

DIMENSIONS SHOWN ON THESE DRAWINGS ARE SCALED
DISTANCES. 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.

- 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 PILES.
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 BELLINGS, SENSERS, PILES, UTILITY STRUCTURES, 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.

23. UTILIZATION OF MATERIAL IN SUBGRADE CONSTRUCTION SHALL BE IN ACCORDANCE WITH PLAN DETAILS OR AS DIRECTED BY THE ENGINEER.
24. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A PROPOSED METHOD 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 1000 SQ. FT. OF FINISHED SUBGRADE AREA TO DETERMINE COMPLIANCE WITH THE DESIGN SPECIFICATIONS OF 100% OF MAX. DENSITY PER AASHTO T-99 TESTING METHODS.
25. THE FINISHED SUBGRADE SHALL BE CONSTRUCTED TO A MINIMUM RATIO (1 OF 40) OF 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 OF THE SUBGRADE SHALL BE 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 ALLOWED TOLERANCE OF 1/2" OF THE PROPOSED FINISHED SUBGRADE ELEVATIONS.

1. IF DURING THE PROPOSED CONSTRUCTION/CROSSING ANY EXISTING PB COUNTY STORM DRAIN PIPE/STRUCTURES ARE AFFECTED IN ANY WAY BY THE PROPOSED CONSTRUCTION, THE EXISTING DRAINAGE SYSTEM TO BE 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. FOR LOCAL (NON-THOROUGHFARE) ROADS.
3. IF ANY ADDITIONAL LANES ARE AFFECTED FOR ANY REASON DURING CONSTRUCTION, PB COUNTY R&B WILL REQUIRE THE ADDITIONAL LANES BE LIKE OR BETTER THEN LIKE CONDITION AND TO EQUAL 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 50' TO 50' / 20' / 20' / 20' 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 IN THE ADJACENT LANE, ONE FLAG IF THE POINT OF CONSTRUCTION IS LOCATED BETWEEN CONTIGUOUS JOINTS, NO PARTIAL JOINTS ACCEPTED. (PER SITUATION)

1. CONTRACTOR HAROLD REED AT 561 681-4326 BEFORE STARTING CONSTRUCTION PBC-TRAFFIC IT WILL REMOVE FIBER OPTIC CABLES FROM UNDER THE OVERPASS AND BEING DONE WITHIN 10 DAYS. 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 ANY DAMAGE TO OR DAMAGE DONE WITHIN 10 DAYS OF CONSTRUCTION.

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. CONSTRUCTION AROUND PBC SIGNAL FORMS WITHIN 6 FT- RADIUS FROM CENTER OF POLE. PLEASE SEE PBC SIGNAL TYPICAL PAGE T-5.3 (SHEET B OF 23).

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:

1. 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.
 - 1.2. PRODUCT HANDLING:
 - A. 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.

2.1 SOLID CONCRETE INTERLOCKING PAVING STONES

- A. Thickness, Color and Pattern:
 - 1. Paving stone thickness shall be between $3\text{--}1\frac{1}{8}$ " min - $4\frac{1}{2}$ " max.
 - 2. All paving stones shall be colored through the full depth of the stone 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 submitted to the purchaser, do not exhibit deterioration after one year.

3. TACK COAT
A. PRIOR TO INSTALLATION OF THE OVERLAY, THE SURFACE OF THE EXISTING ASPHALT SHALL BE BROOMED, 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 COURSE 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 SUPPLIER 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 10' INTERVALS. THE THICKNESS OF 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 10' LONG STRIP GAUGE 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 COMPACTED. 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 LAYING ASPHALT. UNLESS OTHERWISE NOTED, PIPING OR WRING 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 ON PAVEMENT OR CONCRETE. IF LOCATED IN THE FOREGROUND, REFERENCE MARKERS SHALL BE LOCATED AND NOTED ON THE PLAT.

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 COMPLETE WORK. CALL U.N.C.I.E. PRIOR TO ANY EXCAVATION.
37. AIR RELEASE 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.

9. 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 SUITABLE TO ASSURE A HEALTHY STAND OF GRASS.

10. 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 SLOPE, THE CONTRACTOR SHALL BE REQUIRED TO DIRECT THAT THE SOD BE PEGGED WITH PEGS DRIVEN THROUGH THE SOD BLOCKS INTO FIRM EARTH AT SUITABLE INTERVALS.

- 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 EDGE 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.

- 3.1 PREPARATION OF THE BASE COURSE:
 - A. A suitable base shall be prepared as specified in Section B.2.2 of this specification.
 - B. The base course shall be shaped to grade and cross section with allowable tolerance of $\frac{1}{4}$ ".
- 3.2 CONSTRUCTION OF THE BEDDING COURSE:
 - A. A finished bedding 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" depth when the paving stones have been placed on the bedding.
 - C. The final elevation of paving stones should be nominally $\frac{1}{4}$ " to $\frac{3}{8}$ " higher than the adjacent curb, gutter, etc., to allow for free drainage from the channel between the paving stone edges.
 - D. The bedding course shall not be disturbed, once screeded and leveled to the desired elevation.
- 3.3 INSTALLATION OF THE PAVING STONES:
 - A. The paving stones shall be laid in a staggered pattern.

2. 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 or between the stones and the curb, kick, or edge.
3. String lines should be used to hold all patterns true.
4. 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 length.
5. Paving stones shall be vibrated into the bedding course using a plot vibrator capable of 3000 to 5000 pounds compaction force with the surface clean and the joints open.
6. After vibration, the bedding course shall be covered 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.
7. Gussup material shall then be swept from the surface or left on the surface during construction to insure complete filling of joints during initial use.
8. After 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.
9. Paver brick shall conform with Palm Beach County Land Development Design Standards Manual with the following exceptions:
 - a) Under II Material 2.1 # 1, Paving stone thickness shall be 3 1/8" (min.) to 4" (max.).
 - b) Under II Material 2.1 # 3, 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 retroreflectivity to be not less than 300 milirandies.
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.

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.

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

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.

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.

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 NOT 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 PERMITEE 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 FOOT RIGHT OF WAY. URL ADDRESS: [HTTPS://CISDOT.STATE.FL.US](https://cisdot.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.



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

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

10/01/2025