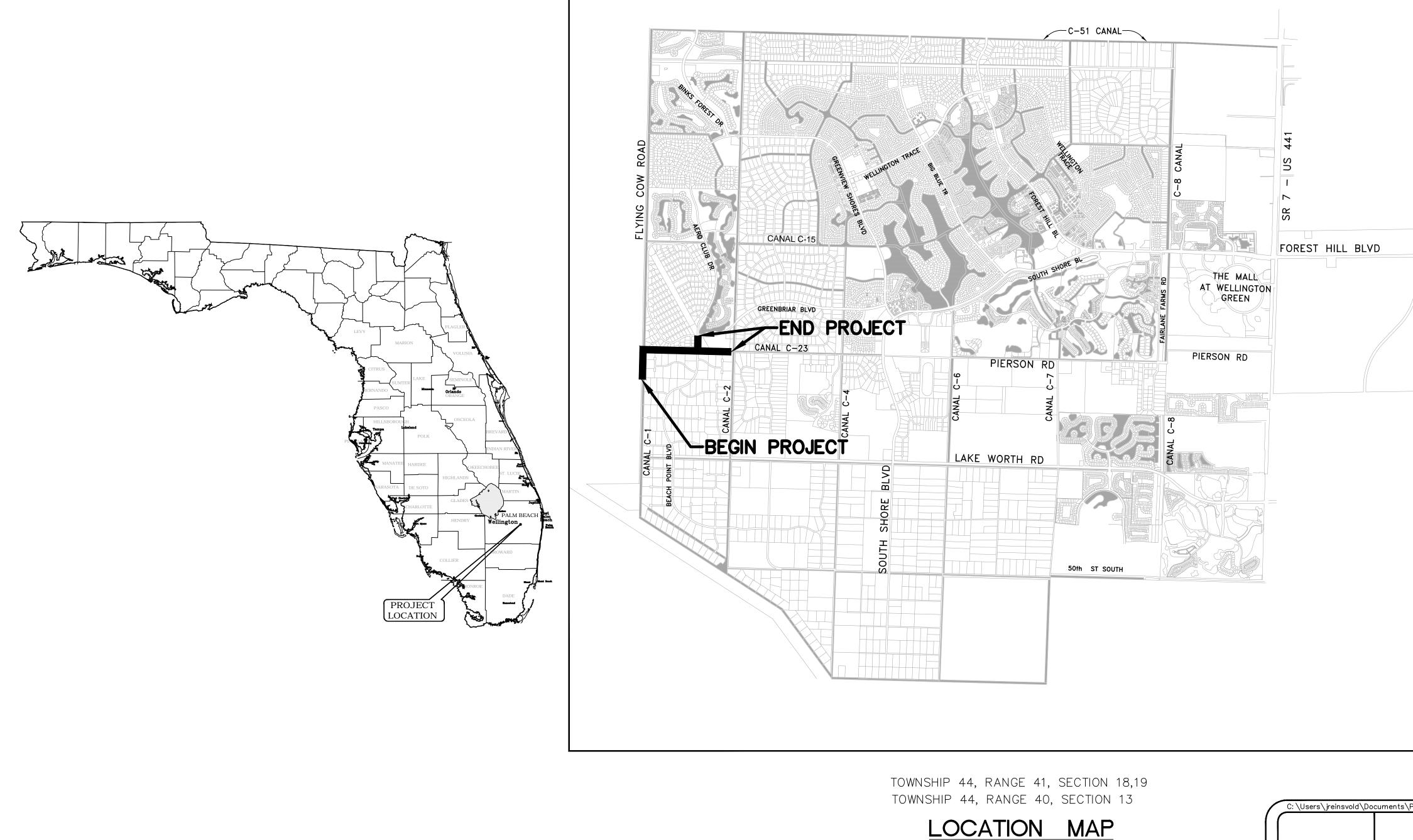
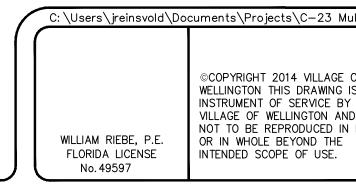
BOB MARGOLIS - MAYOR HOWARD K. COATES, JR - VICE MAYOR MATT WILLHITE - COUNCIL MEMBER ANNE GERWIG - COUNCIL MEMBER JOHN GREENE - COUNCIL MEMBER

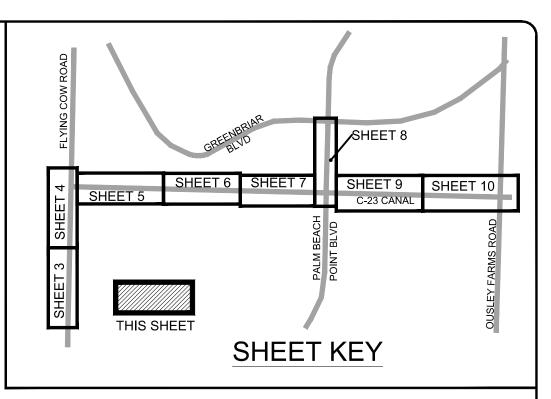




MARCH 2014

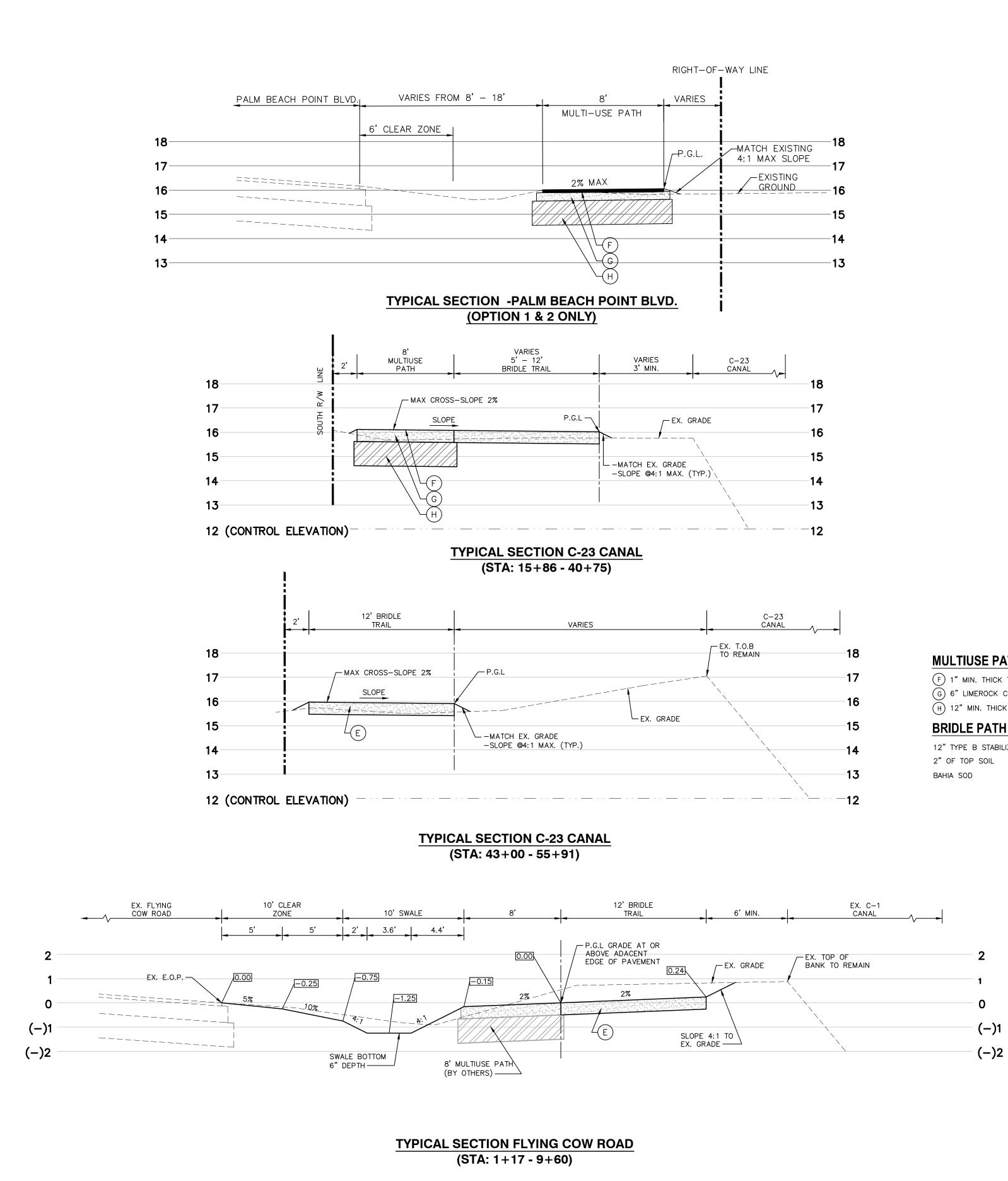
1:3,000 SCALE





DRAWING INDEX

<u>Sheet no.</u>	DESCRIPTION
COV	COVER
1	TYPICAL SECTIONS & DETAILS
2	DETAILS
3	PLAN & PROFILE FLYING COW ROAD
	STA: 0+25 - 9+10
4	PLAN & PROFILE FLYING COW ROAD
	STA: 9+10 - 16+00
5	PLAN & PROFILE C-23 CANAL
	STA: 16+00 -25+00
6	PLAN & PROFILE C-23 CANAL
_	STA: 25+00 - 33+00
7	PLAN & PROFILE C-23 CANAL
	STA: $33+00 - 40+75$
8A	PLAN & PROFILE PALM BEACH POINT BLVD STA: 100+00 - 107+50 OPTION #1
8B	PLAN & PROFILE PALM BEACH POINT BLVD
	STA: $100+00 - 107+50$ OPTION #2
80	PLAN & PROFILE PALM BEACH POINT BLVD
	STA: 100+00 - 107+50 OPTION #3
9	PLAN & PROFILE C-23 CANAL
	STA: 43+00 - 52+00
10	PLAN & PROFILE C-23 CANAL
	STA: 52+00 - 59+11.71
11	GENERAL NOTES
12	STORMWATER POLLUTION PREVENTION PLAN
4 7	STA: $0+00 - 25+00$
13	STORMWATER POLLUTION PREVENTION PLAN
	STA: 25+00 - 43+00 STA: 100+00 - 107+50
14	STA. 100+00 - 107+30 STORMWATER POLLUTION PREVENTION PLAN
	STA: $43+00 - 60+00$
	<u> </u>
(F	BID SET) SH
	RIL 7, 2014 Know what's below. Call before you dig.
	NGTON PROJECT #013-14/DZ
Aultiuse Pathway\ACAD\C-23-Cover.c	DATE JULY 2013
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•	ring DepartmentMANAGERDKJOB NO.Boulevard, Wellington, Florida 33414CHECKED#013-14/DZ

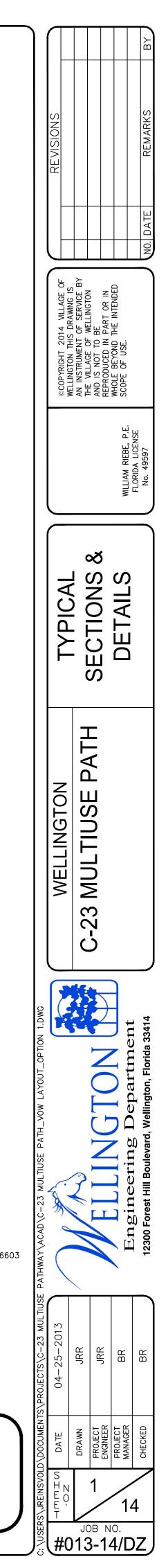


MULTIUSE PATH SPECIFICATIONS

(F) 1" MIN. THICK TYPE III ASPHALTIC CONCRETE APPLY IN ONE LIFT G 6" LIMEROCK COMPACTED TO 98% AASHTO T-180 (LBR 100) (H) 12" MIN. THICK SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY PER AASHTO T-180

BRIDLE PATH SPECIFICATIONS

12" TYPE B STABILIZATION (LBR 40)



Know what's below. Call before you dig.



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FLOATING TURBIDITY E	BARRIER
SILT FENCE	
FLARED END SECTION	
MEASURED ELEV.	
SANITARY MANHOLE	
STORM MANHOLE	
CLEANOUT	
FIRE HYDRANT	
FENCE	
GATE VALVE	
WATER METER	
CATCH BASIN	
STREET LIGHT	
TREE	
INFORMATION SIGN	
DRAINAGE FLOW DIRE	CTION
CHECK VALVE	
GUY WIRE	
MAILBOX	
ELECTRIC BOX	
UTILITY POLE	
BURIED ELECTRIC	
BURIED TELEPHONE	
OVERHEAD ELECTRIC	
OVERHEAD TELEPHON	IE
STORM	
WATER	
SET 5/8" IRON ROD	& CAP LB #6
SET PK NAIL& DISK	LB #6603
NUMBER OF PARKING	SPACES

<u>PROPOSED</u>

0.00

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ASPHALT PAVEMENT

TRAFFIC SIGN

SLOPE

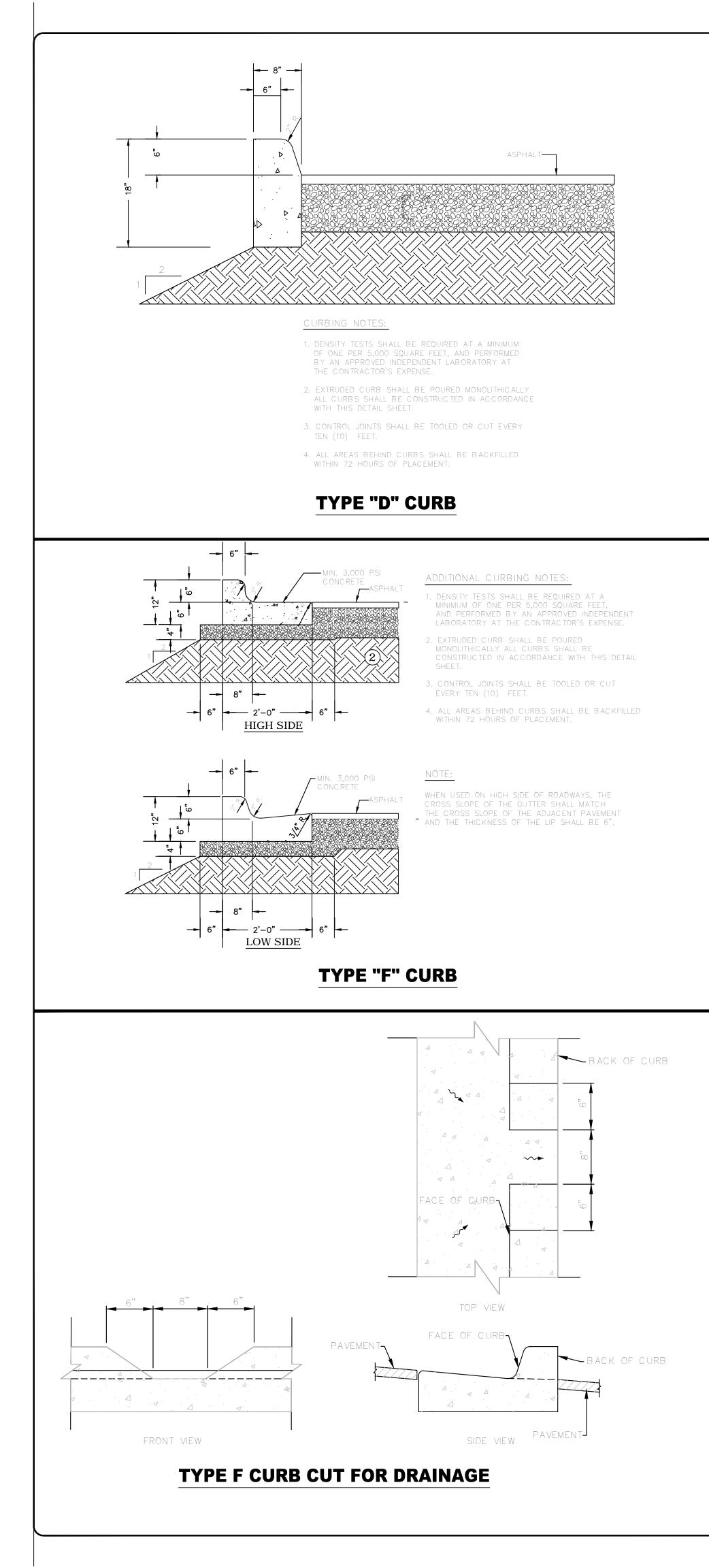
BRIDLE TRAIL

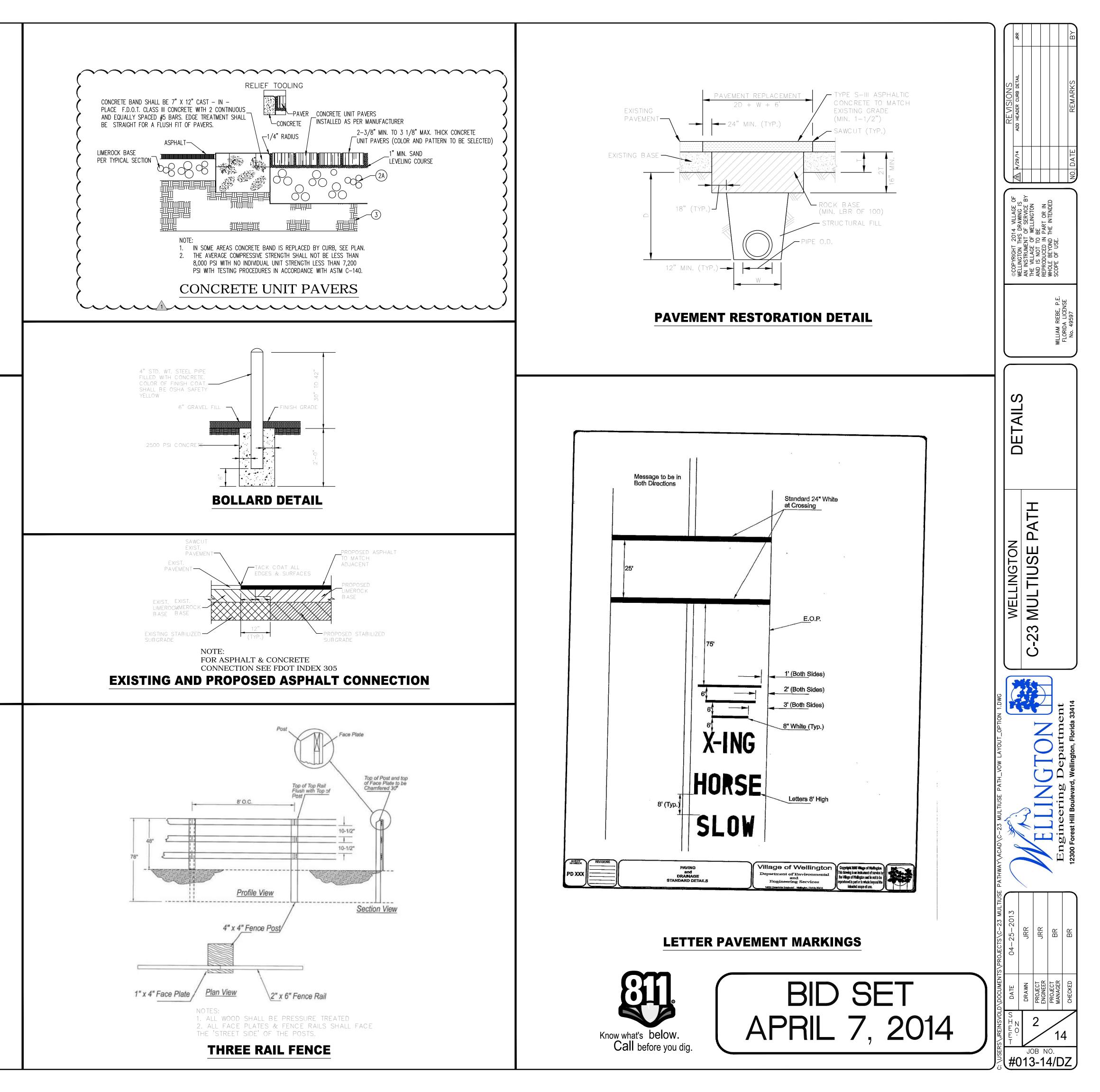
THREE RAIL FENCE

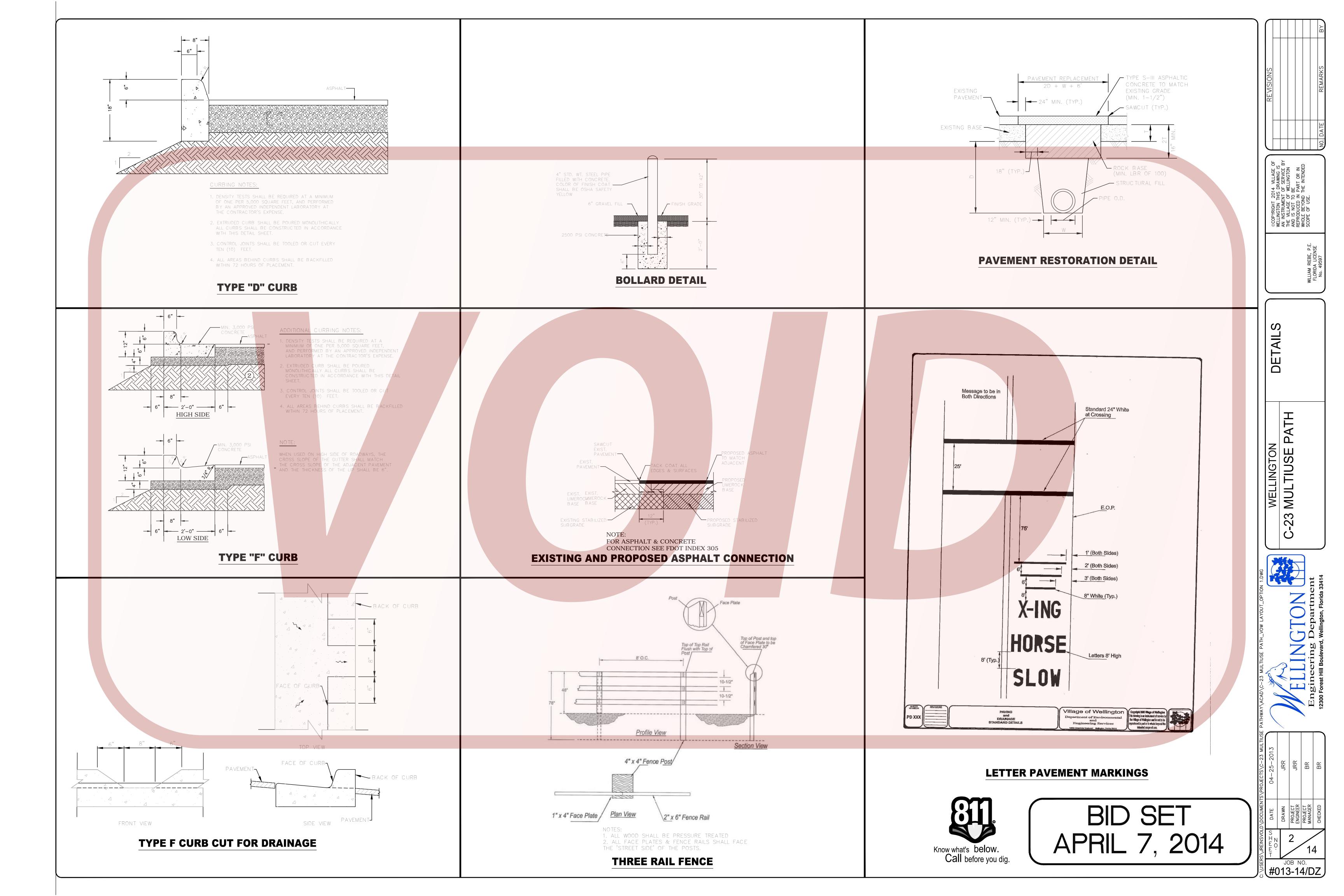
FINISHED GRADE ELEVATION

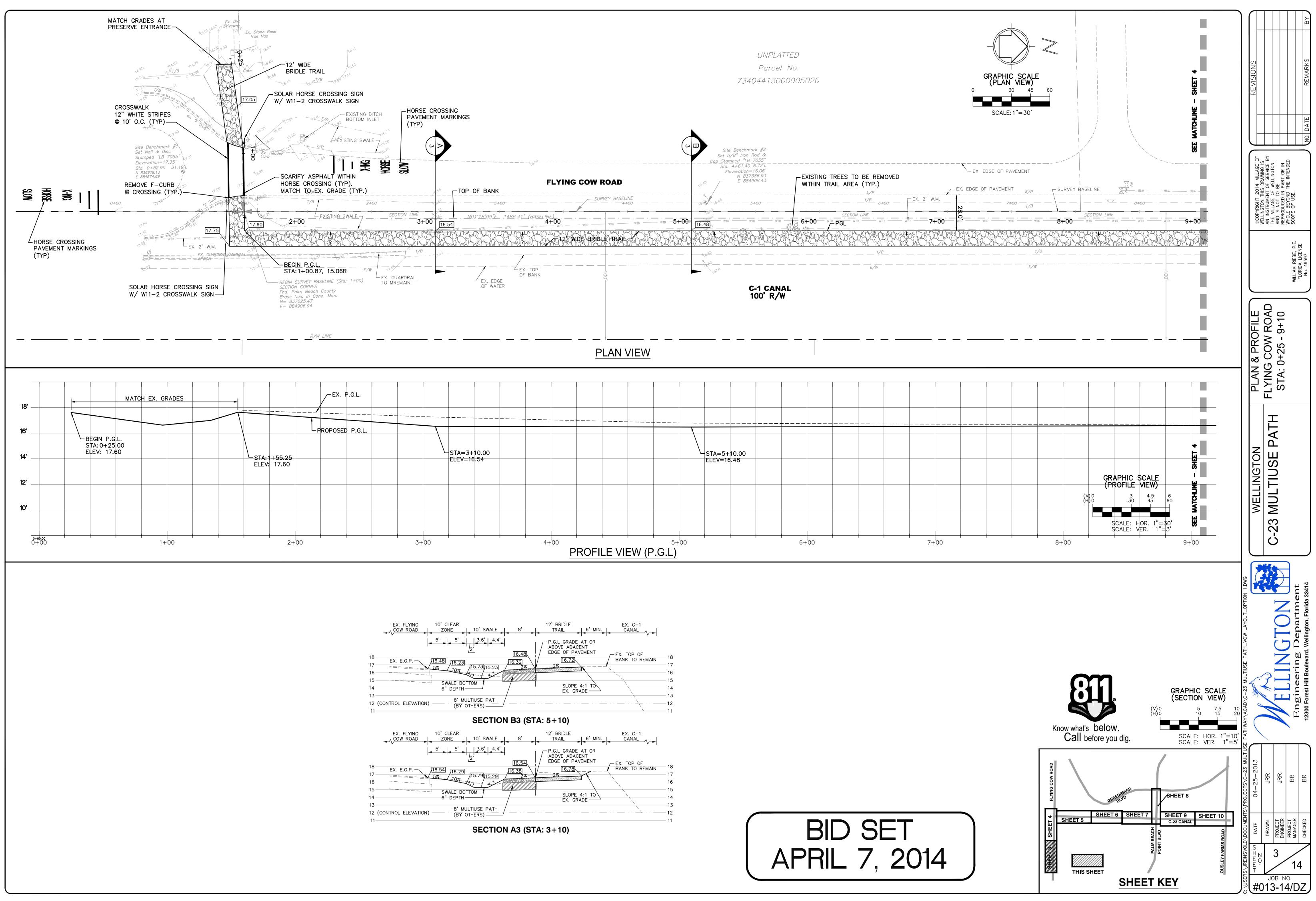
DRAINAGE FLOW DIRECTION

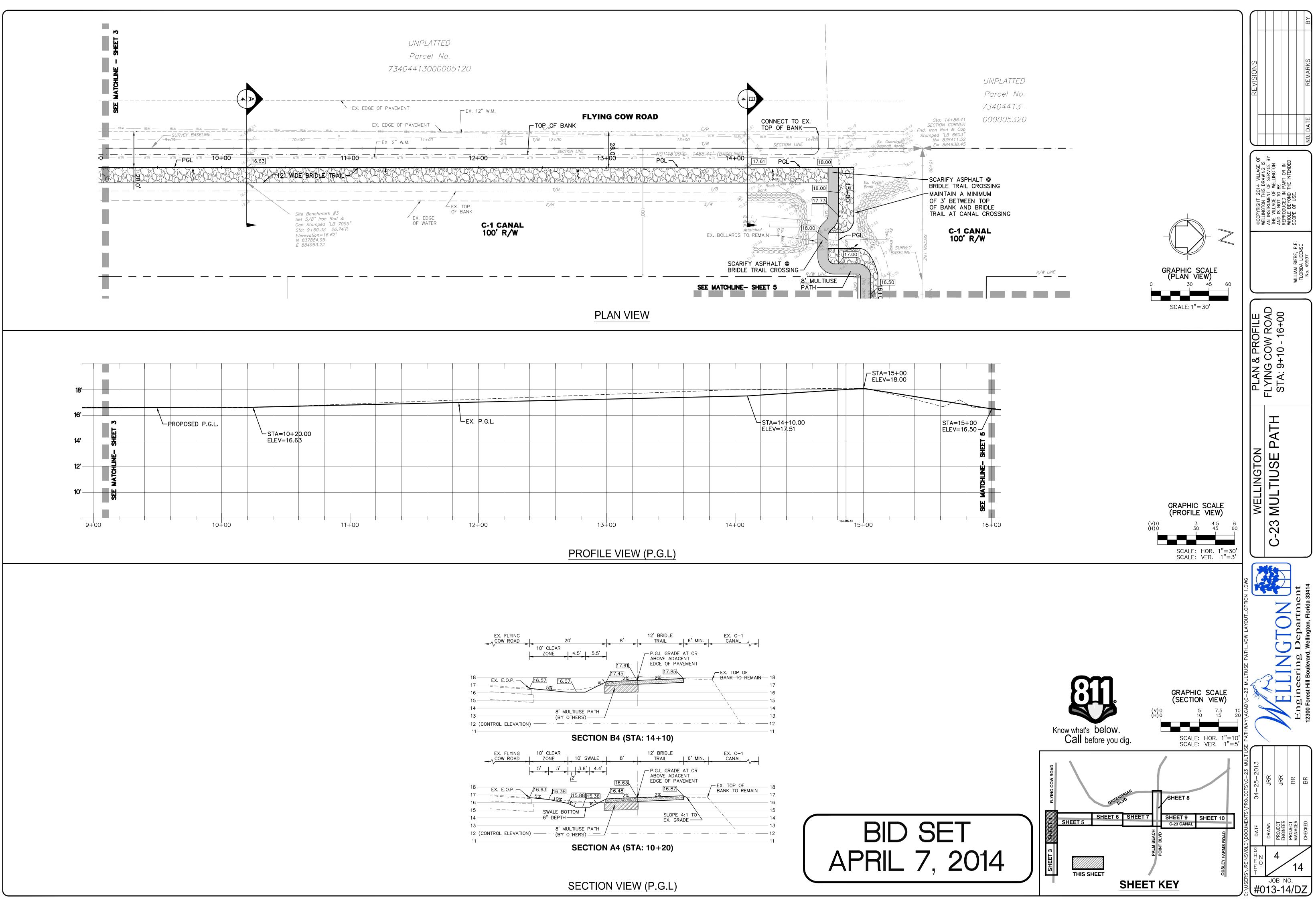
DRAINAGE STRUCTURE NUMBER

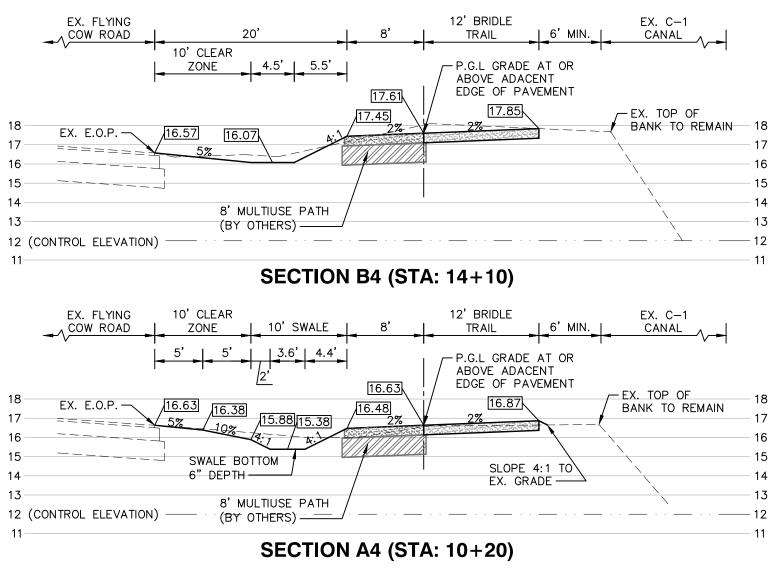


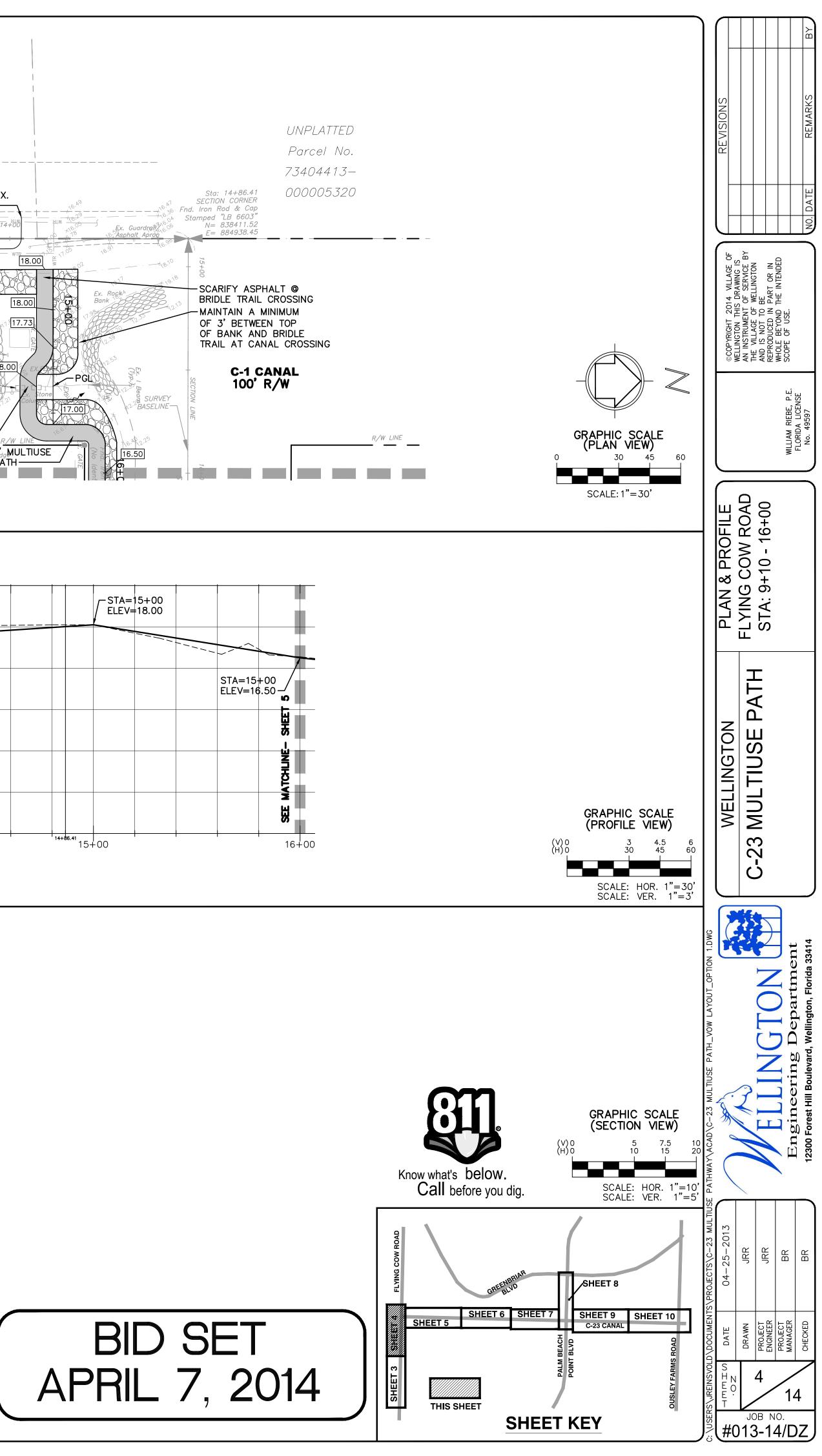


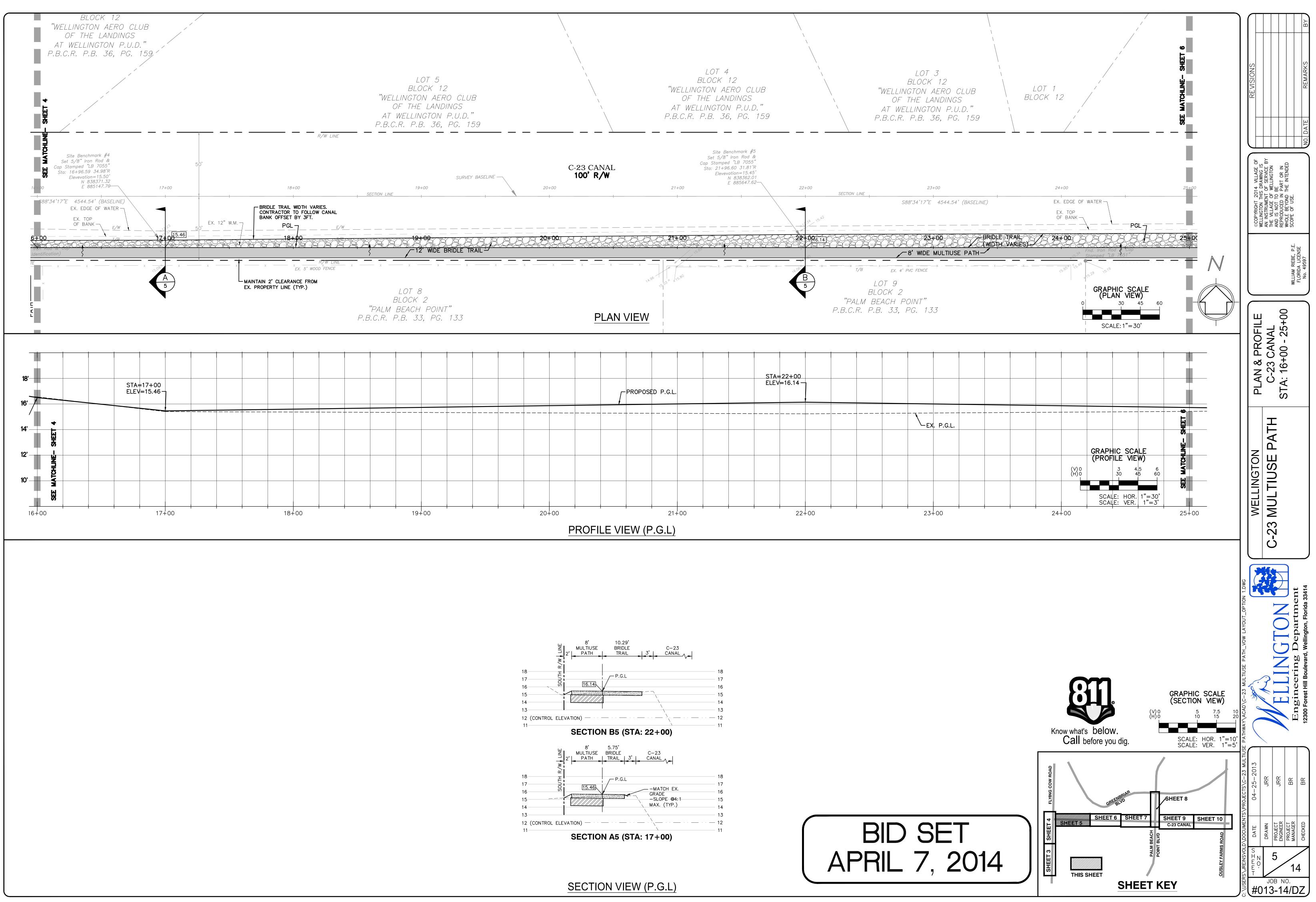


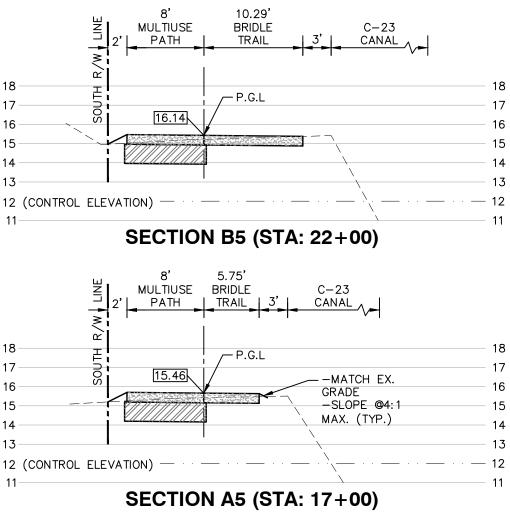


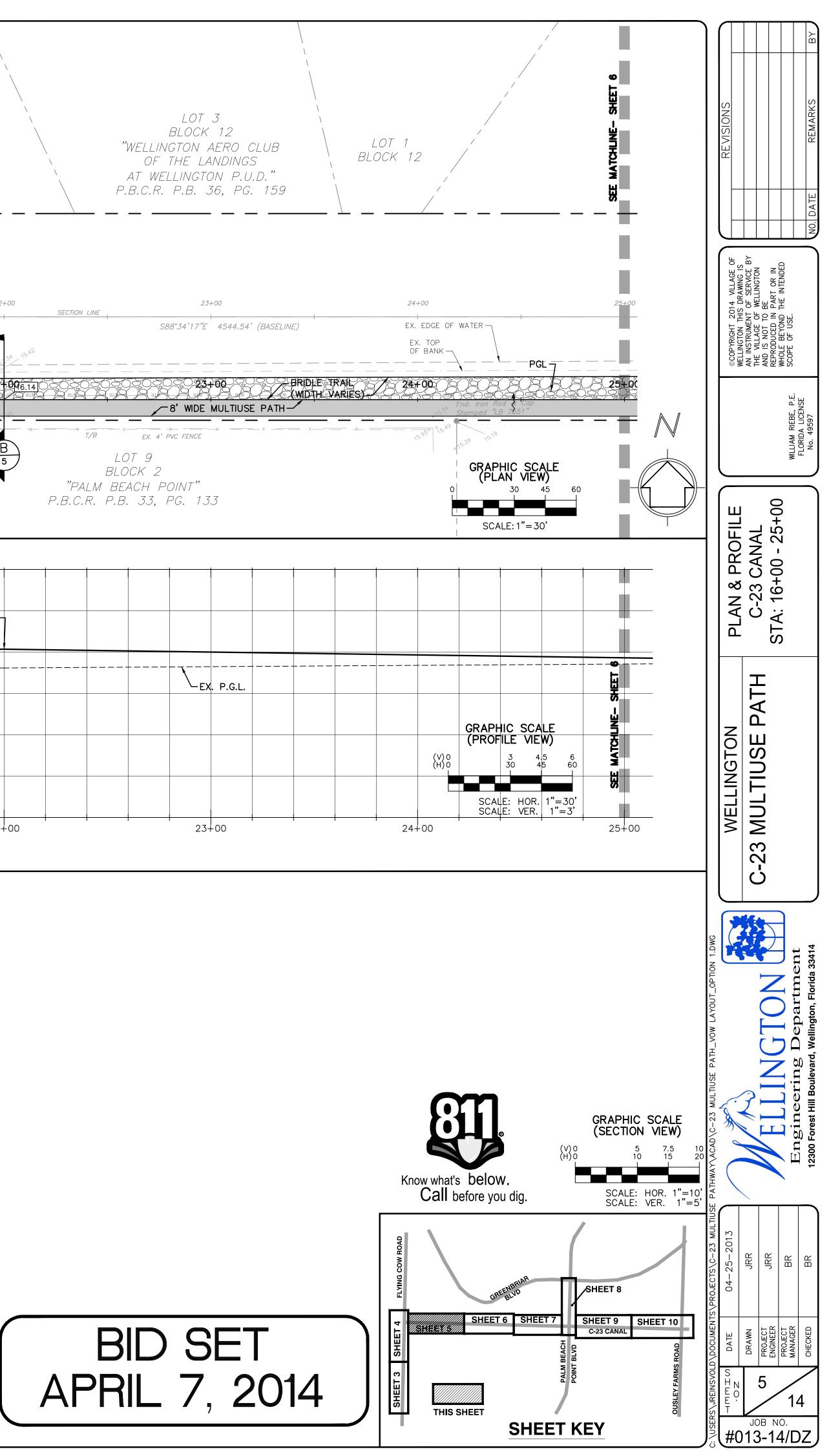


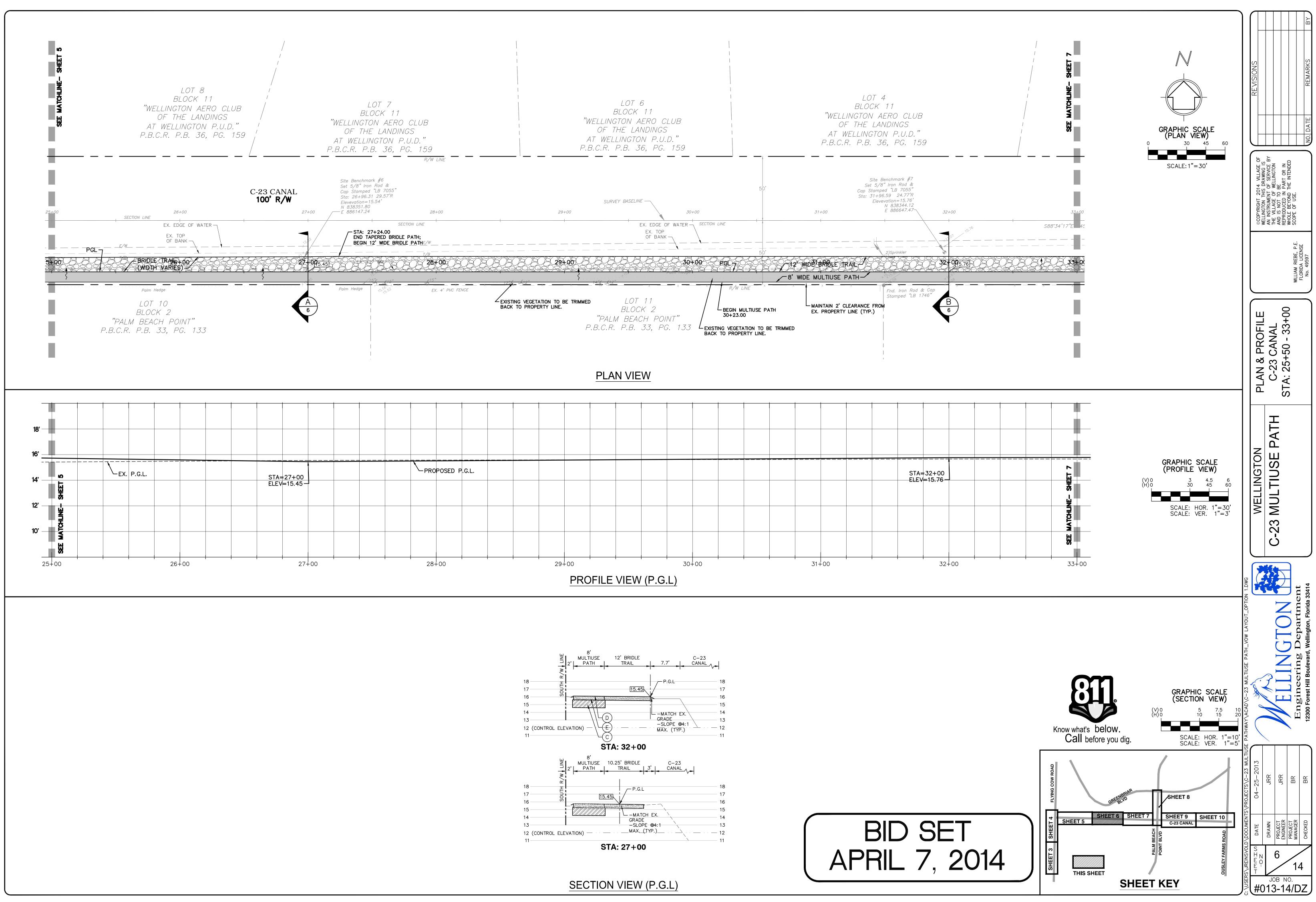


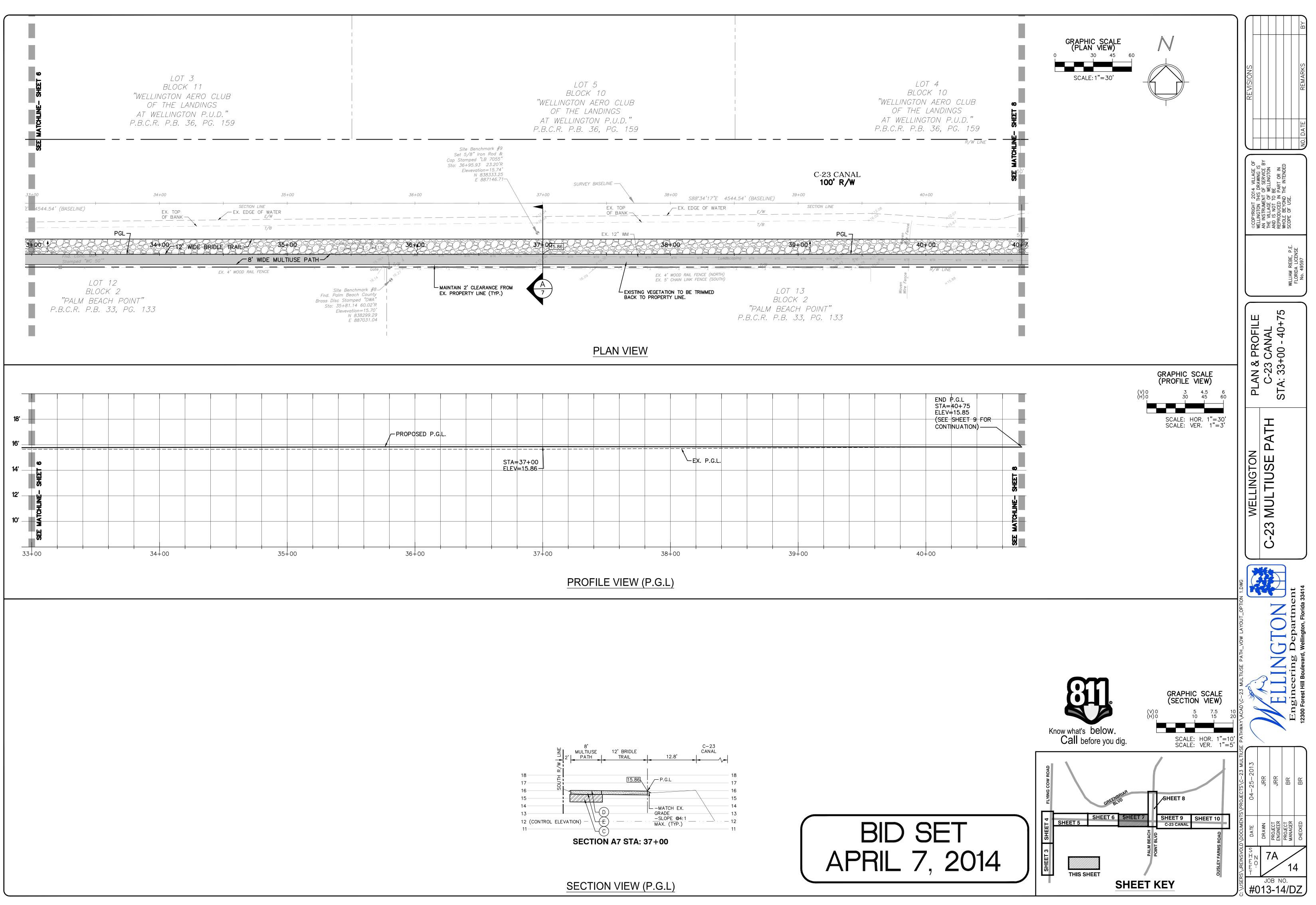


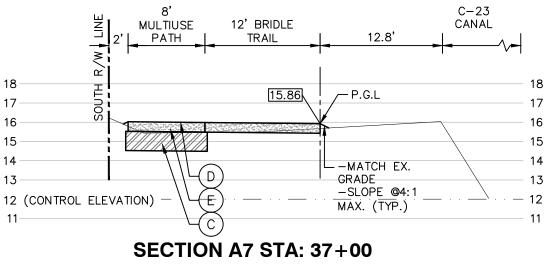


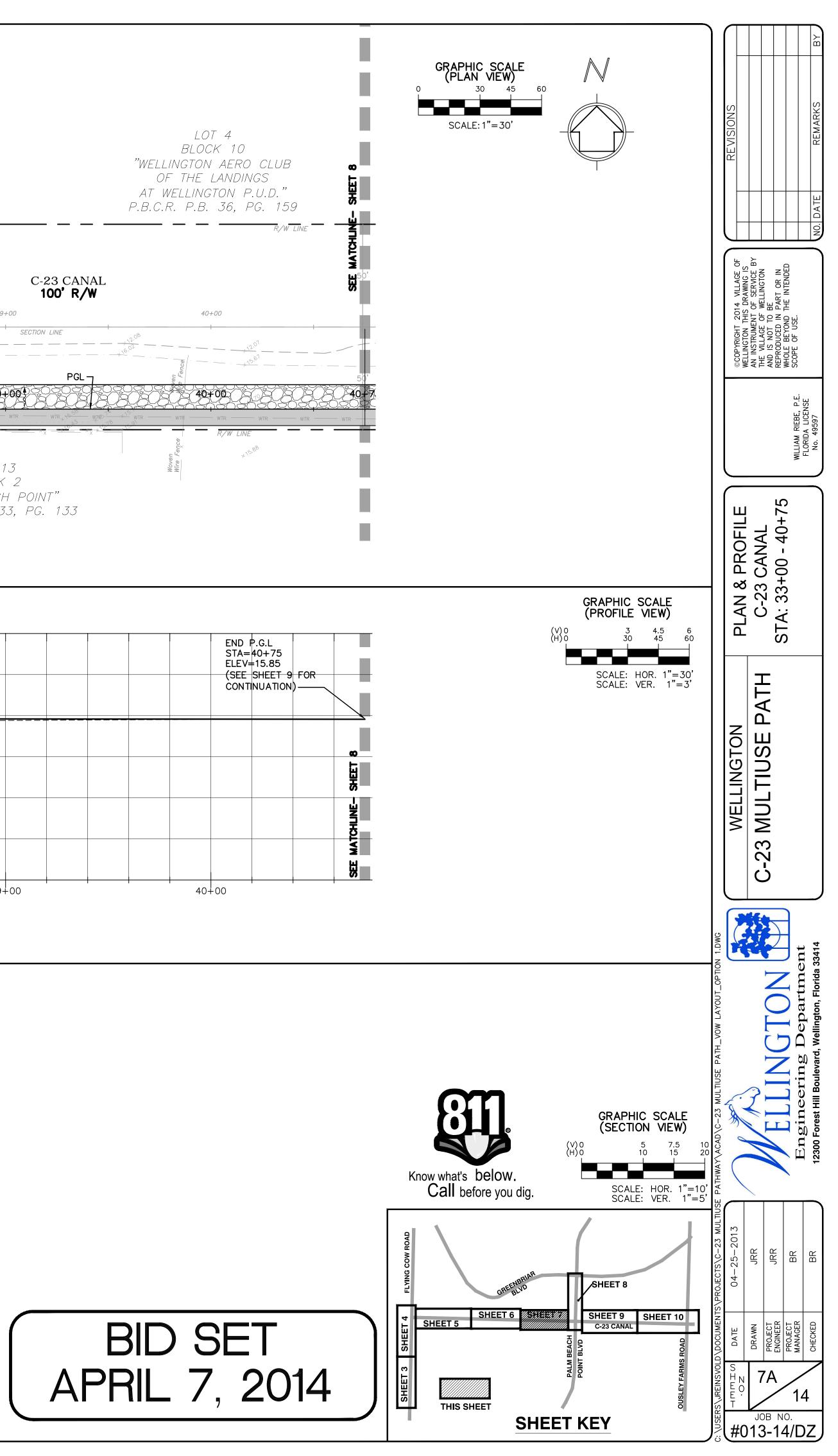


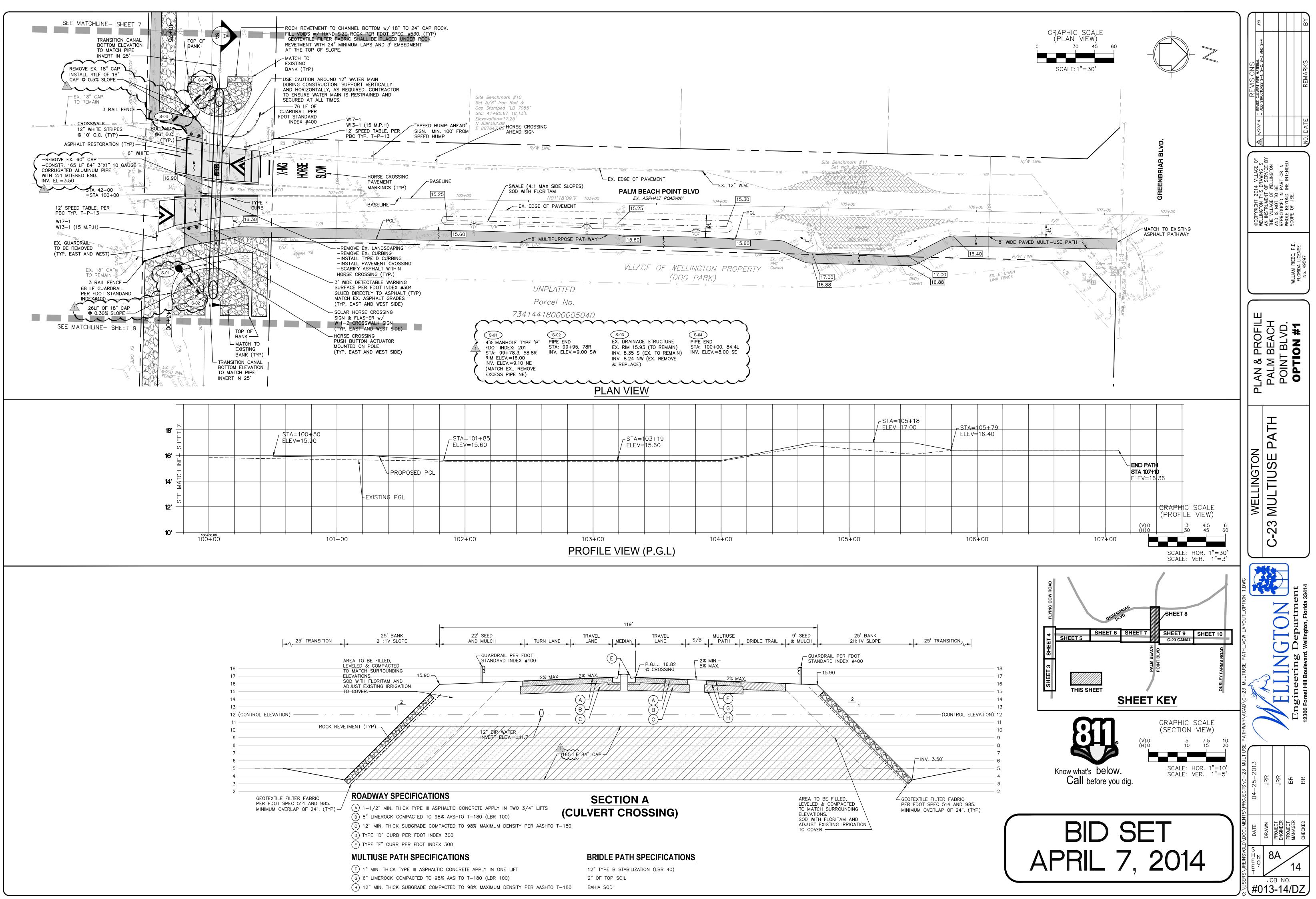


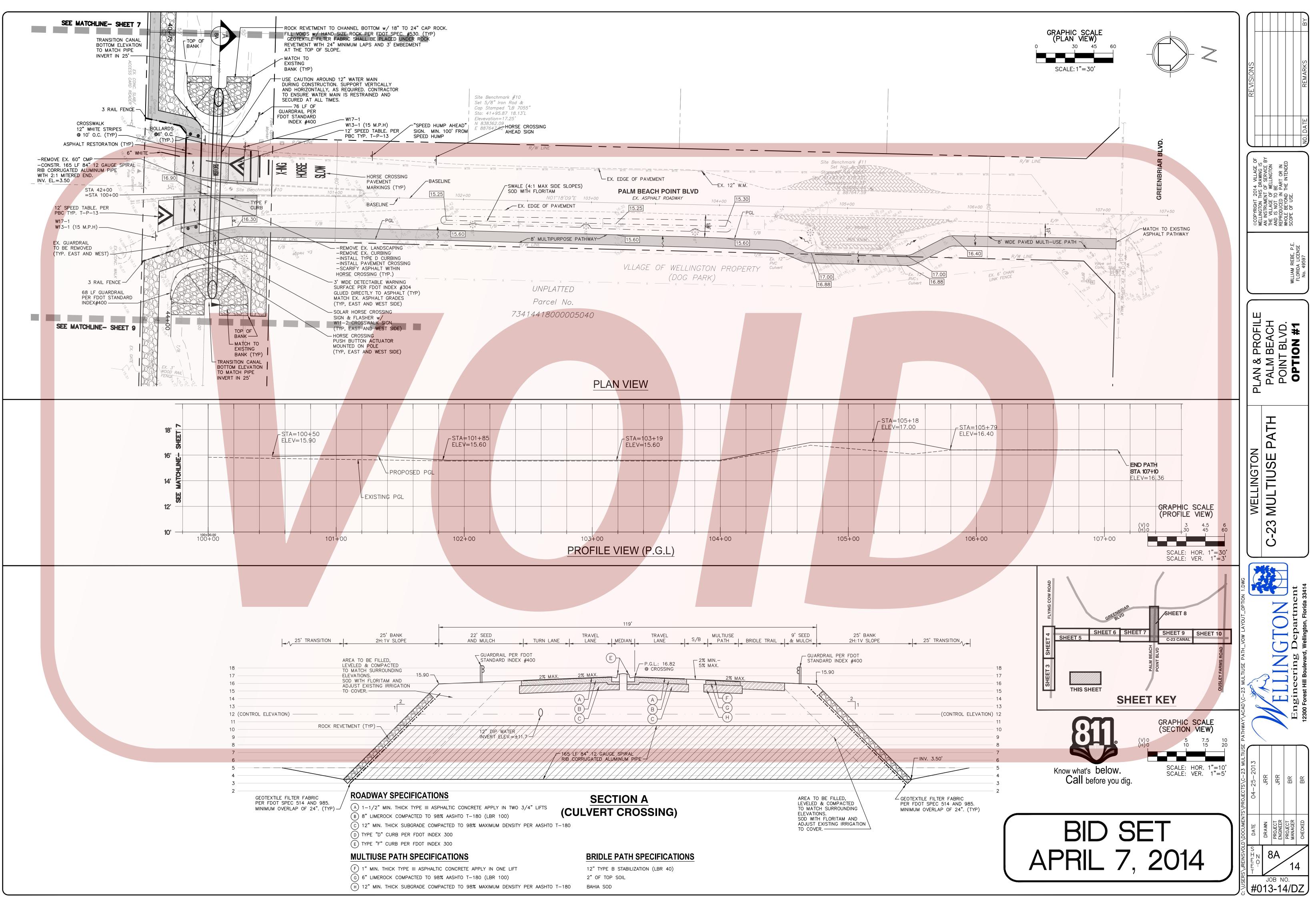


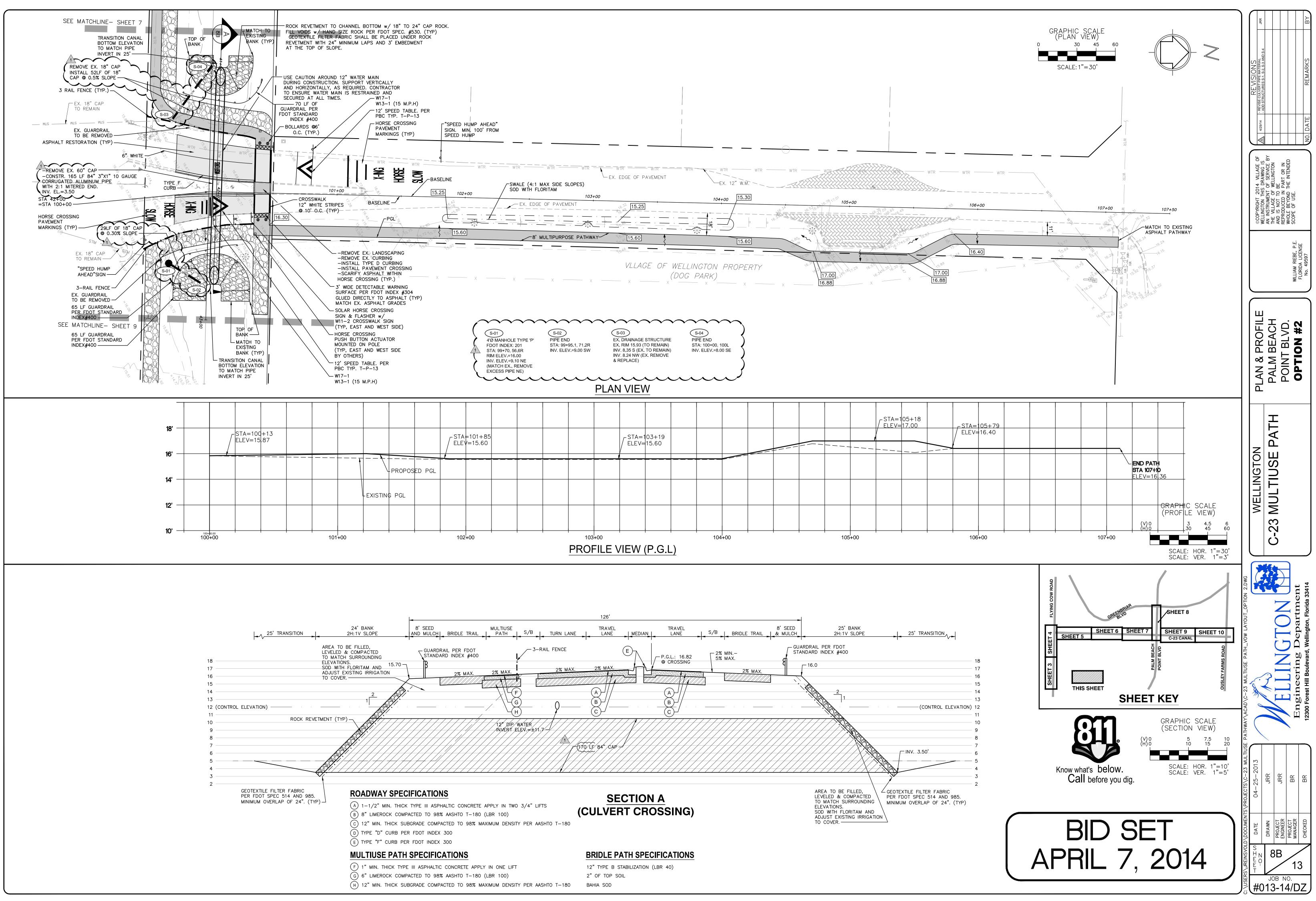


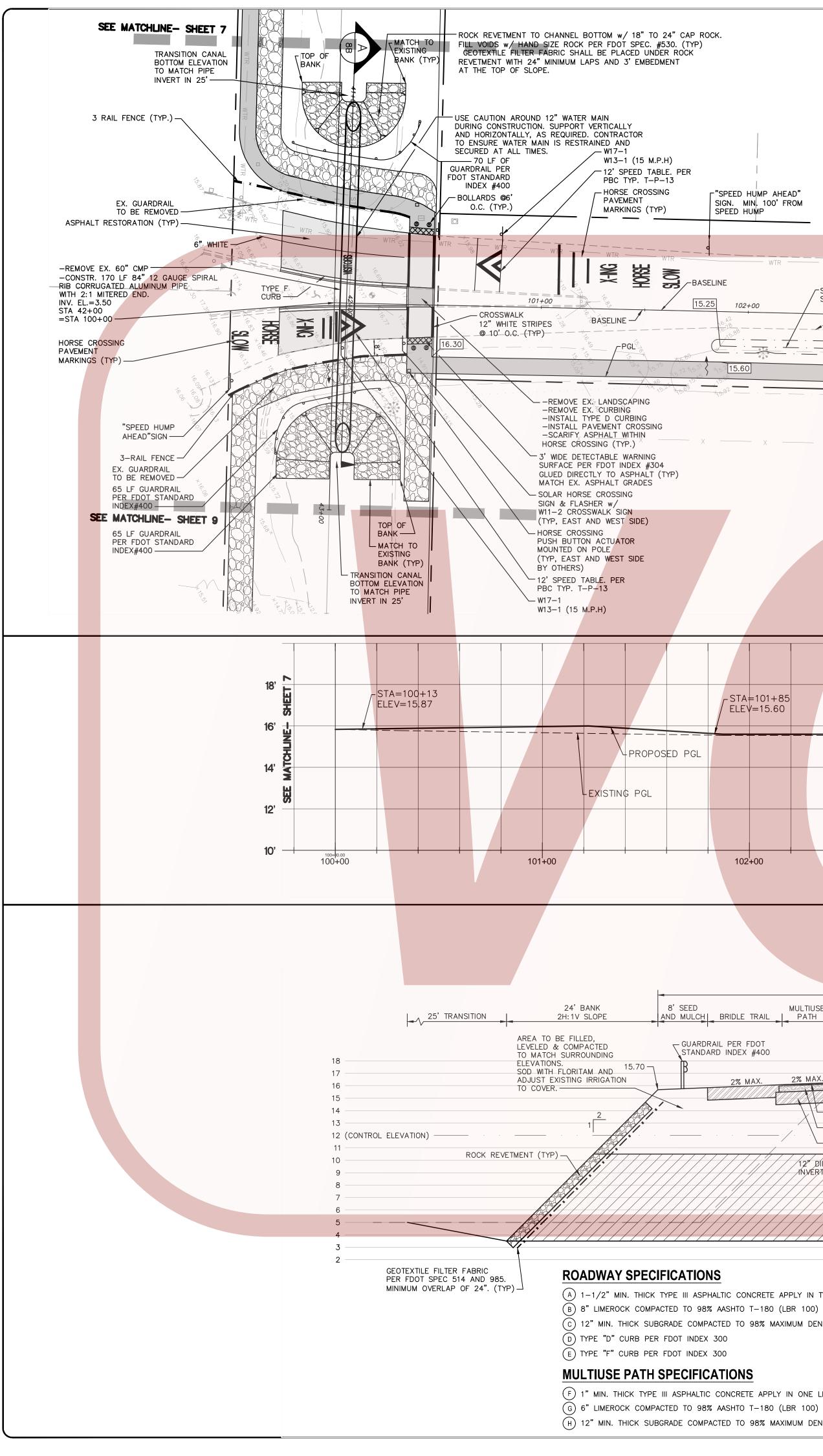


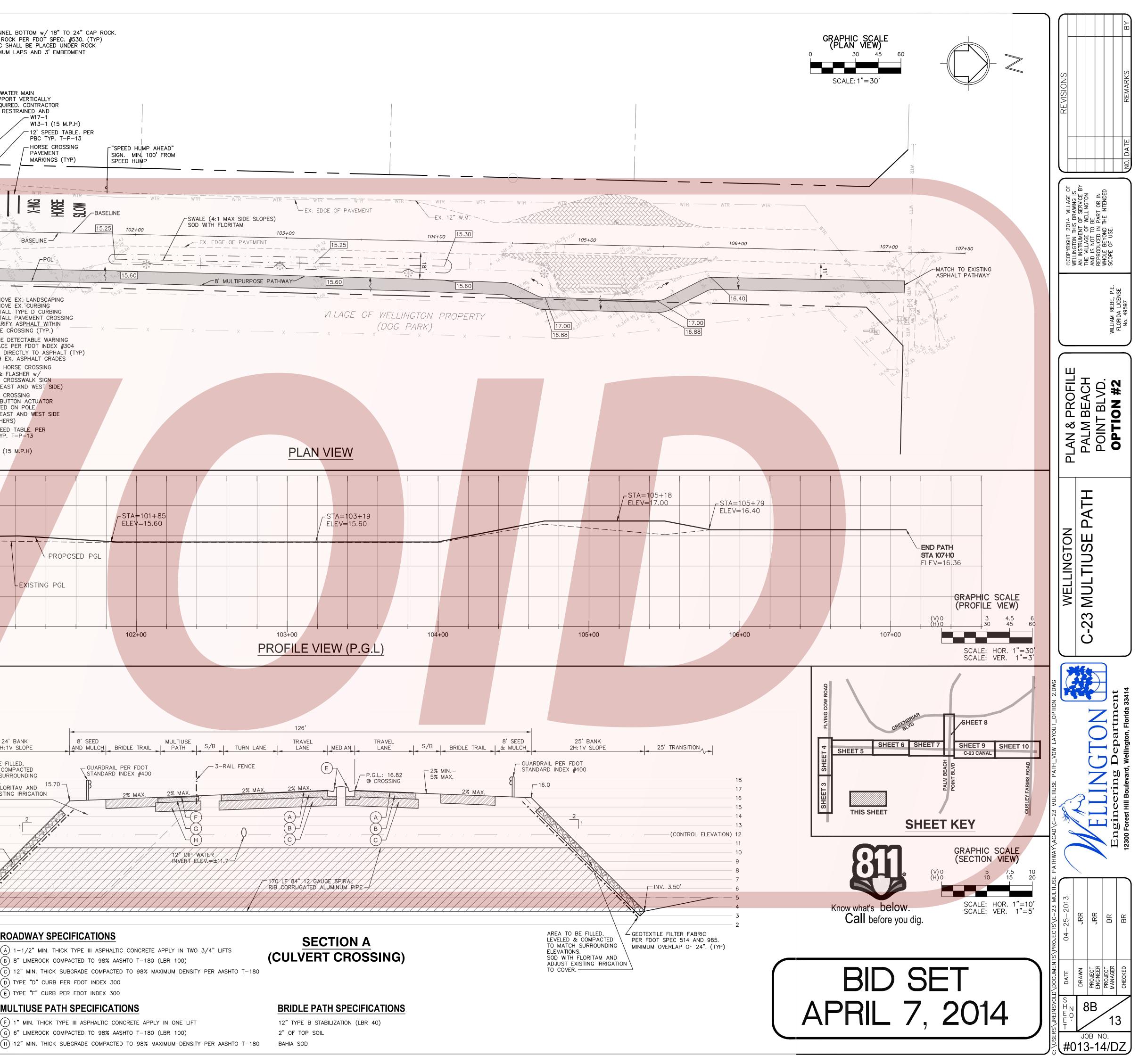






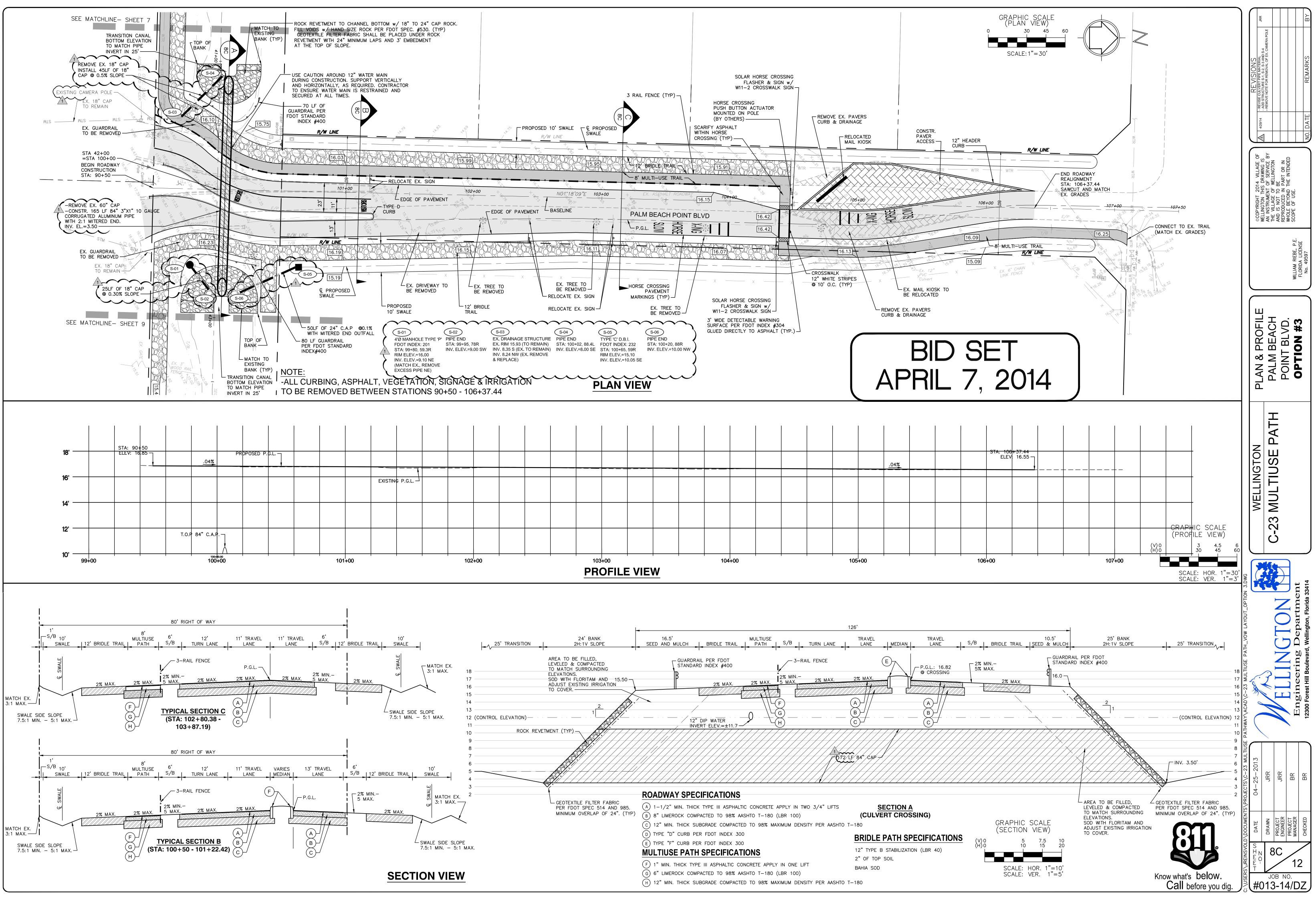


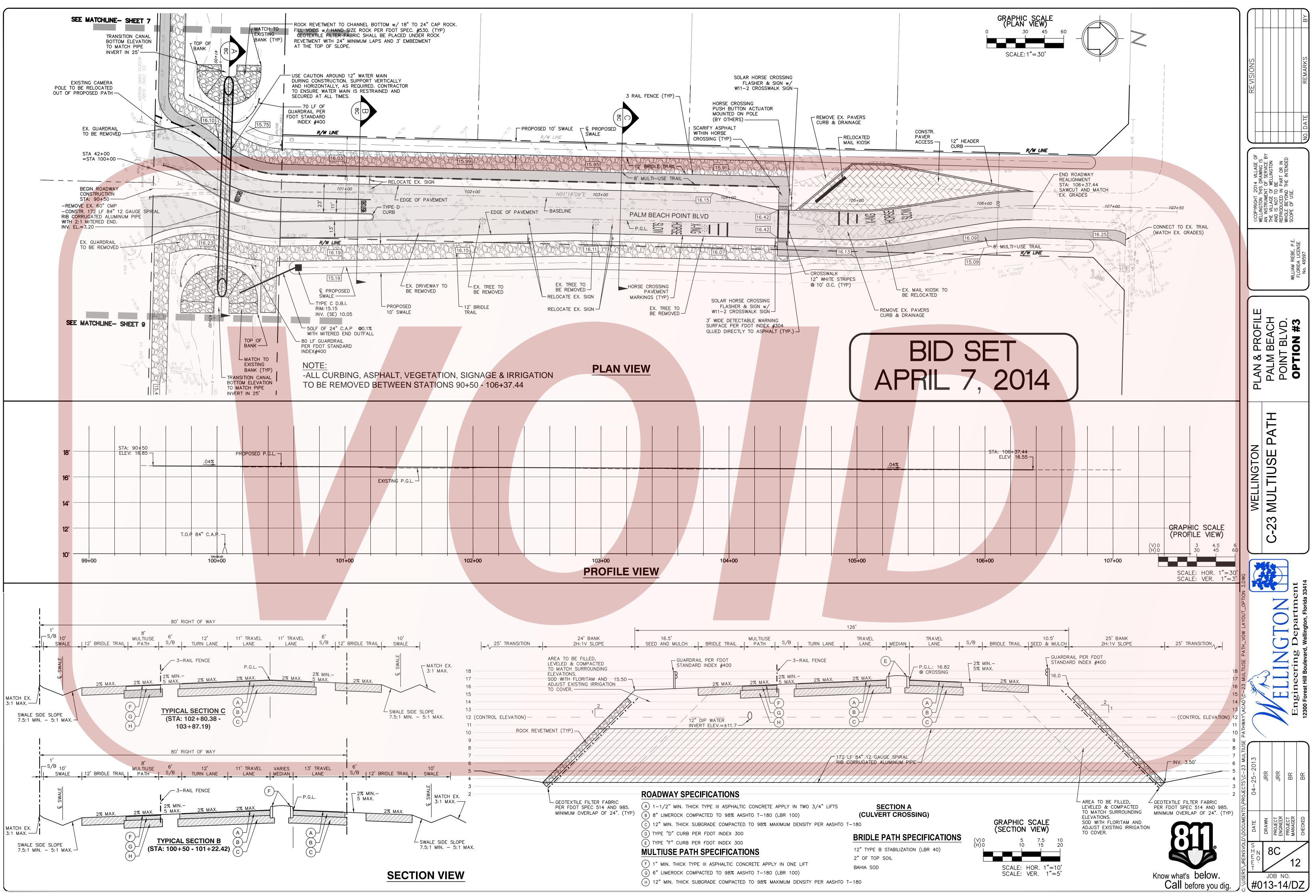


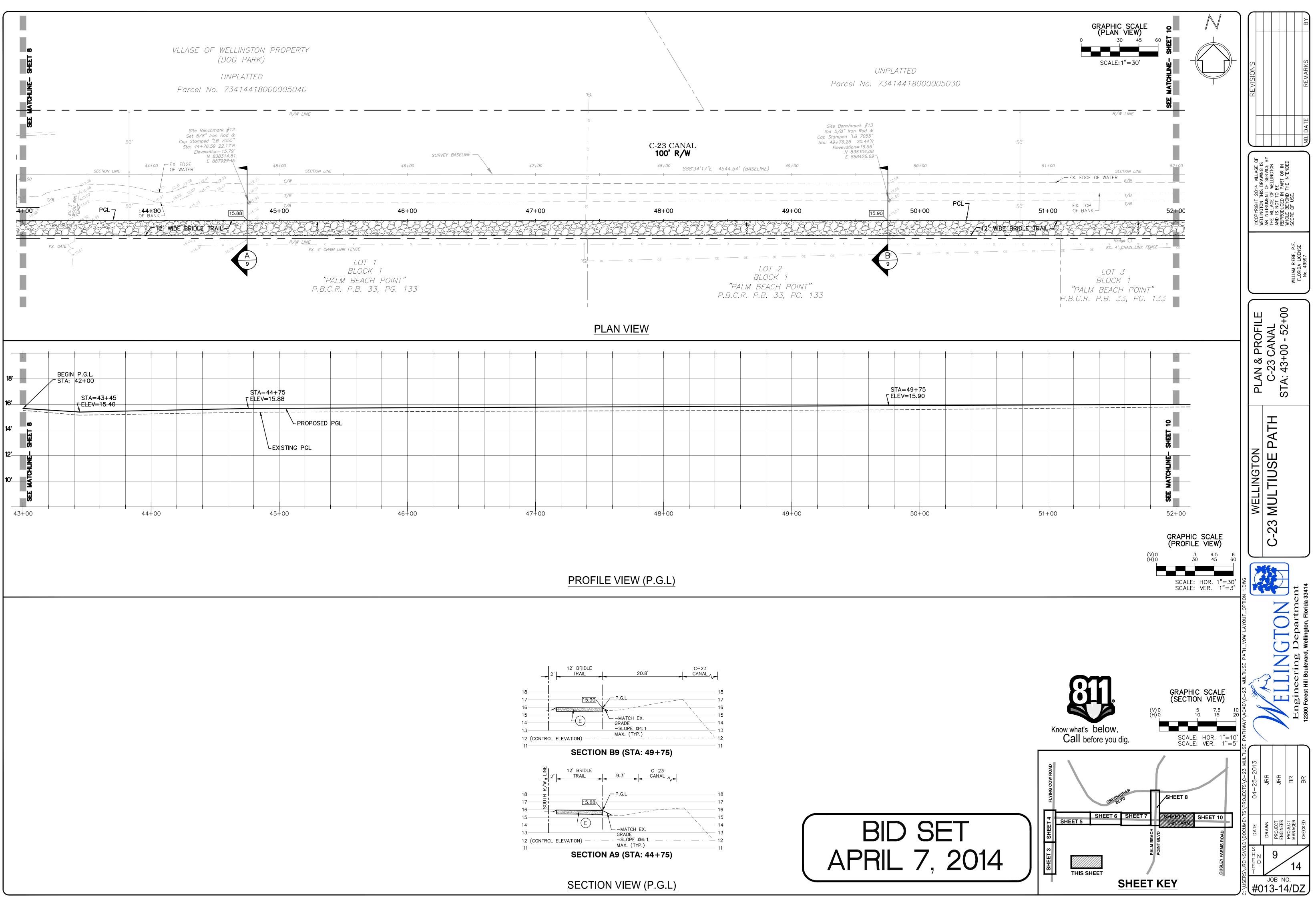


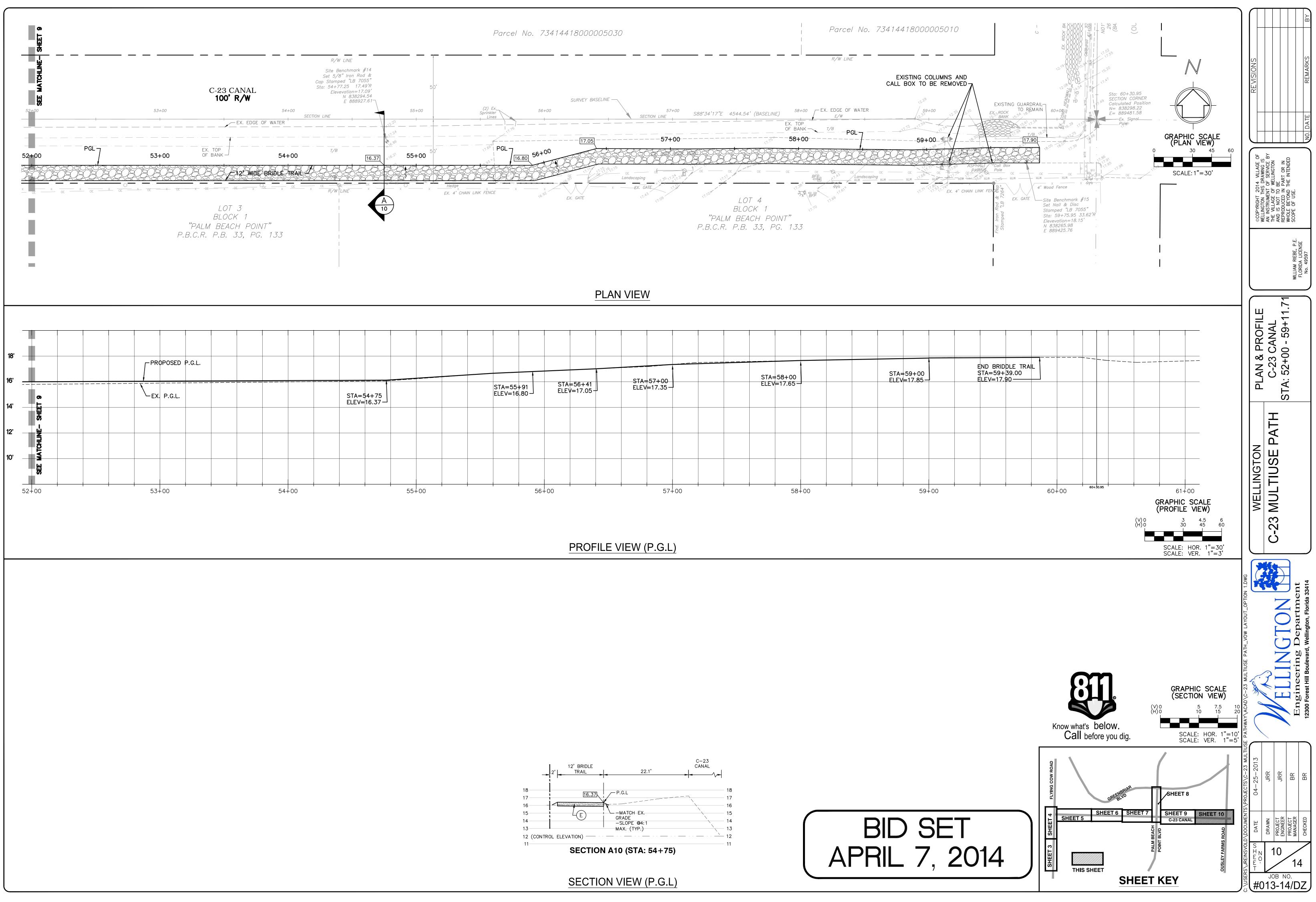
SPEED HUMP				
d				
-BASELINE		EX. 12" W.M.	WTR WTR	
15.25 102+00	103+00	104+00 [15.30]	√6. ¹⁸ / ^{√1.0} 105+00	
10^{10}	EX. EDGE OF PAVEMENT 6.30 15.25			1.0 ⁹ .6.6 ⁵ .6.4 ⁹
,	VLLAGE OF	WELLINGTON PROPERTY	16.3° $16.0^{\circ}6.7$ 12° 16.5°	35, 30 6

(F) 1" MIN. THICK TYPE III ASPHALTIC CONCRETE APPLY IN ONE LIFT (G) 6" LIMEROCK COMPACTED TO 98% AASHTO T-180 (LBR 100) (H) 12" MIN. THICK SUBGRADE COMPACTED TO 98% MAXIMUM DENSITY PER AASHTO T-180









	STA	A=55+ EV=16.	-91 80	STA=56+41 ELEV=17.05-	S E	TA=57+00 LEV=17.35-				STA= ELEV	=58+00 =17.65 <i>-</i>				STA=5 ELEV=	59· =17
))	1 1	1	56-	+00	1	57	+00	1 1	i		58-	-00	I	ı i	I	

SUPPLIES, AND OTHER MEANS OF CO		
•	L LABOR, SUPERINTENDENCE, QUALITY CONTROL, MATERIALS, PLANT, POWER, LIGHT, HEAT, FUEL, WATER, TOOLS, APPLIANCES, EQUIPMENT,	1. IMM ROA SUR
STRICT ACCORDANCE WITH THE CONT	NSTRUCTION NECESSARY AND PROPER FOR PERFORMING AND COMPLETING THE WORK. CONTRACTOR SHALL PERFORM AND COMPLETE THE WORK IN PROMOTE SCHEDULED CONSTRUCTION CONSISTENT WITH SAFETY OF LIFE AND PROPERTY AND TO THE SATISFACTION OF THE OWNER, AND IN RACT DOCUMENTS. THE CONTRACTOR SHALL CLEAN UP THE WORK, MAINTAIN IT DURING CONSTRUCTION, AND PAY ALL COSTS INCIDENTAL	2. CON SEF
b. THE COST OF INCIDENTAL WORK DESC	R OR RESTORE ALL STRUCTURES AND PROPERTY THAT MAY BE DAMAGED OR DISTURBED DURING PERFORMANCE OF THE WORK. CRIBED IN THESE GENERAL REQUIREMENTS, FOR WHICH THERE ARE NO SPECIFIC CONTRACT ITEMS, SHALL BE CONSIDERED AS PART OF THE AND SHALL BE INCLUDED IN THE PRICES FOR THE VARIOUS CONTRACT ITEMS. NO ADDITIONAL PAYMENT WILL BE MADE THEREFORE.	3. OB ⁻ ANI
SATISFACTORY AND ACCEPTABLE MAN	ID MAINTAIN SUCH MODERN PLANT, TOOLS, AND EQUIPMENT AS MAY BE NECESSARY IN THE OPINION OF THE ENGINEER, TO PERFORM IN A INER ALL THE WORK REQUIRED BY THE CONTRACT. ONLY EQUIPMENT OF ESTABLISHED REPUTATION AND PROVEN EFFICIENCY SHALL BE USED. THE	IT . SUF
SHOP DRAWINGS, PRODUCT DATA AND SA		4. PRO
b. SHOP DRAWINGS, PRODUCT DATA, SA CONTRACTOR'S ACKNOWLEDGEMENT TH	F ALL REQUIRED SHOP DRAWINGS, PRODUCT DATA AND SAMPLES FOR ENGINEER'S REVIEW. MPLES AND TRANSMITTAL LETTERS PERTAINING THERETO SHALL BE IDENTIFIED WITH THE TITLE OF THE PROJECT, SUBMISSION DATE, AND THE HAT HE HAS REVIEWED THEM AND FOUND THEM ACCEPTABLE. I TIME OF SUBMITTAL, OF ANY DEVIATIONS IN THE SUBMITTALS FROM THE REQUIREMENTS OF THE CONTACT DOCUMENTS.	5. UPC ROL PAF
d. THE REVIEW AND APPROVAL OF SHOP	P DRAWINGS, SAMPLES OR PRODUCT DATA BY THE ENGINEER SHALL NOT RELIEVE THE CONTRACTOR FROM HIS/HER RESPONSIBILITY WITH REGARD OF THE CONTRACT DOCUMENTS. ALL RISKS OF ERROR AND OMISSION ARE ASSUMED BY THE CONTRACTOR AND THE ENGINEER WILL HAVE NO	6. ENC ALL ½ I
NOT SHOWN ON THESE PLANS. THE CONT CONFLICTS WITH EXISTING UTILITIES SHALL ADDITIONAL COMPENSATION SHALL BE ALL COMPANY REPRESENTATIVE CAN BE PRESE	SHOWN IN THE PLANS ARE PROXIMATE ONLY AND ARE BASED ON AS BUILT SURVEY INFORMATION. ADDITIONAL UTILITIES MAY EXIST WHICH ARE RACTOR SHALL BE RESPONSIBLE FOR LOCATING AND VERIFYING ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. ANY AND ALL KNOWN . BE REPORTED TO THE CONSULTANT. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO .OWED. THE APPROPRIATE UTILITY COMPANY SHALL BE NOTIFIED IN ADVANCE OF ANY EXCAVATION INVOLVING THEIR UTILITIES SO THAT A ENT. DETERMINATION OF THE EXACT LOCATION OF ANY/ALL UTILITIES WHICH MAY BE INVOLVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IBMITTING SHOP DRAWINGS OF PRECAST COMPLEX STRUCTURES FOR APPROVAL. TELEPHONE NO.	7. IMM UNT
AT&T SANDRA EMERT	(561) 357-6616	
COMCAST CABLEVISION		
JEANNINE MCENROE	(561) 881–3255	
FLORIDA POWER & LIGHT ALAN BOAZ	(561) 575–6346	DRA
FLORIDA PUBLIC UTILITIES VINCE KREPPS	(561) 684-4030	1. NOTI 2. EXIS
VILLAGE OF WELLINGTON COREY ROBINSON	(561) 753-2464	3. CON CON
PALM BEACH COUNTY TRAFFIC CO		ORIG 4. SUPf SIDE
	(561) 533-3900	5. INFO RELI,
REPRESENTATIVE CAN BE PRESENT.	AUTION WHEN WORKING IN OR AROUND AREAS OF OVERHEAD TRANSMISSION LINES AND UNDERGROUND UTILITIES.	RESF LOC/ ORD
THE CONTRACTOR IS TO PROTECT UNDERC	GROUND UTILITIES DURING CONSTRUCTION AT ALL TIMES.	6. ALL CON
	FDOT STANDARD INDEX 002. MITS OF CONSTRUCTION IS TO BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY .LL NOTIFY THE COUNTY SURVEYOR WITHOUT THE WAY BY TELEPHONE.	7. ALL TRA
D. ALL ELEVATIONS ARE REFERENCED TO T	HE NATIONAL GEODETIC VERTICAL DATUM (NGVD) OF 1929 IN FEET.	8. CON ACC
2. TOPOGRAPHIC SURVEY PERFORMED BY W		9. NO GOV
3. ANY NGVD 29 MONUMENT WITHIN THE LI 4. BENCHMARKS:	MITS OF CONSTRUCTION IS TO BE PROTECTED.	10. ₩⊢ 11. CC BAC
TEMPORARY BENCHMARKS		12. CO
<u>TEMPORARY BENCHMARKS</u> EIGHTEEN (18) SHOWN ON PLAN. SOURCE		12. CO THE 13. CO
EIGHTEEN (18) SHOWN ON PLAN. SOURCE AC-CLUB - THE STATION IS LOCATED	D ON THE NORTH SIDE OF THE INTERSECTION OF INCE ROAD AND EQUESTRIAN CLUB ROAD. NAVD	12. CO THE 13. CO a. b. c.
EIGHTEEN (18) SHOWN ON PLAN. SOURCE AC-CLUB - THE STATION IS LOCATED ACME INDUSTRIAL DISTRICT MAINTENA 1988 ELEVATION = 16.353 FT.	NCE ROAD AND EQUESTRIAN CLUB ROAD. NAVD	12. CO THE 13. CO a. b. c. 14. THI OTHE
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EIGHTEEN (18) SHOWN ON PLAN. SOURCE AC-CLUB - THE STATION IS LOCATED ACME INDUSTRIAL DISTRICT MAINTENA 1988 ELEVATION = 16.353 FT. OWA - THE STATION IS LOCATED 6 F ATTACHED, 9 FEET SOUTH OF BASE OF WEST GUY WIRE, 111 FEET EAST OF A WEST OF THE WEST EDGE OF PAVEME NAVD 1988 ELEVATION = 14.258 FT. 5. ALL EXISTING TREES & SHRUBS IN CONF 6. NEATLY REMOVE OR PRUNE ALL EXIST. T HORIZONTAL AND 10FT VERTICAL FROM TH 7. ALL PEDESTRIAN ROUTES SHALL MEET T EXCEED 5%.	INCE ROAD AND EQUESTRIAN CLUB ROAD. NAVD FEET NORTH OF A POWER POLE WITH WITNESS SIGN GUY WIRE, 15 FEET EAST-NORTHEAST OF BASE A 14 INCH AUSTRALIAN PINE TREE AND 592 FEET ENT OF PALM BEACH COUNTY POINT BOULEVARD FLICT WITH PROPOSED PATHWAYS WITHIN R/W SHALL BE REMOVED. TREES, HEDGES AND OTHER VEGETATION (INCLUDING THOSE NOT SHOWN HEREON) AS NECESSARY TO PROVIDE MINIMUM CLEARANCES OF 1FT HE PROPOSED PATH.	12. CO THE 13. CO a. b. c. 14. TH OTHI SPEC 15. ALI STAR 16. IT 17. CO FENC SHAI (IE F
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'ING:

EDIATELY CEASE TRANSPORTATION OF ASPHALT MIXTURES FROM THE PLANT WHEN RAIN BEGINS AT THE DWAY. DO NOT PLACE ASPHALT MIXTURES WHILE RAIN IS FALLING, OR WHEN THERE IS WATER ON THE FACE TO BE COVERED.

TRACTOR SHALL COMPLY WITH SECTION 330 OF FDOT STANDARD SPECIFICATIONS 2000 FOR TYPE "S" IES ASPHALT

AIN A SMOOTH SURFACE ON ALL PAVEMENT COURSES PLACED AND THEN STRAIGHTEDGE ALL INTERMEDIATE FINAL COURSES WITH A 15-FOOT ROLLING STRAIGHTEDGE. FURNISH A 15-FOOT STRAIGHTEDGE AND MAKE VAILABLE AT THE JOB SITE AT ALL TIMES DURING THE PAVING OPERATION FOR CHECKING JOINTS AND FACE IRREGULARITIES.

DUCE A FINISHED SURFACE OF UNIFORM TEXTURE AND COMPACTION WITH NO PULLED, TORN, OR LOOSENED TIONS AND FREE OF SEGREGATION, AND STREAKS, SAND SPOTS, OR RIPPLES.

COMPLETION OF FINAL SURFACE COURSE ENGINEER WILL TEST FINISHED SURFACE WITH A 15- FOOT LING STRAIGHTEDGE. CORRECT ALL DEFICIENCIES IN EXCESS OF 3/16-INCH IN ACCORDANCE WITH AGRAPH 330-12 OF THE FDOT SPECIFICATIONS.

INEER WILL DETERMINE PAVEMENT THICKNESS FROM THE DEPTH OF CORE BORINGS. THE MAXIMUM DWABLE DEFICIENCY IN THICKNESS FOR PAVEMENT OF A SPECIFIED THICKNESS OF 2½ INCHES OR MORE IS NCH. FOR PAVEMENT OF A SPECIFIED THICKNESS OF LESS THAN 2½ INCHES IS ¼ INCH.

EDIATELY AFTER PLACEMENT, PROTECT PAVEMENT FROM MECHANICAL INJURY FOR AS LONG AS REQUIRED ACCEPTED BY ENGINEER.

PAVEMENT MARKING:

A. DO NOT APPLY MARKINGS WITHIN 5 DAYS OF PAVEMENT PLACEMENT WITH THE EXCEPTION OF FRICTION COURSE WHICH IS 30

B.PRIOR TO APPLYING PAVEMENT MARKINGS, REMOVE ANY MATERIAL THAT WOULD ADVERSELY AFFECT THE BOND. C.DO NOT APPLY WHEN WINDS ARE SUFFICIENT TO CAUSE SPRAY DUST.

- D.PRIOR TO APPLICATION OF THERMOPLASTIC MATERIAL TO PORTLAND CEMENT CONCRETE SURFACES, APPLY A TWO-PART EPOXY PRIMER SEALER RECOMMENDED BY THE MANUFACTURER.
- E.ESTABLISH TACK POINTS AT APPROPRIATE INTERVALS FOR USE IN ALIGNING MARKINGS. F. APPLY ONLY DURING DAYLIGHT HOURS AND, AS FAR AS PRACTICAL, SHALL BE TERMINATED IN TIME TO PERMIT SUFFICIENT DRYING
- BY SUNSET. G.THE SURFACE WHICH IS TO BE PAINTED SHALL BE CLEANED, BY COMPRESSED AIR OR OTHER EFFECTIVE MEANS, IMMEDIATELY BEFORE THE START OF PAINTING AND SHALL BE CLEAN AND DRY WHEN THE PAINT IS APPLIED. ANY VEGETATION OR LOOSE SOIL SHALL BE REMOVED FROM THE PAVEMENT BEFORE STRIPING BEGINS.
- H. THOROUGHLY MIX PAINT BEFORE POURING INTO THE PAINTING MACHINE. NO THINNING OF THE PAINT IN THE MACHINE WILL BE ALLOWED AT ANY TIME. BEFORE THE START OF EACH DAY'S WORK THE PAINT CONTAINER, THE CONNECTIONS, AND THE SPRAY NOZZLES ON THE MACHINE SHALL BE THOROUGHLY CLEANED WITH PAINT THINNER OR OTHER SUITABLE CLEANER.
- 1. APPLICATION THERMOPLASTIC
- A. APPLY THERMOPLASTIC TO THE PAVEMENT BY EXTRUSION.
- B.EDGES OF MARKINGS ARE TO BE WELL DEFINED.
- C.THICKNESS TO BE AT LEAST 90 MILS.
- D.APPLY REFLECTIVE GLASS SPHERES IMMEDIATELY BEHIND THE STRIPING MECHANISM.
- 2. APPLICATION REFLECTIVE PAINT
- A. APPLY PAINT TO THE PAVEMENT BY SPRAY.
- B.EDGES OF MARKINGS ARE TO BE WELL DEFINED.
- C.APPLY PAINT TO ATTAIN A MINIMUM WET FILM THICKNESS OF 15 MILS.
- D.APPLY SPHERES IMMEDIATELY AND UNIFORMLY FOLLOWING THE PAINT APPLICATION.
- 3. APPLICATION REFLECTIVE PAVEMENT MARKERS
- A. SET REFLECTIVE PAVEMENT MARKERS 1 INCH TO THE LEFT OR RIGHT OF THE LINE. B.APPLY THE ADHESIVE TO THE BONDING SURFACE (NOT THE MARKER) SO THAT 100 PERCENT OF THE BONDING AREA OF THE MARKER WILL BE COVERED.
- C.APPLY SUFFICIENT ADHESIVE TO ENSURE THAT THE MARKER IS PRESSED DOWN INTO THE ADHESIVE AND ADHESIVE WILL BE FORCED AROUND THE PERIMETER OF THE MARKER.
- D.IMMEDIATELY REMOVE EXCESS ADHESIVE FROM THE BONDING SURFACE AND THE EXTERNAL SURFACE OF THE MARKER.
- 4. PROTECTION A. DO NOT ALLOW TRAFFIC ONTO NEWLY PAINTED TRAFFIC STRIPES AND MARKINGS UNTIL THEY ARE SUFFICIENTLY DRY TO PERMIT VEHICLES TO CROSS THEM WITHOUT DAMAGE.
- B.WARNING SIGNS SHALL BE SET UP BEFORE THE BEGINNING OF EACH OPERATION AND EXTRA SIGNS SHALL BE KEPT WELL AHEAD TO BE PLACED ONLY WHERE OPERATIONS ARE IN PROGRESS AND ARE TO BE RELOCATED AS OFTEN AS IS NECESSARY.
- C.ERECT ADEQUATE WARNING SIGNS, AND TAKE NECESSARY PRECAUTIONS FOR THE PROTECTION OF THE WET PAVEMENT MARKINGS AND THE SAFETY OF THE PUBLIC. CONES, RUBBER "Z" GUARDS, OR SIMILAR PROTECTIVE DEVICES, SHALL BE PLACED ALONG THE NEWLY-PAINTED STRIPE TO PREVENT TRAFFIC FROM CROSSING THE WET PAINT. ANY SUCH DEVICES USED SHALL BE OF A TYPE THAT WILL NOT CAUSE DAMAGE TO VEHICULAR TRAFFIC IN THE EVENT THAT THESE OBJECTS ARE ACCIDENTALLY PASSED OVER. D.ANY PORTIONS OF THE PAVEMENT MARKINGS DAMAGED BY PASSING TRAFFIC OR FROM ANY OTHER CAUSE SHALL BE REWORKED
- AT NO ADDITIONAL COST TO THE OWNER. E.IF MORE THAN 2 PERCENT OF THE REFLECTIVE PAVEMENT MARKERS FAIL IN ADHESION OR ALIGNMENT WITHIN THE 45 DAYS UNDER TRAFFIC, REPLACE ALL FAILED MARKERS AT NO ADDITIONAL COST TO THE OWNER.
- 5. CORRECTIVE MEASURES
- A. PAVEMENT MARKINGS WHICH FAIL TO MEET THE GUIDELINES, INCLUDING THE PERMISSIBLE TOLERANCES AND THE APPEARANCE REQUIREMENTS, ARE MARRED OR DAMAGED BY TRAFFIC OR FROM ANY OTHER CAUSE SHALL BE CORRECTED AT NO ADDITIONAL COST TO OWNER. DRIPS AND SPATTERED PAINT SHALL BE REMOVED. WHENEVER IT IS NECESSARY TO REMOVE PAINT IT SHALL BE DONE BY MEANS WHICH WILL NOT DAMAGE THE UNDERLYING SURFACE OF THE PAVEMENT. WHEN NECESSARY TO CORRECT A DEVIATION WHICH EXCEEDS THE PERMISSIBLE TOLERANCE IN ALIGNMENT, THAT PORTION OF THE STRIP AFFECTED SHALL BE REMOVED AND REPAINTED IN ACCORDANCE WITH THESE GUIDELINES.
- MECHANICAL DEVICE WHICH WILL EFFECTIVELY REMOVE THE PAINT WITHOUT DAMAGE TO THE PAVEMENT SURFACE.
- 6. DIMENSION AND ALIGNMENT TOLERANCE
- A. NO MARKING SHALL BE LESS THAN THE INDICATED WIDTH. NO MARKING SHALL EXCEED THE INDICATED WIDTH BY MORE THAN 1/2
- B.CORRECTIONS OF VARIATION IN THE WIDTH OF, AND THE ALIGNMENT OF STRIPS SHALL NOT BE MADE ABRUPTLY BUT THE STRIPES
- C.WHERE A STRIPE DEVIATES FROM THE CORRECT ALIGNMENT, AS INDICATED BY THE STRING LINE, BY MORE THAN ONE INCH IN ANY 20 FOOT LENGTH, IT SHALL BE OBLITERATED AND THE STRIPE CORRECTED.

INAGE:

FY ENGINEER OF ENFIELD CONFLICTS OR DESIGN DISCREPANCIES PRIOR TO COMMENCEMENT OF WORK. TING WATER, SEWER AND DRAINAGE SYSTEMS ARE REPRESENTED AS DASHED LINES AND SHALL BE VERIFIED BY CONTRACTOR. IRACTOR SHALL PROTECT ALL UTILITIES AND PUBLIC IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR ALL DAMAGES CAUSED DURING STRUCTION AND SHALL REPAIR SAID DAMAGES AT HIS EXPENSE. CONTRACTOR TO RESTORE ALL AREAS DISTURBED DURING CONSTRUCTION TO INAL OR BETTER CONDITION.

PORT OR THE RELOCATION OF EXISTING STREETLIGHT POLES POWER OR TELEPHONE POLES. EXISTING UTILITIES, IRRIGATION SYSTEMS, WALKS, WALLS, ETC., NECESSARY FOR COMPLETION OF THIS WORK ARE THE RESPONSIBILITY OF THE CONTRACTOR AT HIS EXPENSE. RMATION SHOWN ON THESE DRAWINGS AS TO THE LOCATION OF EXISTING UTILITIES HAS BEEN PREPARED FROM THE LATEST AND MOST ABLE DATA AVAILABLE TO THE ENGINEER. THIS INFORMATION IS NOT TO BE GUARANTEED, HOWEVER, AND IT SHALL BE THE CONTRACTORS PONSIBILITY TO DETERMINE THE LOCATION, CHARACTER AND DEPTH OF ANY EXISTING UTILITIES. ALL "AS-BUILT" INFORMATION INCLUDING TION AND ELEVATION OF UTILITY STUB OUTS TO BE FIELD VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF CONSTRUCTION OR RING OF STRUCTURES. NOTIFY ENGINEER OF DISCREPANCIES/CONFLICTS.

DRAINAGE CONSTRUCTION SHALL CONFORM TO FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE STRUCTION (LATEST ADDITION) AND THE VILLAGE OF WELLINGTON REQUIREMENTS.

DRAINAGE PIPE SHOWN AS RCP SHELBY REINFORCED CONCRETE PIPE CLASS III, WALL "B" AND CONFORMING TO THE FLORIDA DEPARTMENT OF SPORTATION SPECIFICATIONS. RACTOR SHALL PROVIDE ADEQUATE EQUIPMENT FOR THE REMOVAL OF STORM, SURFACE AND/OR SUBSURFACE WATER WHICH MAY

JMULATE IN THE EXCAVATION AREAS SO THAT IT WILL BE SUITABLY DRIVE FOR WORK REQUIRED. OFF-SITE DISCHARGE FROM DEWATERING OPERATION SHALL BE PERMITTED UNLESS THE CONTRACTOR SECURES WRITTEN PERMISSION FROM THE OF THE APPLICATION EQUIPMENT. THE EQUIPMENT SHALL BE SO OPERATED THAT TRAFFIC MAY PASS SAFELY. WARNING SIGNS ARE

RNING AUTHORITIES. ERE ENCOUNTERED, MARK SHALL BE COMPLETELY REMOVED FROM THE PAVED AREAS TEND TO BE ON THE EDGE OF PAVEMENT EACH SIDE. NTRACTOR TO PROVIDE TEST REPORTS FROM AN INDEPENDENT LABORATORY FOR PROCTORS AND DENSITIES ON BASE UPGRADING PIPE

NTRACTOR IS RESPONSIBLE FOR PROVIDING COMPLETE PAVING AND DRAINAGE, WATER AND SEWER CONSTRUCTION RECORD INFORMATION TO ENGINEER.

NTRACTOR SHALL ARRANGE FOR THE ENGINEER TO OBSERVE:

STORM SEWER AFTER GROUTING AND WHEN BACKFILL IS COMPLETED TO THE MIDPOINT OF THE PIPE.

STRINGLINING OF SUBGRADE. STRINGLINING /BOARDING OF BASE.

E CONTRACTOR SHALL FILL AND FIND GRADE ALL PLANTING AREAS, LEAVING THE FINISH GRADE SMOOTH AND READY TO RECEIVE SOD OR PLANNING MATERIAL. WHERE SODUS DESIRED, THE FINISH GRADE SHALL BE 2 INCHES LOWER TO ALLOW FOR THICKNESS OF THE GRASS. TAL ATTENTION SHALL BE GIVEN ALONG EDGE OF PAVEMENT AND SIDEWALKS SO AS NOT TO TRAP WATER.

- SWELL, RIGHT-OF-WAY AREAS AND YARD AREAS SHALL BE GRADED AND SEATED OR SODDED IN ACCORDANCE WITH GOVERNING AGENCY DARDS. NO AREAS SHALL BE LEFT BARREN OR SUBJECT TO EROSION.

SHALL BE THE CONTRACTORS RESPONSIBILITY TO IT HERE TO ALL OSHA RULES AND FLORIDA LAWS RELATED TO TRENCH SAFETY. NTRACTOR SHALL ENSURE NO SETTLEMENT OR DEBRIS LEAVE THE SITE OR CONSTRUCTION IN ACCORDANCE WITH NPDES REQUIREMENTS (SILK E, HAYBALE'S OR SOUGHT APRONS ORNAMENTS, WASH ROCK EXIT, ETC. MAY BE REQUIRED TO MEET SAID REQUIREMENTS). CONTRACTOR L BE RESPONSIBLE FOR THE PREPARATION IMPLEMENTATION AND CERTIFICATION OF ALL NPDES POLLUTION PREVENTION RELATED MEASURES B.MISALIGNMENT, DEFECTIVE SURFACES, AND THE LIKE, SHALL BE CORRECTED BY SANDBLASTING OR BY ANY OTHER TYPE OF ILING OF AN AND OI POLLUTION PREVENTION PLAN MONITORING REPORTS, ETC.)

SE CROSSING SPECITIFCATIONS:

TRIAN/PEDESTRIAN CROSSING ADVANCE WARNING FLASHER ASSEMBLY

TE 1S-FT SPUN POLE KIT TO INCLUDE ALL MOUNTING HARDWARE TO INCLUDE 15-FT CRASH TESTED 4" ROUND JM SPUN POLE WITH PEDESTAL BASE, TOP CAP, ANCHOR BOLTS, SIGNAL HEAD MOUNT ARM, CONTROL BOX MOUNT.

JTTON/CROSSWALK SYSTEM TO INCLUDE DOUBLE 12" YELLOW/AMBER LED'S INSTALLED IN 12" LIGHT HOUSING PLASTIC MOLDED POLYSTYRENE TUFEN U.V. IMPREGNATED MATERIAL FOR ULTRA VIOLET RAYS. POLYCARBONATE HEADS. SOLAR PANEL WITH MOUNTING BRACKET, PROGRAMMABLE TIMER MODULE, ALUMINUM BATTERY BOX, CONTROLLER POWER PACKAGE INCLUDING 2-18 AMP BATTERIES (12V-DC, 18 AMP) MOUNTING HARDWARE TO MOUNT TO EXISTING ND RADIO. CONTROL CABINET IS 7-1/2" X 11-1/4" X4", .063 ALUMINUM, LOCATED BELOW SOLAR PANEL.

ALK PUSH BUTTON SYSTEM CONSISTING OF 2" BUTTON WITH MOMENTARY SWITCH RATED AT 36VDC AND 5"LX7" FIXTURE WITH CROSSING SIGN INSERTED; HEAVY DUTY LONG LIFE SWITCH. SUBASSEMBLY (FOR CrossTalk OR r). 4 PUSH BUTTONS REQUIRED, 2 PER POLE. ON EACH POLE, ONE PUSH BUTTON SHALL BE INSTALLED AT 40" GRADE FOR PEDESTRIAN USAGE AND ONE PUSH BUTTON SHALL BE INSTALLED AT 70" ABOVE GRADE FOR HORSE SAGE.

'INTERNATIONAL (PICTURE) HORSE CROSSING SIGN WITH HIGH INTENSITY REFLECTIVITY.

LY SHALL BE AS MANUFACTURED BY K&K INC. MODEL NO. ECO-132-12, OR EQUAL.

SHOULD BE RETURNED TO THE DESIGN WIDTH AT THE RATE OF AT LEAST 10 FEET FOR EACH ½ INCH OF CORRECTION.





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	REVISIONS				REMARKS
					NO. DATE
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			GENERAL	NOTES	
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