

**ADDENDUM NO. 1**  
**TO THE REQUEST FOR STATEMENT OF QUALIFICATIONS**  
**FOR THE**  
**DESIGN BUILD SERVICES FOR BOCA RATON AIRPORT'S**  
**FLIGHT OBSERVATION AREA**  
**BID NO. 2023-BRAA-02**  
**BOCA RATON AIRPORT**  
**BOCA RATON, FLORIDA**

**Project funded by:**

**FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)**  
**AND THE BOCA RATON AIRPORT AUTHORITY**

**February 24, 2023**

**PAGE 1 of 1**

**TO: ALL HOLDERS OF PROCUREMENT AND CONTRACT DOCUMENTS**

- a.** Your attention is directed to the following interpretations of, changes in, and additions to the Procurement and Contract Documents for the above-named project at Boca Raton Airport, Boca Raton, Florida.
- b.** This Addendum is part of the Procurement and Contract Documents, and firms are required to acknowledge receipt of this Addendum in the space provided below.
- c.** Addendums are to be submitted along with the Statement of Qualifications.

This addendum includes the following (see attachments):

- 1. Revised Exhibit A - Design Criteria Package, dated February 24, 2023**
- 2. Clarification on Scope of Work:** Please note that the Pre-Construction Scope of Work (referenced as Phase 1), as described in Section 4 of the Request for Statement of Qualifications does require construction cost estimating services in order to establish a Guaranteed Maximum Price as the design evolves.

Acknowledged: \_\_\_\_\_ (Signature of Proposer)

Name of Proposer: \_\_\_\_\_ Date: \_\_\_\_\_



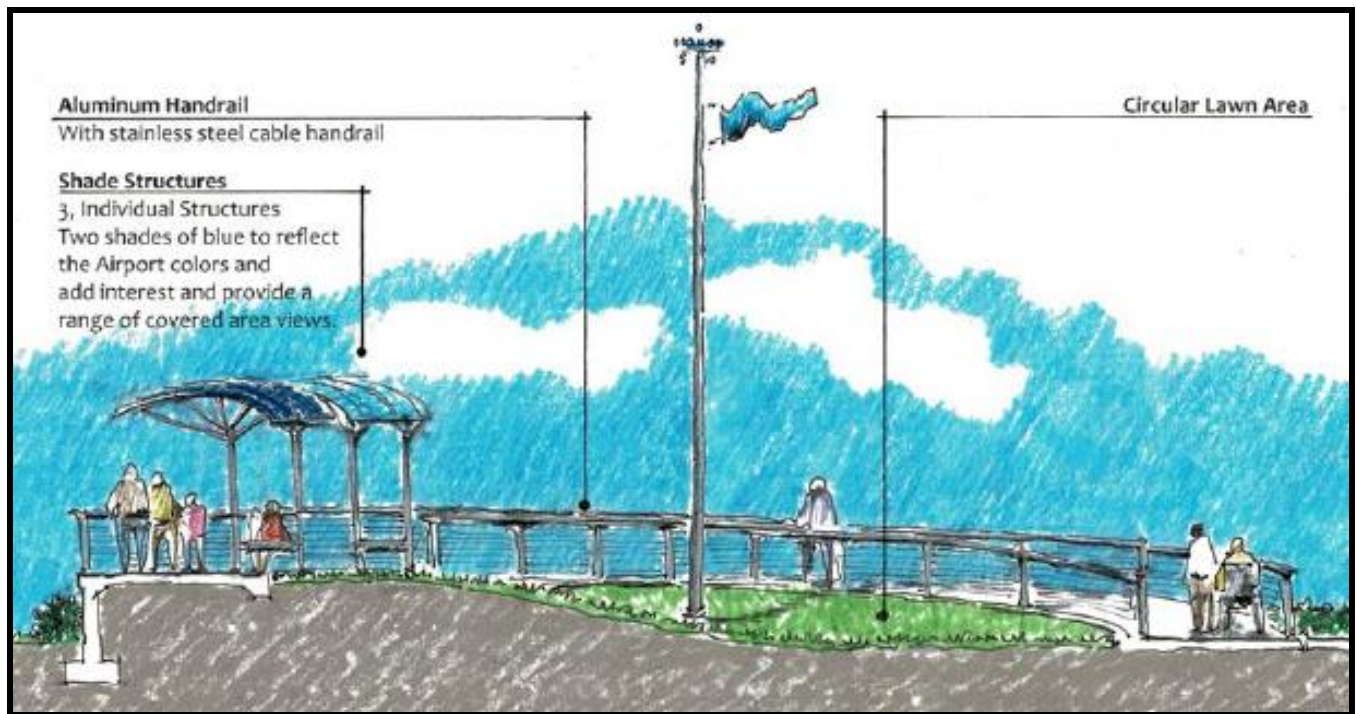
# DESIGN CRITERIA PACKAGE

## For

### Boca Raton Airport

### Flight Observation Area

### Palm Beach County



Prepared by: Miller Legg & Hauber Design Associates  
February 24, 2023



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# **DESIGN CRITERIA**

## **1.0 Introduction**

The Boca Raton Airport is a state-owned public-use airport and general aviation transport facility located approximately two miles northwest of Boca Raton, Palm Beach County, Florida. The airport is immediately adjacent to Florida Atlantic University and to Interstate 95.

The purpose of this Design Criteria is to establish required standards and objectives that will ensure the proposed Flight Observation Area (the “Project”) is designed, built and delivered with the level of quality the Owner desires while also allowing the Design Builder (D/B) to design and construct meeting jurisdictional requirements in the most cost-effective way.

Included in the Project Design Criteria section are conceptual diagrams for the proposed scope of work. They illustrate concepts that can be utilized as a reference for developing the design and construction plans.

The objective is for the development of the site is to create a new Flight Observation Area that will provide the public with a safe, comfortable, and enjoyable environment to experience the airport’s aviation activities. It is imperative that the existing facilities maintain operations during the construction of this project.

## **2.0 Scope of Work**

The Boca Raton Airport Authority (BRAA or “Owner”) is requesting concept refinement, design development and construction of a flight observation area for the public to view aircraft activity at the airport. The facility is to be located on land near the existing Airport Administration Building.

A professional Architect and Engineer registered in the State of Florida shall direct all architectural and engineering services. Design documents shall be signed and sealed by a Florida Registered Architect, Florida Registered Landscape Architect and Florida Registered Engineers as required by state statutes.

The proposer shall satisfy himself/herself by personal investigation and by such other means as he/she may think necessary or desirable, as to the conditions affecting the proposed work and the cost thereof. No information derived from maps, drawings, specifications, or other sources of information included in the Design Criteria Package shall relieve the proposer from any risk or from fulfilling all terms of the Agreement.



Construction Documents including Drawings and Specifications shall be prepared in accordance with the latest version of the Florida Building Code (FBC).

The Design Builder shall provide a Preliminary Schedule with the Proposal to illustrate all Contract Milestones. The D/B shall develop its required Contract schedules for review and approval by the Owner based on and consistent with such Preliminary Schedule. Schedules must be in sufficient detail to demonstrate adequate planning of the Work. Schedules must represent a practical plan to perform and complete the Work.

The Design Builder shall provide project record drawings in both electronic and hard copies, as well as:

- Evidence of compliance with requirements of governing authorities and construction documents.
- Warranties and Bonds.
- Spare parts and maintenance materials.
- Evidence of payment and releases of liens.
- Operation and Maintenance Data:
  - Submit literature bound in durable 3 ring binders with tabs and index clearly identifying and marking standard manufacturer's information.
  - Provide manuals for: maintenance instructions, emergency operations, cleaning, inspection, shut down procedures detailed instructions, corrective maintenance, replacement part lists and warranties.

### **3.0 General Design Parameters:**

The D/B may alter other project elements in order to improve overall project performance provided operations objectives are not impaired and negative cost/benefit factors are not incurred. The Owner must approve those alterations. The following articles provide guidance of the development of the D/B design.

#### **3.01 Hardscape Design Criteria:**

##### **Flight Observation Structure**



The Flight Observation Area structure is designed as a circular feature that reflects the design of the existing airport buildings and facilities. A walk brings visitors from the parking area to an Arrival Plaza. Information signage at the Arrival Plaza informs visitors about the Facility and is the introduction to the circular structure. Each side of the circular structure is a series of ramps to make the viewing platform accessible to all without the need for stairs. The inside of the ramps must not exceed the maximum slope allowed for an accessible ramp as illustrated on the Design Feature Summary (see Attachment 'A'). The Flight Observation Structure is to be a circular feature so when viewed from an aircraft it would be a perfect circle. The sides are not to be oblong, straight, or irregular.

The viewing area of the structure is covered with a tensile structure. The structure shall be made of PTFE Membrane as illustrated in Attachment 'A' and noted in Attachment C. The covered area will include seating, lighting, and trash receptacles also conceptually illustrated on the Design Feature Summary in Attachment 'A'.

The viewing area is to be at a minimum of 4' above existing grade for viewing over the existing airport fence. The proposed retaining wall is proposed with a smooth finish concrete to match existing Airport Buildings and finishes.

Handrails will be required for the structure and are envisioned to be aluminum with stainless steel cables.

The center of the circular feature would be a sloped lawn with an anemometer and windsock feature also illustrated and designed in the Design Feature Summary.

While aesthetically pleasing as proposed, the intent is for the structure to also be durable and low maintenance. The tensile structure must remain up during high wind events and must be easy to clean and constructed of durable, non-corrosive materials. All hardware must be stainless steel. No galvanized steel hardware is to be used anywhere on the structure. All hardware used to anchor benches, trash receptacles, signage, lighting, and any other structure is to be stainless steel.

### **Site Furnishings**

All site furnishings shall be a durable material that will not corrode or rust in the Boca Raton, Florida conditions. Aluminum, recycled plastic, or other durable materials are acceptable alternatives to powder coated steel. No powder coated steel is acceptable. Bike racks must be stainless steel (such as Landscape Forms "Ring Bike Rack" or Bola Bike Rack). No powder coated bike racks are allowed.



### **Walkway and Arrival Plaza**

The conceptual design for the walk/path to the viewing deck included the imprint of native plants. This original design concept was to help tie in the environment to the Flight Observation Area. The imprints would include cabbage palm and other species proposed for the facility. It could also include wildlife imprints as deemed appropriate.

Although not discussed during the conceptual design, a 6" thick concrete, fiber reinforced walk and plaza are suggested to minimize damage to the concrete when the site is accessed by maintenance and event vehicles.

### **Building Code Requirements**

All Building Code Requirements need to be adhered to for the construction of all hardscape features of the facility. This includes the local Building Code requirements, ADA Building Code Requirements, City of Boca Raton Land Development Code Requirements, wind load design requirements for the Boca Raton area, and any other applicable permitting requirements. Permitting of the facility is the responsibility of the D/B.

### **Site Development Requirements**

In November 2020, during the conceptual design of the facility, Hauber Design Associates, LLC (the conceptual designer of the facility) contacted the City of Boca Raton to determine the permit requirements.

The following is a summary of that coordination:

#### **City of Boca Zoning** (Mr. Keith Carney, Zoning Manager)

Mr. Carney determined that the closest zoning requirement would be a Placed of Public Assembly zoning classification including:

1 Parking Space per 3 Seats – 5 Benches (3 Seats per Bench) (As shown on the current Site Plan)	5 Spaces
1 Parking Space per 25SF of Standing Room - +/- 200SF of Standing Room (The covered area in front of the seating as shown on the Concept Plan)	8 Spaces
Total Parking Required	Total = 13 Spaces



Shared Parking - The existing Administration Building, according to the original Site Plan, states that the parking lot has 11 more parking spaces than was required. Therefore, 8 of those parking spaces could count toward the parking requirement as per the parking standards described by Keith Carney.

There are no bike parking requirements per the land use, however 5 bike racks are illustrated on the site plan allowing for 8 bike parking spaces.

### **Planning Advisory Review**

Mr. Carney stated that plans should be submitted for a planning advisory review. He also stated that they will not be issuing permits or formal approvals based on the airport/city agreement. He thought the conceptual level plans would be appropriate for the planning advisory review when combined with a site plan locating the proposed facility. D/B shall confirm.

### **Community Appearance Board**

Mr. Carney did not think the design would need to go before the Community Appearance Board. D/B shall confirm.

## **3.02 SITE ELECTRICAL DESIGN CRITERIA**

The conceptual design site electrical features include:

- Site Lighting
  - Parking Lot Lighting
  - Pathway Lighting
  - Observation Area Lighting
    - Hand Rail Lighting (Mounted in Hand Rails)
    - Shade Structure Lighting (Mounted on the Structure)
  - Sign Lighting
  - Anemometer Feature Lighting
- Site Power
  - Shade Structure Power
  - Plaza Power

The Design-Build Contractor shall obtain power for the new Flight Observation Area from the existing Administration Building. The site lighting circuit(s) shall be dedicated lighting circuit(s) controlled by a new photocell and new lighting contactor mounted within the existing Administration Building's Electrical Room, refer to sheet E2.0 for additional information. Site power shall be in the form of (4) dedicated duplex GFCI



receptacles, refer to sheet E1.0 for receptacle locations. Each receptacle shall be supplied by a dedicated 120 Volt, 20 Amp circuit. Coordinate with Owner for the preferred conduit routing and adjust accordingly. All new circuit breakers shall match the existing panel manufacturer type and rating.

A conceptual lighting design has been provided, refer to sheet E2.0, for use of the Design-Build Contractor in the development of the final lighting design. The Design-Build Contractor shall be responsible for the final lighting design to meet the requirements of the 2020 Florida Building Code, City Lighting Codes, and Illuminating Engineering Society recommendations.

Electrical conduit systems shall be a minimum of 3/4" conduit. All underground/embedded conduits shall be schedule 40 PVC, all above ground conduits in non-air-conditioned spaces shall be hot dipped rigid galvanized steel, and all above ground conduits in air-conditioned spaces shall be EMT. All conductors shall be copper with THWN insulation with a minimum conductor size of #10 American Wire Gauge (AWG) and not exceed a 3 percent voltage drop.

### **Code Requirements**

The electrical and lighting designs shall comply with the National Electrical Code, National Fire Protection Association (NFPA), Florida Building Code 2020 with City Amendments, all applicable local codes and ordinances, and with all national industrial standards.

## **3.03 SIGNAGE DESIGN CRITERIA**

Anticipated signage includes:

- Wayfinding (on Perimeter Roads)
- Entrance Identification Sign (at Parking Lot entry)
- Aircraft and Airport Information Signs (in the Arrival Plaza and at the Viewing Platform)
- Compass Feature (Painted on the Concrete Plaza) (see Attachment 'A').

## **3.04 LANDSCAPE DESIGN CRITERIA**

The following Design Criteria for Landscape and Irrigation is a guideline based on the design goals for the facility and per the City of Boca Raton Land Development Code (LDC). All items should be followed, confirmed against, and amended as needed per active code restrictions at the time of project design.



### **Existing Conditions**

The proposed Flight Observation site is primarily a vacant flat area adjacent to an existing stormwater pond and along the existing Administration Facility parking lot. The site is proposed to be accessed by the existing parking lot.

There is an existing chain link fence between the proposed Flight Observation Area viewing deck and the airside area. There are setback requirements illustrated on the conceptual design plans. All setbacks must be adhered to and shown on the construction plans.

Existing vegetation includes a clump of cabbage palms. There are no existing trees or other vegetation to preserve on the site.

### **Proposed Vegetation**

The goal is to add native, low maintenance plant material to the Flight Observation site. The landscape should include shade trees at the parking lot entrance and along the walk to the viewing platform. The landscape is also proposed to include native shrubs, grasses, and groundcovers. Proposed plant material should be carefully selected to minimize attraction to birds. This is due to the conflict between wildlife and aircraft activities.

The proposed vegetation is conceptually illustrated on the Design Feature Summary.

### **Burrowing Wildlife**

The site has been home to burrowing species including gopher tortoise and burrowing owls. The goal is to not create a landscape condition that would prohibit future wildlife from returning to the area. The landscape placement and selection must be coordinated with the environmental studies also being prepared by others for the Flight Observation Area.

## **3.05 IRRIGATION DESIGN CRITERIA**

The new landscape will be irrigated with an automatic irrigation system. The General D/B's scope of work will include the review of the existing Administration Building's irrigation system to see if the site can be accommodated within the existing system. If not, a new system will be required to irrigate the new vegetation until established. The goal is to use the irrigation system until the plants are established and after the plants are established, to use the irrigation system on an as needed basis such as a period of drought.



### **3.06 SITE CIVIL DESIGN CRITERIA**

The following outline provides general information regarding existing utilities and design requirements. It is the D/B's responsibility to contact all government agencies and ensure that all applicable design and construction requirements are met prior to commencing actual design and/or construction work. It is the D/B team's responsibility to visit with all government agencies and utility providers and ensure that the utilities required for the project are available and of the proper capacity.

The D/B shall be responsible for coordinating with all utility providers, permitting, and obtaining and paying fees for all required permits and approvals from all agencies having jurisdiction on this project.

#### **Earthwork & Grading**

The Design Build Team shall solicit and obtain a geotechnical soils report for the site. The report shall be adhered to, and the conditions and recommendations followed.

Specifications shall be prepared by the Design Build Team for all materials to be used for fill, subgrade, and limerock, as well as paved and concrete surfaces.

A detailed topographic survey shall be performed by the Design Build Team to verify existing elevations and adjustments made as needed to the conceptual grading plans provided.

All areas within the limits of construction, including transition areas, shall be uniformly graded to produce a smooth uniform surface. The site shall be graded to provide positive drainage away from structures and walkways. Ponding shall be prevented. Paved sections shall conform in grade with adjacent areas.

Grading for the site shall be generally based upon the preliminary elevations shown on the attached 30% Design Documents. The finished floor elevation for the observation area shall meet the criteria set by The City of Boca Raton and Palm Beach County resiliency guidelines which is higher than the minimum requirement of 12" above the highest point at the crown of the road along all frontage streets.

After grading, all areas shall be compacted to the specified depth and percentage of maximum density. The top surfaces of the backfill shall be restored to the original or planned/better conditions.



Grading shall be performed in such a manner as to provide slopes that are easily maintainable, reasonably safe to the public health, and to the American Disabilities Act (ADA) requirements where applicable.

### **Storm Drainage**

The project site is located within the jurisdiction of South Florida Water Management District (SFWMD). The existing site storm water management system captures runoff and discharges to the existing swale/retention area adjacent to the proposed project. The existing retention area shall be used for discharge of stormwater run-off from the proposed project area. No stormwater shall be “trapped” within green areas surrounded by paved areas. Catch basins and/or yard drains, as well as storm water pipes may be used to convey stormwater runoff to the existing retention area. All surface water shall be retained on-site.

The D/B team is responsible for coordination with SFWMD for the purpose of obtaining and reviewing any or all permits and/or modifications issued by the district for this property. The proposed drainage system to serve the new facility shall comply with all requirements and standards provided by the district including requirements for modification of any prior permits/approval issued by the district for this property.

The design-build team will need to prepare drainage calculations to verify that the existing stormwater management system has the capacity to accommodate the additional stormwater runoff from the proposed project. Any alterations to the existing stormwater management system shall be designed in accordance with the water quality and water quantity requirements of SFWMD and the City of Boca Raton.

A Storm Water Management Pollution Prevention Plan (SWPPP) using Best Management Practices (BMPs) to provide erosion and sedimentation control shall be prepared and NPDES Notice of Intent Permit will be required.

### **Parking and Pedestrian Paving**

Proposed surface paving for the project shall consist of asphalt pavement sections, concrete sections, concrete curbing, and sidewalks.

A pavement section of 1-1/2 inches of asphalt, 8 inches of limerock base, and 12 inches of stabilized subgrade is required for all asphalt paved surfaces. The graded limerock base material shall be of uniform quality throughout, substantially free from organics, compacted to 98% of the maximum dry density per AASHTO T-180, and meet the minimum LBR requirement of 100. The stabilized subgrade material underlying the limerock base shall meet the same quality and compaction requirements mentioned above while only requiring a minimum LBR of 40. Subgrade below the stabilized layer



shall be compacted to 98% of the maximum dry density per AASHTO T-180 to a depth of at least 12 inches below the stabilized layer. All subsurface soils shall meet the requirements and recommendations provided in the geotechnical engineering report.

Concrete sidewalks and curbs shall at a minimum meet the 28-day concrete compressive strength requirement of 3,000 psi. Subgrade soils under these surfaces shall be compacted to 98% of the maximum dry density per AASHTO T-180 to a depth of at least 12 inches. Pedestrian walkways and handicap ramps shall meet grading and slope requirements per the American Disabilities Act (ADA) requirements where applicable. See Hardscape Design Criteria Section 3.01 for decorative concrete depth and concrete imprint requirements.

#### **Pavement Marking and Signage**

The design and construction of pavement marking systems and signage shall be in accordance with standards provided by the latest edition of the Federal Highway Administration (FHWA) "Manual on Uniform Traffic Control Devices" (MUTCD) and City of Boca Raton. All materials used shall be as specified by the City of Boca Raton Traffic Engineering Division.

#### **Americans with Disabilities Act (ADA)**

The Americans with Disabilities Act (ADA) requirements govern for this project. All pavement material and maximum slopes should be adhered to. All proposed concrete paved areas are to meet ADA criteria for accessible routes. All accessible routes shall meet the requirements of the ADA.

#### **Potable Water**

No potable water is proposed as part of this project.

#### **Sanitary Sewer**

No sanitary sewer is proposed as part of this project.

#### **Fire Protection**

No fire protection water is proposed as part of this project.

#### **Site Civil Jurisdictional Agencies**



Agencies having jurisdiction over the project from which permits/approvals will need to be secured are outlined below:

- 1) City of Boca Raton
  - a) Site Engineering Construction Permit
- 2) South Florida Water Management District (SFWMD):
  - a) Stormwater Management ERP modification
- 3) Boca Raton Airport Authority (Owner/Stakeholder)



ATTACHMENT A -  
DESIGN FEATURE  
SUMMARY

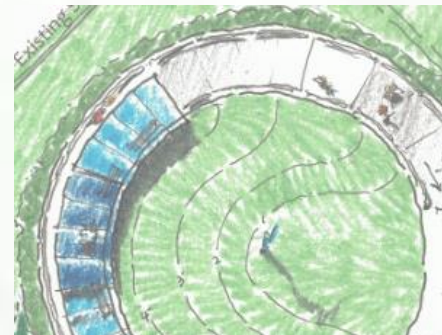




## Flight Observation Area Design Feature Summary

Prepared For:  
**The Boca Raton Airport Authority**  
**Ricondo & Associates, Inc.**

Prepared By:  
**Hauber Design Associates, LLC**  
June 3, 2022







## **Original Project Goals and Objectives:**

### **Primary Goal**

- Provide a place for the Public to view aircraft.

### **Objectives**

- Provide shade, seating, and trash receptacle(s).
- Provide airport features, signage, and educational information.
- Make the feature a special and interesting place to visit.
- Provide ADA compliant accessibility.
- Be sensitive to the existing wildlife.

### **Conditions**

- The site is on existing Airport property and the design will work with existing features (like retention ponds, etc.).
- The project details need to work with existing Gopher Tortoise and Burrowing Owl Habitats.
- The project needs to use materials that are budget friendly.
- The project needs to use materials that are low maintenance.

### **Featured Element Summary**

- Airport Design Influence - Design Inspiration Images (*Page 3*)
- Project Design Concept Details (*Pages 4 through 13*):
  - Slope/Grading Intent
  - Shade Structure Concept
  - Parking & Pedestrian Access Concept
  - Design Feature Concepts (2 Pages)
  - Signage Inspiration Examples
  - Project Location (3 Pages)





**Customs Building**



**Airport Road**



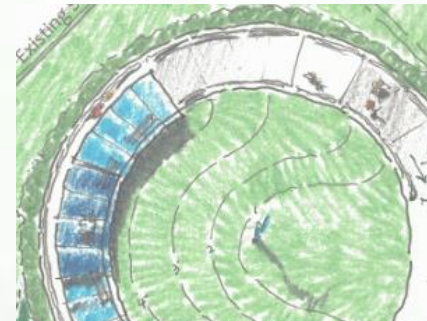
**Administration Building**

**Airport Design Influence**





**Flight Observation Area  
Project Design Concept Details**





# BOCA RATON AIRPORT - Flight Observation Area

## Section - Revised Design Study

Prepared For:

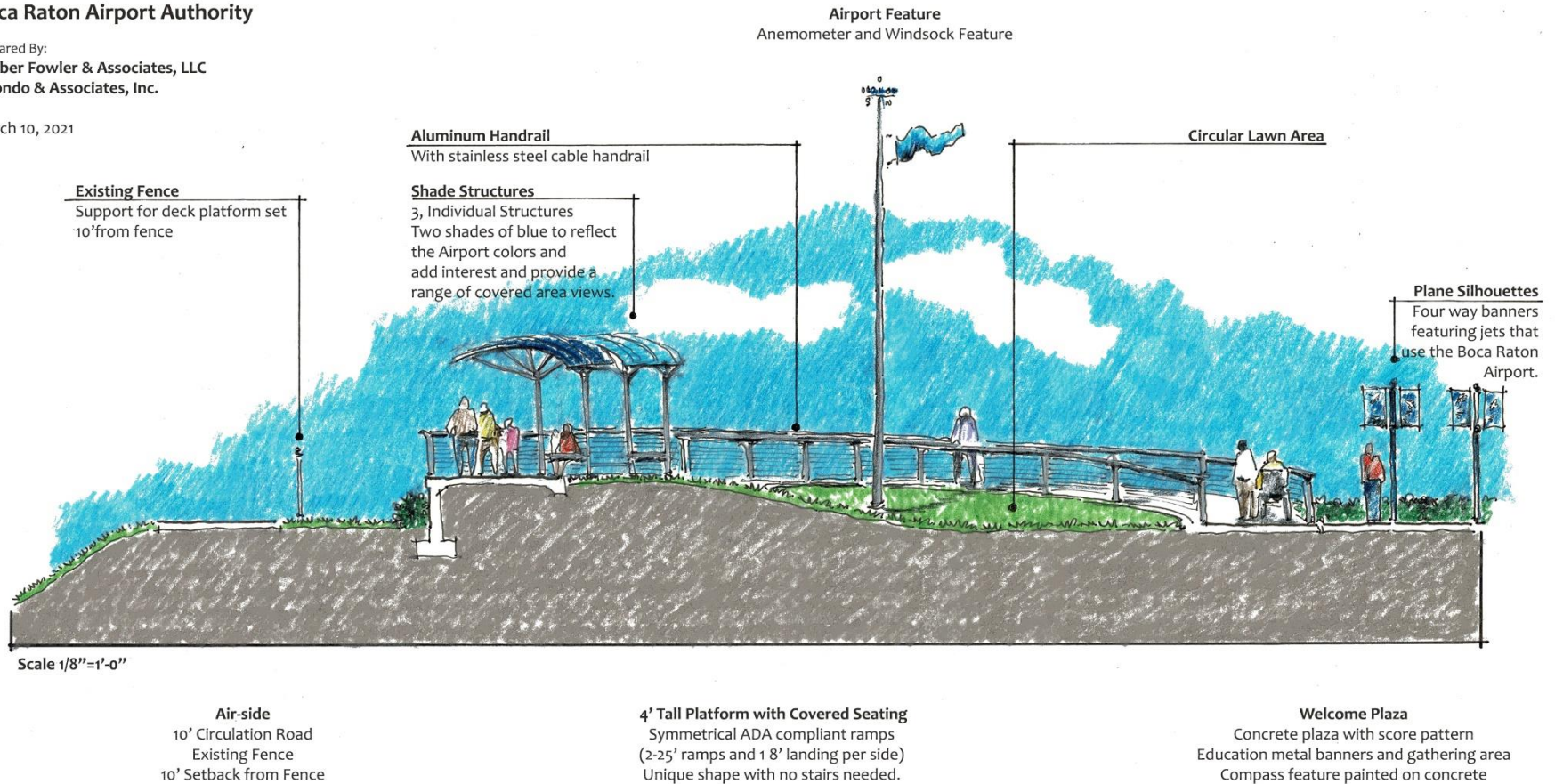
**Boca Raton Airport Authority**

Prepared By:

**Hauber Fowler & Associates, LLC**

**Ricondo & Associates, Inc.**

March 10, 2021

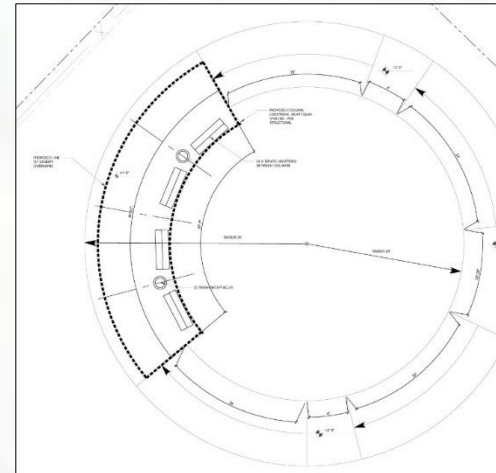
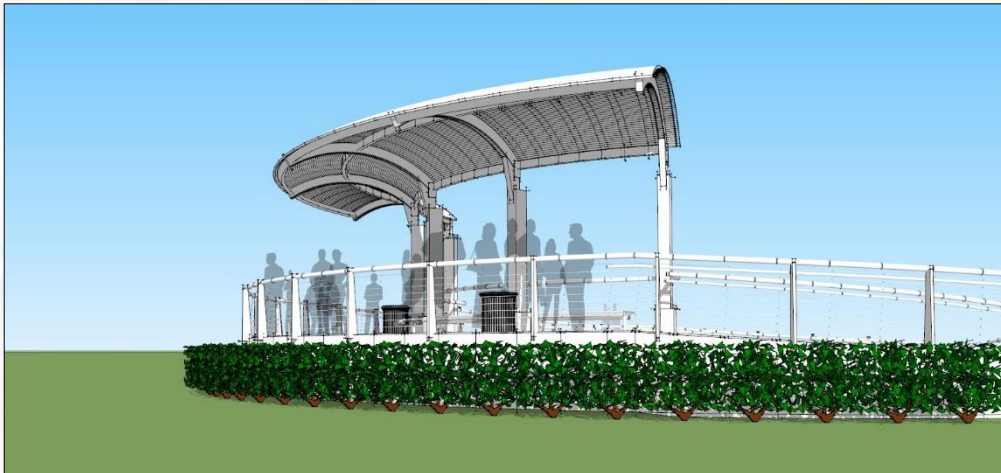


**Slope/Grading Intent**



## Shade Structure Features

- PTFE Membrane (*Polytetrafluoroethylene, Teflon coated fiberglass*)
- White/Off-White
- Curved Shape to match Circular Feature
- Low Maintenance
- Modern Form and Compatible with Airport Design



## Shade Structure Concept



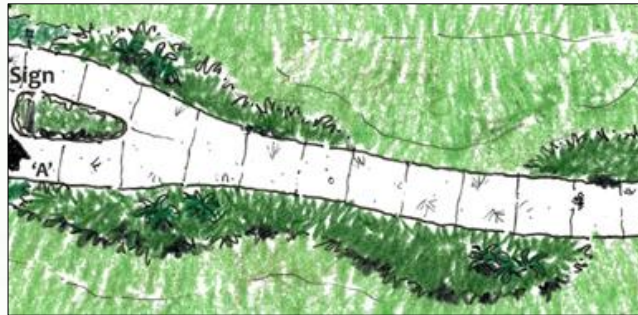
## Parking & Arrival

- Bike Parking for 8 Bikes
- 5 Parking Spaces – 1 Accessible
- Shade Tree
- Accessible Walk
- At existing edge of Parking Lot (Dashed Line)
- The intent is to drain to the existing retention pond or drainage structures.



## Path, Landscape, and Site Electrical

- 8' Concrete Path to Feature
- Imprinted Concrete
- Native Landscape areas to help control access to preserved wildlife burrowing areas.
- Airport friendly (to minimize bird habitat) shade trees along the walk and at the site to make the area comfortable.
- Irrigation to tie into existing Administration Building Irrigation.
- Electrical connections for events and security.



## Parking & Pedestrian Access Concept





## Arrival Plaza

- Arrival Sign (Shown in Plan Only)
- Concrete Plaza (18'x18')
- Stencil Cut Metal Banner Features
- Information Signage
- Painted Compass of Information

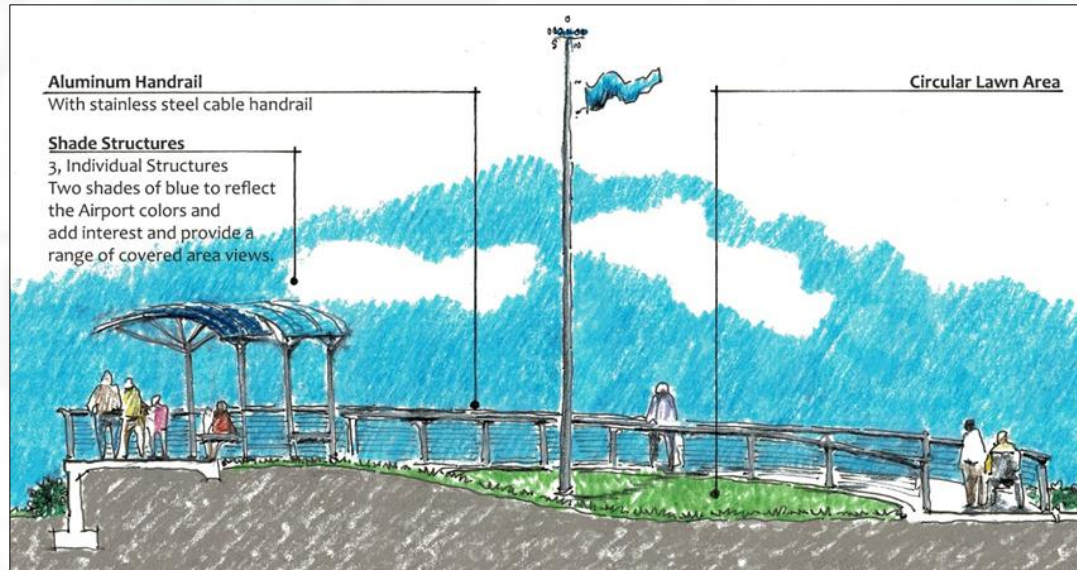


## Design Feature Concepts



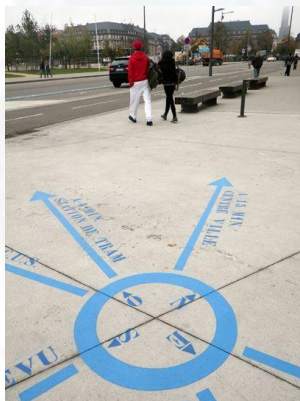
## Ramped Feature

- ADA Accessible Concrete Ramps with Landing
- 4' Tall Platform for Viewing
- Aluminum handrail with stainless steel cables
- Shade Structure with Seating
- Custom Anemometer Feature in Sloped Lawn



## Design Feature Concepts





Signage Inspiration Examples





Google Earth  
Project Location





Google Earth  
**Project General Location**





Google Earth  
**Project General Location**



ATTACHMENT B -  
30% DESIGN  
DOCUMENTS



# BOCA RATON AIRPORT

## FLIGHT OBSERVATION AREA

### 30% DESIGN DOCUMENTS

#### 903 NW 35TH ST, BOCA RATON, FL 33431

#### LEGAL DESCRIPTION

A PARCEL OF LAND BEING A PORTION OF SECTION 7, TOWNSHIP 47 SOUTH, RANGE 43 EAST, CITY OF BOCA RATON, PALM BEACH COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF VISTAZO AT BOCA RATON ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 103, PAGE 151, OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA;

THENCE S82°14'36"W, ALONG THE SOUTHERLY RIGHT-OF-WAY LINE OF SPANISH RIVER BOULEVARD (N.W. 40TH STREET), SAID LINE BEING THE WESTERLY EXTENSION OF THE NORTH LINE OF SAID PLAT, 659.98 FEET TO A POINT ON THE WEST RIGHT-OF-WAY OF FAU BOULEVARD;

THENCE S49°03'36"E, 33.00 FEET;

THENCE S002°14'09"E, 1074.41 FEET;

THE LAST TWO (2) COURSES AND DISTANCES BEING COINCIDENT WITH SAID WEST RIGHT-OF-WAY OF FAU BOULEVARD;

THENCE S89°19'08"W, 656.31 FEET;

THENCE N62°05'40"W, 83.45 FEET TO THE POINT OF BEGINNING;

THENCE CONTINUE N62°05'40"W, 289.21 FEET TO A LINE LYING 300.00 FEET SOUTHEASTERLY OF, AND PARALLEL WITH, THE CENTERLINE OF THE RUNWAY OF THE BOCA RATON AIRPORT;

THENCE ALONG SAID PARALLEL LINE, S43°56'50"W, 335.50 FEET;

THENCE S46°03'10"E, 76.19 FEET;

THENCE N89°37'28"E, 230.23 FEET;

THENCE N43°56'50"E, 212.69 FEET;

THENCE S62°05'40"E, 98.34 FEET;

THENCE N31°42'27"W, 59.31 FEET TO THE POINT OF BEGINNING.

CONTAINING 1.79 ACRES (77,971 SQUARE FEET), MORE OR LESS.

#### PROJECT DIRECTORY

**OWNER/DEVELOPER:**  
BOCA RATON AIRPORT AUTHORITY  
903 NW 35TH ST, BOCA RATON, FL 33431

**CLIENT:**  
RICONDO & ASSOCIATES INC.  
1000 NW 57TH CT #920, MIAMI, FL 33126  
PHONE: (305) 260-2727

**CIVIL ENGINEER:**  
MILLER LEGG & ASSOCIATES  
5747 NORTH ANDREWS WAY  
FORT LAUDERDALE, FLORIDA 33309  
TEL.: (954) 436-7000  
CONTACT: GLEN HARRELSON

**SURVEYOR:**  
BROWN & PHILLIPS, INC.  
1860 OLD OKEECHOBEE ROAD, SUITE 509,  
WEST PALM BEACH, FL 33409  
TEL: (561) 615-3988

**ENVIRONMENTAL ENGINEER:**  
MILLER LEGG & ASSOCIATES  
5747 NORTH ANDREWS WAY  
FORT LAUDERDALE, FLORIDA 33309  
TEL.: (954) 436-7000  
CONTACT: WILLIAM MOHLER

**LANDSCAPE ARCHITECT:**  
HAUBER FOWLER & ASSOCIATES, LLC  
623 LONGMEADOW CIR, LONGWOOD,  
FL 32779  
TEL: (407) 774-2262

**CITY:**  
BOCA RATON  
8111 GOLF COURSE ROAD  
BOCA RATON, FL 33434

**COUNTY:**  
PALM BEACH  
301 N. OLIVE AVENUE  
WEST PALM BEACH, FL 33401



TOWNSHIP 47 S- RANGE 43 E- SECTION 7  
**LOCATION MAP**  
1" = 200'



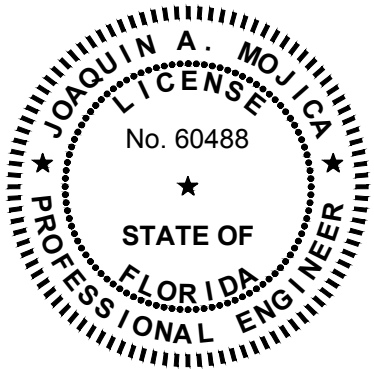
South Florida Office: 5747 N. Andrews Way  
Ft. Lauderdale, Florida · 33309-2364  
954-436-7000  
www.millerlegg.com  
Certificates of Authorization: EB7318, LB6680, LC0337

#### SHEET INDEX

SHEET NUMBER	SHEET TITLE
C0.0	COVER SHEET
C1.0	GENERAL NOTES
H1.01	OVERALL SITE PLAN
H1.02	ENLARGED SITE PLAN
C2.0	SITE GEOMETRY & GRADING PLAN
C2.1	GENERAL CONSTRUCTION DETAILS
E1.0	ELECTRICAL SITE POWER PLAN
E2.0	ELECTRICAL SITE LIGHTING PLAN

This item has been digitally signed and sealed by Joaquin A. Mojica, P.E. on the date adjacent to the seal.

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GENERAL NOTES ON THE PROJECT PLANS AND DRAWINGS ARE SOLELY TO AID AND ASSIST THE CONTRACTOR WITH THE FIELD OPERATIONS FOR THE PROJECT. SAID GENERAL NOTES MAY NOT FULLY EXHAUST ALL INFORMATION THAT MAY BE NECESSARY TO PROPERLY CONSTRUCT THE PROJECT. THE CONTRACTOR SHALL VERIFY THE CONTRACT DOCUMENTS, INCLUDING BUT NOT LIMITED TO THE PLANS, SPECIFICATIONS, AND GENERAL NOTES, TO BE COMPLETELY ACCURATE, CORRECT, REAL, AND TRUE, AND UNDER CONDITIONS, TO FULLY UNDERSTAND AND COMPLY WITH ALL THE REQUIREMENTS THEREIN. THE LOCATION AND SIZE OF ALL EXISTING UTILITIES AND TOPOGRAPHY HAVE BEEN PREPARED FROM FORMER RECORDS. THE CONTRACTOR'S RESPONSIBILITY IS TO VERIFY THE LOCATION AND SIZE OF THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION OF ANY EXISTING UTILITIES AND TO VERIFY THE LOCATION AND SIZE OF THE EXISTING UTILITIES. THE CONTRACTOR SHALL USE ELECTRONIC METHODS AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE PROJECT AND THE CONTRACT DOCUMENTS.

1. GENERAL
2. ALL CONSTRUCTION, MATERIALS AND TESTING SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF BOCA RATON, PALM BEACH COUNTY AND ALL OTHER LOCAL AND NATIONAL CODES WHERE APPLICABLE. WHEN ANY OF THE GOVERNING REGULATORY AGENCY'S STANDARDS ARE IN CONFLICT, THE MORE STRINGENT SHALL BE USED.
3. CONSTRUCTION SAFETY
  - ALL CONSTRUCTION SHALL BE DONE IN CONFORMANCE WITH THE RULES AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. TRENCH SAFETY ACT
  - CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLIANCE WITH THE STATE OF FLORIDA TRENCH SAFETY ACT.
5. SURVEY DATA
  - CONVEYORS SHOWN ON THE PLANS OR REFERENCED IN THE SPECIFICATIONS UNLESS OTHERWISE NOTED, ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88').

2. THE CONTRACTOR SHALL OBTAIN A SUNSHINE STATE ONE CALL AT 811 CERTIFICATION FOR ALL UTILITIES PRIOR TO BEGINNING CONSTRUCTION. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE SIZE, LOCATION, ELEVATION, AND MATERIAL OF ALL EXISTING UTILITIES WITHIN THE AREA OF CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING UTILITIES SHOWN OR FOR ANY EXISTING UTILITIES NOT SHOWN.

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING UTILITIES FOR WHICH HE FAILS TO REQUEST LOCATIONS FROM THE UTILITY OWNER. HE IS RESPONSIBLE AS WELL FOR DAMAGE TO ANY EXISTING UTILITIES WHICH ARE PROPERLY LOCATED.

4. PRIOR TO COMMENCEMENT OF CONSTRUCTION, CONTRACTOR ASSUMES ALL RESPONSIBILITY FOR WORK PERFORMED WITHOUT INTERFERENCE FROM ANY EXISTING UTILITIES.

5. ADDITIONAL COORDINATION FOR UTILITY CONFLICTS, R.F.I.'S AND CONTRACT EXTENDED TIME BEYOND THE ORIGINAL SCOPE OF CONSTRUCTION DURATION (AFTER THE CONTRACTOR CONSTRUCTION NOTICE TO PROCEED) AND EXCLUDING DOCUMENTED WORKSTOP STOP ORDERS ISSUED BY CLIENT. THE CONTRACTOR AND CONSULTANT WILL BE BILLED TO THE CONTRACTOR VIA THE OWNER AT \$135 PER HOUR.

3.1. THE CONTRACTOR SHALL NOTIFY BOCA RATON, THE ENGINEER OF RECORD AND PALM BEACH COUNTY, AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION AND PRIOR TO THE INSPECTION OF THE FOLLOWING ITEMS:

- 3.1.1. STORM DRAINAGE
- 3.1.2. SANITARY SEWER
- 3.1.3. WATER SYSTEM
- 3.1.4. CONCRETE SUBMIT AND HAVE APPROVED DENSITIES PRIOR TO PLACEMENT OF ROCK
- 3.1.5. LIME/ROCK BASE - SUBMIT AND HAVE APPROVED DENSITIES AND AS-BUILT'S PRIOR TO THE PLACEMENT OF ANY ASPHALT.
- 3.1.6. ASPHALT CONCRETE
- 3.1.7. FINAL INSPECTION

3.2. ALL INSPECTIONS SHALL BE MADE BY BOCA RATON, THE ENGINEER OF RECORD WILL PROVIDE GENERAL CONSTRUCTION OBSERVATION SERVICES.

4. PRIOR TO THEIR CONSTRUCTION OR INSTALLATION, SHOP DRAWINGS SHALL BE SUBMITTED TO AND REVIEWED BY BOCA RATION AND ENGINEER OF RECORD FOR SANITARY MANHOLES, MANASINS, FIRE MANASINS, FIRE HYDRANTS, VALVES, FITTINGS, ELECTRICAL EQUIPMENT WITH ASSOCIATED STRUCTURES, INCLUDING ALL DATA, CATALOGUE LITERATURE SHALL BE SUBMITTED FOR WATER AND SEWER PIPES, FITTINGS, AND APPURTENANCES.

5. PRIOR TO SUBMITTING SHOP DRAWINGS TO THE ENGINEER, THE CONTRACTOR SHALL REVIEW AND APPROVE THE DRAWINGS, AND SHALL NOTE IN RED ANY DEVIATIONS FROM THE ENGINEER'S PLANS OR SPECIFICATIONS.

6. INDIVIDUAL SHOP DRAWINGS FOR ALL PRECAST STRUCTURES ARE REQUIRED. CATALOGUE LITERATURE WILL NOT BE ACCEPTED FOR PRECAST STRUCTURES.

- 5.1. TEMPORARY UTILITIES  
THE CONTRACTOR SHALL BE RESPONSIBLE TO ARRANGE FOR OR SUPPLY TEMPORARY WATER SERVICE, SANITARY FACILITIES AND ELECTRICITY TO HIS EMPLOYEES AND SUBCONTRACTORS FOR THEIR USE DURING CONSTRUCTION.
- 5.2. TRAFFIC REGULATION
  - 5.2.1. MAINTENANCE OF TRAFFIC IN THE PUBLIC RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE MUTCD.
  - 5.2.2. ALL OPEN TRENCHES AND HOLES ADJACENT TO ROADWAYS OR WALKWAYS SHALL BE PROPERLY MARKED AND BARRICADED TO ASSURE THE SAFETY OF BOTH VEHICULAR AND PEDESTRIAN TRAFFIC.
  - 5.2.3. NO TRENCHES OR HOLES NEAR WALKWAYS OR IN ROADWAYS OR THEIR SHOULDERS ARE TO BE LEFT OPEN DURING NIGHTTIME HOURS WITHOUT EXPRESS PERMISSION OF THE ENGINEER, BOCA RATON AND LOCAL OR PALM BEACH AUTHORITY.
  - 5.2.4. ALL CONSTRUCTION WITHIN FOOT RIGHT-OF-WAYS MUST CONFORM WITH FOOT SPECIFICATIONS, STANDARDS AND PERMIT REQUIREMENTS. NO WORK SHALL COMMENCE WITHIN FOOT RIGHT-OF-WAYS WITHOUT AN FOOT PERMIT. FULL LANE WIDTH RESTORATION TO MATCH EXISTING PAVEMENT SECTION IS REQUIRED IN ACCORDANCE WITH STANDARDS FOR PROPOSED WORK WITHIN FOOT RIGHT-OF-WAYS.
- 5.3. CONTRACTOR SHALL PREPARE AND SUBMIT MAINTENANCE OF TRAFFIC PLAN (MOT) WHERE REQUIRED BY FEDERAL, STATE, COUNTY OR LOCAL AGENCIES HAVING JURISDICTION. CONTRACTOR SHALL OBTAIN ALL REQUIRED APPROVALS AND PERMITS ASSOCIATED WITH THE MOT'S. ALL MOT'S ARE TO BE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION CERTIFIED.

6.1.1. DURING CONSTRUCTION, THE PROJECT SITE AND ALL ADJACENT AREAS SHALL BE MAINTAINED IN A NEAT AND CLEAN MANNER. UPON FINAL CLEAN UP, THE PROJECT SITE SHALL BE LEFT CLEAR OF ALL SURPLUS MATERIAL OR TRASH. THE PAVED AREAS SHALL BE SWEEP BROOM CLEAN AS DIRECTED BY THE ENGINEER.

6.1.2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE AS DIRECTED BY THE ENGINEER OR BOCA RATON, ANY PUBLIC OR PRIVATE PROPERTY DAMAGED BY HIS WORK, EQUIPMENT, EMPLOYEES OR THOSE OF HIS SUBCONTRACTORS TO A CONDITION AT LEAST EQUAL TO THAT EXISTING IMMEDIATELY PRIOR TO THE BEGINNING OF OPERATIONS. TO THIS END, THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS FOR HIGHWAY OR DRIVEWAY, WALK, IRRIGATION AND LANDSCAPING WORK. SUITABLE MATERIALS AND METHODS SHALL BE USED FOR SUCH RESTORATION.

6.1.3. WHERE MATERIAL OR DEBRIS HAS WASHED OR FLOWED INTO OR BEEN PLACED IN WATER COURSES, DITCHES, DRAINAGE CANALS OR ANYWHERE AS A RESULT OF THE CONTRACTOR'S OPERATIONS, SUCH MATERIAL OR DEBRIS SHALL BE REMOVED, SATISFACTORILY DISPOSED OF DURING PROGRESS OF WORK, AND THE AREA KEPT IN A CLEAN AND NEAT CONDITION AS DIRECTED BY THE ENGINEER.

6.1.4. THE CONTRACTOR SHALL DISPOSE OF ALL SITE DEMOLITION IN ACCORDANCE WITH STATE AND LOCAL REGULATIONS.

- 6.2.1. THE CONTRACTOR SHALL MAINTAIN ACCURATE AND COMPLETE RECORDS OF WORK ITEMS COMPLETED.
- 6.2.2. PRIOR TO THE PLACEMENT OF ANY ASPHALT OR CONCRETE PAVEMENT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER "AS-BUILT" PLANS SHOWING LIMEROCK BASE GRADES, SLOPES, ALL DRAINAGE, AND ALL OTHER FEATURES. NO CONSTRUCTION SHALL BE INITIATED OR COMMENCE UNTIL THE ENGINEER AND THE APPROVING AGENCY HAS REVIEWED THE "AS-BUILT'S".
- 6.2.3. ALL REQUIRED DENSITY AND LBR TEST RESULTS FOR SUBGRADE SHALL BE PROVIDED TO THE ENGINEER AND BOCA RATON PRIOR TO PLACING LIMEROCK BASE MATERIAL.
- 6.2.4. ALL REQUIRED DENSITY AND LBR TEST RESULTS FOR LIMEROCK SHALL BE PROVIDED TO THE ENGINEER AND BOCA RATON PRIOR TO PLACING ASPHALT.
- 6.2.5. "AS-BUILT" INFORMATION SUBMITTED TO THE ENGINEER SHALL BE SUFFICIENTLY ACCURATE, CLEAR AND LEGIBLE TO THE SATISFACTION OF THE ENGINEER THAT THE INFORMATION PROVIDES A TRUE REPRESENTATION OF THE IMPROVEMENTS CONSTRUCTED. LAKE AS-BUILTS WILL BE CROSS SECTIONED SHOWING THE DESIGNED SECTION DETERMINED. "AS-BUILT" INFORMATION SHALL BE SUBMITTED TO THE ENGINEER PRIOR TO THE LAKE MAINTENANCE EASEMENT. SPACING BETWEEN EACH CROSS-SECTION SHALL BE SUCH AS TO PROVIDE ENOUGH DATA TO DETERMINE IF THE LAKE WAS CONSTRUCTED AS DESIGNED.
- 6.2.7. UPON COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT TO THE

CONSTRUCTION CHANGES AND DIMENSIONED LOCATIONS AND ELEVATIONS OF ALL IMPROVEMENTS AND SHALL BE SIGNED AND SEALED BY A REGISTERED LAND SURVEYOR OR ENGINEER. FINAL AS-BUILT INFORMATION SHALL BE SUBMITTED ON AN AUTOCAD & PDF FORMAT AS DIRECTED BY THE ENGINEER.

7.1. DEWATERING PERMIT IS NOT AVAILABLE FOR THE SITE DEVELOPMENT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A DEWATERING PERMIT.

8.1. CONTRACTOR IS RESPONSIBLE FOR DETERMINATION/INVESTIGATION OF SUBSURFACE

9.1. CONTRACTOR IS RESPONSIBLE FOR DETERMINATION/INVESTIGATION OF SUBSURFACE CONDITIONS.

- 10.1. PROPER SAFETY PRECAUTIONS SHALL BE TAKEN TO SEPARATE AREA OF DEMOLITION FROM SURROUNDING PROPERTY.
- 10.2. DEMOLITION SHALL BE SAWCUT AT THE LIMITS OF DEMOLITION PRIOR TO REMOVAL.
- 10.3. ALL DEMOLITION TO BE PERFORMED IN A MANNER TO ELIMINATE HAZARDS TO PERSONS AND PROPERTY. MINIMUM INTERFERENCE WITH USE OF ADJACENT AREAS, PROVIDE NON-DISRUPTION OF SERVICES PROVIDED BY EXISTING UTILITIES TO ADJACENT AREAS, AND TO PROVIDE FREE PASSAGE TO AND FROM ADJACENT AREAS OR STRUCTURES.
- 10.4. ALL EXISTING AND REMAINING DUTY UTILITIES SHALL TAKE NECESSARY PRECAUTIONS TO AVOID DAMAGE TO EXISTING ITEMS TO REMAIN.
- 10.5. DEBRIS RESULTING FROM DEMOLITION SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE PROPERLY DISPOSED OF ON A DAILY BASIS. DISPOSAL OF DEBRIS SHALL BE IN ACCORDANCE WITH APPLICABLE FEDERAL, STATE AND LOCAL PERMITS, RULES AND/OR REGULATIONS.
- 10.6. HAZARDOUS MATERIALS, IF PRESENT, SHALL BE DEALT WITH IN A MANNER CONSISTENT WITH ALL APPLICABLE FEDERAL, STATE AND LOCAL REGULATIONS.
- 10.7. UPON COMPLETION OF DEMOLITION, SITE IS TO BE LEFT IN CLEAN CONDITION FREE OF DEBRIS.
- 10.8. CONTRACTOR TO PROVIDE PROPER SEDIMENT CONTROL AND PROTECTION OF STORM WATER DRAINAGES, BOTH WITHIN AND OUTSIDE THE LIMITS OF DEMOLITION AND P/L- TO PREVENT DEPOSIT OF SEDIMENTS CONVEYED THROUGH RUNOFF. CONTRACTOR TO CLEAN AND REMOVE SEDIMENTS FROM ALL STRUCTURES AS NEEDED.
- 10.9. EXISTING UTILITIES SHALL BE PROTECTED AND NOT BE REFERENCED ONLY. CONTRACTOR IS RESPONSIBLE FOR IDENTIFICATION OF UTILITIES SHOWN OR NOT SHOWN PRIOR TO DEMOLITION. CONTRACTOR SHALL HAVE ALL UTILITIES PROPERLY LOCATED PRIOR TO COMMENCEMENT OF DEMOLITION.
- 10.10. BRICK AND GROUT ANY REMAINING HOLE OPENINGS IN EXISTING STRUCTURES AFTER REMOVAL OF ANY PIPE DESIGNATED FOR REMOVAL.

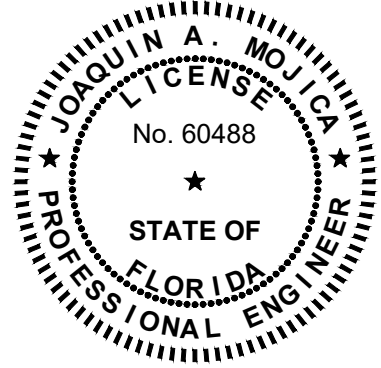
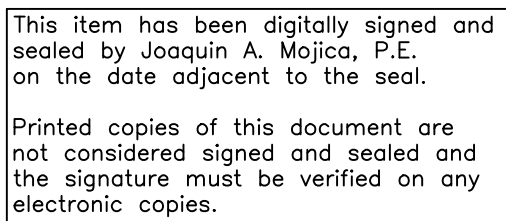
- 11.3.1. GENERAL
- 11.3.1.1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REQUEST A COPY OF THE GEOTECHNICAL ENGINEERING SOILS REPORT AND ADHERE TO THE CONDITIONS AND RECOMMENDATIONS STATED WITHIN.
- 11.3.2. NONE OF THE EXISTING MATERIAL IS TO BE INCORPORATED IN THE LIMEROCK BASE.
- 11.3.3. ALL SUB-GRADE UNDER PAVED AREAS SHALL HAVE A MINIMUM LBR VALUE OF 40 AND SHALL BE COMPACTED TO 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.
- 11.3.4. ALL FILL MATERIAL IN AREAS NOT TO BE PAVED SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.
- 11.3.5. A 2" BLANKET OF TOP SOIL SHALL BE PLACED OVER ALL AREAS TO BE SOODED.
- 11.4. ON-SITE
- 11.4.1. ALL ORGANIC AND OTHER UNSUITABLE MATERIAL UNDER THOSE AREAS TO BE PAVED SHALL BE REMOVED TO A DEPTH OF THREE (3) FEET BELOW FINISHED GRADE AND FOR THOSE (3) FEET BEYOND THE PERIMETER OF THE PAVING AND DISPOSED OF BY CONTRACTOR AS PART OF WORK.
- 11.4.2. SUITABLE BACKFILL SHALL BE MINIMUM LBR 40 MATERIAL COMPACTED TO 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 THREE (3) FEET BEYOND PERIMETER OF THE PAVING.
- 11.4.3. ALL UNSUITABLE MATERIAL UNDER EXFILTRATION TRENCH LOCATIONS SHALL BE REMOVED AND DISPOSED OF BY CONTRACTOR AS PART OF THIS WORK.

- 2.1.1. CONTRACTOR MAY UTILIZE ONE OF THE FOLLOWING MATERIALS (AS DIRECTED AND APPROVED BY APPROVING AUTHORITY) ON A SIZE FOR SIZE BASIS:
  - 2.1.1.1. ALUMINUM
    - 2.1.1.1.1. PIPE SHALL BE ALUMINUM, MANUFACTURED IN CONFORMANCE WITH ASTM B-209. METAL PIPE SHALL NOT BE ALLOWED WITHIN THE ROAD RIGHT-OF-WAY.
    - 2.1.1.1.2. PIPE SHALL BE SPIRAL RIB DRAINAGE PIPE WITH 3/4" x 3/4" RIBS, APPROXIMATELY 7-1/2" ON CENTER, GAUGE THICKNESS SHALL MEET FOOT STANDARD 945-1.
    - 2.1.1.1.3. PIPE SHALL BE 12" OR LARGER STANDARD SPLIT BANDS OF THE SAME ALLOY AS THE PIPE AND MAY BE ONE GAUGE LIGHTER THAN THE PIPE.
    - 2.1.1.1.4. POLYURETHANE OR OTHER SEALANT SHALL BE USED WITH COUPLING BANDS ON ALL NON-PERFORATED PIPE.
    - 2.1.1.1.5. CONTECH ULTRA-FLO
  - 2.1.1.2. REINFORCED CONCRETE (RCP)
    - 2.1.1.2.1. REQUIREMENTS OF SECTION 449 OF THE FOOT STANDARD SPECIFICATIONS. ALL REINFORCED CONCRETE PIPE SHALL BE CLASS III WATER TIGHT AND CONFORM TO THE STANDARD SPECIFICATIONS
    - 2.1.1.2.2. JOINTS IN RCP SHALL EMPLOY O-RING TYPE GASKETS AS SPECIFIED IN SECTION 942-1 OF FOOT STANDARD SPECIFICATIONS AND ASTM C443-98.
    - 2.1.1.2.3. PRECAST CONCRETE MANHOLES AND CATCH BASINS SHALL MEET THE REQUIREMENTS OF ASTM SPECIFICATION C-478 AND 641.
    - 2.1.1.2.4. CONCRETE FOR PRECAST MANHOLE AND CATCH BASINS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS.
    - 2.1.1.2.5. REINFORCING STEEL FOR MANHOLES AND CATCH BASINS SHALL CONFORM TO ASTM SPECIFICATION A-615 AND A-305, LATEST REVISION.
    - 2.1.1.2.6. ALL RE-BAR SPLICES IN CONCRETE STRUCTURES SHALL HAVE A MINIMUM LAP OF 24 BAR DIAMETERS.
    - 2.1.1.2.7. ALL JOINTS IN CONCRETE STRUCTURES SHALL BE FINISHED WATERTIGHT.
    - 2.1.1.2.8. ALL SPACES AROUND PIPING ENTERING OR LEAVING MANHOLES AND CATCH BASINS SHALL BE PROPERLY SEALED AND FILLLED WITH 2:1 CEMENT MORTAR.
    - 2.1.1.2.9. ALL CONCRETE PIPE SHALL HAVE MODIFIED TONGUE AND GROOVE JOINT AND HAVE RUBBER GASKETS, UNLESS OTHERWISE SPECIFIED.
  - 2.1.1.3. HIGH DENSITY POLYETHYLENE PIPE (HDPE)
    - 2.1.1.3.1. HIGH DENSITY POLYETHYLENE PIPE FOR STORM SEWERS SHALL CONFORM TO FOOT 948-2.
    - 2.1.1.4. POLYVINYL-CHLORIDE PIPE (PVC)
      - 2.1.1.4.1. CONTECH A2000
      - 2.1.1.4.2. POLYVINYL-CHLORIDE PIPE FOR STORM SEWERS SHALL CONFORM TO FOOT 948-1.
    - 2.1.1.5. CONCRETE PIPE FOR STORM DRAINAGE SYSTEMS SHALL CONFORM TO THE REQUIREMENTS OF FOOT STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, CURRENT EDITION, SECTION 430. BEDDING AND INITIAL BACKFILL OVER DRAINAGE PIPE SHALL BE SAND WITH NO ROCK LARGER THAN 3/4" DIAMETER.
    - 2.1.1.6. BACKFILL MATERIAL UNDER PAVED AREAS SHALL BE COMPACTED TO 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.
    - 2.1.1.7. BACKFILL MATERIAL UNDER AREAS NOT TO BE PAVED SHALL BE COMPACTED TO 95% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180 (INCLUDES SWALE AREAS).
    - 2.1.1.8. CONTRACTOR SHALL INSTALL AND MAINTAIN TEMPORARY SILT SCREENERS IN CATCH BASINS AND AT LOCATIONS AS DETERMINED BY THE ENGINEER UNTIL FINAL ACCEPTANCE OCCURS.

- 13.1. ALL CONSTRUCTION ACTIVITY, INCLUDING TRENCHING, IS TO BE A MINIMUM OF SIX (6) FEET FROM THE BASE OF ANY TREE THAT IS DESIGNATED TO REMAIN PER CODE SECTION 27-45.
- 13.2. ALL PLANTING SHALL BE IN ACCORDANCE WITH THE FLORIDA LANDSCAPE ARCHITECTURE BOARD'S FLORIDA FIRE PREVENTION CODE 18.3-4.1 - CLEARANCES OF 7'-6" IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANT, WITH A 4" CLEARANCE TO THE REAR OF THE HYDRANT.
- 13.3. MAINTAINERS SHALL HAVE A MINIMUM 3' OF UNOBSTRUCTED ACCESS TO AND VIEW OF THE MANHOLE OR METER FROM THE PUBLIC RIGHT-OF-WAY AND AT LEAST 5' OF VERTICAL CLEARANCE ABOVE THE MANHOLE OR METER PIT.
- 13.4. ALL LIMBEROCK AND BASE MATERIALS SHALL BE REMOVED FROM THE PLANTER PERMITS. PLANTERS SHALL BE PLACED WITH APPROPRIATE PLANTING SOIL, IN ACCORD WITH THE LANDSCAPING OF THE SITE.
- 13.5. THE REMOVAL OF ANY TREE ON THE SITE IS PROHIBITED WITHOUT THE REQUIRED BOCA PERMIT. THE PERMIT SHALL BE OBTAINED FROM THE BOCA COUNTY ENGINEER. NO TREE REMOVAL PERMIT MAY BE DONE UNDER AN ENVIRONMENTAL PERMIT PER BOCA RATION CODE OF ORDINANCES.

- 14.1. ALL BERMS AND SWALES ARE TO BE SODDED (SEE LANDSCAPING AND IRRIGATION PLANS).
- 14.2. LAKE SIDE SLOPES SHALL BE TOP SOILED AND STABILIZED THROUGH SEEDING AND PLANTING FROM 2 FEET BELOW TO 1 FOOT ABOVE THE CONTROL ELEVATION.
- 14.3. SOD AREAS ADJACENT TO PAVEMENT HAVING RUNOFF TO SWALES (INCLUDING ROADWAY STABILIZED SHOULDERS) SHALL BE GRADED 0.2' LOWER THAN PROPOSED EDGE OF PAVEMENT PLAN GRADES TO ALLOW FOR PLACEMENT OF SOD. PEG ALL SOD ON LAKE BANK SLOPES, SWALE SLOPES AND GROUND BETWEEN EDGE OF PAVEMENT AND SWALE AREAS IN PROPOSED SHEET FLOW AREAS.

THE STANDARD NOTES CONTAINED HEREON ARE GENERAL IN NATURE. FOR ANY CONTRADICTION BETWEEN THESE GENERAL NOTES AND THE UTILITY OWNER'S STANDARD DETAILS AND NOTES, THE UTILITY OWNER'S NOTES AND DETAILS GOVERN.



**MILLER LEGG**  
  
 South Florida Office: 5747 N. Andrews Way  
 Ft. Lauderdale, Florida • 33309-2364  
 954-436-7000  
[www.millerlegg.com](http://www.millerlegg.com)

CERTIFICATES OF AUTHORIZATION:  
EB7318 LB6680 LC0337

DES.	DWN.	CHK.
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PROJECT / FILE NO.

20-00015

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DRAWING NO.  
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C1.0

DATE DRAWN:

6/12/18





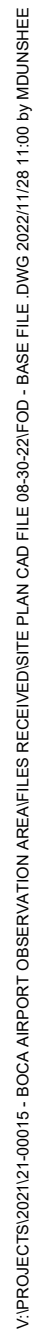
## OVERALL SITE PLAN

CERTIFICATES OF AUTHORIZATION		
EB7318 LB6680 LC0337		
DES.	DWN.	CHK.
PROJECT / FILE NO.		
20-00015		
DRAWING NO.		
H1.01		
DATE DRAWN:		
11/28/22		

**BOCA RATON AIRPORT**  
BOCA RATON, FLORIDA  
FOR: BOCA RATON AIRPORT AUTHORITY

[illegible]





SCALE: 1/4"=1'-0"

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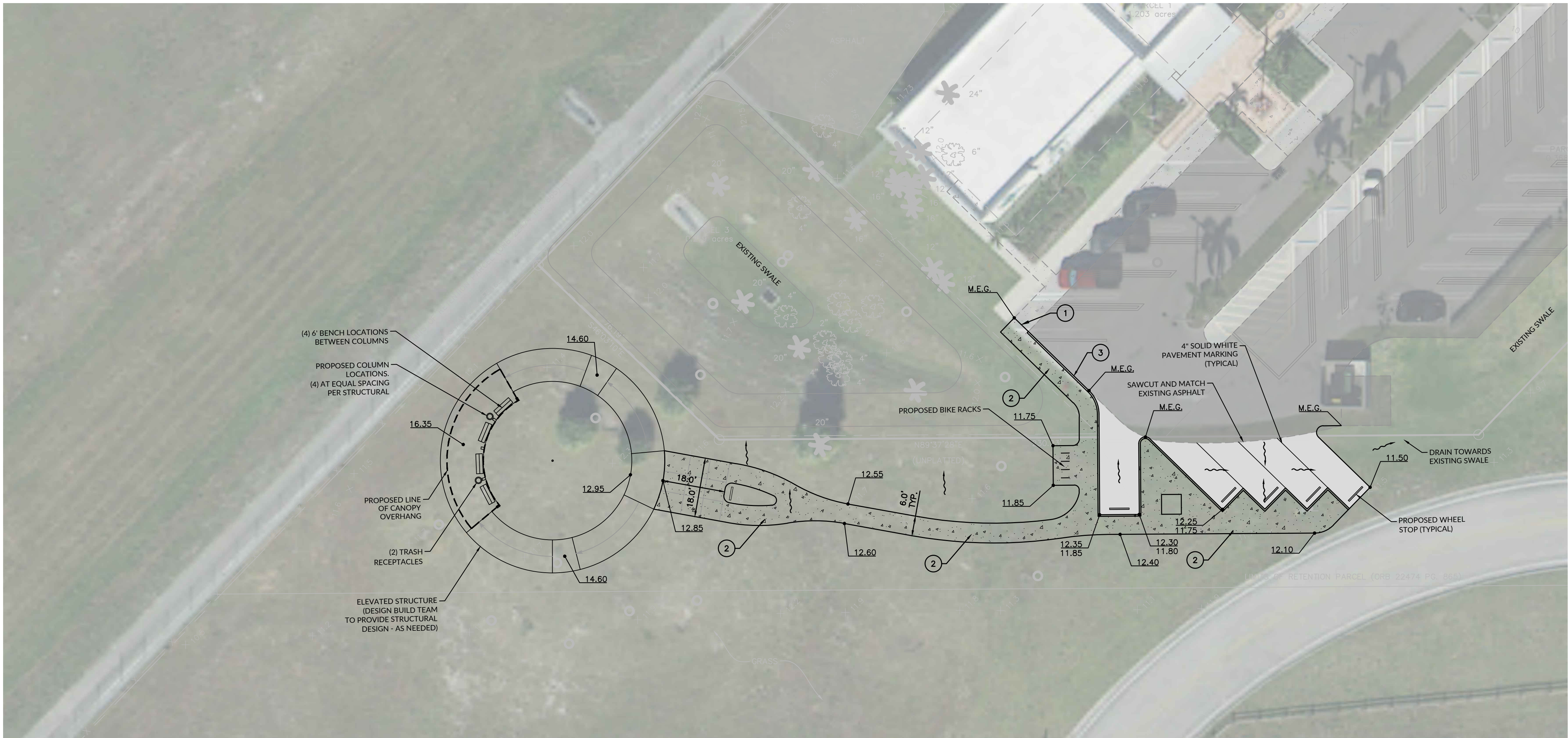
CERTIFICATES OF AUTHORIZATION:		
EB7318 LB6680 LC0337		
DES.	DWN.	CHK.
PROJECT / FILE NO.		
20-00015		
DRAWING NO.		
H1.02		
DATE DRAWN:		
11/28/22		

**BOCA RATON AIRPORT**  
BOCA RATON, FLORIDA  
FOR: BOCA RATON AIRPORT AUTHORITY

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LEGEND

PROPOSED IMPROVEMENTS HATCH PATTERNS	
	PROPOSED CONCRETE PAVEMENT/SIDEWALK
	PROPOSED ASPHALT PAVEMENT
	PROPOSED ASPHALT RESTORATION
	PROPOSED CONCRETE PAVERS
	PROPOSED GREEN SPACE
PROPOSED IMPROVEMENTS LINETYPES & SYMBOLS	
	PROPOSED BASELINE
	PROPOSED FENCE LINE
	PROPOSED GUARDRAIL
	PROPOSED LIMITS OF CONSTRUCTION LINE
	PROPOSED EDGE OF PAVEMENT & CURB LINE
	PROPOSED TREE/LANDSCAPE LINE
	PROPOSED EXFILTRATION TRENCH LINE
	PROPOSED STORM DRAINAGE LINE
	PROPOSED TOP OF BANK LINE
	PROPOSED TOE OF BANK LINE
	PROPOSED STORM DRAINAGE CATCH BASIN
	PROPOSED YARD DRAIN
	PROPOSED MITERED END SECTION
	SURFACE FLOW ARROW
	PROPOSED ELEVATION (TOP OF CURB/BOTTOM OF CURB)
	MATCH EXISTING GRADE

EXISTING HATCH PATTERNS	
	EXISTING CONCRETE SIDEWALK TO BE REMAIN
	EXISTING ASPHALT PAVEMENT TO BE REMAIN
EXISTING LINETYPES	
	EXISTING BURIED ELECTRIC LINE
	EXISTING BURIED CABLE/TELEVISION LINE
	EXISTING BURIED COMMUNICATION LINE
	EXISTING FIRE LINE
	EXISTING GAS LINE
	EXISTING NON-POTABLE RECLAIMED WATER LINE
	EXISTING OVERHEAD WIRE LINE
	EXISTING ABANDONED UTILITY LINE
	EXISTING SANITARY FORCE MAIN
	EXISTING SANITARY SEWER LATERAL
	EXISTING SANITARY SEWER LINE
	EXISTING STORM SEWER LINE
	EXISTING POTABLE WATER LINE
	EXISTING POTABLE WATER SERVICE LINE

SURVEY DATUM NOTE:

ELEVATIONS SHOWN ON THE PLANS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) OBTAINED FROM THE SURVEY PERFORMED BY BROWN & PHILLIPS, INC. (PROJECT #11-0601), LAST REVISION DATED 12-05-12, RECEIVED 10-27-20.

SURVEY NOTE:

THE SURVEY DATA SHOWN IN BASED UPON A SURVEY PREPARED IN 2012, AND AERIAL PHOTOGRAPHS. THE ACCURACY SHOWN IS NOT CONSTRUCTION LEVEL. THE DESIGN BUILD TEAM WILL BE REQUIRED TO PREPARE AN UPDATED TOPOGRAPHIC SURVEY OF THE SITE AND ADJUST PROPOSE GEOMETRY AND TOPOGRAPHY ACCORDINGLY.

SITE CONSTRUCTION CALLOUTS:

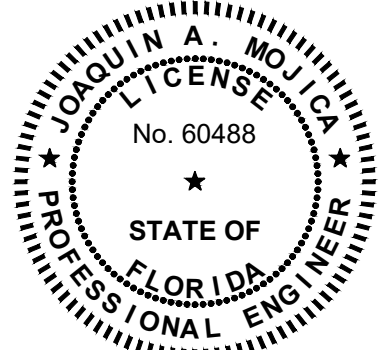
- CONNECT TO EXISTING CONCRETE SIDEWALK
- 6" CONCRETE SIDEWALK
- TYPE 'D' CURB

GRADING & DRAINAGE NOTES:

- ALL EARTHWORK ACTIVITIES (CUT, FILL, DREDGING, ETC.) SHALL BE PERFORMED IN ACCORDANCE TO THE GEOTECHNICAL REPORT RECOMMENDATIONS.
- CONTRACTOR TO OBTAIN A COPY OF THE GEOTECHNICAL REPORT AND MAINTAIN IT ON-SITE AT ALL TIMES.
- EARTHWORK ACTIVITIES SHALL BE MONITORED AND PERFORMED UNDER CLOSE SUPERVISION OF THE GEOTECHNICAL ENGINEER AND FOLLOWING THE GEOTECHNICAL REPORT RECOMMENDATIONS FOR METHODOLOGY, PROCEDURES, COMPACTION, ETC.
- NO CONSTRUCTION ACTIVITIES (EARTHWORK, UTILITIES, TREE REMOVAL, OR GROUND DISTURBANCE) TO TAKE PLACE OUTSIDE OF THE LIMITS OF CONSTRUCTION UNLESS OTHERWISE APPROVED BY THE CITY OF XXXXXXXXXXXX.
- CONTRACTOR SHALL FIELD VERIFY LOCATION, INVERT, ELEVATION, MATERIALS AND PIPE SIZE BEFORE CONSTRUCTION BEGINS.
- PROPOSED SIDEWALKS SHALL NOT EXCEED 2% ACROSS AND 5% LONGITUDINAL.
- ALL PROPOSED GRADES AND CONTOURS ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL OBTAIN A COPY OF THE SITE GEOTECHNICAL REPORT AND INCLUDE ALL NECESSARY SOIL WORK IN THE PROJECT BID.
- CONTRACTOR TO VERIFY SLOPES ON ALL SIDEWALKS, HANDICAP ZONES, RAMPS AND DRIVEWAY CONNECTIONS FOR COMPLIANCE WITH ADA REQUIREMENTS AND/OR OPERATIONAL FUNCTIONABILITY PRIOR TO POURING FINAL CONCRETE OR ASPHALT.
- CONTRACTOR SHALL CONTACT ENGINEER OF RECORD AT LEAST 24 HOURS PRIOR TO POURING CONCRETE OR PLACING ASPHALT ON ALL DRIVEWAY/CURB CUT CONNECTIONS FOR ENGINEERING INSPECTIONS.
- ALL RIGHT-OF-WAY DISTURBED BY THIS WORK SHALL BE RESTORED TO IT'S ORIGINAL CONDITION AND IN ACCORDANCE WITH APPLICABLE COUNTY CODES. ALL DISTURBED AREAS MUST BE SODDED, MATCHING EXISTING GRASS TYPE.
- ELEVATIONS HEREON REFER TO THE XXXXXXXXXXXXXXXXXXXX (XXXX 'XX) UNLESS OTHERWISE NOTED.



This item has been digitally signed and sealed by Joaquin A. Mojica, P.E. on the date adjacent to the seal.  
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



APPROVED: JOAQUIN A. MOJICA, P.E.  
FLA. REGISTRATION NO. 60488 DATE: 11/28/2022

SITE GEOMETRY & GRADING PLAN

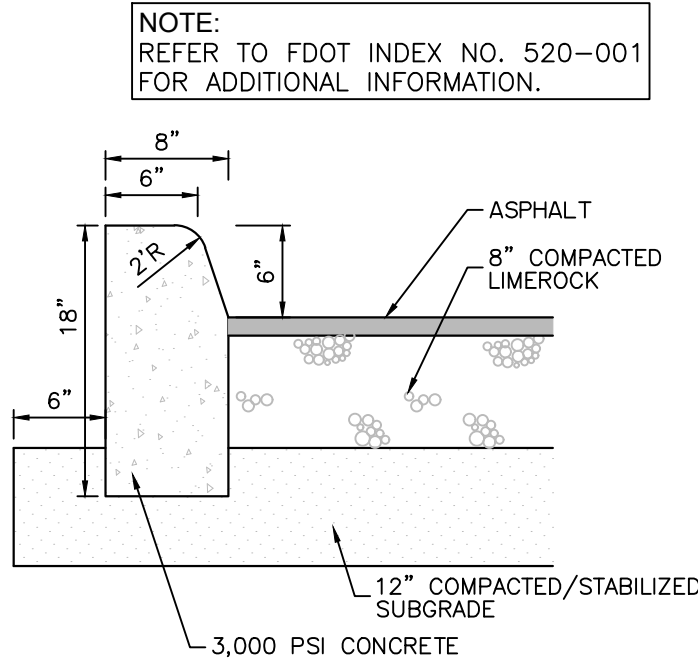
REVISIONS	
NO.	DATE

BOCA RATON AIRPORT  
BOCA RATON, FLORIDA  
FOR: BOCA RATON AIRPORT AUTHORITY

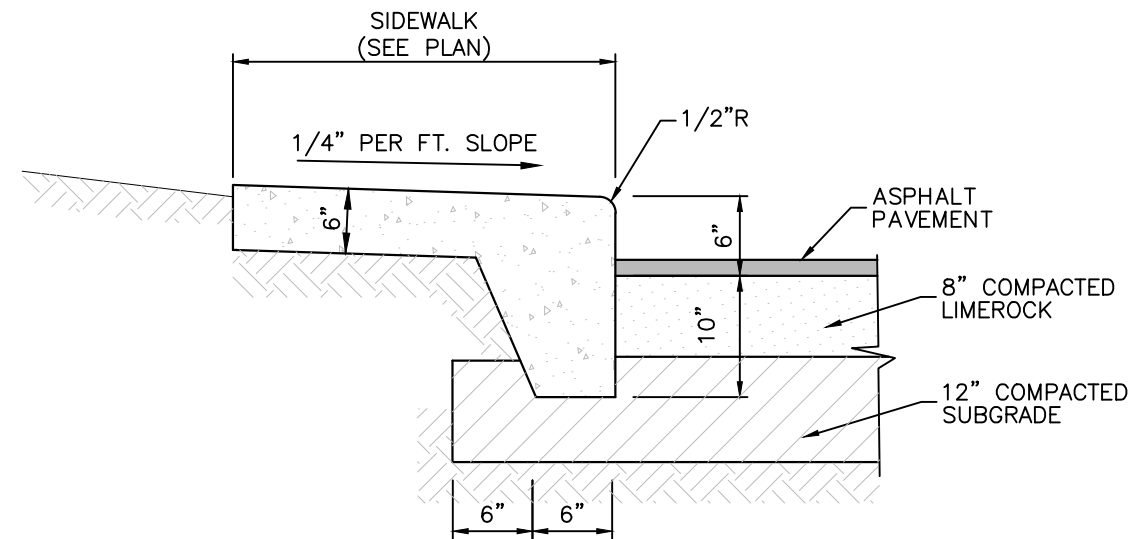


CERTIFICATES OF AUTHORIZATION:		
DES.	DWN.	CHK.
PROJECT / FILE NO.		
20-00015		
DRAWING NO.		
C2.0		
DATE DRAWN:		
6/12/18		

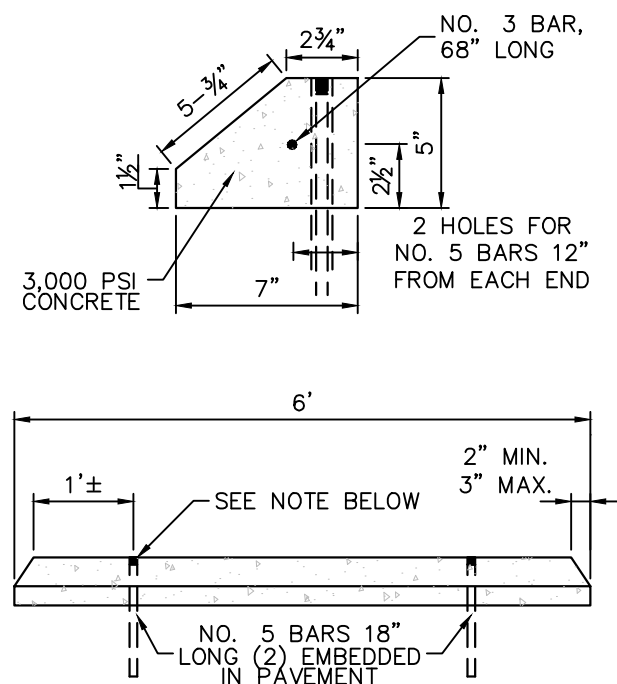




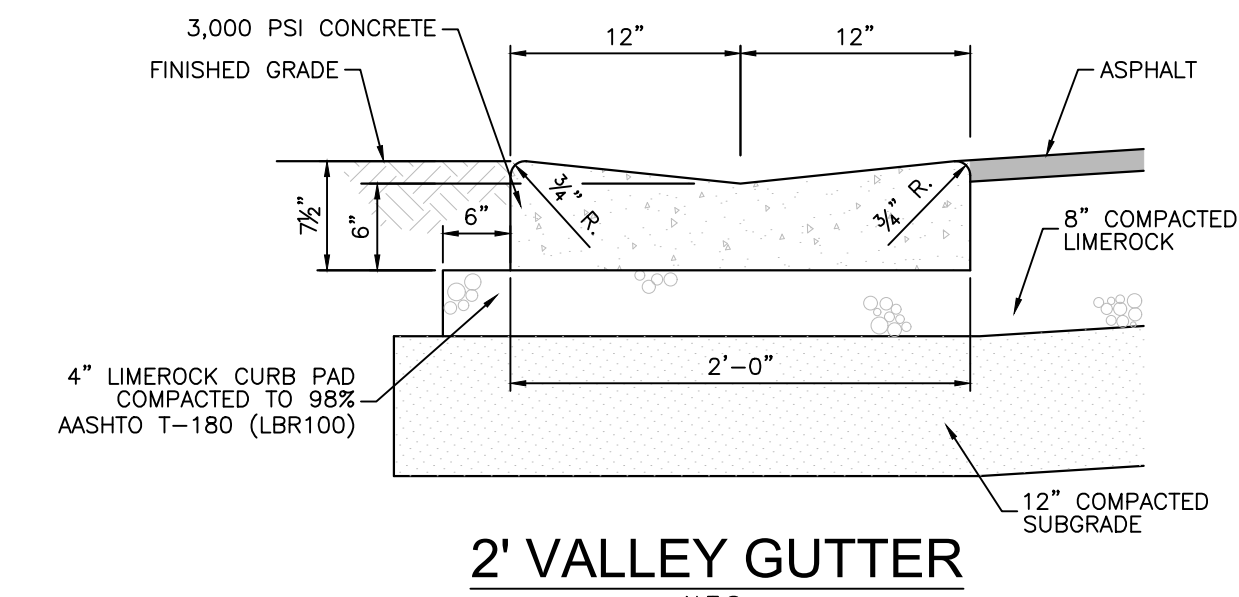
TYPE 'D' CURB  
N.T.S.



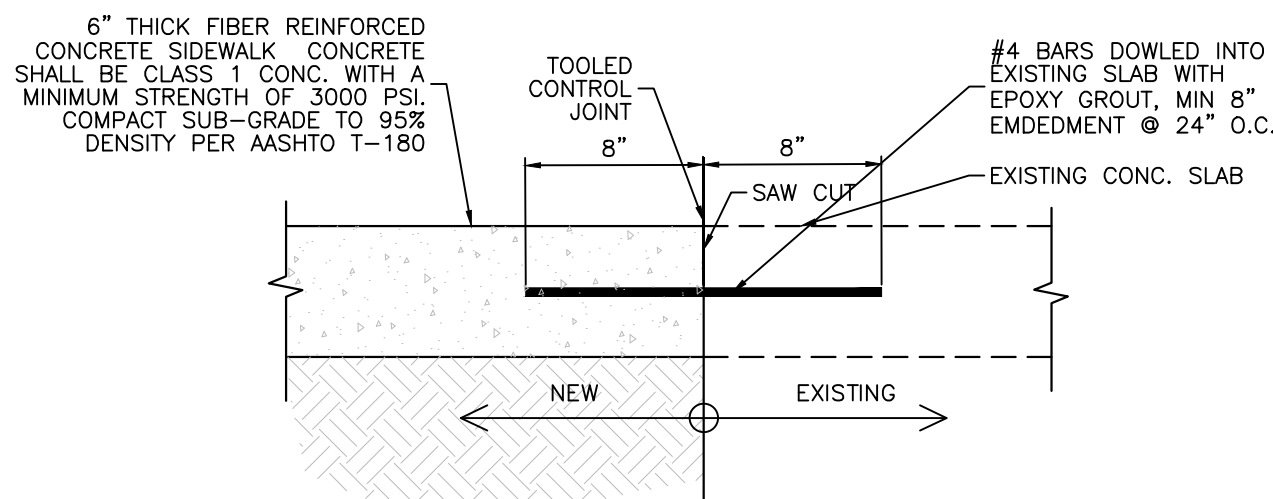
MONOLITHIC CURB AND SIDEWALK DETAIL  
N.T.S.  
(3,500 PSI MIN)



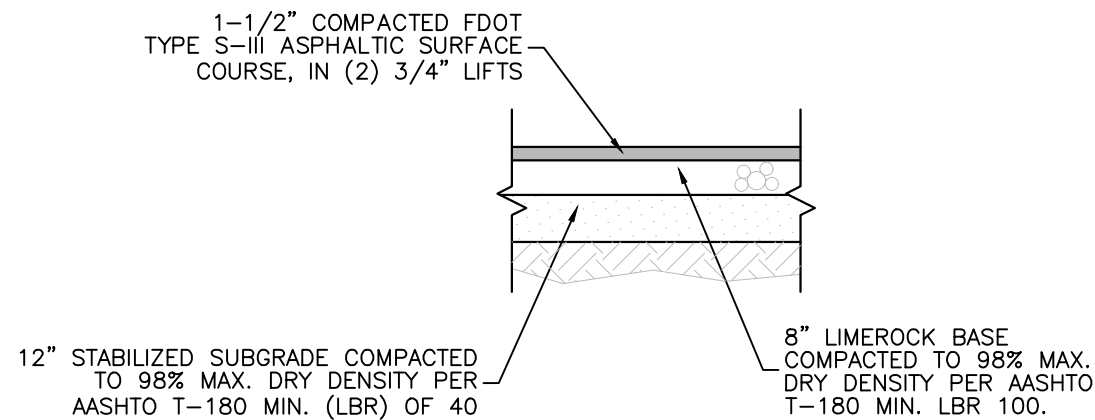
WHEEL STOP DETAIL  
N.T.S.



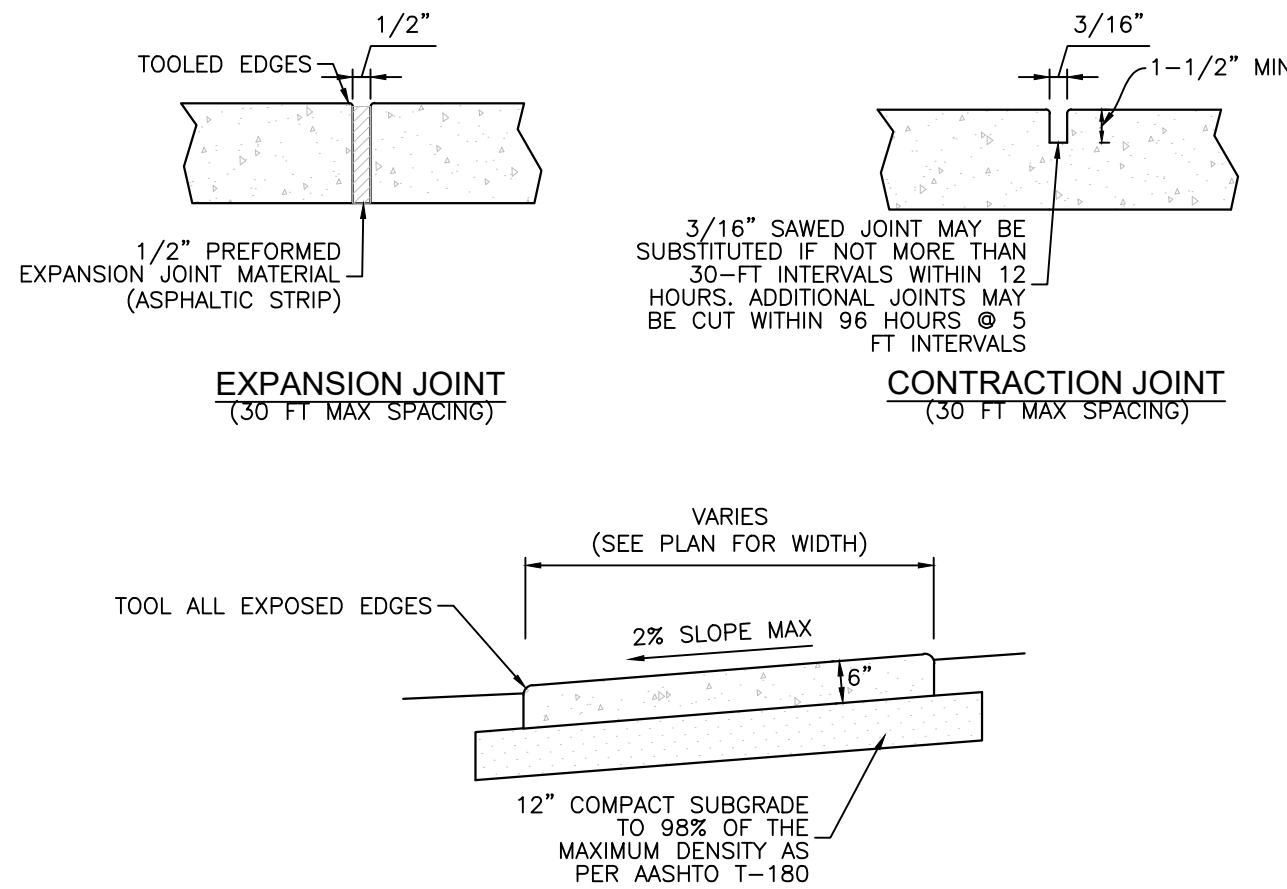
2' VALLEY GUTTER  
N.T.S.



NEW SIDEWALK TO EXISTING CONNECTION DETAIL  
N.T.S.

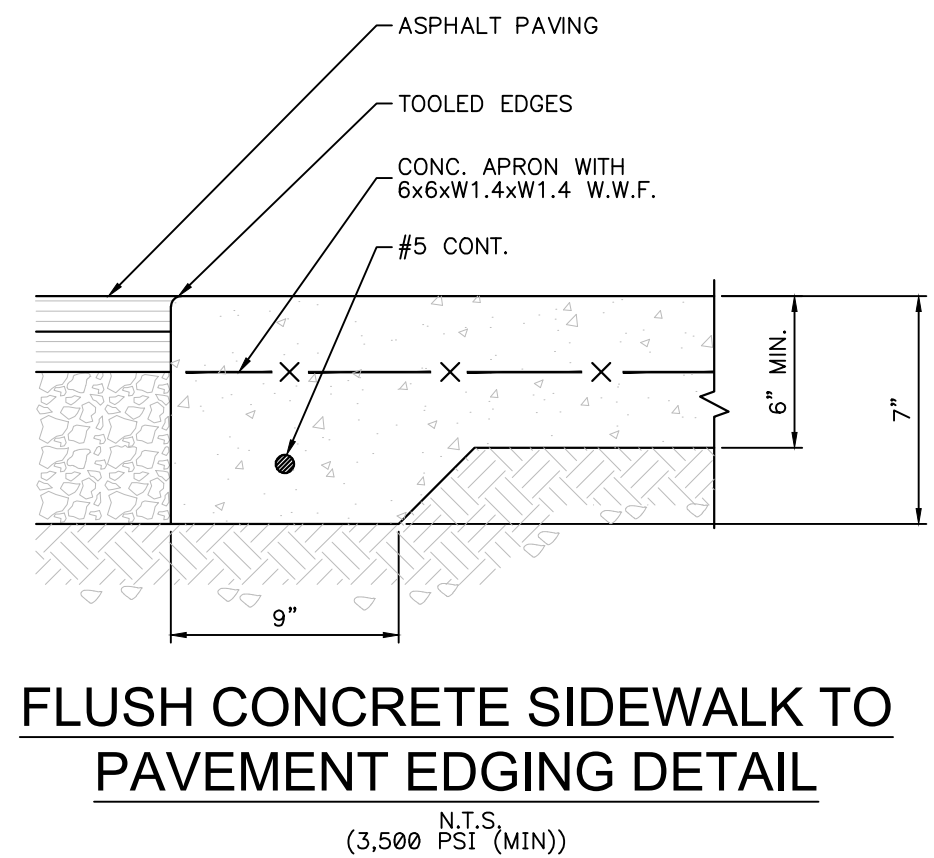


ASPHALT PAVEMENT TYPICAL  
CROSS-SECTION  
N.T.S.

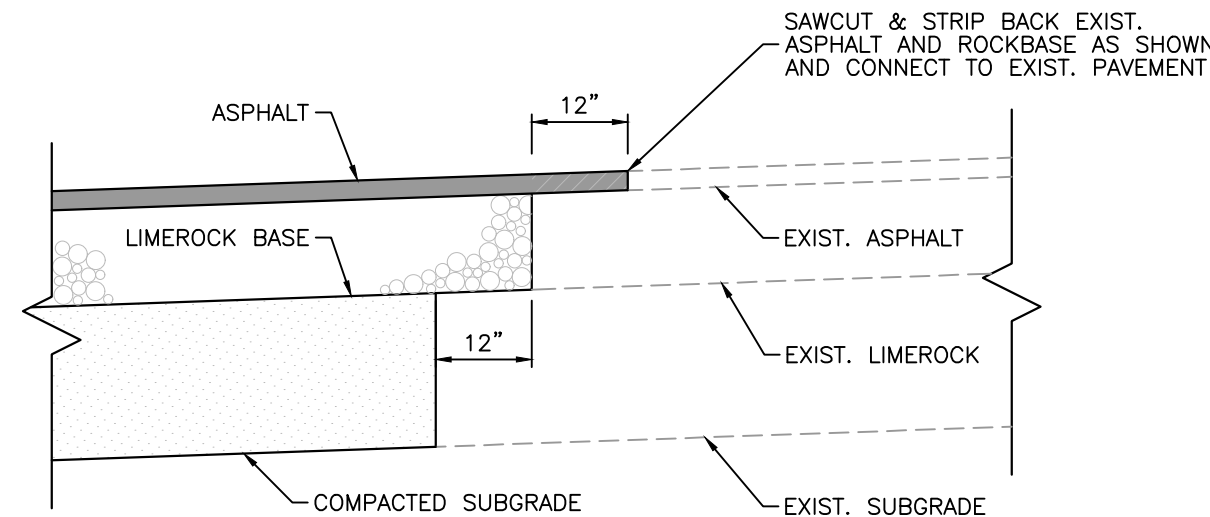


- NOTES:
1. PROVIDE EXPANSION JOINTS BETWEEN SIDEWALK AND CURB OR AT ANY OTHER RIGID STRUCTURE/MATERIAL.
  2. EXPANSION JOINTS SHALL BE PROVIDED AT 30 FT MAX SPACING. SIDEWALK JOINTS PLACEMENT SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARDS OR AS APPROVED BY ENGINEER.
  3. ULTIMATE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3,000 PSI @ 28 DAYS FOR SIDEWALKS/WALKWAYS.
  4. FOR SIDEWALKS COMPACT SUBGRADE TO 98% OF THE MAXIMUM DENSITY AS DETERMINED BY AASHTO T-180.
  5. TOOLED CONTRACTION JOINT SHALL BE PROVIDED AT 5 FT MAXIMUM SPACING. SAWED CONTRACTION JOINT MAY BE SUBSTITUTED IF CUT AT NO MORE THAN 30 FT INTERVALS WITHIN 12 HOURS AFTER CONCRETE HAS SET. ADDITIONAL CUTS AT 5 FT INTERVALS MUST BE CUT WITHIN 96 HOURS. SIDEWALK JOINTS PLACEMENT SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARDS OR AS APPROVED BY ENGINEER.
  6. ALL CONCRETE SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH F.D.O.T. STANDARDS, INCLUDING ANY REQUIRED 'CURB RAMPS'.

CONCRETE WALKWAY/SIDEWALK  
N.T.S.



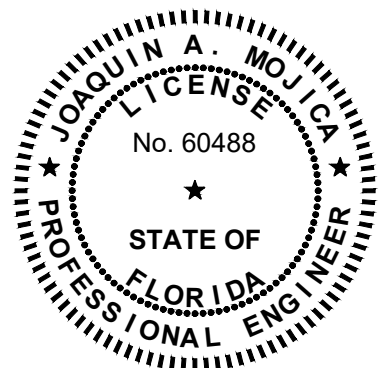
FLUSH CONCRETE SIDEWALK TO  
PAVEMENT EDGING DETAIL  
N.T.S.  
(3,500 PSI MIN)



CONNECTION TO EXISTING  
PAVEMENT DETAIL  
N.T.S.

This item has been digitally signed and sealed by Joaquin A. Mojica, P.E. on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



APPROVED: JOAQUIN A. MOJICA, P.E.  
FLA. REGISTRATION NO. 60488 DATE: 11/28/2022

GENERAL CONSTRUCTION DETAILS

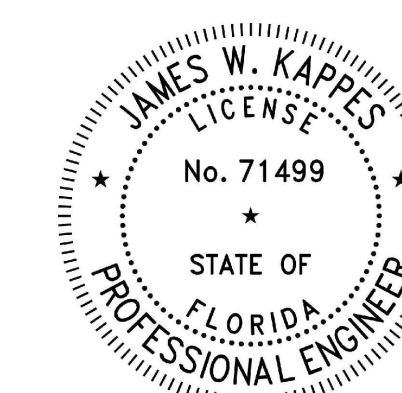
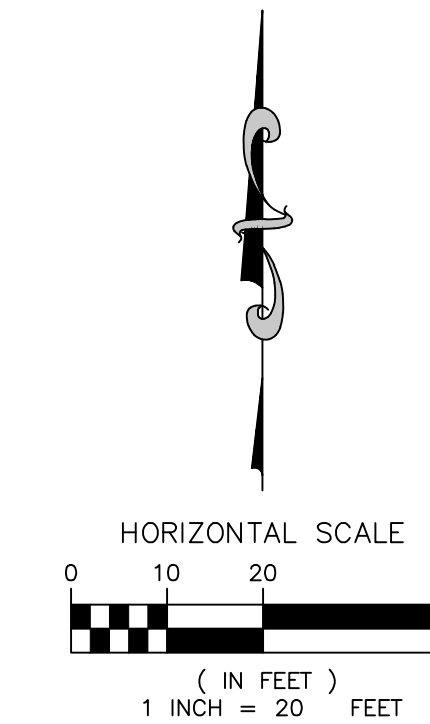
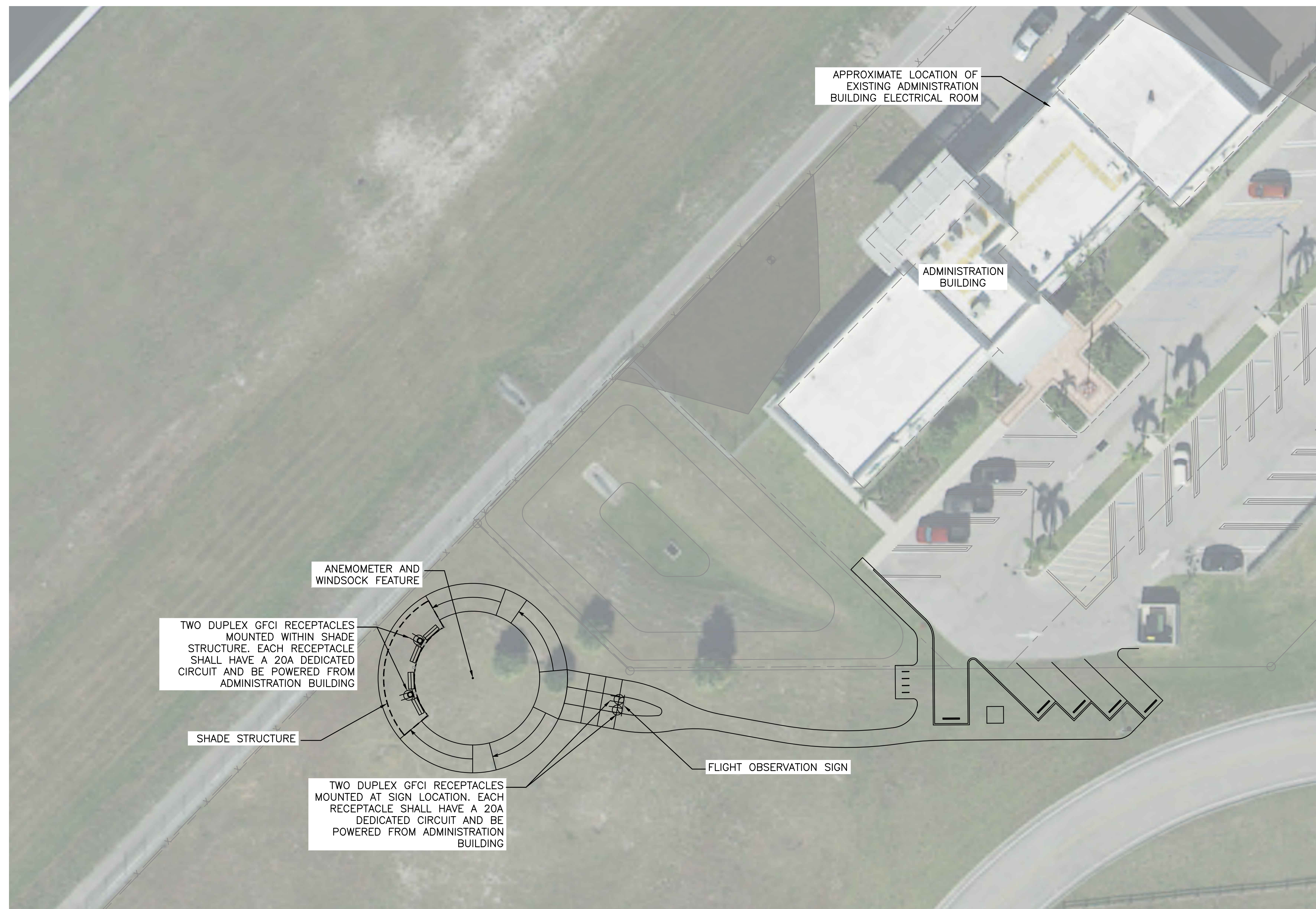


CERTIFICATE OF AUTHORIZATION:		
EB7318 LB6680 LC0337		
DES.	DWN.	CHK.
PROJECT / FILE NO.		
20-00015		
DRAWING NO.		
C2.1		
DATE DRAWN:		
6/12/18		

**BOCA RATON AIRPORT**  
BOCA RATON, FLORIDA  
FOR: BOCA RATON AIRPORT AUTHORITY

REV.	DATE	REVISIONS
1		
2		
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APPROVED : JAMES W. KAPPES, P.E.  
E.I.A. REGISTRATION NO. 71499 DATE : 11/30/22

# Electrical Site Power Plan

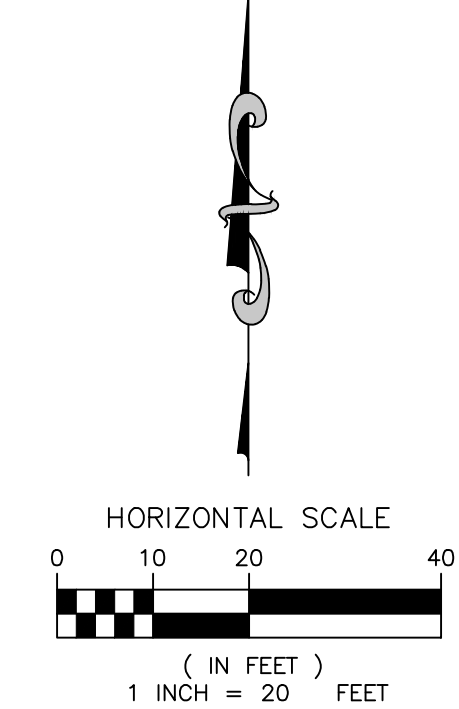
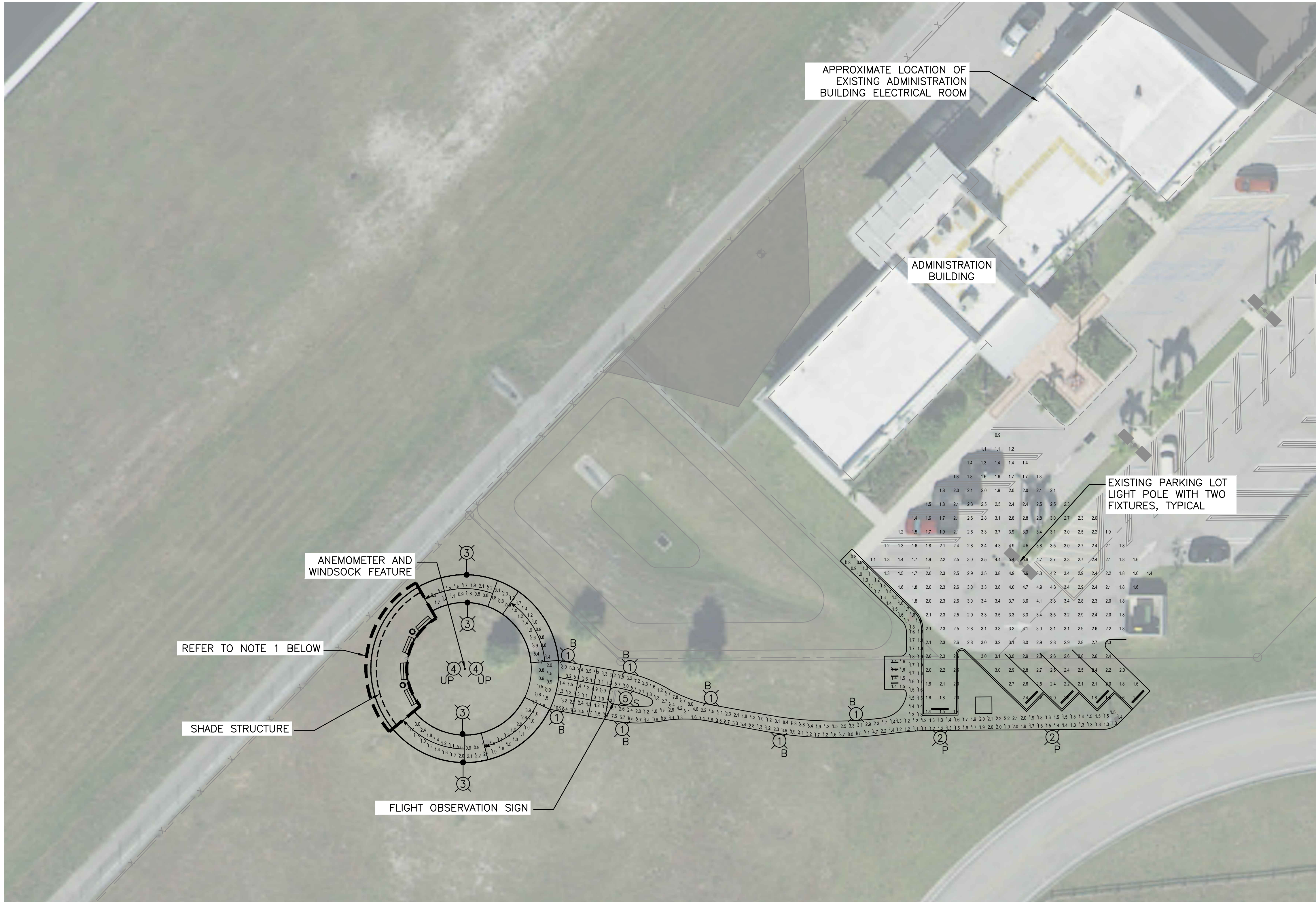
**MILLER LEGG**  
South Florida Office: 5747 N. Andrews Way  
Ft. Lauderdale, Florida • 33309-2364  
954-486-7000

CERTIFICATES OF AUTHORIZATION		
JWK	JWK	ALC
DES.	DWN.	CHK.
PROJECT / FILE NO.		
20-00015		
DRAWING NO.		
E1.0		
DATE DRAWN:		
11/30/22		

**BOCA RATON AIRPORT**  
BOCA RATON, FLORIDA  
FOR: BOCA RATON AIRPORT AUTHORITY



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#### LEGEND

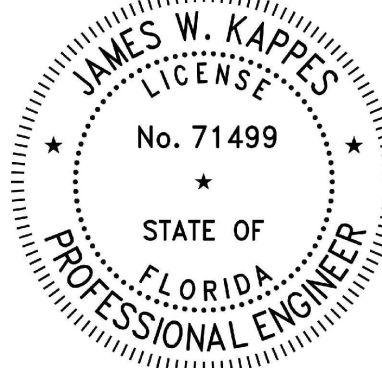
SYMBOL	DESCRIPTION
	LUMINAIRE - SEE SCHEDULE # = SEE FIXTURE SCHEDULE B = BOLLARD P = POLE AND LIGHT UP = GROUND MOUNTED UPLIGHT S = SIGN LIGHT
	HAND RAIL RECESSED LUMINAIRE - SEE SCHEDULE # = SEE FIXTURE SCHEDULE SOLD LINE = REPRESENTS THE LENGTH OF HANDRAIL TO BE PROVIDED WITH HANDRAIL LIGHTS.

LIGHT FIXTURE SCHEDULE									
FIXTURE NUMBER	DESCRIPTION	MANUFACTURER	CATALOG NUMBER	LAMPS	INPUT WATTS	LUMENS	MOUNTING	MOUNTING HEIGHT	NOTES
1	BOLLARD - LUSO	VISIONAIRE LIGHTING	LSO-B-S41-T3-20LC-5-4K-UNV-AB-LDL	LED	34	3637	BOLLARD	3.5'	
2	PARKING LOT LIGHT POLE	GARDCO	PPT-196L-1150-NW-G2-3-UNV	LED	51	5439	POLE	25'	
3	HAND RAIL LIGHT-LUMENPOD 16	WAGNER	LULF-40K-70-5	LED	2.2	225	RECESSED IN HANDRAIL	4'	2' ON CENTER; PROVIDE WITH STD 100W DRIVER MOUNTED IN HAND RAIL
4	INGROUND RECESSED FIXTURE	FC LIGHTING	FCD910-UNV-4K-1200(13W)-CRI90-SS-SP-SR	LED	13	1200	RECESSED	N/A	
5	SIGN LIGHT	COOPER	VFS-K-B20-3-LED-E1-MST	LED	24	2261	STAKE MOUNTED	N/A	

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
PARKING	Fc	2.53	5.6	0.9	2.81	6.22
OBSERVATION AREA	Fc	1.5	5.4	0.5	3	10.8
PATHWAY	Fc	2.39	10.9	0.8	2.99	13.63

#### NOTES

- THE DESIGN-BUILD CONTRACTOR SHALL PROVIDE LIGHTING IN THIS AREA TO ACHIEVE AT A MINIMUM: 1.4 FOOT-CANDLE AVERAGE AND 3.1 AVERAGE/MINIMUM RATIO. COORDINATE WITH THE SHADE STRUCTURE MANUFACTURER/SUPPLIER FOR FLOOD LIGHTING TO BE MOUNTED TO THE SHADE STRUCTURE.
- THE LIGHT FIXTURE LAYOUT SHOWN ON THIS SHEET ALONG WITH THE INFORMATION CONTAINED WITHIN THE LIGHT FIXTURE SCHEDULE IS CONCEPTUAL. THE DESIGN-BUILD CONTRACTOR SHALL BE RESPONSIBLE FOR THE FINAL LIGHTING DESIGN.



APPROVED: JAMES W. KAPPES, P.E.  
FLA. REGISTRATION NO. 71499 DATE: 11/30/22

#### ELECTRICAL SITE LIGHTING PLAN

REVISIONS	
NO.	DATE

# BOCA RATON AIRPORT

BOCA RATON, FLORIDA  
FOR: BOCA RATON AIRPORT AUTHORITY



CERTIFICATE OF AUTHORIZATION		
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DES.	DWN.	CHK.
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E2.0		
DATE DRAWN:		
11/30/22		



ATTACHMENT C -  
BOCA RATON  
AIRPORT FLIGHT  
OBSERVATION  
AREA MEETING  
MEMORANDUM





## Email Memorandum

To: Clara Bennett, Scott Kohut – Boca Raton Airport Authority

Copy To: Pete Ricondo, Bryce Wagner – Ricondo & Associates, Inc.

From: Sharon Hauber – HDA

Re: **Boca Raton Airport Flight Observation Area**  
June 16, 2021, Board Meeting Summary and Next Steps (with revisions)

Date: June 24, 2021

As a result of the June 16, 2021, Board meeting, and our previous conversations about the Flight Observation Area, please find the following summary of my understanding of the meeting and the next steps as we move forward with the latest Flight Observation Area design:

### **June 16, 2021, Flight Observation Area Board Meeting Summary**

- Five shade structure companies presented their products and their version of how they would proceed with the Flight Observation Shade Structure.
- Board members asked the company representatives questions relating to materials and warranty.
- The conclusion was that the material that was most appropriate for the proposed design, had the longest lifespan, could withstand high wind conditions, and therefore was preferred by the Airport Authority Board, was the PTFE (Polytetrafluoroethylene) coated fabric structures as depicted by Span Systems, Inc. (This meeting did not include the selection of a company only the confirmation of the most appropriate structure material for this application).

### **Next Steps/Other Features**

With budget and community outreach considerations in mind, we need to determine how to proceed with the design refinement and detailing of the following features:

- Signage & Wayfinding – Determine who will design and detail this effort.  
This could be done later in the design process.
  - Exterior Directional Signage  
(Possible Signage: Spanish River Blvd., Glades Road, Airport Road, University Drive, FAU Blvd. – NW 8<sup>th</sup> Ave., NW 35<sup>th</sup> St.)
  - Facility Identification (at the Flight Observation Area entrance)
  - Policy Signage (Hours, Rules & Regulations)
  - Informative Signage (Airport and Environmental)
- Feature Design & Detailing – Determine the design and detail of the Anemometer and windsock feature as well as possible other sponsored monuments like the laser cut metal signs in the Plaza.

Please let me know if I overlooked or misstated anything in this memo. Also let me know if you have questions about the summary or next steps as summarized.