DRC
PZ25-12000016
01/21/2026

GENERAL NOTES
PAVING, GRADING & DRAINAGE

1. ALL DIMENSIONS SHOWN ON THESE DRAWINGS ARE SCALED DIMENSIONS. THE CONTRACTOR SHALL CONFIRM ALL MEASUREMENTS IN THE FIELD AND NOTIFY THE ENGINEER IN WRITING OF ANY DISCREPANCY PRIOR TO PERFORMING THE WORK. ALL QUANTITIES SHALL BE PAID ON THE BASIS OF FIELD MEASUREMENTS OF COMPLETED WORK.
2. REINFORCED CONCRETE PIPE (R.C.P.) SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARDS SPECIFICATIONS SEC. 941. CORRUGATED ALUMINUM PIPE (C.A.P.) SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARDS SPECIFICATIONS SEC. 945.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SUCH EXAMINATION OF THE SITE OF THE WORK, AND OF ANY MATERIAL SOURCES INDICATED IN THE PLANS, AS MAY BE NECESSARY TO INFORM HIMSELF OF THE CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED.
4. PROPOSED GRADES SHOWN IN PAVED AREAS REFER TO FINISH PAVEMENT GRADES.
5. PAVEMENT MARKING AND GEOMETRICS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND PALM BEACH COUNTY TYPICAL NO. T-P-17.
6. ALL LOTS, ROADWAYS AND BORROW AREAS SHALL BE STRIPPED OF ALL DELETERIOUS (UNSUITABLE) MATERIALS AND MATERIALS SHALL BE DISPOSED WITHIN THE SITE.
7. ALL GRADING OF STREETS, INCLUDING THE REMOVAL OF ALL MATERIALS AND THE FINISHING OF ALL SHOULDERS, SUBGRADE PREPARATION, SWALES AND BACKSLOPES, IN ACCORDANCE WITH THE TYPICAL SECTIONS SHOWN HEREON SHALL BE INCLUDED IN THE BID PRICE FOR PAVING.
8. ANY EXISTING ROADWAY AND/OR UTILITY THAT IS DAMAGED BY THE CONTRACTOR SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER, AND UTILITY.
9. THE FULL DEPTH OF ALL EXISTING ORGANIC AND DELETERIOUS MATERIALS WITHIN THE RIGHT -OF- WAY AND UTILITIES AND DRAINAGE EASEMENT SHALL BE COMPLETE REMOVED. NO MATERIALS OF F.D.O.T. CLASS A-5, A-7, OR A-8 SHALL BE ALLOWED.
10. ANY MUCK POCKETS OR GUMBO ENCOUNTERED SHALL BE REMOVED WITHIN THE ROADWAY TO 1.0' BELOW SUBGRADE AND TO OUTSIDE EDGE OF BOTH SHOULDERS.
11. ALL PAVING AND DRAINAGE WORK TO BE CONSTRUCTED IN FULL ACCORDANCE WITH PALM BEACH COUNTY STANDARDS AND SPECIFICATIONS.
12. THE SEQUENCE OF CONSTRUCTION SHALL BE SUCH THAT ALL UNDERGROUND INSTALLATIONS OF EVERY KIND THAT WILL BE BENEATH THE PAVEMENT CURRENTLY TO BE CONSTRUCTED SHALL BE INSTALLED PRIOR TO THE COMPACTION OF SUBGRADE.
13. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER AND COUNTY ON ALL PIPE, PIPE BANDS, DRAINAGE STRUCTURES, GRATES, FRAMES AND COVERS.
14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LOCATION OF EXISTING UTILITIES WHETHER SHOWN OR NOT SHOWN ON THESE DRAWINGS AND SHALL VERIFY ALL ELEVATIONS BEFORE STARTING CONSTRUCTION. ALL EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE RESTORED TO EXISTING OR BETTER CONDITIONS BY CONTRACTOR AT NO EXPENSE TO OWNER.
15. WHERE CONNECTIONS TO AN EXISTING DRAINAGE SYSTEM ARE PROPOSED, SAID EXISTING DRAINAGE STRUCTURES AND LINES SHALL BE PURGED OF ALL SILT AND DEBRIS PRIOR TO SAID CONNECTION, AND WHERE EXISTING DRAINAGE SYSTEM INCLUDES DITCHES, SAID DITCHES SHALL BE CLEARED AND REWORKED, AS NECESSARY, TO RESTORE THEM TO THEIR APPROVED DESIGN SECTION.
16. ALL PIPE JOINTS ARE TO BE INSPECTED BY A REPRESENTATIVE OF THE ENGINEER PRIOR TO BACKFILLING. ALL INSPECTIONS SHOULD BE ARRANGED NO LESS THAN 48 HOURS IN ADVANCE.
17. ALL CATCH BASIN GRATES MUST HAVE LOCKING CHAINS IN ACCORDANCE WITH FDOT INDEX 201.

CLEARING AND GRUBBING:

18. WORK SHALL CONSIST OF THE COMPLETE REMOVAL AND DISPOSAL OF ALL BUILDINGS, TIMBER, BRUSH, STUMPS, ROOTS, RUBBISH, AND DEBRIS AND ALL OTHER OBSTRUCTIONS RESTING ON OR PROTRUDING THROUGH THE SURFACE OF THE EXISTING GROUND AND THE SURFACE OF EXCAVATED AREAS, AND OF ALL OTHER STRUCTURES AND OBSTRUCTIONS NECESSARY TO BE REMOVED, INCLUDING SEPTIC TANKS, BUILDING FOUNDATIONS, AND PIPES.
19. ROOTS AND OTHER DEBRIS SHALL BE REMOVED TO A DEPTH OF AT LEAST ONE FOOT BELOW THE GROUND SURFACE. ALL STUMPS WITHIN THE CONSTRUCTION AREA SHALL BE COMPLETELY REMOVED AND DISPOSED OF BY THE CONTRACTOR.
20. EXISTING TREES TO REMAIN WHERE SO DIRECTED BY THE ENGINEER, SHALL BE TRIMMED, PROTECTED AND LEFT STANDING.
21. PROPERTY OBSTRUCTIONS WHICH ARE TO REMAIN IN PLACE, SUCH AS BUILDINGS, SEWERS, DRAINS, WATER OR GAS PIPES, CONDUITS, POLES, WALLS, POSTS, BRIDGES, ETC. ARE TO BE CAREFULLY PROTECTED FROM INJURY AND ARE NOT TO BE DISPLACED.
22. CLEARING AND GRUBBING MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR IN LOCATIONS AND BY METHODS APPROVED BY THE ENGINEER.

SUBGRADE:

23. UTILIZATION OF MATERIAL IN SUBGRADE CONSTRUCTION SHALL BE IN ACCORDANCE WITH PLAN DETAILS OR AS DIRECTED BY THE ENGINEER.
24. A PROCTOR TEST SHALL BE PERFORMED ON THE PROPOSED SUBGRADE MATERIAL TO DETERMINE THE OPTIMUM MOISTURE CONTENT AND MAXIMUM DENSITY OF THE MATERIAL. IN-PLACE DENSITY TESTS OF THE FINISH SUBGRADE SHALL BE PERFORMED AT A FREQUENCY OF AT LEAST ONE TEST FOR EVERY 7,000 SQ.FT. OF PORPOSED PAVEMENT AREA TO DETERMINE COMPLIANCE WITH THE DESIGN SPECIFICATIONS OF 100% OF MAX. DENSITY PER AASHTO T-99 TESTING METHODS.
25. STABILIZED SUBGRADE SHALL HAVE A MINIMUM LIMEROCK BEARING RATIO (LBR) OF 40. THE COMPACTED SUBGRADE SHALL CONFORM TO THE LINES, GRADES, AND CROSS-SECTIONS SHOWN ON THE PLANS. ALL ROOTS, STUMPS, OR OBJECTIONABLE MATERIAL PRESENT ON, UNDER, OR PROTRUDING THROUGH THE SURFACE SHALL BE COMPLETELY REMOVED FROM THE SUBGRADE. THE FINISHED SURFACE OF THE SUBGRADE SHALL BE STRING-LINED PRIOR TO PLACEMENT OF ROCK BASE TO VERIFY THAT THE SUBGRADE HAS BEEN CONSTRUCTED TO THE PROPER LINES, CROSS-SECTIONS, AND ELEVATIONS WITHIN AN ALLOWABLE TOLERANCE OF 1/2" OF THE PROPOSED FINISH SUBGRADE ELEVATIONS.

PBC ROAD AND BRIDGE STANDARD NOTES:

1. IF DURING THE PROPOSED CONSTRUCTION/CROSSING ANY EXISTING PB COUNTY STORM DRAIN PIPE/STRUCTURES ARE AFFECTED IN ANY WAY PB COUNTY R&B REQUIRES FULL RESTORATION OF THE AFFECTED SYSTEM TO LIKE OR BETTER THEN LIKE CONDITION AND TO PB COUNTY/FDOT STANDARDS.
2. ALL AFFECTED ROADWAYS ARE TO BE RESTORED FROM EOP TO EOP, LANE WIDTH MIN, AND 50' IN EITHER DIRECTION.(THOROUGHFARE) AND 25' MIN. RESTORATION (NON-THOROUGHFARE).
3. IF ANY ADDITIONAL LANES ARE AFFECTED FOR ANY REASON DURING CONSTRUCTION, PB COUNTY R&B WILL REQUIRE THE ADDITIONAL LANES BE RESTORED TO LIKE OR BETTER THEN LIKE CONDITION AND TO EQUAL DIMENSIONS AS THE ADJACENT LANES.
4. IF PB COUNTY SIDEWALK / PATHWAY / C&G / AND OR ADA FACILITIES ARE AFFECTED PB COUNTY R&B WILL REQUIRE RESTORATION OF A MINIMUM OF 10' AND TO BE LIKE OR BETTER THEN LIKE CONDITION PER / FDOT / PB COUNTY STANDARDS.
5. SIDEWALKS WILL BE RESTORED BY REPLACING: TWO FLAGS IF THE POINT OF CONSTRUCTION IS LOCATED AT A CONTROL JOINT AND THREE FLAGS IF THE POINT OF CONSTRUCTION IS LOCATED BETWEEN CONTROL JOINTS. NO PARTIAL JOINTS ACCEPTED. (PER SITUATION)

PBC TRAFFIC STANDARD NOTES:

1. CONTACT HAROLD REED AT 561 681-4326 BEFORE STARTING CONSTRUCTION PBC-TRAFFIC ITS WILL REMOVE FIBER OPTIC CABLES FROM UNDERGROUND AND OVERHEAD FACILITIES PRIOR CONSTRUCTION. PLEASE PROVIDE 2 WEEKS ADVANCE NOTICE TO REMOVE FIBER OPTIC CABLE.
2. CONTRACTOR SHALL CONTACT PALM BEACH COUNTY TRAFFIC OPERATIONS AT 561-233-3900 FORTY-EIGHT(48) HOURS PRIOR TO CONSTRUCTION IF WORK IS BEING DONE WITHIN 10 FEET OF ANY SIGNAL EQUIPMENT.
3. DAMAGES TO LOOPS OR ANY SIGNAL EQUIPMENT CAUSED BY CONSTRUCTION OF THIS PROJECT MUST BE REPAIRED OR REPLACED TO ORIGINAL OR BETTER CONDITION AT NO COST TO PALM BEACH COUNTY.
4. NO EXCAVATION AROUND PBC SIGNAL POLES WITHIN 6 FT. RADIUS FROM CENTER OF POLE. PLEASE SEE PBC SIGNAL TYPICAL PAGE T-5.3 (SHEET 8 OF 23).

BASE:

26. LIMEROCK COMPOSITION - THE FOLLOWING TESTS ARE REQUIRED ON THE LIMEROCK MATERIAL:
    A. CHEMICAL COMPOSITION TEST TO DETERMINE THAT MATERIAL HAS A MINIMUM PERCENT CARBONATES OF 60%.
    B. LIMEROCK BEARING RATIO TEST TO DETERMINE THAT MATERIAL _____ CAN ACHIEVE AN LBR OF 100.
    C. SIEVE ANALYSIS TO INSURE THAT AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 3-1/2" SIEVE AND MATERIAL SHALL BE GRADED UNIFORMLY DOWN TO DUST. THE FINE MATERIAL SHALL CONSIST ENTIRELY OF DUST OF FRACTURE. ALL CRUSHING OR BREAKING-UP WHICH MIGHT BE NECESSARY IN ORDER TO MEET SUCH SIZE REQUIREMENTS SHALL BE DONE BEFORE THE MATERIAL IS PLACED ON THE ROAD.
26. A PROCTOR TEST SHALL BE PERFORMED ON THE PROPOSED LIMEROCK MATERIAL TO DETERMINE THE MAXIMUM DENSITY OF THE MATERIAL. IN-PLACE DENSITY TESTS SHALL BE TAKEN AT A FREQUENCY OF AT LEAST ONE TEST FOR EVERY 7,000 SQ.FT. OF PROPOSED PAVEMENT TO DETERMINE COMPLIANCE WITH THE DESIGN SPECIFICATIONS OF 98% OF MAX. DENSITY PER AASHTO T-180 TESTING METHODS.
27. THE COMPACTED BASE SHALL CONFORM TO THE LINES, GRADES, AND CROSS-SECTION SHOWN ON THE PLANS. THE FINISH BASE SURFACE SHALL BE STRINGLINED OR CHECKED WITH A TEMPLATE TO VERIFY CONFORMANCE WITH THE PLAN GRADES WITHIN AN ALLOWABLE TOLERANCE OF 1/4" OF THE PROPOSED BASE ELEVATIONS. PRIME COAT SHALL BE APPLIED AT A RATE OF 0.25 GALLONS PER SQUARE YARD.

ASPHALTIC CONCRETE SURFACE COURSE:

28. TACK COAT
    A. PRIOR TO INSTALLATION OF THE OVERLAY, THE SURFACE OF THE EXISTING ASPHALT SHALL BE BROOMED TO REMOVE ALL LOOSE MATERIAL WHICH MIGHT INTERFERE WITH THE ADHESION OF THE EXISTING ASPHALT AND OVERLAY.
    B. A TACK COAT SHALL BE APPLIED TO THE TOP OF THE CLEAN ASPHALT SURFACE AT A RATE OF 0.10 GALLONS/SQ.FT. IN THE PRESENCE OF THE ENGINEER'S REPRESENTATIVE.
29. PRIME COAT SHALL BE APPLIED AT A RATE OF 0.25 GALLONS PER SQUARE YARD. PRIME AND TACK COAT FOR BASE SHALL CONFORM TO THE REQUIREMENTS AND SPECIFICATIONS OF SECTION 300-1 THROUGH 300-7 OF F.D.O.T. STANDARDS SPECIFICATIONS.
30. ASPHALTIC CONCRETE SHALL CONFORM TO FLORIDA D.O.T. REQUIREMENTS OF TYPE S-1 AND S-3. CERTIFICATIONS OF THE ASPHALT MIX SHALL BE SUBMITTED BY THE ASPHALT PLANT TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.
31. THE TEMPERATURE OF THE ASPHALT SHALL BE AT LEAST 230 DEGREES F. DURING THE LAYING OPERATION.
32. THE THICKNESS OF THE FINISHED SURFACE COURSE SHALL BE CHECKED AT VARIOUS INTERVALS TO INSURE THE CONSTRUCTED SURFACE COURSE IS WITHIN 1/8" OF THE DESIGN THICKNESS (NO NEGATIVE TOLERANCE WILL BE ACCEPTABLE).
33. THE FINISHED SURFACE OF THE ASPHALT SHALL BE CHECKED WITH A STRAIGHT EDGE TO INSURE THAT THE LINE, GRADE, AND CROSS-SECTION OF THE FINISHED PAVEMENT SECTION IS IN CONFORMANCE WITH THE DESIGN PLANS. THE FINISHED SURFACE SHALL BE OF UNIFORM TEXTURE AND COMPACTION. THE SURFACE SHALL HAVE NO PULLED, TORN, OR LOOSENED PORTIONS AND SHALL BE FREE OF SEGREGATION, SAND, STREAKS, SAND SPOTS, OR RIPPLES. ALL AREAS OF THE SURFACE WHICH DOES NOT MEET THE FOREGOING REQUIREMENTS SHALL BE CORRECTED TO THE ENGINEER'S SATISFACTION.
34. ALL REPAIRS TO EXISTING PAVEMENT SHALL RECEIVE SAWCUT EDGE PRIOR TO RELAYING ASPHALT. UNDER PAVEMENT UTILITY PIPING OR WIRING LESS THAN FOUR (4) INCHES IN DIAMETER REQUIRES A SCHEDULE 40 PVC CASING PIPE WITH SAND BACKFILLS.
35. ALL PERMANENT CONTROL POINTS AND/OR REFERENCE MARKERS SHOWN ON PLAT SHALL BE RAISED TO FINAL GRADE IF LOCATED IN PAVEMENT OR CONCRETE. THESE POINTS AND REFERENCE MARKERS SHALL BE LOCATED AND NOTED ON THE PLAT.

NOTIFICATION, TESTING

36. NOTIFICATION - THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE COUNTY AND UTILITIES 48 HOURS PRIOR TO SCHEDULING FIELD OBSERVATIONS AND SHALL SUPPLY ALL EQUIPMENT NECESSARY TO TEST THE COMPLETED WORK. CALL U.N.C.L.E. PRIOR TO ANY EXCAVATION.
37. ALL DRAINAGE SYSTEMS SHALL BE PUMPED DOWN TO BELOW 1/3 OF THE DIAMETER OF THE PIPE (FROM THE INVERT) AND LAMPED AS A REQUIREMENT OF THE FINAL DRAINAGE INSPECTION.
38. GRATE AND RIM ELEVATION ARE BASED ON PROPOSED FINISHED GRADE. ADJUSTMENTS MAY BE NECESSARY DUE TO FIELD CONDITIONS. ADJUSTMENTS ARE TO BE MADE BY THE CONTRACTOR WHEN THE BASE COURSE IS IN PLACE OR SITE GRADING IS COMPLETE. COST OF ADJUSTING RIMS AND GRATES IS TO BE INCLUDED IN BASE BID.

SODDING:

39. WORK CONSISTS OF THE ESTABLISHING OF A STAND OF GRASS WITHIN THE AREAS CALLED FOR BY THE FURNISHING AND PLACING OF GRASS SOD AND FERTILIZING, WATERING, AND MAINTAINING SODDED AREAS SUCH AS TO ASSURE A HEALTHY STAND OF GRASS.
40. THE AREA OVER WHICH THE SOD IS TO BE PLACED SHALL BE SCARIFIED OR LOOSENED TO SUITABLE DEPTH. THE SOD SHALL BE PLACED ON THE PREPARED SURFACE WITH EDGES IN CLOSE CONTACT AND SHALL BE FIRMLY AND SMOOTHLY EMBEDDED BY LIGHT TAMPING WITH APPROPRIATE TOOLS. ON AREAS WHERE THE SOD MAY SLIDE DUE TO HEIGHT AND SLOPE, THE ENGINEER MAY DIRECT THAT THE SOD BE PEGGED WITH PEGS DRIVEN THROUGH THE SOD BLOCKS INTO FIRM EARTH AT SUITABLE INTERVALS.

NOTES:

LOCAL MEDIA SHALL BE CONTACTED A WEEK PRIOR TO ANY LANE CLOSURES ON THE STATE ROAD SYSTEM AS IT WILL OCCUR DURING PEAK HOURS OR OVER THE SPAN OF MORE THAN ONE DAY. CONTACT BARBARA KELLEHER, FDOT PUBLIC INFORMATION OFFICE AT 954-777-4090 FOR GUIDANCE ON WHO TO CONTACT. PROVIDE A COPY OF THE PRESS RELEASE TO:

FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION OFFICE
3400 WEST COMMERCIAL BLVD.
FORT LAUDERDALE, FLORIDA 33309

SOLID CONCRETE INTERLOCKING PAVING STONE SPECIFICATIONS

I. DESCRIPTION:
1.1 GENERAL:
A. Scope of Work:
1. Furnish and place sand bedding course.
2. Furnish and install concrete interlocking paving stones in the quality, shape, thickness and a color as specified.
3. Furnish and install all accessory items as required by the contract.
B. Related Work:
1. Furnish and install subgrade per Table 100.6 of the Palm Beach County Land Development Design Standards Manual.
2. Furnish and install base per Table 100.6 of the Palm Beach County Land Development Design Standards Manual.
C. Product Handling:
1. Paving stones shall be delivered and unloaded at jobsite in such a manner that no damage occurs during shipping, handling and storage.
D. References:
1. Solid concrete interlocking paving stones shall meet or exceed the requirements in ASTM C-936 Standard Specifications for Solid Concrete Interlocking Paving Units.

II. MATERIALS:
2.1 SOLID CONCRETE INTERLOCKING PAVING STONES
A. Thickness, Color and Pattern:
1. Paving stone thickness shall be between 3-1/8" min - 4" max..
2. All paving stones shall be colored through the full depth of paver and not just the surface.
3. A multi-colored paving stone pattern shall be used.
B. Cementitious Materials:
1. Portland cements shall conform to ASTM C-150.
C. Aggregates:
1. Aggregates shall conform to ASTM C-33 for normal weight concrete except that grading requirements shall not necessarily apply.
D. Other Materials:
1. Coloring pigments, air entraining agents, integral water repellents, finely ground silica, etc., shall conform to ASTM standard where applicable or shall be previously established as suitable for use in concrete.
E. Compressive Strength:
1. At the time of delivery to the work site, the average compressive strength shall not be less than 8,000 psi with no individual unit strength less than 7,200 psi, with testing procedures in accordance with ASTM C-140.
F. Absorption:
1. The average absorption shall not be greater than 5% with no individual unit absorption greater than 7%.
G. Proven Field Performance:
1. Satisfying field performance is indicated when paving stones similar in composition, and made with the same manufacturing equipment as those supplied to the purchaser, do not exhibit deterioration after one year.
H. Visual Inspection:
1. All paving stones shall be sound and free of defects that would interfere with the proper placement of the paving stone or impair the strength or permanence of the construction.
2. Minor cracks incidental to the usual methods of manufacture, or chipping resulting from customary methods of handling in shipment and delivery, shall not be deemed grounds for rejection.
I. Sampling and Testing:
1. The purchaser shall be accorded proper facilities to inspect and sample the paving stones at the place of manufacture from lots ready for delivery.
2. Paving stones will be sampled and tested in accordance with ASTM C-140.
J. Rejection:
1. If the shipment fails to conform to the specified requirements, the manufacturer may sort it, and new test paving stones shall be selected at random by the purchaser from the retained lot and tested at the expense of the manufacturer. If the second set of test paving stones fail to conform to the specified requirements, the entire lot shall be rejected.

2.2 BEDDING COURSE:
A. The bedding course shall be a well graded, clean, washed sand with 100% passing a 3/8" sieve size and a maximum of 3% passing a No. 200 sieve size. The use of mason sand shall not be approved.
B. The bedding course shall be the responsibility of the paving stone installer.
2.3 JOINT RESTRAINT:
A. All edges of the installed paving stones shall be restrained. The type of edge restraint, shall be approved at locations and to details noted on plans.

III. CONSTRUCTION METHODS:
3.1 PREPARATION OF THE BASE COURSE:
A. A suitable base shall be prepared as specified in Section B.2. of this specification.
B. The base course shall be shaped to grade and cross section with allowable tolerance of ¼".
3.2 CONSTRUCTION OF THE BEDDING COURSE:
A. The finished base course shall be approved before the placement of the bedding course.
B. The sand bedding course shall be spread evenly over the area to receive the paving stones and the screeded level to produce a 1" thickness when the paving stones have been placed and vibrated.
C. The final elevation of paving stones should be nominally ¼" to 3/8" higher than the adjacent curb, gutter, etc., to allow for free drainage from chambers on paving stone edges.
D. The bedding course shall not be disturbed, once screeded and leveled to the desired elevation.
3.3 INSTALLATION OF PAVING STONES:
A. The paving stones shall be placed as shown on the drawings.
B. The paving stones shall be placed in such a manner that the desired pattern is maintained and that no intentional space is left between the stones for maximum interlock.
C. String lines should be used to hold all patterns true.
D. The gaps at the edge of the paving stone surface shall be filled with standard edge stone or with stones cut to fit. Cutting of concrete paving stone shall be accomplished to leave a clean edge to the traffic surface using a double-headed breaker or a masonry saw. Whenever possible, no cut should result with a paving stone less than 1/3 of original dimension.
E. Paving stones shall be vibrated into the bedding course using a plat vibrator capable of 3000 to 5000 pounds compaction force with the surface clean and the joints open.
F. After vibration, clean, sharp sand containing at least 30% of 1/8" particles shall be spread over the paving stone surface, allowed to dry and vibrated into the joints with additional plate vibrator passes and brushing so as to completely fill the joints.
G. Surplus material shall then be swept from the surface or left on the surface during construction to insure complete filling of joints during initial use.
H. Upon completion of work covered in this section, the Contractor shall clean up all work areas by removing all debris, surplus material and equipment from the site.

1. Paver brick shall conform with Palm Beach County Land Development Design Standards Manual with the following exceptions:
   A) Under II Material 2.1 # A.1, Paving stone thickness shall be 3 1/8" (min.) to 4" (max.)
   b) Under II Material 2.1 # A.3, The coloring shall be throughout the entire brick with the white and yellow conforming with F.D.O.T. Standard Specifications for Road and Bridge Construction (latest edition) section 710-4.7
2. Glass spheres to meet the requirements of sections 971-1 and 971-14 with retroflectivity to be not less than 300 minicandles.
3. When header curb is used to outline a crosswalk the curb shall be white concrete with glass beads in the white concrete.
4. The brick shall be pre-approved per project before installation by the Palm Beach County Traffic Engineering Division.

FDOT STANDARD NOTES

PERMITTEE WILL COORDINATE (PRE-CONSTRUCTION MEETING, INSPECTIONS, FINAL ACCEPTANCE OF WORK, ETC) ALL PERMITTED WORK WITH ROSIE EVERT AT 561-370-1139 OR EMAIL ROSIE.EVERT@DOT.STATE.FL.US 48 HOURS PRIOR TO CONSTRUCTION. CERTIFICATION ACCEPTANCE AND FINAL APPROVAL IS CONTINGENT UPON CONFORMITY OF ALL WORK COMPLETED ACCORDING TO THIS PERMIT AND THE RESTORATION OF THE RIGHT OF WAY.

THIS PERMIT IS VALID ONLY FOR WORK PROPOSED WITHIN THE D.O.T. RIGHT-OF-WAY. CERTIFICATION ACCEPTANCE AND FINAL APPROVAL IS CONTINGENT UPON CONFORMITY OF ALL WORK COMPLETED ACCORDING TO THIS PERMIT AND THE RESTORATION OF THE RIGHT OF WAY.

ALL MATERIALS AND CONSTRUCTION WITHIN THE FLORIDA DEPARTMENT OF TRANSPORTATION DESIGN (F.D.O.T.) RIGHT-OF-WAY SHALL CONFORM TO THE LATEST VERSION OF FDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION AND LATEST VERSION OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION'.

ALL MAINTENANCE OF TRAFFIC M.O.T. FOR THIS PROJECT WILL BE IN COMPLIANCE WITH THE DEPARTMENTS CURRENT EDITION OF THE FDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION INDICES, (102-600 SERIES) AND THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE OPERATIONS ENGINEER OR HIS DESIGNEE RESERVES THE RIGHT TO DIRECT THE REMOVAL/RELOCATION/MODIFICATION OF ANY TRAFFIC DEVICES(S) AT THE PERMITTEE'S SOLE EXPENSE. SPECIAL ATTENTION WILL BE GIVEN TO INDICES 102-611, 102-612, 102-613, 102-614, 102-615, 102-616, AND 102-660.

ALL THERMOPLASTIC TRAFFIC STRIPES, MARKINGS AND SIGNAGE WILL BE INSTALLED PER THE FDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION.

FOR ANY UNDERGROUND WORK, THE CONTRACTOR MUST CONTACT SIGNAL TRAFFIC CONTROL MAINTAINING AGENCY PRIOR TO CONSTRUCTION.

PERMITTEE SHALL RETURN ALL DRAINAGE GRATE, SIGNS, AND GUARDRAIL REQUIRED TO BE REMOVED AND DELIVER IT TO THE PALM BEACH OPERATIONS CENTER, 7900 W FOREST HILL BLVD AT THEIR EXPENSE OR AS DIRECTED BY THE OPERATIONS ENGINEER.

IT IS THE PERMITTEE'S RESPONSIBILITY TO OBTAIN FINAL ACCEPTANCE OF PERMITTED WORK (COMPLETED) AND THE RESTORATION OF THE RIGHT-OF-WAY FROM THE F.D.O.T. PRIOR TO USAGE.

PERMITTEE WILL PROVIDE THE NECESSARY DENSITIES IN ACCORDANCE WITH SECTION 125-8 OF THE FDOT STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION (LATEST EDITION) PRIOR TO FINAL ACCEPTANCE BY THE F.D.O.T.

PERMITTEE WILL RESTORE THE RIGHT OF WAY AS A MINIMUM, TO ITS ORIGINAL CONDITION OR BETTER IN ACCORDANCE W/F.D.O.T.'S LATEST STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION OR AS DIRECTED BY THE RESIDENT OPERATIONS ENGINEER.

DURING THE REMOVAL/INSTALLATION OF ANY CURB AND GUTTER SECTION, THE PERMITTEE WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE ABUTTING ASPHALT. THE DAMAGED ASPHALT REPAIR WILL BE IN ACCORDANCE WITH THE CURRENT SPECIFICATIONS AND/OR AS DIRECTED BY THE RESIDENT OPERATIONS ENGINEER.

ALL PUBLIC SIDEWALK CURB RAMPS WILL MEET THE FDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION) INDEX NO. 522-002 CURB/RAMP INSPECTIONS REQUIRED PRIOR TO INSTALLATION OF CONCRETE.

PERMITTEE SHALL PROVIDE THE PRODUCER'S CERTIFICATION (DELIVERY TICKET) FOR THE NS CONCRETE-2500 PSI (USED FOR SIDEWALK, CURB & GUTTER, DITCH PAVEMENT AND TRAFFIC SEPARATOR) PRIOR TO FINAL ACCEPTANCE BY THE DEPARTMENT. THE DELIVERY TICKET SHALL CERTIFY THE CONCRETE WAS BATCHED, DELIVERED AND PLACED IN ACCORDANCE WITH SECTION 347 OF THE F.D.O.T.'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (CURRENT EDITION).

REMOVAL/INSTALLATION OF SIDEWALK WILL BE IN ACCORDANCE WITH STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION INDEX 522-001.

PERMITTEE SHALL MILL (MIN DEPTH OF 1 5/8") AND RESURFACE THE AFFECTED LANES AS DIRECTED. THE REPLACEMENT PAVEMENT TYPE SHALL BE IN ACCORDANCE WITH THE F.D.O.T.'S FRICTION COURSE POLICY, LATEST EDITION, EXCEPT WHERE PERMISSION IS GIVEN BY THE LOCAL RESIDENT OPERATIONS ENGINEER.

OWNERSHIP OF ALL SUITABLE EXCAVATED MATERIALS WITHIN THE FDOT R/W, AS DETERMINED BY THE F.D.O.T., SHALL REMAIN IN THE DEPARTMENT UNTIL A FINAL ACCEPTANCE OF THE PERMITTED PROJECT IS FULFILLED. EXCAVATED MATERIALS SHALL BE HAULED BY THE CONTRACTOR, AT THEIR COST & EXPENSE FROM THE SITE TO THE PALM BEACH OPERATIONS CENTER, 7900 W FOREST HILL BLVD OR STOCKPILED IN THOSE AREAS AS DIRECTED BY THE DOT, INCLUDING ASPHALT MILLINGS.

RESTRICTED HOURS OF OPERATION FOR LANE CLOSURES WILL BE FROM 9:00AM TO 4:00 PM, (MONDAY-FRIDAY), UNLESS OTHERWISE APPROVED BY THE OPERATIONS ENGINEER, OR DESIGNEE. MOT SHALL BE PICKED UP BY 4:00 PM AND NOT START BEFORE 9:00 AM.

PERMITTEE: PLEASE NOTE:
PERMITTEE'S CONTRACTORS THAT ARE PERFORMING PERMITTED WORK ACTIVITIES SHALL PROVIDE THE F.D.O.T. (PERMIT OFFICE) PROOF OF A PROPER STATE CONTRACTOR'S LICENSE, CERTIFICATE OF LIABILITY INSURANCE AND MOT CERT W/ 24/7 CONTACT # AND EMAIL ATTACHED PRIOR TO ANY COMMENCEMENT OF PERMITTED WORK.

DRAINAGE INLET TOP, INCLUDING GRATE, WILL BE REMOVED AND DELIVERED TO WPB OPERATIONS BY THE PERMITTEE/CONTRACTOR AT THEIR EXPENSE OR AS DIRECTED BY THE OPERATIONS ENGINEER.

PERMITTEE SHALL ENSURE ALL UTILITY WORK PERFORMED WITHIN FDOT R/W OBTAINS PROPER UTILITY PERMITS BY RESPECTIVE UAO'S.

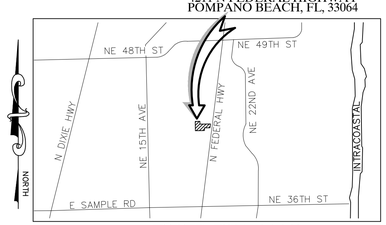
PRIOR TO ANY WORK REQUIRING LANE CLOSURES, MOBILE OPERATIONS OR TRAFFIC PACING OPERATIONS, THE CONTRACTOR OR PERMITTEE SHALL SUBMIT A REQUEST TO THE DEPARTMENT THAT INCLUDES THE TIME, LOCATION, AND DESCRIPTION OF WORK BEING PERFORMED. THE LANE CLOSURE REQUEST SHALL BE SUBMITTED TO THE DEPARTMENT A MINIMUM OF 2 WEEKS PRIOR TO THE PROPOSED CLOSURE DATE AND MUST BE APPROVED BY THE DEPARTMENT BEFORE WORK REQUIRING THE CLOSURE MAY BEGIN WITHIN THE FDOT RIGHT OF WAY. URL ADDRESS: HTTPS://LCIS.DOT.STATE.FL.US.

PERMIT IS VALID FOR ONE YEAR FROM DATE OF ISSUE.

PERMIT IS 'VALID' FOR ACCESS CONNECTION 'ONLY'.

PERMITTEE WILL PROVIDE THE F.D.O.T. WITH CERTIFIED 'AS-BUILT' PLANS PRIOR TO FINAL ACCEPTANCE OF THE PERMITTED WORK.

SITE
4211 N FEDERAL HIGHWAY
POMPANO BEACH, FL, 33064



LOCATION MAP
(NOT TO SCALE)

BY	DATE	REVISIONS
DJP	12/16/25	REV PER CITY COMMENTS
DJP	10/27/25	REV PER CITY COMMENTS
DJP	08/25/25	REV PER CITY COMMENTS

FILE NAME 11146ENG.dwg

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING SURVEYING
LANDSCAPE ARCHITECTURE
7900 GLADES ROAD, SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

THE SATORI
4211 N FEDERAL HIGHWAY
GENERAL NOTES PLAN
POMPANO BEACH, FL, 33064

DATE 05/28/25
DRAWN BY DJP
F.B./ PG. ----
SCALE NTS

Digitally signed by Matthew V. Kahn
Date: 2025.12.16 17:26:09 -05'00'
Adobe Acrobat version: 2024.002.2067

MATTHEW V. KAHN
PROFESSIONAL ENGINEER
LICENSE NO. 82227
STATE OF FLORIDA
- FOR THE FIRM -
DATE

JOB # 11146
SHT.NO.
PD-1
OF 16 SHEETS