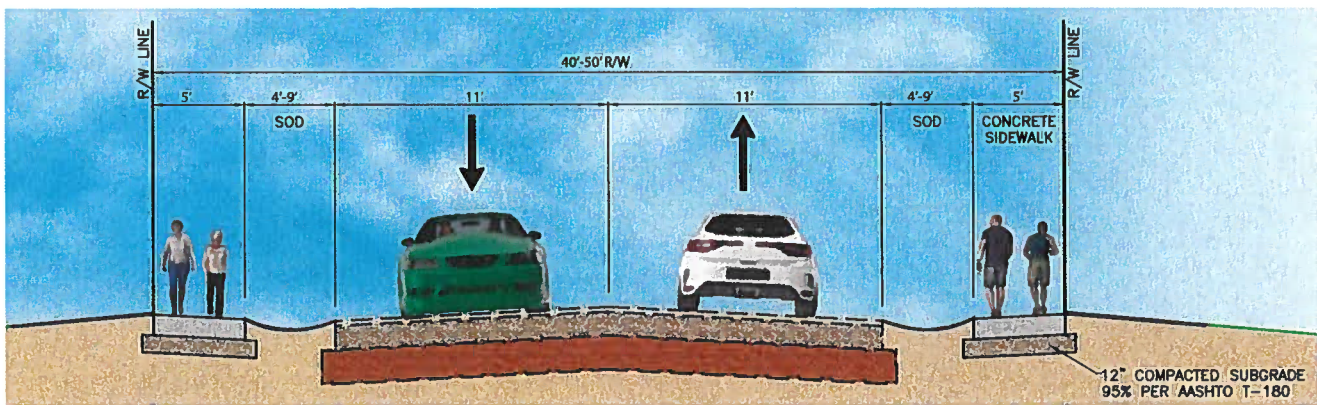


utility poles is feasible and will enhance constructability while maintaining ADA compliance and continuity of the pedestrian network. Where right-of-way (ROW) is limited, mitigation measures such as root barriers, selective pruning, or tree trimming will be employed. In particularly constrained corridors such as those found in the Gracewood neighborhood, where ROW widths range from feet at streets, a single sided sidewalk design may be implemented as a cost effective and practical solution. This approach reduces construction impacts, particularly in areas with extensive harmonization needs or decorative private features, while maintaining safe pedestrian access.

All sidewalk segments will maintain a minimum back of sidewalk elevation of 0.1 feet above the roadway crown to ensure positive drainage, in accordance with City of Hollywood standards. In areas with excessive longitudinal slope, ramping and grading transitions will be designed to meet PROWAG slope tolerances, ensuring ADA compliance. Driveway crossings will be engineered for smooth transitions and structural integrity. Where sidewalks are constructed on only one side of the roadway, the design will include appropriate pedestrian crossings, ADA compliant curb ramps, and signage to guide safe and accessible movement across the corridor.



In accordance with City of Hollywood engineering standards, the minimum required sidewalk thickness is 4 inches in standard pedestrian areas, and 6 inches at locations subject to vehicular loading, such as residential and commercial driveways and ADA ramps. Given the high concentration of driveways

throughout the project corridor, it is recommended that the proposed sidewalk be constructed with a uniform thickness of 6 inches. This approach will ensure structural durability, accommodate anticipated loading conditions, and reduce the need for frequent transitions in sidewalk depth. This design complies with Broward County standards for sidewalk construction. Consistent with FDOT requirements a Modified Special Provision (MSP) will be developed to modify the standard FDOT specification to provide 3000 psi concrete instead of standard 2500 psi concrete consistent with the City of Hollywood and Broward County Standards for concrete sidewalks. **See modified special provision request sheet to the left.**

It is likely that this project will be federally funded and as such will have limited funding. We will prioritize the work by performing a block-by-block evaluation that will be used to generate a table displaying new sidewalks and severity of needed rehabilitation with cost estimates.

**MODIFIED SPECIAL PROVISION APPROVAL SHEET**  
(REV. 11/14)

Date: June 14, 2017 District: 3 Type: Project Specific  
 Drawing Number: October 23, 2017 FPOD Number: 61407-1-1-01  
 Requested by: Karen Lamm Cells & Photos: 614-217-5101

Specific item being modified: Article 141.4 Part 4 Standard Concrete - Class XX, Sidewalk and Driveway

Approved Provisions: 614.2.1.1a Concrete Sidewalk and Driveway

Expected Cost Impact to this project: None  
 \* Give an estimate of dollar amount (added cost or cost savings) to the project if the Modified Special Provision is used in lieu of the corresponding standard specification/ specification.

Project Description: Highway and Sidewalk Rehabilitation

Background: FDOT Standard Specifications Article 141.4 specifies 2500 psi concrete sidewalk. Broward County Standard Section 141.4.1 and 141.4.2 specifies 3000 psi and 3000 psi for sidewalk and driveway concrete within Broward County. FDOT has agreed to allow a concrete specification of 3000 psi concrete.

\* Name and PE Number of PE signing and sealing the Modified Special Provision request  
 \* Project Specific Modified Provision to the Standard Specification or Additional Specification used for signed and sealed by the Professional Engineer responsible for the Special Provision request under the following conditions and type as the Project File contained in the Database

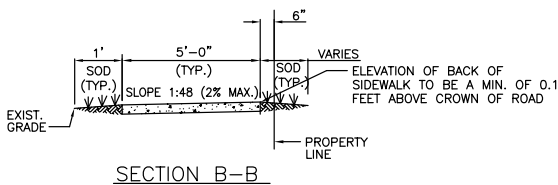
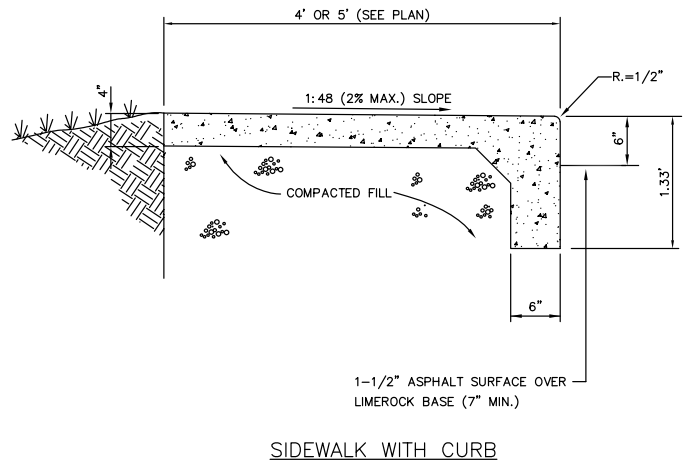
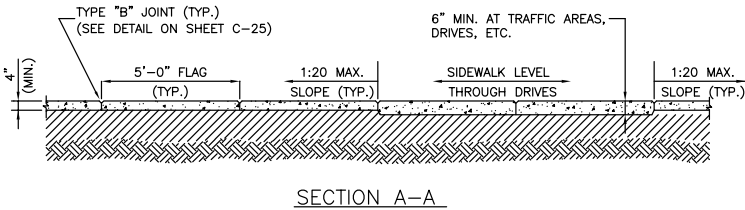
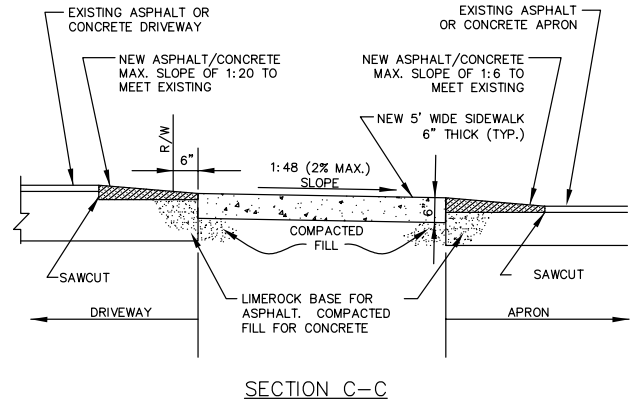
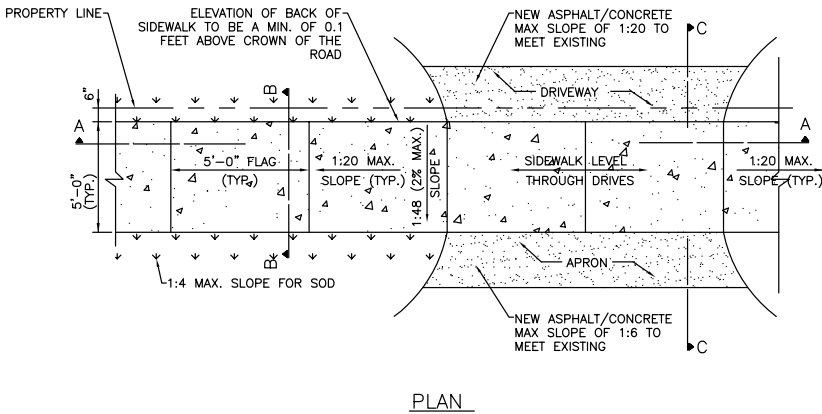
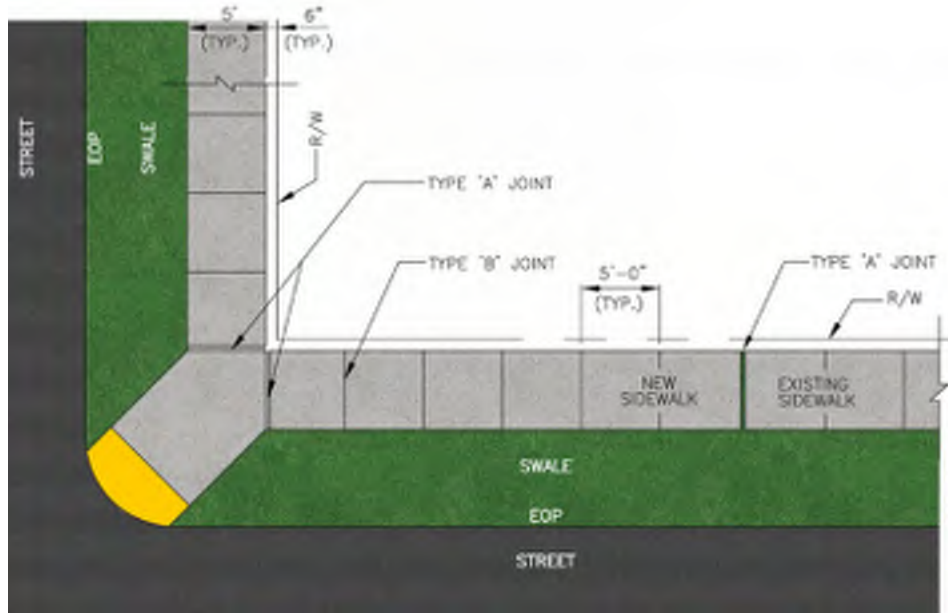
PE Name: Adrienne Cohen PE Number: 13423

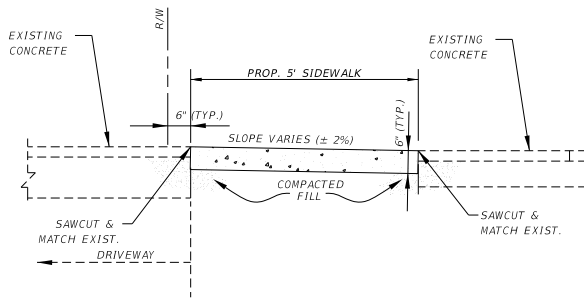
I hereby certify that this Modified Special Provision request was prepared under my responsible charge and that it has been reviewed in accordance with provisions adopted and implemented by the Florida Department of Transportation.

The official record of this Special Provision has been electronically signed and sealed using a Digital Signature as required by 616.10-21.004 F.A.C. Printed copies of this document are not considered signed and sealed and the signature used for sealing on any electronic copy.

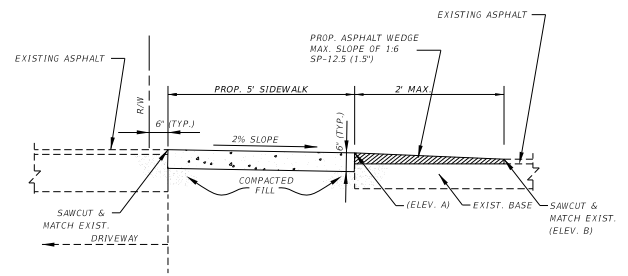
Professional Engineer: Adrienne Cohen  
 Date: June 14, 2017  
 File Number: 614217-1-1-01  
 Firm Name: HBC Engineering Company  
 Firm Address: 11333 SW 11th Street, Suite 201  
 City/State/Zip code: Miami, Florida 33186  
 Certificate of Authorization: 21024  
 Page: 1

# Sidewalk Details

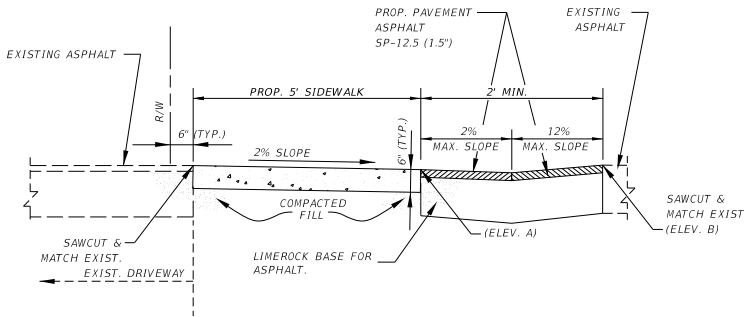




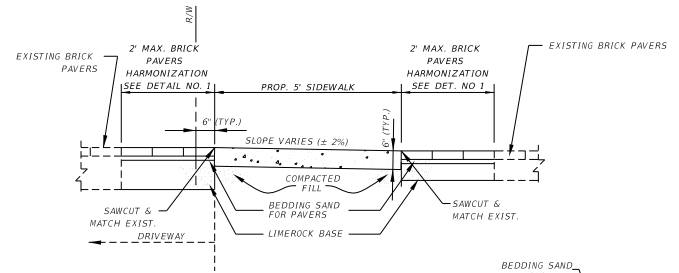
**SECTION A - A  
AT CONCRETE DRIVEWAY  
CONDITION NO. 4  
N.T.S.**



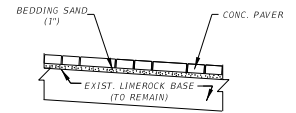
**SECTION A - A  
AT ASPHALT DRIVEWAY  
CONDITION NO. 2, ELEV. A > ELEV. B  
N.T.S.**



**SECTION A - A  
AT DRIVEWAY PAVEMENT RECONSTRUCTION  
CONDITION NO. 1, ELEV. A < ELEV. B  
N.T.S.**



**SECTION A - A  
AT BRICK DRIVEWAY  
CONDITION NO. 3  
N.T.S.**



**1 BRICK PAVERS RECONSTRUCTION DETAIL  
N.T.S.**



This project is ideal for Simplified Measures and Resourceful Techniques (SMART) approach to design. HBC has used such techniques in previous projects like the Broward County Hollywood Gardens Sidewalk and Hammocks Signage Project where verbal descriptions, tables and simple plan views were used to illustrate in an abbreviated manner the scope of the work.

This project is funded through the FDOT LAP program with FM 449717-1 and as such we will comply with the preliminary engineering and design requirements of Chapter 17 of the FDOT LAP Manual to establish design criteria. [See the table below.](#)

<b>PROJECT CLASSIFICATIONS</b>	<b>DESIGN CRITERIA AND STANDARDS</b>	<b>SPECIFICATIONS</b>	<b>MATERIALS TESTING</b>	<b>QUALIFICATIONS</b>
<b>Class C</b>  <i>Off the SHS and NHS and includes structural components:</i> <ul style="list-style-type: none"> <li>• a vehicular bridge</li> <li>• pedestrian bridge over a roadway</li> <li>• box culvert meeting the definition of a bridge as stated in 23 CFR 650.305</li> </ul>	<i>1) For structures components, use the FDOT Design Manual, FDOT Structures Manual and FDOT Standard Plans</i>  <i>2) For all other components, use the Florida Green Book</i>	<i>1) For the structures components, FDOT Standard Specifications</i>  <i>2) For all other components, LAP Big 3 or approved Local Agency Specs</i>	<i>1) For structures components, use the Samples Testing and Reporting Guide and FDOT Materials Manual</i>  <i>2) For all other components, use Local Agency Materials testing Process</i>	<i>FDOT Prequalified consultants and contractors</i>

## Responsibility for Sidewalk and Right-of-Way Maintenance

In accordance with the City of Hollywood Code of Ordinances (155.30), property owners are responsible for the maintenance of the public right-of-way adjacent to their property, including the swale, sidewalk, and curb, extending to the crown of the road.

In alignment with the City’s commitment to maintaining a safe, accessible, and well-maintained pedestrian infrastructure, it is essential to coordinate closely with property owners and provide timely notifications regarding upcoming sidewalk construction or maintenance activities. Proactive communication ensures that residents are fully informed of planned work and understand their responsibilities as outlined in applicable local ordinances. This collaborative approach promotes transparency, encourages community cooperation, and helps streamline project execution while minimizing disruptions.

### Parking Issues for the Approach Section of the Proposal

In the Gracewood neighborhood of the City of Hollywood, residential streets are two-lane, two-way local roads characterized by a sodded swale between the pavement edge and sidewalk or private property lines. Currently, some homeowners utilize the unpaved area between their property and the public right-of-way; specifically, the sodded swale for informal parking, especially in segments where sidewalks do not exist.

The proposed sidewalk improvement project introduces continuous ADA compliant sidewalks within the swale area to enhance pedestrian mobility and safety.

This design will significantly affect existing parking practices in several ways:

#### Loss of Informal Onswale Parking

Homeowners who currently park vehicles between the sodded swale and their homes may lose that space due to the placement of new sidewalks.

### Right-of-way Constraints and Property Impacts

The introduction of sidewalks may necessitate reconfiguration of driveways and landscaping specifically in narrow ROW corridors. In some cases, this may require coordination with property owners to remove or modify elements such as planter boxes, irrigation features, and parking surfaces that encroach into the proposed sidewalk zone.

### Community Coordination and Mitigation

To address these impacts, HBC will implement a proactive outreach strategy, including individual property owner meetings and notification letters, to discuss design implications and consider mitigation options such as minor grading, harmonization of driveway widths, or pursuit of license agreements where feasible.

### Alternative Solutions in Constrained Areas

In particularly tight corridors, such as those with narrow right-of-way or high parking demand, the design team may recommend single sided sidewalk installation to preserve partial parking access while maintaining compliance with ADA and City of Hollywood standards.

Ultimately, while the sidewalk enhancements serve the long-term goal of improving neighborhood walkability and safety, they will require careful coordination to address short term parking losses and homeowner concerns. A balance between public infrastructure needs and private usage patterns will be achieved through field informed design adjustments.

## Signing & Pavement Markings



As part of our comprehensive design approach, the HBC Team will assess and implement all necessary modifications to signing and pavement markings to support the new ADA compliant sidewalk network throughout the neighborhoods. A detailed field review will identify locations where existing crosswalk striping must be fully replaced to align with proposed pedestrian ramps and enhance visibility for all users. Where existing stop signs conflict with the proposed sidewalk alignment, the signs will be either relocated or replaced to preserve proper positioning relative to pedestrian crossings and ensure uninterrupted sight distance. All signage improvements will comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD) and the FDOT Traffic Engineering Manual (TEM), ensuring that placement, height, reflectivity, and visibility meet state and federal safety standards. For unsignalized (stop-controlled) intersections, our team recognizes that Broward County is responsible for striping maintenance on City roadways. As such, the upgrade of all signing and marking plans will adhere to Broward County sidewalk layout criteria and marking standards. Where new sidewalk crossings and ADA ramps are introduced, stop bars will be relocated to locations behind ramp landings and crosswalk alignments, consistent with ADA guidelines and MUTCD requirements. This will ensure safe and unobstructed pedestrian travel while maintaining effective vehicular control at intersections.