BCEDP NO.

GENERAL NOTES
PAVING, GRADING & DRAINAGE

1. ALL 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.
2. REINFORCED CONCRETE PIPE (R.C.P.) SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARDS SPECIFICATIONS SEC. 941. CORRUGATED ALUMINUM PIPE (C.A.P.) SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARDS SPECIFICATIONS SEC. 945.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE SUCH EXAMINATION OF THE SITE OF THE WORK, AND OF ANY MATERIAL SOURCES INDICATED IN THE PLANS, AS MAY BE NECESSARY TO INFORM HIMSELF OF THE CONDITIONS UNDER WHICH WORK IS TO BE PERFORMED.
4. PROPOSED GRADES SHOWN IN PAVED AREAS REFER TO FINISH PAVEMENT GRADES.
5. PAVEMENT MARKING AND GEOMETRICS SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS .
6. ALL LOTS, ROADWAYS AND BORROW AREAS SHALL BE STRIPPED OF ALL DELETERIOUS (UNSUITABLE) MATERIALS AND MATERIALS SHALL BE DISPOSED WITHIN THE SITE.
7. ALL GRADING OF STREETS, INCLUDING THE REMOVAL OF ALL MATERIALS AND THE FINISHING OF ALL SHOULDERS, SUBGRADE PREPARATION, SWALES AND BACKSLOPES, IN ACCORDANCE WITH THE TYPICAL SECTIONS SHOWN HEREON SHALL BE INCLUDED IN THE BID PRICE FOR PAVING.
8. ANY EXISTING ROADWAY AND/OR UTILITY THAT IS DAMAGED BY THE CONTRACTOR SHALL BE CORRECTED AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE ENGINEER, AND UTILITY.
9. THE FULL DEPTH OF ALL EXISTING ORGANIC AND DELETERIOUS MATERIALS WITHIN THE RIGHT –OF– WAY AND UTILITIES AND DRAINAGE EASEMENT SHALL BE COMPLETE REMOVED. NO MATERIALS OF F.D.O.T. CLASS A–5, A–7, OR A–8 SHALL BE ALLOWED.
10. ANY MUCK POCKETS OR GUMBO ENCOUNTERED SHALL BE REMOVED WITHIN THE ROADWAY TO 1.0' BELOW SUBGRADE AND TO OUTSIDE EDGE OF BOTH SHOULDERS.
11. ALL PAVING AND DRAINAGE WORK TO BE CONSTRUCTED IN FULL ACCORDANCE WITH CITY STANDARDS AND SPECIFICATIONS.
12. THE SEQUENCE OF CONSTRUCTION SHALL BE SUCH THAT ALL UNDERGROUND INSTALLATIONS OF EVERY KIND THAT WILL BE BENEATH THE PAVEMENT CURRENTLY TO BE CONSTRUCTED SHALL BE INSTALLED PRIOR TO THE COMPACTION OF SUBGRADE.
13. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO ENGINEER AND COUNTY ON ALL PIPE, PIPE BANDS, DRAINAGE STRUCTURES, GRATES, FRAMES AND COVERS.
14. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE LOCATION OF EXISTING UTILITIES WHETHER SHOWN OR NOT SHOWN ON THESE DRAWINGS AND SHALL VERIFY ALL ELEVATIONS BEFORE STARTING CONSTRUCTION. ALL EXISTING UTILITIES DAMAGED BY THE CONTRACTOR SHALL BE RESTORED TO EXISTING OR BETTER CONDITIONS BY CONTRACTOR AT NO EXPENSE TO OWNER.
15. WHERE CONNECTIONS TO AN EXISTING DRAINAGE SYSTEM ARE PROPOSED, SAID EXISTING DRAINAGE STRUCTURES AND LINES SHALL BE PURGED OF ALL SILT AND DEBRIS PRIOR TO SAID CONNECTION, AND WHERE EXISTING DRAINAGE SYSTEM INCLUDES DITCHES, SAID DITCHES SHALL BE CLEARED AND REWORKED, AS NECESSARY, TO RESTORE THEM TO THEIR APPROVED DESIGN SECTION.
16. ALL PIPE JOINTS ARE TO BE INSPECTED BY A REPRESENTATIVE OF THE ENGINEER PRIOR TO BACKFILLING. ALL INSPECTIONS SHOULD BE ARRANGED NO LESS THAN 48 HOURS IN ADVANCE.
17. ALL CATCH BASIN GRATES MUST HAVE LOCKING CHAINS IN ACCORDANCE WITH FDOT INDEX 201.

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 PIPES.
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 BUILDINGS, SEWERS, DRAINS, WATER OR GAS PIPES, 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.

SUBGRADE:

23. UTILIZATION OF MATERIAL IN SUBGRADE CONSTRUCTION SHALL BE IN ACCORDANCE WITH PLAN DETAILS OR AS DIRECTED BY THE ENGINEER.
24. A PROCTOR TEST SHALL BE PERFORMED ON THE PROPOSED SUBGRADE MATERIAL 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 7,000 SQ.FT. OF PORPOSED PAVEMENT AREA TO DETERMINE COMPLIANCE WITH THE DESIGN SPECIFICATIONS OF 100% OF MAX. DENSITY PER AASHTO T–99 TESTING METHODS.
25. STABILIZED SUBGRADE SHALL HAVE A MINIMUM LIMEROCK BEARING RATIO (LBR) OF 40. 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 SHALL BE COMPLETELY 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 ALLOWABLE TOLERANCE OF 1/2" OF THE PROPOSED FINISH SUBGRADE ELEVATIONS.

BASE:

25. LIMEROCK COMPOSITION – THE FOLLOWING TESTS ARE REQUIRED ON THE LIMEROCK MATERIAL:
    A. CHEMICAL COMPOSITION TEST TO DETERMINE THAT MATERIAL HAS A MINIMUM PERCENT CARBONATES OF 70%.
    B. LIMEROCK BEARING RATIO TEST TO DETERMINE THAT MATERIAL CAN ACHIEVE AN LBR OF 100.
    C. SIEVE ANALYSIS TO INSURE THAT AT LEAST 97% (BY WEIGHT) OF THE MATERIAL SHALL PASS A 3–1/2" SIEVE AND MATERIAL SHALL BE GRADED UNIFORMLY DOWN TO DUST. THE FINE MATERIAL SHALL CONSIST ENTIRELY OF DUST OF FRACTURE. ALL CRUSHING OR BREAKING–UP WHICH MIGHT BE NECESSARY IN ORDER TO MEET SUCH SIZE REQUIREMENTS SHALL BE DONE BEFORE THE MATERIAL IS PLACED ON THE ROAD.
    D. LIMEROCK MATERIAL SHALL BE IN COMFORANCE WITH CITY'S REQUIREMENTS.
26. A PROCTOR TEST SHALL BE PERFORMED ON THE PROPOSED LIMEROCK MATERIAL TO DETERMINE THE MAXIMUM DENSITY OF THE MATERIAL. IN–PLACE DENSITY TESTS SHALL BE TAKEN AT A FREQUENCY OF AT LEAST ONE TEST FOR EVERY 2,400 SQ.FT. OF PROPOSED PAVEMENT TO DETERMINE COMPLIANCE WITH THE DESIGN SPECIFICATIONS OF 98% OF MAX. DENSITY PER AASHTO T–180 TESTING METHODS.
27. THE COMPACTED BASE SHALL CONFORM TO THE LINES, GRADES, AND CROSS–SECTION SHOWN ON THE PLANS. THE FINISH BASE SURFACE SHALL BE STRINGLINED OR CHECKED WITH A TEMPLATE TO VERIFY CONFORMANCE WITH THE PLAN GRADES WITHIN AN ALLOWABLE TOLERANCE OF 1/4" OF THE PROPOSED BASE ELEVATIONS. PRIME COAT SHALL BE APPLIED AT A RATE OF 0.25 GALLONS PER SQUARE YARD.

ASPHALTIC CONCRETE SURFACE COURSE:

28. TACK COAT
    A. PRIOR TO INSTALLATION OF THE OVERLAY, THE SURFACE OF THE EXISTING ASPHALT SHALL BE BROOMED TO 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 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 ASPHALT 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 VARIOUS INTERVALS TO INSURE 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 STRAIGHT EDGE 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 COMPACTION. 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 RELAYING ASPHALT. UNDER PAVEMENT UTILITY PIPING OR WIRING 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 IN PAVEMENT OR CONCRETE. THESE POINTS AND REFERENCE MARKERS SHALL BE LOCATED AND NOTED ON THE PLAT.

NOTIFICATION, TESTING

36. NOTIFICATION – THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE CITY AND UTILITIES 48 HOURS PRIOR TO SCHEDULING FIELD OBSERVATIONS AND SHALL SUPPLY ALL EQUIPMENT NECESSARY TO TEST THE COMPLETED WORK. CALL U.N.C.L.E. PRIOR TO ANY EXCAVATION.
37. ALL DRAINAGE 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.

SODDING:

39. 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 SUCH AS TO ASSURE A HEALTHY STAND OF GRASS.
40. 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 WITH APPROPRIATE TOOLS. ON AREAS WHERE THE SOD MAY SLIDE DUE TO HEIGHT AND SLOPE, THE ENGINEER MAY DIRECT THAT THE SOD BE PEGGED WITH PEGS DRIVEN THROUGH THE SOD BLOCKS INTO FIRM EARTH AT SUITABLE INTERVALS, AND SHALL BE FIRMLY AND SMOOTHLY EMBEDDED BY LIGHT TAMPING

INSPECTIONS:

THE CONTRACTOR SHALL CONTACT THE CITY OF COCONUT CREEK AT LEAST 48 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION AND PRIOR TO THE INSPECTION OF THE FOLLOWING ITEMS:

1. CLEARING AND FILLING.
2. STORM DRAINAGE SYSTEM LAMPING.
3. SUBGRADE (DENSITY TESTS SHALL BE APPROVED PRIOR TO THE PLACEMENT OF LIMEROCK.
4. LIMEROCK BASE (DENSITY TEST AND AS–BUILTS MUST BE SUBMITTED WITH A CERTIFIED LETTER FROM THE ENGINEER OF RECORD INDICATING THEY CONFORM WITH THE APPROVED PLAN PRIOR TO THE PLACEMENT OF ASPHALT.
5. ASPHALTIC CONCRETE.
6. FINAL.
7. THE CONTRACTOR SHALL NOTIFY THE CITY AND THE ENGINEER OF RECORD AT LEAST 48 HOURS PRIOR TO THE BEGINNING OF CONSTRUCTION AND IN ADVANCE OF REQUIRED INSPECTIONS. TESTING WILL BE REQUIRED FOR THE FOLLOWING TASKS.
   A. STORM DRAINAGE
   B. WATER DISTRIBUTION SYSTEM
   C. SANITARY SEWER SYSTEM
   D. ROAD SUBGRADE
   E. FINISHED LIMEROCK BASE
   F. ASPHALTIC CONCRETE
   G. PIPE BACKFILL
8. ALL TESTING WILL BE WITNESSED BY THE CITY OF COCONUT CREEK. THE ENGINEER OF RECORD WILL PROVIDE CONSTRUCTION OBSERVATION SERVICES AND COPY REPORTS TO THE CITY ENGINEER ON A BI–WEEKLY BASIS. FINAL SITE GRADING WORK SHALL BE INSPECTED BY THE ENGINEER OF RECORD. EMERGENCY SITUATIONS AND CHANGE OF PLANS SHALL BE REPORTED AT THE TIME OF EACH OCCURRENCE.

PAVEMENT MARKING SPECIFICATIONS

All Pavement markings to be installed per these typicals, plans and specifications, and as directed by the City Engineer and shall conform to the requirements of F.D.O.T. and "The Manual on Uniform Traffic Control Devices", Broward County.

PERMANENT MARKINGS

Installation:
- All markings shall be installed by the extruded method.
- Markings shall be free of weaves, bows, drips, drags, and other degrading items.
- Chalk shall be used for all layout markings

Materials:
- All materials shall be alkyd thermoplastic meeting all State specifications.

Thickness:
- All markings shall be installed to yield 90 mils of material measured above the pavement surface.

Beads:
- Reflective beads are to be installed per FDOT specifications on all markings.

Alternate Material:
- STAYMARK marking tape, or equivalent may be used, as approved or directed by the city engineer.

Layout:
- Layout shall be made using marking chalk.
- It is recommended that marking layout be inspected by the City Engineer prior to the placement of final markings.

TEMPORARY MARKINGS

Temporary markings may be used only as specified in this section, or as approved or directed by the City Engineer.

Final Pavement Surface:
- Only foil backed marking tape is allowed.
- All tape shall be totally removed concurrent with permanent marking placement.

Other Pavement Surfaces:
- Intermediate pavement surfaces may be marked with FDOT approved materials, designs, and specifications.

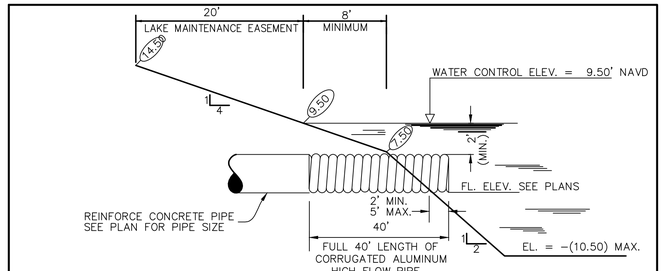
ALL PAVEMENT MARKINGS

All paved surfaces shall be properly marked prior to the hours of darkness.

RAISED PAVEMENT MARKERS

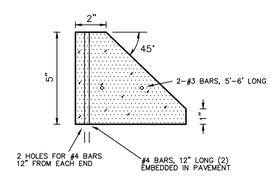
- R.P.M.s shall be installed on all lane lines and centerlines, spaced at 20'or 40'.
- R.P.M.s shall be a 4 x 4 type class "B" marker meeting FDOT specifications and shall be approved by the City Engineer prior to use.
- R.P.M.'s shall be installed using alkyd thermoplastic on asphalt and epoxy on concrete.

PAVEMENT MARKING SPECIFICATION



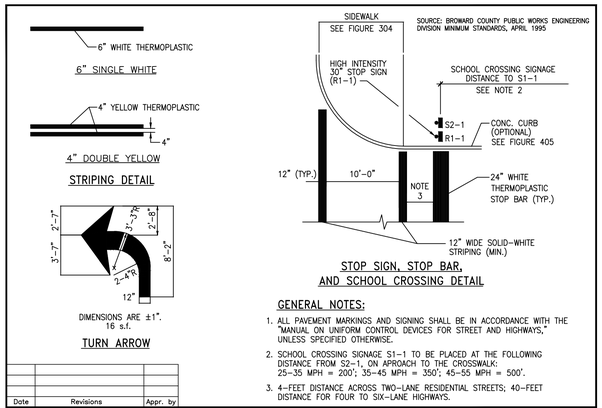
TYPICAL LAKE OUTFALL SECTION

NOT TO SCALE



CONCRETE WHEEL STOP

NOT TO SCALE



STOP SIGN, STOP BAR, AND SCHOOL CROSSING DETAIL

GENERAL NOTES:

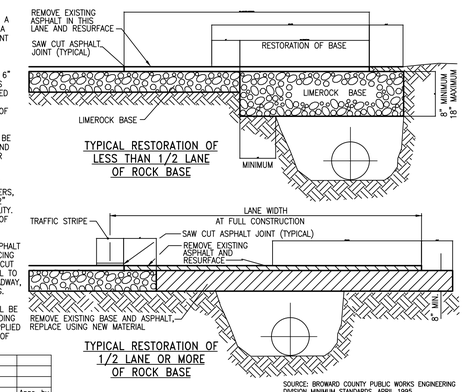
1. ALL PAVEMENT MARKINGS AND SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM CONTROL DEVICES FOR STREET AND HIGHWAYS", UNLESS SPECIFIED OTHERWISE.
2. SCHOOL CROSSING SIGNAGE S1–1 TO BE PLACED AT THE FOLLOWING DISTANCE FROM S2–1, ON APROACH TO THE CROSSWALK: 25–35 MPH = 200'; 35–45 MPH = 350'; 45–55 MPH = 500'.
3. 4–FEET DISTANCE ACROSS TWO–LANE RESIDENTIAL STREETS; 40–FEET DISTANCE FOR FOUR TO SIX–LANE HIGHWAYS.

Date	Revisions	Appr. by

FIGURE 307 — CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT — Date: — Scale: N.T.S. — Dwg: F307 — PAVEMENT MARKING DETAILS

NOTES:

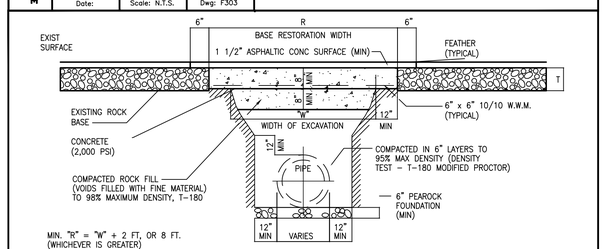
1. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70% (50% FOR LOCAL STREETS).
2. BASE SHALL BE PLACED IN 6" MAXIMUM THICKNESS LAYERS WITH EACH LAYER COMPACTED AS REQUIRED AND TESTED PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
3. SUBGRADE MATERIAL SHALL BE GRANULAR AND ANGULAR, AND SHALL HAVE A MINIMUM LBR OF 40.
4. BACKFILL SHALL BE PLACED AND COMPACTED IN 8" LAYERS, BUT TESTING WILL BEGIN 12" ABOVE THE INSTALLED FACILITY. PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
5. ALL EDGES OF EXISTING ASPHALT PAVEMENT WHERE RESURFACING WILL ABUT, SHALL BE SAW CUT IN STRAIGHT LINES PARALLEL TO OR PERPENDICULAR TO ROADWAY, PRIOR TO THE RESURFACING.
6. RESURACING MATERIAL SHALL BE CONSISTENT WITH SURROUNDING SURFACE AND SHALL BE APPLIED A MIN. OF 1" AND A MAX. OF 2" IN THICKNESS.



SOURCE: BROWARD COUNTY PUBLIC WORKS ENGINEERING DIVISION MINIMUM STANDARDS, APRIL 1995

Date	Revisions	Appr. by

FIGURE 303 — CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT — Date: — Scale: N.T.S. — Dwg: F303 — RESTORATION OF FLEXIBLE PAVEMENT – LONGITUDINAL CUTS



GENERAL NOTES

1. BASE AND BACKFILL MATERIALS SHALL BE EITHER OF THE SAME TYPE AND COMPOSITION AS THE MATERIALS REMOVED, OR OF EQUAL OR GREATER STRUCTURAL ADEQUACY. MATERIALS CONTAMINATED WITH DELETERIOUS SUBSTANCES DURING EXCAVATION SHALL NOT BE USED.
2. BASE MATERIAL SHALL BE PLACED IN TWO OR THREE LAYERS AND EACH LAYER THOROUGHLY ROLLED OR TAMPED TO THE SPECIFIED DENSITY.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE TREATED PAVEMENT JOINTS SHALL BE LAPPED AND FEATHERED.
5. SURFACE MATERIAL WILL BE CONSISTENT WITH THE EXISTING SURFACE.
6. PLACE PRIME COAT ON COMPACTED BASE AND TACK ON EXISTING ASPHALT CONCRETE SURFACES AND EDGES.
7. COMPACTION TESTS SHALL BE TAKEN AS DIRECTED BY THE CITY ENGINEER AND PAID FOR BY THE PERMITTEE. A MINIMUM OF ONE PER CROSSING OR ONE PER 100–FT PARALLEL CONSTRUCTION WILL BE REQUIRED.

Date	Revisions	Appr. by

FIGURE 302 — CITY OF COCONUT CREEK UTILITIES AND ENGINEERING DEPARTMENT — Date: — Scale: N.T.S. — Dwg: F302 — RESTORATION OF FLEXIBLE PAVEMENT – CROSSINGS

REV PER CITY	05/13/19	BAH	
REV PER CITY; SITE PLAN COMMENTS	04/04/19	NJA	
REVISIONS	DATE	BY	
FILE NAME 8281ENG.DWG			

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING – LAND PLANNING
LANDSCAPE ARCHITECTURE – SURVEYING
7900 GLADES ROAD – SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561) 392-1991 / FAX (561) 750-1452

LYONS EXCHANGE CENTER
COCONUT CREEK, FLORIDA
PAVING, GRADING, &
DRAINAGE DETAILS
COCONUT CREEK, FLORIDA

DATE	6/26/18
DRAWN BY	BAH
F.B./ PG.	N/A
SCALE	N.T.S.

JOHN F. WHEELER
PROFESSIONAL ENGINEER
LICENSE NO. 25478
STATE OF FLORIDA
ENG NO. EB–0003591
DATE

JOB # 8281
SHT.NO.
PD–2
OF 15 SHEETS

Drawing: P:\08281-00-00-00\drawings\eng\details\8281FGD_DETAILS.dwg\DRN-DTALS_SHT_PD-2