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| <div><div>GENERAL PROJECT NOTES</div><div><div><div><div>1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL GIVE TIMELY NOTIFICATION TO ALL UTILITY COMPANIES WITH FACILITIES IN THE AREA.</div><div>2. THE LOCATIONS OF EXISTING FACILITIES WERE PLOTTED FROM AVAILABLE RECORDS. THE CONTRACTOR SHALL FIELD LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.</div><div>3. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO SAFEGUARD ALL EXISTING STRUCTURES, UTILITIES, LANDSCAPING, AND SURVEY MARKERS.</div><div>4. THE CONTRACTOR AND/OR HIS SUPERINTENDENT SHALL MAINTAIN A MINIMUM OF ONE (1) COPY OF EACH OF THE FOLLOWING PUBLICATIONS ON THE JOB SITE DURING CONSTRUCTION OF THIS PROJECT:<div><div>A. F.D.O.T. - STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.</div><div>B. F.D.O.T. - ROADWAY AND TRAFFIC DESIGN STANDARDS, 2010 EDITION.</div><div>C. U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES 2009 EDITION.</div><div>D. BROWARD COUNTY 'MINIMUM STANDARDS' APPLICABLE TO PUBLIC RIGHTS OF WAY UNDER BROWARD COUNTY JURISDICTION, OCTOBER 25, 2005 OR LATEST REVISION.</div></div></div></div><div><div>GENERAL SPECIFICATIONS</div><div><div><div>1. APPLICABLE CODES<div><div>A. ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF THE CITY OF POMPAÑO BEACH, AND ALL OTHER LOCAL, STATE, AND NATIONAL CODES WHERE APPLICABLE.</div><div>B. ALL CONSTRUCTION WITHIN LIMITS OF PUBLIC RIGHTS OF WAY UNDER THE CITY OF POMPAÑO BEACH JURISDICTION SHALL CONFORM WITH THE PUBLIC WORKS DEPARTMENT MINIMUM STANDARDS, LATEST EDITION. ALL CONSTRUCTION WITHIN LIMITS OF FLORIDA DEPARTMENT OF TRANSPORTATION SHALL CONFORM WITH F.D.O.T. DESIGN STANDARDS 2010.</div><div>C. ALL CONSTRUCTION SHALL BE DONE IN A SAFE MANNER AND IN STRICT COMPLIANCE WITH ALL REQUIREMENTS OF FEDERAL OCCUPATIONAL SAFETY AND HEALTH ACT OF 1970, AND ALL STATE AND LOCAL SAFETY AND HEALTH REGULATIONS.</div><div>D. ALL ELEVATIONS SHOWN ON THE CONSTRUCTION DRAWINGS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988, (N.A.V.D.), UNLESS OTHERWISE NOTED.</div></div></div><div><div>2. PRECONSTRUCTION RESPONSIBILITIES<div><div>A. UPON THE RECEIPT OF THE "NOTICE TO PROCEED," THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD AND ARRANGE A PRECONSTRUCTION CONFERENCE TO INCLUDE ALL INVOLVED GOVERNMENTAL AGENCIES, UTILITY OWNERS, THE OWNER AND THE ENGINEER OF RECORD.</div><div>B. THE CONTRACTOR SHALL OBTAIN AN U.N.C.L.E. CERTIFICATION NUMBER AT LEAST 48 HOURS PRIOR TO BEGINNING ANY EXCAVATION, PRIOR TO ANY CONSTRUCTION ACTIVITY, CALL 811.</div><div>C. ALL UTILITY EASEMENTS AND RIGHT-OF-WAY TO BE SECURED PRIOR TO CONSTRUCTION (IF REQUIRED).</div><div>D. CONTRACTOR IS REQUIRED TO OBTAIN A CONSTRUCTION PERMIT FROM THE CITY OF POMPAÑO BEACH PRIOR TO THE START OF CONSTRUCTION.</div><div>E. ALL APPLICABLE PERMITS SHALL BE OBTAINED BY THE CONTRACTOR PRIOR TO START OF CONSTRUCTION.</div></div></div><div><div>3. INSPECTIONS<div><div>A. THE CONTRACTOR SHALL NOTIFY THE ENGINEERING DEPARTMENT OF THE CITY OF POMPAÑO BEACH AND THE ENGINEER OF RECORD AND ANY OTHER GOVERNMENTAL AGENCIES HAVING JURISDICTION AT LEAST 24 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION AND PRIOR TO THE FOLLOWING ITEMS, WHERE APPLICABLE:<div><div>1. CLEARING AND FILLING</div><div>2. STORM DRAINAGE SYSTEM</div><div>3. SANITARY SEWER SYSTEM</div><div>4. WATER DISTRIBUTION SYSTEM</div><div>5. ROADWAY RESTORATION</div></div></div><div>4. SHOP DRAWINGS<div><div>A. PRIOR TO THEIR CONSTRUCTION OR INSTALLATION, SHOP DRAWINGS SHALL BE SUBMITTED TO AND APPROVED BY THE ENGINEER OF RECORD AND THE CITY OF POMPAÑO BEACH FOR THE FOLLOWING ITEMS: SANITARY MAN-HOLES, CATCH BASINS, FIRE HYDRANTS, VALVE AND ALL REQUIRED ACCESSORIES.</div></div></div><div><div>5. TEMPORARY FACILITIES<div><div>A. TEMPORARY FACILITIES:<div><div>1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE FOR OR SUPPLY TEMPORARY WATER SERVICE, SANITARY FACILITIES, AND ELECTRICITY FOR NO ADDITIONAL COST TO THE OWNER FOR THEIR EMPLOYEES.</div></div></div><div><div>B. TRAFFIC REGULATION<div><div>1. MAINTENANCE OF TRAFFIC IN THE PUBLIC RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH M.U.T.C.D.</div><div>2. ALL OPEN TRENCHES AND EXCAVATIONS ADJACENT TO ROADWAYS OR WALKWAYS SHALL BE PROPERLY MARKED AND BARRICADED TO ASSURE THE SAFETY OF BOTH VEHICULAR AND PEDESTRIAN TRAFFIC.</div><div>3. NO TRENCHES OR EXCAVATIONS NEAR WALKWAYS, IN ROADWAYS OR THEIR SHOULDERS ARE TO BE LEFT OPEN DURING NIGHTTIME HOURS WITHOUT EXPRESS PERMISSION OF THE CITY OF POMPAÑO BEACH.</div></div></div></div></div></div><div><div>4. IF ROAD CLOSURES ARE REQUIRED, THE CONTRACTOR SHALL CONTACT THE BROWARD SHERIFF'S OFFICE TO COORDINATE THE APPROPRIATE ACTION.</div><div>6. PROJECT CLOSEOUT<div><div>A. CLEANING UP:<div><div>1. DURING CONSTRUCTION, THE PROJECT SITE AND ALL ADJACENT AREAS SHALL BE MAINTAINED IN A NEAT AND CLEAN MANNER, AND UPON FINAL CLEAN-UP, THE PROJECT SITE SHALL BE LEFT CLEAR OF ALL SURPLUS MATERIAL OR TRASH. THE PAVED AREAS SHALL BE SWEEP BROOM CLEAN.</div><div>2. THE CONTRACTOR SHALL RESTORE OR REPLACE, WHEN AND AS DIRECTED, ANY PUBLIC OR PRIVATE PROPERTY DAMAGED BY HIS WORK, EQUIPMENT, OR EMPLOYEES, TO A CONDITION AT LEAST EQUAL TO THAT EXISTING IMMEDIATELY PRIOR TO THE BEGINNING OF OPERATIONS. TO THE END, THE CONTRACTOR SHALL DO AS REQUIRED, ALL NECESSARY HIGHWAY, DRIVEWAY, WALK AND LANDSCAPING WORK. SUITABLE MATERIALS AND METHODS SHALL BE USED FOR SUCH RESTORATION.</div><div>3. WHERE MATERIAL OR DEBRIS HAS WASHED OR FLOWED INTO OR HAVE BEEN PLACED IN WATER COURSES, DITCHES, DRAINS, CATCH BASINS, OR ELSEWHERE AS A RESULT OF THE CONTRACTOR'S OPERATIONS, SUCH MATERIAL OR DEBRIS SHALL BE REMOVED AND SATISFACTORILY DISPOSED OF DURING THE PROGRESS OF THE WORK, AND THE AREA KEPT IN CLEAN AND NEAT CONDITION.</div></div><div>B. ALL PROPERTY MONUMENTS OR PERMANENT REFERENCES, REMOVED OR DESTROYED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE RESTORED BY A STATE OF FLORIDA REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.</div><div>C. ALL UNPAVED SURFACES SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN THAT WHICH EXISTED PRIOR TO CONSTRUCTION.</div><div>D. PROJECT RECORD DOCUMENTS<div><div>1. DURING THE DAILY PROGRESS OF THE JOB, THE CONTRACTOR SHALL RECORD ON HIS SET OF CONSTRUCTION DRAWINGS THE EXACT LOCATION, LENGTH AND ELEVATION OF ANY FACILITY NOT BUILT EXACTLY ACCORDING TO PLANS. ELEVATION OF ANY FACILITY NOT BUILT EXACTLY ACCORDING TO PLANS.</div><div>2. UPON COMPLETION OF CONSTRUCTION, AND PRIOR TO FINAL PAYMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER OF RECORD ONE COMPLETE SET OF ALL "AS-BUILT" CONTRACT DRAWINGS. THESE DRAWINGS SHALL BE MARKED TO SHOW "AS-BUILT" CONSTRUCTION CHANGES AND DIMENSIONS, LOCATIONS AND ELEVATIONS OF ALL IMPROVEMENTS.</div><div>3. "AS-BUILT" INFORMATION ON GRAVITY SEWERS MUST CONTAIN LOCATION OF SERVICE LATERALS. STATIONING OF BOTH THE WYE AND THE SERVICE END MUST ALSO BE INCLUDED.</div><div>4. ALL "AS-BUILT" INFORMATION ON PLANS SHALL BE CERTIFIED BY A PROFESSIONAL SURVEYOR AND MAPPER REGISTERED IN THE STATE OF FLORIDA.</div><div>5. TEN (10) COMPLETE "AS-BUILT" SETS OF BLUEPRINTS SIGNED AND SEALED BY A PROFESSIONAL SURVEYOR AND MAPPER REGISTERED IN THE STATE OF FLORIDA.</div><div>6. ONE (1) COMPLETE "AS-BUILT" SET OF MYLAR</div><div>7. ONE (1) "AS-BUILT" CD IN AUTOCAD®</div></div></div></div></div><div><div>E. DRAINAGE SYSTEM:<div><div>1. ALL DRAINAGE PIPE SHALL BE CORRUGATED ALUMINUM PIPE CONFORMING TO A.S.T.M. B745/B745M.</div><div>2. THE DRAINAGE SYSTEM HAS BEEN DESIGNED USING CORRUGATED ALUMINUM PIPE (C.A.P.).</div><div>3. THE CONTRACTOR SHALL NOTIFY THE CITY OF POMPAÑO BEACH 24 HOURS PRIOR TO CONSTRUCTION.</div></div></div><div><div>9. PAVEMENT MARKINGS<div><div>A. PROVIDE AND INSTALL ALL NECESSARY PAVEMENT MARKINGS AND SIGNS IN ACCORDANCE WITH THE "MANUAL OF OPERATIONS" STANDARDS, "FLORIDA DEPARTMENT OF TRANSPORTATION, AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" (M.U.T.C.D.), UNITED STATES DEPARTMENT OF TRANSPORTATION. ALL TRAFFIC SIGNS SHALL BE FULLY REFLECTORIZED.</div><div>B. ALL PAVEMENT MARKINGS SHALL BE F.D.O.T. THERMOPLASTIC WITH RAISED REFLECTIVE MARKERS. PLEASE REFER TO PLANS.</div><div>C. THE PAVEMENT MARKINGS (PAINT) SHALL BE APPLIED TO THE FIRST INCH OF ASPHALT WITHIN ONE CALENDAR DAYS AFTER THE APPLICATION OF THE ASPHALT.</div><div>D. ALL SIGNS SHALL HAVE HIGH INTENSITY SHEETING.</div><div>E. ALL TRAFFIC CONTROL DEVICES MAINTAINED BY BROWARD COUNTY, THAT ARE REMOVED OR DAMAGED BY CONSTRUCTION, SHALL BE REPLACED USING CURRENT BROWARD COUNTY TRAFFIC ENGINEERING DIVISION STANDARDS.</div></div></div></div><div><div>MAINTENANCE OF TRAFFIC</div><div>REFER TO F.D.O.T. INDEX 600-670 (TRAFFIC CONTROL THROUGH WORK ZONES) FOR MAINTENANCE OF TRAFFIC.</div><div><div>MAINTENANCE OF TRAFFIC SCHOOL/PEDESTRIAN</div><div><div>THE MAINTENANCE OF TRAFFIC PLAN, PROVIDED BY THE CONTRACTOR, SHALL INCLUDE PROVISIONS FOR PEDESTRIAN AND/OR SCHOOL STUDENT TRAFFIC AS WELL AS VEHICULAR TRAFFIC. THE FOLLOWING ARE MINIMUM REQUIREMENTS.</div><div>THE SAFE WALK ROUTE FOR ALL SCHOOL STUDENTS WITHIN THE VICINITY OF THE CONSTRUCTION ZONE SHALL BE MAINTAINED DURING THE TIMES STUDENTS ARE ARRIVING AT OR LEAVING SCHOOL. IF THE CURRENT WALKING SURFACE CANNOT BE MAINTAINED, THEN A TEMPORARY ROAD-ROCK 4 WALKWAY SHALL BE CREATED. THE SAFE WALK ROUTE SHALL BE SEPARATED FROM THE CONSTRUCTION ACTIVITY BY THE 4' HIGH ORANGE CONSTRUCTION FENCE FOR THE ENTIRE LENGTH OF THE PROJECT OR THE LENGTH OF THE WALK ROUTE, WHICHEVER IS LESS.</div><div>ALL CONSTRUCTION EQUIPMENT AROUND ANY DESIGNATED CROSSWALK SHALL CEASE TO OPERATE DURING THE TIMES STUDENTS ARE ARRIVING AT OR LEAVING SCHOOL. ALL CONSTRUCTION EQUIPMENT ADJACENT TO A DESIGNATED WALK ROUTE SHALL CEASE OPERATING UNLESS SATISFACTORILY BARRICADED FROM THE WALK ROUTE.</div><div>IN THE CASE THAT A DESIGNATED CROSSING OR ANY PORTION OF THE DESIGNATED WALK ROUTE CANNOT BE MAINTAINED, THEN THE CONTRACTOR SHALL NOTIFY THE SPECIAL PROJECTS COORDINATOR AT BROWARD COUNTY TRAFFIC ENGINEERING DIVISION, (954) 847-2671, A MINIMUM OF TEN (10) WORKING DAYS PRIOR TO CLOSING THAT ROUTE IN ORDER THAT AN ALTERNATE CROSSING/ROUTE CAN BE ESTABLISHED.</div><div>IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL ANY NECESSARY PAVEMENT, ROAD ROCK, PAVEMENT MARKING AND SIGNAGE AND/OR ANY PEDESTRIAN SIGNALIZATION AND/OR SIGNAL MODIFICATION TO ACCOMMODATE AN EXISTING OR ALTERNATE WALK ROUTE.</div><div>IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE STATE CERTIFIED SCHOOL CROSSING GUARDS OR OFF DUTY POLICE OFFICERS TO CROSS STUDENTS AT ANY LOCATIONS OTHER THAN THOSE PREVIOUSLY DESIGNATED. THE CONTRACTOR MAY USE FLAGMEN, ONLY IF THEY ARE STATE CERTIFIED AS A SCHOOL CROSSING GUARD.</div><div>THIRTY (30) DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION THE CONTRACTOR SHALL NOTIFY THE SPECIAL PROJECTS COORDINATOR AT BROWARD COUNTY TRAFFIC ENGINEERING DIVISION, (954) 847-2671, TO ARRANGE A PRE-CONSTRUCTION SCHOOL SAFETY MEETING.</div><div>IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE BROWARD COUNTY SCHOOL BOARD PUPIL TRANSPORTATION DEPARTMENT TO ARRANGE A PRE-CONSTRUCTION SCHOOL BUS ROUTE MEETING AT THE FOLLOWING -<div><div>RUTH MASTERS - ROUTING (754) 321-4400 EXT #2309</div><div>VINCENT HARRELL - STUDENT TRANSPORTATION (754) 321-4472</div><div>MARY TOCHERMANN - STUDENT TRANSPORTATION (754) 321-4400 EXT #2006</div></div>THIS MEETING IS TO DETERMINE ALL BUS ROUTES AND TO MAKE ANY NECESSARY ARRANGEMENTS FOR REROUTING. THIS MEETING SHALL INCLUDE THE SPECIAL PROJECTS COORDINATOR FROM BROWARD COUNTY TRAFFIC ENGINEERING DIVISION, (954) 847-2671.</div><div>THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A SAFE AND ADEQUATE WALKING SURFACE FOR ALL SCHOOL CHILDREN/PEDESTRIANS. THE SAFE WALK ROUTE SHALL BE PART OF THE MAINTENANCE OF TRAFFIC PLAN.</div><div>THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING AN APPROVED MAINTENANCE OF TRAFFIC PLAN (MOT), INCLUDING THE ABOVE SCHOOL/PEDESTRIAN CONDITIONS. THROUGH BROWARD COUNTY TRAFFIC ENGINEERING DIVISION, THE CONDITIONS OUTLINED IN THE MOT ARE IN FORCE AND FULLY EFFECTIVE AS PART OF THE PROPOSED IMPROVEMENTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT ALL WORK ASSOCIATED WITH THIS PROJECT IS IN COMPLIANCE WITH ALL THE REQUIREMENTS OF THE APPROVED MOT, INCLUDING THE ABOVE SCHOOL/PEDESTRIAN CONDITIONS.</div><div>THE CONTRACTOR SHALL ENSURE THAT THERE ARE NO SPEED LIMIT SIGNS INSTALLED WITHIN THE DESIGNATED REDUCED SCHOOL ZONE, AT ANY TIME THROUGHOUT THE PROJECT.</div></div></div></div><div><div>8. PAVING<div><div>A. GENERAL:<div><div>1. ALL UNDERGROUND UTILITIES SHALL BE COMPLETED PRIOR TO CONSTRUCTION OF LIMEROCK BASE.</div><div>2. ALL EXISTING PAVEMENT, CUT OR DAMAGED BY CONSTRUCTION SHALL BE PROPERLY RESTORED AT THE CONTRACTOR'S EXPENSE.</div><div>3. FOR ANY PROPOSED CONNECTIONS, THE EXISTING EDGE OF PAVEMENT SHALL BE SAW CUT.</div></div><div>B. MATERIAL:<div><div>1. BASE COURSE SHALL BE CRUSHED LIMEROCK MIAMI OOLITE WITH A MINIMUM OF 70% CARBONATES OF CALCIUM AND MAGNESIUM.</div><div>2. ASPHALT SURFACES SHALL BE S-3 ASPHALTIC CONCRETE, UNLESS OTHERWISE SPECIFIED ON THE PLANS.</div></div><div>C. INSTALLATION:<div><div>1. SUBGRADE FOR ROADWAY SHALL BE COMPACTED TO A MINIMUM OF 98% OF THE MAXIMUM DENSITY (AASHTO T-180). SHALL BE MIN. 12" THICKNESS, MIN. L.B.R. 40.</div><div>2. BASE COURSE MATERIAL FOR PAVED AREAS SHALL HAVE A MINIMUM THICKNESS OF 8" PLACED ON A TWO LAYERS FOR STREETS. (6 INCHES FOR DRIVEWAYS AND DESIGNATED PARKING AREAS).</div><div>3. BASE COURSE SHALL BE COMPACTED TO 98% OF THE MAXIMUM DENSITY AS PER AASHTO T-180.</div><div>4. INSTALLATION OF THE WEARING SURFACE SHALL CONFORM WITH THE REQUIREMENTS OF THE D.O.T. STANDARD SPECIFICATIONS FOR ASPHALTIC CONCRETE.</div></div></div><div>D. TESTING:<div><div>1. THE FINISHED SURFACE OF THE BASE COURSE AND THAT OF THE WEARING SURFACE SHALL NOT VARY MORE THAN 1/4" FROM THE TEMPLATE. ANY IRREGULARITIES EXCEEDING THIS LIMIT SHALL BE CORRECTED.</div><div>2. DENSITY TESTS SHALL BE TAKEN BY AN INDEPENDENT TESTING LABORATORY, CERTIFIED BY THE STATE OF FLORIDA, WHERE</div></div></div></div></div></div><div><div>BROWARD COUNTY NOTES</div><div>(AS TAKEN FROM THE "DEPARTMENT OF PUBLIC WORKS-ENGINEERING DIVISION - MINIMUM STANDARDS - OCTOBER 25, 2005 OR LATEST EDITION)</div><div><div>6-1 ROADWAYS<div><div>6-1.1 MINIMUM DESIGN CRITERIA<div><div>AS A MINIMUM, ROADS DESIGNATED AS ARTERIAL OR COLLECTOR ROADS AND RELATED FACILITIES SHALL BE DESIGNED IN SUBSTANTIAL ACCORDANCE WITH THE LATEST EDITION OF: "THE GREEN BOOK," "ROADWAY AND TRAFFIC DESIGN STANDARDS," "DESIGN CRITERIA RELATED TO HIGHWAY SAFETY" (F.D.O.T. STANDARD INDEX #700), AND THE "UTILITY ACCOMMODATION GUIDE," ALL AS PUBLISHED BY FLORIDA D.O.T., "THE LAND DEVELOPMENT CODE," CHAPTER 5, ARTICLE IX OF THE "BROWARD COUNTY CODE OF ORDINANCES," D.N.R.P.'S "CODE OF REGULATIONS", CHAPTER 27, SECTION 408E "DESIGN CRITERIA", SUB-SECTION 1.C.3 ENTITLED "FLOOD PROTECTION" AND THE PROVISIONS OF THE "AMERICAN WITH DISABILITIES ACT".</div></div></div><div>6-1.2 CONSTRUCTION CRITERIA<div><div>CONSTRUCTION MATERIALS AND METHODS SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND SUPPLEMENTS, EXCEPT AS MODIFIED HEREIN, BY E.P.D.'S "CODE OF REGULATIONS, CHAPTER 27, SECTION 408E AND BY THE PROVISIONS OF CHAPTER 3 OF THIS DOCUMENT.</div></div></div><div>6-1.2.1 TEMPORARY FACILITIES<div><div>TEMPORARY FACILITIES, UNRELATED TO ANY ONGOING CONSTRUCTION IN THE RIGHT-OF-WAY, AND INTEND TO PROVIDE AN ESSENTIAL SERVICE FOR A PERIOD OF TIME NOT TO EXCEED ONE YEAR, MAY BE CONSTRUCTED IN THE RIGHT-OF-WAY, CONTINGENT UPON ENGINEERING DIVISION APPROVAL OF PROJECT PLANS AND SPECIFICATIONS, AND ISSUANCE OF AN ENGINEERING DIVISION CONSTRUCTION PERMIT. THERE WILL BE NO RELAXATION OF SAFETY REQUIREMENTS, BUT LIGHTER DUTY CONSTRUCTION WILL BE ALLOWED, WHERE PUBLIC INTERESTS WILL NOT SUFFER.</div></div><div>6-1.2.2 IN CASES WHERE TEMPORARY FACILITIES MUST BE CONSTRUCTED TO PROVIDE OR MAINTAIN AN ESSENTIAL FEATURE AROUND PORTIONS OF A PUBLIC RIGHT-OF-WAY FOR PUBLIC SAFETY OR CONVENIENCE DURING CONSTRUCTION, SUCH TEMPORARY FACILITY MUST BE CLEARLY DRAWN IN SUFFICIENT DETAIL ON STANDARD SIZE DRAFTING SHEETS, AND SUBMITTED TO THE ENGINEERING DIVISION FOR REVIEW AND APPROVAL PRIOR TO IMPLEMENTATION.</div><div>6-1.3 TYPICAL SECTIONS<div><div>SKETCHES OF PROPOSED TYPICAL RIGHT-OF-WAY SECTIONS SHALL BE SUBMITTED TO THE ENGINEERING DIVISION FOR APPROVAL PRIOR TO BEGINNING THE PREPARATION OF PLANS. THE TYPICAL SECTIONS SHALL SHOW OR NOTE ALL OF THE APPLICABLE DESIGN ELEMENTS OUTLINED IN THE "GREEN BOOK". WHERE DETERMINATION OF THE "ULTIMATE THROUGH LANE" IS NECESSARY, IT WILL BE MADE IN THIS REVIEW.</div></div><div>6-1.4 SAFETY CRITERIA<div><div>MINIMUM SAFETY CRITERIA FOR DESIGN OF ROADS AND STREETS IN BROWARD COUNTY SHALL BE AS SHOWN IN INDEX 700 OF FLORIDA D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS MANUAL, LATEST EDITION, (PLATE NO. 23 IN THE APPENDIX), AND SHALL MEET OR EXCEED THE REQUIREMENTS OF ALL STANDARDS REFERENCED IN SECTIONS 1.1 AND 1.2 OF THIS CHAPTER.</div></div><div>6-1.5 GUARDRAIL<div><div>THE FOLLOWING POLICY IS TO BE IMPLEMENTED IN THE DESIGN OF ALL ROADWAY CONSTRUCTION INVOLVING LANES AND CANALS WHEN IT IS NECESSARY FOR SUCH WATERWAYS TO EXIST ADJACENT AND PARALLEL TO THE ROADWAY.</div><div>FOR PURPOSE OF THIS POLICY, A CANAL/LAKE IS DEFINED AS A CONSTRUCTED OR NATURAL WATER BODY HAVING A BOTTOM ELEVATION LOWER THAN 1.0 FOOT BELOW THE CONTROL ELEVATION OF THE AREA. THE TOP OF BANK OF ANY LAKE OR CANAL SHALL BE AT LEAST 1.0 FOOT ABOVE THE CONTROL ELEVATION.</div></div><div>6-1.5.1 MINIMUM DISTANCE TO CANAL<div><div>THE DISTANCE FROM THE OUTSIDE EDGE OF THE ULTIMATE THROUGH TRAVEL LANE TO THE TOP OF THE LAKE/CANAL ULTIMATE SIDE SLOPE (TOP OF BANK) NEAREST THE ROAD WILL BE NO LESS THAN 60 FOR HIGHWAYS WITH DESIGN SPEEDS OF 50 MPH OR GREATER. FOR HIGHWAYS WITH DESIGN SPEEDS LESS THAN 50 MPH, THIS MINIMUM DISTANCE MAY BE REDUCED TO 50 FOR RURAL HIGHWAYS OR 40 FOR URBAN (CURB AND GUTTER) HIGHWAYS. WHEN A NEW LAKE/CANAL OR ROADWAY ALIGNMENT IS REQUIRED, (AT LESS THAN THE ULTIMATE CROSS-SECTION), DISTANCES GREATER THAN THESE ABOVE SHOULD BE PROVIDED, IF POSSIBLE, TO ACCOMMODATE POSSIBLE FUTURE IMPROVEMENTS TO ROADWAY (WIDENING, ETC.).</div></div><div>6-1.5.2 INSTALLATION OF PROTECTION<div><div>INSTALLATION OF GUARDRAIL, OR OTHER APPROVED PROTECTIVE DEVICES, IS REQUIRED THROUGHOUT ALL AREAS WHERE IT IS IMPOSSIBLE TO MEET THE ABOVE MINIMUM CRITERIA. FOR CANALS LOCATED ON THE OUTSIDE OF CURVES SHARPER THAN 2', GREATER OFFSET WIDTHS OR CONSTRUCTION OF GUARDRAIL SHOULD BE CONSIDERED (SEE F.D.O.T., "ROADWAY AND TRAFFIC DESIGN STANDARDS", INDEX 700, SHEET 2 OF 2).</div><div>WHEN GUARDRAIL IS REQUIRED FOR CANAL PROTECTION, IT SHOULD NORMALLY BE PLACED AT OR NEAR THE EDGE OF THE CLEAR RECOVERY AREA. THE DISTANCE FROM THE OUTSIDE EDGE OF THE SHOULDER TO THE FACE OF GUARDRAIL SHOULD, IN ALL CASES, BE GREATER THAN 12' WHEN GUARDRAIL IS NOT CONSTRUCTED AT THE EDGE OF THE SHOULDER. THE ROADWAY FRONT SLOPE BACK OF GUARDRAIL MAY BE STEEPENED TO 2:1.</div><div>A CONTINUOUS STRIP OF ASPHALT 2 INCHES THICK AND 3 FEET MINIMUM WIDTH, CENTERED ON THE GUARDRAIL, SHALL BE PLACED AT ALL NEW GUARDRAIL INSTALLATIONS IN UNPAVED AREAS.</div></div><div>6-1.5.3 AT ALL EXISTING BUS STOP LOCATIONS, WHERE GUARDRAIL IS PROPOSED TO BE INSTALLED, OPENINGS MUST BE PROVIDED IN THE GUARDRAIL AT APPROPRIATE POINTS FOR PASSENGER ACCESS. IF SO DOING WOULD CREATE A HAZARDOUS CONDITION, BUS STOP SHOULD BE RELOCATED INSTEAD.</div></div><div>6-1.6 SUBGRADES<div><div>THE ENTIRE WIDTH OF PUBLIC RIGHT-OF-WAY SHALL BE DEMUCKED BEFORE CONSTRUCTION OF THE ROADBED BEGINS. NO MATERIAL OF F.D.O.T. CLASS A-5, A-7 OR A-8 WILL BE ALLOWED. ALL MATERIAL SUPPORTING THE ROADWAY AND SHOULDERS SHALL HAVE A MINIMUM OF L.B.R. OR 40. THE TOP 12" OF THE UNDISTURBED SOIL SHALL BE COMPACTED TO 100% OF MAXIMUM DRY DENSITY AS PER AASHTO T-99-C. SUBGRADE SHALL BE CHECKED FOR CONFORMANCE WITH</div></div></div></div><div><div>6-1.7 BASES<div><div>6-1.7.1 MATERIAL<div><div>LIMEROCK BASES SHALL BE THE THICKNESS AS SHOWN AND SHALL BE CONSTRUCTED IN LIFTS. LIMEROCK OF THE MIAMI FORMATION SHALL BE USED, HAVING A MINIMUM PERCENTAGE OF CARBONATES OF CALCIUM AND MAGNESIUM OF 70, UNLESS OTHERWISE APPROVED. THE FINISHED SURFACE OF ALL ROADWAY BASES SHALL BE TESTED BY "BOARDING" OR BY OTHER APPROVED METHOD, AND SHALL SHOW NO DEVIATION FROM THE REQUIRED ELEVATION GREATER THAN 1/4" IN ANY 14' SEGMENT.</div></div></div><div>6-1.7.2 BASE DENSITY REQUIREMENTS<div><div>BASE MATERIAL SHALL BE COMPACTED TO A DENSITY OF NOT LESS THAN 98% OF MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T-180.</div></div><div>6-1.7.3 THE CONTRACTOR OR OWNER MAY PROPOSE ALTERNATE BASE MATERIALS FOR USE IN LIEU OF LIMEROCK. SUCH A PROPOSAL MUST BE SUBMITTED TO THE ENGINEERING DIVISION, WHOSE APPROVAL FOR THE SUBSTITUTION MUST BE OBTAINED BEFORE THE PROPOSED MATERIAL MAY BE INCORPORATED INTO THE PROJECT.</div><div>6-1.7.4 BASE COURSE CONSTRUCTION SHALL NOT BE STARTED UNTIL ALL UNDERGROUND CONSTRUCTION IN THE VICINITY HAS BEEN TESTED AND ACCEPTED.</div><div>6-1.8 WEARING (SURFACE) COURSE<div><div>A TACK COAT SHALL BE USED BETWEEN PAVING COURSES, AND A PRIME COAT SHALL BE USED ON THE FINISHED ROCK BASE. ONLY VIRGIN MATERIALS MAY BE USED IN WEARING COURSES, UNLESS OTHERWISE APPROVED. IN WRITING, BY THE HIGHWAY CONSTRUCTION AND ENGINEERING DIVISION.</div></div><div>6-1.8.1 SURFACE COURSES ARE TO BE CONSTRUCTED OF ASPHALTIC CONCRETE TO A MINIMUM TOTAL THICKNESS OF 2 INCHES, FOR ALL COLLECTOR AND ARTERIAL ROADS, AS FOLLOWS:<div><div>1-1/4" MIN. THICKNESS TYPE S-1, 3/4" MIN. THICKNESS TYPE S-III, AND</div><div>FOR ROADS WITH A POSTED SPEED OF 50 MPH OR GREATER: 5/8" MIN. THICKNESS TYPE FC-2 FRICTION COURSE (1" MAX. THICKNESS)</div></div></div><div>6-1.8.2 MIAMI OOLITE ONLY SHALL BE UTILIZED AS AN ASPHALTIC CONCRETE AGGREGATE.</div><div>6-1.8.3 WEARING COURSES SHALL NOT BE PLACED UNTIL:<div><div>ALL UNDERGROUND UTILITIES ARE INSTALLED AND ACCEPTED, AND A FINISHED ROCK SURVEY HAS BEEN SUBMITTED TO AND ACCEPTED BY THE ENGINEERING DIVISION. A WALK THROUGH HAS BEEN CONDUCTED TO DETERMINE IF THERE IS ANY REMAINING WORK THAT MIGHT CAUSE DAMAGE TO THE FINAL LIFT. ALL LANDSCAPE WORK THAT MIGHT CAUSE DAMAGE TO THE FINAL LIFT IS COMPLETE. ALL CONSTRUCTION EQUIPMENT HAS BEEN INSPECTED FOR LEAKS OF FLUIDS THAT MAY BLEMISH OR DAMAGE THE FINAL LIFT. THIS EQUIPMENT SHALL BE REPAIRED OR REMOVED FROM THE JOB-SITE.</div></div></div><div>6-1.8.4 ALTERNATE ROADWAY SURFACING MATERIALS SUCH AS CONCRETE, BRICK PAVERS, ETC., SHALL BE CONSIDERED ON A CASE BY CASE BASIS.</div><div>6-1.9 SHOULDERS<div><div>ALL SHOULDERS SHALL BE STABILIZED TO AN L.B.R. VALUE OF AT LEAST 40. THE MINIMUM DEPTH OF THE STABILIZED SHOULDER SHALL BE EIGHT INCHES. ALL SHOULDERS SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO T-99-C.</div><div>ALL SHOULDERS SHALL HAVE A MINIMUM WIDTH OF EIGHT (8) FEET WHERE CONDITIONS PERMIT, BUT IN ANY EVENT, NO LESS THAN SIX (6) FEET. WHERE POSSIBLE, A WIDTH OF FOUR (4) FEET OF THE SHOULDER SHALL BE PAVED AS A ONE-WAY BIKE LANE. WHERE THIS AREA IS NEEDED FOR DRAINAGE, THE OUTSIDE LANE SHALL BE DESIGNED AND CONSTRUCTED A MINIMUM OF TWO (2) FEET WIDER THAN THE INTERIOR LANES.</div><div>MATERIALS FOR UNPAVED SHOULDERS MUST BE STABILIZED TO AN L.B.R. VALUE OF AT LEAST 40. FOR PAVED SHOULDERS PAVEMENT SHALL BE 1" OF TYPE S-III OVER AN EIGHT (8) INCH COMPACTED AND PRIMED LIMEROCK BASE. LIMEROCK BASE SHALL BE COMPACTED TO A MINIMUM DENSITY OF 98% OF AASHTO T-99-C.</div></div></div><div>6-1.10 CURB/GUTTER<div><div>UNLESS OTHERWISE APPROVED, ALL CURB ELEMENTS SHALL HAVE A LIMEROCK FOUNDATION OR "PAD" WITH A MINIMUM L.B.R. OF 100 AND MINIMUM CARBONATE CONTENT OF 70%. PADS SHALL BE AT LEAST 4" IN THICKNESS, EXTENDING 6" (MIN.) BEYOND THE EDGES OF THE CONCRETE, COMPACTED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.</div></div><div>6-1.11 TRAFFIC SEPARATORS<div><div>TRAFFIC SEPARATORS, LESS THAN FOUR (4) FEET IN WIDTH BETWEEN CURBS, SHALL BE PAVED WITH A 6"-INCH MINIMUM THICKNESS OF CONCRETE.</div></div><div>6-1.12 SWALES<div><div>BOTTOMS OF SWALES, MEASURED FROM TOP OF TURF, SHALL BE AT LEAST SIX INCHES (6") BELOW THE EDGE OF ROAD PAVEMENT. SWALES SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-99-C, AND SEEDED, MULCHED &amp; FERTILIZED, OR SODDED, IF NOT PAVED.</div><div>WHERE DRAINAGE IS DEPENDENT UPON PERCOLATION IN THE SWALE, SUFFICIENT TESTING MUST BE PERFORMED TO VERIFY THE VALIDITY OF THE DESIGN ASSUMPTIONS AND CALCULATIONS, AND THE RESULTS MUST BE SUBMITTED, TOGETHER WITH THE DESIGN CALCULATIONS AND DRAWINGS, TO THE ENGINEERING DIVISION FOR EVALUATION OF THE PROPOSED SYSTEM. IF CONDITIONS SO INDICATE, A POSITIVE DRAINAGE SYSTEM WILL BE REQUIRED.</div><div>UPON COMPLETION OF CONSTRUCTION IN THE SWALE WITH THE EXCEPTION OF FINAL SEEDING OR SODDING, SWALE PERCOLATION SHALL BE RE-TESTED AS DIRECTED BY THE ENGINEERING DIVISION, TO VERIFY THAT THE ACTUAL PERCOLATION IS CONSISTENT WITH THE DESIGN VALUES. THE RESULTS OF THESE TESTS SHALL BE SUBMITTED TO THE ENGINEERING DIVISION PRIOR TO FINAL INSPECTION.</div><div>PURSUANT TO THE PROVISIONS OF THE "AMERICANS WITH DISABILITIES ACT," WHERE A DESIGNATED BUS STOP EXISTS OR IS PLANNED IN ANY PUBLIC RIGHT-OF-WAY UNDER COUNTY JURISDICTION, ANYONE DEVELOPING, REDEVELOPING OR IMPROVING THE PUBLIC RIGHT-OF-WAY, EXCEPT FOR THE OWNER OF A SINGLE ONE-FAMILY OR DUPLEX RESIDENCE LOT ABUTTING SUCH BUS STOP, MUST PROVIDE AN APPROVED PAVED PEDESTRIAN ACCESS, CONFORMING WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT FOR PERSONS EXITING OR SEEKING TO ENTER A</div></div></div></div><div><div>6-1.13 DRAINAGE<div><div>ALL DRAINAGE FACILITIES AND SYSTEMS WITHIN THE PUBLIC RIGHTS-OF-WAY SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE DEPARTMENT OF NATURAL RESOURCE PROTECTION, SURFACE WATER MANAGEMENT DIVISIONS "MANAGEMENT OF SURFACE WATER DISCHARGE AND NON-POINT-SOURCE POLLUTION" REGULATIONS, CHAPTER 27, SECTION 406, AND THE STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION'S "UTILITY ACCOMMODATION GUIDE," EXCEPT AS MODIFIED HEREIN, AND WITH THE PROVISIONS OF THIS DOCUMENT.</div></div><div>6-1.13.1 PIPE<div><div>ALL DRAINAGE PIPE INSTALLED UNDER OR WITHIN 5 FEET OF EXISTING OR PROPOSED PAVED AREAS (INCLUDING CURBS &amp; SIDEWALKS OR BIKE PATHS) SHALL BE REINFORCED CONCRETE CONFORMING TO ASTM SPECIFICATION C-76 UNLESS AN ALTERNATE MATERIAL IS APPROVED. THE MINIMUM PIPE SIZE TO BE USED SHALL BE 15" DIAMETER.</div><div>ALL PLUGS IN PIPES, PLACED DURING CONSTRUCTION, SHALL BE REMOVED PRIOR TO FINAL INSPECTION UNLESS SPECIFICALLY APPROVED TO REMAIN.</div><div>ALL DRAINAGE PIPE IN THE PUBLIC RIGHT-OF-WAY SHALL HAVE A MINIMUM COVER AS SHOWN IN F.D.O.T. STANDARD INDEX 205, BUT IN NO CASE LESS THAN 24" UNLESS OTHERWISE APPROVED BY THE ENGINEERING DIVISION.</div></div><div>6-1.14 SIDEWALKS<div><div>SIDEWALKS SHALL BE OF UNREINFORCED PORTLAND CEMENT CONCRETE AND SHALL BE AS SHOWN, UNLESS OTHERWISE APPROVED. ALTERNATE MATERIALS OF CONSTRUCTION, SUCH AS ASPHALTIC CONCRETE, AND SPECIAL SURFACE TREATMENTS, SUCH AS PAVERS, TILES, ETC., WILL BE CONSIDERED WHEN REQUESTED BY THE ENGINEER.</div></div><div>6-1.14.1 SIDEWALKS SHALL HAVE A TRANSVERSE SLOPE OF .02 FEET PER FOOT TOWARD THE SWALE OR GUTTER AND SHALL BE GIVEN A TRANSVERSE HAIR BROOM FINISH.</div><div>6-1.14.2 NO UNNECESSARY OBSTRUCTIONS SHALL BE PLACED IN OR ON SIDEWALKS UNLESS SPECIFICALLY APPROVED, ON A CASE BY CASE BASIS, BY THE ENGINEERING DIVISION. ALL OBSTRUCTIONS IN OR ON SIDEWALKS SHALL BE SO LOCATED THAT MAXIMUM CLEAR WIDTH IS MAINTAINED.</div><div>6-1.16 GRASSING/SEEDING/MULCHING/SODDING/FERTILIZING<div><div>WHENEVER A SUITABLE LENGTH OF ROADWAY SLOPE(S), OR ADJACENT AREAS HAVE BEEN GRADED, THEY SHALL BE GRASSED AT THE EARLIEST PRACTICAL TIME, AND IN ALL CASES, BEFORE THE FINAL PAVING COURSE. IN MOST CASES, GRASS SEED SHOULD BE USED. IN AREAS WHERE EROSION AND/OR GROWING CONDITIONS MAY BE A PROBLEM, SOLID SOD SHOULD BE INSTALLED. ALL GRASS PLACED IN COUNTY RIGHTS-OF-WAY SHALL BE ARGENTINE BAHIA UNLESS A DIFFERENT VARIETY IS APPROVED. THE CONTRACTOR SHALL MAINTAIN THE GRASS, INCLUDING WATERING AND MOWING UNTIL THE PROJECT IS ACCEPTED. IT IS THE INTENT OF THIS DOCUMENT THAT AREAS TO BE GRASSED HAVE A GROWING STAND OF GRASS FOR A PERIOD OF AT LEAST ONE YEAR AFTER COMPLETION OF THE PROJECT. ALL GRASSED AREAS SHALL BE MOWED AT LEAST ONCE PRIOR TO ACCEPTANCE OF THE PROJECT.</div></div><div>6-1.17 RESTORATION<div><div>THE ENTIRE WORK AREA UTILIZED FOR THE PERFORMANCE OF ANY PERMITTED WORK SHALL BE RESTORED BY THE PERMITTEE TO MEET CURRENT STANDARDS FOR NEW CONSTRUCTION, EXCEPT AS DIRECTED BY THE COUNTY INSPECTOR OR AS PROVIDED ELSEWHERE IN THIS DOCUMENT.</div></div><div>6-1.18 FINISHED ROCK SURVEY<div><div>"RECORD" DRAWINGS OF THE FINISHED ROCK BASE DRAWN AT THE SAME SCALE AS THE APPROVED CONSTRUCTION DRAWINGS MUST BE SUBMITTED TO THE ENGINEERING DIVISION FOR APPROVAL BEFORE PROCEEDING WITH ASPHALT PAVEMENT. THESE DRAWINGS MUST BE SIGNED AND SEALED BY A PROFESSIONAL SURVEYOR AND MAPPER REGISTERED IN THE STATE OF FLORIDA, AND MUST SHOW FINISHED ROCK BASE ELEVATIONS AND OFFSETS AT CENTERLINE, EDGE OF MEDIAN AND EDGE OF PAVEMENT, PLUS ELEVATIONS OF BOTTOM OF SWALE OR FLOW LINE OF GUTTER, TOP OF CURB AND RIGHT-OF-WAY LINE, AT HIGH AND LOW POINTS, INTERSECTIONS AND CHANGES IN SLOPE. ELEVATIONS SHALL BE VERIFIED AND SHOWN AT INTERVALS NOT TO EXCEED 300 FEET MEASURED ALONG THE PROFILE GRADE LINE FOR PROJECTS OVER 1500 FEET IN LENGTH, EVERY 100 FEET FOR PROJECTS 500 TO 1500 FEET IN LENGTH AND EVERY 50 FEET FOR PROJECTS UNDER 500 FEET IN LENGTH. THESE ELEVATIONS SHALL BE DEPICTED ON A SET OF PLANS AT THE SAME SCALE, WITH SUFFICIENT CLARITY TO MAKE JUDGEMENT OF ACCEPTABILITY POSSIBLE. THE DRAWINGS MUST ALSO BEAR THE CERTIFICATION OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA, STATING THAT THE INSTALLATION SHOWN THEREON HAS BEEN MADE IN SUBSTANTIAL CONFORMANCE WITH THE APPROVED DRAWINGS.</div><div>COMPACTION MUST BE VERIFIED BY AN INDEPENDENT CERTIFIED ENGINEERING TESTING LABORATORY BY MAKING FIELD DENSITY TESTS OF EACH LAYER OF COMPACTED MATERIAL AT PRESCRIBED INTERVALS BEFORE THE SUCCEEDING LAYER IS PLACED. TEST REPORTS AND ROCK "AS-BUILT" RECORD DRAWINGS MUST BE SUBMITTED TO THE ENGINEERING DIVISION AND BE APPROVED BEFORE PAVING OPERATIONS BEGIN. NORMALLY, THE REVIEW PROCESS WILL BE COMPLETED WITHIN 2 WORKING DAYS.</div></div></div><div>6-1.19 FINAL INSPECTION AND ACCEPTANCE<div><div>AFTER CONSTRUCTION IS COMPLETED AND ALL CERTIFICATIONS, RECORD DRAWINGS AND OTHER REQUIRED DOCUMENTS HAVE BEEN SUBMITTED TO THE CITY ENGINEERING DIVISION, AND ACCEPTED, BUT BEFORE THE ONE-YEAR BONDED MAINTENANCE PERIOD BEGINS, THE PERMITTEE SHALL REQUEST A FINAL INSPECTION OF THE PROJECT. THE CITY ENGINEERING DIVISION AND ALL OTHER INTERESTED PARTIES SHALL JOINTLY PERFORM SUCH INSPECTION TO DETERMINE THE ACCEPTABILITY OF THE PROJECT FOR SERVICE. FOLLOWING THE INSPECTION, ANY NOTED DEFECTS WILL BE CORRECTED BY THE PERMITTEE, AFTER WHICH THE ENGINEERING DIVISION AND OTHER MAINTAINING AGENCIES WILL ISSUE A NOTICE OF APPROVAL. THIS WILL MARK THE START OF THE ONE-YEAR WARRANTY PERIOD.</div></div></div></div><div><div>BUS. IF SUCH PEDESTRIAN ACCESS OBSTRUCTS THE FLOW OF WATER IN THE SWALE, A CULVERT MUST BE PROVIDED TO ALLOW THE WATER TO FLOW FREELY PAST THE OBSTRUCTION. THE SWALE, IN THE VICINITY OF SUCH PAVED ACCESS, MUST BE SLOPED UP TO THE TOP OF THE PAVED ACCESS EDGE TO AVOID CREATION OF HAZARDOUS CONDITION. AT LOCATIONS WHERE GUARDRAIL EXISTS, THE GUARDRAIL MUST BE MODIFIED TO PROVIDE THE REQUIRED ACCESS. WHERE GUARDRAIL IS LESS THAN 600 FEET IN LENGTH, IF ACCESS CANNOT BE PROVIDED WITHOUT CREATING A HAZARDOUS CONDITION, THE BUS STOP SHOULD BE LOCATED ELSEWHERE.</div></div></div><div><div>DESIGNED: AMF DATE: 10/2024</div><div>DRAWN: AMF DATE: 10/2024</div><div>CHECKED: BMP DATE: 10/2024</div><div>WINNINGHAM &amp; FRADLEY ENGINEERS PLANNERS SURVEYORS 1711 N.E. 44th STREET • OAKLAND PARK, FL 33334 office: 954.771.7440 • fax: 954.771.0298 • www.winfrad.com</div><div>PALM AIRE TENNIS COURTS RWB / LINARES ARCHITECTURE</div><div>GENERAL NOTES AND SPECIFICATIONS</div><div>PUBLISHED: 3/12/2025, 11:52:26 AM</div><div>PROJECT NUMBER SHEET</div><div>PZ23-12000092036 GN1 OF 1</div><div>03/05/2025</div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div></div> |
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