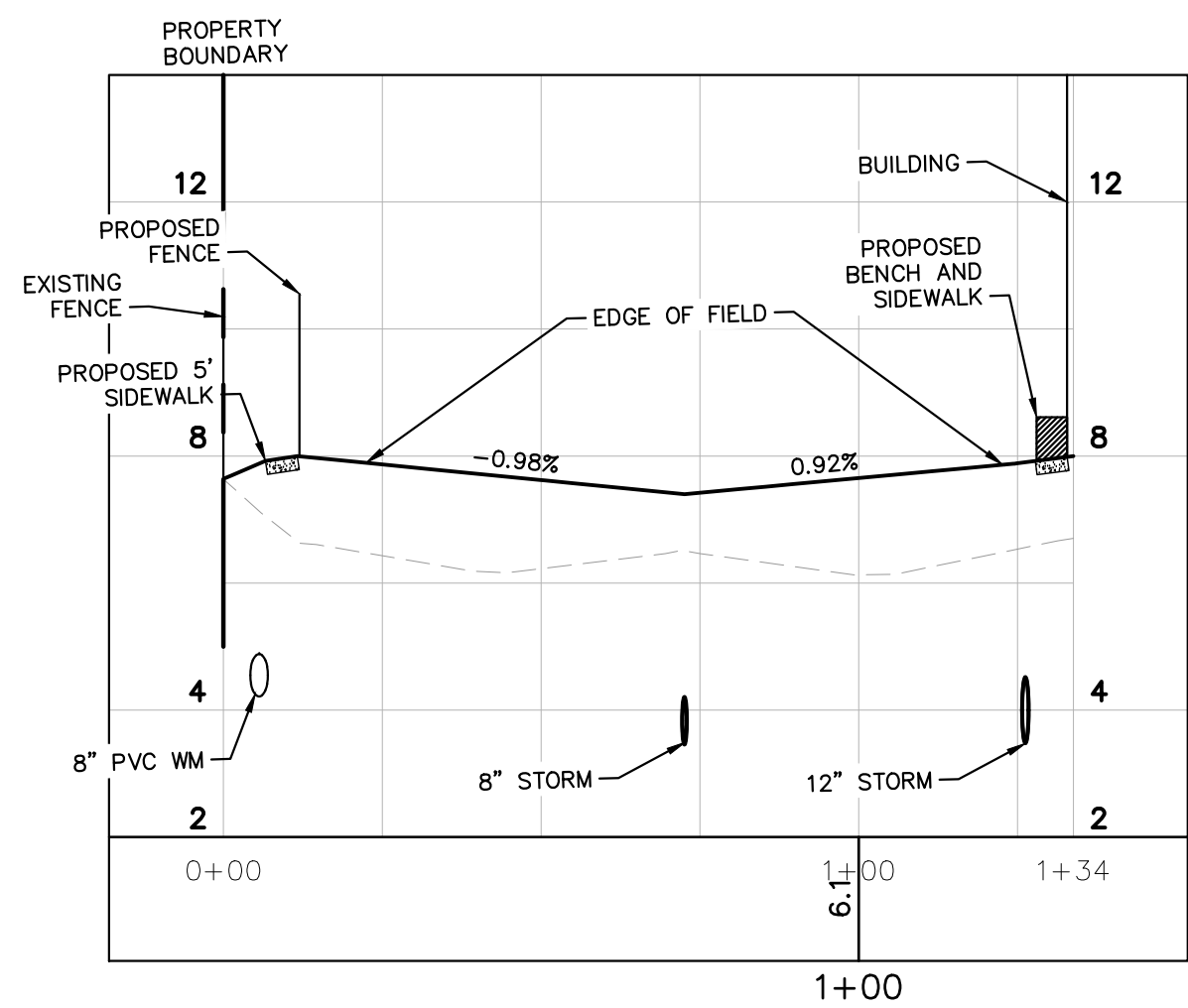
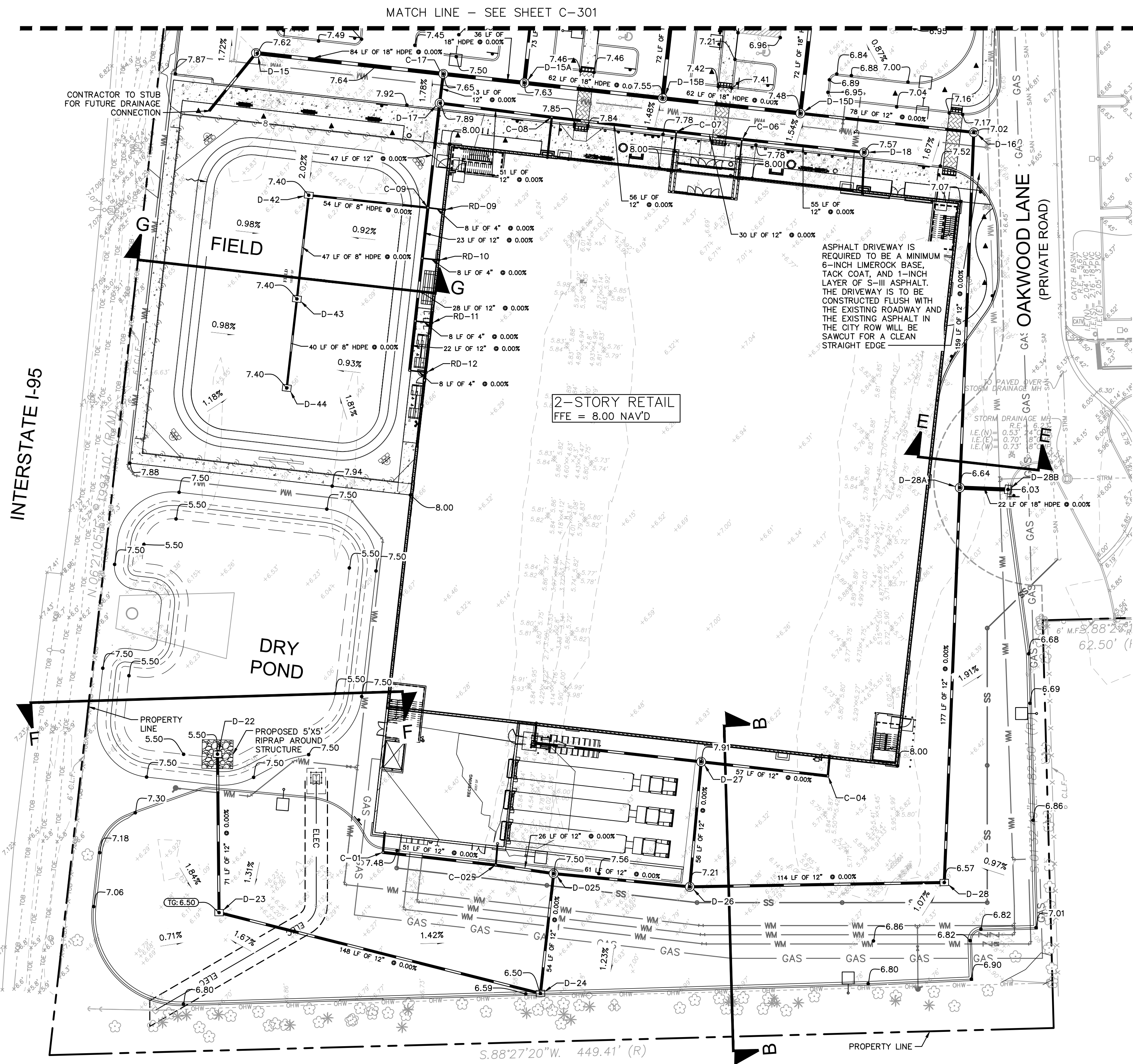
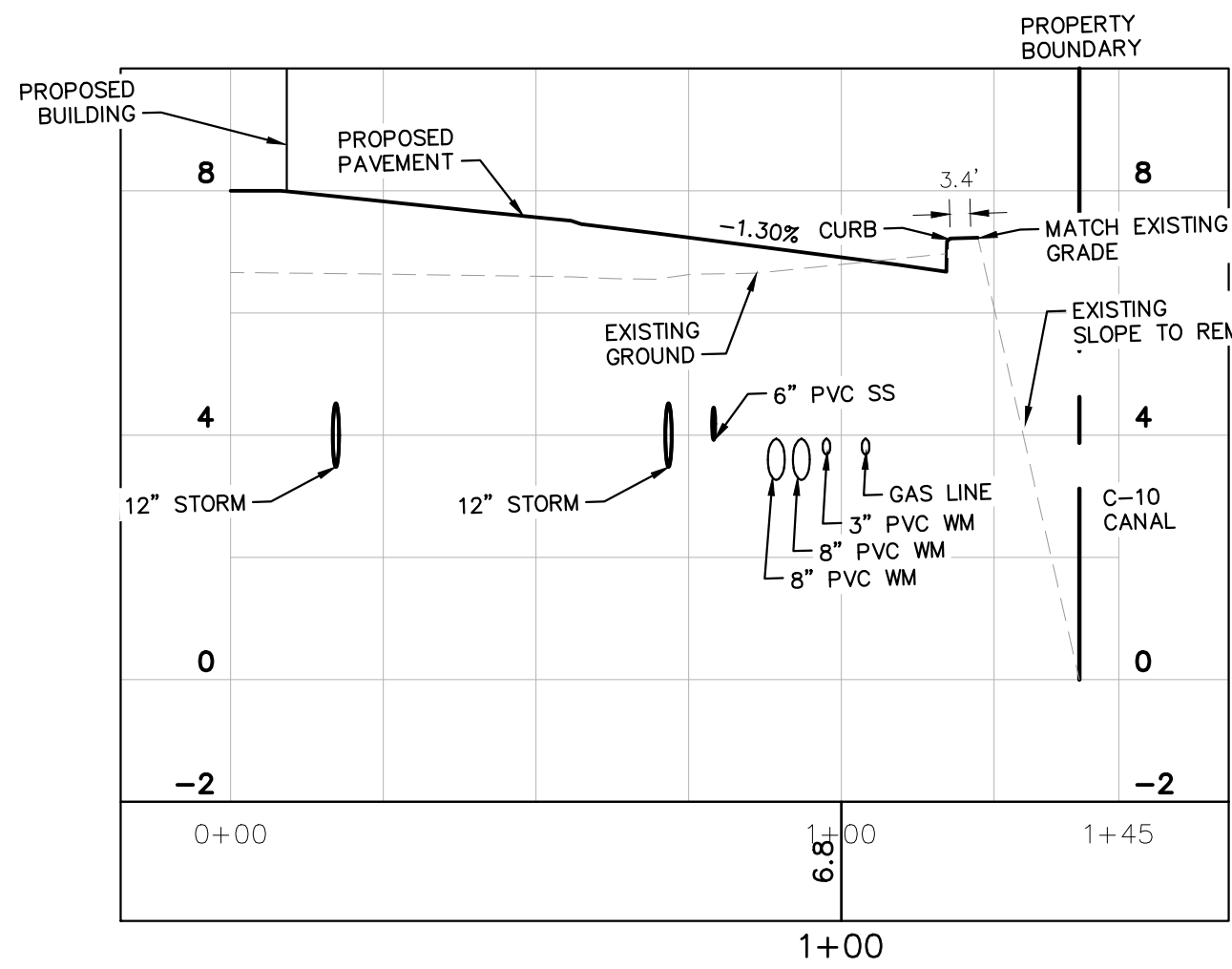
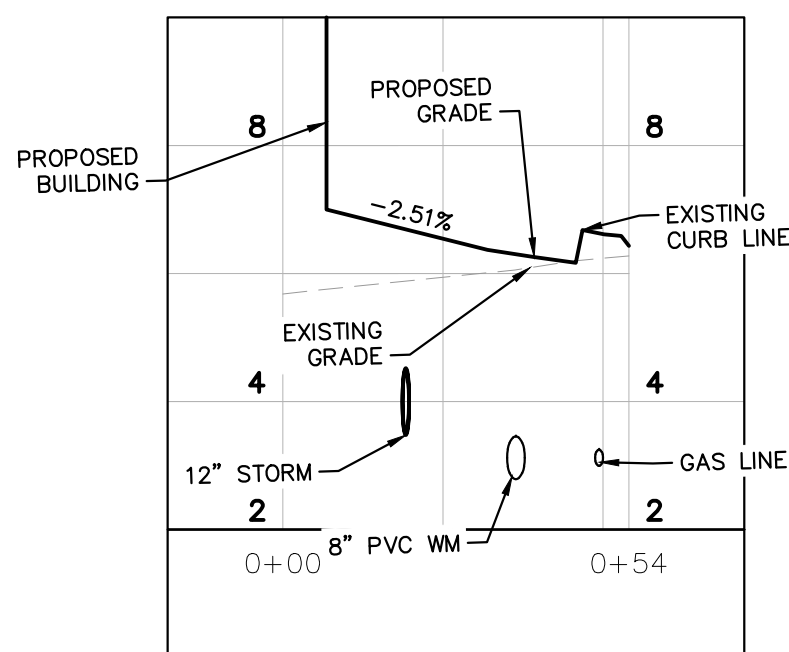




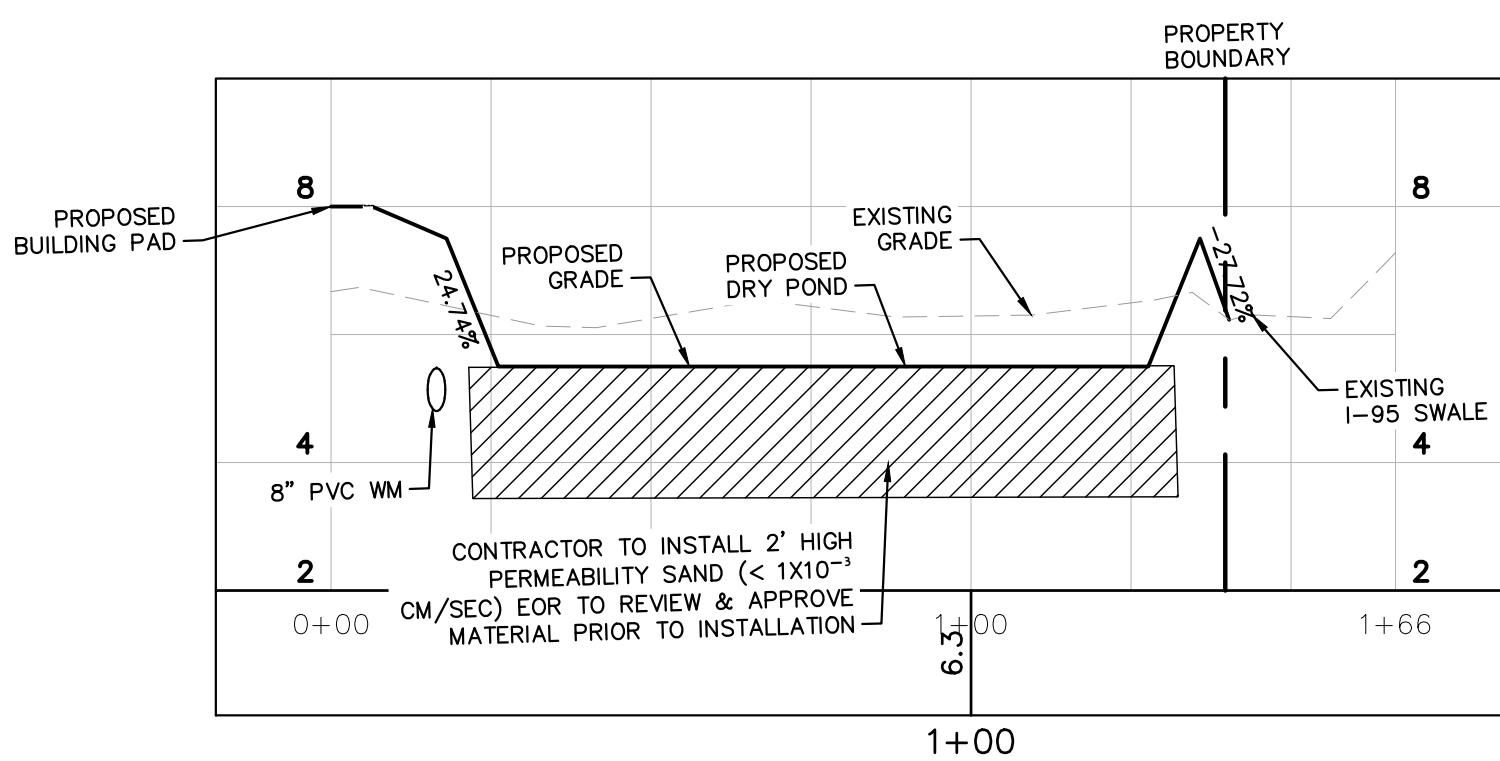
SECTION G-G
1" = 30' HORIZONTAL
1" = 3' VERTICAL



SECTION B-B
1" = 30' HORIZONTAL
1" = 3' VERTICAL



SECTION E-E
1" = 30' HORIZONTAL
1" = 3' VERTICAL



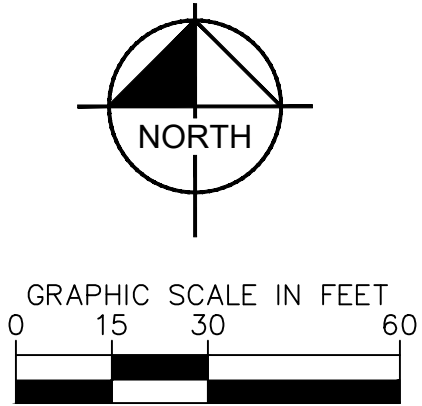
SECTION F-F
1" = 30' HORIZONTAL
1" = 3' VERTICAL

MATERIAL NOTES:

CONCRETE:
CONCRETE DRIVEWAYS ON PRIVATE PROPERTY WILL BE 5-INCH THICK, 3,000 PSI WITH FIBER MESH WHILE THE PORTION OF THE DRIVEWAY LOCATED WITHIN THE ROW (OUTSIDE OF THE PROPERTY LINES) WILL BE A MINIMUM OF 6 INCHES THICK, 3,000 PSI, WITH NO METAL OR FIBER MESH AND WILL BE CONSTRUCTED WITHIN THE EXISTING 12' WIDE DRIVEWAY. THE EXISTING DRIVEWAY SURFACE WILL MAINTAIN CONTROL JOINTS LOCATED EVERY 25' SOFT AND THE EXISTING ASPHALT IN THE CITY ROW WILL BE SAWCUT FOR A CLEAN STRAIGHT EDGE.

PAVERS:
1-1/2 INCH SANDWAYS REQUIRE A COMPACTED 2' 3/8TH INCH PAVERS PLACED OVER A 1-1/2 INCH SAND BASE AND COMPACTED SUBBASE. IN ADDITION TO A MINIMUM 4-INCH EDGE RESTRAINT (CONCRETE BORDER) IS REQUIRED AROUND ALL DRIVEWAYS TO INTERFERE WITH THE EXISTING ASPHALT. THE EXISTING ASPHALT FLUSH WITH THE EXISTING ROADWAY AND THE EXISTING ASPHALT IN THE CITY ROW WILL BE SAWCUT FOR A CLEAN STRAIGHT EDGE.

ASPHALT:
ASPHALT DRIVEWAY IS REQUIRED TO BE A MINIMUM 6-INCH LIME ROCK BASE, TACK COAT, AND 1-INCH LAYER OF 5/8" ASPHALT. THE DRIVEWAY IS TO BE CONSTRUCTED FLUSH WITH THE EXISTING ASPHALT. THE EXISTING ASPHALT SURFACE IN THE CITY ROW WILL BE SAWCUT FOR A CLEAN STRAIGHT EDGE.

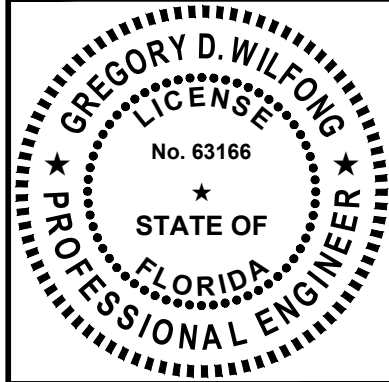


<u>LEGEND</u>	
$-8.05'$	EXISTING SPOT GRADE
	PROPOSED STORM PIPE
	PROPOSED STORM INLET
	PROPOSED STORM MANHOLE
	PROPOSED ± 1.008 LF OF EXFILTRATION TRENCH
$X.XX\%$	SLOPES
 X.XX'	SPOT GRADE (NAVD)
 TG X.XX'	TOP OF GRATE (NAVD)
	PROPERTY LINE

[illegible]

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KHA PROJECT 147507131	DATE 9/27/2024	SCALE AS SHOWN	DESIGNED BY SHB	DRAWN BY SHB	CHECKED BY GDW
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PAVING GRADING AND DRAINAGE ENLARGEMENT PLAN

OAKWOOD SOUTH RETAIL SHOPPING CENTER

CITY OF HOLLYWOOD

SHEET NUMBER
C-302

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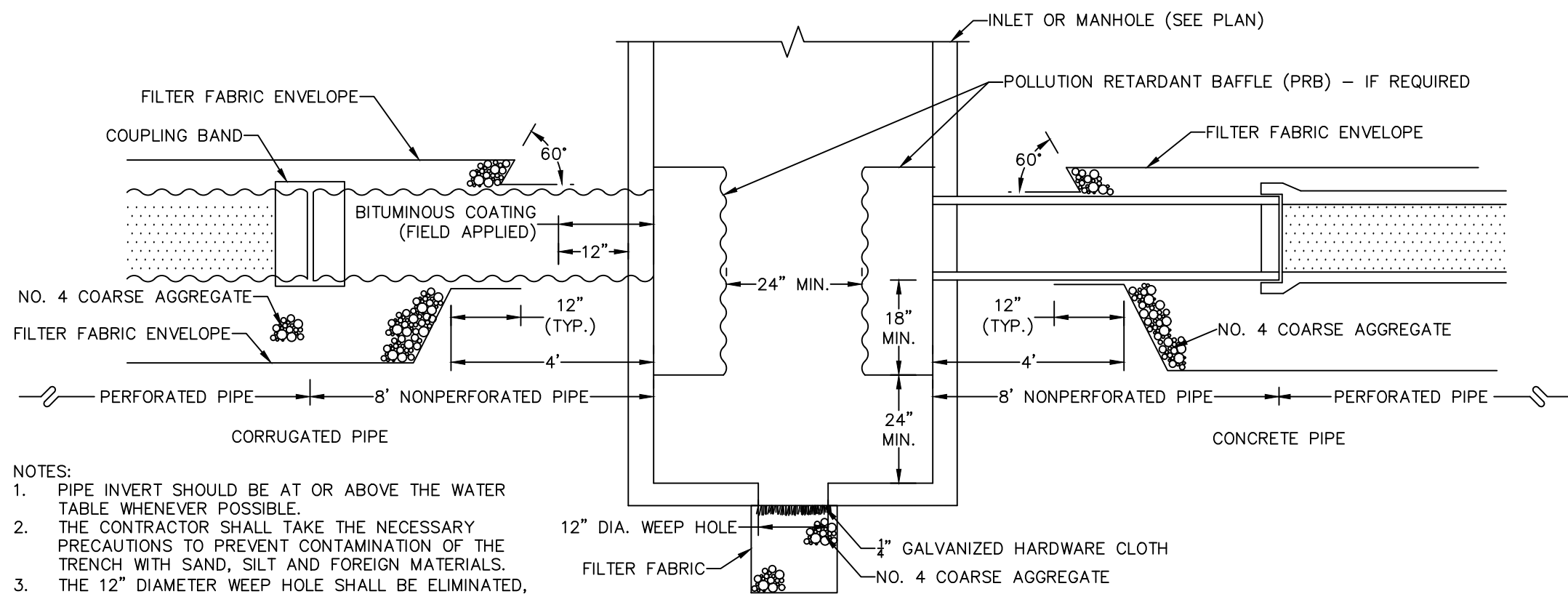
STRUCTURE NAME:	DETAILS:	PIPES IN:	PIPES OUT
D-025	MH W/J BOTTOM RIM: 7.50 INV IN: 3.50 W INV OUT: 3.50 E INV OUT: 3.50 S	FROM C-02, 12" INV IN: 3.50 @ 0.00%	TO D-26, 12" INV OUT: 3.50 @ 0.00% TO D-24, 12" INV OUT: 3.50 @ 0.00%
D-26	MH W/J BOTTOM RIM: 7.21 INV IN: 3.50 W INV IN: 3.50 N INV OUT: 3.50 E	FROM D-025, 12" INV IN: 3.50 @ 0.00% FROM D-27, 12" INV IN: 3.50 @ 0.00%	TO D-28, 12" INV OUT: 3.50 @ 0.00%
D-27	MH W/J BOTTOM RIM: 7.91 INV IN: 3.50 W INV IN: 3.50 E INV OUT: 3.50 S	FROM C-03, 12" INV IN: 3.50 @ 0.00% FROM C-04, 12" INV IN: 3.50 @ 0.00%	TO D-26, 12" INV OUT: 3.50 @ 0.00%
D-28	CB FDOT TYPE E RIM: 6.57 INV IN: 3.50 W INV OUT: 3.50 N	FROM D-26, 12" INV IN: 3.50 @ 0.00%	TO D-28A, 12" INV OUT: 3.50 @ 0.00%
D-28A	MH RIM: 6.64 INV IN: 3.50 S INV IN: 3.50 E INV OUT: 3.50 N	FROM D-28, 12" INV IN: 3.50 @ 0.00% FROM D-28B, 18" HDPE INV IN: 3.50 @ 0.00%	TO D-16, 12" INV OUT: 3.50 @ 0.00%
D-28B	CB RIM: 6.03 INV OUT: 3.50 W		TO D-28A, 18" HDPE INV OUT: 3.50 @ 0.00%
D-29	CB RIM: 6.40 INV IN: 3.50 W INV OUT: 3.50 NE	FROM D-29B, 18" HDPE INV IN: 3.50 @ 0.00%	TO CS-01, 18" HDPE INV OUT: 3.50 @ 0.00%
D-29B	CB RIM: 6.50 INV IN: 3.50 W INV OUT: 3.50 E	FROM D-30, 18" HDPE INV IN: 3.50 @ 0.00%	TO D-29, 18" HDPE INV OUT: 3.50 @ 0.00%
D-30	CB RIM: 6.50 INV IN: 3.50 W INV OUT: 3.50 S BRP INV OUT: 3.50 E INV OUT: 3.50 N WEIR @ 5.50	FROM D-31, 18" HDPE INV IN: 3.50 @ 0.00%	TO D-34, 18" HDPE INV OUT: 3.50 @ 0.00% TO D-29B, 18" HDPE INV OUT: 3.50 @ 0.00% TO , 18" HDPE INV OUT: 3.50 @ 0.00%
D-31	CB RIM: 6.50 INV IN: 3.50 W INV OUT: 3.50 E	FROM D-32, 18" HDPE INV IN: 3.50 @ 0.00%	TO D-30, 18" HDPE INV OUT: 3.50 @ 0.00%
D-32	CB RIM: 6.73 INV OUT: 3.50 E		TO D-31, 18" HDPE INV OUT: 3.50 @ 0.00%
D-33	MH RIM: 7.79 INV OUT: 4.50 E		TO D-34, 12" HDPE INV OUT: 4.50 @ 0.00%
D-34	MH RIM: 8.00 INV IN: 4.50 W INV IN: 3.50 N INV OUT: 4.50 E INV OUT: 3.50 S	FROM D-33, 12" HDPE INV IN: 4.50 @ 0.00% FROM D-30, 18" HDPE INV IN: 3.50 @ 0.00%	TO D-35, 12" HDPE INV OUT: 4.50 @ 0.00% TO D-07, 18" HDPE INV OUT: 3.50 @ 0.00%
D-35	MH RIM: 7.82 INV IN: 4.50 W	FROM D-34, 12" HDPE INV IN: 4.50 @ 0.00%	
D-36	MH RIM: 7.27 INV IN: 3.50 S INV OUT: 3.50 E INV OUT: 3.50 N WEIR @ 5.50	FROM D-39, 12" HDPE INV IN: 3.50 @ 0.00%	TO D-37, 12" HDPE INV OUT: 3.50 @ 0.00% TO , 12" HDPE INV OUT: 3.50 @ 0.00%
D-37	MH RIM: 6.99 INV IN: 3.50 W INV OUT: 3.50 S INV OUT: 3.40 N WEIR @ 5.50	FROM D-36, 12" HDPE INV IN: 3.50 @ 0.00%	TO D-38, 12" HDPE INV OUT: 3.50 @ 0.00% TO , 12" HDPE INV OUT: 3.40 @ 0.50%
D-38	MH RIM: 6.91 INV IN: 3.50 N INV OUT: 3.50 W INV OUT: 3.50 S	FROM D-37, 12" HDPE INV IN: 3.50 @ 0.00%	TO D-39, 12" HDPE INV OUT: 3.50 @ 0.00% TO D-40, 12" HDPE INV OUT: 3.50 @ 0.00%
D-39	MH RIM: 7.09 INV IN: 3.50 E INV OUT: 3.50 N INV OUT: 3.40 S WEIR @ 5.50	FROM D-38, 12" HDPE INV IN: 3.50 @ 0.00%	TO D-36, 12" HDPE INV OUT: 3.50 @ 0.00% TO , 12" HDPE INV OUT: 3.40 @ 0.50%
D-40	MH RIM: 6.82 INV IN: 3.50 N INV IN: 3.50 S INV OUT: 3.50 W	FROM D-38, 12" HDPE INV IN: 3.50 @ 0.00% FROM D-13, 18" HDPE INV IN: 3.50 @ 0.00%	TO D-41, 12" HDPE INV OUT: 3.50 @ 0.00%
D-41	MH RIM: 7.25 INV IN: 3.50 E	FROM D-40, 12" HDPE INV IN: 3.50 @ 0.00%	

STRUCTURE TABLE			
STRUCTURE NAME:	DETAILS:	PIPES IN:	PIPES OUT
D-42	CB RIM: 7.40 INV IN: 3.50 E INV OUT: 3.50 S	FROM C-09, 8" HDPE INV IN: 3.50 @ 0.00%	TO D-43, 8" HDPE INV OUT: 3.50 @ 0.00%
D-43	CB RIM: 7.40 INV IN: 3.50 N INV OUT: 3.50 S	FROM D-42, 8" HDPE INV IN: 3.50 @ 0.00%	TO D-44, 8" HDPE INV OUT: 3.50 @ 0.00%
D-44	CB RIM: 7.40 INV IN: 3.50 N	FROM D-43, 8" HDPE INV IN: 3.50 @ 0.00%	
RD-01	INV OUT: 3.50 S		TO C-01, 8" INV OUT: 3.50 @ 0.00%
RD-02	INV OUT: 3.50 S		TO C-02, 6" INV OUT: 3.50 @ 0.00%
RD-03	INV OUT: 3.50 S		TO C-03, 8" INV OUT: 3.50 @ 0.00%
RD-04	INV OUT: 3.50 S		TO C-04, 8" INV OUT: 3.50 @ 0.00%
RD-05	INV OUT: 3.50 N		TO D-18, 8" INV OUT: 3.50 @ 0.00%
RD-06	INV OUT: 3.50 N		TO C-06, 4" INV OUT: 3.50 @ 0.00%
RD-07	INV OUT: 3.50 N		TO C-07, 4" INV OUT: 3.50 @ 0.00%
RD-08	INV OUT: 3.50 N		TO C-08, 8" INV OUT: 3.50 @ 0.00%
RD-09	INV OUT: 3.50 W		TO C-09, 4" INV OUT: 3.50 @ 0.00%
RD-10	INV OUT: 3.50 W		TO C-10, 4" INV OUT: 3.50 @ 0.00%
RD-11	INV OUT: 3.50 W		TO C-11, 4" INV OUT: 3.50 @ 0.00%
RD-12	INV OUT: 3.50 W		TO C-12, 4" INV OUT: 3.50 @ 0.00%

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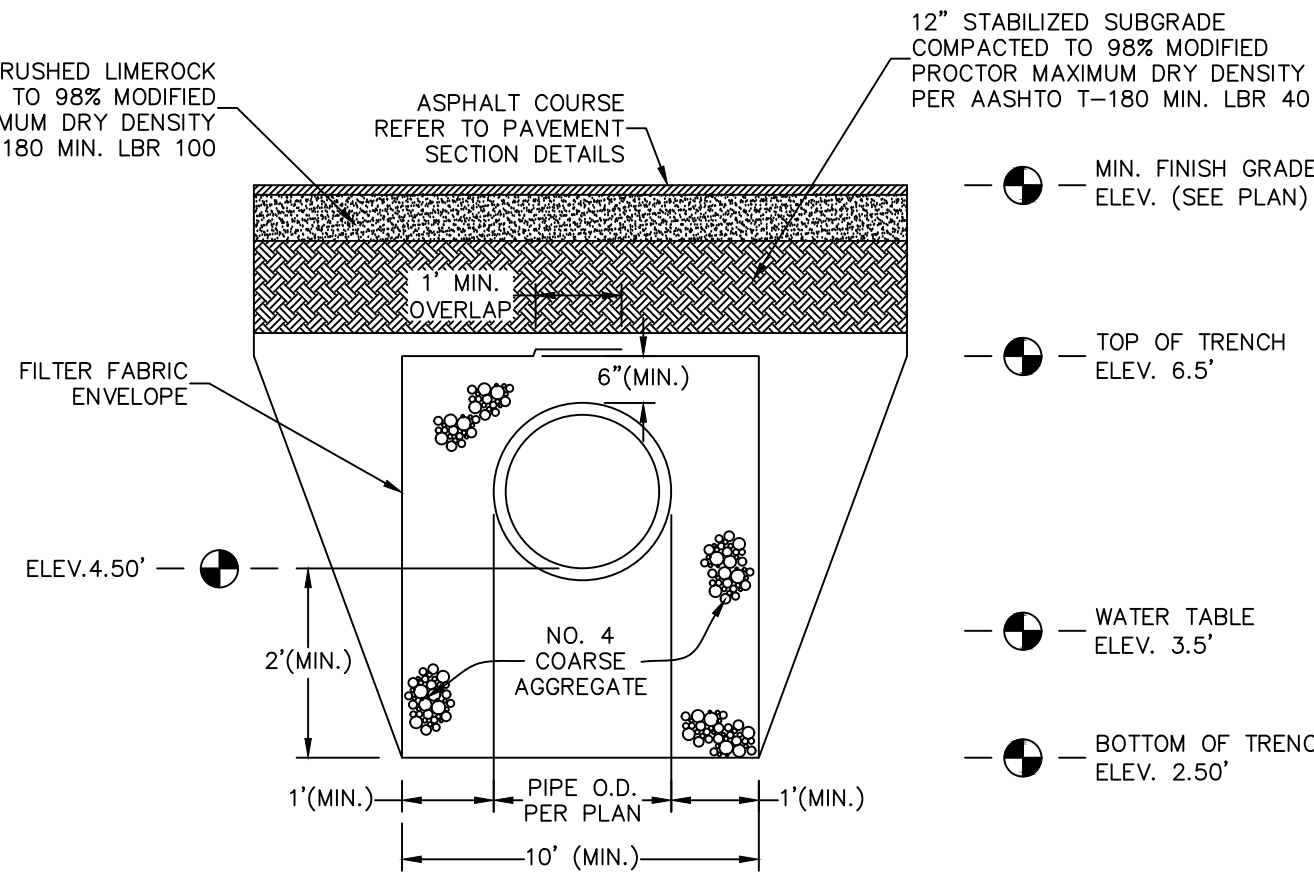
SHEET NUMBER	C-304
OAKWOOD SOUTH RETAIL SHOPPING CENTER	PAVING GRADING AND DRAINAGE STRUCTURE TABLE
KHA PROJECT 1475071 31	DATE 9 / 27 / 2024
SCALE AS SHOWN	SHEB DESIGNED BY SHEB
DRAWN BY	SHB
CHECKED BY	GDW
CITY OF HOLLYWOOD	FL
Kimley»Horn © 2024 KIMLEY-HORN AND ASSOCIATES, INC. 445 24TH STREET, SUITE 200, VERO BEACH, FL 32960 PHONE: 772-794-4100 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106	
No.	Revisions
Date	By

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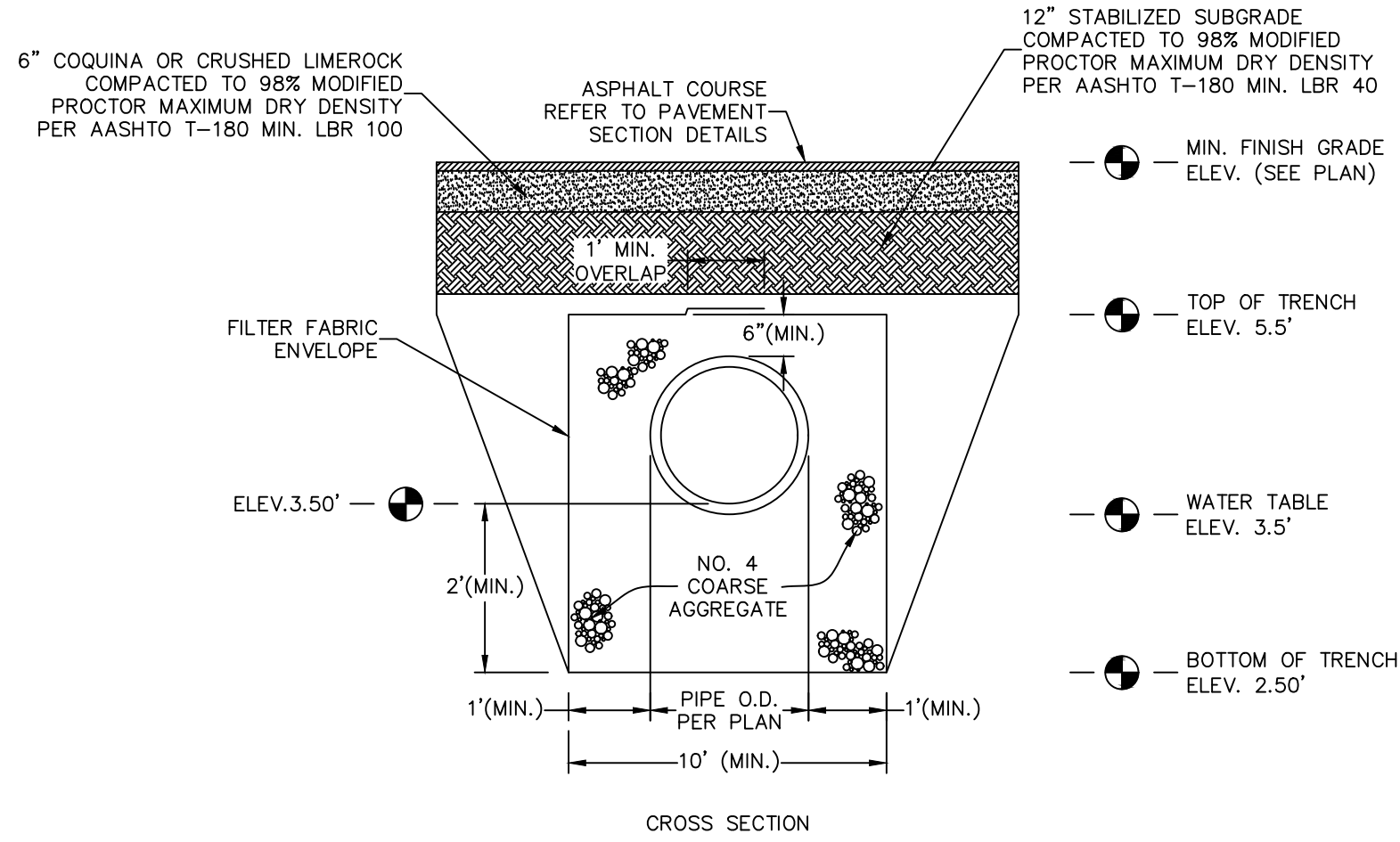


- NOTES:
1. PIPE INVERT SHOULD BE AT OR ABOVE THE WATER TABLE WHENEVER POSSIBLE.
 2. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PREVENT CONTAMINATION OF THE TRENCH WITH SAND, SILT AND FOREIGN MATERIALS. THE 12" DIAMETER WEEP HOLE SHALL BE ELIMINATED, WHEN THE BOTTOM OF THE INLET IS BELOW THE NORMAL WATER TABLE, UNLESS OTHERWISE SHOWN IN THE PLANS.

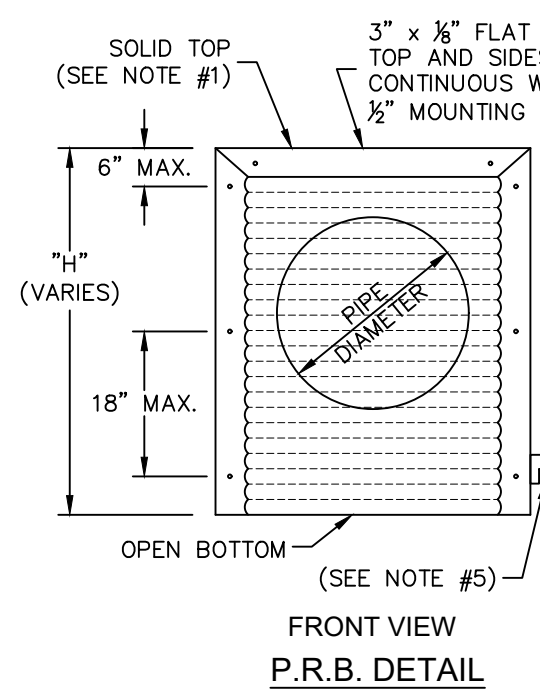
LONGITUDINAL SECTION



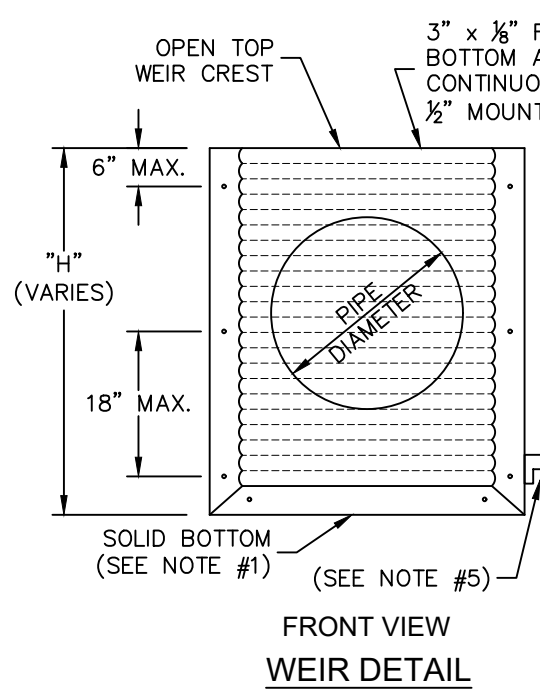
DRY EXFILTRATION TRENCH
N.T.S.



WET EXFILTRATION TRENCH
N.T.S.



FRONT VIEW
P.R.B. DETAIL



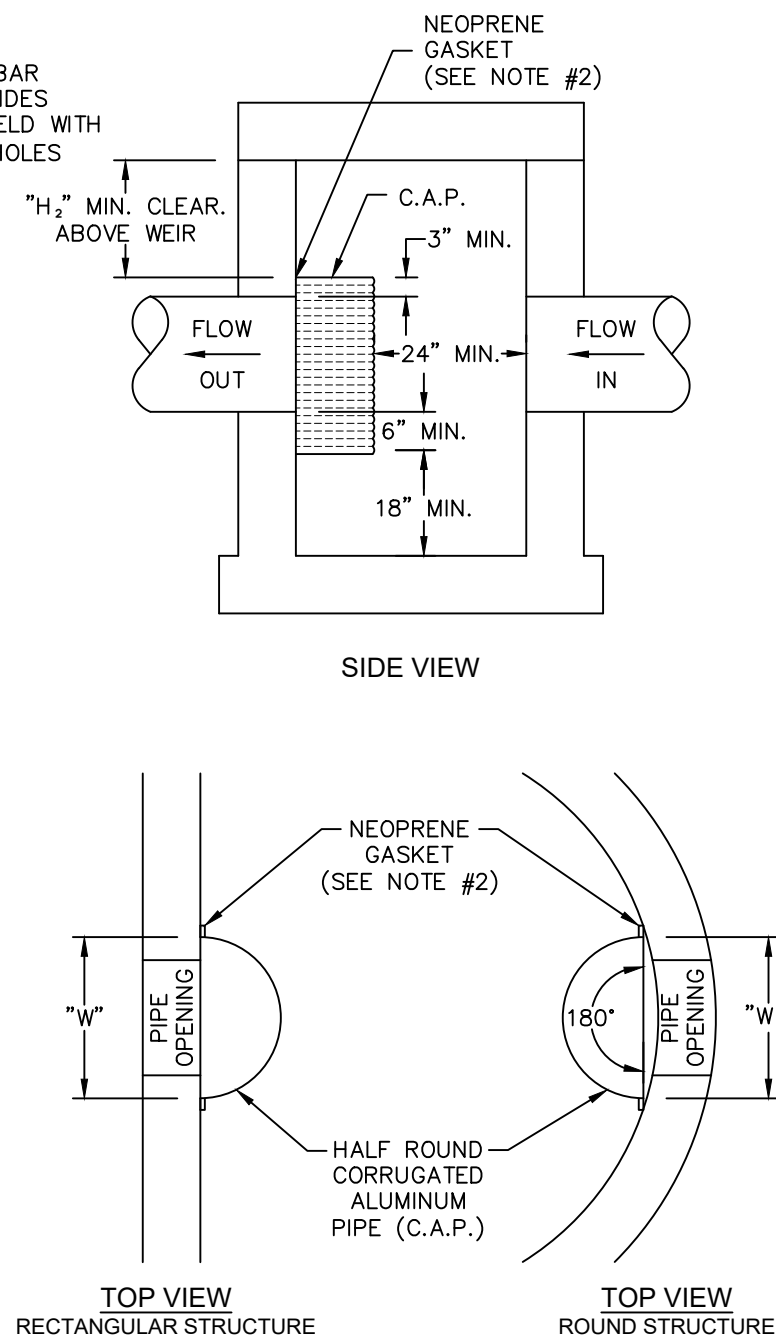
FRONT VIEW
WEIR DETAIL

WEIR SIZE PER PLAN

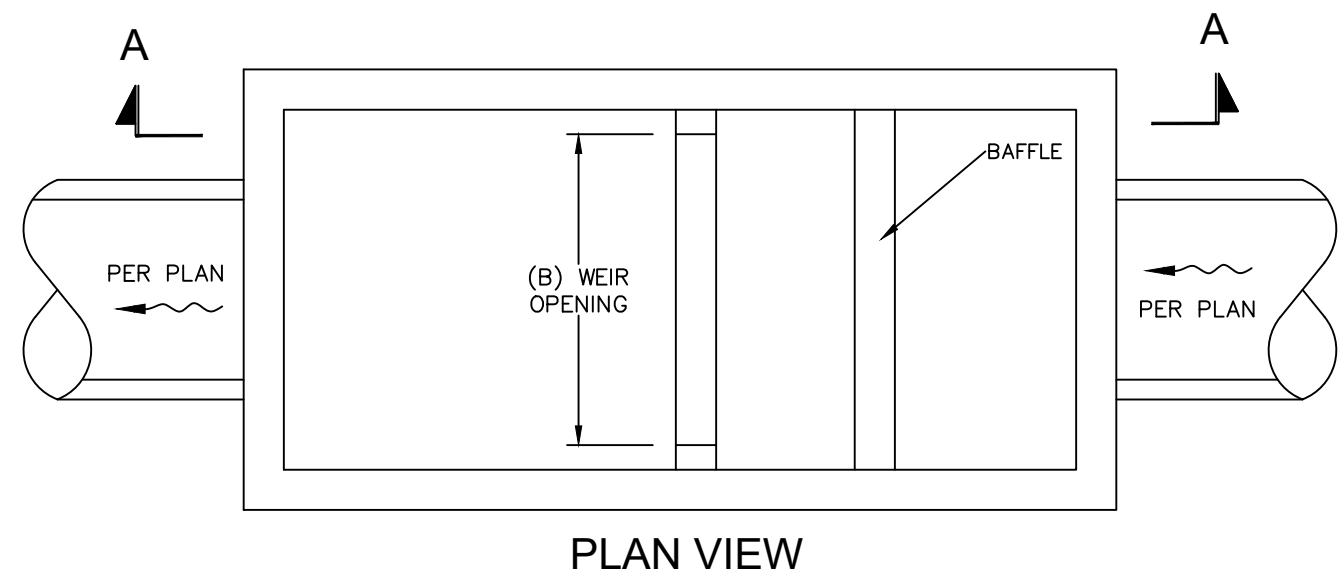
PIPE DIAM.	W (IN)	W ₂ (IN)	T (GAUGE)	H ₂ (IN)
15"	21"	21"	16	6
18"	24"	24"	16	7
21"	30"	30"	16	8
24"	30"	36"	16	10
30"	36"	42"	14	13
36"	42"	48"	14	16
42"	48"	54"	14	20
48"	54"	60"	14	23
54"	60"	66"	14	26

"W" RECTANGULAR STRUCTURE
"W₂" ROUND STRUCTURE

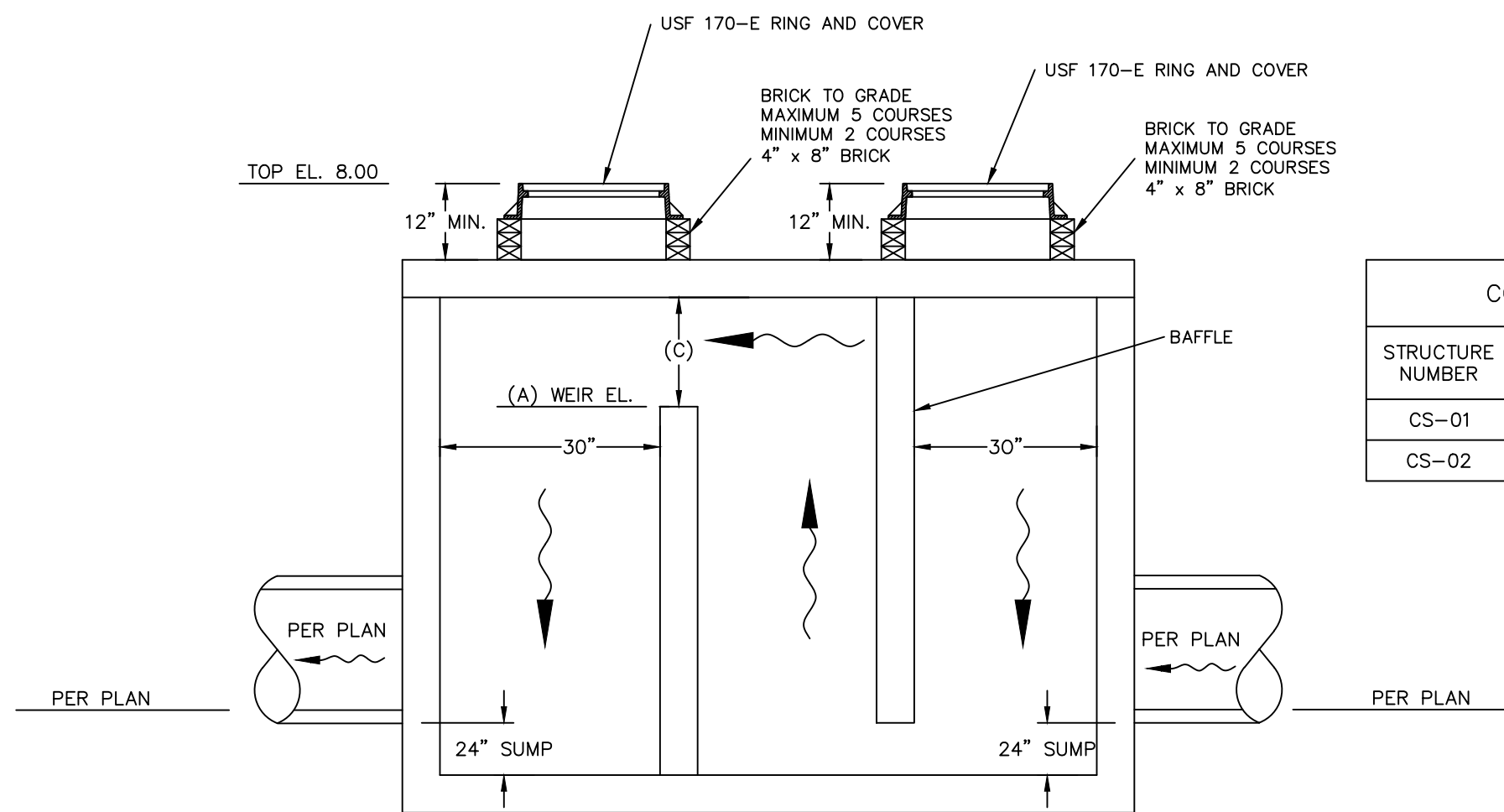
- NOTES:
1. ALUMINUM SHEET OF SAME THICKNESS (GAUGE) AS PIPE SHALL BE WELDED TO CLOSE OPENING AT THE TOP FOR THE BAFFLE OR BOTTOM FOR WEIR.
 2. NEOPRENE ADHESIVE BACKED GASKET, OR APPROVED EQUAL (1" x 2") SHALL BE INSTALLED ON THE SIDES AND TOP OF ALL BAFFLES OR BOTTOM OF WEIRS.
 3. POLLUTION RETARDANT BAFFLE OR HALF PIPE WEIR TO BE FASTENED IN PLACE WITH 3/8" x 4" STAINLESS STEEL "RED HEADS" OR APPROVED EQUAL.
 4. FIBERGLASS BAFFLES AND WEIRS ARE NOT PERMITTED. MOUNTING BRACKETS MAY BE ADDED TO FLAT BARS TO EASE INSTALLATION IN ROUND STRUCTURES. SPACING TO MATCH HOLES IN FLAT BARS.



POLLUTION RETARDANT BAFFLE (PRB) AND WEIR DETAILS
N.T.S.

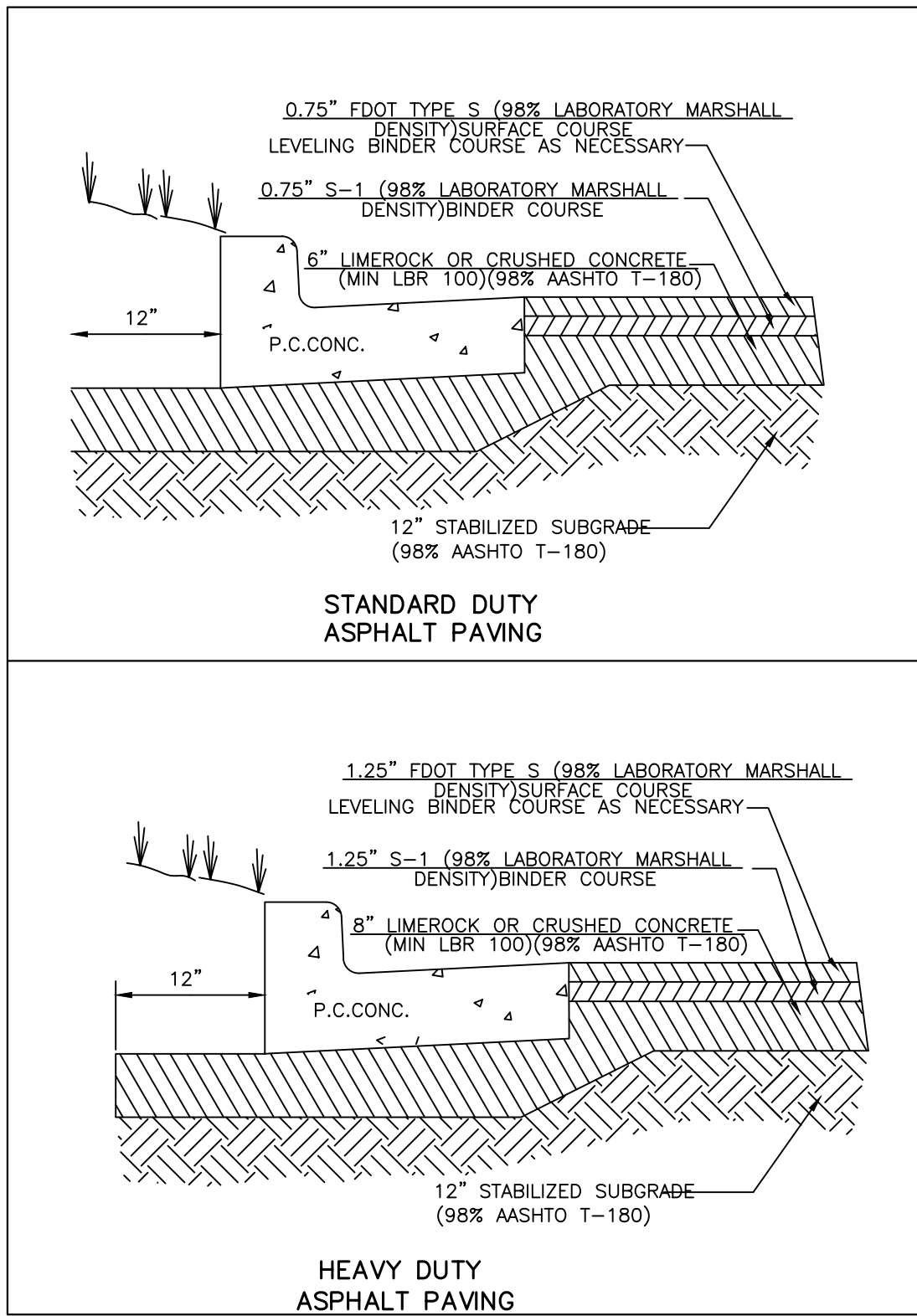


PLAN VIEW



SECTION A-A
CONTROL STRUCTURE (CS-01, CS-02)
N.T.S.

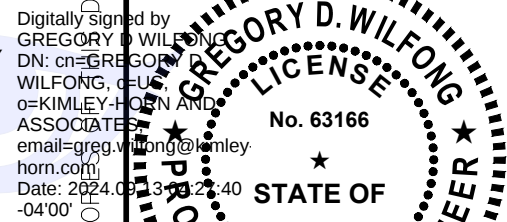
CONTROL STRUCTURE DATA			
STRUCTURE NUMBER	(A) WEIR ELEVATION	(B) WEIR SPAN (INCHES)	(C) WEIR RISE (INCHES)
CS-01	5.5000	48	12
CS-02	5.5000	48	12



STANDARD DUTY
ASPHALT PAVING

HEAVY DUTY
ASPHALT PAVING

GREGORY
D
WILFONG



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OAKWOOD SOUTH
RETAIL SHOPPING
CENTER

CITY OF HOLLYWOOD

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NO.	REVISIONS	DATE	BY

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PROJECT NO:	S420513



OAKWOOD SOUTH RETAIL SHOPPING CENTER

HOLLYWOOD, FL

SC-310 STORMTECH CHAMBER SPECIFICATIONS

- CHAMBERS SHALL BE STORMTECH SC-310.
- CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE OR POLYETHYLENE COPOLYMERS.
- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2922 (POLETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS". LOAD CONFIGURATIONS SHALL INCLUDE: 1) INSTANTANEOUS (<1 MIN) AASHTO DESIGN TRUCK LIVE LOAD ON MINIMUM COVER 2) MAXIMUM PERMANENT (75-YR) COVER LOAD AND 3) ALLOWABLE COVER WITH PARKED (1-WEEK) AASHTO DESIGN TRUCK.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
 - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE GREATER THAN OR EQUAL TO 400 LBS/FT/%. THE ASC IS DEFINED IN SECTION 6.2.8 OF ASTM F2418. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBER MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
 - THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
 - THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
 - THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2922 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
- CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.
- MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECHNICAL NOTE 6.32 FOR MANIFOLD SIZING GUIDANCE. DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
- ADS DOES NOT DESIGN OR PROVIDE MEMBRANE LINER SYSTEMS. TO MINIMIZE THE LEAKAGE POTENTIAL OF LINER SYSTEMS, THE MEMBRANE LINER SYSTEM SHOULD BE DESIGNED BY A KNOWLEDGEABLE GEOTEXTILE PROFESSIONAL AND INSTALLED BY A QUALIFIED CONTRACTOR.

IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-310 SYSTEM

- STORMTECH SC-310 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
- STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
- CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
 - STONESHOOTER LOCATED OFF THE CHAMBER BED.
 - BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
 - BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
- THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
- JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEATED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE OR RECYCLED CONCRETE; AASHTO M43 #3, 357, 4, 467, 5, 56, OR 57.
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
- THE USE OF CONSTRUCTION EQUIPMENT OVER SC-310 & SC-740 CHAMBERS IS LIMITED:
 - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
 - NO RUBBER TIRED LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
 - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/SC-800/DC-780 CONSTRUCTION GUIDE".
- FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING.

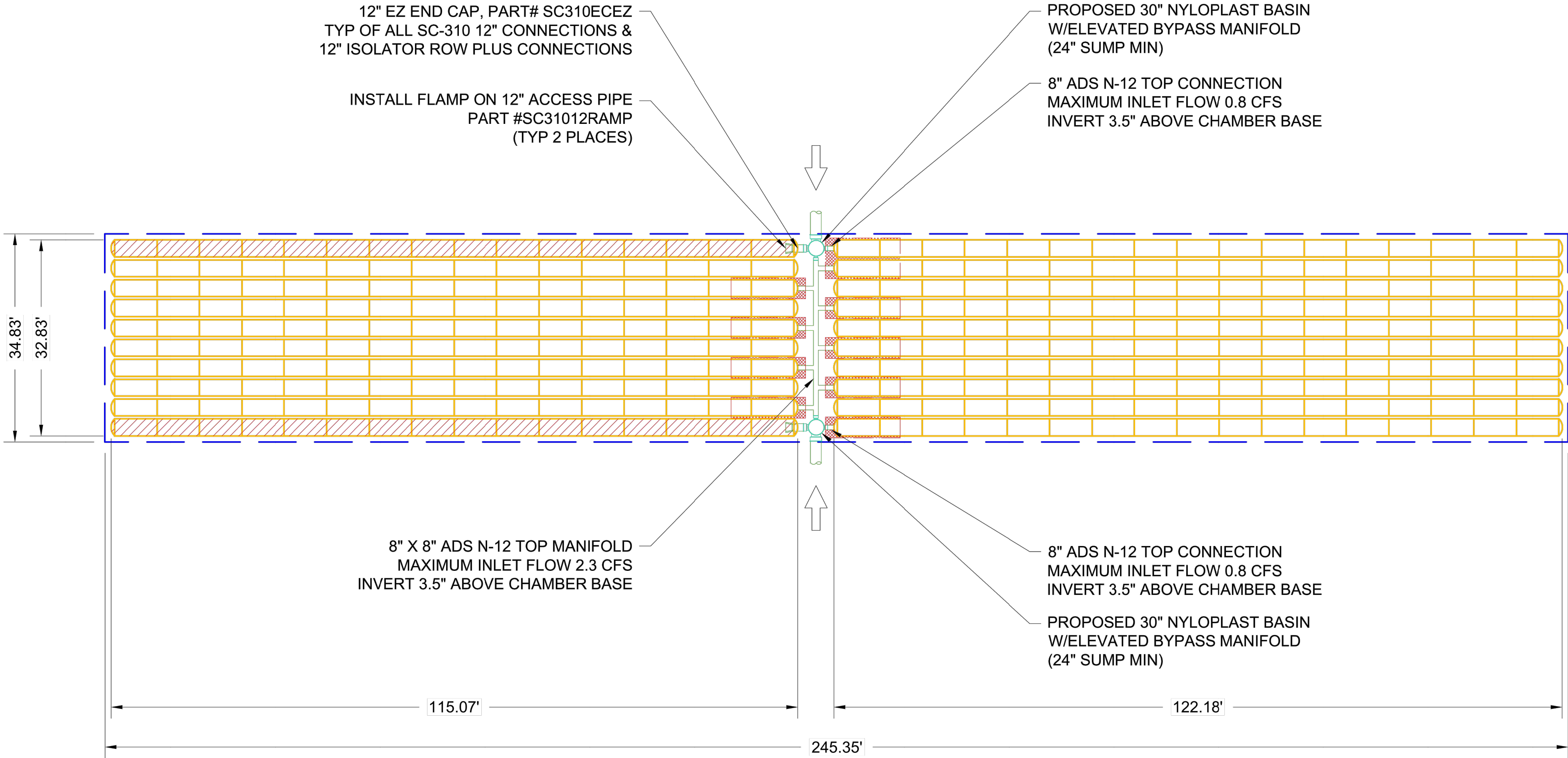
USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

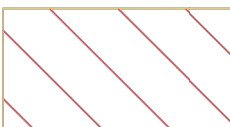
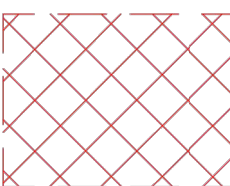
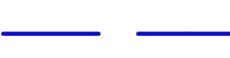
CONTACT STORMTECH AT 1-800-821-6710 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.

PROPOSED LAYOUT - BED 1	
330	STORMTECH SC-310 CHAMBERS
40	STORMTECH SC-310 END CAPS
6	STONE ABOVE (in)
6	STONE BELOW (in)
40	% STONE VOID
9,569	INSTALLED SYSTEM VOLUME (CF) ABOVE 3.50 (PERIMETER STONE INCLUDED)
8,546	SYSTEM AREA (ft²)
560	SYSTEM PERIMETER (ft)
PROPOSED ELEVATIONS - BED 1	
12.94	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED)
6.94	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (TOP OF RIGID PAVEMENT)
6.27	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT)
5.44	TOP OF STONE
4.94	TOP OF SC-310 CHAMBER
3.90	8" TOP MANIFOLD / CONNECTION INVERT
3.69	12" ISOLATOR ROW PLUS CONNECTION INVERT
3.61	BOTTOM OF SC-310 CHAMBER
3.11	BOTTOM OF STONE

TOTAL VOLUME = 46,019 CF ABOVE ELEV. 3.50

- NOTES
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.



-  ISOLATOR ROW PLUS (SEE DETAIL)
-  PLACE MINIMUM 12.5' OF ADSPLUS625 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS
-  BED LIMITS

OAKWOOD SOUTH RETAIL SHOPPING CENTER HOLLYWOOD, FL

DATE: 07/02/24 DRAWN: MPV CHECKED: ---

PROJECT #: S420513

StormTech® Chamber System

4640 TRUEEMAN BLVD HILLIARD, OH 43026

1-800-821-6710 | WWW.STORMTECH.COM

2 OF 8

SHEET

0 25' 50'

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PROPOSED LAYOUT - BED 2

934	STORMTECH SC-310 CHAMBERS
64	STORMTECH SC-310 END CAPS
6	STONE ABOVE (in)
6	STONE BELOW (in)
40	% STONE VOID
26,418	INSTALLED SYSTEM VOLUME (CF) ABOVE 3.50 (PERIMETER STONE INCLUDED)
23,332	SYSTEM AREA (ft²)
753	SYSTEM PERIMETER (ft)

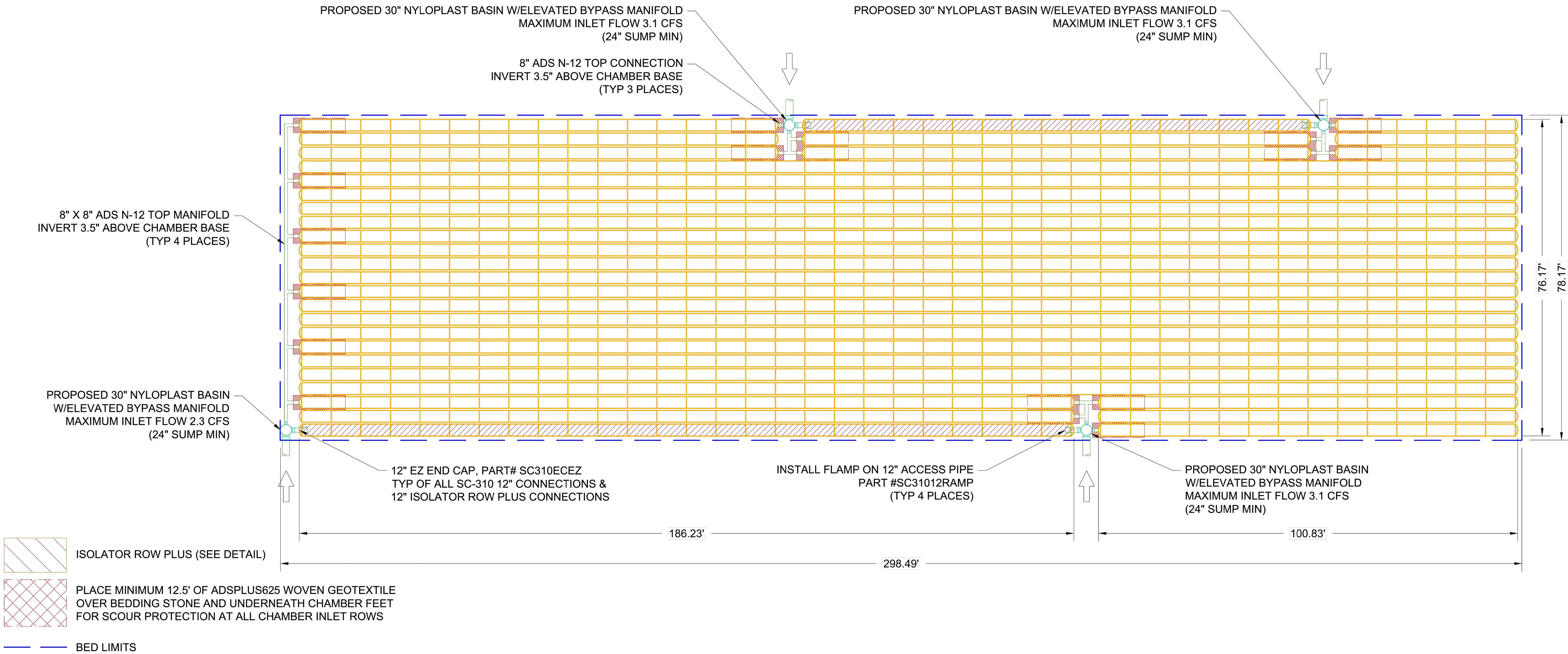
PROPOSED ELEVATIONS - BED 2

12.94	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED)
6.94	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (TOP OF RIGID PAVEMENT)
6.27	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT)
5.44	TOP OF STONE
4.94	TOP OF SC-310 CHAMBER
3.90	8" TOP MANIFOLD / CONNECTION INVERT
3.69	12" ISOLATOR ROW PLUS CONNECTION INVERT
3.61	BOTTOM OF SC-310 CHAMBER
3.11	BOTTOM OF STONE

TOTAL VOLUME = 46,019 CF ABOVE ELEV. 3.50

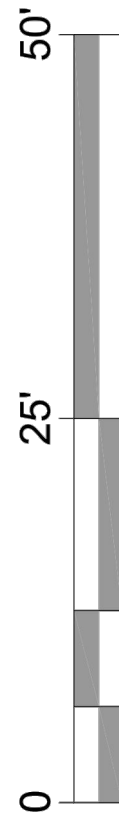
NOTES

- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.



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OAKWOOD SOUTH RETAIL
SHOPPING CENTER
HOLLYWOOD, FL

DATE: 07/02/24
PROJECT #: S420513
DRAWN: MPV
CHECKED: ---

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PROPOSED LAYOUT - BED 3

231	STORMTECH SC-310 CHAMBERS
32	STORMTECH SC-310 END CAPS
6	STONE ABOVE (in)
6	STONE BELOW (in)
40	% STONE VOID
6,746	INSTALLED SYSTEM VOLUME (CF) ABOVE 3.50 (PERIMETER STONE INCLUDED)
6,044	SYSTEM AREA (ft²)
360	SYSTEM PERIMETER (ft)

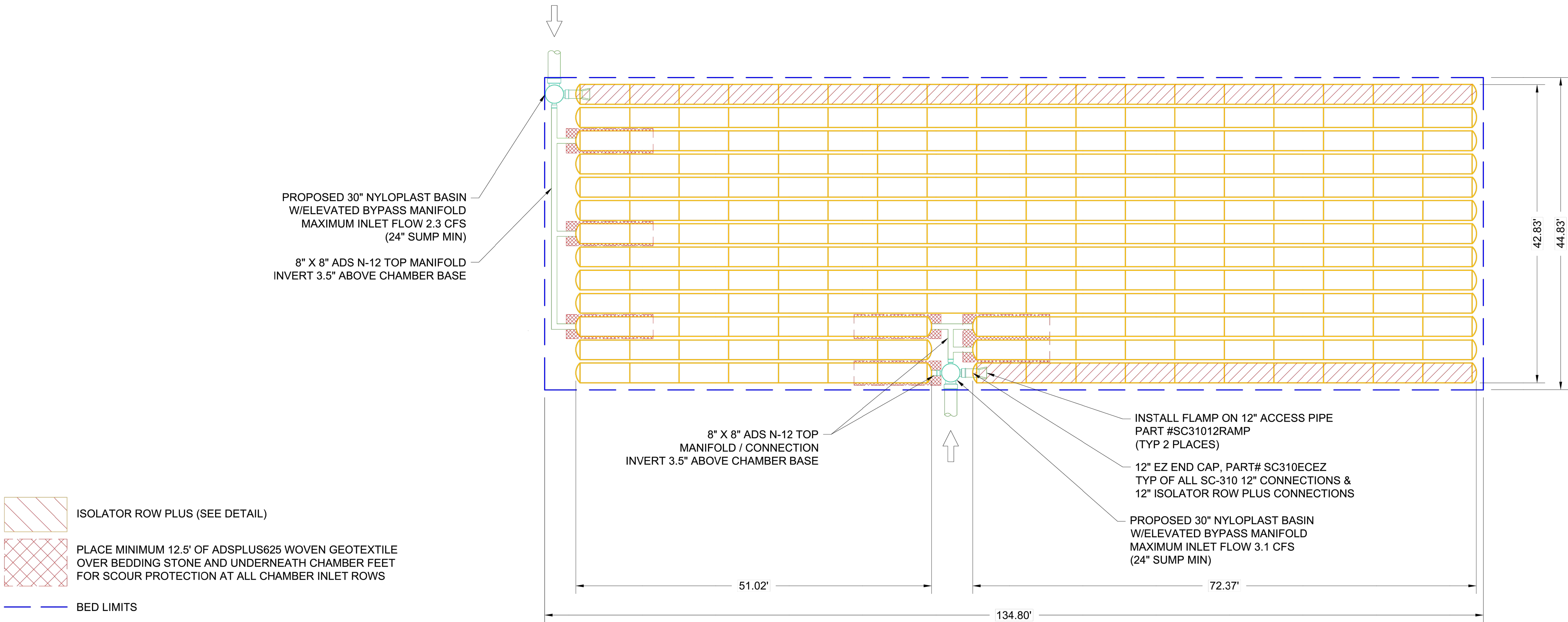
PROPOSED ELEVATIONS - BED 3

12.94	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED)
6.94	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (TOP OF RIGID PAVEMENT)
6.27	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT)
5.44	TOP OF STONE
4.94	TOP OF SC-310 CHAMBER
3.90	8" TOP MANIFOLD / CONNECTION INVERT
3.69	12" ISOLATOR ROW PLUS CONNECTION INVERT
3.61	BOTTOM OF SC-310 CHAMBER
3.11	BOTTOM OF STONE

TOTAL VOLUME = 46,019 CF ABOVE ELEV. 3.50

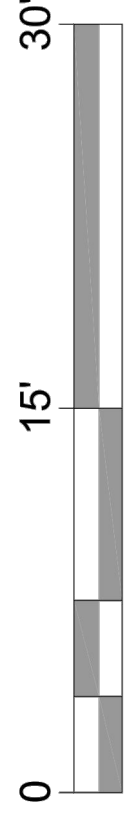
NOTES

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OAKWOOD SOUTH RETAIL
SHOPPING CENTER
HOLLYWOOD, FL

DATE: 07/02/24
PROJECT #: S420513

MPV
DRAWN: MPV
CHECKED: ---

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PROPOSED LAYOUT - BED 4

110	STORMTECH SC-310 CHAMBERS
20	STORMTECH SC-310 END CAPS
6	STONE ABOVE (in)
6	STONE BELOW (in)
40	% STONE VOID
3,286	INSTALLED SYSTEM VOLUME (CF) ABOVE 3.50 (PERIMETER STONE INCLUDED)
2,973	SYSTEM AREA (ft²)
240	SYSTEM PERIMETER (ft)

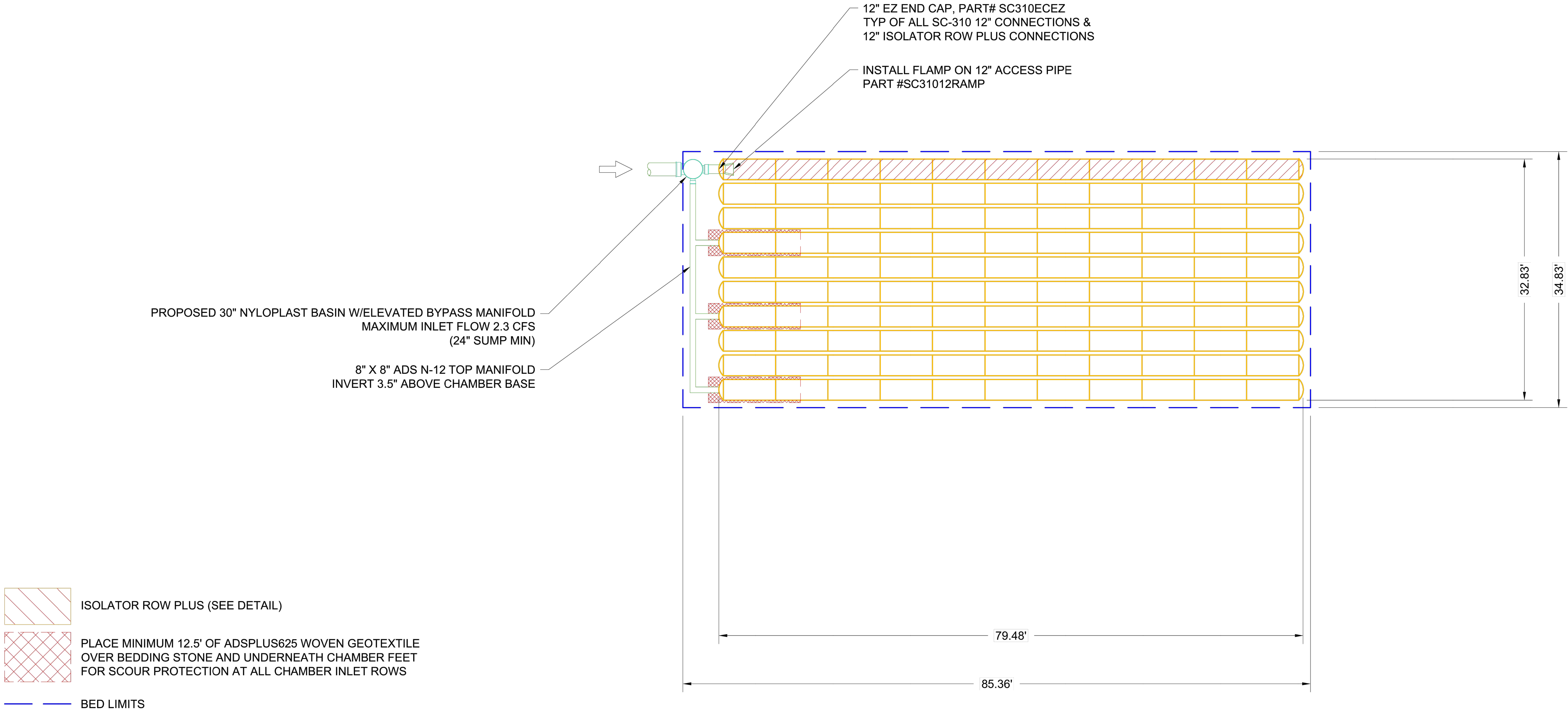
PROPOSED ELEVATIONS - BED 4

12.94	MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED)
6.94	MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC)
6.44	MINIMUM ALLOWABLE GRADE (TOP OF RIGID PAVEMENT)
6.27	MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT)
5.44	TOP OF STONE
4.94	TOP OF SC-310 CHAMBER
3.90	8" TOP MANIFOLD INVERT
3.69	12" ISOLATOR ROW PLUS CONNECTION INVERT
3.61	BOTTOM OF SC-310 CHAMBER
3.11	BOTTOM OF STONE

TOTAL VOLUME = 46,019 CF ABOVE ELEV. 3.50

NOTES

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0 15' 30'

5 SHEET
OF 8

OAKWOOD SOUTH RETAIL
SHOPPING CENTER
HOLLYWOOD, FL

DATE: 07/02/24 DRAWN: MPV
PROJECT #: S420513 CHECKED: ---

08/30/24 DHC --
08/28/24 DHC --
DATE DRWN CHKD

REVIS/SED SYSTEM LAYOUTS
INCREASED VOLUME

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