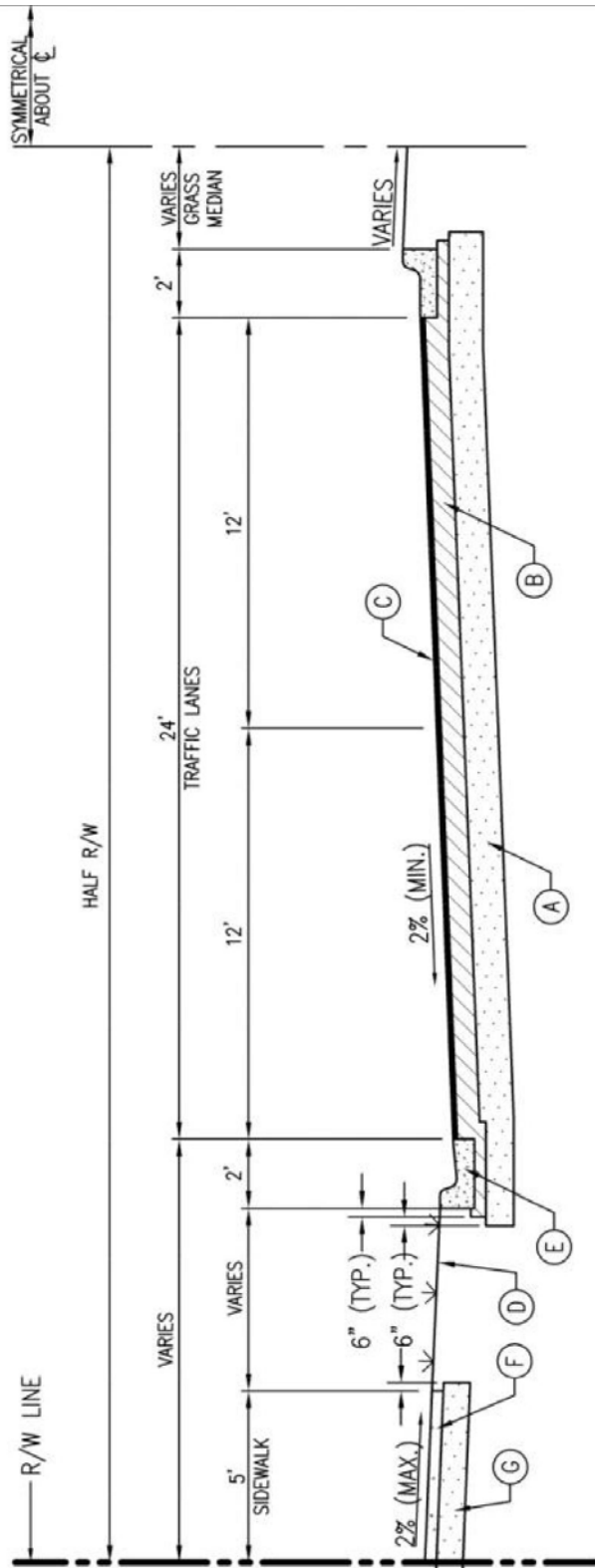
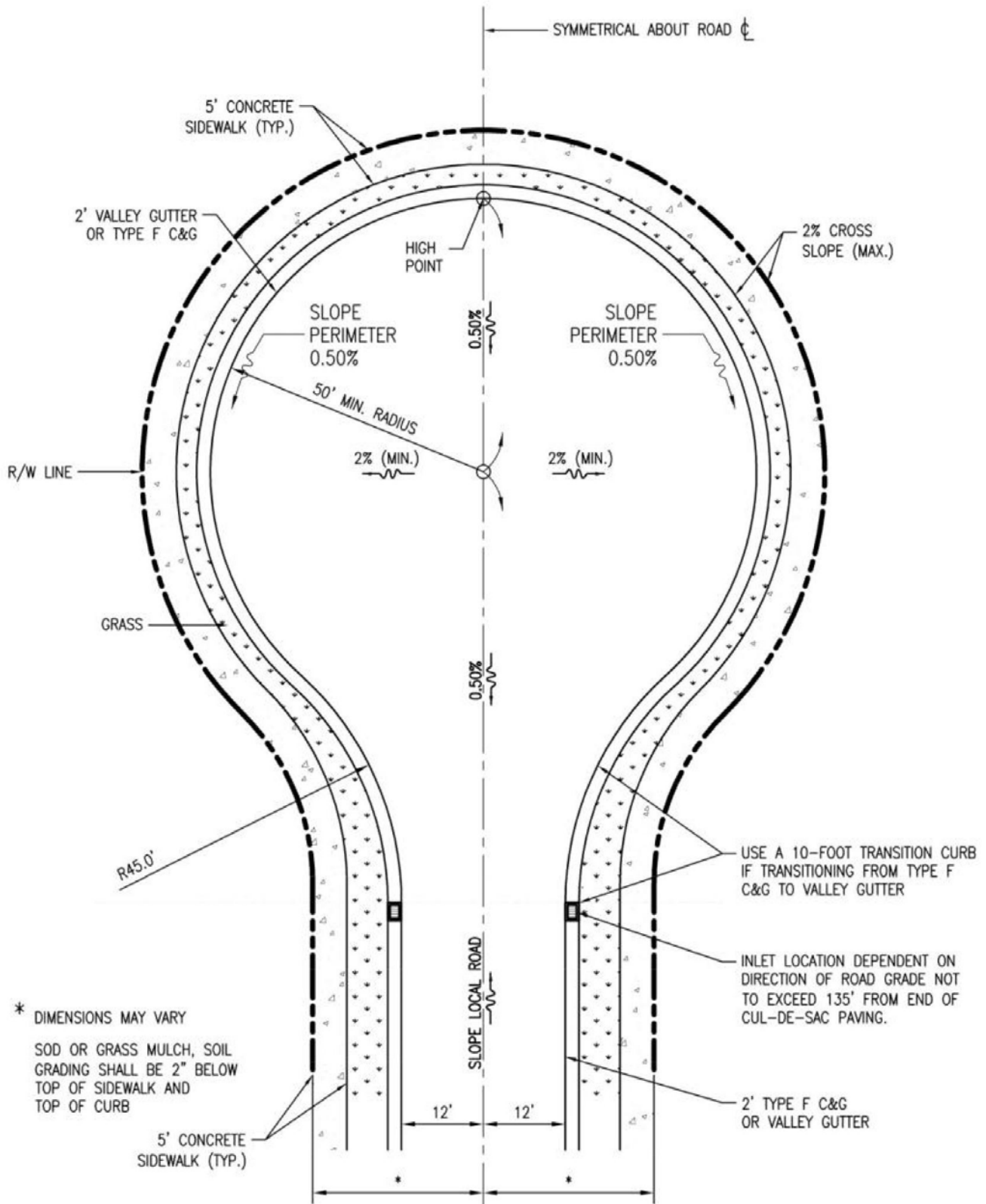


- (A) 12" STABILIZED SUBGRADE, COMPACTED AT 98% MAXIMUM DENSITY PER FLORIDA METHOD OF TEST (Designation: FM1 T-180).
- (B) 8" LIMEROCK BASE, PLACED IN TWO EQUAL LIFTS, MIN. LBR 100, MIN. PERCENTAGE OF CARBONATES OF CALCIUM AND MAGNESSIUM OF 70%, COMPACTED AT 98% MAXIMUM DENSITY PER FLORIDA METHOD OF TEST (Designation: FM1 T-180).
- (C) 2" ASPHALT SURFACE COURSE, FDOT TYPE SP-9.5 IN TWO 1" LIFTS
- (D) SOD OR GRASS MULCH, SOIL GRADING SHALL BE 2" BELOW TOP OF SIDEWALK AND TOP OF CURB.
- (E) 2' VALLEY GUTTER OR TYPE F CURB AND GUTTER, ASPHALT PAVEMENT SHALL BE ¼" ABOVE THE LIP OF THE GUTTER (SEE TYPICAL CONCRETE CURB & GUTTER SECTIONS)
- (F) 4" CONCRETE SIDEWALK, PLAIN CONCRETE. 6" (REINFORCED WITH 6"x6" #10 WELDED WIRE MESH) FOR SIDEWALKS ON DRIVEWAYS ONLY.
- (G) LIMEROCK BASE COURSE (4" THICK MIN.)

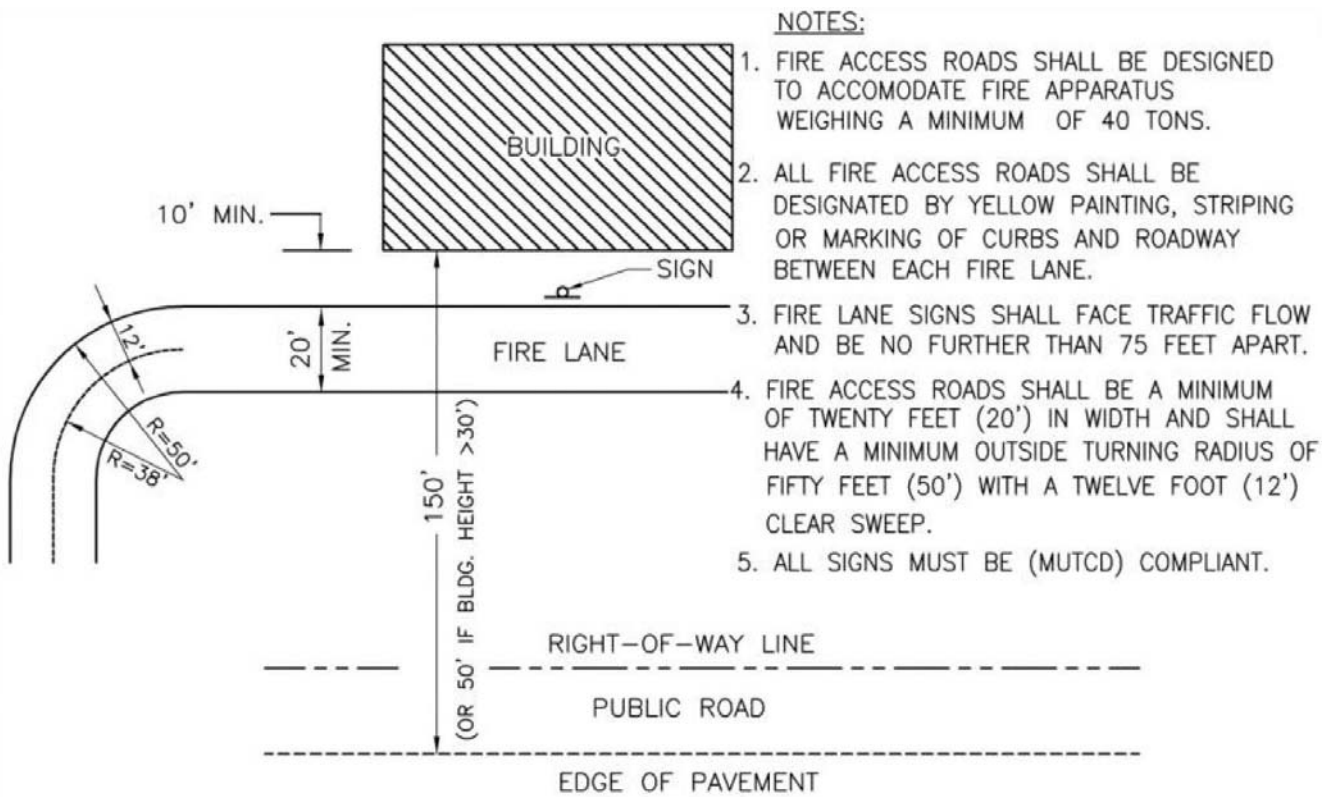
R-1 - Residential Street Two-Lane (Undivided)



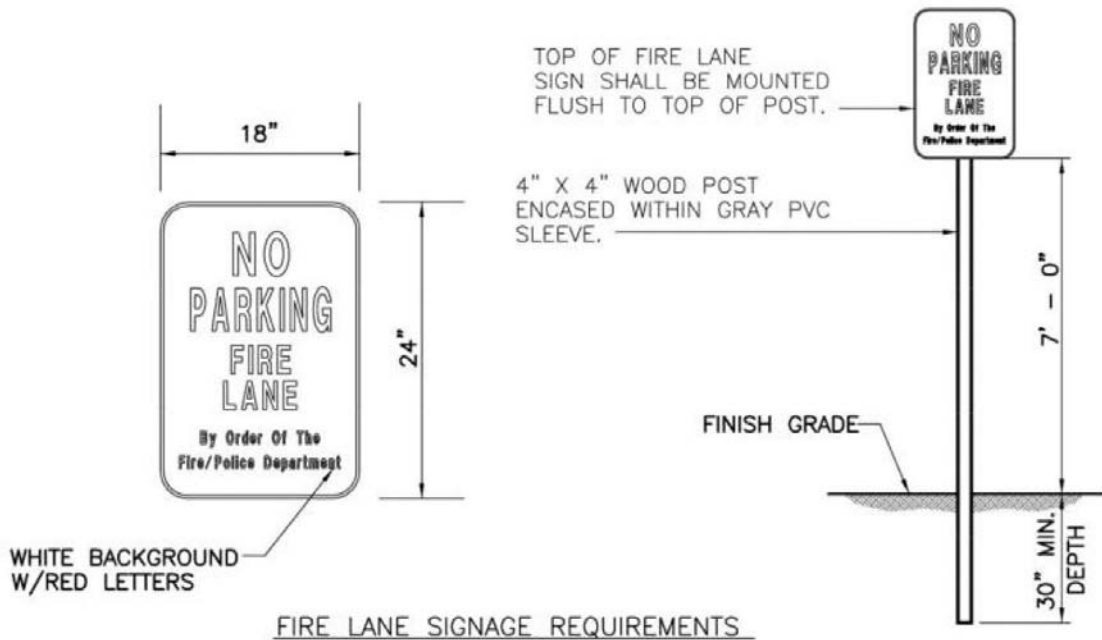
R-2 - Arterial Road Multi-Lane



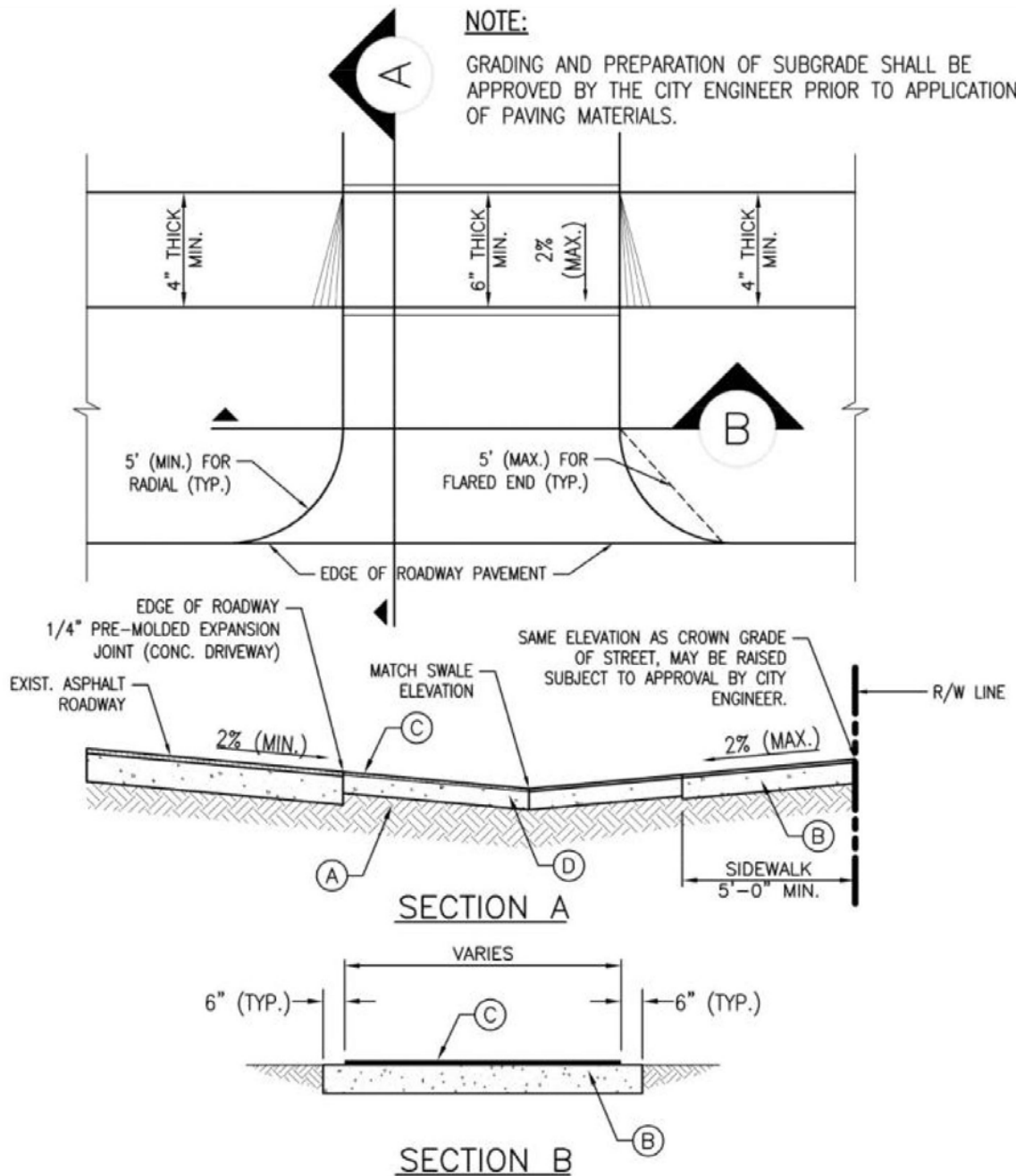
R-3 - Cul-De-Sac for Residential Streets



FIRE LANE REQUIREMENTS FOR BUILDINGS



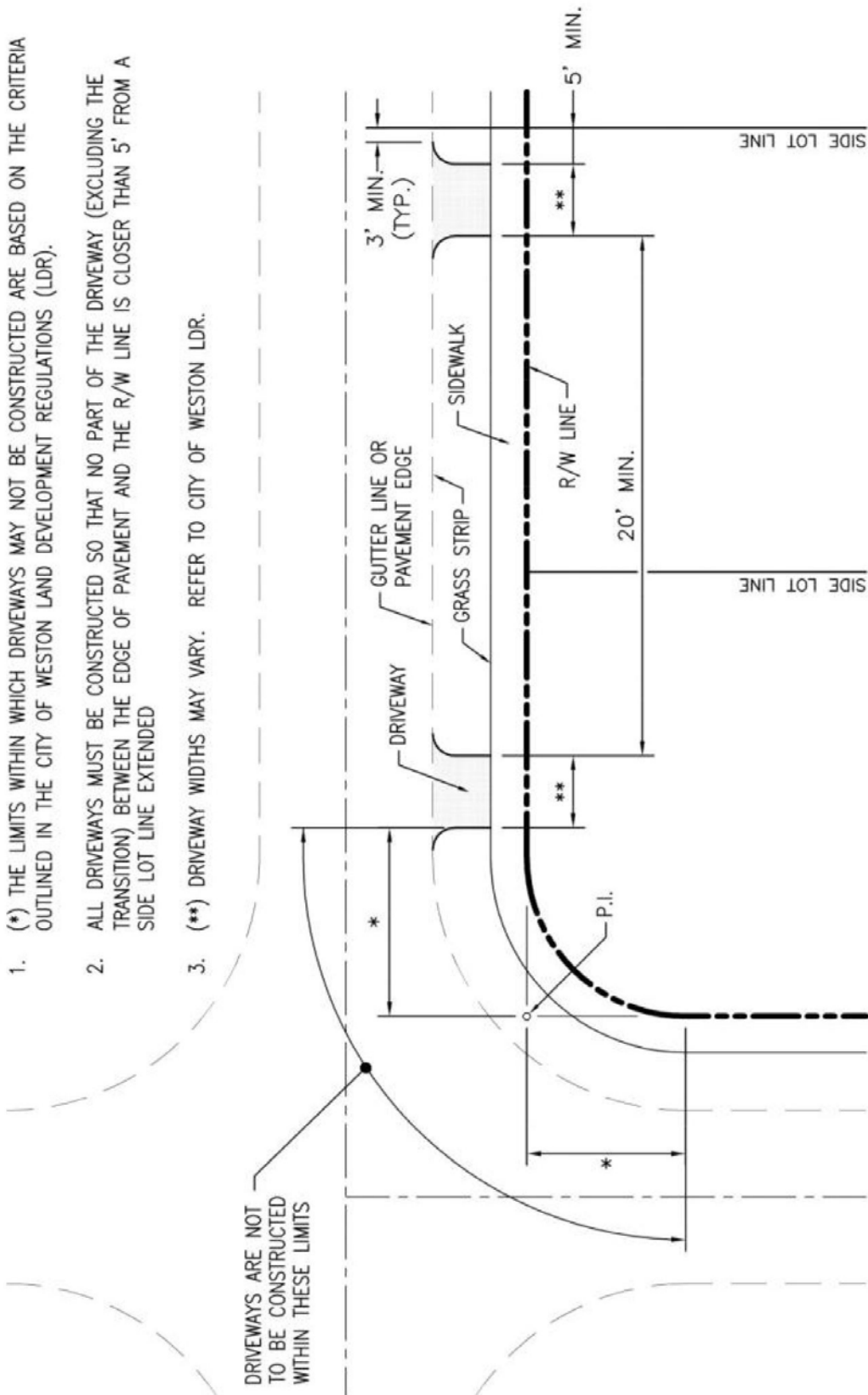
R-4 - Fire Lane Requirements



- (A) CLEAN AND COMPACT SUBGRADE.
- (B) LIMEROCK BASE COURSE (6" THICK MIN.)
- (C) ASPHALT CONCRETE SURFACE COURSE:
 1" THICK MIN. COMPACTED (RESIDENTIAL)
 1½" THICK MIN. COMPACTED (COMMERCIAL & INDUSTRIAL)
- (D) 6" MIN. LIMEROCK BASE COURSE FOR ASPHALT DRIVEWAYS.
 6" MIN. 3,000 PSI CONCRETE REINFORCED WITH 6"x6" #10 WELDED WIRE MESH FOR CONCRETE DRIVEWAYS.

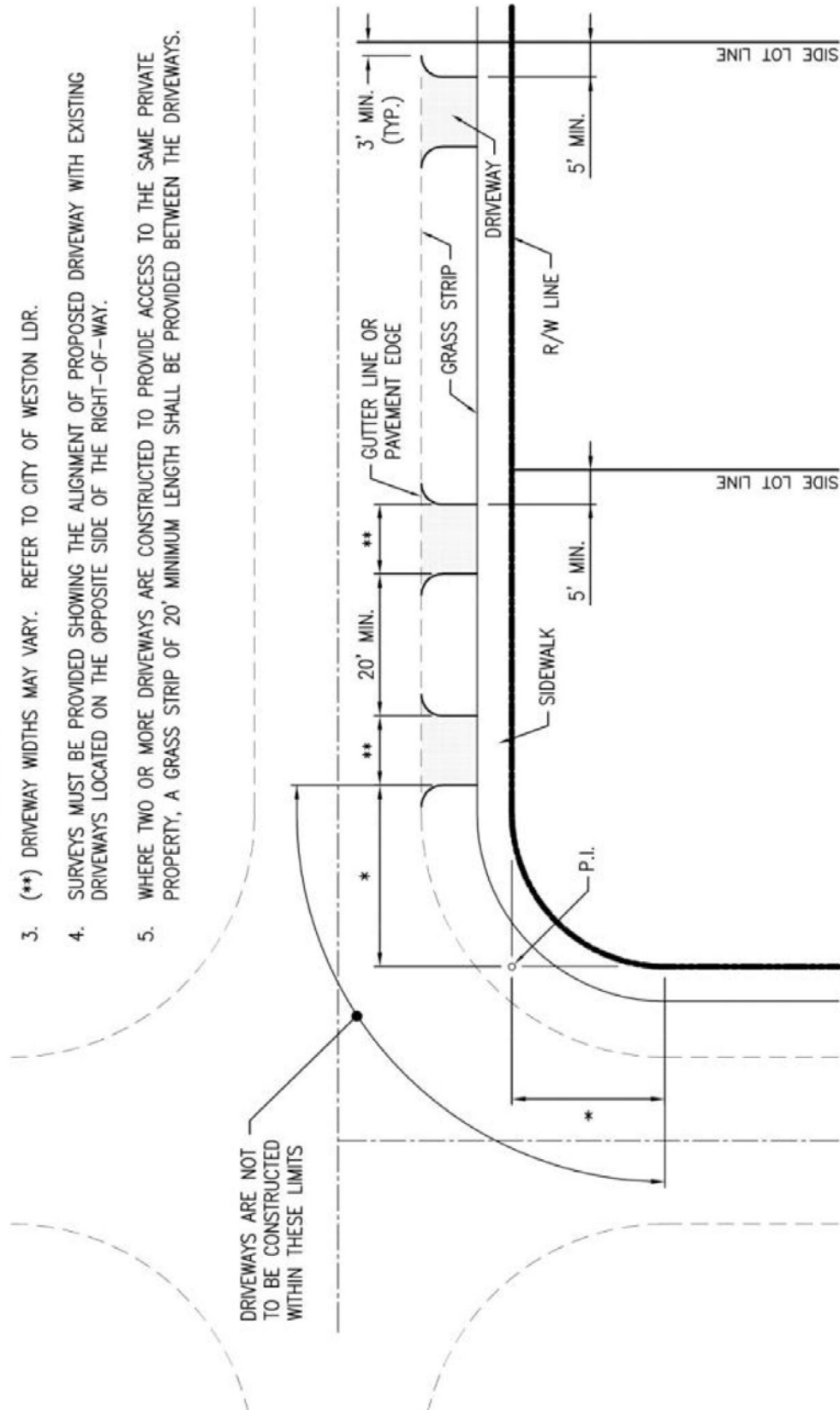
NOTES:

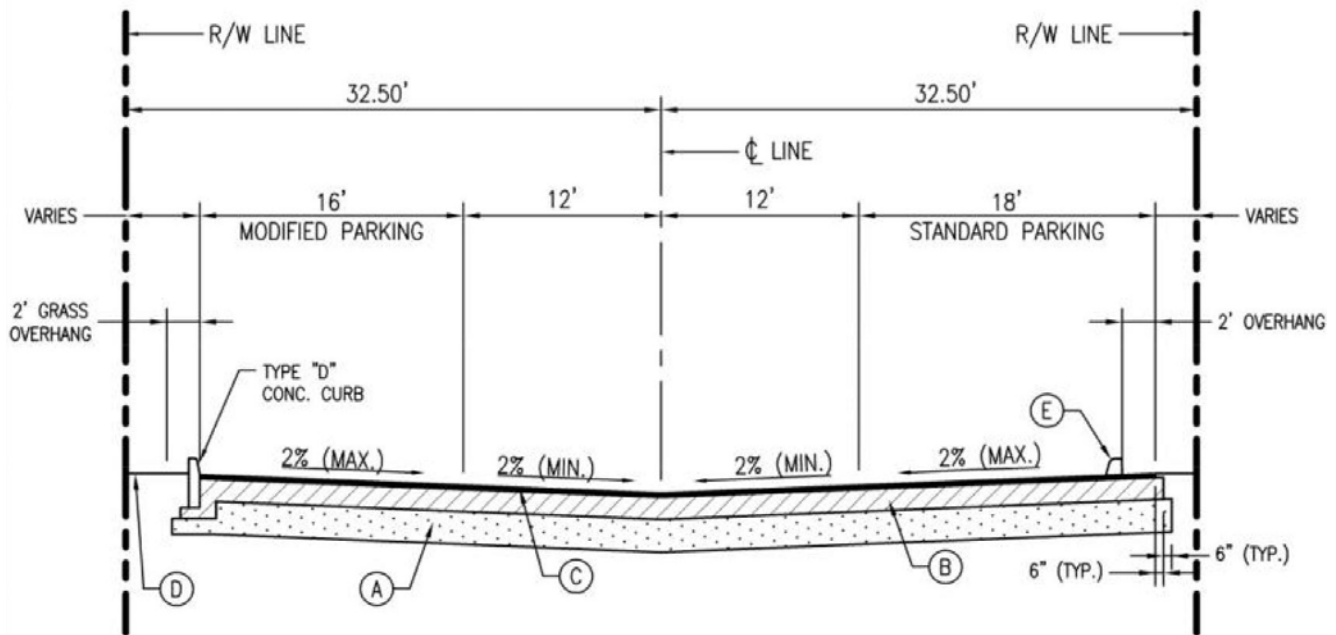
1. (*) THE LIMITS WITHIN WHICH DRIVEWAYS MAY NOT BE CONSTRUCTED ARE BASED ON THE CRITERIA OUTLINED IN THE CITY OF WESTON LAND DEVELOPMENT REGULATIONS (LDR).
2. ALL DRIVEWAYS MUST BE CONSTRUCTED SO THAT NO PART OF THE DRIVEWAY (EXCLUDING THE TRANSITION) BETWEEN THE EDGE OF PAVEMENT AND THE R/W LINE IS CLOSER THAN 5' FROM A SIDE LOT LINE EXTENDED
3. (***) DRIVEWAY WIDTHS MAY VARY. REFER TO CITY OF WESTON LDR.



NOTES:

1. (*) THE LIMITS WITHIN WHICH DRIVEWAYS MAY NOT BE CONSTRUCTED ARE BASED ON THE CRITERIA OUTLINED IN THE CITY OF WESTON LAND DEVELOPMENT REGULATIONS (LDR).
2. ALL DRIVEWAYS MUST BE CONSTRUCTED SO THAT NO PART OF THE DRIVEWAY (EXCLUDING THE TRANSITION) BETWEEN THE EDGE OF PAVEMENT AND THE R/W LINE IS CLOSER THAN 5' FROM A SIDE LOT LINE EXTENDED
3. (**) DRIVEWAY WIDTHS MAY VARY. REFER TO CITY OF WESTON LDR.
4. SURVEYS MUST BE PROVIDED SHOWING THE ALIGNMENT OF PROPOSED DRIVEWAY WITH EXISTING DRIVEWAYS LOCATED ON THE OPPOSITE SIDE OF THE RIGHT-OF-WAY.
5. WHERE TWO OR MORE DRIVEWAYS ARE CONSTRUCTED TO PROVIDE ACCESS TO THE SAME PRIVATE PROPERTY, A GRASS STRIP OF 20' MINIMUM LENGTH SHALL BE PROVIDED BETWEEN THE DRIVEWAYS.





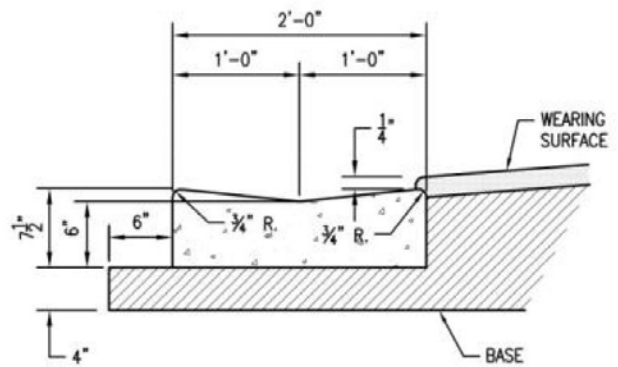
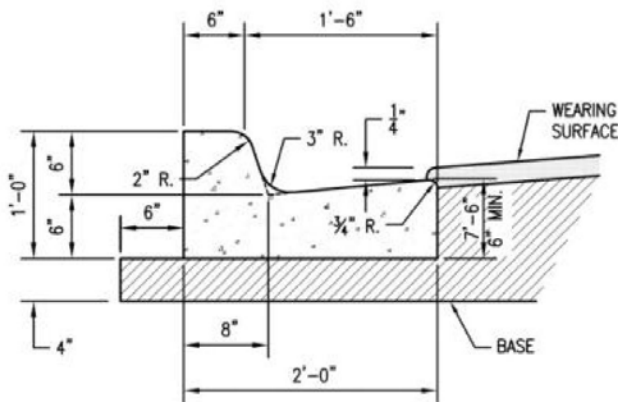
- (A) 12" STABILIZED SUBGRADE, COMPACTED AT 98% MAXIMUM DENSITY PER FLORIDA METHOD OF TEST (Designation: FM1 T-180).
- (B) 8" LIMEROCK BASE, PLACED IN TWO EQUAL LIFTS, MIN. LBR 100, MIN. PERCENTAGE OF CARBONATES OF CALCIUM AND MAGNESSIUM OF 70%, COMPACTED AT 98% MAXIMUM DENSITY PER FLORIDA METHOD OF TEST (Designation: FM1 T-180).
- (C) 2" ASPHALT SURFACE COURSE, FDOT TYPE SP-9.5 IN TWO 1" LIFTS
- (D) SOD OR GRASS MULCH, SOIL GRADING SHALL BE 2" BELOW TOP OF CURB.
- (E) CONCRETE WHEELSTOP

NOTE:

1. MINIMUM PROFILE GRADE TO BE 2%. INVERTED CROWN TO BE INCORPORATED WITH PROPER DRAINAGE SYSTEM AND TO BE APPROVED BY THE CITY ENGINEER.
2. ALL PAVEMENT MARKINGS SHALL BE 6" SOLID WHITE LINE (TYP.)
3. REFER TO LAND DEVELOPMENT REGULATIONS AND LANDSCAPE CODE FOR DETAILS

R-8 - Parking Area, Inverted Crown Section

Date: February, 2010

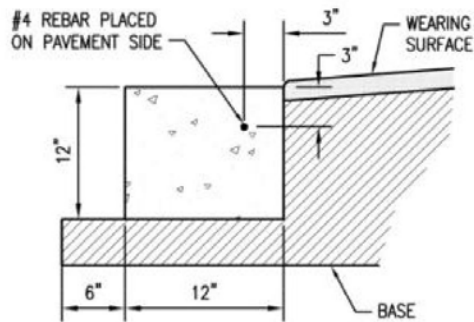


VALLEY GUTTER/DROP CURB

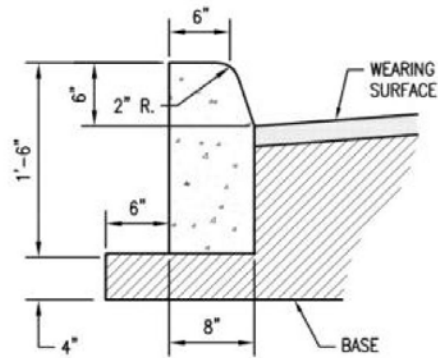
NOTES:

1. WHEN USED ON HIGH SIDE OF ROADWAYS, CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE ADJACENT PAVEMENT AND THE THICKNESS OF THE LIP SHALL BE 6".
2. SAWCUTS REQUIRED AT 10' CENTERS.

TYPE 'F' CURB & GUTTER DETAIL



FLUSH HEADER CURB

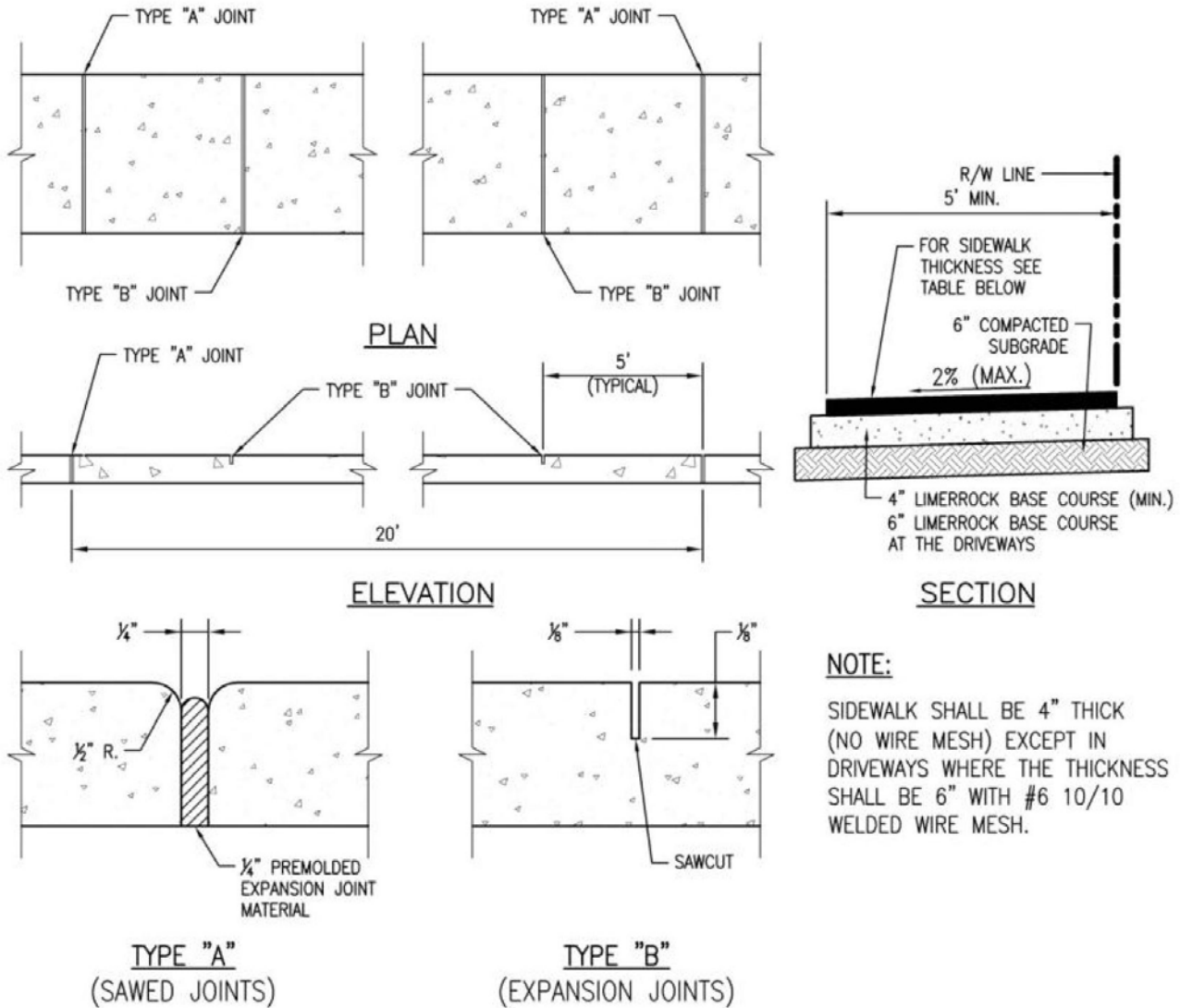


TYPE 'D' CURB

NOTES:

1. ROADWAY SUBGRADE SHALL IN ALL CASES EXTEND BELOW CURBING.
2. SAWCUTS AT 10' CENTERS SHALL BE MADE WITHIN 24 HOURS OF CONCRETE PLACEMENT.

R-9 - Typical Concrete Curb & Gutter Sections



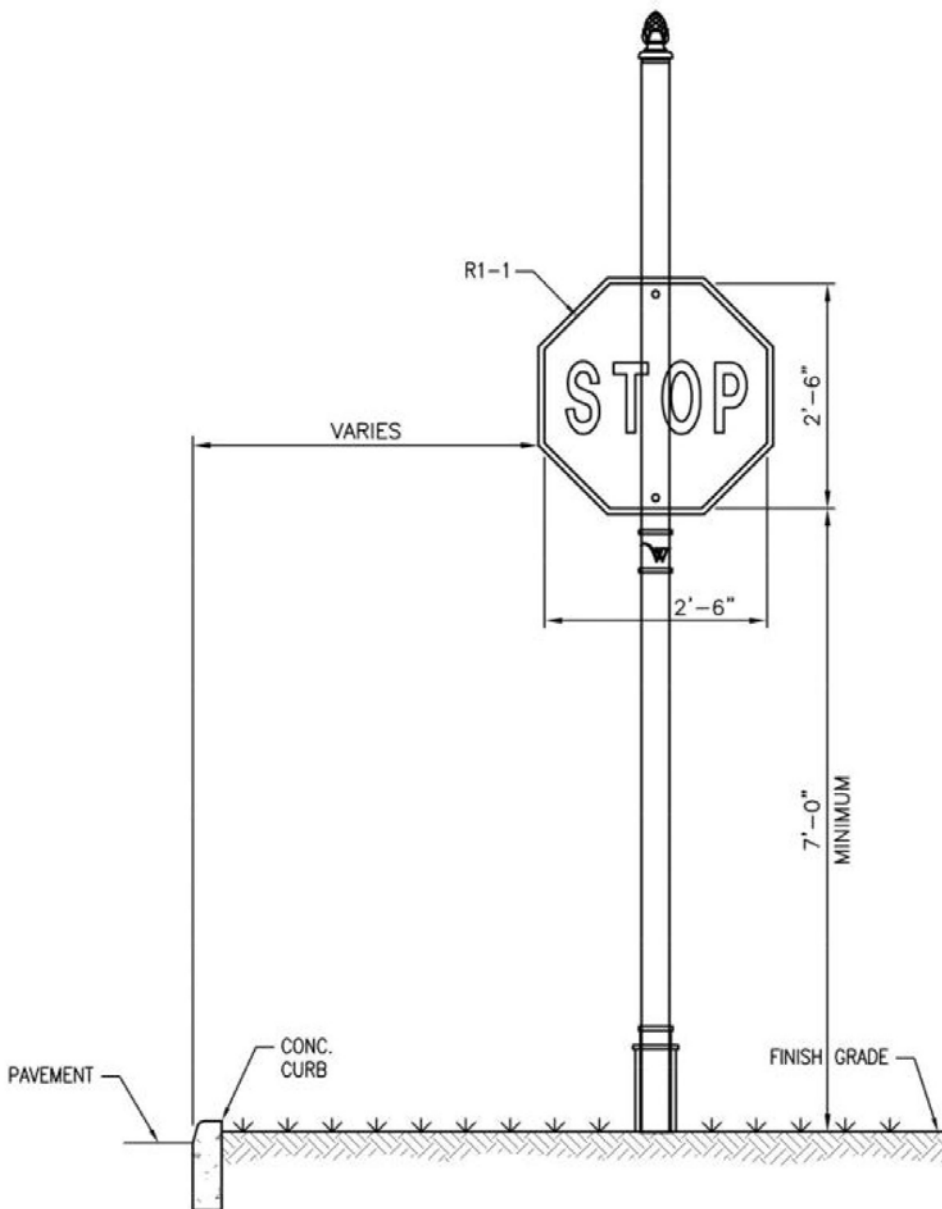
SIDEWALK JOINTS

SIDEWALK THICKNESS	
RESIDENTIAL AREAS	4" (MIN.)
AT DRIVEWAYS AND OTHER AREAS	6" (MIN.)
SIDEWALK WIDTHS	
SINGLE - FAMILY AREAS	5'
MULTI - FAMILY AREAS	5'
OTHER AREAS AS SPECIFIED BY THE CITY ENGINEER.	

SIDEWALK JOINTS	
TYPE	LOCATION
"A"	20'-0" CENTER TO CENTER P.C. AND P.T. OF CURVES. JUNCTION OF EXISTING AND NEW SIDEWALKS. * WHERE SIDEWALK ABUTS CONCRETE CURBS, DRIVEWAYS, AND SIMILAR STRUCTURES.
"B"	5'-0" CENTER TO CENTER ON SIDEWALKS.

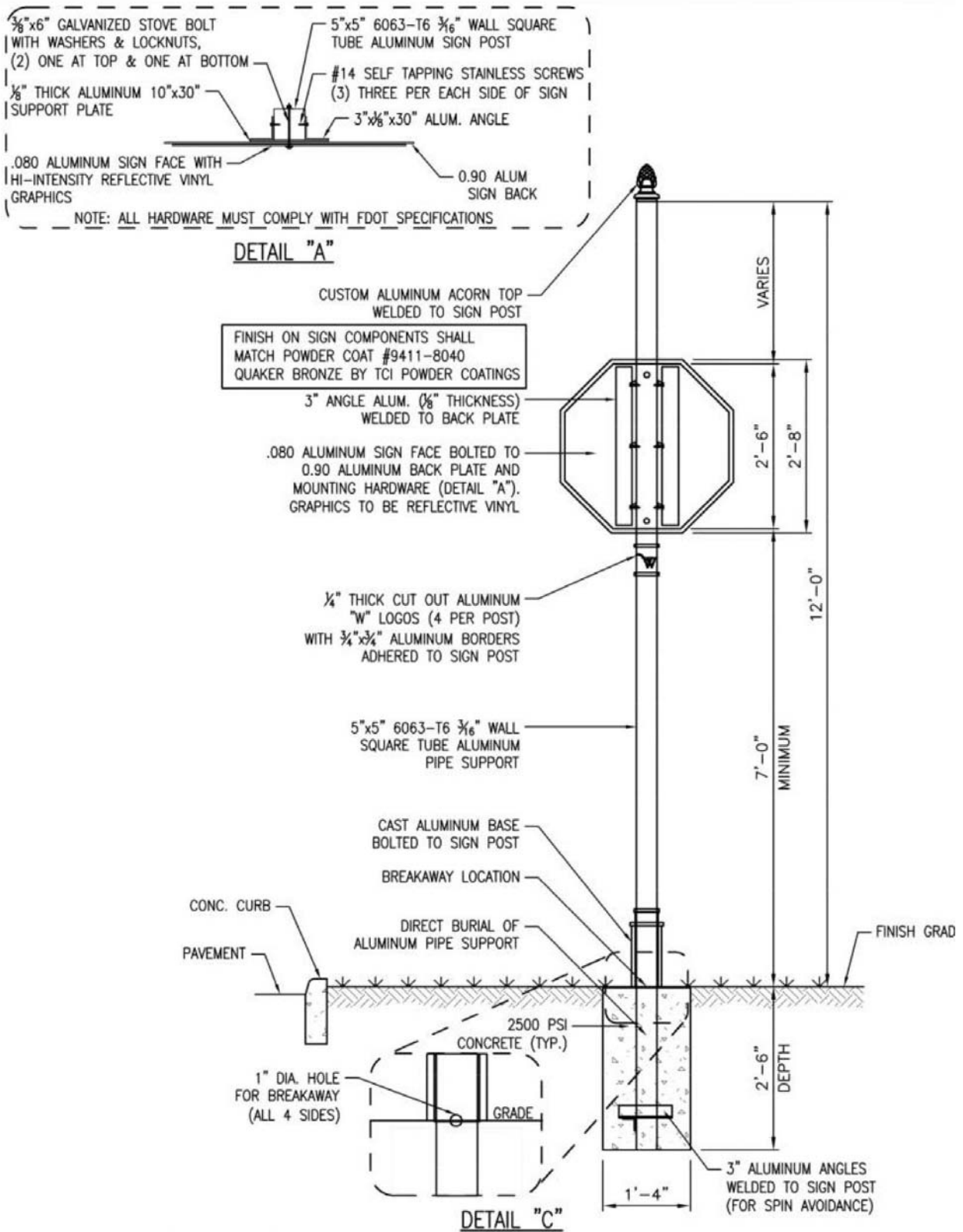
*AT THE DISCRETION OF THE ENGINEER.

R-10 - Sidewalk Joint Details & Typical Construction



NOTES:

1. ALL SIGNS TO CONSIST OF HIGH INTENSITY REFLECTIVE MATERIALS.
2. INSTALLATION MUST MAINTAIN SIZE, SHAPE AND COLOR OF STANDARD M.U.T.C.D. SIGN. ALL SIGNS TO BE INSTALLED IN CONFORMANCE WITH THE M.U.T.C.D. AND ALL APPLICABLE BROWARD COUNTY AND F.D.O.T. STANDARDS.
3. SOMEWHAT DIFFERENT AESTHETIC INSTALLATIONS MAY BE IMPLEMENTED SUBJECT CITY APPROVAL.



R-12 - Typical Street Sign Assembly

Date: February, 2010

"PROCEDURE FOR RESTORATION OF FLEXIBLE PAVEMENT"

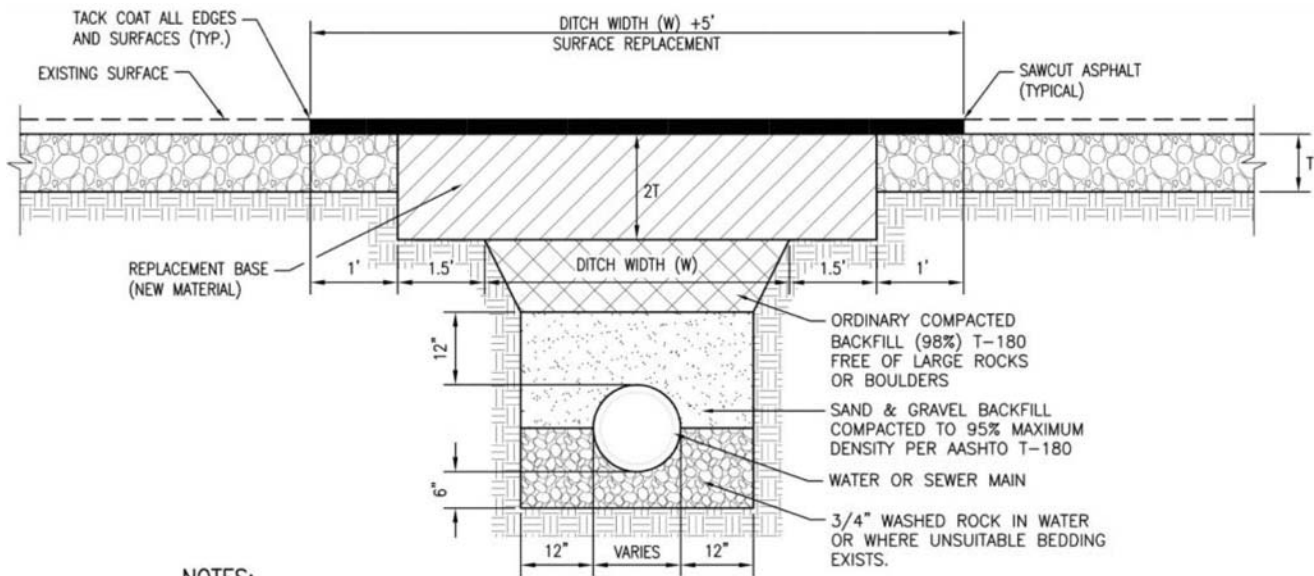
THE PROCEDURE FOR BACKFILL AND PAVEMENT RESTORATION SHALL BE AS FOLLOWS:

"DENSITY TEST OF COMPACTED FILL, BACKFILL AND/OR BASE SHALL BE TAKEN AT EACH LIFT. PRIOR TO PLACEMENT OF THE SUCCEEDING LIFT OF MATERIAL, DENSITY TESTS SHALL BE TAKEN AT EACH 6" LIFT FOR BASE ROCK AND EACH 8" LIFT FOR COMPACTED FILL OR BACKFILL, ACCORDING TO THE FOLLOWING SCHEDULE".

1. FOR ANY ROAD CROSSING IN WHICH THE ROAD IS CUT AND RESTORED ONE LANE AT A TIME, ONE DENSITY TEST SHALL BE TAKEN IN EACH LANE AT EACH LIFT.
2. FOR ANY ROAD CROSSING IN WHICH THE ROAD IS CUT AND RESTORED TWO LANES AT A TIME, DENSITIES SHALL BE TESTED IN ONE LANE PER LIFT, ALTERNATING LANES WITH EACH LIFT.
3. FOR ANY ROAD CROSSING IN WHICH THE ROAD IS CUT AND RESTORED THREE LANES AT A TIME, DENSITIES SHALL BE TESTED IN TWO LOCATIONS PER LIFT, STAGGERING LOCATIONS WITH EACH SUCCESSIVE LIFT.
4. CUTS ACROSS ROADS SHALL NOT BE LEFT OPEN OVERNIGHT. TRENCHES SHALL BE BACKFILLED AND A TEMPORARY ASPHALT APPLIED TO MAKE A SMOOTH LEVEL PATCH. THE TRENCHES SHALL THEN BE EXCAVATED THE NEXT DAY AND PERMANENT BACKFILL AND PAVEMENT INSTALLED IN ACCORDANCE WITH THESE STANDARDS. THE ONLY EXCEPTIONS AT THE DISCRETION OF THE CITY ENGINEER, WILL BE IN CASES WHERE THE FACILITY INSTALLED MUST BE TESTED BEFORE THE ROADS ARE RESTORED. IN THESE CASES, THE PERMANENT RESTORATION MUST BE PERFORMED ON THE DAY OF TESTING OR THE NEXT DAY.
5. IN CASES WHERE THE INSTALLATION PARALLELS THE ROADWAY AND DAMAGES THE PAVEMENT, THE DENSITY TESTS SHALL BE MADE EVERY 100 L.F. AT EACH LIFT, WITH TEST LOCATIONS STAGGERED 25' EACH LIFT.
6. ROADWAY BASE MATERIAL SHALL BE COMPACTED TO A MINIMUM OF 98% OF MAXIMUM DRY DENSITY, AS DETERMINED BY A.A.S.H.T.O. T-180 (MODIFIED PROCTOR TEST). SUBGRADE MATERIAL UNDER PAVED AREAS SHALL BE COMPACTED TO A MINIMUM OF 98% OF MAXIMUM DRY DENSITY. SHOULDER AREAS AND SWALES AREAS BEYOND SHOULDERS SHALL BE COMPACTED TO A MINIMUM OF 98% OF MAXIMUM DRY DENSITY, ALL AS DETERMINED BY A.A.S.H.T.O. T-180-C (STANDARD PROCTOR TEST).
7. RESTORATION OF STRIPING, SIGNING AND SIGNALIZATION DEVICES SHALL BE ACCOMPLISHED IMMEDIATELY AFTER PAVEMENT RESTORATION IS COMPLETED. A COPY OF ALL PROCTOR AND FIELD DENSITY TESTS SHALL BE FURNISHED TO THE CITY.
8. OPEN CUTS ARE AT THE DISCRETION OF THE CITY AND APPROVAL MUST BE OBTAINED FROM THE CITY PRIOR TO CONSTRUCTION.

NOTE:

THE ABOVE LISTED REPRESENTS THE MINIMUM PROCEDURE. THE INSPECTOR MAY REQUIRE ADDITIONAL TESTING IF, IN HIS/HER OPINION, CONDITIONS OR PRIOR TEST RESULTS WARRANT THEM.

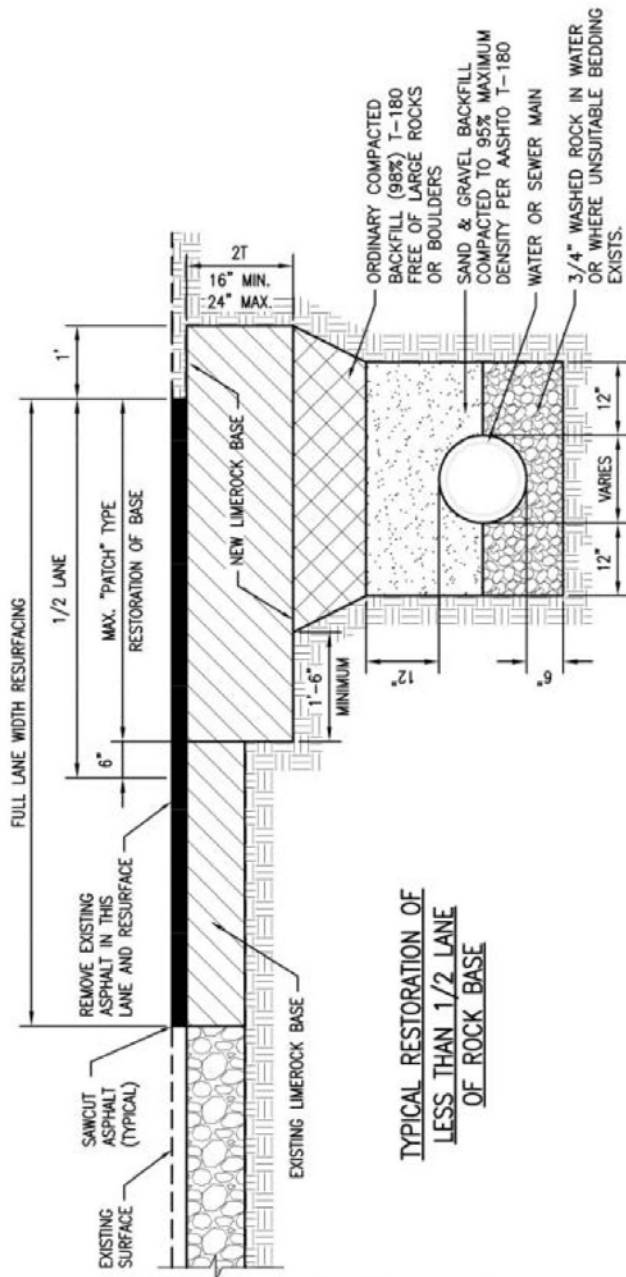


NOTES:

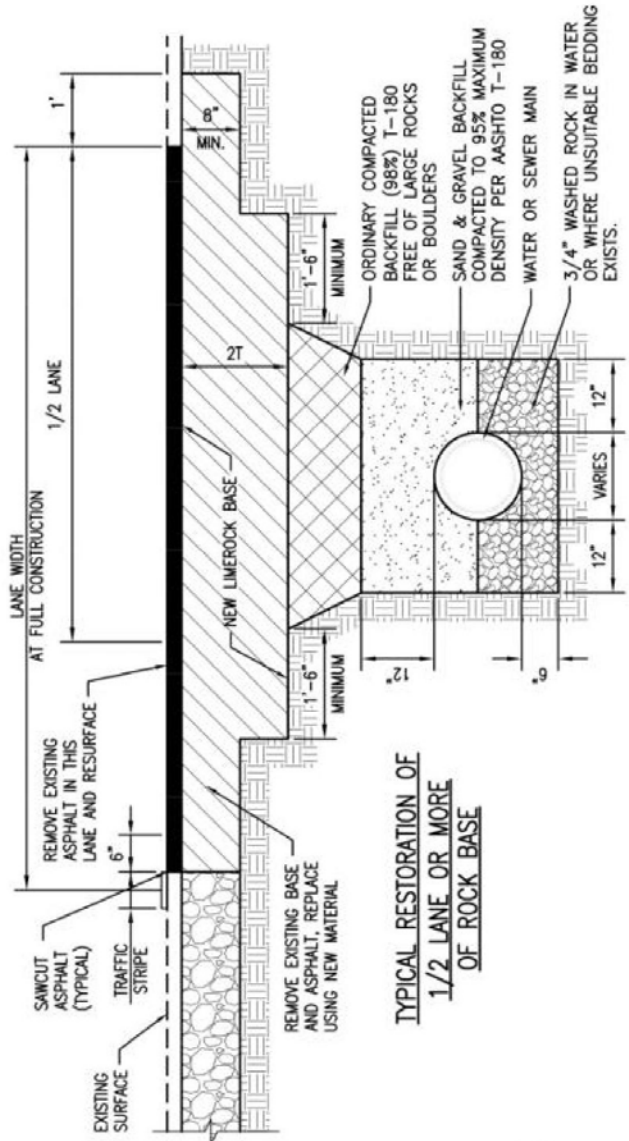
1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE, MINIMUM 16", MAXIMUM 24"
2. BASE MATERIAL SHALL BE PLACED IN 6" MAXIMUM (LOOSE MEASUREMENT) LAYERS AND EACH OF LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE MATERIAL SHALL BE CONSISTENT WITH THE SURROUNDING SURFACE MATERIAL.
5. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70%.
6. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL COVERED WITH A 2" THICK SP 9.5 ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING, UNTIL REPLACED WITH A PERMANENT PAVEMENT PATCH.
7. RESTORATION MUST BE RECTANGLE IN SHAPE WITH A UNIFORM WIDTH ACROSS A FULL LANES.
8. OPEN CUTS ARE AT THE DISCRETION OF THE CITY AND APPROVAL MUST BE OBTAINED FROM THE CITY PRIOR TO CONSTRUCTION.

R-15 - Roadway Cut Restoration for Utility Perpendicular Crossing

Date: February, 2010



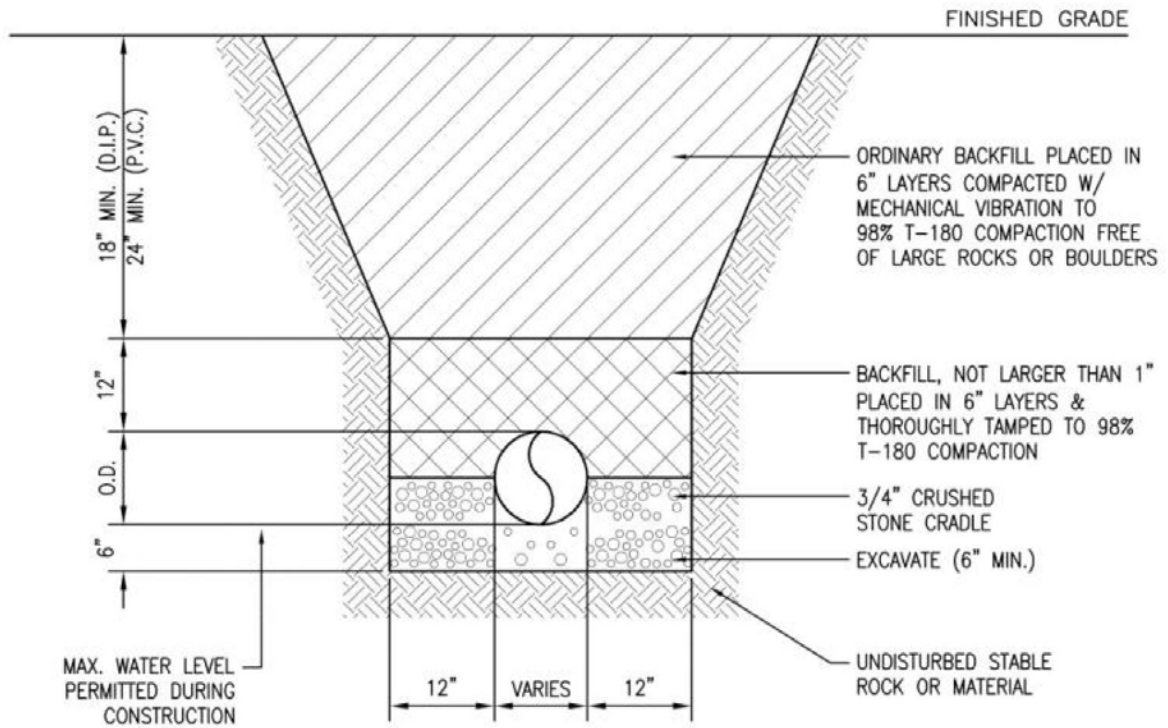
**TYPICAL RESTORATION OF
LESS THAN 1/2 LANE
OF ROCK BASE**



**TYPICAL RESTORATION OF
1/2 LANE OR MORE
OF ROCK BASE**

NOTES:

1. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70%
2. BASE MATERIAL SHALL BE PLACED IN 6" MAXIMUM THICKNESS LAYERS WITH EACH LAYER COMPACTED AS REQUIRED BY CITY AND TESTED PRIOR TO THE PLACEMENT OF SUCCEEDING LAYERS.
3. SUBGRADE MATERIAL SHALL BE GRANULAR AND ANGULAR, AND SHALL HAVE A MINIMUM LBR OF 40 AND COMPACTED 98% DENSITY PER A.A.S.H.T.O. T-180.
4. BACKFILL SHALL BE PLACED AND COMPACTED IN 8" LAYERS. TESTING WILL BE PERFORMED, PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
5. ALL EDGES OF THE EXISTING ASPHALT PAVEMENT WHERE RESURFACING WILL ABUT, SHALL BE SAWCUT IN STRAIGHT LINES PARALLEL TO OR PERPENDICULAR TO ROADWAY, PRIOR TO RESURFACING.
6. RESURFACING MATERIAL SHALL BE CONSISTENT WITH SURROUNDING SURFACE AND SHALL BE APPLIED A MIN. OF TWO LAYERS OF SP9.5 ASPHALTIC CONCRETE.
7. WATER AND SEWER PAVEMENT RESTORATION IN ITDD AND BDD SHALL BE IN ACCORDANCE WITH THIS STANDARD REGARDLESS OF UTILITY OWNER.



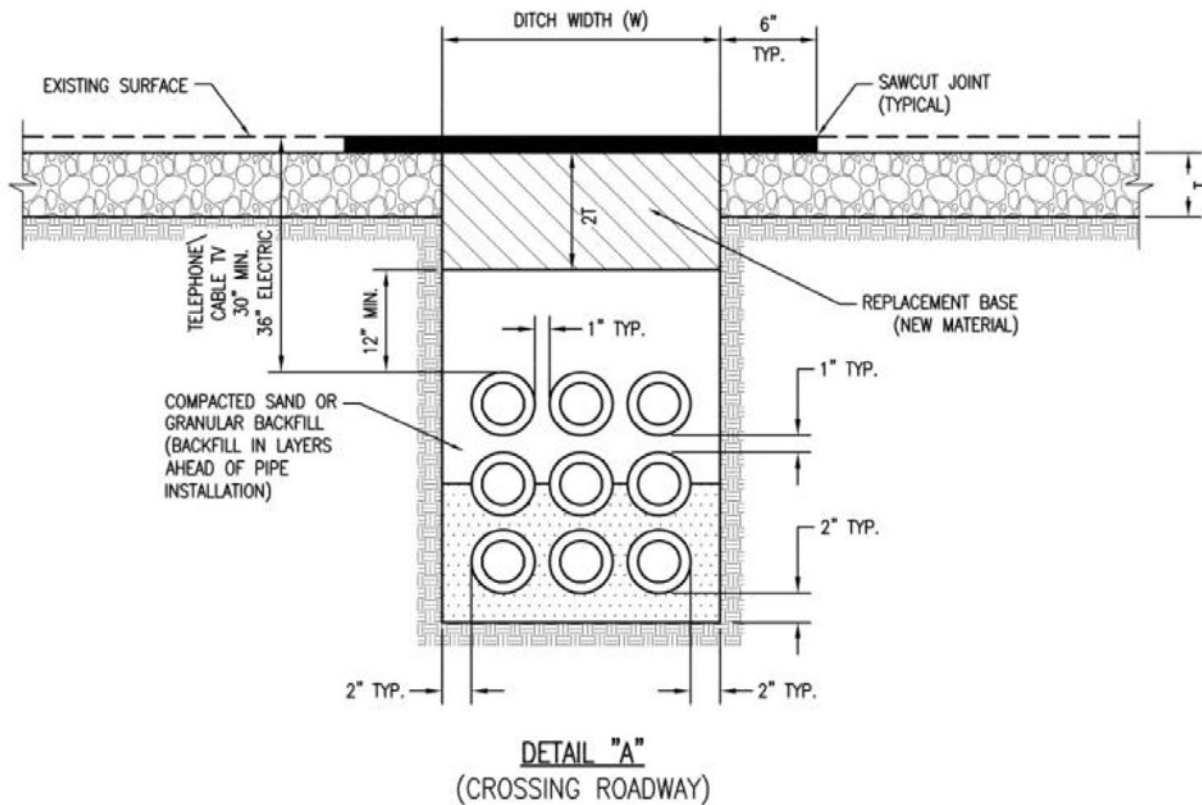
NOTE:

MAXIMUM DENSITY AS DETERMINED BY A.A.S.H.T.O.

R-17 - Trench Detail Unpaved Areas

Date: February, 2010

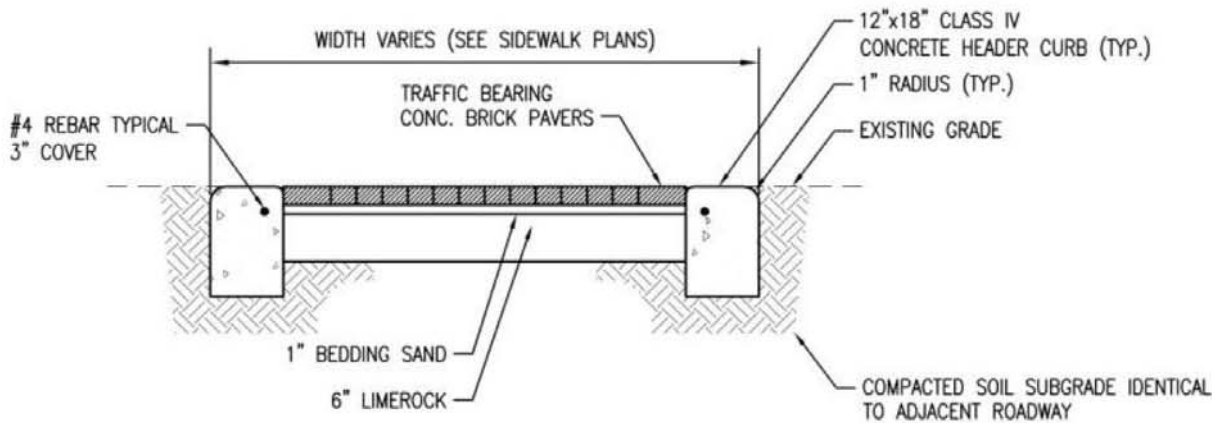
Weston - Land Use

**NOTES:**

1. REPLACED BASE MATERIAL OVER DITCH SHALL BE TWICE THE THICKNESS OF THE ORIGINAL BASE, MINIMUM 8", MAXIMUM 18"
2. BASE MATERIAL SHALL BE PLACED IN 6" MAXIMUM (LOOSE MEASUREMENT) LAYERS AND EACH OF LAYER THOROUGHLY ROLLED OR TAMPED TO 98% OF MAXIMUM DENSITY, PER AASHTO T-180.
3. ASPHALT CONCRETE PAVEMENT JOINTS SHALL BE MECHANICALLY SAWED.
4. SURFACE MATERIAL SHALL BE CONSISTENT WITH THE SURROUNDING SURFACE MATERIAL.
5. SURFACED TREATED PAVEMENT JOINTS SHALL BE LAPPED AND FEATHERED.
6. BASE MATERIAL SHALL HAVE A MINIMUM LBR OF 100 AND A MINIMUM CARBONATE CONTENT OF 70% (60% FOR LOCAL STREETS).
7. IF THE DITCH IS FILLED TEMPORARILY, IT SHALL COVERED WITH A 2" THICK ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING, UNTIL REPLACED WITH A PERMANENT PAVEMENT PATCH.
8. OPEN CUTS ARE AT THE DISCRETION OF THE CITY AND APPROVAL MUST BE OBTAINED FROM THE CITY PRIOR TO CONSTRUCTION.

R-18 - Multiple Pipe or Ducts (4" Diameter or Smaller)

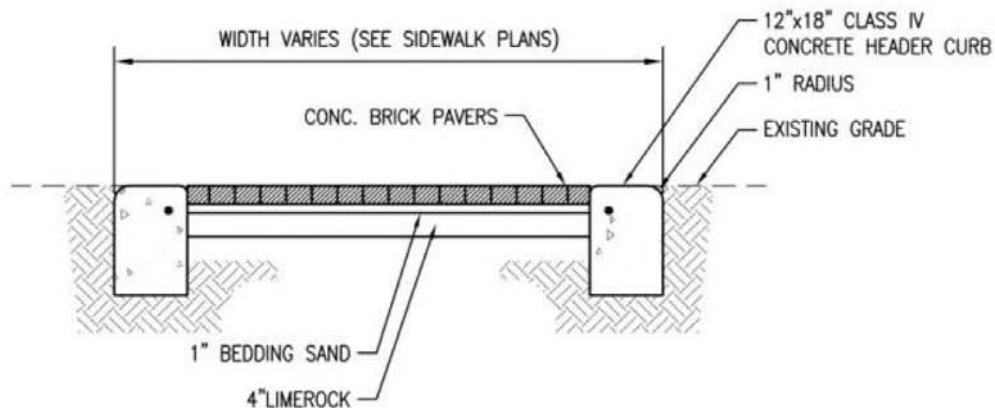
Date: February, 2010



BRICK PAVER CROSSWALK SECTION AND AT DRIVEWAY CONNECTIONS TO ROADWAYS

NOTES:

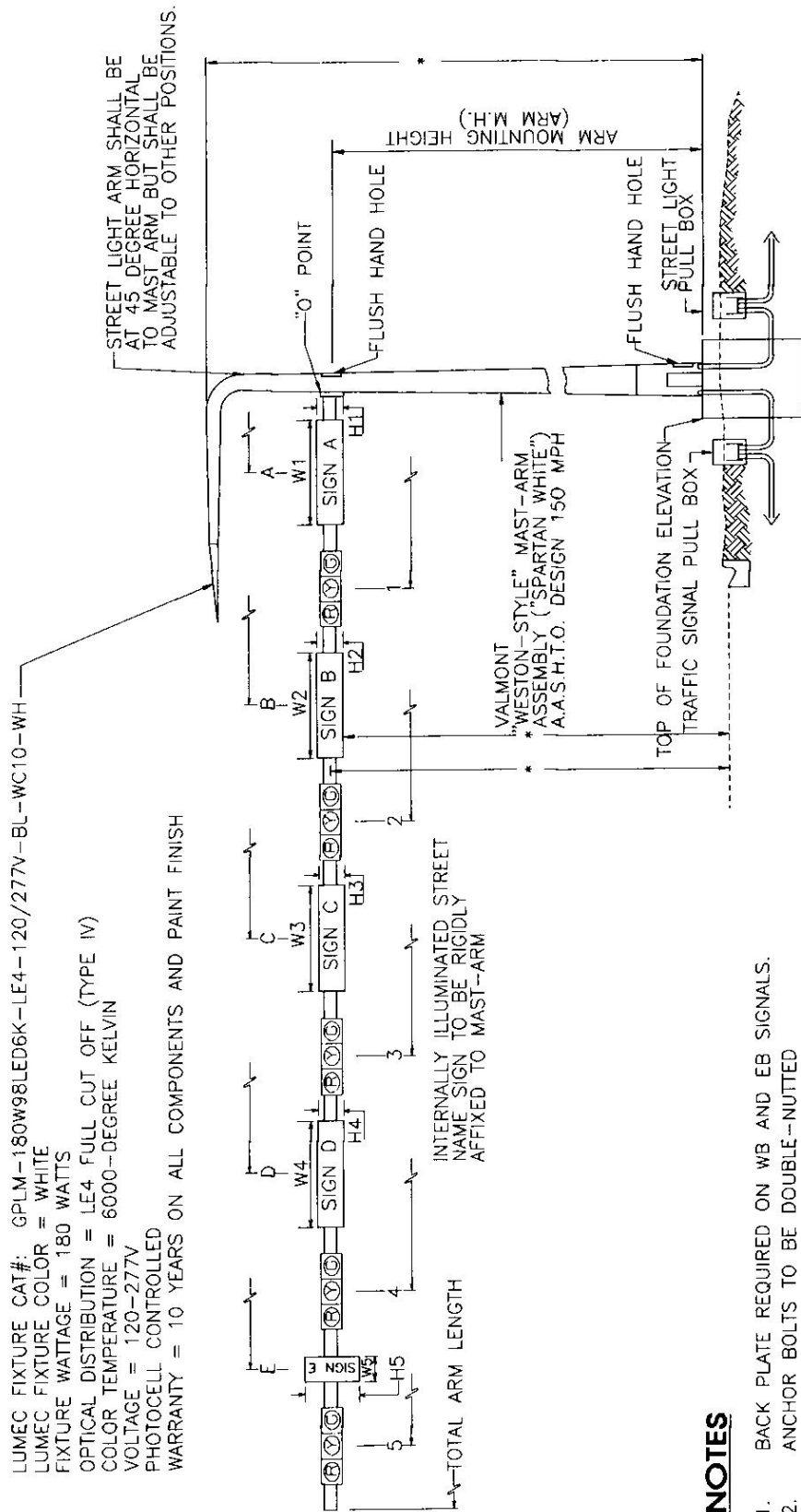
1. BEDDING SAND TO CONFORM TO ASTM C 33 COMMONLY KNOWN AS MANUFACTURED CONCRETE SAND. DO NOT USE MASONRY SAND.
2. PROVIDE 1/16" WIDE x 1/4" DEEP SAWED CONTRACTION JOINTS AT 10' CENTERS (MAX.) NO LATER THAN 12 HOURS AFTER THE CONCRETE TAKES INITIAL SET. COMPARABLE TOOLED JOINTS MAY BE PROVIDED IN LIEU OF SAWED JOINTS.



BRICK PAVER SIDEWALK SECTION

NOTES:

1. BEDDING SAND TO CONFORM TO ASTM C 33 COMMONLY KNOWN AS MANUFACTURED CONCRETE SAND. DO NOT USE MASONRY SAND.
2. THIS SIDEWALK SECTION IS FOR THE NON-VEHICULAR SIDEWALK AREAS ONLY.
3. PROVIDE 1/16" WIDE x 1/4" DEEP SAWED CONTRACTION JOINTS IN CONCRETE AT 10' CENTERS (MAX.) NO LATER THAN 12 HOURS AFTER INITIAL SET. COMPARABLE TOOLED JOINTS MAY BE PROVIDED IN LIEU OF SAWED JOINTS.



POLE AND MAST ARM DETAIL

N.T.S.

NOTES

1. BACK PLATE REQUIRED ON WB AND EB SIGNALS.
2. ANCHOR BOLTS TO BE DOUBLE-NUTTED
3. REFER TO BROWARD COUNTY LATEST STANDARD DETAILS FOR SIGNALIZATION.
4. (*) DIMENSIONS WILL VARY FOR EACH SPECIFIC LOCATION

R-20 - Standard Mast Arm Assembly

Date: December, 2011

NOTES:

1. SIGNAL HEADS SHALL BE AFFIXED TO MAST ARMS WITH TRI-ST40 BRACKETS WITH SUFFICIENT TERMINALS FOR THE MAXIMUM REQUIREMENTS OF THIS PLAN.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH AND INSTALL THE NECESSARY SIGN ATTACHMENTS FOR COMPLETE AND SECURED SIGN INSTALLATIONS.
3. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DESIGN, FURNISH AND INSTALL MAST ARMS, POLES, AND FOUNDATIONS OF SUFFICIENT DESIGN TO SUPPORT THE SIGNAL HEADS, INTERNALLY ILLUMINATED SIGNS, PED SIGNALS AND RELATED HARDWARE AS SHOWN IN THE PLANS DESIGN SHALL BE COMPLY WITH CURRENT BCTED & FDOT DESIGN STANDARD.
4. THE CONTRACTOR SHALL FURNISH SHOP DRAWINGS FOR APPROVAL. DRAWINGS SHALL CONTAIN A STATEMENT, SIGNATURE, AND SEAL OF A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA CERTIFYING THAT THE DESIGN IS SUFFICIENT FOR THE PROPOSED INSTALLATION AND FUTURE REQUIREMENTS.
5. THE POLES AND MAST ARMS SHALL BE SO CONSTRUCTED, SO CONNECTED, AND SO INSTALLED THAT IN THEIR FINAL POSITIONS THE CENTERLINE OF THE SIGNAL ARM WILL MAINTAIN A CLEARANCE ABOVE THE STREET OF NOT LESS THAN 17.50'.
6. THE ARM DESIGNS SHALL BE A STRAIGHT ROUND TAPERED STEEL SIGNAL MAST ARM WITH NO SLIP FIT OR FIELD WELDED JOINTS. THE LIGHTING ARM SHALL BE A SHORT RADIUS DAVIT TYPE 16' LONG AND NOT LESS THAN 35' MOUNTING HEIGHT.
7. STREET LIGHTING SURGE PROTECTORS, FUSES, DISCONNECTS, WIRING AND GROUNDING SHALL BE INSTALLED IN ACCORDANCE WITH LATEST F.D.O.T. STANDARDS.
8. MAST ARMS AND POLES SHALL BE EQUIPPED WITH PULL WIRES.
9. SEPARATE CABLES SHALL BE INSTALLED TO EACH POLE INCLUDING SEPARATE CABLES FOR PEDESTRIAN SIGNALS.
10. POLES SHALL HAVE FLUSH HAND HOLES, ONE LOCATED NEAR BASE AND ONE NEAR MAST ARM CONNECTION.
11. ONE INCH DIAMETER WIRE ACCESS HOLES FOR SIGNAL CABLE ASSOCIATED WITH EACH HEAD RUBBER GROMMET SHALL BE FIELD DRILLED AND COLD GALVANIZED ON EACH SIGNAL MAST ARM BY THE CONTRACTOR. EACH LOCATION IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY PRIOR TO DRILLING.
12. INSTALL 20 AMP CIRCUIT BREAKER AND APPROPRIATE WIRING AT THE SERVICE DISCONNECT FOR SEPARATE STREET LIGHT POWER SERVICE.
13. STREET LIGHT SYSTEM (IF APPLICABLE) TO INCLUDE (1) LIGHTING CONTACTOR WITH NEMA 3R RAIN PROOF ENCLOSURE. THE LIGHTING CONTACTOR SHALL BE ELECTRICALLY HELD WITH A PHOTO ELECTRIC CELL AND 2 POLES.

R-20A - Standard Mast Arm Notes

Date: December, 2011

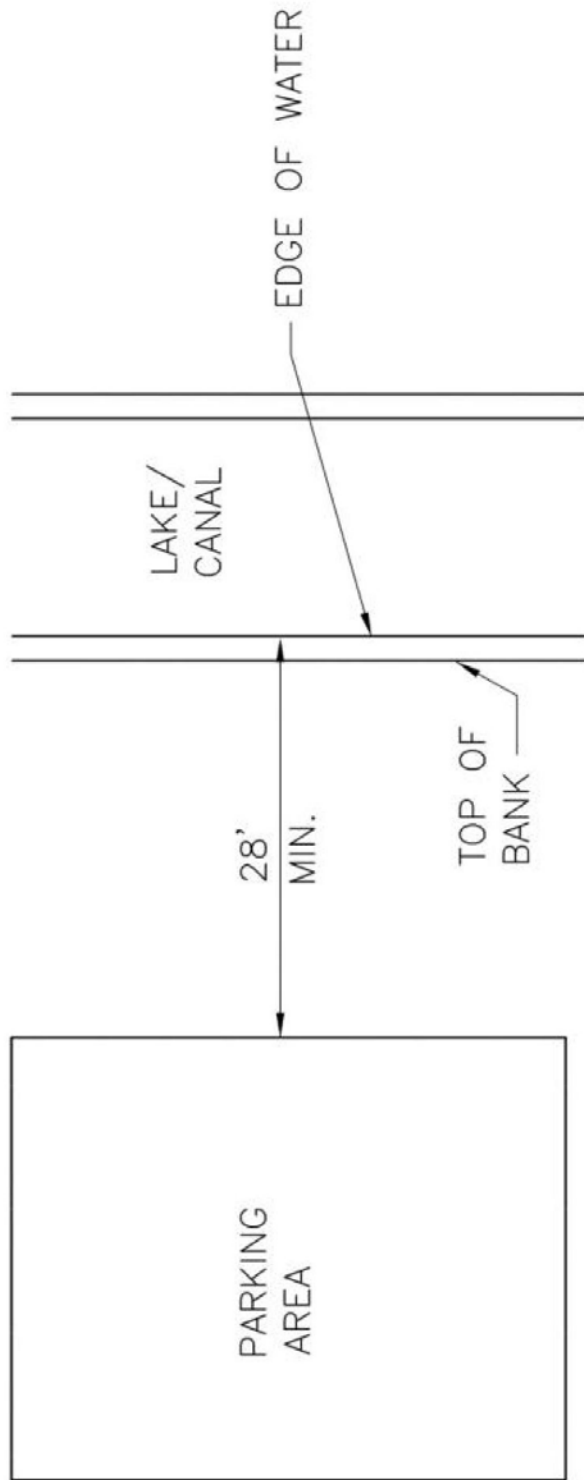
Weston - Land Use

LIGHTING DESIGN CRITERIA

- A. SIGNALIZED INTERSECTIONS ON 2-LANE ROADWAYS SHALL HAVE ILLUMINANCE REQUIREMENTS SHOWN BELOW:
- MINIMUM: 0.7 FC
MAX/MIN: 2 TO 1 (MAXIMUM)
AVERAGE TO MIN: 1.5 TO 1 (MAXIMUM)
- A. SIGNALIZED INTERSECTIONS ON 4-LANE ROADWAYS SHALL HAVE ILLUMINANCE REQUIREMENTS SHOWN BELOW:
- MINIMUM: 0.9 FC
MAX/MIN: 2 TO 1 (MAXIMUM)
AVERAGE TO MIN: 1.5 TO 1 (MAXIMUM)
- A. SIGNALIZED INTERSECTIONS ON 6-LANE ROADWAYS SHALL HAVE ILLUMINANCE REQUIREMENTS SHOWN BELOW:
- MINIMUM: 0.4 FC
MAX/MIN: 3.5 TO 1 (MAXIMUM)
AVERAGE TO MIN: 2 TO 1 (MAXIMUM)
- B. POLE AND FIXTURE DESIGN SHALL BE FOR 150 MPH.
- C. LUMINAIRE TO BE LED 180 WATT DESIGN FOR TYPE 4 FULL CUTOFF DISTRIBUTION MEETING ABOVE REQUIREMENTS ACROSS INTERSECTION (e.g. LUMEC GPLM SERIES W/ FULL CUTOFF OPTICS) INTEGRAL REGULATORY TYPE BALLAST WIRED FOR 120 VOLT OPERATION. SHALL PRODUCE A MINIMUM OF 11,555 INITIAL LUMENS. ALSO A MINIMUM INITIAL LAMP LIFE OF 70,000 HRS.
- D. SUBMITTAL DATA TO INCLUDE COMPUTER PRINT OUT SHOWING HORIZONTAL FOOT-CANDLE LEVELS TO BE OBTAINED USING THE SUBMITTED LUMINAIRES ON THIS PROJECT. AT THE FINAL INSPECTION THE CONTRACTOR SHALL VERIFY THE HORIZONTAL FOOT-CANDLE LEVELS ON THE ROADWAY WITH AN APPROVED CURRENT CALIBRATED LIGHT METER TO THE SATISFACTION OF THE PROJECT ENGINEER AND/OR MAINTAINING AGENCY.

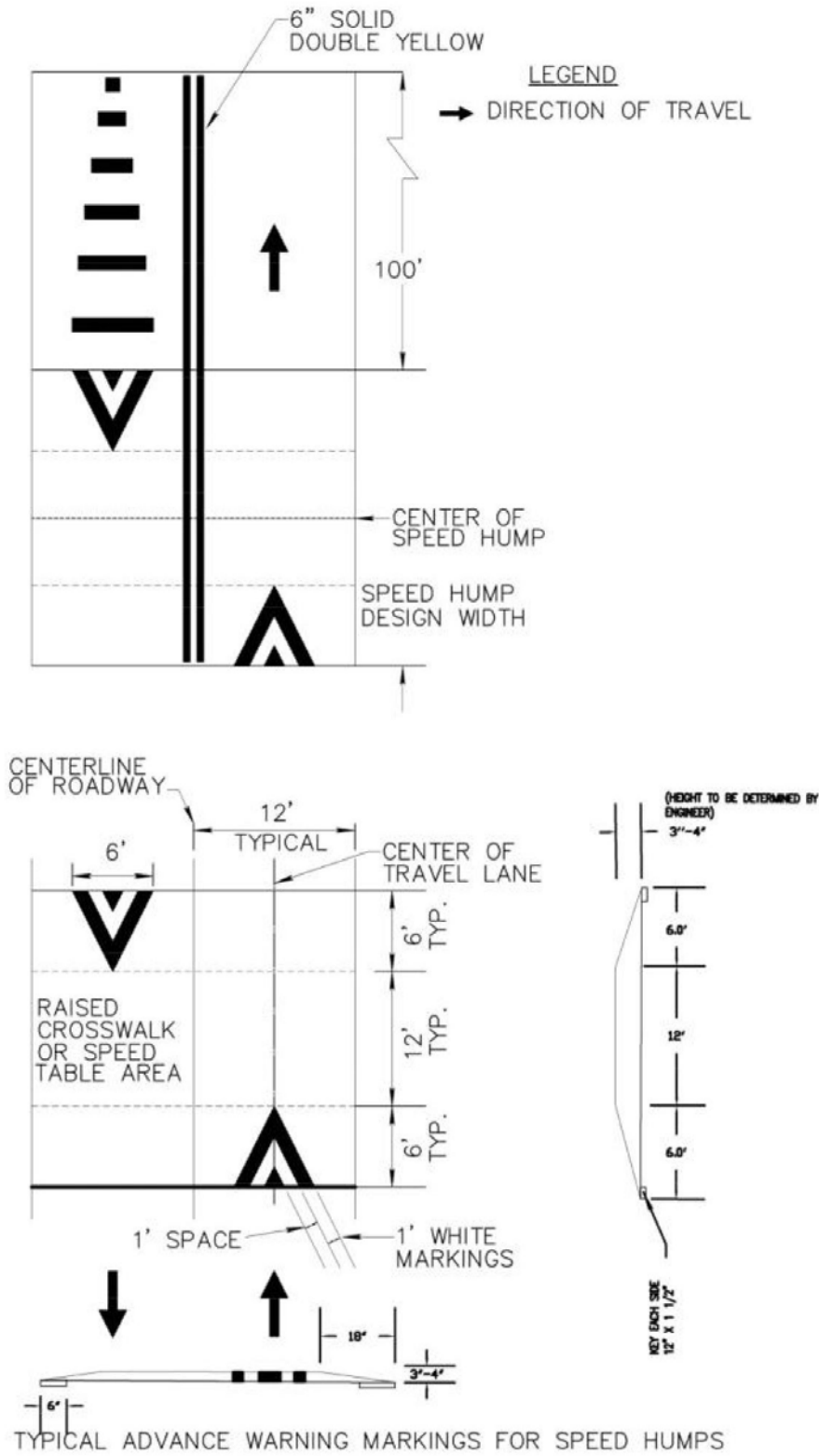
NOTES ON FACTORY APPLIED FINISH FOR GALVANIZED STEEL STRUCTURES

1. MAST ARMS AND UPRIGHT POLES SHALL HAVE A FACTORY APPLIED THREE PART FINISH CONSISTING OF:
 - A. BASE COAT: HOT DIP GALVANIZE TO ASTM A123
 - B. TIE COAT: POLYAMIDE EPOXY
 - C. FINISH COAT: ALIPHATIC ACRYLIC POLYURETHANE (UNLESS OTHERWISE APPROVED BY ENGINEER-OF-RECORD)
2. THE COLOR OF THE FINISH COAT SHALL BE "SPARTAN WHITE" OR APPROVED EQUIVALENT. SAMPLE CHIPS (2"X4") SHALL BE INCLUDED WITH SUBMITTALS, AT LEAST ONE OF WHICH TO BECOME THE PROPERTY OF THE CITY OF WESTON, AND AT LEAST ONE TO BE RETURNED MARKED "APPROVED" IF ACCEPTABLE.
3. AFTER ALL COATINGS HAVE SUFFICIENTLY CURED PER MANUFACTURER'S RECOMMENDATION POLES ARE TO BE SHIPPED IN PROTECTIVE WRAPPING OF 3/16 " U.V. INHIBITING PLASTIC BACKED PACKING.
4. THE COST OF PAINTING IS INCLUDED IN THE PAY ITEM FOR PROVIDING THE COMPLETE STRUCTURE.

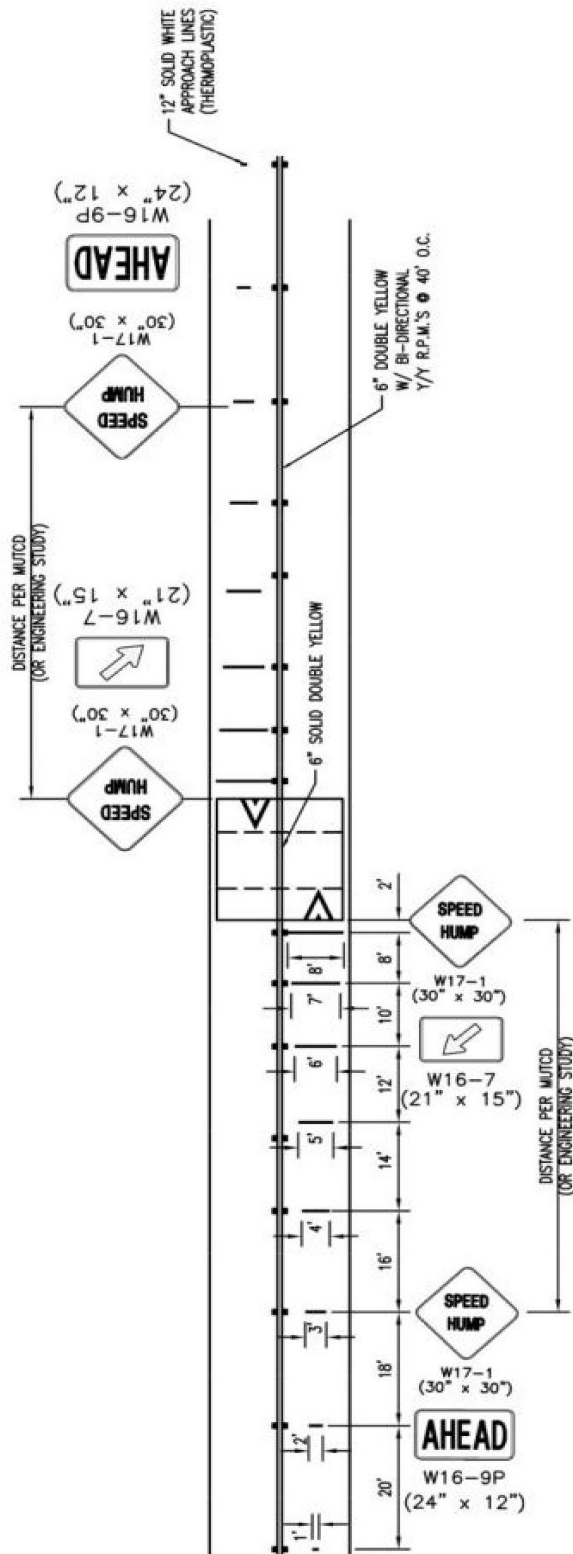


GUARDRAIL (FDOT INDEX 400) MUST BE PROVIDED IF THE DISTANCE FROM ANY PART OF THE PARKING AREA IS LESS THAN 28' FROM THE EDGE OF WATER

R-21 - Minimum Clearance Between Road and Waterway



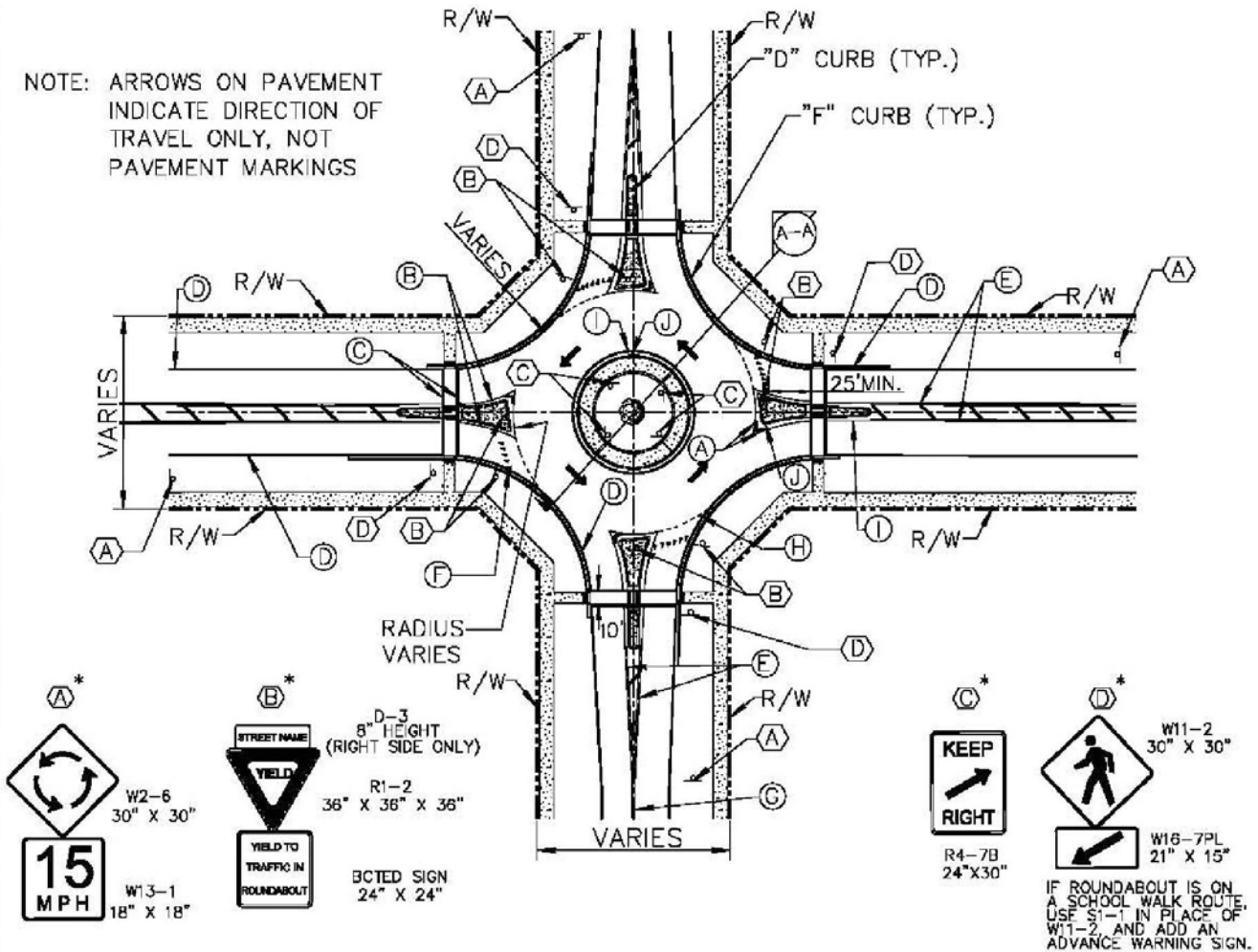
R-22 - Speed Table Signing and Pavement Marking Detail



R-22A- Speed Table Signing and Pavement Marking Detail

Date: February, 2010

NOTE: ARROWS ON PAVEMENT INDICATE DIRECTION OF TRAVEL ONLY, NOT PAVEMENT MARKINGS

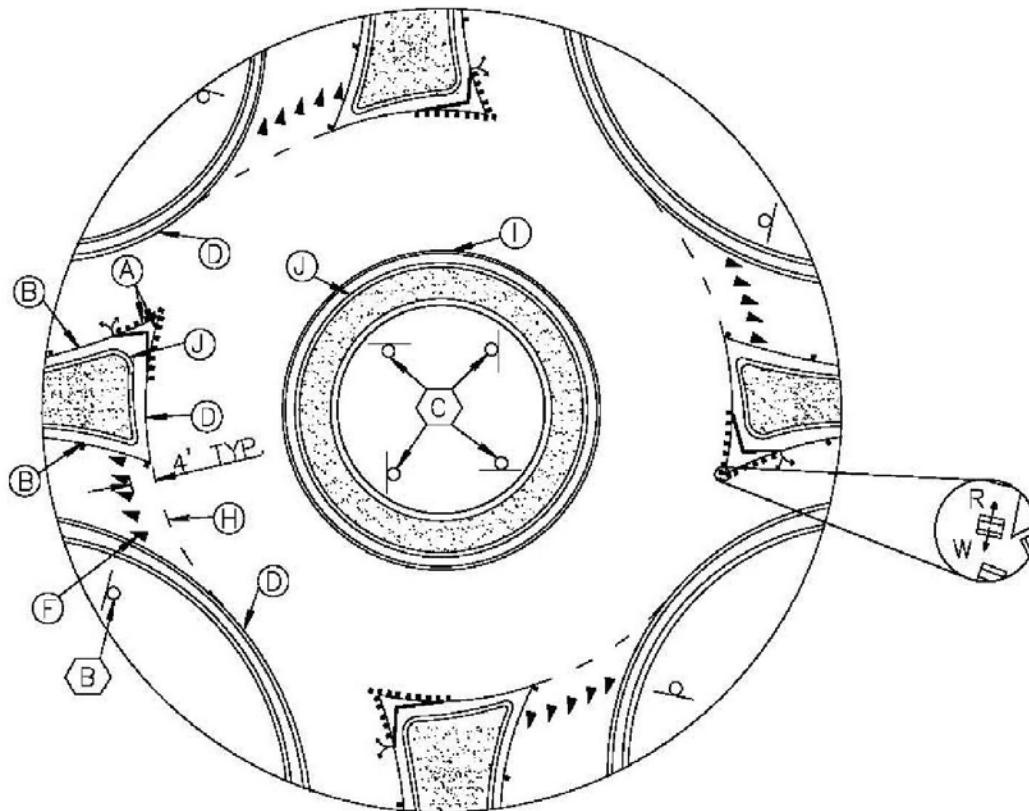


* ALL TRAFFIC CONTROL SIGNS, SIGN PLACEMENT, AND PAVEMENT MARKINGS TO FOLLOW THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND THE BROWARD COUNTY TRAFFIC ENGINEERING DIVISION ROUNDABOUT DETAIL SHEET.

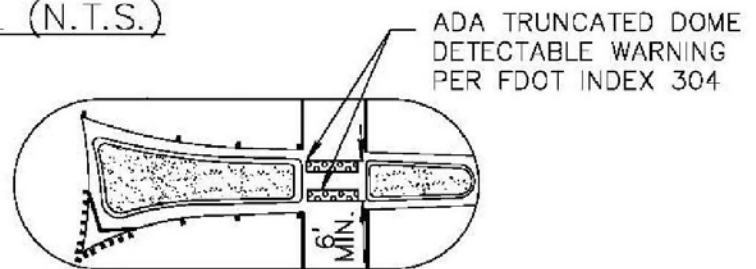
NOTE:

GEOMETRIC DESIGN ELEMENTS INCLUDING INSCRIBED CIRCLE DIAMETER, ENTRY AND EXIT RADII, CIRCULATING ROADWAY WIDTH AND TRUCK APRON WIDTH WILL VARY BASED ON INTERSECTION GEOMETRY AND REQUIRED DESIGN VEHICLE. GEOMETRIC ROUNDABOUT DESIGN SHALL CONFORM TO THE FEDERAL HIGHWAY ADMINISTRATION'S "ROUNDABOUTS: AN INFORMATIONAL GUIDE" AND THE FLORIDA DEPARTMENT OF TRANSPORTATION'S "FLORIDA ROUNDABOUT GUIDE".

R-23- Roundabout Detail (Plan View with Signage)



CIRCULATING ROADWAY STRIPING DETAIL (N.T.S.)



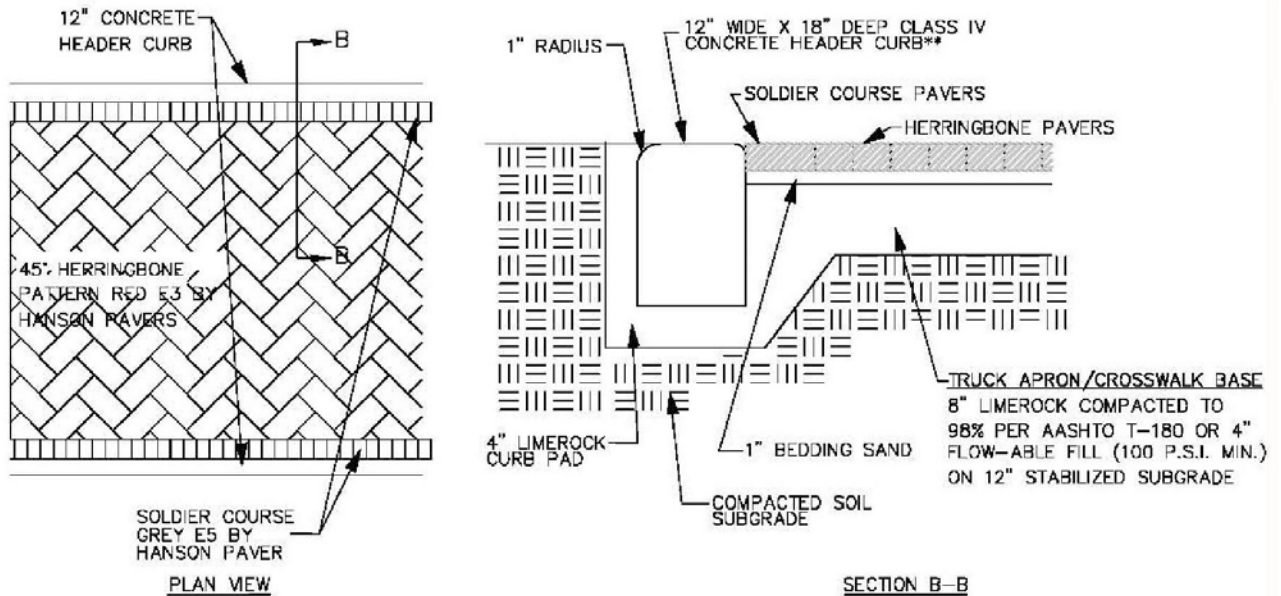
SPLITTER ISLAND DETAIL (N.T.S.)

STRIPING KEY:

- A = 6" SOLID WHITE W/ 18" WHITE CHEVRON AND W/R RPMS AT 1' O.C.
- B = 6" SOLID YELLOW W/ Y/Y RPMS @ 6' O.C.
- C = 12" SOLID WHITE
- D = 6" SOLID WHITE
- E = 6" DOUBLE YELLOW W/ 18" SOLID YELLOW STRIPES AND Y/Y RPMS @ 10' O.C.
- F = WHITE SHARKTOOTH YIELD LINE 12"X18", SPACED AT 12"
- G = 6" DOUBLE YELLOW WITH Y/Y RPMS AT 40' O.C.
- H = 6" SKIP WHITE TYP. (2'-4')
- I = 6" SOLID YELLOW
- J = YELLOW ISLAND NOSE PAINT

R-23A - Roundabout Detail (Striping)

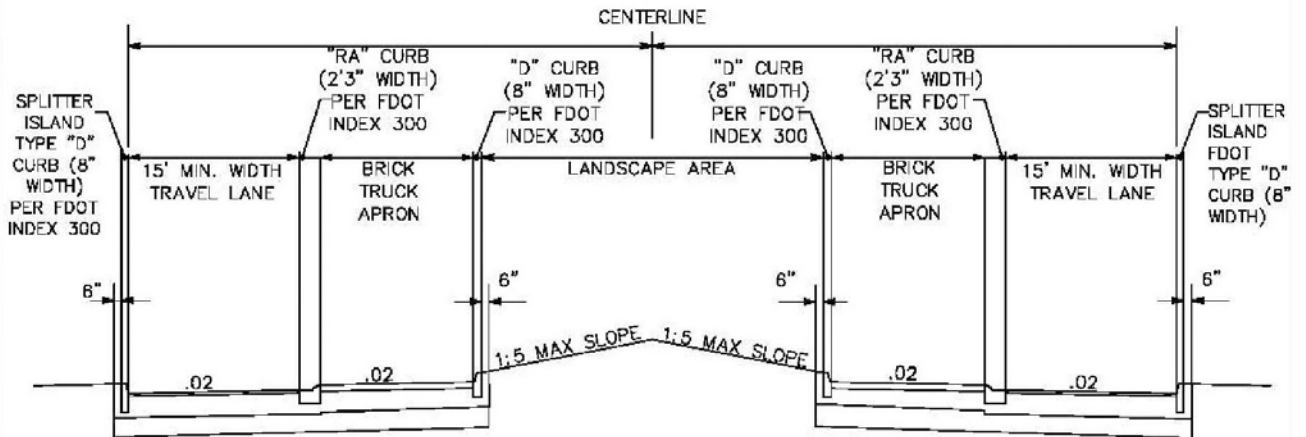
Date: February, 2010



NOTES:

1. BEDDING SAND TO CONFORM TO ASTM C 33, COMMONLY KNOWN AS MANUFACTURED CONCRETE SAND. DO NOT USE MASONRY SAND.
2. PROVIDE SAWED CONTRACTION JOINTS AT 10' CENTERS (MAX.) NO LATER THAN 12 HOURS AFTER THE CONCRETE TAKES INITIAL SET. COMPARABLE TOOLED JOINTS MAY BE PROVIDED IN LIEU OF SAWED JOINTS.
3. AT THE TRUCK APRON, THE TYPE D AND TYPE RA CURBS SERVES IN PLACE OF THE HEADER CURB SHOWN HERE.

BRICK DETAILS FOR CROSSWALK AND TRUCK APRON



SECTION A-A

TYPICAL SECTION AT CENTER OF ROUNDABOUT