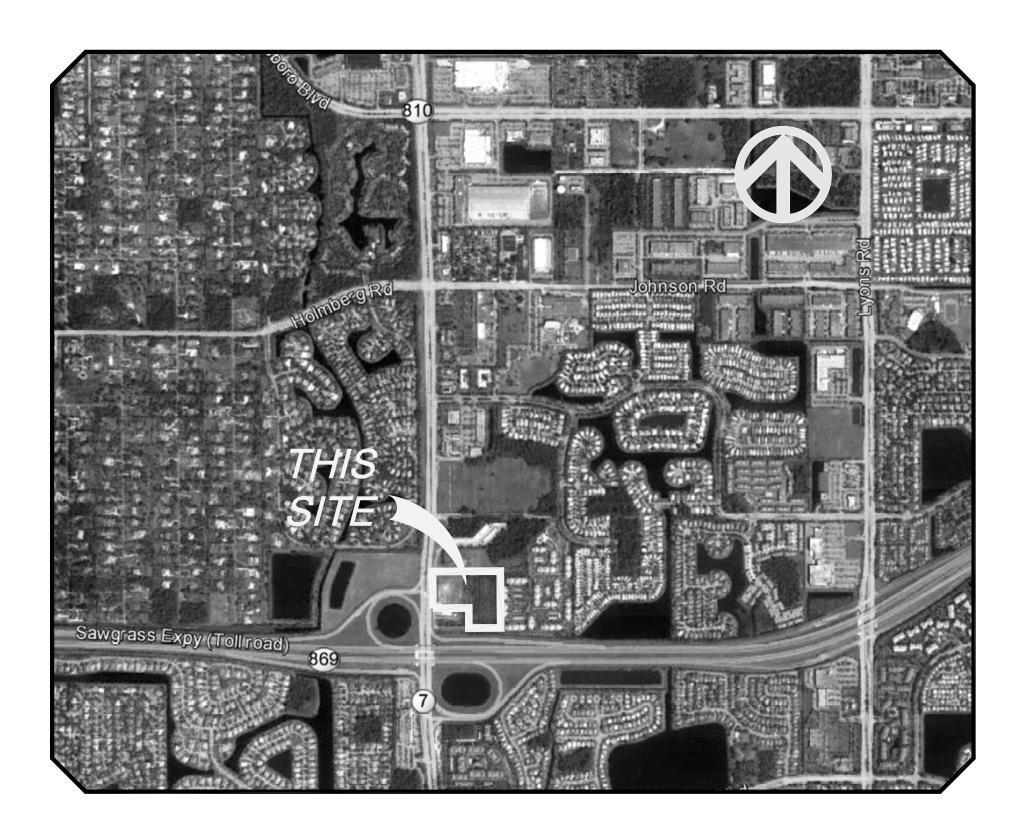
COCONUT CREEK HOTEL City of Coconut Creek, Broward County, Florida

ENGINEER:

SUN-TECH ENGINEERING, INC. 1600 W. OAKLAND PARK BLVD. FORT LAUDERDALE, FL 33311

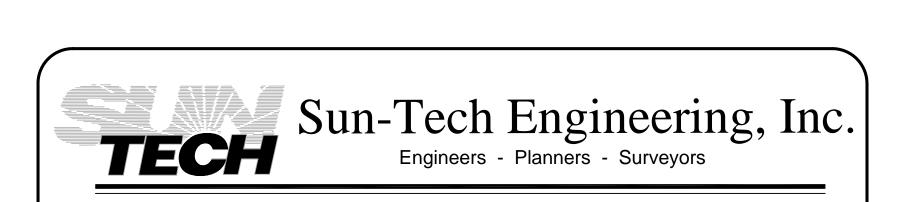
ARCHITECT:

ANDERSON ARCHITECTURE, INC. 399 CAMINO GARDENS BLVD., SUITE 202 BOCA RATON, FL 33432



SECTION 7, TOWNSHIP 48 SOUTH, RANGE 42 EAST LOCATION MAP

N.T.S.



Certificate of Auth. # 7097

Phone (954)777-3123

Fax (954)777-3114

1600 West Oakland Park Boulevard

Ft. Lauderdale, FL 33311

www.suntecheng.com

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LAYOUT: [COV]

TITLE

SHEET NO.

COVER SHEET

N1 GENERAL NOTES

C1 - C4 PAVING & DRAINAGE PLANS

C5 - C11 PAVING & DRAINAGE DETAILS

C12 - C14 PAVEMENT MARKING & SIGNAGE PLANS

C15 - C17 WATER AND SEWER PLANS

C18 SEWER PROFILES

C19 - C22 WATER & SEWER DETAILS

C23 - C26 STORMWATER POLLUTION PREVENTION PLAN

LEGAL DESCRIPTION:

PARCEL 1
THE NORTH 380 FEET OF TRACT 13, BLOCK 86, LESS AND EXCEPT THE EAST 330 FEET AND LESS AND EXCEPT THE WEST 50 FEET THEREOF, OF THE PALM BEACH FARMS COMPANY PLAT NO. 3, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 45 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

AND,

PARCEL 2

THE EAST 330 FEET OF TRACT 13, BLOCK 86, LESS AND EXCEPT THE SOUTH 70 FEET THEREOF, OF THE PALM BEACH FARMS COMPANY PLAT NO. 3, ACCORDING TO THE PLATTHEREOF RECORDED IN PLAT BOOK 2, PAGE 45 OF THE PUBLIC RECORDS OF PALM BEACH COUNTY, FLORIDA, SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY,

ALSO KNOWN AS:

PARCELS A AND L-1, GROVE PARC PLAT, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 178, PAGE 149 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.



- CLEARING AND FILLING.
- STORM DRAINAGE SYSTEM LAMPING.
- SUBGRADE (PROCTORS AND DENSITY TESTS SHALL BE APPROVED PRIOR TO THE PLACEMENT OF LIMEROCK).
- LIMEROCK BASE (PROCTORS AND DENSITY TESTS AND AS-BUILTS MUST BE SUBMITTED WITH A CERTIFIED LETTER FROM THE ENGINEER OF RECORD INDICATING THEY CONFORM WITH THE APPROVED PLAN PRIOR TO THE PLACEMENT OF ASPHALT.
- ASPHALTIC CONCRETE.
- FINAL. THE CONTRACTOR SHALL CONTACT THE ABOVE AGENCIES FOR INSPECTIONS
- PRESSURE TESTING FILLING / PIGGING / FLUSHING
- TIE-INS/DISINFECTION/SWABBING/VISUAL/BACTERIOLOGICAL SAMPLES B. WASTEWATER:
- PRESSURE TESTING/FLUSHING MANHOLF PAINTING
- LIFT STATION START-UPS SUBGRADE INSPECTIONS
- DENSITIES
- BASEROCK INSPECTIONS
- D. STORM SEWER:
- LAMPING STRUCTURE INSPECTIONS PRELIMINARY/FINAL

WATER AND SEWER SEPARATION NOTES:

SANITARY SEWERS AND FORCE MAINS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. SANITARY SEWERS AND FORCE MAINS CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE INVERT

WHERE SANITARY SEWERS & GRAVITY SEWERS MUST CROSS A WATER MAIN WITH LESS THAN 18 INCHES VERTICAL DISTANCE, THE GRAVITY SEWER SHALL BE DUCTILE IRON PIPE (DIP) AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) THE CROSSING. SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN ANY TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED. A MINIMUM VERTICAL CLEARANCE OF 12 INCHES MUST BE MAINTAINED AT ALL CROSSINGS. MAINTAIN 18" VERTICAL SEPARATION BETWEEN WATER AND FORCE MAIN.

ALL CROSSING SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND THE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING).

WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE WITH LESS THAN 18 INCHES VERTICAL CLEARANCE, THE NEW PIPE SHALL BE ARRANGED TO MEET THE CROSSING REQUIREMENTS ABOVE. A MINIMUM 10 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.

ALL DIP SHALL BE CLASS 51 OR HIGHER. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN. WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 18" IN PARALLEL INSTALLATION, THE WATER MAINS SHALL BE CONSTRUCTED OF D.I.P. AND THE GRAVITY SEWER SHALL BE CONSTRUCTED OF PVC SDR-26 OR C-900 WITH A MINIMUM VERTICAL

WATER NOTES:

ALL WORKMANSHIP AND MATERIAL SHALL CONFORM TO STANDARDS OF THE CITY OF COCONUT CREEK. NO PHYSICAL CONNECTION OF NEW WATER MAINS TO ACTIVATE WATER MAINS SHALL BE MADE UNTIL SUCH TIME THAT THE NEW MAINS ARE CONFIRMED TO BE BACTERIOLOGICALLY SAFE AND THE HEALTH DEPARTMENT RELEASE HAS BEEN OBTAINED TEMPORARY CONNECTIONS OF NEW MAINS TO ACTIVE MAINS FOR THE PURPOSE OF FILLING AND FLUSHING SHALL BE MADE BY A METHOD DEEMED ACCEPTABLE TO THE CITY OF COCONUT CREEK

ALL WATER MAINS SHALL BE DESIGNED FOR A MINIMUM WORKING PRESSURE OF 150 PSI AND HAVE COMPRESSION TYPE BELL AND SPIGOT JOINTS. THE WATER SYSTEM SHALL BE HYDROSTATICALLY PRESSURE TESTED AND DISINFECTED PER AWWA/ANSI C651/05 AND TESTED FOR A PERIOD OF 2 HOURS AT NOT LESS THAN

150 PSI IN ACCORDANCE WITH ANSI/AWWA STANDARD C600-05 WITH AN ALLOWABLE LEAKAGE AS DETERMINED BY THE FOLLOWING FORMULA: L=SD(P)^{0.5} AWWA C600-05

- L = ALLOWABLE LEAKAGE IN GALLONS/HOUR S = PIPE LENGTH IN FEET D = NOMINAL DIAMETER OF PIPE IN INCHES

P = AVERAGE TEST PRESSURE IN PSI

TEST PRESSURE SHALL NOT VARY MORE THAN 5 P.S.I. THROUGHOUT THE TEST. REPUMPING OF LINE DURING PRESSURE TEST IS NOT ALLOWED. IF RESTRAINT JOINT PIPE IS SPECIFIED ON THE PLANS IT SHALL BE INSTALLED TO MEET THE REQUIREMENTS OF THE PIPE MANUFACTURER AND THE CITY OF COCONUT CREEK. MAXIMUM TEST LENGTH SHALL BE LESS THAN OR EQUAL TO 2000 FT. REPUMPING OF LINE DURING PRESSURE

ALL PIPE SHALL BE SUITABLE FOR USE AS A PRESSURE CONDUIT. PROVISIONS MUST BE MADE FOR EXPANSION AND CONTRACTION AT EACH JOINT WITH AN ELASTOMERIC RING. THE BELL SHALL CONSIST OF AN INTEGRAL WALL SECTION WITH AN ELASTOMERIC RING WHICH MEETS THE REQUIREMENTS OF ASTM F-477 STANDARD SPECIFICATIONS FOR ELASTOMERIC SEALS (GASKETS FOR JOINTING PLASTIC PIPE). THE WALL THICKNESS IN THE BELL SECTION SHALL CONFORM TO THE REQUIREMENTS OF ASTM D-3139. DIP PIPE SHALL BE DELIVERED TO THE JOB SITE FROM THE FACTORY AND STORED AT THE JOB SITE IN PALLATIZED UNITS OR BUNDLES TO PREVENT UNNECESSARY DEFLECTION PRIOR TO INSTALLATION. EACH PALLATIZED UNIT SHALL BE SIZED TO LIMIT THE STACKING OF PIPE TO NOT MORE THAN SIXTY (60) INCHES HIGH OR AS APPROVED BY THE ENGINEER.

CARE SHALL BE TAKEN DURING THE TRANSPORTING OF THE PIPE TO INSURE THAT THE BINDING AND TIE DOWN METHODS DO NOT DAMAGE OR DEFLECT THE PIPE IN ANY , MANNER. PIPE BENT, DEFLECTED, OR OTHERWISE DAMAGED DURING SHIPPING WILL BE

D.I.P. MAINS SHALL BE LAID WITH 30" CLEAR COVER.

FITTINGS SHALL BE MECHANICAL JOINT DUCTILE IRON PRESSURE CLASS 350 OR THICKNESS CLASS 51THROUGH 12" AND CLASS 350 IN SIZES 16" AND LARGER. ALL FITTINGS SHALL BE CEMENT LINED AND SEALED THE SAME AS PIPE IN ACCORDANCE WITH AWWA/ANSI C110/A-21-10-03.

ALL WATER MAINS SHALL HAVE CONTINUOUS DETECTOR TAPE 18 INCHES BELOW FINAL SHALL BE ATTACHED TO ALL PVC WATER MAIN TO FACILITATE FUTURE LOCATION. AN EXTRA 4 FEET OF WIRE SHALL BE PROVIDED AT ALL BLOWOFFS AND FIRE HYDRANTS. ETC. THE WIRES SHALL BE LAID CLEAR OF VALVES. THE WIRES SHALL BE TESTED FOR CONDUCTIVITY AT THE PRESSURE TEST.

DUCTILE IRON PIPE (DIP): SHALL CONFORM TO ANSI/AWWA C151/A21.51-02. MINIMUM THICKNESS CLASS SHALL BE CLASS 51 DUCTILE IRON. PUSH-ON JOINTS SHALL CONFORM TO ANSI/AWWA C111/A21.11-00. GASKETS SHALL BE NEOPRENE. THE LINING SHALL BE CEMENT MORTAR CONFORMING TO ANSI/AWWAC104/A21.4-03 AND OUTSIDE COATING OF EITHER COAL TAR EPOXY OR ASPHALT SHALL BE APPLIED. POLYETHYLENE WRAP SHALL BE INSTALLED WHERE REQUIRED. ALL WATER MAINS 12" OR ABOVE MUST

ALL WATER MAINS SHALL BE BEDDED AND BACKFILLED PER STANDARD TRENCH DETAIL. D.I.P. NOT TO BE DEFLECTED MORE THAN ONE—HALF OF MANUFACTURER'S , RECOMMENDATION. BACTERIOLOGICAL TESTING SHALL BE IN ACCORDANCE WITH AWWA C-651-05.

MAXIMUM DISTANCE BETWEEN SAMPLING POINTS SHALL BE AS FOLLOWS: TRANSMISSION MAINS: EVERY 1200 FT. BRANCH MAINS: EVERY 1000 FT ISOLATED MAINS: LESS THAN 1000 FT: 2 SAMPLE POINTS GREATER THAN 1000 FT.:

POLYETHYLENE ENCASEMENT/WRAP SHALL BE INSTALLED ON ALL IRON PIPES INCLUDING VALVES, FITTINGS, SLEEVES, HYDRANTS, ETC. POLYWRAP SHALL BE INSTALLED IN ACCORDANCE WITH THE MINIMUM ANSI/AWWA C105/A21.5-05 STANDARDS. DUCTILE IRON WATER MAIN SEALCOAT SHALL BE COAL TAR EPOXY OR ASPHALT. JOINTS SHALL BE PUSH-ON DUCTILE IRON AND RESTRAINED USING TR-FLEX U.S. PIPE

- OR FLEX RING BY AMERICAN PIPE. CITY TO BE ADVISED IN WRITING AT LEAST 48 HOURS PRIOR TO THE FOLLOWING: WFT CONNECTIONS PRESSURE TESTS
- FILLING/FLUSHING CHI ORINATION BACTERIOLOGICAL SAMPLES

3 SAMPLE POINTS.

PIPE MARKINGS:

ALL PIPE AND PIPE FITTINGS INSTALLED UNDER THIS PROJECT WILL BE COLOR CODED OR MARKED IN ACCORDANCE WITH SUBPARAGRAPH 62-555.320(21)(B)3, F.A.C., USING BLUE AS A PREDOMINANT COLOR. (UNDERGROUND PLASTIC PIPE WILL BE SOLID-WALL BLUE PIPE, WILL HAVE A CO-EXTRUDED BLUE EXTERNAL SKIN, OR WILL BE WHITE OR BLACK PIPE WITH BLUE STRIPES INCORPORATED INTO, OR APPLIED TO, THE PIPE WALL; AND UNDERGROUND METAL OR CONCRETE PIPE WILL HAVE BLUE STRIPES APPLIED TO THE PIPE WALL. PIPE STRIPED DURING MANUFACTURING OF THE PIPE WILL HAVE CONTINUOUS STRIPES THAT RUN PARALLEL TO THE AXIS OF THE PIPE, THAT ARE LOCATED AT NO GREATER THAN 90-DEGREE INTERVALS AROUND THE PIPE. AND THAT ILL REMAIN INTACT DURING AND AFTER INSTALLATION OF THE PIPE. IF TAPE OR PAINT S USED TO STRIPE PIPE DURING INSTALLATION OF THE PIPE. THE TAPE OR PAINT WILL IS USED TO STRIPE PIPE DURING INSTALLATION OF THE PIPE, THE TAPE OR PAINT WILL BE APPLIED IN A CONTINUOUS LINE THAT RUNS PARALLEL TO THE AXIS OF THE PIPE AND THAT IS LOCATED ALONG THE TOP OF THE PIPE; FOR PIPE WITH AN INTERNAL DIAMETER OF 24 INCHES OR GREATER, TAPE OR PAINT WILL BE APPLIED IN CONTINUOUS LINES ALONG EACH SIDE OF THE PIPE AS WELL AS ALONG THE TOP OF THE PIPE. ABOVEGROUND PIPE WILL BE PAINTED BLUE OR WILL BE COLOR CODED OR MARKED LIKE UNDERGROUND PIPE.)

FIRE HYDRANTS:

ALL FIRE HYDRANTS SHALL COMPLY WITH AWWA/ANSI STANDARD C502-05 AND THE FOLLOWING DESIGN STANDARDS: THE WATER DISTRIBUTION MAINS AND FIRE HYDRANTS SHALL BE INSTALLED, ACCEPTED,

COMPLETED AND IN SERVICE PRIOR TO COMMENCEMENT OF CONSTRUCTION. THE FIRE HYDRANTS SHALL BE OF THE COMPRESSION TYPE, OPENING AGAINST THE PRESSURE AND CLOSING WITH THE LINE PRESSURE WITH A 5 1/4 " VALVE OPENING. THE HYDRANT SHALL BE EQUIPPED WITH 2 - 2 1/2 "HOSE NOZZLES AND 1 - 4 1/2

FIRE HYDRANTS SHALL BE FURNISHED WITH A SEALED OIL OR GREASE RESERVOIR AUTOMATICALLY LUBRICATED WHEN THE HYDRANT IS OPERATED. THE HYDRANT WILL BE DESIGNED FOR DISASSEMBLY BY USE OF A SHORT DISASSEMBLY WRENCH OR THE HYDRANT SHOE SHALL HAVE INTEGRAL CAST TIE BACK LUGS ON THE MAIN VALVE TO PERMIT THE MAIN VALVE ASSEMBLY AND VALVE SEAT TO BE REMOVED WITHOUT DIGGING EARTH OR DISASSEMBLING THE HYDRANT BARREL.

FIRE HYDRANTS SHALL BE FURNISHED WITH A BREAKABLE FEATURE THAT WILL BREAK CLEANLY UPON IMPACT. THIS SHALL CONSIST OF A TWO PART BREAKABLE SAFETY FLANGE WITH A BREAKABLE STEM COUPLING, THE UPPER AND LOWER BARRELS SHALL BE FLUTED AND RIBBED ABOVE AND BELOW THE SAFETY FLANGE OR HAVE AN EXTRA

THE FIRE HYDRANT INTERNAL VALVE SHALL BE 5 1/4" MINIMUM. THE PENTAGONAL OPERATING NUTS AND THE CAP NUTS SHALL BE 1 1/2" POINT TO FLAT. DRAIN VALVE OUTLETS FOR THE HYDRANTS SHALL BE PLUGGED OR OMITTED. THE HYDRANTS SHALL OPEN COUNTER CLOCKWISE AND THE DIRECTION OF OPENING SHALL BE CAST ON THE THE BURY LENGTH, MEASURED FROM THE BOTTOM OF THE CONNECTING PIPE TO HE GROUND LINE AT THE HYDRANT SHALL BE THREE FEET SIX INCHES (42") MINIMUM OR AS REQUIRED BY PLAN.

THE HYDRANT SHALL BE EQUIPPED WITH A 6" MINIMUM MECHANICAL JOINT BASE INLET UNLESS OTHERWISE SPECIFIED BY THE ENGINEER. THE BONNETS OF THE FIRE HYDRANTS WILL BE COLOR CODED BY THE INSTALLING CONTRACTOR IN ACCORDANCE TO THE ABOVE SPECIFICATIONS. FIRE DEPARTMENT PERSONNEL ARE REQUIRED TO WITNESS THE FLOW TESTS. THE FIRE AND ENGINEERING DEPARTMENTS WILL BE NOTIFIED 48 HOURS PRIOR TO THE FLOW TEST. FIRE DEPARTMENT PERSONNEL WILL BE REQUIRED TO WITNESS THE TESTING. RESULTS FROM HE FLOW TEST SHOULD BE DOCUMENTED BY THE CONTRACTOR OF RECORD AND TO THE CITY OF COCONUT CREEK FIRE AND ENGINEERING DEPARTMENTS. FIRE HYDRÂNTS SHALL BE LOCATED NO LESS THAN 4 FEET AND NO MORE THAN 7 FEET FROM THE EDGE OF THE PAVEMENT OF THE ADJACENT ROADWAY, NO LESS THAN 5 FEET FROM ANY PHYSICAL FEATURE WHICH MAY OBSTRUCT ACCESS OR VIEW OF ANY HYDRANT UNLESS OTHERWISE APPROVED BY CMPUD. GUARD POSTS AROUND FIRE HYDRANTS ARE REQUIRED WHEN HYDRANTS ARE PLACED WITHIN 6 FEET OF ALL DRIVEWAYS. TURN RADIUS, OR PARKING AREAS. THE THE HYDRANT SHALL RECIEVE A

FACTORY COAT OF EPOXY TRAFFIC (YELLOW) WITH A 40 MIL DFT.

SANITARY SEWER: UNLESS OTHERWISE NOTED OR APPROVED, ALL GRAVITY MAINS AND SERVICES SHALL BE UNPLASTICIZED POLYVINYL CHLORIDE (PVC) NON PRESSURE PIPE CONFORMING TO ASTM 3034 AND SDR 26 WITH INTEGRAL WALL BELL AND SPIGOT JOINTS FOR PUSH-ON RUBBER GASKET TYPE JOINT SEALS CONFORMING TO ASTM D1869. PVC FITTINGS SHALL BE OF MONOLITHIC CONSTRUCTION OF THE TYPE SPECIFIED BY THE MANUFACTURER OF THE PIPE BEING USED. NO SOLVENT WELDS OR THREADED JOINTS

WILL BE PERMITTED. ALL JOINTS SHALL BE COMPRESSION GASKET TYPE. THE JOINING OF PIPE ON THE JOB SHALL BE DONE IN STRICT ACCORDANCE WITH THE PIPE MANUFACTURER'S INSTRUCTIONS AND SHALL BE DONE ENTIRELY IN THE TRENCH UNLESS OTHERWISE DIRECTED BY THE ENGINEER. CONNECTION OF PVC PIPE TO MANHOLES SHALL BE MADE WITH "KOR-N-SEAL" MANHOLE COUPLINGS CORRESPONDING TO THE SIZE AND TYPE OF SEWER PIPE OR OTHER ADAPTERS AS MAY BE APPROVED BY THE UTILITY.

INFLUENT AND EFFLUENT SEWERS SHALL BE GROUTED IN PLACE USING A TYPE II WATER-PROOF, EXPANDING GROUT ACCEPTABLE TO THE ENGINEER. ALL OPENINGS AND JOINTS SHALL BE SEALED WATERTIGHT. REFER TO GENERAL NOTES FOR NON SHRINK

LIFT HOLES THROUGH PRECAST STRUCTURES ARE NOT PERMITTED. FLOW CHANNEL SHALL BE CONSTRUCTED TO DIRECT INFLUENT INTO FLOW STREAM, REFER TO DETAILS. OUTSIDE DROP CONNECTIONS WILL BE REQUIRED WHEN THE VERTICAL DISTANCE

BETWEEN PIPE INVERTS EXCEEDS TWO FEET (2'). DROP CONNECTIONS. WHERE REQUIRED SHALL BE CAST MONOLITHICALLY WITH THE MANHOLE ELEMENTS AS SHOWN ON DETAILS. THE LID AND FRAME SHALL BE CAST OF CLOSE-GROUND GREY IRON CONFORMING TO ASTM A-48, CLASS 30 AND SHALL BE OF UNIFORM QUALITY, FREE OF BLOW HOLES POROSITY, CRACKS, AND OTHER OBVIOUS VISUAL DEFECTS. THE COMBINED WEIGHT OF THE FRAME AND LID SHALL NOT BE LESS THAN 420 POUNDS, AND THE LID SHALL WEIGHT A MINIMUM OF 160 POUNDS. THE SEATING SURFACES BETWEEN FRAMES AND COVERS SHALL BE MACHINED TO FIT TRUE. NO PLUGGING OR FILLING WILL BE ALLOWED. CASTING PATTERNS SHALL CONFORM TO THOSE DESIGNATED BY THE CITY.

THE LID SHALL HAVE THE WORDS "CITY OF COCONUT CREEK SANITARY SEWER" CAST IN ALL MANHOLE COVERS. CASTINGS SHALL BE CLEANED AND COATED WITH A COAL TAR

PITCH VARNISH WHICH IS TOUGH WHEN COLD BUT NOT TACKY OR BRITTLE. PICK TYPE LIFTING HOLES WILL BE CAST INTO LIDS, BUT SHALL NOT GO CLEAR THROUGH THE LID. MINIMUM COVER ON SANITARY SEWER SHALL BE 48" TO TOP OF PIPE, UNLESS LIDS SHALL BE PROVIDED WITH WATERTIGHT POLYETHYLENE MANHOLE INSERTS AS APPROVED BY THE CITY OF COCONUT CREEK UTILITIES DEPARTMENT. T TWO COATS OF KOPPER 300-M EPOXY TAR COATING, FIRST RED, SECOND ONE BLACK, SHALL BE APPLIED TO THE THE INSIDE OF ALL MANHOLES AND SHALL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATION (DRY FILM THICKNESS OF 16 MILS OF KOPPER 300-M OR EQUAL). ONE COAT OF BLACK KOPPER 300-M EPOXY TAR ' COATING SHALL BE APPLIED TO THE OUTSIDE OF THE MANHOLE. THE INTERIOR COATS SHALL BE APPLIED AFTER SEWER LAMPING OF LINES. THE APPLICATION OF EACH COAT SHALL BE AN INSPECTION AND SHALL BE SCHEDULED A MINIMUM OF 48 HOURS PRIOR /

_____ UPON COMPLETION OF THE WORK A LAMPING INSPECTION SHALL BE MADE OF THE SYSTEM ALONG WITH AN INFILTRATION AND EXFILTRATION TEST. AFTER ALL TESTING HAS BEEN COMPLETED. THE CONTRACTOR WILL MAKE A TELEVISION INSPECTION AT HIS EXPENSE OR MAY CHOOSE OUTSIDE AN COMPANY BEFORE THE LINES ARE ACCEPTED FOR USE AND BEFORE RELEASE OF MAINTENANCE BOND.

THE EXTERIOR OF ALL SANITARY SEWER MANHOLES SHALL BE WATERPROOFED. MANHOLE JOINTS WILL BE SEALED WITH RAMNEK OR APPROVED EQUAL AND ANTI-HYDRO CEMENT INSIDE AND OUT

BACKFILLED PER STANDARD TRENCH DETAIL. ALL WORKMANSHIP AND MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF THE CITY GRADE. DETECTOR TAPE SHALL HAVE BLUE SIDE-UP. A 14 GAUGE MULTI STRAND WIRE 1 OF COCONUT CREEK. $\mathcal{T}_{\mathsf{MANHOLES}}$ SHALL BE PRECAST IN ACCORDANCE WITH ASTM $-\mathsf{C}-478$. MINIMUM THICKNESS SHALL BE EIGHT (8) INCHES. A MINIMUM SIX (6) INCH BASE EXTENSION OUTSIDE THE WALL OF THE MANHOLE IS REQUIRED. MANHOLE'S SHALL NOT BE LOCATED AT OR CLOSE TO FINAL GRADE LOW POINTS. PROVIDE A MINIMUM SIX (6) INCH BED OF WASHED 3/4 INCH ROCK FOR ALL SUB-AQUEOUS GRAVITY SEWER PIPES.

LL SANITARY SEWER GRAVITY MAINS AND SERVICES SHALL BE BEDDED AND

THE INSTALLED SEWERS SHALL UNDERGO TELEVISION INSPECTION AT TWO (2) TIMES. THE FIRST SHALL BE PRIOR TO THE FINAL ACCEPTANCE BY THE CITY AND THE OTHER SHALL BE JUST PRIOR TO THE RELEASE OF THE ONE-YEAR MAINTENANCE BOND. CITY SHALL INSPECT INSIDE OF MANHOLE AFTER EACH APPLICATION/COAT OF PAINT.

CONTRACTOR TO PROVIDE A MINIMUM SIX (6) INCH BED OF 3/4" WASHED ROCK FOR ALL SUB-AQUEOUS GRAVITY SEWER PIPE.

THE CONTRACTOR'S BID FOR EARTHWORK SHALL INCLUDE THE EXCAVATION, REMOVAL, AND DISPOSAL OF ALL MATERIALS, OF WHATEVER CHARACTER WITHIN THE LIMITS OF CONSTRUCTION. ALL TOPSOIL THAT IS SUITABLE FOR LANDSCAPING OR GRASSING OPERATIONS MAY BE STOCKPILED NEARBY FOR SUCH USE IF APPROVED BY OWNER. WHERE MUCK, ROCK, CLAY, OR OTHER MATERIAL WITHIN THE LIMITS OF CONSTRUCTION

UNSUITABLE IN ITS ORIGINAL POSITION, THE CONTRACTOR SHALL EXCAVATE SUCH MATERIAL IN ITS ENTIRETY AND BACKFILL WITH SUITABLE MATERIAL WHICH SHALL BE COMPACTED IN PLACE TO CONFORM TO THE REQUIRED GRADES AND SECTIONS A SHOWN ON THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE UNSUITABLE MATERIAL PRESENT ON-SITE AND INCLUDE THE REMOVAL AND REPLACEMENT OF SAME IN HIS BID PRICE. THE CONTRACTOR SHALL MAKE HIS OWN ESTIMATE ON THE VOLUME OF MATERIAL ACTUALLY REQUIRED TO OBTAIN THE CROSS SECTIONS OR GRADES AS SHOWN ON THE PLANS.

THE ENTIRE WIDTH OF THE RIGHT-OF-WAY AND UTILITY/DRAINAGE EASEMENTS SHALL BE COMPLETELY DEMUCKED TO THE FULL DEPTH BEFORE CONSTRUCTION BEGINS. NO MATERIAL OF CLASSES A-5, A-7, OR A-8 SHALL BE ALLOWED. ALL MATERIAL SUPPORTING THE ROADWAY SHALL BE STABILIZED TO HAVE A MINIMUM LBR OF 40.

SUBGRADES SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY PER AASHTO T-180. WHEREVER EXCAVATIONS FOR UTILITIES ARE MADE BELOW THE GRADES INDICATED ON THE PLANS, GRANULAR MATERIAL FREE OF ORGANIC OR OTHER DELETERIOUS MATERIAL SHALL BE USED TO RESTORE THE AREA TO THE PROPER GRADE, AND SHALL BE COMPACTED TO 98% OF MAXIMUM DENSITY AT OPTIMUM MOISTURE PER AASHTO T-180. AREAS TO BE COMPACTED SHALL BE MOISTENED AND COMPACTED BY EITHER ROLLING, TAMPING, OR ANY OTHER METHOD APPROVED BY THE ENGINEER, IN ORDER TO OBTAIN THE DESIRED DENSITY. THE ENGINEER SHALL INSPECT ALL COMPACTED AREAS PRIOR

TO FURTHER CONSTRUCTION OPERATIONS PRIOR TO BACKFILLING AROUND STRUCTURES THE AREAS SHALL BE CLEAN OF ALL TRASH AND DEBRIS OF ANY DESCRIPTION, UNLESS DIRECTED BY THE ENGINEER TO BE LEFT IN PLACE, SUCH AS SHEETING AND BRACING.

 $^{\prime}$ BACKFILLING PITS AND TRENCHES: BACKFILL MATERIAL SHALL BE PLACED EVENLY AND $^{\sim}$ CAREFULLY AROUND AND OVER THE PIPE IN TWELVE (12) INCH MAXIMUM LAYERS, EACH $\frac{1}{2}$ LAYER BEING THOROUGHLY COMPACTED, UNTIL ONE (1) FOOT OF COVER EXISTS ABOVE THE CROWN OF THE PIPE. THE REMAINING TRENCH PORTION UP TO THE PAVEMENT BASE SHALL BE BACKFILLED IN LAYERS NOT EXCEEDING EIGHT (8) INCHES WITH EACH LAYER BEING COMPACTED TO ONE HUNDRED (100) PERCENT AND TESTED AT INTERVALS OF ONE HUNDRED (100) FEET MAXIMUM BEFORE PLACING SUCCEEDING LAYERS. SWALE AREAS SHALL BE COMPACTED TO NINETY-EIGHT (98) PERCENT OF MAXIMUM, AND TESTING SHALL BE AT THE CITY ENGINEERING INSPECTOR'S DISCRETION. ALL MATERIALS SHALL BE ABLE TO PASS THROUGH A SIX-INCH RING. LABORATORY TESTING FOR THE OPTIMUM MOISTURE AND MAXIMUM SOIL DENSITY SHALL CONFORM TO THE SPECIFICATIONS OF AASHTO T-99-C (STANDARD PROCTOR). RESTORATION OF THE ROADWAY SHALL BE IN ACCORDANCE WITH THE CITY'S UTILITY AND ENGINEERING STANDARDS MANUAL AS APPLICABLE. AT THE CONTRACTOR'S OPTION, WITH THE APPROVAL OF THE ENGINEER OF RECORD, AND WITH THE CITY PROJECT ENGINEER'S APPROVAL, AFTER THE COMPACTED BACKFILL HAS REACHED THE CENTERLINE OF THE NEWLY INSTALLED PIPE OR CONDUIT, THE REMAINING TRENCH BACKFILL MAY BE PLACED TO ONE (1) FOOT ABOVE THE GROUND WATER LEVEL WITHOUT INTERIM COMPACTION. PROVIDED THAT THE WATER IS ALLOWED TO RISE IN THE TRENCH TO ITS NATURAL LEVEL AND THEN BE PUMPED DOWN TO THE PIPE INVERT, AT LEAST TWICE.

THE EXISTING ELEVATIONS SHOWN HEREON ARE FOR THE PURPOSE OF INDICATING THE GROUND ELEVATION ONLY AT THE POSITION SHOWN AND IN NO WAY SHOULD INDICATE ELEVATION AT ANY POINT OTHER THAN THAT SHOWN.

REINFORCED CONCRETE PIPE SHALL MEET THE REQUIREMENTS OF F.D.O.T. STANDARD

DRAINAGE PIPES SHALL BE REINFORCED CONCRETE PIPE.

SPECIFICATIONS SECTION 941. CONCRETE PIPE SHALL BE CLASS III OR AS SHOWN ON THE PLANS. PIPE GASKETS SHALL MEET F.D.O.T. STANDARD SPECIFICATIONS SECTION PRIOR TO BACKFILLING THE DRAINAGE SYSTEM, THE CONTRACTOR SHALL NOTIFY THE ENGINEER, AND THE CITY OF COCONUT CREEK FOR INSPECTION. BOTTOM OF ALL INLETS SHALL BE 18" BELOW THE LOWEST INLET INVERT OR MINIMUM 30" FOR P.R.B. CATCH BASINS/INLETS/JUNCTION BOXES SHALL NOT BE LOCATED IN DRAINAGE STRUCTURES SHALL BE CLEANED PRIOR TO ACCEPTANCE BY THE CITY.

UNDERGROUND UTILITIES SHALL BE COMPLETED OR SLEEVING PROVIDED BEFORE ANY LIMEROCK BASE COURSE CONSTRUCTION BEGINS. ALL PAVEMENT SUBGRADE MATERIAL SHALL HAVE AN LBR OF 40 AT 98% MAXIMUM DENSITY AT OPTIMUM MOISTURE PER AASHTO T-180, METHOD "D" . THE ENGINEER SHALL SPECIFY THE LOCATION AND NUMBER OF DENSITY TESTS, MAXIMUM EVERY 7000 S.F. OF PAVEMENT REQUIRED OR A MIN. OF ONE DENSITY TEST OVER EVERY TRENCH. THE TEST RESULTS SHALL BE ACCEPTED BY THE ENGINEER PRIOR TO PLACEMENT OF BASE MATERIAL.

IF THE PLANS INDICATE A STABILIZED SUBBASE IS TO BE USED IT SHALL HAVE A MINIMUM LBR VALUE OF 40, 12" THICK COMPACTED TO A MINIMUM 98% DRY DENSITY AS PER AASHTO T-180 AND SHALL BE IN ACCORDANCE WITH F.D.O.T. SECTION 160. IT IS THE CONTRACTOR'S RESPONSIBILITY TO SUBMIT TO THE ENGINEER FOR APPROVAL THE MATERIAL TO BE USED FOR THE SUBBASE AND THEIR PROPORTIONS, AND ABORATORY LBR, BEFORE DELIVERY TO THE SITE. QUALITY CONTROL LBR'S MAY BE REQUIRED BY THE ENGINEER TO PROVE THE IN PLACE CONDITION.

THE PLANS INDICATE A LIMEROCK BASE, THE CONSTRUCTION AND THE MATERIAL FOR THE LIMEROCK BASE SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. SPECIFICATIONS, SECTION 200. THE LIMEROCK BASE SHALL BE COMPACTED TO 98% MAXIMUM DENSITY AT OPTIMUM MOISTURE, AASHTO T-180, METHOD "D". THE ENGINEER SHALL SPECIFY THE LOCATION AND NUMBER OF DENSITY TESTS REQUIRED. MAXIMUM EVERY 7000 S.F. OF PAVEMENT REQUIRED OR A MIN. OF ONE DENSITY TRENCH OVER EVERY TRENCH. THE TEST RESULTS SHALL BE ACCEPTED BY THE ENGINEER PRIOR TO THE APPLICATION OF PRIME AND TACK COATS.

ALL GRADES SHOWN REFER TO FINISHED ASPHALT PAVEMENT UNLESS OTHERWISE LIMEROCK BASES SHALL BE EIGHT INCHES (8") THICK. LIMEROCK OF THE MIAMI FORMATION SHALL BE USED AND SHALL HAVE A MINIMUM CARBONATE CONTENT OF 70% LIQUID LIMIT 35. PLASTICITY 6 AND A MINIMUM LBR OF 100. BASE MATERIAL S DETERMINED BY AASHTO T-180.

A PRIME COAT SHALL BE USED ON THE FINISHED ROCK BASE AND A TACK COAT BETWEEN PAVING COURSES. HE PRIME AND TACK COAT CONSTRUCTION AND MATERIALS FOR THE PRIME AND TACK COATS SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. STANDARD SPECIFICATIONS, SECTION 300. THE PRIME AND TACK COATS SHALL BE APPLIED PRIOR TO CONSTRUCTION OF THE ASPHALT SURFACE COURSE AND SHALL BE SANDED AND ROLLED IN ACCORDANCE WITH SECTION 300. APPLICATION RATES SHALL BE 0.25 GAL/SY FOR LIMEROCK BASE.

ASPHALTIC CONCRETE SURFACE COURSE SHALL BE AS SHOWN ON THE PLANS. THE

MATERIALS FOR THE ASPHALT CONCRETE SURFACE COURSE SHALL CONFORM TO THE REQUIREMENTS OF F.D.O.T. STANDARD SPECIFICATIONS, SECTION 331 AND BROWARD SURFACE COURSE SHALL BE 1-1/2" THICK. STAGE CONSTRUCTION WILL BE REQUIRED. STAGE I (BOTTOM COURSE) SHALL BE 3/4 " THICK TYPE S-III. STAGE II (TOP COURSE) SHALL BE 3/4 " THICK TYPE S-III. STAGE II SHALL NOT BE PLACED UNTIL ALL HOUSE CONSTRUCTION IS COMPLETED OR AS DIRECTED BY THE CITY OF COCONUT CREEK. RAISE ALL P.C.P. OR P.R.M. SHOWN ON THE PLAT TO FINAL GRADE IF THEY ARE

CODE). BASE AND SUBGRADE DENSITY TESTS SHALL BE CONDUCTED FOR A MAXIMUM 7000 SQUARE FEET OF FINISHED PAVEMENT PROCTORS SHALL BE PERFORMED ON ALL SUBGRADE AND LIMEROCK BASE MATERIAL AND SUBSEQUENT CHANGES IN MATERIAL. LBR'S, SIEVE ANALYSIS, AND DENSITIES SHALL BE SUBMITTED TO THE CITY. ALL REPAIRS TO EXISTING PAVEMENT SHALL BE SAWCUT AND THE EDGES PRIOR TO RELAYING THE ASPHALT. UTILITY PIPING OR WIRING LESS THAN FOUR (4) INCHES IN

DIAMETER REQUIRES A SCHEDULE 40 PVC CASING PIPE WITH SAND BACKFILLS UNDER

LOCATED IN PAVEMENTS OR CONCRETE. (PER SECTION 8810.7.5 OF THE SUBDIVISION

PAVED AREAS ONLY

ALL CONSTRUCTION, MATERIAL, INSTALLATION, AND TESTING SHALL BE IN ACCORDANCE WITH F.D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION TOGETHER WITH THE CITY'S MINIMUM DESIGN STANDARDS AND SPECIFICATIONS AS APPLICABLE. IF F.D.O.T. MATERIAL IS SPECIFIED, IT SHALL IMPLY THAT THEIR CONSTRUCTION PROCEDURES SHALL BE FOLLOWED. CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL PROTECT ALL UTILITIES AND OTHER PROPERTY AND SHALL BE RESPONSIBLE FOR ANY DAMAGES INCURRED DURING CONSTRUCTION AND SHALL REPAIR THE ENGINEER WILL HOLD A PRE-CONSTRUCTION MEETING PRIOR TO THE START OF ANY CONSTRUCTION AND INCLUDE A REPRESENTATIVE FROM THE RESPECTIVE ENGINEERING AND UTILITY DEPARTMENTS, THE CONTRACTOR, OWNER, AND OTHER

THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITY LOCATIONS PRIOR TO CONSTRUCTION. THE LOCATIONS OF THE EXISTING UTILITIES SHOWN ON THE PLANS ARE THE EXACT LOCATIONS SHALL BE DETERMINED BY CONTRACTOR PRIOR TO CONSTRUCTION, IN ADDITION, THE CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY IF "OTHER" UTILITIES (NOT SHOWN ON THE PLANS) EXIST

WITHIN THE AREA OF CONSTRUCTION. SHOULD THERE BE "OTHER" UTILITIES, THE CONTRACTOR SHALL NOTIFY THE RESPECTIVE UTILITY OWNERS TO RESOLVE UTILITY

CONFLICTS AND UTILITY ADJUSTMENTS, AS REQUIRED.

ALONG WITH AN AUTOCAD DISK.

ALL DEVIATIONS FROM PLANS ARE TO BE APPROVED BY ENGINEER IN WRITING PRIOR TO CONSTRUCTION AND FOR ALL INSPECTIONS AND TESTING. THE ENGINEER MUST BE GIVEN A MINIMUM 48 HOURS NOTICE PRIOR TO START OF CONSTRUCTION AND FOR ALL INSPECTIONS AND TESTING COMPLETE AS-BUILT INFORMATION RELATIVE TO LOCATIONS AND ELEVATIONS OF VALVES, SERVICES, FITTINGS, LENGTHS OF PIPE, TOP OF WATER MAIN ELEVATIONS, AND THE LIKE SHALL BE ACCURATELY RECORDED AND SUBMITTED TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE OF THE WORK. ALL INFORMATION SHALL BE TAKEN BY A

THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES THROUGHOUT THE DURATION OF CONSTRUCTION FOR THE PROTECTION OF EXISTING AND NEWLY INSTALLED UTILITIES AND IMPROVEMENTS FROM DAMAGES, DISRUPTION OF SERVICE, OR DESTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING SUCH MEASURES AS NECESSARY ROTECT THE HEALTH, SAFETY, AND WELFARE OF THOSE PERSONS HAVING ACCESS TO

WALL REINFORCEMENT AND THICKNESS FOR PRECAST STRUCTURES SHALL BE IN

ACCORDANCE WITH ASTM C478. MINIMUM WALL THICKNESS SHALL BE 8" AND A

PROFESSIONAL MAPPER AND SURVEYOR AND SHOWN ON A SEALED AS-BUILT PLAN

MINIMUM 6" BASE EXTENSION OUTSIDE OF MANHOLE WALL.

TO FINAL INSPECTION AND ACCEPTANCE

MORTAR USED TO SEAL THE PIPE INTO THE WALLS OF THE PRECAST STRUCTURES WILL BE NON-SHRINK GROUT AND WILL NOT CAUSE LEAKAGE IN OR OUT OF THE STRUCTURES. THE MAXIMUM OPENING THROUGH WALLS FOR PIPES SHALL BE THE MAXIMUM REQUIRED OUTSIDE DIAMETER PLUS 6".

PIPE SHALL BE LAID IN A DRY TRENCH; ALL MUCK OR OTHER UNSTABLE MATERIAL ENCOUNTERED IN TRENCH BOTTOM SHALL BE REMOVED AND BACKFILLED WITH GRANULAR MATERIAL, COMPACTED TO 100% OF MAXIMUM DENSITY AS DETERMINED BY

SHOP DRAWINGS FOR ALL STRUCTURES AND MATERIALS TO BE USED ON THE PROJECT

SHALL BE SUBMITTED TO THE DESIGN ENGINEER AND THE RESPECTIVE ENGINEER AND

NO PIPE SHALL BE COVERED UNTIL INSPECTED AND APPROVED BY THE ENGINEER AND

UTILITY DEPARTMENTS FOR APPROVAL PRIOR TO CONSTRUCTION OR INSTALLATION. ALL ELEVATIONS REFER TO THE NAVD 88 (NORTH AMERICAN VERTICAL DATUM). CONTRACTOR TO CONTACT SUNSHINE STATE ONE-CALL OFFICE (1-800-432-4770) AND L LOCAL UTILITY COMPANIES FOR UNDERGROUND UTILITY LOCATIONS PRIOR CONSTRUCTION. EXISTING SECTION CORNERS AND OTHER LAND MARKERS OR MONUMENTS LOCATED WITHIN PROPOSED CONSTRUCTION ARE TO BE MAINTAINED BY THE CONTRACTOR AND/OR RESET AFTER CONSTRUCTION UNDER CERTIFICATION BY A PROFESSIONAL MAPPER AND SURVEYOR, CONTRACTOR IS TO PREVENT INTRODUCTION OF DEBRIS OR DIRT INTO EXISTING STORM DRAIN AND/OR SANITARY SYSTEM AS A RESULT OF CONSTRUCTION ACTIVITIES. ALL LINES AND STRUCTURES SHALL BE CLEANED PRIOR

LOCATION OF DRAINAGE AND SANITARY SEWER STRUCTURES GOVERN, ADJUST PIPE LENGTHS AS REQUIRED. THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (LATEST EDITION) SHALL BE USED AS THE STANDARD FOR THE SIGNAGE AND PAVEMENT MARKING REQUIREMENTS OF

ALL UNDERGROUND UTILITY MAINS AND STRUCTURES, FOR WATER, SEWER, GAS, IRRIGATION, DRAINAGE, TELEPHONE, POWER, CABLE TV, AND OTHERS MUST BE INSTALLED, INSPECTED, TESTED AND APPROVED PRIOR TO ANY SUBGRADE

A MINIMUM 10' SEPARATION BETWEEN ALL UTILITIES SHALL BE MAINTAINED.

CONSTRUCTION. ALL PERMANENT GRASS AREAS ARE TO RECEIVE A 4" MUCK BLANKET OR TOPSOIL

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING APPROPRIATE SAFETY PRECAUTIONS DURING EXCAVATION AND TRENCHING OPERATIONS AS REQUIRED BY THE TRENCH SAFETY ACT" AND THE O.S.H.A. PART "P". THE CONTRACTOR'S MATERIALS AND TEST CERTIFICATE FOR UNDERGROUND PIPING WILL SUBMITTED TO THE CITY OF COCONUT CREEK AND THE ENGINEER.

FIRM CAREFULLY GRADED SUBGRADE WHICH SHALL PROVIDE UNIFORM BEARING UNDER ALL JOINTS SHALL BE FURNISHED WATERTIGHT. ALL EXISTING CONTROL POINTS AND/OR REFERENCE MARKERS SHALL BE RAISED TO

ALL MANHOLES SHALL BE SET PLUMB TO LINE AND GRADE AND SHALL REST ON A

FINAL GRADE. THESE POINTS AND REFERENCE MARKERS SHALL BE LOCATED AND NOTED MINIMUM LONGITUDINAL SLOPE OF PAVEMENT SHALL/BE 0.5%.)

MINIMUM TRANSVERSE SLOPE OF PAVEMENT SHALL BE AT TWO PERCENT (2%) FOR ROADWAYS AND GENERALLY ONE PERCENT (1%) FOR PARKING AREAS. CONCRETE SIDEWALKS SHALL BE FOUR (4) INCHES THICK, EXCEPT AT DRIVEWAYS WHERE THEY SHALL BE SIX (6) INCHES THICK. SIDEWALK SUBGRADE SHALL BE GRUBBED, COMPLETELY DEMUCKED AND COMPACTED TO 98% OF MAXIMUM DRY DENSITY AS DETERMINED BY AASHTO T-180.

architecture, ind

Mar 08 2013 CLIFFORD R. LOUTAN, P.E. FL. REG. NO. 56890

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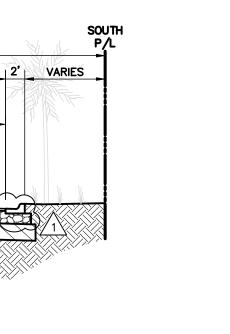
04-30-12

GENERAL NOTES



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SECTION C-C

49' R/W

CURB & GUTTER

DRIVE AISLE

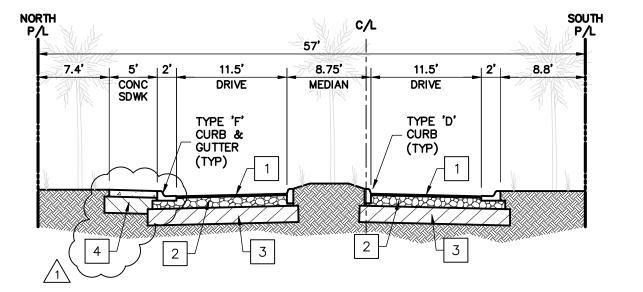
2% MIN.

ON-SITE PAVEMENT NOTES:

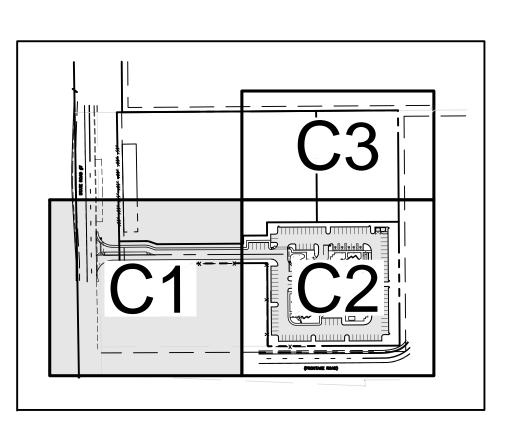
S/W

- 1. THE WEARING SURFACE SHALL BE 1 1/2 "THICK DBL. COURSE S—III (2) 3/4 " LIFTS. LIMEROCK TO BE PRIMED AND TACK COAT TO BE APPLIED BETWEEN FIRST AND SECOND LIFT OF ASPHALT.
- 2. THE BASE COURSE SHALL BE LIMEROCK (MIN. OF 70% CARBONATES, LIQUID LIMIT=35, PLASTICITY 6), 8" THICK COMPACTED IN ACCORDANCE WITH A.A.S.H.T.O. SPECIFICATION T-180 TO 98% DENSITY. MIN. LBR TO BE 100.
- 3. ALL ORGANIC AND YIELDING MATERIAL WITHIN THE LIMITS SHOWN SHALL BE REMOVED AND REPLACED WITH CLEAN FILL, THE SUBBASE SHALL EXTEND 12" BELOW THE BASE COURSE, SHALL HAVE A MINIMUM DRY DENSITY OF 115 PCF AND SHALL BE COMPACTED TO 98% OF MAXIMUM DRY DENSITY PER A.A.S.H.T.O. SPECIFICATION T-180, METHOD "C". MINIMUM LBR TO BE 40.

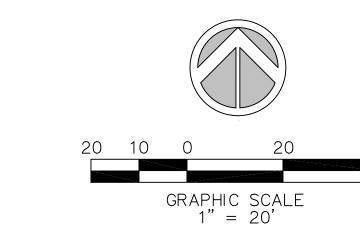
. 12" COMPACTED SUBGRADE TO 98% PER AASHTO T-180 MIN. LBR 40.



SECTION E-E



KEY MAP



"COMMUNICATIONS NOTES"

THE AGENCY RESPONSIBLE FOR MAINTENANCE OF THE TRAFFIC SIGNALS AND RELATED EQUIPMENT IS BROWARD COUNTY TRAFFIC ENGINEERING DIVISION (BCTED). ALL SYSTEM COMMUNICATIONS EQUIPMENT, CABLING AND RELATED MATERIAL SHALL COMPLY WITH BROWARD COUNTY'S LATEST EDITION OF THE MINIMUM STANDARDS AS EXPRESSED IN THE "STANDARDS AND SPECIFICATIONS — COMMUNICATION INFRASTRUCTURE" DOCUMENT. PLEASE REFER TO (BCTED'S) COMMUNICATIONS POLICIES AND PROCEDURES FOR ADDITIONAL INFORMATION. BROWARD COUNTY TRAFFIC ENGINEERING DIVISION WILL NOT ACCEPT ANY PROJECTS THAT DO NOT MEET THESE STANDARDS AND SPECIFICATIONS. IF FIBER OPTIC PULL BOXES ALREADY EXIST AT AN INTERSECTION, NO ADDITIONAL FIBER OPTIC PULL BOXES WILL NEED TO BE INSTALLED. FOR A COPY OF THESE STANDARDS REFER TO THE BROWARD COUNTY WEB SITE AT WWW.BROWARD.ORG/TRAFFIC UNDER PUBLICATIONS.

IF THERE IS COPPER INTERCONNECT CABLE/S WITHIN YOUR PROJECT LIMITS OR WITHIN 1500 FEET OF YOUR PROJECT LIMITS CONTACT BRET HENDERSON, TRAFFIC SIGNAL SUPERVISOR AT BRHENDERSON@BROWARD.ORG OR 954-847-2702.

IF THERE ARE FIBER OPTIC CABLE/S WITHIN YOUR PROJECT LIMITS OR WITHIN 1500 FEET OF YOUR PROJECT LIMITS CONTACT ROBERT BLOUNT COMMUNICATIONS MANAGER AT RBLOUNT@BROWARD.ORG OR 954-357-8242.

ALL BCTED COMMUNICATIONS CABLES/CONDUIT SHALL BE LOCATED A MINIMUM OF 48 HOURS IN ADVANCE.

BROWARD COUNTY TRAFFIC ENGINEERING DIVISION PROCEDURE FOR NOTIFICATION OF COMMUNICATION DISRUPTION

COPPER INTERCONNECT CABLE NOTIFICATION CONTACT PERSON WHEN COMMUNICATIONS TO AN INTERSECTION MUST BE DISRUPTED BY A CONTRACTOR TO PERFORM WORK, THE CONTRACTOR SHALL PROVIDE TWO DAY ADVANCE NOTICE IN WRITING TO THE BROWARD COUNTY TRAFFIC ENGINEERING DIVISION. THIS NOTIFICATION SHALL BE CONVEYED VIA ELECTRONIC MAIL (EMAIL) TO THE TRAFFIC SIGNAL SUPERVISOR AT TECOMMUNICATIONS@BROWARD.ORG. NOTIFICATION SHALL INCLUDE CONTACT PERSON, TELEPHONE NUMBER, PURPOSE, LOCATION AND DURATION. THE DISRUPTION SHALL LAST FOR NO MORE THAN 3 CONSECUTIVE BUSINESS DAYS. WHERE POSSIBLE, THE DISRUPTION SHALL BE DURING OFF PEAK HOURS BEGINNING AT 9:00AM AND ENDING AT 3:00PM.

FIBER OPTIC CABLE NOTIFICATION CONTACT PERSON WHEN COMMUNICATIONS TO AN INTERSECTION MUST BE DISRUPTED BY A CONTRACTOR TO PERFORM WORK, THE CONTRACTOR SHALL PROVIDE TWO DAY ADVANCE NOTICE IN WRITING TO THE BROWARD COUNTY TRAFFIC ENGINEERING DIVISION. THIS NOTIFICATION SHALL BE CONVEYED VIA ELECTRONIC MAIL (EMAIL) TO THE COMMUNICATIONS MANAGER AT TECOMMUNICATIONS@BROWARD.ORG.

NOTIFICATION SHALL INCLUDE CONTACT PERSON, TELEPHONE NUMBER, PURPOSE, LOCATION AND DURATION. THE DISRUPTION SHALL LAST FOR NO MORE THAN 3 CONSECUTIVE BUSINESS DAYS. WHERE POSSIBLE, THE DISRUPTION SHALL BE DURING OFF PEAK HOURS BEGINNING AT 9:00AM AND ENDING AT 3:00PM.

NOTES

- 1. ALL PAVEMENT MARKINGS ADJACENT TO AND IN THE PUBLIC RIGHT OF WAY SHALL BE REFLECTIVE THERMOPLASTIC.
- 2. ALL STOP SIGNS SHALL BE 30"x30" HIGH INTENSITY REFLECTIVE MATERIAL.
- 3. PAVEMENT MARKINGS ON PAVERS SHALL BE 5730/5731 TAPE 3M OR EQUAL APPLIED WITH CONTACT CEMENT OR THERMOPLASTIC APPLIED TO A CONCRETE RIBBON SEALED WITH FDOT APPROVED SEALER
- 4. RAISED PAVEMENT MARKERS SHALL BE CLASS B-911 OR EQUAL.
- 5. RAISED PAVEMENT MARKERS SHALL BE APPLIED WITH EPOXY OR BITUMINOUS6. FOR THE LOCATION OF BROWARD COUNTY TRAFFIC ENGINEERING DIVISION FACILITIES CONTACT JEROME PONDER 954-484-0600 (ext. 264) 7-10 DAYS PRIOR TO
- 7. ALL MATERIALS AND CONSTRUCTION WITHIN THE D.O.T R/W SHALL CONFORM TO THE ROADWAY AND TRAFFIC DESIGN STANDARDS (LATEST EDITION) AND THE SUPPLEMENTS THERE
- 8. THE CONTRACTOR MUST CALL B.C.T.E.D. AT 954-484-9600 AT LEAST 48 HOURS BEFORE ANY EXCAVATION WITHIN THE D.O.T. R/W TO DETERMINE THE LOCATION OF THE EXISTING TRAFFIC SIGNAL INTERCONNECT CABLE.
- 9. AT THE END OF EACH WORK PERIOD, ANY DROP-OFF IN THE AREA ADJACENT TO THE TRAVEL WAY OF THE STATE ROAD SHALL BE BACKFILLED IN ACCORDANCE WITH STANDARD INDEX 600 OR SHALL BE OTHERWISE PROTECTED WITH TEMPORARY BARRIER WALL AT THE CONTRACTOR'S EXPENSE.
- 10. THE CONSULTANT'S ENGINEER RESPONSIBLE FOR CONSTRUCTION INSPECTION SHALL INSURE THAT THE M.O.T. FOR THE PROJECT CONFORMS WITH STANDARD INDEX SERIES 600, APPLICABLE INDEX FOR WORK BEING PERFORMED.
- 11. ALL M.O.T. LANE CLOSURE SIGNS SHALL BE COVERED WHEN LANES ARE NOT CLOSED. NO LANES CLOSURES ARE ALLOWED BETWEEN 7:00 AM AND 9:00 AM OR BETWEEN 4:00 PM AND 6:00 PM.
- 12. IF THE PERMITTED WORK IS ON A ROADWAY THAT HAS BEEN SELECTED AS A HURRICANE OR DISASTER EVACUATION ROUTE, THE APPLICANT, AT THE PRE—CONSTRUCTION CONFERENCE IS REQUIRED TO PRESENT, AS PART OF THE WORK PLAN, AN EMERGENCY FUNCTIONAL RESTORATION PLAN TO ADDRESS EVENTUALITIES SUCH AS HURRICANES.
- THE CONTRACTOR MUST CALL THE APPROPRIATE COUNTY TRAFFIC ENGINEERING DIVISION, HAVING JURISDICTION OVER THE PROJECT AT LEAST 48 HOURS, BEFORE ANY EXCAVATION WITHIN THE FDOT RIGHT—OF—WAY TO DETERMINE THE LOCATION OF THE EXISTING TRAFFIC SIGNAL INTERCONNECT CABLE.
- 13. THE LOCATION OF EXISTING UTILITIES SHOWN IS APPROXIMATE ONLY. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION DURING CONSTRUCTION. RELOCATION OF UTILITIES SHALL BE COORDINATED WITH UTILITY COMPANIES AFTER IDENTIFICATION OF CONFLICT BY
- CONTRACTOR. CONTRACTOR WILL NOTIFY ENGINEER IN ADVANCE BEFORE ANY RELOCATION.

 14. BEFORE PERMIT APPROVAL AND CONSTRUCTION OF THIS PROJECT, THE APPLICANT MUST CONTACT THE FLORIDA DEPARTMENT OF TRANSPORTATION LOCAL MAINTENANCE OFFICE DISTRICT 6 TO SCHEDULE A PRE—CONSTRUCTION MEETING.
- 15. THE APPLICANT AT THE EARLIEST CONVENIENT TIME SHALL NOTIFY IN WRITING ALL RIGHT—OF—WAY USERS AFFECTED BY THE CONSTRUCTION OF THIS PROJECT.
 ALL MOT LANE CLOSURE SIGNS SHALL BE COVERED WHEN LANES ARE NOT CLOSED. NO LANES ARE TO BE CLOSED EXCEPT AT TIMES PRESCRIBED BY THE DEPARTMENT.
- 16. FLAGGERS MUST BE PRESENT DURING THE INGRESS AND EGRESS OF CONSTRUCTION VEHICLES TO AND FROM THE PROJECT SITE. WARNING SIGNS MUST BE ERECTED ADVISING MOTORIST OF TRUCKS ENTERING THE HIGHWAY.
- 17. THESE PLANS HAVE BEEN DESIGNED IIN ACCORDANCE WITH THE "MANUAL OF UNIFORM MINIMUM STANDARDS" FOR DESIGN CONSTRUCTION AND MAINTENANCE, FOR STREETS AND HIGHWAYS STATE OF FLORIDA.

NOTE

1. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88)



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www.andersonarchitecture.co

l:

Mar 08 2013

FL. REG. NO. 56890

for: EK HOTEL

OCONUT CREEK

The State Road 7

REVISIONS

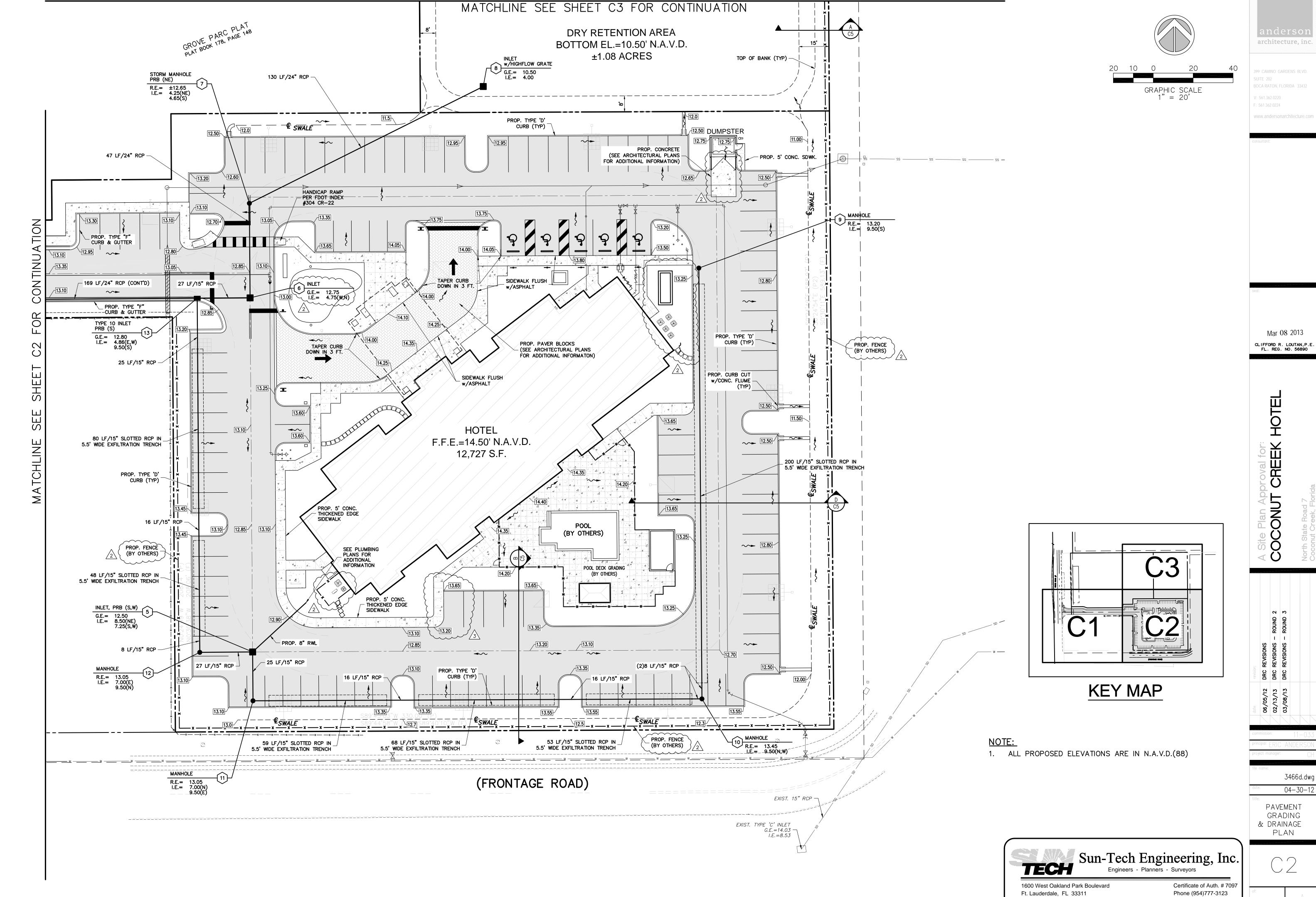
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04-30-12

PAVEMENT GRADING & DRAINAGE PLAN

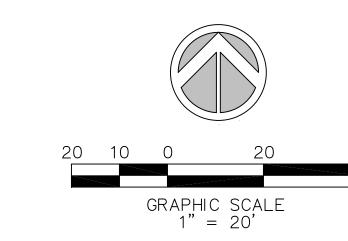
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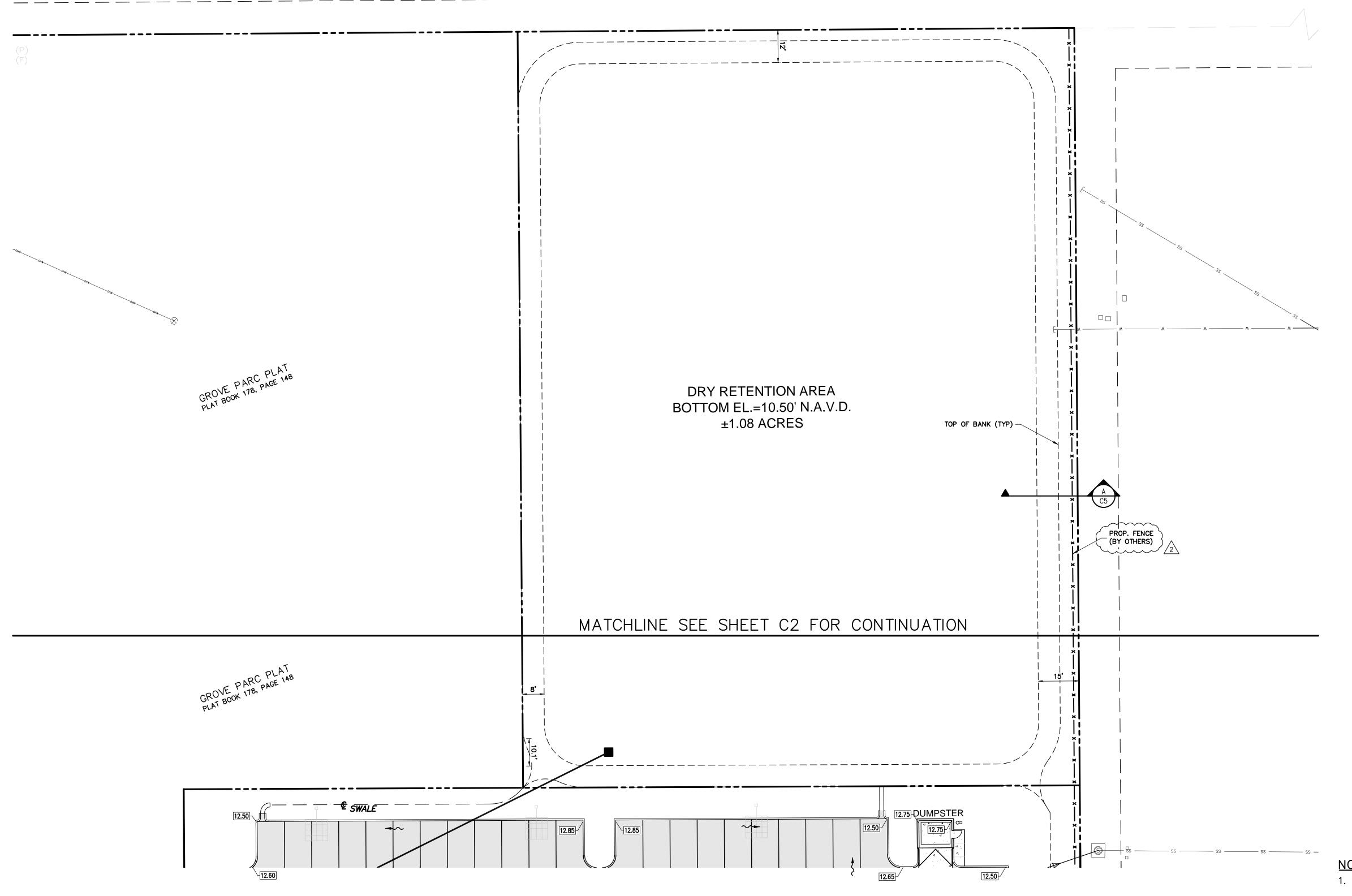
Mar 08 2013

A Site Plan Approval for:
COCONUT CREEK HOTEL

04-30-12

PAVEMENT GRADING & DRAINAGE PLAN

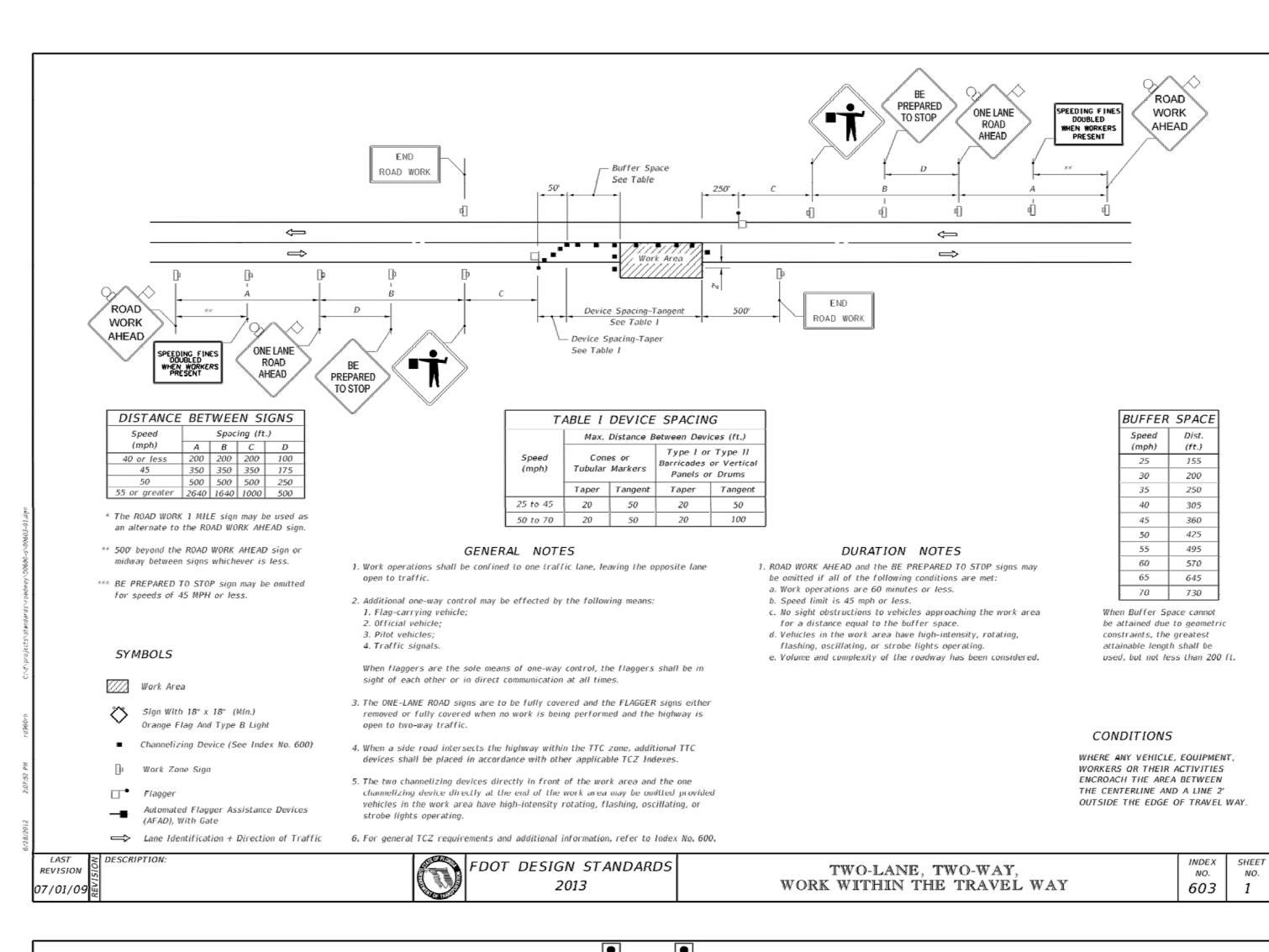
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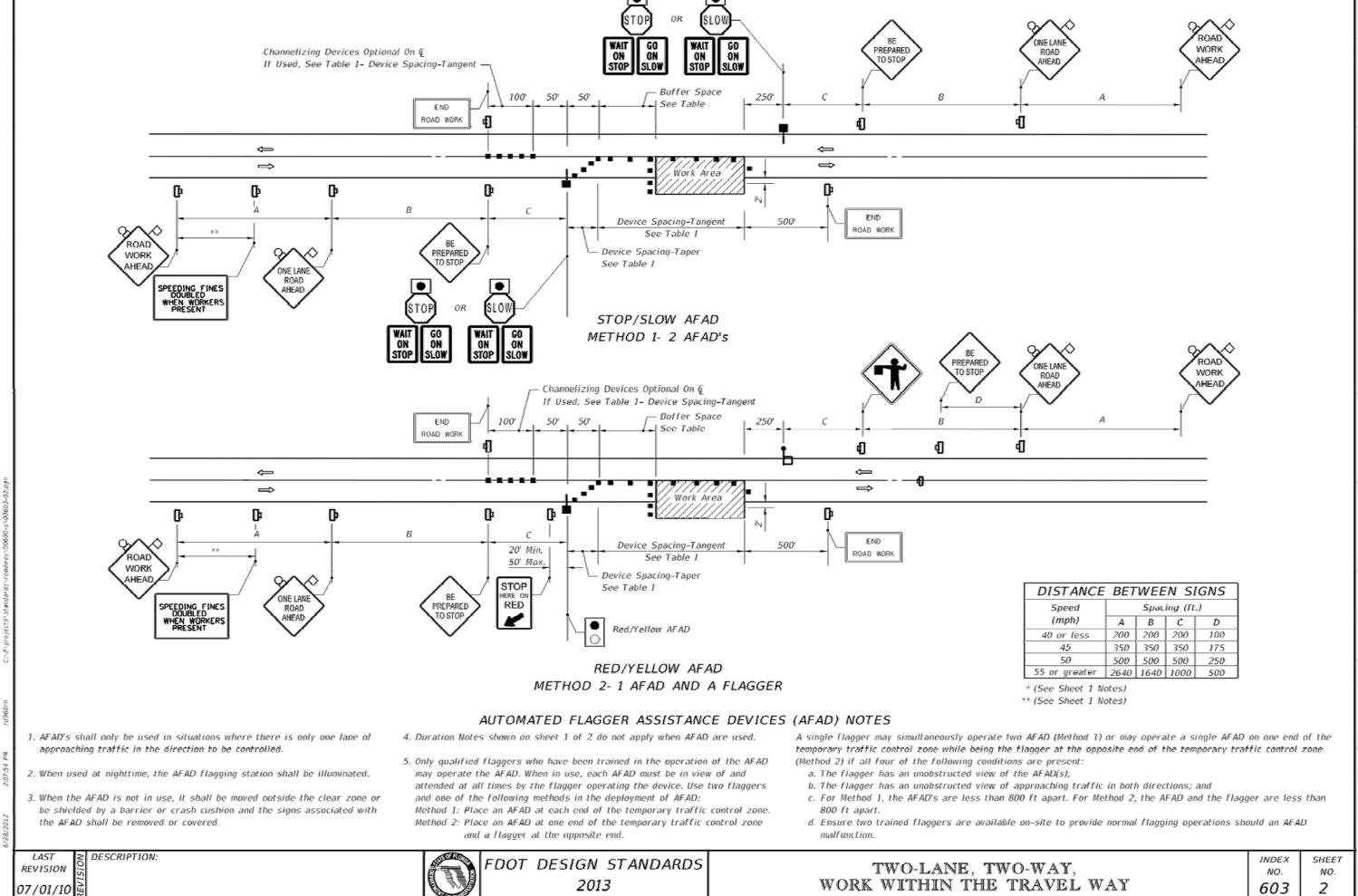


KEY MAP

NOTE:

1. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88)





All materials and construction within the FDOT right-of-way shall conform to the FDOT Roadway and Traffic Design Standards (2010 Edition). Standard Specifications (2010 Edition) and the supplements thereto.

The applicant's engineer responsible for construction inspection shall insure that the maintenance of traffic plan (MOT) for the project is in accordance with the applicable FDOT index numbers (600 series) and these documents: The Manual on Uniform Traffic Control Devices for Streets and Highways (U. S. Department of Transportation, FHWA).

At the end of each work period, any drop-off in the area adjacent to the travel way of the State Road shall be backfilled in accordance with Standard Index 600 or shall be otherwise protected with temporary barrier wall at the contractor's expense.

If the permitted work is on a roadway that has been selected as a hurricane or disaster evacuation route, the applicant, at the pre-construction conference is required to present, as part of the work plan, an emergency functional restoration plan to address eventualities such as hurricanes.

The contractor must call the appropriate county traffic engineering division, having jurisdiction over the project at least 48 hours, before any excavation within the FDOT right-of-way to determine the location of the existing traffic signal interconnect cable.

The location of existing utilities shown is approximate only. The contractor shall determine the exact location during construction. Relocation of utilities shall be coordinated with utility companies after identification of conflict by contractor. Contractor will notify engineer in advance before any relocation.

Before permit approval and construction of this project, the applicant must contact the Florida Department of Transportation Local Maintenance Office to schedule a pre-construction meeting. The telephone number is 954-776-4300 or 1-800-300-8236.

The applicant at the earliest convenient time shall notify in writing all right-of-way users affected by the construction of this project.

All MOT lane closure signs shall be covered when lanes are not closed. No lanes are to be closed except at times prescribed by the Department.

Limerock base shall be a minimum of 12" and compacted in 6" lifts to 98% maximum density according to AASHTO-T180. Construction to conform to section 200. Base to be primed after

Stabilized Subgrade - minimum 12" thick and compacted to 98% maximum density according to AASHTO-180. Material to have minimum L.B.R. of 40 and conform to section 160.

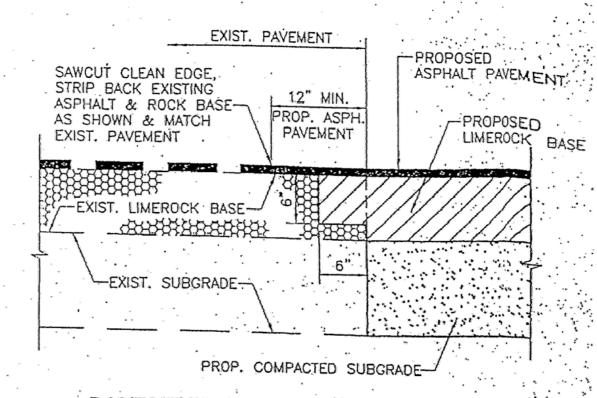
Remove all muck, overburden, and root material to the right-of-way line, and backfill to the required subgrade with clean, granular material in maximum 6" lifts compacted to 100% of maximum density in accordance with AASHTO T99-C specifications, and each lift tested before placing next lift.

Sodding shall be in accordance with section 575.

All curb cut ramps must face in the direction of pedestrian travel.

Specify the alphanumeric identification for the curb cut ramps per Standard Index 304. A copy of the appropriate detail(s) must be shown on the plans.

FLAGGERS MUST BE PRESENT DURING THE INGRESS AND EGRESS OF CONSTRUCTION VEHICLES TO AND FROM THE PROJECT SITE. WARNING SIGNS MUST BE ERECTED ADVISING MOTORIST OF TRUCKS ENTERING THE HIGHWAY.



PAVEMENT CONNECTION DETAIL

anderso

architecture, inc

Mar 08 2013

HOTEL CREEK

OCONUT

04-30-12

PAVEMENT GRADING & DRAINAGE NOTES

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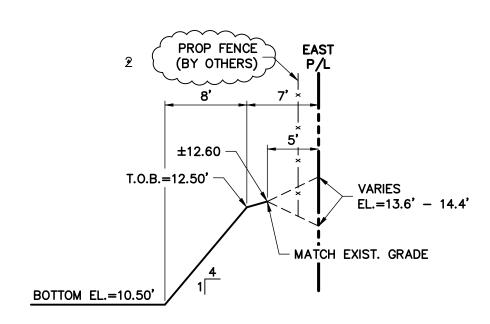
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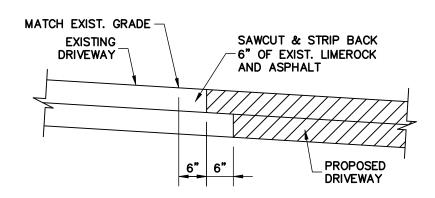
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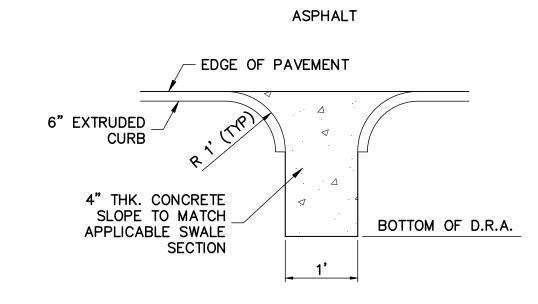


SECTION A-A

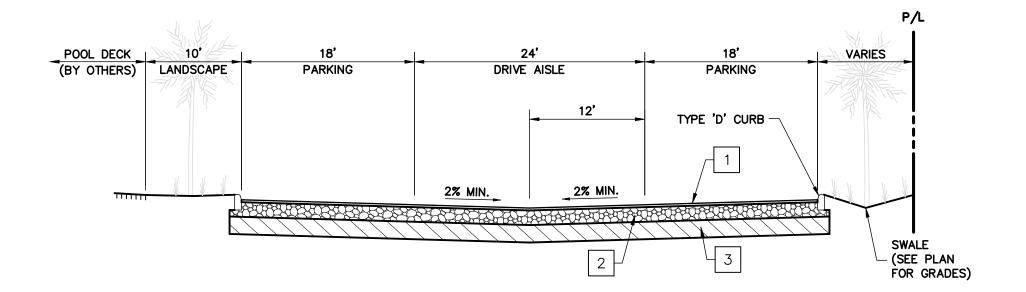
ON-SITE PAVEMENT NOTES: THE WEARING SURFACE SHALL BE 1 1/2 " THICK DBL. COURSE S-III (2) 3/4 " LIFTS. LIMEROCK TO BE PRIMED AND TACK COAT TO BE APPLIED BETWEEN FIRST AND SECOND LIFT OF ASPHALT. THE BASE COURSE SHALL BE LIMEROCK (MIN. OF 70% CARBONATES, LIQUID LIMIT=35, PLASTICITY 6), 8" THICK COMPACTED IN ACCORDANCE WITH A.A.S.H.T.O. SPECIFICATION T-180 TO 98% DENSITY. MIN. LBR TO BE 100. ALL ORGANIC AND YIELDING MATERIAL WITHIN THE LIMITS SHOWN SHALL BE REMOVED AND REPLACED WITH CLEAN FILL, THE SUBBASE SHALL EXTEND 12" BELOW THE BASE COURSE, SHALL HAVE A MINIMUM DRY DENSITY OF 115 PCF AND SHALL BE COMPACTED TO 98% OF MAXIMUM DRY DENSITY PER A.A.S.H.T.O. SPECIFICATION T-180, METHOD "C". MINIMUM LBR TO BE 40. 4. 12" COMPACTED SUBGRADE TO 98% PER AASHTO T-180 MIN. LBR 40.



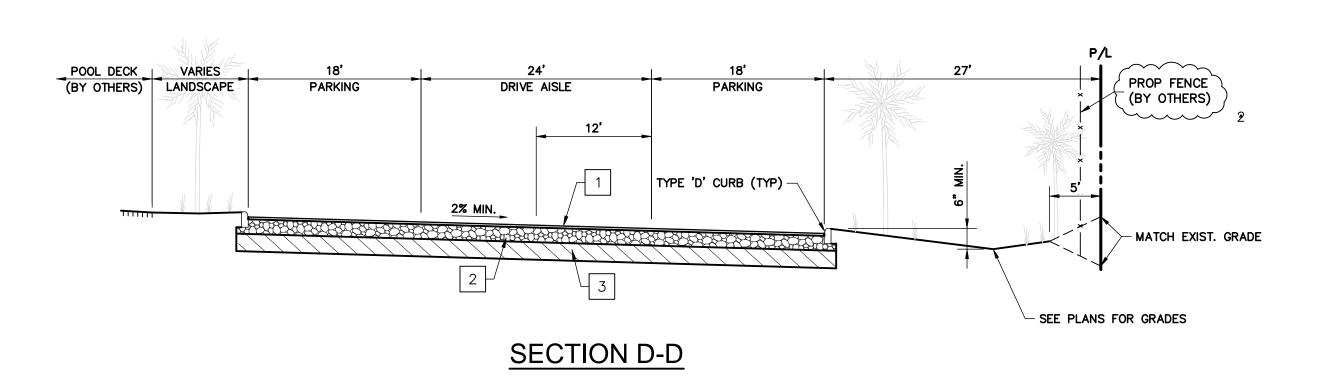
ASPHALT TIE-IN DETAIL

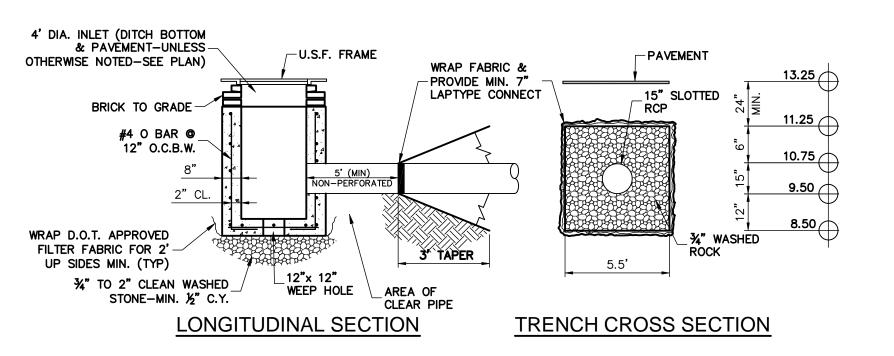


CURB CUT w/CONC. FLUME DETAIL

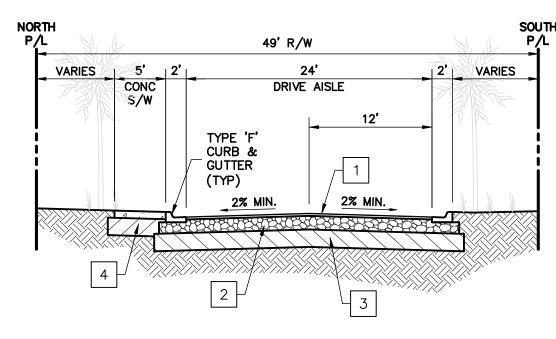


SECTION B-B

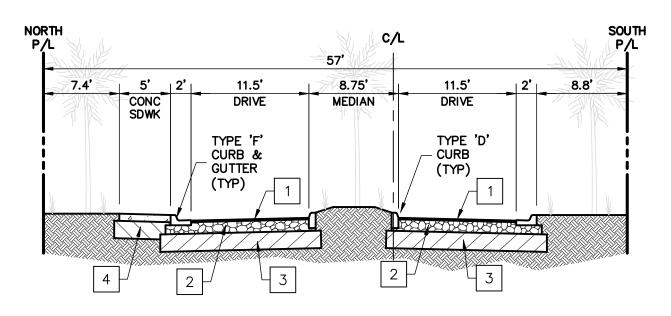




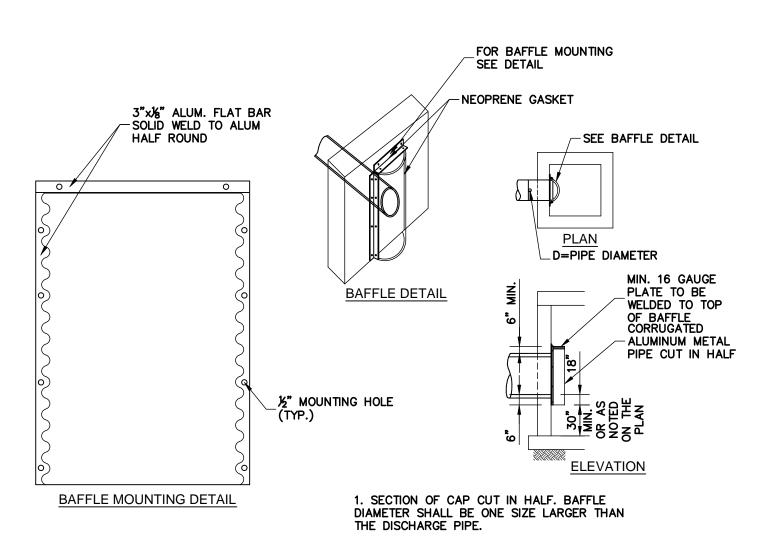
NOTE:
COMPACT TRENCH BACFFILL AND SOIL WITHIN MIN.
5' OFF TRENCH TO MIN. 95% OF MAX. DRY DENSITY PER
ASTM D-1557. **EXFILTRATION TRENCH DETAIL**



SECTION C-C

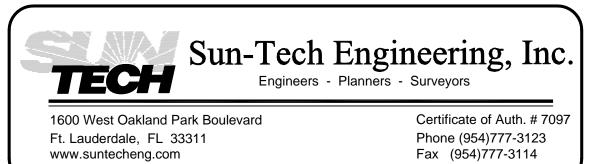


SECTION E-E



POLLUTION RETARDANT BASIN (ALL STRUCTURES SEE PLAN FOR BAFFLE LOCATION)

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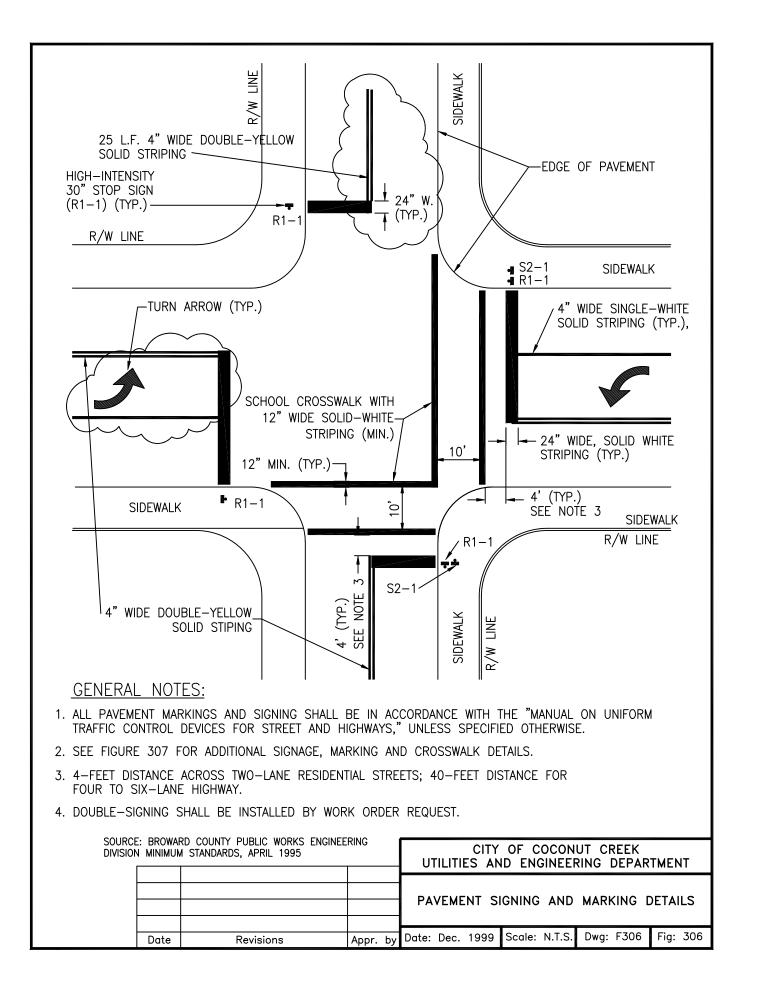
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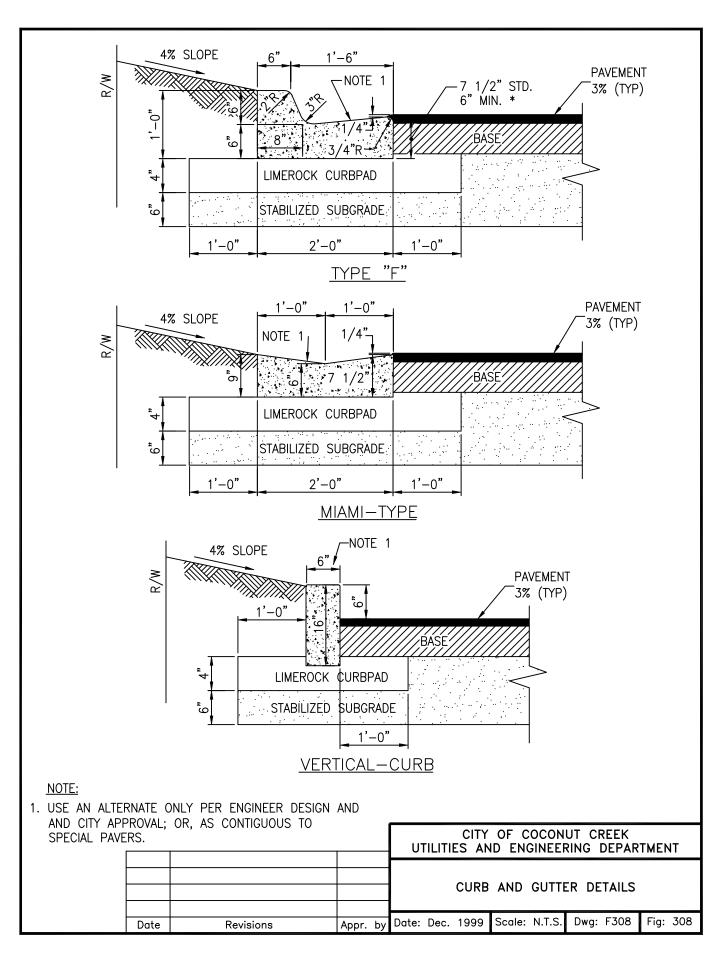
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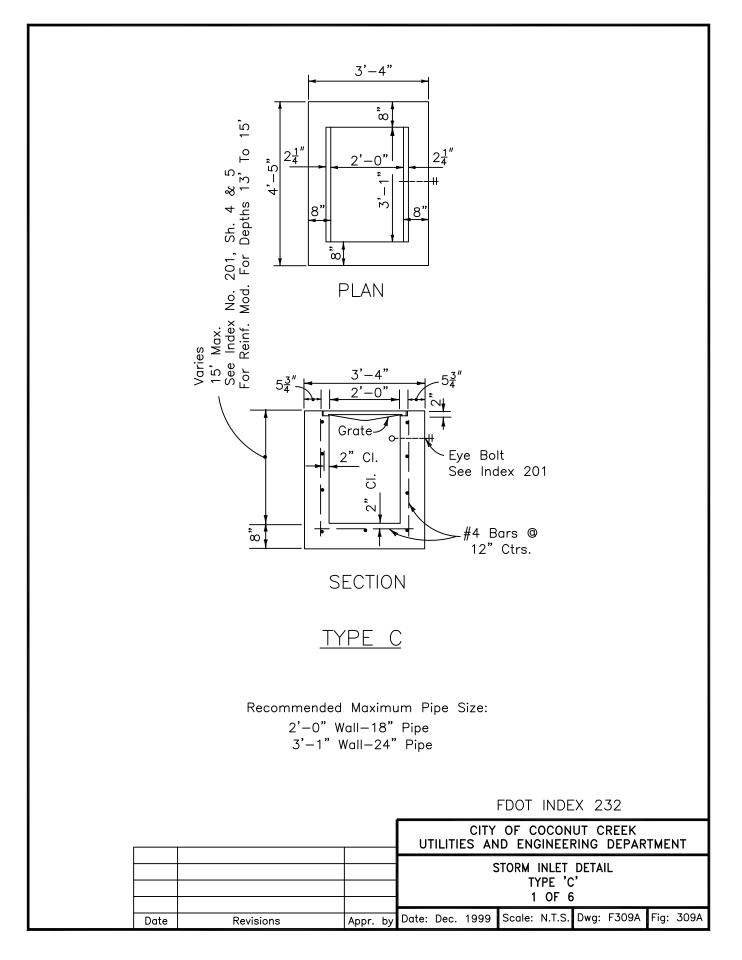
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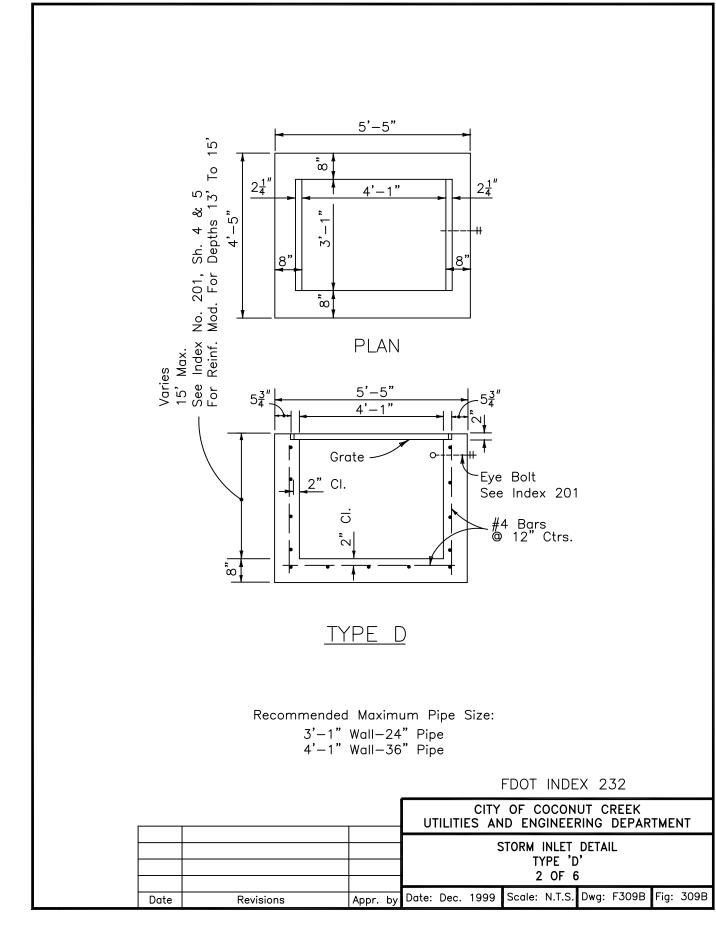
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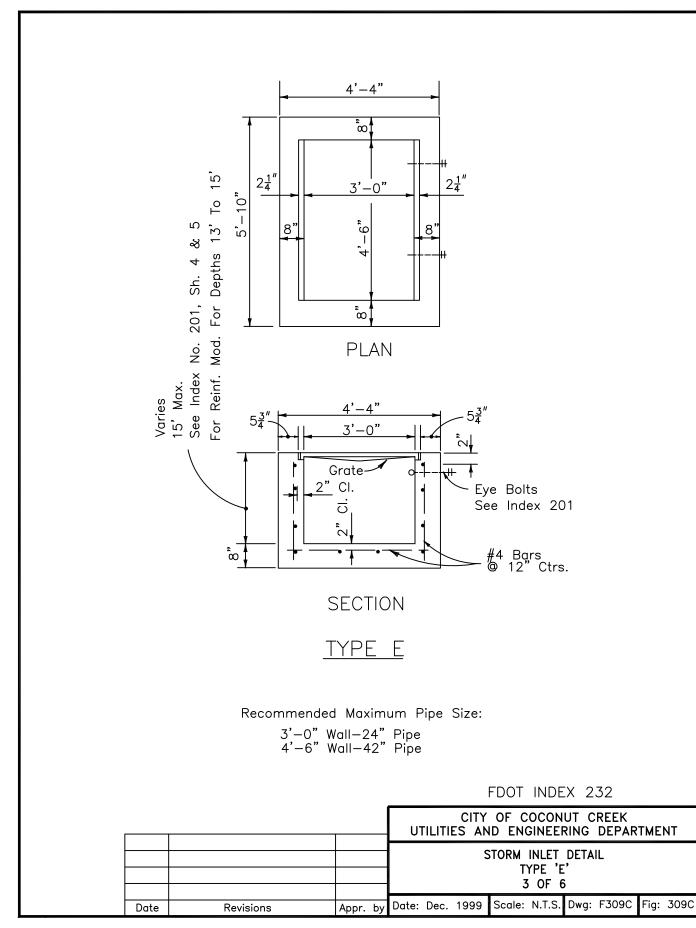
PAVEMENT GRADING & DRAINAGE DETAILS

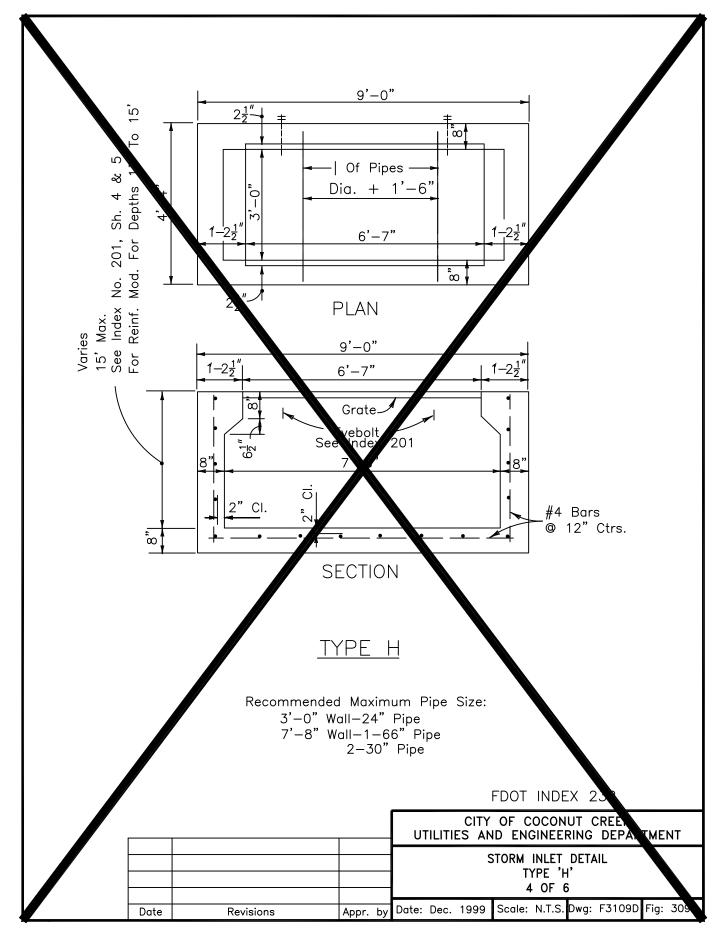


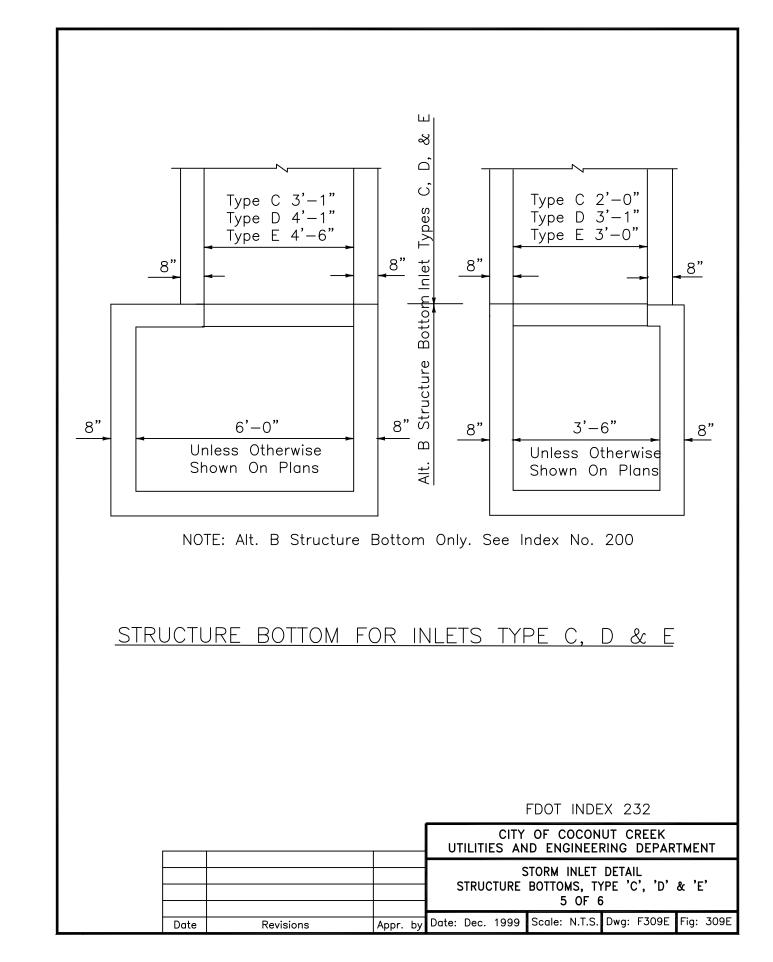


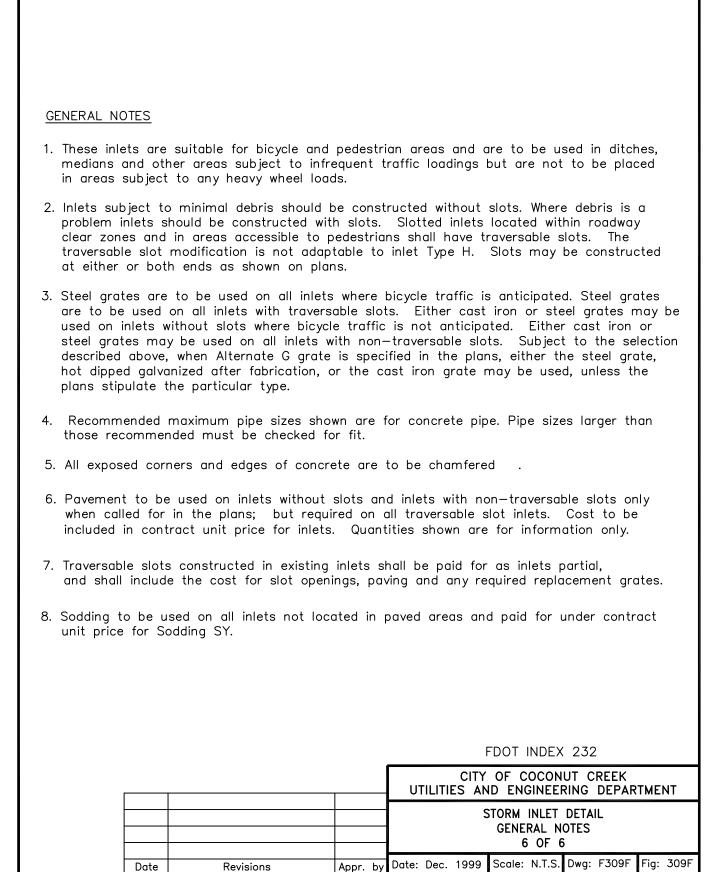




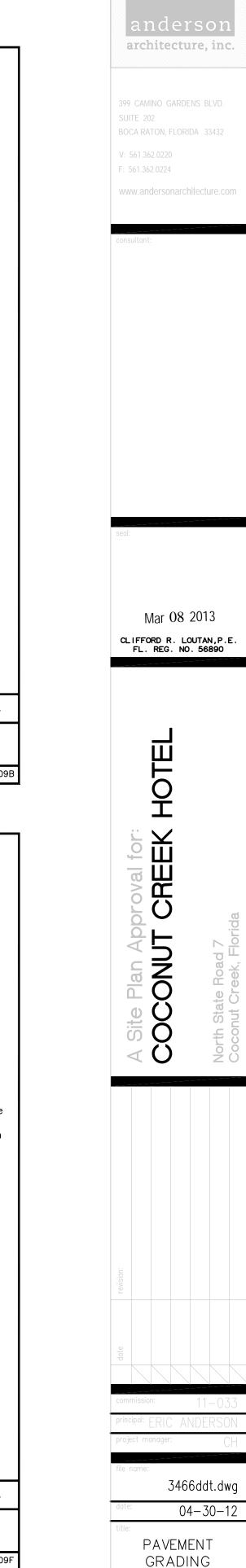








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Sun-Tech Engineering, Inc.

Engineers - Planners - Surveyors

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Ft. Lauderdale, FL 33311

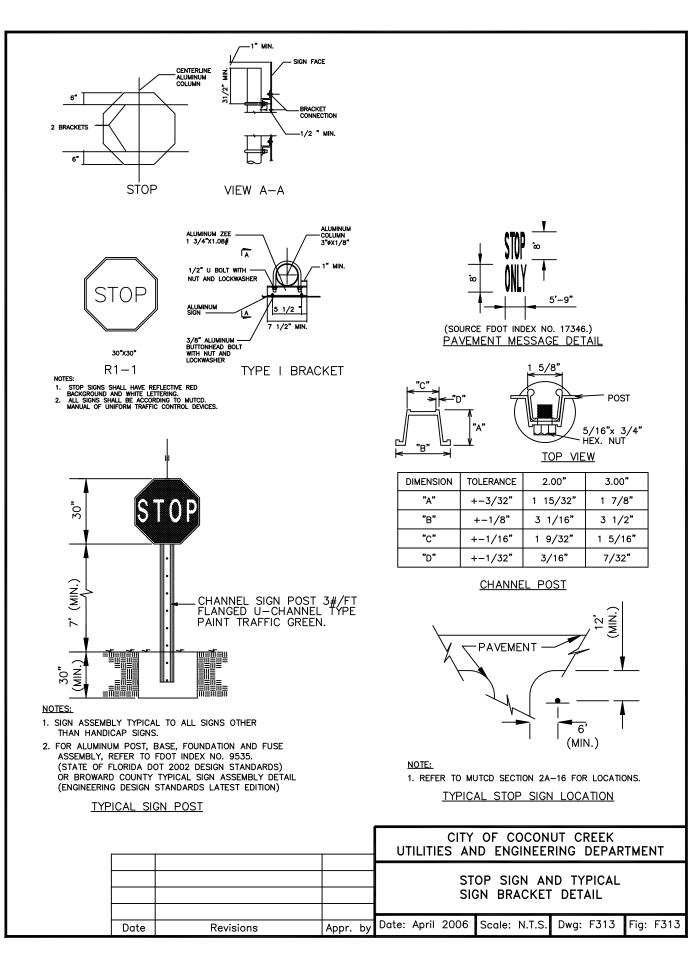
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Phone (954)777-3123

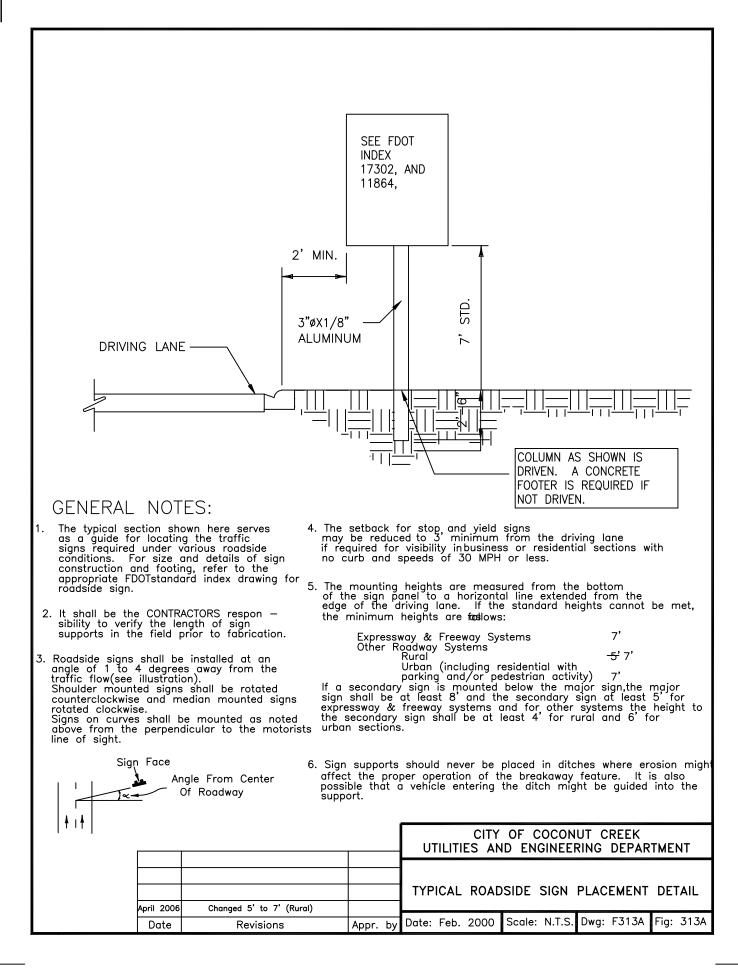
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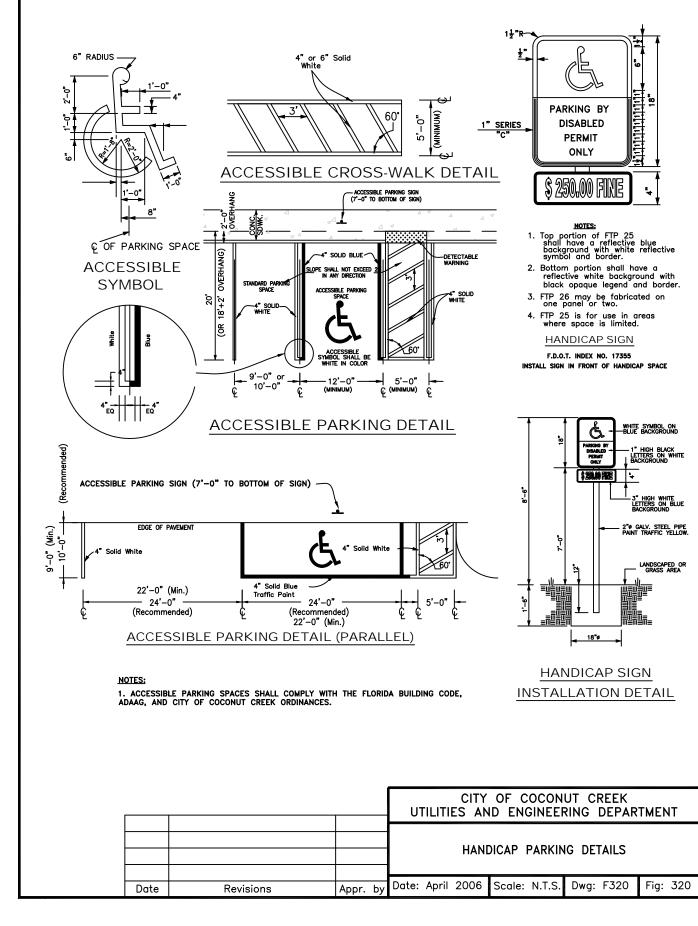
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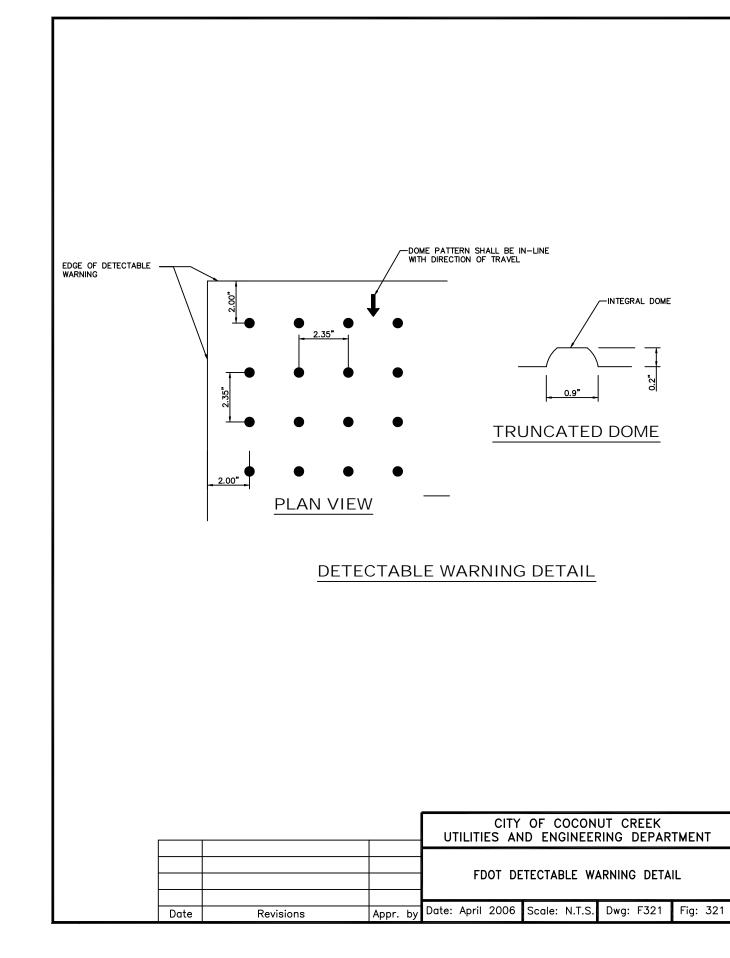
Fax (954)777-3114

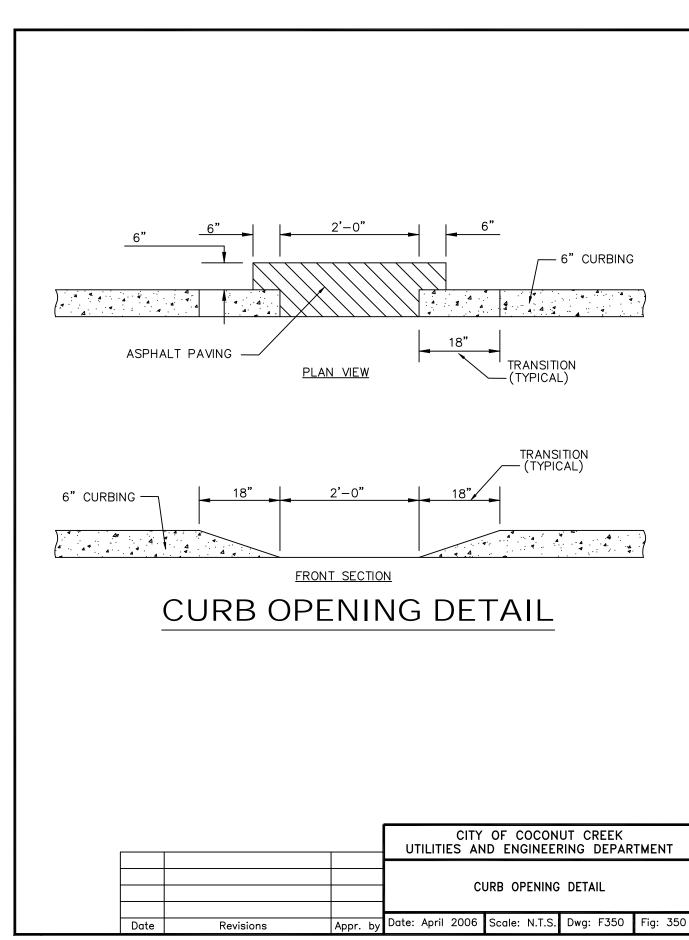
& DRAINAGE DETAILS

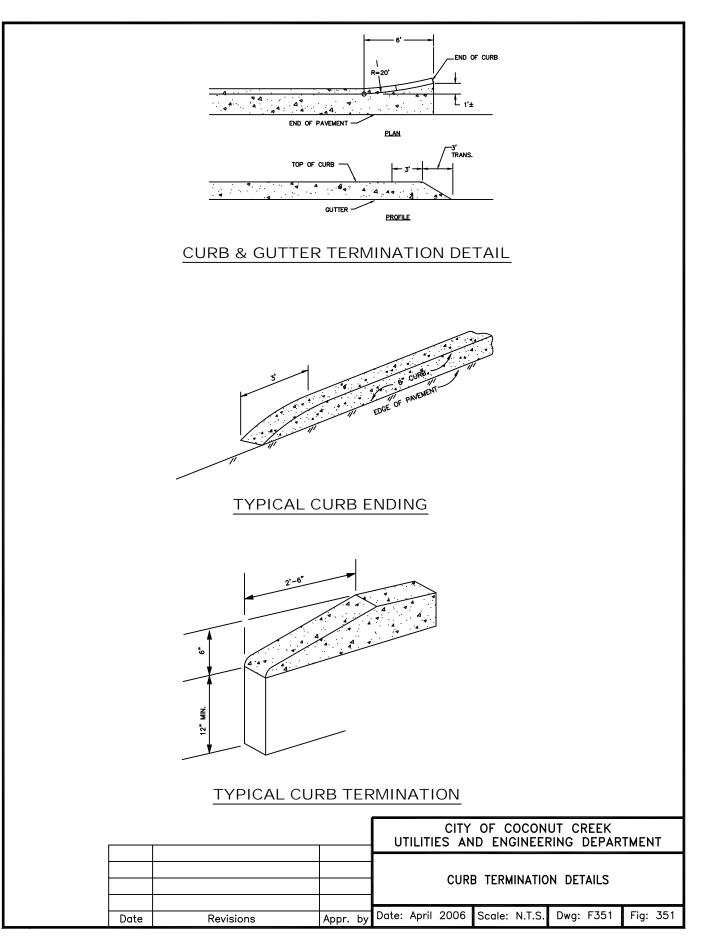


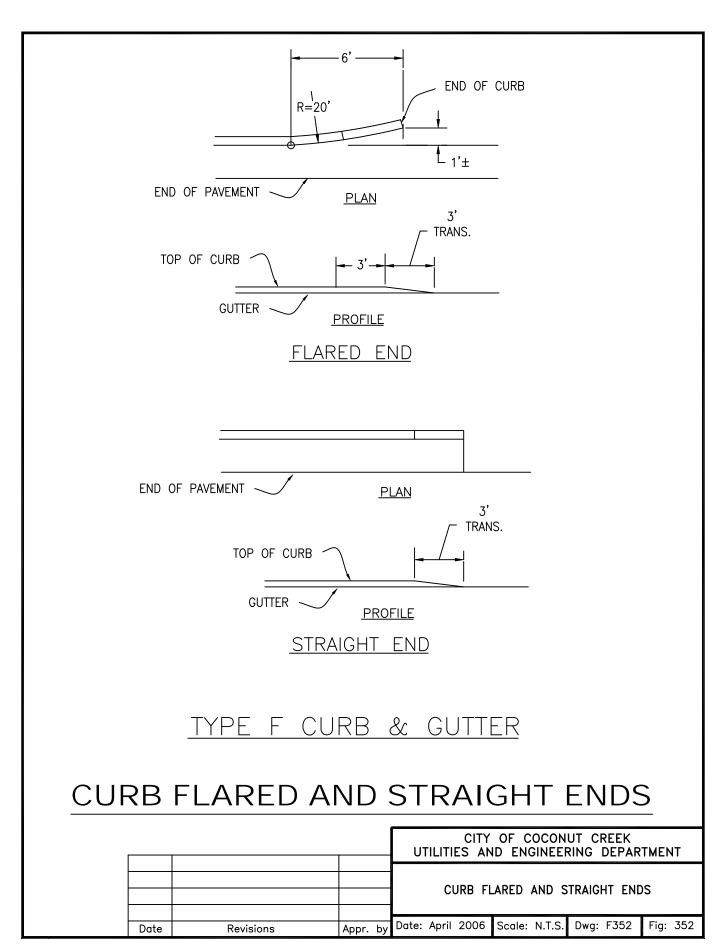


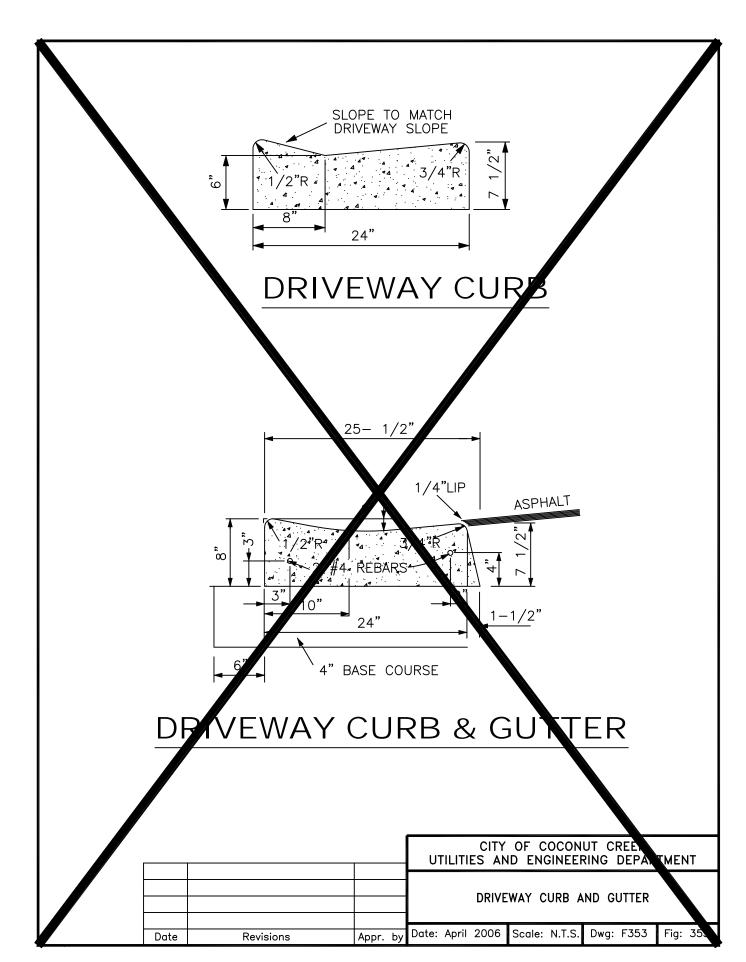


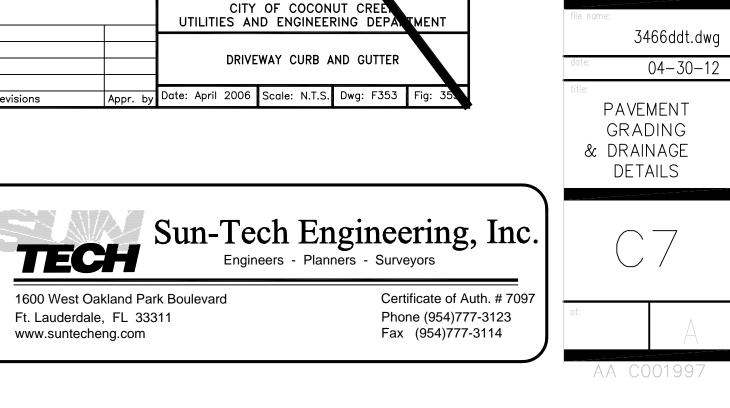












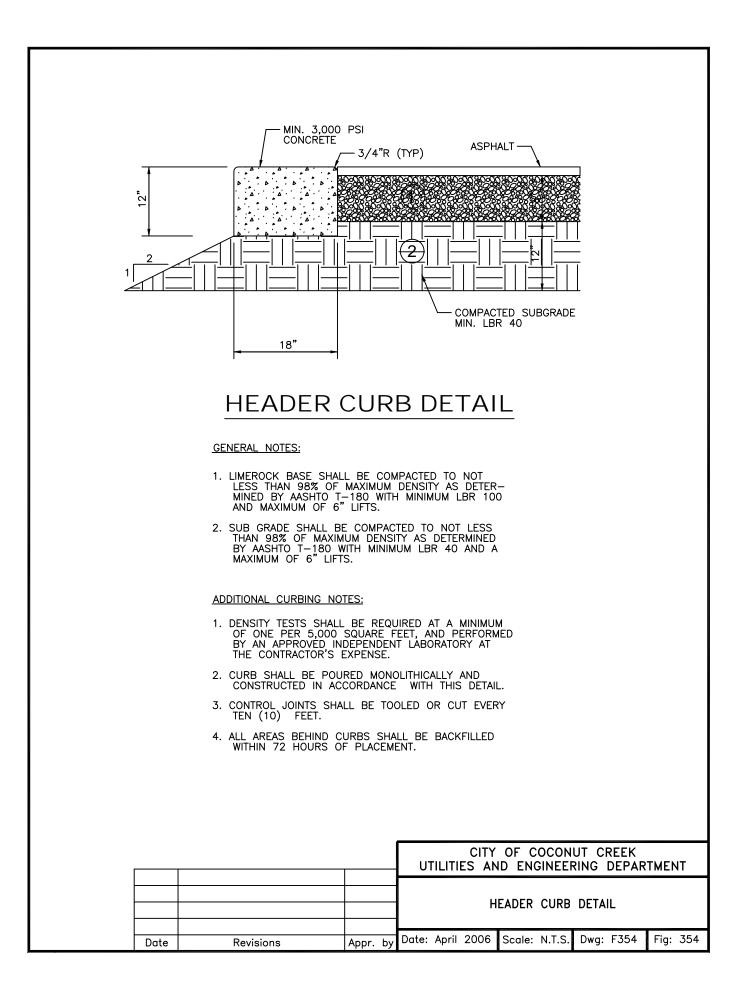
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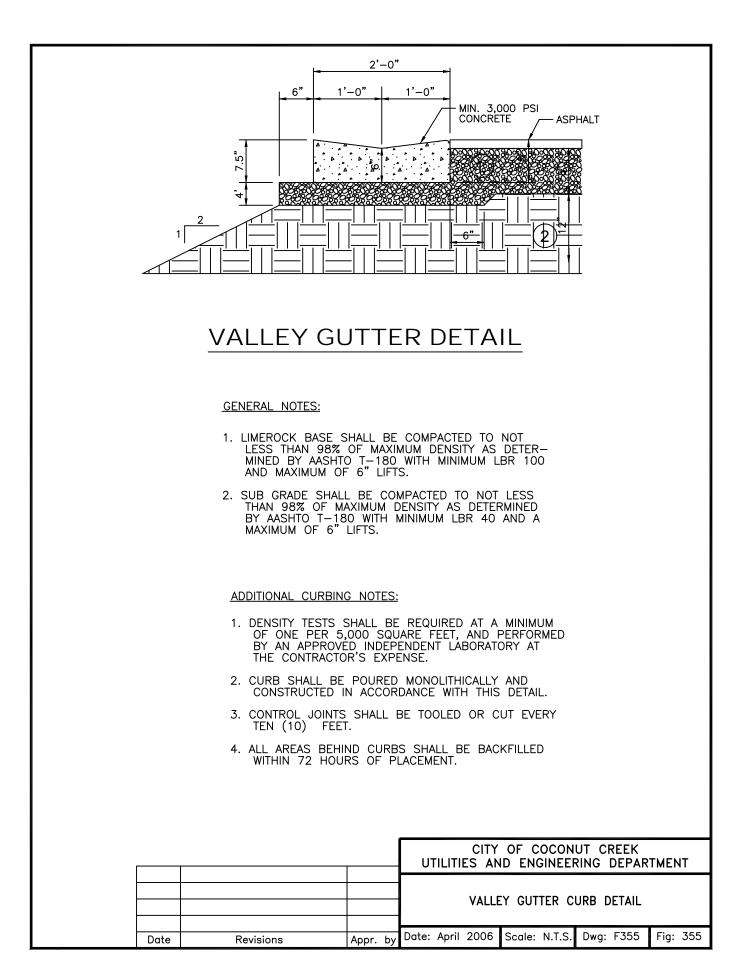
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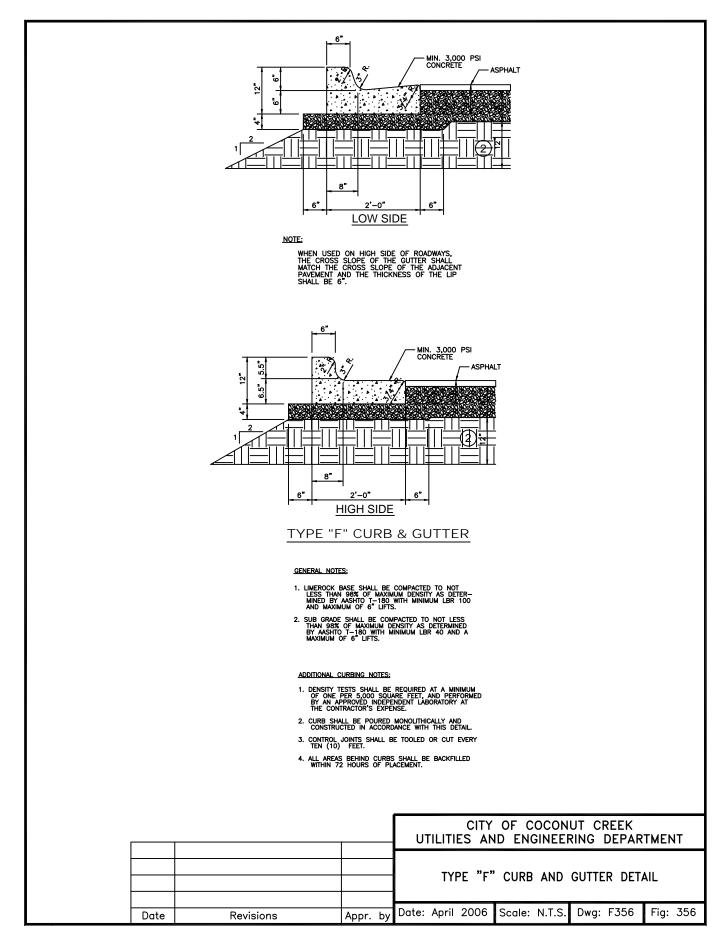
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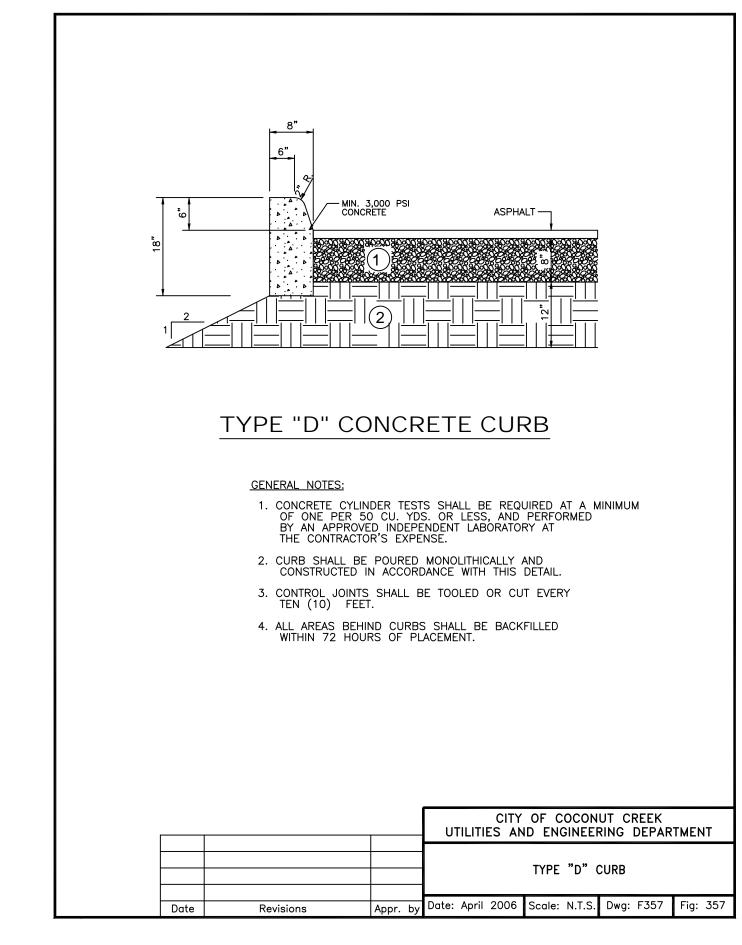
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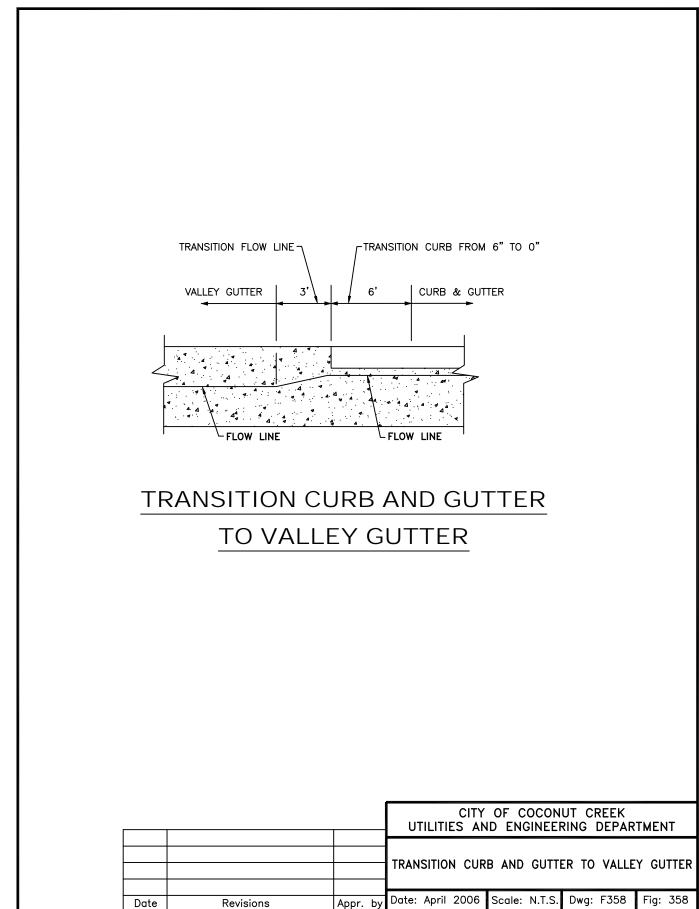
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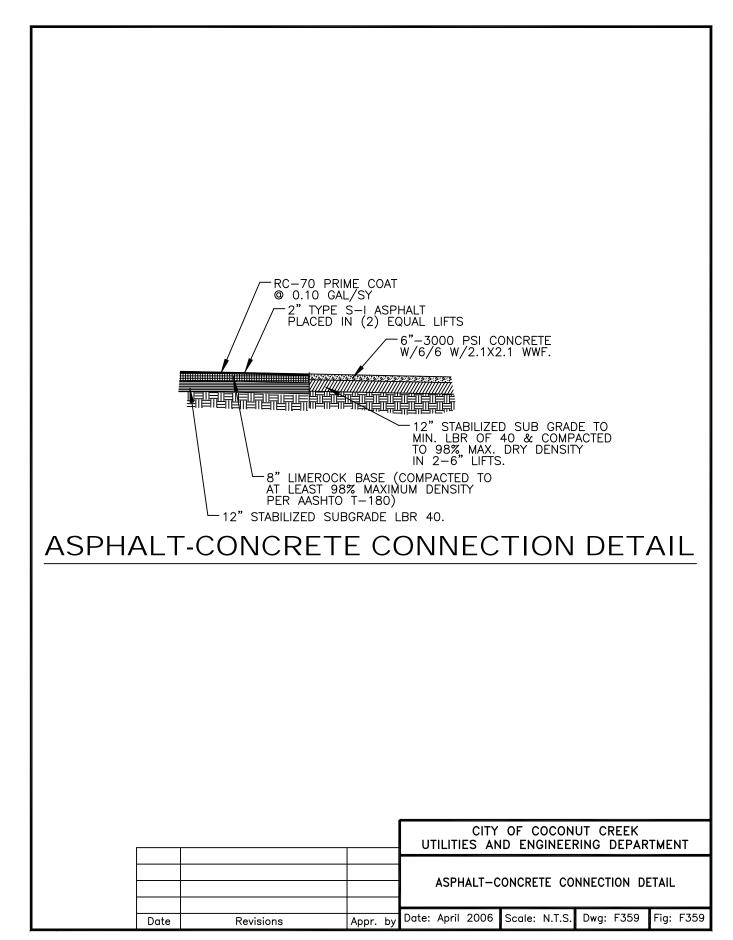


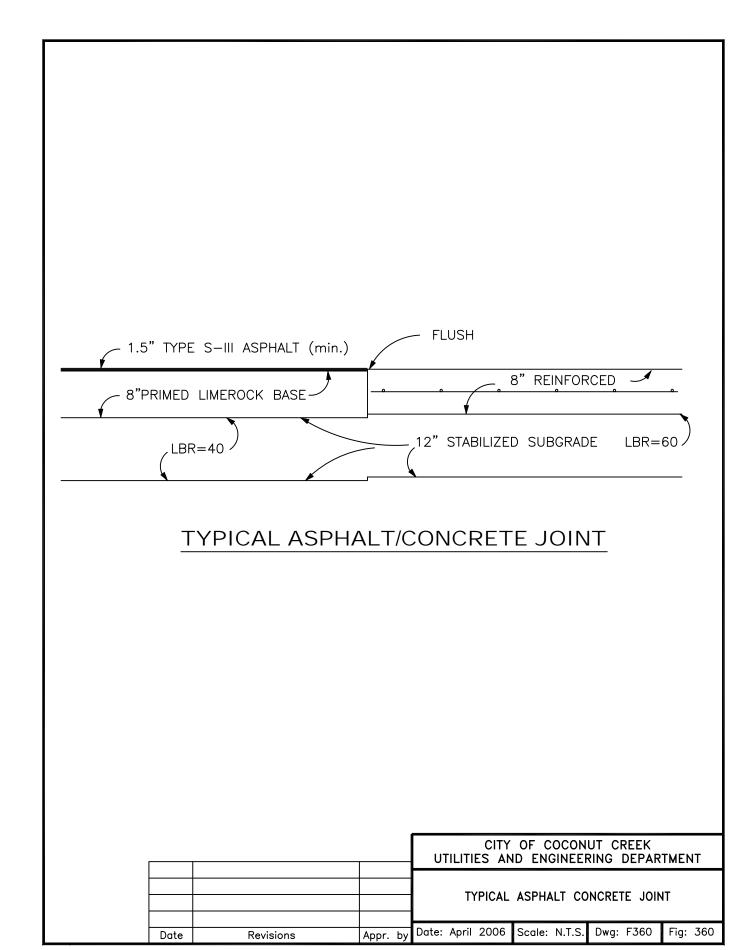


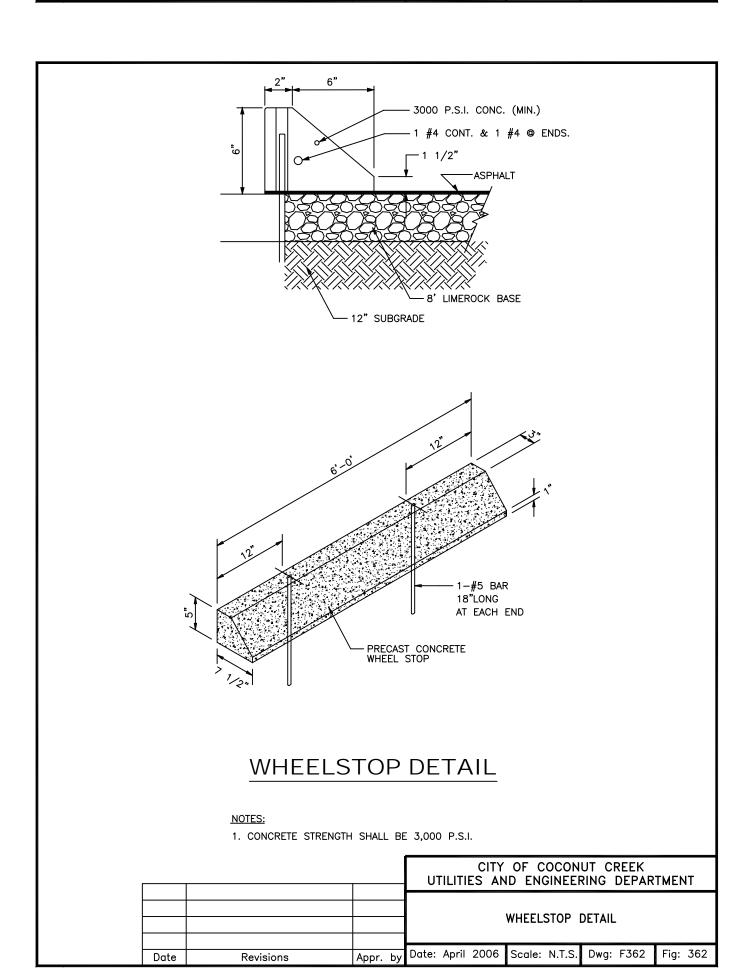


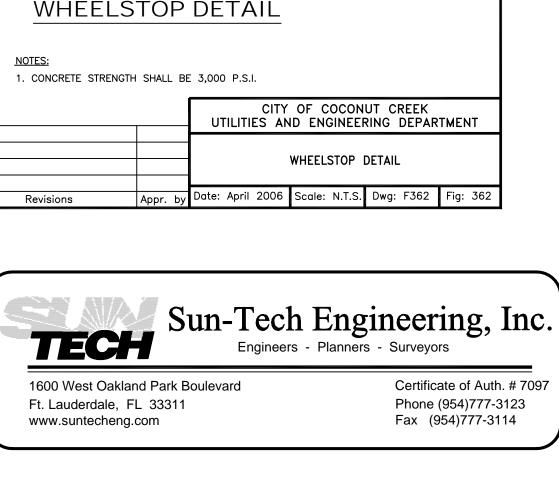














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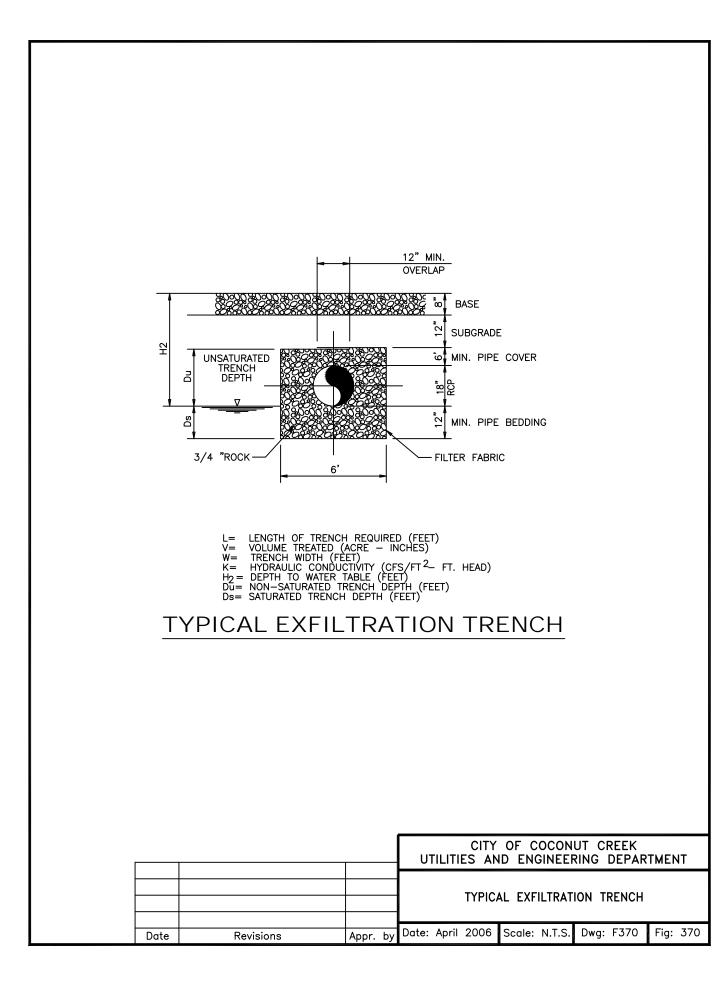
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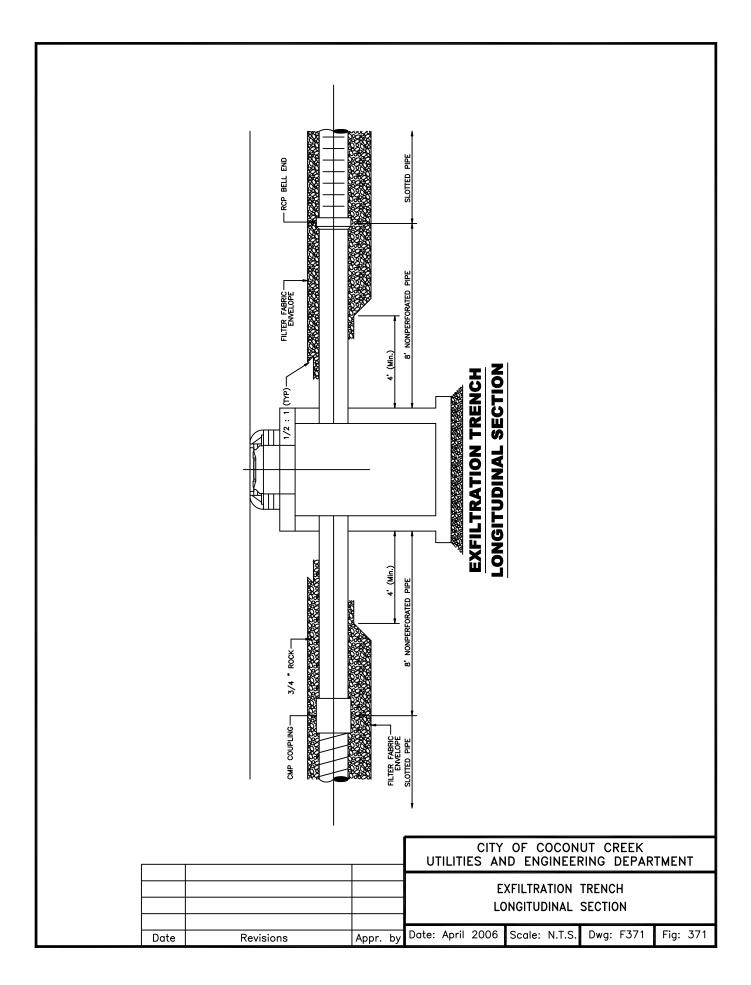
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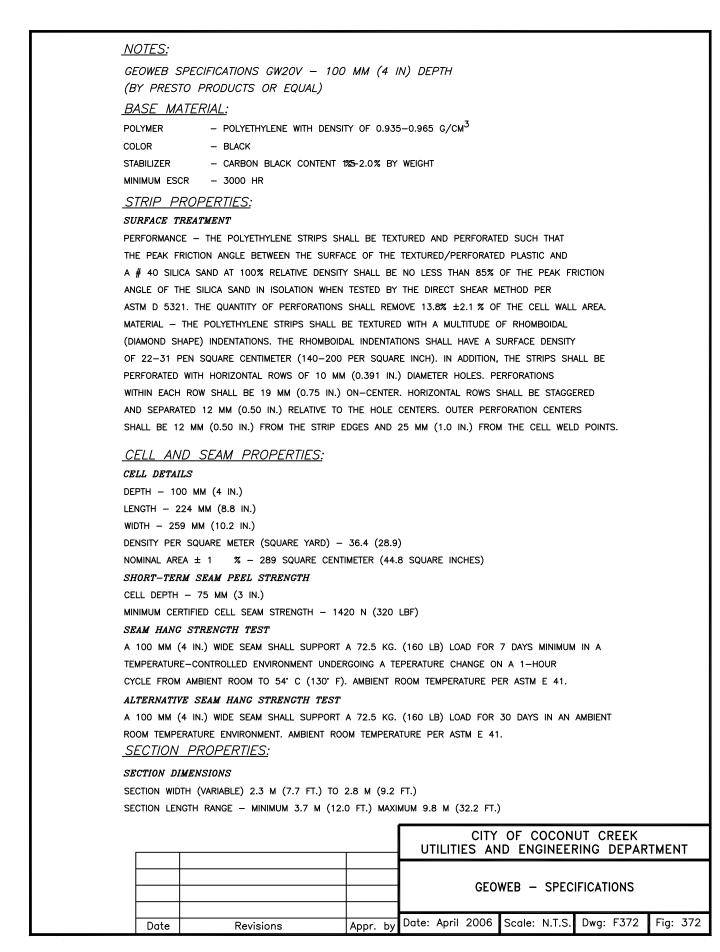
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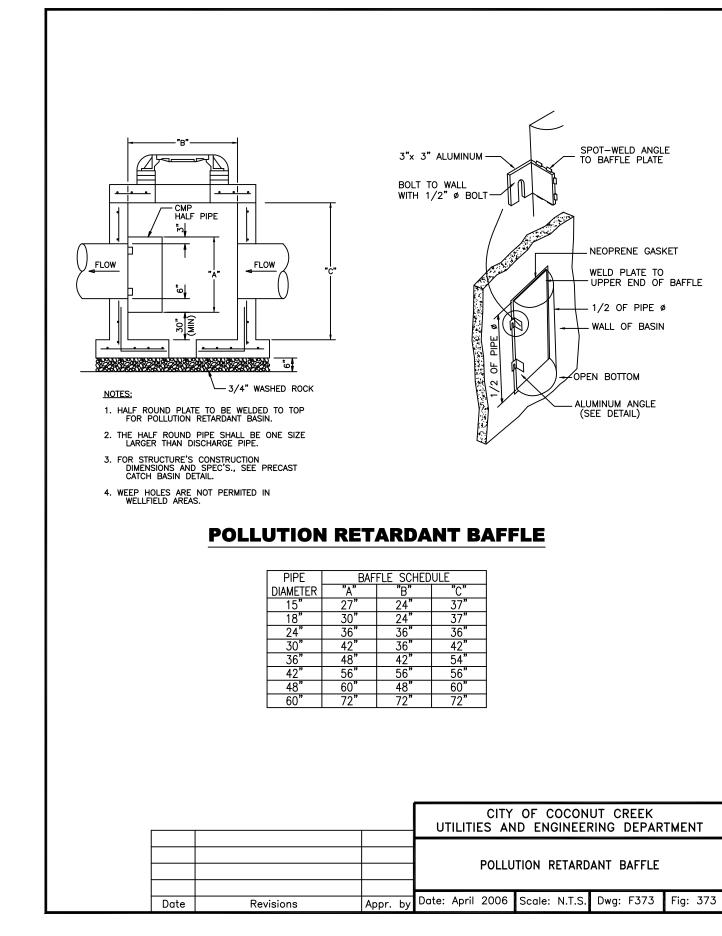
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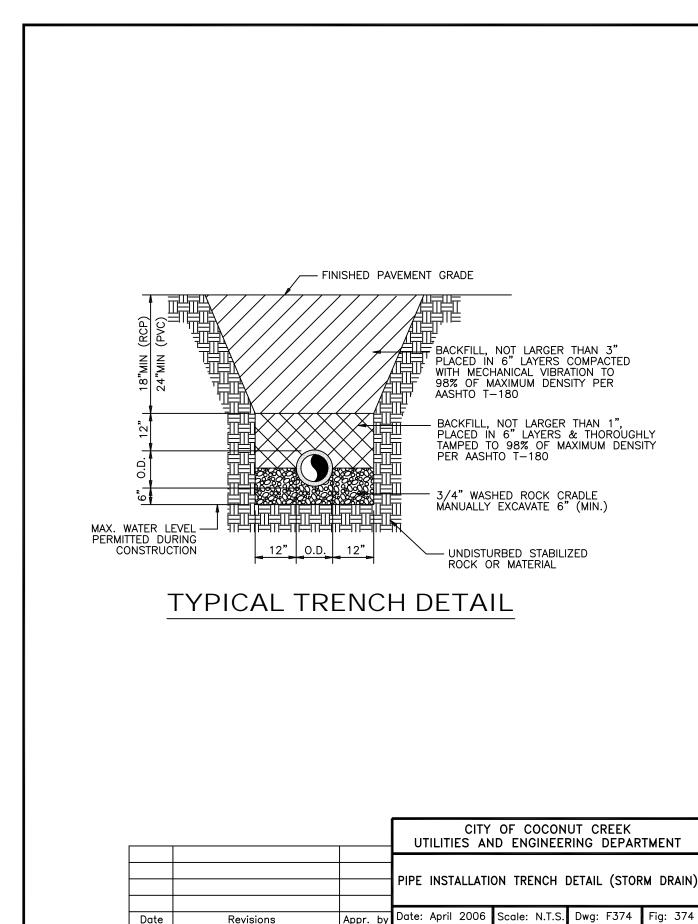
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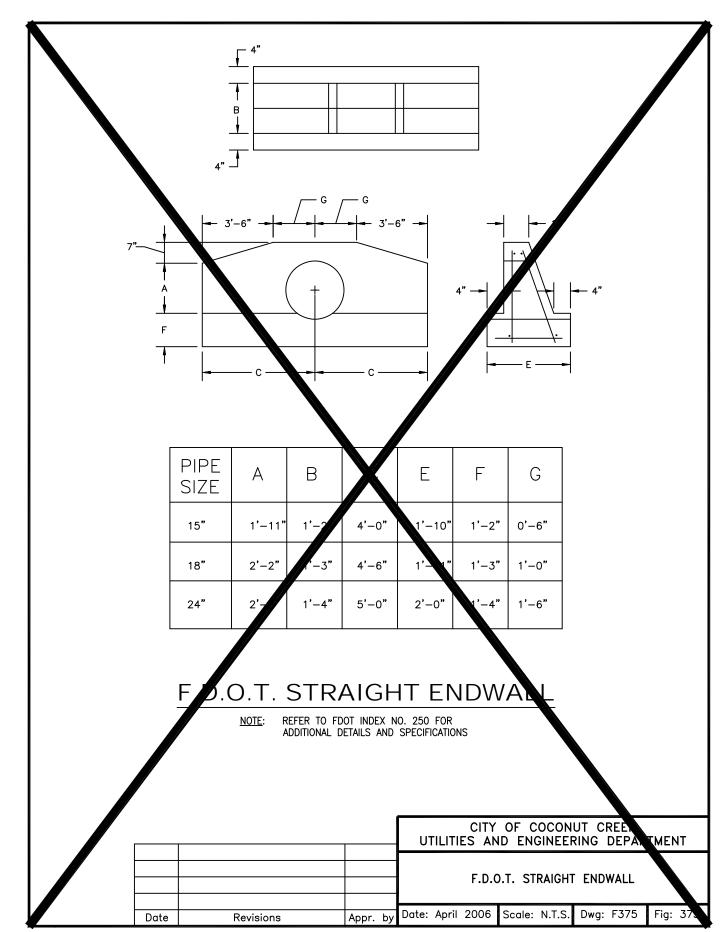


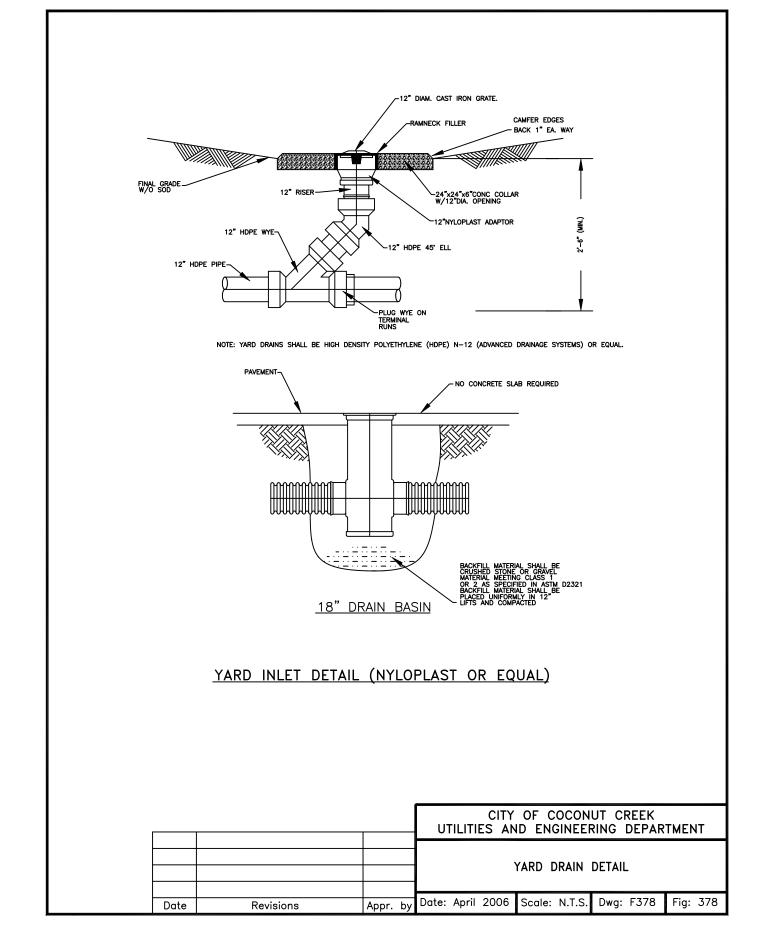


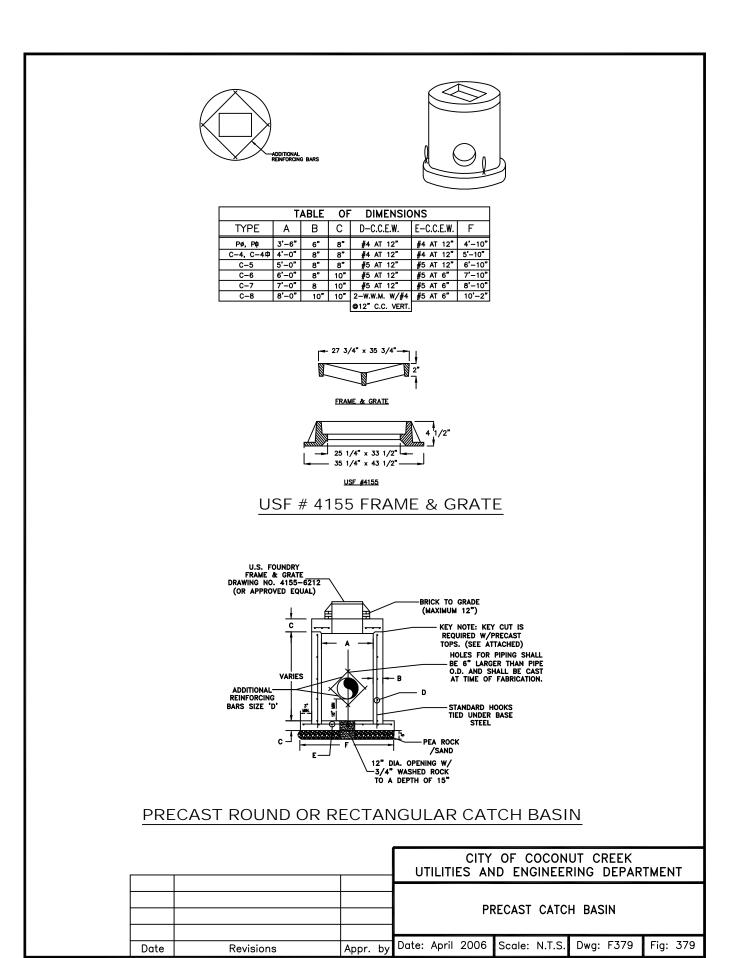


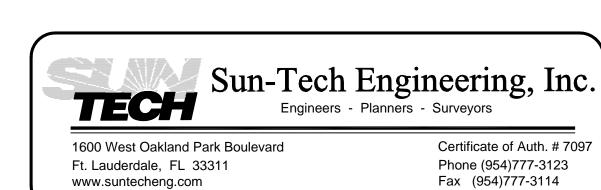














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Site Plan Approval for:

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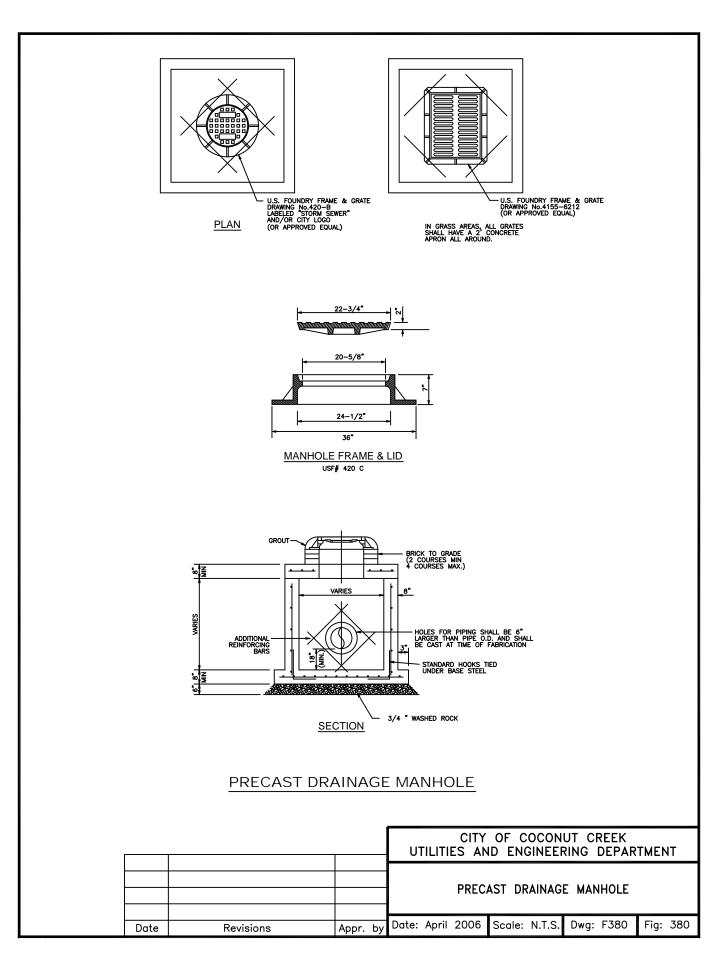
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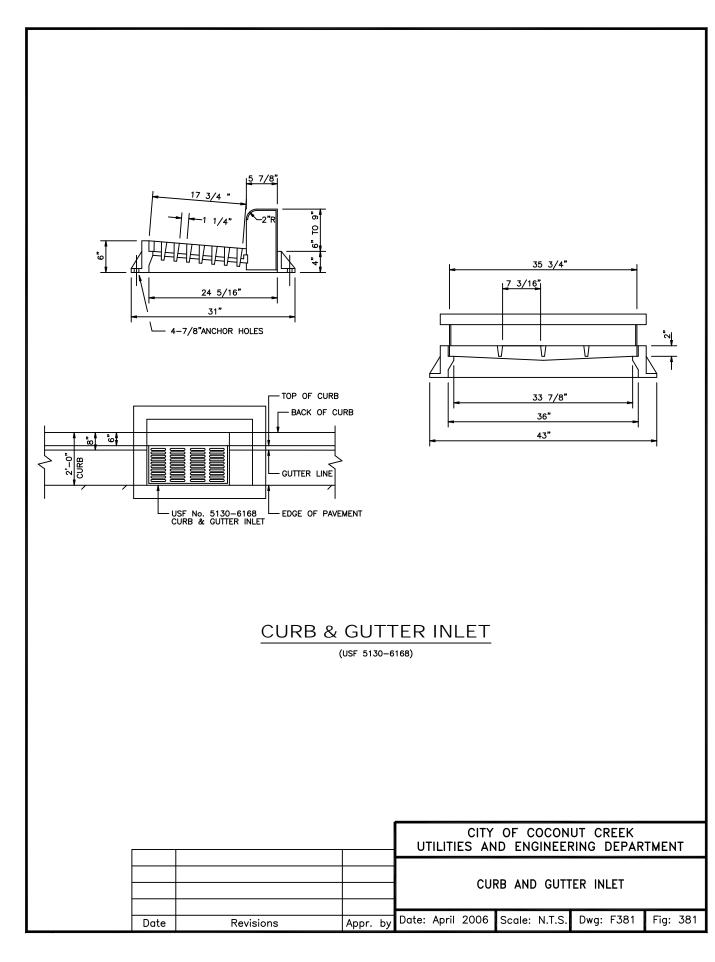
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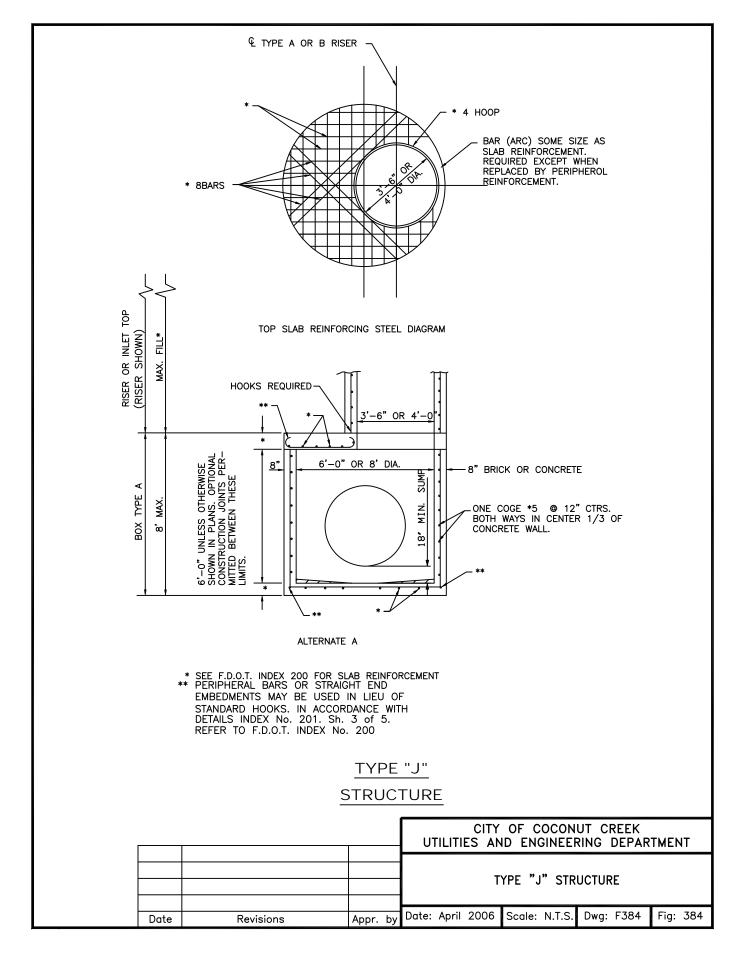
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GRADING
& DRAINAGE
DETAILS

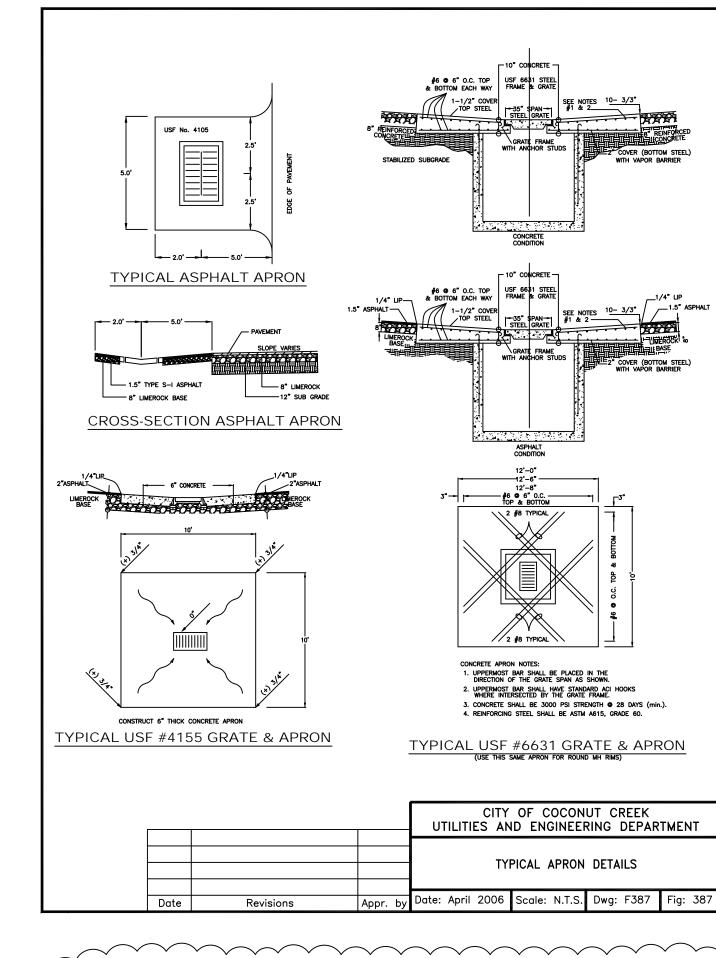
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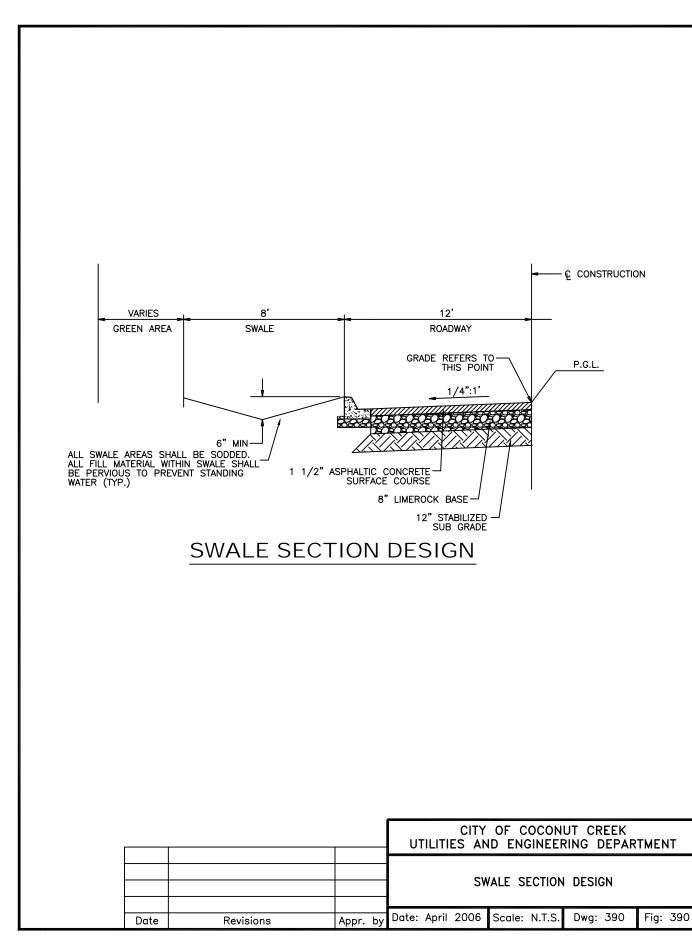
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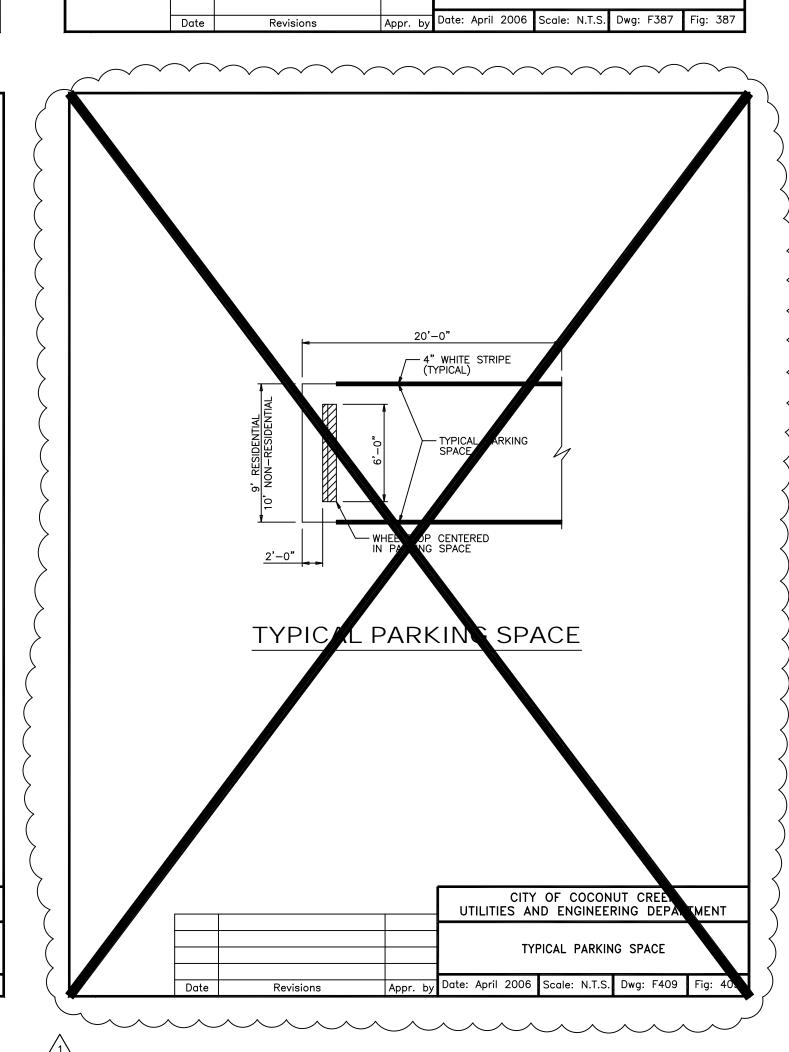






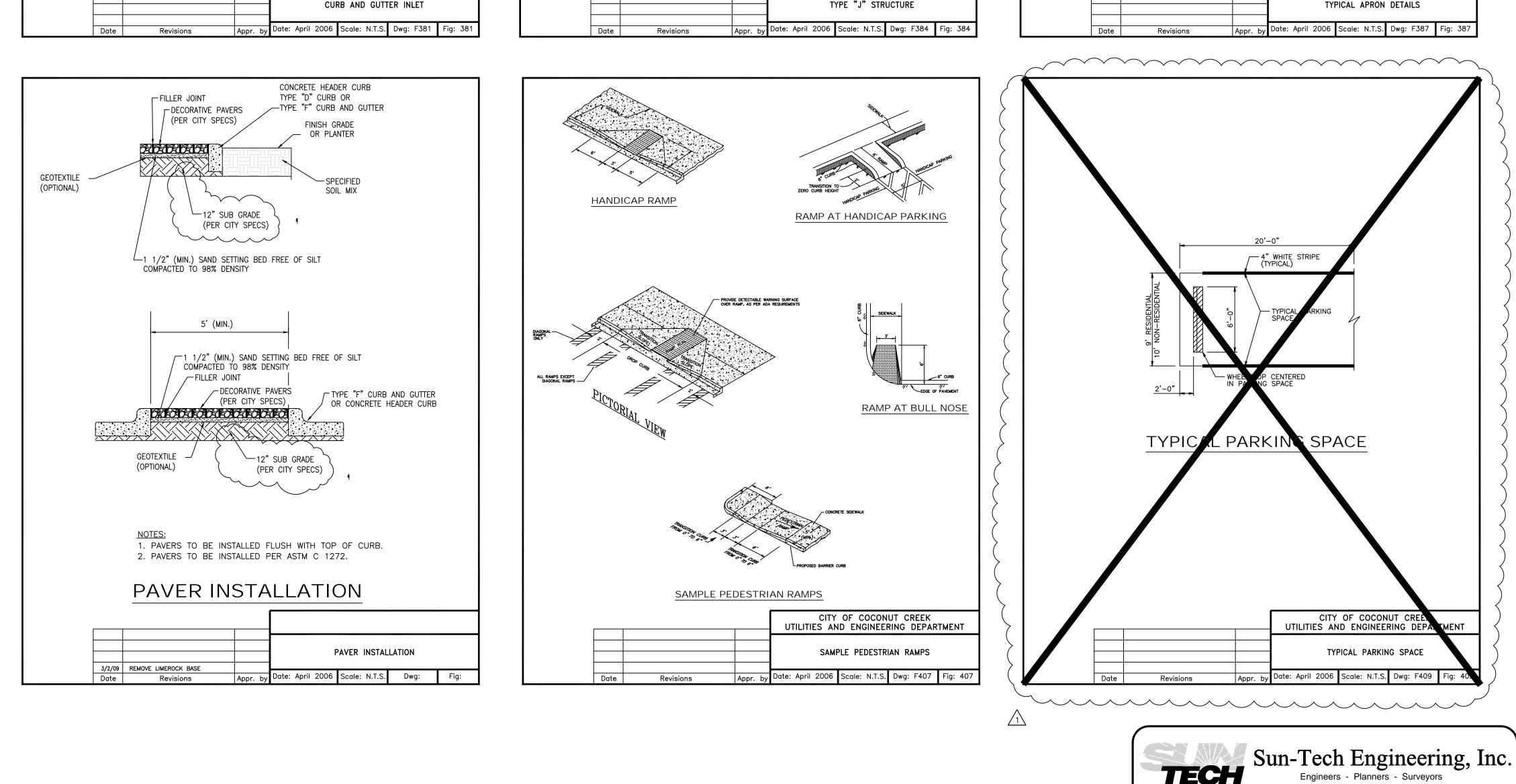


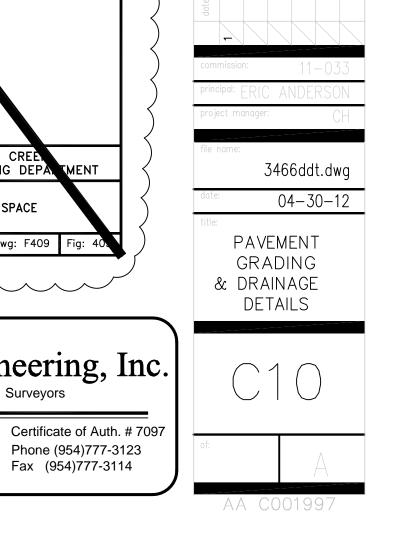




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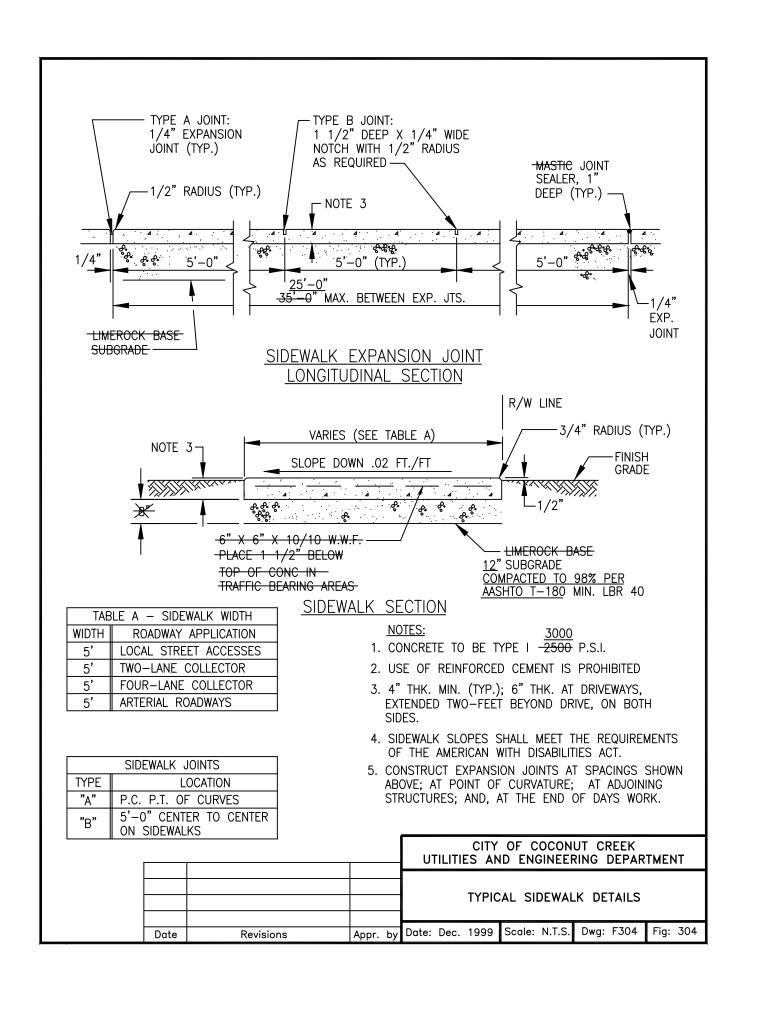


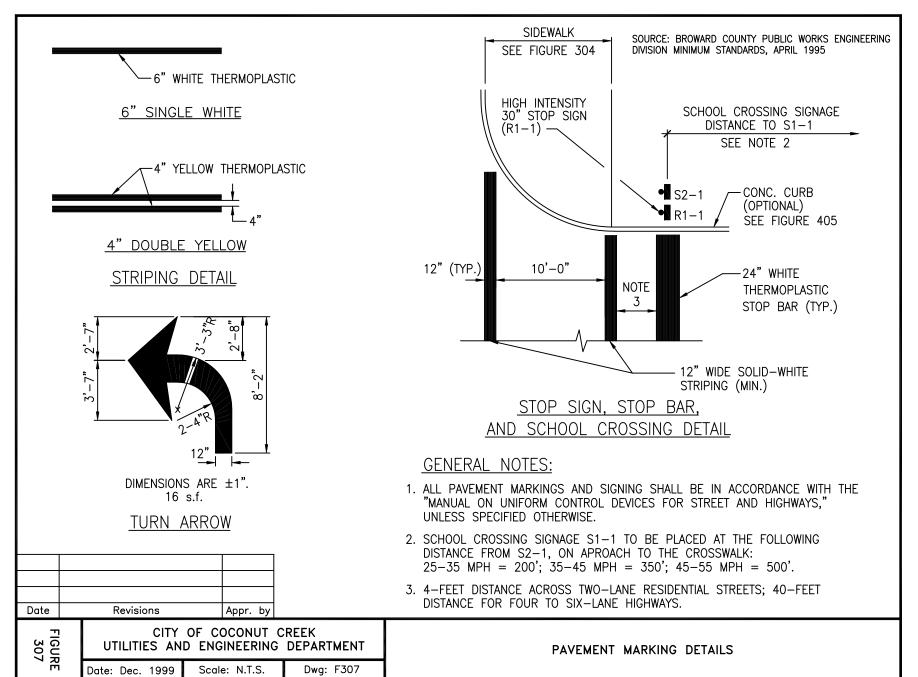


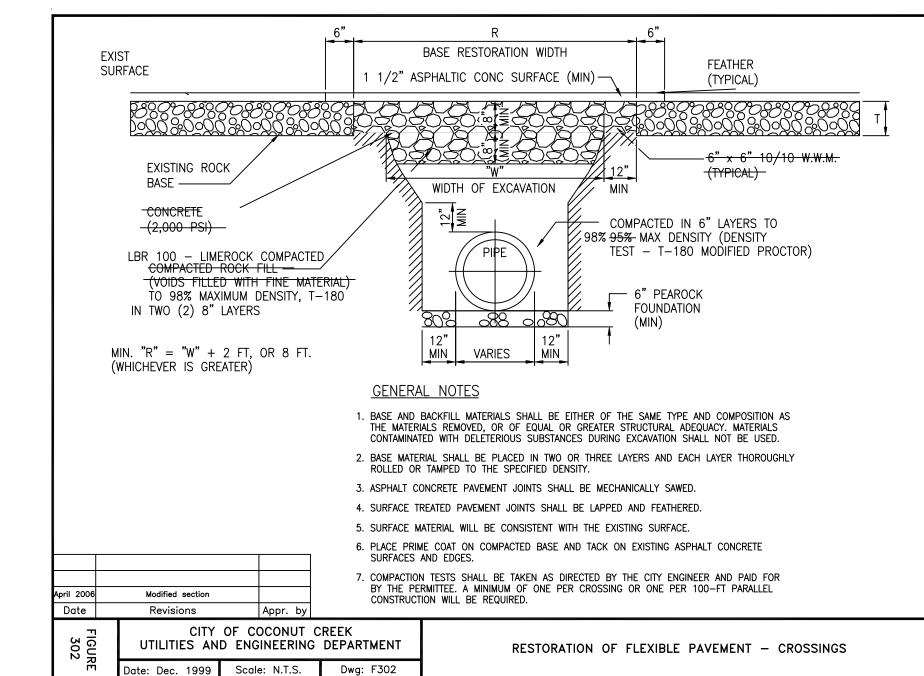
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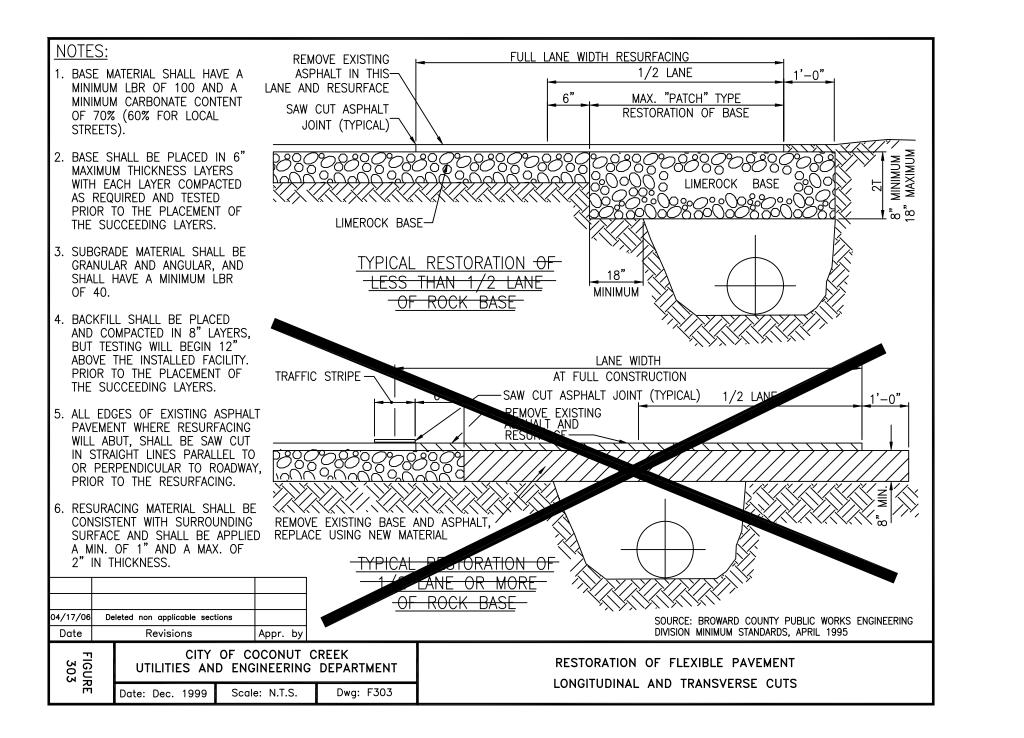
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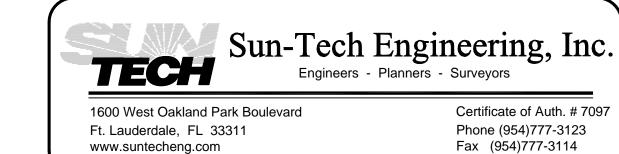
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KEY MAP

 ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88)
 ALL PAVEMENT MARKINGS SHALL BE PAINT UNLESS OTHERWISE NOTED.
 ALL STRIPING WITHIN PUBLIC RIGHT—OF—WAY SHALL BE THERMOPLASTIC AND ALL PAVEMENT MARKING & SIGNAGE SHALL MEET OR EXCEPT THE MOST STRINGENT. SIGNAGE SHALL MEET OR EXCEED THE MOST STRINGENT M.U.T.C.D. (LATEST EDITION), F.D.O.T., BROWARD COUNTY TRAFFIC ENGINEERING, AND/OR CITY OF COCONUT CREEK ENGINEERING STANDARDS.

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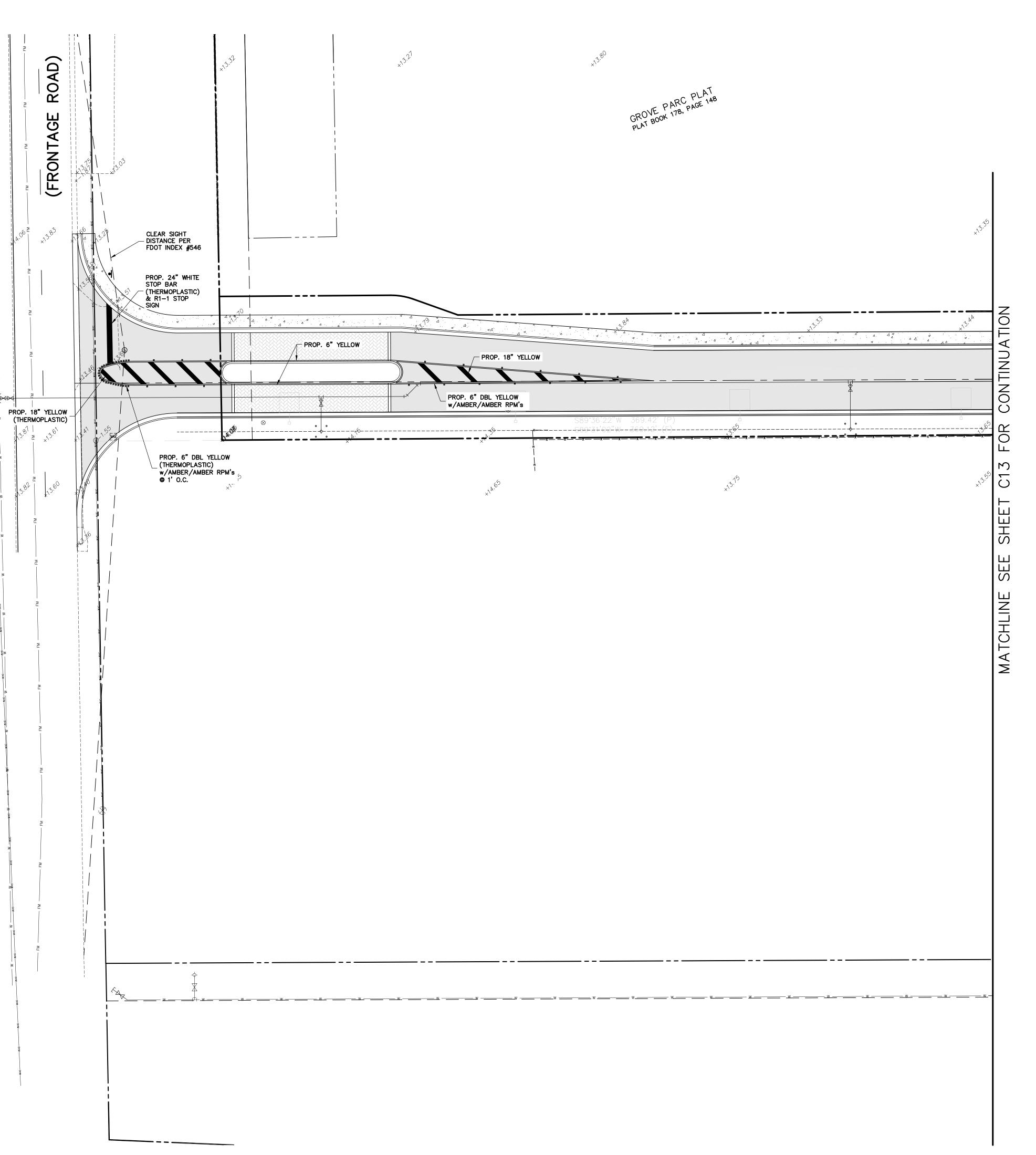
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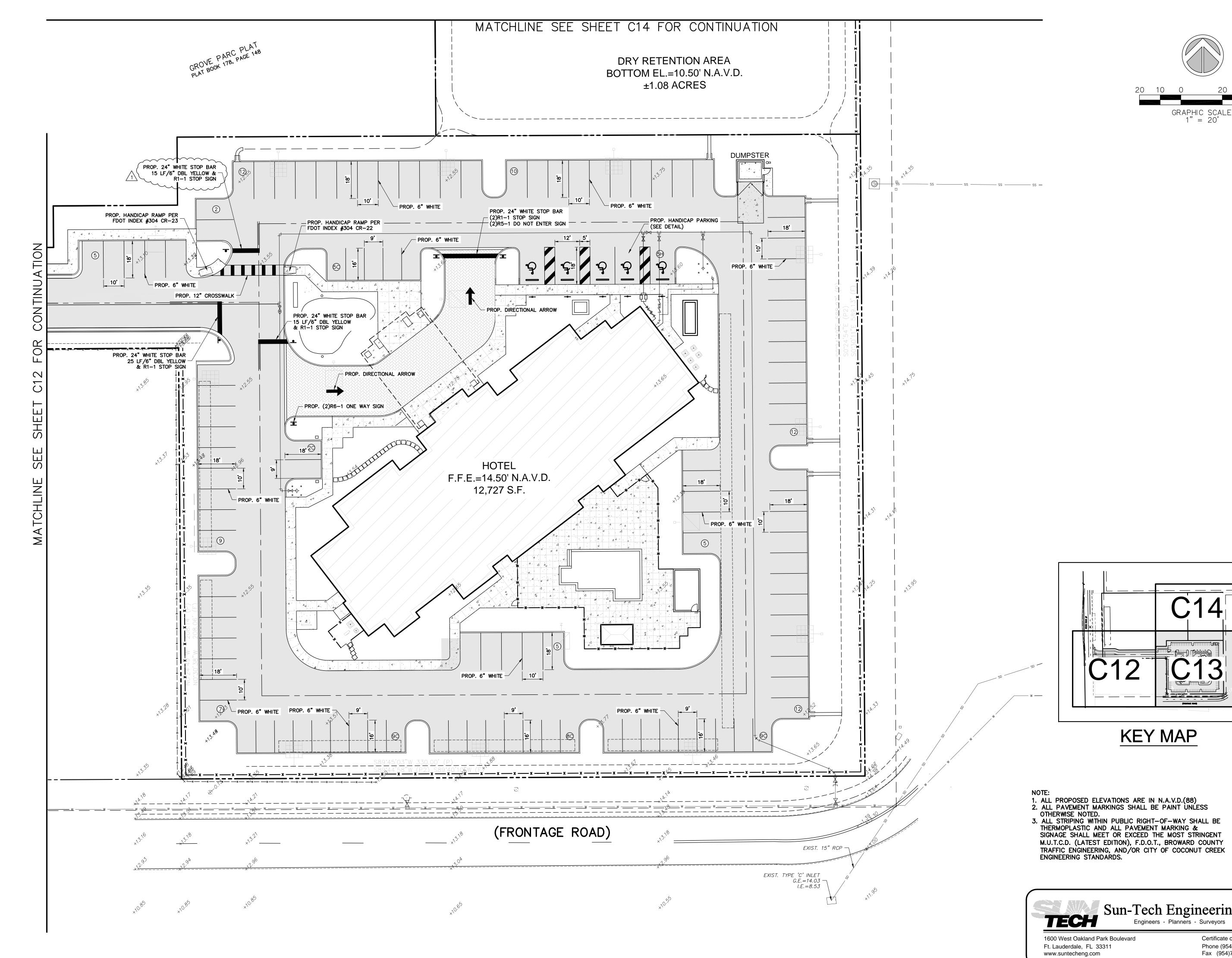
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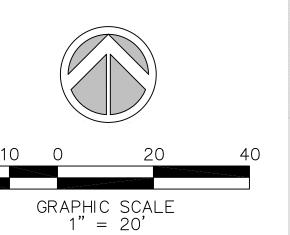
PAVEMENT MARKING & SIGNAGE PLAN

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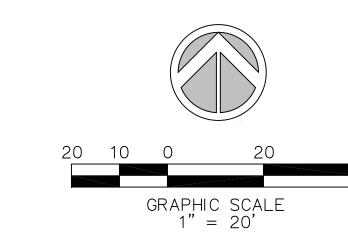
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PAVEMENT MARKING & SIGNAGE PLAN

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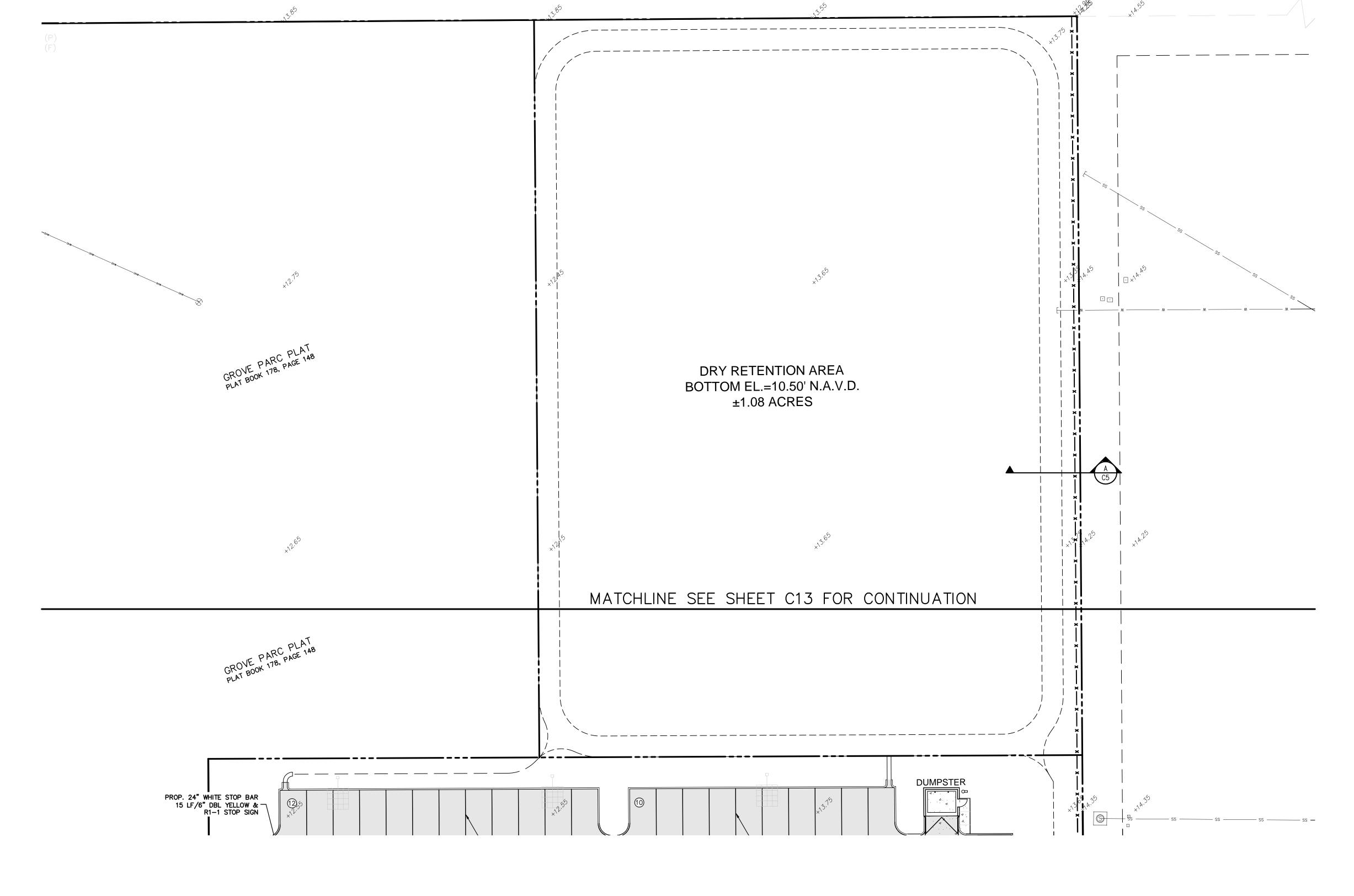
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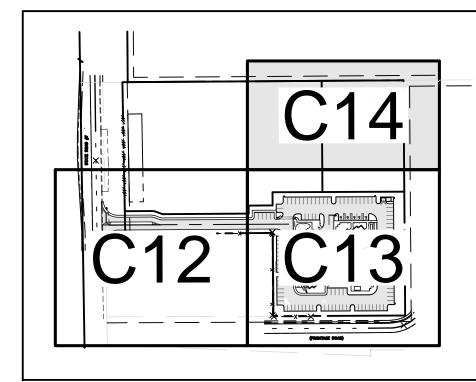
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PAVEMENT MARKING & SIGNAGE PLAN





KEY MAP

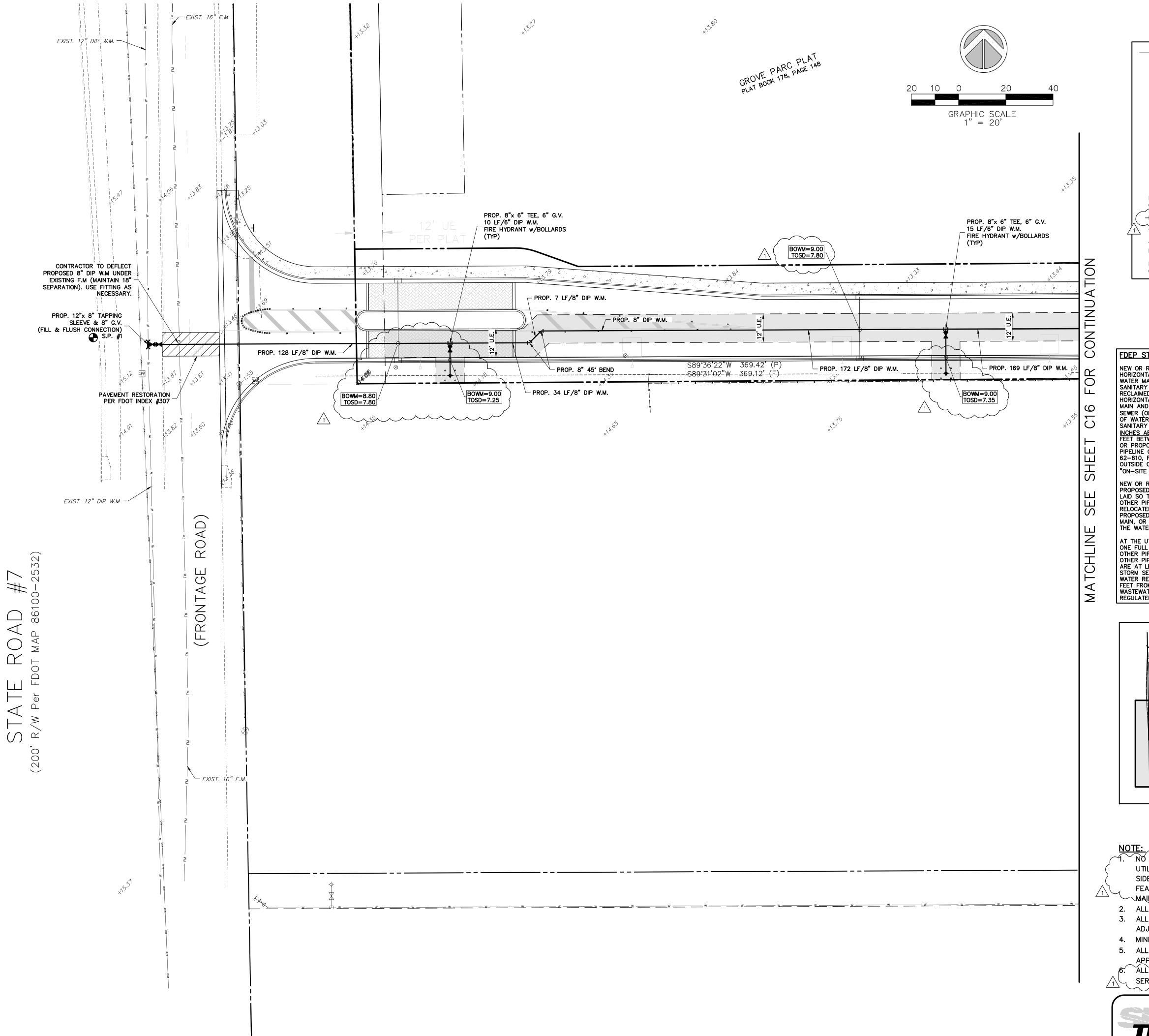
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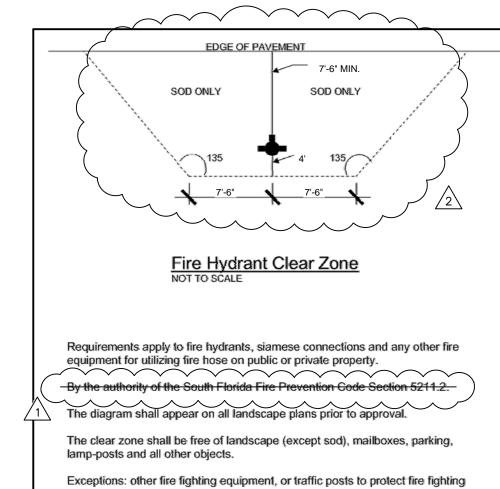
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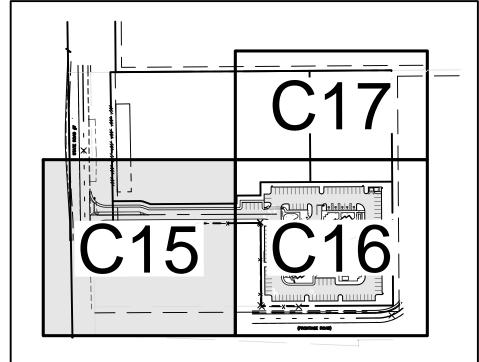


FDEP STANDARD WATER AND SEWER SEPARATION NOTES:

NEW OR RELOCATED, UNDERGROUND WATER MAINS WILL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED VACUUM-TYPE SANITARY SEWER. STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.; A HORIZONTAL DISTANCE OF AT LEAST SIX FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY-TYPE SANITARY SEWER (OR A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY-TYPE SANITARY SEWER IF THE BOTTOM OF THE WATER MAIN WILL BE LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER): A HORIZONTAL DISTANCE OF AT LEAST SIX FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.; AND A HORIZONTAL DISTANCE OF AT LEAST TEN FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED "ON-SITE TREATMENT AND DISPOSAL SYSTEM."

NEW OR RELOCATED. UNDERGROUND WATER MAINS 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; AND NEW OR RELOCATED, UNDERGROUND WATER MAINS THAT WILL CROSS ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORMWATER 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.

AT THE UTILITY CROSSINGS DESCRIBE IN PART 11.C.1.W OF DEP FORM 62-555.900(7), 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, STORMWATER 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.



KEY MAP

NO VALVES, METERS, FIRE HYDRANTS, CLEANOUTS, OR OTHER UTILITY APPURTENANCES ARE TO BE PLACED IN, OR ADJACENT TO, SIDEWALKS, CURBS, PARKING SPACES OR OTHER SUCH SITE FEATURES SO AS TO PRESENT A HAZARD OR RESTRICT THE MAINTENANCE OR OPERATION OF THE UTILITY INFRASTRUCTURE.

2. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88) 3. ALL VALVES, MANHOLES, CLEAN-OUTS, METER BOXES TO BE

ADJUSTED TO GRADE TO GRADE PRIOR TO FINAL LIFT OF ASPHALT.

4. MINIMUM COVER ON ALL DIP WATER MAIN SHALL BE 30". 5. ALL SANITARY SEWER MAINS SHALL BE 8" PVC SDR-26 OR

APPROVED EQUAL ALL CLEANOUTS SHALL BE USF 7635 SEWER VALVE & COVER SERIES (SEE SHEET C22).



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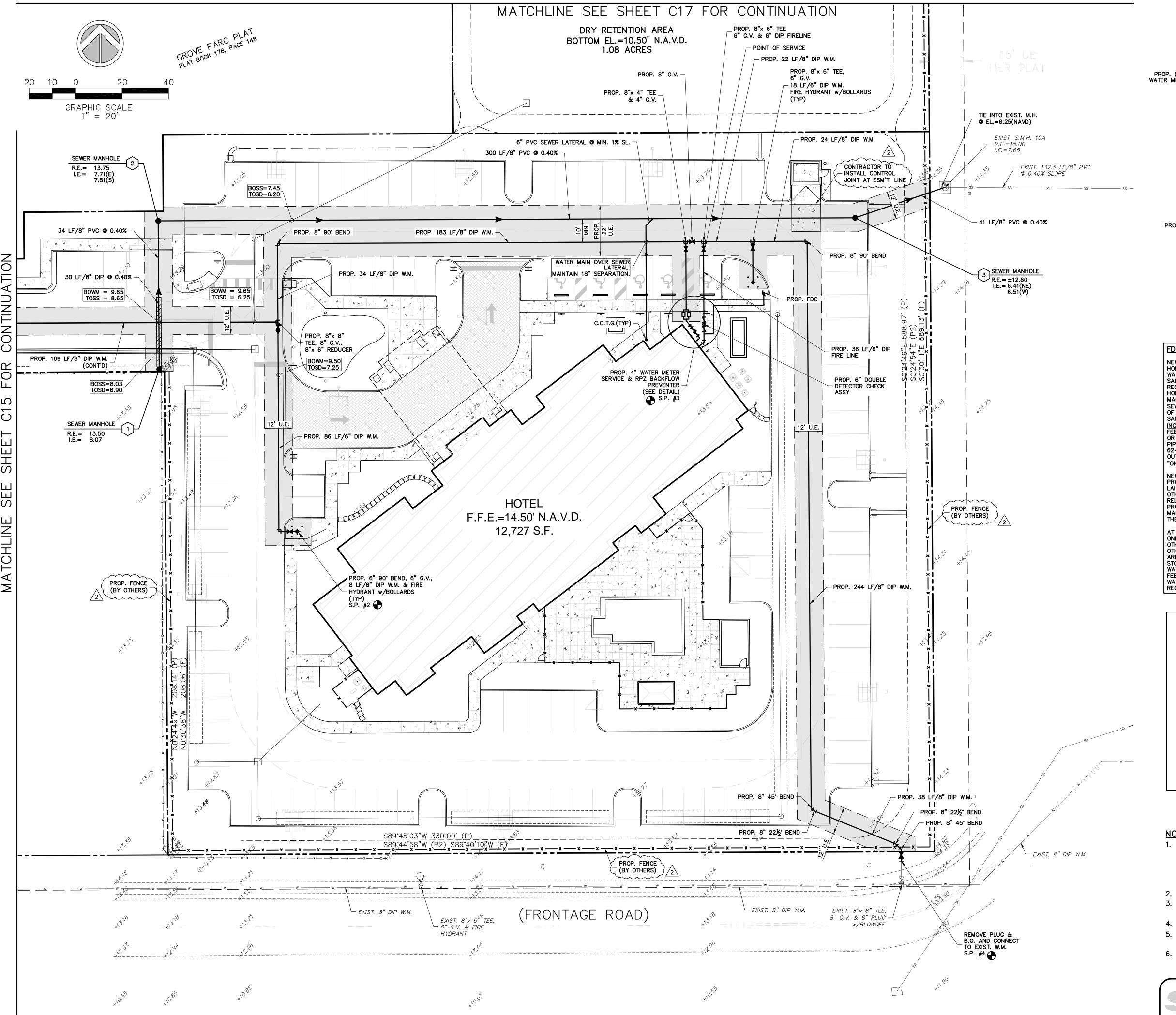
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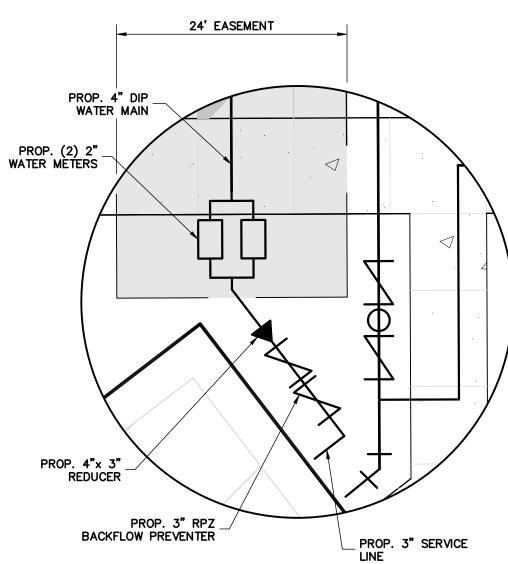
WATER

AND

SEWER

PLAN





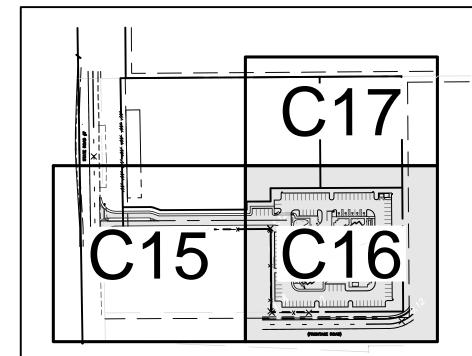
4" WATER METER SERVICE DETAIL

FDEP STANDARD WATER AND SEWER SEPARATION NOTES:

NEW OR RELOCATED, UNDERGROUND WATER MAINS WILL BE LAID TO PROVIDE A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED VACUUM—TYPE SANITARY SEWER, STORM SEWER, STORMWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.; A HORIZONTAL DISTANCE OF AT LEAST SIX FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY-TYPE SANITARY SEWER (OR A HORIZONTAL DISTANCE OF AT LEAST THREE FEET BETWEEN THE OUTSIDE OF WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED GRAVITY-TYPE SANITARY SEWER IF THE BOTTOM OF THE WATER MAIN WILL BE LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER): A HORIZONTAL DISTANCE OF AT LEAST SIX FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF ANY EXISTING OR PROPOSED PRESSURE—TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.; AND A HORIZONTAL DISTANCE OF AT LEAST TEN FEET BETWEEN THE OUTSIDE OF THE WATER MAIN AND ALL PARTS OF ANY EXISTING OR PROPOSED "ON-SITE TREATMENT AND DISPOSAL SYSTEM."

NEW OR RELOCATED, UNDERGROUND WATER MAINS 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; AND NEW OR RELOCATED, UNDERGROUND WATER MAINS THAT WILL CROSS ANY EXISTING OR PROPOSED PRESSURE-TYPE SANITARY SEWER, WASTEWATER OR STORMWATER 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.

AT THE UTILITY CROSSINGS DESCRIBE IN PART 11.C.1.W OF DEP FORM 62-555.900(7), 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, STORMWATER 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.



KEY MAP

- 1. NO VALVES, METERS, FIRE HYDRANTS, CLEANOUTS, OR OTHER UTILITY APPURTENANCES ARE TO BE PLACED IN, OR ADJACENT TO SIDEWALKS, CURBS, PARKING SPACES OR OTHER SUCH SITE FEATURES SO AS TO PRESENT A HAZARD OR RESTRICT THE MAINTENANCE OR OPERATION OF THE UTILITY INFRASTRUCTURE.
- 2. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88)
- 3. ALL VALVES, MANHOLES, CLEAN-OUTS, METER BOXES TO BE ADJUSTED TO GRADE TO GRADE PRIOR TO FINAL LIFT OF ASPHALT.
- 4. MINIMUM COVER ON ALL DIP WATER MAIN SHALL BE 30".
- 5. ALL SANITARY SEWER MAINS SHALL BE 8" PVC SDR-26 OR APPROVED EQUAL.
- 6. ALL CLEANOUTS SHALL BE USF 7635 SEWER VALVE & COVER SERIES (SEE SHEET C22).



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Mar 08 2013

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HOTE CREEK

3466ws.dwg 04-30-12

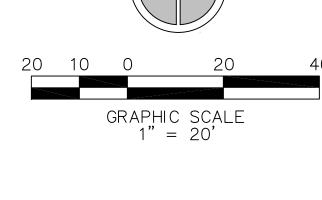
WATER AND SEWER PLAN

DRY RETENTION AREA

BOTTOM EL.=10.50' N.A.V.D.

1.08 ACRES

MATCHLINE SEE SHEET C16 FOR CONTINUATION

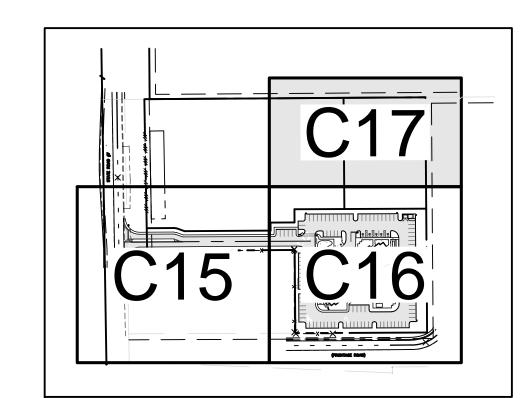


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KEY MAP

NOTE:

PROP. FENCE

(BY OTHERS)

EXIST. S.M.H. 10A — R.E.=15.00 I.E.=7.65

__ EXIST. 137.5 LF/8" PVC / @ 0.40% SLOPE

- 1. NO VALVES, METERS, FIRE HYDRANTS, CLEANOUTS, OR OTHER UTILITY APPURTENANCES ARE TO BE PLACED IN, OR ADJACENT TO, SIDEWALKS, CURBS, PARKING SPACES OR OTHER SUCH SITE FEATURES SO AS TO PRESENT A HAZARD OR RESTRICT THE MAINTENANCE OR OPERATION OF THE UTILITY INFRASTRUCTURE.
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CLIFFORD R. LOUTAN, P.E. FL. REG. NO. 56890 **HOTE**

CREEK TUNO

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WATER AND SEWER PLAN

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GROVE PARC PLAT GROVE PARC PLAT PLAT BOOK 178, PAGE 148

Mar 08 2013

A Site Plan Approval for: COCONUT CREEK HOTEL

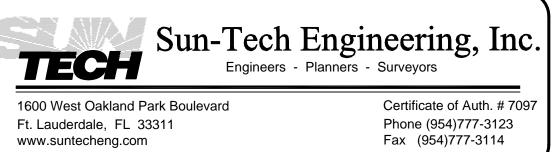


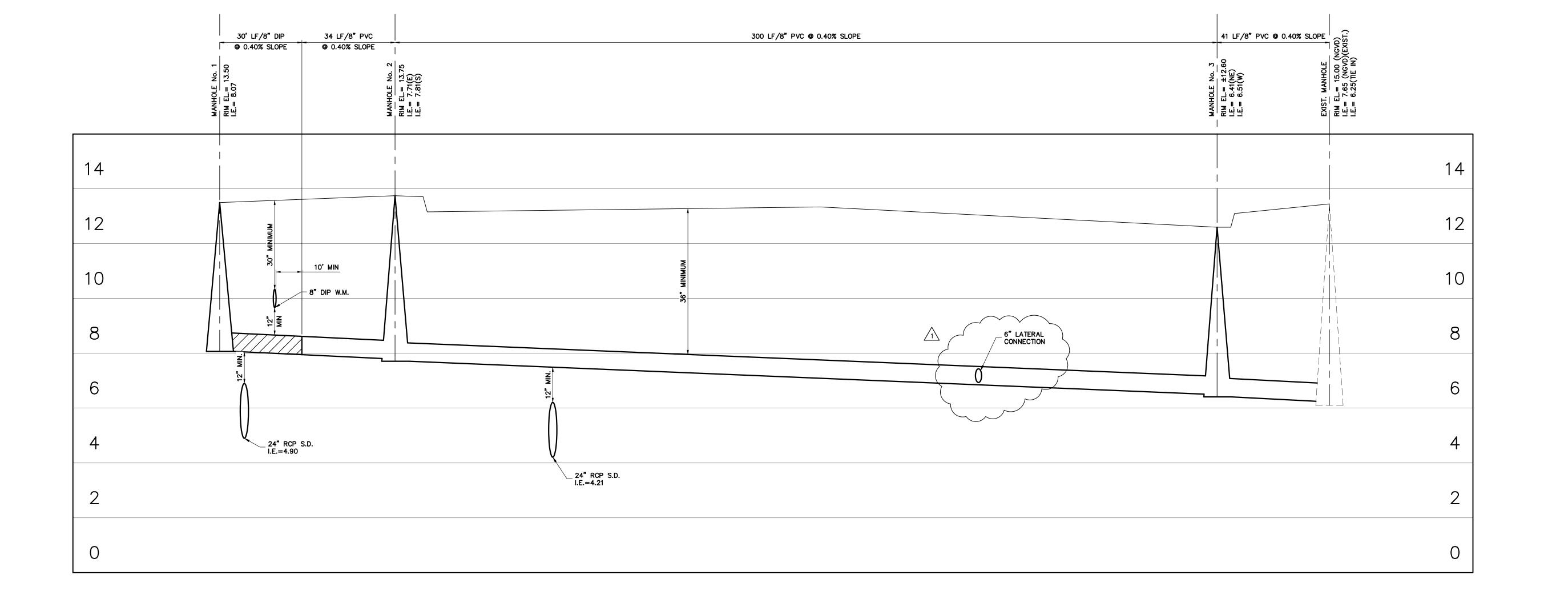
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04-30-12

SEWER PROFILES PLAN

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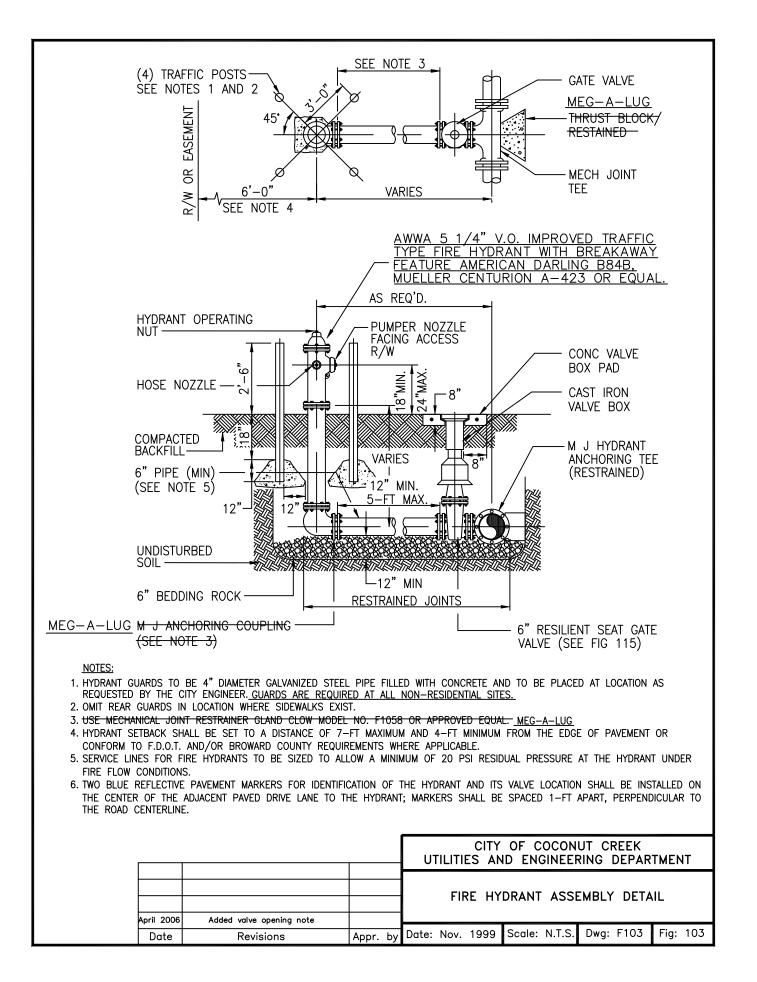


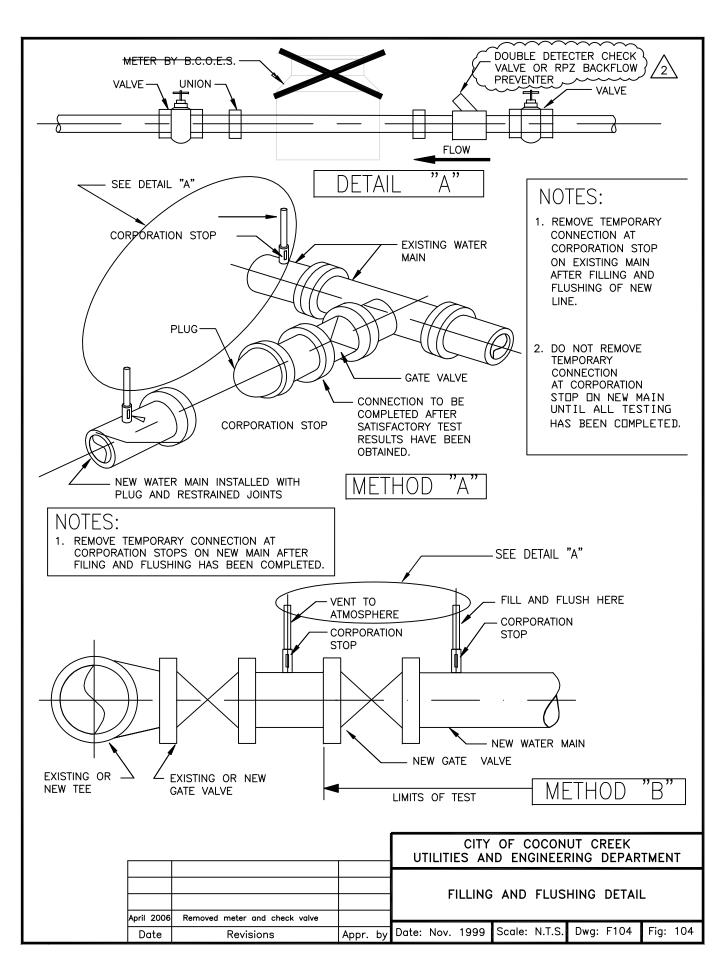


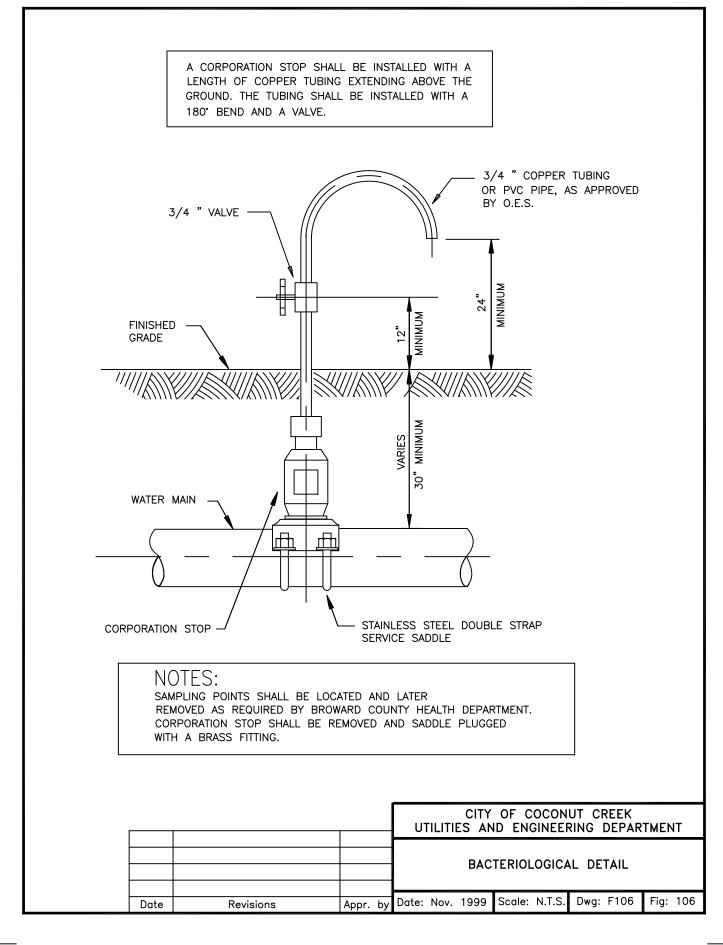
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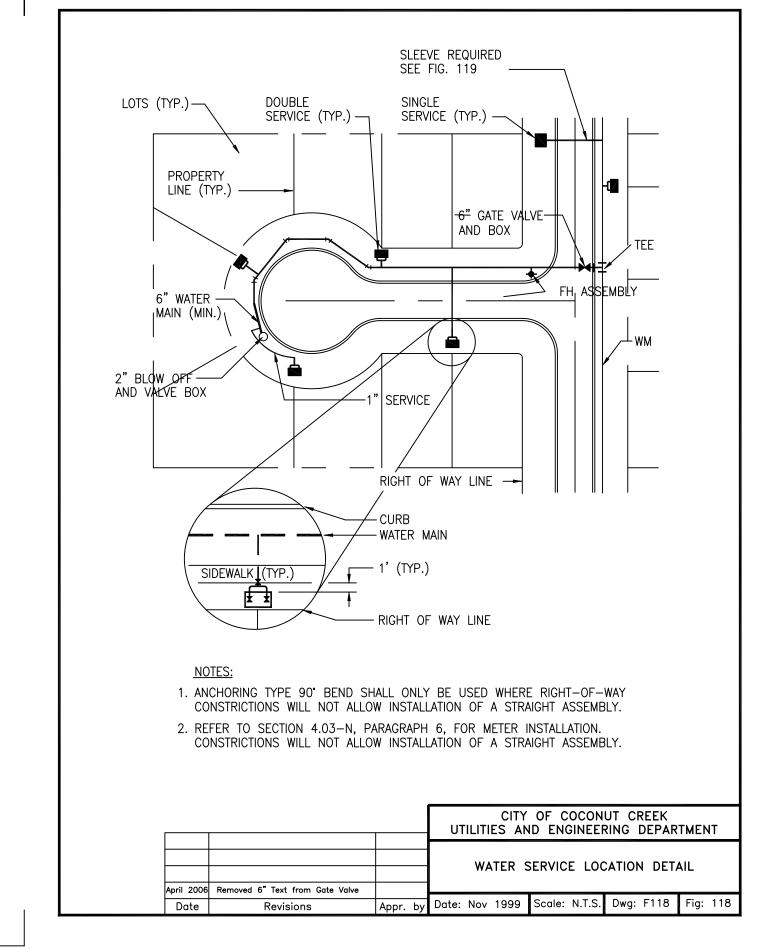
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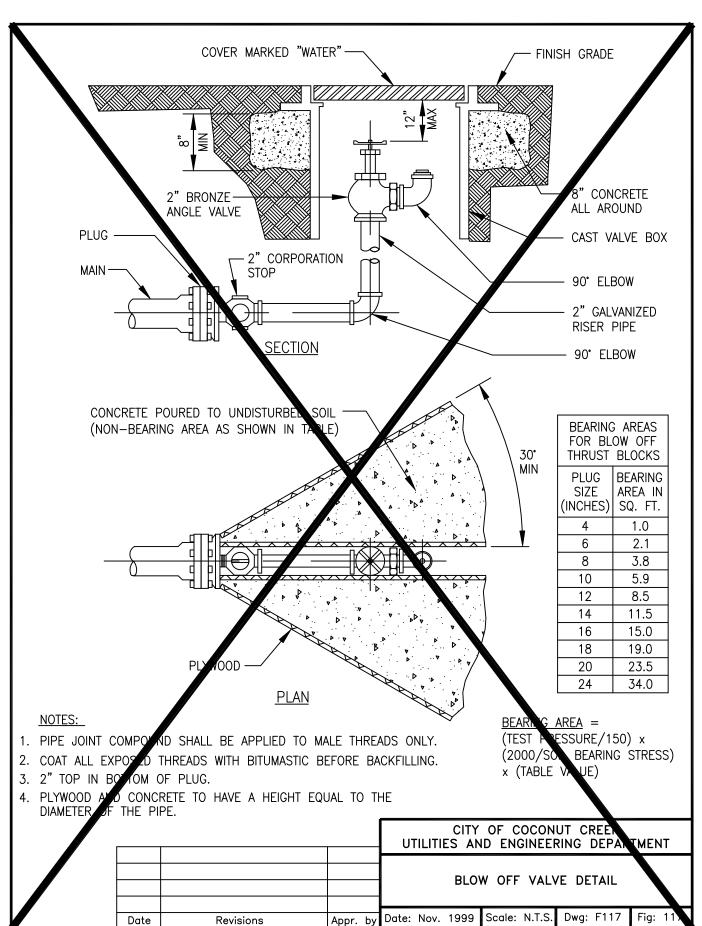
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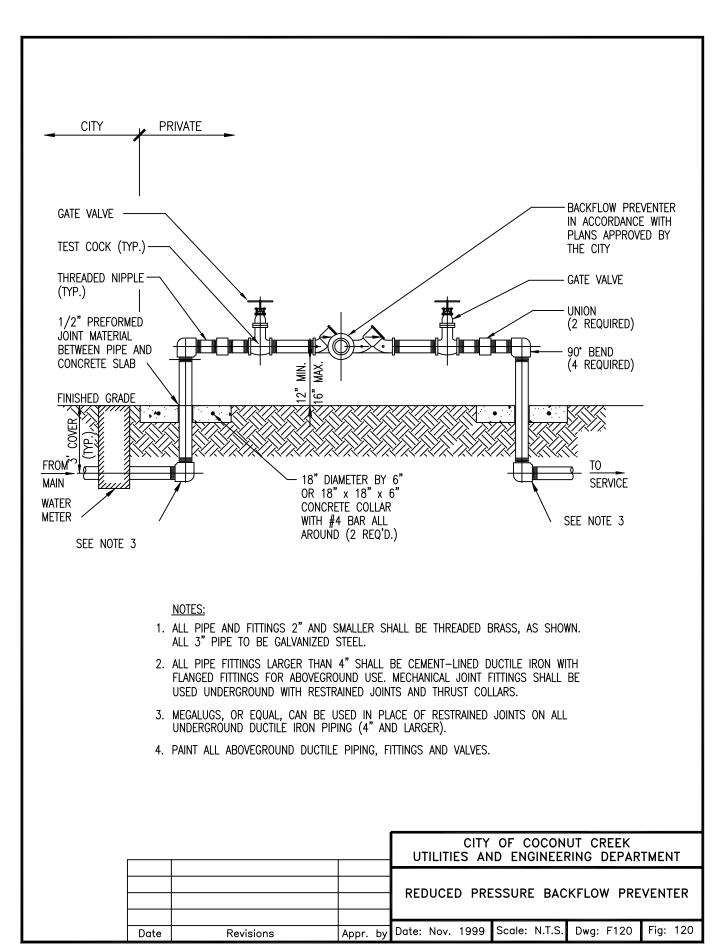


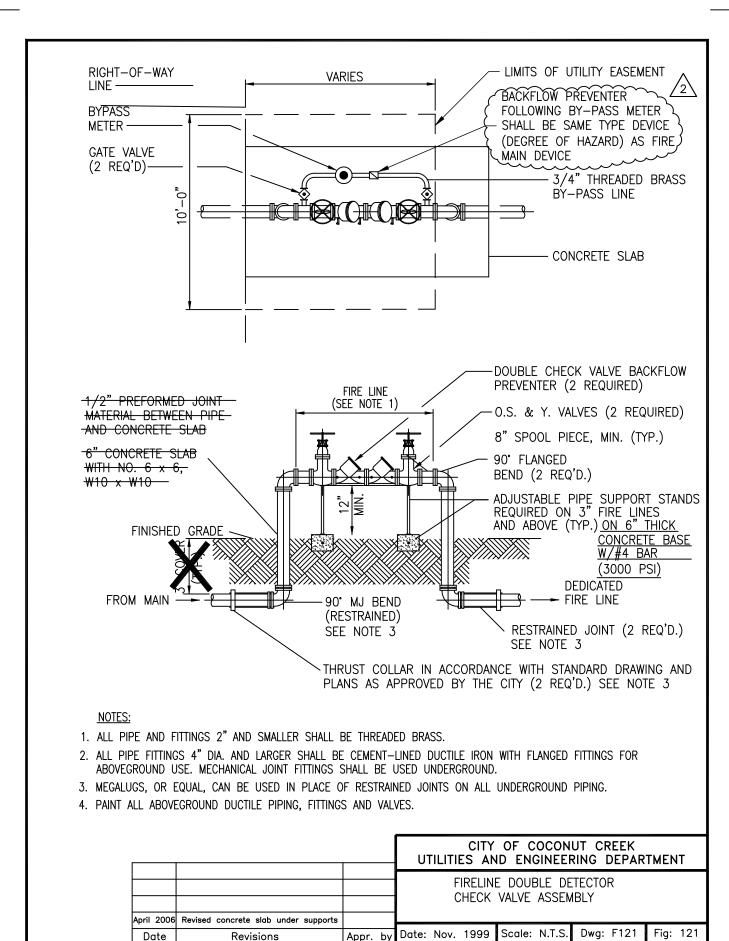


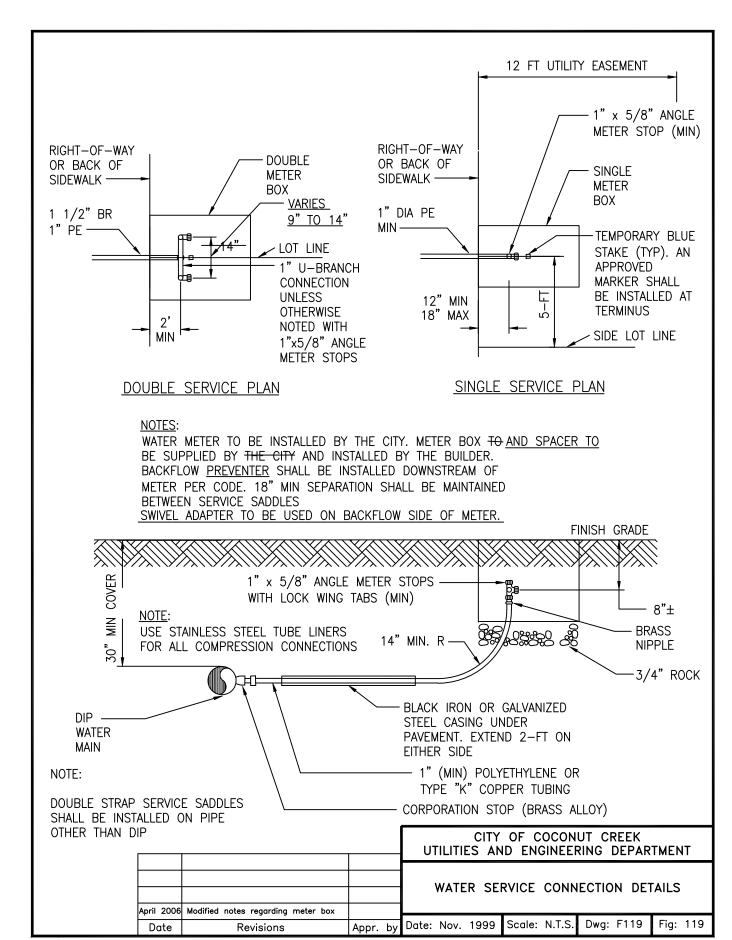


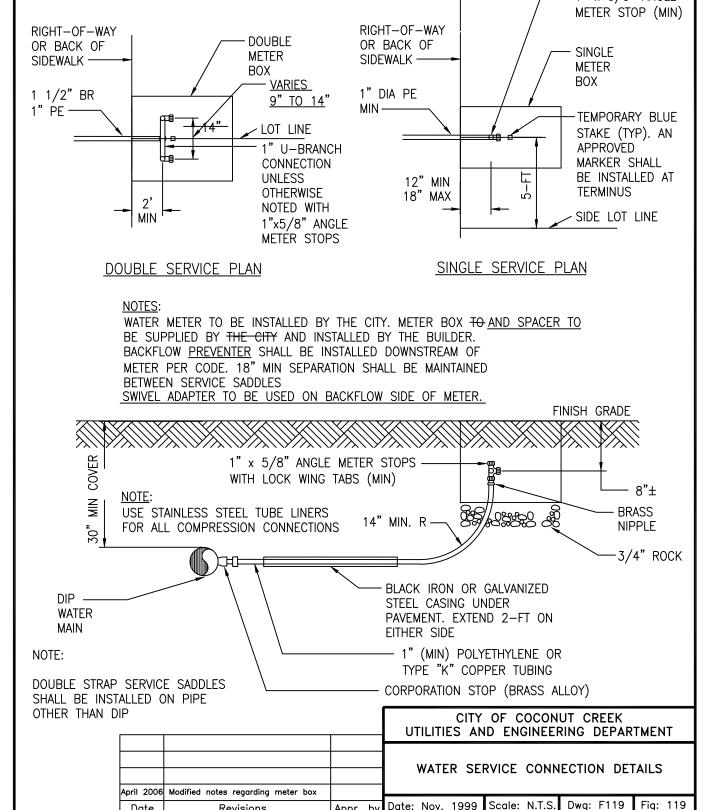


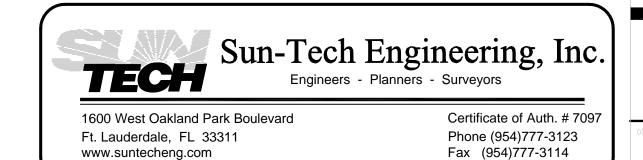


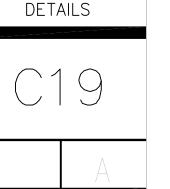












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WATER

AND SEWER

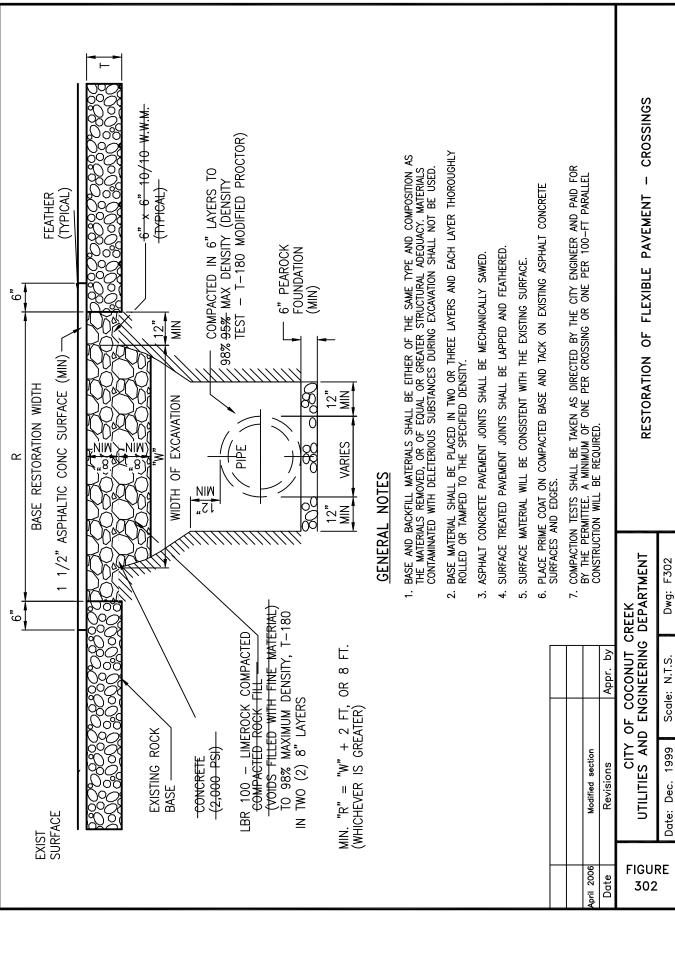
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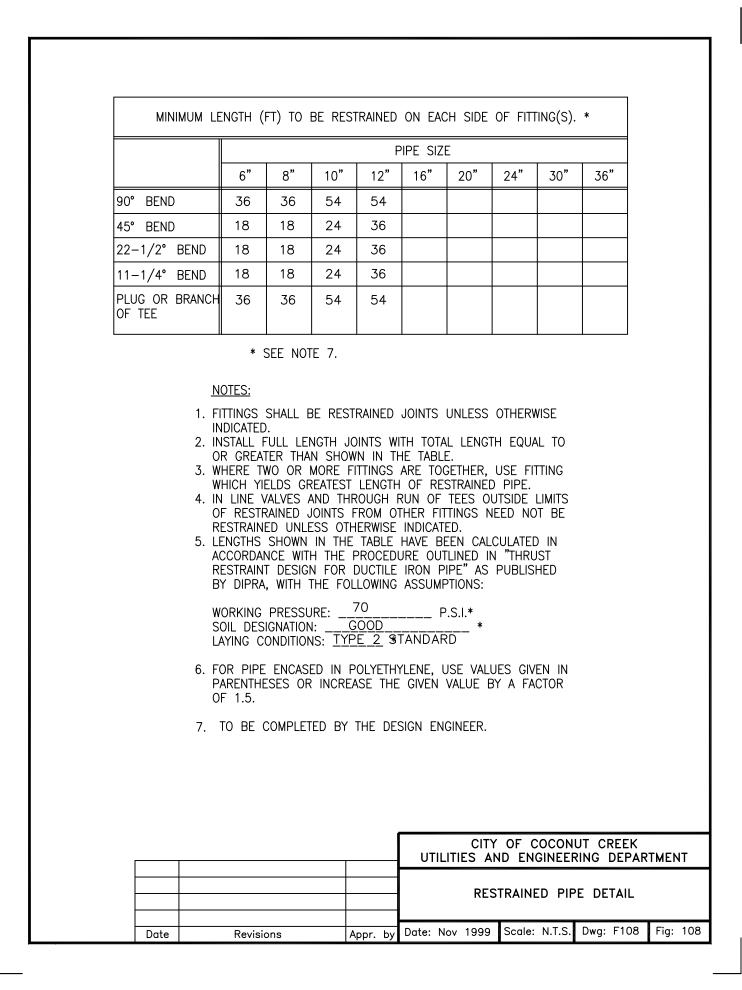
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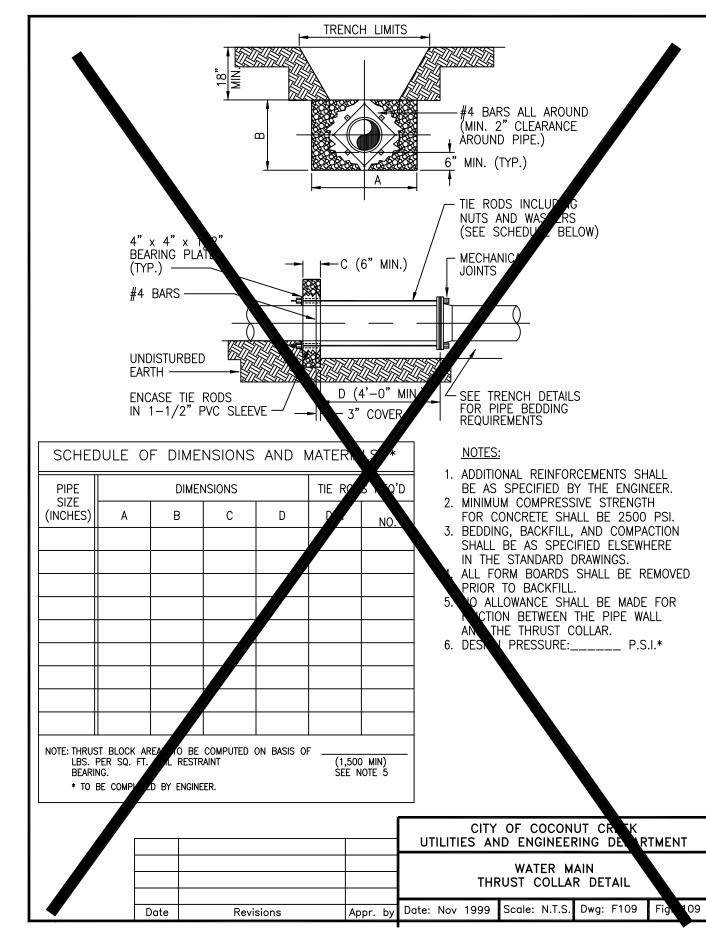
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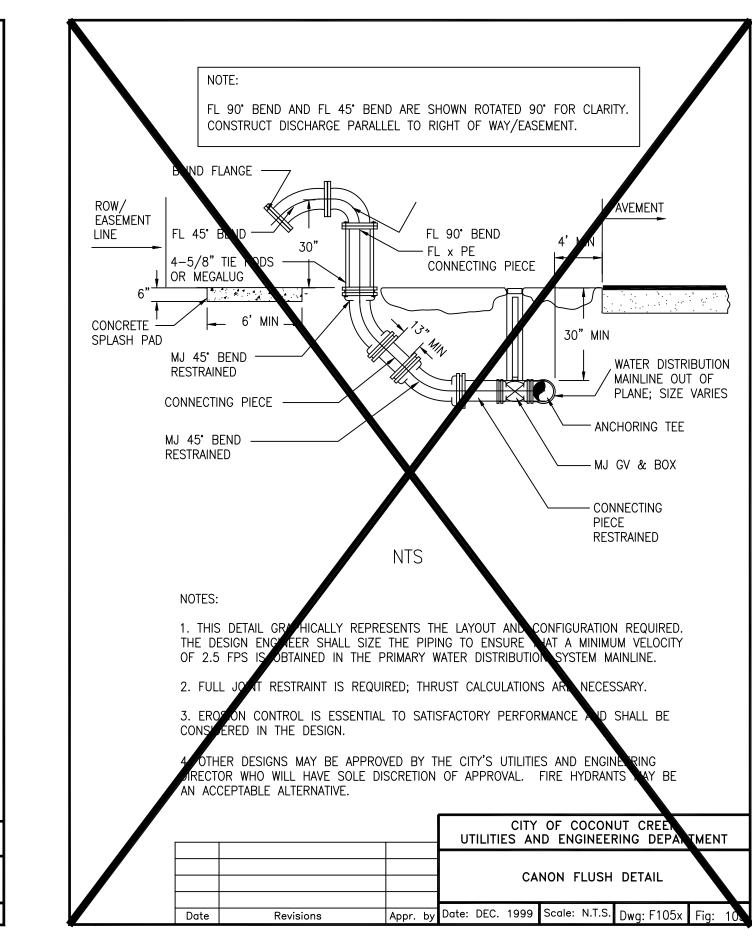
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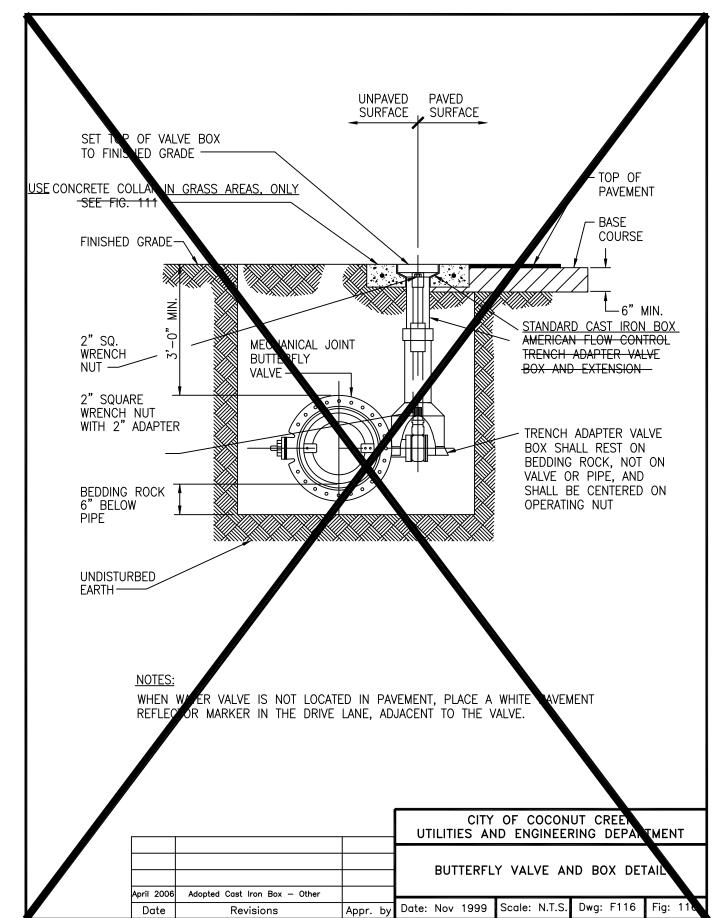
FL. REG. NO. 56890

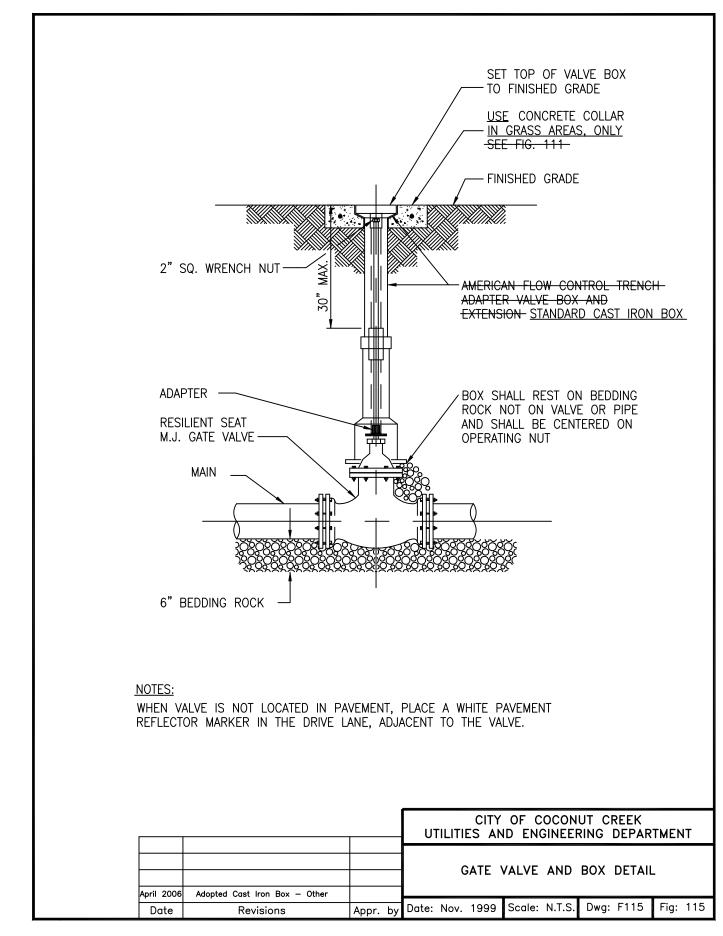


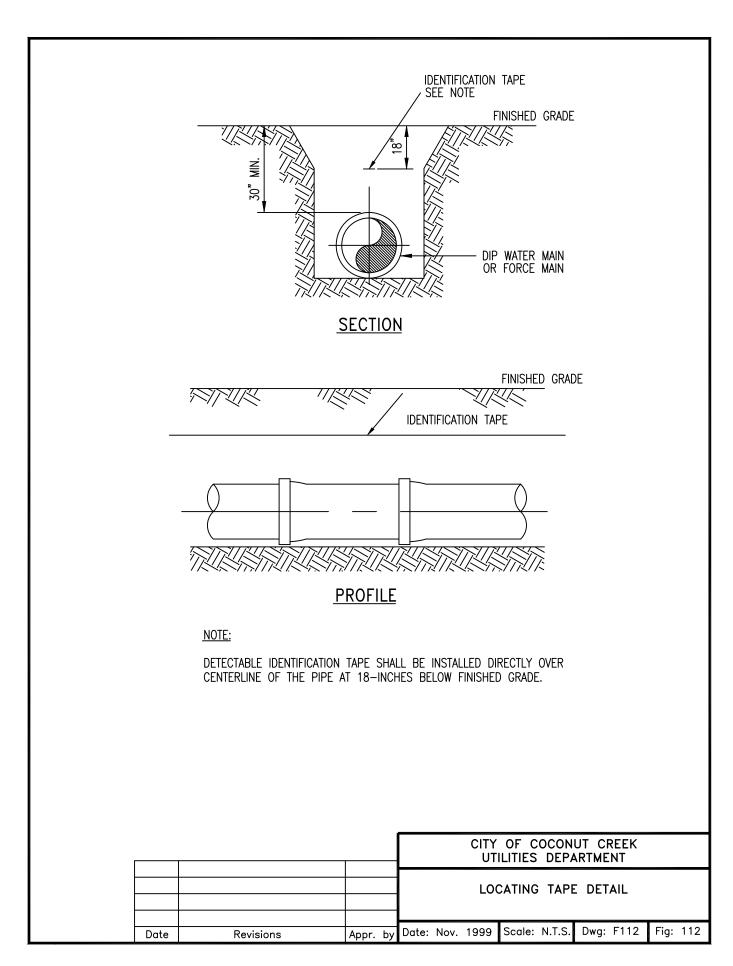


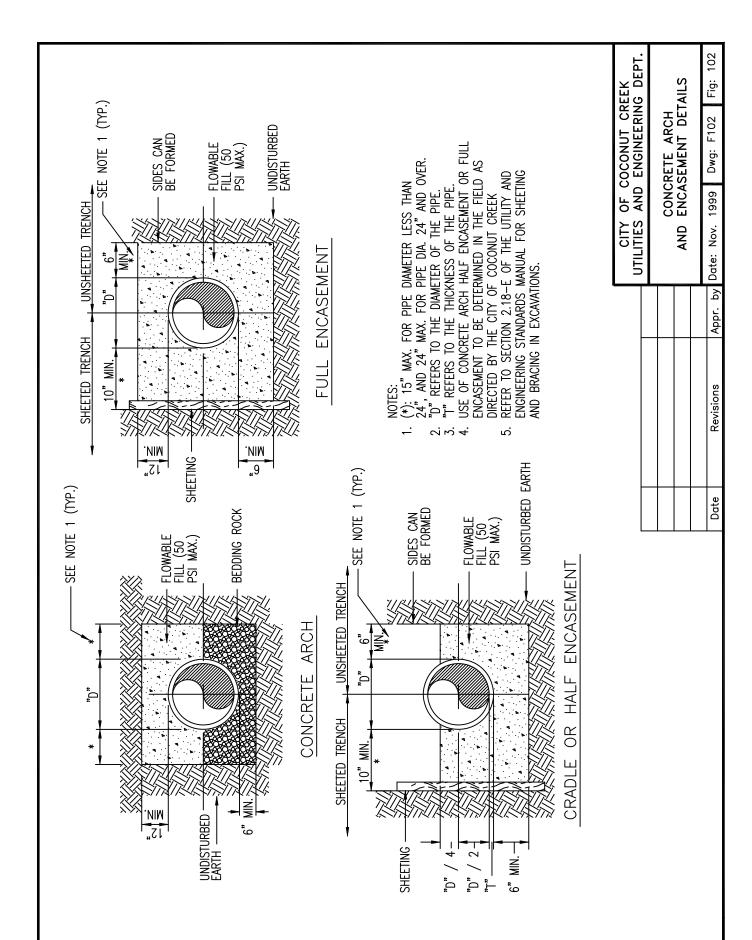




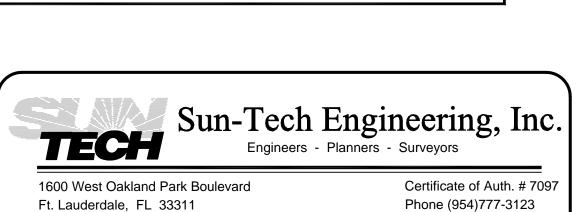








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K-VPRO JECTSV12-xxxx17-3466/dwn/3466wsdt dwg. C20, 3/8/2013 9:52-28 AM. 1:1. Sun-Tech Engineering. Inc. (AEV.). Sun-Tech Engineering. Inc. (AEV.)

anderson architecture, inc.

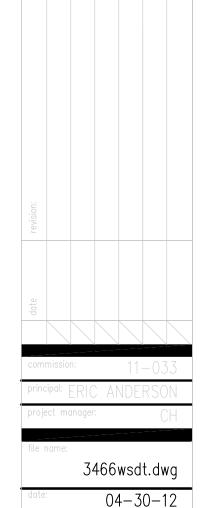
9 CAMINO GARDENS BLVD. ITE 202 CA RATON, FLORIDA 33432 561.362.0220

.362.0220 .362.0224 andersonarchitecture.com

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CLIFFORD R. LOUTAN,P.E.
FL. REG. NO. 56890

te Plan Approval for:
CONUT CREEK HOTEL



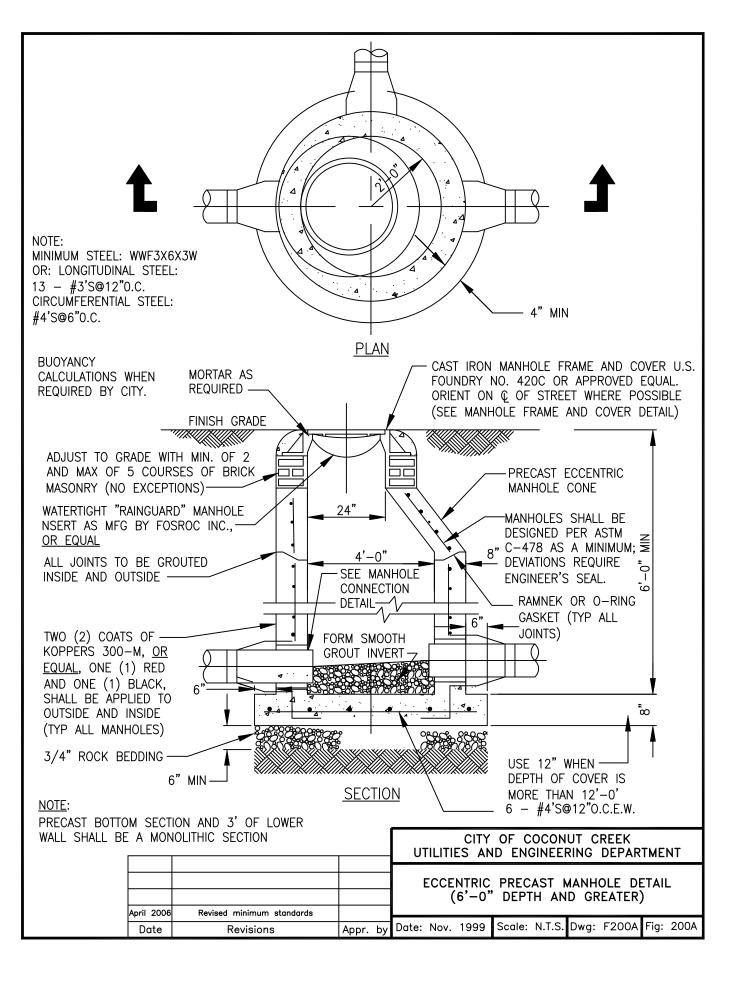
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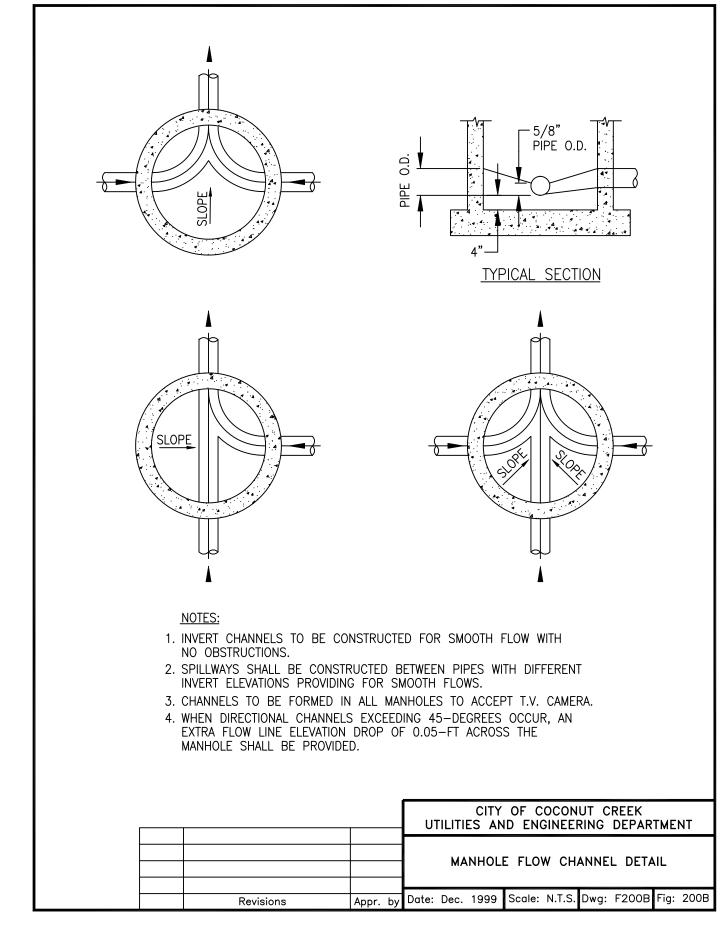
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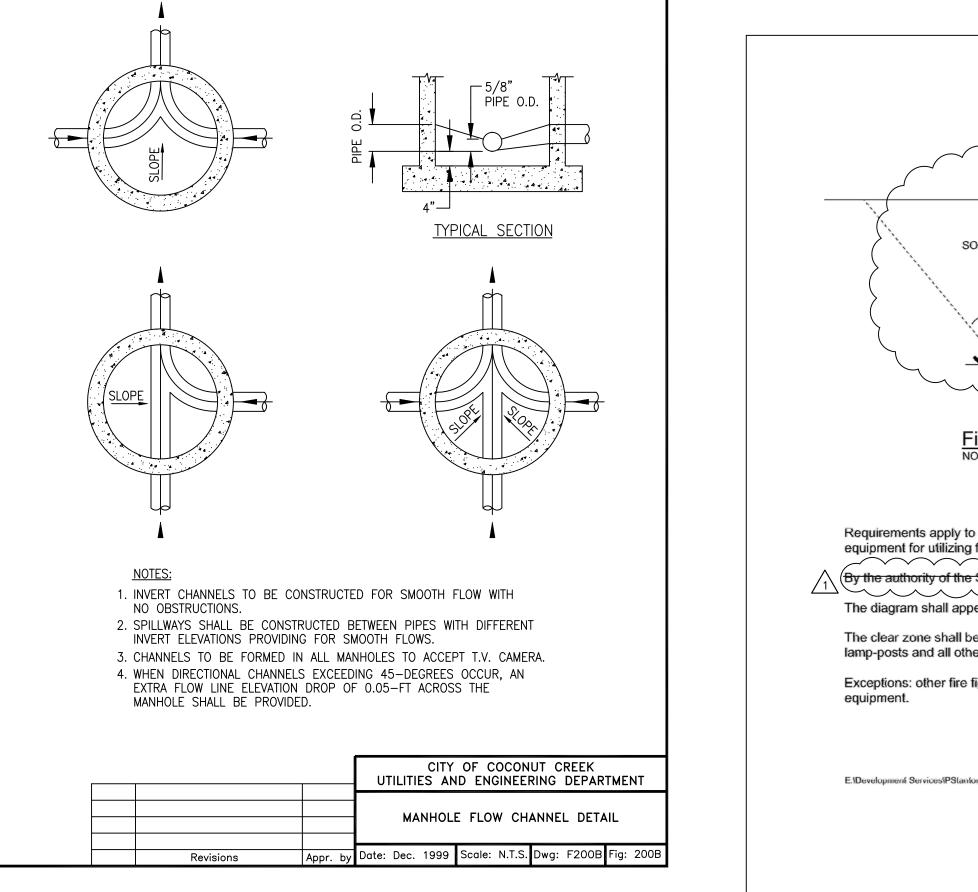
AND SEWER DETAILS

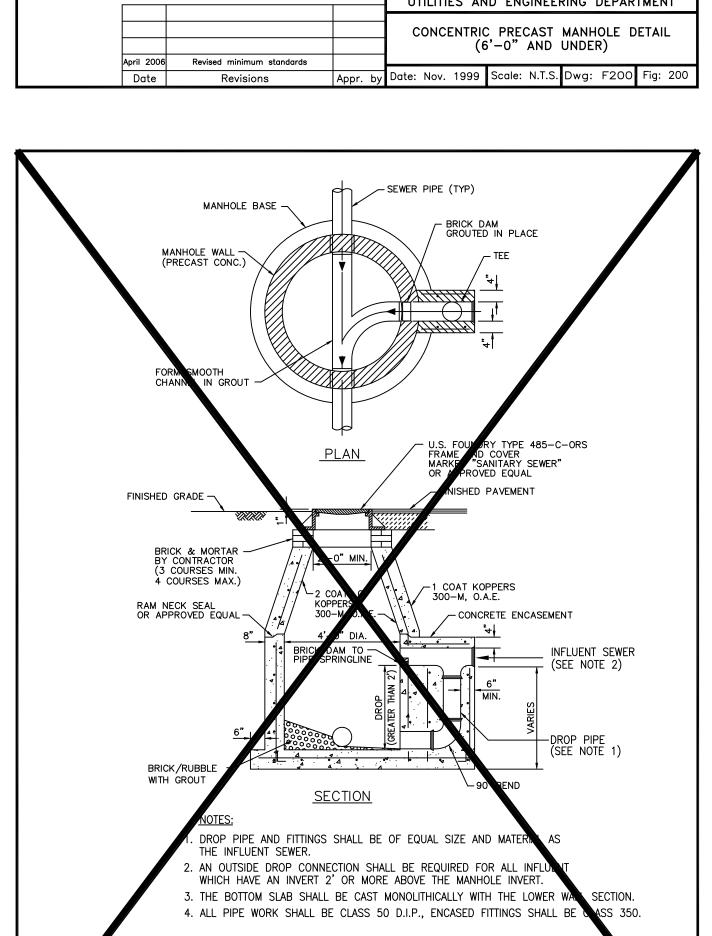
AA C001997

Fax (954)777-3114









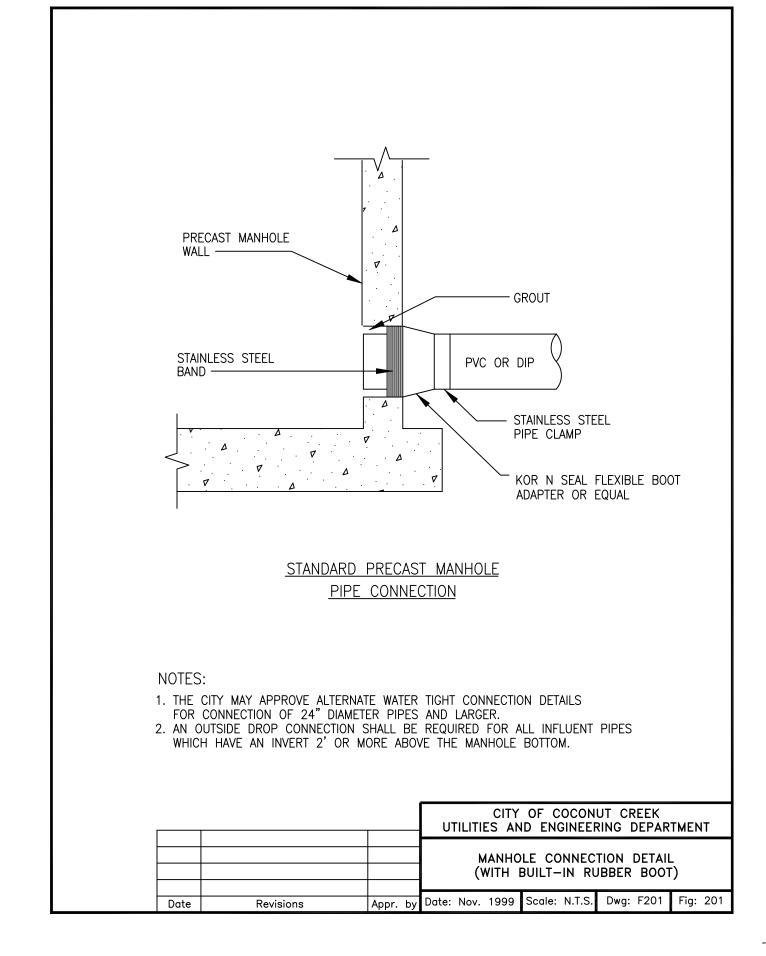
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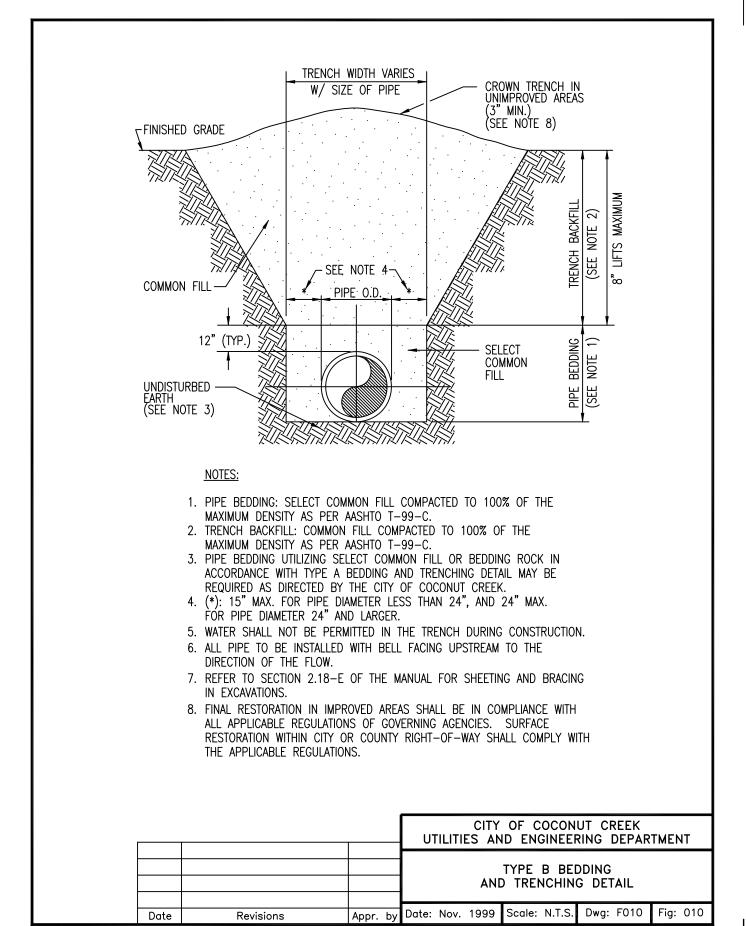
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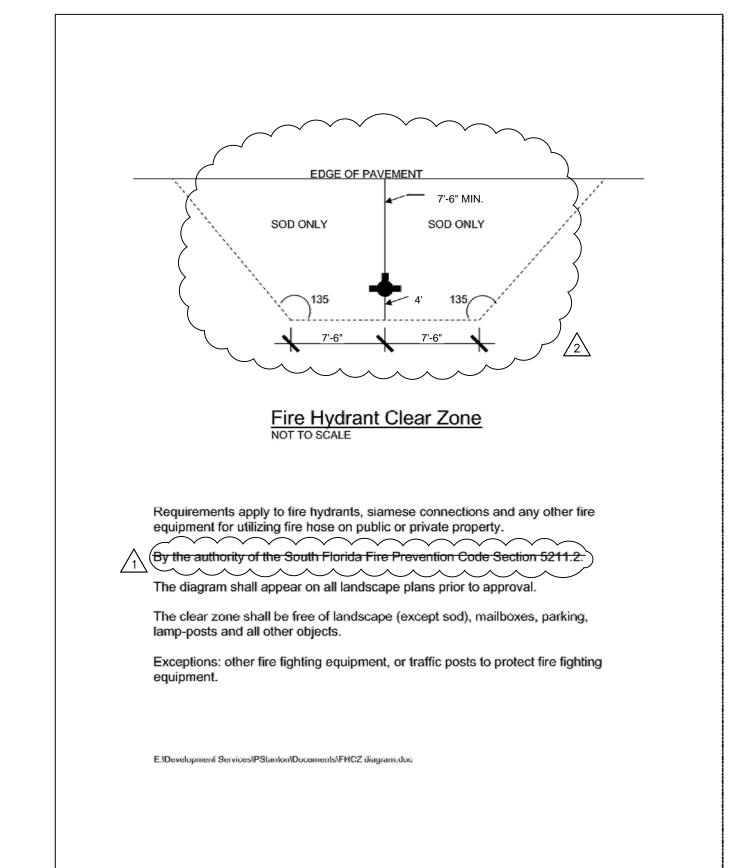
DROP MANHOLE DETAIL

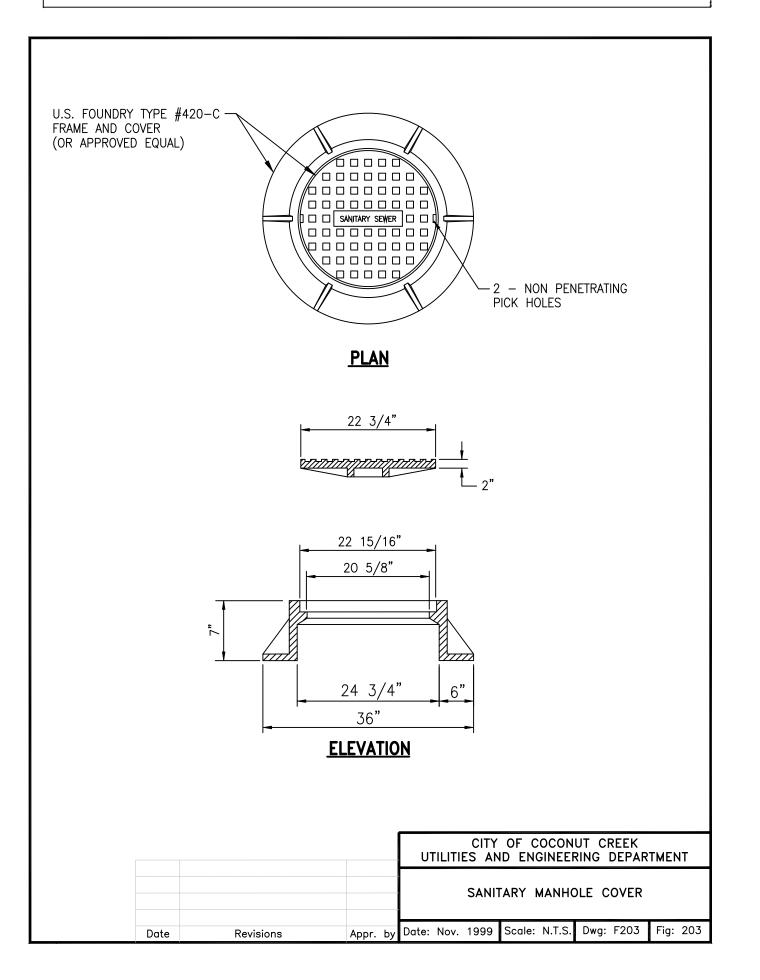
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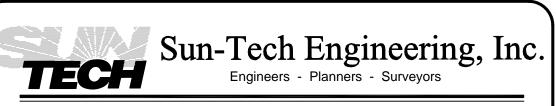
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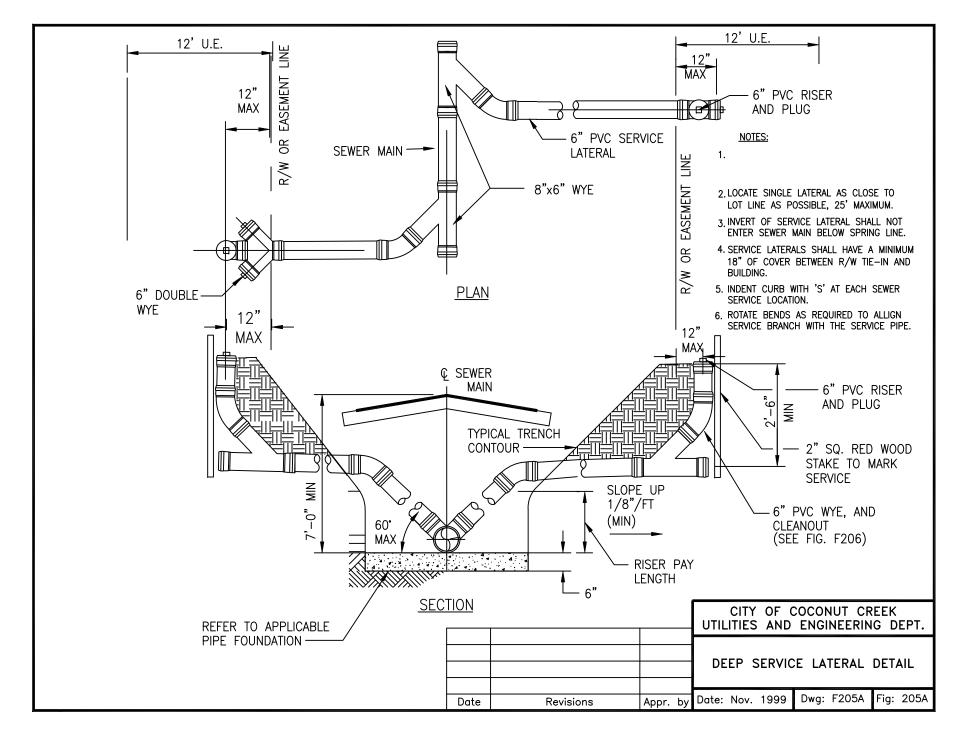
CLIFFORD R. LOUTAN, P.E.

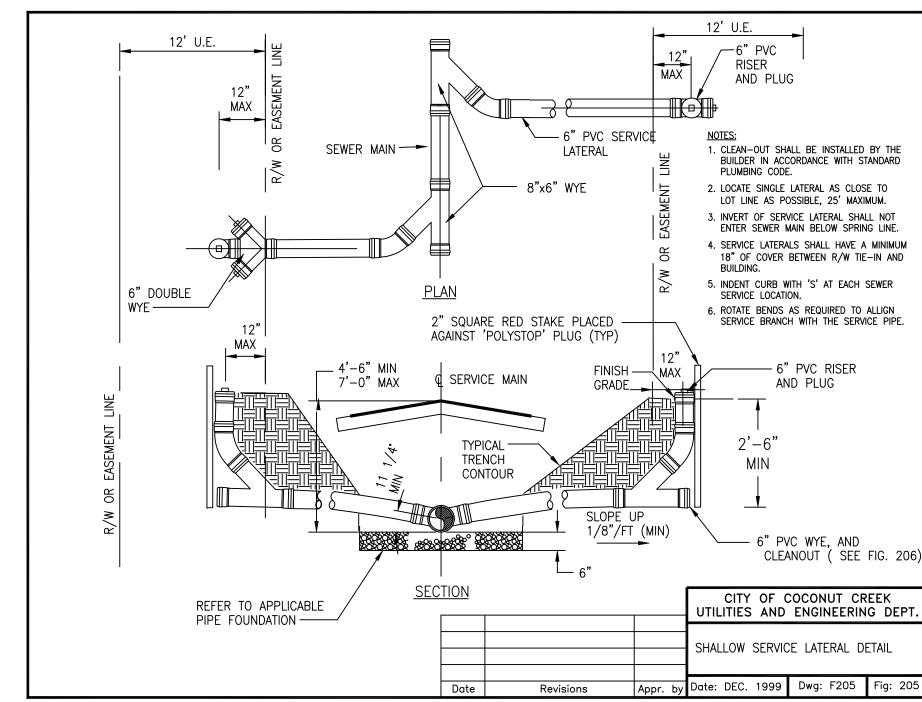
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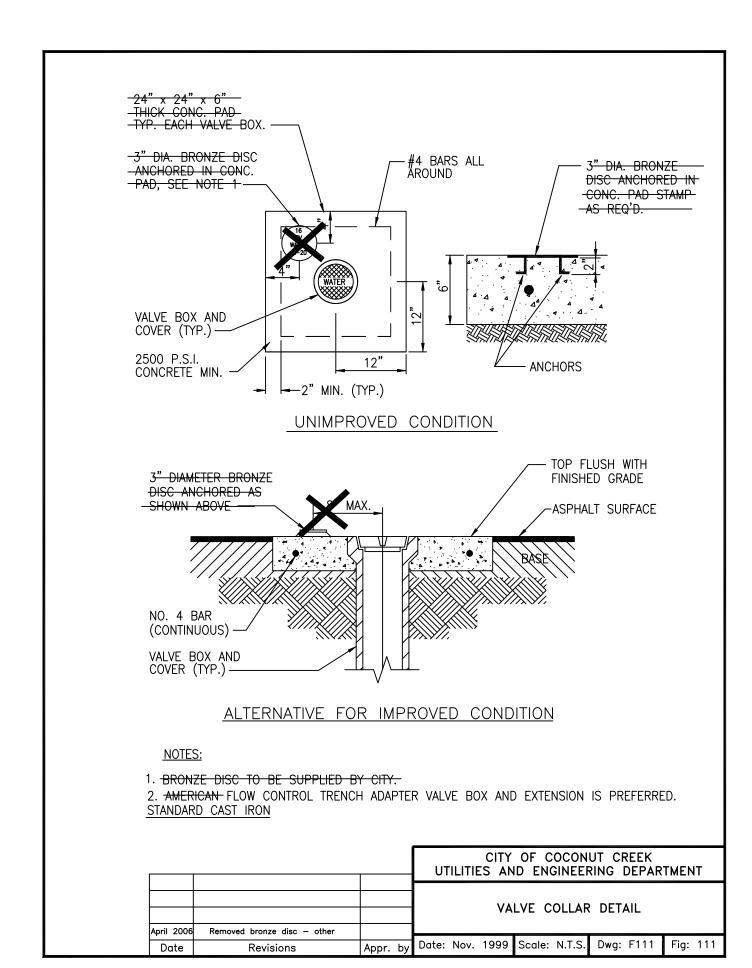
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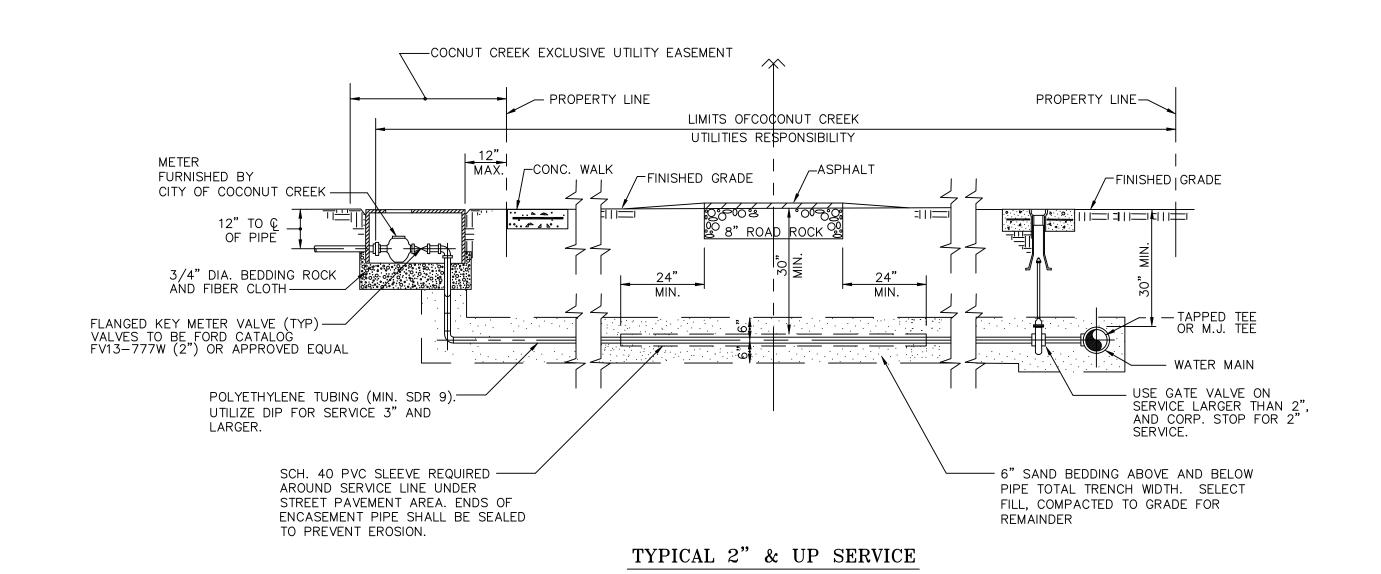
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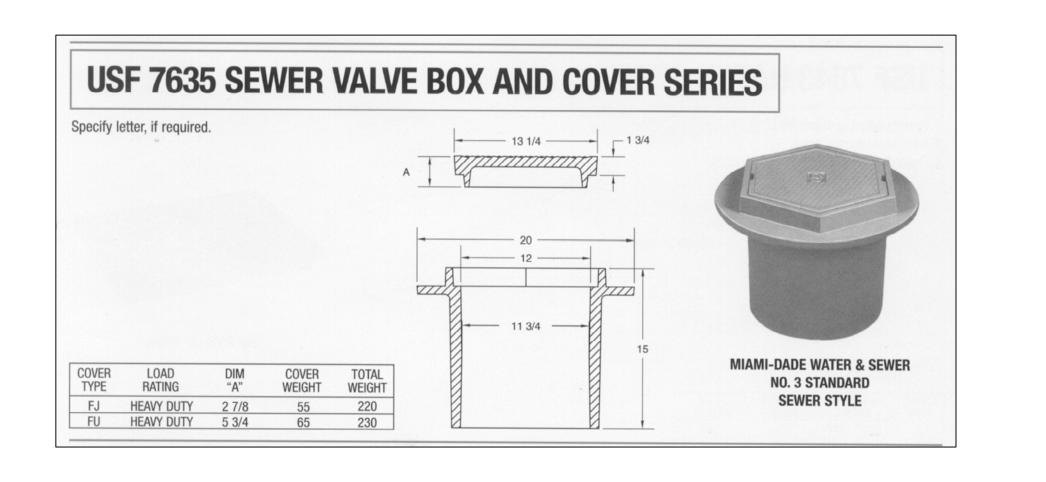
WATER AND SEWER DETAILS









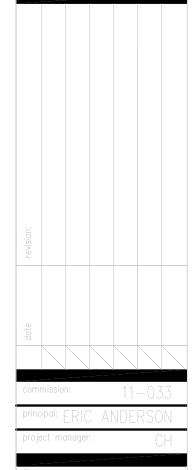




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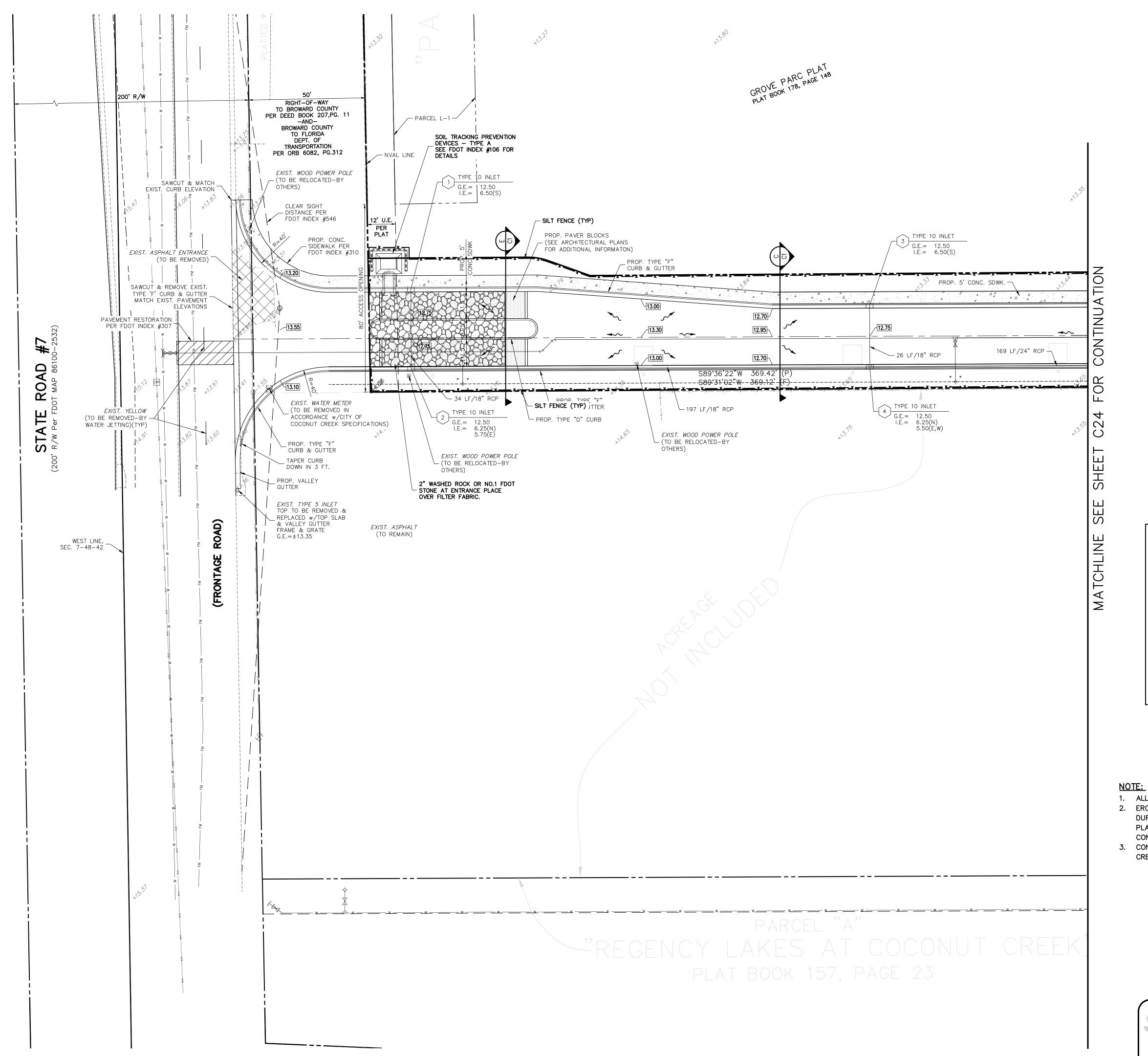
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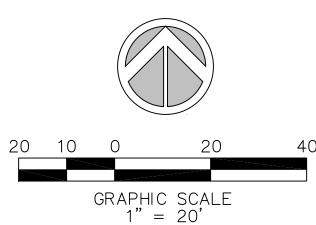
WATER AND SEWER

DETAILS

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GRAPHIC SCALE 1" = 20'

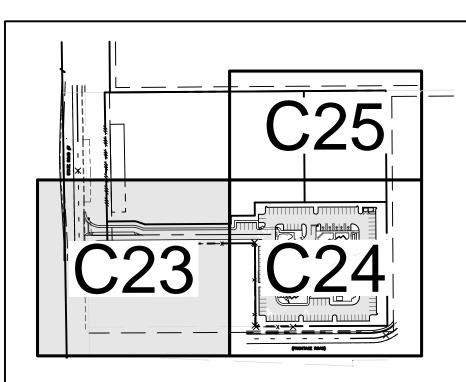
NOTES:

1. THIS PLAN REFLECTS REQUIREMENTS APPLICABLE TO PROTECTING SURFACE WATER RESOURCES IN STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, TRIBAL OR LOCAL OFFICIALS.

2. SEDIMENT CONTROL MEASURES ARE TO BE MAINTAINED SO THAT SEDIMENT IS REMOVED FROM SEDIMENT BARRIERS WHEN THE DESIGN CAPACITY IS REDUCED BY 50%

TOTAL SITE = 7.70 Ac. SITE AREA TO BE DISTURBED = 4.12 Ac. WETLAND AREA TO BE MITIGATED = 00.00 Ac.

RUNOFF COEFFICIENT "C" BEFORE CONSTRUCTION = 0.30DURING CONSTRUCTION = 0.70AFTER CONSTRUCTION = 0.80



KEY MAP

- 1. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88).
- 2. EROSION & SEDIMENTATION CONTROL SHALL BE IN PLACE FOR THE DURATION OF THE PROJECT. STORMWATER POLLUTION PREVENTION PLAN SHOULD BE IMPLEMENTED PRIOR TO THE START OF ANY CONSTRUCTION AND REMOVED AT PROJECT COMPLETION.
- 3. CONTRACTOR SHALL ALSO ADHERE TO THE CITY OF COCONUT CREEK EROSION AND SEDIMENTATION CONTROL STANDARD.

LEGEND OVERLAND FLOW PROPOSED GRADE

Sun-Tech Engineering, Inc.

Engineers - Planners - Surveyors

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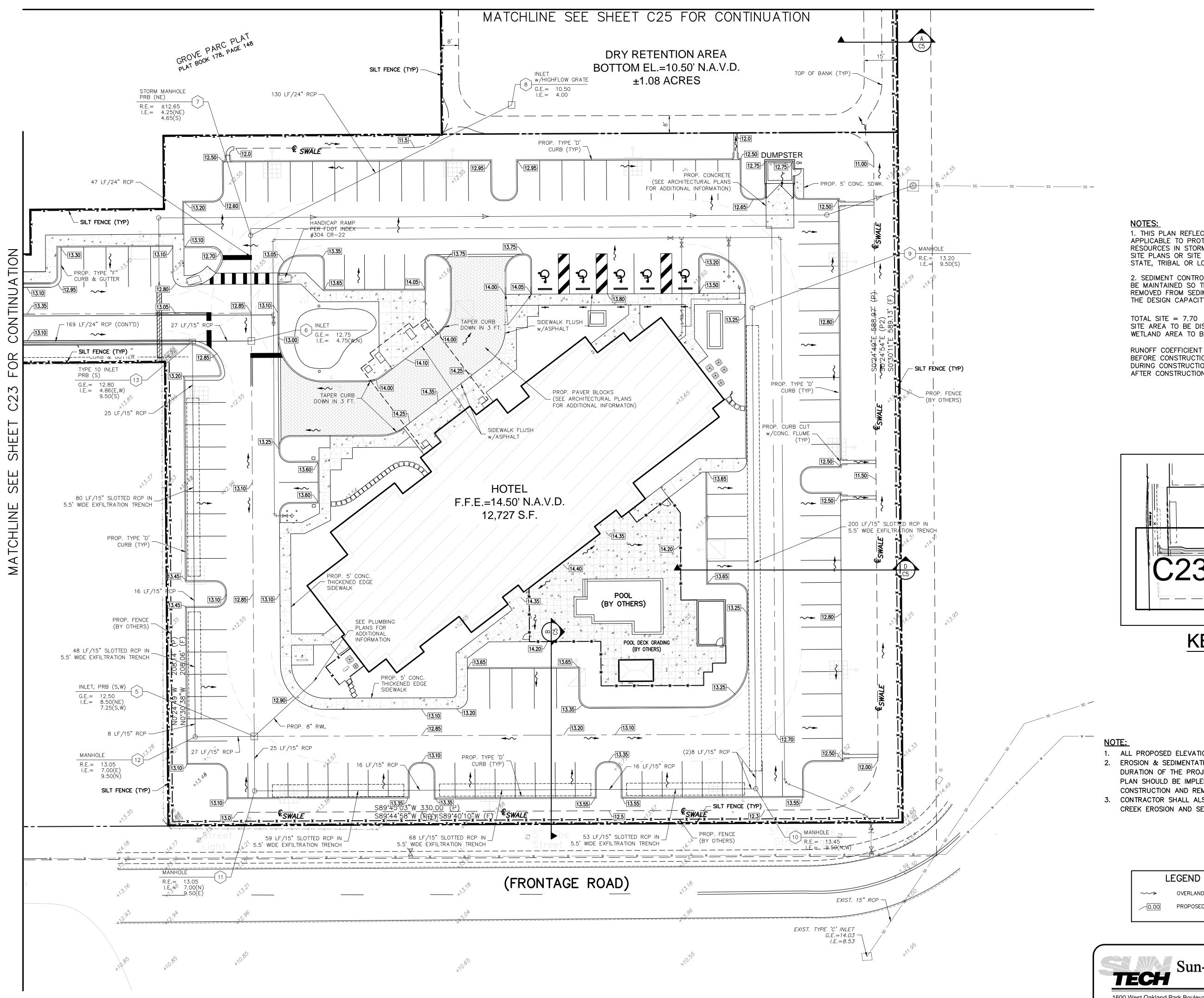
Mar 08 2013

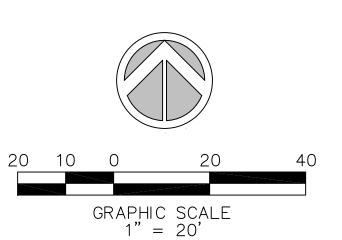
CLIFFORD R. LOUTAN, P.E. FL. REG. NO. 56890

ZEEK

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STORMWATER POLLUTION PREVENTION PLAN







1. THIS PLAN REFLECTS REQUIREMENTS APPLICABLE TO PROTECTING SURFACE WATER RESOURCES IN STORMWATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY STATE, TRIBAL OR LOCAL OFFICIALS.

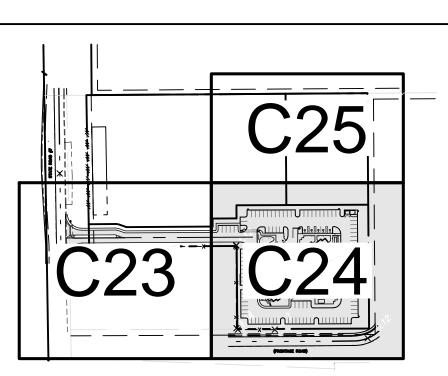
2. SEDIMENT CONTROL MEASURES ARE TO BE MAINTAINED SO THAT SEDIMENT IS REMOVED FROM SEDIMENT BARRIERS WHEN THE DESIGN CAPACITY IS REDUCED BY 50%

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RUNOFF COEFFICIENT "C" BEFORE CONSTRUCTION = 0.30DURING CONSTRUCTION = 0.70AFTER CONSTRUCTION = 0.80

Mar 08 2013

CLIFFORD R. LOUTAN, P.E. FL. REG. NO. 56890



KEY MAP

- 1. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88).
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- 3. CONTRACTOR SHALL ALSO ADHERE TO THE CITY OF COCONUT CREEK EROSION AND SEDIMENTATION CONTROL STANDARD.

OVERLAND FLOW

PROPOSED GRADE

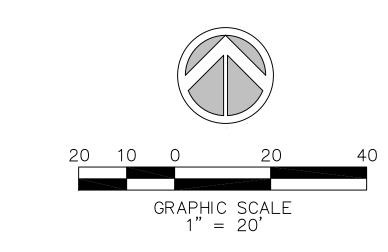
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STORMWATER POLLUTION PREVENTION PLAN



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399 CAMINO GARDENS BLVI SUITE 202 BOCA RATON, FLORIDA 3343

F: 561.362.0224

NOTES:

1. THIS PLAN REFLECTS REQUIREMENTS
APPLICABLE TO PROTECTING SURFACE WATER
RESOURCES IN STORMWATER MANAGEMENT
SITE PLANS OR SITE PERMITS APPROVED BY
STATE, TRIBAL OR LOCAL OFFICIALS.

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RUNOFF COEFFICIENT "C"

BEFORE CONSTRUCTION = 0.30

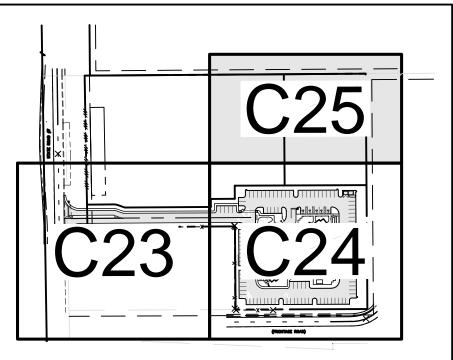
DURING CONSTRUCTION = 0.70

AFTER CONSTRUCTION = 0.80

Mar 08 2013

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CLIFFORD R. LOUTAN,P.E. FL. REG. NO. 56890



KEY MAP

NOTE:

- 1. ALL PROPOSED ELEVATIONS ARE IN N.A.V.D.(88).
- 2. EROSION & SEDIMENTATION CONTROL SHALL BE IN PLACE FOR THE DURATION OF THE PROJECT. STORMWATER POLLUTION PREVENTION PLAN SHOULD BE IMPLEMENTED PRIOR TO THE START OF <u>ANY</u> CONSTRUCTION AND REMOVED AT PROJECT COMPLETION.
- CONTRACTOR SHALL ALSO ADHERE TO THE CITY OF COCONUT CREEK EROSION AND SEDIMENTATION CONTROL STANDARD.

LEGEND

→ OVERLAND FLOW

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PROPOSED GRADE

Sun-Tech Engineering, Inc.

Engineers - Planners - Surveyors

Engineers - Planners - Survey

1600 West Oakland Park Boulevard

Certific
Ft. Lauderdale, FL 33311

Phone

Surveyors

Certificate of Auth. # 7097
Phone (954)777-3123
Fax (954)777-3114

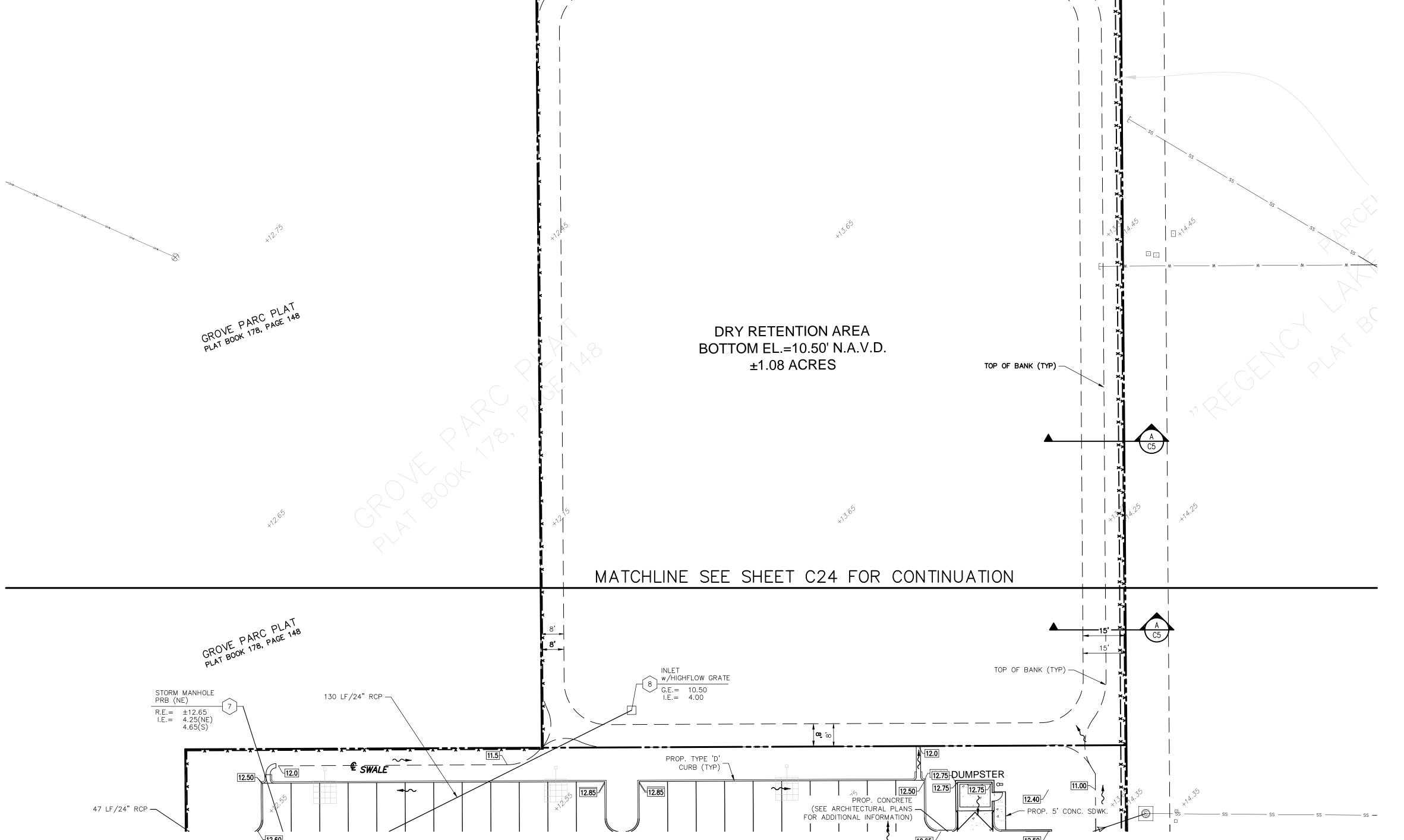
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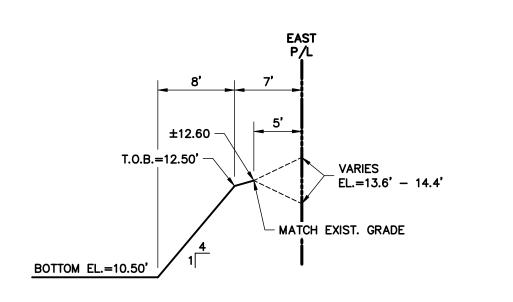
STORMWATER

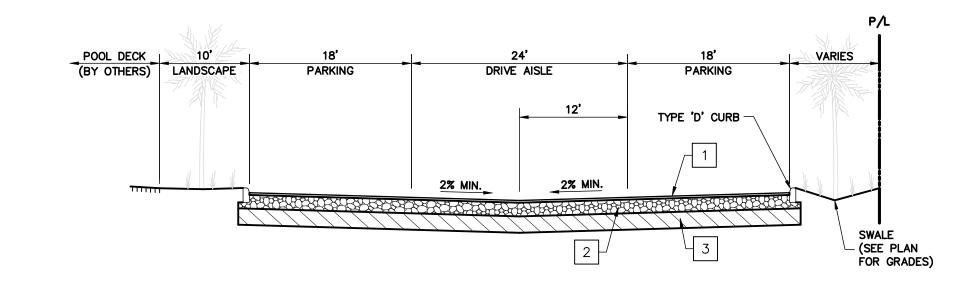
POLLUTION PREVENTION

PLAN

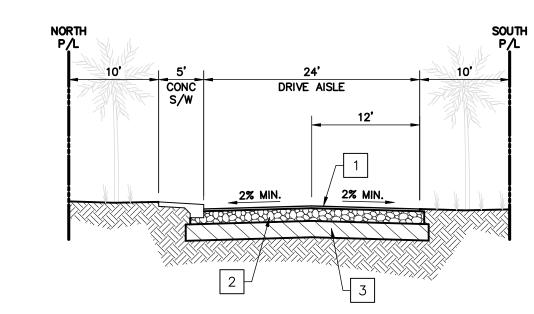
04-30-12







SECTION B-B



SECTION C-C



399 CAMINO GARDENS BLVD.
SUITE 202
BOCA RATON, FLORIDA 33432
V: 561.362.0220

Mar 08 2013

CLIFFORD R. LOUTAN, P.E FL. REG. NO. 56890

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ONOT

SECTION A-A

N A-A

ON-SITE PAVEMENT NOTES:

SLOPE TO DRAIN

TO BE STABILIZED AS REQUIRED

BASED ON FLOW AND GRADE.

(0.1FT/FT MIN.)

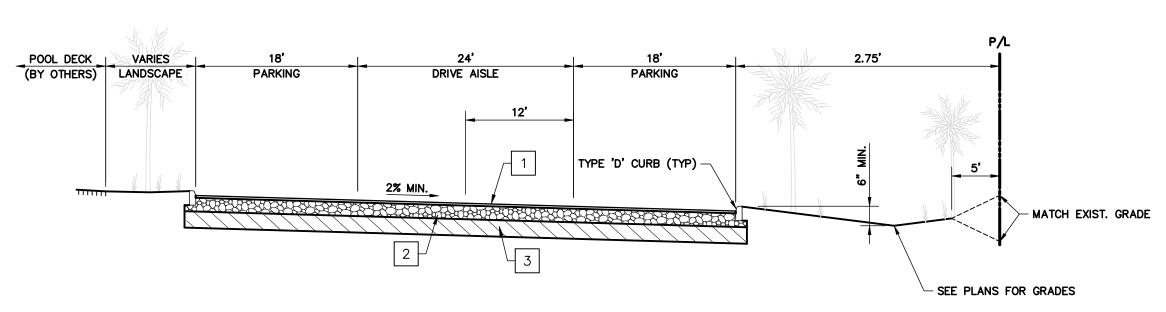
SECTION A-A

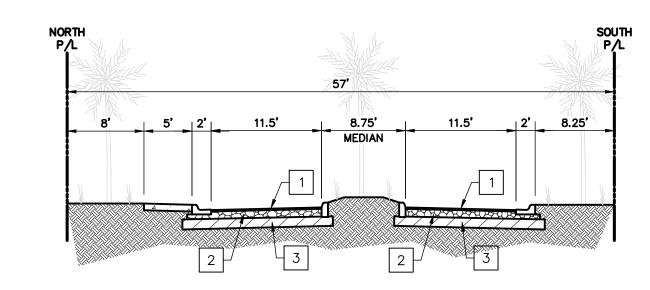
- FILTER FABRIC

1. THE WEARING SURFACE SHALL BE 1 1/2 "THICK DBL. COURSE S-III (2) 3/4 " LIFTS. LIMEROCK TO BE PRIMED AND TACK COAT TO BE APPLIED BETWEEN FIRST AND SECOND LIFT OF ASPHALT.

2. THE BASE COURSE SHALL BE LIMEROCK (MIN. OF 70% CARBONATES, LIQUID LIMIT=35, PLASTICITY 6), 8" THICK COMPACTED IN ACCORDANCE WITH A.A.S.H.T.O. SPECIFICATION T-180 TO 98% DENSITY. MIN. LBR TO BE 100.

3. ALL ORGANIC AND YIELDING MATERIAL WITHIN THE LIMITS SHOWN SHALL BE REMOVED AND REPLACED WITH CLEAN FILL, THE SUBBASE SHALL EXTEND 12" BELOW THE BASE COURSE, SHALL HAVE A MINIMUM DRY DENSITY OF 115 PCF AND SHALL BE COMPACTED TO 98% OF MAXIMUM DRY DENSITY PER A.A.S.H.T.O. SPECIFICATION T-180, METHOD "C". MINIMUM LBR TO BE 40.





SECTION E-E

SECTION D-D

EXISTING OR TEMPORAY

SIDEDRAIN PIPE

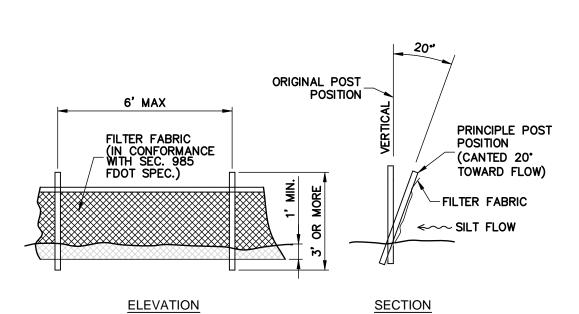
EXISTING ROADWAY EDGE OF PAVEMENT APPROACH LENGTH 50' Std. CONSTRUCT PAVED TURNOUT (INDEX NO 515). MAY BE DELETED IF APPROVED BY THE ENGINEER. 'SLOPE TO DRAIN — SEDIMENT PIT SYNTHETIC BALES APPROACH LENGTH ~~~ AS REQUIRED PIT VOLUME IS BELOW THE INLET ELEVATION OR SYNTHETIC BALES THE OUTLET ELEVATION, WHICHEVER IS LOWER. FILTER FABRIC SECTION B-B TYPE D-1, INDEX #199 TRANSITION DETAIL AGGREGATE COVER PER ÍNDEX NO. 205 15' OR 30' AGGREGATE FILTER FABRIC

GENERAL NOTES

- 1. A SOIL TRACKING PREVENTION DEVICE (S.T.P.D.) SHALL BE CONSTRUCTED AT ALL 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 S.T.P.D. BARRIERS, FLAGGING, OR OTHER POSITIVE MEANS SHALL BE USED AS REQUIRED TO LIMIT AND DIRECT VEHICULAR EGRESS ACROSS THE S.T.P.D.
- 2. THE CONTRACTOR MAY PROPOSE AN ALTERNATIVE TECHNIQUE TO MINIMIZE OFFSITE TRACKING OF SEDIMENT. THE ALTERNATIVE MUST BE REVIEWED AND APPROVED BY THE ENGINEER APPROVED TO ITS USE.
- 3. ALL MATERIALS SPILLED, DROPPED OR TRACKED ONTO PUBLIC ROADS (INCLUDING THE S.T.P.D. AGGREGATE AND CONSTRUCTION MUD) SHALL BE REMOVED DAILY, OR MORE FREQUENTLY IF SO DIRECTED BY THE ENGINEER.
- 4. AGGREGATES SHALL BE AS DESCRIBED IN SECTION 901 EXCLUDING 901-2.3. AGGREGATES SHALL BE FDOT SIZE #1. IF THIS SIZE IS NOTE 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 AND ARE UNSUITABLE.
- 5. THE SEDIMENT PIT SHOULD PROVIDE A RETENTION VOLUME OF 3600 CUBIC FEET/ACRE OF SURFACE AREA DRAINING TO THE PIT. WHEN THE S.T.P.D. IS ISOLATED FROM OTHER DRAINAGE AREAS, THE FOLLOWING PIT VOLUMES WILL SATISFY THIS REQUIREMENT:

15'x50'=100 FT 30'x50'=200 FT

- 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 VOLUME HAS BEEN REDUCED TO ONE HALF, IT SHALL BE CLEANED. WHEN A SWALE IS USED, SYNTHETIC BALES OR SILT FENCE SHALL BE PLACE ALONG THE ENTIRE LENGTH.
- 7. THE SWALE DITCH DRAINING THE S.T.P.D, SHALL HAVE A 0.2% MINIMUM AND A 1.0% MAXIMUM GRADE ALONG THE S.T.P.D. AND TO THE SEDIMENT PIT.
- 6. MITERED END SECTIONS ARE NOT REQUIRED WHEN THE SIDE DRAIN PIPE SATISFIES THE CLEAR ZONE REQUIREMENTS.
- 8. THE S.T.P.D. SHALL BE MAINTAINED IN A CONDITION THAT WILL ALLOW IT TO PERFORM ITS FUNCTION. TO PREVENT OFFSITE TRACKING, THE S.T.P.D. SHALL BE RINSED (DAILY WHEN IN USE) TO MOVE ACCUMULATED MUD DOWNWARD THRU THE STONE. ADDITIONAL STABILIZATION OF THE VEHICULAR ROUTE LEADING TO THE S.T.P.D. MAY BE REQUIRED TO LIMIT THE MUD TRACKED.
- 9. A S.T.P.D. SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR SOIL TRACKING PREVENTION DEVICE, EA. THE UNIT PRICE SHALL CONSTITUTE FULL COMPENSATION FOR CONSTRUCTION, MAINTENANCE, REPLACEMENT OF MATERIALS, REMOVAL, AND RESTORATION OF THE AREA UTILIZED FOR THE S.T.P.D.; INCLUDING BUT NOT LIMITED TO EXCAVATION, GRADING, TEMPORARY PIPE (INCLUDING M.E.S. WHEN REQUIRED), FILTER FABRIC, AGGREGATE, PAVED TURNOUT (INCLUDING ASPHALT AND BASE CONSTRUCTION). DITCH STABILIZATION, APPROACH ROUTE STABILIZATION, SEDIMENT REMOVAL AND DISPOSAL, WATER, RINSING AND CLEANING OF THE S.T.P.D. AND CLEANING OF PUBLIC ROADS, GRASSING AND SOD. SYNTHETIC BALES OR BALE TYPE BARRIER SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR SYNTHETIC HAY BALES, LF. SILT FENCE SHALL BE PAID FOR UNDER THE CONTRACT UNIT PRICE FOR STAKED SILT FENCE, LF.
- 10. THE NOMINAL SIZE OF A STANDARD S.T.P.D. IS 15'x50' UNLESS OTHERWISE SHOWN IN THE PLANS. IF THE VOLUME OF ENTERING AND EXITING VEHICLES WARRANT, A 30' WIDTH S.T.P.D. MAY BE USED IF APPROVED BY THE ENGINEER. WHEN A DOUBLE WIDTH (30') S.T.P.D. IS USED, THE PAY QUANTITY SHALL BE 2 FOR EACH LOCATION.



SILT FENCE DETAIL

STORMWATER
POLLUTION
PREVENTION
PLAN

3466spp.dwg

04-30-12

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te of Auth. # 7097

TECH St

Ft. Lauderdale. FL 33311

www.suntecheng.com

1600 West Oakland Park Boulevard

Certificate of Auth. # 7097 Phone (954)777-3123 Fax (954)777-3114

SOIL TRACKING PREVENTION DEVICE - TYPE 'A'
FDOT STD. INDEX #106

COMPACTED BACKFILL

RURAL CONNECTION

DETAIL

y, Czo, s/מzu i s y:sz:40 Alvi, I:1, sui-Teat Erigineeling, ilic. (AEV), sui-Teat Erigineeling, ili