1-3. A scheduled meeting of the Santa Rosa Island Authority was held on Wednesday December 11, 2019, beginning at 5:00 p.m. Members in attendance were: Dr. Thomas Campanella, Ms. Brigette Brooks, Mr. Jerry Watson, Ms. Liz Callahan, Mr. Bubba Peters, and Ms. Karen Sindel, Chair. Ms. Sindel led the Pledge of Allegiance, followed by a moment of meditation.

4. APPROVAL OF MINUTES (Regular Board Meeting – 11/6/2019)

Upon motion of Mr. Jerry Watson seconded by Mr. Bubba Peters, the Board unanimously approved the minutes of the Regular Board Meeting (11/6/2019) as presented. (6-0)

5. CHANGES OR ADDITIONS TO AGENDA

6. ADOPTION OF AGENDA

Upon motion of Ms. Brigette Brooks seconded by Mr. Bubba Peters, the Board unanimously approved the agenda as presented. (6-0)

7. CHAIR’S COMMENTS

Ms. Sindel reminded the audience that they were allowed 3 minutes to speak on an item, if they wished.

8. COMMISIONER BENDER’S COMMENTS

The Commissioner didn’t wish to speak at this time in the meeting.

9. PENSACOLA BEACH VISITOR’S INFORMATION CENTER

Ms. Alison Westmoreland presented this month’s report for the VIC.
10. UPDATE BY DAVID FORTE, TRAFFIC OPERATIONS AND PLANNING DIVISION MANAGER, ENGINEERING DEPARTMENT, ESCAMBIA COUNTY

He stated the board has his report, and gave an update on the toll plaza, which the Board of County Commissioners voted to go completely cashless.

11. UPDATE BY VOLKERT ON THE TRAFFIC MANAGEMENT PLANS

Ms. Sindel explained this was informational only, and no decisions would be made, however the public was welcome to speak.

SPEAKER:

Mike Warnke (Volkert) explained they were here to answer questions. (See attached)

Discussion was held regarding the following:

- Speed limits in the roundabouts
- Modern “roundabout” difference vs. traffic circles (These would be roundabouts)
- Ms. Brooks referenced emails regarding Clearwater statistics and the fact that roundabouts slow down traffic
- Types of vehicles that are able to navigate the roundabouts (Tractor trailers, firetrucks, etc.)
- Number of vehicles that can move through the roundabout per hour (5100-6600)
- Time for completion of project (420 days)
- Increased parking by 51 spots
- 50 business’ revenues down
- Maintenance of the underpasses

SPEAKERS:

Not in favor of the proposed plan:
- Liz Hewson – representing the Pensacola Beach Advocates

In favor of the proposed plan:
- Robert Rinke
SANTA ROSA ISLAND AUTHORITY
PENSACOLA BEACH, FLORIDA
REGULAR BOARD MEETING MINUTES
DECEMBER 11, 2019
5:00 P.M.

- Julian McQueen
- Scott Wheatly
- Scott Zepp

SPEAKERS:

Jay Dixon – Volkert – He explained that the Destin area preferred the underpasses vs. overpasses, and that pedestrian safety is very important.

Cooper Saunders – Escambia County – He said that a hard right onto Fort Pickens was being looked at, but wasn’t sure it would happen in 2020.

Ms. Sindel stated she was grateful for the opportunity to discuss this proposed project, and said the infrastructure stand point needed to be considered when looking at the traffic congestion. She said each Board Member (with the exception of Dr. Campanella) needed to talk to their Commissioner regarding this project.

Dr. Campanella and Mr. Watson said they needed more time to review the materials presented tonight.

SPEAKER:

Commissioner Bender – He disagreed with the statistics regarding the business’ revenues being down. He stated many had closed and many are up. He said we have had many more cars coming through the toll booth, and believes going cashless will be helpful for the traffic problems. He supports separation of pedestrians from traffic, and feels roundabouts can’t be done without underpasses. He said he was working on the access road, the multi-use path, and improving the landscaping on the Island.

CONSENT AGENDA

12. COMMITTEE REPORTS

A. ARCHITECTURAL & ENVIRONMENTAL COMMITTEE, KAREN SINDEL, CHAIR, MS. LIZ CALLAHAN AND MR. BUBBA PETERS, MEMBERS

Item # 1 - Request by Mr. Thomas M. Bizzell, Trustee under Trust Agreement dated December 30, 1997 d/b/a Tiki House, Inc. ( currently known as PB RV Park) – 17 Via
de Luna — adjacent to Santa Rosa Sound — Request to construct a 300’ x 5’ access pier. (Staff report by Paolo Ghio)

**The Committee unanimously approved staff’s recommendation.**

Item # 2 - Request by Mr. Thomas M. Bizzell, Trustee under Trust Agreement dated December 30, 1997 d/b/a Tiki House, Inc. (currently known as PB RV Park) – 17 Via de Luna — adjacent to Santa Rosa Sound — Request to place portion of old Pensacola Beach fish sign as a memorabilia art object on the property. (Staff report by Paolo Ghio)

**The Committee unanimously approved staff’s recommendation.**

Item # 3 - Request by Michael S. & Kathryn Elaine Floyd. – Lot 10, Block 8, Villa Primera, 109 Maldonado Dr. – to construct a 10’ x 16’ in-ground swimming pool with an encroachment of 15’ into the 20’ rear yard setback, and 10’ in to the 15’ east side yard setback. (Staff report by Paolo Ghio)

**The Committee unanimously approved staff’s recommendation.**

Item # 4 - Request by Ocean Breeze Beach Rentals, Inc. – Lot 11, Block 8, Villa Primera, 107 Maldonado Dr. – to construct a 10’ x 20’ in-ground swimming pool with an encroachment of 15’ into the 20’ rear yard setback, and 3’ in to the 15’ east side yard setback. (Staff report by Paolo Ghio)

**The Committee unanimously approved staff’s recommendation.**

Item # 5 - Request by Horton Beach House #3, LLC. – Lot 5, Block 3, Santa Rosa Villas, 1705 Ensenada Uno. – to construct a 10’ x 30’ in-ground swimming pool with an encroachment of 20’ into the 30’ rear yard setback. (Staff report by Paolo Ghio)

**The Committee unanimously approved staff’s recommendation.**

Item # 6 - Request by Mike M. and Jodi L. Russell. – Lot 3, Block 3, Villa Primera, 109 Via de Luna. – to construct a 12’ x 24’ in-ground swimming pool with an encroachment of 18’ into the 30’ rear yard setback. (Staff report by Paolo Ghio)

**The Committee unanimously approved staff’s recommendation.**

B. DEVELOPMENT & LEASING COMMITTEE, MS. BRIGETTE BROOKS, CHAIR, DR. THOMAS CAMPANELLA AND MR. BUBBA PETERS, MEMBERS
Item # 1 – Request by Gordan F. Jackson and Dorianne M. Jackson – 341 Panferio Dr. – to renew their lease for another 99 year term, under “like covenants, provisions, and conditions as are in this lease contained, including an option for further renewals”. (Staff report by Robbie Schrock)

The Committee unanimously approved staff’s recommendation, with a change to the renewal date to April 18, 2048.

The flowing item was removed from the agenda, pending the leaseholder providing a proposed renewal to the SRIA. It will be addressed at a later date.

Item # 2 – Request by Michael J. and Debra T. Foley – 1215 Ariola Dr. – to renew their lease for another 99 year term, under “like covenants, provisions, and conditions as are in this lease contained, including an option for further renewals”. (Staff report by Robbie Schrock)

C. ADMINISTRATIVE COMMITTEE, DR. THOMAS CAMPANELLA, CHAIR, MR. JERRY WATSON AND MS. KAREN SINDEL, MEMBERS

Item # 1 – Report on Financial Statements and Expenditures. (Staff report by Vickie Johnson)

The Committee unanimously accepted the report on Financial Statements and Expenditures as presented.

Upon motion of Dr. Thomas Campanella seconded by Mr. Jerry Watson, the Board unanimously approved the Consent Agenda as presented. (6-0)

REGULAR AGENDA

13. Old Business:

Item #1 – Approval of the 2020 SRIA Meeting & Holiday Calendars. (Staff report by Robbie Schrock)

Ms. Schrock gave background on the item and stated staff recommended approval.

Upon motion of Ms. Liz Callahan seconded by Mr. Bubba Peters, the Board approved the 2020 SRIA Meeting and Holiday Calendars. (6-0)

Item # 2 – 2020 SRIA Board (Staff report by Paolo Ghio)
Mr. Ghio gave the background on this item and recommended the following slate of officers:

Ms. Brigette Brooks  Chairwoman
Dr. Thomas Campanella  Vice Chairman
Mr. Jerry Watson  Secretary/Treasurer
Ms. Liz Callahan  Acting Secretary/Treasurer
Mr. Bubba Peters  Member
Ms. Karen Sindel  Member

Upon motion of Mr. Bubba Peters seconded by Ms. Liz Callahan, the Board unanimously approved the recommended slate of officers for the 2020 SRIA Board. (6-0)

14. REPORTS

A. ATTORNEY’S REPORT

Mr. Stebbins submitted his report to the Board.

Upon motion of Mr. Bubba Peters seconded by Mr. Jerry Watson, the Board unanimously approved acceptance of Mr. Stebbins’ report. (6-0)

B. ENGINEER’S REPORT

Mr. Huggins submitted his report for the review of the Board. He stated they were working with DEP and Escambia County Public Works to have some of the dune walkovers removed that will be replaced with the mobi-mats.

Dr. Campanella asked who will maintain the new mats, and was told Public Works would be maintaining them.

C. DEVELOPMENT SERVICES DIRECTOR REPORT

Mr. Ghio submitted his monthly report for the review of the Board.

15. VISITOR’S FORUM

16. BOARD MEMBER’S FORUM

Mr. Peters thanked the people that serve our Country as well as our Community, and they are in our thoughts and prayers.
Mr. Watson thanked the staff for being able to answer tricky questions, and commended Ms. Johnson on an outstanding job with the Finance Department.

Ms. Sindel thanked all for a great year, and congratulated Ms. Brooks on the new Chairwoman position.

Mr. Ghio presented Ms. Sindel with a “Thank You” award, and told her how much the SRIA appreciated her leadership this year. He said it had been a pleasure to work with her.

17. ADJOURN

There being no further business to come before the Board, Chair Sindel declared the Regular Board Meeting of the SRIA Board adjourned at 6:20 p.m.

(Secretary)

Chair

(Please note that the Santa Rosa Island Authority does not make verbatim transcripts of its meetings, although the meetings are tape-recorded. Any person desiring a verbatim transcript of a meeting of the Santa Rosa Island Authority will need to independently secure such verbatim transcript.)
Pensacola Beach Congestion Management Plan Design Questions for SRIA Meeting (12/19)

Questions and Answers for Questions from SRIA:

- What is the length and max height of the retaining walls adjacent to each of the underpasses?
  - Pensacola Beach Road Underpass = 258’ max length with approximately 10’ max. height from depressed sidewalk, that is depressed 3.5’ from existing grade, which means the height from existing grade is 6.5’.
  - Via De Luna Drive Underpass Length = 263’ max length with approximately 10’ max height from depressed sidewalk, that is depressed 4.5’ from existing grade, which means the height from existing grade is 5.5’.
  - Fort Pickens Road Underpass Length = 238’ max length with approximately 10’ max height from depressed sidewalk, that is depressed 4’ from existing grade, which means the height from existing grade is 6’.
    (See attached example cross-section sheet for Ft Pickens Road w/ wall, roadway and adjacent sidewalk; and see rendering from 60% produced October 2016).

- What is the designed speed limit entering the roundabouts?
  *The posted speed will be 20 mph*

- How many vehicles per hour (max) is the roundabout designed for?
  *Between 5083 vph and 6600 vph*

- What is the anticipated VPH (max) in 2030 and 2040?
  *The max capacity of the roundabout won’t change over time. So the above would be the same in 2030 and 2040. The increase in traffic on the island will be dependent on many factors including capacity entering the island, demand to be on the island etc. According to FDOT traffic count stations the volumes have plateaued in recent years.*

- How many VPH (max) does the current intersection carry?
  *3000 vph*

- What does it mean when a roundabout fails? What is it that fails and how is that measured?
  A roundabout will not fail but the continuous flow of traffic will begin to slow and delays will occur.

- What is the height, width and length of each of the 3 underpasses?
  - Height 8’ internal
  - Width 20’ internal
  - Length
    - Pensacola Beach Road Underpass Length 64’,
    - Via De Luna Drive Underpass Length 78’,
    - Fort Pickens Road Underpass Length 56’
• There are reconfigurations of parking lots in the design. Counting only the parking lots affected by this design, is there an increase, decrease or no effect on the current available parking? 
  See included PBCMP Final Parking Numbers.pdf.

• How many feet separate the two roundabouts?
  520

• How many feet separate the crests of the underpasses?
  610

• The design shows a U Turn requirement for east bound traffic entering SRIA lot. Is there a reason why the entry/exit spur was not designed to connect to the east roundabout? 
  The western access was removed during a previous phase on work on the beach and reconnecting to the proposed roundabout was not requested. This was not added to the roundabout due to the amount of traffic along Via De Luna and to minimize the number of conflicts for entering traffic along Via De Luna.

• What criteria is used to determine the diameter of a roundabout?
  o Design speed
  o Design vehicle
  o Alignments for vehicles (Path alignment)

• What criteria was used to determine the diameter of each of the proposed roundabouts?
  o Design speed
  o Design vehicle
  o Alignments for vehicles (Path alignment)
  o Impacts to adjacent parking areas

• Were fire dept, police, EMS, ECUA schools all approached regarding making certain their vehicles can navigate roundabouts.
  Autoturn movements utilizing a WB-50 design vehicle were used to confirm that design vehicles could navigate the roundabouts (reviewed design vehicle paths).

• Time line for project. What happens when and in what order
  See included timeframe and MOT Plan

• Walls at the 3 pedestrian “tunnels”. Need a visual / rendering from street view 
  Walls will not be visible from the street. The barrier wall will be the only wall visible. This is a wall similar to those seen on FDOT bridges along the back of the shoulder (see attached cross-section for Fort Pickens Road as well as rendering from 60% produced October 2016).
• Compare size of roundabouts to those existing in Pensacola. Perhaps use the one / two at the airport and hotel in front of the airport. Pensacola Beach Design is for a modern Roundabout. What is at the airport are traffic circles and not modern roundabouts. Airport Traffic Circles (inscribed diameter) = 119’ (Skye Way) and 124’ (Airport Blvd). Pensacola Beach Roundabouts (inscribed diameter) = varies from 130.2’ to 142.9’ (Pensacola Blvd) and varies from 121’ to 141’ (Via De Luna).

• Landscaping seems extreme. What about Florida friendly landscaping. We need to change wider significantly reducing the irrigation plan. The proposed landscaping is Florida Friendly landscaping that was designed by a local Landscape Architect. The proposed irrigation system is required for establishment only due to the harsh beach conditions.

• Maintenance for pumps used for pedestrian tunnels. Who will be responsible? Same question for landscaping. Please see included Pensacola Beach CMP - Underpass Drainage Maintenance Recommendations_07.05.2019.pdf document.
<table>
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<tr>
<th>Parking Area</th>
<th># of Existing Parking Spaces</th>
<th># of Proposed Parking Spaces</th>
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<td>Old Visitors Center</td>
<td>116</td>
<td>124</td>
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<tr>
<td>Boardwalk</td>
<td>37</td>
<td>31</td>
</tr>
<tr>
<td>Circle K/Flounders</td>
<td>134</td>
<td>139</td>
</tr>
<tr>
<td>Casino Beach East</td>
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<td>459</td>
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<tr>
<td>Sherriff's Parking Area</td>
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<td>231</td>
</tr>
<tr>
<td></td>
<td><strong>1560</strong></td>
<td><strong>1611</strong></td>
</tr>
</tbody>
</table>

* Also includes 6 Motor Cycle Parking Spaces

** Only area impacted by Construction counted
MEMORANDUM

TO:      Mike Warnke, PE  
         Arthur Hooks, PE

From:   Fred Brown, PE

RE: Pensacola Beach Congestion Management Plan Phase III- Construction Time Estimate

Using the 100% plans summary of quantities for the Phase III Pensacola Beach Congestion Management project, I estimated the following construction time:

Phase 1- 75 Days: This phase includes mobilization, installation of maintenance of traffic, erosion control devices, drainage items, construction of the diversion, and grade corrections at the begin and end stations (Pensacola Beach Boulevard and Via De Luna)

Phase 2- 100 Days: This phase includes moving traffic to the diversion, construction of two culverts (pedestrian walkways), the associated retaining walls with footings, and the construction of Pensacola Beach Boulevard and Via De Luna inside the diversion.

Phase 3- 100 days: This phase includes the construction of the culvert (pedestrian walkways), the associated retaining walls with footings for Fort Pickens Road. This phase will require half the culvert to be built with temporary retaining walls while maintaining traffic on Fort Pickens Road. Other major items include the removal of the diversion and reconstruction of the offsite parking areas.

Phase 4- 40 Days: This phase includes the completion of the roundabout islands, final paving, final signing and striping, and landscaping

Because of the high volumes of vehicle and pedestrian traffic associated with this summer vacation destination, an escalated scheduled could be required to complete the work between Labor Day and Memorial Day, approximately 265 days.

Office Locations:
SCHEDULE OF WORK

1. INSTALL ADVANCED WARNING SIGNING ADN PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS (SEE FDOT 600 SERIES, 2019 FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-611, 102-612, 102-614)

2. REMOVE CONCRETE ISLAND (FORT PICKENS ROAD) AND CONSTRUCT TEMPORARY ASPHALT (MATCH ADJACENT CROSS-SLOPE CONSTRUCT PERMANANT DRAINAGE AND TEMPORARY DRAINAGE ALONG FORT PICKENS AND PARKING WEST OF FORT PICKENS ROAD.

3. REMOVE ISLANDS, STRIPING, LANDSCAPING WITHIN PENSACOLA BEACH PARKING AREAS

4. PEDESTRIAN CROSSING AND TEMPORARY SIDEWALK LOCATIONS TO BE BY CONTRACTOR AND APPROVED BY ENGINEER.

PHASE 1A
WORK ZONE
SCHEDULE OF WORK

1. INSTALL MOT SIGNAGE (SEE FDOT 600 SERIES, 2019 FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-611, 102-612, 102-614)

2. INSTALL SIGNAGE AND PAVEMENT MARKING FOR LANE SHIFTS ON FORT PICKENS ROAD

3. SHIFT TRAFFIC ALONG FORT PICKENS ROAD

4. TEMPORARY MSE WALLS NECESSARY FOR CONSTRUCTION OF OVERBUILD TO BE DESIGNED BY CONTRACTOR.

5. BEGIN OVERBUILD OF FORT PICKENS TO MATCH EXISTING FOR LANE SHIFT.

6. REMOVE ISLANDS, STRIPING, LANDSCAPING WITHIN PENSACOLA BEACH PARKING AREAS, CONSTRUCT ASPHALT PAVEMENT AT REMOVED ISLAND AND LANDSCAPING. MATCH ADJACENT GRADES OF PAVEMENT

7. REMOVE ISLAND ON VIA DE LUNA AT ENTRANCE TO CASINO BEACH BOARDWALK PARKING. CONSTRUCT ASPHALT PAVEMENT. MATCH ADJACENT CROSS-SLOPE.

8. INSTALL TEMPORARY SIGNAL FOR WEST BOUND LEFT TURN FROM VIA DE LUNA TO CASINO BEACH BOARDWALK. INSTALL TEMPORARY SIGNAL AT CASINO BEACH BOARDWALK AND FORT PICKENS ROAD

9. PEDESTRIAN CROSSING AND TEMPORARY SIDEWALK LOCATIONS TO BE BY CONTRACTOR AND APPROVED BY ENGINEER.

PHASE 1B
WORK ZONE
SCHEDULE OF WORK

1. INSTALL ADVANCED WARNING SIGNING AND PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS (SEE FDOT 600 SERIES, 2019 FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-601, 102-612, 102-614)

2. INSTALL SIGNAGE AND PAVEMENT MARKING FOR LANE SHIFTS ON FORT PICKENS ROAD

3. CONSTRUCT SEWER UTILITIES ALONG FORT PICKENS ROAD (CONSTRUCT TEMPORARY TOPS TO ELEVATIONS FOR TEMPORARY DIVERSION- TOPS TO BE REMOVED AND REPLACED DURING PHASE 3 CONSTRUCTION PHASES).

4. SHIFT TRAFFIC ALONG FORT PICKENS ROAD AND CONSTRUCT OVERBUILD OF FORT PICKENS ROAD TO MATCH ELEVATION FOR TEMPORARY DIVERSION OF PENSACOLA BEACH BOULEVARD.

5. REMOVE ISLANDS, STRIPING, LANDSCAPING WITHIN PENSACOLA BEACH PARKING AREAS, CONSTRUCT ASPHALT PAVEMENT AT REMOVED ISLAND AND LANDSCAPING. MATCH ADJACENT GRADES OF PAVEMENT

6. PEDESTRIAN CROSSING AND TEMPORARY SIDEWALK LOCATIONS TO BE BY CONTRACTOR AND APPROVED BY ENGINEER.

PHASE 1C WORK ZONE
**PHASE 1B**

Exist Wooden Fence

Low Profile Barrier

Natural Ground

**PHASE 1C**

Ft. Pickens Road

STA. 108+00 TO STA. 112+00

**MILLING**

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.5')

**RESURFACING**

STRUCTURAL COURSE (SP 12.5-TRAFFIC C) (1.5')

**NEW CONSTRUCTION**

COMPACTED SUBGRADE (98% MODIFIED PROCTOR LAB DENSITY)

OPTIONAL BASE GROUP 6 (6' CRUSHED BAHAMA ROCK, LBR 100, 98% MODIFIED PROCTOR LAB DENSITY)

12' TYPE B STABILIZED SUBGRADE (LBR 40)

BASE COURSE (SP-12.5) (2')

STRUCTURAL COURSE (SP 12.5-TRAFFIC C) (2')
SCHEDULE OF WORK

1. Install Advanced Warning Signs and Portable Changeable Variable Message Signs (see FDOT 600 Series, 2019 FDOT Standard Plans for Road Construction, 102-600, 102-611, 102-612, 102-614)

2. Pedestrian crossing and temporary sidewalk locations to be determined by Contractor and approved by Engineer.

3. Activate temporary signal and shift traffic temporary diversion

4. Construct underpasses on Pensacola Beach Boulevard, construct Pensacola Beach Boulevard, Pensacola Beach Blvd/Fort Pickens Road Roundabout, construct Via de Luna/Casino Beach Boardwalk Roundabout (northern portion), northern segment of Fort Pickens Road, Via de Luna Drive, drainage lift station, drainage systems, construct walls.

PHASE 2
WORK ZONE

MAINTAIN ACCESS
PHASE 2
Q. DIVERSION
STA. 8000+00.00 TO STA. 8023+00.00

MILLING
MILL EXISTING ASPHALT
Pavement For Depth (1"

RESURFACING
STRUCTURAL COURSE (SP FINE-TRAFFIC C) (1"

WORK ZONE (52'-2")

6.35502. WR
SCHEDULE OF WORK
1. INSTALL ADVANCED WARNING SIGNING AND PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS (SEE FDOT 600 SERIES, 2019) FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-611, 102-612, 102-614)
2. INSTALL SIGNAGE, PAVEMENT MARKING AND ADJUST SIGNAL HEADS AT TEMPORARY SIGNAL FOR LANE SHIFTS ON FORT PICKENS ROAD
3. SHIFT TRAFFIC ALONG FORT PICKENS ROAD
4. CONSTRUCT EAST ROUNDABOUT AT VIA DELUNA AND CASINO BEACH BOARDWALK (DO NOT CONSTRUCT CURB OR TRUCK ISLAND WITHIN ROUNDABOUT AND Approaches. INSTALL TEMPORARY ASPHALT WITHIN ROUNDABOUTS AND ALONG FORT PICKENS ROAD TO ALLOW FOR LANE SHIFTS IN PHASE 3B AND 3C.
5. PEDESTRAIN CROSSINGS AND TEMPORARY SIDEWALK LOCATIONS TO BE DETERMINED BY CONTRACTOR AND APPROVED BY ENGINEER.

PHASE 3A
WORK ZONE
PHASE 3A

Pensacola Beach Blvd.

STA. 206+40 TO STA. 213+00
Via DeLuna Dr.
STA. 213+00 TO STA. 220+60

MILLING
MILL EXISTING ASPHALT
PAVEMENT FOR DEPTH (1.5")

RESURFACING
STRUCTURAL COURSE (SP 12.5-TRAFFIC C) (1.5")
SCHEDULE OF WORK

1. INSTALL ADVANCED WARNING SIGNING AND PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS (SEE FDOT 600 SERIES, 2019 FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-611, 102-612, 102-614)

2. INSTALL SIGNAGE AND PAVEMENT MARKING FOR LANE SHIFTS ON FORT PICKENS ROAD

3. TEMPORARY MSE WALLS NECESSARY FOR CONSTRUCTION ON FORT PICKENS ROAD TO BE DESIGNED BY CONSTRUCTOR.

4. SHIFT TRAFFIC ALONG FORT PICKENS ROAD AND CONSTRUCT EAST HALF OF PEDESTRIAN CROSSING FOR FORT PICKENS ROAD

5. CONSTRUCT EASTERN SIDE OF FORT PICKENS ROAD

6. PEDESTRIAN CROSSING AND TEMPORARY SIDEWALK LOCATIONS TO BE BY CONTRACTOR AND APPROVED BY ENGINEER.

PHASE 3B
WORK ZONE
**PHASE 3B**

**Ft. Pickens Road**

STA. 111+50 TO STA. 112+40

**Type K Staked Barrier Wall**

12' (Min)

**Exist Wooden Fence**

1:4 or Flatter

**Natural Ground**

**Temp. MSE Wall** (FDOT 548-030)

**Work Zone**

**Pedestrian Underpass**

**Sidewalk**

**PHASE 3C**

**Ft. Pickens Road**

STA. 108+00 TO STA. 111+50

**MILLING**

MILL EXISTING ASPHALT PAVEMENT FOR DEPTH (1.5')

**RESURFACING**

STRUCTURAL COURSE (SP FINE-TRAFFIC C) (1.5')

**NEW CONSTRUCTION**

COMPACTED SUBGRADE (98% MODIFIED PROCTOR LAB DENSITY)

OPTIMAL BASE GROUP A (8" CRUSHED BAHAMA ROCK, LBR 100, 98% MODIFIED PROCTOR LAB DENSITY)

12" TYPE B STABILIZED SUBGRADE (LBR 40)

BASE COURSE (SP-12.5) (2')

STRUCTURAL COURSE (SP FINE-TRAFFIC C) (2')
SCHEDULE OF WORK
1. INSTALL ADVANCED WARNING SIGNING AND PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS (SEE FDOT 600 SERIES, 2019 FDOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-601, 102-612, 102-614)
2. INSTALL SIGNAGE AND PAVEMENT MARKING FOR LANE SHIFTS ON FORT PICKENS ROAD
3. SHIFT TRAFFIC ALONG FORT PICKENS ROAD AND CONSTRUCT UTILITIES ALONG WEST R/W FOR FORT PICKENS ROAD, CONSTRUCT WEST HALF OF PEDESTRIAN CROSSING FOR FORT PICKENS ROAD,
4. CONSTRUCT WEST SIDE OF FORT PICKENS ROAD

PHASE 3C
WORK ZONE
SCHEDULE OF WORK

1. INSTALL ADVANCED WARNING SIGNING AND PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS (SEE FOOT 600 SERIES, 2019 FOOT STANDARD PLANS FOR ROAD CONSTRUCTION, 102-600, 102-611, 102-612, 102-614)

2. CONSTRUCTION TO OCCUR AT NIGHT, PENSACOLA BEACH BLVD AND VIA DE LUNA DR. TO BE REDUCED TO ONE LANE DURING CONSTRUCTION.

3. COMPLETE PROJECT TIE-INS, CONSTRUCT FINAL CURB AND GUTTER FOR ISLANDS IN ROUNDABOUTS, CONSTRUCT CURB AND GUTTER FOR APPROACH ISLANDS FOR BOTH ROUNDABOUTS

4. COMPLETE FINAL GRASSING AND OTHER INCIDENTAL ITEMS

5. REMOVE MOT SIGNAGE, ADVANCED WARNING SIGNING AND PORTABLE CHANGEABLE VARIABLE MESSAGE SIGNS

PHASE 4
WORK ZONE
Maintenance Recommendations for the Stormwater Pump Station, Manholes, Inlets, Trench Drains, and Sand/Trash Knockout Manhole (Manhole PS1)

Maintenance involves routine inspections of the pump station, cleaning of the wet well, valve vault, and sand/trash knockout manhole, and management of the wastes generated from the cleaning operations.

Maintenance shall not be performed during rain events or prior to predicted rain events unless required by emergency conditions.

BMPs must still be followed for emergency work in order to minimize the potential for pollutant releases.

BMP Procedures:

- Inspect once per month during the dry season (April-Sept) for spills or illicit discharges (oil sheen, discoloration, and odors).
  - Inspection frequency should be adjusted with experience to accommodate needs.
- Inspect weekly during the wet season (Oct-March) for spills or illicit discharges (oil sheen, discoloration, and odors).
  - Inspection frequency should be adjusted with experience to accommodate needs.
- Conduct one comprehensive cleaning annually prior to the wet season.
- If a spill is observed and it is safe to do so, shut down pumps. Address spill per applicable regulations.
- When feasible use vacuum extraction equipment to remove wastes from the wet well, valve vault, and sand/trash knockout manhole.
- Avoid stockpiling removed material in the field. When necessary, plan for enough storage to contain liquid and solid wastes and prevent discharges to storm drains and creeks.
- Dewater semi-solid wastes removed and properly dispose of extracted water.
  - Discharge decanted water to the sanitary sewer, with permission of the sewer agency.
  - If discharge to the sanitary sewer is not permitted, contain water and arrange for proper disposal.
- Collect liquid and semi-solid waste in a container with a secure lid, in tanks, or in leak-free bins for transport to proper disposal sites.
- Collect dry solid waste and secure in an appropriate container for transport back to proper disposal sites.
- At all times have a spill kit readily available in case of pollutant discharge during pump maintenance activities.
- Keep records of all inspections, maintenance, and materials removed during cleaning.