SPECIFICATIONS - CLEARING/GRADING/PAVING/DRAINAGE/UTILITY CONSTRUCTION

GENERAL:
IT IS INTENDED THAT THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", LATEST REVISIONS, BE USED IN THE ENTIRE APPLICABLE FOR VARIOUS WORK, AND THAT WHERE SUCH WORDING THEREIN REFERS TO THE STATE OF FLORIDA AND ITS DEPARTMENT OF TRANSPORTATION AND PERSONNEL, SUCH WORDING IS INTENDED TO BE REPLACED WITH THAT WORDING WHICH WOULD PROVIDE PROPER TERMINOLOGY, THEREBY MAKING SUCH "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND THE "STANDARD SPECIFICATIONS" FOR THIS PROJECT. IN ADDITION THE CONTRACTOR SHALL REFER TO THE "FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS", LATEST REVISIONS. IF WITHIN THAT PARTICULAR SECTION ANOTHER SECTION, ARTICLE OR PARAGRAPH IS REFERRED TO, IT SHALL BE A PART OF THE STANDARD SPECIFICATIONS, ALSO.
ALL WORK SHALL BE IN A WORKMANLIKE MANNER AND SHALL CONFORM WITH ALL APPLICABLE CITY, COUNTY, STATE, AND FEDERAL REGULATIONS AND/OR CODES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR OBTAINING ALL PERMITS AND LICENSES REQUIRED TO BEGIN WORK.
THE CONTRACTOR SHALL GIVE THE ENGINEER 24 HOURS NOTICE PRIOR TO REQUESTING REQUIRED INSPECTIONS AND SHALL SUPPLY ALL EQUIPMENT NECESSARY TO PROPERLY TEST AND INSPECT THE COMPLETED WORK.
THE CONTRACTOR SHALL GUARANTEE ALL WORK AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE OF PROJECT ACCEPTANCE, DURING WHICH ALL FAULTY CONSTRUCTION AND/OR MATERIALS SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE.

CLEARING/GRUBBING
THE CONTRACTOR SHALL COMPLETELY REMOVE AND DISPOSE OF ALL BUILDING, TIMBER, BRUSH, STUMPS, ROOTS, RUBBISH, DEBRIS, INCLUDING SEPTIC TANK, BUILDING FOUNDATIONS, PIPES, ETC., WITHIN THE LIMITS OF THE ROADWAY CONSTRUCTION, ALL AREAS WHERE STRUCTURES WILL BE CONSTRUCTED INCLUDING PIPE CULVERTS, AND AS OTHERWISE DEPICTED IN THE PLANS, ALL IN ACCORDANCE WITH SECTION 110 OF THE STANDARD SPECIFICATIONS.

GRADING
THE CONTRACTOR SHALL PERFORM ALL GRADING NECESSARY TO ACHIEVE THE PROPOSED PLAN GRADES. FINAL DRESSING SHALL HAVE A TOLERANCE OF 0.1 FT.+- FROM THE PLAN CROSS SECTIONS. GRADING SHALL INCLUDE ALL SHAPING, ROUGH GRADING, AND FINAL DRESSING REQUIRED FOR THE PROPOSED ROADWAY AND ROAD EMBANKMENTS WITHIN THE LIMITS DEPICTED IN THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE FINISHED GRADES UNTIL CONTRACT CLOSE-OUT, AND MUST RE-GRADE AS REQUIRED WHEN EROSION OR OTHER DISTURBANCES OCCUR. SEED/MULCH AND/OR SODDING SHALL BE INCORPORATED TO ASSIST IN THIS REGARD. HOWEVER, ANY LOSS OF SOD OR SEED/MULCH DURING THESE DISTURBANCES SHALL BE REPLACED AT THE CONTRACTORS EXPENSE.

SOD:
SOD SHALL BE ST. AUGUSTINE OR ARGENTINE BAHIA - AS NOTED ON THE LANDSCAPE PLANS OR CONTRACT DOCUMENTS. SOD SHALL BE WELL MATTED WITH ROOTS AND SHALL BE SUFFICIENTLY THICK TO SECURE A DENSE STAND OF LIVE GRASS. THE SOD SHALL BE LIVE, FRESH AND UNINJURED AT THE TIME OF PLANTING AND SHALL BE REASONABLY FREE OF WEEDS AND OTHER GRASSES. THE RECEIVING GROUND SURFACE SHALL BE GRADED TO PROPER ELEVATIONS, FREE OF LARGE VOIDS, ROOTS, WEEDS OR PATCHES OF EXISTING GRASS. UPON LAYING, THE ENTIRE AREA SHALL BE ROLLED THOROUGHLY. ALL SODDED AREAS ARE TO BE WATERED TO KEEP SOD ALIVE UNTIL THE CONTRACTOR IS CLOSED OUT, DEAD SOD SHALL BE REPLACED BY CONTRACTOR.

EMBANKMENT CONSTRUCTION
ROADWAY EMBANKMENT CONSTRUCTION SHALL CONSIST OF ALL THE EMBANKMENT CONSTRUCTION REQUIRED FOR THE PROPOSED ROADWAY AND/OR PARKING LOT, BUILDING PADS, DITCHES AND SWALES IN ACCORDANCE WITH SECTION 120 OF THE STANDARD SPECIFICATIONS. EMBANKMENT MATERIAL SHALL BE CONSISTED FROM MATERIAL CONTAINING NO MUCK, STUMPS, ROOTS,BRUSH,VEGETABLE MATTER, RUBBISH, OR OTHER DELETERIOUS MATERIALS THAT WILL NOT COMPACT TO A SUITABLE ENDURING ROAD BED. EXISTING EARTH SURFACES SHALL BE COMPACTED/PROOF ROLLED PRIOR TO PLACEMENT OF ANY EMBANKMENT MATERIAL.
MATERIAL: UNLESS OTHERWISE SPECIFIED, MATERIAL SHALL BE "TYPE 2 MATERIAL".
COMPACTION: 12" COMPACTED LIFTS, MINIMUM 98% MAXIMUM DRY DENSITY (A.A.S.H.T.O. T-180).
- MIN. 100% MAX DENSITY ADJACENT TO STRUCTURES WITHIN PAVED AREAS
COMPENSATION - COMPENSATION FOR THE EMBANKMENT CONSTRUCTION SHALL BE INCLUDED BY THE BID ITEMS FOR BORROW EXCAVATION (PER C.Y.), GRADING (PER L.F. OF ROADWAY OR PER ACRE OF SITE), AND REGULAR EXCAVATION (PER C.Y.) WHEN APPLICABLE.

EMBANKMENT AND BACKFILL MATERIAL:
TYPE 1: WELL GRADED CRUSHED STONE OR CRUSHED GRAVEL (ASTM C33-71A, GRADATION 67) - ¾" TO NO. 4 SIEVE.
TYPE 2: SANDY MATERIAL, AND MAY BE UNCLASSIFIED MATERIAL OBTAINED FROM CONTRACTOR'S EXCAVATIONS AND APPROVED BY THE ENGINEER. THIS MATERIAL SHALL BE FREE FROM WOOD, ROOTS, HUMUS, PEAT, MUCK, AND OTHER ORGANIC MATERIALS, AND SHALL NOT CONTAIN ROCKS, CLODS, STONES, MASONRY, RUBBLE OR THE LIKE GREATER THAN ½ INCHES IN DIAMETER
TYPE 3: SELECT GRANULAR SAND MATERIAL, FREE OF ORGANICS WITH LESS THAN 3% FINES PASSING THE NO. 200 SIEVE.

STAKING
CONSTRUCTION STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

STABILIZING
STABILIZED SUBGRADE SHALL BE CONSTRUCTED TO THE FLORIDA BEARING VALUE OR L.B.R. AS PER PLAN FOR THE DEPTH AND LIMITS SHOWN ON THE PLAN, AND IN ACCORDANCE WITH SECTION 160 OF THE STANDARD SPECIFICATIONS. ALL STABILIZED AREAS SHALL BE COMPACTED TO AT LEAST 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180. ALL MATERIAL SHALL BE MIXED TO A HOMOGENEOUS MATERIAL.

BASE COURSE
THE BASE SHALL BE CONSTRUCTED OF EITHER LIMEROCK MATERIAL IN ACCORDANCE WITH SECTION 911 OR CEMENTED COQUINA SHELL MATERIAL IN ACCORDANCE WITH SECTION 915 OF THE STANDARD SPECIFICATIONS.
LIMEROCK BASE SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 200 AND CEMENTED COQUINA SHELL BASE SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 250 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR SHALL PROVIDE ROCK PIT CERTIFICATION FOR CEMENTED COQUINA SHELL MATERIAL. BASE SHALL BE COMPACTED TO AT LEAST 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 AND TO AN L.B.R. VALUE WHEN SPECIFIED ON PLANS. BASE SHALL BE APPROVED PRIOR TO PRIME COAT.

PRIME AND TACK COAT
PRIME AND TACK COATS FOR THE BASE COURSE SHALL BE IN ACCORDANCE WITH SECTION 300 OF THE STANDARD SPECIFICATIONS.

ASPHALT CONCRETE SURFACE COURSE (A.C.S.C.)
TYPE SP 9.5 & TYPE SP 12.5 A.C.S.C. SHALL BE CONSTRUCTED FOR THE DEPTH AND LIMITS SHOWN ON THE PLAN, IN ACCORDANCE WITH SECTIONS 320, 330, AND 334 OF THE STANDARD SPECIFICATIONS.

CEMENT CONCRETE PAVEMENT:
CONSTRUCT PORTLAND CEMENT CONCRETE (TYPE II, CLASS I) PAVEMENT IN ONE COURSE ON A PREPARED STABILIZED SUBGRADE IN ACCORDANCE WITH SECTIONS 346 AND 350. PROVIDE STEEL REINFORCEMENT WHEN SPECIFIED IN THE PLANS.

CURB
ALL CURB CONSTRUCTION SHALL BE IN ACCORDANCE WITH SECTION 520 OF THE STANDARD SPECIFICATIONS, AND IN ACCORDANCE WITH F.D.O.T. INDEX NO. 300. PROVIDE CONTRACTION JOINTS AT 10-FOOT O.C. MAXIMUM. TRANSITION ENDS OF CURB FROM FULL TO ZERO HEIGHTS IN 3-FEET. CURB CUT RAMPS SHALL BE IN ACCORDANCE WITH F.D.O.T. INDEX NO. 304.

TESTING
THE CONTRACTOR SHALL RETAIN THE SERVICES OF AN APPROVED INDEPENDENT TESTING LABORATORY TO CONDUCT ALL REQUIRED TESTS ON EMBANKMENT,SUBGRADE, BASE, PIPE BACKFILL AND SURFACE COURSE MATERIALS. TEST RESULTS MUST BE SUBMITTED PRIOR TO ANY REQUEST FOR PAYMENT ON THE ABOVE ITEMS.

THE SCHEDULE FOR TESTING THE ROADWAYEMENT AREAS CONSTRUCTION SHALL BE AS FOLLOWS:
A. EMBANKMENT: DENSITY TESTS SHALL BE TAKEN AT A MAXIMUM OF 5,000 SF. INTERVALS FOR EACH 12" LIFTS CONSTRUCTED, AND AT ALL EXISTING PROOFROLLED EARTH SURFACES.
B. SUBGRADE: (1) DENSITY TESTS SHALL BE TAKEN AT INTERVALS OF NOT MORE THAN 5000 SF / 10,000 SF OR CLOSER (MIN. OF 3 / 1 PER JOB).
(2) DENSITY TESTS SHALL BE TAKEN AT INTERVALS OF NOT MORE THAN 500 SF OR CLOSER AS MIGHT BE NECESSARY.
C. BASE: (1) F.B.V./L.B.R. (PER PLAN) TEST SHALL BE TAKEN AT INTERVALS OF NOT MORE THAN 5000 SF / 10,000 SF OR CLOSER (MIN. OF 3 / 1 PER JOB).
(2) DENSITY TESTS SHALL BE TAKEN AT INTERVALS OF NOT MORE THAN 500 SF OR CLOSER AS MIGHT BE NECESSARY.
D. PIPE BACKFILL: DENSITY TESTS SHALL BE TAKEN AT A MAXIMUM OF 50 FT. INTERVALS, 1' ABOVE PIPE, 1' BELOW GRADE. MIN., AND AT PIPE DEPTHS GREATER THAN 5 FT., AN ADDITIONAL TEST SHALL BE TAKEN AT MID DEPTH OF BACKFILL
E. STRUCTURES: A MINIMUM OF 1 DENSITY TEST SHALL BE PERFORMED IN THE STABILIZED SUBGRADE, AND WITHIN THE BACKFILL FOR EACH 12" LIFT, ADJACENT TO EACH STRUCTURE INSTALLED.
F. BUILDING PAD: AS SPECIFIED IN ARCHITECTURAL PLANS
G. CURB PADS - DENSITY TEST SHALL BE TAKEN AT A MAXIMUM OF 500 FT. INTERVALS.

ALL TESTS SHALL BE PAID FOR BY THE CONTRACTOR.

CLEAN-UP
THE CONTRACTOR MUST PROVIDE CLEAN-UP OF EXCESS CONSTRUCTION MATERIAL UPON COMPLETION OF THE PROJECT. THE SITE MUST BE LEFT IN A NEAT, CLEAN, GRADED CONDITION.

DRAINAGE STRUCTURE SPECIFICATIONS
STORM INLETS AND MANHOLES SHALL BE CONSTRUCTED IN GENERAL ACCORDANCE WITH SECTION 425 OF THE STANDARD SPECIFICATIONS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION. CONCRETE SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI. ALL REINFORCING STEEL TO BE ASTM A 615-72 GRADE 40, FY = 40,000 PSI, AND SHALL BE HANDLED AND PLACED IN ACCORDANCE WITH ACI 318-71. PRECAST CONCRETE MANHOLES AND STORM INLETS MAY BE USED UPON THE ENGINEER'S APPROVAL OF THE MANUFACTURER'S SHOP DRAWINGS.

PRECAST INLETS/MANHOLES
ALL STORM INLETS SHALL BE PRECAST REINFORCED CONCRETE IN ACCORDANCE WITH APPLICABLE REFERENCES TO FOOT DRAWINGS IN THE "FDOT ROADWAY AND TRAFFIC DESIGN STANDARDS", LATEST EDITION. TYPE II PORTLAND CEMENT SHALL BE USED IN THE CONCRETE MIX. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28-DAYS OF 4000 PSI.

CULVERT PIPES
INSTALL PIPE CULVERTS AND STORM SEWERS IN ACCORDANCE WITH SECTION 430 AND RELATED SECTIONS OF THE STANDARD SPECIFICATIONS AT THE LOCATIONS DEPICTED IN THE PLANS. FURNISH AND INSTALL SAND/TIGHT (WATERTIGHT TO 2 PSI) PIPE JOINTS AND PIPE/STRUCTURE JOINTS. ALL JOINTS SHALL BE GASKETED. REINFORCED CONCRETE PIPES (R.C.P.) SHALL BE IN ACCORDANCE WITH SECTION 941 OF THE STANDARD SPECIFICATIONS CORRUGATED ALUMINUM PIPE SHALL BE IN ACCORDANCE WITH SECTION 945 OF THE STANDARD SPECIFICATIONS. ADS (CORRUGATED POLYETHYLENE) SHALL BE IN ACCORDANCE WITH SECTION 948-2.3 OF THE STANDARD SPECIFICATIONS.

BACKFILLING OVER PIPE CULVERT AND STORM SEWERS SHALL BE COMPLETED IN MAXIMUM 4" LIFTS TO THE SPRINGLINE MAXIMUM 8" LIFTS, TO A POINT 12" ABOVE THE PIPE, AND IN 12" LIFTS BEYOND, COMPACTED TO A MINIMUM OF 98% OF MAXIMUM DRY DENSITY. TYPE 2 MATERIAL SHALL BE USED FOR ALL BACKFILL, UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.

FURNISH AND INSTALL FILTER FABRIC JACKET AROUND ALL PIPE JOINTS AND THE JOINT BETWEEN THE PIPE AND THE STRUCTURE IN ACCORDANCE WITH DESIGN STANDARDS INDEX NUMBERS 201 & 280. USE FABRIC MEETING THE PHYSICAL REQUIREMENTS OF TYPE 3 SPECIFIED ON THE DESIGN STANDARDS, INDEX 199. THE FABRIC SHALL EXTEND A MINIMUM OF 12 INCHES (300 MM) BEYOND EACH SIDE OF THE JOINT AND BOTH EDGES OF THE JOINT AND BOTH EDGES OF THE COUPLING BAND. IF A COUPLING BAND IS USED, THE FILTER FABRIC SHALL HAVE A MINIMUM WIDTH OF 24 INCHES (600 MM) AND A LENGTH SUFFICIENT TO PROVIDE A MINIMUM OVERLAP OF 24 INCHES (600 MM). SECURE THE FILTER FABRIC JACKET AGAINST THE OUTSIDE OF THE PIPE BY METAL OR PLASTIC STRAPPING OR BY OTHER METHODS APPROVED THE THE ENGINEER.

CONCRETE
UNLESS OTHERWISE SPECIFIED OR INDICATED, ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH AT 28-DAYS OF 3000 PSI. ALL WORK SHALL COMPLY WITH THE CURRENT EDITION OF THE AMERICAN CONCRETE INSTITUTE (ACI) BUILDING CODE AND THE APPLICABLE BUILDING CODES HAVING JURISDICTION IN THE AREA.

RECORD DRAWINGS
CONTRACTOR SHALL KEEP AND MAINTAIN RECORD DRAWINGS ON THE PROJECT SITE AT ALL TIMES WHICH SHALL BE ANNOTATED BY THE CONTRACTOR DEPICTING ANY CHANGES MADE IN THE FIELD WHICH DIFFER FROM THE CONTRACT DRAWINGS. RECORD DRAWINGS SHALL INCLUDE, BUT ARE NOT LIMITED TO, HORIZONTAL LOCATION AND VERTICAL ELEVATION OF INVERT AND TOP OF CULVERTS, SEWER MANHOLES, DRAINAGE STRUCTURES, INLETS, UTILITY MAINS AND AS-BUILTS OF ALL LAKE BANKS, LOT/BLDG., PADS, SWALES, BERMS, CURBS, PAVEMENT, SIDEWALKS- DEPICTING HORIZONTAL LOCATION AND ELEVATIONS. CONTRACTOR SHALL SUBMIT COMPLETE AND FINAL RECORD DRAWINGS TO ENGINEER UPON COMPLETION OF PROJECT AND PRIOR TO FINAL INSPECTION AND FINAL PAYMENT.

THE CONTRACTOR SHALL BE REQUIRED TO HAVE A SURVEYOR PROVIDE CERTIFIED RECORD DRAWINGS/AS-BUILTS. THESE DRAWINGS SHALL BE PROVIDED IN AN ACAD ELECTRONIC FILE AS WELL AS ON SIGNED/SEALED HARD COPIES. THE AS-BUILTS MUST MEET I.R.C. UTILITY DEPT. CRITERIA FOR WATER MAIN AND SEWER AS-BUILTS, INCLUDING TIES TO STATE PLANE COORDINATES.

INSPECTION
MINIMUM CONSTRUCTION INSPECTION CHECKPOINTS
THE ENGINEER SHALL BE NOTIFIED 24 HOURS IN ADVANCE:
A. PRIOR TO ANY MAJOR DEVIATION FROM THE APPROVED PLANS.
B. PRIOR TO BACKFILLING ANY PIPE TRENCHES.
C. UPON COMPLETION OF SUBGRADE AND COMPACTION.
D. PRIOR TO POURING CURBS, SIDEWALKS OR OTHER FLATWORK.
E. UPON BEGINNING OF SPREADING OF ROCK BASE MATERIAL.
F. UPON COMPLETION OF GRADING AND COMPACTION OF BASE MATERIAL AND PRIOR TO PRIMING.
G. IMMEDIATELY PRIOR TO AND UPON APPLICATION OF A.C.S.C.
H. UPON COMPLETION OF CONSTRUCTION.

ACCEPTABLE TEST RESULTS MUST BE PROVIDED TO THE ENGINEER PRIOR TO COMMENCING SUCCESSIVE STEPS OF CONSTRUCTION, INCLUDING:
- PIPE BACKFILL AND EMBANKMENT DENSITIES PRIOR TO SUBGRADE PREPARATION.
- SUBGRADE TESTING PRIOR TO BASE PREPARATION, CONCRETE CURB OR SIDEWALK CONSTRUCTION.
- BASE TESTING PRIOR TO APPLICATION OF SURFACE COURSE.

WHERE REFERENCES ARE MADE TO ROADWAY CONSTRUCTION, IT IS INTENDED TO INDICATE CONSTRUCTION FOR ROADWAYS AND/OR PARKING LOTS/DRIVEWAYS.

TRAFFIC/PAVEMENT MARKING NOTES:
1. ALL PARKING SPACE MARKINGS AND ROADWAY MARKINGS ON PRIVATE DRIVEWAYS/STREETS WITH THE EXCEPTION TO THE HANDICAPPED PARKING SPACES SHALL BE MARKED IN REFLECTORIZED THAFFIC PAINT AND BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2010, SECTION NO. 710.
2. ALL HANDICAPPED PARKING SPACES SHALL BE PROPERLY SIGNED AND MARKED IN ACCORDANCE WITH THE F.D.O.T 'S STANDARD INDEX NO. 17324S.
3. TRAFFIC FLOW ARROWS THRU PARKING AREAS ARE FOR DIRECTION AND ARE TO BE PAINTED.
4. STOP BARS SHALL BE 24" WIDE.
5. ALL SIGNS AND PAVEMENT MARKINGS SHALL BE IN WITH F.D.O.T. TRAFFIC DESIGN STANDARDS AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
6. ALL PAVEMENT MARKINGS FOR THE PROPOSED PUBLIC ROADWAYS AND ALL MARKINGS AT INTERSECTIONS OF PRIVATE ROADS/DRIVEWAYS WITH PUBLIC ROADS SHALL BE EXTRUDED TYPE ALKYD BASE THERMOPLASTIC AND SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATIONS SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, SECTION NO. 711.
7. SPECIAL MARKINGS (CROSS WALK, STOP BARS, ROADWAY CONTINUOUS STRIPING, THRU ARROWS, PAVEMENT MARKINGS FOR TRAFFIC SEPARATORS, ETC. SHALL BE IN ACCORDANCE WITH THE F.D.O.T. INDEX NO. 17346.

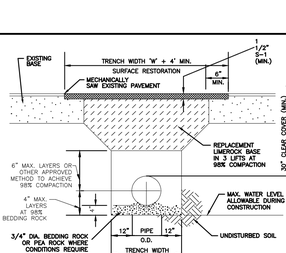
SIGNS:
1. ALL SIGNS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
2. ALL SIGNS SHALL BE TYPE 'C' SINGLE COLUMN GROUND SIGNS IN ACCORDANCE WITH F.D.O.T. INDEX NO. 11860, 11863, 11865. WIND LOAD SHALL BE ZONE 3 (80 M.P.H.).
3. ALL SIGNS PLACEMENT SHALL BE IN ACCORDANCE WITH F.D.O.T. INDEX NO. 17302.

ADDITIONAL SPECIFICATIONS FOR WORK WITHIN A PUBLIC R.O.W.:
1. THE 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 954-777-4060 FOR GUIDANCE ON WHO TO CONTACT. PROVIDE A COPY OF THE PRESS RELEASE TO:
FLORIDA DEPARTMENT OF TRANSPORTATION
PUBLIC INFORMATION OFFICE
3400 WEST COMMERCIAL BOULEVARD
FORT LAUDERDALE, FLORIDA 33309
2. ALL MATERIALS AND CONSTRUCTION WITHIN FDOT RIGHT-OF-WAY SHALL CONFORM TO THE FDOTROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION STANDARD SPECIFICATIONS (LATEST EDITION) AND THE SUPPLEMENTS THERETO.
3. THE APPLICANTS ENGINEER RESPONSIBLE FOR CONSTRUCTION INSPECTION SHALL INSURE THAT THE MAINTENANCE OF TRAFFIC PLAN (MOT) FOR THE PROJECT IS IN ACCORDANCE WITH THE APPLICABLE FDOT DESIGN STANDARDS, INDEX NUMBERS (600 SERIES) AND THESE DOCUMENTS: THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (U.S DEPARTMENT OF TRANSPORTATION, FHWA). THE CONTRACTOR SHALL PROVIDE NECESSARY MEASURES M.O.T. AS SPECIFIED IN THE PLANS AND PERMITS, AND AS DIRECTED IN THE FIELD BY THE ENGINEER OR PUBLIC WORKSFDOT REPRESENTATIVE.
4. AT THE END OF EACH WORK PERIOD, ANY DROP-OFF IN THE AREA ADJACENT TO THE TRAVEL WAY OF THE STATE ROAD SHALL BE BACKFILLED IN ACCORDANCE WITH STANDARD INDEX 600 OR SHALL BE OTHERWISE PROTECTED WITH TEMPORARY BARRIER WALL AT THE CONTRACTORS EXPENSE.
5. IF THE PERMITTED WORK IS ON A ROADWAY THAT HAS BEEN SELECTED AS A HURRICANE OR DISASTER EVACUATION ROUTE, THE APPLICANT, AT THE PRE-CONSTRUCTION CONFERENCE IS REQUIRED TO PRESENT, AS PART OF THE WORK PLAN, AN EMERGENCY FUNCTIONAL RESTORATION PLAN TO ADDRESS EVENTUALITIES SUCH AS HURRICANES.
6. THE CONTRACTOR MUST CALL THE APPROPRIATE COUNTY TRAFFIC ENGINEERING DIVISION, HAVING JURISDICTION OVER THE PROJECT AT LEAST 48 HOURS, BEFORE ANY EXCAVATION WITHIN THE FDOT RIGHT-OF-WAY TO DETERMINE THE LOCATION OF THE EXISTING TRAFFIC SIGNAL INTERCONNECT CABLE.
7. THE LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY. THE EXACT LOCATION SHALL BE DETERMINED BY THE CONTRACTOR DURING CONSTRUCTION. RELOCATION OF UTILITIES SHALL BE COORDINATED WITH UTILITY COMPANIES AFTER IDENTIFICATION OF CONFLICT BY CONTRACTOR. CONTRACTOR WILL NOTIFY ENGINEER IN ADVANCE BEFORE ANY RELOCATION.
8. BEFORE PERMIT APPROVAL AND CONSTRUCTION OF THIS PROJECT, THE APPLICANT MUST CONTACT THE FLORIDA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE OFFICE TO SCHEDULE A PRE-CONSTRUCTION MEETING. THE TELEPHONE NUMBER IS 954-776-4320 OR 1-800-330-8236.
9. THE APPLICANT AT THE EARLIEST CONVENIENT TIME SHALL NOTIFY IN WRITING ALL RIGHT-OF-WAY USERS AFFECTED BY THE CONSTRUCTION OF THIS PROJECT.
10. ALL CURB CUT RAMPS MUST FACE IN THE DIRECTION OF PEDESTRIAN TRAVEL.
11. ALL MOT LANE CLOSURE SIGNS SHALL BE COVERED WHEN LANES ARE NOT CLOSED. NO LANES ARE TO BE CLOSED EXCEPT AT TIMES PRESCRIBED BY THE DEPARTMENT.
12. THE SUBGRADE SHALL BE A MINIMUM OF 12" AND COMPACTED IN 6" LIFTS TO 98% MAXIMUM DENSITY ACCORDING TO AASHTO-180. CONSTRUCTION TO CONFORM TO SECTION 200. BASE TO BE PRIMED AFTER COMPACTION.
13. STABILIZED SUBGRADE SHALL BE A MINIMUM OF 12" THICK AND COMPACTED TO 98% MAXIMUM DENSITY ACCORDING TO AASHTO-180. MATERIAL TO HAVE A MINIMUM L.B.R. OF 40 AND CONFORM TO SECTION 160.
14. REMOVE ALL MUCK, OVERBURDEN, AND ROOT MATERIAL TO THE RIGHT OF WAY LINE, AND BACKFILL TO THE REQUIRED SUBGRADE WITH CLEAN, GRANULAR MATERIAL IN MAXIMUM 6" LIFTS COMPACTED TO 100% OF MAXIMUM DENSITY IN ACCORDANCE WITH AASHTO T99-C SPECIFICATIONS, AND EACH LIFT TESTED BEFORE PLACING NEXT LIFT.
15. FLAGGERS MUST BE PRESENT DURING THE INGRESS AND EGRESS OF CONSTRUCTION VEHICLES TO AND FROM THE PROJECT SITE. WARNING SIGNS MUST BE ERECTED ADVISING MOTORIST OF TRUCKS ENTERING THE HIGHWAY.

ALL PAVEMENT/ DRAINAGE STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH F.D.O.T. ROADWAY AND TRAFFIC DESIGN STANDARDS AS FOLLOWS:

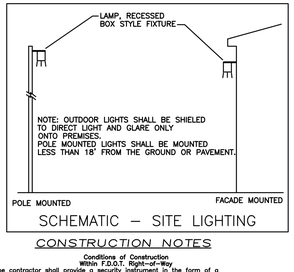
STRUCTURE	INDEX NO.
CURB CUT/RAMPS	No. 304
DRAINAGE MANHOLE: STRUCT. BOT. TYPE 'P' W/ SUMP BOT., AND MANHOLE TOP TYPE 8.	No. 200,201
TYPE "C" INLET	No. 232
TYPE "F" INLET	No. 233
CURBING	No. 300
MITERED ENDS	No. 272, 273
SIDEWALKS	No. 310
TYPE P-10 INLET	No. 200, 201, 215

DRAINAGE STRUCTURES:



NOTES
1. WHERE SOIL CONDITIONS CANNOT BE MAINTAINED AS SHOWN ABOVE, PROVIDE APPROVED METHOD OF CONSTRUCTION.
2. SHEETING WILL BE REQUIRED AS DETERMINED IN THE FIELD.
3. NEW SURFACING MATERIALS SHALL BE CONSISTENT WITH EXISTING AND SHALL HAVE CAPPED AND FEATHERED JOINTS. (1+1/2" MIN. THK.)
4. COMPACTION PERCENTAGES SHOWN REFER TO AASHATO. T-180.
5. ALL ROADWAY PARKING SPACES SHALL BE PROPERLY SIGNED AND MARKED IN ACCORDANCE WITH FDOT STANDARD INDEX 17346, 2015 EDITION.
6. TRENCH WIDTH "W" = PIPE O.D. PLUS 2'-0".

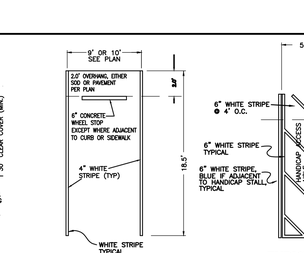
TRENCH DETAILS
(PAVED AREAS)



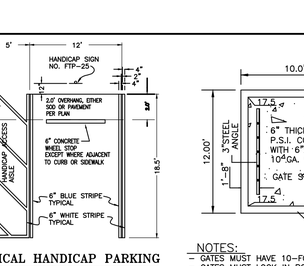
SCHEMATIC – SITE LIGHTING

CONSTRUCTION NOTES

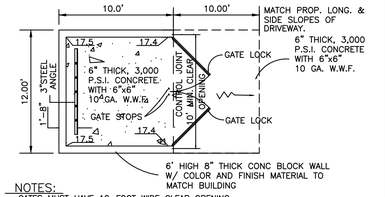
Conditions of Construction
Within F.D.O.T. Right-of-Way
1. The contractor shall provide a security instrument in the form of a performance bond in the estimated dollar amount of the improvements/work within the state road right-of-way. This dollar amount shall be established by an amount equal to 110% of the contractors bid proposal. This amount will be used on the appropriate Florida Department of Transportation (FDOT) form 850-040-20, 04/93 by the engineer. This security instrument may be waived by the FDOT, but is assumed to be required until otherwise indicated, and shall be included in the contractor's proposal.
2. The contractor shall deliver to the engineer of record and to the FDOT, proof of liability insurance, naming themselves as insured, and the FDOT as an additional name insured. The policy shall contain a broad form contractual endorsement specifically covering the liabilities arising from the indemnity agreement. The policy shall also provide:
- Public liability insurance, including property damage, the amount of $500,000.00 combined single limit/ occurrence.
- A provision requiring the insurance company to notify the FDOT 30 days prior to the effective date of cancellation or material change in policy.
3. The contractor shall notify all users of the right-of-way (utility Co's, etc.) of the pending work and will have all existing utilities located in the field,and all conflicts resolved. Documentation of this notification shall be submitted to the engineer of record.
4. The engineer of record and the FDOT must be notified 72 hours prior to the commencement of construction. A pre-construction meeting at the job site shall be arranged by the contractor, at which representatives of the engineer of record and FDOT must attend.
5. All conditions of the FDOT permit must be strictly adhered to.
6. All construction shall be performed in accordance with the "FDOT Standard Specifications for Road and Bridge Construction," latest edition and shall reference the "FDOT Standard Specifications for Road and Bridge Construction," latest revisions.
7. Construction specifications listed on Sheet C-3 shall be adhered to.



TYPICAL STANDARD PARKING STALL
N.T.S.
NOTE: A). ALL PARKING SPACES WITH EXCEPTION OF THE HANDICAPPED PARKING SPACES SHALL BE STRIPED IN WHITE, RETRO-REFLECTIVE TRAFFIC PAINT AND BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTION (FDOT) STANDARD SPECIFICATIONS FOR ROAD & BRIDGE CONSTRUCTION, 2015, SECTION 710.
B.) ALL HANDICAP PARKING SPACES SHALL BE PROPERLY SIGNED AND MARKED IN ACCORDANCE WITH FDOT STANDARD INDEX 17346, 2015 EDITION.
C.) ALL COMPACT SPACES SHALL BE MARKED "COMPACT" ON THE STALL OR TIRE STOP.



TYPICAL HANDICAP PARKING STALL
N.T.S.


10.0'
10.00'
MATCH PROP. LONG. & SIDE SLOPES OF DRIVEWAY.
6" THICK, 3,000 P.S.I. CONCRETE WITH