DEVELOPMENT APPLICATION FORM

Application Form: All Applications | **Rev.** 06/14/2024

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR), Section 47-24, Development Permits and Procedures, and must be filled out accurately with all applicable sections completed. Only complete the sections indicated for application type with N/A for those items not applicable. Refer to "*Specifications for Plan Submittal*" by application type for submittal requirements, which can be found on the City's website.

Select the application type and approval level in **SECTION A** and complete the sections specified under each type.

A APPLICATION TYPE AND APPROVAL LEVEL

Select the application type from the list below and check the applicable type.

☐ LEVEL I
ADMINISTRATIVE REVIEW COMMITTEE (ADMIN)

- ☐ New nonresidential less than 5,000 square feet
- ☐ Change of use *(if same impact or less than existing use)*
- ☐ Plat note or Nonvehicular access line (NVAL) amendment
- ☐ Administrative site plan
- ☐ Amendment to site plan*
- ☐ Affordable Housing per §166.04151(7) Fla. Stat. *(Live Local Act)*
- ☐ Property and right-of-way applications *(MOTs, construction staging)*
- ☐ Parking Agreements *(separate from site plans)*

COMPLETE SECTIONS B, C, D, G

☒ LEVEL II
DEVELOPMENT REVIEW COMMITTEE (DRC)

- ☐ New Nonresidential 5,000 square feet or greater
- ☐ Residential 5 units or more
- ☐ Nonresidential use within 100 feet of residential property
- ☐ Redevelopment proposals
- ☐ Change in use *(if greater impact than existing use)*
- ☒ Development in Regional Activity Centers (RAC)*
- ☐ Development in Uptown Project Area*
- ☐ Regional Activity Center Signage
- ☐ Affordable Housing (≥10%)

COMPLETE SECTIONS B, C, D, E, F

☐ LEVEL III
PLANNING AND ZONING BOARD (PZB)

- ☐ Conditional Use
- ☐ Parking Reduction
- ☐ Flex Allocation
- ☐ Cluster / Zero Lot Line
- ☐ Modification of Yards*
- ☐ Waterway Use
- ☐ Mixed Use Development
- ☐ Community Residences*
- ☐ Social Service Residential Facility (SSRF)
- ☐ Medical Cannabis Dispensing Facility*
- ☐ Community Business District for uses greater than 10,000 square feet

COMPLETE SECTIONS B, C, D, E, F

☐ LEVEL IV
CITY COMMISSION (CC)

- ☐ Land Use Amendment
- ☐ Rezoning
- ☐ Plat
- ☐ Public Purpose Use
- ☐ Central Beach Development of Significant Impact*
- ☐ Vacation of Right-of-Way

City Commission Review
No PZB Review

- ☐ Vacation of Easement*

COMPLETE SECTIONS B, C, D, E, F

☒ MISCELLANEOUS

- ☐ Affordable Workforce Housing Tax Reimbursement
- ☐ Community Residence
- ☐ Construction Noise Waiver
- ☒ Design Review Team (DRT)

COMPLETE SECTIONS B, C, D, I

☐ EXTENSION OR DEFERRAL

- ☐ Request to defer after an application is scheduled for public hearing
- ☐ Request extension to previously approved application *(request must be within original approval date timeframe)*

COMPLETE SECTIONS B, C, H

☐ APPEAL

- ☐ Appeal decision by approving body and De Novo hearing items

COMPLETE SECTIONS B, C, H

☐ PROPERTY AND RIGHT-OF-WAY

- ☐ Road Closures
- ☐ Construction Staging Plan
- ☐ Revocable licenses

COMPLETE SECTIONS B, C, H

*Application is subject to specific review and approval process. Levels III and IV are reviewed by Development Review Committee unless otherwise noted.

B APPLICANT INFORMATION

If applicant is the business operator, complete the agent column and provide property owner authorization.

Applicant/ Property Owner	NORTH BROWARD HOSPITAL DISTRICT	**Authorized Agent**	Stephanie J. Toothaker, Esq.
Address	Agent: 501 SW 2nd Avenue, Suite 1	**Address**	501 SW 2nd Avenue, Suite 1
City, State, Zip	Agent: Fort Lauderdale, FL 33301	**City, State, Zip**	Fort Lauderdale, FL 33301
Phone	Agent: 954.648.9376	**Phone**	954.648.9376
Email	Agent: stephanie@toothaker.org	**Email**	cc: estefania@toothaker.org
Proof of Ownership	Tax Record	**Authorization Letter**	Provided
Applicant Signature:	**Signature** Digitally signed by Stephanie J. Toothaker Date: 2024.12.12 23:07:20 -05'00'	**Agent Signature:**	**Signature** Digitally signed by Stephanie J. Toothaker Date: 2024.12.12 23:07:50 -05'00'

C PARCEL INFORMATION

Address/General Location	
Folio Number(s)	
Legal Description *(Brief)*	See attached survey
City Commission District	
Civic Association	Poinciana Park Civic Association

D LAND USE INFORMATION

Existing Use	Surface parking lot; commercial vacant
Land Use	South RAC
Zoning District	SRAC-SAw
Proposed *Applications requesting land use amendments and rezonings.*	
Proposed Land Use	South RAC
Proposed Zoning District	SRAC-SAw

E PROJECT INFORMATION

Provide project information. Circle yes or no where noted. If item is not applicable, indicate N/A.

Project Name	Broward Health Medical Center (BHMC) Medical Office Building (MOB) and Parking Garage
Project Description *(Describe in detail)*	Site Plan Level II Review: 186,929 SF Medical Office Building and 690-Space Parking Garage and Request for Additional Height Bonus and Design Deviations in the South RAC
Estimated Project Cost	$ N/A *(Estimated total project cost including land costs for all new development applications only)*
Waterway Use	No
Flex Units	N/A
Redevelopment Units	N/A
Flex Acreage	N/A
Residential Uses	
Single Family	N/A
Townhouses	N/A
Multifamily	N/A
Cluster/Zero Lot Line	N/A
Other	N/A
Total *(dwelling units)*	N/A
Residential Unit Mix	Efficiency / Studio: N/A; 1- Bedroom: N/A
Affordable Housing Units	% of AMI
Affordable Unit Mix	Efficiency / Studio: N/A; 1- Bedroom: N/A

Traffic Study Required	Yes
Parking Reduction	No
Public Participation	Yes
Non-Residential Uses	
Commercial	N/A
Restaurant	N/A
Office	186,929 GSF MOB
Industrial	N/A
Other	310,877 GSF Parking Garage
Total *(square feet)*	
2-Bedroom	N/A
3-Bedroom or More	N/A
2-Bedroom	N/A
3-Bedroom or More	N/A

F PROJECT DIMENSIONAL STANDARDS

Indicate all required and proposed standards for the project. Circle yes or no where indicated.

	Required Per ULDR	Proposed
Lot Size *(Square feet/acres)*	N/A	1.74 acres (75,646 SF)
Lot Density *(Units/acres)*	N/A	N/A
Lot Width	N/A	Varies
Building Height *(Feet)*	10-floors/110' max. up to 14-floors/150'	120'-0" (140' -6" T.O. Parapet) Add. Height Bonus Request
Structure Length	150' unless providing design variation/articulation	153'-0" (MOB) / 273'-3" (Garage)
Floor Area Ratio *(F.A.R)*	N/A	0.89
Lot Coverage	N/A	91.47%
Open Space	N/A	N/A
Landscape Area	N/A	1,244 SF
Parking Spaces	473 spaces	690 spaces
SETBACKS *(Indicate direction N,S,E,W)*	**Required Per ULDR**	**Proposed**
Front [EAST]	0'	0'
Side [NORTH]	0'	7.5'
Corner / Side [SOUTH]	0'	5.7'
Rear [EAST]	0'	4.8'

For projects in Downtown, Northwest, South Andrews, and Uptown Master Plans to be completed in conjunction with the applicable items above.

	Required Per ULDR	Proposed	Deviation
Tower Stepback			
Front / Primary Street [ ]	0' (S. Andrews Ave); 12' (SW 17th St)	0' (S. Andrews Ave); 12' (SW 17th St)	Deviation
Sides / Secondary Street [ ]	25' (SW 1st Ave)	0' (SW 1st Ave)	Deviation
Building Height	110' max. up to 150'	120'-0" (140' -6" T.O. Parapet) Add. Height Bonus Request	Not Applicable
Streetwall Length	150' unless providing design variation/articulation	432'-5"	Not Applicable
Podium Height	75' / 6 stories	N/A (no tower/podium design)	Deviation
Tower Separation	N/A	N/A	
Tower Floorplate *(square feet)*	Commercial Buildings > 110': 20,000 GSF	MOB: 23,366 GSF / Garage: 44,411 GSF (no tower/podium)	Deviation
Residential Unit Size *(minimum)*	N/A	N/A	Not Applicable

G AMENDED PROJECT INFORMATION

Provide approved and proposed amendments for project. Circle yes or no where indicated.

Project Name	
Proposed Amendment Description *(Describe in detail)*	

	Original Approval	Proposed Amendment	Amended
Residential Uses *(dwelling units)*			
Non-Residential Uses *(square feet)*			
Lot Size *(Square feet/acres)*			
Lot Density *(Units/acres)*			
Lot Width			
Building Height *(Feet)*			
Structure Length			
Floor Area Ratio *(F.A.R.)*			
Lot Coverage			
Open Space			
Landscape Area			
Parking Spaces			
Tower Stepback			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			

Does this amendment require a revision to the traffic statement or traffic study completed for the project?

Does this amendment require a revised water sewer capacity letter?

H EXTENSION, DEFERRAL, APPEAL INFORMATION

Provide information for specific request. Circle approving body and yes or no.

Project Name	
Request Description	

EXTENSION REQUEST		DEFERRAL REQUEST		APPEAL REQUEST / DE NOVO HEARING	
Approving Body		Approving Body		Approving Body	
Original Approval Date		Scheduled Meeting Date		30 Days from Meeting (Provide Date)	
Expiration Date (Permit Submittal Deadline)		Requested Deferral Date		60 Days from Meeting (Provide Date)	
Expiration Date (Permit Issuance Deadline)		Previous Deferrals Granted		Appeal Request	
Requested Extension (No more than 24 months)		Justification Letter Provided		Indicate Approving Body Appealing	
Code Enforcement (Applicant Obtain by Code Compliance Division)		*Note: Deferral reques's are subject to a fee per deferral. See Fee Schedule for amount.		De Novo Hearing Due to City Commission Call-Up	

I MISCELLANEOUS

Provide information on the specific request.

Project Name	
Request Description	

AFFORDABLE HOUSING TAX REIMBURSEMENT*		COMMUNITY RESIDENCE		NOISE WAIVER*	
As Is Value	$	Residence Type		DRC Case Number	
Date		Certification		Request Start Date	
Completion Value	$	Length of Stay		Request End Date	
Date		Number of Residents		Construction Start Time	
Stabilized Value	$	Number of Live-in Staff		Construction End Time	
Date		Habitable Rooms Gross Floor Area		Sunday Construction Times	
Acquisition Value	$	DEVELOPMENT REVIEW TEAM (DRT)* Complete Section F		Noise Mitigation Plan Date of Plan	
Date				Previous Extension Resolution No. (if applicable)	

*Application is subject to specific fees based on hourly rate with minimum amount of: DRT $477, Affordable Housing Tax Reimbursement $2,500, Noise Waiver $954

CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- ☒ **Preliminary Development Meeting** completed on the following date: October 17, 2024
- ☒ **Development Application Form** completed with the applicable information including signatures.
- ☒ **Proof of Ownership** warranty deed or tax record including corporation documents and SunBiz verification name.
- ☒ **Address Verification Form** that includes all parcels within the proposed development.
- ☒ **Project and Unified Land Development Code Narratives** project narrative and the applicable ULDR sections and criteria as described in the specifications for submittal by application type.
- ☒ **Electronic Files, File Naming, and Documents** consistent with the applicable specifications for application type, consistent with the online submittal requirements including file naming convention, plan sets uploaded as single pdf.
- ☒ **Traffic Study or Statement** submittal of a traffic study or traffic statement.
- ☒ **Stormwater Calculations** signed and sealed by a Florida registered professional engineer consistent with calculations as described in the specifications for plan submittal for site plan applications.
- ☒ **Water and Wastewater Capacity Request** copy of email to Public Works requesting the capacity letter.

OVERVIEW FOR ONLINE SUBMITTAL REQUIREMENTS: Submittals must be conducted through LauderBuild. No hardcopy application submittals are accepted. Below only highlights the important submittal requirements that applicants must follow to submit online and be deemed complete. View all the requirements at LauderBuild Plan Room.

- **Uploading Entire Submittal** upload all documents at time the application is submitted to prevent delay in processing.
- **File Naming Convention** file names must adhere to the City's File Naming Convention.
- **Reduce File Size** plan sets and other large files must be merged or flattened to reduce file size.
- **Plan Sets** plan sets like site plans, plats, etc. must be submitted as a single pdf file. Staff will instruct when otherwise.
- **Document Categories** choose the correct document category when uploading.

BROWARD HEALTH MEDICAL CENTER - MOB AND PARKING GARAGE

SITE PLAN LEVEL II REVIEW: CASE NO. UDP-S24072

LOCATION
1627 S ANDREWS AVE
FORT LAUDERDALE, FL 33316
SECTION: 15 TOWNSHIP: 50S RANGE: 42E





PROJECT TEAM

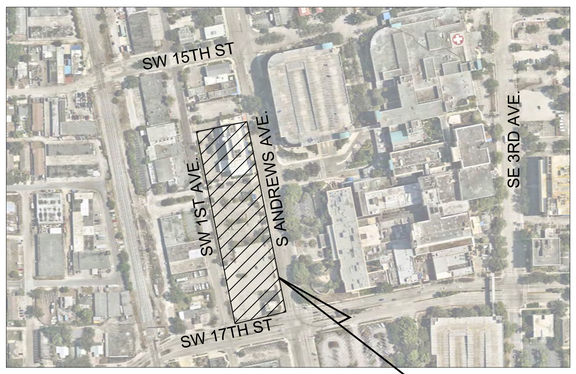
CLIENT
NORTH BROWARD HOSPITAL DISTRICT
1800 NW 49TH STREET
FT LAUDERDALE, FL 33309
(954) 473-7450
CONTACT: DAVID J. CLARK, MBA, FACHE

CIVIL ENGINEER
KIMLEY-HORN AND ASSOCIATES, INC.
8201 PETERS ROAD, SUITE 2200
PLANTATION, FLORIDA 33324
(954) 535-5100
CONTACT: CARLOS FLORIAN, P.E.

SURVEYOR
PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
(954) 572-1777
CONTACT: JOHN F. PULICE

ARCHITECT
BECK ARCHITECTURAL LLC
501 E LAS OLAS BLVD STE 200 & 300
FORT LAUDERDALE, FL 33301
CONTACT: AMIR SAFVAT, AIA

MEP
BR+A CONSULTING ENGINEERS
2600 DOUGLAS RD STE 700
CORAL GABLES, FL 33134
(305) 503-6281
CONTACT: CHRISTOPHER PIETROCARLO, P.E.



VICINITY MAP
1"=250'

PROJECT LOCATION

Sheet Index	
Sheet No.	Sheet Title
	GENERAL
C000.0	MASTER COVER SHEET
-	SURVEY
-	SURVEY
C200.0	MASTER SITE PLAN
	MOB - ARCHITECTURAL PLANS
A-000	DRC COVER SHEET
A-201	LEVEL 1 - FLOOR PLAN
A-204	LEVEL 4 - FLOOR PLAN
A-209	LEVEL 9 / MECHANICAL - FLOOR PLAN
A-210	ROOF PLAN
A-701	EXTERIOR ELEVATIONS
A-702	EXTERIOR ELEVATIONS
A-703	EXTERIOR ELEVATIONS
A-704	EXTERIOR ELEVATIONS
A-901	DESIGN IMAGES
A-903	CONCEPTUAL EXTERIOR MATERIAL
	PARKING GARAGE - ARCHITECTURAL PLANS
AP-201	LEVEL P1 - OVERALL FLOOR PLAN
AP-201A	LEVEL P1 - PARTIAL FLOOR PLAN - AREA NORTH
AP-201B	LEVEL P1 - PARTIAL FLOOR PLAN - AREA SOUTH
AP-202	LEVEL P2 - OVERALL FLOOR PLAN
AP-202A	LEVEL P2 - PARTIAL FLOOR PLAN - AREA NORTH
AP-202B	LEVEL P2 - PARTIAL FLOOR PLAN - AREA SOUTH
AP-205	LEVEL P5 - OVERALL FLOOR PLAN
AP-205A	LEVEL P5 - PARTIAL FLOOR PLAN - AREA NORTH
AP-205B	LEVEL P5 - PARTIAL FLOOR PLAN - AREA SOUTH
AP-207	LEVEL P7 - OVERALL FLOOR PLAN
AP-207A	LEVEL P7 - PARTIAL FLOOR PLAN - AREA NORTH
AP-207B	LEVEL P7 - PARTIAL FLOOR PLAN - AREA SOUTH
	CIVIL PLANS
C100.0	GENERAL NOTES AND SPECIFICATIONS
C300.0	EROSION CONTROL PLAN
C301.0	EROSION CONTROL NOTES AND DETAILS
C400.0	DEMOLITION PLAN
C401.0	DEMOLITION NOTES
C500.0	PAVING, GRADING, AND DRAINAGE PLAN
C502.0	PAVING, GRADING, AND DRAINAGE DETAILS
C503.0	PAVING, GRADING, AND DRAINAGE DETAILS
C600.0	WATER AND SEWER PLAN
C601.0	WATER AND SEWER DETAILS
C700.0	PAVEMENT MARKING AND SIGNAGE PLAN
C701.0	PAVEMENT MARKING AND SIGNAGE DETAILS
	LANDSCAPE PLANS
L000.0	TREE DISPOSITION PLAN
L001.0	TREE DISPOSITION DETAILS
L100.0	LANDSCAPE PLAN
L101.0	LANDSCAPE DETAILS
L102.0	LANDSCAPE DETAILS
L103.0	LANDSCAPE NOTES
	ELECTRICAL PLANS
E1.1	SITE PLAN - PHOTOMETRIC
E1.2	SITE LIGHTING SPECIFICATIONS

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
Check positive response codes before you dig!

Broward Health NORTH

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

Kimley»Horn

CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

INCOMPLETE DOCUMENTS FOR INTERIM REVIEW ONLY. NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

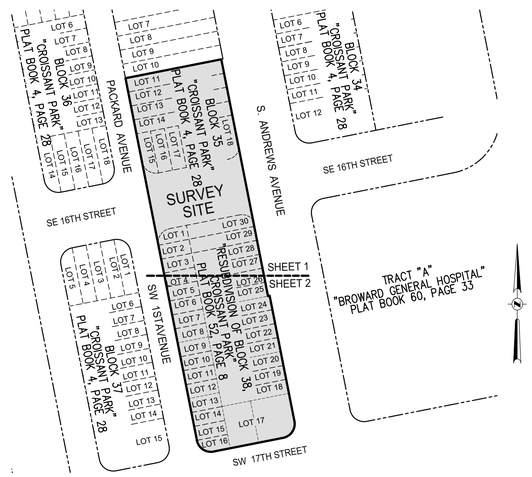
BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

MASTER COVER SHEET

175309
JOB NO.

C000.0
SHEET





VICINITY MAP
NOT TO SCALE

SURVEYOR'S LEGAL:

ALL OF LOTS 11–18 OF BLOCK 35, "CROISSANT PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 52, PAGE 8 OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND TOGETHER WITH THE NORTH ONE–HALF OF VACATED SOUTHWEST 16TH STREET (PLATTED AS OBISPO STREET), ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 52, PAGE 8, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

TOGETHER WITH

ALL OF LOTS 1–30 OF "RESUBDIVISION OF BLOCK 38, CROISSANT PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 52, PAGE 8, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

AND TOGETHER WITH THE SOUTH ONE–HALF OF VACATED SOUTHWEST 16TH STREET (PLATTED AS OBISPO STREET) OF "RESUBDIVISION OF BLOCK 38, CROISSANT PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 52, PAGE 8, OF THE PUBLIC RECORDS OF BROWARD COUNTY, FLORIDA.

SAID LANDS LYING AND BEING IN THE CITY OF FORT LAUDERDALE, BROWARD COUNTY, FLORIDA AND CONTAINING A TOTAL OF 116,632 SQUARE FEET (2.678 ACRES), MORE OR LESS.

LEGEND & ABBREVIATIONS

	CONCRETE
	ASPHALT PAVEMENT
	BRICK PAVERS
10.00'	ELEVATION
OHW	OVERHEAD WIRES
STM	UNDERGROUND STORM SEWER LINE
SAN	UNDERGROUND SANITARY SEWER LINE
W	UNDERGROUND WATER LINE
U	UNDERGROUND UNKNOWN LINE
G	UNDERGROUND GAS LINE
℄	CENTERLINE
R=	RADIUS
CA=	CENTRAL ANGLE
A=	ARC LENGTH
FPL	FLORIDA POWER & LIGHT COMPANY
LB	LICENSED BUSINESS
O.R.B.	OFFICIAL RECORDS BOOK
TP	TRAVERSE POINT (FOR FIELD INFORMATION ONLY)
TA	TITLE COMMITMENT IDENTIFIER
	PALM TREE
	UNIDENTIFIED TREE

0' 20' 40' 60'
GRAPHIC SCALE
1"=20'

SHEET 1 OF 2

THIS DOCUMENT IS NEITHER FULL NOR COMPLETE WITHOUT SHEETS 1 AND 2

NO.	REVISIONS	BY
5		
4		
3		
2		
1		

BROWARD HEALTH
1601, 1603, 1611-1619, 1623, 1627 ANDREWS AVENUE
9 & 17 SW 17TH STREET
FORT LAUDERDALE, FLORIDA 33316
(CITY OF FORT LAUDERDALE, BROWARD COUNTY)

CERTIFICATION:

I HEREBY CERTIFY: THAT THIS MAP OF SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA STATE BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J–17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

☐ JOHN F. PULICE, PROFESSIONAL SURVEYOR AND MAPPER LS2691
☐ VICTOR R. GILBERT, PROFESSIONAL SURVEYOR AND MAPPER LS6274
☐ MICHAEL M. MOSSEY, PROFESSIONAL SURVEYOR AND MAPPER PSM5660
STATE OF FLORIDA

BOUNDARY AND TOPOGRAPHIC SURVEY

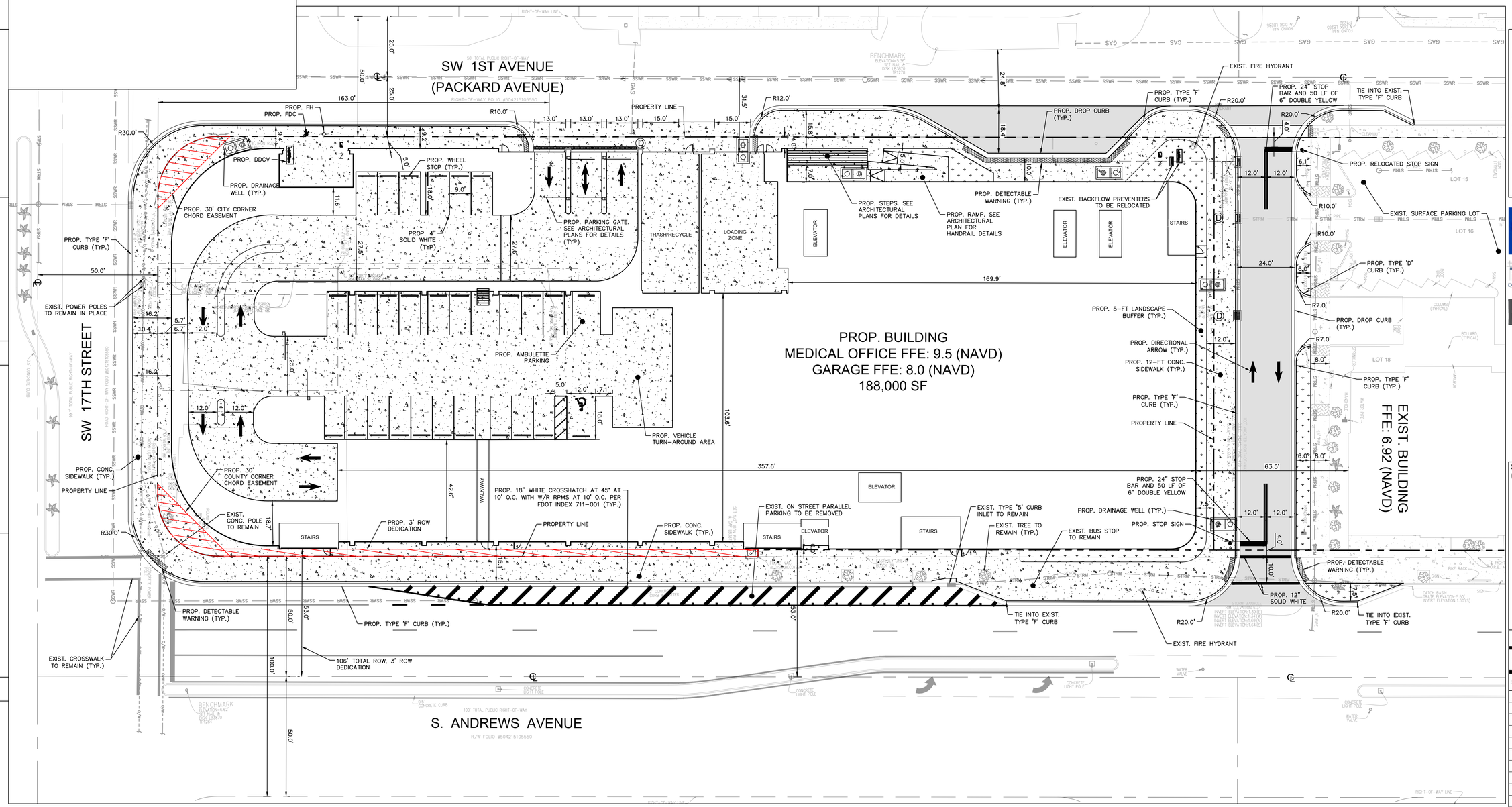
PULICE LAND SURVEYORS, INC.
5381 NOB HILL ROAD
SUNRISE, FLORIDA 33351
TELEPHONE: (954) 572-1777
FAX: (954) 572-1778
E-MAIL: surveys@pulicelandsurveyors.com
WEBSITE: www.pulicelandsurveyors.com
CERTIFICATE OF AUTHORIZATION LB#3870

DRAWN BY: K.F.	SCALE: 1" = 20'	CLIENT: KIMLEY-HORN ASSOCIATES
CHECKED BY: J.F.P.	SURVEY DATE: 9/5/24	ORDER NO.: 73143

NOTES:

1. THIS SURVEY MAP AND REPORT OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR AN ELECTRONIC SIGNATURE AND ELECTRONIC SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. ELEVATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. CITY OF FORT LAUDERDALE BENCHMARK SE264, ELEVATION: 5.768 FEET & BENCHMARK SE263, ELEVATION: 5.887 FEET.
3. FLOOD ZONE: AH; BASE FLOOD ELEVATION: 7 FEET; PANEL #12011C0557J; COMMUNITY #125105; MAP DATE: 7/31/24.
4. THIS SITE LIES IN SECTION 15, TOWNSHIP 50 SOUTH, RANGE 42 EAST, BROWARD COUNTY, FLORIDA.
5. GRID BEARINGS SHOWN HEREON ARE BASED ON FIELD OBSERVATIONS AND ARE RELATIVE TO THE NORTH AMERICAN DATUM OF 1983 WITH THE 2011 ADJUSTMENT, FL-E ZONE, WITH THE EAST LINE OF BLOCK 35 BEING S11°09'15"E.
6. REASONABLE EFFORTS WERE MADE REGARDING THE EXISTENCE AND THE LOCATION OF UNDERGROUND UTILITIES. THIS FIRM, HOWEVER, DOES NOT ACCEPT RESPONSIBILITY FOR THIS INFORMATION. BEFORE EXCAVATION OR CONSTRUCTION CONTACT THE APPROPRIATE UTILITY COMPANIES FOR FIELD VERIFICATION.
7. THIS SURVEY WAS PREPARED WITH BENEFIT OF A PROPERTY INFORMATION REPORT, FILE NUMBER 11924626, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED AUGUST 23, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SAID REPORT: (AS TO LOTS 1 THROUGH 8, BLOCK 38)(A)
   - ITEM 1: NOTICE OF COMMENCEMENT IN INSTRUMENT #119261730 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 1: PLAT IN PLAT BOOK 52, PAGE 8 APPLIES TO THIS SITE AS DEPICTED HEREON.
   - ITEM 2: ELECTRICAL AGREEMENT IN O.R.B. 1706, PAGE 174 MAY APPLY, SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
   - ITEM 3: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 4: ORDINANCE NO. 1999-30 IN O.R.B. 29643, PAGE 1541 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 5: EASEMENT IN O.R.B. 31118, PAGE 82 DOES NOT APPLY TO THIS SITE.
   - ITEM 6: PARKING REDUCTION ORDER IN O.R.B. 38530, PAGE 1176 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 7: RESOLUTION NO. 12-241 IN O.R.B. 49431, PAGE 825 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 8: UTILITY EASEMENT IN O.R.B. 49863, PAGE 212 APPLIES TO THIS SITE AS DEPICTED HEREON.
8. THIS SURVEY WAS PREPARED WITH BENEFIT OF A PROPERTY INFORMATION REPORT, FILE NUMBER 11924501, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED AUGUST 23, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SAID REPORT: (AS TO LOTS 9, 10, 11, AND 12, BLOCK 38)(B)
   - ITEM 1: PLAT IN PLAT BOOK 4, PAGE 28 APPLIED TO THIS SITE, BUT HAVE BEEN SUPERCEDED BY REPLAT.
   - ITEM 2: PLAT IN PLAT BOOK 52, PAGE 8 APPLIES TO THIS SITE AS DEPICTED HEREON.
   - ITEM 3: ELECTRICAL AGREEMENT IN O.R.B. 1706, PAGE 174 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
   - ITEM 4: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 5: ORDINANCE NO. 1999-30 IN O.R.B. 29643, PAGE 1541 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 6: RESOLUTION NO. 12-241 IN O.R.B. 49431, PAGE 825 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
9. THIS SURVEY WAS PREPARED WITH BENEFIT OF A PROPERTY INFORMATION REPORT, FILE NUMBER 11924495, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED AUGUST 23, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SAID REPORT: (AS TO LOTS 13, 14, 15, AND 16, BLOCK 38)(C)
   - ITEM 1: PLAT IN PLAT BOOK 4, PAGE 28 APPLIED TO THIS SITE BUT HAVE BEEN SUPERCEDED BY REPLAT.
   - ITEM 2: PLAT IN PLAT BOOK 52, PAGE 8 APPLIES TO THIS SITE AS DEPICTED HEREON.
   - ITEM 3: ELECTRICAL AGREEMENT IN O.R.B. 1706, PAGE 174 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
   - ITEM 4: EASEMENT (AS TO ALLEY) IN O.R.B. 1720, PAGE 69 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
   - ITEM 5: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 6: ORDINANCE NO. 1999-30 IN O.R.B. 29643, PAGE 1541 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
   - ITEM 7: RESOLUTION NO. 12-241 IN O.R.B. 49431, PAGE 825 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
10. THIS SURVEY WAS PREPARED WITH BENEFIT OF A PROPERTY INFORMATION REPORT, FILE NUMBER 11924572, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED AUGUST 23, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SAID POLICY: (AS TO THE WEST 51 FEET OF LOT 17, BLOCK 38)(D)
    - ITEM 1: NOTICE OF COMMENCEMENT IN INSTRUMENT #119209842 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 2: PLAT IN PLAT BOOK 4, PAGE 28 APPLIED TO THIS SITE BUT HAVE BEEN SUPERCEDED BY REPLAT.
    - ITEM 3: PLAT IN PLAT BOOK 52, PAGE 8 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 4: FLORIDA POWER & LIGHT EASEMENT IN O.R.B. 1166, PAGE 70 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
    - ITEM 5: EASEMENT IN O.R.B. 10204, PAGE 578 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 6: RESOLUTION NO. 82-162 IN O.R.B. 10244, PAGE 480 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 7: FLORIDA POWER & LIGHT EASEMENT IN 10246, PAGE 934 APPLIES TO THIS SITE AS DEPICTED HERON.
    - ITEM 8: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 9: ORDINANCE NO. 1999-30 IN O.R.B. 29643, PAGE 1541 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 10: RESOLUTION NO. 12-241 IN O.R.B. 49431, PAGE 825 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
11. THIS SURVEY WAS PREPARED WITH BENEFIT OF AN OWNERSHIP AND ENCUMBRANCE REPORT, SEARCH NUMBER 24-921-5, UPDATE 1, PREPARED BY PARAMOUNT TITLE SERVICES, INC., DATED SEPTEMBER 6, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE ENCUMBRANCES IN SAID REPORT: (AS TO LOT 17, LESS THE WEST 51 FEET, BLOCK 38)(E)
    - ITEM 1: EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS IN PLAT BOOK 2, PAGE 9 DO NOT APPLY TO THIS SITE.
    - ITEM 2: EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS AND CONDITIONS IN PLAT BOOK 4, PAGE 28 APPLIED TO THIS SITE BUT HAVE BEEN SUPERCEDED BY REPLAT.
    - ITEM 3: EASEMENTS, RESTRICTIONS, COVENANTS AND CONDITIONS IN PLAT BOOK 52, PAGE 8 APPLY TO THIS SITE AS DEPICTED HEREON.
    - ITEM 4: REMOVAL AGREEMENT FOR FUTURE RIGHT-OF-WAY IN O.R.B. 14553, PAGE 227 APPLIES TO THIS SITE BTU CANNOT BE PLOTTED.
    - ITEM 5: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 6: INTERLOCAL AGREEMENT IN INSTRUMENT #114050934 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
12. THIS SURVEY WAS PREPARED WITH BENEFIT OF A PROPERTY INFORMATION REPORT, FILE NUMBER 11924519, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED AUGUST 23, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SAID REPORT: (AS TO LOTS 18, 19, AND 20, BLOCK 38)(F)
    - ITEM 1: PLAT IN PLAT BOOK 4, PAGE 28 APPLIES TO THIS SITE BUT HAVE BEEN SUPERCEDED BY REPLAT.
    - ITEM 2: PLAT IN PLAT BOOK 52, PAGE 8 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 3: ELECTRICAL AGREEMENT IN O.R.B. 1706, PAGE 174 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
    - ITEM 4: EASEMENT (AS TO ALLEY) IN O.R.B. 1720, PAGE 69 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
    - ITEM 5: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 6: ORDINANCE NO. 1999-30 IN O.R.B. 29643, PAGE 1541 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 7: RESOLUTION NO. 12-241 IN O.R.B. 49431, PAGE 825 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
13. THIS SURVEY WAS PREPARED WITH BENEFIT OF A PROPERTY INFORMATION REPORT, FILE NUMBER 11924542, PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY, DATED AUGUST 23, 2024 AT 11:00 PM. THE FOLLOWING ITEMS ARE EXCEPTIONS IN SAID REPORT: (AS TO LOTS 21, 22, 23, AND 24, BLOCK 38)(G)
    - ITEM 1: NOTICE OF COMMENCEMENT IN INSTRUMENT #119528666 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 2: PLAT IN PLAT BOOK 52, PAGE 8 APPLIES TO THIS SITE AS DEPICTED HEREON.
    - ITEM 3: ELECTRICAL AGREEMENT IN O.R.B. 1706, PAGE 174 MAY APPLY TO THIS SITE. SURVEYOR WAS NOT GIVEN A COPY OF THIS DOCUMENT.
    - ITEM 4: ORDINANCE NO. 1999-31 IN O.R.B. 29643, PAGE 1495 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 5: ORDINANCE NO. 1999-30 IN O.R.B. 29643, PAGE 1541 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
    - ITEM 6: RESOLUTION NO. 12-241 IN O.R.B. 49431, PAGE 825 APPLIES TO THIS SITE BUT CANNOT BE PLOTTED.
14. THIS SURVEY IS CERTIFIED EXCLUSIVELY TO: KIMLEY-HORN AND ASSOCIATES; FIDELITY NATIONAL TITLE INSURANCE COMPANY; NORTH BROWARD HOSPITAL DISTRICT, A POLITICAL SUBDIVISION OF THE STATE OF FLORIDA; NORTH BROWARD HOSPITAL DISTRICT, A SPECIAL TAXING DISTRICT OF THE STATE OF FLORIDA; NORTH BROWARD HOSPITAL DISTRICT, A SPECIAL TAXING DISTRICT OF THE STATE OF FLORIDA, D/B/A BROWARD HEALTH.
15. THE HORIZONTAL POSITIONAL ACCURACY OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.2'. THE VERTICAL ACCURACY OF ELEVATIONS OF WELL DEFINED IMPROVEMENTS ON THIS SURVEY IS ±0.1'.
16. THIS SITE CONTAINS 110 TOTAL CLEARLY IDENTIFIABLE PARKING SPACES (104 REGULAR & 6 DISABLED).
17. THIS SURVEY WAS PREPARED WITHOUT BENEFIT OF A COMMITMENT FOR TITLE INSURANCE. ONLY PLATTED OR KNOWN EASEMENTS ARE DEPICTED HEREON.
18. ALL RECORDED DOCUMENTS ARE PER BROWARD COUNTY PUBLIC RECORDS.


SEE SHEET 1
MATCH LINE
S. ANDREWS AVENUE
R/W FOLIO #504215055050
100' TOTAL PUBLIC RIGHT-OF-WAY
PACKARD AVENUE
SW 1ST AVENUE
50' TOTAL PUBLIC RIGHT-OF-WAY
SW 17TH STREET
ROAD RIGHT-OF-WAY FOLIO #504215055550
99.7' TOTAL PUBLIC RIGHT-OF-WAY
TRACT "A"
"BROWARD GENERAL HOSPITAL"
PLAT BOOK 60, PAGE 33
BLOCK 37
"CROISSANT PARK"
PLAT BOOK 4, PAGE 28
BLOCK 46
"CROISSANT PARK"
PLAT BOOK 4, PAGE 28
"RESUBDIVISION OF BLOCK 38, CROISSANT PARK"
PLAT BOOK 52, PAGE 8
N11°09'15"W 650.29'
S11°09'15"E 225.15'
N79°16'27"E 3.00'
S78°50'35"W 125.00'
R=25.00'
CA=90°00'10"
A=39.27'
R=25.00'
CA=89°59'50"
A=39.27'
ONE STORY BUILDING #1627
FINISHED FLOOR ELEVATION 7.86'
REMAINDER OF LOT 17
FOLIO #504215400150
LOT 1
LOT 2
LOT 4
LOT 5
LOT 6
LOT 7
LOT 8
LOT 9
LOT 10
LOT 11
LOT 12
LOT 13
LOT 14
LOT 15
LOT 16
LOT 17
LOT 18
LOT 19
LOT 20
LOT 21
LOT 22
LOT 23
LOT 24
LOT 25
LOT 26
ROCK ROAD
BENCHMARK
ELEV.=5.768
BENCHMARK
ELEV.=5.887
CATCH BASIN
GRATE ELEVATION:5.92
INVERT ELEVATION:0.45(N)
BAFFLED(W)
CATCH BASIN
GRATE ELEVATION:5.92
INVERT ELEVATION:0.67(W)
INVERT ELEVATION:0.51(W)
CATCH BASIN
GRATE ELEVATION:5.92
INVERT ELEVATION:0.47(W)
BAFFLED(W)
CATCH BASIN
RIM ELEVATION:7.69'
INVERT ELEVATION:0.54'(N)
CATCH BASIN
GRATE ELEVATION:2.00'(S)
SANITARY MANHOLE
RIM ELEVATION:5.36'
SANITARY MANHOLE
RIM ELEVATION:6.05'
INVERT ELEVATION:0.90'(N)
INVERT ELEVATION:0.80'(W)
STORM MANHOLE
RIM ELEVATION:5.91'
INVERT ELEVATION:1.51'(N)
INVERT ELEVATION:2.36'(S)
INVERT ELEVATION:1.56'(E)
WATER METER
WOOD POWER POLE
CONCRETE POWER POLE
METAL LIGHT POLE
METAL LIGHT POLE HANDHOLE
CHAIN LINK FENCE
WOOD FENCE
CONCRETE CURB
0.5' CONCRETE CURB (TYPICAL)
CLEANOUT
SIGN
SET 1/2" IRON PIPE & CAP LB3870
FOUND 1/2" IRON PIPE (NO ID)
FOUND 3/4" IRON PIPE
FOUND NAIL & DISK
FOUND CONCRETE MONUMENT
SET 1/2" IRON PIPE & CAP LB3870
FOUND 1/2" IRON PIPE & CAP LB3870
FOUND NAIL & DISK
BEC 0.05'
SOUTH LINE OF BLOCK 38
RIGHT-OF-WAY LINE
WOOD LIGHT POLE
GUY ANCHOR
HANDRAIL
ROOF LINE
STEPS
ENTRY
MAILBOX
UTILITY EASEMENT PLAT BOOK 52, PAGE 8
1' CONCRETE WALK
8" PIPE
15" PIPE
24" PIPE
FOLIO #504215400100
FOLIO #504215400140
INSTRUMENT #118541237
FOLIO #504215400110
FOLIO #504215400090
FOLIO #504215400070
FOLIO #504215400160
FOLIO #504215400170
FOLIO #504215400180
FOLIO #504215400190
FOLIO #504215400200
FOLIO #504215400210
FOLIO #504215400220
FOLIO #504215400230
FOLIO #504215400240
FOLIO #504215400250
FOLIO #504215400260
FOLIO #504215400270
FOLIO #504215400280
FOLIO #504215400290
FOLIO #504215400300
FOLIO #504215400310
FOLIO #504215400320
FOLIO #504215400330
FOLIO #504215400340
FOLIO #504215400350
FOLIO



EXISTING LEGEND	
	PROPERTY LINE
WATR	EXISTING WATER
SSWR	EXISTING SANITARY SEWER
STRM	EXISTING STORM SEWER
O/HW	EXISTING OVERHEAD WIRE
COM	EXISTING COMMUNICATION LINE
GAS	EXISTING NATURAL GAS LINE
	EXISTING CATCH BASIN
	EXISTING VALVE
	EXISTING FIRE HYDRANT
W	EXISTING WATER METER
S	EXISTING SANITARY SEWER MANHOLE
D	EXISTING STORM MANHOLE
	EXISTING CONCRETE PAVEMENT

PROPOSED LEGEND	
D	PROPOSED STORM MANHOLE
	PROPOSED CATCH BASIN
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED DETECTABLE WARNING
	PROPOSED R/W DEDICATION
W N	PROPOSED WATER METER AND RPZ
	PROPOSED DDCV
	PROPOSED FDC AND FIRE HYDRANT
	PROPOSED SIGN

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

OVERALL SITE	
FUTURE LAND USE	
SRAC	S REGIONAL ACTIVITY CENTER
ZONING	
CURRENT	SRAC-SAe (SOUTH REGIONAL ACTIVITY CENTER-SOUTH ANDREWS EAST)
PROPOSED	SRAC-SAe (SOUTH REGIONAL ACTIVITY CENTER-SOUTH ANDREWS EAST)
FAR	0.89
SITE AREA	75,646 SF
	1.74 AC
PLOT COVERAGE	91.47%
USE	
PROPOSED USE	MEDICAL OFFICE
TOTAL FLOOR AREA	186,929 SF (OCCUPIED GROSS AREA)
FOLIOS	
1627 S ANDREWS AVE	5042 15 40 0150
9 SW 17 ST	5042 15 40 0140
17 SW 17 ST	5042 15 40 0100
1623 S ANDREWS AVE	5042 15 40 0160
1611 S ANDREWS AVE	5042 15 40 0170
1603 S ANDREWS AVE	5042 15 40 0090
A PORTION OF 1601 S ANDREWS AVE	5042 15 40 0010

BUILDING HEIGHT	
BUILDING HEIGHT	140'-6" TO TOP OF PARAPET
SET BACK	
	REQUIRED (FT) / PROVIDED (FT)
NORTH	0 / 7.5
SOUTH	5 / 5.7
EAST	0 / 0
WEST	5 / 4.8
AREA BREAKDOWN	
AREA TYPE	ACRES / SQ. FEET / PERCENTAGE
PERVIOUS	0.03 / 1,244 / 1.64%
LANDSCAPE	*0.03* / *1,244* / *1.64%*
IMPERVIOUS	1.71 / 74,402 / 98.36%
PAVEMENT	*0.17* / *7,435* / *9.83%*
BUILDING	*1.54* / *66,967* / *88.53%*
TOTAL	1.74 / 75,646 / 100.0%

PARKING CATEGORY INFORMATION				
	AREA	RATIO	REQUIRED	PROVIDED
MEDICAL OFFICE	186,929 SF	1/250 SF*	752	674 (STD) 1 (AMBULETTE)
MECHNICAL/ELEV/STAIR	20,800 SF	N/A	0	
PUBLIC METERED PARKING PER RESOLUTION NO.11-147**	N/A	N/A	22	15 (ADA)
TOTAL PARKING			774	690
			301 REDUCTION*	
TOTAL PARKING			473	690

*AS PER ULDR SEC. 47-20.2. TABLE 3 (SRAC REQUIREMENTS), A 40% REDUCTION IS ALLOWED FOR NON-RESIDENTIAL USES OVER 2,500 SF.

**ON-STREET PARKING NOTE:
NONE OF THE ON-STREET SPACES ARE RESERVED FOR THE DEVELOPMENT AND MAY BE USED BY ANY MEMBER OF THE PUBLIC. ON-STREET SPACES WILL NOT COUNT TOWARDS THE PARKING REQUIREMENTS FOR THE PROJECT; THE SPACES MAY BE REMOVED AT ANY TIME FOR ANY REASON AND THE CITY OF FORT LAUDERDALE WILL NOT RELOCATE DISPLACED ON-STREET PARKING.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

Sunshine811

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

Check positive response codes before you dig!

Broward Health NORTH

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

DMZ DESIGN MATTERS

Kimley»Horn

CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

INCOMPLETE DOCUMENTS FOR INTERIM REVIEW ONLY. NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

MASTER SITE PLAN

175309 JOB NO.

C200.0 SHEET

BROWARD HEALTH MEDICAL CENTER
MEDICAL OFFICE BUILDING AND PARKING GARAGE

(SITE PLAN LEVEL II REVIEW: CASE NO. UDP-S24072)

MEDICAL OFFICE BUILDING

ACTUAL BUILDING HEIGHT:

HEIGHT ABOVE GRADE:	140'-6" (T.O. PARAPET)
NUMBER OF STORIES ABOVE GRADE:	9

ACTUAL AREA:

GSF PER FLOOR	23,366
TOTAL GSF (W/O MECHANICAL LEVEL - 17,660 GSF)	186,929 GSF
TOTAL GSF (W/ MECHANICAL LEVEL - 17,660 GSF)	204,589 GSF

MOB - ACTUAL BUILDING HEIGHT / GROSS AREA

SCALE: NO SCALE

ALLOWABLE BUILDING HEIGHT:	180' / 12 STORIES
HEIGHT ABOVE GRADE (TABLE 504.3):	180'
NUMBER OF STORIES ABOVE GRADE (TABLE 504.4):	12
EXCEPTIONS TAKEN:	NONE
ALLOWABLE AREA (506.2.1 - 506.3):	UNLIMITED
AREA FACTOR "A_t" (TABLE 506.2):	TYPE I, B = UNLIMITED

MOB - ALLOWABLE BUILDING HEIGHT / GROSS AREA

SCALE: NO SCALE

PARKING GARAGE

ACTUAL BUILDING HEIGHT:

HEIGHT ABOVE GRADE:	88'-0" (T.O. ELEVATOR ROOF)
NUMBER OF STORIES ABOVE GRADE:	7

ACTUAL AREA:

GSF PER FLOOR	44,411 GSF
TOTAL GSF	310,877 GSF

ACTUAL BUILDING HEIGHT / GROSS AREA

SCALE: NO SCALE

ALLOWABLE BUILDING HEIGHT:	180' / 12 STORIES
HEIGHT ABOVE GRADE (TABLE 504.3):	180'
NUMBER OF STORIES ABOVE GRADE (TABLE 504.4):	12
EXCEPTIONS TAKEN:	NONE
ALLOWABLE AREA (506.2.1 - 506.3):	UNLIMITED
AREA FACTOR "A_t" (TABLE 506.2):	TYPE I, B = UNLIMITED

ALLOWABLE BUILDING HEIGHT / GROSS AREA

SCALE: NO SCALE

PARKING COUNT

LEVEL	COUNT	PARKING SPACE TYPE
Ground Level	6	STANDARD 9x18
Ground Level: 6		
Level P1	1	ACCESSIBLE 12X18
Level P1	1	AMBULETTE 12x18
Level P1	19	STANDARD 9x18
Level P1: 21		
Level P2	2	ACCESSIBLE 12X18
Level P2	3	ACCESSIBLE 12X18 - VAN
Level P2	99	STANDARD 9x18
Level P2: 104		
Level P3	5	ACCESSIBLE 12X18
Level P3	105	STANDARD 9x18
Level P3: 110		
Level P4	4	ACCESSIBLE 12X18
Level P4	107	STANDARD 9x18
Level P4: 111		
Level P5	114	STANDARD 9x18
Level P5: 114		
Level P6	114	STANDARD 9x18
Level P6: 114		
Level P7	110	STANDARD 9x18
Level P7: 110		
Grand total: 690		



PROJECT NAME:	BROWARD HEALTH MAIN CAMPUS MEDICAL OFFICE BUILDING AND PARKING GARAGE
ADDRESS:	17TH STREET AND S. ANDREWS FT LAUDERDALE, FL
PROPOSED USE:	MEDICAL OFFICE BUILDING AMBULATORY CARE FACILITY
OWNER / CONTACT PERSON:	HUBERT POULARD HPOULARD@BROWARDHEALTH.ORG 239-425-5322

PROJECT INFORMATION

SCALE: NO SCALE

Building Code:	2023 FLORIDA BUILDING CODE (8TH EDITION): BUILDING
Mechanical Code:	2023 FLORIDA BUILDING CODE (8TH EDITION): MECHANICAL
Plumbing Code:	2023 FLORIDA BUILDING CODE (8TH EDITION): PLUMBING
Electric Code:	2023 NFPA 70, NATIONAL ELECTRICAL CODE (NEC)
Fire Code:	2023 FLORIDA FIRE PREVENTION CODE (8TH EDITION)
Energy Code:	2023 FLORIDA BUILDING CODE (8TH EDITION): ENERGY
Fuel Gas Code:	2023 FLORIDA BUILDING CODE (8TH EDITION): FUEL GAS
Accessibility:	2023 FLORIDA BUILDING CODE (8TH EDITION): ACCESSIBILITY
Life Safety:	NFPA 101 LIFE SAFETY CODE (2021) WITH FLORIDA AMENDMENTS
	NFPA 1 UNIFORM CODE (2021) WITH FLORIDA AMENDMENTS
Local Code:	CITY OF FT LAUDERDALE - CODE OF ORDINANCES
	CITY OF FT LAUDERDALE - DESIGN AND CONSTRUCTION MANUAL (DCM)
Other Code(s):	FGI GUIDELINES FOR DESIGN AND CONSTRUCTION OF HOSPITAL AND OUTPATIENT FACILITIES – 2022 EDITION

APPLICABLE CODES AND STANDARDS

SCALE: NO SCALE



VICINITY MAP

SCALE: NO SCALE

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

ARCHITECT NAME
STATE REGISTRATION #

ARCHITECT SEAL

CURRENT SUBMISSION: DRC Submission

#	DATE	SUBMISSION
A	12/12/24	DRC Submission

Broward Health Medical Center - MOB and PG

DRC COVER SHEET

175309
JOB NO.

A-000
SHEET



1 LEVEL 1 - FLOOR PLAN
SCALE: 1/8" = 1'-0"

Project North

Broward Health MEDICAL CENTER

BECK

DMZ DESIGN MATTERS

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

ARCHITECT NAME
STATE REGISTRATION #

ARCHITECT SEAL

CURRENT SUBMISSION: DRC Submission

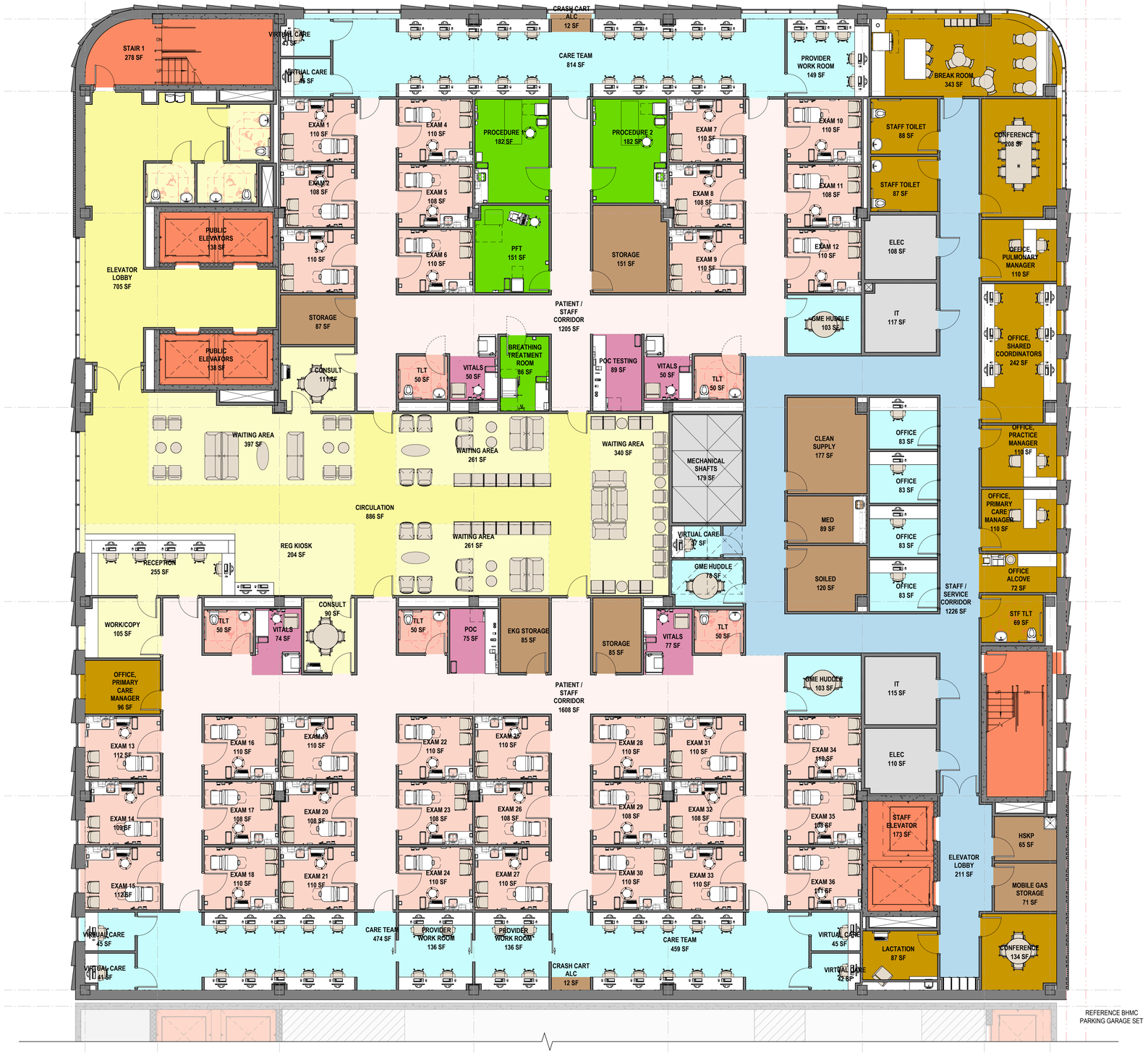
#	DATE	SUBMISSION
A	12/12/24	DRC Submission

Broward Health Medical Center - MOB and PG

LEVEL 1 - FLOOR PLAN

175309
JOB NO.

A-201
SHEET



1 TYPICAL FLOOR PLAN (2-8)

SCALE: 1/8" = 1'-0"

Project North

Broward Health MEDICAL CENTER

BECK

DMZ DESIGN MATTERS

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ARCHITECT NAME
STATE REGISTRATION #

ARCHITECT SEAL

CURRENT SUBMISSION: DRC Submission

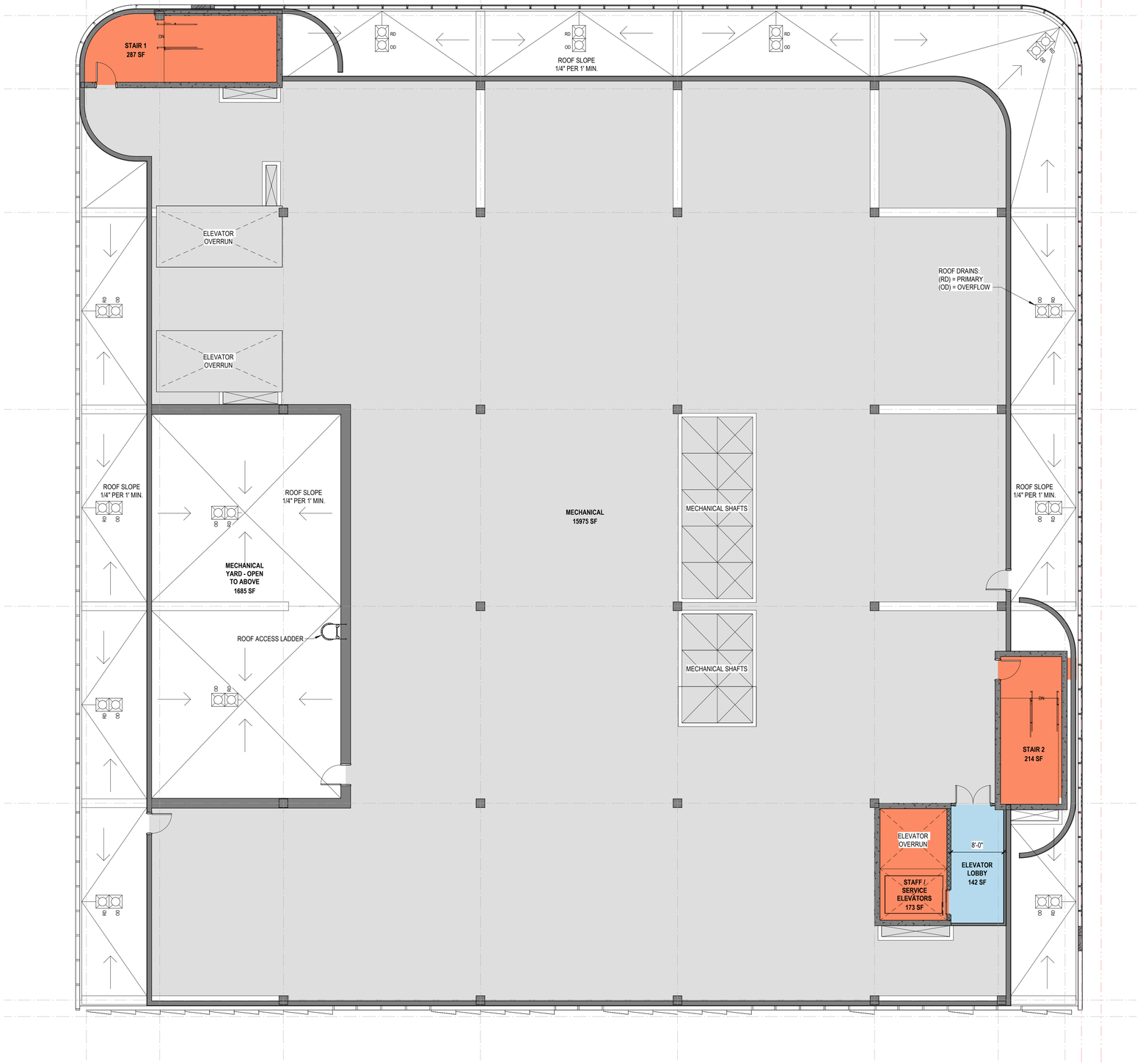
#	DATE	SUBMISSION
A	12/12/24	DRC Submission

Broward Health Medical Center - MOB and PG

LEVEL 4 - FLOOR PLAN

175309
JOB NO.

A-204
SHEET



1 LEVEL 9 / MECHANICAL- FLOOR PLAN

SCALE: 1/8" = 1'-0"

Project North

Broward Health MEDICAL CENTER

BECK

DMZ DESIGN MATTERS

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
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ARCHITECT NAME
STATE REGISTRATION #

ARCHITECT SEAL

CURRENT SUBMISSION: DRC Submission

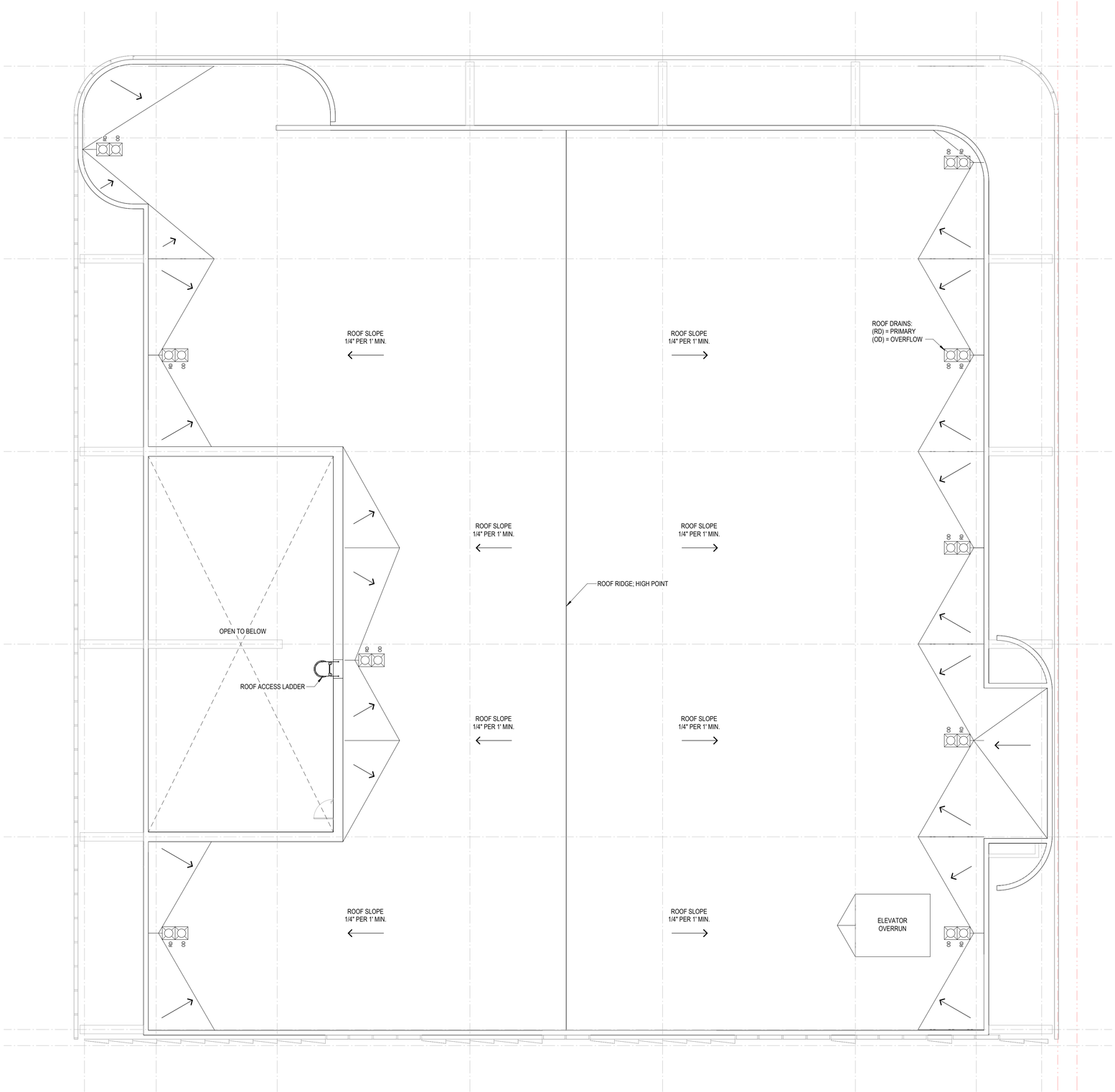
#	DATE	SUBMISSION
A	12/12/24	DRC Submission

Broward Health Medical Center - MOB and PG

LEVEL 9 / MECHANICAL - FLOOR PLAN

175309
JOB NO.

A-209
SHEET



1 FLOOR PLAN - ROOF
SCALE: 1/8" = 1'-0"

GENERAL NOTES - ROOF PLAN

1. ROOF TYPE IS LIGHT WEIGHT INSULATED CONCRETE WITH SIGLE PLY TPO ROOF MEMBRANE ON TOP.
2. ALL MECHANICAL EQUIPMENT LOCATED ON THE ROOF OR GROUND WILL BE FULLY SCREENED BY PARAPETS OR EQUIPMENT SCREENS THAT ARE EQUAL IN HEIGHT OR TALLER THAN THE EQUIPMENT. THE EQUIPMENT SHALL ALSO BE BUFFERED TO MITIGATE NOISE AND TO NOT EXCEED THE MAXIMUM PERMISSIBLE SOUNDS LEVELS AS INDICATED WITHIN THE CITY'S LAND DEVELOPMENT CODE.

Project North

Broward Health MEDICAL CENTER

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

DMZ DESIGN MATTERS

ARCHITECT NAME
STATE REGISTRATION #

ARCHITECT SEAL

CURRENT SUBMISSION: DRC Submission

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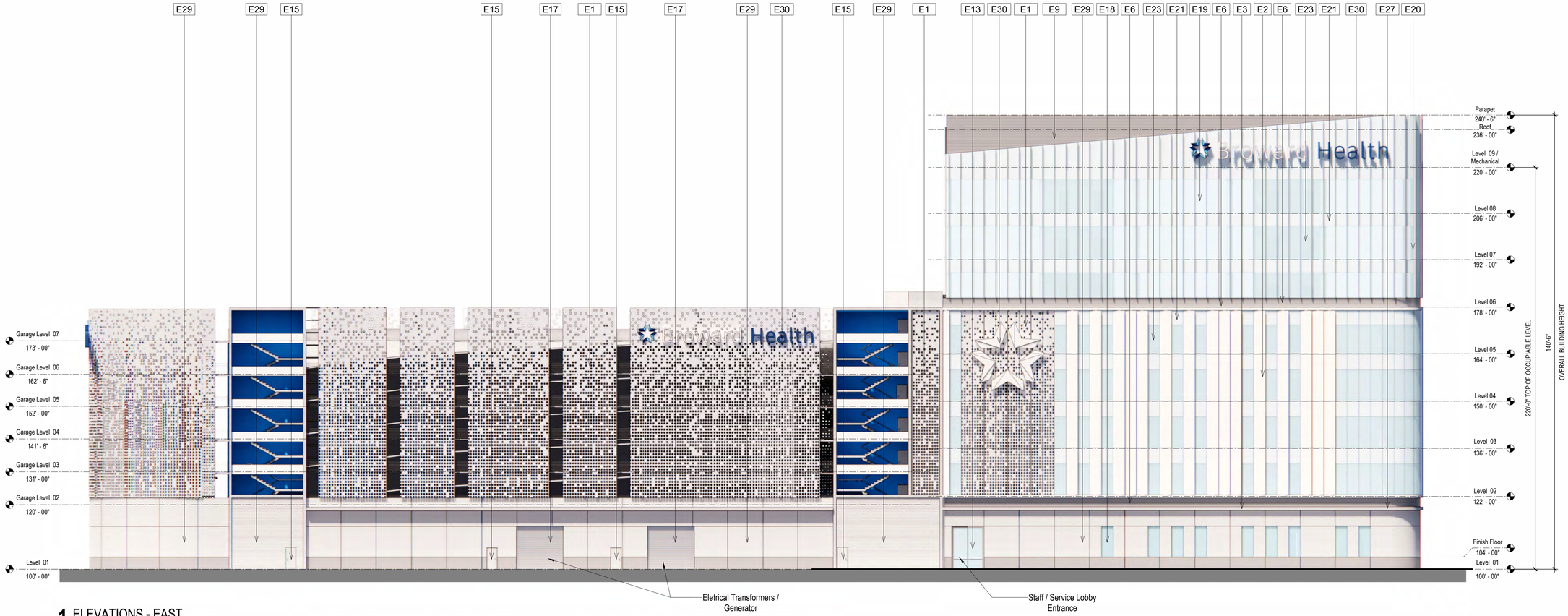
Broward Health Medical Center - MOB and PG

ROOF PLAN

175309
JOB NO.

A-210
SHEET

MATERIAL LIST			
#	KEYNOTE DESCRIPTION		
E1	PERFORATED METAL PANEL SYSTEM	E16	EXTERIOR RATED LOUVERS
E2	PRECAST CONCRETE WALL PANEL SYSTEM	E17	ROLLUP OVERHEAD DOOR
E3	ARCHITECTURAL METAL FINISH - DARK BRONZE	E18	PUNCHED OPENING SYSTEM
E4	ARCHITECTURAL METAL FINISH - WHITE	E19	CURTAINWALL SYSTEM
E5	ARCHITECTURAL METAL FINISH - GRAY	E20	CURVED GLASS CORNER SYSTEM
E6	ARCHITECTURAL METAL FINISH MEDIUM GRAY	E21	SPANDREL 1 5/16" INSULATING LAMINATED COATED GLASS
E7	ARCHITECTURAL METAL FINISH - CLR ANODIZED	E22	SPANDREL 9/16" INSULATING LAMINATED COATED GLASS
E8	METAL WALL PANEL - COMPOSITE WALL PANELS	E23	VISION 1 5/16" INSULATING LAMINATED COATED GLASS
E9	METAL WALL PANEL - CORRUGATED METAL CLADDING	E24	VISION 9/16" INSULATING LAMINATED COATED GLASS
E10	FLASHING AND SHEET METAL - METAL COPING	E25	EXTERIOR DOOR GLASS LAMINATED
E11	FLASHING AND SHEET METAL - METAL COPING	E26	ROOFING
E12	FLASHING AND SHEET METAL - METAL COPING	E27	CANOPY
E13	AUTOMATIC DUAL SLIDING ENTRANCE	E28	MAIN ROOF
E14	ALUM SWINGING EXTERIOR DOOR ASSEMBLIES	E29	CIMENT PLASTER SYSTEM
E15	EXTERIOR HM DOOR ASSEMBLIES	E30	FACE LIT MONUMENTAL SIGNAGE
REFER TO ARCHITECTURAL SHEETS A-903 FOR CONCEPTUAL EXTERIOR MATERIALS			



1 ELEVATIONS - EAST
SCALE: 1/16" = 1'-0"

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ARCHITECT NAME
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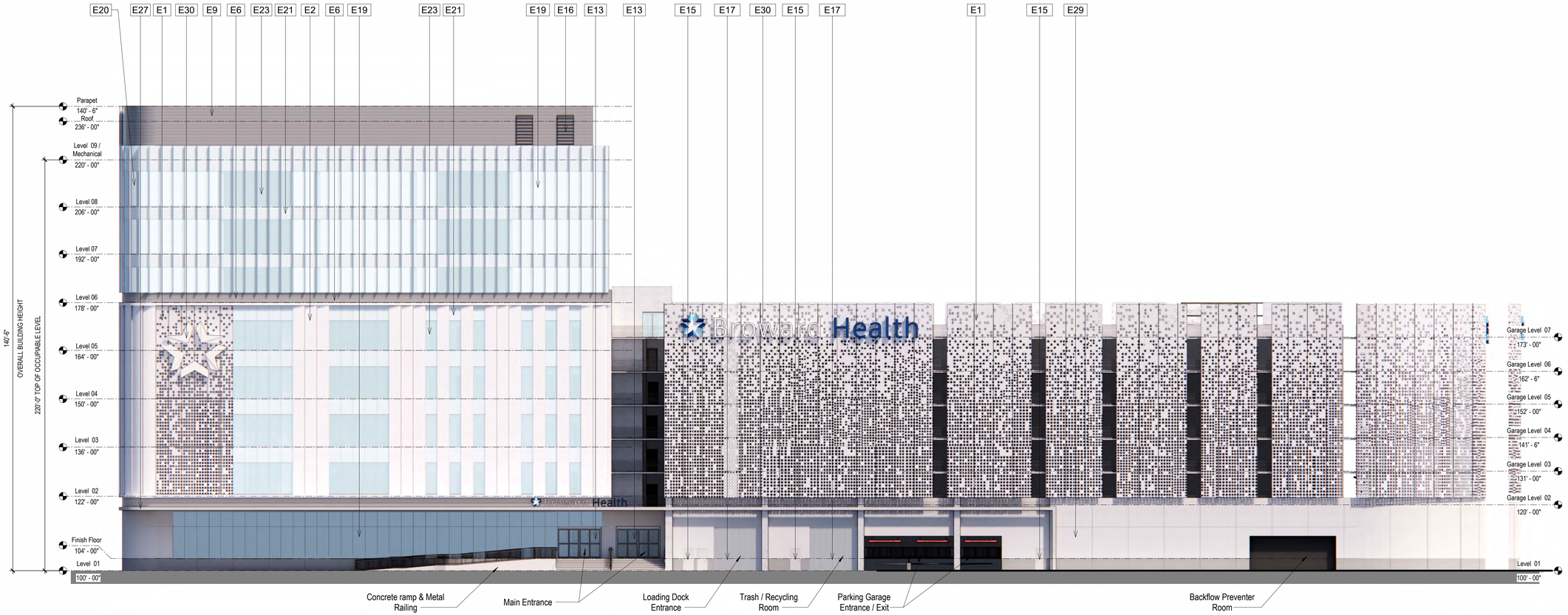
Broward Health Medical Center - MOB and PG

EXTERIOR ELEVATIONS

175309
JOB NO.

A-701
SHEET

MATERIAL LIST			
#	KEYNOTE DESCRIPTION		
E1	PERFORATED METAL PANEL SYSTEM	E16	EXTERIOR RATED LOUVERS
E2	PRECAST CONCRETE WALL PANEL SYSTEM	E17	ROLLUP OVERHEAD DOOR
E3	ARCHITECTURAL METAL FINISH - DARK BRONZE	E18	PUNCHED OPENING SYSTEM
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E15	EXTERIOR HM DOOR ASSEMBLIES	E30	FACE LIT MONUMENTAL SIGNAGE
REFER TO ARCHITECTURAL SHEETS A-903 FOR CONCEPTUAL EXTERIOR MATERIALS			



1 ELEVATIONS - WEST
SCALE: 1/16" = 1'-0"

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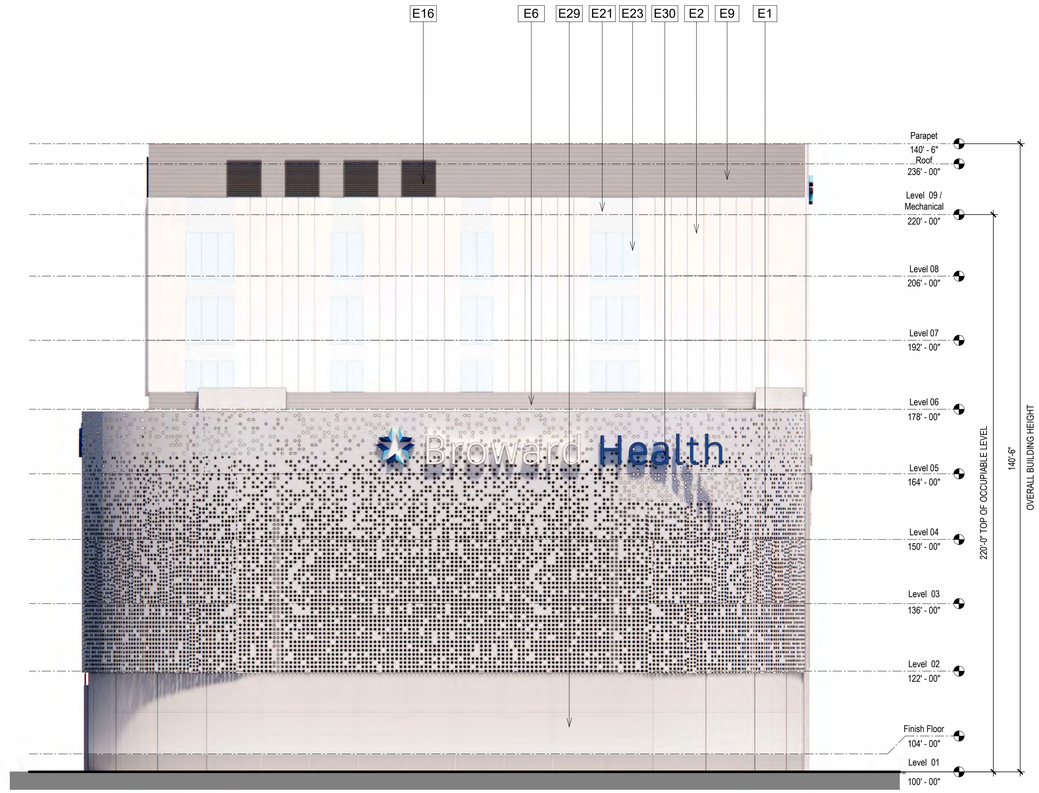
Broward Health Medical Center - MOB and PG

EXTERIOR ELEVATIONS

175309
JOB NO.

A-702
SHEET

MATERIAL LIST			
#	KEYNOTE DESCRIPTION		
E1	PERFORATED METAL PANEL SYSTEM	E16	EXTERIOR RATED LOUVERS
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E15	EXTERIOR HM DOOR ASSEMBLIES	E30	FACE LIT MONUMENTAL SIGNAGE
REFER TO ARCHITECTURAL SHEETS A-903 FOR CONCEPTUAL EXTERIOR MATERIALS			



1 ELEVATION - SOUTH
SCALE: 1/16" = 1'-0"

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A	12/12/24	DRC Submission

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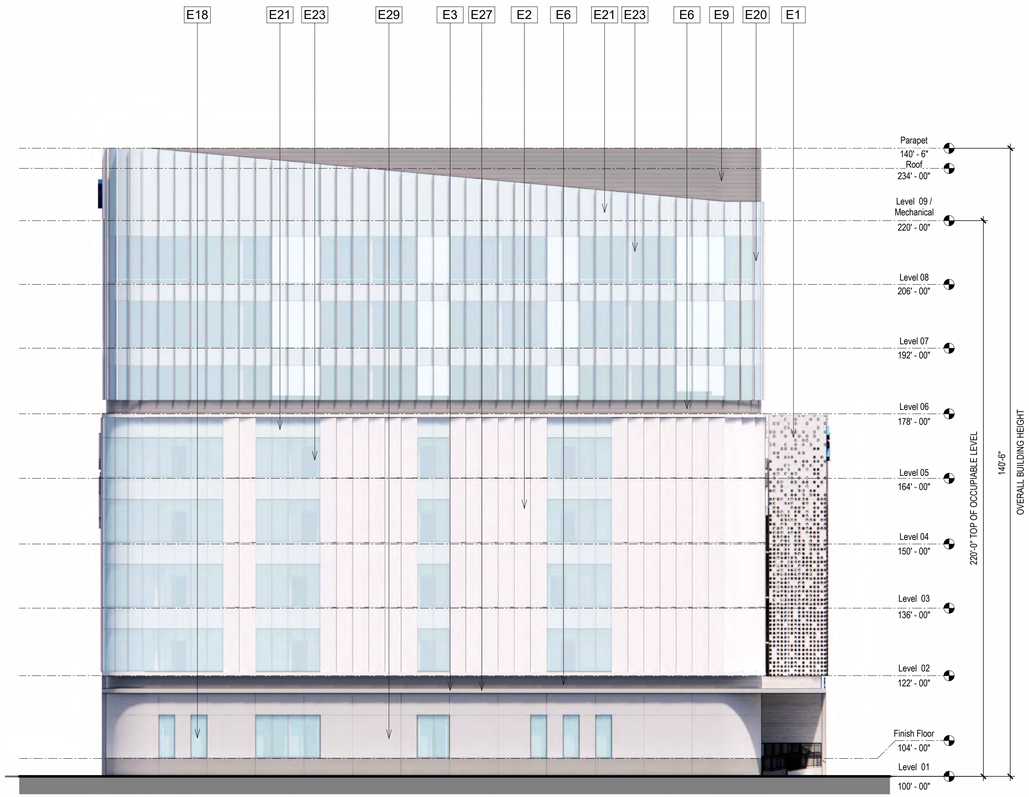
EXTERIOR ELEVATIONS

175309
JOB NO.

A-703
SHEET

MATERIAL LIST			
#	KEYNOTE DESCRIPTION		
E1	PERFORATED METAL PANEL SYSTEM	E16	EXTERIOR RATED LOUVERS
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E15	EXTERIOR HM DOOR ASSEMBLIES	E30	FACE LIT MONUMENTAL SIGNAGE

REFER TO ARCHITECTURAL SHEETS A-903 FOR CONCEPTUAL EXTERIOR MATERIALS



1 ELEVATION - NORTH

SCALE: 1/16" = 1'-0"

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EXTERIOR ELEVATIONS

175309
JOB NO.

A-704
SHEET



02 AXON-NORTHEAST-EXTERIOR

1"=10'-0"



01 AXON-NORTHWEST-EXTERIOR

1"=10'-0"

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Broward Health Medical Center - MOB and PG

DESIGN IMAGES

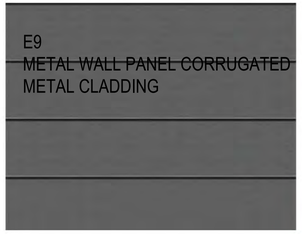
175309
JOB NO.

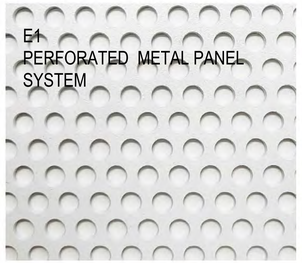
A-901
SHEET

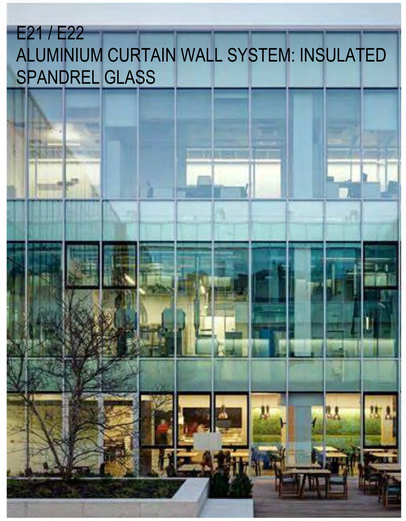


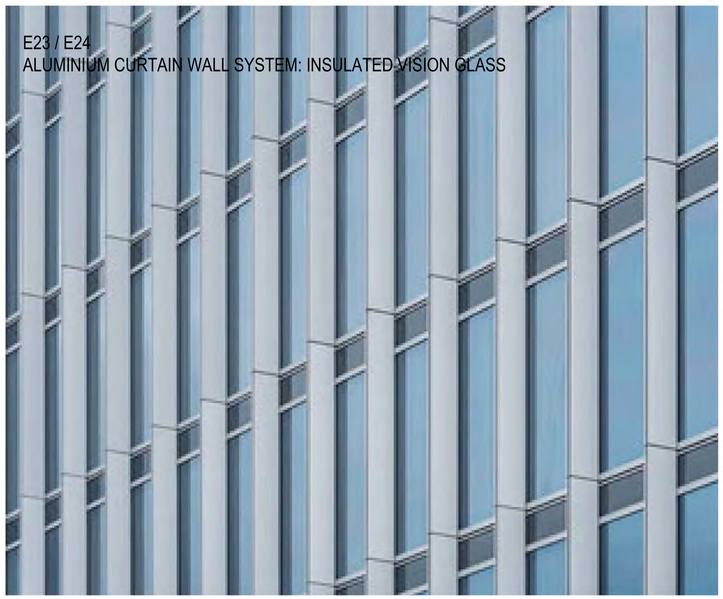








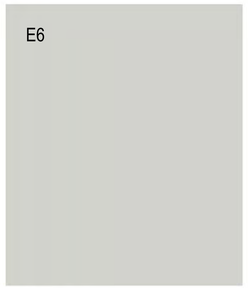


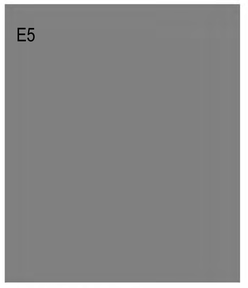


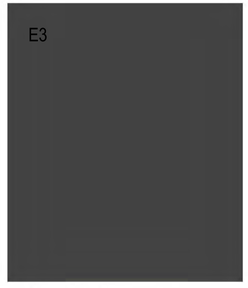
BH - EXTERIOR MATERIAL SELECTION MATRIX

Material: Name	Material: MATCATEGORY	MARK	SPECIFICATION	LOCATION	MANUFACTURER	MODEL/COLOR	PATTERN	COMMENTS	FPA/NOA	URL
PERFORATED METAL PANEL SYSTEM										
PERFORATED METAL PANEL SYSTEM	PAINTED ALUMINIUM PERFORATED SCREEN	**E1**	GENERAL SELECTIONS	WEST AND SOUTH SCREEN	ALPOLIC	ALUMINUM PERFORATED SCREEN PANELS. WITH CUSTOMISED PATTERN BY MANUFACTURER TO MATCH RENDERING.ALUMINUM FRAME TO MATCH SCREEN FINISH		DELEGATED DESIGN	FPA: 10520	https://www.revizto.com/en/partnered-tweaksround-help/ https://www.alpolic-americas.com/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDtePf9Z9qZ9M7l5A4-mwxrWPJEIGIJ9SEIT4uqK%2fxEvZqWOPwN3dRL3d
ARCHITECTURAL PRECAST CONCRETE										
PRECAST CONCRETE	ARCHITECTURAL PRECAST CONCRETE	**E2**	- GENERAL SELECTIONS	BLDG FACADE	TBD	WHITE SANDBLASTED FINISH		DELEGATED DESIGN		
ARCHITECTURAL METAL FINISH										
Dark Bronze	ARCHITECTURAL METAL FINISH	**E3**	- GENERAL SELECTIONS	PAINT COLOR FOR CANOPIES	SHERWIN WILLIAMS	SW 7069 "Iron Ore".				
WHITE	ARCHITECTURAL METAL FINISH	**E4**	- GENERAL SELECTIONS	PAINT FOR PLASTER WALLS	SHERWIN WILLIAMS	SW 7004 "Snowbound".				
GRAY	ARCHITECTURAL METAL FINISH	**E5**	- GENERAL SELECTIONS	PAINT FOR PLASTER WALLS	SHERWIN WILLIAMS	SW 7067 "Cityscape"				
MEDIUM GRAY	ARCHITECTURAL METAL FINISH	**E6**	- GENERAL SELECTIONS	PAINT FOR PLASTER WALLS	SHERWIN WILLIAMS	SW 7653 "Silverpointe"				
CLR ANODIZED	ARCHITECTURAL METAL FINISH	**E7**	- GENERAL SELECTIONS	ALUMINUM FINISH- ALL CURTAIN WALLS TO MATCH	MATCH YKK	ALUMINUM, CLEAR ANODIZED FINISH				
METAL WALL PANEL										
COMPOSITE WALL PANELS	COMPOSITE WOOD PANEL	**E8**	DIVISION 7-074243	CANOPY SOFFITS	PARKLEX PRODEMA	RUSTIK NATURCLAD-W			FPA: 41713.1	https://parklexprodema.com/usa/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDtnsCK2fUepuJ8YeQnpVa37JbI1Tvcs0o24mbfdEALMYMWB0ImQN5JcMc3d
CORRUGATED METAL CLADDING	METAL WALL PANEL	**E9**	DIVISION 7-074213	PENTHOUSE	KINGSPAN / MORIN	Kingspan: Designwall 4000/Designwall 2000/Designwall 2000R Morin: X-12		PAINTED WITH MEDIUM GREY FINISH FROM ABOVE	NOA: 24-0501.02 (Kingspan) FPA: 16454.1 (Morin)	https://www.aroncocorp.com/en/us/en/products/wall-systems/ https://www.kingspan.com/us/en/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDtaoOkuUHfOaAAgA0ZHXHOD8YXkEYXY6dnxaLuJ%3dVYZDkfUHrGCHk3dZ3JJ https://www.miamidade.gov/Building/library/precast/precast-connection.pdf
FLASHING AND SHEET METAL										
METAL COPING	FLASHING AND SHEET METAL	**E10**	DIVISION 7- 076200	USE AT WALLS USING	ARCONIC	MATCH WALL COLOR			FPA: 11794.1	https://www.arconic.com, https://www.floridabuilding.org/upload/PR_Instl_Docs/FL11794_R3_II_Reyno-LM-FPA.pdf
METAL COPING	FLASHING AND SHEET METAL	**E11**	DIVISION 7- 076200	PRECAST COPING	ARCONIC	MATCH SCREEN PRECAST COLOR			FPA: 11794.1	https://www.arconic.com, https://www.floridabuilding.org/upload/PR_Instl_Docs/FL11794_R3_II_Reyno-LM-FPA.pdf
METAL COPING	FLASHING AND SHEET METAL	**E12**	DIVISION 7- 076200	STANDARD COPING	HICKMAN	PERMASNAP COPING			NOA: 21-0511.10	https://www.hickmanextrusions.com/ https://www.miamidade.gov/Building/library/precast/precast-connection.pdf
EXTERIOR DOOR										
AUTOMATIC DUAL SLIDING ENTRANCE	EXTERIOR DOOR	**E13**	DIVISION 8 - 084229	WESTAND NORTH BI-PARTING SLIDING ENTRY DOOR	STANLEY ACCESS TECHNOLOGIES LLC	DURA-STORM 2000 SERIES AUTO SGD - MISSILE LEVEL E (FINISH TRIM AND DOOR TO MATCH E5 AND GLAZING TO MATCH E25)			NOA: 23-0531.02	https://www.stanleyaccess.com/ https://www.miamidade.gov/Building/library/precast/precast-connection.pdf
ALUM SWINGING EXTERIOR DOOR ASSEMBLIES	EXTERIOR DOOR	**E14**	DIVISION 8 - 084213		YKK	35/50 DOORS ALUMINUM AND GLAZING SWING DOOR (FINISH TO MATCH E5 FOR DOOR FRAME AND GLAZING E25)			FPA: 16554.1 (ISH) FPA: 16554.3 (SSH)	https://www.ykkap.com/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDowpquu3w%2bqEpLOQQ1KGUQKE5GdvqdS0vpA%2bZTJfyPtYH2kEOQCHL8dW3A
EXTERIOR HM DOOR ASSEMBLIES	EXTERIOR DOOR	**E15**	DIVISION 8 - 089100		CECO DOOR PRODUCTS	BLAST AND HURRICANE RESISTANT ASSEMBLY		PAINTED TO MATCH ADJACENT FINISH	FPA: 32083.1 (single) FPA: 32083.2 (pair)	https://www.cecodoor.com/en/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDtNtSGmNkxrqrqIvFCOQ%2fgOVTnTTS1hEZ5VHTZHXdgQMQ%2bAgK%3d%3d
EXTERIOR RATED LOUVERS	EXTERIOR ALUMINIUM LOUVERS	**E16**	DIVISION 8 - 089100	EXTERIOR WALL EXHAUST OPENINGS	GREENHECK	EHV-901D			NOA: 23-1030.03	https://www.greenheck.com/ https://www.miamidade.gov/Building/library/product-control/noa/23-1030.03.pdf
ROLLUP OVERHEAD DOOR - LOADING DOCK	OVERHEAD COILING DOORS	**E17**	DIVISION 8 - 083323	LOADING DOCK	OVERHEAD DOOR	INSULATED WINDSTORM COMMERCIAL SECTIONAL DOOR - ES			NOA: 24-0814.08	https://www.overheaddoor.com/ https://www.miamidade.gov/Building/library/product-control/noa/24081408.pdf
GLAZED ALUMINUM FRAMING SYSTEM										
PUNCHED OPENING SYSTEM	GLAZED ALUMINUM FRAMING SYSTEMS	**E18**	DIVISION 8 - 084400	TYPICAL PUNCHED OPENINGS	YKK	YKK YHS 50 FI		PUNCHED OPENING GLASS ALUMINUM SYSTEM IMPACT RESISTANT	FPA: 14218.2 (Inside Glazed) FPA: 14218.4 (Outside Glazed)	https://www.ykkap.com/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDqLiTlZRErtlSCwv9sDfRrSwt9SeGI4eyKCYtn5h1Ki2bw9fqnYlNJ9uzu6wlKsWN3d
CURTAINWALL SYSTEM	GLAZED ALUMINUM FRAMING SYSTEMS	**E19**	DIVISION 8 - 084400	TYPICAL CURTAIN WALL	YKK	YKK YHC 300 SSG		INSULATED APPLIED CURTAIN WALL SYSTEM-IMPACT RESISTANT	FPA: 12456.2	https://www.ykkap.com/ https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDqdTXpYDMDZYlDdkWJWTzQlrQ9vIdiIN0Zkd4fPNkVJQzurGwY63dYk3d
CURVED GLASS CORNER SYSTEM	GLAZED ALUMINUM FRAMING SYSTEMS	**E20**	DIVISION 8 - 084400							
GLAZING										
SPANDREL INSULATING LAMINATED COATED GLASS	GLAZING	**E21**	DIVISION 8 - 088000	PRIMARY SPANDREL GLASS	VIRACON / GUARDIAN GLASS	1 5/16" INSULATED LAMINATED GRAY W/ .090 PVB		SPANDREL INSULATED LAMINATED COATED GLASS	n/a - see SF/CW NOA/FPA	www.viracon.com/
SPANDREL INSULATING LAMINATED COATED GLASS	GLAZING	**E22**	DIVISION 8 - 088000	PRIMARY SPANDREL GLASS	VIRACON / GUARDIAN GLASS	9/16" LAMINATED GRAY W/ .090 PVB		SPANDREL INSULATED LAMINATED COATED GLASS	n/a - see SF/CW NOA/FPA	www.viracon.com
VISION INSULATING LAMINATED COATED GLASS	GLAZING	**E23**	DIVISION 8 - 088000	PRIMARY VISION GLASS	VIRACON / GUARDIAN GLASS	1 5/16" INSULATED LAMINATED GRAY W/ .090 PVB		VISION INSULATING LAMINATED COATED GLASS	n/a - see SF/CW NOA/FPA	www.viracon.com
VISION INSULATING LAMINATED COATED GLASS	GLAZING	**E24**	DIVISION 8 - 088000	PRIMARY VISION GLASS	VIRACON / GUARDIAN GLASS	9/16" LAMINATED GRAY W/ .090 PVB		VISION INSULATING LAMINATED COATED GLASS	n/a - see SF/CW NOA/FPA	www.viracon.com
EXTERIOR DOOR GLASS LAMINATED	GLAZING	**E25**	DIVISION 8 - 088000	GLAZING AT EXTERIOR SWING AND SLIDING DOORS	VIRACON / GUARDIAN GLASS	9/16" W/ .090 PVB GRAY		5/8 IN LAMINATED IMPACT GLASS TO MATCH PRIMARY VISION GLASS - E3	n/a - see SF/CW NOA/FPA	www.viracon.com
ROOFING										
ROOFING	MEMBRANE ROOFING	**E26**	DIVISION 7 - 075000	PRIMARY ROOF	GAF	EVERGUARD TPO ROOF SYSTEM		SINGLE PLY TPO ROOF SYSTEM	FPA: 5293.1	https://www.gaf.com/en-us/commercial https://www.floridabuilding.org/cpr/pr_app_dtl.aspx?paramrevGEWQwtDtnsoXcILueZaiTlnIoWyOzNqT3e0LF3P7WSJTGIcnd5vZSbegTwqSUtdqD
CANOPY		**E27**			NOVUM STRUCTURES			DELEGATED DESIGN		https://novumstructures.com/
MAIN ROOF		**E28**			NOVUM STRUCTURES			DELEGATED DESIGN		https://novumstructures.com/
EXTERIOR INSULATION AND FINISH SYSTEM										
EIFS - EXTERIOR INSULATION AND FINISH SYSTEM	EIFS	**E29**	DIVISION 9 - 092400	EXTERIOR WALLS	PAREX	R/DGG EIFS SYSTEM			NOA: 23-0713.24	https://www.parex.com/ https://www.miamidade.gov/Building/library/precast/precast-connection.pdf









NOTE: EXTERIOR PAINT SELECTION TO BE COORDINATED WITH THE BROWARD HEALTH NORTH HOSPITAL'S NEW PAINT COLORS THAT ARE CURRENTLY IN THE PROCESS OF BEING REVIEWED AND APPROVED TO ENSURE FINAL PROJECT DESIGN IS COMPLIMENTARY WITH THE CAMPUS.

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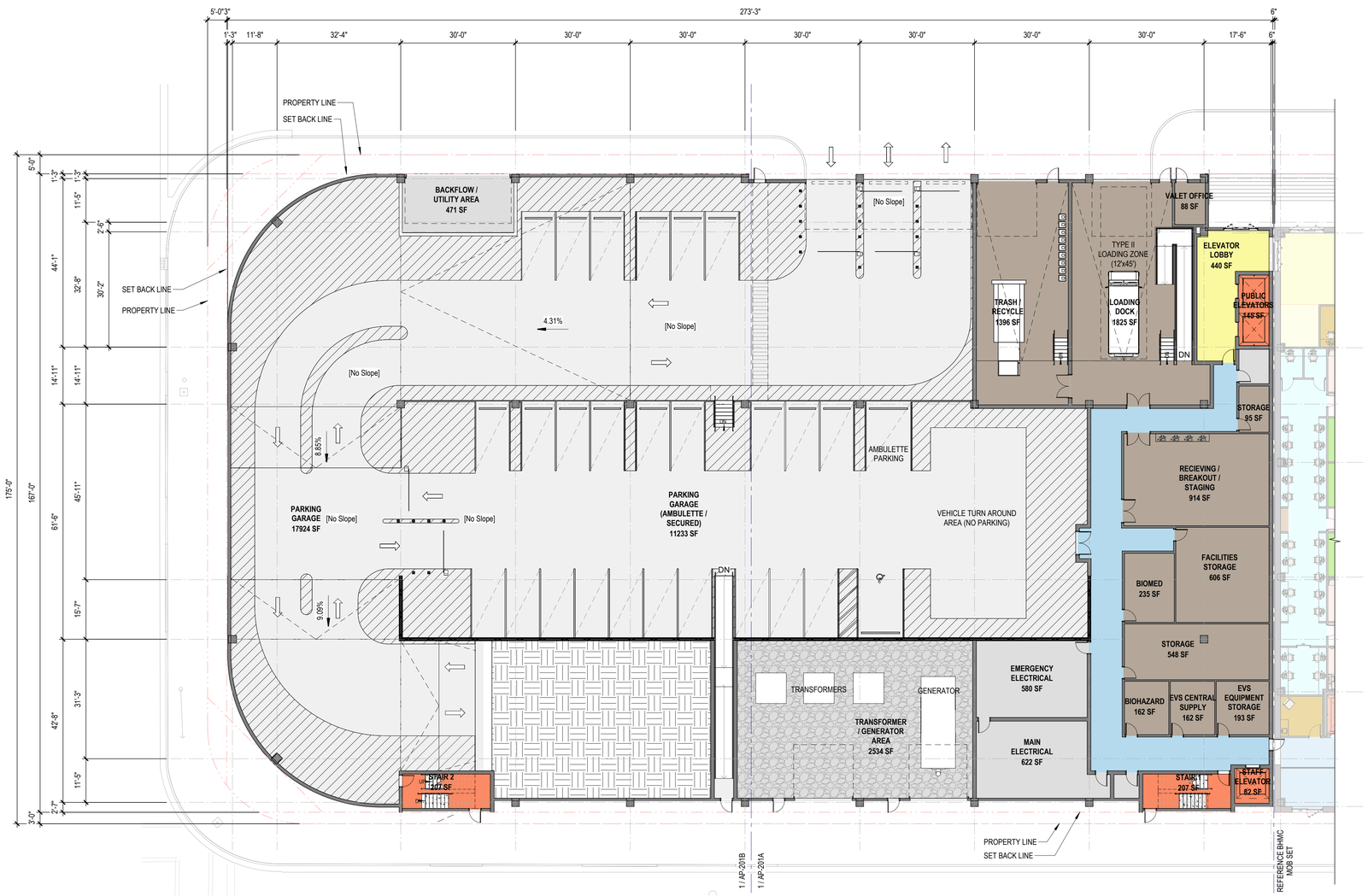
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Broward Health Medical Center - MOB and PG

CONCEPTUAL EXTERIOR MATERIAL

175309
JOB NO.

A-903
SHEET



1 LEVEL P1 - OVERALL FLOOR PLAN
SCALE: 1/16" = 1'-0"

PARKING COUNT

LEVEL	COUNT	PARKING SPACE TYPE
Ground Level		
Ground Level	6	STANDARD 9x18
Ground Level: 6		
Level P1		
Level P1	1	ACCESSIBLE 12X18
Level P1	1	AMBULETTE 12x18
Level P1	19	STANDARD 9x18
Level P1: 21		
Total Spaces on Level: 27		

True North
Project North

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Broward Health Medical Center - MOB and PG

LEVEL P1 - OVERALL FLOOR PLAN

175309
JOB NO.

AP-201
SHEET



1 LEVEL P1 - PARTIAL FLOOR PLAN - AREA NORTH

SCALE: 1/8" = 1'-0"

Project North

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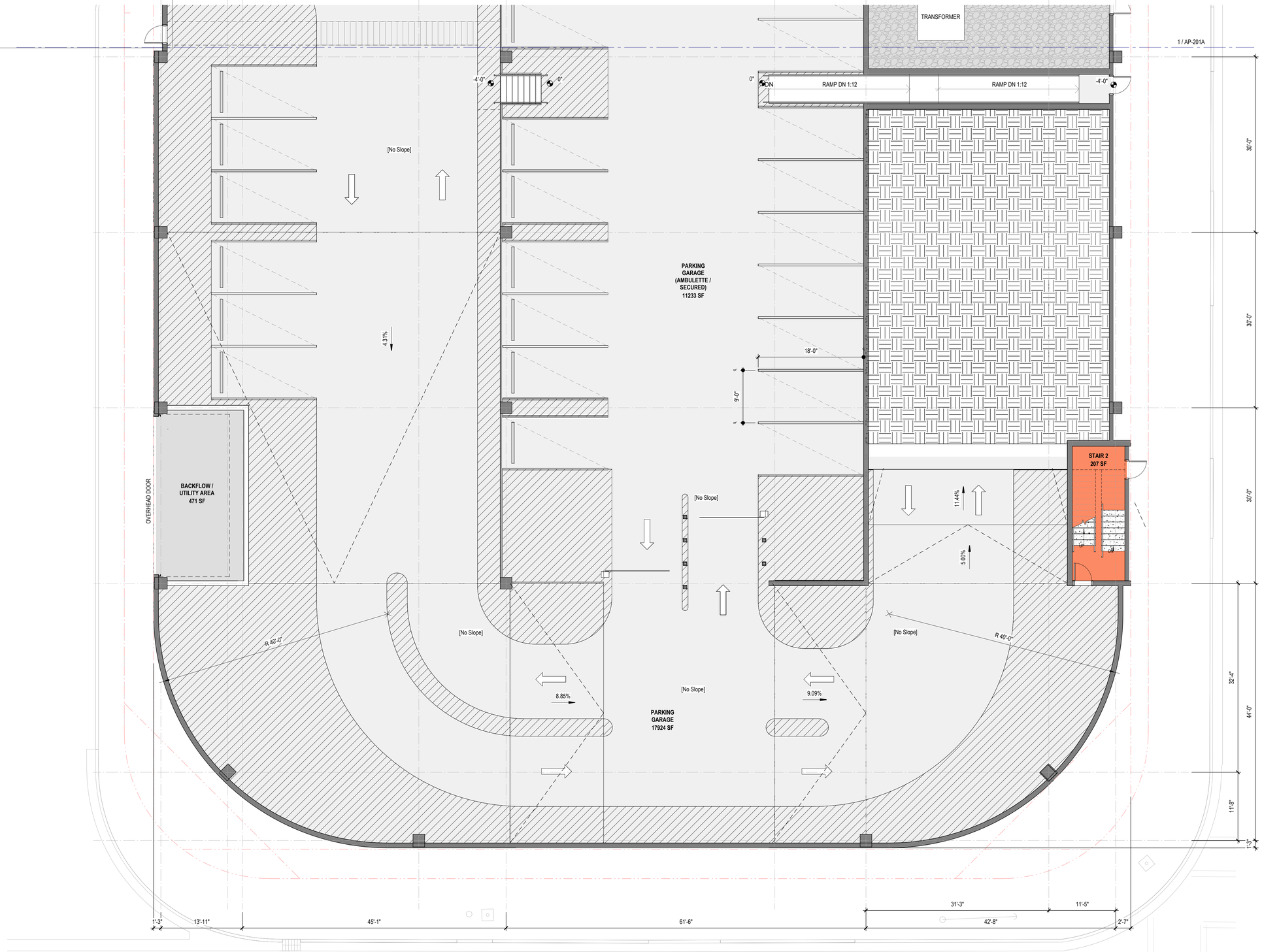
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Broward Health Medical Center - MOB and PG

LEVEL P1 - PARTIAL FLOOR PLAN - AREA NORTH

175309
JOB NO.

AP-201A
SHEET



1 LEVEL P1 - PARTIAL FLOOR PLAN - AREA SOUTH
SCALE: 1/8" = 1'-0"

Project North

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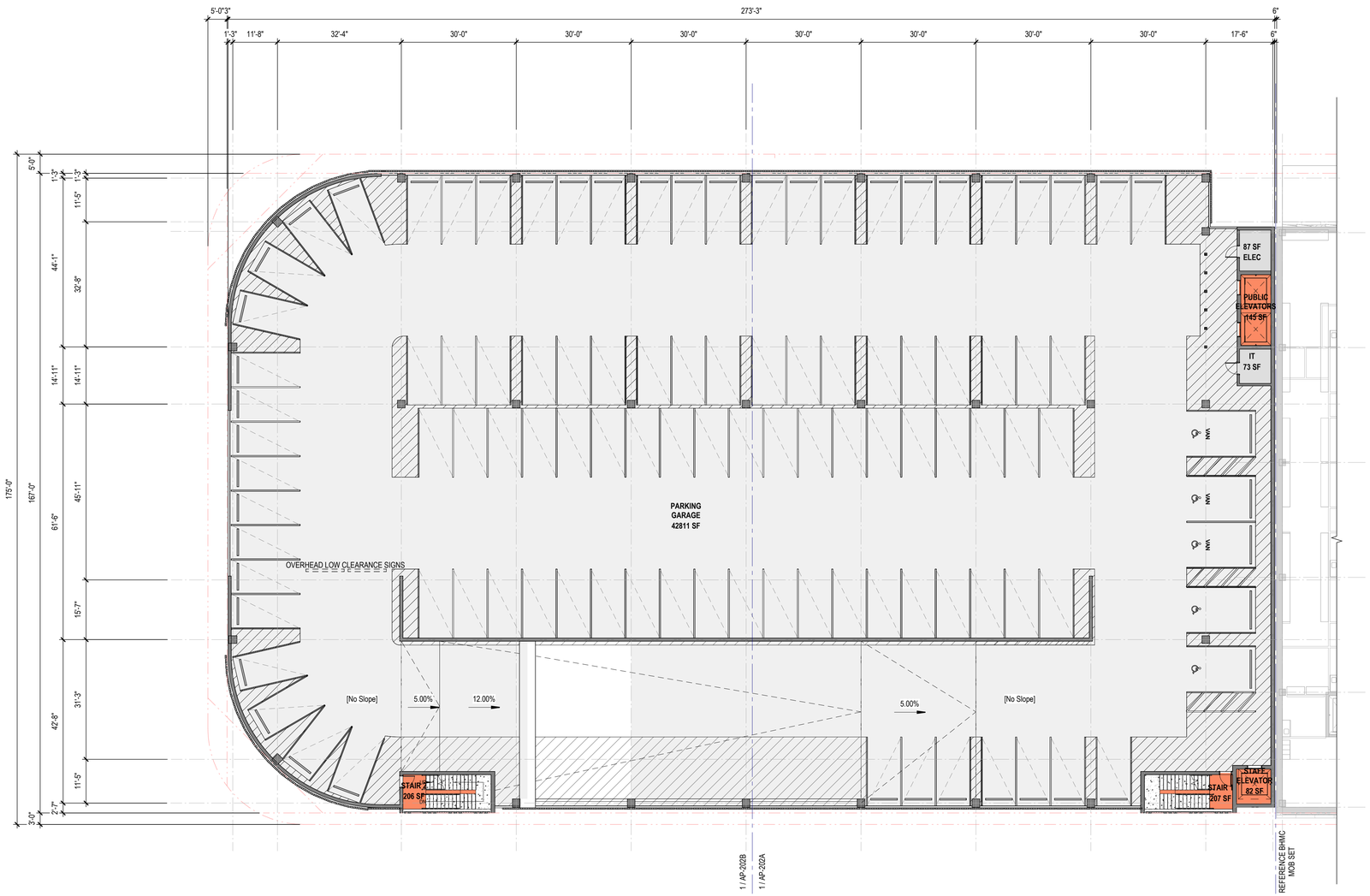
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Broward Health Medical Center - MOB and PG

LEVEL P1 - PARTIAL FLOOR PLAN - AREA SOUTH

175309
JOB NO.

AP-201B
SHEET



1 LEVEL P2 - OVERALL FLOOR PLAN

SCALE: 1/16" = 1'-0"

PARKING COUNT

LEVEL	COUNT	PARKING SPACE TYPE
Level P2		
Level P2	2	ACCESSIBLE 12X18
Level P2	3	ACCESSIBLE 12X18 - VAN
Level P2	99	STANDARD 9x18
Level P2: 104		
Total Spaces on Level: 104		

True North

Project North

Broward Health MEDICAL CENTER

BECK

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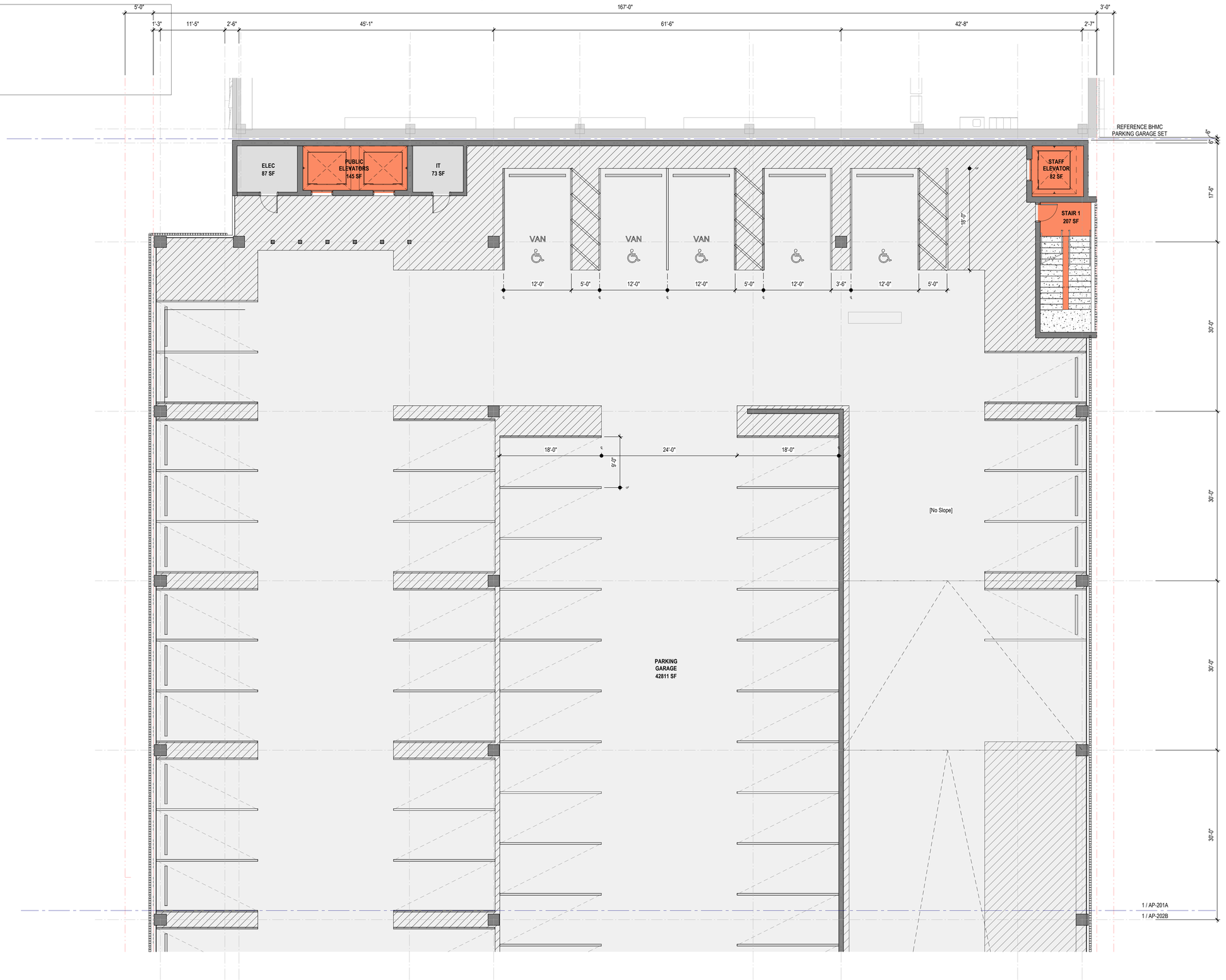
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Broward Health Medical Center - MOB and PG

LEVEL P2 - OVERALL FLOOR PLAN

175309
JOB NO.

AP-202
SHEET



1 LEVEL P2 - PARTIAL FLOOR PLAN - AREA NORTH

SCALE: 1/8" = 1'-0"

Project North

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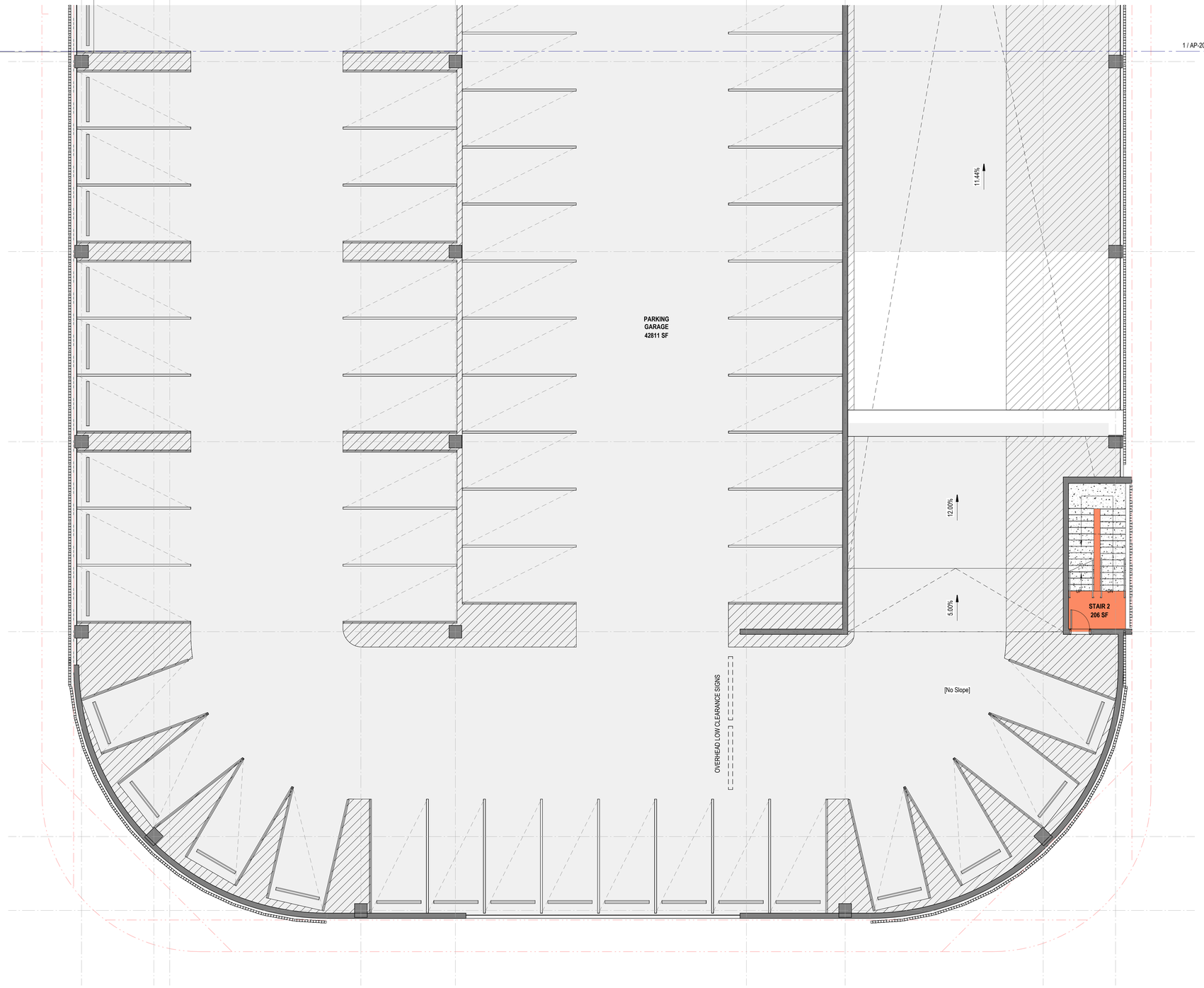
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Broward Health Medical Center - MOB and PG

LEVEL P2 - PARTIAL FLOOR PLAN - AREA NORTH

175309
JOB NO.

AP-202A
SHEET



1 LEVEL P2 - PARTIAL FLOOR PLAN - AREA SOUTH
SCALE: 1/8" = 1'-0"

Project North

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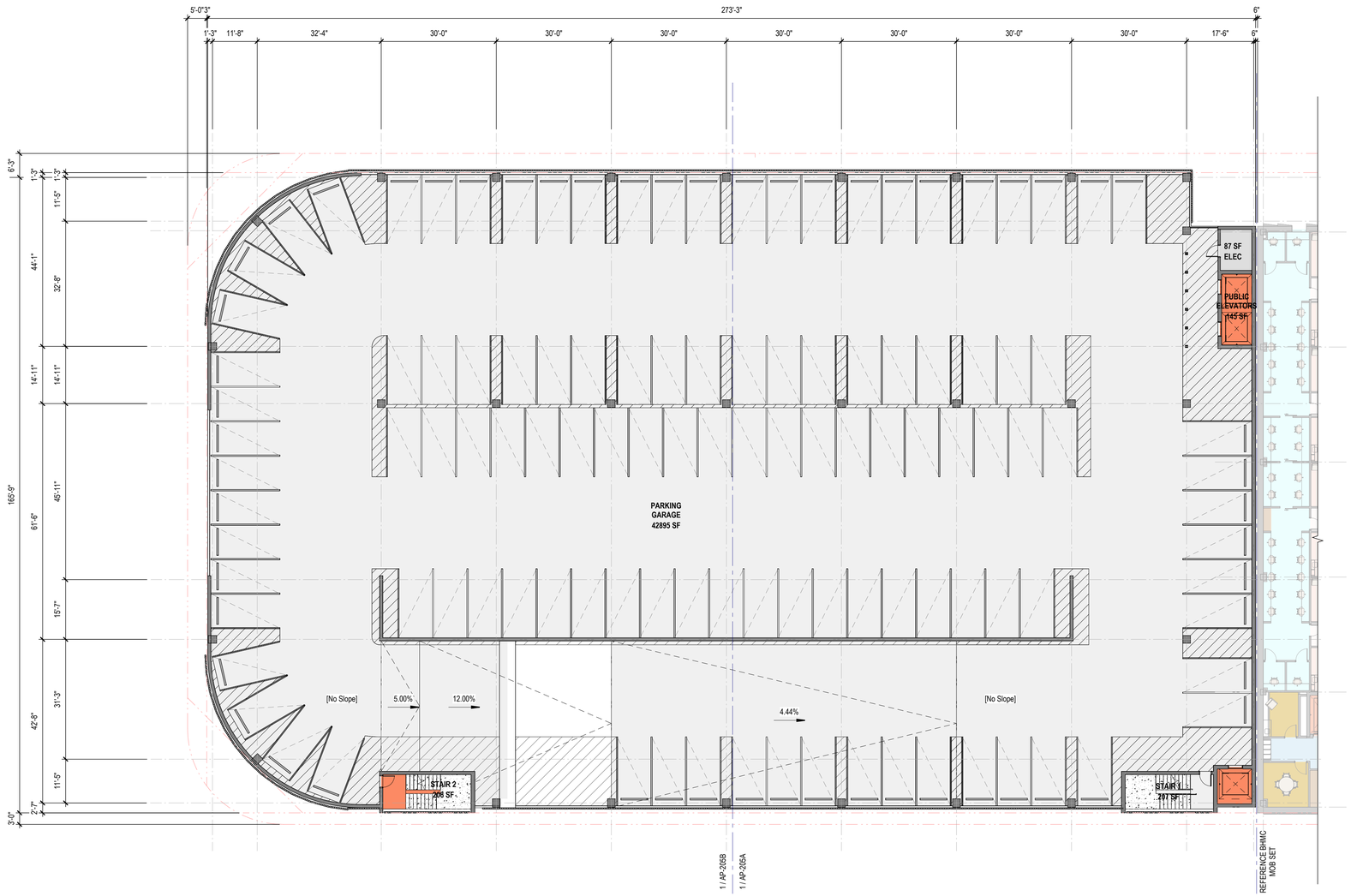
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Broward Health Medical Center - MOB and PG

LEVEL P2 - PARTIAL FLOOR PLAN - AREA SOUTH

175309
JOB NO.

AP-202B
SHEET



1 LEVEL P5 - OVERALL FLOOR PLAN
SCALE: 1/16" = 1'-0"

PARKING COUNT		
LEVEL	COUNT	PARKING SPACE TYPE
Level P5		
Level P5	114	STANDARD 9x18
Level P5: 114		
Total Spaces on Level: 114		

True North
Project North

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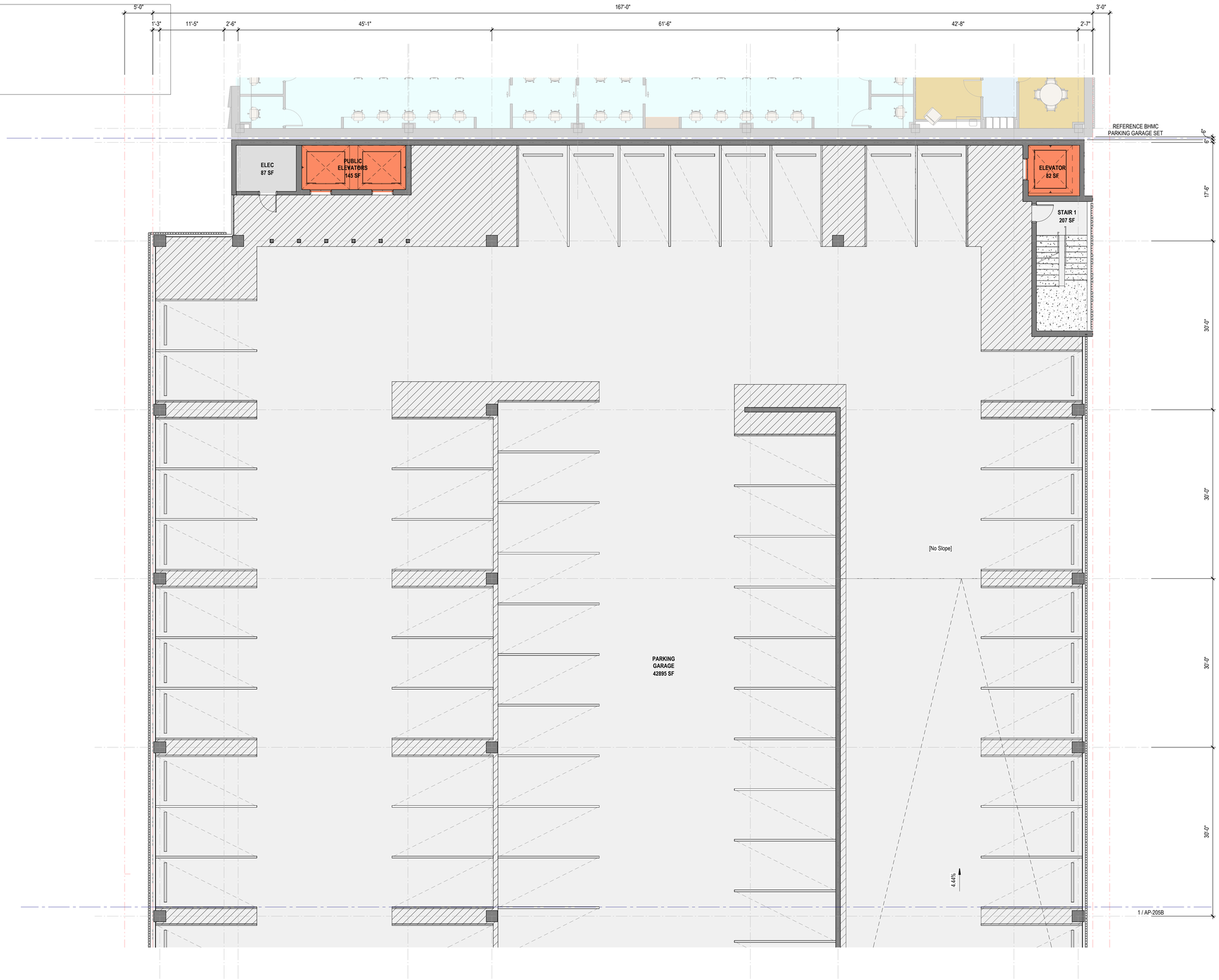
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LEVEL P5 - OVERALL FLOOR PLAN

175309
JOB NO.

AP-205
SHEET



1 LEVEL P5 - PARTIAL FLOOR PLAN - AREA NORTH
SCALE: 1/8" = 1'-0"

Project North

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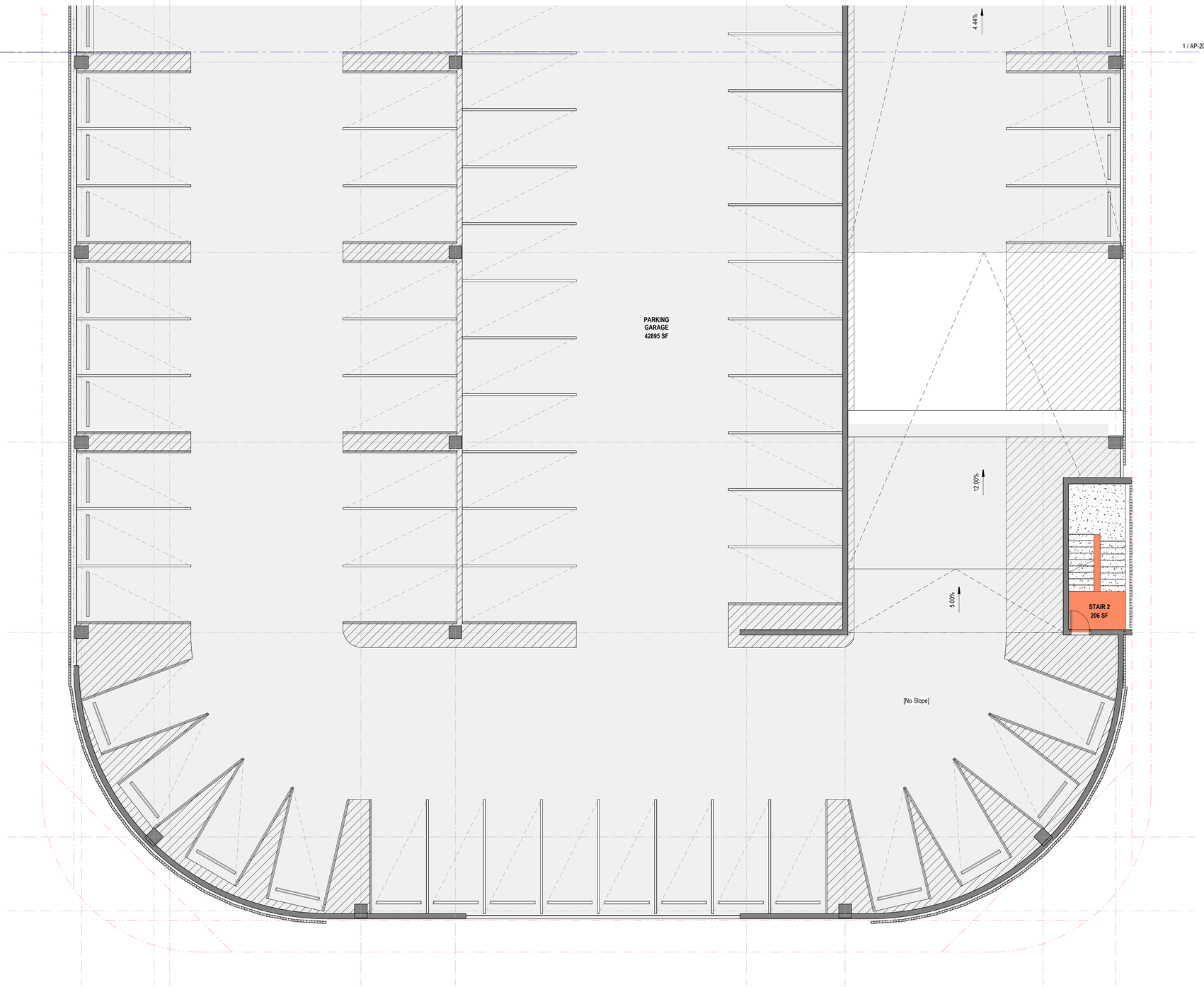
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LEVEL P5 - PARTIAL FLOOR PLAN - AREA NORTH

175309
JOB NO.

AP-205A
SHEET



1 FLOOR PLAN- LEVEL 5
SCALE: 1/8" = 1'-0"

Project North

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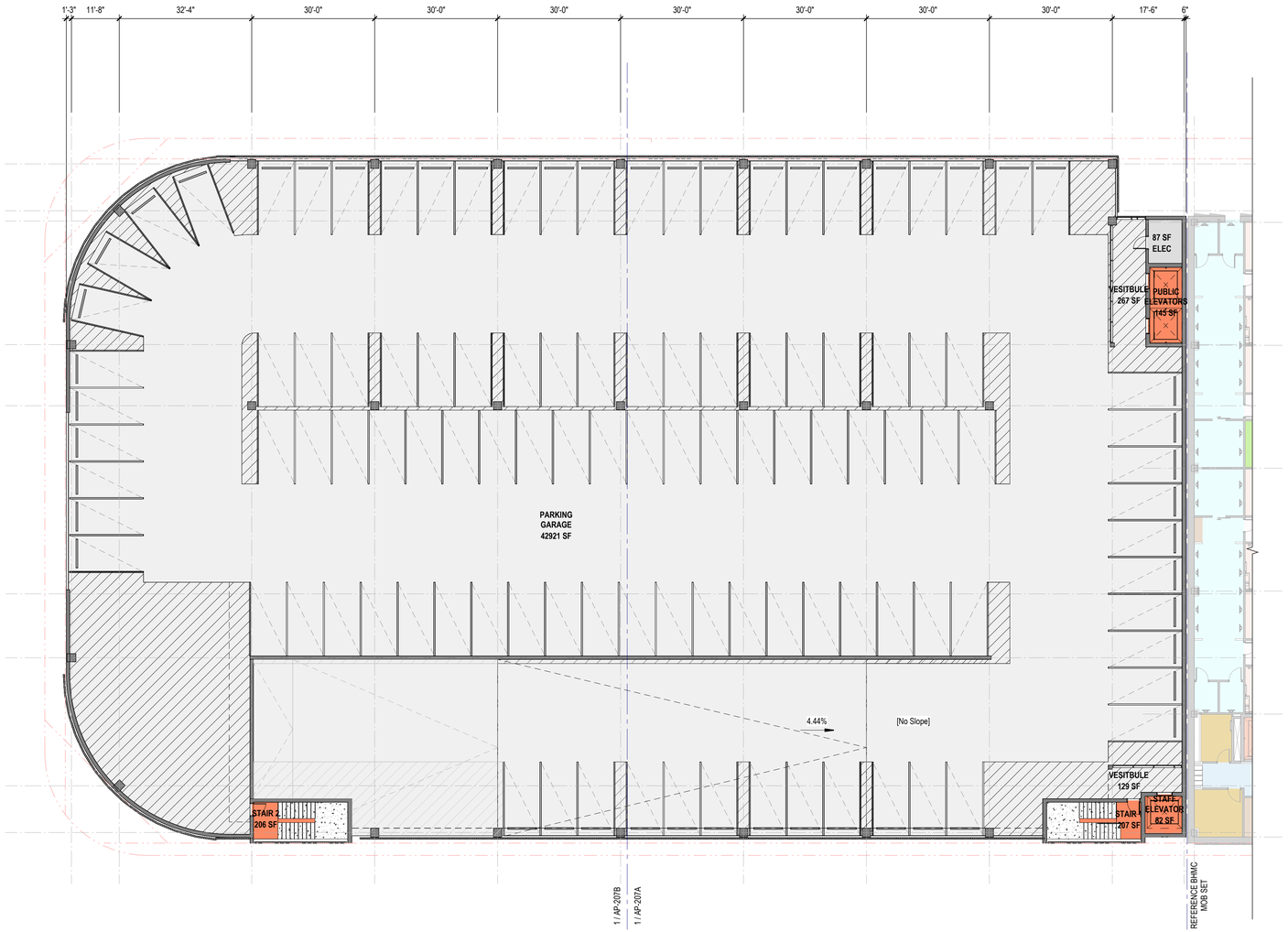
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LEVEL P5 - PARTIAL FLOOR PLAN - AREA SOUTH

175309
JOB NO.

AP-205B
SHEET



1 LEVEL P7 - OVERALL FLOOR PLAN

SCALE: 1/16" = 1'-0"

PARKING COUNT

LEVEL	COUNT	PARKING SPACE TYPE
Level P7		
Level P7	110	STANDARD 9x18
Level P7: 110		
Total Spaces on Level: 110		

True North

Project North

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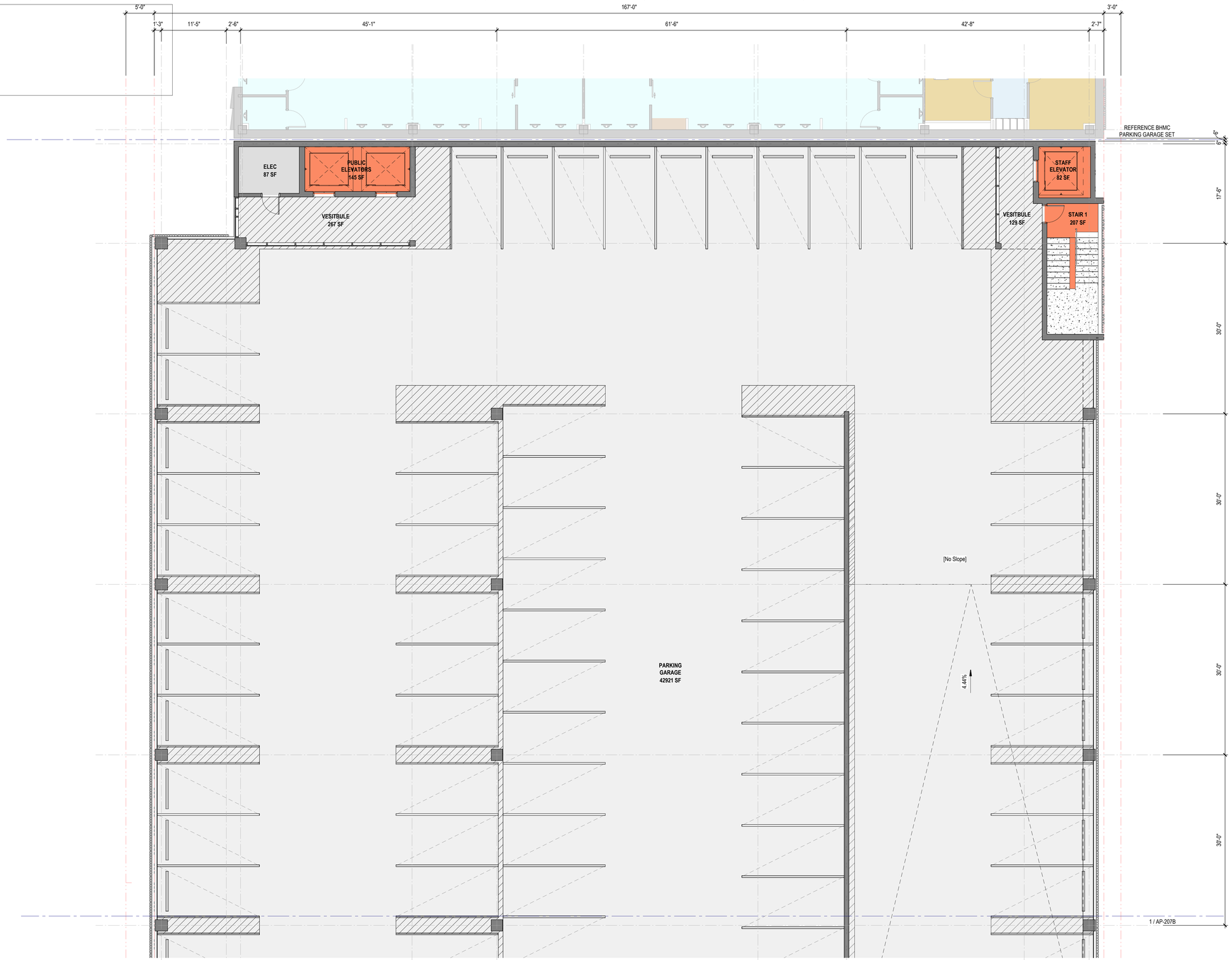
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Broward Health Medical Center - MOB and PG

LEVEL P7 - OVERALL FLOOR PLAN

175309
JOB NO.

AP-207
SHEET



1 LEVEL P7 - PARTIAL FLOOR PLAN - AREA NORTH

SCALE: 1/8" = 1'-0"

Project North

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DMZ DESIGN MATTERS

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STATE REGISTRATION #

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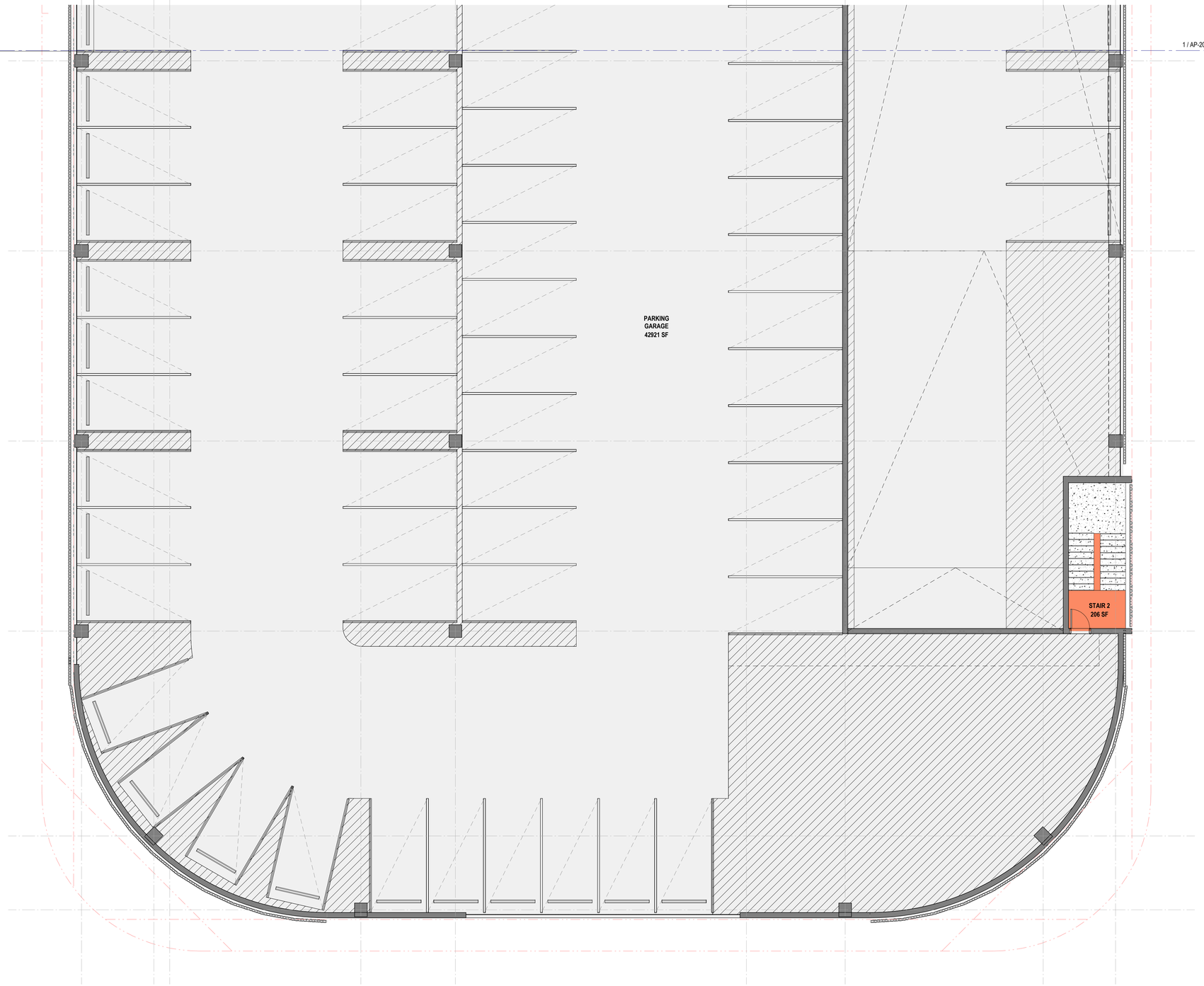
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Broward Health Medical Center - MOB and PG

LEVEL P7 - PARTIAL FLOOR PLAN - AREA NORTH

175309
JOB NO.

AP-207A
SHEET



1 FLOOR PLAN- LEVEL 7
SCALE: 1/8" = 1'-0"

Project North

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Broward Health Medical Center - MOB and PG

LEVEL P7 - PARTIAL FLOOR PLAN - AREA SOUTH

175309
JOB NO.

AP-207B
SHEET

1. GENERAL CONSTRUCTION NOTES

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION) AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK, AND, UNLESS OTHERWISE NOTED, ALL WORK SHALL CONFORM AS APPLICABLE TO THESE STANDARDS AND SPECIFICATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITIES, SPECIFICATIONS AND REQUIREMENTS. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.

3. THE INFORMATION PROVIDED IN THESE PLANS IS TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF THE CONDITIONS WHICH MAY BE ENCOUNTERED DURING THE COURSE OF THE WORK. ALL CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT ANY INVESTIGATION THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSIONS REGARDING THE ACTUAL CONDITION THAT WILL BE ENCOUNTERED AND UPON WHICH THEIR BIDS WILL BE BASED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INVESTIGATE BOTH THE SURFACE AND SUBSURFACE CONDITIONS AND BASE HIS PRICING ACCORDINGLY. GEOTECHNICAL AND ENVIRONMENTAL REPORTS ARE AVAILABLE FOR REVIEW.

4. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT ALR EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE COMMENCING ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.

5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. AN APPROXIMATE LIST OF THE UTILITY COMPANIES WHICH THE CONTRACTOR MUST CALL BEFORE COMMENCING WORK IS PROVIDED ON THE COVER SHEET OF THESE CONSTRUCTION PLANS. THIS LIST SERVES AS A GUIDE ONLY AND IS NOT INTENDED TO LIMIT THE UTILITY COMPANIES WHICH THE CONTRACTOR MAY WISH TO NOTIFY.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.

7. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, GEOTECHNICAL REPORT AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.

8. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER.

9. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND DESIGN ENGINEER OF RECORD DIRECTLY FROM THE TESTING AGENCY.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING TO THE ENGINEER A CERTIFIED RECORD SURVEY SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA DEPICTING THE ACTUAL FIELD LOCATION OF ALL CONSTRUCTED IMPROVEMENTS THAT ARE REQUIRED BY THE JURISDICTIONAL AGENCIES FOR THE CERTIFICATION PROCESS. ALL SURVEY COSTS WILL BE THE CONTRACTORS RESPONSIBILITY.

11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR.

12. ANY WELLS DISCOVERED ON SITE THAT WILL HAVE NO USE MUST BE PLUGGED BY A LICENSED WELL DRILLING CONTRACTOR IN A MANNER APPROVED BY ALL JURISDICTIONAL AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY WELL ABANDONMENT PERMITS REQUIRED.

13. ANY WELL DISCOVERED DURING EARTH MOVING OR EXCAVATION SHALL BE REPORTED TO THE APPROPRIATE JURISDICTIONAL AGENCIES WITHIN 24 HOURS AFTER DISCOVERY IS MADE.

14. ANY WELL TO REMAIN SHALL BE ADJUSTED TO GRADE BY THE CONTRACTOR.

15. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE MAINTENANCE OF TRAFFIC FOR THE ADJACENT PROPERTY DURING CONSTRUCTION.

16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK THAT WOULD BE AFFECTED. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.

17. PRIOR TO GRAND OPENING THE CONTRACTOR SHALL:
    - SWEEP THE ENTIRE SITE
    - ELIMINATE ALL DEBRIS IN THE LANDSCAPING AREAS
    - PRESSURE CLEAN THE SITE ASPHALT
    - PRESSURE CLEAN THE CURBS AND SIDEWALKS.

RECORD DRAWINGS

1. CONTRACTOR SHALL PROVIDE TO THE ENGINEER AND OWNER A MINIMUM OF 3 HARD COPIES OF A PAVING, GRADING AND DRAINAGE RECORD DRAWING AND A SEPARATE UTILITY RECORD DRAWING, AS WELL AS BOTH IN AUTOCAD 2015 OR LATER, BOTH PREPARED BY A FLORIDA REGISTERED SURVEYOR. THE RECORD DRAWINGS SHALL VERIFY ALL DESIGN INFORMATION INCLUDED ON THE DESIGN PLANS OF THE SAME NAME.

PAVING, GRADING AND DRAINAGE NOTES

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN JURISDICTION'S RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH LOCAL OR COUNTY SPECIFICATIONS AND STANDARDS (LATEST EDITION) OR FDOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) IF NOT COVERED BY LOCAL OR COUNTY REGULATIONS.

2. ALL UNPAVED AREAS IN EXISTING RIGHTS-OF-WAY DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED.

3. TRAFFIC CONTROL ON ALL FDOT, LOCAL AND COUNTY RIGHTS-OF-WAY SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (U.S. DOT/FHA) AND THE REQUIREMENTS OF THE STATE AND ANY LOCAL AGENCY HAVING JURISDICTION. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.

4. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.

5. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.

6. ALL OPEN AREAS WITHIN THE PROJECT SITE SHALL BE SODDED UNLESS INDICATED OTHERWISE ON THE LANDSCAPE PLAN.

7. WHERE EXISTING PAVEMENT IS INDICATED TO BE REMOVED AND REPLACED, THE CONTRACTOR SHALL SAW CUT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND REPLACE THE PAVEMENT WITH THE SAME TYPE AND DEPTH OF MATERIAL AS EXISTING OR AS INDICATED.

8. WHERE NEW PAVEMENT MEETS THE EXISTING PAVEMENT, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND MATCH THE EXISTING PAVEMENT ELEVATION WITH THE PROPOSED PAVEMENT UNLESS OTHERWISE INDICATED.

9. THE CONTRACTOR SHALL INSTALL FILTER FABRIC OVER ALL DRAINAGE STRUCTURES FOR THE DURATION OF CONSTRUCTION AND UNTIL ACCEPTANCE OF THE PROJECT BY THE OWNER. ALL DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AS REQUIRED DURING AND AT THE END OF CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE FLOWS.

10. IF DEWATERING IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE DESIGN ENGINEER PRIOR TO ANY EXCAVATION.

11. STRIP TOPSOIL AND ORGANIC MATTER FROM ALL AREAS OF THE SITE AS REQUIRED. IN SOME CASES TOPSOIL MAY BE STOCKPILED ON SITE FOR PLACEMENT WITHIN LANDSCAPED AREAS BUT ONLY AS DIRECTED BY THE OWNER.

12. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE LOCAL JURISDICTIONAL AGENCY OR TO FDOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.

13. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE AREAS SHALL THEN BE SODDED OR SEEDED AS SPECIFIED IN THE PLANS, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDED AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.

14. ALL CUT OR FILL SLOPES SHALL BE 3 (HORIZONTAL) :1 (VERTICAL) OR FLATTER UNLESS OTHERWISE SHOWN.

15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.

16. THE CONTRACTOR SHALL TAKE ALL REQUIRED MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF TURBIDITY BARRIERS AT ALL LOCATIONS WHERE THE POSSIBILITY OF TRANSFERRING SUSPENDED SOLIDS INTO THE RECEIVING WATER BODY EXISTS DUE TO THE PROPOSED WORK. TURBIDITY BARRIERS MUST BE MAINTAINED IN EFFECTIVE CONDITION AT ALL LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND DISTURBED SOIL AREAS ARE STABILIZED. THEREAFTER, THE CONTRACTOR MUST REMOVE THE BARRIERS. AT NO TIME SHALL THERE BE ANY OFF-SITE DISCHARGE WHICH VIOLATES THE WATER QUALITY STANDARDS IN CHAPTER 17-302, FLORIDA ADMINISTRATIVE CODE.

17. SOD, WHERE CALLED FOR, MUST BE INSTALLED AND MAINTAINED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES.

18. THE CONTRACTOR MUST REVIEW AND MAINTAIN A COPY OF THE ENVIRONMENTAL RESOURCE PERMIT COMPLETE WITH ALL CONDITIONS, ATTACHMENTS, EXHIBITS, AND PERMIT MODIFICATIONS IN GOOD CONDITION AT THE CONSTRUCTION SITE. THE COMPLETE PERMIT MUST BE AVAILABLE FOR REVIEW UPON REQUEST BY WATER MANAGEMENT DISTRICT REPRESENTATIVES.

19. THE CONTRACTOR SHALL ENSURE THAT ISLAND PLANTING AREAS AND OTHER PLANTING AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED AND PROPERLY DISPOSED OF IN A LEGAL MANNER.

20. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER MANUFACTURER'S RECOMMENDATIONS.

21. ALL ADA SPACES MUST NOT EXCEED 2% SLOPE MEASURED IN ANY DIRECTION.

WATER AND SEWER UTILITY NOTES

1. THE CONTRACTOR SHALL CONSTRUCT GRAVITY SEWER LATERALS, MANHOLES GRAVITY SEWER LINES AND DOMESTIC WATER AND FIRE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIALS, EQUIPMENT, MACHINERY, TOOLS, MEANS OF TRANSPORTATION AND LABOR NECESSARY TO COMPLETE THE WORK IN FULL AND COMPLETE ACCORDANCE WITH THE SHOWN, DESCRIBED AND REASONABLY INTENDED REQUIREMENTS OF THE CONTRACT DOCUMENTS AND JURISDICTIONAL AGENCY REQUIREMENTS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.

2. ALL EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR UTILITY LOCATION AND COORDINATION IN ACCORDANCE WITH THE NOTES CONTAINED IN THE GENERAL CONSTRUCTION SECTION OF THIS SHEET.

3. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.

4. DEFLECTION OF PIPE JOINTS AND CURVATURE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A WATERTIGHT PLUG WHEN WORK IS NOT IN PROGRESS. THE INTERIOR OF ALL PIPES SHALL BE CLEAN AND JOINT SURFACES WIPED CLEAN AND DRY AFTER THE PIPE HAS BEEN LOWERED INTO THE TRENCH. VALVES SHALL BE PLUMB AND LOCATED ACCORDING TO THE PLANS.

5. ALL PHASES OF INSTALLATION, INCLUDING UNLOADING, TRENCHING, LAYING AND BACK FILLING, SHALL BE DONE IN A FIRST CLASS WORKMANLIKE MANNER. ALL PIPE AND FITTINGS SHALL BE CAREFULLY STORED FOLLOWING MANUFACTURER'S RECOMMENDATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE COATING OR LINING IN ANY D.I. PIPE FITTINGS. ANY PIPE OR FITTING WHICH IS DAMAGED OR WHICH HAS FLAWS OR IMPERFECTIONS WHICH, IN THE OPINION OF THE ENGINEER OR OWNER, RENDERS IT UNFIT FOR USE, SHALL NOT BE USED. ANY PIPE NOT SATISFACTORY FOR USE SHALL BE CLEARLY MARKED AND IMMEDIATELY REMOVED FROM THE JOB SITE, AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

6. WATER FOR FIRE FIGHTING SHALL BE AVAILABLE FOR USE PRIOR TO COMBUSTIBLES BEING BROUGHT ON SITE.

7. ALL UTILITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECEIVE PAVING SHALL BE COMPLETELY BACK FILLED IN ACCORDANCE WITH THE GOVERNING JURISDICTIONAL AGENCY'S SPECIFICATIONS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.

8. UNDERGROUND LINES SHALL BE SURVEYED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR PRIOR TO BACK FILLING.

9. CONTRACTOR SHALL PERFORM, AT HIS OWN EXPENSE, ANY AND ALL TESTS REQUIRED BY THE SPECIFICATIONS AND/OR ANY AGENCY HAVING JURISDICTION. THESE TESTS MAY INCLUDE, BUT MAY NOT BE LIMITED TO, INFILTRATION AND EXFILTRATION, TELEVISION INSPECTION AND A MANDREL TEST ON GRAVITY SEWER. A COPY OF THE TEST RESULTS SHALL BE PROVIDED TO THE UTILITY PROVIDER, OWNER AND JURISDICTIONAL AGENCY AS REQUIRED.

10. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE EQUIPMENTS OF CHAPTER 62-555.320, FAC.

11. ALL PVC PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE UNI-VELL PLASTIC PIPE ASSOCIATIONS "GUIDE FOR INSTALLATION OF PVC PRESSURE PIPE FOR MUNICIPAL WATER DISTRIBUTION SYSTEM"

12. ALL DIP SHALL BE INSTALLED IN ACCORDANCE WITH ANSI/AWWA C600-05 OR LATEST REVISION.

13. ALL WATER MAIN PIPES SHALL BE COLOR CODED USING BLUE AS A PREDOMINANT COLOR IN ACCORDANCE WITH RULE 62-555.320(21)(B)(3), FAC.

14. ALL WATER MAINS SHALL BE LAID WITH A MINIMUM 36" COVER FOR PVC AND 30" FOR DIP.

15. NO CONNECTIONS TO EXISTING LINES SHALL BE MADE UNTIL PRESSURE TESTS & BACTERIOLOGICAL TESTS HAVE BEEN PERFORMED AND THE SYSTEM IS ACCEPTABLE TO THE CITY OF FORT LAUDERDALE.

16. LOCATOR TAPE AND WIRE SHALL BE INSTALLED ON ALL NEW WATER MAINS. TAPE WILL BE 3" WIDE AND COLOR CODED AND INSTALLED 12" ABOVE WATER MAIN. WIRE WILL BE 14 STRAND AND COLOR CODED.

17. R.P.M.'S TO BE INSTALLED PRIOR TO C/O AT CENTER OF NEAREST DRIVE AISLE ADJACENT TO ALL HYDRANTS (BLUE). FOR HYDRANTS AT CORNERS, TWO (2) R.P.M.'S SHALL BE INSTALLED, ONE AT EACH ROADWAY.

18. WATER DISTRIBUTION SYSTEM MATERIAL:

    18.1. POLYVINYL CHLORIDE (PVC) WATER MAIN SHALL HAVE PUSH-ON RUBBER GASKET JOINTS.

    18.2. PVC PIPE SHALL BE 1120 PRESSURE PIPE WITH IRON O.D., CLASS 150 (SDR 18), CONFORMING TO ANSI/AWWA C900-LATEST REVISION.

    18.3. WHERE DUCTILE IRON PIPE (DIP) IS REQUIRED IT SHALL BE 60-42-10, CLASS 50 WALL THICKNESS WITH INTERIOR CEMENT LINING AND EXTERIOR COAL TAR COATING CONFORMING TO ANSI/AWWA C151/A21.51-LATEST REVISION.

    18.4. PIPE JOINTS SHALL BE MECHANICAL, CONFORMING TO AWWA C-111-00.

    18.5. ALL GASKETS SHALL BE NEOPRENE. WHERE REQUIRED POLYETHYLENE WRAP SHALL BE INSTALLED.

19. GRAVITY SEWAGE COLLECTION SYSTEM MATERIAL:

    19.1. ALL SEWER PIPE AND FITTINGS SHALL BE NON-PRESSURE POLYVINYL CHLORIDE PIPE (PVC) CONFORMING TO ASTM D 3034, SRD 35, WITH PUSH-ON RUBBER GASKET JOINTS.

    19.2. ALL FITTINGS AND ACCESSORIES SHALL BE AS MANUFACTURED OR SUPPLIED BY THE PIPE MANUFACTURER OR EQUAL.

    19.3. WHERE DIP IS REQUIRED, IT SHALL BE 60-42-10 CLASS 50 WALL THICKNESS WITH INTERIOR POLY LINING AND EXTERIOR COAT FOR COATING CONFORMING TO ANSI/AWWA C151/A21.51-91.

MANHOLES

    19.4. MANHOLES SHALL BE PRECAST PER ASTM C 478 WITH 4000 PSI CONCRETE AND GRADE 40 STEEL
    19.4.1. ALL SANITARY SEWER MANHOLES SHALL HAVE RAIN INSERT COVERS.

20. MANHOLES:

    20.1. PRIOR TO ANY PHYSICAL CONNECTIONS TO EXISTING WATER MAIN SYSTEM, THE COMPLETE WATER SYSTEM SHALL BE PRESSURE TESTED AND DISINFECTED. HYDROSTATIC TESTING OF NEW MAINS SHALL BE PERFORMED AT A MINIMUM STARTING PRESSURE OF 150PSI FOR TWO HOURS IN ACCORDANCE WITH ANSI/AWWA C600-05 OR LATEST REVISION. PRESSURE TEST SHALL NOT VARY MORE THAN 5 PSI DURING THE TEST, OTHERWISE TEST SHALL BE CONSIDERED UNSATISFACTORY.

    20.2. THE PRESSURE TEST SHALL BE WITNESSED BY A REPRESENTATIVE OF THE CITY OF FORT LAUDERDALE UTILITIES DEPARTMENT AND THE ENGINEER OF RECORD.

    20.3. BEFORE ACCEPTANCE FOR OPERATION, THE WATER SYSTEM SHALL BE DISINFECTED IN ACCORDANCE WITH THE ANSI/AWWA C651-05 OR LATEST REVISION.

    20.4. ALL WATER MAINS SHALL BE PIGGED PRIOR TO DISINFECTION.

    20.5. METER CONNECTIONS SHALL BE MADE TO NEW LINES ONLY AFTER TWO CONSECUTIVE DAYS OF BACTERIOLOGICAL SAMPLES HAVE PASSED, AND COPIES OF RESULTS HAVE BEEN PROVIDED TO THE ENGINEER OF RECORD, CITY REPRESENTATIVE AND BROWARD COUNTY HEALTH DEPARTMENT.

    20.6. SAMPLING POINTS SHALL BE PROVIDED AT THE LOCATIONS SHOWN ON THE PLANS. SAMPLING POINTS SHALL BE PROVIDED AT INTERVALS OF A MAXIMUM OF 1200' UNLESS OTHERWISE SPECIFIED ON THE PLANS.

    20.7. THE ALLOWABLE LEAKAGE SHALL BE LESS THAN THE NUMBER OF GALLONS PER HOUR AS DETERMINED BY THE FOLLOWING FORMULA:

$$L = \frac{S * D * \sqrt{P}}{148{,}000}$$

IN WHICH L EQUALS THE MAXIMUM ALLOWABLE LEAKAGE IN GALLONS PER HOUR. S EQUALS LENGTH OF PIPE (FT), D EQUALS NOMINAL DIAMETER OF PIPE (IN.) AND P EQUALS THE MINIMUM TEST PRESSURE (LBS/SQUARE IN.).

PAVEMENT MARKINGS NOTES:

1. ALL PAVEMENT MARKINGS SHALL BE MADE IN ACCORDANCE WITH FDOT STANDARD INDEX # 711-001, WHERE SHOWN ON THE PLANS.

2. WHERE THE PLANS CALL FOR PAINTED PAVEMENT MARKINGS, INSTALLATION AND MATERIALS SHALL MEET ALL REQUIREMENTS OF SECTION 710 OF FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE FOLLOWING: CONTRACTOR TO APPLY TWO COATS OF VOC COMPLIANT, LOCAL DOT APPROVED, UNDILUTED, SOLVENT BASED OR LATEX TRAFFIC PAINT. CONTRACTOR TO FOLLOW MANUFACTURER'S RECOMMENDED APPLICATION RATE WITHOUT THE ADDITION OF A THINNER, WITH A MAXIMUM OF 100 SQUARE FEET PER GALLON OR AS REQUIRED PROVIDING MINIMUM 15 MILS WET FILM THICKNESS AND 7.5 MILS DRY FILM THICKNESS PER COAT WITH MINIMUM OF 30 DAYS BETWEEN APPLICATIONS. SECOND COAT OF PAINT SHALL NOT BE APPLIED EARLIER THAN 7 DAYS PRIOR TO GRAND OPENING. PAINT SHALL BE CRISP, STRAIGHT AND APPLIED UNIFORMLY ACROSS THE WIDTH OF A LINE FOR A TOTAL DRY FILM THICKNESS OF 15 MILS.

3. ALL PAVEMENT SYMBOLS AND MARKINGS ARE TO BE THERMOPLASTIC WITH THE EXCEPTION OF PARKING STRIPING. THERMOPLASTIC INSTALLATION AND MATERIALS SHALL MEET ALL REQUIREMENTS OF SECTION 711 OF FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

EROSION CONTROL NOTES

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THIS EROSION CONTROL PLAN, THE STANDARD DETAILS, THE PLAN NARRATIVE, ATTACHMENTS INCLUDED IN SPECIFICATIONS OF THE SWPPP, PLUS THE PERMIT AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.

2. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THE STORM WATER POLLUTION PREVENTION PLAN AND THE STATE OF FLORIDA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.

3. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES AS REQUIRED BY THE SWPPP. ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

4. BEST MANAGEMENT PRACTICES (BMP'S) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY THE PERMITTING AGENCY OR OWNER.

5. EROSION CONTROL PLAN MUST CLEARLY DELINEATE ALL STATE WATERS. PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS MUST BE MAINTAINED ON SITE AT ALL TIMES.

6. THE CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.

7. CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATING PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES.

8. ALL WASH WATER (CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC.) SHALL BE DETAINED AND PROPERLY TREATED OR DISPOSED.

9. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ON SITE OR READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL ON SITE. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

11. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

12. STABILIZATION PRACTICES SHOULD BE INITIATED AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS WHERE CONSTRUCTION HAS TEMPORARILY CEASED.

13. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED. THESE AREAS SHALL BE SEEDED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRED IN THESE AREAS. REFER TO SECTION 981 OF THE STANDARD SPECIFICATIONS FOR SEEDING AND MAINTENANCE REQUIREMENTS.

14. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

15. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED AS SOON AS POSSIBLE.

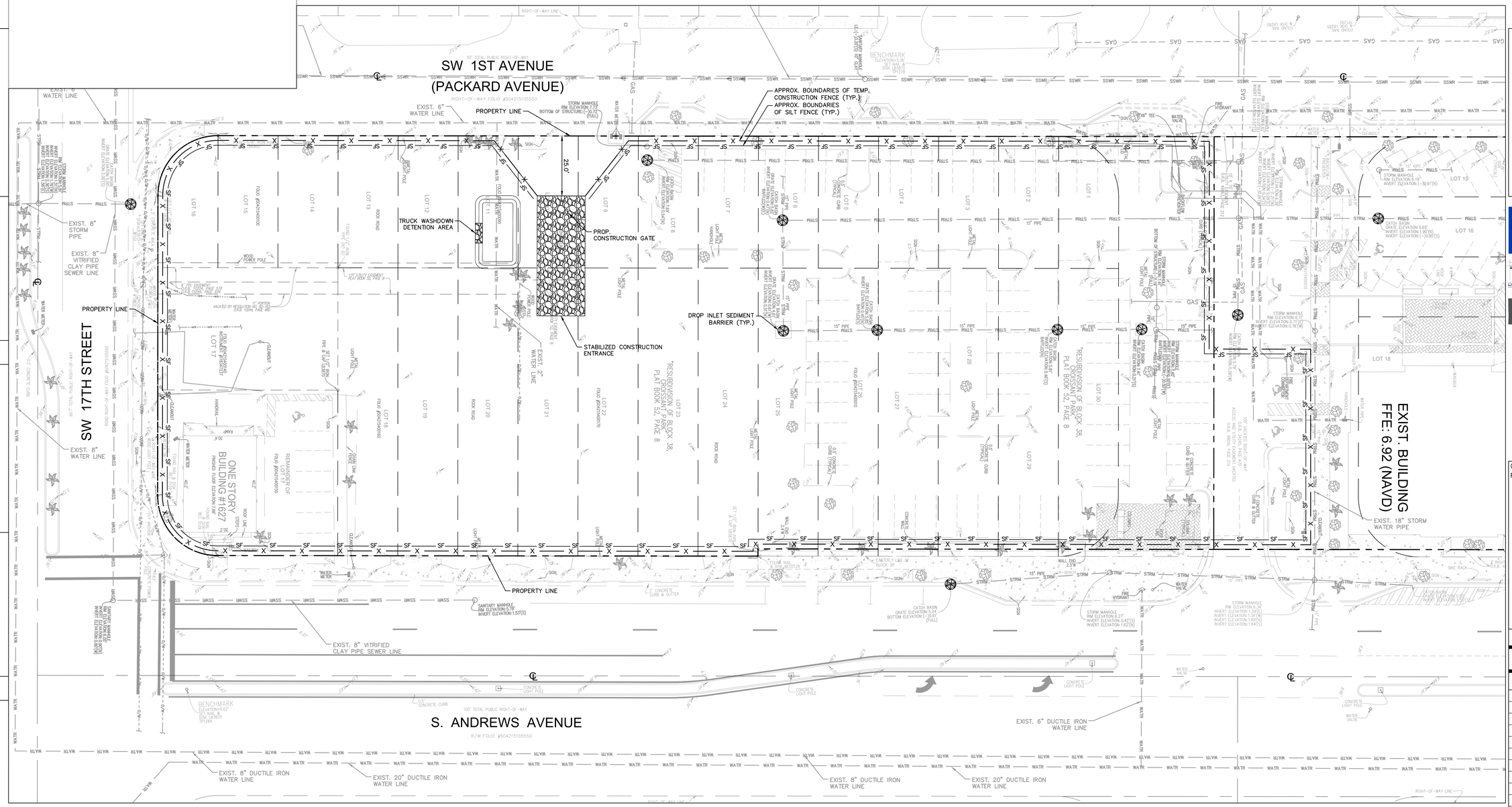
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING SEDIMENT IN THE DETENTION POND AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.

17. ON-SITE & OFF SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE EROSION CONTROL PLAN AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.

18. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

19. DUE TO GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (SILT FENCES, ETC.) TO PREVENT EROSION.

20. ALL CONSTRUCTION SHALL BE STABILIZED AT THE END OF EACH WORKING DAY, THIS INCLUDES BACK FILLING OF TRENCHES FOR UTILITY CONSTRUCTION AND PLACEMENT OF GRAVEL OR BITUMIN



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND	
	PROPERTY LINE
WATR WATR	EXISTING WATER
SSWR SSWR	EXISTING SANITARY SEWER
STRM STRM	EXISTING STORM SEWER
O/W O/W	EXISTING OVERHEAD WIRE
COM	EXISTING COMMUNICATION LINE
GAS	EXISTING NATURAL GAS LINE
	EXITING CATCH BASIN
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
W	EXISTING WATER METER
S	EXISTING SANITARY SEWER MANHOLE
D	EXISTING STORM SEWER MANHOLE
X X	PROPOSED CHAIN LINK CONSTRUCTION FENCE
SF SF	PROPOSED SILT FENCE
	PROPOSED TEMPORARY STABILIZED CONSTRUCTION ENTRANCE
	PROPOSED DROP INLET SEDIMENT BARRIER

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

Sunshine811

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

Check positive response codes before you dig!

Broward Health NORTH

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SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
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CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

INCOMPLETE DOCUMENTS FOR INTERIM REVIEW ONLY. NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

EROSION CONTROL PLAN

175309
JOB NO.

C300.0
SHEET

BEST MANAGEMENT PRACTICES (BMPS):

THIS PLAN HAS BEEN PREPARED TO ENSURE COMPLIANCE WITH APPROPRIATE CONDITIONS OF THE BROWARD COUNTY LAND DEVELOPMENT REGULATIONS. THE RULES OF THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP), CHAPTER 17-25, F.A.C., THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD), CHAPTER 40D-4, F.A.C. AND THE UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (EPA) DOCUMENT NO. EPA 832/R-92-005 (SEPTEMBER 1992). THE PLAN ADDRESSES THE FOLLOWING:

A. PREVENT LOSS OF SOIL DURING CONSTRUCTION BY STORMWATER RUNOFF AND/OR WIND EROSION, INCLUDING PROTECTING TOPSOIL BY STOCKPILING FOR REUSE.

B. SEDIMENTION PROTECTION OF STORM SEWER OR RECEIVING STREAM.

C. PREVENT POLLUTING THE AIR WITH DUST AND PARTICULATE MATTER. THE VARIOUS TECHNIQUES OR ACTIONS IDENTIFIED UNDER EACH SECTION INDICATE THE APPROPRIATE SITUATION WHEN THE TECHNIQUES SHOULD BE EMPLOYED. ALSO IDENTIFIED IS A CROSS-REFERENCE TO A DIAGRAM OR FIGURE REPRESENTING THE TECHNIQUE. IT SHOULD BE NOTED THAT THE MEASURES IDENTIFIED ON THIS PLAN ARE ONLY SUGGESTED BMP(S). THE CONTRACTOR SHALL PROVIDE POLLUTION PREVENTION AND EROSION CONTROL MEASURES AS SPECIFIED IN ACCORDANCE WITH THE CURRENT FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS. CONTRACTOR SHALL PREPARE REQUIRED NPDES DOCUMENTATION AND OBTAIN PERMIT PRIOR TO COMMENCEMENT OF CONSTRUCTION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE THE REQUIRED NPDES DOCUMENT AND OBTAIN THE NPDES PERMIT. ALL COST ASSOCIATED WITH SUCH WORK SHALL BE DEEMED INCIDENTAL TO THE PROJECT LUMP SUM COST.

GENERAL EROSION CONTROL NOTES:

A. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) IS COMPRISED OF THESE EROSION CONTROL DRAWINGS, THE STANDARD DETAILS, THE NPDES PERMIT (TO BE OBTAINED BY CONTRACTOR) AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS.

B. ALL CONTRACTORS AND SUBCONTRACTORS INVOLVED WITH STORM WATER POLLUTION PREVENTION SHALL OBTAIN A COPY OF THIS DRAWING AND THE STATE OF FLORIDA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM GENERAL PERMIT (NPDES PERMIT) AND BECOME FAMILIAR WITH THEIR CONTENTS.

C. CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES (BMP) IN ALL CONSTRUCTION ACTIVITIES INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

1. FUEL SPILLS AND LEAKS PREVENTION
2. PREVENT/REDUCE VEHICLE AND EQUIPTMENT WASHING AND STEAM CLEANING
3. VEHICLE AND EQUIPTMENT MAINTENANCE AND REPAIR
4. PROPER OUTDOOR LOADING/UNLOADING OF MATERIALS
5. PREVENT/REDUCE OUTDOOR STORAGE OF RAW MATERIALS, PRODUCTS, AND BY-PRODUCTS
6. SOLID WASTE MANAGEMENT
7. HAZARDOUS WASTE MANAGEMENT
8. CONCRETE WASTE MANAGEMENT
9. SANDBLASTING WASTE MANAGEMENT
10. STRUCTURE CONSTRUCTION AND PAINTING
11. SPILL PREVENTION AND CONTROL
12. CONTAMINATED SOIL MANAGEMENT
13. SANITARY/SEPTIC WASTE MANAGEMENT
14. SOIL EROSION CONTROL
15. STORM WATER TURBIDITY MANAGEMENT

ADDITIONAL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED AS DICTATED BY CONDITIONS AT NO ADDITIONAL COST TO THE OWNER THROUGHOUT ALL PHASES OF CONSTRUCTION.

D. BEST MANAGEMENT PRACTICES (BMPS) AND CONTROLS SHALL CONFORM TO FEDERAL, STATE, OR LOCAL REQUIREMENTS OR MANUAL OF PRACTICE, AS APPLICABLE. CONTRACTOR SHALL IMPLEMENT ADDITIONAL CONTROLS AS DIRECTED BY PERMITTING AGENCY OR OWNER.

E. SITE MAP MUST CLEARLY DELINEATE ALL STATE WATERS. CONTRACTOR MUST MAINTAIN ALL PERMITS FOR ANY CONSTRUCTION ACTIVITY IMPACTING STATE WATERS OR REGULATED WETLANDS ON SITE AT ALL TIMES.

F. CONTRACTOR SHALL MINIMIZE CLEARING TO THE MAXIMUM EXTENT PRACTICAL OR AS REQUIRED BY THE GENERAL PERMIT.

G. CONTRACTOR SHALL BEGIN CLEARING AND GRUBBING THOSE PORTIONS OF THE SITE NECESSARY TO IMPLEMENT PERIMETER CONTROL MEASURES. CLEARING AND GRUBBING FOR THE REMAINING PORTIONS OF THE PROPOSED SITE SHALL COMMENCE ONCE PERIMETER CONTROLS ARE IN PLACE. PERIMETER CONTROLS SHALL BE ACTIVELY MAINTAINED UNTIL SAID AREAS HAVE BEEN STABILIZED AND SHALL BE REMOVED ONCE FINAL STABILIZATION IS COMPLETE.

H. GENERAL EROSION CONTROL BMPS SHALL BE EMPLOYED TO MINIMIZE SOIL EROSION AND POTENTIAL LAKE SLOPE CAVE-INS. WHILE THE VARIOUS TECHNIQUES REQUIRED WILL BE SITE AND PLAN SPECIFIC, THEY SHOULD BE EMPLOYED AS SOON AS POSSIBLE DURING CONSTRUCTION.

I. ON-SITE & OFF-SITE SOIL STOCKPILE AND BORROW AREAS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION THROUGH IMPLEMENTATION OF BEST MANAGEMENT PRACTICES. STOCKPILE AND BORROW AREA LOCATIONS SHALL BE NOTED ON THE SITE MAP AND PERMITTED IN ACCORDANCE WITH GENERAL PERMIT REQUIREMENTS.

J. SURFACE WATER QUALITY SHALL BE MAINTAINED BY EMPLOYING THE FOLLOWING BMP'S IN THE CONSTRUCTION PLANNING AND CONSTRUCTION OF ALL IMPROVEMENTS.

STORM WATER EROSION CONTROL PRACTICES:

A. CONTRACTORS OR SUBCONTRACTORS WILL BE RESPONSIBLE FOR REMOVING SEDIMENT FROM DETENTION PONDS AND ANY SEDIMENT THAT MAY HAVE COLLECTED IN THE STORM SEWER DRAINAGE SYSTEMS IN CONJUNCTION WITH THE STABILIZATION OF THE SITE.

B. SLOPES SHALL BE LEFT IN A ROUGHENED CONDITION DURING THE GRADING PHASE TO REDUCE RUNOFF VELOCITIES AND EROSION.

C. DUE TO THE GRADE CHANGES DURING THE DEVELOPMENT OF THE PROJECT, THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING THE EROSION CONTROL MEASURES (COMPOST SOCK DEVICES, ETC.) TO PREVENT EROSION.

D. WHERE PRACTICAL, STORMWATER SHALL BE CONVEYED BY SWALES.

E. EROSION CONTROL MEASURES SHALL BE EMPLOYED TO MINIMIZE TURBIDITY OF SURFACE WATERS LOCATED DOWNSTREAM OF ANY CONSTRUCTION ACTIVITY. WHILE THE VARIOUS MEASURES REQUIRED WILL BE SITE SPECIFIC, THEY SHALL BE EMPLOYED AS NEEDED IN ACCORDANCE WITH THE FOLLOWING:

1. IN GENERAL, EROSION SHALL BE CONTROLLED AT THE FURTHEST PRACTICAL UPSTREAM LOCATION.
2. STORMWATER INLETS SHALL BE PROTECTED DURING CONSTRUCTION. PROTECTION MEASURES SHALL BE EMPLOYED AS SOON AS PRACTICAL DURING THE VARIOUS STAGES OF INLET CONSTRUCTION. SILT BARRIERS SHALL REMAIN IN PLACE UNTIL SODDING AROUND INLETS IS COMPLETE.
3. WHEN NEEDED A TEMPORARY SEDIMENT TRAP SHOLD BE CONSTRUCTED TO DETAIN SEDIMENT-LADEN RUNOFF FROM DISTURBED AREAS.

F. SILT BARRIERS, ANY SILT WHICH ACCUMULATES BEHIND THE BARRIERS, AND ANY FILL USED TO ANCHOR THE BARRIERS SHALL BE REMOVED PROMPTLY AFTER THE END OF THE MAINTENANCE PERIOD SPECIFIED FOR THE BARRIERS.

G. SLOPES OF BANKS OF RETENTION/DETENTION PONDS SHALL BE CONSTRUCTED NOT STEEPER THAN 3H:1V FROM TOP OF BANK TO TWO FEET BELOW NORMAL WATER LEVEL, AS APPLICABLE.

H. SOD SHALL BE PLACED FOR A 2-FOOT WIDE STRIP ADJOINING ALL CURBING AND AROUND ALL INLETS. SOD SHALL BE PLACED BEFORE SILT BARRIERS ARE REMOVED.

I. WHERE REQUIRED TO PREVENT EROSION FROM SHEET FLOW ACROSS BARE GROUND FROM ENTERING A LAKE OR SWALE, A TEMPORARY SEDIMENT SUMP SHALL BE CONSTRUCTED.

J. FILTER FABRIC SHOULD BE USED FOR STORM DRAIN INLET PROTECTION BEFORE FINAL STABILIZATION.

WIND EROSION CONTROL PRACTICES:

A. WIND EROSION SHALL BE CONTROLLED BY EMPLOYING THE FOLLOWING METHODS AS NECESSARY AND APPROPRIATE:

1. BARE EARTH AREAS SHALL BE WATERED DURING CONSTRUCTION AS NECESSARY TO MINIMIZE THE TRANSPORT OF FUGITIVE DUST. IT MAY BE NECESSARY TO LIMIT CONSTRUCTION VEHICLE SPEED IF BARE EARTH HAS NOT BEEN EFFECTIVELY WATERED. IN NO CASE SHALL FUGITIVE DUST BE ALLOWED TO LEAVE THE SITE UNDER CONSTRUCTION.
2. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED (SEE PERMANENT STABALIZATION PRACTICES FOR DETAILS). THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN. CLEARED SITE DEVELOPMENT AREAS NOT CONTINUALLY SCHEDULED FOR CONSTRUCTION ACTIVITIES SHALL BE COVERED WITH HAY OR OVERSEEDED AND PERIODICALLY WATERED SUFFICIENTLY TO STABILIZE THE TEMPORARY GROUNDCOVER (SEE TEMPORARY STABALIZATION PRACTICES FOR DETAILS).
3. AT ANY TIME BOTH DURING AND AFTER SITE CONSTRUCTION THAT WATERING AND/OR VEGETATION ARE NOT EFFECTIVE IN CONTROLLING WIND EROSION AND/OR TRANSPORT OF FUGITIVE DUST, OTHER METHODS AS ARE NECESSARY FOR SUCH CONTROL SHALL BE EMPLOYED. THESE METHODS SHOULD INCLUDE ERECTION OF DUST CONTROL FENCES. A 6-FT GEOTEXTILE FILTER FIBER SHOULD BE HANGING AGAINST THE EXISTING CHAIN LINK FENCE AND GATE.

B. ALL DUST ON THE SITE SHALL BE CONTROLLED. THE USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED.

STABILIZATION PRACTICES:

SHALL BE IN ACCORDANCE WITH DEP DOCUMENT NO 62-621.300(4)(a)

STRUCTURAL PRACTICES:

SHALL BE IN ACCORDANCE WITH DEP DOCUMENT NO 62-621.300(4)(a)

WASTE DISPOSAL:

A. WASTE MATERIALS - ALL WASTE MATERIALS SHALL BE COLLECTED AND STORED IN A METAL DUMPSTER WITH A SECURE LID IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS. ALL TRASH AND CONSTRUCTION DEBRIS FROM THE SITE SHALL BE DEPOSITED IN THE DUMPSTER. THE SUPERINTENDENT SHALL COORDINATE WITH THE LOCAL UTILITIES TO HAVE THE DUMPSTER EMPTIED AT LEAST TWICE A WEEK AND THE WASTE TAKEN TO AN APPROPRIATE LANDFILL. NO CONSTRUCTION WASTE MATERIALS SHALL BE BURIED ON SITE. THE SUPERINTENDENT SHALL ORGANIZE TRAINING FOR THE EMPLOYEES IN THE PROPER PRACTICES WHEN DEALING WITH WASTE MATERIALS. THE SUPERINTENDENT SHALL BE RESPONSIBLE FOR POSTING AND ENFORCING WASTE MATERIAL PROCEDURES.

B. HAZARDOUS WASTE - HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS OR AS DIRECTED BY THE MANUFACTURER. THE SUPERINTENDENT SHALL ORGANIZE THE PROPER TRAINING FOR EMPLOYEES IN THE PROPER PRACTICES WHEN DEALING WITH HAZARDOUS WASTE MATERIALS. THESE PROCEDURES SHALL BE POSTED ON THE SITE. THE PERSON WHO MANAGES THE SITE SHALL BE RESPONSIBLE FOR ENFORCING THE PROCEDURES.

C. SANITARY WASTE - SANITARY WASTE SHALL BE COLLECTED AND DISPOSED OF IN ACCORDANCE WITH ALL LOCAL AND STATE LAWS. THE SUPERINTENDENT SHALL COORDINATE WITH THE LOCAL UTILITY FOR COLLECTION OF THE SANITARY WASTE AT LEAST THREE TIMES A WEEK TO PREVENT SPILLAGE ONTO THE SITE.

D. RUBBISH, TRASH, GARBAGE, LITTER, OR OTHER SUCH MATERIALS SHALL BE DEPOSITED INTO SEALED CONTAINERS. MATERIALS SHALL BE PREVENTED FROM LEAVING THE PREMISES THROUGH THE ACTION OF WIND OR STORM WATER DISCHARGE INTO DRAINAGE DITCHES OR WATERS OF THE STATE.

OFFSITE TRACKING:

A. GENERAL CONTRACTOR SHALL DENOTE ON PLAN THE TEMPORARY PARKING AND STORAGE AREA WHICH SHALL ALSO BE USED AS THE EQUIPMENT MAINTENANCE AND CLEANING AREA, EMPLOYEE PARKING AREA, AND AREA FOR LOCATION PORTABLE FACILITIES, OFFICE TRAILERS, AND TOILET FACILITIES. HEAVY CONSTRUCTION EQUIPMENT PARKING AND MAINTENANCE AREAS SHALL BE DESIGNED TO PREVENT OIL, GREASE, AND LUBRICANTS FROM ENTERING THE DRAINAGE FEATURES INCLUDING STORMWATER COLLECTION AND TREATMENT SYSTEMS. CONTRACTORS SHALL PROVIDE BROAD DIKES, HAY BALES OR SILT SCREENS AROUND, AND SEDIMENT SUMPS WITHIN, SUCH AREAS AS REQUIRED TO CONTAIN SPILLS OF OIL, GREASE OR LUBRICANTS. CONTRACTORS SHALL HAVE AVAILABLE, AND SHALL USE, ABSORBENT FILTER PADS TO CLEAN UP SPILLS AS SOON AS POSSIBLE AFTER OCCURRENCE.

B. ALL WASH WATER FROM CONCRETE TRUCKS, VEHICLE CLEANING, EQUIPMENT CLEANING, ETC. SHALL BE DETAINED ON SITE AND SHALL BE PROPERLY TREATED OR DISPOSED.

C. IF THE ACTION OF VEHICLES TRAVELING OVER THE GRAVEL CONSTRUCTION ENTRANCES IS NOT SUFFICIENT TO REMOVE THE MAJORITY OF DIRT OR MUD, THEN THE TIRES MUST BE WASHED BEFORE THE VEHICLES ENTER A PUBLIC ROAD. IF WASHING IS USED, PROVISIONS MUST BE MADE TO INTERCEPT THE WASH WATER AND TRAP THE SEDIMENT BEFORE IT IS CARRIED OFF THE SITE.

D. ALL MATERIALS SPILLED, DROPPED, WASHED, OR TRACKED FROM VEHICLES ONTO ROADWAYS OR INTO STORM DRAINS MUST BE REMOVED IMMEDIATELY.

MAINTENANCE:

ALL MEASURES STATED ON THIS EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

A. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.

B. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED, AND RESEEDED AS NEEDED.

C. THE COMPOST ROCK FILTRATION DEVICE SHALL BE INSPECTED PERIODICALLY FOR HEIGHT OF SEDIMENT AND CONDITION OF DEVICE. COMPOST SOCK SHALL BE REPAIRED TO ITS ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE COMPOST SOCK WHEN IT REACHES ONE-THIRD THE HEIGHT OF THE COMPOST SOCK.

D. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.

E. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.

F. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. THE SEDIMENT BASINS/DITCHES SHALL BE CHECKED MONTHLY FOR DEPTH OF SEDIMENT. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 10% AND AFTER CONSTRUCTION IS COMPLETE.

G. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN SEVEN CALENDAR DAYS FOLLOWING THE INSPECTION.DIVERSION DIKES SHALL BE INSPECTED MONTHLY. ANY BREACHES SHALL BE PROMPTLY REPAIRED.

H. A MAINTENANCE REPORT SHALL BE COMPLETED DAILY AFTER EACH INSPECTION OF THE SEDIMENT AND EROSION CONTROL METHODS. THE REPORTS SHALL BE FILED IN AN ORGANIZED MANNER AND RETAINED ON-SITE DURING CONSTRUCTION. AFTER CONSTRUCTION IS COMPLETED, THE REPORTS SHALL BE SAVED FOR AT LEAST THREE YEARS. THE REPORTS SHALL BE AVAILABLE FOR ANY AGENCY THAT HAS JURISDICTION OVER EROSION CONTROL.

I. ALL REPAIRS MUST BE MADE WITHIN 24 HOURS OF REPORT.

J. THE SUPERINTENDENT SHALL ORGANIZE THE TRAINING FOR INSPECTION PROCEDURES AND PROPER EROSION CONTROL METHODS FOR EMPLOYEES THAT COMPLETE INSPECTIONS AND REPORTS.

K. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.

SPILL PREVENTION AND CONTROL:

THE FOLLOWING ARE THE MATERIAL MANAGEMENT PRACTICES THAT WILL BE USED TO REDUCE THE RISK OF SPILLS OR OTHER ACCIDENTAL EXPOSURE OF MATERIALS AND SUBSTANCES TO STORM WATER RUNOFF.

A. GOOD HOUSEKEEPING

1. SUPERINTENDENT SHALL INSPECT PROJECT AREA DAILY FOR PROPER STORAGE, USE, AND DISPOSAL OF CONSTRUCTION MATERIALS.
2. STORE ONLY ENOUGH MATERIAL ON SITE FOR PROJECT COMPLETION.
3. ALL SUBSTANCES SHOULD BE USED BEFORE DISPOSAL OF CONTAINER.
4. ALL CONSTRUCTION MATERIALS STORED SHALL BE ORGANIZED AND IN THE PROPER CONTAINER AND IF POSSIBLE, STORED UNDER A ROOF OR PROTECTIVE COVER.
5. PRODUCTS SHALL NOT BE MIXED UNLESS DIRECTED BY THE MANUFACTURER.
6. ALL PRODUCTS SHALL BE USED AND DISPOSED OF ACCORDING TO THE MANUFACTURER'S RECOMMENDATIONS.

B. HAZARDOUS PRODUCTS

1. MATERIALS SHOULD BE KEPT IN ORIGINAL CONTAINER WITH LABELS UNLESS THE ORIGINAL CONTAINERS CANNOT BE RESEALED. IF ORIGINAL CONTAINERS CANNOT BE USED, LABELS AND PRODUCT INFORMATION SHALL BE SAVED.
2. PROPER DISPOSAL PRACTICES SHALL ALWAYS BE FOLLOWED IN ACCORDANCE WITH MANUFACTURER AND LOCAL/STATE REGULATIONS.

C. PRODUCT SPECIFIC PRACTICES

1. PETROLEUM PRODUCTS MUST BE STORED IN PROPER CONTAINERS AND CLEARLY LABELED. VEHICLES CONTAINING PETROLEUM PRODUCTS SHALL BE PERIODICALLY INSPECTED FOR LEAKS. PRECAUTIONS SHALL BE TAKEN TO AVOID LEAKAGE OF PETROLEUM PRODUCTS ON SITE.
2. THE MINIMUM AMOUNT OF FERTILIZER SHALL BE USED AND MIXED INTO THE SOIL IN ORDER TO LIMIT EXPOSURE TO STORM WATER. FERTILIZERS SHALL BE STORED IN A COVERED SHED. THE CONTENTS OF ANY PARTIALLY USED BAGS OF FERTILIZER SHALL BE TRANSFERRED TO A SEALABLE PLASTIC BIN TO AVOID SPILLS.
3. PAINT CONTAINERS SHALL BE SEALED AND STORED WHEN NOT IN USE. EXCESS PAINT MUST BE DISPOSED OF IN AN APPROVED MANNER.
4. CONCRETE TRUCKS SHALL NOT BE ALLOWED TO WASH OUT OR DISCHARGE SURPLUS CONCRETE OR DRUM WASH WATER ON THE SITE.

SPILL CLEAN UP:

IN ADDITION TO THE GOOD HOUSEKEEPING AND MATERIAL MANAGEMENT PRACTICES DISCUSSED ABOVE, THE FOLLOWING PRACTICES SHALL BE FOLLOWED FOR SPILL PREVENTION AND CLEANUP:

A. SPILL CLEANUP INFORMATION SHALL BE POSTED ON SITE TO INFORM EMPLOYEES ABOUT CLEANUP PROCEDURES AND RESOURCES.

B. THE FOLLOWING CLEAN-UP EQUIPMENT MUST BE KEPT ON-SITE NEAR THE MATERIAL STORAGE AREA: GLOVES, MOPS, RAGS, BROOMS, DUST PANS, SAND, SAWDUST, LIQUID ABSORBER, GOGGLES, AND TRASH CONTAINERS.

C. SUFFICIENT OIL AND GREASE ABSORBING MATERIALS AND FLOTATION BOOMS SHALL BE MAINTAINED ONSITE AND READILY AVAILABLE TO CONTAIN AND CLEAN-UP FUEL OR CHEMICAL SPILLS AND LEAKS.

D. ALL SPILLS SHALL BE CLEANED UP AS SOON AS POSSIBLE.

E. WHEN CLEANING A SPILL, THE AREA SHOULD BE WELL VENTILATED AND THE EMPLOYEE SHALL WEAR PROPER PROTECTIVE COVERING TO PREVENT INJURY.

F. TOXIC SPILLS MUST BE REPORTED TO THE PROPER AUTHORITY REGARDLESS OF THE SIZE OF THE SPILL.

G. AFTER A SPILL, THE PREVENTION PLAN SHALL BE REVIEWED AND CHANGED TO PREVENT FURTHER SIMILAR SPILLS FROM OCCURRING. THE CAUSE OF THE SPILL, MEASURES TO PREVENT IT, AND HOW TO CLEAN THE SPILL UP SHALL BE RECORDED.

H. THE SUPERINTENDENT SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR AND IS RESPONSIBLE FOR THE DAY TO DAY SITE OPERATIONS. THE SUPERINTENDENT ALSO OVERSEES THE SPILL PREVENTION PLAN AND SHALL BE RESPONSIBLE FOR EDUCATING THE EMPLOYEES ABOUT SPILL PREVENTION AND CLEANUP PROCEDURES.

SEQUENCE OF CONSTRUCTION

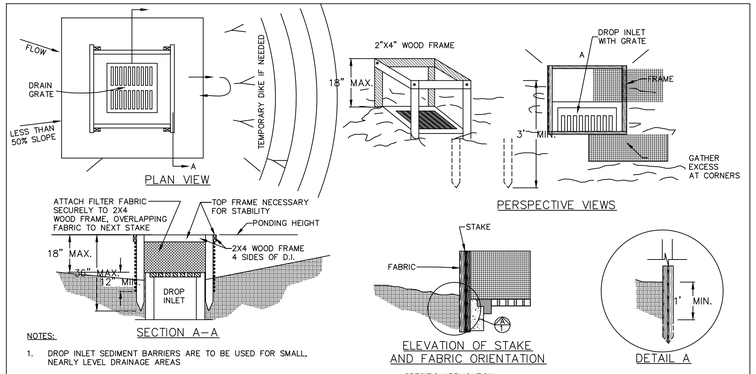
UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.

1. CONSTRUCT STABILIZED CONSTRUCTION ENTRANCE AND INSTALL SILT FENCE
2. DEMOLISH EXISTING STRUCTURES, (IF APPLICABLE)
3. CONSTRUCT AND STABILIZE SEDIMENT BASIN AND DRAINAGE SWALES WITH APPROPRIATE OUTFALL STRUCTURES (CLEAR ONLY THOSE AREAS NECESSARY TO INSTALL CONTROL DEVICES LISTED ABOVE)
4. INSTALL AND STABILIZE ANY NECESSARY HYDRAULIC CONTROL STRUCTURES (DIKES, CHECK DAMS, OUTLET TRAPS, ETC.)
5. PREPARE CLEARING AND GRUBBING OF THE SITE, (IF APPLICABLE)
6. START CONSTRUCTION OF THE BUILDING PAD AND STRUCTURES
7. PERFORM MASS GRADING, ROUGH GRADE TO ESTABLISH PROPOSED DRAINAGE PATTERNS.
8. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DISTURBED AREAS THAT WILL BE INACTIVE FOR 7 DAYS OR MORE AS REQUIRED BY GENERIC PERMIT.

HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEER CONSULTANT TO PERFORM INSPECTION AND CERTIFICATION OF BMPS. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.

CONTRACTOR TO BE RESPONSIBLE FOR OBTAINING ALL DEWATERING PERMITS NECESSARY FOR CONSTRUCTION.

THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH THE REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.



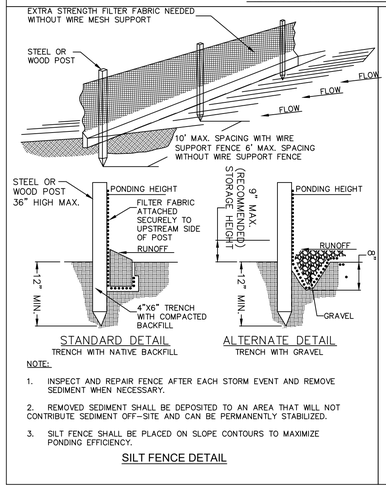
NOTES:

1. DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL, NEARLY LEVEL DRAINAGE AREAS
2. USE 2X4 OR EQUIVALENT METAL STAKES, (3' MIN. LENGTH)
3. INSTALL 2X4 TOP WOOD FRAME TO INSURE STABILITY.
4. THE TOP OF THE FRAME (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BY PASSING THE INLET. A TEMPORARY DIKE MAY BE NECESSARY ON THE DOWNSLOPE SIDE OF THE STRUCTURE.

SPECIFIC APPLICATION:

THIS METHOD OF INLET PROTECTION IS APPLICABLE WHERE THE INLET DRAINS IS A RELATIVELY FLAT AREA (SLOPE NO GREATER THAN 5%) WHERE THE INLET SHEET OR OVERLAND FLOWS (NOT EXCEEDING 1 C.F.S.) ARE TYPICAL. THE METHOD SHALL NOT APPLY TO INLETS RECEIVING CONCENTRATED FLOWS, SUCH AS IN STREET OR HIGHWAY MEDIANS.

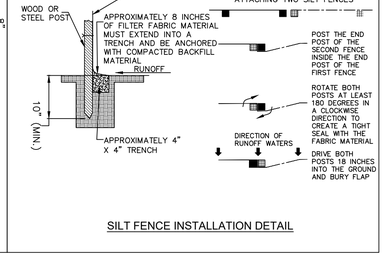
FILTER FABRIC DROP INLET SEDIMENT BARRIER



NOTE:

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

SILT FENCE DETAIL



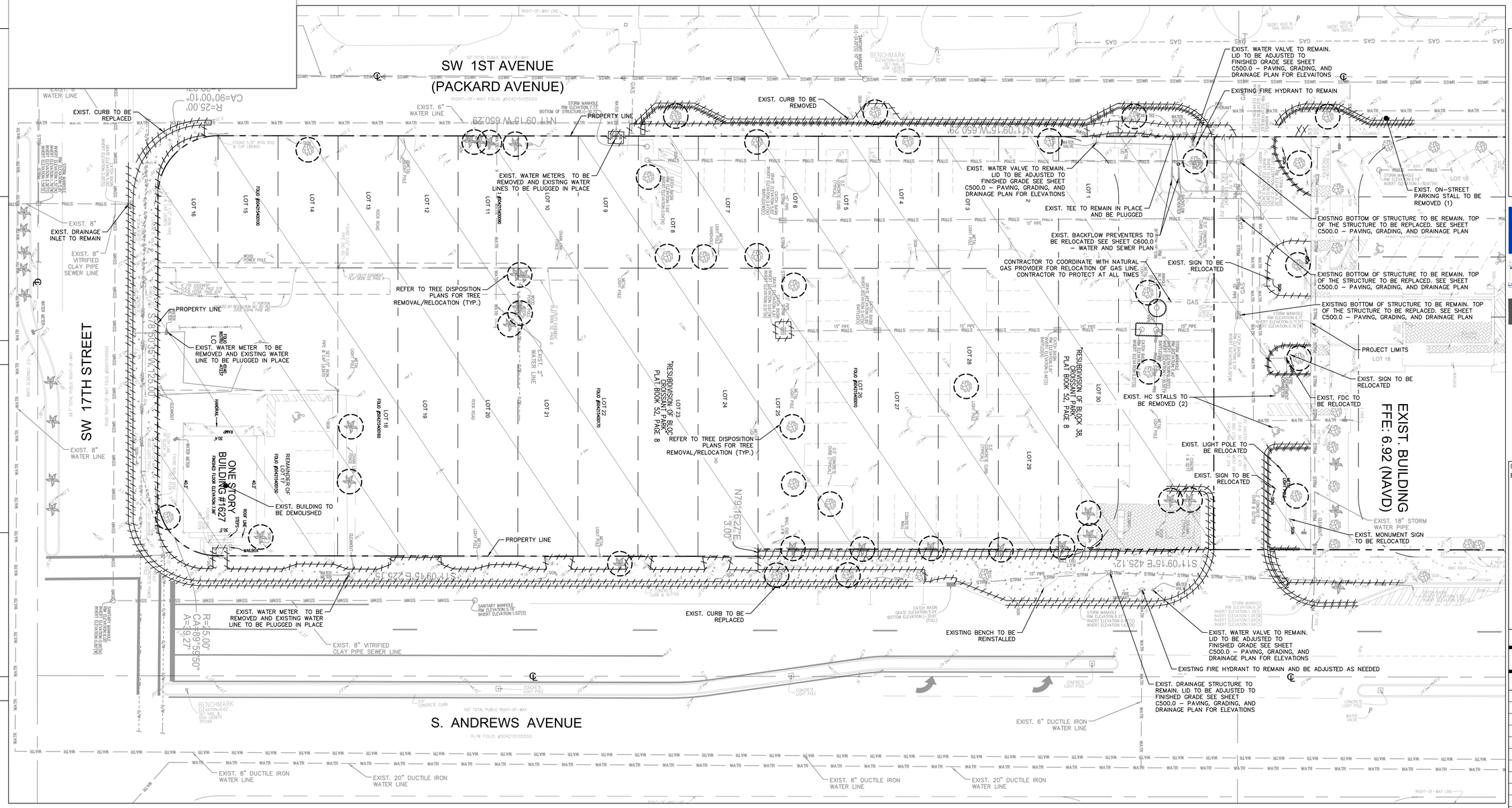
SILT FENCE INSTALLATION DETAIL

NOTES:

1. CONTRACTOR TO CONSIDER POTENTIAL DEWATERING ACTIVITIES WHEN PREPARING BID DOCUMENTS FOR THIS PROJECT.
2. CONTRACTOR SHALL OBTAIN ANY NECESSARY DEWATERING PERMITS AS SITE CONDITIONS AND CONSTRUCTION ACTIVITIES REQUIRE.
3. CONTRACTOR TO USE BEST MANAGEMENT PRACTICES TO ENSURE COMPLIANCE WITH NPDES AND WATER MANAGEMENT DISTRICT REGULATIONS FOR STORMWATER DISCHARGE FROM CONSTRUCTION ACTIVITIES AND DEWATERING OPERATIONS.
4. IT SHOULD BE NOTED THAT THE MEASURE IDENTIFIED ON THIS PLAN ARE ONLY SUGGESTED BMP(S). THE CONTRACTOR SHALL PROVIDE POLLUTION PREVENTION AND EROSION CONTROL MEASURES AS NECESSARY TO CONFORM TO CURRENT CITY, FDEP AND SFWMD CODES AND SPECIFICATIONS.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND	
	PROPERTY LINE
WATR WATR	EXISTING WATER
SSWR SSWR	EXISTING SANITARY SEWER
STRM STRM	EXISTING STORM SEWER
O/W O/W	EXISTING OVERHEAD WIRE
COM	EXISTING COMMUNICATION LINE
GAS	EXISTING NATURAL GAS LINE
XX.XX'	EXISTING GRADE
	EXITING CATCH BASIN
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
S	EXISTING SANITARY SEWER MANHOLE
D	EXISTING STORM SEWER MANHOLE
O/W O/W	EXISTING OVERHEAD WIRE TO BE REMOVED
	EXISTING ITEMS TO BE REMOVED
	EXISTING TO BE REMOVED WITHIN BOUNDARY
	EXIST. CONCRETE TO BE REMOVED

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

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Sunshine811

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

Check positive response codes before you dig!

Broward Health NORTH

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SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

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DMZ DESIGN MATTERS

Kimley»Horn

CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

INCOMPLETE DOCUMENTS FOR INTERIM REVIEW ONLY. NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

DEMOLITION PLAN

175309
JOB NO.

C400.0
SHEET

DEMOLITION NOTES AND SPECIFICATIONS:

SHOULD ANY SECTION OF THESE DEMOLITION NOTES BE IN DIRECT CONFLICT WITH THE PROVISIONS OR TECHNICAL SPECIFICATIONS CONTAINED IN THE CONTRACT DOCUMENT FOR THIS PROJECT, THE INTENT OF THE CONTRACT DOCUMENT SHALL GOVERN.

I. GENERAL

FOR THIS PROJECT, "OWNER" SHALL MEAN NORTH BROWARD HOSPITAL DISTRICT, "SURVEY" SHALL MEAN THE BOUNDARY AND TOPOGRAPHIC SURVEY PREPARED BY PULICE LAND SURVEYORS, INC. ON 09/16/2024 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER:L.S.2691, AND "ENGINEER" SHALL MEAN THE ENGINEER OF RECORD.

1. EXISTING CONDITIONS, UTILITIES, STRUCTURES AND OTHER IMPROVEMENTS, AS SHOWN ON THE DEMOLITION DRAWINGS, WERE TAKEN FROM THE SURVEY, AND FROM INFORMATION PROVIDED BY UTILITY COMPANIES. AN ATTEMPT HAS BEEN MADE TO SHOW ALL EXISTING STRUCTURES, UTILITIES, DRIVES, WALKS, ETC., IN THEIR APPROXIMATE LOCATION. OTHERS MAY EXIST AND MAY BE FOUND UPON VISITING THE SITE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ACCURATELY LOCATE ALL FACILITIES AND TO DETERMINE THEIR EXTENT. IF SUCH FACILITIES OBSTRUCT THE PROGRESS OF THE WORK AND ARE NOT INDICATED TO BE REMOVED OR RELOCATED, THEY SHALL BE REMOVED OR RELOCATED ONLY AS DIRECTED BY THE OWNER, ARCHITECT, OR ENGINEER OF RECORD, AT NO ADDITIONAL COST TO THE OWNER.
2. SOME ITEMS TO BE REMOVED MAY NOT BE DEPICTED ON THE TOPOGRAPHIC SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE FULL EXTENT OF ITEMS TO BE REMOVED. IF ANY ITEMS ARE IN QUESTION, THE CONTRACTOR SHALL CONTACT THE OWNER PRIOR TO REMOVAL OF SAID ITEMS.
3. ORGANIZE AND PERFORM DEMOLITION WORK TO AVOID DAMAGE TO CONSTRUCTION INTENDED TO REMAIN, INCLUDING TREES (SEE LANDSCAPE PLANS FOR DETAILS).
4. DEMOLITION AND REMOVAL OPERATIONS SHALL BE CONDUCTED IN AN EXPEDIENT MANNER, WITH PRECAUTIONS TAKEN TO PREVENT THE DEMOLITION SITE FROM BEING A NUISANCE.
5. PERFORM REMOVAL AND DEMOLITION IN ACCORDANCE WITH DEMOLITION SCHEDULE (REFER TO SECTION IV.) AND TAKE NECESSARY PRECAUTIONS TO PROTECT EXISTING ADJACENT BUILDINGS, FURNISHINGS, AND EQUIPMENT. NOTIFY THE ENGINEER OF ANY CONDITIONS THAT MAY AFFECT THE SAFETY OF OCCUPANTS OF ADJACENT BUILDINGS. THE NORMAL USE OF THESE FACILITIES, OR THE PHYSICAL CONDITION OF THE STRUCTURES.
6. ALL EXISTING UTILITIES OUTSIDE THE PROPERTY BOUNDARIES ARE TO REMAIN, UNLESS OTHERWISE NOTED.
7. PRIOR TO DEMOLITION ACTIVITIES, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT ALL AFFECTED UTILITY COMPANIES IN ORDER TO COORDINATE THE DEACTIVATION OF ALL EXISTING UTILITY LINES WITHIN THE PROPERTY. ONCE ALL ONSITE UTILITIES HAVE BEEN DEACTIVATED, ALL LINES SHALL BE CUT AND CAPPED INSIDE THE PROPERTY LINE, AND REMOVED (UNLESS OTHERWISE INDICATED).
8. THE CONTRACTOR SHALL USE EXTREME CAUTION IN REMOVING ANY STRUCTURES AND UTILITIES ABOVE AND BELOW GRADE TO PREVENT DAMAGE TO EXISTING UTILITIES WHICH ARE TO REMAIN IN SERVICE. ANY DAMAGE TO EXISTING PIPELINES, UTILITIES, ETC., CAUSED BY THE CONTRACTOR SHALL BE REPAIRED, AT THE CONTRACTOR'S EXPENSE, IN A MANNER ACCEPTABLE TO THE PARTY IN OWNERSHIP OF THE DAMAGED PROPERTY. THE CONTRACTOR SHALL REPORT ANY EXISTING DAMAGE PRIOR TO BEGINNING WORK. IN THE EVENT OF ACCIDENTAL DISRUPTION OF UTILITIES OR THE DISCOVERY OF PREVIOUSLY UNKNOWN UTILITIES, STOP WORK IMMEDIATELY AND NOTIFY THE AFFECTED UTILITY COMPANY AND THE ENGINEER. DO NOT CONTINUE WORK UNTIL THE UTILITY COMPANY, ENGINEER, AND CONTRACTOR AGREE ON A PLAN TO CORRECT THE SITUATION OR IDENTIFY THE UTILITY SERVICE LINE.
9. EXISTING WORK NOT SPECIFIED FOR REMOVAL WHICH IS TEMPORARILY REMOVED, DAMAGED, EXPOSED, OR IN ANY WAY DISTURBED OR ALTERED BY THE CONTRACTORS ACTIVITIES SHALL BE REPAIRED, PATCHED OR REPLACED, SOLELY AT THE CONTRACTOR'S EXPENSE, TO THE ENGINEER'S AND OWNER'S SATISFACTION.
10. TITLE AND RESPONSIBILITY TO MATERIALS AND EQUIPMENT TO BE REMOVED, EXCEPT SALVAGEABLE EQUIPMENT TO BE RETAINED BY THE OWNER, IS VESTED TO THE CONTRACTOR UPON RECEIPT OF NOTICE TO PROCEED. THE OWNER WILL NOT BE RESPONSIBLE FOR THE CONDITION, LOSS OR DAMAGE TO SUCH MATERIALS AND EQUIPMENT AFTER THE ISSUANCE OF THE NOTICE TO PROCEED.
11. IT IS THE CONTRACTOR'S RESPONSIBILITY TO:
    A. PROTECT ALL EXISTING STRUCTURAL AND VEGETATIVE ELEMENTS TO REMAIN DURING DEMOLITION UNLESS OTHERWISE SPECIFIED.
    B. IF APPLICABLE, PATCH AND REPAIR ALL SURFACES WITHIN THE PUBLIC R/W AFFECTED BY DEMOLITION
    C. SAW-CUT IN NEAT, STRAIGHT LINES, EXISTING CONC. OR ASPHALT PAVEMENT.
    D. REMOVE ALL EXISTING IRRIGATION LINES WITHIN THE LIMITS OF DEMOLITION UNLESS OTHERWISE NOTED.
    E. ALL EXISTING CHAIN LINK FENCES AND CBS WALLS ALONG THE PERIMETER OF THE PROPERTY SHALL REMAIN, UNLESS OTHERWISE SPECIFIED.
    F. NO ELECTRIC POLES, STREET LIGHTS, WATER METERS/VALVES, FIRE HYDRANTS ETC. WILL BE REMOVED WITHIN THE ROADWAY RIGHT-OF-WAY, UNLESS OTHERWISE NOTED ON THE DEMOLITION PLANS.
    G. REFER TO LANDSCAPE PLANS FOR VERIFICATION OF ALL EXISTING TREES TO BE REMOVED, RELOCATED OR TO REMAIN.
    H. MAINTAIN ALL EXISTING SURVEY REFERENCES AND MARKERS IN PLACE, OTHERWISE THEY SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

II. DESCRIPTION

1. PROVIDE ALL LABOR, MATERIALS, EQUIPMENT, SERVICES, ETC., NECESSARY AND INCIDENTAL TO THE COMPLETION OF ALL SITE DEMOLITION AND CLEARING WORK AS SHOWN ON THE DRAWINGS AND SPECIFIED HEREIN, INCLUDING THE LEGAL TRANSPORT AND OFF-SITE DISPOSAL OF DEMOLITION DEBRIS.
2. ALL SITE WORK INCLUDES , BUT IS NOT LIMITED TO THE FOLLOWING:
    A. FULL-DEPTH REMOVAL OF EXISTING SIDEWALKS, DRIVES, CURBS, AND PAVEMENT.
    B. FULL DEPTH REMOVAL OF EXISTING BUILDING FOUNDATIONS, UNDERGROUND UTILITIES AND RELATED STRUCTURES.
    C. CLEARING SITE OF VEGETATION AND TREES AS NOTED ON THE LANDSCAPE PLANS.
    D. CLEARING SITE OF DEMOLITION DEBRIS.
    E. REMOVAL FROM SITE AND DISPOSAL OF ALL EXCESS AND UNUSABLE MATERIAL.
    F. COORDINATION WITH ALL UTILITY COMPANIES/OWNERS PRIOR TO DEACTIVATION OF EXISTING UTILITIES.

III. APPLICABLE CODES

1. DEMOLITION AND TRANSPORTATION OF DEBRIS SHALL COMPLY WITH APPLICABLE LOCAL, STATE, AND FEDERAL CODES AND REGULATIONS GOVERNING THESE OPERATIONS. THE CONTRACTOR SHALL OBTAIN AND PAY FOR ANY PERMITS, BONDS, LICENSES, ETC., REQUIRED FOR DEMOLITION AND CLEARING WORK.
2. ANY WORK WITHIN PUBLIC RIGHT-OF-WAY SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT, AND OTHER GOVERNMENTAL AGENCIES WHO MAY HAVE JURISDICTION OF THE PUBLIC RIGHT-OF-WAY. SAID WORK SHALL NOT BEGIN UNTIL THE CONTRACTOR HAS OBTAINED ALL PERMITS AND NOTIFIED ALL THE GOVERNING AUTHORITIES.

IV. SEQUENCING AND SCHEDULING

1. AREAS ADJACENT TO DEMOLITION AND REMOVAL WORK MAY BE OCCUPIED AND THEIR ACTIVITIES CANNOT BE INTERRUPTED OR DISTURBED DURING NORMAL WORKING HOURS. DEMOLITION SCHEDULE SHALL BE COORDINATED WITH ALL ADJACENT PROPERTY OWNERS AND ANY OTHER PARTIES WHOSE DAILY ACTIVITIES WOULD BE AFFECTED BY THE DEMOLITION WORK.
2. COORDINATE WITH APPLICABLE UTILITY COMPANIES FOR UTILITY LINE REMOVAL, CAPPING AND UTILITY SHUTDOWNS NECESSITATED BY REMOVAL WORK.

V. ENVIRONMENTAL PROTECTION

1. CONTROL AMOUNT OF DUST RESULTING FROM CONSTRUCTION OR DEMOLITION TO PREVENT SPREAD OF DUST TO OTHER BUILDINGS AND TO AVOID CREATION OF A NUISANCE IN SURROUNDING AREAS. USE OF WATER TO CONTROL DUST WILL NOT BE PERMITTED WHEN IT WILL RESULT IN, OR CREATE, HAZARDOUS OR OBJECTIONABLE CONDITIONS SUCH AS FLOODING.
2. NOISE PRODUCING ACTIVITIES SHALL BE HELD TO A MINIMUM. INTERNAL COMBUSTION ENGINES AND COMPRESSORS, ETC., SHALL BE EQUIPPED WITH MUFFLERS TO REDUCE NOISE TO A MINIMUM. CONTRACTOR SHALL COMPLY WITH ALL NOISE ABATEMENT ORDINANCES.
3. THE USE OF EXPLOSIVES WILL NOT BE PERMITTED.
4. DISPOSITION OF DEMOLISHED MATERIALS BY BURNING IS NOT PERMITTED.
5. ALL CLEARING SHALL BE PERFORMED IN A MANNER SUCH AS TO PREVENT ANY WASH-OFF OF SOILS AND DEBRIS FROM THE SITE INTO PUBLIC RIGHT-OF-WAY WATER BODIES, AND/OR STORM DRAINAGE SYSTEMS. APPROPRIATE SEDIMENTATION PONDS, DIKES, COLLARS, AND FILTER MEDIA SHALL BE EMPLOYED TO INSURE COMPLIANCE WITH THESE REQUIREMENTS. WHERE A SPECIFIC STATUTE GOVERNS THESE PROCEDURES, SUCH STATUTE SHALL BE COMPLIED WITH IN ITS ENTIRETY.
6. AT ALL TIMES DURING THE CLEARING OPERATION, THE EXPOSED AREAS OF SUBGRADE SHALL BE MAINTAINED IN A CONDITION COMPATIBLE WITH POSITIVE DRAINAGE OF THE WORK AREA. NO WATER WILL BE PERMITTED TO STAND IN OPEN EXCAVATIONS. ALL STORMWATER RUNOFF SHALL BE CONTAINED WITHIN THE SITE. FAILURE TO MAINTAIN SUCH DRAINAGE SHALL BE CONSIDERED ADEQUATE CAUSE TO ORDER TEMPORARY SUSPENSION OF THE WORK.
7. IF IT SHOULD BECOME NECESSARY TO STOP WORK FOR INDEFINITE PERIODS, THE CONTRACTOR SHALL TAKE EVERY PRECAUTION TO PREVENT DAMAGE OR DETERIORATION OF THE WORK ALREADY PERFORMED, PROVIDE SUITABLE AND FUNCTIONAL DRAINAGE BY OPENING DITCHES, FILTER DRAINS, TEMPORARY CUT-OFF LINES, ETC., AND ERECT TEMPORARY PROTECTIVE STRUCTURES WHERE NECESSARY. ALL EMBANKMENTS SHALL BE BACK-BLADED AND SUITABLY SEALED TO PROTECT AGAINST ADVERSE WEATHER CONDITIONS.
8. THE CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS WHEN REMOVING ABANDONED AND DE-ENERGIZED MATERIALS. IF ASBESTOS PIPES ARE ENCOUNTERED, THE CONTRACTOR WILL TAKE ALL NECESSARY ABATEMENT STEPS AS REQUIRED BY GOVERNING REGULATIONS TO SAFELY REMOVE AND DISPOSE OF SAID FACILITIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY UPON DISCOVERY OF SAID MATERIALS.
9. THE CONTRACTOR SHALL SECURE THE WORK AREA WITH FENCING OR OTHER MEANS AS APPROVED BY THE OWNER.

VI. TRAFFIC MAINTENANCE

1. THE CONTRACTOR SHALL FOLLOW FDOT MAINTENANCE OF TRAFFIC PROCEDURES DURING DEMOLITION IN PUBLIC RIGHT-OF-WAYS AND PRIVATE DRIVEWAYS, PEDESTRIANS PATHS, AND ROADWAYS (INDEX 102-600 SERIES), AND PREPARE AND OBTAIN APPROVAL OF SUCH MAINTENANCE OF TRAFFIC PLAN FROM THE APPROPRIATE REGULATORY AGENCY.
2. THE CONTRACTOR SHALL PROVIDE ADEQUATE BRACING, SHORING, TEMPORARY CROSSOVER FOR PEDESTRIAN AND VEHICULAR TRAFFIC INCLUDING GUARDRAILS, LAMPS, WARNING SIGNS AND FLAGS AS REQUIRED BY AGENCIES HAVING JURISDICTION, AND SHALL NOT REMOVE THESE UNTIL THE NEED FOR PROTECTION CEASES.
3. THE CONTRACTOR MAY NOT CLOSE ANY SIDEWALKS WITHOUT PROVIDING ALTERNATE ROUTES IN ACCORDANCE WITH FDOT INDEX 102-660 AND OBTAINING APPROVAL FROM THE GOVERNING JURISDICTIONAL AGENCY.
4. THE CONTRACTOR SHALL CONDUCT REMOVAL OPERATIONS SO THAT TRAFFIC IS MAINTAINED ALONG EXISTING STREETS AND WALKS. ALL PUBLIC PAVED STREETS AND WALKWAYS MUST BE KEPT FREE OF DEBRIS. THE CONTRACTOR MUST REMOVE MATERIAL AND OTHER MATTER TRACKED OR FALLEN ONTO TRAFFIC SURFACES.

VII. CLEAN UP

1. REMOVE DEMOLISHED CONSTRUCTION MATERIALS AND RELATED DEBRIS FROM THE SITE ON A REGULAR BASIS. ACCUMULATION OF DEBRIS ON THE SITE WILL NOT BE PERMITTED. SELLING OF SALVAGEABLE MATERIALS IS NOT PERMITTED AT THE SITE.
2. REMOVE MATERIALS, INCLUDING DEBRIS AND DUST, AND DISPOSE OF LEGALLY OFF SITE. NO DEBRIS SHALL BE BURNED OR BURIED ON THE SITE AS A MEANS OF DISPOSAL. USE METHODS APPROVED BY THE REGULATORY AGENCIES PRIOR TO BEGINNING CLEANUP OPERATIONS. USE OF BLOWERS TO DISTRIBUTE DUST WILL NOT BE PERMITTED.
3. MATERIAL DESIGNATED FOR REMOVAL SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND ANY SALVAGE VALUE THERE FROM WILL ACCRUE TO THE CONTRACTOR.

GENERAL DEMOLITION SPECIFICATIONS:

1. THE LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES SHOWN ON THE DRAWINGS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY.
2. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES AND OTHER FEATURES AFFECTING THE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES THAT MIGHT IMPACT THE WORK.
3. CHAPTER 553.851 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL UTILITIES A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO EXCAVATING.
4. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES BEFORE EXCAVATION.
5. THE CONTRACTOR SHALL FURNISH ALL MATERIALS, LABOR, SUPERVISION, AND EQUIPMENT REQUIRED FOR THE ORDERLY DEMOLITION AND REMOVAL OF EXISTING STRUCTURES, PAVEMENT AND UTILITIES AS SHOWN ON THE DRAWINGS AND DESCRIBED HEREIN.
6. THE CONTRACTOR IS REQUIRED TO FAMILIARIZE HIMSELF WITH THE STRUCTURES TO BE DEMOLISHED.
7. THE FOLLOWING LIST OF STRUCTURES REQUIRING DEMOLITION IS INCLUDED FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE DRAWINGS INDICATE THE SCOPE OF DEMOLITION WHERE DEMOLITION IS REQUIRED.
7.1. DEMOLITION AND REMOVAL OF A 5' MIN.± STRIP OF EXISTING ON-SITE ASPHALT, CONCRETE AND CURBING AROUND THE PERIMETER OF THE EXISTING STRUCTURES AND UTILITIES BEING DEMOLISHED.
7.2. REMOVAL OF EXISTING ON-SITE ABOVEGROUND AND UNDERGROUND UTILITIES, INCLUDING REMOVAL OR PLUGGING OF EXISTING UTILITIES AS SHOWN ON PLANS.
8. PRIOR TO REMOVAL OF ANY UNDERGROUND TANK AND OTHER COMPONENT, CONTRACTOR MUST COMPLETELY DRAIN THE SYSTEMS TO AN APPROVED SANITATION TANK FOR DISPOSAL TO AN APPROVED LOCATION, AS REQUIRED BY DISPOSAL PERMIT.
9. PROTECT ALL UTILITIES, UNLESS OTHERWISE NOTED.
10. ALL THE CONCRETE AND PAVEMENT TO BE REMOVED MUST BE SAW CUT CLEAN PRIOR TO REMOVAL.
11. WET DOWN MASONRY WALLS AND DEBRIS DURING DEMOLITION AND LOADING OPERATIONS TO PREVENT THE SPREAD OF DUST (AS APPLICABLE TO PROJECT).
12. ALL EXISTING STRUCTURES, PAVEMENTS, SLABS, FOUNDATIONS, STEPS AND OTHER ON-SITE EXISTING FEATURES INDICATED ON THE DRAWINGS TO BE REMOVED SHALL BE DEMOLISHED AND REMOVED BY THE CONTRACTOR (AS APPLICABLE TO PROJECT).
13. ALL EXISTING SEWERS, PIPING AND UTILITIES SHOWN ON THE DRAWINGS ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK.
14. THE CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO REMOVAL OR RELOCATION OF ANY ELECTRICAL, TELEPHONE, CABLE AND/OR GAS LINES. SUFFICIENT TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
15. CONTRACTOR MUST STOP OPERATION AND NOTIFY THE OWNER/ENGINEER FOR PROPER DIRECTION IF ANY ENVIRONMENTAL OR HEALTH RELATED CONTAMINANT IS ENCOUNTERED DURING THE DEMOLITION/EXCAVATION PROCESS.
16. FILL FOR LOWER LEVELS OF DEMOLISHED STRUCTURES MAY INCLUDE CONCRETE OR MASONRY RUBBLE RESULTING FROM DEMOLITION, SUBJECT TO THE ENGINEER'S/ARCHITECT'S APPROVAL. RUBBLE SHALL PASS THROUGH A THREE-INCH RING.
17. REMOVE AND LEGALLY DISPOSE OF ALL OTHER RUBBISH, RUBBLE, AND DEBRIS. COMPLY WITH ALL APPLICABLE LAWS AND REGULATIONS GOVERNING DISPOSAL OF WASTES AND DEBRIS.
18. MAINTAIN ACCESS TO SURROUNDING PROPERTIES AND BUILDINGS.
19. PRIOR TO DEMOLITION OCCURRING ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
20. ALL TRAFFIC SIGNS OUTSIDE THE DEMOLITION AREA ARE TO REMAIN UNLESS OTHERWISE SPECIFIED.
21. ANY MUCK ENCOUNTERED UNDER PROPOSED STRUCTURES SHALL BE REMOVED TO FIVE-FEET BEYOND THE FOOTPRINT OF THAT STRUCTURE. BACKFILL WITH APPROVED FILL MATERIAL SATISFYING ALL COMPACTION REQUIREMENTS.
22. ALL EXISTING UTILITIES WITHIN THE DEMOLITION SITE AREA SHALL BE ADJUSTED, REMOVED OR RELOCATED AT THE CONTRACTOR'S EXPENSE. WORK SHALL BE COORDINATED BY THE CONTRACTOR DIRECTLY WITH THE APPROPRIATE UTILITY COMPANY. ALL EXPENSES SHALL BE INCLUDED IN THE CONTRACTOR'S BID.
23. ALL TRASH, DEBRIS AND OTHER MATERIAL REMOVED FROM THE SITE SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

PRE-DEMOLITION RESPONSIBILITIES:

1. UPON RECEIPT OF NOTICE OF AWARD, THE CONTRACTOR SHALL ARRANGE A PRE-DEMOLITION CONFERENCE TO INCLUDE ALL INVOLVED GOVERNMENTAL AGENCIES, ALL AFFECTED UTILITY OWNERS, THE OWNER, THE ENGINEER AND THE CONTRACTOR.
2. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DEMOLITION SCHEDULE DEPICTING EACH PHASE OF THE WORK.
3. PRIOR TO DEMOLITION, CONTRACTOR TO PROVIDE FOR THE OWNER A LISTING OF THE FACILITIES THE CONTRACTOR SHALL UTILIZE FOR RECYCLING AND DISPOSAL OF SPECIFIC MATERIALS. CONTRACTOR TO INDICATE THE MATERIALS INTENDED FOR RECYCLING AND THE MATERIALS INTENDED FOR DISPOSAL FOR OWNER'S APPROVAL.
4. PRIOR TO DEMOLITION, CONTRACTOR TO PROVIDE THE OWNER SKETCHES SHOWING PROPOSED HAULING ROUTES TO RECYCLING AND DISPOSAL FACILITIES FOR APPROVAL.
5. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL VERIFY THE SIZE, LOCATION, ELEVATION, AND MATERIAL OF ALL EXISTING UTILITIES WITHIN THE AREA OF DEMOLITION.
6. EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE CITY AND THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING UTILITIES SHOWN OR FOR ANY EXISTING UTILITIES NOT SHOWN.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGE TO ANY EXISTING UTILITIES FOR WHICH IT FAILS TO REQUEST LOCATIONS FROM THE UTILITY OWNER. THE CONTRACTOR IS RESPONSIBLE AS WELL FOR DAMAGE TO ANY EXISTING UTILITIES WHICH ARE PROPERLY LOCATED.
8. THE LOCATIONS OF EXISTING UTILITIES AND STORM DRAINAGE SHOWN ON THE PLANS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. ENGINEER ASSUMES NO RESPONSIBILITY FOR INACCURACY.
9. PRIOR TO THE START OF ANY DEMOLITION ACTIVITY, THE CONTRACTOR SHALL FIELD LOCATE EXISTING UNDERGROUND UTILITIES WITH THE UTILITY OWNERS.
10. THE CONTRACTOR IS RESPONSIBLE FOR RELOCATION'S OF THE VARIOUS EXISTING UTILITIES WITH THE UTILITY OWNERS, WHICH SHALL BE DONE IN A TIMELY MANNER TO MINIMIZE IMPACT ON DEMOLITION SCHEDULE. ANY DELAY CAUSED BY THE CONTRACTOR BY THE RELOCATION OF UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.
11. SUNSHINE STATE ONE CALL OF FLORIDA, INC. REQUIRES THE CONTRACTOR TO CALL TWO (2) FULL BUSINESS DAYS (BUT NOT MORE THAN FIVE) PRIOR TO BREAKING GROUND TO FIND OUT WHERE BURIED FACILITIES (ELECTRICAL, GAS, TELEPHONE, CABLE, WATER) ARE LOCATED.

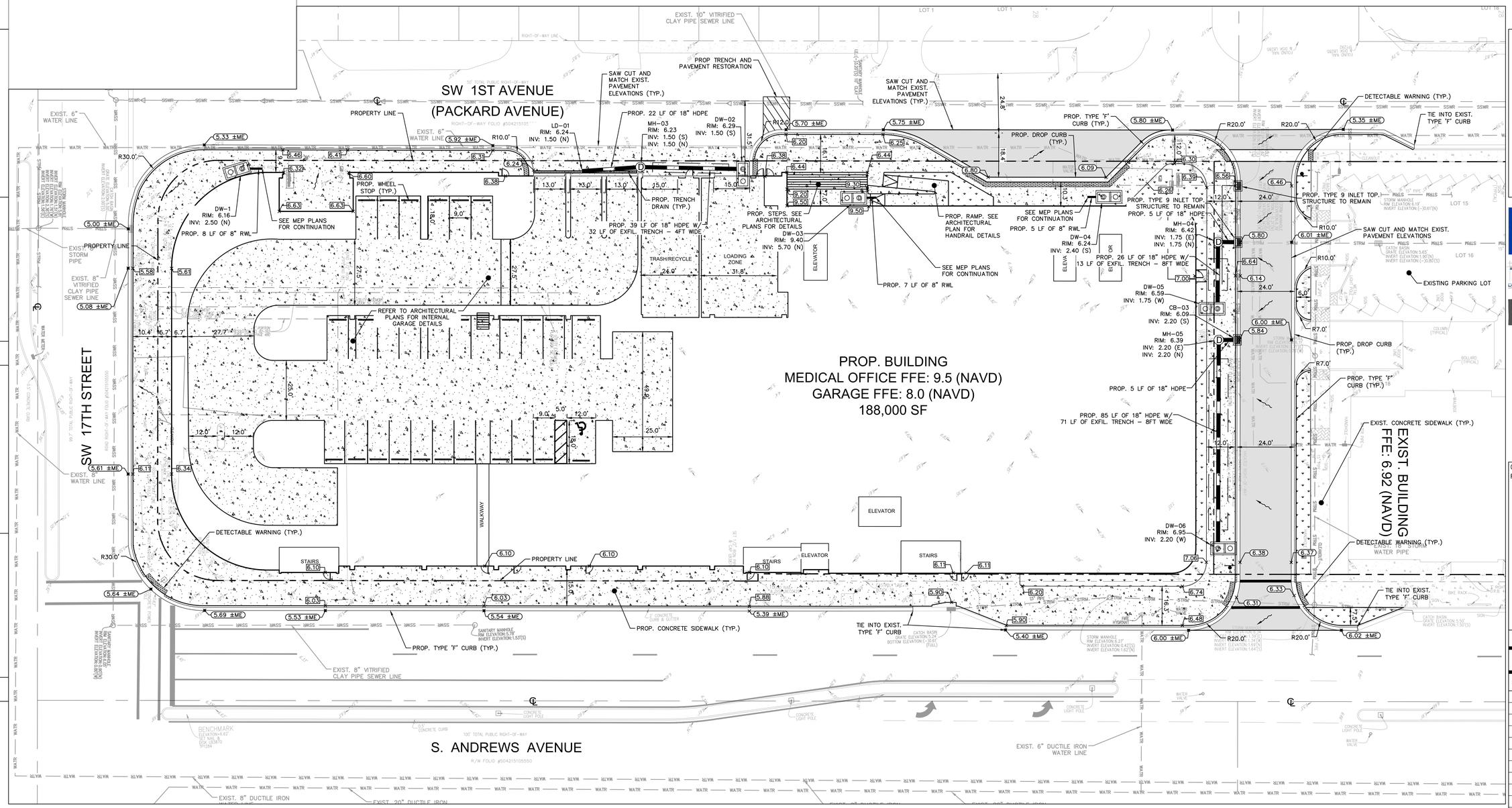
DEMOLITION SAFETY:

1. ALL DEMOLITION SHALL BE DONE IN A SAFE MANNER, SPECIFICALLY, THE RULES AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA), THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL BE STRICTLY OBSERVED.
2. PROVIDE ADEQUATE PROTECTION FOR PERSONS AND PROPERTY AT ALL TIMES. EXECUTE THE WORK IN A MANNER TO AVOID HAZARDS TO PERSONS AND PROPERTY AND PREVENT INTERFERENCE WITH THE USE OF AND ACCESS TO ADJACENT BUILDINGS. STREETS AND SIDEWALKS SHALL NOT BE UNNECESSARILY BLOCKED BY DEBRIS AND EQUIPMENT.
3. BUILDING MATERIALS TO BE REMOVED SHALL BE TESTED FOR ASBESTOS AND LEAD PAINT.
4. IF PETROLEUM PRODUCTS ARE FOUND WHILE DEMOLISHING, DISPOSE OF PETROLEUM WASTE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

PAVEMENT DEMOLITION:

5. WHERE EXISTING PAVEMENT IS TO BE REMOVED, SAW-CUT THE SURFACING LEAVING A UNIFORM AND STRAIGHT EDGE WITH MINIMUM DISTURBANCE TO THE REMAINING ADJACENT SURFACING. IF DEMOLITION RESULTS IN RAVELING OF SAW CUT SURFACE, RECUT BACK FROM THE RAVELED EDGE PRIOR TO RESTORATION.
6. WHERE EXISTING PAVEMENT, CURB, CURB AND GUTTER, SIDEWALK, DRIVEWAY, OR VALLEY GUTTER IS REMOVED FOR INLETS, MANHOLES, APPURTENANCES, FACILITIES OR STRUCTURES, SAID PAVEMENT, SHALL BE REPLACED WITH NEW PAVEMENT, ETC. CONTRACTOR SHALL PROVIDE ALL NECESSARY LABOR, MATERIALS, EQUIPMENT, TOOLS, SUPPLIES, AND OTHER EQUIPMENT AS REQUIRED.
7. CONTRACTOR MAY LIMIT SAW-CUT AND PAVEMENT REMOVAL TO ONLY THOSE AREAS WHERE IT IS REQUIRED AS SHOWN ON THE DRAWINGS, HOWEVER, IF ANY DAMAGE IS INCURRED ON ANY OF THE SURROUNDING PAVEMENT, SIDEWALK, BUILDINGS, UTILITIES, ETC., THEN THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL AND REPLACEMENT. REPLACEMENT PAVEMENT, SIDEWALK, ETC., SHALL BE NEW.

8. DEMOLITION PERMITTING:
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY REQUIRED PERMITS FOR DEMOLITION FROM RESPONSIBLE REGULATORY AGENCIES WHILE FULLY ACKNOWLEDGING AND COMPLYING WITH ALL REQUIREMENTS PRIOR TO COMMENCING DEMOLITION WORK.
10. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE THE EXTENT OF DEMOLITION, RECYCLING OR REUSE REQUIRED TO PERFORM THE CONTRACT WORK FOR THIS PROJECT. THE CONTRACTOR SHALL CONDUCT SITE VISITS AND SHALL EXAMINE ALL THE INFORMATION WITHIN THESE DOCUMENTS. ALL DISCREPANCIES AND/OR OMISSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO BID SUBMITTAL.
11. THE CONTRACTOR SHALL COORDINATE WITH OWNER PRIOR TO COMMENCEMENT OF ANY WORK. ACTUAL REMOVAL AND/OR RELOCATION OF ALL EXISTING LANDSCAPING WITHIN DEMOLITION AREAS TO BE CONDUCTED BY A LANDSCAPE CONTRACTOR. IT IS THE RESPONSIBILITY OF THE SITEWORK DEMOLITION CONTRACTOR TO COORDINATE DEMOLITION ACTIVITIES WITH THE LANDSCAPE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND PRESERVING TREES AS INDICATED ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TREE REMOVAL PERMIT OR ANY OTHER APPLICABLE PERMIT TO REMOVE, RELOCATE, OR PRESERVE EXISTING LANDSCAPE AND TREES.
12. ANY TREES FOR REMOVAL FOUND TO BE GREATER THAN OR EQUAL TO THREE (3) INCHES IN DIAMETER AT BREAST HEIGHT (DBH) SHALL REQUIRE A PERMIT WITH THE BROWARD COUNTY ENVIRONMENTAL PROTECTION AND GROWTH MANAGEMENT DEPARTMENT (BCEPGMD).
13. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE THE LIGHTING, STORM INLET STRUCTURES, OR OTHER STRUCTURES DESIGNATED TO BE SAVED, THEN THE CONTRACTOR SHALL PROVIDE NEW MATERIALS/STRUCTURES IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
14. DEMOLITION EROSION AND SEDIMENT CONTROL NOTES:
15. THE SCHEDULING, SEQUENCING AND CONTROL MEASURES, WHICH ARE OUTLINED HEREIN, ARE SUBJECT TO THE FINAL DEFINITION BY THE CONTRACTOR WHO SHALL BE SELECTED TO PERFORM THE WORK AND SHALL BE RESPONSIBLE FOR IMPLEMENTATION AND COMPLIANCE.
16. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DEMOLITION SCHEDULE DEPICTING EACH PHASE OF THE WORK. THE CONTRACTOR SHALL ALSO BE REQUIRED TO SUBMIT AN EROSION AND SEDIMENT CONTROL PLAN ENCOMPASSING THE PRINCIPALS AND THE REQUIREMENTS DESCRIBED HEREIN AND A SCHEDULE FOR THEIR IMPLEMENTATION AND MAINTENANCE FOR THE PROJECT DURATION.
17. DURING DEMOLITION, THE CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO ENSURE AGAINST POLLUTING SILTATION OR DISTURBANCE TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY TO THE EXISTING DRAINAGE SYSTEMS AND ADJACENT WATER BODIES AND WETLANDS, IN COMPLIANCE WITH ALL PERMIT REQUIREMENTS RELATED TO SUCH MEASURES.
18. METHODS MAY INCLUDE TEMPORARY EROSION AND SEDIMENT CONTROLS SUCH AS SEDIMENT BASINS, SEDIMENT CHECKS, SILT BARRIERS, SILT SCREENS, TURBIDITY BARRIERS OR THE BEST MANAGEMENT PRACTICES AVAILABLE TO THE INDUSTRY.
19. EROSION AND SEDIMENT CONTROL INSTALLATIONS SHALL BE MAINTAINED THROUGHOUT THE DEMOLITION PERIOD AND UNTIL NEW VEGETATIVE GROWTH HAS BEEN ESTABLISHED.
20. THROUGHOUT THE DEMOLITION PERIOD, THE CONTRACTOR SHALL INSPECT DAILY THE EROSION AND SEDIMENT CONTROL INSTALLATIONS FOR FAILURE OR SIGNS OF FAILURE OR MALFUNCTION. REPAIR OR REPLACE THE EROSION AND SEDIMENT CONTROL INSTALLATIONS IMMEDIATELY UPON DISCOVERY OF FAILURE OR MALFUNCTION.
21. INLETS AND CATCH BASINS, EXISTING ON-SITE AND OFF-SITE, SHALL BE PROTECTED FROM SEDIMENT STORM RUNOFF.
22. THE CONTRACTOR SHALL PROMPTLY REMOVE ALL MUD, DIRT OR OTHER MATERIALS TRACKED OR SPILLED ONTO EXISTING PUBLIC ROADS AND FACILITIES DUE TO DEMOLITION.
23. DEWATERING ACTIVITIES SHALL NOT RESULT IN ANY DISCHARGE OF TURBID WATER FROM THE PROJECT SITE WITHOUT PROPER EROSION AND SEDIMENT CONTROL AND APPROVAL FROM ENGINEER.
24. PHASING OF EROSION CONTROL DEMOLITION SHALL BE RECOMMENDED AS FOLLOWS:PLACEMENT OF PERIMETER PROTECTIVE MEASURES (SILT FENCE, HAY BALES, TURBIDITY BARRIERS, ETC.) AROUND ON-SITE FEATURES TO BE RETAINED, AT POINTS OF OFF-SITE DISCHARGE AND AROUND WORK AREAS TO BE EXCAVATED OR FILLED.
25. RERO



GRAPHIC SCALE IN FEET
0 10 20 40

NORTH

EXISTING LEGEND	
	PROPERTY LINE
WATR	EXISTING WATER
SSWR	EXISTING SANITARY SEWER
STRM	EXISTING STORM SEWER
O/W	EXISTING OVERHEAD WIRE
COM	EXISTING COMMUNICATION LINE
GAS	EXISTING NATURAL GAS LINE
	EXISTING CATCH BASIN
	EXISTING VALVE
	EXISTING FIRE HYDRANT
W	EXISTING WATER METER
S	EXISTING SANITARY SEWER MANHOLE
D	EXISTING STORM MANHOLE
	EXISTING CONCRETE PAVEMENT
11.0	EXISTING GRADE

PROPOSED LEGEND	
D	PROPOSED STORM MANHOLE
	PROPOSED CATCH BASIN
	PROPOSED ASPHALT PAVEMENT
	PROPOSED TRENCH AND PAVEMENT RESTORATION
	PROPOSED CONCRETE PAVEMENT
11.00	PROPOSED GRADE
(M.E.±11.00)	MATCH EXISTING GRADE
11.00	PROPOSED SIDEWALK GRADE
	FLOW ARROW
	PROPOSED DRAINAGE EASEMENT

GENERAL NOTES:

1. PLEASE REFER TO LANDSCAPE AND ARCHITECTURAL PLANS FOR GRADING WITHIN THE HARDSCAPE AREAS.
2. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES. PRIOR TO BEGINNING CONSTRUCTION, CONTRACTOR TO NOTIFY ENGINEER OF ANY CONFLICTS.
3. IT SHALL BE THE CONTRACTOR'S SOLE RESPONSIBILITY TO TAKE THE NECESSARY PRECAUTIONS TO ENSURE PROPER SAFETY AND WORKMANSHIP WHEN WORKING IN THE VICINITY OF EXISTING UTILITY LINES.
4. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH FPL ON ANY WORK IN THE VICINITY OF OVERHEAD OR UNDERGROUND POWER LINES.
5. CONTRACTOR SHALL VERIFY PROPER CLEARANCE BELOW EXISTING OVERHEAD POWER LINES PRIOR TO WORKING WITHIN THE VICINITY THE POWER LINES.
6. CONTRACTOR SHALL ENSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
7. THE CONTRACTOR SHALL CONTACT THE SITE ENGINEER REGARDING ANY GRADING REVISIONS PRIOR TO CONSTRUCTION OF THE PAVEMENT AREAS.
8. CONTRACTOR TO ADJUST ANY MANHOLE RIMS AND VALVE LIDS TO MATCH PROPOSED GRADES.
9. IF ANY EXISTING STORM DRAINAGE STRUCTURES AND PIPES TO REMAIN IN SERVICE ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR THOSE STRUCTURES TO PRIOR CONDITION, OR BETTER, OR TO REPLACE THEM, AS NECESSARY.
10. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING FRAME AND COVER.
11. ALL MAXIMUM SLOPES ARE ABSOLUTE AND SUPERSEDE CONSTRUCTION TOLERANCES STATED IN THE PROJECT SPECIFICATIONS. THE CONTRACTOR HAS THE OPTION OF ADJUSTING GRADES TO ALLOW FOR CONSTRUCTION TOLERANCES BUT SHALL NOT EXCEED MAXIMUMS SPECIFIED ABOVE BY ANY AMOUNT. PAVEMENT SLOPES WILL BE REVIEWED AFTER CONSTRUCTION AND ANY SLOPES FOUND TO EXCEED THE MAXIMUM SPECIFIED ABOVE WILL BE REPLACED AT THE CONTRACTORS EXPENSE
12. LEVEL CHANGES BETWEEN GROUND SURFACE MATERIALS MUST NOT EXCEED 1/4 INCH HIGH. IF A LEVEL CHANGE DOES EXCEED 1/4 INCH HIGH IT MUST BE BEVELED WITH A SLOPE THAT DOES NOT EXCEED 1/2 (V:H) FOR A LEVEL CHANGE UP TO 1/2 INCH HIGH. IF THE CHANGE IS MORE THAN 1/2 INCH THE CHANGE MUST BE RAMPED AND NOT TO EXCEED A SLOPE OF 1/12 (V:H).
13. ALL PROPOSED AND EXISTING DRAINAGE INFRASTRUCTURE SHALL BE CLEANED/INSPECTED FROM WORK AREA TO OUTFALL AS PART OF THIS PROJECT.

ADA NOTES:

1. ALL WALKWAYS SHALL HAVE A SLOPE LESS THAN 2% PERPENDICULAR TO THE DIRECTION OF TRAVEL AND LESS THAN 5% IN THE DIRECTION OF TRAVEL.
2. ALL WALKWAYS NEAR BUILDING ENTRANCES SHALL HAVE A MAXIMUM SLOPE OF 2% IN ANY DIRECTION FOR A MINIMUM OF 60 INCHES, MEASURED PERPENDICULAR TO THE FACE OF THE DOOR.
3. CLEAR WIDTH OF ACCESSIBLE ROUTE MUST BE A MINIMUM OF 36 INCHES.
4. RUNNING SLOPE OF RAMPS AND CURB RAMPS CANNOT EXCEED 8.33%. IF VERTICAL RISE IS LESS THAN 6 INCHES, HANDRAILS ARE NOT REQUIRED.
5. SLOPES AT INTERSECTIONS OF ACCESSIBLE ROUTES MUST NOT EXCEED 2%, MEASURED IN ANY DIRECTION.
6. SLOPES OF CLEAR FLOOR SPACES AT FIXTURES AND CONTROLS MUST NOT EXCEED 2%, MEASURED IN ANY DIRECTION. THE 30X48 INCH CLEAR FLOOR SPACE PROVIDED AT THE CONTROL MUST BE FLUSH WITH THE CONTROL.
7. GAPS OR OPENINGS ALONG THE ACCESSIBLE ROUTE MUST NOT EXCEED 1/2 INCH WIDTH, PERPENDICULAR TO THE PREDOMINATE FLOW OF PEDESTRIAN TRAFFIC.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

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

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Broward Health NORTH

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501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

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DMZ DESIGN MATTERS

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CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

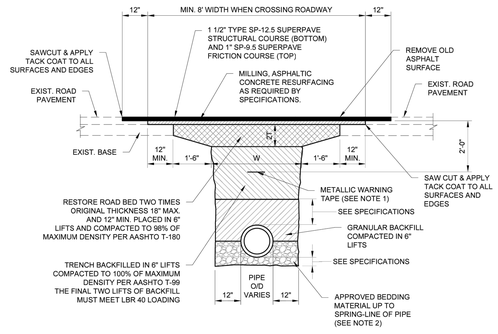
BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

PAVING, GRADING, AND DRAINAGE PLAN

175309
JOB NO.

C500.0
SHEET

ROAD001-TRENCH Thursday, August 24, 2017



NOTES:

1. METALLIC WARNING TAPES SHALL BE INSTALLED 24" BELOW FINISH GRADE ABOVE MAIN. (SEE SPECIFICATION 2320 SECTION 3.6 FOR MARKING TYPE)
2. UNLESS OTHERWISE SPECIFIED SELECTED MATERIAL SHALL BE FREE OF STONES LARGER THAN 3/8" DIA.
3. REPLACE ALL LANE MARKINGS AND REFLECTIVE MARKERS.

T=6" PARKING
T=8" RESIDENTIAL STREETS
T=10" MAJOR STREETS (4 LANE)
T=12" MAJOR STREETS (6 LANE)

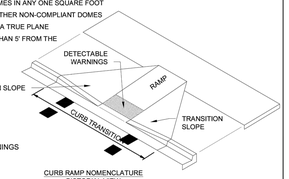
2T=18" MAX. 12" MIN.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	TYPICAL TRENCH AND PAVEMENT RESTORATION FOR TRANSVERSE PIPE CROSSING SHEET 1	DETAIL NO. ROAD 001 REVISED 2017/03/11

ROAD013-DETECTABLE WARNING Thursday, August 24, 2017

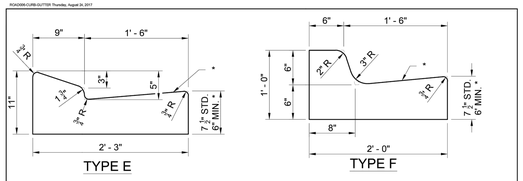
GENERAL NOTES

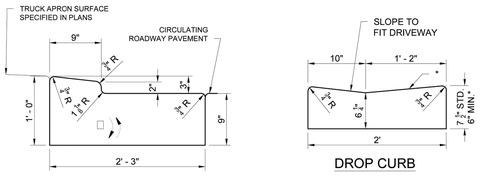
1. SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED AT LOCATIONS THAT WILL PROVIDE CONTINUOUS UNOBSTRUCTED PEDESTRIAN CIRCULATION PATH TO PEDESTRIAN AREAS, ELEMENTS AND FACILITIES WITHIN THE RIGHT OF WAY AND TO ACCESSIBLE PEDESTRIAN ROUTES ON ADJACENT SITES. CURBED FACILITIES WITH SIDEWALKS AND THOSE WITHOUT SIDEWALKS ARE TO HAVE CURB RAMPS CONSTRUCTED FOR ALL INTERSECTIONS AND TURNOUTS WITH CURBED RETURNS. TO ACCOMMODATE CURB RAMPS, PARTIAL CURB RETURNS ARE TO EXTEND TO THE LIMITS PRESCRIBED IN INDEX NO. 515. RAMPS CONSTRUCTED AT LOCATIONS WITHOUT SIDEWALKS ARE TO HAVE A LANDING CONSTRUCTED AT THE TOP OF EACH RAMP. SEE LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS.
2. WHEN ALTERING EXISTING PEDESTRIAN FACILITIES, WHERE EXISTING RESTRICTED CONDITIONS PRECLUDE THE ACCOMMODATION OF A RAMP SLOPE OF 1:12, A RAMP SLOPE BETWEEN 1:12 AND 1:10 IS PERMITTED FOR A RISE OF 6" MAXIMUM. WHERE COMPLIANCE WITH THE REQUIREMENTS FOR CROSS SLOPE CANNOT BE FULLY MET, THE MINIMUM FEASIBLE CROSS SLOPE SHALL BE PROVIDED. RAMP SLOPES ARE NOT REQUIRED TO EXCEED 15' IN LENGTH.
3. IF SIDEWALK CURB RAMPS ARE LOCATED WHERE PEDESTRIANS MUST WALK ACROSS THE RAMP, THEN PROVIDE TRANSITION SLOPES TO THE RAMP. OTHERWISE A SIDEWALK CURB MAY BE REQUIRED.
4. ALL SIDEWALKS, RAMPS, AND LANDINGS WITH A CROSS SLOPE OF 0.02 SHOWN IN THIS INDEX ARE 0.02 MAXIMUM. ALL RAMP SLOPES SHOWN IN THIS INDEX AS 1:12 ARE 1:12 MAXIMUM. LANDINGS SHALL HAVE SLOPES LESS THAN OR EQUAL TO 0.02 IN ANY DIRECTION.
5. GRADE BREAKS AT THE TOP AND BOTTOM OF RAMPS SHALL BE PARALLEL TO EACH OTHER AND PERPENDICULAR TO THE DIRECTION OF THE RAMP SLOPE.
6. WHERE A SIDEWALK CURB RAMP IS CONSTRUCTED WITHIN EXISTING CURB, CURB AND GUTTER AND/OR SIDEWALK, THE EXISTING CURB OR CURB AND GUTTER SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE CURB TRANSITION OR TO THE EXTENT THAT NO REMAINING SECTION OF CURB OR CURB AND GUTTER IS LESS THAN 5' LONG. EXISTING SIDEWALKS SHALL BE REMOVED TO THE NEAREST JOINT BEYOND THE TRANSITION SLOPE OR TO THE EXTENT THAT NO REMAINING SECTION OF SIDEWALK IS LESS THAN 5' LONG. FOR CONCRETE SIDEWALK DETAILS REFER TO INDEX 310.
7. SIDEWALK CURB RAMP ALPHA-IDENTIFICATIONS ARE FOR REFERENCE PURPOSES (PLANS, PERMITS, ETC.). ALPHA-IDENTIFICATIONS CR-I AND CR-J WERE INTENTIONALLY OMITTED.
8. DETECTABLE WARNINGS SHALL EXTEND THE FULL WIDTH OF THE RAMP AND TO A DEPTH OF 2'. DETECTABLE WARNINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SPECIFICATION SECTION 527. FOR THE LAYOUT OF DETECTABLE WARNINGS, REFER TO THE TYPICAL PLACEMENT OF DETECTABLE WARNINGS DETAILS. DETECTABLE WARNINGS SHALL NOT BE PROVIDED ON TRANSITION SLOPES.
9. WHEN DETECTABLE WARNINGS ARE PLACED ON A SLOPE GREATER THAN 5%, DOMES SHALL BE ALIGNED WITH THE CENTERLINE OF THE RAMP; OTHERWISE DOMES ARE NOT REQUIRED TO BE ALIGNED.
10. DETECTABLE WARNINGS SHALL BE REQUIRED ON SIDEWALKS AND SHARED USE PATHS AT:
    - A. INTERSECTING ROADS
    - B. MEDIAN CROSSINGS GREATER THAN OR EQUAL TO 6' IN WIDTH
    - C. RAILROAD CROSSINGS
    - D. SIGNALIZED DRIVEWAYS
11. DETECTABLE WARNINGS - ACCEPTANCE CRITERIA:
    - A. COLOR AND TEXTURE SHALL BE COMPLETE AND UNIFORM
    - B. 90% OF INDIVIDUAL TRUNCATED DOMES SHALL BE IN
    - C. ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT STANDARDS FOR TRANSPORTATION FACILITIES, SECTION 705
    - D. THERE SHALL BE NO MORE THAN 4 NON-COMPLIANT DOMES IN ANY ONE SQUARE FOOT
    - E. NON-COMPLIANT DOMES SHALL NOT BE ADJACENT TO OTHER NON-COMPLIANT DOMES
    - F. SURFACES SHALL NOT DEVIATE MORE THAN 0.10" FROM A TRUE PLANE
12. DETECTABLE WARNINGS SHALL BE INSTALLED NO GREATER THAN 5' FROM THE BACK OF CURB OR EDGE OF PAVEMENT.
13. DETECTABLE WARNINGS SHALL NOT BE INSTALLED OVER GRADE BREAKS.

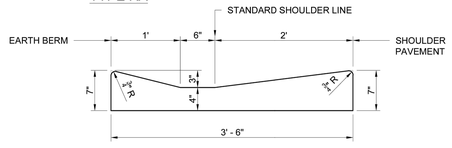


CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	DETAIL NO. ROAD 013 REVISED 2017/03/11

ROAD006-CURB-GUTTER Thursday, August 24, 2017





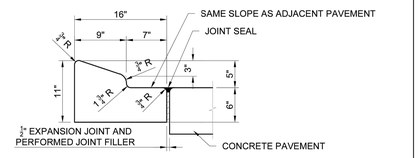


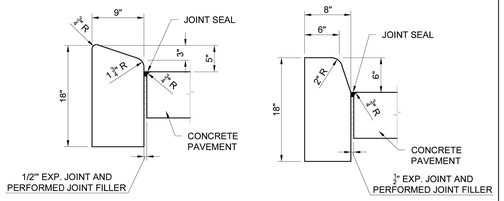
NOTE:

4" CURB PAD (LBR 100, 98% COMPACTION T-180) TO BE PLACED UNDER CURB AND GUTTER, AND EXTEND 6" BEYOND OUTSIDE EDGE OF CURB. SEE SPECIFICATIONS FOR MATERIAL

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	CONCRETE CURB AND GUTTER TYPE E, TYPE F, TYPE RA, DROP CURB, AND SHOULDER GUTTER SHEET 2	DETAIL NO. ROAD 006 REVISED 2017/03/11

ROAD007-CURB-GUTTER Thursday, August 24, 2017



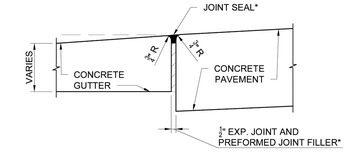


NOTES:

1. FOR USE ADJACENT TO CONCRETE OR FLEXIBLE PAVEMENT, CONCRETE SHOWN. EXPANSION JOINT, PREFORMED JOINT FILLER AND JOINT SEAL ARE REQUIRED BETWEEN CURBS AND CONCRETE PAVEMENT ONLY
2. 4" CURB PAD (LBR 100, 98% COMPACTION T-180) TO BE PLACED UNDER CURB AND GUTTER, AND EXTEND 6" BEYOND OUTSIDE EDGE OF CURB. SEE SPECIFICATIONS FOR MATERIAL

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	CONCRETE CURB AND GUTTER TYPE A, TYPE B, AND TYPE D SHEET 3	DETAIL NO. ROAD 007 REVISED 2017/03/11

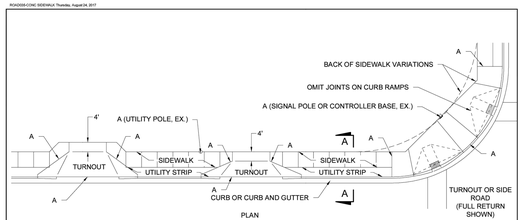
ROAD008-CURB-GUTTER Thursday, August 24, 2017

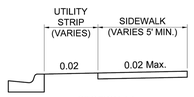


* APPLIES TO BOTH HIGH AND LOW SIDES OF PAVEMENT, LOW SIDE SHOWN.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	CONCRETE CURB AND GUTTER EXPANSION JOINT BETWEEN GUTTER AND CONCRETE PAVEMENT SHEET 4	DETAIL NO. ROAD 008 REVISED 2017/03/11

ROAD009-CONC SIDEWALK Thursday, August 24, 2017





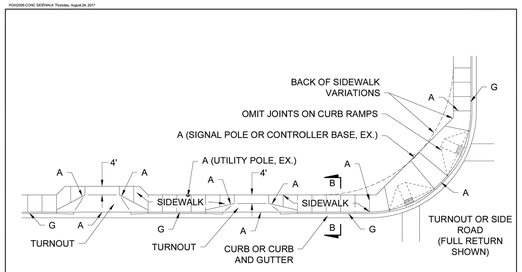
NOTES FOR CONCRETE SIDEWALK ON CURBED ROADWAYS

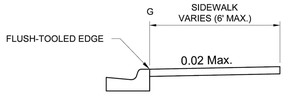
1. CONSTRUCT SIDEWALKS IN ACCORDANCE WITH SPECIFICATION SECTION 522.
2. INCLUDE DETECTABLE WARNINGS ON SIDEWALK CURB RAMPS AND CONSTRUCT IN ACCORDANCE WITH INDEX NO. 304.
3. DETECTABLE WARNINGS ARE NOT REQUIRED WHERE SIDEWALKS INTERSECT URBAN FLARED TURNOUTS.
4. BOND BREAKER MATERIAL CAN BE ANY IMPERMEABLE COATED OR SHEET MEMBRANE OR PREFORMED MATERIAL HAVING A THICKNESS OF NOT LESS THAN 6 MILS NOR MORE THAN ½".
5. FOR TURNOUTS SEE INDEX NO. 515.
6. CONSTRUCT SIDEWALKS WITH 1' THICK EDGE BEAM THROUGH THE LIMITS OF ANY SURFACE MOUNTED PEDESTRIAN/BICYCLE PICKET RAILING OR PIPE GUIDERAIL SHOWN IN THE PLANS.

CONCRETE SIDEWALK ON CURBED ROADWAYS

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	CONCRETE SIDEWALK SHEET 1	DETAIL NO. ROAD 035 REVISED 2017/03/11

ROAD009-CONC SIDEWALK Thursday, August 24, 2017



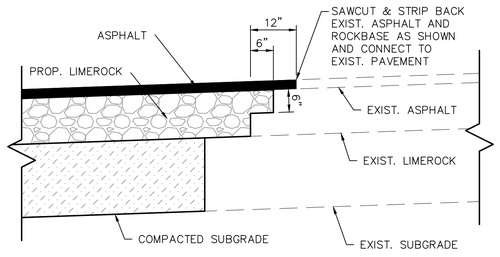


NOTES FOR CONCRETE SIDEWALK ON CURBED ROADWAYS

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2. INCLUDE DETECTABLE WARNINGS ON SIDEWALK CURB RAMPS AND CONSTRUCT IN ACCORDANCE WITH INDEX NO. 304.
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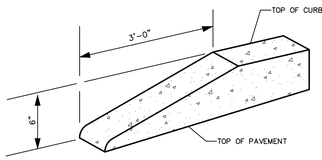
CONCRETE SIDEWALK ON CURBED ROADWAYS

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	CONCRETE SIDEWALK SHEET 2	DETAIL NO. ROAD 036 REVISED 2017/03/11



CONNECTION TO EXISTING PAVEMENT DETAIL

SCALE: N.T.S.



ALL CURBS TO HAVE STANDARD 3' TRANSITION FROM 6" HEIGHT TO FLUSH (0" HEIGHT). A STANDARD TEMPLATE SHALL BE USED AT ALL LOCATIONS TO PROVIDE UNIFORM CURB TRANSITION THROUGHOUT THE PROJECT.

CURB TRANSITION

SCALE: N.T.S.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

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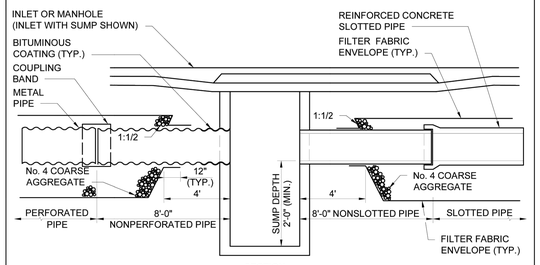
BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

PAVING, GRADING, AND DRAINAGE DETAILS

175309
JOB NO.

C502.0
SHEET

STRM001 - EXFILTRATION TRENCH LONGITUDINAL SECTION Wednesday, September 21, 2016



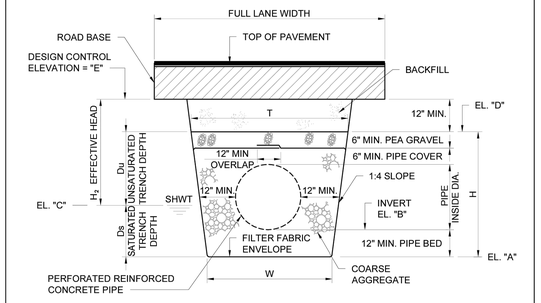
SECTION

NOTES:

1. EXFILTRATION PIPE SHALL COMPLY WITH FDOT STANDARD SPECIFICATION SECTION 443.
2. CONCRETE PIPE SHALL BE PLACED WITH SLOTS POSITIONED ON SIDES.
3. ALIGNMENT JOINTS ARE STANDARD (GASKETS NOT REQUIRED). RECORREGATION OF METAL PIPE ENDS NOT REQUIRED.
4. FILTER FABRIC SHALL BE SUBSURFACE DRAINAGE TYPE PER FDOT SECTION 985. ALL FILTER FABRIC JOINTS SHALL LAP A MINIMUM OF 2 FEET.
5. PREVENT CONTAMINATION OF THE EXFILTRATION TRENCH WITH SAND, SILT AND FOREIGN MATERIALS.
6. NO WEEP HOLES SHALL BE PERMITTED IN STRUCTURES.
7. PIPE INVERT SHALL BE AT OR ABOVE THE WATER TABLE WHEN POSSIBLE.
8. COAT END OF METAL PIPE AT MANHOLE CONNECTION WITH A BITUMINOUS COATING. COATING SHALL EXTEND 12" BEYOND EXTERIOR OF MANHOLE.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	EXFILTRATION TRENCH LONGITUDINAL SECTION	DETAIL NO. STRM 001 REVISED 2016/09/21

STRM002 - EXFILTRATION TRENCH CROSS SECTION Tuesday, September 20, 2016

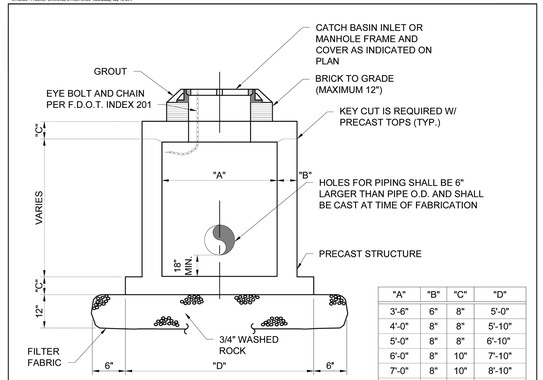


TRENCH SCHEDULE		
PARAMETER	TRENCH 1	TRENCH 2
PIPE DIAMETER		
W		
T		
H		
Ds		
Du		
H_2		
EL. "A"		
EL. "B"		
EL. "C"(SHWT)		
EL. "D"		
EL. "E" (DCE)		

NOTES:
DCE: DESIGN CONTROL ELEVATION
SHWT: SEASONAL HIGH WATER TABLE

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	EXFILTRATION TRENCH CROSS SECTION	DETAIL NO. STRM 002 REVISED 2016/09/21

STRM003 - PRECAST DRAINAGE STRUCTURES Wednesday, July 19, 2017



"A"	"B"	"C"	"D"
3'-6"	6"	8"	5'-0"
4'-0"	8"	8"	5'-10"
5'-0"	8"	8"	6'-10"
6'-0"	8"	10"	7'-10"
7'-0"	8"	10"	8'-10"
8'-0"	10"	10"	10'-2"

SECTION

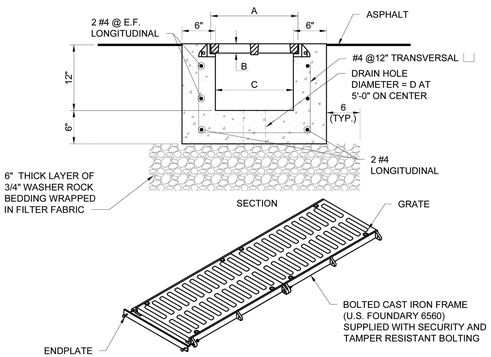
NOTES:

1. PRECAST STRUCTURE SHALL BE EITHER SQUARE OR ROUND AS INDICATED ON THE PLANS.
2. REINFORCING SHALL BE DESIGNED BY THE PRECAST MANUFACTURER TO COMPLY WITH FDOT INDEX 200.
3. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ENGINEER'S REVIEW. SHOP DRAWINGS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF FLORIDA.
4. DESIGN STRUCTURE FOR H-20 TRUCK LOAD.
5. SHOP DRAWINGS SHALL INCLUDE CALCULATIONS DEMONSTRATING THAT STRUCTURE WILL RESIST FLOATION WHEN EMPTY AND SUBJECT TO GROUNDWATER TO TOP OF STRUCTURE.
6. CATCH BASINS SHALL HAVE USF 4155 FRAME AND 6209 GRATE.
7. MANHOLES SHALL HAVE USF 230 RING AND TYPE AA COVER WITH THE LETTERING "STORM SEWER" CAST IN THE COVER.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	PRECAST CIRCULAR & SQUARE DRAINAGE STRUCTURES	DETAIL NO. STRM 009 REVISED 2017/07/14

STRM004 - TRENCH DRAIN Monday, July 31, 2017

GRATE NUMBER	TYPE	"A" WIDTH	"B" SEAT HEIGHT	"C" CLEAR OPENING	ADA COMPLIANT	FLOW AREA	"D" DRAIN HOLE DIA.
6451	STANDARD	8"	1 1/2"	6"	NO	70	2"
6452	STANDARD	10"	1 1/2"	8"	NO	75	3"
6453	STANDARD	12"	1 1/2"	10"	NO	100	3"
6454	STANDARD	14"	1 1/2"	12"	NO	116	4"
6455	STANDARD	17"	1 1/2"	15"	NO	132	4"
6456	STANDARD	20"	1 1/2"	18"	NO	138	4"
6457	STANDARD	23"	1 1/2"	21"	NO	161	6"
6458	STANDARD	26"	1 1/2"	24"	NO	192	6"
6461	STANDARD	30"	2"	27"	NO	212	6"
6266	NARROW SLOTTED	8"	1 1/2"	6"	YES	30	2"
6267	NARROW SLOTTED	10"	1 1/2"	8"	YES	35	3"
6268	NARROW SLOTTED	12"	1 1/2"	10"	YES	50	3"
6269	NARROW SLOTTED	14"	1 1/2"	12"	YES	60	4"



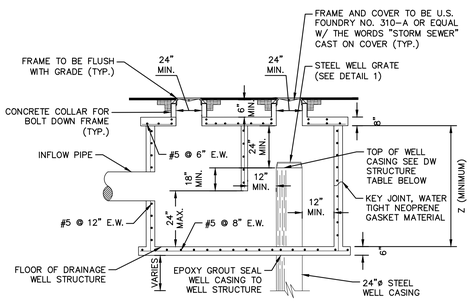
SECTION

NOTE: DO NOT DISASSEMBLE BOLTED UNITS
DURING FORMING PROCEDURES

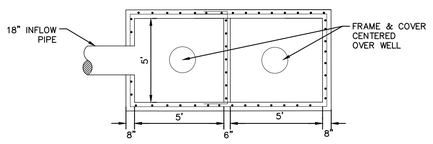
NOTES:

1. FRAME AND GRATE SHALL BE SUPPLIED IN 2'-0" LENGTHS.
2. GRATES SHALL BE BOLTED TO THE FRAME.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS 100 North Andrews Avenue, Fort Lauderdale, Florida 33301	TRENCH DRAIN	DETAIL NO. STRM 015 REVISED 2017/07/31

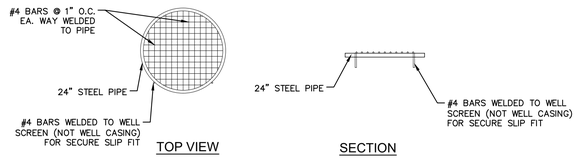


SECTION



TOP VIEW

PRECAST STORM DRAINAGE WELL
N.T.S.



STEEL WELL GRATE
N.T.S.

DRAINAGE WELL STRUCTURE TABLE

STRUCT. NO.	FRAME & COVER	INVERT (NAVD) N	S	E	W	RIM ELEVATION	WELL CASING ELEVATION	STRUCTURE FLOOR ELEVATION	HEIGHT OF WELL STRUCTURE BOX (Z)
DW-1	SEE DETAIL	2.50' (8" RWL)	–	–	–	6.32'	3.15'	0.15'	6.33'
DW-2	SEE DETAIL	–	1.50' (18" HDPE)	–	–	6.29'	3.12'	0.12'	6.34'
DW-3	SEE DETAIL	–	–	5.70' (8" RWL)	–	9.45'	6.28'	3.28'	6.34'
DW-4	SEE DETAIL	–	2.40' (8" RWL)	–	–	6.24'	3.07'	0.07'	6.33'
DW-5	SEE DETAIL	–	–	–	1.75' (18" HDPE)	6.41'	3.24'	0.24'	8.33'
DW-6	SEE DETAIL	–	–	–	2.20' (18" HDPE)	6.95'	3.78'	0.78'	8.33'

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

DRAINAGE WELL STRUCTURES STRUCTURAL NOTES:

1. DESIGN CRITERIA: DESIGN, FABRICATION AND ERECTION OF PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH ACI 318-99 BUILDING CODE REQUIREMENTS FOR REINFORCED CONCRETE AND PCI DESIGN HANDBOOK. DESIGN OF CAST-IN-PLACE CONCRETE SHALL BE IN ACCORDANCE WITH ACI 318-99.
2. DESIGN LIVE LOADS: THE TOP SLAB OF DRAINAGE STRUCTURE SHALL BE DESIGNED TO CARRY TRAFFIC LOADS (HS 20 LOADING).
3. GEOTECHNICAL CRITERIA: SOIL BEARING PRESSURE UNDER STRUCTURE ASSUMED TO BE AT MINIMUM 2000 PSF. PRIOR TO INSTALLATION OF DRAINAGE STRUCTURE THE SOIL BEARING CAPACITY OF THE FOUNDATION MUST BE CONFIRMED BY THE CONTRACTOR, THROUGH A CERTIFIED GEOTECHNICAL LABORATORY.
4. CONCRETE: CONCRETE SHALL BE NORMAL WEIGHT, AND SHALL ATTAIN A 28 DAY COMPRESSIVE STRENGTH OF 4000 PSI AND SHALL MEET THE REQUIREMENT OF ASTM C478. CONCRETE COVER FOR REINFORCEMENT SHALL BE 2 INCHES EXCEPT FOOTING BOTTOM BARS SHALL HAVE 3" COVER.
5. REINFORCING: REINFORCING STEEL SHALL CONFORM TO ASTM A615, GRADE 60, AND SHALL BE OF U.S. MANUFACTURE.
6. MORTAR: MORTAR GROUT TO SEAL THE PIPE, TOP SLABS, AND LEVELING COURSE SHALL BE OF SUCH A MIX THAT SHRINKAGE WILL NOT CAUSE LEAKAGE INTO OR OUT OF THE UNIT. CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR MORTAR FOR ENGINEER REVIEW AND APPROVAL.
7. SHOP DRAWINGS: CONTRACTOR SHALL SUBMIT SHOP DRAWINGS, SIGNED AND SEACOVER BY A FLORIDA LICENSED ENGINEER, FOR PRECAST STRUCTURES TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO THE CONSTRUCTION OF STRUCTURE.
8. MANHOLE RING & COVER: ALL MANHOLE RINGS AND COVERS, WITHIN PRIVATE PROPERTY, SHALL HAVE THE WORD "STORM SEWER" CAST ON COVER.

NOTES:

1. DEEP WELL TO BE CONSTRUCTED PER DRAINAGE WELL SCHEDULE. CONTRACTOR IS TO VERIFY A MINIMUM FLOW RATE OF 250 GPM PER FOOT OF HEAD FOR EACH WELL, AND CONTACT ENGINEER OF RECORD IF SPECIFIC CAPACITIES ARE LOWER. CONTRACTOR MUST PROVIDE 60% CASED AND 40% OPEN WELL AT ANY DEPTH.
2. STEEL WELL GRATE TO BE INSTALLED OVER 24" WELL CASING. STEEL GRATE TO BE HOT DIPPED GALVANIZED AFTER FABRICATION. COST TO BE INCLUDED IN THE PRICE OF CASING.
3. DEVELOPER OF WELL TO ASSURE 1500 P.P.M. SALINITY. THE WELL CASING SHALL PENETRATE A ZONE CONTAINING A MINIMUM OF 10,000 mg/L OF TOTAL DISSOLVED SOLIDS (TDS) IN ACCORDANCE WITH RULE 62-528.200(6), FAC.
4. WELL TESTING TO COMPLY WITH ASTM D 5472-93 AND D-4050-96 AND BE PERFORMED BY A THIRD PARTY FLORIDA REGISTERED GEOLOGIST.
5. ALL DRAINAGE WELL BOXES SHALL BE WATER TIGHT. ALL WELL BOX CONSTRUCTION JOINTS SHALL BE WATER TIGHT. WELL BOX MUST BE DESIGNED FOR UPLIFT FORCES (MIN 3 PSI) AND SIGNED AND SEALED BY A REGISTERED FLORIDA PROFESSIONAL ENGINEER.
6. CONTRACTOR TO SUBMIT SHOP DRAWING TO ENGINEER OF RECORD.

Sunshine811

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Check positive response codes before you dig!

Broward Health NORTH

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

DMZ DESIGN MATTERS

Kimley»Horn

CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

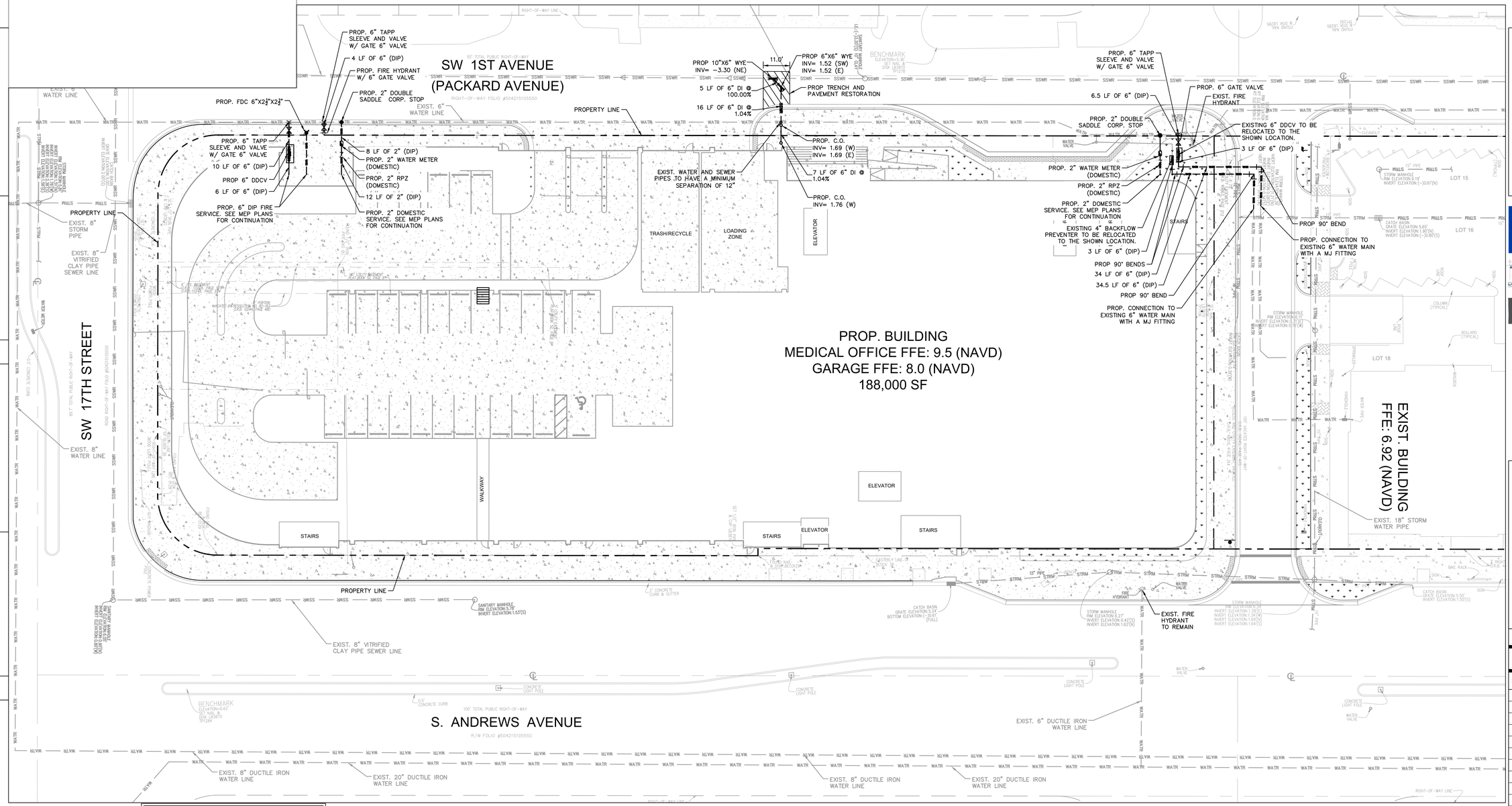
#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

PAVING, GRADING, AND DRAINAGE DETAILS

175309
JOB NO.

C503.0
SHEET



LEGEND	
	PROPERTY LINE
WATR	PROPOSED WATER
	PROPOSED WATER VALVE
	PROPOSED TAPPING SLEEVE
	PROPOSED WATER METER AND RPZ
	PROPOSED DDCV
	PROPOSED FDC AND FIRE HYDRANT
WATR	EXISTING WATER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
SSWR	PROPOSED SANITARY SEWER
S	PROPOSED SANITARY SEWER MANHOLE
S	EXISTING SANITARY SEWER MANHOLE
SSWR	EXISTING SANITARY SEWER
FM	EXISTING FORCE MAIN
X	UTILITY CROSSING CONFLICT
X	SAMPLE POINT
	PROPOSED UTILITY EASEMENT (U.E.)

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

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BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

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DMZ DESIGN MATTERS

Kimley»Horn

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

WATER AND SEWER PLAN

175309 JOB NO.

C600.0 SHEET

WATR001 - WATER MAIN SEPARATION Tuesday, September 20, 2016

WATER MAIN SEPARATION IN ACCORDANCE WITH F.A.C. RULE 62-555.314

OTHER PIPE	HORIZONTAL SEPARATION	CROSSINGS (NOTE 1)	JOINT SPACING AT CROSSINGS (FULL JOINT CENTERED)
STORM SEWER, STORM WATER FORCE MAIN, RECLAIMED WATER (NOTE 2)	WATER MAIN 3 FT. MINIMUM OTHER PIPE	WATER MAIN 12 INCHES IS THE MINIMUM, EXCEPT FOR STORM SEWER, THEN 6 INCHES IS THE MINIMUM AND12 INCHES IS PREFERRED OTHER PIPE	NOTE 4 WATER MAIN JOINT (TYP.)
VACUUM SANITARY SEWER	WATER MAIN 10 FT PREFERRED 3 FT. MINIMUM OTHER PIPE	WATER MAIN 12 INCHES IS PREFERRED 6 INCHES MINIMUM OTHER PIPE	NOTE 4 WATER MAIN
GRAVITY SANITARY SEWER, (NOTE 3) SANITARY SEWER FORCE MAIN, RECLAIMED WATER	WATER MAIN 10 FT PREFERRED 6 FT. MINIMUM OTHER PIPE	WATER MAIN 12 INCHES IS THE MINIMUM, EXCEPT FOR GRAVITY SEWER, THEN 6 INCHES IS THE MINIMUM AND 12 INCHES IS PREFERRED OTHER PIPE	NOTE 4 WATER MAIN OTHER PIPE (TYP.)
ON-SITE SEWAGE TREATMENT & DISPOSAL SYSTEM	10 FT. MINIMUM	——	——

NOTES:

1. WATER MAIN SHOULD CROSS ABOVE OTHER PIPE. WHEN WATER MAIN MUST BE BELOW OTHER PIPE, THE MINIMUM SEPARATION IS 12 INCHES.
2. RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
3. 3 FT. FOR GRAVITY SANITARY SEWER WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST 6 INCHES ABOVE THE TOP OF THE GRAVITY SANITARY SEWER.
4. ONE FULL LENGTH OF WATER MAIN PIPE SHALL BE CENTERED ABOVE OR BELOW THE OTHER PIPE SO THAT THE WATER MAIN JOINTS WILL BE AS FAR AS POSSIBLE FROM THE OTHER PIPELINE. ALTERNATE JOINT LOCATIONS ALLOWED UNDER FAC 62-555.314 WILL ONLY BE ALLOWED BY THE ENGINEER ON A CASE-BY-CASE BASIS.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

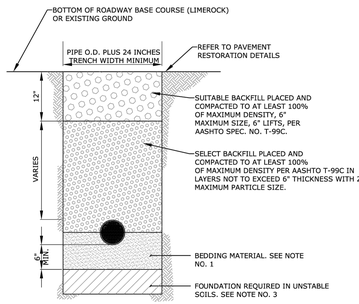
WATER MAIN SEPARATION

WTRL no. WATR 001
REVISED 20/16/08/01

BROWARD COUNTY
PUBLIC WORKS DEPARTMENT

WATER & WASTEWATER SERVICES
ENGINEERING DIVISION
2555 WEST COPANS ROAD
POMPANO BEACH, FL 33069
PHONE NO. 954-831-0745
FAX: 954-831-0925

STANDARD DETAIL

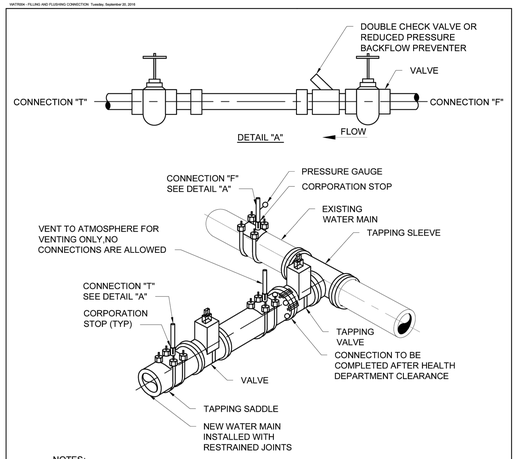


NOTES:

1. UNLESS OTHERWISE SPECIFIED, BEDDING MATERIAL SHALL CONSIST OF SELECT BACKFILL MATERIAL 2" MAXIMUM PARTICLE SIZE, COMPACTED TO AT LEAST 100% OF MAX. DENSITY, 6" LIFTS, PER AASHTO SPEC. NO. T-99C.
2. WHERE REQUIRED, SHEETING AND SHORING SHALL BE IN ACCORDANCE WITH OSHA REQUIREMENTS.
3. WHERE UNSTABLE SOILS ARE ENCOUNTERED, INCLUDING PEAT, MUCK OR OTHER ORGANIC SOILS, ELASTIC SILT AND CLAYS, A FOUNDATION IS REQUIRED AS DETERMINED BY THE ENGINEER OF RECORD.

REVISED	TYPICAL TRENCH BACKFILL	FIGURE 180
7/7/2021		

WATR004 - FILLING AND FLUSHING CONNECTION Tuesday, September 20, 2016



NOTES:

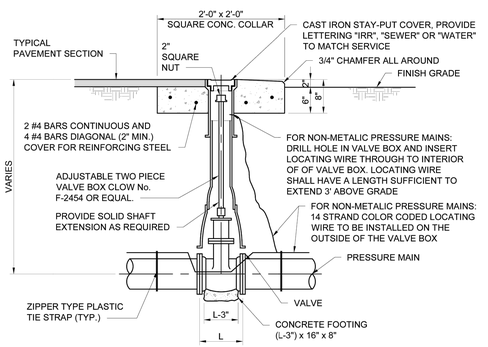
1. REMOVE TEMPORARY CONNECTION AT CORPORATION STOP ON EXISTING MAIN AFTER FILLING AND FLUSHING OF NEW LINE.
2. DO NOT REMOVE TEMPORARY CONNECTION AT CORPORATION STOP ON NEW MAIN UNTIL ALL TESTING HAS BEEN CLEARED BY HEALTH DEPARTMENT.
3. CLOSE CORPORATION STOPS AND PLUG/CAP WITH LEAD-FREE BRASS FITTINGS AFTER SAMPLING IS COMPLETED.
4. CONTRACTOR WILL INSTALL A PRESSURE GAUGE AT OR NEAR THE FILL AND FLUSH LOCATION AND MAINTAIN A MINIMUM PRESSURE OF 40 PSI AT ALL TIMES. THE FILL VALVE WILL BE OPENED AND CLOSED SLOWLY TO AVOID RAPID PRESSURE CHANGES IN THE WATER SYSTEM.

CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

FILLING AND FLUSHING CONNECTION

WTRL no. WATR 004
REVISED 20/16/05/21

WATR015 - VALVE BOX Tuesday, September 20, 2016



CITY OF FORT LAUDERDALE PUBLIC WORKS DEPARTMENT ENGINEERING DETAILS
100 North Andrews Avenue, Fort Lauderdale, Florida 33301

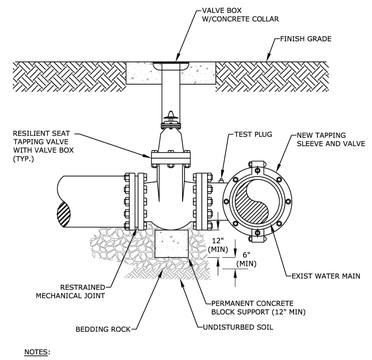
VALVE BOX

WTRL no. WATR 015
REVISED 20/16/05/21

BROWARD COUNTY
PUBLIC WORKS DEPARTMENT

WATER & WASTEWATER SERVICES
ENGINEERING DIVISION
2555 WEST COPANS ROAD
POMPANO BEACH, FL 33069
PHONE NO. 954-831-0745
FAX: 954-831-0925

STANDARD DETAIL



NOTES:

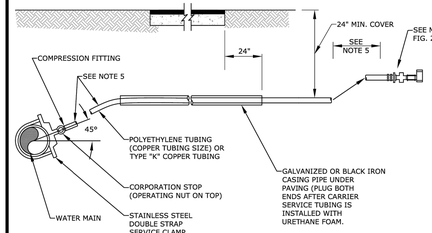
1. REFER TO WWS MINIMUM DESIGN AND CONSTRUCTION STANDARDS FOR MINIMUM REQUIREMENTS AND PRE-APPROVED MANUFACTURERS.
2. MAIN SHALL BE CLEANED BEFORE ATTACHING SLEEVE
3. SLEEVE AND VALVE SHALL BE PRESSURE TESTED BEFORE MAKING TAP. PRESSURE TEST AND TAP SHALL BE MADE IN PRESENCE OF AN AUTHORIZED COUNTY REPRESENTATIVE.
4. TAP SHALL BE MADE NO CLOSER THAN 18" FROM THE NEAREST JOINT.
5. CONCRETE BLOCK SHALL COMPLETELY SUPPORT TAPPING VALVE.
6. RESTRAINT JOINT REQUIREMENTS SHALL BE IN ACCORDANCE WITH WWS MINIMUM DESIGN AND CONSTRUCTION STANDARDS.

REVISED	TAPPING SLEEVE AND VALVE INSTALLATION	FIGURE 196
7/7/2021		

BROWARD COUNTY
PUBLIC WORKS DEPARTMENT

WATER & WASTEWATER SERVICES
ENGINEERING DIVISION
2555 WEST COPANS ROAD
POMPANO BEACH, FL 33069
PHONE NO. 954-831-0745
FAX: 954-831-0925

STANDARD DETAIL



NOTES:

1. SUCCESSIVE TAPS INTO THE WATER MAIN SHALL BE SPACED NOT LESS THAN 18" ON CENTER. NO TAPS SHALL BE CLOSER THAN 18" TO A JOINT.
2. 1" SERVICE REQUIRE A 2" MINIMUM INSIDE DIAMETER CASING PIPE.
3. 2" SERVICE REQUIRE A 3" MINIMUM INSIDE DIAMETER CASING PIPE.
4. ALL CASING PIPE SHALL EXTEND A MINIMUM OF 2' BEYOND THE EDGE OF PAVED STREETS.
5. FOR 1" SERVICE LINES THE MINIMUM RADIUS SHALL BE 14". FOR 2" SERVICE LINES THE MINIMUM RADIUS SHALL BE 21".
6. ALL CASING PIPE ENDS SHALL BE FILED SMOOTH WITH NO BURRS AND SEALED WITH URETHANE FOAM.
7. THE POLYETHYLENE OR COPPER TUBING SHALL BE ONE CONTINUOUS PIECE FROM THE CORPORATION STOP TO THE CHECK VALVE. NO JOINTS WILL BE PERMITTED BETWEEN THESE POINTS.

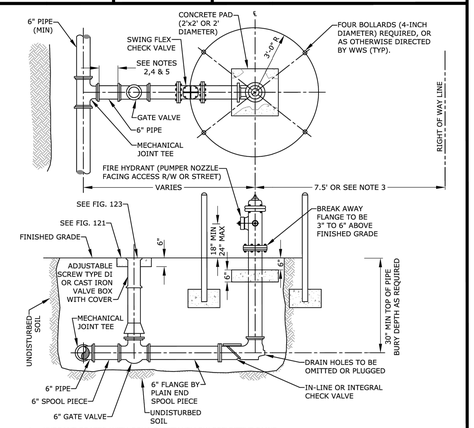
THIS DETAIL APPLIES ONLY TO RESIDENTIAL ROADS WITH LESS THAN 70' R.O.W. (NO MEDIAN) OR WITHIN EASEMENTS

REVISED	TYPE 1 WATER SERVICE CONNECTION	FIGURE 221
7/7/2021		

BROWARD COUNTY
PUBLIC WORKS DEPARTMENT

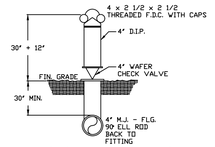
WATER & WASTEWATER SERVICES
ENGINEERING DIVISION
2555 WEST COPANS ROAD
POMPANO BEACH, FL 33069
PHONE NO. 954-831-0745
FAX: 954-831-0925

STANDARD DETAIL



1. HYDRANT COATED WITH OSHA SAFETY YELLOW REFLECTIVE PAINT.
2. USE RESTRAINED JOINTS FOR THE ENTIRE ASSEMBLY SHOWN.
3. HYDRANT SET BACK SHALL CONFORM TO FDOT AND BCNCED REQUIREMENTS, WHERE APPLICABLE.
4. GATE VALVE IS NORMALLY LOCATED NEXT TO TEE.
5. IF DISTANCE FROM MAIN LINE TO FIRE HYDRANT IS GREATER THAN 20 FEET ANOTHER GATE VALVE WILL BE PROVIDED CLOSE TO THE HYDRANT. THIS SECOND VALVE SHALL BE INSTALLED WITHIN 5' OF THE FIRE HYDRANT. CHECK VALVE SHALL BE WITHIN 3' OF FIRE HYDRANT UNLESS CHECK VALVE INTEGRAL TO HYDRANT ASSEMBLY.
6. HYDRANT FEED PIPE MAY BE TAPPED FOR A SERVICE LINE UPSTREAM OF THE ISOLATION GATE VALVE.
7. A BLUE RAISED REFLECTIVE PAVEMENT MARKER SHALL BE PLACED AT THE CENTER LINE OF THE OUTSIDE ROADWAY LANE TO IDENTIFY THE FIRE HYDRANT LOCATION.

REVISED	FIRE HYDRANT INSTALLATION	FIGURE 231
7/7/2021		



FIRE DEPT. CONNECTION DETAIL

NTS
(NOT FOR WWS APPROVAL)

NOTES:

– BLACK STEEL PIPE, SCHEDULE 80, COATED WITH BITUMASTIC AT LEAST 30" BELOW & 6" ABOVE FINISH GRADE. A STEEL DRIVE SHOE IS REQUIRED WITH A 6" LEAD BELOW IT.
– MATERIALS AND INSTALLATION TO MEET CITY REQUIREMENTS.

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Broward Health NORTH

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
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PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

DMZ DESIGN MATTERS

Kimley»Horn

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

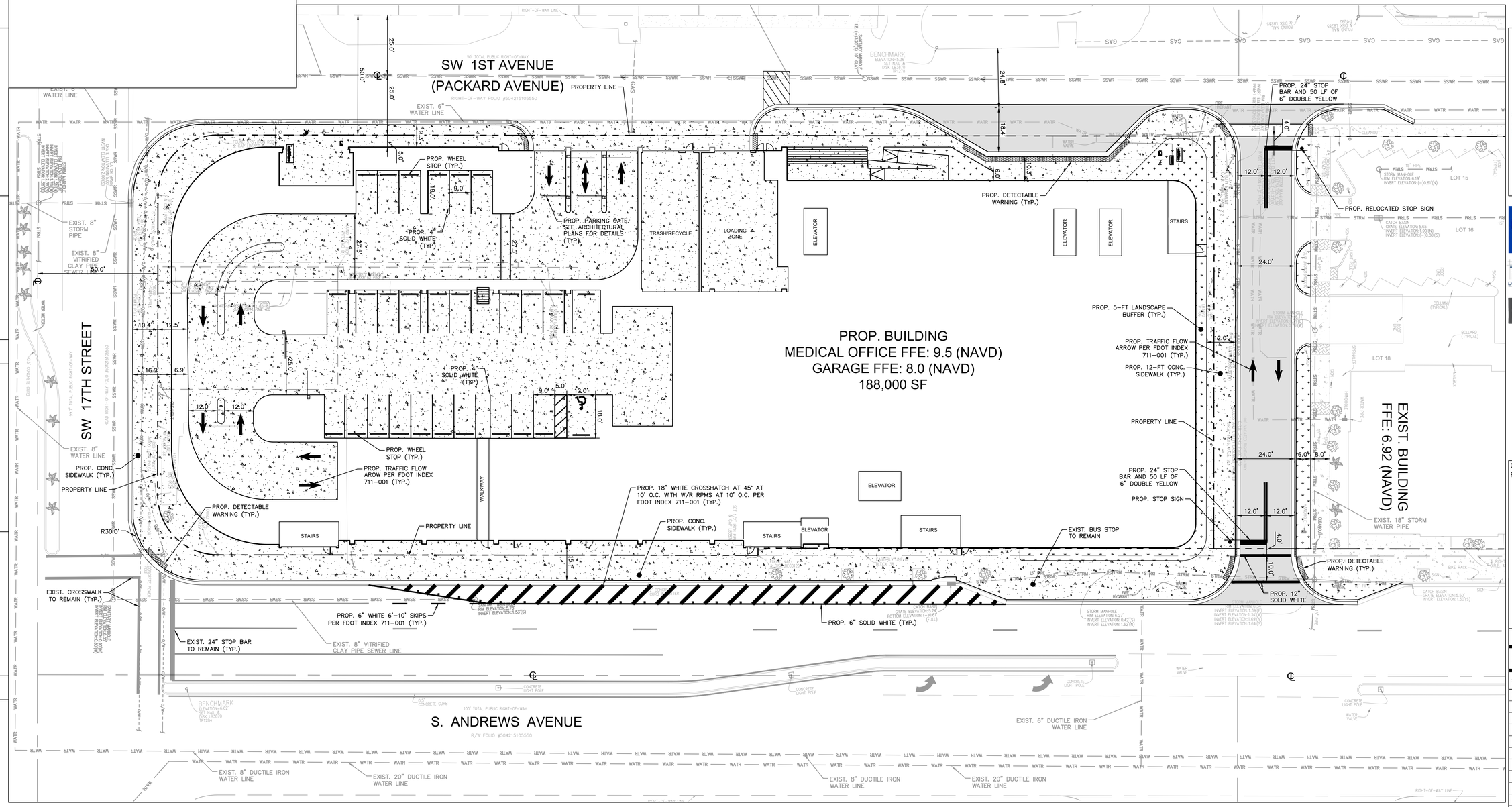
#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

WATER AND SEWER DETAILS

175309 JOB NO.

C601.0 SHEET



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND	
	PROPERTY LINE
	ADJACENT PROPERTY BOUNDARIES
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED DETECTABLE WARNING

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

Sunshine811

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Broward Health NORTH

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

WWW.BECKARCHITECTURE.COM

DMZ DESIGN MATTERS

Kimley»Horn

CARLOS FLORIAN, P.E.
FL REGISTRATION # 80500

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12/12/2024

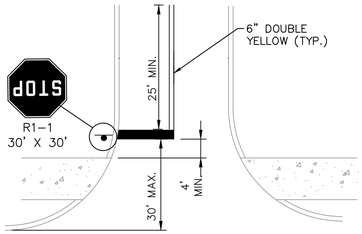
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#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

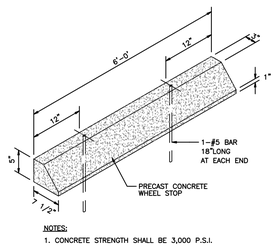
PAVEMENT MARKING AND SIGNAGE PLAN

175309
JOB NO.

C700.0
SHEET

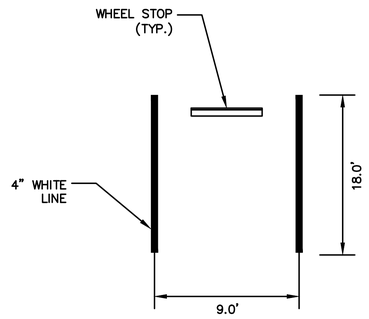


STOP BAR MARKING DETAIL
SCALE: N.T.S.

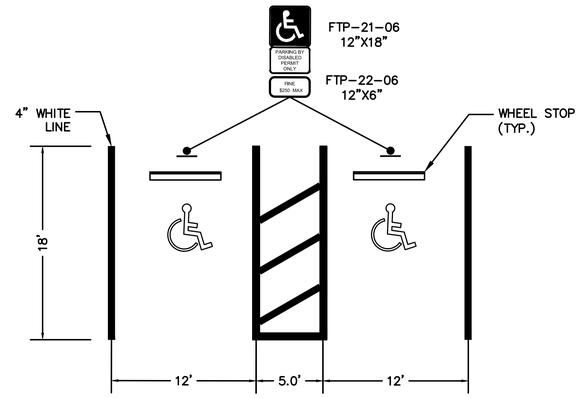


NOTES:
1. CONCRETE STRENGTH SHALL BE 3,000 P.S.I.

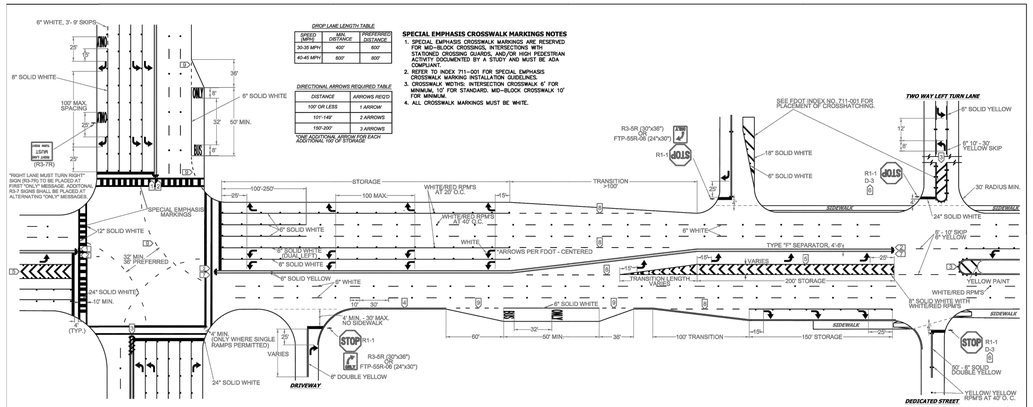
WHEELSTOP DETAIL
SCALE: N.T.S.



TYPICAL PARKING STALL DETAIL
SCALE: N.T.S.



ADA PARKING STALL PAINTING DETAIL
SCALE: N.T.S.



DROP LANE LENGTH TABLE		
SPEED LIMIT	MIN. DISTANCE	PREFERRED DISTANCE
30-35 MPH	400'	600'
40-45 MPH	600'	800'

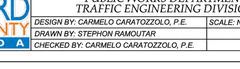
DIRECTIONAL ARROWS REQUIRED TABLE	
DISTANCE	ARROWS REQ'D
100' OR LESS	1 ARROW
101'-149'	2 ARROWS
150'-200'	3 ARROWS

*ONE ADDITIONAL ARROW FOR EACH ADDITIONAL 100' OF STORAGE

SPECIAL EMPHASIS CROSSWALK MARKINGS NOTES
1. SPECIAL EMPHASIS CROSSWALK MARKINGS ARE RESERVED FOR MID-BLOCK CROSSINGS, INTERSECTIONS WITH STAGGERED CROSSING GUARDS, AND/OR HIGH PEDESTRIAN ACTIVITY DOCUMENTED BY A STUDY AND MUST BE ADA COMPLIANT.
2. REFER TO INDEX 711-001 FOR SPECIAL EMPHASIS CROSSWALK MARKING INSTALLATION GUIDELINES.
3. CROSSWALK WIDTHS: INTERSECTION CROSSWALK 6' FOR MINIMUM, 10' FOR STANDARD. MID-BLOCK CROSSWALK 10' FOR MINIMUM.
4. ALL CROSSWALK MARKINGS MUST BE WHITE.

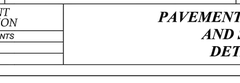
NOTES
1. ALL PAVEMENT MARKINGS SHALL BE ALKYD BASED THERMOPLASTIC AND FULLY RETROREFLECTORIZED.
2. ALL PAVEMENT MARKINGS ON PAVER SYSTEMS SHALL BE 3M 380/381 SERIES TAPE OR EQUIVALENT AND APPLIED WITH PRO ADHESIVE AS PER MANUFACTURERS SPECIFICATIONS.
3. ALL PAVEMENT MARKINGS AND SIGNING SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", INDEX STANDARDS, AND FDOT DESIGN STANDARDS.
4. SEE FDOT INDEX NO 706-001 FOR PLACEMENT OF RPM's (FOR BULLNOSE RPM TREATMENT, SEE LEGEND NO. 1)
5. RPM's SHALL BE CLASS "B" OR EQUIVALENT, APPLIED WITH EPOXY OR BITUMINOUS ADHESIVE.
6. FDOT APPROVED SEALER SHALL BE USED WHEN APPLYING MARKINGS ON CONCRETE.
7. FOR BIKE LANE DETAILS SEE FDOT INDEX NO. 711-002.
8. EXISTING MARKINGS SHALL BE REMOVED BY WATER BLASTING OR SAND BLASTING.
9. ALL STOP LINES TO BE 4' SKIPPING CROSSWALK OR SIDEWALK.
10. PAVEMENT MARKING REFLECTIVITY SHALL BE UNIFORM ACROSS THE ENTIRE STRIPE AND SHALL HAVE A MINIMUM REFLECTIVITY READING OF 250 MILLICANDELAS FOR WHITE AND 175 MILLICANDELAS FOR YELLOW.
11. ALL PRODUCTS MUST BE ON FDOT'S APPROVED PRODUCTS LIST (APL).
12. RPM'S SHALL NOT BE INSTALLED ADJACENT TO BIKE LANES.
13. LONGITUDINAL CROSSWALK MARKINGS SHALL BE INSTALLED AT ALL CROSS STREETS ON COUNTY ROADS THAT ARE FOUR LANES OR GREATER.

LEGEND

1. YELLOW/YELLOW RPM DETAILS


2. MEDIAN NOSE PAINT DETAILS

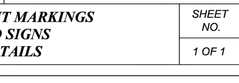
3. PAINTED MEDIAN DETAILS

4. EDGE LINE DETAILS


5. CHEVRON DETAILS - CROSSWALK AREAS AND IN FRONT OF CURB RAMPS

(SEE FDOT INDEX NO. 17346 FOR SPACING OF CHEVRONS)

6. STREET NAME BLADE DETAILS
SEE BCTED STOP SIGN AND STREET IDENTIFICATION ASSEMBLY TYPICAL DETAILS.

7. TYPE IV SEPARATOR DETAILS


8. 6'-10' SKIP DETAILS
6' -10' SKIPS 6" WHITE SHALL BE USED FOR THE FOLLOWING CONDITIONS:
- TRANSITIONS AT ALL LEFT AND RIGHT TURN LANES

9. 2'-4' SKIP DETAILS
2' -4' SKIPS 6" WHITE SHALL BE USED FOR THE FOLLOWING CONDITIONS:
- CONTINUOUS GUIDE LINES BETWEEN ALL LEFTS TURN MOVEMENT (90' RADIUS PREFERRED OR AS NOTED ON PLANS)
- BUS BAY TRANSITIONS

STOP SIGN NOTE
WHERE SIDE ROADS INTERSECT A MULTI LANE STREET OR HIGHWAY THAT HAS A SPEED LIMIT OF 45 MPH OR HIGHER, THE MINIMUM SIZE OF THE STOP SIGNS FACING THE SIDE ROAD APPROACHES, EVEN IF THE SIDE ROAD ONLY HAS ONE APPROACH LANE, SHALL BE 36"x36".

WHERE SIDE ROADS INTERSECT A MULTI-LANE (INCLUDING TURN LANE) STREET OR HIGHWAY THAT HAS A SPEED LIMIT OF 40 MPH OR LOWER, THE MINIMUM SIZE OF THE STOP SIGN FACING THE SIDE ROAD APPROACHES SHALL BE 30"x30".

REVISIONS	
DATE	DESCRIPTION
11-24-2020	UPDATED NOTES
04-14-2021	UPDATED NOTES
05-06-2022	UPDATED NOTES

BROWARD COUNTY FLORIDA

PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

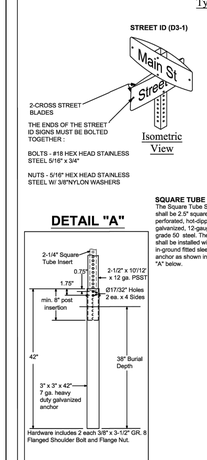
DESIGN BY: CARMELO CARATOZZOLO, P.E. SCALE: NTS
DRAWN BY: STEPHON RAMOUTAR
CHECKED BY: CARMELO CARATOZZOLO, P.E.

PAVEMENT MARKINGS AND SIGNS DETAILS

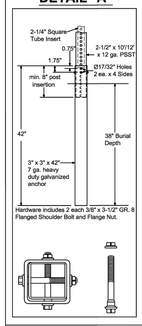
SHEET NO. 1 OF 1

FOR SIGN ASSEMBLIES WITH MAXIMUM 8.75 SQUARE FOOT PANEL AREA

Typical Details

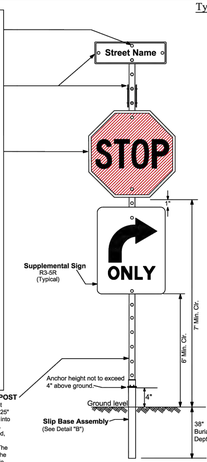


DETAIL "A"



FOR SIGN ASSEMBLIES WITH GREATER THAN 8.75 SQUARE FOOT PANEL AREA WITH SUPPLEMENTAL SIGN

Typical Details



STREET ID (D3-1) MATERIALS:
LETTERS
WHITE TYPE XI SHEETING
LETTERING OF STREET NAME SIGNS SHALL BE COMPOSED OF A COMBINATION OF LOWERCASE LETTERS WITH INITIAL UPPERCASE LETTERS
BORDER
BORDER WIDTHS WILL VARY BASED ON LETTER HEIGHTS
LETTER HEIGHTS - BORDER WIDTHS
4 INCH LETTER = 0.375 INCH BORDER WIDTH
6 INCH LETTER = 0.500 INCH BORDER WIDTH
8 INCH LETTER = 0.750 INCH BORDER WIDTH
GREEN BACKGROUND
GREEN TRANSLUSCENT INK SILK-SCREENED CLEAR-COATED OR ELECTRO-CUT (EC) FILM OR EQUIVALENT
LETTER SIZES
SEE MUTCD TABLE 2D-2 (PG 163) FOR MINIMUM LETTER HEIGHTS LENGTH VARIES BY STREET NAME
HARDWARE
BOLTS - #18 HEX HEAD STAINLESS STEEL 5/16" x 3"
NUTS - 5/16" STAINLESS STEEL W/ NYLON WASHERS.

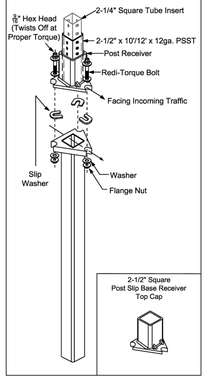
REGULATORY SIGN
WHEN NO STREET ID IS PRESENT
THE STOP SIGN SHALL BE MOUNTED FLUSH TO THE TOP OF THE POST WHILE MAINTAINING 7 FEET MIN. CLEARANCE BETWEEN BOTTOM OF SIGN AND GROUND LEVEL. ANY SIGN INSTALLED BACK TO BACK WITH THE STOP SIGN SHALL BE SMALLER THAN THE STOP SIGN.

STOP, DO NOT ENTER OR YIELD
WHITE TYPE XI SHEETING
PRESSURE-SENSITIVE RED TRANSLUCENT INK SILK-SCREENED CLEAR-COATED OR ELECTRO-CUT (EC) FILM OR EQUIVALENT.
HARDWARE
FRONT: #18 HEX HEAD STAINLESS STEEL 5/16" x 3" BOLT W/ 3/8" NYLON WASHER
BACK: 5/16" HEX HEAD STAINLESS STEEL NUT W/ 3/8" STAINLESS STEEL WASHER.

NOTES:
1. ALL TYPE XI SHEETING UTILIZED MUST BE ON THE FDOT APL LIST.
2. SEE BCTED TECHNICAL POLICY MEMO #TPM - 16-001 - SPECIFICATIONS FOR RETROFLECTIVE TRAFFIC SIGN MATERIALS.

SQUARE TUBE SIGN POST
The Square Tube Sign Post shall consist of a 6 foot x 2.25" square tube insert inserted into a 2.5" square post receiver. Both tubes will be perforated, hot-dipped galvanized, 12-gauge, grade 50 steel. The post shall be installed into the slip base assembly shown in detail "B".

DETAIL "B"
Triangular Slip Base Assembly For 2-1/2" Perforated Square Steel Tube Sign Post



Notes:
1. Dimensions and certain details for the parts used to assemble the slip base connections are intentionally not shown. Slip base connections are patented manufactured products that are in compliance with NCHRP 350 crash test criteria. The base connection details are only shown on this plan to illustrate how the parts are assembled. The complete assembly must be designed to withstand 150 mph Base Wind Speed per 2013 AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, 6th edition and interims.
2. For standard ground sign installation, see detail entitled * Ground Sign Assembly Details*.

REVISIONS	
DATE	DESCRIPTION
02-28-2020	ADDED ISOMETRIC VIEW
02-05-2021	UPDATED POST BASE HEIGHT
06-22-2023	UPDATED SIGN POST NOTES

BROWARD COUNTY FLORIDA

PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

DESIGN BY: CARMELO CARATOZZOLO, P.E. SCALE: NTS
DRAWN BY: STEPHON RAMOUTAR
CHECKED BY: CARMELO CARATOZZOLO, P.E.

STOP SIGN AND STREET IDENTIFICATION ASSEMBLY TYPICAL DETAILS

SHEET NO. 1 OF 1

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Sunshine811

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DMZ DESIGN MATTERS

Kimley»Horn

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FL REGISTRATION # 80500

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

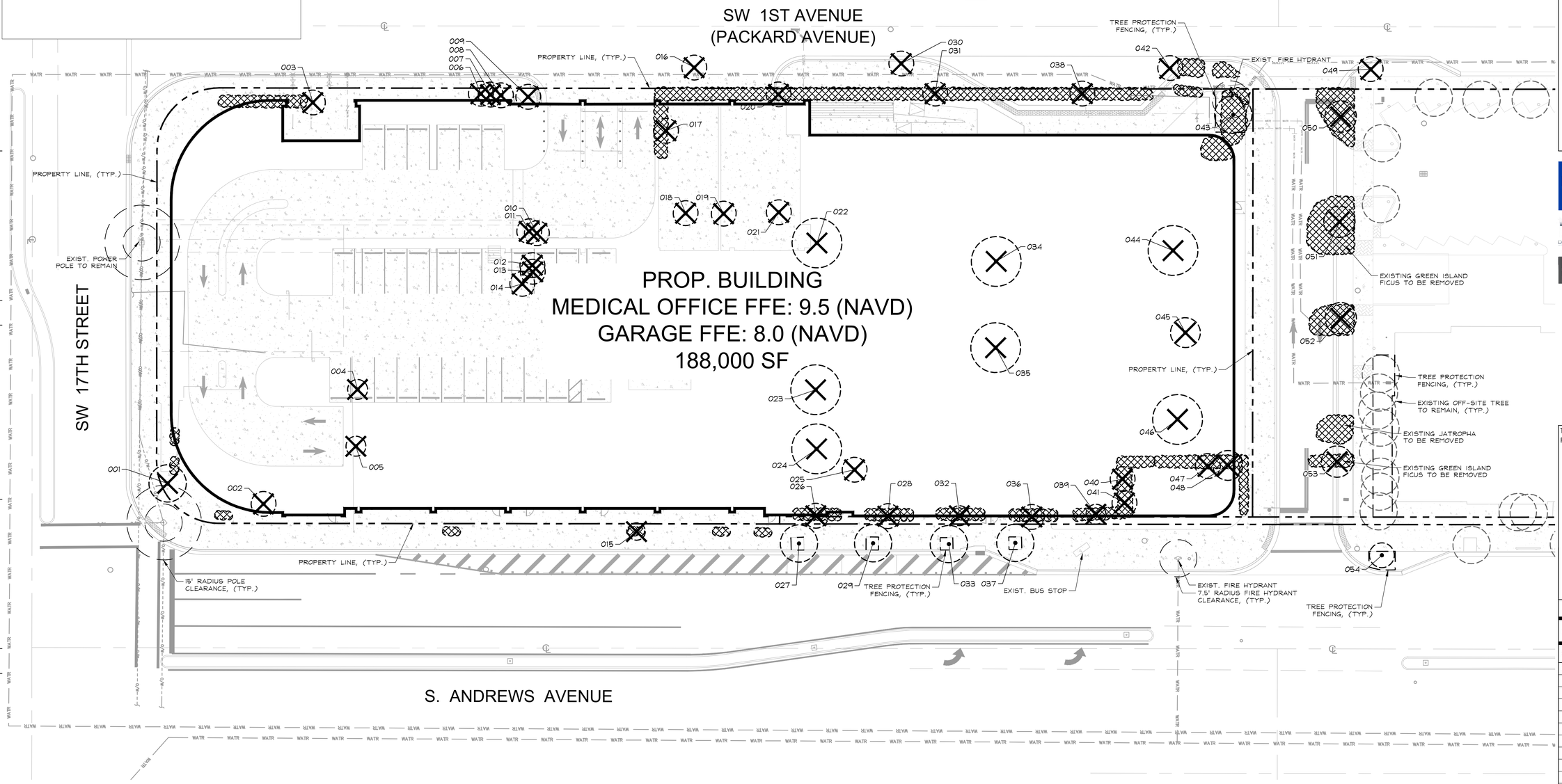
#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

PAVEMENT MARKING AND SIGNAGE DETAILS

175309 JOB NO.

C701.0 SHEET



KEY:

	TREE TO REMAIN
	TREE TO BE REMOVED
	TREE TO BE RELOCATED
	TREE TO BE PROTECTED PER DETAIL ON SHEET L001.0
	SHRUB TO BE REMOVED

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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DMZ DESIGN MATTERS

Kimley»Horn

THOMAS HARGRETT, PLA
FL REGISTRATION #6667512

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

TREE DISPOSITION PLAN

175309
JOB NO.

L000.0
SHEET

Tree No.	Common Name	Botanical Name	DBH (")	Class Rating	Class Rating %	Action
1	*Cupaniopsis anacardioides*	Carrotwood	12 in.	F	0%	Remove
2	*Sabal palmetto*	Sabal Palm	8 in.			Remove
3	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
4	*Dypsis lutenscens*	Areca Palm (Double Trunk)	5 in.			Remove
5	*Dypsis lutenscens*	Areca Palm (Triple Trunk)	7 in.			Remove
6	*Sabal palmetto*	Sabal Palm	6 in.			Remove
7	*Sabal palmetto*	Sabal Palm	8 in.			Remove
8	*Sabal palmetto*	Sabal Palm	8 in.			Remove
9	*Sabal palmetto*	Sabal Palm	8 in.			Remove
10	*Sabal palmetto*	Sabal Palm	8 in.			Remove
11	*Sabal palmetto*	Sabal Palm	8 in.			Remove
12	*Sabal palmetto*	Sabal Palm	8 in.			Remove
13	*Bursera simaruba*	Gumbo Limbo	6 in.	A	100%	Remove
14	*Sabal palmetto*	Sabal Palm	8 in.			Remove
15	*Sabal palmetto*	Sabal Palm	6 in.			Remove
16	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.	C	60%	Remove
17	*Quercus virginiana*	Southern Live oak	5 in.	A	100%	Remove
18	*Cordia sebestena*	Orange Geiger	8 in.	B	80%	Remove
19	*Cordia sebestena*	Orange Geiger	4 in.	B	80%	Remove
20	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.	C	60%	Remove
21	*Cordia sebestena*	Orange Geiger	8 in.	B	80%	Remove
22	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
23	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
24	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
25	*Quercus virginiana*	Southern Live oak	3 in.	A	100%	Remove
26	*Dypsis lutenscens*	Areca Palm (Double Trunk)	5 in.			Remove
27	*Quercus virginiana*	Southern Live oak	5 in.			Remain
28	*Dypsis lutenscens*	Areca Palm (Double Trunk)	5 in.			Remove
29	*Quercus virginiana*	Southern Live oak	5 in.			Remain
30	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.	C	60%	Remove
31	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.	C	60%	Remove
32	*Dypsis lutenscens*	Areca Palm (Double Trunk)	5 in.			Remove
33	*Quercus virginiana*	Southern Live oak	5 in.			Remain
34	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
35	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
36	*Dypsis lutenscens*	Areca Palm (Double Trunk)	5 in.			Remove
37	*Quercus virginiana*	Southern Live oak	5 in.			Remain
38	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.	C	60%	Remove
39	*Dypsis lutenscens*	Areca Palm (Double Trunk)	5 in.			Remove
40	*Dypsis lutenscens*	Areca Palm	5 in.			Remove
41	*Dypsis lutenscens*	Areca Palm	5 in.			Remove
42	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.			Remain
43	*Quercus virginiana*	Southern Live oak	5 in.			Remain
44	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
45	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
46	*Bursera simaruba*	Gumbo Limbo	8 in.	A	100%	Remove
47	*Dypsis lutenscens*	Areca Palm	5 in.			Remove
48	*Dypsis lutenscens*	Areca Palm	5 in.			Remove
49	*Lagerstroemia indica*	Crape Myrtle (Multi Trunk)	8 in.	C	60%	Remove
50	*Quercus virginiana*	Southern Live oak	5 in.	A	100%	Remove
51	*Quercus virginiana*	Southern Live oak	6 in.	A	100%	Remove
52	*Quercus virginiana*	Southern Live oak	7 in.	A	100%	Remove
53	*Quercus virginiana*	Southern Live oak	7 in.	A	100%	Remove
54	*Adonidia merrillii*	Christmas Palm (Multi Trunk)	3 in.			Remain

Equivalent Replacement Calculation per City of Fort Lauderdale Code: CLASS RATING % X CONDITION % X DBH = MITIGATION INCHES REQ.

*Palm Tree Replacement Cost (Sabal Palm) per City of Fort Lauderdale Code: **$180**

Palm Tree Replacement Cost (Coconut Palm) per City of Fort Lauderdale Code: **ft. of CT x $30

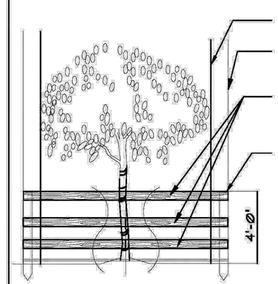
ROOT PRUNING

1. THE LANDSCAPE ARCHITECT HAS OBSERVED TREES THAT COULD BE IMPACTED BY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS.
2. IF CONSTRUCTION ACTIVITIES OCCUR WITHIN THE DRIPLINE (OR THE HORIZONTAL EXTENT OF THE CANOPY) OF A TREE, THEN THAT TREE IS A CANDIDATE FOR ROOT PRUNING.
3. ROOT PRUNING MUST OCCUR PRIOR TO TRENCHING OPERATIONS TO INSURE THAT THE ROOTS ARE CUT CLEAN AND AT PROPER ANGLES AND NOT MECHANICALLY RIPPED FROM THE EARTH DURING CONSTRUCTION.
4. FOR TREES REQUIRING ROOT PRUNING, A TREE ASSESSMENT SHALL BE CONDUCTED AND A ROOT-PRUNING PLAN SHALL BE DEVELOPED BY A CERTIFIED ARBORIST OR CONSULTING ARBORIST. THIS PLAN SHOULD IDENTIFY:
   - MAXIMUM ALLOWABLE SIZE OF ROOTS TO BE CUT
   - ALLOWABLE PROXIMITY TO THE TRUNK FOR CUTS
   - TIME OF YEAR WHEN ROOT CUTTING IS ALLOWABLE (NOTE: IN FLORIDA, IT IS BEST TO AVOID ROOT PRUNING DURING TIMES OF THE MAY THROUGH SEPTEMBER, WHEN THE POTENTIAL FOR DAMAGING WIND LOADS ON TREES ARE GREATEST.)
   - METHOD FOR MAKING CUTS
   - MITIGATING CANOPY PRUNING
   - TYPE AND EXTENT OF NECESSARY STRUCTURAL SUPPORT
   - SCHEDULE FOR WATERING/FERTILIZATION AFTER PRUNING
5. IMPLEMENT THE ROOT PRUNING PLAN PER THE ARBORIST'S RECOMMENDATION.

DEPARTMENT OF SUSTAINABLE DEVELOPMENT – UD&P

TREE PROTECTION DETAIL

Rev: 1 | Revision Date: 4/10/2018 | I.D. Number: TPD



DRIP LINE

FENCE TO EXTEND TO THE EDGE OF THE DRIPLINE OR MORE WHERE POSSIBLE.

THREE ROWS OF SPLIT RAIL FENCING (2" X 4") TO BE PLACED AROUND ALL EXISTING TREES TO REMAIN.

WOODEN STAKES (2" X 4" X 5' MIN.) ON 5' CENTERS - TO SUPPORT SPLIT RAIL FENCING.

CONTRACTOR TO INSTALL PROTECTIVE FENCE BARRIER AROUND ALL EXISTING TREES TO REMAIN- AT THE START OF THE PROJECT- FENCE TO REMAIN IN PLACE THROUGHOUT THE DURATION OF THE PROJECT.

CONTRACTOR SHALL TAKE EXTRA CARE DURING EARTHWORK AND UTILITY OPERATIONS TO PROTECT ALL EXISTING TREES - AND SHALL BE RESPONSIBLE TO REPLACE ANY TREES DAMAGED DURING CONSTRUCTION.

BARRIER TO FORM A CONTINUOUS CIRCLE AROUND THE TREE OR GROUP OF TREES.

TREE PROTECTION DETAIL

N.T.S.

TREE DISPOSITION SUMMARY	
TOTAL TREES TO REMAIN	4
TOTAL PALMS TO REMAIN	1
TOTAL TREES TO BE REMOVED	24
TOTAL PALMS TO BE REMOVED	20
TOTAL TREES TO BE RELOCATED	4
TOTAL PALMS TO BE RELOCATED	0

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

Sunshine811

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Check positive response codes before you dig!

Broward Health NORTH

BECK ARCHITECTURE
501 EAST LAS OLAS BLVD.
SUITE 200 AND 300
FORT LAUDERDALE, FL 33301
PH: 754-799-2235

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DMZ DESIGN MATTERS

Kimley»Horn

THOMAS HARGRETT, PLA
FL REGISTRATION #6667512

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12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

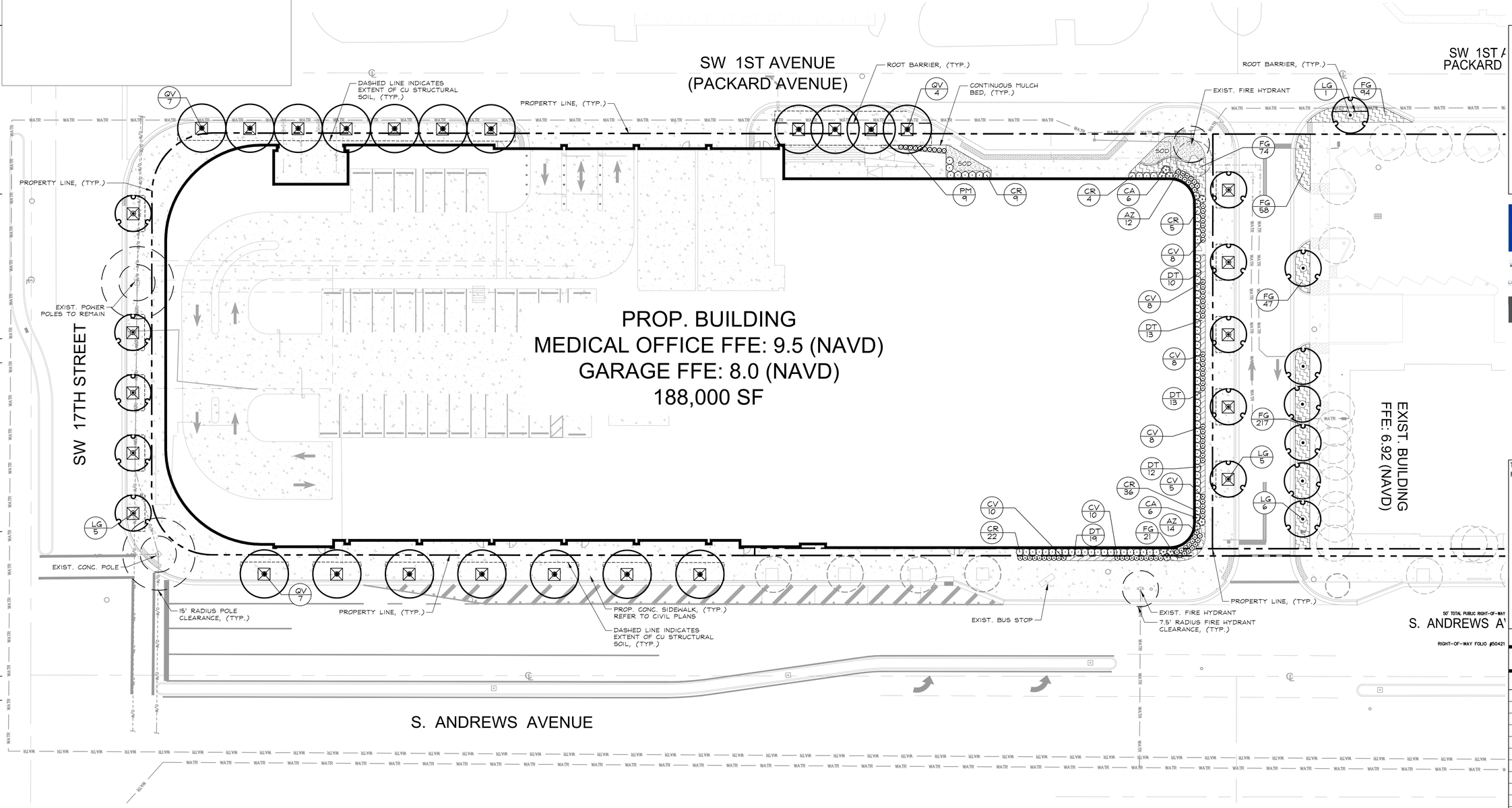
#	DATE	SUBMISSION
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BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

TREE DISPOSITION DETAILS

175309 JOB NO.

L001.0 SHEET



PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME
TREES		
LG	Lagerstroemia indica 'Muskogee'	Muskogee Crape Myrtle
QV	Quercus virginiana	Southern Live Oak
SHRUBS		
AZ	Alpinia zerumbet	Shell Ginger
CA	Cordyline fruticosa 'Auntie Lou'	Auntie Lou Ti Plant
CR	Clusia rosea	Clusia
CV	Codiaeum variegatum	Croton
PM	Podocarpus macrophyllus 'Pringles'	Dwarf Podocarpus
GROUND COVERS		
DT	Dianella tasmanica	Flax Lily
FG	Ficus microcarpa 'Green Island'	Green Island Ficus
SOD	Stenotaphrum secundatum 'Floratam'	Floratam St. Augustine Grass

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

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CURRENT SUBMISSION: DRC SUBMISSION

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C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

LANDSCAPE PLAN

175309
JOB NO.

L100.0
SHEET

CODE REQUIREMENTS (PER FT LAUDERDALE LAND DEVELOPMENT CODE)

SITE AREA: 75,646 SF (1.74 ACRES)
ZONING: SRAC-SAe
LAND USE: SRAC

IMPERVIOUS AREA: 7,202 SF (0.17 ACRES)
PERVIOUS AREA: 1,477 SF (0.03 ACRES)
BUILDING AREA: 66,967 SF (1.54 ACRES)

	REQUIRED	PROVIDED
SEC. 47-21.8.E 50% OF ALL VEGETATION, EXCLUDING ALL TURFGRASS, SHALL BE NATIVE 35 TREES/PALMS X 50% = 18 TREES/PALMS 758 SHRUBS/GC X 50% = 379 SHRUBS/GC	18 TREES/PALMS 379 SHRUBS/GC	18 (50%) TREES/PALMS DEFICIENT SHRUBS/GC
SEC. 47-21.8.R NO MORE THAN 50% OF THE LANDSCAPED AREA MAY BE IN TURFGRASS 1,477 SF PERVIOUS AREA X 50% = 739 SF MAX	739 SF (MAX)	273 SF (17%)
SEC. 47-21.8.S A MINIMUM OF 50% OF THE LANDSCAPED AREA MUST BE DROUGHT TOLERANT 35 TREES/PALMS X 50% = 18 TREES/PALMS 758 SHRUBS/GC X 50% = 379 SHRUBS/GC	18 TREES/PALMS 379 SHRUBS/GC	35 (100%) TREES/PALMS 675 (89%) SHRUBS/GC
SEC. 47-21.12.A.1 LANDSCAPING SHALL BE PROVIDED IN A SQUARE FOOTAGE AREA EQUAL TO A MINIMUM OF 20% IF THE GROSS VEHICULAR USE AREA. THIS AREA SHALL CONSIST OF PERIMETER, PENINSULAR AND INTERIOR LANDSCAPES AND SHALL NOT EXTEND MORE THAN 10' BEYOND THE VUA 394 SF VUA (EMERGENCY DROP-OFF) X 20% = 79 SF LANDSCAPE AREA	79 SF	1,477 SF
SEC. 47-21.12.C.1 ONE TREE AND 6 SHRUBS SHALL BE REQUIRED FOR EVERY 1,000 SF OR FRACTION THEREOF, OF VUA 394 SF VUA (EMERGENCY DROP-OFF) / 1,000 SF = 1 X 1 TREE = 1 TREE 394 SF VUA (EMERGENCY DROP-OFF) / 1,000 SF = 1 X 6 SHRUBS = 6 SHRUBS	1 TREE 6 SHRUBS	35 TREES 758 SHRUBS
SEC. 47-21.12.C.1.a THE FIRST 25%, OR FRACTION THEREOF, OF THE REQUIRED TREES SHALL BE SHADE SPECIES WITH A 3½" MIN TRUNK CALIPER, AND SHALL BE DISTRIBUTED BETWEEN INTERIOR AND PERIMETER LANDSCAPE AREAS 32 REQUIRED TREES X 25% = 8 TREES	8 TREES	18 TREES (QV)
SEC. 47-21.12.C.1.c 20% OF THE REQUIRED TREES SHALL BE CONSPICUOUSLY FLOWERING SPECIES 32 REQUIRED TREES X 20% = 7 TREES	7 TREES	17 TREES (LG)
SEC. 47-21.13.B.1.a ALL AREAS NOT BEING USED FOR STRUCTURES, REQUIRED WALKS, VUA (INCLUDING LANDSCAPE), DECKING, POOL AND OTHER IMPERVIOUS AREAS, SHALL BE COVERED WITH LAWN OR GROUNDCOVER	YES	YES
SEC. 47-21.13.B.10 NO MORE THAN 50% OF THE OVERALL TREE COUNT MAY BE ACCOUNTED FOR BY ONE GENUS, AND MINIMUM 40% SHALL BE NATIVE 35 TREES/PALMS X 50% = MAX 18 TREES OF SAME GENUS 35 TREES/PALMS X 40% = 14 NATIVE TREES/PALMS	MAX 18 TREES 14 TREES/PALMS	18 TREES (QV) 18 (52%) TREES/PALMS
SEC. 47-21.13.B.13 THE FIRST HALF OF THE REQUIRED SETBACK ABUTTING THE STREET SHALL BE IN LANDSCAPING AND PERMANENTLY MAINTAINED BY THE OWNER IN SUCH A MANNER AS TO PROVIDE A PARK LIKE SETTING FOR INDUSTRIAL BUILDINGS. NO PAVING, PARKING, OR WALKWAYS SHALL BE ALLOWED IN SAID AREA OTHER THAN NECESSARY ACCESS TO R/W.	☐	☐
SEC. 47-21.13.B.16 STREET TREES SHALL BE PROVIDED AT A RATIO OF ONE TREE PER 40' OF STREET FRONTAGE, NOT SUBTRACTING INGRESS/EGRESS DIMENSIONS. NORTH FRONTAGE: 175 LF / 40 LF = 5 TREES EAST FRONTAGE: 440 LF / 40 LF = 11 TREES SOUTH FRONTAGE: 175 LF / 40 LF = 5 TREES WEST FRONTAGE: 440 LF / 40 LF = 11 TREES	5 TREES 11 TREES 5 TREES 11 TREES	5 TREES 4 EXST. + 7 PROP. 5 TREES 11 TREES

PLANT SCHEDULE

CODE	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT TOL.	QTY
TREES								
LG	Lagerstroemia indica 'Muskogee'	Muskogee Crape Myrtle	Cont.	2.5" Cal.	14' HT X 6' SPR	No	Yes	17
QV	Quercus virginiana	Southern Live Oak	Cont.	3.5" Cal.	14-16' H X 7' SPR	Yes	Yes	18
CODE	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**O.C.**	**SIZE**	**NATIVE**	**DROUGHT TOL.**	**QTY**
SHRUBS								
AZ	Alpinia zerumbet	Shell Ginger	Cont.	24" O.C.	30" HT x 24" SPR	No	Low	26
CA	Cordyline fruticosa 'Auntie Lou'	Auntie Lou Ti Plant	Cont.	36" O.C.	3-4' HT	No	Yes	12
CR	Clusia rosea	Clusia	Cont.	36" O.C.	30" HT x 24" SPR	Yes	Yes	75
CV	Codiaeum variegatum	Croton	5 gal	24" O.C.	18"x18"	No	Low	57
PM	Podocarpus macrophyllus 'Pringles'	Dwarf Podocarpus	Cont.	24" O.C.	24" HT x 20" SPR	No	Yes	10
GROUND COVERS								
DT	Dianella tasmanica	Flax Lily	Cont.	18" O.C.	12"x12"	No	Yes	67
FG	Ficus microcarpa 'Green Island'	Green Island Ficus	Cont.	18" O.C.	15"x15"	No	Yes	511
SOD	Stenotaphrum secundatum 'Floratam'	Floratam St. Augustine Grass	Sod			Yes	Yes	±273 sf

PLANTING NOTES:

1. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANT LIST, GENERAL NOTES AND ALL CONTRACT DOCUMENTS FOR FURTHER AND COMPLETE INSTRUCTIONS.
2. PLANT LIST QUANTITIES ARE PROVIDED FOR CONVENIENCE. IN THE EVENT OF QUANTITY DISCREPANCIES THE DRAWING SHALL TAKE PRECEDENCE. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT PRIOR TO BIDDING.
3. PLANT SIZES LISTED ARE THE MINIMUM SIZE THAT WILL BE ACCEPTED FOR THAT PLANT.
4. ANY SUBSTITUTION IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY THE LANDSCAPE ARCHITECT IN WRITING. ALL PLANTS WILL BE SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT AND/OR OWNERS REPRESENTATIVE BEFORE PLANTING CAN BEGIN.
5. CONTRACTOR SHALL FIELD ADJUST LOCATION OF PLANT MATERIAL AS NECESSARY TO AVOID DAMAGE TO EXISTING UNDERGROUND UTILITIES AND/OR INTERFERE WITH EXISTING ABOVE GROUND ELEMENTS. ALL CHANGES REQUIRED SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE AND SHALL BE COORDINATED WITH THE OWNER'S REPRESENTATIVE AND THE LANDSCAPE ARCHITECT.
6. THE CONTRACTOR SHALL BEAR ALL COSTS OF TESTING OF SOILS, AMENDMENTS, ETC. ASSOCIATED WITH THE WORK AND INCLUDED IN THE SPECIFICATIONS.
7. CONTRACTOR SHALL FAMILIARIZE HIM/HERSELF WITH THE LIMITS OF WORK AND EXISTING CONDITIONS AND VERIFY ALL INFORMATION. IF DISCREPANCIES EXIST, CONTRACTOR SHALL NOTIFY OWNER'S REPRESENTATIVE IN WRITING WITHIN SEVEN CALENDAR DAYS OF NOTICE TO PROCEED.
8. ALL NEW AND TRANSPLANTED PLANT MATERIAL SHALL BE IRRIGATED BY AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

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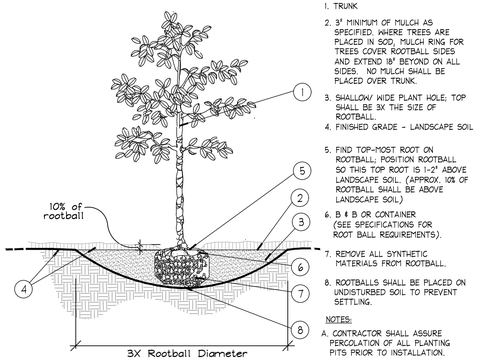
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BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

LANDSCAPE DETAILS

175309
JOB NO.

L101.0
SHEET



1. TRUNK
2. 3" MINIMUM OF MULCH AS SPECIFIED. WHERE TREES ARE PLACED IN SOD, MULCH RING FOR TREES COVER ROOTBALL SIDES AND EXTEND 18" BEYOND ON ALL SIDES. NO MULCH SHALL BE PLACED OVER TRUNK.
3. SHALLOW/ WIDE PLANT HOLE; TOP SHALL BE 3X THE SIZE OF ROOTBALL.
4. FINISHED GRADE - LANDSCAPE SOIL
5. FIND TOP-MOST ROOT ON ROOTBALL; POSITION ROOTBALL SO THIS TOP ROOT IS 1-2" ABOVE LANDSCAPE SOIL. (APPROX. 10% OF ROOTBALL SHALL BE ABOVE LANDSCAPE SOIL)
6. B & B OR CONTAINER (SEE SPECIFICATIONS FOR ROOT BALL REQUIREMENTS).
7. REMOVE ALL SYNTHETIC MATERIALS FROM ROOTBALL.
8. ROOTBALLS SHALL BE PLACED ON UNDISTURBED SOIL TO PREVENT SETTLING.

NOTES:

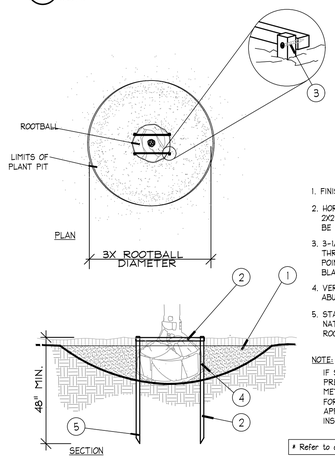
A. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

B. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.

C. SEE PRE-APPROVED STAKING METHODS, THIS SHEET

* ALL TREES SHALL BE PLUMB VERTICALLY WITHIN A TOLERANCE OF THREE DEGREES, UNLESS OTHERWISE DIRECTED BY OWNER'S REPRESENTATIVE.

A Tree Planting
SECTION — NTS

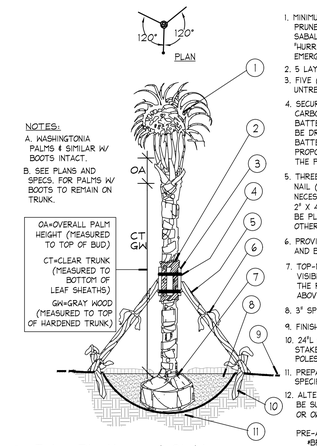


1. FINISH GRADE
2. HORIZONTAL 2X2 SCREWED TO 2X2 STAKE. ALL WOOD SHALL BE #2 UNTREATED.
3. 3-1/2" DRYWALL SCREW, THREAD SIZE 12, SHARP POINT, FULL THREAD, BLACK PHOSPHATE FINISH
4. VERTICAL STAKES SHALL ABUT SIDE OF ROOTBALL
5. STAKES TO EXTEND INTO NATIVE SOIL BY 1-1/2 X THE ROOTBALL DEPTH MIN.

NOTE:
IF SPATIAL REQUIREMENTS PRECLUDE STAKING WITH THIS METHOD, SUBMIT ALTERNATE FOR LANDSCAPE ARCHITECT'S APPROVAL PRIOR TO INSTALLING PLANT.

* Refer to details B and D for planting

E Staking - up to 65 gal. or B&B to 3-1/2" Cal.
PLAN/SECTION — NTS



NOTES:
A. WASHINGTONIA PALMS & SIMILAR W/ BOOTS INTACT.
B. SEE PLANS AND SPECS. FOR PALMS W/ BOOTS TO REMAIN ON TRUNK.

OA=OVERALL PALM HEIGHT (MEASURED TO TOP OF BUD)
CT=CLEAR TRUNK (MEASURED TO BOTTOM OF LEAF SHEATHS)
GW=GRAY WOOD (MEASURED TO TOP OF HARDENED TRUNK)

1. MINIMUM OF NINE (9) GOOD PALM FRONDS; PRUNE AND TIE FRONDS WITH HEMP TWINE. SABAL PALMS TO BE SELECTIVELY "HURRICANE CUT", LEAVING ONLY NEWLY-EMERGING GROWTH.
2. 5 LAYERS OF BURLAP TO PROTECT TRUNK.
3. FIVE (5) 18"L, 2X4 WOOD BATTENS, UNTREATED, #2
4. SECURE BATTENS WITH TWO (2) 3/4" CARBON STEEL BANDS TO HOLD BATTENS IN PLACE. NO NAILS SHALL BE DRIVEN INTO PALM. HEIGHT OF BATTENS SHALL BE LOCATED PROPORTIONATELY TO THE HEIGHT OF THE PALM FOR ADEQUATE BRACING.
5. THREE (3) 8'L 2X4 SUPPORTS. NAIL (DRILL AND NAIL IF NECESSARY) TO BATTENS AND 2" X 4" STAKES. PALMS SHALL BE PLUMB VERTICALLY UNLESS OTHERWISE NOTED.
6. PROVIDE FLAGGING AT MIDPOINT AND BASE OF SUPPORTS.
7. TOP-MOST ROOT SHALL BE VISIBLE AT THE SURFACE OF THE ROOTBALL, SLIGHTLY ABOVE SURROUNDING GRADE.
8. 3" SPECIFIED MULCH
9. FINISH GRADE
10. 24"L (MIN.) 2X4 P.T. WOOD STAKES, NAIL TO SUPPORT POLES
11. PREPARED PLANTING SOIL AS SPECIFIED
12. ALTERNATE PALM ANCHORING SYSTEMS MAY BE SUBSTITUTED UPON APPROVAL BY OWNER OR OWNER'S REPRESENTATIVE

PRE-APPROVED SYSTEMS:
*BROOKS TREE BRACE SYSTEM
*ARBOR TIE TREE BRACING

B Palm Planting and Staking
SECTION — NTS

1. FIVE (5) LAYERS OF BURLAP TO PROTECT TRUNK
2. TWO STEEL BANDS TO SECURE BATTENS
3. FIVE 2 X 4 X 18"L WOOD BATTENS
4. THREE (3) 2" X 8' LODGE POLES. DRILL, USING GALVANIZED SCREWS, TO BATTENS AND 2" X 4" STAKES. NO SCREWS SHALL PENETRATE TREE. FLAG AT MIDPOINT AND AT BASE.
10. 2" x 4" x 3' (MIN), P.T. WOOD STAKES BURIED 3" BELOW FINISHED GRADE.
7. FINISHED GRADE (SEE GRADING PLAN)

NOTES:

A. ALL TREES SHALL BE PLUMB VERTICALLY WITHIN A TOLERANCE OF THREE DEGREES, UNLESS OTHERWISE DIRECTED BY OWNER'S REPRESENTATIVE.

B. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.

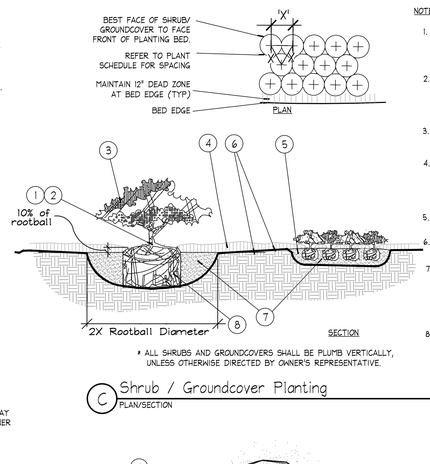
C. ALTERNATE TREE ANCHORING SYSTEMS MAY BE SUBSTITUTED FOR WOOD STAKING SYSTEM UPON APPROVAL BY OWNER OR OWNER'S REPRESENTATIVE

PRE-APPROVED SYSTEMS:
*BROOKS TREE BRACE SYSTEM
*ARBOR TIE TREE BRACING

D. RUBBER HOSE/WIRE SYSTEMS ARE NOT ALLOWED.

* Refer to details B and D for planting

F Large Tree Staking - 100 Gal + or B&B 4" +
SECTION — NTS

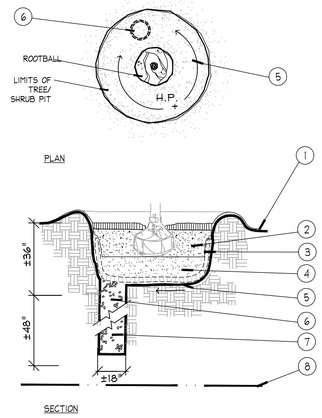


NOTES:

1. FIND POINT WHERE TOPMOST ROOT EMERGES FROM TRUNK WITHIN 2" OF SURFACE. CLEAR EXCESS SOIL IF NECESSARY.
2. TOP 10% OF SHRUB AND GROUNDCOVER ROOTBALLS TO BE PLANTED ABOVE THE LANDSCAPE GRADE. DO NOT COVER EXPOSED 10% ON SIDES WITH SOIL.
3. PRUNE ALL LIKE SHRUBS WITHIN A PLANTED MASS TO ACHIEVE A UNIFORM MASS/HEIGHT.
4. 3" MINIMUM MULCH AS SPECIFIED - DO NOT COVER ENTIRE SHRUB ROOTBALL OR CREATE 'WATER RINGS' ONLY COVER SIDES OF ROOTBALL WITH MULCH
5. EXCAVATE ENTIRE BED SPECIFIED FOR GROUNDCOVER BED.
6. FINISHED GRADE (SEE GRADING PLAN).
7. PREPARED PLANTING SOIL AS SPECIFIED. NOTE: WHEN GROUNDCOVERS AND SHRUBS USED IN MASSES, ENTIRE BED TO BE AMENDED WITH PLANTING SOIL MIX AS SPECIFIED.
8. SCARIFY ROOTBALL SIDES AND BOTTOM.

* ALL SHRUBS AND GROUNDCOVERS SHALL BE PLUMB VERTICALLY, UNLESS OTHERWISE DIRECTED BY OWNER'S REPRESENTATIVE.

C Shrub / Groundcover Planting
PLAN/SECTION — NTS

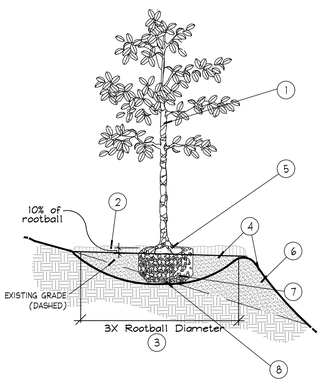


1. FINISH GRADE
2. BACKFILL WITH PREPARED PLANTING SOIL MIX AS SPECIFIED.
3. FILTER CLOTH, MIRAFI 500X OR BETTER
4. 12" CLEAN SAND, COMPACTED. ADJUST LAYER THICKNESS SO TOP OF ROOTBALL IS AT LEAST 1" ABOVE FINISHED GRADE.
5. SLOPE BOTTOM TO DRAIN
6. ±18"ø AUGURED HOLE PENETRATE THROUGH OCCLUDING LAYER TO WATER TABLE OR TO A DEPTH OF 7' TO ASSURE PROPER PERCOLATION.
7. BACKFILL WITH 1/2" - 3/4" GRAVEL.
8. WATER TABLE. (DEPTH VARIES)

NOTE:
FOR A PARKING ISLAND PLANTING SITUATION, CONTRACTOR TO BACKFILL ENTIRE LENGTH OF PLANTING AREA TO WITHIN 6" OF BACK OF CURB OR EDGE OF PAVEMENT.

REFER TO NOTE 0.3 OF WRITTEN SPECIFICATIONS FOR ADDITIONAL INFORMATION.

G Poor Drainage Condition
PLAN/SECTION — NTS



1. TREES, PALMS, AND LARGE SHRUBS (15 GAL OR GREATER) SHALL BE PLANTED IN SIMILAR MANNER
2. 3" MINIMUM OF MULCH AS SPECIFIED. WHERE TREES ARE PLACED IN SOD, MULCH RING FOR TREES COVER ROOTBALL SIDES AND EXTEND 18" BEYOND ON ALL SIDES. NO MULCH SHALL BE PLACED OVER TRUNK.
3. SHALLOW/ WIDE PLANT HOLE; TOP SHALL BE 3X THE SIZE OF ROOTBALL.
4. FINISHED GRADE - LANDSCAPE SOIL
5. FIND TOP-MOST ROOT ON ROOTBALL; POSITION ROOTBALL SO THIS TOP ROOT IS 1-2" ABOVE LANDSCAPE SOIL. (APPROX. 10% OF ROOTBALL SHALL BE ABOVE LANDSCAPE SOIL)
6. BERM SOIL SO THAT TOP OF BERM IS JUST BELOW THE TOP 10% OF THE TOP OF THE ROOTBALL. SLOPE DOWNHILL PORTION OF BERM AS REQUIRED TO MEET EXISTING GRADE.
7. B & B OR CONTAINER REMOVE ALL SYNTHETIC MATERIALS FROM ROOTBALL. (SEE SPECIFICATIONS FOR OTHER ROOT BALL REQUIREMENTS)
8. ROOTBALLS SHALL BE PLACED ON UNDISTURBED SOIL TO PREVENT SETTLING.

NOTES:

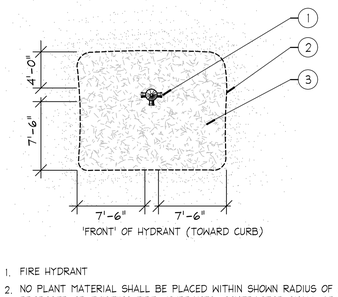
A. CONTRACTOR SHALL ASSURE PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

B. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.

C. SEE PRE-APPROVED STAKING METHODS, THIS SHEET

* ALL TREES SHALL BE PLUMB VERTICALLY WITHIN A TOLERANCE OF THREE DEGREES, UNLESS OTHERWISE DIRECTED BY OWNER'S REPRESENTATIVE.

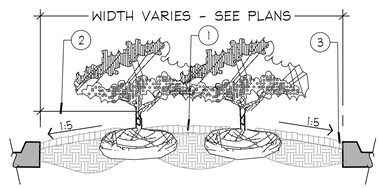
K Planting on a Slope
SECTION — NTS



'FRONT' OF HYDRANT (TOWARD CURB)

1. FIRE HYDRANT
2. NO PLANT MATERIAL SHALL BE PLACED WITHIN SHOWN RADIUS OF ALL PROPOSED OR EXISTING FIRE HYDRANTS. CONTRACTOR SHALL ADJUST PLANT MATERIAL SO THAT NO CONFLICTS WITH FIRE HYDRANTS OCCUR ON SITE.
3. PROVIDE A MULCH, 3" DEPTH MIN., SURROUNDING AREA INDICATED.

D Fire Hydrant Clear Zone
PLAN — NTS

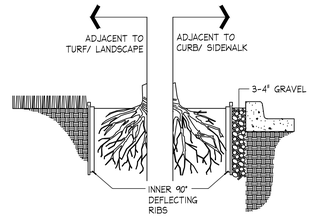


PLANTER ISLAND NOTES

1. CROWN ISLANDS @ 5:1 SLOPES (OR AS SPECIFIED ON THE LANDSCAPE PLANS).
2. CLEAR ZONE: 36" MIN. FROM BACK OF CURB TO CENTER OF NEAREST SHRUB. CLEAR ZONE SHALL CONTAIN 3' CONTINUOUS MULCH OR TURF. SEE PLANS. SEE DETAIL 'I' FOR PLANTER MEDIANS ADJACENT TO PARKING SPACES.
3. 1" MIN VERTICAL CLEARANCE, TOP OF CURB TO TOP OF MULCH.

- EXCAVATE CONTINUOUS 36" DEEP (FROM TOP OF CURB) FOR ENTIRE LENGTH AND WIDTH OF ISLAND & BACKFILL WITH APPROVED PLANTING MIX.
- PROTECT AND RETAIN ALL CURBS AND BASE. COMPACTED SUBGRADE TO REMAIN FOR STRUCTURAL SUPPORT OF CURB SYSTEM (TYP).
- ALL ISLANDS SHALL UTILIZE POOR DRAINAGE DETAIL WHEN PERCOLATION RATES ARE 2" PER HOUR OR LESS.

H Planted Parking Lot Islands / Medians
SECTION — NTS



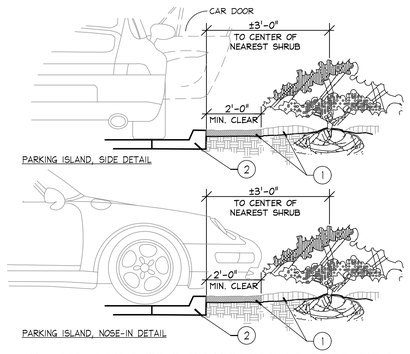
LINEAR APPLICATION

ROOT BARRIER BY: Century Root Barrier (714)632-7083
(or) DeepRoot (800)458-7668
(or approved equal)

SIZE: 36" D
MATERIAL: POLYETHYLENE WITH ULTRAVIOLET INHIBITORS
THICKNESS: .085 IN. (min.)

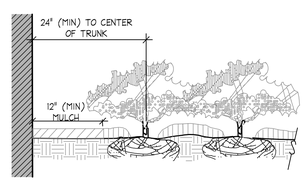
NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
2. INSTALL AS REQUIRED, PER PLAN NOTES.
3. SUBMIT PRODUCT DATA FOR APPROVAL.

L Root Barrier
Barrier Detail — NTS



1. INSTALL CONTINUOUS MULCH BED ADJACENT TO PARKING SPACES AS SHOWN. MULCH SHALL BE MIN. 3" DEEP.
NO POP-UP IRRIGATION HEADS SHALL BE LOCATED WITHIN 24" OF A PARKING SPACE ON ANY SIDE
2. CURB OR PARKING LOT EDGE, BY OTHERS

I Parking Space/Curb Planting
SECTION — NTS



NOTES

* CLEAR ZONE: 24" MIN. FROM BUILDING TO CENTER OF NEAREST SHRUB.

J Plantings Adjacent to Buildings
SECTION — NTS

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

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

Check positive response codes before you dig!

Broward Health NORTH

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FORT LAUDERDALE, FL 33301
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DMZ DESIGN MATTERS

Kimley»Horn

THOMAS HARGRETT, PLA
FL REGISTRATION #6667512

INCOMPLETE DOCUMENTS FOR INTERIM REVIEW ONLY. NOT FOR REGULATORY APPROVAL, PERMIT, OR CONSTRUCTION.

12/12/2024

CURRENT SUBMISSION: DRC SUBMISSION

#	DATE	SUBMISSION
C	12/10/24	DRC SUBMISSION

BROWARD HEALTH MEDICAL CENTER - MOB & PARKING GARGAGE

LANDSCAPE DETAILS

175309 — JOB NO.

L102.0 — SHEET

GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

A. SCOPE OF WORK

1. THE WORK CONSISTS OF: FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANCES NECESSARY FOR THE COMPLETION OF THIS PROJECT AS SHOWN ON THE DRAWINGS, AS INCLUDED IN THE PLANT LIST, AND AS HEREIN SPECIFIED.
2. WORK SHALL INCLUDE MAINTENANCE AND WATERING OF ALL CONTRACT PLANTING AREAS UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER.

B. PROTECTION OF EXISTING STRUCTURES

ALL EXISTING BUILDINGS, WALKS, WALLS, PAVING, PIPING, OTHER SITE CONSTRUCTION ITEMS, AND PLANTING ALREADY COMPLETED OR ESTABLISHED SHALL BE PROTECTED FROM DAMAGE BY THE CONTRACTOR UNLESS OTHERWISE SPECIFIED. ALL DAMAGE RESULTING FROM NEGLIGENCE SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER, AT NO COST TO THE OWNER.

C. PROTECTION OF EXISTING PLANT MATERIALS OUTSIDE LIMIT OF WORK

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNAUTHORIZED CUTTING OR DAMAGE TO TREES AND SHRUBS EXISTING OR OTHERWISE, CAUSED BY CARELESS EQUIPMENT OPERATION, MATERIAL STOCKPILING, ETC. THIS SHALL INCLUDE COMPACTION BY DRIVING OR PARKING INSIDE THE DRIP-LINE AND SPILLING OIL, GASOLINE, OR OTHER DELETERIOUS MATERIALS WITHIN THE DRIP-LINE. NO MATERIALS SHALL BE BURNED WHERE HEAT WILL DAMAGE ANY PLANT. EXISTING TREES KILLED OR DAMAGED SO THAT THEY ARE MISSHAPEN AND/ OR UNSIGHTLY SHALL BE REPLACED AT THE COST TO THE CONTRACTOR OF ONE HUNDRED DOLLARS ($100) PER CALIPER INCH ON AN ESCALATING SCALE WHICH ADDS AN ADDITIONAL TWENTY (20) PERCENT PER INCH OVER FOUR (4) INCHES CALIPER AS FIXED AND AGREED LIQUIDATED DAMAGES. CALIPER SHALL BE MEASURED SIX (6) INCHES ABOVE GROUND LEVEL FOR TREES UP TO AND INCLUDING FOUR (4) INCHES IN CALIPER AND TWELVE (12) INCHES ABOVE GROUND LEVEL FOR TREES OVER FOUR (4) INCHES IN CALIPER.

D. MATERIALS

1. GENERAL

MATERIALS LISTED BELOW SHALL BE SUBMITTED FOR APPROVAL. UPON SUBMITTALS' APPROVAL, DELIVERY OF MATERIALS MAY COMMENCE.

MATERIAL	SUBMITTAL
MULCH	PRODUCT DATA
TOPSOIL MIX	AMENDMENT MIX/ PRODUCT DATA/ TEST RESULTS
PLANTS	PHOTOGRAPHS OF ONE (1) OF EACH SPECIES (OR TAGGED IN NURSERY) CLIENT-REQUESTED TAGGING MAY SUBSTITUTE PHOTOS. INDICATE SIZES (HEIGHT/WIDTH) AND QUALITY PER SPEC.
FERTILIZER	PRODUCT DATA
INNOCULANT	PRODUCT DATA
HERBICIDE	PRODUCT DATA
STAKING/GUYING	FOR ALTERNATE TO DETAILS: SEND PRODUCT DATA, DETAIL

2. PLANT MATERIALS

A. PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. NOMENCLATURE SHALL CONFORM TO STANDARDIZED PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS, LATEST EDITION, PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. ALL PLANTS SHALL BE FLORIDA GRADE NO. 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY. ALL PLANTS SHALL BE HEALTHY, VIGOROUS, SOUND, WELL-BRANCHED, AND FREE OF DISEASE AND INSECTS, INSECT EGGS AND LARVAE AND SHALL HAVE ADEQUATE ROOT SYSTEMS. TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE OWNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY. PLANTS SHALL BE PRUNED PRIOR TO DELIVERY ONLY WITH APPROVAL FROM OWNER OR OWNER'S REPRESENTATIVE. NO SUBSTITUTIONS SHALL BE MADE WITHOUT WRITTEN PERMISSION FROM THE OWNER'S REPRESENTATIVE

B. MEASUREMENTS: THE HEIGHT AND/OR WIDTH OF TREES SHALL BE MEASURED FROM THE GROUND OR ACROSS THE NORMAL SPREAD OF BRANCHES WITH THE PLANTS IN THEIR NORMAL POSITION. THIS MEASUREMENT SHALL NOT INCLUDE THE IMMEDIATE TERMINAL GROWTH. PLANTS LARGER IN SIZE THAN THOSE SPECIFIED IN THE PLANT LIST MAY BE USED IF APPROVED BY THE OWNER. IF THE USE OF LARGER PLANTS IS APPROVED, THE BALL OF EARTH OR SPREAD OF ROOTS SHALL BE INCREASED IN PROPORTION TO THE SIZE OF THE PLANT.

C. INSPECTION: PLANTS SHALL BE SUBJECT TO INSPECTION AND APPROVAL AT THE PLACE OF GROWTH, OR UPON DELIVERY TO THE SITE, AS DETERMINED BY THE OWNER, FOR QUALITY, SIZE, AND VARIETY; SUCH APPROVAL SHALL NOT IMPAIR THE RIGHT OF INSPECTION AND REJECTION AT THE SITE DURING PROGRESS OF THE WORK OR AFTER COMPLETION FOR SIZE AND CONDITION OF ROOT BALLS OR ROOTS, LATENT DEFECTS OR INJURIES. REJECTED PLANTS SHALL BE REMOVED IMMEDIATELY FROM THE SITE. NOTICE REQUESTING INSPECTION SHALL BE SUBMITTED IN WRITING BY THE CONTRACTOR AT LEAST ONE (1) WEEK PRIOR TO ANTICIPATED DATE.

E. SOIL MIXTURE (PLANTING MEDIUM, PLANTING MIX, TOPSOIL MIX)

1. SOIL MIXTURE (PLANTING MEDIUM FOR PLANT PITS) SHALL CONSIST OF 20% CLEAN FLORIDA MUCK AND 80% PARTS CLEAN SAND. IT SHALL CONTAIN THREE (3) TO FIVE (5) PERCENT DECOMPOSED ORGANIC MATTER AND A PH BETWEEN 5.5 AND 7.0 - SUBMIT SAMPLE AND PH TESTING RESULTS FOR APPROVAL.
2. MUCK (OR MUCKY PEAT) FOR USE IN PREPARING SOIL MIXTURE FOR BACKFILLING PLANT PITS SHALL BE FERTILE, AND OF A VERY HIGH ORGANIC CONTENT DERIVED FROM FLORIDA SOURCES; REASONABLY FREE OF SUBSOIL, CLAY LUMPS, BRUSH WEEDS AND OTHER LITTER; FREE OF ROOTS, STUMPS, STONES LARGER THAN 2" IN ANY DIRECTION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH.
3. SAND FOR USE IN PREPARING SOIL MIXTURE SHALL BE COARSE, CLEAN, WELL-DRAINING, NATIVE SAND. CONTRACTOR SHALL SUBMIT RESULTS OF SOIL TESTS FOR TOPSOIL AND SAND PROPOSED FOR USE UNDER THIS CONTRACT FOR APPROVAL BY THE OWNER.
4. TREES SHALL BE PLANTED IN THE EXISTING NATIVE SOIL ON SITE, UNLESS DETERMINED TO BE UNSUITABLE - AT WHICH POINT THE CONTRACTOR SHALL CONTACT LANDSCAPE ARCHITECT TO DISCUSS ALTERNATE RECOMMENDATION PRIOR TO PLANTING.
5. CONTRACTOR TO SUBMIT SAMPLES OF SOIL MIXTURE FOR OWNER'S REPRESENTATIVE APPROVAL PRIOR TO PLANT INSTALLATION OPERATIONS COMMENCE.

F. WATER

WATER NECESSARY FOR PLANTING AND MAINTENANCE SHALL BE OF SATISFACTORY QUALITY TO SUSTAIN AN ADEQUATE PLANT GROWTH AND SHALL NOT CONTAIN HARMFUL, NATURAL OR MAN-MADE ELEMENTS DETRIMENTAL TO PLANTS. WATER MEETING THE ABOVE STANDARD SHALL BE OBTAINED ON THE SITE FROM THE OWNER, IF AVAILABLE, AND THE CONTRACTOR SHALL BE RESPONSIBLE TO MAKE ARRANGEMENTS FOR ITS USE BY HIS TANKS, HOSES, SPRINKLERS, ETC.. IF SUCH WATER IS NOT AVAILABLE AT THE SITE, THE CONTRACTOR SHALL PROVIDE SATISFACTORY WATER FROM SOURCES OFF THE SITE AT NO ADDITIONAL COST TO THE OWNER.

#WATERING/IRRIGATION RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.

G. FERTILIZER

CONTRACTOR SHALL PROVIDE FERTILIZER APPLICATION SCHEDULE TO OWNER, AS APPLICABLE TO SOIL TYPE, PLANT INSTALLATION TYPE, AND SITE'S PROPOSED USE. SUGGESTED FERTILIZER TYPES SHALL BE ORGANIC OR OTHERWISE NATURALLY-DERIVED.

#FERTILIZER RESTRICTIONS MAY APPLY - REFER TO PROPERTY'S JURISDICTIONAL AUTHORITY.

H. MULCH

MULCH MATERIAL SHALL BE MOISTENED AT THE TIME OF APPLICATION TO PREVENT WIND DISPLACEMENT, AND APPLIED AT A MINIMUM DEPTH OF 3 INCHES. CLEAR MULCH FROM EACH PLANT'S CROWN (BASE). TYPE OF MATERIAL: "FLORIMULCH" OR SHREDDED, STERILE EUCALYPTUS MULCH

I. DIGGING AND HANDLING

1. PROTECT ROOTS OR ROOT BALLS OF PLANTS AT ALL TIMES FROM SUN, DRYING WINDS, WATER AND FREEZING, AS NECESSARY UNTIL PLANTING. PLANT MATERIALS SHALL BE ADEQUATELY PACKED TO PREVENT DAMAGE DURING TRANSIT. TREES TRANSPORTED MORE THAN TEN (10) MILES OR WHICH ARE NOT PLANTED WITHIN THREE (3) DAYS OF DELIVERY TO SITE SHALL BE SPRAYED WITH AN ANTITRANSPIRANT PRODUCT ("WILTPRUF" OR EQUAL) TO MINIMIZE TRANSPIRATIONAL WATER LOSS.
2. BALLED AND BURLAPPED PLANTS (B&B) SHALL BE DUG WITH FIRM, NATURAL BALLS OF SOIL OF SUFFICIENT SIZE TO ENCOMPASS THE FIBROUS AND FEEDING ROOTS OF THE PLANTS. NO PLANTS MOVED WITH A ROOT BALL SHALL BE PLANTED IF THE BALL IS CRACKED OR BROKEN. PLANTS BALLED AND BURLAPPED OR CONTAINER GROWN SHALL NOT BE HANDLED BY STEMS.
3. PLANTS MARKED "BR" IN THE PLANT LIST SHALL BE DUG WITH BARE ROOTS, COMPLYING WITH FLORIDA GRADES AND STANDARDS FOR NURSERY PLANTS, CURRENT EDITION. CARE SHALL BE EXERCISED THAT THE ROOTS DO NOT DRY OUT DURING TRANSPORTATION AND PRIOR TO PLANTING.
4. PROTECTION OF PALMS (IF APPLICABLE): ONLY A MINIMUM OF FRONDS SHALL BE REMOVED FROM THE CROWN OF THE PALM TREES TO FACILITATE MOVING AND HANDLING. CLEAR TRUNK (CT) SHALL BE AS SPECIFIED AFTER THE MINIMUM OF FRONDS HAVE BEEN REMOVED. ALL PALMS SHALL BE BRACED PER PALM PLANTING DETAIL.
5. EXCAVATION OF TREE PITS SHALL BE PERFORMED USING EXTREME CARE TO AVOID DAMAGE TO SURFACE AND SUBSURFACE ELEMENTS SUCH AS UTILITIES OR HARDSCAPE ELEMENTS, FOOTERS AND PREPARED SUB- BASES.

J. CONTAINER GROWN STOCK

1. ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS WHICH ARE OF GOOD QUALITY AND ARE IN A HEALTHY GROWING CONDITION, FLORIDA #1 OR BETTER.
2. AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER. CONTAINER GROWN STOCK SHALL NOT BE HANDLED BY THEIR STEMS.
3. PLANT ROOTS BOUND IN CONTAINERS ARE NOT ACCEPTABLE.
4. SUBSTITUTION OF NON-CONTAINER GROWN MATERIAL FOR MATERIAL EXPLICITLY SPECIFIED TO BE CONTAINER GROWN WILL NOT BE PERMITTED WITHOUT WRITTEN APPROVAL IS OBTAINED FROM THE OWNER OR OWNER'S REPRESENTATIVE.

K. COLLECTED STOCK

WHEN THE USE OF COLLECTED STOCK IS PERMITTED AS INDICATED BY THE OWNER OR OWNER'S REPRESENTATIVE, THE MINIMUM SIZES OF ROOTBALLS SHALL BE EQUAL TO THAT SPECIFIED FOR THE NEXT LARGER SIZE OF NURSERY GROWN STOCK OF THE SAME VARIETY.

L. NATIVE STOCK

PLANTS COLLECTED FROM WILD OR NATIVE STANDS SHALL BE CONSIDERED NURSERY GROWN WHEN THEY HAVE BEEN SUCCESSFULLY RE-ESTABLISHED IN A NURSERY ROW AND GROWN UNDER REGULAR NURSERY CULTURAL PRACTICES FOR A MINIMUM OF TWO (2) GROWING SEASONS AND HAVE ATTAINED ADEQUATE ROOT AND TOP GROWTH TO INDICATE FULL RECOVERY FROM TRANSPLANTING INTO THE NURSERY ROW.

M. MATERIALS LIST

QUANTITIES NECESSARY TO COMPLETE THE WORK ON THE DRAWINGS SHALL BE FURNISHED BY THE CONTRACTOR. QUANTITY ESTIMATES HAVE BEEN MADE CAREFULLY, BUT THE LANDSCAPE ARCHITECT OR OWNER ASSUMES NO LIABILITY FOR OMISSIONS OR ERRORS. SHOULD A DISCREPANCY OCCUR BETWEEN THE PLANS AND THE PLANT LIST QUANTITY, THE LANDSCAPE ARCHITECT SHALL BE NOTIFIED FOR CLARIFICATION PRIOR TO BIDDING OR INSTALLATION. ALL DIMENSIONS AND/OR SIZES SPECIFIED SHALL BE THE MINIMUM ACCEPTABLE SIZE

N. FINE GRADING

1. FINE GRADING UNDER THIS CONTRACT SHALL CONSIST OF FINAL FINISHED GRADING OF LAWN AND PLANTING AREAS THAT HAVE BEEN ROUGH GRADED BY OTHERS. BERMING AS SHOWN ON THE DRAWINGS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR, UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL FINE GRADE THE LAWN AND PLANTING AREAS TO BRING THE ROUGH GRADE UP TO FINAL FINISHED GRADE ALLOWING FOR THICKNESS OF SOD AND/OR MULCH DEPTH. THIS CONTRACTOR SHALL FINE GRADE BY HAND AND/OR WITH ALL EQUIPMENT NECESSARY INCLUDING A GRADING TRACTOR WITH FRONT-END LOADER FOR TRANSPORTING SOIL WITHIN THE SITE.
3. ALL PLANTING AREAS SHALL BE GRADED AND MAINTAINED FOR POSITIVE DRAINAGE TO SURFACE/SUBSURFACE STORM DRAIN SYSTEMS. AREAS ADJACENT TO BUILDINGS SHALL SLOPE AWAY FROM THE BUILDINGS. REFER TO CIVIL ENGINEER'S PLANS FOR FINAL GRADES.

O. PLANTING PROCEDURES

1. CLEANING UP BEFORE COMMENCING WORK: THE CONTRACTOR SHALL CLEAN WORK AND SURROUNDING AREAS OF ALL RUBBISH OR OBJECTIONABLE MATTER. ALL MORTAR, CEMENT, AND TOXIC MATERIAL SHALL BE REMOVED FROM THE SURFACE OF ALL PLANT BEDS. THESE MATERIALS SHALL NOT BE MIXED WITH THE SOIL. SHOULD THE CONTRACTOR FIND SUCH SOIL CONDITIONS BENEATH THE SOIL WHICH WILL IN ANY WAY ADVERSELY AFFECT THE PLANT GROWTH, HE SHALL IMMEDIATELY CALL IT TO THE ATTENTION OF THE OWNER'S REPRESENTATIVE. FAILURE TO DO SO BEFORE PLANTING SHALL MAKE THE CORRECTIVE MEASURES THE RESPONSIBILITY OF THE CONTRACTOR.
2. VERIFY LOCATIONS OF ALL UTILITIES, CONDUITS, SUPPLY LINES AND CABLES, INCLUDING BUT NOT LIMITED TO: ELECTRIC, GAS (LINES AND TANKS), WATER, SANITARY SEWER, STORMWATER SYSTEMS, CABLE, AND TELEPHONE. PROPERLY MAINTAIN AND PROTECT EXISTING UTILITIES. CALL NATIONAL ONE CALL - 811 - TO LOCATE UTILITIES.
3. SUBGRADE EXCAVATION: CONTRACTOR IS RESPONSIBLE TO REMOVE ALL EXISTING AND IMPORTED LIMEROCK AND LIMEROCK SUB-BASE FROM ALL LANDSCAPE PLANTING AREAS TO A MINIMUM DEPTH OF 36". CONTRACTOR IS RESPONSIBLE TO BACKFILL THESE PLANTING AREAS TO ROUGH FINISHED GRADE WITH CLEAN TOPSOIL FROM AN ON-SITE SOURCE OR AN IMPORTED SOURCE. IF LIMEROCK OR OTHER ADVERSE CONDITIONS OCCUR IN PLANTED AREAS AFTER 36" DEEP EXCAVATION BY THE CONTRACTOR, AND ADEQUATE PERCOLATION CAN NOT BE ACHIEVED, CONTRACTOR SHALL UTILIZE PLANTING DETAIL THAT ADDRESSES POOR DRAINAGE.
4. FURNISH NURSERY'S CERTIFICATE OF COMPLIANCE WITH ALL REQUIREMENTS AS HEREIN SPECIFIED AND REQUIRED. INSPECT AND SELECT PLANT MATERIALS BEFORE PLANTS ARE DUG AT NURSERY OR GROWING SITE.
5. GENERAL: COMPLY WITH APPLICABLE FEDERAL, STATE, COUNTY, AND LOCAL REGULATIONS GOVERNING LANDSCAPE MATERIALS AND WORK. CONFORM TO ACCEPTED HORTICULTURAL PRACTICES AS USED IN THE TRADE. UPON ARRIVAL AT THE SITE , PLANTS SHALL BE THOROUGHLY WATERED AND PROPERLY MAINTAINED UNTIL PLANTED. PLANTS STORED ON-SITE SHALL NOT REMAIN UNPLANTED FOR A PERIOD EXCEEDING TWENTY-FOUR (24) HOURS. AT ALL TIMES, METHODS CUSTOMARY IN GOOD HORTICULTURAL PRACTICES SHALL BE EXERCISED.
6. THE WORK SHALL BE COORDINATED WITH OTHER TRADES TO PREVENT CONFLICTS. COORDINATE PLANTING WITH IRRIGATION WORK TO ASSURE AVAILABILITY OF WATER AND PROPER LOCATION OF IRRIGATION APPURTENANCES AND PLANTS.
7. ALL PLANTING PITS SHALL BE EXCAVATED TO SIZE AND DEPTH IN ACCORDANCE WITH THE USA STANDARD FOR NURSERY STOCK 260.1, UNLESS SHOWN OTHERWISE ON THE DRAWINGS, AND BACKFILLED WITH THE PREPARED PLANTING SOIL MIXTURE AS SPECIFIED IN SECTION E. TEST ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE PROPER DRAINAGE PERCOLATION IS AVAILABLE. NO ALLOWANCE WILL BE MADE FOR LOST PLANTS DUE TO IMPROPER PERCOLATION. IF POOR PERCOLATION EXISTS, UTILIZE "POOR DRAINAGE CONDITION" PLANTING DETAIL. TREES SHALL BE SET PLUMB AND HELD IN POSITION UNTIL THE PLANTING MIXTURE HAS BEEN FLUSHED INTO PLACE WITH A SLOW, FULL HOSE STREAM. ALL PLANTING SHALL BE PERFORMED BY PERSONNEL FAMILIAR WITH PLANTING PROCEDURES AND UNDER THE SUPERVISION OF A QUALIFIED LANDSCAPE FOREMAN. PROPER "JETTING IN" SHALL BE ASSURED TO ELIMINATE AIR POCKETS AROUND THE ROOTS. "JET STICK" OR EQUAL IS RECOMMENDED.
8. TAKE ALL NECESSARY PRECAUTIONS TO AVOID DAMAGE TO BUILDINGS AND BUILDING STRUCTURES WHILE INSTALLING TREES.
9. SOIL MIXTURE SHALL BE AS SPECIFIED IN SECTION E OF THESE SPECIFICATIONS.
10. TREES AND SHRUBS SHALL BE SET STRAIGHT AT AN ELEVATION THAT, AFTER SETTLEMENT, THE PLANT CROWN WILL STAND ONE (1) TO TWO (2) INCHES ABOVE GRADE. EACH PLANT SHALL BE SET IN THE CENTER OF THE PIT. PLANTING SOIL MIXTURE SHALL BE BACKFILLED, THOROUGHLY TAMPED AROUND THE BALL, AND SETTLED BY WATER (AFTER TAMPING).
11. AMEND PINE AND OAK PLANT PITS WITH ECTOMYCORRHIZAL SOIL APPLICATION PER MANUFACTURER'S RECOMMENDATION. ALL OTHER PLANT PITS SHALL BE AMENDED WITH ENDOMYCORRHIZAL SOIL APPLICATION PER MANUFACTURER'S RECOMMENDATION. PROVIDE PRODUCT INFORMATION SUBMITTAL PRIOR TO INOCULATION.
12. FILL HOLE WITH SOIL MIXTURE, MAKING CERTAIN ALL SOIL IS SATURATED. TO DO THIS, FILL HOLE WITH WATER AND ALLOW TO SOAK MINIMUM TWENTY (20) MINUTES, STIRRING IF NECESSARY TO GET SOIL THOROUGHLY WET. PACK LIGHTLY WITH FEET. ADD MORE WET SOIL MIXTURE. DO NOT COVER TOP OF BALL WITH SOIL MIXTURE, ONLY WITH MULCH. ALL BURLAP, ROPE, WIRES, BASKETS, ETC.., SHALL BE REMOVED FROM THE SIDES AND TOPS OF BALLS, BUT NO BURLAP SHALL BE PULLED FROM UNDERNEATH.
13. PRUNING: TREES SHALL BE PRUNED, AT THE DIRECTION OF THE OWNER OR OWNER'S REPRESENTATIVE, TO PRESERVE THE NATURAL CHARACTER OF THE PLANT. ALL SOFT WOOD OR SUCKER GROWTH AND ALL BROKEN OR BADLY DAMAGED BRANCHES SHALL BE REMOVED WITH A CLEAN CUT. ALL PRUNING TO BE PERFORMED BY LICENSED ARBORIST, IN ACCORDANCE WITH ANSI A-300.
14. SHRUBS AND GROUND COVER PLANTS SHALL BE EVENLY SPACED IN ACCORDANCE WITH THE DRAWINGS AND AS INDICATED ON THE PLANT LIST. CULTIVATE ALL PLANTING AREAS TO A MINIMUM DEPTH OF 6", REMOVE AND DISPOSE ALL DEBRIS. MIX TOP 4" TO ACHIEVE SOIL MIXTURE AS SPECIFIED IN SECTION E. THOROUGHLY WATER ALL PLANTS AFTER INSTALLATION.
15. TREE GUYING AND BRACING SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH THE PLANS TO INSURE STABILITY AND MAINTAIN TREES IN AN UPRIGHT POSITION. IF THE CONTRACTOR AND OWNER DECIDE TO WAIVE THE TREE GUYING AND BRACING, THE OWNER SHALL NOTIFY THE LANDSCAPE ARCHITECT IN WRITING AND AGREE TO INDEMNIFY AND HOLD HARMLESS THE LANDSCAPE ARCHITECT IN THE EVENT UNSUPPORTED TREES PLANTED UNDER THIS CONTRACT FALL AND DAMAGE PERSON OR PROPERTY.
16. MULCHING: PROVIDE A THREE INCH (MINIMUM) LAYER OF SPECIFIED MULCH OVER THE ENTIRE AREA OF EACH SHRUB BED, GROUND COVER, VINE BED, AND TREE PIT PLANTED UNDER THIS CONTRACT.

P. LAWN SODDING

17. HERBICIDE WEED CONTROL: ALL PLANT BEDS SHALL BE KEPT FREE OF NOXIOUS WEEDS UNTIL FINAL ACCEPTANCE OF WORK. IF DIRECTED BY THE OWNER, "ROUND-UP" SHALL BE APPLIED FOR WEED CONTROL BY QUALIFIED PERSONNEL TO ALL PLANTING AREAS IN SPOT APPLICATIONS PER MANUFACTURER'S PRECAUTIONS AND SPECIFICATIONS. PRIOR TO FINAL INSPECTION, TREAT ALL PLANTING BEDS WITH AN APPROVED PRE-EMERGENT HERBICIDE AT AN APPLICATION RATE RECOMMENDED BY THE MANUFACTURER. (AS ALLOWED BY JURISDICTIONAL AUTHORITY)

1. THE WORK CONSISTS OF LAWN BED PREPARATION, SOIL PREPARATION, AND SODDING COMPLETE, IN STRICT ACCORDANCE WITH THE SPECIFICATIONS AND THE APPLICABLE DRAWINGS TO PRODUCE A TURF GRASS LAWN ACCEPTABLE TO THE OWNER.
2. LAWN BED PREPARATION: ALL AREAS THAT ARE TO BE SODDED SHALL BE CLEARED OF ANY ROUGH GRASS, WEEDS, AND DEBRIS, AND THE GROUND BROUGHT TO AN EVEN GRADE. THE ENTIRE SURFACE SHALL BE ROLLED WITH A ROLLER WEIGHING NOT MORE THAN ONE-HUNDRED (100) POUNDS PER FOOT OF WIDTH. DURING THE ROLLING, ALL DEPRESSIONS CAUSED BY SETTLEMENT SHALL BE FILLED WITH ADDITIONAL SOIL, AND THE SURFACE SHALL BE REGRADED AND ROLLED UNTIL PRESENTING A SMOOTH AND EVEN FINISH TO THE REQUIRED GRADE.
3. SOIL PREPARATION: PREPARE LOOSE BED FOUR (4) INCHES DEEP. HAND RAKE UNTIL ALL BUMPS AND DEPRESSIONS ARE REMOVED. WET PREPARED AREA THOROUGHLY.
4. SODDING

A. THE CONTRACTOR SHALL SOD ALL AREAS THAT ARE NOT PAVED OR PLANTED AS DESIGNATED ON THE DRAWINGS WITHIN THE CONTRACT LIMITS, UNLESS SPECIFICALLY NOTED OTHERWISE.

B. THE SOD SHALL BE CERTIFIED TO MEET FLORIDA STATE PLANT BOARD SPECIFICATIONS, ABSOLUTELY TRUE TO VARIETAL TYPE, AND FREE FROM WEEDS, FUNGUS, INSECTS AND DISEASE OF ANY KIND.

C. SOD PANELS SHALL BE LAID TIGHTLY TOGETHER SO AS TO MAKE A SOLID SODDED LAWN AREA. SOD SHALL BE LAID UNIFORMLY AGAINST THE EDGES OF ALL CURBS AND OTHER HARDSCAPE ELEMENTS, PAVED AND PLANTED AREAS. ADJACENT TO BUILDINGS, A 24 INCH STONE MULCH STRIP SHALL BE PROVIDED - REFER TO DETAILS. IMMEDIATELY FOLLOWING SOD LAYING, THE LAWN AREAS SHALL BE ROLLED WITH A LAWN ROLLER CUSTOMARILY USED FOR SUCH PURPOSES, AND THEN THOROUGHLY IRRIGATED. IF, IN THE OPINION OF THE OWNER, TOP-DRESSING IS NECESSARY AFTER ROLLING TO FILL THE VOIDS BETWEEN THE SOD PANELS AND TO EVEN OUT INCONSISTENCIES IN THE SOD, CLEAN SAND, AS APPROVED BY THE OWNER'S REPRESENTATIVE, SHALL BE UNIFORMLY SPREAD OVER THE ENTIRE SURFACE OF THE SOD AND THOROUGHLY WATERED IN. FERTILIZE INSTALLED SOD AS ALLOWED BY PROPERTY'S JURISDICTIONAL AUTHORITY.

5. DURING DELIVERY, PRIOR TO, AND DURING THE PLANTING OF THE LAWN AREAS, THE SOD PANELS SHALL AT ALL TIMES BE PROTECTED FROM EXCESSIVE DRYING AND UNNECESSARY EXPOSURE OF THE ROOTS TO THE SUN. ALL SOD SHALL BE STACKED SO AS NOT TO BE DAMAGED BY SWEATING OR EXCESSIVE HEAT AND MOISTURE.
6. LAWN MAINTENANCE:

A. WITHIN THE CONTRACT LIMITS, THE CONTRACTOR SHALL PRODUCE A DENSE, WELL ESTABLISHED LAWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR AND RE-SODDING OF ALL ERODED, SUNKEN OR BARE SPOTS (LARGER THAN 12"X12") UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE. REPAIRED SODDING SHALL BE ACCOMPLISHED AS IN THE ORIGINAL WORK (INCLUDING REGRADING IF NECESSARY).

B. CONTRACTOR RESPONSIBLE FOR ESTABLISHING AND MAINTAINING SOD/LAWN UNTIL ACCEPTANCE BY THE OWNER'S REPRESENTATIVE. PRIOR TO AND UPON ACCEPTANCE, CONTRACTOR TO PROVIDE WATERING/IRRIGATION SCHEDULE TO OWNER. OBSERVE ALL APPLICABLE WATERING RESTRICTIONS AS SET FORTH BY THE PROPERTY'S JURISDICTIONAL AUTHORITY.

Q. CLEANUP

UPON COMPLETION OF ALL PLANTING WORK AND BEFORE FINAL ACCEPTANCE, THE CONTRACTOR SHALL REMOVE ALL MATERIAL, EQUIPMENT, AND DEBRIS RESULTING FROM HIS WORK. ALL PAVED AREAS SHALL BE BROOM-CLEANED AND THE SITE LEFT IN A NEAT AND ACCEPTABLE CONDITION AS APPROVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE.

R. PLANT MATERIAL MAINTENANCE

ALL PLANTS AND PLANTING INCLUDED UNDER THIS CONTRACT SHALL BE MAINTAINED BY WATERING, CULTIVATING, SPRAYING, AND ALL OTHER OPERATIONS (SUCH AS RE-STAKING OR REPAIRING GUY SUPPORTS) NECESSARY TO INSURE A HEALTHY PLANT CONDITION BY THE CONTRACTOR UNTIL CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE. MAINTENANCE AFTER THE CERTIFICATION OF ACCEPTABILITY SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS IN THIS SECTION. CONTRACTORS ARE REQUESTED TO PROVIDE A BID ESTIMATE TO COVER LANDSCAPE AND IRRIGATION MAINTENANCE FOR A PERIOD OF 90 CALENDAR DAYS COMMENCING AFTER ACCEPTANCE.

S. MAINTENANCE (ALTERNATE BID ITEM)

CONTRACTORS ARE REQUESTED TO PROVIDE A BID ESTIMATE FOR MAINTENANCE FOLLOWING THE INITIAL 90-DAY MAINTENANCE PERIOD ON A COST-PER-MONTH BASIS.

T. FINAL INSPECTION AND ACCEPTANCE OF WORK

FINAL INSPECTION AT THE END OF THE WARRANTY PERIOD SHALL BE ON PLANTING, CONSTRUCTION AND ALL OTHER INCIDENTAL WORK PERTAINING TO THIS CONTRACT. ANY REPLACEMENT AT THIS TIME SHALL BE SUBJECT TO THE SAME ONE (1) YEAR WARRANTY (OR AS SPECIFIED BY THE LANDSCAPE ARCHITECT OR OWNER IN WRITING) BEGINNING WITH THE TIME OF REPLACEMENT AND ENDING WITH THE SAME INSPECTION AND ACCEPTANCE HEREIN DESCRIBED.

U. WARRANTY

1. THE LIFE AND SATISFACTORY CONDITION OF ALL 7 GALLON AND LARGER PLANT MATERIAL INSTALLED BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.
2. THE LIFE AND SATISFACTORY CONDITION OF ALL OTHER PLANT MATERIAL (INCLUDING SOD) INSTALLED BY THE LANDSCAPE CONTRACTOR SHALL BE WARRANTED BY THE CONTRACTOR FOR A MINIMUM OF ONE (1) CALENDAR YEAR COMMENCING AT THE TIME OF CERTIFICATION OF ACCEPTABILITY BY THE OWNER'S REPRESENTATIVE.
3. REPLACEMENT: ANY PLANT NOT FOUND IN A HEALTHY GROWING CONDITION AT THE END OF THE WARRANTY PERIOD SHALL BE REMOVED FROM THE SITE AND REPLACED AS SOON AS WEATHER CONDITIONS PERMIT. ALL REPLACEMENTS SHALL BE PLANTS OF THE SAME KIND AND SIZE AS SPECIFIED IN THE PLANT LIST. THEY SHALL BE FURNISHED PLANTED AND MULCHED AS SPECIFIED UNDER "PLANTING", AT NO ADDITIONAL COST TO THE OWNER.
4. IN THE EVENT THE OWNER DOES NOT CONTRACT WITH THE CONTRACTOR FOR LANDSCAPE (AND IRRIGATION) MAINTENANCE, THE CONTRACTOR IS ENCOURAGED TO VISIT THE PROJECT SITE PERIODICALLY DURING THE ONE YEAR WARRANTY PERIOD TO EVALUATE MAINTENANCE PROCEDURES BEING PERFORMED BY THE OWNER, AND SHALL NOTIFY THE OWNER IN WRITING OF MAINTENANCE PROCEDURES OR CONDITIONS WHICH THREATEN VIGOROUS AND HEALTHY PLANT GROWTH. IT IS SUGGESTED SUCH SITE VISITS SHALL BE CONDUCTED A MINIMUM OF ONCE PER MONTH FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF ACCEPTANCE.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR ADDRESSING THIS ISSUE AND OBTAINING ALL NECESSARY PERMITS.

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NAVD 88. TO CONVERT ELEVATIONS TO NGVD 29, ADD 1.59'. CONVERSION FACTOR OBTAIN FROM WWW.ARCGIS.COM

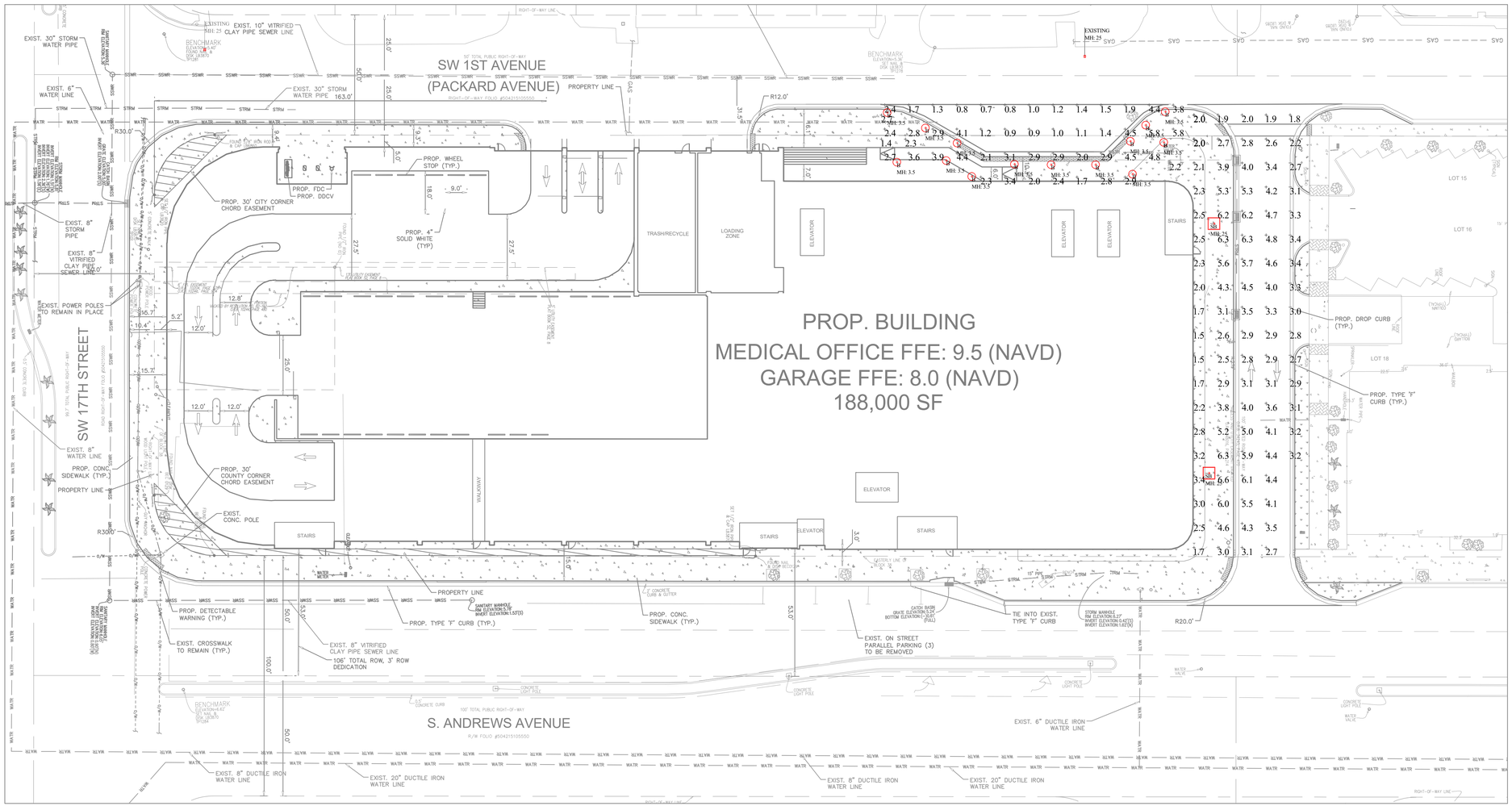
Sunshine811

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

*Check positive

Luminaire Schedule - BHMC MOB SITE REV1								
Symbol	Qty	Label	[MANUFAC]	Description	Lumens/Lamp	LLF	Lum. Watts	Total Watts
⟶	3	EXISTING	SIGNIFY Lumec	RFS-42W32LED3LG2-ROM @ 25FT POLE AFG EXISTING	N.A.	1.000	41	123
A	2	SB	SIGNIFY GARDCO	ECF-L-80L-900-NW-G2-3 @ 25FT POLE AFG	N.A.	1.000	224.8768	449.754
⊕	14	B	FC Lighting	FCB6C-SILO-3L-1100 Lumens	N.A.	0.900	20	280

Calculation Summary						
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
DRIVE (NORTH)	Fc	3.5	6.6	1.5	2.4	4.4
DROPOFF	Fc	2.6	5.8	0.7	3.7	8.3



1 SITE PLAN - PHOTOMETRIC
1/8" = 1'-0"

NORTH

GRAPHIC SCALE IN
0 10 20

Set:BROWARD HEALTH FORT LAUDERDALE Layout:C400.0 SITE PLAN November 19, 2024 03:09:24pm K:\FTL_Civil\140 Jobs\140898006 – Broward Health Fort Lauderdale\CADD\Planasets\C400.0 SITE PLAN.dwg
ts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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DMZ DESIGN MATTERS

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RICARDO DURAN
STATE REGISTRATION #
64768

ENGINEER SEAL 12/11/24

CURRENT SUBMISSION: DRC Submission

#	DATE	SUBMISSION
A	12/11/24	DRC Submission

Broward Health MOB + Garage

SITE PLAN - PHOTOMETRIC

175309
JOB NO.

E1.1
SHEET

FC OUTDOOR LIGHTING

FCB6C-36L02



Date:

Type:

Fixture:

Project:

Approved:

FCB6C-36L02 Exterior die-cast aluminum, 6" nominal diameter bollard with a 360° window and 2" high lens.

SPECIFICATIONS

PHYSICAL

dimensions	39.5"H x 5.50" ⌀
weight	18 lbs
housing	Marine grade, corrosion resistant, heavy gauge extruded aluminum
lens	Impact resistant, UV stabilized, opal, polycarbonate diffuser
mounting	Heavy wall base bracketing for bollard installation provides a unique mounting solution, so the tower body anchors flush to the ground without the appearance of a base plate, anchor bolts included
ingress protection	IP66: dry, damp, or wet locations
finish	Available in Black, Bronze, Graphite Grey, Silver, White and Custom Colors. Six stage chemical iron phosphate conversion pre-treatment. Polyester powder coat finish, 18 µm minimum, 5,000 hour salt spray test (ASTM B117) compliant with Florida / AAMA 2604 specification.

PERFORMANCE

color temperature	2700K	3000K	3500K	4000K
lumen output	943	992	1045	1100
lumen maintenance	L70 > 70,000 hours			
color consistency	3 SDCM | 85 CRI			
operating temperature	-13°F to 104°F (-25°C to 40°C)			
warranty	5-Year limited warranty			

ELECTRICAL

input voltage	Universal 120 - 277 VAC I optional: 347 VAC I 480 VAC
power supply	Integral Class II, electronic, high power factor > 94% @ 120V
certification	ETL/cETL Listed
standards	UL1598 / CSA C22.2 No. 250.0; UI 8750 / CSA C22.2 No. 250.13 / IES LM-79 / LM-80
power consumption	20W @ 120 - 277 VAC (maximum)
dimming	0-10V (10%)

Due to continuous development and improvements, specifications are subject to change without notice.
Product use certifies agreement to FC Lighting terms and conditions.

Ordering Information

FCB6C-36L02



ORDERING INFORMATION

FCB6C-36L02	277V	39	3K	11L		
SERIES	VOLTAGE	HEIGHT	CCT	LUMENS	FINISH	OPTIONS

FCB6C-36L02	UNV	UNV 120 - 277 VAC	39	39.5"	27K	2700K	11L 1100 lm (20W)
	347V	347 VAC			3K	3000K	
	480V	480 VAC			35K	3500K	
	120V	120 VAC (Photo Eye)			4K	4000K	
	277V	277 VAC (Photo Eye)					

BKE	Black	LD	0-10V Dimming (Standard)
BRE	Bronze	SP20	20kV Surge Protector
GRE	Graphite Grey	BBU	Battery Backup (integral)
SLE	Silver	SP20-BBU	(2) 20kV Surge Protectors (1 LED Driver, 1/BBU) and Battery Backup (integral)
WHE	White		
CCE	Custom Color	PE120	Photo Eye for 120 VAC
		PE277	Photo Eye for 277 VAC
		LAB[1]	Less Anchor Bolt Kit - for shipment separate of Anchor Bolt Kit

ANCHOR BOLT KITS

A00639	Anchor Bolt Kit - Complete Anchor Bolt Kit shipped in advance of fixture.

[1] **Note:** *Fixture must be mounted into FC Lighting supplied Anchor Bolt Kit shipped with or separate of fixture.*

Consult Factory for other options and configurations.

To ensure you receive proper configurations for your lighting specifications, contact us directly about any unique application requirements. This may include but not be limited to lumen output, mounting needs, or electrical requirements.

Due to continuous development and improvements, specifications are subject to change without notice.
Product use certifies agreement to FC Lighting terms and conditions.

GARDCO

Site and Area

EcoForm

ECF-L large area luminaire



Project:

Location:

Cat. No:

Type:

Lamps: Qty:

Notes:

Gardco EcoForm Gen-2 combines economy with performance in an LED area luminaire. Capable of delivering up to 52,500 lumens or more in a compact, low profile LED luminaire, EcoForm offers a new level of customer value. EcoForm features an innovative retrofit arm kit, simplifying site conversions to LED by eliminating the need to drill additional holes in most existing poles. Integral control systems available for further energy savings. Includes Service Tag, our innovative way to provide assistance throughout the life of the product.

Ordering guide **Example:** ECF-L-96L-1A-CW-AR-AFR-90-120-DD-PCB-F1-SP1-TB-RPA-HIS-BK

Prefix	Number of LEDs	Drive Current	LED Color - Generation	Mounting	Distribution	Voltage
ECF-L	80L	900	NW-G2	AR	3	277

ECF-L EcoForm site and area, large

80L 80 LEDs (5 modules)

96 96 LEDs (6 modules)

900 900 mA
1A 1050 mA
1.2A 1200 mA

800 800 mA
1A 1050 mA
1.2A 1200 mA
1.4A[14] 1400 mA

WW-G2 Warm White 3000K, 70CRI Generation 2

NW-G2 Neutral White 4000K, 70CRI Generation 2

CW-G2 Cool White 5000K, 70CRI Generation 2

AR[7] Arm Mount (standard)

The following mounting kits must be ordered separately (See accessories)

SF[7] Slip Fitter Mount: (fits to 2 1/2" O.D. tenon)

WS Wall mount with surface cable entry, rear entry permitted

RAM[7] Retrofit arm mount kit

Type 2
2 Type 2
2-90 Rotated left 90°
2-270 Rotated right 270°

Type 3
3 Type 3
3-90 Rotated left 90°
3-270 Rotated right 270°

Type 4
4 Type 4
4-90 Rotated left 90°
4-270 Rotated right 270°

Type 5
5 Type 5
5W Type 5W

AFR Auto Front Row
AFR-90 Auto Front Row, Rotated left 90°
AFR-270 Auto Front Row, Rotated right 270°

BLC Back Light Control
BLC-90 Back Light Control rotated at 90°
BLC-270 Back Light Control rotated at 270°

LCL[9] LED Corner Optic Left
RCL[9] LED Corner Optic Right

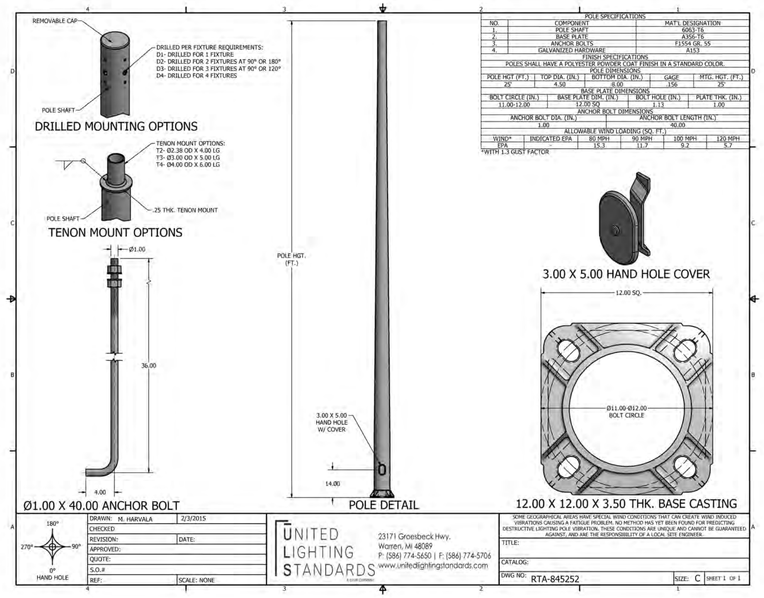
Voltage	
120	120V
208	208V
240	240V
277	277V
347	347V
480	480V
UNV	120-277V (50/60Hz)
HVU	347-480V (50/60Hz)

Options

Dimming controls	Motion sensing lens	Photo-sensing	Options	Luminaire	Finish
DD[1,9] 0-10V External dimming (for controls by others)		PCB[9,11] Photocontrol Button	**Fusing**	Square Pole Adapter included in standard product	**Textured**
DCC[1,4,5,9] Dual Circuit Control		TLRDS[9,10] Twist Lock Receptacle 5 Pin	F1[8] Single (120, 277, 347VAC)	TB[3] Terminal Block	BK Black
FAWS[1,4,16] Field Adjustable Wattage Selector		TLRD7[9,10] Twist Lock Receptacle 7 Pin	F2[8] Double (208, 240, 480VAC)	RPA[3] Round Pole Adapter (fits to 3"- 3.9" O.D. pole)	WH White
SRDR[1,4,9,11] SR driver connected to Zhaga socket		TLRPC[9,10,11] Twist Lock Receptacle w/Photocell	**Pole Mount Fusing**	HIS[13] Internal House Side Shield	BZ Bronze
DynaDimmer: Automatic Profile Dimming			FP1[8] Single (120, 277, 347VAC)		DGY Dark Gray
CS50[1,4] Safety 50% Dimming, 7 hours			FP2[8] Double (208, 240, 480VAC)		MGY Medium Gray
CM50[1,4] Median 50% Dimming, 8 hours			FP3[8] Canadian Double Pull (208, 240, 480VAC)		**Customer specified**
CS30[1,4] Safety 30% Dimming, 7 hours			**Surge Protection** (10kA standard)		RAL Specify optional color or RAL (ex: RAL7024)
CM30[1,4] Median 30% Dimming, 8 hours			SP2 Increased 20kA		CC Custom color (Must supply color chip for required factory quote)
BL[1,4,7,16] Bi-level functionality	IMR3[1,4] Integral with #3 lens		BAA[20,21] Meets the requirements of the Buy American Act of 1933 (BAA).		
WAP[1,4,16] Wireless Interact (includes SR driver and SR receptacle - do NOT select SRDR)	IMR7[1,4] Integral with #7 lens				
	LB Low (7'-15' mounting height) sensor, Black color housing				
	Wireless Interact, integral sensor, White color housing				
	LW Low (7'-15' mounting height) sensor, White color housing				
	HB High (15'-40' mounting height) sensor, Black color housing				
	HW High (15'-40' mounting height) sensor, White color housing				

1. BL=IMR3/7 equipped with out-boarded sensor housing when voltage is HVU (347-480V).
2. Mounts to a 4" round pole with adapter included for square poles.
3. Limited to a maximum of 45 degrees aiming above horizontal.
4. Not available with other dimming control options.
5. Not available with motion sensor.
6. Not available with photocontrol.
7. BL must be combined with Motion sensing lens (MR3 or MR7).
8. Not available in 347 or 480V.
9. Must specify input voltage.
10. TLRDS, TLRD7 and TLRPC receptacle pins 4 & 5 are capped off when ordered with any of the Dimming controls (DD or FAWS or LLC).
11. Not available in 480V. Order photocell separately with TLRDS/7.
12. Not available with DCC.
13. Not available with SF and WS. RPAs provided with black finish standard.
14. HB not available with Type 5, TB, BLC-90, BLC-270, LCL or RCL options.
15. Not available with DD, DCC, FAWS, SRDR, or WAP dimming control options.
16. WAP must be combined with Motion sensing lens LB or LW or HB or HW.
17. When ordering SRDR, controller (by others) to be used on socket.
18. 0-10V dimming driver standard. (See specifications for more details). Consult factory for lead time. All 7 pins in NEMA receptacle are connected to SR driver. SRDR not available with TLRDS or TLRPC.
19. 0-10V dimming driver standard.
20. 120V or 277V only, not available with SRDR or any DynaDimmer options or WAP (due to driver limitations).
21. Extended lead times apply. Contact factory for details.
22. Failure to properly select the "BAC" suffix could result in you receiving a product that is not BAA compliant a product with no recourse for an RMA or refund. This BAC designation hereunder does not address (i) the applicability of, or availability of a waiver under, the Trade Agreements Act, or (ii) the "Buy America" domestic content requirements imposed on states, localities, and other non-federal entities as a condition of receiving funds administered by the Department of Transportation or other federal agencies.

interact DARKSKY APPROVED Reduces light pollution Certified by DarkSky.org DLC LISTED PREMIUM DLC LISTED c UL us



Broward Health MEDICAL CENTER

BECK

DMZ DESIGN MATTERS

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RICARDO DURAN
STATE REGISTRATION # 64768

ENGINEER SEAL 12/11/24

CURRENT SUBMISSION: DRC Submission

#	DATE	SUBMISSION
A	12/11/24	DRC Submission

Broward Health MOB + Garage

SITE LIGHTING SPECIFICATIONS

175309
JOB NO.

E1.2
SHEET

December 13, 2024

VIA LAUDERBUILD
DEVELOPMENT REVIEW COMMITTEE
URBAN DESIGN & PLANNING DIVISION
DEVELOPMENT SERVICES DEPARTMENT
CITY OF FORT LAUDERDALE
700 NW 19th AVENUE
FORT LAUDERDALE, FL 33311

RE: SRAC-SA Design Standards Narrative
UDP-S24072 – BHMC MOB & Parking Garage
Site Plan Level II Review: 186,929 SF Medical Office Building and 690-Space Parking Garage and Request for Additional Height Bonus and Design Deviations in the South RAC

This firm represents the NORTH BROWARD HOSPITAL DISTRICT (dba Broward Health) (the "Applicant"), as owner of the real property located at 1601, 1603, 1611, 1627 and 1632 S. Andrews Avenue and 9 and 17 SW 17th Street, Fort Lauderdale, FL 33315, Folio Nos. 5042 15 40 0010, 5042 15 40 0090, 5042 15 40 0100, 5042 15 40 0140, 5042 15 40 0150, 5042 15 40 0160, 5042 15 40 0170 (the "Property"). Applicant is requesting Site Plan Level II approval to develop the Broward Health Medical Center ("BHMC") Medical Office Building ("MOB") and Parking Garage (together, the "BHMC MOB & Parking Garage" or "Project"). The Project consists of an 8-story, 186,929 GSF MOB and an attached 7-story, 690-space Parking Garage. The Property is located in the South Regional Activity Center-South Andrews East ("SRAC-SAe") District. We hereby provide the following responses demonstrating the Project's compliance with the applicable SRAC-SA Illustrations of Design Standards and where applicable have noted where alternative site design solutions are requested.

STREET DESIGN STANDARDS: SRAC-SA

S-1 A fine-grained street grid is maintained, and right- of-ways are vacated only for strategic planning purposes.
Response: A fine-grained street grid has been maintained and no right-of-ways are being vacated as part of this project.

S-2 Development above right-of-ways (air rights) does not occur.
Response: Project development is only within private property.

S-3 Streets have reduced lane widths.
Response: Not applicable. Note drive aisle widths are proposed accordingly to City code.

S-4 Traffic calming is utilized rather than barricading streets.
Response: Project does not require traffic calming due to site layout configuration.

S-5 On-street parking is maximized on all streets.
Response: Per Broward County, some on-street parking along S. Andrews Avenue is required to be removed at their request. See Civil plans.

S-6 Adequate bike lanes are provided where appropriate, subject to planned bicycle network.
Response: Not applicable to the project.

Stephanie J. Toothaker, Esq.
land use development political strategy procurement

Stephanie J. Toothaker, Esq., PA 954.648.9376 stephanie@toothaker.org @stoothaker @toothakerdevelopment
401 E Las Olas Blvd, Suite 130-154 Fort Lauderdale, FL 33301

TOOTHAKER.ORG

S-7 Curb radii are reduced at street intersections to a preferred maximum of 15-feet or a maximum of 20-feet at major arterial roadways.
Response: Not applicable to the project.

S-8 County "Corner Cord" requirements are eliminated to the greatest extent possible.
Response: 30' corner cords have been provided at the request of Broward County only.

S-9 All utility lines are buried in locations allowing for tree planning and proper root growth.
Response: All utilities have been proposed under road or impervious area to avoid any conflicts with trees/palms.

S-10 Shade trees are maximized on all right-of-ways, located between the sidewalk and the street, with palms or ornamental trees providing a visual marker for intersections (spacing 20-feet for palms/ornamentals & 30-feet for shade trees).
Response: Shade trees have been provided per City requirements and meeting with City staff. Trees have been proposed along the sidewalk within the right-of-way. Refer to landscape plans.

S-11 Landscaping (other than street trees) plays a supporting, rather than dominant, role in the overall street design.
Response: Per meeting with City staff, trees have been proposed along the right-of-way within planters along the sidewalk. Refer to landscape plans for details.

S-12 Numerous and wide curb cuts are avoided to the greatest extent possible.
Response: Various curb cuts have been eliminated as part of the project, and new curb cuts provided meet the minimum widths.

S-13 Drive-thrus are avoided in most cases.
Response: No drive-thrus are proposed as part of this project.

BUILDING DESIGN STANDARDS: SRAC-SA

B-1 Surface parking facilities are secondary to the pedestrian public realm experience with vehicular access provided from the secondary street or alley where possible.
Response: There will be no surface parking facilities serving this project. An attached 7-story parking garage with separated and secured vehicular access provides parking for the project.

B-2 Structured parking design is well integrated into the overall building design.
Response: An attached parking garage is designed and incorporated into the MOB with similar architectural style and design language. Garage façade characteristics and overall building design closely matches the MOB.

B-3 To create an interesting, active, street environment, main pedestrian entrances are oriented toward the street.
Response: All main entrances are located on buildings' perimeters. The visitor entrance is oriented towards SW 1st Avenue on west facade, and staff entrance faces S. Andrews Avenue on east.

B-4 Framing the street: Site open space, as required, is aggregated as usable pedestrian-oriented public space instead of leftover "green" perimeter. Courtyards and Plazas that are part of the development site are lined with active uses.
Response: Not applicable, there are no open space requirements.

B-5 Framing the street: Buildings meet the front and corner build-to-lines to maintain a consistent street wall.
Response: The building frontage abutting a Primary Street will be built to the property line on main streets to east (S. Andrews) and to the South (17th Avenue) to meet this requirement.

B-6 Framing the street: Buildings meet the side yard setback to maintain a consistent street wall.
Response: Required setbacks are provided. Project does not abut residential.

B-7 Framing the street: Building street walls meet minimum and maximum shoulder heights (2 stories or 25-feet minimum & 6 stories or 75-feet maximum).
Response: Deviation requested. The building design does not contain a tower on pedestal.

B-8 Framing the street: Buildings exceeding a maximum street wall length of 150-feet provide variation in the physical design and articulation of the street wall.
Response: Building massing incorporates offsets and vertical articulations to provide variations in the physical design of the street walls, breaking the façades along primary streets where the street walls are longer than 150' in length.

B-9 Buildings do not exceed maximum height dimensions (10 stories/110-feet or 14 stories/150- feet subject to CC review & approval).
Response: Additional height bonus is requested. Refer to separate ULDR narrative demonstrating compliance with ULDR Section 47-13.51.B.2. - Performance Standards and Criteria for Additional Height Bonus.

B-10 Towers do not exceed minimum step back dimensions and maximum floorplate area.
Response: Deviations requested. As the building design does not contain a tower on pedestal, neither the Parking Garage nor MOB provide the required "tower" stepback for the portion above 75' and propose respective floorplates of 44,411 GSF and 23,366 GSF.

Min. Tower Stepback	Required	Proposed
Primary Street	**0' Front**	**0' (S. Andrews Ave)**
Primary Street	**12' Front**	**0' (SW 17th St)**
Secondary Street	**25' Rear**	**0' (SW 1st Ave)**

B-11 Where buildings with towers are located with frontages on multiple streets, the towers are oriented towards the "Primary Street".
Response: Not applicable, building design does not contain a tower on pedestal.

B-12 Towers contribute to the overall skyline composition.
Response: Not applicable, building design does not contain a tower on pedestal.

B-13 Original and self-confident design: A range of architectural styles exist, each having a strong identity, and striving for the highest quality expression of its chosen architectural style.
Response: The building has a unique and consistent architectural style, and superior design

language that establishes a robust identity and distinctive branding specific to this project.

B-14 Buildings are of high-quality design and construction with an emphasis on durable materials, well thought-out details and careful workmanship.
Response: High quality and durable materials will be selected. All building exterior finish systems meet high wind load requirements while aesthetically offering rich and appealing characteristics, enhancing the public views. Exterior materials and finish systems include curtain walls, window walls, metal panels, cement plaster panels, etc.

B-15 Buildings are site responsive, reflect local character, and have architectural features and patterns that provide visual interest from the perspective of the pedestrian.
Response: Buildings are designed to respond to the site, surrounding uses, and are located to encourage urban flow, connectivity, and use of public transportation.

B-16 Creative façade composition: A rich layering of architectural elements are provided throughout the building, with special attention to details below the shoulder level.
Response: Requirements will be met with a variety of windows, glazing types, change of materials, façade offsets, architectural awnings, screens, and fins.

B-17 The first floor of nonresidential buildings are flush with the adjacent sidewalk, have a minimum height of fifteen (15) feet, and a high percentage of clear glazing (Primary Streets – minimum, 60% and Secondary Streets – minimum 50%).
Response: The first floor of the building is more than 15' tall, has the required percentage of clear glazing on primary and secondary streets.

B-18 Buildings with historic value are preserved and utilized for adaptive re-use.
Response: Not applicable. The site has no existing building of any historic value.

B-19 Architecture responds to the unique nature of the South Florida environment.
Response: Architecture response to South Florida environment via material selections, shading devices and horizontal projections.

B-20 Pedestrian shading devices, of various types, are provided along the façade of buildings.
Response: Awnings are provided at main entrances and cover pedestrians sidewalks adjacent to entrances.

B-21 Active and 'extroverted' ground floors with retail are located in strategic location.
Response: Not applicable, there is no retail program/use

B-22 In residential buildings, ground floor units have individual entrances.
Response: Not applicable. Project is a non-residential building.

B-23 Balconies and bay windows animate residential building façades.
Response: Not applicable. Project is a non-residential building.

B-24 The 'Fifth Façade' of a building is treated as part of the total design.
Response: Not applicable. There is no occupiable roof in the design.

B-25 Lighting is utilized to enhance safety without contributing to excessive light pollution or glare.
Response: The lighting for the building will be designed to avoid high wattage fixtures and

unshielded light sources, also to allow for appropriate color temperature.

B-26 Noise pollution as a result of building design is mitigated.
Response: There will be no noise pollution from the building equipment and operation. All mechanical equipment is located on the main roof and contained within an enclosed mechanical penthouse.

Respectfully submitted,

Digitally signed by Stephanie J. Toothaker
Date: 2024.12.12 22:47:57 -05'00'

Stephanie J. Toothaker, Esq.

TOOTHAKER.ORG

December 13, 2024

VIA LAUDERBUILD
DEVELOPMENT REVIEW COMMITTEE
URBAN DESIGN & PLANNING DIVISION
DEVELOPMENT SERVICES DEPARTMENT
CITY OF FORT LAUDERDALE
700 NW 19th AVENUE
FORT LAUDERDALE, FL 33311

RE: ULDR Narrative
UDP-S24072 – BHMC MOB & Parking Garage
Site Plan Level II Review: 186,929 SF Medical Office Building and 690-Space Parking Garage and Request for Additional Height Bonus and Design Deviations in the South RAC

This firm represents the NORTH BROWARD HOSPITAL DISTRICT (dba Broward Health) (the "Applicant"), as owner of the real property located at 1601, 1603, 1611, 1627 and 1632 S. Andrews Avenue and 9 and 17 SW 17th Street, Fort Lauderdale, FL 33315, Folio Nos. 5042 15 40 0010, 5042 15 40 0090, 5042 15 40 0100, 5042 15 40 0140, 5042 15 40 0150, 5042 15 40 0160, 5042 15 40 0170 (the "Property"). Applicant is requesting Site Plan Level II approval to develop the Broward Health Medical Center ("BHMC") Medical Office Building ("MOB") and Parking Garage (together, the "BHMC MOB & Parking Garage" or "Project"). The Project consists of an 8-story, 186,929 GSF MOB and an attached 7-story, 690-space Parking Garage. The Property is located in the South Regional Activity Center-South Andrews East ("SRAC-SAe") District. We hereby provide the following responses demonstrating the Project's compliance with the applicable Unified Land Development Regulations ("ULDR"). An analysis of the Project's compliance with the SRAC-SA Illustrations of Design Standards is provided separately.

UNIFIED LAND DEVELOPMENT REGULATIONS ANALYSIS

Provided below is a point-by-point analysis the ULDR criteria applicable to the Project:

ULDR Section 47-13.51.B, Performance Standards and Criteria for Additional Height Bonus
ULDR Section 47-25.2, Adequacy Requirements; and
ULDR Section 47-25.3, Neighborhood Compatibility Requirements

Sec. 47-13-51. SRAC-SA special regulations.

B. *Performance standards and criteria for additional height bonus.* The following performance standards and criteria shall be met by developments requesting an increase in maximum height pursuant to Note A of Section 47-13.30 - Table of Dimensional Requirements for the SRAC Zoning Districts:

1. Site Plan Level II permit with city commission request for review for heights greater than one hundred ten (110) feet, up to two hundred (200) feet, with adherence to Section 47-23,16.B.1. - Affordable Housing Height Incentives.

   Response: Not applicable. Non-residential project.

   or;

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land use development political strategy procurement

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2. Site Plan Level II permit, with city commission approval, for heights greater than one hundred ten (110) feet, up to one hundred fifty (150) feet,

   Response: Applicant is requesting additional building height to 120'-0" to the top of the last habitable level (140'-6" to top of parapet) for the MOB. The Parking Garage complies with the maximum height at 88'-0" to the top of the elevator roof.

   and,

3. Additional Height Criteria:

In addition to the performance standards outlined herein, the following additional criteria shall apply:

a. Land uses within the development shall be appropriate in their proposed location, compatible with their relationship to each other, and with uses and activities on abutting and nearby properties;

   Response: The proposed MOB use is appropriate with the surrounding community facility uses.

b. Where a proposed use is of larger scale and mass than existing adjacent uses, the design of the structure shall place significant consideration to transition, architectural articulation, superior lining with habitable space and screening of parking garage structures; effective transition between higher and lower density uses; and,

   Response: The proposed Parking Garage, at 88'-0" to the top of the elevator roof, provides a vertical transition into the attached MOB, which rises to 120'-0" at the top of its highest occupied floor (140'-6" to the top of the parapet). The Parking Garage features a perforated metal panel system that effectively screens vehicles while meeting natural ventilation requirements. The MOB incorporates extensive glazing. By introducing transparency and visual depth to the façade, the glazing helps break down the building's overall mass and scale, providing a welcoming, human-scaled environment. This design not only alleviates perceived bulk but also fosters a visually harmonious transition between the proposed structure and adjacent buildings.

c. Street and alley vacations shall not be considered unless the applicant demonstrates no decrease to the pedestrian and functional connectivity previously provided and increases options for pedestrian and/or multimodal connectivity.

   Response: No alley vacations are proposed as part of the Project.

4. Development that demonstrates substantial, significant, and recognizable improvements and long-term beneficial effect to the community and city, Such as:

a. Preservation/adaptive-reuse of historically significant structures not otherwise protected;

b. Superior architectural design, placement and orientation of buildings and attainment of Leadership in Energy and Environmental Design-Neighborhood Development ("LEED ND") certification for the development or LEED certification of individual buildings and/or other similar state, national or city-recognized programs;

c. Provisions of public facilities and public usable open space such as plazas, parks, provision for waterfront public access, greenway features, etc., and may include amenities such as playgrounds, special event space, etc., where the quality and programming of the space shall be emphasized over quantity;

d. Landscaping shall be provided in a manner which maximizes tree canopy, emphasizes native vegetation, improves the aesthetic appearance, and provides opportunities for storm

water infiltration, including innovative design usage such as Low Impact Development ("LID"), which is an ecologically-based stormwater management approach favoring soft engineering to manage rainfall on site through a vegetated treatment network; and

e. Preservation or restoration of environmental or natural resources that would not otherwise be protected, including environmental remediation/brownfield redevelopment.

Response: The Project demonstrates a substantial, long-term benefit to the community and the City by enhancing connectivity, accessibility, and overall user experience. A meaningful ground-level, east-west pedestrian corridor with a generous 12-foot-wide sidewalk connecting SW 1st Avenue and S. Andrews Avenue will significantly improve pedestrian flow and visual linkage to the BHMC hospital and the planned commuter rail station. This thoughtfully designed public realm improvement not only encourages walkability, but also establishes a safer and more vibrant environment.

In addition, the provision of 690 structured parking spaces—substantially exceeding the required 473 spaces—relieves pressure on local streets and ensures ample, convenient parking for hospital and MOB employees, patients, visitors, and the community. By doing so, the Project meaningfully supports the hospital's operations, strengthens the area's overall functionality, and contributes to a more integrated, sustainable, and welcoming urban landscape.

Sec. 47-25.2. Adequacy Requirements

A. ***Applicability***. The adequacy requirements set forth herein shall be used by the city to evaluate the demand created on public services and facilities created by a proposed development permit.
Response: The adequacy requirements are applicable to the Project.

B. ***Communications network***. Buildings and structures shall not interfere with the city's communication network. Developments shall be modified to accommodate the needs of the city's communication network, to eliminate any interference a development would create or otherwise accommodate the needs of the city's communication network within the development proposal.
Response: The Project is not expected to interfere with the City's communication network.

C. ***Drainage facilities***. Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.
Response: Project complies. Drainage calculations are provided as part of this application.

D. ***Environmentally sensitive lands.***
1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, a application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and wellfield protection which ordinances are incorporated herein by reference:
   - Broward County Ordinance No. 89-6.
   - Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
   - Broward County Ordinance No. 84-60.
2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

Response: The Property was previously developed. The proposed redevelopment will not impact

any environmentally sensitive lands.

E. ***Fire protection***. Fire protection service shall be adequate to protect people and property in the proposed development. Adequate water supply, fire hydrants, fire apparatus and facilities shall be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.
Response: Adequate water supply, fire hydrants, fire apparatus and facilities will be provided in accordance with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

F. ***Parks and open space.***
1. The manner and amount of providing park and open space is as provided in Section 47-38A, Park Impact Fees, of the ULDR.
2. No building permit shall be issued until the park impact fee required by Section 47- 38A of the ULDR has been paid in full by the applicant.

Response: Not applicable. Project is non-residential.

G. ***Police protection***. Police protection service shall be adequate to protect people and property in the proposed development. The development shall provide improvements which are consistent with Crime Prevention Through Environmental Design (CPTED) to minimize the risk to public safety and assure adequate police protection.
Response: Acknowledged and taken under advisement.

H. ***Potable water.***
1. Adequate potable water service shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of potable water systems in accordance with city engineering standards, the Florida Building Code, and applicable health and environmental regulations. The existing water treatment facilities and systems shall have sufficient capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which potable water treatment capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended from time to time. Improvements to the potable water service and system shall be made in accordance with city engineering standards and other accepted applicable engineering standards.

2. Potable water facilities.
   a. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
   b. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the development.
   c. Where the county is the projected service provider, a similar written assurance will be required.
   Response: Applicant submitted a Water and Wastewater Capacity Availability request: ENG-CR-24110005.

I. ***Sanitary sewer.***
   1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
      Response: Applicant submitted a Water and Wastewater Capacity Availability request: ENG-CR-24110005.

J. ***Schools.*** For all development including residential units, the applicant shall be required to mitigate the impact of such development on public school facilities in accordance with the Broward County Land Development Code or section 47-38C. Educational Mitigation, as applicable and shall provide documentation to the city that such education mitigation requirement has been satisfied.
   Response: Not applicable. Project is non-residential.

K. ***Solid waste.***
   1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.
   2. Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.
      Response: Acknowledged and will be provided as part of this application.

L. ***Stormwater.*** Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code city engineering standards and other accepted applicable engineering standards.
   Response: Project complies. Drainage calculations are provided as part of this application.

M. ***Transportation facilities.***
   1. The capacity for transportation facilities shall be evaluated based on Table 1, Generalized Daily Level of Service Maximum Volumes, on file with the department. If a development is within a compact deferral area, the available traffic capacity shall be determined in accordance with Table 2, Flowchart, on file with the department.
   2. ***Regional transportation network.*** The regional transportation network shall have the adequate capacity, and safe and efficient traffic circulation to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic studies, the adopted traffic elements of the city and the county comprehensive plans, and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is needed in order to evaluate the impacts of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit such a study to the city which will be considered by the DRC in its review. Roadway improvements needed to upgrade the regional transportation network shall be made in accordance with the city, the county, and Florida Department of Transportation traffic engineering standards and plans as applicable.
   3. ***Local streets.*** Local streets shall have adequate capacity, safe and efficient traffic circulation, and appropriate functional classification to serve the proposed development. Adequate capacity and safe and efficient traffic circulation shall be determined by using existing and site-specific traffic

studies, the city's comprehensive plan and accepted applicable traffic engineering standards. Site-specific traffic studies may be required to be made and paid for by the applicant when the city determines such a study is required in order to evaluate the impact of the proposed development on proposed or existing roadways as provided for in subsection M.4. An applicant may submit to the city such a study to be considered as part of the DRC review. Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

4. ***Traffic impact studies.***
    a. When the proposed development may generate over one thousand (1,000) daily trips;
    b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (1/2) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in trafficways impact analysis which shall:
        i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.
        ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed trafficways.
        iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local trafficways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.
        iv. A further detailed analysis and any other information that the review committee considers relevant.
        v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.
        vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.
        Response: Refer to Traffic Impact Analysis dated December 10, 2024.

5. ***Dedication of rights-of-way.*** Property shall be conveyed to the public by plat, deed or grant of easement as needed in accordance with the Broward County Trafficways Plan, the city's comprehensive plan, subdivision regulations and accepted applicable traffic engineering standards.
Response: Right of way easements as necessary will be provided to meet City and County standards.

6. ***Pedestrian facilities.*** Sidewalks, pedestrian crossing and other pedestrian facilities shall be provided to encourage safe and adequate pedestrian movement on-site and along roadways to adjacent properties. Transit service facilities shall be provided for as required by the city and Broward County Transit. Pedestrian facilities shall be designed and installed in accordance with city engineering standards and accepted applicable engineering standards.
Response: Project complies. Widened sidewalks encourage safe and adequate pedestrian

movement on-site and around the BHMC district.

7. ***Primary arterial street frontage***. Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.
Response: Not applicable.

8. ***Other roadway improvements***. Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.
Response: Acknowledged and will comply where applicable.
9. ***Street trees***. In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.
Response: Project complies. Refer to narrative addressing SRAC Illustration of Design Standards.

N. ***Wastewater.***
1. Wastewater. Adequate wastewater services shall be provided for the needs of the proposed development. The proposed development shall be designed to provide adequate areas and easements which may be needed for the installation and maintenance of a wastewater and disposal system in accordance with applicable health, environmental and engineering regulations and standards. The existing wastewater treatment facilities and systems shall have adequate capacity to provide for the needs of the proposed development and for other developments in the service area which are occupied, available for occupancy, for which building permits are in effect or for which wastewater treatment or disposal capacity has been reserved. Capital expansion charges for water and sewer facilities shall be paid by the developer in accordance with Resolution 85-265, as it is amended for time to time. Improvements to the wastewater facilities and system shall be made in accordance with the city engineering and accepted applicable engineering standards.
Response: Applicant submitted a Water and Wastewater Capacity Availability request: ENG-CR-24110005.

O. ***Trash management requirements.*** A trash management plan shall be required in connection with non-residential uses that provide prepackaged food or beverages for offsite consumption. Existing non-residential uses of this type shall adopt a trash management plan within six (6) months of the effective date of this provision.
Response: Project will comply as applicable.

P. ***Historic and archaeological resources.***
1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comment*s*.
Response: Not applicable.

Q. ***Hurricane Evacuation***. If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.
Response: Not applicable. The Property is located west of the Intracoastal Waterway.

Sec. 47-25.3. Neighborhood compatibility requirements.

A. The neighborhood compatibility requirements are as follows:

1. *Adequacy requirements.* See Sec. 47-25.2.
Response: Refer to point-by-point narrative addressing the adequacy requirements.

2. *Smoke, odor, emissions of particulate matter and noise.*
   a. Documentation from the Broward County Department of Natural Resource Protection (DNRP) or a report by a certified engineer, licensed in the State of Florida, that the proposed development will not exceed the maximum levels of smoke, odor, emissions of particulate matter and noise as regulated by Chapter 27, Pollution Control, of the Code of Broward County, and that a DNRP permit for such facility is not required.
   b. Where a DNRP license is required in accordance with Chapter 27, Pollution Control, of the Code of Broward County, all supporting documentation and information to obtain such permit shall be submitted to the DRC as part of a site plan review.
   c. Such DNRP licenses shall be required to be issued and copies provided to the city prior to the issuance of a building permit for the proposed development.
   Response:Should any DRNP licenses be required, the applicant will apply and obtai n as applicable.

3. *Design and performance standards.*
   a. *Lighting.* No lighting shall be directed from a use which is subject to the requirements of this Sec. 47-25.3 in a manner which illuminates abutting residential property and no source of incandescent or mercury vapor illumination shall be directly visible from any abutting residential property. No neon lights inside or outside structures shall be visible from any abutting residential property.
      i. Glare. Any nonresidential operation or activity producing glare shall be conducted so that direct or indirect illumination of light shall not cause illumination in excess of one (1) footcandle on any abutting residential property except as provided in subsection iii. of this subsection a.
      ii. Control of effects of lights from automobiles or other sources. Where the site plan indicates potential adverse effects of parking or of other sources on the lot on which

the nonresidential use is to be located, such effects shall be eliminated or at a minimum prevented so that lights do not illuminate adjacent residential property below a height of five (5) feet at the residential lot line, or from shining into any residential window if there is to be nonresidential parking on the premises after dark.

iii. In addition to the above, parking lots and garages will be subject to the provisions of Sections 47-20.14 and if in conflict with the provisions of this section, the more restrictive provisions shall apply.

Response: Not applicable. The Project does not abut residential properties.

b. *Control of appearance.* The following design standards are provided to protect the character of abutting residential areas from the visual impact which may result from a use which is subject to the requirements of this Sec. 47-25.3.

i. *Architectural features.* The facade of any side of a nonresidential building facing the residential property shall be constructed to compliment a residential structure and shall include the following:

a) Fenestration such as windows, doors and openings in the building wall; and

b) Shall contain a minimum of one (1) feature from each of the following architectural feature groups with a total of four (4) architectural features from the following list:

1. Detail and embellishments:
   a. Balconies,
   b. Color and material banding,
   c. Decorative metal grates over windows,
   d. Uniform cornice heights,
   e. Awnings.
2. Form and mass:
   a. Building mass changes including projection and recession,
   b. Multiple types and angles of roofline, or any combination thereof.

c) The above required facade treatment shall be required to continue around the corner onto the adjoining wall for a distance of twenty (20) feet.

Response: Not applicable. The Project does not abut residential properties.

ii. *Loading facilities.* Loading and service facilities shall be screened so as not to be visible from abutting residential uses or vacant residential zoned property.

Response: Not applicable. The Project does not abut residential properties.

iii. *Screening of rooftop mechanical equipment.* All rooftop mechanical equipment, stair and elevator towers shall be designed as an integral part of the building volume and shall be required to be screened with material that matches the material used for the principal structure and shall be at least as high as six (6) inches above the top most surface of the roof mounted structure.

Response: Not applicable. The Project does not abut residential properties. However, all mechanical equipment is appropriately screened from view.

c. *Setback regulations.* When a nonresidential use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, there shall be an additional setback required for any yard of that use which is contiguous to the residential property, as follows:

i. When any side of a structure greater in height than forty (40) feet is contiguous to residential property, that portion of the structure shall be set back one (1) foot for each one (1) foot of building height over forty (40) feet up to a maximum width equal to one-half (½) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.
Response: Not applicable. The Project is not contiguous to residential properties.

d. *Bufferyard requirements.* Excluding parks, open space and conservation areas, when a use which is subject to the requirements of this Sec. 47-25.3 is contiguous to any residential property, the property where the use is located shall be required to have a landscaped strip area and a physical barrier between it and the residential property. Such landscape strip shall meet the following requirements:

i. *Landscape strip requirements.* A ten (10) foot landscape strip shall be required to be located along all property lines which are adjacent to residential property. Such landscape strip shall include trees, shrubs and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The width of the landscape area shall extend to the property line. All required landscaping shall be protected from vehicular encroachment. When walls are required on nonresidential property abutting an alley, required shrubbery shall be installed and located within the landscape area on the exterior of the wall.
Response: Not applicable. The Project is not contiguous to residential properties.

ii. *Parking restrictions.* No parking shall be located within twelve (12) feet of the property line, within the yard area required by the district in which the proposed nonresidential use is located, when such yard is contiguous to residential property.
Response: Not applicable. The Project is not contiguous to residential properties.

iii. *Dumpster regulations.* All solid waste refuse containers (dumpsters) shall be set back a minimum of twelve (12) feet from any property line which is contiguous to residential property, and shall be screened in accordance with the Dumpster requirements, as provided in Section 47-19, Accessory Uses, Buildings and Structures.
Response: Not applicable. The Project is not contiguous to residential properties.

iv. *Wall requirements.* A wall shall be required on the nonresidential property, a minimum of five (5) feet in height, constructed in accordance with Section 47-19.5 and subject to the following:

a) Decorative features shall be incorporated on the residential side of such wall according to the requirements of Section 47-19.5,
b) Shall be located within, and along the length of the property line which abuts the residential property,
c) When the nonresidential property is located adjacent to an alley such wall shall be located at least five (5) feet from the right-of-way line located closest to the nonresidential property,
d) When a utility, or other public purpose easement, on the nonresidential property precludes the construction of a wall, then an opaque fence, constructed in accordance with the standards described in Section 47-19.5, may be erected in lieu of the wall required by subsection iv. above. The use of an opaque fence as a physical barrier between nonresidential and

residential property shall be reviewed and recommended by the city engineer.
Response: Not applicable. The Project is not contiguous to residential properties.

v. *Application to existing uses.* [*intentionally omitted*]

e. *Neighborhood compatibility and preservation.* In addition to the review requirements provided in subsections A.1, A.2 and A.3.a, b, c, and d, the following review criteria shall also apply as provided below:

i. All developments subject to this Sec. 47-25.3 shall comply with the following:

a) Development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.
Response: Project complies. Refer to DMP Narrative.

b) Consideration shall be given to the recommendations of the adopted neighborhood master plan in which the proposed development is to be located, or which it abuts, although such neighborhood master plan shall not be considered to have the force and effect of law. When recommended improvements for the mitigation of impacts to any neighborhood, conflicts with any applicable ULDR provision, then the provisions of the ULDR shall prevail. In order to ensure that a development will be compatible with, and preserve the character and integrity of adjacent neighborhoods, the development shall include improvements or modifications either on-site or within the public rights-of-way to mitigate adverse impacts, such as traffic, noise, odors, shadow, scale, visual nuisances, or other similar adverse effects to adjacent neighborhoods. These improvements or modifications may include, but shall not be limited to, the placement or orientation of buildings and entryways, parking areas, bufferyards, alteration of building mass, and the addition of landscaping, walls, or both, to ameliorate such impacts. Roadway adjustments, traffic control devices or mechanisms, and access restrictions may be required to control traffic flow or divert traffic as needed to reduce or eliminate development generated traffic on neighborhood streets.
Response: Project complies. Refer to DMP Narrative.

ii. Reserved.

iii. Reserved.

iv. All development that is located on land within the CBA zoning districts;

AND

All development that is zoned RMM-25, RMH-25 and RMH-60 east of the Intracoastal Waterway;

AND

All nonresidential development lying east of the Intracoastal Waterway.

[*Intentionally omitted*]

Respectfully submitted,

Digitally signed by Stephanie J. Toothaker
Date: 2024.12.13 17:17:47 -05'00'

Stephanie J. Toothaker, Esq.

Traffic Impact Analysis
for Submittal to
City of Fort Lauderdale

BROWARD HEALTH MEDICAL CENTER (BHMC) CAMPUS
MEDICAL OFFICE BUILDING (MOB)
FORT LAUDERDALE, FLORIDA

Kimley»Horn

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December 2024
140089006

Traffic Impact Analysis
for Submittal to the
City of Fort Lauderdale

BROWARD HEALTH MEDICAL CENTER (BHMC) CAMPUS
MEDICAL OFFICE BUILDING (MOB)
FORT LAUDERDALE, FLORIDA

Prepared for:

Broward Health

Prepared by:

Kimley-Horn and Associates, Inc.



This item has been digitally signed and sealed by Derek Jeffrey d'Adesky, P.E., on the date adjacent to the seal.

Derek d'Adesky

Digitally signed by Derek d'Adesky
Date: 2024.12.10 09:33:36 -05'00'

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

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December 2024
140089006

EXECUTIVE SUMMARY

Broward Health is proposing to develop the property located in the northwest quadrant of the intersection of S Andrews Avenue and SW 17th Street in Fort Lauderdale, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 188,000 square feet of medical office space. The project is expected to be completed and opened by year 2027.

Access to the proposed redevelopment is provided via one (1) ingress only driveway and one (1) egress only driveway, and one (1) reversible center lane driveway operating as ingress in the A.M. peak hour and egress in the P.M. peak hour on the west side of the site along SW 1st Avenue.

Trip generation calculations for the existing and proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The project is expected to 344 net weekday A.M. peak hour vehicular trips and 616 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS) E or better during all analysis scenarios with the exception of the following intersections:

- The intersection of S Andrews Avenue and Davie Boulevard, which operates at LOS E under existing and future background conditions and LOS F under future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 6.0 percent (6.0%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.
- The intersection of SE 3rd Avenue and Davie Boulevard, which operates at LOS F under future background and future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 2.6 percent (2.6%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the

project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.

The results of the 95th percentile queue analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- SW 4th Avenue and Davie Boulevard:
    - The southbound left-turn lane under future total conditions during the A.M. peak hour. However, the available storage space is only exceeded by less than one (1) vehicle. Note, the southbound left-turn lane is constrained by the upstream intersection at SW 4th Avenue and SW 11th Court and cannot be extended.
- S Andrews Avenue and Davie Boulevard
    - The northbound left-turn lane under future total conditions during the A.M. peak hour and under existing, future background, and future total conditions during the P.M. peak hour. Note the northbound left-turn lane is constrained by the existing median/southbound left-turn lane at S Andrews Avenue and SW 13th Street/SE 13th Street and cannot be extended.
    - The northbound right-turn lane under existing, future background, and future total conditions under the A.M. and P.M. peak hours. Note, the northbound right turn lane is constrained by existing parking to the south.
    - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. However, the project results in a queue impact of less than one (1) additional vehicle when compared to future background conditions. Note, the westbound left-turn lane is constrained by the existing two-way shared median turn lane to the east.
- SW 4th Avenue and SW 17th Street
    - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. Note, the westbound left-turn lane is

constrained by the existing median/eastbound left-turn lane at SW 3rd Avenue and SW 17th Street.

The results of the roadway segment capacity analysis indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours.

The maneuverability analysis was prepared using a passenger (P) vehicle for the ground floor driveways, and a WB-40 and a 30 foot SU-30 was used for loading and refuse activities in the loading area. The AutoTurn analysis determined that passenger vehicles and loading vehicles will be able to ingress, egress, and travel through the site and loading area.

The results of the entry gate analysis indicate that the 95th percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto the public right-of-way.

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INTRODUCTION

Broward Health, LLC is proposing to develop the property located in the northwest quadrant of the intersection of S Andrews Avenue and SW 17th Street in Fort Lauderdale, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 188,000 square feet of medical office space. The project is expected to be completed and opened by year 2027. A project location map is provided as Figure 1. A conceptual site plan is provided in Appendix A.

Kimley-Horn and Associates, Inc. has completed this traffic impact analysis for submittal to the City of Fort Lauderdale. The purpose of the study is to assess the project's impact on the surrounding roadway network. The study's methodology is consistent with the requirements of the City of Fort Lauderdale. Methodology correspondence detailing the traffic study requirements is included in Appendix B. This report summarizes the data collection, project trip generation, trip assignment and distribution, intersection capacity analysis, roadway segment capacity analysis, 95th percentile queue analysis, maneuverability analysis, and entry gate analysis for the proposed development.



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Figure 1
Location Map
Broward Health MOB
Fort Lauderdale, Florida

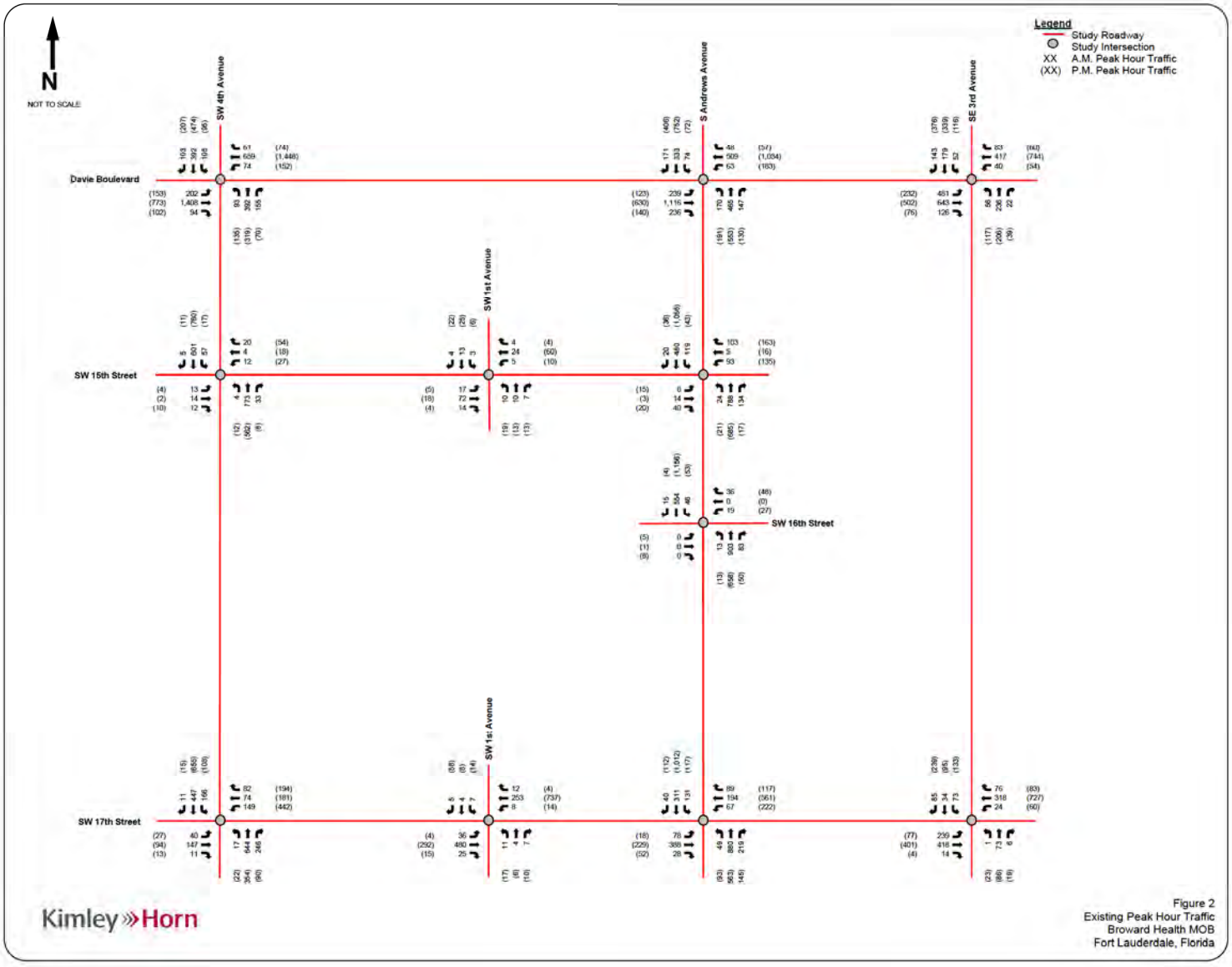
EXISTING TRAFFIC

A.M. peak period (7:00 to 9:00 A.M.) and P.M. peak period (4:00 to 6:00 P.M.) turning movement counts were collected on Wednesday August 21, 2024, at the following intersections:

- Davie Boulevard and SW 4th Avenue
- Davie Boulevard and S Andrews Avenue
- Davie Boulevard and SE 3rd Avenue
- SW 15th Street and SW 4th Avenue
- SE 15th Street and S Andrews Avenue
- SW 15th Street and SW 1st Avenue
- SW 16th Street and S Andrews Avenue
- SW 17th Street and SW 4th Avenue
- SW 17th Street and 1st Avenue
- SE 17th Street and S Andrews Avenue
- SE 17th Street and SE 3rd Avenue

All traffic volumes were collected in 15-minute intervals and the peak hour was determined for each intersection. Turning movement counts also included pedestrian and bicycle data. The appropriate Florida Department of Transportation (FDOT) peak season conversion factor (PSCF) of 1.06 was applied to the traffic data collected.

The turning movement counts, detailed volume adjustment factor calculations, FDOT peak season factor category reports, and signal timing data are included in Appendix C. Figure 2 presents the existing turning movement volumes at the study intersections during the A.M. and P.M. peak hours.



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Figure 2
Existing Peak Hour Traffic
Broward Health MOB
Fort Lauderdale, Florida

FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2027 without the construction of the proposed development. Future background traffic volumes used in the analysis are the sum of the existing traffic and additional traffic generated by growth in the study area. Refer to Figure 3 for the future background peak hour traffic volumes.

BACKGROUND AREA GROWTH

Future traffic growth on the transportation network was determined based upon (a) historic growth trends at nearby FDOT traffic count stations and (b) traffic volume comparisons from the year 2015 and 2045 Florida Standard Urban Transportation Model Structure (FSUTMS) - Southeast Florida Regional Planning Model (SERPM) Version 8.521.

FDOT count stations referenced in this analysis include:

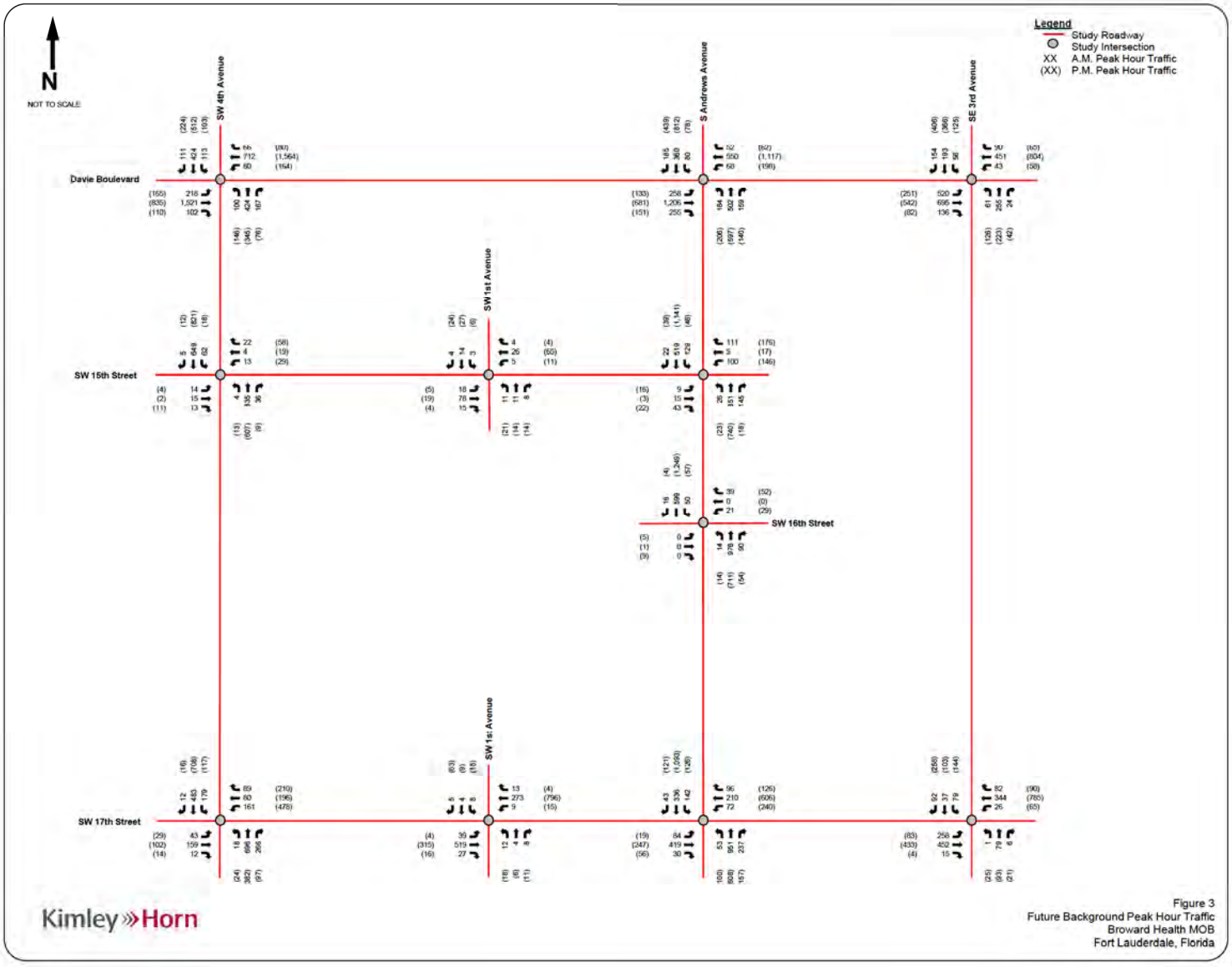
- Count Station 860202: SR 736/Davie Boulevard, west of Andrews Avenue
- Count Station 865140: SR 736/Davie Boulevard, west of SR 5/US-1
- Count Station 867583: SE 17th Street, west of US-1
- Count Station 867643: Andrews Avenue, south of Davie Boulevard
- Count Station 869017: SW 4th Avenue, south of Davie Boulevard
- Count Station 869085: SE 3rd Avenue, south of Broward Boulevard

The historic growth rate analysis, based on FDOT count stations, examined linear, exponential, and decaying exponential growth rates for the most recent five (5) year and ten (10) year periods. The linear growth trend yielded a growth rate of 5.91 percent (5.91%) over the most recent five (5) year period and 0.38 percent (0.38%) over the most recent ten (10) year period. The exponential growth trend yielded a growth rate of 2.61 percent (2.61%) over the most recent five (5) year period and negative 0.24 percent (-0.24%) over the most recent ten (10) year period. The decaying exponential growth trend yielded a growth rate of 2.22 percent (2.22%) over the most recent five (5) year period and 0.04 percent (0.04%) over the most recent ten (10) year period. The calculated growth

rate with the highest R^2 value resulted from the five (5) year exponential growth trend which yielded a growth rate of 2.61 percent (2.61%).

Based on the forecasted volumes obtained from the 2015 and 2045 FSUTMS SERPM, an annual growth rate of 1.24 percent (1.24%) was calculated in the vicinity of the development.

To provide a conservative analysis, the higher growth rate of 2.61 percent (2.61%) was applied to existing traffic volumes compounded annually to develop future 2025 volumes. The worksheets used to analyze the historic growth trends along with the FSUTMS transportation model outputs are included in Appendix D.



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Figure 3
Future Background Peak Hour Traffic
Broward Health MOB
Fort Lauderdale, Florida

PROJECT TRAFFIC

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the project and the distribution and assignment of that traffic over the study roadway network.

EXISTING AND PROPOSED LAND USES

Currently, the site proposed for development is vacant. The proposed development consists of 174,500 square feet of medical office space.

PROJECT ACCESS

Access to the proposed redevelopment is provided via one (1) ingress only driveway, one (1) egress only driveway, and one (1) reversible center lane driveway operating as ingress in the A.M. peak hour and egress in the P.M. peak hour on the west side of the site along SW 1st Avenue.

Loading access is also provided via (1) ingress/egress driveway on the west side of the site along SW 1st Avenue.

TRIP GENERATION

Trip generation calculations for the existing and proposed development were performed using Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 720 (Medical-Dental Office Building).

MULTIMODAL REDUCTION

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the redevelopment is located. A multimodal factor of 19.1 percent (19.1%) was determined for the proposed development. It is expected that a portion of visitors and employees will choose to walk, bike, or use public transit to and from the proposed development.

EXISTING TRANSIT ROUTES

There are three (3) Broward County Transit (BCT) routes currently operating in close proximity (within ¼ mile) to the site during the A.M. and P.M. peak hours. Detailed transit route information is included in Appendix E.

- **BCT Route 06** operates along SW 4th Avenue in the vicinity of the project site with the nearest stop located just south of SW 15th Street. This route operates with 45-minute headways in the northbound and southbound directions during the A.M. and P.M. peak hours.

- **BCT Route 30** operates Davie Boulevard in the vicinity of the project site with the nearest stop located just west of S Andrews Avenue. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

- **BCT Route 40** operates along S Andrews Avenue in the vicinity of the project site with the nearest stop located just north of SE 16th Street. This route operates with 30-minute headways in the eastbound and westbound directions during the A.M. and P.M. peak hours.

PEDESTRIAN AND BICYCLE FACILITIES

Sidewalks are provided abutting the site, along SW 17th Street to the south and along S Andrews Avenue to the east. In addition, dedicated bicycle lanes are provided along SW 4th Avenue within close proximity to the site.

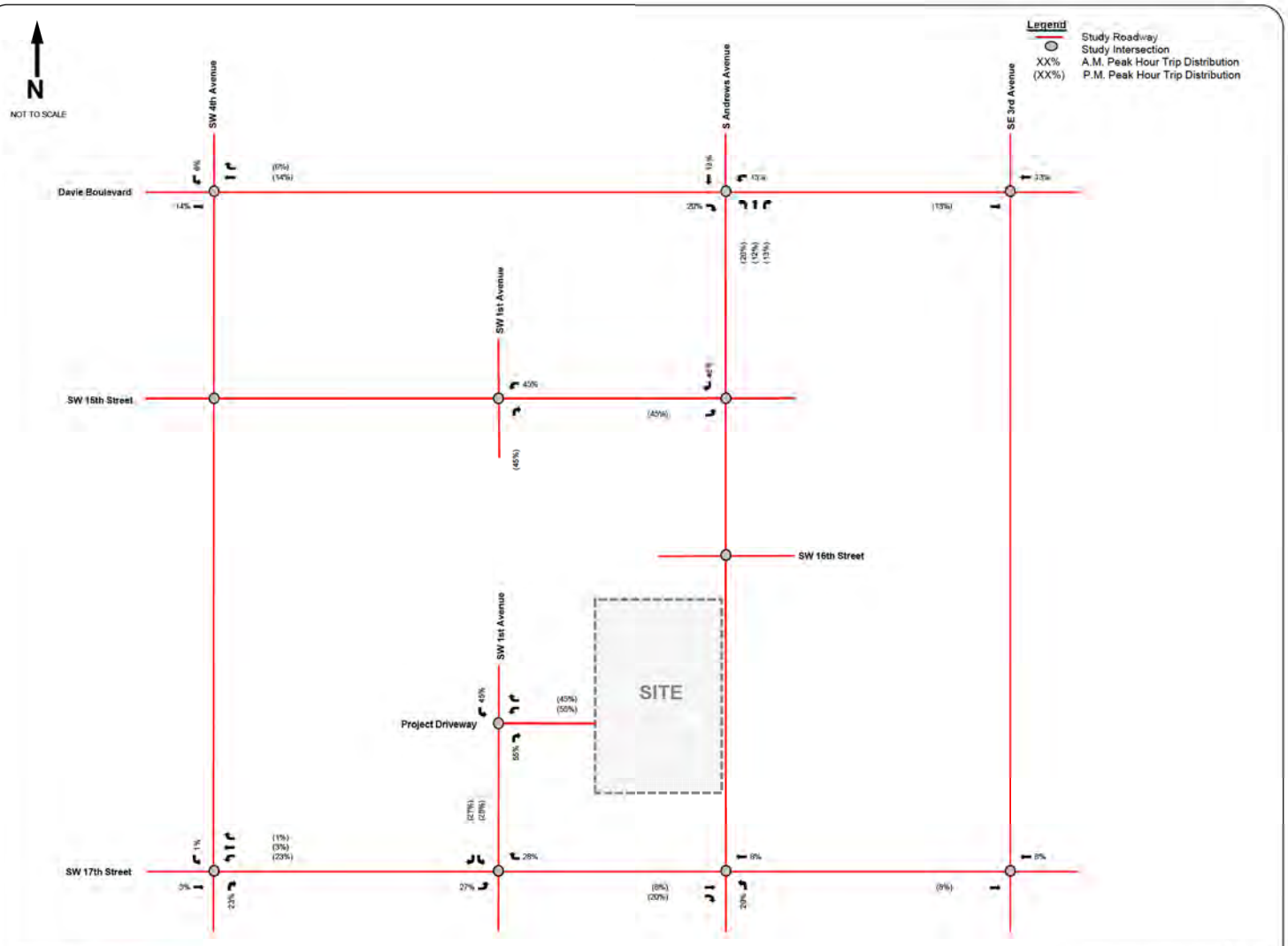
Note that the project is not proposing modification to existing transit, pedestrian, or bicycle infrastructure.

Table 1 summarizes the project's expected trip generation for the A.M. and P.M. peak hours. As shown in Table 1, the project is expected to generate 344 weekday A.M. peak hour vehicular trips and 616 weekday P.M. peak hour trips. Detailed trip generation information is included in Appendix F.

Table 1: Trip Generation				
A.M. Peak Hour (P.M. Peak Hour)				
Land Use (ITE Code)	**Scale**	**Entering Trips**	**Exiting Trips**	**Net New External Trips**
Proposed Development				
Medical-Dental Office Building (720)	188,000 square feet	272 (185)	72 (431)	**344 (616)**

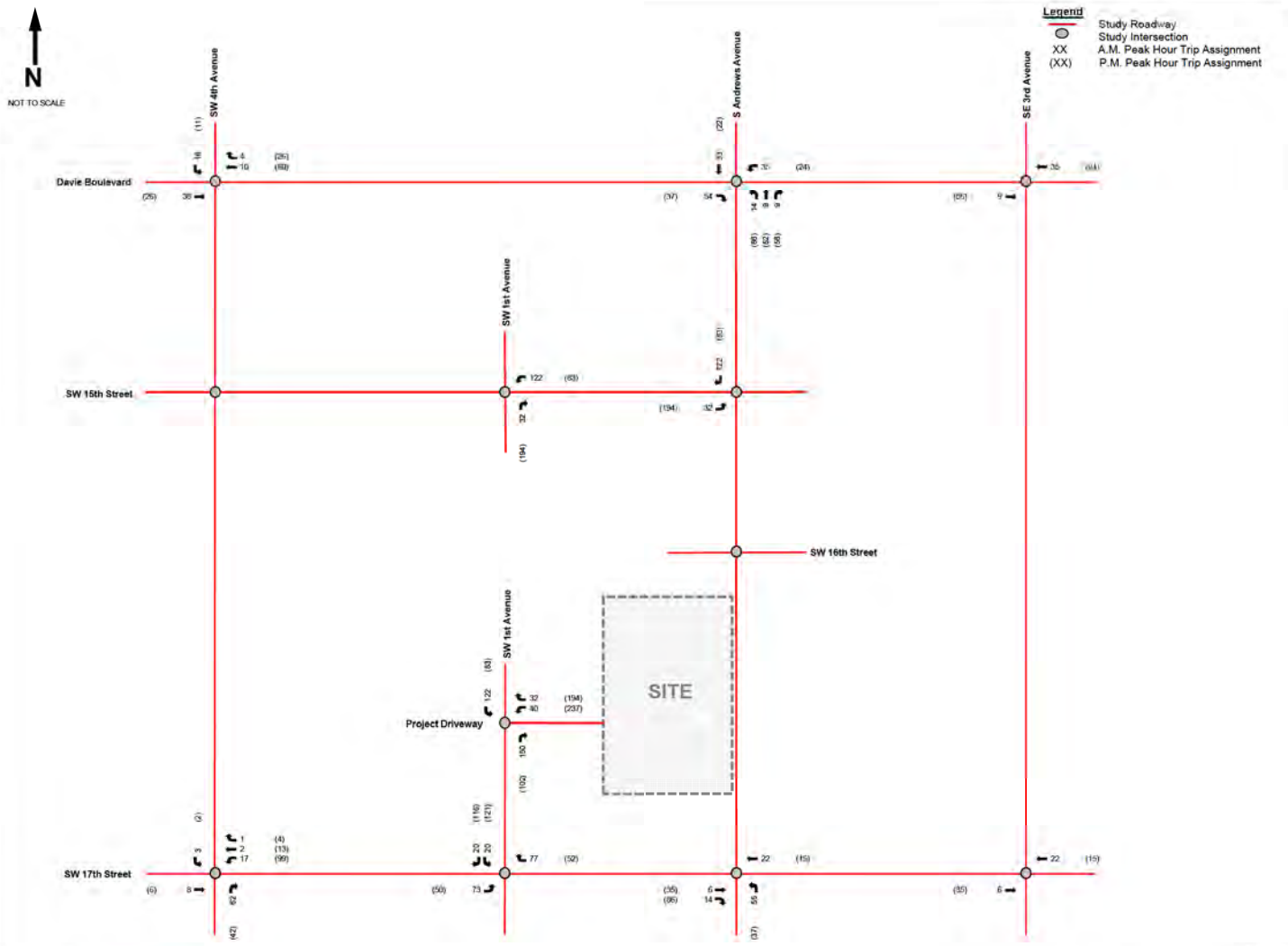
TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution was determined based on existing turning movements counts and a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Southeast Florida Regional Planning Model (SERPM), *Version 8.521*. Figures 4 and 5 show the project trip distribution and the project trip assignment at the project driveway and adjacent intersections for the A.M. and P.M. peak hours. Detailed trip distribution calculations are contained in Appendix G.



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Figure 4
Peak Hour Project Trip Distribution
Broward Health MOB
Fort Lauderdale, Florida



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Figure 5
Peak Hour Project Trip Assignment
Broward Health MOB
Fort Lauderdale, Florida

FUTURE TOTAL TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2027 after the opening of the project. Total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and expected project traffic volumes. Refer to Figure 6 for the 2027 future total peak hour traffic volumes. Volume development worksheets for the study intersections are included in Appendix H.

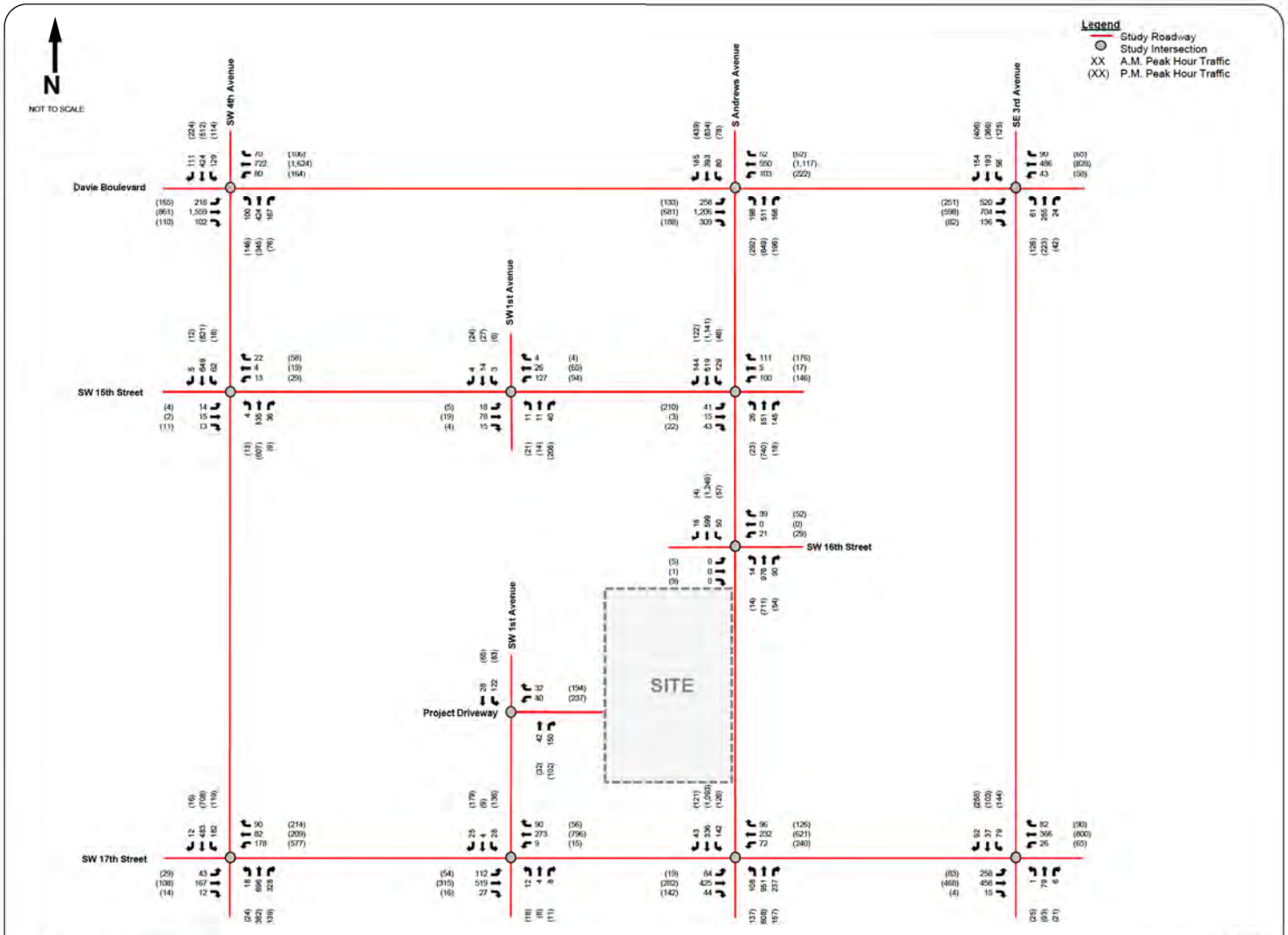


Figure 6
Future Total Peak Hour Traffic
Broward Health MOB
Fort Lauderdale, Florida

INTERSECTION CAPACITY ANALYSIS

The study area intersection operating conditions were analyzed for three (3) scenarios (existing conditions, future background conditions, and future total conditions) during the A.M. and P.M. peak hours using Trafficware's *SYNCHRO 12.0* software, which applies methodologies outlined in the Transportation Research Board's (TRB's) *Highway Capacity Manual* (HCM), 7th Edition. Synchro worksheets for the study intersections are included in Appendix I. A summary of the intersection analyses is presented in Table 2 and Table 3.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS) E or better during all analysis scenarios with the exception of the following intersections:

- The intersection of S Andrews Avenue and Davie Boulevard, which operates at LOS D under existing, future background, and future total conditions during the A.M. peak hour, and LOS E under existing and future background conditions and LOS F under future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 4.0 percent (4.0%) of the overall traffic volume at this intersection during the A.M. peak hour and 6.0 percent (6.0%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.
- The intersection of SE 3rd Avenue and Davie Boulevard, which operates at LOS C under existing, future background, and future total conditions during the A.M. peak hour, and LOS E under existing conditions and LOS F under future background and future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 1.6 percent (1.6%) of the overall traffic volume at this intersection during the A.M. peak hour and 2.6 percent (2.6%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of

the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.

Table 2: A.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Existing Conditions (Future Background Conditions) [Future Total Conditions] {Future Total Conditions with Optimization}						
SW 4th Avenue and Davie Boulevard	Signalized	D/36.5 sec (D/39.7 sec) [D/38.0 sec] {C/34.9 sec}	B (B) [B] {B}	B (B) [B] {B}	E (E) [E] {E}	F (F) [F] {F}
S Andrews Avenue and Davie Boulevard	Signalized	D/37.6 sec (D/40.5 sec) [D/41.1 sec] {D/39.8 sec}	B (B) [B] {B}	B (B) [B] {B}	E (F) [F] {F}	E (F) [E] {E}
SE 3rd Avenue and Davie Boulevard	Signalized	C/28.6 sec (C/30.4 sec) [C/25.8 sec]	A (B) [A]	B (B) [B]	E (E) [E]	F (F) [E]
SW 4th Avenue and SW 15th Street	Two-Way, Stop-Controlled	(1)	B (B) [B]	A (A) [A]	(2)	(2)
S Andrews Avenue and SW 15th Street/SE 15th Street	Two-Way, Stop-Controlled	(1)	B (B) [B]	B (C) [C]	(2)	(2)
SW 1st Avenue and SW 15th Street	Two-Way, Stop-Controlled	(1)	(2)	(2)	A (A) [A]	A (A) [A]
S Andrews Avenue and SW 16th Street/SE 16th Street	Two-Way, Stop-Controlled	(1)	A (A) [A]	A (B) [B]	(2)	(2)
SW 4th Avenue and SW 17th Street	Signalized	B/17.4 sec (B/18.4 sec) [B/18.4 sec] {B/18.0 sec}	C (C) [C] {C}	B (C) [C] {C}	B (C) [C] {C}	B (B) [B] {B}
SW 1st Avenue and SW 17th Street	Two-Way, Stop-Controlled	(1)	(2)	(2)	A (A) [B]	A (A) [A]
S Andrews Avenue and SW 17th Street/SE 17th Street	Signalized	B/16.1 sec (B/16.8 sec) [B/17.3 sec]	C (C) [C]	C (C) [C]	A (B) [B]	A (A) [A]
SE 3rd Avenue and SE 17th Street	Signalized	B/15.6 sec (B/15.8 sec) [B/15.9 sec]	B (B) [B]	B (B) [B]	C (C) [C]	C (C) [C]
SW 1st Street and Project Driveway	Two-Way, Stop-Controlled	(1)	(3) ((3)) [(3)]	(3) ((3)) [A]	(3) ((3)) [(2)]	(3) ((3)) [(2)]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.

Table 3: P.M. Peak Hour Intersection Capacity Analysis						
Intersection	**Traffic Control**	**Overall LOS/Delay**	**Approach LOS**			
			EB	**WB**	**NB**	**SB**
Existing Conditions (Future Background Conditions) [Future Total Conditions]{Future Total Conditions with Optimization}						
SW 4th Avenue and Davie Boulevard	Signalized	D/47.1 sec (E/55.1 sec) [E/55.3 sec] {D/49.5 sec}	B (C) [C] {D}	C (C) [C] {C}	E (E) [E] {E}	F (F) [F] {E}
S Andrews Avenue and Davie Boulevard	Signalized (4)	E/62.7.6 sec (E/72.8 sec) [E/69.7 sec] {D/54.8 sec}	C (C) [C] {D}	C (C) [C] {D}	E (E) [F] {E}	F (F) [F] {E}
SE 3rd Avenue and Davie Boulevard	Signalized (4)	E/73.9 sec (F/85.0 sec) [D/53.2 sec]	B (B) [B]	B (B) [B]	E (E) [E]	F (F) [F]
SW 4th Avenue and SW 15th Street	Two-Way4 Stop-Controlled	(1)	A (A) [A]	A (A) [A]	(2)	(2)
S Andrews Avenue and SW 15th Street/SE 15th Street	Two-Way, Stop-Controlled	(1)	B (B) [D]	B (B) [B]	(2)	(2)
SW 1st Avenue and SW 15th Street	Two-Way, Stop-Controlled	(1)	(2)	(2)	A (A) [A]	A (A) [A]
S Andrews Avenue and SW 16th Street/SE 16th Street	Two-Way, Stop-Controlled	(1)	B (B) [B]	A (A) [A]	(2)	(2)
SW 4th Avenue and SW 17th Street	Signalized	C/26.0 sec (C/34.0 sec) [E/65.0 sec] {D/37.8 sec}	C (C) [C] {C}	D (E) [F] {E}	B (B) [B] {B}	B (B) [B] {B}
SW 1st Avenue and SW 17th Street	Two-Way, Stop-Controlled	(1)	(2)	(2)	A (A) [B]	A (A) [B]
S Andrews Avenue and SW 17th Street/SE 17th Street	Signalized	B/18.4 sec (B/19.9 sec) [C/20.7 sec]	C (C) [C]	C (D) [D]	A (B) [B]	B (B) [B]
SE 3rd Avenue and SE 17th Street	Signalized	B/19.2 sec (B/19.6 sec) [B/19.7 sec]	B (B) [B]	B (B) [B]	B (B) [B]	C (C) [C]
SW 1st Street and Project Driveway	Two-Way, Stop-Controlled	(1)	(3) ((3)) [(3)]	(3) ((3)) [B]	(3) ((3)) [(2)]	(3) ((3)) [(2)]

Notes: (1) Overall intersection LOS is not defined, as intersection operates under stop-control conditions.
(2) Approach operates under free-flow conditions. LOS is not defined.
(3) Approach does not exist.
(4) Signal timings optimized under future total conditions.

ROADWAY SEGMENT CAPACITY ANALYSIS

In addition to the intersection capacity analyses, an analysis was prepared for the following roadway segments within the immediate vicinity of the proposed project:

- Hallandale Beach Boulevard between I-95 and NE 14th Avenue
- US-1/Federal Highway between Pembroke Road and the Miami-Dade County Line
- Pembroke Road between US-1/Federal Highway and NW 8th Avenue
- NE 6th Street from US-1/Federal Highway to NE 3rd Avenue
- NE 4th Court from US-1/Federal Highway to NE 3rd Court
- NE 3rd Avenue from NE 7th Street to NE 3rd Street

CAPACITY ANALYSIS

Tables 4, 5, and 6 provide a summary of the A.M. and P.M. peak hour roadway segment analysis for existing, future background, and future total conditions, respectively, utilizing FDOT's 2023 *Multimodal Quality/Level of Service Handbook*. The results indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours. Refer to Appendix J for generalized tables used in the analysis.

Table 4: Existing Peak Hour Roadway Capacity

Roadway	Segment	Facility Type[1]	Direction	Existing Raw Volumes		PSCF	Existing Peak Season Volumes		LOS C Standard Capacity[6]	LOS D Standard Capacity[6]	LOS E Standard Capacity[6]	Existing LOS	
				A.M.	P.M.		A.M.	P.M.				A.M.	P.M.
SE 3rd Avenue	SE 17th Street to SR 736/Davie Boulevard	4LD[2]	NB/SB	623	784	1.06	659	831	-	2,439	3,141	D	D
S Andrews Avenue	SE 17th Street to SE 16th Street	4LD[2]	NB/SB	1,483	1,829	1.06	1,572	1,939	-	2,439	3,141	D	D
SE 17th Street	SW 1st Avenue to SE 3rd Avenue	4LD[2]	EB/WB	1,013	1,388	1.06	1,075	1,471	2,079	3,071	3,468	C	C

Notes:
[1] 4LD - four-lane divided
[2] Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
[3] FDOT's 2023 *Quality Level of Service Handbook*

Table 5: Future Background 2027 Peak Hour Roadway Capacity

Roadway	Segment	Facility Type[1]	Direction	Existing Peak Season Volumes		Growth Rate	Future Background Volumes		LOS C Standard Capacity[6]	LOS D Standard Capacity[6]	LOS E Standard Capacity[6]	Future Background LOS	
				A.M.	P.M.		A.M.	P.M.				A.M.	P.M.
SE 3rd Avenue	SE 17th Street to SR 736/Davie Boulevard	4LD[2]	EB/WB	659	831	2.6%	712	897	-	2,439	3,141	D	D
S Andrews Avenue	SE 17th Street to SE 16th Street	4LD[2]	NB/SB	1,572	1,939	2.6%	1,700	2,093	-	2,439	3,141	D	D
SE 17th Street	SW 1st Avenue to SE 3rd Avenue	4LD[2]	NB/SB	1,075	1,471	2.6%	1,162	1,588	2,079	3,071	3,468	C	C

Notes:
[1] 4LD - four-lane divided
[2] Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
[3] FDOT's 2023 *Quality Level of Service Handbook*

Table 6: Future Total 2027 Peak Hour Roadway Capacity

Roadway	Segment	Facility Type[1]	Direction	Future Background Volumes		Net New Assignment		Future Total Volumes		LOS C Standard Capacity[6]	LOS D Standard Capacity[6]	LOS E Standard Capacity[6]	Future Total LOS	
				A.M.	P.M.	A.M.	P.M.	A.M.	P.M.				A.M.	P.M.
SE 3rd Avenue	SE 17th Street to SR 736/Davie Boulevard	4LD[2]	EB/WB	712	897	0	0	712	897	-	2,439	3,141	D	D
S Andrews Avenue	SE 17th Street to SE 16th Street	4LD[2]	NB/SB	1,700	2,093	92	79	1,700	2,093	-	2,439	3,141	D	D
SE 17th Street	SW 1st Avenue to SE 3rd Avenue	4LD[2]	NB/SB	1,162	1,588	28	49	1,190	1,638	2,079	3,071	3,468	C	C

Notes:
[1] 4LD - four-lane divided
[2] Based on FDOT C4-Urban General four-lane divided roadway with a 5 percent capacity increase for exclusive right-turn lanes and a 5 percent capacity increase for left-turn lanes
[3] FDOT's 2023 *Quality Level of Service Handbook*

95TH PERCENTILE QUEUE LENGTH ANALYSIS

A 95th percentile queue analysis was performed at existing exclusive turn-lanes with limited storage where project trips are assigned. The 95th percentile queue lengths were calculated using Trafficware's *SYNCHRO 12* software. A summary of the 95th percentile queuing analysis for the proposed development during the A.M. and P.M. hours is presented in Table 7. The results of the analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- SW 4th Avenue and Davie Boulevard:
    - The southbound left-turn lane under future total conditions during the A.M. peak hour. However, the project results in a queue impact of less than two (2) additional vehicles when compared to the future background condition. Note, the southbound left-turn lane is constrained by the upstream intersection at SW 4th Avenue and SW 11th Court and cannot be extended.
- S Andrews Avenue and Davie Boulevard
    - The northbound left-turn lane under future total conditions during the A.M. peak hour and under existing, future background, and future total conditions during the P.M. peak hour. Note the northbound left-turn lane is constrained by the existing median/southbound left-turn lane at S Andrews Avenue and SW 13th Street/SE 13th Street and cannot be extended.
    - The northbound right-turn lane under existing, future background, and future total conditions under the A.M. and P.M. peak hours. Note, the northbound right turn lane is constrained by existing parking to the south.
    - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. However, the project results in a queue impact of less than one (1) additional vehicle when compared to future background conditions. Note, the westbound left-turn lane is constrained by the existing two-way shared median turn lane to the east.

- SW 4th Avenue and SW 17th Street
    - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. Note, the westbound left-turn lane is constrained by the existing median/eastbound left-turn lane at SW 3rd Avenue and SW 17th Street.

Synchro worksheets for the study intersections are included in Appendix I.

Table 7: Future Total Peak Hour Queuing Analysis

Intersection	Movement	95th Percentile Queue (ft)[1]		Existing Storage Length (ft)	Queue Length Sufficient?
		A.M.	P.M.		
Existing Conditions (Future Background Conditions) [Future Total Conditions] {Future Total with Optimization Conditions}					
SW 4th Avenue and Davie Boulevard	Southbound Left-Turn	193 (205) **[238]** {150}	163 (175) [193] {40}	230	Yes[2]
S Andrews Avenue and Davie Boulevard	Northbound Left-Turn	130 (203) **[285]** **{280}**	**353** **(410)** **[768]** **{663}**	270	No[2]
	Northbound Right-Turn	**295** **(320)** **[160]** **{158}**	**215** **(233)** **[178]** **{155}**	100	No[2]
	Westbound Left-Turn	58 (65) [95] {98}	178 (183) [200] {238}	245	Yes
SW 4th Avenue and SW 17th Street	Southbound Left-Turn	60 (73) [75] {68}	35 (38) [38] {48}	135	Yes
	Westbound Left-Turn	88 (103) [115] {50}	**358** **(518)** **[958]** **{545}**	245	No[2]
SW 1st Avenue and SW 17th Street	Eastbound Left-Turn	<25 (<25) [<25]	<25 (<25) [<25]	50	Yes
S Andrews Avenue and SW 17th Street/SE 17th Street	Northbound Left-Turn	<25 (<25) [48]	40 (45) [60]	170	Yes

Note: (1) Assumes a vehicle length of 25 feet.
(2) Turn lane is constrained.

MANEUVERABILITY ANALYSIS

A maneuverability analysis was prepared for the ground level passenger vehicle driveway areas and loading area. The analysis was performed using Transoft's *AutoTurn 11* software design vehicle turning templates and vehicle turning templates consistent with American Association of State Highway and Transportation Officials' (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2004/2011/2018. The analysis was prepared using a passenger (P) vehicle for the ground floor driveways, and a WB-40 and a 30 foot SU-30 was used for loading and refuse activities in the loading area.

The maneuverability analysis determined that passenger vehicles and loading vehicles will be able to ingress, egress, and travel through the site and loading area. Maneuverability analysis plots are included in Appendix K.

ENTRY GATE QUEUE ANALYSIS

A 95th percentile entry gate queue analysis for the proposed development using the methodology outlined in ITE's *Transportation and Land Development*, 1988 was performed at the garage entry gate. The proposed entry gate will provide access to all patrons via two (2) lanes. The entry gate is proposed to be located on the ground level of the parking garage.

Based on the trip generation prepared and the future total traffic volumes at the project driveway, a total of 272 A.M. peak hour inbound trips and 185 P.M. peak hour inbound trips are expected at the entry gate.

To provide a conservative analysis, it was assumed that patrons will utilize a push button ticket to access the entry gate, with an estimated processing time of 9.0 seconds per vehicle based on *Parking Structures 3rd Edition: Planning, Design, Construction, Maintenance, and Repair*, 2001.

The queuing analysis used the single-channel waiting line model with Poisson arrivals and exponential service times. The queuing analysis is based on the coefficient of utilization, ρ, which is the ratio of the average vehicle arrival rate over the average service rate multiplied by the number of channels.

If the coefficient of utilization (average service rate/service capacity) is greater than one (>1), the calculation methodology does not yield a finite queue length. This result indicates overcapacity conditions for the entry gate area. The entry gate service capacity is the number of vehicles the entry gate can service in a one-hour period multiplied by the number of entry lanes.

The results of the entry gate analysis are summarized in Table 8. As Table 8 indicates, the 95th percentile vehicle queue is expected to be less than one (1) vehicle behind the service position during the A.M. and P.M. peak hours at the entry gate. Therefore, all anticipated queues are expected to be accommodated within the site without extending onto public right-of-way.. Detailed entry gate calculations are included in Appendix L.

Table 8: Peak Hour Entry Gate Queuing Analysis			
A.M. Peak Hour (P.M. Peak Hour)			
Entry Gate	Entering Volumes (vph)	Service Rates (minutes/vehicle)	95th Percentile Queue Behind Service Position
Garage Entry Gate	272 (185)	0.150 (0.150)	> 1 vehicle (> 1 vehicle)

CONCLUSION

Broward Health, LLC is proposing to develop the property located in the northwest quadrant of the intersection of S Andrews Avenue and SW 17th Street in Fort Lauderdale, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 188,000 square feet of medical office space. The project is expected to be completed and opened by year 2027.

Access to the proposed redevelopment is provided via one (1) ingress/egress driveway on the west side of the site along SW 1st Avenue. Loading access is also provided via (1) ingress/egress driveway on the west side of the site along SW 1st Avenue.

Trip generation calculations for the existing and proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The project is expected to 332 net weekday A.M. peak hour vehicular trips and 590 net new weekday P.M. peak hour vehicular trips.

The results of the intersection capacity analysis indicate that the study intersections are expected to operate at adopted levels of service (LOS) E or better during all analysis scenarios with the exception of the following intersections:

- The intersection of S Andrews Avenue and Davie Boulevard, which operates at LOS D under existing, future background, and future total conditions during the A.M. peak hour, and LOS E under existing and future background conditions and LOS F under future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 4.0 percent (4.0%) of the overall traffic volume at this intersection during the A.M. peak hour and 6.0 percent (6.0%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.
- The intersection of SE 3rd Avenue and Davie Boulevard, which operates at LOS C under existing, future background, and future total conditions during the A.M. peak hour, and LOS

E under existing conditions and LOS F under future background and future total conditions during the P.M. peak hour. Note that the project assigns net new traffic equivalent to approximately 1.6 percent (1.6%) of the overall traffic volume at this intersection during the A.M. peak hour and 2.6 percent (2.6%) of the overall traffic volume at this intersection during the P.M. peak hour. Therefore, the project is expected to have a nominal impact at this intersection. However, signal timings were optimized in an effort to mitigate the impact of the project such that the delay under future total conditions is less than or equal to the delay under future background conditions during the P.M. peak hour and at adopted LOS E or better.

The results of the 95th percentile queue analysis indicate that vehicle queue lengths are expected to be accommodated within the existing vehicle storage under existing, future background, and future total conditions during the A.M. and P.M. peak hour with the exception of the following:

- SW 4th Avenue and Davie Boulevard:
    - The southbound left-turn lane under future total conditions during the A.M. peak hour. However, the project results in a queue impact of less than two (2) additional vehicles when compared to the future background condition. Note, the southbound left-turn lane is constrained by the upstream intersection at SW 4th Avenue and SW 11th Court and cannot be extended.
- S Andrews Avenue and Davie Boulevard
    - The northbound left-turn lane under future total conditions during the A.M. peak hour and under existing, future background, and future total conditions during the P.M. peak hour. Note the northbound left-turn lane is constrained by the existing median/southbound left-turn lane at S Andrews Avenue and SW 13th Street/SE 13th Street and cannot be extended.
    - The northbound right-turn lane under existing, future background, and future total conditions under the A.M. and P.M. peak hours. Note, the northbound right turn lane is constrained by existing parking to the south.

- The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. However, the project results in a queue impact of less than one (1) additional vehicle when compared to future background conditions. Note, the westbound left-turn lane is constrained by the existing two-way shared median turn lane to the east.

- SW 4th Avenue and SW 17th Street
  - The westbound left-turn lane under existing, future background, and future total conditions during the P.M peak hour. Note, the westbound left-turn lane is constrained by the existing median/eastbound left-turn lane at SW 3rd Avenue and SW 17th Street.

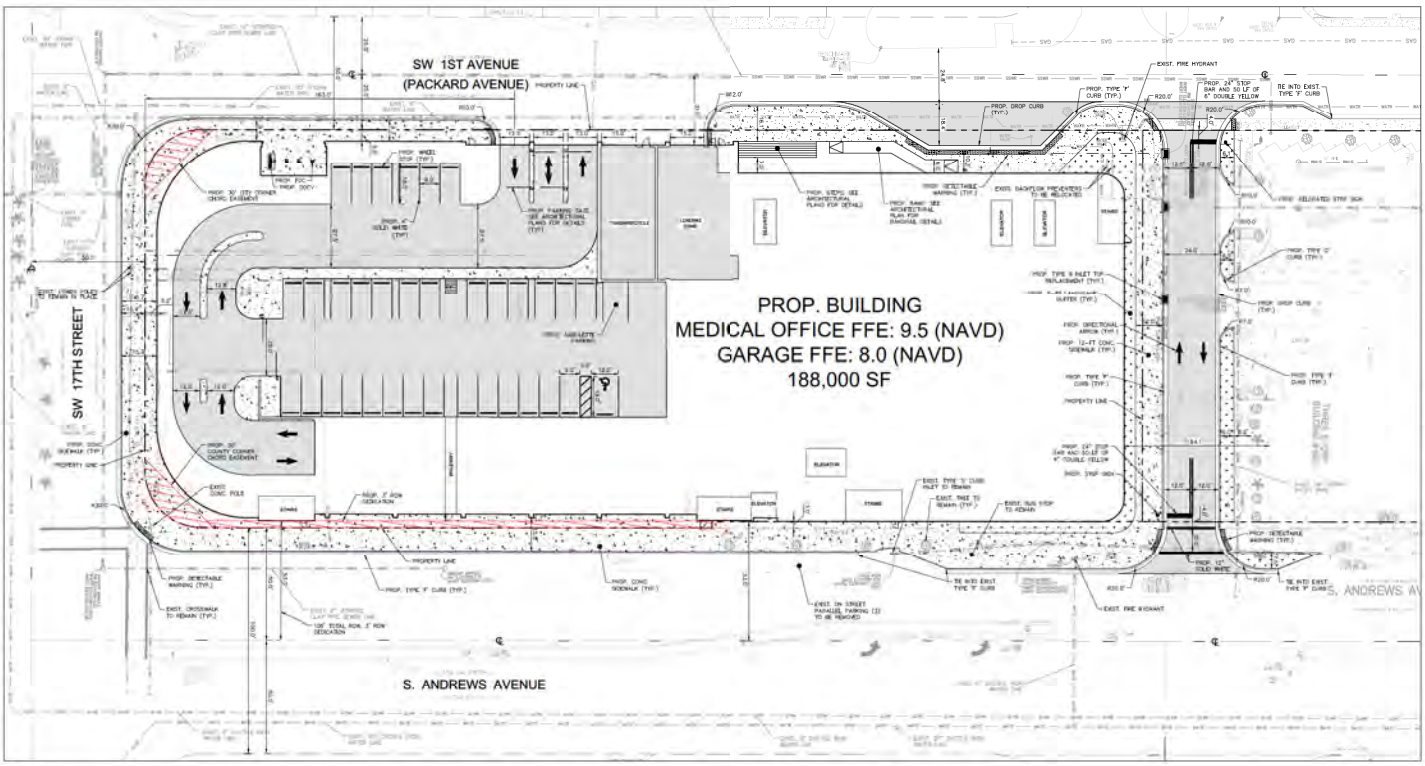
The results of the roadway segment capacity analysis indicate that the study roadway segments are expected to operate at adopted LOS D or better under all analysis conditions during the A.M. and P.M. peak hours.

The maneuverability analysis was prepared using a passenger (P) vehicle for the ground floor driveways, and a WB-40 and a 30 foot SU-30 was used for loading and refuse activities in the loading area. The AutoTurn analysis determined that passenger vehicles and loading vehicles will be able to ingress, egress, and travel through the site and loading area.

The results of the entry gate analysis indicate that the 95th percentile queue length for the garage entry gate is less than one (1) vehicle including the service position during the A.M. and P.M. peak hours. Therefore, all anticipated queues are expected to be accommodated on-site without extending onto the public right-of-way.

Appendix A

Conceptual Site Plan



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

LEGEND	
	PROPERTY LINE
	ADJACENT PROPERTY (UNKNOWN)
	PROPOSED ASPHALT PAVEMENT
	PROPOSED CONCRETE PAVEMENT
	PROPOSED DETECTABLE WARNING

OVERALL SITE	
FUTURE LAND USE	
SRAC	S REGIONAL ACTIVITY CENTER
ZONING	
CURRENT	SRCA-SAA (SOUTH REGIONAL ACTIVITY CENTER-SOUTH ANDREWS EAST)
PROPOSED	SRCA-SAA (SOUTH REGIONAL ACTIVITY CENTER-SOUTH ANDREWS EAST)
TAD	
SITE AREA	76,370 SF 1.75 AC
PLOT COVERAGE	87.50%
USE	
PROPOSED USE	MEDICAL OFFICE
TOTAL FLOOR AREA	
FOLIOS	
5127 S ANDREWS AVE	5042 15 40 0110
4 SW 11 ST	5042 15 40 0140
3 FSW 11 ST	5042 15 40 0130
1623 S ANDREWS AVE	5042 15 40 0150
1611 S ANDREWS AVE	5042 15 40 0170
1601 S ANDREWS AVE & PORTION OF 1622 S ANDREWS AVE	5042 15 40 0080 5042 15 40 0160

BUILDING HEIGHT	
BUILDING HEIGHT	120' TO TOP OF ROOF
SET BACK	
	REQ'D SHEET (FT) / PROVIDED (FT)
	11 / 11
	1.3 / 3
LAKE	10 / 3
WETS	15 / 3

AREA BREAKDOWN			
AREA TYPE	ACRES	SQ. FEET	PERCENTAGE
PARKING	0.87	37,849	8.25%
LANDSCAPE	0.71	30,918	6.73%
HARDSCAPE/PLAZA	0.80	34,803	7.58%
IMPERVIOUS	1.53	66,570	14.50%
CONCRETE	0.84	36,566	7.96%
ASPHALT	0.51	22,436	4.89%
COVERED	1.40	61,000	13.29%
TOTAL	5.87	255,814	100.0%

PARKING CATEGORY INFORMATION				
	AREA	RATIO	REQUIRED	PROVIDED
MEDICAL OFFICE	188,000 SF	1/240 SF*	783	
MECHANICAL/ELEVATOR	20,000 SF	N/A	0	
POOL (2 METERED PARKING) PER RESOLUTION NO.11-1457	N/A	N/A	0	
TOTAL PARKING			783	
10% REDUCTION*			-78	
TOTAL PARKING			705	

*AS PER ULDR SEC. 47-20.2. TABLE 2 (PARK REQUIREMENTS), A 10% REDUCTION IS ALLOWED FOR NON-RESIDENTIAL USES OVER 2,500 SF.

**ON-STREET PARKING NOTE:
NONE OF THE ON-STREET SPACES ARE RESERVED FOR THE DEVELOPMENT AND MAY BE USED BY ANY MEMBER OF THE PUBLIC. ON-STREET SPACES WILL NOT COUNT TOWARDS THE PARKING REQUIREMENTS FOR THE PROJECT. THE SPACES MAY BE REMOVED AT ANY TIME FOR ANY REASON AND THE CITY OF FORT LAUDERDALE WILL NOT RELOCATE DISPLACED ON-STREET PARKING.

THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED. CONTRACTOR SHALL INCLUDE DEWATERING FOR EXCAVATIONS AND PIPE AND WITHHOLD ALL NECESSARY PERMITS

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON THE NGVD 29 DATUM. ALL ELEVATIONS TO MATCH THE NGVD 29 DATUM

Sunshine811

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

Check positive response codes before you dig!

Kimley»Horn

REVISIONS		
NO.	DESCRIPTION	DATE

DRAWN BY	TJ/ED/TJ/DM
CHECKED BY	JM
DATE	11/21/2024
SCALE	AS SHOWN
PROJECT NO.	068000001

SITE PLAN

BROWARD HEALTH MAIN CAMPUS
PREPARED FOR
BECK ARCHITECTURAL

CITY OF FORT LAUDERDALE

SHEET NUMBER
C400.0

Appendix B

Methodology Correspondence

Kimley»Horn

MEMORANDUM

To: Benjamin Restrepo, P.E.
City of Fort Lauderdale, Development Services Department

From: Derek J. d'Adesky, P.E. DD
Adrian K. Dabkowski, P.E., PTOE AKD

Date: August 16, 2024

Subject: Broward Health MOB
Traffic Study Methodology

The purpose of this memorandum is to summarize the traffic study methodology for the proposed development located in the northwest quadrant of the intersection of S Andrews Avenue and SW 17th Street in Fort Lauderdale, Florida. Currently, the site proposed for development is vacant. The proposed development consists of 174,500 square feet of medical office space. The project is expected to be completed and opened by year 2027. A project location map and conceptual site plan are provided in Attachment A. The following sections summarize our proposed traffic study methodology.

TRIP GENERATION

Trip generation calculations for the proposed development were performed using the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. The trip generation for the proposed development was determined using ITE Land Use Code (LUC) 720 (Medical-Dental Office Building).

A multimodal (public transit, bicycle, and pedestrian) factor based on US Census *Means of Transportation to Work* data was reviewed for the census tract in which the development is located. A multimodal factor of 19.1 percent (19.1%) was determined for the proposed development. It is expected that a portion of employees and patrons will choose to walk, bike, or use public transit to and from the proposed development. Transit route information will be documented in the report.

The project is expected to generate 5,978 net new weekday vehicular trips, 322 net new weekday A.M. peak hour vehicular trips, and 572 net new weekday P.M. peak hour vehicular trips. Trip generation calculations may be revised based on updates to the development program and/or site plan modifications. Detailed trip generation calculations and US Census *Means of Transportation to Work* data are included in Attachment B.

STUDY AREA

Based on the proposed development plan, the following intersections, in addition to the project driveways, and roadway segments are proposed to be analyzed:

Study Intersections:

1. Davie Boulevard and SW 4th Avenue
2. Davie Boulevard and S Andrews Avenue
3. Davie Boulevard and SE 3rd Avenue
4. SW 15th Street and SW 4th Avenue

Methodology

5. SE 15th Street and S Andrews Avenue
6. SW 15th Street and SW 1st Avenue
7. SW 16th Street and S Andrews Avenue
8. SW 17th Street and SW 4th Avenue
9. SW 17th Street and SW 1st Avenue
10. SE 17th Street and S Andrews Avenue
11. SE 17th Street and SE 3rd Avenue

Study Roadway Segments:

1. SE 3rd Avenue between SE 17th Street and SR 736/Davie Boulevard
2. S Andrews Avenue between SE 17th Street and SE 16th Street
3. SE 17th Street between SW 1st Avenue and SE 3rd Avenue

DATA COLLECTION

Turning movement counts will be collected on a typical weekday (Tuesday, Wednesday, or Thursday) during the A.M. (7:00 to 9:00 A.M.) and P.M. (4:00 to 6:00 P.M.) peak periods at all study intersections. Turning movement counts will be collected in 15-minute intervals during the two (2) peak periods and will include pedestrians and bicyclists.

All traffic counts will be adjusted to peak season conditions using the appropriate Florida Department of Transportation (FDOT) peak season category factors. Traffic signal timing information will be obtained from the Broward County Traffic Engineering Division. All traffic data collected will be provided in the Appendix of the traffic impact study.

TRIP DISTRIBUTION

Trip distribution will be determined using a select zone analysis for the appropriate Traffic Analysis Zone (TAZ) in the Florida Standard Urban Transportation Model Structure (FSUTMS) Southeast Florida Regional Planning Model (SERPM). Adjustments to the traffic distribution will be made to account for project trips utilizing the local roadway network as a result of the site's access management restrictions and based on turning movement counts collected at study area intersections.

BACKGROUND GROWTH RATE/MAJOR COMMITTED DEVELOPMENT

A background growth rate will be calculated based on historical growth trends at nearby FDOT traffic count stations. Additionally, growth rates based on the FSUTMS SERPM 2015 and 2045 model network volumes will be examined. The higher of the two (2) growth rates will be used in the analysis. Note that a minimum growth rate of 0.5 percent (0.5%) will be used for analysis. Documentation will be provided in the Appendix of the traffic impact study.

The City's review of this document will determine any committed projects to include in background conditions. The City will provide the corresponding approved traffic study for any committed projects identified.

CAPACITY ANALYSIS

Capacity analyses will be conducted for the A.M. and P.M. peak hours at the study intersections and study segments. Intersection analyses will be performed using *Synchro 12* traffic engineering analysis software which applies the Transportation Research Board's (TRB's), *Highway Capacity Manual* (HCM)

Methodology

methodologies. Roadway segment capacity analysis will be conducted using FDOT's *Quality/LOS Handbook – Generalized Tables*, 2023.

Capacity analyses will be conducted for three (3) scenarios: existing, future build-out without project (future background conditions), and future build-out with project (future total conditions). A build-out year of 2027 will be used in the analysis.

The following figures will be included for the study intersections:

- Existing conditions
- Future background traffic conditions (with growth rate and committed development traffic)
- Trip distribution
- Trip assignment
- Future total traffic conditions (with project)

95TH PERCENTILE QUEUE ANALYSIS

A 95th percentile queue analysis utilizing Trafficware's *SYNCHRO* software will be performed for the study intersection turn-lanes where project traffic is assigned. The analysis will examine expected vehicle queuing lengths under existing, future background, and future total traffic conditions. The existing storage and taper lengths of the turn-lanes will be documented in the report.

MANEUVERABILITY ANALYSIS

A maneuverability analysis for the parking garage and site loading area will be performed utilizing Transoft Solutions' *AutoTURN* software. Deficiencies related to maneuverability, traffic flow, and vehicular conflicts will be documented in a technical memorandum.

GARAGE ENTRY GATE OPERATIONS ANALYSIS

A 95th percentile entry gate analysis will be prepared for parking garage entry points, if entry gates are provided. The entry gate queuing analysis will be prepared for the weekday A.M. and P.M. peak hours. Entry gate queuing analysis will be conducted consistent with the procedures outlined in ITE's *Transportation and Land Development*, 1988 and/or *Parking Structures* 3rd Edition*: Planning, Design, Construction, Maintenance, and Repair,* 2001. The purpose of this analysis is to determine any future queue storage deficiencies at the entry gates and provide preliminary recommendations for mitigating these deficiencies.

VALET OPERATIONS ANALYSIS

A valet operation queuing analysis will be prepared for the vehicle drop-off/pick-up area to ensure that queues do not spill back into public right-of-way, if valet operations are provided. Trip generation estimates will be utilized to provide for the highest demand scenario. The valet operations queuing analysis will be conducted consistent with procedures described in ITE's *Transportation and Land Development*, 1988. Analysis assumptions and results, including the location of the valet garage and the required number of valet attendants to service the facility will be documented in the traffic study. A traffic circulation figure will be prepared to illustrate the valet routes to and from the vehicle drop-off/pick-up areas.

Methodology

DOCUMENTATION

The results of the traffic analysis will be summarized in a report. The report will include supporting documents including signal timings, lane geometry, and software output sheets. The report will also include text and graphics necessary to summarize the assumptions and analysis.

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Methodology

Attachment A

Project Location Map

Methodology



Kimley»Horn

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Figure 1
Location Map
Broward Health MOB
Fort Lauderdale, Florida

Attachment B

Trip Generation Calculations

Methodology

PROPOSED DAILY TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Medical-Dental Office Building	11	720	174.5	ksf	50%	50%	3,695	3,695	7,390	19.1%	1,411	2,989	2,989	5,978	0.0%	0	2,989	2,989	5,978	0.0%	0	2,989	2,989	5,978
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code: 720			Rate or Equation: Y=42.97*(X)+108.01			Total:	3,695	3,695	7,390	19.1%	1,411	2,989	2,989	5,978	0.0%	0	2,989	2,989	5,978	0.0%	0	2,989	2,989	5,978

Methodology

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Medical-Dental Office Building	11	720	174.5	ksf	79%	21%	314	84	398	19.1%	76	254	68	322	0.0%	0	254	68	322	0.0%	0	254	68	322
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			Total:		314	84	398	19.1%	76	254	68	322	0.0%	0	254	68	322	0.0%	0	254	68	322
		720		LN(Y) = 0.9*LN(X)+1.34																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Medical-Dental Office Building	11	720	174.5	ksf	30%	70%	212	495	707	19.1%	135	172	400	572	0.0%	0	172	400	572	0.0%	0	172	400	572
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			Total:		212	495	707	19.1%	135	172	400	572	0.0%	0	172	400	572	0.0%	0	172	400	572
		720		Y=4.07*(X)+-3.17																						

Methodology

Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 433.02; Broward County; Florida	
	Estimate	Margin of Error
Total:	1,259	±255
Car, truck, or van:	897	±193
Drove alone	839	±192
Carpooled:	58	±47
In 2-person carpool	45	±43
In 3-person carpool	13	±21
In 4-person carpool	0	±15
In 5- or 6-person carpool	0	±15
In 7-or-more-person carpool	0	±15
Public transportation (excluding taxicab):	49	±36
Bus	49	±36
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	0	±15
Motorcycle	0	±15
Bicycle	14	±22
Walked	177	±145

Methodology

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey
Universe: Workers 16 years and over
Year: 2022
Estimates: 5-Year
Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, an towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling erro (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest inter or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
N

Methodology

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling erro and the margin of error may be treated as zero.

Methodology

Appendix C
Traffic Data

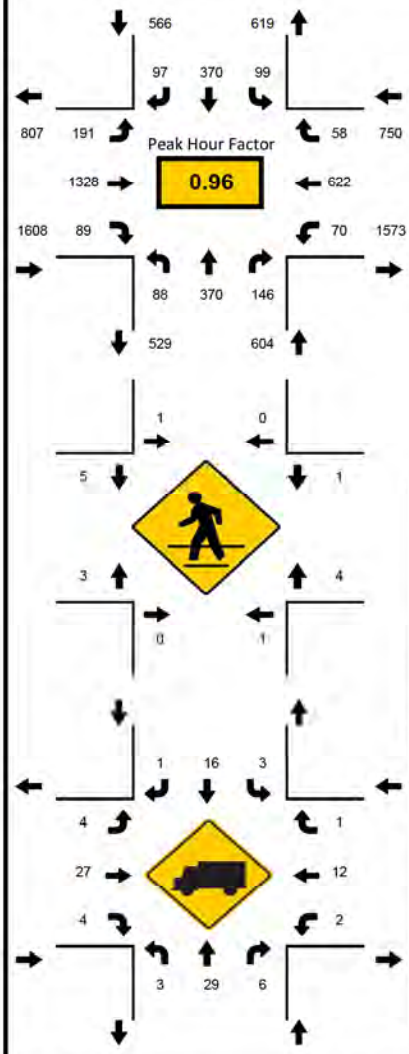
Turning Movement Counts

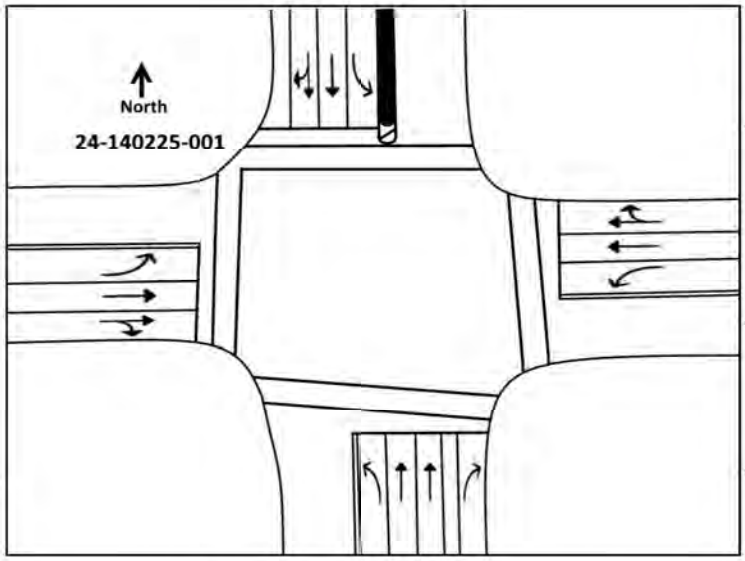
LOCATION: SW 4th Ave & SR 736/Davie Blvd
CITY/STATE: Fort Lauderdale, FL

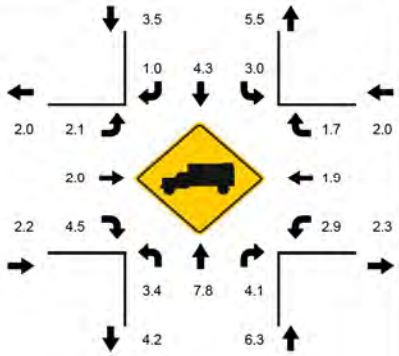
PROJECT ID: 24-140225-001
DATE: Wed, Aug 21, 2024

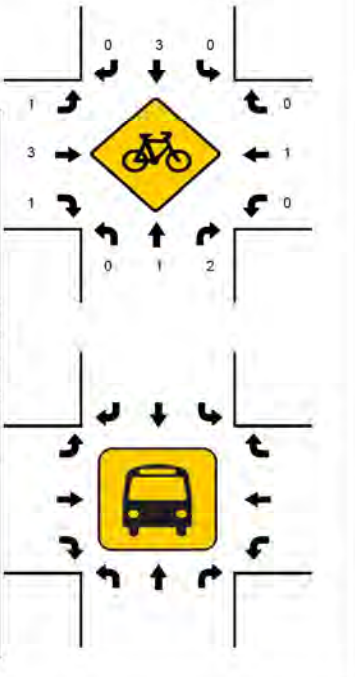
Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

National Data & Surveying Services







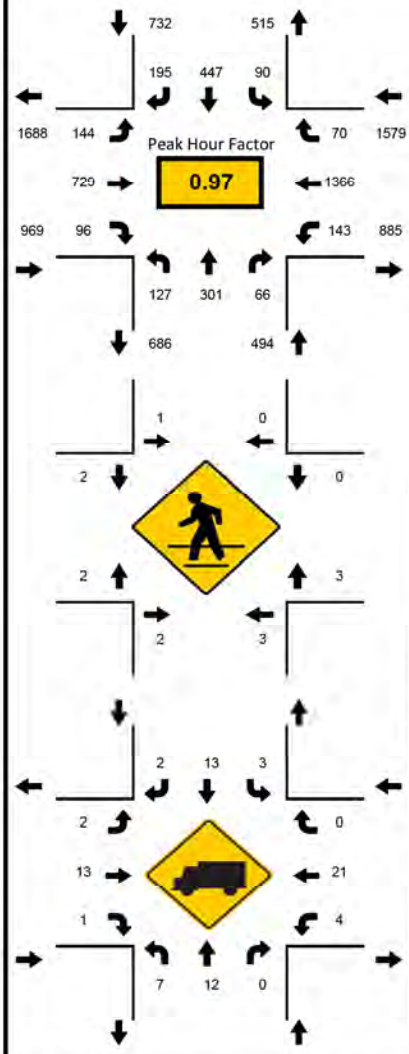


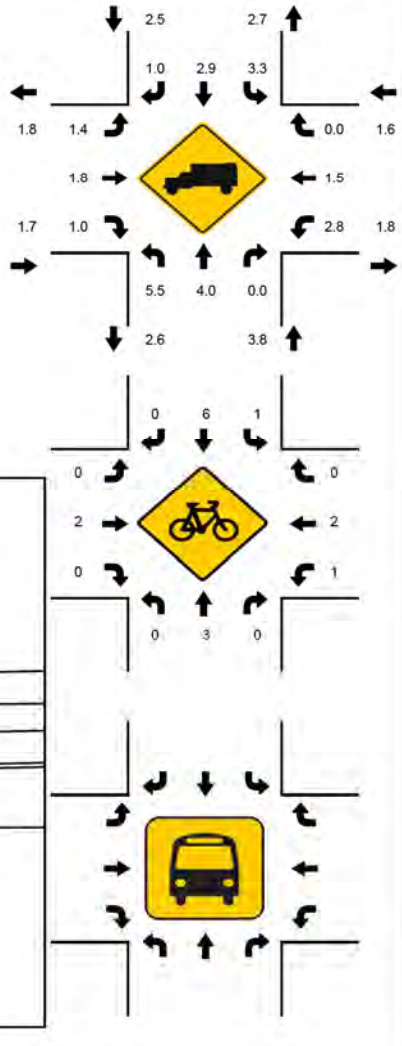
15-Min Count Period Beginning At	SW 4th Ave Northbound					SW 4th Ave Southbound					SR 736/Davie Blvd Eastbound					SR 736/Davie Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	21	60	23	0		16	45	20	0		54	271	18	0		13	141	6	0		688	3301
7:15 AM	15	80	41	0		14	76	21	0		43	280	22	0		18	152	13	0		775	3528
7:30 AM	23	79	27	0		23	93	27	0		47	376	21	0		14	178	10	0		918	3292
7:45 AM	20	103	32	0		35	118	26	0		48	332	17	0		21	151	17	0		920	3307
8:00 AM	29	108	46	1		27	83	23	0		53	340	29	0		17	141	18	0		915	3308
8:15 AM	25	118	16	0		8	97	22	1		59	116	6	0		7	60	4	0		539	2393
8:30 AM	18	123	65	0		32	110	29	0		56	287	13	0		20	159	21	0		933	1854
8:45 AM	22	98	85	0		30	91	22	0		67	338	14	0		28	114	12	0		921	921
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	116	432	184	4		140	472	108	0		212	1504	116	0		84	712	72	0		**4156**	
Heavy Trucks	8	40	12	0		8	36	4	0		8	44	4	0		4	16	4	0		**188**	
Pedestrians		4					4					16					8				**32**	
Bicycles	0	4	8	0		0	8	0	0		4	12	4	0		0	4	0	0		**44**	
Buses																						
Stopped Buses																						

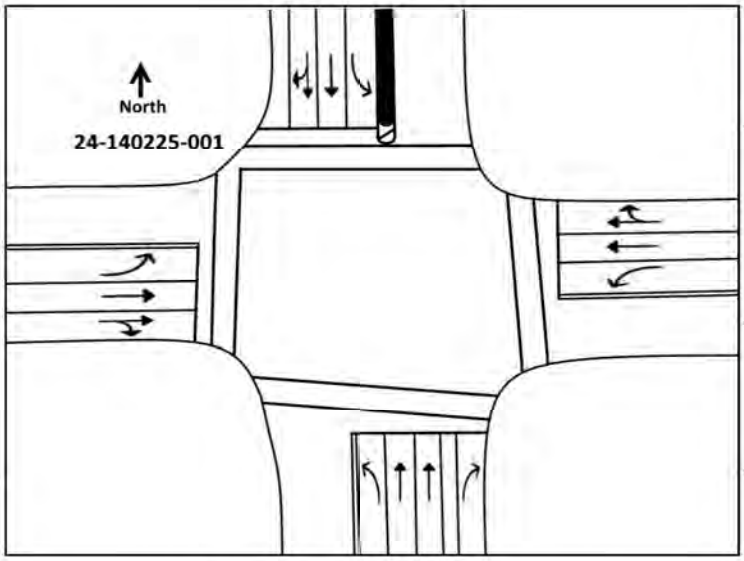
LOCATION: SW 4th Ave & SR 736/Davie Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-001
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





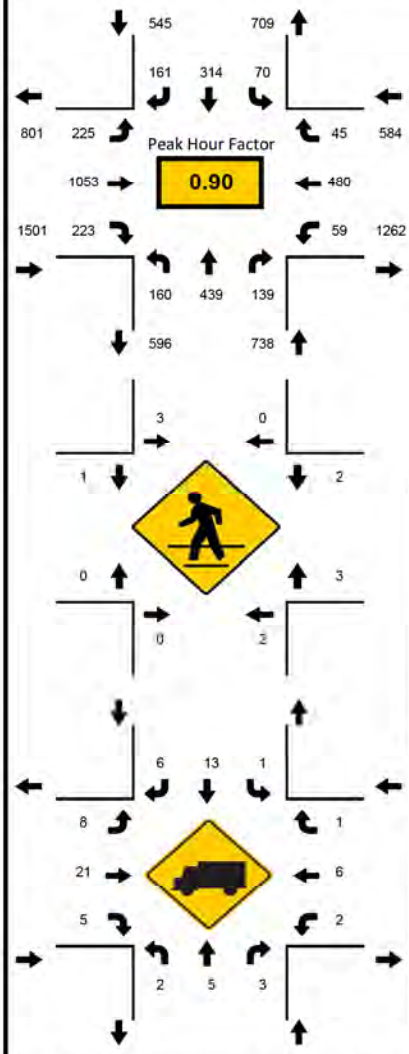


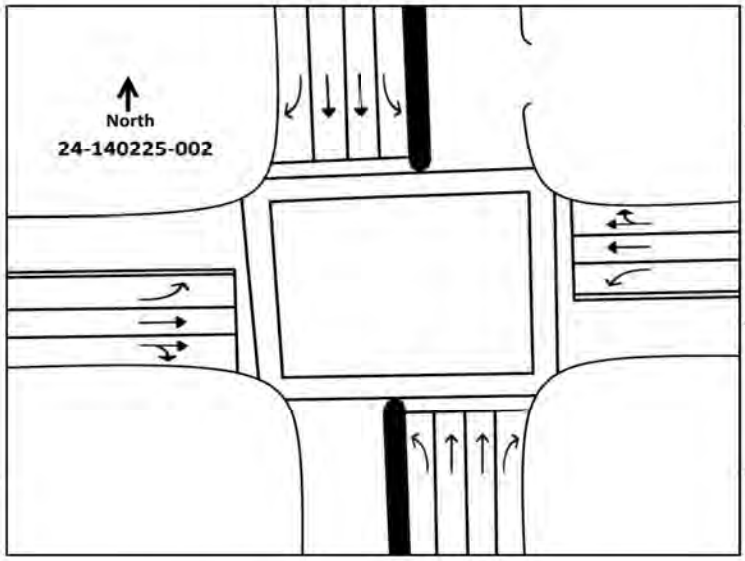
15-Min Count Period Beginning At	SW 4th Ave Northbound					SW 4th Ave Southbound					SR 736/Davie Blvd Eastbound					SR 736/Davie Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	34	72	24	0		16	80	31	0		35	178	25	0		56	347	29	0		927	3671
4:15 PM	15	92	27	1		23	85	50	0		27	155	35	0		35	335	10	0		890	3675
4:30 PM	31	76	17	0		13	103	43	0		33	158	36	0		50	348	10	0		918	3754
4:45 PM	33	81	18	0		23	113	42	0		44	171	31	0		35	333	12	0		936	3774
5:00 PM	36	71	10	0		20	117	52	0		28	180	17	0		28	348	24	0		931	3646
5:15 PM	31	74	18	0		34	115	62	0		40	171	26	0		32	352	14	0		969	2715
5:30 PM	27	75	20	0		13	102	39	0		32	207	22	0		48	333	20	0		938	1746
5:45 PM	24	64	9	0		19	85	31	0		51	177	38	0		41	259	10	0		808	808
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	144	324	80	0		136	468	248	0		176	828	124	0		192	1408	96	0		**4224**	
Heavy Trucks	12	24	0	0		4	16	4	0		4	20	4	0		12	28	0	0		**128**	
Pedestrians		12					4					8					4				**28**	
Bicycles	0	4	0	0		4	8	0	0		0	8	0	0		4	4	0	0		**32**	
Buses																						
Stopped Buses																						

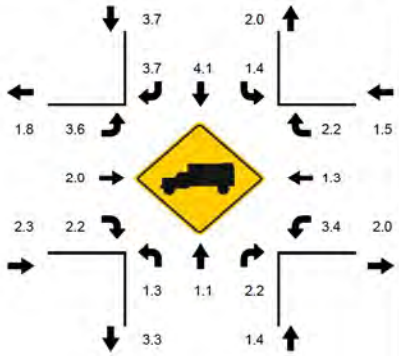
LOCATION: S Andrews Ave & Davie Blvd
CITY/STATE: Fort Lauderdale, FL

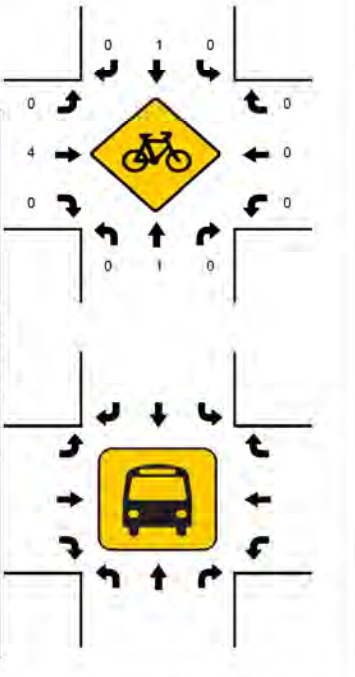
PROJECT ID: 24-140225-002
DATE: Wed, Aug 21, 2024

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM







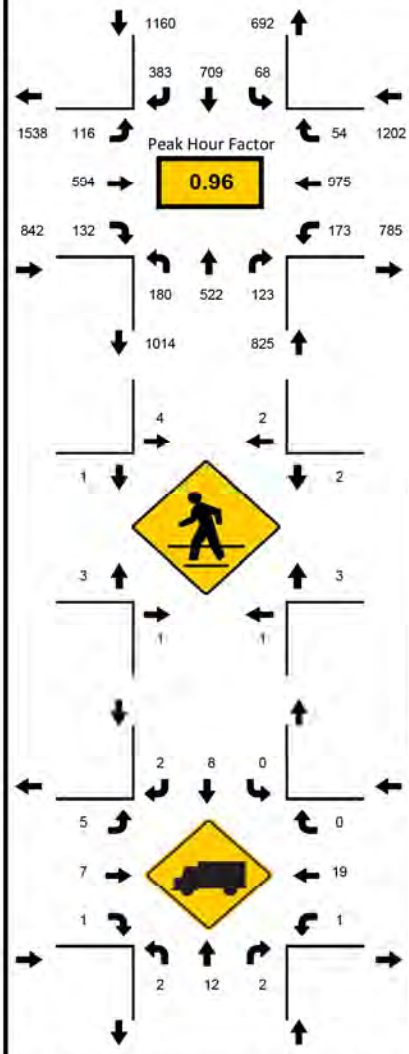


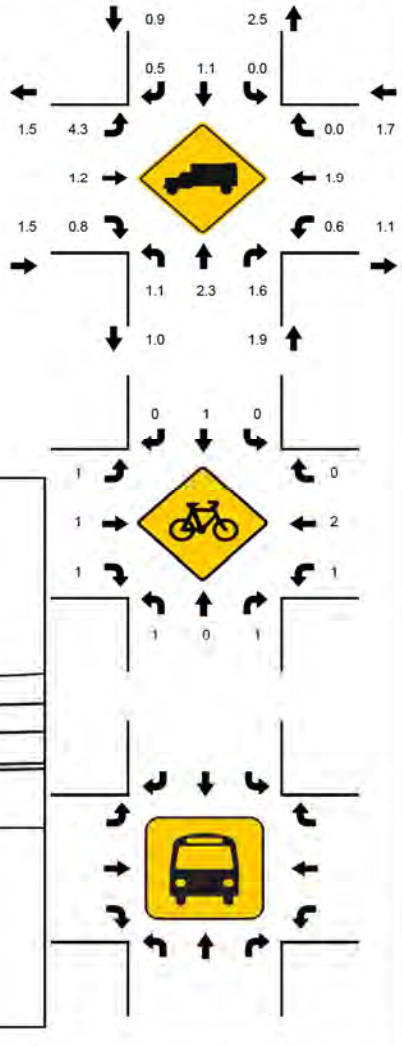
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					Davie Blvd Eastbound					Davie Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	32	61	18	0		6	60	42	0		53	208	35	0		14	86	8	0		623	3139
7:15 AM	34	80	24	1		12	49	37	0		44	205	46	0		16	111	8	0		667	3368
7:30 AM	45	104	33	0		18	90	40	0		71	305	56	0		17	150	11	0		940	3249
7:45 AM	43	132	39	0		21	112	36	0		48	274	62	0		15	114	13	0		909	3138
8:00 AM	36	123	43	1		19	63	48	0		62	269	59	0		11	105	13	0		852	3125
8:15 AM	25	127	44	2		17	52	28	0		46	85	21	0		23	69	9	0		548	2273
8:30 AM	25	127	37	1		20	77	41	0		63	245	56	0		16	113	8	0		829	1725
8:45 AM	20	141	60	0		21	69	56	0		75	280	54	0		15	97	8	0		896	896
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	180	528	172	4		84	448	192	0		284	1220	248	0		68	600	52	0		**4080**	
Heavy Trucks	4	8	8	0		4	20	8	0		12	24	12	0		4	8	4	0		**116**	
Pedestrians		8					8					4					8				**28**	
Bicycles	0	4	0	0		0	4	0	0		0	8	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

LOCATION: S Andrews Ave & Davie Blvd
CITY/STATE: Fort Lauderdale, FL

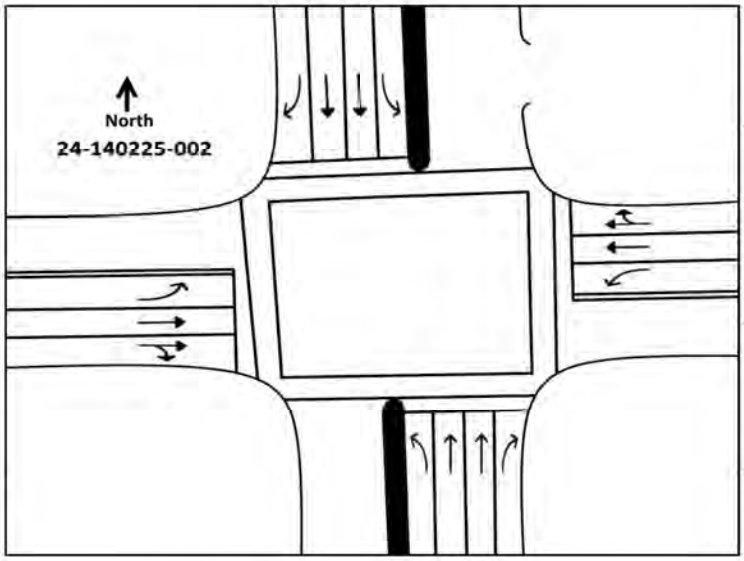
PROJECT ID: 24-140225-002
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





National Data & Surveying Services

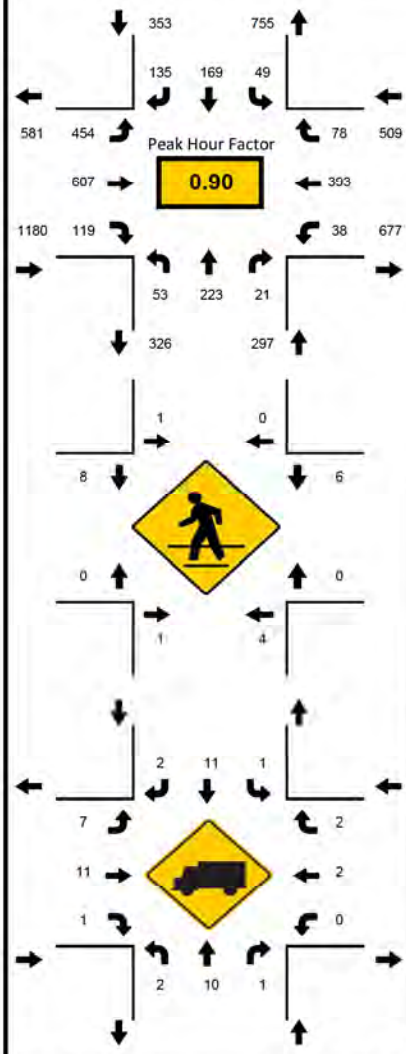


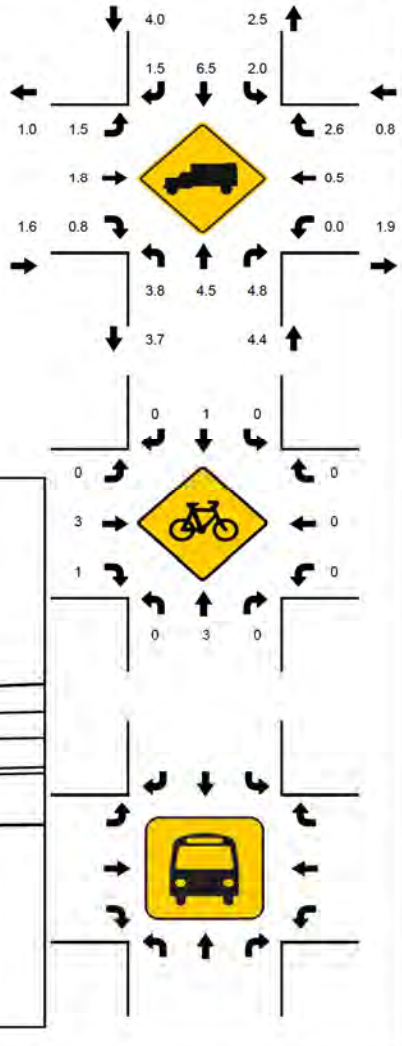
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					Davie Blvd Eastbound					Davie Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	42	115	19	0		10	123	67	0		37	137	38	0		36	278	19	0		921	3733
4:15 PM	53	86	22	0		16	161	91	0		24	142	32	0		37	233	11	0		908	3829
4:30 PM	46	147	27	0		14	149	95	0		24	122	28	0		39	243	18	0		952	3970
4:45 PM	53	131	23	1		15	159	86	0		25	147	31	0		41	228	12	0		952	4029
5:00 PM	39	145	41	1		15	169	97	0		29	136	35	0		36	256	18	0		1017	3944
5:15 PM	43	143	26	0		20	195	109	1		31	146	31	0		47	243	14	0		1049	2927
5:30 PM	43	103	33	0		17	186	91	0		31	165	35	0		49	248	10	0		1011	1878
5:45 PM	42	97	32	0		12	139	67	0		24	147	40	0		45	206	16	0		867	867
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	212	580	164	4		80	780	436	4		124	660	140	0		196	1024	72	0		**4476**	
Heavy Trucks	4	20	4	0		0	12	4	0		8	8	4	0		4	28	0	0		**96**	
Pedestrians		4					24					8					8				**44**	
Bicycles	4	0	4	0		0	4	0	0		4	4	4	0		4	4	0	0		**32**	
Buses																						
Stopped Buses																						

LOCATION: SR 811/SE 3rd Ave & Davie Blvd
CITY/STATE: Fort Lauderdale, FL

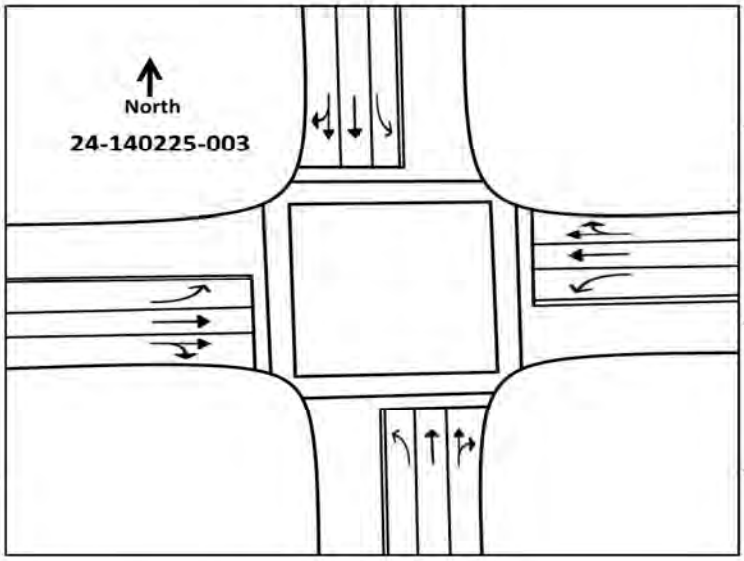
PROJECT ID: 24-140225-003
DATE: Wed, Aug 21, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:30 AM - 07:45 AM





National Data & Surveying Services

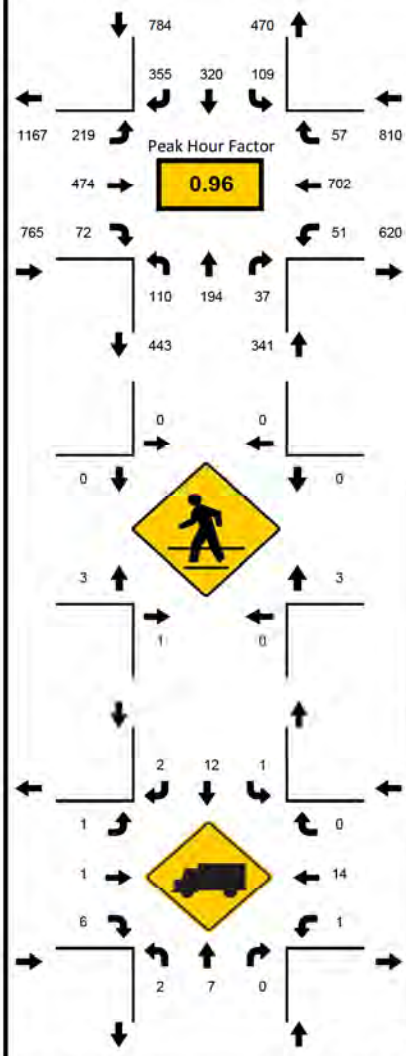


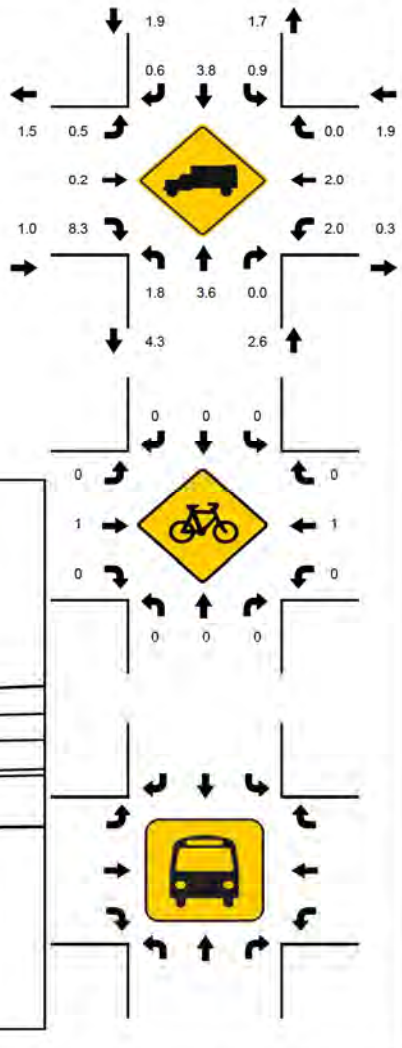
15-Min Count Period Beginning At	SR 811/SE 3rd Ave Northbound					SR 811/SE 3rd Ave Southbound					Davie Blvd Eastbound					Davie Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	5	21	2	0		13	28	21	0		80	117	14	0		9	69	14	0		393	2117
7:15 AM	11	31	1	0		6	29	43	0		100	114	22	0		6	94	15	0		472	2334
7:30 AM	18	46	6	0		17	43	36	0		112	200	34	0		6	112	17	0		647	2339
7:45 AM	15	49	7	0		11	43	25	0		137	163	27	0		12	96	20	0		605	2232
8:00 AM	7	66	2	0		12	41	34	0		130	175	37	0		9	84	13	0		610	2271
8:15 AM	13	62	6	0		9	42	40	0		75	69	21	0		11	101	28	0		477	1661
8:30 AM	12	67	6	0		11	30	25	0		109	135	38	0		6	66	35	0		540	1184
8:45 AM	11	76	5	0		17	37	41	0		165	169	19	0		4	70	30	0		644	644
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	72	264	28	0		68	172	160	0		548	800	148	0		48	448	112	0		**2868**	
Heavy Trucks	4	16	4	0		4	16	4	0		16	20	4	0		0	4	4	0		**96**	
Pedestrians		12					4					20					12				**48**	
Bicycles	0	8	0	0		0	4	0	0		0	8	4	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

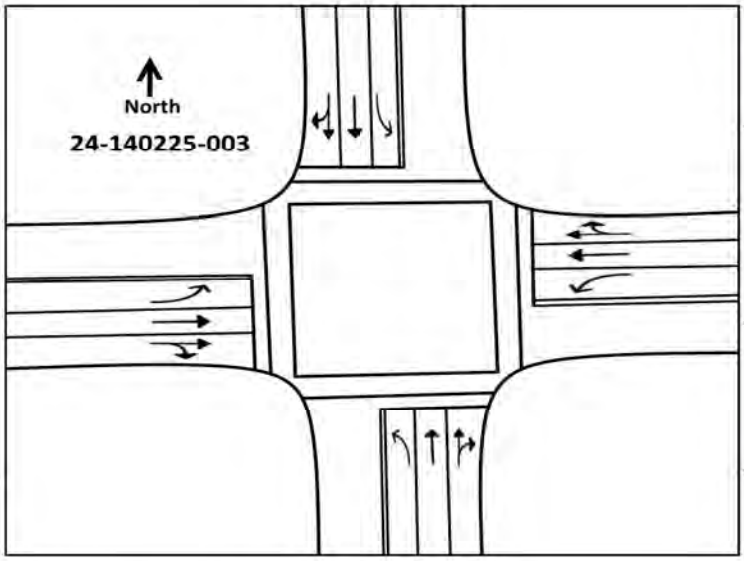
LOCATION: SR 811/SE 3rd Ave & Davie Blvd
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-003
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM





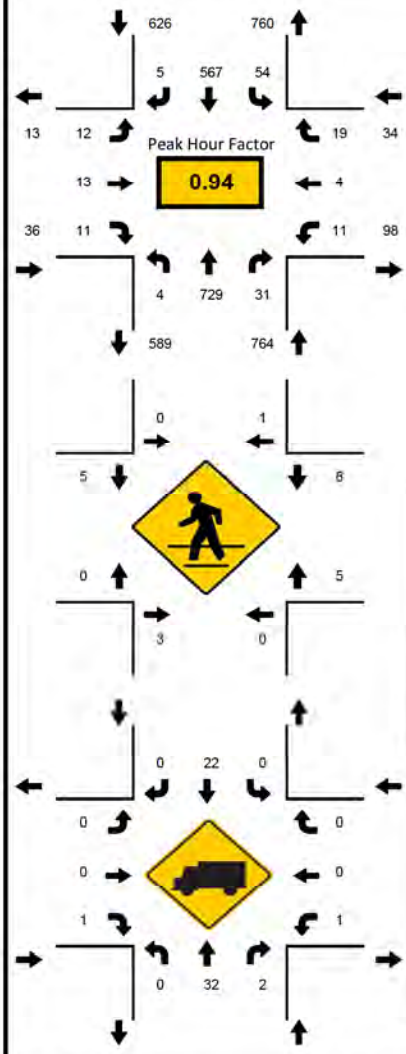


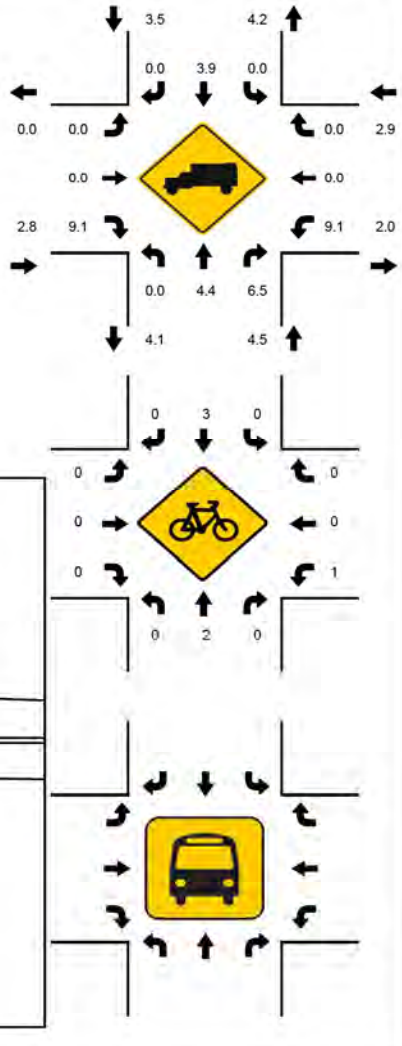
15-Min Count Period Beginning At	SR 811/SE 3rd Ave Northbound					SR 811/SE 3rd Ave Southbound					Davie Blvd Eastbound					Davie Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	38	39	6	0		9	58	82	0		57	95	12	1		7	207	15	0		626	2495
4:15 PM	12	39	4	0		21	71	86	0		39	113	13	0		8	199	11	0		616	2561
4:30 PM	27	54	9	0		21	48	78	0		57	108	15	0		8	175	10	0		610	2645
4:45 PM	27	41	9	0		25	80	87	0		50	120	14	0		7	167	16	0		643	2700
5:00 PM	30	49	7	0		22	79	87	0		55	125	18	0		12	195	13	0		692	2665
5:15 PM	27	55	11	0		35	81	91	0		49	106	20	0		20	187	18	0		700	1973
5:30 PM	26	49	10	0		27	80	90	0		65	123	20	0		12	153	10	0		665	1273
5:45 PM	21	37	2	0		21	68	90	0		65	112	12	0		8	158	14	0		608	608
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	120	220	44	0		140	324	364	0		260	500	80	0		80	780	72	0		**2984**	
Heavy Trucks	4	12	0	0		4	20	4	0		4	4	8	0		4	20	0	0		**84**	
Pedestrians		4					0					8					8				**20**	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

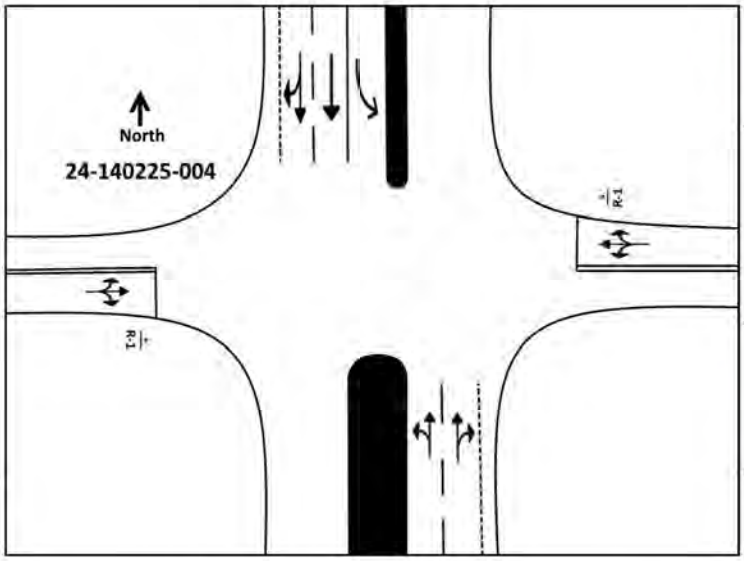
LOCATION: SW 4th Ave & SW 15th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-004
DATE: Wed, Aug 21, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM





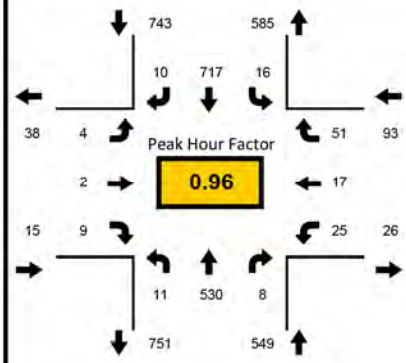


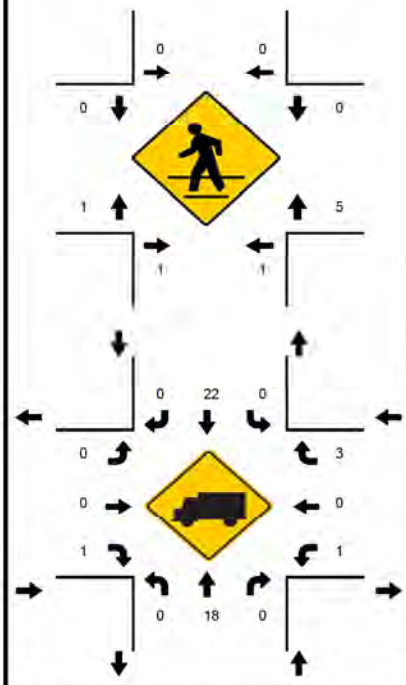
15-Min Count Period Beginning At	SW 4th Ave Northbound					SW 4th Ave Southbound					SW 15th St Eastbound					SW 15th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	99	3	0		5	80	1	0		3	3	1	0		4	2	4	0		205	1164
7:15 AM	1	121	2	0		4	119	1	0		1	3	1	0		3	0	3	0		259	1302
7:30 AM	1	133	4	0		8	142	3	0		3	2	5	0		5	2	6	0		314	1385
7:45 AM	3	168	6	0		16	169	1	0		3	5	4	0		3	0	8	0		386	1459
8:00 AM	1	176	5	0		12	134	0	0		2	1	3	0		2	2	5	0		343	1460
8:15 AM	1	170	7	1		12	131	1	0		5	1	1	0		2	2	8	0		342	1117
8:30 AM	0	178	14	0		17	157	1	0		2	6	3	0		5	0	5	0		388	775
8:45 AM	1	205	5	0		13	145	3	0		3	5	4	0		2	0	1	0		387	387
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	820	56	4		68	628	12	0		20	24	16	0		20	8	32	0		**1712**	
Heavy Trucks	0	44	8	0		0	32	0	0		0	0	4	0		4	0	0	0		**92**	
Pedestrians		8					4					12					24				**48**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		4	0	0	0		**12**	
Buses																						
Stopped Buses																						

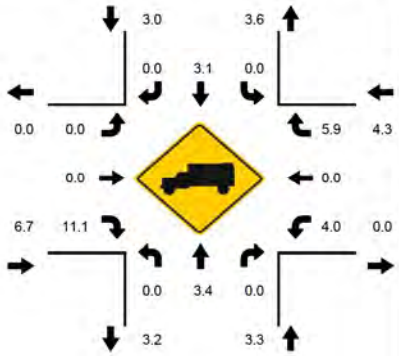
LOCATION: SW 4th Ave & SW 15th St
CITY/STATE: Fort Lauderdale, FL

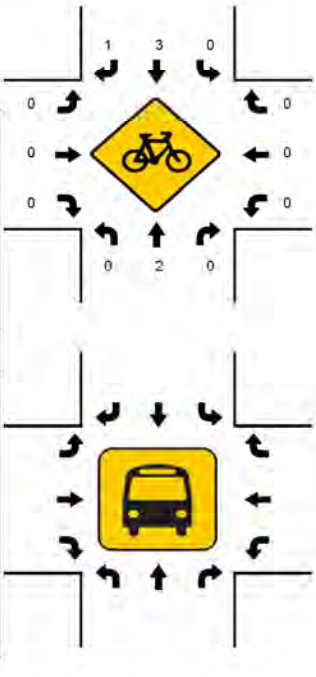
PROJECT ID: 24-140225-004
DATE: Wed, Aug 21, 2024

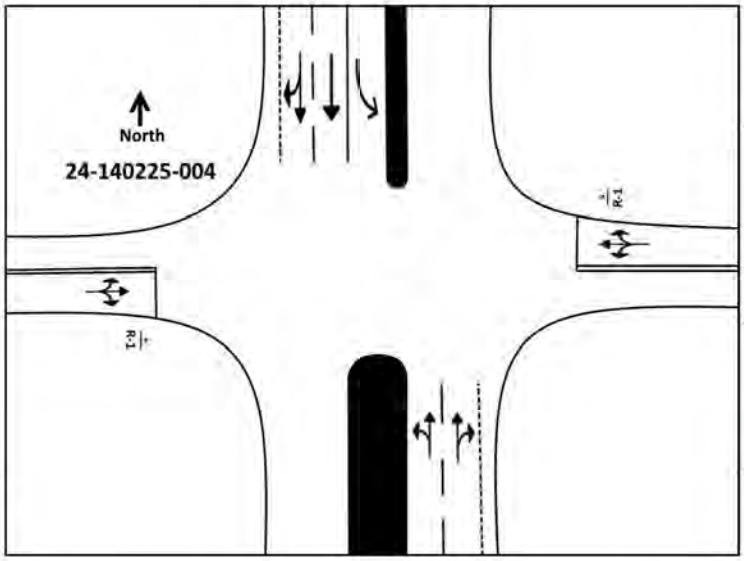
Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM









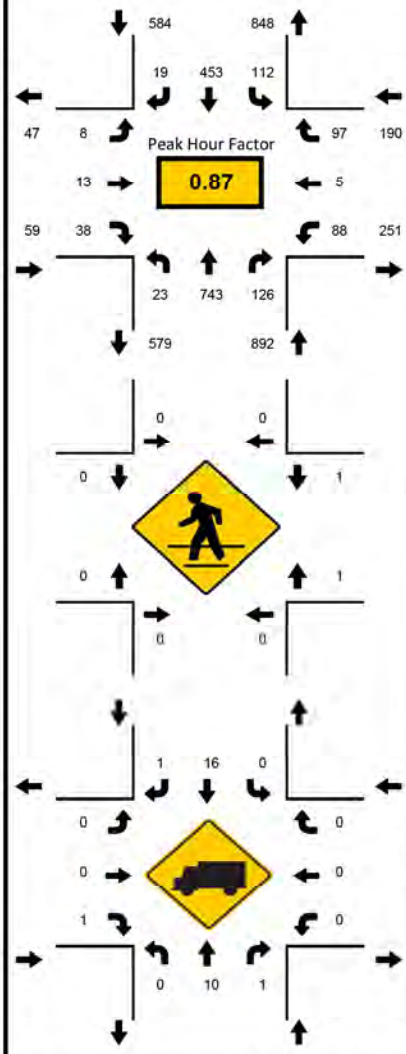


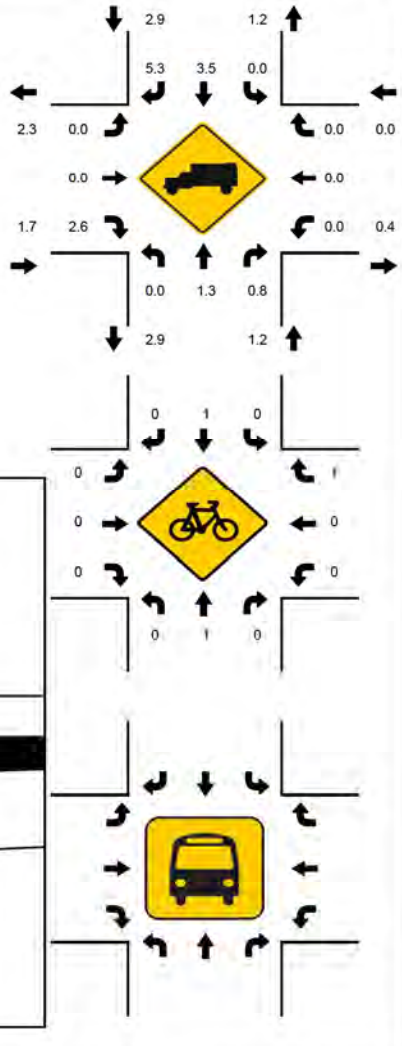
15-Min Count Period Beginning At	SW 4th Ave Northbound					SW 4th Ave Southbound					SW 15th St Eastbound					SW 15th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	4	142	0	0		4	164	4	0		0	1	1	0		5	2	9	0		336	1371
4:15 PM	1	140	3	0		2	156	1	0		1	1	2	0		5	2	11	0		325	1362
4:30 PM	3	131	0	0		3	187	4	2		0	0	1	0		6	4	15	0		356	1400
4:45 PM	2	134	3	0		5	185	2	1		1	1	4	0		5	3	8	0		354	1373
5:00 PM	2	127	3	0		1	171	2	0		1	0	1	0		3	3	13	0		327	1319
5:15 PM	4	138	2	0		4	174	2	0		2	1	3	0		11	7	15	0		363	992
5:30 PM	1	122	1	1		4	166	3	0		2	1	2	0		6	5	15	0		329	629
5:45 PM	6	105	3	0		2	155	4	1		1	3	3	0		5	5	7	0		300	300
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	16	552	12	0		20	748	16	8		8	4	16	0		44	28	60	0		**1532**	
Heavy Trucks	0	32	0	0		0	40	0	0		0	0	4	0		4	0	8	0		**88**	
Pedestrians		4					0					4					12				**20**	
Bicycles	0	4	0	0		0	4	4	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

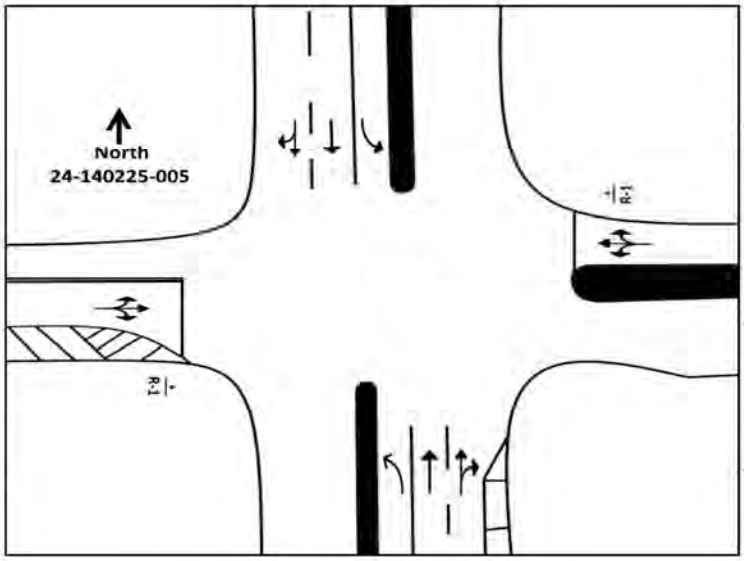
LOCATION: S Andrews Ave & SW 15th St/SE 15th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-005
DATE: Wed, Aug 21, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM







15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 15th St/SE 15th St Eastbound					SW 15th St/SE 15th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	2	108	44	0		21	98	1	0		2	0	8	0		7	1	10	0		302	1527
7:15 AM	2	125	27	1		17	97	0	0		1	3	2	0		6	0	8	0		289	1632
7:30 AM	4	156	37	2		30	124	5	0		1	2	6	0		32	2	37	0		438	1725
7:45 AM	3	202	35	1		42	137	6	0		2	5	13	0		27	0	25	0		498	1662
8:00 AM	5	189	29	2		29	97	6	0		4	1	7	0		15	3	20	0		407	1617
8:15 AM	6	196	25	0		10	95	2	1		0	5	12	1		14	0	15	0		382	1210
8:30 AM	3	165	20	1		27	109	7	0		3	4	13	0		8	0	10	0		375	828
8:45 AM	2	244	26	2		24	122	3	0		3	3	9	0		5	1	9	0		453	453
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	808	148	8		168	548	24	4		16	20	52	4		128	12	148	0		**2112**	
Heavy Trucks	0	16	4	0		0	20	4	0		0	0	4	0		0	0	0	0		**48**	
Pedestrians		0					0					0					4				**4**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	4	0		**12**	
Buses																						
Stopped Buses																						

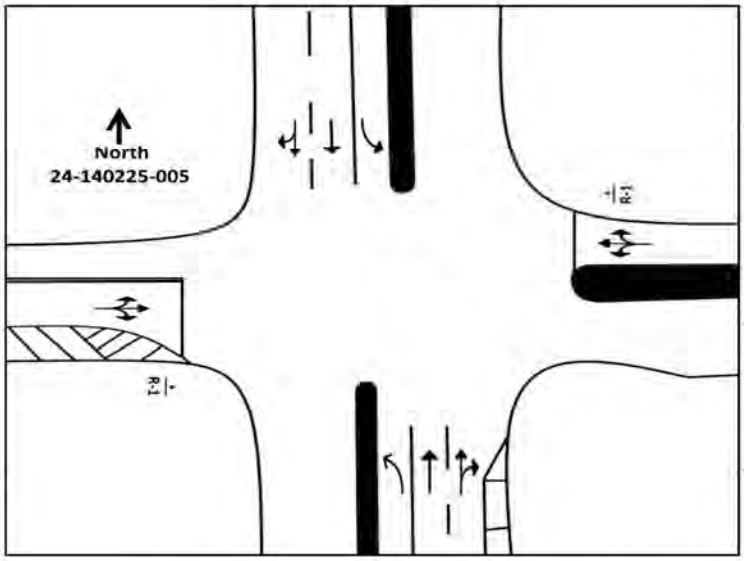
LOCATION: S Andrews Ave & SW 15th St/SE 15th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-005
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor: **0.95**

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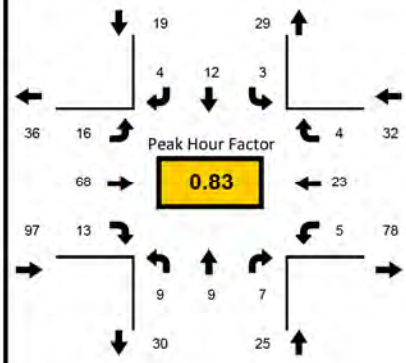


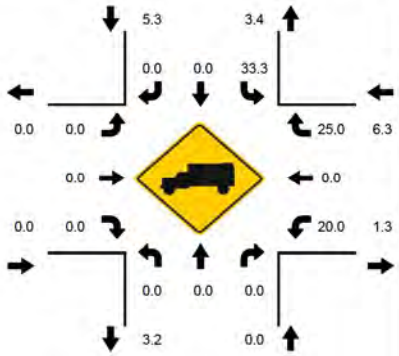
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW 15th St/SE 15th St Eastbound					SW 15th St/SE 15th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	6	122	9	1		8	208	6	1		2	0	3	0		17	2	27	0		412	1861
4:15 PM	7	132	2	2		10	233	5	1		3	0	2	0		27	1	26	0		451	1987
4:30 PM	5	164	3	2		4	229	6	0		2	0	8	0		36	6	51	1		517	2085
4:45 PM	2	154	3	1		12	228	4	2		3	1	2	0		31	3	35	0		481	2082
5:00 PM	6	172	5	1		10	252	5	2		3	2	5	0		30	2	39	1		538	2025
5:15 PM	1	156	5	2		11	287	19	0		3	0	4	0		27	4	29	1		549	1487
5:30 PM	9	134	5	1		6	277	8	5		5	0	7	0		26	4	26	1		514	938
5:45 PM	7	121	6	1		12	222	4	0		1	0	1	0		22	1	26	0		424	424
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	688	20	8		48	1148	76	8		24	8	32	0		144	24	204	4		**2460**	
Heavy Trucks	4	28	4	0		0	48	0	0		4	0	4	0		4	0	0	0		**96**	
Pedestrians		20					8					12					8				**48**	
Bicycles	0	12	0	0		4	8	4	0		4	0	0	0		0	0	0	0		**32**	
Buses																						
Stopped Buses																						

LOCATION: SW 1st Ave & SW 15th St
CITY/STATE: Fort Lauderdale, FL

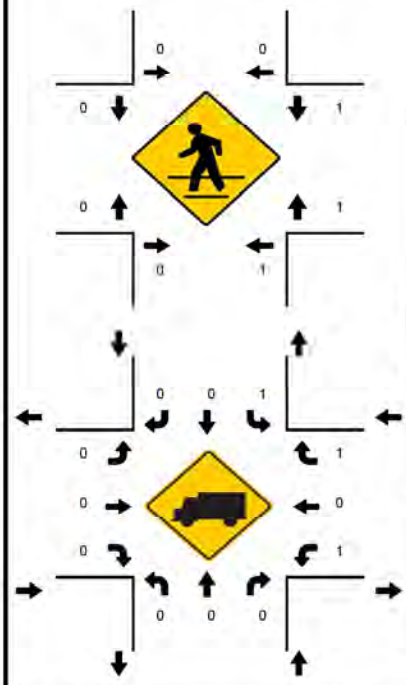
PROJECT ID: 24-140225-006
DATE: Wed, Aug 21, 2024

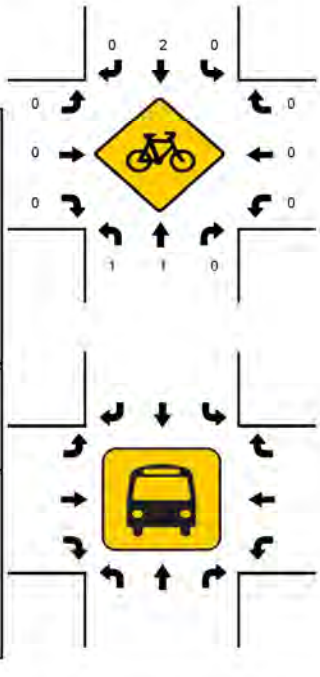
Peak-Hour: 07:45 AM - 08:45 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

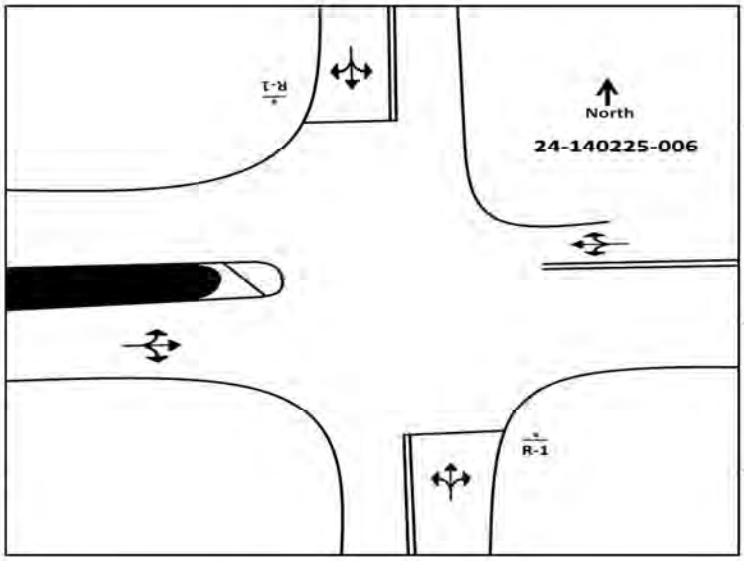




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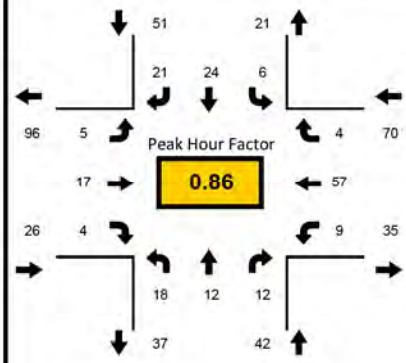


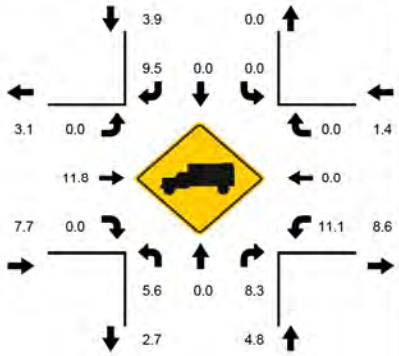
15-Min Count Period Beginning At	SW 1st Ave Northbound					SW 1st Ave Southbound					SW 15th St Eastbound					SW 15th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	2	1	0		1	3	2	0		0	7	4	1		1	3	1	0		26	117
7:15 AM	0	1	1	0		0	5	2	0		0	6	1	0		0	2	0	0		18	127
7:30 AM	1	0	0	0		0	0	0	0		3	9	1	0		0	11	0	0		25	146
7:45 AM	4	4	1	0		0	5	1	0		3	21	5	0		1	3	0	0		48	173
8:00 AM	1	1	2	0		0	5	1	0		2	10	3	0		2	8	1	0		36	167
8:15 AM	2	1	2	0		3	1	2	0		2	12	3	0		2	6	1	0		37	131
8:30 AM	1	3	2	1		0	1	0	0		9	25	2	0		0	6	2	0		52	94
8:45 AM	0	4	2	0		1	2	1	0		5	14	7	1		3	2	0	0		42	42
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	16	16	8	4		12	20	8	0		36	100	20	0		8	32	8	0		**288**	
Heavy Trucks	0	0	0	0		4	0	0	0		0	0	0	0		4	0	4	0		**12**	
Pedestrians		4					0					0					4				**8**	
Bicycles	4	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

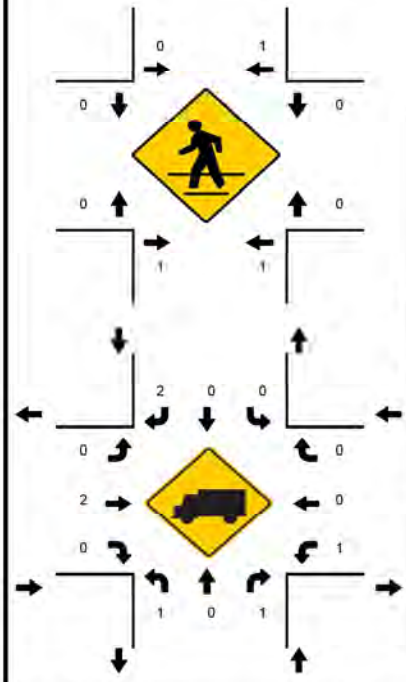
LOCATION: SW 1st Ave & SW 15th St
CITY/STATE: Fort Lauderdale, FL

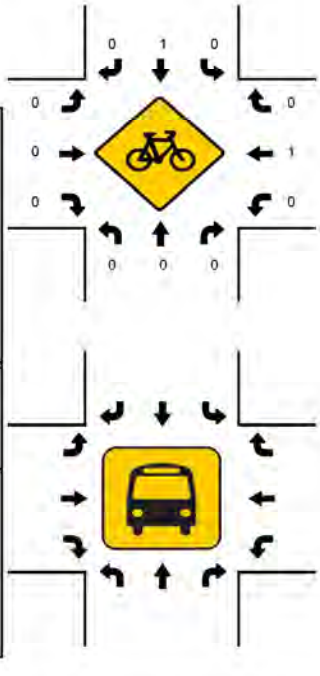
PROJECT ID: 24-140225-006
DATE: Wed, Aug 21, 2024

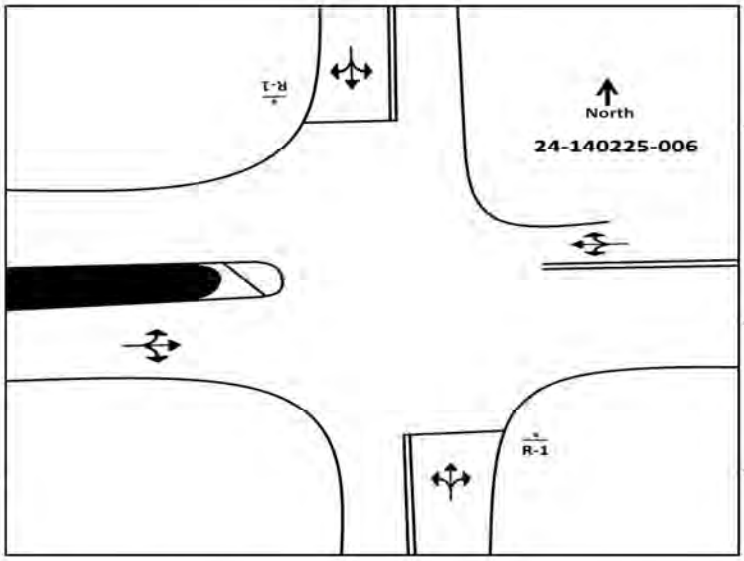
Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM









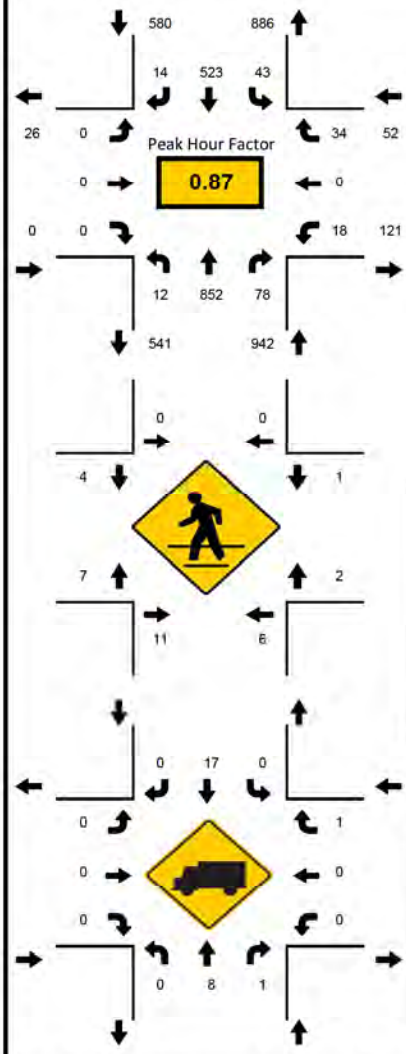


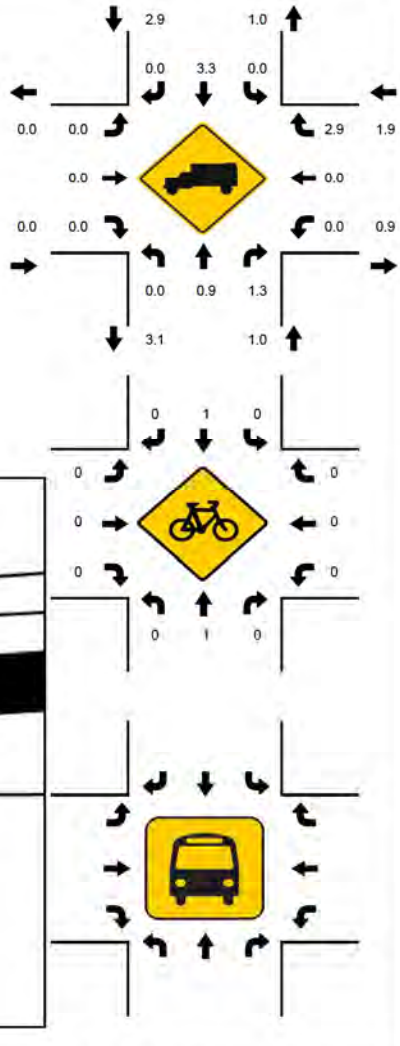
15-Min Count Period Beginning At	SW 1st Ave Northbound					SW 1st Ave Southbound					SW 15th St Eastbound					SW 15th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	3	2	1	0		0	3	4	0		0	2	0	0		1	12	2	0		30	142
4:15 PM	1	2	3	0		0	4	4	0		1	2	1	0		1	11	1	0		31	167
4:30 PM	9	3	5	0		2	7	3	0		0	2	0	0		4	13	0	0		48	189
4:45 PM	4	1	1	0		0	5	3	0		2	4	1	0		0	11	1	0		33	189
5:00 PM	6	7	5	0		1	10	4	0		1	6	2	0		3	9	1	0		55	179
5:15 PM	4	3	1	0		3	7	8	0		1	2	0	0		3	21	0	0		53	124
5:30 PM	4	1	5	0		2	2	6	0		1	5	1	0		3	16	2	0		48	71
5:45 PM	1	0	0	0		0	4	2	0		1	2	0	0		1	9	3	0		23	23
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	28	20	0		12	40	32	0		8	24	8	0		12	84	8	0		**300**	
Heavy Trucks	4	0	4	0		0	0	8	0		0	4	0	0		4	0	0	0		**24**	
Pedestrians		4					4					0					0				**8**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	4	0	0		**8**	
Buses																						
Stopped Buses																						

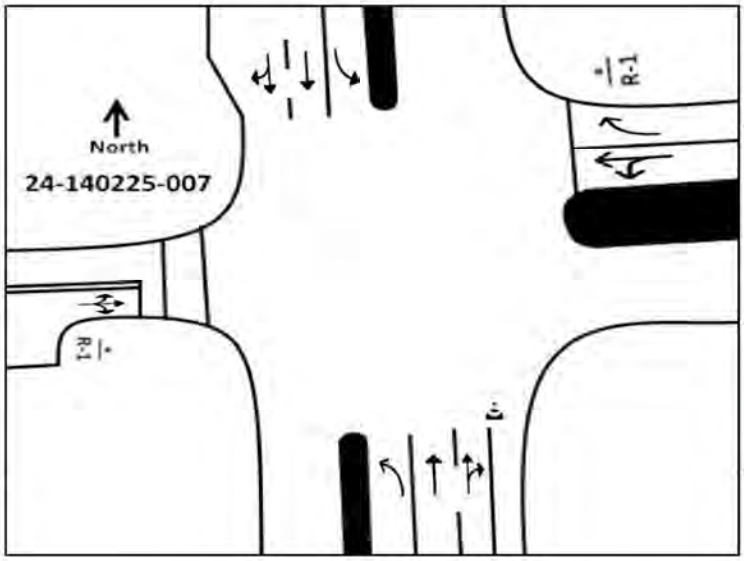
LOCATION: S Andrews Ave & SE 16th St/Broward Health Sports Medicine Dwy
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-007
DATE: Wed, Aug 21, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM





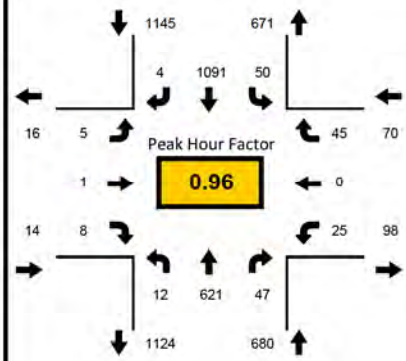


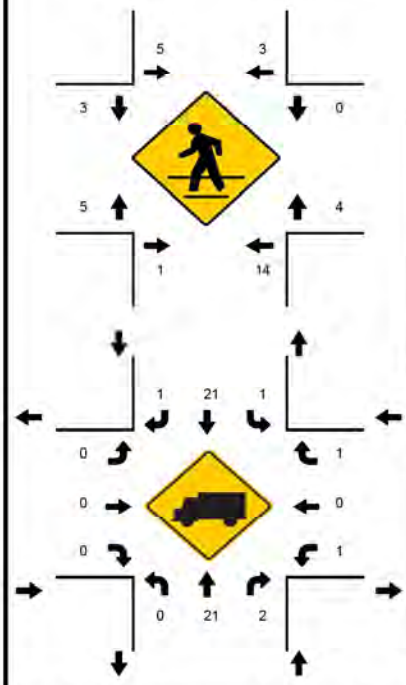
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					St/Broward Health Sports Medic Eastbound					St/Broward Health Sports Medic Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	153	12	1		9	108	0	1		0	0	0	0		5	1	4	0		294	1409
7:15 AM	1	146	15	0		11	90	1	0		0	0	0	0		6	0	7	0		277	1485
7:30 AM	0	191	18	1		10	146	2	1		0	0	0	0		7	0	11	0		387	1574
7:45 AM	6	223	25	0		14	160	6	2		0	0	0	0		4	0	11	0		451	1535
8:00 AM	3	221	16	0		11	107	2	0		0	0	0	0		4	0	6	0		370	1535
8:15 AM	2	217	19	0		4	110	4	1		0	0	0	0		3	0	6	0		366	1165
8:30 AM	1	182	17	1		16	107	7	3		3	0	0	0		4	0	7	0		348	799
8:45 AM	5	264	33	0		16	119	4	0		0	0	0	0		3	0	6	1		451	451
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	24	892	100	4		56	640	24	8		0	0	0	0		28	0	44	0		**1820**	
Heavy Trucks	0	16	4	0		0	20	0	0		0	0	0	0		0	0	4	0		**44**	
Pedestrians		44					0					24					8				**76**	
Bicycles	0	4	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

LOCATION: S Andrews Ave & SE 16th St/Broward Health Sports Medicine Dwy
CITY/STATE: Fort Lauderdale, FL

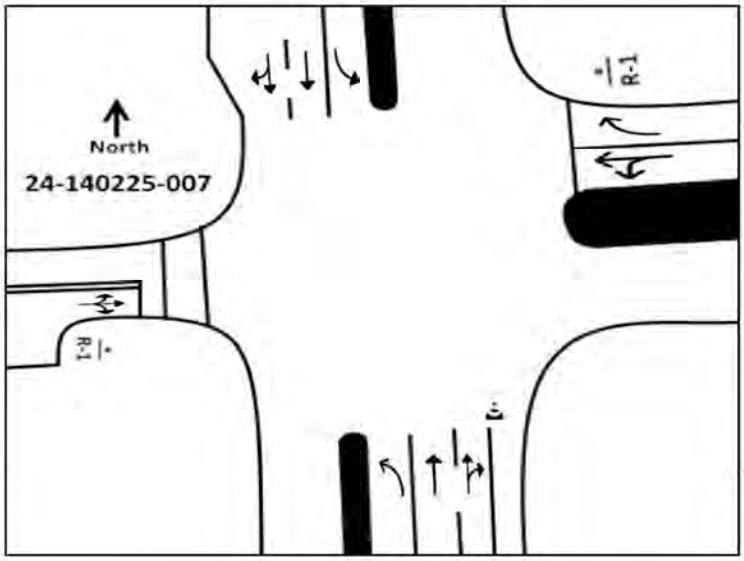
PROJECT ID: 24-140225-007
DATE: Wed, Aug 21, 2024

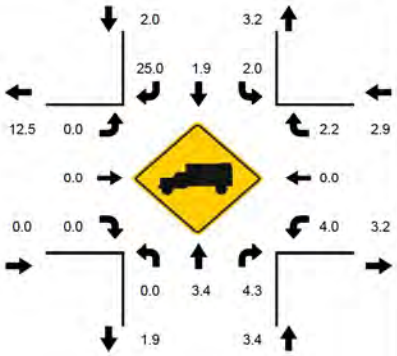
Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

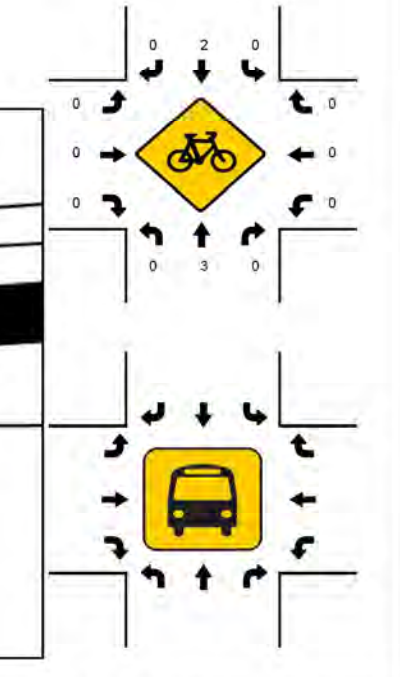




National Data & Surveying Services







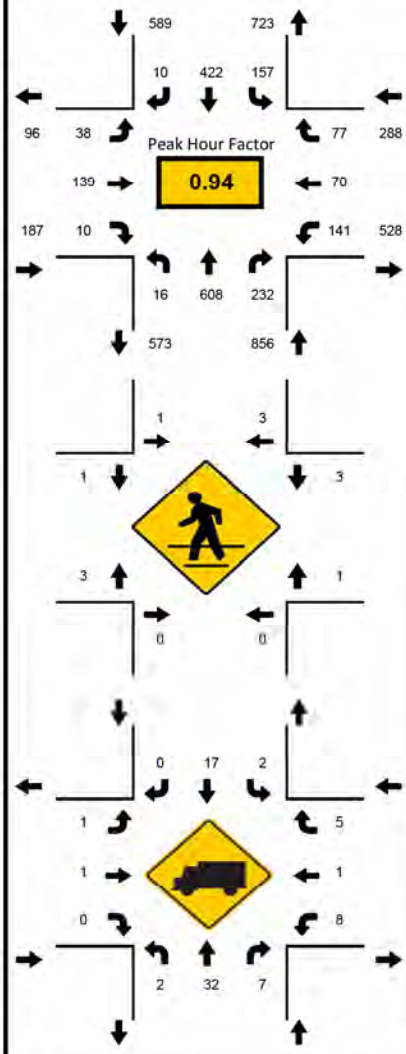
15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					St/Broward Health Sports Medic Eastbound					St/Broward Health Sports Medic Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	4	124	3	1		9	221	0	1		1	0	4	0		4	2	11	3		388	1735
4:15 PM	0	132	10	3		6	250	1	2		0	0	6	0		12	0	8	0		430	1841
4:30 PM	1	152	13	3		14	259	1	3		2	0	4	0		5	0	18	0		475	1909
4:45 PM	0	143	17	0		6	256	0	1		2	0	1	0		5	0	11	0		442	1908
5:00 PM	1	172	7	1		13	273	2	0		1	1	3	0		9	0	10	1		494	1864
5:15 PM	2	154	10	4		11	303	1	2		0	0	0	0		5	0	6	0		498	1370
5:30 PM	0	136	7	4		4	309	0	0		1	0	2	0		2	1	7	1		474	872
5:45 PM	0	136	7	0		6	237	0	0		0	1	0	0		7	1	3	0		398	398
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	8	688	68	16		56	1212	8	12		3	4	16	0		36	0	72	4		**2208**	
Heavy Trucks	0	28	8	0		4	48	4	0		0	0	0	0		4	0	4	0		**100**	
Pedestrians		32					16					20					8				**76**	
Bicycles	0	12	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**16**	
Buses																						
Stopped Buses																						

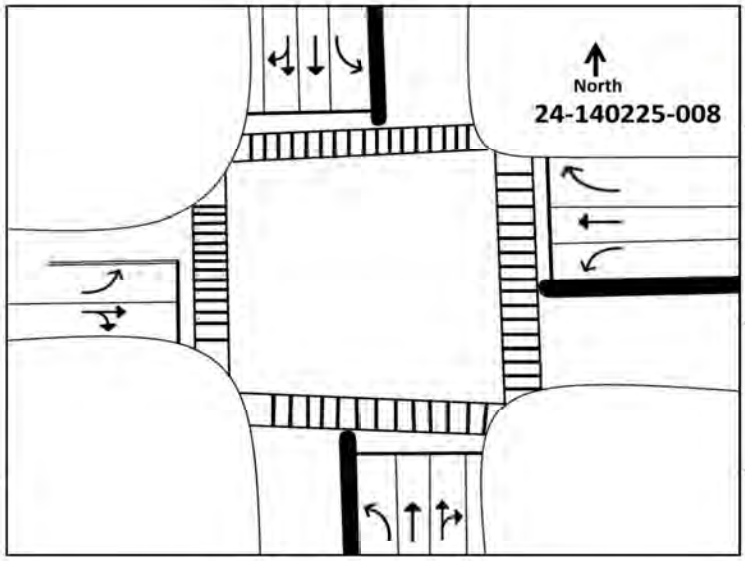
LOCATION: SW 4th Ave & SW 17th St
CITY/STATE: Fort Lauderdale, FL

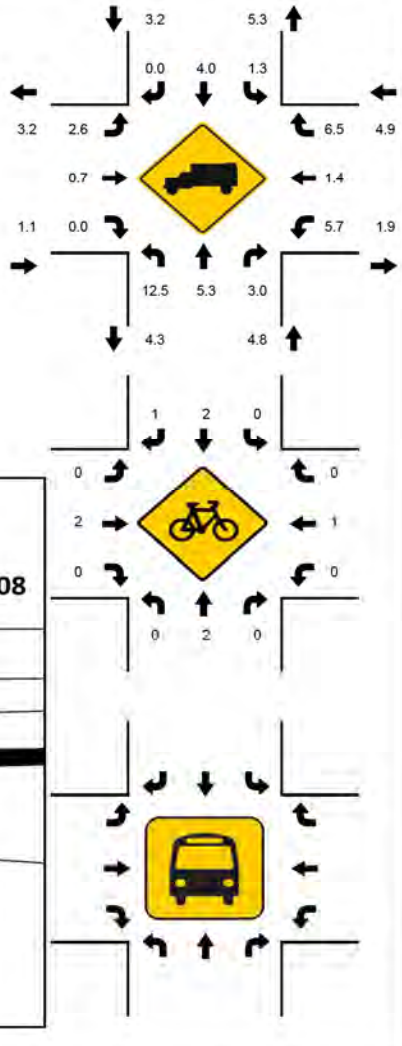
PROJECT ID: 24-140225-008
DATE: Wed, Aug 21, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM

National Data & Surveying Services





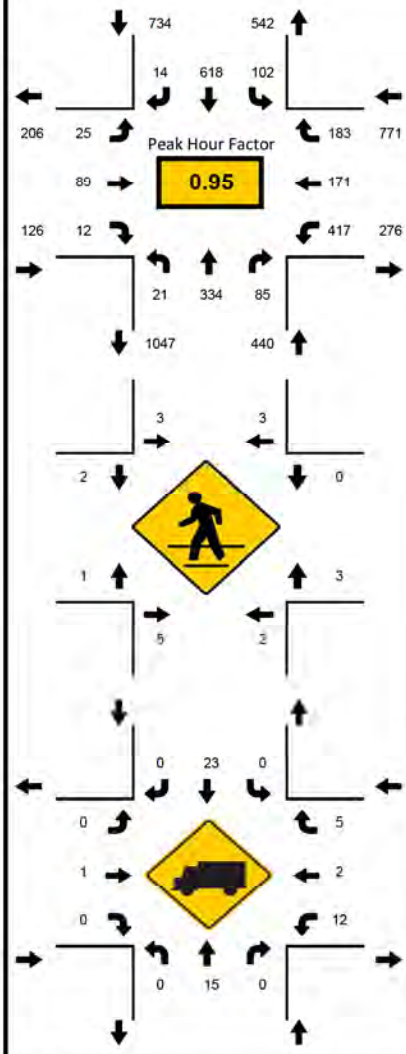


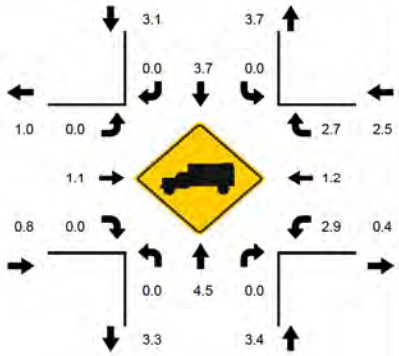
15-Min Count Period Beginning At	SW 4th Ave Northbound					SW 4th Ave Southbound					SW 17th St Eastbound					SW 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	1	83	23	3		13	83	2	0		5	9	1	0		9	9	9	1		251	1485
7:15 AM	0	101	35	1		19	98	4	0		10	21	7	0		15	8	10	3		332	1693
7:30 AM	6	110	46	0		27	121	9	0		6	25	7	0		23	12	8	3		403	1819
7:45 AM	5	150	54	1		32	139	3	0		7	32	3	0		33	21	18	1		499	1906
8:00 AM	7	139	56	0		38	102	5	0		8	28	2	0		36	18	19	1		459	1920
8:15 AM	2	135	55	2		37	93	2	0		9	41	3	0		39	14	26	0		458	1461
8:30 AM	2	157	64	1		46	114	2	0		7	32	2	0		31	17	15	0		490	1003
8:45 AM	2	177	57	0		36	113	1	0		14	38	3	0		34	21	17	0		513	513
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	708	256	8		184	456	20	0		56	164	12	0		156	84	104	4		**2240**	
Heavy Trucks	4	48	8	0		8	24	0	0		4	4	0	0		16	4	12	0		**132**	
Pedestrians		0					12					12					8				**32**	
Bicycles	0	4	0	0		0	4	4	0		0	4	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

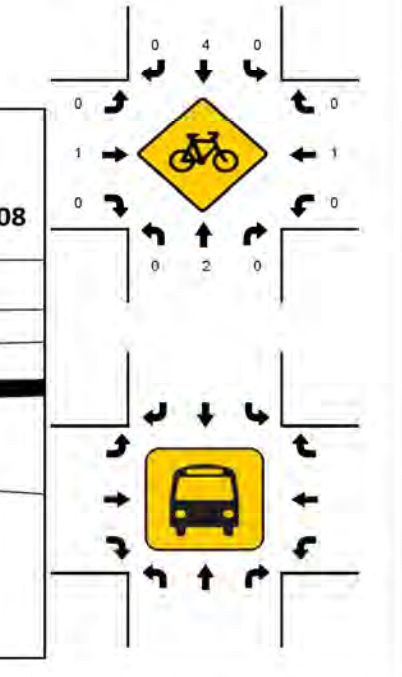
LOCATION: SW 4th Ave & SW 17th St
CITY/STATE: Fort Lauderdale, FL

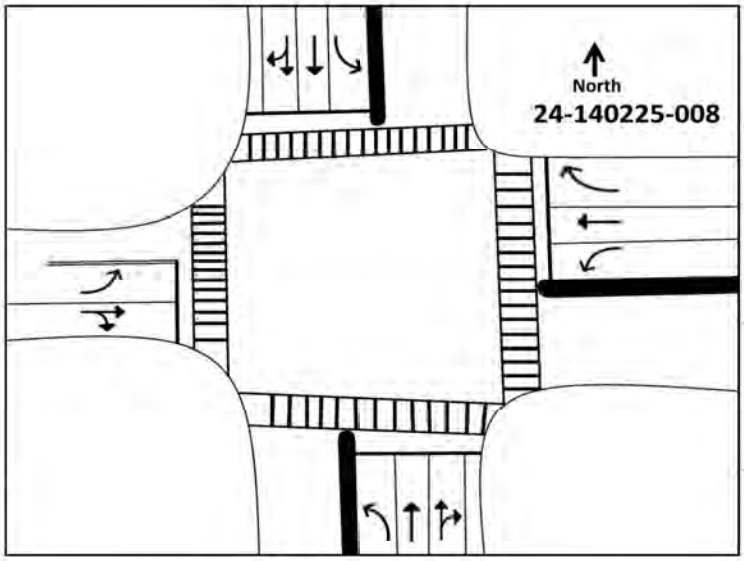
PROJECT ID: 24-140225-008
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM









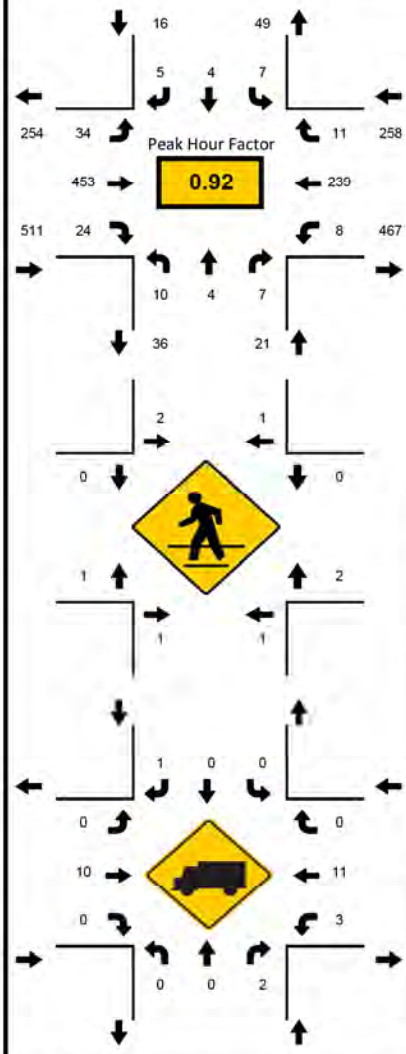
15-Min Count Period Beginning At	SW 4th Ave Northbound					SW 4th Ave Southbound					SW 17th St Eastbound					SW 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	107	24	0		22	141	9	0		11	16	2	0		115	32	31	0		512	1998
4:15 PM	2	111	30	0		23	123	1	0		5	15	2	0		90	39	31	0		472	1997
4:30 PM	2	84	20	0		25	153	3	0		6	23	3	0		116	37	44	1		517	2071
4:45 PM	3	86	16	0		28	166	6	0		7	20	4	0		77	39	44	1		497	2036
5:00 PM	3	79	20	0		17	147	3	0		5	27	3	0		121	42	44	0		511	1935
5:15 PM	11	85	29	2		32	152	2	0		7	19	2	0		100	53	51	1		546	1424
5:30 PM	5	75	13	0		20	141	7	0		2	17	0	0		104	46	52	0		482	878
5:45 PM	1	74	15	0		21	133	4	0		4	10	3	0		59	31	41	0		396	396
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	44	344	116	8		128	664	24	0		28	108	16	0		484	212	204	4		**2384**	
Heavy Trucks	0	24	0	0		0	32	0	0		0	4	0	0		20	4	12	0		**96**	
Pedestrians		20					12					8					8				**48**	
Bicycles	0	4	0	0		0	8	0	0		0	4	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

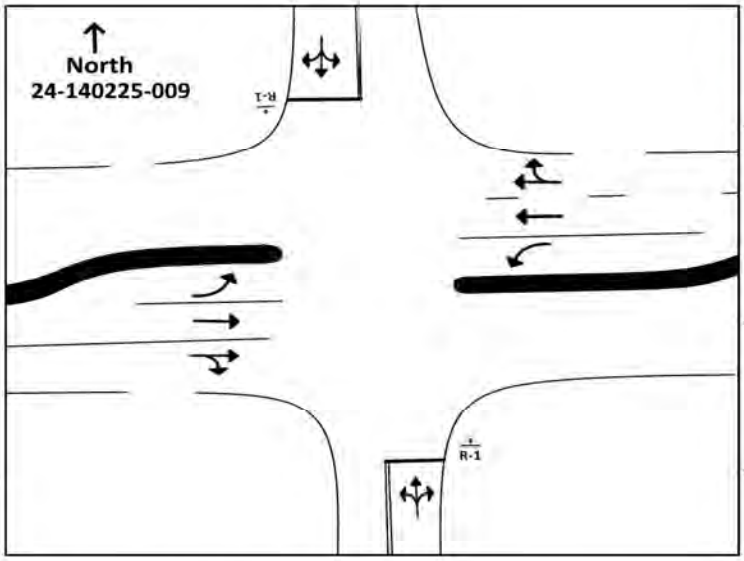
LOCATION: SW 1st Ave & SW 17th St
CITY/STATE: Fort Lauderdale, FL

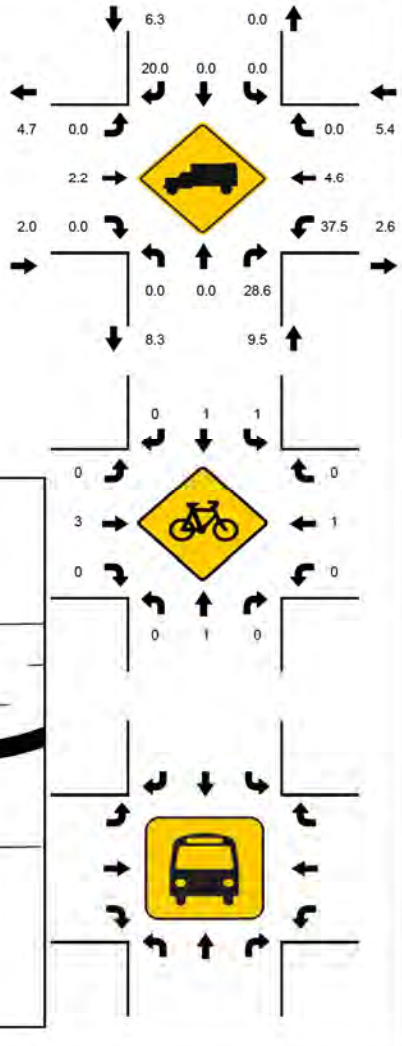
PROJECT ID: 24-140225-009
DATE: Wed, Aug 21, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:30 AM - 08:45 AM

National Data & Surveying Services





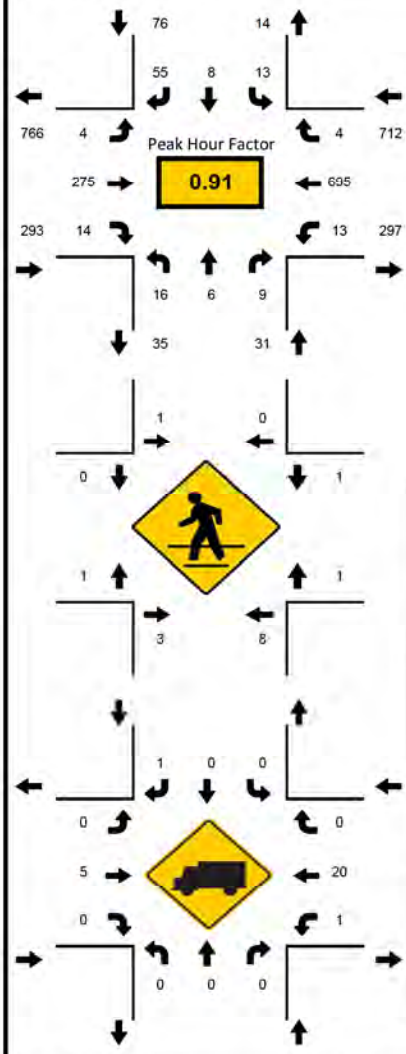


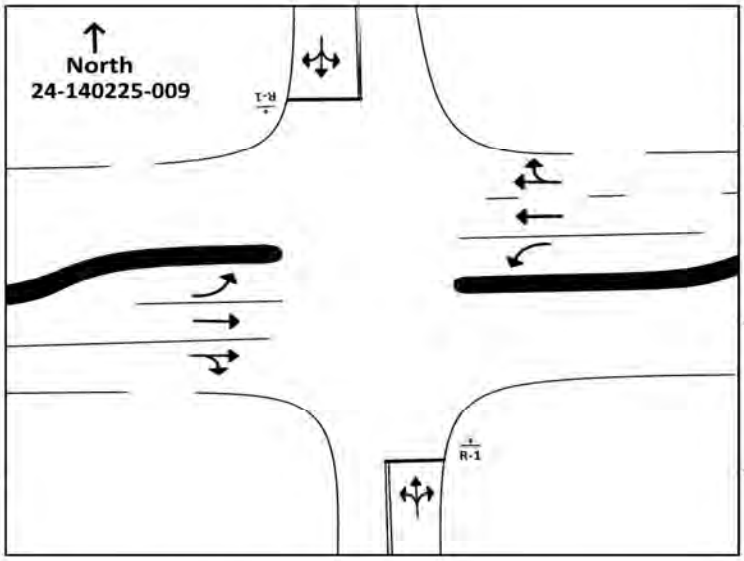
15-Min Count Period Beginning At	SW 1st Ave Northbound					SW 1st Ave Southbound					SW 17th St Eastbound					SW 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	4	0	2	0		2	1	1	0		4	37	6	0		4	31	2	0		94	505
7:15 AM	3	0	2	0		0	2	1	0		5	47	8	0		0	33	4	0		105	596
7:30 AM	7	0	2	0		0	0	0	0		3	78	5	0		3	41	5	0		144	690
7:45 AM	5	1	0	0		1	2	3	0		6	71	8	0		4	56	4	1		162	764
8:00 AM	3	2	1	0		1	2	1	0		5	106	5	0		2	54	3	0		185	806
8:15 AM	2	0	2	0		1	0	1	0		11	95	9	0		3	70	5	0		199	621
8:30 AM	2	0	1	0		2	0	1	0		10	137	6	0		1	56	2	0		218	422
8:45 AM	3	2	3	0		2	2	2	1		7	115	4	1		2	59	1	0		204	204
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	8	12	0		8	8	8	4		44	548	36	4		12	280	20	0		**1004**	
Heavy Trucks	0	0	4	0		0	0	4	0		0	16	0	0		8	16	0	0		**48**	
Pedestrians		4					8					4					8				**24**	
Bicycles	0	4	0	0		4	4	0	0		0	4	0	0		0	4	0	0		**20**	
Buses																						
Stopped Buses																						

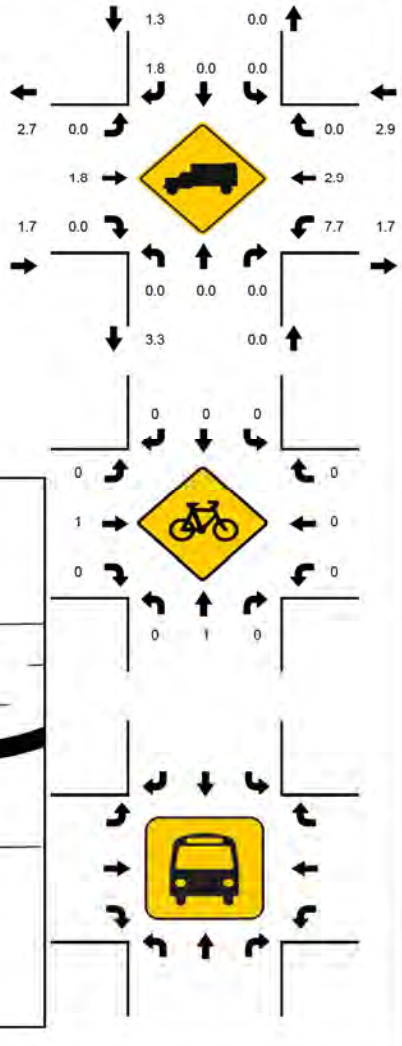
LOCATION: SW 1st Ave & SW 17th St
CITY/STATE: Fort Lauderdale, FL

PROJECT ID: 24-140225-009
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







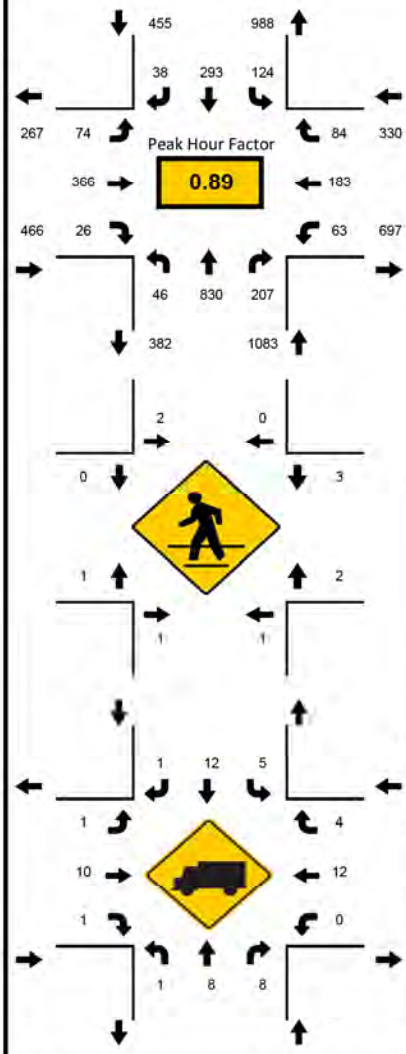
National Data & Surveying Services

15-Min Count Period Beginning At	SW 1st Ave Northbound					SW 1st Ave Southbound					SW 17th St Eastbound					SW 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	2	0		2	1	13	0		4	52	3	0		0	159	2	2		240	1010
4:15 PM	2	2	3	0		1	1	5	0		2	66	5	0		2	165	1	2		257	1064
4:30 PM	3	2	3	0		4	1	14	0		0	71	0	0		2	171	2	0		273	1112
4:45 PM	4	0	1	0		2	1	14	0		1	68	6	0		1	141	0	1		240	1096
5:00 PM	9	4	4	0		4	3	17	0		1	60	4	0		2	185	1	0		294	1040
5:15 PM	0	0	1	0		3	3	10	0		2	76	4	0		3	198	1	4		305	746
5:30 PM	2	0	3	0		3	2	6	0		1	51	1	0		1	184	2	1		257	441
5:45 PM	3	0	3	0		0	2	3	0		0	45	4	0		2	119	2	1		184	184
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	36	16	16	0		16	12	68	0		8	304	24	0		12	792	8	16		**1328**	
Heavy Trucks	0	0	0	0		0	0	4	0		0	20	0	0		4	28	0	0		**56**	
Pedestrians		24					4					4					4				**36**	
Bicycles	0	4	0	0		0	0	0	0		0	4	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

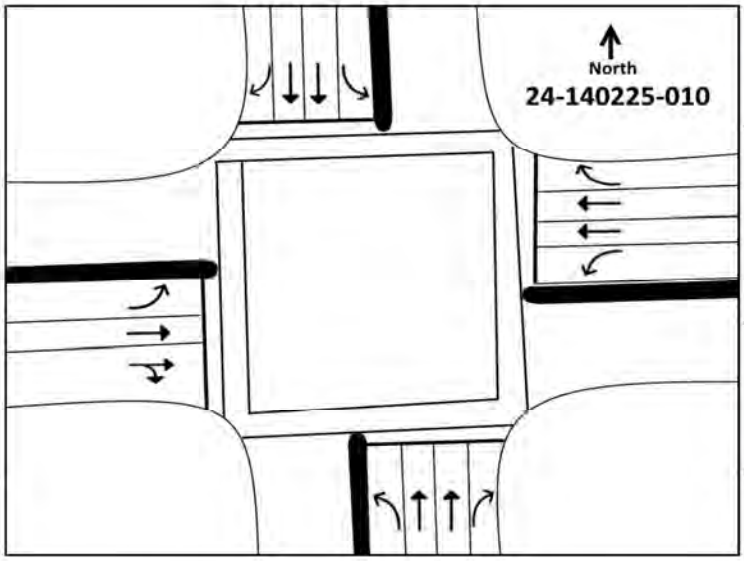
LOCATION: S Andrews Ave & SW/SE 17th St
CITY/STATE: Fort Lauderdale, FL

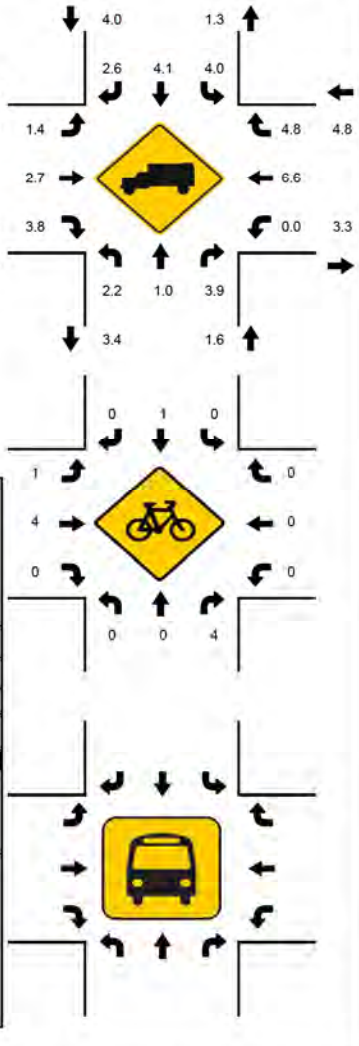
PROJECT ID: 24-140225-010
DATE: Wed, Aug 21, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



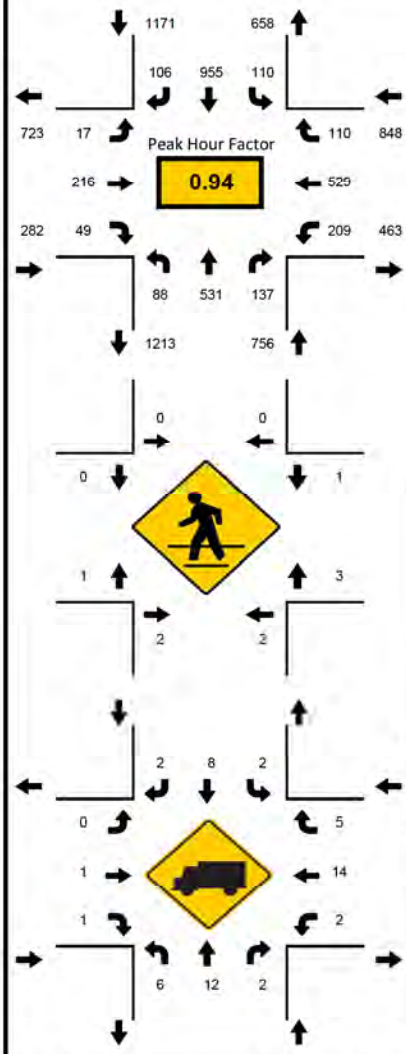


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW/SE 17th St Eastbound					SW/SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	7	140	19	1		26	82	5	0		8	31	4	0		8	26	16	0		373	1914
7:15 AM	11	141	32	0		27	64	3	0		6	35	8	0		13	28	22	0		390	2101
7:30 AM	9	189	31	1		46	102	5	1		7	61	8	0		19	35	16	0		530	2275
7:45 AM	11	224	49	0		45	114	4	3		16	58	3	0		23	51	20	0		621	2297
8:00 AM	6	201	46	0		34	72	5	1		18	81	8	0		22	48	18	0		560	2334
8:15 AM	18	206	46	1		17	82	14	0		12	78	7	0		15	46	22	0		564	1774
8:30 AM	14	163	56	0		34	64	9	0		27	105	7	0		16	39	18	0		552	1210
8:45 AM	7	260	59	0		36	75	10	2		17	102	4	0		10	50	26	0		658	658
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	72	1040	236	4		144	328	56	8		108	420	32	0		88	200	104	0		**2840**	
Heavy Trucks	4	12	12	0		8	16	4	0		4	20	4	0		0	16	8	0		**108**	
Pedestrians		4					4					4					12				**24**	
Bicycles	0	0	12	0		0	4	0	0		4	8	0	0		0	0	0	0		**28**	
Buses																						
Stopped Buses																						

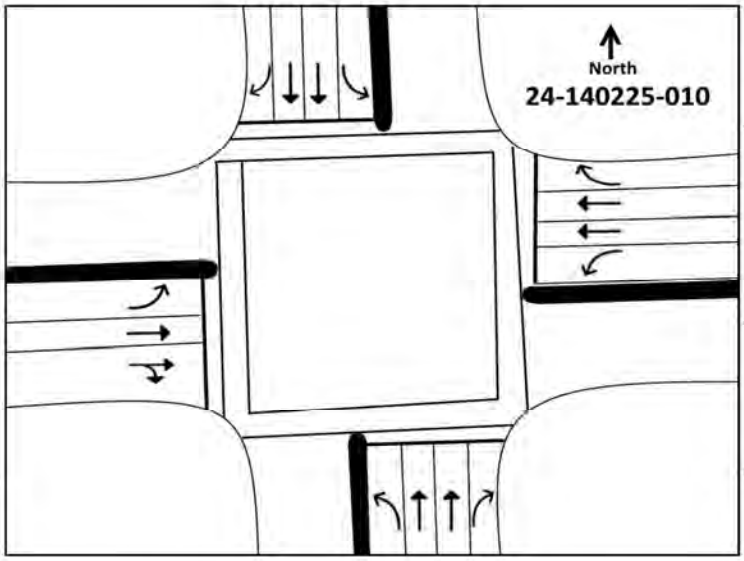
LOCATION: S Andrews Ave & SW/SE 17th St
CITY/STATE: Fort Lauderdale, FL

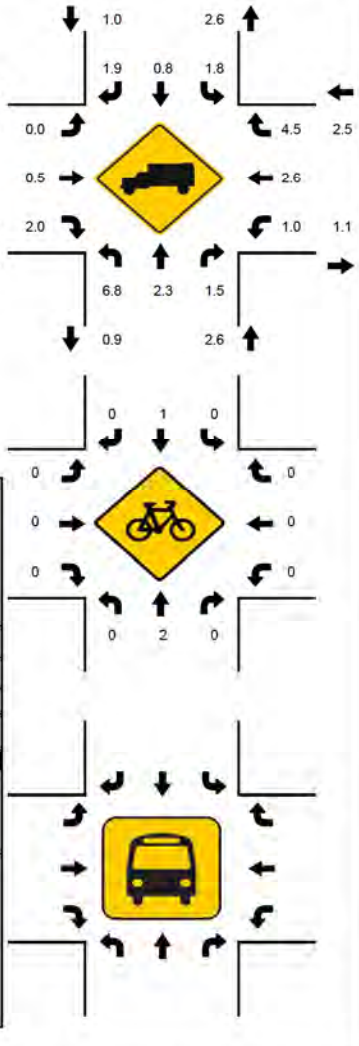
PROJECT ID: 24-140225-010
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



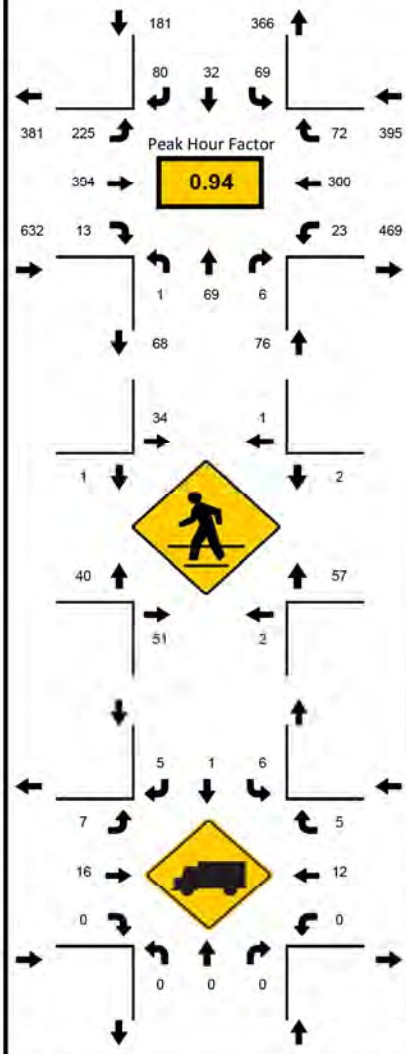


15-Min Count Period Beginning At	S Andrews Ave Northbound					S Andrews Ave Southbound					SW/SE 17th St Eastbound					SW/SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	18	97	29	1		31	182	15	3		4	43	10	0		67	137	30	0		667	2826
4:15 PM	15	95	24	2		40	210	15	0		6	59	8	0		60	136	42	0		712	2936
4:30 PM	22	113	39	1		27	208	35	1		5	57	16	0		57	119	44	1		745	3037
4:45 PM	15	123	32	1		25	224	14	0		5	48	13	0		55	110	37	0		702	3057
5:00 PM	21	152	32	0		23	236	21	0		4	58	11	1		49	145	24	0		777	2953
5:15 PM	29	143	41	2		27	248	43	0		4	63	15	0		45	130	23	0		813	2176
5:30 PM	18	113	32	2		35	247	28	0		3	47	10	0		60	144	26	0		765	1363
5:45 PM	12	102	28	0		26	198	14	1		2	34	10	0		43	98	30	0		598	598
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	116	608	164	8		140	992	172	0		20	252	60	4		240	580	148	0		**3504**	
Heavy Trucks	12	20	4	0		4	8	4	0		0	4	4	0		4	24	8	0		**96**	
Pedestrians		8					0					4					8				**20**	
Bicycles	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**12**	
Buses																						
Stopped Buses																						

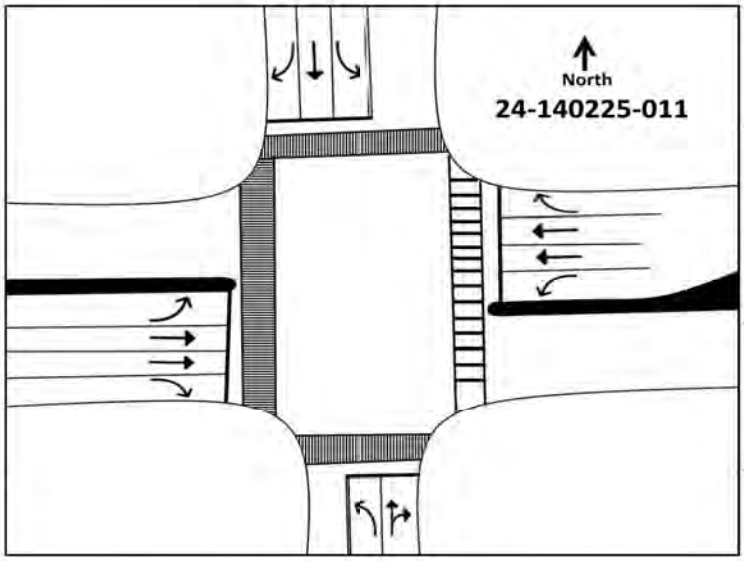
LOCATION: SR 811/SE 3rd Ave & SE 17th St
CITY/STATE: Fort Lauderdale, FL

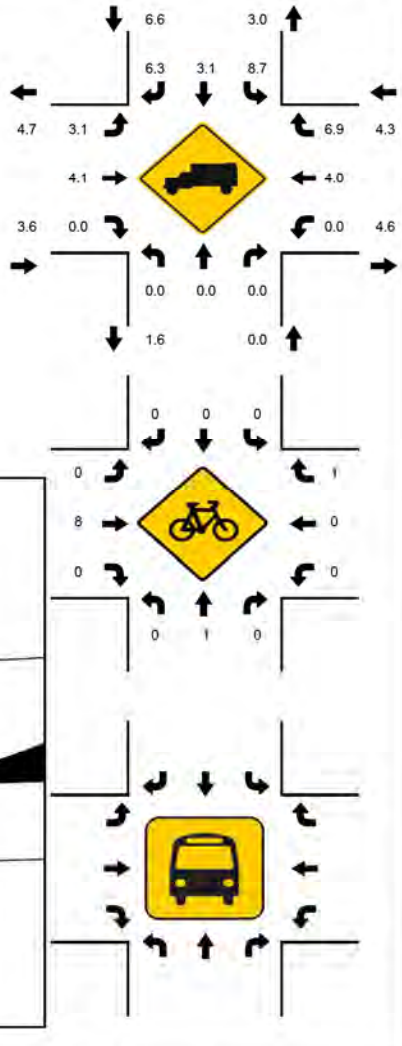
PROJECT ID: 24-140225-011
DATE: Wed, Aug 21, 2024

Peak-Hour: 08:00 AM - 09:00 AM
Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



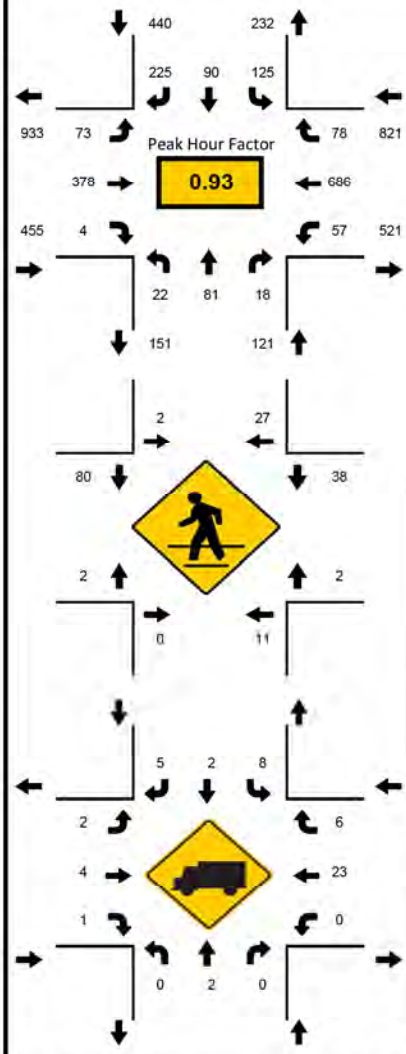


15-Min Count Period Beginning At	SR 811/SE 3rd Ave Northbound					SR 811/SE 3rd Ave Southbound					SE 17th St Eastbound					SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	5	1	0		13	5	12	0		22	43	1	1		3	47	7	0		160	996
7:15 AM	1	10	1	0		17	10	19	0		27	56	1	2		4	53	17	1		219	1148
7:30 AM	3	16	0	0		23	16	31	0		32	86	3	0		0	57	15	1		283	1234
7:45 AM	2	18	2	0		26	18	22	0		39	89	0	0		5	89	22	2		334	1278
8:00 AM	1	18	3	0		23	6	28	0		47	90	4	1		5	69	15	2		312	1284
8:15 AM	0	15	0	0		15	10	26	0		51	76	2	0		4	82	22	2		305	972
8:30 AM	0	21	1	0		20	12	15	0		59	109	5	0		5	62	18	0		327	667
8:45 AM	0	15	2	0		11	4	11	0		66	119	2	1		2	87	17	3		340	340
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	84	12	0		92	48	112	0		264	476	20	4		20	348	88	12		**1584**	
Heavy Trucks	0	0	0	0		12	4	8	0		12	20	0	4		0	20	8	0		**84**	
Pedestrians		76					40					48					76				**240**	
Bicycles	0	4	0	0		0	0	0	0		0	16	0	0		0	0	4	0		**24**	
Buses																						
Stopped Buses																						

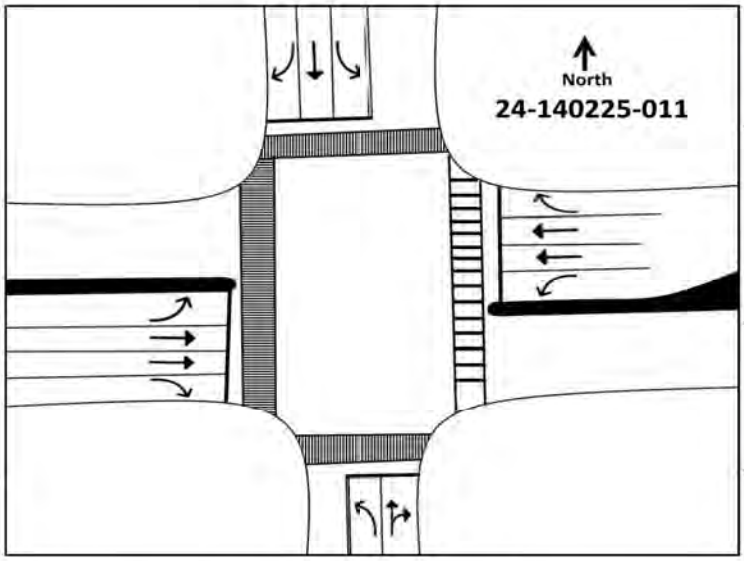
LOCATION: SR 811/SE 3rd Ave & SE 17th St
CITY/STATE: Fort Lauderdale, FL

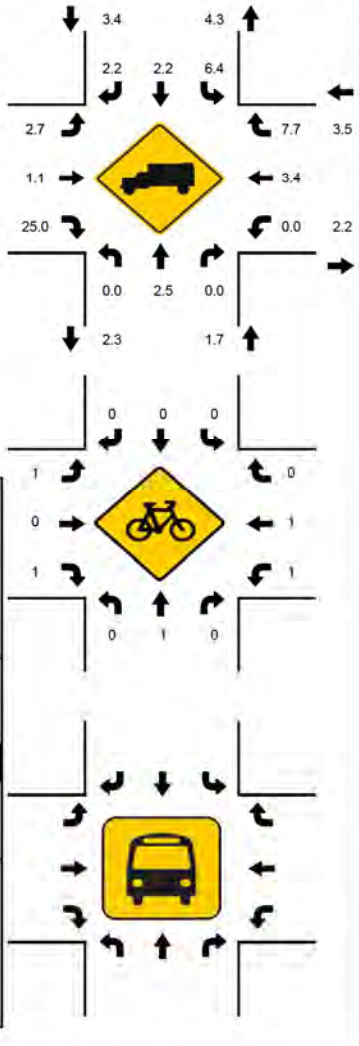
PROJECT ID: 24-140225-011
DATE: Wed, Aug 21, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	SR 811/SE 3rd Ave Northbound					SR 811/SE 3rd Ave Southbound					SE 17th St Eastbound					SE 17th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	7	23	6	0		26	17	37	0		9	76	3	1		9	204	20	2		440	1789
4:15 PM	4	12	3	0		26	25	41	0		18	106	4	1		13	203	12	3		471	1812
4:30 PM	8	33	9	0		23	26	42	0		17	90	2	1		10	171	14	7		453	1837
4:45 PM	5	19	3	0		32	25	51	0		16	81	0	1		5	164	18	5		425	1806
5:00 PM	3	15	4	0		40	16	53	0		20	103	1	0		8	174	20	6		463	1723
5:15 PM	6	14	2	0		30	23	79	0		18	104	1	0		11	177	26	5		496	1260
5:30 PM	5	17	3	0		35	18	61	0		18	83	1	0		13	146	18	4		422	764
5:45 PM	2	13	1	0		27	19	38	0		12	72	2	0		3	129	19	5		342	342
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	32	132	36	0		160	104	316	0		80	416	8	4		44	708	104	28		**2172**	
Heavy Trucks	0	8	0	0		16	4	8	0		8	8	4	0		0	32	8	0		**96**	
Pedestrians		32					52					176					68				**328**	
Bicycles	0	4	0	0		0	0	0	0		4	0	4	0		4	4	0	0		**20**	
Buses																						
Stopped Buses																						

Peak Season Conversion Factor

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.01	1.04
2	01/08/2023 - 01/14/2023	1.00	1.03
3	01/15/2023 - 01/21/2023	0.99	1.02
* 4	01/22/2023 - 01/28/2023	0.98	1.01
* 5	01/29/2023 - 02/04/2023	0.98	1.01
* 6	02/05/2023 - 02/11/2023	0.97	1.00
* 7	02/12/2023 - 02/18/2023	0.96	0.99
* 8	02/19/2023 - 02/25/2023	0.96	0.99
* 9	02/26/2023 - 03/04/2023	0.96	0.99
*10	03/05/2023 - 03/11/2023	0.96	0.99
*11	03/12/2023 - 03/18/2023	0.96	0.99
*12	03/19/2023 - 03/25/2023	0.97	1.00
*13	03/26/2023 - 04/01/2023	0.98	1.01
*14	04/02/2023 - 04/08/2023	0.99	1.02
*15	04/09/2023 - 04/15/2023	1.00	1.03
*16	04/16/2023 - 04/22/2023	0.99	1.02
17	04/23/2023 - 04/29/2023	0.99	1.02
18	04/30/2023 - 05/06/2023	0.99	1.02
19	05/07/2023 - 05/13/2023	0.99	1.02
20	05/14/2023 - 05/20/2023	0.99	1.02
21	05/21/2023 - 05/27/2023	1.00	1.03
22	05/28/2023 - 06/03/2023	1.00	1.03
23	06/04/2023 - 06/10/2023	1.01	1.04
24	06/11/2023 - 06/17/2023	1.01	1.04
25	06/18/2023 - 06/24/2023	1.02	1.05
26	06/25/2023 - 07/01/2023	1.02	1.05
27	07/02/2023 - 07/08/2023	1.02	1.05
28	07/09/2023 - 07/15/2023	1.02	1.05
29	07/16/2023 - 07/22/2023	1.02	1.05
30	07/23/2023 - 07/29/2023	1.02	1.05
31	07/30/2023 - 08/05/2023	1.02	1.05
32	08/06/2023 - 08/12/2023	1.02	1.05
33	08/13/2023 - 08/19/2023	1.02	1.05
34	08/20/2023 - 08/26/2023	1.03	1.06
35	08/27/2023 - 09/02/2023	1.03	1.06
36	09/03/2023 - 09/09/2023	1.03	1.06
37	09/10/2023 - 09/16/2023	1.03	1.06
38	09/17/2023 - 09/23/2023	1.03	1.06
39	09/24/2023 - 09/30/2023	1.02	1.05
40	10/01/2023 - 10/07/2023	1.02	1.05
41	10/08/2023 - 10/14/2023	1.01	1.04
42	10/15/2023 - 10/21/2023	1.01	1.04
43	10/22/2023 - 10/28/2023	1.01	1.04
44	10/29/2023 - 11/04/2023	1.02	1.05
45	11/05/2023 - 11/11/2023	1.03	1.06
46	11/12/2023 - 11/18/2023	1.04	1.07
47	11/19/2023 - 11/25/2023	1.03	1.06
48	11/26/2023 - 12/02/2023	1.02	1.05
49	12/03/2023 - 12/09/2023	1.02	1.05
50	12/10/2023 - 12/16/2023	1.01	1.04
51	12/17/2023 - 12/23/2023	1.01	1.04
52	12/24/2023 - 12/30/2023	1.00	1.03
53	12/31/2023 - 12/31/2023	0.99	1.02

* PEAK SEASON

Signal Timings

Broward County | Timing Sheet | 8/21/2024 1:09:10 PM

Station : 2089 - Davie Blvd & SW 4 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		24		20		24		20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	15	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4.5	4.5	4	4	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/21/2024 1:09:10 PM

Station : 2089 - Davie Blvd & SW 4 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
7		2	2	160	109	2	1	10	50		20	84	19	37	20	84	19	37								
10		3	3	160	26	3	1	10	50		20	75	20	45	20	75	20	45								
15		4	4	160	118	4	1	10	50		15	74	15	56	20	69	18	53								
18		3	3	160	26	3	1	10	50		20	75	20	45	20	75	20	45								
20		5	5	80	65	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	65	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	65	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																							

Broward County Timing Sheet 8/21/2024 1:09:10 PM

Station : 2089 - Davie Blvd & SW 4 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6	30	11	11	120	44	11	1	10	25		13	59	14	34	13	59	14	34								
7	30	12	12	180	39	12	1	10	25		23	100	19	38	21	102	19	38								
10	30	13	13	160	41	13	1	10	50		19	78	19	44	19	78	19	44								
15		14	14	160	18	14	1	10	50		20	78	22	40	20	78	22	40								
16		15	15	180	167	15	1	10	50		23	96	19	42	23	96	19	42								
19		14	14	160	18	14	1	10	50		20	78	22	40	20	78	22	40								
20		5	5	80	65	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1

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Broward County | Timing Sheet | 8/21/2024 1:10:11 PM

Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NR)	5 (WL)	6 (ET)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		21		27		21								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/21/2024 1:10:11 PM

Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
7		2	2	160	137	2	1	10	50		23	79	23	35	23	79	23	35								
10		3	3	160		3	1	10	50		24	74	20	42	20	78	20	42								
15		4	4	160	107	4	1	10	50		20	60	20	60	20	60	25	55								
18		3	3	160		3	1	10	50		24	74	20	42	20	78	20	42								
20		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																							

Broward County Timing Sheet 8/21/2024 1:10:11 PM

Station : 2095 - Davie Blvd & Andrews Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6	30	11	11	120	47	11	1	10	50		13	55	18	34	13	55	18	34								
7	30	12	12	180	68	12	1	10	50		28	91	21	40	24	95	21	40								
10	30	13	13	160	31	13	1	10	50		20	79	20	41	20	79	20	41								
15		14	14	160	83	14	1	10	50		20	68	20	52	20	68	32	40								
16		15	15	180	129	15	1	10	50		21	89	24	46	26	84	24	46								
19		14	14	160	83	14	1	10	50		20	68	20	52	20	68	32	40								
20		5	5	80	30	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	1	2
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1
25																																																		1

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Broward County Timing Sheet 8/21/2024 1:10:55 PM

Station : 2117 - Davie Blvd & SE 3 Ave (Standard File)

Phase	1 (EL)	2 (WR)	3 (SL)	4 (NR)	5 (WL)	6 (ER)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		20		20		20		20								
Min Green	4	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	12	50	12	30	12	50	12	30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green				1	9	1
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1				9		9
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip				
Priority P1	8		4	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/21/2024 1:10:55 PM

Station : 2117 - Davie Blvd & SE 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
7		2	2	160	153	2	1	10	50		25	65	30	40	25	65	30	40								
10		3	3	160	5	3	1	10	50		20	79	20	41	20	79	20	41								
15		4	4	160	84	4	1	5	50		15	65	18	62	15	65	20	60								
18		3	3	160	5	3	1	10	50		20	79	20	41	20	79	20	41								
20		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 2											**Easy**															
8		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								
22		100	254																							
Day Plan 3											**Easy**															
8		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								

22		100	254																							

Broward County Timing Sheet 8/21/2024 1:10:55 PM

Station : 2117 - Davie Blvd & SE 3 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6	30	11	11	120	5	11	1	10	50		14	62	14	30	14	62	14	30								
7	30	12	12	180	98	12	1	10	50		33	86	23	38	26	93	23	38								
10	30	13	13	160	39	13	1	10	50		20	81	20	39	20	81	20	39								
15		14	14	160	78	14	1	10	50		20	78	22	40	20	78	32	30								
16		15	15	180	125	15	1	10	50		26	92	24	38	23	95	24	38								
19		14	14	160	78	14	1	10	50		20	78	22	40	20	78	32	30								
20		5	5	80	28	5	1	10	17		15	25	15	25	15	25	15	25								

Scheduler

	Month											Day of Weekk							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																											2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																																		2
12											1							1																																	2
13												1		1				1																																	2
14												1		1	1	1	1	1																																	2
15												1		1																																					2
16												1		1				1																																	2
17																																																		1
18																																																		1
19																																																		1
20																																																		1
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Broward County Timing Sheet 8/21/2024 1:07:56 PM

Station : 2099 - SW 4 Ave & SW 17 St (Standard File)

Phase	1 (SL)	2 (NR)	3 (WL)	4 (ET)	5	6 (ST)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		25		24		25		24								
Min Green	4	15	4	6		15		6								
Gap Ext	1.5	2.5	1.5	2		2.5		2								
Max1	12	50	12	20		50		20								
Max2																
Yellow Clr	4	4	4	4		4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1	1	1.5	1.5		1		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/21/2024 1:07:56 PM

Station : 2099 - SW 4 Ave & SW 17 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
8		2	2			2	1		17		12	50	12	25		50		25								
9		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 8/21/2024 1:07:56 PM

Station : 2099 - SW 4 Ave & SW 17 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7																																																			1
8																																																			1
9																																																			1
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																											1	1	1	1	1	1	1			2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																													1						2
14												1		1	1	1	1	1																													1						2
15												1		1																																		1					2
16												1		1				1																																			1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
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Station : 2060 - Andrews Ave & S 17 St (Standard File)

Phase	1 (SL)	2 (NR)	3	4 (ET)	5	6 (SR)	7	8 (WR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		27		27		27		27								
Min Green	4	10		6	4	10		6								
Gap Ext	1.5	3		2	1.5	3		2								
Max1	12	30		30	12	30		30								
Max2																
Yellow Clr	4	4		4	4	4		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5		1.5	1.5	1.5		1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/21/2024 1:11:39 PM

Station : 2060 - Andrews Ave & S 17 St (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		12	12	90	12	12	1		10		15	45		30	15	45		30								
9		13	13	90	11	13	1		10		15	45		30	15	45		30								
15	30	14	14	90	32	14	1		10		15	45		30	15	45		30								
18	15	13	13	90	11	13	1		10		15	45		30	15	45		30								
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

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Station : 2060 - Andrews Ave & S 17 St (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	1	2
7																																																		1
8																																																		1
9																																																		1
10									1					1						1	1	1	1	1	1	1																									2
11										1						1																													1	1	1	1	1	1	1	2
12										1							1																													1	1	1	1	1	1	1	2
13											1		1				1																														1						2
14											1		1	1	1	1	1																														1						2
15											1		1																																				1					2
16											1		1				1																																			1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
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Broward County Timing Sheet 8/21/2024 1:12:22 PM

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

Phase	1	2 (WR)	3	4 (NT)	5	6 (ER)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		18		25		18		25								
Min Green		12		6		12		6								
Gap Ext		2.5		2		2.5		2								
Max1		45		30		45		30								
Max2																
Yellow Clr	4	4	4	4	4	4	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2		2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON		ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable				ON				ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6				
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8				
Max Presence	120	120				
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2				
Dwell Cyc Veh 2	8	6				
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2	4				
Exit 2	6	8				
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 8/21/2024 1:12:22 PM

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	15	2	2	80	40	2	1		50			40		40		40		40								
9		3	3	80	40	3	1		50			40		40		40		40								
15		4	4	80	40	4	1		50			40		40		40		40								
20		100	254																							
Day Plan 2											**Easy**															
		100	254																							
Day Plan 3											**Easy**															
		100	254																							

Broward County Timing Sheet 8/21/2024 1:12:22 PM

Station : 2154 - SE 17 St & SE 3 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																																2
5	1												1							1																																2
6					1								1																																1	1	1	1	1	1	1	2
7																																																			1
8																																																			1
9																																																			1
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1				2
15												1		1																																					1			2
16												1		1				1																																			1	2
17																																																				1
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Appendix D

Growth Rate Calculations

FDOT Growth Rate Summary

Station Number	Location	Historic Growth- Linear				Historic Growth- Exponential				Historic Growth- Decaying Exponential			
		5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared	5-year	R-squared	10-year	R-squared
0024	SR 736/Davie Boulevard -- 400 feet west of Andrews Avenue	2.65%	87.67%	2.35%	83.31%	2.55%	88.67%	2.11%	82.98%	2.33%	72.99%	2.22%	77.13%
7367	SR 736/Davie Boulevard -- 400 feet west of SR 5/US-1	3.07%	80.58%	0.33%	3.43%	2.94%	81.85%	0.32%	3.48%	2.67%	64.48%	0.06%	0.13%
7729	SE 17th Street -- 300 feet west of US-1	2.69%	3.54%	1.10%	3.52%	1.50%	1.07%	0.74%	1.57%	0.37%	0.06%	1.51%	5.99%
7744	Andrews Avenue -- 350 feet south of Davie Boulevard	-5.81%	20.43%	-2.35%	20.49%	-6.47%	19.01%	-3.01%	21.71%	-7.91%	34.21%	-1.69%	8.17%
7746	SW 4th Avenue -- 400 feet south of Davie Boulevard	39.41%	78.08%	4.02%	8.59%	22.99%	87.08%	2.65%	6.42%	25.52%	61.47%	0.57%	0.19%
9029	SE 3 Avenue -- 300 feet south of Davie Boulevard	-6.56%	17.81%	-3.14%	24.72%	-7.84%	16.72%	-4.24%	25.02%	-9.64%	31.13%	-2.45%	10.76%
Total		**5.91%**	**48.02%**	**0.38%**	**24.01%**	**2.61%**	**49.07%**	**-0.24%**	**23.53%**	**2.22%**	**44.06%**	**0.04%**	**17.06%**

SERPM Growth Rate Summary					
Street Name	**2015**	**2045**	**Difference**	**Growth Rate**	**Annual Growth Rate**
Davie Boulevard	34,432	47,194	12,762	37.06%	1.24%
	17,375	27,853	10,478	60.31%	2.01%
	16,396	24,207	7,811	47.64%	1.59%
SW 4th Avenue	12,790	36,248	23,458	183.41%	6.11%
	12,629	35,696	23,067	182.65%	6.09%
	11,606	34,671	23,065	198.73%	6.62%
S Andrews Avenue	29,142	30,733	1,591	5.46%	0.18%
	29,061	30,835	1,774	6.10%	0.20%
	29,185	30,769	1,584	5.43%	0.18%
	33,630	36,690	3,060	9.10%	0.30%
SE 3rd Avenue	16,881	16,873	-8	-0.05%	0.00%
	16,055	13,905	-2,150	-13.39%	-0.45%
	11,184	9,845	-1,339	-11.97%	-0.40%
SE 17th Street	16,613	22,792	6,179	37.19%	1.24%
	20,699	25,317	4,618	22.31%	0.74%
	14,111	17,516	3,405	24.13%	0.80%
Total	**321,789**	**441,144**	**119,355**	**37.09%**	**1.24%**

FDOT Historic Growth Trends

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0202 - SR 736 / DAVIE BLVD - W OF ANDREWS AVE

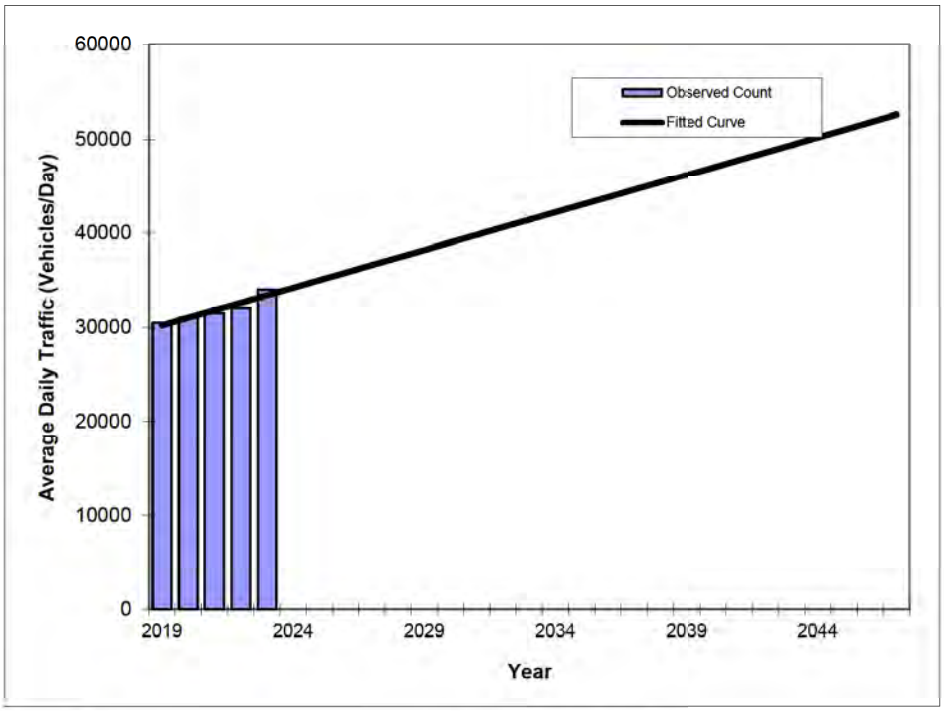
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	34000 C	E 17500	W 16500	9.00	57.90	4.00
2022	32000 C	E 16000	W 16000	9.00	57.00	4.00
2021	32500 C	E 17000	W 15500	9.00	53.80	4.00
2020	28500 F	E 14500	W 14000	9.00	53.90	4.00
2019	30500 C	E 15500	W 15000	9.00	54.60	4.00
2018	30500 C	E 15500	W 15000	9.00	54.50	2.70
2017	28000 C	E 12000	W 16000	9.00	51.90	2.70
2016	30500 C	E 15000	W 15500	9.00	54.10	2.70
2015	28000 C	E 14000	W 14000	9.00	54.00	6.00
2014	27000 C	E 13500	W 13500	9.00	54.20	6.00
2013	30500 C	E 14500	W 16000	9.00	53.60	6.00
2012	25000 C	E 12500	W 12500	9.00	52.20	6.10
2011	29000 C	E 14500	W 14500	9.00	52.50	6.10
2010	27000 C	E 14000	W 13000	8.35	52.69	6.10
2009	30500 C	E 15500	W 15000	8.53	53.89	6.70
2008	25500 C	E 12500	W 13000	8.81	54.16	6.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 736/Davie Boulevard -- W of Andrews Avenue

County:	Broward (86)
Station #:	0202
Highway:	SR 736/Davie Boulevard



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2019	30500	30200
2020	31000	31000
2021	31500	31800
2022	32000	32600
2023	34000	33400

Trend R-squared:	87.67%
Trend Annual Historic Growth Rate:	2.65%
Printed:	26-Aug-24

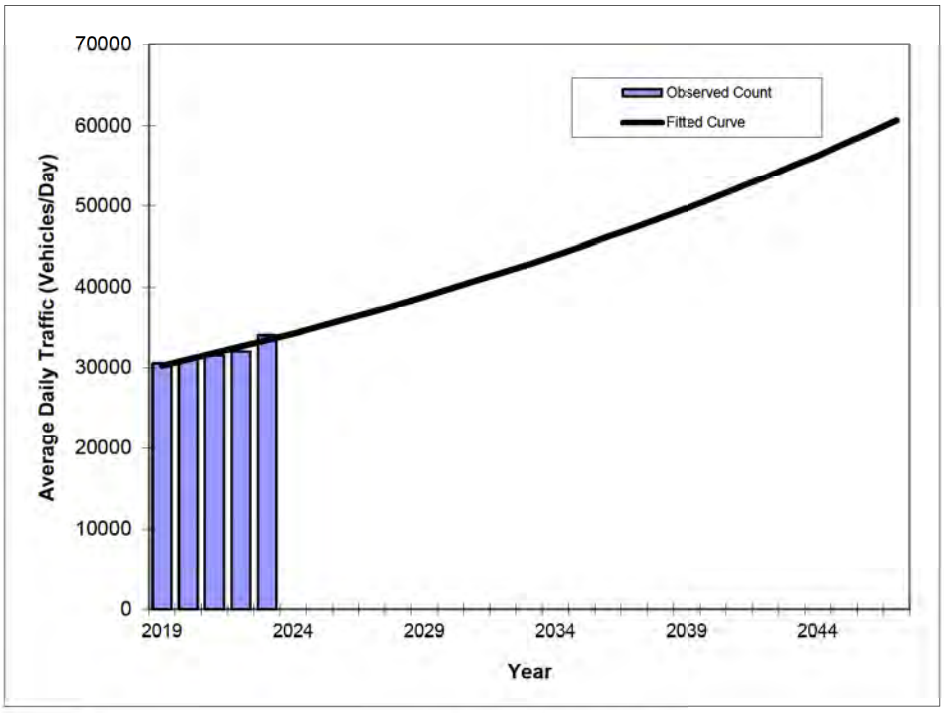
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of Andrews Avenue

County:	Broward (86)
Station #:	0202
Highway:	SR 736/Davie Boulevard



Trend R-squared:	88.67%
Compounded Annual Historic Growth Rate:	2.55%
Printed:	26-Aug-24

Exponential Growth Option

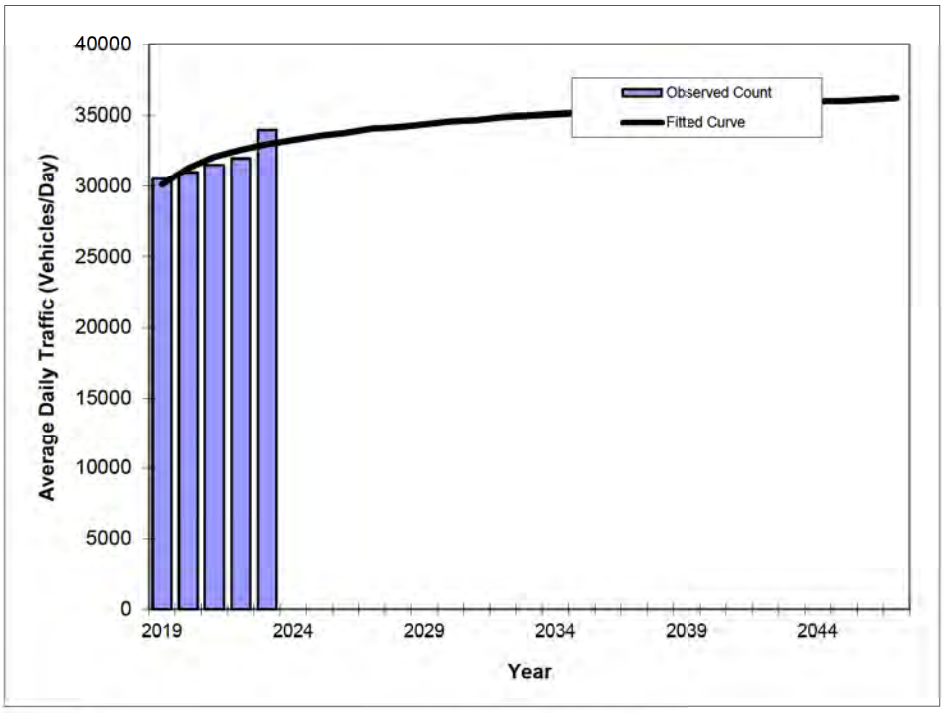
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2019	30500	30200
2020	31000	31000
2021	31500	31800
2022	32000	32600
2023	34000	33400

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of Andrews Avenue

County:	Broward (86)
Station #:	0202
Highway:	SR 736/Davie Boulevard



Trend R-squared:	72.99%
Compounded Annual Historic Growth Rate:	2.33%
Printed:	26-Aug-24

Decaying Exponential Growth Option

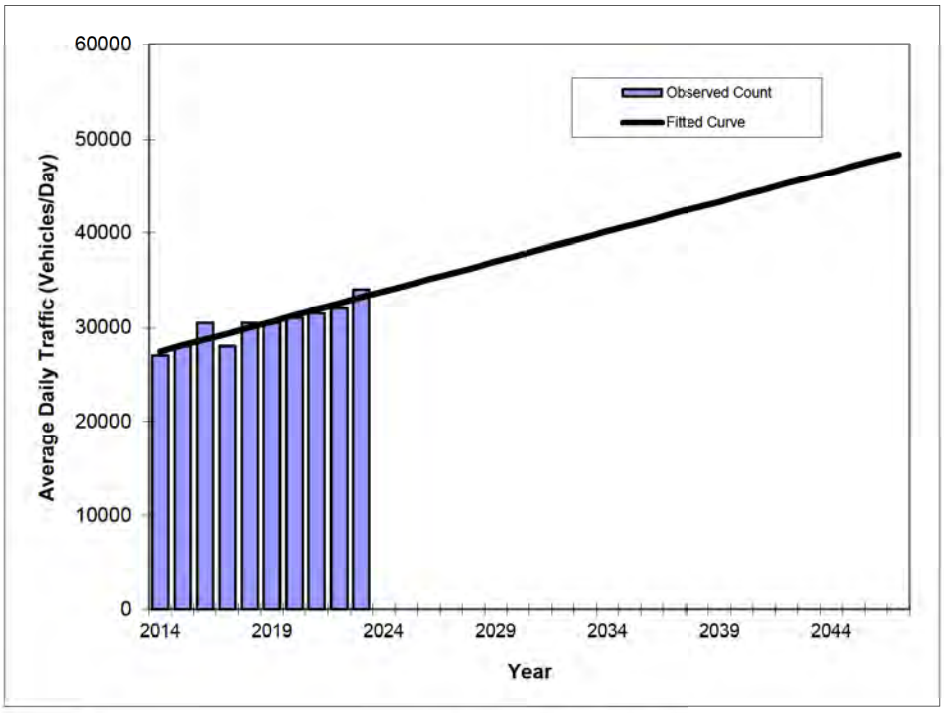
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2019	30500	30100
2020	31000	31300
2021	31500	32100
2022	32000	32600
2023	34000	33000

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of Andrews Avenue

County:	Broward (86)
Station #:	0202
Highway:	SR 736/Davie Boulevard



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	27000	27400
2015	28000	28100
2016	30500	28700
2017	28000	29300
2018	30500	30000
2019	30500	30600
2020	31000	31300
2021	31500	31900
2022	32000	32500
2023	34000	33200

*Axle-Adjusted

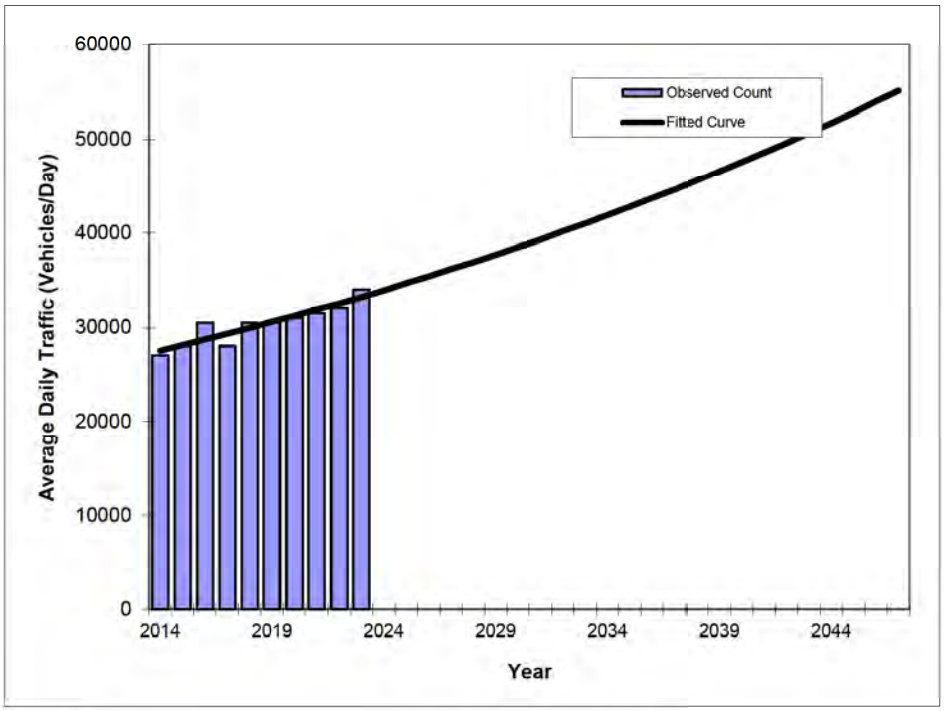
Trend R-squared:	83.31%
Trend Annual Historic Growth Rate:	2.35%
Printed:	26-Aug-24

Straight Line Growth Option

Traffic Trends

SR 736/Davie Boulevard -- W of Andrews Avenue

County:	Broward (86)
Station #:	0202
Highway:	SR 736/Davie Boulevard



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	27000	27500
2015	28000	28100
2016	30500	28700
2017	28000	29300
2018	30500	29900
2019	30500	30600
2020	31000	31200
2021	31500	31900
2022	32000	32500
2023	34000	33200

*Axle-Adjusted

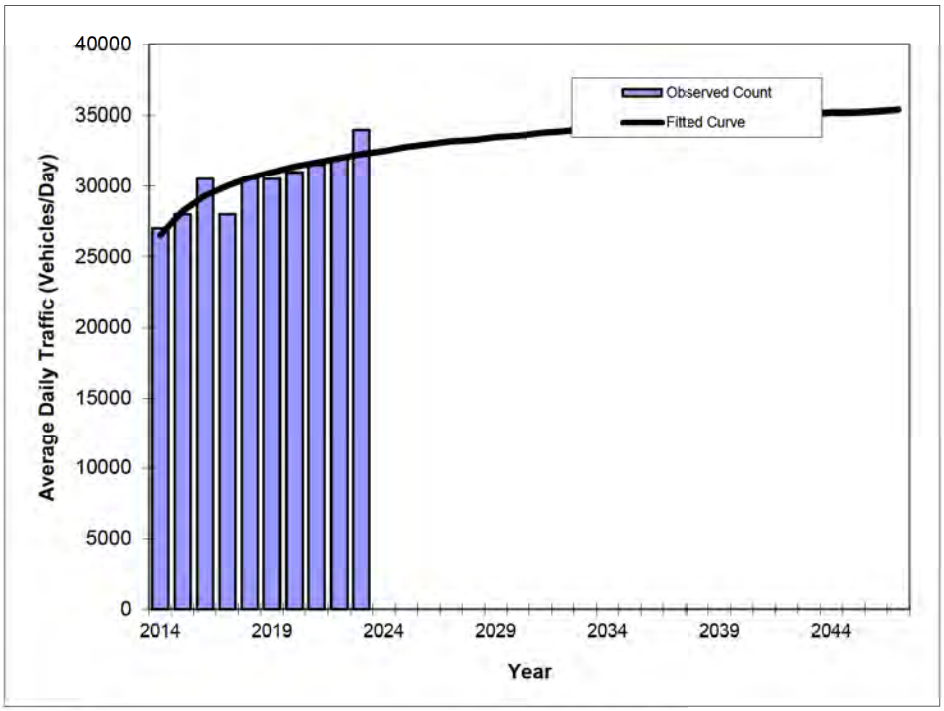
Trend R-squared:	82.98%
Compounded Annual Historic Growth Rate:	2.11%
Printed:	26-Aug-24

Exponential Growth Option

Traffic Trends

SR 736/Davie Boulevard -- W of Andrews Avenue

County:	Broward (86)
Station #:	0202
Highway:	SR 736/Davie Boulevard



Trend R-squared:	77.13%
Compounded Annual Historic Growth Rate:	2.22%
Printed:	26-Aug-24

Decaying Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	27000	26500
2015	28000	28200
2016	30500	29300
2017	28000	30000
2018	30500	30600
2019	30500	31000
2020	31000	31400
2021	31500	31700
2022	32000	32000
2023	34000	32300

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5140 - SR 736 / DAVIE BLVD - W OF SR 5/US 1

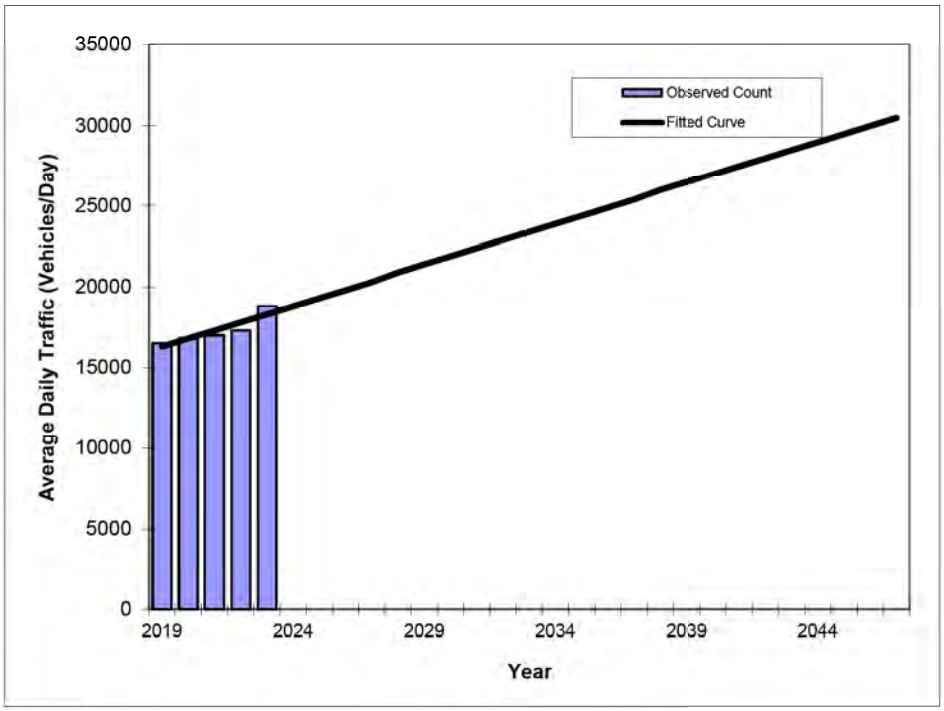
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18800 C	E 10500	W 8300	9.00	57.90	4.30
2022	17300 C	E 9100	W 8200	9.00	57.00	4.30
2021	17100 C	E 8400	W 8700	9.00	53.80	4.30
2020	15700 F	E 7700	W 8000	9.00	53.90	3.30
2019	16500 C	E 8100	W 8400	9.00	54.60	3.30
2018	16200 C	E 8000	W 8200	9.00	54.50	3.30
2017	16700 C	E 8600	W 8100	9.00	51.90	3.90
2016	16800 C	E 8800	W 8000	9.00	54.10	3.90
2015	18700 C	E 9500	W 9200	9.00	54.00	3.90
2014	16900 C	E 8600	W 8300	9.00	54.20	2.90
2013	17300 C	E 9200	W 8100	9.00	53.60	2.90
2012	16900 C	E 8300	W 8600	9.00	52.20	12.30
2011	16900 C	E 8500	W 8400	9.00	52.50	12.30
2010	15800 C	E 8300	W 7500	8.35	52.69	12.30
2009	18300 C	E 9200	W 9100	8.53	53.89	3.10
2008	15700 C	E 7500	W 8200	8.81	54.16	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SR 736/Davie Boulevard -- W of SR 5/US 1

County:	Broward (86)
Station #:	5140
Highway:	SR 736/Davie Boulevard



Trend R-squared:	80.58%
Trend Annual Historic Growth Rate:	3.07%
Printed:	3-Oct-24

Straight Line Growth Option

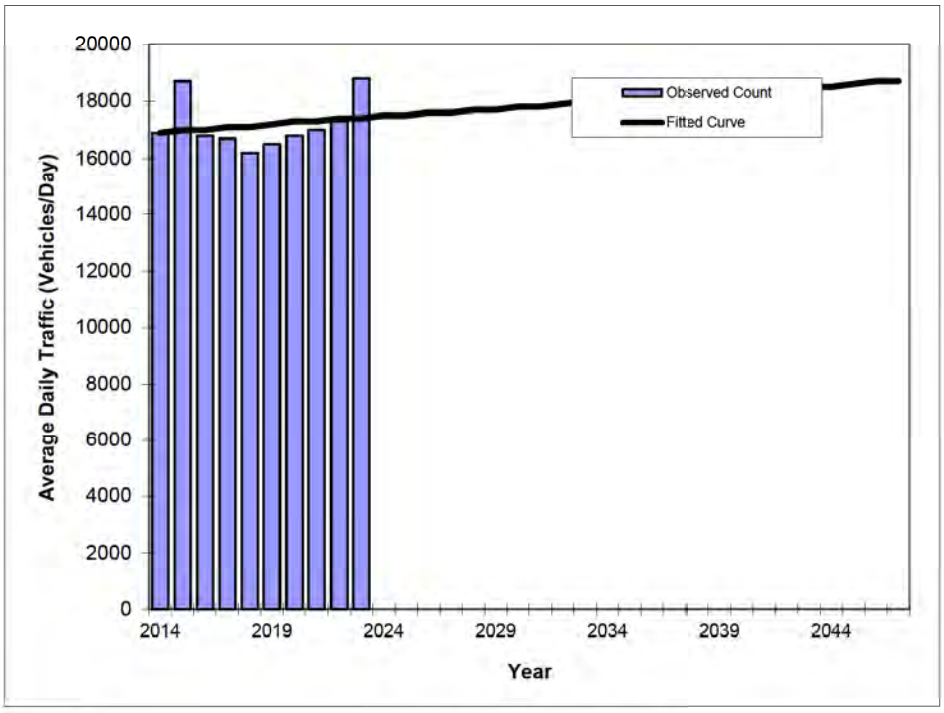
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2019	16500	16300
2020	16800	16800
2021	17000	17300
2022	17300	17800
2023	18800	18300

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of SR 5/US 1

County:	Broward (86)
Station #:	5140
Highway:	SR 736/Davie Boulevard



Trend R-squared:	3.43%
Trend Annual Historic Growth Rate:	0.33%
Printed:	3-Oct-24

Straight Line Growth Option

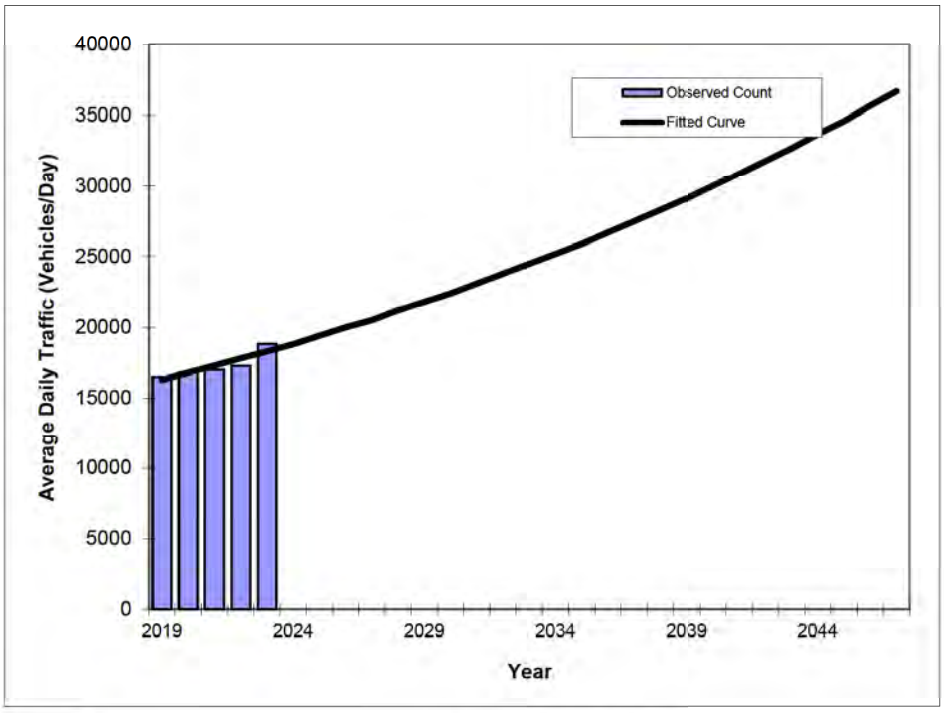
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	16900	16900
2015	18700	17000
2016	16800	17000
2017	16700	17100
2018	16200	17100
2019	16500	17200
2020	16800	17300
2021	17000	17300
2022	17300	17400
2023	18800	17400

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of SR 5/US 1

County:	Broward (86)
Station #:	5140
Highway:	SR 736/Davie Boulevard



Year	Traffic (ADT/AADT) Count*	Trend**
2019	16500	16300
2020	16800	16800
2021	17000	17300
2022	17300	17800
2023	18800	18300

Trend R-squared:	81.85%
Compounded Annual Historic Growth Rate:	2.94%
Printed:	3-Oct-24

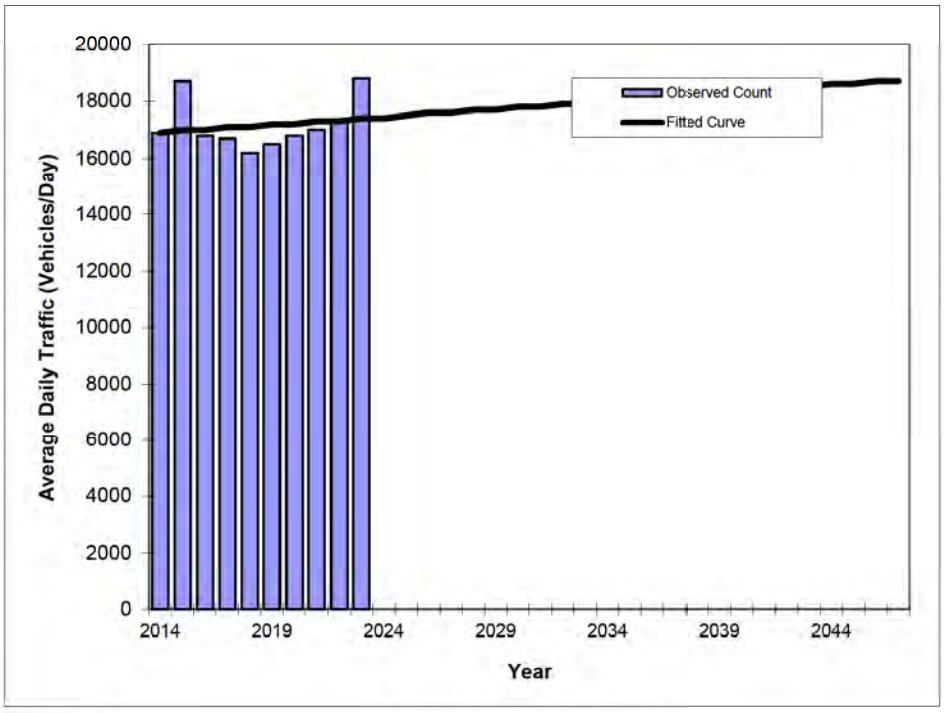
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of SR 5/US 1

County:	Broward (86)
Station #:	5140
Highway:	SR 736/Davie Boulevard



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	16900	16900
2015	18700	17000
2016	16800	17000
2017	16700	17100
2018	16200	17100
2019	16500	17200
2020	16800	17200
2021	17000	17300
2022	17300	17300
2023	18800	17400

*Axle-Adjusted

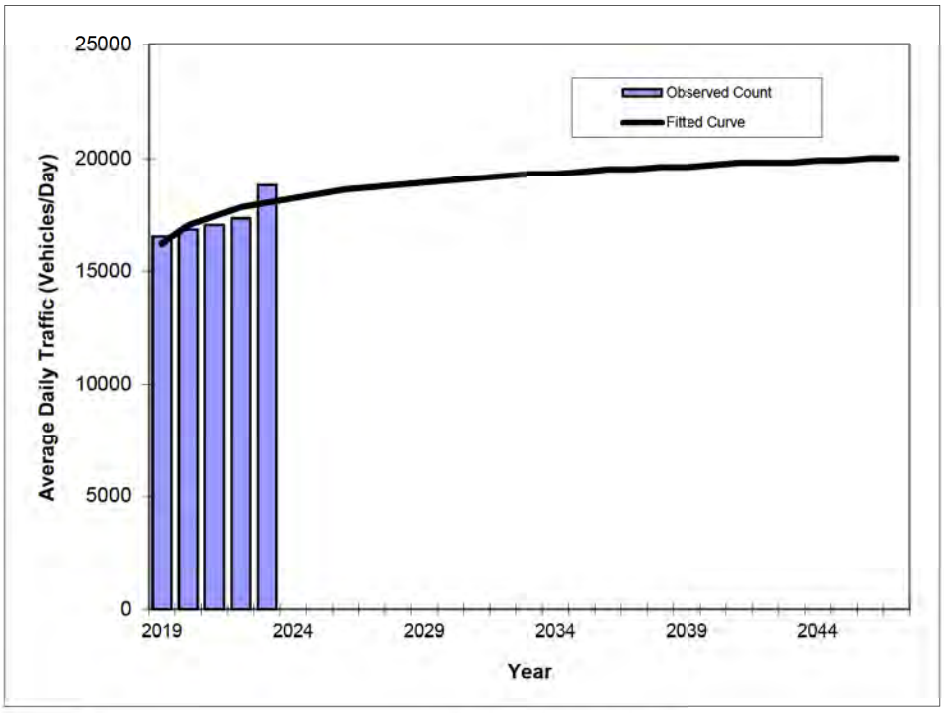
Trend R-squared:	3.48%
Compounded Annual Historic Growth Rate:	0.32%
Printed:	3-Oct-24

Exponential Growth Option

Traffic Trends

SR 736/Davie Boulevard -- W of SR 5/US 1

County:	Broward (86)
Station #:	5140
Highway:	SR 736/Davie Boulevard



Year	Traffic (ADT/AADT) Count*	Trend**
2019	16500	16200
2020	16800	17000
2021	17000	17400
2022	17300	17800
2023	18800	18000

Trend R-squared:	64.48%
Compounded Annual Historic Growth Rate:	2.67%
Printed:	3-Oct-24

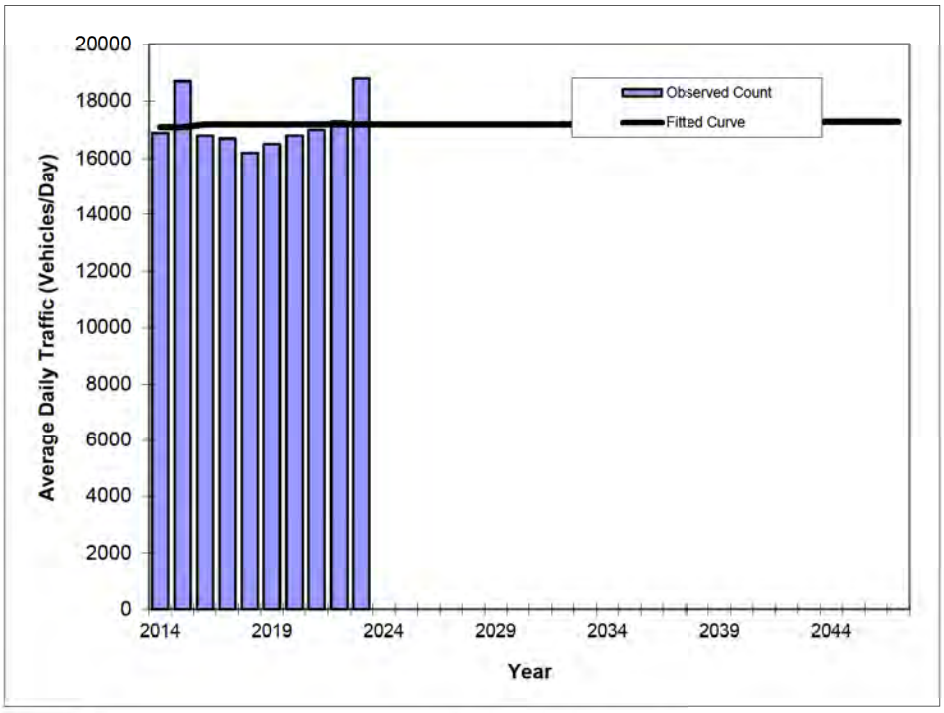
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SR 736/Davie Boulevard -- W of SR 5/US 1

County:	Broward (86)
Station #:	5140
Highway:	SR 736/Davie Boulevard



Trend R-squared:	0.13%
Compounded Annual Historic Growth Rate:	0.06%
Printed:	3-Oct-24

Decaying Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	16900	17100
2015	18700	17100
2016	16800	17200
2017	16700	17200
2018	16200	17200
2019	16500	17200
2020	16800	17200
2021	17000	17200
2022	17300	17200
2023	18800	17200

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7583 - SE 17 ST, W OF US 1

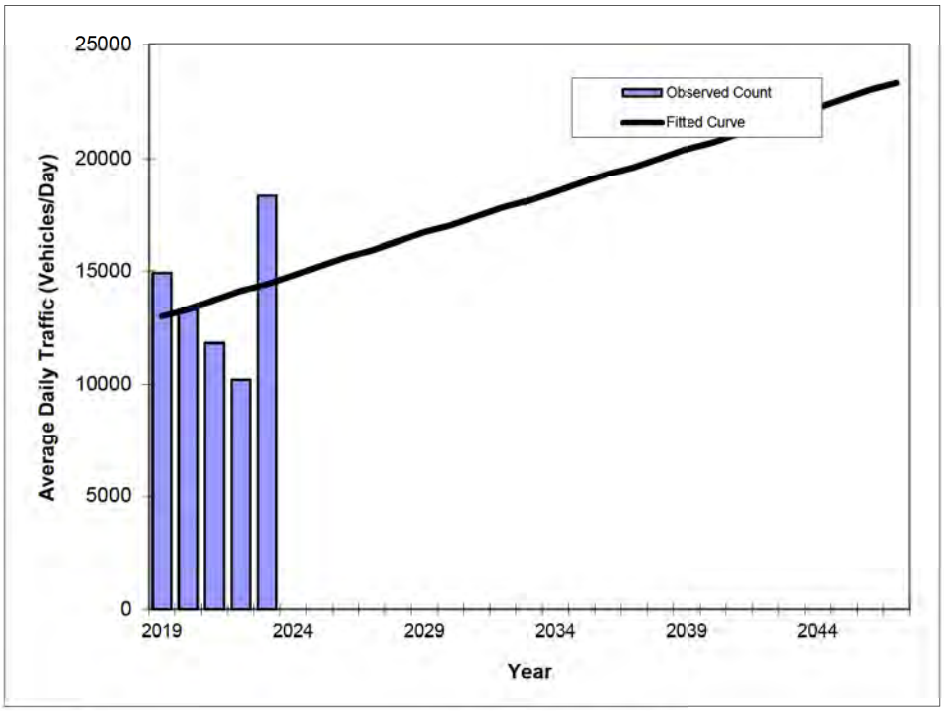
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18300 C	E 9700	W 8600	9.00	57.90	3.00
2022	10200 S	E 5500	W 4700	9.00	57.00	5.40
2021	10300 F	E 5600	W 4700	9.00	53.80	14.30
2020	10300 C	E 5600	W 4700	9.00	53.90	8.80
2019	14900 T	E 7900	W 7000	9.00	54.60	5.50
2018	14900 S	E 7900	W 7000	9.00	54.50	6.00
2017	14900 F	E 7900	W 7000	9.00	51.90	6.20
2016	14900 C	E 7900	W 7000	9.00	54.10	2.90
2015	12000 V	0	0	9.00	54.00	3.40
2014	12000 R			9.00	54.20	7.40
2013	12000 T	0	0	9.00	53.60	7.60
2012	12000 S	0	0	9.00	52.20	5.90
2011	12100 F	0	0	9.00	52.50	6.30
2010	12100 C	E 6600	W 5500	8.35	52.69	9.30
2009	13600 F	E 7700	W 5900	8.53	53.89	5.30
2008	14000 C	E 7900	W 6100	8.81	54.16	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SE 17th Street -- W of US 1

County:	Broward (86)
Station #:	7583
Highway:	SE 17th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2019	14900	13000
2020	13300	13300
2021	11800	13700
2022	10200	14100
2023	18300	14400

Trend R-squared:	3.54%
Trend Annual Historic Growth Rate:	2.69%
Printed:	26-Aug-24

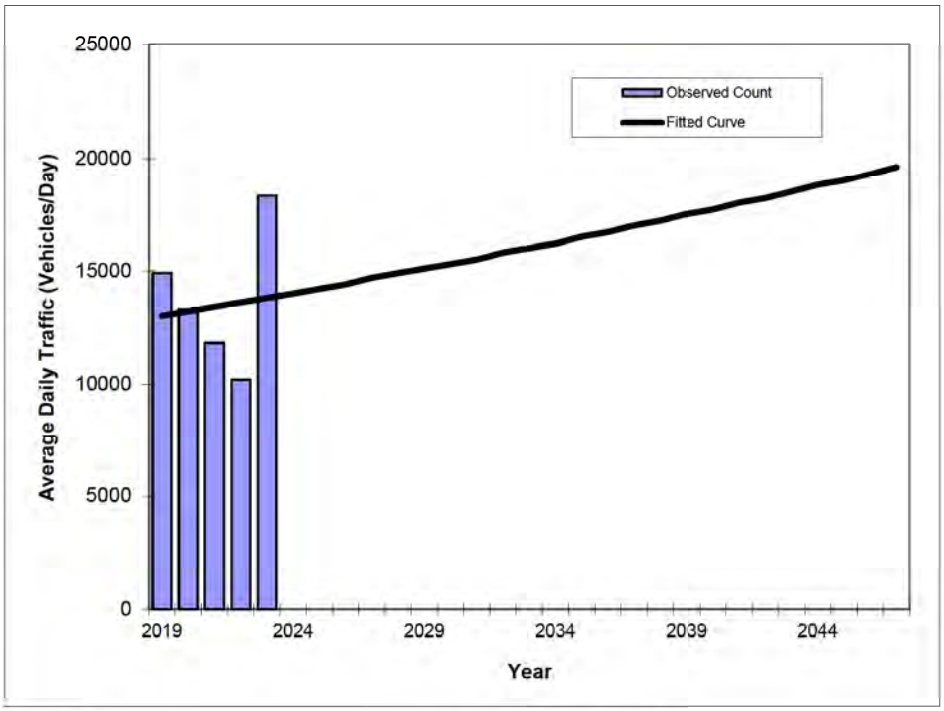
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 17th Street -- W of US 1

County:	Broward (86)
Station #:	7583
Highway:	SE 17th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2019	14900	13000
2020	13300	13200
2021	11800	13400
2022	10200	13600
2023	18300	13800

Trend R-squared:	1.07%
Compounded Annual Historic Growth Rate:	1.50%
Printed:	26-Aug-24

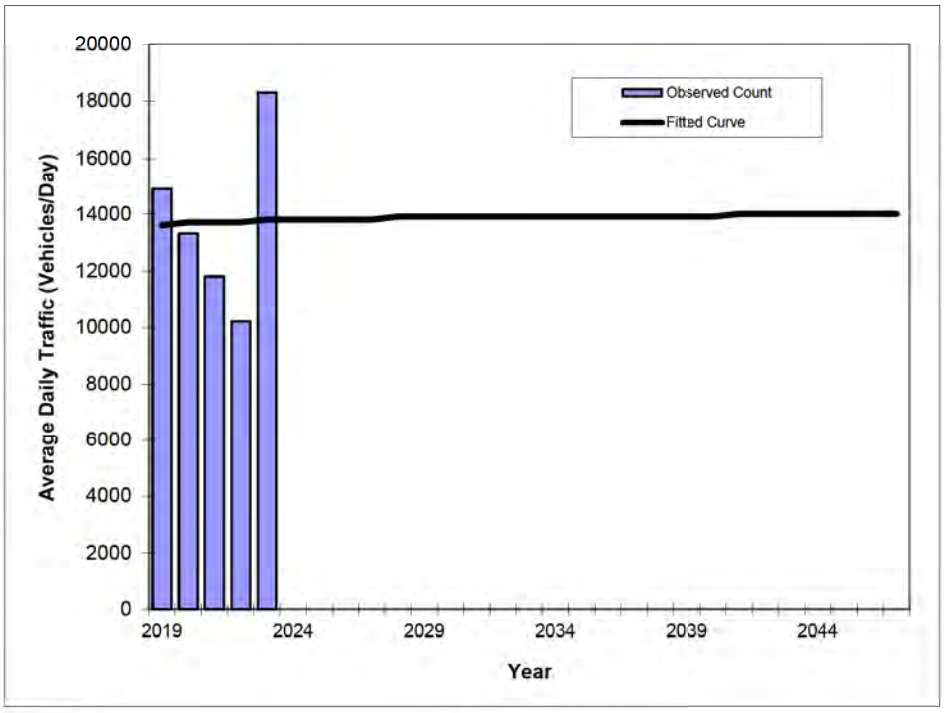
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 17th Street -- W of US 1

County:	Broward (86)
Station #:	7583
Highway:	SE 17th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2019	14900	13600
2020	13300	13700
2021	11800	13700
2022	10200	13700
2023	18300	13800

Trend R-squared:	0.06%
Compounded Annual Historic Growth Rate:	0.37%
Printed:	26-Aug-24

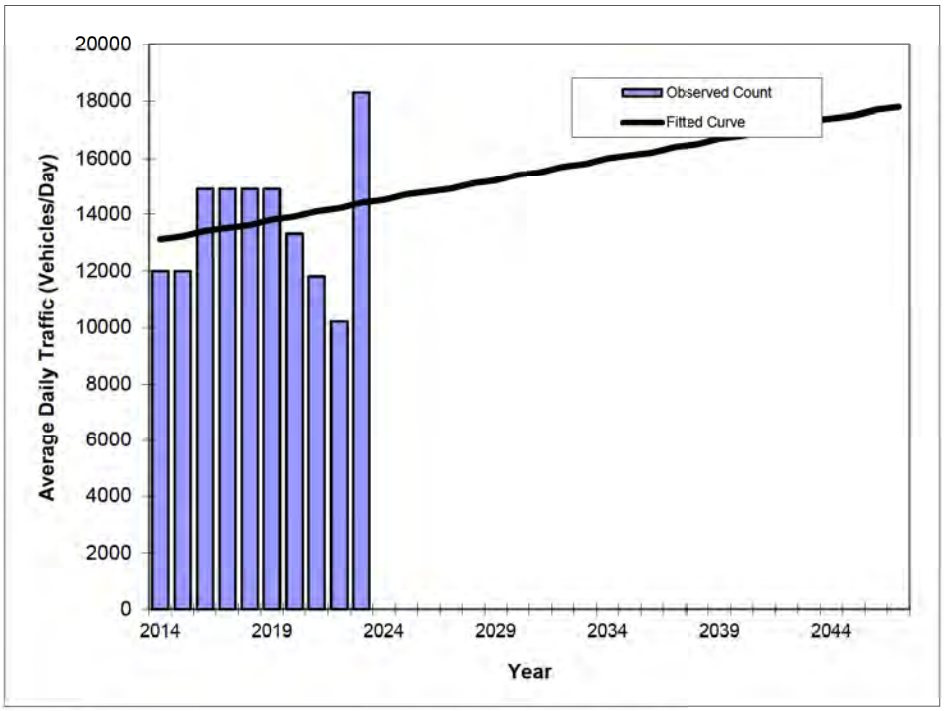
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 17th Street -- W of US 1

County:	Broward (86)
Station #:	7583
Highway:	SE 17th Street



Trend R-squared:	3.52%
Trend Annual Historic Growth Rate:	1.10%
Printed:	26-Aug-24

Straight Line Growth Option

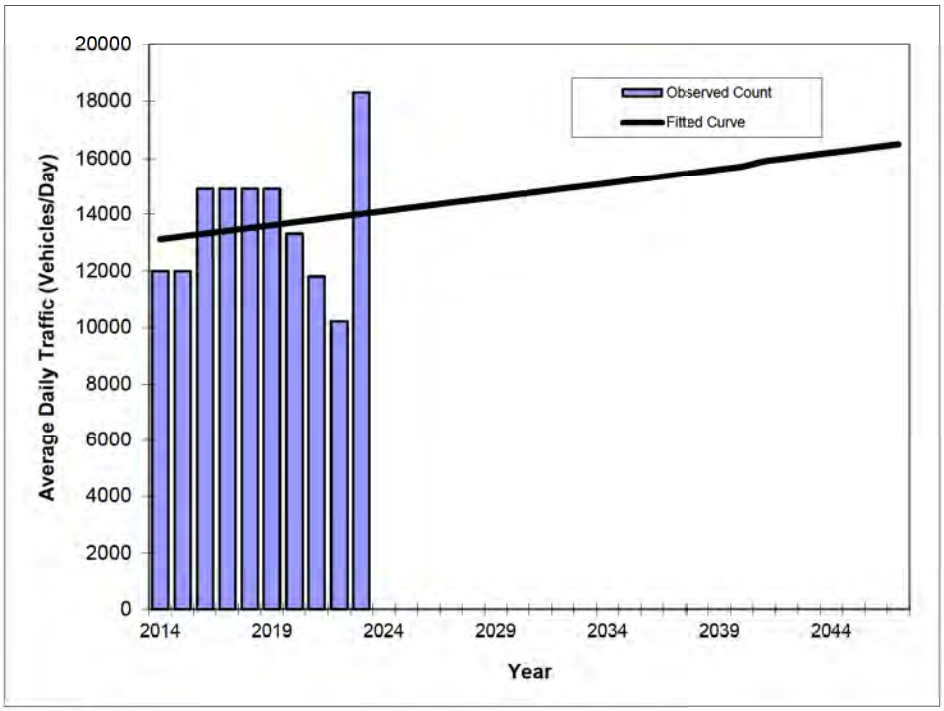
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	12000	13100
2015	12000	13200
2016	14900	13400
2017	14900	13500
2018	14900	13600
2019	14900	13800
2020	13300	13900
2021	11800	14100
2022	10200	14200
2023	18300	14400

*Axle-Adjusted

Traffic Trends

SE 17th Street -- W of US 1

County:	Broward (86)
Station #:	7583
Highway:	SE 17th Street



Trend R-squared:	1.57%
Compounded Annual Historic Growth Rate:	0.74%
Printed:	26-Aug-24

Exponential Growth Option

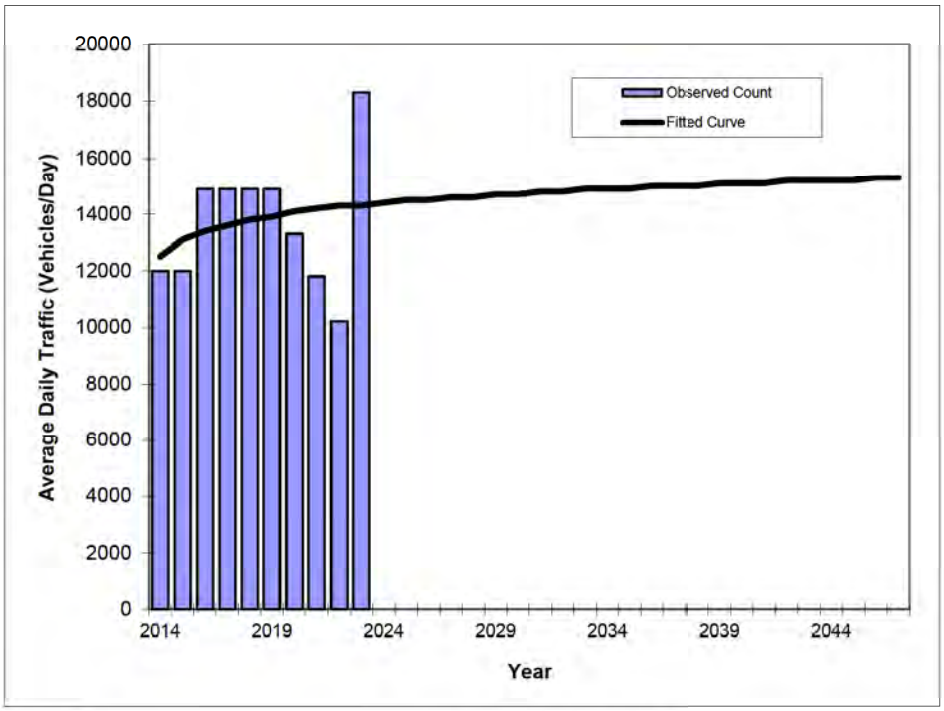
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	12000	13100
2015	12000	13200
2016	14900	13300
2017	14900	13400
2018	14900	13500
2019	14900	13600
2020	13300	13700
2021	11800	13800
2022	10200	13900
2023	18300	14000

*Axle-Adjusted

Traffic Trends

SE 17th Street -- W of US 1

County:	Broward (86)
Station #:	7583
Highway:	SE 17th Street



Trend R-squared:	5.99%
Compounded Annual Historic Growth Rate:	1.51%
Printed:	26-Aug-24

Decaying Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	12000	12500
2015	12000	13100
2016	14900	13400
2017	14900	13600
2018	14900	13800
2019	14900	13900
2020	13300	14100
2021	11800	14200
2022	10200	14300
2023	18300	14300

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7643 - ANDREWS AVE, S OF DAVIE BLVD

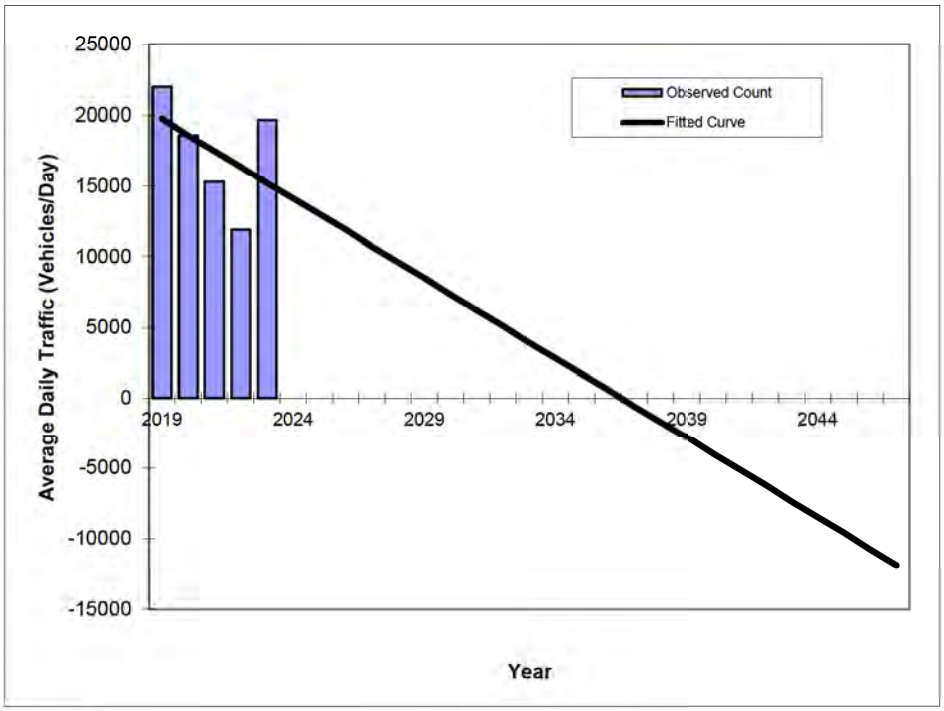
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	19700 C	N 10500	S 9200	9.00	57.90	3.00
2022	11900 S	N 6300	S 5600	9.00	57.00	5.40
2021	12100 F	N 6400	S 5700	9.00	53.80	14.30
2020	12100 C	N 6400	S 5700	9.00	53.90	8.80
2019	22000 T	N 11500	S 10500	9.00	54.60	5.50
2018	22000 S	N 11500	S 10500	9.00	54.50	6.00
2017	22000 F	N 11500	S 10500	9.00	51.90	6.20
2016	22000 C	N 11500	S 10500	9.00	54.10	2.90
2015	19000 V	0	0	9.00	54.00	3.40
2014	18500 R			9.00	54.20	7.40
2013	18500 T	0	0	9.00	53.60	7.60
2012	18500 S	0	0	9.00	52.20	5.90
2011	18500 F	0	0	9.00	52.50	6.30
2010	18500 C	N 9600	S 8900	8.35	52.69	9.30
2009	17700 F	N 9200	S 8500	8.53	53.89	5.30
2008	18200 C	N 9500	S 8700	8.81	54.16	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

ANDREWS AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2019	22000	19800
2020	18600	18600
2021	15300	17500
2022	11900	16400
2023	19700	15200

Trend R-squared:	20.43%
Trend Annual Historic Growth Rate:	-5.81%
Printed:	26-Aug-24

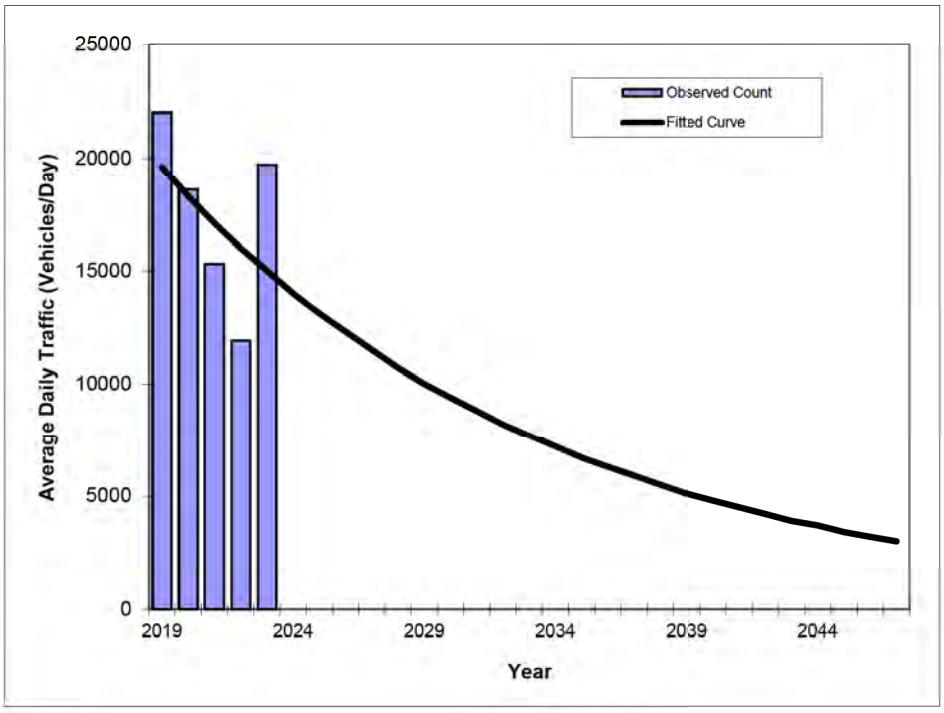
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	22000	19600
2020	18600	18300
2021	15300	17100
2022	11900	16000
2023	19700	15000

*Axle-Adjusted

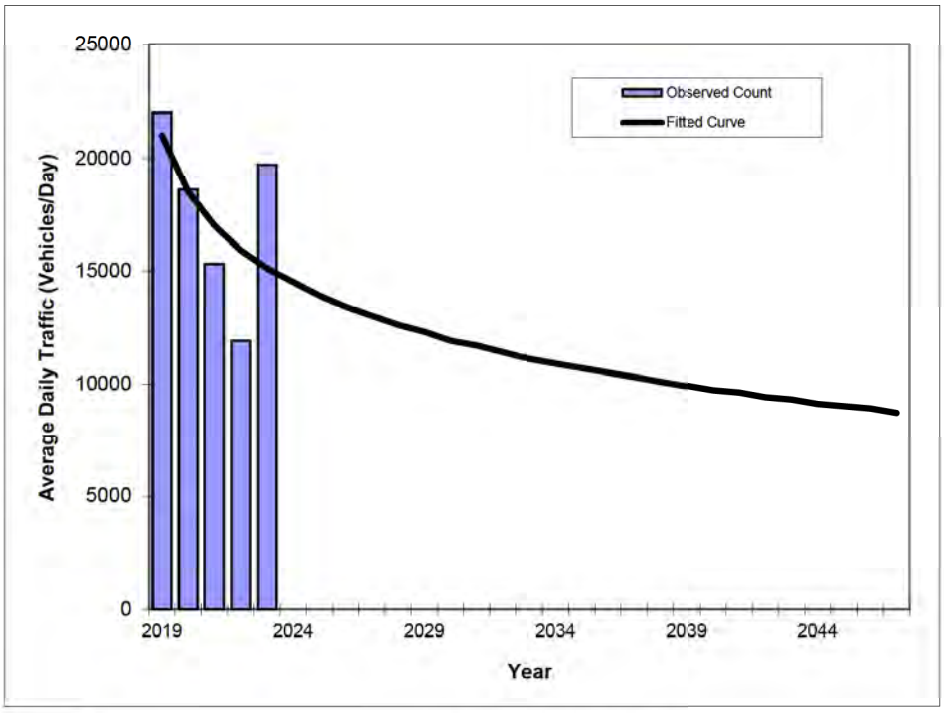
Trend R-squared:	19.01%
Compounded Annual Historic Growth Rate:	-6.47%
Printed:	26-Aug-24

Exponential Growth Option

Traffic Trends

ANDREWS AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	22000	21000
2020	18600	18500
2021	15300	17000
2022	11900	15900
2023	19700	15100

Trend R-squared:	34.21%
Compounded Annual Historic Growth Rate:	-7.91%
Printed:	26-Aug-24

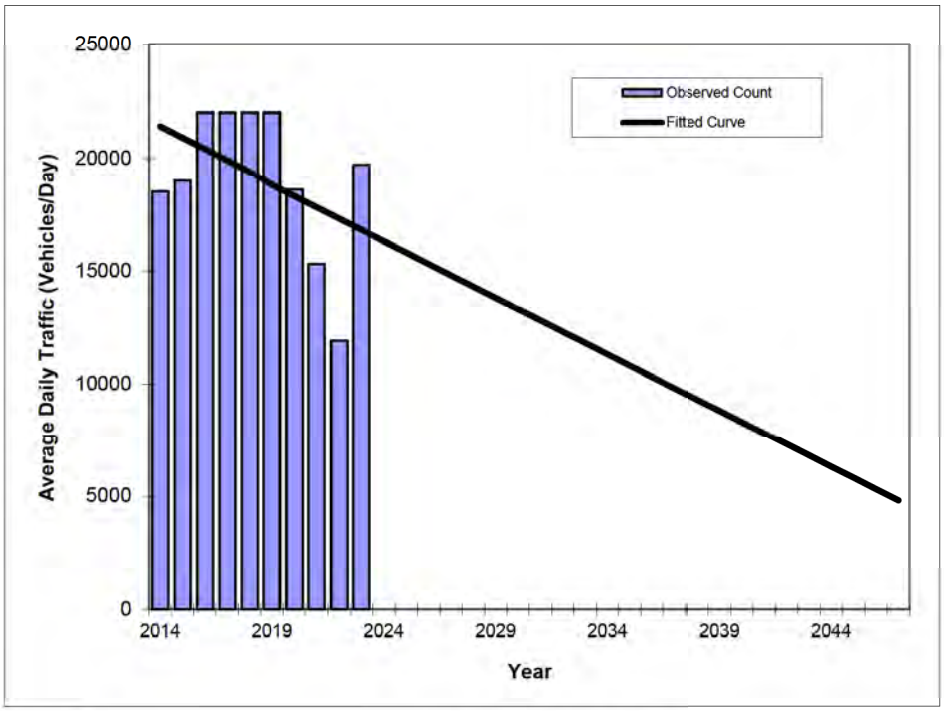
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	18500	21400
2015	19000	20900
2016	22000	20400
2017	22000	19900
2018	22000	19400
2019	22000	18800
2020	18600	18300
2021	15300	17800
2022	11900	17300
2023	19700	16800

*Axle-Adjusted

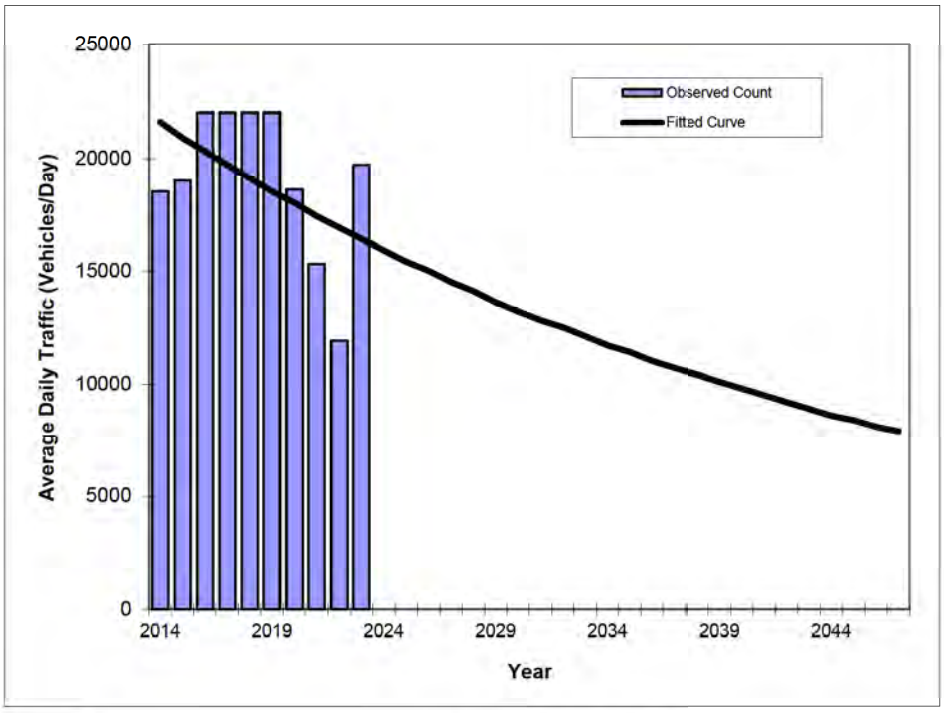
Trend R-squared:	20.49%
Trend Annual Historic Growth Rate:	-2.39%
Printed:	26-Aug-24

Straight Line Growth Option

Traffic Trends

ANDREWS AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Trend R-squared:	21.71%
Compounded Annual Historic Growth Rate:	-3.01%
Printed:	26-Aug-24

Exponential Growth Option

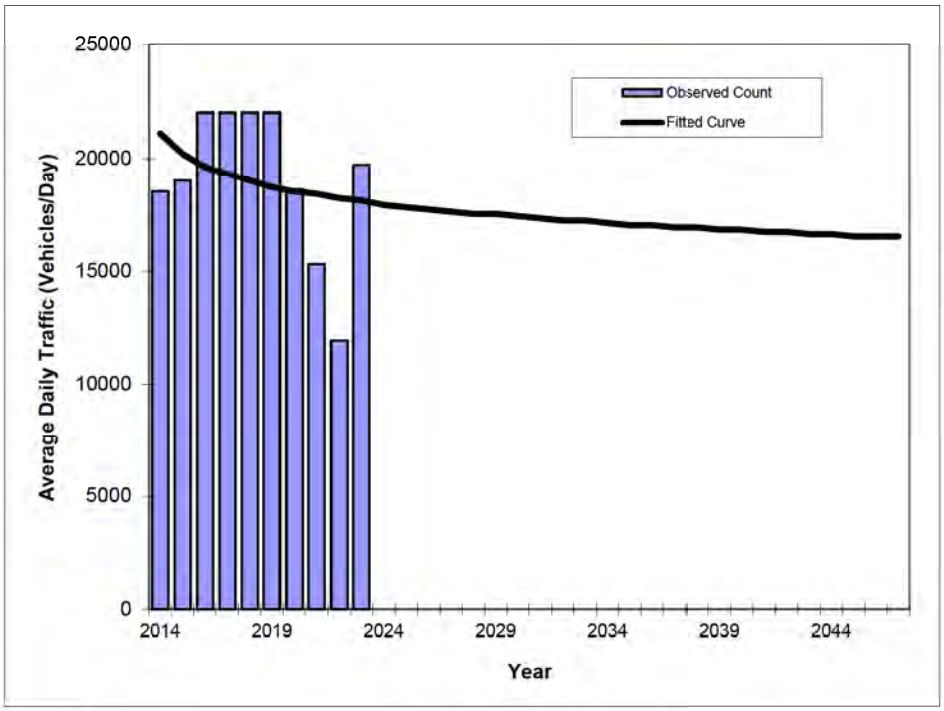
	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	18500	21600
2015	19000	20900
2016	22000	20300
2017	22000	19700
2018	22000	19100
2019	22000	18500
2020	18600	18000
2021	15300	17400
2022	11900	16900
2023	19700	16400

*Axle-Adjusted

Traffic Trends

ANDREWS AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	7643
Highway:	ANDREWS AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	18500	21100
2015	19000	20200
2016	22000	19600
2017	22000	19300
2018	22000	19000
2019	22000	18700
2020	18600	18500
2021	15300	18400
2022	11900	18200
2023	19700	18100

*Axle-Adjusted

Trend R-squared:	8.17%
Compounded Annual Historic Growth Rate:	-1.69%
Printed:	26-Aug-24

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9017 - SW 4 AVENUE, S OF DAVIE BLVD.

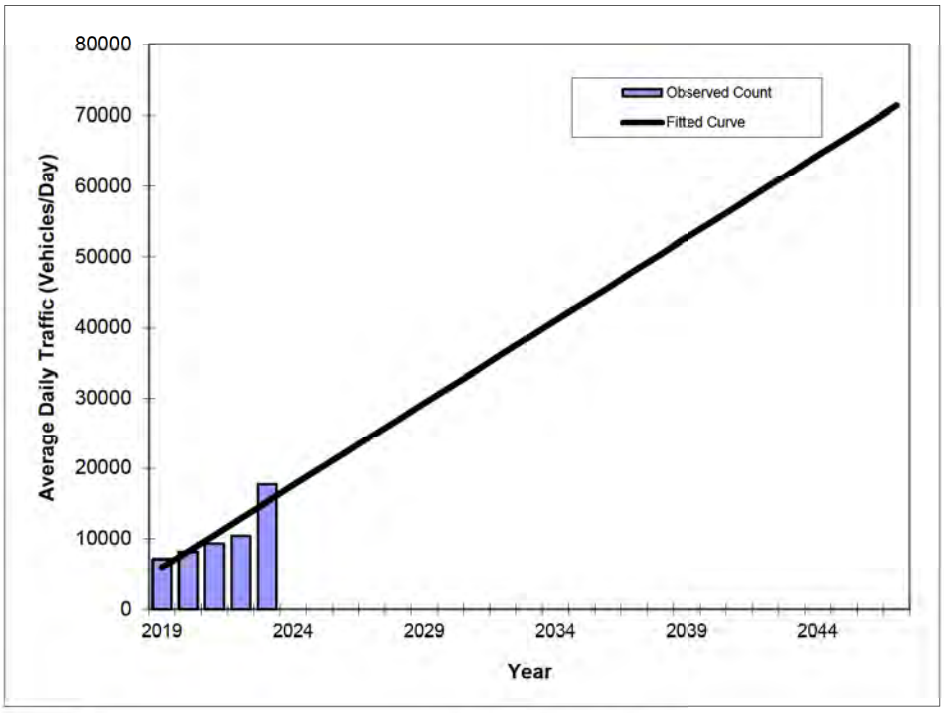
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17700 C	N 8100	S 9600	9.00	57.90	3.00
2022	10400 S	N 5200	S 5200	9.00	57.00	5.40
2021	10600 F	N 5300	S 5300	9.00	53.80	14.30
2020	10600 C	N 5300	S 5300	9.00	53.90	8.80
2019	7100 T	N 3500	S 3600	9.00	54.60	5.50
2018	7100 S	N 3500	S 3600	9.00	54.50	6.00
2017	7100 F	N 3500	S 3600	9.00	51.90	6.20
2016	7100 C	N 3500	S 3600	9.00	54.10	2.90
2015	12000 V	0	0	9.00	54.00	3.40
2014	12000 R			9.00	54.20	7.40
2013	12000 T	0	0	9.00	53.60	7.60
2012	12000 S	0	0	9.00	52.20	5.90
2011	12000 F	0	0	9.00	52.50	6.30
2010	12000 C	N 6100	S 5900	8.35	52.69	9.30
2009	12500 F	N 6400	S 6100	8.53	53.89	5.30
2008	12900 C	N 6600	S 6300	8.81	54.16	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SW 4 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9017
Highway:	SW 4 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	7100	5900
2020	8200	8200
2021	9300	10500
2022	10400	12900
2023	11700	15200

*Axle-Adjusted

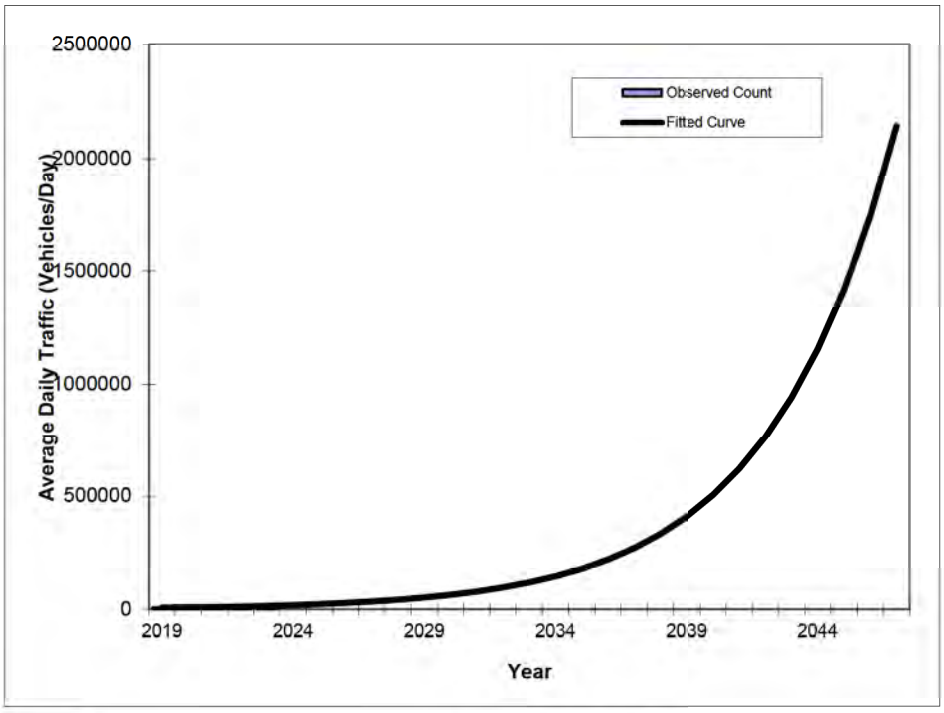
Trend R-squared:	78.08%
Trend Annual Historic Growth Rate:	39.41%
Printed:	26-Aug-24

Straight Line Growth Option

Traffic Trends

SW 4 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9017
Highway:	SW 4 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	7100	6600
2020	8200	8100
2021	9300	10000
2022	10400	12300
2023	11700	15100

Trend R-squared:	87.08%
Compounded Annual Historic Growth Rate:	22.99%
Printed:	26-Aug-24

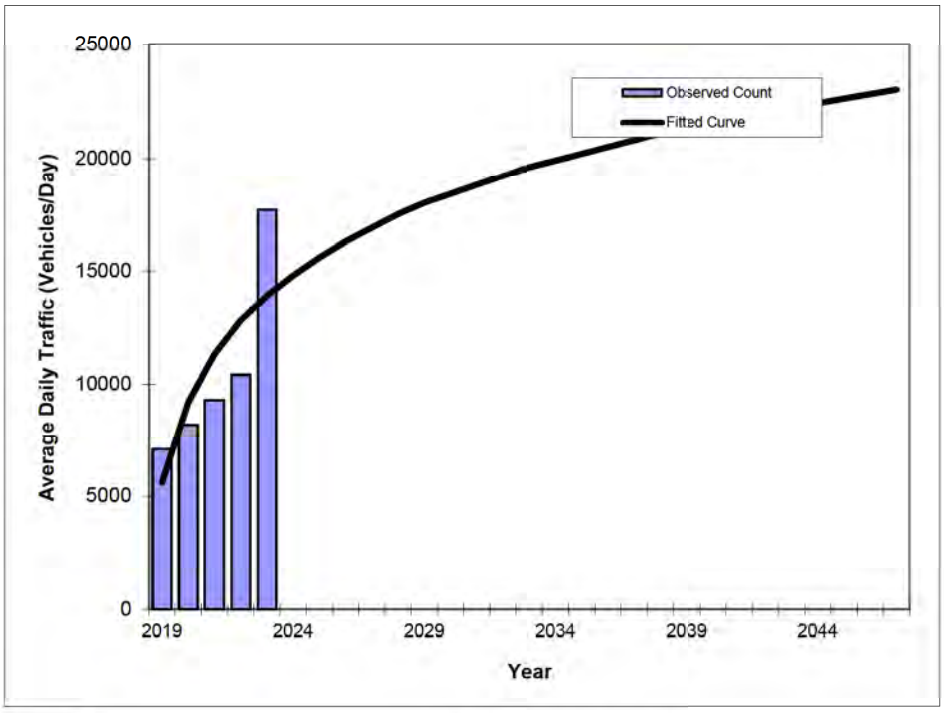
Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SW 4 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9017
Highway:	SW 4 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	7100	5600
2020	8200	9200
2021	9300	11300
2022	10400	12800
2023	11700	13900

Trend R-squared:	61.47%
Compounded Annual Historic Growth Rate:	25.52%
Printed:	26-Aug-24

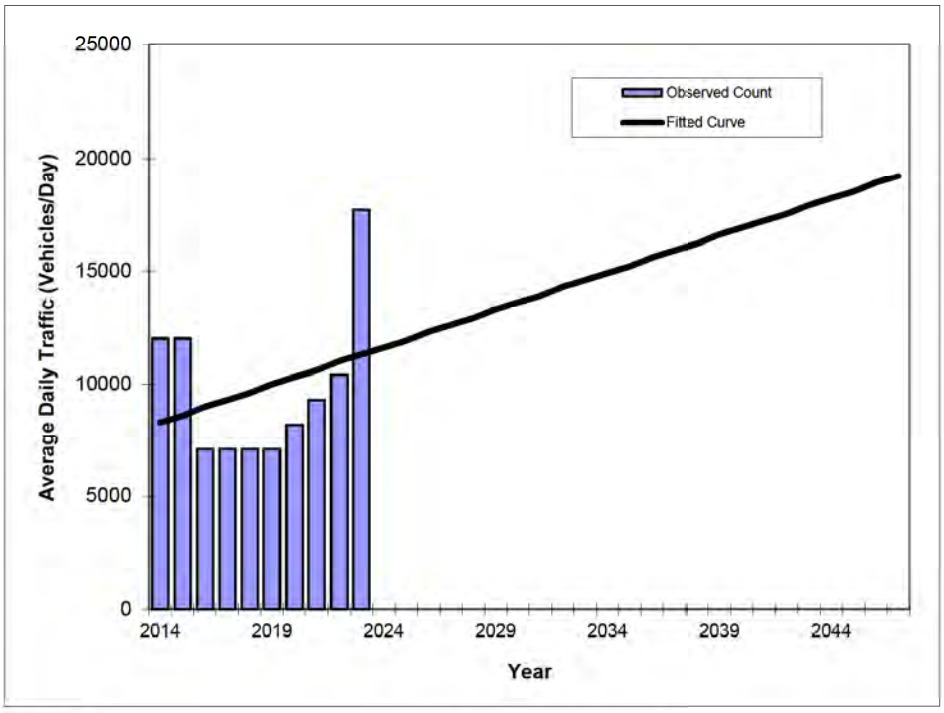
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SW 4 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9017
Highway:	SW 4 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12000	8300
2015	12000	8600
2016	7100	9000
2017	7100	9300
2018	7100	9600
2019	7100	10000
2020	8200	10300
2021	9300	10600
2022	10400	11000
2023	17700	11300

*Axle-Adjusted

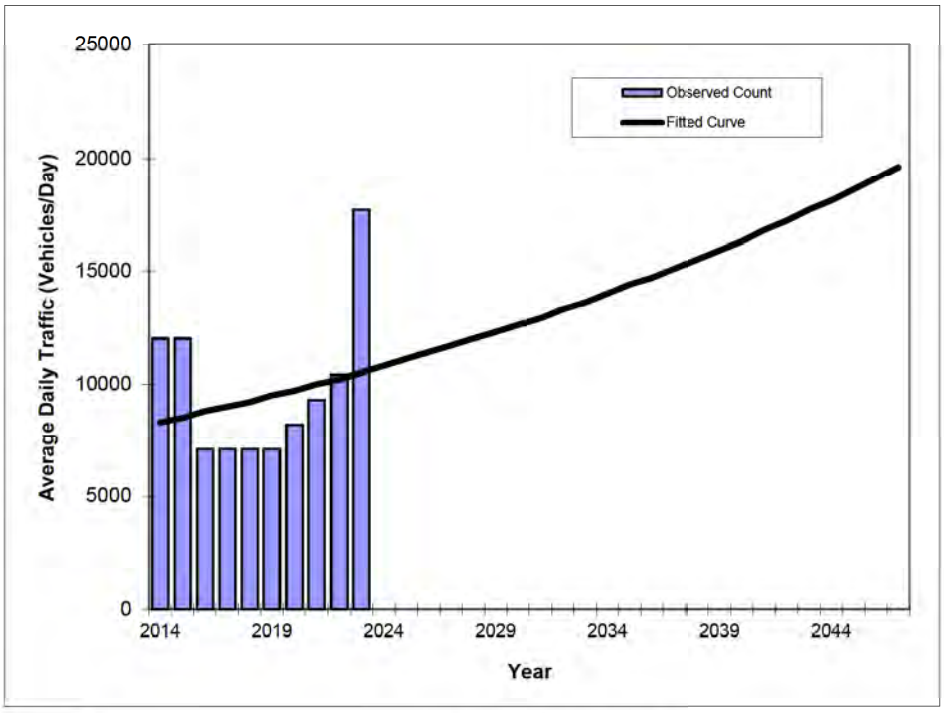
Trend R-squared:	8.59%
Trend Annual Historic Growth Rate:	4.02%
Printed:	26-Aug-24

Straight Line Growth Option

Traffic Trends

SW 4 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9017
Highway:	SW 4 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12000	8300
2015	12000	8500
2016	7100	8800
2017	7100	9000
2018	7100	9200
2019	7100	9500
2020	8200	9700
2021	9300	10000
2022	10400	10200
2023	17700	10500

*Axle-Adjusted

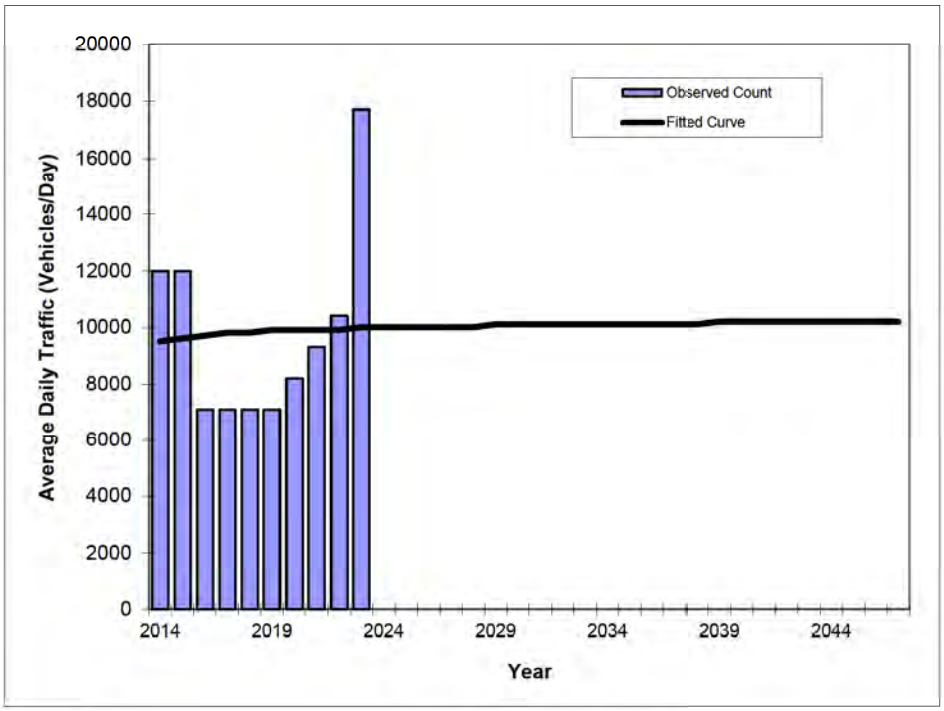
Trend R-squared:	6.42%
Compounded Annual Historic Growth Rate:	2.65%
Printed:	26-Aug-24

Exponential Growth Option

Traffic Trends

SW 4 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9017
Highway:	SW 4 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12000	9500
2015	12000	9600
2016	7100	9700
2017	7100	9800
2018	7100	9800
2019	7100	9900
2020	8200	9900
2021	9300	9900
2022	10400	9900
2023	17700	10000

*Axle-Adjusted

Trend R-squared:	0.19%
Compounded Annual Historic Growth Rate:	0.57%
Printed:	26-Aug-24

Decaying Exponential Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9085 - SE 3 AVE, S OF DAVIE BLVD.

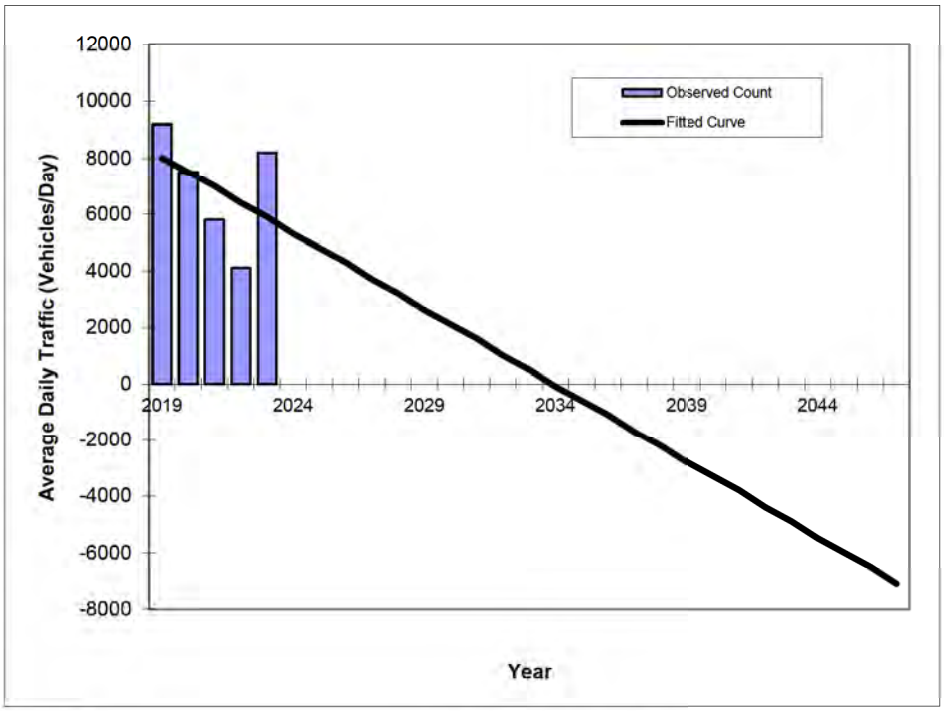
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8200 C	N 3200	S 5000	9.00	57.90	3.00
2022	4100 S	N 1900	S 2200	9.00	57.00	5.40
2021	4100 F	N 1900	S 2200	9.00	53.80	14.30
2020	4100 C	N 1900	S 2200	9.00	53.90	8.80
2019	9200 R	N 4600	S 4600	9.00	54.60	5.50
2018	9200 T	N 4600	S 4600	9.00	54.50	6.00
2017	9200 S	N 4600	S 4600	9.00	51.90	6.20
2016	9200 F	N 4600	S 4600	9.00	54.10	2.90
2015	9000 C	N 4500	S 4500	9.00	54.00	3.40
2014	7200 X			9.00	54.20	7.40
2013	7100 X	0	0	9.00	53.60	7.60
2012	7100 T	0	0	9.00	52.20	5.90
2011	7100 S	0	0	9.00	52.50	6.30
2010	7100 F	N 3400	S 3700	8.35	52.69	9.30
2009	7100 C	N 3400	S 3700	8.53	53.89	5.30
2008	7300 C	N 3300	S 4000	8.81	54.16	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends

SE 3 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	9200	8000
2020	7500	7500
2021	5800	7000
2022	4100	6400
2023	8200	5900

Trend R-squared:	17.81%
Trend Annual Historic Growth Rate:	-6.56%
Printed:	26-Aug-24

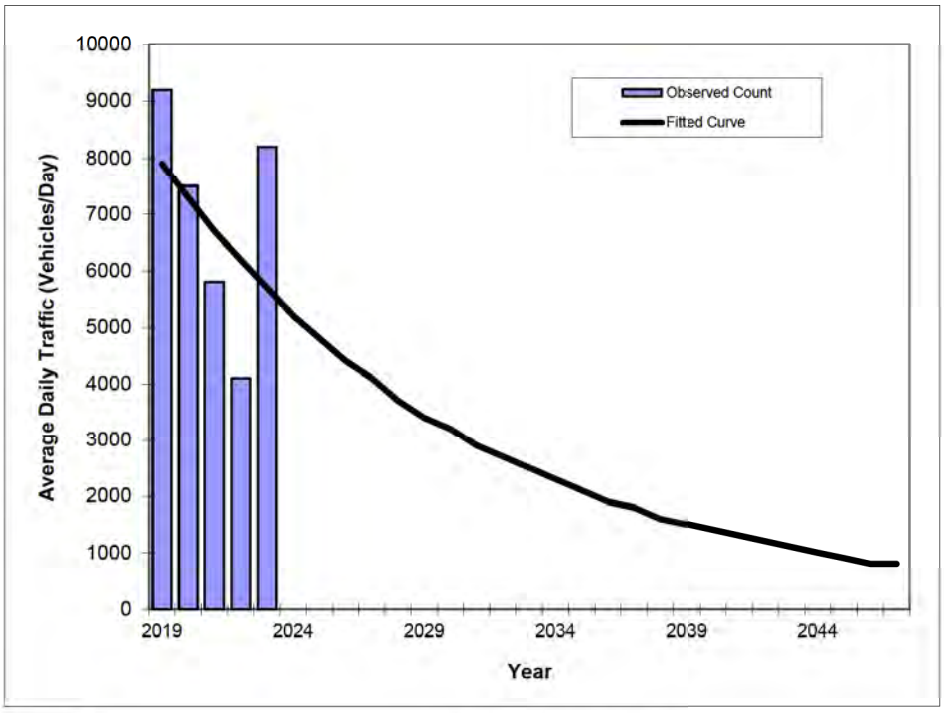
Straight Line Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	9200	7900
2020	7500	7300
2021	5800	6700
2022	4100	6200
2023	8200	5700

*Axle-Adjusted

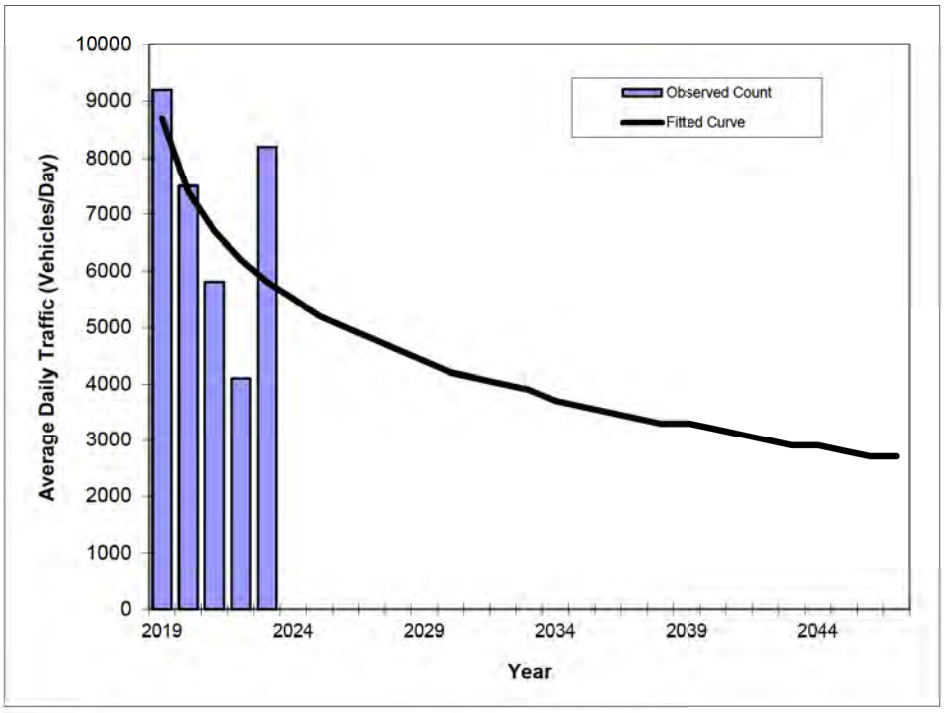
Trend R-squared:	16.72%
Compounded Annual Historic Growth Rate:	-7.84%
Printed:	26-Aug-24

Exponential Growth Option

Traffic Trends

SE 3 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2019	9200	8700
2020	7500	7400
2021	5800	6700
2022	4100	6200
2023	8200	5800

Trend R-squared:	31.13%
Compounded Annual Historic Growth Rate:	-9.64%
Printed:	26-Aug-24

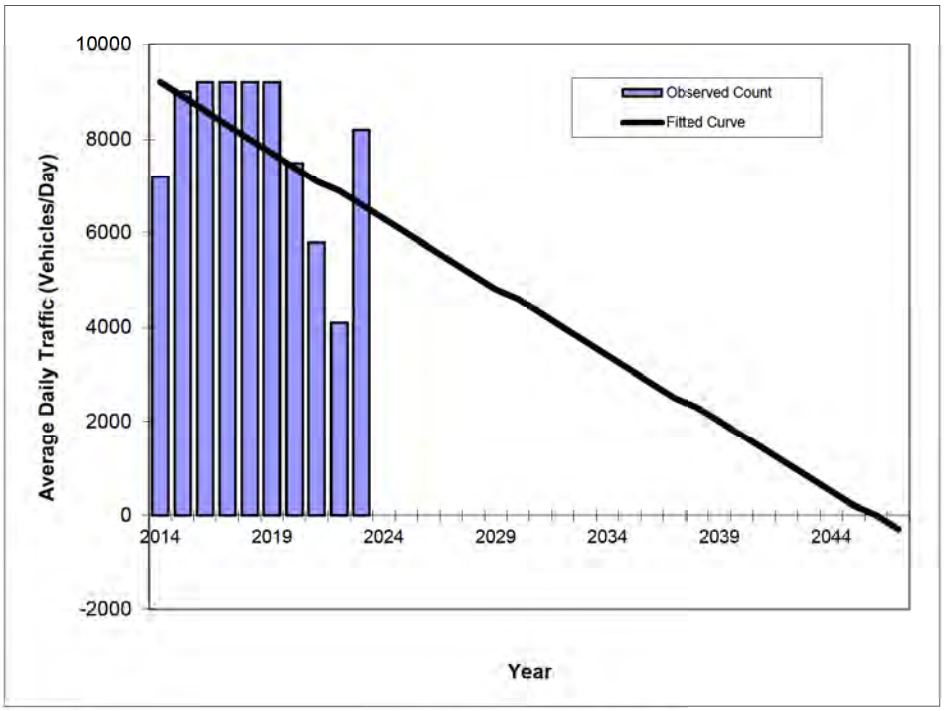
Decaying Exponential Growth Option

*Axle-Adjusted

Traffic Trends

SE 3 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



	Traffic (ADT/AADT)	
Year	**Count***	**Trend****
2014	7200	9200
2015	9000	8900
2016	9200	8600
2017	9200	8300
2018	9200	8000
2019	9200	7700
2020	7500	7400
2021	5800	7100
2022	4100	6900
2023	8200	6600

*Axle-Adjusted

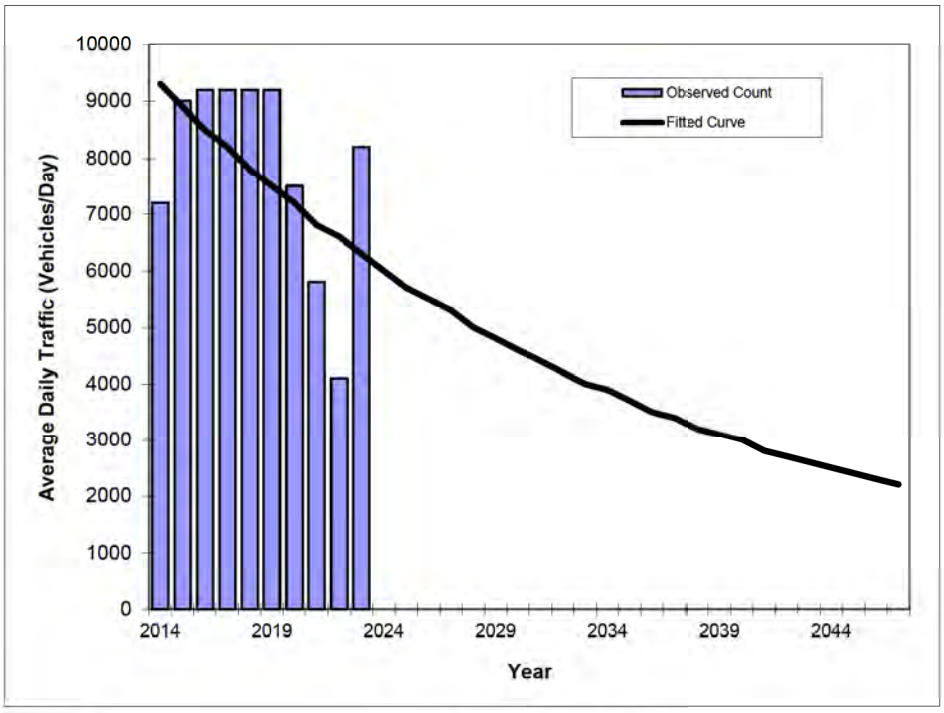
Trend R-squared:	24.72%
Trend Annual Historic Growth Rate:	-3.14%
Printed:	26-Aug-24

Straight Line Growth Option

Traffic Trends

SE 3 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	7200	9300
2015	9000	8900
2016	9200	8500
2017	9200	8200
2018	9200	7800
2019	9200	7500
2020	7500	7200
2021	5800	6800
2022	4100	6600
2023	8200	6300

*Axle-Adjusted

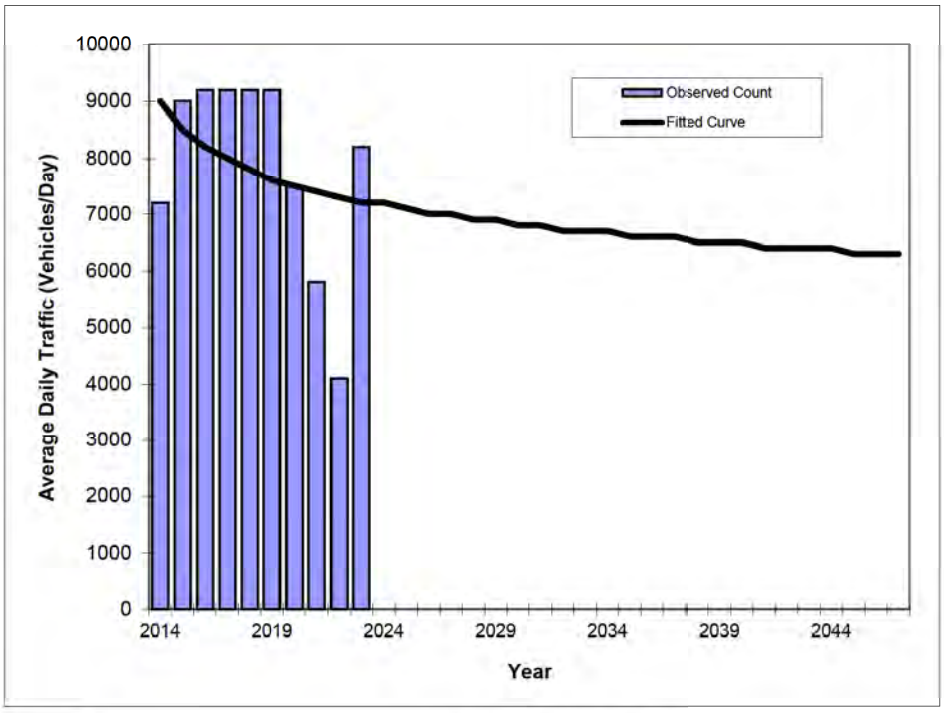
Trend R-squared:	25.02%
Compounded Annual Historic Growth Rate:	-4.24%
Printed:	26-Aug-24

Exponential Growth Option

Traffic Trends

SE 3 AVENUE -- S OF DAVIE BLVD

County:	Broward (86)
Station #:	9085
Highway:	SE 3 AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2014	7200	9000
2015	9000	8500
2016	9200	8200
2017	9200	8000
2018	9200	7800
2019	9200	7600
2020	7500	7500
2021	5800	7400
2022	4100	7300
2023	8200	7200

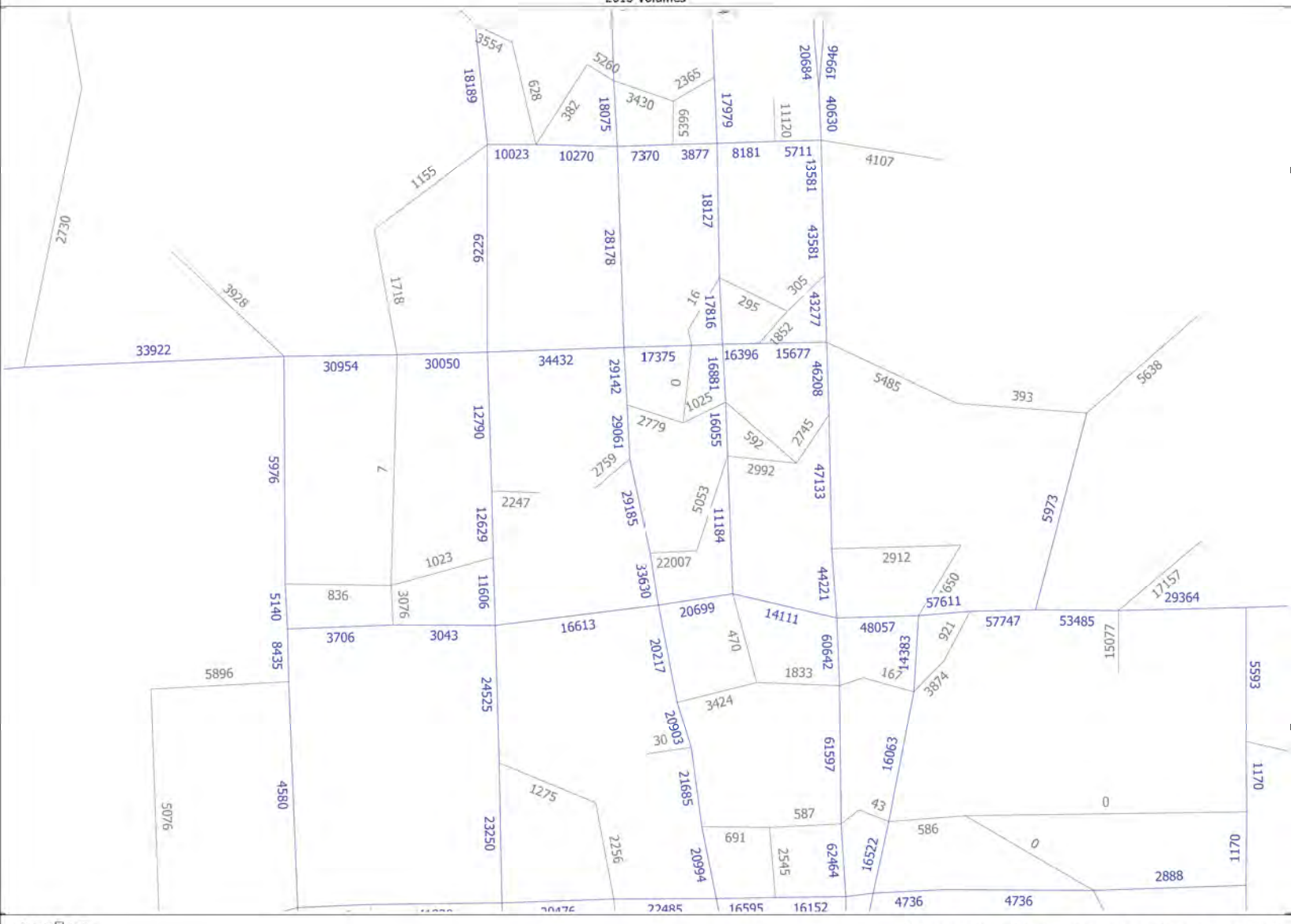
*Axle-Adjusted

Trend R-squared:	10.76%
Compounded Annual Historic Growth Rate:	-2.45%
Printed:	26-Aug-24

Decaying Exponential Growth Option

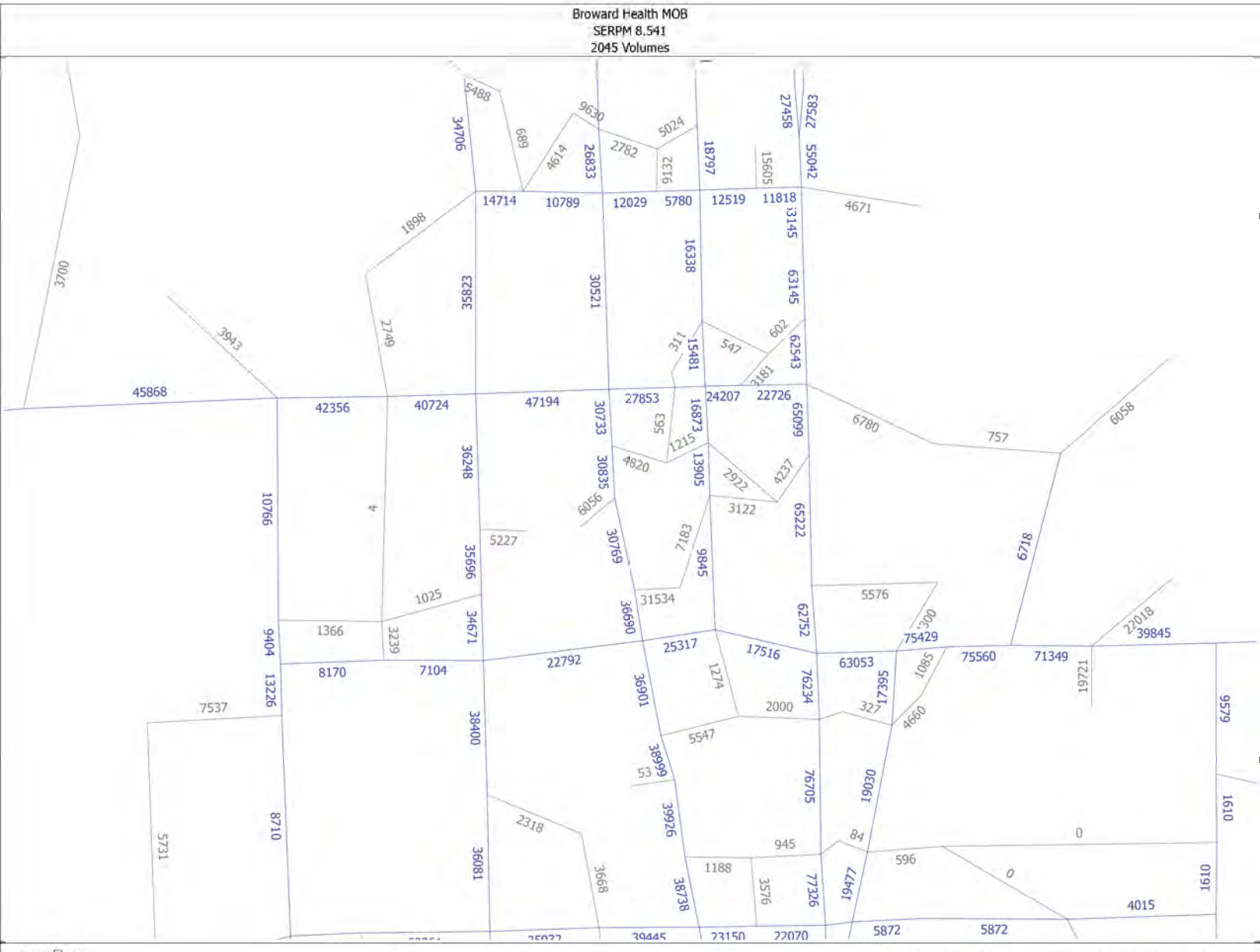
SERPM Analysis

Broward Health MOB
SERPM 8.541
2015 Volumes



cube
(Licensed to Kimley Horn and Associates Inc)

Broward Health MOB
SERPM 8.541
2045 Volumes



cube (Licensed to Kimley Horn and Associates Inc)

Appendix E

Transit Service Data

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

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BROWARD COUNTY
FLORIDA
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BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 6
ALL WEEK
SCHEDULE

County Line Road and Dixie Highway to Broward Central Terminal

Effective 10/15/23



Safety Is Our Number One Priority

Mobile Ticketing App
Now Your **Phone** Is Your **Ticket** to ride BCT!
Download the App today.

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 14 AVE.	BROWARD CENTRAL TERMINAL
1	2	4	5	5	6	7
5:03a	5:20a	5:34a	5:45a	5:52a	6:06a	6:24a
5:46a	6:04a	6:20a	6:36a	6:43a	6:57a	7:15a
6:34a	6:52a	7:08a	7:24a	7:31a	7:46a	8:04a
7:23a	7:44a	8:00a	8:16a	8:23a	8:38a	8:56a
8:08a	8:29a	8:45a	9:00a	9:07a	9:21a	9:39a
8:57a	9:18a	9:34a	9:48a	9:55a	10:09a	10:27a
9:45a	10:06a	10:21a	10:35a	10:42a	10:56a	11:14a
10:35a	10:56a	11:11a	11:28a	11:35a	11:49a	12:07p
11:20a	11:41a	11:56a	12:13p	12:20p	12:34p	12:52p
12:08p	12:29p	12:44p	1:01p	1:08p	1:22p	1:41p
12:57p	1:18p	1:33p	1:50p	1:57p	2:11p	2:30p
1:46p	2:07p	2:23p	2:40p	2:47p	3:03p	3:22p
2:33p	2:58p	3:14p	3:31p	3:38p	3:55p	4:14p
3:24p	3:47p	4:03p	4:20p	4:27p	4:44p	5:03p
4:15p	4:38p	4:54p	5:11p	5:18p	5:32p	5:51p
5:06p	5:29p	5:45p	6:01p	6:08p	6:22p	6:41p
5:56p	6:19p	6:33p	6:47p	6:54p	7:08p	7:23p
6:44p	7:04p	7:18p	7:32p	7:39p	7:53p	8:08p
7:32p	7:52p	8:06p	8:20p	8:27p	8:41p	8:56p G
8:16p	8:36p	8:50p	9:04p	9:11p	9:25p	9:40p
9:00p	9:20p	9:34p	9:48p			
9:46p	10:05p	10:19p	10:31p G			
10:34p	10:51p	11:05p	11:17p G			
11:18p	11:35p	11:49p	12:01a G			

SOUTHBOUND

To County Line Road

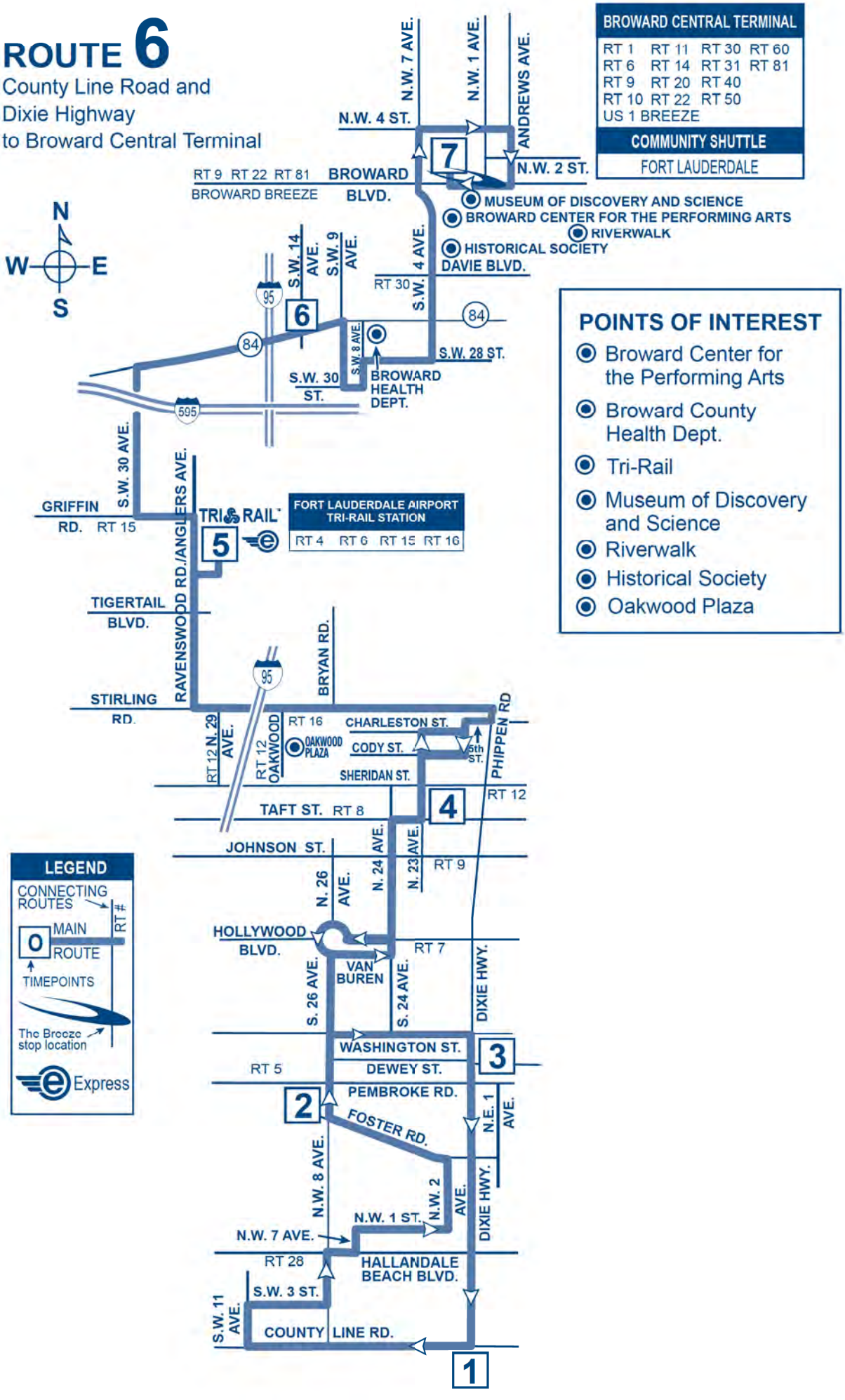
BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 14 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
7	6	5	5	4	3	1
5:17a	5:30a	5:42a	5:49a	6:02a	6:18a	6:32a
5:58a	6:13a	6:27a	6:34a	6:50a	7:06a	7:21a
6:42a	6:59a	7:13a	7:20a	7:37a	7:53a	8:06a
7:29a	7:47a	8:02a	8:09a	8:26a	8:42a	8:55a
8:18a	8:36a	8:51a	8:58a	9:14a	9:30a	9:43a
9:08a	9:26a	9:41a	9:48a	10:04a	10:20a	10:33a
9:55a	10:13a	10:28a	10:35a	10:51a	11:07a	11:18a
10:43a	11:01a	11:16a	11:23a	11:39a	11:55a	12:06p
11:31a	11:49a	12:04p	12:11p	12:27p	12:43p	12:54p
12:19p	12:37p	12:52p	12:59p	1:17p	1:33p	1:44p
1:07p	1:25p	1:39p	1:46p	2:04p	2:20p	2:31p
1:56p	2:16p	2:30p	2:37p	2:55p	3:11p	3:22p
2:43p	3:03p	3:20p	3:27p	3:46p	4:02p	4:13p
3:34p	3:54p	4:11p	4:18p	4:37p	4:53p	5:04p
4:25p	4:46p	5:03p	5:10p	5:29p	5:43p	5:54p
5:16p	5:37p	5:52p	5:59p	6:17p	6:31p	6:42p
6:05p	6:26p	6:41p	6:48p	7:05p	7:19p	7:30p
6:54p	7:12p	7:27p	7:34p	7:50p	8:04p	8:14p
7:39p	7:57p	8:12p	8:19p	8:35p	8:48p	8:58p
8:26p	8:43p	8:58p	9:05p	9:21p	9:34p	9:44p
9:14p	9:31p	9:46p	9:53p	10:09p	10:22p	10:32p
9:58p	10:15p	10:30p	10:37p	10:53p	11:06p	11:16p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



POINTS OF INTEREST

- Broward Center for the Performing Arts
- Broward County Health Dept.
- Tri-Rail
- Museum of Discovery and Science
- Riverwalk
- Historical Society
- Oakwood Plaza

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BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 30 ALL WEEK SCHEDULE

West Regional Terminal to Broward Central Terminal via Peters Road/Davie Boulevard

Effective 1/21/24



Safety Is Our Number One Priority

Mobile Ticketing App
Now Your **Phone** Is Your **Ticket** to ride BCT!
Download the App today.

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY - FRIDAY There are additional bus stops in between those listed.

EASTBOUND
To Broward Central Terminal

1 WEST REGIIONAL TERMINAL	2 PETERS RD. & UNIVERSITY DR.	3 DAVIE BLVD. & US 441	4 DAVIE BLVD. & S.W. 4 AVE	5 BROWARD CENTRAL TERMINAL
		5:59a	6:11a	6:18a
6:00a	6:10a	6:20a	6:32a	6:39a
6:30a	6:40a	6:50a	7:02a	7:09a
7:00a	7:10a	7:20a	7:33a	7:43a
7:30a	7:40a	7:49a	8:03a	8:13a
8:00a	8:10a	8:19a	8:33a	8:43a
8:30a	8:40a	8:49a	9:03a	9:13a
9:00a	9:10a	9:19a	9:33a	9:43a
9:30a	9:40a	9:49a	10:03a	10:13a
10:00a	10:10a	10:19a	10:33a	10:43a
10:30a	10:40a	10:49a	11:03a	11:13a
11:00a	11:10a	11:19a	11:33a	11:43a
11:30a	11:40a	11:49a	12:03p	12:13p
12:00p	12:10p	12:19p	12:33p	12:43p
12:30p	12:40p	12:49p	1:03p	1:13p
1:00p	1:10p	1:19p	1:33p	1:43p
1:30p	1:40p	1:49p	2:03p	2:13p
2:00p	2:10p	2:19p	2:33p	2:43p
2:29p	2:39p	2:48p	3:02p	3:12p
2:58p	3:08p	3:17p	3:31p	3:41p
3:27p	3:37p	3:46p	4:00p	4:10p
3:56p	4:06p	4:15p	4:29p	4:39p
4:25p	4:35p	4:44p	4:58p	5:08p
4:54p	5:04p	5:13p	5:27p	5:37p
5:23p	5:33p	5:42p	5:56p	6:04p
5:52p	6:02p	6:10p	6:21p	6:28p G
6:19p	6:28p	6:36p	6:47p	6:54p
6:49p	6:58p	7:06p	7:17p	7:24p
7:19p	7:28p	7:36p	7:47p	7:54p
7:50p	7:59p	8:07p	8:18p	8:25p
8:25p	8:34p	8:42p	8:53p	9:00p
9:05p	9:14p	9:22p	9:33p	9:40p
10:00p	10:09p	10:17p	10:28p	10:35p G

WESTBOUND
To West Regional Terminal

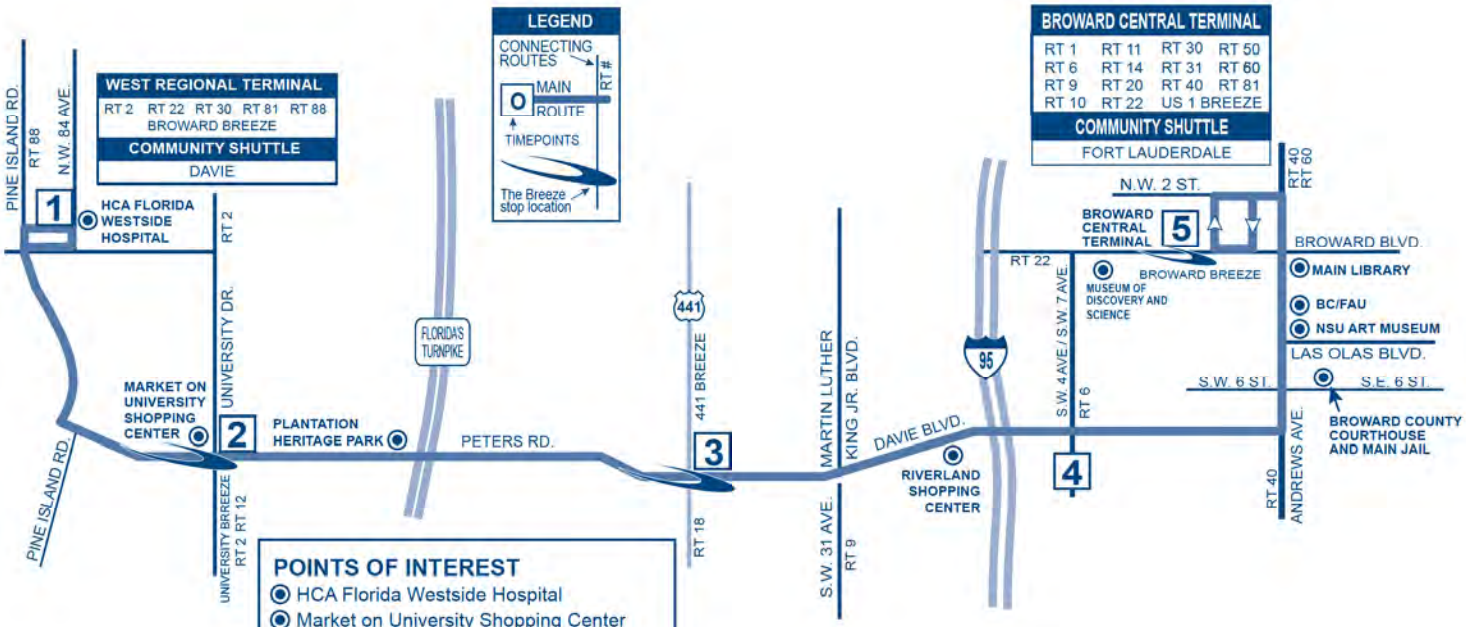
5 BROWARD CENTRAL TERMINAL	4 DAVIE BLVD. & S.W. 4 AVE	3 DAVIE BLVD. & US 441	2 PETERS RD. & UNIVERSITY DR.	1 WEST REGIIONAL TERMINAL
6:00a	6:07a	6:20a	6:29a	6:36a
6:30a	6:37a	6:50a	6:59a	7:07a
7:00a	7:10a	7:24a	7:34a	7:42a
7:30a	7:40a	7:54a	8:04a	8:12a
8:00a	8:10a	8:24a	8:34a	8:42a
8:30a	8:40a	8:54a	9:04a	9:12a
9:00a	9:10a	9:24a	9:34a	9:42a
9:30a	9:40a	9:54a	10:04a	10:12a
10:00a	10:10a	10:24a	10:34a	10:42a
10:30a	10:40a	10:54a	11:04a	11:12a
11:00a	11:10a	11:24a	11:34a	11:42a
11:30a	11:40a	11:54a	12:04p	12:12p
12:00p	12:10p	12:24p	12:34p	12:42p
12:30p	12:40p	12:54p	1:04p	1:12p
1:00p	1:10p	1:24p	1:34p	1:42p
1:30p	1:40p	1:54p	2:04p	2:13p
2:00p	2:10p	2:26p	2:35p	2:44p
2:30p	2:40p	2:56p	3:05p	3:14p
3:00p	3:10p	3:26p	3:35p	3:44p
3:30p	3:40p	3:56p	4:05p	4:14p
3:59p	4:09p	4:25p	4:34p	4:43p
4:28p	4:38p	4:54p	5:03p	5:12p
4:57p	5:07p	5:23p	5:31p	5:38p
5:26p	5:38p	5:54p	6:02p	6:09p
5:56p	6:08p	6:24p	6:32p	6:39p
6:26p	6:38p	6:54p	7:02p	7:09p
7:04p	7:13p	7:25p	7:33p	7:40p
7:34p	7:43p	7:55p	8:03p	8:10p
8:08p	8:17p	8:29p	8:37p	8:44p
8:42p	8:51p	9:03p	9:11p	9:18p G
9:18p	9:27p	9:39p	9:47p	9:54p
10:00p	10:09p	10:21p	10:29p	10:36p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

ROUTE 30

West Regional Terminal to Broward Central Terminal
via Peters Road/Davie Boulevard



POINTS OF INTEREST

- HCA Florida Westside Hospital
- Market on University Shopping Center
- Plantation Heritage Park
- Riverland Shopping Center
- Broward County Courthouse and Main Jail
- NSU Art Museum
- BC/FAU
- Main Library
- Museum of Discovery and Science

Due to COVID-19, some Breeze services may be suspended. Please contact BCT Customer Service or visit our website for the latest service updates.

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BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
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Broward County Transit

ROUTE 40
ALL WEEK
SCHEDULE

Lauderhill Transit Center to
The Galleria at Fort Lauderdale
via Sistrunk Blvd./17th Street Causeway/A1A

Effective 6/9/24



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Broward.org/BCT
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MONDAY - FRIDAY

EASTBOUND
To Galleria Mall

LAUDERHILL TRANSIT CENTER	SUNRISE BLVD & 31 AVE	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SE 17 ST & EISENHOWER BLVD	GALLERIA MALL
1	**2**	**3**	**3**	**6**	**7**
5:26a	5:36a	5:50a	5:55a	6:09a	6:30a
5:46a	5:56a	6:10a	6:15a	6:29a	6:50a
6:06a	6:16a	6:30a	6:35a	6:49a	7:10a
6:31a	6:41a	6:55a	7:00a	7:18a	7:39a
6:57a	7:07a	7:23a	7:28a	7:46a	8:07a
7:17a	7:27a	7:43a	7:48a	8:06a	8:27a
7:40a	7:50a	8:06a	8:16a	8:34a	8:55a
8:09a	8:19a	8:35a	8:45a	9:03a	9:24a
8:39a	8:49a	9:05a	9:15a	9:33a	9:54a
9:09a	9:19a	9:35a	9:45a	10:03a	10:24a
9:39a	9:49a	10:05a	10:15a	10:33a	10:54a
10:09a	10:19a	10:35a	10:45a	11:03a	11:24a
10:39a	10:49a	11:05a	11:15a	11:33a	11:54a
11:09a	11:19a	11:35a	11:45a	12:03p	12:24p
11:39a	11:49a	12:05p	12:15p	12:33p	12:54p
12:09p	12:19p	12:35p	12:45p	1:03p	1:24p
12:39p	12:49p	1:05p	1:15p	1:33p	1:54p
1:09p	1:19p	1:35p	1:45p	2:03p	2:21p
1:34p	1:44p	2:00p	2:05p	2:23p	2:41p
2:04p	2:14p	2:30p	2:35p	2:53p	3:13p
2:34p	2:44p	3:00p	3:05p	3:23p	3:40p
2:56p	3:06p	3:25p	3:30p	3:48p	4:03p
3:24p	3:34p	3:50p	3:55p	4:13p	4:28p
3:49p	3:59p	4:15p	4:20p	4:38p	4:53p
4:13p	4:23p	4:39p	4:44p	5:02p	5:17p
4:39p	4:49p	5:05p	5:10p	5:28p	5:43p
5:04p	5:14p	5:30p	5:35p	5:53p	6:08p
5:29p	5:39p	5:55p	6:00p	6:18p	6:33p
5:54p	6:04p	6:20p	6:25p	6:43p	6:58p
6:24p	6:34p	6:50p	6:55p	7:09p	7:22p
6:54p	7:04p	7:20p	7:25p	7:37p	7:50p
7:30p	7:40p	7:56p	8:01p	8:13p	8:26p
8:08p	8:18p	8:33p	8:38p	8:50p	9:03p
8:45p	8:52p	9:05p	9:10p	9:22p	9:35p
9:23p	9:30p	9:43p	9:48p	10:00p	10:13p G
10:01p	10:08p	10:21p	10:26p	10:38p	10:51p G
10:39p	10:46p	10:59p G			

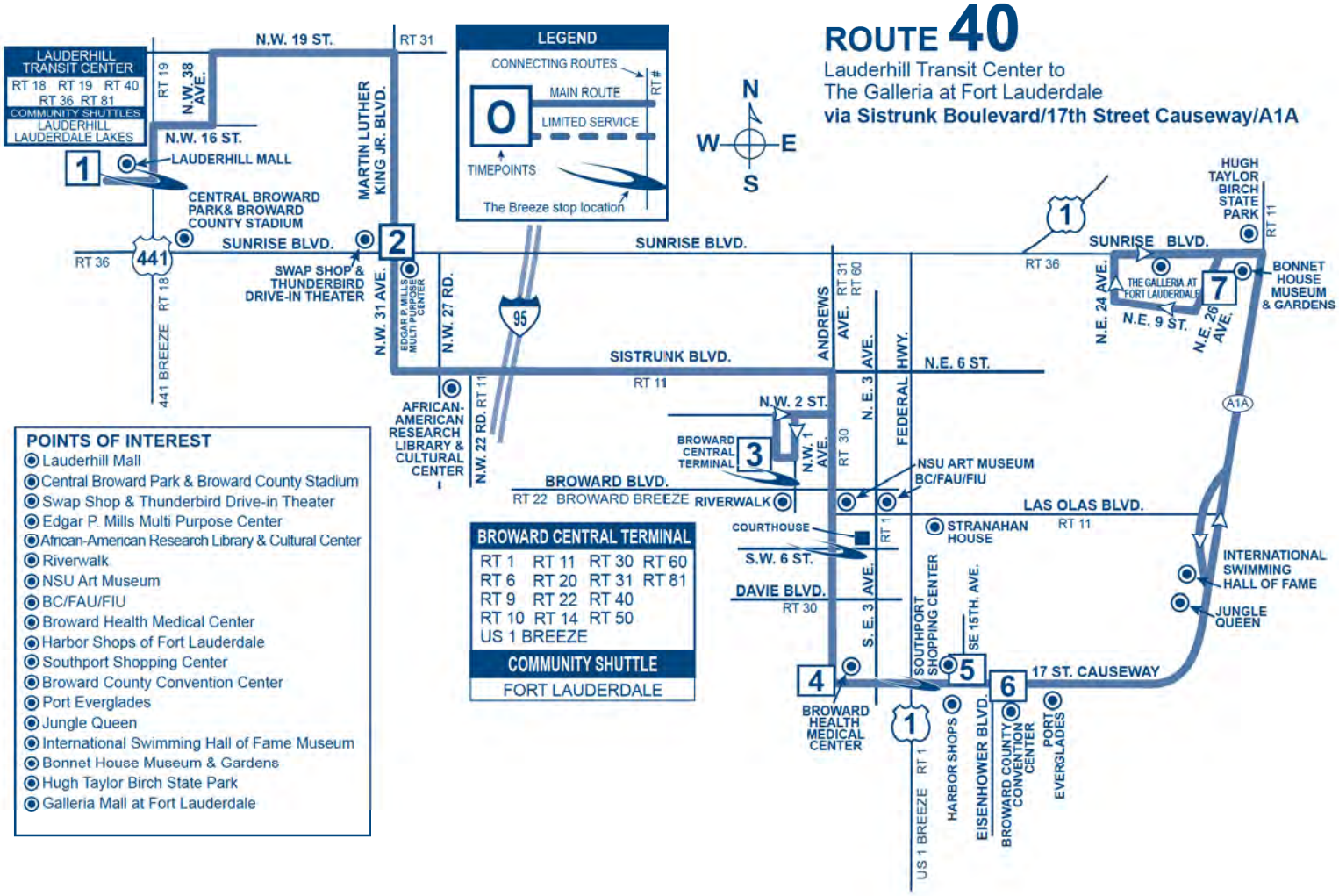
WESTBOUND
To Lauderhill Transit Center

GALLERIA MALL	SE 17TH STREET & 15TH AVE	BROWARD HEALTH MEDICAL CENTER	BROWARD CENTRAL TERMINAL **ARRIVAL**	BROWARD CENTRAL TERMINAL **DEPARTURE**	SUNRISE BLVD & 31 AVE	LAUDERHILL TRANSIT CENTER
7	**5**	**4**	**3**	**3**	**2**	**1**
				5:50a	6:07a	6:17a
				6:20a	6:37a	6:47a
6:14a	6:30a	6:36a	6:42a	6:47a	7:04a	7:14a
6:43a	6:59a	7:05a	7:15a	7:20a	7:37a	7:47a
7:01a	7:19a	7:25a	7:35a	7:40a	7:57a	8:07a G
7:21a	7:39a	7:45a	7:55a	8:00a	8:17a	8:27a
7:50a	8:09a	8:15a	8:25a	8:30a	8:47a	8:57a
8:19a	8:39a	8:45a	8:55a	9:00a	9:17a	9:27a
8:42a	9:02a	9:08a	9:18a	9:23a	9:40a	9:50a
9:09a	9:29a	9:35a	9:45a	9:50a	10:07a	10:17a
9:39a	9:59a	10:05a	10:15a	10:20a	10:37a	10:47a
10:07a	10:29a	10:35a	10:45a	10:50a	11:07a	11:17a
10:37a	10:59a	11:05a	11:15a	11:20a	11:37a	11:47a
11:07a	11:29a	11:35a	11:45a	11:50a	12:07p	12:17p
11:37a	11:59a	12:05p	12:15p	12:20p	12:37p	12:47p
12:07p	12:29p	12:35p	12:45p	12:50p	1:07p	1:17p
12:37p	12:59p	1:05p	1:15p	1:20p	1:38p	1:48p
1:06p	1:28p	1:35p	1:45p	1:50p	2:09p	2:19p
1:40p	2:02p	2:10p	2:20p	2:30p	2:49p	2:59p
2:10p	2:32p	2:40p	2:50p	3:00p	3:19p	3:29p
2:36p	3:01p	3:09p	3:19p	3:29p	3:48p	3:58p
3:03p	3:32p	3:40p	3:50p	3:55p	4:14p	4:24p
3:28p	3:57p	4:05p	4:15p	4:20p	4:39p	4:49p
3:55p	4:22p	4:30p	4:40p	4:45p	5:04p	5:14p
4:20p	4:47p	4:55p	5:05p	5:10p	5:29p	5:39p
4:45p	5:12p	5:20p	5:30p	5:35p	5:54p	6:04p
5:05p	5:32p	5:40p	5:50p	5:55p	6:14p	6:24p G
5:27p	5:52p	6:00p	6:10p	6:15p	6:33p	6:43p
5:56p	6:18p	6:26p	6:36p	6:41p	6:53p	7:03p
6:22p	6:42p	6:50p	7:00p	7:05p	7:17p	7:27p G
6:48p	7:07p	7:15p	7:25p	7:30p	7:42p	7:52p
7:18p	7:37p	7:43p	7:49p	7:59p	8:11p	8:21p
7:44p	8:03p	8:09p	8:15p	8:20p	8:32p	8:42p G
8:11p	8:28p	8:34p	8:40p	8:45p	8:57p	9:07p
8:47p	9:03p	9:09p	9:15p	9:20p	9:32p	9:39p
9:25p	9:41p	9:47p	9:53p	9:58p	10:10p	10:17p
10:03p	10:19p	10:25p	10:31p	10:36p	10:48p	10:55p G

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP
Times with the letter "G" indicate bus returns to garage.

ROUTE 40

Lauderhill Transit Center to
The Galleria at Fort Lauderdale
via Sistrunk Boulevard/17th Street Causeway/A1A



POINTS OF INTEREST

- Lauderhill Mall
- Central Broward Park & Broward County Stadium
- Swap Shop & Thunderbird Drive-in Theater
- Edgar P. Mills Multi Purpose Center
- African-American Research Library & Cultural Center
- Riverwalk
- NSU Art Museum
- BC/FAU/FIU
- Broward Health Medical Center
- Harbor Shops of Fort Lauderdale
- Southport Shopping Center
- Broward County Convention Center
- Port Everglades
- Jungle Queen
- International Swimming Hall of Fame Museum
- Bonnet House Museum & Gardens
- Hugh Taylor Birch State Park
- Galleria Mall at Fort Lauderdale

Appendix F

Trip Generation Calculations

PROPOSED DAILY TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Medical-Dental Office Building	11	720	108	ksf	50%	50%	3,985	3,985	7,970	19.1%	1,522	3,224	3,224	6,448	0.0%	0	3,224	3,224	6,448	0.0%	0	3,224	3,224	6,448
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code: 720			Rate or Equation: Y=42.97*(X)+-108.01			Total:	3,985	3,985	7,970	19.1%	1,522	3,224	3,224	6,448	0.0%	0	3,224	3,224	6,448	0.0%	0	3,224	3,224	6,448

PROPOSED WEEKDAY AM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 1	1	Medical-Dental Office Building	11	720	188	ksf	79%	21%	336	89	425	19.1%	81	272	72	344	0.0%	0	272	72	344	0.0%	0	272	72	344
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			Total:		336	89	425	19.1%	81	272	72	344	0.0%	0	272	72	344	0.0%	0	272	72	344
		720		LN(Y) = 0.9*LN(X)+1.34																						

PROPOSED WEEKDAY PM PEAK HOUR TRIP GENERATION

		ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			MULTIMODAL REDUCTION		GROSS TRIPS			INTERNAL CAPTURE		EXTERNAL VEHICLE TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
		Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	MR Trips	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
GROUP 2	1	Medical-Dental Office Building	11	720	188	ksf	30%	70%	229	533	762	19.1%	146	185	431	616	0.0%	0	185	431	616	0.0%	0	185	431	616
	2																									
	3																									
	4																									
	5																									
	6																									
	7																									
	8																									
	9																									
	10																									
	11																									
	12																									
	13																									
	14																									
	15																									
		ITE Land Use Code		Rate or Equation			Total:		229	533	762	19.1%	146	185	431	616	0.0%	0	185	431	616	0.0%	0	185	431	616
		720		Y=4.07*(X)+-3.17																						

Means of Transportation to Work

Note: This is a modified view of the original table produced by the U.S. Census Bureau. This download or printed version may have missing information from the original table.

Label	Census Tract 433.02; Broward County; Florida	
	Estimate	Margin of Error
Total:	1,259	±255
Car, truck, or van:	897	±193
Drove alone	839	±192
Carpooled:	58	±47
In 2-person carpool	45	±43
In 3-person carpool	13	±21
In 4-person carpool	0	±15
In 5- or 6-person carpool	0	±15
In 7-or-more-person carpool	0	±15
Public transportation (excluding taxicab):	49	±36
Bus	49	±36
Subway or elevated rail	0	±15
Long-distance train or commuter rail	0	±15
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±15
Ferryboat	0	±15
Taxicab	0	±15
Motorcycle	0	±15
Bicycle	14	±22
Walked	177	±145

Table Notes

Means of Transportation to Work

Survey/Program: American Community Survey

Universe: Workers 16 years and over

Year: 2022

Estimates: 5-Year

Table ID: B08301

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, an towns and estimates of housing units for states and counties.

Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Dccumentation section of the ACS website.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the
Methodology
section.

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted rough y as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling erro (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.

Workers include members of the Armed Forces and civilians who were at work last week.

Several means of transportation to work categories were updated in 2019. For more information, see: Change to Means of Transportation.

The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.

Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Explanation of Symbols:

-
The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest inter or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself.
N

The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area.

(X)

The estimate or margin of error is not applicable or not available.

median-

The median falls in the lowest interval of an open-ended distribution (for example "2,500-")

median+

The median falls in the highest interval of an open-ended distribution (for example "250,000+").

**

The margin of error could not be computed because there were an insufficient number of sample observations.

***

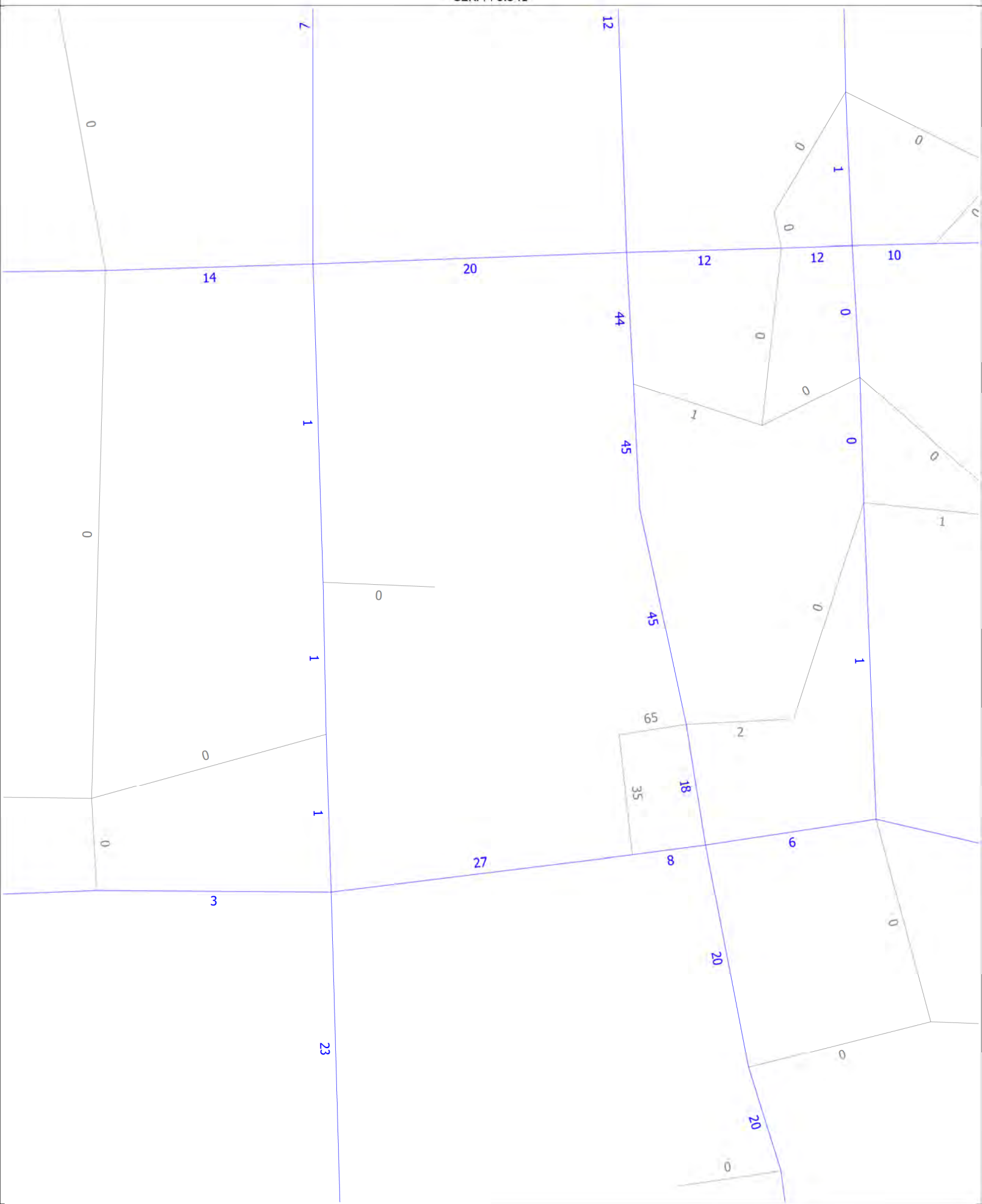
The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution.

*****

A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling erro and the margin of error may be treated as zero.

Appendix G

Trip Distribution Calculations



cube
(Licensed to Kimley Horn and Associates Inc)

Appendix H

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and SW 4th Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.96
PM PEAK HOUR FACTOR: 0.97

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		191	1,328	89		70	622	58		88	370	146		99	370	97
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**202**	**1,408**	**94**		**74**	**659**	**61**		**93**	**392**	**155**		**105**	**392**	**103**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		144	729	96		143	1,366	70		127	301	66		90	447	195
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**153**	**773**	**102**		**152**	**1,448**	**74**		**135**	**319**	**70**		**95**	**474**	**207**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		16	113	8		6	53	5		7	32	12		8	32	8
AM NON-PROJECT TRAFFIC		**218**	**1,521**	**102**		**80**	**712**	**66**		**100**	**424**	**167**		**113**	**424**	**111**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		12	62	8		12	116	6		11	26	6		8	38	17
PM NON-PROJECT TRAFFIC		**165**	**835**	**110**		**164**	**1,564**	**80**		**146**	**345**	**76**		**103**	**512**	**224**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			14.0%											6.0%		
	Exiting							14.0%	6.0%								

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			14.0%											6.0%		
	Exiting							14.0%	6.0%								

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			38				10	4						16		
AM TOTAL PROJECT TRAFFIC			**0**	**38**	**0**		**0**	**10**	**4**		**0**	**0**	**0**		**16**	**0**	**0**
AM TOTAL TRAFFIC			**218**	**1,559**	**102**		**80**	**722**	**70**		**100**	**424**	**167**		**129**	**424**	**111**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			26				60	26						11		
PM TOTAL PROJECT TRAFFIC			**0**	**26**	**0**		**0**	**60**	**26**		**0**	**0**	**0**		**11**	**0**	**0**
PM TOTAL TRAFFIC			**165**	**861**	**110**		**164**	**1,624**	**106**		**146**	**345**	**76**		**114**	**512**	**224**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and S Andrews Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		225	1,053	223		59	480	45		160	439	139		70	314	161
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**239**	**1,116**	**236**		**63**	**509**	**48**		**170**	**465**	**147**		**74**	**333**	**171**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		116	594	132		173	975	54		180	522	123		68	709	383
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**123**	**630**	**140**		**183**	**1,034**	**57**		**191**	**553**	**130**		**72**	**752**	**406**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		10	50	10		5	41	4		14	37	12		6	27	14
AM NON-PROJECT TRAFFIC		**258**	**1,206**	**255**		**68**	**550**	**52**		**184**	**502**	**159**		**80**	**360**	**185**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		10	51	11		15	83	5		15	44	10		6	60	33
PM NON-PROJECT TRAFFIC		**133**	**681**	**151**		**198**	**1,117**	**62**		**206**	**597**	**140**		**78**	**812**	**439**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				20.0%		13.0%									12.0%	
	Exiting										20.0%	12.0%	13.0%				

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering				20.0%		13.0%									12.0%	
	Exiting										20.0%	12.0%	13.0%				

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				54		35				14	9	9			33	
AM TOTAL PROJECT TRAFFIC			0	0	54		35	0	0		14	9	9		0	33	0
AM TOTAL TRAFFIC			**258**	**1,206**	**309**		**103**	**550**	**52**		**198**	**511**	**168**		**80**	**393**	**185**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New				37		24				86	52	56			22	
PM TOTAL PROJECT TRAFFIC			0	0	37		24	0	0		86	52	56		0	22	0
PM TOTAL TRAFFIC			**133**	**681**	**188**		**222**	**1,117**	**62**		**292**	**649**	**196**		**78**	**834**	**439**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Davie Boulevard and SE 3rd Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		454	607	119		38	393	78		53	223	21		49	169	135
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**481**	**643**	**126**		**40**	**417**	**83**		**56**	**236**	**22**		**52**	**179**	**143**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		219	474	72		51	702	57		110	194	37		109	320	355
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**232**	**502**	**76**		**54**	**744**	**60**		**117**	**206**	**39**		**116**	**339**	**376**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		30	52	10		3	34	7		5	10	2		4	14	11
AM NON-PROJECT TRAFFIC		**520**	**695**	**136**		**43**	**451**	**90**		**61**	**255**	**24**		**56**	**193**	**154**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		19	40	6		4	60	5		9	17	3		9	27	30
PM NON-PROJECT TRAFFIC		**251**	**542**	**82**		**58**	**804**	**65**		**126**	**223**	**42**		**125**	**366**	**406**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							13.0%									
	Exiting			13.0%													

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							13.0%									
	Exiting			13.0%													

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			9				35									
AM TOTAL PROJECT TRAFFIC			**0**	**9**	**0**		**0**	**35**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
AM TOTAL TRAFFIC			**520**	**704**	**136**		**43**	**486**	**90**		**61**	**255**	**24**		**56**	**193**	**154**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			56				24									
PM TOTAL PROJECT TRAFFIC			**0**	**56**	**0**		**0**	**24**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**251**	**598**	**82**		**58**	**828**	**65**		**126**	**223**	**42**		**125**	**366**	**406**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 15th Street and SW 4th Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[2]	EBR	WBU	WBL	WBT	WBR[1]	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		12	13	11		11	4	19		4	729	31		54	567	5
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		13	14	12		12	4	20		4	773	33		57	601	5

"PM EXISTING TRAFFIC"	EBU	EBL	EBT[2]	EBR	WBU	WBL	WBT	WBR[1]	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		4	2	9		25	17	51		11	530	8		16	717	10
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		4	2	10		27	18	54		12	562	8		17	760	11

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		1	1	1		1	0	2		0	62	3		5	48	0
AM NON-PROJECT TRAFFIC		14	15	13		13	4	22		4	835	36		62	649	5

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		2	1	4		1	45	1		1	61	1
PM NON-PROJECT TRAFFIC		4	2	11		29	19	58		13	607	9		18	821	12

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New																
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0
AM TOTAL TRAFFIC			14	15	13		13	4	22		4	835	36		62	649	5

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New																
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0
PM TOTAL TRAFFIC			4	2	11		29	19	58		13	607	9		18	821	12

Note (1) Illegal westbound left-turn and through maneuvers were added to the right-turn movement volumes
(2) Illegal eastbound left-turn maneuvers were added to the through movement volumes

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 15th Street and S Andrews Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		8	13	38		88	5	97		23	743	126		112	453	19
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**8**	**14**	**40**		**93**	**5**	**103**		**24**	**788**	**134**		**119**	**480**	**20**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		14	3	19		127	15	154		20	646	16		41	996	34
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**15**	**3**	**20**		**135**	**16**	**163**		**21**	**685**	**17**		**43**	**1,056**	**36**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		1	1	3		7	0	8		2	63	11		10	30	2
AM NON-PROJECT TRAFFIC		**9**	**15**	**43**		**100**	**5**	**111**		**26**	**851**	**145**		**129**	**519**	**22**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		1	0	2		11	1	13		2	55	1		3	85	3
PM NON-PROJECT TRAFFIC		**16**	**3**	**22**		**146**	**17**	**176**		**23**	**740**	**18**		**46**	**1,141**	**39**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																45.0%
	Exiting		45.0%														

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																45.0%
	Exiting		45.0%														

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		32														122
AM TOTAL PROJECT TRAFFIC			**32**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**122**
AM TOTAL TRAFFIC			**41**	**15**	**43**		**100**	**5**	**111**		**26**	**851**	**145**		**129**	**519**	**144**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		194														83
PM TOTAL PROJECT TRAFFIC			**194**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**83**
PM TOTAL TRAFFIC			**210**	**3**	**22**		**146**	**17**	**176**		**23**	**740**	**18**		**46**	**1,141**	**122**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 15th Street and SW 1st Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.83
PM PEAK HOUR FACTOR: 0.86

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		16	68	13		5	23	4		9	9	7		3	12	4
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**17**	**72**	**14**		**5**	**24**	**4**		**10**	**10**	**7**		**3**	**13**	**4**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		5	17	4		9	57	4		18	12	12		6	24	21
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**5**	**18**	**4**		**10**	**60**	**4**		**19**	**13**	**13**		**6**	**25**	**22**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		1	6	1		0	2	0		1	1	1		0	1	0
AM NON-PROJECT TRAFFIC		**18**	**78**	**15**		**5**	**26**	**4**		**11**	**11**	**8**		**3**	**14**	**4**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		0	1	0		1	5	0		2	1	1		0	2	2
PM NON-PROJECT TRAFFIC		**5**	**19**	**4**		**11**	**65**	**4**		**21**	**14**	**14**		**6**	**27**	**24**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						45.0%										
	Exiting												45.0%				

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering						45.0%										
	Exiting												45.0%				

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						122						32				
AM TOTAL PROJECT TRAFFIC			0	0	0		122	0	0		0	0	32		0	0	0
AM TOTAL TRAFFIC			**18**	**78**	**15**		**127**	**26**	**4**		**11**	**11**	**40**		**3**	**14**	**4**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						83						194				
PM TOTAL PROJECT TRAFFIC			0	0	0		83	0	0		0	0	194		0	0	0
PM TOTAL TRAFFIC			**5**	**19**	**4**		**94**	**65**	**4**		**21**	**14**	**208**		**6**	**27**	**24**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 16th Street and S Andrews Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.87
PM PEAK HOUR FACTOR: 0.96

"AM EXISTING TRAFFIC"	EBU	EBL	EBT[(1)]	EBR	WBU	WBL	WBT[(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		18	0	34		12	852	78		43	523	14
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		0	0	0		19	0	36		13	903	83		46	554	15

"PM EXISTING TRAFFIC"	EBU	EBL	EBT[(1)]	EBR	WBU	WBL	WBT[(1)]	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		5	1	8		25	0	45		12	621	47		50	1,091	4
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		5	1	8		27	0	48		13	658	50		53	1,156	4

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		2	0	3		1	73	7		4	45	1
AM NON-PROJECT TRAFFIC		0	0	0		21	0	39		14	976	90		50	599	16

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		0	0	1		2	0	4		1	53	4		4	93	0
PM NON-PROJECT TRAFFIC		5	1	9		29	0	52		14	711	54		57	1,249	4

"AM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																

"AM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New																
AM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0
AM TOTAL TRAFFIC			0	0	0		21	0	39		14	976	90		50	599	16

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New																
PM TOTAL PROJECT TRAFFIC			0	0	0		0	0	0		0	0	0		0	0	0
PM TOTAL TRAFFIC			5	1	9		29	0	52		14	711	54		57	1,249	4

Note (1) Traffic volumes obtained based the average volumes of the adjacent intersections (NW 1st Avenue at NW 1st Street and N Andrews Avenue at NE 1st Street)

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 17th Street and SW 4th Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.95

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		38	139	10		141	70	77		16	608	232		157	422	10
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**40**	**147**	**11**		**149**	**74**	**82**		**17**	**644**	**246**		**166**	**447**	**11**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		25	89	12		417	171	183		21	334	85		102	618	14
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**27**	**94**	**13**		**442**	**181**	**194**		**22**	**354**	**90**		**108**	**655**	**15**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		3	12	1		12	6	7		1	52	20		13	36	1
AM NON-PROJECT TRAFFIC		**43**	**159**	**12**		**161**	**80**	**89**		**18**	**696**	**266**		**179**	**483**	**12**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		2	8	1		36	15	16		2	28	7		9	53	1
PM NON-PROJECT TRAFFIC		**29**	**102**	**14**		**478**	**196**	**210**		**24**	**382**	**97**		**117**	**708**	**16**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			3.0%									23.0%		1.0%		
	Exiting						23.0%	3.0%	1.0%								

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering			3.0%									23.0%		1.0%		
	Exiting						23.0%	3.0%	1.0%								

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			8			17	2	1				62		3		
AM TOTAL PROJECT TRAFFIC			**0**	**8**	**0**		**17**	**2**	**1**		**0**	**0**	**62**		**3**	**0**	**0**
AM TOTAL TRAFFIC			**43**	**167**	**12**		**178**	**82**	**90**		**18**	**696**	**328**		**182**	**483**	**12**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			6			99	13	4				42		2		
PM TOTAL PROJECT TRAFFIC			**0**	**6**	**0**		**99**	**13**	**4**		**0**	**0**	**42**		**2**	**0**	**0**
PM TOTAL TRAFFIC			**29**	**108**	**14**		**577**	**209**	**214**		**24**	**382**	**139**		**119**	**708**	**16**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SW 17th Street and SW 1st Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.91

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		34	453	24		8	239	11		10	4	7		7	4	5
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**36**	**480**	**25**		**8**	**253**	**12**		**11**	**4**	**7**		**7**	**4**	**5**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		4	275	14		13	695	4		16	6	9		13	8	55
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**4**	**292**	**15**		**14**	**737**	**4**		**17**	**6**	**10**		**14**	**8**	**58**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		3	39	2		1	20	1		1	0	1		1	0	0
AM NON-PROJECT TRAFFIC		**39**	**519**	**27**		**9**	**273**	**13**		**12**	**4**	**8**		**8**	**4**	**5**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		0	23	1		1	59	0		1	0	1		1	1	5
PM NON-PROJECT TRAFFIC		**4**	**315**	**16**		**15**	**796**	**4**		**18**	**6**	**11**		**15**	**9**	**63**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		27.0%						28.0%								
	Exiting														28.0%		27.0%

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering		27.0%						28.0%								
	Exiting														28.0%		27.0%

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		73						77						20		20
AM TOTAL PROJECT TRAFFIC			73	0	0		0	0	77		0	0	0		20	0	20
AM TOTAL TRAFFIC			**112**	**519**	**27**		**9**	**273**	**90**		**12**	**4**	**8**		**28**	**4**	**25**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New		50						52						121		116
PM TOTAL PROJECT TRAFFIC			50	0	0		0	0	52		0	0	0		121	0	116
PM TOTAL TRAFFIC			**54**	**315**	**16**		**15**	**796**	**56**		**18**	**6**	**11**		**136**	**9**	**179**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 17th Street and S Andrews Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.89
PM PEAK HOUR FACTOR: 0.94

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		74	366	26		63	183	84		46	830	207		124	293	38
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
AM EXISTING CONDITIONS		**78**	**388**	**28**		**67**	**194**	**89**		**49**	**880**	**219**		**131**	**311**	**40**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		17	216	49		209	529	110		88	531	137		110	955	106
Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
PM EXISTING CONDITIONS		**18**	**229**	**52**		**222**	**561**	**117**		**93**	**563**	**145**		**117**	**1,012**	**112**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		6	31	2		5	16	7		4	71	18		11	25	3
AM NON-PROJECT TRAFFIC		**84**	**419**	**30**		**72**	**210**	**96**		**53**	**951**	**237**		**142**	**336**	**43**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		1	18	4		18	45	9		7	45	12		9	81	9
PM NON-PROJECT TRAFFIC		**19**	**247**	**56**		**240**	**606**	**126**		**100**	**608**	**157**		**126**	**1,093**	**121**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							8.0%			20.0%						
	Exiting			8.0%	20.0%												

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							8.0%			20.0%						
	Exiting			8.0%	20.0%												

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			6	14			22			55						
AM TOTAL PROJECT TRAFFIC			0	6	14		0	22	0		55	0	0		0	0	0
AM TOTAL TRAFFIC			**84**	**425**	**44**		**72**	**232**	**96**		**108**	**951**	**237**		**142**	**336**	**43**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			35	86			15			37						
PM TOTAL PROJECT TRAFFIC			0	35	86		0	15	0		37	0	0		0	0	0
PM TOTAL TRAFFIC			**19**	**282**	**142**		**240**	**621**	**126**		**137**	**608**	**157**		**126**	**1,093**	**121**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SE 17th Street and SE 3rd Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.94
PM PEAK HOUR FACTOR: 0.93

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		225	394	13		23	300	72		1	69	6		69	32	80
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		**239**	**418**	**14**		**24**	**318**	**76**		**1**	**73**	**6**		**73**	**34**	**85**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		73	378	4		57	686	78		22	81	18		125	90	225
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		**77**	**401**	**4**		**60**	**727**	**83**		**23**	**86**	**19**		**133**	**95**	**239**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		19	34	1		2	26	6		0	6	0		6	3	7
AM NON-PROJECT TRAFFIC		**258**	**452**	**15**		**26**	**344**	**82**		**1**	**79**	**6**		**79**	**37**	**92**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		6	32	0		5	58	7		2	7	2		11	8	19
PM NON-PROJECT TRAFFIC		**83**	**433**	**4**		**65**	**785**	**90**		**25**	**93**	**21**		**144**	**103**	**258**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							8.0%									
	Exiting			8.0%													

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering							8.0%									
	Exiting			8.0%													

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			6				22									
AM TOTAL PROJECT TRAFFIC			0	6	0		0	22	0		0	0	0		0	0	0
AM TOTAL TRAFFIC			258	458	15		26	366	82		1	79	6		79	37	92

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New			35				15									
PM TOTAL PROJECT TRAFFIC			0	35	0		0	15	0		0	0	0		0	0	0
PM TOTAL TRAFFIC			83	468	4		65	800	90		25	93	21		144	103	258

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Project Driveway and SW 1st Avenue
COUNT DATE: August 21, 2024
AM PEAK HOUR FACTOR: 0.92
PM PEAK HOUR FACTOR: 0.92

"AM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Raw Turning Movements		0	0	0		0	0	0		0	37	0		0	23	0
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
AM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**39**	**0**		**0**	**24**	**0**

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	28	0		0	57	0
Peak Season Correction Factor	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060	1.060
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**30**	**0**		**0**	**60**	**0**

"AM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
AM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	3	0		0	2	0
AM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**42**	**0**		**0**	**26**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Yearly Growth Rate	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%	2.61%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	2	0		0	5	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**32**	**0**		**0**	**65**	**0**

"AM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												55.0%		45.0%		
	Exiting						55.0%		45.0%								

"PM PROJECT DISTRIBUTION" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Valet Distribution	Entering																
	Exiting																
Net New Distribution	Entering												55.0%		45.0%		
	Exiting						55.0%		45.0%								

"AM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						40		32				150		122		
AM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**40**	**0**	**32**		**0**	**0**	**150**		**122**	**0**	**0**
AM TOTAL TRAFFIC			**0**	**0**	**0**		**40**	**0**	**32**		**0**	**42**	**150**		**122**	**26**	**0**

"PM PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By																
	Valet																
	Net New						237		194				102		83		
PM TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**237**	**0**	**194**		**0**	**0**	**102**		**83**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**0**	**0**		**237**	**0**	**194**		**0**	**32**	**102**		**83**	**65**	**0**

Appendix I

Intersection Capacity Analysis Worksheets

A.M. Peak Hour

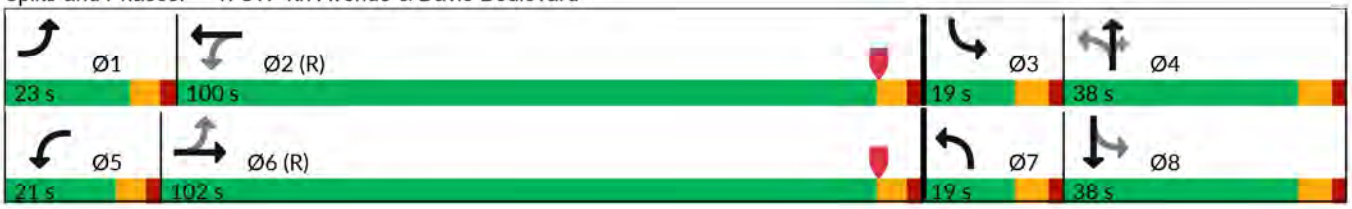
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	202	1408	74	659	93	392	155	105	392
Future Volume (vph)	202	1408	74	659	93	392	155	105	392
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	23.0	102.0	21.0	100.0	19.0	38.0	38.0	19.0	38.0
Total Split (%)	12.8%	56.7%	11.7%	55.6%	10.6%	21.1%	21.1%	10.6%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	1408	94	74	659	61	93	392	155	105	392	103
Future Volume (veh/h)	202	1408	94	74	659	61	93	392	155	105	392	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	210	1467	98	77	686	64	97	408	161	109	408	107
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	510	2056	137	227	1895	177	153	553	240	189	447	116
Arrive On Green	0.08	0.82	0.82	0.04	0.77	0.77	0.06	0.16	0.16	0.06	0.16	0.16
Sat Flow, veh/h	1767	3352	223	1767	3256	303	1767	3526	1528	1767	2751	713
Grp Volume(v), veh/h	210	768	797	77	371	379	97	408	161	109	260	255
Grp Sat Flow(s),veh/h/ln	1767	1763	1812	1767	1763	1796	1767	1763	1528	1767	1763	1701
Q Serve(g_s), s	8.7	34.3	35.1	3.2	11.9	11.9	8.2	19.9	17.9	9.2	26.0	26.6
Cycle Q Clear(g_c), s	8.7	34.3	35.1	3.2	11.9	11.9	8.2	19.9	17.9	9.2	26.0	26.6
Prop In Lane	1.00		0.12	1.00		0.17	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	510	1082	1112	227	1026	1046	153	553	240	189	287	277
V/C Ratio(X)	0.41	0.71	0.72	0.34	0.36	0.36	0.64	0.74	0.67	0.58	0.91	0.92
Avail Cap(c_a), veh/h	571	1082	1112	324	1026	1046	176	617	267	201	308	298
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	9.6	9.6	17.2	9.8	9.8	61.0	72.4	71.5	59.8	74.0	74.3
Incr Delay (d2), s/veh	0.2	4.0	4.0	0.3	0.9	0.9	3.5	3.4	4.0	2.0	26.4	30.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	16.4	17.1	2.4	7.5	7.7	7.0	14.3	11.8	7.7	20.1	20.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.1	13.5	13.6	17.5	10.7	10.7	64.5	75.7	75.5	61.8	100.4	104.8
LnGrp LOS	B	B	B	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		1775			827			666			624	
Approach Delay, s/veh		13.5			11.3			74.0			95.5	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	110.8	17.7	34.7	11.1	116.4	16.7	35.8
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	17.0	94.0	12.5	31.5	15.0	96.0	12.5	31.5
Max Q Clear Time (g_c+I1), s	10.7	13.9	11.2	21.9	5.2	37.1	10.2	28.6
Green Ext Time (p_c), s	0.1	5.6	0.0	1.6	0.0	18.9	0.0	0.7

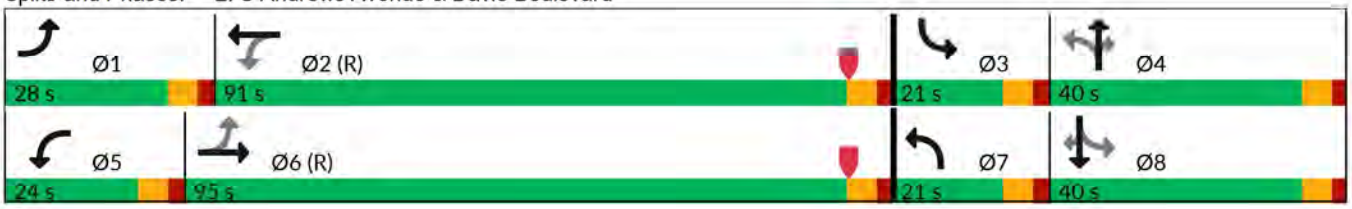
Intersection Summary	
HCM 7th Control Delay, s/veh	36.5
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	239	1116	63	509	170	465	147	74	333	171
Future Volume (vph)	239	1116	63	509	170	465	147	74	333	171
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	28.0	95.0	24.0	91.0	21.0	40.0	40.0	21.0	40.0	40.0
Total Split (%)	15.6%	52.8%	13.3%	50.6%	11.7%	22.2%	22.2%	11.7%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 68 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	239	1116	236	63	509	48	170	465	147	74	333	171
Future Volume (veh/h)	239	1116	236	63	509	48	170	465	147	74	333	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	266	1240	262	70	566	53	189	517	163	82	370	190
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	578	1771	370	235	1833	171	224	623	248	156	507	221
Arrive On Green	0.10	0.81	0.81	0.04	0.75	0.75	0.08	0.18	0.18	0.05	0.14	0.14
Sat Flow, veh/h	1767	2894	604	1767	3254	304	1767	3526	1403	1767	3526	1535
Grp Volume(v), veh/h	266	750	752	70	306	313	189	517	163	82	370	190
Grp Sat Flow(s),veh/h/ln	1767	1763	1736	1767	1763	1795	1767	1763	1403	1767	1763	1535
Q Serve(g_s), s	11.5	32.8	34.3	3.1	10.2	10.2	15.0	25.5	19.5	7.1	18.1	21.8
Cycle Q Clear(g_c), s	11.5	32.8	34.3	3.1	10.2	10.2	15.0	25.5	19.5	7.1	18.1	21.8
Prop In Lane	1.00		0.35	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	578	1079	1062	235	993	1011	224	623	248	156	507	221
V/C Ratio(X)	0.46	0.69	0.71	0.30	0.31	0.31	0.84	0.83	0.66	0.53	0.73	0.86
Avail Cap(c_a), veh/h	660	1079	1062	363	993	1011	224	666	265	214	666	290
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	9.5	9.7	17.8	11.1	11.1	61.7	71.5	69.0	62.5	73.7	75.3
Incr Delay (d2), s/veh	0.1	2.3	2.5	0.2	0.7	0.7	23.4	7.5	4.0	1.0	1.7	14.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.1	14.2	14.6	2.3	7.0	7.1	5.2	18.0	11.8	5.9	13.1	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.4	11.9	12.2	18.0	11.9	11.9	85.1	79.0	73.0	63.5	75.4	90.1
LnGrp LOS	B	B	B	B	B	B	F	E	E	E	E	F
Approach Vol, veh/h		1768			689			869			642	
Approach Delay, s/veh		12.2			12.5			79.2			78.3	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.7	107.4	15.1	37.8	10.9	116.2	21.0	31.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	85.0	15.0	34.0	18.0	89.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	13.5	12.2	9.1	27.5	5.1	36.3	17.0	23.8
Green Ext Time (p_c), s	0.2	4.4	0.0	1.6	0.0	17.3	0.0	1.5

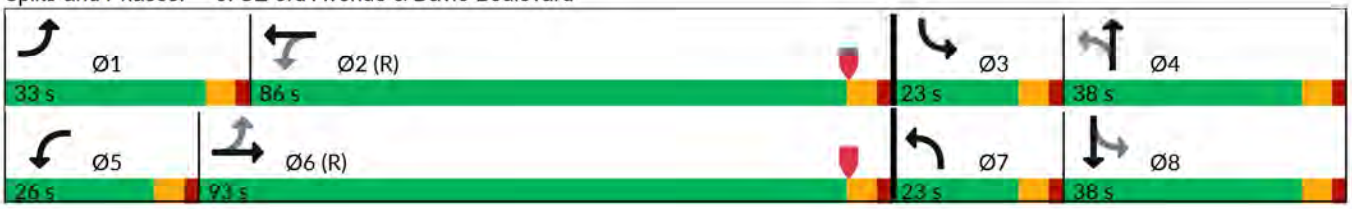
Intersection Summary	
HCM 7th Control Delay, s/veh	37.6
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	481	643	40	417	56	236	52	179
Future Volume (vph)	481	643	40	417	56	236	52	179
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	33.0	93.0	26.0	86.0	23.0	38.0	23.0	38.0
Total Split (%)	18.3%	51.7%	14.4%	47.8%	12.8%	21.1%	12.8%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 98 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	643	126	40	417	83	56	236	22	52	179	143
Future Volume (veh/h)	481	643	126	40	417	83	56	236	22	52	179	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	534	714	140	44	463	92	62	262	24	58	199	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	717	1972	386	423	1593	314	135	445	40	170	254	190
Arrive On Green	0.20	0.90	0.90	0.03	0.72	0.72	0.04	0.14	0.14	0.04	0.13	0.13
Sat Flow, veh/h	1767	2930	574	1767	2933	579	1767	3257	296	1767	1892	1418
Grp Volume(v), veh/h	534	429	425	44	277	278	62	141	145	58	185	173
Grp Sat Flow(s),veh/h/ln	1767	1763	1742	1767	1763	1749	1767	1763	1790	1767	1763	1547
Q Serve(g_s), s	25.3	6.8	6.8	2.0	9.9	10.1	5.4	13.5	13.7	5.1	18.2	19.7
Cycle Q Clear(g_c), s	25.3	6.8	6.8	2.0	9.9	10.1	5.4	13.5	13.7	5.1	18.2	19.7
Prop In Lane	1.00		0.33	1.00		0.33	1.00		0.17	1.00		0.92
Lane Grp Cap(c), veh/h	717	1186	1172	423	957	950	135	241	244	170	237	208
V/C Ratio(X)	0.74	0.36	0.36	0.10	0.29	0.29	0.46	0.58	0.59	0.34	0.78	0.84
Avail Cap(c_a), veh/h	717	1186	1172	584	957	950	232	313	318	272	313	275
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	3.4	3.4	17.5	12.8	12.8	64.8	72.9	73.0	64.4	75.3	76.0
Incr Delay (d2), s/veh	2.4	0.5	0.6	0.0	0.8	0.8	0.9	0.8	0.8	0.4	6.2	12.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.5	3.9	3.9	1.5	7.1	7.1	4.5	10.2	10.5	4.2	13.6	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	4.0	4.0	17.6	13.6	13.6	65.7	73.7	73.9	64.8	81.5	88.1
LnGrp LOS	B	A	A	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		1388			599			348			416	
Approach Delay, s/veh		8.0			13.9			72.3			81.9	
Approach LOS		A			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	103.7	12.7	30.6	9.6	127.1	13.1	30.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	80.0	17.0	32.0	20.0	87.0	17.0	32.0
Max Q Clear Time (g_c+I1), s	27.3	12.1	7.1	15.7	4.0	8.8	7.4	21.7
Green Ext Time (p_c), s	0.0	3.9	0.0	0.9	0.0	6.8	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	28.6
HCM 7th LOS	C

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	14	12	12	4	20	4	773	33	57	601	5
Future Vol, veh/h	13	14	12	12	4	20	4	773	33	57	601	5
Conflicting Peds, #/hr	1	0	3	3	0	1	5	0	13	13	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	14	15	13	13	4	21	4	822	35	61	639	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1191	1647	330	1313	1632	443	650	0	0	870	0	0
Stage 1	768	768	-	861	861	-	-	-	-	-	-	-
Stage 2	423	879	-	451	771	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	568	534	1403	522	538	1288	818	-	-	706	-	-
Stage 1	756	838	-	710	801	-	-	-	-	-	-	-
Stage 2	949	794	-	931	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	500	476	1392	450	480	1271	814	-	-	697	-	-
Mov Cap-2 Maneuver	569	554	-	546	571	-	-	-	-	-	-	-
Stage 1	687	762	-	697	786	-	-	-	-	-	-	-
Stage 2	920	779	-	823	761	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.57	9.7	0.11	0.92
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	17	-	-	687	805	697	-	-
HCM Lane V/C Ratio	0.005	-	-	0.06	0.048	0.087	-	-
HCM Control Delay (s/veh)	9.4	0.1	-	10.6	9.7	10.7	-	-
HCM Lane LOS	A	A	-	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0.3	-	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	14	40	93	5	103	24	788	134	119	480	20
Future Vol, veh/h	8	14	40	93	5	103	24	788	134	119	480	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	9	16	46	107	6	118	28	906	154	137	552	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1348	1954	287	1597	1888	532	575	0	0	1062	0	0
Stage 1	837	837	-	1040	1040	-	-	-	-	-	-	-
Stage 2	511	1117	-	557	848	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	509	452	1449	427	469	1204	859	-	-	620	-	-
Stage 1	722	811	-	630	733	-	-	-	-	-	-	-
Stage 2	896	705	-	869	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	343	340	1449	302	353	1201	859	-	-	619	-	-
Mov Cap-2 Maneuver	428	420	-	416	455	-	-	-	-	-	-	-
Stage 1	563	632	-	608	708	-	-	-	-	-	-	-
Stage 2	775	681	-	639	628	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.09	14.04	0.24	2.39
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	779	628	619	-	-
HCM Lane V/C Ratio	0.032	-	-	0.092	0.368	0.221	-	-
HCM Control Delay (s/veh)	9.3	-	-	10.1	14	12.5	-	-
HCM Lane LOS	A	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	1.7	0.8	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	17	72	14	5	24	4	10	10	7	3	13	4
Future Vol, veh/h	17	72	14	5	24	4	10	10	7	3	13	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	20	87	17	6	29	5	12	12	8	4	16	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	105	0	0	186	183	98	179	189	31
Stage 1	-	-	-	-	-	-	137	137	-	43	43	-
Stage 2	-	-	-	-	-	-	49	46	-	136	146	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1215	-	-	1162	-	-	1104	1105	1672	1109	1102	1758
Stage 1	-	-	-	-	-	-	1139	1128	-	1208	1177	-
Stage 2	-	-	-	-	-	-	1204	1176	-	1140	1124	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1215	-	-	1161	-	-	1059	1079	1667	1064	1076	1758
Mov Cap-2 Maneuver	-	-	-	-	-	-	1059	1079	-	1064	1076	-
Stage 1	-	-	-	-	-	-	1117	1107	-	1202	1171	-
Stage 2	-	-	-	-	-	-	1178	1170	-	1100	1103	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.32	1.23	8.14	8.16
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1179	288	-	-	265	-	-	1164
HCM Lane V/C Ratio	0.028	0.017	-	-	0.005	-	-	0.021
HCM Control Delay (s/veh)	8.1	8	0	-	8.1	0	-	8.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	19	0	36	13	903	83	46	554	15
Future Vol, veh/h	0	0	0	19	0	36	13	903	83	46	554	15
Conflicting Peds, #/hr	0	0	17	17	0	0	11	0	3	3	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	180	110	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	22	0	41	15	1038	95	53	637	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1311	1928	355	1560	1889	570	665	0	0	1136	0	0
Stage 1	762	762	-	1119	1119	-	-	-	-	-	-	-
Stage 2	549	1166	-	441	771	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	522	458	1377	439	468	1169	809	-	-	589	-	-
Stage 1	759	841	-	597	704	-	-	-	-	-	-	-
Stage 2	874	687	-	937	837	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	445	404	1341	385	413	1166	801	-	-	588	-	-
Mov Cap-2 Maneuver	533	491	-	476	513	-	-	-	-	-	-	-
Stage 1	683	757	-	584	689	-	-	-	-	-	-	-
Stage 2	827	673	-	839	754	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	9.83	0.12	0.88
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	801	-	-	-	476	1166	588	-	-
HCM Lane V/C Ratio	0.019	-	-	-	0.046	0.035	0.09	-	-
HCM Control Delay (s/veh)	9.6	-	-	0	12.9	8.2	11.7	-	-
HCM Lane LOS	A	-	-	A	B	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	147	149	74	82	17	644	166	447
Future Volume (vph)	40	147	149	74	82	17	644	166	447
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	25.0	25.0	12.0	37.0	37.0	50.0	50.0	12.0	62.0
Total Split (%)	25.3%	25.3%	12.1%	37.4%	37.4%	50.5%	50.5%	12.1%	62.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 72.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	147	11	149	74	82	17	644	246	166	447	11
Future Volume (veh/h)	40	147	11	149	74	82	17	644	246	166	447	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	43	156	12	159	79	87	18	685	262	177	476	12
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	272	232	18	339	587	489	438	912	349	331	1851	47
Arrive On Green	0.14	0.14	0.14	0.10	0.32	0.32	0.37	0.37	0.37	0.08	0.53	0.53
Sat Flow, veh/h	1201	1698	131	1767	1856	1547	898	2480	949	1767	3511	88
Grp Volume(v), veh/h	43	0	168	159	79	87	18	487	460	177	239	249
Grp Sat Flow(s),veh/h/ln	1201	0	1828	1767	1856	1547	898	1763	1666	1767	1763	1837
Q Serve(g_s), s	2.1	0.0	5.8	4.9	2.0	2.7	0.9	16.1	16.1	3.9	5.0	5.0
Cycle Q Clear(g_c), s	2.1	0.0	5.8	4.9	2.0	2.7	0.9	16.1	16.1	3.9	5.0	5.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.57	1.00		0.05
Lane Grp Cap(c), veh/h	272	0	250	339	587	489	438	648	613	331	929	968
V/C Ratio(X)	0.16	0.00	0.67	0.47	0.13	0.18	0.04	0.75	0.75	0.53	0.26	0.26
Avail Cap(c_a), veh/h	458	0	533	339	873	728	712	1185	1120	367	1501	1565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	27.5	20.5	16.3	16.6	13.6	18.5	18.5	13.5	8.7	8.7
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.4	0.0	0.1	0.0	1.3	1.4	0.5	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	4.5	3.5	1.5	1.6	0.3	10.3	9.9	2.4	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	26.0	0.0	28.6	20.8	16.4	16.6	13.7	19.8	19.9	14.0	8.8	8.8
LnGrp LOS	C		C	C	B	B	B	B	B	B	A	A
Approach Vol, veh/h		211			325			965			665	
Approach Delay, s/veh		28.1			18.6			19.7			10.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	10.7	29.6	12.0	14.7		40.3		26.7				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	45.0	6.5	19.5		57.0		31.5				
Max Q Clear Time (g_c+I1), s	5.9	18.1	6.9	7.8		7.0		4.7				
Green Ext Time (p_c), s	0.0	5.9	0.0	0.5		2.6		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	17.4		
HCM 7th LOS	B		

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	480	25	8	253	12	11	4	7	7	4	5
Future Vol, veh/h	36	480	25	8	253	12	11	4	7	7	4	5
Conflicting Peds, #/hr	3	0	2	2	0	3	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	39	522	27	9	275	13	12	4	8	8	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	291	0	0	551	0	0	774	924	278	645	931	148
Stage 1	-	-	-	-	-	-	616	616	-	302	302	-
Stage 2	-	-	-	-	-	-	158	308	-	343	629	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1033	-	-	873	-	-	753	777	1459	820	774	1610
Stage 1	-	-	-	-	-	-	836	903	-	1025	1047	-
Stage 2	-	-	-	-	-	-	1124	1043	-	998	897	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	871	-	-	709	736	1454	769	733	1604
Mov Cap-2 Maneuver	-	-	-	-	-	-	715	751	-	794	747	-
Stage 1	-	-	-	-	-	-	803	867	-	1012	1033	-
Stage 2	-	-	-	-	-	-	1103	1030	-	949	861	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.57	0.27	9.3	8.96
HCM LOS			A	A

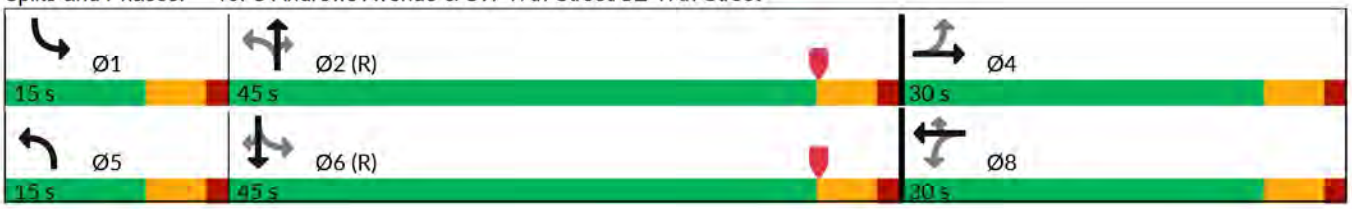
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	862	1030	-	-	871	-	-	925
HCM Lane V/C Ratio	0.028	0.038	-	-	0.01	-	-	0.019
HCM Control Delay (s/veh)	9.3	8.6	-	-	9.2	-	-	9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	78	388	67	194	89	49	880	219	131	311	40
Future Volume (vph)	78	388	67	194	89	49	880	219	131	311	40
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: S Andrews Avenue & SW 17th Street/SE 17th Street



HCM 7th Signalized Intersection Summary
10: S Andrews Avenue & SW 17th Street/SE 17th Street

A.M. Peak Hour
Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	388	28	67	194	89	49	880	219	131	311	40
Future Volume (veh/h)	78	388	28	67	194	89	49	880	219	131	311	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	88	436	31	75	218	100	55	989	246	147	349	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	266	759	54	182	802	357	656	1870	832	362	2063	861
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.04	0.71	0.71	0.08	0.74	0.74
Sat Flow, veh/h	1052	3334	236	918	3526	1568	1767	3526	1568	1767	3711	1549
Grp Volume(v), veh/h	88	230	237	75	218	100	55	989	246	147	349	45
Grp Sat Flow(s),veh/h/ln	1052	1763	1808	918	1763	1568	1767	1763	1568	1767	1856	1549
Q Serve(g_s), s	6.8	10.4	10.5	7.1	4.6	4.7	1.3	11.9	5.3	3.4	2.5	0.7
Cycle Q Clear(g_c), s	11.4	10.4	10.5	17.6	4.6	4.7	1.3	11.9	5.3	3.4	2.5	0.7
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	266	401	411	182	802	357	656	1870	832	362	2063	861
V/C Ratio(X)	0.33	0.57	0.58	0.41	0.27	0.28	0.08	0.53	0.30	0.41	0.17	0.05
Avail Cap(c_a), veh/h	313	480	492	223	960	427	784	1870	832	445	2063	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	30.9	30.9	38.7	28.6	28.7	8.7	8.0	7.0	9.2	5.5	5.3
Incr Delay (d2), s/veh	0.3	0.5	0.5	0.6	0.1	0.2	0.0	1.1	0.9	0.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	7.8	8.0	2.9	3.5	3.2	0.8	6.5	3.1	2.1	1.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.6	31.4	31.4	39.3	28.7	28.8	8.8	9.0	7.9	9.5	5.7	5.4
LnGrp LOS	C	C	C	D	C	C	A	A	A	A	A	A
Approach Vol, veh/h		555			393			1290			541	
Approach Delay, s/veh		31.7			30.8			8.8			6.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	53.2		26.0	8.5	55.5		26.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.4	13.9		13.4	3.3	4.5		19.6				
Green Ext Time (p_c), s	0.0	9.1		1.6	0.0	2.6		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.1
HCM 7th LOS	B

Notes

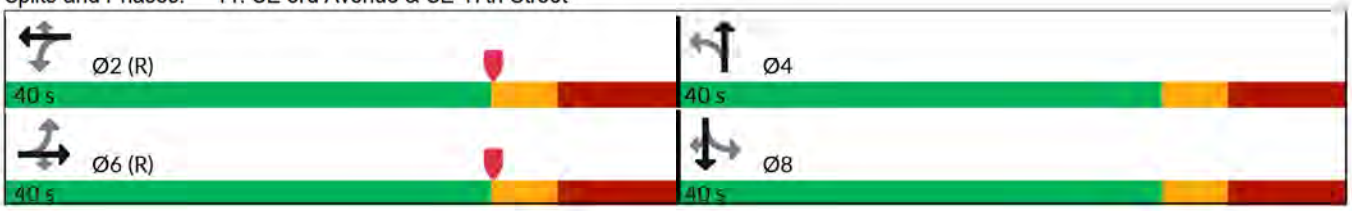
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	239	418	14	24	318	76	1	73	73	34	85
Future Volume (vph)	239	418	14	24	318	76	1	73	73	34	85
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SE 3rd Avenue & SE 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	239	418	14	24	318	76	1	73	6	73	34	85
Future Volume (vph)	239	418	14	24	318	76	1	73	6	73	34	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.95	1.00	1.00	0.97	1.00		0.96	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1732	3539	1411	1689	3539	1512	1718	1835		1700	1863	1517
Flt Permitted	0.55	1.00	1.00	0.49	1.00	1.00	0.73	1.00		0.70	1.00	1.00
Satd. Flow (perm)	1000	3539	1411	879	3539	1512	1327	1835		1257	1863	1517
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	254	445	15	26	338	81	1	78	6	78	36	90
RTOR Reduction (vph)	0	0	8	0	0	42	0	4	0	0	0	68
Lane Group Flow (vph)	254	445	7	26	338	39	1	80	0	78	36	22
Confl. Peds. (#/hr)	35		53	53		35	41		59	59		41
Confl. Bikes (#/hr)			8						1			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	38.7	38.7	38.7	38.7	38.7	38.7	19.3	19.3		19.3	19.3	19.3
Effective Green, g (s)	38.7	38.7	38.7	38.7	38.7	38.7	19.3	19.3		19.3	19.3	19.3
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.48	0.48	0.24	0.24		0.24	0.24	0.24
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	483	1711	682	425	1711	731	320	442		303	449	365
v/s Ratio Prot		0.13			0.10			0.04			0.02	
v/s Ratio Perm	c0.25		0.01	0.03		0.03	0.00			c0.06		0.01
v/c Ratio	0.53	0.26	0.01	0.06	0.20	0.05	0.00	0.18		0.26	0.08	0.06
Uniform Delay, d1	14.3	12.2	10.7	11.0	11.8	10.9	23.0	24.1		24.6	23.5	23.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.1	0.4	0.0	0.3	0.3	0.1	0.0	0.1		0.2	0.0	0.0
Delay (s)	18.4	12.6	10.7	11.3	12.0	11.1	23.0	24.2		24.7	23.5	23.4
Level of Service	B	B	B	B	B	B	C	C		C	C	C
Approach Delay (s/veh)		14.6			11.8			24.1			23.9	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

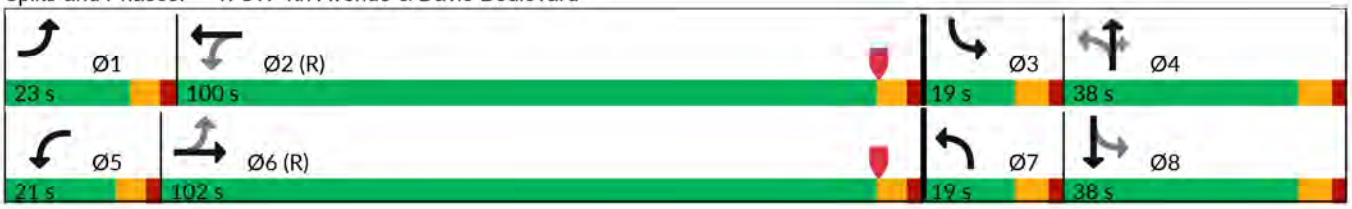
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	218	1521	80	712	100	424	167	113	424
Future Volume (vph)	218	1521	80	712	100	424	167	113	424
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	23.0	102.0	21.0	100.0	19.0	38.0	38.0	19.0	38.0
Total Split (%)	12.8%	56.7%	11.7%	55.6%	10.6%	21.1%	21.1%	10.6%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



HCM 7th Signalized Intersection Summary
1: SW 4th Avenue & Davie Boulevard

A.M. Peak Hour
Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	1521	102	80	712	66	100	424	167	113	424	111
Future Volume (veh/h)	218	1521	102	80	712	66	100	424	167	113	424	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	227	1584	106	83	742	69	104	442	174	118	442	116
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	478	2006	133	191	1834	170	155	585	254	193	474	123
Arrive On Green	0.09	0.80	0.80	0.04	0.75	0.75	0.06	0.17	0.17	0.07	0.17	0.17
Sat Flow, veh/h	1767	3352	223	1767	3256	303	1767	3526	1529	1767	2750	715
Grp Volume(v), veh/h	227	828	862	83	401	410	104	442	174	118	282	276
Grp Sat Flow(s),veh/h/ln	1767	1763	1812	1767	1763	1796	1767	1763	1529	1767	1763	1701
Q Serve(g_s), s	9.8	46.0	47.6	3.6	14.8	14.8	8.7	21.5	19.3	9.9	28.3	28.9
Cycle Q Clear(g_c), s	9.8	46.0	47.6	3.6	14.8	14.8	8.7	21.5	19.3	9.9	28.3	28.9
Prop In Lane	1.00		0.12	1.00		0.17	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	478	1055	1084	191	993	1012	155	585	254	193	304	293
V/C Ratio(X)	0.48	0.78	0.80	0.43	0.40	0.40	0.67	0.76	0.69	0.61	0.93	0.94
Avail Cap(c_a), veh/h	528	1055	1084	284	993	1012	173	617	268	200	308	298
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	12.1	12.2	21.9	11.7	11.7	59.8	71.6	70.7	58.4	73.4	73.6
Incr Delay (d2), s/veh	0.3	5.9	6.0	0.5	1.1	1.0	6.1	4.4	5.3	3.5	32.0	36.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	22.2	23.4	2.7	8.8	9.0	7.6	15.4	12.6	8.2	22.1	22.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	17.9	18.3	22.4	12.8	12.8	65.8	76.0	76.0	62.0	105.4	109.6
LnGrp LOS	B	B	B	C	B	B	E	E	E	E	F	F
Approach Vol, veh/h		1917			894			720			676	
Approach Delay, s/veh		17.7			13.7			74.5			99.5	
Approach LOS		B			B			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	107.4	18.4	36.4	11.6	113.7	17.2	37.5				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	17.0	94.0	12.5	31.5	15.0	96.0	12.5	31.5				
Max Q Clear Time (g_c+I1), s	11.8	16.8	11.9	23.5	5.6	49.6	10.7	30.9				
Green Ext Time (p_c), s	0.1	6.3	0.0	1.5	0.0	20.5	0.0	0.2				

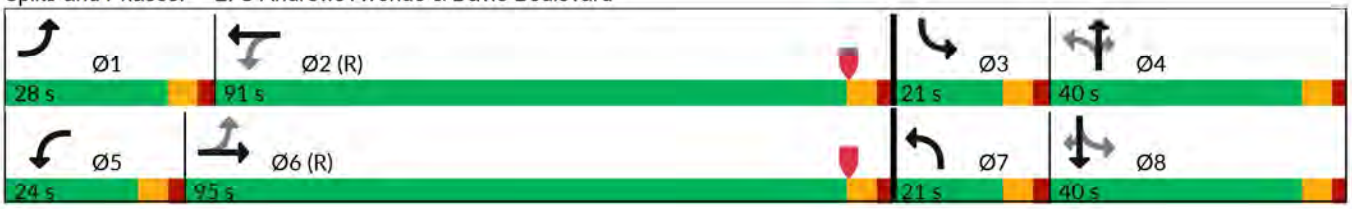
Intersection Summary	
HCM 7th Control Delay, s/veh	39.7
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	258	1206	68	550	184	502	159	80	360	185
Future Volume (vph)	258	1206	68	550	184	502	159	80	360	185
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	28.0	95.0	24.0	91.0	21.0	40.0	40.0	21.0	40.0	40.0
Total Split (%)	15.6%	52.8%	13.3%	50.6%	11.7%	22.2%	22.2%	11.7%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 68 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



HCM 7th Signalized Intersection Summary
2: S Andrews Avenue & Davie Boulevard

A.M. Peak Hour
Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	1206	255	68	550	52	184	502	159	80	360	185
Future Volume (veh/h)	258	1206	255	68	550	52	184	502	159	80	360	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	287	1340	283	76	611	58	204	558	177	89	400	206
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	553	1744	362	201	1779	169	222	641	255	154	535	233
Arrive On Green	0.11	0.80	0.80	0.04	0.73	0.73	0.08	0.18	0.18	0.05	0.15	0.15
Sat Flow, veh/h	1767	2898	601	1767	3249	308	1767	3526	1404	1767	3526	1536
Grp Volume(v), veh/h	287	806	817	76	331	338	204	558	177	89	400	206
Grp Sat Flow(s),veh/h/ln	1767	1763	1736	1767	1763	1794	1767	1763	1404	1767	1763	1536
Q Serve(g_s), s	12.9	41.9	45.2	3.4	12.2	12.3	15.0	27.7	21.3	7.6	19.5	23.6
Cycle Q Clear(g_c), s	12.9	41.9	45.2	3.4	12.2	12.3	15.0	27.7	21.3	7.6	19.5	23.6
Prop In Lane	1.00		0.35	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	553	1061	1045	201	965	983	222	641	255	154	535	233
V/C Ratio(X)	0.52	0.76	0.78	0.38	0.34	0.34	0.92	0.87	0.69	0.58	0.75	0.88
Avail Cap(c_a), veh/h	621	1061	1045	325	965	983	222	666	265	207	666	290
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	11.3	11.7	21.2	12.7	12.7	63.2	71.6	68.9	61.4	73.0	74.8
Incr Delay (d2), s/veh	0.1	2.7	3.1	0.4	0.8	0.8	38.0	11.1	6.0	1.3	2.6	19.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	17.7	18.7	2.6	7.9	8.0	8.1	19.6	12.8	6.3	14.1	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	14.0	14.7	21.6	13.5	13.5	101.2	82.7	74.9	62.7	75.6	94.5
LnGrp LOS	B	B	B	C	B	B	F	F	E	E	E	F
Approach Vol, veh/h		1910			745			939			695	
Approach Delay, s/veh		14.4			14.4			85.3			79.6	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	104.6	15.6	38.7	11.3	114.3	21.0	33.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	85.0	15.0	34.0	18.0	89.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	14.9	14.3	9.6	29.7	5.4	47.2	17.0	25.6
Green Ext Time (p_c), s	0.2	4.8	0.0	1.3	0.0	18.6	0.0	1.5

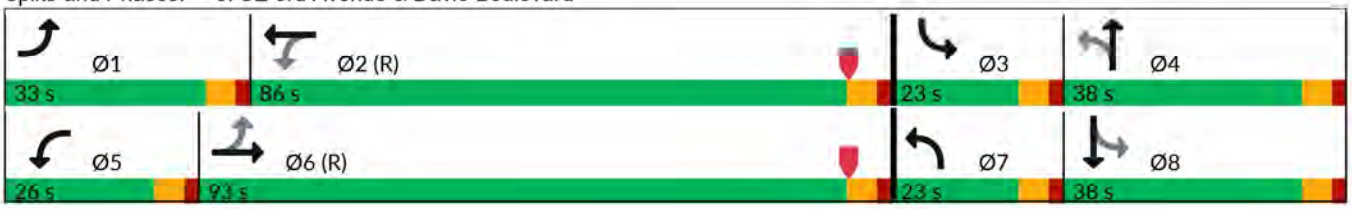
Intersection Summary	
HCM 7th Control Delay, s/veh	40.5
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	520	695	43	451	61	255	56	193
Future Volume (vph)	520	695	43	451	61	255	56	193
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	33.0	93.0	26.0	86.0	23.0	38.0	23.0	38.0
Total Split (%)	18.3%	51.7%	14.4%	47.8%	12.8%	21.1%	12.8%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 98 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	695	136	43	451	90	61	255	24	56	193	154
Future Volume (veh/h)	520	695	136	43	451	90	61	255	24	56	193	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	578	772	151	48	501	100	68	283	27	62	214	171
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	686	1943	380	399	1566	311	137	464	44	173	264	199
Arrive On Green	0.20	0.88	0.88	0.03	0.71	0.71	0.04	0.14	0.14	0.04	0.14	0.14
Sat Flow, veh/h	1767	2931	573	1767	2930	582	1767	3244	307	1767	1887	1422
Grp Volume(v), veh/h	578	464	459	48	300	301	68	153	157	62	199	186
Grp Sat Flow(s),veh/h/ln	1767	1763	1742	1767	1763	1749	1767	1763	1788	1767	1763	1547
Q Serve(g_s), s	27.0	8.6	8.6	2.2	11.5	11.6	5.9	14.6	14.9	5.4	19.7	21.2
Cycle Q Clear(g_c), s	27.0	8.6	8.6	2.2	11.5	11.6	5.9	14.6	14.9	5.4	19.7	21.2
Prop In Lane	1.00		0.33	1.00		0.33	1.00		0.17	1.00		0.92
Lane Grp Cap(c), veh/h	686	1169	1155	399	942	935	137	252	256	173	246	216
V/C Ratio(X)	0.84	0.40	0.40	0.12	0.32	0.32	0.50	0.61	0.62	0.36	0.81	0.86
Avail Cap(c_a), veh/h	686	1169	1155	557	942	935	229	313	318	270	313	275
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	4.1	4.1	18.1	13.8	13.8	63.9	72.4	72.5	63.5	75.1	75.7
Incr Delay (d2), s/veh	4.8	0.5	0.5	0.0	0.9	0.9	1.0	0.8	0.8	0.5	9.1	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.7	4.6	4.6	1.7	8.0	8.0	4.9	10.9	11.1	4.4	14.7	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.7	4.6	4.6	18.2	14.7	14.7	64.9	73.2	73.3	63.9	84.2	92.1
LnGrp LOS	B	A	A	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		1501			649			378			447	
Approach Delay, s/veh		10.4			14.9			71.8			84.7	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	33.0	102.2	13.1	31.7	9.9	125.3	13.7	31.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	27.0	80.0	17.0	32.0	20.0	87.0	17.0	32.0
Max Q Clear Time (g_c+I1), s	29.0	13.6	7.4	16.9	4.2	10.6	7.9	23.2
Green Ext Time (p_c), s	0.0	4.3	0.0	1.0	0.0	7.7	0.0	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	30.4
HCM 7th LOS	C

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	15	13	13	4	22	4	835	36	62	649	5
Future Vol, veh/h	14	15	13	13	4	22	4	835	36	62	649	5
Conflicting Peds, #/hr	1	0	3	3	0	1	5	0	13	13	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	16	14	14	4	23	4	888	38	66	690	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1286	1778	356	1417	1762	477	701	0	0	940	0	0
Stage 1	830	830	-	929	929	-	-	-	-	-	-	-
Stage 2	456	948	-	488	833	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	532	498	1376	485	502	1255	791	-	-	674	-	-
Stage 1	725	813	-	679	775	-	-	-	-	-	-	-
Stage 2	928	767	-	909	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	461	437	1366	411	441	1238	787	-	-	665	-	-
Mov Cap-2 Maneuver	535	522	-	514	540	-	-	-	-	-	-	-
Stage 1	650	729	-	665	759	-	-	-	-	-	-	-
Stage 2	898	752	-	791	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.93	9.92	0.11	0.95
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	652	772	665	-	-
HCM Lane V/C Ratio	0.005	-	-	0.069	0.054	0.099	-	-
HCM Control Delay (s/veh)	9.6	0.1	-	10.9	9.9	11	-	-
HCM Lane LOS	A	A	-	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.3	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	15	43	100	5	111	26	851	145	129	519	22
Future Vol, veh/h	9	15	43	100	5	111	26	851	145	129	519	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	10	17	49	115	6	128	30	978	167	148	597	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1457	2112	311	1727	2042	574	622	0	0	1147	0	0
Stage 1	906	906	-	1123	1123	-	-	-	-	-	-	-
Stage 2	552	1207	-	603	918	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	472	414	1424	390	430	1165	833	-	-	585	-	-
Stage 1	689	784	-	595	702	-	-	-	-	-	-	-
Stage 2	872	673	-	843	779	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	299	297	1424	261	309	1163	833	-	-	584	-	-
Mov Cap-2 Maneuver	387	380	-	377	415	-	-	-	-	-	-	-
Stage 1	514	585	-	572	676	-	-	-	-	-	-	-
Stage 2	742	648	-	589	581	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.59	15.78	0.24	2.55
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	833	-	-	720	580	584	-	-
HCM Lane V/C Ratio	0.036	-	-	0.107	0.428	0.254	-	-
HCM Control Delay (s/veh)	9.5	-	-	10.6	15.8	13.2	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	2.1	1	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	18	78	15	5	26	4	11	11	8	3	14	4
Future Vol, veh/h	18	78	15	5	26	4	11	11	8	3	14	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	22	94	18	6	31	5	13	13	10	4	17	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	113	0	0	199	196	106	192	202	34
Stage 1	-	-	-	-	-	-	147	147	-	46	46	-
Stage 2	-	-	-	-	-	-	52	48	-	146	156	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1214	-	-	1156	-	-	1095	1099	1662	1100	1096	1755
Stage 1	-	-	-	-	-	-	1131	1123	-	1206	1176	-
Stage 2	-	-	-	-	-	-	1202	1174	-	1132	1119	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1155	-	-	1048	1071	1657	1052	1068	1755
Mov Cap-2 Maneuver	-	-	-	-	-	-	1048	1071	-	1052	1068	-
Stage 1	-	-	-	-	-	-	1109	1101	-	1200	1169	-
Stage 2	-	-	-	-	-	-	1175	1168	-	1089	1096	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.3	1.16	8.17	8.2
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1172	283	-	-	250	-	-	1151
HCM Lane V/C Ratio	0.031	0.018	-	-	0.005	-	-	0.022
HCM Control Delay (s/veh)	8.2	8	0	-	8.1	0	-	8.2
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	21	0	39	14	976	90	50	599	16
Future Vol, veh/h	0	0	0	21	0	39	14	976	90	50	599	16
Conflicting Peds, #/hr	0	0	17	17	0	0	11	0	3	3	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	180	110	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	24	0	45	16	1122	103	57	689	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1417	2084	381	1685	2042	616	718	0	0	1228	0	0
Stage 1	824	824	-	1209	1209	-	-	-	-	-	-	-
Stage 2	593	1260	-	476	833	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	485	420	1350	402	430	1129	782	-	-	553	-	-
Stage 1	728	816	-	561	672	-	-	-	-	-	-	-
Stage 2	849	655	-	916	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	404	364	1314	346	373	1126	773	-	-	552	-	-
Mov Cap-2 Maneuver	497	456	-	442	480	-	-	-	-	-	-	-
Stage 1	646	723	-	548	657	-	-	-	-	-	-	-
Stage 2	798	639	-	807	720	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	10.18	0.13	0.92
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	773	-	-	-	442	1126	552	-	-
HCM Lane V/C Ratio	0.021	-	-	-	0.055	0.04	0.104	-	-
HCM Control Delay (s/veh)	9.8	-	-	0	13.6	8.3	12.3	-	-
HCM Lane LOS	A	-	-	A	B	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	159	161	80	89	18	696	179	483
Future Volume (vph)	43	159	161	80	89	18	696	179	483
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	25.0	25.0	12.0	37.0	37.0	50.0	50.0	12.0	62.0
Total Split (%)	25.3%	25.3%	12.1%	37.4%	37.4%	50.5%	50.5%	12.1%	62.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 77.2
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	159	12	161	80	89	18	696	266	179	483	12
Future Volume (veh/h)	43	159	12	161	80	89	18	696	266	179	483	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	46	169	13	171	85	95	19	740	283	190	514	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	269	240	18	318	576	480	435	955	365	322	1902	48
Arrive On Green	0.14	0.14	0.14	0.09	0.31	0.31	0.38	0.38	0.38	0.09	0.54	0.54
Sat Flow, veh/h	1187	1698	131	1767	1856	1547	867	2481	948	1767	3511	89
Grp Volume(v), veh/h	46	0	182	171	85	95	19	526	497	190	258	269
Grp Sat Flow(s),veh/h/ln	1187	0	1828	1767	1856	1547	867	1763	1666	1767	1763	1837
Q Serve(g_s), s	2.5	0.0	6.7	5.6	2.4	3.2	1.0	18.6	18.6	4.3	5.6	5.6
Cycle Q Clear(g_c), s	2.5	0.0	6.7	5.6	2.4	3.2	1.0	18.6	18.6	4.3	5.6	5.6
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.57	1.00		0.05
Lane Grp Cap(c), veh/h	269	0	259	318	576	480	435	678	641	322	955	995
V/C Ratio(X)	0.17	0.00	0.70	0.54	0.15	0.20	0.04	0.78	0.78	0.59	0.27	0.27
Avail Cap(c_a), veh/h	427	0	502	318	823	686	650	1116	1055	343	1414	1473
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	29.1	22.1	17.7	18.0	13.7	19.2	19.2	14.5	8.7	8.7
Incr Delay (d2), s/veh	0.1	0.0	1.3	1.0	0.0	0.1	0.0	1.4	1.5	1.4	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	5.3	4.1	1.7	2.0	0.3	11.6	11.1	2.9	3.4	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	0.0	30.4	23.1	17.7	18.1	13.8	20.6	20.7	15.9	8.9	8.8
LnGrp LOS	C		C	C	B	B	B	C	C	B	A	A
Approach Vol, veh/h		228			351			1042			717	
Approach Delay, s/veh		29.8			20.4			20.5			10.7	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	11.2	32.3	12.0	15.6		43.5		27.6				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	45.0	6.5	19.5		57.0		31.5				
Max Q Clear Time (g_c+I1), s	6.3	20.6	7.6	8.7		7.6		5.2				
Green Ext Time (p_c), s	0.0	6.4	0.0	0.5		2.8		0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	18.4	
HCM 7th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	519	27	9	273	13	12	4	8	8	4	5
Future Vol, veh/h	39	519	27	9	273	13	12	4	8	8	4	5
Conflicting Peds, #/hr	3	0	2	2	0	3	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	42	564	29	10	297	14	13	4	9	9	4	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	314	0	0	595	0	0	837	999	301	697	1007	159
Stage 1	-	-	-	-	-	-	666	666	-	326	326	-
Stage 2	-	-	-	-	-	-	171	333	-	371	680	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1018	-	-	847	-	-	722	748	1435	792	745	1597
Stage 1	-	-	-	-	-	-	809	881	-	1009	1035	-
Stage 2	-	-	-	-	-	-	1115	1031	-	981	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1015	-	-	846	-	-	676	705	1429	738	702	1591
Mov Cap-2 Maneuver	-	-	-	-	-	-	688	727	-	770	723	-
Stage 1	-	-	-	-	-	-	774	843	-	995	1020	-
Stage 2	-	-	-	-	-	-	1092	1017	-	928	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.58	0.28	9.42	9.12
HCM LOS			A	A

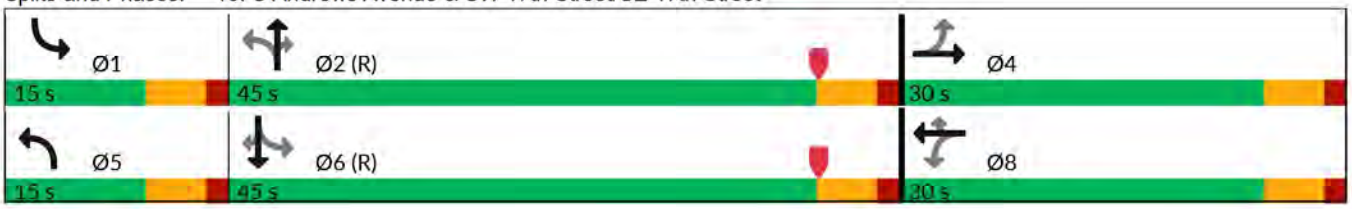
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	841	1015	-	-	846	-	-	892
HCM Lane V/C Ratio	0.031	0.042	-	-	0.012	-	-	0.021
HCM Control Delay (s/veh)	9.4	8.7	-	-	9.3	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	84	419	72	210	96	53	951	237	142	336	43
Future Volume (vph)	84	419	72	210	96	53	951	237	142	336	43
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: S Andrews Avenue & SW 17th Street/SE 17th Street



HCM 7th Signalized Intersection Summary
10: S Andrews Avenue & SW 17th Street/SE 17th Street

A.M. Peak Hour
Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	419	30	72	210	96	53	951	237	142	336	43
Future Volume (veh/h)	84	419	30	72	210	96	53	951	237	142	336	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	94	471	34	81	236	108	60	1069	266	160	378	48
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	274	810	58	185	858	382	622	1794	798	334	2000	834
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.05	0.68	0.68	0.09	0.72	0.72
Sat Flow, veh/h	1027	3330	240	886	3526	1569	1767	3526	1568	1767	3711	1549
Grp Volume(v), veh/h	94	249	256	81	236	108	60	1069	266	160	378	48
Grp Sat Flow(s),veh/h/ln	1027	1763	1807	886	1763	1569	1767	1763	1568	1767	1856	1549
Q Serve(g_s), s	7.4	11.2	11.3	8.0	4.9	5.0	1.4	14.8	6.4	3.9	3.0	0.8
Cycle Q Clear(g_c), s	12.2	11.2	11.3	19.2	4.9	5.0	1.4	14.8	6.4	3.9	3.0	0.8
Prop In Lane	1.00		0.13	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	429	440	185	858	382	622	1794	798	334	2000	834
V/C Ratio(X)	0.34	0.58	0.58	0.44	0.28	0.28	0.10	0.60	0.33	0.48	0.19	0.06
Avail Cap(c_a), veh/h	304	480	492	210	960	427	748	1794	798	407	2000	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	30.0	30.0	38.5	27.6	27.7	9.6	9.5	8.2	10.7	6.3	6.0
Incr Delay (d2), s/veh	0.3	0.7	0.7	0.6	0.1	0.1	0.0	1.5	1.1	0.4	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	8.3	8.5	3.1	3.7	3.4	0.9	8.0	3.8	2.5	2.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.9	30.6	30.7	39.1	27.7	27.8	9.6	11.0	9.3	11.1	6.5	6.1
LnGrp LOS	C	C	C	D	C	C	A	B	A	B	A	A
Approach Vol, veh/h		599			425			1395			586	
Approach Delay, s/veh		31.0			29.9			10.6			7.7	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	51.3		27.4	8.6	54.0		27.4				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.9	16.8		14.2	3.4	5.0		21.2				
Green Ext Time (p_c), s	0.0	9.5		1.7	0.0	2.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.8
HCM 7th LOS	B

Notes

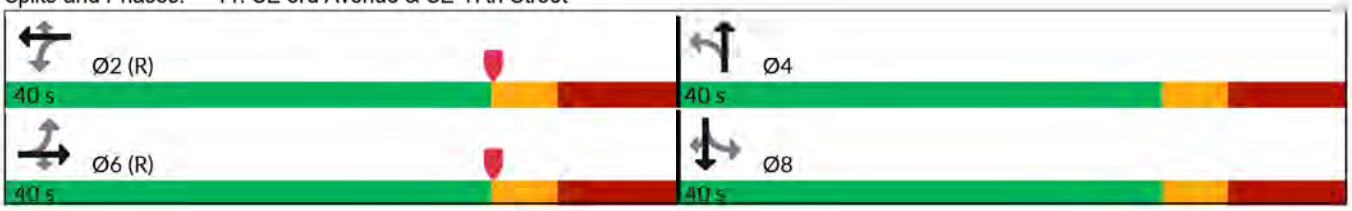
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	258	452	15	26	344	82	1	79	79	37	92
Future Volume (vph)	258	452	15	26	344	82	1	79	79	37	92
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SE 3rd Avenue & SE 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	452	15	26	344	82	1	79	6	79	37	92
Future Volume (vph)	258	452	15	26	344	82	1	79	6	79	37	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.96	1.00	1.00	0.97	1.00		0.96	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1734	3539	1411	1693	3539	1512	1718	1837		1701	1863	1517
Flt Permitted	0.53	1.00	1.00	0.48	1.00	1.00	0.73	1.00		0.70	1.00	1.00
Satd. Flow (perm)	974	3539	1411	851	3539	1512	1323	1837		1251	1863	1517
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	274	481	16	28	366	87	1	84	6	84	39	98
RTOR Reduction (vph)	0	0	8	0	0	44	0	4	0	0	0	75
Lane Group Flow (vph)	274	481	8	28	366	43	1	86	0	84	39	23
Confl. Peds. (#/hr)	35		53	53		35	41		59	59		41
Confl. Bikes (#/hr)			8						1			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	39.1	39.1	39.1	39.1	39.1	39.1	18.9	18.9		18.9	18.9	18.9
Effective Green, g (s)	39.1	39.1	39.1	39.1	39.1	39.1	18.9	18.9		18.9	18.9	18.9
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49	0.49	0.24	0.24		0.24	0.24	0.24
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	476	1729	689	415	1729	738	312	433		295	440	358
v/s Ratio Prot		0.14			0.10			0.05			0.02	
v/s Ratio Perm	c0.28		0.01	0.03		0.03	0.00			c0.07		0.02
v/c Ratio	0.58	0.28	0.01	0.07	0.21	0.06	0.00	0.20		0.28	0.09	0.06
Uniform Delay, d1	14.5	12.1	10.5	10.8	11.7	10.8	23.4	24.5		25.0	23.8	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	0.4	0.0	0.3	0.3	0.1	0.0	0.1		0.2	0.0	0.0
Delay (s)	19.5	12.5	10.5	11.1	11.9	10.9	23.4	24.6		25.2	23.9	23.7
Level of Service	B	B	B	B	B	B	C	C		C	C	C
Approach Delay (s/veh)		15.0			11.7			24.6			24.3	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

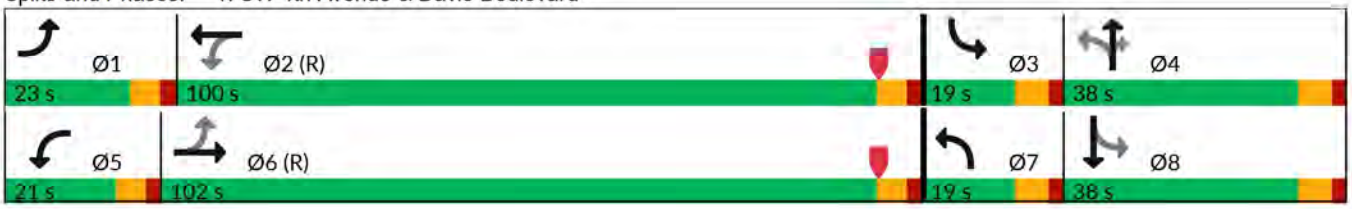
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	227	1559	80	722	100	424	167	129	424
Future Volume (vph)	227	1559	80	722	100	424	167	129	424
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	23.0	102.0	21.0	100.0	19.0	38.0	38.0	19.0	38.0
Total Split (%)	12.8%	56.7%	11.7%	55.6%	10.6%	21.1%	21.1%	10.6%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1559	102	80	722	70	100	424	167	129	424	111
Future Volume (veh/h)	227	1559	102	80	722	70	100	424	167	129	424	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	236	1624	106	83	752	73	104	442	174	134	442	116
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	474	2008	130	182	1817	176	155	573	248	197	474	123
Arrive On Green	0.09	0.80	0.80	0.04	0.75	0.75	0.06	0.16	0.16	0.07	0.17	0.17
Sat Flow, veh/h	1767	3358	218	1767	3242	315	1767	3526	1529	1767	2750	715
Grp Volume(v), veh/h	236	847	883	83	409	416	104	442	174	134	282	276
Grp Sat Flow(s),veh/h/ln	1767	1763	1813	1767	1763	1794	1767	1763	1529	1767	1763	1701
Q Serve(g_s), s	10.3	49.0	51.0	3.6	15.4	15.4	8.8	21.6	19.4	11.3	28.3	28.9
Cycle Q Clear(g_c), s	10.3	49.0	51.0	3.6	15.4	15.4	8.8	21.6	19.4	11.3	28.3	28.9
Prop In Lane	1.00		0.12	1.00		0.18	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	474	1054	1084	182	988	1006	155	573	248	197	304	293
V/C Ratio(X)	0.50	0.80	0.81	0.45	0.41	0.41	0.67	0.77	0.70	0.68	0.93	0.94
Avail Cap(c_a), veh/h	520	1054	1084	275	988	1006	173	617	268	197	308	298
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	12.4	12.6	23.2	12.0	12.0	60.1	72.2	71.2	59.0	73.4	73.6
Incr Delay (d2), s/veh	0.3	6.5	6.7	0.6	1.1	1.1	6.0	4.8	5.8	7.7	32.0	36.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	23.6	25.0	2.8	9.1	9.2	7.6	15.5	12.7	9.4	22.1	22.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	18.9	19.4	23.8	13.1	13.1	66.2	77.0	77.0	66.7	105.4	109.6
LnGrp LOS	B	B	B	C	B	B	E	E	E	E	F	F
Approach Vol, veh/h		1966			908			720			692	
Approach Delay, s/veh		18.6			14.1			75.4			99.6	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	106.9	19.0	35.8	11.6	113.7	17.2	37.5
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	17.0	94.0	12.5	31.5	15.0	96.0	12.5	31.5
Max Q Clear Time (g_c+I1), s	12.3	17.4	13.3	23.6	5.6	53.0	10.8	30.9
Green Ext Time (p_c), s	0.1	6.4	0.0	1.5	0.0	20.7	0.0	0.2

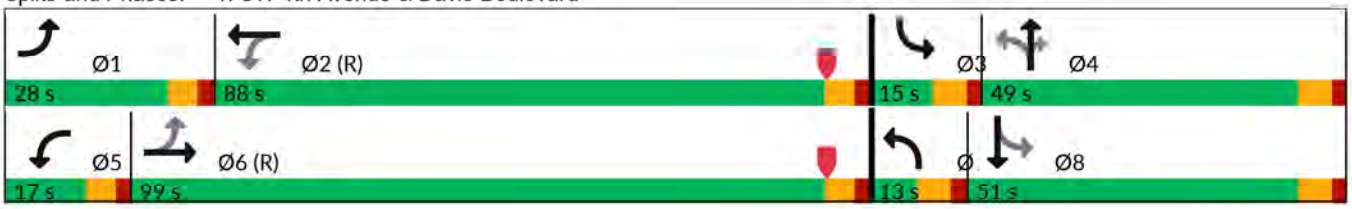
Intersection Summary	
HCM 7th Control Delay, s/veh	40.3
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	218	1559	80	722	100	424	167	129	424
Future Volume (vph)	218	1559	80	722	100	424	167	129	424
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	28.0	99.0	17.0	88.0	13.0	49.0	49.0	15.0	51.0
Total Split (%)	15.6%	55.0%	9.4%	48.9%	7.2%	27.2%	27.2%	8.3%	28.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 39 (22%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	1559	102	80	722	70	100	424	167	129	424	111
Future Volume (veh/h)	218	1559	102	80	722	70	100	424	167	129	424	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	227	1624	100	83	752	65	104	442	39	134	442	99
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	493	2091	128	199	1924	166	123	578	251	163	499	111
Arrive On Green	0.08	0.82	0.82	0.04	0.78	0.78	0.04	0.16	0.16	0.05	0.18	0.18
Sat Flow, veh/h	1767	3372	206	1767	3280	283	1767	3526	1529	1767	2850	633
Grp Volume(v), veh/h	227	844	880	83	404	413	104	442	39	134	272	269
Grp Sat Flow(s),veh/h/ln	1767	1763	1815	1767	1763	1800	1767	1763	1529	1767	1763	1719
Q Serve(g_s), s	9.2	41.5	43.1	3.4	13.0	13.1	6.5	21.6	3.9	8.5	27.1	27.6
Cycle Q Clear(g_c), s	9.2	41.5	43.1	3.4	13.0	13.1	6.5	21.6	3.9	8.5	27.1	27.6
Prop In Lane	1.00		0.11	1.00		0.16	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	493	1093	1126	199	1034	1056	123	578	251	163	308	301
V/C Ratio(X)	0.46	0.77	0.78	0.42	0.39	0.39	0.85	0.76	0.16	0.82	0.88	0.89
Avail Cap(c_a), veh/h	597	1093	1126	255	1034	1056	123	832	361	163	436	425
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	9.6	9.8	19.1	9.6	9.6	69.5	71.9	64.6	67.8	72.4	72.6
Incr Delay (d2), s/veh	0.2	5.3	5.4	0.4	0.9	0.9	38.0	1.4	0.1	25.7	11.1	12.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	18.9	20.0	2.6	7.9	8.0	5.4	15.1	2.8	6.0	19.3	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	14.9	15.2	19.5	10.5	10.5	107.6	73.3	64.7	93.5	83.5	85.6
LnGrp LOS	B	B	B	B	B	B	F	E	E	F	F	F
Approach Vol, veh/h		1951			900			585			675	
Approach Delay, s/veh		14.8			11.4			78.8			86.3	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	111.6	15.0	36.0	11.4	117.6	13.0	38.0
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	22.0	82.0	8.5	42.5	11.0	93.0	6.5	44.5
Max Q Clear Time (g_c+I1), s	11.2	15.1	10.5	23.6	5.4	45.1	8.5	29.6
Green Ext Time (p_c), s	0.2	6.3	0.0	1.9	0.0	21.6	0.0	1.9

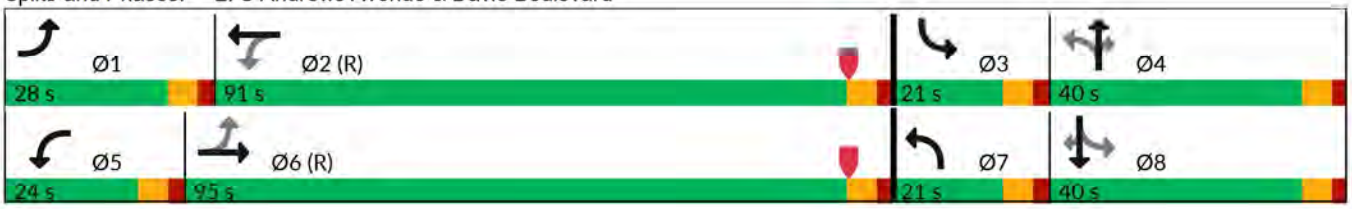
Intersection Summary	
HCM 7th Control Delay, s/veh	34.9
HCM 7th LOS	C

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	258	1206	103	550	198	511	168	80	393	185
Future Volume (vph)	258	1206	103	550	198	511	168	80	393	185
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	28.0	95.0	24.0	91.0	21.0	40.0	40.0	21.0	40.0	40.0
Total Split (%)	15.6%	52.8%	13.3%	50.6%	11.7%	22.2%	22.2%	11.7%	22.2%	22.2%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 68 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	1206	309	103	550	52	198	511	168	80	393	185
Future Volume (veh/h)	258	1206	309	103	550	52	198	511	168	80	393	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	287	1340	343	114	611	58	220	568	187	89	437	206
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	553	1646	411	193	1777	168	213	643	256	152	537	234
Arrive On Green	0.11	0.79	0.79	0.05	0.73	0.73	0.08	0.18	0.18	0.05	0.15	0.15
Sat Flow, veh/h	1767	2785	695	1767	3249	308	1767	3526	1404	1767	3526	1536
Grp Volume(v), veh/h	287	835	848	114	331	338	220	568	187	89	437	206
Grp Sat Flow(s),veh/h/ln	1767	1763	1718	1767	1763	1794	1767	1763	1404	1767	1763	1536
Q Serve(g_s), s	12.9	49.4	55.3	5.2	12.3	12.3	15.0	28.3	22.6	7.6	21.6	23.6
Cycle Q Clear(g_c), s	12.9	49.4	55.3	5.2	12.3	12.3	15.0	28.3	22.6	7.6	21.6	23.6
Prop In Lane	1.00		0.40	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	553	1042	1015	193	964	982	213	643	256	152	537	234
V/C Ratio(X)	0.52	0.80	0.84	0.59	0.34	0.34	1.04	0.88	0.73	0.59	0.81	0.88
Avail Cap(c_a), veh/h	620	1042	1015	299	964	982	213	666	265	205	666	290
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	13.2	13.8	26.2	12.8	12.8	64.5	71.7	69.4	61.5	73.8	74.7
Incr Delay (d2), s/veh	0.1	3.2	4.0	0.9	0.8	0.8	71.2	12.5	8.2	1.3	5.1	19.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.5	21.0	22.8	3.9	7.9	8.0	11.3	20.1	13.6	6.3	15.5	16.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	16.3	17.8	27.1	13.6	13.6	135.7	84.3	77.6	62.8	78.9	94.1
LnGrp LOS	B	B	B	C	B	B	F	F	E	E	E	F
Approach Vol, veh/h		1970			783			975			732	
Approach Delay, s/veh		16.7			15.5			94.6			81.2	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	104.5	15.6	38.8	13.2	112.4	21.0	33.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	85.0	15.0	34.0	18.0	89.0	15.0	34.0
Max Q Clear Time (g_c+I1), s	14.9	14.3	9.6	30.3	7.2	57.3	17.0	25.6
Green Ext Time (p_c), s	0.2	4.8	0.0	1.2	0.1	17.3	0.0	1.6

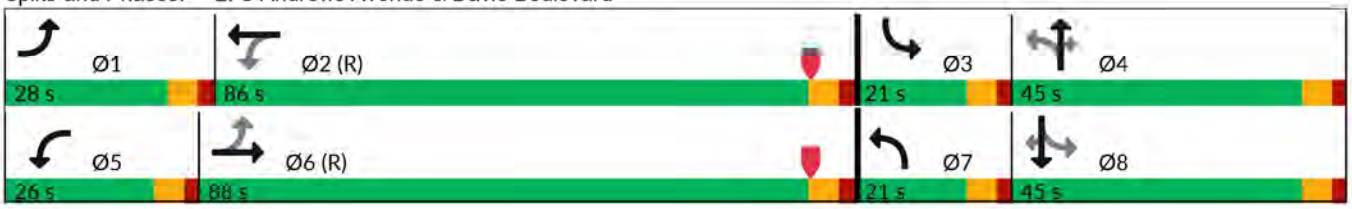
Intersection Summary	
HCM 7th Control Delay, s/veh	44.1
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	258	1206	103	550	198	511	168	80	393	185
Future Volume (vph)	258	1206	103	550	198	511	168	80	393	185
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	28.0	88.0	26.0	86.0	21.0	45.0	45.0	21.0	45.0	45.0
Total Split (%)	15.6%	48.9%	14.4%	47.8%	11.7%	25.0%	25.0%	11.7%	25.0%	25.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 68 (38%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	1206	309	103	550	52	198	511	168	80	393	185
Future Volume (veh/h)	258	1206	309	103	550	52	198	511	168	80	393	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	287	1340	315	114	611	50	220	568	86	89	437	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	559	1685	388	203	1814	148	215	632	252	151	527	235
Arrive On Green	0.11	0.79	0.79	0.05	0.73	0.73	0.08	0.18	0.18	0.05	0.15	0.00
Sat Flow, veh/h	1767	2836	653	1767	3295	269	1767	3526	1403	1767	3526	1572
Grp Volume(v), veh/h	287	822	833	114	326	335	220	568	86	89	437	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1726	1767	1763	1802	1767	1763	1403	1767	1763	1572
Q Serve(g_s), s	12.8	46.4	51.0	5.1	11.8	11.9	15.0	28.4	9.6	7.6	21.7	0.0
Cycle Q Clear(g_c), s	12.8	46.4	51.0	5.1	11.8	11.9	15.0	28.4	9.6	7.6	21.7	0.0
Prop In Lane	1.00		0.38	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	559	1047	1025	203	970	992	215	632	252	151	527	235
V/C Ratio(X)	0.51	0.78	0.81	0.56	0.34	0.34	1.02	0.90	0.34	0.59	0.83	0.00
Avail Cap(c_a), veh/h	627	1047	1025	329	970	992	215	764	304	204	764	341
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.0	12.5	13.0	24.1	12.4	12.4	65.1	72.3	64.6	61.9	74.3	0.0
Incr Delay (d2), s/veh	0.1	2.9	3.5	0.7	0.8	0.8	67.9	10.8	0.3	1.3	3.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.4	19.7	21.1	3.9	7.6	7.8	11.2	20.0	6.3	6.3	15.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	15.5	16.5	24.9	13.2	13.2	133.0	83.0	64.9	63.2	77.7	0.0
LnGrp LOS	B	B	B	C	B	B	F	F	E	E	E	
Approach Vol, veh/h		1942			775			874			526	
Approach Delay, s/veh		15.7			14.9			93.8			75.2	
Approach LOS		B			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	105.1	15.6	38.3	13.2	112.9	21.0	32.9
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	22.0	80.0	15.0	39.0	20.0	82.0	15.0	39.0
Max Q Clear Time (g_c+I1), s	14.8	13.9	9.6	30.4	7.1	53.0	17.0	23.7
Green Ext Time (p_c), s	0.2	4.8	0.0	1.9	0.1	16.0	0.0	1.7

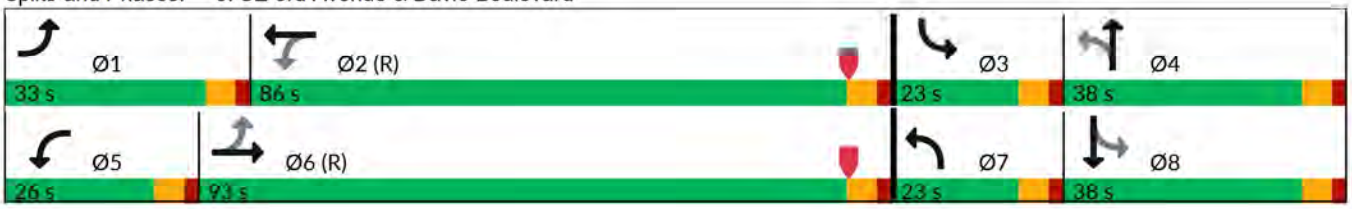
Intersection Summary	
HCM 7th Control Delay, s/veh	39.8
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	520	704	43	486	61	255	56	193
Future Volume (vph)	520	704	43	486	61	255	56	193
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	33.0	93.0	26.0	86.0	23.0	38.0	23.0	38.0
Total Split (%)	18.3%	51.7%	14.4%	47.8%	12.8%	21.1%	12.8%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 98 (54%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	520	704	136	43	486	90	61	255	24	56	193	154
Future Volume (veh/h)	520	704	136	43	486	90	61	255	24	56	193	154
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	0.99		0.97	0.99		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	578	782	151	48	540	100	68	283	27	62	214	171
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	669	1948	376	396	1587	293	137	464	44	173	264	199
Arrive On Green	0.20	0.88	0.88	0.03	0.71	0.71	0.04	0.14	0.14	0.04	0.14	0.14
Sat Flow, veh/h	1767	2938	567	1767	2970	548	1767	3244	307	1767	1887	1422
Grp Volume(v), veh/h	578	469	464	48	320	320	68	153	157	62	199	186
Grp Sat Flow(s),veh/h/ln	1767	1763	1743	1767	1763	1755	1767	1763	1788	1767	1763	1547
Q Serve(g_s), s	27.0	8.8	8.8	2.2	12.4	12.5	5.9	14.6	14.9	5.4	19.7	21.2
Cycle Q Clear(g_c), s	27.0	8.8	8.8	2.2	12.4	12.5	5.9	14.6	14.9	5.4	19.7	21.2
Prop In Lane	1.00		0.33	1.00		0.31	1.00		0.17	1.00		0.92
Lane Grp Cap(c), veh/h	669	1169	1155	396	942	938	137	252	256	173	246	216
V/C Ratio(X)	0.86	0.40	0.40	0.12	0.34	0.34	0.50	0.61	0.62	0.36	0.81	0.86
Avail Cap(c_a), veh/h	669	1169	1155	554	942	938	229	313	318	270	313	275
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	4.1	4.1	18.1	13.9	13.9	63.9	72.4	72.5	63.5	75.1	75.7
Incr Delay (d2), s/veh	4.9	0.4	0.4	0.1	1.0	1.0	1.0	0.8	0.8	0.5	9.1	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.2	4.4	4.4	1.7	8.4	8.4	4.9	10.8	11.1	4.4	14.7	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	4.5	4.5	18.2	14.9	14.9	64.9	73.2	73.3	63.9	84.2	92.1
LnGrp LOS	C	A	A	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		1511			688			378			447	
Approach Delay, s/veh		10.6			15.1			71.7			84.7	
Approach LOS		B			B			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.0	102.2	13.1	31.7	9.9	125.3	13.7	31.2				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	27.0	80.0	17.0	32.0	20.0	87.0	17.0	32.0				
Max Q Clear Time (g_c+I1), s	29.0	14.5	7.4	16.9	4.2	10.8	7.9	23.2				
Green Ext Time (p_c), s	0.0	4.6	0.0	1.0	0.0	7.8	0.0	1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.2
HCM 7th LOS	C

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	15	13	13	4	22	4	835	36	62	649	5
Future Vol, veh/h	14	15	13	13	4	22	4	835	36	62	649	5
Conflicting Peds, #/hr	1	0	3	3	0	1	5	0	13	13	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	15	16	14	14	4	23	4	888	38	66	690	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1286	1778	356	1417	1762	477	701	0	0	940	0	0
Stage 1	830	830	-	929	929	-	-	-	-	-	-	-
Stage 2	456	948	-	488	833	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	532	498	1376	485	502	1255	791	-	-	674	-	-
Stage 1	725	813	-	679	775	-	-	-	-	-	-	-
Stage 2	928	767	-	909	812	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	461	437	1366	411	441	1238	787	-	-	665	-	-
Mov Cap-2 Maneuver	535	522	-	514	540	-	-	-	-	-	-	-
Stage 1	650	729	-	665	759	-	-	-	-	-	-	-
Stage 2	898	752	-	791	728	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.93	9.92	0.11	0.95
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	652	772	665	-	-
HCM Lane V/C Ratio	0.005	-	-	0.069	0.054	0.099	-	-
HCM Control Delay (s/veh)	9.6	0.1	-	10.9	9.9	11	-	-
HCM Lane LOS	A	A	-	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.3	-	-

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	15	43	100	5	111	26	861	145	129	559	104
Future Vol, veh/h	31	15	43	100	5	111	26	861	145	129	559	104
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	2	2	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	36	17	49	115	6	128	30	990	167	148	643	120

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1556	2217	381	1761	2193	580	762	0	0	1158	0	0
Stage 1	999	999	-	1135	1135	-	-	-	-	-	-	-
Stage 2	557	1218	-	626	1059	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	440	390	1350	380	395	1160	759	-	-	581	-	-
Stage 1	647	748	-	590	698	-	-	-	-	-	-	-
Stage 2	869	669	-	830	726	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	277	278	1350	252	282	1158	759	-	-	579	-	-
Mov Cap-2 Maneuver	365	365	-	369	389	-	-	-	-	-	-	-
Stage 1	482	557	-	566	670	-	-	-	-	-	-	-
Stage 2	736	642	-	577	540	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.79	16.14	0.25	2.17
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	564	569	579	-	-
HCM Lane V/C Ratio	0.039	-	-	0.181	0.437	0.256	-	-
HCM Control Delay (s/veh)	9.9	-	-	12.8	16.1	13.3	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	2.2	1	-	-

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	18	78	15	87	26	4	11	11	30	3	14	4
Future Vol, veh/h	18	78	15	87	26	4	11	11	30	3	14	4
Conflicting Peds, #/hr	0	0	1	1	0	0	0	0	2	2	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	22	94	18	105	31	5	13	13	36	4	17	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	36	0	0	113	0	0	397	393	106	389	400	34
Stage 1	-	-	-	-	-	-	147	147	-	243	243	-
Stage 2	-	-	-	-	-	-	249	246	-	146	156	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1214	-	-	1156	-	-	965	1003	1662	969	1000	1755
Stage 1	-	-	-	-	-	-	1131	1123	-	1065	1075	-
Stage 2	-	-	-	-	-	-	1060	1074	-	1132	1119	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1214	-	-	1155	-	-	841	892	1657	831	889	1755
Mov Cap-2 Maneuver	-	-	-	-	-	-	841	892	-	831	889	-
Stage 1	-	-	-	-	-	-	1109	1101	-	966	976	-
Stage 2	-	-	-	-	-	-	943	974	-	1072	1096	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.3	6.27	8.18	8.81
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1195	283	-	-	1131	-	-	971
HCM Lane V/C Ratio	0.052	0.018	-	-	0.091	-	-	0.026
HCM Control Delay (s/veh)	8.2	8	0	-	8.4	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.3	-	-	0.1

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	13	44	0	39	35	976	125	50	599	56
Future Vol, veh/h	10	0	13	44	0	39	35	976	125	50	599	56
Conflicting Peds, #/hr	0	0	17	17	0	0	11	0	3	3	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	180	110	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	11	0	15	51	0	45	40	1122	144	57	689	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1488	2196	404	1753	2156	636	764	0	0	1269	0	0
Stage 1	847	847	-	1277	1277	-	-	-	-	-	-	-
Stage 2	641	1349	-	476	879	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	462	395	1326	382	404	1112	758	-	-	538	-	-
Stage 1	717	807	-	535	649	-	-	-	-	-	-	-
Stage 2	822	625	-	916	794	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	370	329	1291	313	337	1108	750	-	-	537	-	-
Mov Cap-2 Maneuver	470	422	-	408	443	-	-	-	-	-	-	-
Stage 1	634	713	-	505	613	-	-	-	-	-	-	-
Stage 2	747	590	-	796	702	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.09	11.93	0.31	0.89
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	750	-	-	733	408	1108	537	-	-
HCM Lane V/C Ratio	0.054	-	-	0.036	0.124	0.04	0.107	-	-
HCM Control Delay (s/veh)	10.1	-	-	10.1	15.1	8.4	12.5	-	-
HCM Lane LOS	B	-	-	B	C	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.4	0.1	0.4	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	167	178	82	90	18	696	182	483
Future Volume (vph)	43	167	178	82	90	18	696	182	483
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	25.0	25.0	12.0	37.0	37.0	50.0	50.0	12.0	62.0
Total Split (%)	25.3%	25.3%	12.1%	37.4%	37.4%	50.5%	50.5%	12.1%	62.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 79.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



HCM 7th Signalized Intersection Summary
8: SW 4th Avenue & SW 17th Street

A.M. Peak Hour
Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	167	12	178	82	90	18	696	328	182	483	12
Future Volume (veh/h)	43	167	12	178	82	90	18	696	328	182	483	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	46	178	13	189	87	96	19	740	349	194	514	13
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	267	246	18	303	566	472	445	929	437	309	1945	49
Arrive On Green	0.14	0.14	0.14	0.09	0.31	0.31	0.40	0.40	0.40	0.09	0.55	0.55
Sat Flow, veh/h	1184	1705	125	1767	1856	1546	867	2312	1089	1767	3511	89
Grp Volume(v), veh/h	46	0	191	189	87	96	19	564	525	194	258	269
Grp Sat Flow(s),veh/h/ln	1184	0	1830	1767	1856	1546	867	1763	1639	1767	1763	1837
Q Serve(g_s), s	2.6	0.0	7.4	6.5	2.5	3.4	1.0	21.0	21.0	4.5	5.7	5.7
Cycle Q Clear(g_c), s	2.6	0.0	7.4	6.5	2.5	3.4	1.0	21.0	21.0	4.5	5.7	5.7
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.66	1.00		0.05
Lane Grp Cap(c), veh/h	267	0	264	303	566	472	445	708	658	309	977	1018
V/C Ratio(X)	0.17	0.00	0.72	0.62	0.15	0.20	0.04	0.80	0.80	0.63	0.26	0.26
Avail Cap(c_a), veh/h	406	0	478	303	784	653	620	1064	989	324	1348	1404
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	30.5	23.8	18.9	19.2	13.6	19.6	19.6	15.3	8.7	8.7
Incr Delay (d2), s/veh	0.1	0.0	1.4	3.0	0.0	0.1	0.0	2.1	2.2	2.5	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.0	5.9	5.2	1.9	2.1	0.3	13.0	12.3	3.2	3.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.5	0.0	31.9	26.8	18.9	19.3	13.7	21.7	21.9	17.9	8.8	8.8
LnGrp LOS	C		C	C	B	B	B	C	C	B	A	A
Approach Vol, veh/h		237			372			1108			721	
Approach Delay, s/veh		31.3			23.0			21.6			11.2	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	11.4	35.0	12.0	16.2		46.3		28.2				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	45.0	6.5	19.5		57.0		31.5				
Max Q Clear Time (g_c+I1), s	6.5	23.0	8.5	9.4		7.7		5.4				
Green Ext Time (p_c), s	0.0	6.7	0.0	0.5		2.8		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.7
HCM 7th LOS	B

Notes

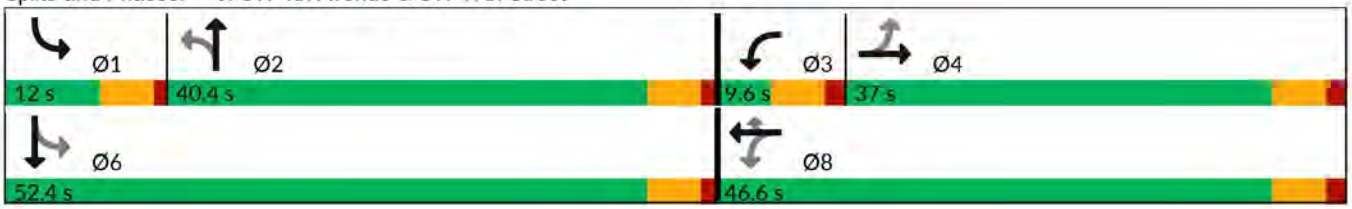
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	167	178	82	90	18	696	182	483
Future Volume (vph)	43	167	178	82	90	18	696	182	483
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	37.0	37.0	9.6	46.6	46.6	40.4	40.4	12.0	52.4
Total Split (%)	37.4%	37.4%	9.7%	47.1%	47.1%	40.8%	40.8%	12.1%	52.9%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 74.4
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	167	12	178	82	90	18	696	328	182	483	12
Future Volume (veh/h)	43	167	12	178	82	90	18	696	328	182	483	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	46	178	10	189	87	0	19	740	238	194	514	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	316	279	16	295	568	481	430	962	310	337	1896	33
Arrive On Green	0.16	0.16	0.16	0.06	0.31	0.00	0.37	0.37	0.37	0.09	0.54	0.54
Sat Flow, veh/h	1291	1738	98	1767	1856	1572	870	2611	840	1767	3543	62
Grp Volume(v), veh/h	46	0	188	189	87	0	19	500	478	194	256	267
Grp Sat Flow(s),veh/h/ln	1291	0	1835	1767	1856	1572	870	1763	1688	1767	1763	1843
Q Serve(g_s), s	2.0	0.0	6.3	4.1	2.3	0.0	0.9	16.5	16.5	4.2	5.2	5.2
Cycle Q Clear(g_c), s	2.0	0.0	6.3	4.1	2.3	0.0	0.9	16.5	16.5	4.2	5.2	5.2
Prop In Lane	1.00		0.05	1.00		1.00	1.00		0.50	1.00		0.03
Lane Grp Cap(c), veh/h	316	0	295	295	568	481	430	650	622	337	943	986
V/C Ratio(X)	0.15	0.00	0.64	0.64	0.15	0.00	0.04	0.77	0.77	0.58	0.27	0.27
Avail Cap(c_a), veh/h	725	0	875	295	1154	978	575	945	904	364	1265	1322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	25.9	23.7	16.7	0.0	13.5	18.4	18.4	13.5	8.4	8.4
Incr Delay (d2), s/veh	0.1	0.0	0.9	3.6	0.0	0.0	0.0	1.9	2.0	1.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	0.0	4.8	2.0	1.6	0.0	0.3	10.6	10.2	2.7	3.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.2	0.0	26.8	27.2	16.7	0.0	13.5	20.3	20.4	14.6	8.5	8.5
LnGrp LOS	C		C	C	B		B	C	C	B	A	A
Approach Vol, veh/h		234			276			997			717	
Approach Delay, s/veh		26.3			23.9			20.2			10.1	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	11.0	29.4	9.6	16.1		40.3		25.7				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	35.4	4.1	31.5		47.4		41.1				
Max Q Clear Time (g_c+I1), s	6.2	18.5	6.1	8.3		7.2		4.3				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.7		2.8		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.0
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	112	519	27	9	273	90	12	4	8	28	4	25
Future Vol, veh/h	112	519	27	9	273	90	12	4	8	28	4	25
Conflicting Peds, #/hr	3	0	2	2	0	3	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	122	564	29	10	297	98	13	4	9	30	4	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	398	0	0	595	0	0	995	1241	301	898	1207	201
Stage 1	-	-	-	-	-	-	824	824	-	368	368	-
Stage 2	-	-	-	-	-	-	171	417	-	530	839	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	964	-	-	847	-	-	649	661	1435	693	673	1547
Stage 1	-	-	-	-	-	-	728	816	-	983	1015	-
Stage 2	-	-	-	-	-	-	1115	992	-	885	810	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	961	-	-	846	-	-	545	568	1429	588	578	1541
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	606	-	641	612	-
Stage 1	-	-	-	-	-	-	635	711	-	968	1000	-
Stage 2	-	-	-	-	-	-	1077	978	-	762	706	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.58	0.23	10.21	9.52
HCM LOS			B	A

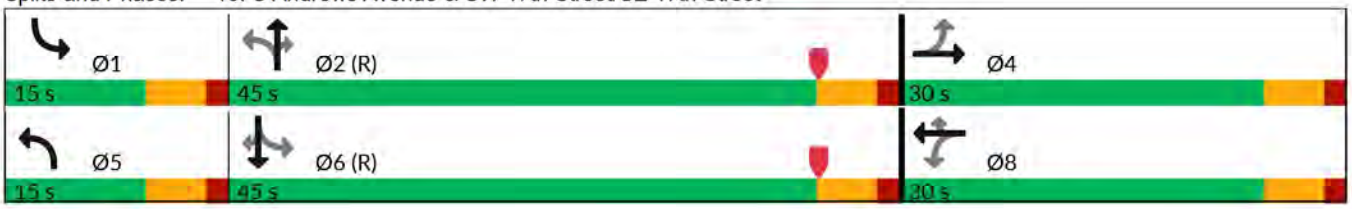
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	718	961	-	-	846	-	-	858
HCM Lane V/C Ratio	0.036	0.127	-	-	0.012	-	-	0.072
HCM Control Delay (s/veh)	10.2	9.3	-	-	9.3	-	-	9.5
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	0.2

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	84	425	72	232	96	108	951	237	142	336	43
Future Volume (vph)	84	425	72	232	96	108	951	237	142	336	43
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 12 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: S Andrews Avenue & SW 17th Street/SE 17th Street



HCM 7th Signalized Intersection Summary
10: S Andrews Avenue & SW 17th Street/SE 17th Street

A.M. Peak Hour
Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	425	44	72	232	96	108	951	237	142	336	43
Future Volume (veh/h)	84	425	44	72	232	96	108	951	237	142	336	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	94	478	49	81	261	108	121	1069	266	160	378	48
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	271	807	82	183	882	393	627	1767	786	330	1906	795
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.07	0.67	0.67	0.09	0.68	0.68
Sat Flow, veh/h	1004	3223	329	868	3526	1569	1767	3526	1568	1767	3711	1548
Grp Volume(v), veh/h	94	261	266	81	261	108	121	1069	266	160	378	48
Grp Sat Flow(s),veh/h/ln	1004	1763	1789	868	1763	1569	1767	1763	1568	1767	1856	1548
Q Serve(g_s), s	7.5	11.7	11.8	8.2	5.4	5.0	3.0	15.2	6.6	3.9	3.4	0.9
Cycle Q Clear(g_c), s	12.9	11.7	11.8	20.0	5.4	5.0	3.0	15.2	6.6	3.9	3.4	0.9
Prop In Lane	1.00		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	271	441	448	183	882	393	627	1767	786	330	1906	795
V/C Ratio(X)	0.35	0.59	0.59	0.44	0.30	0.28	0.19	0.60	0.34	0.48	0.20	0.06
Avail Cap(c_a), veh/h	293	480	487	202	960	427	720	1767	786	401	1906	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	29.7	29.7	38.5	27.3	27.2	9.5	10.0	8.6	11.1	7.5	7.1
Incr Delay (d2), s/veh	0.3	0.9	1.0	0.6	0.1	0.1	0.1	1.5	1.2	0.4	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	8.6	8.8	3.1	4.0	3.3	1.9	8.2	3.9	2.5	2.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.8	30.6	30.7	39.1	27.4	27.3	9.5	11.6	9.7	11.6	7.7	7.2
LnGrp LOS	C	C	C	D	C	C	A	B	A	B	A	A
Approach Vol, veh/h		621			450			1456			586	
Approach Delay, s/veh		31.0			29.5			11.1			8.7	
Approach LOS		C			C			B			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	50.6		28.0	10.3	51.7		28.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.9	17.2		14.9	5.0	5.4		22.0				
Green Ext Time (p_c), s	0.0	9.4		1.8	0.0	2.9		0.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	17.3
HCM 7th LOS	B

Notes

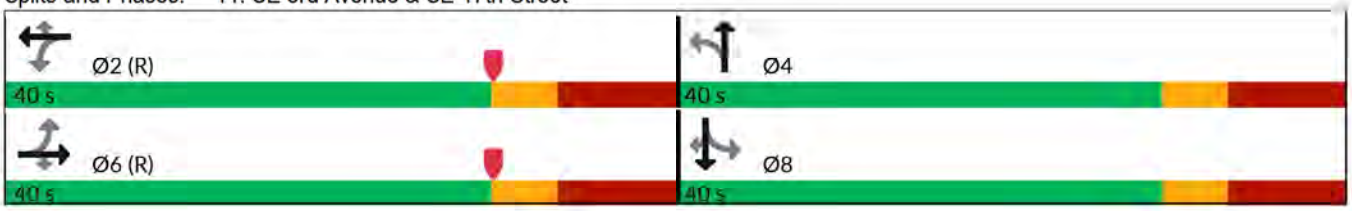
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	258	458	15	26	366	82	1	79	79	37	92
Future Volume (vph)	258	458	15	26	366	82	1	79	79	37	92
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SE 3rd Avenue & SE 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	458	15	26	366	82	1	79	6	79	37	92
Future Volume (vph)	258	458	15	26	366	82	1	79	6	79	37	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.96	1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	0.98	1.00	1.00	0.96	1.00	1.00	0.97	1.00		0.96	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1735	3539	1411	1693	3539	1512	1718	1837		1701	1863	1517
Flt Permitted	0.52	1.00	1.00	0.47	1.00	1.00	0.73	1.00		0.70	1.00	1.00
Satd. Flow (perm)	953	3539	1411	846	3539	1512	1323	1837		1251	1863	1517
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	274	487	16	28	389	87	1	84	6	84	39	98
RTOR Reduction (vph)	0	0	8	0	0	44	0	4	0	0	0	75
Lane Group Flow (vph)	274	487	8	28	389	43	1	86	0	84	39	23
Confl. Peds. (#/hr)	35		53	53		35	41		59	59		41
Confl. Bikes (#/hr)			8						1			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	39.1	39.1	39.1	39.1	39.1	39.1	18.9	18.9		18.9	18.9	18.9
Effective Green, g (s)	39.1	39.1	39.1	39.1	39.1	39.1	18.9	18.9		18.9	18.9	18.9
Actuated g/C Ratio	0.49	0.49	0.49	0.49	0.49	0.49	0.24	0.24		0.24	0.24	0.24
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	465	1729	689	413	1729	738	312	433		295	440	358
v/s Ratio Prot		0.14			0.11			0.05			0.02	
v/s Ratio Perm	c0.29		0.01	0.03		0.03	0.00			c0.07		0.02
v/c Ratio	0.59	0.28	0.01	0.07	0.22	0.06	0.00	0.20		0.28	0.09	0.06
Uniform Delay, d1	14.7	12.1	10.5	10.8	11.7	10.8	23.4	24.5		25.0	23.8	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.4	0.4	0.0	0.3	0.3	0.1	0.0	0.1		0.2	0.0	0.0
Delay (s)	20.1	12.5	10.5	11.1	12.0	10.9	23.4	24.6		25.2	23.9	23.7
Level of Service	C	B	B	B	B	B	C	C		C	C	C
Approach Delay (s/veh)		15.2			11.8			24.6			24.3	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	40	32	42	150	122	26
Future Vol, veh/h	40	32	42	150	122	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	43	35	46	163	133	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	127	0	0	209	0
Stage 1	127	-	-	-	-	-
Stage 2	293	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	950	1636	-	-	1088	-
Stage 1	1146	-	-	-	-	-
Stage 2	1031	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	832	1636	-	-	1088	-
Mov Cap-2 Maneuver	832	-	-	-	-	-
Stage 1	1146	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	8.65	0	7.23
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1065	1071	-
HCM Lane V/C Ratio	-	-	0.074	0.122	-
HCM Control Delay (s/veh)	-	-	8.6	8.8	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.4	-

P.M. Peak Hour

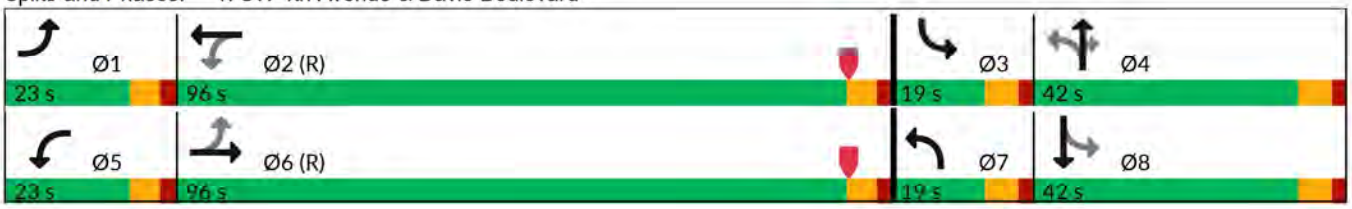
Existing Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	153	773	152	1448	135	319	70	95	474
Future Volume (vph)	153	773	152	1448	135	319	70	95	474
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	23.0	96.0	23.0	96.0	19.0	42.0	42.0	19.0	42.0
Total Split (%)	12.8%	53.3%	12.8%	53.3%	10.6%	23.3%	23.3%	10.6%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	773	102	152	1448	74	135	319	70	95	474	207
Future Volume (veh/h)	153	773	102	152	1448	74	135	319	70	95	474	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	158	797	105	157	1493	76	139	329	72	98	489	213
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	212	1696	223	398	1850	94	163	747	326	264	468	203
Arrive On Green	0.07	0.72	0.72	0.07	0.72	0.72	0.07	0.21	0.21	0.05	0.20	0.20
Sat Flow, veh/h	1767	3125	412	1767	3411	173	1767	3526	1540	1767	2375	1028
Grp Volume(v), veh/h	158	450	452	157	769	800	139	329	72	98	362	340
Grp Sat Flow(s),veh/h/ln	1767	1763	1774	1767	1763	1821	1767	1763	1540	1767	1763	1640
Q Serve(g_s), s	7.3	19.3	19.3	7.2	52.1	53.0	11.3	14.6	7.0	7.9	35.5	35.5
Cycle Q Clear(g_c), s	7.3	19.3	19.3	7.2	52.1	53.0	11.3	14.6	7.0	7.9	35.5	35.5
Prop In Lane	1.00		0.23	1.00		0.09	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	212	957	963	398	956	988	163	747	326	264	348	323
V/C Ratio(X)	0.74	0.47	0.47	0.39	0.80	0.81	0.85	0.44	0.22	0.37	1.04	1.05
Avail Cap(c_a), veh/h	288	957	963	474	956	988	163	747	326	290	348	323
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	14.1	14.1	17.4	18.7	18.8	56.0	61.6	58.6	53.8	72.3	72.3
Incr Delay (d2), s/veh	4.1	1.7	1.6	0.1	4.1	4.1	31.9	0.2	0.1	0.3	59.5	64.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	11.7	11.8	5.0	24.9	26.0	10.7	10.9	5.0	6.5	30.2	29.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	15.8	15.8	17.5	22.8	22.9	87.9	61.8	58.8	54.1	131.7	136.3
LnGrp LOS	C	B	B	B	C	C	F	E	E	D	F	F
Approach Vol, veh/h		1060			1726			540			800	
Approach Delay, s/veh		18.6			22.4			68.1			124.2	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.3	103.7	16.3	44.7	15.3	103.7	19.0	42.0
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	17.0	90.0	12.5	35.5	17.0	90.0	12.5	35.5
Max Q Clear Time (g_c+I1), s	9.3	55.0	9.9	16.6	9.2	21.3	13.3	37.5
Green Ext Time (p_c), s	0.1	16.0	0.0	1.5	0.1	7.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	47.1
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	123	630	183	1034	191	553	130	72	752	406
Future Volume (vph)	123	630	183	1034	191	553	130	72	752	406
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	21.0	84.0	26.0	89.0	24.0	46.0	46.0	24.0	46.0	46.0
Total Split (%)	11.7%	46.7%	14.4%	49.4%	13.3%	25.6%	25.6%	13.3%	25.6%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 129 (72%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	630	140	183	1034	57	191	553	130	72	752	406
Future Volume (veh/h)	123	630	140	183	1034	57	191	553	130	72	752	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	128	656	146	191	1077	59	199	576	135	75	783	423
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	278	1362	303	399	1684	92	216	981	392	218	783	343
Arrive On Green	0.06	0.63	0.63	0.09	0.66	0.66	0.10	0.28	0.28	0.04	0.22	0.22
Sat Flow, veh/h	1767	2857	635	1767	3395	186	1767	3526	1408	1767	3526	1542
Grp Volume(v), veh/h	128	404	398	191	559	577	199	576	135	75	783	423
Grp Sat Flow(s),veh/h/ln	1767	1763	1729	1767	1763	1818	1767	1763	1408	1767	1763	1542
Q Serve(g_s), s	6.7	21.7	21.8	10.1	33.6	33.6	16.0	25.4	13.8	5.9	40.0	40.0
Cycle Q Clear(g_c), s	6.7	21.7	21.8	10.1	33.6	33.6	16.0	25.4	13.8	5.9	40.0	40.0
Prop In Lane	1.00		0.37	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	841	824	399	874	902	216	981	392	218	783	343
V/C Ratio(X)	0.46	0.48	0.48	0.48	0.64	0.64	0.92	0.59	0.34	0.34	1.00	1.23
Avail Cap(c_a), veh/h	339	841	824	476	874	902	217	981	392	317	783	343
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	21.2	21.2	22.2	21.2	21.2	54.3	56.0	51.9	51.4	70.0	70.0
Incr Delay (d2), s/veh	0.4	1.7	1.8	0.3	2.8	2.7	38.9	0.6	0.2	0.3	32.0	128.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	13.4	13.2	7.1	18.7	19.2	14.1	17.1	8.6	4.8	29.2	41.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.2	22.9	23.0	22.5	24.0	23.9	93.2	56.7	52.1	51.7	102.0	198.4
LnGrp LOS	C	C	C	C	C	C	F	E	D	D	F	F
Approach Vol, veh/h		930			1327			910			1281	
Approach Delay, s/veh		23.3			23.7			64.0			130.9	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	95.3	13.9	56.1	18.2	91.8	24.0	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	83.0	18.0	40.0	20.0	78.0	18.0	40.0
Max Q Clear Time (g_c+I1), s	8.7	35.6	7.9	27.4	12.1	23.8	18.0	42.0
Green Ext Time (p_c), s	0.0	10.1	0.0	2.4	0.1	6.2	0.0	0.0

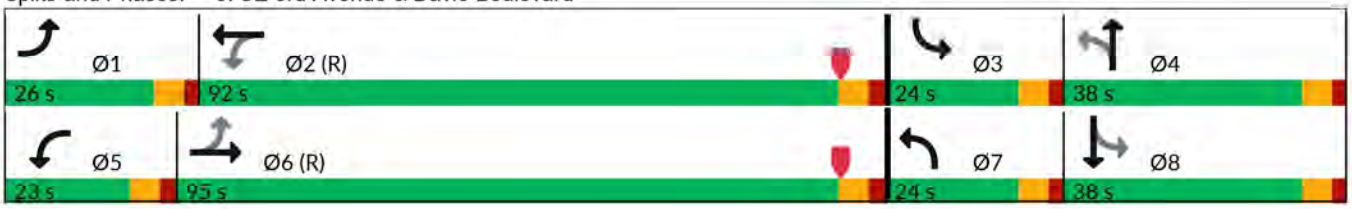
Intersection Summary	
HCM 7th Control Delay, s/veh	62.7
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	232	502	54	744	117	206	116	339
Future Volume (vph)	232	502	54	744	117	206	116	339
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	26.0	95.0	23.0	92.0	24.0	38.0	24.0	38.0
Total Split (%)	14.4%	52.8%	12.8%	51.1%	13.3%	21.1%	13.3%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	232	502	76	54	744	60	117	206	39	116	339	376
Future Volume (veh/h)	232	502	76	54	744	60	117	206	39	116	339	376
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	242	523	79	56	775	62	122	215	41	121	353	392
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	465	1834	276	528	1816	145	159	528	99	283	313	278
Arrive On Green	0.10	0.80	0.80	0.03	0.73	0.73	0.07	0.18	0.18	0.07	0.18	0.18
Sat Flow, veh/h	1767	3067	461	1767	3303	264	1767	2961	554	1767	1763	1565
Grp Volume(v), veh/h	242	300	302	56	414	423	122	126	130	121	353	392
Grp Sat Flow(s),veh/h/ln	1767	1763	1765	1767	1763	1804	1767	1763	1752	1767	1763	1565
Q Serve(g_s), s	10.8	8.1	8.2	2.5	16.5	16.5	10.1	11.4	11.8	10.0	32.0	32.0
Cycle Q Clear(g_c), s	10.8	8.1	8.2	2.5	16.5	16.5	10.1	11.4	11.8	10.0	32.0	32.0
Prop In Lane	1.00		0.26	1.00		0.15	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	465	1054	1056	528	969	992	159	314	312	283	313	278
V/C Ratio(X)	0.52	0.28	0.29	0.11	0.43	0.43	0.77	0.40	0.41	0.43	1.13	1.41
Avail Cap(c_a), veh/h	535	1054	1056	653	969	992	217	314	312	342	313	278
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	8.2	8.2	16.8	13.1	13.1	58.0	65.5	65.6	55.6	74.0	74.0
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.0	1.4	1.3	6.8	0.3	0.3	0.4	89.4	204.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.3	5.5	5.5	1.9	10.2	10.4	8.5	9.0	9.2	8.1	32.0	43.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	8.8	8.8	16.8	14.5	14.4	64.8	65.8	66.0	56.0	163.4	278.3
LnGrp LOS	B	A	A	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		844			893			378			866	
Approach Delay, s/veh		10.7			14.6			65.5			200.4	
Approach LOS		B			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	105.0	18.0	38.1	10.3	113.6	18.1	38.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	86.0	18.0	32.0	17.0	89.0	18.0	32.0
Max Q Clear Time (g_c+I1), s	12.8	18.5	12.0	13.8	4.5	10.2	12.1	34.0
Green Ext Time (p_c), s	0.1	6.5	0.0	0.9	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	73.9
HCM 7th LOS	E

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	2	10	27	18	54	12	562	8	17	760	11
Future Vol, veh/h	4	2	10	27	18	54	12	562	8	17	760	11
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	2	10	28	19	56	13	585	8	18	792	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1161	1458	405	1054	1459	302	804	0	0	599	0	0
Stage 1	834	834	-	620	620	-	-	-	-	-	-	-
Stage 2	327	624	-	434	840	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	580	591	1326	624	590	1434	738	-	-	846	-	-
Stage 1	724	812	-	834	901	-	-	-	-	-	-	-
Stage 2	1009	899	-	941	810	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	518	563	1322	588	563	1427	737	-	-	842	-	-
Mov Cap-2 Maneuver	590	633	-	656	631	-	-	-	-	-	-	-
Stage 1	708	794	-	813	879	-	-	-	-	-	-	-
Stage 2	929	877	-	910	792	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.01	9.4	0.39	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	914	920	842	-	-
HCM Lane V/C Ratio	0.017	-	-	0.018	0.112	0.021	-	-
HCM Control Delay (s/veh)	10	0.2	-	9	9.4	9.4	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	3	20	135	16	163	21	685	17	43	1056	36
Future Vol, veh/h	15	3	20	135	16	163	21	685	17	43	1056	36
Conflicting Peds, #/hr	2	0	5	5	0	2	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	16	3	21	142	17	172	22	721	18	45	1112	38

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1639	2010	583	1430	2020	374	1152	0	0	742	0	0
Stage 1	1224	1224	-	777	777	-	-	-	-	-	-	-
Stage 2	415	786	-	653	1243	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	415	438	1158	481	436	1357	583	-	-	769	-	-
Stage 1	555	667	-	751	835	-	-	-	-	-	-	-
Stage 2	953	831	-	816	661	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	316	394	1149	422	392	1350	581	-	-	767	-	-
Mov Cap-2 Maneuver	414	488	-	522	483	-	-	-	-	-	-	-
Stage 1	521	626	-	721	801	-	-	-	-	-	-	-
Stage 2	782	797	-	746	620	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.04	13.31	0.33	0.38
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	581	-	-	636	761	767	-	-
HCM Lane V/C Ratio	0.038	-	-	0.063	0.434	0.059	-	-
HCM Control Delay (s/veh)	11.4	-	-	11	13.3	10	-	-
HCM Lane LOS	B	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	2.2	0.2	-	-

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	5	18	4	10	60	4	19	13	13	6	25	22
Future Vol, veh/h	5	18	4	10	60	4	19	13	13	6	25	22
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	21	5	12	70	5	22	15	15	7	29	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	75	0	0	28	0	0	144	136	25	136	136	73
Stage 1	-	-	-	-	-	-	37	37	-	96	96	-
Stage 2	-	-	-	-	-	-	108	99	-	40	39	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1184	-	-	1220	-	-	1134	1129	1766	1139	1129	1704
Stage 1	-	-	-	-	-	-	1213	1180	-	1169	1149	-
Stage 2	-	-	-	-	-	-	1160	1148	-	1211	1179	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1183	-	-	1218	-	-	1069	1109	1763	1097	1109	1702
Mov Cap-2 Maneuver	-	-	-	-	-	-	1069	1109	-	1097	1109	-
Stage 1	-	-	-	-	-	-	1205	1172	-	1156	1137	-
Stage 2	-	-	-	-	-	-	1103	1136	-	1179	1171	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.49	1.08	8.08	7.92
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1221	322	-	-	240	-	-	1295
HCM Lane V/C Ratio	0.043	0.005	-	-	0.01	-	-	0.048
HCM Control Delay (s/veh)	8.1	8.1	0	-	8	0	-	7.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	8	27	0	48	13	658	50	53	1156	4
Future Vol, veh/h	5	1	8	27	0	48	13	658	50	53	1156	4
Conflicting Peds, #/hr	8	0	15	15	0	8	8	0	4	4	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	180	110	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	1	8	28	0	50	14	685	52	55	1204	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1702	2093	627	1471	2069	381	1216	0	0	742	0	0
Stage 1	1325	1325	-	743	743	-	-	-	-	-	-	-
Stage 2	378	769	-	728	1327	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	397	418	1119	467	424	1350	558	-	-	769	-	-
Stage 1	518	633	-	769	849	-	-	-	-	-	-	-
Stage 2	977	838	-	776	633	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	340	374	1095	411	379	1335	554	-	-	767	-	-
Mov Cap-2 Maneuver	409	465	-	515	468	-	-	-	-	-	-	-
Stage 1	477	583	-	747	825	-	-	-	-	-	-	-
Stage 2	910	815	-	704	583	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.7	9.46	0.21	0.44
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	554	-	-	646	515	1335	767	-	-
HCM Lane V/C Ratio	0.024	-	-	0.023	0.055	0.037	0.072	-	-
HCM Control Delay (s/veh)	11.7	-	-	10.7	12.4	7.8	10.1	-	-
HCM Lane LOS	B	-	-	B	B	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	0.2	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	94	442	181	194	22	354	108	655
Future Volume (vph)	27	94	442	181	194	22	354	108	655
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	25.0	25.0	12.0	37.0	37.0	50.0	50.0	12.0	62.0
Total Split (%)	25.3%	25.3%	12.1%	37.4%	37.4%	50.5%	50.5%	12.1%	62.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 52.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



HCM 7th Signalized Intersection Summary
8: SW 4th Avenue & SW 17th Street

P.M. Peak Hour
Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	94	13	442	181	194	22	354	90	108	655	15
Future Volume (veh/h)	27	94	13	442	181	194	22	354	90	108	655	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	99	14	465	191	204	23	373	95	114	689	16
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	265	216	30	444	664	552	347	809	203	412	1578	37
Arrive On Green	0.14	0.14	0.14	0.12	0.36	0.36	0.29	0.29	0.29	0.06	0.45	0.45
Sat Flow, veh/h	973	1583	224	1767	1856	1544	735	2780	699	1767	3519	82
Grp Volume(v), veh/h	28	0	113	465	191	204	23	235	233	114	345	360
Grp Sat Flow(s),veh/h/ln	973	0	1807	1767	1856	1544	735	1763	1716	1767	1763	1838
Q Serve(g_s), s	1.4	0.0	3.1	6.5	4.0	5.3	1.2	5.9	6.0	2.3	7.3	7.3
Cycle Q Clear(g_c), s	1.4	0.0	3.1	6.5	4.0	5.3	1.2	5.9	6.0	2.3	7.3	7.3
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.41	1.00		0.04
Lane Grp Cap(c), veh/h	265	0	246	444	664	552	347	513	500	412	790	824
V/C Ratio(X)	0.11	0.00	0.46	1.05	0.29	0.37	0.07	0.46	0.47	0.28	0.44	0.44
Avail Cap(c_a), veh/h	483	0	651	444	1079	898	744	1465	1426	526	1855	1935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	0.0	21.6	20.6	12.5	12.9	14.0	15.7	15.7	11.3	10.2	10.2
Incr Delay (d2), s/veh	0.1	0.0	0.5	55.6	0.1	0.2	0.1	0.5	0.5	0.1	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	2.3	14.3	2.6	2.9	0.3	3.9	3.9	1.4	4.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.9	0.0	22.1	76.2	12.5	13.0	14.1	16.2	16.3	11.5	10.5	10.5
LnGrp LOS	C		C	F	B	B	B	B	B	B	B	B
Approach Vol, veh/h		141			860			491			819	
Approach Delay, s/veh		21.8			47.1			16.1			10.7	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	8.5	20.8	12.0	12.9		29.3		24.9				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	45.0	6.5	19.5		57.0		31.5				
Max Q Clear Time (g_c+I1), s	4.3	8.0	8.5	5.1		9.3		7.3				
Green Ext Time (p_c), s	0.0	2.7	0.0	0.4		4.0		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	26.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	292	15	14	737	4	17	6	10	14	8	58
Future Vol, veh/h	4	292	15	14	737	4	17	6	10	14	8	58
Conflicting Peds, #/hr	1	0	11	11	0	1	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	321	16	15	810	4	19	7	11	15	9	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	815	0	0	348	0	0	790	1195	182	1018	1201	409
Stage 1	-	-	-	-	-	-	349	349	-	844	844	-
Stage 2	-	-	-	-	-	-	441	846	-	175	357	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	733	-	-	995	-	-	745	677	1570	639	675	1322
Stage 1	-	-	-	-	-	-	995	1024	-	719	808	-
Stage 2	-	-	-	-	-	-	937	807	-	1112	1020	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	732	-	-	985	-	-	677	655	1551	613	653	1319
Mov Cap-2 Maneuver	-	-	-	-	-	-	723	687	-	631	687	-
Stage 1	-	-	-	-	-	-	979	1007	-	707	795	-
Stage 2	-	-	-	-	-	-	868	794	-	1088	1003	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.13	0.16	9.41	8.83
HCM LOS			A	A

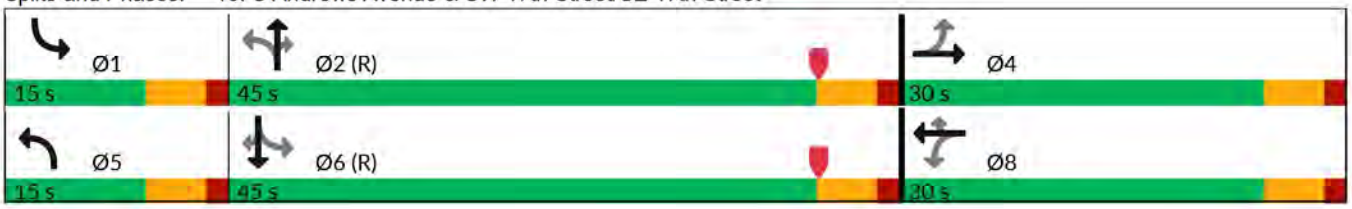
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	853	732	-	-	985	-	-	1028
HCM Lane V/C Ratio	0.043	0.006	-	-	0.016	-	-	0.086
HCM Control Delay (s/veh)	9.4	9.9	-	-	8.7	-	-	8.8
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	18	229	222	561	117	93	563	145	117	1012	112
Future Volume (vph)	18	229	222	561	117	93	563	145	117	1012	112
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: S Andrews Avenue & SW 17th Street/SE 17th Street



HCM 7th Signalized Intersection Summary
10: S Andrews Avenue & SW 17th Street/SE 17th Street

P.M. Peak Hour
Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	229	52	222	561	117	93	563	145	117	1012	112
Future Volume (veh/h)	18	229	52	222	561	117	93	563	145	117	1012	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	19	244	55	236	597	124	99	599	154	124	1077	119
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	170	780	173	297	960	426	319	1727	758	468	1850	772
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.65	0.65	0.07	0.66	0.66
Sat Flow, veh/h	725	2867	634	1069	3526	1566	1767	3526	1548	1767	3711	1549
Grp Volume(v), veh/h	19	148	151	236	597	124	99	599	154	124	1077	119
Grp Sat Flow(s),veh/h/ln	725	1763	1738	1069	1763	1566	1767	1763	1548	1767	1856	1549
Q Serve(g_s), s	2.1	6.0	6.2	18.3	13.4	5.6	2.5	6.9	3.6	3.1	14.3	2.6
Cycle Q Clear(g_c), s	15.5	6.0	6.2	24.5	13.4	5.6	2.5	6.9	3.6	3.1	14.3	2.6
Prop In Lane	1.00		0.36	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	170	480	473	297	960	426	319	1727	758	468	1850	772
V/C Ratio(X)	0.11	0.31	0.32	0.79	0.62	0.29	0.31	0.35	0.20	0.27	0.58	0.15
Avail Cap(c_a), veh/h	170	480	473	297	960	426	424	1727	758	558	1850	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.5	26.0	26.1	36.6	28.7	25.9	11.4	9.2	8.6	10.2	10.0	8.0
Incr Delay (d2), s/veh	0.1	0.1	0.1	11.0	0.8	0.1	0.2	0.6	0.6	0.1	1.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.5	4.6	9.8	9.2	3.7	1.6	4.4	2.2	2.0	8.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	35.6	26.2	26.2	47.6	29.5	26.0	11.6	9.8	9.2	10.3	11.4	8.5
LnGrp LOS	D	C	C	D	C	C	B	A	A	B	B	A
Approach Vol, veh/h		318			957			852			1320	
Approach Delay, s/veh		26.8			33.5			9.9			11.0	
Approach LOS		C			C			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	49.6		30.0	9.6	50.4		30.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.1	8.9		17.5	4.5	16.3		26.5				
Green Ext Time (p_c), s	0.0	5.1		0.7	0.0	9.0		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	18.4
HCM 7th LOS	B

Notes

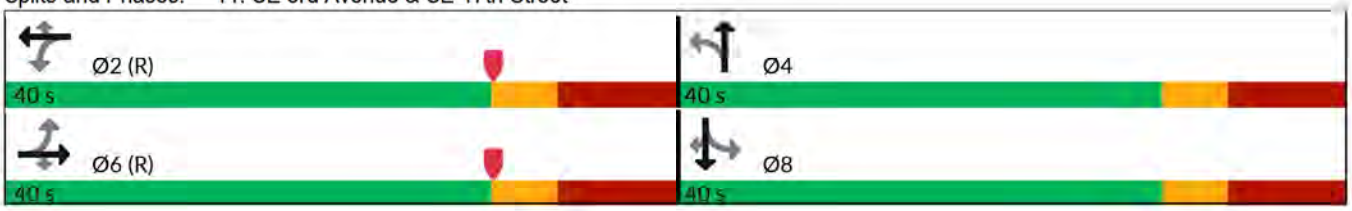
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	77	401	4	60	727	83	23	86	133	95	239
Future Volume (vph)	77	401	4	60	727	83	23	86	133	95	239
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SE 3rd Avenue & SE 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	401	4	60	727	83	23	86	19	133	95	239
Future Volume (vph)	77	401	4	60	727	83	23	86	19	133	95	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1813		1770	1863	1583
Flt Permitted	0.32	1.00	1.00	0.50	1.00	1.00	0.69	1.00		0.68	1.00	1.00
Satd. Flow (perm)	595	3539	1583	933	3539	1583	1287	1813		1276	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	83	431	4	65	782	89	25	92	20	143	102	257
RTOR Reduction (vph)	0	0	2	0	0	54	0	10	0	0	0	73
Lane Group Flow (vph)	83	431	2	65	782	35	25	102	0	143	102	184
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	31.9	31.9	31.9	31.9	31.9	31.9	26.1	26.1		26.1	26.1	26.1
Effective Green, g (s)	31.9	31.9	31.9	31.9	31.9	31.9	26.1	26.1		26.1	26.1	26.1
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.33	0.33		0.33	0.33	0.33
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	237	1411	631	372	1411	631	419	591		416	607	516
v/s Ratio Prot		0.12			c0.22			0.06			0.05	
v/s Ratio Perm	0.14		0.00	0.07		0.02	0.02			0.11		c0.12
v/c Ratio	0.35	0.31	0.00	0.17	0.55	0.06	0.06	0.17		0.34	0.17	0.36
Uniform Delay, d1	16.8	16.5	14.5	15.5	18.6	14.8	18.5	19.2		20.5	19.2	20.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.0	0.6	0.0	1.0	1.6	0.2	0.0	0.1		0.2	0.0	0.2
Delay (s)	20.8	17.0	14.5	16.6	20.1	15.0	18.5	19.3		20.6	19.3	20.7
Level of Service	C	B	B	B	C	B	B	B		C	B	C
Approach Delay (s/veh)		17.6			19.4			19.2			20.4	
Approach LOS		B			B			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

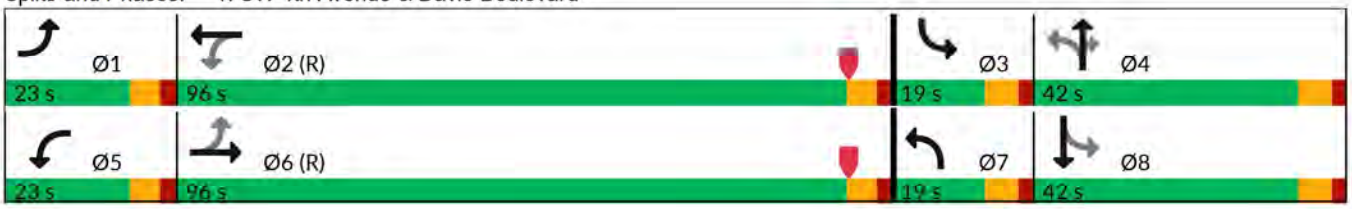
Future Background Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	165	835	164	1564	146	345	76	103	512
Future Volume (vph)	165	835	164	1564	146	345	76	103	512
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	23.0	96.0	23.0	96.0	19.0	42.0	42.0	19.0	42.0
Total Split (%)	12.8%	53.3%	12.8%	53.3%	10.6%	23.3%	23.3%	10.6%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	835	110	164	1564	80	146	345	76	103	512	224
Future Volume (veh/h)	165	835	110	164	1564	80	146	345	76	103	512	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	170	861	113	169	1612	82	151	356	78	106	528	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	188	1686	221	376	1839	93	163	734	321	256	467	204
Arrive On Green	0.07	0.72	0.72	0.07	0.72	0.72	0.07	0.21	0.21	0.06	0.20	0.20
Sat Flow, veh/h	1767	3126	410	1767	3411	173	1767	3526	1540	1767	2369	1032
Grp Volume(v), veh/h	170	485	489	169	829	865	151	356	78	106	392	367
Grp Sat Flow(s),veh/h/ln	1767	1763	1774	1767	1763	1821	1767	1763	1540	1767	1763	1639
Q Serve(g_s), s	7.9	22.1	22.1	7.8	64.0	65.7	12.3	16.0	7.6	8.5	35.5	35.5
Cycle Q Clear(g_c), s	7.9	22.1	22.1	7.8	64.0	65.7	12.3	16.0	7.6	8.5	35.5	35.5
Prop In Lane	1.00		0.23	1.00		0.09	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	188	951	957	376	950	982	163	734	321	256	348	323
V/C Ratio(X)	0.90	0.51	0.51	0.45	0.87	0.88	0.93	0.48	0.24	0.41	1.13	1.13
Avail Cap(c_a), veh/h	257	951	957	445	950	982	163	734	321	276	348	323
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.1	14.9	14.9	18.0	20.8	21.1	56.4	62.8	59.4	53.7	72.3	72.3
Incr Delay (d2), s/veh	22.5	2.0	1.9	0.1	5.1	5.3	49.1	0.2	0.1	0.4	87.7	91.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	13.2	13.2	5.1	29.5	31.1	12.4	11.7	5.4	7.0	34.9	33.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.6	16.8	16.8	18.1	25.9	26.4	105.6	62.9	59.6	54.1	159.9	163.9
LnGrp LOS	E	B	B	B	C	C	F	E	E	D	F	F
Approach Vol, veh/h		1144			1863			585			865	
Approach Delay, s/veh		23.2			25.4			73.5			148.6	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	103.0	17.0	44.0	15.9	103.1	19.0	42.0
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	17.0	90.0	12.5	35.5	17.0	90.0	12.5	35.5
Max Q Clear Time (g_c+I1), s	9.9	67.7	10.5	18.0	9.8	24.1	14.3	37.5
Green Ext Time (p_c), s	0.1	13.8	0.0	1.6	0.1	8.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	55.1
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	133	681	198	1117	206	597	140	78	812	439
Future Volume (vph)	133	681	198	1117	206	597	140	78	812	439
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	21.0	84.0	26.0	89.0	24.0	46.0	46.0	24.0	46.0	46.0
Total Split (%)	11.7%	46.7%	14.4%	49.4%	13.3%	25.6%	25.6%	13.3%	25.6%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 129 (72%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	681	151	198	1117	62	206	597	140	78	812	439
Future Volume (veh/h)	133	681	151	198	1117	62	206	597	140	78	812	439
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	139	709	157	206	1164	65	215	622	146	81	846	457
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	256	1348	298	380	1669	93	217	972	388	206	783	343
Arrive On Green	0.07	0.63	0.63	0.10	0.65	0.65	0.10	0.28	0.28	0.05	0.22	0.22
Sat Flow, veh/h	1767	2859	633	1767	3391	189	1767	3526	1408	1767	3526	1542
Grp Volume(v), veh/h	139	437	429	206	605	624	215	622	146	81	846	457
Grp Sat Flow(s),veh/h/ln	1767	1763	1729	1767	1763	1818	1767	1763	1408	1767	1763	1542
Q Serve(g_s), s	7.4	24.8	24.9	11.0	39.2	39.3	17.8	27.9	15.1	6.3	40.0	40.0
Cycle Q Clear(g_c), s	7.4	24.8	24.9	11.0	39.2	39.3	17.8	27.9	15.1	6.3	40.0	40.0
Prop In Lane	1.00		0.37	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	831	815	380	867	894	217	972	388	206	783	343
V/C Ratio(X)	0.54	0.53	0.53	0.54	0.70	0.70	0.99	0.64	0.38	0.39	1.08	1.33
Avail Cap(c_a), veh/h	310	831	815	448	867	894	217	972	388	300	783	343
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.65	0.65	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	22.4	22.4	23.1	22.6	22.6	56.9	57.3	52.7	51.5	70.0	70.0
Incr Delay (d2), s/veh	0.6	2.0	2.1	0.3	3.0	3.0	58.7	1.1	0.2	0.5	55.9	168.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	15.0	14.7	7.3	20.9	21.5	16.4	18.6	9.3	5.2	33.8	47.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.3	24.4	24.5	23.4	25.6	25.6	115.6	58.4	52.9	52.0	125.9	238.9
LnGrp LOS	C	C	C	C	C	C	F	E	D	D	F	F
Approach Vol, veh/h		1005			1435			983			1384	
Approach Delay, s/veh		24.8			25.3			70.1			158.9	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	94.6	14.4	55.6	19.1	90.9	24.0	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	83.0	18.0	40.0	20.0	78.0	18.0	40.0
Max Q Clear Time (g_c+I1), s	9.4	41.3	8.3	29.9	13.0	26.9	19.8	42.0
Green Ext Time (p_c), s	0.1	11.3	0.0	2.4	0.1	6.9	0.0	0.0

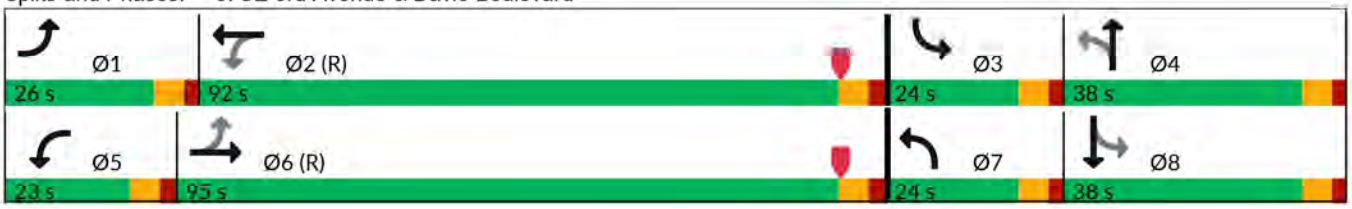
Intersection Summary	
HCM 7th Control Delay, s/veh	72.8
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	251	542	58	804	126	223	125	366
Future Volume (vph)	251	542	58	804	126	223	125	366
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	26.0	95.0	23.0	92.0	24.0	38.0	24.0	38.0
Total Split (%)	14.4%	52.8%	12.8%	51.1%	13.3%	21.1%	13.3%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



HCM 7th Signalized Intersection Summary
3: SE 3rd Avenue & Davie Boulevard

P.M. Peak Hour
Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	542	82	58	804	65	126	223	42	125	366	406
Future Volume (veh/h)	251	542	82	58	804	65	126	223	42	125	366	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	261	565	85	60	838	68	131	232	44	130	381	423
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	441	1817	273	503	1779	144	166	528	98	282	313	278
Arrive On Green	0.10	0.79	0.79	0.03	0.72	0.72	0.07	0.18	0.18	0.07	0.18	0.18
Sat Flow, veh/h	1767	3068	460	1767	3298	268	1767	2963	552	1767	1763	1565
Grp Volume(v), veh/h	261	324	326	60	448	458	131	136	140	130	381	423
Grp Sat Flow(s),veh/h/ln	1767	1763	1766	1767	1763	1803	1767	1763	1753	1767	1763	1565
Q Serve(g_s), s	11.9	9.3	9.4	2.8	19.5	19.5	10.8	12.4	12.8	10.7	32.0	32.0
Cycle Q Clear(g_c), s	11.9	9.3	9.4	2.8	19.5	19.5	10.8	12.4	12.8	10.7	32.0	32.0
Prop In Lane	1.00		0.26	1.00		0.15	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	441	1044	1046	503	951	972	166	314	312	282	313	278
V/C Ratio(X)	0.59	0.31	0.31	0.12	0.47	0.47	0.79	0.43	0.45	0.46	1.22	1.52
Avail Cap(c_a), veh/h	499	1044	1046	625	951	972	217	314	312	334	313	278
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	8.8	8.8	17.5	14.5	14.5	57.6	65.9	66.0	55.3	74.0	74.0
Incr Delay (d2), s/veh	0.6	0.6	0.6	0.0	1.7	1.6	9.8	0.3	0.4	0.4	122.7	251.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.9	6.2	6.2	2.1	11.9	12.1	9.1	9.5	9.7	8.5	36.9	49.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	9.4	9.4	17.6	16.2	16.1	67.4	66.2	66.4	55.8	196.7	325.9
LnGrp LOS	B	A	A	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		911			966			407			934	
Approach Delay, s/veh		11.6			16.2			66.7			235.6	
Approach LOS		B			B			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	103.1	18.8	38.1	10.6	112.6	18.8	38.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	86.0	18.0	32.0	17.0	89.0	18.0	32.0				
Max Q Clear Time (g_c+I1), s	13.9	21.5	12.7	14.8	4.8	11.4	12.8	34.0				
Green Ext Time (p_c), s	0.1	7.3	0.0	0.9	0.0	4.7	0.0	0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	85.0
HCM 7th LOS	F

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	2	11	29	19	58	13	607	9	18	821	12
Future Vol, veh/h	4	2	11	29	19	58	13	607	9	18	821	12
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	2	11	30	20	60	14	632	9	19	855	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1253	1574	437	1137	1575	326	869	0	0	647	0	0
Stage 1	900	900	-	669	669	-	-	-	-	-	-	-
Stage 2	353	674	-	468	906	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	544	556	1294	589	555	1408	707	-	-	819	-	-
Stage 1	692	786	-	807	880	-	-	-	-	-	-	-
Stage 2	992	878	-	921	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	481	527	1290	552	527	1401	706	-	-	815	-	-
Mov Cap-2 Maneuver	559	604	-	627	602	-	-	-	-	-	-	-
Stage 1	676	767	-	785	855	-	-	-	-	-	-	-
Stage 2	906	853	-	888	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	9.62	0.43	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	895	889	815	-	-
HCM Lane V/C Ratio	0.019	-	-	0.02	0.124	0.023	-	-
HCM Control Delay (s/veh)	10.2	0.2	-	9.1	9.6	9.5	-	-
HCM Lane LOS	B	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	3	22	146	17	176	23	740	18	46	1141	39
Future Vol, veh/h	16	3	22	146	17	176	23	740	18	46	1141	39
Conflicting Peds, #/hr	2	0	5	5	0	2	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	17	3	23	154	18	185	24	779	19	48	1201	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1770	2171	629	1544	2182	404	1245	0	0	801	0	0
Stage 1	1321	1321	-	840	840	-	-	-	-	-	-	-
Stage 2	449	849	-	704	1342	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	378	400	1117	444	398	1327	547	-	-	740	-	-
Stage 1	519	634	-	721	810	-	-	-	-	-	-	-
Stage 2	933	806	-	789	628	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	278	355	1109	383	353	1320	545	-	-	738	-	-
Mov Cap-2 Maneuver	380	455	-	489	449	-	-	-	-	-	-	-
Stage 1	483	591	-	687	771	-	-	-	-	-	-	-
Stage 2	747	768	-	714	585	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.49	14.77	0.35	0.38
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	-	-	598	722	738	-	-
HCM Lane V/C Ratio	0.044	-	-	0.072	0.495	0.066	-	-
HCM Control Delay (s/veh)	11.9	-	-	11.5	14.8	10.2	-	-
HCM Lane LOS	B	-	-	B	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	2.8	0.2	-	-

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	5	19	4	11	65	4	21	14	14	6	27	24
Future Vol, veh/h	5	19	4	11	65	4	21	14	14	6	27	24
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	22	5	13	76	5	24	16	16	7	31	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	29	0	0	155	145	26	146	145	79
Stage 1	-	-	-	-	-	-	38	38	-	104	104	-
Stage 2	-	-	-	-	-	-	117	107	-	42	40	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1180	-	-	1219	-	-	1126	1124	1765	1132	1124	1696
Stage 1	-	-	-	-	-	-	1212	1180	-	1163	1145	-
Stage 2	-	-	-	-	-	-	1154	1144	-	1209	1179	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1217	-	-	1057	1103	1761	1087	1103	1695
Mov Cap-2 Maneuver	-	-	-	-	-	-	1057	1103	-	1087	1103	-
Stage 1	-	-	-	-	-	-	1204	1172	-	1149	1132	-
Stage 2	-	-	-	-	-	-	1091	1130	-	1176	1170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.44	1.1	8.12	7.94
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1210	311	-	-	245	-	-	1291
HCM Lane V/C Ratio	0.047	0.005	-	-	0.011	-	-	0.051
HCM Control Delay (s/veh)	8.1	8.1	0	-	8	0	-	7.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	1	9	29	0	52	14	711	54	57	1249	4
Future Vol, veh/h	5	1	9	29	0	52	14	711	54	57	1249	4
Conflicting Peds, #/hr	8	0	15	15	0	8	8	0	4	4	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	180	110	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	1	9	30	0	54	15	741	56	59	1301	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1837	2260	676	1587	2234	410	1313	0	0	801	0	0
Stage 1	1430	1430	-	802	802	-	-	-	-	-	-	-
Stage 2	407	830	-	785	1432	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	360	381	1078	431	386	1320	522	-	-	740	-	-
Stage 1	481	600	-	739	825	-	-	-	-	-	-	-
Stage 2	958	813	-	748	599	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	336	1055	374	341	1305	518	-	-	737	-	-
Mov Cap-2 Maneuver	375	432	-	482	434	-	-	-	-	-	-	-
Stage 1	439	547	-	716	799	-	-	-	-	-	-	-
Stage 2	886	788	-	670	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	10.95	9.7	0.22	0.45
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	518	-	-	620	482	1305	737	-	-
HCM Lane V/C Ratio	0.028	-	-	0.025	0.063	0.042	0.081	-	-
HCM Control Delay (s/veh)	12.2	-	-	11	13	7.9	10.3	-	-
HCM Lane LOS	B	-	-	B	B	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.2	0.1	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	102	478	196	210	24	382	117	708
Future Volume (vph)	29	102	478	196	210	24	382	117	708
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	25.0	25.0	12.0	37.0	37.0	50.0	50.0	12.0	62.0
Total Split (%)	25.3%	25.3%	12.1%	37.4%	37.4%	50.5%	50.5%	12.1%	62.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 53.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



HCM 7th Signalized Intersection Summary
8: SW 4th Avenue & SW 17th Street

P.M. Peak Hour
Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	102	14	478	196	210	24	382	97	117	708	16
Future Volume (veh/h)	29	102	14	478	196	210	24	382	97	117	708	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	107	15	503	206	221	25	402	102	123	745	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	260	215	30	435	661	550	334	806	202	404	1588	36
Arrive On Green	0.14	0.14	0.14	0.12	0.36	0.36	0.29	0.29	0.29	0.07	0.45	0.45
Sat Flow, veh/h	945	1585	222	1767	1856	1544	697	2781	698	1767	3521	80
Grp Volume(v), veh/h	31	0	122	503	206	221	25	253	251	123	373	389
Grp Sat Flow(s),veh/h/ln	945	0	1808	1767	1856	1544	697	1763	1716	1767	1763	1838
Q Serve(g_s), s	1.6	0.0	3.4	6.5	4.4	5.9	1.4	6.5	6.6	2.5	8.0	8.0
Cycle Q Clear(g_c), s	1.6	0.0	3.4	6.5	4.4	5.9	1.4	6.5	6.6	2.5	8.0	8.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.41	1.00		0.04
Lane Grp Cap(c), veh/h	260	0	245	435	661	550	334	511	497	404	795	829
V/C Ratio(X)	0.12	0.00	0.50	1.16	0.31	0.40	0.07	0.50	0.50	0.30	0.47	0.47
Avail Cap(c_a), veh/h	471	0	648	435	1074	893	709	1457	1419	509	1846	1925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	0.0	21.8	20.7	12.7	13.2	14.2	16.0	16.1	11.5	10.4	10.4
Incr Delay (d2), s/veh	0.1	0.0	0.6	93.8	0.1	0.2	0.1	0.6	0.6	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	2.5	20.7	2.9	3.2	0.4	4.3	4.3	1.5	4.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	0.0	22.4	114.5	12.8	13.3	14.3	16.6	16.7	11.6	10.7	10.7
LnGrp LOS	C		C	F	B	B	B	B	B	B	B	B
Approach Vol, veh/h		153			930			529			885	
Approach Delay, s/veh		22.1			67.9			16.5			10.8	
Approach LOS		C			E			B			B	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	8.8	20.8	12.0	12.9		29.6		24.9				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	45.0	6.5	19.5		57.0		31.5				
Max Q Clear Time (g_c+I1), s	4.5	8.6	8.5	5.4		10.0		7.9				
Green Ext Time (p_c), s	0.0	2.9	0.0	0.4		4.4		1.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	34.0
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	315	16	15	796	4	18	6	11	15	9	63
Future Vol, veh/h	4	315	16	15	796	4	18	6	11	15	9	63
Conflicting Peds, #/hr	1	0	11	11	0	1	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	346	18	16	875	4	20	7	12	16	10	69

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	880	0	0	375	0	0	851	1288	195	1098	1294	442
Stage 1	-	-	-	-	-	-	375	375	-	911	911	-
Stage 2	-	-	-	-	-	-	476	913	-	187	384	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	701	-	-	978	-	-	715	646	1554	605	643	1289
Stage 1	-	-	-	-	-	-	978	1012	-	687	782	-
Stage 2	-	-	-	-	-	-	916	781	-	1103	1008	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	701	-	-	968	-	-	644	623	1535	579	621	1287
Mov Cap-2 Maneuver	-	-	-	-	-	-	697	661	-	601	662	-
Stage 1	-	-	-	-	-	-	962	995	-	675	768	-
Stage 2	-	-	-	-	-	-	840	767	-	1078	991	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.12	0.16	9.54	9.01
HCM LOS			A	A

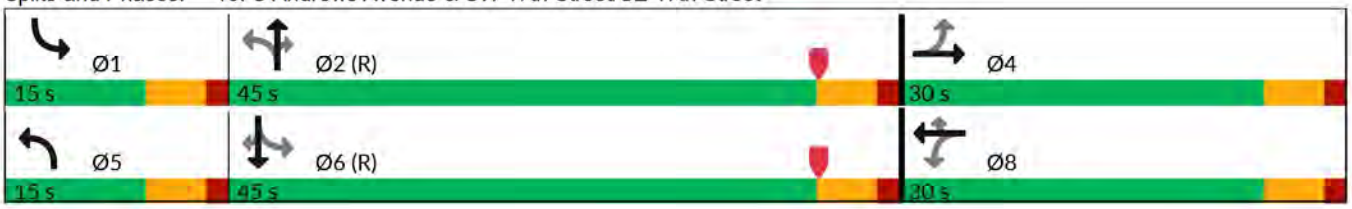
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	832	701	-	-	968	-	-	994
HCM Lane V/C Ratio	0.046	0.006	-	-	0.017	-	-	0.096
HCM Control Delay (s/veh)	9.5	10.2	-	-	8.8	-	-	9
HCM Lane LOS	A	B	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-	-	0.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	19	247	240	606	126	100	608	157	126	1093	121
Future Volume (vph)	19	247	240	606	126	100	608	157	126	1093	121
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: S Andrews Avenue & SW 17th Street/SE 17th Street



HCM 7th Signalized Intersection Summary
10: S Andrews Avenue & SW 17th Street/SE 17th Street

P.M. Peak Hour
Future Background Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	247	56	240	606	126	100	608	157	126	1093	121
Future Volume (veh/h)	19	247	56	240	606	126	100	608	157	126	1093	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	20	263	60	255	645	134	106	647	167	134	1163	129
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	155	778	174	286	960	426	298	1714	753	449	1840	768
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.06	0.65	0.65	0.08	0.66	0.66
Sat Flow, veh/h	687	2859	641	1046	3526	1566	1767	3526	1548	1767	3711	1549
Grp Volume(v), veh/h	20	160	163	255	645	134	106	647	167	134	1163	129
Grp Sat Flow(s),veh/h/ln	687	1763	1737	1046	1763	1566	1767	1763	1548	1767	1856	1549
Q Serve(g_s), s	2.4	6.6	6.8	17.7	14.7	6.1	2.7	7.7	4.0	3.4	16.5	2.9
Cycle Q Clear(g_c), s	17.1	6.6	6.8	24.5	14.7	6.1	2.7	7.7	4.0	3.4	16.5	2.9
Prop In Lane	1.00		0.37	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	480	473	286	960	426	298	1714	753	449	1840	768
V/C Ratio(X)	0.13	0.33	0.34	0.89	0.67	0.31	0.36	0.38	0.22	0.30	0.63	0.17
Avail Cap(c_a), veh/h	155	480	473	286	960	426	399	1714	753	533	1840	768
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	26.2	26.3	37.8	29.2	26.1	11.9	9.5	8.9	10.3	10.5	8.2
Incr Delay (d2), s/veh	0.1	0.2	0.2	23.0	1.2	0.1	0.3	0.6	0.7	0.1	1.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	4.9	5.0	11.5	9.9	4.1	1.8	4.8	2.5	2.2	9.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	26.4	26.5	60.9	30.4	26.2	12.2	10.2	9.6	10.4	12.2	8.7
LnGrp LOS	D	C	C	E	C	C	B	B	A	B	B	A
Approach Vol, veh/h		343			1034			920			1426	
Approach Delay, s/veh		27.0			37.4			10.3			11.7	
Approach LOS		C			D			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	49.3		30.0	9.9	50.1		30.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.4	9.7		19.1	4.7	18.5		26.5				
Green Ext Time (p_c), s	0.0	5.6		0.7	0.0	9.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Notes

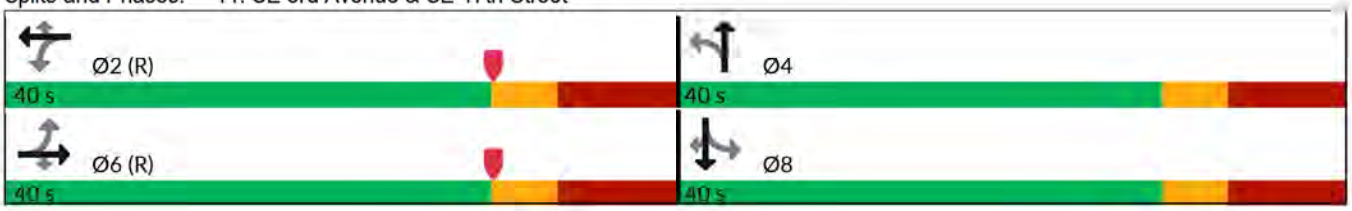
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	83	433	4	65	785	90	25	93	144	103	258
Future Volume (vph)	83	433	4	65	785	90	25	93	144	103	258
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SE 3rd Avenue & SE 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	433	4	65	785	90	25	93	21	144	103	258
Future Volume (vph)	83	433	4	65	785	90	25	93	21	144	103	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1810		1770	1863	1583
Flt Permitted	0.29	1.00	1.00	0.48	1.00	1.00	0.69	1.00		0.68	1.00	1.00
Satd. Flow (perm)	533	3539	1583	902	3539	1583	1277	1810		1263	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	89	466	4	70	844	97	27	100	23	155	111	277
RTOR Reduction (vph)	0	0	2	0	0	58	0	11	0	0	0	74
Lane Group Flow (vph)	89	466	2	70	844	39	27	112	0	155	111	203
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	32.2	32.2	32.2	32.2	32.2	32.2	25.8	25.8		25.8	25.8	25.8
Effective Green, g (s)	32.2	32.2	32.2	32.2	32.2	32.2	25.8	25.8		25.8	25.8	25.8
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.32	0.32		0.32	0.32	0.32
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	214	1424	637	363	1424	637	411	583		407	600	510
v/s Ratio Prot		0.13			c0.24			0.06			0.06	
v/s Ratio Perm	0.17		0.00	0.08		0.02	0.02			0.12		c0.13
v/c Ratio	0.42	0.33	0.00	0.19	0.59	0.06	0.07	0.19		0.38	0.19	0.40
Uniform Delay, d1	17.2	16.4	14.3	15.5	18.8	14.6	18.8	19.6		20.9	19.5	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.9	0.6	0.0	1.2	1.8	0.2	0.0	0.1		0.2	0.1	0.2
Delay (s)	23.0	17.1	14.3	16.7	20.6	14.8	18.8	19.6		21.1	19.6	21.3
Level of Service	C	B	B	B	C	B	B	B		C	B	C
Approach Delay (s/veh)		18.0			19.8			19.5			20.9	
Approach LOS		B			B			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

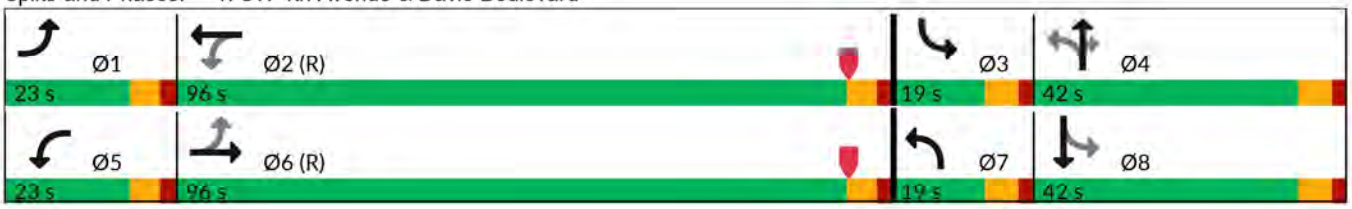
Future Total Conditions

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	165	861	164	1624	146	345	76	114	512
Future Volume (vph)	165	861	164	1624	146	345	76	114	512
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	23.0	96.0	23.0	96.0	19.0	42.0	42.0	19.0	42.0
Total Split (%)	12.8%	53.3%	12.8%	53.3%	10.6%	23.3%	23.3%	10.6%	23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 167 (93%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	861	110	164	1624	106	146	345	76	114	512	224
Future Volume (veh/h)	165	861	110	164	1624	106	146	345	76	114	512	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	170	888	113	169	1674	109	151	356	78	118	528	231
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	187	1687	215	369	1739	112	163	715	312	260	467	204
Arrive On Green	0.10	0.71	0.71	0.08	0.69	0.69	0.07	0.20	0.20	0.06	0.20	0.20
Sat Flow, veh/h	1767	3139	399	1767	3358	217	1767	3526	1539	1767	2369	1032
Grp Volume(v), veh/h	170	499	502	169	872	911	151	356	78	118	392	367
Grp Sat Flow(s),veh/h/ln	1767	1763	1776	1767	1763	1812	1767	1763	1539	1767	1763	1639
Q Serve(g_s), s	11.8	23.3	23.3	8.2	81.0	85.0	12.3	16.1	7.7	9.5	35.5	35.5
Cycle Q Clear(g_c), s	11.8	23.3	23.3	8.2	81.0	85.0	12.3	16.1	7.7	9.5	35.5	35.5
Prop In Lane	1.00		0.22	1.00		0.12	1.00		1.00	1.00		0.63
Lane Grp Cap(c), veh/h	187	947	954	369	913	938	163	715	312	260	348	323
V/C Ratio(X)	0.91	0.53	0.53	0.46	0.96	0.97	0.93	0.50	0.25	0.45	1.13	1.13
Avail Cap(c_a), veh/h	219	947	954	435	913	938	163	715	312	270	348	323
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.5	15.2	15.2	19.2	26.1	26.7	56.4	63.6	60.2	53.4	72.3	72.3
Incr Delay (d2), s/veh	31.4	2.1	2.1	0.1	9.9	11.8	49.1	0.2	0.2	0.5	87.7	91.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.3	13.8	13.9	5.1	38.0	41.1	12.4	11.8	5.5	7.7	34.9	33.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	86.9	17.3	17.3	19.3	36.0	38.5	105.6	63.8	60.4	53.8	159.9	163.9
LnGrp LOS	F	B	B	B	D	D	F	E	E	D	F	F
Approach Vol, veh/h		1171			1952			585			877	
Approach Delay, s/veh		27.4			35.7			74.1			147.3	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	99.2	18.0	43.0	16.3	102.7	19.0	42.0
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	17.0	90.0	12.5	35.5	17.0	90.0	12.5	35.5
Max Q Clear Time (g_c+I1), s	13.8	87.0	11.5	18.1	10.2	25.3	14.3	37.5
Green Ext Time (p_c), s	0.0	2.6	0.0	1.6	0.1	8.6	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	59.9
HCM 7th LOS	E

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	165	861	164	1624	146	345	76	114	512
Future Volume (vph)	165	861	164	1624	146	345	76	114	512
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6	5	2	7	4		3	8
Permitted Phases	6		2		4		4	8	
Detector Phase	1	6	5	2	7	4	4	3	8
Switch Phase									
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0
Minimum Split (s)	10.0	37.0	10.0	37.0	10.5	33.5	33.5	10.5	33.5
Total Split (s)	12.0	63.0	21.0	72.0	11.9	39.0	39.0	12.0	39.1
Total Split (%)	8.9%	46.7%	15.6%	53.3%	8.8%	28.9%	28.9%	8.9%	29.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?									
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 135
Actuated Cycle Length: 135
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated

Splits and Phases: 1: SW 4th Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	861	110	164	1624	106	146	345	76	114	512	224
Future Volume (veh/h)	165	861	110	164	1624	106	146	345	76	114	512	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	170	888	102	169	1674	104	151	356	0	118	528	196
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	132	1533	176	348	1690	104	140	804	359	269	573	212
Arrive On Green	0.06	0.64	0.64	0.08	0.67	0.67	0.04	0.23	0.00	0.04	0.23	0.23
Sat Flow, veh/h	1767	3180	365	1767	3369	208	1767	3526	1572	1767	2502	924
Grp Volume(v), veh/h	170	492	498	169	869	909	151	356	0	118	371	353
Grp Sat Flow(s),veh/h/ln	1767	1763	1783	1767	1763	1814	1767	1763	1572	1767	1763	1664
Q Serve(g_s), s	6.0	21.5	21.5	6.6	64.5	67.4	5.4	11.7	0.0	5.5	27.8	28.0
Cycle Q Clear(g_c), s	6.0	21.5	21.5	6.6	64.5	67.4	5.4	11.7	0.0	5.5	27.8	28.0
Prop In Lane	1.00		0.20	1.00		0.11	1.00		1.00	1.00		0.56
Lane Grp Cap(c), veh/h	132	850	859	348	884	910	140	804	359	269	404	381
V/C Ratio(X)	1.28	0.58	0.58	0.49	0.98	1.00	1.08	0.44	0.00	0.44	0.92	0.93
Avail Cap(c_a), veh/h	132	850	859	432	884	910	140	849	379	269	426	402
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	16.4	16.4	17.4	21.9	22.4	50.4	44.7	0.0	41.5	50.8	50.9
Incr Delay (d2), s/veh	173.3	2.9	2.8	0.1	12.6	15.5	99.9	0.1	0.0	0.4	23.7	25.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.6	12.9	13.0	4.0	29.3	32.0	10.3	8.9	0.0	1.6	21.2	20.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	209.6	19.3	19.3	17.5	34.6	37.9	150.3	44.9	0.0	41.9	74.5	76.8
LnGrp LOS	F	B	B	B	C	D	F	D		D	E	E
Approach Vol, veh/h		1160			1947			507			842	
Approach Delay, s/veh		47.2			34.7			76.3			70.9	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	73.7	12.0	37.3	14.6	71.1	11.9	37.4
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green Setting (Gmax), s	6.0	66.0	5.5	32.5	15.0	57.0	5.4	32.6
Max Q Clear Time (g_c+I1), s	8.0	69.4	7.5	13.7	8.6	23.5	7.4	30.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.5	0.1	7.8	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	49.5
HCM 7th LOS	D

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	133	681	222	1117	292	649	196	78	834	439
Future Volume (vph)	133	681	222	1117	292	649	196	78	834	439
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	21.0	84.0	26.0	89.0	24.0	46.0	46.0	24.0	46.0	46.0
Total Split (%)	11.7%	46.7%	14.4%	49.4%	13.3%	25.6%	25.6%	13.3%	25.6%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 129 (72%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	681	188	222	1117	62	292	649	196	78	834	439
Future Volume (veh/h)	133	681	188	222	1117	62	292	649	196	78	834	439
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	139	709	196	231	1164	65	304	676	204	81	869	457
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	256	1260	348	372	1667	93	217	972	388	187	783	343
Arrive On Green	0.07	0.62	0.62	0.11	0.65	0.65	0.10	0.28	0.28	0.05	0.22	0.22
Sat Flow, veh/h	1767	2717	751	1767	3391	189	1767	3526	1408	1767	3526	1542
Grp Volume(v), veh/h	139	460	445	231	605	624	304	676	204	81	869	457
Grp Sat Flow(s),veh/h/ln	1767	1763	1706	1767	1763	1818	1767	1763	1408	1767	1763	1542
Q Serve(g_s), s	7.5	27.6	27.6	12.4	39.3	39.4	18.0	30.9	22.1	6.3	40.0	40.0
Cycle Q Clear(g_c), s	7.5	27.6	27.6	12.4	39.3	39.4	18.0	30.9	22.1	6.3	40.0	40.0
Prop In Lane	1.00		0.44	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	817	791	372	866	893	217	972	388	187	783	343
V/C Ratio(X)	0.54	0.56	0.56	0.62	0.70	0.70	1.40	0.70	0.53	0.43	1.11	1.33
Avail Cap(c_a), veh/h	310	817	791	426	866	893	217	972	388	282	783	343
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.1	23.8	23.8	23.9	22.7	22.7	57.2	58.4	55.2	51.9	70.0	70.0
Incr Delay (d2), s/veh	0.6	2.4	2.5	0.8	3.0	2.9	206.6	1.8	0.7	0.6	66.4	168.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	16.4	16.0	8.1	20.9	21.5	30.7	20.4	12.7	5.2	35.7	47.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	26.2	26.3	24.7	25.6	25.6	263.8	60.2	55.9	52.5	136.4	238.9
LnGrp LOS	C	C	C	C	C	C	F	E	E	D	F	F
Approach Vol, veh/h		1044			1460			1184			1407	
Approach Delay, s/veh		26.4			25.5			111.7			164.9	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	94.5	14.4	55.6	20.6	89.4	24.0	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	83.0	18.0	40.0	20.0	78.0	18.0	40.0
Max Q Clear Time (g_c+I1), s	9.5	41.4	8.3	32.9	14.4	29.6	20.0	42.0
Green Ext Time (p_c), s	0.1	11.2	0.0	2.2	0.1	7.4	0.0	0.0

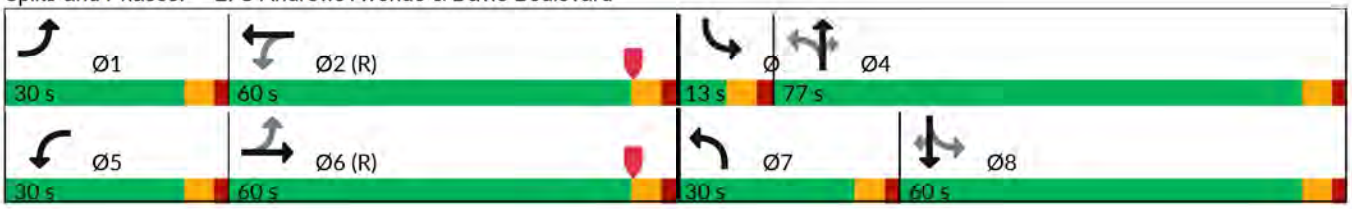
Intersection Summary	
HCM 7th Control Delay, s/veh	84.2
HCM 7th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	133	681	222	1117	292	649	196	78	834	439
Future Volume (vph)	133	681	222	1117	292	649	196	78	834	439
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2	7	4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	7	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	10.0	40.0	10.0	40.0	10.0	34.0	34.0	10.0	34.0	34.0
Total Split (s)	30.0	60.0	30.0	60.0	30.0	77.0	77.0	13.0	60.0	60.0
Total Split (%)	16.7%	33.3%	16.7%	33.3%	16.7%	42.8%	42.8%	7.2%	33.3%	33.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?										
Recall Mode	None	C-Min	None	C-Min	None	None	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 129 (72%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 105
Control Type: Actuated-Coordinated

Splits and Phases: 2: S Andrews Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	681	188	222	1117	62	292	649	196	78	834	439
Future Volume (veh/h)	133	681	188	222	1117	62	292	649	196	78	834	439
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	139	709	170	231	1164	61	304	676	109	81	869	272
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	198	1046	251	316	1376	72	290	1281	512	254	948	415
Arrive On Green	0.08	0.50	0.50	0.12	0.54	0.54	0.13	0.36	0.36	0.04	0.27	0.27
Sat Flow, veh/h	1767	2810	673	1767	3404	178	1767	3526	1409	1767	3526	1544
Grp Volume(v), veh/h	139	445	434	231	602	623	304	676	109	81	869	272
Grp Sat Flow(s),veh/h/ln	1767	1763	1720	1767	1763	1820	1767	1763	1409	1767	1763	1544
Q Serve(g_s), s	8.8	34.5	34.5	14.5	52.2	52.3	24.0	27.2	9.6	6.0	43.0	28.1
Cycle Q Clear(g_c), s	8.8	34.5	34.5	14.5	52.2	52.3	24.0	27.2	9.6	6.0	43.0	28.1
Prop In Lane	1.00		0.39	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	656	640	316	712	735	290	1281	512	254	948	415
V/C Ratio(X)	0.70	0.68	0.68	0.73	0.85	0.85	1.05	0.53	0.21	0.32	0.92	0.66
Avail Cap(c_a), veh/h	327	656	640	389	712	735	290	1391	556	254	1058	463
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.2	37.2	37.3	33.2	36.9	36.9	55.8	45.1	39.5	45.5	63.8	58.4
Incr Delay (d2), s/veh	1.3	4.4	4.5	2.4	7.8	7.7	65.9	0.1	0.1	0.3	10.9	2.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	20.8	20.4	9.5	29.1	29.9	26.5	17.8	6.2	4.9	28.3	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	41.7	41.8	35.7	44.7	44.6	121.6	45.3	39.6	45.8	74.7	60.4
LnGrp LOS	D	D	D	D	D	D	F	D	D	D	E	E
Approach Vol, veh/h		1018			1456			1089			1222	
Approach Delay, s/veh		41.6			43.2			66.0			69.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	78.7	13.0	71.4	22.6	73.0	30.0	54.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	24.0	54.0	7.0	71.0	24.0	54.0	24.0	54.0
Max Q Clear Time (g_c+I1), s	10.8	54.3	8.0	29.2	16.5	36.5	26.0	45.0
Green Ext Time (p_c), s	0.1	0.0	0.0	3.6	0.1	5.5	0.0	3.4

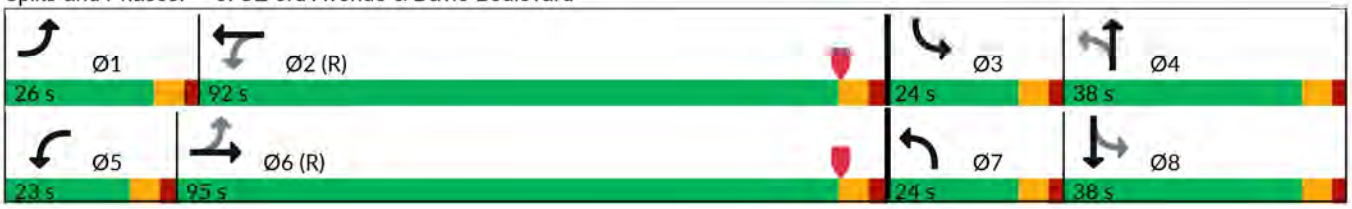
Intersection Summary			
HCM 7th Control Delay, s/veh		54.8	
HCM 7th LOS		D	

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	251	598	58	828	126	223	125	366
Future Volume (vph)	251	598	58	828	126	223	125	366
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	26.0	95.0	23.0	92.0	24.0	38.0	24.0	38.0
Total Split (%)	14.4%	52.8%	12.8%	51.1%	13.3%	21.1%	13.3%	21.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	598	82	58	828	65	126	223	42	125	366	406
Future Volume (veh/h)	251	598	82	58	828	65	126	223	42	125	366	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	261	623	85	60	862	68	131	232	44	130	381	423
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	433	1843	251	477	1783	141	166	528	98	282	313	278
Arrive On Green	0.10	0.79	0.79	0.03	0.72	0.72	0.07	0.18	0.18	0.07	0.18	0.18
Sat Flow, veh/h	1767	3112	424	1767	3306	261	1767	2963	552	1767	1763	1565
Grp Volume(v), veh/h	261	352	356	60	460	470	131	136	140	130	381	423
Grp Sat Flow(s),veh/h/ln	1767	1763	1773	1767	1763	1805	1767	1763	1753	1767	1763	1565
Q Serve(g_s), s	11.9	10.4	10.5	2.8	20.3	20.3	10.8	12.4	12.8	10.7	32.0	32.0
Cycle Q Clear(g_c), s	11.9	10.4	10.5	2.8	20.3	20.3	10.8	12.4	12.8	10.7	32.0	32.0
Prop In Lane	1.00		0.24	1.00		0.14	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	433	1044	1050	477	951	973	166	314	312	282	313	278
V/C Ratio(X)	0.60	0.34	0.34	0.13	0.48	0.48	0.79	0.43	0.45	0.46	1.22	1.52
Avail Cap(c_a), veh/h	491	1044	1050	599	951	973	217	314	312	334	313	278
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	8.9	8.9	17.5	14.6	14.6	57.6	65.9	66.0	55.3	74.0	74.0
Incr Delay (d2), s/veh	0.7	0.7	0.7	0.0	1.8	1.7	9.8	0.3	0.4	0.4	122.7	251.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	6.6	6.6	2.1	12.3	12.5	9.1	9.5	9.7	8.5	36.9	49.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.2	9.6	9.6	17.6	16.4	16.3	67.4	66.2	66.4	55.8	196.7	325.9
LnGrp LOS	B	A	A	B	B	B	E	E	E	E	F	F
Approach Vol, veh/h		969			990			407			934	
Approach Delay, s/veh		11.6			16.4			66.7			235.6	
Approach LOS		B			B			E			F	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.1	103.1	18.8	38.1	10.6	112.6	18.8	38.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	86.0	18.0	32.0	17.0	89.0	18.0	32.0				
Max Q Clear Time (g_c+I1), s	13.9	22.3	12.7	14.8	4.8	12.5	12.8	34.0				
Green Ext Time (p_c), s	0.1	7.6	0.0	0.9	0.0	5.2	0.0	0.0				

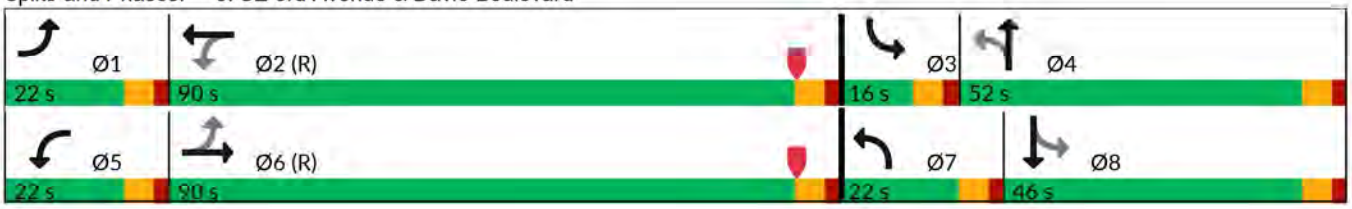
Intersection Summary	
HCM 7th Control Delay, s/veh	83.2
HCM 7th LOS	F

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	251	598	58	828	126	223	125	366
Future Volume (vph)	251	598	58	828	126	223	125	366
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6	5	2	7	4	3	8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	12.0	4.0	12.0	4.0	6.0	4.0	6.0
Minimum Split (s)	10.0	33.0	10.0	33.0	10.0	33.0	10.0	33.0
Total Split (s)	22.0	90.0	22.0	90.0	22.0	52.0	16.0	46.0
Total Split (%)	12.2%	50.0%	12.2%	50.0%	12.2%	28.9%	8.9%	25.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?								
Recall Mode	None	C-Min	None	C-Min	None	None	None	None

Intersection Summary

Cycle Length: 180
Actuated Cycle Length: 180
Offset: 125 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 3: SE 3rd Avenue & Davie Boulevard



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	251	598	82	58	828	65	126	223	42	125	366	406
Future Volume (veh/h)	251	598	82	58	828	65	126	223	42	125	366	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	261	623	85	60	862	68	131	232	44	130	381	423
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	401	1710	233	437	1626	128	160	696	130	322	392	348
Arrive On Green	0.11	0.73	0.73	0.04	0.65	0.65	0.07	0.23	0.23	0.06	0.22	0.22
Sat Flow, veh/h	1767	3112	424	1767	3306	261	1767	2964	553	1767	1763	1566
Grp Volume(v), veh/h	261	352	356	60	460	470	131	136	140	130	381	423
Grp Sat Flow(s),veh/h/ln	1767	1763	1773	1767	1763	1805	1767	1763	1754	1767	1763	1566
Q Serve(g_s), s	13.2	13.2	13.2	3.1	24.9	24.9	10.2	11.6	11.9	10.0	38.6	40.0
Cycle Q Clear(g_c), s	13.2	13.2	13.2	3.1	24.9	24.9	10.2	11.6	11.9	10.0	38.6	40.0
Prop In Lane	1.00		0.24	1.00		0.14	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	401	969	974	437	867	887	160	414	412	322	392	348
V/C Ratio(X)	0.65	0.36	0.36	0.14	0.53	0.53	0.82	0.33	0.34	0.40	0.97	1.22
Avail Cap(c_a), veh/h	408	969	974	547	867	887	197	450	448	322	392	348
HCM Platoon Ratio	1.33	1.33	1.33	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	12.7	12.7	21.4	20.1	20.1	53.4	57.1	57.3	51.2	69.5	70.0
Incr Delay (d2), s/veh	2.1	0.8	0.8	0.1	2.3	2.3	15.8	0.2	0.2	0.3	38.0	120.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.8	8.1	8.1	2.4	15.2	15.5	9.0	9.0	9.2	8.2	29.3	40.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	13.5	13.5	21.5	22.5	22.4	69.3	57.3	57.4	51.5	107.4	190.4
LnGrp LOS	C	B	B	C	C	C	E	E	E	D	F	F
Approach Vol, veh/h		969			990			407			934	
Approach Delay, s/veh		16.0			22.4			61.2			137.2	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	94.5	16.0	48.2	10.8	104.9	18.2	46.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	16.0	84.0	10.0	46.0	16.0	84.0	16.0	40.0
Max Q Clear Time (g_c+I1), s	15.2	26.9	12.0	13.9	5.1	15.2	12.2	42.0
Green Ext Time (p_c), s	0.0	7.6	0.0	1.1	0.0	5.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	57.8
HCM 7th LOS	E

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	2	11	29	19	58	13	607	9	18	821	12
Future Vol, veh/h	4	2	11	29	19	58	13	607	9	18	821	12
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	5	5	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	4	2	11	30	20	60	14	632	9	19	855	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1253	1574	437	1137	1575	326	869	0	0	647	0	0
Stage 1	900	900	-	669	669	-	-	-	-	-	-	-
Stage 2	353	674	-	468	906	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	544	556	1294	589	555	1408	707	-	-	819	-	-
Stage 1	692	786	-	807	880	-	-	-	-	-	-	-
Stage 2	992	878	-	921	783	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	481	527	1290	552	527	1401	706	-	-	815	-	-
Mov Cap-2 Maneuver	559	604	-	627	602	-	-	-	-	-	-	-
Stage 1	676	767	-	785	855	-	-	-	-	-	-	-
Stage 2	906	853	-	888	765	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	9.1	9.62	0.43	0.2
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	73	-	-	895	889	815	-	-
HCM Lane V/C Ratio	0.019	-	-	0.02	0.124	0.023	-	-
HCM Control Delay (s/veh)	10.2	0.2	-	9.1	9.6	9.5	-	-
HCM Lane LOS	B	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.4	0.1	-	-

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	145	3	22	146	17	176	23	805	18	46	1169	94
Future Vol, veh/h	145	3	22	146	17	176	23	805	18	46	1169	94
Conflicting Peds, #/hr	2	0	5	5	0	2	3	0	3	3	0	3
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	125	-	-	110	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	153	3	23	154	18	185	24	847	19	48	1231	99

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1863	2298	673	1627	2338	438	1332	0	0	869	0	0
Stage 1	1380	1380	-	908	908	-	-	-	-	-	-	-
Stage 2	483	918	-	719	1429	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	353	373	1080	418	364	1293	515	-	-	706	-	-
Stage 1	498	615	-	688	783	-	-	-	-	-	-	-
Stage 2	912	779	-	781	600	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	257	329	1072	358	321	1287	513	-	-	704	-	-
Mov Cap-2 Maneuver	360	433	-	468	422	-	-	-	-	-	-	-
Stage 1	462	571	-	654	744	-	-	-	-	-	-	-
Stage 2	725	740	-	705	557	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	21.4	15.58	0.34	0.37
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	513	-	-	396	693	704	-	-
HCM Lane V/C Ratio	0.047	-	-	0.452	0.515	0.069	-	-
HCM Control Delay (s/veh)	12.4	-	-	21.4	15.6	10.5	-	-
HCM Lane LOS	B	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.3	3	0.2	-	-

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Vol, veh/h	5	19	4	66	65	4	21	14	143	6	27	24
Future Vol, veh/h	5	19	4	66	65	4	21	14	143	6	27	24
Conflicting Peds, #/hr	1	0	2	2	0	1	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	6	22	5	77	76	5	24	16	166	7	31	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	81	0	0	29	0	0	283	273	26	274	273	79
Stage 1	-	-	-	-	-	-	38	38	-	232	232	-
Stage 2	-	-	-	-	-	-	245	235	-	42	40	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	1180	-	-	1219	-	-	1038	1061	1765	1044	1061	1696
Stage 1	-	-	-	-	-	-	1212	1180	-	1072	1081	-
Stage 2	-	-	-	-	-	-	1064	1079	-	1209	1179	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1179	-	-	1217	-	-	919	983	1761	864	983	1695
Mov Cap-2 Maneuver	-	-	-	-	-	-	919	983	-	864	983	-
Stage 1	-	-	-	-	-	-	1204	1172	-	1000	1008	-
Stage 2	-	-	-	-	-	-	947	1007	-	1074	1170	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.44	3.99	7.77	8.25
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1505	311	-	-	870	-	-	1173
HCM Lane V/C Ratio	0.138	0.005	-	-	0.063	-	-	0.056
HCM Control Delay (s/veh)	7.8	8.1	0	-	8.2	0	-	8.3
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	0.2

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	1	31	66	0	52	31	711	84	57	1249	32
Future Vol, veh/h	70	1	31	66	0	52	31	711	84	57	1249	32
Conflicting Peds, #/hr	8	0	15	15	0	8	8	0	4	4	0	8
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	180	110	-	-	115	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	73	1	32	69	0	54	32	741	88	59	1301	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1887	2341	690	1638	2314	426	1342	0	0	832	0	0
Stage 1	1444	1444	-	853	853	-	-	-	-	-	-	-
Stage 2	443	897	-	785	1461	-	-	-	-	-	-	-
Critical Hdwy	3.7	3.1	3.7	3.7	3.1	3.7	3.7	-	-	3.7	-	-
Critical Hdwy Stg 1	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.7	3.1	-	3.7	3.1	-	-	-	-	-	-	-
Follow-up Hdwy	2.9	3	2	2.9	3	2	2.9	-	-	2.9	-	-
Pot Cap-1 Maneuver	347	363	1066	415	369	1305	511	-	-	724	-	-
Stage 1	476	595	-	714	804	-	-	-	-	-	-	-
Stage 2	936	787	-	748	590	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	281	309	1043	339	314	1290	507	-	-	722	-	-
Mov Cap-2 Maneuver	363	412	-	448	408	-	-	-	-	-	-	-
Stage 1	433	542	-	666	750	-	-	-	-	-	-	-
Stage 2	833	734	-	654	537	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.36	11.59	0.47	0.44
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	507	-	-	453	448	1290	722	-	-
HCM Lane V/C Ratio	0.064	-	-	0.234	0.154	0.042	0.082	-	-
HCM Control Delay (s/veh)	12.6	-	-	15.4	14.5	7.9	10.4	-	-
HCM Lane LOS	B	-	-	C	B	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9	0.5	0.1	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	108	577	209	214	24	382	119	708
Future Volume (vph)	29	108	577	209	214	24	382	119	708
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	25.0	25.0	12.0	37.0	37.0	50.0	50.0	12.0	62.0
Total Split (%)	25.3%	25.3%	12.1%	37.4%	37.4%	50.5%	50.5%	12.1%	62.6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 54.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



HCM 7th Signalized Intersection Summary
8: SW 4th Avenue & SW 17th Street

P.M. Peak Hour
Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	108	14	577	209	214	24	382	139	119	708	16
Future Volume (veh/h)	29	108	14	577	209	214	24	382	139	119	708	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	114	15	607	220	225	25	402	146	125	745	17
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	258	218	29	429	661	550	334	732	262	387	1589	36
Arrive On Green	0.14	0.14	0.14	0.12	0.36	0.36	0.29	0.29	0.29	0.07	0.45	0.45
Sat Flow, veh/h	930	1600	211	1767	1856	1544	697	2530	907	1767	3521	80
Grp Volume(v), veh/h	31	0	129	607	220	225	25	278	270	125	373	389
Grp Sat Flow(s),veh/h/ln	930	0	1810	1767	1856	1544	697	1763	1674	1767	1763	1838
Q Serve(g_s), s	1.6	0.0	3.6	6.5	4.7	6.0	1.4	7.3	7.4	2.5	8.0	8.0
Cycle Q Clear(g_c), s	1.6	0.0	3.6	6.5	4.7	6.0	1.4	7.3	7.4	2.5	8.0	8.0
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.54	1.00		0.04
Lane Grp Cap(c), veh/h	258	0	246	429	661	550	334	510	484	387	796	830
V/C Ratio(X)	0.12	0.00	0.52	1.41	0.33	0.41	0.07	0.55	0.56	0.32	0.47	0.47
Avail Cap(c_a), veh/h	464	0	647	429	1072	892	708	1455	1382	489	1843	1922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	0.0	21.9	20.7	12.8	13.2	14.3	16.4	16.4	11.6	10.4	10.4
Incr Delay (d2), s/veh	0.1	0.0	0.6	199.7	0.1	0.2	0.1	0.7	0.7	0.2	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	2.6	39.1	3.1	3.3	0.4	4.9	4.7	1.5	4.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.1	0.0	22.6	220.4	12.9	13.4	14.4	17.0	17.2	11.8	10.7	10.7
LnGrp LOS	C		C	F	B	B	B	B	B	B	B	B
Approach Vol, veh/h		160			1052			573			887	
Approach Delay, s/veh		22.3			132.7			17.0			10.9	
Approach LOS		C			F			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	8.8	20.8	12.0	12.9		29.6		24.9				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	7.0	45.0	6.5	19.5		57.0		31.5				
Max Q Clear Time (g_c+I1), s	4.5	9.4	8.5	5.6		10.0		8.0				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.4		4.4		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	60.8
HCM 7th LOS	E

Notes

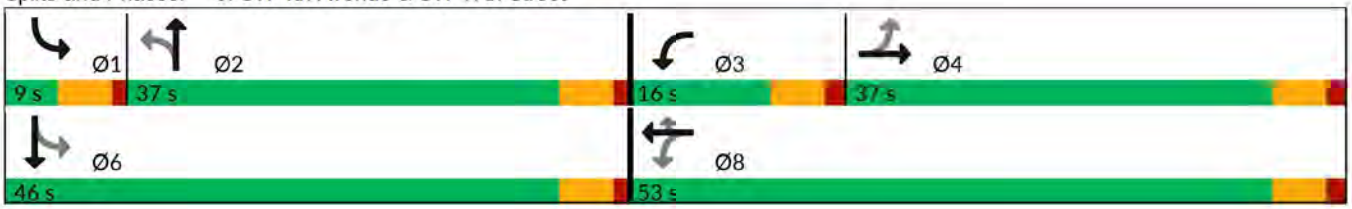
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	108	577	209	214	24	382	119	708
Future Volume (vph)	29	108	577	209	214	24	382	119	708
Turn Type	Perm	NA	pm+pt	NA	Perm	Perm	NA	pm+pt	NA
Protected Phases		4	3	8			2	1	6
Permitted Phases	4		8		8	2		6	
Detector Phase	4	4	3	8	8	2	2	1	6
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0	6.0	6.0	15.0	15.0	4.0	15.0
Minimum Split (s)	37.0	37.0	9.5	37.0	37.0	37.0	37.0	9.0	37.0
Total Split (s)	37.0	37.0	16.0	53.0	53.0	37.0	37.0	9.0	46.0
Total Split (%)	37.4%	37.4%	16.2%	53.5%	53.5%	37.4%	37.4%	9.1%	46.5%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			Lag	Lag	Lead	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	None	Min	Min	None	Min

Intersection Summary

Cycle Length: 99
Actuated Cycle Length: 56.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated

Splits and Phases: 8: SW 4th Avenue & SW 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	108	14	577	209	214	24	382	139	119	708	16
Future Volume (veh/h)	29	108	14	577	209	214	24	382	139	119	708	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		1.00	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	31	114	9	607	220	0	25	402	73	125	745	13
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	289	252	20	536	768	651	298	782	141	370	1460	25
Arrive On Green	0.15	0.15	0.15	0.17	0.41	0.00	0.26	0.26	0.26	0.07	0.41	0.41
Sat Flow, veh/h	1140	1693	134	1767	1856	1572	700	2975	535	1767	3543	62
Grp Volume(v), veh/h	31	0	123	607	220	0	25	237	238	125	371	387
Grp Sat Flow(s),veh/h/ln	1140	0	1827	1767	1856	1572	700	1763	1748	1767	1763	1842
Q Serve(g_s), s	1.4	0.0	3.7	10.5	4.8	0.0	1.7	6.9	7.0	2.9	9.4	9.4
Cycle Q Clear(g_c), s	1.4	0.0	3.7	10.5	4.8	0.0	2.1	6.9	7.0	2.9	9.4	9.4
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	289	0	272	536	768	651	298	463	459	370	726	759
V/C Ratio(X)	0.11	0.00	0.45	1.13	0.29	0.00	0.08	0.51	0.52	0.34	0.51	0.51
Avail Cap(c_a), veh/h	715	0	954	536	1461	1238	485	935	927	370	1198	1252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	0.0	23.4	20.3	11.8	0.0	17.3	18.9	19.0	14.0	13.2	13.2
Incr Delay (d2), s/veh	0.1	0.0	0.4	80.8	0.1	0.0	0.1	0.6	0.7	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	2.8	21.8	3.1	0.0	0.5	4.8	4.9	1.9	6.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	23.9	101.1	11.8	0.0	17.4	19.6	19.7	14.2	13.6	13.6
LnGrp LOS	C		C	F	B		B	B	B	B	B	B
Approach Vol, veh/h		154			827			500			883	
Approach Delay, s/veh		23.6			77.4			19.5			13.7	
Approach LOS		C			E			B			B	

Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	9.0	20.8	16.0	14.5		29.8		30.5				
Change Period (Y+Rc), s	5.0	5.0	5.5	5.5		5.0		5.5				
Max Green Setting (Gmax), s	4.0	32.0	10.5	31.5		41.0		47.5				
Max Q Clear Time (g_c+I1), s	4.9	9.0	12.5	5.7		11.4		6.8				
Green Ext Time (p_c), s	0.0	2.5	0.0	0.5		4.2		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	37.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	315	16	15	796	56	18	6	11	136	9	179
Future Vol, veh/h	54	315	16	15	796	56	18	6	11	136	9	179
Conflicting Peds, #/hr	1	0	11	11	0	1	1	0	2	2	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	70	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	59	346	18	16	875	62	20	7	12	149	10	197

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	937	0	0	375	0	0	961	1455	195	1237	1433	470
Stage 1	-	-	-	-	-	-	485	485	-	939	939	-
Stage 2	-	-	-	-	-	-	476	970	-	297	493	-
Critical Hdwy	3.7	-	-	3.7	-	-	3.7	3.1	3.7	3.7	3.1	3.7
Critical Hdwy Stg 1	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Critical Hdwy Stg 2	-	-	-	-	-	-	3.7	3.1	-	3.7	3.1	-
Follow-up Hdwy	2.9	-	-	2.9	-	-	2.9	3	2	2.9	3	2
Pot Cap-1 Maneuver	675	-	-	978	-	-	664	592	1554	550	599	1262
Stage 1	-	-	-	-	-	-	911	961	-	674	771	-
Stage 2	-	-	-	-	-	-	916	759	-	1029	957	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	674	-	-	968	-	-	489	524	1535	483	530	1259
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	579	-	555	605	-
Stage 1	-	-	-	-	-	-	822	867	-	662	757	-
Stage 2	-	-	-	-	-	-	749	745	-	922	864	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	1.52	0.15	10.4	12.95
HCM LOS			B	B

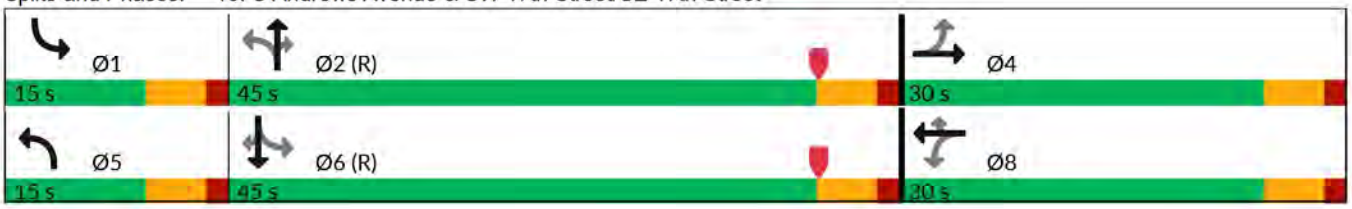
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	705	674	-	-	968	-	-	806
HCM Lane V/C Ratio	0.055	0.088	-	-	0.017	-	-	0.442
HCM Control Delay (s/veh)	10.4	10.9	-	-	8.8	-	-	12.9
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.1	-	-	2.3

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	19	282	240	621	126	137	608	157	126	1093	121
Future Volume (vph)	19	282	240	621	126	137	608	157	126	1093	121
Turn Type	Perm	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8		5	2		1	6	
Permitted Phases	4		8		8	2		2	6		6
Detector Phase	4	4	8	8	8	5	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	10.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	9.5	39.5	39.5	9.5	39.5	39.5
Total Split (s)	30.0	30.0	30.0	30.0	30.0	15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	33.3%	33.3%	33.3%	33.3%	33.3%	16.7%	50.0%	50.0%	16.7%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag						Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?											
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 32 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 10: S Andrews Avenue & SW 17th Street/SE 17th Street



HCM 7th Signalized Intersection Summary
10: S Andrews Avenue & SW 17th Street/SE 17th Street

P.M. Peak Hour
Future Total Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	282	142	240	621	126	137	608	157	126	1093	121
Future Volume (veh/h)	19	282	142	240	621	126	137	608	157	126	1093	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	20	300	151	255	661	134	146	647	167	134	1163	129
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	151	623	306	228	960	426	313	1713	752	449	1789	747
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.08	0.65	0.65	0.08	0.64	0.64
Sat Flow, veh/h	677	2288	1123	930	3526	1566	1767	3526	1548	1767	3711	1549
Grp Volume(v), veh/h	20	229	222	255	661	134	146	647	167	134	1163	129
Grp Sat Flow(s),veh/h/ln	677	1763	1648	930	1763	1566	1767	1763	1548	1767	1856	1549
Q Serve(g_s), s	2.5	9.8	10.2	14.3	15.1	6.1	3.7	7.7	4.0	3.4	17.4	3.0
Cycle Q Clear(g_c), s	17.6	9.8	10.2	24.5	15.1	6.1	3.7	7.7	4.0	3.4	17.4	3.0
Prop In Lane	1.00		0.68	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	480	449	228	960	426	313	1713	752	449	1789	747
V/C Ratio(X)	0.13	0.48	0.49	1.12	0.69	0.31	0.47	0.38	0.22	0.30	0.65	0.17
Avail Cap(c_a), veh/h	151	480	449	228	960	426	389	1713	752	533	1789	747
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	27.4	27.5	40.4	29.3	26.1	12.4	9.5	8.9	10.4	11.5	8.9
Incr Delay (d2), s/veh	0.1	0.3	0.3	89.2	1.4	0.1	0.4	0.6	0.7	0.1	1.8	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	7.3	7.1	16.5	10.2	4.1	2.4	4.8	2.5	2.2	9.5	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.4	27.7	27.9	129.6	30.8	26.2	12.8	10.2	9.6	10.6	13.3	9.4
LnGrp LOS	D	C	C	F	C	C	B	B	A	B	B	A
Approach Vol, veh/h		471			1050			960			1426	
Approach Delay, s/veh		28.2			54.2			10.5			12.7	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	49.2		30.0	11.1	48.9		30.0				
Change Period (Y+Rc), s	5.5	5.5		5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	39.5		24.5	9.5	39.5		24.5				
Max Q Clear Time (g_c+I1), s	5.4	9.7		19.6	5.7	19.4		26.5				
Green Ext Time (p_c), s	0.0	5.6		0.9	0.0	9.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		25.2
HCM 7th LOS		C

Notes

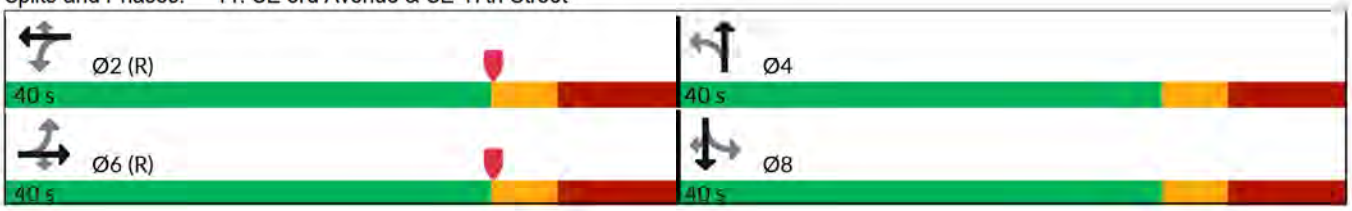
User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	83	468	4	65	800	90	25	93	144	103	258
Future Volume (vph)	83	468	4	65	800	90	25	93	144	103	258
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA	Perm
Protected Phases		6			2			4		8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	6	6	6	2	2	2	4	4	8	8	8
Switch Phase											
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	36.0	36.0	36.0	36.0	36.0	36.0	43.0	43.0	43.0	43.0	43.0
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (%)	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Lead/Lag											
Lead-Lag Optimize?											
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 40 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 11: SE 3rd Avenue & SE 17th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	468	4	65	800	90	25	93	21	144	103	258
Future Volume (vph)	83	468	4	65	800	90	25	93	21	144	103	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1810		1770	1863	1583
Flt Permitted	0.28	1.00	1.00	0.47	1.00	1.00	0.69	1.00		0.68	1.00	1.00
Satd. Flow (perm)	518	3539	1583	870	3539	1583	1277	1810		1263	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	89	503	4	70	860	97	27	100	23	155	111	277
RTOR Reduction (vph)	0	0	2	0	0	58	0	11	0	0	0	74
Lane Group Flow (vph)	89	503	2	70	860	39	27	112	0	155	111	203
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		6			2			4			8	
Permitted Phases	6		6	2		2	4			8		8
Actuated Green, G (s)	32.3	32.3	32.3	32.3	32.3	32.3	25.7	25.7		25.7	25.7	25.7
Effective Green, g (s)	32.3	32.3	32.3	32.3	32.3	32.3	25.7	25.7		25.7	25.7	25.7
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.32	0.32		0.32	0.32	0.32
Clearance Time (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	209	1428	639	351	1428	639	410	581		405	598	508
v/s Ratio Prot		0.14			c0.24			0.06			0.06	
v/s Ratio Perm	0.17		0.00	0.08		0.02	0.02			0.12		c0.13
v/c Ratio	0.43	0.35	0.00	0.20	0.60	0.06	0.07	0.19		0.38	0.19	0.40
Uniform Delay, d1	17.2	16.6	14.2	15.5	18.8	14.6	18.8	19.6		21.0	19.6	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.2	0.7	0.0	1.3	1.9	0.2	0.0	0.1		0.2	0.1	0.2
Delay (s)	23.4	17.3	14.2	16.7	20.7	14.8	18.9	19.7		21.2	19.7	21.3
Level of Service	C	B	B	B	C	B	B	B		C	B	C
Approach Delay (s/veh)		18.2			19.9			19.6			21.0	
Approach LOS		B			B			B			C	

Intersection Summary

HCM 2000 Control Delay (s/veh)	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	74.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	237	194	32	102	83	65
Future Vol, veh/h	237	194	32	102	83	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	258	211	35	111	90	71

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	341	90	0	0	146	0
Stage 1	90	-	-	-	-	-
Stage 2	251	-	-	-	-	-
Critical Hdwy	3.7	3.7	-	-	3.7	-
Critical Hdwy Stg 1	3.7	-	-	-	-	-
Critical Hdwy Stg 2	3.7	-	-	-	-	-
Follow-up Hdwy	2.9	2	-	-	2.9	-
Pot Cap-1 Maneuver	1000	1682	-	-	1133	-
Stage 1	1173	-	-	-	-	-
Stage 2	1059	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	917	1682	-	-	1133	-
Mov Cap-2 Maneuver	917	-	-	-	-	-
Stage 1	1173	-	-	-	-	-
Stage 2	971	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	10.24	0	4.74
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1153	1009	-
HCM Lane V/C Ratio	-	-	0.406	0.08	-
HCM Control Delay (s/veh)	-	-	10.2	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2	0.3	-

Appendix J

Roadway Segment Capacity Analysis

Roadway Segment Analysis - Peak Hour Two-Way Volumes

Existing Conditions

	Roadway	Segment	Context Class	Roadway Type	Number of Lanes	State Road?	Median Type	Left-Turn Lanes?	Right-Turn Lanes?	Volume		Capacity Thresholds				LOS	
										A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1	SE 3rd Avenue	Between SE 17th Street and SR 736/Davie Boulevard	C6	Two-Way	4	Non-State	Divided	Yes	No	659	831	*	*	2,439	3,141	D	D
2	S Andrews Avenue	Between SE 17th Street and SE 16th Street	C6	Two-Way	4	Non-State	Divided	Yes	No	1,572	1,939	*	*	2,439	3,141	D	D
3	SE 17th Street	Between SW 1st Avenue and SE 3rd Avenue	C4	Two-Way	4	Non-State	Divided	Yes	Yes	1,075	1,471	*	2,079	3,071	3,468	C	C

Future Background Conditions

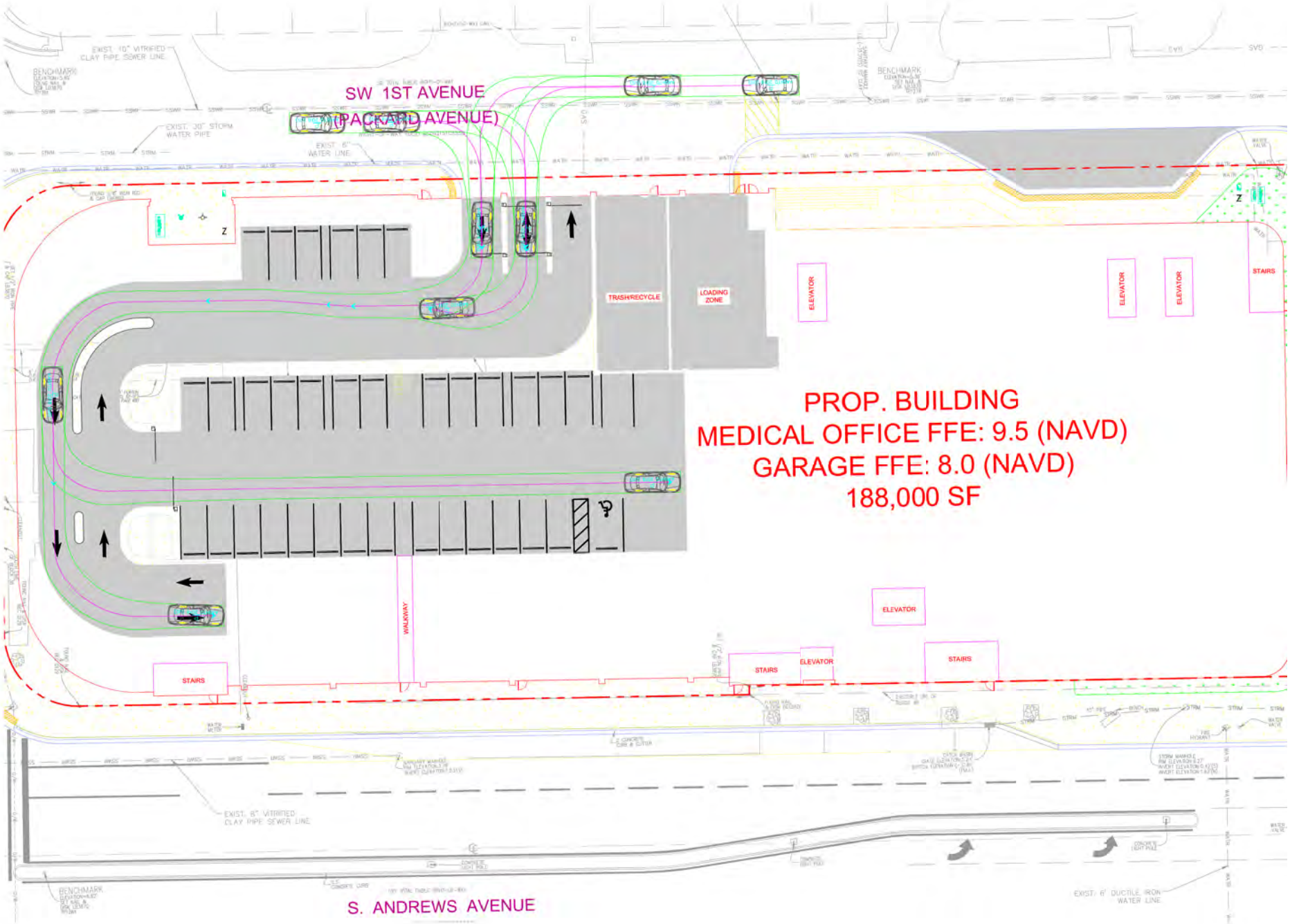
	Roadway	Segment	Context Class	Roadway Type	Number of Lanes	State Road?	Median Type	Left-Turn Lanes?	Right-Turn Lanes?	Volume		Capacity Thresholds				LOS	
										A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1	SE 3rd Avenue	Between SE 17th Street and SR 736/Davie Boulevard	C6	Two-Way	4	Non-State	Divided	Yes	No	712	897	*	*	2,439	3,141	D	D
2	S Andrews Avenue	Between SE 17th Street and SE 16th Street	C6	Two-Way	4	Non-State	Divided	Yes	No	1,700	2,093	*	*	2,439	3,141	D	D
3	SE 17th Street	Between SW 1st Avenue and SE 3rd Avenue	C4	Two-Way	4	Non-State	Divided	Yes	Yes	1,162	1,588	*	2,079	3,071	3,468	C	C

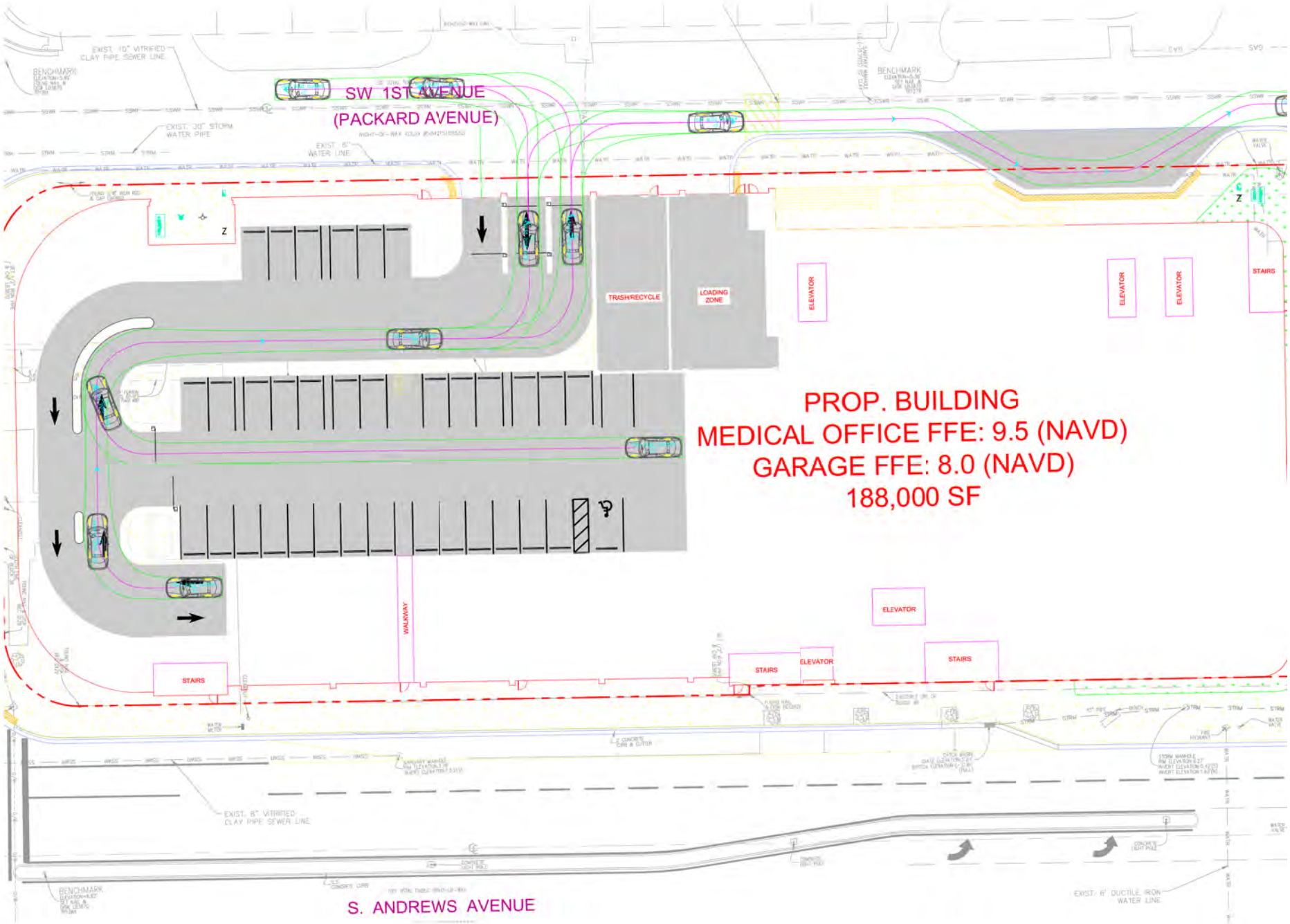
Future Total Conditions

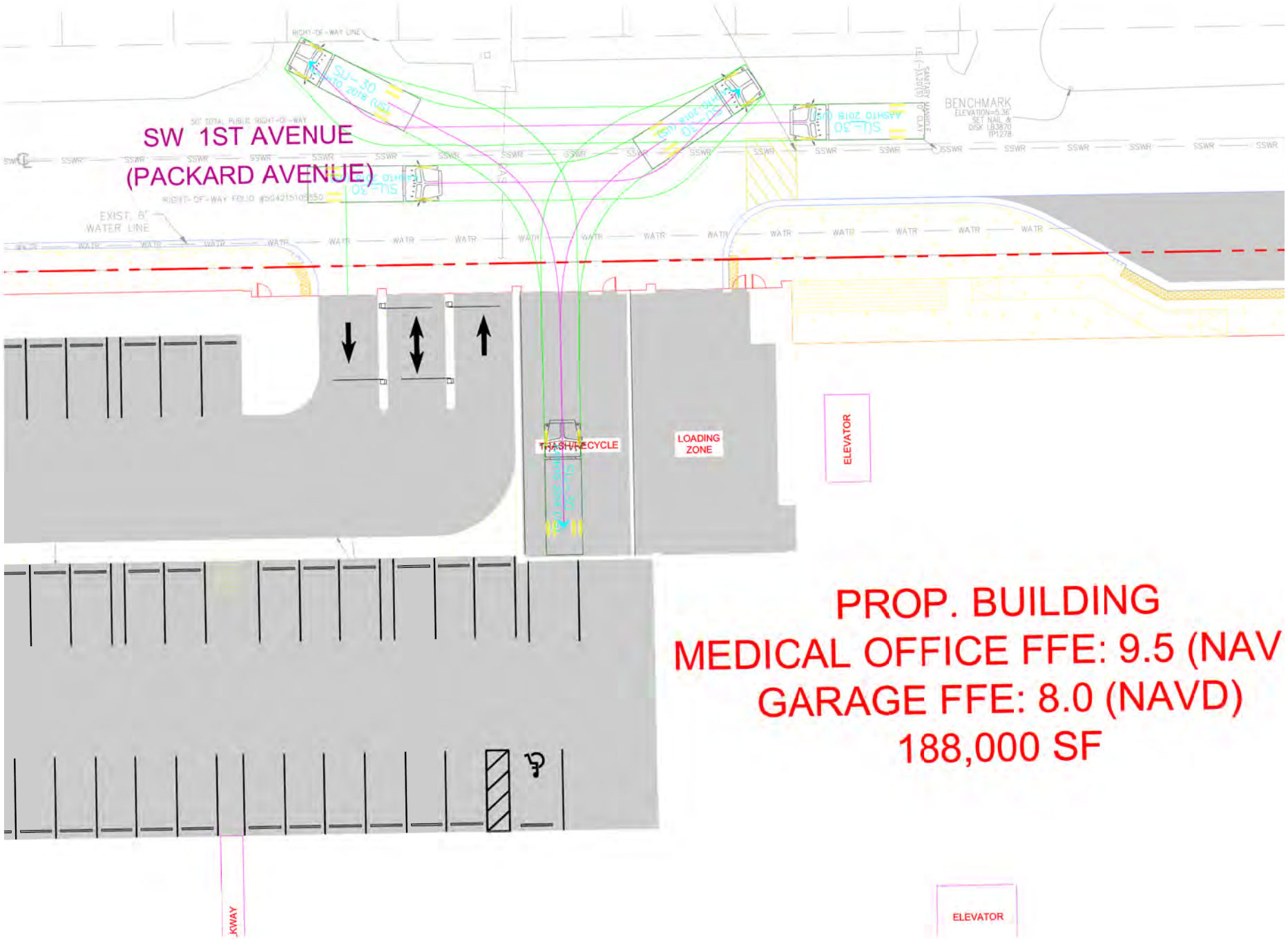
	Roadway	Segment	Context Class	Roadway Type	Number of Lanes	State Road?	Median Type	Left-Turn Lanes?	Right-Turn Lanes?	Volume		Capacity Thresholds				LOS	
										A.M. Peak Hour	P.M. Peak Hour	B	C	D	E	A.M. Peak Hour	P.M. Peak Hour
1	SE 3rd Avenue	Between SE 17th Street and SR 736/Davie Boulevard	C6	Two-Way	4	Non-State	Divided	Yes	No	712	897	*	*	2,439	3,141	D	D
2	S Andrews Avenue	Between SE 17th Street and SE 16th Street	C6	Two-Way	4	Non-State	Divided	Yes	No	1,700	2,093	*	*	2,439	3,141	D	D
3	SE 17th Street	Between SW 1st Avenue and SE 3rd Avenue	C4	Two-Way	4	Non-State	Divided	Yes	Yes	1,190	1,638	*	2,079	3,071	3,468	C	C

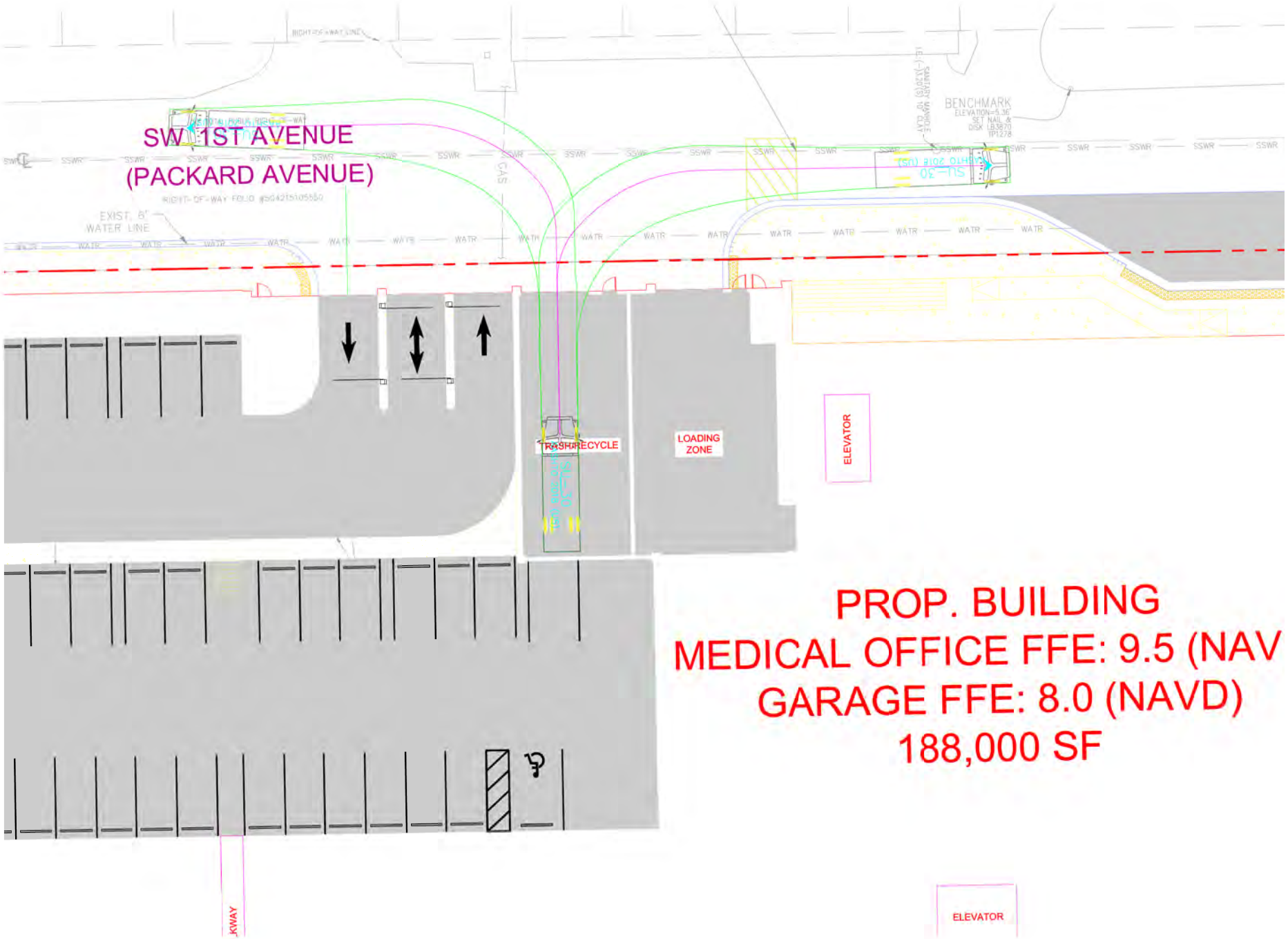
Appendix K

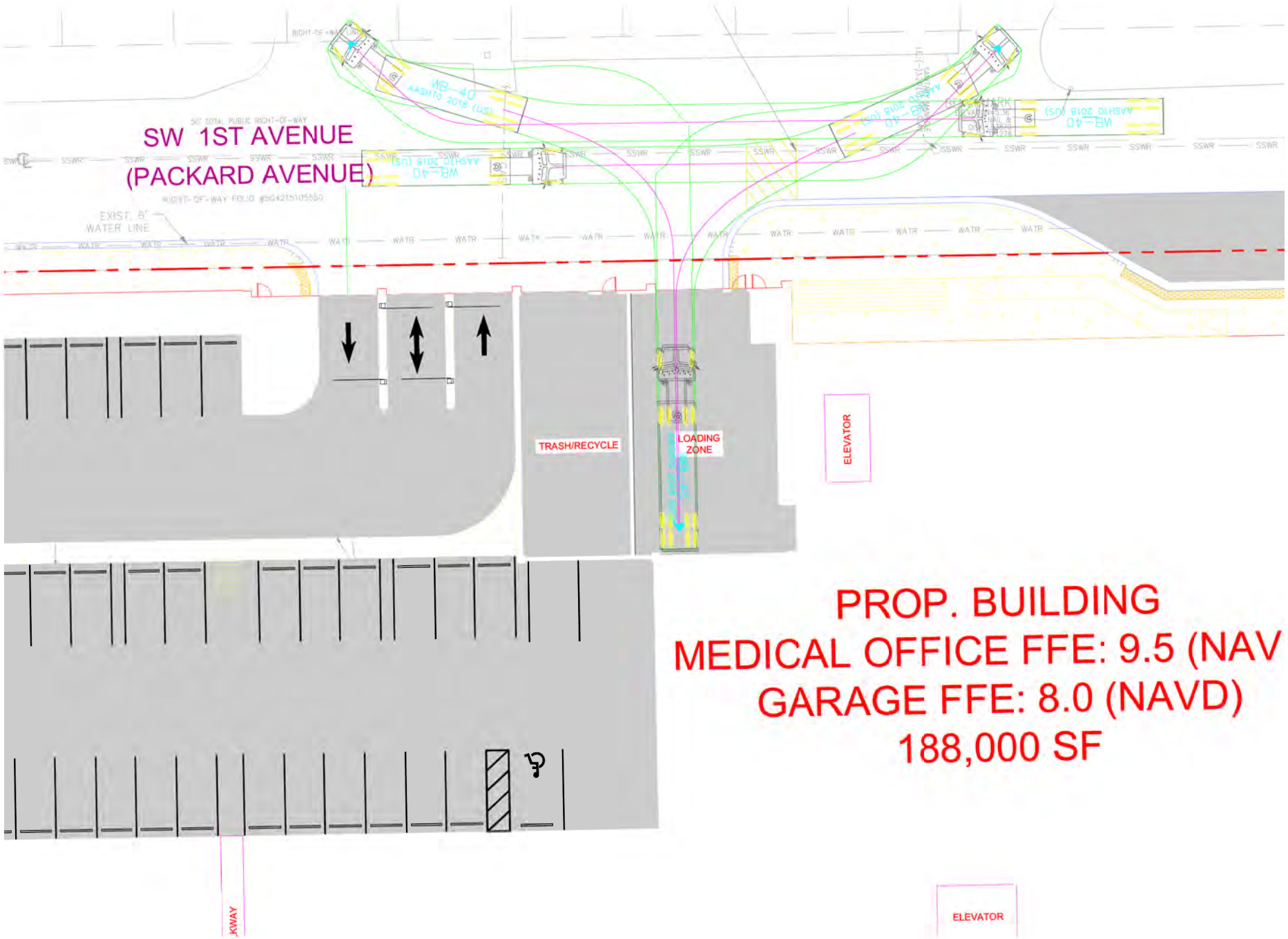
Maneuverability Analysis

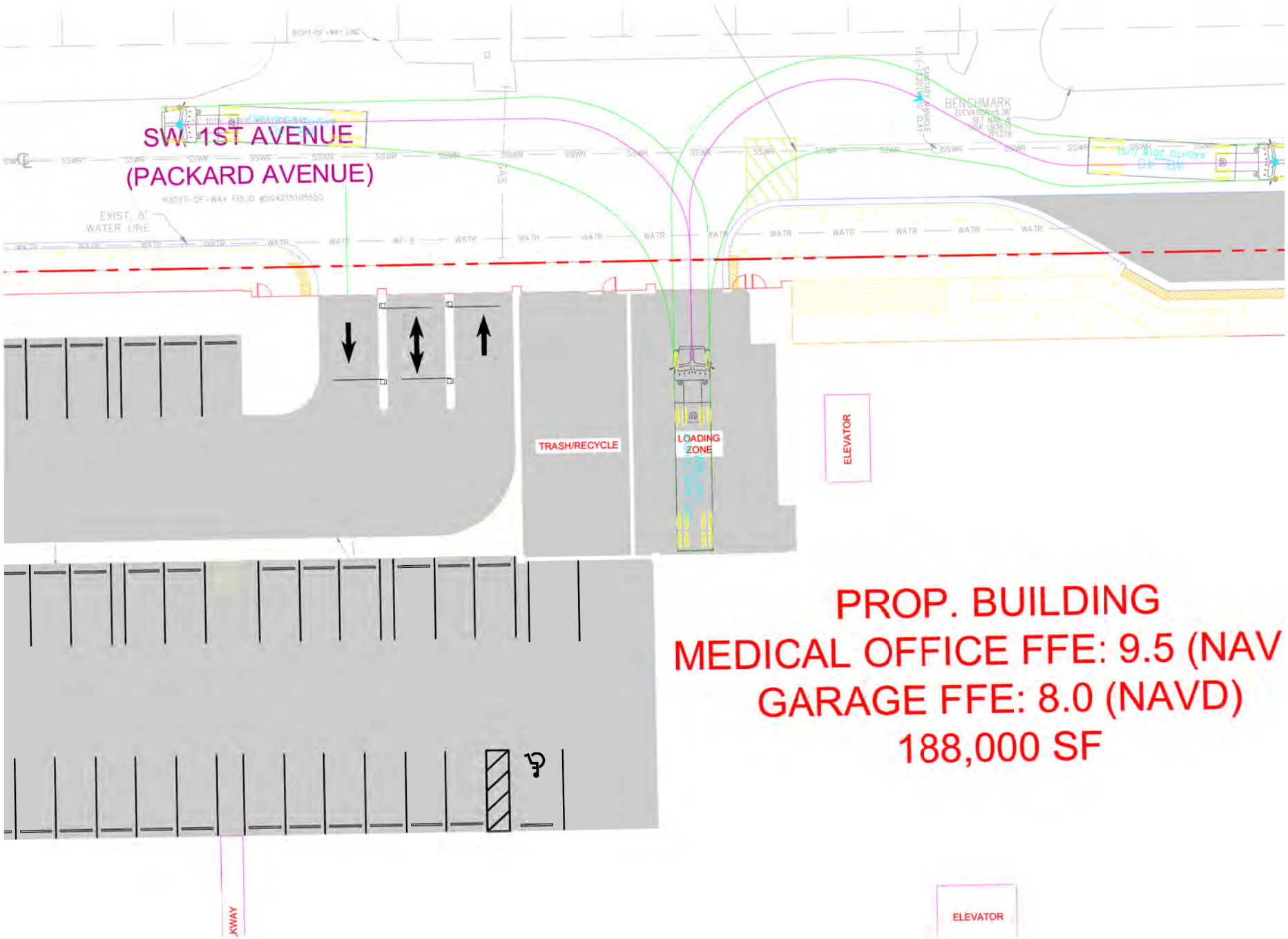

SW 1ST AVENUE
(PACKARD AVENUE)
PROP. BUILDING
MEDICAL OFFICE FFE: 9.5 (NAVD)
GARAGE FFE: 8.0 (NAVD)
188,000 SF
TRASH/RECYCLE
LOADING ZONE
ELEVATOR
ELEVATOR
ELEVATOR
STAIRS
ELEVATOR
STAIRS
ELEVATOR
STAIRS
STAIRS
WALKWAY
EXIST. 10" VITRIFIED CLAY PIPE SEWER LINE
EXIST. 30" STORM WATER PIPE
EXIST. 6" WATER LINE
EXIST. 8" VITRIFIED CLAY PIPE SEWER LINE
EXIST. 6" DUCTILE IRON WATER LINE
S. ANDREWS AVENUE


SW 1ST AVENUE
(PACKARD AVENUE)
EXIST. 10" VITRIFIED CLAY PIPE SEWER LINE
EXIST. 30" STORM WATER PIPE
EXIST. 6" WATER LINE
BENCHMARK
TRASH/RECYCLE
LOADING ZONE
ELEVATOR
ELEVATOR
ELEVATOR
STAIRS
PROP. BUILDING
MEDICAL OFFICE FFE: 9.5 (NAVD)
GARAGE FFE: 8.0 (NAVD)
188,000 SF
WALKWAY
ELEVATOR
STAIRS
STAIRS
ELEVATOR
STAIRS
EXIST. 8" VITRIFIED CLAY PIPE SEWER LINE
S. ANDREWS AVENUE
EXIST. 6" DUCTILE IRON WATER LINE


SW 1ST AVENUE
(PACKARD AVENUE)
EXIST. 8" WATER LINE
BENCHMARK
TRASH/RECYCLE
LOADING ZONE
ELEVATOR
PROP. BUILDING
MEDICAL OFFICE FFE: 9.5 (NAV
GARAGE FFE: 8.0 (NAVD)
188,000 SF
ELEVATOR


SW 1ST AVENUE
(PACKARD AVENUE)
EXIST. 8" WATER LINE
BENCHMARK
TRASH/RECYCLE
LOADING ZONE
ELEVATOR
PROP. BUILDING
MEDICAL OFFICE FFE: 9.5 (NAV
GARAGE FFE: 8.0 (NAVD)
188,000 SF
ELEVATOR


SW 1ST AVENUE
(PACKARD AVENUE)
EXIST. 8" WATER LINE
TRASH/RECYCLE
LOADING ZONE
ELEVATOR
PROP. BUILDING
MEDICAL OFFICE FFE: 9.5 (NAV
GARAGE FFE: 8.0 (NAVD)
188,000 SF
ELEVATOR


SW 1ST AVENUE
(PACKARD AVENUE)
EXIST. 8" WATER LINE
TRASH/RECYCLE
LOADING ZONE
ELEVATOR
PROP. BUILDING
MEDICAL OFFICE FFE: 9.5 (NAV
GARAGE FFE: 8.0 (NAVD)
188,000 SF
ELEVATOR

Appendix L

Entry Gate Analysis

Entry Gate Analysis (A.M. Peak Hour)

Arrival Rate

IN	
272	veh/hr

Service Rate

IN	
0.150	mins/veh

Control Delay = min

Service Time = mins/veh

Number of Entry Gates (N) =	2	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	272	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	400.00	veh/hr/pos
Average Service Rate (t) =	0.15	mins/veh
rho (t/Q) =	0.340	

Expected (avg.) number of vehicles in the system	E(m)=	0.09	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.77	
Mean time in the queue	E(w)=	0.02	mins
Mean time in system	E(t)=	0.17	mins

Proportion of customers who wait (P) (E(w) > 0)=	17.25%
Probability of a queue exceeding a length (M) P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.1

Entry Gate Analysis (P.M. Peak Hour)

Arrival Rate	IN	
	185	veh/hr

Service Rate	IN	
	0.150	mins/veh

Control Delay = min

Service Time = mins/veh

Number of Entry Gates (N) =	2	
Level of Confidence =	0.95	
Storage Provided On-Site =	1	vehicles
Total Entering and Exiting Vehicles(q) =	185	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	400.00	veh/hr/pos
Average Service Rate (t) =	0.15	mins/veh
rho (t/Q) =	0.231	

Expected (avg.) number of vehicles in the system	E(m)=	0.03	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.49	
Mean time in the queue	E(w)=	0.01	mins
Mean time in system	E(t)=	0.16	mins

Proportion of customers who wait (P)	(E(w) > 0)=	8.69%
Probability of a queue exceeding a length (M)	P(x > M)=	5.00%

Queue length which is exceeded 5.00% of the times is equal to 0.0

City of Fort Lauderdale
Development Services Department

Urban Design and Planning Development
Site Plan Application, Project Narrative

Date: 12/12/2024
BECK PROJECT NO:
175309
PROJECT NAME:
Broward Health Medical Center,
MOB + Parking Garage

Project Description:

The proposed Broward Health Main Campus project is located at SW 17th Street and S. Andrews Avenue. The project site is in downtown Fort Lauderdale, which encourages the use of public transportation and promotes the overall connectivity, walkability, and accessibility. The project is composed of an 8-story state of art Medical Office Building (MOB) with an attached separated 7-story Parking Garage to support MOB use. Project has Mix-Use occupancies, with Ambulatory Care Facility use[B] as primary use. Attached Parking Garage with a loading dock has Storage use [S] occupancy. Project includes some Assembly [A], and some General Storage [S] uses.

The building use and type is permitted under the applicable South Regional Activity Center South Andrews (SRAC-SA) zoning. Site total area is approximately 76,170 sf. (1.7 Acre). The building exterior elements and façade materials are organized harmoniously. The building architectural features are designed efficiently and correspond to the Site and the surrounding developments. Project's site will be enhanced with landscaping, broad pedestrian sidewalks, separate vehicular drop-off zone, enclosed loading dock/refuse areas and secured parking garage entrances.

The Vehicular drop-off zone, main entrances to the Medical Office Building, access to the Parking Garage, and the internalized Loading Dock are on 1st Avenue. A two-way 24' wide interior drive with a 12' wide sidewalk connects 1st Avenue and S. Andrews Avenue, providing convenient circulation within the site and serving as an urban corridor.

The Medical Office Building will have five (5) build-out floors (levels 1 through 5) and three (3) shell floors (Levels 6 through 8) for future expansion and growth. The Medical Office Building (MOB) is approximately 186,929 sf. and 120' tall measured from fire department access to roof of last occupied floor. The MOB is a high-rise due to the building's height and will be protected throughout by automatic sprinklers designed in accordance with NFPA 13 and emergency-voice alarm communication system in accordance with NFPA 72. The current build-out medical office program mostly consists of cardiology, pulmonary, primary care, neurology, gastrointestinal, women imaging, OB/GYN, and urology services.

An unoccupied 16' tall mechanical enclosure is located on top of the building with about 15,975 sf. of enclosed area and 1,685 sf. of open-air area. The 73' tall parking garage is naturally ventilated (Open garage), with approximately 310,877 sf. and 675 standard parking spaces, 15 accessible parking spaces for total of 690 cars/parking capacity. Parking garage includes one

loading dock and an internalized refuse/recycle area. Project will be designed in accordance following applicable codes:

- 2023 FLORIDA BUILDING CODE (8TH EDITION): BUILDING
- 2023 FLORIDA BUILDING CODE (8TH EDITION): MECHANICAL
- 2023 FLORIDA BUILDING CODE (8TH EDITION): PLUMBING
- 2023 NFPA 70, NATIONAL ELECTRICAL CODE (NEC)
- 2023 FLORIDA FIRE PREVENTION CODE (8TH EDITION)
- 2023 FLORIDA BUILDING CODE (8TH EDITION): ENERGY
- 2023 FLORIDA BUILDING CODE (8TH EDITION): FUEL GAS
- 2023 FLORIDA BUILDING CODE (8TH EDITION): ACCESSIBILITY
- NFPA 101 LIFE SAFETY CODE (2021) WITH FLORIDA AMENDMENTS
- NFPA 1 UNIFORM CODE (2021) WITH FLORIDA AMENDMENTS
- CITY OF FT LAUDERDALE - CODE OF ORDINANCES
- CITY OF FT LAUDERDALE - DESIGN AND CONSTRUCTION MANUAL (DCM)
- FGI GUIDELINES FOR DESIGN AND CONSTRUCTION OF HOSPITAL AND OUTPATIENT FACILITIES – 2022 EDITION

Exterior cladding systems, roofing as well as exterior doors will be impact resistance meeting applicable wind load requirements per code. Construction type for the project will be type I-B. The design of the project reflects the identity/ brand of Broward Health and creates a recognizable architectural aesthetic and meets South Regional Activity Center South Andrews requirements.

Kimley»Horn

December 6, 2024

City of Fort Lauderdale – Development Review Committee
700 NW 19th Avenue
Fort Lauderdale, Florida 33311

RE: ***Project Name: Broward Health Main Campus – Medical Office Building & Garage***
Stormwater Memorandum

Please allow this letter to serve as the stormwater memorandum for the above-referenced project. Per stormwater requirements, proper water quality and quantity for the site will be provided through the use of exfiltration trench, underground storage, and drainage wells.

The proposed development is located at 1611 S Andrews Ave, within the City of Fort Lauderdale. The property is bounded by a sports medicine building and associated parking to the north, SW 17th Street to the south, S Andrews Ave to the east, and SW 1st Ave to the west. Approximate project limits can be illustrated in Attachment A, Exhibit A-1.

Existing Conditions

The site is currently developed as a surface parking lot and a single-story wellness center building. The project proposes to affect the existing drainage system for the sports medicine building and associated surface parking to the north, permitted through BCSWM License SWM2011-053. Therefore, the below analysis includes the entire site of the proposed garage/medical office building and the sports medicine building/surface parking to the north which encompasses approximately, ±2.68 acres. The existing sports medicine building has a FFE of 7.00' NAVD per SWM2011-053.

Proposed Conditions

The project consists of the redevelopment of a ±1.74-acre site. The redevelopment proposes one (1) 8-story building with a parking garage and a medical office, and the reconfiguration of a drive-aisle. The proposed finished floor elevation (FFE) is 8.00' NAVD for the garage and 9.50' NAVD for the medical office area.

Water Table Elevation

The design water table elevation of 2.50 ft NAVD was obtained from Broward County's Future Ground Water Elevation Map (see Attachment A, Exhibit A-2).

Water Quality

South Florida Water Management District (SFWMD) water criteria and procedures were followed during this analysis. The total volumes for water quality are provided for the greater of the first inch of storm runoff from the entire site, or the amount of 2.5 inches times the percentage of impervious area. Volumetric calculations for the required and provided amounts can be found in Attachment B. See Attachment D for geotechnical report with hydraulic conductivity tests.

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Water quality is to be provided through exfiltration trench and swales. As per Section 4.2.2 (c) of the SFWMD Environmental Resource Permit Applicant's Handbook Volume II, "Water surface and roofed areas can be deducted from site areas only for water quality pervious/impervious calculations." The required water quality calculations can be found in Attachment B, Exhibit B-2.

Required Water Treatment Volume = 0.47 ac-ft (5.64 ac-in)
Provided Water Treatment Volume = 0.83 ac-ft (9.94 ac-in)

Water Quantity

Rainfall data was gathered from *Isohyetal Maps from SFWMD Technical Memorandum, Frequency Analysis of One and Three-Day Rainfall Maxima for Central and Southern Florida* (Trimble, 1990).

Table 1 - Rainfall Depths

Rainfall Frequency	Rainfall Depth (inches)
10-year 24-hour	8.5
25-year 72-hour	14.0
100-year 72-hour	16.0

To portray the project area's relationship of stormwater storage volume to stormwater stage, a stage-storage relationship was developed for the proposed conditions of the site (Appendix C). All modeling was performed using Interconnected Channel and Pond Routine Model (ICPR - 4).

A stage-storage relationship was developed for the proposed project conditions, including exfiltration trench, underground storage, and drainage wells. Surface storage is assumed to be a linear relationship between average low and average high elevations. The stage-storage parameters used to calculate all proposed storage can be found in Attachment B, as well as in the model input reports in Attachment C.

Table 2 - Maximum Flood Stages

Storm Event	Proposed Site Max. Stages (ft, NAVD88)
10-Year 24-Hour	5.28
25-Year 72-Hour	6.71
100-Year 72-Hour	7.00

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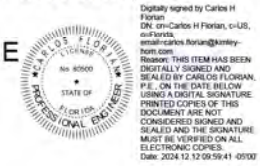
Conclusion

The drainage analysis indicates that the proposed drainage system can provide the required water quality needed for the proposed development. Exfiltration trench meets the water quality requirement onsite. The drainage wells, underground storage and exfiltration trench can protect the site during a 10-Year 72-Hour storm event and protect the proposed and existing buildings during a 100-Year 72-Hour storm event with zero discharge.

Please contact me at (954) 716 - 8826 or carlos.florian@kimley-horn.com should you have any questions or clarifications.

Sincerely,
Kimley-Horn and Associates, Inc.

Carlos Florian, P.E



ATTACHMENT A



This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

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DRAWN BY:	DC
SCALE:	AS SHOWN
KHA NO.:	140089006

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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

BROWARD HEALTH MEDICAL CENTER FORT LAUDERDALE

LOCATION MAP

NORTH

SHEET NUMBER

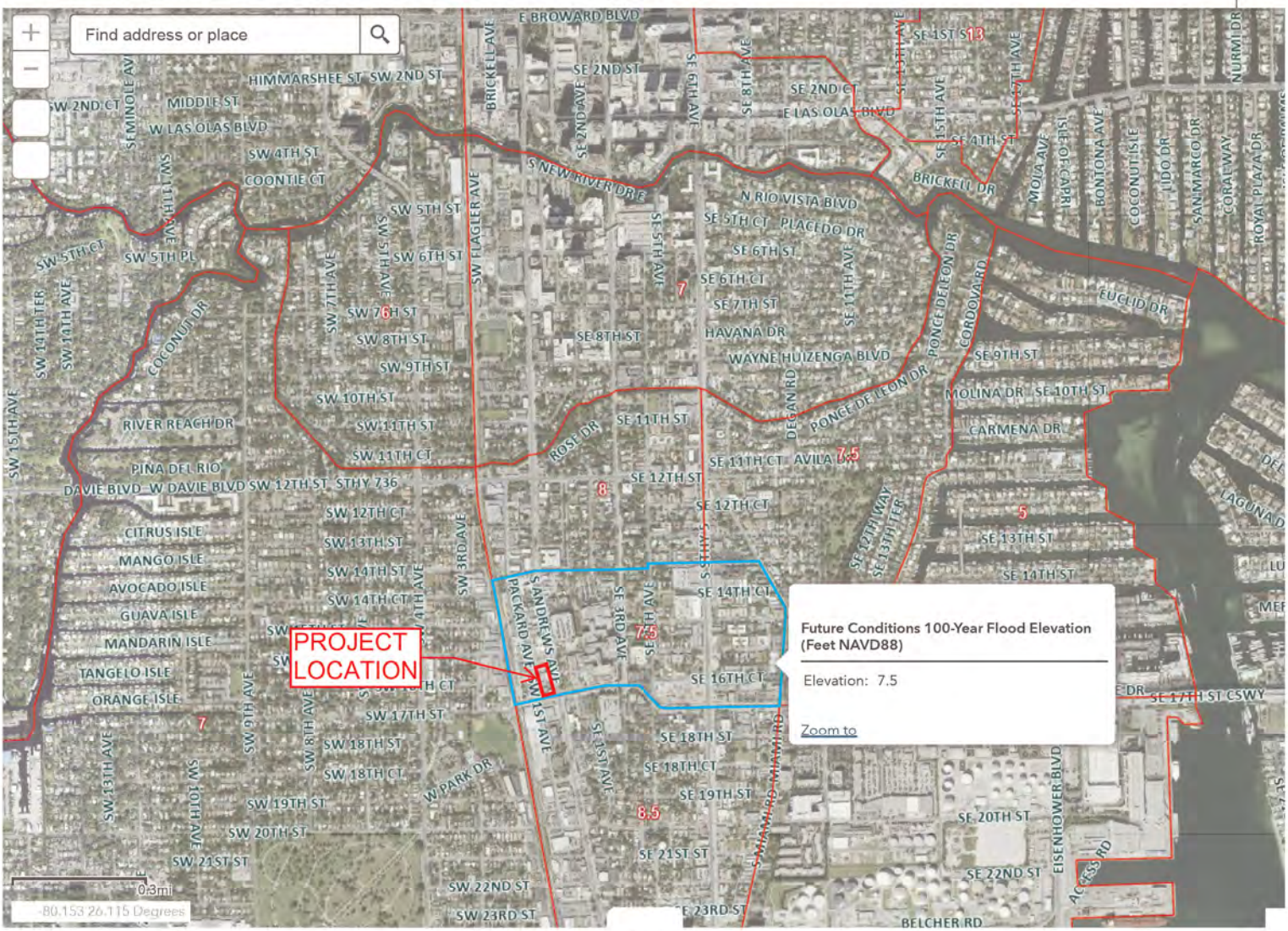
A-1

Plate WM 2.2 - 2060 Future Conditions Average Wet Season Groundwater Elevation



APPENDIX A-3: BROWARD COUNTY FUTURE CONDITIONS 100-YEAR FLOOD

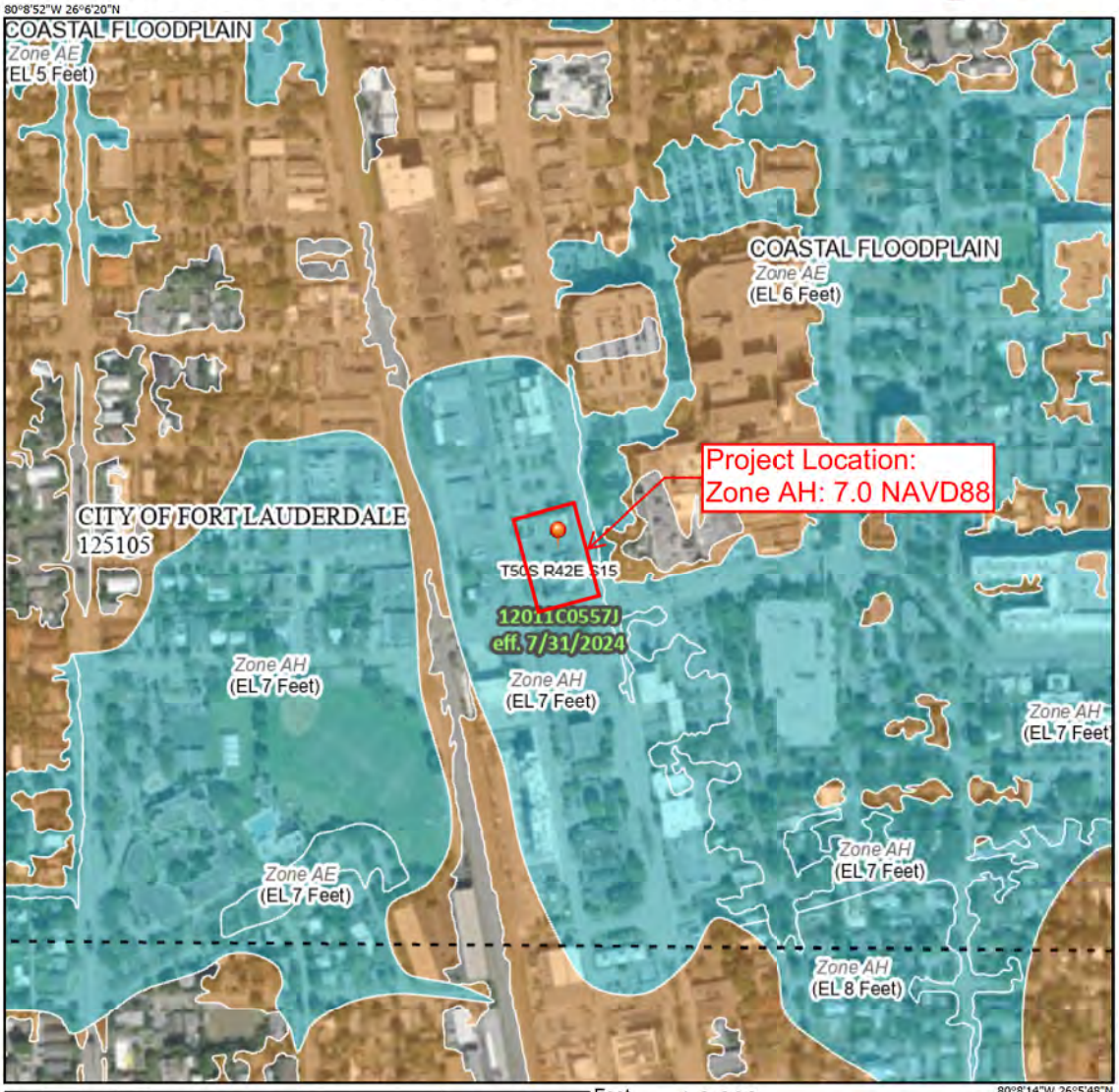
Plate WM 13.1 - Future Conditions 100-Year Flood Map 2060



https://bcgis.maps.arcgis.com/apps/webappviewer/index.html?id=ec160b81e7f84bdeacda62575e817380

National Flood Hazard Layer FIRMette

FEMA



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 9/24/2024 at 9:38 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



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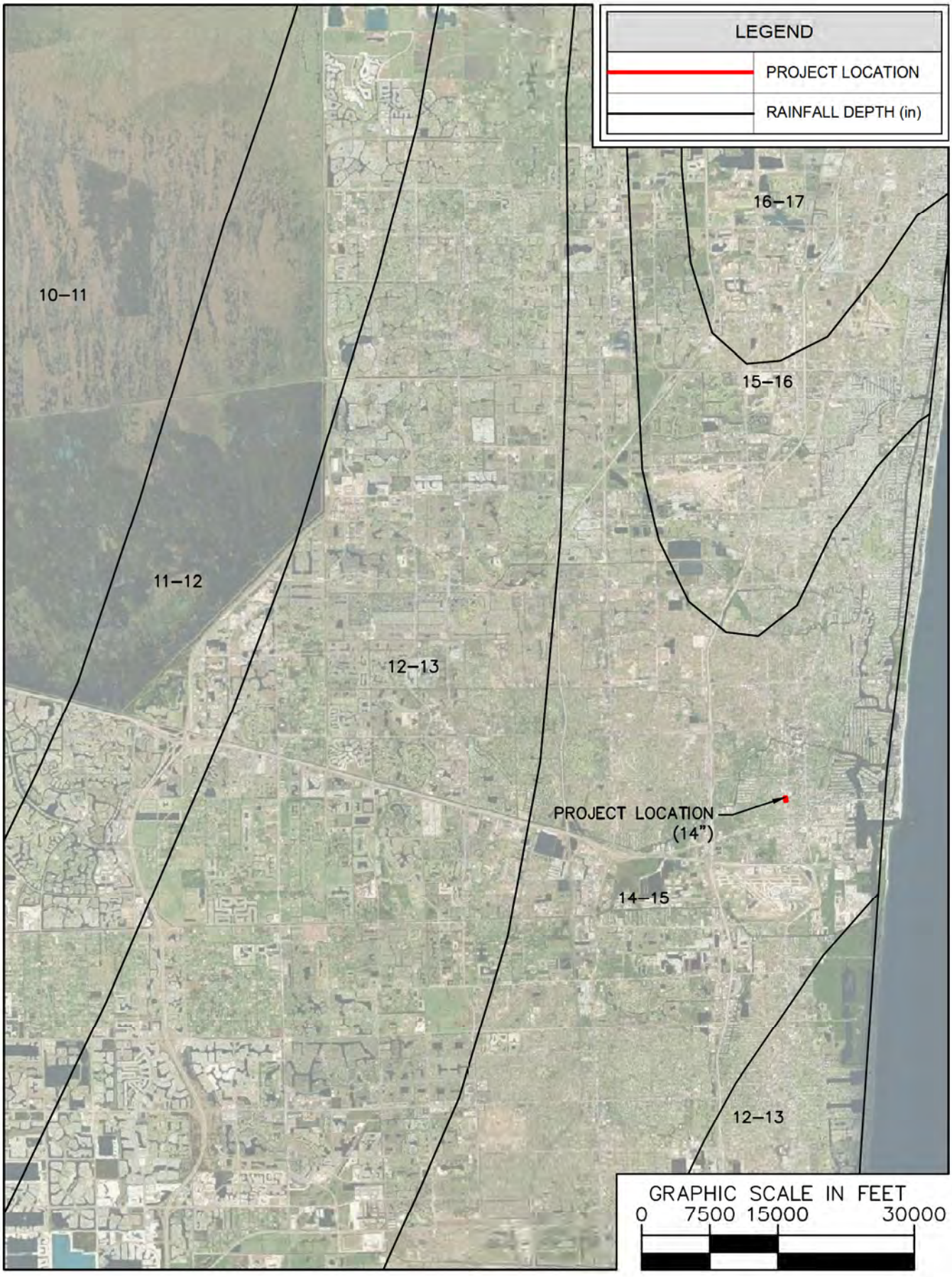
BROWARD HEALTH MEDICAL CENTER FORT LAUDERDALE

10YR-24HR RAINFALL DEPTH

NORTH

SHEET NUMBER

A-5



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BROWARD HEALTH MEDICAL CENTER FORT LAUDERDALE

25YR-72HR RAINFALL DEPTH

NORTH

SHEET NUMBER

A-6



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BROWARD HEALTH MEDICAL CENTER FORT LAUDERDALE

100YR-72HR RAINFALL DEPTH

NORTH

SHEET NUMBER

A-7



NORTH

GRAPHIC SCALE IN FEET
0 125 250 500

LEGEND:

PROPERTY BOUNDARY

FACILITY ID (XXX GPM) EXISTING DRAINAGE WELL LOCATION WITH CAPACITY

EXISTING DRAINAGE WELL LOCATION MAP
BROWARD HEALTH MEDICAL CENTER
FORT LAUDERDALE, FL

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ATTACHMENT B

EXISTING AREA BREAKDOWN

Existing Area Type	Square Feet	Acres	Percentage
Pervious			
Green	17,404	0.40	14.93%
TOTAL PERVIOUS	**17,404**	**0.40**	**14.93%**
Impervious			
Pavement	85,737	1.97	73.51%
Building	13,491	0.31	11.57%
TOTAL IMPERVIOUS	**99,228**	**2.28**	**85.07%**
TOTAL SITE AREA	**116,632**	**2.68**	**100.00%**

PROPOSED AREA BREAKDOWN

Future Area Type	Square Feet	Acres	Percentage
Pervious			
Green	5,705	0.13	4.89%
TOTAL PERVIOUS	**5,705**	**0.13**	**4.89%**
Impervious			
Pavement	31,688	0.73	27.17%
Building	79,240	1.82	67.94%
TOTAL IMPERVIOUS	**110,927**	**2.55**	**95.11%**
TOTAL SITE AREA	**116,632**	**2.68**	**100.00%**

REQUIRED WATER QUALITY VOLUME

1) Compute the first inch of runoff from the developed site:

$= 1\ in. x\ Site\ Area\ x\ \left({}^{1\ ft}/_{12\ in.}\right)$

$= 1\ in. x\ 2.68\ acres\ x\ \left({}^{1\ ft}/_{12\ in.}\right) = 0.22\ ac - ft$

2) Compute 2.5 times the percentage of imperviousness.

a. Site area for water quality pervious/impervious calculations only:

$= Total\ Project\ - (Water\ Surface + Roof)$

$= 2.68\ acres - (0.00\ acres + 1.82\ acres) = 0.86\ acres$

b. Impervious area for water quality pervious/impervious calculations only:

$= (Site\ Area\ for\ Water\ Quality) - Pervious$

$= 0.86\ acres - 0.103\ acres = 0.73\ acres$

c. Percentage of imperviousness for water quality:

$= (Impervious\ Area\ for\ Water\ Quality/Site\ Area\ for\ Water\ Quality) x 100\%$

$= \left({}^{0.73\ acres}/_{0.86\ acres}\right) x 100\% = 84.88\%$

d. For 2.5 inches times the percentage impervious:

$= 2.5\ in. x\ Percentage\ Impervious$

$= 2.5\ in. x\ 84.88\% = 2.12\ in. to\ be\ treated$

e. Compute volume required for quality detention:

$= Inches\ to\ be\ Treated\ x\ (Total\ Site - Lake)$

$= 2.12\ in. x\ (2.68\ acres\ - 0.00)\ x\ \left({}^{1\ ft}/_{12\ in.}\right) = 0.47\ ac - ft$

0.47 ac-ft (5.64 ac-in) of water quality volume is required as a minimum.

MINIMUM EXFILTRATION TRENCH CALCULATIONS

EXFILTRATION TRENCH PARAMETERS - 8'-WIDE

Lowest Rim Elevation	5.66 NAVD
Water Table:	2.50 NAVD
Top of trench	3.87 NAVD
Bottom of trench	-2.13 NAVD
Depth of trench	6.00 ft.
Pipe diameter	18 in.

$$L = \frac{FS\left[(\%WQ)(V_{wq}) + V_{add}\right]}{K(2H_2D_u - D_u^2 + 2H_2D_s) + (1.39x10^{-4})WD_u} \; (Conservative\ Formula)$$

EXFILTRATION TRENCH EQUATION PARAMETERS

FS, factor of safety	2.00
%WQ, Water Quality Credit Percentage	50%
V(wq), Volume of Water Quality	5.64 ac-in
V(add), Additional Storage Volume	0 ac-in
K, Hydraulic Conductivity[1]	2.00E-03 cfs/ft^2-ft
H_2, Distance from Water Table to Control Elevation[2]	3.16 ft.
D_u, unsaturated trench depth	1.37 ft.
D_s, saturated trench depth	4.63 ft.
W, trench width	8.00 ft.

REQUIRED EXFILTRATION TRENCH

Credited Volume Required:	2.820	ac-in.
Regular/Conservative[3]:	Conservative	
Trench Required (Conservative)	77	LF

Length of Trench Required:	**77 LF**

1. Average K value between multiple field results; Refer to Appendix D for Geotechnical Report
2. H2 value is based on lowest discharge inlet connected to the exfiltration trench system
3. The conservative formula is required if the project meets one of the following criteria: 1) If the saturated trench depth (D_s) is greater than the non-saturated trench depth (D_u), or 2) If the trench width (W) is greater than two (2) times the total trench depth.

PROVIDED WATER QUALITY

VOLUME PROVIDED IN 8'-WIDE EXFILTRATION TRENCH

Proposed Length of Trench	84	LF
Required Length of Trench	77	LF
Additional Trench Provided	7	LF
Volume Provided in Required Trench	0.47	ac-ft
Volume Provided in Additional Trench	0.02	ac-ft

Volume Provided by 8'-Wide Exfiltration Trench:	**0.49**	**ac-ft**

TOTAL PROVIDED WATER QUALITY

TOTAL WATER QUALITY VOLUME PROVIDED:	**0.83**	**ac-ft**

Provided Water Quality Volume = 0.83 ac-ft > 0.47 ac-ft Required Water Quality Volume

MINIMUM EXFILTRATION TRENCH CALCULATIONS

EXFILTRATION TRENCH PARAMETERS - 4' WIDE

Lowest Rim Elevation	6.25 NAVD
Water Table:	2.50 NAVD
Top of trench	4.46 NAVD
Bottom of trench	-1.54 NAVD
Depth of trench	6.00 ft.
Pipe diameter	18 in.

$$L = \frac{FS\left[(\%WQ)(V_{wq}) + V_{add}\right]}{K(2H_2D_u - D_u^2 + 2H_2D_s) + (1.39x10^{-4})WD_u} \; (Conservative\ Formula)$$

EXFILTRATION TRENCH EQUATION PARAMETERS

FS, factor of safety	2.00
%WQ, Water Quality Credit Percentage	50%
V(wq), Volume of Water Quality	5.64 ac-in
V(add), Additional Storage Volume	0 ac-in
K, Hydraulic Conductivity[1]	2.00E-03 cfs/ft^2-ft
H_2, Distance from Water Table to Control Elevation[2]	3.16 ft.
D_u, unsaturated trench depth	1.96 ft.
D_s, saturated trench depth	4.04 ft.
W, trench width	4.00 ft.

REQUIRED EXFILTRATION TRENCH

Credited Volume Required:	2.820	ac-in.
Regular/Conservative[3]:	Conservative	
Trench Required (Conservative)	81	LF

Length of Trench Required:	**81 LF**

1. Average K value between multiple field results; Refer to Appendix D for Geotechnical Report
2. H2 value is based on lowest discharge inlet connected to the exfiltration trench system
3. The conservative formula is required if the project meets one of the following criteria: 1) If the saturated trench depth (D_s) is greater than the non-saturated trench depth (D_u), or 2) If the trench width (W) is greater than two (2) times the total trench depth.

PROVIDED WATER QUALITY

VOLUME PROVIDED IN 4'-WIDE EXFILTRATION TRENCH

Proposed Length of Trench	32	LF
Volume Provided in Required Trench	0.18	ac-ft

Volume Provided by 4' Wide Exfiltration Trench:	**0.18 ac-ft**

TOTAL PROVIDED WATER QUALITY

TOTAL WATER QUALITY VOLUME PROVIDED:	**0.83 ac-ft**

Provided Water Quality Volume = 0.83 ac-ft > 0.47 ac-ft Required Water Quality Volume

Existing Exfiltration Trench to Remain Calculations

Total Length of Trench	L	240
Depth to Water Table	H	4
Width of Trench	W	8
Hydraulic Conductivity	K	6.66E-05
Unsaturated Trench Depth	Du	3
Saturated Trench Depth	Ds	2

Trench Equation

$$L = V/K((H*W)+(2*H*Du)-(Du*Du)+(2*H*Ds))+(0.000139*W*Du)$$

Volume Exfiltrated in Trench in ac-in

V= 1.81 Ac-In **0.15 Ac-ft**

Existing exfiltration trench calculations based on existing BCSWM License SWM2011-053, per below.

Exfiltration Trench Calculation

Exfiltration Trench Provided

LENGTH OF TRENCH (L)	750
DEPTH TO WATER TABLE (H)	4.0
WIDTH OF TRENCH (W)	8.0
HYDRAULIC CONDUCTIVITY (K)	6.66E-05
UNSATURATED DEPTH (Du)	3.0
SATURATED DEPTH (Ds)	2.0

TRENCH EQUATION:

$$L = \frac{V}{K((H*W)+(2*H*Du)-(Du*Du)+(2*H*Ds))+(.000139*W*Du)}$$

V = VOLUME EXFILTRATED IN TRENCH IN AC-IN

V = 5.65 Ac-Inch or 0.47 Ac-ft

SOIL STORAGE (EXISTING CONDITIONS):

Average Elevation of Site:	6.50	NAVD
Average Water Table Elevation:	2.50	NAVD
Average Depth to Water Table:	4.00	ft.
Soil Type:	Flatwoods	
Available Storage (S_p):	6.75	in.
Percent Pervious (pervious area/total area):	14.93%	
SOIL STORAGE = S_p x Percent Pervious:	**1.01**	**in.**

SOIL STORAGE (PROPOSE CONDITIONS):

Average Elevation of Developed Site:	7	NAVD
Average Water Table Elevation:	2.50	NAVD
Average Depth to Water Table:	4.50	ft.
Soil Type:	Flatwoods	
Available Storage (S_p):	6.75	in.
Percent Pervious (pervious area/total area):	4.85%	
SOIL STORAGE = S_p x Percent Pervious:	**0.33**	**in.**

Curve Numbers:

Ground Cover	Curve Number
Pervious	60
Impervious	98

EXHIBIT B-5

STAGE-STORAGE TABULATION

EXISTING STAGE-STORAGE CALCULATIONS

Area Type	Green	Pavement	Depressed Area	Exfiltration Trench	Total*
Area (ac)	0.40	1.97	0.05	0.41	2.42
Low Elev.	7.30	8.10	4.00	2.40	
High Elev.	8.50	9.20	6.00	5.66	

Stage (ft) NAVD	Linear ac-ft	Linear ac-ft	Linear ac-ft	Trench ac-ft	Total Storage ac-ft
2.50	0.00	0.00	0.00	0.01	0.01
3.00	0.00	0.00	0.00	0.08	0.08
3.50	0.00	0.00	0.00	0.14	0.14
4.00	0.00	0.00	0.00	0.20	0.20
4.50	0.00	0.00	0.00	0.26	0.27
5.00	0.00	0.00	0.01	0.33	0.34
5.50	0.00	0.00	0.03	0.39	0.42
6.00	0.00	0.00	0.05	0.41	0.46
6.50	0.00	0.00	0.08	0.41	0.48
7.00	0.00	0.00	0.10	0.41	0.51
7.50	0.01	0.00	0.13	0.41	0.54
8.00	0.08	0.00	0.15	0.41	0.64
8.50	0.24	0.14	0.18	0.41	0.97
9.00	0.44	0.73	0.20	0.41	1.78
9.50	0.64	1.67	0.23	0.41	2.95

*Total excludes building area and volume of exfiltration trench.

EXHIBIT B-5

STAGE-STORAGE TABULATION

PROPOSED STAGE-STORAGE CALCULATIONS

Area Type	Green	Pavement	Exfiltration Trench	Underground Storage	Total*
Area (ac)	0.13	0.73	0.83	0.71	0.86
Low Elev.	6.10	5.66	2.50	2.50	
High Elev.	9.50	9.50	5.66	7.00	

Stage (ft) NAVD	Linear ac-ft	Linear ac-ft	Trench ac-ft	Trench ac-ft	Total Storage ac-ft
2.50	0.00	0.00	0.00	0.00	0.00
3.00	0.00	0.00	0.13	0.08	0.21
3.50	0.00	0.00	0.26	0.16	0.42
4.00	0.00	0.00	0.39	0.24	0.63
4.50	0.00	0.00	0.52	0.32	0.84
5.00	0.00	0.00	0.66	0.39	1.05
5.50	0.00	0.00	0.79	0.47	1.26
6.00	0.00	0.01	0.83	0.55	1.39
6.50	0.00	0.07	0.83	0.63	1.53
7.00	0.02	0.17	0.83	0.71	1.72
7.50	0.04	0.32	0.83	0.71	1.90
8.00	0.07	0.52	0.83	0.71	2.13
8.50	0.11	0.77	0.83	0.71	2.41
9.00	0.16	1.06	0.83	0.71	2.76
9.50	0.22	1.40	0.83	0.71	3.16

*Total excludes building area and volume of exfiltration trench and underground storage.

1. Design Volume to be Retained:

Required Runoff Rate, Q_R = 5.90 CFS Based on the max total outflow for Basin 1, from ICPR 100YR-3Day

2. Drainage Well Design Discharge Rate: Well Discharge (CFS/ft. head) 0.013

Based on well discharge rate of (GPM/ft. Head):

DW: **250**

Depth of Casing **90** **ft.**

Well No.	Lowest Inlet/Vent Elev. (NAVD)	Well Structure RIM Elev. (NAVD)	Water Table Elev. (NAVD)	Headloss due to Higher SG of Salt Water (ft.)	Head Acting on Well (ft.)	Well Discharge Rate (CFS)	Well Structure Dimensions (Inside walls)		Structure Storage Capacity Above Casing (CF)
							Width (ft.)	Length (ft.)	
DW-1	6.32	6.32	2.50	2.34	1.48	0.82	5.0	10.0	100
DW-2	6.29	6.29	2.50	2.34	1.45	0.81	5.0	10.0	100
DW-3	9.45	9.45	2.50	2.34	4.61	2.57	5.0	10.0	100
DW-4	6.24	6.24	2.50	2.34	1.40	0.78	5.0	10.0	100
DW-5	5.65	6.41	2.50	2.34	0.81	0.45	5.0	10.0	100
DW-6	5.65	6.95	2.50	2.34	0.81	0.45	5.0	10.0	100

Well Discharge Rate (CFS) **5.88** Total Storage (CF) 600.00

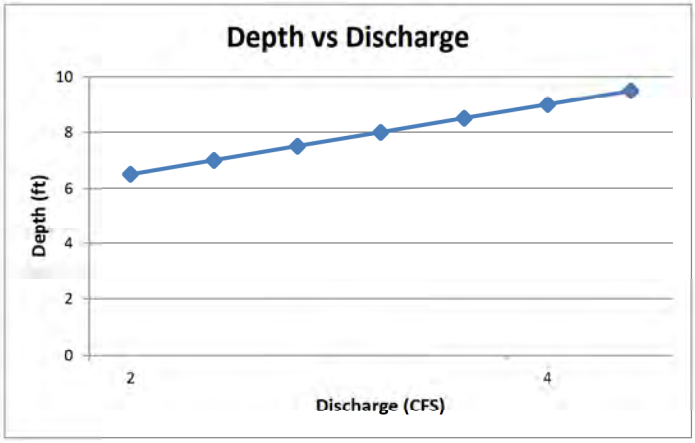
Factor of Safety **1.0** *Total Storage (AF)* *0.013774105*

OPERATING TABLE FOR RATING CURVE

# of Wells	6
Discharge Rate Per Well (GPM/ft. head)	250
Total Well Discharge (GPM/ft. head)	1500.00
Average Well Discharge (CFS/ft. head)	0.98

Oct. Wt.	2.50
Head Loss	2.34

Stage (ft)	Active Head (ft)	Discharge (*) Q (cfs)
1.50	-3.34	-3.27
2.00	-2.84	-2.78
2.50	-2.34	-2.29
3.00	-1.84	-1.80
3.50	-1.34	-1.31
4.00	-0.84	-0.82
4.50	-0.34	-0.33
4.84	0.00	0.00
5.00	0.16	0.16
5.50	0.66	0.65
6.00	1.16	1.14
6.50	1.66	1.63
7.00	2.16	2.12
7.50	2.66	2.61
8.00	3.16	3.10
8.50	3.66	3.59
9.00	4.16	4.08
9.50	4.66	4.57



ATTACHMENT C

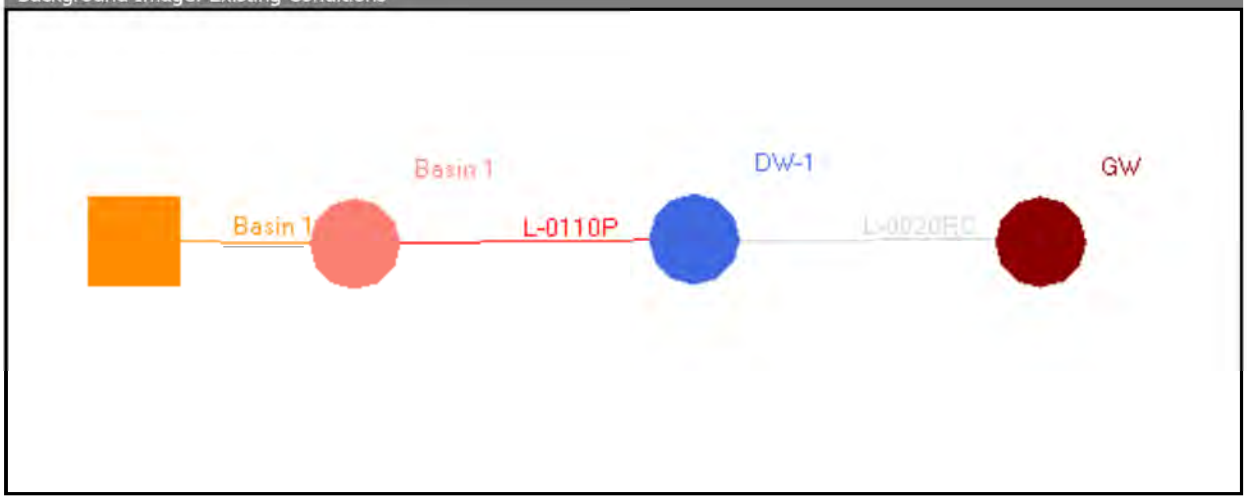
Node Max Conditions [Existing Conditions]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
Basin 1	10-Year 1-Day	7.00	5.24	0.0010	9.69	5.46	6534
Basin 1	100-Year 3-Day	7.00	7.53	0.0010	15.67	9.30	6534
Basin 1	25-Year 3-Day	7.00	6.81	0.0010	13.64	8.04	6534

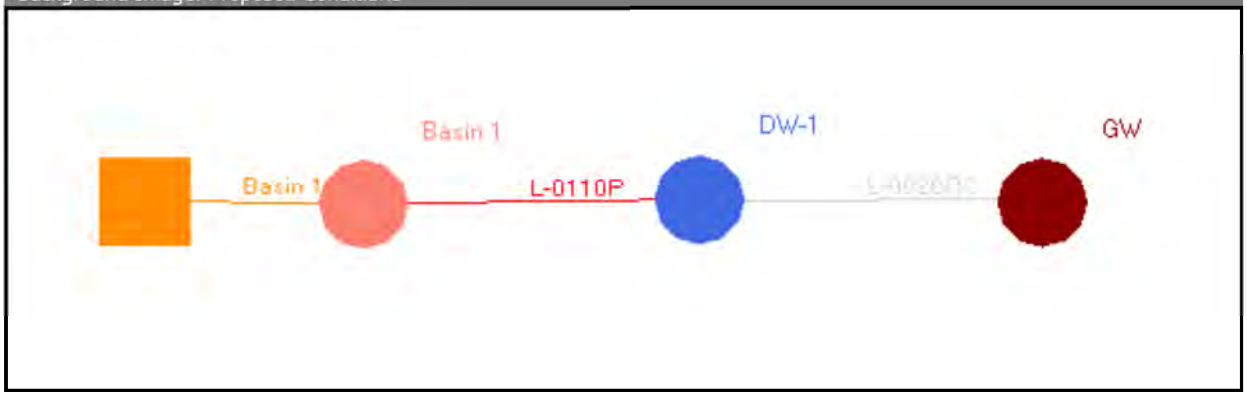
Node Max Conditions [Proposed Conditions]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
Basin 1	10-Year 1-Day	7.00	5.28	0.0010	10.20	1.91	18297
Basin 1	100-Year 3-Day	7.00	7.00	0.0010	15.96	5.90	18297
Basin 1	25-Year 3-Day	7.00	6.71	0.0010	13.94	5.36	18297

Background Image: Existing Conditions



Background Image: Proposed Conditions



Manual Basin: Basin 1

Scenario:	Existing Conditions
Node:	Basin 1
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	9999999.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH256
Peaking Factor:	256.0
Area:	2.6800 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name	Crop Coefficient Zone	Reference ET Station
2.2800	Site	Impervious			
0.4000	Site	Pervious			

Comment:

Manual Basin: Basin 1

Scenario: Proposed Conditions
Node: Basin 1
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 10.0000 min
Max Allowable Q: 9999999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH256
Peaking Factor: 256.0
Area: 2.6800 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name	Crop Coefficient Zone	Reference ET Station
2.5500	Site	Impervious			
0.1300	Site	Pervious			

Comment:

Node: Basin 1

Scenario: Existing Conditions
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
2.50	0.01	436
3.00	0.08	3485
3.50	0.14	6098
4.00	0.20	8712
4.50	0.27	11761
5.00	0.34	14810
5.50	0.42	18295
6.00	0.46	20038
6.50	0.48	20909
7.00	0.51	22216
7.50	0.54	23522
8.00	0.64	27878

Stage [ft]	Volume [ac-ft]	Volume [ft3]
8.50	0.97	42253
9.00	1.78	77537
9.50	2.95	128502

Comment:

Node: DW-1

Scenario: Existing Conditions
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 9.50 ft

Stage [ft]	Area [ac]	Area [ft2]
2.50	0.0014	60
4.50	0.0014	60
9.50	0.0014	60

Comment:

Node: GW

Scenario: Existing Conditions
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 0.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	2.50
0	0	0	150.0000	2.50

Comment:

Node: Basin 1

Scenario: Proposed Conditions
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
2.50	0.00	0
3.00	0.21	9148
3.50	0.42	18295
4.00	0.63	27443
4.50	0.84	36590
5.00	1.05	45738
5.50	1.26	54886
6.00	1.39	60548
6.50	1.53	66647
7.00	1.72	74923
7.50	1.90	82764
8.00	2.13	92783
8.50	2.41	104980
9.00	2.76	120226
9.50	3.16	137650

Comment:

Node: DW-1

Scenario: Proposed Conditions
Type: Stage/Area
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 9.50 ft

Stage [ft]	Area [ac]	Area [ft2]
2.50	0.0014	60
4.50	0.0014	60
9.50	0.0014	60

Comment:

Node: GW

Scenario: Proposed Conditions
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 0.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	2.50
0	0	0	150.0000	2.50

Comment:

Rating Curve Link: L-0020RC

Scenario: Existing Conditions
From Node: DW-1
To Node: GW
Link Count: 2
Flow Direction: Both

Table	Elev On [ft]	Elev On Node	Elev Off [ft]	Elev Off Node
RC-0010	2.41		2.40	

Comment:

Pipe Link: L-0110P

Scenario: Existing Conditions
From Node: Basin 1
To Node: DW-1
Link Count: 1
Flow Direction: Both
Damping: 0.0000 ft
Length: 5.00 ft
FHWA Code: 0
Entr Loss Coef: 0.00
Exit Loss Coef: 0.00
Bend Loss Coef: 0.00
Bend Location: 0.00 dec
Energy Switch: Energy

Upstream		Downstream	
Invert:	0.40 ft	Invert:	0.40 ft
Manning's N:	0.0130	Manning's N:	0.0130
Geometry: Circular		Geometry: Circular	
Max Depth:	1.50 ft	Max Depth:	1.50 ft
Bottom Clip			
Default:	0.00 ft	Default:	0.00 ft
Op Table:		Op Table:	
Ref Node:		Ref Node:	
Manning's N:	0.0000	Manning's N:	0.0000
Top Clip			
Default:	0.00 ft	Default:	0.00 ft
Op Table:		Op Table:	
Ref Node:		Ref Node:	
Manning's N:	0.0000	Manning's N:	0.0000

Comment:

Rating Curve Link: L-0020RC

Scenario: Proposed Conditions
From Node: DW-1
To Node: GW
Link Count: 6
Flow Direction: Both

Table	Elev On [ft]	Elev On Node	Elev Off [ft]	Elev Off Node
RC-0010	2.51		2.50	

Comment:

Pipe Link: L-0110P		Upstream		Downstream	
Scenario:	Proposed Conditions	Invert:	2.50 ft	Invert:	2.50 ft
		Manning's N:	0.0130	Manning's N:	0.0130
From Node:	Basin 1	Geometry: Circular		Geometry: Circular	
To Node:	DW-1	Max Depth:	0.67 ft	Max Depth:	0.67 ft
Link Count:	1	Bottom Clip			
Flow Direction:	Both	Default:	0.00 ft	Default:	0.00 ft
Damping:	0.0000 ft	Op Table:		Op Table:	
Length:	5.00 ft	Ref Node:		Ref Node:	
FHWA Code:	0	Manning's N:	0.0000	Manning's N:	0.0000
Entr Loss Coef:	0.00	Top Clip			
Exit Loss Coef:	0.00	Default:	0.00 ft	Default:	0.00 ft
Bend Loss Coef:	0.00	Op Table:		Op Table:	
Bend Location:	0.00 dec	Ref Node:		Ref Node:	
Energy Switch:	Energy	Manning's N:	0.0000	Manning's N:	0.0000

Comment:

Curve Number: 01-CN Set Data [Set]

Land Cover Zone	Soil Zone	Curve Number [dec]
Site	Impervious	98.0
Site	Pervious	60.0

Rating Curve: RC-0010

Scenario: Existing Conditions
Type: Upstream Stage

Upstream Stage [ft]	Discharge [cfs]
2.40	0.00
2.90	0.45
3.40	0.89
3.90	1.34
4.40	1.78
4.90	2.23
5.40	2.67
5.90	3.12
6.40	3.56
6.90	4.01
7.40	4.45
7.90	4.90
8.40	5.34

Comment:

Rating Curve: RC-0010

Scenario: Proposed Conditions
Type: Upstream Stage

Upstream Stage [ft]	Discharge [cfs]
2.50	0.00
4.84	0.00
5.00	0.16
5.50	0.65
6.00	1.14
6.50	1.63
7.00	2.12
7.50	2.61
8.00	3.10
8.50	3.59
9.00	4.08
9.50	4.57

Comment:

Simulation: 10-Year 1-Day

Scenario: Existing Conditions
Run Date/Time: 12/5/2024 11:30:00 AM
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	35.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:
Reference ET Folder:
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: 01-CN Set Data
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Site
Roughness Set:
Crop Coef Set:
Fillable Porosity Set:
Conductivity Set:
Leakage Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic
Dflt Damping (2D): 0.0050 ft
Min Node Srf Area (2D): 100 ft2
Energy Switch (2D): Energy

IA Recovery Time: 24.0000 hr
ET for Manual Basins: False
Smp/Man Basin Rain Opt: Global
OF Region Rain Opt: Global
Rainfall Name: ~FLMOD
Rainfall Amount: 8.50 in
Storm Duration: 35.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 100-Year 3-Day

Scenario: Existing Conditions
Run Date/Time: 12/5/2024 11:30:17 AM
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	90.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:
Reference ET Folder:
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: 01-CN Set Data
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Site
Roughness Set:
Crop Coef Set:
Fillable Porosity Set:

Conductivity Set:	
Leakage Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6	ET for Manual Basins:	False
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SFWMD-72
		Rainfall Amount:	16.00 in
Edge Length Option:	Automatic	Storm Duration:	90.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area (2D):	100 ft2	Min Node Srf Area (1D):	100 ft2
Energy Switch (2D):	Energy	Energy Switch (1D):	Energy

Comment:

Simulation: 25-Year 3-Day

Scenario:	Existing Conditions
Run Date/Time:	12/5/2024 11:30:52 AM
Program Version:	ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	90.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:
Reference ET Folder:
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: 01-CN Set Data
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Site
Roughness Set:
Crop Coef Set:
Fillable Porosity Set:
Conductivity Set:
Leakage Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic
Dflt Damping (2D): 0.0050 ft
Min Node Srf Area (2D): 100 ft2
Energy Switch (2D): Energy

IA Recovery Time: 24.0000 hr
ET for Manual Basins: False
Smp/Man Basin Rain Opt: Global
OF Region Rain Opt: Global
Rainfall Name: ~SFWMD-72
Rainfall Amount: 14.00 in
Storm Duration: 90.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 10-Year 1-Day

Scenario: Proposed Conditions
Run Date/Time: 12/6/2024 10:57:16 AM
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	35.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:
Reference ET Folder:
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: 01-CN Set Data
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Site
Roughness Set:
Crop Coef Set:
Fillable Porosity Set:

Conductivity Set:	
Leakage Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6	ET for Manual Basins:	False
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~FLMOD
		Rainfall Amount:	8.50 in
Edge Length Option:	Automatic	Storm Duration:	35.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area (2D):	100 ft2	Min Node Srf Area (1D):	100 ft2
Energy Switch (2D):	Energy	Energy Switch (1D):	Energy

Comment:

Simulation: 100-Year 3-Day

Scenario:	Proposed Conditions
Run Date/Time:	12/6/2024 10:57:33 AM
Program Version:	ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	90.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:
Reference ET Folder:
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: 01-CN Set Data
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Site
Roughness Set:
Crop Coef Set:
Fillable Porosity Set:
Conductivity Set:
Leakage Set:

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic
Dflt Damping (2D): 0.0050 ft
Min Node Srf Area (2D): 100 ft2
Energy Switch (2D): Energy

IA Recovery Time: 24.0000 hr
ET for Manual Basins: False
Smp/Man Basin Rain Opt: Global
OF Region Rain Opt: Global
Rainfall Name: ~SFWMD-72
Rainfall Amount: 16.00 in
Storm Duration: 90.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 25-Year 3-Day

Scenario: Proposed Conditions
Run Date/Time: 12/6/2024 10:58:02 AM
Program Version: ICPR4 4.07.04

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	90.0000

	Hydrology [sec]	Surface Hydraulics [sec]	Groundwater [sec]
Min Calculation Time:	60.0000	0.1000	900.0000
Max Calculation Time:		30.0000	

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	15.0000

Groundwater

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:
Reference ET Folder:
Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: 01-CN Set Data
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Site
Roughness Set:
Crop Coef Set:
Fillable Porosity Set:

Conductivity Set:	
Leakage Set:	

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6	ET for Manual Basins:	False
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft	OF Region Rain Opt:	Global
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SFWMD-72
		Rainfall Amount:	14.00 in
Edge Length Option:	Automatic	Storm Duration:	90.0000 hr
Dflt Damping (2D):	0.0050 ft	Dflt Damping (1D):	0.0050 ft
Min Node Srf Area (2D):	100 ft2	Min Node Srf Area (1D):	100 ft2
Energy Switch (2D):	Energy	Energy Switch (1D):	Energy

Comment:

ATTACHMENT D

SKYRISE
ENGINEERING & TESTING

3701 SW 47th Avenue, Suite 104
Davie, Florida 33314
(305) 331.0890
info@skyrise.engineering
https://www.skyrise.engineering

October 10, 2024

Skyrise Project No. 240190

Mr. Amir Safvat
Beck Architecture, LLC
501 E. Las Olas Blvd.
Fort Lauderdale, FL 33301
amirsafvat@beckarchitecture.com

Re: Report of Subsurface Investigation and Geotechnical Engineering
Broward Health MOB - Main Campus
1601-1623 S Andrews Avenue
Fort Lauderdale, Florida

Dear Mr. Safvat:

Thank you for the opportunity to provide our services for the above-referenced project. Our work has been completed in fulfillment of the scope of work described in Proposal No. 24-0190R1, dated August 12, 2024 and Change Order No.1 dated August 29, 2024. This report provides our understanding of the proposed development, describes our field exploration, presents our evaluations of the site conditions and provides our recommendations for the foundation design of the proposed construction at the site.

We were provided with preliminary structural loads. This report should be reviewed and resubmitted by Skyrise once final building loads and foundation layout are provided.

Sincerely,

SKYRISE ENGINEERING AND TESTING

Nelly Vieira, E.I.
Project Manager

10/11/2024

Richard Fesdjian, P.E.
Principal
Florida License No. 79312

RICHARD FESDJIAN LICENSE No. 79312 STATE OF FLORIDA PROFESSIONAL ENGINEER

This document has been digitally signed and sealed by:

Richard Fesdjian richard@skyrise.engineering 2024.10.11 16:59:10-04'00'

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

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APPENDICES

Appendix A Site Vicinity Map, Historical Aerial Photographs, Test Location Plan (A-1 through A-4)
Appendix B Generalized Lithology and Boring Logs (B-1 through B-35)
Appendix C Open-Hole Permeability Test Data (C-1)
Appendix D Description of Field Services (D-1)

1. SITE DESCRIPTION

Documents Review

- Survey: By Pulice Land Surveyors, Inc., dated 9/5/24
- Architectural: BHMC – Overall Site Plan, undated
- Site Plan: Not provided
- Structural: Not provided
- Geotechnical Report: Not provided
- Phase 1 Report: Not provided
- As-built Drawings: Not provided
- Others: Geotechnical Report RFP, issued by Master Consulting Engineers Inc, dated 7/25/2024.

Project Location:

- Site Address: 1601 - 1623 S Andrews Avenue
  9 – 17 SW 17th Street
- Site Boundaries: North: SW 16th Street
  South: SW 17th Street
  East: S Andrews Avenue
  West: SW 1st Avenue
- Folio Number(s): 504215400010, 504215400170, 504215400160, 504215400100
  504215400090, 504215400140
- Site Dimensions: Approximately 180 feet by 450 feet based on Google Earth measurements.
- Site Grades: Approximately between +4 to +7 NAVD based on survey provided

Site History and Current Use:

- Current Use: The site is currently vacant.
- Historic Aerial Photography: Google Earth aerial photography is available dating back to 1995. Several low-rise structures are noticeable throughout the site with the exception of the northern third of the site which appears to have been vacant through the years. The buildings in the middle third of the site were demolished in 2005 and were never replaced with new construction. The rest of the demolition occurred sometime in 2023.
- Changes to Site: No significant site filling, lake excavations, or major earthwork operations can be noted from the aerial photographic review.
- Foundations: Adjacent building is likely founded on shallow foundations.

A vicinity map and site historical aerials are presented in Appendix A.

2. PROJECT INFORMATION

Project Scope

- General Description: The development consists of a 9-level medical office building (MOB) plus a mechanical pent-house with a 7-level parking garage to the south connected by an expansion joint.
- Building(s) Footprint: MOB: 153 feet by 153 feet
  Parking: 173 feet by 267 feet
- Site Coverage: The majority of the site will be developed except required setbacks. The MOB will be set back about 20 feet from SW 1st Avenue
- Parking: 7-level garage
- Basement Construction: Not Planned
- Building Uses: Medical facility

Building Loads:

- Columns: 1,100 kips (exterior columns) and 2,000 kips (interior columns), and shear walls with 30 kips per foot based on Geotechnical RFP
- Perimeter Walls: Not provided. Assumed to be non-bearing walls.
- Ground Floor Slabs: 150 pounds per square foot (assumed)

Actual structural loading should be provided when available.

3. PURPOSE AND SCOPE OF SERVICES

Purpose

The purpose of our scope of services was to perform a geotechnical subsurface exploration beneath the site to provide engineering analysis and recommendations for design and construction of the proposed development. Specifically, our report provides:

- A brief description of the project based on information provided to us.
- An overview of our field exploration program, test procedures, and laboratory testing (if conducted).
- Discussion of the site-specific subsurface conditions, including groundwater.
- Evaluations and discussions of the geotechnical aspects of the proposed structure(s) and feasibility of constructing the proposed development at the site based on identified geotechnical challenges.
- Discussion of feasible foundation type(s) for the proposed construction.
- Design parameters for the recommended foundation type, including vertical and lateral load resistance.
- Probabilistic estimates of foundation settlements.
- Modulus of subgrade reaction for any slabs on grade.
- Recommendations for site preparation and grading, including the suitability of on-site materials for use as structural fill, backfill placement recommendations, and slab subgrade preparation.
- Construction considerations including excavation support and dewatering, impacts of working in urban areas, and challenges of constructing in a previously developed site.
- Drawings showing test locations, a graphic summary of the borings drilled, and individual boring logs with detailed descriptions of the materials encountered, and laboratory test results (if conducted).

Scope of Services

Our scope of work for the proposed development is described below. Please refer to the Description of Field Services section in Appendix D for further details regarding the general procedures for our scope of services.

- Two (2) SPT borings to 60 feet below current grades.
- Four (4) SPT borings to 70 feet below current grades.
- Five (5) SPT borings to approximately 75 feet below current grades.
- Four (4) SPT borings to approximately 90 feet below current grades.
- Two (2) Percolation tests to 10 feet below current grades.

The approximate boring test locations are included in the Test Location Plan presented in Appendix A.

4. SUBSURFACE EXPLORATION

Borings

The materials encountered in our field explorations can be generally classified as described below. The stratification of soils within the depths explored during this study are consistent with the anticipated geology within the project site. Additional information about the materials encountered at each location drilled can be found in the generalized lithology and the boring logs presented in Appendix B. Details about local geology can be found online on the USDA website.

- Layer 1 –Sand/Limestone Fragments:

Soil type:	Light brown, brown, light gray, gray and dark gray Sand with limestone fragments.
Depth to top of layer:	Starts from ground surface elevation.
Maximum depth to bottom of layer:	About 4 to 10 feet from grade.
Thickness:	About 4 to 10 feet.
Surface cover:	Boring B-2 through B-6 and B-13 through B-15 were covered with about 2.25 to 3 inches of asphalt. All borings except B-1, B-6, and B-8 through B-11 encountered limerock fill in the upper 1-foot or so from grade.
Other characteristics of material:	Boring B-1 encountered 2 feet of silty sand from ground surface.
Laboratory testing:	Not performed.
N-Value range:	4 to 80 blows per feet (bpf).
N-Value average:	25 bpf.
Modulus of Elasticity (ksf):	300 - 400
Additional comments:	This layer was encountered in all the borings.

- Layer 2 – Limestone:

Soil type:	Light brown and light gray Limestone.
Depth to top of layer:	4 to 10 feet from grade.
Maximum depth to bottom of layer:	20 to 30 feet from grade
Thickness:	12 to 24 feet thick.
Other characteristics of material:	Boring B-15 encountered a 5-foot-thick interbedded layer of sand at about 8 feet below grade.
Laboratory testing:	Not performed
N-Value range:	5 to greater than 50 blows per 6-inches (refusal).
N-Value average:	23 bpf.
Modulus of Elasticity (ksf):	3,000
Unconfined compressive strength (ksf):	300
Allowable side shear (ksf):	3
Additional comments:	This layer was encountered in all the borings.

- Layer 3 – Sand:

Soil type:	Light gray Sand
Depth to top of layer:	20 to 30 feet from grade.
Maximum depth to bottom of layer:	40 to 59 feet from grade.
Thickness:	18 to 35 feet
Other characteristics of material:	Borings B-11, B-14 and B-15 encountered about 4 to 5 feet of silt at about 40 feet below grade and Boring B-2 encountered an 8-foot-thick layer of silty sand at about 40 feet.
Laboratory testing:	Not performed
N-Value range:	4 to greater than 50 blows per 6-inches (refusal)
N-Value average:	19 bpf.
Modulus of Elasticity (ksf):	300 - 450
Additional comments:	This layer was encountered in all the borings.

- Layer 4 –Limestone with interlayered Sadn:

Soil type:	Light gray Limestone.
Depth to top of layer:	40 to 59 feet from grade.
Maximum depth to bottom of layer:	About 90 feet from grade
Thickness:	At least 49 feet thick.
Other characteristics of material:	Sandy zones were encountered in borings B-1 through B-3, B-6 through B-8, B-10 through B-12, B-14 and B-15 between 54 and 75 feet below grade with a thickness of about 4 to 18 feet.
Laboratory testing:	Not performed.
N-Value range:	3 to greater than 50 blows per 6-inches (refusal).
N-Value average:	38 bpf.
Modulus of elasticity (ksf):	5,000 to 10,000 within the limestone layer 300 to 500 within the sandy zones
Unconfined compressive strength (ksf):	300 to 350
Allowable side shear (ksf):	3 to 4
Additional comments:	This layer was encountered in all the borings.

Percolation Tests

The results of the percolation test performed are presented below and in further detail in Appendix C.

TEST NUMBER	DEPTH BELOW GRADE (feet)	HYDRAULIC CONDUCTIVITY (K) (ft/sec head)
P-1	10	1.18×10^{-03}
P-2	10	2.82×10^{-03}

This hydraulic conductivity values are unfactored, and are limited to the discrete locations tested at the time the tests were performed.

5. GROUNDWATER CONDITIONS

The groundwater was encountered in the borings at depths ranging between 4.1 and 5.9 feet below current site grades. These elevations correspond to about +0.6 to +2.4 feet NAVD. The elevations reported herein are estimated. If more accurate elevations are required Skyrise can install piezometers at the site and provide periodical readings.

In general, the groundwater table in the vicinity of the project is encountered at approximately -1.5 to +2.5 feet NGVD. It should be noted that variations to the previously mentioned elevations should be expected due to storm and hurricane events, fluctuation of water elevation from nearby the canal, seasonal climate, surface runoff patterns, and construction activities.

6. GEOLOGICAL RISKS AND POTENTIAL HAZARD

Based on Chapter 20 of the 2022 ASCE/SEI-7 Standard and our geotechnical evaluation of the subsurface profile at the site, Site Class D designation is appropriate for the design of this project. Also, based on the ASCE/SEI 7-22, and the National Seismic Hazard Map, the vicinity of the project has a Peak Ground Acceleration (PGA) of less than 0.193 based on a 2% in 50 years, which is associated with a very low potential of ground shaking and other consequences related to earthquakes.

7. EVALUATION AND DISCUSSION

Upon review of the geological stratification encountered in our borings and the information available to us at this time, we consider the site is suitable for construction from a geotechnical perspective. The following challenges have been identified for the geotechnical design and construction of the proposed structures:

- *Supporting the future loads imposed by the structure with an adequate foundation system providing tolerable settlements.*

  Based on our assumed building loads and the fieldwork performed, the most suitable alternatives would be to support the proposed structure with a pile foundation system consisting of augered, cast-in-place (ACIP) piles. We are providing two different pile tip elevations based on the variability of the soil profile throughout the site.

  Our foundation design recommendations are further discussed in section 8 of this report.

- *Challenges of constructing over previously developed areas.* We are not aware of the foundation support for the previous structures at the site and how they were demolished. The contractor should be prepared to encounter some construction and demolition (C&D) remnants which could require to be disposed. Some of those C&D materials could be reused for construction as discussed in Section 9 of this report.

- *Estimating building settlements.* At the time of preparing this report, the building design has not been completed. The building loads we have been provided with are therefore preliminary. Once final loads are determined we should review them and update this report accordingly.

- *Minimizing adverse impacts to the existing structures.* Methods for alleviating these concerns are discussed in Section 10 of this report.

8. FOUNDATION RECOMMENDATIONS

8.1 ACIP PILES

Axial Capacities

The proposed development can be supported on ACIP piles with the allowable axial and lateral capacities described below:

ACIP Pile Diameter (in)	Pile Tip Elevation (feet, NAVD)	Allowable Compression (kips)	Allowable Tension (kips)	Minimum Grout Strength (ksi)	Vertical Spring Constants (kpi)
18 (green area)*	-65	500	250	7.0	500
18 (blue area)*	-55	500	250	7.0	500

*See drawing below.

Pile Tip Elevations per Areas.



1. The required grout strengths presented in the table above may be designed for 56 days from placement date.

2. Capacity recommendations provided above are based on the FBC Code Section 1810 which limits the maximum allowable stress to 0.3 f'c for cast-in-place foundations without permanent casing.

3. The minimum center-to-center spacing between piles should be at least three pile diameters.

4. The initial spring constant values provided above are based on our anticipated settlement of the building. These values should be refined as the structural model is developed and the design of the structure is further advanced. A spring constant value of 1,000 kips can be used for analysis of transient loads. These values do not include a factor of safety.

Lateral Load Analysis

The lateral capacities presented in the table below were obtained from an LPILE software analysis. Our analyses considered:

a. Simultaneous loading application of the compression (25-percent of allowable) and lateral (100-percent of allowable) loads.
b. A fixed head condition for the pile.
c. A pile reinforcement of approximately 2 percent throughout its entire length.

The analysis was performed for a single pile. Modification factors were then applied to p-y soil resistance values to consider the effect of pile grouping. The allowable lateral capacities provided in the table above assume the pile cap sides earth-formed and poured in the upper limestone formation or surrounded by No. 57 stone. A factor of safety of 1.5 has been included for lateral capacities. Higher capacities could be provided if required. If the pile reinforcement is significantly different than what we have assumed above, the lateral pile capacities may be required to be adjusted.

Our recommendations for allowable pile lateral capacities for the fixed head condition are presented in the table below. These capacities are unfactored, and assume a maximum pile head movement ranging about 3/8 inches. If higher lateral movement is tolerable, additional capacities may be provided.

Pile Diameter (inches)	Allowable Lateral (kips)*	Maximum Bending Moment (in-kips)	Depth to Max. Bending Moment (feet)	Depth to Zero Moment from Bottom of Pile Cap (feet)*
18	20	660	0	10

* Assumes the bottom of the pile cap at about 4 feet below existing grade.

In addition to the lateral resistance of piles, the friction of the vertical faces of pile caps and grade beams can also provide resistance to lateral loads.

An equivalent fluid density of 110 pounds per cubic foot may be used to compute the passive pressures acting against the sides of the pile caps and grade beams. This value includes a factor of safety of 1.5.

Pile Reinforcement

The structural engineer should design the pile reinforcement for each pile based on the anticipated axial and lateral loads the foundation system will be subjected to. The reinforcement for piles designed to resist lateral loads should extend at a minimum to the depth of maximum bending moments listed above. As verification for cross-section of the grouted column, we recommend each pile is reinforced with at least one No. 7 bar throughout the entire length of the pile. The steel reinforcement should maintain a minimum of 3 inches of cover around the pile perimeter throughout the entire pile length. Spacers should be incorporated into the pile cage to assist in maintaining the concrete cover.

Load Test Program

1. We recommend that at least one compressive, one tension, and one lateral load test be performed for each pile type and tip elevation for the project. Such program should be performed prior to the start of production foundation installation. *At least one pile type should be tested within each zone (green and blue) shown in Page 8 of this report.*

2. Pile load testing should be performed per ASTM D1143 (compression test), ASTM D3689 (tension test) and ASTM D3966 (lateral test). The test loads should be at least twice the pile working capacity. We also recommend overloading the compression pile to 2.5 times the design capacity.

3. Load tests should be performed and results interpreted in accordance with the most current edition of the Florida Building Code.

4. Test piles should be instrumented with strain gauge pairs in all test piles to evaluate load transfer at specific locations of the piles. The depths at which the strain gauges are installed will be reviewed and approved by Skyrise prior to installation.

5. *The location of the load tests should be reviewed by Skyrise prior to installation.*

6. The pile contractor shall provide a submittal for review by the structural and geotechnical engineers. This submittal should include at a minimum the following information:

    a. Plan indicating the test location
    b. Pile reinforcement for each pile diameter, type, and tip elevation
    c. Pile loading schedule for each pile diameter, type, and tip elevation
    d. Test pile set up diagrams and frame layouts
    e. Proposed strain gauge pair depths for each test pile

f. Grout mix design and any other documentation from the grout supplier

The pile contractor should not proceed with pile installation without an approved submittal.

7. Test piles should not be used as production piles. Reaction piles may be reused as production piles if such piles meet the installation specifications and are monitored for movement during load testing.

8. A load test report evaluating the results of the testing should be provided. This report should confirm the recommended working loads for the production piles or provide recommendations for updated pile capacities.

Pile Foundation Construction

1. ACIP piles should be installed by an experienced contractor that is familiar with the local geology.

2. A production pile submittal should be provided for the structural and geotechnical engineers to review. This submittal should contain at a minimum the following information:

   a. A pile numbering plan
   b. Pile reinforcement for each pile diameter, type, and tip elevation
   c. Grout mix design and any other documentation from the grout supplier

3. The drilling contractor should be prepared to encounter hard drilling at the site and above the pile tip elevation(s) as disclosed in some of our borings. Such condition is indicated on the boring logs as refusal type material, where SPT N-values exceed 50 bpf. Hard rock may result in slower drilling, more frequent changing of drilling bits, and may require the contractor to mobilize a rig with a higher torque capacity.

4. During grouting of the pile excavation, the auger should be extracted slowly and in a continuous manner to ensure the entire pile shaft is uniformly grouted and to prevent caving of materials. Auger rotation shall be kept to a minimal rate to prevent upward movement of grout as the auger is being retrieved. The amount of grout required to grout each pile should be at least 15 percent greater than the theoretical pile volume.

   Based on our knowledge of the lithologic formation within the vicinity of the site, some porous limestone may be encountered. Such condition may result in larger volume of grout being required to complete a pile.

5. A grout head of at least 10 feet should be maintained throughout the grouting of the pile shaft.

6. Pile centers should be installed within three (3) inches of specified plan location, and within two (2) percent of vertical or batter line.

7. Per the Florida Building Code Section 1810.4.8, piles should not be installed closer than six (6) diameters within 12 hours.

9. The steel reinforcement should be installed into the pile shaft immediately upon withdrawal of the grouting auger.

ACIP Pile Foundation Quality Control and Acceptance of Installation

1. Piling operations should be observed by a Skyrise representative to ensure the recommendations described herein are followed.

2. Grout should be sampled during piling installation every 50 cubic yards of grout placed. Grout testing may include testing for plastic properties of the grout, along with casting at least six (6) cube samples

per set for compressive strength in the laboratory. Sampling, field and laboratory curing, transportation, and testing of grout should follow the manufacturer's recommendations and applicable ASTM standards.

A minimum of three (3) grout samples should be tested for compressive strength at the design age as recommended by the supplier. The average compressive strength of these three samples should exceed the strength requirements provided in this report. Remaining cubes can be tested at earlier stages as indication of early stages of grout curing or at later stages if necessary.

3. The special inspector representative may request the contractor to redrill a pile for its entire length if:

    a. The actual grout volume is less than the recommended percentage over the theoretical volume
    b. The auger flight is retrieved rapidly, and a continuous grout column is not being maintained during grouting operations.
    c. The grouting operations are suddenly stopped.
    d. An obstruction is encountered which prevents the pile reinforcement to reach the target tip elevation.

4. It should be noted that additional piles may be required to be installed after piles have been completed for the following reasons:

    a. The as-built location of the pile falls outside of an acceptable lateral range from the planned location, which may lead to excessive moments to the pile cap and/or reduced pile capacities.
    b. A sudden grout drop is observed in adjacent piles during drilling of a new pile

    Redrilling of piles as indicated in sections 3 and 4 above should be at the pile contractor's expense.

5. A daily record of pile installation should be maintained during piling operations.

6. A final letter by the special inspector will be issued certifying that the piles have been installed.

8.2 SETTLEMENT

The geological formation in South Florida, combined with not having building loads for the proposed development, makes estimating settlement a complex task. Therefore, the development team should understand our settlement estimate is a probabilistic range of values based on our experience with the construction and performance of similar structures in the vicinity of the project.

Considering the lithologic formation immediately below the anticipated elevation of the proposed foundation consists of granular materials and rock, we estimate the building settlements could manifest during construction and continue occurring over a period of four to six months after topping out of the structure depending on sequencing of construction and schedule. Nominal to negligible settlement is anticipated to occur after completion of construction.

Assuming the deep foundations are designed and constructed as recommended in this report, it is probable that settlement of a structures could experience a primary settlement of about one (1) inch, and the edge-to-center differential settlements would probably be on the order of ½ inches. The differential settlement range assumes the heaviest portion (core) of the structure is located at the center of the building.

<u>The settlement estimate provided herein should be reviewed by Skyrise once the final structural loads and foundation layout are provided to us.</u>

8.3 MISCELLANEOUS STRUCTURES

Lightly loaded, isolated structures such as light poles, privacy walls, guard huts, planters and similar, may be supported on shallow foundations with an allowable bearing pressure of **2,000 psf** bearing on compacted soils and after the areas are prepared as recommended in this report. The following conditions should be considered for these structures:

1. The bottom of the foundations must bear at a minimum depth of 12 inches below lowest adjacent grade.
2. Continuous footings should be at least 16 inches wide and isolated footings should be at least 24 inches wide.
3. A settlement of about ½ inch or so should be anticipated for these structures constructed as recommended above.

8.4 GROUND FLOOR SLABS

Ground floor slabs can be designed to be supported at grade utilizing a modulus of subgrade reaction of 150 pci after the site is prepared as described above. Expansion joints should be considered for the ground floor slab, especially in areas where the two buildings will be connected.

The ground floor slab design should consider the site corresponds to Zone AH corresponding to with a Static Base Flood Elevation of +7 feet NAVD, based on the current FEMA flood maps.

Slabs should be reinforced for the loads that they will sustain. Precautions should be taken to reduce moisture vapor transmission through concrete as it could adversely affect floor coverings and other items directly in contact with the slab. A moisture vapor retarder should be placed between the slab subgrade and the slab to reduce moisture vapor intrusion through the slab. Slab reinforcement should be carefully placed so the membrane is not punctured.

9. SITE PREPARATION

Existing Foundations & Site Stripping

We are not aware of the type and method of installation for the former foundations and if they were removed during demolition. Existing foundations and utilities should be removed if they are found to be in conflict with the proposed foundations. Alternately, existing utilities can be left in place and capped with flowable fill. Subterranean excavation should consider the presence of voids in the subsurface due to removal of previous foundations or structures.

We note that the voids created by removal of existing foundations may require additional remediation by the specialty contractor performing the work. Voids created by the removal of any underground structures or unsuitable materials should be backfilled as described below. Any materials that may be required to be exported from the site should be disposed of in accordance with local and municipal guidelines.

After removal of any previous foundations, pavements, sidewalks, and landscaping areas, the proposed development areas plus a five-foot perimeter should be cleared, grubbed and stripped.

Proofrolling

After the site has been prepared as described above, proofrolling should be performed with a 20-ton roller or larger operating at its maximum vibrational frequency at a speed not exceeding 2 feet per second. The roller should perform overlapping passes of at least 25 percent. The proofrolling should be observed by a Skyrise representative, and any weak materials or yielding conditions identified during the process should be replaced in compacted lifts as described immediately below.

Structural fill

Structural fill soil should consist of material free of organics, roots and vegetation. Additionally, we recommend granular fill is used, with under 10 percent of its particles passing the U.S. Standard No. 200 sieve in its dry condition. In general, fill placed in building pads should not exceed a particle size of six (6) inches, and in the upper foot of the building pad the maximum particle size should not be larger than three (3) inches. Particles larger than one (1) inch should not be allowed to nest during the placement of the material. The use of "Cyclone Sand" is not permitted to be used as structural fill.

Based on the borings drilled at the site, localized areas of the near-surface materials at the site meet the criteria described above. However, some of these materials might require sorting and moisture-conditioning prior to re-use. Organic, clayey and silty soils in their natural conditions should not be used for structural fill. Such materials, if encountered, could be relocated to landscaping areas.

Structural fill materials should be placed in loose lifts not exceeding 12-inches in thickness. The lifts should be compacted to at least 95 percent of the Modified Proctor (ASTM D1557) maximum dry density value utilizing a large roller. If a small vibratory plate or walk-behind equipment is used, then loose lifts should not exceed 8 inches. Backfill for publicly owned water and sewer connections and utilities should follow the local guidelines for lift thickness and compaction requirements or the specifications provided above, whichever is more stringent.

Density tests should be performed by a qualified technician working under the supervision of the geotechnical engineer. One test should be performed for each 2,500 square feet of building construction should be used to verify the suitability of the compacted materials.

It should be noted that the use of vibratory equipment during proofrolling and compaction could cause adverse effects on existing buildings, pavements and ancillary structures. The recommendations above should be reviewed and modified as approved by the geotechnical engineer to reduce offside vibration impacts.

10. IMPACTS TO ADJACENT STRUCTURES

At the time of preparing this report, the nearest structure to the site boundaries is the 1-level structure at the southeast corner of the property. The structure is about 13 and 35 feet from the east and south property lines respectively. We are not aware of the foundation types that are supporting the adjacent structure, however it is likely to be founded on shallow foundations.

The adjacent structures could be impacted during construction by three sources. These are settlement, vibrations during demolition and/or construction, and ground movement due to adjacent excavations. We have evaluated these three sources in the paragraphs below. We recommend that pre- and post-construction observations of adjacent structures are performed prior to the start of construction activities at the site.

The developer should consider carrying a contingency for repairs of adjacent structures and the sidewalks, light poles and right of way as these structures could be impacted during construction.

The monitoring of the adjacent structures should comply with any requirements by the City of Fort Lauderdale.

Settlement impacts

Adjacent structures can experience settlement due to the settlement of the new construction and dewatering activities.

The proposed construction is expected to experience some degree of settlement in the areas where the heaviest loads of the building(s) are transferred to the ground. This settlement diminishes gradually outward from the points of the load application. The radial dissipation of load generally depends on two main factors; the amount of load applied, and the capacity of the bearing materials below the bottom of the foundations to resist that load.

Considering the heaviest portion of the building could experience settlement of approximately one (1) inch if designed and constructed as recommended in this report, it is unlikely that adjacent structures may be impacted.

Additional evaluation for settlement impacts is recommended to be performed by Skyrise after the building design further advances and building loads are provided.

Vibration impacts

Construction activities such as demolition, compaction, ground improvement techniques, installation of sheet piles and driven piles, removal of existing piles, and excavation of near-surface limestone can negatively impact adjacent buildings and structures. Some of these activities may generate more off-site vibrations than others. We recognize the proposed development may include some of this work. While some of vibrations caused by these activities may only be felt by humans and not cause visible damage to buildings and structures, they can sometimes manifest in cosmetic or even structural damage.

Vibration impacts can be reduced by digging isolation trenches, modifying compaction techniques, and the use of non-vibratory methods of foundation construction. Notwithstanding, we encourage the development team to consider monitoring vibrations during construction activities. Skyrise can develop a vibration monitoring plan and design limits for offsite vibrations for this project.

Ground movement impacts

Yet another source of potential impact to adjacent buildings and structures is performing excavations in close proximity to property lines. Particularly, the concern arises when structures are directly supported on granular soils that could unravel into an open excavation.

While we have not reviewed civil drawings and are not aware of any deep utilities planned for the site, the development team should consider the proximity of open excavations to nearby roadways, sidewalks, and ancillary features.

11. SECTION RESERVED

12. EXCAVATIONS AND DEWATERING

Excavations

All excavations at the site should comply with Occupational Safety and Health Administration (OSHA) design and safety requirements. The contractor is the sole party responsible for the design and construction of temporary excavations, along with ensuring these excavations are stable for the period they are open and the potential impact on any adjacent structures.

The upper layer at the site consists of granular materials that are unable to remain vertically open when excavated. The excavation walls may naturally cave-in upon excavating, and over time the excavation slopes can become larger due to the unravelling of the materials caused by rain events, surface runoff, and construction vibrations. Excavations within the limestone formation are expected to remain vertical if exposed.

Dewatering

Variations of the groundwater can be expected due to seasonal effects, storm surges and construction activities. Considering that basement construction is not planned, the majority of the construction activities can be completed without dewatering. However, it is possible that dewatering could be needed for the construction of some deep structures and the installation of some utilities. Considering these installations are localized, the groundwater table can likely be lowered to the required depths using sumps and pumps. If larger volumes of water are required to be mobilized, the installation of well points or larger pumps could be considered. When

dewatering, the contractor should consider that all of the extracted water should be properly discharged in accordance with the requirements from all local jurisdictional agencies.

Dewatering of any excavation at the site is solely responsibility of the contractor.

Our study did not include testing for dewatering purposes, discharging capabilities, or impacts to adjacent sites due to dewatering. If dewatering is planned for this site, a dewatering plan should be submitted for review prior to commencement of dewatering activities.

13. ADDITIONAL STUDIES

We consider the recommendations provided in this report to be sufficient for design from a geotechnical perspective at this time. Further geotechnical explorations could be necessary if the building design changes.

14. REPORT LIMITATIONS

Our report has been prepared for the exclusive use of the Owner and other members of the design team, and our recommendations solely apply to this site and for the proposed development described in this report. Any changes to the development of the project invalidate our recommendations herein, and Skyrise should be granted the opportunity to review and update our report accordingly.

The recommendations contained in this report are not applicable to any other site. The data included in this report as well as our foundation design and recommendations are based on data collected at discrete locations of the site at a specific time. Geological conditions in the vicinity of the site may vary, and the development team should consider that unusual site conditions not disclosed in this report may be present at the site and may not be evident until construction starts. If the conditions at the site or neighboring sites are altered between the issuance of our report and the time of starting construction, Skyrise should be contacted to review and update this report as such conditions may affect our recommendations.

An environmental study was not requested to be performed as part of this report. Skyrise did not perform any testing related to soil or groundwater contamination.

The preparation of the site for construction activities is ultimately the responsibility of the contractor. The site preparation recommendations in this report have been prepared for the final conditions of the site. We note that our recommendations do not consider the preparation of temporary working platforms as we are not aware of the size and weights of the equipment to be utilized by the contractor during construction. Similarly, any bearing capacity provided in this report should only be utilized for building foundations and miscellaneous structures as applicable, and not for temporary structures or equipment.

Waterproofing design of below grade structures and elevated structures exposed to the elements is excluded from our scope of work and should be performed by a specialty engineer.

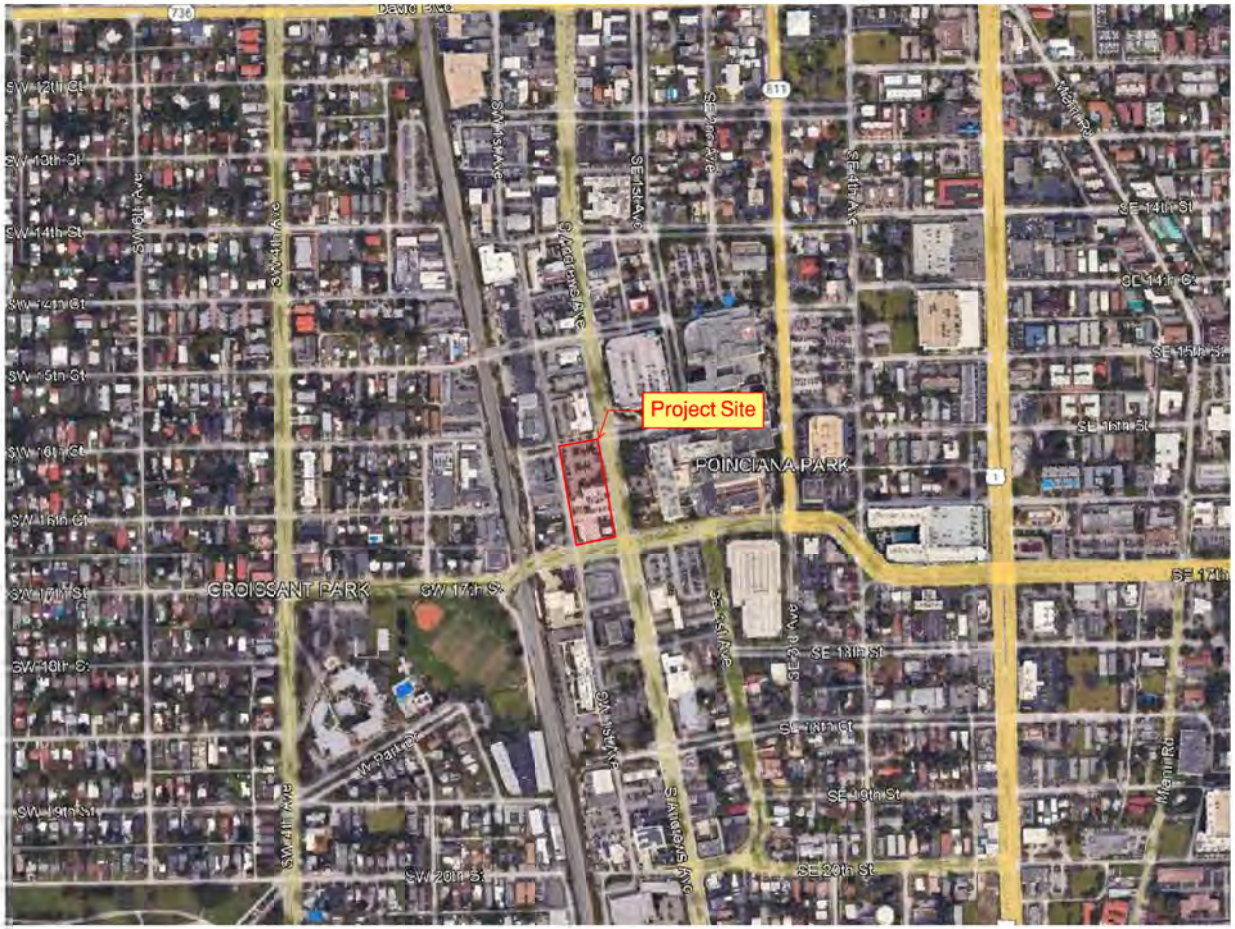
Our report has been prepared in general accordance with the standard of care practiced by members of Consultant's profession performing similar services on similar projects in similar localities; no other warranty is expressed or implied. We assume no responsibility for misinterpretations of the contents of this report.

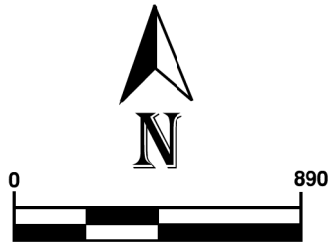
We should be engaged to provide design consultation, document review, and construction observations on behalf of the owner and design team to ensure that our recommendations have been properly interpreted and implemented. If Skyrise is not retained to provide monitoring of foundation installation and construction-related activities, Client waives all responsibility against us for the interpretation of the contents of this report and for the foundation performance as we have no ability to verify the procedures of construction performed by others.

APPENDIX A

Site Vicinity Map
Historical Aerial Photographs
Test Location Plan

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Approximate Scale in Feet

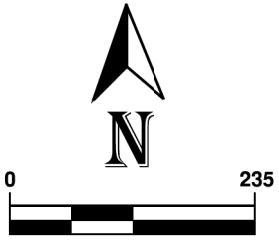
NOTES

1. Site boundary limits are approximate.
2. Base drawing was obtained from Google Earth.

DRAWING TITLE:	Site Vicinity Map	**PROJECT NO.:**	240190
PROJECT NAME:	Broward Health MOB - Main Campus	**DRAWN BY:**	NVF
PROJECT LOCATION:	1601-1623 S Andrews Avenue, Fort Lauderdale, Florida	**DATE:**	9/18/2024

SKYRISE ENGINEERING & TESTING
3721 SW 47th Avenue Suite 104, Davie, Florida 33314
Tel: (305) 331-0890 Email: info@skyrise-engineering





Approximate Scale in Feet

NOTES

1. Site boundary limits are approximate.
2. Base drawing was obtained from Google Earth.

DRAWING TITLE:	Historical Aerial Photography (1994)	**PROJECT NO.:**	240190
PROJECT NAME:	Broward Health MOB - Main Campus	**DRAWN BY:**	NVF
PROJECT LOCATION:	1601-1623 S Andrews Avenue, Fort Lauderdale, Florida	**DATE:**	9/18/2024

SKYRISE ENGINEERING & TESTING
3903 SW 47th Avenue Suite 104, Davie, Florida 33314
TEL: (305) 331-0890 Email: info@skyrise-engineering



N

0 235

Approximate Scale in Feet

NOTES

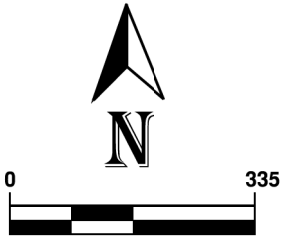
1. Site boundary limits are approximate.

2. Base drawing was obtained from Google Earth.

DRAWING TITLE:	Historical Aerial Photography (2005)	**PROJECT NO.:**	240190
PROJECT NAME:	Broward Health MOB - Main Campus	**DRAWN BY:**	NVF
PROJECT LOCATION:	1601-1623 S Andrews Avenue, Fort Lauderdale, Florida	**DATE:**	9/18/2024

SKYRISE ENGINEERING & TESTING
3903 SW 47th Avenue Suite 104, Davie, Florida 33314
TEL: (305) 331-0890 Email: info@skyrise-engineering





Approximate Scale in Feet

NOTES

1. Site boundary limits are approximate.

2. Base drawing was obtained from Google Earth.

DRAWING TITLE:	Historical Aerial Photography (2024)	**PROJECT NO.:**	240190
PROJECT NAME:	Broward Health MOB - Main Campus	**DRAWN BY:**	NVF
PROJECT LOCATION:	1601-1623 S Andrews Avenue, Fort Lauderdale, Florida	**DATE:**	9/18/2024

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ENGINEERING & TESTING
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Tel: (305) 331-0890 Email: info@skyrise-engineering



North

0 65

Approximate Scale in Feet

LEGEND:

B-1 - Number & Approximate Location of Boring Test.

P-1 Number & Approximate Location of Piezometer.

NOTES:

1. Test location symbols are not to scale.
2. Base drawing was taken from BHMC - Overall Site Plan, undated, provided by Client.

DRAWING TITLE:	*Test Location Plan*	**PROJECT NO:**	*240190*
PROJECT NAME:	*Broward Health MOB - Main Campus*	**DRAWN BY:**	*NVF*
PROJECT LOCATION:	*1601-1623 S Andrews Avenue, Fort Lauderdale, Florida*	**DATE:**	*09/23/2024*

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APPENDIX B

Generalized Lithology
Boring Logs

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GENERALIZED LITHOLOGY

CLIENT Beck Architecture, LLC **DATE** 9/23/24

PROJECT NUMBER 240190 **DRAWING BY** NVF

PROJECT NAME Broward Health MOB - Main Campus **DRAWING No.** 1

PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

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LEGEND:

- Silty Sand
- Sand
- Limestone
- Limestone and Coral
- Sandstone
- Sandstone and Sand
- Asphalt
- Limestone Fragments
- Limestone and Sand
- Sandy Silt
- Silt
- Standard Penetration Test
- Water Level

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BORING B-1

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/11/24 **COMPLETED** 9/11/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.30 ft / Elev 1.20 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								▲ SPT N VALUE ▲ 20 40 60 80; PL MC LL 20 40 60 80; ● FINES CONTENT (%) ● 20 40 60 80
	5	SPT	88	32-25-26-21 (51)		SM		SILTY SAND, very dense, fine, light gray, trace of limestone fragments
		SPT	83	16-13-11-7 (24)				SAND, medium dense, fine, light gray, with limestone fragments and silt
5		SPT	79	5-3-3-4 (6)	▼	SP		SAND, loose, fine, light brown
	0	SPT	96	2-3-2-3 (5)				SAND, loose, fine, light brown, with limestone fragments
		SPT	92	8-12-11-8 (23)				LIMESTONE, very soft, light brown
10								
	-5							
		SPT	88	8-2-7-7 (9)				LIMESTONE, soft, light brown
15								
	-10					LS		
		SPT	79	9-9-12-10 (21)				LIMESTONE, soft, light brown
20								
	-15							
		SPT	88	13-18-19-17 (37)				LIMESTONE, medium hard, light gray
25								
	-20							
		SPT	79	4-8-10-10 (18)		SP		SAND, medium dense, fine, light brown
30								
	-25							
		SPT	83	4-4-5-4 (9)				SAND, loose, fine, light gray
35								

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40		SPT	79	0-0-0-0 (0)		SP		SAND, very loose, fine, brown
	-35							
45		SPT	79	3-2-3-2 (5)				SAND, loose, fine, brown
	-40							
50		SPT	900	50/2" (100)		LS		48.0 LIMESTONE AND CORAL, hard, light gray 50.0
	-45					SS		
55		SPT	21	7-7-7-6 (14)				SANDSTONE, very soft, light gray 55.0
	-50					SS		
60		SPT	71	12-15-26-27 (41)				SANDSTONE AND SAND, medium hard, light gray 60.0
	-55							
65		SPT	75	17-19-26-24 (45)		SP		SAND, dense, fine, light gray, trace of sandstone fragments
	-60							
70		SPT	71	18-20-20-22 (40)				SAND, dense, fine, light gray, trace of sandstone fragments
	-65							
75		SPT	79	18-20-20-22 (40)				SAND, dense, fine, light gray, trace of sandstone fragments

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

(Continued Next Page)

SKYRISE ENGINEERING & TESTING

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
75	-70					SP		78.0
80	-75	SPT	71	9-7-21-20 (28)		SS		SANDSTONE, soft, light gray
85	-80	SPT	83	7-9-10-7 (19)				SANDSTONE, very soft, light gray
90		SPT	83	10-15-20-22 (35)				SANDSTONE, medium hard, light gray 90.0

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

Boring termination depth at 90.0 feet below grade.

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BORING B-2

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/21/24 **COMPLETED** 8/21/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.90 ft / Elev 0.60 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								
	5	SPT	67	45-31-29-30 (60)		GP		0.2 2.75" of Asphalt 0.9 LIMESTONE FRAGMENTS, very dense, light brown SAND, very dense, fine, gray
		SPT	79	18-24-20-20 (44)		SP		SAND, dense, fine, gray
5		SPT	54	12-10-8-6 (18)	▼			SAND, medium dense, fine, light gray
	0	SPT	58	6-7-6-8 (13)				6.0 LIMESTONE, very soft, light brown
10		SPT	58	7-10-13-13 (23)				LIMESTONE, soft, light brown
	-5							
15		SPT	54	14-15-18-18 (33)				LIMESTONE, medium dense, light brown
	-10					LS		
20		SPT	67	9-12-13-12 (25)				LIMESTONE, soft, light brown
	-15							
25		SPT	42	14-12-13-16 (25)				LIMESTONE, soft, light brown
	-20							
30		SPT	83	30-50/2" (100)		LS		28.0 LIMESTONE AND SAND, hard, light brown
	-25							30.0
35		SPT	54	7-6-10-12 (16)		SP		SAND, medium dense, fine, brown

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

SKYRISE
ENGINEERING & TESTING

BORING B-2

CLIENT Beck Architecture, LLC

PROJECT NAME Broward Health MOB - Main Campus

PROJECT NUMBER 240190

PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30					SP		
40		SPT	67	5-8-8-10 (16)				SAND, medium dense, fine, light brown
								40.0
45	-35	SPT	79	3-4-3-9 (7)		ML		SANDY SILT, medium stiff, light greenish gray
	-40							48.0
50		SPT	65	4-12-10-50/5" (22)		LS		LIMESTONE AND CORAL, soft, light gray
								50.0
55	-45	SPT	67	3-6-10-20 (16)		SS		SANDSTONE, very soft, light gray
	-50							
60		SPT	100	50/2" (100)				SANDSTONE, hard, light brown
								60.0
65	-55	SPT	54	17-16-14-20 (30)		SP		SAND, medium dense, fine, light gray, trace of sandstone fragments
								65.0
70	-60	SPT	67	14-19-28-29 (47)		SS		SANDSTONE AND SAND, moderately hard, light gray
								70.0

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

Boring termination depth at 70.0 feet below grade.

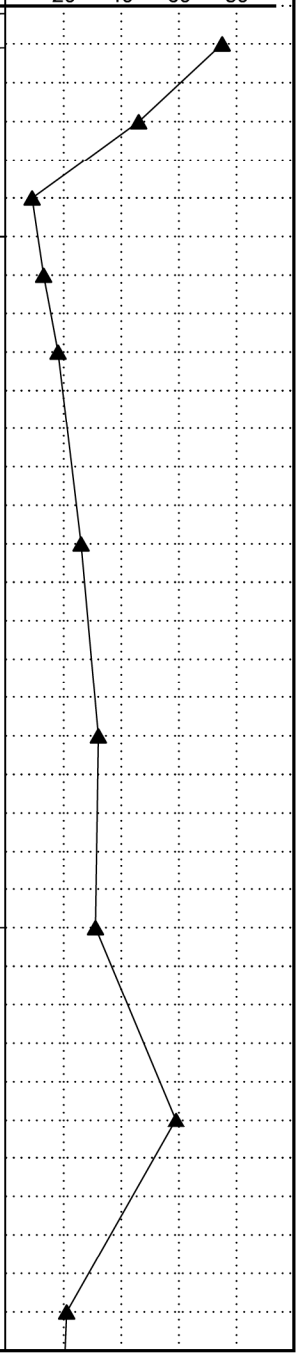
SKYRISE
ENGINEERING & TESTING

BORING B-3

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/22/24 **COMPLETED** 8/22/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.70 ft / Elev 0.80 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0	5	SPT	71	30-39-36-30 (75)		GP		0.2 2.25" of Asphalt 1.1 LIMESTONE FRAGMENTS, very dense, light brown SAND, very dense, fine, gray
5	0	SPT	79	22-22-24-19 (46)		SP		SAND, dense, fine, gray
5	0	SPT	79	9-5-4-4 (9)	▼	SP		SAND, loose, fine, brown
								6.0
10	-5	SPT	67	5-6-7-6 (13)		LS		LIMESTONE, very soft, light brown, with sand
10	-5	SPT	71	7-8-10-12 (18)		LS		LIMESTONE, very soft, light brown, with sand
15	-10	SPT	79	14-14-12-10 (26)		LS		LIMESTONE, soft, light brown
20	-15	SPT	42	12-16-16-18 (32)		LS		LIMESTONE, medium hard, light brown
25	-20	SPT	42	10-15-16-16 (31)		LS		24.0 LIMESTONE, medium hard, light brown SAND, dense, fine, light gray
30	-25	SPT	79	18-29-30-39 (59)		SP		SAND, very dense, fine, light gray
35		SPT	67	10-10-11-14 (21)		SP		SAND, medium dense, fine, light gray

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80



(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40		SPT	79	6-8-10-12 (18)		SP		SAND, medium dense, fine, light gray
45	-35	SPT	67	7-10-11-11 (21)				SAND, medium dense, fine, light gray
50	-40	SPT	58	6-5-5-5 (10)				SAND, loose, fine, light gray
55	-45	SPT	54	4-5-5-14 (10)				SAND, loose, fine, light gray
60	-50	SPT	67	35-22-12-16 (34)				59.0 SAND, dense, fine, light gray
65	-55	SPT	79	14-13-16-22 (29)		SS		SANDSTONE, medium hard, light gray SANDSTONE, soft, light gray
70	-60	SPT	75	17-19-23-36 (42)		SS		65.0 SANDSTONE AND SAND, medium hard, light gray
75	-65	SPT	63	16-20-20-29 (40)		SP		70.0 SAND, dense, fine, light gray, with sandstone fragments

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

(Continued Next Page)

Boring termination depth at 75.0 feet below grade.

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CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/20/24 **COMPLETED** 8/20/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.10 ft / Elev 1.40 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								
	5	SPT	75	45-22-22-21 (44)		GP		3" of Asphalt LIMESTONE FRAGMENTS, dense, light gray SAND, dense, fine, light gray
		SPT	67	23-20-20-17 (40)		SP		SAND, dense, fine, light gray
5		SPT	67	8-8-6-6 (14)	▼			SAND, medium dense, fine, light gray
	0	SPT	79	5-4-6-7 (10)				6.0 LIMESTONE, very soft, light gray
10		SPT	58	10-9-10-10 (19)				LIMESTONE, very soft, light gray
	-5							
15		SPT	71	16-10-13-13 (23)		LS		LIMESTONE, soft, light gray
	-10							
20		SPT	71	15-12-14-14 (26)				LIMESTONE, soft, light brown
	-15							
25		SPT	54	8-23-23-20 (46)				LIMESTONE, medium hard, light brown 25.0
	-20							
30		SPT	42	10-9-12-14 (21)		SP		SAND, medium dense, fine, brown to light gray
	-25							
35		SPT	54	6-12-13-13 (25)				SAND, medium dense, fine, light brown

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

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SKYRISE
ENGINEERING & TESTING

BORING B-4

CLIENT Beck Architecture, LLC

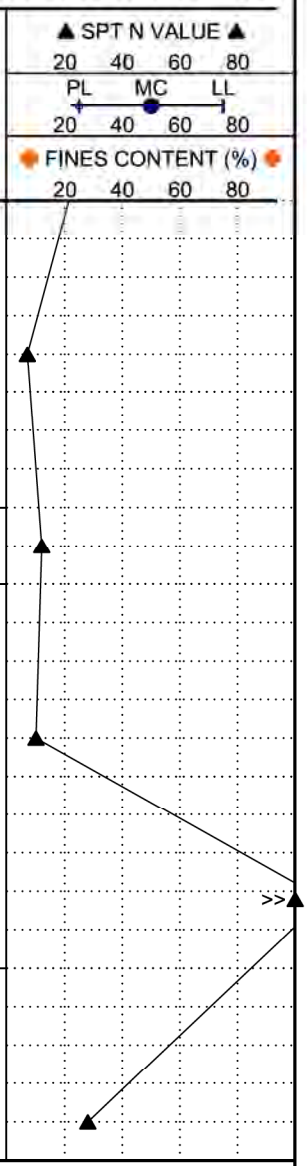
PROJECT NAME Broward Health MOB - Main Campus

PROJECT NUMBER 240190

PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40		SPT	63	3-3-4-4 (7)		SP		SAND, loose, fine, light brown
	-35							43.0
45		SPT	13	3-6-6-4 (12)		LS		LIMESTONE AND CORAL, very soft, light gray
	-40							45.0
50		SPT	58	6-4-6-5 (10)		SS		SANDSTONE, very soft, light gray
	-45							
55		SPT	40	50/5" (100)				SANDSTONE, hard, light gray
	-50							55.0
60		SPT	54	35-16-12-20 (28)		SS		SANDSTONE AND SAND, soft, light gray
								60.0

Boring termination depth at 60.0 feet below grade.



SKYRISE
ENGINEERING & TESTING

BORING B-5

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/21/24 **COMPLETED** 8/21/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.80 ft / Elev 0.70 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

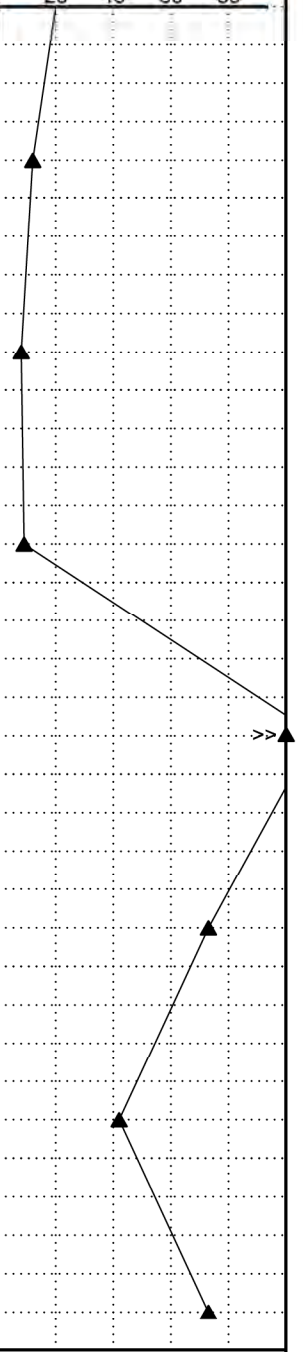
DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								▲ SPT N VALUE ▲ 20 40 60 80
								PL MC LL 20 40 60 80
								● FINES CONTENT (%) ● 20 40 60 80
	5	SPT	79	43-36-22-22 (58)		GP		0.2 3" of Asphalt
								1.0 LIMESTONE FRAGMENTS, very dense, light brown
		SPT	58	23-18-16-20 (34)		SP		SAND, very dense, fine, light gray
5		SPT	67	14-20-13-13 (33)	▼			SAND, dense, fine, light gray
	0	SPT	58	10-12-9-9 (21)				6.0 LIMESTONE, soft, light brown
10		SPT	67	10-8-9-8 (17)				LIMESTONE, very soft, light brown
	-5							
15		SPT	67	14-15-12-13 (27)		LS		LIMESTONE, soft, light brown
	-10							
20		SPT	54	17-22-18-18 (40)				LIMESTONE, medium hard, light gray
	-15							
		SPT	42	10-10-18-24 (28)				24.0 LIMESTONE, soft, light gray
25								SAND, medium dense, fine, light gray
	-20							
30		SPT	25	14-12-10-12 (22)		SP		SAND, medium dense, fine, brown
	-25							
35		SPT	50	14-10-12-18 (22)				SAND, medium dense, fine, brown, trace of limestone

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CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							fragments
40	-35	SPT	71	4-6-6-6 (12)		SP		SAND, medium dense, fine, light gray
								43.0
45	-40	SPT	79	4-4-4-6 (8)				SANDSTONE, very soft, light gray
50	-45	SPT	71	4-4-5-4 (9)				SANDSTONE, very soft, light gray
55	-50	SPT	43	3-3-6-50/5" (9)		SS		SANDSTONE, very soft, light gray
60	-55	SPT	83	40-48-25-19 (73)				SANDSTONE, hard, light gray
65	-60	SPT	79	39-17-25-20 (42)				SANDSTONE, medium hard, light gray
								65.0
70		SPT	67	20-34-39-49 (73)		SS		SANDSTONE AND SAND, hard, light gray
								70.0

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80



Boring termination depth at 70.0 feet below grade.

SKYRISE
ENGINEERING & TESTING

BORING B-6

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/6/24 **COMPLETED** 9/6/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 4.40 ft / Elev 2.10 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								0.2 3" of Asphalt
	5	SPT	92	9-7-7-8 (14)				SAND, medium dense, fine, dark gray, trace of limestone fragments
		SPT	117	6-6-5-5 (11)		SP		SAND, medium dense, fine, light gray
5		SPT	88	2-3-3-4 (6)	▼			SAND, loose, fine, brown
	0							6.0
		SPT	83	3-3-5-5 (8)				LIMESTONE, very soft, light gray
10		SPT	88	5-6-3-4 (9)				LIMESTONE, very soft, light gray
	-5							
		SPT	75	0-0-5-9 (5)		LS		LIMESTONE, very soft, light gray
15								
	-10							
20		SPT	92	7-6-8-10 (14)				LIMESTONE, very soft, light gray
								20.0
	-15							
		SPT	83	9-10-12-14 (22)				SAND, medium dense, fine, light gray, trace of limestone fragments
25								
	-20					SP		
		SPT	92	5-6-6-7 (12)				SAND, medium dense, fine, light gray
30								
	-25							
		SPT	75	6-7-8-11 (15)				SAND, medium dense, fine, light gray
35								

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40	-35	SPT	88	3-4-4-4 (8)		SP		SAND, loose, fine, light gray
45	-40	SPT	100	0-0-2-4 (2)				SAND, very loose, fine, light gray
50	-45	SPT	42	2-1-2-2 (3)		LS		48.0 LIMESTONE, very soft, light gray
55	-50	SPT	67	14-12-9-15 (21)				54.0 LIMESTONE, soft, light gray
60	-55	SPT	80	10-18-50/3" (100)		SP		SAND, medium dense, fine, light gray
						SS		58.0 SANDSTONE AND SAND, hard, light gray
65	-60	SPT	83	12-17-12-10 (29)		SS		60.0 SANDSTONE, soft, light gray
70	-65	SPT	83	12-11-14-17 (25)		SP		65.0 SAND, medium dense, fine, light gray
75		SPT	92	12-12-17-20 (29)				SAND, dense, fine, light gray

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

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CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
75	-70					SP		78.0
80		SPT	88	21-9-25-30 (34)				SANDSTONE, medium hard, light gray
	-75							
85		SPT	96	12-8-11-10 (19)		SS		SANDSTONE, very soft, light gray
	-80							
90		SPT	83	40-28-21-30 (49)				90.0 SANDSTONE, moderately hard, light gray

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

Boring termination depth at 90.0 feet below grade.

SKYRISE
ENGINEERING & TESTING

BORING B-7

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/20/24 **COMPLETED** 8/20/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 4.80 ft / Elev 1.70 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0						GP		0.7 LIMESTONE FRAGMENTS, medium dense, light brown
	5	SPT	67	19-14-10-10 (24)				SAND, medium dense, fine, brown
		SPT	67	10-7-6-7 (13)		SP		SAND, medium dense, fine, brown
5		SPT	58	5-6-5-5 (11)	▼			4.0 LIMESTONE, very soft, light gray
	0	SPT	75	8-5-8-9 (13)				LIMESTONE, very soft, light gray
10		SPT	71	6-7-6-6 (13)				LIMESTONE, very soft, light gray
	-5							
15		SPT	71	25-21-19-15 (40)		LS		LIMESTONE, medium hard, light gray
	-10							
20		SPT	83	20-18-13-14 (31)				LIMESTONE, medium hard, light gray
	-15							
25		SPT	67	24-17-17-19 (34)				LIMESTONE, medium hard, light gray
	-20							25.0
30		SPT	54	8-10-10-10 (20)		SP		SAND, medium dense, fine, brown
	-25							
35		SPT	54	8-12-14-17 (26)				SAND, medium dense, fine, light gray

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

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SKYRISE
ENGINEERING & TESTING

BORING B-7

CLIENT Beck Architecture, LLC

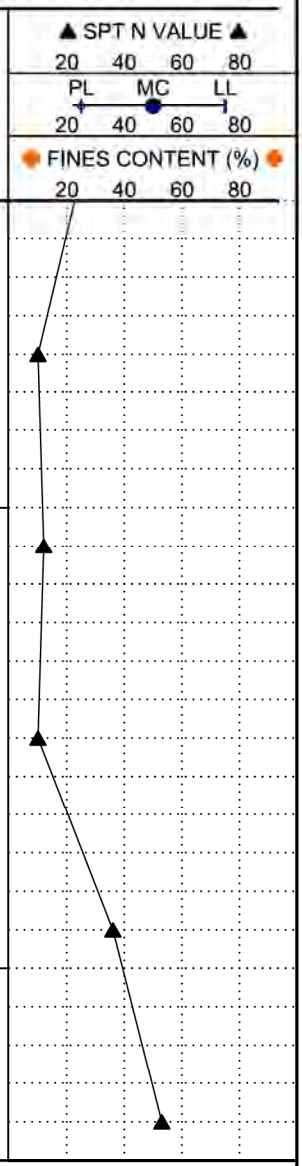
PROJECT NAME Broward Health MOB - Main Campus

PROJECT NUMBER 240190

PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40		SPT	75	4-4-6-6 (10)		SP		SAND, loose, fine, brown
	-35							43.0
45		SPT	79	5-6-6-5 (12)		SS		SANDSTONE, very soft, light gray
	-40							
50		SPT	71	11-5-5-19 (10)				SANDSTONE, very soft, light gray
	-45							
55		SPT	79	14-16-20-25 (36)				SANDSTONE, medium hard, light gray
	-50							55.0
60		SPT	58	31-29-24-16 (53)		SP		SAND, very dense, fine, light gray, trace of sandstone fragments
								60.0

Boring termination depth at 60.0 feet below grade.



SKYRISE
ENGINEERING & TESTING

BORING B-8

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/27/24 **COMPLETED** 8/27/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.20 ft / Elev 1.30 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0	5	SPT	54	4-5-6-10 (11)		SP		SAND, medium dense, fine, gray to light gray
		SPT	58	8-6-3-4 (9)				SAND, loose, fine, light gray
5	0	SPT	58	3-3-6-4 (9)	▼	LS		4.0 LIMESTONE, very soft, light gray
		SPT	63	8-8-10-11 (18)		LS		6.0 LIMESTONE AND SAND, very soft, light gray
10	-5	SPT	63	8-11-10-9 (21)				8.0 LIMESTONE, soft, light gray
15		SPT	58	15-17-13-16 (30)		LS		LIMESTONE, soft, light gray
20	-10	SPT	50	7-9-12-10 (21)				LIMESTONE, soft, light gray
20.0								
25	-15	SPT	67	9-15-18-23 (33)		SP		SAND, dense, fine, light gray
30	-20	SPT	46	4-7-9-11 (16)				SAND, medium dense, fine, brown
35	-25	SPT	58	5-12-15-17 (27)				SAND, medium dense, fine, brown

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30					SP		
40		SPT	38	2-3-3-3 (6)				SAND, loose, fine, light gray
								40.0
45	-35	SPT	33	6-10-17-9 (27)				SANDSTONE, soft, light gray
50	-40	SPT	58	4-5-5-5 (10)				SANDSTONE, very soft, light gray
55	-45	SPT	63	4-10-50/4" (100)				SANDSTONE, hard, light gray
60	-50	SPT	63	6-10-14-14 (24)		SS		SANDSTONE, soft, light gray
65	-55	SPT	80	50/5" (100)				SANDSTONE, hard, light gray
70	-60	SPT	71	43-35-13-21 (48)				SANDSTONE, moderately hard, light gray
75	-65	SPT	86	21-50/1" (100)				SANDSTONE, very hard, gray

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
75	-70	SPT	67	20-36-27-28 (63)		SP		75.0 SAND, very dense, fine, light gray
80	-75	SPT	113	20-22-50/3" (100)		LS		83.0 LIMESTONE, hard, light gray
85	-80	SPT	114	25-50/1" (100)				88.7 LIMESTONE, very hard, light gray

Boring termination depth at 88.7 feet below grade.

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

SKYRISE
ENGINEERING & TESTING

BORING B-9

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/26/24 **COMPLETED** 8/26/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.80 ft / Elev 0.70 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0	5	SPT	67	5-4-4-5 (8)		SP		SAND, loose, fine, dark gray to light gray
		SPT	63	5-5-4-4 (9)				SAND, loose, fine, light gray
5	0	SPT	54	3-2-2-3 (4)	▼			SAND, very loose, fine, brown
		SPT	58	8-7-6-4 (13)				6.0 LIMESTONE, very soft, light gray
10	-5	SPT	63	10-12-12-13 (24)		LS		LIMESTONE, soft, light gray
15		SPT	96	2-3-6-16 (9)				LIMESTONE, very soft, light gray
20	-10	SPT	63	14-10-17-11 (27)				20.0 LIMESTONE, soft, light gray
25	-15	SPT	54	13-15-14-17 (29)		SP		SAND, medium dense, fine, light gray
30	-20	SPT	58	12-11-12-11 (23)				SAND, medium dense, fine, light gray
35	-25	SPT	46	10-14-16-20 (30)				SAND, medium dense, fine, brown

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40	-35	SPT	50	12-19-15-16 (34)		SP		SAND, dense, fine, light gray
								43.0
45	-40	SPT	83	4-6-13-17 (19)		LS		LIMESTONE, very soft, light gray
50		SPT	50	6-6-7-7 (13)				LIMESTONE, very soft, light gray
								50.0
55	-45	SPT	77	25-42-50/1" (100)		SS		SANDSTONE, hard, light gray
	-50	SPT	100	50/2" (100)				SANDSTONE, hard, light gray
60								60.0
65	-55	SPT	67	22-34-38-25 (72)		SS		SANDSTONE AND SAND, hard, light gray
	-60							
70		SPT	54	39-27-30-33 (57)				SANDSTONE AND SAND, moderately hard, light gray
								70.0

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

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>>

Boring termination depth at 70.0 feet below grade.

SKYRISE
ENGINEERING & TESTING

BORING B-10

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 8/26/24 **COMPLETED** 8/26/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.80 ft / Elev 0.70 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0	5	SPT	54	6-4-5-4 (9)		SP		SAND, loose, fine, dark gray to light gray, trace of limestone fragments
		SPT	67	5-5-6-5 (11)				SAND, medium dense, fine, light gray
5		SPT	58	4-3-2-3 (5)	▼			SAND, loose, fine, brown
	0	SPT	54	2-2-4-6 (6)				6.0 LIMESTONE, very soft, light gray
		SPT	67	4-5-5-6 (10)				LIMESTONE, very soft, light gray
10	-5					LS		
15		SPT	54	8-12-9-8 (21)				LIMESTONE, soft, light gray
	-10							
20		SPT	58	11-13-11-12 (24)				LIMESTONE, soft, light gray
	-15							20.0
25		SPT	54	7-8-10-10 (18)		SP		SAND, medium dense, fine, light gray
	-20							
30		SPT	63	6-6-11-13 (17)				SAND, medium dense, fine, light gray
	-25							
35		SPT	63	10-11-15-19 (26)				SAND, medium dense, fine, brown

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40	-35	SPT	67	16-45-37-29 (82)		SP		SAND, very dense, fine, light gray
								43.0
45		SPT	54	8-6-5-5 (11)		LS		LIMESTONE, very soft, light gray
	-40							
50		SPT	38	5-6-6-6 (12)				LIMESTONE, very soft, light gray
	-45							50.0
55		SPT	67	50/3" (100)		SS		SANDSTONE, hard, light gray
	-50							
60		SPT	71	24-9-18-28 (27)				SANDSTONE, soft, light gray
								60.0
	-55					SS		
65		SPT	71	15-18-21-20 (39)				SANDSTONE AND SAND, medium hard, light gray
								65.0
	-60					SP		
70		SPT	75	17-22-20-24 (42)				SAND, dense, fine, light gray, with limestone fragments
								70.0

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

>>

Boring termination depth at 70.0 feet below grade.

SKYRISE
ENGINEERING & TESTING

BORING B-11

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/17/24 **COMPLETED** 9/17/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 4.60 ft / Elev 1.90 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								▲ SPT N VALUE ▲ 20 40 60 80; PL MC LL 20 40 60 80; ● FINES CONTENT (%) ● 20 40 60 80
	5	SPT	83	2-3-3-3 (6)				SAND, loose, fine, dark gray to light gray
		SPT	71	3-4-4-4 (8)				SAND, loose, fine, dark brown
5		SPT	92	4-3-4-5 (7)	▼	SP		SAND, loose, fine, light brown
	0	SPT	88	5-4-5-4 (9)				SAND, loose, fine, brown, with limestone fragments
		SPT	88	5-6-6-7 (12)				8.0 LIMESTONE, very soft, light gray
10	-5							
		SPT	92	9-10-11-11 (21)		LS		LIMESTONE, soft, light gray
15	-10							
		SPT	88	8-8-7-6 (15)				LIMESTONE, very soft, light gray
20								20.0
	-15							
		SPT	96	10-11-15-18 (26)				SAND, medium dense, fine, light gray
25	-20					SP		
		SPT	79	7-7-10-8 (17)				SAND, medium dense, fine, light gray
30	-25							
		SPT	71	5-4-4-9 (8)				SAND, loose, fine, brown
35								

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30					SP		
40		SPT	75	2-2-2-3 (4)				SAND, very loose, fine, light gray
								40.0
	-35					ML		
45		SPT	71	0-0-2-5 (2)				44.0 SILT, very soft, light gray
								SANDSTONE, very soft, light gray
	-40							
50		SPT	8	1-2-1-2 (3)				SANDSTONE, very soft, light gray
	-45							
55		SPT	96	7-9-34-50/5" (43)		SS		SANDSTONE, medium hard, light gray
	-50							
60		SPT	71	9-8-12-15 (20)				SANDSTONE, very soft, light gray
	-55							
65		SPT	83	14-9-11-30 (20)				SANDSTONE, very soft, light gray
								65.0
	-60					SP		
70		SPT	88	9-10-16-20 (26)				SAND, medium dense, fine, light gray
	-65							
								73.0
75		SPT	83	8-13-13-19 (26)		SS		SANDSTONE, soft, light gray

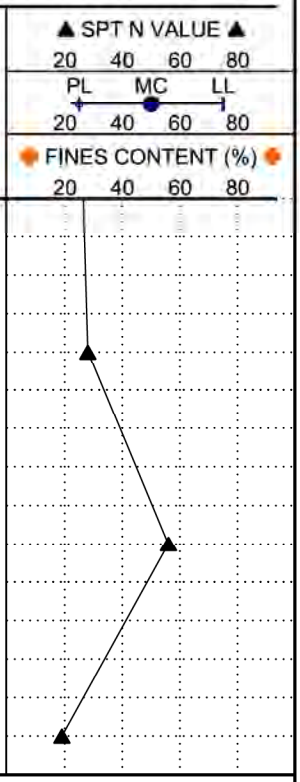
▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

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CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
75	-70					SS		SANDSTONE, soft, light gray
80		SPT	75	9-10-18-14 (28)				
	-75							
85		SPT	83	12-24-32-21 (56)				SANDSTONE, moderately hard, light gray
	-80							
90		SPT	50	10-9-10-10 (19)				SANDSTONE, very soft, light gray
							90.0	

Boring termination depth at 90.0 feet below grade.



SKYRISE
ENGINEERING & TESTING

BORING B-12

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/11/24 **COMPLETED** 9/11/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 5.40 ft / Elev 1.10 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								▲ SPT N VALUE ▲ 20 40 60 80
								PL MC LL 20 40 60 80
								● FINES CONTENT (%) ● 20 40 60 80
	5	SPT	71	38-30-26-32 (56)		GP		0.5 LIMESTONE FRAGMENTS, very dense, light brown SAND, very dense, fine, brown
		SPT	63	18-25-23-22 (48)				SAND, dense, fine, brown
5		SPT	79	13-10-7-6 (17)	▼	SP		SAND, medium dense, fine, light brown
	0	SPT	71	2-3-3-3 (6)				SAND, loose, fine, brown
10		SPT	79	3-4-6-9 (10)				SAND, loose, fine, brown
	-5							10.0
15		SPT	50	11-10-12-12 (22)				LIMESTONE, soft, light gray
	-10					LS		
20		SPT	50	13-13-16-14 (29)				LIMESTONE, soft, light gray
	-15							
25		SPT	46	23-16-18-20 (34)				LIMESTONE, medium hard, light gray
	-20							25.0
30		SPT	50	18-22-25-33 (47)		SP		SAND, dense, fine, light gray
	-25							
35		SPT	46	9-10-11-13 (21)				SAND, medium dense, fine, brown

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CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40	-35	SPT	79	6-6-8-11 (14)		SP		SAND, medium dense, fine, light gray
								43.0
45		SPT	79	4-6-7-9 (13)		LS		LIMESTONE, very soft, light gray
	-40							45.0
50		SPT	63	4-5-6-5 (11)				SANDSTONE, very soft, light gray
55	-45	SPT	67	38-13-11-12 (24)				SANDSTONE, soft, light gray
60	-50	SPT	63	16-16-20-17 (36)		SS		SANDSTONE, medium hard, light gray
65	-55	SPT	83	49-15-9-13 (24)				SANDSTONE, soft, light gray
70	-60	SPT	63	9-11-12-12 (23)				SANDSTONE, soft, light gray
								70.0
75	-65	SPT	67	12-13-13-11 (26)		SP		SAND, medium dense, fine, light gray, with limestone fragments

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

(Continued Next Page)

Boring termination depth at 75.0 feet below grade.

SKYRISE
ENGINEERING & TESTING

BORING B-13

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/13/24 **COMPLETED** 9/13/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 4.80 ft / Elev 1.70 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								
	5	SPT	75	46-30-33-24 (63)		GP		0.2 3" of Asphalt 0.5 LIMESTONE FRAGMENTS, very dense, light brown SAND, very dense, fine, light gray
		SPT	67	18-19-18-15 (37)				SAND, dense, fine, brown
5		SPT	75	5-6-6-6 (12)	▼	SP		SAND, medium dense, fine, brown
	0	SPT	75	6-7-7-4 (14)				SAND, medium dense, fine, brown
		SPT	83	7-8-8-9 (16)				8.0 LIMESTONE, very soft, light gray
10								
	-5							
		SPT	75	8-8-9-9 (17)				LIMESTONE, very soft, light gray
15								
	-10					LS		
		SPT	79	8-9-10-12 (19)				LIMESTONE, very soft, light gray
20								
	-15							
		SPT	67	11-13-9-14 (22)				LIMESTONE, soft, light gray
25								25.0
	-20							
		SPT	75	11-13-16-19 (29)		SP		SAND, medium dense, fine, light gray
30								
	-25							
		SPT	75	11-13-15-16 (28)				SAND, medium dense, fine, brown
35								

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30							
40	-35	SPT	83	12-16-18-21 (34)		SP		SAND, dense, fine, light gray
								43.0
45		SPT	67	4-6-10-6 (16)		LS		LIMESTONE, very soft, light gray
	-40							45.0
50		SPT	75	5-7-9-15 (16)		SS		SANDSTONE, very soft, light gray
55	-45	SPT	79	15-41-49-32 (90)				SANDSTONE, hard, light gray
60	-50	SPT	71	13-27-33-24 (60)				SANDSTONE, moderately hard, light gray
65	-55	SPT	75	31-15-13-14 (28)				SANDSTONE, soft, light gray
70	-60	SPT	100	33-50/2" (100)				SANDSTONE, hard, light gray
								70.0
75	-65	SPT	50	21-29-22-23 (51)		SS		SANDSTONE AND SAND, moderately hard, light gray

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

(Continued Next Page)

Boring termination depth at 75.0 feet below grade.

SKYRISE
ENGINEERING & TESTING

BORING B-14

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/13/24 **COMPLETED** 9/13/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 4.40 ft / Elev 2.10 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								▲ SPT N VALUE ▲ 20 40 60 80
								PL MC LL 20 40 60 80
								● FINES CONTENT (%) ● 20 40 60 80
	5	SPT	75	49-47-33-23 (80)		GP		3" of Asphalt (0.2)
								LIMESTONE FRAGMENTS, very dense, light brown SAND, very dense, fine, light gray (0.5)
		SPT	67	17-16-13-13 (29)				SAND, medium dense, fine, brown
5		SPT	71	5-6-6-7 (12)	▼	SP		SAND, medium dense, fine, brown
	0	SPT	71	3-4-8-10 (12)				SAND, medium dense, fine, brown (8.0)
10		SPT	79	9-11-11-13 (22)				LIMESTONE, soft, light gray
	-5					LS		
15		SPT	46	10-14-12-16 (26)				LIMESTONE, soft, light gray (15.0)
	-10					LS		
20		SPT	54	19-15-18-14 (33)				LIMESTONE AND SAND, medium hard, light gray (20.0)
	-15							
25		SPT	50	13-15-16-20 (31)				SAND, dense, fine, light gray
	-20					SP		
30		SPT	79	15-27-33-31 (60)				SAND, very dense, fine, light gray
	-25							
35		SPT	75	7-11-16-20 (27)				SAND, medium dense, fine, brown

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SKYRISE
ENGINEERING & TESTING

BORING B-14

CLIENT Beck Architecture, LLC

PROJECT NAME Broward Health MOB - Main Campus

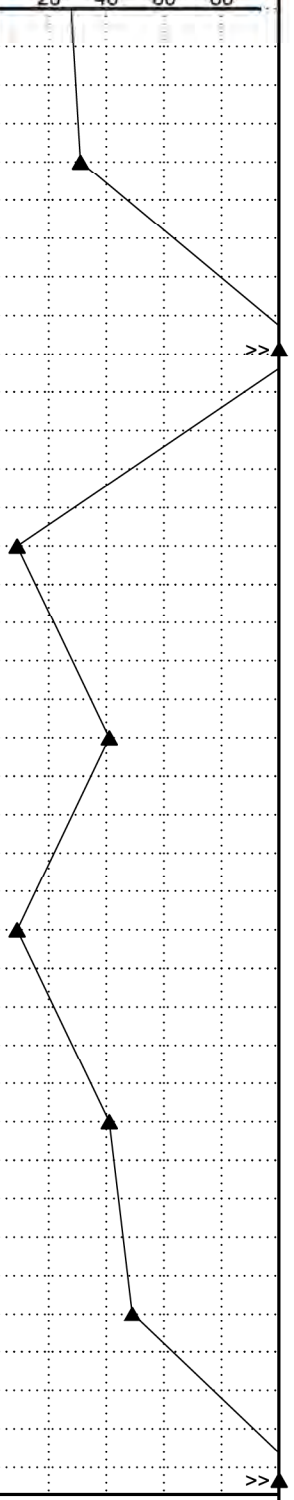
PROJECT NUMBER 240190

PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30					SP		
40		SPT	46	11-13-18-29 (31)				SAND, dense, fine, gray
	-35							40.0
45		SPT	100	14-16-15-50/3" (31)		ML		SILT, hard, greenish gray, trace sandstone fragments
	-40							45.0
50		SPT	71	15-5-4-7 (9)		SP		SAND, loose, fine, light gray, trace limestone fragments
	-45							53.0
55		SPT	83	15-17-24-27 (41)		SS		SANDSTONE, medium hard, light gray
	-50							55.0
60		SPT	63	15-5-4-7 (9)		SP		SAND, loose, fine, light gray, with limestone fragments
	-55							63.0
65		SPT	54	15-17-24-27 (41)		SS		SANDSTONE, medium hard, light gray
	-60							65.0
70		SPT	58	19-20-29-32 (49)		SS		SANDSTONE AND SAND, moderately hard, light gray
	-65							73.0
		SPT	88	27-50/2" (100)		SS		73.7 SANDSTONE, hard, light gray

Boring termination depth at 73.7 feet below grade.

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80



SKYRISE
ENGINEERING & TESTING

BORING B-15

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL
DATE 9/12/24 **COMPLETED** 9/12/24
GROUND ELEVATION 6.5 ft NAVD est. **HOLE SIZE** 3 inches
DRILLING CONTRACTOR J&R
GROUND WATER LEVEL:
DRILLING METHOD Rotary
▼ **AT END OF DRILLING** 4.10 ft / Elev 2.40 ft
LOGGED BY J&R **CHECKED BY** NVF
NOTES

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
0								
	5	SPT	58	44-33-27-26 (60)		GP		0.2 3" of Asphalt 0.5 LIMESTONE FRAGMENTS, very dense, light brown SAND, very dense, fine, light gray
		SPT	63	18-23-23-17 (46)	▼	SP		SAND, dense, fine, brown
5		SPT	75	10-11-9-11 (20)				SAND, medium dense, fine, brown
	0	SPT	75	7-8-9-7 (17)		LS		6.0 LIMESTONE, very soft, light gray
		SPT	71	4-5-7-7 (12)				8.0 SAND, medium dense, fine, brown
10						SP		
	-5							
								13.0
15		SPT	63	12-21-22-16 (43)				LIMESTONE, medium hard, light gray
	-10							
20		SPT	63	11-10-11-16 (21)		LS		LIMESTONE, soft, light gray
	-15							
25		SPT	54	20-22-17-24 (39)				LIMESTONE, medium hard, light gray
								25.0
	-20							
		SPT	71	24-37-50/5" (100)		SP		SAND, very dense, fine, light gray
30								
	-25							
		SPT	46	11-12-15-18 (27)				SAND, medium dense, fine, light gray
35								

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
● FINES CONTENT (%) ●
20 40 60 80

(Continued Next Page)

CLIENT Beck Architecture, LLC
PROJECT NAME Broward Health MOB - Main Campus
PROJECT NUMBER 240190
PROJECT LOCATION 1601-1623 S Andrews Avenue, Fort Lauderdale, FL

DEPTH (ft)	ELEVATION (ft., NAVD est.)	SAMPLE TYPE NUMBER	RECOVERY %	BLOW COUNTS (N VALUE)	WATER DEPTH (ft)	U.S.C.S	GRAPHIC LOG	MATERIAL DESCRIPTION
35	-30					SP		
40		SPT	63	9-9-12-15 (21)				SAND, medium dense, fine, light gray
								40.0
	-35					ML		
45		SPT	88	5-6-12-4 (18)				44.0 SILT, very stiff, light gra, trace of limestone fragments
						LS		45.0 LIMESTONE, very soft, light gray
	-40							
50		SPT	75	4-6-6-5 (12)				SANDSTONE, very soft, light gray
	-45							
55		SPT	56	48-50/3" (100)		SS		SANDSTONE, hard, light gray
	-50							
60		SPT	67	19-13-16-35 (29)				SANDSTONE, soft, light gray
	-55							
65		SPT	67	17-12-13-16 (25)				SANDSTONE, soft, light gray
								65.0
	-60					SP		
70		SPT	75	22-21-23-23 (44)				SAND, dense, fine, light gray, trace of limestone fragments
	-65							
75		SPT	79	30-25-22-31 (47)				SAND, dense, fine, light gray, trace of limestone fragments

▲ SPT N VALUE ▲
20 40 60 80
PL MC LL
20 40 60 80
FINES CONTENT (%)
20 40 60 80

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Boring termination depth at 75.0 feet below grade.

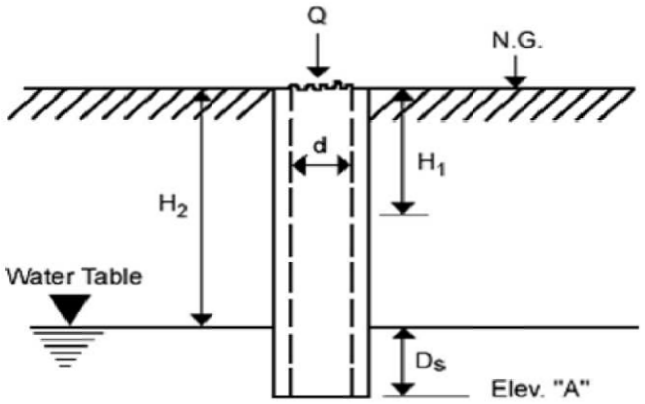
APPENDIX C

Open-Hole Permeability Test Data

SKYRISE
ENGINEERING & TESTING

SUMMARY OF PERCOLATION TEST RESULTS
SOUTH FLORIDA WATER MANAGEMENT DISTRICT - "USUAL OPEN HOLE TEST"

TEST NUMBER	TEST DATE	SLOTTED PVC DIAMETER (d) (inches)	APPROX. HOLE DIAMETER (inches)	HOLE DEPTH (feet)	APPROX. ELEVATION (NAVD)	DEPTH TO WATER TABLE		HYDRAULIC HEAD (H_2) (feet)	SATURATED HOLE DEPTH (Ds) (feet)	STABILIZED FLOW RATE (Q) (cfs)	HYDRAULIC CONDUCTIVITY (K) (cfs/ft^2 - ft head)
						BEFORE TEST (feet)	DURING TEST (feet)				
P-1	8/22/2024	2	5	10	6.5	5.3	0.0	5.3	4.7	0.0241293	1.18E-03
P-2	8/22/2024	2	5	10	6.5	4.6	0.0	4.6	5.4	0.0526701	2.82E-03



$$K = \frac{4Q}{\pi d (2H_2^2 + 4H_2D_S + H_2d)}$$

K = Hydraulic Conductivity ($cfs/ft.^2$ – ft. head)
Q = "Stabilized" Flow Rate (cfs)
d = Diameter of Test Hole (feet)
H_2 = Depth to Water Table (feet)
D_S = Saturated Hole Depth (feet)

Notes:

1. The values presented above are unfactored. Our results are limited to the discrete locations tested at the time the tests were performed.

PROJECT NAME:	Broward Health MOB - Main Campus				
PROJECT LOCATION:	1601-1623 S Andrews Ave, Fort Lauderdale, FL				
PROJECT No.:	240190	**TESTED BY:**	J&R	**REVIEWED BY:**	NVF

SKYRISE ENGINEERING & TESTING

APPENDIX D

Description of Field Services

SKYRISE
ENGINEERING & TESTING

Standard Penetration Test (SPT) Borings

Borings were performed using a 2-inch OD split-spoon to obtain soil/rock samples in general accordance with ASTM D-1586 and following the steps described below.

- Sampling for SPT borings consisted of taking 24-inch drive samples continuously for the first 10 feet from the ground surface, and subsequent 24-inch drives collected after rotary washing 3 feet below from the previous drive to the termination depth of the borings. Additional samples may have been obtained as determined necessary by the engineer based on the evaluation of the subsurface conditions encountered at the site.
- Drilling locations were abandoned with soil cuttings to the ground surface except in paved areas where the upper foot or so was grouted.
- Soil/rock samples retrieved from the borings were placed in clean, tight-sealed containers, and delivered to our main office.
- The samples collected at the site were visually classified by a Skyrise representative.
- If deemed necessary, select samples may have been subjected to laboratory testing to further characterize the material obtained. Laboratory tests may consist of obtaining natural moisture content, grain size analyses, organic content tests, percent minus 200 tests, and Atterberg limits. All laboratory tests were performed in general accordance with the latest versions of the ASTM Standards.

Test Excavations (TEs)

- TEs are shallow excavations performed with a rubber-tired backhoe or similar for visual characterization of the upper soils
- Excavations are approximately two (2) to three (3) feet wide and generally extend to the groundwater table or until the natural limestone is encountered
- Test excavations are backfilled with the excavated spoils and tamped with the backhoe bucket to closely match the original site grades

Percolation (Drainage) Tests

Percolation tests were performed in general accordance with the South Florida Water Management District (SFWMD) *Usual Condition Test* procedure and following the procedures described below.

- Each test was performed by advancing a roller bit along with a nominal 4-inch diameter casing to the specified test depth.
- The roller bit and casing yield an open hole of approximately 5 to 6 inches in diameter. Upon reaching the test depth, a slotted nominal 3-inch diameter PVC pipe was inserted in the hole.
- At this time, enough water was pumped into the borehole to develop a stabilized hydraulic head. Once the hydraulic head was stabilized, the average flow rate into the borehole was recorded.
- The hydraulic conductivity (k-value) was calculated utilizing a formula published in the SFWMD Volume IV Memorandum dated October 2012.
- The test locations were backfilled with soil cuttings to the ground surface except in paved areas where the upper foot or so was grouted.

Double Ring Infiltrometer (DRI)

- Performed in general accordance with ASTM D3385
- The test surface is saturated before starting the test.
- Used an metallic apparatus with two concentric (12- and 24-inch) cylinders, with the inner cylinder driven a few inches into the ground
- Water is added into the cylinders, and a constant head is maintained throughout the test.
- The quantity of water infiltrating into the soil is recorded at the required time intervals.
- A rate of infiltration is calculated and reported in inches per hour and centimeters per second.
    - A graphical plot of the data is provided, expressed in inches per hour versus elapsed time.

BROWARD HEALTH
OFFICE OF THE GENERAL COUNSEL

1800 NW 49th Street
Fort Lauderdale, FL 33309
t 954.473.7100

June 6, 2022

City of Fort Lauderdale
Office of the City Clerk
100 N. Andrews Avenue, 7th Floor
Fort Lauderdale, FL 33301

Broward County Board of County Commissioners
115 S. Andrews Avenue, #409
Fort Lauderdale, FL 33301

Re: Section 2-262, City of Fort Lauderdale Code of Ordinances and Broward County Ordinance No. 2009-34 Authorization Letter

To Whom it May Concern:

Please accept this letter of authorization permitting Stephanie J. Toothaker, Esq. of Stephanie J. Toothaker, Esq., P.A. d/b/a TOOTHAKER.org to represent the interests of North Broward Hospital District d/b/a Broward Health in connection with permitting in the City of Fort Lauderdale and Broward County.

Sincerely,

Alex Fernandez, CFO

STATE OF FLORIDA
COUNTY OF
Sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization, this 6 day of June, 2022 by Alex Fernandez.

[Notary Seal]

SANDRA MARIA LOPEZ
Notary Public - State of Florida
Commission # HH 110342
My Comm. Expires Jul 2, 2025
Bonded through National Notary Assn.

Notary Public

Sandra M. Lopez
Name typed, printed or stamped
My Commission Expires: 7/2/25

X Personally Known OR _____ Produced Identification

Type of Identification Produced _____

Cruzpino, Casey

From:	City of Fort Lauderdale-No Reply <noreply@fortlauderdale.gov>
Sent:	Friday, November 22, 2024 12:45 PM
To:	Cruzpino, Casey
Subject:	City of Fort Lauderdale LauderBuild Documents Received For Application ENG-CR-24110005

You don't often get email from noreply@fortlauderdale.gov. Learn why this is important



LauderBuild Application Documents Received

The Development Services Department has received your online submittal of plans and documents for application record number ENG-CR-24110005 at 150 SE 17 ST. You will be notified by email if any additional information is required for review. Plan review will not begin until the application package has been determined to be complete.

You may visit LauderBuild to review the processing status at any time by going to the Record Details page and selecting Record Info > Processing Status or Plan Room > Summary, if you are logged in to your account.

Thank you,
Development Services Department
700 NW 19th Avenue
Fort Lauderdale, FL 33311
Open 8 am to 3 pm
954-828-6520



PROPERTY SUMMARY

Tax Year: 2024

Property ID: 504215400010

Property Owner(s):NORTH BROWARD HOSPITAL DISTRICT
ATTN: REAL ESTATE

Mailing Address:1800 NW 49 ST FORT LAUDERDALE, FL 33309

Physical Address:1601 S ANDREWS AVENUE FORT LAUDERDALE, 33315

Property Use: 19-05 Professional building - multi tenant, 2 or more stories

Millage Code: 0312

Adj. Bldg. S.F: 37462

Bldg Under Air S.F:

Effective Year: 2014

Year Built: 2013

Units/Beds/Baths: 0 / /

Deputy Appraiser: Derek Olson

Appraisers Number: 954-357-6835

Email: commercialtrim@bcpa.net

Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST

Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B LOTS 1 TO 8,25 TO 30 TOG WITHCROISSANT PARK 4-28 B LOTS 11 THRU 18 BLK 35 TOG WITH POR VAC R/W DESC'D IN OR 34245/470,LESS E 3' THEREOF FOR RD R/W

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$2,277,840	$10,127,650	0	$12,405,490	$12,405,490	
2023	$1,898,200	$10,127,650	0	$12,025,850	$12,025,850	$6,040.31
2022	$1,898,200	$9,181,740	0	$11,079,940	$11,079,940	$5,490.86

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$12,405,490	$12,405,490	$12,405,490	$12,405,490
Portability	0	0	0	0
Assessed / SOH	$12,405,490	$12,405,490	$12,405,490	$12,405,490
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	$12,405,490	$12,405,490	$12,405,490	$12,405,490
Affordable Housing	0	0	0	0
Taxable	0	0	0	0

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
10/23/2004	Multi Warranty Deed	$4,427,500	38469 / 801
02/14/2000	Multi Special Warranty Deed	$1,200,000	31118 / 79
11/01/1962	Warranty Deed	$100,000	

LAND CALCULATIONS

Unit Price	Units	Type
$30.00	75,928 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Governmental (X)								
37,462						75,928.00		

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi



MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024

Property ID: 504215400090

Property Owner(s):NORTH BROWARD HOSPITAL DISTRICT
ATTN: REAL ESTATE

Mailing Address:1800 NW 49 ST FORT LAUDERDALE, FL 33309

Physical Address:1603 S ANDREWS AVENUE FORT LAUDERDALE, 33315

Property Use: 28-01 Parking lot

Millage Code: 0312

Adj. Bldg. S.F: 0

Bldg Under Air S.F:

Effective Year: 1966

Year Built: 1965

Units/Beds/Baths: 0 / /

Deputy Appraiser: Derek Olson

Appraisers Number: 954-357-6835

Email: commercialtrim@bcpa.net

Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST

Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B LOTS 9 TO 12

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$110,080	$6,880	0	$116,960	$116,960	
2023	$110,080	$6,880	0	$116,960	$116,960	$315.93
2022	$137,600	$7,830	0	$145,430	$145,430	$287.20

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$116,960	$116,960	$116,960	$116,960
Portability	0	0	0	0
Assessed / SOH	$116,960	$116,960	$116,960	$116,960
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	$116,960	$116,960	$116,960	$116,960
Affordable Housing	0	0	0	0
Taxable	0	0	0	0

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
08/08/2019	Multi Warranty Deed Disqualified Sale	$3,275,000	115987059
10/30/1985	Multi Personal Representative	$16,700	13140 / 48

LAND CALCULATIONS

Unit Price	Units	Type
$20.00	5,504 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Vacant Lots (L)								
1						5,504.00		

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi



MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024

Property ID: 504215400100

Property Owner(s):NORTH BROWARD HOSPITAL DISTRICT
ATTN: REAL ESTATE

Mailing Address:1800 NW 49 STREET FORT LAUDERDALE, FL 33309

Physical Address:17 SW 17 STREET FORT LAUDERDALE, 33315

Property Use: 80-01 Vacant Governmental

Millage Code: 0312

Adj. Bldg. S.F: 0

Bldg Under Air S.F:

Effective Year: 0

Year Built:

Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department

Appraisers Number: 954-357-6835

Email: commercialtrim@bcpa.net

Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST

Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B LOT 13 TO 16

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$268,450	0	0	$268,450	$130,720	
2023	$107,380	$126,040	0	$233,420	$233,420	$342.29
2022	$107,380	$126,230	0	$233,610	$233,610	$311.17

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$268,450	$268,450	$268,450	$268,450
Portability	0	0	0	0
Assessed / SOH	$130,720	$130,720	$130,720	$130,720
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	$130,720	$130,720	$130,720	$130,720
Affordable Housing	0	0	0	0
Taxable	0	0	0	0

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
08/08/2019	Multi Warranty Deed Disqualified Sale	$3,275,000	115987059
10/01/1991	Warranty Deed	$55,000	19126 / 768
10/01/1987	Personal Representatives Deed	$100	
10/01/1968	Warranty Deed	$34,000	
09/01/1963	Warranty Deed	$32,000	

LAND CALCULATIONS

Unit Price	Units	Type
$50.00	5,369 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Vacant Lots (L)								
1								

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi

PROPERTY SUMMARY

Tax Year: 2024
Property ID: 504215400140
Property Owner(s):BROWARD HEALTH
Mailing Address:1800 NW 49 ST FORT LAUDERDALE, FL 33309
Physical Address:9 SW 17 STREET FORT LAUDERDALE, 33315

Property Use: 10-01 Vacant Commercial
Millage Code: 0312
Adj. Bldg. S.F: 0
Bldg Under Air S.F:
Effective Year: 0
Year Built:
Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department
Appraisers Number: 954-357-6835
Email: commercialtrim@bcpa.net
Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST
Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B W 51 OF LOT 17

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$191,350	0	0	$191,350	$130,250	
2023	$76,540	$460,580	0	$537,120	$537,120	$278.77
2022	$76,540	$373,000	0	$449,540	$449,540	$5,840.33

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$191,350	$191,350	$191,350	$191,350
Portability	0	0	0	0
Assessed / SOH	$130,250	$130,250	$130,250	$130,250
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	$130,250	$130,250	$130,250	$130,250
Affordable Housing	0	0	0	0
Taxable	0	0	0	0

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
08/12/2022	Rerecorded Deed Correction Non-Sale Title Change	$100	118347237
08/12/2022	Warranty Deed Disqualified Sale	$900,000	118341621
03/29/2016	Warranty Deed Qualified Sale	$420,000	113601600
10/06/2006	Warranty Deed	$435,000	42921 / 891
05/28/2004	Quit Claim Deed	$100	37627 / 991

LAND CALCULATIONS

Unit Price	Units	Type
$50.00	3,827 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Vacant Lots (L)								
1						3,827.00		

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi



MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024

Property ID: 504215400150

Property Owner(s):STEWART GORENBERG TR GORENBERG,STEWART TRSTEE

Mailing Address:250 S OCEAN BLVD APT 16E BOCA RATON, FL 33432-6259

Physical Address:1627 S ANDREWS AVENUE FORT LAUDERDALE, 33315

Property Use: 19-10 Medical - Doctor / Dentist office

Millage Code: 0312

Adj. Bldg. S.F: 1213

Bldg Under Air S.F:

Effective Year: 1972

Year Built: 1959

Units/Beds/Baths: 0 / /

Deputy Appraiser: Derek Olson

Appraisers Number: 954-357-6835

Email: commercialtrim@bcpa.net

Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST

Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B LOT 17 LESS W 51

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$151,290	$306,060	0	$457,350	$416,910	
2023	$100,860	$278,150	0	$379,010	$379,010	$8,009.81
2022	$100,860	$245,880	0	$346,740	$346,740	$7,242.96

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$457,350	$457,350	$457,350	$457,350
Portability	0	0	0	0
Assessed / SOH	$416,910	$416,910	$416,910	$416,910
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	0	0	0	0
Affordable Housing	0	0	0	0
Taxable	$416,910	$457,350	$416,910	$416,910

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
06/04/2020	Quit Claim Deed Non-Sale Title Change	$100	116543941
08/01/1985	Warranty Deed	$129,500	12773 / 179

LAND CALCULATIONS

Unit Price	Units	Type
$30.00	5,043 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Commercial (C)								
1,213						5,043.00		

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi



MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024

Property ID: 504215400160

Property Owner(s):NORTH BROWARD HOSPITAL DISTRICT
ATTN: REAL ESTATE

Mailing Address:1800 NW 49 ST FORT LAUDERDALE, FL 33309

Physical Address:1623 S ANDREWS AVENUE FORT LAUDERDALE, 33315

Property Use: 80-01 Vacant Governmental

Millage Code: 0312

Adj. Bldg. S.F: 0

Bldg Under Air S.F:

Effective Year: 0

Year Built:

Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department

Appraisers Number: 954-357-6835

Email: commercialtrim@bcpa.net

Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST

Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B LOTS 18 TO 20

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$450,350	0	0	$450,350	$212,460	
2023	$180,140	$143,090	0	$323,230	$323,230	$580.42
2022	$180,140	$143,610	0	$323,750	$323,750	$525.69

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$450,350	$450,350	$450,350	$450,350
Portability	0	0	0	0
Assessed / SOH	$212,460	$212,460	$212,460	$212,460
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	$212,460	$212,460	$212,460	$212,460
Affordable Housing	0	0	0	0
Taxable	0	0	0	0

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
08/08/2019	Multi Warranty Deed Disqualified Sale	$3,275,000	115987059
07/01/1994	Quit Claim Deed	$183,000	22385 / 56
11/01/1987	Quit Claim Deed		

LAND CALCULATIONS

Unit Price	Units	Type
$50.00	9,007 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03) Vacant Lots (L) 1						FT Laud Stormwater Cat II (F2)		

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi



MARTY KIAR
BROWARD COUNTY
PROPERTY APPRAISER

PROPERTY SUMMARY

Tax Year: 2024

Property ID: 504215400170

Property Owner(s):NORTH BROWARD HOSPITAL DISTRICT
ATTN: REAL ESTATE

Mailing Address:1800 NW 49 ST FORT LAUDERDALE, FL 33309

Physical Address:1611 - 1619 S ANDREWS AVENUE FORT LAUDERDALE, 33315

Property Use: 80-01 Vacant Governmental

Millage Code: 0312

Adj. Bldg. S.F: 0

Bldg Under Air S.F:

Effective Year: 0

Year Built:

Units/Beds/Baths: 0 / /

Deputy Appraiser: Commercial Department

Appraisers Number: 954-357-6835

Email: commercialtrim@bcpa.net

Zoning : SRAC-SAe - SOUTH REGIONAL ACTIVITY CENTER - SOUTH ANDREWS EAST

Abbr. Legal Des.: CROISSANT PARK RESUB BLK 38 52-8 B LOTS 21 TO 24

PROPERTY ASSESSMENT

Year	Land	Building / Improvement	Agricultural Saving	Just / Market Value	Assessed / SOH Value	Tax
2024	$600,500	0	0	$600,500	$343,100	
2023	$240,200	$788,850	0	$1,029,050	$1,029,050	$966.37
2022	$240,200	$788,420	0	$1,028,620	$1,028,620	$878.48

EXEMPTIONS AND TAXING AUTHORITY INFORMATION

	County	School Board	Municipal	Independent
Just Value	$600,500	$600,500	$600,500	$600,500
Portability	0	0	0	0
Assessed / SOH	$343,100	$343,100	$343,100	$343,100
Granny Flat				
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exemption Type	$343,100	$343,100	$343,100	$343,100
Affordable Housing	0	0	0	0
Taxable	0	0	0	0

SALES HISTORY FOR THIS PARCEL

Date	Type	Price	Book/Page or Cin
08/08/2019	Multi Warranty Deed Disqualified Sale	$3,275,000	115987059
10/30/1985	Multi Personal Representative	$16,700	13140 / 48

LAND CALCULATIONS

Unit Price	Units	Type
$50.00	12,010 SqFt	Square Foot

RECENT SALES IN THIS SUBDIVISION

Property ID	Date	Type	Qualified/ Disqualified	Price	CIN	Property Address
504215400140	08/12/2022	Warranty Deed	Disqualified Sale	$900,000	118341621	9 SW 17 ST FORT LAUDERDALE, FL 33315

SPECIAL ASSESSMENTS

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
Ft Lauderdale Fire-rescue (03)						FT Laud Stormwater Cat II (F2)		
Vacant Lots (L)								
1								

SCHOOL

Croissant Park Elementary School: A
New River Middle School: C
Stranahan High School: B

ELECTED OFFICIALS

Property Appraiser	County Comm. District	County Comm. Name	US House Rep. District	US House Rep. Name
Marty Kiar	8	Robert McKinzie	23	Jared Moskowitz

Florida House Rep. District	Florida House Rep. Name	Florida Senator District	Florida Senator Name	School Board Member
99	Daryl Campbell	37	Jason W. B. Pizzo	Sarah Leonardi