TOXIC SUBSTANCES:
TOXIC SUBSTANCES SHALL BE DISPOSED OF BY THE CONTRACTOR ACCORDING TO THE EPA'S STANDARD PRACTICES.

Hazardous Materials:
The contractor shall not be held responsible for any hazardous materials on the project. Any contractor shall be responsible for removing hazardous materials from the site prior to the start of work. Any contractor shall be responsible for removing hazardous materials from the site prior to the start of work. Any contractor shall be responsible for removing hazardous materials from the site prior to the start of work. Any contractor shall be responsible for removing hazardous materials from the site prior to the start of work.

Structural Practices:
1. Temporary Erosion Control: Temporary erosion control is required for all temporary erosion control measures on the project. Temporary erosion control measures shall be placed and maintained during construction activity. Temporary erosion control measures shall be maintained during construction activity. Temporary erosion control measures shall be maintained during construction activity.
2. Temporary Sediment Trap: A temporary sediment trap is required for all temporary sediment traps on the project. Temporary sediment traps shall be placed and maintained during construction activity. Temporary sediment traps shall be placed and maintained during construction activity. Temporary sediment traps shall be placed and maintained during construction activity.
3. Silt Curtain Application: To prevent the discharge of silt, a silt curtain shall be placed in the temporary erosion control basin. A silt curtain shall be placed in the temporary erosion control basin. A silt curtain shall be placed in the temporary erosion control basin.

Storm Water Management Control:
The dry weather flow shall be determined by the area of impervious surface. The dry weather flow shall be determined by the area of impervious surface. The dry weather flow shall be determined by the area of impervious surface.

Other Controls:
Waste Disposal:
All contractors shall be responsible for the disposal of all waste materials generated during construction activity. All waste materials shall be disposed of in accordance with the applicable state environmental regulations. All waste materials shall be disposed of in accordance with the applicable state environmental regulations. All waste materials shall be disposed of in accordance with the applicable state environmental regulations.

Off-Site Vehicle Tracking:
All contractors shall be responsible for the disposal of all waste materials generated during construction activity. All waste materials shall be disposed of in accordance with the applicable state environmental regulations. All waste materials shall be disposed of in accordance with the applicable state environmental regulations.
PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:

1. ROADWAY AND RESIDENTIAL DRIVEWAY TURNS TIGHT SHALL BE IN ACCORDANCE WITH FDOT SHEET NO. 5. SEE PLAN FOR WIDTH OF TURNS.

2. CEMENT PAVEMENT SHALL BE 30" IN ACCORDANCE WITH FDOT SHEET NO. 7. TAKE INTO ACCOUNT THE EXCEPTION THAT WHITE EDGE LOGO SHALL BE LOCATED SO THAT THE OUTSIDE EDGE OF THE STRIP IS 9" FROM THE EDGE OF TARMAC.

3. "PULLOVER" DIAGONAL LINES ON THESE PLANS CORRESPOND TO 15" GAP 15" GAP 6" YELLOW CENTERLINE MARKING SHOWN ON FDOT SHEET NO. 17.04 SHEET 2 OF 2.

4. NUMBER AND LOCATION OF PAVEMENT MARKINGS (IF ANY NOT SHOWN ON THESE PLANS) SHALL BE INSTALLED IN ACCORDANCE WITH FDOT SHEET NO. 17.02.

5. SHOULDER WORK SHALL BE COMPLETED AS REQUIRED TO ACCORDANCE WITH FDOT SHEET NO. 18.

FDOT MUNICIPAL SCOP RESURFACING OF CR125 FROM CR125 TO WOODLAWN ROAD
FDOT FPW: 439674-1-54-01
BAKER COUNTY, FLORIDA
PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:

1. ROADWAY AND RESIDENTIAL DRIVEWAY TURNS OUT SHALL BE IN ACCORDANCE WITH FDOT INDEX NO. 5,123. SEE PLAN FOR WIDTH OF TURNS.
2. TRAFFIC PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH FDOT INDEX NO. 5,1,24 WITH THE EXCEPTION THAT WHITE EDGE LINES SHALL BE LOCATED 60 FT FROM THE EDGE OF PAVEMENT.
3. "YELLOW DOT GROOVE PAINT ON THESE PLANS CORRESPONDS TO 15 FT DEEP GROOVE PAINT CENTERLINE MARKINGS SHOWN ON FDOT INDEX NO. 5,174A SHEET 1 OF 14.
4. RAISED REFLECTIVE PAVEMENT MARKERS (HARM NOT SHOWN ON THESE PLANS) SHALL BE INSTALLED IN ACCORDANCE WITH FDOT INDEX NO. 5,175.
5. SHOULDER WORK SHALL BE COMPLETED AS REQUIRED IN ACCORDANCE WITH FDOT INDEX NO. 5,183.
PAVEMENT MARKINGS AND SHOULDER WORK

GENERAL NOTES:

1. Roadway and residential driveway turnouts shall be in accordance with foot plans No. 31G. See plan for width of turnouts.

2. Parapet posts shall be in accordance with foot plans No. 174A with the exception that white edge lines shall be located so that the outer edge of the stripes is 0’ from the edge of pavement.

3. Yellow solid call for on these plans corresponds to 6’ wide strip of 6” yellow centerline marking shown on foot plans No. 34F, sheet 1 of 2A.

4. Raised reflective pavement markings (gray, not shown on these plans) shall be installed in accordance with foot plans No. 34G, sheet 1 of 2A.

5. Shoulder work shall be completed as required in accordance with foot plans No. 31G.
PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:

1. PAVEMENT AND OVERTAKING LANE TURNOUTS SHALL BE IN ACCORDANCE WITH POST INDEX NO. 105. SEE PLAN FOR WIDTH OF TURNOUTS.
2. TRAFFIC MARKING SHALL BE IN ACCORDANCE WITH POST INDEX NO. 128, WITH THE EXCEPTION THAT WHITE SOLID LINES SHALL BE LOCATED 10' FROM THE SIDE EDGE OF THE STRIPES 10' FROM THE EDGE OF PAVEMENT.
3. "YELLOW SKIP" CALL OUT ON THESE PLANS CORRESPONDS TO 1/8 SKIP 30'/GAP 6" YELLOW CENTERLINE MARKINGS SHOWN ON POST INDEX NO. 178A SHEET 1 DP 34.
4. RAISED REFLECTIVE PAVEMENT MARKERS (GRAY NOT SHOWN ON THESE PLANS) SHALL BE INSTALLED IN ACCORDANCE WITH POST INDEX NO. 178A.
5. Shoulders work shall be completed as required to accommodate with post index no. 105.

LIMITS OF RESURFACING (TYP)

CONSTRUCT 24' TURNOUT

CONSTRUCT 24' TURNOUT

2' WIDENING LIMIT

6" SOLID WHITE

YELLOW SKIP (TYP)
CONSTRUCT APPROACH END TREATMENT BOTH ENDS PER FHWA STANDARD INDEX NO. 536-001 (OLD 400)

END WIDENING LIMIT
STA 175+00 12R & 12L

CONSTRUCT 12' TURNOUT

LIMITS OF RESURFACING (TYP)

EX CULVERT PIPE

CONSTRUCT 12' TURNOUT

EX CULVERT PIPE

CONSTRUCT 12' TURNOUT

YELLOW SKP (TYP)

6" SOLID WHITE

PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:
1. ROADWAY AND RESIDENTIAL DRIVEWAY TURNOUTS SHALL BE IN ACCORDANCE WITH FHWA INDEX NO. 69. BE HINT FOR WIDTH OF TURNOUT.
2. LANE MARKINGS SHALL BE IN ACCORDANCE WITH FHWA INDEX NO. 1700. IN THE EXCEPTION THAT WATER SHOULDER LINES SHALL BE LOCATED SO THAT THE OUTSIDE EDGE OF THE LINE IS 0.75 M FROM THE EDGE OF PAVEMENT.
3. "YELLOW (DRY)" CALL FOR ON-THEE PLAINS CONFORMS TO 14" HIGH OF 6" YELLOW CENTERLINE MARKING SHOWN ON FHWA INDEX NO. 1700 SHEET 1 OF 1A.
4. ENHANCED REFLECTIVE MARKERS (SOLID WHITE OR WHITEschläder) SHALL BE INSTALLED IN ACCORDANCE WITH FHWA INDEX NO. 1702.
5. SHOULDER WORK SHALL BE COMPLETED AS REQUIRED IN ACCORDANCE WITH FHWA INDEX NO. 69.
PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:

1. ROADWAY AND RESIDENTIAL DRIVEWAY TURNOUTS SHALL BE IN ACCORDANCE WITH POST INDEX NO. 111. SEE PLAN FOR WIDTH OF TURNOUTS.

2. TRAFFIC PANS SHALL BE ACCORDANCE WITH POST INDEX NO. 140, WITH THE EXCEPTION THAT WHITE EDGE LINES SHALL BE LOCATED SO THAT THE OUTER EDGE OF THE STRIP IS 6" WITH THE EDGE OF PAVEMENT.

3. YELLOW DOT CALLS OUT ON THESE PLANS CORRESPOND TO LF DOT 70 DAY 9" YELLOW CENTERLINE MARKING SHOWN ON POST INDEX NO. 17354 SHEET 1 OF 1.

4. SHOULDER WORK SHALL BE PLANNED IN ACCORDANCE WITH POST INDEX NO. 228.

5. SHOULD WORK BE PLANNED IN ACCORDANCE WITH POST INDEX NO. 228.
PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:

1. ROADWAY AND MEDIATION DRIVEWAY TURNOUTS SHALL BE IN ACCORDANCE WITH FOOT INDEX NO. 551. SEE PLAN FOR WIDTH OF TURNOUTS.

2. MAPPING POINT SHALL BE IN ACCORDANCE WITH FOOT INDEX NO. 1741 WITH THE EXCEPTION THAT WHITE LINE LINES SHALL BE LOCATED SO THAT THE OUTSIDE EDGE OF THE LINE IS 6" FROM THE EDGE OF PAVEMENT.

3. YELLOW LINE CALL OUTS ON THESE PLANS CORRESPOND TO 1-1/2" WIDE 4" YELLOW CENTRAL LINES MARKING SHOWN ON FOOT INDEX NO. 1741 SHEET 2 OF 24.

4. RAISED REFLECTIVE PAVEMENT MARKERS (NOT SHOWN ON THESE PLANS) SHALL BE PLACED IN ACCORDANCE WITH FOOT INDEX NO. 1722.

5. SHOULDER WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH FOOT INDEX NO. 55.
PAVEMENT MARKINGS AND SHOULDER WORK GENERAL NOTES:

1. ROADWAY AND RESIDENTIAL DRIVEWAY TURNOUTS SHALL BE IN ACCORDANCE WITH FDOT INDY NO. 313B Э THE PLAN FOR WIDTH OF TURNOUTS.

2. TRAFFIC PAINT SHALL BE IN ACCORDANCE WITH FDOT INDY NO. 17864 WITH THE EXCEPTION THAT WHITE EDGE LINES SHALL BE LOCATED SO THAT THE OUTSIDE EDGE OF THE STRIP IS 6" FROM THE EDGE OF PAVEMENT.

3. YELLOW SKIRL CALL FOR IN THESE PLANS CORRESPONDS TO 12" HOPE 36" GAP 6" YELLOW CENTERLINE MARKING SHOWN ON FDOT INDY NO. 17864 SHEET 4 OF 16.

4. RAISED REFLECTIVE PAVEMENT MARKINGS (NOT SHOWN ON THESE PLANS) SHALL BE INSTALLED IN ACCORDANCE WITH FDOT INDY NO. 17864.

5. SHOULDER WORK SHALL BE COMPLETE AS REQUIRED IN ACCORDANCE WITH FDOT INDY NO. 468.