

THE FOLLOWING FOUR (4) SHEETS, I.E., THE STORMWATER POLLUTION PREVENTION PLAN SPECIFICATIONS AND DETAILS, ARE ONLY A SUGGESTED APPROACH DEVELOPE BY THE PREPARER OF THE PLAN FOR USE BY THE OWNER/CONTRACTOR TO ASSIST THEM IN IMPLEMENTING APPROPRIATE POLLUTION PREVENTION TECHNIQUES IN COMPLYING WITH FLORIDA'S NPDES STORMWATER PERMITTING PROGRAM FOR CONSTRUCTION ACTIVITY. AS ESTABLISHED BY FDEP. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE AND IMPLEMENT THE BEST MANAGEMENT PRACTICES THAT ARE APPROPRIATE FOR THE PROJECT'S SITE SPECIFIC CONDITIONS DURING THE LIFE OF THE CONSTRUCTION ACTIVITIES.

PART V STORMWATER POLLUTION PREVENTION PLAN (FROM STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION GENERIC PERMIT FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES THAT DISTURB (5) FIVE OR MORE ACRES OF LAND (DATED: OCTOBER 2000)

D. CONTENTS OF PLAN

- 1. THE STORMWATER POLLUTION PREVENTION PLAN (S.W.P.P.P.)
- a. SHALL INCLUDE THE ITEMS SET FORTH IN PARAGRAPHS 2 THROUGH 10.
- INFORMATION): a. A DESCRIPTION OF THE NATURE OF THE CONSTRUCTION ACTIVITY;

2. SITE DESCRIPTION. (DESCRIPTION OF POLLUTANT SOURCES AND OTHER

THE PROJECT CONSISTS OF THE CONSTRUCTION OF 470 APARTMENTS LOCATED IN TWO (2) 8-STORY BUILDINGS, PARKING STRUCTURE, SYNAGOGUE, CLUB HOUSE AND ASSOCIATED DRIVEWAYS, PARKING LOT, DRY STORM WATER RETENTION AREA AND ASSOCIATED INFRASTRUCTURE TO SUPPORT THE DEVELOPMENT. THE DESIGN INCLUDES DRAINAGE INLETS WHICH WILL DIVERT STORM WATER FROM THE PROPOSED SITE INTO AN ON-SITE STORM WATER RETENTION AREA AND UNDERGROUND STORAGE ARE. SITE WILL NOT HAVE A DRAINAGE OUTFALL.

THE CONSTRUCTION FOR THE SITE INCLUDES INSTALLATION OF WATER AND SEWER MAINS, LIFT STATION AND FORCE MAIN WHICH WILL BE CONNECTED TO THE EXISTING CITY OF HOLLYWOOD UTILITY DEPARTMENT WATER MAIN FACILITIES LOCATED ADJACENT TO THE SITE AND A FORCE MAIN CONNECTION ON NW 56TH

- b. A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH DISTURB SOILS FOR MAJOR PORTIONS OF THE SITE (E.G. GRUBBING, EXCAVATION,
- THE PROJECT WILL BE BUILT IN ONE PHASE.
- c. ESTIMATES OF THE TOTAL AREA OF THE SITE AND THE TOTAL AREA OF THE SITE THAT IS EXPECTED TO BE DISTURBED BY EXCAVATION, GRADING, OR OTHER

TOTAL AREA OF SITE: 5.74 ACRES

- TOTAL AREA OF THE SITE TO BE DISTURBED: 5.74 ACRES
- d. EXISTING DATA DESCRIBING THE SOIL OR THE QUALITY OF ANY DISCHARGE FROM THE SITE AND AN ESTIMATE OF THE SIZE OF THE DRAINAGE AREA FOR EACH

WATER QUALITY REQUIREMENTS WILL BE MET BY ON-SITE DRY RETENTION AREA AND EXFILTRATION TRENCH.

e. A SITE MAP INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER MAJOR GRADING ACTIVITIES, AREAS OF SOIL DISTURBANCE, AN OUTLINE OF AREAS WHICH MAY NOT BE DISTURBED, THE LOCATION OF MAJOR STRUCTURAL AND NONSTRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS, WETLANDS, AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO A SURFACE WATER;

SEE PLANS ON THE FOLLOWING PAGES

f. THE LOCATION IN TERMS OF LATITUDE AND LONGITUDE, TO THE NEAREST 15 SECONDS, OF EACH OUTFALL, THE NAME OF THE RECEIVING WATER(S) FOR EACH

STIRLING ROAD

LIMITS OF CONSTRUCTION—

OAK STREET

LATITUDE = N/A - NO OUTFALL PROPOSED LONGITUDE = N/ANAME OF RECEIVING WATER(S): N/A

3. CONTROLS (SEE ACCOMPANYING DETAILS SHEETS):

EACH PLAN SHALL INCLUDE A DESCRIPTION OF APPROPRIATE CONTROLS, BMPS, AND MEASURES THAT WILL BE IMPLEMENTED AT THE CONSTRUCTION SITE. THE PLAN WILL CLEARLY DESCRIBE FOR EACH MAJOR ACTIVITY IDENTIFIED IN PART V.D.2.6 APPROPRIATE CONTROL MEASURES AND THE TIMING DURING THE CONSTRUCTION PROCESS THAT THE MEASURES WILL BE IMPLEMENTED.

(FOR EXAMPLE, PERIMETER CONTROLS FOR ONE PORTION OF THE SITE WILL BE INSTALLED AFTFR THF CLEARING AND GRUBBING NECESSARY FOR INSTALLATION OF THE MEASURE, BUT BEFORE THE CLEARING AND GRUBBING FOR THE REMAINING PORTIONS OF THE SITE. PERIMETER CONTROLS WILL BE ACTIVELY MAINTAINED UNTIL FINAL STABILIZATION OF THOSE PORTIONS OF THE SITE UPWARD OF THE PERIMETER CONTROL. TEMPORARY PERIMETER CONTROLS WILL BE REMOVED AFTER FINAL STABILIZATION.)

ALL CONTROLS SHALL BE CONSISTENT WITH THE PERFORMANCE STANDARDS FOR EROSION AND SEDIMENT CONTROL AND STORMWATER TREATMENT AS SET FORTH IN THE SECTION 62-40.432, F. A. C., THE APPLICABLE STORMWATER OR ENVIRONMENTAL RESOURCE PERMITTING REQUIREMENTS OF THE FDEP OR APPROPRIATE WMD, AND THE GUIDELINES CONTAINED IN THE FLORIDA DEVELOPMENT MANUAL: A GUIDE TO SOUND LAND AND WATER MANAGEMENT (FDEP, 1988) AND ANY SUBSEQUENT AMENDMENTS. THE DESCRIPTION AND IMPLEMENTATION OF CONTROLS SHALL ADDRESS THE MINIMUM COMPONENTS SET FORTH IN PARAGRAPHS 4 AND 5 BELOW.

4. EROSION AND SEDIMENT CONTROLS:

a. STABILIZATION PRACTICES. A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE-SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS SHOULD ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND THAT DISTURBED PORTIONS OF THE SITE ARE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SOD STABILIZATION, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE ON A PORTION OF THE SITE AND WHEN STABILIZATION MEASURES ARE INITIATED SHALL BE INCLUDED IN THE PLAN. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE, BUT IN NO CASE MORE THAN 14 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED.

STABILIZATION PRACTICES:

CONTRACTOR SHALL IMMEDIATELY SEED OR PLACE SOD AFTER RE-GRADING TO STABILIZE SLOPES.

b. A DESCRIPTION OF STRUCTURAL PRACTICES, TO DIVERT FLOWS FROM EXPOSED SOILS. STORE FLOWS, RETAIN SEDIMENT ON-SITE, OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE SILT FENCES, EARTH DIKES, DIVERSIONS, SWALES, SEDIMENT TRAPS, CHECK DAMS. SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. STRUCTURAL BMPS SHALL BE PLACED ON UPLAND SOILS UNLESS A STATE OF FLORIDA WETLAND RESOURCE MANAGEMENT PERMIT OR ENVIRONMENTAL RESOURCE PERMIT ISSUED PURSUANT TO CHAPTER 373, FS. AND APPLICABLE REGULATIONS OF THE FDEP OR GOVERNING WMD AUTHORIZE OTHERWISE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA.

CONTRACTOR SHALL LINE BERMS, RETENTION AREAS AND BANKS WITH FABRIC IF SODDING OR TEMPORARY SEEDING DOES NOT OCCUR WITHIN 1 WEEK OF GRADING THESE AREAS TO PREVENT EROSION

c. For common drainage locations that serve an area with more than 10 PROVIDING 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED, OR EQUIVALENT CONTROL MEASURES, SHALL BE PROVIDED WHERE ATTAINABLE UNTIL FINAL STABILIZATION OF THE SITE. THE 3,600 CUBIC FEET OF STORAGE AREA PER ACRE DRAINED DOES NOT APPLY TO FLOWS FROM OFFSITE AREAS AND FLOWS FROM ONSITE AREAS THAT ARE EITHER UNDISTURBED OR HAVE UNDERGONE FINAL STABILIZATION WHERE SUCH FLOWS ARE DIVERTED AROUND BOTH THE DISTURBED AREA AND THE SEDIMENT BASIN FOR DRAINAGE LOCATIONS WHICH SERVE MORE THAN 10 DISTURBED ACRES AT ONE TIME AND WHERE A TEMPORARY SEDIMENT BASIN PROVIDING 3,600 CUBIC FEET OF STORAGE PER ACRE DRAINED, OR EQUIVALENT CONTROLS IS NOT ATTAINABLE, SMALLER SEDIMENT BASINS AND/OR SEDIMENT TRAPS SHOULD BE USED. AT A MINIMUM, SILT FENCES, OR EQUIVALENT SEDIMENT CONTROLS ARE REQUIRED FOR ALL SIDE SLOPE AND DOWN SLOPE BOUNDARIES OF THE CONSTRUCTION AREA.

SEDIMENT TRAPS ARE RECOMMENDED BUT NOT REQUIRED. AT A MINIMUM, SILT FENCES VALENT SEDIMENT CONTROLS ARE REQUIRED FOR ALL SIDE SLOPE AND DOWN SLOPE BOUNDARIES OF THE CONSTRUCTION AREA.

TPRIOR TO START OF CONSTRUCTION, PERÍMETER SILT FENCE AND STABILIZED CONSTRUCTION ENTRANCES SHALL BE ESTABLISHED. THE ON-SITE DRY RETENTION AREA SHALL BE EXCAVATED TO WITHIN ONE FOOT OF THE PROPOSED BOTTOM GRADE AND UTILIZED AS A TEMPORARY SEDIMENT BASIN WITH SITE RUNOFF DIRECTED TO THIS AREA VIA DRAINAGE PIPES AND/OR TEMPORARY SWALES. UPON ROUGH GRADING BEING COMPLETED AND TEMPORARY SEDIMENT CONTROL MEASURES PLACED, THE DRY RETENTION AREA CAN THEN BE EXCAVATED TO FINAL GRADE.

5. STORMWATER MANAGEMENT:

CONTROL POLLUTANTS IN STORMWATER DISCHARGES THAT WILL OCCUR DURING CONSTRUCTION AND AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THESE CONTROLS SHALL BE CONSISTENT WITH THE PERFORMANCE STANDARDS FOR STORMWATER TREATMENT AS SET FORTH IN THE SECTION 62- 40.432, F. A. C., THE APPLICABLE STORMWATER OR ENVIRONMENTAL RESOURCE PERMITTING REGULATIONS OF THE FDEP OR THE APPROPRIATE WMD, AND THE GUIDELINES CONTAINED IN THE FLORIDA DEVELOPMENT MANUAL: A GUIDE TO SOUND LAND AND WATER MANAGEMENT (FDEP, 1988), AND ANY SUBSEQUENT AMENDMENTS. STRUCTURAL BMPS SHALL BE PLACED ON UPLAND SOILS UNLESS A STATE OF FLORIDA WETLAND RESOURCE MANAGEMENT PERMIT OR ENVIRONMENTAL RESOURCE PERMIT ISSUED PURSUANT TO CHAPTER 373, FS, AND APPLICABLE REGULATIONS OF THE FDEP OR WMD AUTHORIZE OTHERWISE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CWA. THIS GENERIC PERMIT ONLY ADDRESSES THE INSTALLATION OF STORMWATER MANAGEMENT CONTROLS. AND NOT THE ULTIMATE OPERATION AND MAINTENANCE OF SUCH CONTROLS AFTER THE CONSTRUCTION ACTIVITIES HAVE BEEN COMPLETED AND THE SITE HAS UNDERGONE FINAL STABILIZATION. UNDER THIS GENERIC PERMIT, PERMITTEES ARE ONLY RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF STORMWATER MANAGEMENT BMPS PRIOR TO FINAL STABILIZATION OF THE SITE, AND ARE NOT RESPONSIBLE FOR MAINTENANCE AFTER STORMWATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY HAVE BEEN ELIMINATED FROM THE SITE. HOWEVER, ALL STORMWATER MANAGEMENT SYSTEMS AND BMPS SHALL BE OPERATED AND MAINTAINED IN PERPETUITY AFTER FINAL STABILIZATION IN ACCORDANCE WITH REQUIREMENTS SET FORTH IN THE STATE OF FLORIDA STORMWATER OR

a. SUCH CONTROLS OR BEST MANAGEMENT PRACTICES MAY INCLUDE: STORMWATER DETENTION SYSTEMS (INCLUDING WET PONDS); STORMWATER RETENTION SYSTEMS; FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS; EXFILTRATION OF RUNOFF ONSITE; AND SEQUENTIAL SYSTEMS WHICH COMBINE SEVERAL PRACTICES (BMP TREATMENT TRAIN). PURSUANT TO THE REQUIREMENTS OF SECTION 62-40.432, FAC, THE STORMWATER MANAGEMENT SYSTEM SHALL BE DESIGNED TO REMOVE AT LEAST 80 PERCENT OF THE AVERAGE ANNUAL LOAD OF POLLUTANTS WHICH CAUSE OR CONTRIBUTE TO VIOLATIONS OF WATER QUALITY STANDARDS (95 PERCENT IF THE SYSTEM DISCHARGES TO AN OUTSTANDING FLORIDA WATER). THE POLLUTION PREVENTION PLAN SHALL INCLUDE AN EXPLANATION OF THE TECHNICAL BASIS USED TO SELECT THE PRACTICES TO CONTROL POLLUTION WHERE FLOWS EXCEED PREDEVELOPMENT LEVELS.

THE FOLLOWING SHALL BE INSTALLED PRIOR TO AND ROUTINELY MAINTAINED THROUGHOUT CONSTRUCTION: SOIL TRACKING PREVENTION DEVICE, PERIMETER SILT FENCE, INLET PROTECTION ON ALL INLETS AND ANY OTHER SEDIMENT CONTROL MEASURES DEEMED NECESSARY.

THE LENGTH OF ANY OUTFALL CHANNEL FOR THE PURPOSE OF PROVIDING A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. NO SIGNIFICANT CHANGES IN THE HYDROLOGICAL REGIME OF THE RECEIVING WATER). EQUALIZATION OF THE PREDEVELOPMENT AND POST-DEVELOPMENT STORMWATER PEAK DISCHARGE RATE AND VOLUME SHALL BE A GOAL IN THE DESIGN OF THE POST-DEVELOPMENT STORMWATER MANAGEMENT SYSTEM.

VELOCITY DISSIPATION DEVICES:

CONTRACTOR SHALL DIRECT ALL STORMWATER RUNOFF TO ON-SITE DETENTION BASINS TO ATTENUATE ANY DISCHARGE FROM THE CONSTRUCTION SITE. ALL SLOPES AND SWALES SHALL BE PROTECTED BY HAY BALES, SILT FENCE OR FILTER FABRIC TO PREVENT EROSIVE VELOCITIES.

a. WASTE DISPOSAL. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO SURFACE WATERS, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT AND BY A STATE OF FLORIDA WETLAND RESOURCE MANAGEMENT PERMIT OR ENVIRONMENTAL RESOURCE PERMIT ISSUED PURSUANT TO CHAPTER 373, F.S., AND THE APPLICABLE REGULATIONS OF THE FDEP OR WMD.

ALL WASTES SHALL BE STORED SAFELY ON-SITE PRIOR TO REMOVAL TO A STATE OF FLORIDA

b. OFF-SITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED.

OFF-SITE VEHICLE TRACKING /DUST CONTROL: A SOIL TRACKING PREVENTION SYSTEM PER SHALL BE INSTALLED AND MAINTAINED AT ALL

LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

OF ALL MATERIALS. LOG SHALL DETAIL BOTH THE SPECIFICS OF THE MATERIALS INCLUDING HEALTH AND ENVIRONMENTAL HAZARDS AS WELL AS THE LOCATION AND RECEIPTS FROM THE DISPOSAL SITE. d. THE PLAN SHALL ADDRESS THE PROPER APPLICATION RATES AND METHODS FOR THE USE OF

PROCEDURES WILL BE IMPLEMENTED AND ENFORCED. NUTRIENTS WILL BE APPLIED ONLY AT RATES NECESSARY TO ESTABLISH AND MAINTAIN VEGETATION SUCH THAT DISCHARGES WILL NOT CAUSE OR CONTRIBUTE TO VIOLATIONS OF STATE SURFACE OR GROUND WATER QUALITY

PROPER APPLICATION RATES AND METHODS FERTILIZERS AND PESTICIDES:

FERTILIZERS AND PESTICIDE USE SHALL BE IN CONFORMANCE WITH THE LANDSCAPING PLANS. NO DEVIATIONS SHALL BE ACCEPTED WITHOUT WRITTEN REQUEST.

SUBSTANCES IS LIMITED AND THAT TOXIC MATERIALS ARE PROPERLY STORED AND DISPOSED. TOXIC MATERIAL STORAGE / DISPOSAL

DISPOSAL SITE.

7. APPROVED STATE OR LOCAL PLANS:

a. FACILITIES WHICH DISCHARGE STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITIES MUST INCLUDE IN THEIR STORMWATER POLLUTION PREVENTION PLAN PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR SITE PERMITS, OR STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE. REGIONAL, OR LOCAL OFFICIALS. PERMITTEES SHALL PROVIDE A CERTIFICATION IN THEIR STORMWATER POLLUTION PREVENTION PLAN THAT THEIR STORMWATER POLLUTION PREVENTION PLAN REFLECTS REQUIREMENTS APPLICABLE TO PROTECTING SURFACE WATER RESOURCES IN SEDIMENT AND EROSION SITE PLANS OR SITE PERMITS, OR STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, REGIONAL, OR LOCAL OFFICIALS. PERMITTEES SHALL COMPLY WITH ANY SUCH REQUIREMENTS DURING THE TERM OF THE PERMIT. THIS PROVISION DOES NOT APPLY TO PROVISIONS OF MASTER PLANS. COMPREHENSIVE PLANS. NON-ENFORCEABLE GUIDELINES OR TECHNICAL GUIDANCE DOCUMENTS THAT ARE NOT IDENTIFIED IN A SPECIFIC PLAN OR PERMIT THAT IS ISSUED FOR THE CONSTRUCTION SITE.

CERTIFICATE OF COMPLIANCE WITH STORMWATER PERMITS APPROVED BY JURISDICTIONAL CONTRACTOR SHALL PROVIDE A LETTER ON LETTERHEAD STATING THEY ARE AWARE OF FEDERAL, STATE AND LOCAL POLLUTION PREVENTION REQUIREMENTS AND WILL CONDUCT THEIR CONSTRUCTION EFFORTS ACCORDINGLY.

b. Stormwater pollution prevention plans must be amended to reflect any change APPLICABLE TO PROTECTING SURFACE WATER RESOURCES IN SEDIMENT AND EROSION SITE PLANS OR SITE PERMITS, OR STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, REGIONAL, OR LOCAL OFFICIALS FOR WHICH THE PERMITTEE RECEIVES WRITTEN NOTICE. WHERE THE PERMITTEE RECEIVES SUCH WRITTEN NOTICE OF A CHANGE, THE PERMITTEE SHALL PROVIDE A RE-CERTIFICATION IN THE STORMWATER POLLUTION PREVENTION PLAN THAT THE STORMWATER POLLUTION PREVENTION PLAN HAS BEEN MODIFIED TO ADDRESS

JURISDICTIONAL AGENCIES: CONTRACTOR SHALL BE RESPONSIBLE TO NOTIFY BROWARD COUNTY, CITY OF HOLLYWOOD AND FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION IF ALTERATIONS TO SWPPP ARF DESIRED. APPROVALS FROM APPLICABLE ENTITIES ARE REQUIRED PRIOR TO IMPLEMENTATION.

PERMIT APPLICATION IN ACCORDANCE WITH RULE 62-620, F.A.C. TO THE LOCAL DEPARTMENT OFFICE, ALONG WITH A DESCRIPTION OF WHY REQUIREMENTS IN APPROVED STATE, REGIONAL, OR LOCAL PLANS OR PERMITS. OR CHANGES TO SUCH PLANS OR PERMITS SHOULD NOT BE APPLICABLE AS A CONDITION OF THE INDIVIDUAL PERMIT.

ALTERNATIVE PERMIT REQUEST: N/A

8. MAINTENANCE:

THE PLAN SHALL INCLUDE A DESCRIPTION OF PROCEDURES THAT WILL BE FOLLOWED TO ENSURE THE TIMELY MAINTENANCE OF VEGETATION, EROSION AND SEDIMENT CONTROLS, STORMWATER MANAGEMENT PRACTICES, AND OTHER PROTECTIVE MEASURES AND BMPS SO THEY WILL REMAIN IN

SINGLE STORM EVENT WHICH HAS 0.5 INCH OR MORE PRECIPITATION TO CONFIRM THE INTEGRITY OF THE SWPPP. A LOG OF THESE INSPECTIONS SHALL BE KEPT ON-SITE AT ALL TIMES.

9. INSPECTIONS (NOTE: ALL INSPECTION REPORTS SHALL BE KEPT IN A 3 RING BINDER ON-SITE):

QUALIFIED PERSONNEL (PROVIDED BY THE DISCHARGER) SHALL INSPECT ALL POINTS OF DISCHARGE INTO SURFACE WATERS OR TO A MUNICIPAL SEPARATE STORM SEWER SYSTEM AND ALL DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED. AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION, STRUCTURAL CONTROLS, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.25 INCHES OR GREATER. WHERE SITES HAVE BEEN FINALLY STABILIZED; SUCH INSPECTION SHALL BE

- PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE STORMWATER SYSTEM. THE STORMWATER MANAGEMENT SYSTEM AND EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION AND SEDIMENT CONTROL AND STORMWATER TREATMENT MEASURES ARE EFFECTIVE IN MEETING THE PERFORMANCE STANDARDS SET FORTH IN SECTION 62-40.432, F.A.C. AND THE APPLICABLE STORMWATER OR ENVIRONMENTAL RESOURCE PERMITTING REGULATIONS OF THE FDEP OR APPROPRIATE WMD. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.
- b. BASED ON THE RESULTS OF THE INSPECTION, ALL MAINTENANCE OPERATIONS NEEDED TO ASSURE PROPER OPERATION OF ALL CONTROLS, BMPS, PRACTICES, OR MEASURES IDENTIFIED IN THE STORMWATER POLLUTION PREVENTION PLAN SHALL BE DONE IN A TIMELY MANNER, BUT IN NO CASE LATER THAN 7 CALENDAR DAYS FOLLOWING THE INSPECTION. IF NEEDED, THE POLLUTION PREVENTION CONTROLS, BMPS, AND MEASURES IDENTIFIED IN THE SHALL BE REVISED AS APPROPRIATE, BUT IN NO CASE LATER THAN 7 CALENDAR DAYS FOLLOWING THE INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN 7 CALENDAR DAYS FOLLOWING THE INSPECTION.
- PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THE STORMWATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH PARAGRAPH V.D.9.b OF THE PERMIT SHALL BE MADE AND RETAINED AS PART OF THE STORMWATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED. SUCH REPORTS SHALL IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE. WHERE A REPORT DOES NOT IDENTIFY ANY INCIDENTS OF NON-COMPLIANCE, THE REPORT SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN AND THIS PERMIT. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VII.C OF THIS PERMIT.
- EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES. SOURCES OF NON-STORMWATER LISTED IN PART IV.A.3 OF THIS PERMIT THAT ARE COMBINED WITH STORMWATER DISCHARGES ASSOCIATED. WITH CONSTRUCTION ACTIVITY MUST BE IDENTIFIED IN THE PLAN. THE PLAN SHALL IDENTIFY AND ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION AND TREATMENT MEASURES FOR THE NON-STORMWATER COMPONENT(S) OF THE DISCHARGE.

APPLICABLE SHALL BE CLARIFIED PRIOR TO DISCHARGE AND A PERMIT FOR SUCH SHALL BE OBTAINED BY THE CONTRACTOR THROUGH SFWMD.

E. CONTRACTOR CERTIFICATION STATEMENT:

CERTIFICATION."

a. ALL CONTRACTORS AND SUBCONTRACTORS THAT PERFORM WORK ON THIS PROJECT MUST FILL OUT AND SIGN THE APPROPRIATE DISCIPLINE BELOW PRIOR TO BEGINNING CONSTRUCTION. THE CERTIFICATION MUST INCLUDE THE NAME AND TITLE OF THE PERSON PROVIDING THE SIGNATURE IN ACCORDANCE WITH PART VII.C.2 OF THIS PLAN; THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE CONTRACTING FIRM; THE ADDRESS (OR OTHER IDENTIFYING DESCRIPTION) OF THE SITE; AND THE DATE THE CERTIFICATION IS MADE. BY SIGNING BELOW, THE CONTRACTOR CERTIFY'S THE FOLLOWING STATEMENT; EXTENDED BY REQUEST OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AT ANY "I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERIC STORMWATER PERMIT ISSUED PURSUANT TO SECTION 403.0885, F. S., THAT AUTHORIZES THE STORMWATER

ADDRESS / VICINITY: _____ CITY: _____ COUNTY _____ STATE: ___ ZIP: ____ INFORMATION ADDRESS: _____ PHONE: (_____)_____ FAX: (_____)_____ PRINT NAME & TITLE: _____ DATE OF CERTIFICATION CONTRACTOR SIGNATURE APPLICABLE CONTROL MEASURES: ------_____ ______ STATE: _____ ZIP: _____ "HONE: (____)____ FAX: (____)____ PRINT NAME & TITLE: DATE OF CERTIFICATION CONTRACTOR SIGNATURE APPLICABLE CONTROL MEASURES: ------._____ CITY: _____ ZIP: _____ STATE: _____ ZIP: _____ PHONE: (____) ____ FAX: (____) ___ PRINT NAME & TITLE: ______ DATE OF CERTIFICATION CONTRACTOR SIGNATURE APPLICABLE CONTROL MEASURES: ------_____ STATE: _____ ZIP: _____ PHONE: (____)____ FAX: (____)____ PRINT NAME & TITLE: ______ DATE OF CERTIFICATION CONTRACTOR SIGNATURE APPLICABLE CONTROL MEASURES:-----._____ COMPANY NAME: _____ ITY: _____ STATE: _____ ZIP: _____ PHONE: (____)____ FAX: (____)____ PRINT NAME & TITLE: _____ CONTRACTOR SIGNATURE DATE OF CERTIFICATION APPLICABLE CONTROL MEASURES: -----CITY: _____ STATE: ____ ZIP: _____ PRINT NAME & TITLE: CONTRACTOR SIGNATURE DATE OF CERTIFICATION APPLICABLE CONTROL MEASURES: ------ITY: _____ STATE: ____ ZIP: _____ PHONE: (______ FAX: (_____)____ PRINT NAME & TITLE: ______ CONTRACTOR SIGNATURE DATE OF CERTIFICATION APPLICABLE CONTROL MEASURES: -----COMPANY NAME: CITY: _____ STATE: ____ ZIP: ____ PHONE: (____)____ FAX: (____)____ PRINT NAME & TITLE: DATE OF CERTIFICATION CONTRACTOR SIGNATURE APPLICABLE CONTROL MEASURES:------COMPANY NAME: ______ CITY: _____ STATE: ____ ZIP: _____ PHONE: (____) FAX: (____) FAX: (____) CONTRACTOR SIGNATURE DATE OF CERTIFICATION APPLICABLE CONTROL MEASURES:-----CITY: _____ STATE: ____ ZIP: _____ PHONE: (____)____FAX: (____)____ PRINT NAME & TITLE: ______ CONTRACTOR SIGNATURE DATE OF CERTIFICATION

APPLICABLE CONTROL MEASURES: -----

PART VI RETENTION OF RECORDS:

A. THE PERMITTEE SHALL RETAIN COPIES OF STORMWATER POLLUTION PREVENTION PLANS, ALL REPORTS REQUIRED BY THIS PLAN AND GENERIC PERMIT AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT, FOR A PERIOD OF AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED. THIS PERIOD MAY BE

CHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.

C. HE PLAN SHALL ALSO INCLUDE ALL ERP PERMITS, SURFACE WATER MANAGEMENT PERMITS AND THE

PART VII STANDARD PERMIT CONDITIONS: A. THE PERMITTEE MUST COMPLY WITH ALL CONDITIONS OF THIS PERMIT. ANY PERMIT NONCOMPLIANCE CONSTITUTES A VIOLATION OF SECTION 403.0885, F. S. AND IS GROUNDS FOR ENFORCEMENT ACTION; FOR PERMIT COVERAGE TERMINATION, OR REVOCATION; OR FOR DENIAL OF A PERMIT

B. ALL OF THE GENERAL CONDITIONS LISTED IN RULE 62-621.250, F.A.C., ARE ADOPTED HEREIN BY

1. ALL NOTICES OF INTENT, NOTICES OF TERMINATION, STORMWATER POLLUTION PREVENTION PLANS, REPORTS, CERTIFICATIONS OR INFORMATION EITHER SUBMITTED TO THE DEPARTMENT OR THE OPERATOR OF A LARGE OR MEDIUM MUNICIPAL SEPARATE STORM SEWER SYSTEM. OR THAT THIS PERMIT REQUIRES BE MAINTAINED BY THE PERMITTEE, SHALL BE SIGNED AS SET FORTH BELOW.

a. FOR A CORPORATION: BY A RESPONSIBLE CORPORATE OFFICER. FOR THE PURPOSE OF THIS SECTION, A RESPONSIBLE CORPORATE OFFICER MEANS: (1) A PRESIDENT, SECRETARY, TREASURER, OR VICE-PRESIDENT OF THE CORPORATION IN CHARGE OF A PRINCIPAL BUSINESS FUNCTION, OR ANY OTHER PERSON WHO PERFORMS SIMILAR POLICY OR DECISION-MAKING FUNCTIONS FOR THE CORPORATION; OR (2) THE MANAGER OF ONE OR MORE MANUFACTURING, PRODUCTION OR OPERATING FACILITIES EMPLOYING MORE THAN 250 PERSONS OR HAVING GROSS ANNUAL SALES OR EXPENDITURES EXCEEDING \$25,000,000 (IN SECOND-QUARTER 1980 DOLLARS) IF AUTHORITY TO SIGN DOCUMENTS HAS BEEN ASSIGNED

OR DELEGATED TO THE MANAGER IN ACCORDANCE WITH CORPORATE PROCEDURES; b. FOR A PARTNERSHIP OR SOLE PROPRIETORSHIP: BY A GENERAL PARTNER OR THE PROPRIETOR, RESPECTIVELY; OR c. FOR A MUNICIPALITY, STATE, FEDERAL, OR OTHER PUBLIC AGENCY: BY EITHER A PRINCIPAL

EXECUTIVE OFFICER OR RANKING ELECTED OFFICIAL. FOR PURPOSES OF THIS SECTION, A PRINCIPAL EXECUTIVE OFFICER OF A FEDERAL AGENCY INCLUDES (1) THE CHIEF EXECUTIVE OFFICER OF THE AGENCY, OR (2) A SENIOR EXECUTIVE OFFICER HAVING RESPONSIBILITY FOR THE OVERALL OPERATIONS OF A PRINCIPAL GEOGRAPHIC UNIT OF THE AGENCY (E.G., REGIONAL ADMINISTRATORS OF EPA).

REVIEWING AGENCY SHALL BE SIGNED BY A PERSON DESCRIBED ABOVE OR BY A DULY AUTHORIZED REPRESENTATIVE OF THAT PERSON. A PERSON IS A DULY AUTHORIZED REPRESENTATIVE ONLY IF:

a, THE AUTHORIZATION IS MADE IN WRITING BY A PERSON DESCRIBED ABOVE AND SUBMITTED

b. THE AUTHORIZATION SPECIFIES EITHER AN INDIVIDUAL OR A POSITION HAVING RESPONSIBILITY FOR THE OVERALL OPERATION OF THE REGULATED FACILITY OR ACTIVITY, SUCH AS THE POSITION OF MANAGER, OPERATOR, SUPERINTENDENT, OR POSITION OF EQUIVALENT RESPONSIBILITY OR AN INDIVIDUAL OR POSITION HAVING OVERALL RESPONSIBILITY FOR ENVIRONMENTAL MATTERS FOR THE COMPANY. (A DULY AUTHORIZED REPRESENTATIVE MAY THUS BE EITHER A NAMED INDIVIDUAL OR ANY INDIVIDUAL OCCUPYING A NAMED POSITION). c. IF AN AUTHORIZATION UNDER PARAGRAPH III.B IS NO LONGER ACCURATE BECAUSE A

DIFFERENT OPERATOR HAS RESPONSIBILITY FOR THE OVERALL OPERATION OF THE CONSTRUCTION SITE, A NEW NOTICE OF INTENT SATISFYING THE REQUIREMENTS OF PARAGRAPH III.B. MUST BE SUBMITTED TO THE REVIEWING AGENCY PRIOR TO OR TOGETHER WITH ANY REPORTS, INFORMATION, OR APPLICATIONS TO BE SIGNED BY AN AUTHORIZED REPRESENTATIVE.

d. ANY PERSON SIGNING DOCUMENTS UNDER PARAGRAPH VII.C SHALL MAKE THE FOLLOWING CERTIFICATION:

NOTE UNDER PART VII C.3.

THE OWNER WILL/HAS SUBMIT(TED) A LETTER TO FDEP WITH THE NOI (SEE 3 RING BINDER) AUTHORIZING THE APPROPRIATE CONTRACTOR THAT SIGNS THIS S.W.P.P.P. AS THE DULY AUTHORIZED REPRESENTATIVE THAT CAN SIGN ALL INSPECTION REPORTS AND OTHER REQUIRED INFORMATION BY FDEP.

TERMINATION OF COVERAGE:

CONSTRUCTION SITES THAT ARE AUTHORIZED BY THIS PERMIT ARE ELIMINATED (SEE PART II. FOR THE DEFINITION OF FINAL STABILIZATION), THE PERMITTEE OF THE FACILITY SHALL SUBMIT A NOTICE OF TERMINATION ON DEPARTMENT FORM 62—621-300(6) THAT IS SIGNED. ACCORDANCE WITH PART VII.C OF THIS PERMIT WITHIN 14 DAYS OF FINAL STABILIZATION OF THE

THAT ALL DISTURBED SOILS AT THE IDENTIFIED FACILITY HAVE BEEN FINALLY STABILIZED AND TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN REMOVED OR WILL BE REMOVED AT AN APPROPRIATE TIME, OR THAT ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES FROM THE IDENTIFIED SITE THAT ARE AUTHORIZED BY THIS GENERIC

1. A PERMITTEE SHALL SUBMIT A NOTICE OF TERMINATION TO THE FOLLOWING ADDRESS:

NPDES STORMWATER NOTICES CENTER, MS# 2510 FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION 2600 BLAIR STONE ROAD TALLAHASSEE, FLORIDA 32399-2400

SEWER SYSTEM WITHIN BROWARD, DADE, DUVAL, ESCAMBIA, HILLSBOROUGH, LEE, LEON, MANATEE, ORANGE, PALM BEACH, PASCO, PINELLAS, POLK, OKEECHOBEE OR SEMINOLE COUNTIES, A COPY OF THE NOTICE OF TERMINATION SHALL ALSO BE SENT TO THE OPERATOR OF THAT SYSTEM. INCLUDED WITHIN THESE COUNTIES, THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), INCORPORATED MUNICIPALITIES, AND CHAPTER 298 SPECIAL DISTRICTS ALSO SHALL BE NOTIFIED WHERE THEY OWN OR OPERATE A MUNICIPAL SEPARATE STORM SEWER SYSTEM RECEIVING STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY COVERED BY THIS PERMIT.

FOR THE PURPOSES OF THIS GENERIC PERMIT, THE FOLLOWING DEFINITIONS SHALL APPLY, UNLESS OTHERWISE INDICATED:

. "BEST MANAGEMENT PRACTICES" OR "BMPS" MEANS SCHEDULES OF ACTIVITIES, PROHIBITIONS OF OPERATING PROCEDURES, AND PRACTICES TO CONTROL SITE RUNOFF, SPILLAGE OR LEAKS, SLUDGE OR WASTE DISPOSAL, OR DRAINAGE FROM RAW MATERIAL STORAGE.

INCLUDES CLEARING, GRADING, AND EXCAVATION.

3. "COMMENCEMENT OF CONSTRUCTION" MEANS THE INITIAL DISTURBANCE OF SOILS ASSOCIATED WITH CLEARING, GRADING, OR EXCAVATING ACTIVITIES OR OTHER CONSTRUCTION ACTIVITIES.

4. "DEPARTMENT" OR "FDEP" MEANS THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION. 5. "FINAL STABILIZATION" MEANS THAT ALL SOIL DISTURBING ACTIVITIES AT THE SITE HAVE BEEN

6. "WATER MANAGEMENT DISTRICT" OR "WMD" MEANS THE NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT, THE SUWANNEE RIVER WATER MANAGEMENT DISTRICT, THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT, THE SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT, OR THE SOUTH

7. "NOI" MEANS NOTICE OF INTENT TO BE COVERED BY THIS PERMIT (SEE PART III OF THIS PERMIT.)

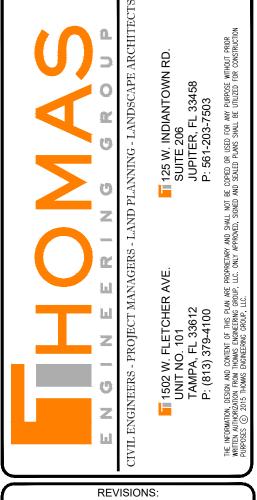
9. "NPDES" MEANS THE FEDERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM.

10. "POINT SOURCE" MEANS ANY DISCERNIBLE, CONFINED, AND DISCRETE CONVEYANCE, INCLUDING BUT NOT LIMITED TO, ANY PIPE, DITCH, CHANNEL, SWALE, TUNNEL, CONDUIT, WELL, DISCRETE FISSURE, CONTAINER, ROLLING STOCK, CONCENTRATED ANIMAL FEEDING OPERATION, LANDFILL LEACHATE COLLECTION SYSTEM, VESSEL OR OTHER FLOATING CRAFT FROM WHICH POLLUTANTS ARE OR MAY BE DISCHARGED. THIS TERM DOES NOT INCLUDE RETURN FLOWS FROM IRRIGATED AGRICULTURE OR AGRICULTURAL STORMWATER RUNOFF.

11. "STORMWATER" MEANS THE FLOW OF WATER WHICH RESULTS FROM, AND WHICH OCCURS IMMEDIATELY FOLLOWING, A RAINFALL EVENT.

Michael

Digitally signed by Michael Troxell Date: 2025.06.30 15:44:20



COMMENT:

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

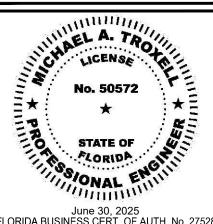
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HOLLYWOOD OAKS 4220 & 4231 N 58th Ave.

KUSHNER 188 BAL BAY DRIVE BAL HARBOUR, FL 33154



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STORMWATER POLLUTION PROVENTION PLAN

LIMITS OF CONSTRUCTION

STRUCTURAL PRACTICES:

DISTURBED ACRES AT ONE TIME, A TEMPORARY (OR PERMANENT) SEDIMENT BASIN

MISCELLANEOUS PRACTICES (GREATER THAN 10 AC.): THE AFFECTED SITE AREA IS LESS THAN 10 ACRES

d. FOR DRAINAGE LOCATIONS SERVING LESS THAN 10 ACRES, SEDIMENT BASINS AND/OR

MISCELLANEOUS PRACTICES (LESS THAN 10 AC.):

A DESCRIPTION OF BMPS THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO

ENVIRONMENTAL RESOURCE PERMIT ISSUED FOR THE SITE.

b. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT DISCHARGE LOCATIONS AND ALONG

6. CONTROLS FOR OTHER POTENTIAL POLLUTANTS:

WASTE DISPOSAL:

CONSTRUCTION ENTRANCES AND EXITS TO AND FROM THE SITE. c. THE PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR

ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL: CONTRACTOR SHALL MAINTAIN A LOG ON-SITE WHICH RECORDS THE RÉMOVAL AND DISPOSAL

FERTILIZERS AND PESTICIDES AT THE CONSTRUCTION SITE AND SET FORTH HOW THESE

e. THE PLAN SHALL ENSURE THAT THE APPLICATION, GENERATION, AND MIGRATION OF TOXIC

CONTRACTOR SHALL MAINTAIN A LOG ON-SITE WHICH RECORDS THE REMOVAL AND DISPOSAL OF ALL MATERIALS. LOG SHALL DETAIL BOTH THE SPECIFICS OF THE MATERIALS INCLUDING HEALTH AND ENVIRONMENTAL HAZARDS AS WELL AS THE LOCATION AND RECEIPTS FROM THE

CERTIFICATE OF COMPLIANCE THAT S.W.P.P.P. PERMIT WILL BE MODIFIED AS REQUIRED BY

GOOD AND EFFECTIVE OPERATING CONDITIONS. DESCRIPTION OF PROCEDURES FOR MAINTENANCE: CONTRACTOR SHALL PERFORM SITE INSPECTIONS A MINIMUM OF ONCE PER WEEK AND AFTER ANY

CONDUCTED AT LEAST ONCE EVERY MONTH. a. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO

c. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF

ONLY STORMWATER WILL ALLOWED TO BE DISCHARGED FROM PROJECT. DEWATERING IF

B. THE PERMITTEE SHALL RETAIN A COPY OF THE STORMWATER POLLUTION PREVENTION PLAN

RENEWAL APPLICATION.

C. SIGNATORY REQUIREMENTS.

2. ALL NOTICES OF INTENT SHALL BE SIGNED AS FOLLOWS:

3. ALL REPORTS REQUIRED BY THE PERMIT AND OTHER INFORMATION REQUESTED BY THE

TO THE REVIEWING AGENCY.

A. NOTICE OF TERMINATION: 1. WHERE A SITE HAS BEEN FINALLY STABILIZED AND ALL STORMWATER DISCHARGES FROM

2. ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY MEANS

PERMIT HAVE OTHERWISE BEEN ELIMINATED. B. WHERE TO SUBMIT:

2. IF THE STORMWATER MANAGEMENT SYSTEM DISCHARGES TO A MUNICIPAL SEPARATE STORM

PRACTICES, MAINTENANCE PROCEDURES, AND OTHER MANAGEMENT PRACTICES TO PREVENT OR REDUCE THE POLLUTION OF SURFACE WATERS. BMPS ALSO INCLUDE TREATMENT REQUIREMENTS,

. "CONSTRUCTION ACTIVITY" MEANS THE ACT OR PROCESS OF DEVELOPING OR IMPROVING LAND AND

COMPLETED, AND THAT A UNIFORM PERENNIAL VEGETATIVE COVER WITH A DENSITY OF 70% OF THE COVER FOR UNPAVED AREAS AND AREAS NOT COVERED BY PERMANENT STRUCTURES HAS BEEN ESTABLISHED OR EQUIVALENT PERMANENT STABILIZATION MEASURES HAVE BEEN EMPLOYED.

FLORIDA WATER MANAGEMENT DISTRICT.

8. "NOT" MEANS NOTICE OF TERMINATION (SEE PART VIII OF THIS PERMIT).

12. "WATERS OF THE STATE" MEANS THOSE SURFACE WATERS THAT ARE DEFINED IN SECTION 403.031,

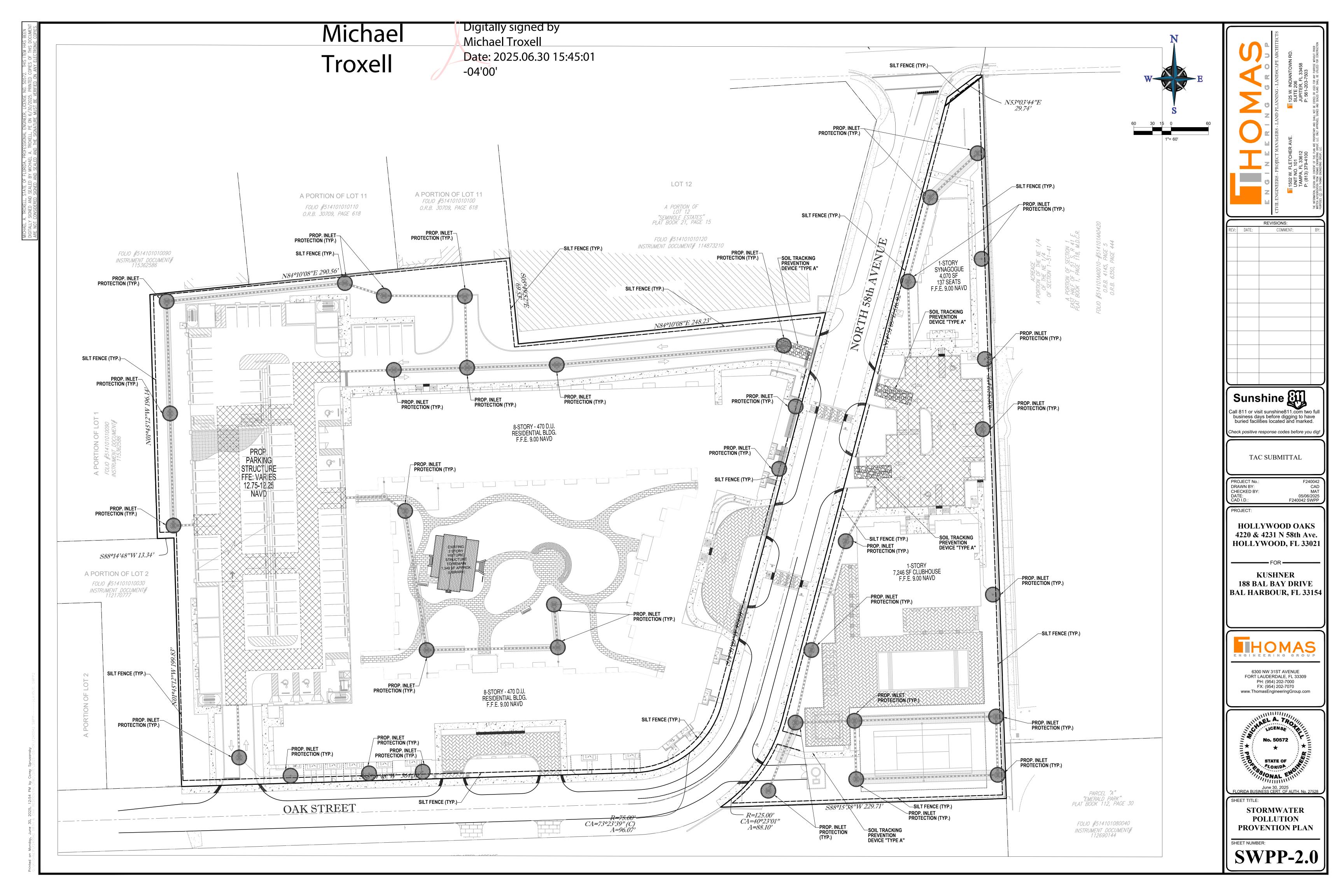
Check positive response codes before you dig! TAC SUBMITTAL

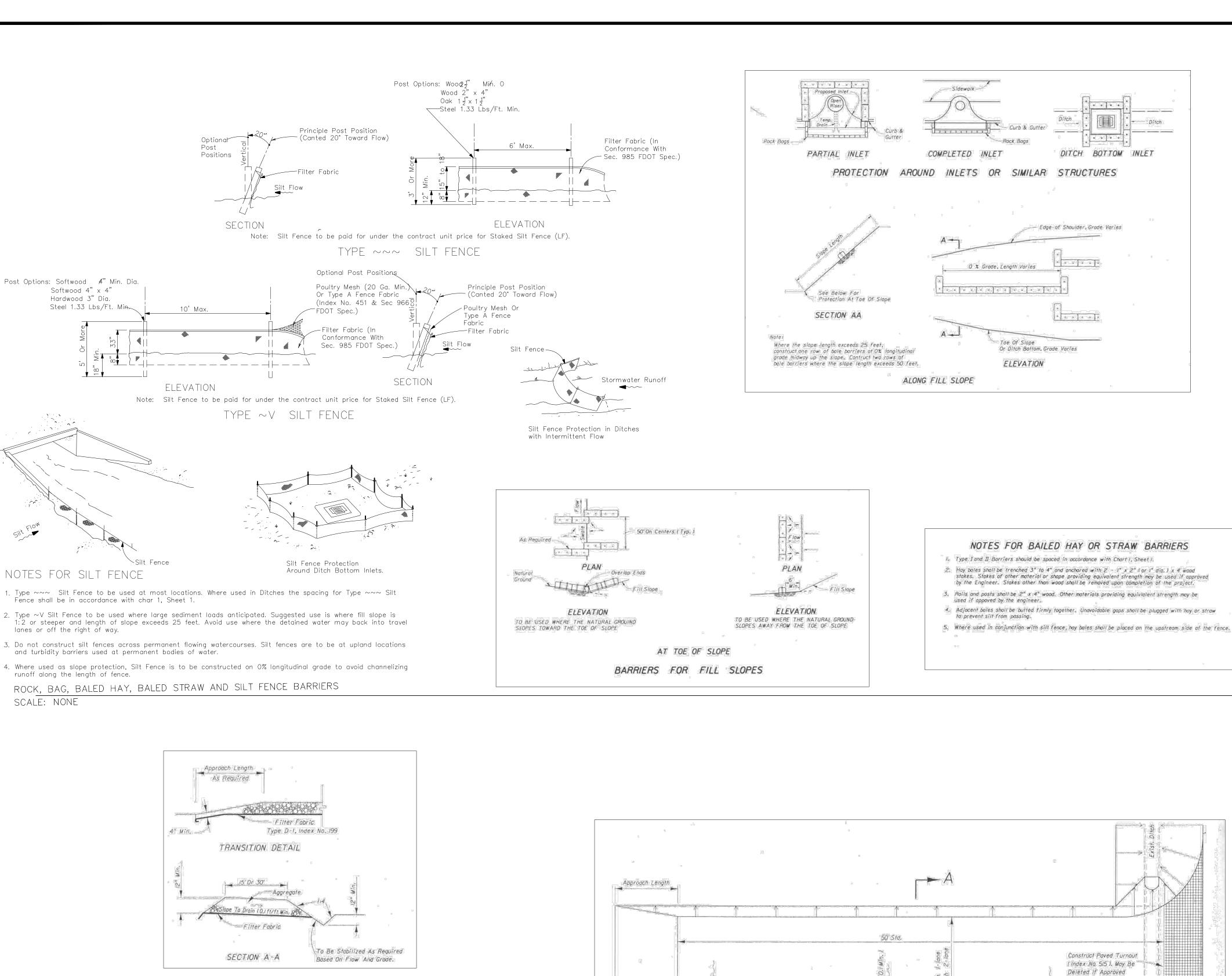
05/06/2025

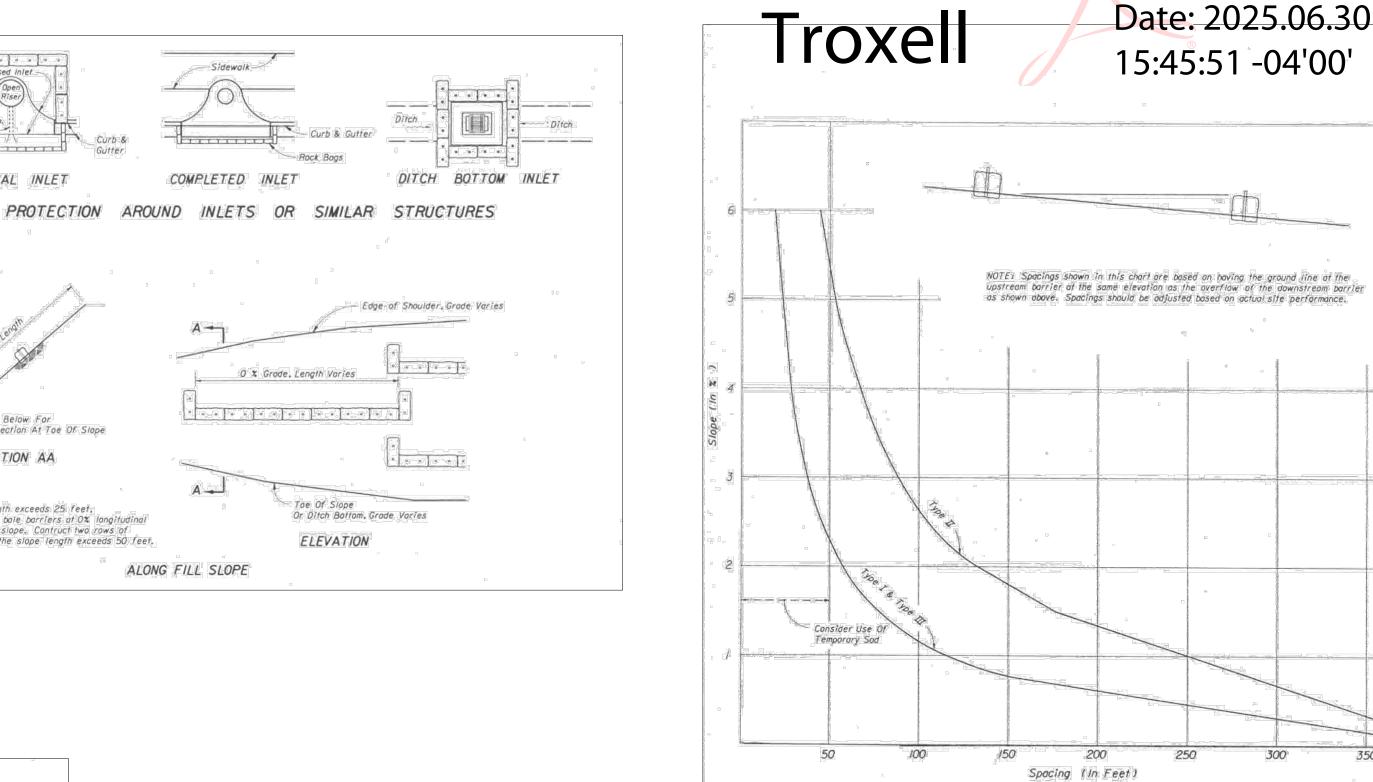
F240042 SWP

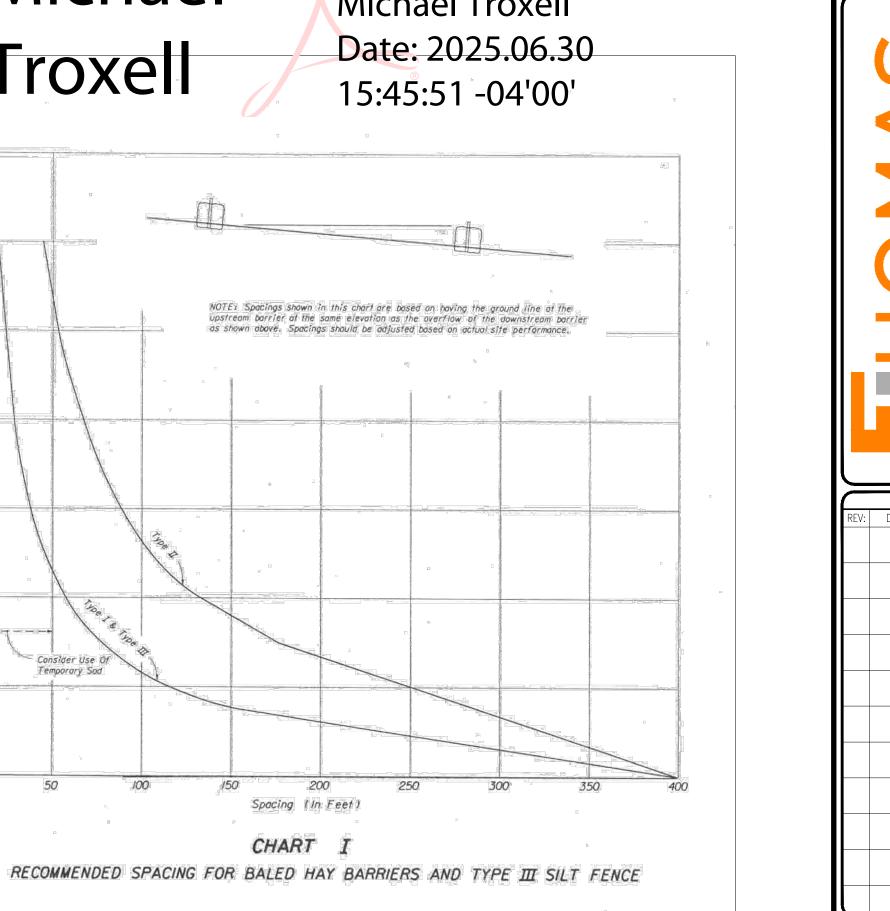
HOLLYWOOD, FL 33021 —— FOR ———











Digitally signed by

Michael Troxell

CHART I

GENERAL NOTES A Soil Tracking Prevention Device ("STPD") shall be constructed at locations designated by the engineer for points of egress from

unstabilized areas of the project to public roads where offsite tracking of mud could occur. Traffic from unstabilized areas of the construction project shall be directed thru a STPD. Barriers, flagging, or other

positive means shall be used as required to limit and direct vehicular egress across the STPD.

3. All materials spilled, dropped, or tracked onto public roads
(including the STPD aggregate and construction mud) shall be removed daily, or more frequently if so directed by the Engineer.

The sediment pit should provide a retention volume of 3600 cubic feet/acre of surface area draining to the pit.

When the STPD is isolated from other drainage areas, the following pit volumes will satisfy this requirement:

As an option to the sediment pit, the width of the swale bottom can be increased to obtain the volume. When the sediment pit or swale

6. The swale ditch draining the STPD shall have a 0.2% minimum and a 1.0% maximum grade along the STPD and to the sediment pit.

8. The STPD shall be maintained in a condition that will allow it to perform its function. To prevent offsite tracking, the STPD shall

9. The nominal size of a standard STPD is 15'x 50' unless otherwise shown in the plans. If the volume of entering and exiting vehicles warrant, a 30' width STPD may be used if approved by the

Engineer: When a double width (30') STPD is used, the pay quantity shall be 2 for each location:

be rinsed (daily when in use) to move occumulated mud downward thru the stone. Additional stabilization of the vehicular route leading to the STPD may be required to limit the mud tracked.

Mitered end sections are not required when the sidedrain

volume has been reduced to one half, it shall be cleaned. When a swale is used, hay bales or sill fence shall be placed along the entire length.

4. Aggregates shall be as described in Section 90I excluding 90I-2.3.

Aggregates shall be FDOT size *I. If this size is not available, the next available smaller size aggregate may be substituted with the approval of the Engineer. Sizes containing excessive small aggregate will track off the project

2. The Contractor may propose an alternative technique to minimize offsite tracking of sediment. The alternative must be reviewed and

approved by the Engineer prior to its use.

15' x 50' = 100 ft' 30' x 50' = 200 ft'

pipe satisfies the clear zone requirements.

and are unsuitable.

Sunshine ${rac{800}{800}}$ Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked. Check positive response codes before you dig

REVISIONS

COMMENT:

TAC SUBMITTAL

PROJECT No DRAWN BY CHECKED BY:

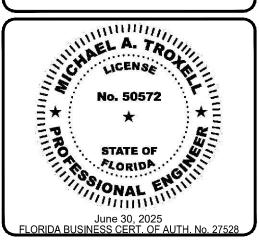
> PROJECT HOLLYWOOD OAKS 4220 & 4231 N 58th Ave. HOLLYWOOD, FL 33021

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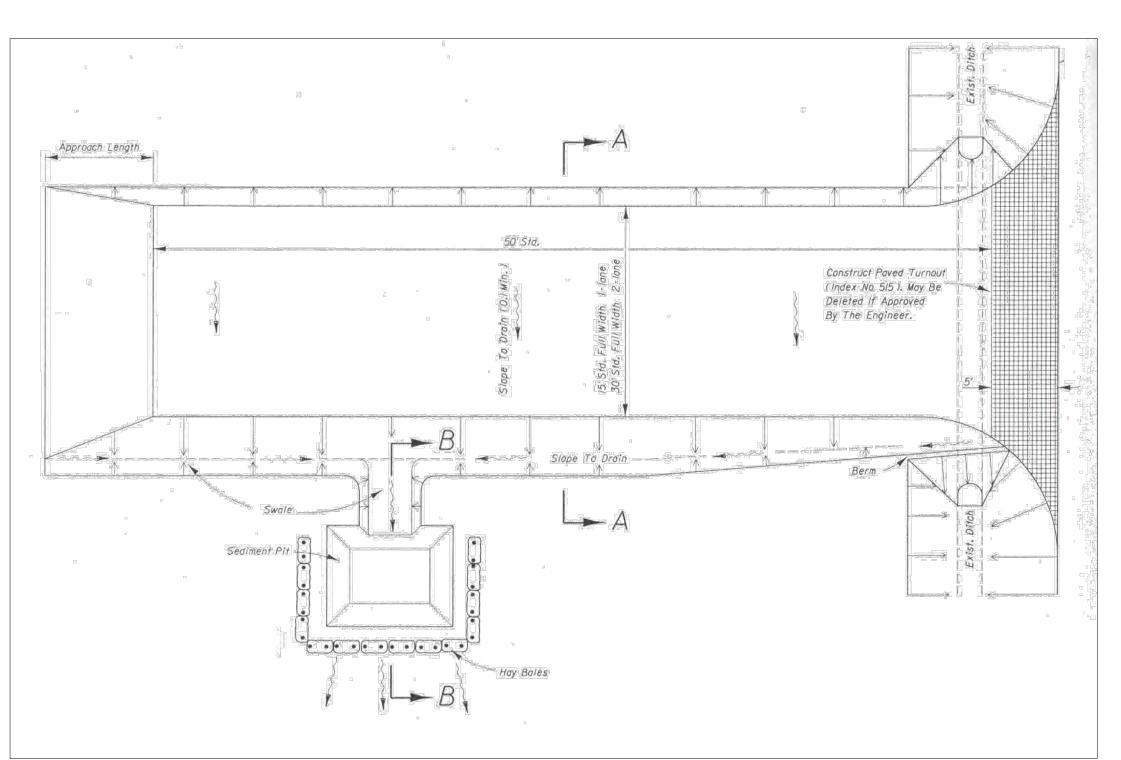
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STORMWATER POLLUTION PROVENTION PLAN



SOIL TRACKING PREVENTION DEVICE TYPE A

Pit Volume Is

SECTION B-B

Below The inlet Elevation Or

RURAL CONNECTION

DETAIL

Existing Or Temporary

The Outlet Elevation,

Whichever is Lower.

REVISIONS COMMENT:

Sunshine 🔠

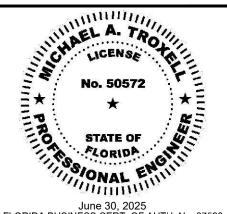
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HOLLYWOOD OAKS

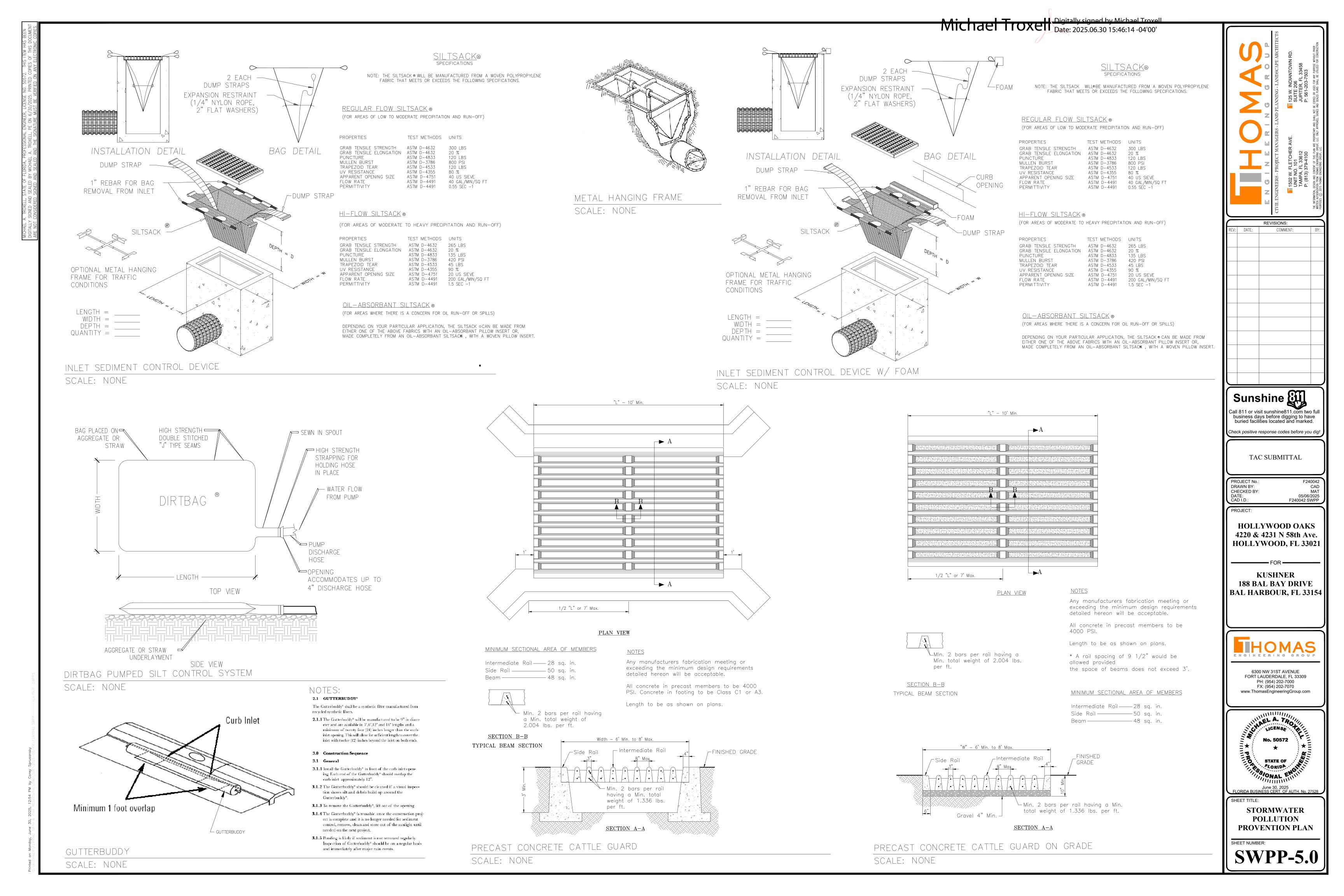
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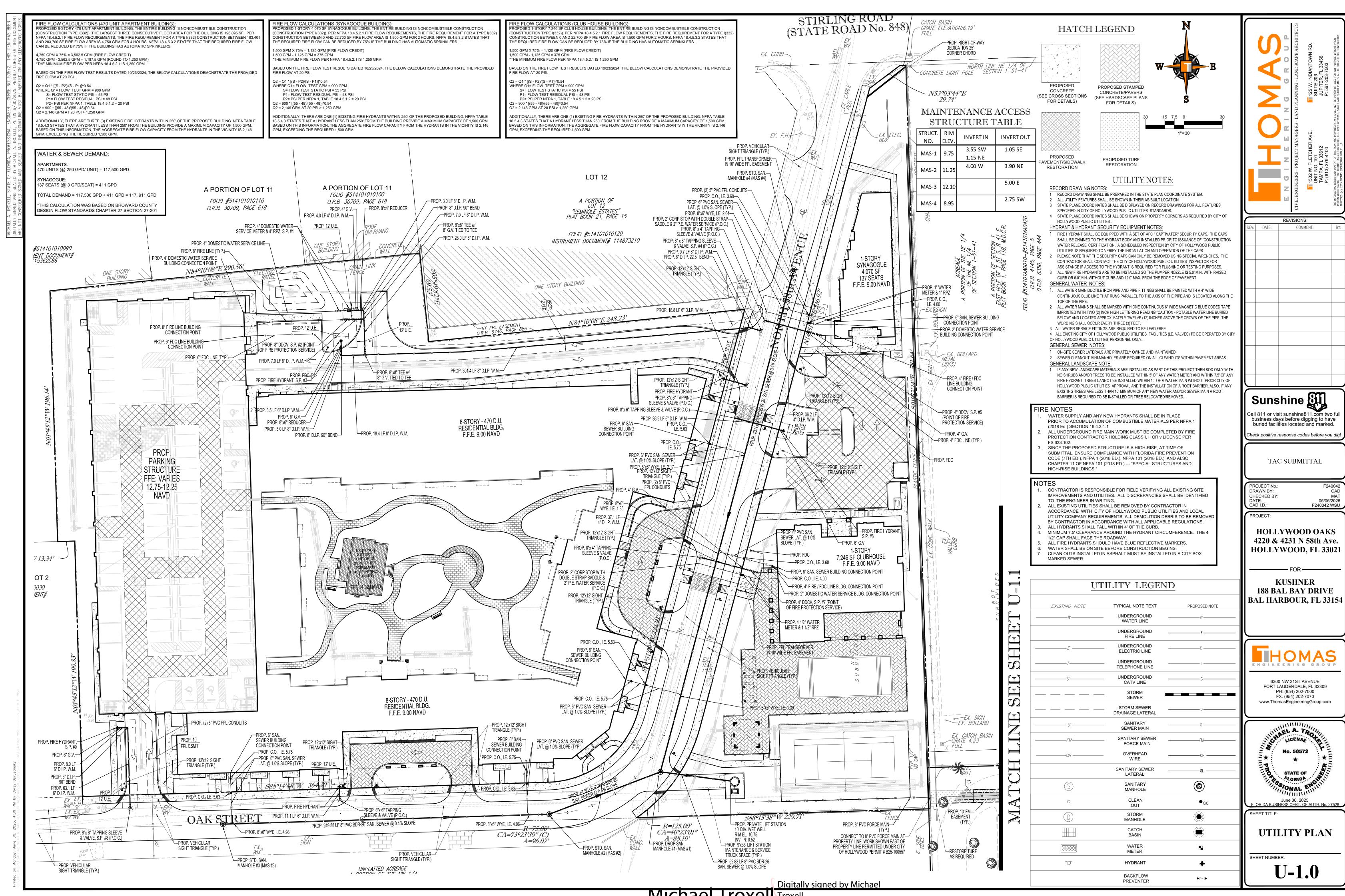
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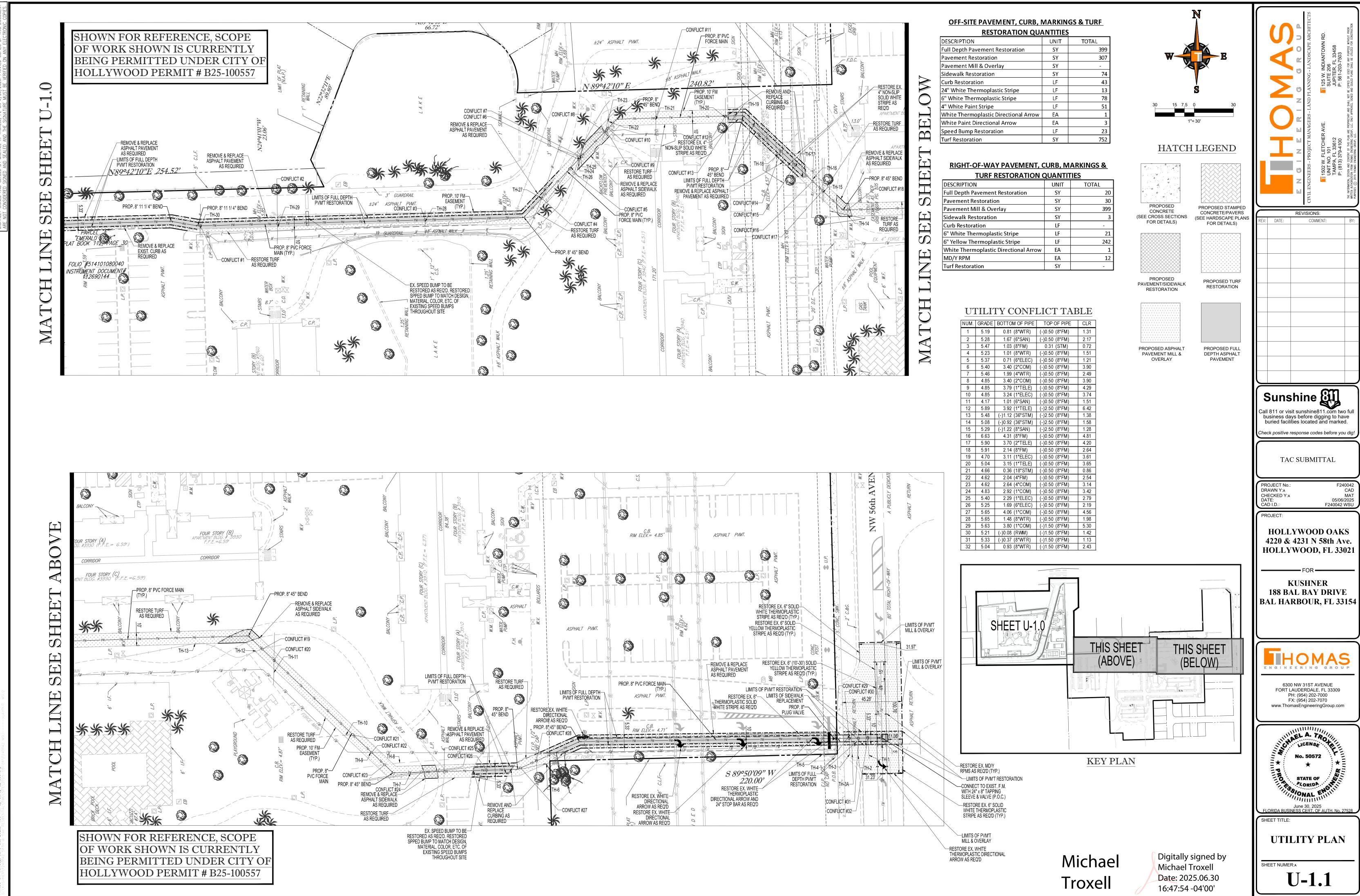


STORMWATER POLLUTION PROVENTION PLAN





Vichae Iroxell
Date: 2025.06.30 16:47:27 -04'00'



Printed on Monday Line 30 2025 4:39 PM by Corey Sprins

WATER SYSTEM NOTES:

- NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED GRAVITY OR VACUUM-TYPE SANITARY SEWER OR STORM SEWER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST SIX INCHES ABOVE THE OTHER PIPELINE OR AT LEAST 12 INCHES BELOW THE OTHER PIPELINE.
- NEW OR RELOCATED UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT THAT WILL CROSS ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORM WATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER WILL BE LAID SO THE OUTSIDE OF THE WATER MAIN IS AT LEAST 12 INCHES ABOVE OR BELOW THE OTHER PIPELINE. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
- AT ALL UTILITY CROSSINGS DESCRIBED ABOVE, ONE FULL LENGTH OF WATER MAIN PIPE WILL BE CENTERED ABOVE OR BELOW THE OTHER PIPELINE SO THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE, OR THE PIPES WILL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORM WATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE-TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. [FAC 62-555.314(2); EXCEPTIONS ALLOWED UNDER FAC 62-555.314(5)].
- NEW UNDERGROUND WATER MAINS INCLUDED IN THIS PROJECT TO BE DUCTILE IRON PIPE (D.I.P.) WHEN CROSSING BELOW SANITARY SEWER MAINS.
- POLYETHYLENE ENCASEMENT MATERIAL SHALL BE USED TO ENCASE ALL BURIED DUCTILE IRON PIPE, FITTINGS, VALVES, RODS, AND APPURTENANCES IN ACCORDANCE WITH AWWA C105, METHOD A. THE POLYETHYLENE TUBING SHALL BE CUT TWO FEET LONGER THAN THE PIPE SECTION AND SHALL OVERLAI THE ENDS OF THE PIPE BY ONE FOOT. THE POLYETHYLENE TUBING SHALL BE GATHERED AND LAPPED TO PROVIDE A SNUG FIT AND SHALL BE SECURED AT QUARTER POINTS WITH POLYETHYLENE TAPE. EACH END OF THE POLYETHYLENE TUBING SHALL BE SECURED WITH A WRAP OF POLYETHYLENE TAPE.
- THE POLYETHYLENE TUBING SHALL PREVENT CONTACT BETWEEN THE PIPE AND BEDDING MATERIAL, BUT IS NOT INTENDED TO BE A COMPLETELY AIRTIGHT AND WATERTIGHT ENCLOSURE. DAMAGED POLYETHYLENE TUBING SHALL BE REPAIRED IN A WORKMANLIKE MANNER USING POLYETHYLENE TAPE, OR THE DAMAGED SECTION SHALL BE REPLACED. POLY WRAP WILL NOT BE PAID FOR AS A SEPARATE BID ITEM. IT SHALL BE CONSIDERED TO BE A PART OF THE PRICE BID FOR WATER MAINS.
- FIRE HYDRANT BARRELS SHALL BE ENCASED IN POLY WRAP UP TO THE GROUND SURFACE AND THE WEEP HOLES SHALL NOT BE COVERED BY THE POLY WRAP.
- GATE VALVES FOR USE WITH PIPE LESS THAN THREE INCHES (3") IN DIAMETER SHALL BE RATED FOR TWO HUNDRED (200) PSI WORKING PRESSURE, NON-SHOCK, BLOCK PATTERN, SCREWED BONNET, NON-RISING STEM, BRASS BODY, AND SOLID WEDGE. THEY SHALL BE STANDARD THREADED FOR PVC PIPE AND HAVE A MALLEABLE IRON HANDWHEEL. GATE VALVES 3" THROUGH 16" IN DIAMETER SHALL BE RESILIENT SEAT AND BIDIRECTIONAL FLOW ONLY. VALVES FOR SPECIAL APPLICATIONS WILL REQUIRE CITY UTILITY APPROVAL.
- VALVE BOXES AND COVERS FOR ALL SIZE VALVES SHALL BE OF CAST IRON CONSTRUCTION AND ADJUSTABLE SCREW-ON TYPE. THE LID SHALL HAVE CAST IN THE METAL THE WORD "WATER" FOR THE WATER LINES. ALL VALVE BOXES SHALL BE SIX INCH (6") NOMINAL DIAMETER AND SHALL BE SUITABLE FOR DEPTHS OF THE PARTICULAR VALVE. THE STEM OF THE BURIED VALVE SHALL BE WITHIN TWENTY-FOUR INCHES (24") OF THE FINISHED GRADE UNLESS OTHERWISE APPROVED BY THE CITY.
- 10. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.

03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2

WATER SYSTEM NOTES

DRAWING NO.

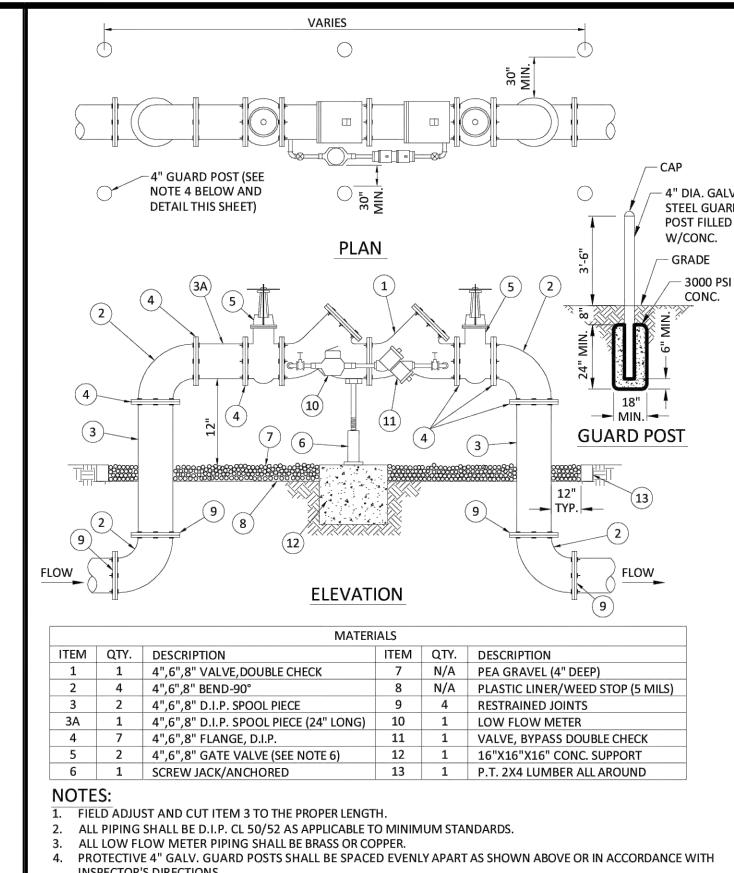
EVISED: 11/06/2

WATER SYSTEM NOTES (CONTINUED):

- 11. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE COLOR CODING REQUIREMENTS OF CHAPTER 62-555.320 F.A.C.
- 12. ALL PVC PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C900 LATEST REVISION AND CLASS DR 18. ALL DIP WATER MAINS SHALL BE DUCTILE IRON PRESSURE CLASS 350. WITH WALL THICKNESS COMPLYING WITH CLASS 52. ALL DUCTILE IRON PIPE SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWWA C151/A21.51-02 AND BE CEMENT LINED AND SEAL COATED PER ANSI/AWWA C104/A21.4-03.
- 13. FITTINGS SHALL BE DUCTILE IRON, MEETING ANSI/AWWA C153/A21.53-00 SPECIFICATIONS, WITH 350 PSI MINIMUM WORKING PRESSURE. FITTINGS MUST BE CEMENT LINED AND SEAL COATED PER ANSI/AWWA C104/A21.4-03. ALL DUCTILE IRON PIPE AND FITTINGS MUST BE MANUFACTURED IN THE UNITED STATES OF
- 14. ALL DUCTILE IRON PIPE TO BE MECHANICAL JOINTS, WRAPPED IN POLY, ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY DESIGN.
- 15. PAVEMENT RESTORATION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY.
- 16. ALL TRENCHING, PIPE LAYING, BACKFILL, PRESSURE TESTING, AND DISINFECTING MUST COMPLY WITH THE CITY OF HOLLYWOOD SPECIFICATIONS.
- 17. THE MINIMUM DEPTH OF COVER OVER WATER MAINS IS 30" (DIP) OR 36" (PVC).
- 18. MINIMUM HORIZONTAL SEPARATION BETWEEN STORM STRUCTURES AND WATER MAINS SHALL BE 3'.
- 19. MAXIMUM DEFLECTION PER EACH JOINT SHALL BE 50% OF MANUFACTURES RECOMMENDATION (MAXIMUM) WHERE DEFLECTION IS REQUIRED.
- 20. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING CONFLICTS WITH WATER MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, WATER MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 18" MINIMUM VERTICAL SEPARATION. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
- 21. PIPE JOINT RESTRAINT SHALL BE PROVIDED BY THE USE OF DUCTILE IRON FOLLOWER GLANDS MANUFACTURED TO ASTM A 536-80. TWIST-OFF NUTS SHALL BE USED TO ENSURE PROPER ACTUATING OF THE RESTRAINING DEVICES. THE MECHANICAL JOINT RESTRAINING DEVICES SHALL HAVE A WORKING PRESSURE OF 250 PSI MINIMUM, WITH A MINIMUM SAFETY FACTOR OF 2:1, AND SHALL BE EBAA IRON INC., MEGALUG OR APPROVED EQUAL. JOINT RESTRAINTS SHALL BE PROVIDED AT A MINIMUM OF THREE JOINTS (60 FEET) FROM ANY FITTING.
- 22. WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY, AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND OTHER SAFETY REQUIREMENTS.

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2

WATER SYSTEM NOTES



MAY USE 45° BENDS (SEE DETAIL W-07.2) WHEN WORKING AREA IS NOT LIMITED, AS DIRECTED BY CITY.

TYPICAL 4", 6" AND 8" DOUBLE CHECK

DETECTOR ASSEMBLY FOR FIRE

SPRINKLER SERVICE (90° BENDS)

2" CORP

VALVE

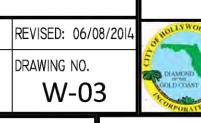
FLANGE

STOP/BALL

TAPPED OUT

6. GATE VALVES SHALL BE CHAINED AND LOCKED TOGETHER TO PREVENT TAMPERING.

ISSUED: 03/01/1994| DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL |REVISED: 06/08/20



TO BACKFLOW

PREVENTER OR

DOUBLE CHECK

VALVE (BY

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI TYPICAL 5/8", 1", 1-1/2" AND 2" METER INSTALLATION

> CONNECTION FACING STREE

> > 12" MIN.

OUTLET METER COUPLING

CURB STOP (TYP)

METER COUPLING (TYP)

CURB STOP (TYP)

COMPRESSION FITTING

NO GALVANIZED PIPE OR FITTINGS ALLOWED

TRIPLE SERVICE PLAN

FOR 5/8", 3/4" AND 1" METERS

GUARD POSTS TO BE 4" DIA. -

VARIES 4' - 7'

STEEL, CONCRETE FILLED

(SEE NOTES 2 & 3 ON DETAIL W-13.1)

24"x24" CONCRETE-

VALVE BOX-

6" GATE-

VALVE

ASPHALT —

PAVEMENT

COMPRESSION FITTING

HDPE TO MIP

METER COUPLING (TYP)

PVC INSIDE PROPERTY TO BE SAME

DIAMETER AS METER OR 1" MIN

WHICH EVER IS LARGER (TYP)

1" x 3/4" DUAL CHECK VALVE FOR

-1" x 3/4" DUAL CHECK VALVE FOR

1" (MIN) PVC INSIDE

PROPERTY (TYP)

I. USE ONE SINGLE METER BOX PER

1" METERS REQUIRE 1" PIPING.

FOR TWO METERS.

ALL PIPING TO BE HDPE

ALL FITTINGS TO BE BRASS

METER OR ONE DUAL METER BOX

5/8" METERS REQUIRE 3/4" PIPING.

-1" x 3/4" DUAL CHECK VALVE FOR

3/4" AND SMALLER DIAMETER

1" (MIN) PVC INSIDE

USE ONE METER BOX PER METER

3. 1" METERS REQUIRE 1" PIPING.

4. ALL FITTINGS TO BE BRASS.

2. 5/8" METERS REQUIRE 3/4" PIPING.

3/4" AND SMALLER DIAMETER

3/4" AND SMALLER DIAMETER

METERS (TYP)

MFTFRS (TYP)

HDPE TO MIP

WATER METER

SINGLE SERVICE PLAN

FOR 5/8", 1", 1-1/2" & 2" METERS

DOUBLE SERVICE PLAN

FOR 5/8", 3/4" AND 1" METERS

WATER METER -

(PROVIDED BY CITY

(PROVIDED BY CITY)

COMPRESSION FITTING

1" MIN HDPE PIPE FOR

2" MIN HDPE PIPE FOR

5/8" & 1" METER

1 1/2" & 2" METER

J BRANCH" PIECE W/ TWIN 3/4"

MIP OUTLETS (FORD METER

CO. OR APPROVED EQUAL)

FOR 5/8" & 3/4" METERS

1" MIN HDPE PIPE FOR

2" MIN HDPE PIPE FOR

5/8" & 3/4" METERS

___ _ ___

"U BRANCH" PIECE W/TWIN 1" -

MIP OUTLETS (FORD METER

CO. OR APPROVED EQUAL)

FOR 1" METERS

90° ELBOW

REDUCER BUSHING

(TYP) AS REQUIRED

1" MIN. HDPE PIPE FOR

2" MIN HDPE PIPE FOR

5/8" & 3/4" METERS.

1" METERS

2" BRASS COMPRESSION

FITTING FOR HDPE

1" METERS

REVISED: 11/06/2 RAWING NO. W-06

POST ARE TO BE PAINTED PER

3'X3'X8" THICK CONG

SLAB OR SIDEWALK

FLAG. PROVIDE 41 UNOBSTRUCTED

SIDEWALK WIDTH

∼USE CONCRETE THRUST

CITY SPECS. (SEE NOTE 6 ON

WATER METER SERVICE NOTES:

APPROVED:

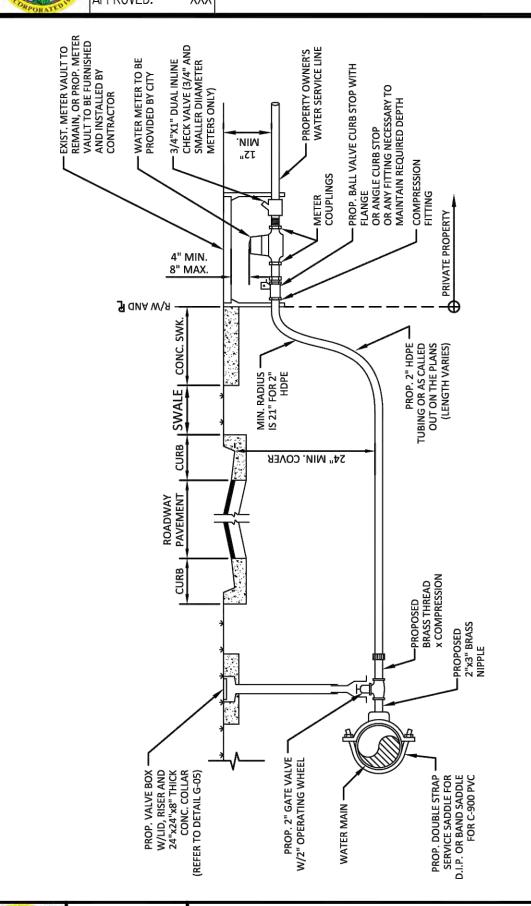
- SUCCESSIVE TAPS INTO THE WATER MAIN SHALL BE SPACED NOT LESS THAN 18" ON CENTER.
- P.E. TUBING SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF AWWA STANDARD C901, "POLYETHYLENE (PE) PRESSURE PIPE AND TUBING, 1/2 IN. (13mm) THROUGH 3 IN. (76 mm), FOR WATER SERVICE".
- MINIMUM SERVICE PIPE DIAMETER SHALL BE 1" FOR SINGLE OR DUAL ¾" OR SINGLE 1"
- MINIMUM SERVICE PIPE DIAMETER SHALL BE 2" FOR SINGLE OR DUAL 1-1/2" OR SINGLE 2"
- FOR METER DIAMETERS LARGER THAN 2", THE MINIMUM SERVICE PIPE DIAMETER SHALL BE
- THE SAME AS THE METER DIAMETER. APPROVED COPPER TUBING MAY BE USED AT THE CITY'S DISCRETION.
- FOR NEW METER INSTALLATIONS, ALL SADDLES, VALVES, PIPING, FITTINGS, CURB STOPS, METER VALVES, METER COUPLINGS, METER VAULTS AND COVERS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE WATER METERS WILL BE PROVIDED AND INSTALLED BY THE CITY OF HOLLYWOOD (NEW ACCOUNTS).
- FOR METER RELOCATIONS, ALL SADDLES, VALVES, PIPING, FITTINGS, CURB STOPS, METER VALVES, METER COUPLINGS, METER VAULTS AND COVERS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE EXISTING WATER METER TO BE RELOCATED AND INSTALLED BY CONTRACTOR.
- FOR EXISTING METERS ABUTTING THE RIGHT-OF-WAY THAT ARE BEING DISCONNECTED FROM EXISTING MAINS AND RECONNECTED TO NEW MAINS, THE CONTRACTOR SHALL:
- a. CUT AND PLUG THE EXISTING SERVICE LINE AT THE MAIN AND AT THE METER, AND REMOVE THE EXISTING BALL VALVE CURB STOP.
- b. FURNISH AND INSTALL SERVICE SADDLE, CORPORATION STOP OR SERVICE VALVE AND VALVE BOX, PIPING AND FITTINGS UP TO AND INCLUDING THE BALL VALVE CURB STOP.
- THE ELEVATION AT THE TOP OF THE METER BOX SHALL MATCH THE ELEVATION OF THE BACK OF SIDEWALK, WHENEVER PRACTICAL.
- 13. AS PART OF THE SERVICE INSTALLATION, THE CONTRACTOR SHALL RESTORE THE RIGHT-OF-WAY TO MATCH EXISTING CONDITIONS, INCLUDING ROADWAY PAVEMENT, PAVEMENT MARKINGS AND RPMs, CONCRETE CURBS, SIDEWALKS, RAMPS (INCLUDING DETECTABLE WARNING SURFACE), SODDING, AND ALL OTHER IMPROVEMENTS REMOVED OR DAMAGED DURING THE SERVICE INSTALLATION.

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI

WATER METER SERVICE NOTES FOR

5/8" THROUGH 2" METERS

14. FOR UNPAVED AREAS, THE MINIMUM GROUND COVER ACCEPTED BY THE CITY IS SODDING.

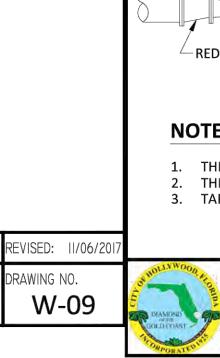


DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI

TYPICAL 2-INCH HDPE WATER SERVICE FOR

SINGLE/DUAL 5/8" TO 1" METERS, AND ANY

SINGLE 1-1/2" TO 2" METERS



DRAWING NO.

2" CORP -

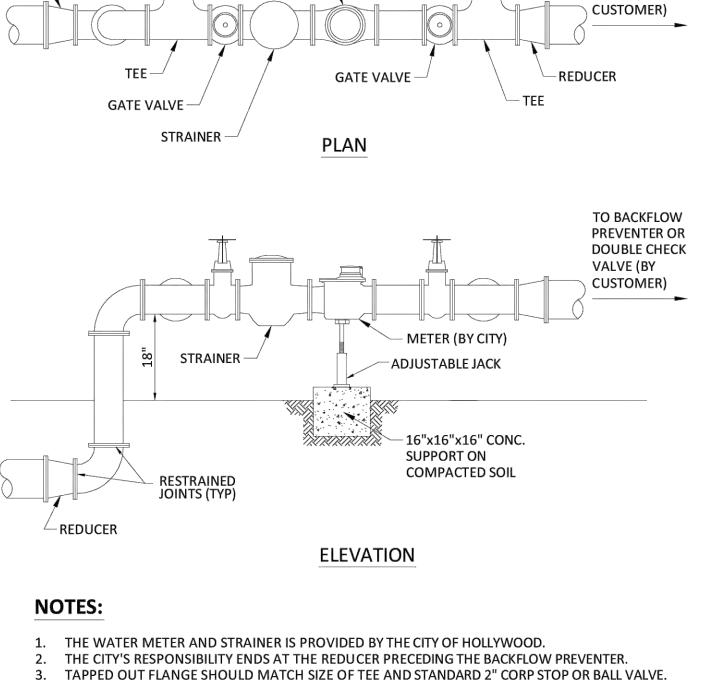
VALVE

FLANGE

REDUCER

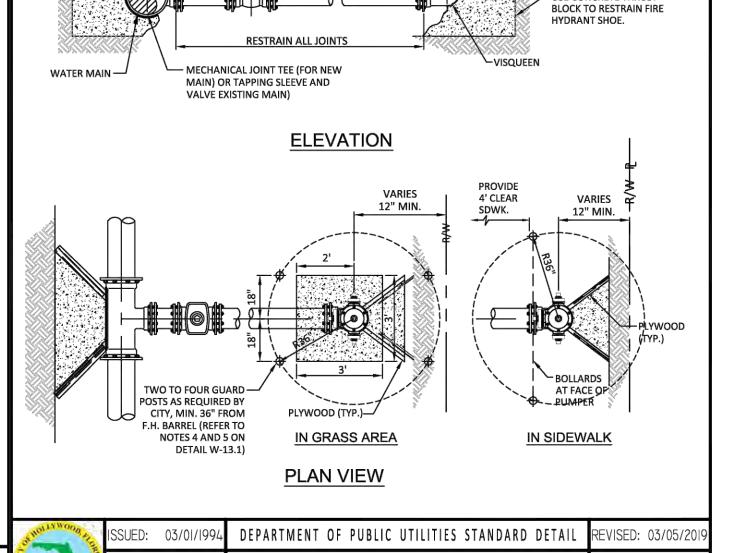
STOP/BALL

TAPPED OUT



TAPPED OUT FLANGE SHOULD MATCH SIZE OF TEE AND STANDARD 2" CORP STOP OR BALL VALVE.

TO THE PARTY OF TH	ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2
DIAMOND 9	DRAWN:	EAM	TYPICAL METER 3" DIAMETER	DRAWING NO.
ORPORATEO NO	APPROVED	D: XXX	AND LARGER	W-11



TYPICAL FIRE HYDRANT INSTALLATION

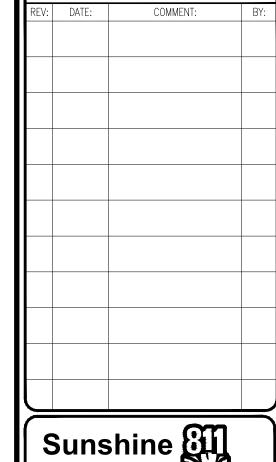
Michael Troxell Troxell Troxell

Date: 2025.06.30 15:47:51 -04'00'

RAWING NO.

W-13

REVISIONS COMMENT



Call 811 or visit sunshine811.com two ful business days before digging to have buried facilities located and marked.

check positive response codes before you dig

TAC SUBMITTAI

DRAWN BY CHECKED BY: 05/06/2025 F240042 WSU DTLS

HOLLYWOOD OAKS 4220 & 4231 N 58th Ave. HOLLYWOOD, FL 33021

KUSHNER 188 BAL BAY DRIVE BAL HARBOUR, FL 33154



6300 NW 31ST AVENUE FORT LAUDERDALE, FL 33309 PH: (954) 202-7000 FX: (954) 202-7070 www.ThomasEngineeringGroup.com



UTILITY DETAILS

SHEET NUMBER: **U-2.0**

GENERAL NOTES:

- IN ALL CASES, PROVIDE 4' UNOBSTRUCTED SIDEWALK CLEAR OF THE FIRE HYDRANT AND BOLLARDS.
- 2. FIRE HYDRANTS SHALL BE LOCATED BETWEEN 4' AND 7' FROM THE FACE OF CURB.
- FIRE HYDRANTS SHALL NOT BE LOCATED WITHIN A RADIUS OR WITHIN FDOT CLEAR DRIVING ZONE.
- GUARD POSTS SHALL BE INSTALLED AS REQUIRED FOR SAFETY OR AS APPROVED BY THE DEPT. OF PUBLIC UTILITIES. IN SIDEWALK, LOCATE GUARD POSTS AT THE FACE OF THE PUMPER AND 2'-6' LEFT/RIGHT OF ♥ OF THE FIRE HYDRANT.EXTRA POSTS MAY BE REQUIRED IN INDUSTRIAL AND CONGESTED TRAFFIC AREAS. (4 POSTS MAX.)
- FIRE HYDRANT CONCRETE SLAB AND CONCRETE GUARD POST FOOTINGS SHALL BE DIFFERENT POURS.
- THE FIRE HYDRANT BONNET, OPERATING NUT, HOLD-DOWN NUT, PUMPER CAP AND HOSE CAPS SHALL BE PAINTED GREEN, AND THE HYDRANT UPPER BARREL SHALL BE PAINTED SILVER IN ACCORDANCE WITH CITY SPECIFICATIONS.

WATER MAIN TESTING AND DISINFECTION NOTES:

- 1. NO CONNECTIONS TO THE EXISTING LINES SHALL BE MADE UNTIL THE PRESSURE AND BACTERIOLOGICAL TESTS HAVE BEEN PERFORMED ON THE PROPOSED WATER MAINS AND THE SYSTEM HAS BEEN APPROVED BY THE CITY OF HOLLYWOOD AND THE BROWARD COUNTY HEALTH DEPARTMENT.
- THE PRESSURE TEST SHALL BE PERFORMED FOR 2 HOURS AT A CONSTANT PRESSURE OF 150 PSI AND IN ACCORDANCE WITH RULE 62-555.330 (FAC) C600 AWWA LATEST REVISION, EXCEPT AS OTHERWISE SPECIFIED HEREIN AND IN SPECIFICATION SECTION 15995, "PIPELINE TESTING AND DISINFECTION". PRESSURE TEST SHALL BE WITNESSED BY THE CITY OF HOLLYWOOD. THE ALLOWABLE LEAKAGE SHALL BE LESS THAN THE NUMBER OF GALLONS PER HOUR AS DETERMINED BY THE FORMULA:

$L = S \times D \times \sqrt{P}$

- L = THE ALLOWABLE LEAKAGE IN GALLONS PER HOUR.
- S = THE LENGTH OF PIPE BEING TESTED. D = THE NOMINAL DIAMETER OF THE PIPE BEING TESTED.
- P = THE AVERAGE TEST PRESSURE IN POUNDS PER SQUARE INCH.
- THE COMPLETE LENGTH OF THE PROPOSED WATER MAIN SHALL BE TESTED, IN LENGTHS NOT TO EXCEED 2,000 FEET PER TEST.
- 4. PROPOSED WATER MAINS SHALL BE DISINFECTED IN ACCORDANCE WITH THE LATEST EDITION OF ANSI/AWWA STANDARD C651 AND BACTERIOLOGICAL TESTED FOR TWO CONSECUTIVE DAYS IN ACCORDANCE WITH SPECIFICATION SECTION 15995, "PIPELINE TESTING AND DISINFECTION".
- 5. BACTERIOLOGICAL TESTS SHALL BE REQUESTED AND PAID FOR BY THE CONTRACTOR.
- 6. THE CONTRACTOR SHALL DIRECTLY HIRE A TESTING LABORATORY CERTIFIED BY THE FLORIDA DEPARTMENT OF HEALTH IN ORDER TO COLLECT AND TEST WATER SAMPLES FROM THE WATER DISTRIBUTION SYSTEM TO BE PLACED INTO SERVICE. SAMPLE COLLECTION AND BACTERIOLOGICAL ANALYSES SHALL BE PERFORMED IN ACCORDANCE WITH RULES 62-555.315(6), 62-555.340 AND 62-555.330 (FAC), AS WELL AS ALL REQUIREMENTS OF THE BROWARD COUNTY HEALTH DEPARTMENT PERMIT.
- 7. THE WATER DISTRIBUTION SYSTEM SHALL NOT BE CONSIDERED COMPLETE AND READY FOR FINAL INSPECTION UNTIL SUCCESSFUL TEST RESULTS ARE OBTAINED FOR ALL TESTS DESCRIBED ABOVE

SSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2

WATER MAIN TESTING AND

DISINFECTION NOTES

VALVE	FLOW	VALVE
FILLING ASS	SEMBLY FITTINGS AND EQUIPMENT SHA DETAIL 'A'	LL BE 2" MAX.
SEE DETAIL'S		БТОР
CORPORATION	GATE VALVE	EXIST. WATER MAIN
		I TO BE COMPLETED AFTER RY TEST RESULTS HAVE BEEN
INSTAL	VATER MAIN .LED WITH PLUG UST BLOCK	
G TIII.	METHOD ``A''	NOTE: REMOVE TEMPORARY CONNECTION AT CORPORATION STOP ON NEW MAIN
C.I. SCREW TYPE VALVE BOX	SEE DETAIL 'A' FOR FILLING ASSEMBLY	AFTER FILLING & FLUSHING HAS BEEN COMPLETED.
		L & FLUSH HERE
THRUST—BLOCK	- CORPORATION STOP	DRPORATION STOP

NEW WATER MAIN

NEW GATE VALVE

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/20

FILLING AND FLUSHING DETAILS

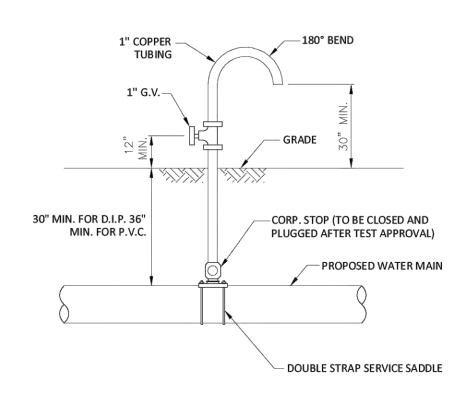
METER BY CITY -

-BACKFLOW PREVENTER

(RPZA OR DCDA)

Troxell

Digitally signed by Michael Date: 2025.06.30 15:48:24



SAMPLING POINT SHALL NOT BE REMOVED UNTIL APPROVAL IS OBTAINED FROM BROWARD COUNTY HEALTH DEPARTMENT

ISSUED: 03/01/1994 DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/201

SAMPLING POINT DETAIL

DRAWING NO.

W-16

ON HOLLY WOO	O. FLOR	ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/2014	OFHO
DIAMEND	PIN NO.	DRAWN:	EAM		DRAWING NO.	E DI
COLDITOLET	5	APPROVE	D: XXX	TYPICAL FIRE HYDRANT NOTES	W-13.1	GOL

THE INFORMATION PROVIDED IN THESE DRAWINGS IS SOLELY TO ASSIST THE CONTRACTOR IN ASSESSING

THE NATURE AND EXTENT OF CONDITIONS WHICH WILL BE ENCOUNTERED DURING THE COURSE OF THE

WORK. THE CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT WHATEVER INVESTIGATIONS THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSION REGARDING THE ACTUAL CONDITIONS

ALL CONSTRUCTION AND MATERIALS SHALL CONFORM TO APPLICABLE STANDARDS AND SPECIFICATIONS

UTILITIES AND OTHER FEATURES ARE SHOWN ACCORDING TO THE BEST INFORMATION AVAILABLE AT THE

TIME OF THE PREPARATION OF THESE PLANS; AND DO NOT PURPORT TO BE ABSOLUTELY CORRECT. ALSO,

THERE MAY HAVE BEEN OTHER IMPROVEMENTS, UTILITIES, ETC., WITHIN THE PROJECT AREA WHICH WERE

DRAWINGS AND ACTUAL CONDITIONS ARE DISCOVERED. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR

ANY FACILITIES SHOWN OR NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL WORK AS NEEDED TO

AVOID CONFLICT WITH EXISTING UTILITIES (NO ADDITIONAL COST SHALL BE PAID FOR THIS WORK).

4. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITIES TO ARRANGE FOR THE RELOCATION AND

TEMPORARY SUPPORT OF UTILITY FEATURES, ETC. AS NECESSARY TO COMPLETE THE WORK.

5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE AND PROTECT ANY AND ALL EXISTING

DURING CONSTRUCTION UNLESS APPROVED OTHERWISE BY THE UTILITY OWNER.

UTILITIES ON THIS PROJECT, AND TO ENSURE THAT EXISTING UTILITIES ARE MAINTAINED IN SERVICE

CONTRACTOR SHALL ADJUST ALL EXISTING UTILITY CASTINGS INCLUDING VALVE BOXES, MANHOLES,

7. THE CONTRACTOR IS REQUIRED TO OBTAIN ALL APPLICABLE CONSTRUCTION AND ENVIRONMENTAL

8. THE CONTRACTOR SHALL NOTIFY ECSD AT LEAST 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.

9. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND INSTALLATION OF THE PROPOSED

10. THE CONTRACTOR SHALL NOTIFY ECSD IMMEDIATELY FOR ANY CONFLICT ARISING DURING

CONSTRUCTION OF ANY IMPROVEMENTS SHOWN ON THESE DRAWINGS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL

OBTAIN ANY OTHER AGENCY SHOP DRAWING APPROVAL, IF REQUIRED.

HAND-HOLES, PULL-BOXES, STORMWATER INLETS, AND SIMILAR STRUCTURES IN CONSTRUCTION AREA TO

IMPROVEMENTS, SHOP DRAWINGS SHALL BE SUBMITTED TO ECSD IN ACCORDANCE WITH THE CONTRACT

DOCUMENT'S REQUIREMENTS, FOR APPROVAL. IN ADDITION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO

EXISTING UTILITIES SHALL BE MAINTAINED IN SERVICE DURING CONSTRUCTION UNLESS OTHERWISE

CONSTRUCTED AFTER THE PREPARATION OF THESE PLANS AND/OR THE ORIGINAL SITE SURVEY. THE

CONTRACTOR SHALL VERIFY THE LOCATIONS, ELEVATIONS, AND OTHER FEATURES AFFECTING HIS/HER WORK PRIOR TO CONSTRUCTION, AND NOTIFY THE ENGINEER IMMEDIATELY WHEN CONFLICT BETWEEN

OF THE CITY OF HOLLYWOOD DEPARTMENT OF PUBLIC UTILITIES, ENGINEERING AND CONSTRUCTION SERVICES DIVISION (ECSD), AND ALL OTHER LOCAL, STATE AND NATIONAL CODES, WHERE APPLICABLE.

3. LOCATIONS, ELEVATIONS, SIZES, MATERIALS, ALIGNMENTS, AND DIMENSIONS OF EXISTING FACILITIES,

THAT WILL BE ENCOUNTERED, AND UPON WHICH BIDS WILL BE BASED.

APPROVED BY THE RESPECTIVE UTILITY OWNER.

BE OVERLAID WITH ASPHALT PAVEMENT.

COMPENSATION SHALL BE ALLOWED.

1988 (NAVD 88).

PERMITS PRIOR TO THE START OF CONSTRUCTION.

GENERAL NOTES (CONTINUED):

- 12. CITY OF HOLLYWOOD SHALL NOT PROVIDE STAGING / STORAGE AREA. CONTRACTOR SHALL SECURE STAGING / STORAGE AREA AS NECESSARY FOR CONSTRUCTION WORK.
- 13. CONTRACTOR SHALL HAUL AWAY EXCESSIVE STOCKPILE OF SOIL FOR DISPOSAL EVERY DAY. NO STOCKPILE SOIL IS ALLOWED TO BE LEFT ON THE CONSTRUCTION SITE OVER NIGHT.
- 14. CONTRACTOR SHALL CLEAN / SWEEP THE ROAD AT LEAST ONCE DAY OR AS REQUIRED BY THE ENGINEER.
- 15. CONTRACTOR SHALL PROTECT CATCH BASINS WITHIN / ADJACENT TO THE CONSTRUCTION SITE AS REQUIRED BY NPDES REGULATIONS.
- 16. THE CITY OF HOLLYWOOD HAS A NOISE ORDINANCE (CHAPTER 100) WHICH PROHIBITS EXCAVATION AND CONSTRUCTION BEFORE 8:00 A.M. AND AFTER 6:00 P.M., MONDAY THROUGH SATURDAY AND ALL DAY
- 17. SUITABLE EXCAVATED MATERIAL SHALL BE USED IN FILL AREAS. NO SEPARATE PAY ITEM FOR THIS WORK, INCLUDE COST IN OTHER ITEMS.
- 18. ALL ROAD CROSSINGS ARE OPEN CUT AS PER THE REQUIREMENTS OF THE ECSD UNLESS OTHERWISE NOTED ON THE DRAWINGS.
- 19. THE CONTRACTOR SHALL REPLACE ALL PAVING, STABILIZING EARTH, DRIVEWAYS, PARKING LOTS, SIDEWALKS, ETC. TO SATISFY THE INSTALLATION OF THE PROPOSED IMPROVEMENTS WITH THE SAME TYPE OF MATERIAL THAT WAS REMOVED DURING CONSTRUCTION OR AS DIRECTED BY ECSD FIELD ENGINEER.
- 20. THE CONTRACTOR SHALL NOT ENCROACH INTO PRIVATE PROPERTY WITH PERSONNEL, MATERIAL OR EQUIPMENT. IN CASE WORK ON PRIVATE PROPERTY IS NEEDED, A CITY OF HOLLYWOOD "RIGHT OF ENTRY" FORM MUST BE SIGNED BY PROPERTY OWNER AND THE DIRECTOR OF PUBLIC UTILITIES. THE CONTRACTOR IS RESPONSIBLE TO MAINTAIN ACCESS AT ALL TIMES TO PRIVATE HOMES/BUSINESSES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE, REMOVAL OR MODIFICATION, CAUSED TO ANY IRRIGATION SYSTEM (PRIVATE OR PUBLIC) ACCIDENTALLY OR PURPOSELY. THE CONTRACTOR SHALL REPLACE ANY DAMAGED, REMOVED OR MODIFIED IRRIGATION PIPES, SPRINKLER HEADS OR OTHER PERTINENT APPURTENANCES TO MATCH OR EXCEED EXISTING CONDITIONS AT NO ADDITIONAL COST TO THE CITY.
- MAIL BOXES, FENCES OR OTHER PRIVATE PROPERTY DAMAGED DURING THE CONSTRUCTION OF THE PROPOSED IMPROVEMENTS SHALL BE REPLACED TO MATCH OR EXCEED EXISTING CONDITION.
- 23. CONTRACTOR SHALL PROVIDE MAINTENANCE OF TRAFFIC IN ACCORDANCE WITH FDOT STANDARDS AND CITY OF HOLLYWOOD DEPARTMENT OF PUBLIC UTILITIES STANDARDS.
- 24. NO TREES ARE TO BE REMOVED OR RELOCATED WITHOUT PRIOR APPROVAL FROM THE ECSD FIELD ENGINEER.
- 25. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING THE NECESSARY TREE REMOVAL OR RELOCATION PERMITS FROM THE CITY OF HOLLYWOOD BUILDING DEPARTMENT FOR TREES LOCATED IN THE PUBLIC
- 26. IT IS THE INTENT OF THESE PLANS TO BE IN ACCORDANCE WITH APPLICABLE CODES AND AUTHORITIES HAVING JURISDICTION. ANY DISCREPANCIES BETWEEN THESE PLANS AND APPLICABLE REGULATORY STANDARDS / REQUIREMENTS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF ECSD.

RIGHT OF WAY.

GENERAL NOTES (CONTINUED):

EXIST. OR NEW -GATE VALVE

EXIST. OR -NEW TEE

DRAWING NO.

W-14

- 27. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE INTEGRITY OF AND MAKING THE REPAIRS TO EXISTING PAVEMENT, SIDEWALKS, PIPES, CONDUITS, CURBS, CABLES, ETC., WHETHER OR NOT SHOWN ON THE PLANS DAMAGED AS A RESULT OF THE CONTRACTORS OPERATIONS AND/OR THOSE OF HIS SUBCONTRACTORS. AND SHALL RESTORE THEM PROMPTLY AT NO ADDITIONAL EXPENSE TO THE OWNER. CONTRACTOR SHALL REPORT ANY DAMAGE TO SIDEWALK, DRIVEWAY, ETC., PRIOR TO
- 28. WHERE NEW PAVEMENT MEETS EXISTING, CONNECTION SHALL BE MADE IN A NEAT STRAIGHT LINE AND FLUSH WITH EXISTING PAVEMENT TO MATCH EXISTING CONDITIONS.
- 29. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR LEAVE EXCAVATED TRENCHES, OR PARTS OF, EXPOSED OR OPENED AT THE END OF THE WORKING DAY, WEEKENDS, HOLIDAYS OR OTHER TIMES, WHEN THE CONTRACTOR IS NOT WORKING. UNLESS OTHERWISE DIRECTED. ALL TRENCHES SHALL BE COVERED. FIRMLY SECURED AND MARKED ACCORDINGLY FOR PEDESTRIAN / VEHICULAR TRAFFIC.
- 30. ALL EXCAVATED MATERIAL REMOVED FROM THIS PROJECT SHALL BE DISPOSED OF OFF THE PROPERTY BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE.
- 31. ALL DUCTILE IRON PRODUCTS SHALL BE DOMESTIC MADE HEAVY DUTY CLASSIFICATION SUITABLE FOR HIGHWAY TRAFFIC LOADS, OR 20,000 LB.
- 32. ALL GRASSED AREAS AFFECTED BY CONSTRUCTION SHALL BE RE-SODDED.
- 33. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION, INSTALLATION AND MAINTENANCE OF ALL TRAFFIC CONTROL AND SAFETY DEVICES, IN ACCORDANCE WITH SPECIFICATIONS OF THE LATEST REVISION OF FDOT DESIGN STANDARDS. IN ADDITION, THE CONTRACTOR IS RESPONSIBLE FOR THE RESETTING OF ALL TRAFFIC CONTROL AND INFORMATION SIGNAGE REMOVED DURING THE CONSTRUCTION PERIOD.
- 34. EXCAVATED OR OTHER MATERIAL STORED ADJACENT TO OR PARTIALLY UPON A ROADWAY PAVEMENT SHALL BE ADEQUATELY MARKED FOR TRAFFIC SAFETY AT ALL TIMES.
- 35. TEMPORARY PATCH MATERIAL MUST BE ON THE JOB SITE WHENEVER PAVEMENT IS CUT, OR THE CITY'S INSPECTOR WILL SHUT THE JOB DOWN.
- 36. CONTRACTOR MUST PROVIDE FLASHER ARROW SIGNAL FOR ANY LANE THAT IS CLOSED OR DIVERTED.
- 37. CONTRACTOR SHALL NOTIFY LAW ENFORCEMENT AND FIRE PROTECTION SERVICES TWENTY-FOUR (24) HOURS IN ADVANCE OF TRAFFIC DETOUR IN ACCORDANCE WITH SECTION 336.07 OF FLORIDA STATUTES.
- 38. CONTRACTOR TO RESTORE PAVEMENT TO ORIGINAL CONDITION AS REQUIRED.
- 39. CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING DEWATERING PER SPECIFICATION SECTION 02140 DEWATERING.

GENERAL NOTES (CONTINUED):

DRAWING NO.

W-15

40. THE CONTRACTOR SHALL GIVE AT LEAST 48 HOURS NOTICE TO UTILITY COMPANIES TO PROVIDE FOR THE LOCATION OF EXISTING UNDERGROUND UTILITIES IN ADVANCE OF CONSTRUCTION. CONTACT UTILITIES NOTIFICATION CENTER AT 811 OR 1-800-432-4770 (SUNSHINE ONE-CALL OF FLORIDA).



- 41. WHEN PVC PIPE IS USED, A METALLIZED MARKER TAPE SHALL BE INSTALLED CONTINUOUSLY 18" ABOVE THE PIPE. THE MARKER TAPE SHOULD BE IMPRINTED WITH A WARNING THAT THERE IS BURIED PIPE BELOW. THE TAPE SHALL BE MAGNA TEC, AS MANUFACTURED BY THOR ENTERPRISES INC. OR APPROVED EQUAL.
- 42. ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. WATER CONNECTIONS SHALL BE METERED, AND THE COST OF WATER AND TEMPORARY METER SHALL BE BORNE BY THE CONTRACTOR.
- 43. A COMPLETE AS-BUILT SURVEY SHALL BE ACCURATELY RECORDED OF THE UTILITY SYSTEM DURING CONSTRUCTION. AS-BUILT SURVEY SHALL BE SUBMITTED TO ECSD SIGNED AND SEALED BY A FLORIDA REGISTERED SURVEYOR PRIOR TO FINAL INSPECTION AND ACCEPTANCE OF PROJECT. THE COST OF SIGNED AND SEALED AS-BUILTS SHALL BE COVERED IN OVERALL BID. THE AS-BUILT SURVEY SHALL
 - a. PLAN VIEW SHOWING THE HORIZONTAL LOCATIONS OF EACH MANHOLE, INLET, VALVE, FITTING, BEND AND HORIZONTAL PIPE DEFLECTIONS WITH COORDINATES AND IN REFERENCE TO A SURVEY BASELINE OR RIGHT-OF-WAY CENTERLINE.
 - b. THE PLAN VIEW SHALL ALSO SHOW SPOT ELEVATIONS OF THE TOP OF THE MAIN (WATER MAIN AND FORCE MAIN) OR PIPE INVERTS (GRAVITY MAINS) AT INTERVALS NOT TO EXCEED 100 FEET AS MEASURED ALONG MAIN. THE PLAN VIEW SHALL ALSO INCLUDE SPOT ELEVATIONS AT EACH MANHOLE, INLET, VALVE, FITTING, BEND AND VERTICAL PIPE
 - c. THE PLAN VIEW SHALL ALSO SHOW THE HORIZONTAL SEPARATION FROM UNDERGROUND UTILITIES IMMEDIATELY ADJACENT OR PARALLEL TO THE NEW MAIN.
 - d. PROFILE VIEW WITH SPOT ELEVATIONS OF THE TOP OF THE MAIN (WATER MAIN AND FORCE MAIN) OR PIPE INVERT (GRAVITY MAIN) AND OF THE FINISHED GRADE OR MANHOLE RIM DIRECTLY ABOVE THE MAIN AT INTERVALS NOT TO EXCEED 100 FEET AS MEASURED ALONG THE MAIN. THE PROFILE VIEW SHALL ALSO INCLUDE SPOT ELEVATIONS AT EACH MANHOLE, INLET, VALVE, FITTING, BEND AND VERTICAL PIPE DEFLECTION.
 - e. THE PROFILE VIEW SHALL SHOW ALL UNDERGROUND UTILITIES CROSSING THE NEW MAIN AND THE VERTICAL SEPARATION PROVIDED BETWEEN THAT UNDERGROUND UTILITY AND THE NEW MAIN.
 - f. ALL CADD FILES MUST BE CREATED FOLLOWING THE CITY OF HOLLYWOOD "SURVEY / AS_RIJIIT CAD DRAWING STANDARDS"

	A3-DU	ILI CAD DRA	AWING STANDARDS	
TAMOON	ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
AMOND S	DRAWN:	EAM	GENERAL NOTES	DRAWING NO.

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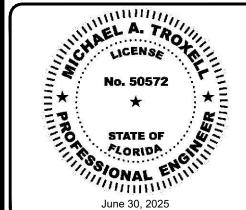
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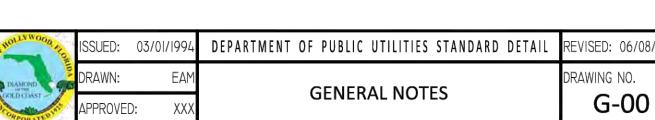
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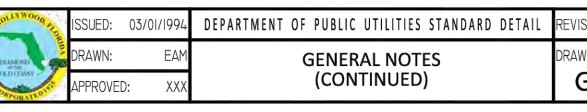
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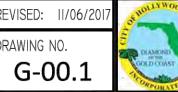


UTILITY DETAILS



11. ELEVATIONS SHOWN ARE IN FEET AND ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF





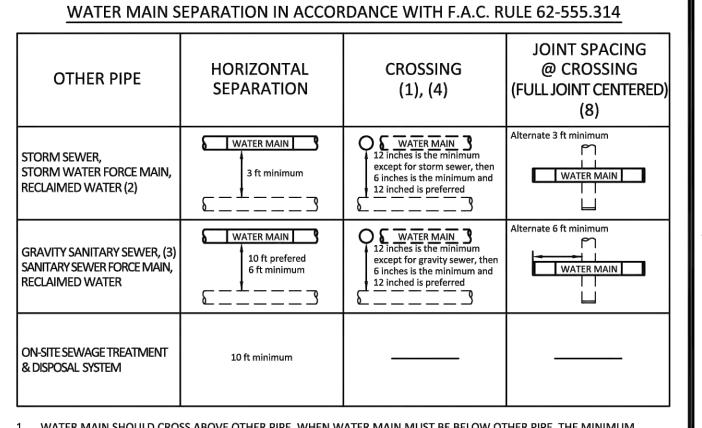
DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL RAWN: **GENERAL NOTES** (CONTINUED)

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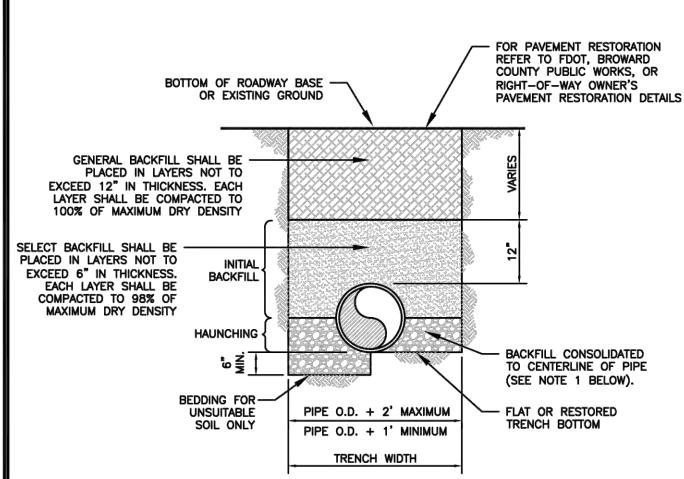
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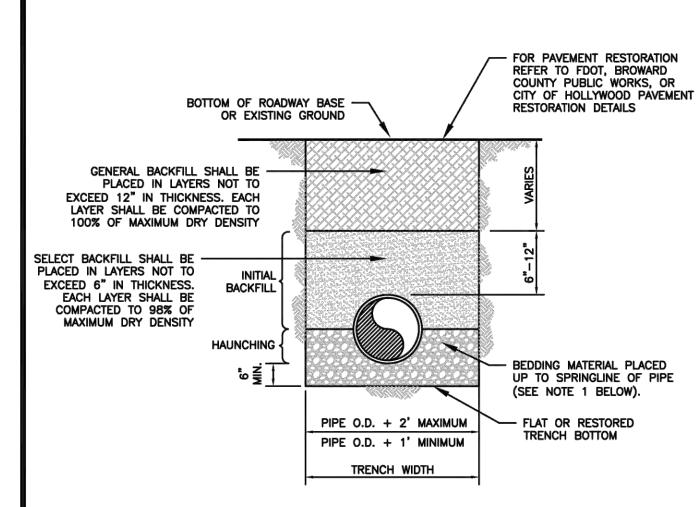
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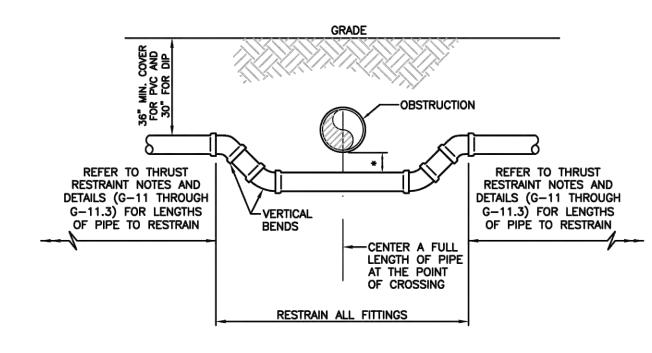
- WATER MAIN SHOULD CROSS ABOVE OTHER PIPE, WHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 12 INCHES.
- RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. . 3 FT. FOR GRAVITY SANITARY SEWER WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST 6 INCHES ABOVE THE
- TOP OF THE GRAVITY SANITARY SEWER. 18" VERTICAL MINIMUM SEPARATION REQUIRED BY CITY OF HOLLYWOOD, UNLESS OTHERWISE APPROVED.
- . A MINIMUM 6 FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE. IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10 FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID
- IN A SEPARATE TRENCH OR ON AN UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 18 INCHES ABOVE THE TOP OF THE SEWER. WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 18 INCHES IN A PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE SANITARY SEWER OR FORCE MAIN SHALL BE CONSTRUCTED OF DIP WITH A MINIMUM VERTICAL DISTANCE OF 6 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER. JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).
- 8. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALY RESTRAINED.



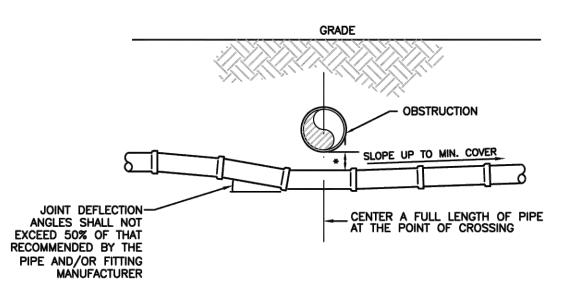
- 1. WHEN PIPE INSTALLATION IS ABOVE THE GROUND WATER TABLE ELEVATION, OR WHENEVER BEDDING COPPER PIPE UNDER ANY CONDITION, BEDDING MATERIAL SHALL BE CLEAN SANDY SOIL IF AVAILABLE WITHIN THE LIMITS OF CONSTRUCTION. IMPORTED BEDDING SHALL BE WELL GRADED, WASHED CRUSHED STONE (OR DRAINFIELD LIMEROCK). CRUSHED STONE SHALL CONSIST OF HARD, DURABLE, SUB-ANGULAR PARTICLES OF PROPER SIZE AND GRADATION, AND SHALL BE FREE FROM ORGANIC MATERIAL, WOOD, TRASH, SAND, LOAM, CLAY, EXCESS FINES, AND OTHER DELETERIOUS
- 2. ALL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY BEFORE ANY PIPE IS LAID. FOR ADDITIONAL MATERIAL SPECIFICATIONS REFER TO SPECIFICATION
- SECTION 02222, "EXCAVATION AND BACKFILL FOR UTILITIES". . DENSITY TESTING SHALL BE IN ACCORDANCE WITH AASHTO T-180 AND ASTM D-3017. 4. BACKFILL TO COMPLY WITH FDOT DESIGN STANDARDS 125-8.



- . WHEN PIPE INSTALLATION IS ABOVE THE GROUND WATER TABLE ELEVATION, OR WHENEVER BEDDING COPPER PIPE UNDER ANY CONDITION. BEDDING MATERIAL SHALL BE CLEAN SANDY SOIL IF AVAILABLE WITHIN THE LIMITS OF CONSTRUCTION. IMPORTED BEDDING SHALL BE WELL GRADED, WASHED CRUSHED STONE (OR DRAINFIELD LIMEROCK). CRUSHED STONE SHALL CONSIST OF HARD, DURABLE, SUB-ANGULAR PARTICLES OF PROPER SIZE AND GRADATION, AND SHALL BE FREE FROM ORGANIC MATERIAL, WOOD, TRASH, SAND, LOAM, CLAY, EXCESS FINES, AND OTHER
- DELETERIOUS MATERIALS. 2. ALL BEDDING MATERIAL SHALL BE COMPACTED TO 95% OF MAXIMUM DENSITY BEFORE ANY PIPE IS LAID. FOR ADDITIONAL MATERIAL SPECIFICATIONS REFER TO
- SPECIFICATION SECTION 02222, "EXCAVATION AND BACKFILL FOR UTILITIES". DENSITY TESTING SHALL BE IN ACCORDANCE WITH AASHTO T-180 AND ASTM
- 4. BACKFILL TO COMPLY WITH FDOT DESIGN STANDARD 125-8.

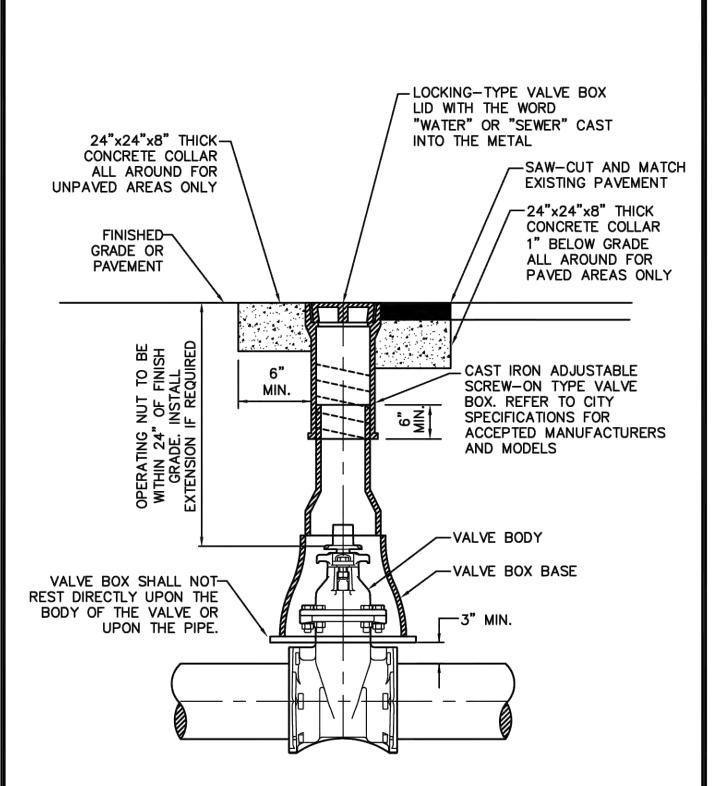


UTILITY CROSSING USING FITTINGS * REFER TO STANDARD DETAIL G-01.1, "SEPARATION REQUIREMENTS", FOR FDEP AND HEALTH DEPARTMENT SEPARATION REQUIREMENTS.



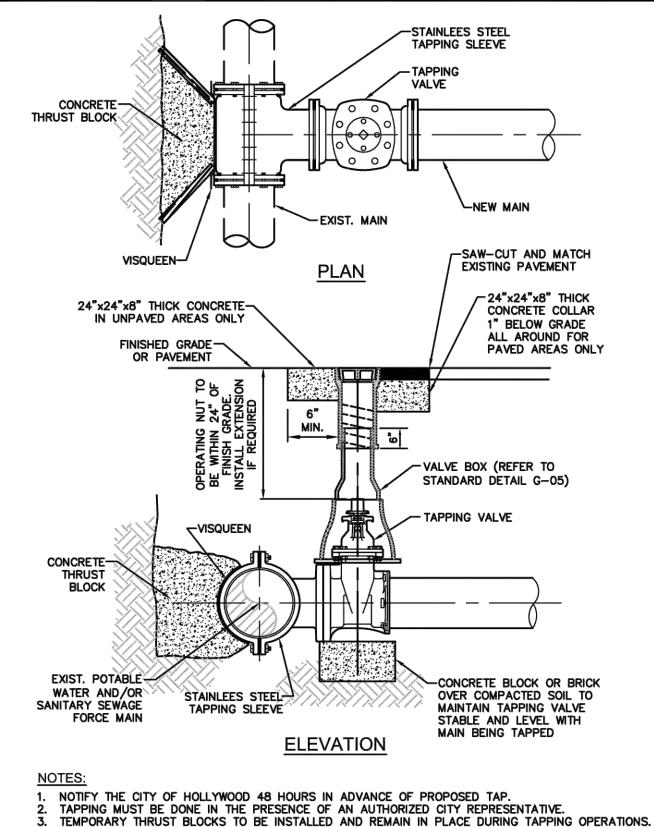
UTILITY CROSSING USING JOINT DEFLECTIONS * REFER TO STANDARD DETAIL G-01.1, "SEPARATION REQUIREMENTS", FOR FDEP AND HEALTH DEPARTMENT SEPARATION REQUIREMENTS.

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AF	ROVED: XXX	F.D.E.P.	G-01.1	4 COMPORATION OF	APPROVED: XXX	SECTION (D.I.P.)	G-02	TATOM PORATE STATE	APPROVED:	SECTION (P.V.C.)	G-03	OND ORATE OF	APPROVED:	XXX	OTILITY CROSSING DETAIL	G-04



DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI

TYPICAL VALVE BOX SETTING



FOR SEWAGE FORCE MAINS, REFER TO DETAIL OF PRIVATE FORCE MAIN TIE-IN AT PROPERTY LINE. FOR WATER MAINS, A GATE VALVE OF SAME DIAMETER SHALL BE INSTALLED ON THE DOWNSTREAM

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI

TYPICAL TAPPING SLEEVE

AND VALVE SETTING

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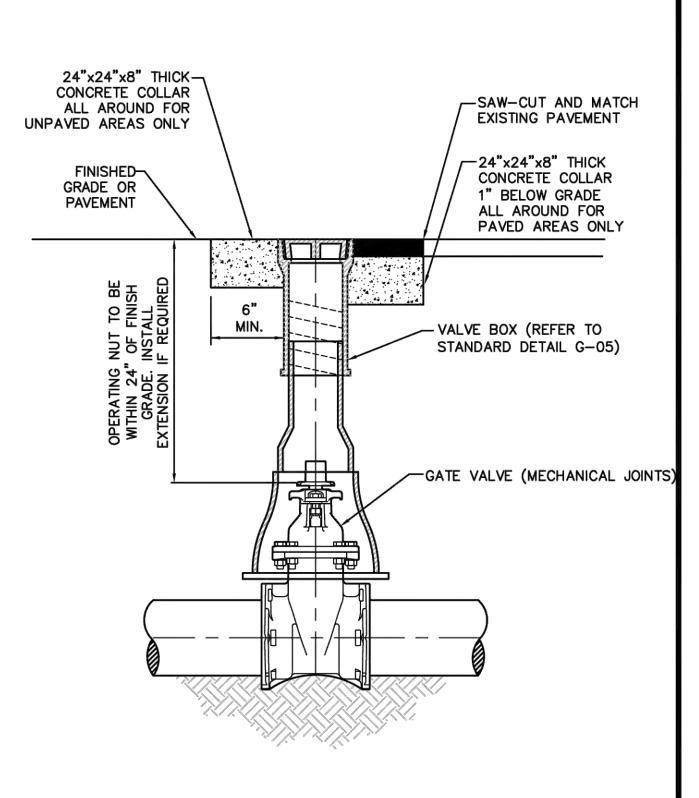
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SIDE OF THE TAPPING VALVE.

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DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

TYPICAL GATE VALVE AND

VALVE BOX SETTING

AWING NO.

RESILIENT SEATED GATE VALVE SPECIFICATIONS:

4" THROUGH 12" SIZE (WATER AND FORCE MAIN)

- GATE VALVES SHALL BE RESILIENT SEATED, MANUFACTURED TO MEET OR EXCEED THE REQUIREMENTS OF AWWA C509 (LATEST REVISION) AND IN ACCORDANCE WITH THE FOLLOWING
- 1.1. VALVES SHALL HAVE AN UNOBSTRUCTED WATERWAY EQUAL TO OR GREATER THAN THE FULL NOMINAL DIAMETER OF THE VALVE.
- 1.2. THE VALVES ARE TO BE NON-RISING STEM WITH THE STEM MADE OF CAST, FORGED OR ROLLED BRONZE SHOWN IN AWWA C509, TWO STEM SEALS SHALL BE PROVIDED AND SHALL BE OF THE O-RING TYPE, ONE ABOVE AND ONE BELOW THE THRUST COLLAR WITH LUBRICANT BETWEEN O-RING.
- 1.3. THE STEM NUT, ALSO MADE OF BRONZE, MAY BE INDEPENDENT OF THE GATE OR CAST INTEGRALLY WITH THE GATE. IF THE STEM NUT IS CAST INTEGRALLY, THE THREADS SHALL BE STRAIGHT AND TRUE WITH THE AXIS OF THE STEM TO AVOID BINDING DURING THE OPENING OR CLOSING CYCLE.
- THE SEALING MECHANISM SHALL CONSISTS OF A CAST IRON GATE HAVING A VULCANIZED SYNTHETIC RUBBER COATING OR A RUBBER SEAT MECHANICALLY RETAINED ON THE GATE, THE RESILIENT SEALING MECHANISM SHALL PROVIDE ZERO LEAKAGE AT THE WATER WORKING PRESSURE WHEN INSTALLED WITH THE LINE FLOW IN EITHER DIRECTION.
- 1.5. A 2-INCH SQUARE WRENCH NUT SHALL BE PROVIDED FOR OPERATING THE VALVE.
- 1.6. ALL VALVES ARE TO BE SUPPLIED COMPLETE AND READY FOR INSTALLATION INCLUDING, BUT NOT LIMITED TO ALL NUTS, BOLTS RINGS AND RUBBERS.
- 1.7. ALL VALVES ARE TO BE TESTED IN STRICT ACCORDANCE WITH AWWA C509 LATEST REVISION).

REVISED: 06/08/2014	OF HOLLY WOOD AT O	ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL REVISED: 06/08/2014
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RESILIENT SEATED GATE VALVE G-07.1 SPECIFICATIONS

Michael Troxell
Date: 2025.06.30 15:48:50

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PROJECT No

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AELA TAO June 30, 2025

UTILITY DETAILS

SHEET NUMBER: U-2.2

NOTES:

1. THRUST BLOCKS ARE TO BE USED IN COMBINATION WITH, AND NOT IN LIEU OF, MECHANICAL JOINT RESTRAINTS AS REQUIRED BY THE CITY. REFER TO THRUST RESTRAINT DESIGN TABLE IN STANDARD DETAIL G-10.

TYPICAL SECTION

RAWING NO.

G-10

- 2. THE AREAS IN THE TABLE ARE BASED ON _____ POUNDS PER SQUARE FOOT SOIL BEARING AGAINST THE UNDISTURBED TRENCH WALL AND ARE TO REPRESENT THE MINIMUM VERTICAL PROJECTED AREA AT THE THRUST BLOCK IN A PLANE PERPENDICULAR TO THE LINE BISECTING THE INCLUDING ANGLE OF THE FITTING.
- 3. POUR THRUST BLOCKS AGAINST UNDISTURBED MATERIAL. WHERE TRENCH WALL HAS BEEN DISTURBED, EVACUATE LOOSE MATERIAL AND EXTEND THRUST BLOCK TO UNDISTURBED MATERIAL.

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

THRUST BLOCK DESIGN

- 4. ON BENDS AND TEES, EXTEND THRUST BLOCKS FULL LENGTH OF FITTING.
- DO NOT COVER COUPLING OR JOINTS WITH CONCRETE.
- 6. CONCRETE TO BE 2500 P.S.I. MINIMUM 28 DAY STRENGTH.
- 7. TABLE TO BE COMPLETED BY DESIGN ENGINEER.

THRUST RESTRAINT NOTES:

- ALL JOINTS BETWEEN BENDS AT HORIZONTAL & VERTICAL OFFSETS SHALL BE RESTRAINED.
- MECHANICAL THRUST RESTRAINTS FOR D.I.P. FITTINGS ON D.I.P. OR P.V.C. PIPE SHALL BE MEGALUG AS MANUFACTURED BY EBAA IRON, INC., OR APPROVED EQUAL.
- DUCTILE IRON FITTINGS UP TO 20-INCHES IN DIAMETER SHALL BE RESTRAINED BY MECHANICAL MEANS, I.E., MEGALUGS OR APPROVED EQUAL.
- DUCTILE IRON FITTINGS 24-INCH IN DIAMETER AND ABOVE SHALL BE RESTRAINED BY MECHANICAL MEANS, I.E., MEGALUGS OR APPROVED EQUAL, WITH THE ADDITION OF THRUST BLOCKS AND CONCRETE ANCHORS AT THE DISCRETION OF THE ENGINEER OF RECORD.
- ANY THRUST BLOCKS AND ANCHORS ARE TO BE DESIGNED BY THE ENGINEER OF RECORD. SIGNED AND SEALED CALCULATIONS SHALL BE SUBMITTED TO THE CITY FOR APPROVAL PRIOR TO INSTALLATION.
- THRUST BLOCKS CONSISTING OF POURED-IN-PLACE CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGH OF 2,500 PSI AFTER 28 DAYS.

HORIZONTAL BENDS RESTRAINED LENGT BEND (RL) (FT) (INCHES) (ANGLE) PVC *DIP $11\frac{1}{2}$ $22\frac{1}{2}$ 45 (SEE NOTE 3 ON $11\frac{1}{4}$ STANDARD DETAIL G-10) 22 1 45 RESTRAINED RESTRAINED LENGTH 11 } RUN (MRL) RUN (MRL) $22\frac{1}{2}$ 45 90 11 1 $22\frac{1}{2}$ 45 90 LENGTH ALONG BRANCH (RL) 22 ½ 45 11 } 22 } TYPICAL MECHANICAL JOINT RESTRAINT (SEE NOTE 3 ON 90 STANDARD DETAIL

RUN DIA. (INCHES)	BRANCH DIA,	MINIMUM RESTRAINED LENGTH ALONG	MINIMUM RESTRAINED LENGTH ALONG BRANCH (FT.)		RUN DIA. (INCHES)	BRANCH DIA. (INCHES)	MINIMUM RESTRAINED LENGTH ALONG	MINIMUM RESTRAINED LENGTH ALONG BRANCH (FT.)	
	(INCHES)	RUN (FT.)	PVC	*DIP		(INCHES)	RUN (FT.)	PVC	*DIP
	24"					12"		,	
	16"				12"	8"			
24"	12"				12	6"			
24	8"					4"			
	6"					8"			
	4"				8"	6"			
	16"			· .		4"			
	12"				6"	6"		,	
16"	8"				6"	4"			
	6"				4"	4"			
	4"								

*ALL DIP JOINT-RESTRAINT CALCULATIONS ASSUME THE PIPE WILL BE WRAPPED IN POLYETHYLENE ENCASEMENT

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

JOINT RESTRAINT DESIGN

FOR PVC AND DIP

HORIZONTAL BENDS AND TEES

EVISED: 06/08/2014

RAWING NO.

G-11.1

FLEXIBLE PAVEMENT RESTORATION NOTES:

- 1. THE ABOVE DETAILS APPLY ONLY TO ASPHALT PAVEMENT RESTORATION OVER UTILITY TRENCHES CUT WITHIN CITY OF HOLLYWOOD RIGHTS-OF-WAY. FOR PAVEMENT RESTORATION WITHIN BROWARD COUNTY OR FDOT RIGHTS-OF-WAY REFER TO THE CORRESPONDING DETAILS FOR THOSE AGENCIES.
- LIMEROCK BASE MATERIAL SHALL HAVE A MINIMUM L.B.R. OF 100 AND A MINIMUM CARBONATE CONTENT OF 70%. REPLACED BASE MATERIAL OVER TRENCH SHALL BE A MINIMUM OF 12" THICK".
- LIMEROCK BASE MATERIAL SHALL BE PLACED IN 12" MAXIMUM (LOOSE MEASUREMENT) THICKNESS LAYERS WITH EACH LAYER THOROUGHLY ROLLED OR TAMPED AND COMPACTED TO 100% OF MAXIMUM DENSITY, PER AASHTO T-180, PRIOR TO THE PLACEMENT OF THE SUCCEEDING LAYERS.
- 4. STABILIZED SUBGRADE MATERIAL SHALL BE GRANULAR AND SHALL HAVE A MINIMUM L.B.R. OF 40.
- 5. BACKFILL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH THE PIPE LAYING CONDITION TYPICAL SECTIONS IN DETAILS G-02 AND G-03, AND THE SPECIFICATIONS, BUT TESTING WILL BEGIN 12" ABOVE THE INSTALLED FACILITY.
- ALL EDGES AND JOINTS OF EXISTING ASPHALT PAVEMENT SHALL BE SAW CUT TO STRAIGHT LINES, PARALLEL TO OR PERPENDICULAR TO THE ROADWAY, PRIOR TO THE RESURFACING.
- RESURFACING MATERIAL SHALL BE FDOT SUPERPAVE, AND SHALL BE APPLIED A MINIMUM OF TWO INCH IN THICKNESS.
- MILL AND BUTT JOINT TO EXISTING PAVEMENT.
- 9. IF THE TRENCH IS FILLED TEMPORARILY, IT SHALL BE COVERED WITH A 2" ASPHALTIC CONCRETE PATCH TO KEEP THE FILL MATERIAL FROM RAVELING UNTIL REPLACED WITH A PERMANENT PATCH.
- 10. REFER TO SPECIFICATIONS FOR DETAILED PROCEDURES.
- 11. WHERE THE UTILITY TRENCH CROSSES EXISTING ASPHALT DRIVEWAYS, THE LIMEROCK BASE THICKNESS MAY BE A MINIMUM OF 6 INCHES THICK. REGARDLESS OF THE EXTENT OF IMPACT, THE ENTIRE DRIVEWAY SURFACE BETWEEN THE EDGE OF THE ROADWAY PAVEMENT AND PROPERTY LINE OR FRONT OF SIDEWALK SHALL BE OVERLAID USING 2-INCH THICK MINIMUM ASPHALTIC CONCRETE SURFACE COURSE WHERE INDICATED ON THE PLANS OR AS DIRECTED BY THE CITY/ENGINEER.

4	OF HUITAMOOD LEE	ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 11/06/2017
	DIAMOND S	DRAWN:	EAM	FLEXIBLE PAVEMENT RESTORATION	DRAWING NO.
	GOLD CONST	APPROVE	D: XXX	NOTES	G-12

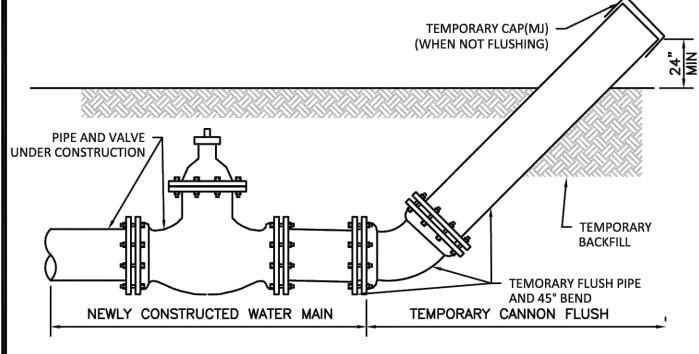
TACK COAT ALL SURFACES, AND PROVIDE 1" SP 9.5 MIN. SUPERPAVE ASPHALTIC CONC. OVERLAY AS SHOWN ON THE PAVEMENT RESTORATION PLANS TRENCH WIDTH (W) + 4' SURFACE REPLACEMENT SAW CUT ALONG A — - SIII RECYCLE TO BE FLUSH **NEAT AND STRAIGHT** W/EXIST. ASPHALT. 1" MIN. EDGE. TACK COAT THICK IF MILLING IS NOT ALL SURFACES AND REQUIRED. 2" THICK IF EDGES. MILLING IS REQUIRED EXIST. **EXIST. ASPHALT** ASPHALT SURFACE SURFACE UNDISTURBED 12" THICK (MIN.) LIMEROCK — **EXISTING BASE** BASE W/MIN. LBR 100 **ALL EDGES** COMPACTED TO NO LESS THAN 100% OF MAX. DENSITY PER ASHTO T-180 12" TYPE "B" STABILIZED — ✓ IF THE DISTANCE TO SUBGRADE W/MIN. LBR 40 THE EDGE OF THE COMPACTED TO 100% OF **EXISTING LIMEROCK** MAX. DENSITY PER ASHTO BASE IS 2' OR LESS, EXTEND THE LIMEROCK COMPACTED FILL 12" PIPE BASE RECONSTRUCTION (REFER TO DETAILS MAX. O.D. MAX. TO THE EDGE. G-02 AND G-03) TRENCH WIDTH

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

FLEXIBLE PAVEMENT RESTORATION

FOR TRENCHES CUT PERPENDICULAR

AND PARALLEL TO THE ROADWAY



DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI

JOINT RESTRAINT DESIGN

FOR PVC AND DIP

THRUST RESTRAINT NOTES

VISED: 06/08/2

AWING NO.

G-11

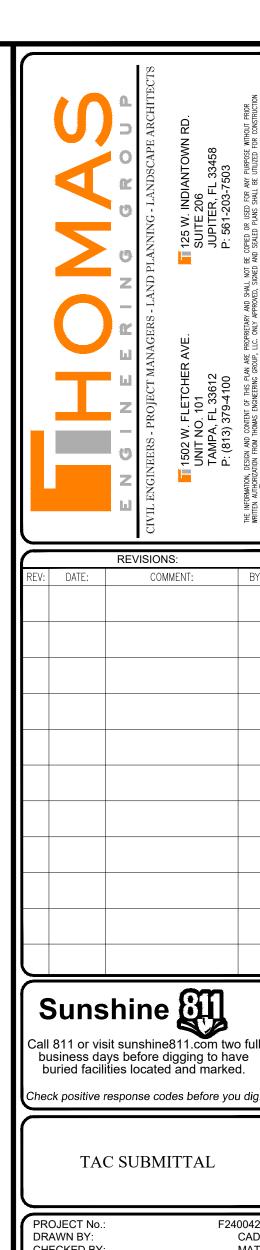
GENERAL NOTES:

- FLUSHING LOCATIONS ARE TO BE PROPOSED BY CONTRACTOR AND APPROVED BY ECSD.
- UPON COMPLETION OF THE PIPE INSTALLATION FOR ANY SECTION, THE MAIN SHALL BE CANNON FLUSHED TO REMOVE DIRT AND ANY OTHER FOREIGN MATTER.
- INSTALL A TEMPORARY 45° BEND AND ASSOCIATED TEMPORARY PIPING AS SHOWN TO DIRECT THE FLUSHING WATER AWAY FROM THE IMMEDIATE WORK AREA AND EXERCISE DUE CARE SO AS TO ENSURE THAT THE WATER USED IN FLUSHING DOES NOT CAUSE A NUISANCE OR INFLICT PROPERTY DAMAGE. BENDS AND PIPING SHALL BE THE SAME SIZE OR LARGER AS THE LINE BEING FLUSHED.
- PRIOR TO THE ACTUAL LINE FLUSHING OPERATION THE CONTRACTOR SHALL PROPERLY NOTIFY ECSD INSPECTOR OF SUCH INTENDED WATER USE.
- NO EXISTING VALVE SHALL BE OPERATED, EXCEPT BY AUTHORIZED CITY PERSONNEL FLUSHING SHALL NOT BE ACCOMPLISHED WITHOUT THE ACTUAL PRESENCE OF THE ECSD INSPECTOR. AFTER THE LINE UNDER CONSTRUCTION HAS BEEN SUCCESSFULLY FLUSHED, THE CONTRACTOR SHALL REMOVE THE TEMPORARY PIPING ARRANGEMENT AND PROCEED WITH THE REMAINING CONSTRUCTION
- AS SPECIFIED. ALL PIPING SHALL BE MECHANICALLY RESTRAINED IN ACCORDANCE WITH CITY STANDARDS.
- 10. IF REQUIRED BY ECSD, WATER SHALL MAINS SHALL BE CLEANED BY PIGGING. 11. CONTRACTOR WILL INSTALL A PRESSURE GAUGE AT OR NEAR THE FILL AND FLUSH LOCATION AND MAINTAIN A MINIMUM PRESSURE OF 40 PSI AT ALL TIMES. THE FILL VALVE WILL BE OPENED AND CLOSED
- SLOWLY TO AVOID RAPID PRESSURE CHANGES IN THE WATER SYSTEM. CONTRACTOR IS CAUTIONED THAT GOVERNING AGENCIES OR UTILITIES MAY HAVE REGULATIONS LIMITING OR PROHIBITING DISCHARGE INTO SEWERS, SURFACE WATERS, CANALS, DITCHES AND OTHER CONVEYANCES/RETENTION AREA. ALL COMPLIANCE WITH GOVERNING AGENCIES REQUIREMENTS
- (INCLUDING PERMITTING, IF REQUIRED) IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. CANNON FLUSHING TO PROCEED AFTER HEALTH DEPARTMENT CLEARANCE IS RECEIVED.

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DRAWING NO.	DIAMOND STATE	DRAWN:	EAM	CANNON FLUSHING	DRAWING NO.
G-12.1	GOLD COAST	APPROVED	: XXX	CANNON FLOSHING	G-13

Michael Troxell

Digitally signed by Michael Troxell Date: 2025.06.30 15:49:46 -04'00'



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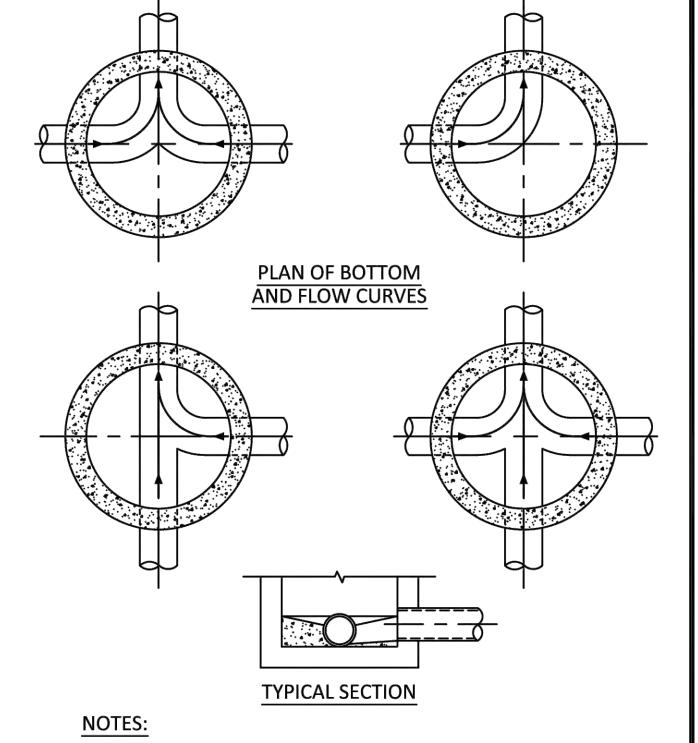
UTILITY DETAILS

SHEET NUMBER: **U-2.3**

SEWER NOTES:

- 1. THE MINIMUM DEPTH OF COVER OVER D.I.P. SANITARY SEWER GRAVITY OR FORCE MAINS IS 30". THE MINIMUM DEPTH OF COVER OVER PVC SANITARY SEWER OR FORCE MAINS IS 36".
- 2. ALL CONNECTIONS TO EXISTING MAINS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 3. LEAKAGE TESTS AND ALIGNMENT (LAMPING) TESTS SHALL BE PERFORMED ON ALL NEW SEWER LINES UP TO THE CONNECTION POINT WITH THE EXISTING SEWER SYSTEM. THESE TESTS SHALL BE REQUESTED AND PAID FOR BY THE
- 4. LAMPING TESTS SHALL BE PERFORMED ON GRAVITY SEWERS FROM MANHOLE TO MANHOLE UP TO AND INCLUDING THE POINT OF CONNECTION TO THE EXISTING SEWER SYSTEM.
- 5. LEAKAGE TESTS SHALL BE PERFORMED ON ALL SEGMENTS OF A GRAVITY SEWER SYSTEM, INCLUDING SERVICE LATERALS AND MANHOLES, FOR A CONTINUOUS PERIOD OF NO LESS THAN 2 HOURS, AT THE END OF THE TEST, THE TOTAL MEASURED LEAKAGE SHALL NOT EXCEED 100 GALLONS PER INCH OF PIPE DIAMETER PER MILE PER DAY FOR ANY SECTION OF THE SYSTEM, WITH ZERO ALLOWABLE LEAKAGE FOR LATERALS AND MANHOLES. AN EXFILTRATION OR INFILTRATION TEST SHALL BE PERFORMED WITH A MINIMUM POSITIVE HEAD OF 2 FEET ON THE SECTION BEING
- 6. FORCE MAINS SHALL BE PRESSURE-TESTED IN ACCORDANCE WITH RULE 62-555.330 (FAC). THE PRESSURE TEST SHALL CONSIST OF HOLDING A TEST PRESSURE OF 150 PSI ON THE PIPELINE FOR A CONTINUOUS PERIOD OF 2 HOURS THE MAXIMUM ALLOWABLE LEAKAGE SHALL BE DETERMINED BY THE FOLLOWING FORMULA:

- L = ALLOWABLE LEAKAGE FOR SYSTEM IN GALLONS PER HOUR D = PIPE DIAMETER IN INCHES
- S = LENGTH OF LINES IN LINEAL FEET
- P = AVERAGE TEST PRESSURE IN PSI
- 7. CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTYFYING CONFLICTS WITH FORCE MAINS PLACED AT MINIMUM COVER. IN CASE OF CONFLICT, FORCE MAIN SHALL BE LOWERED TO PASS UNDER CONFLICTS WITH 12" MINIMUM SEPARATION FROM WATER MAINS AND 6" MINIMUM SEPARATION FROM OTHER UTILITIES. NO ADDITIONAL PAYMENT SHALL BE DUE TO CONTRACTOR FOR LOWERING THE MAIN OR THE ADDITIONAL FITTINGS USED THEREON.
- 8. WHENEVER IT IS NECESSARY, IN THE INTEREST OF SAFETY, TO BRACE THE SIDES OF A TRENCH, THE CONTRACTOR SHALL FURNISH, PUT IN PLACE AND MAINTAIN SUCH SHEETING OR BRACING AS MAY BE NECESSARY TO SUPPORT THE SIDES OF THE EXCAVATION TO ENSURE PERSONNEL SAFETY. AND TO PREVENT MOVEMENT WHICH CAN IN ANY WAY DAMAGE THE WORK OR ENDANGER ADJACENT STRUCTURES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR THE SEQUENCE, METHODS AND MEANS OF CONSTRUCTION, AND FOR THE IMPLEMENTATION OF ALL OSHA AND



- 1. INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO
- OBSTRUCTIONS.

-MIN. 6" DIA.

TEE/WYE BRANCH -

ROTATED AS NEEDED

SERVICE LATERAL

- 2. SPILLWAYS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT **ELEVATIONS PROVIDING SMOOTH FLOWS.**
- 3. CHANNELS FOR FUTURE CONNECTIONS (STUBS) SHALL BE CONSTRUCTED FILLED WITH
- SAND & COVERED WITH 1" OF MORTAR. 4. WHEN FLOW LINE DEFLECTS MORE THAN 45°, A DROP OF 0.10' IS REQUIRED.

PLAN

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAI

MANHOLE FLOW PATTERNS

RAWING NO.

MIN. SLOPE 1/8"

-LAY IN UNDISTURBED SOIL

EXISTING/PROPOSED GRAVITY

SANITARY SEWER MAIN

PER FOOT TO MAIN

S-02

GRAVITY SEWER PIPE (TYP.)
MANHOLE WALL (PRECAST CONC.) WHERE DIFFERENCE EXCEEDS 2', USE DROP MANHOLE. MINIMUM CONCRETE STRENGTH = 4,000 PSI
FORM SMOOTH CHANNEL IN GROUT) MAXIMUM RADIUS (WHERE APPLICABLE)
PIPE-TO-MANHOLE CONNECTOR (REFER TO SPECIFICATIONS FOR APPROVED TYPES) PLAN MANHOLE FRAME AND COVER SHALL BE U.S. FOUNDRY TYPE 485-C-ORS (OR APPROVED EQUAL) WITH THE WORDS "SANITARY SEWER" CAST INTO THE COVER
FINISHED GRADE ——FLUSH WITH FINISHED PAVEMENT
BRICK AND MORTAR BY CONTRACTOR (3 COURSES MIN., 5 COURSES MAX.) STUCCOED W/ ¾" MORTAR INSIDE AND OUTSIDE RAM-NEK SEAL OR APPROVED EQUAL 4' DIAMETER APPROVED EQUAL #4 @ 12" O.C. E.W. TWO COATS OF SEWPERCOAT® MORTAR (OR APPROVED EQUAL) SHALL BE APPLIED TO THE INSIDE, AND ONE COAT TO THE OUTSIDE OF ALL NEW MANHOLE SECTIONS IN ACCORDANCE WITH THE MANUFACTURE'S SPECIFICATIONS
BRICK/RUBBLE W/GROUT MIN. 18" STONE BASE MATERIAL 6'-4" DIAMETER APPROVED TYPES) 1. SHOP DRAWINGS SHOWING ALL DIMENSIONS, INCLUDING CONCRETE REINFORCEMENT AND

- BUOYANCY, SHALL BE SUBMITTED TO THE CITY PRIOR TO INSTALLATION. THE BOTTOM SLAB SHALL BE CAST MONOLITHICALLY WITH THE LOWER WALL SECTION TO A MINIMUM
- NO CONSTRUCTION JOINTS ARE ALLOWED BELOW ELEVATION +2.00 NAVD. ABOVE ELEVATION +2.00
- NAVD CONSTRUCTION JOINTS ARE ALLOWED, IF ADEQUATE JOINTS WITH KEY-WAYS AND WATER STOPS ARE PROVIDED. SUBMIT SHOP DRAWINGS OF JOINT DETAILS TO THE ENGINEER FOR APPROVAL

PLUG

MIN. SLOPE 1/8"

─6"X6" (MIN.)

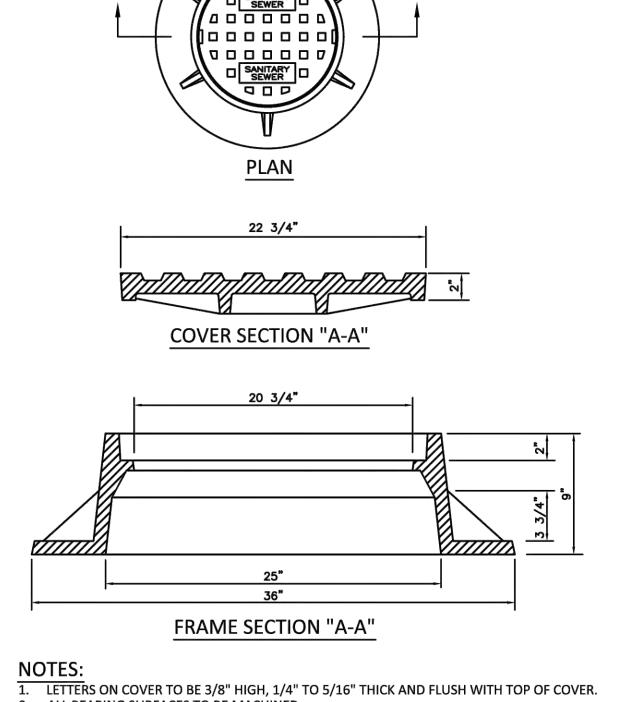
BRANCH

TEE/WYE BRANCH

DIAMETER WYE

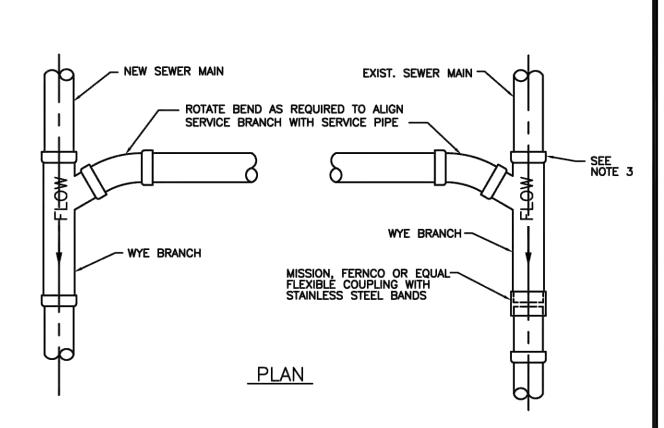
←6" (MIN.) DIAMETER RISER PIPE

PER FOOT TO MAIN



- ALL BEARING SURFACES TO BE MACHINED. MINIMUM WEIGHTS: COVER - 160 LBS., TOTAL - 400 LBS.
- 4. MANHOLE FRAME AND COVER SHALL BE U.S. FOUNDRY 485-C-ORS WITH THE WORDS "SANITARY SEWER" CAST INTO THE COVER.

7	STORID!	ISSUED:	03/01/1994		REVISED: 07/18/2018	OF HOLLS OOD ALC	ISSUED:	03/01/1994	DEFARTMENT OF FORCE OFFEFFEE STANDARD DEFARE	REVISED: 06/08/2
OND COAST	90	DRAWN:	EAM O XXX	STANDARD PRECAST MANHOLE	DRAWING NO. S-03	DIAMOND OF YOR GOLD COAST >	DRAWN:	EAM D: XXX	MANHOLE FRAME AND COVER	S-06
ORATES	90	ALLKOVLI	<i>)</i> .		0 00	ORPORATIO'	AFFRUVE	.D. AAA		0 00



DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

SANITARY SEWER MAIN

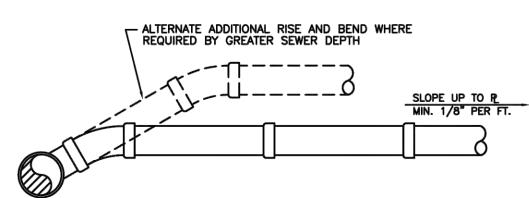
CONSTRUCTION NOTES

RAWING NO.

REVISED: 06/08/2

S-09

RAWING NO.



NOTES:

- 1. SINGLE SERVICE CONNECTIONS SHALL USE 6" PIPE AND FITTINGS.
- 2. USE RISER CONNECTIONS WHERE INVERT OF SEWER IS GREATER THAN 7'-0" DEEP. 3. WHERE BELL OF WYE AND SPIGOT OF EXISTING MAIN ARE NOT COMPATIBLE, USE A SECOND FLEXIBLE COUPLING.

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

WYE BRANCH CONNECTION



NOTES:

45° BEND ROTATED

AS REQUIRED

1. MODIFIED RISER CONNECTION TO BE USED ONLY WHEN DIRECTED BY THE CITY.

FRONT ELEVATION

- 2. NO. 57 ROCK OR ¾" DRAINFIELD LIMEROCK MAY BE USED AS BEDDING OVER UNDISTURBED SOIL WITH PVC PIPE.
- 3. SINGLE SERVICE CONNECTIONS SHALL USE 6" (MIN.) DIAMETER PIPE AND FITTINGS.

DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL

SANITARY SEWER LATERAL

MODIFIED RISER



DEEP OR WHEN DIRECTED BY THE CITY.

UNDISTURBED SOIL WITH PVC PIPE.

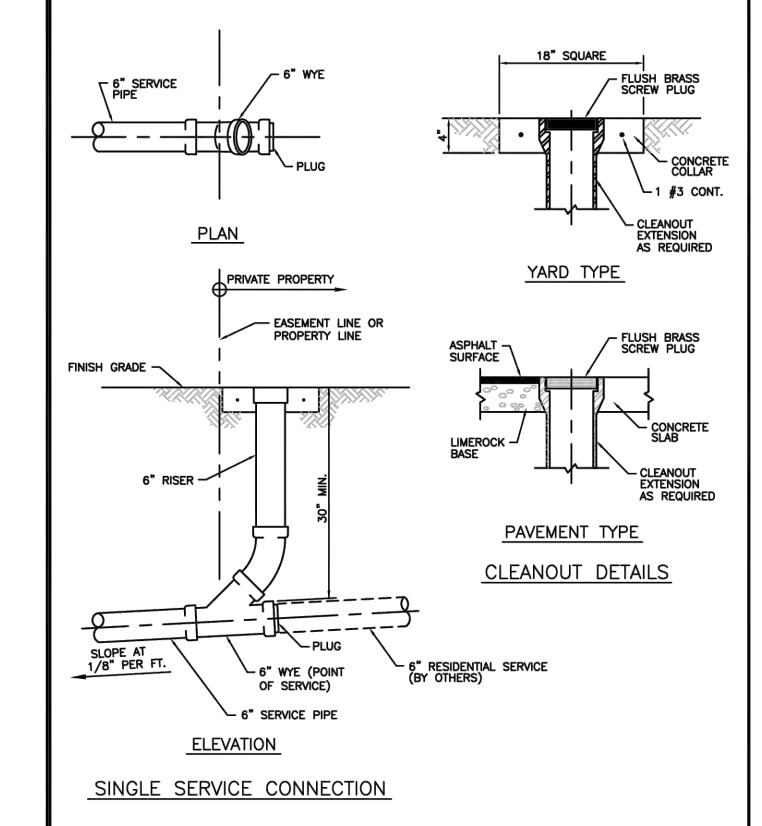
FRONT ELEVATION

2. NO. 57 ROCK OR ¾" DRAINFIELD LIMEROCK MAY BE USED AS BEDDING OVER

1. RISER CONNECTION TO BE USED ONLY WHEN SANITARY SEWER IS MORE THAN 7'-0"

3. SINGLE SERVICE CONNECTIONS SHALL USE 6" (MIN.) DIAMETER PIPE AND FITTINGS.

NOTES:



FHUITA HOOD AND	ISSUED:	03/01/1994	DEPARTMENT OF PUBLIC UTILITIES STANDARD DETAIL	REVISED: 06/08/20
DIAMOND	DRAWN:	EAM	SEWER SERVICE CONNECTION AND	DRAWING NO.
CONDUCTORST -	APPROVE[D: XXX	CLEANOUT AT PROPERTY LINE	S-12

Michael Troxell

Digitally signed by Michael Troxell Date: 2025.06.30 15:50:06

-04'00'



Sunshine 🔠

Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.

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TAC SUBMITTAL

HOLLYWOOD OAKS

4220 & 4231 N 58th Ave.

HOLLYWOOD, FL 33021

KUSHNER

188 BAL BAY DRIVE

BAL HARBOUR, FL 33154

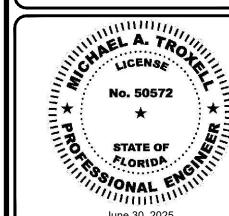
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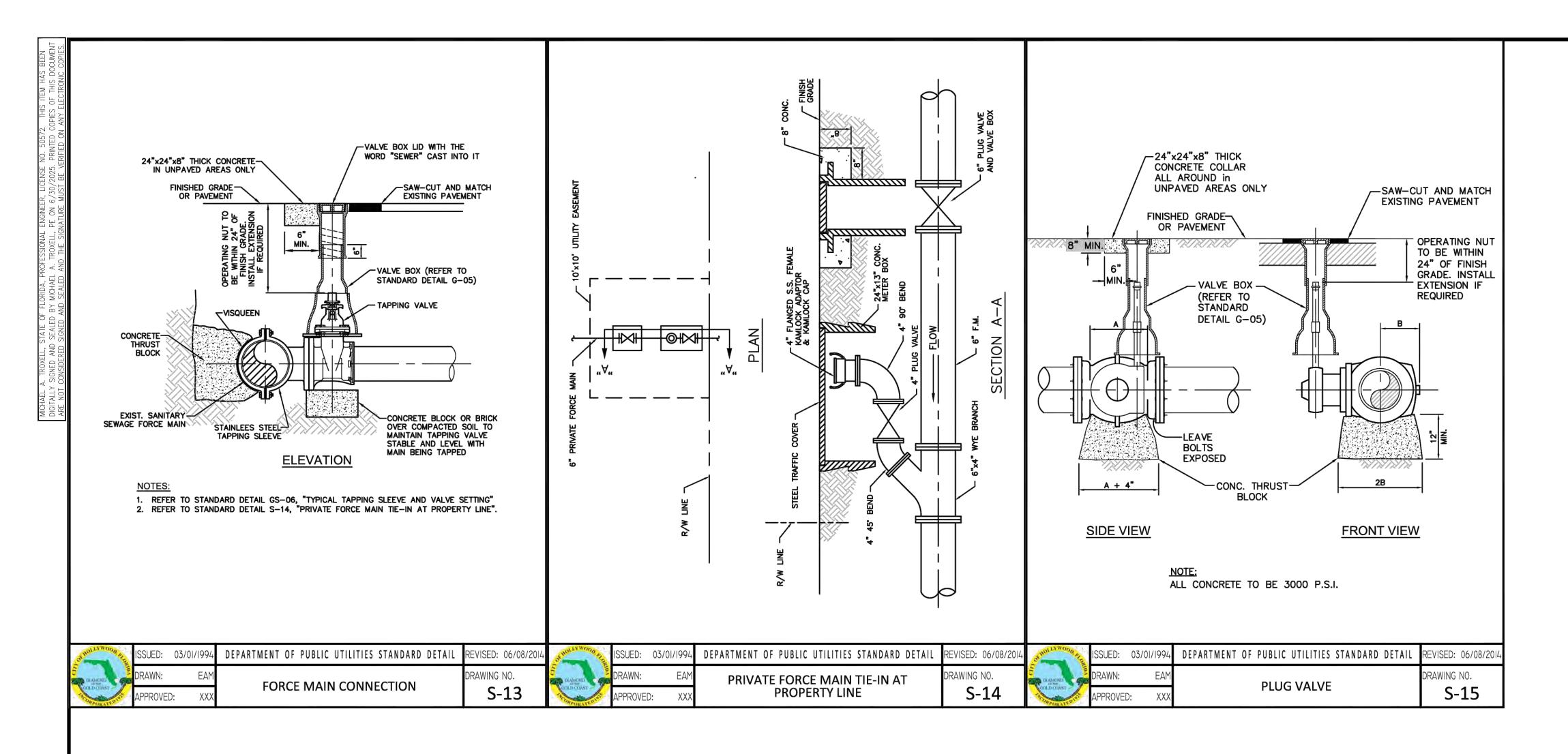
6300 NW 31ST AVENUE FORT LAUDERDALE, FL 33309 FX: (954) 202-7070 www. Thomas Engineering Group.com

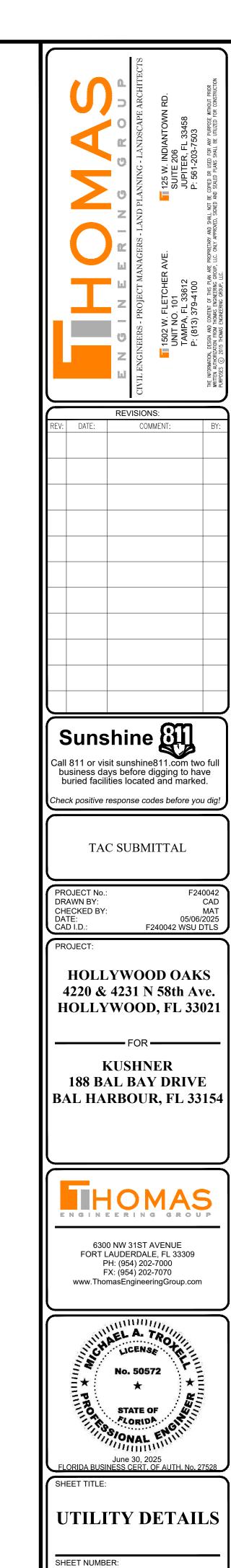


UTILITY DETAILS

SHEET NUMBER:

U-2.4

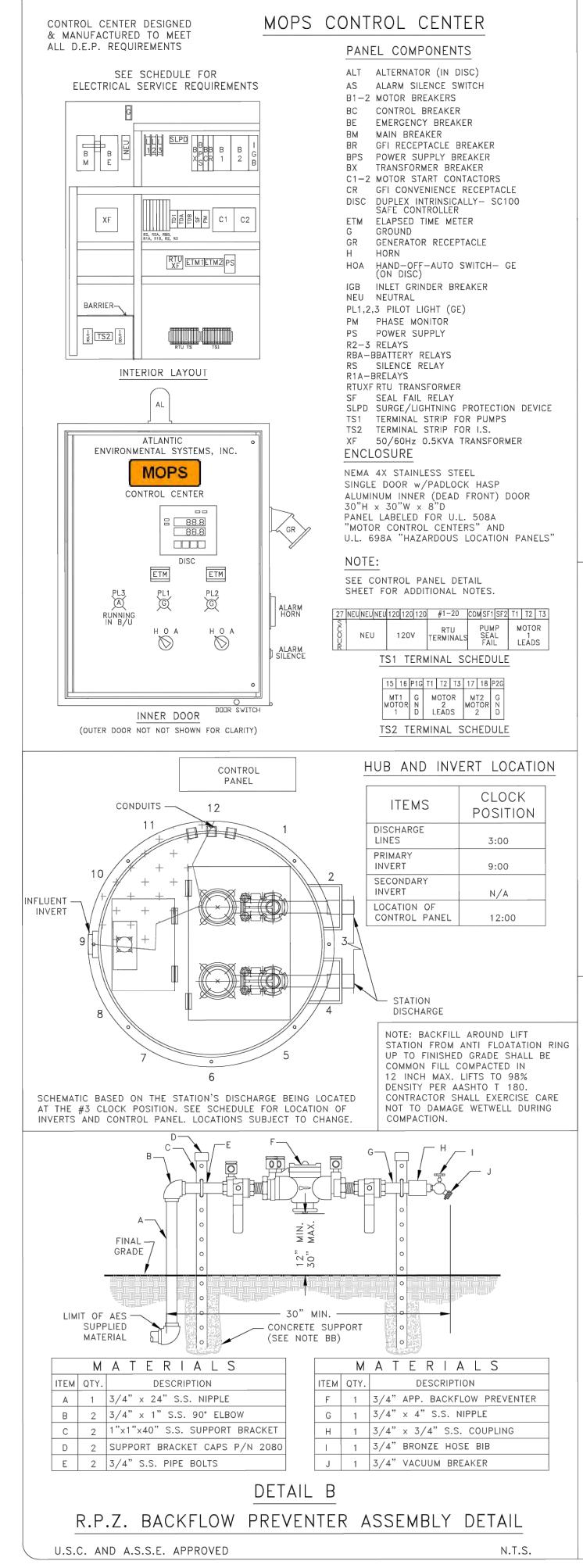


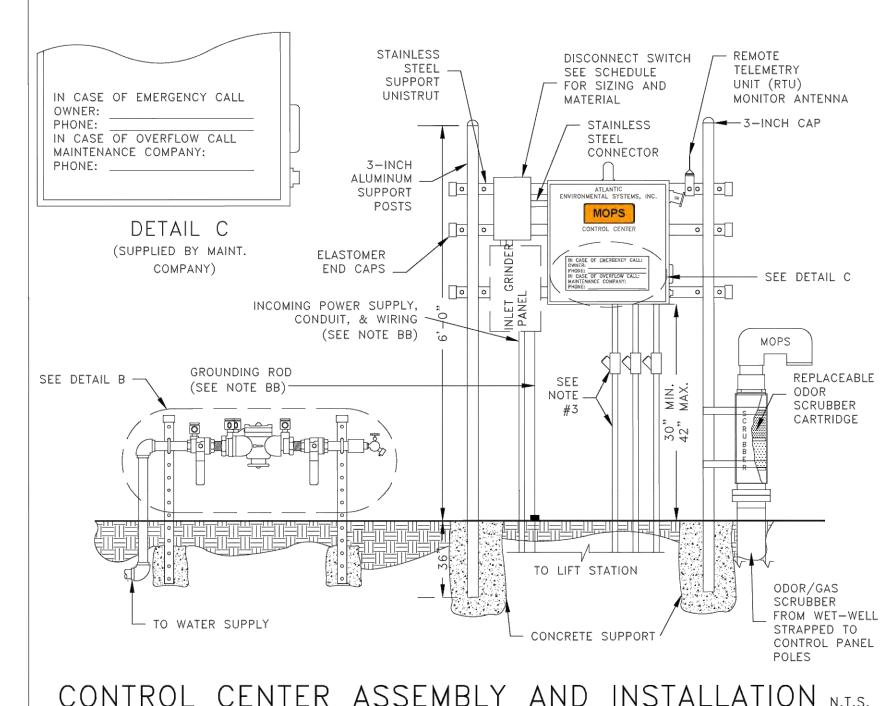


U-2.5

Michael Troxell Digitally signed by Michael Troxell Date: 2025.06.30 15:50:28 -04'00'

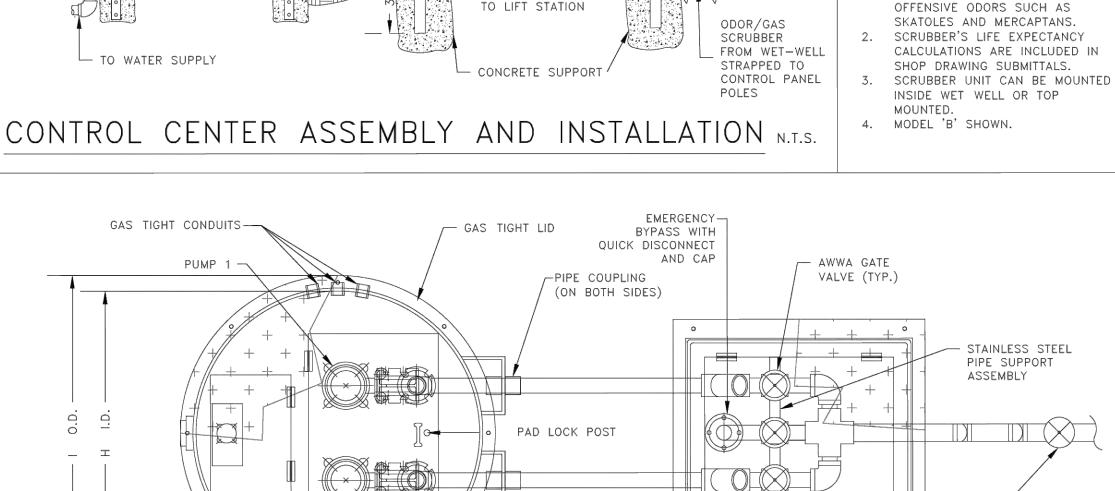
Mic Tro





GAS TIGHT HATCH -

- MIN. 6 INCH GRAVEL SUPPLIED BY OTHERS PUMP STATION



FABRICATED

FIBERGLASS, WET WELL,

TAMPER RESISTANT

FASTENER (TYP.)

TOP VIEW N.T.S. —SEE DETAIL A FULL ALUMINUM FRAME WITH HINGED, LOCKABLE, HATCH AND S.S. HARDWARE -ODOR/GAS SCRUBBER (MODEL 'B') 300 P.S.F. RATED TO BE LOCATED NEXT TO UPPER GUIDE RAIL CONTROL PANEL (RAISED TO BRACKET S.S. MATL. REQUIRED ELEVATION) - DOUBLE GUIDE RAIL LIFTING CABLES -PULL OUT SYSTEM, (S.S. MATL.) ARCHITECTURAL GRADE, STAINLESS STEEL 24" MINIMUM INFLUENT -FLEXIBLE CONNECTOR DRAIN LINE - CHECK VALVE LIMIT OF -AES SUPPLIED PIPE SUPPORT MATERIAL BRACKET OVER CLOSED 12' DEPTH VALVE BOX - MIN. 6 INCH GRAVEL M (INVERT EL.) - FIBERGLASS SUPPLIED BY OTHERS WET WELL INLET GRINDER TO BE -DISCHARGE PIPING 'L' FORCE MAIN (REFER NOTE BB) _ INSTALLED AT INVERT SIZE TO BE CONFIRMED QUICK DISCONNECT. WITH CIVIL DWGS MUNICIPAL STYLE, LIMIT OF AES SUPPLIED MATERIAL TRANSDUCER TWO PIECE, DISCHARGE ELBOW CONCRETE BALLAST (REFER NOTE BB) ISOLATION VALVE -COLLAR (IF REQUIRED). SEE ITEM 'J' ON SCHEDULE TO BE INSTALLED FOR MINIMUM AMOUNTS. BY OTHERS - 1:1 SLOPE FIBERGLASS FILLET SOLID CIRCULAR FIBERGLASS ANTI FLOATATION RING, TWICE CLEANING FLUSH ALL METAL ITEMS IN CONTACT WITH SEWAGE GASES WALL THICKNESS [SEE ITEM 'I' ON SCHEDULE FOR MINIMUM ARE ALUMINUM AND STAINLESS STEEL EXCEPT FLANGE O.D. SIZE (DETERMINES BALLAST CALCULATIONS)] EPOXY COATED PUMPS AND DISCHARGE ELBOW. SECTION VIEW N.T.S.

VOPS PRIVATE SERIES CHANGING

ATLANTIC ENVIRONMENTAL SYSTEMS, INC. LAKE WORTH, FL 33461

526

89

911

69'

1760

25

MOPS

132

N/A

W/SA

NON-CLOG/CHOPPER E

PH: (561) 547-8080 FAX: (561) 547-3999

MOPS SERIES

INITIAL DESIGN FLOW (G.P.M.)

INITIAL DESIGN HEAD (T.D.H.)

RATED PERFORMANCE SPEED

RATED MOTOR HORSEPOWER

SERVICE ENTRANCE VOLTAGE

SERVICE ENTRANCE PHASE

NEMA 3R PAINTED STEEL

WET WELL SCOURER SYSTEM

ON-SITE GENERATOR SYSTEM

MOPS PUMP STATION

MOPS R.P.Z. ASSEMBLY

MOPS CONTROL CENTER

MOPS DISCONNECT SWITCH

MOPS FIELD SERVICE WORK

MOPS WET WELL INLET GRINDER

MOPS REMOTE STATION MONITOR

MOPS ON-SITE GENERATOR SYSTEM

INLET GRINDER SYSTEM

PUMP MODEL NUMBER

SECONDARY DESIGN FLOW (G.P.M.)

SECONDARY DESIGN HEAD (T.D.H.)

SUBMERSIBLE PUMP TYPE (P-1,P-2)

CONTROL CENTER FULL LOAD AMPS

DISCONNECT SWITCH, RATED AMPS

REMOTE STATION MONITOR (TELEMETRY)

MOPS EQUIPMENT IDENTIFICATION

MOPS CONTROL CENTER MOUNTING ASSEMBLY

1st YEAR SERVICE/MAINTENANCE CONTRACT

MOPS VALVE BOX ASSEMBLY (VBA)

MOPS ODOR/GAS SCRUBBER (OGS)

INDICATOR

- STAGE 3

- STAGE 2

- FINE MESH

MONEL

INSECT

SCHEDULE

AND SIZE

DETAIL A

MOPS ODOR/GAS SCRUBBER

SCRUBBER DESIGNED TO REMOVE

TOXIC SEWAGE GASES, H2S, AND

✓ ISOLATION VALVE

BY OTHERS

- PAD LOCK POST

SLANTED. TEFLON

VALVE (TYP.)

SEATED, DISC CHECK

VALVE BOX ASSEMBLY

FOR MODEL

SCREEN

THIS DRAWING AND THE DESIGN CONTAINED HEREIN IS PROPRIETARY AND IS AND SHALL REMAIN THE PROPERTY OF ATLANTIC ENVIRONMENTAL SYSTEMS, INC. THIS DRAWING AND DESIGN SHOULD BE USED ONLY FOR THE PURPOSE FOR WHICH IT IS INTENDED, AND ONLY WITH WRITTEN AUTHORIZATION FROM ATLANTIC ENVIRONMENTAL SYSTEMS, INC. ANY REPRODUCTION, IN WHOLE OR IN PART, MUST CLEARLY SHOW THE ATLANTIC ENVIRONMENTAL NAME AND ADDRESS IN THE REPRODUCTION

MOPS PRIVATE PUMP STATION SCHEDULE

A GRADE ELEVATION

ITEM DESCRIPTION

100 YEAR FLOOD ELEVATION

25 YEAR FLOOD ELEVATION

C BOTTOM ELEVATION OF WET WELL

LEAD PUMP ON ELEVATION

LAG PUMP ON ELEVATION

MINIMUM CUBIC FEET OF

FORCE MAIN DIAMETER

M PRIMARY INVERT ELEVATION

N SECONDARY INVERT ELEVATION

INSIDE DIAMETER OF WET-WELL

CONCRETE BALLAST (CU YDS)

OUTSIDE DIAMETER OF ANTI-FLOATATION RING

VBA-24

PSC-232-50.0-T

FDS-200-3-4-PS

AES SERIES 250

CCMA-32AL

OGS-B

75

N/A

MODEL DESIGNATION

PROVIDED WITH SERVICE AGREEMENT

CONTROL INSTALLATION & START-UP

LEVEL 2 WITH REMOTE MONITOR

A24-84264-D-50.0-MEGA

B TOP ELEVATION OF WET WELL

D ALL PUMPS OFF ELEVATION

G HIGH ALARM ELEVATION

K INVERT PIPE DIAMETER

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GINE 31ST

9.00'

8.60

10.75

10.75

-6.25

-4.25

-1.25

-0.75

-0.25

120"

144"

588 (22)

8"

0.78

N/A

COMMENT

all 811 or visit sunshine811.com two ful

business days before digging to have

heck positive response codes before you di

buried facilities located and marked

Sunshine 🕮

TAC SUBMITTAL

CHECKED BY: DATE: 05/06/2025 F240042 UTILITY LS DETAIL

HOLLYWOOD OAKS 4220 & 4231 N 58th Ave. HOLLYWOOD, FL 33021

KUSHNER 188 BAL BAY DRIVE BAL HARBOUR, FL 33154 |

6300 NW 31ST AVENUE FORT LAUDERDALE, FL 33309 PH: (954) 202-7000 FX: (954) 202-7070 www.ThomasEngineeringGroup.com

JAEL A. TAO UCENSE. No. 50572 STATE OF MORIDA.

PRIVATE LIFT STATION DETAIL

> SHEET NUMBER: **U-3.0**

STATE OF FLORIDA ENVIRONMENTAL PROTECTION STANDARDS

MOPS PUMP STATION COMPLIANCE NOTES:

THIS PUMP STATION DESIGN COMPLIES WITH THE FOLLOWING REQUIRED STANDARDS:

• FLORIDA ADMINISTRATIVE CODE (F.A.C.): 62 640.400 COLLECTION AND TRANSMISSION SYSTEMS NATIONAL ELECTRIC CODE (NEC) CLASS 1, DIVISION 1, GROUP D HAZARDOUS LOCATIONS

 UNDERWRITER'S LABORATORIES (U.L.) 508A MOTOR CONTROL CENTERS AND U.L. 698A INSTRINSICALLY SAFE CONTROL CENTERS

RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES (2014 EDITION).

1. PUMPS ARE RATED BY FACTORY MUTUAL FOR CLASS 1, DIVISION 1, GROUP D ATMOSPHERES AS REQUIRED BY NEC.

2. THE CONTROL CENTER INCORPORATES INTRINSICALLY SAFE RELAYS AND IS LISTED TO UL 698A INTRINSICALLY SAFE FOR CLASS 1, DIVISION 1 ATMOSPHERES. 3. THE CONDUIT PROVIDED, ALONG WITH CONDUIT GAS SEAL OFFS, ARE RATED FOR CLASS 1, DIVISION 1

4. THE WASTEWATER PUMPS AND THE CONTROL CENTER INCORPORATE A MECHANICAL SEAL FAILURE DETECTION

AND NOTIFICATION SYSTEM. 5. THE CONTROL CENTER INCLUDES EITHER A REMOTE TELEMETRY UNIT (RTU) OR A SELF CHARGING, BACK UP ALARM SYSTEM TO OPERATE ON POWER FAILURE.

6. THE PUMP STATION INCORPORATES AN ODORLESS DESIGN WITH A SCRUBBER SYSTEM TO CONTROL TOXIC GASES AND ODORS FOR COMPLIANCE TO F.A.C. 62 604.400.

7. THE BOTTOM OF THE TOP RIM ELEVATION OF PUMP STATION MUST BE LOCATED AT A HIGHER ELEVATION THAN THE 25 YEAR FLOOD ELEVATION. THE LISTED 25 YEAR FLOOD ELEVATION PROVIDED BY SITE CIVIL

THE BOTTOM ELEVATION OF THE MOPS CONTROL CENTER MUST BE LOCATED AT A HIGHER ELEVATION THAN THE 100 YEAR FLOOD ELEVATION. THE LISTED 100 YEAR FLOOD ELEVATION PROVIDED BY THE SITE CIVIL

MOPS ENGINEERING NOTES:

AA. THE HORSEPOWER SHOWN ON THE SCHEDULE IS A MINIMUM HORSEPOWER REQUIREMENT BASED ON THE STATION'S DESIGN CRITERIA AND THE REQUIRE TORQUE. (LOWER RATED HORSEPOWER EQUIPMENT WILL NOT BE ACCEPTABLE.)

BB. THESE ITEMS ARE NOT SUPPLIED BY A.E.S. WITH THE MOPS STATION.

CC. INVERT ELEVATIONS BASED ON INSIDE BOTTOM OF PIPE. DD. THE MOPS CONTROL ASSEMBLY CONSISTS OF THE FOLLOWING: CONTROL CENTER DISCONNECT SWITCH, MOUNTING ASSEMBLY, ELECTRICAL CONDUITS, AND SEAL OFF. THESE ITEMS MUST BE SUPPLIED AND INSTALLED BY THE MOPS PUMP STATION MANUFACTURER TO VALIDATE MOPS WARRANTY PROGRAM.

EE. FOR STATIONS IN MIAMI DADE COUNTY, THE MOPS PUMP STATION IS SUPPLIED WITH A REMOTE TELEMETRY MONITORING UNIT AND A.E.S. MAINTENANCE SERVICE. THE R.T.U. ALLOWS FOR MONITORING OF LAG ALARM, HIGH ALARM, AND POWER FAILURE PER CHAPTER 24.42.2(5). THE R.T.U. IS EQUIPPED WITH A BATTERY BACK UP AND IS INSTALLED ABOVE THE 100 YEAR FLOOD ELEVATION.

THE MOPS WASTEWATER PUMP STATION DESIGN AND EQUIPMENT SHOWN ON THIS DRAWING HAS BEEN REVIEWED, PERMITTED, AND CERTIFIED AS COMPLYING WITH ALL THE STATE OF FLORIDA D.E.P. AND LOCAL REQUIREMENTS. ANY SUBSTITUTION FROM THIS DESIGN MAY REQUIRE NEW PERMITS, APPLICATION FEES, AND ENGINEERING SERVICES FOR RE CERTIFICATION AND DESIGN REVIEW.

Digitally signed by Michael

Michael Troxell Troxell Date: 2025.06.30 15:50:54



Hollywood Oaks - By Kushner

4220 & 4231 N 58th Avenue Hollywood, Florida 33021

prepared for:

Kushner Realty Acquisition, LLC

traffic study







ENGINEER'S CERTIFICATION

I, Hereby certify that I am a registered professional engineer in the State of Florida, practicing with Traf Tech Engineering, Inc., a Florida Corporation under Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statues, Professional License Number 44174, by the State of Florida, Department of Professional Regulation, Board of Professional Engineers, and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project: Hollywood Oaks Location: Hollywood, Florida

Client: Kushner Realty Acquisition, LLC

Report Prepared Traf Tech Engineering, Inc

8400 N. University Drive, Suite 309 by:

Tamarac, FL 33321

I acknowledge that the procedures and references used to develop the results contained in this report are standards to the professional practice of transportation engineering as applied through professional

judgement and experience.

Signature:

Name: License No.

Date:

Joaquin E. Vargas, P.

FL 44174

June 12, 2025





June 12, 2025

Mr. Raphael Schwartz Senior Vice President **Development and Construction KUSHNER** 188 Bal Bay Drive Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Traffic Study

Dear Rafi:

Traf Tech Engineering, Inc. is pleased to provide you with the results of the updated traffic impact study associated with the proposed 8-story residential development to be located at 4220 & 4226 N 58th Avenue in the City of Hollywood, Florida. The traffic study documents the traffic impacts associated with the project.

Additionally, the signal warrant study conducted for the intersection of Stirling Road and N 58th Avenue is contained in Appendix F. FDOT reviewed the signal warrant study and recommended an updated study should be prepared once the project is built. The FDOT letter is include in Appendix G.

It has been a pleasure working with you on this project.

Sincerely,

TRAFTECH ENGINEERING INC

Joaquin E. Vargas, P.E.

Senior Transportation Engineer

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APPENDICES

Appendix A: Site Plan & Traffic Methodology

Appendix B: Traffic Counts

Appendix C: Signal Timing, PSCF, Historical Data, Growth Rate, and Committed Developments

Appendix D: Future Turning Movement Volumes

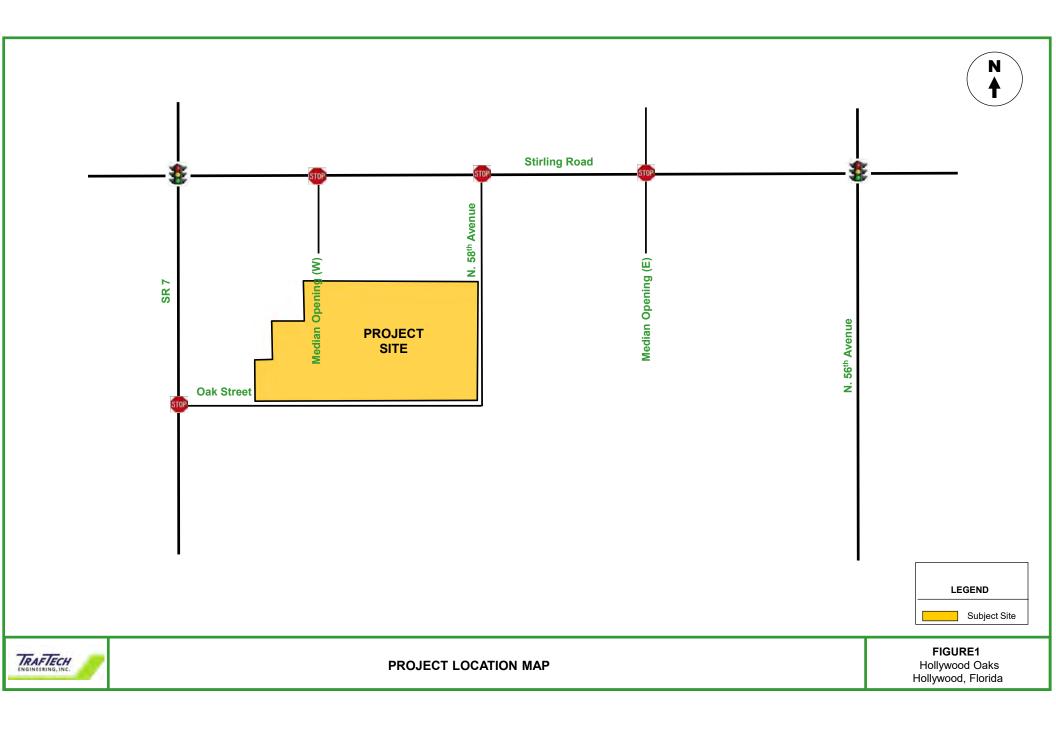
Appendix E: SYNCHRO Analyses

INTRODUCTION

Hollywood Oaks is a proposed 8-story residential development with 470 units planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood, Broward County, Florida. The location of the project site is illustrated in Figure 1 on the following page.

Traf Tech Engineering, Inc. was retained by Kushner Realty Acquisition, LLC to conduct a traffic study in connection with the proposed residential development. The study addresses trip generation and the traffic impacts created by the proposed project on the nearby transportation network. This study is divided into seven (7) sections, as listed below:

- 1. Inventory
- 2. Existing Conditions
- 3. Traffic Counts
- 4. Trip Generation
- 5. Trip Distribution and Traffic Assignment
- 6. Traffic Impact Analysis
- 7. Conclusions and Recommendations



INVENTORY

Existing Land Use

The project site is primarily vacant.

Proposed Land Uses and Access

The proposed development consists of the following land uses and intensity:

- o 470 residential units (mid-rise)
- o 7-level parking garage
- o A private one-story club house
- o A community building (synagogue) for Orthodox Jews (no driving expected)

Access to the parking garage is provided via two full-access driveways, one on N 58th Avenue and another on Oak Street. The club house has two access driveways off of N 58th Avenue. Additionally, there are two drop-off areas with two driveways each, one on N 58th Avenue and another on Oak Street. N 58th Avenue connects with Stirling Road as a right-turn in/right-turn out driveway. Similarly, Oak Street connects with SR 7 as a right-turn in-right-turn out. The proposed residential development is anticipated to be built and occupied in 2028. Appendix A contains a copy of the proposed site plan for the project site.

EXISTING CONDITIONS

This section addresses the existing roadway system located in the vicinity of the project site and nearby intersections.

Roadway System

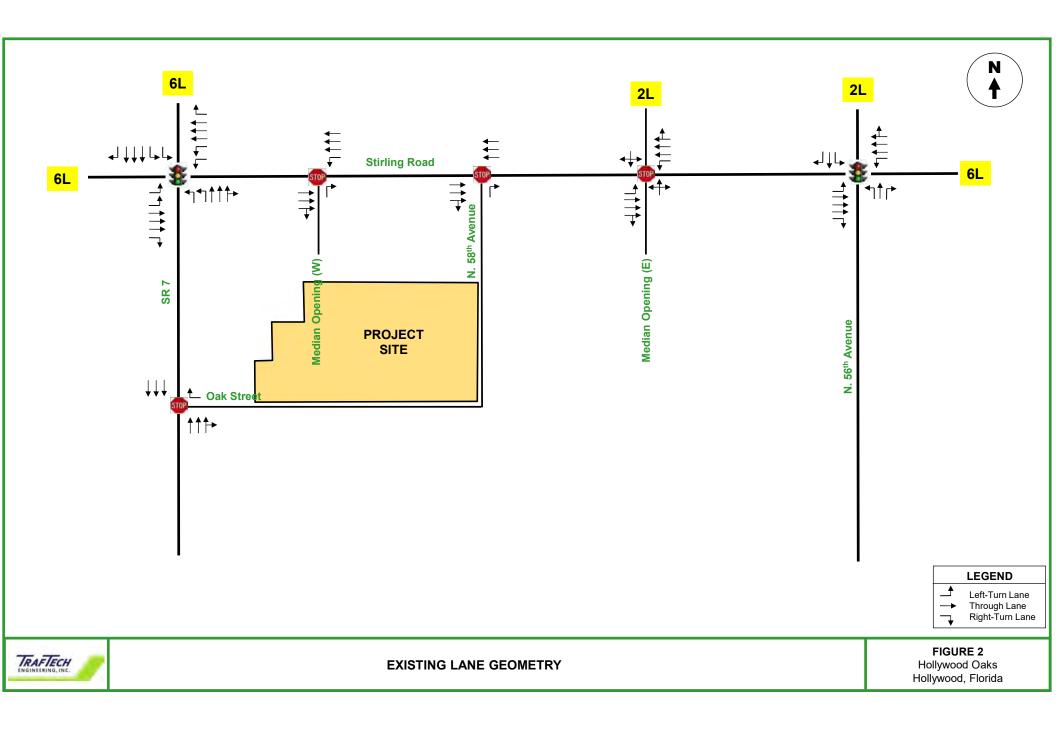
The roadway system located near the project site includes State Road 7, Stirling Road, Oak Street, N 58th Avenue, and N 56th Avenue. State Road 7 and Stirling Road are sixlane divided major arterials near the project site. N 56th Avenue is a two-lane undivided facility and N 58th Avenue and Oak Street are both two-lane local streets.

Nearby Intersections

Six intersections plus the access driveways were identified as the locations that will be impacted the most by the proposed project. These six intersections include:

- 1. State Road 7 and Stirling Road (signalized)
- 2. State Road 7 and Oak Street (stop control)
- 3. Stirling Rd and 1st Median Opening west of N 58th Ave (stop control)
- 4. Stirling Road and N 58th Avenue (stop control)
- 5. Stirling Rd and 1st Median Opening east of N 58th Ave (stop control)
- 6. Stirling Road and N 56th Avenue (signalized)

Figure 2 shows the existing lane geometry of the six intersections selected for analysis purposes. The number of lanes on the street system surrounding the project site is also depicted in the figure.



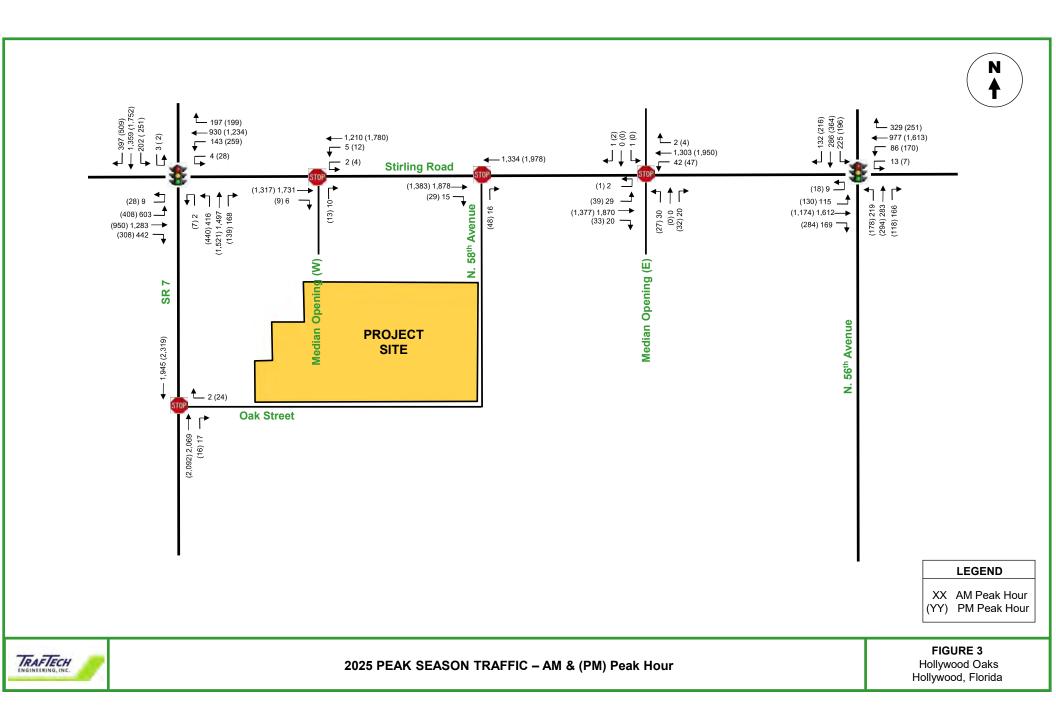
TRAFFIC COUNTS

Traf Tech Engineering, Inc., collected intersection turning movement counts at the six study intersections. The intersection turning movement counts were collected on Tuesday, November 19, 2024 from 7:00 AM and 9:00 AM and from 4:00 PM and 6:00 PM at the following six intersections located near the project site:

- 1. State Road 7 and Stirling Road
- 2. State Road 7 and Oak Street
- 3. Stirling Rd and 1st Median Opening west of N 58th Ave
- 4. Stirling Road and N 58th Avenue
- 5. Stirling Rd and 1st Median Opening east of N 58th Ave
- 6. Stirling Road and N 56th Avenue

Appendix B contains the intersection turning movement counts, as collected in the field. The latest signal timing plans for the signalized intersection were obtained from Broward County Traffic Engineering Division and are also included in Appendix B. The traffic counts were adjusted by utilizing a peak season factor based on FDOT peak season adjustment factors. The State-published adjustment factors are contained in Appendix C.

Figure 3 shows the 2025 peak season AM and PM peak hour traffic volumes.



TRIP GENERATION

The trip generation for the project was based on information contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (11th Edition). According to the subject ITE manual, the most appropriate "land use" categories for the proposed uses include ITE's Land Use 221 – Multifamily Housing (Mid-Rise) and ITE's Land Use 561 – Synagogue. The private one-story club-house and the community building (synagogue) for Orthodox Jews. Table 1 summarizes the project trips associated with the proposed residential development.

TABLE 1 Trip Generation Summary Hollywood Oaks - by Kushner										
			Daily	AM Peak Hour			PM Peak Hour			
Land Use		Size	Trips	Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	
Residential Mid-Rise (LUC 221)	470	units	2,195	195	45	150	184	112	72	
Synagogue (LUC 561)										
- Based on Size	4,070	sf	120	10	6	4	12	7	5	
- Based on Member Families *	70	families	190	15	9	6	19	11	8	
Proposed External Trips			2,385	210	54	156	203	123	80	

Source: ITE Trip Generation Manual (11th Edition). *Synagogue has 137 seats, assumed 2 seats per family = 69 families, say 70 families

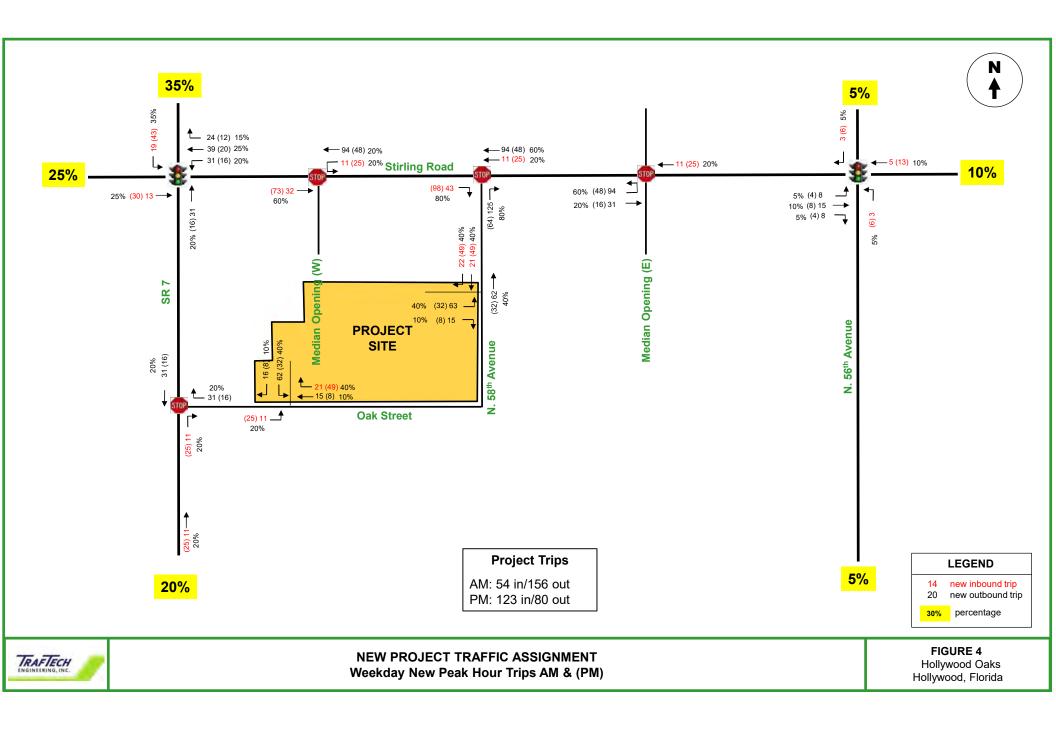
As indicated in Table 1, the trips generated by the proposed residential development consists of approximately 210 trips during the AM peak hour (54 inbound and 156 outbound) and approximately 203 trips during the PM peak hour (123 inbound and 80 outbound).

TRIP DISTRUBUTION AND TRAFFIC ASSIGNMENT

The trip distribution and traffic assignment for the project was based on knowledge of the study area, examination of the surrounding roadway network characteristics, review of current traffic volumes, and existing land use patterns. Based on the above, the following traffic assignment was assumed for the proposed development:

- o 35% to and from the north via SR 7
- o 20% to and from the south via SR 7
- o 25% to and from the west via Stirling Road
- o 5% to and from the north via N. 56th Avenue
- o 5% to and from the south via N. 56th Avenue
- o 10% to and from the east via Stirling Road

The peak hour traffic generated by the project was assigned to the nearby transportation network using the traffic assignment documented above. The new project traffic assignment is summarized in Figure 4.



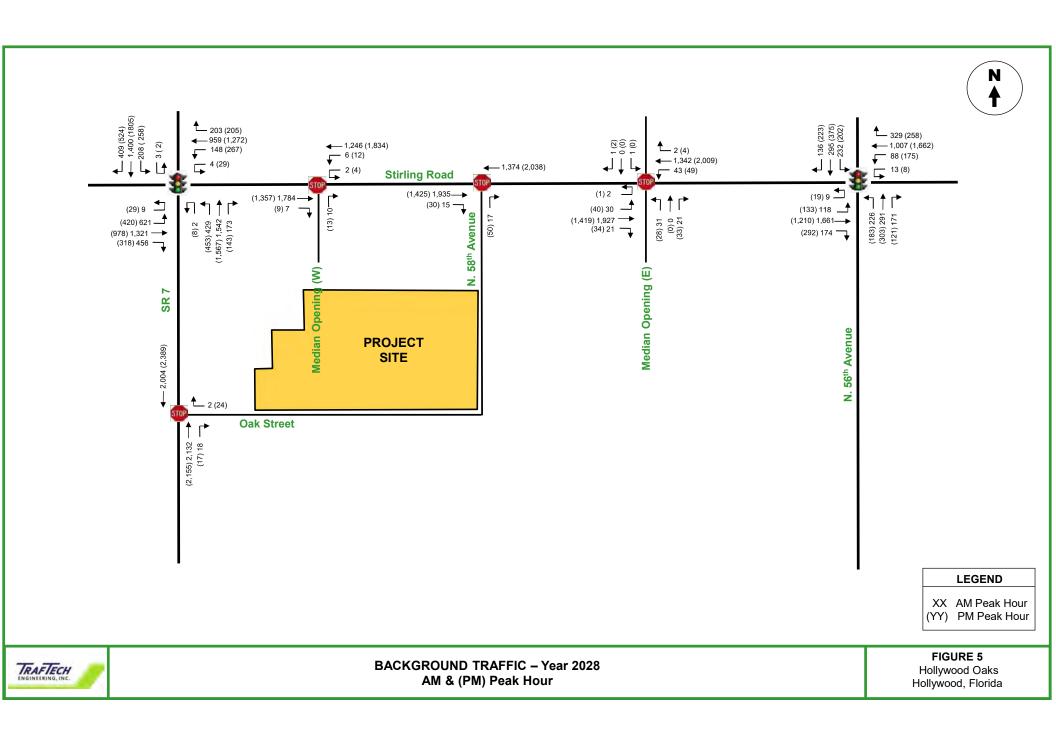
TRAFFIC ANALYSIS

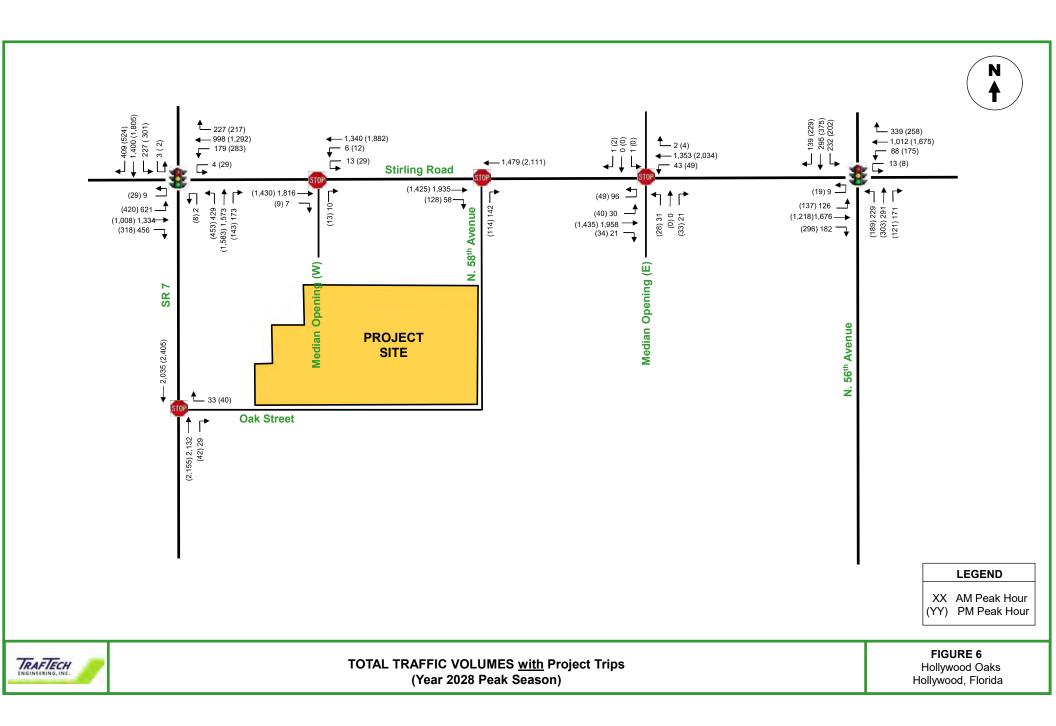
This section of the study includes six (6) parts. The first part consists of developing the future conditions traffic volumes for the study area. The second part includes level-of-service analyses for existing and future conditions. The last four sections address turn laner analysis, access management, maneuverability analysis, and transit services.

Future Conditions Traffic Volumes

Two sets of future traffic volumes were developed. The first set includes project buildout conditions without the proposed project and the second set adds the new trips anticipated to be generated by the project.

In order to develop year 2028 traffic volumes (project anticipated to be built and occupied by the year 2028), without the proposed project, two separate analyses were undertaken. The first analysis converts the existing peak hour traffic counts collected in the field during the month of November to average peak season conditions. Based on FDOT's Peak Season Factor Category report, a factor of 1.06 is required to convert traffic counts to average peak season conditions (refer to Appendix C). The second analysis includes a growth factor to project 2025 peak season traffic volumes to the year 2028. Based on traffic growth data published by the FDOT for a nearby traffic count stations, traffic growth has not occurred during the past five and ten years (refer to Appendix C). Based on the historical traffic count analysis, a 1.0% growth rate was used for purposes of this study. The future traffic projections for the study intersections (peak season adjustments, and growth rate) are presented in tabular format in Appendix D. Figures 5 and 6 present the year 2028 future traffic volumes for the study area. Figure 5 includes background traffic only (without the proposed project) and Figure 6 includes the additional traffic anticipated to be generated by the subject residential project.





Level of Service Analyses

Intersection capacity/level of service analyses were conducted for the six study intersections and access driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the Highway Capacity Manual (HCS) using the SYNCHRO software. The results of the capacity analyses are summarized in Tables 2A and 2B.

As indicated in Table 2A and 2B, all study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2028 with the proposed project in place, except for two intersections. The exceptions are the intersections of SR 7 & Stirling Road, during AM and PM periods and Stirling Road & N. 56th Avenue, during the PM peak period. These intersections are projected to operate deficiently without the project in place. However, with the implementation of minor signal optimization the delay is expected to decrease.

The northbound and southbound approaches of the unsignalized intersection of Stirling Road & Median Opening (East) are expected to operate deficiently with and without the project in place. Note that the proposed project does not add trips to these approaches, instead project trips are added as eastbound U-turns. A review of eastbound left-turn queues with the proposed project in place, revealed that the existing turn lane has sufficient capacity to accommodate the additional trips added by the proposed development. Therefore, no improvements are recommended for this median opening. The 95th Percentile queue of turning lanes affected by the project trips are also summarized in Tables 2A and 2B.

Turn bays impacted by the project trips are highlighted in yellow. As shown in the table, none of the queues exceed beyond the length of the existing turn bays, except for the northbound left-turn (NBL) queue at the intersection of Stirling Road and N.56th Street.

However, both existing and background queues already extend beyond the length of the existing turn bay, indicating background failures.

With the proposed project in place, future queues are projected to increase by zero (0) feet during the AM peak hour and by 13 feet during the PM peak hour. These queues are considered to have minimal impact, as the maximum number of trips added by the proposed development are two (2) AM and six (6) PM peak hour trips. Note that the NBL bay could be extended if necessary.

The computer printouts of the intersection capacity analyses are contained in Appendix E.

			Lovel - f =	ervoice	Table		os. AM n	Hour						
Т		Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	
		LnGrp Delay(d), s/veh	131.4 F	59.9 E	36.5 D	96.4 F	129.5 F	43.6 D	210.8 F	99.9 F		80.1 F	62.1 E	25.1 C
	Existing	Approach Delay, s/veh Approach LOS		74.2 E	Int	tersection Si	F Immary			122.2 F			56.2 E	
	ä	HCM 7th Control Delay, s/veh HCM 7th LOS							9.1 F					
		Queue Length 95th (ft) Turn Bay Length (ft)	#532 430	584	444 225	#152 370	#541	122 220	#424 575	#902	NIDD	166 510	619	765
		Lane Group LnGrp Delay(d), s/veh LnGrp LOS	EBL 143.6 F	63.4 E	37.4 D	99.4 F	WBT 143.2 F	WBR 44.8 D	NBL 227.3	NBT 115.4	NBR	80.4 F	SBT 66.1 E	25.
	puno.	Approach Delay, s/veh Approach LOS		79.5 E	_		122.9 F	_		137.9 F		-	59.3 E	
	Background	Intersection Summary												
8 SR 7*		HCM 7th LOS Queue Length 95th (ft) Turn Bay Length (ft)	#555 430	607	466 225	m#157 370	#565	128 220	#441 575	#946		171 510	#647	
101: Stirling Rd & SR 7*		Lane Group LnGrp Delay(d), s/veh	EBL 143.6	EBT 65.2	EBR 37.4	WBL 139	WBT 163.1	WBR 46.1	NBL 227.3	NBT 129.4	NBR	SBL 82.6	SBT 66.1	SBF
101: S		LnGrp LOS Approach Delay, s/veh	F	E 80.4	D	F	F 141.1	D	F	F 148.8		F	E 59.8	С
	Future	Approach LOS HCM 7th Control Delay, s/veh		F	Int	tersection Si	F ummary	10	04.3	F			Е	
		HCM 7th LOS Queue Length 95th (ft)	#555	615	466	m#201	m#600	m149	F #441	#975		185	#647	
		Turn Bay Length (ft) Is Turning Bay OK?	430 EBL	EBT	225	370 Yes WBL	WBT	Yes WBR	575 NBL	NBT	NBR	510 Yes SBL	007	
	Б	Lane Group LnGrp Delay(d), s/veh LnGrp LOS	159.6 F	74.4 E	37.4 D	113.4 F	152.5 F	47.4 D	170.4 F	82.9 F	NDK	184.7 F	70.2 E	26.
	ptimizati	Approach Delay, s/veh Approach LOS		89.6 F			130.5 F			100.2 F			74.2 E	
	Future + Optimization	HCM 7th Control Delay, s/veh HCM 7th LOS			Int	tersection Si	ummary		5.7 F					
	E	Queue Length 95th (ft) Turn Bay Length (ft)	#568 430	#660	466 225	#189 370	#590	133 220	#417 575	#873		#255 510	#679	
		Approach HCM Control Delay, s/v	EB 0		WB 0.15			NB 10.81						
	Existing	HCM LOS Minor Lane/Major Mvmt HCM Control Delay (s/yeb)		NBLn1 10.8	EBT	EBR -	WBL 25.3	B WBT						
_	ā	HCM Control Delay (s/veh) HCM Lane LOS HCM 95th %tile Q(veh)		10.8 B	-	-	25.3 D 0.1	-						
irling Rd		Turn Bay Length (ft) Approach	EB		WB		115	NB						
est) & St	pun	HCM Control Delay, s/v HCM LOS	0	MDI	0.17 ERT	Enc	JAID.	10.94 B						
ening (W	Backgroi	Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM Lane LOS		NBLn1 10.9 B	EBT -	- -	27.4 D	- vvB1						
HCM LOS														
102: Me		HCM Control Delay, s/v						11.01						
	ture	Minor Lane/Major Mvmt						WBT						
	Ē	HCM Lane LOS		В	-	-	C 0.3	-						
		Is Turning Bay OK?			14/2		Yes							309 765 SBR 25.4 C
	9.0	HCM Control Delay, s/v					11.25							
	Existin	Minor Lane/Major Mvmt					WBT							
₂		HCM 95th %tile Q(veh)			-		-							
Stirling	pur	HCM Control Delay, s/v					11.4							
Approach EB WB Ni HCM Control Delay, s/v 0 0 11:	WBT													
103: N		HCM 95th %tile Q(veh)					-							
		Approach HCM Control Delay, s/v HCM LOS	0 EB		0 0		NB 13.48 B							\$47 323 \$765 \$61 \$286 \$61 \$286 \$62 \$66 \$63 \$66 \$63 \$66 \$64 \$66 \$65 \$66 \$65 \$66
	Future	Minor Lane/Major Mvmt HCM Control Delay (s/veh)		NBLn1 13.5	EBT -	EBR -	WBT -							
		HCM Lane LOS HCM 95th %tile Q(veh)	- FD	B 1	-	-	-			ND			CD.	
	90	Approach HCM Control Delay, s/v HCM LOS	EB 0.33				WB 1.44			77.5 F			28.58	
	Existin	Minor Lane/Major Mvmt HCM Control Delay (s/veh)		NBLn1 77.5	EBL 20.2	EBT -	EBR -	WBL 46.3	WBT -	WBR -	28.6			
ng Rd		HCM Lane LOS HCM 95th %tile Q(veh)		F 2.4	C 0.4	-	-	E 1.4	-	-			00	
t) & Stirti	pur	Approach HCM Control Delay, s/v HCM LOS	EB 0.34				WB 1.59			NB 100.46 F			31.63	
ing (Eas	Backgro	Minor Lane/Major Mvmt HCM Control Delay (s/veh)		NBLn1 100.5	EBL 21.1	EBT -	EBR -	WBL 51.4	WBT -	WBR -				
lian Oper		HCM Lane LOS HCM 95th %tile Q(veh)	FD	F 2.9	0.4		- - WR	F 1.5	-	- NID	D 0		ÇD	
.04: Med		Approach HCM Control Delay, s/v HCM LOS	EB 0.34				WB 1.59			NB 100.46 F			SB 31.63 D	
-	uture	Minor Lane/Major Mvmt HCM Control Delay (s/veh)		NBLn1 100.5	EBL 21.1	EBT -	EBR -	WBL 51.4	WBT -	WBR -	SBLn1 31.6			
104: Median Opening East) & Stirling Pd 103: N 58 Ave & String Pd 103: N 58 Ave & String Pd Future Background Existing Future Background Existing Future	HCM Lane LOS HCM 95th %tile Q(veh)		F 2.9	C 0.4			F 1.5	-	-	D 0				
_		Turn Bay Length (ft) Is Turning Bay OK? Movement	EBL	EBT	240 Yes EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SRI
		LnGrp Delay(d), s/veh LnGrp LOS	51.3 D	42.0 D	42.4 D	43.0 D	36.8 D		60.9 E	79.2 E	54.7 D	60.0 E	75.6 E	52.
	isting	Approach Delay, s/veh Approach LOS		42.6 D		torcosti	37.2 D			67.1 E			65.3 E	
	ā	HCM 7th Control Delay, s/veh HCM 7th LOS			Int	tersection Si	unnary		7.7 D					
		Queue Length 95th (ft) Turn Bay Length (ft)	m132 230	m#741	m80 230	137 290	556		232 175	414	110 175	247 210	412	
ing Rd		Movement LnGrp Delay(d), s/veh	52.7	44.2	43.7	WBL 44.3	WBT 38	WBR	NBL 64.0	NBT 80.9	NBR 54.7	SBL 63.0	77.3	51.
Je & Stirl	puno.	LnGrp LOS Approach Delay, s/veh Approach LOS	D	D 44.7 D	D	D	D 38.4 D		E	68.8 E	D	E	67.1 E	٥
th Avenu	Background	Approach LOS HCM 7th Control Delay, s/veh			Int	tersection Si			9.4					
105: N. 56th Avenue & Stirling Rd		HCM 7th LOS Queue Length 95th (ft)	m131	m#783	m80	141	579		D 427	116	264	426		
10		Turn Bay Length (ft) Movement InGro Delay(d), s/yeh	230 EBL 52.1	EBT 44.7	230 EBR 42.8	290 WBL 44.2	WBT 38.7	WBR	175 NBL 65	NBT 80.5	175 NBR 54.4	210 SBL 62.4	SBT 77.9	SB
		LnGrp Delay(d), s/veh LnGrp LOS Approach Delay, s/veh	52.1 D	D 45.1	42.8 D	D D	D 39.1		65 E	80.5 F 69.0	54.4 D	62.4 E	E 67.1	
	Future	Approach LOS		D	Int	tersection Si	D			E			E	
	_	HCM 7th Control Delay, s/veh HCM 7th LOS Queue Length 95th (ft)	m145	m#791	m84	140	582		9.8 D 427	116	262	426		
		Queue Length 95th (ft) Turn Bay Length (ft) Is Turning Bay OK?	230 Yes	11#791	230 Yes	290	362	239	175 No (1)	110	175	426 210		
\bot		Approach	WB 12.38		NB 0		SB 0		- (*)					
-		HCM Control Delay, s/v			NBR	WBLn1	SBT							
	xisting	HCM LOS Minor Lane/Major Mvmt	В	NBT			1 -	1			I	I	1	<u> </u>
	Existing	HCMLOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM Lane LOS	В	-		12.4 B								
k St		HCM LOS Minor Lane/Major Mymt HCM Control Delay (s/veh) HCM Lane LOS HCM 95th %tile Q(veh) Approach	WB 12.6	NBT -	- - - NB 0		- - SB 0							
37&Oak St		HCMLOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM Lane LOS HCM Seproach Approach HCM Control Delay, s/v HCMLOS HCMLOS Minor Lane/Major Mvmt	WB	-	- - - NB	B 0 WBLn1	SB 0							
106: SR 7 & Oak St	Background Existing	HCMLOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM Lane LOS HCM Stitle Q(veh) Approach HCM Control Delay, s/v HCMLOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM Control Delay (s/veh) HCM LOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM LOS	WB 12.6	-	- - - NB 0	WBLn1 12.6 B	SB 0							
106: SR 7 & Oak St		HCMLOS Minor Lane/Major Mwnt HCM Control Delay (s/veh) HCM Lane LOS HCM 95th %etile Q(veh) Approach HCM Control Delay, s/v HCM LOS Minor Lane/Major Mwnt HCM Control Delay (s/veh) HCM Lane LOS HCM 95th %etile Q(veh) Approach	WB 12.6	NBT	- - - NB 0	B 0 WBLn1 12.6	SB 0							
106: SR 7 & Oak St		HCMLOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCMLane LOS HCM95th %tile Q(veh) Approach HCM Control Delay, s/v HCMLOS Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM LOS HCM LOS HCM LOS HCM LOS HCM LOS HCM LOS	WB 12.6 B	NBT	NB 0 NBR	WBLn1 12.6 B	SB 0							

		Lane Group	Level of Se	rvcice and	95th Perce	ntile Queue	es - PM Pea	k Hour WBR	NBL	NBT	NBR	SBL	SBT	SBF
		Lane Group LnGrp Delay(d), s/veh LnGrp LOS	102.5 F	60.2 E	39.9 D	94.6 F	118.3 F	43.7 D	200.1 F	78.0 E	NBR	92.3 F	110.7 F	35.3 D
	Existing	Approach Delay, s/veh Approach LOS		67.4 E	Int	ersection Si	105.7 F			103.9 F			93.6 F	
	Δ	HCM 7th Control Delay, s/veh HCM 7th LOS							3.4 F					
		Queue Length 95th (ft) Turn Bay Length (ft) Lane Group	#387 430 EBL	462 EBT	313 225 EBR	240 370 WBL	#735 WBT	184 220 WBR	#475 575 NBL	#913 NBT	NBR	510		765
7*		LnGrp Delay(d), s/veh LnGrp LOS	105.7 F	61.4 E	40.5 D	95.2 F	133.7 F	43.9 D	214.5 F	87.5 F	IVDIV	92.9 F	123.6 F	
	ground	Approach Delay, s/veh Approach LOS		69 E	Int	ersection Si	116.9 F			114.4 F			102.8 F	
	Bac	HCM 7th Control Delay, s/veh HCM 7th LOS							01.7 F					
Rd & SR		Queue Length 95th (ft) Turn Bay Length (ft) Lane Group	#406 430 EBL	495 EBL	326 225 EBL	#269 370 EBL	#792 EBL	m207 220 EBL	#494 575 EBL	#974 EBL	EBL	510		765
L: Stirling		LnGrp Delay(d), s/veh LnGrp LOS	105.7 F	63.1 E	40.9 D	97.5 F	141.4 F	43.9 D	214.5 F	99.9 F	LDC	98.6 F	123.6 F	
8	ture	Approach Delay, s/veh 69.9 122.2 124.1 103.3 Approach LOS E F F F Intersection Summary HCM7th Control Delay, s/veh 105.7												
	æ	HCM 7th LOS							F					
		Queue Length 95th (ft) Turn Bay Length (ft) Is Turning Bay OK?	#406 430	495	326 225	#269 370 Yes	#792	m207 220 Yes	#494 575	#974		510	#1042	
ĺ	5	Lane Group LnGrp Delay(d), s/veh	EBL 139.8	EBL 67.5	EBL 41.6	EBL 97.3	EBL 144.2	EBL 45.4	EBL 167.1	EBL 70.4	EBL	EBL 139.2	EBL 115.8	37.
	timizatio	LnGrp LOS Approach Delay, s/veh Approach LOS	F	81.2 F	D	F	F 124.4 F	D	F	90.8 F		F	102.8	D
	ture + Op	HCM 7th Control Delay, s/veh			Int	ersection S	immary		9.8 F				'	
	Ē	HCM 7th LOS Queue Length 95th (ft) Turn Bay Length (ft)	#442 430	507	329 225	#269 370	#789	215 220	#470 575	#885		#317 510	#1029	
		Approach HCM Control Delay, s/v	EB 0		WB 0.05			NB 10.22						
	Existing	Minor Lane/Major Mvmt		NBLn1 10.2	EBT -	EBR -	WBL 21.3	WBT -						
nug ka		HCM Lane LOS HCM 95th %tile Q(veh)		B 0.1		-	C 0.2	-						
and a control	puno	Approach HCM Control Delay, s/v HCM LOS	0 0		0.18			10.31 B						
lime (we	Backgro	Minor Lane/Major Mvmt HCM Control Delay (s/veh)		NBLn1 10.3	EBT -	EBR -	WBL 21.3	WBT -						
ado upu		HCM Lane LOS HCM 95th %tile Q(veh) Approach	EB	0.1	- WB	-	0.2	- NB						
## Info Control Delay, say ## Info Control Delay														
	Future	HCM Control Delay (s/veh) HCM Lane LOS		10.5 B	-	-	20.4 C	- :					#552 #993 528 #552 #993 528 #552 893 578 #552 893 588 #52 9 126 588 #52 9 127 6 #52 10 78 888 #52 9 #1042 548 #52	
	HCM 95th %tile Q(veh) Turn Bay Length (ft)					0.6 115	_							
\top		Approach					NB							
	Sisting	HCM LOS Minor Lane/Major Mvmt			EBT		B WBT							
		HCM Lane LOS		В		-	-							
an me la	PL	Approach HCM Control Delay, s/v					10.46							
0 AVE Q	ackgroui	Minor Lane/Major Mvmt			EBT -	EBR -								
2		HCM Lane LOS HCM 95th %tile Q(veh)		В	-		-							7 765 7 765 7 765 7 8 8 765
	Ð	HCM Control Delay, s/v					11.33							
	Futur	HCM Control Delay (s/veh)		11.3	EBT -	-	-							
4		HCM 95th %tile Q(veh)	EB			_	-			NB			SB	
	ting	HCM Control Delay, s/v HCM LOS		NIDL		FDT	0.56	1470	war	45.91 E	0014		11.19	
	Exis	HCM Control Delay (s/veh)		45.9	46	-	-	23.8	-	-	11.2			
on mig		Approach		1.8	1.3	-	WB	0.7		NB	0			
(Edst) o	kground	HCMLOS	1.4	NBLn1	EBL	EBT		WBL	WBT	F				
g Chairing	Bac	HCM Lane LOS		F	F			D	-	-	В			
- Heuldi		Approach		2.2	2.17			0.0		149.35			11.39	
4	ture	Minor Lane/Major Mvmt								WBR			В	
	æ	HCM Lane LOS HCM 95th %tile Q(veh)		F 4	F 3			D 0.8	_	-	B 0			
4		Turn Bay Length (ft) Is Turning Bay OK? Movement	EBL	EBT	Yes EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBI	SBT	SB
		LnGrp Delay(d), s/veh	31.6 C	30.2 C	25.9 C	24.1 D	44.8 D	, and a	52.1 D	59.5 E	46.8 D	44.2	73.3 E	48.
	isting	Approach Delay, s/veh Approach LOS		29.4 C	Int	ersection Si	D mmary			54.8 D				
	ă	HCM 7th Control Delay, s/veh HCM 7th LOS							3.5 D					
		Queue Length 95th (ft) Turn Bay Length (ft) Movement	#261 230 EBL	502 EBT	158 230 EBR	#265 290 WBL	#1045 WBT	WBR	196 175 NBL	411 NBT	65 175 NBR	210		0
	_	LnGrp Delay(d), s/veh LnGrp LOS	76.6 E	44.9 D	37.1 D		55.2 E	95.3 F	51 D	58.7 E	46 D	43.7	73.9 E	48
,	ckground	Approach Delay, s/veh Approach LOS		46.4 D	Inte	ersection Si	91.8 F ummary			53.9 D				
9	Ba	HCM 7th Control Delay, s/veh HCM 7th LOS		F05					7.7 E	100		000	4575	
		Queue Length 95th (ft) Turn Bay Length (ft) Movement	#265 230 EBL	523 EBT	169 230 EBR	#305 290 WBL	#1093 WBT	WBR	210 175 NBL	429 NBT	70 175 NBR	210 SBL	SBT	O SB
. 20dii		LnGrp Delay(d), s/veh LnGrp LOS	77.5 E	45.6 D 47.3	38.4 D		57.7 E 100.3	104.3 F	51.6 D	58.1 E 53.7	45.8 D	D		
ġ	Future	Approach Delay, s/veh Approach LOS		47.3 D	Int	ersection Si	F			D D		33.7	E	
	_	HCM 7th Control Delay, s/veh HCM 7th LOS Queue Length 95th (ft)	m#275	m526	m170	#306	#1105		1.5 E 223	431	70	200	#588	10
		Turn Bay Length (ft) Is Turning Bay OK?	230 Yes		230 Yes	290			175 No (1)		175	210		0
	Б	Movement LnGrp Delay(d), s/veh LnGrp LOS	EBL 102.3 F	36.7 D	30.7 C	WBL	36.7 D	WBR 52.3 D	NBL 139.9 F	NBT 68.2 E	NBR 49.1 D	80.2	93.1	51.
	ptimizati	Approach Delay, s/veh Approach LOS		41.8 D			51 F		Ė	86.6 D	Ě	Ė	78.2	
	uture + O	HCM 7th Control Delay, s/veh HCM 7th LOS			Int	ersection S	ummary		6.4 E					
	Œ	Queue Length 95th (ft) Turn Bay Length (ft)	m#303 230	485	139 230	190 290	#866		#368 175	451	31 175		#632	
	,00 	Approach HCM Control Delay, s/v HCM LOS	WB 11.91 B		NB 0		SB 0							
	Existing	Minor Lane/Major Mvmt HCM Control Delay (s/veh)		NBT -	NBR -	WBLn1 11.9	SBT -							
		HCM Lane LOS HCM 95th %tile Q(veh)	WB	-	- NB	B 0.1	- SB							
a Cak of	punc	Approach HCM Control Delay, s/v HCM LOS	12.1		0		0							
TOO. ON / OR UNK OF	Background	Minor Lane/Major Mvmt HCM Control Delay (s/veh) HCM Lane LOS		NBT -	NBR -	WBLn1 12.1 B	SBT -							
1		HCM 95th %tile Q(veh) Approach	WB		NB	0.1	SB							
		HCM Control Delay, s/v HCM LOS	12.4	NIDT	0 NBR	WBLn1	0 SBT							
	Future	Minor Lane/Major Mvmt	1	NBT										

Turn Lane Evaluation

A turn lane analysis was performed using the FDOT 2019 Access Management Guidebook and AASHTO 7th edition for the proposed access driveways.

A Right Turn Deceleration Lane based on FDOT Access Management Guidebook (2019), for roadways with posted speed limit of 45 mph or less, right-turn lane is recommended if the development generates 80-125 trips in the peak hour.

Following AASHTO 7th edition, left turn lane in compliance with the Florida's Green Book shall be provided at each access point if the traffic volumes summarized in Table 3 are met.

Tabl Left-turn La	
Left-turn	Through
Volume	Volume *
25	200
30	150
35	150
40	150
45	150
50 or more	100

Source: AASHTO 7th edition

Based on the anticipated peak hour trips for the driveways at build-out conditions (refer to Figure 4), the following can be concluded as shown in Table 4, a dedicated right-turn turn lane is warranted at the intersection of Stirling Road and N.58th Avenue.

^{*} Three-legged intersection

⁻ Major road volume

	Table 4 Hollywood Oaks Need for Turning Lanes									
Location	Jurisdiction	RT Volume Requireme nt (vph)*	RT Volume (vph)**	RT Lane Required ?	LT and TH Volume Requirements (vph)*	LT Volume (vph)**	TH Volume (vph)**	LT Lane Required ?		
N.58th Avenue & Stirling Road	FDOT	80	58/128	Yes						
N.58th Avenue & Driveway	City	80	18/45	No						
Oak Street & Driveway	City	80	18/45	No	See Table 3	9/22	17/31	No		

^{*} Source: AASHTO 7th edition and FDOT 2019 Access Management Guidebook

Maneuverability Analysis

The maneuverability analysis was undertaken using the AutoTURN software. Software runs for parking and unparking maneuvers of automobiles at the ground level of the parking structure were undertaken and are included in the civil engineering plan set submitted for the project. The ground floor plan included in Appendix A shows the T-turn maneuver for the fire trucks.

Access Management

The roadway segment of Stirling Road (SR 848), from SR 7 to N. 56th Avenue is classified by FDOT as an Access Class 5 facility. As such, the spacing for traffic signals and full median openings should be no less than 1,320 feet. Directional median openings should have a spacing of 660 feet, or more. As shown in Figure 7, there is a partial (does not physically prohibit southbound lefts) directional median opening located approximately 680 feet east of SR 7 (meets access management standards). The two full median openings located between N 58th Avenue and N 56th Avenue are in violation with

FDOT's access management standards. A traffic signal (with a new full median opening) located at N 58th Avenue would be in compliance with FDOT spacing standards (1,330 feet from existing traffic signals located east and west).

^{**} Volumes extracted from Figure 4 and Synchro outputs





Access Management

FIGURE 7 Hollywood Oaks Hollywood, Florida Based on the above, it is recommended that a signal warrant analysis be conducted at the Stirling Road/N 58th Avenue intersection prior to meeting with FDOT for a pre-app meeting. Recommendations regarding a fully operational traffic signal at the N 58th Avenue location, and closures/modifications of nearby median openings will be documented as part of the signal warrant analysis for review with FDOT.

It is important to note that the proposed project does not adds many westbound U-turn trips (9 AM/23PM) to the median opening located west of N 58th Avenue and eastbound U-turn trips of 30 AM/14 PM at the median opening located immediately east of N 58th Avenue. Moreover, a review of vehicle queues with the proposed project in place (see Table 2), revealed that the existing turn lanes have sufficient capacity to accommodate the additional trips added by the proposed development. Therefore, additional lengthening of these turn lanes is not required as a result of the Hollywood Oaks project.

Transit Services

Currently, Broward County Transit (BCT) routes 15, 18, and 16 serve the study area. BCT Routes 15 and 18 travel north and south along SR 7. For northbound traffic, there is a bus stop on the east side of SR 7, just south of Oak Street. For southbound traffic, there is a bus stop on the west side of SR 7, north of Stirling Road.

BCT Routes 15 and 16 travel east and west along Stirling Road. For eastbound traffic, there are two bus stops on the south side of Stirling Road, one east of SR 7 and the other one east of N. 56th Avenue. For westbound traffic, there are two bus stops on the north side of Stirling, one west of N. 56th Avenue and the other one, east of State Road 7.

Pedestrian features are provided at the signalized intersections of SR 7 & Stirling Road and Stirling Road & N. 56th Avenue.

Traffic Control Plan (CTP)

CONCLUSIONS AND RECOMMENDATIONS

Hollywood Oaks is a proposed 8-story residential development planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood, Broward County, Florida. The site will be developed with the following land uses and intensities:

- o 470 residential units (mid-rise)
- o 7-level parking garage
- o A private one-story club house
- o A community building (synagogue) for Orthodox Jews (no driving expected)

Access to the parking garage is provided via two full-access driveways, one on N 58th Avenue and another on Oak Street. The club house has two access driveways off of N 58th Avenue. Additionally, there are two drop-off areas with two driveways each, one on N 58th Avenue and another on Oak Street. N 58th Avenue connects with Stirling Road as a right-turn in/right-turn out driveway. Similarly, Oak Street connects with SR 7 as a right-turn in-right-turn out.

The conclusions of the traffic study are presented below:

- The project trips anticipated to be generated by the proposed residential development consist of approximately 210 trips during the AM peak hour (54 inbound and 156 outbound) and approximately 203 trips during the PM peak hour (123 inbound and 80 outbound).
- All study intersections are currently operating adequately and will continue to operate at a good level of service in the year 2028 with the proposed project in place, except for two intersections. The exceptions are the intersections of SR 7 & Stirling Road and Stirling Road & N. 56th Avenue, during AM and PM peak periods. These intersections are projected to operate deficiently without the project in place. However, with the implementation of minor signal optimization the delay is expected to decrease.

- The northbound and southbound approaches of the unsignalized intersection of Stirling Road & Median Opening (East) are expected to operate deficiently with and without the project in place. Note that the proposed project does not add trips to these approaches, instead project trips are added as eastbound U-turns. A review of eastbound left-turn queues with the proposed project in place, revealed that the existing turn lane has sufficient capacity to accommodate the additional trips added by the proposed development.
- The segment of Stirling Road (SR 848), from SR 7 and N 56th Avenue has two traffic signals and three median openings. Furthermore, this section of SR 848 does not meet current FDOT access management standards.
- A meeting should be held with FDOT to discuss the future trips impacting Stirling Road via N 58th Avenue and SR 7 via Oak Street. The potential for installing a traffic signal at the intersection of Stirling Road and N 58th Avenue should be explored with the state.

Based on the above, it is recommended that a signal warrant analysis be conducted at the Stirling Road/N 58th Avenue intersection prior to meeting with FDOT for a pre-app meeting. Recommendations regarding a fully operational traffic signal at the N 58th Avenue location, and closures/modifications of nearby median openings will be documented as part of the signal warrant analysis for review with FDOT.

APPENDIX A Traffic Methodology



Hollywood Oaks - By Kushner

4220 & 4231 N 58th Avenue Hollywood, Florida 33021

prepared for:

Kushner Realty Acquisition, LLC

traffic methodology





November 13, 2024

Mr. Raphael Schwartz
Senior Vice President
Development and Construction **KUSHNER**188 Bal Bay Drive
Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Traffic Statement and Traffic Methodology

Dear Rafi:

Traf Tech Engineering, Inc. has prepared this traffic memorandum and proposed traffic methodology in connection with a proposed <u>8-story</u> residential development to be located at 4220 & 4226 N 58th Avenue in the City of Hollywood, Florida. The project will consist of up to 470 mid-rise residential units and a 7-level parking garage. The proposed site plan for the project is contained in Attachment A. This traffic memorandum addresses the following topics:

- Trip Generation
- Proposed Traffic Methodology

Trip Generation

A trip generation analysis was performed for the site using the trip generation equations published in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (11th Edition)*. The trip generation analyses were undertaken for daily, AM peak hour, and PM peak hour conditions. According to ITE's *Trip Generation Manual (11th Edition)*, the trip generation equations used for the analyses are presented below:

Multifamily Mid Rise (ITE Land Use 221)

Daily Trips

T = 4.77 (X) - 46.46

Where T = average daily vehicle trip ends and X = number of units

AM Peak Hour

T = 0.44 (X) – 11.61 with 23% inbound and 77% outbound Where T = AM peak hour trip ends and X = n number of units



PM Peak Hour

T = 0.39 (X) + 0.34 with 61% inbound and 39% outboundWhere T = PM peak hour trip ends and X = number of units

Using the above-listed trip generation equations from the ITE document, a trip generation analysis was undertaken for the Hollywood Oaks project. The results of this effort are documented in Table 1. As shown in the table, the residential development is projected to generate approximately 2,195 daily trips, approximately 195 AM peak hour trips (45 inbound and 150 outbound) and approximately 184 trips during the typical afternoon peak hour (112 inbound and 72 outbound).

TABLE 1											
Trip Generation Summary											
Hollywood Oaks - by Kushner											
			Daily	AM Peak Hour PM Peak Hour					•		
Land Use	Si	ze	Trips	Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound		
Residential Mid-Rise (LUC 221)	470	units	2,195	195	45	150	184	112	72		
Proposed External Trips			2,195	195	45	150	184	112	72		
Source: ITE Trin Generation Manual (11th F	-dition)										

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E. Senior Transportation Engineer



PROPOSED TRAFFIC METHODOLOGY

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11th Edition)*. Table 1 on the previous page documents the trip generation associated with the proposed residential development. The residential building is planned to have up to eight (8) stories.
- The trip distribution and assignment of project traffic will be based upon the roadway system near the project site and current traffic volumes on State Road 7 and Stirling Road. The trip distribution will be provided to the City for review and acceptance prior to completing the traffic study.
- The subject traffic study will evaluate the following intersections during the typical AM and PM peak periods:
 - o State Road 7 and Stirling Road (signalized) ν
 - o State Road 7 and Oak Street (stop control)
 - o Stirling Rd and 1st Median Opening west of N 58th Ave (stop control) ✓
 - o Stirling Road and N 58th Avenue (stop control)
 - o Stirling Rd and 1st Median Opening east of N 58th Ave (stop control)
 - Stirling Road and N 56th Avenue (signalized)
- Traffic counts will be performed at the study intersections on a typical weekday during the AM peak period (7:00 AM - 9:00 AM) and the PM peak period (4:00 PM - 6:00 PM). These counts will include bicyclists and pedestrians. The traffic counts will be collected when school is in session.
- Traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available FDOT adjustment factors.
- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historical traffic data available for the area near the project site.
- Traffic associated with the committed developments will be provided by the City of Hollywood:



- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering Division and will be included in the Appendix of the traffic study.
- Traffic analysis will be prepared for each of the study intersections and project driveways for the following scenarios:
 - o Existing (2024) traffic conditions
 - o Background traffic conditions for buildout year (2028)
 - Future conditions with growth rate, committed development and project traffic for the buildout year (2028)
- The level of service and delay for the study intersections and project driveways will be summarized by movement and approach as well as for the overall intersection. If necessary, mitigation of impacts will be recommended. A turn lane analysis will also be performed.
- Intersection and driveway analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place. The Highway Capacity Manual (HCM) 6th or 2000 Edition will be used, as applicable. Synchro files will be provided as part of the traffic study. The level of service, delay, and queue will be provided for all movements, approaches, and overall intersection for all study locations and driveways. The pedestrian volumes and pedestrian calls will be coded into the SYNCHRO software for each study locations.
- Queuing at entry gates, if applicable, will be addressed in the traffic study.
- The traffic study will address loading areas (description, locations and maneuverability analysis using the AutoTURN software).
- The traffic report will have an access management section for Stirling
 Road from SR 7 to N 56th Avenue. An evaluation of a traffic signal at N 58th
 Avenue, potential median clsures, queueing at EB and WB turn lanes, and
 an FDOT Pre-App meeting letter from the State.
- The traffic study will include a multimodal section addressing nonautomobile modes of transportation.



- A Traffic Control Plan (TCP) depicting proposed signing and markings within the parking areas and access driveways will be included in the traffic study.
- If valet service is proposed for the project, a valet operations plan will be prepared addressing valet station(s), parking and retrieval routes, valet parking and number of valet attendants required to prevent traffic queues from interfering with on-site circulation or from spilling onto public streets. Ridesharing will be documented.
- <u>The traffic report will include a traffic mitigation section addressing intersection/roadway improvements, signal timing modifications, turn lane storage needs, pedestrian facility improvements, lighting, etc.</u>
- The results of the traffic impact analysis will be documented in a technical report with an executive summary. All traffic data obtained for this project will be included in the Appendix of the traffic study.

APPENDIX GFDOT Pre-App Letter



RON DESANTIS **GOVERNOR**

3400 West Commercial Boulevard Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E. **SECRETARY**

June 5, 2025

THIS PRE-APPLICATION LETTER IS VALID UNTIL - June 5, 2026 THIS LETTER IS NOT A PERMIT APPROVAL

Michael Troxell, P.E. Thomas Engineering Group, LLC 6300 NW 31st Avenue. Fort Lauderdale. FL 33309

Dear Michael Troxell, P.E.:

RE: Pre-Application Review for Category D Driveway, Pre-Application Meeting Date: 4/17/2025, 4:15 PM

Broward County - Hollywood; SR 848; Sec. # 86016000; MP: 3; Access Class - 05;

Posted Speed - 45: SIS - N/A; FDOT Ref. Project: 446370.1 (Thuc Le)

Request: Driveway connections along N 58th Avenue (not FDOT jurisdiction).

SITE SPECIFIC INFORMATION

Project Name & Address: Hollywood Oaks – 4220 N 58th Ave, Hollywood, FL, 33021, USA Property Owner: 4220 N 58th Avenue Partners LLC; Parcel Size: 4.2 Acres

Development Size: 470 Multifamily (Mid-Rise) Dwelling Units

NO OBJECTION

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

- Driveway connections along N 58th Street (not FDOT jurisdiction) shall be located a minimum of 25 feet from Department rightof-way.

Comments:

- If a signal is proposed at the intersection of N 58th Street and SR 848, a signal warrant analysis shall be conducted using actual traffic volumes post construction of the subject development to determine the need for a traffic signal. Sufficient right-of-way along the north and south side of SR 848 must be available or donated to the Department to install the traffic signal. If a signal is warranted, a surety bond with the County shall be posted. Bond funds will be used to design and construct the traffic signal and subsequent median modifications via Department Construction Agreement (permit).
 All driveways not approved in this letter must be fully removed and the area restored.
- Drainage mitigation is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage.). The drainage mitigation shall meet all FDOT Drainage Manual criteria and will be reviewed/approved as part of an access
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter** does not guarantee permit approval. The permit may be denied any impacts to the existing drainage system. Note: that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

Please contact the District Traffic Operations Access Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

Sincerely,

Roya Edwards, AICP District Traffic Operations Access Manager

Anthony Beecher



February 19, 2025

Mr. Raphael Schwartz
Senior Vice President
Development and Construction **KUSHNER**188 Bal Bay Drive
Bal Harbour, Florida 33154

Re: Hollywood Oaks by Kushner - Parking Needs Study

Dear Rafi:

Per the City's request, Traf Tech Engineering, Inc. has determined the parking needs associated with the proposed 470-unit Hollywood Oaks residential development planned to be located at 4220 & 4231 N 58th Avenue in the City of Hollywood in Broward County, Florida. As shown in the site plan contained in Attachment A, the project consists of the following mix of residential units and amenities:

470 residential units

- 80 studios
- 132 one-bedroom units
- 122 one-bedroom units with den
- 52 two-bedroom units
- 76 two-bedroom units with den
- 8 three-bedroom units470 units total (614 bedrooms)

812 parking spaces

- 785 parking spaces in the parking garage
- 27 surface parking spaces

Additionally, the project includes a clubhouse, an existing historic building and a community building (4,071 square-foot synagogue).



Parking Needs Based on City of Hollywood Code

According to the City of Hollywood Land Development Regulations, the following parking requirements apply to the Hollywood Oaks project:

Parking Requirements

- o 470 residential units x 1.5 spaces per unit
- o Residential guests (1/5 units)
- o Synagogue (1/60 sf of floor area + 1/4seats)
- = 705 parking spaces
- = 94 parking spaces
- = 69 parking spaces
- = 868 parking spaces

Parking Provided

o 812 parking spaces

It is important to note that the synagogue is for Orthodox Jews and therefore, very little to no automobile traffic is expected. Additionally, many members of the synagogue will live in the residential building located within the same complex. Hence, only residents + guests will require parking spaces, or 799 parking spaces. Therefore, parking is expected to be adequate for this development based on City Code by recognizing the low vehicular use of the Synagogue.

Parking Needs Based on Traffic Engineering and Planning Industry Standards

The parking needs for this development using parking rates published by the Institute of Transportation Engineers (ITE) in their <u>Parking Generation Manual (6th Edition)</u> and by the Urban Land Institute in their <u>Shared Parking (Third Edition)</u> were developed.

Based on ITE's <u>Parking Generation Manual (6th Edition)</u>, mid-rise multi-family developments (ITE's LUC 221) has the following conservative requirement¹ to determine the amount of parking spaces required for this type of residential development:

Parking Needs = 1.00 (X), where X = number of bedrooms

Using the above formula, the 614 bedrooms require 614 parking spaces. Adding the 94 parking stalls for guests + 69 parking spaces for the Synagogue (ultra conservative), the total parking needs are = 777 parking spaces. Since 812 parking stalls are proposed, parking is projected to be adequate for the Hollywood Oaks development based on ITE.

¹ Refer to Attachment B (used highest parking needs of 1.0 per bedroom)



Based on ULI's <u>Shared Parking (Third Edition)</u>, residential developments with a mix of bedroom sizes have the following requirements to determine the number of parking spaces:

Parking Needs 0.85 x 80 studios = 68 parking spaces

0.9 x 254 one-bedroom units = 229 parking spaces 1.65 x 128 two-bedroom units = 212 parking spaces 2.5 x 8 three-bedroom units = 20 parking spaces = 529 parking spaces

Using the above formula, the 470 residential units require 529 parking spaces. Adding the 94 parking stalls for guests + 69 parking spaces for the Synagogue (ultra conservative), the total parking needs are = 692 parking spaces (529 + 94 + 69). Since 812 parking stalls are proposed, parking is projected to be adequate for the Hollywood Oaks development based on ULI.

Shared Parking Analysis

Shared parking principles were applied to Hollywood Oaks residential development. Shared parking is defined as parking spaces that are shared between different land uses, especially when the land uses have parking peaks that occur at different times of the day. Using the percent parking distribution (shared parking principles), by time of day, as published in the Urban Land Institute's (ULI) *Shared Parking* document, the maximum number of shared parking spaces required to serve the residential use (residents and guests) were determined.

Additional parking reductions to account for internal trips, and trips occurring via non-automobile modes of transportation (e.g. multimodal trips such as transit, walking and bicycle trips) were not considered for a conservative analysis.

Table 1 presents the results of the shared parking analysis using City of Hollywood parking requirements and ULI's time of day usage for residents and guests. For the Synagogue, the following assumptions were used based on parking analysis conducted by Traf Tech Engineering, Inc.

- o Friday Evening Service (6:00 PM to 10:00 PM at 100% parking usage). All other times assumed 50% parking usage (conservative approach).
- o Saturday morning Service (9:00 AM to 1:00 PM at 100 parking usage). All other times assumed 50% parking usage (conservative approach).



As indicated in Table 1, the Hollywood Oaks residential development requires 798 parking spaces on weekdays and 787 parking stalls on weekends. Hence, a parking surplus of 14 parking spaces will be available using very conservative assumptions based on the shared parking analysis.

Summary

In summary, the proposed 470-unit residential development and synagogue with 812 parking spaces provide sufficient parking spaces to accommodate the peak parking demand of the Hollywood Oaks development.

Please give me a call if you have any questions.

Sincerely,

TRAF TECH ENGINEERING, INC.

Joaquin E. Vargas, P.E. Senior Transportation Engineer

				1	ΓABLE 1				
				Hollywood	d Oaks (Weel	kday)			
	Shared Parki	ng Analysi	is (Using City	yParking R	Requirements	and ULI Sh	nared Parking	by Time o	of Day)
	Spaces =	705	Spaces =	94	Spaces =	69	Spaces =	0	868
	Residential (Residents)	Residentia	I (Guests)	Synagogue	(Attendee)	Synagogu	e (Other)	
Hour of Day	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Total
6:00 AM	95%	670	0%	0	50%	35	0%	0	704
7:00 AM	85%	599	10%	9	50%	35	0%	0	643
8:00 AM	75%	529	20%	19	50%	35	0%	0	582
9:00 AM	65%	458	20%	19	50%	35	0%	0	512
10:00 AM	60%	423	20%	19	50%	35	0%	0	476
11:00 AM	55%	388	20%	19	50%	35	0%	0	441
12:00 PM	50%	353	20%	19	50%	35	0%	0	406
1:00 PM	50%	353	20%	19	50%	35	0%	0	406
2:00 PM	50%	353	20%	19	50%	35	0%	0	406
3:00 PM	55%	388	20%	19	50%	35	0%	0	441
4:00 PM	60%	423	20%	19	50%	35	0%	0	476
5:00 PM	65%	458	40%	38	50%	35	0%	0	530
6:00 PM	70%	494	60%	56	100%	69	0%	0	619
7:00 PM	75%	529	100%	94	100%	69	0%	0	692
8:00 PM	80%	564	100%	94	100%	69	0%	0	727
9:00 PM	85%	599	100%	94	100%	69	0%	0	762
10:00 PM	95%	670	100%	94	50%	35	0%	0	798
11:00 PM	97%	684	80%	75	50%	35	0%	0	794
12:00 AM	100%	705	50%	47	50%	35	0%	0	787

12:00 AM | 100% 705 50% 47 | 50% 35 Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				Max Parking =	798	
				Available Parking =	812	
Land Use	Size	Pkg Rate	Total Parking Spaces	Surplus Parking =	14	
Residential	470 units		799 Spaces			
- Tenant	470 units	1.50 /unit	705 Spaces			
- Guest	470 units	1.00 /5 units	94 Spaces			

69 Spaces

Synagugue Total **868.00** Spaces



					TABLE 2				
					d Oaks (Satu				
	Shared Parki	ng Analysi	s (Using Cit	yParking R	•	and ULI Sh	nared Parking	by Time o	of Day)
	Spaces =	705	Spaces =	94	Spaces =	69	Spaces =	0	868
	Residential (Residents)	Residentia	l (Guests)	Synagogue	(Attendee)	Synagogue	e (Other)	
Hour of Day	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Utilization	Spaces	Total
6:00 AM	90%	635	0%	0	50%	35	0%	0	669
7:00 AM	85%	599	20%	19	50%	35	0%	0	653
8:00 AM	80%	564	20%	19	50%	35	0%	0	617
9:00 AM	75%	529	20%	19	100%	69	0%	0	617
10:00 AM	70%	494	20%	19	100%	69	0%	0	581
11:00 AM	69%	486	20%	19	100%	69	0%	0	574
12:00 PM	68%	479	20%	19	100%	69	0%	0	567
1:00 PM	67%	472	20%	19	50%	35	0%	0	526
2:00 PM	66%	465	20%	19	50%	35	0%	0	519
3:00 PM	55%	388	20%	19	50%	35	0%	0	441
4:00 PM	60%	423	20%	19	50%	35	0%	0	476
5:00 PM	55%	388	40%	38	50%	35	0%	0	460
6:00 PM	50%	353	60%	56	50%	35	0%	0	443
7:00 PM	55%	388	100%	94	50%	35	0%	0	516
8:00 PM	65%	458	100%	94	50%	35	0%	0	587
9:00 PM	75%	529	100%	94	50%	35	0%	0	657
10:00 PM	85%	599	100%	94	50%	35	0%	0	728
11:00 PM	90%	635	80%	75	50%	35	0%	0	744
12:00 AM	100%	705	50%	47	50%	35	0%	0	787

12:00 AM | 100% 705 50% 47 | 50% 35 Source: City of Hollywood and Urban Land Institute (ULI) Shared Parking (Third Edition)

				Max Parking =	787	
				Available Parking =	812	
Land Use	Size	Pkg Rate	Total Parking Spaces	Surplus Parking =	26	
Residential	470 units		799 Spaces			
- Tenant	470 units	1.50 /unit	705 Spaces			

94 Spaces

1.00 /5 units

Synagugue69 SpacesTotal868.00 Spaces

470 units

Guest

