



CONTACTS

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CIVIL ENGINEER:

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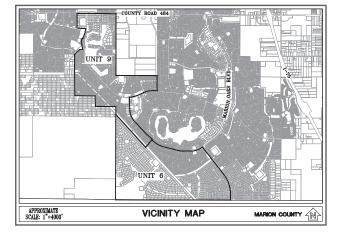


ATTENTION IS DIRECTED TO THE FACT THAT THESE PLANS MAY HAVE BEEN REDUCED IN SIZE BY REPRODUCTION. THIS MUST BE CONSIDERED WHEN OBTAINING SCALED DATA.

MARION OAKS 2024 UNIT 6&9 RESURFACING PROJECT

MARION COUNTY

LOCATION: MARION COUNTY, FLORIDA
SECTION 8,17,20,21,26,27,28,33,34,35, TOWNSHIP 17 SOUTH, RANGE 21 EAST,



BOARD OF COUNTY COMMISSIONERS

DISTRICT 1
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 5

CRAIG CURRY
KATHY BRYANT
MATT MCCLAIN
CARL ZALAK, III
MICHELLE STONE

COUNTY ADMINISTRATOR MOUNIR BOUYOUNES, P.E.

LENGTH OF PROJECT

	LINEAR FEET	MILES
ROADWAY	98,897	18.73
BRIDGES	N/A	N/A
NET LENGTH	98,897	18.73
GROSS LENGTH	98,897	18.73

100% PLANS SUBMITTAL DATE: 8/22/2024



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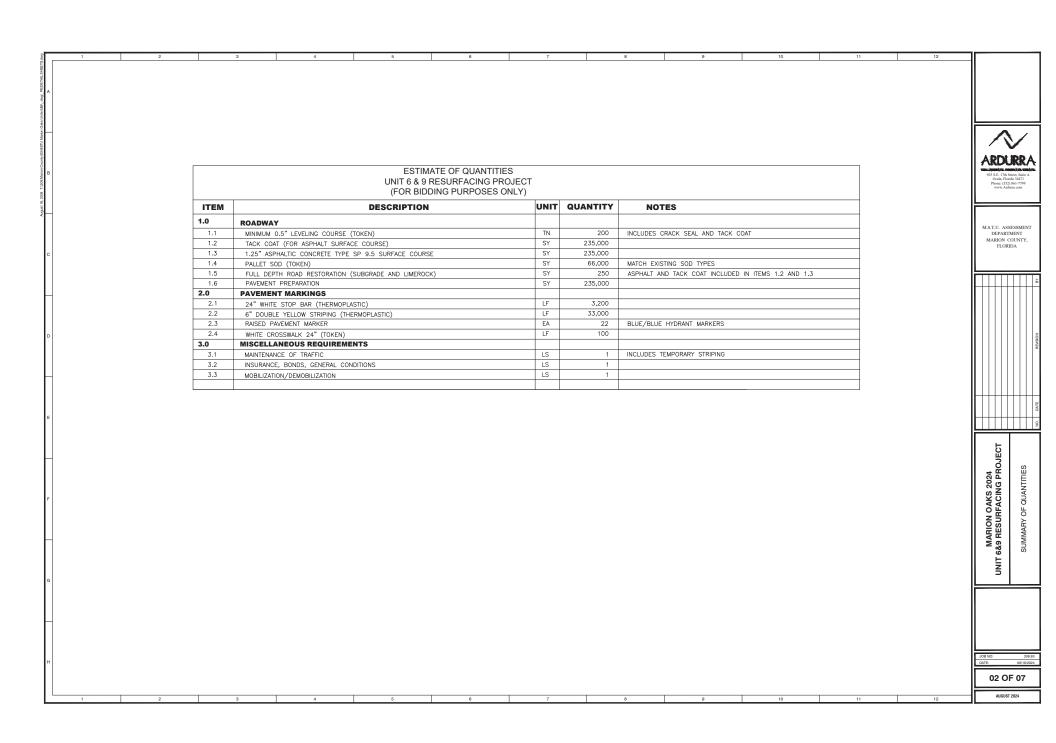
COVER SHEET

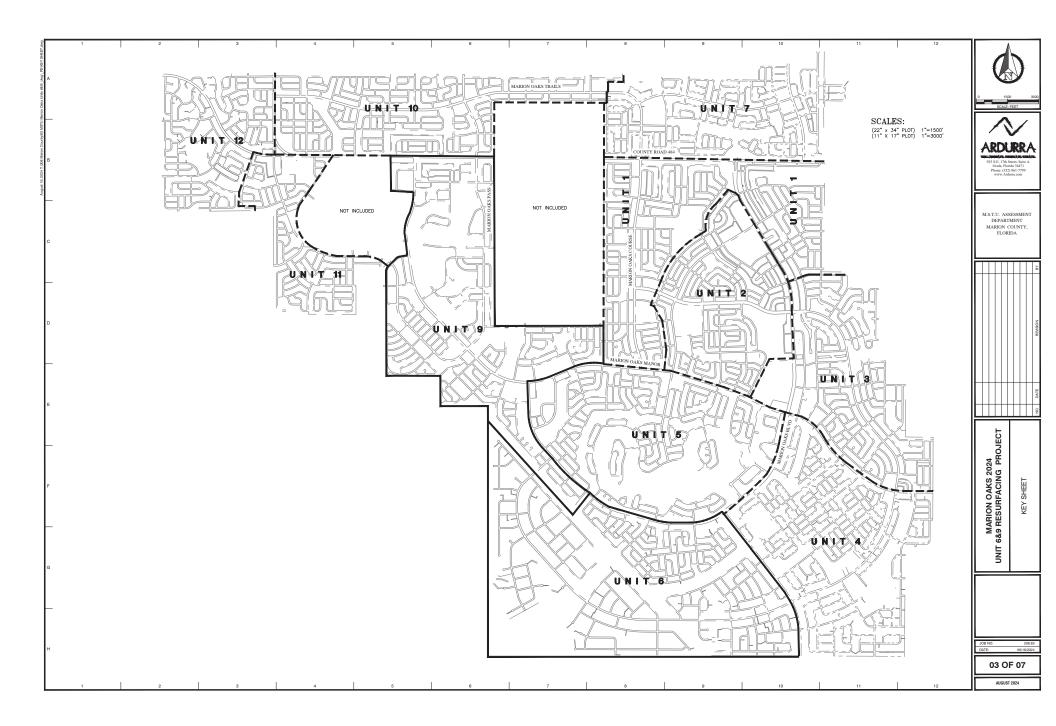


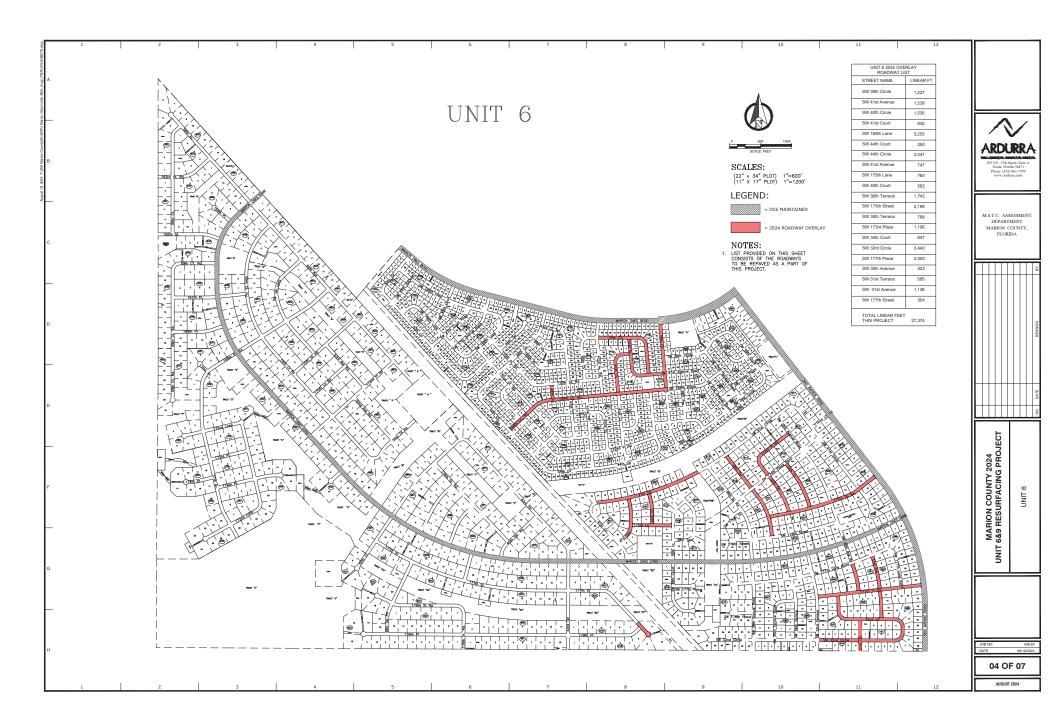
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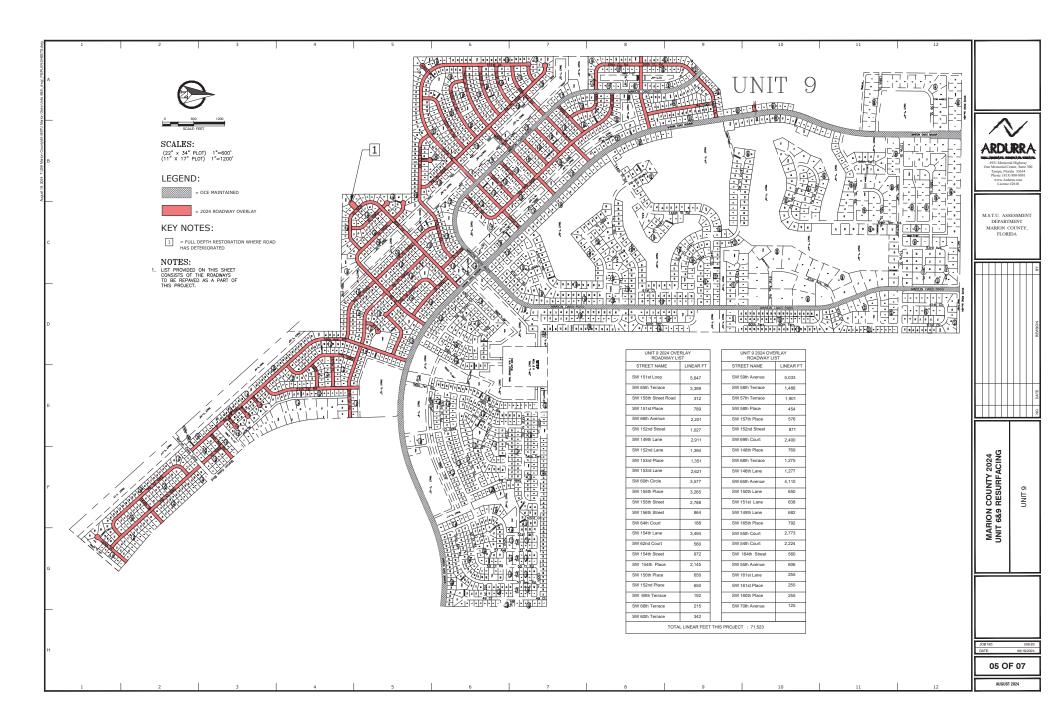
,208 Marion County\83 MSTU Marion Oaks Units 6&9_dwg_PE\COVER SHEET.dwg : Copyright 2021 Ardurra Group, Inc. All Rights Reserved

Mitchell Chauncey : LTScale: 1.00 : DimScale: 1.00 : PSLtscale: 1









60' OR 80' ROW SOLID SOD DISTURBED AREAS EXISTING AREAS PAVEMENT TYPICA SHOULDER 1.25" ASPHALT CONCRETE OVERLAY PROPOSED GRADE 6" STABILIZED SHOULDER RITHMINOLIS TACK COAT 2% SLOPE 2% SLOPE EXISTING EXISTING GROUND EXISTING SUBGRADE -- EXISTING LIMEROCK M.S.T.U. ASSESSMENT DEPARTMENT MARION COUNTY, EXISTING ASPHALT FLORIDA TYPICAL SECTION DETAIL PROJECT INFORMATION 15. THE PARCEL LINES AND RIGHT-OF-WAY INFORMATION SHOWN ON THESE PLANS ARE BASED ON THE PLATTED GEOMETRY OF MARION OAKS UNITS 6 AND 9 AS PROVIDED BY MOORHEAD ENGINEERING. EDGE BLADING WILL INCLUDE A PROPER TRANSITION TO THE SHOULDER IN THE ABSOLUTE MINIMUM DISTANCE NECESSARY TO ACHIEVE POSITIVE DRAINAGE FLOW FROM THE ROADWAY TO THE EXISTING SWALES. 18. MADION COUNTY SHALL ENTER INTO A CONTRACT WITH A TESTING LABORATORY FOR THE RIPROSE OF QUALITY CONTROL MARION COUNTY SHALL ERAR BLOST ASSOCIATED WITH TESTING. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EXPENSES INCURRED TO RE-TEST IMPROVEMENTS IN THE EVENT OF "FALLED" TESTS. THE GENERAL CONTRACTOR IS HERED WARD REPSONSIBLE TO COORDINATE WITH MISTUROR SCHEDULING DESCRIPTION 5. CONTRACTOR IS RESPONSIBLE FOR PEROVING AND REFLACING ALL ROADSIDE OBSTACLES. THAT MAY BE IN CONFLICT WITH THE WORK FERON INCLUDING AN ARRANGE, SIGNOR, AND DUMPSTESS WITHIN THE RESURRACING AREA, EXISTING PAVEMENT, OR IN LOCATIONS WHERE SHOULDER RE-GRADING IS REQUIRED TO MATCH EXISTING GROUND. THIS WORK IS CONDIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPRESSION IS TO RESURFACING OF SELECTED ROADWAYS IN MARION OAKS UNITS 6 AND 9. OWNER 17. THE GENERAL CONTRACTOR IS HEREBY MADE RESPONSIBLE FOR THE SAFE MAINTENANCE OF PEDESTRIAN AND VEHICULAR TRAFFIC AT ALL TIMES DURING THE DURATION OF THE PROJECT AND IS TO CONFORM TO FDOT BE PROVIDED. THIS PROJECT IS FUNDED BY THE MARION OAKS MUNICIPAL SERVICES TAXING UNIT (MSTU). PAVEMENT PREPARATION TO INCLUDE BROOMING OF ASPHALT, CLIPPING GRASS OFF EDGE OF EXISTING PAVEMENT, FILLING CRACKS WIDER THAN 0.25 INCHES, AND MINIMUM TAPERING OF THE SHOULDER. ALL WORK MENTIONED ABOVE FOR PAVEMENT PREPARATION SHALL BE INCLUDED IN THE UNIT PRICE FOR ASPHALT OVERLAY. STANDARD PLANS INDEX 102-600 SERIES. JOB SAFETY PRACTICES SHALL BE IN ACCORDANCE WITH OSHA AND ANY OTHER LOCAL, STATE, AND FEDERAL REGULATIONS. COUNTY COMMISSION: 18. CONTRACTOR SHALL COORDINATE RELOCATION OF MAIL BOXES WITH POST MASTER AS APPLICABLE. CRACKS UNDER 0.25" TO BE FILLED BY THE APPLICATION OF RS-1 OR RS-2 SPECIFIED FOR THE TACK COAT. CRACK FILLING WILL BE INCLUDED IN PAYMENT FOR THE TACK COAT. PRIME DESIGN CONSULTANT & ENGINEER OF RECORD 19. THE CONTRACTOR SHALL HAUL ALL EXCESS MATERIAL OFF THE JOB SITE. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DISPOSE OF ALL EXCESS MATERIAL AFTER IT IS DETERMINED THAT IT IS NO LONGER NEEDED 8. OVERLAY WITH A MINIMUM OF 1.25 INCHES AFTER COMPACTION OF TYPE SP 9.5 ASPHALT: MAINTAIN THICKNESS THROUGH MINOR TRANSITIONS. ARDURRA GROUP, INC. (STATE OF FLORIDA CERTIFICATE OF AUTHORIZATION 26531) AT THE JOB SITE. 20. CONSTRUCTION REFERENCES CHUCK A. PIGEON, P.E. FLORIDA REGISTRATION No. 37338 FDOT STANDARD PLANS, LATEST EDITION.
FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, LATEST EDITION. 10. ASPHALT FILLETS AT INTERSECTIONS ARE ESTIMATED TO HAVE TYPICAL 25' RADIUS, AREA OF ASPHALT OVERLAY (352) 861-7799 OF FILLETS HAS BEEN INCLUDED IN THE PROJECT QUANTITIES. C. MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

D. MARION COUNTY LAND DEVELOPMENT CODE, LATEST REVISIONS.

POLICY NO. 09-01 CITIZENS STANDARDS FOR ASSESSMENT / MSTU ROAD DESIGN AND CONSTRUCTION. IARION OAK 2024 RESURFACING PROJECT 11. NO DRIVEWAYS OR PAVED APPROACHES ARE INCLUDED IN THE SCOPE OF WORK. DESIGN CRITERIA 12. SOO ANY ASEAS DISTURBED DURBING CONSTRUCTION, NOTE HEW SOO SHALL BE IN ACCORDANCE WITH THE DETAIL PROVIDED IN THE PAIRS, CONTRACTOR IS TO MAKE ADJUSTMENTS TO SHOULDER GRADES AS RECESSARY TO ENSURE POSITIVE DRAINAGE OFF OF THE NEW PAVEMENT IS ACHIEVED, NOTIFY ENGINEER IF THIS IS NOT POSSIBLE AT ANY GIVEN LOCATION. 22. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH THE PROPERTY OWNERS RECARDING RELOCATION, REMOVAL, OR REPLACEMENT OF FENCES, MALBOOKS, SURVEY MONUMENTS AND SCITION COMBRES, DRIVEWAYS, LANDSCAPE, ETC. AND WITH THE U.S. POSTMASTER REGARDING RELOCATION, REMOVAL, OR REPLACEMENT OF MALBOOKS, NEW CONSTRUCTION SHALL BE EQUIVALENT TO THE EXISTING FEATURES REMOVED. MSTU CITIZEN STANDARDS POLICY 09-01 GENERAL OR RELOCATED, AS DETERMINED BY THE PROJECT ENGINEER AND COUNTY. 13. DROVIDE ONE FOOT TAPER AT EXISTING ORIVEWAYS TO TRANSITION FROM NEW PAVEMENT TO EXISTING GRADE THE INTENDED USE FOR THIS SET OF PLANS IS FOR THE CONSTRUCTION OF THE IMPROVEMENTS DESIGNED AND DEPICTED HEREIN. THIS SET OF PLANS IS NOT INTENDED FOR ANY OTHER USE. 23. MANY LOCATIONS OF EXISTING PAVEMENT ARE IN GENERALLY POOR CONDITION AND SOME REFLECTIVE CRACKING SHOULD OCCUR IN THE NEW PAVEMENT WHICH MAY REQUIRE FUTURE MAINTENANCE 24. ALL LEVELING AND RESURFACING OPERATIONS SHALL CONFORM WITH THE MOST CURRENT FDOT STANDARD SPECIFICATIONS FOR ROADWAY AND BRIDGE CONSTRUCTION IN ADDITION TO MSTU CITIZEN STANDARDS POLICY SECTION 6. AS PART OF THIS CONTRACT, THE CONTRACTOR IS HEREBY REQUIRED TO VISIT AND GET FAMILIAR WITH THE 25. ROADWAY PAVEMENT RECONSTRUCTION SHALL NOT EXCEED 20' MAXIMUM WIDTH. WHERE EXISTING PAVEMENT IS LESS THAN 20' WIDTH, THE ROAD RESURFACING SHALL EXTEND TO EXISTING EDGE OF PAVEMENT, UNLESS OTHERWISE DIRECTED BY THE ENCINEER. PROJECT SITE, STUDY THE PLANS AND THEIR CORRELATION WITH THE SPECIFICATIONS PRIOR TO BIDDING 7. THE GENERAL CONTRACTOR AND SUBCONTRACTOR ARE HEREBY REQUIRED TO PROMPTLY NOTIFY MARION COUNTY AND ENGINEER OF RECORD OF ANY DISCREPANCIES FOUND WITH RESPECT TO THE CONSTRUCTION DOCUME 26. ALL DISTURBED ADEAS WITHIN THE DROJECT LIMITS SHALL BE STABILIZED WITH DALLET SOD, LINLESS SPECIFIED OTHERWISE ON THE DRAWINGS. WATERING QUANTITY AND FREQUENCY SHALL BE AS NEEDED TO ESTABLISH A FULL STAND OF GRASS UPON PROJECT COMPLETION. SOD REPLACEMENT SHALL BE AS DESCRIBED IN THE PROJECT LIND ALL CONSTRUCTION SHALL COMPLY WITH THE MATERIAL REQUIREMENTS AND QUALITY CONTROL STANDARDS OF THE MARION COUNTY LAND DEVELOPMENT CODE AND THE MSTU CITIZEN STANDARDS POLICY 09-01. CONSTRUCTION SPECIFICATION. IN CASE OF CONFLICT BETWEEN THE CODES AND / OR THE FDOT STANDARD SPECIFICATIONS, THE STRICTEST SHALL APPLY AS DETERMINED BY MARION COUNTY. 27. EROSION CONTROL FOR WORK LOCATED WITHIN THE PROJECT LIMITS SHALL CONFORM WITH THE FLORIDA STORMWATER EROSION CONTROL INSPECTORS MANUAL. DEVIATION FROM THESE PLANS REQUIRES PRIOR WRITTEN APPROVAL FROM THE ENGINEER OF RECORD AND MARION COUNTY (AS OWNERS' REPRESENTATIVE). 28. DETAIL TS013 HAS BEEN PROVIDED FOR AREAS REQUIRING FULL DEPTH ROAD RECONSTRUCTION WHERE ASPHALT OVERLAY IS NOT VIABLE. LOCATIONS ARE IDENTIFIED ON THE PLANS ALONG WITH APPROXIMATE QUANTITIES. 11. THE CONTRACTOR IS HEREBY REQUIRED TO CONTACT FLORIDA ONE CALL AND ALL UTILITY COMPANIES FOR 29. PAVEMENT MARKINGS SHALL BE INSTALLED FOLLOWING ASPHALT OVERLAY. STOP BARS AND DOUBLE YELLOW STRIPING SHALL BE COMPLETED IN ACCORDANCE WITH DETAIL UT030. LOCATION OF UTILITIES PRIOR TO START OF CONSTRUCTION. 12. MARION COUNTY AND THE DESIGN CONSULTANT SHALL NOT BE HELD RESPONSIBLE FOR ANY DAMAGES OR DELAYS ATTRIBUTED TO LOCATION OR DISPOSITION OF ANY UTILITIES. ANY DAMAGE RESULTING FROM THE CONTRACTORS' OPERATIONS SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. 30. RAISED PAVEMENT MARKERS SHALL BE INSTALLED FOLLOWING ASPHALT OVERLAY IN LOCATIONS OF FIRE STANDARDS FOR LEVELING AND OVERLAY OF EXISTING ASPHALT ROADWAYS 13. ANY SURVEY MARKERS, INCLUDING BUT NOT LIMITED TO SECTION MARKERS, BENCH MARKS, LOT CORNERS, PCP'S ANY SURVEY PRIVACES, INCLUSIONS DOLL TO LIGHTED TO SELLIDAY PRIVACES, BOLD THANKS, LOU CORNERS, PCU-7 PRIMS, ETC. WHICH ARE DISTURBED DURING CONSTRUCTION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE PRIOR TO FINAL PAYMENT. RESETTING OF MONUMENTS AND MARKERS SHALL BE PERFORMED BY A PROFESSIONAL LAND SURVEYOR & MAPPER LICENSED TO PRACTICE IN THE STATE OF FLORIDA AND SHOWN AS RESET ON THE

MEASUREMENT TO ESTABLISH CENTERLINE (C/L) AND EDGE OF EXISTING PAVEMENT. MAINTAIN EDGE OF PAVEMENT LOCATION TO A MAXIMUM OF 20 FEET IN WIDTH.

PRIOR TO LEVELING, GRASS OR WEEDS OVERGROWING THE EDGES OF THE ROADWAY AND HIGH SHOULDERS SHALL BE BLADED OFF TO DEFINE THE EDGE OF PAVEMENT FOR DEVERLAY AND CLEANED TO SUFFICIENTLY PREPARE THE LIMITS OF LEVELING AND OVERLAY.

06 OF 07

AUGUST 2024

AS-BUILT PLANS, IF REQUIRED

ADJUSTMENT) DATUM

14. ELEVATIONS ARE BASED ON THE NAVD 1988 DATUM. HORIZONTAL CONTROL IS BASED ON THE NAD 1983 (1990

