

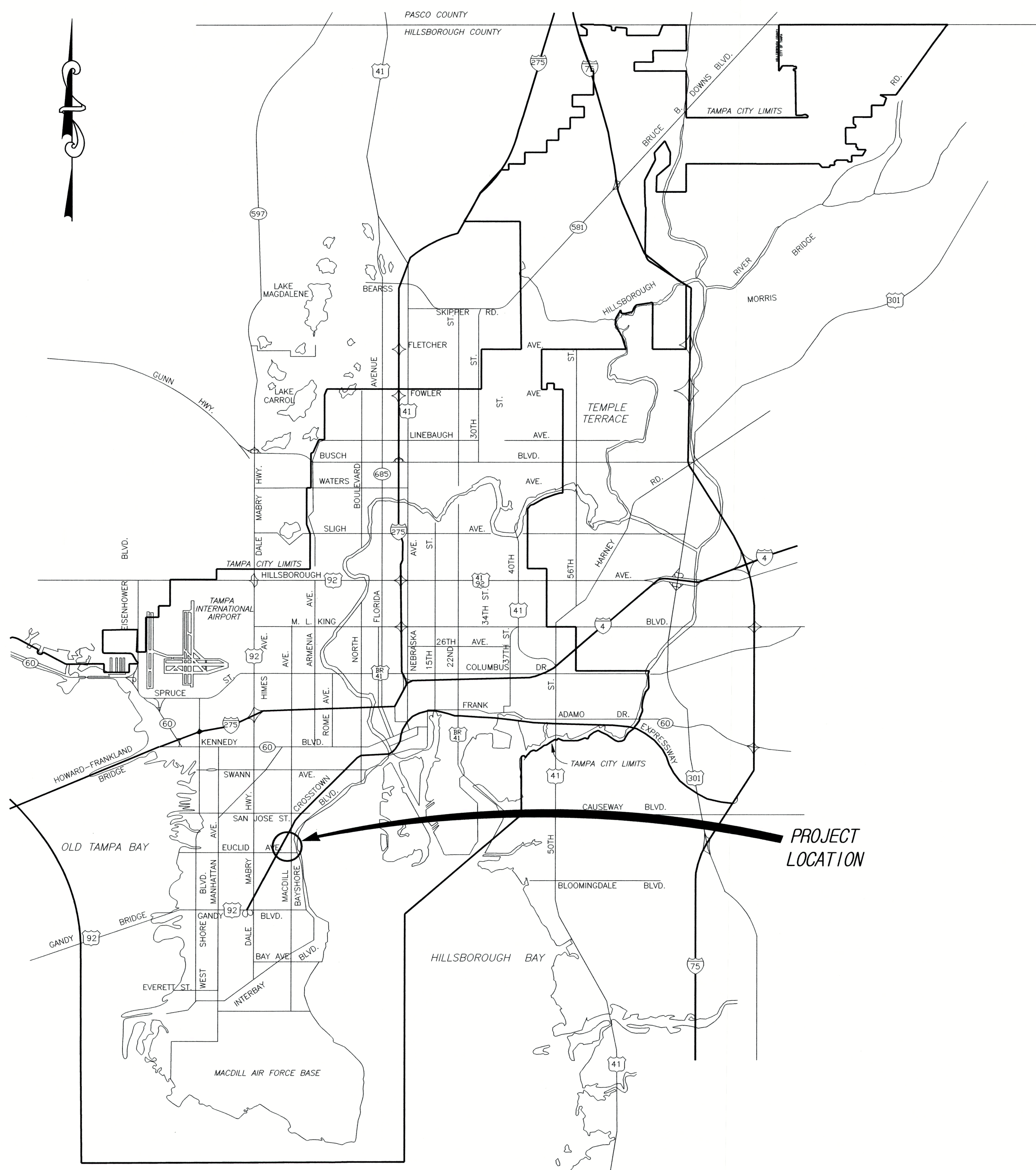
The Enclosed Document Is Provided For Your Convenience.

Please Email ALL Questions:

[MailTo:ContractAdministration@TampaGov.net](mailto:ContractAdministration@TampaGov.net)

Please Let Us Know If You Plan To Bid

City of Tampa
Contract Administration Department
306 E. Jackson St. #280A4N
Tampa, FL 33602
(813)274-8456



CITY of TAMPA



**DEPARTMENT OF
TRANSPORTATION AND STORMWATER SERVICES
STORMWATER ENGINEERING DIVISION**

**PLANS FOR
KENSINGTON AVENUE
GROUNDWATER DIVERSION
CONTRACT NO. 15C00054
PROJECT #1000573**

Richard Alfred Hoel
RICHARD ALFRED HOEL, P.E. #41026
 CHIEF ENGINEER

No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

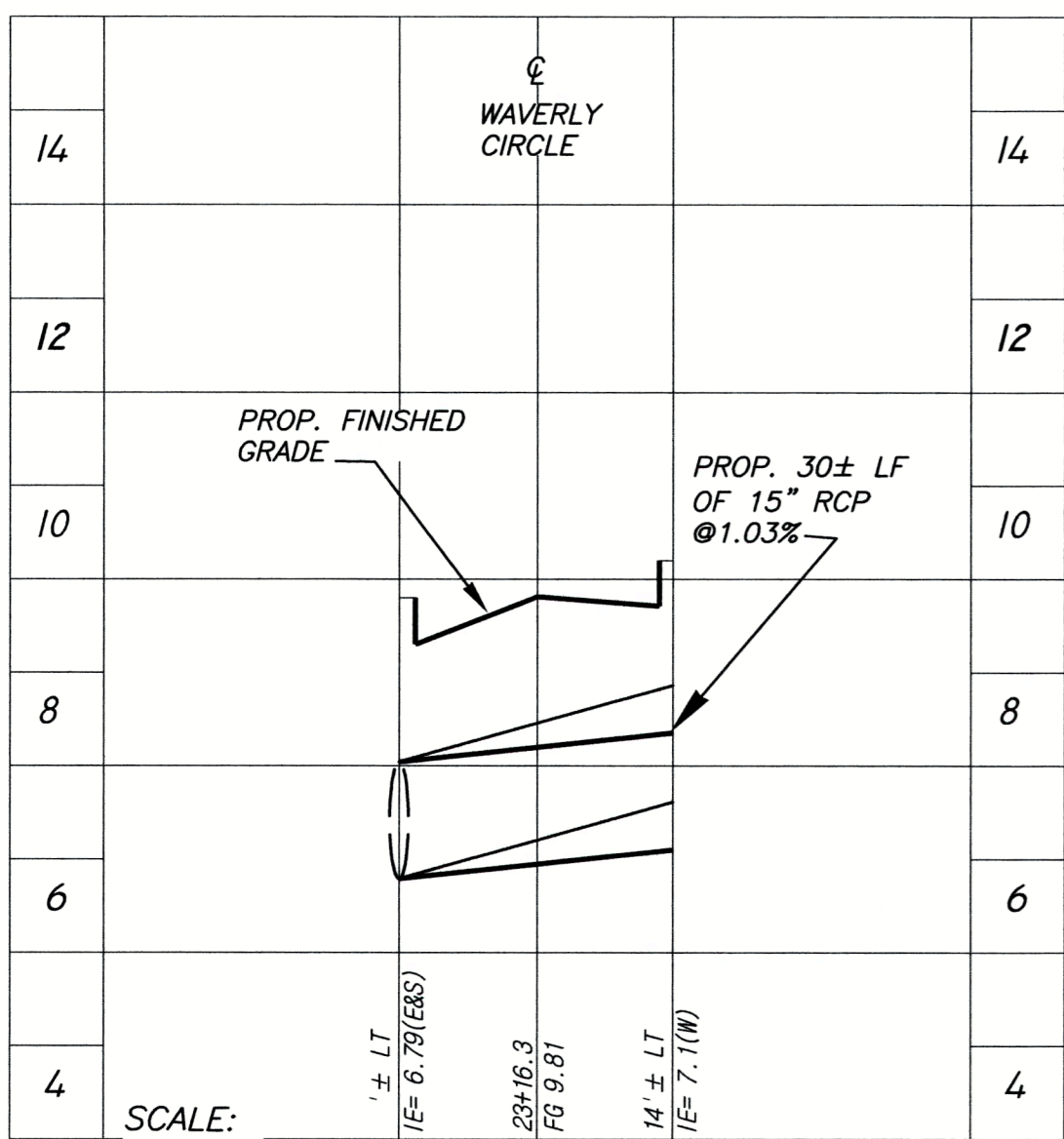
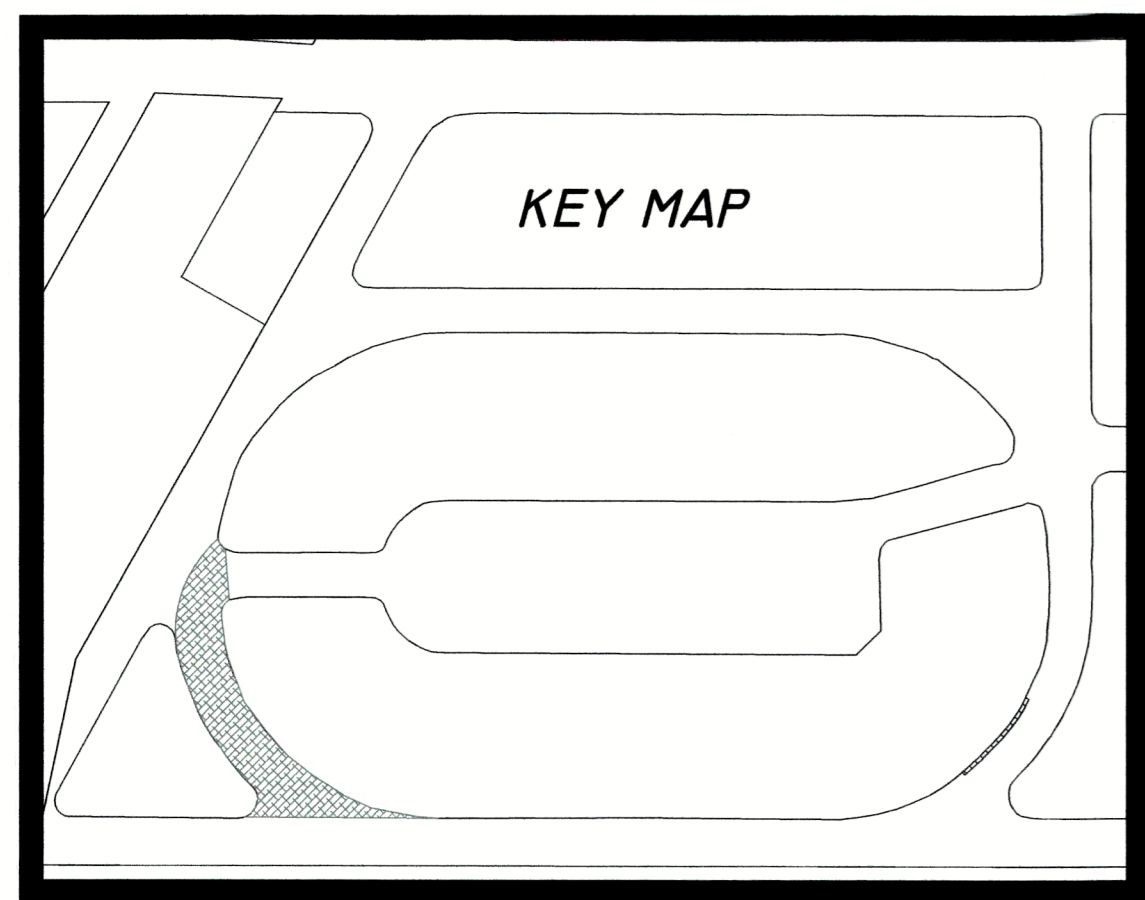
DES: MTM
 DRN: PE
 CKD:
 DATE: 6/12/15

CITY of TAMPA
 Department of Transportation
 and Stormwater Services
 Stormwater Engineering Division

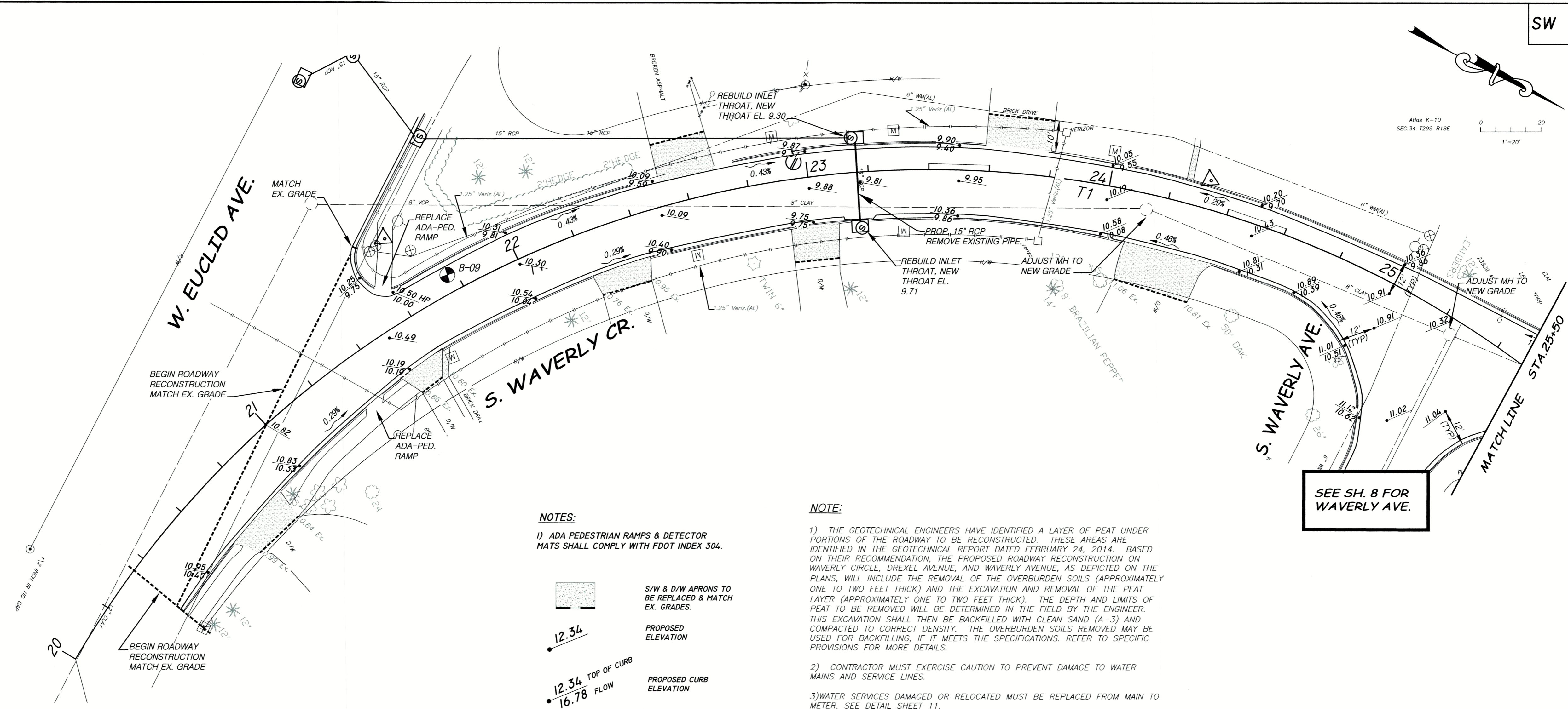
COVER SHEET

SHEET
 1
 OF 11

Date: 02/17 Drawing Name: P1 Stormwater Drawings/Active Projects/Kensington & Green/Kensington Ave Groundwater version.dwg
 Author: Cof 08, 2015 - 8:28am CFB - TampaStormwater



SCALE:
1"=2' VERT.
1"=20' HORIZ.



NOTES:

1) ADA PEDESTRIAN RAMPS & DETECTOR MATS SHALL COMPLY WITH FDOT INDEX 304.

S/W & D/W APRONS TO BE REPLACED & MATCH EX. GRADES.

PROPOSED ELEVATION

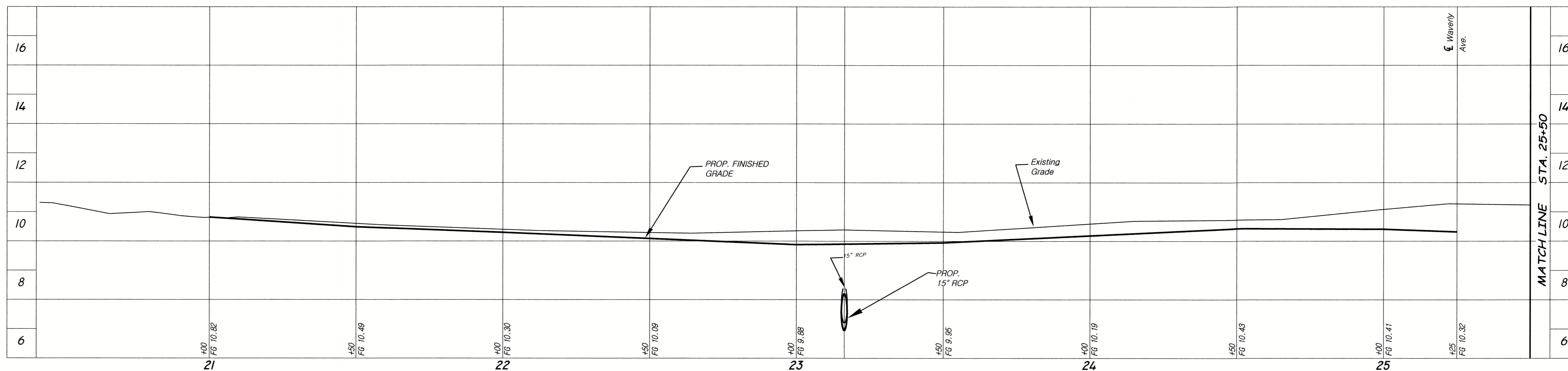
PROPOSED CURB ELEVATION

NOTE:

1) THE GEOTECHNICAL ENGINEERS HAVE IDENTIFIED A LAYER OF PEAT UNDER PORTIONS OF THE ROADWAY TO BE RECONSTRUCTED. THESE AREAS ARE IDENTIFIED IN THE GEOTECHNICAL REPORT DATED FEBRUARY 24, 2014. BASED ON THEIR RECOMMENDATION, THE PROPOSED ROADWAY RECONSTRUCTION ON WAVERLY CIRCLE, DREXEL AVENUE, AND WAVERLY AVENUE, AS DEPICTED ON THE PLANS, WILL INCLUDE THE REMOVAL OF THE OVERBURDEN SOILS (APPROXIMATELY ONE TO TWO FEET THICK) AND THE EXCAVATION AND REMOVAL OF THE PEAT LAYER (APPROXIMATELY ONE TO TWO FEET THICK). THE DEPTH AND LIMITS OF PEAT TO BE REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THIS EXCAVATION SHALL THEN BE BACKFILLED WITH CLEAN SAND (A-3) AND COMPACTED TO CORRECT DENSITY. THE OVERBURDEN SOILS REMOVED MAY BE USED FOR BACKFILLING, IF IT MEETS THE SPECIFICATIONS. REFER TO SPECIFIC PROVISIONS FOR MORE DETAILS.

2) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.

3) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER. SEE DETAIL SHEET 11.



SCALE:
1"=2' VERT.
1"=20' HORIZ.

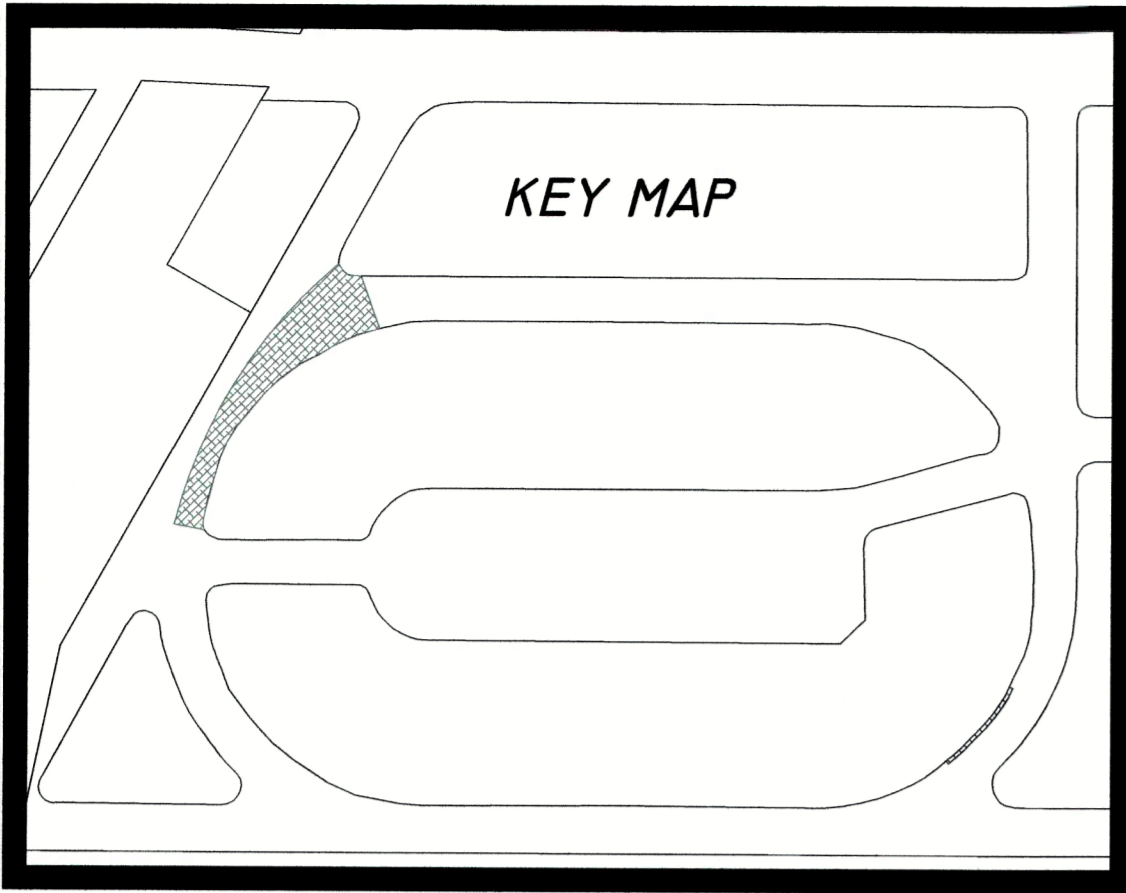
No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
DRN:
CKD:
DATE: 6/12/15

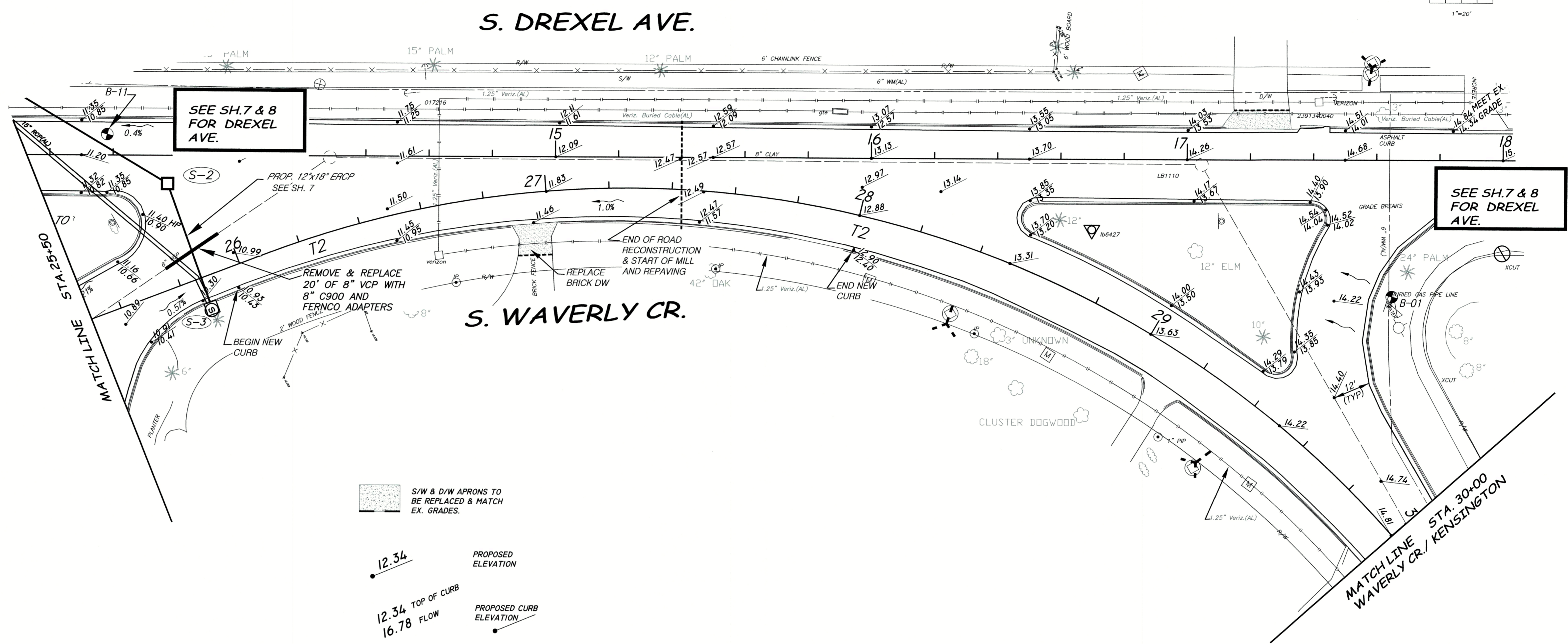
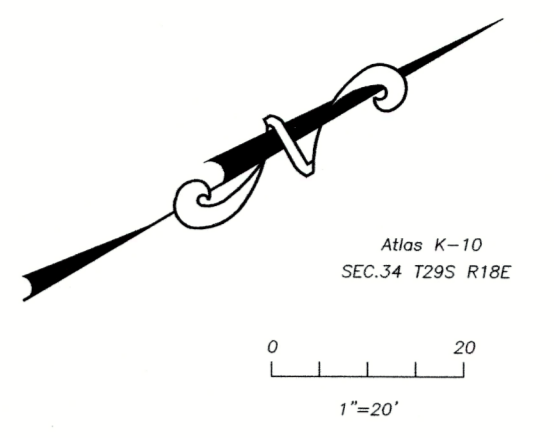
CITY of TAMPA
Department of Transportation
and Stormwater Services
Stormwater Engineering Division

**KENSINGTON AVENUE
GROUNDWATER DIVERSION**

SHEET
3
OF 11

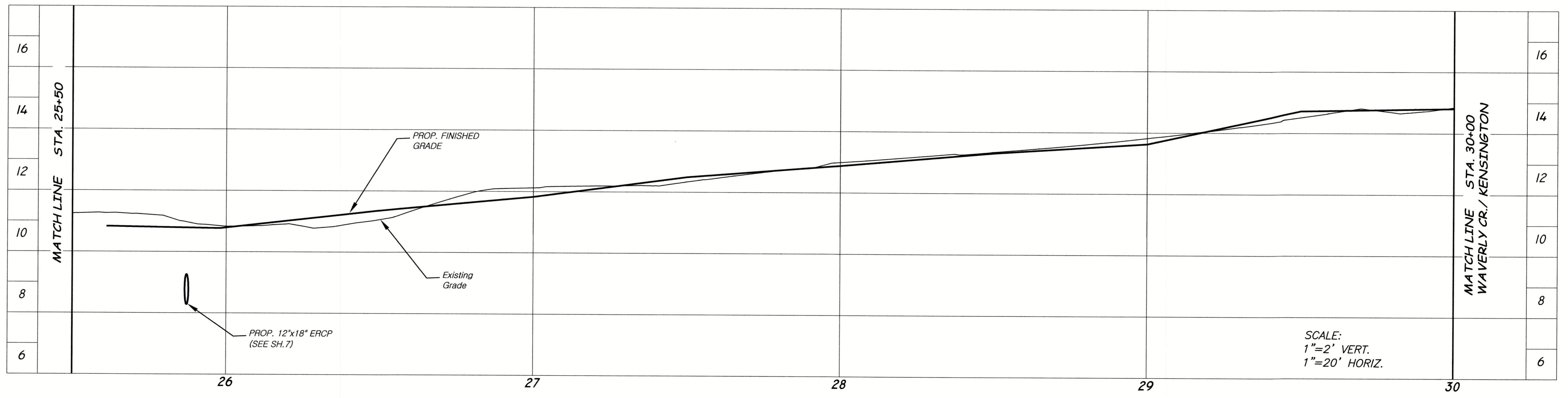
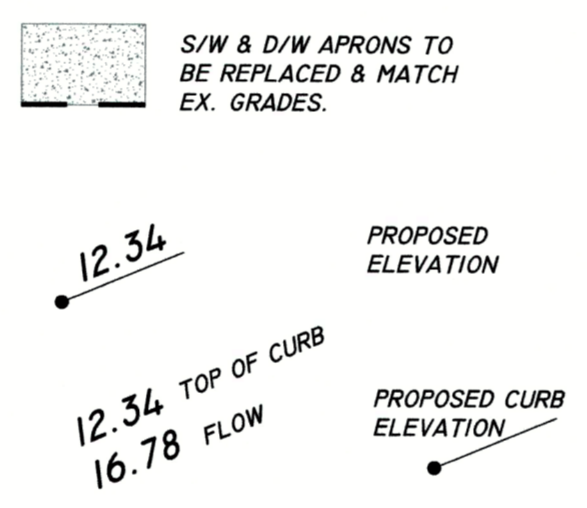


SW



NOTE:

- 1) THE GEOTECHNICAL ENGINEERS HAVE IDENTIFIED A LAYER OF PEAT UNDER PORTIONS OF THE ROADWAY TO BE RECONSTRUCTED. THESE AREAS ARE IDENTIFIED IN THE GEOTECHNICAL REPORT DATED FEBRUARY 24, 2014. BASED ON THEIR RECOMMENDATION, THE PROPOSED ROADWAY RECONSTRUCTION ON WAVERLY CIRCLE, DREXEL AVENUE, AND WAVERLY AVENUE, AS DEPICTED ON THE PLANS, WILL INCLUDE THE REMOVAL OF THE OVERBURDEN SOILS (APPROXIMATELY ONE TO TWO FEET THICK) AND THE EXCAVATION AND REMOVAL OF THE PEAT LAYER (APPROXIMATELY ONE TO TWO FEET THICK). THE DEPTH AND LIMITS OF PEAT TO BE REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THIS EXCAVATION SHALL THEN BE BACKFILLED WITH CLEAN SAND (A-3) AND COMPACTED TO CORRECT DENSITY. THE OVERBURDEN SOILS REMOVED MAY BE USED FOR BACKFILLING, IF IT MEETS THE SPECIFICATIONS. REFER TO SPECIFIC PROVISIONS FOR MORE DETAILS.
- 2) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.
- 3) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER, SEE DETAIL SHEET 11.



SCALE:
1"=2' VERT.
1"=20' HORIZ.

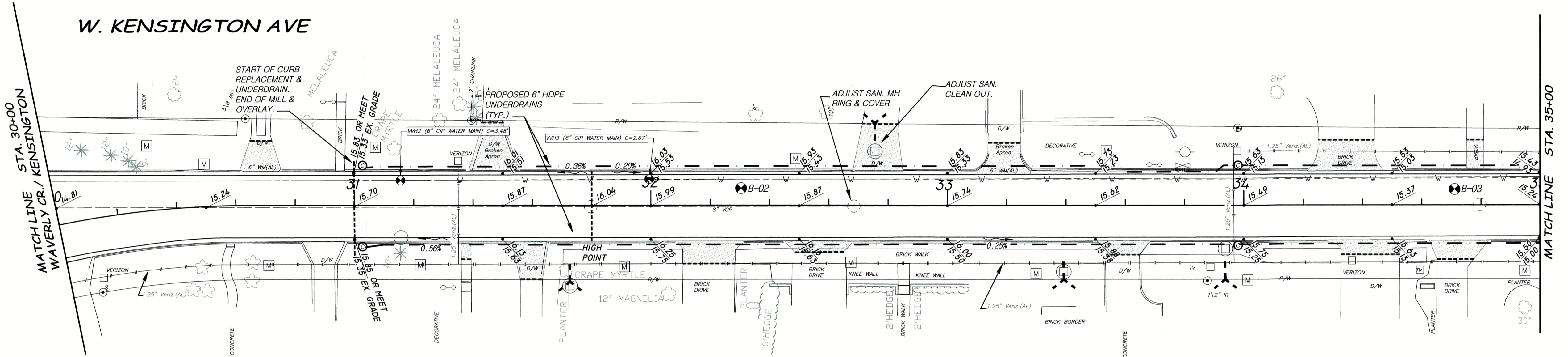
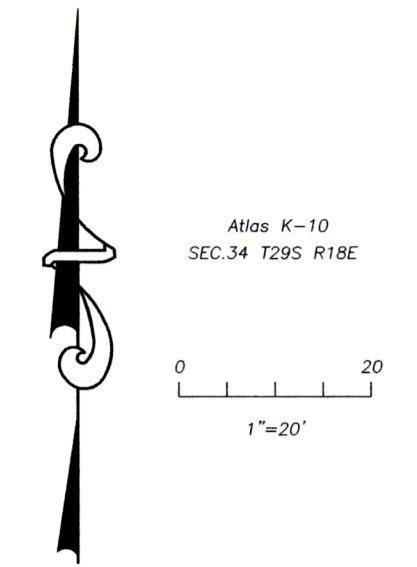
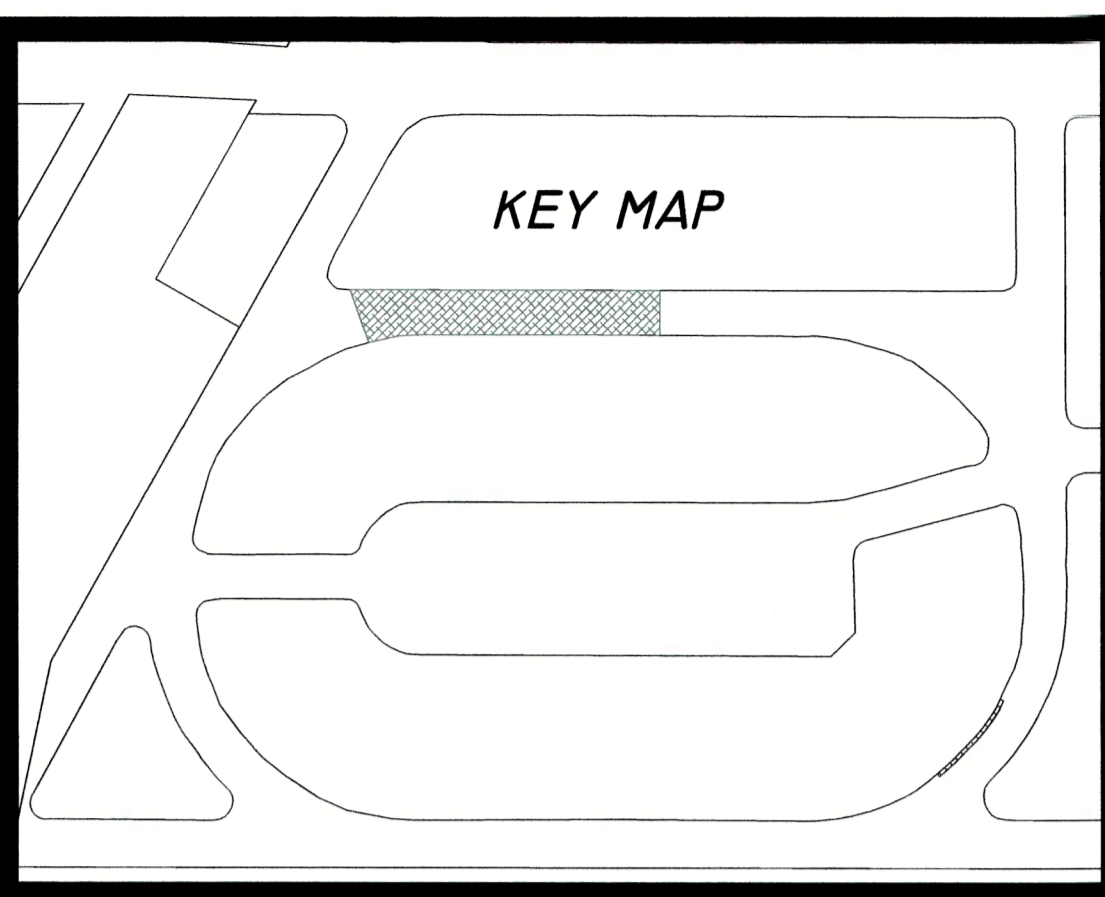
No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
DRN: ME
CKD:
DATE: 6/12/15

CITY of TAMPA
Department of Transportation
and Stormwater Services
Stormwater Engineering Division

**KENSINGTON AVENUE
GROUNDWATER DIVERSION**

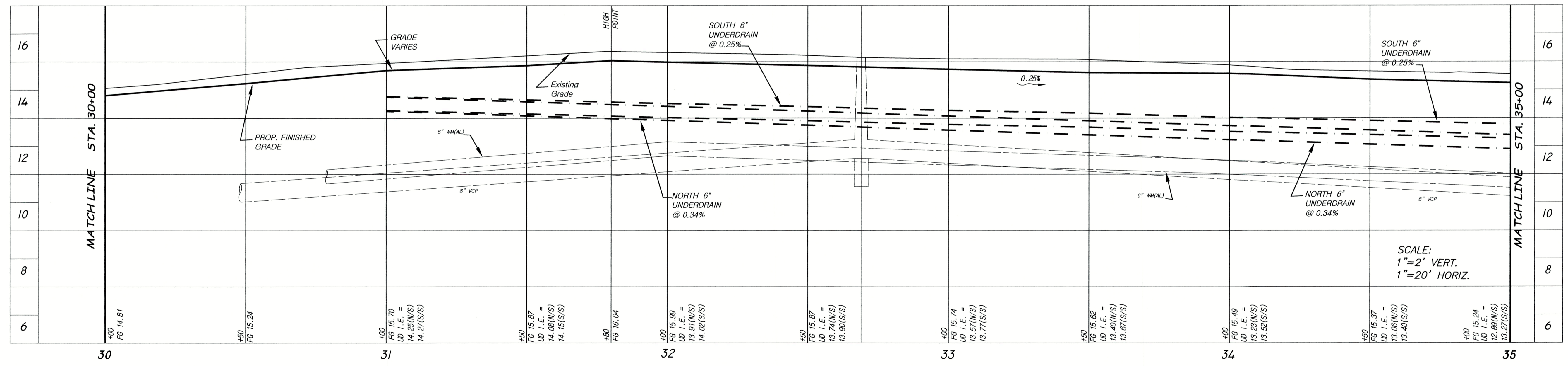
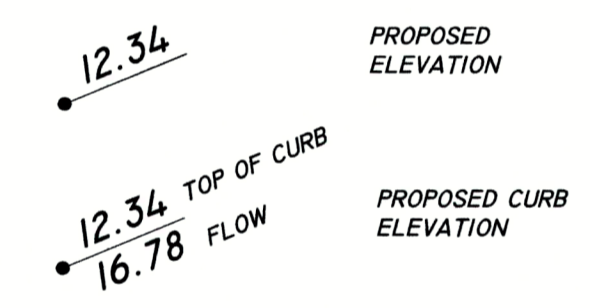
Date: 7/17 Drawing Name: S:\Stormwater Drawings\Kensington Avenue\Kensington Ave Groundwater diversion.dwg
 Author: JKL Date: 6/12/15 Title: Kensington Ave Groundwater diversion.dwg



NOTE:

- 1) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.
- 2) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER, SEE DETAIL SHEET 11.
- 3) CAUTION ABANDONED TWO(2) INCH WATER PIPE LOCATED IN LOCATION OF PROPOSED UNDERDRAIN ON NORTH SIDE.

S/W & D/W APRONS TO BE REPLACED AND/OR MATCH EX. GRADES.



SCALE: 1"=2' VERT. 1"=20' HORIZ.

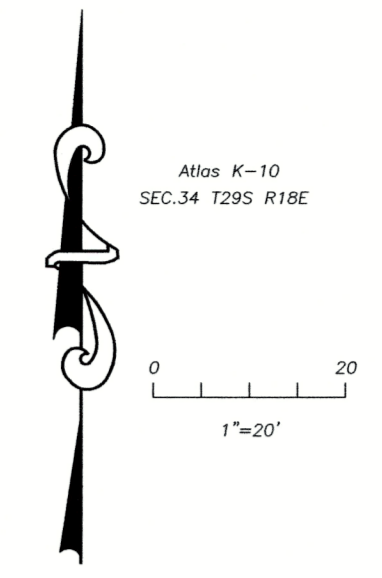
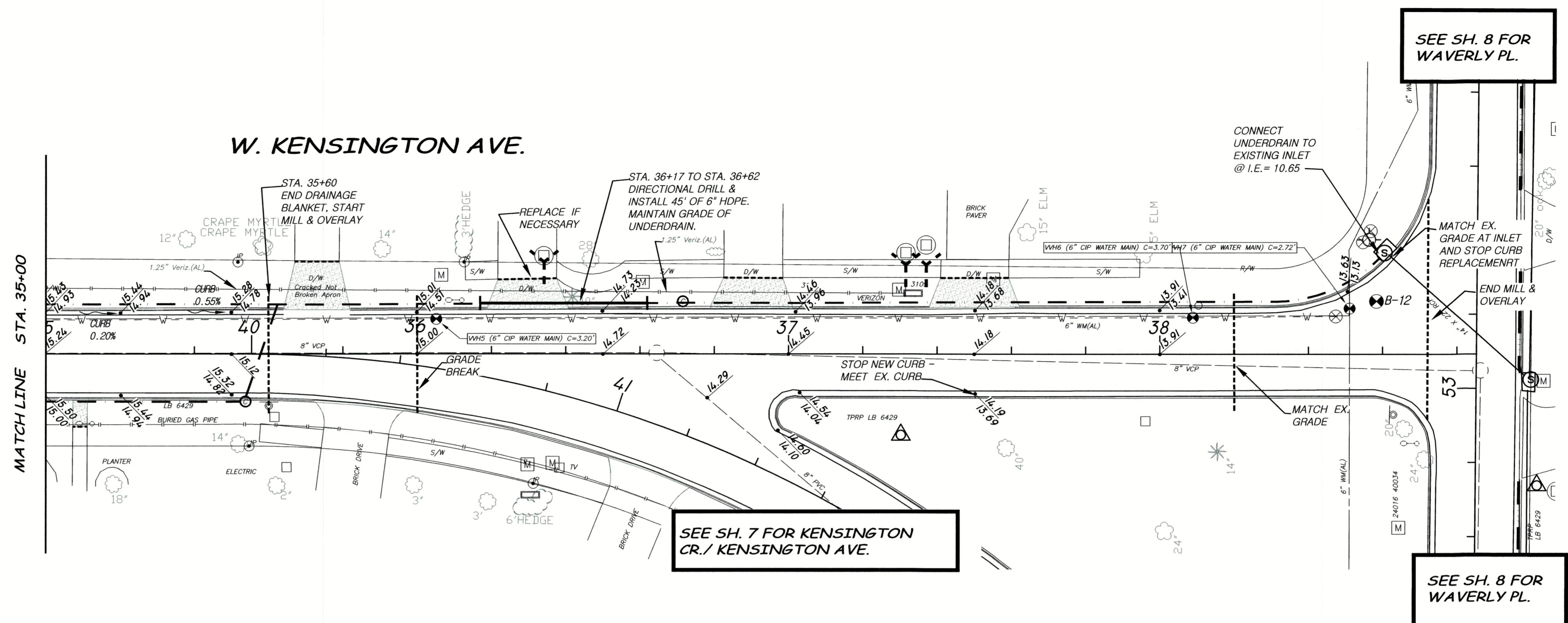
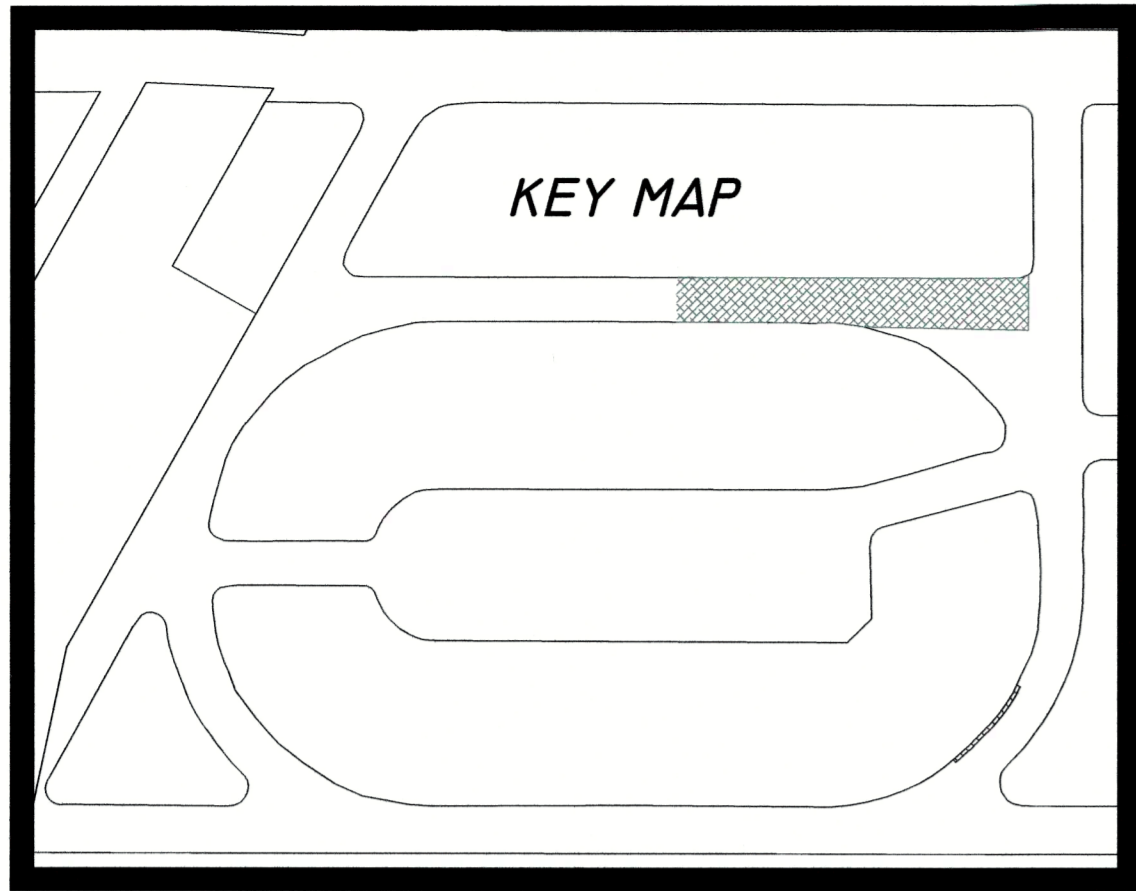
No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
 DRN:
 CKD:
 DATE: 6/12/15

CITY of TAMPA
 Department of Transportation
 and Stormwater Services
 Stormwater Engineering Division

**KENSINGTON AVENUE
 GROUNDWATER DIVERSION**

User: ss17 Drawing Name: K:\Stormwater Drafting\Kensington Ave Groundwater Diversion.dwg
 Layout: Oct 08, 2015 - 8:20am CTB - TampaStorm.ctb

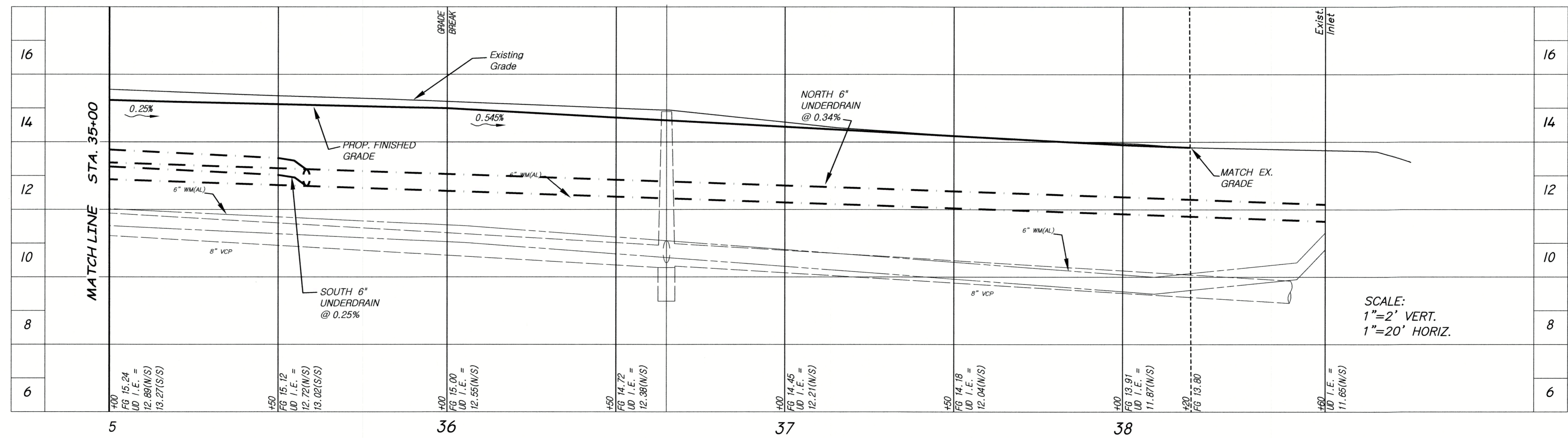


NOTE:

- 1) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.
- 2) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER, SEE DETAIL SHEET 11.
- 3) CAUTION ABANDONED TWO(2) INCH WATER PIPE LOCATED IN LOCATION OF PROPOSED UNDERDRAIN ON NORTH SIDE.

S/W & D/W APRONS TO BE REPLACED & MATCH EX. GRADES.

12.34 PROPOSED ELEVATION
 12.34 TOP OF CURB
 16.78 FLOW PROPOSED CURB ELEVATION



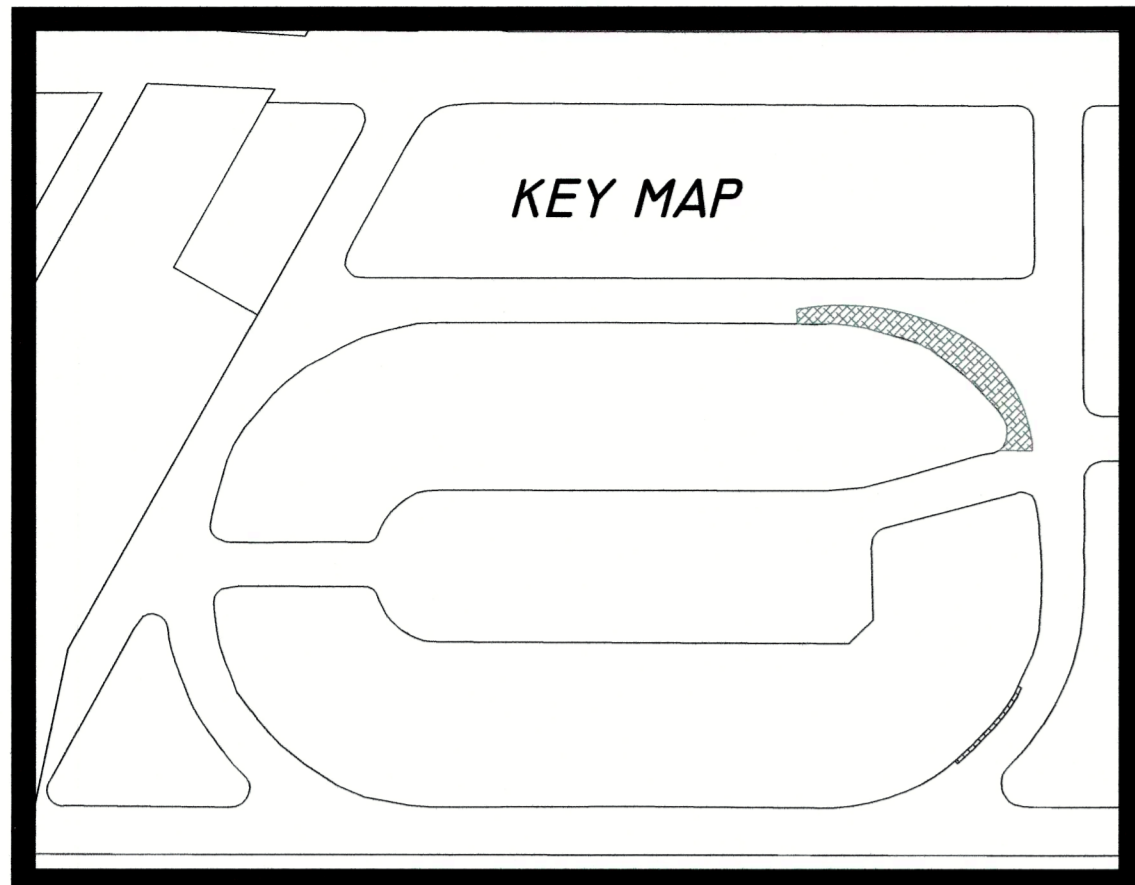
No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
 DRN:
 CKD:
 DATE: 6/12/15

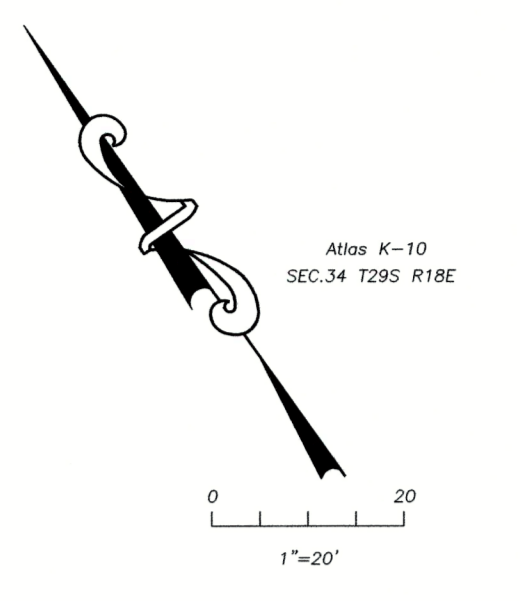
CITY of TAMPA
 Department of Transportation
 and Stormwater Services
 Stormwater Engineering Division

**KENSINGTON AVENUE
 GROUNDWATER DIVERSION**

User: 1017, Drawing Name: K:\Stormwater Design\Kensington Avenue Groundwater Diversion\Kensington Ave Groundwater Diversion.dwg, Layout: Oct 08, 2015 - 8:20am, CTB - TampaStorm.ctb

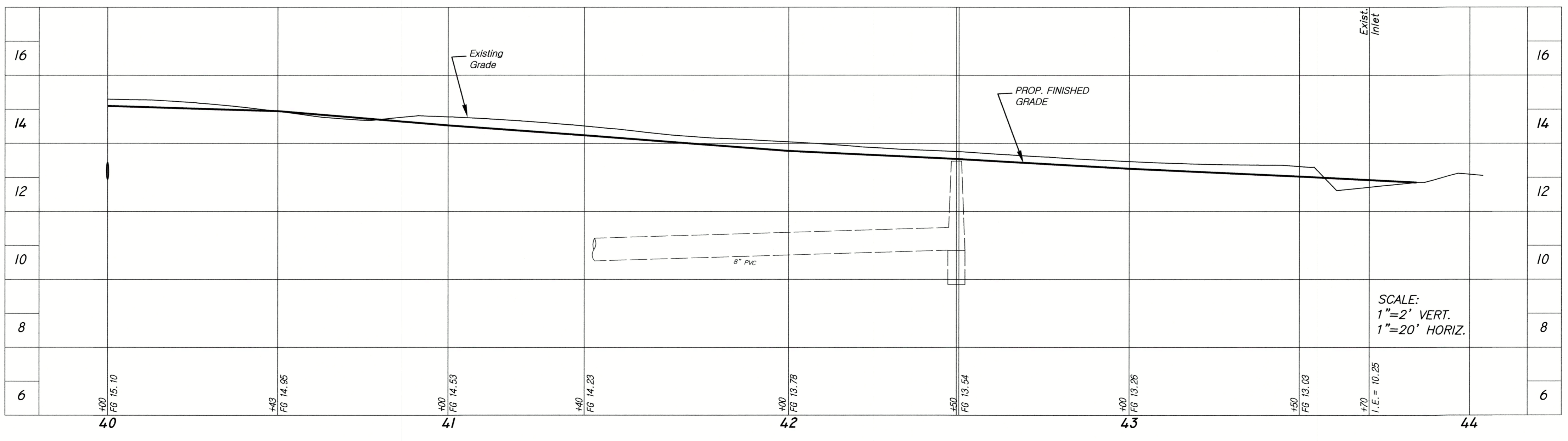
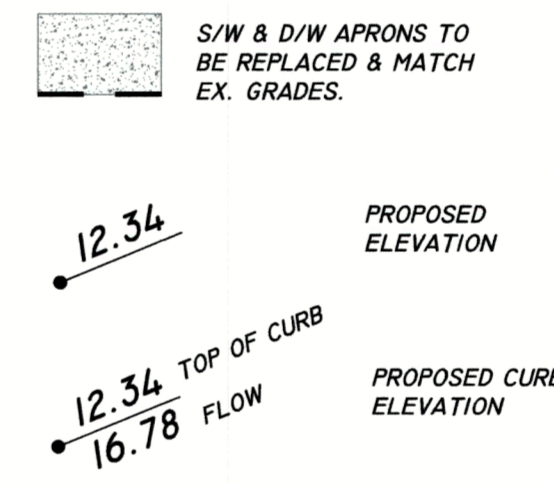


SW



NOTE:

- 1) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.
- 2) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER, SEE DETAIL SHEET 11.
- 3) CAUTION ABANDONED TWO(2) INCH WATER PIPE LOCATED IN LOCATION OF PROPOSED UNDERDRAIN ON NORTH SIDE.



SCALE:
1"=2' VERT.
1"=20' HORIZ.

No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

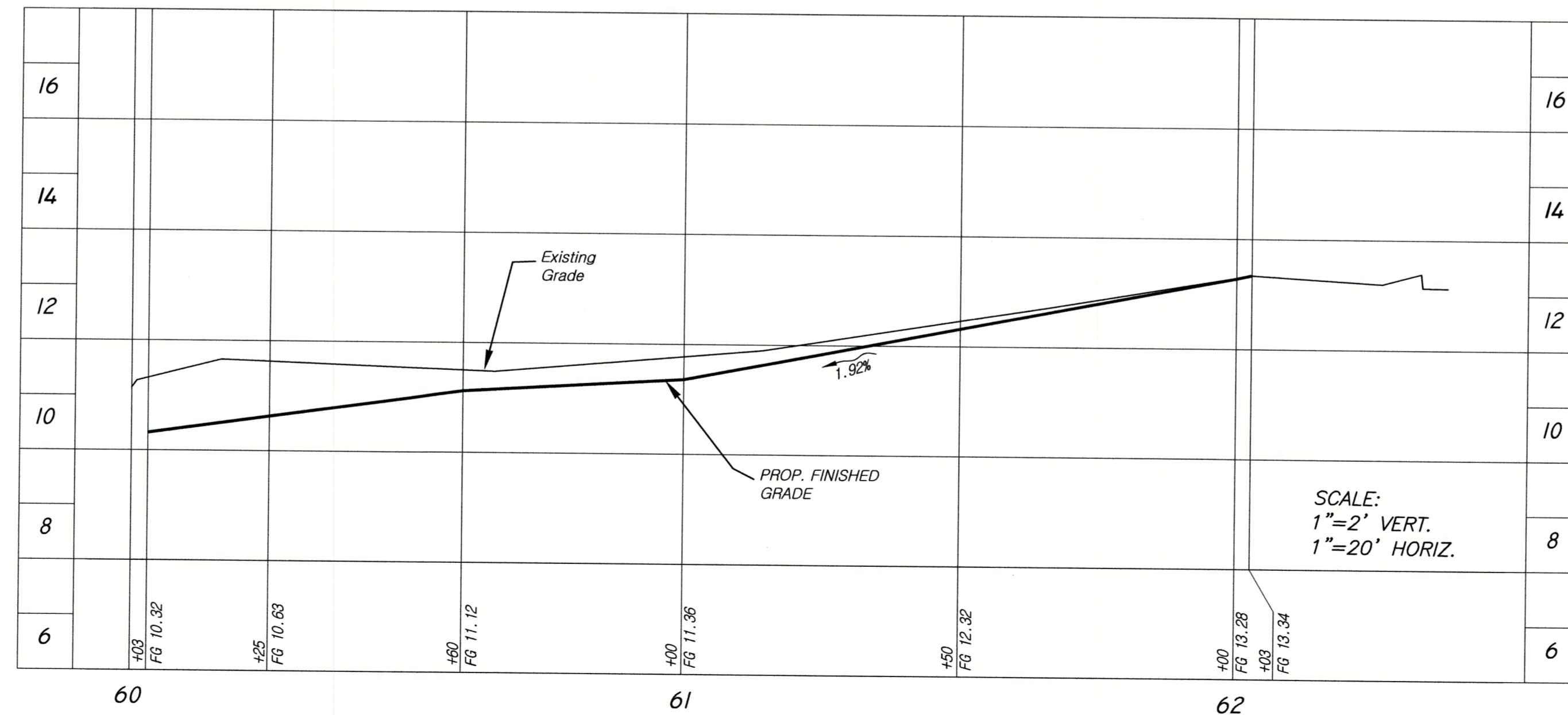
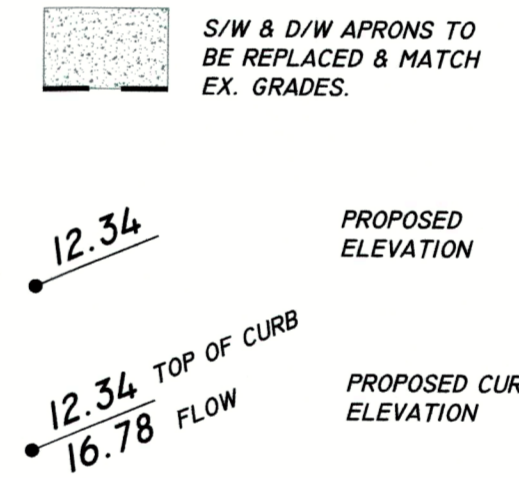
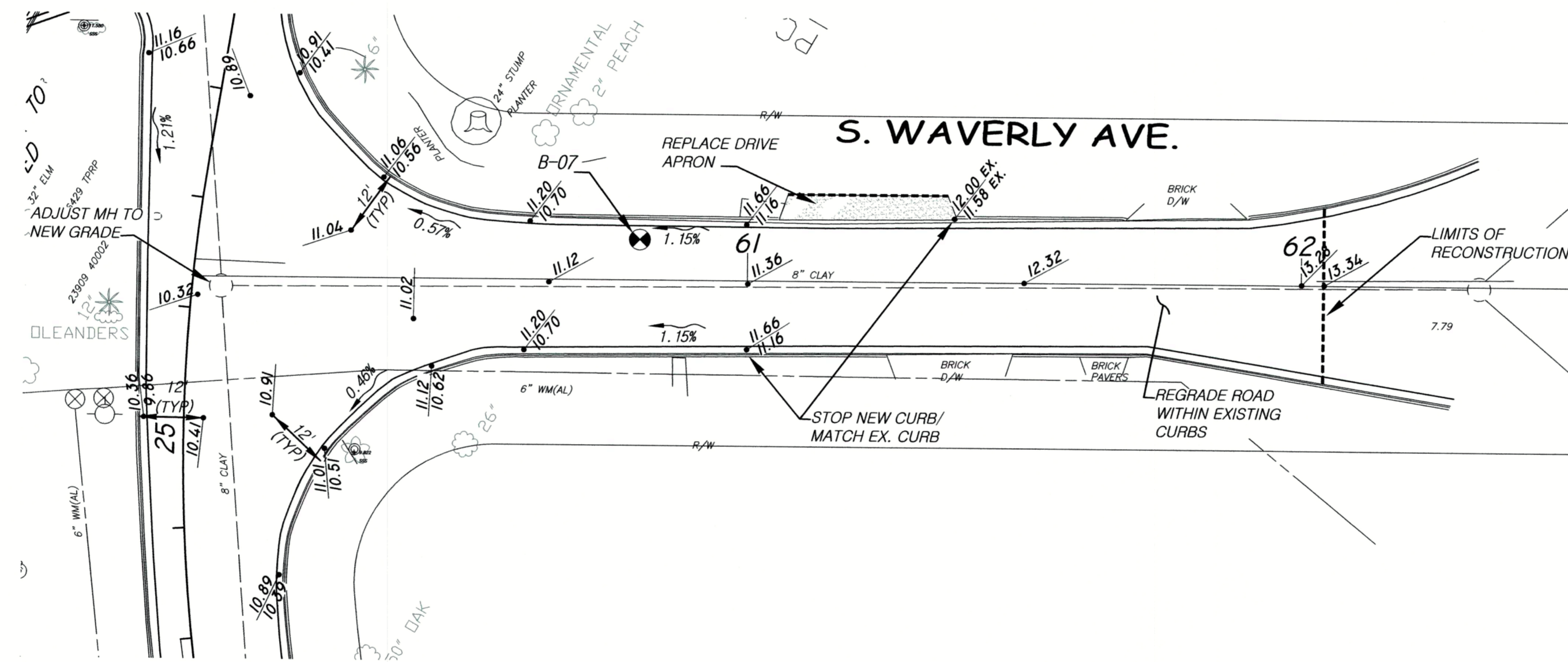
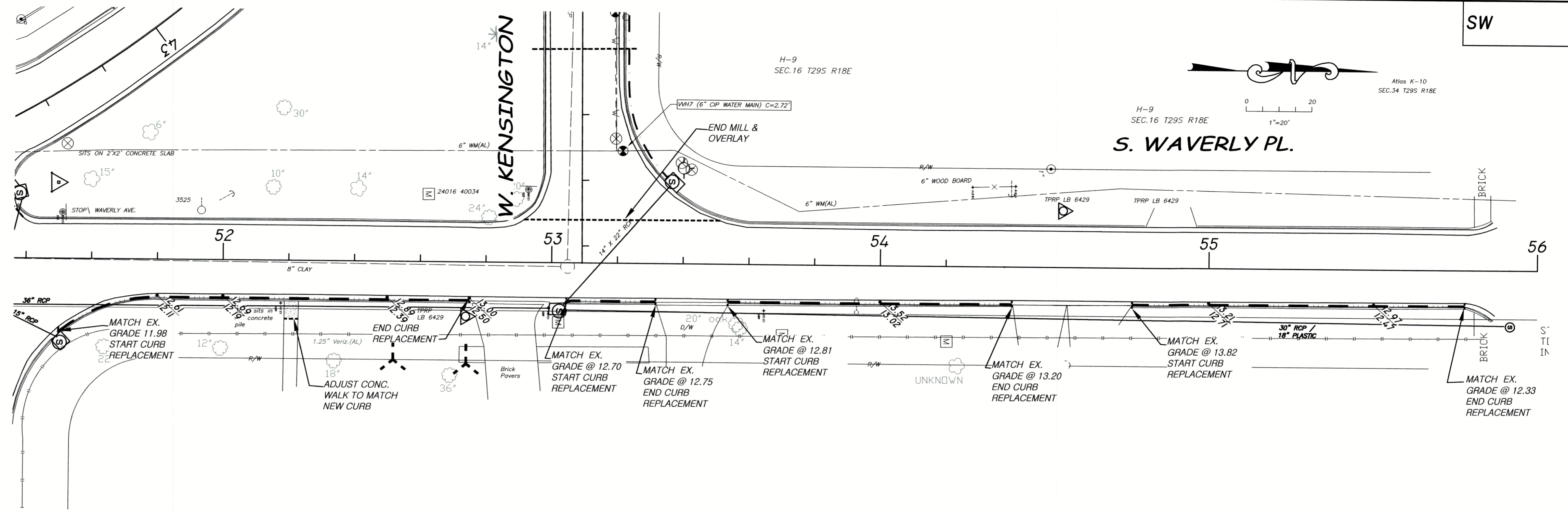
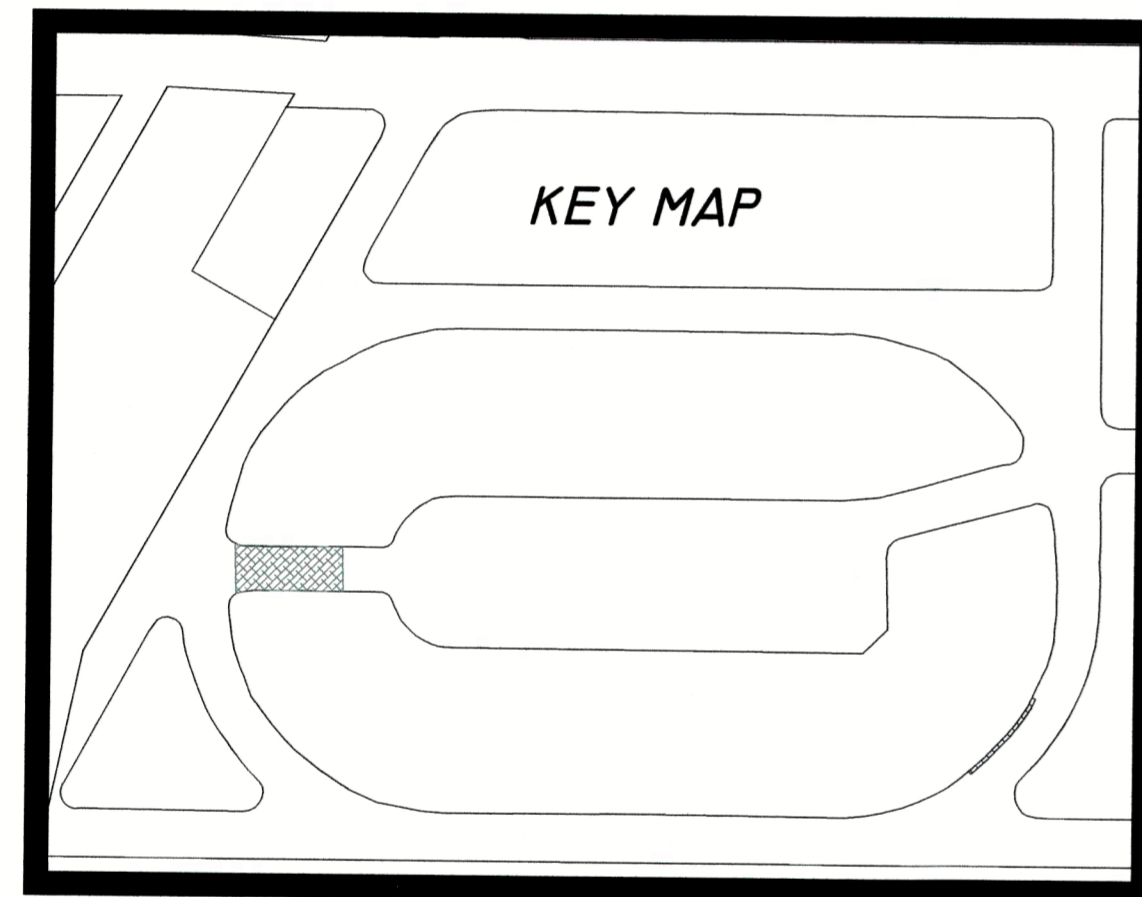
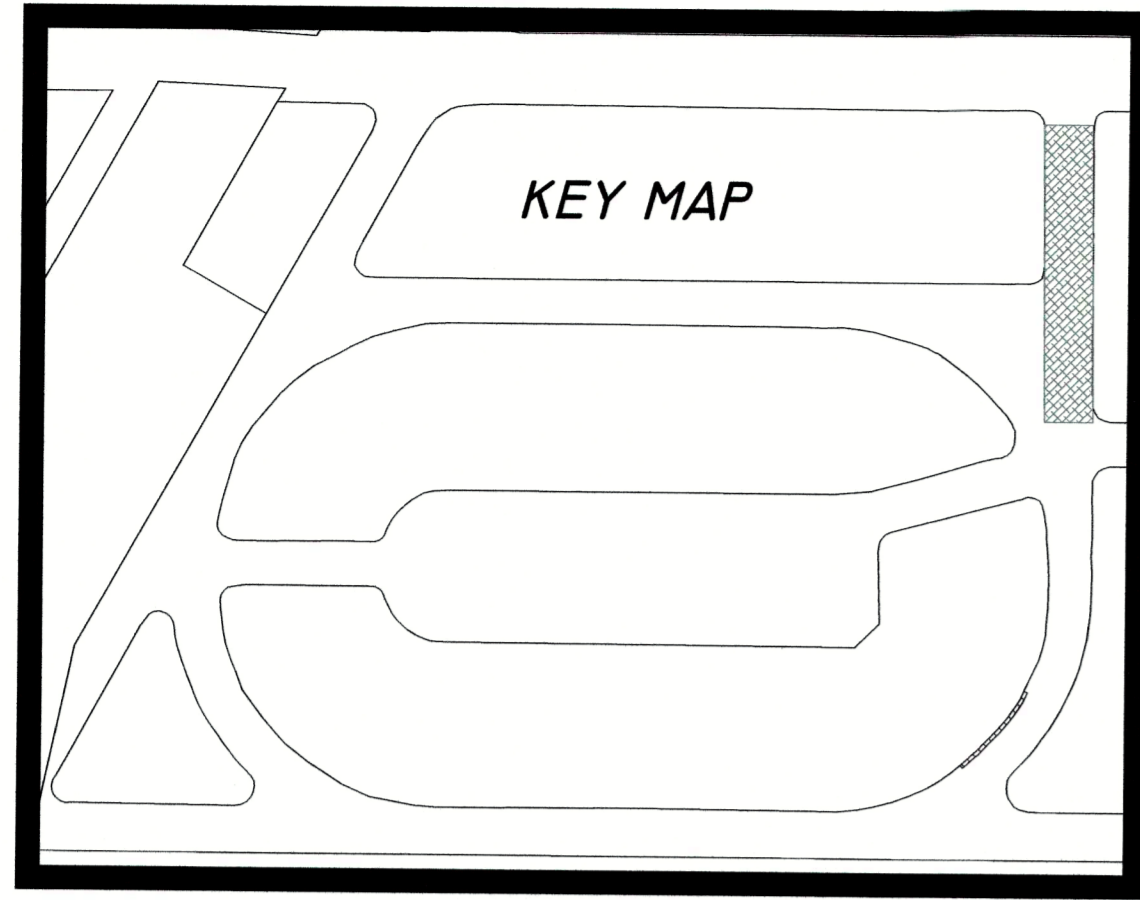
DES: MTM
DRN:
CKD:
DATE:6/12/15

CITY of TAMPA
Department of Transportation
and Stormwater Services
Stormwater Engineering Division

**KENSINGTON AVENUE
GROUNDWATER DIVERSION**

SHEET
7
OF 11

User: 1817 - Drawing Name: K:\Stormwater_Drawing\Kensington Ave Project\Kensington Ave Groundwater diversion.dwg
Operator: Oct 01, 2015 - 08:08:28 - Impatcham@ctb



SCALE:
1"=2' VERT.
1"=20' HORIZ.

NOTE:

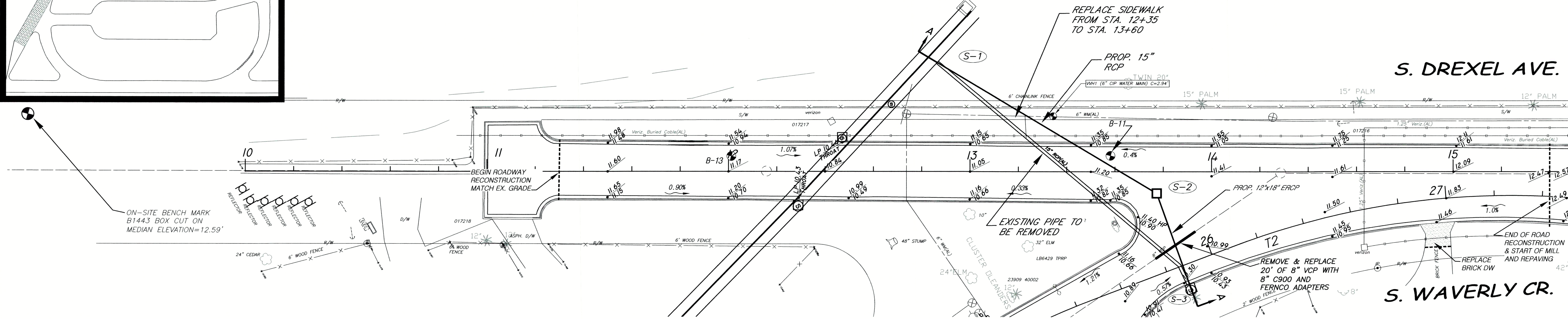
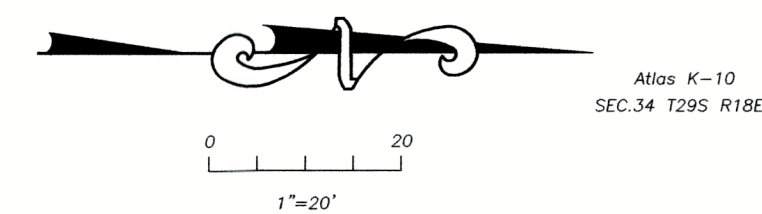
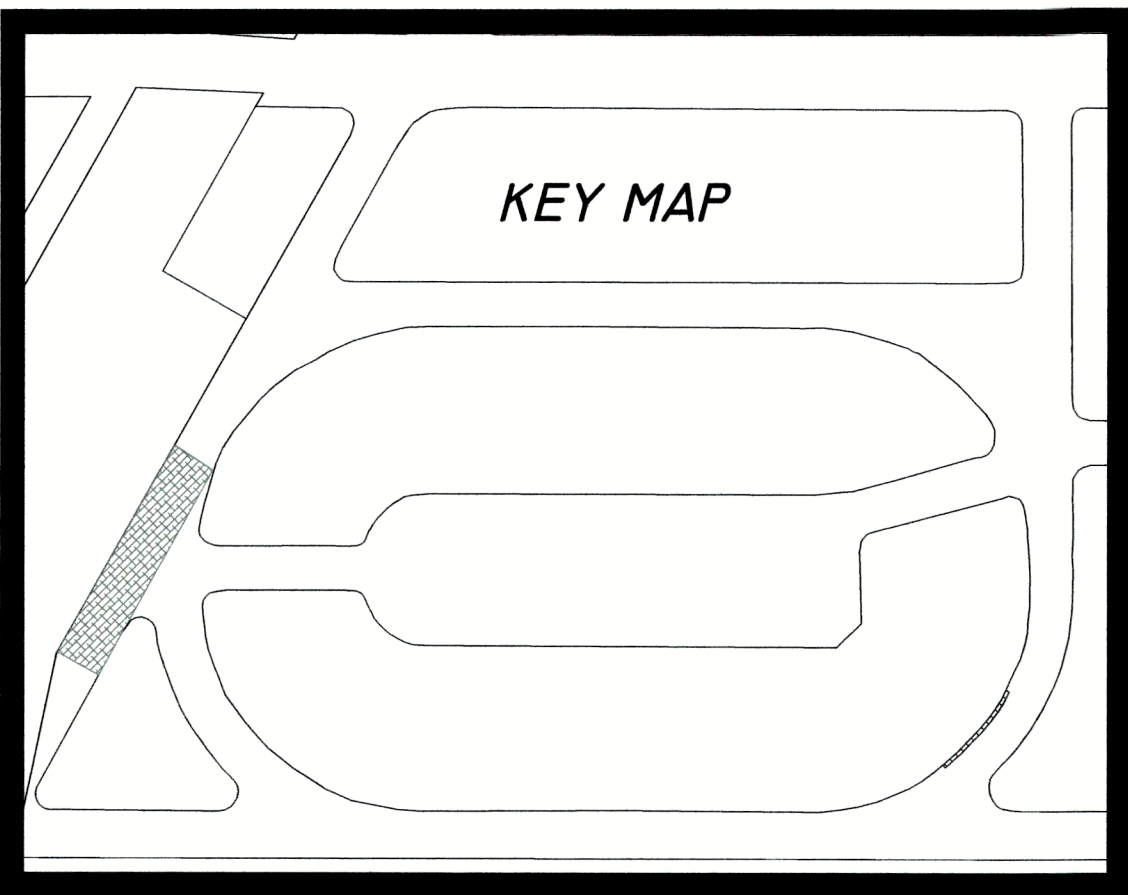
- 1) THE GEOTECHNICAL ENGINEERS HAVE IDENTIFIED A LAYER OF PEAT UNDER PORTIONS OF THE ROADWAY TO BE RECONSTRUCTED. THESE AREAS ARE IDENTIFIED IN THE GEOTECHNICAL REPORT DATED FEBRUARY 24, 2014. BASED ON THEIR RECOMMENDATION, THE PROPOSED ROADWAY RECONSTRUCTION ON WAVERLY AVENUE, DREXEL AVENUE, AND WAVERLY AVENUE, AS DEPICTED ON THE PLANS, WILL INCLUDE THE REMOVAL OF THE OVERBURDEN SOILS (APPROXIMATELY ONE TO TWO FEET THICK) AND THE EXCAVATION AND REMOVAL OF THE PEAT LAYER (APPROXIMATELY ONE TO TWO FEET THICK). THE DEPTH AND LIMITS OF PEAT TO BE REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THIS EXCAVATION SHALL THEN BE BACKFILLED WITH CLEAN SAND (A-3) AND COMPACTED TO CORRECT DENSITY. THE OVERBURDEN SOILS REMOVED MAY BE USED FOR BACKFILLING, IF IT MEETS THE SPECIFICATIONS. REFER TO SPECIFIC PROVISIONS FOR MORE DETAILS.
- 2) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.
- 3) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER, SEE DETAIL SHEET 11.
- 4) S. WAVERLY PL. TO BE MILLED & OVERLAID BY OTHERS.

No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
DRN:
CKD:
DATE: 6/12/15

CITY OF TAMPA
Department of Transportation
and Stormwater Services
Stormwater Engineering Division

**KENSINGTON AVENUE
GROUNDWATER DIVERSION**



S-1 STA 12+88.4, 45'± LT CONNECT TO EX. 4'x5' BOX CULVERT(NORTH SIDE) USE EXISTING CONNECTION I.E. 15" RCP =6.30(NE)

S-2 STA 13+77.3, 9'± RT PROP. STD. MH TOP EL. = 11.24± (FIELD ADJUST) I.E. EX. 12"x18" ERCP =8.18(NE) I.E. 15" RCP =8.18(SW)

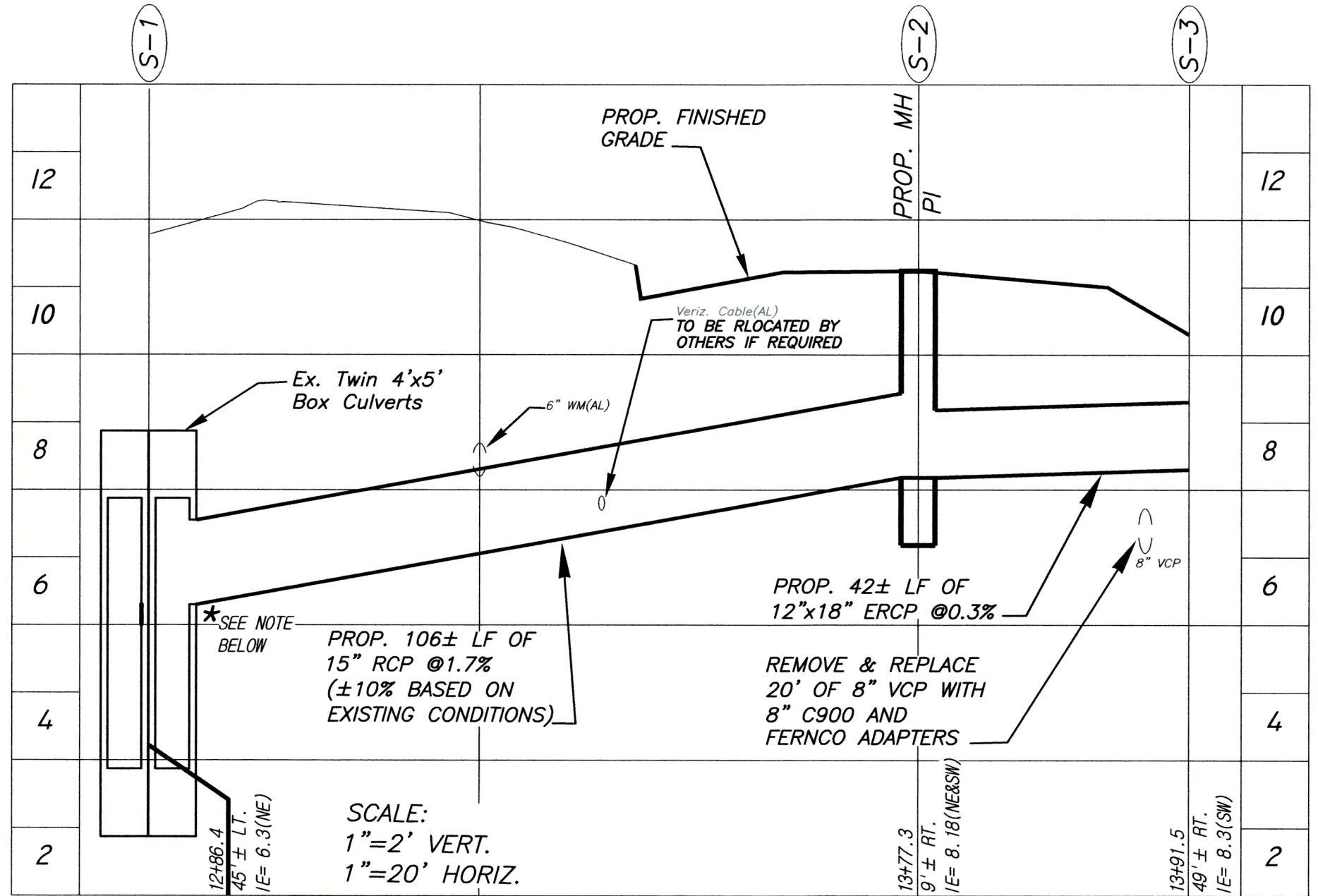
S-3 STA 13+91.5, 49'± RT CONNECT TO EX. INLET I.E. 15" RCP =8.30(SW)

NOTE:

1) THE GEOTECHNICAL ENGINEERS HAVE IDENTIFIED A LAYER OF PEAT UNDER PORTIONS OF THE ROADWAY TO BE RECONSTRUCTED. THESE AREAS ARE IDENTIFIED IN THE GEOTECHNICAL REPORT DATED FEBRUARY 24, 2014. BASED ON THEIR RECOMMENDATION, THE PROPOSED ROADWAY RECONSTRUCTION ON WAVERLY CIRCLE, DREXEL AVENUE, AND WAVERLY AVENUE, AS DEPICTED ON THE PLANS, WILL INCLUDE THE REMOVAL OF THE OVERBURDEN SOILS (APPROXIMATELY ONE TO TWO FEET THICK) AND THE EXCAVATION AND REMOVAL OF THE PEAT LAYER (APPROXIMATELY ONE TO TWO FEET THICK). THE DEPTH AND LIMITS OF PEAT TO BE REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THIS EXCAVATION SHALL THEN BE BACKFILLED WITH CLEAN SAND (A-3) AND COMPACTED TO CORRECT DENSITY. THE OVERBURDEN SOILS REMOVED MAY BE USED FOR BACKFILLING, IF IT MEETS THE SPECIFICATIONS. REFER TO SPECIFIC PROVISIONS FOR MORE DETAILS.

2) CONTRACTOR MUST EXERCISE CAUTION TO PREVENT DAMAGE TO WATER MAINS AND SERVICE LINES.

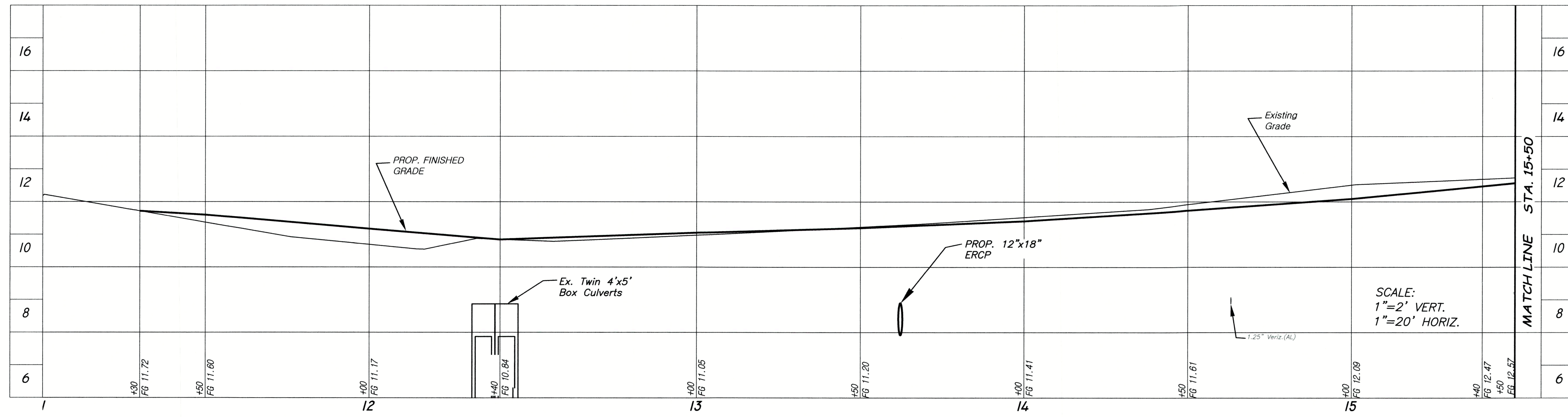
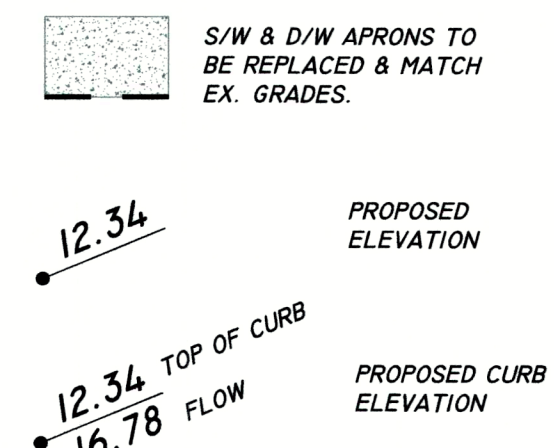
3) WATER SERVICES DAMAGED OR RELOCATED MUST BE REPLACED FROM MAIN TO METER, SEE DETAIL SHEET 11.



SCALE:
1"=2' VERT.
1"=20' HORIZ.

Sec. A-A
Station & Offsets taken off Drexel Ave Baseline

*** USE EXISTING PENETRATION FOR PROPOSED 15" RCP. INVERT OF EXISTING 15" RCP ESTIMATED. VERIFY ELEVATION OF WATER LINE & ADJUST INVERT OF 15" RCP AT BOX CULVERT ACCORDINGLY.**



SCALE:
1"=2' VERT.
1"=20' HORIZ.

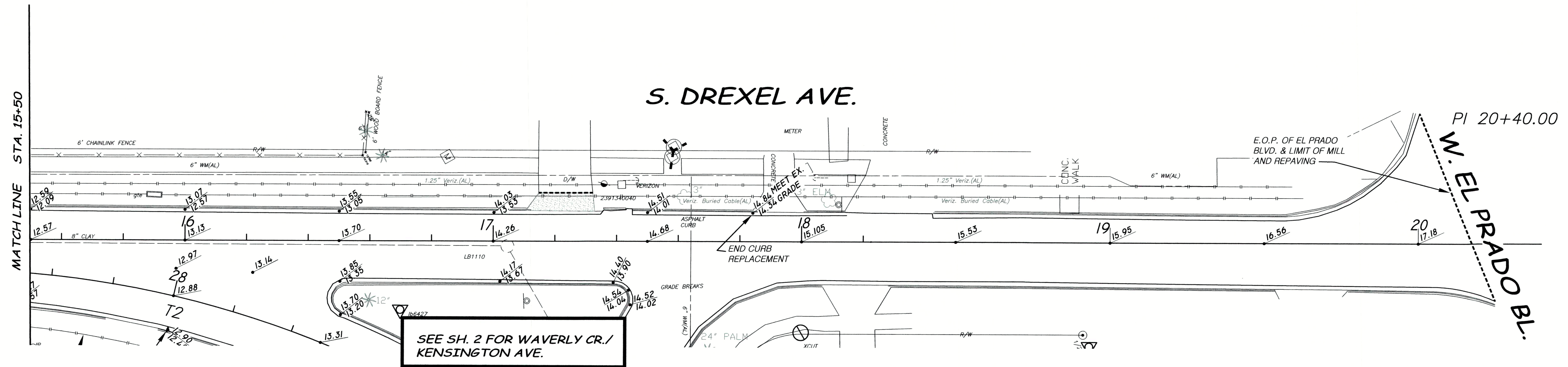
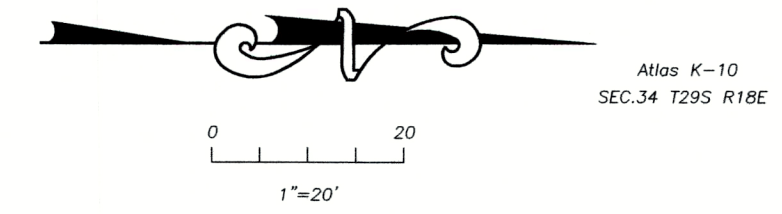
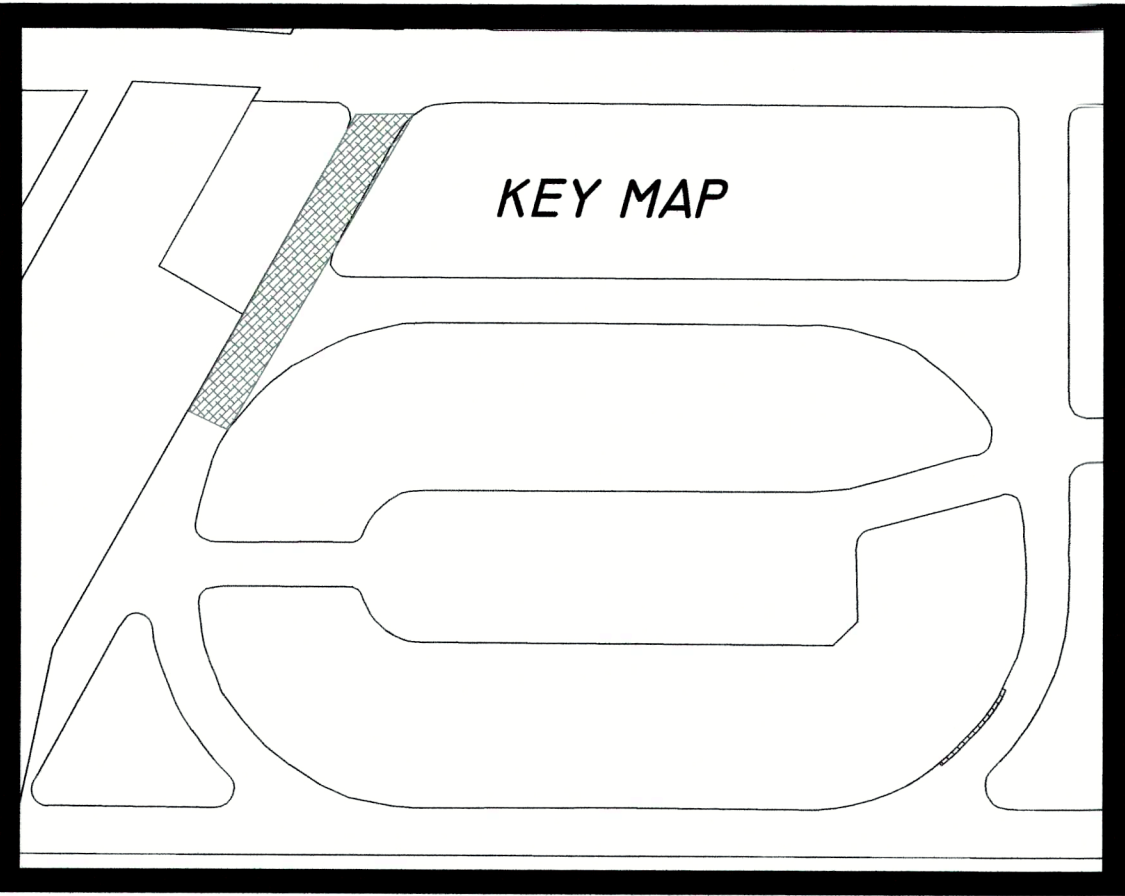
No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
DRN:
CKD:
DATE:6/12/15

CITY of TAMPA
Department of Transportation and Stormwater Services
Stormwater Engineering Division

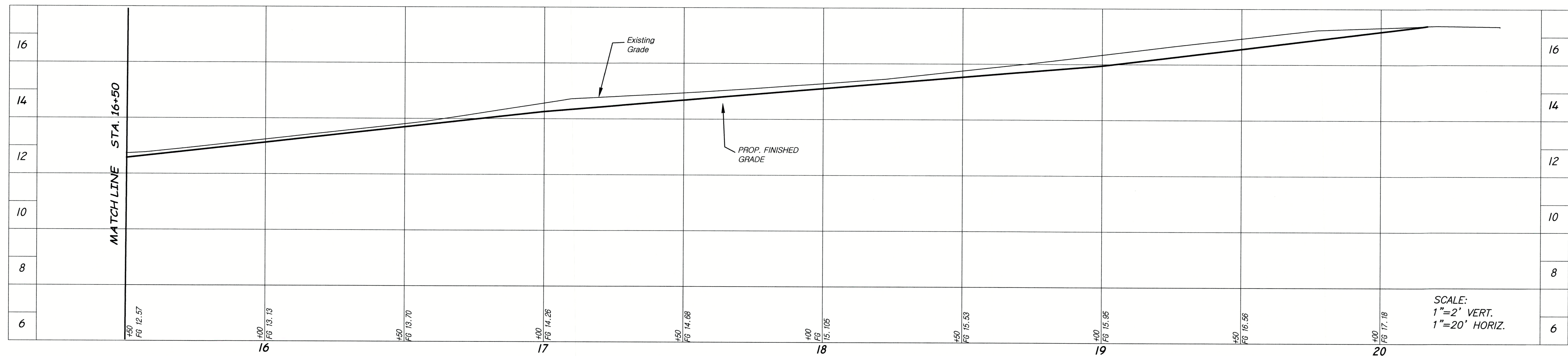
KENSINGTON AVENUE
GROUNDWATER DIVERSION

User: 1117 - Drawing Name: K:\Stormwater Drafting\Active Projects\Kensington & Drexel\Kensington Ave Groundwater Diversion.dwg
Layout: 01_08_2015 - 8:20am CTR - TomasoNorman.ctb



S/W & D/W APRONS TO BE REPLACED & MATCH EX. GRADES.

12.34 PROPOSED ELEVATION
 12.34 TOP OF CURB
 16.78 FLOW PROPOSED CURB ELEVATION



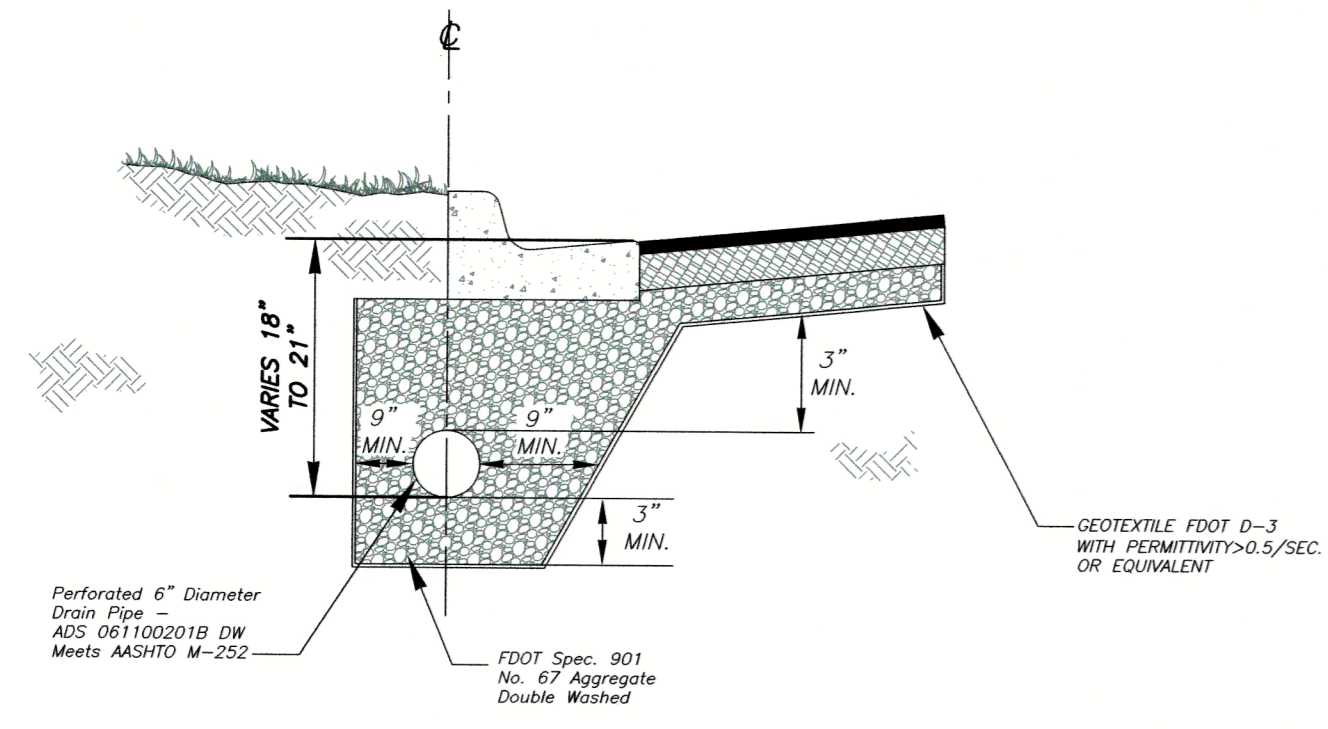
SCALE:
 1"=2' VERT.
 1"=20' HORIZ.

No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

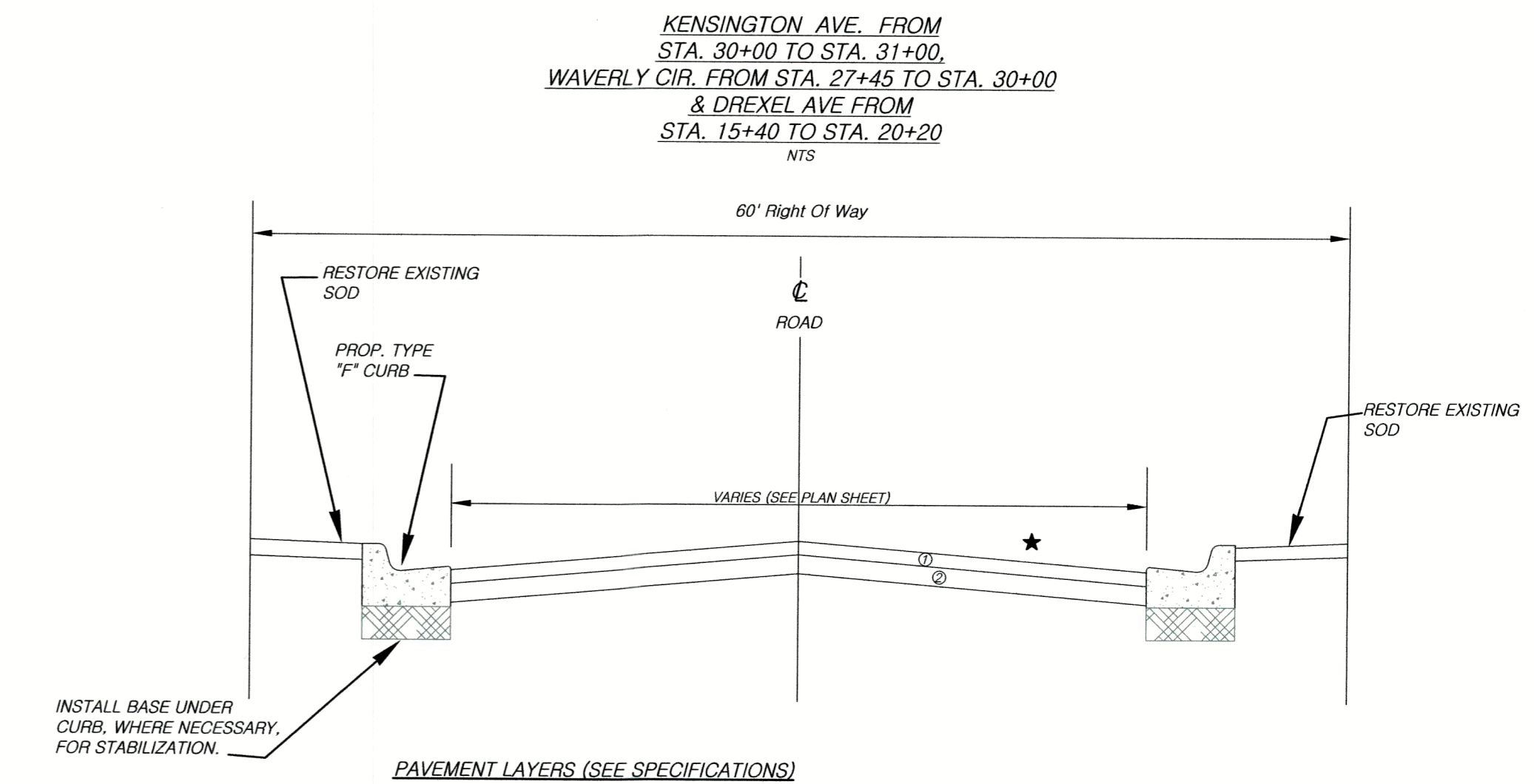
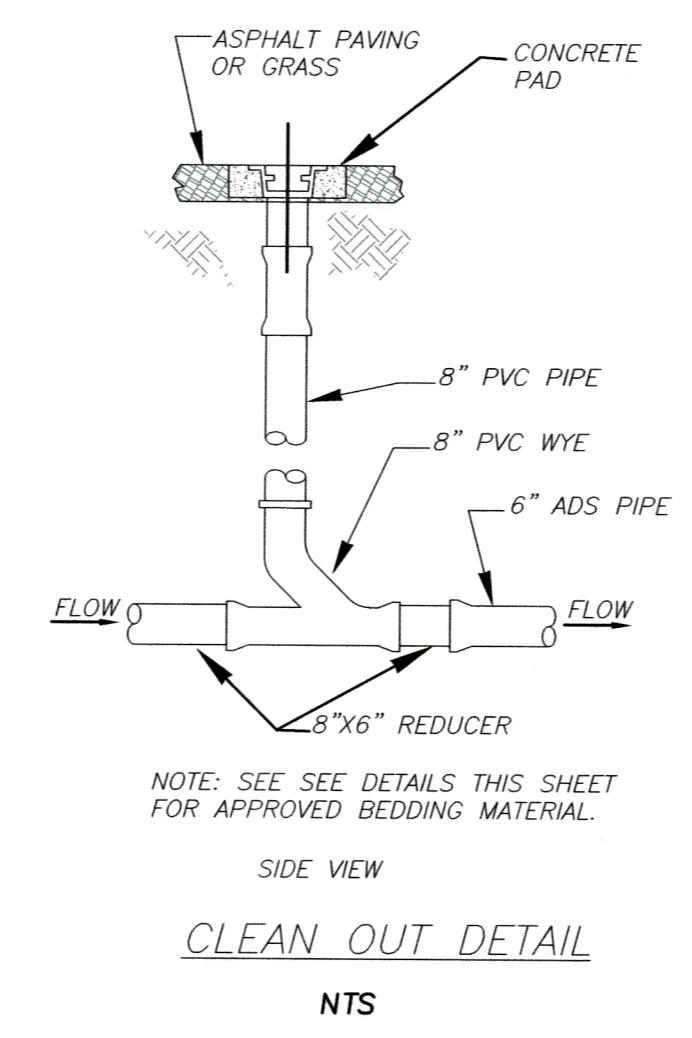
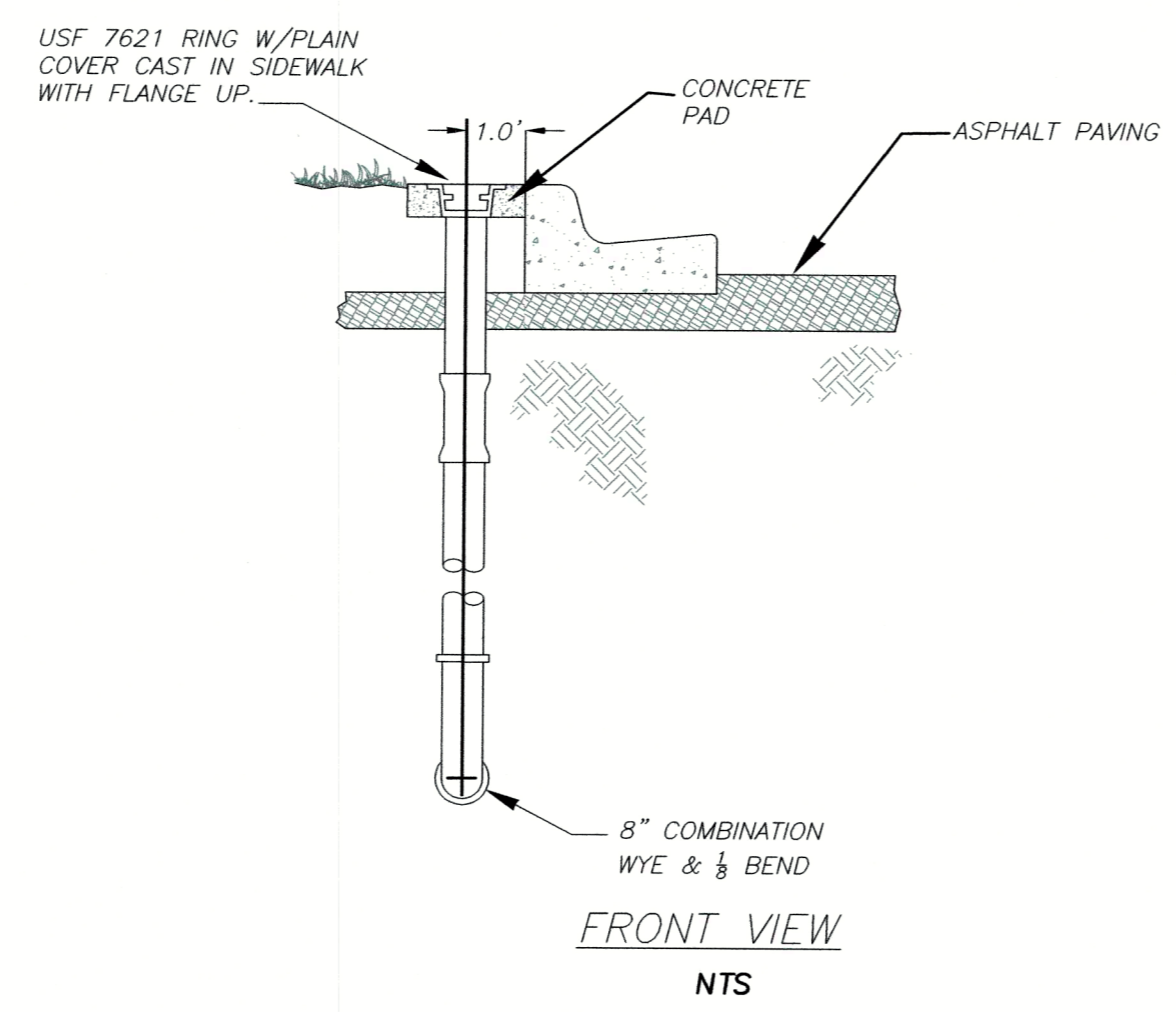
DES: MTM
 DRN:
 CKD:
 DATE: 6/12/15

CITY of TAMPA
 Department of Transportation
 and Stormwater Services
 Stormwater Engineering Division

KENSINGTON AVENUE
 GROUNDWATER DIVERSION

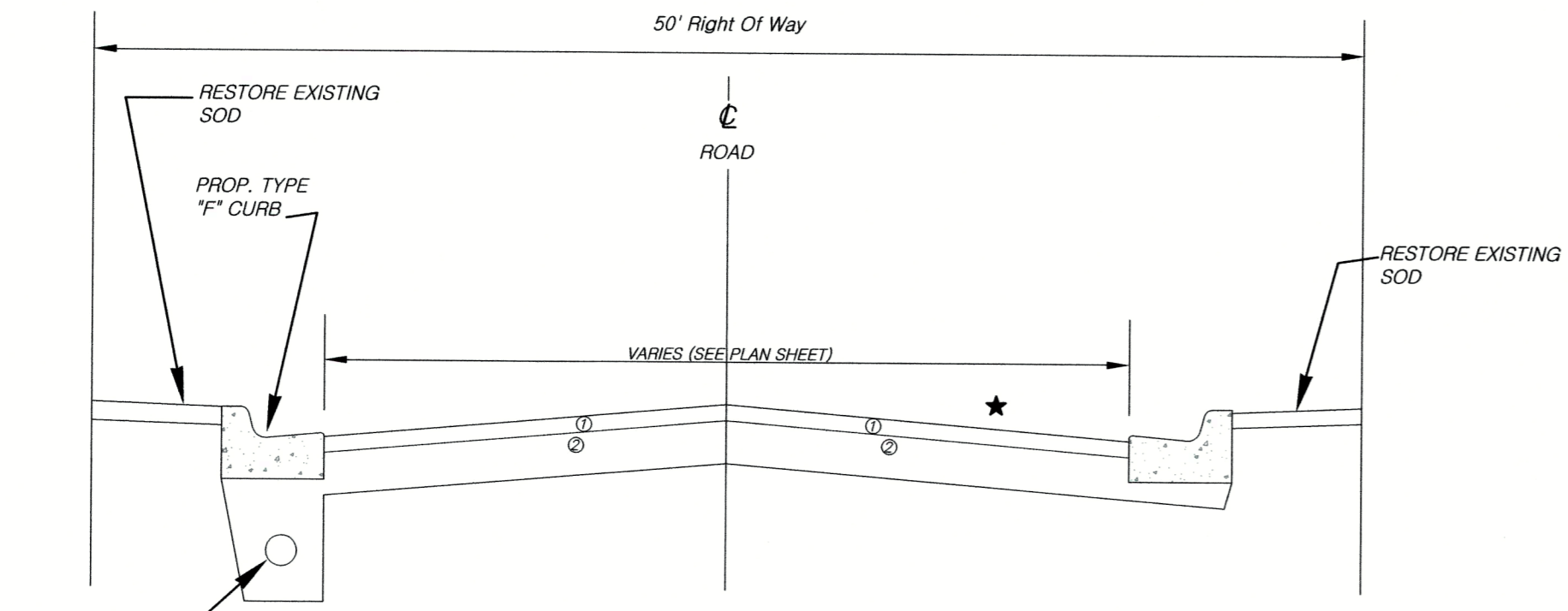


UNDERDRAIN & DRAINAGE BLANKET DETAIL N.T.S.
 ANY BACKFILL ADJACENT TO UNDERDRAIN ENVELOPE SHALL BE CLEAN SAND (<5% FINER THAN #200 SIEVE)

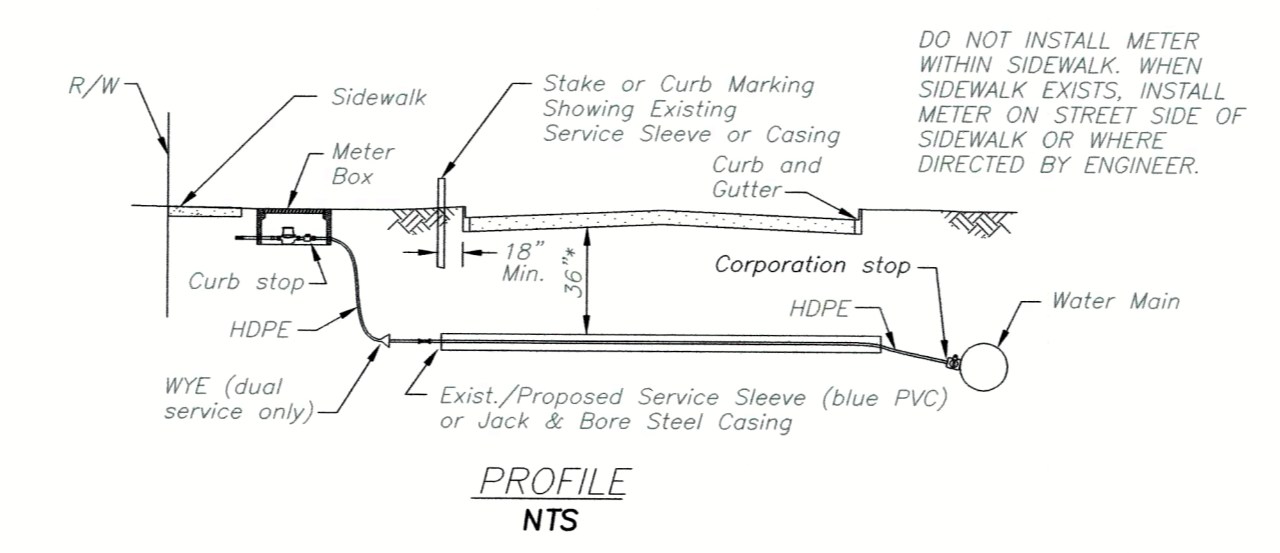
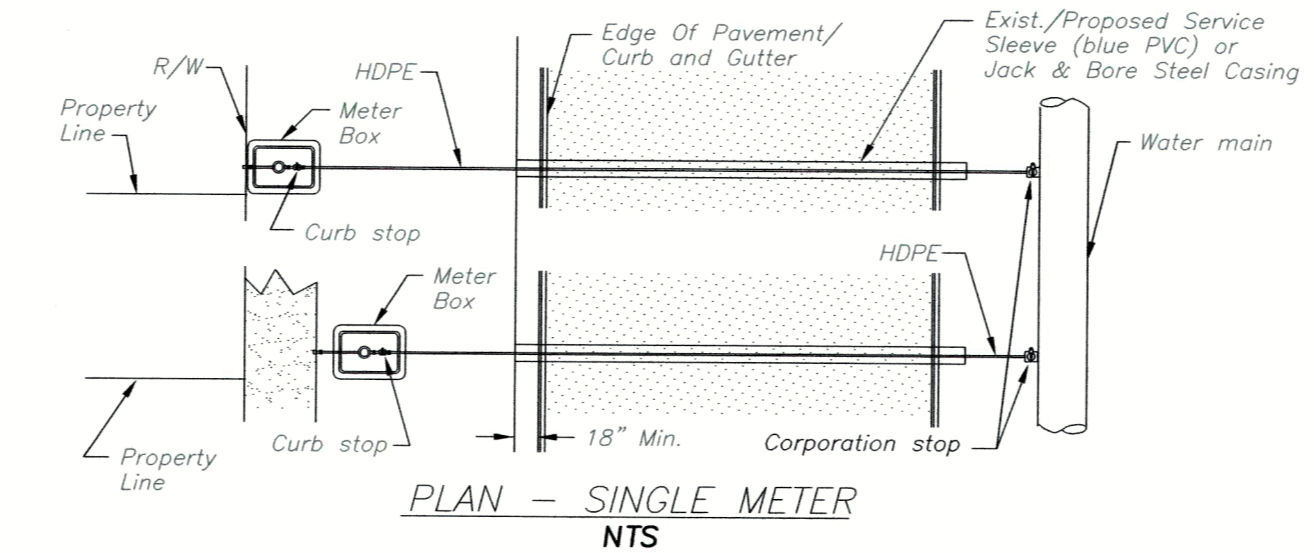


- ① TYPE SP-9.5 ASPHALT (2")
 - ② EXISTING BASE
 - ★ MILL EXISTING ASPHALT TO BASE COURSE
- LOCATION OF CURB REPLACEMENT VARIES (SEE PLAN VIEW)
 CROSS SLOPE VARIES—REFER TO ELEVATIONS ON PLAN VIEW

KENSINGTON AVE. FROM STA. 35+60 TO STA. 38+20 & STA. 40+00 TO STA. 43+70
 N.T.S.



- PAVEMENT LAYERS (SEE SPECIFICATIONS)**
- ① TYPE SP-9.5 ASPHALT (2")
 - ② EXISTING BASE
 - ★ MILL EXISTING ASPHALT TO BASE COURSE
- LOCATION OF UNDERDRAIN VARIES (SEE PLAN VIEW)
 LOCATION OF CURB REPLACEMENT VARIES (SEE PLAN VIEW)
 CROSS SLOPE VARIES—REFER TO ELEVATIONS ON PLAN VIEW



*36" min. or greater if required by appropriate agency.
 **These line size requirements are also for 2" S.D.C.V.s

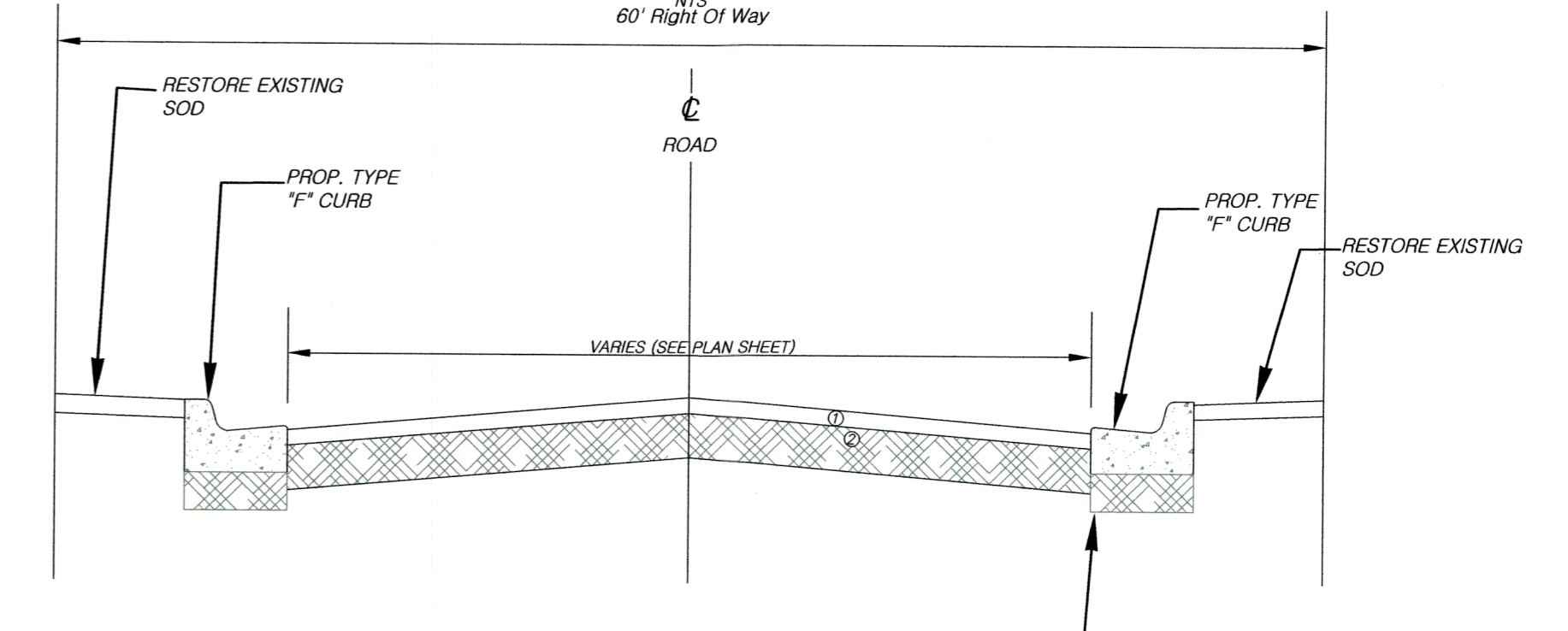
CASING SPECIFICATION:

- If pushed—SCH 40 steel pipe (min.)
- If laid in open trench—SCH 40 steel pipe or SCH 80 PVC solvent weld pipe.

SINGLE METER SIZE (inches)	SERVICE LINE SIZE (inches) (>15'-80')	SERVICE LINE SIZE (inches) (>80'-150')	CASING SIZE (inches)
3/4	1	2	4
1	2	2	4
1-1/2	2	2	4
2**	4" D.I.P.	4" D.I.P.	12

WATER METER DETAIL

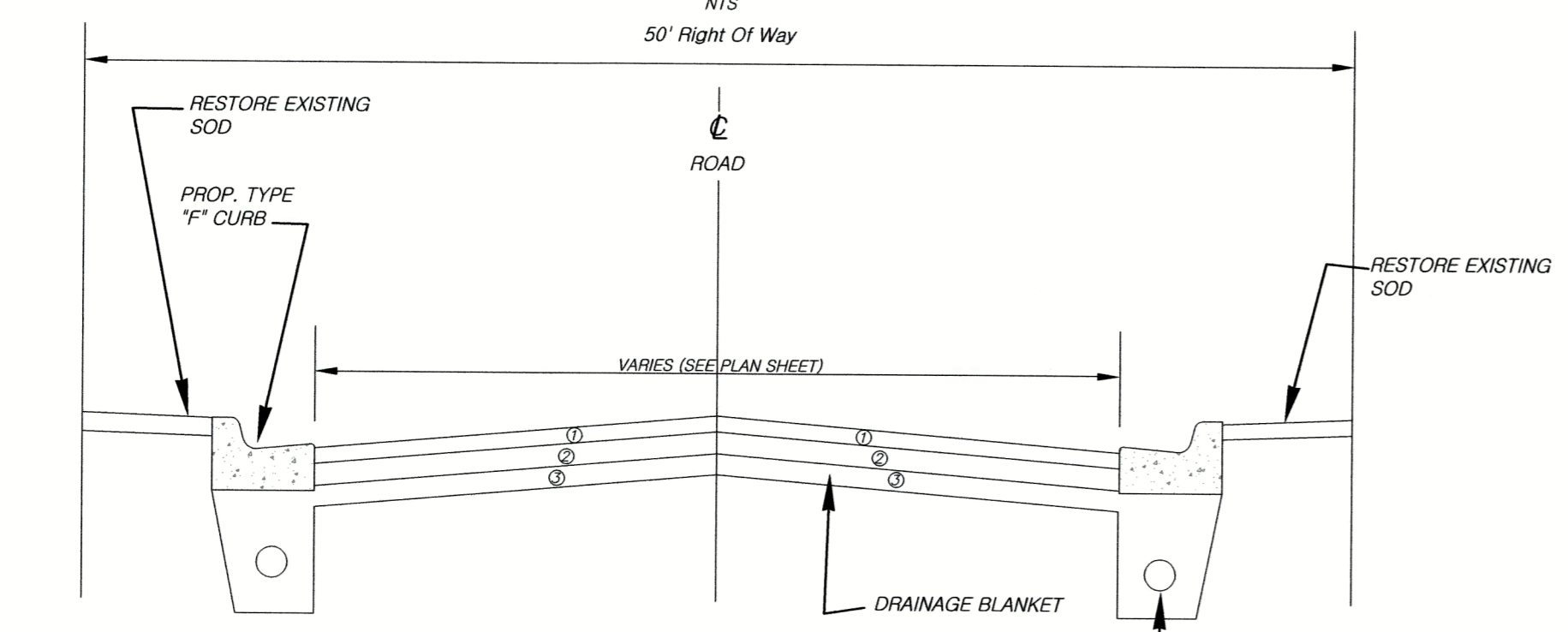
WAVERLY CIR. FROM STA. 21+00 TO STA. 27+45, S. WAVERLY PK. FROM STA. 60+00 TO STA. 62+03 & DREXEL AVE FROM STA. 11+30 TO STA. 15+40
 N.T.S.



- PAVEMENT LAYERS (SEE SPECIFICATIONS)**
- ① TYPE SP-9.5 ASPHALT (2)
 - ② CRUSHED CONCRETE BASE (8")
- LOCATION OF CURB REPLACEMENT VARIES (SEE PLAN VIEW)
 CROSS SLOPE VARIES—REFER TO ELEVATIONS ON PLAN VIEW

NOTE:
 THE GEOTECHNICAL ENGINEERS HAVE IDENTIFIED A LAYER OF PEAT UNDER PORTIONS OF THE ROADWAY TO BE RECONSTRUCTED. THESE AREAS ARE IDENTIFIED IN THE GEOTECHNICAL REPORT DATED FEBRUARY 24, 2014. BASED ON THEIR RECOMMENDATION, THE PROPOSED ROADWAY RECONSTRUCTION ON WAVERLY CIRCLE, DREXEL AVENUE, AND WAVERLY AVENUE, AS DEPICTED ON THE PLANS, WILL INCLUDE THE REMOVAL OF THE OVERBURDEN SOILS (APPROXIMATELY ONE TO TWO FEET THICK) AND THE EXCAVATION AND REMOVAL OF THE PEAT LAYER (APPROXIMATELY ONE TO TWO FEET THICK). THE DEPTH AND LIMITS OF PEAT TO BE REMOVED WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. THIS EXCAVATION SHALL THEN BE BACKFILLED WITH CLEAN SAND (A-3) AND COMPACTED TO CORRECT DENSITY. THE OVERBURDEN SOILS REMOVED MAY BE USED FOR BACKFILLING, IF IT MEETS THE SPECIFICATIONS. REFER TO SPECIFIC PROVISIONS FOR MORE DETAILS.

KENSINGTON AVE. FROM STA. 31+00 TO STA. 35+60
 N.T.S.



- PAVEMENT LAYERS (SEE SPECIFICATIONS)**
- ① TYPE SP-9.5 ASPHALT (1")
 - ② TYPE SP-12.5 ASPHALT (4") (TWO LIFTS)
 - ③ FDOT SPEC 901 #67 AGGREGATE DOUBLE WASHED (4")
- LOCATION OF CURB REPLACEMENT VARIES (SEE PLAN VIEW)
 CROSS SLOPE VARIES—REFER TO ELEVATIONS ON PLAN VIEW

No.	DATE	REVISIONS	No.	DATE	REVISIONS
3			6		
2			5		
1			4		

DES: MTM
 DRN: CKD
 DATE: 6/12/15

CITY of TAMPA
 Department of Transportation and Stormwater Services
 Stormwater Engineering Division

KENSINGTON AVENUE
GROUNDWATER DIVERSION