

1. THE LOCATION OF EXISTING UTILITIES AND TOPOGRAPHY HAS BEEN PREPARED FROM THE MOST RELIABLE INFORMATION AVAILABLE TO THE ENGINEER. THIS INFORMATION IS NOT GUARANTEED AND IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES AND TOPOGRAPHY PRIOR TO CONSTRUCTION.

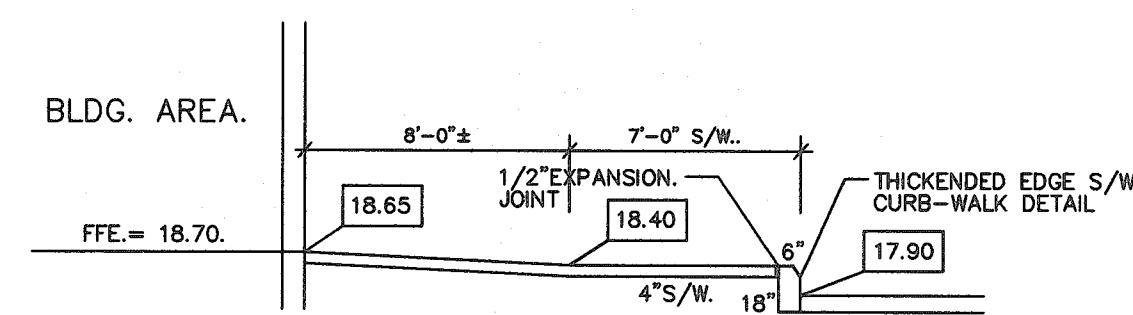
- PAVING, GRADING & DRAINAGE NOTES -

1. ALL UNSUITABLE MATERIALS, SUCH AS MUCK, MARSHAN, ORGANIC MATERIAL AND OTHER DELETERIOUS MATERIAL AS CLASSIFIED BY AASHTO M-145, FOUND WITHIN THE ROAD & PARKING LOT AREAS SHALL BE REMOVED DOWN TO ROCK OR SUITABLE MATERIAL, & REFINED W/ THE EQUIPMENT TO BE USED FOR FILL. ALL FILL SHALL BE COMPACTED TO NOT LESS THAN 10% MAXIMUM DRY DENSITY AT OPTIMUM MOISTURE IN ACCORDANCE W/ AASHTO T-99. THICKNESS OF LAYERS MAY BE INCREASED PROVIDED THE EQUIPMENT & METHOD USED ARE CAPABLE OF MEETING THE DENSITY TESTING TO BE CAPABLE OF COMPACTING THICK LAYERS TO SPECIFIED DENSITIES.
2. ALL AREAS SHALL BE CLEARED & GRUBBED PRIOR TO CONSTRUCTION. THIS SHALL CONSIST OF THE COMPLETE REMOVAL & DISPOSAL OF ALL TREES, BRUSH, STUMPS, ROOTS, GRASS, WEEDS, RUBBISH & ALL OTHER OBSTRUCTION RESTING ON OR PROTRUDING THROUGH THE SURFACE OF THE LOT. ALL REMAINING OBSTRUCTIONS SHALL BE REMOVED TO REMAIN OR TO BE RELOCATED OR ADJUSTED SHALL BE SO DESIGNATED ON THE DWGS.

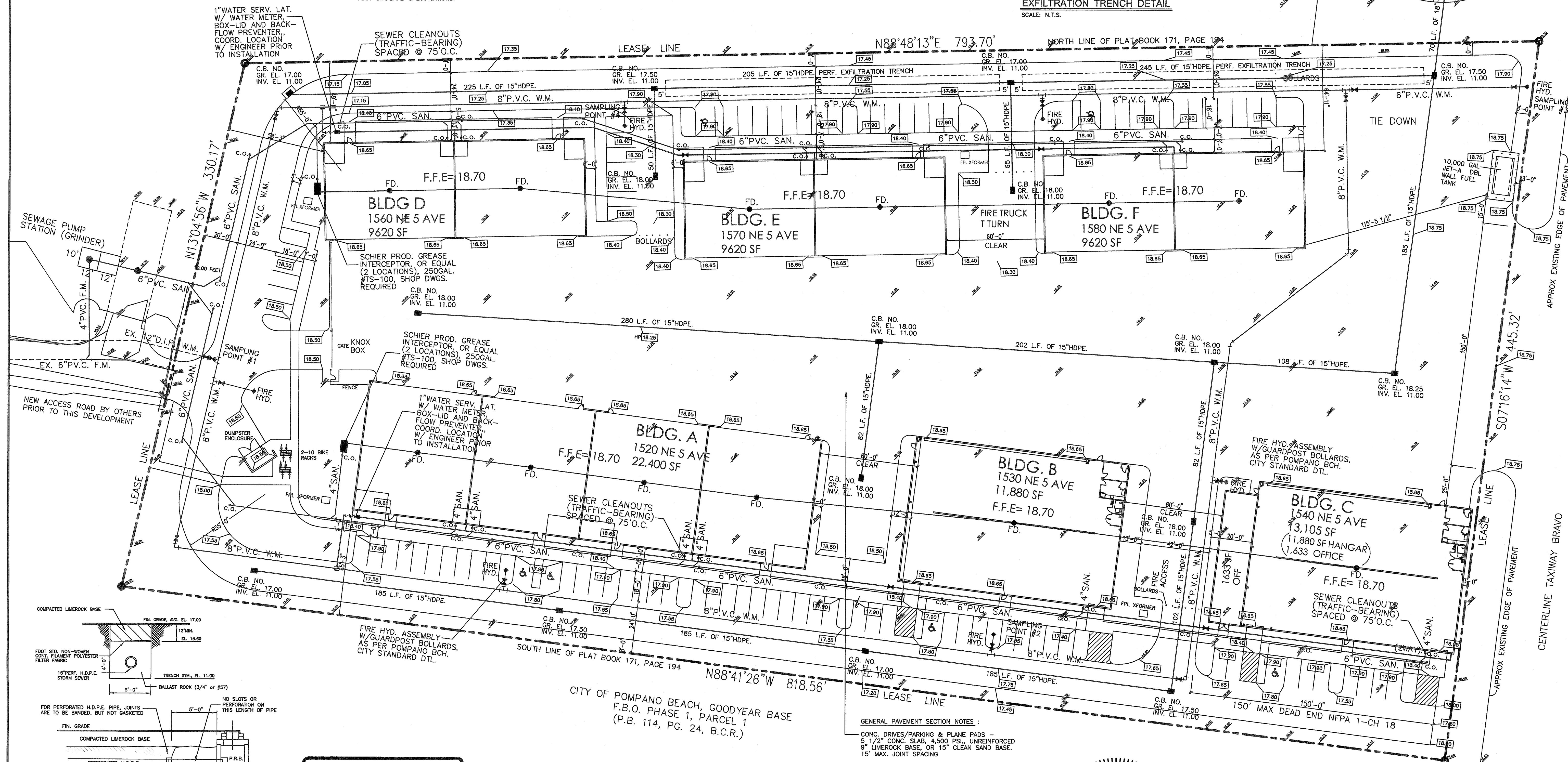
3. FILL MATERIAL SHALL BE CLASSIFIED AS A-1, A-3 OR A-2.4 IN ACCORDANCE W/ MSHTO M-145 & SHALL BE FREE FROM VEGETATION & ORGANIC MATERIAL. NOT MORE THAN 12% BY WEIGHT OF FILL MATERIAL SHALL PASS THE NO. 200 SIEVE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING CERTIFIED MATERIAL TEST RESULTS TO THE ENGINEER OF RECORD PRIOR TO THE RELEASE OF FINAL CERTIFICATION BY THE ENGINEER. TEST RESULTS MUST BE SUBMITTED BUT NOT LIMITED TO, IDENTITIES FOR SUBGRADE & LIME ROCK, UTILITIES, EXCAVATION, ASPHALT GRADATION REPORTS, CONC. CYLINDERS, ETC...
5. ALL INLETS & PIPE SHALL BE PROTECTED DURING CONSTRUCTION TO PREVENT SILTATION IN THE DRAINAGE SYSTEMS BY WAY OF TEMPORARY PLUGS & PLYWOOD OR PLASTIC COVERS OVER THE INLETS. THE ENTIRE DRAINAGE SYSTEM TO BE CLEAN OF DEBRIS PRIOR TO FINAL ACCEPTANCE.
6. WHERE NEW ASPHALT MEETS OR ABUTS EXIST. ASPHALT, THE EXIST. ASPHALT SHALL BE SAWCUT & PATCHED TO THE NEW ASPHALT. THE SAWCUT SHALL BE MADE TO THE CURB OR GUTTER, THE ADJACENT ASPHALT SHALL ALSO BE SAWCUT TO PROVIDE A STRAIGHT EVEN LINE.
7. ALL PROPOSED GRADES (ELEVATIONS) REFER TO FINISHED GRADES (SEE PLAN DWG.)
8. SITE GRADING SHALL BE W/IN 0.1' OF THE REQUIRED ELEVATION & ALL AREAS SHALL BE GRADED TO DRAIN.
9. ALL SUBGRADE SHALL BE COMPACTED TO 100% MAXIMUM DRY DENSITY PER MSHTO T-99.
10. ALL LIME ROCK SHALL BE COMPACTED TO 98% PER MSHTO T-180 & HAVE NOT LESS THAN 60% OF CARBONATES OF CALCIUM & MAGNESIUM UNLESS OTHERWISE DESIGNATED. ALL LIME ROCK SHALL BE PRIMED.
11. CONCRETE & ASPHALT THICKNESS SHALL BE OF TYPE DESIGNATED ON DWGS. (SEE SECTIONS)
12. PLASTIC FILTER FABRIC SHALL BE MIRAFI, TYPAR OR EQUAL CONFORMING TO SECTION 985 OF THE FDOT STANDARD SPECIFICATIONS.

13. CONC. SIDEWALKS SHALL BE 4" THICK ON COMPACTED SUBGRADE, W/ 1/2" EXPANSION JOINTS PLACED AT A MAXIMUM OF 75'. CRACK CONTROL JOINTS SHALL BE 5' ON CENTER. THE BACK OF SIDEWALK ELEVATION SHALL EQUAL THE CROWN OF ROADWAY, UNLESS SPECIFIED OTHERWISE BY LOW CODES OR INDICATED ON DWGS. ALL CONC. SIDEWALKS THAT CROSS DRIVEWAYS SHALL BE 6" THICK.
14. PIPE SPECIFICATIONS : THE MATERIAL TYPE IS SHOWN ON THE DRAWINGS BY ONE OF THE FOLLOWING DESIGNATIONS
- RCP = REINFORCED CONC. PIPE, ASTM DESIGNATION C-76, TABLE III
 - CCP = CORRUGATED METAL (ALUM.) PIPE, ASTM DESIGNATION M-196
 - CS (SMOOTH LINED) CORRUGATED METAL (ALUM.) PIPE, ASTM DESIGNATION M-196
 - CSP = SLOTTED CONC. FOOT SECTIONS 941 & 942
 - PVC = POLYVINYLCHLORIDE PIPE, FOOT SECTIONS 941 & 942
 - PCMP = PERFORATED CONC. FOOT SECTION 945
 - DIP = DUCTILE IRON PIPE
 - HDPE = HIGH DENSITY POLYETHYLENE
15. ASPHALT =
- BITUMINOUS MATERIAL SHALL BE ASPHALT CEMENT, VISCOSITY GRADE AC-20, CONFORMING TO THE REQUIREMENTS OF FDOT STANDARD SPECIFICATIONS, 1986 EDITION, SECTION 916-1.
- PRIME COAT SHALL BE CUT BACK ASPHALT, GRADE RC-70 or RC-250 CONFORMING TO THE REQUIREMENTS SPECIFIED IN ASHTO DESIGNATION M-81-76 (1982) RATE = 0.0 GALS./S.Y. TACK COAT SHALL BE EMULSIFIED ASPHALT, GRADE RS-2 CONFORMING TO THE REQUIREMENTS SPECIFIED IN ASHTO DESIGNATION M-140-82. RATE = 0.02 TO 0.08 GALS./S.Y.
- DESIGN MIX SHALL CONFORM TO FDOT SECTION 331 UNLESS OTHERWISE SPECIFIED.

1. STOP SIGNS SHALL BE 30"x30" (R1-1), A HIGH INTENSITY.
2. ALL SIGNS SHALL BE PLACED AT A HEIGHT NOT LESS THAN 5' & NOT GREATER THAN 7'. THE HEIGHT IS MEASURED FROM THE BOTTOM OF THE SIGN TO THE EDGE OF NEAREST PAVEMENT. THE SIGN POST SHALL BE PLACED A MINIMUM OF 6" TO A MAXIMUM OF 12" FROM THE ADJACENT CURB & A MINIMUM OF 5' FROM THE CROSS TRAFFIC PAVEMENT.
3. STOP BARS SHALL BE 24" WHITE.
4. ALL SITE PAVEMENT MARKINGS SHALL BE THERMOPLASTIC. (UNLESS INDICATED OTHERWISE)
5. ALL PAVEMENT MARKINGS IN THE ROAD RIGHT-OF-WAY SHALL BE THERMOPLASTIC & SHALL CONFORM TO THE STANDARD SPECIFICATIONS FOR THERMOPLASTIC.



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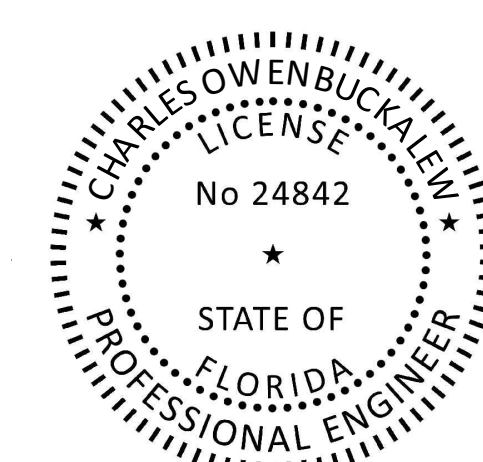
ALL GRADES REFER TO NAVD. DATUM OF 1988

— CONC. DRIVES/PARKING & PLANE PADS —
5 1/2" CONC. SLAB, 4,500 PSI., UNREINFORCED
9" LIMEROCK BASE, OR 15" CLEAN SAND BASE.
15' MAX. JOINT SPACING

SIDEWALKS -
4" THK., 4,000 PSI., CONCRETE,
6" COMPACTED SAND SUBGRADE
5 1/2" THK., 4,000 PSI., (VEHICULAR TRAFFIC)

CONC. CURBING -
TYPE "D" CONC. CURB, IN AREAS AS SHOWN
POMPANO BEACH STANDARDS & SPECIFICATIONS

ASPHALT DRIVES - (EXIST. AREAS REPAIRED & OFFSITE)
1" 1/4" TYPE S-1, ASPHALT
8" LIMEROCK BASE, MIN. LBR.-40, COMPACTED TO
98% OF AASHTO T-180.
12" STABILIZED SUBGRADE, MIN. LBR.-40, COMPACTED
TO 95% OF AASHTO T-180.



Charles O Buckalew Digitally signed by Charles O Buckalew
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005 PAVING, GRADING & DRAINAGE PLAN

PZ22-12000020

8/3/2022

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SITE IMPROVEMENT PLANS FOR
POMPAÑO BEACH AIR PARK - PARCEL Y

520-1580 NE. 5th. AVENUE, POMPANO BEACH FLORIDA 33060

Charles O. Buckalew

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CHARLES O. BUCKALEW, P.E.

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