

- PAVING NOTES:
- PAVEMENT AND / OR BASE MATERIAL SHALL NOT BE INSTALLED UNTIL ALL UTILITY INSTALLATION WORK HAS BEEN COMPLETED, WHERE APPLICABLE, UNDERNEATH THE AREA TO BE PAVED.
 - THE CONTRACTOR SHALL SUPERVISE AND ENSURE PROPER COMPACTION HAS BEEN OBTAINED UNDERNEATH PROPOSED PAVED AREAS. THIS INCLUDES BACKFILL OF UTILITY LINES INCLUDING, BUT NOT NECESSARILY BE LIMITED TO: WATER, SEWER, STORM DRAINAGE, GAS, ELECTRIC, TELEPHONE, IRRIGATION, AND CONDUITS.
 - MANHOLES, CATCH BASINS, INLETS, AND VALVES SHALL BE ADJUSTED TO MATCH PROPOSED FINISHED GRADE.
 - PRIOR TO PLACING ANY ASPHALT, ALL LOOSE MATERIAL AND DEBRIS SHALL BE REMOVED FROM THE BASE.
 - ALL NEWLY PAVED AREAS SHALL BE PROTECTED FROM TRAFFIC UNTIL THE SEALER IS SET AND CURED.
 - WHERE REQUIRED TO RETURN TO AND MATCH EXISTING PAVEMENT, A NEAT WORK LINE AT THE CONNECTION POINT SHALL BE ESTABLISHED BY USE OF A CUTTING WHEEL OR OTHER METHOD APPROVED BY THE ENGINEER.
 - ANY SAWCUT EDGES OF EXISTING PAVEMENT SHALL BE CLEANED AND HAVE A TACK COAT APPLIED PRIOR TO INSTALLATION OF NEW ADJACENT ASPHALT.
 - A STABILIZED SUBGRADE HAVING A MINIMUM LBR OF 40 SHALL BE PLACED TO A DEPTH OF AT LEAST 12 INCHES BELOW THE BASE COURSE. THE BASE COURSE MAY RANGE FROM 6 INCHES TO 8 INCHES, DEPENDING ON THE TRAFFIC LOADING CHARACTERISTICS AND PAVEMENT DESIGN LIFE, AND SHOULD HAVE A MINIMUM LBR OF 100 MEETING THE REQUIREMENTS OF THE FDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", SECTION 911.
 - THE MINIMUM 12 INCHES OF STABILIZED SUBGRADE SHOULD BE COMPACTED TO AN EQUIVALENT DENSITY OF 98 PERCENT OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY. THE BASE MATERIAL SHOULD BE COMPACTED TO 98 PERCENT OF THE MODIFIED PROCTOR MAXIMUM DRY DENSITY. THE BASE COURSE SHOULD ALSO HAVE A MINIMUM CARBONATE CONTENT OF 70% BASED ON THE BORING RESULTS, IT MAY BE POSSIBLE TO USE EXISTING SOILS FOR STABILIZED SUB-GRADE AND POTENTIALLY BASE COURSE MATERIAL, HOWEVER LABORATORY TESTING WILL BE NEEDED.
 - THE ENTIRE PAVEMENT THICKNESS SHOULD BE BASED ON DESIGN REQUIREMENTS, COMPACTED, AND TESTED WITH BACKSCATTER DENSITIES EQUIVALENT TO THE MARSHALL VALUE.
 - FOR ANY PROPOSED DRIVEWAY APPROACH ON FDOT RIGHT OF WAY, PROVIDE THE TYPE OF PAVEMENT DESIGN PER FDOT STANDARDS.
 - ASPHALT SHALL BE SAW-CUT BEFORE REMOVING SHOULDER AND/OR GUTTER TO PREVENT DAMAGING THE EXISTING ASPHALT.

- SUBGRADE PREPARATION:
- A LATERAL DISTANCE OF AT LEAST 5 FEET BEYOND THE PAVEMENT LIMITS SHOULD BE STRIPPED AND CLEARED OF SURFACE ASPHALT AND BASE MATERIALS VEGETATION, ORGANIC, OR ROOT LADEN TOPSOIL, AND GRUBBED OF ROOTS, SHRUBS, AND STUMPS, INCLUDING MATURE TREES THAT INTERFERE WITH CONSTRUCTION.
 - IF THE EXISTING ELEVATIONS ARE EQUAL TO THE FINAL ELEVATION, 12 TO 18 INCHES OF SOIL WILL NEED TO BE STABILIZED IN ORDER TO PLACE THE BASE OF THE PAVEMENT.
 - THE STRIPPED AREAS SHOULD BE LEVELED SUFFICIENTLY TO PERMIT EQUIPMENT TRAFFIC. THE PAVED AREAS TO A LATERAL DISTANCE OF AT LEAST 5 FEET BEYOND THE PROPOSED PAVED LIMITS SHOULD BE PROOFROLLED. THE PROOFROLLING SHOULD CONSIST OF COMPACTION WITH A LARGE DIAMETER, HEAVY, VIBRATORY DRUM ROLLER. THE STRIPPED SURFACE SHOULD BE COMPACTED WITH A VIBRATORY COMPACTOR HAVING A MINIMUM DYNAMIC FORCE OF TWENTY TONS (DYNAPAC CA-25 OR EQUIVALENT). THE ROLLER COVERAGE SHOULD BE EQUALLY DIVIDED INTO TWO PERPENDICULAR DIRECTIONS AND OPERATED AT A SLOW WALK PACE AT THE HIGH FREQUENCY SETTING. THE PROOFROLLING SHOULD BE CAREFULLY MONITORED FOR SIGNS OF SUBGRADE INSTABILITY, PUMPING, WEAVING, AND OTHER UNUSUAL DISTORTION OF THE SUBGRADE SURFACE UNDER THE WEIGHT OF THE ROLLER WILL BE INDICATIVE OF BURIED POCKETS OF SOFT SOIL. CORRECTION OF SUCH CONDITIONS WILL NECESSITATE REMOVAL OF THE UNSUITABLE MATERIALS AND REPLACEMENT WITH STRUCTURAL FILL.
 - A MINIMUM OF TEN OVERLAPPING PASSES SHOULD BE MADE IN THE PROPOSED PAVED AREAS IN A CRISSCROSS PATTERN BY THE VIBRATORY DRUM ROLLER ACROSS THE GROUND SURFACE. COMPACTION SHOULD CONTINUE UNTIL A MINIMUM DENSITY REQUIREMENT OF 95% OF THE MAXIMUM MODIFIED PROCTOR DRY DENSITY IS ESTABLISHED IN ACCORDANCE WITH AASHTO T-180 HAS BEEN ACHIEVED, AS DETERMINED BY FIELD DENSITY TESTS. DENSITY TESTS SHOULD BE PERFORMED IN THE TOP ONE (1) FOOT OF COMPACTED EXISTING GROUND. FREQUENT WETTING OF THE IN-SITU SOILS MAY BE NECESSARY DURING THE ROLLING OPERATIONS TO PREVENT DRYING AND LOOSENING OF THE UPPER 6 TO 12 INCHES OF SOILS.
 - A 3RD PARTY QUALIFIED INSPECTION TEAM SHOULD BE PRESENT TO OBSERVE THAT THE STRIPPING AND VIBRATORY COMPACTION OPERATIONS ARE INSTALLED CORRECTLY.
 - PRIOR TO INITIATION COMPACTION OPERATIONS, REPRESENTATIVE SAMPLES OF THE STRUCTURAL FILL MATERIAL TO BE USED AND ACCEPTABLE IN-PLACE SOILS SHALL BE COLLECTED AND TESTED TO DETERMINE THEIR COMPACTION AND CLASSIFICATION CHARACTERISTICS: THE MAXIMUM DRY DENSITY, OPTIMUM MOISTURE CONTENT, GRADATION, AND PLASTICITY CHARACTERISTICS SHOULD BE DETERMINED. THESE TESTS ARE NEEDED FOR COMPACTION QUALITY CONTROL OF THE STRUCTURAL FILL AND EXISTING SOILS, AND TO DETERMINE IF THE FILL MATERIAL IS ACCEPTABLE.

- GRADING NOTES:
- PROPOSED SPOT ELEVATIONS SHOWN ON THIS PLAN INDICATE THE ELEVATION PROPOSED AT THE TOP OF FINISHED ASPHALT UNLESS OTHERWISE NOTED.
 - CONTOURS SHOWN ON THIS PLAN ARE GRAPHICAL, ONLY, AND SHALL NOT BE USED TO DETERMINE OR CONTRADICT SPECIFIC SITE ELEVATIONS.
 - UPON DISCOVERY OF A CONFLICT BETWEEN ELEVATIONS OR WHEN A SPECIFIED ELEVATION IS IN DOUBT, THE ENGINEER SHALL BE NOTIFIED IMMEDIATELY.
 - THE SITE SHALL BE GRADED, UNIFORMLY, BETWEEN SPECIFIED ELEVATIONS AND THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING RIDGES, SWALES, AND GRADE BREAKS AS INDICATED ON THE PLANS.
 - THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT NO SLOPE EXCEEDS 2% IN ANY DIRECTION WITHIN ACCESSIBLE LOADING AREAS, ACCESSIBLE PARKING SPACES, OR ACCESSIBLE ROUTES (WITH THE EXCEPTION OF ACCESSIBLE RAMPS).
 - EXISTING VALVES, METER BOXES, INLETS, MANHOLES, AND CLEANOUTS LOCATED WITHIN THE PROJECT BOUNDARY SHALL BE ADJUSTED TO MATCH FINISHED PROPOSED GRADE.
 - THIS PLAN DOES NOT AUTHORIZE OFFSITE GRADING ACTIVITY
 - APPROVAL OF THIS PLAN DOES NOT PRECLUDE THE CONTRACTOR FROM ACQUIRING OTHER APPLICABLE PERMITS AND RELEASES WHICH MAY BE REQUIRED PRIOR TO COMMENCING ANY LAND-DISTURBING ACTIVITY.
 - THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE PROPOSED WORK DESCRIBED IN THE PLANS.

- ELEVATION DATUM NOTES:
- ALL ELEVATIONS ON THESE PLANS ARE IN NAVD88

- THE WATER TABLE ELEVATION FOR THE PROPERTY, AS PER THE BROWARD COUNTY GIS INTERACTIVE MAP FOR FUTURE CONDITIONAL WATER TABLE IS 1.00 NAVD.

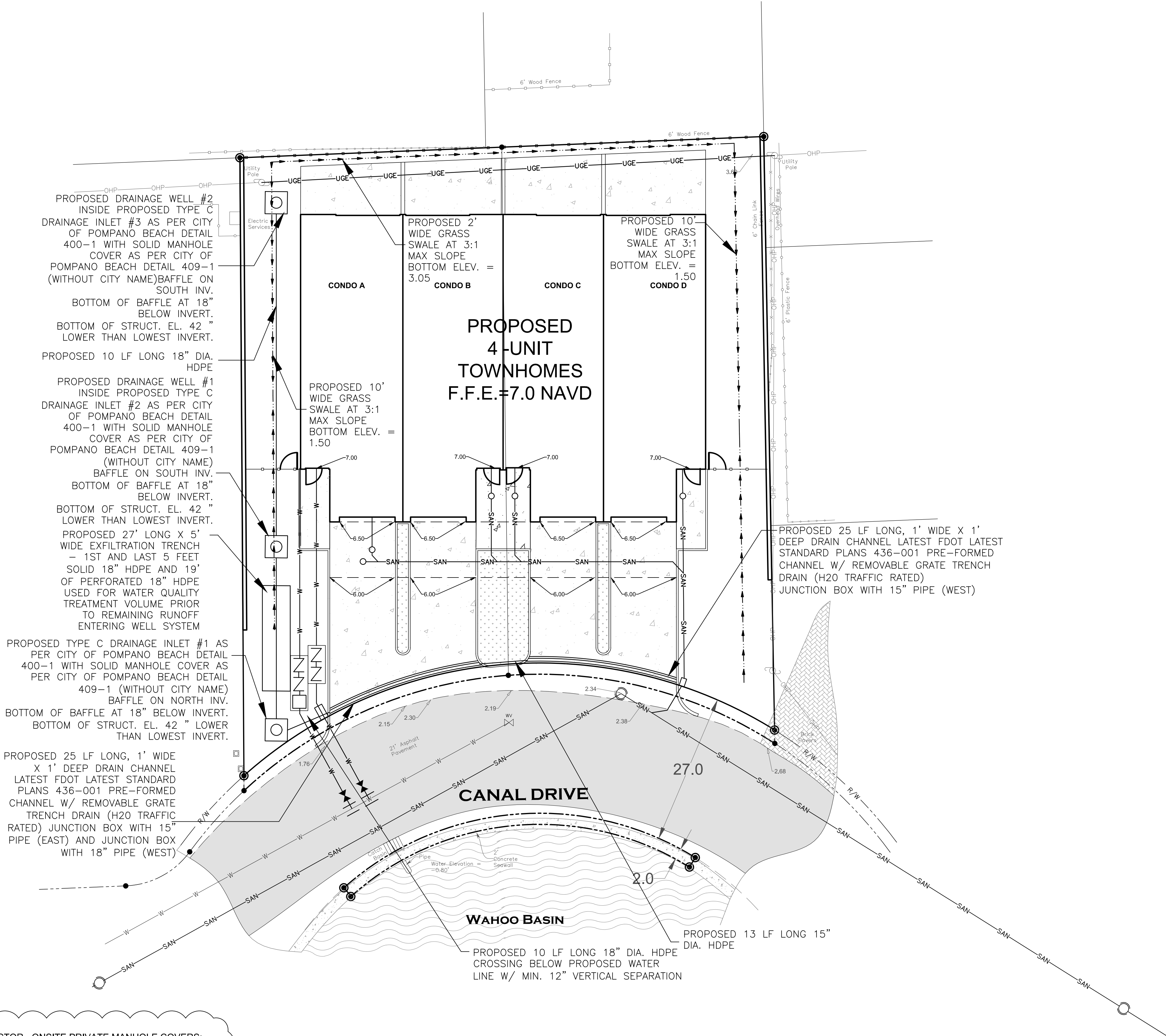
- DRAINAGE SYSTEM NOTES:
- NO POOL OR CONDENSATION LINES SHALL BE CONNECTED TO THE STORMWATER DRAINAGE SYSTEM

- RIGHT OF WAY CONSTRUCTION:
- ANY DAMAGES TO THE RIGHT OF WAY MUST BE REPAIRED BY THE CONTRACTOR.

- PRECONSTRUCTION MEETING:
- A PRECONSTRUCTION MEETING MUST BE COMPLETED WITH ENGINEERING PRIOR TO THE START OF CONSTRUCTION

- POMPANO BEACH ENGINEERING DEPT. NOTES:
- THE EXISTING ROADWAY WITHIN THE PROJECT LIMITS AND POSSIBLE BEYOND WILL BE INSPECTED BY THE CITY ENGINEER, PUBLIC WORKS DIRECTOR OR A DESIGNATED REPRESENTATIVE FOR DAMAGE DUE TO CONSTRUCTION PRIOR TO FINAL ACCEPTANCE. A PARTIAL OR FULL MILLING AND OVERLAY OF THE ROADWAYS MAY BE REQUIRED

- NOTE TO CONTRACTOR - ONSITE PRIVATE MANHOLE COVERS:
- THE ON-SITE DRAINAGE IS PRIVATE AND CANNOT HAVE ANY MANHOLE COVERS, LIDS, OR GRATES THAT SAY CITY OF POMPANO BEACH.



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