THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Application for Zoning Atlas Map Amendment

Application submission shall include the following:

•**TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

•**Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

•**City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

In addition to a complete application, packets shall include:

- ☐ Warranty Deed & Legal Description
- ☐ St. Lucie County Property Record Card
- ☐ Statement of why there is a need for the proposed future land use map amendment and how the amendment will result in an orderly and logical development pattern; statements how amendment(s) are consistent with Comprehensive Plan; how future land use designation is compatible with future land use designations and existing land uses surrounding the amended lands; identify future land use designations and existing land uses within a ½ mile of the subject property that have the same or greater type of proposed future land use designation; data and analysis to support conclusions.
- ☐ Current Survey
- ☐ Environmental Study
- ☐ Traffic Impact Report
- ☐ *** Capacity Analysis-Separate Form
- ☐ Drainage Analysis
- ☐ Historical Report
- ☐ 1 CD of all documents submitted in PDF
- ☐ Other_____

1. Property Address/Location: 1700 S 23RD STREET
2. Property Tax ID(s): 2416-504-0200-000-2
3. Total Acreage:_____
4. Existing Future Land Use Designation: INSTITUTIONAL
5. Existing Zoning Classification: OFFICE COMMERCIAL
6. Proposed Zoning Classification: OFFICE COMMERCIAL
7. Other applications being submitted concurrent with this application, if any: _____

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

CONCURRENCY
CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	Medicial and Professional Offices	Offices - Professional & Business Services	C1 / Office Commercial
South	Institutional	Institutional	OS1 / General & Recreational Open Space
East	Vacant Residential	RM - Medium Density Residential	PD - Planned Development
West	Medicial and Professional Offices	Offices - Professional & Business Services	C1 / Office Commercial

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	Institutional	C1- Office Commercial	284,900 sq. ft. is existing	20.96 acres	
****Proposed**	Institutional	C1- Office Commercial	601,900 sq. ft. is proposed	20.96 acres	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum Master Plan for all five (5) phases (Increase of 317,000 sq. ft.)
Current Zoning/FLU	Total gallons per day 35,612 gallons per day existing demand.
**Proposed Zoning/FLU	Total gallons per day 72,237 gallons per day proposed demand
**Change In Demand	Total gallons per day 36,625 gallons per day increase in demand.

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum Master Plan for all five (5) phases (increase of 317,000 sq. ft.)
Current Zoning/FLU	Total gallons per day 28,490 gallons per day existing demand
**Proposed Zoning/FLU	Total gallons per day 60,190 gallons per day proposed demand
**Change in Demand	Total gallons per day 31,700 gallons per day proposed demand

C. Parks and Recreation (Residential Classifications Only): Not Applicable for this project
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people	N/A	N/A	N/A
Urban District	5 acres per 1,000 people	N/A	N/A	N/A
Community	2.5 acres per 1,000 people	N/A	N/A	N/A
Neighborhood	1.36 acres per 1,000 people	N/A	N/A	N/A

D. Public Schools (Residential Classifications Only):
Single Family: (du x 0.405 = students/70% K-8/30% High) N/A
Multi-family: (du x 0.207 = students/70% K-8/30% High) N/A

	K-8	High
School Name	N/A	N/A
City	N/A	N/A
Distance	N/A	N/A
Current Zoning/FLU Enrollment Demand	N/A	N/A
**Proposed Zoning/FLU Enrollment Demand	N/A	N/A
**Change in Demand	N/A	N/A

E. Solid Waste: Residential (2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units)	
Demand Analysis	Maximum
Current Zoning/FLU	Not a residential project
**Proposed Zoning/FLU	Not a residential project
*Change in Demand	Not a residential project

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	Any applicable increase in stormwater discharge due to an increase in the proposed project impervious area will meet and comply with all applicable regulatory standrads and requirements.

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU	4,482 Trips	348/352 Trips
****Proposed Zoning/FLU**	5,026 Trips	416/429 Trips
***Change in Demand**	Trips 544 Trips	Trips 68/77 Trips
Impact to Capacity	See Traffic Impact Analysis	See Traffic Impact Analysis

IV. Project Description

PHASING
Is this project (phase) part of a larger project? ☑Yes ☐No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: N/A Single Family: N/A Multifamily: N/A
Non-residential (square footage): 317,000 sq. ft. proposed increase
Mixed-use (describe use):N/A
(If this is a single phase project, name it Phase I – Total) Not a single phased project

RESIDENTIAL DATA

Type	Phase	Number of Units	Acres	Expected beginning date	Expected completion date
Single-family, detached	N/A	N/A	N/A	N/A	N/A
Single-family, attached	N/A	N/A	N/A	N/A	N/A
Multi-family	N/A	N/A	N/A	N/A	N/A
Other (specify)	N/A	N/A	N/A	N/A	N/A

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
Phase I (3-story Addition)	I	92,500	23.0	TBD	TBD
Phase II (ED Addition)	II	20,000	23.0	TBD	TBD
Phase IIA (3rd Floor Build Out)	IIA	0	23.0	TBD	TBD
Phase III (4th Floor Addition	III	26,000	23.0	TBD	TBD
Phase IV (5th Floor Addition)	IV	26,000	23.0	TBD	TBD
Phase V (Garage)	V	152,000	23.0	TBD	TBD

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. ☐ Yes ☑ No

B. 1. Does this application involve demolition or re-use of any structure(s)? ☐ Yes ☑ No
If yes, what is the size of the structure(s) to be demolished or re-used? See Master Plan

2. What is the current use of the structure to be demolished or re-used? See Master Plan

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? ☐ Yes ☑ No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

Impact	

III. Transportation Analysis

G. Traffic Most recent ITE Code for use; HCM Roadway Capacity		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning		
Proposed Zoning		
Change in Demand	Trips	Trips
Impact to Capacity		

12. Name of Owner(s): HCA
Mailing Address: TAX DEPT PO BOX 1504
City NASHVILLE State FL Zip 37202-1504
Phone # SEE AGENT
E-mail: SEE AGENT

13. Name of Applicant: KIMLEY-HORN
Mailing Address: 1615 SOUTH CONGRESS SUITE 201
City DELRAY BEACH State FL Zip 33445
Phone # 561-270-6980 Fax # N/A
E-mail: CHARLES.MILLAR@KIMLEY-HORN.COM

14. Name of Representative: CHARLES MILLAR (AGENT)
Mailing Address: 1615 SOUTH CONGRESS SUITE 201
City DELRAY BEACH State FL Zip 33445
Phone # 561-270-6980 Fax # n/a
E-mail: CHARLES.MILLAR@KIMLEY-HORN.COM

15. Applicant Acknowledgements (Owner's signature must be notarized)

I certify that: (Check One)

☐ I (we) do hereby certify that I (we) own in fee simple the above referenced described property for which a change in Zoning Classification is requested.

☐ I (we) are not the owner of the above described property; however, the owners signature below authorizes the applicants the authority to act as agent for the owner(s) of record.

Applicant's Signature Date

Address State Zip

Phone Fax E-mail Address

16. Property Owners Acknowledgements: - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purposes of seeking this change to the City' Land Development Regulations for the property described herein.

Bill B Rutherford

Property Owner's Name (Please Print) Phone

Address State Zip

Property Owner's Signature Date

Tennessee
STATE OF ~~FLORIDA~~)
~~ST LUCIE COUNTY~~)
Davidson County
The foregoing instrument was acknowledged before me this 10th day of January, 2020, by
Bill Rutherford who is personally known to me or has produced _____as ide
Sherrie B. Doscher
Signature of Notary (seal)
Expires March 7, 2023

SHERRIE DOSCHER
STATE OF TENNESSEE NOTARY PUBLIC
DAVIDSON COUNTY

OFFICE USE:

DATE RECEIVED:_____ Signed:_____

File Number:_____ Check No: _____ Receipt No: _____

TRC Review:_____ Planning Board Review: _____ City Commission: _____

Ordinance No:_____ Date Approved: _____

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

Design Review

Property address or Location 1700 S. 23RD STREET
Parcel ID #(s) 2416-504-0200-000-2
Project Description Lawnwood Phase I - Application.

HCA	CHARLES MILLAR, SR PROJECT MGR, KIMLEY-HORN
Property Owner(s)	Applicant/Representative, Title, Company
PO BOX 750	1615 S CONGRESS AVE SUITE 201
Street Address	Street Address
NASHVILLE TN 37202	DELRAY BEACH FL 33445
City State Zip	City State Zip
SEE REPRESENTATIVE	561-270-6980
Phone Number	Phone Number
SEE REPRESENTATIVE	CHARLES.MILLAR@KIMLEY-HORN.COM
Email Address	Email Address

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Bill B Rutherford
Property Owner(s) Signature(s)

STATE OF ~~FLORIDA~~ Tennessee -- COUNTY Davidson
The foregoing instrument was acknowledged before me this 10th day of January, 20 26, by Bill Rutherford who is personally known to me or has produced _____ as identification.

Sherrie B. Doscher
Signature of Notary
Expires March 7, 2023

SHERRIE B. DOSCHER STATE OF TENNESSEE NOTARY PUBLIC DAVIDSON COUNTY (seal)

TO BE COMPLETED BY STAFF

Zoning	Future Land Use	Total Acres	Historic Districts	Historic Designation

Pre-Application Meeting Date _____ Fees _____ Control # _____ B. Permit _____
Intake Planner _____
Planner Assigned _____
Approved _____ Date _____
Comments _____

Intake Date Stamp

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

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C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

LAWNWOOD REGIONAL MEDICAL CENTER & HEART INSTITUTE
MASTER PLAN / PLANNED DEVELOPMENT
PROJECT JUSTIFICATION STATEMENT

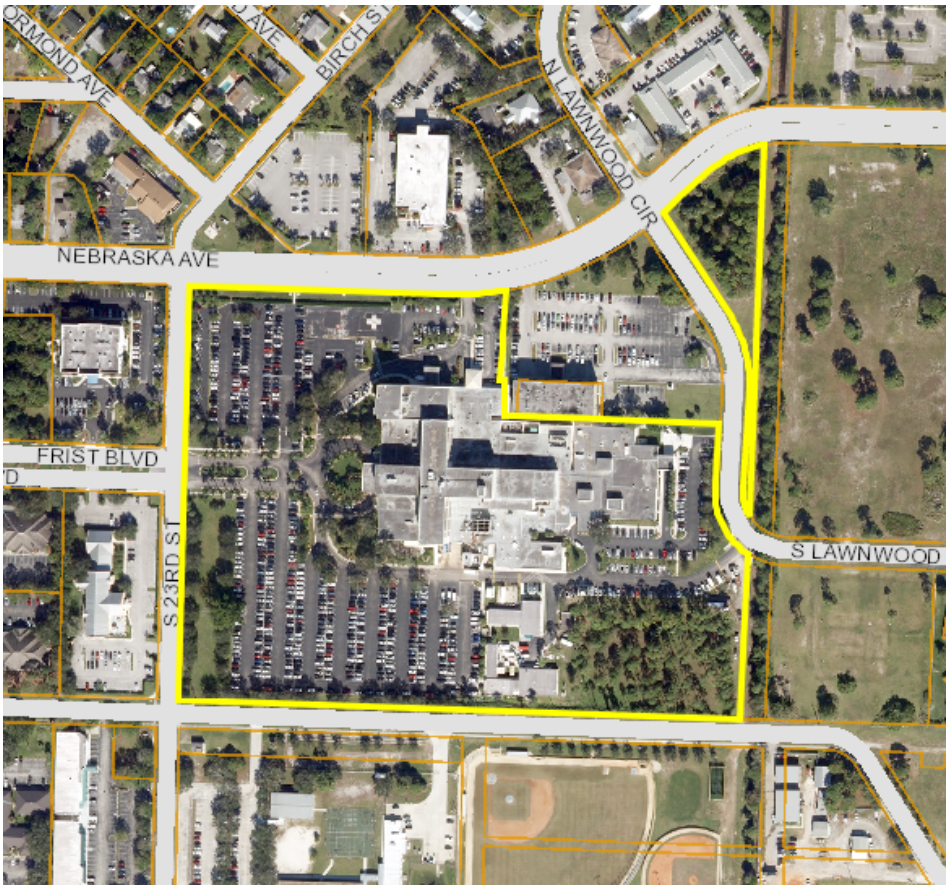
January 31, 2020

Executive Summary:

The applicant, HCA HEALTHCARE, the ("Applicant"), is the fee simple owner of the subject parcel demonstrated by the Warranty Deed as recorded in the public records of St. Lucie County, FL (ORB. 247, PG. 1047). The site can be more particularly identified by Parcel Control Numbers 2416-504-0200-000-2 and 2416-504-0200-030-1. The Applicant, through its Authorized Agent, Kimley-Horn & Associates, Inc., is seeking the following approvals from the City of Ft. Pierce:

- Master Site Plan
- Rezoning to Planned Development
- Concurrency Review / Certificate
- Phasing Plan
- Design Review

Location Map:



Kimley»Horn

Lawnwood Regional Medical Center History and Compliance Statement:

The overall Lawnwood Medical Center property was purchased in approximately 1976. The original facility was constructed in approximately 1977. Over the years, there's been numerous additions and add-ons to the facility. Based upon the existing and projected growth of the Treasure Coast, and the Medial Center's increasing service area, the need to expand the facility's medical care and services is in high demand. Thus, this high demand justifies the project's request. Moreover, the character of the proposed development complies with, and is consistent with, the development objectives of the City and the City's comprehensive plan as well as the applicant's intentions with regard to all or portions of the Planned Development's intent and purpose.

Lawnwood Regional Medical Center Highlights:

- The first and only hospital in the Treasure Coast to offer a Comprehensive Stroke program treating the most complex stroke cases with the latest technology. Before this program, these patients would have been transferred outside of the community for care.

- The Lawnwood Regional Treasure Coast Trauma Center saves lives. The facility has treated over 10,000 patients with a 96 percent survival rate.

- With the most experienced team on the Treasure Coast, the Heart Institute is the leader in the treatment of heart disease offering the most innovative treatments.

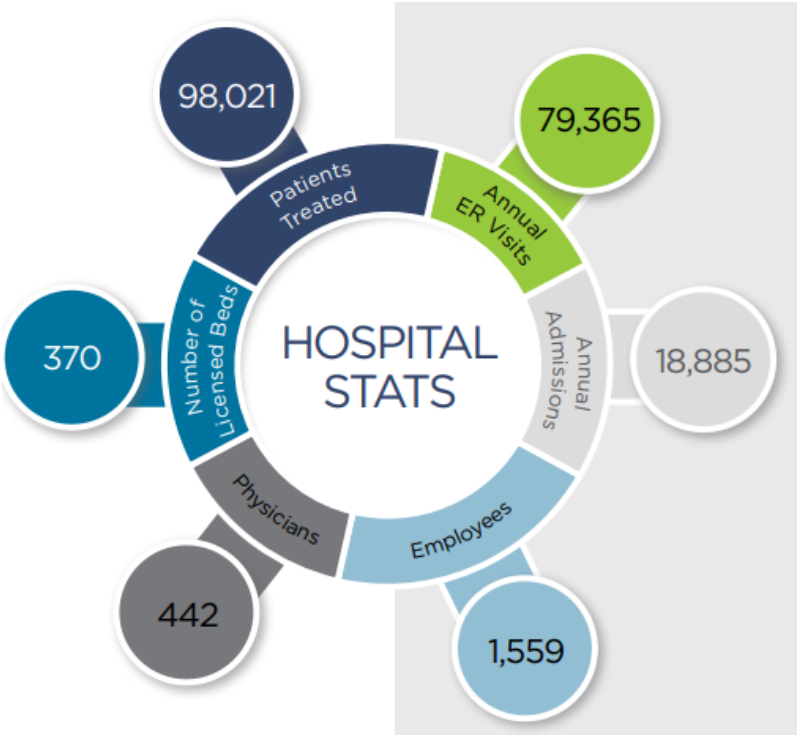
- Committed to offering the children in our community quality care, close to home. Lawnwood offers a Pediatric ER, Level III NICU, Pediatric Intensive Care as well as 14 pediatric specialty areas and services.

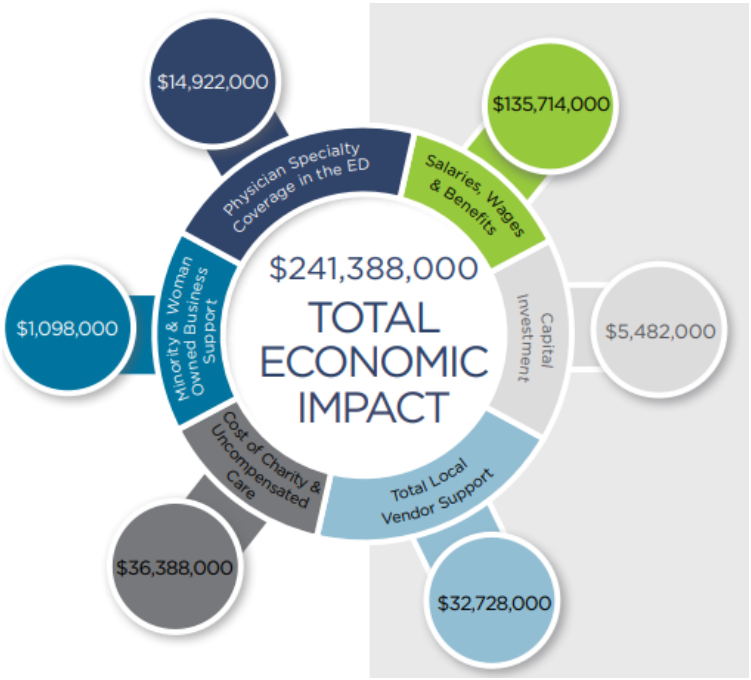
Lawnwood Regional Medical Center Community Services:

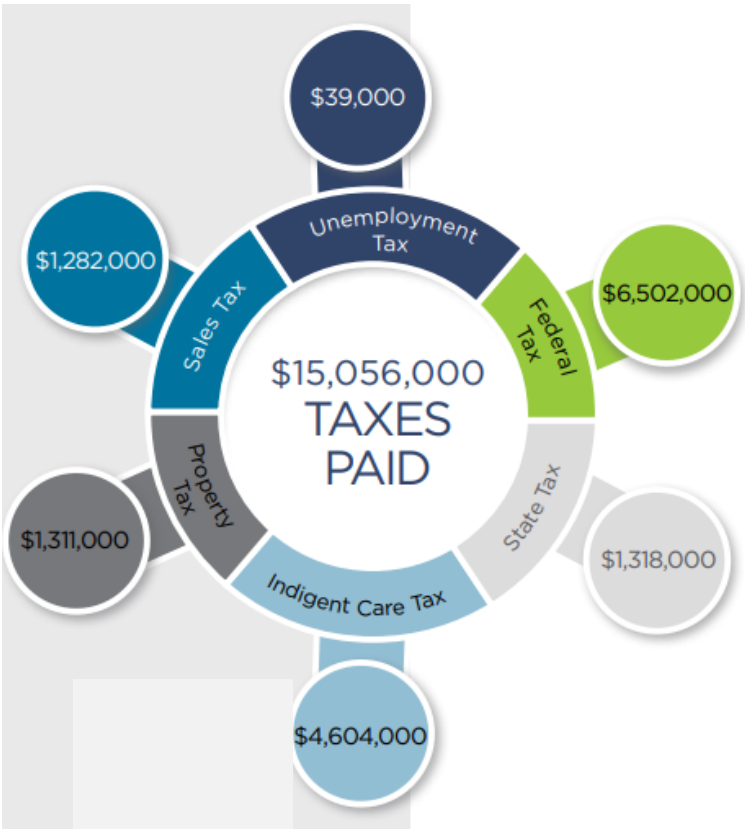
• Birthing Center - Obstetrics
• Cancer Care
• Cardiac and Vascular Rehabilitation
• Cardiac Catheterization
• Cardiology
• Cardiopulmonary
• Cardiovascular Surgery
• Comprehensive Stroke
• Critical Care
• Emergency Medicine (Adult and Pediatric)
• ENT
• Gastroenterology
• General Surgery
• Hand Surgery
• Heart Institute
• Interventional Radiology
• Infectious Disease
• MRI

- Neonatal Intensive Care Unit (Level III)
- Neurology
- Neurosurgery
- Ophthalmology
- Oral and Maxillofacial Surgery
- Orthopedic Surgery
- Pediatric ER
- Pediatric Intensive Care Unit
- Pediatric Specialty Services
- Pediatrics
- Plastic Surgery
- Podiatry
- Radiology/Diagnostic Imaging
- Therapy - Occupational, Physical, Respiratory, Speech (Adult and Pediatric)
- Trauma Center (Level II)
- Urology
- Vascular
- Women's Services
- Wound Care

Lawnwood Regional Medical Center Local Community Value Added Impacts:




$14,922,000
$135,714,000
Physician Specialty Coverage in the ED
Salaries, Wages & Benefits
$241,388,000
TOTAL ECONOMIC IMPACT
$1,098,000
Minority & Woman Owned Business Support
Capital Investment
$5,482,000
Cost of Charity & Uncompensated Care
Total Local Vendor Support
$36,388,000
$32,728,000


$39,000
Unemployment Tax
$1,282,000
Sales Tax
Federal Tax
$6,502,000
$15,056,000
TAXES PAID
Property Tax
State Tax
$1,311,000
$1,318,000
Indigent Care Tax
$4,604,000

Kimley»Horn

Lawnwood Regional Medical Center Mission and Core Values:

In pursuit of the mission, Lawnwood believes the following value statements are essential and timeless to its service to the community:

- Recognize and affirm the unique and intrinsic worth of each individual patient.
- Treat all those we serve with compassion and kindness.
- Trust our colleagues as valuable members of our healthcare team and pledge to treat one another with loyalty, respect, and dignity.
- Act with absolute honesty, integrity, and fairness in the way we conduct our business and the way we live our lives.

Compliance with City of Ft. Pierce Standards for Rezoning:

1. **The need for the proposed Zoning Atlas Map Amendment ("ZAMA"):**

   The need for the ZAMA is driven by the need to redevelop the site as a Planned Development. The standards and procedures of this district are intended to promote flexibility of design and permit planned diversification and integration of uses and structures, while at the same time granting the city commission the absolute authority to establish such limitations and regulations.

2. **How the Zoning Atlas Map Amendment will result in an orderly and logical development pattern:**

   The ZAMA is designed to remain within the parcels currently owned and control by the applicant. The Planned Development rezoning is intended to encourage innovative site planning and land development concepts to create an aesthetically pleasing project along with allowing flexibility through a more efficient arrangement of structures, utilities, on-site circulation, and ingress and egress than a conventional zoning district.

3. **How the Zoning Atlas Map Amendment is consistent with Comprehensive Plan:**

   The proposed ZAMA is consistent and in compliance with the existing City of Ft. Pierce Comprehensive Land Use Plan ("Plan"). This compliance is demonstrated by the fact that no new amendments are needed or proposed to the Plan by this application

.

4. **How the Zoning Atlas Map Amendment is compatible with future land use designations and existing land uses surrounding the amended lands:**

   The Lawnwood Regional Medical Center has served the City of Ft. Pierce and surrounding communities for over four (4) decades. The ZAMA is the tool which will allow for the infill and redevelopment of this project to better serve the medical needs of the community. The request for the PD designation is clearly compatible and consistent will all surrounding land use and land use plans designations.

Compliance with City of Ft. Pierce Standards for Planned Development ("PD"):

1. **Comprehensive plan consistency:**

   The request is consistent with the goals, objectives and policies of the comprehensive plan, along with the future land use element, and the standards and criteria contained in the comprehensive plan, as adopted.

2. **Perimeter setbacks:**

   In general terms, the applicable setbacks will be in compliance unless referenced with the proposed site-specific amendment to the PD.

3. **Open space:**

   At least twenty (20) per cent of the site shall be devoted to open space, regardless of project size or intended use unless referenced with the proposed site-specific amendment to the Planned Development.

4. **Applicability to other code of ordinances not in conflict:**

   All building code, housing code, and other land use regulations of the City of Fort Pierce not directly in conflict herewith are applicable to the PD district. The project will be consistent and in compliance with the aforesaid referenced standards and codes.

5. **Easements:**

   Easements necessary for the orderly extension and maintenance of public utilities and/or other special needs will be provided as required for the success of the project.

6. **Phasing:**

   The project's Phasing Plan has been designed so that each phase of development relates to the previous development, surrounding properties, and the available public

facilities and services, that failure to proceed with subsequent phases will not adversely impact drainage, utilities, parking or the traffic flow of the completed phases.

7. **Other standards:**

   The PD will comply with the other related applicable development standards pursuant to the City's Code of Ordinances.

8. **Additional requirements:**

   As deemed necessary, the city commission may also establish additional requirements which it considers necessary to assure that a planned development conforms to the intent of the City Code of Ordinances.

9. **Variances are not necessary.**

   Pursuant to the PD specific development standards and the requested amendments, the PD district are contained in the approved development plan for each planned development will not require variances, Therefore, no variances are hereby required and/or requested.

Proposed Master Plan Phasing Chart:

Phasing of the project is enumerated below. As previously referenced within the Compliance with the City's standards, the project's Phasing Plan has been designed so that each phase of development relates to the previous development, surrounding properties, and the available public facilities and services.

SITE PHASING DATA				
	GROSS FLOOR AREA (S.F.)	NUMBER OF BEDS	TOTAL BEDS PER PHASE	LOT COVERAGE
EXISTING CONDITION	284,900	312	312	31%
PHASE I (3–STORY ADDITION)	92,500	32	344	41%
PHASE II (ED ADDITION)	20,000	–	344	44%
PHASE IIA (3RD FLOOR BUILD–OUT)	0	32	376	44%
PHASE III (4TH FLOOR ADDITION)	26,000	32	408	44%
PHASE IV (5TH FLOOR ADDITION)	26,000	32	440	44%
PHASE V (GARAGE) ANCILLARY BLDG EXPANSION	152,500 23,050	–	–	60%
TOTAL	601,900	440	440	60%

Demonstration of Compliance with Section 22-59 Design Review:

This project has demonstrated compliance with Section 22-59 by incorporating the architectural elements as required within said Article. This project has provided the architectural treatments which ensure that new development and redevelopment will be compatible with the surrounding area and enhance the appearance of the local community. Please see the proposed elevations which demonstrate said compliance and consistency with each Phase of the project.

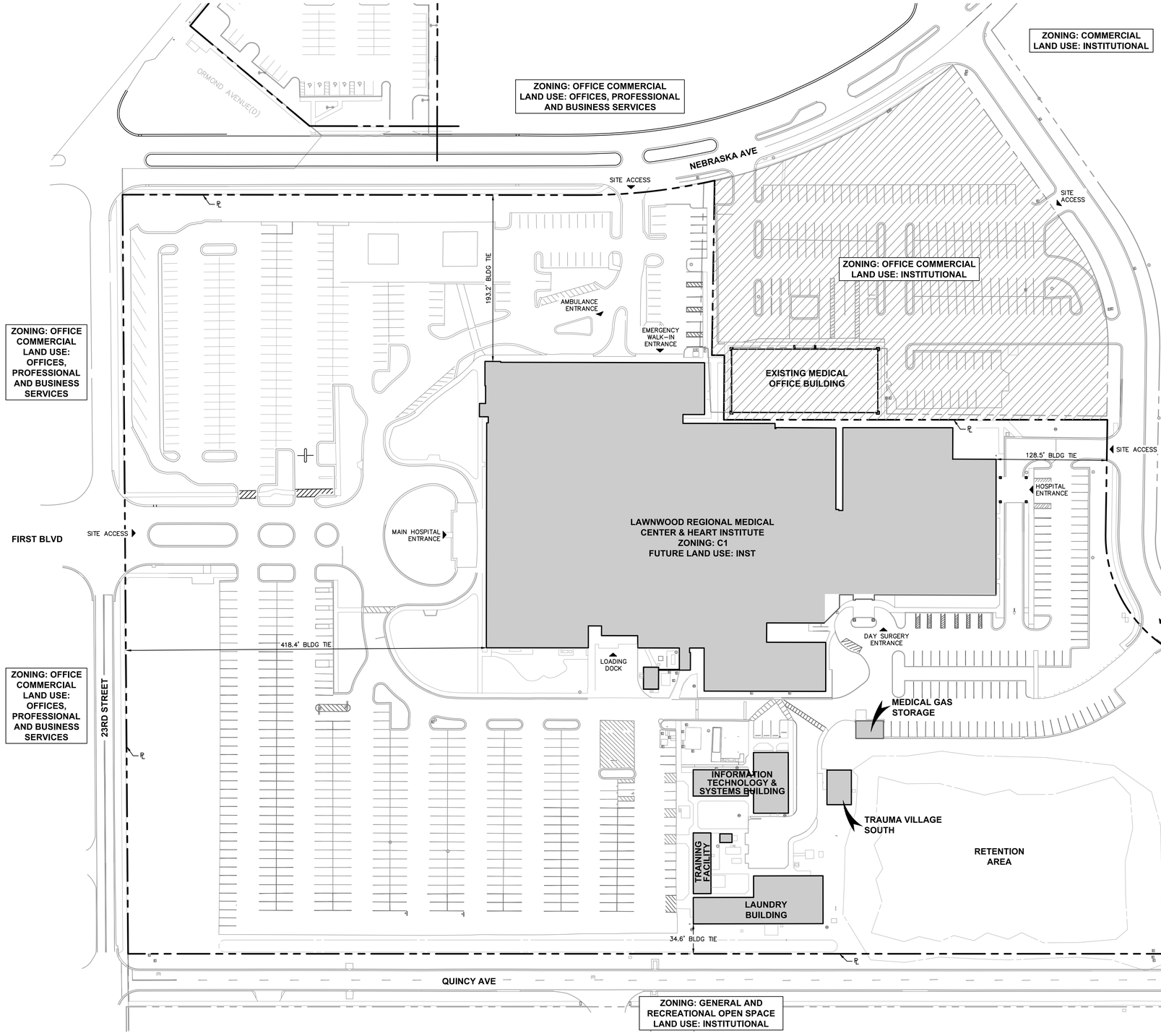
Demonstration of Compliance with Article IV – Supplementary Regulations

This project has demonstrated compliance with Article IV by incorporating the standards as required within said Article. This project has provided the improvements which ensure that new development and redevelopment will be compatible with the surrounding area and enhance the appearance of the local community.

CONCLUSION:

Based upon the summary of this enitre request, the applicant has justifed the following requests with the City of Ft. Pierce:

- Master Site Plan
- Rezoning to Planned Development
- Concurrency Review / Certificate
- Phasing Plan
- Design Review



NORTH

GRAPHIC SCALE IN FEET
0 ## ## ###

LEGEND

PROPERTY LINE
EXISTING BUILDING
AREA NOT INCLUDED

SITE DATA

TOTAL SITE AREA: (912,922 S.F.) 20.96 AC

PROPERTY ID: 2416-504-0200-000-2

FUTURE LAND USE DESIGNATION: INSTITUTIONAL (INST)

EXISTING ZONING: OFFICE COMMERCIAL (C1)

BUILDING HEIGHT
REQUIRED: 65'
PROVIDED: 62'-8"

SETBACKS

	REQUIRED	PROVIDED
FRONT (NORTH):	25 FEET	193.2 FEET
SIDE (WEST):	15 FEET	418.4 FEET
SIDE (EAST):	15 FEET	128.5 FEET
REAR (SOUTH):	15 FEET	34.6 FEET

AREA REQUIREMENTS

	REQUIRED	PROVIDED
LOT COVERAGE:	60%	19%
OPEN SPACE:	25%	44%

PARKING REQUIREMENTS

REQUIRED:
1.5 SPACES PER BED
312 BEDS x 1 SPACE/BED = 468 SPACES
HANDICAP PARKING REQUIRED = 9 SPACES

TOTAL 477 REQUIRED PARKING SPACES

EXISTING:

STANDARD SPACES: 825 SPACES
HANDICAP SPACES: 25 SPACES

TOTAL 850 EXISTING PARKING SPACES

LAND USE CALCULATION

EXISTING CONDITIONS

PERVIOUS:	308,629 S.F.	5.91 AC
RETENTION:	51,456 S.F.	1.18 AC
BUILDING:	174,767 S.F.	4.01 AC
IMPERVIOUS:	429,526 S.F.	9.86 AC
TOTAL:	912,922 S.F.	20.96 AC

HCA Healthcare

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FIRM LICENSE NUMBER CA 00000696

Seals

MICHAEL F. SCHWARTZ, P.E.
FLORIDA LICENSE NUMBER
56200

SURGERY & TOWER EXPANSION
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET, FORT PIERCE, FL 34950

DOCUMENT CHANGES

Description	Date

Issue Description	SCHEMATIC DESIGN
Original Issue Date	10/10/19
HCA Project No	308220010
Project No	19087.00
Drawn By / Author	Checked By / Checker

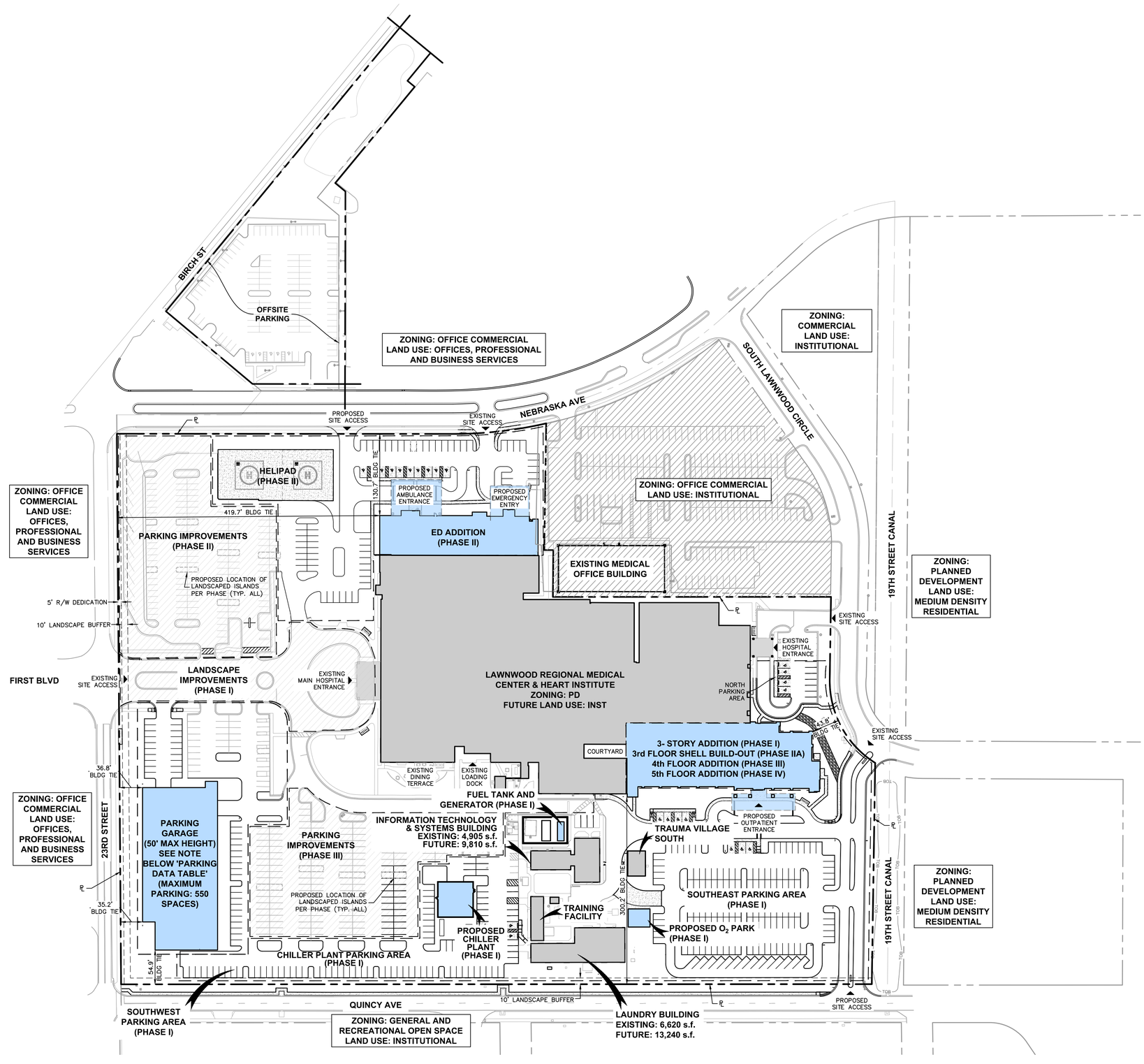
Drawing Title

EXISTING MASTER PLAN

Sheet Number

MP-0

Plotted By:Moreno, Vanesa Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C0.00 EXISTING MASTER PLAN April 09, 2020 02:16:52pm K:\BCD_Civil\144283016 — Lawnwood Regional Medical Center\CADD\PlanSheets_Masterplan\C0.00 EXISTING MASTER PLAN.dwg
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GRAPHIC SCALE IN FEET
0 40 80 160

LEGEND

- PROPERTY LINE
- EXISTING BUILDING
- FUTURE BUILDING AREA

SITE REQUIREMENTS

PROJECT NAME: LAWNWOOD REGIONAL MEDICAL CENTER

PROPERTY ID: 2416-504-0200-000-2
2416-504-0200-030-1

ZONING: PLANNED DEVELOPMENT
UNDERLYING ZONING DISTRICT: OFFICE COMMERCIAL (C-1)

TOTAL SITE AREA: (1,001,600 S.F.) 23.0 AC

SETBACKS

	REQUIRED
FRONT (NORTH):	10 FEET
SIDE (WEST):	10 FEET
SIDE (EAST):	10 FEET
REAR (SOUTH):	10 FEET

LANDSCAPE BUFFER

	REQUIRED
QUINCY AVENUE:	10'
S. 23rd STREET:	10'

BUILDING HEIGHT
MAXIMUM: 75'

PARKING RATIO
REQUIRED: 2 SPACES PER 1 BED
MEDICAL OFFICE BUILDING REQUIRED: 1 SPACE PER 300 SQ. FT.

LOT COVERAGE
MAXIMUM: 60%

IMPERVIOUS AREAS (80% MAXIMUM)
BUILDING AREA: (258,187.8 S.F.) 5.93 AC = 25.78%
IMPERVIOUS AREA: (411,726.0 S.F.) 9.45 AC = 41.11%

OPEN SPACE (20% MINIMUM)
PERVIOUS AREA: (331,685.4 S.F.) 7.61 AC = 33.12%

SITE PHASING DATA

	GROSS FLOOR AREA (HOSPITAL) (S.F.)	NUMBER OF BEDS (HOSPITAL)	TOTAL BEDS PER PHASE (HOSPITAL)	MEDICAL OFFICE	LOT COVERAGE
EXISTING CONDITION	284,900	312	312	14,400	31%
PHASE I (3-STORY ADDITION)	92,500	32	344	3,100	41%
PHASE II (ED ADDITION)	20,000	–	344	0	44%
PHASE IIA (3RD FLOOR BUILD-OUT)	0	32	376	0	44%
PHASE III (4TH FLOOR ADDITION)	26,000	32	408	0	44%
PHASE IV (5TH FLOOR ADDITION)	26,000	32	440	0	44%
PHASE V (GARAGE)	152,500	–	–	14,400	60%
TOTAL	601,900	440	440	31,900	60%

PARKING DATA

	PARKING REQUIRED	TOTAL PARKING REQUIRED PER PHASE	PARKING DEMOLISHED	PARKING PROVIDED	TOTAL PARKING PER PHASE	OPEN SPACE
EXISTING CONDITION PER CURRENT CODE @ 1.5 SPACES/BED	468	468	–	850**	850**	44%
EXISTING CONDITION @ 2.0 SPACES/BED	624	624	–	850**	850**	44%
PHASE I (3-STORY ADDITION @ 2.0 SPACES/BED)	64	688	-212	278	916	27%
PHASE II (ED ADDITION)	0	688	-89	70	897	26%
PHASE IIA (3RD FLOOR SHELL BUILD-OUT)	0	688	0	0	897	26%
PHASE III (4TH FLOOR ADDITION)	64	752	0	0	897	26%
PHASE IV (5TH FLOOR ADDITION)	64	816	0	0	897	27%
PHASE V (GARAGE) SEE NOTE BELOW	77	–	-95	546	1,348	27%

**INCLUDES 108 PARKING SPACES LOCATED OFF-SITE

NOTES:
1. PARKING GARAGE ONLY REQUIRED IF THE SITE CANNOT MEET PARKING, LANDSCAPE, OR OPEN SPACE REQUIREMENTS.
2. ALL SIGNAGE AND LIGHTING SHALL CONFORM TO CHAPTER 15 OF THE CITY OF FORT PIERCE CODE OF ORDINANCES.

HCA Healthcare

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MASTER SITE PLAN FOR LAWNWOOD REGIONAL MEDICAL CENTER PLANNED DEVELOPMENT

1700 S. 23RD STREET. FORT PIERCE, FL 34950

DOCUMENT CHANGES

Description	Date

Issue Description	DESIGN DEVELOPMENT
Original Issue Date	1.17.20
HCA Project No	30922000.10, 30922000.18
Project No	144283016
Drawn By	AMC
Checked By	VM

Drawing Title

MASTER PLAN

Sheet Number

MSP-1.1

Plotted By:Bel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C2.00 PROPOSED MASTER PLAN April 16, 2020 10:55:29am Y:\BCD_Civil\144283016 - Lawnwood Regional Medical Center\CADD\PlanSheets_Masterplan\C2.00 PROPOSED MASTER PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION
HCA PROJECT NUMBER:
3093200010
AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

DESIGN MANAGER:
CHRIS POWERS
CONSTRUCTION MANAGER:
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NASHVILLE, TN 37203
T: 615.344.2733

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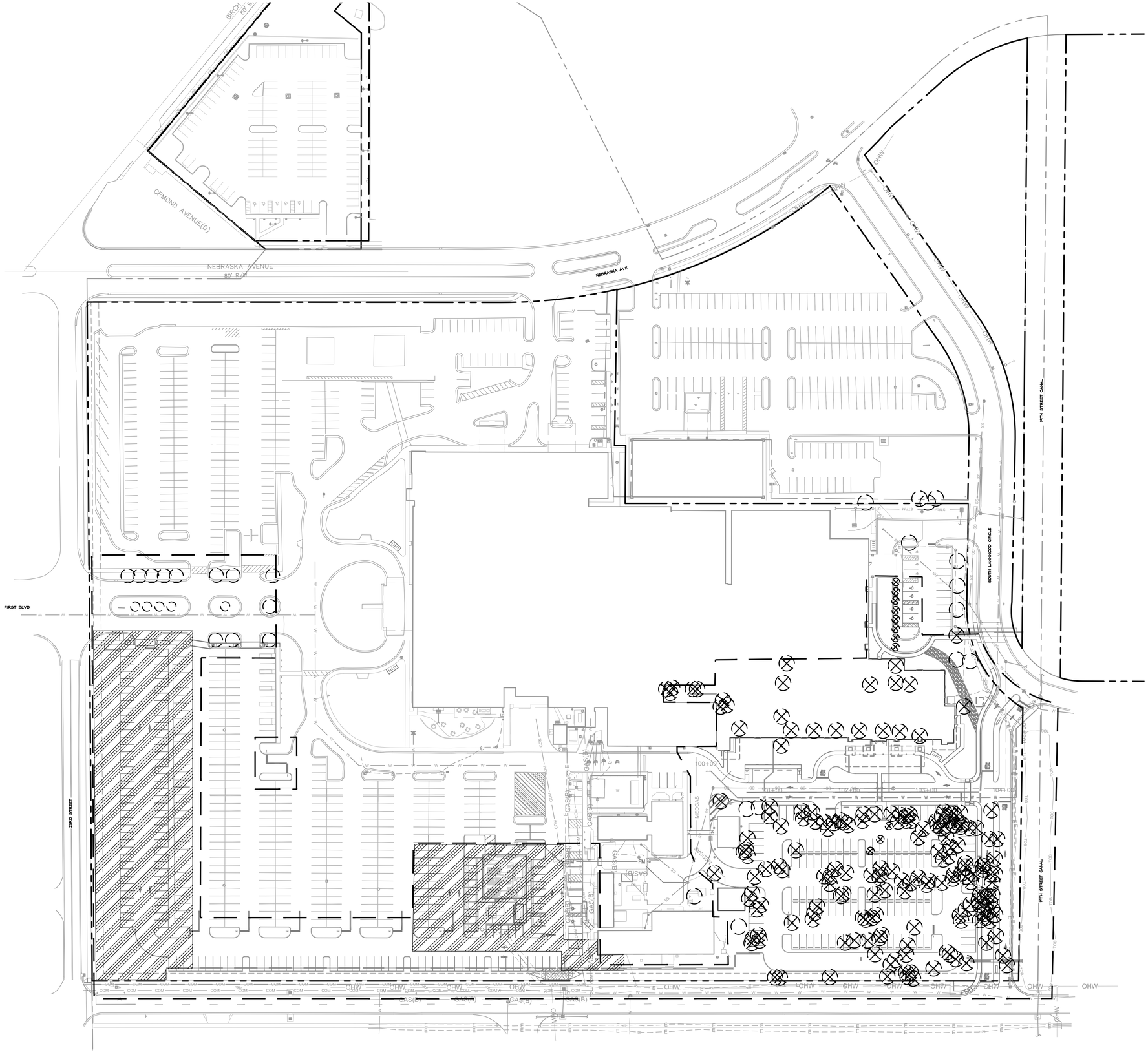
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PROJECT MANAGER


BIRCH
50' R/W
ORMOND AVENUE(D)
NEBRASKA AVENUE
80' R/W
NEBRASKA AVE
FIRST BLVD
29RD STREET
SOUTH LAWNWOOD CIRCLE
14TH STREET CANAL
OHW
OHW
OHW

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

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3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER: 19087.00

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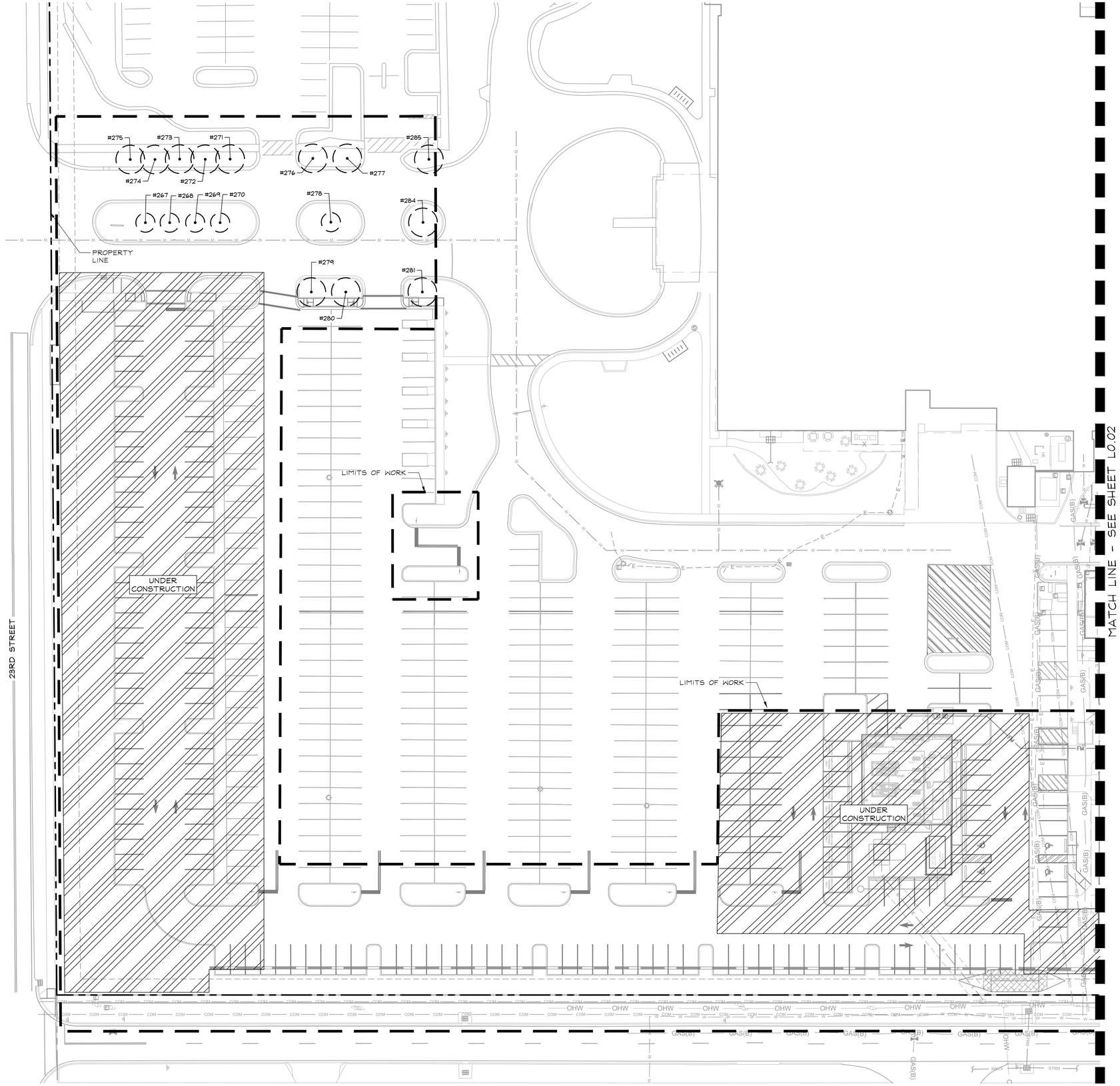
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TELEPHONE
PROJECT MANAGER



LEGEND

PROPERTY LINE

AFFECTED AREA

TREE DISPOSITION LEGEND	
TREE # / CANOPY SPREAD	EXISTING TREE TO REMAIN
TREE # / CANOPY SPREAD	EXISTING TREE TO BE REMOVED

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Seals

FLORIDA LICENSE NUMBER
TRICIA C RICHTER, PLA

LA#6667724

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER

1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC
Checked By	VM

Drawing Title

TREE DISPOSITION PLAN

Sheet Number

L0.01

Plotted By:Brown, Alex V Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:L0.01 TREE DISPOSITION PLAN September 21, 2020 03:53:45pm K:\BCD_Civil\144283016 – Lawnwood Regional Medical Center\CADD\PlotSheets\L0.00 TREE DISPOSITION PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION
HCA PROJECT NUMBER:
3093200010
AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER: 19087.00

OWNER CONTACTS

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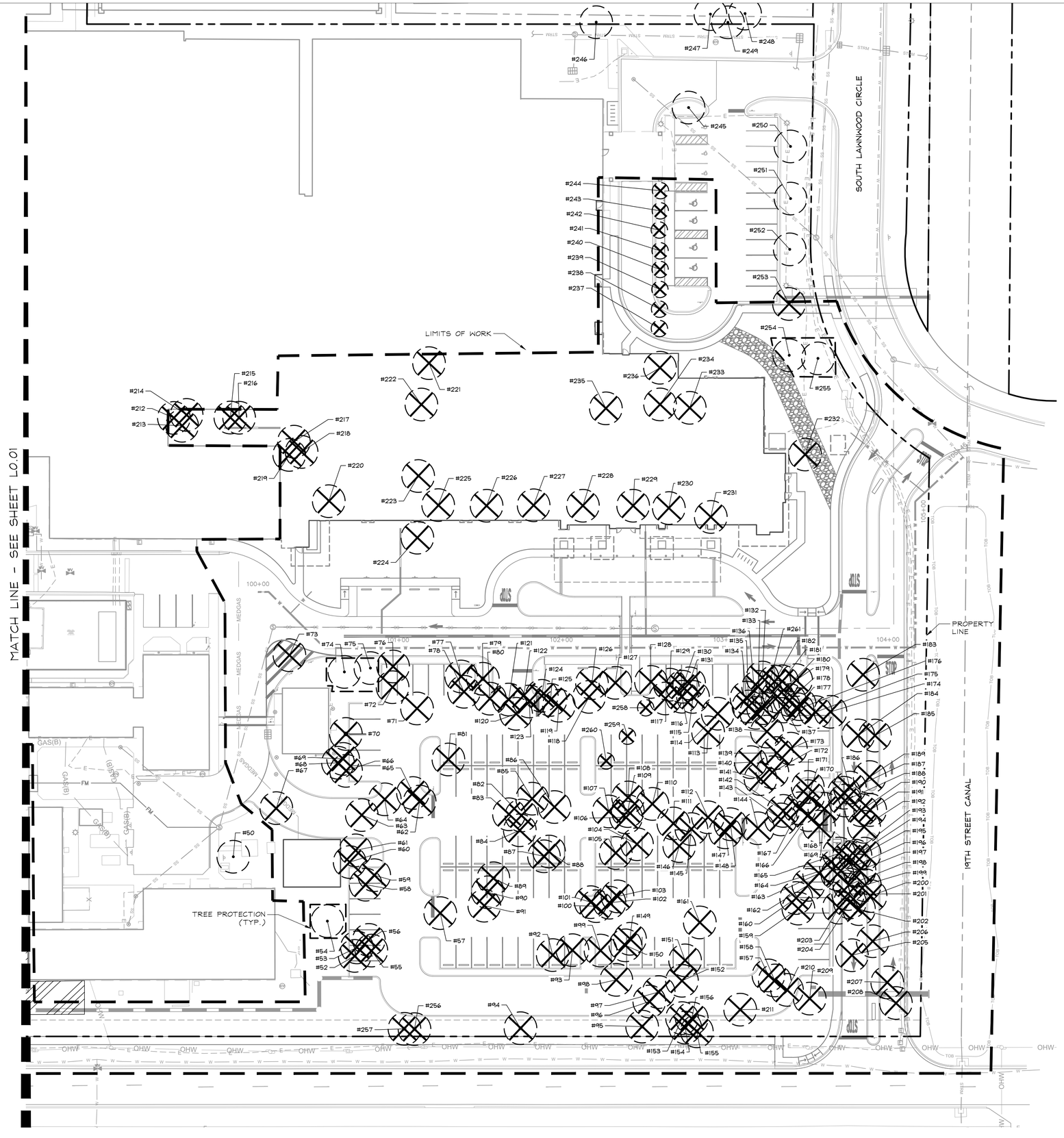
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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

PROPERTY LINE
AFFECTED AREA

TREE DISPOSITION LEGEND

TREE # / CANOPY SPREAD	EXISTING TREE TO REMAIN
TREE # / CANOPY SPREAD	EXISTING TREE TO BE REMOVED

TREE DISPOSITION SUMMARY

	PRESERVED:	REMOVED:
LIVE OAKS & SLASH PINES	186"	301"
PALMS	21	19

TREE MITIGATION SUMMARY

TOTAL SPECIMEN TREE DBH PRESERVATION CREDITS (@ 1:1 RATIO)=	+186"
TOTAL SPECIMEN TREE DBH REMOVED (@ 1:1 RATIO)=	-301"
TOTAL SPECIMEN TREE DBH PROPOSED (@ 1:1 RATIO)=	+220"
TOTAL SPECIMEN TREE MITIGATION: 186" - 301" + 220" = +105"	+105 CREDITS

PALM MITIGATION SUMMARY

TOTAL SPECIMEN PALM PRESERVATION CREDITS (@ 1:1 RATIO) =	+21
TOTAL SPECIMEN PALMS REMOVED (MITIGATED @ 1:1 RATIO) =	-19
TOTAL SPECIMEN PALM MITIGATION: 21 - 19 = +2	+2 CREDITS EXCEEDED

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NEW TOWER AND SURGERY RENOVATIONS
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1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM

Drawing Title

TREE DISPOSITION PLAN

Sheet Number

L0.02

Plotted By: Brown, Alex V Sheet Set: LAWNWOOD MEDICAL REGIONAL CENTER Layout: L0.02 TREE DISPOSITION PLAN September 21, 2020 03:53:56pm K:\BCD_Civil\144283016 – Lawnwood Regional Medical Center\CADD\PlanSheets\L0.00 TREE DISPOSITION PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION
HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER: 19087.00

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PROJECT MANAGER

No.	BOTANICAL NAME	COMMON NAME	DBH (IN.)	DISPOSITION
50	*Pinus elliottii*	Slash Pine	12"	REMAIN
52	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
53	***Pinus elliottii***	**Slash Pine**	**8"**	**REMAIN**
54	*Pinus elliottii*	Slash Pine	13"	REMAIN
55	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
56	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
57	***Pinus elliottii***	**Slash Pine**	**16"**	**REMOVE**
58	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
59	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
60	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
61	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
62	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
63	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
64	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
65	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
66	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
67	***Pinus elliottii***	**Slash Pine**	**16"**	**REMOVE**
68	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
69	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
70	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
71	***Pinus elliottii***	**Slash Pine**	**16"**	**REMOVE**
72	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
73	***Pinus elliottii***	**Slash Pine**	**14"**	**REMOVE**
74	*Pinus elliottii*	Slash Pine	15"	REMAIN
75	*Pinus elliottii*	Slash Pine	12"	REMAIN
76	***Pinus elliottii***	**Slash Pine**	**14"**	**REMOVE**
77	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
78	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
79	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
80	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
81	***Pinus elliottii***	**Slash Pine**	**16"**	**REMOVE**
82	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
83	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
84	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
85	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
86	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
87	***Pinus elliottii***	**Slash Pine**	**13"**	**REMOVE**
88	***Pinus elliottii***	**Slash Pine**	**13"**	**REMOVE**
89	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
90	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
91	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
92	***Pinus elliottii***	**Slash Pine**	**15"**	**REMOVE**
93	***Pinus elliottii***	**Slash Pine**	**13"**	**REMOVE**
94	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
95	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
96	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
97	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
98	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
99	***Pinus elliottii***	**Slash Pine**	**14"**	**REMOVE**
100	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
101	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
102	***Pinus elliottii***	**Slash Pine**	**15"**	**REMOVE**
103	***Pinus elliottii***	**Slash Pine**	**14"**	**REMOVE**
104	***Pinus elliottii***	**Slash Pine**	**15"**	**REMOVE**
105	***Pinus elliottii***	**Slash Pine**	**13"**	**REMOVE**
106	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
107	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
108	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
109	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
110	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
111	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
112	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
113	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
114	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
115	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
116	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
117	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
118	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
119	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
120	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
121	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
122	***Pinus elliottii***	**Slash Pine**	**6"**	**REMOVE**
123	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
124	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
125	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
126	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
127	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
128	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
129	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
130	***Pinus elliottii***	**Slash Pine**	**6"**	**REMOVE**
131	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
132	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
133	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**

No.	BOTANICAL NAME	COMMON NAME	DBH (IN.)	DISPOSITION
134	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
135	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
136	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
137	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
138	***Pinus elliottii***	**Slash Pine**	**6"**	**REMOVE**
139	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
140	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
141	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
142	***Pinus elliottii***	**Slash Pine**	**6"**	**REMOVE**
143	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
144	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
145	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
146	***Pinus elliottii***	**Slash Pine**	**14"**	**REMOVE**
147	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
148	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
149	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
150	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
151	***Pinus elliottii***	**Slash Pine**	**18"**	**REMOVE**
152	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
153	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
154	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
155	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
156	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
157	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
158	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
159	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
160	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
161	***Pinus elliottii***	**Slash Pine**	**15"**	**REMOVE**
162	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
163	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
164	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
165	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
166	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
167	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
168	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
169	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
170	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
171	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
172	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
173	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
174	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
175	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
176	***Pinus elliottii***	**Slash Pine**	**5"**	**REMOVE**
177	***Pinus elliottii***	**Slash Pine**	**6"**	**REMOVE**
178	***Pinus elliottii***	**Slash Pine**	**4"**	**REMOVE**
179	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
180	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
181	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
182	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
183	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
184	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
185	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
186	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
187	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
188	***Pinus elliottii***	**Slash Pine**	**5"**	**REMOVE**
189	***Pinus elliottii***	**Slash Pine**	**13"**	**REMOVE**
190	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
191	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
192	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
193	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
194	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
195	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
196	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
197	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
198	***Pinus elliottii***	**Slash Pine**	**7"**	**REMOVE**
199	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
200	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
201	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
202	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
203	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
204	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
205	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
206	***Pinus elliottii***	**Slash Pine**	**12"**	**REMOVE**
207	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
208	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
209	***Pinus elliottii***	**Slash Pine**	**10"**	**REMOVE**
210	***Pinus elliottii***	**Slash Pine**	**9"**	**REMOVE**
211	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
212	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
213	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
214	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
215	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
216	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**

No.	BOTANICAL NAME	COMMON NAME	DBH (IN.)	DISPOSITION
217	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
218	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
219	***Sabal palmetto***	**Cabbage Palm**	**25' C.T.**	**REMOVE**
220	***Magnolia grandiflora***	**Southern Magnolia**	**7"**	**REMOVE**
221	***Adonidia merrillii***	**Christmas Palm**	**10 C.T.**	**REMOVE**
222	***Quercus virginiana***	**Live Oak**	**31"**	**REMOVE**
223	***Sabal palmetto***	**Cabbage Palm**	**30' C.T.**	**REMOVE**
224	***Sabal palmetto***	**Cabbage Palm**	**30' C.T.**	**REMOVE**
225	***Hyopohrbe lagenicaulis***	**Bottle Palm**	**14 C.T.**	**REMOVE**
226	***Hyopohrbe lagenicaulis***	**Bottle Palm**	**15 C.T.**	**REMOVE**
227	***Hyopohrbe lagenicaulis***	**Bottle Palm**	**16 C.T.**	**REMOVE**
228	***Hyopohrbe lagenicaulis***	**Bottle Palm**	**17 C.T.**	**REMOVE**
229	***Hyopohrbe lagenicaulis***	**Bottle Palm**	**18 C.T.**	**REMOVE**
230	***Pinus elliottii***	**Slash Pine**	**18"**	**REMOVE**
231	***Quercus virginiana***	**Live Oak**	**10"**	**REMOVE**
232	***Pinus elliottii***	**Slash Pine**	**20"**	**REMOVE**
233	***Washingtonia robusta***	**Washington Palm**	**40 C.T.**	**REMOVE**
234	***Washingtonia robusta***	**Washington Palm**	**45 C.T.**	**REMOVE**
235	***Washingtonia robusta***	**Washington Palm**	**35 C.T.**	**REMOVE**
236	***Washingtonia robusta***	**Washington Palm**	**35 C.T.**	**REMOVE**
237	***Washingtonia robusta***	**Washington Palm**	**35 C.T.**	**REMOVE**
238	***Washingtonia robusta***	**Washington Palm**	**40 C.T.**	**REMOVE**
239	***Washingtonia robusta***	**Washington Palm**	**45 C.T.**	**REMOVE**
240	***Washingtonia robusta***	**Washington Palm**	**45 C.T.**	**REMOVE**
241	***Washingtonia robusta***	**Washington Palm**	**40 C.T.**	**REMOVE**
242	***Washingtonia robusta***	**Washington Palm**	**35 C.T.**	**REMOVE**
243	***Washingtonia robusta***	**Washington Palm**	**25 C.T.**	**REMOVE**
244	***Washingtonia robusta***	**Washington Palm**	**25 C.T.**	**REMOVE**
245	*Washingtonia robusta*	Washington Palm	25 C.T.	REMAIN
246	*Quercus virginiana*	Live Oak	16"	REMAIN
247	*Sabal palmetto*	Cabbage Palm	15' C.T.	REMAIN
248	*Sabal palmetto*	Cabbage Palm	25' C.T.	REMAIN
249	*Sabal palmetto*	Cabbage Palm	25' C.T.	REMAIN
250	*Quercus virginiana*	Live Oak	23"	REMAIN
251	*Quercus virginiana*	Live Oak	25"	REMAIN
252	*Quercus virginiana*	Live Oak	19"	REMAIN
253	***Quercus virginiana***	**Live Oak**	**20"**	**REMOVE**
254	*Quercus virginiana*	Live Oak	24"	REMAIN
255	*Quercus virginiana*	Live Oak	27"	REMAIN
256	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
257	***Pinus elliottii***	**Slash Pine**	**11"**	**REMOVE**
258	***Sabal palmetto***	**Cabbage Palm**	**20' C.T.**	**REMOVE**
259	***Sabal palmetto***	**Cabbage Palm**	**20' C.T.**	**REMOVE**
260	***Sabal palmetto***	**Cabbage Palm**	**20' C.T.**	**REMOVE**
261	***Pinus elliottii***	**Slash Pine**	**8"**	**REMOVE**
267	*Roystonea regia*	Royal Palm	10 C.T.	REMAIN
268	*Roystonea regia*	Royal Palm	10 C.T.	REMAIN
269	*Roystonea regia*	Royal Palm	10 C.T.	REMAIN
270	*Roystonea regia*	Royal Palm	10 C.T.	REMAIN
271	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
272	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
273	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
274	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
275	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
276	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
277	*Roystonea regia*	Royal Palm	25 C.T.	REMAIN
278	*Roystonea regia*	Royal Palm	10 C.T.	REMAIN
279	*Roystonea regia*	Royal Palm	20 C.T.	REMAIN
280	*Roystonea regia*	Royal Palm	30 C.T.	REMAIN
281	*Roystonea regia*	Royal Palm	20 C.T.	REMAIN
284	*Sabal palmetto*	Sabal Palm	15 C.T.	REMAIN
285	*Roystonea regia*	Royal Palm	40 C.T.	REMAIN

ROOT PRUNING

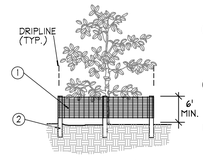
A FEW LARGE CANOPY TREES THAT MAY BE IMPACTED BY CONSTRUCTION TRENCHING, BUT ARE TOO LARGE TO RELOCATE. GENERALLY, IF TRENCHING OCCURS WITHIN THE DRIPLINE (OR THE HORIZONTAL EXTENT OF THE CANOPY) OF A TREE, THEN THE TREE IS A CANDIDATE FOR ROOT PRUNING. ROOT PRUNING MUST OCCUR PRIOR TO TRENCHING OPERATIONS TO INSURE THAT THE ROOTS ARE CUT CLEAN AND AT PROPER ANGLES AND NOT MECHANICALLY RIPPED FROM THE EARTH DURING CONSTRUCTION.

ROOT PRUNING NOTES:
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:

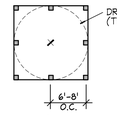
- MAXIMUM ALLOWABLE SIZE OF ROOTS TO BE CUT
- ALLOWABLE PROXIMITY TO THE TRUNK FOR CUTS
- TIME OF YEAR WHEN ROOT CUTTING IS ALLOWABLE

(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



ELEVATION



PLAN VIEW



CORNER CONNECTION



CONNECTION

1. 6'H "PERIMETER PLUS" CONSTRUCTION FENCE BY CONWED PLASTICS OR OWNER'S REPRESENTATIVE APPROVED EQUAL. SUBMIT PRODUCT INFORMATION FOR APPROVAL PRIOR TO INSTALLATION.
2. 8' TALL METAL "T" POSTS OR 2" x 2" X 8' PRESSURE TREATED WOOD POSTS WITH 24" BURIAL BELOW GRADE.

INSTALLATION NOTES:

A. POST SELECTION SHOULD BE BASED ON EXPECTED STRENGTH NEEDS AND THE LENGTH OF TIME FENCE WILL BE IN PLACE. FLEXIBLE FIBERGLASS ROD POSTS ARE RECOMMENDED FOR PARKS, ATHLETIC EVENTS AND CROWD CONTROL INSTALLATIONS. METAL "T" POSTS OR TREATED WOOD POSTS ARE TYPICALLY USED FOR CONSTRUCTION AND OTHER APPLICATIONS.

B. POSTS SHOULD BE DRIVEN INTO THE GROUND TO A DEPTH OF 1/4 OF THE HEIGHT OF THE POST. FOR EXAMPLE, A 8' POST SHOULD BE SET AT LEAST 2' INTO THE GROUND.

C. SPACE POSTS EVERY 6' (MIN.) TO 8' (MAX.).

D. SECURE FENCING TO POST WITH NYLON CABLE TIES (AVAILABLE FROM CONWED PLASTICS). WOOD STRIPS MAY BE ALSO BE USED TO PROVIDE ADDITIONAL SUPPORT AND PROTECTION BETWEEN TIES AND POSTS.

NOTE: IF WIRE TIES ARE USED, AVOID DIRECT CONTACT WITH FENCE. WIRE MAY DAMAGE FENCE OVER TIME.

A TREE PROTECTOR BARRIER DETAIL — NTS

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

HCA Healthcare

Kimley»Horn
MICHAEL F. SCHWARTZ, P.E.
1615 S CONGRESS AVE. SUITE 201
DELRAY BEACH, FL 33445
PHONE: 561-330-345
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FIRM LICENSE NUMBER CA 00000696

Seals

FLORIDA LICENSE NUMBER
TRICIA C RICHTER, PLA

LA#6667724

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER

1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC
Checked By	VM

Drawing Title

TREE DISPOSITION PLAN

Sheet Number

L0.03

Plotted By: Brown, Alex V Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:L0.03 TREE DISPOSITION PLAN September 21, 2020 03:53:57pm K:\BCD_Civil\144283016 – Lawnwood Regional Medical Center\CADD\PlanSheets\L0.00 TREE DISPOSITION PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION
HCA PROJECT NUMBER:
3093200010
AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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PROJECT MANAGER

MECHANICAL ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500
NASHVILE, TN 37204
TELEPHONE
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ELECTRICAL ENGINEER
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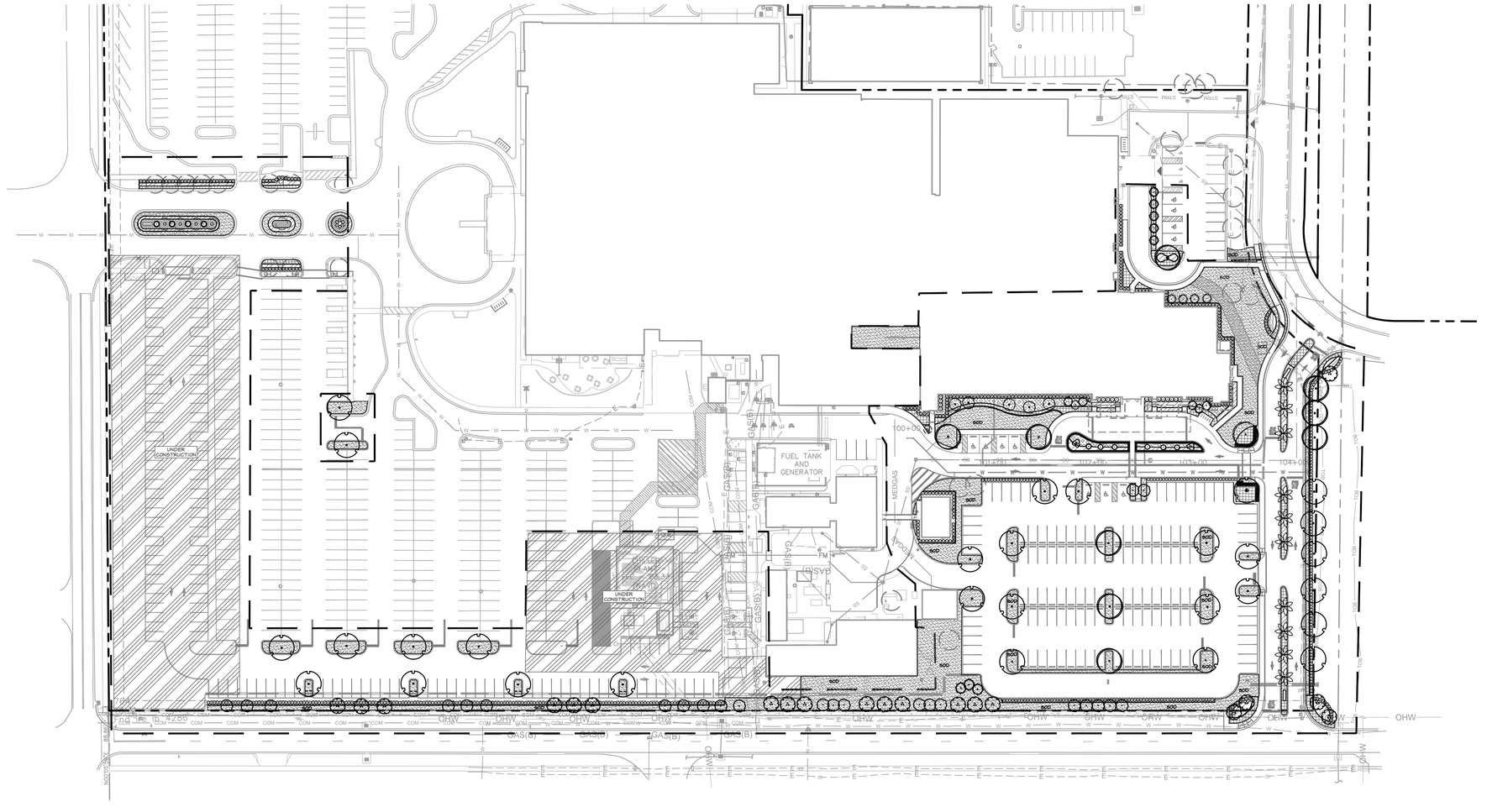
PLANT SCHEDULE

TREES	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	QTY
BS	Bursera simaruba	Gumbo Limbo	Cont.	2.5" Cal.	12' HT x 5' SPR	10
LJ	Ligustrum japonicum 5 Trunks min.	Ligustrum	Cont.	MULTI	8' HT x 8' SPR	29
LN	Lagerstroemia x 'Natchez' 3 Trunks min.	Crape Myrtle	Cont.	MULTI	12' HT x 5' SPR	20
QV	Quercus virginiana	Southern Live Oak	Cont.	2.5" Cal.	12' HT x 5' SPR	29
PALM TREES	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**CAL**	**SIZE**	**QTY**
PR	Phoenix roebelenii Triple	Pygmy Date Palm	Cont.		5' HT	2
RR	Roystonea regia	Royal Palm	F.G.		16' GW	10
SS	Sabal palmetto	Cabbage Palmetto	F.G.		12'-18' CT	15
SSR	Sabal palmetto	Cabbage Palmetto	Relocated			3
SHRUBS	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**O.C.**	**SIZE**	**QTY**
AV	Alpinia zerumbet 'Variegata'	Variegated Shell Ginger	Cont.	48" O.C.	36"x36"	13
CQ	Crinum augustum 'Queen Emma'	'Queen Emma' Crinum	Cont.	As Shown	36"x36"	4
CR	Chrysobalanus icaco 'Red Tip'	Red Tip Cocoplum	Cont.	36" O.C.	24"x24"	238
CS	Clusia guttifera	Small Leaf Clusia	Cont.	36" O.C.	36"x36"	460
PP	Podocarpus macrophyllus 'Pringles'	Dwarf Podocarpus	Cont.	18" O.C.	15"x15"	261
RE	Rhapis excelsa	Lady Palm	7 gal	48" O.C.	4' HT	4
SR	Strelitzia reginae	Bird Of Paradise	Cont.	As Shown	36"x36"	6
SHRUB AREAS	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**O.C.**	**SIZE**	**QTY**
CP	Codiaeum variegatum 'Petra'	Petra Croton	Cont.	30" O.C.	18" HT	469
FG	Ficus microcarpa 'Green Island'	Green Island Ficus	Cont.	24" O.C.	15"x15"	1,070
IR	Ixora coccinea	Red Ixora	Cont.	30" O.C.	24" HT	131
JJ	Jasminum volubile	Wax Jasmine	Cont.	24" O.C.	15"x15"	327
TF	Tripsacum floridanum	Dwarf Faxahatchee Grass	Cont.	30" O.C.	18" HT	302
GROUND COVERS	**BOTANICAL NAME**	**COMMON NAME**	**CONT**	**O.C.**	**SIZE**	**QTY**
SOD	Stenotaphrum secundatum 'Floratam'	Floratam St. Augustine Sod	Sod			± 38,045 sf

CODE COMPLIANCE PER ARTICLE XII OF THE FORT PIERCE CODE OF ORDINANCES			
		REQUIRED	PROVIDED
SEC. 22-187.4.b	LANDSCAPE STIPS ABUTTING STREETS SHALL INCLUDE ONE TREE PER 300 SQUARE FEET.	SOUTH: 41 TREES EAST: 12 TREES	SOUTH: 41 PROPOSED EAST: 12 PROPOSED
	SOUTH BUFFER: 1,202 LF X 10' / 300 SF = 41 TREES		
	EAST BUFFER: 355 LF X 10' / 300 SF = 12 TREES		

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.



GRAPHIC SCALE IN FEET
0 30 60 120

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NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER

1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	**Checked By** VM

Drawing Title

LANDSCAPE PLAN

Sheet Number

L1.00

Plotted By:Brown, Alex V Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:L1.00 LANDSCAPE PLAN September 21, 2020 03:54:17pm K:\BCD_Civil\144283016 — Lawnwood Regional Medical Center\CADD\PlanSheets\L1.00 LANDSCAPE PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

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CONSTRUCTION MANAGER:
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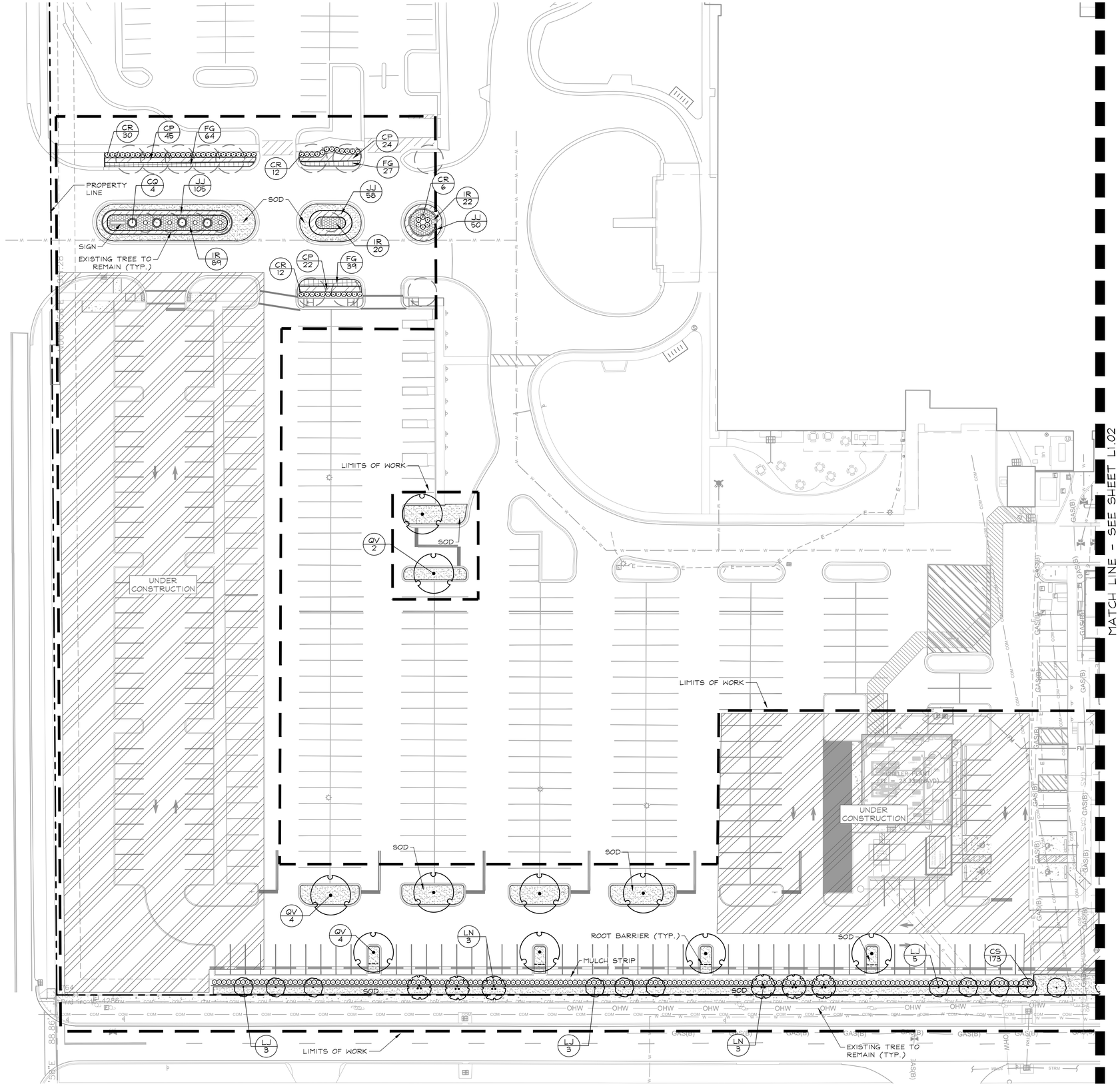
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SOD	Floratam St. Augustine Sod

NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

PROPERTY LINE

AFFECTED AREA

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HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	**Checked By** VM

Drawing Title

LANDSCAPE PLAN

Sheet Number

L1.01

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SURGERY & TOWER EXPANSION

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3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER: 19087.00

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HCA TEAM CONTACTS

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CHRIS POWERS

CONSTRUCTION MANAGER:
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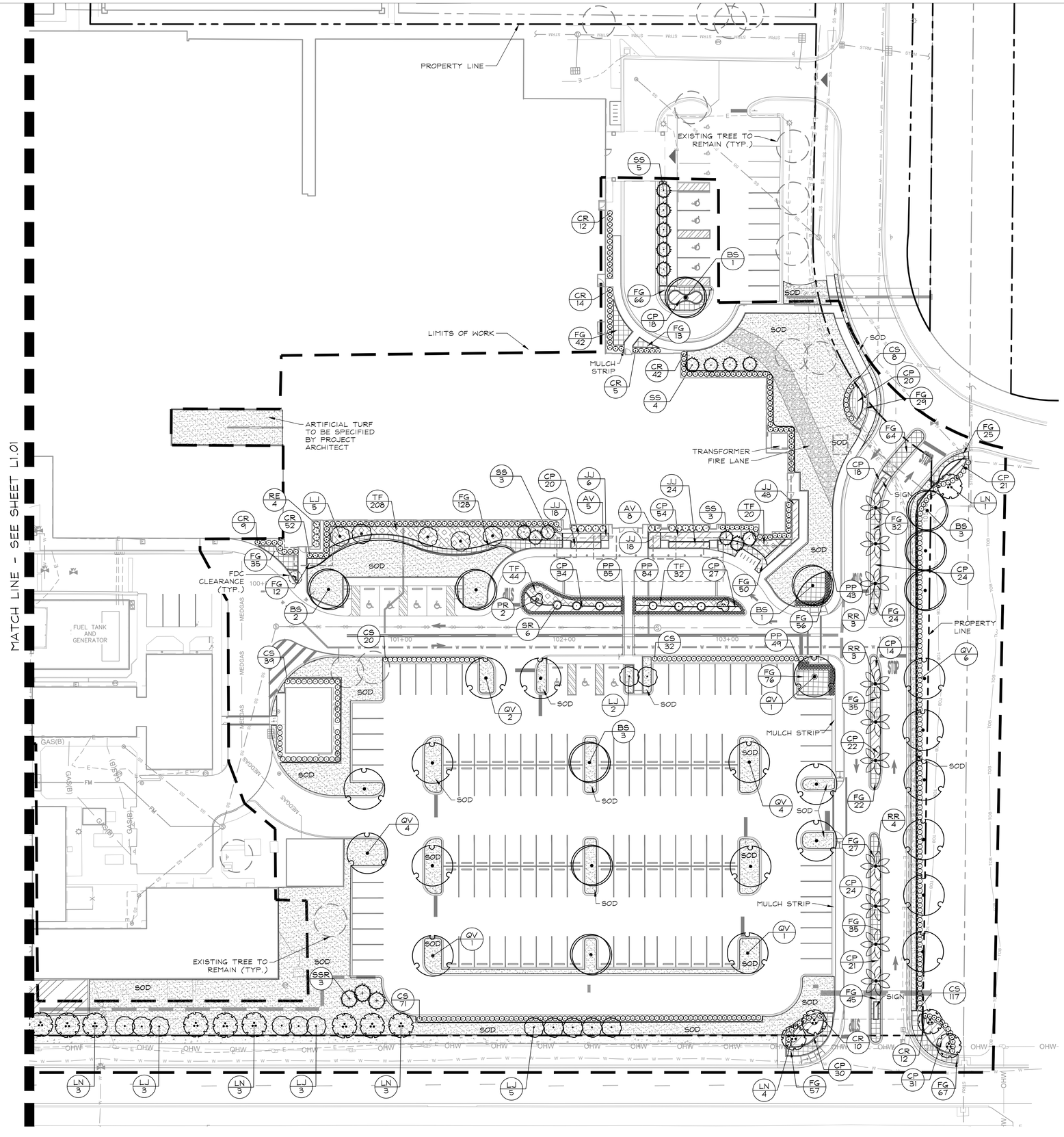
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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

PROPERTY LINE

AFFECTED AREA

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REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	**Checked By** VM

Drawing Title

LANDSCAPE PLAN

Sheet Number

L1.02

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HCA PROJECT NUMBER:
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OWNER CONTACTS

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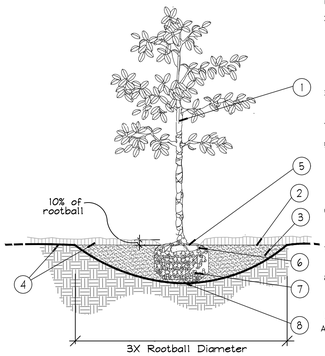
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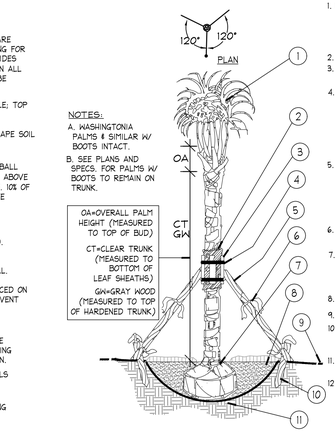


1. TRUNK
2. 3" MINIMUM OF MULCH AS SPECIFIED. WHERE TREES ARE PLACED IN SOD, MULCH RING FOR TREES COVER ROOTBALL SIDES AND EXTEND 18" BEYOND ON ALL SIDES. NO MULCH SHALL BE PLACED OVER TRUNK.
3. SHALLOW/ WIDE PLANT HOLE; TOP SHALL BE 3X THE SIZE OF ROOTBALL.
4. FINISHED GRADE - LANDSCAPE SOIL
5. FIND 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

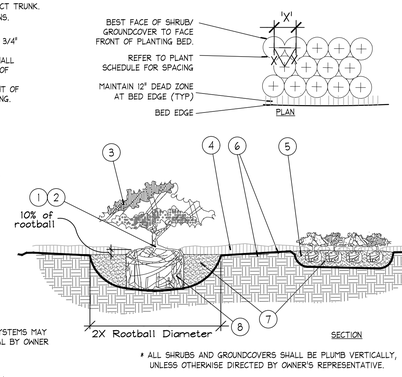


NOTES:
A. WASHINGTONIA PALMS 4 SIMILAR W/ BOOTS INTACT.
B. SEE PLANS AND SPECS. FOR PALMS W/ BOOTS TO REMAIN ON TRUNK.

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

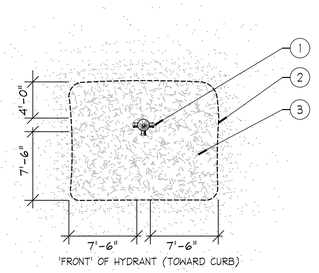
B Palm Planting and Staking
SECTION NTS



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 GROUND-COVERS AND SHRUBS USED IN MASSES, ENTIRE BED TO BE AMENDED WITH PLANTING SOIL MIX AS SPECIFIED.
8. SCARIFY ROOTBALL SIDES AND BOTTOM.

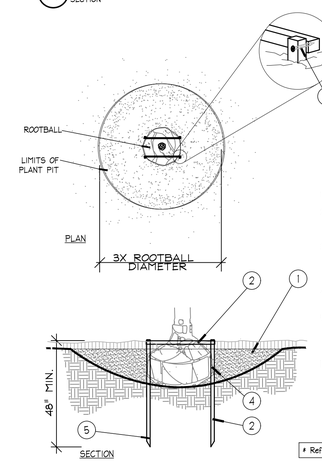
* ALL SHRUBS AND GROUNDCOVERS SHALL BE PLUMB VERTICALLY, UNLESS OTHERWISE DIRECTED BY OWNER'S REPRESENTATIVE.

C Shrub / Groundcover Planting
PLAN/SECTION NTS



1. 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

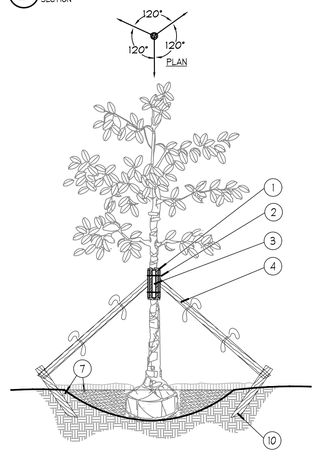


1. FINISH GRADE
2. HORIZONTAL 2X2 SCREWED TO 2X2 STAKE. ALL WOOD SHALL BE #2 UNTREATED.
3. 3-1/2" DRYWALL SCREW, THREAD SIZE 12, SHARP POINT, FULL THREAD, BLACK PHOSPHATE FINISH
4. VERTICAL STAKES SHALL ABUT SIDE OF ROOTBALL
5. STAKES TO EXTEND INTO NATIVE SOIL BY 1-1/2 X THE ROOTBALL DEPTH MIN.

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



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)

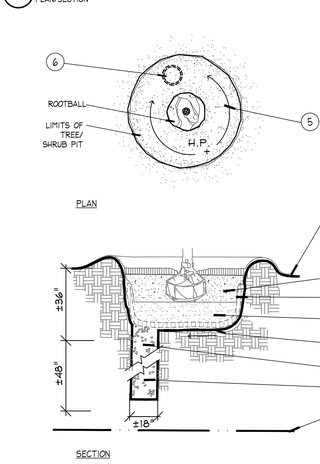
NOTES:
A. ALL TREES SHALL BE PLUMB VERTICALLY WITHIN A TOLERANCE OF THREE DEGREES, UNLESS OTHERWISE DIRECTED BY OWNER'S REPRESENTATIVE.
B. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY OWNER.
C. ALTERNATE TREE ANCHORING SYSTEMS MAY BE SUBSTITUTED FOR WOOD STAKING SYSTEM UPON APPROVAL BY 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

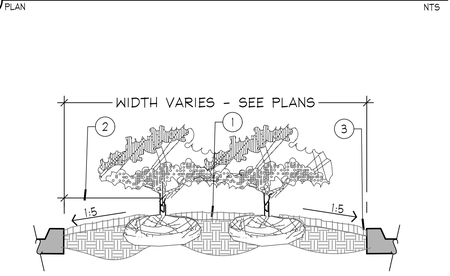


1. FINISH GRADE
2. BACKFILL WITH PREPARED PLANTING SOIL MIX AS SPECIFIED.
3. FILTER CLOTH, MIRAFI 500X OR BETTER
4. 12" CLEAN SAND, COMPACTED. ADJUST LAYER THICKNESS SO TOP OF ROOTBALL IS AT LEAST 1" ABOVE FINISHED GRADE.
5. SLOPE BOTTOM TO DRAIN
6. ±18"ø AUGURED HOLE PENETRATE THROUGH OCCLUDING LAYER 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

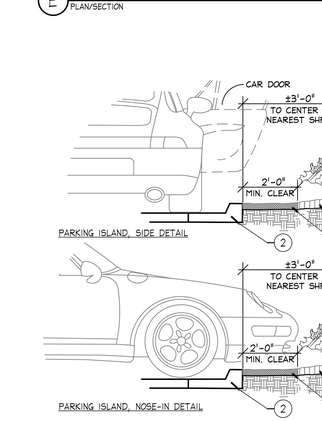


PLANTER ISLAND NOTES

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.

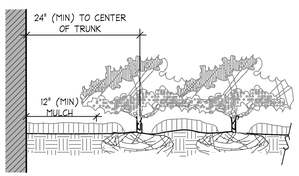
- EXCAVATE CONTINUOUS 36" DEEP (FROM TOP OF CURB) FOR ENTIRE LENGTH AND WIDTH OF ISLAND & BACKFILL WITH APPROVED PLANTING MIX.
- PROTECT AND RETAIN ALL CURBS AND BASE. COMPACTED SUBGRADE TO REMAIN FOR STRUCTURAL SUPPORT OF CURB SYSTEM (TYP.).
- ALL ISLANDS SHALL UTILIZE POOR DRAINAGE DETAIL WHEN PERCOLATION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

H Planted Parking Lot Islands / Medians
SECTION NTS



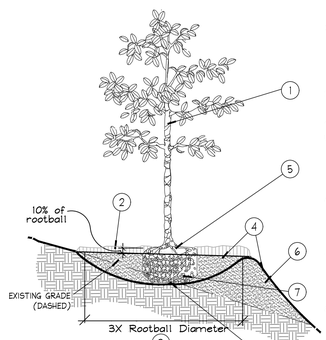
1. INSTALL CONTINUOUS MULCH BED ADJACENT TO PARKING SPACES AS SHOWN. MULCH SHALL BE MIN. 3" DEEP.
   NO POP-UP IRRIGATION HEADS SHALL BE LOCATED WITHIN 24" OF A PARKING SPACE ON ANY SIDE
2. CURB OR PARKING LOT EDGE, BY OTHERS

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

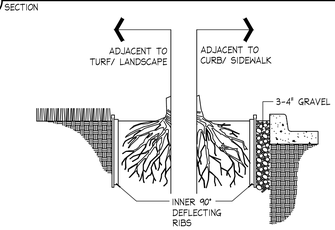


1. TREES, PALMS, AND LARGE SHRUBS (15 GAL OR GREATER) SHALL BE PLANTED IN SIMILAR MANNER
2. 3" MINIMUM OF MULCH AS SPECIFIED. WHERE TREES ARE PLACED IN SOD, MULCH RING FOR TREES COVER ROOTBALL SIDES AND EXTEND 18" BEYOND ON ALL SIDES. NO MULCH SHALL BE PLACED OVER TRUNK.
3. SHALLOW/ WIDE PLANT HOLE; 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



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

HCA Healthcare

Kimley»Horn

MICHAEL F. SCHWARTZ, P.E.
1615 S CONGRESS AVE. SUITE 201
DELRAY BEACH, FL 33445
PHONE: 561-330-345
WWW.KIMLEY-HORN.COM
FIRM LICENSE NUMBER CA 00000696

Seals

FLORIDA LICENSE NUMBER
TRICIA C RICHTER, PLA

LA#6667724

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER

1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM

Drawing Title

LANDSCAPE DETAILS

Sheet Number

L1.50

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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HCA TEAM CONTACTS

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CHRIS POWERS

CONSTRUCTION MANAGER:
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MECHANICAL ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500
NASHVILLE, TN 37204
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PROJECT MANAGER

ELECTRICAL ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500
NASHVILLE, TN 37204
TELEPHONE
PROJECT MANAGER

PLUMBING ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500
NASHVILLE, TN 37204
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PROJECT MANAGER

LOW VOLTAGE ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500 NASHVILLE, TN 37204
TELEPHONE
PROJECT MANAGER

GENERAL LANDSCAPE SPECIFICATIONS AND NOTES

A. SCOPE OF WORK

1. THE WORK CONSISTS OF: FURNISHING ALL LABOR, MATERIALS, EQUIPMENT, TOOLS, TRANSPORTATION, AND ANY OTHER APPURTENANGES 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 ACHEIVE 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.
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)

P. LAWN SODDING

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 PL

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SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
NEW TOWER AND SURGERY RENOVATIONS

HCA PROJECT NUMBER:
3093200010, 3093200018

AHJ PROJECT NUMBERS :
23/100246-136/

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

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CONSTRUCTION MANAGER:
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LOW VOLTAGE ENGINEER
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CONTRACTOR CONTACTS

General Contractor

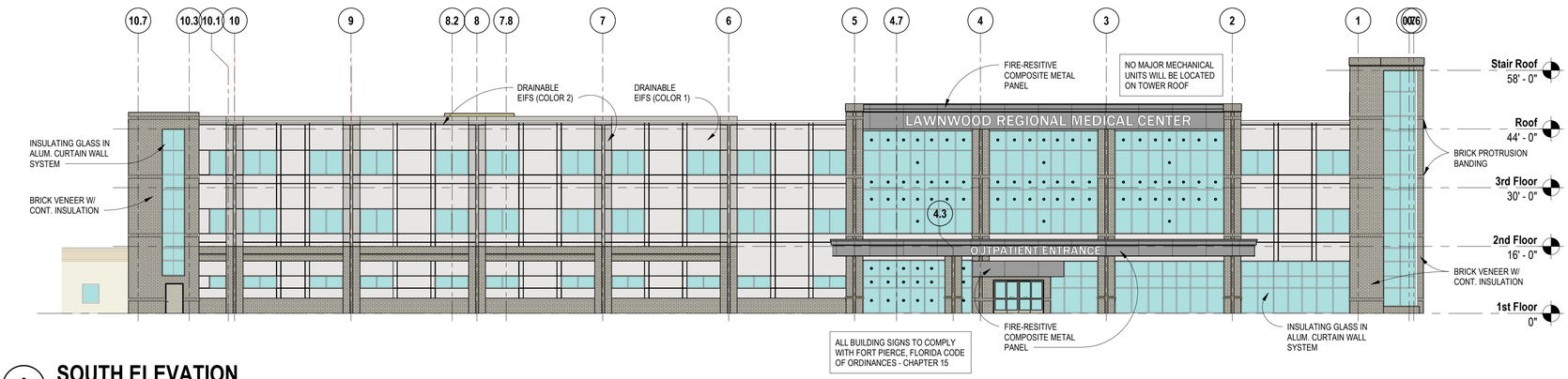
Prime Sub-Contractor

6401 Nob Hill Rd.
Tamarac, FL 33321
Tamarac, FL 33321
George Wininger

Prime Sub-Contractor
Enterprise Solutions
1300 Fort Negley Blvd.
Nashvile, TN 37203
615.350.7270
Jeff Land

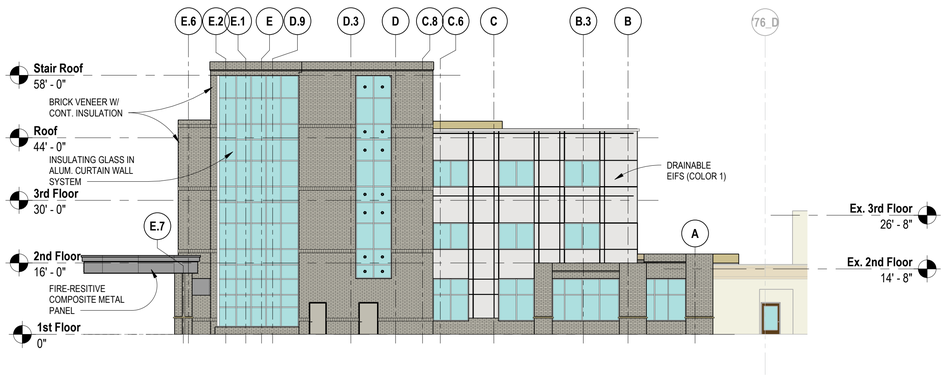
Prime Sub-Contractor
Southern Wall Systems
3405 Martin Farm Road, Suite 100
Suwanee, GA 30024
770.932.7718
Mark Buser

Prime Sub-Contractor



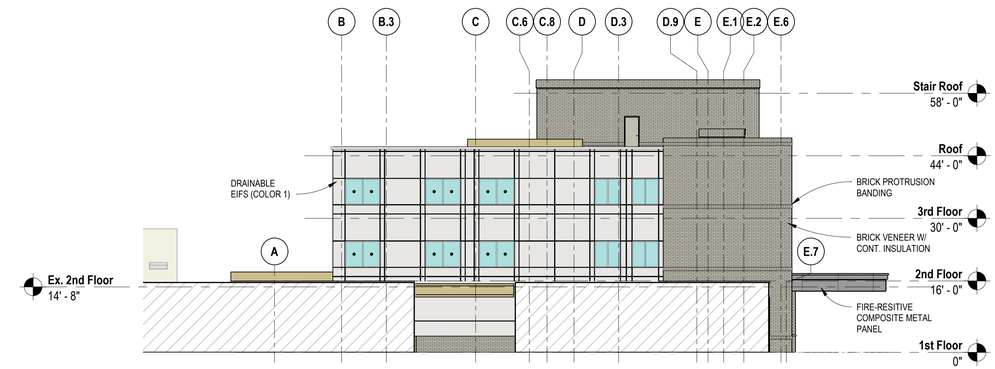
A SOUTH ELEVATION

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



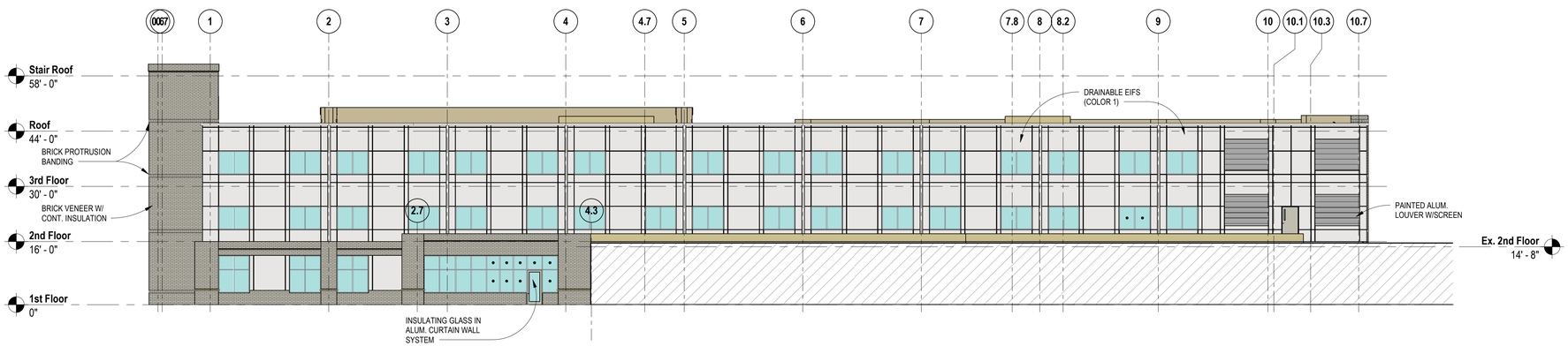
B EAST ELEVATION

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



C WEST ELEVATION

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



D NORTH ELEVATION

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

GRAPHIC SCALE: 1" = 1'-0" | GRAPHIC SCALE: 3/4" = 1'-0" | GRAPHIC SCALE: 1/2" = 1'-0" | GRAPHIC SCALE: 3/8" = 1'-0" | GRAPHIC SCALE: 1/4" = 1'-0" | GRAPHIC SCALE: 3/16" = 1'-0" | GRAPHIC SCALE: 1/8" = 1'-0" | GRAPHIC SCALE: 3/32" = 1'-0" | GRAPHIC SCALE: 1/16" = 1'-0" | GRAPHIC SCALE: 1/32" = 1'-0"

HCA Healthcare

ESa

Earl Swensson Associates, Inc.

James Todd Robinson, Architect
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Firm License Number AAC001464

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Seals

STATE OF FLORIDA
JAMES TODD ROBINSON
AR92151
1-31-2020
REGISTERED ARCHITECT

FOR REFERENCE ONLY

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET, FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

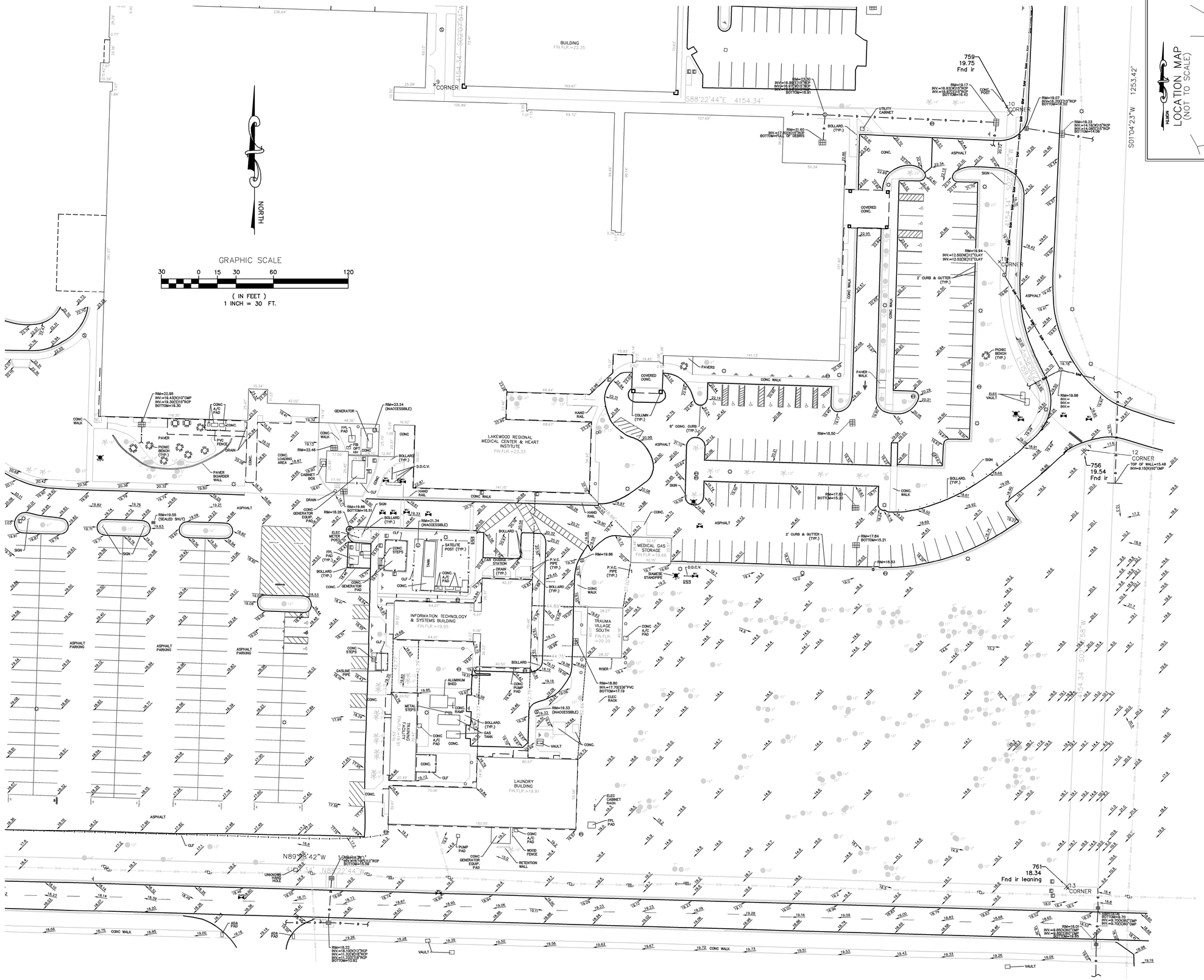
Issue Description	SITE PLAN SUBMITTAL PKG
Original Issue Date	1.31.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	BTE
Checked By	

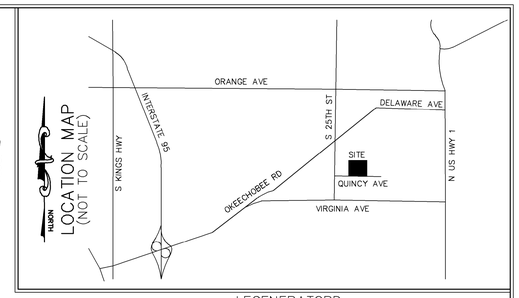
Drawing Title

EXTERIOR ELEVATIONS

Sheet Number

A-4





LEGENERATORD

A/C – AIR CONDITIONER
L – ARC LENGTH
ALUM. – ALUMINUM
B.E. – BUFFER EASEMENT
C.O. – CLEANOUT
C.L.F. – CHAIN LINK FENCE
CONC. – CONCRETE
COV. COVERED
D.E. – DRAINAGE EASEMENT
ELEC. – ELECTRIC
ELEV. – ELEVATION
EQUIP. – EQUIPMENT
ESMT. – EASEMENT
EXIST. – EXISTING
F.P.L. – FLORIDA POWER & LIGHT
FIN. – FINISHED
FLR. – FLOOR
FND. – FOUND
I.R./CAP – IRON ROD & CAP
INV. – INVERT
IRR. – IRRIGATION
L.A.E. – LIMITED ACCESS EASEMENT
O/S – BUILDING OFFSET
O.R.B. – OFFICIAL RECORD BOOK
P.B. – PLAT BOOK
P.B.C.R. – PALM BEACH COUNTY RECORD
P.O.B. – POINT OF BEGINNING
P.O.C. – POINT OF COMMENCEMENT
PGS – PAGE(S)
P.R.M. – PERMANENT REFERENCE MONUMENT
PROP. – PROPOSED
R – RADIUS
R/W – RIGHT–OF–WAY
RGE. – RANGE
SEC – SECTION
Δ – DELTA (CENTRAL ANGLE)
P.V.C. – POLYVINL CHLORIDE
D.D.C.V. – DOUBLE DETECTOR CHECK VALVE

SQ. FT. – SQUARE FEET
TWP. – TOWNSHIP
TYP. – TYPICAL
U.E. – UTILITY EASEMENT
W.M. – WATER METER
W.E. – WATER EASEMENT
S.E. – SANITARY EASEMENT
☼ – LIGHT POLE
– FIRE HYDRANT
– CATCH BASIN
– WATER VALVE
○ – SET 5/8" IR/CAP LB 3591
Ⓢ – SANITARY MANHOLE
Ⓓ – DRAINAGE MANHOLE
– WOOD POWER POLE (UNLESS NOTED)
℄ – CENTER LINE
– EXISTING ELEVATION
– TRAFFIC SIGN
– ELECTRICAL WIRES OVERHEAD
– ANCHOR
– WATER METER
– RPZ
– GROUND LIGHT
– ELECTRIC HAND HOLE
– IRRIGATION CONTROL VALVE
– CONCRETE POWER POLE
– FIRE DEPARTMENT CONNECTION

NOTES

1. REPRODUCTIONS OF THIS SKETCH ARE NOT VALID UNLESS SEALED WITH A SURVEYOR'S SEAL.
2. SURVEY MAP OR THE COPIES THEREOF ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL SEAL OF A FLORIDA LICENSED PROFESSIONAL LAND SURVEYOR.
3. LANDS SHOWN HEREON ARE NOT ABSTRACTED FOR RIGHTS–OF–WAY, EASEMENTS, OWNERSHIP, OR OTHER INSTRUMENTS OF RECORD.
4. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
5. BEARINGS SHOWN HEREON ARE RELATIVE TO A RECORD PLAT BEARING OF N70°27'28"E ALONG THE NORTHERLY LINE OF PARCEL 4, PALM BEACH PARK OF COMMERCE P.U.P.D., PLAT NO. 1.
6. BEARINGS SHOWN HEREON ARE RELATIVE TO A GRID BEARING OF N89°27'01"E ALONG SOUTH LINE OF SECTION 15, TOWNSHIP 46 SOUTH, RANGE 42, RELATIVE TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (1990 ADJUSTMENT) AND BASED ON FIELD MEASUREMENTS. BEARINGS ANNOTATED WITH (PLAT) REFER TO RECORD PLAT BEARINGS. THE ROTATION FROM GRID TO RECORD PLAT BEARINGS +0°22'57".
6. COORDINATES SHOWN HEREON ARE RELATIVE TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM OF 1983 (1990 ADJUSTMENT), AS DETERMINED BY THE PALM BEACH COUNTY SURVEY DEPARTMENT.
7. THE "DESCRIPTION" SHOWN HEREON IS IN ACCORD WITH THE DESCRIPTION PROVIDED BY THE CLIENT.
8. UNDERGROUND FOUNDATIONS WERE NOT LOCATED.
9. ADDITIONS OR DELETIONS TO SURVEY MAPS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
10. FLOOD ZONE:"X"; FIRM PANEL NO.12111C0186J & NO.12111C0187J; COMMUNITY NO 120286; DATE: FEBRUARY 16, 2012.
11. BENCHMARK ORIGIN DESCRIPTION:FLORIDA DEPARTMENT OF TRANSPORTATION MONUMENT, "BLC2", WITH AN ELEVATION OF 16.40 FEET.
12. THE PURPOSE OF THIS SURVEY IS TO DELINEATE HORIZONTAL AND VERTICAL LOCATIONS OF EXISTING CONDITIONS ONLY AND DOES NOT CONSTITUTE A BOUNDARY SURVEY AS SUCH.

DESCRIPTION

A PART OF LAWNWOOD ADDITION IN PLAT BOOK 2, PAGE 16, ST.LUCIE, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM THE SOUTHWEST CORNER OF BLOCK 95 OF LAWNWOOD ADDITION, RUN NORTH 0 DEGREES 05' 58" EAST A DISTANCE OF 88.86 FEET TO POINT OF BEGINNING ON EXCHANGE LINE BETWEEN THE C.E. ALLEN COMPANY AND CITY OF FORT PIERCE, SAID LINE BEING THE SOUTH BOUNDARY OF THE PROPERTY CONVEYED BY DEEDS RECORDED APRIL 3, 1974, IN OFFICIAL RECORDS BOOK 225, PAGE 2154, IN OFFICIAL RECORDS BOOK 225, PAGE 2156, AND IN OFFICIAL RECORDS BOOK 225, PAGE 2159, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, THENCE CONTINUE NORTH 0 DEGREES 05' 58" EAST A DISTANCE OF 911.28 FEET TO THE NORTHWEST CORNER OF BLOCK 74, THENCE RUN SOUTH 89 DEGREES 25' 32" EAST A DISTANCE OF 199.54 FEET TO THE NORTHEAST CORNER OF BLOCK 74, THENCE RUN
NORTH 40 DEGREES 29' 28" EAST A DISTANCE OF 50 FEET, THENCE RUN NORTH 49 DEGREES 30' 32" WEST A DISTANCE OF 199.53 FEET TO THE SOUTHWESTERLY CORNER OF BLOCK 75, THENCE RUN
NORTH 40 DEGREES 00' 13" EAST A DISTANCE OF 425 FEET, THENCE RUN SOUTH 56 DEGREES 29' 47" EAST A DISTANCE OF 286 FEET, THENCE RUN SOUTH 26 DEGREES 04' 47" EAST A DISTANCE OF 350.5 FEET, THENCE RUN NORTHEASTERLY ALONG A CURVE TO THE LEFT A DISTANCE OF 274.37 FEET; SAID CURVE HAVING A LONG CHORD LENGTH OF 272.35 FEET AND A BEARING OF NORTH 59 DEGREES 45' 13" EAST; SAID CURVE HAVING A RADIUS OF 850.50 FEET AND A CENTRAL ANGLE OF 24 DEGREES 10', THENCE RUN NORTH 47 DEGREES 40' 13" EAST A DISTANCE OF 161 FEET, THENCE RUN EASTERLY ALONG A CURVE TO THE RIGHT A DISTANCE OF 165.33 FEET TO THE CENTERLINE OF A CANAL, SAID CURVE HAVING A RADIUS OF 260 FEET AND A CENTRAL ANGLE OF 42 DEGREES 00', THENCE RUN
SOUTH 01 DEGREES 04' 23" WEST A DISTANCE OF 1253.42 FEET TO THE AFOREMENTIONED EXCHANGE LINE, THENCE RUN
NORTH 89 DEGREES 28' 42" WEST A DISTANCE OF 1226.7 FEET TO THE POINT OF BEGINNING, LYING AND BEING IN PLAT OF LAWNWOOD ADDITION, AS RECORDED IN PLAT BOOK 2, PAGE 16, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

LESS AND EXCEPT THE FOLLOWING LAND CONTAINED IN WARRANTY DEED TO HCA REALTY, INC., AS RECORDED IN OFFICIAL RECORDS BOOK 604, PAGE 1629; SPECIAL WARRANTY DEED OF CONVEYANCE TO CITY OF FORT PIERCE, AS RECORDED IN OFFICIAL RECORDS BOOK 248, PAGE 2926; SPECIAL WARRANTY DEED OF CONVEYANCE TO CITY OF FORT PIERCE, AS RECORDED IN OFFICIAL RECORDS BOOK 268, PAGE 1540; AND WARRANTY DEEDS TO SUN BANK OF ST. LUCIE COUNTY, AS TRUSTEE, AS RECORDED IN OFFICIAL RECORDS BOOK 290, PAGE 1616, AND OFFICIAL RECORDS BOOK 301, PAGE 2538.

SAID LANDS SITUATE IN THE CITY FORT PIERCE, ST.LUCIE COUNTY, FLORIDA.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS, COVENANTS, AND RIGHTS–OF–WAY OF RECORD.

CERTIFICATE:

I HEREBY CERTIFY THAT THE ATTACHED SPECIFIC PURPOSE SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED UNDER MY DIRECTION ON AUGUST 12, 2019. I FURTHER CERTIFY THAT THIS SPECIFIC PURPOSE SURVEY MEETS THE STANDARDS OF PRACTICE SET FORTH IN CHAPTER 5J–17 ADOPTED BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS, PURSUANT TO FLORIDA STATUTES 472.027.

DAVID P. LINDLEY, P.L.S.
REG. LAND SURVEYOR #5005
STATE OF FLORIDA – LB #3591

REVISIONS	DATE	BY
FILE NAME: 8688 SPS		

CAULFIELD & WHEELER, INC.
CIVIL ENGINEERING
LANDSCAPE ARCHITECTURE SURVEYING
7900 GLADES ROAD - SUITE 100
BOCA RATON, FLORIDA 33434
PHONE (561)-392-1991 / FAX (561)-750-1452

LAWNWOOD REGIONAL MEDICAL CENTER
SPECIFIC PURPOSE SURVEY

DATE	08/20/19
DRAWN BY	TKM
F.B./ PG.	DIGITAL
SCALE	1"=30'

JOB #	8688
SHT.NO.	1
OF	1 SHEETS

LEGEND

FIP = FOUND IRON PIPE "NO IDENTIFICATION"
SIRC = SET 1/2" IRON ROD WITH CAP "LB 8006"
CONC = CONCRETE
FN&D = FOUND NAIL AND DISK
SN&D = SET NAIL AND DISK
FF EL = FINISHED FLOOR ELEVATION
LB= LICENSED BUSINESS
SF = SQUARE FOOT
(P) = PLAT (D) = DEED (M) = MEASURE
C/L = CENTERLINE EOP= EDGE OF PAVEMENT
CMP = CORREGATED METAL PIPE
ID = IDENTIFICATION
EL = ELEVATION
BM = SITE BENCHMARK
C.B.S. = CONCRETE BLOCK STRUCTURE
CB = CHORD BEARING
POB = POINT OF BEGINNING
PC = POINT OF CURVATURE
PT = POINT OF TANGENCY
R/W = RIGHT OF WAY
FIR = FOUND IRON ROD "NO IDENTIFICATION"
FIRC = FOUND IRON ROD WITH CAP

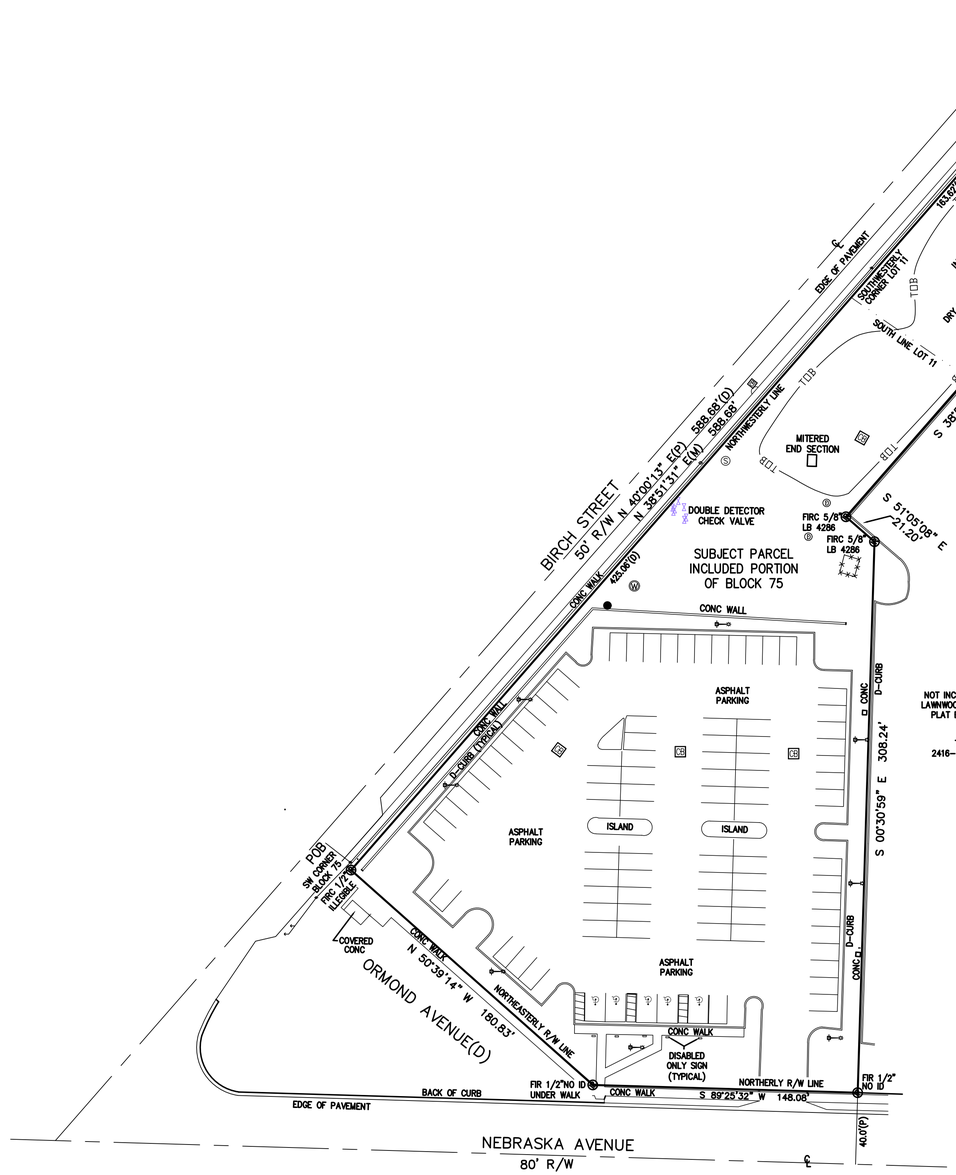
= STREET LIGHT
= LIGHT POLE
X 100.74 = EXISTING ELEVATION
= PROPOSED ELEVATION
= IRON ROD
= CATCH BASIN
= CABLE PEDESTAL
= WOOD UTILITY POLE
= GUY ANCHOR
= ELECTRIC TRANSFORMER
= TELEPHONE JUNCTION BOX
= WATER METER
= FIRE HYDRANT
= WATER VALVE
= EXISTING WELL
= SANITARY MANHOLE
= STORM MANHOLE
= CHAIN LINK FENCE
= WOOD BOARD FENCE
= TOP OF BANK
= TOE OF SLOPE
= OVERHEAD WIRES
= BUILDING SETBACK LINE

NORTH

GRAPHIC SCALE

40 0 20 40

(IN FEET)
1 inch = 40 ft.



SURVEYORS NOTES:

1. LEGAL DESCRIPTION PROVIDED BY CLIENT. ADJOINERS SHOWN HAVE NOT BEEN SURVEYED.

2. THE EXPECTED USE OF THIS PARCEL IS RESIDENTIAL. THE MINIMUM RELATIVE DISTANCE ACCURACY FOR THIS BOUNDARY SURVEY IS 1 FOOT IN 7,500 FEET.

3. LANDS SHOWN HEREON WERE NOT ABSTRACTED FOR RIGHT-OF-WAY AND/OR EASEMENTS OF RECORD.

4. SEPTIC TANKS AND WELLS IF SHOWN ARE APPROXIMATE LOCATIONS AND SHOULD BE FIELD VERIFIED BY A LICENSED CONTRACTOR FOR CORRECT POSITION AND SEPARATION. UNDERGROUND UTILITIES OR FOOTERS HAVE NOT BEEN LOCATED.

5. THE NORTHWESTERLY LINE OF BLOCK 75 IS ASSUMED TO BEAR N 38°51'31" E AND ALL OTHER BEARINGS ARE RELATIVE THERETO.

6. ALL RIGHTS-OF-WAY SHOWN HEREON ARE OPEN TO TRAVEL UNLESS OTHERWISE NOTED.

7. ACCORDING TO THE NATIONAL FLOOD INSURANCE RATE MAP NUMBER 12111C0186J, HAVING AN EFFECTIVE DATE OF FEBRUARY 16, 2012. THIS PROPERTY APPEARS TO LIE WITHIN ZONE X, AREA OF MINIMAL FLOOD HAZARD.

8. ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES AND ARE REFERENCED TO U.S. SURVEY FEET.

9. THE BOUNDARY DETERMINATION AND DELINEATION SHOWN ON THIS MAP OF SURVEY WAS BASED UPON THE PROFESSIONAL OPINION OF THE REGISTERED SURVEYOR PURSUANT TO NORMAL PRINCIPALS AND PRACTICES OF LAND SURVEYING AND IS NOT INTENDED TO IMPLY OR DETERMINE OWNERSHIP. THIS SURVEY DOES NOT INTEND TO DELINEATE LOCAL AREAS OF CONCERN OR ANY OTHER JURISDICTIONAL DETERMINATION.

10. THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE BENEFIT AND USE OF THE PERSONS AND/OR ENTITIES NAMED HEREON FOR THE PURPOSES IDENTIFIED HEREON ONLY. UNLESS OTHERWISE STATED, CERTIFICATION OF THIS SURVEY MAP APPLIES ONLY TO THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J17 FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES. THE CERTIFICATION IN NO WAY CONSTITUTES NEITHER GUARANTY NOR WARRANTY TO ANY OTHER INFORMATION NOT SHOWN HEREON. ADDITIONS, DELETIONS OR REVISIONS TO THIS DRAWING BY OTHERS ARE NOT PERMITTED AND THIS SURVEY MAY NOT BE TRANSFERRED WITHOUT THE EXPRESSED WRITTEN PERMISSION OF THE SIGNING SURVEYOR. THIS SURVEY IS NOT VALID FOR ANY OTHER PURPOSE OTHER THAN INTENDED BY THE SIGNING SURVEYOR.

LEGAL DESCRIPTION:

A portion of Lot 11 of the Plat entitled, "LAWNWOOD OFFICE PARK UNIT ONE", a recorded in Plat Book 18, Page 11, and a portion of Block 75 of the Plat entitled, "LAWNWOOD ADDITION", as recorded in Plat Book 2, Page 16, of the Public Records of St. Lucie County, Florida, being more particularly described as follows:

Begin at the Southwesterly corner of Block 75 of the Plat entitled, "LAWNWOOD ADDITION", as recorded in Plat Book 2, Page 16, of the Public Records of St. Lucie County, Florida; thence North 38°51'31" East along the Northwesterly line of Block 75 a distance of 425.06 feet to the Southwesterly corner of Lot 11 of the Plat entitled, "LAWNWOOD OFFICE PARK UNIT ONE", a recorded in Plat Book 18, Page 11, of the Public Records of St. Lucie County, Florida; thence continue North 38°51'31" East along the Northwesterly line of Lot 11 a distance of 163.62 feet to the corner common to Lot 10 and Lot 11 of said Plat; thence South 51°05'14" East along the common line of Lot 10 and Lot 11 of said Plat a distance of 63.70 feet; thence South 38°54'52" West a distance of 58.00 feet; thence South 51°05'08" East a distance of 15.00 feet; thence South 38°54'52" West a distance of 199.79 feet; thence South 51°05'08" East a distance of 21.20 feet; thence South 00°30'59" East a distance of 308.24 feet to the Northerly right-of-way of Nebraska Avenue; thence South 89°25'32 West along said right-of-way a distance of 148.08 feet to the Northeasterly right-of-way of Ormond Avenue; thence North 50°39'14" West along said right-of-way a distance of 180.83 feet to the POINT OF BEGINNING.

REVISIONS	DATE	BY

FILE NAME 19-0974 1620

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LAWNWOOD MEDICAL CENTER
BOUNDARY SURVEY

DATE	12/2/19
DRAWN BY	EAD/HAK
F.B./ PG.	HDS
SCALE	1"=40'

JOB #	8688
SHT.NO.	1
OF	1 SHEETS

SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING
SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
NEW TOWER AND SURGERY RENOVATIONS

HCA PROJECT NUMBER:
3093200010, 3093200018

AHJ PROJECT NUMBERS :
23/100246-136/

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

DESIGN MANAGER:
CHRIS POWERS
CONSTRUCTION MANAGER:
RUSSELL MAASS III
ONE PARK PLAZA, P.O. BOX 550
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PROJECT CONTACTS

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CONTRACTOR CONTACTS

General Contractor

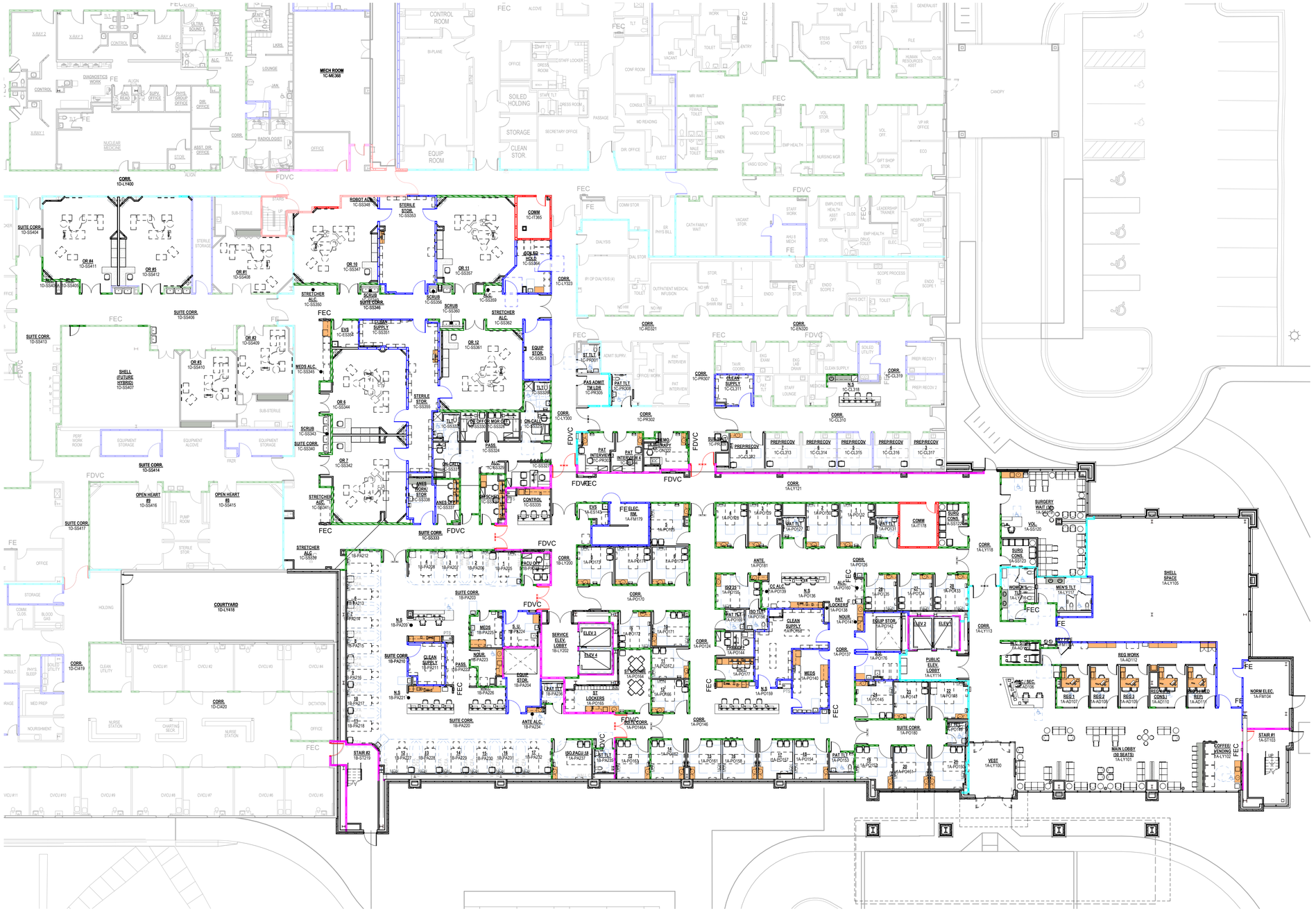
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Tamarac, FL 33321
George Wininger

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Enterprise Solutions
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Jeff Land

Prime Sub-Contractor
Southern Wall Systems
3405 Martin Farm Road, Suite 100
Suwanee, GA 30024
770.932.7718
Mark Buser

Prime Sub-Contractor



OVERALL FIRST FLOOR PLAN

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

GRAPHIC SCALE: 1" = 1'-0" | GRAPHIC SCALE: 3/4" = 1'-0" | GRAPHIC SCALE: 1/2" = 1'-0" | GRAPHIC SCALE: 3/8" = 1'-0" | GRAPHIC SCALE: 1/4" = 1'-0" | GRAPHIC SCALE: 3/16" = 1'-0" | GRAPHIC SCALE: 1/8" = 1'-0" | GRAPHIC SCALE: 3/32" = 1'-0" | GRAPHIC SCALE: 1/16" = 1'-0" | GRAPHIC SCALE: 1/32" = 1'-0"

HCA Healthcare

ESa

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Seals

STATE OF FLORIDA
JAMES TODD ROBINSON
AR92151
REGISTERED ARCHITECT

FOR REFERENCE ONLY

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET, FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	SITE PLAN SUBMITTAL PKG
Original Issue Date	1.31.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	BTE
Checked By	

Drawing Title

OVERALL FIRST FLOOR PLAN

Sheet Number

A-1

SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING
SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
NEW TOWER AND SURGERY RENOVATIONS

HCA PROJECT NUMBER:
3093200010, 3093200018

AHJ PROJECT NUMBERS :
23/100246-136/

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

DESIGN MANAGER:
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CONSTRUCTION MANAGER:
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2950 KRAFT DRIVE #500 NASHVILE, TN 37204
615.346.3400
KEVIN WHITEHURST

CONTRACTOR CONTACTS

General Contractor

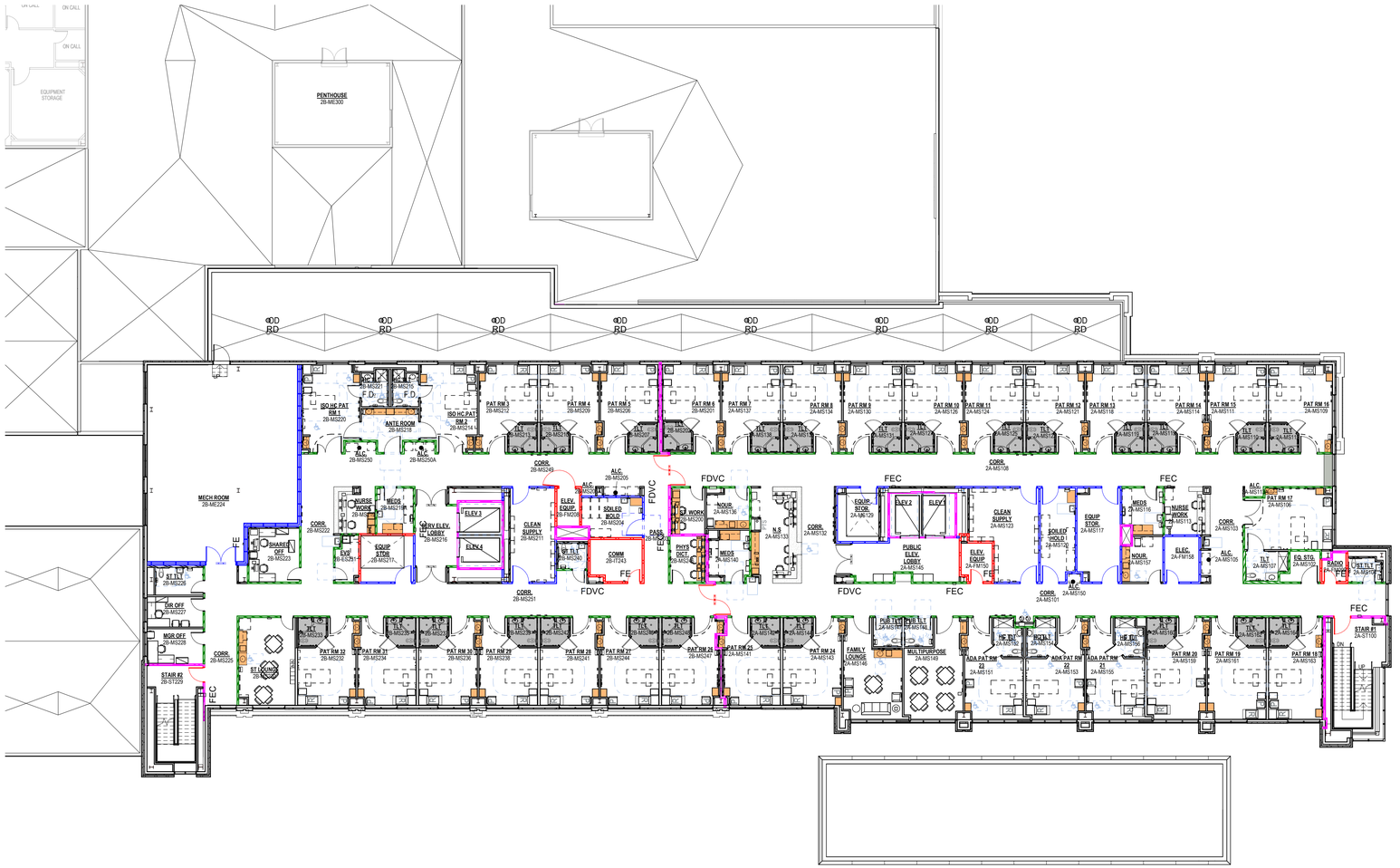
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Tamarac, FL: 33321
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Jeff Land

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770.932.7718
Mark Buser

Prime Sub-Contractor



OVERALL SECOND FLOOR PLAN

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

GRAPHIC SCALE: 1" = 1'-0" | GRAPHIC SCALE: 3/4" = 1'-0" | GRAPHIC SCALE: 1/2" = 1'-0" | GRAPHIC SCALE: 3/8" = 1'-0" | GRAPHIC SCALE: 1/4" = 1'-0" | GRAPHIC SCALE: 3/16" = 1'-0" | GRAPHIC SCALE: 1/8" = 1'-0" | GRAPHIC SCALE: 3/32" = 1'-0" | GRAPHIC SCALE: 1/16" = 1'-0" | GRAPHIC SCALE: 1/32" = 1'-0"

HCA Healthcare

ESa

Earl Swensson Associates, Inc.

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Seals

STATE OF FLORIDA
JAMES TODD ROBINSON
AR92151
1-31-2020
REGISTERED ARCHITECT

FOR REFERENCE ONLY

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET, FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	SITE PLAN SUBMITTAL PKG
Original Issue Date	1.31.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	BTE
Checked By	

Drawing Title

OVERALL SECOND FLOOR PLAN

Sheet Number

A-2

SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING
SHEET HAS BEEN OPTIMIZED FOR COLOR PRINTING

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
NEW TOWER AND SURGERY RENOVATIONS

HCA PROJECT NUMBER:
3093200010, 3093200018

AHJ PROJECT NUMBERS :
23/100246-136/

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

DESIGN MANAGER:
CHRIS POWERS
CONSTRUCTION MANAGER:
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ONE PARK PLAZA, P.O. BOX 550
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PROJECT CONTACTS

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CONTRACTOR CONTACTS

General Contractor

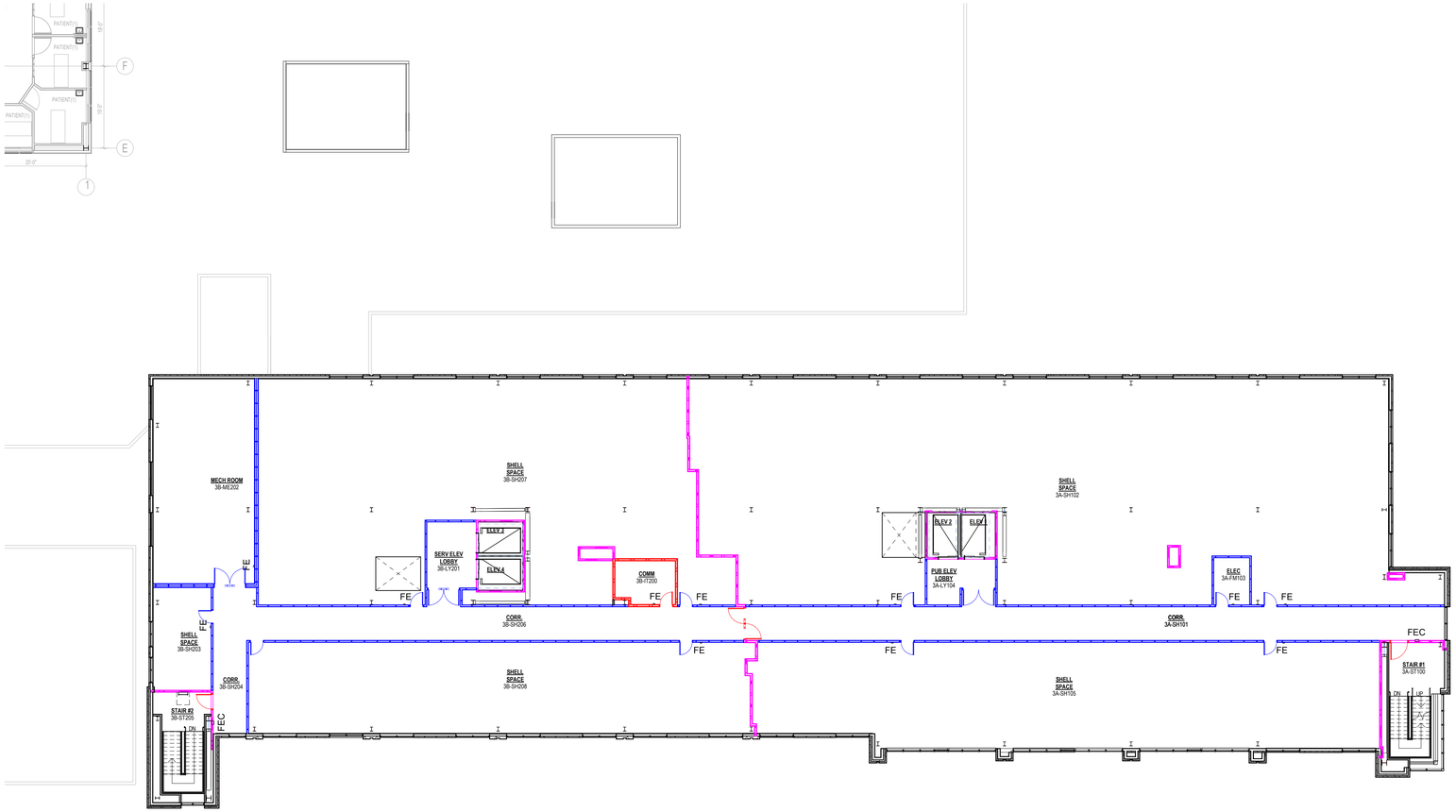
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Jeff Land

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Suwanee, GA 30024
770.932.7718
Mark Buser

Prime Sub-Contractor



OVERALL THIRD FLOOR PLAN

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

GRAPHIC SCALE: 1" = 1'-0" | GRAPHIC SCALE: 3/4" = 1'-0" | GRAPHIC SCALE: 1/2" = 1'-0" | GRAPHIC SCALE: 3/8" = 1'-0" | GRAPHIC SCALE: 1/4" = 1'-0" | GRAPHIC SCALE: 3/16" = 1'-0" | GRAPHIC SCALE: 1/8" = 1'-0" | GRAPHIC SCALE: 3/32" = 1'-0" | GRAPHIC SCALE: 1/16" = 1'-0" | GRAPHIC SCALE: 1/32" = 1'-0"

HCA Healthcare

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Seals

STATE OF FLORIDA
JAMES TODD ROBINSON
AR92151
1-31-2020
REGISTERED ARCHITECT

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NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET, FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	SITE PLAN SUBMITTAL PKG
Original Issue Date	1.31.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	BTE
Checked By	

Drawing Title

OVERALL THIRD FLOOR PLAN

Sheet Number

A-3

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION
HCA PROJECT NUMBER:
3093200010
AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER: 19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

DESIGN MANAGER:
CHRIS POWERS
CONSTRUCTION MANAGER:
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PROJECT CONTACTS

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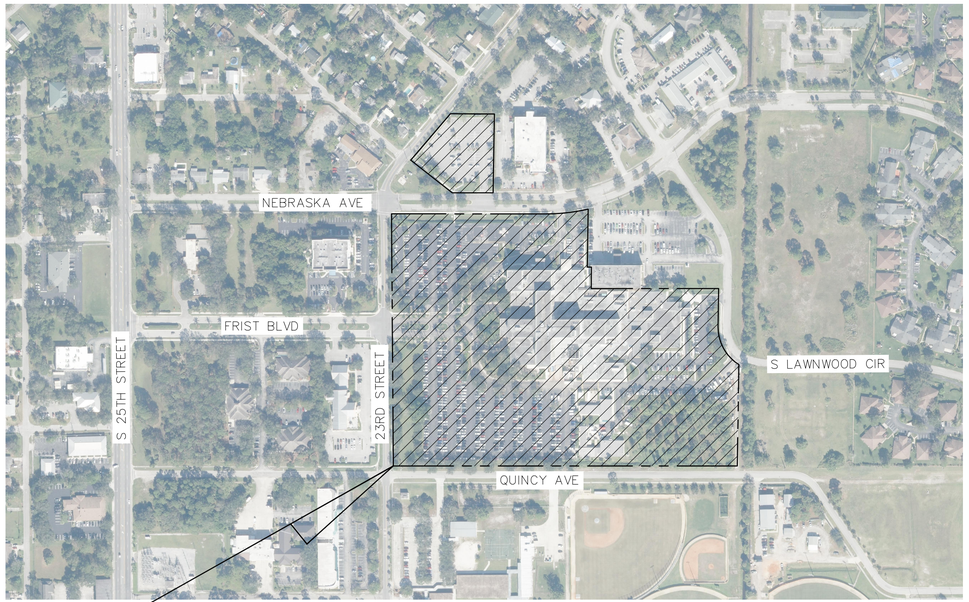
Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C1 OF 20 COVER SHEET September 15, 2020 08:56:41am K:\BOD_Civil\144283016 – Lawnwood Regional Medical Center\CADD\PlanSheets\C1 OF 20 COVER SHEET.dwg
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LAWNWOOD MEDICAL REGIONAL CENTER

SURGERY & TOWER EXPANSION
CONSTRUCTION DOCUMENTS (PHASE 1)
PREPARED FOR
HCA HEALTH SERVICES OF FLORIDA

SEPTEMBER 2020



PROJECT LOCATION
FORT PIERCE, FL 34950

VICINITY MAP
1" = 250'
SECTION: 28 TOWNSHIP: 43 S RANGE: 42 E

NORTH

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PROJECT TEAM

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CITY OF FORT PIERCE ENGINEERING DEPARTMENT
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FORT PIERCE, FL 34950
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CONTACT: JOHN ANDREWS, P.E.

SOUTH FLORIDA WATER MANAGEMENT DISTRICT
316 NW 5TH STREET
OKEECHOBEE, FL 34972
PHONE: (863) 462-5260
CONTACT: CAROLYN MCCREEDY

LEGAL DESCRIPTION:

A PORTION OF LOT 11 OF THE PLAT ENTITLED, "LAWNWOOD OFFICE PARK UNIT ONE", A RECORDED IN PLAT BOOK 18, PAGE 11, AND A PORTION OF BLOCK 75 OF THE PLAT ENTITLED, "LAWNWOOD ADDITION", AS RECORDED IN PLAT BOOK 2, PAGE 16, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE SOUTHWESTERLY CORNER OF BLOCK 75 OF THE PLAT ENTITLED, "LAWNWOOD ADDITION", AS RECORDED IN PLAT BOOK 2, PAGE 16, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE NORTH 38°51'31" EAST ALONG THE NORTHWESTERLY LINE OF BLOCK 75 A DISTANCE OF 425.06 FEET TO THE SOUTHWESTERLY CORNER OF LOT 11 OF THE PLAT ENTITLED, "LAWNWOOD OFFICE PARK UNIT ONE", A RECORDED IN PLAT BOOK 18, PAGE 11, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA; THENCE CONTINUE NORTH 38°51'31" EAST ALONG THE NORTHWESTERLY LINE OF LOT 11 A DISTANCE OF 163.62 FEET TO THE CORNER COMMON TO LOT 10 AND LOT 11 OF SAID PLAT; THENCE SOUTH 51°05'14" EAST ALONG THE COMMON LINE OF LOT 10 AND LOT 11 OF SAID PLAT A DISTANCE OF 63.70 FEET; THENCE SOUTH 38°54'52" WEST A DISTANCE OF 58.00 FEET; THENCE SOUTH 51°05'08" EAST A DISTANCE OF 15.00 FEET; THENCE SOUTH 38°54'52" WEST A DISTANCE OF 199.79 FEET; THENCE SOUTH 51°05'08" EAST A DISTANCE OF 21.20 FEET; THENCE SOUTH 00°30'59" EAST A DISTANCE OF 308.24 FEET TO THE NORTHERLY RIGHT-OF-WAY OF NEBRASKA AVENUE; THENCE SOUTH 89°25'32 WEST ALONG SAID RIGHT-OF-WAY A DISTANCE OF 148.08 FEET TO THE NORTHEASTERLY RIGHT-OF-WAY OF ORMOND AVENUE; THENCE NORTH 50°39'14" WEST ALONG SAID RIGHT-OF-WAY A DISTANCE OF 180.83 FEET TO THE POINT OF BEGINNING.

PLANS ARE IN NAVD88 DATUM CONVERSION EQUATION IS BELOW: (NAVD 1988) + 1.49' = (NGVD 1929)

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

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
811 Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

HCA Healthcare

Kimley»Horn
MICHAEL F. SCHWARTZ, P.E.
1615 S CONGRESS AVE, SUITE 201
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FIRM LICENSE NUMBER CA 00000696

Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM

Drawing Title

COVER SHEET

Sheet Number

C1 OF 19

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBER:

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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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.
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. 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 2 WORKING DAYS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR MUST CALL THE UTILITY COMPANIES BEFORE COMMENCING WORK.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
6. 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 THE ENGINEER.
7. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND ENGINEER DIRECTLY FROM THE TESTING AGENCY.
8. 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 CONTRACTOR'S RESPONSIBILITY.
9. 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.
10. 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 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.
11. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR VERIFYING ALL QUANTITIES, TAKE-OFF MEASUREMENTS, MATERIALS, ETC. DURING THE BID PROCESS WHEN DISCREPANCIES OCCUR, THE PHYSICAL PLAN TAKES PRECEDENCE. THE ENGINEER, LANDSCAPE ARCHITECT, COUNTY, CITY OR PROJECT CONSULTANTS ARE NOT TO BE HELD RESPONSIBLE FOR DISCREPANCIES TO THE SPECIFICATIONS OR PLANS.
12. THE CONTRACTOR SHALL LIMIT CONSTRUCTION OPERATIONS TO WITHIN THE LIMITS OF CONSTRUCTION. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR ANY DAMAGES OUTSIDE THE LIMITS OF CONSTRUCTION.
13. CONTRACTOR IS ADVISED THAT THE U.S. ENVIRONMENTAL PROTECTION AGENCY REQUIRES THAT ALL OPERATORS FILE A NOTICE OF INTENT (NOI) FOR STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY UNDER THE NPDES GENERAL PERMIT PRIOR TO BEGINNING WORK. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO OBTAIN THE SAME. A COPY SHALL BE SENT TO THE ENGINEER OF RECORD, ARCHITECT OF RECORD AND THE OWNER.
14. FLORIDA LAW (F.S. 553.851) PROTECTION OF UNDERGROUND PIPELINES MANDATES THAT NO EXCAVATOR SHALL COMMENCE OR PERFORM ANY EXCAVATION WITHOUT FIRST OBTAINING INFORMATION CONCERNING THE POSSIBLE LOCATION OF GAS PIPELINES IN THE AREA OF PROPOSED EXCAVATION. THE EXCAVATOR MUST NOTIFY THE GAS UTILITY A MINIMUM OF 2 WORKING DAYS AND A MAXIMUM OF 5 WORKING DAYS PRIOR TO EXCAVATION.
15. THE CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH THE LOCAL ELECTRICAL PROVIDER ON ANY WORK IN THE VICINITY OF OVERHEAD OR UNDERGROUND POWER LINES.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL PLANS RELATED TO SITE WORK INCLUDING (BUT NOT LIMITED TO) LANDSCAPE, IRRIGATION, SITE LIGHTING, BUILDING FOUNDATION, PLUMBING, FIRE SPRINKLER, AND OTHER APPLICABLE PLANS FOR CONFLICTING INFORMATION AND ALERT OWNER'S REPRESENTATIVE OF ANY CONFLICT FOR RESOLUTION.
17. CONTRACTOR SHALL VERIFY LOCATION OF ALL IRRIGATION, STREET LIGHTING, AND ELECTRICAL CONDUIT THAT WILL BE IN CONFLICT WITH ANY PROPOSED CONSTRUCTION AND SHALL RESOLVE CONFLICT ACCORDINGLY. COST OF CONFLICT RESOLUTION SHALL BE INCLUDED IN THE BID.
18. ANY DEBRIS RESULTING FROM STRIPPING AND DEMOLITION OPERATIONS SHALL BE REMOVED FROM THE SITE AT FREQUENT INTERVALS TO PREVENT THIS MATERIAL FROM ACCUMULATING ON SITE.
19. UPON REMOVAL OF TREES, SHRUBS OR ANY STUMP GRINDING, NO ROOT GREATER THAN THREE INCHES IN DIAMETER SHALL REMAIN WITHIN FIVE FEET OF AN UNDERGROUND STRUCTURE OR UTILITY LINE OR UNDER SLABS OR FOOTINGS OR PAVED AREAS.
20. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.
21. THE CONTRACTOR SHALL ENSURE THAT ANY TREE OR SHRUB PLACED WITHIN WATER, SEWER OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF FORT PIERCE STANDARD DETAILS

PRECONSTRUCTION RESPONSIBILITIES

1. UPON RECEIPT OF NOTICE OF AWARD, THE CONTRACTOR SHALL ARRANGE A PRECONSTRUCTION CONFERENCE TO INCLUDE ALL INVOLVED GOVERNMENTAL AGENCIES, ALL AFFECTED UTILITY OWNERS, THE OWNER, THE ENGINEER AND ITSELF.
2. THE CONTRACTOR SHALL CONTACT SUNSHINE STATE ONE CALL OF FLORIDA, INC. (811) AT LEAST 2 WORKING DAYS PRIOR TO BEGINNING ANY EXCAVATION.
3. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY THE SIZE, LOCATION, ELEVATION, AND MATERIAL OF ALL EXISTING UTILITIES WITHIN THE AREA OF CONSTRUCTION.
4. EXISTING UTILITY LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF EXISTING UTILITIES SHOWN OR FOR ANY EXISTING UTILITIES NOT SHOWN.
5. IF UPON EXCAVATION, AN EXISTING UTILITY IS FOUND TO BE IN CONFLICT WITH THE PROPOSED CONSTRUCTION OR TO BE OF A SIZE OR MATERIAL DIFFERENT FROM THAT SHOWN ON THE PLANS; THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER.

CONSTRUCTION SAFETY

ALL CONSTRUCTION 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.

UTILITIES

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 ALL 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 HE COMMENCES 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.

EROSION CONTROL NOTES

1. THE STORM WATER POLLUTION PREVENTION PLAN ("SWPPP") IS COMPRISED OF THIS EROSION AND SEDIMENTATION CONTROL PLAN, THE STANDARD DETAILS, AND ALL SUBSEQUENT REPORTS AND RELATED DOCUMENTS PROVIDED BY THE CONTRACTOR.
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 AND SEDIMENTATION 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. 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.
11. ALL STORM WATER POLLUTION PREVENTION MEASURES PRESENTED ON THE PLAN, SHALL BE INITIATED AS SOON AS PRACTICABLE.
12. STABILIZATION PRACTICES SHOULD BE INITIATED AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS WHERE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED.
13. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY STABILIZED. THE WORK THAT SHALL BE STABILIZED NO LATER THAN 7 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRED.
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 AND SEDIMENTATION 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 AS NECESSARY AS CONSTRUCTION PROGRESSES (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 BITUMINOUS PAVING FOR ROAD CONSTRUCTION.
21. EROSION AND SEDIMENTATION CONTROL PLANS PROVIDED HEREIN ARE A GUIDELINE ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PREPARING THE FINAL STORM WATER POLLUTION PREVENTION PLAN. THE PLAN SHALL BE SUBMITTED TO THE OWNER AND ENGINEER WHICH DEMONSTRATES THE MECHANISMS AND PRACTICES THAT WILL BE EMPLOYED TO PROTECT THE CONSTRUCTION SITE AND SURROUNDING AREA DURING CONSTRUCTION. THE PLAN SHALL BE CONSISTENT WITH FEDERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES PERMIT REQUIREMENTS PERTAINING TO POLLUTION PREVENTION PLANS. THE PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO, THE LOCATIONS OF SILT BARRIERS, TURBIDITY SCREENS OR TEMPORARY SHEETING, EMERGENCY RESPONSE PRACTICES, AND OTHER METHODS TO PREVENT POLLUTION. REFUELING OR STORAGE OF VEHICLES OR EQUIPMENT THAT UTILIZE PETROLEUM BASED PRODUCTS SHALL BE PROHIBITED ANYWHERE WITHIN 50 FEET OF A WATER'S EDGE. THE PLAN SHALL BE SUBMITTED TO THE OWNER WITHIN NOTICE OF AWARD AND APPROVED IN WRITING NOTICE TO PROCEED BY OWNER THE PLAN SHALL BE FILED WITH ALL APPLICABLE REGULATORY AGENCIES BY THE CONTRACTOR. REFER TO FURTHER NOTES AND DETAILS WITHIN THESE DOCUMENTS.
22. SILT FENCE IS REQUIRED AS SHOWN ON THE PLANS AND ANYWHERE ADDITIONAL AS REQUIRED BY CONSTRUCTION. SILT FENCE IS NOT APPLICABLE IN PAVEMENT AREAS. LIMITS OF CONSTRUCTION SHOWN ARE DIAGRAMATIC. CONTRACTOR TO PROVIDE PLAN FOR SHOP DRAWING REVIEW.
23. 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 USE OF MOTOR OILS AND OTHER PETROLEUM BASED OR TOXIC LIQUIDS FOR DUST SUPPRESSION OPERATIONS IS PROHIBITED. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
24. THE CONTRACTOR SHALL TAKE ALL REQUIRED MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF TURBIDITY BARRIERS AT ALL LOCATIONS WHERE THERE IS 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.
25. THE CONTRACTOR SHALL ABIDE BY ALL EROSION AND SEDIMENT CONTROL REQUIREMENTS DETAILED IN ORDINANCE NO. K-421.

DEMOLITION NOTES

1. ALL MATERIAL REMOVED FROM THIS SITE BY THE CONTRACTOR SHALL BE DISPOSED OF BY THE CONTRACTOR IN A LEGAL MANNER.
2. REFER TO THE TOPOGRAPHIC SURVEY FOR ADDITIONAL DETAILS OF EXISTING STRUCTURES, ETC., LOCATED WITHIN THE PROJECT SITE. UNLESS OTHERWISE NOTED, ALL EXISTING BUILDINGS, STRUCTURES, SLABS, CONCRETE, ASPHALT, DEBRIS PILES, SIGNS, AND ALL APPURTENANCES ARE TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DISPOSED OF IN A LEGAL MANNER AS PART OF THIS CONTRACT. 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. THE CONTRACTOR SHALL REFER TO THE DEMOLITION PLAN AND LANDSCAPE PLAN FOR DEMOLITION/PRESERVATION OF EXISTING TREES. ALL TREES NOT SPECIFICALLY SHOWN TO BE REMOVED OR RELOCATED SHALL BE PRESERVED AS A PART OF THIS CONTRACT. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY DEMOLITION. CONTRACTOR TO SEE LANDSCAPE PLAN FOR TREE PROTECTION REQUIREMENTS. ALL TREES TO REMAIN UNLESS OTHERWISE NOTED. CONTRACTOR TO NOTE EXISTING TREES TO REMAIN. SHOULD ANY TREE TO BE REMAIN BE DAMAGED BY THE CONTRACTOR, IT WILL REQUIRE REPLACEMENT IN KIND.

TRENCH SAFETY ACT

1. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR COMPLIANCE WITH THE STATE OF FLORIDA TRENCH SAFETY ACT.
2. WHERE EXCAVATIONS TO A DEPTH IN EXCESS OF FIVE FEET (5') ARE REQUIRED. THE CONTRACTOR SHALL INCLUDE THE FOLLOWING INFORMATION IN THE BID:
   A. A REFERENCE TO THE TRENCH SAFETY STANDARDS THAT WILL BE IN EFFECT DURING THE PERIOD OF CONSTRUCTION OF THE PROJECT.
   B. WRITTEN ASSURANCES BY THE CONTRACTOR PERFORMING THE TRENCH EXACTION THAT SUCH CONTRACTOR WILL COMPLY WITH THE APPLICABLE TRENCH SAFETY STANDARDS.
   C. A SEPARATE ITEM IDENTIFYING THE COST OF COMPLIANCE WITH THE APPLICABLE TRENCH SAFETY STANDARDS.
3. WHEN A BID IS NOT SUBMITTED, THE CONTRACTOR SHALL SUBMIT THE INFORMATION LISTED IN ITEM "2" TO THE ENGINEER PRIOR TO STARTING WORK.

SURVEY DATA

1. THE CONTRACTOR SHALL PROTECT ALL PERMANENT REFERENCE MONUMENTS AND TAKE ALL PRECAUTIONS NECESSARY TO AVOID DAMAGE TO SURVEY MAKERS DURING CONSTRUCTION. ANY SURVEY MARKERS DAMAGED DURING CONSTRUCTION WILL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
2. BENCHMARK LOCATION AND ELEVATION ARE AS REPRESENTED BY SURVEYOR AT THE TIME OF SURVEY. CONTRACTOR SHALL VERIFY ITS CORRECTNESS AT TIME OF CONSTRUCTION.
3. ALL ELEVATIONS ON THE PLANS OR REFERENCED IN THE SPECIFICATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88).

MAINTENANCE

1. ALL MEASURES STATED ON THE 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:
2. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION. INLET PROTECTION DEVICES SHALL BE CLEANED OUT AT REGULAR INTERVALS OR AS THEY BECOME FULL OF DEBRIS.
3. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED AND RESEEDED AS NEEDED.
4. 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.
5. 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.
6. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INSPECTION.

INTERRUPTION OF EXISTING UTILITIES

ANY CONSTRUCTION WORK THAT REQUIRES INTERRUPTION OF SERVICE TO ANY CUSTOMER SHALL BE DONE SO WITH A MINIMUM OF SEVENTY-TWO (72) HOUR NOTICE TO, AND WRITTEN APPROVAL BY THE APPROPRIATE UTILITY COMPANY. THE CONTRACTOR SHALL ARRANGE A MEETING WITH THE LOCAL JURISDICTIONAL AGENCIES AND OTHER GOVERNING AGENCIES, AND OTHER AFFECTED UTILITIES PRIOR TO SCHEDULING THE SHUTDOWN TO ASSESS THE SCOPE OF WORK. ALL SYSTEM SHUT DOWNS SHALL BE SCHEDULED BY THE CONTRACTOR AT SUCH TIME AS THE SYSTEM DEMAND IS LOW. THIS GENERALLY REQUIRES NIGHT TIME WORK BY THE CONTRACTOR AND REQUIRES FULL TIME INSPECTION BY A REPRESENTATIVE OF THE UTILITY. ALL COSTS FOR OVERTIME WORK BY THE REPRESENTATIVE OF THE UTILITY SHALL BE BORNE BY THE CONTRACTOR. EACH CUSTOMER AFFECTED BY THE SHUT DOWN SHALL BE PROVIDED, MINIMUM, FORTY-EIGHT (48) HOURS WRITTEN NOTIFICATION BY THE CONTRACTOR.

PAVING, GRADING AND DRAINAGE NOTES

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN PUBLIC RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH LOCAL COUNTY OR STATE SPECIFICATIONS AND STANDARDS (LATEST EDITION) OR FDOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) IF NOT COVERED BY LOCAL OR COUNTY REGULATIONS, WHICHEVER IS MOST RESTRICTIVE.
2. ALL UNPAVED AREAS DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED, UNLESS OTHERWISE NOTED.
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. ALL OPEN AREAS WITHIN THE PROJECT SITE SHALL BE SODDED WITH BAHIA SOD UNLESS INDICATED OTHERWISE ON THE ENGINEERING OR LANDSCAPE PLANS.
6. ALL AREAS INDICATED AS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL PAVEMENT SECTIONS AS INDICATED ON THE DRAWINGS.
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 AND PIPES WITHIN THE LIMITS OF CONSTRUCTION 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 ENGINEER PRIOR TO ANY EXCAVATION.
11. CONTRACTOR TO 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

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3093200010
AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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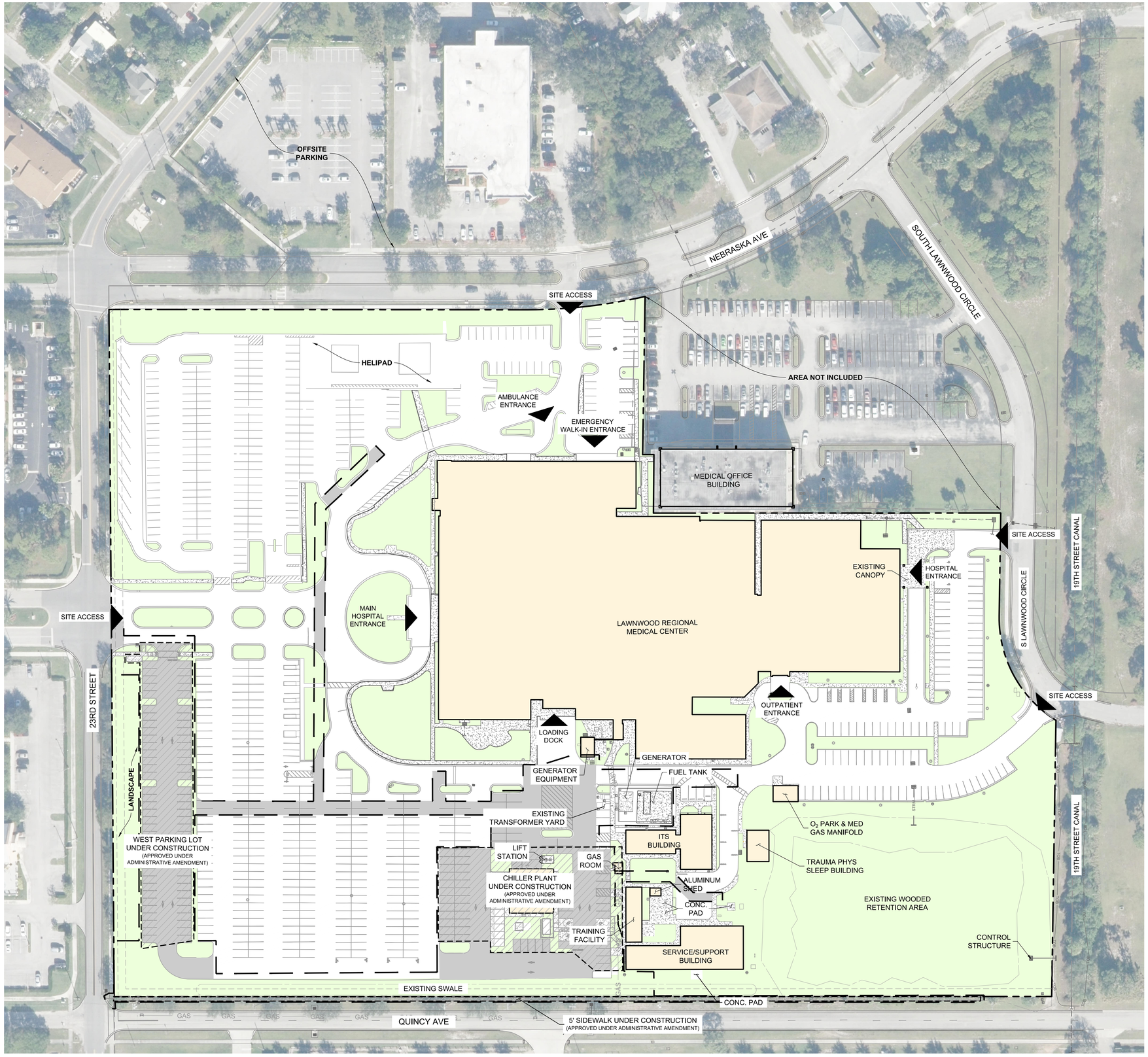
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NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

LEGEND

- PROPERTY LINE
- EXISTING BUILDING AREA
- EXISTING LANDSCAPE AREA
- EXISTING PAVEMENT
- EXISTING CONCRETE SIDEWALK

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Seals

NEW TOWER AND SURGERY RENOVATIONS
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LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

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REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM

Drawing Title

EXISTING CONDITIONS

Sheet Number

C3 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C3 OF 19 EXISTING CONDITIONS September 10, 2020 07:54:18am K:\bcd_civil\144283016 — lawnwood regional medical center\CADD\Exhibits_SD Package\C3 OF 19 EXISTING CONDITIONS.dwg
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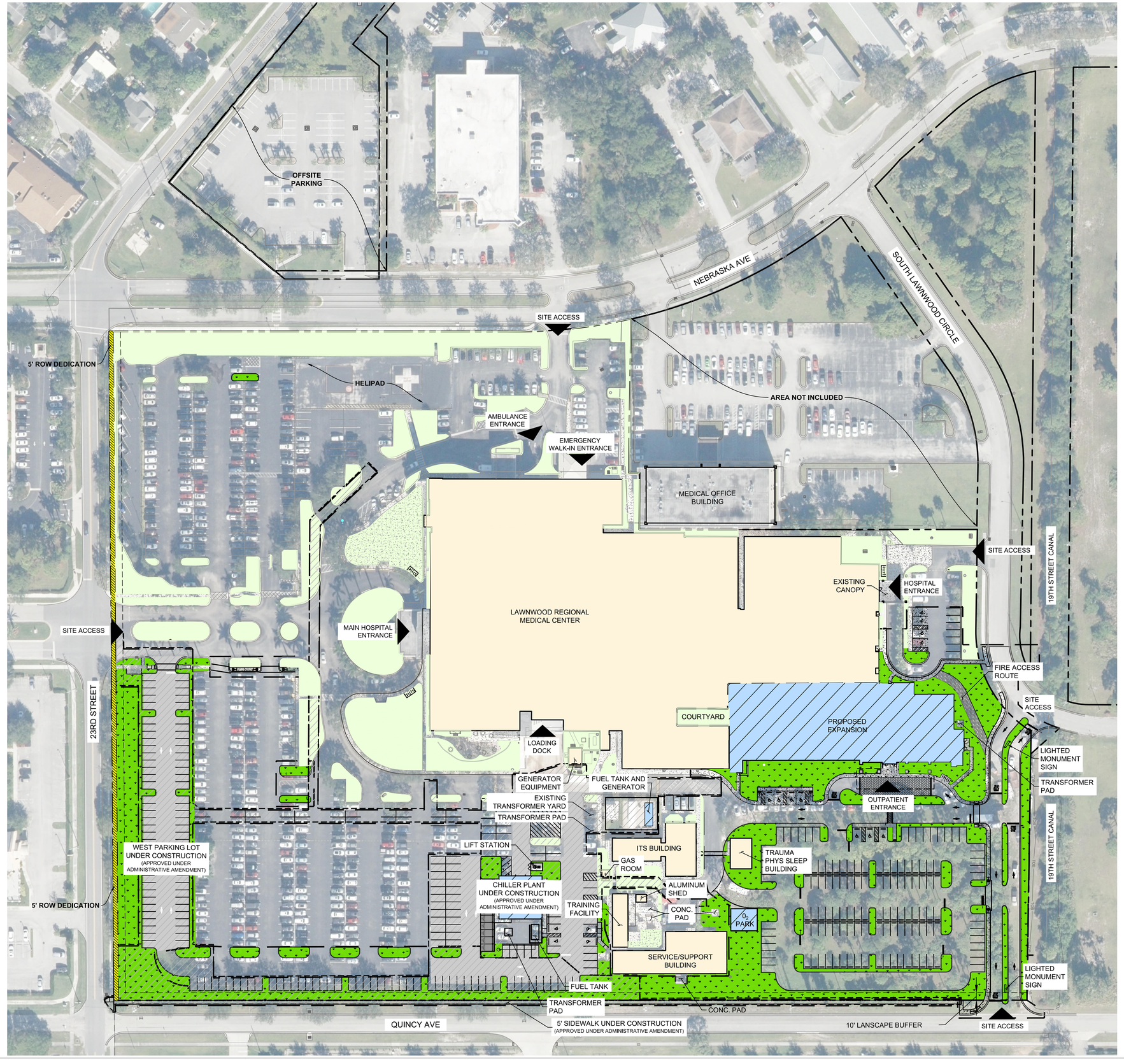
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NORTH

GRAPHIC SCALE IN FEET
0 30 60 120

LEGEND

- PROPERTY LINE
- STRM — EXISTING STORM PIPE
- SS — SS — EXISTIG SANITARY SEWER PIPE
- W — W — EXISTING WATERMAIN
- E — E — EXISTING ELECTRIC LINE
- COM — EXISTING COMMUNICATIONS
- GAS — EXISTING GAS LINE
- OHW — OHW — EXISTING OVERHEAD WIRE
- EXISTING BUILDING AREA
- EXISTING LANDSCAPE AREA
- EXISTING PAVEMENT
- EXISTING CONCRETE
- 5' ROW DEDICATION
- PROPOSED BUILDING AREA
- PROPOSED LANDSCAPE AREA
- PROPOSED PAVEMENT
- PROPOSED HEAVY DUTY PAVEMENT
- PROPOSED CONCRETE
- PROPOSED PAVERS
- STABILIZED FIRE ACCESS ROUTE
- AFFECTED AREA

SITE DATA TABLE

ZONING:	C-1 (OFFICE COMMERCIAL)	
FUTURE LAND USE:	INSTITUTIONAL	
TOTAL PARCEL AREA	986,612 SF / 22.65 AC	
TOTAL AFFECTED AREA	386509 SF/ 8.87 AC / 100%	
IMPERVIOUS (AFFECTED AREA)	220924 SF / 5.07 AC / 57%	
BUILDING (AFFECTED AREA)	31814 SF / 0.73 AC / 8%	
	PROPOSED EXPANSION (32 BEDS)	30798 S.F. / 0.71 AC
	PROPOSED O2 PARK	1016 S.F. / 0.02 AC
PERVIOUS (AFFECTED AREA)	133771 SF / 3.07 AC / 35%	
MAXIMUM BUILDING HEIGHT	75 FEET	
	REQUIRED	PROVIDED
LOT COVERAGE:	60% MAXIMUM	22%
OPEN SPACE:	22% MINIMUM	28%
SETBACK REQUIREMENTS:		
	REQUIRED	PROVIDED
FRONT (QUINCY AVE)	10'	27'
REAR (NEBRASKA AVE)	10'	47'
PARKING:		
EXISTING	791	
DEMOLISHED	116	
PROPOSED	221	
	REQUIRED	PROVIDED
TOTAL	516	986
UTILITY PROVIDERS		
WATER	FORT PIERCE UTILITIES AUTHORITY	
WASTEWATER	FORT PIERCE UTILITIES AUTHORITY	
ELECTRIC	FORT PIERCE UTILITIES AUTHORITY	

SITE PLAN NOTES:

1. ALL CONSTRUCTION SHALL COMPLY WITH THE CITY OF FORT PIERCE CODE OF ORDINANCES SECTIONS 17 AND 22.

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Checked By	VM

Drawing Title

PHASE I OVERALL SITE PLAN

Sheet Number

C4 OF 19

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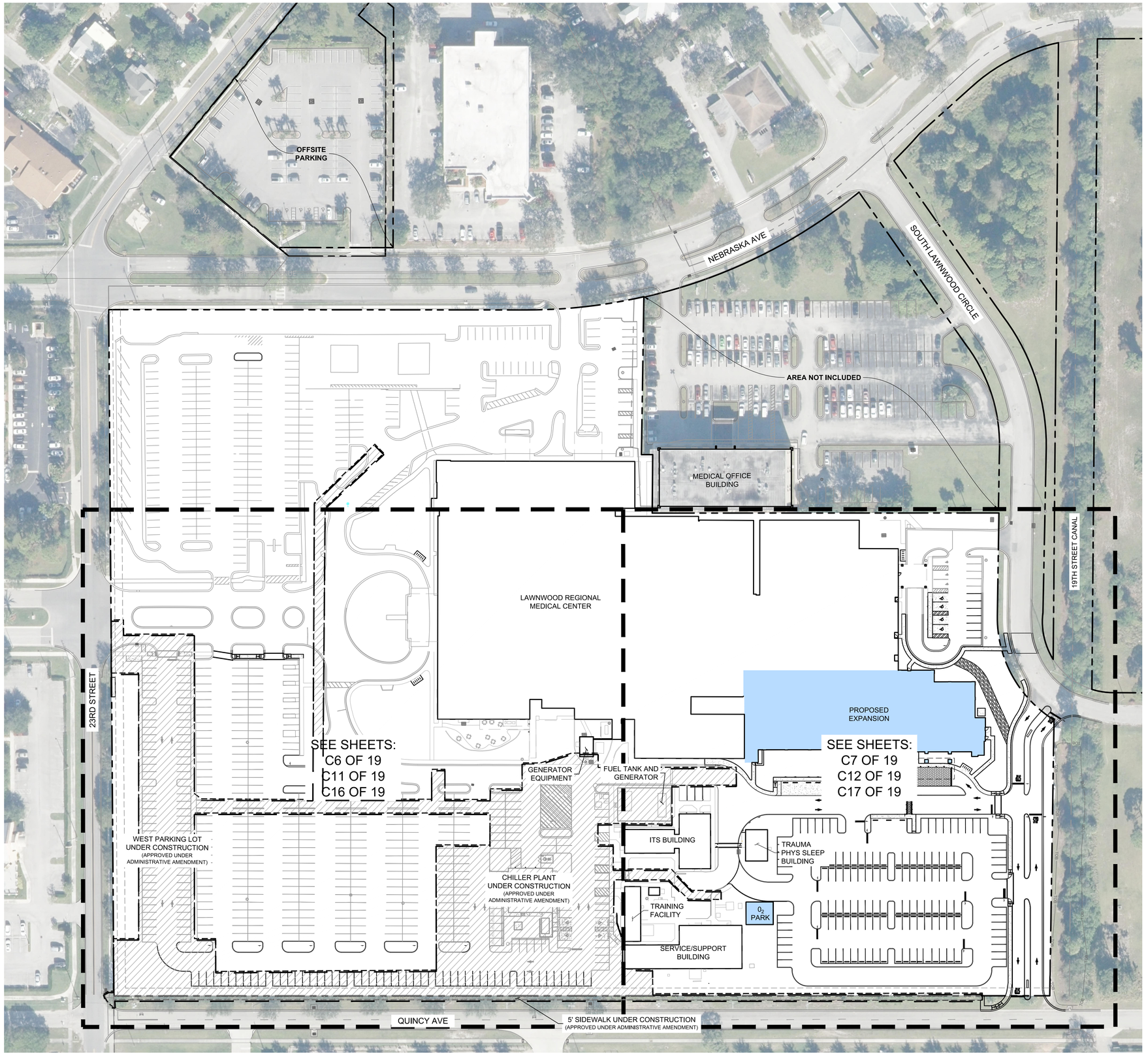
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GRAPHIC SCALE IN FEET
0 30 60 120

LEGEND
PROPERTY LINE

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KEY MAP

Sheet Number
C5 OF 19

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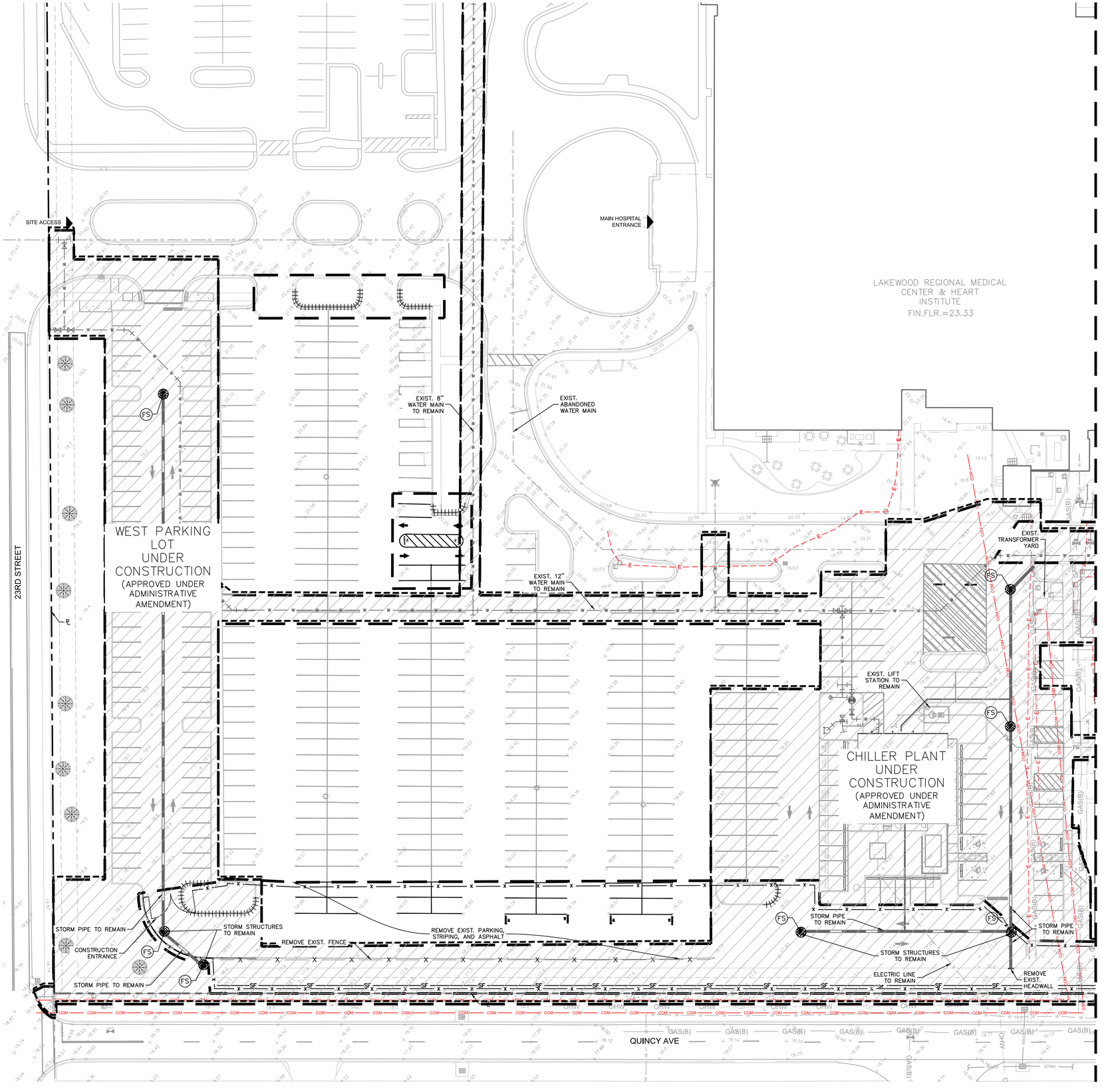
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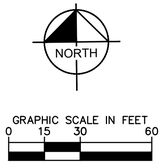
MECHANICAL ENGINEER
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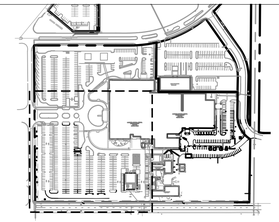
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TELEPHONE
PROJECT MANAGER





GRAPHIC SCALE IN FEET
0 15 30 60



KEY MAP

LEGEND

	PROPERTY LINE
STRM	EXISTING STORM PIPE
SS	EXISTING SANITARY SEWER PIPE
W	EXISTING WATER PIPE
E	EXISTING ELECTRIC LINE
COM	EXISTING COMMUNICATION LINE
GAS	EXISTING GAS LINE
OHW	EXISTING OVERHEAD ELECTRIC
18.54	EXISTING SPOT ELEVATION
	REMOVE EXISTING D CURB
	REMOVE EXISTING F CURB
W	REMOVE EXISTING WATER PIPE
STRM	REMOVE EXISTING STORM PIPE
SS	REMOVE EXISTING SANITARY SEWER PIPE
SF	SILT FENCE (SEE DETAIL ON SHEET C8 OF 19)
x	CONSTRUCTION FENCE (SEE DETAIL ON SHEET C8 OF 19)
	AFFECTED AREA
	LIMITS OF WORK (CHILLER PLANT)
	TRUCK WASH
FS	FILTER SACK INLET PROTECTION

DEMOLITION NOTES

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FIRM LICENSE NUMBER CA 00000696

Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET, FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	**Checked By** VM

Drawing Title

DEMOLITION PLAN

Sheet Number

C6 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C6 OF 19 DEMOLITION PLAN September 10, 2020 08:02:09am K:\bcd_civil\14428316 – lawnwood regional medical center\CADD\plansheets\C7 OF 19 DEMOLITION PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

DESIGN MANAGER:
CHRIS POWERS

CONSTRUCTION MANAGER:
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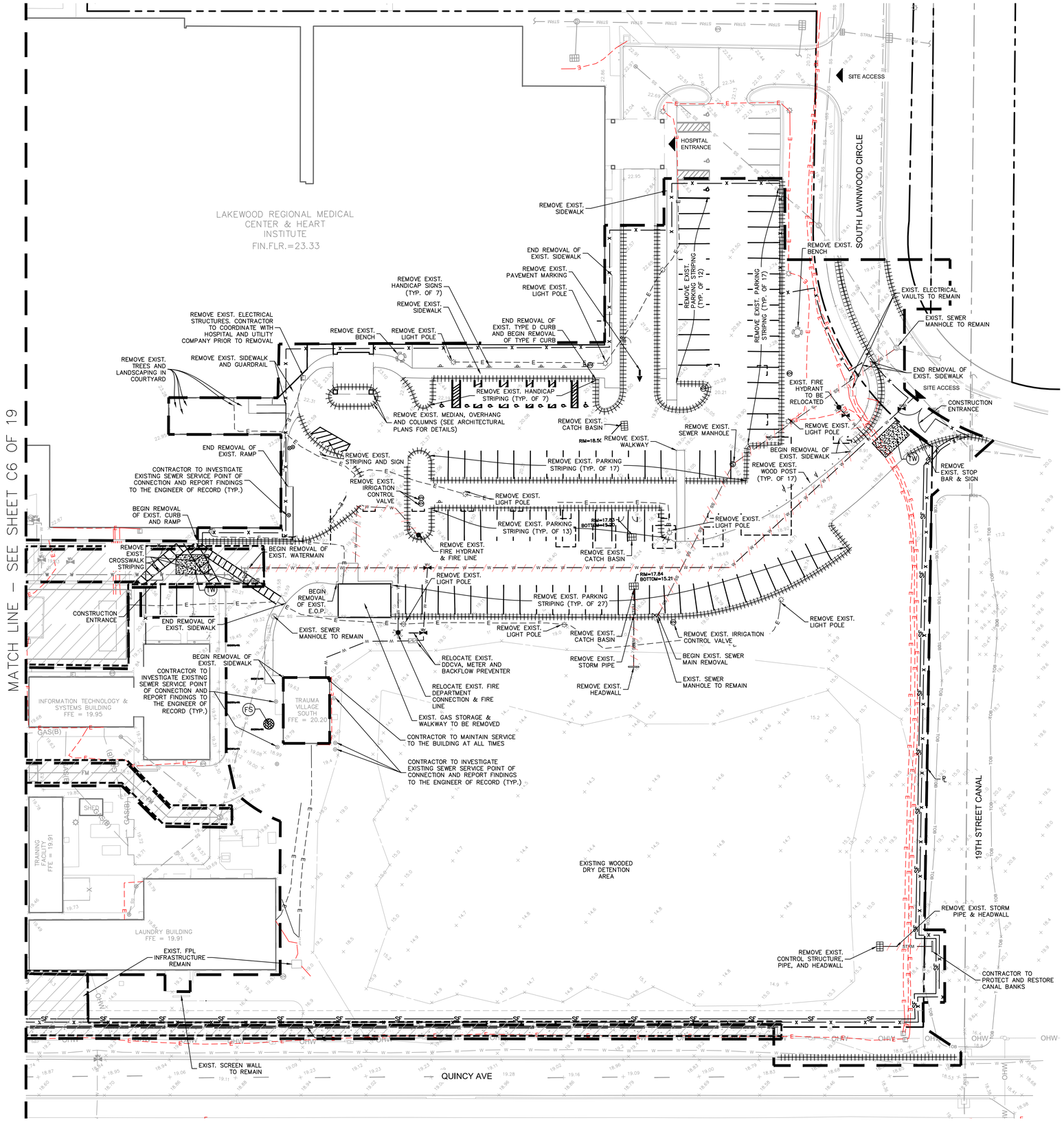
STRUCTURAL ENGINEER
STRUCTURAL DESIGN GROUP
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NASHVILLE, TN 37228
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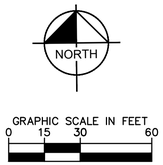
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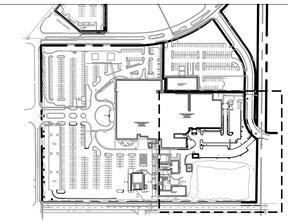
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GRAPHIC SCALE IN FEET
0 15 30 60



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REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC **Checked By** VM

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Sheet Number

C7 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C7 OF 19 DEMOLITION PLAN September 10, 2020 08:02:33am K:\pcd_civil\144283016 – lawnwood regional medical center\CADD\plansheets\C7 OF 19 DEMOLITION PLAN.dwg
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AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER: 19087.00

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CONSTRUCTION MANAGER:
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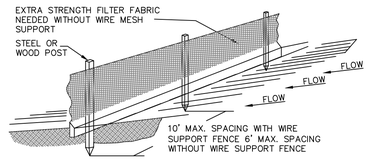
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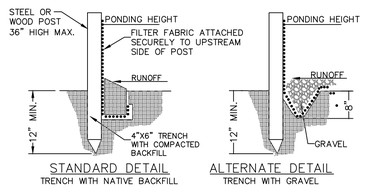
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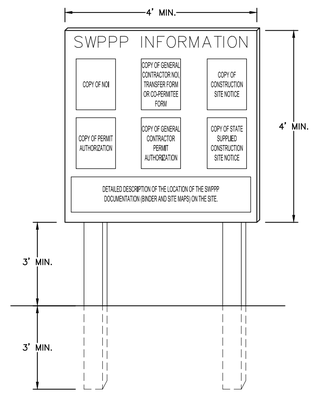


NOTE:

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

K-H



SWPPP INFORMATION SIGN

NOT TO SCALE

NOTES:
1. "SWPPP INFORMATION" MUST BE DISPLAYED PROMINENTLY ACROSS THE TOP OF THE SIGN, AS SHOWN IN THE DETAIL.
2. SIGN TO BE CONSTRUCTED OF A RIGID MATERIAL, SUCH AS PLYWOOD OR OUTDOOR SIGN BOARD. SIGN MUST BE CONSTRUCTED IN A MANNER TO PROTECT DOCUMENTS FROM DAMAGE DUE TO WEATHER (WIND, SUN, MOISTURE, ETC.).
3. THE SWPPP INFORMATION SIGN MUST BE LOCATED NEAR THE ENTRANCE/EXIT OF THE SITE, SUCH THAT IT IS ACCESSIBLE/VIEWABLE BY THE GENERAL PUBLIC, BUT NOT OBSTRUCTING VIEWS AS TO CAUSE A SAFETY HAZARD.
4. ALL POSTED DOCUMENTS MUST BE MAINTAINED IN A CLEARLY READABLE CONDITION AT ALL TIMES THROUGHOUT CONSTRUCTION AND UNTIL THE NOTICE-OF-TERMINATION (NOT) IS FILED FOR THE PERMIT.
5. CONTRACTOR SHALL POST OTHER STORM WATER AND/OR EROSION AND SEDIMENT CONTROL RELATED PERMITS ON THE SIGN AS REQUIRED BY THE LOCAL AGENCY.
6. SIGN SHALL BE LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAY AND EASEMENTS UNLESS APPROVED BY THE GOVERNING AGENCY.
7. CONTRACTOR IS RESPONSIBLE FOR ENSURING STABILITY OF THIS SWPPP INFORMATION SIGN.

K-H

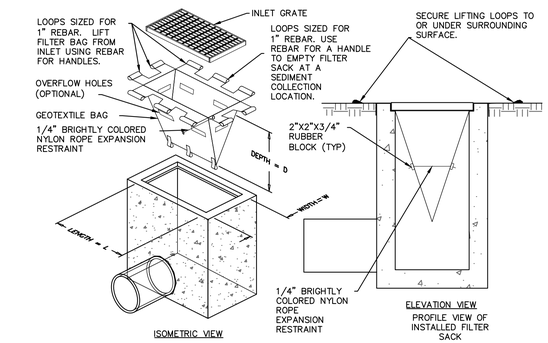
SOIL EROSION/SEDIMENTATION CONTROL OPERATION TIME SCHEDULE

NOTE: GENERAL CONTRACTOR TO COMPLETE TABLE WITH THEIR SPECIFIC PROJECT SCHEDULE

CONSTRUCTION SEQUENCE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
TEMPORARY CONSTRUCTION ENTRANCE																								
TEMPORARY CONTROL MEASURES																								
STRIP & STOCKPILE TOPSOIL																								
ROUGH GRADE																								
STORM FACILITIES																								
SITE CONSTRUCTION																								
BUILDING PAD CONSTRUCTION																								
FINISH GRADING																								
LANDSCAPING/SEED/FINAL STABILIZATION																								

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.



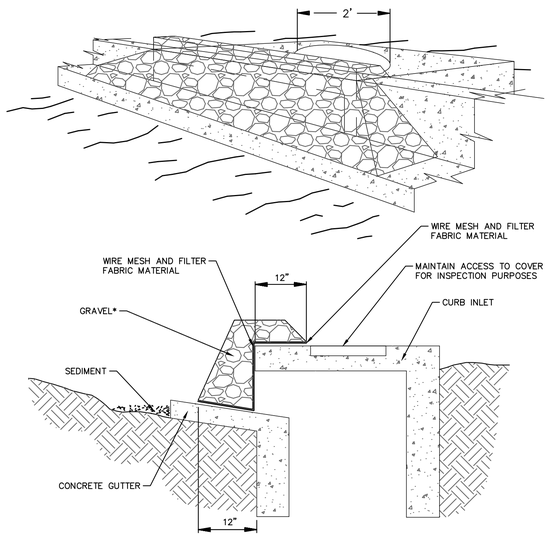
1. EMPTY FILTER SACK WHEN BRIGHTLY COLORED EXPANSION RESTRAINT CAN NO LONGER BE SEEN.
2. GEOTEXTILE WILL BE A WOVEN POLYPROPYLENE FABRIC THAT MEETS OR EXCEEDS REQUIREMENTS IN THE SPECIFICATIONS TABLE.
3. AN OIL ADSORBENT PAD OR PILLOW CAN BE PURCHASED WHEN OIL SPILLS ARE A CONCERN.
4. INSPECT PER REGULATORY REQUIREMENTS.
5. THE WIDTH, "W", OF THE FILTER SACK WILL MATCH THE INSIDE WIDTH OF THE GRATED INLET BOX.
6. THE DEPTH, "D", OF THE FILTER SACK WILL BE BETWEEN 18 INCHES AND 36 INCHES.
7. THE LENGTH, "L", OF THE FILTER SACK WILL MATCH THE INSIDE LENGTH OF THE GRATED INLET BOX.

LOW TO MODERATE FLOW GEOTEXTILE FABRIC SPECIFICATION TABLE		
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	300 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	120 LBS
MULLEN BURST	ASTM D-3786	800 PSI
TRAPEZOID TEAR	ASTM D-4533	120 LBS
UV RESISTANCE	ASTM D-4355	80 %
APPARENT OPENING SIZE	ASTM D-4751	40 US SIEVE
FLOW RATE	ASTM D-4491	40 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	0.55 SEC -1
MODERATE TO HIGH FLOW GEOTEXTILE FABRIC SPECIFICATION TABLE		
PROPERTIES	TEST METHOD	UNITS
GRAB TENSILE STRENGTH	ASTM D-4632	265 LBS
GRAB TENSILE ELONGATION	ASTM D-4632	20 %
PUNCTURE	ASTM D-4833	135 LBS
MULLEN BURST	ASTM D-3786	420 PSI
TRAPEZOID TEAR	ASTM D-4533	45 LBS
UV RESISTANCE	ASTM D-4355	90 %
APPARENT OPENING SIZE	ASTM D-4751	20 US SIEVE
FLOW RATE	ASTM D-4491	200 GAL/MIN/SQ FT
PERMITTIVITY	ASTM D-4491	1.5 SEC -1

FILTER SACK INLET PROTECTION

NOT TO SCALE

K-H



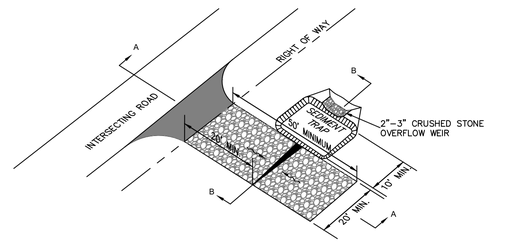
THIS METHOD OF INLET PROTECTION IS APPLICABLE AT CURB INLETS WHERE PONDING IN FRONT OF THE STRUCTURE IS NOT LIKELY TO CAUSE INCONVENIENCE OR DAMAGE TO ADJACENT STRUCTURES AND UNPROTECTED AREAS.

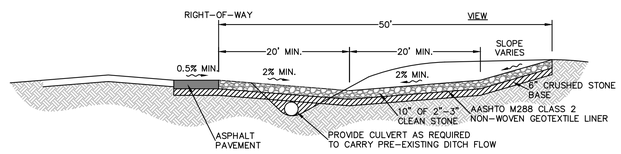
* GRAVEL SHALL BE 3/4"-2" ANGULAR CLEAN STONE

GRAVEL CURB INLET SEDIMENT FILTER

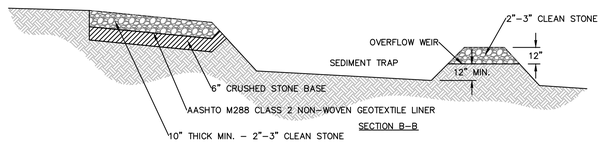
NOT TO SCALE

K-H





SECTION A-A



SECTION B-B

NOTES:
1. PROVIDE SEDIMENT TRAP ON DOWN GRADIENT SIDE (OR BOTH SIDES) AS REQUIRED.
2. FLUSH SURFACE STONE TOWARD SEDIMENT TRAP WITH HIGH VOLUME WATER FLOW AS NEEDED TO MAINTAIN CLEAN SURFACE STONE.
3. PLACEMENT OF SEDIMENT TRAP SHALL BE AT LEAST THE MINIMUM DISTANCE FROM THE RIGHT OF WAY AS REQUIRED BY LOCAL JUSIDICTION.

CONSTRUCTION ENTRANCE

NOT TO SCALE

K-H

K-H KIMLEY-HORN AND ASSOCIATES DETAIL

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FIRM LICENSE NUMBER CA 00000696

Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC Checked By VM

Drawing Title

EROSION CONTROL DETAILS

Sheet Number

C8 OF 19

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

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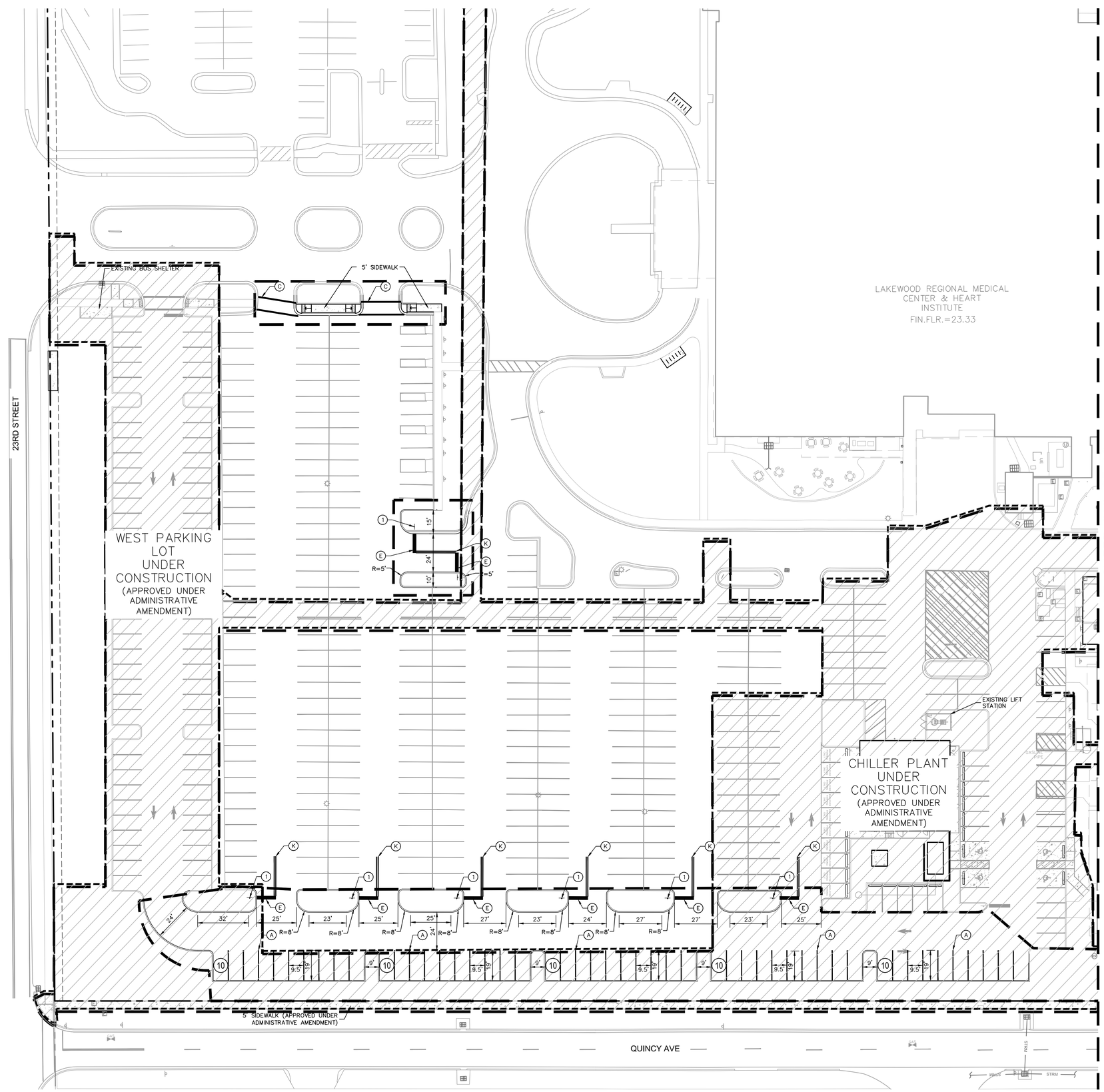
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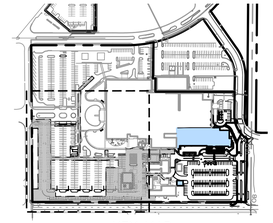
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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60



KEY MAP
NTS

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING AREA
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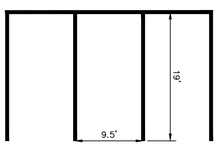
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HCA Project No	3093200010, 3093200018
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Drawn By AMC	**Checked By** VM

Drawing Title

HORIZONTAL CONTROL PLAN

Sheet Number

C9 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C9 OF 19 HORIZONTAL CONTROL PLAN September 10, 2020 08:05:25am K:\bcd_civil\144283016 — lawnwood regional medical center\CADD\plansheets\C10 OF 19 HORIZONTAL CONTROL PLAN.dwg
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ARCHITECT PROJECT NUMBER 19087.00

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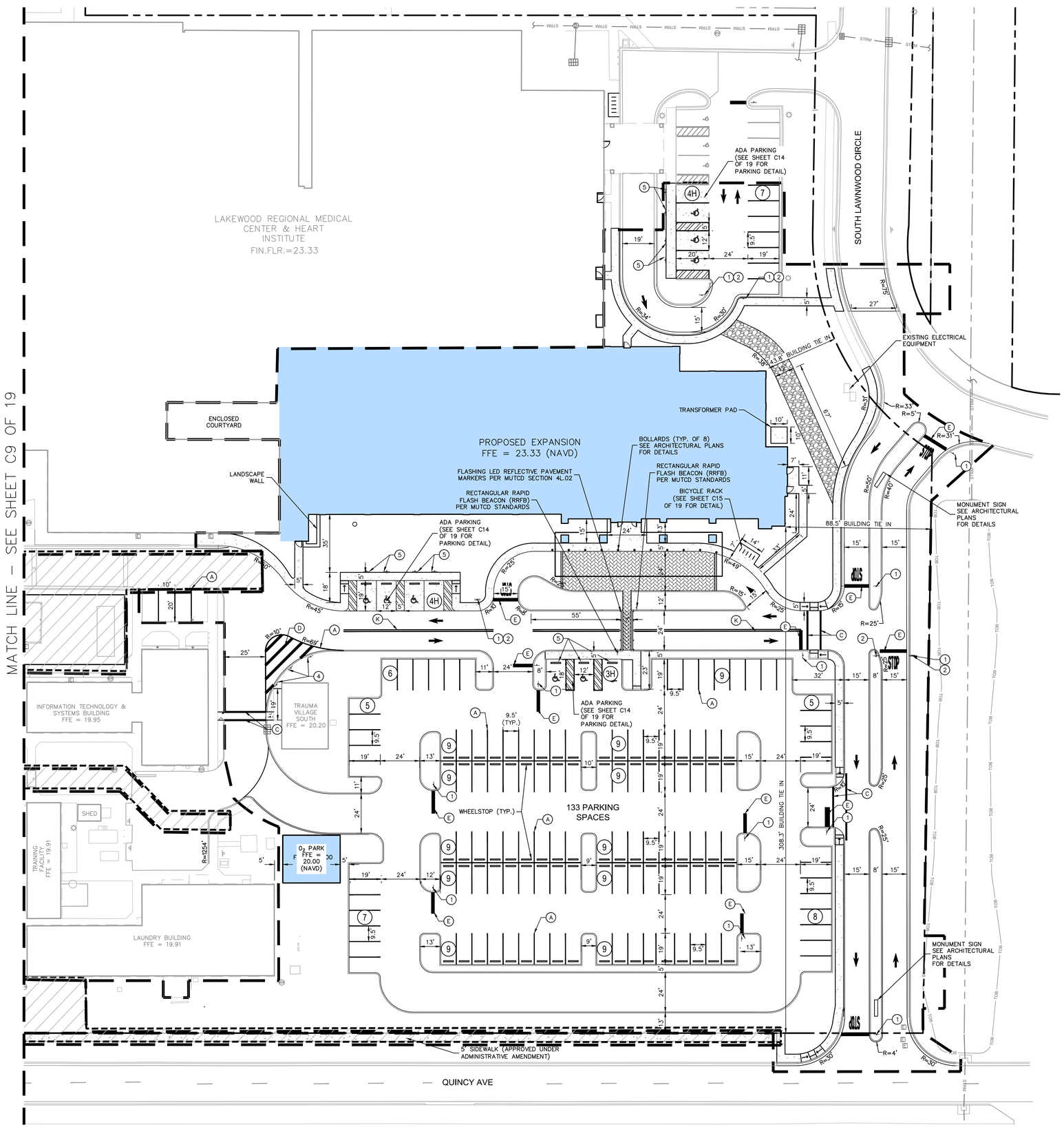
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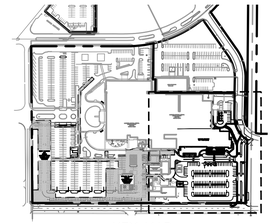
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GRAPHIC SCALE IN FEET
0 15 30 60



KEY MAP
NTS

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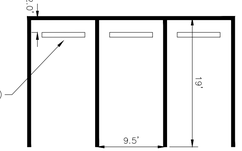
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Drawing Title	

HORIZONTAL CONTROL PLAN

Sheet Number
C10 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C10 OF 19 HORIZONTAL CONTROL PLAN September 10, 2020 08:05:55am K:\bcd_civil\144283016 – lawnwood regional medical center\CADD\plotsheets\C10 OF 19 HORIZONTAL CONTROL PLAN.dwg
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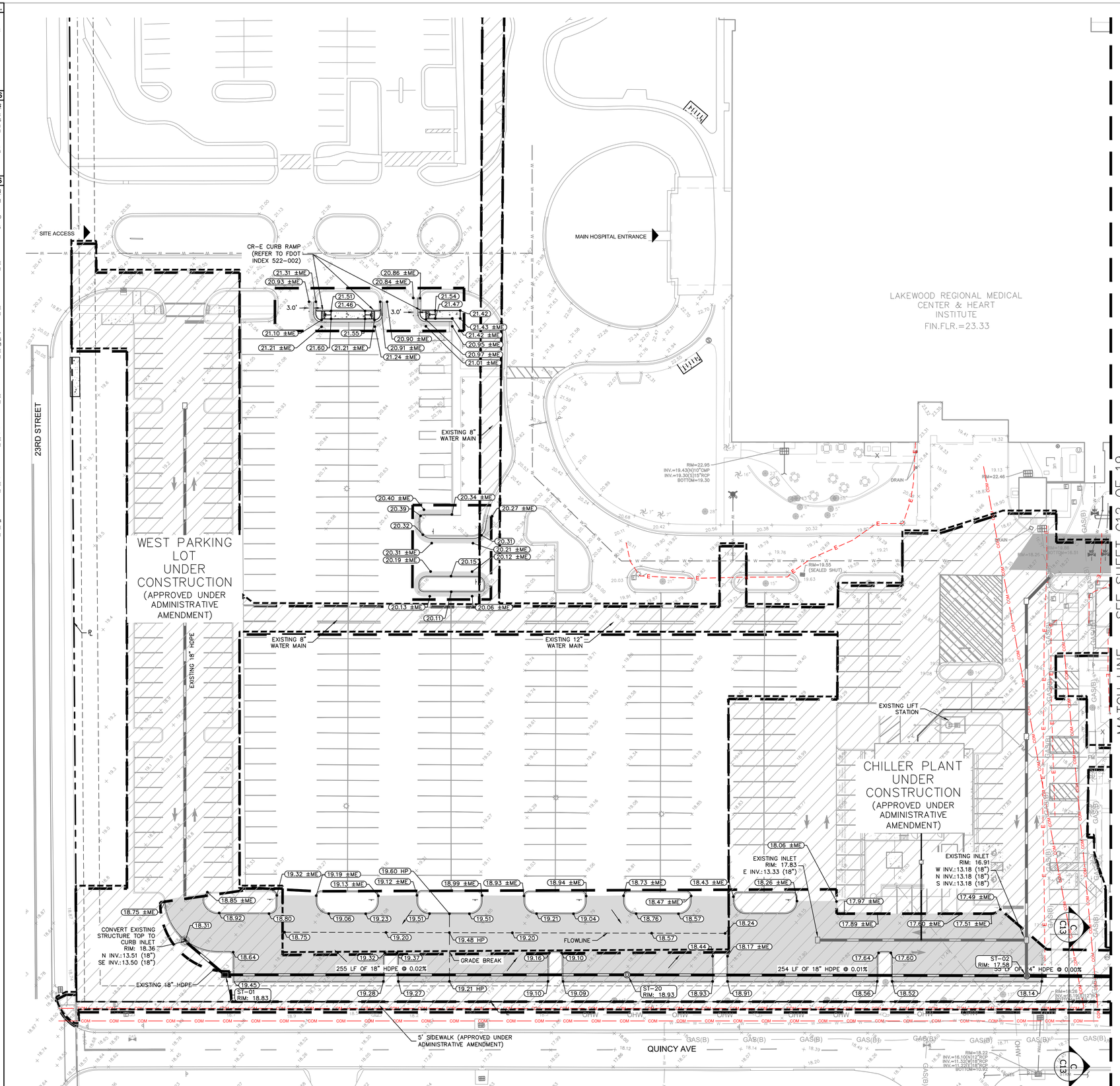
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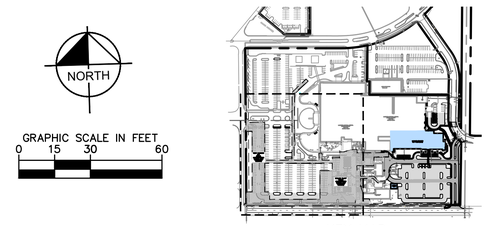
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KEY MAP
NTS

LEGEND

- PROPERTY LINE
- EXISTING STORM PIPE
- EXISTING SANITARY SEWER PIPE
- EXISTING WATER PIPE
- EXISTING ELECTRIC LINE
- EXISTING COMMUNICATION LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- MATCH EXISTING SPOT ELEVATION
- HIGH POINT SPOT ELEVATION
- FLOW ARROW
- PROPOSED CONCRETE
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED BUILDING AREA
- PROPOSED PAVEMENT
- PROPOSED HEAVY DUTY PAVEMENT
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- STAMPED CONCRETE
- AFFECTED AREA

PAVING, GRADING AND DRAINAGE NOTES:

1. TOPOGRAPHIC INFORMATION PROVIDED BY A TOPOGRAPHIC SURVEY BY CAULFIELD & WHEELER, INC. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
4. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH FDOT SPECIFICATIONS AND LOCAL JURISDICTIONAL AGENCY. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
5. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
6. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
7. ALL AREAS INDICATED AS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL PAVEMENT SECTIONS AS INDICATED ON THE DRAWINGS.
8. WHERE NEW PAVEMENT MEETS THE EXISTING PAVEMENT, THE CONTRACTOR SHALL SAW-CUT THE FULL DEPTH OF EXISTING PAVEMENT FOR A SMOOTH AND STRAIGHT JOINT AND MATCH THE EXISTING PAVEMENT ELEVATION WITH THE PROPOSED PAVEMENT UNLESS OTHERWISE INDICATED.
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12. ALL CUT OR FILL SLOPES SHALL BE 4H:1V OR FLATTER UNLESS OTHERWISE NOTED.
13. ALL UN-SURFACED AREAS DISTURBED BY GRADING OPERATION SHALL RECEIVE 4 INCHES OF TOPSOIL. CONTRACTOR SHALL APPLY STABILIZATION FABRIC TO ALL SLOPES 3H:1V OR STEEPER. CONTRACTOR SHALL STABILIZE DISTURBED AREAS IN ACCORDANCE WITH GOVERNING SPECIFICATIONS UNTIL A HEALTHY STAND OF VEGETATION IS OBTAINED.
14. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL RE-GRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.

DRAINAGE STRUCTURE TABLE

STRUCTURE NUMBER	STRUCTURE TYPE	RIM ELEVATION	INVERT ELEVATION
ST-01	TYPE C INLET USF 4155-6209 FRAME AND GRATE	RIM = 18.83	(18") 13.25 (NW) (18") 13.25 (E)
ST-02	DRAINAGE MANHOLE USF 420-C STORM	RIM = 17.58	(18") 13.18 (W) (24") 9.50 (E) (18") 13.18 (N)
ST-20	DRAINAGE MANHOLE USF 420-C STORM	RIM = 18.93	(18") 13.20 (W) (18") 13.21 (E)

PLANS ARE IN NAVD88 DATUM
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FIRM LICENSE NUMBER CA 00000696

Seals

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LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM

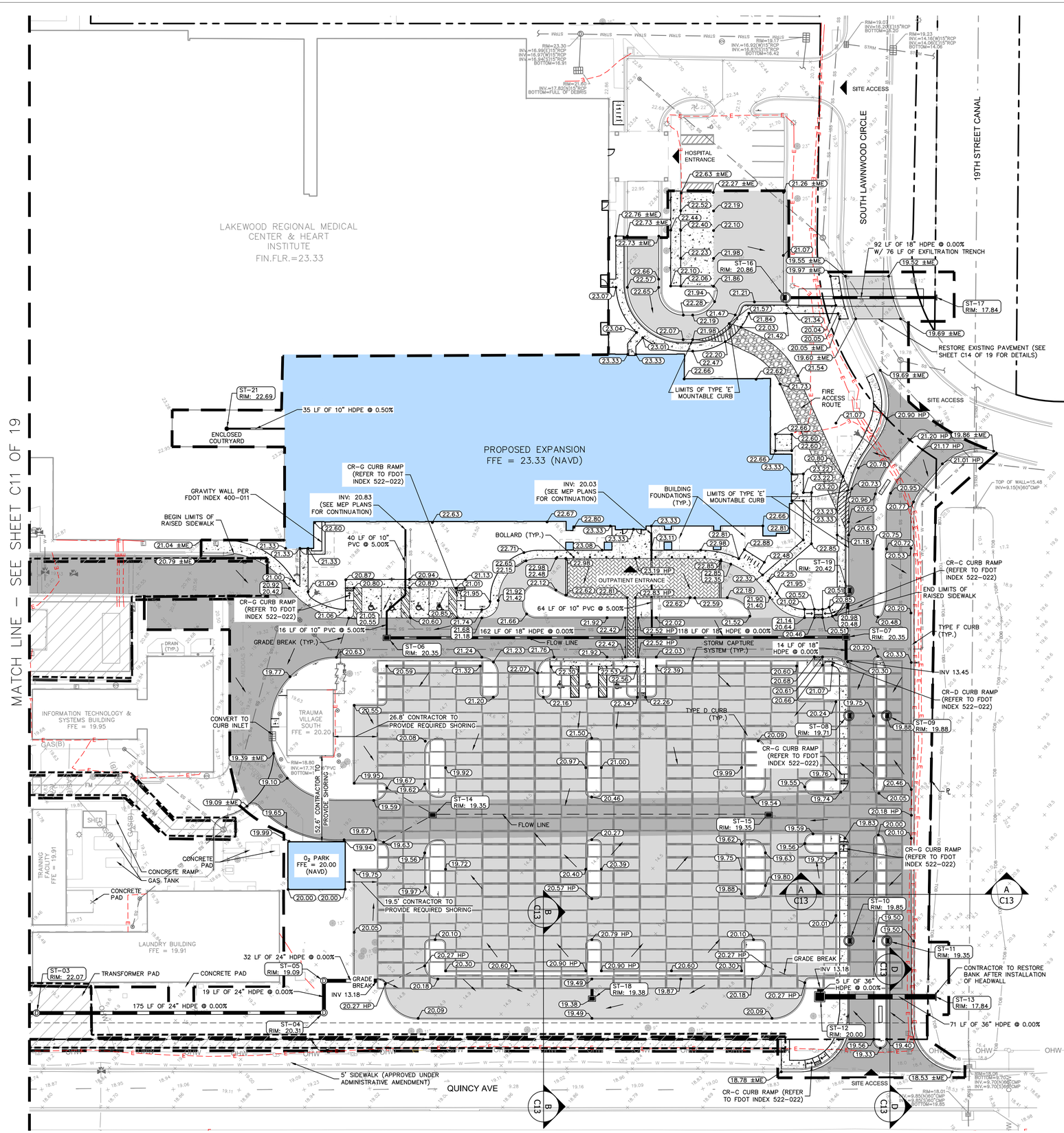
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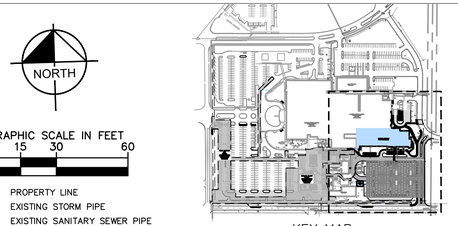
PAVING, GRADING AND DRAINAGE PLAN

Sheet Number

C11 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C11 OF 19 PAVING, GRADING AND DRAINAGE PLAN September 10, 2020 08:09:06am K:\bcd_civil\144283016 – lawnwood regional medical center\CADD\plansheets\C11 OF 19 PAVING, GRADING AND DRAINAGE PLAN.dwg
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NORTH

GRAPHIC SCALE IN FEET
0 15 30 60

LEGEND

- PROPERTY LINE
- EXISTING STORM PIPE
- EXISTING SANITARY SEWER PIPE
- EXISTING WATER PIPE
- EXISTING ELECTRIC LINE
- EXISTING COMMUNICATION LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC
- EXISTING SPOT ELEVATION
- PROPOSED SPOT ELEVATION
- MATCH EXISTING SPOT ELEVATION
- HIGH POINT SPOT ELEVATION
- FLOW ARROW
- PROPOSED CONCRETE
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED BUILDING AREA
- PROPOSED PAVEMENT
- PROPOSED HEAVY DUTY PAVEMENT
- STABILIZED FIRE ACCESS ROUTE
- STAMPED CONCRETE
- AFFECTED AREA

PAVING, GRADING AND DRAINAGE NOTES:

1. TOPOGRAPHIC INFORMATION PROVIDED BY A TOPOGRAPHIC SURVEY BY CAULFIELD & WHEELER, INC. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
2. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
3. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
4. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH FDOT SPECIFICATIONS AND LOCAL JURISDICTIONAL AGENCY. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
5. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
6. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
7. ALL AREAS INDICATED AS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL PAVEMENT SECTIONS AS INDICATED ON THE DRAWINGS.
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15. STORMTRAP VOLUME = 7.60 AC-FT (331,052 CUBIC FEET). CONTRACTOR TO COORDINATE WITH STORMTRAP OR APPROVED EQUAL FOR INSTALLATION SPECIFICATIONS.

DRAINAGE STRUCTURE TABLE

STRUCTURE NUMBER	STRUCTURE TYPE	RIM ELEVATION	INVERT ELEVATION
ST-03	DRAINAGE MANHOLE USF 420-C STORM	RIM = 22.07	(24") 9.50 (W) (24") 13.18 (E)
ST-04	DRAINAGE MANHOLE USF 420-C STORM	RIM = 20.31	(24") 13.18 (W) (24") 13.18 (N)
ST-05	DRAINAGE MANHOLE USF 420-C STORM	RIM = 19.09	(24") 13.18 (S) (24") 13.18 (E)
ST-06	TYPE C INLET USF 4155-6209 FRAME AND GRATE	RIM = 20.35	(10") 17.27 (N) (18") 14.20 (E)
ST-07	TYPE C INLET USF 4155-6209 FRAME AND GRATE	RIM = 20.35	(18") 14.20 (W) (18") 15.75 (N) (18") 13.45 (S)
ST-08	USF 5130-6168 FRAME AND GRATE	RIM = 19.71	★
ST-09	USF 5130-6168 FRAME AND GRATE	RIM = 19.88	★
ST-10	USF 5130-6168 FRAME AND GRATE	RIM = 19.85	★
ST-11	USF 5130-6168 FRAME AND GRATE	RIM = 19.35	★
ST-12	DRAINAGE CONTROL STRUCTURE	RIM = 20.00	(36") 13.18 (N) (36") 14.24 (E)
ST-13	HEADWALL	RIM = 17.84	(36") 14.24 (W)
ST-14	USF 4155-6209 FRAME AND GRATE	RIM = 19.35	★
ST-15	USF 4155-6209 FRAME AND GRATE	RIM = 19.35	★
ST-16	TYPE 9 CURB INLET USF 5130-6168 FRAME AND GRATE	RIM = 20.86	(18") 15.78 (E)
ST-17	HEADWALL	RIM = 17.84	(18") 15.78 (W)
ST-18	TYPE C INLET USF 4155-6209 FRAME AND GRATE	RIM = 19.38	(18") 13.18 (N)
ST-19	TYPE 9 CURB INLET USF 5130-6168 FRAME AND GRATE	RIM = 20.42	(18") 15.75 (S)
ST-21	ADS BASIN (OR APPROVED EQUAL)	RIM = 22.69	(10") 16.00 (E)

★ = INLET DISCHARGES INTO STORM CAPTURE SYSTEM.

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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

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CHRIS POWERS

CONSTRUCTION MANAGER:
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Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC **Checked By** VM

Drawing Title

PAVING, GRADING AND DRAINAGE PLAN

Sheet Number

C12 OF 19

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FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
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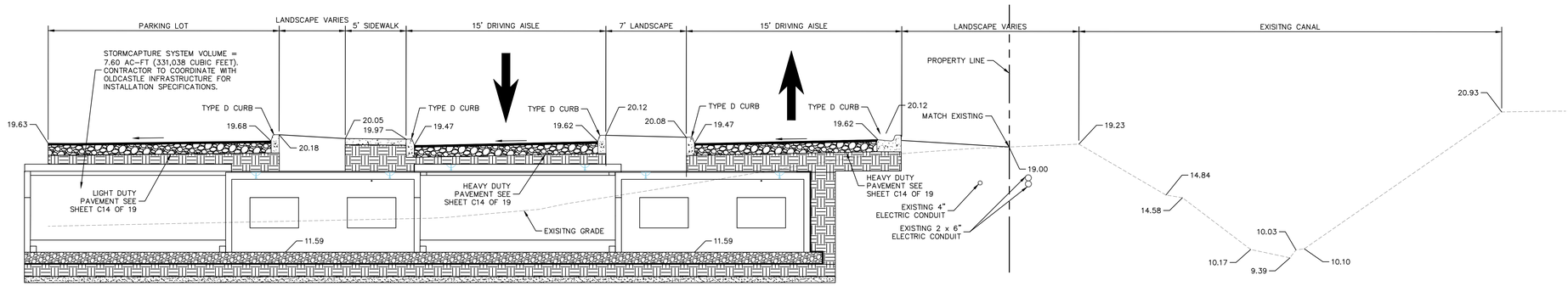
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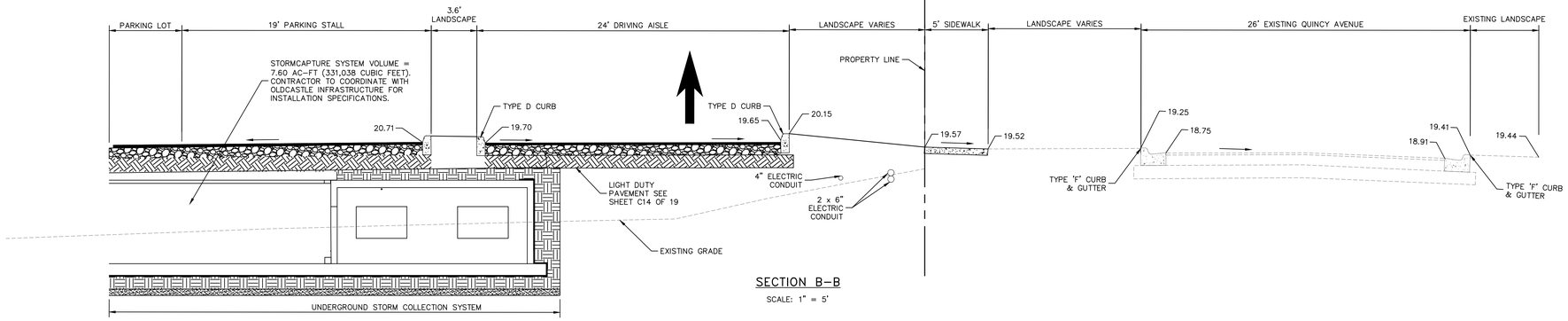
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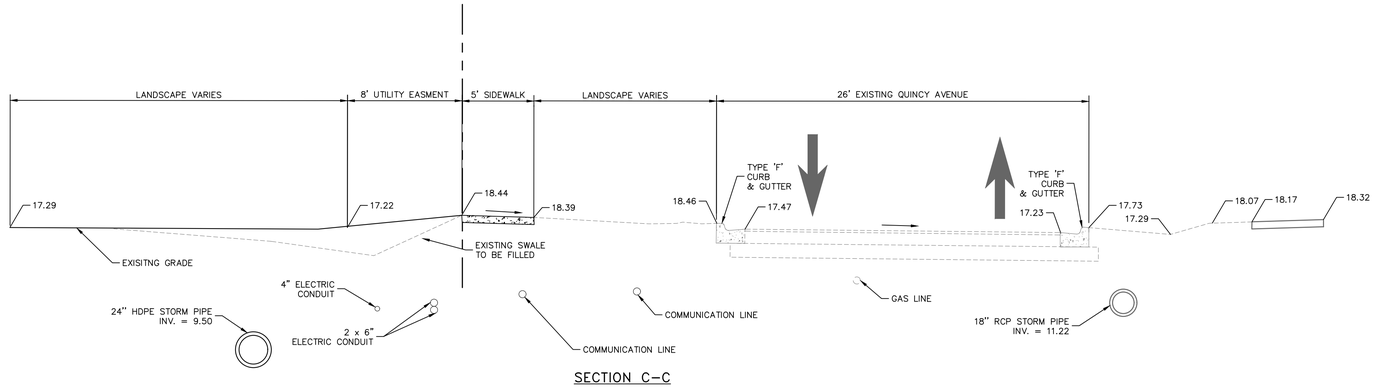
SECTION A–A

SCALE: 1" = 5'



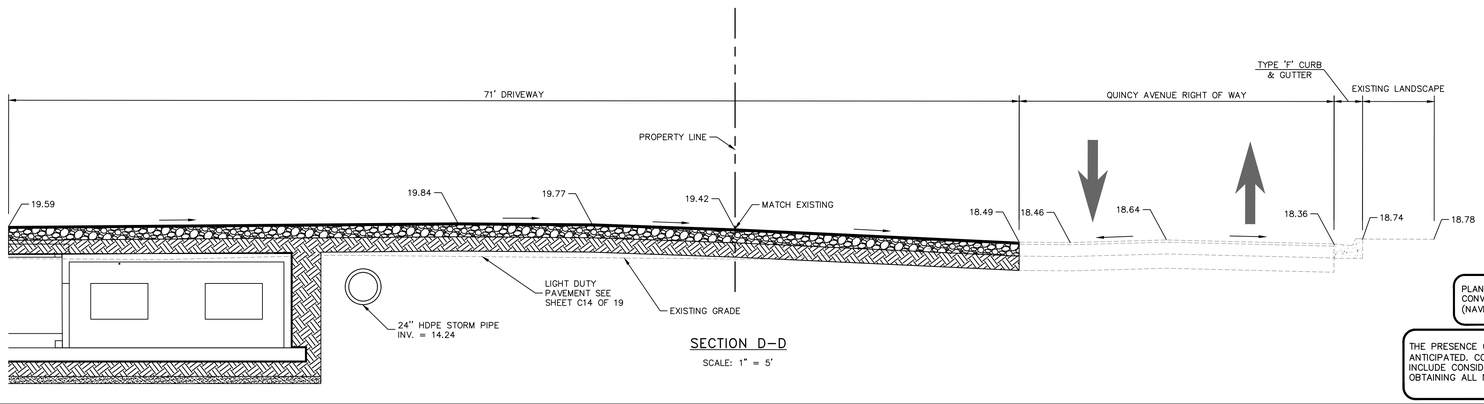
SECTION B–B

SCALE: 1" = 5'



SECTION C–C

SCALE: 1" = 5'



SECTION D–D

SCALE: 1" = 5'

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Drawing Title

CROSS SECTIONS

Sheet Number

C13 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C12 OF 17 CROSS SECTION September 10, 2020 08:14:55am K:\bcd_civil\144283016 – lawnwood regional medical center\CADD\plansheets\C12 OF 17 STORMTRAP CROSS SECTION.dwg
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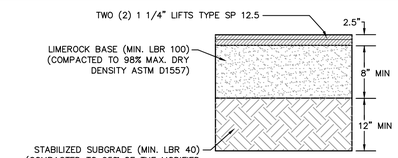
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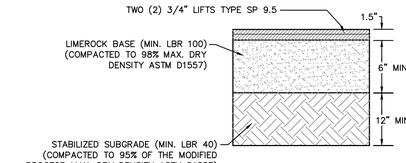
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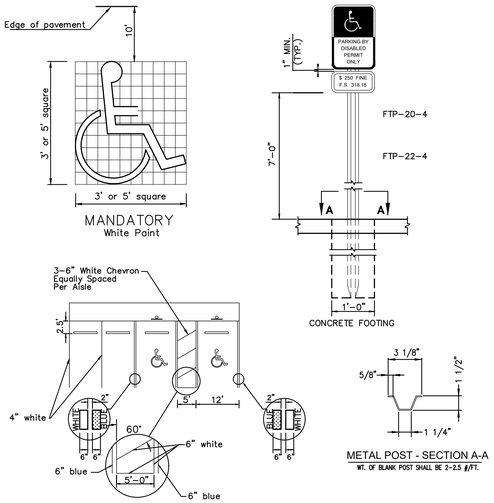
TYPICAL HEAVY DUTY ASPHALTIC CONCRETE PAVEMENT SECTION
NOT TO SCALE

K-H



TYPICAL ASPHALTIC CONCRETE PAVEMENT SECTION
NOT TO SCALE

K-H

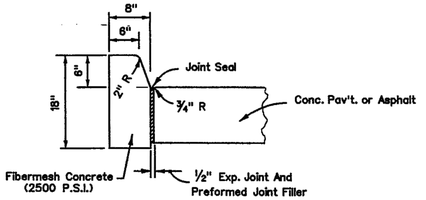


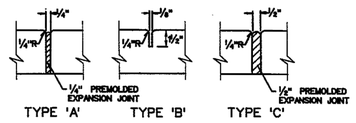
NOTES:

1. STRIPING IS TO BE PAINT, CONFORMING WITH FDOT STANDARD INDEX 17346.
2. DIMENSIONS SHOWN ARE TO THE CENTERLINE OF THE STRIPE.
3. EACH SPACE SHALL HAVE FTP-20-4 AND FTP-22-4 SIGNS AS SHOWN, FABRICATED WITH REFLECTIVE COATING IN THE SYMBOL, MESSAGE, AND BORDER, APPLIED TO A SHEET ALUMINUM BACKING 0.080 IN THICKNESS. MESSAGE LETTERING SHALL BE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
4. CONCRETE FOOTING SHALL BE PORTLAND CEMENT CONCRETE AND HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,000 PSI AT 28 DAYS.
5. METAL POST SHALL BE GALVANIZED AND ALL BOLTS, NUTS, WASHERS, AND SCREWS SHALL BE RUSTPROOF. POST SHALL BE PLACED A MINIMUM OF 2'-6" CLEAR FROM FACE OF CURB OR WHEELSTOP. POST SHALL HAVE 3/8" HOLES DRILLED 1" ON CENTER FULL LENGTH. MOUNT SIGNS WITH 5/16"x2-1/4" BOLTS, TOP AND BOTTOM OF SIGNS.

ADA STRIPING AND SIGNAGE
NOT TO SCALE

KHA





Note: For use adjacent to concrete or flexible pavement, concrete shown. Expansion joint, preformed joint filler and joint seal are required on concrete pavement only.

GENERAL NOTES

1. For curb, gutter, curb and gutter and traffic separators provide ½" - ¼" contraction joints at 10' centers (max.). Contraction joints adjacent to concrete pavement on tangents and flat curves are to match the pavement joints, with intermediate joints not to exceed 10' centers.
2. Ends of Curbs Types B and D shall transition from full to zero heights in 3 feet.

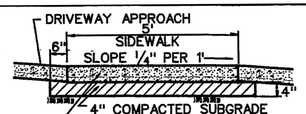
CITY OF FORT PIERCE • DEPARTMENT OF ENGINEERING
TECHNICAL SPECIFICATIONS AND DETAILS

TYPE D CURB DETAIL

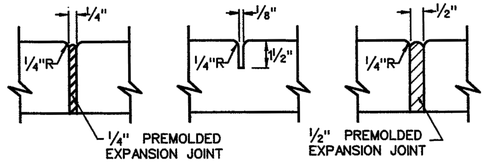
SCALE: N.T.S. | ISSUED AUGUST 1998

REVISIONS

SHEET No. CG1



General Construction Notes:
1. Concrete strength to be 2500 P.S.I. at 28 days.
2. Tooled dummy contraction joints every 5' (Type 'B' Joints)
3. Expansion joints w/premolded filler at 100' o/c (Type 'C' Joints)
4. Subbase to be 98% Density F.B.V. 75 P.S.I.
5. The concrete shall be given a broom finish and the edges of the sidewalk shall be finished with an edging tool having a radius of ½ inch



'A' At P.C. & P.T. of curves and at junction of existing and new sidewalks.
'B' 5' center to center on new sidewalks and 10' center to center on new curb and gutter
'C' Where new sidewalk abuts concrete curbs, driveway and similar structures.

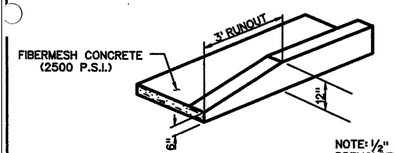
CITY OF FORT PIERCE • DEPARTMENT OF ENGINEERING
TECHNICAL SPECIFICATIONS AND DETAILS

TYPICAL 6" SIDEWALK DETAIL

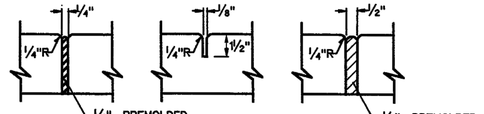
SCALE: N.T.S. | ISSUED AUGUST 1998

REVISIONS

SHEET No. SW3



NOTE: ½" EXPANSION JOINT WITH PREMOLDED EXPANSION MATERIAL AT 100' ON CENTER.



'A' At P.C. & P.T. of curves and at junction of existing and new sidewalks.
'B' 5' center to center on new sidewalks and 10' center to center on new curb and gutter
'C' Where new sidewalk abuts concrete curbs, driveway and similar structures.

CITY OF FORT PIERCE • DEPARTMENT OF ENGINEERING
TECHNICAL SPECIFICATIONS AND DETAILS

TERMINAL CURB DETAIL WITH JOINT DETAILS

SCALE: N.T.S. | ISSUED AUGUST 1998

REVISIONS

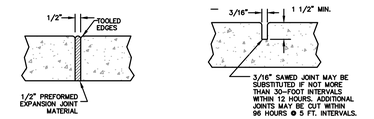
SHEET No. CG4

NOTES:
1- MATERIAL: ASTM-A48 CLASS 30B GRAY IRON
2- FRAME WT: 335 LBS. APP.
3- GRATE WT: 265 LBS. APP.

U.S. FOUNDRY #4155-6209
FRAME AND GRATE OR APPROVED EQUAL
PEDESTRIAN & BICYCLE COMPATIBLE

INLET FRAME AND GRATE
NOT TO SCALE

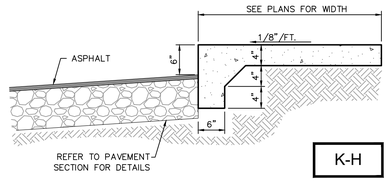
K-H



EXPANSION JOINT
NOT TO SCALE
(120 FT. MAX. SPACING)

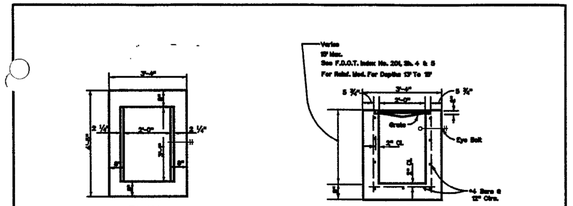
CONTRACTION JOINT
NOT TO SCALE
(5 FT. MAX. SPACING)

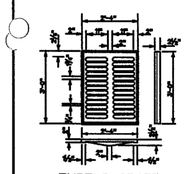
K-H



RAISED CONCRETE SIDEWALK
NOT TO SCALE

K-H





GENERAL NOTES

1. These inlets are suitable for bicycle and pedestrian areas and are to be used in ditches, medians and other areas subject to frequent traffic loadings but are not to be placed in areas subject to any heavy wheel loads.
2. Inlets subject to minimal debris should be constructed without slots. Where debris is a problem inlets should be constructed with slots. Slotted inlets located within roadway clear zones and in areas accessible to pedestrians shall have traversable slots. The traversable slot modification is not adaptable to Inlet Type H. Slots may be constructed at either or both ends as shown on plans.
3. Steel grates are to be used on all inlets where bicycle traffic is anticipated. Steel grates are to be used on all inlets with traversable slots. Either cast iron or steel grates may be used on inlets without slots where bicycle traffic is not anticipated. Either cast iron or steel grates may be used on all inlets with non-traversable slots. Subject to the selection described above, when Alternate A grate is specified in the plans, either the steel grate, hot dipped galvanized after fabrication, or the cast iron grate may be used, unless the plans stipulate the particular type.
4. Recommended maximum pipe sizes shown are for concrete pipe. Pipe sizes larger than those recommended must be checked for fit.
5. All exposed corners and edges of concrete are to be chamfered ¾".
6. Pavement to be used on inlets without slots and inlets with non-traversable slots only when called for in the plans but required on all traversable slot inlets. Cost to be included in contract unit price for inlets. Quantities shown are for information only.
7. Traversable slots constructed in existing inlets shall be paid for on inlets partial, and shall include the cost for slot openings, paving and any required replacement grates.
8. Sodding to be used on all inlets not located in paved areas and paid for under contract unit price for Sodding SY.
9. For supplementary details see F.D.O.T. Specifications Index No. 201.

CITY OF FORT PIERCE • DEPARTMENT OF ENGINEERING
TECHNICAL SPECIFICATIONS AND DETAILS

TYPE "C" INLET

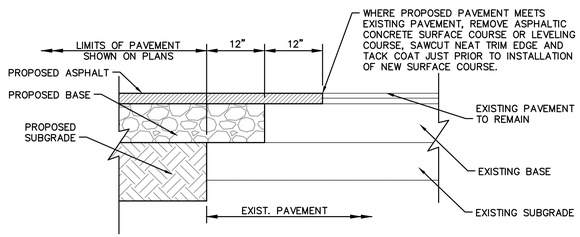
SCALE: N.T.S. | ISSUED AUGUST 1998

REVISIONS

SHEET No. DRA 6

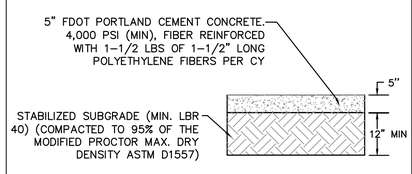
HEAVY DUTY PORTLAND CEMENT CONCRETE PAVEMENT SECTION
NOT TO SCALE

KHA



PAVEMENT MATCHING DETAIL
NOT TO SCALE

K-H



STANDARD DUTY PORTLAND CEMENT CONCRETE PAVEMENT SECTION
NOT TO SCALE

K-H

K-H KIMLEY-HORN AND ASSOCIATES DETAIL

HCA Healthcare

Kimley»Horn

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Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC Checked By VM

Drawing Title

PAVING, GRADING AND DRAINAGE DETAILS

Sheet Number

C14 OF 19

Plotted By:Biel Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C15 OF 19 PAVING GRADING AND DRAINAGE DETAILS September 10, 2020 08:15:39am K:\bcd_civil\14283016 - lawnwood regional medical center\CADD\plansheets\C13 OF 17 PAVING, GRADING AND DRAINAGE DETAILS.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

OWNER CONTACTS

HCA TEAM CONTACTS

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CONSTRUCTION MANAGER:
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T: 615.344.2733

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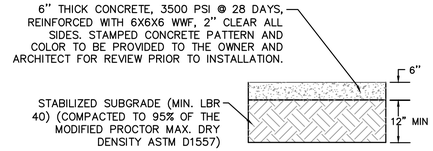
STRUCTURAL ENGINEER
STRUCTURAL DESIGN GROUP
220 GREAT CIRCLE ROAD #106
NASHVILLE, TN 37228
TELEPHONE
PROJECT MANAGER

MECHANICAL ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500
NASHVILE, TN 37204
TELEPHONE
PROJECT MANAGER

ELECTRICAL ENGINEER
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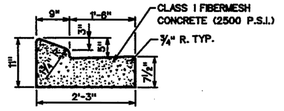
PLUMBING ENGINEER
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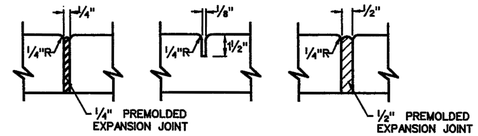


STAMPED PORTLAND CEMENT CONCRETE PAVEMENT SECTION
NOT TO SCALE

K-H



★ NOTE: WHEN USED ON HIGH SIDE OF ROADWAYS, THE CROSS SLOPE OF THE GUTTER SHALL MATCH THE CROSS SLOPE OF THE THE ADJACENT PAVEMENT. THE THICKNESS OF THE LIP SHALL BE 6", UNLESS OTHERWISE SHOWN ON PLANS.



'A' At P.C. & P.T. of curves and at junction of existing and new sidewalks.

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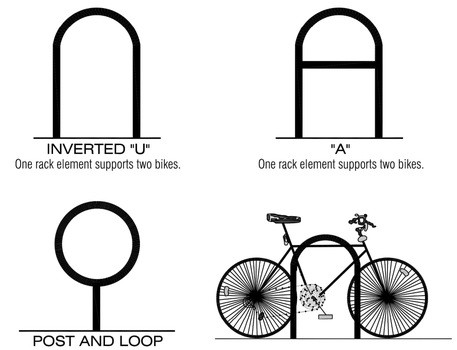
CITY OF FORT PIERCE ● DEPARTMENT OF ENGINEERING
TECHNICAL SPECIFICATIONS AND DETAILS

TYPE "E" CURB

SCALE: N.T.S. | ISSUED AUGUST 1998

REVISIONS

SHEET No.
CG2



A rack is one or more rack elements joined on a common base or arranged in a regular array and fastened to a common mounting surface.

BICYCLE RACK
NOT TO SCALE

K-H KIMLEY–HORN AND ASSOCIATES DETAIL

HCA Healthcare

Kimley»Horn

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Checked By	VM

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PAVING, GRADING AND DRAINAGE DETAILS

Sheet Number

C15 OF 19

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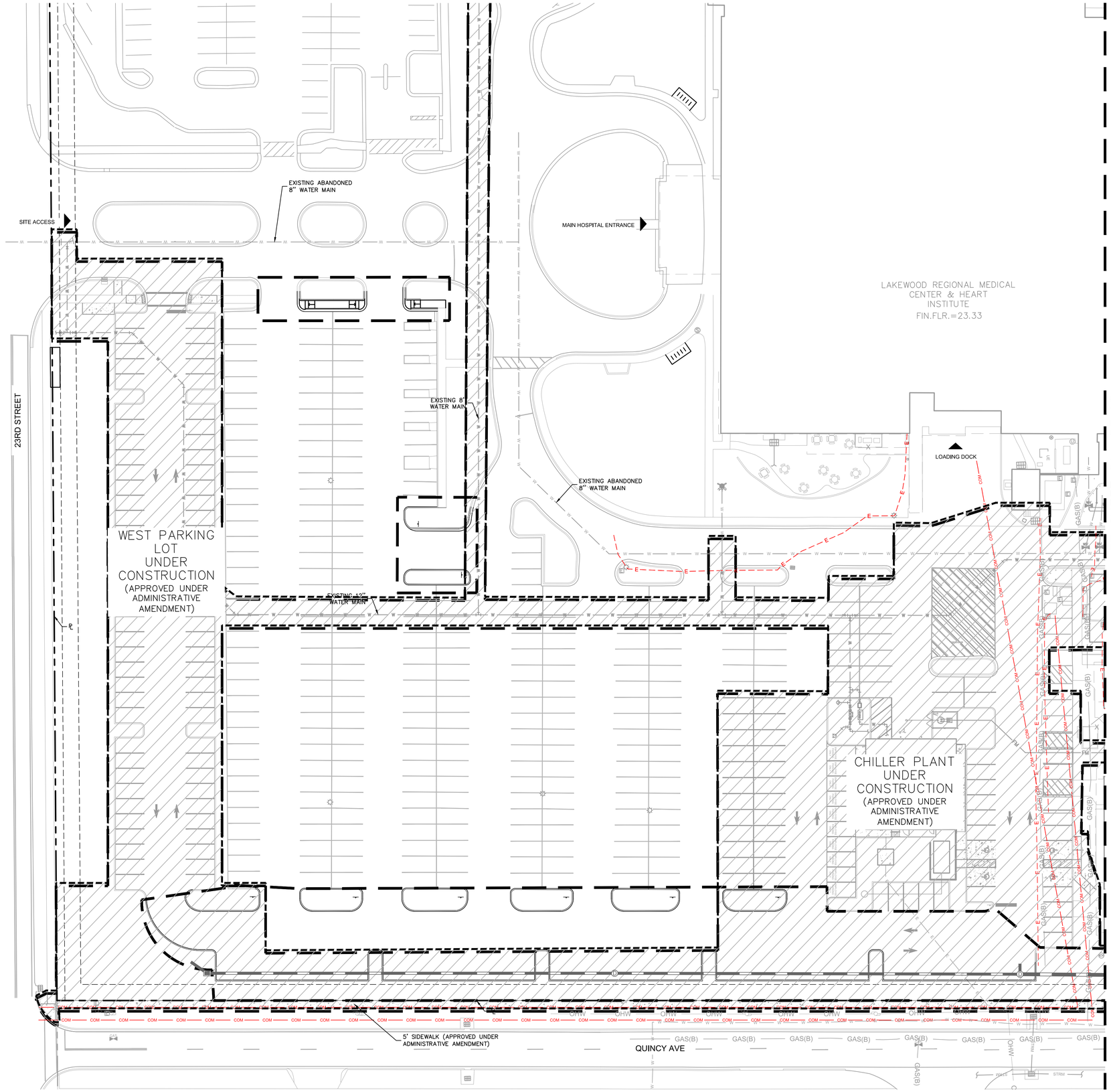
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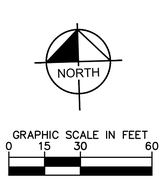
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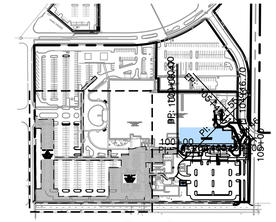
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2950 KRAFT DRIVE #500 NASHVILE, TN 37204
TELEPHONE
PROJECT MANAGER





GRAPHIC SCALE IN FEET
0 15 30 60



KEY MAP
NTS

LEGEND

- PROPERTY LINE
- EXISTING STORM PIPE
- EXISTING SANITARY SEWER PIPE
- EXISTING WATER PIPE
- EXISTING ELECTRIC LINE
- EXISTING COMMUNICATION LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC
- PROPOSED BUILDING AREA
- STABILIZED FIRE ACCESS ROUTE
- AFFECTED AREA

UTILITY NOTES

1. CONTRACTOR SHALL FURNISH AND INSTALL NECESSARY PIPE AND FITTINGS TO TRANSITION PIPE MATERIALS WHEN REQUIRED AND TO CONNECT TO BUILDING PLUMBING.
2. ALL MANHOLES, VALVES, CLEANOUTS AND OTHER SUCH BOXES IN PAVEMENT OR SIDEWALKS SHALL BE SET FLUSH WITH PAVEMENT TO MATCH THE PROPOSED SLOPE AND SHALL BE H-20 TRAFFIC RATED.
3. ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER, OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF FORT PIERCE STANDARD DETAILS.
4. NO PROPOSED STRUCTURES SHALL BE INSTALLED WITHIN A HORIZONTAL DISTANCE OF 10-FEET FROM ANY EXISTING OR PROPOSED WATER, SEWER, OR DRAINAGE FACILITIES, UNLESS APPROVED BY THE CITY OF FORT PIERCE CITY ENGINEER.
5. ALL WATER MAIN (WM) SHALL BE PVC C-900 DR-18 UNLESS OTHERWISE NOTED.
6. ALL WATER MAIN SHALL HAVE A MINIMUM 36" COVER OVER THE TOP OF THE PIPE UNLESS OTHERWISE NOTED. WATER AND FIRE MAINS SHALL HAVE MIN. 6" VERTICAL SEPARATION FROM EACH OTHER.
7. ALL FITTINGS FOR WATER MAIN AND FIRE MAIN SHALL BE DUCTILE IRON MECHANICAL JOINT FITTINGS UNLESS OTHERWISE NOTED.
8. PIPE DEFLECTION OF WATER MAIN AND FIRE MAIN SHALL NOT EXCEED MANUFACTURER'S RECOMMENDATIONS.
9. ALL GRAVITY SEWER MAINS SHALL BE PVC SDR-26 UNLESS OTHERWISE NOTED.
10. ANY VITRIFIED CLAY PIPE (VCP) DAMAGED BY NEW CONSTRUCTION OR CONNECTIONS SHALL BE REPLACED WITH NEW SANITARY SEWER MAIN PIPE.
11. WATER METER SIZES SHALL BE DESIGNED BY ENGINEER OF RECORD AND SHALL BE CHECKED AND AUTHORIZED BY CITY OF FORT PIERCE UTILITIES DIVISION.
12. ALL SEWER LATERALS SHALL BE CONNECTED TO SEWER MAIN AND NOT DIRECTLY INTO SEWER MANHOLES.
13. EXISTING WATER MAIN AND SEWER MAIN SHALL BE REMOVED AFTER PROPOSED WATER MAIN AND/OR SEWER MAIN HAS BEEN TESTED AND ACCEPTED BY ST. LUCIE COUNTY HEALTH DEPARTMENT AND EXISTING SERVICES HAVE BEEN RELOCATED.
14. THE CITY OF FORT PIERCE UTILITIES DIVISION MUST BE GIVEN AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT-DOWN AND/OR REMOVAL OF EXISTING WATER MAIN OR SANITARY SEWER LINES AT (561) 243-7312.
15. PROPOSED WATER AND SEWER IMPROVEMENTS IN PRIVATE PROPERTY SHALL MEET ST. LUCIE COUNTY HEALTH DEPARTMENT SEPARATION REQUIREMENTS. THESE CONFLICTS WILL BE ADDRESS DURING CONSTRUCTION AND WON'T AFFECT THE PUBLIC SAFETY
16. CITY MAINTAINED UTILITIES WILL NEED TO BE TESTED AND PROTECTED (IE. PAVED AT LEAST UP TO FIRST LIFT, IF NOT ROADWAY) PRIOR TO ISSUANCE OF CERTIFICATION OF OCCUPANCY.

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
Know what's below. Call before you dig.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

HCA Healthcare

Kimley»Horn

MICHAEL F. SCHWARTZ, P.E.
1615 S CONGRESS AVE, SUITE 201
DELRAY BEACH, FL 33445
PHONE: 561-330-345
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FIRM LICENSE NUMBER CA 00000696

Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER

1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

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REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	**Checked By** VM

Drawing Title

UTILITY PLAN

Sheet Number

C16 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C16 OF 19 UTILITY PLAN September 10, 2020 08:18:33am K:\bcd_civil\144283016 – lawnwood regional medical center\CADD\plansheets\C14 OF 17 UTILITY PLAN.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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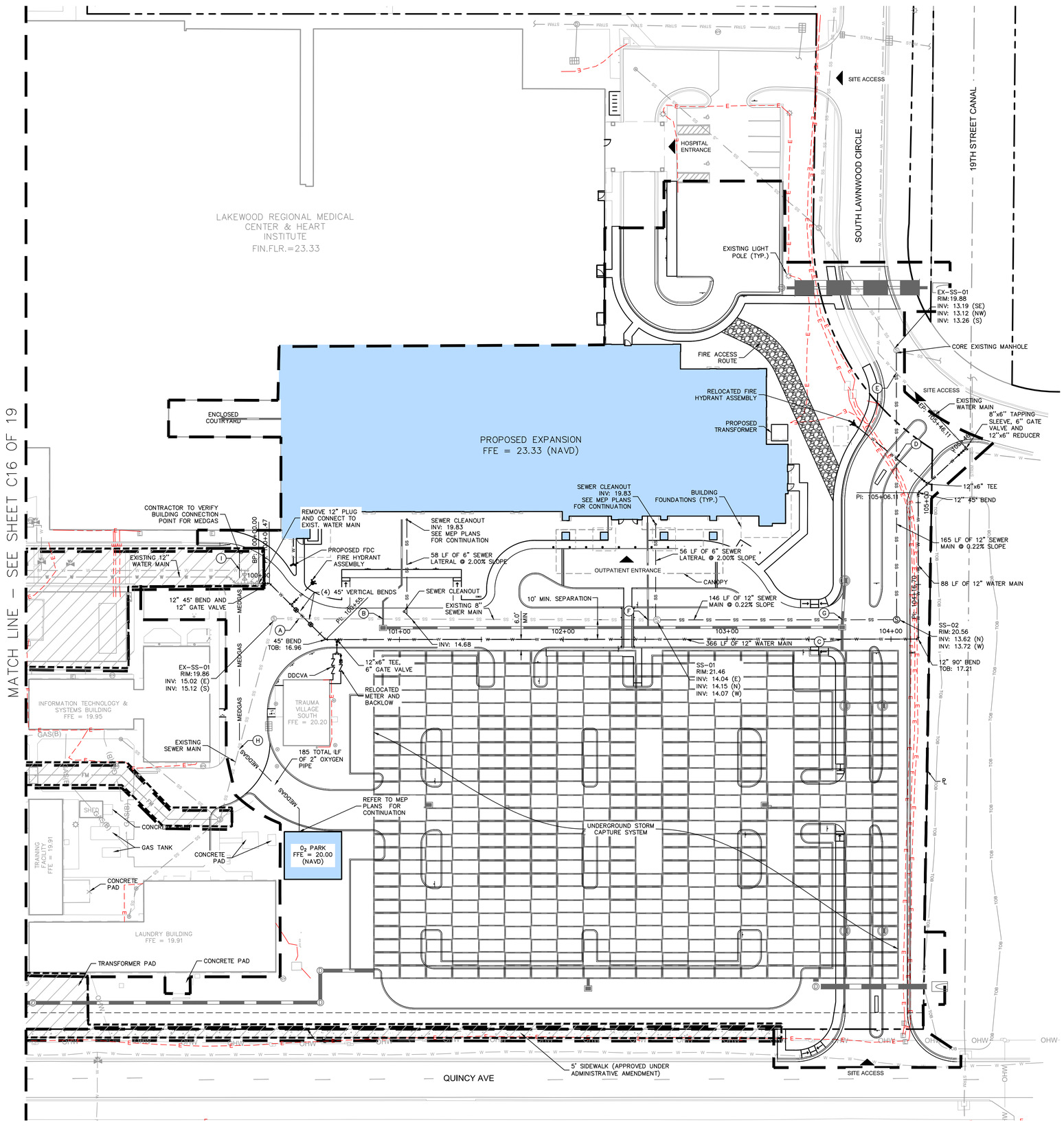
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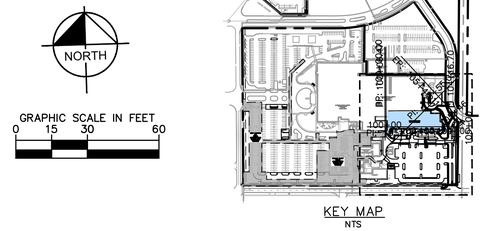
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LEGEND

- PROPERTY LINE
- EXISTING STORM PIPE
- EXISTING SANITARY SEWER PIPE
- EXISTING WATER PIPE
- EXISTING ELECTRIC LINE
- EXISTING COMMUNICATION LINE
- EXISTING GAS LINE
- EXISTING OVERHEAD ELECTRIC
- PROPOSED BUILDING AREA
- STABILIZED FIRE ACCESS ROUTE
- AFFECTED AREA

UTILITY NOTES

1. CONTRACTOR SHALL FURNISH AND INSTALL NECESSARY PIPE AND FITTINGS TO TRANSITION PIPE MATERIALS WHEN REQUIRED AND TO CONNECT TO BUILDING PLUMBING.
2. ALL MANHOLES, VALVES, CLEANOUTS AND OTHER SUCH BOXES IN PAVEMENT OR SIDEWALKS SHALL BE SET FLUSH WITH PAVEMENT TO MATCH THE PROPOSED SLOPE AND SHALL BE H-20 TRAFFIC RATED.
3. ANY TREES OR SHRUBS PLACED WITHIN WATER, SEWER, OR DRAINAGE EASEMENTS SHALL CONFORM TO THE CITY OF FORT PIERCE STANDARD DETAILS.
4. NO PROPOSED STRUCTURES SHALL BE INSTALLED WITHIN A HORIZONTAL DISTANCE OF 10-FEET FROM ANY EXISTING OR PROPOSED WATER, SEWER, OR DRAINAGE FACILITIES, UNLESS APPROVED BY THE CITY OF FORT PIERCE CITY ENGINEER.
5. ALL WATER MAIN (WM) SHALL BE PVC C-900 DR-18 UNLESS OTHERWISE NOTED.
6. ALL WATER MAIN SHALL HAVE A MINIMUM 36" COVER OVER THE TOP OF THE PIPE UNLESS OTHERWISE NOTED. WATER AND FIRE MAINS SHALL HAVE MIN. 6" VERTICAL SEPARATION FROM EACH OTHER.
7. ALL FITTINGS FOR WATER MAIN AND FIRE MAIN SHALL BE DUCTILE IRON MECHANICAL JOINT FITTINGS UNLESS OTHERWISE NOTED.
8. PIPE DEFLECTION OF WATER MAIN AND FIRE MAIN SHALL NOT EXCEED MANUFACTURER'S RECOMMENDATIONS.
9. ALL GRAVITY SEWER MAINS SHALL BE PVC SDR-26 UNLESS OTHERWISE NOTED.
10. ANY VITRIFIED CLAY PIPE (VCP) DAMAGED BY NEW CONSTRUCTION OR CONNECTIONS SHALL BE REPLACED WITH NEW SANITARY SEWER MAIN PIPE.
11. WATER METER SIZES SHALL BE DESIGNED BY ENGINEER OF RECORD AND SHALL BE CHECKED AND AUTHORIZED BY CITY OF FORT PIERCE UTILITIES DIVISION.
12. ALL SEWER LATERALS SHALL BE CONNECTED TO SEWER MAIN AND NOT DIRECTLY INTO SEWER MANHOLES.
13. EXISTING WATER MAIN AND SEWER MAIN SHALL BE REMOVED AFTER PROPOSED WATER MAIN AND/OR SEWER MAIN HAS BEEN TESTED AND ACCEPTED BY ST. LUCIE COUNTY HEALTH DEPARTMENT AND EXISTING SERVICES HAVE BEEN RELOCATED.
14. THE CITY OF FORT PIERCE UTILITIES DIVISION MUST BE GIVEN AT LEAST 48 HOURS NOTIFICATION PRIOR TO ANY SHUT-DOWN AND/OR REMOVAL OF EXISTING WATER MAIN OR SANITARY SEWER LINES AT (561) 243-7312.
15. PROPOSED WATER AND SEWER IMPROVEMENTS IN PRIVATE PROPERTY SHALL MEET ST. LUCIE COUNTY HEALTH DEPARTMENT SEPARATION REQUIREMENTS, THESE CONFLICTS WILL BE ADDRESS DURING CONSTRUCTION AND WON'T AFFECT THE PUBLIC SAFETY
16. CITY MAINTAINED UTILITIES WILL NEED TO BE TESTED AND PROTECTED (IE. PAVED AT LEAST UP TO FIRST LIFT, IF NOT ROADWAY) PRIOR TO ISSUANCE OF CERTIFICATION OF OCCUPANCY.

UTILITY CROSSINGS

(A) EXISTING 8" PVC SSWR TO CROSS OVER PROPOSED 12" PVC WATR
GRADE EL: 20.28'
SSWR BOT: 14.92'
WATR TOP: 13.79'
CLEARANCE: 1.13'

(B) PROPOSED 10" PVC STRM TO CROSS OVER EXISTING 8" PVC SSWR
GRADE EL: 20.44'
STRM BOT: 16.70'
SSWR TOP: 15.44'
CLEARANCE: 1.26'

(C) PROPOSED 12" PVC WATR TO CROSS OVER PROPOSED 18" HDPE STRM
GRADE EL: 20.34'
WATR BOT: 16.19'
STRM TOP: 15.09'
CLEARANCE: 1.10'

(D) PROPOSED 6" PVC WATR TO CROSS OVER PROPOSED 12" PVC SSWR
GRADE EL: 21.60'
WATR BOT: 16.47'
SSWR TOP: 14.44'
CLEARANCE: 2.03'

(E) EXISTING 8" PVC WATR TO CROSS OVER PROPOSED 12" PVC SSWR
GRADE EL: 19.62'
WATR BOT: 15.75'
SSWR TOP: 14.33'
CLEARANCE: 1.42'

(F) PROPOSED 10" PVC STRM TO CROSS OVER EXISTING 8" PVC SSWR
GRADE EL: 21.51'
STRM BOT: 17.04'
SSWR TOP: 14.80'
CLEARANCE: 2.24'

(G) PROPOSED 18" HDPE STRM TO CROSS OVER PROPOSED 12" PVC SSWR
GRADE EL: 20.38'
STRM BOT: 15.62'
SSWR TOP: 14.83'
CLEARANCE: 0.79'

(H) EXISTING 8" PVC SSWR TO CROSS OVER PROPOSED 2" PVC GAS
GRADE EL: 19.08'
SSWR BOT: 15.51'
GAS TOP: 14.94'
CLEARANCE: 0.57'

(I) PROPOSED 2" PVC GAS TO CROSS OVER PROPOSED 12" PVC WATR
GRADE EL: 20.34'
GAS BOT: 17.55'
WATR TOP: 16.54'
CLEARANCE: 1.01'

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HCA Healthcare

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Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date
REVISION 1	08/31/20

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By	AMC
Checked By	VM
Drawing Title	

UTILITY PLAN

Sheet Number
C17 OF 19

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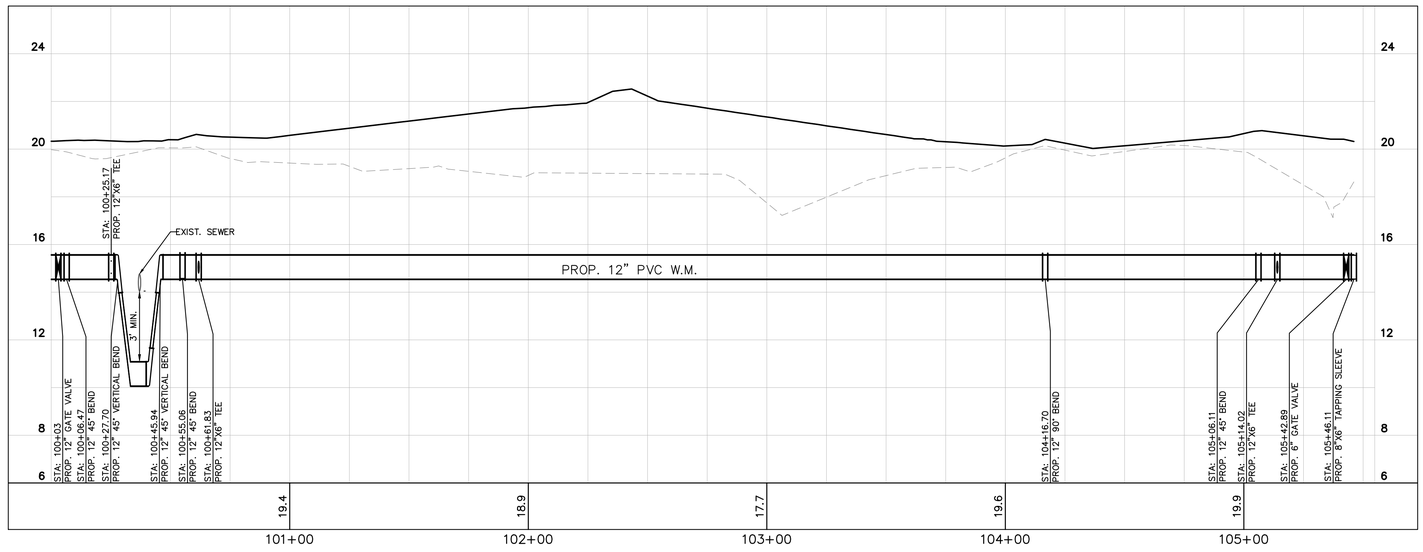
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PHASE 1 - 12" PVC W.M.

GRAPHIC SCALE IN FEET
0 15 30 60
HORIZONTAL

0 1.5 3 6
VERTICAL

PLANS ARE IN NAVD88 DATUM
CONVERSION EQUATION IS BELOW:
(NAVD 1988) + 1.49' = (NGVD 1929)

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

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Issue Description	CD CHECKSET
Original Issue Date	08.31.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	**Checked By** VM

Drawing Title

WATERMAIN PROFILE

Sheet Number

C17A OF C19

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FORT PIERCE UTILITIES AUTHORITY
WATER DISTRIBUTION NOTES

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE FORT PIERCE UTILITIES AUTHORITY.
2. WATER MAINS WHERE SPECIFIED AS POLYVINYL CHLORIDE (PVC) SHALL CONFORM TO AWWA C-900 OR C-905, PRESSURE CLASS 150, DR (18). WATER MAINS WHERE SPECIFIED AS POLYETHYLENE (PE) SHALL CONFORM TO AWWA C-901 OR C-906, STANDARD CODE DESIGNATION PE3408, PIPE CLASS 200, DIMENSION RATIO (DR) 17 FOR DIRECT BURY, (DR) 11 FOR DIRECTIONAL BORING, AND (DR) 9 FOR 2 INCH AND SMALLER PIPELINES.
3. WATER MAIN, WHERE SPECIFIED AS DUCTILE IRON PIPE , SHALL CONFORM TO ANSI/AWWA C151/A21.51 AND SHALL BE PRESSURE CLASS 250 (MINIMUM).
4. POLYVINYL CHLORIDE WATER MAIN SHALL BE BLUE IN COLOR OR WHITE IN COLOR WITH BLUE STRIPES. THE USE OF IDENTIFICATION TAPE ATTACHED TO THE TOP OF THE PIPE MAY BE USED IN LIEU OF MARKING ON THE PIPE. ALSO DIP PIPE SHALL REQUIRE THE USE OF IDENTIFICATION TAPE AND THHN WIRE.
5. FITTINGS SHALL BE DUCTILE IRON CONFORMING TO ANSI/AWWA C-110/A21.10, CLASS 250 MIN., CEMENT LINED AND FACTORY COATED
6. GATE VALVES SHALL BE MUELLER RESILIENT SEAT, KENNDY KEN-SEAL, AMERICAN OR APPROVED EQUAL. VALVES SHALL CONFORM TO AWWA C-509.
7. WATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH FPUA DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY FPUA ENGINEERING AND THE CITY, COUNTY, FDOT. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THAN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.
8. NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE FPUA ENGINEER AND CITY/COUNTY/FDOT ENGINEER.
9. THE CONTRACTOR SHALL NOTIFY FPUA ENGINEERING AND CITY/COUNTY/FDOT ENGINEERING 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
10. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, FPUA, AND CITY/COUNTY/FDOT ENGINEER SHALL BE MANDATORY PRIOR TO COMMENCEMENT OF CONSTRUCTION.
11. TRAFFIC CONTROL, BARRICADES, ETC., SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS AND APPROVED BY THE CITY ENGINEER.
12. MINIMUM COVER SHALL BE 36 INCHES EXCEPT AS APPROVED BY THE UTILITIES ENGINEER AND CITY/COUNTY/FDOT ENGINEER. PIPES WITH COVER LESS THAN 30 INCHES SHALL BE CONSTRUCTED OF DUCTILE IRON OR IN PVC CASING.
13. DISTURBED AREAS SHALL BE RESTORED IN CONFORMANCE WITH THE APPLICABLE GOVERNING AGENCY REQUIREMENTS.
14. EXISTING UTILITIES AND DRAINAGE SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND PROTECTED BY THE CONTRACTOR.
15. WATER MAINS SHALL BE TESTED AND DISINFECTED IN ACCORDANCE WITH THE APPLICABLE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND AWWA C-651 FOR DISINFECTION.

FORT PIERCE UTILITIES AUTHORITY	WATER DISTRIBUTION	G-1 NOTES
	02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # DETAIL NOTES 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 2

FORT PIERCE UTILITIES AUTHORITY WASTEWATER CONSTRUCTION NOTES

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE FORT PIERCE UTILITIES AUTHORITY.
2. GRAVITY SEWER MAIN SHALL BE POLYVINYL CHLORIDE SDR-26, GREEN OR WHITE IN COLOR. GRAVITY SEWER MAIN SHALL HAVE LOCATOR TAPE WITH "SEWER" MARKED ON TAPE AND SHALL CONFORM TO ASTM D-3034.
3. THE MANHOLE BASE SHALL BE SET ON A FIRM, DRY AND STABLE OR COMPACTED BASE FOUNDATION. IF NECESSARY, THE CONTRACTOR SHALL UTILIZE ROCK TO PROVIDE A FIRM AND SUITABLE MANHOLE BASE FOUNDATION.
4. WASTEWATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH FPUA DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY FPUA ENGINEERING AND THE CITY ENGINEERING DEPARTMENT. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THEN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.
5. A 1% MINIMUM SLOPE SHALL BE MAINTAINED ON ALL SANITARY SERVICE LATERALS.
6. THE CONTRACTOR SHALL FURNISH RECORD DRAWING INFORMATION TO THE ENGINEER CONSISITING OF PIPE SIZES, LOCATION OF SERVICE TEE WYES, DIAMETER OF SERVICES, LOCATION OF ANY FITTINGS, FINAL RIM AND INVERT ELEVATION OF ALL MANHOLES AND ANY OTHER PERTINENT INFORMATION NECESSARY TO LOCATE ITEMS CONSTRUCTED UNDER THIS PROJECT.
7. MAINTAIN SIX FEET AND PREFERABLY 10 FEET HORIZONTAL DISTANCE BETWEEN WATER MAINS AND SEWER MAINS AS A MINIMUM.
8. WASTEWATER FORCE MAINS, WASTEWATER COLLECTION LINES, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. A MINIMUM VERTICAL DISTANCE OF 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE SHALL BE PROVIDED WHENEVER POSSIBLE. WHERE THIS MINIMUM SEPARATION CANNOT BE MAINTAINED, THE CROSSING SHALL BE ARRANGED SO THAT THE WASTEWATER PIPE JOINTS AND THE WATER PIPE JOINTS ARE EQUIDISTANCE FROM THE POINT OF CROSSING, AND THE WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) AT THE CROSSING. SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN ANY TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED. A MINIMUM VERTICAL CLEARANCE OF 6 INCHES MUST BE MAINTAINED AT ALL CROSSINGS.
9. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, AND FPUA/CITY COUNTY/FDOT SHALL BE MANDATORY PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.
10. NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL FPUA/CITY/COUNTY/FDOT ENGINEER,
11. TRAFFIC CONTROL, BARRICADES, ETC. SHALL BE IN ACCORDANCE WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS.
12. CONTRACTOR SHALL NOTIFY FORT PIERCE UTILITIES AUTHORITY 48 HOURS PRIOR TO COMMENCING CONSTRUCTION.
13. WASTEWATER FORCE MAIN SHALL BE POLYVINYL CHLORIDE CONFORMING TO AWWA C-900, AND SHALL BE CLASS 150, DR-18.
14. WASTEWATER FORCE MAIN SHALL BE GREEN IN COLOR.
15. FITTINGS SHALL BE DUCTILE IRON, CONFORMING TO ANSI/AWWA C-110/A21.10 CLASS 250 MIN. AND INTERIOR EPOXY COATED.
16. WASTEWATER FORCE MAIN SHALL BE MARKED BY THE USE OF CONTINUOUS 10 GAUGE THHN WIRE (GREEN IN COLOR) PERMANENTLY ATTACHED TO THE TOP OF THE FORCE MAIN WITH LOCATOR TAPE MARKED "SEWER" ON TAPE IN ACCORDANCE WITH FPUA SPECIFICATIONS.
17. MINIMUM COVER SHALL BE 36 INCHES, PIPES WITH COVER LESS THAN 30 INCHES SHALL REQUIRE PRIOR APPROVAL OF THE UTILITES ENGINEER AND SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE.
18. EACH SERVICE LATERAL WILL BE MARKED WITH A LOCATOR BALL AS MANUFACTURED BY 3M CORPORATION, OR APPROVED EQUAL AS REQUIRED BY FPUA ENGINEER.
19. ALL MANHOLES SHALL HAVE SEWER RAIN GUARDS INSTALLED AS REQUIRED BY FPUA ENGINEER.
20. THE CONTRACTOR SHALL COMPLY WITH THE FLORIDA TRENCH SAFETY ACT REQUIREMENTS.

FORT PIERCE UTILITIES AUTHORITY	WASTEWATER CONSTRUCTION NOTES FPUA REQUIREMENTS	G-2 CONSTRUCTION NOTES
	02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # DETAIL NOTES 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1

STANDARD SEPARATION STATEMENT FOR WATER / SEWER CONFLICTS

1. SANITARY SEWER, FORCE MAINS, AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS WHENEVER POSSIBLE. SANITARY SEWERS, FORCE MAINS AND STORM SEWERS CROSSING UNDER WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 6 INCHES, PREFERABLY 12 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE WHEN ABOVE, AND AT LEAST 12 INCHES OF SEPARATION WHEN THE WATER MAIN IS BELOW.

WHERE SANITARY SEWER, FORCE MAINS, STORM SEWERS MUST CROSS A WATER MAIN WITH LESS THAN 6 INCHES VERTICAL SEPARATION, BOTH THE SEWER AND WATER MAIN SHALL BE CONSTRUCTED OF DUCTILE IRON PIPE (DIP) CENTERED ON THE CROSSING. (DIP IS NOT REQUIRED FOR STORM SEWERS.) SUFFICIENT LENGTHS OF DIP MUST BE USED TO PROVIDE A MINIMUM SEPARATION OF 10 FEET BETWEEN TWO JOINTS. ALL JOINTS ON THE WATER MAIN WITHIN 20 FEET OF THE CROSSING MUST BE MECHANICALLY RESTRAINED.

ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING). AT SUCH CROSSINGS PIPES SHALL BE ARRANGED SO THAT ALL WATER MAIN JOINTS ARE AT LEAST THREE FEET FROM ALL JOINTS IN VACUUM-TYPE SANITARY SEWERS, STORM SEWERS, STORMWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C., AND AT LEAST SIX FEET FROM ALL JOINTS IN GRAVITY OR PRESSURE TYPE SANITARY SEWERS, WASTEWATER FORCE MAINS, OR PIPELINES CONVEYING RECLAIMED WATER NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.

WHERE A NEW PIPE CONFLICTS WITH AN EXISTING PIPE WITH LESS THAN 6 INCHES VERTICAL CLEARANCE, THE NEW PIPE SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWERS) AND NEW PIPES SHALL BE ARRANGED TO MEET THE CROSSING REQUIREMENTS ABOVE.

2. A MINIMUM 3-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF STORM SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 3-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN VACUUM TYPE SANITARY SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN "ONSITE SEWAGE TREATMENT AND DISPOSAL SYSTEM" AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE.

A MINIMUM 6-FOOT, AND PREFERABLE 10-FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN GRAVITY OR PRESSURE TYPE SANITARY SEWER, WASTEWATER FORCE MAIN, OR PIPELINE CONVEYING RECLAIMED WATER AND WATER MAIN IN PARALLEL INSTALLATIONS WHENEVER POSSIBLE. THE MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN WATER MAINS AND GRAVITY-TYPE SANITARY SEWERS SHALL BE REDUCED TO 3 FOOT WHERE THE BOTTOM OF THE WATER MAIN IS LAID AT LEAST SIX INCHES ABOVE THE TOP OF THE SEWER

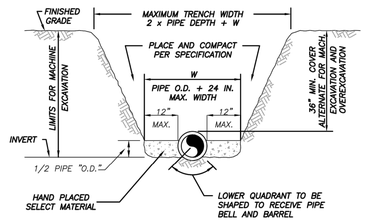
IN CASES WHERE IT IS NOT POSSIBLE TO MAINTAIN A 10-FOOT HORIZONTAL SEPARATION, THE WATER MAIN MUST BE LAID IN A SEPARATE TRENCH OR ON A UNDISTURBED EARTH SHELF LOCATED ON ONE SIDE OF THE SEWER OR FORCE MAIN AT SUCH AN ELEVATION THAT THE BOTTOM OF THE WATER MAIN IS AT LEAST 6 INCHES ABOVE THE TOP OF THE SEWER.

WHERE IT IS NOT POSSIBLE TO MAINTAIN A VERTICAL DISTANCE OF 6 INCHES IN PARALLEL INSTALLATIONS, THE WATER MAIN SHALL BE CONSTRUCTED OF DIP AND THE SEWER OR THE FORCE MAIN SHALL BE CONSTRUCTED OF DIP (EXCEPT STORM SEWER) WITH A MINIMUM VERTICAL DISTANCE OF 6 INCHES. THE WATER MAIN SHOULD ALWAYS BE ABOVE THE SEWER. JOINTS ON THE WATER MAIN SHALL BE LOCATED AS FAR APART AS POSSIBLE FROM JOINTS ON THE SEWER OR FORCE MAIN (STAGGERED JOINTS).

3. ALL DIP SHALL BE PRESSURE CLASS 250 MIN.. ADEQUATE PROTECTIVE MEASURES AGAINST CORROSION SHALL BE USED AS DETERMINED BY THE DESIGN ENGINEER.

FORT PIERCE UTILITIES AUTHORITY	STANDARD SEPARATION STATEMENT FOR WATER/SEWER CONFLICT	G-3 WATER/SEWER CONFLICT
	02-06 DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # DETAIL NOTES 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1

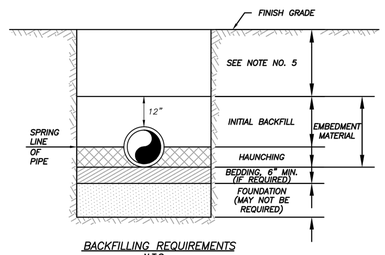
TYPICAL TRENCH DETAIL
N.T.S.



NOTES:

1) THE CONTRACTOR SHALL COMPLY WITH REQUIREMENTS OF THE FLORIDA TRENCH SAFETY ACT.
2) INITIAL BACKFILL SHALL BE HAND PLACED TO 12" ABOVE THE PIPE. BACKFILL SHALL BE MECHANICALLY TAMPED TO A MINIMUM OF 100% OF MAX. DENSITY AS DETERMINED BY AASHTO METHOD T-99.

FORT PIERCE UTILITIES AUTHORITY	TYPICAL TRENCH DETAILS	M-1
	DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # MISC. DETAILS 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1

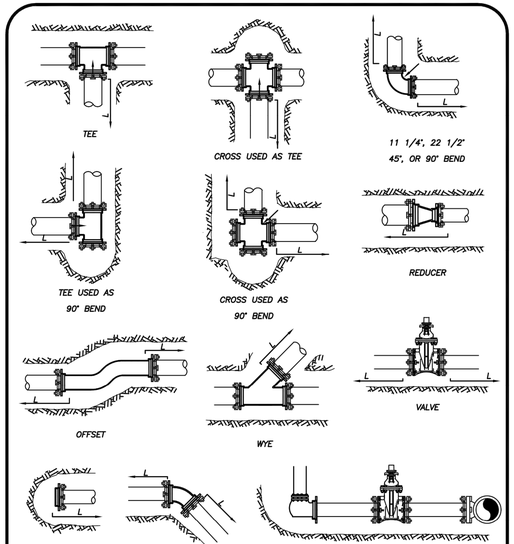


BACKFILLING REQUIREMENTS
N.T.S.

NOTES:

1) IN CERTAIN SOIL CONDITIONS A FOUNDATION MAY BE REQUIRED.
2) BEDDING IS REQUIRED PRIMARILY TO BRING THE TRENCH BOTTOM UP TO GRADE. BEDDING MATERIALS SHALL PROVIDE A UNIFORM AND ADEQUATE LONGITUDINAL SUPPORT UNDER THE PIPE.
3) HAUNCHING MATERIAL SHALL BE HAND PLACED TO THE SPRINGLINE OF THE PIPE. MATERIAL SHALL BE CONSOLIDATED UNDER THE PIPE AND HAND TAMPED TO PROVIDE ADEQUATE SIDE SUPPORT.
4) INITIAL BACKFILL MATERIAL SHALL BE HAND PLACED TO 12" ABOVE THE TOP OF PIPE. THE SOIL SHALL BE COMPACTED TO 100% MAX. DENSITY.(AASHTO T-99)
5) BACKFILL SHALL BE COMPACTED TO 100% OF MAX. DENSITY AS PER AASHTO T-99, TO A POINT 30" BELOW PROPOSED PROFILE GRADE OR EXISTING GRADE. THE FINAL 30" OF BACKFILL SHALL BE COMPACTED TO 98% OF MAX. DENSITY AS PER AASHTO T-180.
6) DENSITY TEST SHALL BE PERFORMED AT AREAS DETERMINED BY THE UTILITIES ENGINEER OR PERMIT AGENCY HAVING JURISDICTION, AT THE CONTRACTORS EXPENSE.
7) CONTRACTOR TO COMPLY WITH ALL FEDERAL, STATE AND LOCAL TRENCH SAFETY REGULATIONS.

FORT PIERCE UTILITIES AUTHORITY	BACKFILLING REQUIREMENTS	M-2
	03-09 NOTES SLL JLC; DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # MISC. DETAILS 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1



MECHANICAL JOINT ANCHORING REQUIREMENTS
N.T.S.

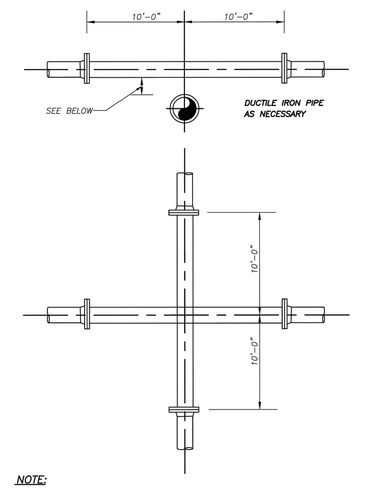
FORT PIERCE UTILITIES AUTHORITY	MECHANICAL JOINT ANCHORING REQUIREMENTS	M-3
	2010 MEGALUGS SLL JLC; DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # MISC. DETAILS 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1

MECHANICAL JOINT RESTRAINT NOTES

NOTES:

1) THE ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING THE REQUIRED LENGTH TO BE RESTRAINED BASED UPON THE PROJECT AREA SOIL TYPE, PROPOSED TRENCH CONDITIONS AND DEPTH, PRESSURE OF 150 PSI, AND A SAFETY FACTOR OF TWO (2). A DRAWING OF EVERY TYPICAL FITTING ASSEMBLY WITHIN THE PROJECT SHALL BE SUBMITTED WHICH REFLECTS THE RESTRAINT DETAIL PROPOSED FOR USE, INCLUDING LENGTH OF PIPE RESTRAINT.
2) REQUIRED RESTRAINED LENGTH CALCULATIONS SHALL ALSO CONSIDER THE CONDITIONS OF OTHER BENDS OR FITTINGS THAT WILL BE LOCATED WITHIN THE CALCULATED RESTRAINED LENGTH (L) OF THE BEND OR FITTING IN QUESTION.
3) EVERY JOINT OR FITTING MUST BE RESTRAINED ON BOTH SIDES OF THE BEND AND FOR TEES ALONG THE BEND ALSO.

FORT PIERCE UTILITIES AUTHORITY	MECHANICAL JOINT RESTRAINT NOTES	M-4
	DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # MISC. DETAILS 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1



NOTE:

PLEASE REFER TO FORT PIERCE UTILITIES STANDARD SEPARATION STATEMENT FOR WATER / SEWER CONFLICTS.

UTILITY CROSSING DETAIL
N.T.S.

FORT PIERCE UTILITIES AUTHORITY	UTILITY CROSSING DETAIL	M-5
	DATE: REVISION: BY: APPD:	WATER/WASTEWATER ENGINEERING
	DESIGNED: JJM; COMPUTER FILE # MISC. DETAILS 200602.DWG	FT. PIERCE UTILITIES AUTHORITY
	DRAWN BY: JJM; SCALE: N.T.S.	
	APPROVED: JLC; DATE: 2010	SHEET 1 OF 1

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NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM

Drawing Title

UTILITY DETAILS

Sheet Number

C18 OF 19

PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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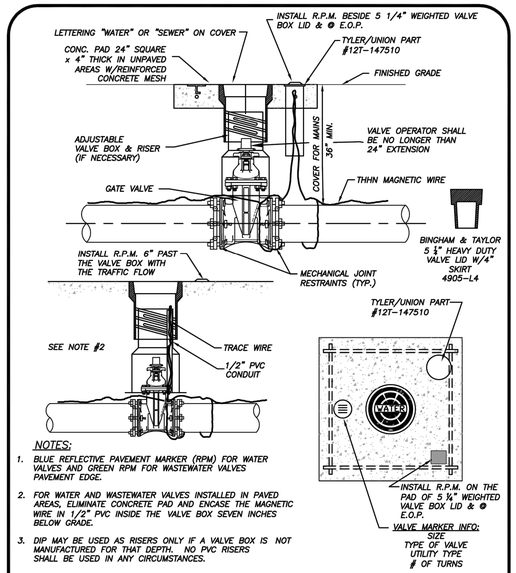
STRUCTURAL ENGINEER
STRUCTURAL DESIGN GROUP
220 GREAT CIRCLE ROAD #106
NASHVILLE, TN 37228
TELEPHONE
PROJECT MANAGER

MECHANICAL ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500
NASHVILLE, TN 37204
TELEPHONE
PROJECT MANAGER

ELECTRICAL ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
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PLUMBING ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
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LOW VOLTAGE ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500 NASHVILLE, TN 37204
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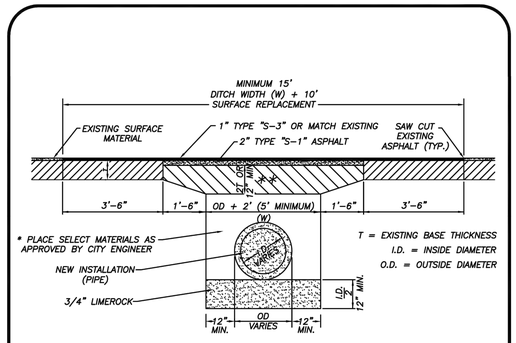


NOTES:

1. BLUE REFLECTIVE PAVEMENT MARKER (RPM) FOR WATER VALVES AND GREEN RPM FOR WASTEWATER VALVES PAVEMENT EDGE.
2. FOR WATER AND WASTEWATER VALVES INSTALLED IN PAVED AREAS, ELIMINATE CONCRETE PAD AND ENCASE THE MAGNETIC WIRE IN 1/2" PVC INSIDE THE VALVE BOX SEVEN INCHES BELOW GRADE.
3. DIP MAY BE USED AS RISERS ONLY IF A VALVE BOX IS NOT MANUFACTURED FOR THAT DEPTH. NO PVC RISERS SHALL BE USED IN ANY CIRCUMSTANCES.

TYPICAL GATE VALVE & VALVE BOX DETAIL
N.T.S.

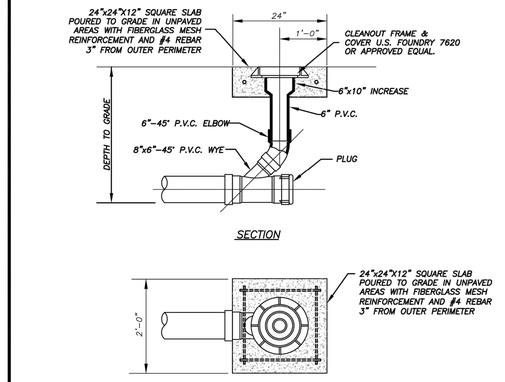
TYPICAL GATE VALVE & VALVE BOX DETAIL		M-6
03-09 DESIGN | SLJ | JLC		
DATE: 2015 | RPM PLACEMENT | SLJ | JLC		
DESIGNED: JLC | REVISION: | BY: | APPD:	COMPUTER FILE # MISC. DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLJ	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1



* INITIAL BACKFILL SHALL BE PLACED TO 12" ABOVE THE PIPE IN 6" LIFTS. BACFILL SHALL BE MECHANICALLY TAMPED TO A MINIMUM OF 95% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO METHOD T-99. UPPERMOST 12" BE COMPACTED TO 98% OF T-99.

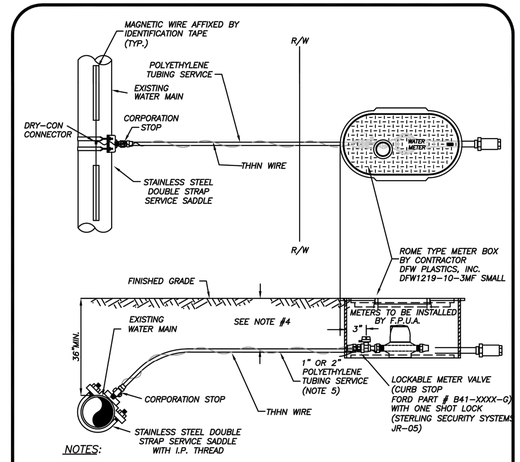
** LIMEROCK OR CRUSHED COQUINA COMPACTED TO 98% OF MAXIMUM DENSITY AS DETERMINED BY AASHTO METHOD T-180

PAVEMENT RESTORATION DETAIL WITH TRENCH CITY REQUIREMENTS		R-3
DATE: | REVISION: | BY: | APPD:		
DESIGNED: JLC	COMPUTER FILE # MISC. DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLJ	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1



TERMINAL CLEANOUT DETAIL (COMMERCIAL)
(N.T.S.)

TERMINAL CLEANOUT DETAIL WASTEWATER		S-4B
10-08 DATE: | REVISION: | BY: | APPD:		
DESIGNED: JLC	COMPUTER FILE # SEWER DETAIL 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: JAH	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 2 OF 3

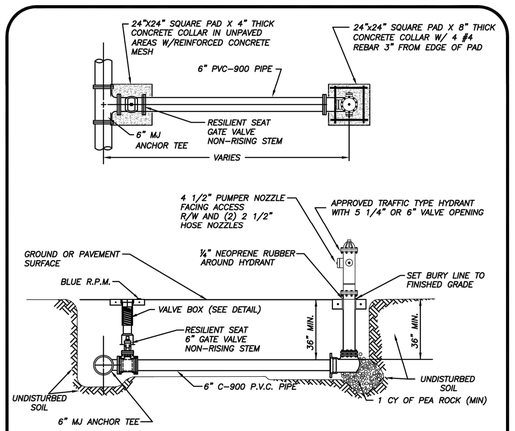


NOTES:

1. BLUE 10 GAUGE THHN WIRE SHALL BE ATTACHED TO THE SERVICE LINE.
2. WHERE SERVICES UNDER PAVEMENT ARE REQUIRED, THE POLYETHYLENE TUBING SHALL BE INSTALLED WITHIN SCHEDULE 40 PVC CASING PIPE.
3. 1" & 3/4" METER SIZES SHALL REQUIRE A LOCKABLE METER VALVE. (CURB STOP)
4. MINIMUM COVER IN UNPAVED AREAS SHALL BE 30", IN PAVED AREAS OR PLANNED ROADWAYS OR SWALES MIN. COVER SHALL BE 36".
5. FOR 2" COMMERCIAL SERVICE INSTALLATIONS, FPUA WILL INSTALL ABOVE GROUND METER PER DETAIL W-8.

TYPICAL SINGLE WATER SERVICE CONNECTION
(N.T.S.)

TYPICAL SINGLE WATER SERVICE CONNECTION		W-2
03-09 DATE: | DESIGN | SLJ | JLC		
DESIGNED: JLC | REVISION: | BY: | APPD:	COMPUTER FILE # WATER DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLJ	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2020	SHEET 1 OF 1

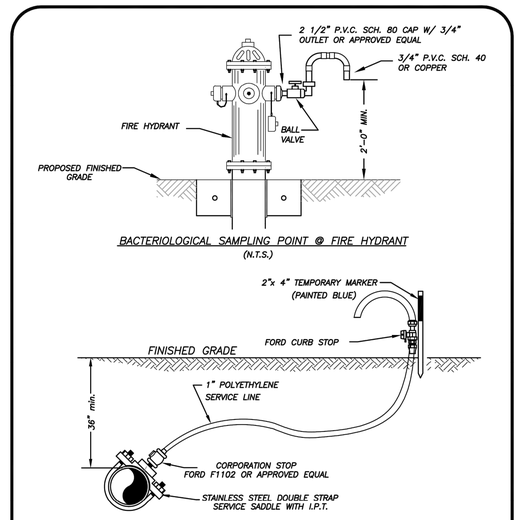


NOTES:

1. HYDRANT SHALL BE INSTALLED PLUMB & TRUE.
2. HYDRANT SHALL BE PAINTED CARNIVAL RED FROM FACTORY.
3. HEEL TO REST IN UNDISTURBED SOIL.
4. THE ONLY HYDRANTS ACCEPTABLE ARE: KENNEDY GUARDIAN, MUELLER CENTURION, & AMERICAN AVK, CLOW OR APPROVED EQUAL.
5. HYDRANT ASSEMBLY MUST BE RESTRAINED TO TEE.
6. ALL FITTINGS SHALL BE MECHANICAL JOINT.
7. ENTIRE ASSEMBLY TO BE MECHANICALLY RESTRAINED.
8. BLUE LOCATOR SHALL BE PLACED IN CENTER OF TRAVEL LANE CLOSEST TO HYDRANT.
9. ALL HYDRANT VALVE BOX COVERS SHALL BE PAINTED CARNIVAL RED.
10. LOCATE WIRE SHALL TERMINATE AT HYDRANT ISOLATION VALVE
11. HYDRANTS SHALL BE NO MORE THAN FIFTEEN FEET (15 FT.) FROM THE CURB OF ROADWAYS OR FROM THE EDGE OF PAVEMENT. CLEARANCES OF SEVEN AND ONE HALF FEET (7FT-6IN.) IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANTS, WITH FOUR FOOT (4 FT.) CLEARANCE TO THE REAR OF HYDRANTS SHALL BE MAINTAINED.

TYPICAL FIRE HYDRANT ASSEMBLY
(N.T.S.)

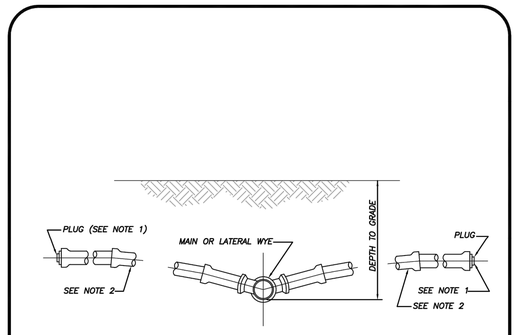
TYPICAL FIRE HYDRANT ASSEMBLY		W-5
03-09 DESIGN | SLJ | JLC		
DATE: | REVISION: | BY: | APPD:		
DESIGNED: JLC	COMPUTER FILE # WATERDETAIL.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLJ	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1



NOTE:

AFTER TESTING REMOVE 1" P.E. LINE AND CAP WITH BRASS PLUG AT CORPORATION STOP.

BACTERIOLOGICAL SAMPLING PONIT DETAIL		W-6
03-09 DATE: | 02-15 REVISION: | SLJ BY: | JLC APPD:		
DESIGNED: JLC	COMPUTER FILE # WATERDETAIL.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLJ	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1

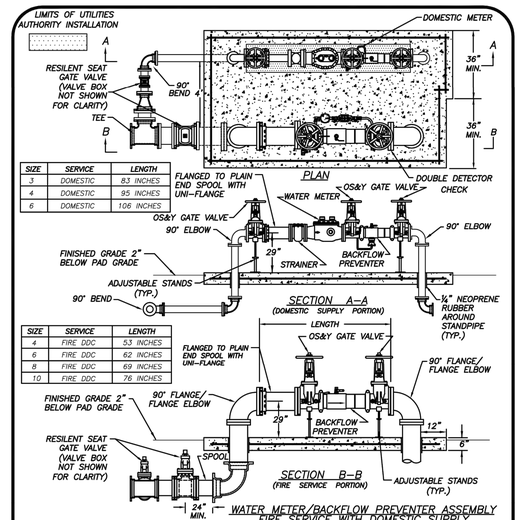


NOTES:

1) BALL TYPE WASTEWATER LOCATOR BY 3M CORP. OR APPROVED EQUAL.
2) MINIMUM SLOPE OF 1/8" PER FOOT, USE GREATER SLOPE WHERE POSSIBLE.
3) SERVICE LATERAL SHALL TERMINATE WITH A CLEANOUT.
4) INSTALL CLEANOUT AT THE PROPERTY LINE. REFER TO DETAIL S-1 FOR SPECIFIC PROPERTY LAYOUT.

SERVICE CONNECTION
(N.T.S.)

SERVICE CONNECTION WASTEWATER		S-2
02-08 DATE: | REVISION: | BY: | APPD:		
DESIGNED: JAH	COMPUTER FILE # SEWER DETAIL 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: JAH	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1



SIZE	SERVICE	LENGTH
3	DOMESTIC	83 INCHES
4	DOMESTIC	95 INCHES
6	DOMESTIC	106 INCHES

SIZE	SERVICE	LENGTH
4	FIRE DDC	53 INCHES
6	FIRE DDC	62 INCHES
8	FIRE DDC	69 INCHES
10	FIRE DDC	76 INCHES

NOTES:

1. LANDSCAPING IS REQUIRED PER CITY OF FORT PIERCE OR ST. LUCIE COUNTY ORDINANCE. NO PLANTS OR TREES WITHIN 36" AROUND METER TO ALLOW MAINTENANCE WITHOUT DAMAGE TO PLANTS ETC.
2. NO SOLDER JOINTS.
3. ASSEMBLY TO BE 29" FROM FINISH GRADE TO CENTERLINE OF THE FLANGED 90° BEND.
4. DOMESTIC SERVICE 2" OR LESS, USE 2" POLY STUBBED 12" ABOVE GRADE.
5. ALL CONCRETE SHALL HAVE FIBERGLASS MESH REINFORCEMENT WITH #4 REBAR 3" FROM THE OUTER PERIMETER

WATER METER/BACKFLOW PREVENTER FIRE SERVICE WITH DOMESTIC SUPPLY		W-11
03-09 DATE: | CONCRETE PAD REVISION: | SLJ BY: | JLC APPD:		
DESIGNED: JLC	COMPUTER FILE # WATER DETAILS 200602.DWG	WATER/WASTEWATER ENGINEERING
DRAWN BY: SLJ	SCALE: N.T.S.	FT. PIERCE UTILITIES AUTHORITY
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1

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Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By AMC	Checked By VM
Drawing Title	

UTILITY DETAILS

Sheet Number

C19 OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C20 OF 20 UTILITY DETAILS September 10, 2020 08:22:31am K:\bcd_civil\144283016 - lawnwood regional medical center\CADD\plansheets\C18 OF 19 UTILITY DETAILS.dwg
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PROJECT INFO.

FACILITY NAME:
LAWNWOOD REGIONAL MEDICAL CENTER

PROJECT DESCRIPTION:
SURGERY & TOWER EXPANSION

HCA PROJECT NUMBER:
3093200010

AHJ PROJECT NUMBERS :

CON NUMBER:

ARCHITECT PROJECT NUMBER:
19087.00

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HCA TEAM CONTACTS

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PROJECT MANAGER

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KIMLEY-HORN ASSOCIATES
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PROJECT MANAGER

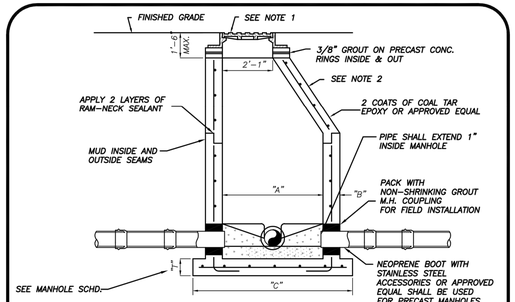
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STRUCTURAL DESIGN GROUP
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NASHVILLE, TN 37228
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PROJECT MANAGER

MECHANICAL ENGINEER
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LOW VOLTAGE ENGINEER
I.C. THOMASSON ASSOCIATES, INC.
2950 KRAFT DRIVE #500 NASHVILLE, TN 37204
TELEPHONE
PROJECT MANAGER



PIPE DIA.	"A"	"B"	"C"	BOT. SLAB "T"
8"-24"	4'-0"	"8"	76"	8"
30"-36"	5'-0"	"8"	88"	10"
42"-48"	6'-0"	"8"	100"	12"

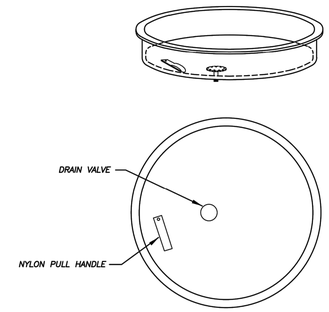
TYPICAL MANHOLE DIMENSIONS

NOTES:

1) MANHOLE FRAME & COVER WITH THE WORDS " SANITARY SEWER" CAST IN THE COVER. U.S. FOUNDRY 170 OR APPROVED EQUAL.
2) ALL CONCRETE MANHOLES TO BE 4000 P.S.I. TO MEET OR EXCEED ASTM C478 ALL CEMENT TO BE TYPE II ACID RESISTANT. REINFORCING AREA OF 0.02 SQ. IN/FT FOR WALL SECTION MIN. TO MEET OR EXCEED ASTM A 185.
3) A MAXIMUM OF 2 LAYERS OF PRECAST CONCRETE RINGS, IF REQUIRED.
4) RAIN GUARDS SHALL BE INSTALLED IN MANHOLES THAT HAVE GRAVITY MAINS 12" OR LESS.

STANDARD MANHOLE
DEPTH 5'-0" AND GREATER
(N.T.S.)

PRECAST MANHOLE DEPTH 5'- 0" & GREATER			S-7
02-06			WATER/WASTEWATER ENGINEERING
DATE:	REVISION:	BY: APP'D:	
DESIGNED: JLC	COMPUTER FILE # SEWER DETAIL 200602.DWG		FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: SLI	SCALE: N.T.S.		
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1	

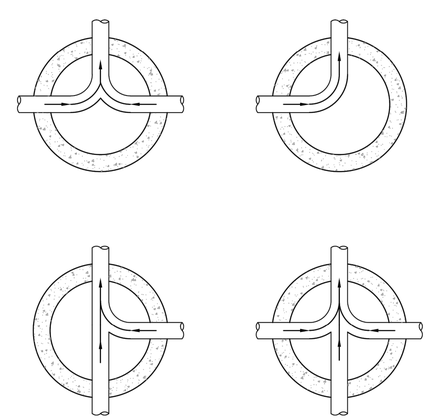


NOTES:

1) SEWER RAIN GUARDS SHALL BE INSTALLED ON ALL MANHOLES WHERE GRAVITY MAINS ARE 12" OR LESS AND IN AREAS DESIGNATED BY ENGINEER TO BE IN A FLOOD AREA.
2) SEWER RAIN GUARDS SHALL BE MANUFACTURED BY PARSON ENVIRONMENTAL PRODUCTS, INC., PART # PMI-23S (PARSON MANHOLE INSERTS) WITH DOUBLE VALVING, OR APPROVED EQUAL.
3) RAINGUARDS MUST BE "SNUG" FIT.

RAINGUARD DETAIL
(N.T.S.)

RAINGUARD DETAIL			S-11
03-09		SLI JLC	WATER/WASTEWATER ENGINEERING
DATE:	REVISION:	BY: APP'D:	
DESIGNED: SLI	COMPUTER FILE # SEWER DETAIL 200602.DWG		FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: SLI	SCALE: N.T.S.		
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1	



NOTES:

1) INVERT CHANNELS TO BE CONSTRUCTED FOR SMOOTH FLOW WITH NO OBSTRUCTIONS.
2) SPILLWAYS SHALL BE CONSTRUCTED BETWEEN PIPES WITH DIFFERENT INVERT ELEVATIONS PROVIDING FOR SMOOTH FLOWS.

FLOW PATTERNS FOR INVERT CHANNELS			S-12
DATE:	REVISION:	BY: APP'D:	WATER/WASTEWATER ENGINEERING
DESIGNED: JLM	COMPUTER FILE # SEWER DETAIL 200602.DWG		FT. PIERCE UTILITIES AUTHORITY
DRAWN BY: JLM	SCALE: N.T.S.		
APPROVED: JLC	DATE: 2010	SHEET 1 OF 1	

HCA Healthcare

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Seals

NEW TOWER AND SURGERY RENOVATIONS
LAWNWOOD REGIONAL MEDICAL CENTER
1700 S. 23RD STREET. FORT PIERCE, FL 34950

LAWNWOOD Regional Medical Center & Heart Institute

DOCUMENT CHANGES

Description	Date

Issue Description	CD CHECKSET
Original Issue Date	4.6.20
HCA Project No	3093200010, 3093200018
Project No	19087.00
Drawn By / Checked By	AMC / VM

Drawing Title

UTILITY DETAILS

Sheet Number

C19A OF 19

Plotted By:Biel, Marina Sheet Set:LAWNWOOD MEDICAL REGIONAL CENTER Layout:C19A OF 19 UTILITY DETAILS September 10, 2020 08:22:36am K:\bcd_civil\144283016 — lawnwood regional medical center\CADD\plotsheets\C18 OF 19 UTILITY DETAILS.dwg
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TRAFFIC IMPACT ANALYSIS

LAWNWOOD REGIONAL MEDICAL CENTER
FORT PIERCE, FL

PREPARED FOR:
EARL SWENSSON ASSOCIATES, INC

Kimley»Horn

January 29, 2020
Kimley-Horn Project # 144283016
CA 00000696
Kimley-Horn and Associates, Inc.
1920 Wekiva Way
West Palm Beach, Florida 33411
561/845-0665 TEL

TRAFFIC IMPACT ANALYSIS

LAWNWOOD REGIONAL MEDICAL CENTER

FORT PIERCE, FL

Prepared by:
Kimley-Horn and Associates, Inc.
West Palm Beach, Florida



January 29, 2020
Kimley-Horn Project # 144283016
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1920 Wekiva Way
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Adam B. Kerr, P.E.
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INTRODUCTION

Lawnwood Regional Medical Center is located at 1700 South 23rd Street in Fort Pierce, Florida. The proposed development plan includes expanding the existing hospital use. *Figure 1* illustrates the location of the proposed development. The parcel information for the project site is 2416-504-0200-000-2. The project buildout year is 2024.

Kimley-Horn and Associates, Inc was retained to prepare a traffic impact analysis for the proposed development. The study quantifies the project's impact on the adjacent transportation network. This report summarizes the project trip generation, distribution and intersection analyses.

A proposed site plan is included in *Appendix A*.



NORTH

LEGEND

SITE LOCATION

FIGURE 1
SITE LOCATION
LAWNWOOD REGIONAL MEDICAL CENTER
KH 144283016

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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

The existing site currently contains 299,090 square feet of hospital use. The proposed plan of development includes expanding the existing hospital to 391,510 square feet.

Trip Generation

The trip generation potential of the development was calculated based upon the trip generation rates and equations published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual, 10th Edition*. Land Use 610 (Hospital) was used in the trip generation calculations.

Table 1 provides a summary of this calculation. As indicated in *Table 1*, the net new trip generation potential of the proposed site is an increase of 544 net external daily trips, an increase of 68 net new external AM peak hour trips (46 in, 22 out) and an increase of 77 net new external PM peak hour trips (24 in, 53 out). Based on the net new external daily trips the proposed development has a development area of influence of one-mile.

Table 1: Trip Generation

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Existing Scenario								
Hospital	299.09 KSF	4,482	348	237	111	352	113	239
Subtotal		*4,482*	*348*	*237*	*111*	*352*	*113*	*239*
Proposed Scenario								
Hospital	391.51 KSF	5,026	416	283	133	429	137	292
Subtotal		*5,026*	*416*	*283*	*133*	*429*	*137*	*292*
Driveway Volumes		*544*	*68*	*46*	*22*	*77*	*24*	*53*
Net Differential Trips		*544*	*68*	*46*	*22*	*77*	*24*	*53*

Trip generation was calculated using the following data:

Daily Trip Generation
Hospital [ITE 610] = T = 5.88(X)+2723.70

AM Peak Hour Trip Generation
Hospital [ITE 610] = T = 0.74(X)+126.36 (68% in, 32% out)

PM Peak Hour Trip Generation
Hospital [ITE 610] = T = 0.84(X)+100.56 (32% in, 68% out)

K:\WPB_TPTO\1442\144283016 - Lawnwood Medical\Excel\[2019-10-17 Tripgen.xlsx]Tripgen

Traffic Distribution

Traffic distribution is the pairing of trip ends from the subject site with other land uses in the area. These trips were assigned to the surrounding roadways based upon a review of the roadway network proposed to be in place at the time of buildout and its travel time characteristics.

The distribution according to cardinal directions is:

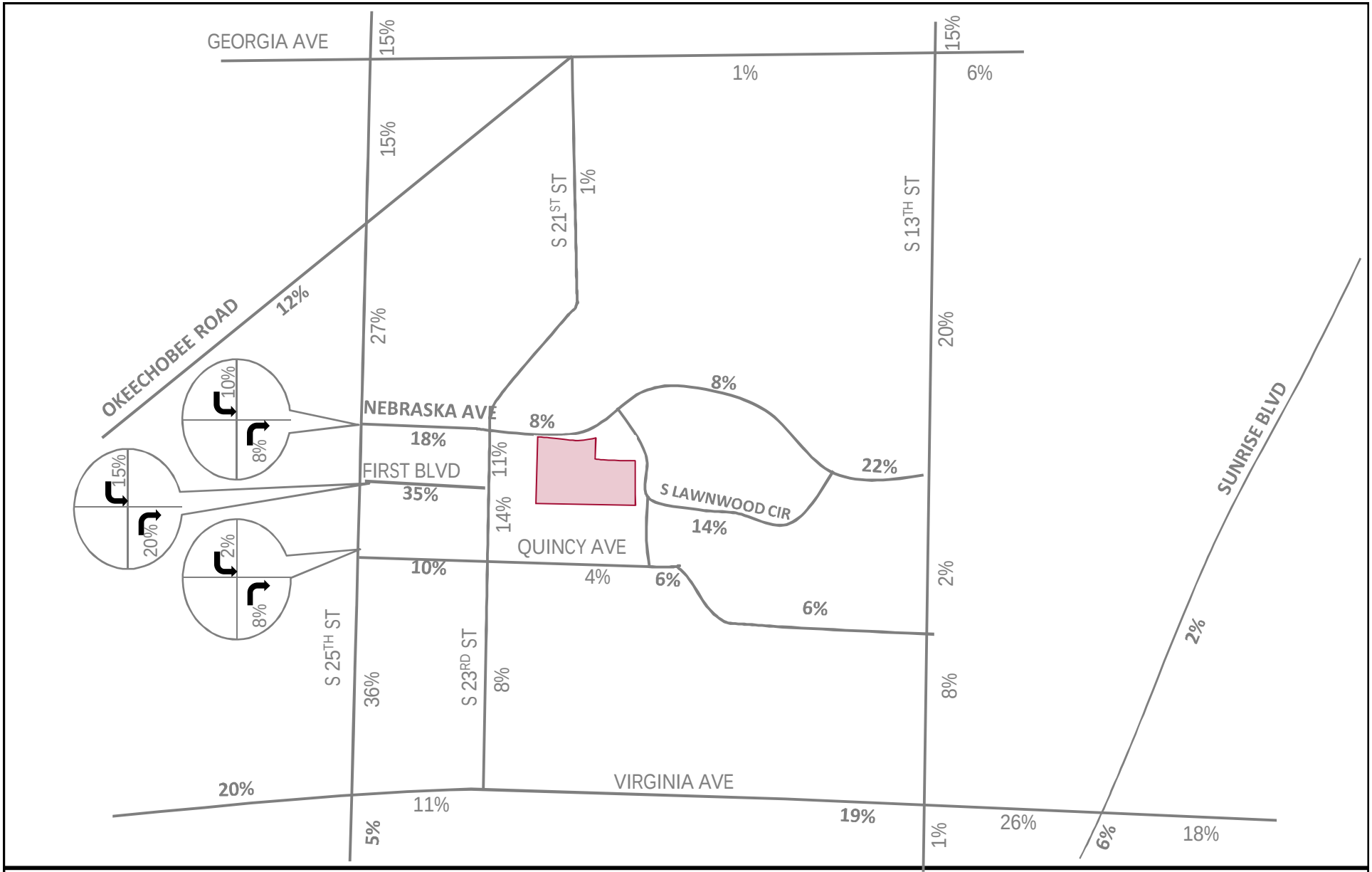
EAST -	26 percent
WEST	32 percent
SOUTH	6 percent
NORTH	36 percent

Traffic Assignment

The site traffic was assigned to the surrounding roadway network based upon the traffic distribution. The function classification of the surrounding roadways is the following:

- Okeechobee Road: Principal Arterial
- Virginia Avenue: Principal Arterial
- S 25th Street: Principal Arterial
- S 13th Street: Collector
- Georgia Avenue: Minor Arterial

The AM and PM peak hour trips for the project were assigned to the surrounding roadway network proposed to be in place by 2024. *Figure 2* illustrates the project inbound traffic assignment and *Figure 3* illustrates the project outbound traffic assignment to the surrounding roadway network.



NORTH

LEGEND

SITE LOCATION

XX% INBOUND ASSIGNMENT

FIGURE 2
TRAFFIC INBOUND ASSIGNMENT
LAWNWOOD REGIONAL MEDICAL CENTER
KH 144283016

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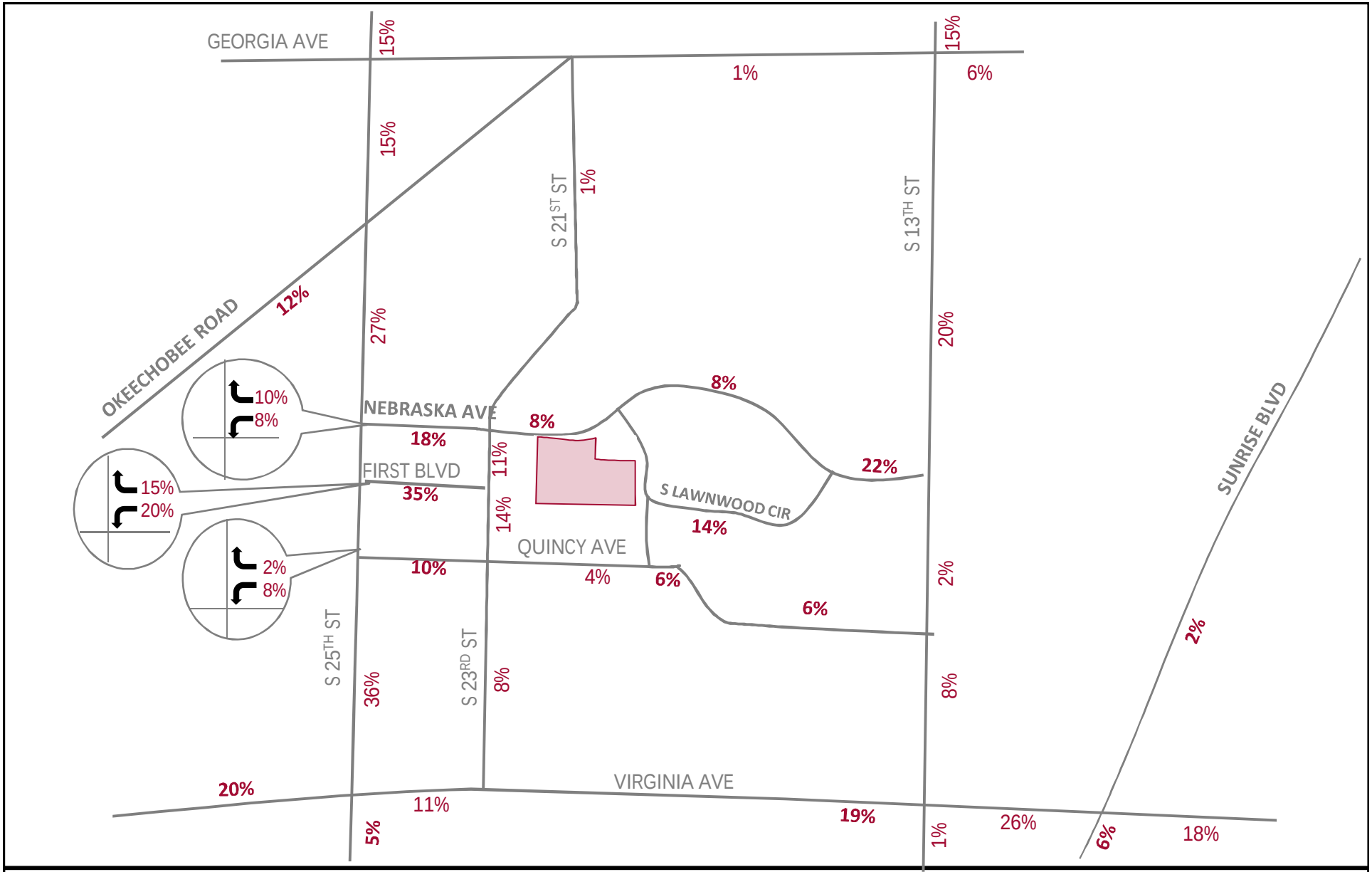


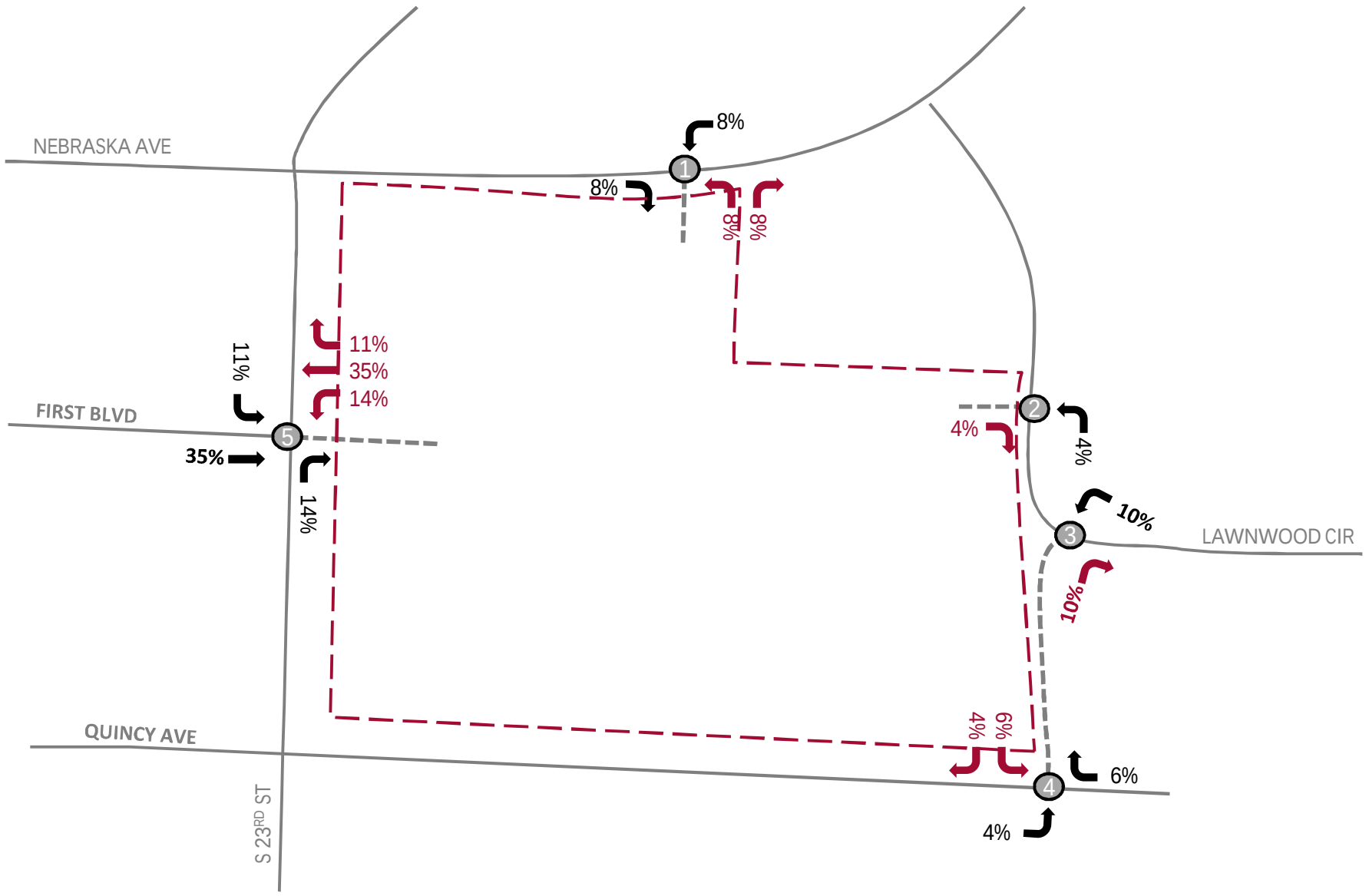
FIGURE 3
TRAFFIC OUTBOUND ASSIGNMENT
LAWNWOOD REGIONAL MEDICAL CENTER
KH 144283016

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SITE ACCESS

Access to the site includes existing full-access driveways on S 23rd Street, Nebraska Avenue, and Lawnwood Circle. A full-access driveway connection is proposed on Quincy Avenue.

Figure 4 illustrates the driveway assignment and *Figure 5* illustrates the AM peak hour and PM peak hour driveway volumes at the project site.



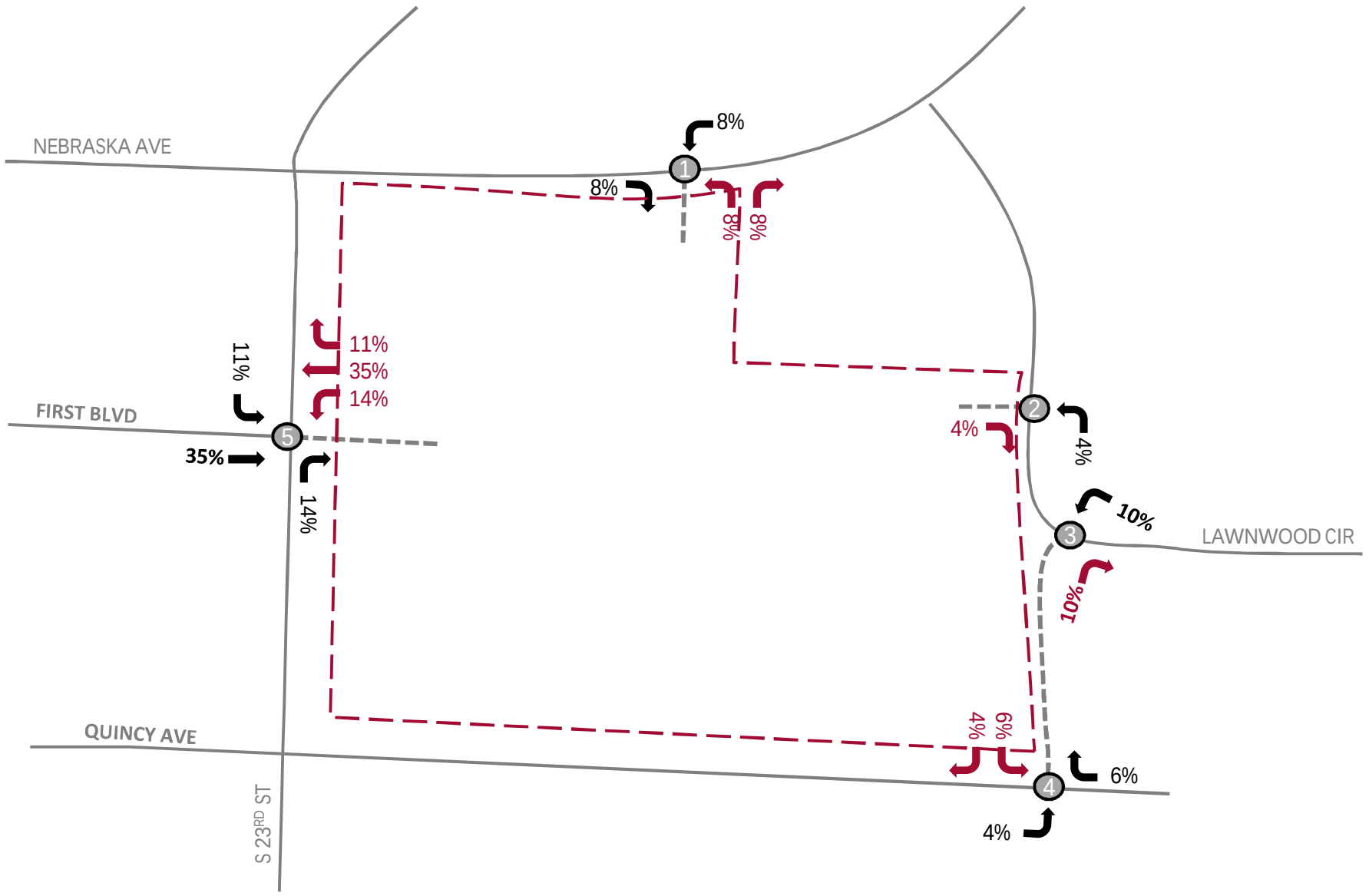
NORTH

LEGEND

XX (XX) AM (PM) INBOUND VOLUME
XX (XX) AM (PM) OUTBOUND VOLUME

FIGURE 5
PROJECT DRIVEWAY VOLUMES
LAWNWOOD REGIONAL MEDICAL CENTER
KH 144283016

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LEGEND

XX (XX) AM (PM) INBOUND ASSIGNMENT
XX (XX) AM (PM) OUTBOUND ASSIGNMENT

FIGURE 4
PROJECT DRIVEWAY ASSIGNMENT
LAWNWOOD REGIONAL MEDICAL CENTER
KH 144283016

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ROADWAY SEGMENT ANALYSIS

The roadway segments within the one-mile influence area were analyzed and are summarized in *Table 2*. Significantly impacted roadways, where the project traffic consumed one percent or more of the existing peak-hour service capacity are significantly impacted and require further analysis. The following roadway segments were significantly impacted due to the project traffic:

AM Peak Hour

- S 13th Street from Nebraska Avenue to Georgia Avenue

PM Peak Hour

- S 13th Street from Nebraska Avenue to Georgia Avenue

The future traffic volume on each significantly impacted roadway segment was analyzed in comparison to its peak-hour service capacity volumes. Committed development information for each significantly impacted link was provided by the City of Fort Pierce City Clerk. As shown in *Table 2*, none of the significantly impacted roadway links are over capacity; therefore, no improvements are required.

Link volumes are included in *Appendix B.*

Table 2: Peak Direction Roadway Segment Analysis

Roadway		Existing		Peak Hour Project Traffic							Existing Base Peak Hour			2024 Peak Hour Volumes					
From	To	Lanes	Peak Hour Service Capacity	% Assignment	NB/EB In/Out?	NB/EB Project Traffic	SB/WB Project Traffic	Peak Direction Project Trips	% Impact	Significant Impact ?	Volume	LOS	Last Count Year	Growth Rate [1]	Background Growth	Committed PHPD Volume	2024 Background Traffic	2024 Total Traffic	Over Capacity?
AM PEAK DIRECTION																			
Okeechobee Rd																			
S 35th Street	S 25th Street	4LD	1,630	12%	i	6	3	6	0.37%	No	724	C	2016	1.31%	76	0	800	806	
S 25th Street	Georgia Avenue	4LD	1,630	0%	o	0	0	0	0.00%	No	719	C	2016	1.31%	75	12	794	794	
Virginia Avenue																			
S 35th Street	S 25th Street	6LD	3,020	20%	i	9	4	9	0.30%	No	905	C	2017	0.93%	59	12	964	973	
S 25th Street	S 23rd Street	6LD	3,020	11%	o	2	5	5	0.17%	No	834	C	2017	0.93%	55	5	889	894	
S 23rd Street	S 13th Street	6LD	3,020	19%	o	4	9	9	0.30%	No	834	C	2017	0.82%	48	5	882	891	
S 13th Street	Sunrise Blvd	6LD	3,170	26%	o	6	12	12	0.74%	No	1,075	C	2017	0.85%	64	5	1,139	1,151	
S 25th Street																			
Cortez Blvd	Virginia Ave	5L	2,000	5%	i	2	1	2	0.10%	No	1,341	C	2019	0.50%	34	53	1,394	1,396	
Virginia Ave	Quincy Ave	5L	2,000	36%	i	17	8	17	0.85%	No	930	C	2017	1.88%	122	65	1,052	1,069	
Quincy Ave	First Blvd	5L	2,000	SB 2% In, NB 28% In, SB 28% out, NB 2% out		13	7	13	0.65%	No	930	C	2017	1.88%	122	65	1,052	1,065	
First Blvd	Nebraska Ave	5L	2,000	SB 17% In, NB 8% In, SB 8% out, NB 15% out		7	10	10	0.50%	No	930	C	2017	1.88%	122	65	1,052	1,062	
Nebraska Ave	Okeechobee Rd	5L	2,000	27%	o	6	12	12	0.60%	No	930	C	2017	1.88%	122	65	1,052	1,064	
Okeechobee Rd	Georgia Avenue	5L	1,630	15%	o	3	7	7 0	0.43%	No	1,037	D	2017	3.02%	219	50	1,256	1,263	
S 13th Street																			
Virginia Ave	Quincy Ave	2L	750	8%	i	4	2	4	0.53%	No	369	C	2016	0.60%	18	33	402	406	
Quincy Ave	Nebraska Ave	2L	750	2%	o	0	1	1	0.13%	No	369	C	2016	0.60%	18	33	402	403	
Nebraska Ave	Georgia Avenue	2L	760	20%	o	4	9	9	1.18%	Yes	369	C	2016	0.60%	18	22	391	400	No
Georgia Avenue																			
S 25th Street	Okeechobee Rd	2L	600	0%	i	0	0	0	0.00%	No	294	C	2016	3.71%	87	0	381	381	
Okeechobee Rd	S 21st Street	2L	750	0%	i	0	0	0	0.00%	No	294	C	2016	3.71%	87	0	381	381	
S 21st Street	S 13th Street	2L	750	1%	o	0	0	0	0.00%	No	273	C	2016	3.71%	81	0	354	354	
S 13th Street	US 1	2L	600	7%	o	2	3	3	0.50%	No	154	C	2016	7.18%	89	0	243	246	
PM PEAK DIRECTION																			
Okeechobee Rd																			
S 35th Street	S 25th Street	4LD	1,630	12%	i	3	6	6	0.37%	No	727	C	2016	1.31%	76	0	803	809	
S 25th Street	Georgia Avenue	4LD	1,630	0%	o	0	0	0 0	0.00%	No	674	C	2016	1.31%	71	7	745	745	
Virginia Avenue																			
S 35th Street	S 25th Street	6LD	3,020	20%	i	5	11	11	0.36%	No	951	C	2017	0.93%	62	7	1,013	1,024	
S 25th Street	S 23rd Street	6LD	3,020	11%	o	6	3	6	0.20%	No	935	C	2017	0.93%	61	3	996	1,002	
S 23rd Street	S 13th Street	6LD	3,020	19%	o	10	5	10	0.33%	No	935	C	2017	0.82%	54	3	989	999	
S 13th Street	Sunrise Blvd	6LD	3,170	26%	o	14	6	14 0	0.44%	No	1,175	C	2017	0.85%	70	3	1,245	1,259	
S 25th Street																			
Cortez Blvd	Virginia Ave	5L	2,000	5%	i	1	3	3	0.15%	No	1,410	C	2019	0.50%	35	33	1,445	1,448	
Virginia Ave	Quincy Ave	5L	2,000	36%	i	9	19	19	0.95%	No	904	C	2017	1.88%	119	50	1,023	1,042	
Quincy Ave	First Blvd	5L	2,000	SB 2% In, NB 28% In, SB 28% out, NB 2% out		8	15	15	0.75%	No	904	C	2017	1.88%	119	50	1,023	1,038	
First Blvd	Nebraska Ave	5L	2,000	SB 17% In, NB 8% In, SB 8% out, NB 15% out		10	8	10	0.50%	No	904	C	2017	1.88%	119	50	1,023	1,033	
Nebraska Ave	Okeechobee Rd	5L	2,000	27%	o	14	6	14	0.70%	No	904	C	2017	1.88%	119	50	1,023	1,037	
Okeechobee Rd	Georgia Avenue	5L	1,630	15%	o	8	4	8	0.49%	No	985	D	2017	3.02%	208	41	1,193	1,201	
S 13th Street																			
Virginia Ave	Quincy Ave	2L	750	8%	i	2	4	4	0.53%	No	425	C	2016	0.60%	20	32	457	461	
Quincy Ave	Nebraska Ave	2L	750	2%	o	1	0	1	0.13%	No	425	C	2016	0.60%	20	32	457	458	
Nebraska Ave	Georgia Avenue	2L	760	20%	o	11	5	11	1.45%	Yes	425	C	2016	0.60%	20	21	446	457	No
Georgia Avenue																			
S 25th Street	Okeechobee Rd	2L	600	0%	i	0	0	0	0.00%	No	303	C	2016	3.71%	90	0	393	393	
Okeechobee Rd	S 21st Street	2L	750	0%	i	0	0	0	0.00%	No	303	C	2016	3.71%	90	0	393	393	
S 21st Street	S 13th Street	2L	750	1%	o	1	0	1	0.13%	No	277	C	2016	3.71%	82	0	359	360	
S 13th Street	US 1	2L	600	7%	o	4	2	4	0.67%	No	158	C	2016	7.18%	91	0	249	253	

Roadways are Major and project traffic needs to be less than 5% to be considered insignificant

[1] Growth rates were applied to each roadway segment.

INTERSECTION ANALYSIS

The operating conditions for the future total buildout was analyzed using Trafficware's *Synchro 10.0* Software during the AM peak hour and PM peak hour at the following signalized intersections under existing (2019), background (2024), and future total (2024) conditions:

- S 25th Street & Virginia Avenue (Signalized)
- S 13th Street & Virginia Avenue (Signalized)
- S 25th Street & Okeechobee Road (Signalized)
- S 25th Street & Quincy Avenue (Unsignalized)
- S 25th Street & First Boulevard (Unsignalized)
- S 25th Street & Nebraska Avenue (Unsignalized)
- S 13th Street & Nebraska Avenue (Unsignalized)

These analyses use the methodologies outline in the *Highway Capacity Manual, 6th Edition* in order to determine the overall intersection level of service and delay.

Raw turning movement volumes from both the AM peak hour and PM peak hour were adjusted using the FDOT peak season correction factor to reflect peak season conditions. A 5-year growth rate was calculated based on the 2013 and 2018 volumes published by FDOT to determine the growth rate on each segment. The roadway segments that did not have data provided by FDOT or St Lucie County used a calculated area-wide growth rate (1.31%). For roadway links with growth rates calculated as less than 0.5%, a 0.5% growth rate was applied instead. City of Fort Pierce Traffic Impact Analysis guidelines, background traffic was projected to five years in the future, or 2024. Background traffic was combined with project traffic to determine the total future 2024 volumes expected at the study intersection.

Table 3 and *Table 4* summarizes the levels of service (LOS)/delay and 95th percentile queue during the AM and PM peak hour under existing conditions, respectively. *Table 5* and *Table 6* summarizes the levels of service (LOS)/delay and 95th percentile queue during the AM and PM peak hour under background conditions, respectively. *Table 7* and *Table 8* summarizes the levels of service (LOS)/delay and 95th percentile queue during the AM and PM peak hour under future total conditions, respectively.

As shown in *Table 7* all the signalized intersections operate at LOS E or better during the AM and PM peak hour under future total conditions with the exception of the southbound movement during

the PM peak hour and the northbound movement during the AM peak hour at the intersection of S 25th Street & Virginia Avenue, the southbound movement during the AM peak hour at the intersection of S 25th Street & Okeechobee Road, and the westbound movement at the intersection of S 25th Street & Nebraska Avenue during the PM peak hour. Signal optimization was performed for the intersection of S 25th Street & Virginia Avenue during the PM peak hour under future total conditions since the overall intersection was projected to operate at LOS F. The signal optimization resulted in the intersection operating with less delay than existing conditions. The deficiencies at the two other intersections are due to background growth and committed developments and are not caused by the project traffic. The 95th percentile queue lengths that exceed their given storage under future total conditions are exceeded under background conditions. With the signal optimization at S 25th Street & Virginia Avenue during the PM peak hour under future total conditions, the southbound left queue length decreased from 299 feet during the background conditions to 282 feet under future total conditions. It is recommended that the southbound left-turn lane be restriped to accommodate the one (1) additional vehicle between the background queue length and the future total queue length.

Figure 5 illustrates the turning movement and roadway volumes of the project traffic

Signal timing, AADT data and trend growth-rate worksheets are included in *Appendix C*. Committed developments are included in *Appendix D.* The volume development worksheets for the study intersections are included in *Appendix E*. Synchro output sheets are included in *Appendix F*.

Table 3: Existing Intersection LOS and Delay

Intersection	Type	Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
S 25th Street & Virginia Avenue	Signalized	EB	47.7	D	49.0	D
		WB	50.0	D	44.4	D
		NB	73.4	E	69.4	E
		SB	49.2	D	116.5	F
		Overall	56.3	E	70.8	E
S 13th Street & Virginia Avenue	Signalized	EB	11.2	B	14.0	B
		WB	14.2	B	16.4	B
		NB	61.5	E	59.4	E
		SB	47.5	D	46.8	D
		Overall	20.0	C	20.8	C
S 25th Street & Okeechobee Road	Signalized	EB	42.7	D	35.4	D
		WB	31.1	C	34.2	C
		NB	32.9	C	44.1	D
		SB	52.1	D	58.8	E
		Overall	41.1	D	45.0	D
S 25th Street & Quincy Avenue	Unsignalized	EB				
		WB	18.4	C	19.1	C
		NB				
		SB				
		Overall	-	-	-	-
S 25th Street & First Boulevard	Unsignalized	EB				
		WB	21.3	C	21.8	C
		NB				
		SB				
		Overall	-	-	-	-
S 25th Street & Nebraska Avenue	Unsignalized	EB				
		WB	21.9	C	29.3	D
		NB				
		SB				
		Overall	-	-	-	-
S 13th Street & Nebraska Avenue	Unsignalized	EB	13.4	B	12.2	B
		WB				
		NB				
		SB				
		Overall	-	-		

Table 4: Existing Intersection 95th Percentile Queue

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
S 25th Street & Virginia Avenue								
Provided Storage	325		525	200			185	
AM Peak Hour	325		187	147			224	
PM Peak Hour	217		369	30			268	
S 13th Street & Virginia Avenue								
Provided Storage	200		200		50	25	175	25
AM Peak Hour	35		6		39	0	212	44
PM Peak Hour	56		15		20	0	273	47
S 25th Street & Okeechobee Road								
Provided Storage	225		200		225		200	
AM Peak Hour	108		84		80		33	
PM Peak Hour	184		154		145		43	
S 25th Street & Quincy Avenue								
Provided Storage								
AM Peak Hour			20				10	
PM Peak Hour			10				3	
S 25th Street & First Boulevard								
Provided Storage			175					
AM Peak Hour			15	8			13	
PM Peak Hour			33	13			3	
S 25th Street & Nebraska Avenue								
Provided Storage			275					
AM Peak Hour			25	10			13	
PM Peak Hour			73	22			8	
S 13th Street & Nebraska Avenue								
Provided Storage								
AM Peak Hour	5	15			8			
PM Peak Hour	5	13			10			

Table 5: Background Intersection LOS and Delay

Intersection	Type	Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
S 25th Street & Virginia Avenue	Signalized	EB	50.0	D	55.7	E
		WB	53.7	D	48.3	D
		NB	97.1	F	79.1	E
		SB	52.3	D	132.7	F
		Overall	65.7	E	80.7	F
S 13th Street & Virginia Avenue	Signalized	EB	11.7	B	14.3	B
		WB	15.0	B	17.0	B
		NB	61.7	E	59.5	E
		SB	47.6	D	47.5	D
		Overall	20.5	C	21.3	C
S 25th Street & Okeechobee Road	Signalized	EB	26.4	C	41.0	D
		WB	22.2	C	39.0	D
		NB	38.8	D	43.9	D
		SB	85.1	F	67.4	E
		Overall	49.3	D	49.9	D
S 25th Street & Quincy Avenue	Unsignalized	EB				
		WB	20.8	C	21.3	C
		NB				
		SB				
		Overall	-	-	-	-
S 25th Street & First Boulevard	Unsignalized	EB				
		WB	24.2	C	25.7	D
		NB				
		SB				
		Overall	-	-	-	-
S 25th Street & Nebraska Avenue	Unsignalized	EB				
		WB	30.7	D	65.4	F
		NB				
		SB				
		Overall	-	-	-	-
S 13th Street & Nebraska Avenue	Unsignalized	EB	14.6	B	13.6	B
		WB				
		NB				
		SB				
		Overall	-	-	-	-

Table 6: Background Intersection 95th Percentile Queue

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
S 25th Street & Virginia Avenue								
Provided Storage	325		525	200			185	
AM Peak Hour	353		205	161			263	
PM Peak Hour	235		410	40			268	
S 13th Street & Virginia Avenue								
Provided Storage	200		200		50	25	175	25
AM Peak Hour	37		6		41	0	222	46
PM Peak Hour	54		16		19	0	299	48
S 25th Street & Okeechobee Road								
Provided Storage	225		200		225		200	
AM Peak Hour	115		90		92		37	
PM Peak Hour	201		173		170		48	
S 25th Street & Quincy Avenue								
Provided Storage								
AM Peak Hour			25				13	
PM Peak Hour			13				3	
S 25th Street & First Boulevard								
Provided Storage			175					
AM Peak Hour			20	8			15	
PM Peak Hour			43	13			3	
S 25th Street & Nebraska Avenue								
Provided Storage			275					
AM Peak Hour			58	18			15	
PM Peak Hour			180	38			13	
S 13th Street & Nebraska Avenue								
Provided Storage								
AM Peak Hour	5	25			15			
PM Peak Hour	25	18			5			

Table 7: Future Total Intersection LOS and Delay

Intersection	Type	Movement	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
S 25th Street & Virginia Avenue	Signalized	EB	50.5	D	55.7	E
		WB	55.0	E	48.3	D
		NB	97.6	F	79.1	E
		SB	52.5	D	132.7	F
		Overall	66.2	E	80.7	F
S 25th Street & Virginia Avenue - Optimized Signal Timing	Signalized	EB			67.6	E
		WB			55.1	E
		NB			52.3	D
		SB			74.3	E
		Overall			62.9	E
S 13th Street & Virginia Avenue	Signalized	EB	11.7	B	14.4	B
		WB	15.1	B	17.0	B
		NB	61.7	E	59.5	E
		SB	47.6	D	47.9	D
		Overall	20.6	C	21.4	C
S 25th Street & Okeechobee Road	Signalized	EB	25.8	C	41.5	D
		WB	21.7	C	39.3	D
		NB	38.9	D	44.1	D
		SB	87.3	F	67.8	E
		Overall	49.9	D	50.3	D
S 25th Street & Quincy Avenue	Unsignalized	EB				
		WB	21.9	C	22.6	C
		NB				
		SB				
		Overall	-	-	-	-
S 25th Street & First Boulevard	Unsignalized	EB				
		WB	25.6	D	28.3	D
		NB				
		SB				
		Overall	-	-	-	-
S 25th Street & Nebraska Avenue	Unsignalized	EB				
		WB	32.3	D	71.8	F
		NB				
		SB				
		Overall	-	-	-	-
S 13th Street & Nebraska Avenue	Unsignalized	EB	14.8	B	14.0	B
		WB				
		NB				
		SB				
		Overall	-	-	-	-

Table 8: Future Total Intersection 95th Percentile Queue

Movement	EBL	EBR	WBL	WBR	NBL	NBR	SBL	SBR
S 25th Street & Virginia Avenue								
Provided Storage	325		525	200			185	
AM Peak Hour	370		204	165			268	
PM Peak Hour	235		413	45			369	
PM Optimized	277		450	60			282	
S 13th Street & Virginia Avenue								
Provided Storage	200		200		50	25	175	25
AM Peak Hour	37		6		41	0	225	46
PM Peak Hour	54		16		19	0	310	48
S 25th Street & Okeechobee Road								
Provided Storage	225		200		225		200	
AM Peak Hour	115		90		95		37	
PM Peak Hour	202		173		177		48	
S 25th Street & Quincy Avenue								
Provided Storage								
AM Peak Hour			28				13	
PM Peak Hour			15				3	
S 25th Street & First Boulevard								
Provided Storage			175					
AM Peak Hour			23	10			18	
PM Peak Hour			55	15			5	
S 25th Street & Nebraska Avenue								
Provided Storage			275					
AM Peak Hour			63	18			15	
PM Peak Hour			193	40			13	
S 13th Street & Nebraska Avenue								
Provided Storage								
AM Peak Hour	5	28			15			
PM Peak Hour	30	18			5			

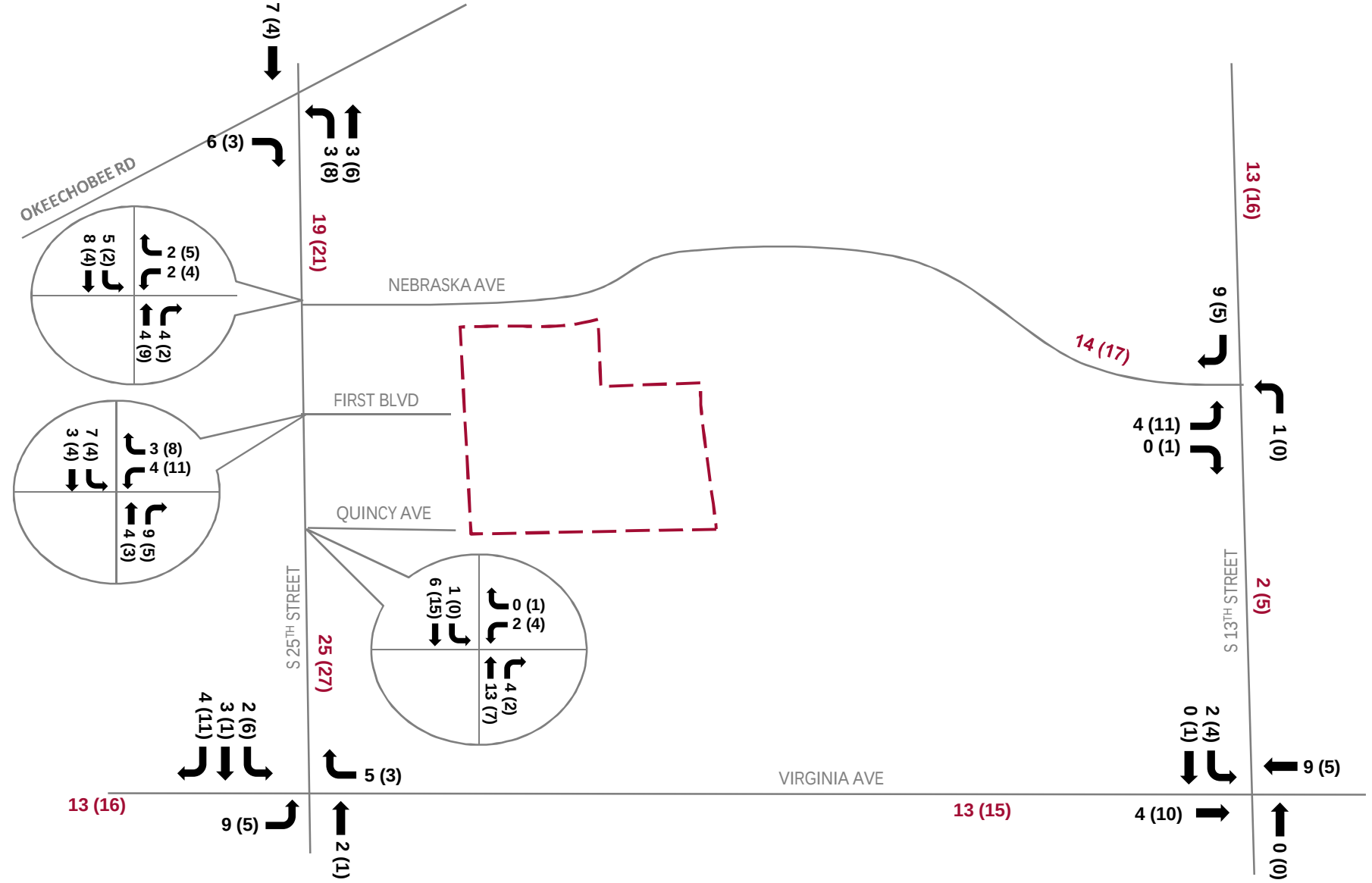


FIGURE 6
PROJECT DRIVEWAY VOLUMES
LAWNWOOD REGIONAL MEDICAL CENTER
KH 140011001

Kimley»Horn

CONCLUSION

It is proposed to expand the existing Lawnwood Regional Medical Center located at 1700 South 23rd Street in Fort Pierce, Florida. Based on the analysis undertaken, the roadway links are sufficient to accommodate the project traffic during the AM and PM peak hours.

An intersection analysis was conducted at the signalized and unsignalized intersections surrounding the project site. Based on the intersection analysis, the existing geometry at the study intersections are anticipated to be sufficient to accommodate future traffic in 2024, including committed developments and project traffic with the exception of S 25th Street & Virginia Avenue, S 25th Street & Okeechobee Road, and the westbound movement at S 25th Street & Nebraska Avenue. With signal optimization at the intersection of S 25th Street & Virginia Avenue during the PM peak hour under future total conditions, the intersection will operate at LOS E or better. It is recommended to restripe the southbound left-turn lane because the project traffic adds one (1) additional vehicle to the queue. The failing LOS at the other intersections are due to background traffic and are not caused by the project traffic; therefore, no mitigations are proposed.

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Delray Beach, Florida

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S 25TH STREET & OKEECHOBEE ROAD
FORT PIERCE, FLORIDA

File Name : 25TH & OKEECHOBEE
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- ALL VEHICLES

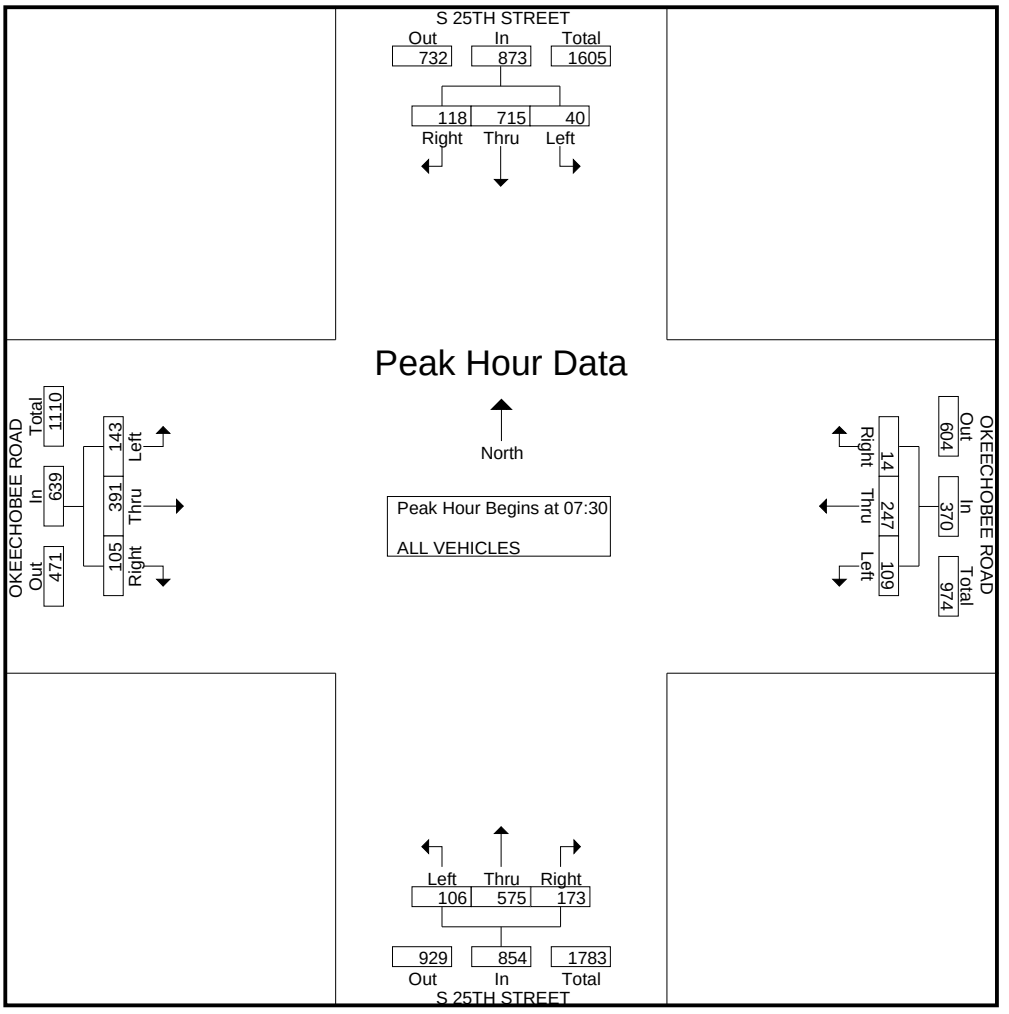
	S 25TH STREET From North				OKEECHOBEE ROAD From East				S 25TH STREET From South				OKEECHOBEE ROAD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	5	135	26	0	26	49	2	0	19	162	24	0	37	40	9	534
07:15	0	6	159	33	0	25	50	4	0	24	162	35	0	37	52	14	601
07:30	0	5	177	35	0	26	46	1	0	30	158	37	0	28	74	27	644
07:45	0	11	186	28	2	26	62	4	0	27	171	50	0	38	95	30	730
Total	0	27	657	122	2	103	207	11	0	100	653	146	0	140	261	80	2509
08:00	0	13	197	33	1	27	75	6	0	24	115	45	0	37	124	25	722
08:15	0	11	155	22	0	27	64	3	0	25	131	41	1	39	98	23	640
08:30	0	18	152	18	2	28	48	3	0	23	106	41	1	36	49	12	537
08:45	0	11	164	19	1	27	71	3	0	21	97	26	0	25	63	23	551
Total	0	53	668	92	4	109	258	15	0	93	449	153	2	137	334	83	2450
16:00	0	7	162	24	0	42	76	7	0	29	137	49	1	30	73	16	653
16:15	0	10	155	29	3	41	84	3	0	31	151	32	1	37	82	26	685
16:30	0	10	160	23	0	44	88	2	0	32	141	48	1	44	51	18	662
16:45	0	7	171	25	0	28	112	3	0	36	154	31	1	42	78	31	719
Total	0	34	648	101	3	155	360	15	0	128	583	160	4	153	284	91	2719
17:00	0	13	182	43	0	46	112	3	0	33	166	39	0	39	75	34	785
17:15	0	12	194	37	1	28	96	5	0	24	162	41	0	42	93	25	760
17:30	0	9	194	35	0	36	80	2	0	33	157	33	0	43	111	22	755
17:45	0	6	157	26	0	33	66	5	0	22	148	25	1	28	98	16	631
Total	0	40	727	141	1	143	354	15	0	112	633	138	1	152	377	97	2931
Grand Total	0	154	2700	456	10	510	1179	56	0	433	2318	597	7	582	1256	351	10609
Apprch %	0	4.7	81.6	13.8	0.6	29.1	67.2	3.2	0	12.9	69.2	17.8	0.3	26.5	57.2	16	
Total %	0	1.5	25.5	4.3	0.1	4.8	11.1	0.5	0	4.1	21.8	5.6	0.1	5.5	11.8	3.3	

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S 25TH STREET & OKEECHOBEE ROAD
FORT PIERCE, FLORIDA

File Name : 25TH & OKEECHOBEE
Site Code : 190177
Start Date : 10/22/2019
Page No : 2

	S 25TH STREET From North					OKEECHOBEE ROAD From East					S 25TH STREET From South					OKEECHOBEE ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	5	177	**35**	217	0	26	46	1	73	0	**30**	158	37	225	0	28	74	27	129	644
07:45	0	11	186	28	225	**2**	26	62	4	94	0	27	**171**	**50**	**248**	0	38	95	**30**	163	**730**
08:00	0	**13**	**197**	33	**243**	1	**27**	**75**	**6**	**109**	0	24	115	45	184	0	37	**124**	25	**186**	722
08:15	0	11	155	22	188	0	27	64	3	94	0	25	131	41	197	**1**	**39**	98	23	161	640
Total Volume	0	40	715	118	873	3	106	247	14	370	0	106	575	173	854	1	142	391	105	639	2736
% App. Total	0	4.6	81.9	13.5		0.8	28.6	66.8	3.8		0	12.4	67.3	20.3		0.2	22.2	61.2	16.4		
PHF	.000	.769	.907	.843	.898	.375	.981	.823	.583	.849	.000	.883	.841	.865	.861	.250	.910	.788	.875	.859	.937

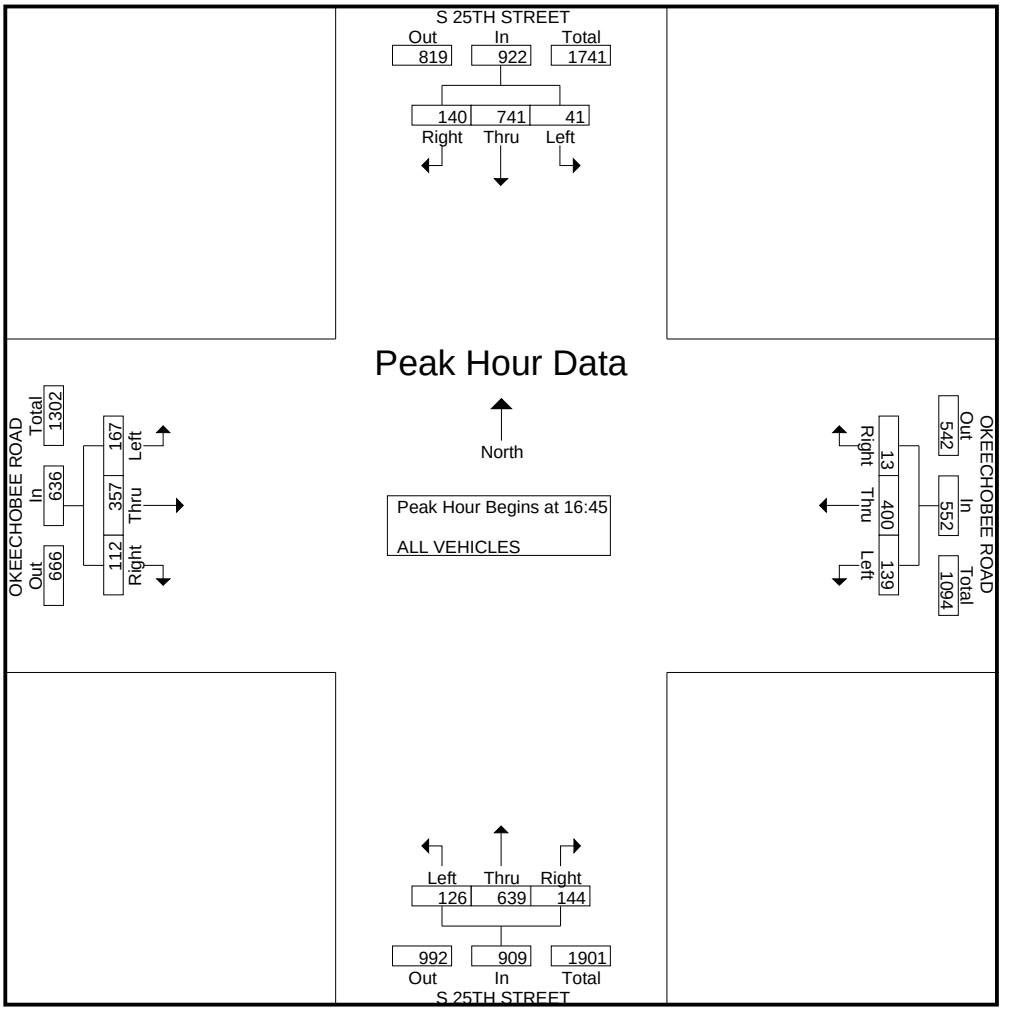


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S 25TH STREET & OKEECHOBEE ROAD
FORT PIERCE, FLORIDA

File Name : 25TH & OKEECHOBEE
Site Code : 190177
Start Date : 10/22/2019
Page No : 3

	S 25TH STREET From North					OKEECHOBEE ROAD From East					S 25TH STREET From South					OKEECHOBEE ROAD From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	7	171	25	203	0	28	**112**	3	143	0	**36**	154	31	221	**1**	42	78	31	152	719
17:00	0	**13**	182	**43**	238	0	**46**	112	3	**161**	0	33	**166**	39	**238**	0	39	75	**34**	148	**785**
17:15	0	12	**194**	37	**243**	**1**	28	96	**5**	130	0	24	162	**41**	227	0	42	93	25	160	760
17:30	0	9	194	35	238	0	36	80	2	118	0	33	157	33	223	0	**43**	**111**	22	**176**	755
Total Volume	0	41	741	140	922	1	138	400	13	552	0	126	639	144	909	1	166	357	112	636	3019
% App. Total	0	4.4	80.4	15.2		0.2	25	72.5	2.4		0	13.9	70.3	15.8		0.2	26.1	56.1	17.6		
PHF	.000	.788	.955	.814	.949	.250	.750	.893	.650	.857	.000	.875	.962	.878	.955	.250	.965	.804	.824	.903	.961



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File Name : 25TH & OKEECHOBEE
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	S 25TH STREET From North				OKEECHOBEE ROAD From East				S 25TH STREET From South				OKEECHOBEE ROAD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
08:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
Total	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	0	6
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:15	0	0	1	0	0	0	0	0	1	0	1	0	1	0	0	0	4
17:45	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	1	0	0	0	1	0	1	0	2	0	1	0	1	0	7
Grand Total	1	0	4	0	0	0	1	0	2	0	3	0	2	0	3	0	16
Apprch %	20	0	80	0	0	0	100	0	40	0	60	0	40	0	60	0	
Total %	6.2	0	25	0	0	0	6.2	0	12.5	0	18.8	0	12.5	0	18.8	0	

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S 25TH STREET & NEBRASKA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & NEBRASKA
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- ALL VEHICLES

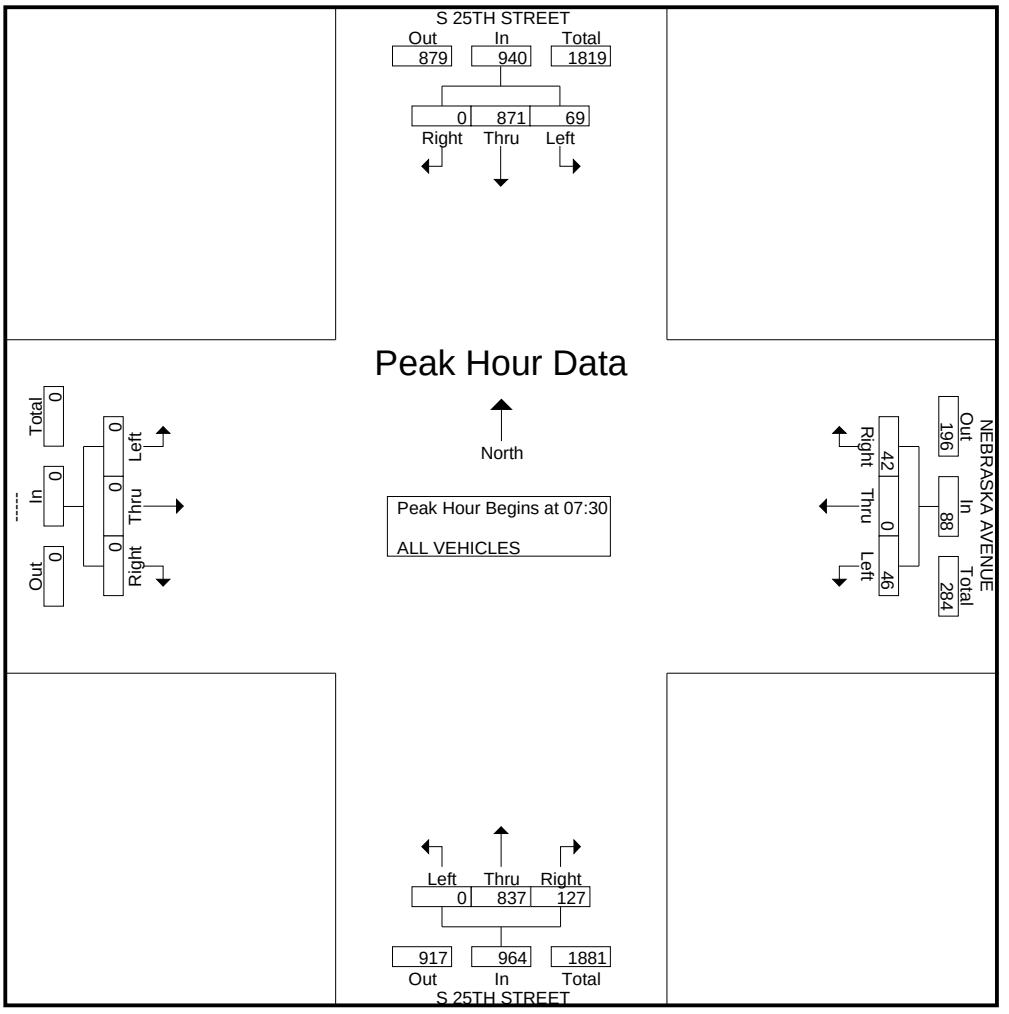
	S 25TH STREET From North				NEBRASKA AVENUE From East				S 25TH STREET From South				----- From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	17	146	0	0	17	0	16	0	0	204	12	0	0	0	0	412
07:15	0	18	187	0	0	10	0	7	0	0	217	18	0	0	0	0	457
07:30	0	13	215	0	0	9	0	16	0	0	204	26	0	0	0	0	483
07:45	0	17	216	0	0	10	0	11	0	0	245	19	0	0	0	0	518
Total	0	65	764	0	0	46	0	50	0	0	870	75	0	0	0	0	1870
08:00	0	23	242	0	1	13	0	9	0	0	185	38	0	0	0	0	511
08:15	0	16	198	0	0	13	0	6	0	0	203	44	0	0	0	0	480
08:30	0	22	181	0	0	13	0	20	0	0	158	26	0	0	0	0	420
08:45	0	22	178	0	0	13	0	13	0	0	132	26	0	0	0	0	384
Total	0	83	799	0	1	52	0	48	0	0	678	134	0	0	0	0	1795
16:00	0	13	203	0	0	20	0	23	0	0	186	26	0	0	0	0	471
16:15	0	12	213	0	0	12	0	26	0	0	197	21	0	0	0	0	481
16:30	0	9	212	0	0	25	0	17	0	0	202	22	0	0	0	0	487
16:45	0	11	216	0	0	28	0	33	0	0	194	13	0	0	0	0	495
Total	0	45	844	0	0	85	0	99	0	0	779	82	0	0	0	0	1934
17:00	0	11	250	0	0	23	0	20	0	0	223	14	0	0	0	0	541
17:15	0	18	229	0	1	23	0	19	0	0	216	14	0	0	0	0	520
17:30	0	17	231	0	0	18	0	18	0	0	214	10	0	0	0	0	508
17:45	0	7	207	0	0	12	0	16	0	0	191	8	0	0	0	0	441
Total	0	53	917	0	1	76	0	73	0	0	844	46	0	0	0	0	2010
Grand Total	0	246	3324	0	2	259	0	270	0	0	3171	337	0	0	0	0	7609
Apprch %	0	6.9	93.1	0	0.4	48.8	0	50.8	0	0	90.4	9.6	0	0	0	0	
Total %	0	3.2	43.7	0	0	3.4	0	3.5	0	0	41.7	4.4	0	0	0	0	

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S 25TH STREET & NEBRASKA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & NEBRASKA
Site Code : 190177
Start Date : 10/22/2019
Page No : 2

	S 25TH STREET From North					NEBRASKA AVENUE From East					S 25TH STREET From South					----- From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	13	215	0	228	0	9	0	**16**	**25**	0	0	204	26	230	0	0	0	0	0	483
07:45	0	17	216	0	233	0	10	0	11	21	0	0	**245**	19	**264**	0	0	0	0	0	**518**
08:00	0	**23**	**242**	0	**265**	**1**	**13**	0	9	23	0	0	185	38	223	0	0	0	0	0	511
08:15	0	16	198	0	214	0	13	0	6	19	0	0	203	**44**	247	0	0	0	0	0	480
Total Volume	0	69	871	0	940	1	45	0	42	88	0	0	837	127	964	0	0	0	0	0	1992
% App. Total	0	7.3	92.7	0		1.1	51.1	0	47.7		0	0	86.8	13.2		0	0	0	0		
PHF	.000	.750	.900	.000	.887	.250	.865	.000	.656	.880	.000	.000	.854	.722	.913	.000	.000	.000	.000	.000	.961

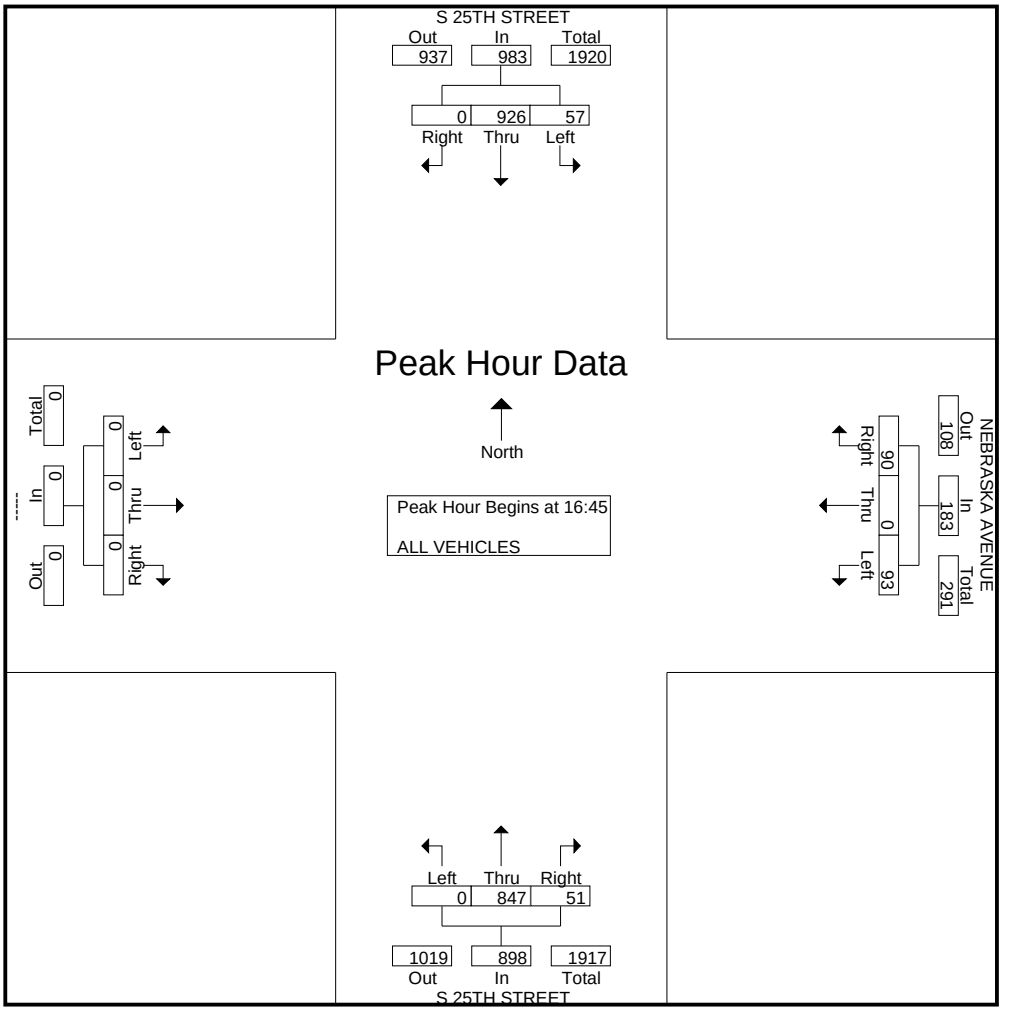


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S 25TH STREET & NEBRASKA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & NEBRASKA
Site Code : 190177
Start Date : 10/22/2019
Page No : 3

	S 25TH STREET From North					NEBRASKA AVENUE From East					S 25TH STREET From South					----- From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	11	216	0	227	0	**28**	0	**33**	**61**	0	0	194	13	207	0	0	0	0	0	495
17:00	0	11	**250**	0	**261**	0	23	0	20	43	0	0	**223**	**14**	**237**	0	0	0	0	0	**541**
17:15	0	**18**	229	0	247	**1**	23	0	19	43	0	0	216	14	230	0	0	0	0	0	520
17:30	0	17	231	0	248	0	18	0	18	36	0	0	214	10	224	0	0	0	0	0	508
Total Volume	0	57	926	0	983	1	92	0	90	183	0	0	847	51	898	0	0	0	0	0	2064
% App. Total	0	5.8	94.2	0		0.5	50.3	0	49.2		0	0	94.3	5.7		0	0	0	0		
PHF	.000	.792	.926	.000	.942	.250	.821	.000	.682	.750	.000	.000	.950	.911	.947	.000	.000	.000	.000	.000	.954



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S 25TH STREET & NEBRASKA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & NEBRASKA
Site Code : 190177
Start Date : 10/22/2019

Groups Printed- PEDESTRIANS & BIKES

	S 25TH STREET From North				NEBRASKA AVENUE From East				S 25TH STREET From South				----- From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
08:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
Grand Total	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	8
Apprch %	100	0	0	0	0	0	0	0	0	0	0	0	42.9	0	57.1	0	
Total %	12.5	0	0	0	0	0	0	0	0	0	0	0	37.5	0	50	0	

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S 25TH STREET & FIRST BOULEVARD
FORT PIERCE, FLORIDA

File Name : FIRST BLVD & S 25TH STREET
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- ALL VEHICLES

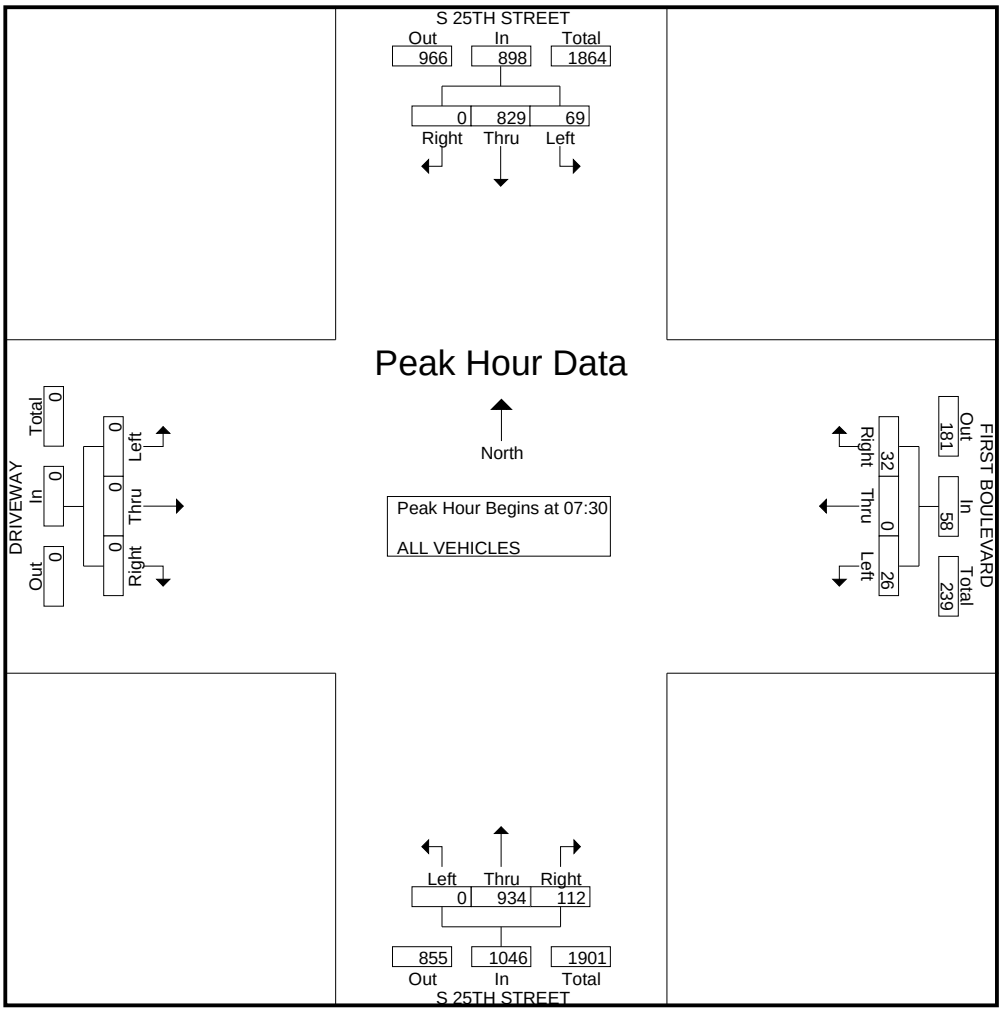
	S 25TH STREET From North				FIRST BOULEVARD From East				S 25TH STREET From South				DRIVEWAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	7	154	1	0	6	0	7	0	0	215	38	0	0	0	1	429
07:15	0	9	181	0	0	9	0	9	0	0	234	21	0	0	0	0	463
07:30	0	12	192	0	0	8	0	4	0	0	221	26	0	0	0	0	463
07:45	0	19	215	0	0	9	0	9	0	0	262	37	0	0	0	0	551
Total	0	47	742	1	0	32	0	29	0	0	932	122	0	0	0	1	1906
08:00	0	25	227	0	0	4	0	10	0	0	212	25	0	0	0	0	503
08:15	0	13	195	0	0	5	0	9	0	0	239	24	0	0	0	0	485
08:30	0	16	173	0	0	3	0	5	0	1	179	14	0	0	0	1	392
08:45	0	16	187	0	0	3	0	4	0	0	156	20	0	0	0	0	386
Total	0	70	782	0	0	15	0	28	0	1	786	83	0	0	0	1	1766
16:00	0	11	214	0	1	17	0	16	0	0	195	12	0	0	0	0	466
16:15	0	4	224	0	0	12	0	14	0	0	206	7	0	0	0	0	467
16:30	0	8	235	0	0	23	0	17	0	0	203	7	0	0	0	0	493
16:45	0	3	233	0	0	15	0	10	1	0	200	6	0	0	0	0	468
Total	0	26	906	0	1	67	0	57	1	0	804	32	0	0	0	0	1894
17:00	0	10	261	0	0	19	0	21	0	0	217	7	0	0	0	0	535
17:15	0	5	256	0	0	10	0	12	0	0	224	7	0	0	0	0	514
17:30	0	4	243	0	0	15	0	15	0	0	211	9	0	0	0	0	497
17:45	0	7	229	0	0	9	0	9	0	0	190	18	0	0	0	0	462
Total	0	26	989	0	0	53	0	57	0	0	842	41	0	0	0	0	2008
Grand Total	0	169	3419	1	1	167	0	171	1	1	3364	278	0	0	0	2	7574
Apprch %	0	4.7	95.3	0	0.3	49.3	0	50.4	0	0	92.3	7.6	0	0	0	100	
Total %	0	2.2	45.1	0	0	2.2	0	2.3	0	0	44.4	3.7	0	0	0	0	

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S 25TH STREET & FIRST BOULEVARD
FORT PIERCE, FLORIDA

File Name : FIRST BLVD & S 25TH STREET
Site Code : 190177
Start Date : 10/22/2019
Page No : 2

	S 25TH STREET From North					FIRST BOULEVARD From East					S 25TH STREET From South					DRIVEWAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	12	192	0	204	0	8	0	4	12	0	0	221	26	247	0	0	0	0	0	463
07:45	0	19	215	0	234	0	**9**	0	9	**18**	0	0	**262**	**37**	**299**	0	0	0	0	0	**551**
08:00	0	**25**	**227**	0	**252**	0	4	0	**10**	14	0	0	212	25	237	0	0	0	0	0	503
08:15	0	13	195	0	208	0	5	0	9	14	0	0	239	24	263	0	0	0	0	0	485
Total Volume	0	69	829	0	898	0	26	0	32	58	0	0	934	112	1046	0	0	0	0	0	2002
% App. Total	0	7.7	92.3	0		0	44.8	0	55.2		0	0	89.3	10.7		0	0	0	0		
PHF	.000	.690	.913	.000	.891	.000	.722	.000	.800	.806	.000	.000	.891	.757	.875	.000	.000	.000	.000	.000	.908

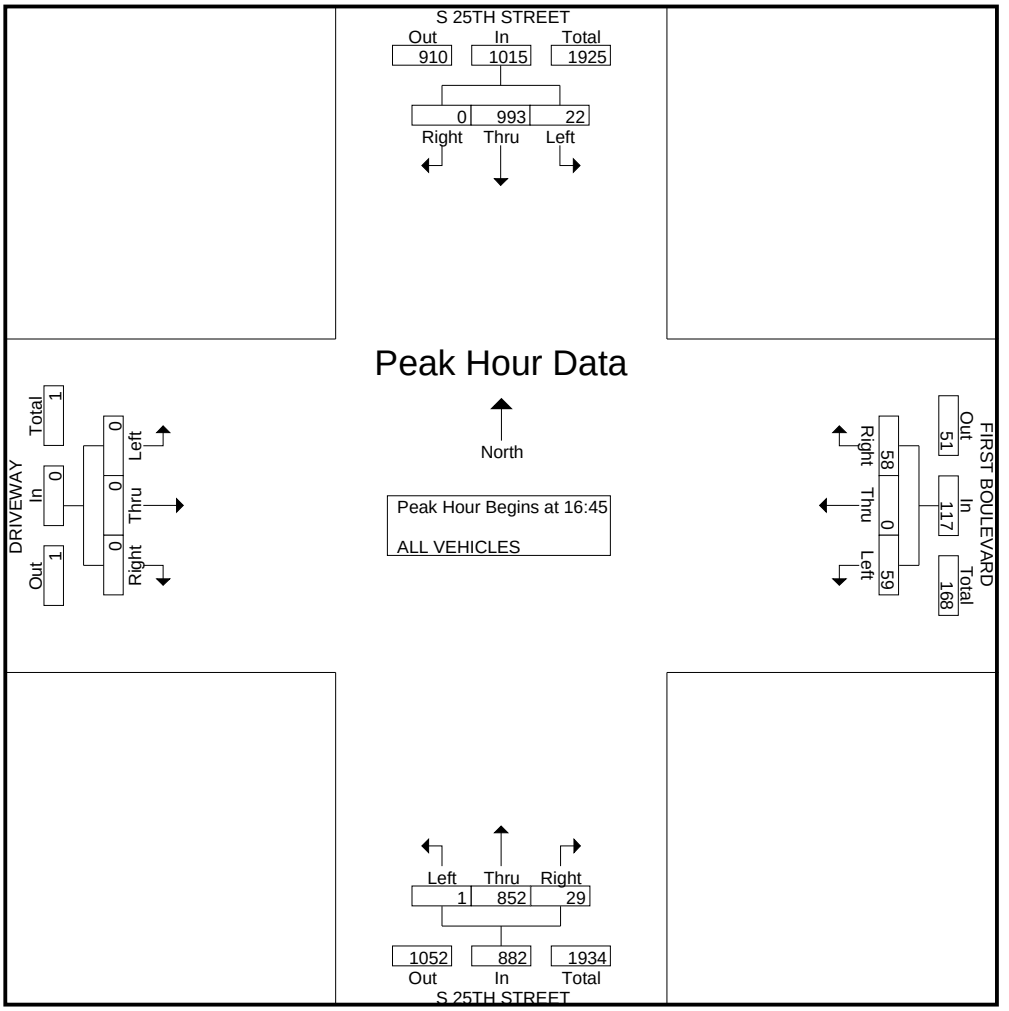


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S 25TH STREET & FIRST BOULEVARD
FORT PIERCE, FLORIDA

File Name : FIRST BLVD & S 25TH STREET
Site Code : 190177
Start Date : 10/22/2019
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	S 25TH STREET From North					FIRST BOULEVARD From East					S 25TH STREET From South					DRIVEWAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	3	233	0	236	0	15	0	10	25	**1**	0	200	6	207	0	0	0	0	0	468
17:00	0	**10**	**261**	0	**271**	0	**19**	0	**21**	**40**	0	0	217	7	224	0	0	0	0	0	**535**
17:15	0	5	256	0	261	0	10	0	12	22	0	0	**224**	7	**231**	0	0	0	0	0	514
17:30	0	4	243	0	247	0	15	0	15	30	0	0	211	**9**	220	0	0	0	0	0	497
Total Volume	0	22	993	0	1015	0	59	0	58	117	1	0	852	29	882	0	0	0	0	0	2014
% App. Total	0	2.2	97.8	0		0	50.4	0	49.6		0.1	0	96.6	3.3		0	0	0	0		
PHF	.000	.550	.951	.000	.936	.000	.776	.000	.690	.731	.250	.000	.951	.806	.955	.000	.000	.000	.000	.000	.941



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S 25TH STREET & FIRST BOULEVARD
FORT PIERCE, FLORIDA

File Name : FIRST BLVD & S 25TH STREET
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	S 25TH STREET From North				FIRST BOULEVARD From East				S 25TH STREET From South				DRIVEWAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
08:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Grand Total	0	0	0	0	1	0	0	0	0	0	0	0	1	0	4	0	6
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	20	0	80	0	
Total %	0	0	0	0	16.7	0	0	0	0	0	0	0	16.7	0	66.7	0	

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S 25TH STREET & QUINCY AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & QUINCY
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- ALL VEHICLES

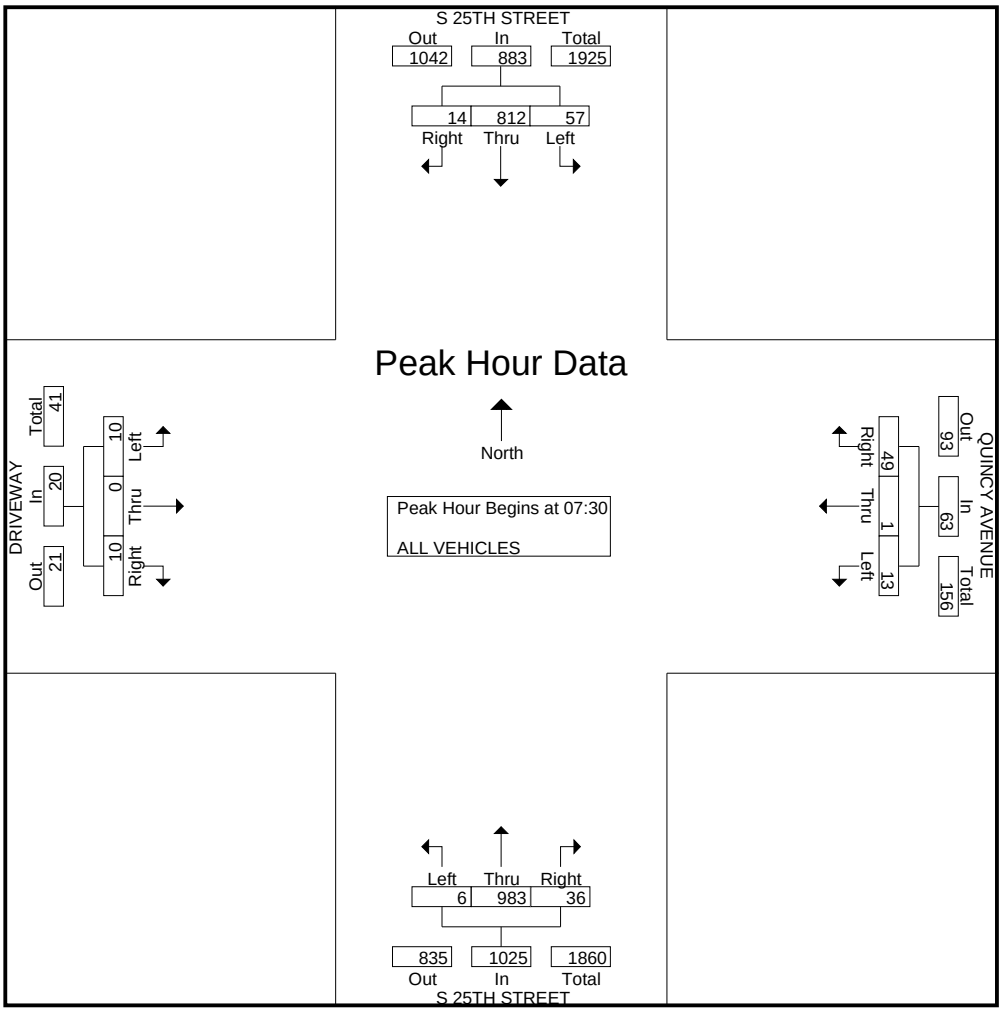
	S 25TH STREET From North				QUINCY AVENUE From East				S 25TH STREET From South				DRIVEWAY From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	2	166	4	0	0	0	2	0	1	262	1	0	1	0	1	440
07:15	0	8	186	3	0	1	0	5	0	2	242	3	0	1	0	1	452
07:30	0	6	202	2	0	1	0	2	0	1	248	8	0	4	0	4	478
07:45	0	21	205	3	0	4	0	4	0	0	280	10	0	1	0	1	529
Total	0	37	759	12	0	6	0	13	0	4	1032	22	0	7	0	7	1899
08:00	0	16	219	5	0	3	0	20	0	2	213	8	0	2	0	2	490
08:15	0	14	186	4	0	5	1	23	0	3	242	10	0	3	0	3	494
08:30	0	4	171	2	0	3	0	4	0	1	192	4	0	0	0	0	381
08:45	0	4	190	3	0	0	0	0	0	0	172	4	0	2	1	2	378
Total	0	38	766	14	0	11	1	47	0	6	819	26	0	7	1	7	1743
16:00	0	4	230	0	0	1	0	3	0	0	210	1	0	0	0	0	449
16:15	0	1	236	0	0	6	0	8	0	1	200	4	0	1	0	1	458
16:30	0	2	262	0	0	2	0	1	0	1	205	0	0	3	0	3	479
16:45	0	3	252	1	0	2	0	6	0	0	202	2	0	5	0	5	478
Total	0	10	980	1	0	11	0	18	0	2	817	7	0	9	0	9	1864
17:00	0	3	284	0	0	3	0	2	0	3	214	2	0	2	0	2	515
17:15	0	4	259	0	0	5	0	6	0	0	226	2	0	0	0	0	502
17:30	0	0	264	0	0	4	0	2	0	0	219	1	0	0	0	0	490
17:45	0	3	212	0	0	1	0	5	0	0	206	0	0	2	0	2	431
Total	0	10	1019	0	0	13	0	15	0	3	865	5	0	4	0	4	1938
Grand Total	0	95	3524	27	0	41	1	93	0	15	3533	60	0	27	1	27	7444
Apprch %	0	2.6	96.7	0.7	0	30.4	0.7	68.9	0	0.4	97.9	1.7	0	49.1	1.8	49.1	
Total %	0	1.3	47.3	0.4	0	0.6	0	1.2	0	0.2	47.5	0.8	0	0.4	0	0.4	

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S 25TH STREET & QUINCY AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & QUINCY
Site Code : 190177
Start Date : 10/22/2019
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	S 25TH STREET From North					QUINCY AVENUE From East					S 25TH STREET From South					DRIVEWAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	6	202	2	210	0	1	0	2	3	0	1	248	8	257	0	**4**	0	**4**	**8**	478
07:45	0	**21**	205	3	229	0	4	0	4	8	0	0	**280**	**10**	**290**	0	1	0	1	2	**529**
08:00	0	16	**219**	**5**	**240**	0	3	0	20	23	0	2	213	8	223	0	2	0	2	4	490
08:15	0	14	186	4	204	0	**5**	**1**	**23**	**29**	0	**3**	242	10	255	0	3	0	3	6	494
Total Volume	0	57	812	14	883	0	13	1	49	63	0	6	983	36	1025	0	10	0	10	20	1991
% App. Total	0	6.5	92	1.6		0	20.6	1.6	77.8		0	0.6	95.9	3.5		0	50	0	50		
PHF	.000	.679	.927	.700	.920	.000	.650	.250	.533	.543	.000	.500	.878	.900	.884	.000	.625	.000	.625	.625	.941

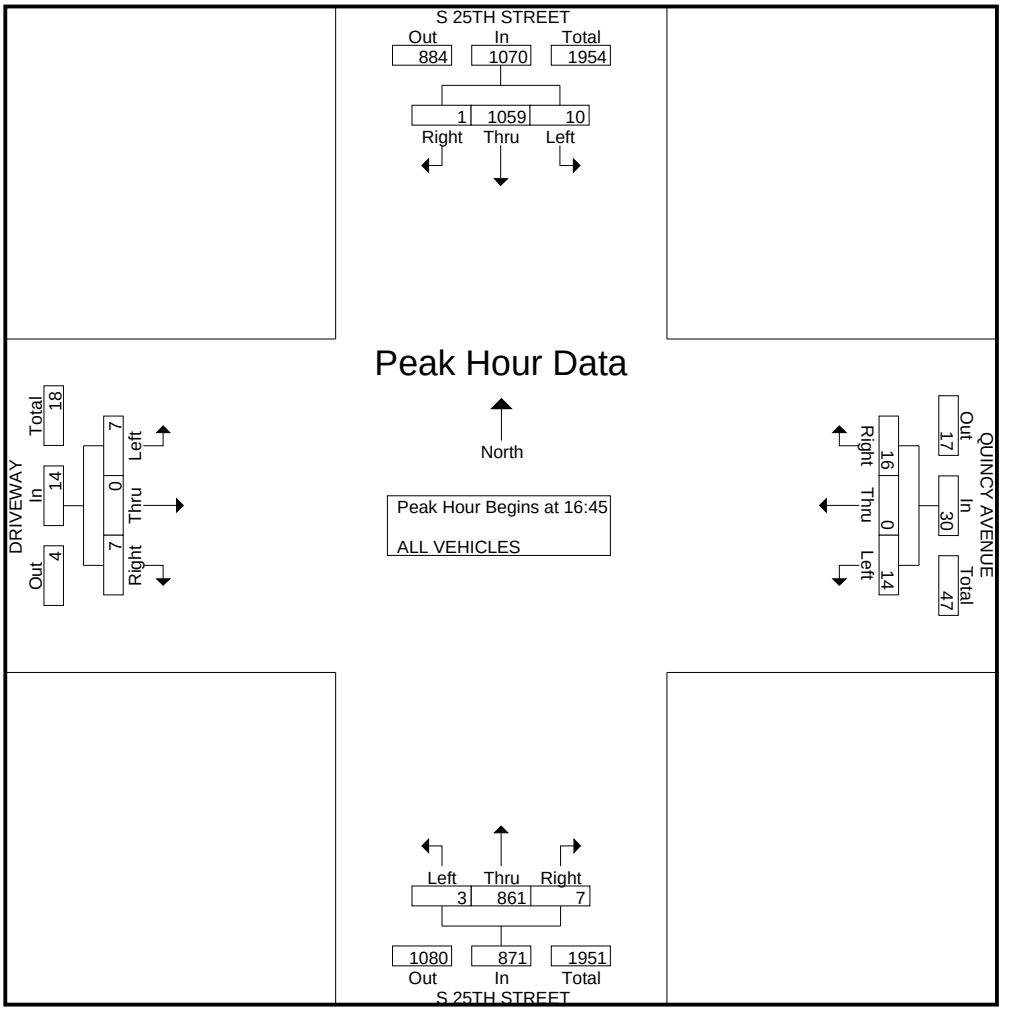


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S 25TH STREET & QUINCY AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & QUINCY
Site Code : 190177
Start Date : 10/22/2019
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	S 25TH STREET From North					QUINCY AVENUE From East					S 25TH STREET From South					DRIVEWAY From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	3	252	**1**	256	0	2	0	**6**	8	0	0	202	**2**	204	0	**5**	0	**5**	**10**	478
17:00	0	3	**284**	0	**287**	0	3	0	2	5	0	**3**	214	2	219	0	2	0	2	4	**515**
17:15	0	**4**	259	0	263	0	**5**	0	6	**11**	0	0	**226**	2	**228**	0	0	0	0	0	502
17:30	0	0	264	0	264	0	4	0	2	6	0	0	219	1	220	0	0	0	0	0	490
Total Volume	0	10	1059	1	1070	0	14	0	16	30	0	3	861	7	871	0	7	0	7	14	1985
% App. Total	0	0.9	99	0.1		0	46.7	0	53.3		0	0.3	98.9	0.8		0	50	0	50		
PHF	.000	.625	.932	.250	.932	.000	.700	.000	.667	.682	.000	.250	.952	.875	.955	.000	.350	.000	.350	.350	.964



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S 25TH STREET & QUINCY AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & QUINCY
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Groups Printed- PEDESTRIANS & BIKES

	S 25TH STREET From North				QUINCY AVENUE From East				S 25TH STREET From South				DRIVEWAY From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
16:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	25	0	75	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	25	0	75	0	

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S 25TH STREET & VIRGINIA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & VIRGINIA
Site Code : 190177
Start Date : 10/22/2019
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Groups Printed- ALL VEHICLES

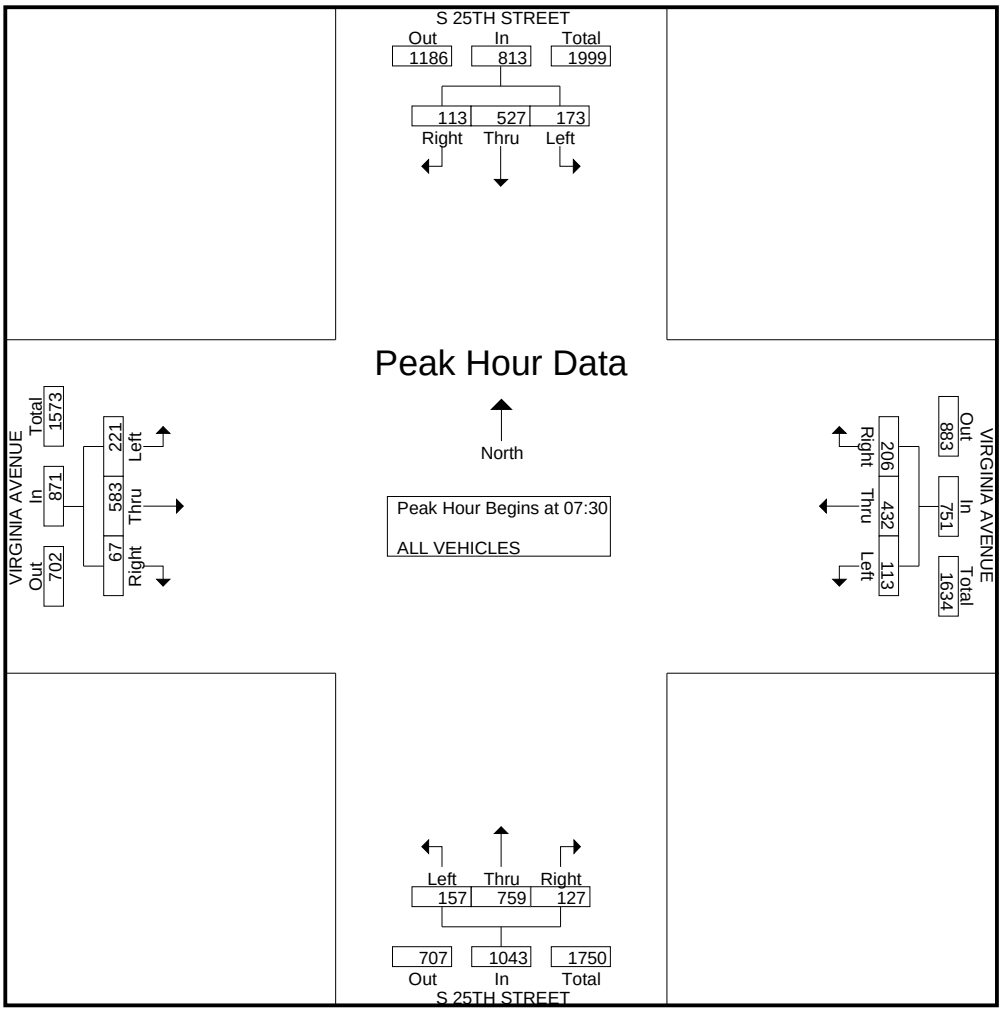
	S 25TH STREET From North				VIRGINIA AVENUE From East				S 25TH STREET From South				VIRGINIA AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	13	140	14	0	26	85	34	0	15	184	16	2	40	51	18	638
07:15	0	32	139	25	0	24	83	38	0	27	201	23	4	40	77	13	726
07:30	0	34	142	19	0	23	104	51	0	36	206	37	3	42	134	17	848
07:45	0	41	119	33	1	25	134	62	0	52	204	38	1	67	160	17	954
Total	0	120	540	91	1	98	406	185	0	130	795	114	10	189	422	65	3166
08:00	0	53	134	25	0	30	94	35	0	35	170	33	1	56	147	24	837
08:15	0	45	132	36	0	34	100	58	0	34	179	19	0	51	142	9	839
08:30	0	37	122	17	2	15	95	33	0	24	130	39	3	46	120	22	705
08:45	0	49	125	26	1	30	118	29	0	26	107	32	4	41	101	19	708
Total	0	184	513	104	3	109	407	155	0	119	586	123	8	194	510	74	3089
16:00	0	49	165	28	3	48	147	55	0	27	117	19	4	35	158	30	885
16:15	0	49	182	23	2	53	151	50	0	27	138	29	3	24	131	25	887
16:30	0	61	163	49	4	54	180	44	0	44	133	21	5	36	134	28	956
16:45	0	59	199	27	2	49	165	54	0	33	124	34	7	28	139	24	944
Total	0	218	709	127	11	204	643	203	0	131	512	103	19	123	562	107	3672
17:00	0	56	167	40	4	70	194	45	0	38	117	16	2	40	162	28	979
17:15	0	57	178	39	2	56	182	52	0	39	128	16	3	31	163	25	971
17:30	0	60	189	32	1	43	159	40	0	22	144	23	3	25	122	28	891
17:45	0	52	154	29	2	37	167	51	0	27	124	22	1	23	149	32	870
Total	0	225	688	140	9	206	702	188	0	126	513	77	9	119	596	113	3711
Grand Total	0	747	2450	462	24	617	2158	731	0	506	2406	417	46	625	2090	359	13638
Apprch %	0	20.4	67	12.6	0.7	17.5	61.1	20.7	0	15.2	72.3	12.5	1.5	20	67	11.5	
Total %	0	5.5	18	3.4	0.2	4.5	15.8	5.4	0	3.7	17.6	3.1	0.3	4.6	15.3	2.6	

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S 25TH STREET & VIRGINIA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & VIRGINIA
Site Code : 190177
Start Date : 10/22/2019
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	S 25TH STREET From North					VIRGINIA AVENUE From East					S 25TH STREET From South					VIRGINIA AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	34	**142**	19	195	0	23	104	51	178	0	36	**206**	37	279	**3**	42	134	17	196	848
07:45	0	41	119	33	193	**1**	25	**134**	**62**	**222**	0	**52**	204	**38**	**294**	1	**67**	**160**	17	**245**	**954**
08:00	0	**53**	134	25	212	0	30	94	35	159	0	35	170	33	238	1	56	147	**24**	228	837
08:15	0	45	132	**36**	**213**	0	**34**	100	58	192	0	34	179	19	232	0	51	142	9	202	839
Total Volume	0	173	527	113	813	1	112	432	206	751	0	157	759	127	1043	5	216	583	67	871	3478
% App. Total	0	21.3	64.8	13.9		0.1	14.9	57.5	27.4		0	15.1	72.8	12.2		0.6	24.8	66.9	7.7		
PHF	.000	.816	.928	.785	.954	.250	.824	.806	.831	.846	.000	.755	.921	.836	.887	.417	.806	.911	.698	.889	.911

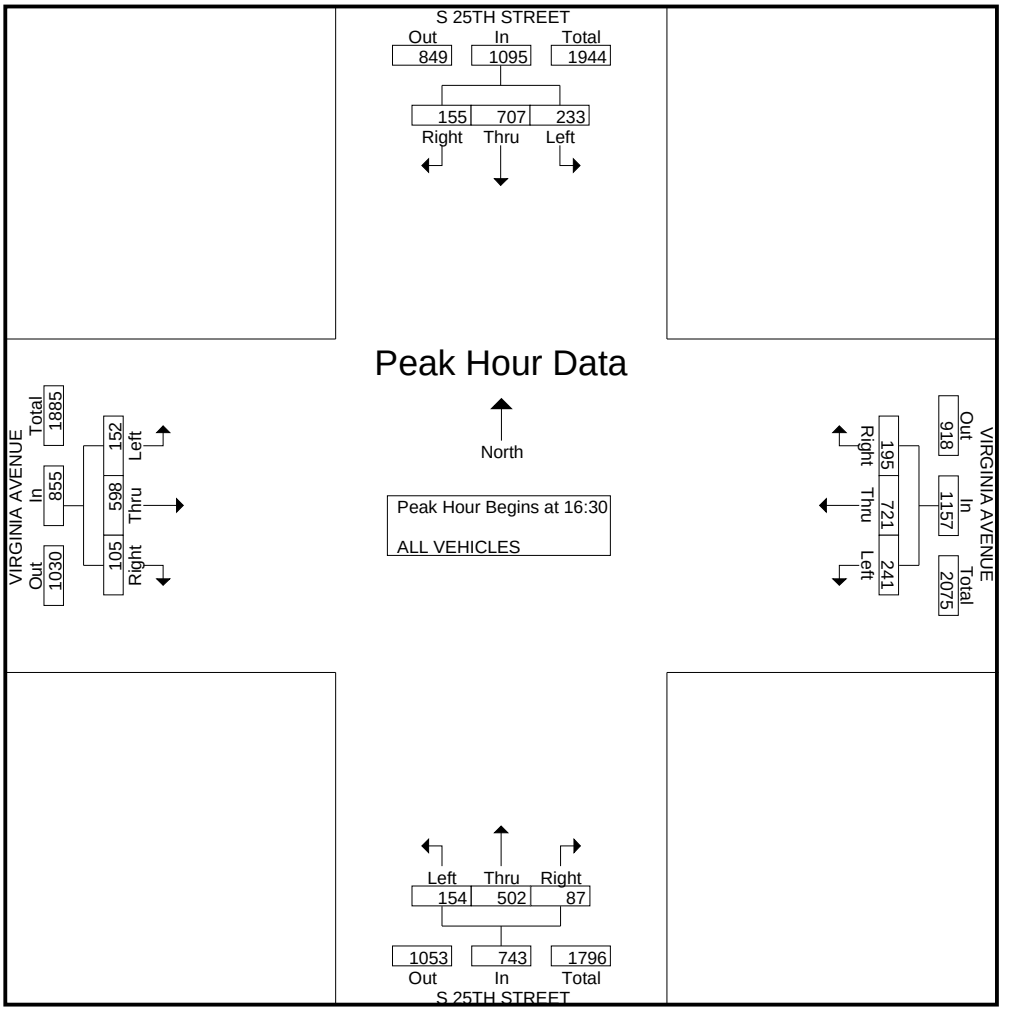


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S 25TH STREET & VIRGINIA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & VIRGINIA
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	S 25TH STREET From North					VIRGINIA AVENUE From East					S 25TH STREET From South					VIRGINIA AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	**61**	163	**49**	273	**4**	54	180	44	282	0	**44**	**133**	21	**198**	5	36	134	**28**	203	956
16:45	0	59	**199**	27	**285**	2	49	165	**54**	270	0	33	124	**34**	191	**7**	28	139	24	198	944
17:00	0	56	167	40	263	4	**70**	**194**	45	**313**	0	38	117	16	171	2	**40**	162	28	**232**	**979**
17:15	0	57	178	39	274	2	56	182	52	292	0	39	128	16	183	3	31	**163**	25	222	971
Total Volume	0	233	707	155	1095	12	229	721	195	1157	0	154	502	87	743	17	135	598	105	855	3850
% App. Total	0	21.3	64.6	14.2		1	19.8	62.3	16.9		0	20.7	67.6	11.7		2	15.8	69.9	12.3		
PHF	.000	.955	.888	.791	.961	.750	.818	.929	.903	.924	.000	.875	.944	.640	.938	.607	.844	.917	.938	.921	.983



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S 25TH STREET & VIRGINIA AVENUE
FORT PIERCE, FLORIDA

File Name : 25TH & VIRGINIA
Site Code : 190177
Start Date : 10/22/2019
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Groups Printed- PEDESTRIANS & BIKES

	S 25TH STREET From North				VIRGINIA AVENUE From East				S 25TH STREET From South				VIRGINIA AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:30	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	3
07:45	2	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	5
Total	2	0	0	0	0	0	1	0	3	0	1	0	1	0	0	0	8
08:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
08:15	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	3
08:30	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
08:45	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Total	2	0	2	0	1	0	0	0	4	0	2	0	1	0	0	0	12
16:00	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3
16:15	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	2
16:30	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	2	0	0	0	0	0	1	0	0	0	2	0	3	0	0	0	8
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
17:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
Grand Total	6	0	2	0	1	0	3	0	7	0	5	0	5	0	1	0	30
Apprch %	75	0	25	0	25	0	75	0	58.3	0	41.7	0	83.3	0	16.7	0	
Total %	20	0	6.7	0	3.3	0	10	0	23.3	0	16.7	0	16.7	0	3.3	0	

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NEBRASKA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : Nebraska & 13th
Site Code : 190177
Start Date : 10/22/2019
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Groups Printed- ALL VEHICLES

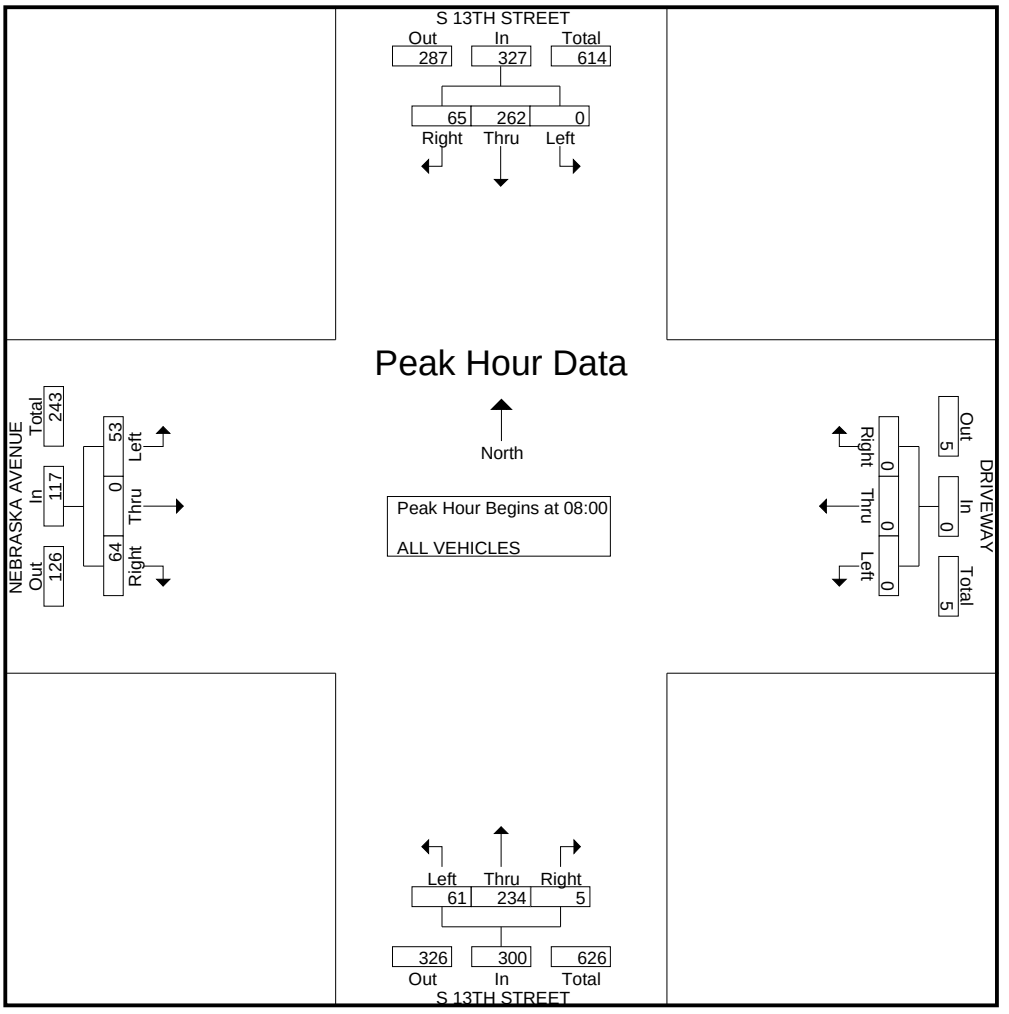
	S 13TH STREET From North				DRIVEWAY From East				S 13TH STREET From South				NEBRASKA AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	0	25	5	0	0	0	0	0	7	30	0	0	6	0	6	79
07:15	0	0	40	6	0	0	0	0	0	6	15	0	0	12	0	17	96
07:30	0	0	43	5	0	0	0	0	0	12	26	0	0	8	0	20	114
07:45	0	0	42	18	0	0	0	0	0	13	37	0	0	12	0	19	141
Total	0	0	150	34	0	0	0	0	0	38	108	0	0	38	0	62	430
08:00	0	0	74	18	0	0	0	0	0	14	76	1	0	11	0	21	215
08:15	0	0	78	14	0	0	0	0	0	20	79	0	0	12	0	17	220
08:30	0	0	53	19	0	0	0	0	0	10	50	1	1	12	0	12	158
08:45	0	0	57	14	0	0	0	0	0	17	29	3	0	17	0	14	151
Total	0	0	262	65	0	0	0	0	0	61	234	5	1	52	0	64	744
16:00	0	0	52	17	0	0	0	0	0	18	37	1	0	21	0	19	165
16:15	0	0	47	14	0	0	0	0	0	16	42	1	0	19	0	17	156
16:30	0	0	48	13	0	0	0	0	0	14	44	0	0	11	0	19	149
16:45	0	0	49	9	0	0	0	0	0	12	35	0	0	20	0	20	145
Total	0	0	196	53	0	0	0	0	0	60	158	2	0	71	0	75	615
17:00	0	0	55	16	0	0	0	0	0	18	34	0	0	15	0	21	159
17:15	0	0	53	13	0	0	0	0	0	15	47	0	0	14	0	19	161
17:30	0	0	64	13	0	0	0	0	0	8	38	1	1	12	0	15	152
17:45	0	1	52	8	0	0	0	0	0	15	58	3	0	14	0	16	167
Total	0	1	224	50	0	0	0	0	0	56	177	4	1	55	0	71	639
Grand Total	0	1	832	202	0	0	0	0	0	215	677	11	2	216	0	272	2428
Apprch %	0	0.1	80.4	19.5	0	0	0	0	0	23.8	75	1.2	0.4	44.1	0	55.5	
Total %	0	0	34.3	8.3	0	0	0	0	0	8.9	27.9	0.5	0.1	8.9	0	11.2	

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NEBRASKA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : Nebraska & 13th
Site Code : 190177
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	S 13TH STREET From North					DRIVEWAY From East					S 13TH STREET From South					NEBRASKA AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	0	0	74	18	**92**	0	0	0	0	0	0	14	76	1	91	0	11	0	**21**	**32**	215
08:15	0	0	**78**	14	92	0	0	0	0	0	0	**20**	**79**	0	**99**	0	12	0	17	29	**220**
08:30	0	0	53	**19**	72	0	0	0	0	0	0	10	50	1	61	**1**	12	0	12	25	158
08:45	0	0	57	14	71	0	0	0	0	0	0	17	29	**3**	49	0	**17**	0	14	31	151
Total Volume	0	0	262	65	327	0	0	0	0	0	0	61	234	5	300	1	52	0	64	117	744
% App. Total	0	0	80.1	19.9		0	0	0	0		0	20.3	78	1.7		0.9	44.4	0	54.7		
PHF	.000	.000	.840	.855	.889	.000	.000	.000	.000	.000	.000	.763	.741	.417	.758	.250	.765	.000	.762	.914	.845

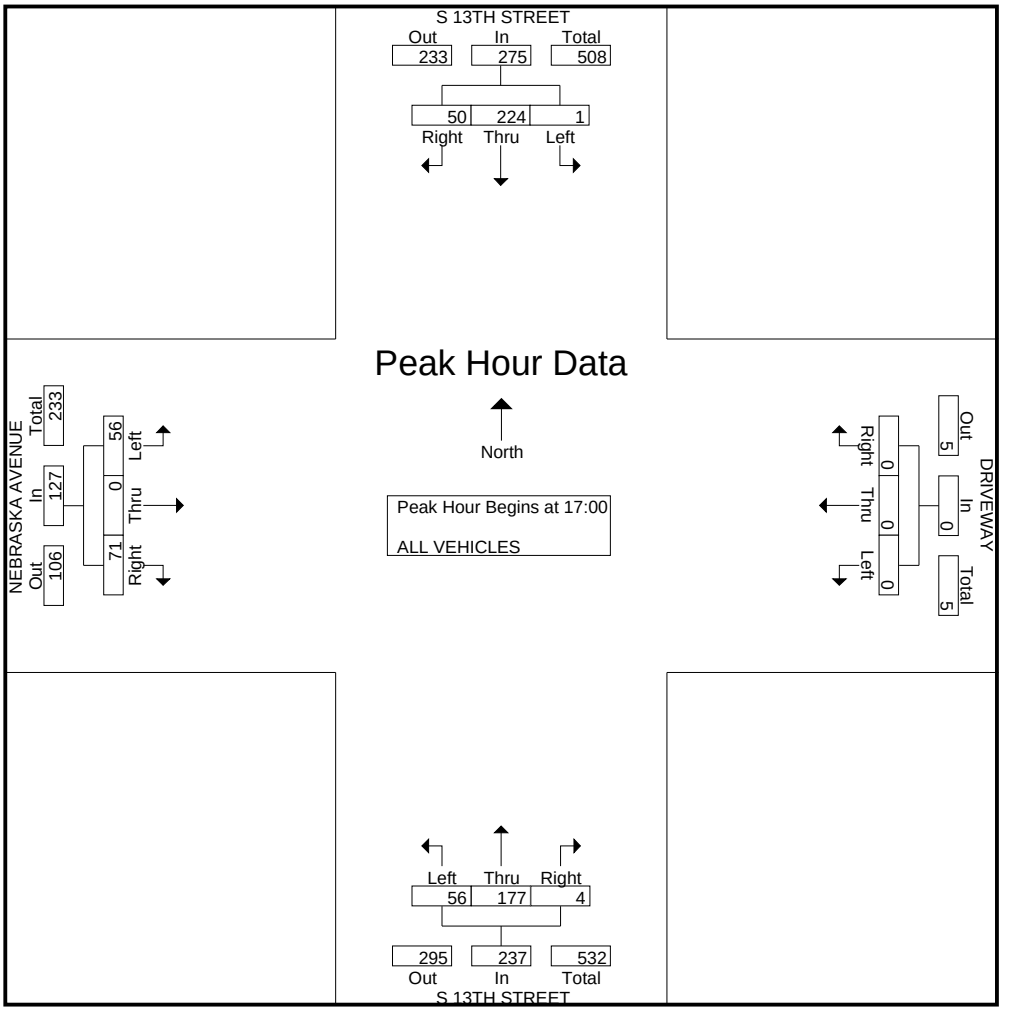


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NEBRASKA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

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	S 13TH STREET From North					DRIVEWAY From East					S 13TH STREET From South					NEBRASKA AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	0	55	**16**	71	0	0	0	0	0	0	**18**	34	0	52	0	**15**	0	**21**	**36**	159
17:15	0	0	53	13	66	0	0	0	0	0	0	15	47	0	62	0	14	0	19	33	161
17:30	0	0	**64**	13	**77**	0	0	0	0	0	0	8	38	1	47	**1**	12	0	15	28	152
17:45	0	**1**	52	8	61	0	0	0	0	0	0	15	**58**	**3**	**76**	0	14	0	16	30	**167**
Total Volume	0	1	224	50	275	0	0	0	0	0	0	56	177	4	237	1	55	0	71	127	639
% App. Total	0	0.4	81.5	18.2		0	0	0	0		0	23.6	74.7	1.7		0.8	43.3	0	55.9		
PHF	.000	.250	.875	.781	.893	.000	.000	.000	.000	.000	.000	.778	.763	.333	.780	.250	.917	.000	.845	.882	.957



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NEBRASKA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : Nebraska & 13th
Site Code : 190177
Start Date : 10/22/2019
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Groups Printed- PEDESTRIANS & BIKES

	S 13TH STREET From North				DRIVEWAY From East				S 13TH STREET From South				NEBRASKA AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:30	0	0	0	0	2	0	1	0	1	0	0	0	0	0	0	0	4
07:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	1	0	1	0	0	0	0	0	0	0	5
08:00	1	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	5
08:15	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5
08:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:45	2	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	7
Total	6	0	0	0	2	0	2	0	4	0	4	0	0	0	0	0	18
16:00	4	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	9
16:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	6	0	3	0	0	0	1	0	1	0	1	0	1	0	0	0	13
17:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
17:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	5
Grand Total	12	0	3	0	7	0	7	0	6	0	5	0	1	0	0	0	41
Apprch %	80	0	20	0	50	0	50	0	54.5	0	45.5	0	100	0	0	0	
Total %	29.3	0	7.3	0	17.1	0	17.1	0	14.6	0	12.2	0	2.4	0	0	0	

Traffic Survey Specialists, Inc.

Delray Beach, Florida

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VIRGINIA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : VIRGINIA & 13TH
Site Code : 190177
Start Date : 10/22/2019
Page No : 1

Groups Printed- ALL VEHICLES

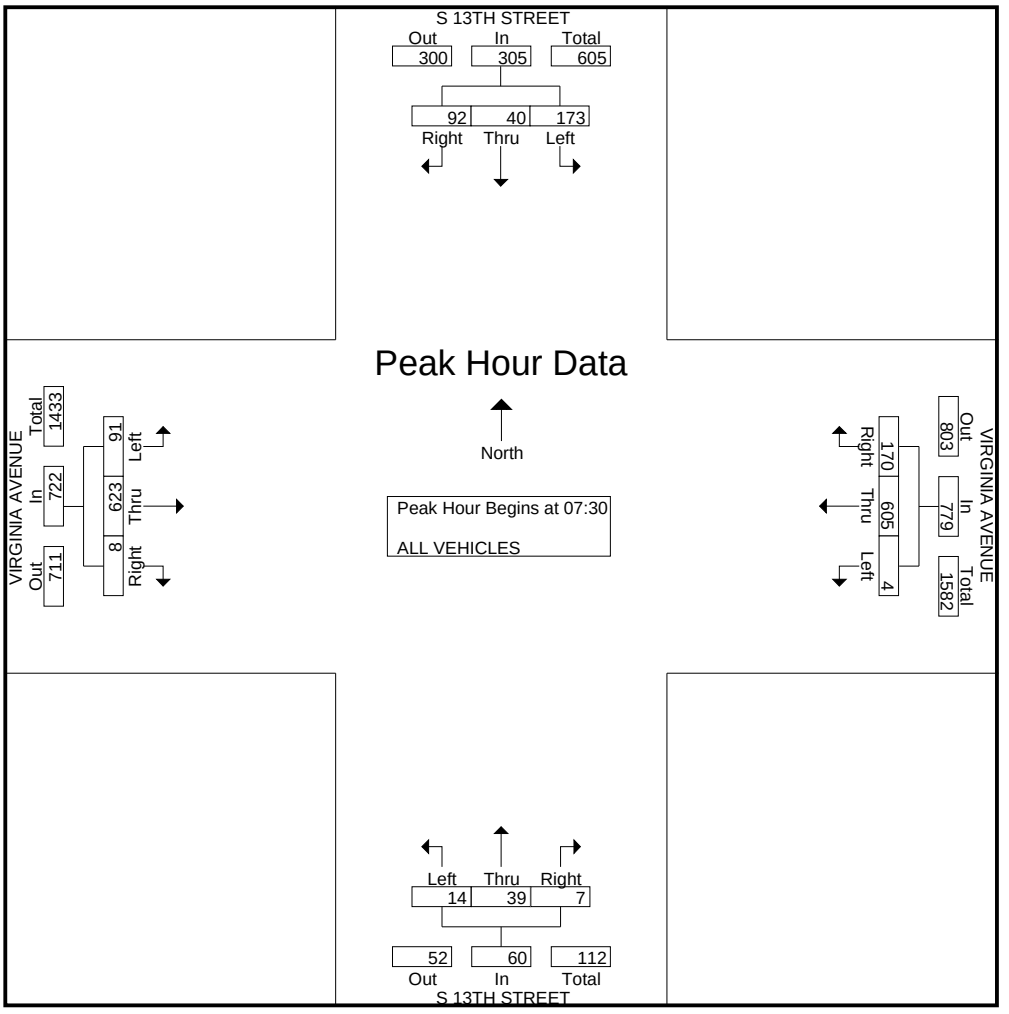
	S 13TH STREET From North				VIRGINIA AVENUE From East				S 13TH STREET From South				VIRGINIA AVENUE From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00	0	21	2	15	1	1	89	27	0	1	5	0	0	9	62	0	233
07:15	0	31	7	14	0	0	108	18	0	4	2	0	0	8	104	2	298
07:30	0	35	4	22	0	0	136	24	0	1	6	2	1	19	153	1	404
07:45	0	30	4	23	0	1	198	42	0	6	6	1	0	18	158	2	489
Total	0	117	17	74	1	2	531	111	0	12	19	3	1	54	477	5	1424
08:00	0	52	12	17	0	1	116	45	0	3	10	4	0	25	162	4	451
08:15	0	56	20	30	1	1	155	59	0	4	17	0	0	28	150	1	522
08:30	0	39	8	17	0	0	121	21	0	2	7	2	0	16	167	0	400
08:45	0	41	6	22	0	1	154	36	0	2	5	2	0	13	163	2	447
Total	0	188	46	86	1	3	546	161	0	11	39	8	0	82	642	7	1820
16:00	0	39	12	16	0	5	184	35	0	0	4	3	0	18	204	5	525
16:15	0	43	11	25	0	0	161	38	0	4	4	0	0	15	173	3	477
16:30	0	47	7	34	2	4	203	43	0	0	4	1	0	7	159	4	515
16:45	0	56	11	20	0	2	193	36	0	3	3	0	2	18	212	2	558
Total	0	185	41	95	2	11	741	152	0	7	15	4	2	58	748	14	2075
17:00	0	49	16	26	0	4	190	35	0	2	5	2	0	16	222	3	570
17:15	0	59	7	19	0	4	216	47	0	0	6	2	0	20	208	1	589
17:30	0	60	12	20	0	5	177	23	0	0	5	1	0	22	179	2	506
17:45	0	45	11	24	0	4	193	47	0	3	5	1	2	30	169	4	538
Total	0	213	46	89	0	17	776	152	0	5	21	6	2	88	778	10	2203
Grand Total	0	703	150	344	4	33	2594	576	0	35	94	21	5	282	2645	36	7522
Apprch %	0	58.7	12.5	28.7	0.1	1	80.9	18	0	23.3	62.7	14	0.2	9.5	89.1	1.2	
Total %	0	9.3	2	4.6	0.1	0.4	34.5	7.7	0	0.5	1.2	0.3	0.1	3.7	35.2	0.5	

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VIRGINIA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : VIRGINIA & 13TH
Site Code : 190177
Start Date : 10/22/2019
Page No : 2

	S 13TH STREET From North					VIRGINIA AVENUE From East					S 13TH STREET From South					VIRGINIA AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	35	4	22	61	0	0	136	24	160	0	1	6	2	9	**1**	19	153	1	174	404
07:45	0	30	4	23	57	0	**1**	**198**	42	**241**	0	**6**	6	1	13	0	18	158	2	178	489
08:00	0	52	12	17	81	0	1	116	45	162	0	3	10	**4**	17	0	25	**162**	**4**	**191**	451
08:15	0	**56**	**20**	**30**	**106**	**1**	1	155	**59**	216	0	4	**17**	0	**21**	0	**28**	150	1	179	**522**
Total Volume	0	173	40	92	305	1	3	605	170	779	0	14	39	7	60	1	90	623	8	722	1866
% App. Total	0	56.7	13.1	30.2		0.1	0.4	77.7	21.8		0	23.3	65	11.7		0.1	12.5	86.3	1.1		
PHF	.000	.772	.500	.767	.719	.250	.750	.764	.720	.808	.000	.583	.574	.438	.714	.250	.804	.961	.500	.945	.894

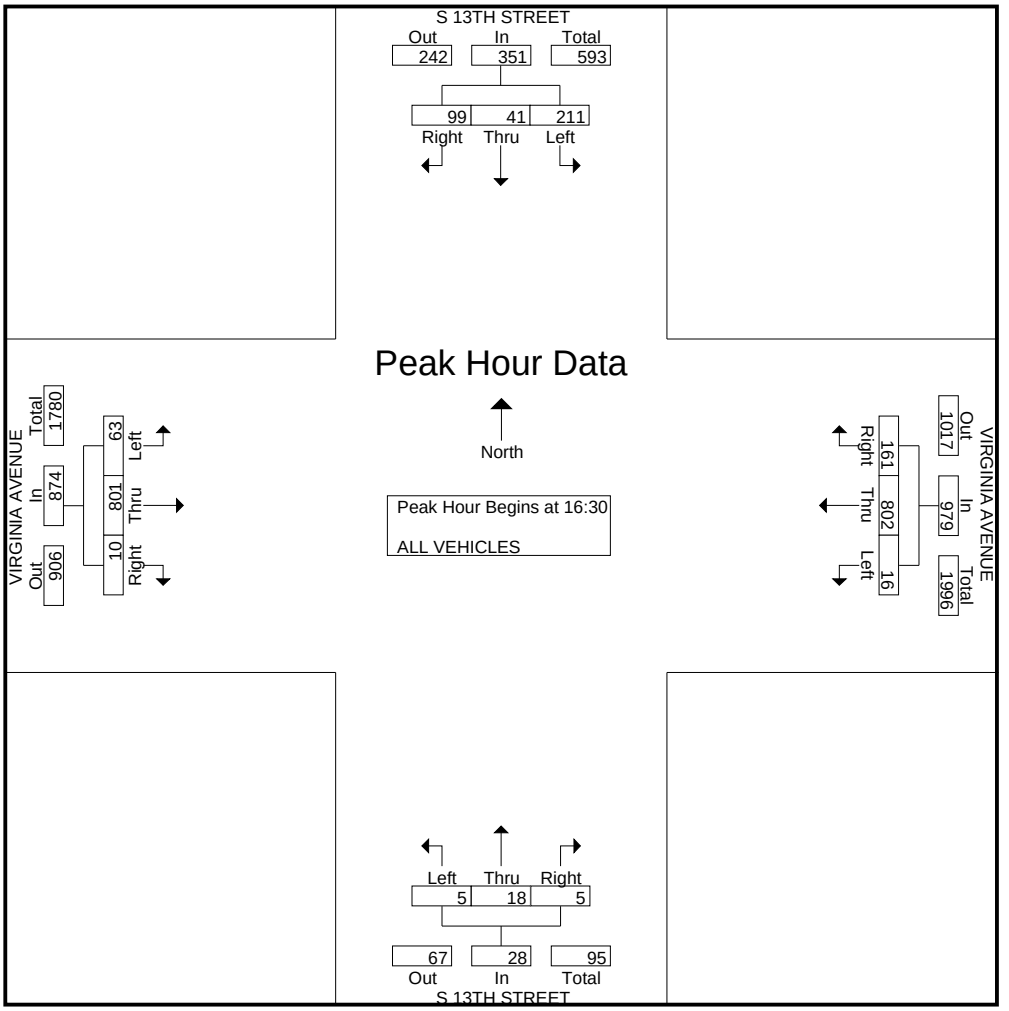


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VIRGINIA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : VIRGINIA & 13TH
Site Code : 190177
Start Date : 10/22/2019
Page No : 3

	S 13TH STREET From North					VIRGINIA AVENUE From East					S 13TH STREET From South					VIRGINIA AVENUE From West					
Start Time	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	UTurn	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	47	7	**34**	88	**2**	**4**	203	43	252	0	0	4	1	5	0	7	159	**4**	170	515
16:45	0	56	11	20	87	0	2	193	36	231	0	**3**	3	0	6	**2**	18	212	2	234	558
17:00	0	49	**16**	26	**91**	0	4	190	35	229	0	2	5	**2**	**9**	0	16	**222**	3	**241**	570
17:15	0	**59**	7	19	85	0	4	**216**	**47**	**267**	0	0	**6**	2	8	0	**20**	208	1	229	**589**
Total Volume	0	211	41	99	351	2	14	802	161	979	0	5	18	5	28	2	61	801	10	874	2232
% App. Total	0	60.1	11.7	28.2		0.2	1.4	81.9	16.4		0	17.9	64.3	17.9		0.2	7	91.6	1.1		
PHF	.000	.894	.641	.728	.964	.250	.875	.928	.856	.917	.000	.417	.750	.625	.778	.250	.763	.902	.625	.907	.947



Traffic Survey Specialists, Inc.

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VIRGINIA AVENUE & S 13TH STREET
FORT PIERCE, FLORIDA

File Name : VIRGINIA & 13TH
Site Code : 190177
Start Date : 10/22/2019
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Groups Printed- PEDESTRIANS & BIKES

	S 13TH STREET From North				VIRGINIA AVENUE From East				S 13TH STREET From South				VIRGINIA AVENUE From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
07:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
08:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	7
08:30	0	0	0	0	4	0	1	0	0	0	3	0	0	0	1	0	9
08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	11	0	1	0	0	0	4	0	0	0	1	0	18
16:00	1	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	6
16:15	2	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	7
16:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	7	0	2	0	0	0	1	0	0	0	0	0	14
17:00	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	4
Grand Total	6	0	1	0	18	0	5	0	1	0	6	0	0	0	1	0	38
Apprch %	85.7	0	14.3	0	78.3	0	21.7	0	14.3	0	85.7	0	0	0	100	0	
Total %	15.8	0	2.6	0	47.4	0	13.2	0	2.6	0	15.8	0	0	0	2.6	0	

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.01	1.09
2	01/07/2018 - 01/13/2018	0.99	1.06
3	01/14/2018 - 01/20/2018	0.96	1.03
* 4	01/21/2018 - 01/27/2018	0.95	1.02
* 5	01/28/2018 - 02/03/2018	0.94	1.01
* 6	02/04/2018 - 02/10/2018	0.93	1.00
* 7	02/11/2018 - 02/17/2018	0.92	0.99
* 8	02/18/2018 - 02/24/2018	0.92	0.99
* 9	02/25/2018 - 03/03/2018	0.92	0.99
*10	03/04/2018 - 03/10/2018	0.92	0.99
*11	03/11/2018 - 03/17/2018	0.92	0.99
*12	03/18/2018 - 03/24/2018	0.93	1.00
*13	03/25/2018 - 03/31/2018	0.94	1.01
*14	04/01/2018 - 04/07/2018	0.94	1.01
*15	04/08/2018 - 04/14/2018	0.95	1.02
*16	04/15/2018 - 04/21/2018	0.96	1.03
17	04/22/2018 - 04/28/2018	0.98	1.05
18	04/29/2018 - 05/05/2018	0.99	1.06
19	05/06/2018 - 05/12/2018	1.01	1.09
20	05/13/2018 - 05/19/2018	1.02	1.10
21	05/20/2018 - 05/26/2018	1.02	1.10
22	05/27/2018 - 06/02/2018	1.02	1.10
23	06/03/2018 - 06/09/2018	1.01	1.09
24	06/10/2018 - 06/16/2018	1.01	1.09
25	06/17/2018 - 06/23/2018	1.02	1.10
26	06/24/2018 - 06/30/2018	1.03	1.11
27	07/01/2018 - 07/07/2018	1.03	1.11
28	07/08/2018 - 07/14/2018	1.04	1.12
29	07/15/2018 - 07/21/2018	1.05	1.13
30	07/22/2018 - 07/28/2018	1.06	1.14
31	07/29/2018 - 08/04/2018	1.06	1.14
32	08/05/2018 - 08/11/2018	1.07	1.15
33	08/12/2018 - 08/18/2018	1.07	1.15
34	08/19/2018 - 08/25/2018	1.08	1.16
35	08/26/2018 - 09/01/2018	1.08	1.16
36	09/02/2018 - 09/08/2018	1.09	1.17
37	09/09/2018 - 09/15/2018	1.09	1.17
38	09/16/2018 - 09/22/2018	1.08	1.16
39	09/23/2018 - 09/29/2018	1.07	1.15
40	09/30/2018 - 10/06/2018	1.05	1.13
41	10/07/2018 - 10/13/2018	1.04	1.12
42	10/14/2018 - 10/20/2018	1.03	1.11
43	10/21/2018 - 10/27/2018	1.03	1.11
44	10/28/2018 - 11/03/2018	1.03	1.11
45	11/04/2018 - 11/10/2018	1.02	1.10
46	11/11/2018 - 11/17/2018	1.02	1.10
47	11/18/2018 - 11/24/2018	1.02	1.10
48	11/25/2018 - 12/01/2018	1.02	1.10
49	12/02/2018 - 12/08/2018	1.01	1.09
50	12/09/2018 - 12/15/2018	1.01	1.09
51	12/16/2018 - 12/22/2018	0.99	1.06
52	12/23/2018 - 12/29/2018	0.98	1.05
53	12/30/2018 - 12/31/2018	0.96	1.03

* PEAK SEASON

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
2ND ST	CITRUS AVE to ORANGE AVE	601	2,200	2017	540	193	C	0.715	163	C	0.604
2ND ST	ORANGE AVE to AVENUE A	602	2,167	2017	540	138	C	0.511	130	C	0.481
7TH ST	SUNRISE BLVD to GEORGIA AVE	519	1,500	2019	600	98	C	0.327	110	C	0.367
7TH ST	GEORGIA AVE to DELAWARE AVE	517	2,100	2019	790	127	C	0.326	133	C	0.341
7TH ST	DELAWARE AVE to CITRUS AVE	515	3,100	2019	790	187	C	0.479	185	C	0.474
7TH ST	CITRUS AVE to ORANGE AVE	515	3,100	2019	750	187	C	0.505	185	C	0.500
7TH ST	ORANGE AVE to AVENUE C	603	3,047	2016	750	209	C	0.565	230	C	0.622
7TH ST	AVENUE C to AE BACKUS AVE	603	3,047	2016	540	209	C	0.774	230	C	0.852
7TH ST	AE BACKUS AVE to AVENUE D	603	3,047	2016	750	209	C	0.565	230	C	0.622
7TH ST	AVENUE D to AVENUE H	604	1,833	2017	750	120	C	0.324	118	C	0.319
10TH ST	DELAWARE AVE to AVENUE C	605	(117)	2017	600	-12	B	-0.040	-12	B	-0.040
10TH ST	AVENUE C to AVENUE D	605	(117)	2017	540	-12	B	-0.044	-12	B	-0.044
13TH ST	VIRGINIA AVE to NEBRASKA AVE	527	6,756	2016	750	369	C	0.997	425	D	0.567
13TH ST	NEBRASKA AVE to GEORGIA AVE	527	6,756	2016	790	369	C	0.946	425	D	0.538
13TH ST	GEORGIA AVE to DELAWARE AVE	525	4,898	2017	750	284	C	0.768	268	C	0.724
13TH ST	DELAWARE AVE to ORANGE AVE	523	4,060	2017	750	268	C	0.724	250	C	0.676
13TH ST	ORANGE AVE to AVENUE B	521	2,950	2017	750	174	C	0.470	170	C	0.459
13TH ST	AVENUE B to AVENUE D	521	2,950	2017	750	174	C	0.470	170	C	0.459
13TH ST	AVENUE D to AVENUE H	165	2,927	2017	750	174	C	0.470	162	C	0.438
13TH ST	AVENUE H to AVENUE Q	165	2,927	2017	540	174	C	0.644	162	C	0.600
17TH ST	GEORGIA AVE to DELAWARE AVE	606	3,133	2016	600	173	C	0.577	174	C	0.580
17TH ST	DELAWARE AVE to ORANGE AVE	607	6,900	2016	790	350	C	0.897	333	C	0.854
17TH ST	ORANGE AVE to AVENUE Q	608	4,000	2016	750	234	C	0.632	224	C	0.605
25TH ST	MIDWAY RD to BELL AVE	940016	19,100	2017	2,100	No Data	No Data	No Data	No Data	No Data	No Data
25TH ST	BELL AVE to EDWARDS RD	159	17,500	2019	2,100	970	C	0.483	968	C	0.482

* Note: A six digit number in the "STATION ID" column identifies segment counted by FDOT

* Volumes shown were adjusted using FDOT Seasonal Factors

* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** Counts with an ID format of 6 digits have data extracted from FDOT count stations. AADT was extracted from the FDOT AADT Report and peak hour data was extracted from the station synopsis report. Peak hour data is raw data from the report with no additional factors applied.**

St. Lucie Transportation Planning Organization

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Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	23,000	2017	2,000	971	C	0.508	1,159	C	0.607
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,000	2019	2,000	1,341	C	0.702	1,410	C	0.738
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	20,500	2017	2,000	930	C	0.487	904	C	0.473
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	20,500	2017	2,000	930	C	0.487	904	C	0.473
25TH ST	OKEECHOBEE RD to DELAWARE AVE	609	20,187	2017	1,630	1,037	D	0.636	985	D	0.604
25TH ST	DELAWARE AVE to ORANGE AVE	940014	21,000	2017	1,630	837	D	0.513	913	D	0.560
25TH ST	ORANGE AVE to AVENUE D	610	13,583	2016	1,630	588	C	0.805	577	C	0.790
25TH ST	AVENUE D to AVENUE Q	940050	19,900	2017	1,630	759	D	0.466	791	D	0.485
25TH ST	AVENUE Q to JUANITA AVE	945152	14,300	2017	2,000	565	C	0.296	722	C	0.378
25TH ST	JUANITA AVE to ST LUCIE BLVD	940791	0	2013	2,100	No Data	No Data	No Data	No Data	No Data	No Data
25TH ST	ST LUCIE BLVD to US 1	945165	7,300	2017	2,100	387	C	0.193	393	C	0.196
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	5,700	2016	750	333	C	0.900	273	C	0.738
33RD ST	DELAWARE AVE to ORANGE AVE	948507	5,500	2017	790	No Data	No Data	No Data	No Data	No Data	No Data
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,983	2016	540	557	E	0.960	417	D	0.772
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,983	2016	790	557	D	0.705	417	D	0.528
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,533	2016	750	275	C	0.743	276	C	0.746
53RD ST	ANGLE RD to JUANITA AVE	614	2,700	2016	540	144	C	0.533	159	C	0.589
AE BACKUS AVE	7TH ST to US 1	632	1,000	2017	750	68	C	0.184	78	C	0.211
AIROSO BLVD	PORT ST LUCIE BLVD to CROSSTOWN PKWY	303	18,227	2017	2,100	1,188	C	0.591	986	C	0.491
AIROSO BLVD	CROSSTOWN PKWY to PRIMA VISTA BLVD	243	15,626	2017	2,100	779	C	0.388	797	C	0.397
AIROSO BLVD	PRIMA VISTA BLVD to FLORESTA DR	101	14,057	2017	2,000	736	C	0.385	745	C	0.390
AIROSO BLVD	FLORESTA DR to ST JAMES DR	301	21,206	2017	2,100	1,167	C	0.581	1,067	C	0.531
ANGLE RD	ORANGE AVE to AVENUE D	100	8,183	2017	790	441	D	0.558	419	D	0.530
ANGLE RD	AVENUE D to AVENUE Q	100	8,183	2017	540	441	D	0.817	419	D	0.776
ANGLE RD	AVENUE Q to 53RD ST	615	6,617	2016	600	382	D	0.637	324	D	0.540

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St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	32,500	2018	920	2,351	F	2.555	1,750	F	1.902
FLORESTA DR	PORT ST LUCIE BLVD to CROSSTOWN PKWY	315	41,000	2018	880	2,929	F	3.328	2,659	F	3.022
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	13,500	2018	920	888	D	0.965	833	C	0.957
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	10,939	2017	920	587	C	0.675	618	C	0.710
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,800	2018	630	375	C	0.625	393	C	0.655
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,800	2018	880	375	C	0.452	393	C	0.473
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,500	2019	540	263	C	0.974	269	C	0.996
GARDENIA AVE	OLEANDER AVE to US 1	666	2,767	2017	750	184	C	0.497	197	C	0.532
GATLIN BLVD	W OF I-95 to E OF I-95	945075	34,000	2017	3,170	1,630	C	0.528	1,761	C	0.570
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	34,000	2017	3,170	1,630	C	0.528	1,761	C	0.570
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	945075	34,000	2017	3,170	1,630	C	0.528	1,761	C	0.570
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	945075	34,000	2017	3,170	1,630	C	0.528	1,761	C	0.570
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	945075	34,000	2017	3,170	1,630	C	0.528	1,761	C	0.570
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,783	2016	600	294	C	0.980	303	D	0.505
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,783	2016	750	294	C	0.795	303	C	0.819
GEORGIA AVE	17TH ST to 13TH ST	508	4,900	2019	600	273	C	0.910	277	C	0.923
GEORGIA AVE	13TH ST to 7TH ST	506	2,500	2019	600	154	C	0.513	158	C	0.527
GEORGIA AVE	7TH ST to US 1	504	2,000	2019	600	126	C	0.420	139	C	0.463
GILSON RD	MARTIN C.L. to BECKER RD	111	11,000	2018	710	885	F	1.164	938	F	1.234
GILSON RD	BECKER RD to LAKERIDGE DR	111	11,000	2018	540	885	F	1.526	938	F	1.617
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,700	2017	1,070	191	B	0.503	240	B	0.632
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	3,535	2016	1,070	327	B	0.861	327	B	0.861
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	668	2,700	2017	390	191	B	0.868	240	C	0.615
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	940279	2,800	2017	920	194	C	0.223	154	C	0.177
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	9,011	2017	790	556	D	0.704	539	D	0.682

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St. Lucie Transportation Planning Organization

Coco Vista Centre
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Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,730	2017	920	164	C	0.189	157	C	0.180
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	4,620	2016	880	314	C	0.378	301	C	0.363
NEBRASKA AVE	25TH ST to 13TH ST	684	3,800	2017	1,710	236	C	0.306	199	C	0.258
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	7,217	2016	700	385	C	0.583	336	C	0.509
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	4,100	2017	540	243	C	0.900	237	C	0.878
OHIO AVE	COLONIAL RD to US 1	686	4,100	2017	750	243	C	0.657	237	C	0.641
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	10,000	2019	1,010	485	B	0.480	486	B	0.481
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	10,000	2019	1,270	485	B	0.382	486	B	0.383
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	6,800	2017	1,340	178	B	0.133	203	B	0.151
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	6,800	2017	1,340	178	B	0.133	203	B	0.151
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	6,800	2017	1,340	178	B	0.133	203	B	0.151
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	6,800	2017	1,740	178	B	0.102	203	B	0.117
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	6,800	2017	1,740	178	B	0.102	203	B	0.117
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	5,451	2017	1,810	No Data	No Data	No Data	No Data	No Data	No Data
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	11,600	2017	1,810	417	B	0.230	502	B	0.277
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	11,600	2017	2,010	417	C	0.207	502	C	0.250
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	29,500	2017	4,170	1,090	C	0.261	1,102	C	0.264
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	33,000	2017	4,170	1,137	C	0.273	1,164	C	0.279
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,500	2017	4,240	1,810	C	0.434	1,542	C	0.370
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,500	2017	4,040	1,810	C	0.456	1,542	C	0.388
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	31,500	2017	3,170	1,365	C	0.442	1,551	C	0.502
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	11,500	2016	2,100	631	C	0.314	631	C	0.314
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	11,500	2016	1,630	631	C	0.864	631	C	0.864
OKEECHOBEE RD	35TH ST to 25TH ST	689	13,083	2016	1,630	724	C	0.992	727	C	0.996
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	12,083	2016	1,630	719	C	0.985	674	C	0.923

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Traffic Counts and Level of Service Report
Fall 2018

Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
US 1	ST LUCIE BLVD to 25TH ST	940009	18,700	2017	2,100	959	C	0.477	1,149	C	0.572
US 1	25TH ST to INDRIO RD	940009	18,700	2017	2,100	959	C	0.477	1,149	C	0.572
US 1	INDRIO RD to TURNPIKE FEEDER RD	940107	21,200	2017	2,100	970	C	0.483	1,328	C	0.661
US 1	TURNPIKE FEEDER RD to INDIAN RIVER C.L.	940107	21,200	2017	2,100	970	C	0.483	1,328	C	0.661
VETERANS MEMORIAL PKWY	PORT ST LUCIE BLVD to LYNGATE DR	329	18,607	2017	2,100	1,015	C	0.505	1,008	C	0.501
VETERANS MEMORIAL PKWY	LYNGATE DR to US 1	327	14,619	2017	2,100	741	C	0.369	788	C	0.392
VILLAGE GREEN DR	US 1 to WALTON RD	716	9,567	2017	2,100	617	C	0.307	573	C	0.285
VILLAGE GREEN DR	WALTON RD to TIFFANY AVE	717	4,533	2017	920	244	C	0.280	230	C	0.264
VIRGINIA AVE	35TH ST to 25TH ST	940032	20,900	2017	3,020	905	C	0.308	951	C	0.323
VIRGINIA AVE	OKEECHOBEE RD to HARTMAN RD	940030	20,300	2017	3,020	1,077	C	0.366	984	C	0.335
VIRGINIA AVE	HARTMAN RD to 35TH ST	940030	20,300	2017	3,020	1,077	C	0.366	984	C	0.335
VIRGINIA AVE	25TH ST to 13TH ST	940033	22,500	2017	3,020	834	C	0.284	935	C	0.318
VIRGINIA AVE	13TH ST to 11TH ST	940794	26,500	2017	3,020	1,075	C	0.366	1,175	C	0.400
VIRGINIA AVE	11TH ST to SUNRISE BLVD	940794	26,500	2017	3,170	1,075	C	0.348	1,175	C	0.380
VIRGINIA AVE	SUNRISE BLVD to OLEANDER AVE	940792	20,400	2017	3,020	793	C	0.270	865	C	0.294
VIRGINIA AVE	OLEANDER AVE to COLONIAL RD	940034	18,500	2017	3,170	642	C	0.208	854	C	0.276
VIRGINIA AVE	COLONIAL RD to US 1	940034	18,500	2017	3,020	642	C	0.218	854	C	0.290
VILLAGE PKWY	DISCOVERY WAY to TRADITION PKWY	718	10,367	2017	2,650	749	C	0.609	596	C	0.485
VILLAGE PKWY	BECKER RD to DISCOVERY WAY	718	10,367	2017	1,710	749	C	0.973	596	C	0.774
VILLAGE PKWY	TRADITION PKWY to WESTCLIFFE LN	719	20,034	2017	1,710	1,091	D	0.638	1,075	D	0.629
VILLAGE PKWY	WESTCLIFFE LN to CROSSROADS PKWY	720	12,117	2016	1,540	709	D	0.460	706	D	0.458
WALTON RD	US 1 to VILLAGE GREEN DR	330	16,000	2019	1,710	966	D	0.565	888	D	0.519
WALTON RD	VILLAGE GREEN DR to LENNARD RD	328	14,000	2018	1,710	857	D	0.501	812	D	0.475
WALTON RD	LENNARD RD to GREEN RIVER PKWY	326	9,200	2018	880	558	C	0.672	614	C	0.740
WALTON RD	GREEN RIVER PKWY to INDIAN RIVER DR	324	6,400	2018	630	493	C	0.822	510	C	0.850

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APPENDIX C: SIGNAL TIMING AND GROWTH RATE CALCULATION

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-615 at Okeechobee Road**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB		
Initial	12	12	9	12	12	12	9	12		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	15.0	35.0	20.0	45.0	15.0	35.0	20.0	45.0		
Yellow	4.0	3.7	4.0	4.4	3.7	4.0	4.4	4.0		
Red	2.6	2.7	2.0	2.1	2.6	2.7	2.0	2.1		
Walk		7.0		7.0		7.0		7.0		
Ped Clear		28.0		25.0		30.0		29.0		
Recall		Min				Min				
LT Type	Prot+Perm		Prot+Perm		Prot+Perm		Prot+Perm			

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	17	25	15	33	17	25	15	33	90	59
Split Pattern 2	18	31	15	36	18	31	15	36	100	50
Split Pattern 3	17	44	15	64	17	44	23	56	140	49
Split Pattern 4	15	22	15	28	15	22	15	28	80	42
Split Pattern 5	15	33	15	37	15	33	15	37	100	30

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Split	Start	End	Split			
0:00	6:30	100	0:00	7:00	100			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	100			
21:00	0:00	100						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at S 25th Street**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	WBLT	EBT	NBLT	SB	EBLT	WBT	SBLT	NB		
Initial	5	10	5	7	5	10	5	7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Max1	30.0	45.0	25.0	45.0	30.0	45.0	25.0	45.0		
Yellow	4.8	4.8	4.4	4.4	4.8	4.8	4.4	4.4		
Red	2.0	2.0	2.0	2.2	2.0	2.0	2.0	2.2		
Walk		5.0		5.0		5.0		5.0		
Ped Clear		24.0		33.0		23.0		34.0		
Recall				Min				Min		
LT Type	Prot		Prot+Perm		Prot		Prot+Perm			

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	22	40	23	45	32	30	23	45	130	82
Split Pattern 2	25	37	23	45	25	37	23	45	130	81
Split Pattern 3	33	33	29	35	30	36	29	35	130	1
Split Pattern 4	20	30	20	30	20	30	20	30	100	26
Split Pattern 5	23	37	23	37	23	37	23	37	120	38

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Pattern	Start	End	Pattern			
0:00	6:30	Free	0:00	7:00	Free			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	Free			
21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

City of Fort Pierce Engineering Department

Intersection Timing Sheet

Name **SR-70 at S 13th Street**

Part I — Actuated Timing Information

Non-coordinated Operation

Phase	1	2	3	4	5	6	7	8		
Approach	EBLT	WB	SBLT	NB	WBLT	EB		SB		
Initial	5	12	5	7	5	12		7		
Passage	3.0	3.0	3.0	3.0	3.0	3.0		3.0		
Max1	15.0	60.0	20.0	30.0	15.0	60.0		30.0		
Yellow	4.8	4.8	3.4	3.4	4.8	4.8		3.4		
Red	2.0	2.0	2.8	3.2	2.0	2.0		3.2		
Walk		5.0		5.0		5.0		5.0		
Ped Clear		29.0		32.0		31.0		33.0		
Recall		Min				Min				
LT Type	Prot+Perm		Prot+Perm	Perm	Prot+Perm					

Part II — Coordinated Timing Information

Pattern Tables

PHASE	1	2	3	4	5	6	7	8	Cycle	Offset
Split Pattern 1	18	47	25	40	13	52		65	130	30
Split Pattern 2	18	62	20	30	18	62		50	130	7
Split Pattern 3	15	50	25	40	15	50		65	130	63
Split Pattern 4	15	45	18	22	15	45		40	100	97
Split Pattern 5	15	62	18	25	15	62		43	120	102

Schedule Implementation

Schedule Notes

Day Plan 1 (WEEKDAYS)			Day Plan 2 (WEEKENDS)			Day Plan 3 (Special)		
Start	End	Pattern	Start	End	Pattern			
0:00	6:30	Free	0:00	7:00	Free			
6:30	10:00	1	7:00	10:00	4			
10:00	15:00	2	10:00	18:00	5			
15:00	19:00	3	18:00	21:00	4			
19:00	21:00	4	21:00	0:00	Free			
21:00	0:00	Free						

Part III — Notes and Comments

1. Installed new system and signal timing by AECOM (FDOT Retiming Contract C9O28; FM 230017 7 32 01)

FDOT	Roadway Segment		Year 2013 Volume	Year 2018 Volume	Growth Rate
	Okeechobee Rd				
	S 35th Street	S 25th Street			1.31%
	S 25th Street	Georgia Avenue			1.31%
	Virginia Avenue				
940032	S 35th Street	S 25th Street	21,000	22,000	0.93%
940033	S 25th Street	S 13th Street	21,600	22,500	0.82%
940794	S 13th Street	Sunrise Blvd	23,000	24,000	0.85%
	S 25th Street				
940021	Cortez Blvd	Virginia Ave	21,000	20,100	-0.87%
940015	Virginia Ave	Okeechobee Rd	20,500	22,500	1.88%
940014	Okeechobee Rd	Georgia Avenue	18,100	21,000	3.02%
	S 13th Street				
947107	Virginia Ave	Georgia Avenue	6,600	6,800	0.60%
	Georgia Avenue				
947095	S 25th Street	S 13th Street	4,500	5,400	3.71%
947094	S 13th Street	US 1	2,050	2,900	7.18%
		Sum:	138,350	147,200	

**Okeechobee Road FDOT 2018 AADT and St Lucie 2016 AADT did not provide a reasonable growth rate; therefore the areawide growth rate was applied.*

$$\text{Areawide Growth Rate} = \frac{\text{Total Growth}}{\text{Total Yearly Volumes}} = 1.31\%$$

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0014 - SR 615/25 ST - S OF SR 68/ORANGE AVE (COUNTY 14)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	21000 C	N 10500	S 10500	9.00	51.30	5.10
2017	21000 C	N 10000	S 11000	9.00	50.90	5.10
2016	20200 C	N 10500	S 9700	9.00	50.90	4.80
2015	19700 C	N 9700	S 10000	9.00	51.00	4.80
2014	18700 C	N 9300	S 9400	9.00	50.80	5.90
2013	18100 C	N 9200	S 8900	9.00	50.80	3.10
2012	20000 C	N 10000	S 10000	9.00	56.80	3.10
2011	17600 C	N 9500	S 8100	9.00	57.20	3.10
2010	19600 C	N 10000	S 9600	10.32	55.40	5.60
2009	20000 C	N 10000	S 10000	10.27	57.35	5.70
2007	20000 C	N 9500	S 10500	10.31	58.74	5.70
2006	21500 C	N 10500	S 11000	10.73	65.89	5.70
2005	22000 C	N 11000	S 11000	10.80	60.70	5.10
2004	20000 C	N 10000	S 10000	10.30	57.70	5.10
2003	19600 C	N 9600	S 10000	10.20	59.60	5.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 0015 - SR 615/25 ST - N OF SR 70/VIRGINIA AVE (COUNTY 15)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22500 C	N 11500	S 11000	9.00	51.30	5.40
2017	20500 C	N 11000	S 9500	9.00	50.90	4.80
2016	22500 C	N 11000	S 11500	9.00	50.90	4.80
2015	22000 C	N 11000	S 11000	9.00	51.00	4.80
2014	21000 C	N 10000	S 11000	9.00	50.80	4.20
2013	20500 C	N 10500	S 10000	9.00	50.80	4.20
2012	22500 C	N 11500	S 11000	9.00	56.80	4.20
2011	22500 C	N 12000	S 10500	9.00	57.20	3.00
2010	23000 C	N 12000	S 11000	10.32	55.40	3.00
2009	22500 C	N 12000	S 10500	10.27	57.35	3.00
2008	21500 C	N 11000	S 10500	10.45	58.06	3.90
2007	25000 C	N 13000	S 12000	10.31	58.74	3.90
2006	23000 C	N 11500	S 11500	10.73	65.89	3.90
2005	24000 C	N 12000	S 12000	10.80	60.70	3.10
2004	23000 C	N 11500	S 11500	10.30	57.70	3.10
2003	22500 C	N 11500	S 11000	10.20	59.60	3.60

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

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 94 - ST.LUCIE

SITE: 0021 - SR 615 / 25 ST - S OF CORTEZ BLVD-N OF EDWARDS RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	20100 C	N 9100	S 11000	9.00	51.30	5.20
2017	23000 C	N 11000	S 12000	9.00	50.90	5.20
2016	20600 C	N 9100	S 11500	9.00	50.90	8.80
2015	22000 C	N 10500	S 11500	9.00	51.00	8.80
2014	19600 C	N 9900	S 9700	9.00	50.80	8.80
2013	21000 C	N 10500	S 10500	9.00	50.80	3.60
2012	22500 C	N 11000	S 11500	9.00	56.80	3.60
2011	18100 T	0	0	9.00	57.20	3.10
2010	18100 S	N 9000	S 9100	10.32	55.40	6.50
2009	18300 F	N 9100	S 9200	10.27	57.35	6.50
2008	18500 C	N 9200	S 9300	10.45	58.06	6.50
2007	22000 C	N 10500	S 11500	10.31	58.74	5.00
2006	22000 C	N 10500	S 11500	10.73	65.89	5.00
2005	18900 C	N 9200	S 9700	10.80	60.70	5.70
2004	21000 C	N 10500	S 10500	10.30	57.70	5.70
2003	18800 C	N 9500	S 9300	10.20	59.60	5.90

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

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COUNTY: 94 - ST.LUCIE

SITE: 0030 - SR 70/VIRGINIA AVE - E OF OKEECHOBEE RD (COUNTY 30)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	21500 C	E 11000	W 10500	9.00	51.30	3.60
2017	20300 C	E 10500	W 9800	9.00	50.90	3.60
2016	22500 C	E 12000	W 10500	9.00	50.90	3.60
2015	21000 C	E 11000	W 10000	9.00	51.00	3.30
2014	20400 C	E 10500	W 9900	9.00	50.80	3.90
2013	21000 C	E 10500	W 10500	9.00	50.80	3.90
2012	21000 C	E 10500	W 10500	9.00	56.80	4.50
2011	23500 C	E 11500	W 12000	9.00	57.20	4.50
2010	22000 C	E 11500	W 10500	10.32	55.40	4.50
2009	22000 C	E 11000	W 11000	10.27	57.35	5.20
2007	16900 C	E 8900	W 8000	10.31	58.74	5.20
2006	20500 C	E 11000	W 9500	10.73	65.89	5.00
2005	22000 C	E 11500	W 10500	10.80	60.70	5.00
2004	20300 C	E 10500	W 9800	10.30	57.70	5.00
2003	19800 C	E 10000	W 9800	10.20	59.60	5.00

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

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COUNTY: 94 - ST.LUCIE

SITE: 0032 - SR 70/VIRGINIA AVE - W OF SR 615/25 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22000 C	E 11000	W 11000	9.00	51.30	6.10
2017	20900 C	E 9900	W 11000	9.00	50.90	4.10
2016	20800 C	E 9800	W 11000	9.00	50.90	4.10
2015	22000 C	E 11000	W 11000	9.00	51.00	4.10
2014	21000 C	E 11000	W 10000	9.00	50.80	4.20
2013	21000 C	E 10500	W 10500	9.00	50.80	3.70
2012	23000 F	E 12000	W 11000	9.00	56.80	4.30
2011	23000 C	E 12000	W 11000	9.00	57.20	5.10
2010	22500 C	E 11500	W 11000	10.32	55.40	5.10
2009	22500 C	E 11500	W 11000	10.27	57.35	5.10
2008	23500 C	E 11500	W 12000	10.45	58.06	4.10
2007	25000 C	E 13000	W 12000	10.31	58.74	4.10
2006	21500 C	E 11500	W 10000	10.73	65.89	4.10
2005	23500 C	E 12000	W 11500	10.80	60.70	6.00
2004	22500 C	E 11500	W 11000	10.30	57.70	6.00
2003	20500 C	E 10500	W 10000	10.20	59.60	2.70

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

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COUNTY: 94 - ST.LUCIE

SITE: 0033 - SR 70/VIRGINIA AVE - E OF SR 615/25 ST (COUNTY 33)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22500 C	E 11000	W 11500	9.00	51.30	3.80
2017	22500 C	E 11500	W 11000	9.00	50.90	3.80
2016	22000 C	E 10500	W 11500	9.00	50.90	8.60
2015	22500 C	E 11000	W 11500	9.00	51.00	5.60
2014	21500 C	E 10500	W 11000	9.00	50.80	6.90
2013	21600 C	E 9600	W 12000	9.00	50.80	4.80
2012	22000 C	E 10500	W 11500	9.00	56.80	4.80
2011	23500 C	E 11500	W 12000	9.00	57.20	4.80
2010	24000 C	E 11500	W 12500	10.32	55.40	4.50
2009	23500 C	E 11500	W 12000	10.27	57.35	7.30
2008	24500 C	E 11500	W 13000	10.45	58.06	3.80
2007	27000 C	E 13000	W 14000	10.31	58.74	3.80
2006	25000 C	E 12000	W 13000	10.73	65.89	3.80
2005	26500 C	E 13000	W 13500	10.80	60.70	4.10
2004	25500 C	E 12500	W 13000	10.30	57.70	4.10
2003	26000 C	E 12500	W 13500	10.20	59.60	4.20

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

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COUNTY: 94 - ST.LUCIE

SITE: 0794 - SR 70/VIRGINIA AVE - E OF S 13 ST (COUNTY 194)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	24000 C	E 12000	W 12000	9.00	51.30	4.50
2017	26500 C	E 12500	W 14000	9.00	50.90	4.50
2016	24000 C	E 12500	W 11500	9.00	50.90	4.50
2015	24000 C	E 12000	W 12000	9.00	51.00	4.50
2014	22500 C	E 11500	W 11000	9.00	50.80	6.30
2013	23000 C	E 11500	W 11500	9.00	50.80	4.40
2012	25000 F	E 12500	W 12500	9.00	56.80	4.30
2011	25000 C	E 12500	W 12500	9.00	57.20	6.90
2010	25500 C	E 13000	W 12500	10.32	55.40	6.90
2009	34000 C	E 17000	W 17000	10.27	57.35	6.90
2007	29500 C	E 15000	W 14500	10.31	58.74	4.20
2006	29500 C	E 14500	W 15000	10.73	65.89	4.20
2005	30000 C	E 15000	W 15000	10.80	60.70	4.50
2004	29000 C	E 14500	W 14500	10.30	57.70	4.50
2003	29500 C	E 14500	W 15000	10.20	59.60	5.80

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

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COUNTY: 94 - ST.LUCIE

SITE: 7094 - ON GEORGIA AVE - W. OF 7TH ST SOUTH (COUNTY 506)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2900 C	E 1200	W 1700	9.00	51.30	5.80
2017	2050 V	E 850	W 1200	9.00	50.90	10.00
2016	2050 R	E 850	W 1200	9.00	50.90	6.20
2015	2050 T	E 850	W 1200	9.00	51.00	41.80
2014	2050 S	E 850	W 1200	9.00	50.80	49.50
2013	2050 F	E 850	W 1200	9.00	50.80	11.90
2012	2050 C	E 850	W 1200	9.00	56.80	7.10
2011	2100 S	E 900	W 1200	9.00	57.20	2.90
2010	2100 F	E 900	W 1200	10.32	55.40	2.90
2009	2100 C	E 900	W 1200	10.27	57.35	2.90
2008	2100 C	E 900	W 1200	10.45	58.06	6.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 94 - ST.LUCIE

SITE: 7095 - ON GEORGIA AVE - W OF 13TH ST SOUTH (COUNTY 508)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5400 F	E 2600	W 2800	9.00	51.30	5.10
2017	5400 C	E 2600	W 2800	9.00	50.90	5.10
2016	4600 S	E 2300	W 2300	9.00	50.90	4.10
2015	4600 F	E 2300	W 2300	9.00	51.00	4.10
2014	4600 C	E 2300	W 2300	9.00	50.80	4.10
2013	4500 F	E 2300	W 2200	9.00	50.80	11.90
2012	4500 C	E 2300	W 2200	9.00	56.80	7.10
2011	4600 S	E 2400	W 2200	9.00	57.20	4.30
2010	4600 F	E 2400	W 2200	10.32	55.40	4.30
2009	4600 C	E 2400	W 2200	10.27	57.35	4.30
2008	4500 C	E 2300	W 2200	10.45	58.06	7.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 94 - ST.LUCIE

SITE: 7106 - ON 13TH STREET SOUTH - N. OF GEORGIA AVE (COUNTY 525)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5400 S	N 2700	S 2700	9.00	51.30	5.80
2017	5400 F	N 2700	S 2700	9.00	50.90	10.00
2016	5400 C	N 2700	S 2700	9.00	50.90	6.20
2015	5200 R	N 2600	S 2600	9.00	51.00	41.80
2014	5200 T	N 2600	S 2600	9.00	50.80	49.50
2013	5200 S	N 2600	S 2600	9.00	50.80	11.90
2012	5200 F	N 2600	S 2600	9.00	56.80	7.10
2011	5200 C	N 2600	S 2600	9.00	57.20	3.70
2010	6200 F	N 3000	S 3200	10.32	55.40	3.70
2009	6200 C	N 3000	S 3200	10.27	57.35	3.70
2008	6000 C	N 3000	S 3000	10.45	58.06	3.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 94 - ST.LUCIE

SITE: 7107 - ON 13TH STREET SOUTH - N. OF VIRGINIA AVE (COUNTY 527)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	6800 V	N 3200	S 3600	9.00	51.30	5.80
2017	6800 R	N 3200	S 3600	9.00	50.90	10.00
2016	6600 T	N 3100	S 3500	9.00	50.90	6.20
2015	6600 S	N 3100	S 3500	9.00	51.00	41.80
2014	6600 F	N 3100	S 3500	9.00	50.80	49.50
2013	6600 C	N 3100	S 3500	9.00	50.80	11.90
2012	6400 F	N 3500	S 2900	9.00	56.80	7.10
2011	6400 C	N 3500	S 2900	9.00	57.20	4.90
2010	7000 F	N 3000	S 4000	10.32	55.40	4.90
2009	7000 C	N 3000	S 4000	10.27	57.35	4.90
2008	7100 C	N 3100	S 4000	10.45	58.06	2.70

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

APPENDIX D: COMMITTED DEVELOPMENTS

TRAFFIC IMPACT STUDY

MAYFAIR AT LAWNWOOD
FORT PIERCE, FLORIDA

Prepared for:

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Prepared by:

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407-628-9955

November 2015
TPD № 4714

PROPOSED DEVELOPMENT AND TRIP GENERATION

The proposed development is a 266-unit multi-family residential project. To determine the traffic impact of this development in the area, an analysis of its trip generation characteristics was made. This included the estimation of the trips to be generated and their distribution/assignment to the area roadways.

Trip Generation

The trip generation of the proposed development was calculated with the use of trip generation rates from the *9th Edition of the ITE Trip Generation Manual.* This calculation is summarized in **Table 1** which shows the development's daily and P.M. peak hour trips to be generated. As can be seen, the proposed development is expected to generate 1,769 daily trips and 165 P.M. peak hour trips.

Table 1
Trip Generation Calculation

ITE Code	Land Use	Size	Daily Trips		P.M. Peak Hour Generation			
			Rate	Trips	Rate	Enter	Exit	Total
220	Apartment	266 DU	6.65	1,769	0.62	107	58	165
Total Trips				1,769		107	58	165

Trip Distribution/Assignment

The trip distribution of the generated trips in the area were estimated from review of the existing P.M. peak hour counts made at the intersections at the two ends of Nebraska Avenue. Nebraska Avenue is a four lane divided roadway which extends from 13th Street on east and to 25th Street (Martin Luther King Jr. Boulevard) on the west. It is the area's major roadway providing external access to developments along Lawnwood Circle and Nebraska Avenue.

The distribution pattern determined based upon the existing P.M. peak hour counts is illustrated in **Figure 3**. This figure also shows the project's daily and P.M. peak hour trips assigned to the area roadways based upon this distribution.



Mayfair at Lawnwood Planned Development
Project № 4714

Figure 3

Trip Distribution / Assignment

N
NTS

Kimley-Horn
and Associates, Inc.

TRAFFIC IMPACT ANALYSIS

SEDONA
(f.k.a. FRONTERA)
ST. LUCIE COUNTY, FLORIDA

Prepared for:
Home Dynamics Corporation
Fort Lauderdale, Florida

042198001
© December 2005
Updated June 4, 2004
Updated July 27, 2005
Updated December 2, 2005
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12-14-05
Jason B. Matson, P.E.
Florida Registration Number 56799

Received By
JAN 27 2006
Growth Management

TABLE 1
SEDONA
TRIP GENERATION

Land Use	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Proposed Site Traffic								
Single Family	134 d.u.	1,361	103	26	77	139	88	51
Multi Family	184 d.u.	1,256	94	19	75	119	77	42
Net New External Traffic		***2,617***	***197***	***45***	***152***	***258***	***165***	***93***

Note: Trip generation was calculated using the following data:

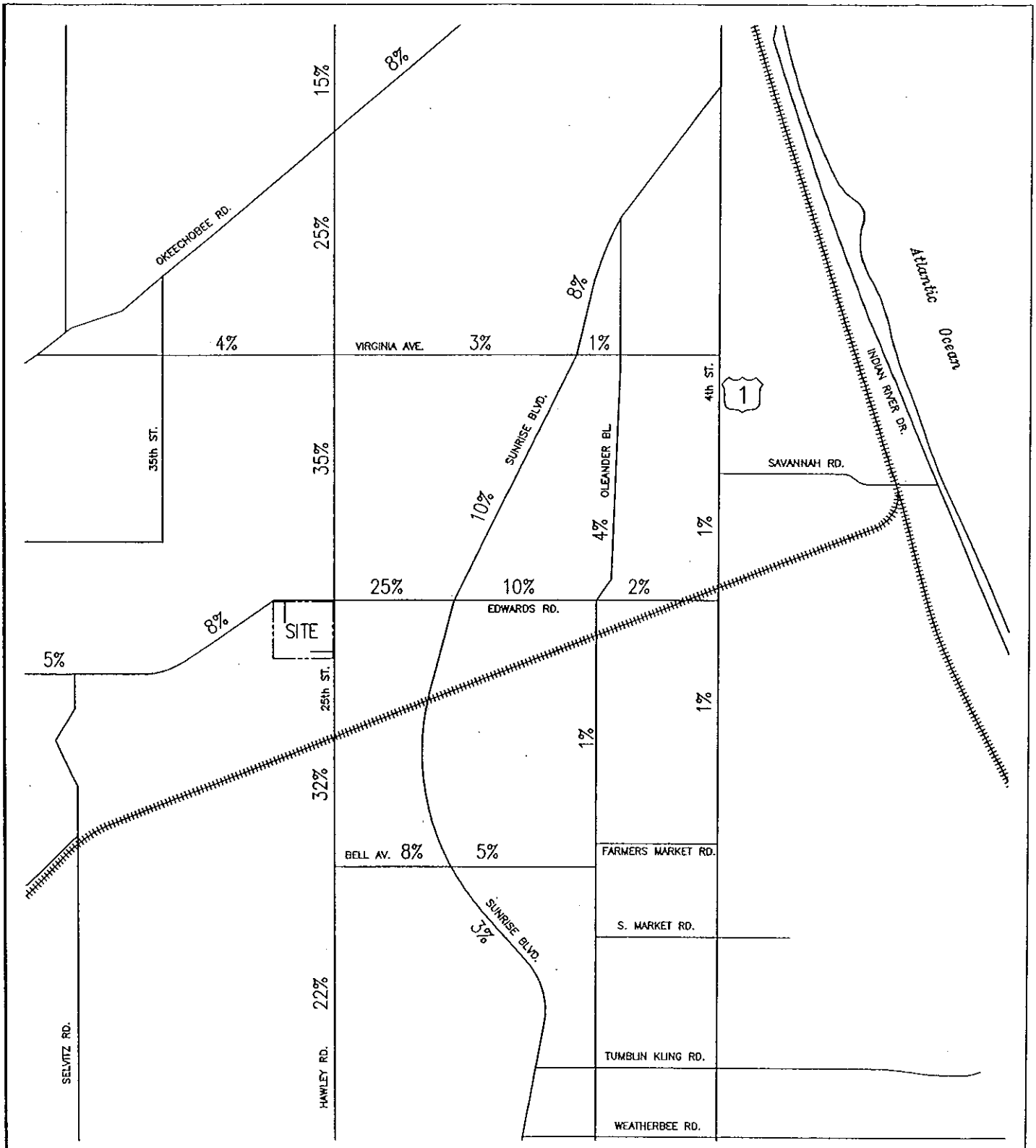
Daily Traffic Generation
- Single Family [ITE 210] = Ln(T) = 0.92 Ln(X) + 2.71
- Multi Family [ITE 220] = T = 6.01(X) + 150.35

AM Peak Hour Traffic Generation
- Single Family [ITE 210] = T = 0.70(X) + 9.43; (25% in, 75% out)
- Multi Family [ITE 220] = T = 0.49(X) + 3.73; (20% in, 80% out)

PM Peak Hour Traffic Generation
- Single Family [ITE 210] = Ln(T) = 0.90 Ln(X) + 0.53; (63% in, 37% out)
- Multi Family [ITE 220] = T = 0.55(X) + 17.65; (65% in, 35% out)

Kimley-Horn and Associates, Inc.

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NOT TO SCALE

FIGURE 2
SEDONA
PROJECT TRAFFIC DISTRIBUTION

Kimley-Horn and Associates, Inc.
042198001

APPENDIX E: VOLUME DEVELOPMENT SHEETS

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 25TH STREET & VIRGINIA AVENUE

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	157	759	127	173	527	113	221	583	67	113	432	206
Peak Season Volume	174	842	141	192	585	125	245	647	74	125	480	229
Growth Rate	0.50%	0.50%	0.50%	1.88%	1.88%	1.88%	0.93%	0.93%	0.93%	0.82%	0.82%	0.82%
Traffic Volume Growth	4	21	4	19	57	12	12	31	4	5	20	10
Committed Developments												
Mayfair												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					25.0%			4.0%		3.0%		
Inbound Traffic Volumes					11			2		1		
Outbound Traffic Assignment	4.0%	25.0%	3.0%									
Outbound Traffic Volumes	6	38	5									
Project Traffic	6	38	5	0	11	0	0	2	0	1	0	0
Total Committed Projects	6	38	5	0	11	0	0	2	0	1	0	0
1.0% Traffic Volume Growth	9	43	7	10	30	6	12	33	4	6	24	12
Committed + 1.0% Growth	15	81	12	10	41	6	12	35	4	7	24	12
Max (Committed + 1.0% or Historic Growth)	15	81	12	19	57	12	12	35	4	7	24	12
Background Traffic Volumes	189	923	153	211	642	137	257	682	78	132	504	241
Project Traffic												
Inbound Traffic Assignment		5.0%					20.0%					11.0%
Inbound Traffic Volumes		2					9					5
Outbound Traffic Assignment				11.0%	5.0%	20.0%						
Outbound Traffic Volumes				2	1	4						
Project Traffic	0	2	0	2	1	4	9	0	0	0	0	5
Total Traffic w/o RTOR	189	925	153	213	643	141	266	682	78	132	504	246
RTOR Reduction												
TOTAL TRAFFIC	189	925	153	213	643	141	266	682	78	132	504	246

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	154	502	87	233	707	155	152	598	105	241	721	195
Peak Season Volume	171	557	97	259	785	172	169	664	117	268	800	216
Growth Rate	0.50%	0.50%	0.50%	1.88%	1.88%	1.88%	0.93%	0.93%	0.93%	0.82%	0.82%	0.82%
Traffic Volume Growth	4	14	2	25	77	17	8	31	6	11	33	9
Committed Developments												
Mayfair												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					25.0%			4.0%		3.0%		
Inbound Traffic Volumes					41			7		5		
Outbound Traffic Assignment	4.0%	25.0%	3.0%									
Outbound Traffic Volumes	4	23	3									
Project Traffic	4	23	3	0	41	0	0	7	0	5	0	0
Total Committed Projects	4	23	3	0	41	0	0	7	0	5	0	0
1.0% Traffic Volume Growth	9	28	5	13	40	9	9	34	6	14	41	11
Committed + 1.0% Growth	13	51	8	13	81	9	9	41	6	19	41	11
Max (Committed + 1.0% or Historic Growth)	13	51	8	25	81	17	9	41	6	19	41	11
Background Traffic Volumes	184	608	105	284	866	189	178	705	123	287	841	227
Project Traffic												
Inbound Traffic Assignment		5.0%					20.0%					11.0%
Inbound Traffic Volumes		1					5					3
Outbound Traffic Assignment				11.0%	5.0%	20.0%						
Outbound Traffic Volumes				6	3	11						
Project Traffic	0	1	0	6	3	11	5	0	0	0	0	3
Total Traffic w/o RTOR	184	609	105	290	869	200	183	705	123	287	841	230
RTOR Reduction												
TOTAL TRAFFIC	184	609	105	290	869	200	183	705	123	287	841	230

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 13TH STREET & VIRGINIA AVENUE

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	14	39	7	173	40	92	91	623	8	4	605	170
Peak Season Volume	16	43	8	192	44	102	101	692	9	4	672	189
Growth Rate	0.50%	0.50%	0.50%	0.60%	0.60%	0.60%	0.82%	0.82%	0.82%	0.85%	0.85%	0.85%
Traffic Volume Growth	0	1	0	6	1	3	4	29	0	0	29	8
Committed Developments												
Mayfair												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	0	0	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	1	2	0	10	2	5	5	35	0	0	34	10
Committed + 1.0% Growth	1	2	0	10	2	5	5	35	0	0	34	10
Max (Committed + 1.0% or Historic Growth)	1	2	0	10	2	5	5	35	0	0	34	10
Background Traffic Volumes	17	45	8	202	46	107	106	727	9	4	706	199
Project Traffic												
Inbound Traffic Assignment		1.0%									19.0%	7.0%
Inbound Traffic Volumes											9	3
Outbound Traffic Assignment				8.0%	1.0%			19.0%				
Outbound Traffic Volumes				2				4				
Project Traffic	0	0	0	2	0	0	0	4	0	0	9	3
Total Traffic w/o RTOR	17	45	8	204	46	107	106	731	9	4	715	202
RTOR Reduction												
TOTAL TRAFFIC	17	45	8	204	46	107	106	731	9	4	715	202

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	5	18	5	211	41	99	63	801	10	16	802	161
Peak Season Volume	6	20	6	234	46	110	70	889	11	18	890	179
Growth Rate	0.50%	0.50%	0.50%	0.60%	0.60%	0.60%	0.82%	0.82%	0.82%	0.85%	0.85%	0.85%
Traffic Volume Growth	0	1	0	7	1	3	3	37	0	1	38	8
Committed Developments												
Mayfair												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Projects	0	0	0	0	0	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	1	0	12	2	6	4	45	1	1	45	9
Committed + 1.0% Growth	0	1	0	12	2	6	4	45	1	1	45	9
Max (Committed + 1.0% or Historic Growth)	0	1	0	12	2	6	4	45	1	1	45	9
Background Traffic Volumes	6	21	6	246	48	116	74	934	12	19	935	188
Project Traffic												
Inbound Traffic Assignment		1.0%									19.0%	7.0%
Inbound Traffic Volumes											5	2
Outbound Traffic Assignment				8.0%	1.0%			19.0%				
Outbound Traffic Volumes				4	1			10				
Project Traffic	0	0	0	4	1	0	0	10	0	0	5	2
Total Traffic w/o RTOR	6	21	6	250	49	116	74	944	12	19	940	190
RTOR Reduction												
TOTAL TRAFFIC	6	21	6	250	49	116	74	944	12	19	940	190

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 25TH STREET & OKEECHOBEE ROAD

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	106	575	173	40	715	118	143	391	105	109	247	14
Peak Season Volume	118	638	192	44	794	131	159	434	117	121	274	16
Growth Rate	1.88%	1.88%	1.88%	3.02%	3.02%	3.02%	1.31%	1.31%	1.31%	1.31%	1.31%	1.31%
Traffic Volume Growth	12	62	19	7	127	21	11	29	8	8	18	1
Committed Developments												
Mayfair												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					15.0%					8.0%		
Inbound Traffic Volumes					7					4		
Outbound Traffic Assignment		15.0%	8.0%									
Outbound Traffic Volumes		23	12									
Project Traffic	0	23	12	0	7	0	0	0	0	4	0	0
Total Committed Projects	0	23	12	0	7	0	0	0	0	4	0	0
1.0% Traffic Volume Growth	6	33	10	2	41	7	8	22	6	6	14	1
Committed + 1.0% Growth	6	56	22	2	48	7	8	22	6	10	14	1
Max (Committed + 1.0% or Historic Growth)	12	62	22	7	127	21	11	29	8	10	18	1
Background Traffic Volumes	130	700	214	51	921	152	170	463	125	131	292	17
Project Traffic												
Inbound Traffic Assignment					15.0%				12.0%			
Inbound Traffic Volumes					7				6			
Outbound Traffic Assignment	12.0%	15.0%										
Outbound Traffic Volumes	3	3										
Project Traffic	3	3	0	0	7	0	0	0	6	0	0	0
Total Traffic w/o RTOR	133	703	214	51	928	152	170	463	131	131	292	17
RTOR Reduction												
TOTAL TRAFFIC	133	703	214	51	928	152	170	463	131	131	292	17

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	126	639	144	41	741	140	167	357	112	139	400	13
Peak Season Volume	140	709	160	46	823	155	185	396	124	154	444	14
Growth Rate	1.88%	1.88%	1.88%	3.02%	3.02%	3.02%	1.31%	1.31%	1.31%	1.31%	1.31%	1.31%
Traffic Volume Growth	14	69	16	7	132	25	12	27	8	10	30	1
Committed Developments												
Mayfair												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					15.0%					8.0%		
Inbound Traffic Volumes					25					13		
Outbound Traffic Assignment		15.0%	8.0%									
Outbound Traffic Volumes		14	7									
Project Traffic	0	14	7	0	25	0	0	0	0	13	0	0
Total Committed Projects	0	14	7	0	25	0	0	0	0	13	0	0
1.0% Traffic Volume Growth	7	36	8	2	42	8	9	20	6	8	23	1
Committed + 1.0% Growth	7	50	15	2	67	8	9	20	6	21	23	1
Max (Committed + 1.0% or Historic Growth)	14	69	16	7	132	25	12	27	8	21	30	1
Background Traffic Volumes	154	778	176	53	955	180	197	423	132	175	474	15
Project Traffic												
Inbound Traffic Assignment					15.0%				12.0%			
Inbound Traffic Volumes					4				3			
Outbound Traffic Assignment	12.0%	15.0%										
Outbound Traffic Volumes	6	8										
Project Traffic	6	8	0	0	4	0	0	0	3	0	0	0
Total Traffic w/o RTOR	160	786	176	53	959	180	197	423	135	175	474	15
RTOR Reduction												
TOTAL TRAFFIC	160	786	176	53	959	180	197	423	135	175	474	15

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 25TH STREET & QUINCY AVENUE

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	6	983	36	57	812	14	10	0	10	13	1	49
Peak Season Volume	7	1,091	40	63	901	16	11	0	11	14	1	54
Growth Rate	1.88%	1.88%	1.88%	1.88%	1.88%	1.88%	0.00%	0.00%	0.00%	0.50%	0.50%	0.50%
Traffic Volume Growth	1	106	4	6	0	2	0	0	0	0	0	1
Committed Developments												
Mayfair												
Inbound Traffic Assignment		25.0%										
Inbound Traffic Volumes		8										
Outbound Traffic Assignment					25.0%							
Outbound Traffic Volumes					26							
Project Traffic	0	8	0	0	26	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					11							
Outbound Traffic Assignment		25.0%										
Outbound Traffic Volumes		38										
Project Traffic	0	38	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	46	0	0	37	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	56	2	3	46	1	1	0	1	1	0	3
Committed + 1.0% Growth	0	102	2	3	83	1	1	0	1	1	0	3
Max (Committed + 1.0% or Historic Growth)	1	106	4	6	83	2	1	0	1	1	0	3
Background Traffic Volumes	8	1,197	44	69	984	18	12	0	12	15	1	57
Project Traffic												
Inbound Traffic Assignment		28.0%	8.0%	2.0%								
Inbound Traffic Volumes		13	4	1								
Outbound Traffic Assignment					28.0%					8.0%		2.0%
Outbound Traffic Volumes					6					2		
Project Traffic	0	13	4	1	6	0	0	0	0	2	0	0
Total Traffic w/o RTOR	8	1,210	48	70	990	18	12	0	12	17	1	57
RTOR Reduction												
TOTAL TRAFFIC	8	1,210	48	70	990	18	12	0	12	17	1	57

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	3	861	7	10	1,059	1	7	0	7	16	0	14
Peak Season Volume	3	956	8	11	1,175	1	8	0	8	18	0	16
Growth Rate	1.88%	1.88%	1.88%	1.88%	1.88%	1.88%	0.00%	0.00%	0.00%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	93	1	1	115	0	0	0	0	0	0	0
Committed Developments												
Mayfair												
Inbound Traffic Assignment		25.0%										
Inbound Traffic Volumes		15										
Outbound Traffic Assignment					25.0%							
Outbound Traffic Volumes					41							
Project Traffic	0	15	0	0	41	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					41							
Outbound Traffic Assignment		25.0%										
Outbound Traffic Volumes		23										
Project Traffic	0	23	0	0	41	0	0	0	0	0	0	0
Total Committed Projects	0	38	0	0	82	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	49	0	1	60	0	0	0	0	1	0	1
Committed + 1.0% Growth	0	87	0	1	142	0	0	0	0	1	0	1
Max (Committed + 1.0% or Historic Growth)	0	93	1	1	142	0	0	0	0	1	0	1
Background Traffic Volumes	3	1,049	9	12	1,317	1	8	0	8	19	0	17
Project Traffic												
Inbound Traffic Assignment		28.0%	8.0%	2.0%								
Inbound Traffic Volumes		7	2									
Outbound Traffic Assignment					28.0%					8.0%		2.0%
Outbound Traffic Volumes					15					4		1
Project Traffic	0	7	2	0	15	0	0	0	0	4	0	1
Total Traffic w/o RTOR	3	1,056	11	12	1,332	1	8	0	8	23	0	18
RTOR Reduction												
TOTAL TRAFFIC	3	1,056	11	12	1,332	1	8	0	8	23	0	18

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 25TH STREET & FIRST BOULEVARD

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	0	934	112	69	829	0	0	0	0	26	0	32
Peak Season Volume	0	1,037	124	77	920	0	0	0	0	29	0	36
Growth Rate	1.88%	1.88%	1.88%	1.88%	1.88%	1.88%	0.00%	0.00%	0.00%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	101	12	8	90	0	0	0	0	1	0	1
Committed Developments												
Mayfair												
Inbound Traffic Assignment		25.0%										
Inbound Traffic Volumes		8										
Outbound Traffic Assignment					25.0%							
Outbound Traffic Volumes					26							
Project Traffic	0	8	0	0	26	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					11							
Outbound Traffic Assignment		25.0%										
Outbound Traffic Volumes		38										
Project Traffic	0	38	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	46	0	0	37	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	53	6	4	47	0	0	0	0	1	0	2
Committed + 1.0% Growth	0	99	6	4	84	0	0	0	0	1	0	2
Max (Committed + 1.0% or Historic Growth)	0	101	12	8	90	0	0	0	0	1	0	2
Background Traffic Volumes	0	1,138	136	85	1,010	0	0	0	0	30	0	38
Project Traffic												
Inbound Traffic Assignment		8.0%	20.0%	15.0%	2.0%							
Inbound Traffic Volumes		4	9	7	1							
Outbound Traffic Assignment		2.0%			8.0%					20.0%		15.0%
Outbound Traffic Volumes					2					4		3
Project Traffic	0	4	9	7	3	0	0	0	0	4	0	3
Total Traffic w/o RTOR	0	1,142	145	92	1,013	0	0	0	0	34	0	41
RTOR Reduction												
TOTAL TRAFFIC	0	1,142	145	92	1,013	0	0	0	0	34	0	41

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	1	852	29	22	993	0	0	0	0	59	0	58
Peak Season Volume	1	946	32	24	1,102	0	0	0	0	65	0	64
Growth Rate	1.88%	1.88%	1.88%	1.88%	1.88%	1.88%	0.00%	0.00%	0.00%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	92	3	2	108	0	0	0	0	2	0	2
Committed Developments												
Mayfair												
Inbound Traffic Assignment		25.0%										
Inbound Traffic Volumes		15										
Outbound Traffic Assignment					25.0%							
Outbound Traffic Volumes					41							
Project Traffic	0	15	0	0	41	0	0	0	0	0	0	0
Sedona												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					41							
Outbound Traffic Assignment		25.0%										
Outbound Traffic Volumes		23										
Project Traffic	0	23	0	0	41	0	0	0	0	0	0	0
Total Committed Projects	0	38	0	0	82	0	0	0	0	0	0	0
1.0% Traffic Volume Growth	0	48	2	1	56	0	0	0	0	3	0	3
Committed + 1.0% Growth	0	86	2	1	138	0	0	0	0	3	0	3
Max (Committed + 1.0% or Historic Growth)	0	92	3	2	138	0	0	0	0	3	0	3
Background Traffic Volumes	1	1,038	35	26	1,240	0	0	0	0	68	0	67
Project Traffic												
Inbound Traffic Assignment		8.0%	20.0%	15.0%	2.0%							
Inbound Traffic Volumes		2	5	4								
Outbound Traffic Assignment		2.0%			8.0%					20.0%		15.0%
Outbound Traffic Volumes		1			4					11		8
Project Traffic	0	3	5	4	4	0	0	0	0	11	0	8
Total Traffic w/o RTOR	1	1,041	40	30	1,244	0	0	0	0	79	0	75
RTOR Reduction												
TOTAL TRAFFIC	1	1,041	40	30	1,244	0	0	0	0	79	0	75

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 25TH STREET & NEBRASKA AVENUE

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	0	837	127	69	871	0	0	0	0	42	0	46
Peak Season Volume	0	929	141	77	967	0	0	0	0	47	0	51
Growth Rate	1.88%	1.88%	1.88%	1.88%	1.88%	1.88%	0.00%	0.00%	0.00%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	91	14	8	94	0	0	0	0	1	0	1
Committed Developments												
Mayfair												
Inbound Traffic Assignment			25.0%	25.0%								
Inbound Traffic Volumes			8	8								
Outbound Traffic Assignment										25.0%		25.0%
Outbound Traffic Volumes										26		26
Project Traffic	0	0	8	8	0	0	0	0	0	26	0	26
Sedona												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					11							
Outbound Traffic Assignment		25.0%										
Outbound Traffic Volumes		38										
Project Traffic	0	38	0	0	11	0	0	0	0	0	0	0
Total Committed Projects	0	38	8	8	11	0	0	0	0	26	0	26
1.0% Traffic Volume Growth	0	47	7	4	49	0	0	0	0	2	0	3
Committed + 1.0% Growth	0	85	15	12	60	0	0	0	0	28	0	29
Max (Committed + 1.0% or Historic Growth)	0	91	15	12	94	0	0	0	0	28	0	29
Background Traffic Volumes	0	1,020	156	89	1,061	0	0	0	0	75	0	80
Project Traffic												
Inbound Traffic Assignment			8.0%	10.0%	17.0%							
Inbound Traffic Volumes			4	5	8							
Outbound Traffic Assignment		17.0%								8.0%		10.0%
Outbound Traffic Volumes		4								2		2
Project Traffic	0	4	4	5	8	0	0	0	0	2	0	2
Total Traffic w/o RTOR	0	1,024	160	94	1,069	0	0	0	0	77	0	82
RTOR Reduction												
TOTAL TRAFFIC	0	1,024	160	94	1,069	0	0	0	0	77	0	82

PM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	0	847	51	57	926	0	0	0	0	93	0	90
Peak Season Volume	0	940	57	63	1,028	0	0	0	0	103	0	100
Growth Rate	1.88%	1.88%	1.88%	1.88%	1.88%	1.88%	0.00%	0.00%	0.00%	0.50%	0.50%	0.50%
Traffic Volume Growth	0	92	6	6	100	0	0	0	0	3	0	3
Committed Developments												
Mayfair												
Inbound Traffic Assignment			25.0%	25.0%								
Inbound Traffic Volumes			15	15								
Outbound Traffic Assignment										25.0%		25.0%
Outbound Traffic Volumes										41		41
Project Traffic	0	0	15	15	0	0	0	0	0	41	0	41
Sedona												
Inbound Traffic Assignment					25.0%							
Inbound Traffic Volumes					41							
Outbound Traffic Assignment		25.0%										
Outbound Traffic Volumes		23										
Project Traffic	0	23	0	0	41	0	0	0	0	0	0	0
Total Committed Projects	0	23	15	15	41	0	0	0	0	41	0	41
1.0% Traffic Volume Growth	0	48	3	3	52	0	0	0	0	5	0	5
Committed + 1.0% Growth	0	71	18	18	93	0	0	0	0	46	0	46
Max (Committed + 1.0% or Historic Growth)	0	92	18	18	100	0	0	0	0	46	0	46
Background Traffic Volumes	0	1,032	75	81	1,128	0	0	0	0	149	0	146
Project Traffic												
Inbound Traffic Assignment			8.0%	10.0%	17.0%							
Inbound Traffic Volumes			2	2	4							
Outbound Traffic Assignment		17.0%								8.0%		10.0%
Outbound Traffic Volumes		9								4		5
Project Traffic	0	9	2	2	4	0	0	0	0	4	0	5
Total Traffic w/o RTOR	0	1,041	77	83	1,132	0	0	0	0	153	0	151
RTOR Reduction												
TOTAL TRAFFIC	0	1,041	77	83	1,132	0	0	0	0	153	0	151

VOLUME DEVELOPMENT SHEET
LAWNWOOD MEDICAL
S 13TH STREET & NEBRASKA AVENUE

Peak Season =	1.11	1.11
Buildout Year =	2024	2024
Years =	5	5

AM Peak Hour

	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	61	234	5	0	262	65	53	0	64	0	0	0
Peak Season Volume	68	260	6	0	291	72	59	0	71	0	0	0
Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.50%	0.50%	0.50%	0.00%	0.00%	0.00%
Traffic Volume Growth	2	8	0	0	9	2	1	0	2	0	0	0
Committed Developments												
Mayfair												
Inbound Traffic Assignment	30.0%					20.0%						
Inbound Traffic Volumes	9					6						
Outbound Traffic Assignment							20.0%		30.0%			
Outbound Traffic Volumes							21		32			
Project Traffic	9	0	0	0	0	6	21	0	32	0	0	0
Sedona												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Projects	9	0	0	0	0	6	21	0	32	0	0	0
1.0% Traffic Volume Growth	3	13	0	0	15	4	3	0	4	0	0	0
Committed + 1.0% Growth	12	13	0	0	15	10	24	0	36	0	0	0
Max (Committed + 1.0% or Historic Growth)	12	13	0	0	15	10	24	0	36	0	0	0
Background Traffic Volumes	80	273	6	0	306	82	83	0	107	0	0	0
Project Traffic												
Inbound Traffic Assignment	2.0%					20.0%						
Inbound Traffic Volumes	1					9						
Outbound Traffic Assignment							20.0%		2.0%			
Outbound Traffic Volumes							4					
Project Traffic	1	0	0	0	0	9	4	0	0	0	0	0
Total Traffic w/o RTOR	81	273	6	0	306	91	87	0	107	0	0	0
RTOR Reduction												
TOTAL TRAFFIC	81	273	6	0	306	91	87	0	107	0	0	0

PM Peak Hour

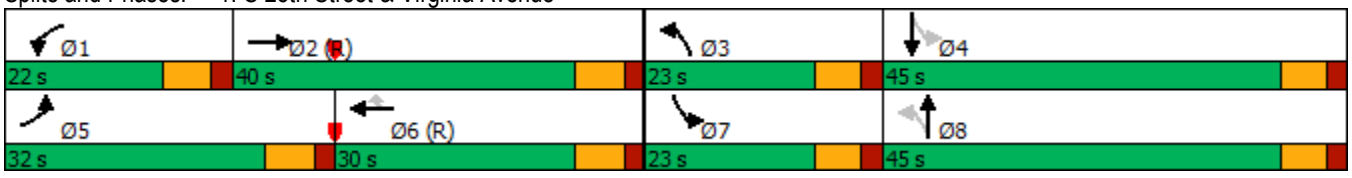
	Northbound			Southbound			Eastbound			Westbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Existing Volume on 10/22/2019	56	177	4	1	224	50	56	0	71	0	0	0
Peak Season Volume	62	196	4	1	249	56	62	0	79	0	0	0
Growth Rate	0.60%	0.60%	0.60%	0.60%	0.60%	0.60%	0.50%	0.50%	0.50%	0.00%	0.00%	0.00%
Traffic Volume Growth	2	6	0	0	8	2	2	0	2	0	0	0
Committed Developments												
Mayfair												
Inbound Traffic Assignment	30.0%					20.0%						
Inbound Traffic Volumes	17					12						
Outbound Traffic Assignment							20.0%		30.0%			
Outbound Traffic Volumes							33		50			
Project Traffic	17	0	0	0	0	12	33	0	50	0	0	0
Sedona												
Inbound Traffic Assignment												
Inbound Traffic Volumes												
Outbound Traffic Assignment												
Outbound Traffic Volumes												
Project Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Total Committed Projects	17	0	0	0	0	12	33	0	50	0	0	0
1.0% Traffic Volume Growth	3	10	0	0	13	3	3	0	4	0	0	0
Committed + 1.0% Growth	20	10	0	0	13	15	36	0	54	0	0	0
Max (Committed + 1.0% or Historic Growth)	20	10	0	0	13	15	36	0	54	0	0	0
Background Traffic Volumes	82	206	4	1	262	71	98	0	133	0	0	0
Project Traffic												
Inbound Traffic Assignment	2.0%					20.0%						
Inbound Traffic Volumes						5						
Outbound Traffic Assignment							20.0%		2.0%			
Outbound Traffic Volumes							11		1			
Project Traffic	0	0	0	0	0	5	11	0	1	0	0	0
Total Traffic w/o RTOR	82	206	4	1	262	76	109	0	134	0	0	0
RTOR Reduction												
TOTAL TRAFFIC	82	206	4	1	262	76	109	0	134	0	0	0

APPENDIX F: SYNCHRO OUTPUT SHEETS

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	245	647	125	480	229	174	842	192	585
Future Volume (vph)	245	647	125	480	229	174	842	192	585
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	32.0	40.0	22.0	30.0	30.0	23.0	45.0	23.0	45.0
Total Split (%)	24.6%	30.8%	16.9%	23.1%	23.1%	17.7%	34.6%	17.7%	34.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	22.6	34.9	13.5	25.8	25.8	53.7	40.5	55.9	41.6
Actuated g/C Ratio	0.17	0.27	0.10	0.20	0.20	0.41	0.31	0.43	0.32
v/c Ratio	0.84	0.56	0.72	0.50	0.48	0.61	0.95	0.80	0.67
Control Delay	75.1	42.3	85.5	60.3	23.9	29.7	61.0	54.2	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	42.3	85.5	60.3	23.9	29.7	61.0	54.2	41.2
LOS	E	D	F	E	C	C	E	D	D
Approach Delay		50.6		54.1			56.3		43.9
Approach LOS		D		D			E		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 82 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 51.5	Intersection LOS: D
Intersection Capacity Utilization 83.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue

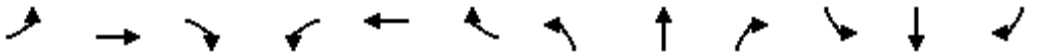




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	258	759	132	505	241	183	1034	202	748
v/c Ratio	0.84	0.56	0.72	0.50	0.48	0.61	0.95	0.80	0.67
Control Delay	75.1	42.3	85.5	60.3	23.9	29.7	61.0	54.2	41.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.1	42.3	85.5	60.3	23.9	29.7	61.0	54.2	41.2
Queue Length 50th (ft)	209	201	117	119	0	89	450	113	280
Queue Length 95th (ft)	#325	247	#187	196	147	138	#608	#224	364
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	343	1355	206	1010	507	346	1089	280	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.56	0.64	0.50	0.48	0.53	0.95	0.72	0.67

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	647	74	125	480	229	174	842	141	192	585	125
Future Volume (veh/h)	245	647	74	125	480	229	174	842	141	192	585	125
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	681	78	132	505	241	183	886	148	202	616	132
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	1464	166	157	1241	385	294	900	150	229	883	189
Arrive On Green	0.16	0.31	0.31	0.09	0.24	0.24	0.09	0.30	0.30	0.10	0.30	0.30
Sat Flow, veh/h	1781	4651	528	1781	5106	1585	1781	3047	509	1781	2912	623
Grp Volume(v), veh/h	258	497	262	132	505	241	183	517	517	202	375	373
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1585	1781	1777	1779	1781	1777	1758
Q Serve(g_s), s	18.5	15.2	15.4	9.5	10.8	17.6	9.2	37.6	37.6	10.2	24.3	24.4
Cycle Q Clear(g_c), s	18.5	15.2	15.4	9.5	10.8	17.6	9.2	37.6	37.6	10.2	24.3	24.4
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.29	1.00		0.35
Lane Grp Cap(c), veh/h	285	1071	559	157	1241	385	294	525	525	229	539	533
V/C Ratio(X)	0.90	0.46	0.47	0.84	0.41	0.63	0.62	0.98	0.98	0.88	0.70	0.70
Avail Cap(c_a), veh/h	345	1071	559	208	1241	385	363	525	525	284	539	533
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	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	35.7	35.8	58.3	41.3	43.9	30.4	45.5	45.5	33.2	40.0	40.1
Incr Delay (d2), s/veh	23.4	1.4	2.8	19.2	1.0	7.2	2.2	35.2	35.2	22.8	7.3	7.4
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(50%),veh/ln	10.1	6.6	7.2	5.1	4.7	7.7	4.1	21.5	21.6	5.8	11.7	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	37.2	38.6	77.6	42.3	51.1	32.6	80.7	80.7	56.0	47.3	47.5
LnGrp LOS	E	D	D	E	D	D	C	F	F	E	D	D
Approach Vol, veh/h		1017			878			1217			950	
Approach Delay, s/veh		47.7			50.0			73.4			49.2	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	47.7	18.0	46.0	27.6	38.4	19.0	45.0
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	15.2	33.2	* 16	* 38	25.2	23.2	* 16	* 38
Max Q Clear Time (g_c+I1), s	11.5	17.4	11.2	26.4	20.5	19.6	12.2	39.6
Green Ext Time (p_c), s	0.1	4.5	0.2	3.8	0.3	1.5	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.3
HCM 6th LOS	E

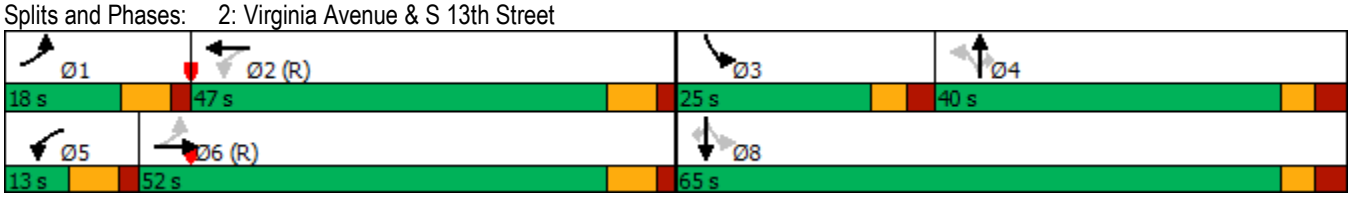
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	101	692	4	672	16	43	8	192	44	102
Future Volume (vph)	101	692	4	672	16	43	8	192	44	102
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.6	24.6	24.6	11.2	24.6	24.6
Total Split (s)	18.0	52.0	13.0	47.0	40.0	40.0	40.0	25.0	65.0	65.0
Total Split (%)	13.8%	40.0%	10.0%	36.2%	30.8%	30.8%	30.8%	19.2%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.2	3.2	3.2	2.8	3.2	3.2
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)	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.2	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	86.9	84.7	77.7	72.1	8.8	8.8	8.8	29.7	29.3	29.3
Actuated g/C Ratio	0.67	0.65	0.60	0.55	0.07	0.07	0.07	0.23	0.23	0.23
v/c Ratio	0.27	0.22	0.01	0.33	0.19	0.36	0.03	0.66	0.11	0.24
Control Delay	8.3	7.1	9.8	16.4	60.9	65.2	0.2	53.1	36.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	7.1	9.8	16.4	60.9	65.2	0.2	53.1	36.9	7.8
LOS	A	A	A	B	E	E	A	D	D	A
Approach Delay		7.2		16.4		56.7			37.4	
Approach LOS		A		B		E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 30 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 17.6	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Virginia Avenue & S 13th Street

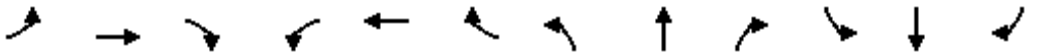




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	106	737	4	906	17	45	8	202	46	107
v/c Ratio	0.27	0.22	0.01	0.33	0.19	0.36	0.03	0.66	0.11	0.24
Control Delay	8.3	7.1	9.8	16.4	60.9	65.2	0.2	53.1	36.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	7.1	9.8	16.4	60.9	65.2	0.2	53.1	36.9	7.8
Queue Length 50th (ft)	20	55	1	146	14	37	0	143	30	0
Queue Length 95th (ft)	m35	m91	6	197	39	76	0	212	61	44
Internal Link Dist (ft)		4135		534		238			2366	
Turn Bay Length (ft)	200		200		50		25	175		25
Base Capacity (vph)	423	3308	456	2751	347	478	511	324	836	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.22	0.01	0.33	0.05	0.09	0.02	0.62	0.06	0.14

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	692	9	4	672	189	16	43	8	192	44	102
Future Volume (veh/h)	101	692	9	4	672	189	16	43	8	192	44	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	728	9	4	707	199	17	45	8	202	46	107
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	3211	40	465	2318	644	122	101	85	311	415	352
Arrive On Green	0.04	0.62	0.62	0.01	0.58	0.58	0.05	0.05	0.05	0.12	0.22	0.22
Sat Flow, veh/h	1781	5199	64	1781	3972	1103	1234	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	106	476	261	4	605	301	17	45	8	202	46	107
Grp Sat Flow(s),veh/h/ln	1781	1702	1859	1781	1702	1672	1234	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.1	8.1	8.1	0.1	11.7	11.9	1.7	3.0	0.6	13.5	2.6	7.3
Cycle Q Clear(g_c), s	3.1	8.1	8.1	0.1	11.7	11.9	1.7	3.0	0.6	13.5	2.6	7.3
Prop In Lane	1.00		0.03	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	428	2102	1148	465	1987	976	122	101	85	311	415	352
V/C Ratio(X)	0.25	0.23	0.23	0.01	0.30	0.31	0.14	0.45	0.09	0.65	0.11	0.30
Avail Cap(c_a), veh/h	512	2102	1148	541	1987	976	372	481	407	354	840	712
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)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	11.1	11.1	11.1	13.7	13.8	59.0	59.6	58.5	48.3	40.4	42.2
Incr Delay (d2), s/veh	0.2	0.2	0.3	0.0	0.4	0.8	0.5	3.1	0.5	3.4	0.1	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(50%),veh/ln	1.2	3.1	3.4	0.0	4.6	4.7	0.6	1.5	0.3	6.3	1.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	11.2	11.4	11.1	14.1	14.6	59.5	62.7	59.0	51.7	40.5	42.7
LnGrp LOS	B	B	B	B	B	B	E	E	E	D	D	D
Approach Vol, veh/h		843			910			70			355	
Approach Delay, s/veh		11.2			14.2			61.5			47.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	82.7	21.8	13.6	7.5	87.1		35.4				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	40.2	* 19	* 33	6.2	45.2		* 58				
Max Q Clear Time (g_c+I1), s	5.1	13.9	15.5	5.0	2.1	10.1		9.3				
Green Ext Time (p_c), s	0.1	6.8	0.2	0.3	0.0	5.5		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

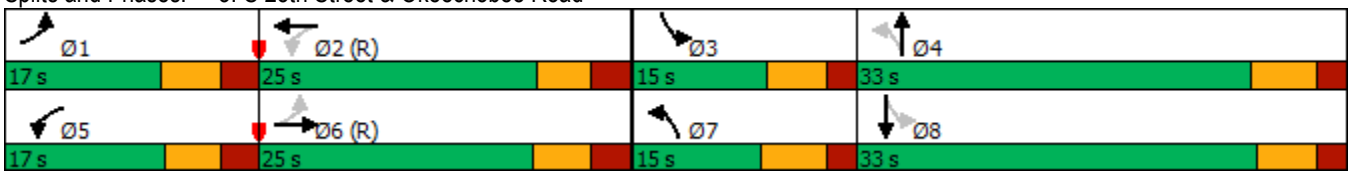
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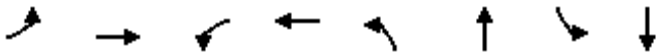
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	159	434	121	274	118	638	44	794
Future Volume (vph)	159	434	121	274	118	638	44	794
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)	10.4	12.0	10.7	12.0	8.6	12.0	9.0	12.0
Minimum Split (s)	17.0	24.7	17.0	24.7	15.0	24.5	15.0	24.1
Total Split (s)	17.0	25.0	17.0	25.0	15.0	33.0	15.0	33.0
Total Split (%)	18.9%	27.8%	18.9%	27.8%	16.7%	36.7%	16.7%	36.7%
Yellow Time (s)	4.0	4.0	3.7	3.7	4.4	4.4	4.0	4.0
All-Red Time (s)	2.6	2.7	2.6	2.7	2.0	2.1	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.3	6.4	6.4	6.5	6.0	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	28.9	18.4	29.5	18.7	37.7	32.4	35.9	26.8
Actuated g/C Ratio	0.32	0.20	0.33	0.21	0.42	0.36	0.40	0.30
v/c Ratio	0.41	0.80	0.42	0.42	0.51	0.69	0.15	0.93
Control Delay	22.0	41.7	22.5	32.4	23.7	28.6	14.7	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	41.7	22.5	32.4	23.7	28.6	14.7	46.3
LOS	C	D	C	C	C	C	B	D
Approach Delay		37.3		29.5		28.0		44.9
Approach LOS		D		C		C		D

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 59 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 35.7	Intersection LOS: D
Intersection Capacity Utilization 79.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: S 25th Street & Okeechobee Road

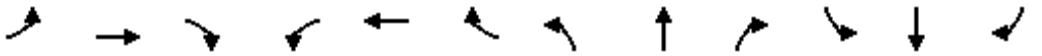




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	167	580	127	305	124	874	46	974
v/c Ratio	0.41	0.80	0.42	0.42	0.51	0.69	0.15	0.93
Control Delay	22.0	41.7	22.5	32.4	23.7	28.6	14.7	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	41.7	22.5	32.4	23.7	28.6	14.7	46.3
Queue Length 50th (ft)	62	156	46	77	39	233	14	276
Queue Length 95th (ft)	108	#234	84	117	80	#333	33	#402
Internal Link Dist (ft)		225		574		1261		690
Turn Bay Length (ft)	225		200		225		200	
Base Capacity (vph)	409	725	305	732	243	1259	298	1050
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.80	0.42	0.42	0.51	0.69	0.15	0.93

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	434	117	121	274	16	118	638	192	44	794	131
Future Volume (veh/h)	159	434	117	121	274	16	118	638	192	44	794	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	167	457	123	127	288	17	124	672	202	46	836	138
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	588	157	329	713	42	259	868	261	263	900	149
Arrive On Green	0.11	0.21	0.21	0.11	0.21	0.21	0.09	0.32	0.32	0.07	0.29	0.29
Sat Flow, veh/h	1781	2773	741	1781	3411	200	1781	2693	809	1781	3053	504
Grp Volume(v), veh/h	167	292	288	127	149	156	124	443	431	46	487	487
Grp Sat Flow(s),veh/h/ln	1781	1777	1737	1781	1777	1834	1781	1777	1725	1781	1777	1780
Q Serve(g_s), s	6.3	13.9	14.1	4.7	6.5	6.6	4.1	20.3	20.3	1.5	23.9	23.9
Cycle Q Clear(g_c), s	6.3	13.9	14.1	4.7	6.5	6.6	4.1	20.3	20.3	1.5	23.9	23.9
Prop In Lane	1.00		0.43	1.00		0.11	1.00		0.47	1.00		0.28
Lane Grp Cap(c), veh/h	428	377	369	329	371	383	259	572	556	263	524	525
V/C Ratio(X)	0.39	0.77	0.78	0.39	0.40	0.41	0.48	0.77	0.77	0.17	0.93	0.93
Avail Cap(c_a), veh/h	432	377	369	338	371	383	267	572	556	319	531	532
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	1.00	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	23.1	33.4	33.5	23.5	30.7	30.8	22.0	27.5	27.6	20.6	30.8	30.8
Incr Delay (d2), s/veh	0.6	14.3	15.2	0.7	3.2	3.2	1.4	6.6	6.8	0.3	22.8	22.7
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(50%),veh/ln	2.6	7.4	7.4	2.0	3.1	3.2	1.8	9.4	9.1	0.6	13.2	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.6	47.7	48.7	24.2	34.0	33.9	23.3	34.1	34.3	21.0	53.6	53.6
LnGrp LOS	C	D	D	C	C	C	C	C	C	C	D	D
Approach Vol, veh/h		747			432			998			1020	
Approach Delay, s/veh		42.7			31.1			32.9			52.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	25.5	12.2	35.5	16.6	25.8	14.6	33.0
Change Period (Y+Rc), s	6.6	* 6.7	6.0	6.5	* 6.3	* 6.7	6.4	* 6.5
Max Green Setting (Gmax), s	10.4	* 19	9.0	26.5	* 11	* 18	8.6	* 27
Max Q Clear Time (g_c+I1), s	8.3	8.6	3.5	22.3	6.7	16.1	6.1	25.9
Green Ext Time (p_c), s	0.1	1.2	0.0	2.1	0.1	0.8	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	54	1091	40	63	901
Future Vol, veh/h	14	54	1091	40	63	901
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	57	1148	42	66	948

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1775	595	0	0	1190	0
Stage 1	1169	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	74	447	-	-	582	-
Stage 1	258	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	66	447	-	-	582	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	450	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	340	582	-
HCM Lane V/C Ratio	-	-	0.211	0.114	-
HCM Control Delay (s)	-	-	18.4	12	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.4	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	29	36	1037	124	77	920
Future Vol, veh/h	29	36	1037	124	77	920
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	38	1092	131	81	968

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1804	612	0	0	1223	0
Stage 1	1158	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	71	436	-	-	566	-
Stage 1	261	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	61	436	-	-	566	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	415	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	172	436	566	-
HCM Lane V/C Ratio	-	-	0.177	0.087	0.143	-
HCM Control Delay (s)	-	-	30.4	14	12.4	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.3	0.5	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	51	929	141	77	967
Future Vol, veh/h	47	51	929	141	77	967
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	54	978	148	81	1018

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1723	563	0	0	1126	0
Stage 1	1052	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	80	470	-	-	616	-
Stage 1	297	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	70	470	-	-	616	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	297	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	188	470	616	-
HCM Lane V/C Ratio	-	-	0.263	0.114	0.132	-
HCM Control Delay (s)	-	-	30.9	13.6	11.7	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	1	0.4	0.5	-

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	59	0	71	0	0	0	68	260	6	0	291	72
Future Vol, veh/h	59	0	71	0	0	0	68	260	6	0	291	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	110	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	0	75	0	0	0	72	274	6	0	306	76

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	727	730	306		382	0	0	-	-	0
Stage 1	306	306	-		-	-	-	-	-	-
Stage 2	421	424	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	-	-	-
Pot Cap-1 Maneuver	391	349	734		1176	-	-	0	-	-
Stage 1	747	662	-		-	-	-	0	-	-
Stage 2	662	587	-		-	-	-	0	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	367	0	734		1176	-	-	-	-	-
Mov Cap-2 Maneuver	367	0	-		-	-	-	-	-	-
Stage 1	701	0	-		-	-	-	-	-	-
Stage 2	662	0	-		-	-	-	-	-	-

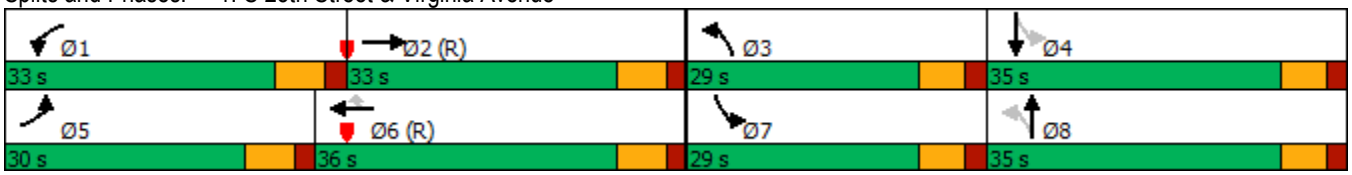
Approach	EB	NB	SB
HCM Control Delay, s	13.4	1.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1176	-	-	367	734	-	-
HCM Lane V/C Ratio	0.061	-	-	0.169	0.102	-	-
HCM Control Delay (s)	8.3	-	-	16.8	10.5	-	-
HCM Lane LOS	A	-	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.3	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	169	664	268	800	216	171	557	259	785
Future Volume (vph)	169	664	268	800	216	171	557	259	785
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	30.0	33.0	33.0	36.0	36.0	29.0	35.0	29.0	35.0
Total Split (%)	23.1%	25.4%	25.4%	27.7%	27.7%	22.3%	26.9%	22.3%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	18.0	28.4	24.0	34.4	34.4	46.5	31.9	55.1	36.3
Actuated g/C Ratio	0.14	0.22	0.18	0.26	0.26	0.36	0.25	0.42	0.28
v/c Ratio	0.73	0.75	0.86	0.63	0.39	0.71	0.80	0.82	1.03
Control Delay	70.5	51.3	92.5	36.0	4.2	44.8	53.7	48.6	83.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	51.3	92.5	36.0	4.2	44.8	53.7	48.6	83.1
LOS	E	D	F	D	A	D	D	D	F
Approach Delay		54.7		42.5			51.9		75.7
Approach LOS		D		D			D		E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay: 56.5	Intersection LOS: E
Intersection Capacity Utilization 89.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue



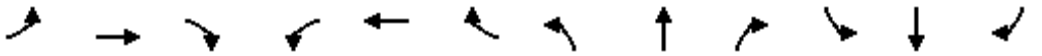


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	178	822	282	842	227	180	688	273	1007
v/c Ratio	0.73	0.75	0.86	0.63	0.39	0.71	0.80	0.82	1.03
Control Delay	70.5	51.3	92.5	36.0	4.2	44.8	53.7	48.6	83.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	51.3	92.5	36.0	4.2	44.8	53.7	48.6	83.1
Queue Length 50th (ft)	145	237	247	135	0	97	285	150	~466
Queue Length 95th (ft)	217	289	#369	172	30	171	#401	#268	#687
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	315	1103	356	1347	586	361	860	376	973
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.75	0.79	0.63	0.39	0.50	0.80	0.73	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	664	117	268	800	216	171	557	97	259	785	172
Future Volume (veh/h)	169	664	117	268	800	216	171	557	97	259	785	172
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	178	699	123	282	842	227	180	586	102	273	826	181
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1198	208	309	1692	525	226	639	111	313	727	159
Arrive On Green	0.12	0.27	0.27	0.17	0.33	0.33	0.10	0.21	0.21	0.14	0.25	0.25
Sat Flow, veh/h	1781	4376	762	1781	5106	1585	1781	3027	526	1781	2898	635
Grp Volume(v), veh/h	178	542	280	282	842	227	180	343	345	273	506	501
Grp Sat Flow(s),veh/h/ln	1781	1702	1733	1781	1702	1585	1781	1777	1776	1781	1777	1756
Q Serve(g_s), s	12.8	17.9	18.2	20.2	17.2	14.5	10.1	24.6	24.7	15.3	32.6	32.6
Cycle Q Clear(g_c), s	12.8	17.9	18.2	20.2	17.2	14.5	10.1	24.6	24.7	15.3	32.6	32.6
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.30	1.00		0.36
Lane Grp Cap(c), veh/h	206	932	474	309	1692	525	226	375	375	313	446	441
V/C Ratio(X)	0.86	0.58	0.59	0.91	0.50	0.43	0.80	0.92	0.92	0.87	1.14	1.14
Avail Cap(c_a), veh/h	318	932	474	359	1692	525	362	388	388	378	446	441
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	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.5	40.8	40.9	52.8	34.8	33.9	37.6	50.1	50.2	35.2	48.7	48.7
Incr Delay (d2), s/veh	14.0	2.6	5.3	23.8	1.0	2.4	6.3	25.5	26.2	17.1	85.1	85.4
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(50%),veh/ln	6.5	7.9	8.5	11.1	7.3	6.0	4.8	13.5	13.7	8.1	24.9	24.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.5	43.4	46.2	76.6	35.8	36.3	43.9	75.6	76.4	52.3	133.8	134.1
LnGrp LOS	E	D	D	E	D	D	D	E	E	D	F	F
Approach Vol, veh/h		1000			1351			868			1280	
Approach Delay, s/veh		49.0			44.4			69.4			116.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.3	42.4	19.0	39.2	21.8	49.9	24.2	34.0
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	26.2	26.2	* 22	* 28	23.2	29.2	* 22	* 28
Max Q Clear Time (g_c+I1), s	22.2	20.2	12.1	34.6	14.8	19.2	17.3	26.7
Green Ext Time (p_c), s	0.3	2.7	0.3	0.0	0.3	4.7	0.4	0.7

Intersection Summary	
HCM 6th Ctrl Delay	70.8
HCM 6th LOS	E

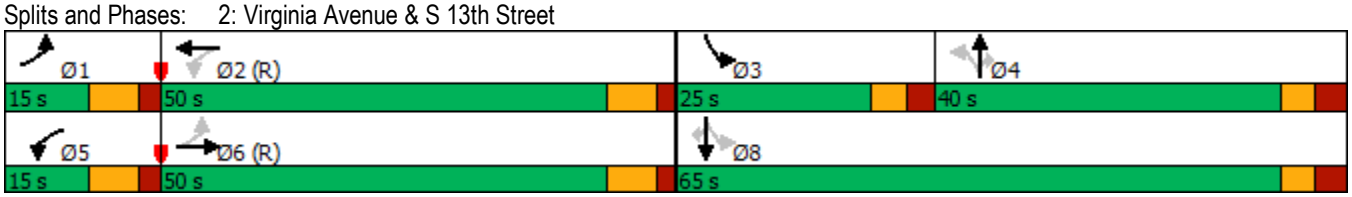
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	70	889	18	890	6	20	6	234	46	110
Future Volume (vph)	70	889	18	890	6	20	6	234	46	110
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.6	24.6	24.6	11.2	24.6	24.6
Total Split (s)	15.0	50.0	15.0	50.0	40.0	40.0	40.0	25.0	65.0	65.0
Total Split (%)	11.5%	38.5%	11.5%	38.5%	30.8%	30.8%	30.8%	19.2%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.2	3.2	3.2	2.8	3.2	3.2
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)	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.2	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	88.3	84.8	83.3	78.4	7.6	7.6	7.6	26.9	26.5	26.5
Actuated g/C Ratio	0.68	0.65	0.64	0.60	0.06	0.06	0.06	0.21	0.20	0.20
v/c Ratio	0.22	0.29	0.05	0.37	0.07	0.19	0.03	0.84	0.13	0.28
Control Delay	18.5	21.4	8.8	15.0	59.0	62.2	0.2	71.0	39.7	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	21.4	8.8	15.0	59.0	62.2	0.2	71.0	39.7	8.3
LOS	B	C	A	B	E	E	A	E	D	A
Approach Delay		21.2		14.9		50.4			49.6	
Approach LOS		C		B		D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 23.3	Intersection LOS: C
Intersection Capacity Utilization 61.8%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Virginia Avenue & S 13th Street



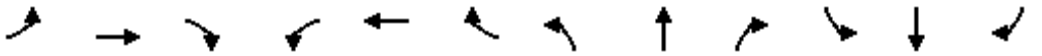


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	74	948	19	1125	6	21	6	246	48	116
v/c Ratio	0.22	0.29	0.05	0.37	0.07	0.19	0.03	0.84	0.13	0.28
Control Delay	18.5	21.4	8.8	15.0	59.0	62.2	0.2	71.0	39.7	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	21.4	8.8	15.0	59.0	62.2	0.2	71.0	39.7	8.3
Queue Length 50th (ft)	36	178	5	191	5	17	0	182	31	0
Queue Length 95th (ft)	m56	267	15	243	20	45	0	#273	64	47
Internal Link Dist (ft)		4135		534		238			2366	
Turn Bay Length (ft)	200		200		50		25	175		25
Base Capacity (vph)	342	3310	421	3004	398	478	511	301	836	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.29	0.05	0.37	0.02	0.04	0.01	0.82	0.06	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	889	11	18	890	179	6	20	6	234	46	110
Future Volume (veh/h)	70	889	11	18	890	179	6	20	6	234	46	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	936	12	19	937	188	6	21	6	246	48	116
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	3024	39	379	2413	482	121	101	85	368	455	386
Arrive On Green	0.04	0.58	0.58	0.02	0.57	0.57	0.05	0.05	0.05	0.14	0.24	0.24
Sat Flow, veh/h	1781	5196	67	1781	4268	853	1222	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	74	613	335	19	747	378	6	21	6	246	48	116
Grp Sat Flow(s),veh/h/ln	1781	1702	1858	1781	1702	1717	1222	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.2	11.9	11.9	0.6	15.9	16.0	0.6	1.4	0.5	16.4	2.6	7.8
Cycle Q Clear(g_c), s	2.2	11.9	11.9	0.6	15.9	16.0	0.6	1.4	0.5	16.4	2.6	7.8
Prop In Lane	1.00		0.04	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	341	1981	1082	379	1924	971	121	101	85	368	455	386
V/C Ratio(X)	0.22	0.31	0.31	0.05	0.39	0.39	0.05	0.21	0.07	0.67	0.11	0.30
Avail Cap(c_a), veh/h	389	1981	1082	458	1924	971	369	481	407	373	840	712
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)	0.56	0.56	0.56	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	13.8	13.9	11.7	15.7	15.8	58.5	58.9	58.4	47.0	38.2	40.1
Incr Delay (d2), s/veh	0.2	0.2	0.4	0.1	0.6	1.2	0.2	1.0	0.3	4.5	0.1	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(50%),veh/ln	0.9	4.6	5.1	0.2	6.3	6.5	0.2	0.7	0.2	7.8	1.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.1	14.1	14.3	11.8	16.3	16.9	58.6	59.9	58.8	51.5	38.3	40.6
LnGrp LOS	B	B	B	B	B	B	E	E	E	D	D	D
Approach Vol, veh/h		1022			1144			33			410	
Approach Delay, s/veh		14.0			16.4			59.4			46.8	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	80.3	24.7	13.6	9.3	82.5		38.3				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	8.2	43.2	* 19	* 33	8.2	43.2		* 58				
Max Q Clear Time (g_c+I1), s	4.2	18.0	18.4	3.4	2.6	13.9		9.8				
Green Ext Time (p_c), s	0.0	8.7	0.0	0.1	0.0	7.2		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		20.8	
HCM 6th LOS		C	

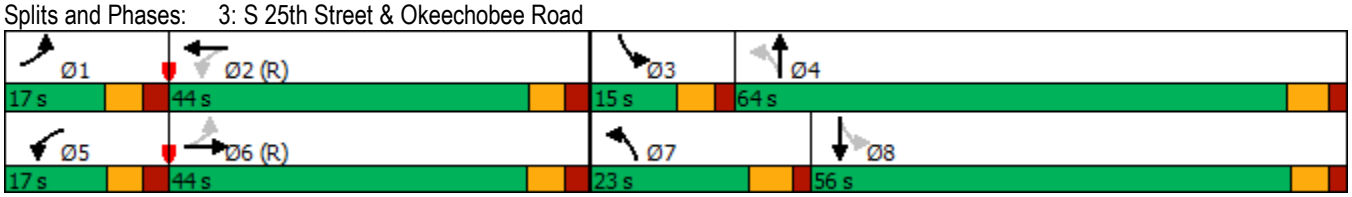
Notes

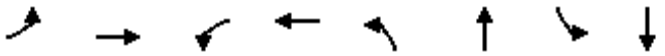
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	185	396	154	444	140	709	46	823
Future Volume (vph)	185	396	154	444	140	709	46	823
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)	10.4	12.0	10.7	12.0	8.6	12.0	9.0	12.0
Minimum Split (s)	17.0	24.7	17.0	24.7	15.0	24.5	15.0	24.1
Total Split (s)	17.0	44.0	17.0	44.0	23.0	64.0	15.0	56.0
Total Split (%)	12.1%	31.4%	12.1%	31.4%	16.4%	45.7%	10.7%	40.0%
Yellow Time (s)	4.0	4.0	3.7	3.7	4.4	4.4	4.0	4.0
All-Red Time (s)	2.6	2.7	2.6	2.7	2.0	2.1	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.3	6.4	6.4	6.5	6.0	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	54.1	42.3	53.7	42.1	65.8	54.7	56.5	47.4
Actuated g/C Ratio	0.39	0.30	0.38	0.30	0.47	0.39	0.40	0.34
v/c Ratio	0.56	0.52	0.50	0.45	0.66	0.67	0.20	0.87
Control Delay	35.7	41.4	33.0	42.3	42.2	37.1	20.4	51.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	41.4	33.0	42.3	42.2	37.1	20.4	51.7
LOS	D	D	C	D	D	D	C	D
Approach Delay		39.9		39.9		37.8		50.3
Approach LOS		D		D		D		D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 49 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 42.5	Intersection LOS: D
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	

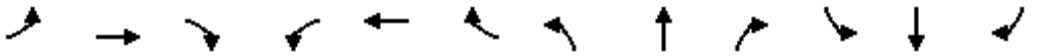
Splits and Phases: 3: S 25th Street & Okeechobee Road





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	195	548	162	482	147	914	48	1029
v/c Ratio	0.56	0.52	0.50	0.45	0.66	0.67	0.20	0.87
Control Delay	35.7	41.4	33.0	42.3	42.2	37.1	20.4	51.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.7	41.4	33.0	42.3	42.2	37.1	20.4	51.7
Queue Length 50th (ft)	115	215	94	195	77	355	22	445
Queue Length 95th (ft)	184	280	154	253	145	412	43	533
Internal Link Dist (ft)		225		574		1261		690
Turn Bay Length (ft)	225		200		225		200	
Base Capacity (vph)	348	1052	325	1061	260	1426	237	1246
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.52	0.50	0.45	0.57	0.64	0.20	0.83

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	396	124	154	444	14	140	709	160	46	823	155
Future Volume (veh/h)	185	396	124	154	444	14	140	709	160	46	823	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	195	417	131	162	467	15	147	746	168	48	866	163
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	922	287	379	1214	39	202	984	222	216	964	181
Arrive On Green	0.07	0.35	0.35	0.08	0.35	0.35	0.07	0.34	0.34	0.05	0.32	0.32
Sat Flow, veh/h	1781	2668	830	1781	3514	113	1781	2882	649	1781	2984	562
Grp Volume(v), veh/h	195	276	272	162	236	246	147	460	454	48	516	513
Grp Sat Flow(s),veh/h/ln	1781	1777	1721	1781	1777	1850	1781	1777	1754	1781	1777	1769
Q Serve(g_s), s	10.0	16.9	17.2	8.1	14.0	14.1	7.6	32.2	32.2	2.4	38.7	38.8
Cycle Q Clear(g_c), s	10.0	16.9	17.2	8.1	14.0	14.1	7.6	32.2	32.2	2.4	38.7	38.8
Prop In Lane	1.00		0.48	1.00		0.06	1.00		0.37	1.00		0.32
Lane Grp Cap(c), veh/h	408	614	595	379	614	639	202	607	599	216	574	571
V/C Ratio(X)	0.48	0.45	0.46	0.43	0.38	0.39	0.73	0.76	0.76	0.22	0.90	0.90
Avail Cap(c_a), veh/h	408	614	595	379	614	639	288	730	720	234	633	631
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	1.00	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	27.4	35.5	35.6	27.0	34.6	34.6	34.9	40.9	41.0	31.3	45.2	45.2
Incr Delay (d2), s/veh	0.9	2.4	2.5	0.8	1.8	1.8	5.4	3.8	3.8	0.5	14.8	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(50%),veh/ln	4.4	7.8	7.7	3.6	6.4	6.7	3.6	14.7	14.5	1.1	19.4	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	37.9	38.1	27.8	36.4	36.3	40.2	44.7	44.8	31.8	60.0	60.1
LnGrp LOS	C	D	D	C	D	D	D	D	D	C	E	E
Approach Vol, veh/h		743			644			1061			1077	
Approach Delay, s/veh		35.4			34.2			44.1			58.8	
Approach LOS		D			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	55.1	13.6	54.3	17.0	55.1	16.2	51.7
Change Period (Y+Rc), s	6.6	* 6.7	6.0	6.5	* 6.3	* 6.7	6.4	* 6.5
Max Green Setting (Gmax), s	10.4	* 38	9.0	57.5	* 11	* 37	16.6	* 50
Max Q Clear Time (g_c+I1), s	12.0	16.1	4.4	34.2	10.1	19.2	9.6	40.8
Green Ext Time (p_c), s	0.0	2.8	0.0	6.4	0.0	3.2	0.2	4.5

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	16	956	8	11	1175
Future Vol, veh/h	18	16	956	8	11	1175
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	17	1006	8	12	1237

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1653	507	0	0	1014	0
Stage 1	1010	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	89	511	-	-	680	-
Stage 1	313	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	87	511	-	-	680	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	313	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	291	680	-
HCM Lane V/C Ratio	-	-	0.123	0.017	-
HCM Control Delay (s)	-	-	19.1	10.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	64	946	32	24	1102
Future Vol, veh/h	65	64	946	32	24	1102
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	67	996	34	25	1160

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1643	515	0	0	1030	0
Stage 1	1013	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	91	505	-	-	670	-
Stage 1	312	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	505	-	-	670	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	210	505	670	-
HCM Lane V/C Ratio	-	-	0.326	0.133	0.038	-
HCM Control Delay (s)	-	-	30.2	13.2	10.6	-
HCM Lane LOS	-	-	D	B	B	-
HCM 95th %tile Q(veh)	-	-	1.3	0.5	0.1	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	103	100	940	57	63	1028
Future Vol, veh/h	103	100	940	57	63	1028
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	105	989	60	66	1082

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1692	525	0	0	1049	0
Stage 1	1019	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 84	497	-	-	659	-
Stage 1	309	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 76	497	-	-	659	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.3	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	196	497	659	-
HCM Lane V/C Ratio	-	-	0.553	0.212	0.101	-
HCM Control Delay (s)	-	-	44	14.2	11.1	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	2.9	0.8	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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	62	0	79	0	0	0	62	196	4	1	249	56
Future Vol, veh/h	62	0	79	0	0	0	62	196	4	1	249	56
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	110	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	65	0	83	0	0	0	65	206	4	1	262	59

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	602	604	262			321	0	0	210	0	0
Stage 1	264	264	-			-	-	-	-	-	-
Stage 2	338	340	-			-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22			4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-			-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318			2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	463	412	777			1239	-	-	1361	-	-
Stage 1	780	690	-			-	-	-	-	-	-
Stage 2	722	639	-			-	-	-	-	-	-
Platoon blocked, %							-	-		-	-
Mov Cap-1 Maneuver	438	0	777			1239	-	-	1361	-	-
Mov Cap-2 Maneuver	438	0	-			-	-	-	-	-	-
Stage 1	739	0	-			-	-	-	-	-	-
Stage 2	721	0	-			-	-	-	-	-	-

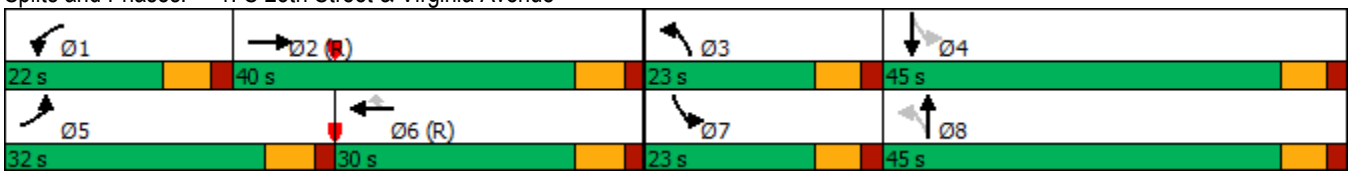
Approach	EB	NB	SB
HCM Control Delay, s	12.2	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1239	-	-	438	777	1361	-	-
HCM Lane V/C Ratio	0.053	-	-	0.149	0.107	0.001	-	-
HCM Control Delay (s)	8.1	-	-	14.7	10.2	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.4	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	257	682	132	504	241	189	923	211	642
Future Volume (vph)	257	682	132	504	241	189	923	211	642
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	32.0	40.0	22.0	30.0	30.0	23.0	45.0	23.0	45.0
Total Split (%)	24.6%	30.8%	16.9%	23.1%	23.1%	17.7%	34.6%	17.7%	34.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	23.1	34.6	13.8	25.3	25.3	53.6	39.8	56.0	41.0
Actuated g/C Ratio	0.18	0.27	0.11	0.19	0.19	0.41	0.31	0.43	0.32
v/c Ratio	0.86	0.60	0.74	0.54	0.50	0.70	1.06	0.85	0.74
Control Delay	77.0	43.3	86.8	62.9	25.3	36.2	87.0	60.2	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	43.3	86.8	62.9	25.3	36.2	87.0	60.2	44.2
LOS	E	D	F	E	C	D	F	E	D
Approach Delay		51.8		56.1			79.4		47.6
Approach LOS		D		E			E		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 82 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 60.1	Intersection LOS: E
Intersection Capacity Utilization 88.4%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue



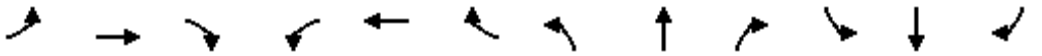


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	271	800	139	531	254	199	1133	222	820
v/c Ratio	0.86	0.60	0.74	0.54	0.50	0.70	1.06	0.85	0.74
Control Delay	77.0	43.3	86.8	62.9	25.3	36.2	87.0	60.2	44.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	43.3	86.8	62.9	25.3	36.2	87.0	60.2	44.2
Queue Length 50th (ft)	220	215	124	132	18	98	~564	131	318
Queue Length 95th (ft)	#353	263	#205	208	161	158	#703	#263	407
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	343	1344	206	988	512	319	1071	281	1101
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.60	0.67	0.54	0.50	0.62	1.06	0.79	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	682	78	132	504	241	189	923	153	211	642	137
Future Volume (veh/h)	257	682	78	132	504	241	189	923	153	211	642	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	271	718	82	139	531	254	199	972	161	222	676	144
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	1387	157	164	1141	354	290	901	149	248	903	192
Arrive On Green	0.17	0.30	0.30	0.09	0.22	0.22	0.09	0.30	0.30	0.11	0.31	0.31
Sat Flow, veh/h	1781	4652	527	1781	5106	1585	1781	3051	505	1781	2915	620
Grp Volume(v), veh/h	271	524	276	139	531	254	199	566	567	222	412	408
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1585	1781	1777	1779	1781	1777	1759
Q Serve(g_s), s	19.4	16.6	16.8	10.0	11.7	19.3	10.0	38.4	38.4	11.9	27.1	27.1
Cycle Q Clear(g_c), s	19.4	16.6	16.8	10.0	11.7	19.3	10.0	38.4	38.4	11.9	27.1	27.1
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.28	1.00		0.35
Lane Grp Cap(c), veh/h	298	1015	529	164	1141	354	290	525	526	248	550	545
V/C Ratio(X)	0.91	0.52	0.52	0.85	0.47	0.72	0.69	1.08	1.08	0.90	0.75	0.75
Avail Cap(c_a), veh/h	345	1015	529	208	1141	354	347	525	526	280	550	545
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	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	37.8	37.9	58.1	43.8	46.7	30.8	45.8	45.8	36.2	40.3	40.3
Incr Delay (d2), s/veh	25.1	1.9	3.6	20.9	1.3	11.3	4.4	61.9	62.3	26.8	9.0	9.2
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(50%),veh/ln	10.8	7.2	7.9	5.5	5.1	8.7	4.6	25.8	25.9	6.6	13.2	13.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.3	39.7	41.6	79.0	45.1	58.0	35.2	107.7	108.1	63.0	49.3	49.5
LnGrp LOS	E	D	D	E	D	E	D	F	F	E	D	D
Approach Vol, veh/h		1071			924			1332			1042	
Approach Delay, s/veh		50.0			53.7			97.1			52.3	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	45.6	18.8	46.9	28.5	35.8	20.6	45.0
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	15.2	33.2	* 16	* 38	25.2	23.2	* 16	* 38
Max Q Clear Time (g_c+I1), s	12.0	18.8	12.0	29.1	21.4	21.3	13.9	40.4
Green Ext Time (p_c), s	0.1	4.6	0.2	3.6	0.3	0.9	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

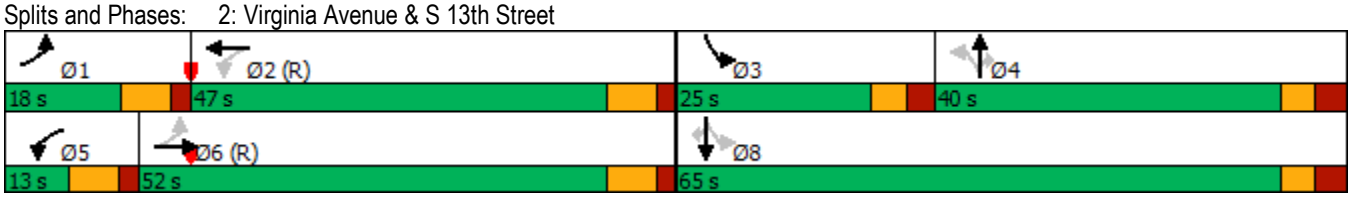
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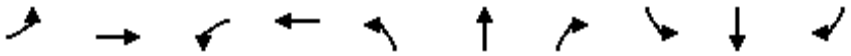
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	106	727	4	706	17	45	8	202	46	107
Future Volume (vph)	106	727	4	706	17	45	8	202	46	107
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.6	24.6	24.6	11.2	24.6	24.6
Total Split (s)	18.0	52.0	13.0	47.0	40.0	40.0	40.0	25.0	65.0	65.0
Total Split (%)	13.8%	40.0%	10.0%	36.2%	30.8%	30.8%	30.8%	19.2%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.2	3.2	3.2	2.8	3.2	3.2
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)	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.2	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	86.5	84.2	77.0	71.4	9.0	9.0	9.0	30.2	29.8	29.8
Actuated g/C Ratio	0.67	0.65	0.59	0.55	0.07	0.07	0.07	0.23	0.23	0.23
v/c Ratio	0.30	0.24	0.01	0.35	0.19	0.37	0.03	0.69	0.11	0.25
Control Delay	9.9	7.4	10.0	17.0	61.0	65.2	0.2	54.0	36.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	7.4	10.0	17.0	61.0	65.2	0.2	54.0	36.8	7.6
LOS	A	A	A	B	E	E	A	D	D	A
Approach Delay		7.7		17.0		57.1			37.8	
Approach LOS		A		B		E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 30 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 18.1	Intersection LOS: B
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Virginia Avenue & S 13th Street

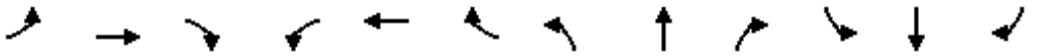




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	774	4	952	18	47	8	213	48	113
v/c Ratio	0.30	0.24	0.01	0.35	0.19	0.37	0.03	0.69	0.11	0.25
Control Delay	9.9	7.4	10.0	17.0	61.0	65.2	0.2	54.0	36.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	7.4	10.0	17.0	61.0	65.2	0.2	54.0	36.8	7.6
Queue Length 50th (ft)	22	60	1	158	15	39	0	151	31	0
Queue Length 95th (ft)	m37	m97	6	210	41	78	0	222	62	46
Internal Link Dist (ft)		4135		534		238			2366	
Turn Bay Length (ft)	200		200		50		25	175		25
Base Capacity (vph)	404	3288	439	2724	347	478	511	327	836	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.24	0.01	0.35	0.05	0.10	0.02	0.65	0.06	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	727	9	4	706	199	17	45	8	202	46	107
Future Volume (veh/h)	106	727	9	4	706	199	17	45	8	202	46	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	765	9	4	743	209	18	47	8	213	48	113
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	410	3184	37	444	2287	636	121	101	85	319	425	360
Arrive On Green	0.04	0.61	0.61	0.01	0.58	0.58	0.05	0.05	0.05	0.13	0.23	0.23
Sat Flow, veh/h	1781	5202	61	1781	3971	1105	1225	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	112	500	274	4	636	316	18	47	8	213	48	113
Grp Sat Flow(s),veh/h/ln	1781	1702	1859	1781	1702	1672	1225	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.3	8.7	8.7	0.1	12.7	12.9	1.8	3.2	0.6	14.2	2.6	7.7
Cycle Q Clear(g_c), s	3.3	8.7	8.7	0.1	12.7	12.9	1.8	3.2	0.6	14.2	2.6	7.7
Prop In Lane	1.00		0.03	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	2084	1138	444	1961	963	121	101	85	319	425	360
V/C Ratio(X)	0.27	0.24	0.24	0.01	0.32	0.33	0.15	0.47	0.09	0.67	0.11	0.31
Avail Cap(c_a), veh/h	490	2084	1138	520	1961	963	370	481	407	353	840	712
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)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	11.5	11.5	11.5	14.4	14.4	59.1	59.7	58.5	48.0	39.8	41.8
Incr Delay (d2), s/veh	0.3	0.2	0.4	0.0	0.4	0.9	0.6	3.3	0.5	4.2	0.1	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(50%),veh/ln	1.3	3.3	3.7	0.0	5.0	5.1	0.6	1.6	0.3	6.7	1.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.2	11.7	11.8	11.5	14.8	15.3	59.6	63.0	59.0	52.1	39.9	42.3
LnGrp LOS	B	B	B	B	B	B	E	E	E	D	D	D
Approach Vol, veh/h		886			956			73			374	
Approach Delay, s/veh		11.7			15.0			61.7			47.6	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	81.7	22.6	13.6	7.5	86.4		36.2				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	40.2	* 19	* 33	6.2	45.2		* 58				
Max Q Clear Time (g_c+I1), s	5.3	14.9	16.2	5.2	2.1	10.7		9.7				
Green Ext Time (p_c), s	0.1	7.1	0.2	0.3	0.0	5.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

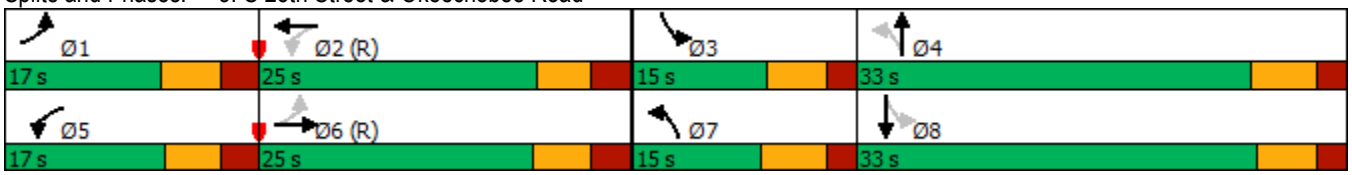
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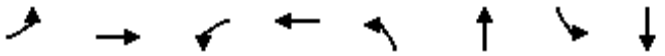
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	170	463	131	292	130	700	51	921
Future Volume (vph)	170	463	131	292	130	700	51	921
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)	10.4	12.0	10.7	12.0	8.6	12.0	9.0	12.0
Minimum Split (s)	17.0	24.7	17.0	24.7	15.0	24.5	15.0	24.1
Total Split (s)	17.0	25.0	17.0	25.0	15.0	33.0	15.0	33.0
Total Split (%)	18.9%	27.8%	18.9%	27.8%	16.7%	36.7%	16.7%	36.7%
Yellow Time (s)	4.0	4.0	3.7	3.7	4.4	4.4	4.0	4.0
All-Red Time (s)	2.6	2.7	2.6	2.7	2.0	2.1	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.3	6.4	6.4	6.5	6.0	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	28.8	18.3	29.4	18.6	37.8	32.5	36.0	26.9
Actuated g/C Ratio	0.32	0.20	0.33	0.21	0.42	0.36	0.40	0.30
v/c Ratio	0.45	0.86	0.45	0.45	0.56	0.76	0.20	1.08
Control Delay	22.8	45.9	23.2	32.9	26.1	31.1	15.3	81.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	45.9	23.2	32.9	26.1	31.1	15.3	81.6
LOS	C	D	C	C	C	C	B	F
Approach Delay		40.7		30.0		30.4		78.6
Approach LOS		D		C		C		E

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 59 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 48.8	Intersection LOS: D
Intersection Capacity Utilization 84.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: S 25th Street & Okeechobee Road



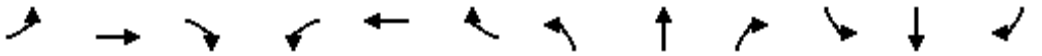


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	179	619	138	325	137	962	54	1129
v/c Ratio	0.45	0.86	0.45	0.45	0.56	0.76	0.20	1.08
Control Delay	22.8	45.9	23.2	32.9	26.1	31.1	15.3	81.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	45.9	23.2	32.9	26.1	31.1	15.3	81.6
Queue Length 50th (ft)	67	170	50	83	44	267	16	~376
Queue Length 95th (ft)	115	#261	90	125	92	#392	37	#506
Internal Link Dist (ft)		225		574		1261		690
Turn Bay Length (ft)	225		200		225		200	
Base Capacity (vph)	397	723	306	730	243	1261	273	1050
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.86	0.45	0.45	0.56	0.76	0.20	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	463	125	131	292	17	130	700	214	51	921	152
Future Volume (veh/h)	170	463	125	131	292	17	130	700	214	51	921	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	487	132	138	307	18	137	737	225	54	969	160
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	542	885	238	421	1083	63	245	863	263	250	912	151
Arrive On Green	0.11	0.32	0.32	0.12	0.32	0.32	0.09	0.32	0.32	0.07	0.30	0.30
Sat Flow, veh/h	1781	2767	746	1781	3412	199	1781	2681	819	1781	3053	504
Grp Volume(v), veh/h	179	312	307	138	159	166	137	488	474	54	564	565
Grp Sat Flow(s),veh/h/ln	1781	1777	1736	1781	1777	1835	1781	1777	1723	1781	1777	1780
Q Serve(g_s), s	5.7	13.0	13.2	4.3	6.0	6.1	4.6	23.1	23.1	1.8	26.9	26.9
Cycle Q Clear(g_c), s	5.7	13.0	13.2	4.3	6.0	6.1	4.6	23.1	23.1	1.8	26.9	26.9
Prop In Lane	1.00		0.43	1.00		0.11	1.00		0.48	1.00		0.28
Lane Grp Cap(c), veh/h	542	568	555	421	564	582	245	572	554	250	531	532
V/C Ratio(X)	0.33	0.55	0.55	0.33	0.28	0.28	0.56	0.85	0.85	0.22	1.06	1.06
Avail Cap(c_a), veh/h	545	568	555	427	564	582	250	572	554	296	531	532
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	1.00	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	16.4	25.3	25.3	16.9	23.0	23.1	22.1	28.6	28.6	21.0	31.5	31.6
Incr Delay (d2), s/veh	0.4	3.8	3.9	0.5	1.3	1.2	2.7	12.0	12.4	0.4	56.4	56.7
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(50%),veh/ln	2.3	5.9	5.9	1.7	2.7	2.8	2.0	11.4	11.1	0.7	19.4	19.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.8	29.0	29.3	17.4	24.3	24.3	24.8	40.6	40.9	21.4	87.9	88.3
LnGrp LOS	B	C	C	B	C	C	C	D	D	C	F	F
Approach Vol, veh/h		798			463			1099			1183	
Approach Delay, s/veh		26.4			22.2			38.8			85.1	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	35.6	12.7	35.5	16.7	35.8	14.7	33.4
Change Period (Y+Rc), s	6.6	* 6.7	6.0	6.5	* 6.3	* 6.7	6.4	* 6.5
Max Green Setting (Gmax), s	10.4	* 19	9.0	26.5	* 11	* 18	8.6	* 27
Max Q Clear Time (g_c+I1), s	7.7	8.1	3.8	25.1	6.3	15.2	6.6	28.9
Green Ext Time (p_c), s	0.1	1.3	0.0	0.8	0.1	1.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	57	1197	44	69	984
Future Vol, veh/h	15	57	1197	44	69	984
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	60	1260	46	73	1036

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1947	653	0	0	1306	0
Stage 1	1283	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	57	410	-	-	526	-
Stage 1	224	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	49	410	-	-	526	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.8	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	303	526	-
HCM Lane V/C Ratio	-	-	0.25	0.138	-
HCM Control Delay (s)	-	-	20.8	12.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.5	-

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	30	38	1138	136	85	1010
Future Vol, veh/h	30	38	1138	136	85	1010
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	40	1198	143	89	1063

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1980	671	0	0	1341	0
Stage 1	1270	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	54	399	-	-	510	-
Stage 1	228	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	45	399	-	-	510	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	370	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.2	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	148	399	510	-
HCM Lane V/C Ratio	-	-	0.213	0.1	0.175	-
HCM Control Delay (s)	-	-	35.8	15	13.6	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.3	0.6	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	80	1020	156	89	1061
Future Vol, veh/h	75	80	1020	156	89	1061
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	84	1074	164	94	1117

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1903	619	0	0	1238	0
Stage 1	1156	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 61	432	-	-	558	-
Stage 1	262	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 51	432	-	-	558	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	262	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.7	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	161	432	558	-
HCM Lane V/C Ratio	-	-	0.49	0.195	0.168	-
HCM Control Delay (s)	-	-	47.2	15.3	12.7	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	2.3	0.7	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	83	0	107	0	0	0	80	273	6	0	306	82
Future Vol, veh/h	83	0	107	0	0	0	80	273	6	0	306	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	110	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	0	113	0	0	0	84	287	6	0	322	86

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	780	783	322		408	0	0	-	-	0
Stage 1	322	322	-		-	-	-	-	-	-
Stage 2	458	461	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	-	-	-
Pot Cap-1 Maneuver	364	325	719		1151	-	-	0	-	-
Stage 1	735	651	-		-	-	-	0	-	-
Stage 2	637	565	-		-	-	-	0	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	337	0	719		1151	-	-	-	-	-
Mov Cap-2 Maneuver	337	0	-		-	-	-	-	-	-
Stage 1	681	0	-		-	-	-	-	-	-
Stage 2	637	0	-		-	-	-	-	-	-

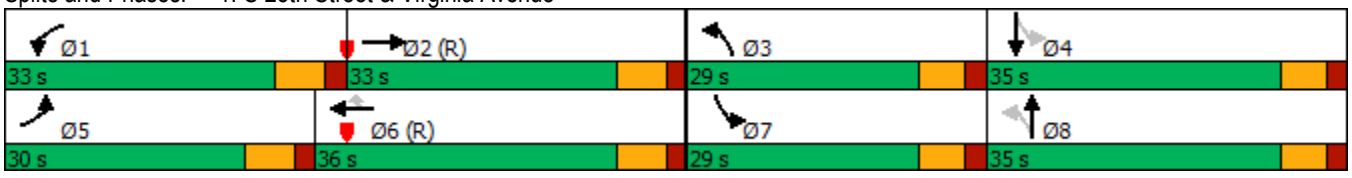
Approach	EB	NB	SB
HCM Control Delay, s	14.6	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1151	-	-	337	719	-	-
HCM Lane V/C Ratio	0.073	-	-	0.259	0.157	-	-
HCM Control Delay (s)	8.4	-	-	19.4	10.9	-	-
HCM Lane LOS	A	-	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.6	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	183	705	287	841	230	184	609	290	869
Future Volume (vph)	183	705	287	841	230	184	609	290	869
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	30.0	33.0	33.0	36.0	36.0	29.0	35.0	29.0	35.0
Total Split (%)	23.1%	25.4%	25.4%	27.7%	27.7%	22.3%	26.9%	22.3%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	18.8	27.6	24.8	33.6	33.6	45.9	30.4	55.5	35.3
Actuated g/C Ratio	0.14	0.21	0.19	0.26	0.26	0.35	0.23	0.43	0.27
v/c Ratio	0.76	0.81	0.90	0.67	0.41	0.72	0.92	0.91	1.19
Control Delay	71.6	54.5	95.0	38.2	5.1	45.6	64.8	67.2	135.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	54.5	95.0	38.2	5.1	45.6	64.8	67.2	135.5
LOS	E	D	F	D	A	D	E	E	F
Approach Delay		57.6		44.6			60.8		120.9
Approach LOS		E		D			E		F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 73.0	Intersection LOS: E
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue



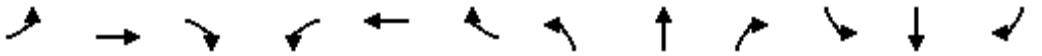


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	871	302	885	242	194	752	305	1126
v/c Ratio	0.76	0.81	0.90	0.67	0.41	0.72	0.92	0.91	1.19
Control Delay	71.6	54.5	95.0	38.2	5.1	45.6	64.8	67.2	135.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	54.5	95.0	38.2	5.1	45.6	64.8	67.2	135.5
Queue Length 50th (ft)	157	254	265	143	1	109	328	198	~592
Queue Length 95th (ft)	235	308	#410	203	40	182	#463	#369	#814
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	315	1075	356	1315	587	362	820	358	949
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.81	0.85	0.67	0.41	0.54	0.92	0.85	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	705	123	287	841	230	184	609	105	290	869	200
Future Volume (veh/h)	183	705	123	287	841	230	184	609	105	290	869	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	742	129	302	885	242	194	641	111	305	915	211
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1052	181	328	1532	475	236	662	114	331	770	177
Arrive On Green	0.12	0.24	0.24	0.18	0.30	0.30	0.10	0.22	0.22	0.15	0.27	0.27
Sat Flow, veh/h	1781	4383	755	1781	5106	1585	1781	3029	524	1781	2868	661
Grp Volume(v), veh/h	193	575	296	302	885	242	194	376	376	305	567	559
Grp Sat Flow(s),veh/h/ln	1781	1702	1734	1781	1702	1585	1781	1777	1776	1781	1777	1751
Q Serve(g_s), s	13.8	20.1	20.4	21.7	19.1	16.4	10.8	27.2	27.3	17.4	34.9	34.9
Cycle Q Clear(g_c), s	13.8	20.1	20.4	21.7	19.1	16.4	10.8	27.2	27.3	17.4	34.9	34.9
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.29	1.00		0.38
Lane Grp Cap(c), veh/h	221	817	416	328	1532	475	236	388	388	331	477	471
V/C Ratio(X)	0.87	0.70	0.71	0.92	0.58	0.51	0.82	0.97	0.97	0.92	1.19	1.19
Avail Cap(c_a), veh/h	318	817	416	359	1532	475	362	388	388	368	477	471
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	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.2	45.3	52.1	38.5	37.6	36.9	50.3	50.4	36.4	47.5	47.5
Incr Delay (d2), s/veh	16.7	5.0	9.9	26.0	1.5	3.6	8.7	37.1	37.7	26.6	103.5	104.5
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(50%),veh/ln	7.2	9.1	9.9	12.0	8.2	6.9	5.3	16.1	16.2	10.0	29.1	28.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	50.2	55.2	78.2	40.0	41.2	45.6	87.4	88.1	63.0	151.1	152.1
LnGrp LOS	E	D	E	E	D	D	D	F	F	E	F	F
Approach Vol, veh/h		1064			1429			946			1431	
Approach Delay, s/veh		55.7			48.3			79.1			132.7	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.7	38.0	19.8	41.5	22.9	45.8	26.3	35.0
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	26.2	26.2	* 22	* 28	23.2	29.2	* 22	* 28
Max Q Clear Time (g_c+I1), s	23.7	22.4	12.8	36.9	15.8	21.1	19.4	29.3
Green Ext Time (p_c), s	0.2	2.0	0.4	0.0	0.3	4.2	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

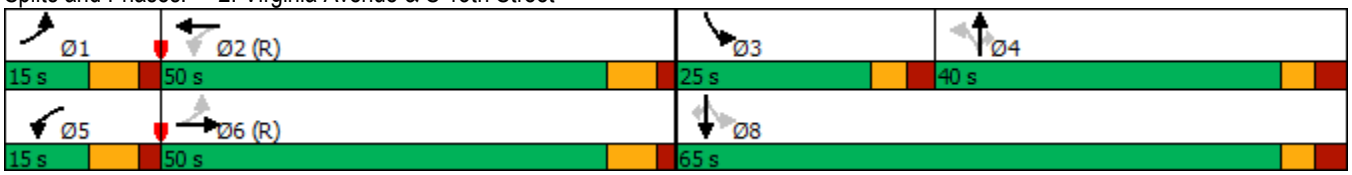
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	74	934	19	935	6	21	6	246	48	116
Future Volume (vph)	74	934	19	935	6	21	6	246	48	116
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.6	24.6	24.6	11.2	24.6	24.6
Total Split (s)	15.0	50.0	15.0	50.0	40.0	40.0	40.0	25.0	65.0	65.0
Total Split (%)	11.5%	38.5%	11.5%	38.5%	30.8%	30.8%	30.8%	19.2%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.2	3.2	3.2	2.8	3.2	3.2
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)	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.2	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	87.1	82.0	83.1	78.1	7.6	7.6	7.6	27.1	26.7	26.7
Actuated g/C Ratio	0.67	0.63	0.64	0.60	0.06	0.06	0.06	0.21	0.21	0.21
v/c Ratio	0.25	0.31	0.05	0.39	0.07	0.20	0.03	0.88	0.13	0.29
Control Delay	19.3	24.3	8.8	15.4	58.8	62.4	0.2	75.9	39.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	24.3	8.8	15.4	58.8	62.4	0.2	75.9	39.8	8.2
LOS	B	C	A	B	E	E	A	E	D	A
Approach Delay		24.0		15.3		50.8			52.5	
Approach LOS		C		B		D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.88	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 63.6%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Virginia Avenue & S 13th Street

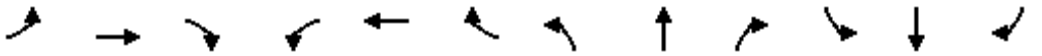




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	996	20	1182	6	22	6	259	51	122
v/c Ratio	0.25	0.31	0.05	0.39	0.07	0.20	0.03	0.88	0.13	0.29
Control Delay	19.3	24.3	8.8	15.4	58.8	62.4	0.2	75.9	39.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	24.3	8.8	15.4	58.8	62.4	0.2	75.9	39.8	8.2
Queue Length 50th (ft)	40	221	6	205	5	18	0	193	34	0
Queue Length 95th (ft)	m54	m282	16	260	19	47	0	#299	67	48
Internal Link Dist (ft)		4135		534		238			2366	
Turn Bay Length (ft)	200		200		50		25	175		25
Base Capacity (vph)	326	3202	396	2993	398	478	511	301	836	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.31	0.05	0.39	0.02	0.05	0.01	0.86	0.06	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	934	12	19	935	188	6	21	6	246	48	116
Future Volume (veh/h)	74	934	12	19	935	188	6	21	6	246	48	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	983	13	20	984	198	6	22	6	259	51	122
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	3005	40	362	2398	481	121	101	85	372	460	390
Arrive On Green	0.04	0.58	0.58	0.02	0.56	0.56	0.05	0.05	0.05	0.14	0.25	0.25
Sat Flow, veh/h	1781	5193	69	1781	4264	856	1212	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	78	644	352	20	785	397	6	22	6	259	51	122
Grp Sat Flow(s),veh/h/ln	1781	1702	1858	1781	1702	1716	1212	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	12.8	12.8	0.6	17.1	17.1	0.6	1.5	0.5	17.4	2.7	8.2
Cycle Q Clear(g_c), s	2.4	12.8	12.8	0.6	17.1	17.1	0.6	1.5	0.5	17.4	2.7	8.2
Prop In Lane	1.00		0.04	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	324	1970	1075	362	1914	965	121	101	85	372	460	390
V/C Ratio(X)	0.24	0.33	0.33	0.06	0.41	0.41	0.05	0.22	0.07	0.70	0.11	0.31
Avail Cap(c_a), veh/h	372	1970	1075	439	1914	965	367	481	407	372	840	712
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)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	14.2	14.2	11.9	16.2	16.2	58.5	58.9	58.4	47.1	38.0	40.0
Incr Delay (d2), s/veh	0.2	0.2	0.4	0.1	0.7	1.3	0.2	1.1	0.3	5.6	0.1	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(50%),veh/ln	1.0	4.9	5.5	0.3	6.8	7.0	0.2	0.7	0.2	8.3	1.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	14.4	14.6	12.0	16.8	17.5	58.7	60.0	58.8	52.7	38.1	40.5
LnGrp LOS	B	B	B	B	B	B	E	E	E	D	D	D
Approach Vol, veh/h		1074			1202			34			432	
Approach Delay, s/veh		14.3			17.0			59.5			47.5	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	79.9	25.0	13.6	9.4	82.0		38.6				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	8.2	43.2	* 19	* 33	8.2	43.2		* 58				
Max Q Clear Time (g_c+I1), s	4.4	19.1	19.4	3.5	2.6	14.8		10.2				
Green Ext Time (p_c), s	0.0	9.1	0.0	0.1	0.0	7.6		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		21.3	
HCM 6th LOS		C	

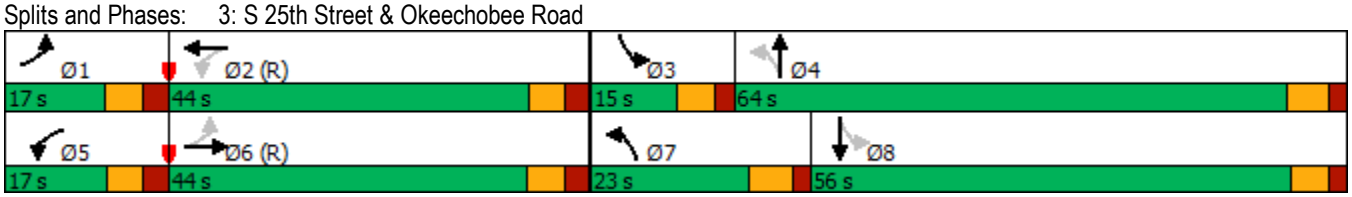
Notes

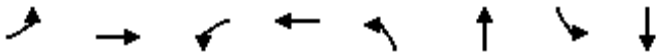
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	197	423	175	474	154	778	53	955
Future Volume (vph)	197	423	175	474	154	778	53	955
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)	10.4	12.0	10.7	12.0	8.6	12.0	9.0	12.0
Minimum Split (s)	17.0	24.7	17.0	24.7	15.0	24.5	15.0	24.1
Total Split (s)	17.0	44.0	17.0	44.0	23.0	64.0	15.0	56.0
Total Split (%)	12.1%	31.4%	12.1%	31.4%	16.4%	45.7%	10.7%	40.0%
Yellow Time (s)	4.0	4.0	3.7	3.7	4.4	4.4	4.0	4.0
All-Red Time (s)	2.6	2.7	2.6	2.7	2.0	2.1	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.3	6.4	6.4	6.5	6.0	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	49.1	38.5	49.5	38.7	70.6	59.3	60.4	51.3
Actuated g/C Ratio	0.35	0.28	0.35	0.28	0.50	0.42	0.43	0.37
v/c Ratio	0.70	0.61	0.67	0.53	0.71	0.68	0.24	0.94
Control Delay	45.7	45.4	43.5	45.4	48.1	35.3	20.0	56.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	45.4	43.5	45.4	48.1	35.3	20.0	56.1
LOS	D	D	D	D	D	D	B	E
Approach Delay		45.4		44.9		37.0		54.5
Approach LOS		D		D		D		D

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 49 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 45.7	Intersection LOS: D
Intersection Capacity Utilization 87.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: S 25th Street & Okeechobee Road

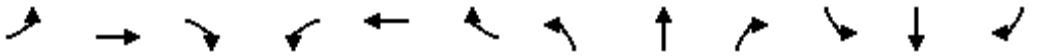




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	207	584	184	515	162	1004	56	1194
v/c Ratio	0.70	0.61	0.67	0.53	0.71	0.68	0.24	0.94
Control Delay	45.7	45.4	43.5	45.4	48.1	35.3	20.0	56.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	45.4	43.5	45.4	48.1	35.3	20.0	56.1
Queue Length 50th (ft)	130	235	113	211	92	386	25	536
Queue Length 95th (ft)	#201	301	173	271	170	466	48	#704
Internal Link Dist (ft)		225		574		1261		690
Turn Bay Length (ft)	225		200		225		200	
Base Capacity (vph)	294	960	273	976	259	1470	235	1276
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.61	0.67	0.53	0.63	0.68	0.24	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	423	132	175	474	15	154	778	176	53	955	180
Future Volume (veh/h)	197	423	132	175	474	15	154	778	176	53	955	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	445	139	184	499	16	162	819	185	56	1005	189
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	835	259	332	1099	35	193	1070	242	221	1053	198
Arrive On Green	0.07	0.31	0.31	0.08	0.31	0.31	0.07	0.37	0.37	0.06	0.35	0.35
Sat Flow, veh/h	1781	2671	827	1781	3514	113	1781	2880	650	1781	2986	561
Grp Volume(v), veh/h	207	295	289	184	252	263	162	505	499	56	597	597
Grp Sat Flow(s),veh/h/ln	1781	1777	1721	1781	1777	1850	1781	1777	1753	1781	1777	1769
Q Serve(g_s), s	10.4	19.1	19.4	9.9	15.9	15.9	8.0	35.0	35.0	2.7	45.9	46.1
Cycle Q Clear(g_c), s	10.4	19.1	19.4	9.9	15.9	15.9	8.0	35.0	35.0	2.7	45.9	46.1
Prop In Lane	1.00		0.48	1.00		0.06	1.00		0.37	1.00		0.32
Lane Grp Cap(c), veh/h	360	556	538	332	556	579	193	660	652	221	627	624
V/C Ratio(X)	0.58	0.53	0.54	0.55	0.45	0.45	0.84	0.77	0.77	0.25	0.95	0.96
Avail Cap(c_a), veh/h	360	556	538	332	556	579	274	730	720	234	633	631
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	1.00	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	32.0	39.6	39.7	30.9	38.5	38.5	34.0	38.6	38.6	29.3	44.2	44.3
Incr Delay (d2), s/veh	2.2	3.6	3.8	2.0	2.7	2.6	14.8	4.4	4.5	0.6	24.6	25.2
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(50%),veh/ln	5.1	9.0	8.9	4.5	7.4	7.7	4.2	16.0	15.8	1.2	24.3	24.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	43.2	43.5	32.9	41.2	41.1	48.7	43.0	43.1	29.9	68.8	69.5
LnGrp LOS	C	D	D	C	D	D	D	D	D	C	E	E
Approach Vol, veh/h		791			699			1166			1250	
Approach Delay, s/veh		41.0			39.0			43.9			67.4	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	50.5	14.0	58.5	17.0	50.5	16.6	55.9
Change Period (Y+Rc), s	6.6	* 6.7	6.0	6.5	* 6.3	* 6.7	6.4	* 6.5
Max Green Setting (Gmax), s	10.4	* 38	9.0	57.5	* 11	* 37	16.6	* 50
Max Q Clear Time (g_c+I1), s	12.4	17.9	4.7	37.0	11.9	21.4	10.0	48.1
Green Ext Time (p_c), s	0.0	3.0	0.0	6.9	0.0	3.3	0.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	17	1049	9	12	1317
Future Vol, veh/h	19	17	1049	9	12	1317
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	18	1104	9	13	1386

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1828	557	0	0	1113	0
Stage 1	1109	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	68	474	-	-	623	-
Stage 1	277	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	67	474	-	-	623	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	435	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	258	623	-
HCM Lane V/C Ratio	-	-	0.147	0.02	-
HCM Control Delay (s)	-	-	21.3	10.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	68	67	1038	35	26	1240
Future Vol, veh/h	68	67	1038	35	26	1240
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	71	1093	37	27	1305

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1819	565	0	0	1130	0
Stage 1	1112	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 69	468	-	-	614	-
Stage 1	276	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 66	468	-	-	614	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	182	468	614	-
HCM Lane V/C Ratio	-	-	0.393	0.151	0.045	-
HCM Control Delay (s)	-	-	37.1	14.1	11.1	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	1.7	0.5	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	149	146	1032	75	81	1128
Future Vol, veh/h	149	146	1032	75	81	1128
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	154	1086	79	85	1187

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1890	583	0	0	1165	0
Stage 1	1126	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 62	456	-	-	595	-
Stage 1	272	-	-	-	-	-
Stage 2	420	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 53	456	-	-	595	-
Mov Cap-2 Maneuver	165	-	-	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	360	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	65.4	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	165	456	595	-
HCM Lane V/C Ratio	-	-	0.951	0.337	0.143	-
HCM Control Delay (s)	-	-	112.9	16.9	12.1	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	7.2	1.5	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	98	0	133	0	0	0	82	206	4	1	262	71
Future Vol, veh/h	98	0	133	0	0	0	82	206	4	1	262	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	110	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	0	140	0	0	0	86	217	4	1	276	75

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	669	671	276		351	0	0	221	0	0
Stage 1	278	278	-		-	-	-	-	-	-
Stage 2	391	393	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	423	378	763		1208	-	-	1348	-	-
Stage 1	769	680	-		-	-	-	-	-	-
Stage 2	683	606	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	393	0	763		1208	-	-	1348	-	-
Mov Cap-2 Maneuver	393	0	-		-	-	-	-	-	-
Stage 1	714	0	-		-	-	-	-	-	-
Stage 2	682	0	-		-	-	-	-	-	-

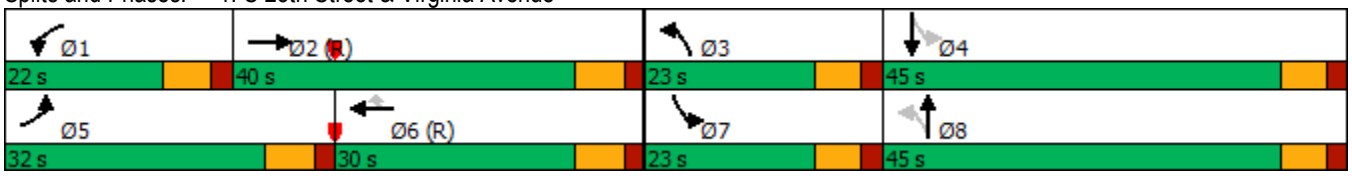
Approach	EB	NB	SB
HCM Control Delay, s	13.6	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	393	763	1348	-	-
HCM Lane V/C Ratio	0.071	-	-	0.262	0.183	0.001	-	-
HCM Control Delay (s)	8.2	-	-	17.4	10.8	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1	0.7	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	266	682	132	504	246	189	925	213	643
Future Volume (vph)	266	682	132	504	246	189	925	213	643
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	32.0	40.0	22.0	30.0	30.0	23.0	45.0	23.0	45.0
Total Split (%)	24.6%	30.8%	16.9%	23.1%	23.1%	17.7%	34.6%	17.7%	34.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	23.4	34.6	13.8	25.0	25.0	53.5	39.7	56.1	41.0
Actuated g/C Ratio	0.18	0.27	0.11	0.19	0.19	0.41	0.31	0.43	0.32
v/c Ratio	0.88	0.60	0.74	0.54	0.50	0.71	1.06	0.85	0.75
Control Delay	79.0	43.3	86.8	63.5	25.5	36.6	88.2	60.8	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	43.3	86.8	63.5	25.5	36.6	88.2	60.8	44.5
LOS	E	D	F	E	C	D	F	E	D
Approach Delay		52.5		56.4			80.5		48.0
Approach LOS		D		E			F		D

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 82 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay: 60.8	Intersection LOS: E
Intersection Capacity Utilization 89.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue



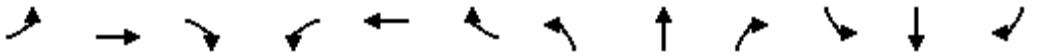


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	280	800	139	531	259	199	1135	224	825
v/c Ratio	0.88	0.60	0.74	0.54	0.50	0.71	1.06	0.85	0.75
Control Delay	79.0	43.3	86.8	63.5	25.5	36.6	88.2	60.8	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	43.3	86.8	63.5	25.5	36.6	88.2	60.8	44.5
Queue Length 50th (ft)	228	215	124	133	22	98	~565	132	321
Queue Length 95th (ft)	#370	263	#204	208	165	159	#705	#268	411
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	343	1344	206	976	513	317	1069	281	1100
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.60	0.67	0.54	0.50	0.63	1.06	0.80	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	682	78	132	504	246	189	925	153	213	643	141
Future Volume (veh/h)	266	682	78	132	504	246	189	925	153	213	643	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	280	718	82	139	531	259	199	974	161	224	677	148
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	1382	157	164	1111	345	289	902	149	250	901	197
Arrive On Green	0.17	0.30	0.30	0.09	0.22	0.22	0.09	0.30	0.30	0.11	0.31	0.31
Sat Flow, veh/h	1781	4652	527	1781	5106	1585	1781	3052	504	1781	2900	633
Grp Volume(v), veh/h	280	524	276	139	531	259	199	567	568	224	415	410
Grp Sat Flow(s),veh/h/ln	1781	1702	1775	1781	1702	1585	1781	1777	1780	1781	1777	1756
Q Serve(g_s), s	20.1	16.6	16.8	10.0	11.8	19.9	10.0	38.4	38.4	12.0	27.3	27.3
Cycle Q Clear(g_c), s	20.1	16.6	16.8	10.0	11.8	19.9	10.0	38.4	38.4	12.0	27.3	27.3
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.28	1.00		0.36
Lane Grp Cap(c), veh/h	306	1011	527	164	1111	345	289	525	526	250	552	546
V/C Ratio(X)	0.91	0.52	0.52	0.85	0.48	0.75	0.69	1.08	1.08	0.90	0.75	0.75
Avail Cap(c_a), veh/h	345	1011	527	208	1111	345	347	525	526	280	552	546
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	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	38.0	38.0	58.1	44.4	47.6	30.8	45.8	45.8	36.3	40.3	40.3
Incr Delay (d2), s/veh	26.3	1.9	3.7	20.9	1.4	13.4	4.4	62.5	63.0	27.2	9.1	9.2
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(50%),veh/ln	11.2	7.2	7.9	5.5	5.2	9.1	4.6	25.9	26.0	7.1	13.3	13.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.2	39.9	41.7	79.0	45.8	60.9	35.2	108.3	108.8	63.5	49.4	49.5
LnGrp LOS	E	D	D	E	D	E	D	F	F	E	D	D
Approach Vol, veh/h		1080			929			1334			1049	
Approach Delay, s/veh		50.5			55.0			97.6			52.5	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	45.4	18.8	47.0	29.1	35.1	20.8	45.0
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	15.2	33.2	* 16	* 38	25.2	23.2	* 16	* 38
Max Q Clear Time (g_c+I1), s	12.0	18.8	12.0	29.3	22.1	21.9	14.0	40.4
Green Ext Time (p_c), s	0.1	4.6	0.2	3.5	0.3	0.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

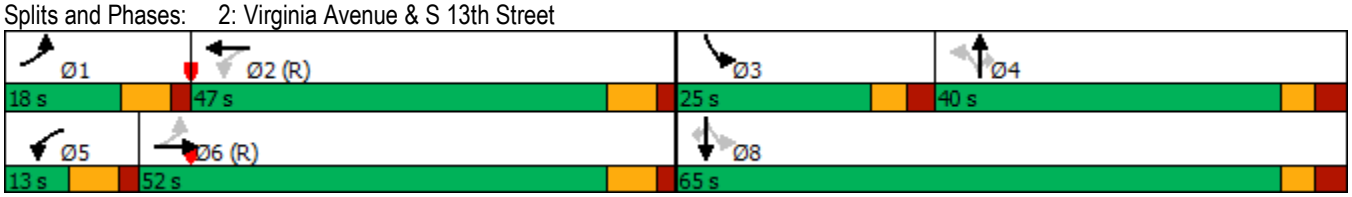
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	106	731	4	715	17	45	8	204	46	107
Future Volume (vph)	106	731	4	715	17	45	8	204	46	107
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.6	24.6	24.6	11.2	24.6	24.6
Total Split (s)	18.0	52.0	13.0	47.0	40.0	40.0	40.0	25.0	65.0	65.0
Total Split (%)	13.8%	40.0%	10.0%	36.2%	30.8%	30.8%	30.8%	19.2%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.2	3.2	3.2	2.8	3.2	3.2
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)	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.2	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	86.5	84.2	77.0	71.3	9.0	9.0	9.0	30.2	29.8	29.8
Actuated g/C Ratio	0.67	0.65	0.59	0.55	0.07	0.07	0.07	0.23	0.23	0.23
v/c Ratio	0.30	0.24	0.01	0.35	0.19	0.37	0.03	0.69	0.11	0.25
Control Delay	10.2	7.4	10.0	17.1	61.0	65.2	0.2	54.3	36.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	7.4	10.0	17.1	61.0	65.2	0.2	54.3	36.7	7.6
LOS	B	A	A	B	E	E	A	D	D	A
Approach Delay		7.8		17.1		57.1			38.0	
Approach LOS		A		B		E			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 30 (23%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 18.2	Intersection LOS: B
Intersection Capacity Utilization 59.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Virginia Avenue & S 13th Street





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	112	778	4	966	18	47	8	215	48	113
v/c Ratio	0.30	0.24	0.01	0.35	0.19	0.37	0.03	0.69	0.11	0.25
Control Delay	10.2	7.4	10.0	17.1	61.0	65.2	0.2	54.3	36.7	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	7.4	10.0	17.1	61.0	65.2	0.2	54.3	36.7	7.6
Queue Length 50th (ft)	23	61	1	161	15	39	0	153	31	0
Queue Length 95th (ft)	m37	m98	6	215	41	78	0	225	62	46
Internal Link Dist (ft)		4135		534		238			2366	
Turn Bay Length (ft)	200		200		50		25	175		25
Base Capacity (vph)	400	3287	437	2723	347	478	511	327	836	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.24	0.01	0.35	0.05	0.10	0.02	0.66	0.06	0.15

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	731	9	4	715	202	17	45	8	204	46	107
Future Volume (veh/h)	106	731	9	4	715	202	17	45	8	204	46	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	769	9	4	753	213	18	47	8	215	48	113
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	3179	37	442	2280	638	121	101	85	321	427	362
Arrive On Green	0.04	0.61	0.61	0.01	0.58	0.58	0.05	0.05	0.05	0.13	0.23	0.23
Sat Flow, veh/h	1781	5203	61	1781	3965	1110	1225	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	112	503	275	4	645	321	18	47	8	215	48	113
Grp Sat Flow(s),veh/h/ln	1781	1702	1859	1781	1702	1671	1225	1870	1585	1781	1870	1585
Q Serve(g_s), s	3.3	8.8	8.8	0.1	12.9	13.1	1.8	3.2	0.6	14.3	2.6	7.7
Cycle Q Clear(g_c), s	3.3	8.8	8.8	0.1	12.9	13.1	1.8	3.2	0.6	14.3	2.6	7.7
Prop In Lane	1.00		0.03	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	405	2080	1136	442	1957	961	121	101	85	321	427	362
V/C Ratio(X)	0.28	0.24	0.24	0.01	0.33	0.33	0.15	0.47	0.09	0.67	0.11	0.31
Avail Cap(c_a), veh/h	485	2080	1136	517	1957	961	370	481	407	353	840	712
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)	0.71	0.71	0.71	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	11.5	11.5	11.5	14.5	14.5	59.1	59.7	58.5	47.9	39.7	41.7
Incr Delay (d2), s/veh	0.3	0.2	0.4	0.0	0.5	0.9	0.6	3.3	0.5	4.3	0.1	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(50%),veh/ln	1.3	3.3	3.7	0.0	5.1	5.2	0.6	1.6	0.3	6.8	1.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	11.7	11.9	11.6	14.9	15.5	59.6	63.0	59.0	52.2	39.8	42.2
LnGrp LOS	B	B	B	B	B	B	E	E	E	D	D	D
Approach Vol, veh/h		890			970			73			376	
Approach Delay, s/veh		11.7			15.1			61.7			47.6	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	81.6	22.7	13.6	7.5	86.2		36.3				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	11.2	40.2	* 19	* 33	6.2	45.2		* 58				
Max Q Clear Time (g_c+I1), s	5.3	15.1	16.3	5.2	2.1	10.8		9.7				
Green Ext Time (p_c), s	0.1	7.2	0.1	0.3	0.0	5.8		0.7				

Intersection Summary	
HCM 6th Ctrl Delay	20.6
HCM 6th LOS	C

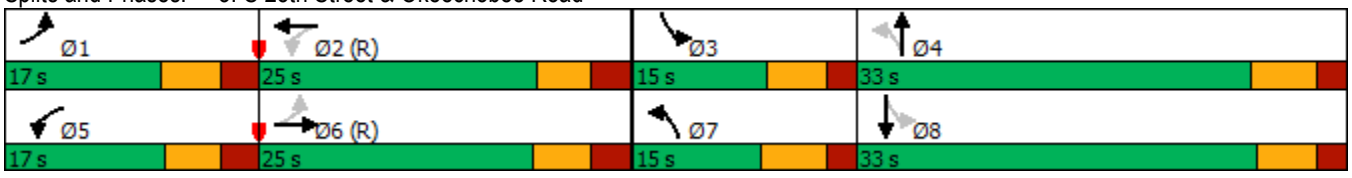
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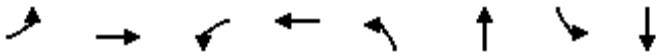
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	170	463	131	292	133	703	51	928
Future Volume (vph)	170	463	131	292	133	703	51	928
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)	10.4	12.0	10.7	12.0	8.6	12.0	9.0	12.0
Minimum Split (s)	17.0	24.7	17.0	24.7	15.0	24.5	15.0	24.1
Total Split (s)	17.0	25.0	17.0	25.0	15.0	33.0	15.0	33.0
Total Split (%)	18.9%	27.8%	18.9%	27.8%	16.7%	36.7%	16.7%	36.7%
Yellow Time (s)	4.0	4.0	3.7	3.7	4.4	4.4	4.0	4.0
All-Red Time (s)	2.6	2.7	2.6	2.7	2.0	2.1	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.3	6.4	6.4	6.5	6.0	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	28.8	18.3	29.4	18.6	37.8	32.5	36.0	26.9
Actuated g/C Ratio	0.32	0.20	0.33	0.21	0.42	0.36	0.40	0.30
v/c Ratio	0.45	0.86	0.45	0.45	0.58	0.77	0.20	1.08
Control Delay	22.8	46.4	23.2	32.9	26.7	31.2	15.3	84.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	46.4	23.2	32.9	26.7	31.2	15.3	84.2
LOS	C	D	C	C	C	C	B	F
Approach Delay		41.2		30.0		30.6		81.1
Approach LOS		D		C		C		F

Intersection Summary	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 59 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 85	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 49.8	Intersection LOS: D
Intersection Capacity Utilization 85.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: S 25th Street & Okeechobee Road



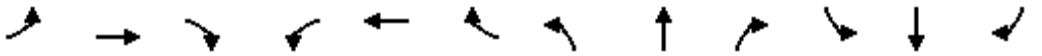


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	179	625	138	325	140	965	54	1137
v/c Ratio	0.45	0.86	0.45	0.45	0.58	0.77	0.20	1.08
Control Delay	22.8	46.4	23.2	32.9	26.7	31.2	15.3	84.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	46.4	23.2	32.9	26.7	31.2	15.3	84.2
Queue Length 50th (ft)	67	172	50	83	45	268	16	~381
Queue Length 95th (ft)	115	#265	90	125	#95	#394	37	#511
Internal Link Dist (ft)		225		574		1261		690
Turn Bay Length (ft)	225		200		225		200	
Base Capacity (vph)	397	724	306	730	243	1261	272	1050
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.86	0.45	0.45	0.58	0.77	0.20	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	463	131	131	292	17	133	703	214	51	928	152
Future Volume (veh/h)	170	463	131	131	292	17	133	703	214	51	928	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	487	138	138	307	18	140	740	225	54	977	160
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	551	896	252	425	1108	65	245	864	263	249	914	150
Arrive On Green	0.11	0.33	0.33	0.12	0.32	0.32	0.09	0.32	0.32	0.07	0.30	0.30
Sat Flow, veh/h	1781	2737	771	1781	3412	199	1781	2684	816	1781	3057	500
Grp Volume(v), veh/h	179	315	310	138	159	166	140	490	475	54	568	569
Grp Sat Flow(s),veh/h/ln	1781	1777	1732	1781	1777	1835	1781	1777	1723	1781	1777	1780
Q Serve(g_s), s	5.6	13.1	13.2	4.2	6.0	6.0	4.7	23.2	23.2	1.8	26.9	26.9
Cycle Q Clear(g_c), s	5.6	13.1	13.2	4.2	6.0	6.0	4.7	23.2	23.2	1.8	26.9	26.9
Prop In Lane	1.00		0.45	1.00		0.11	1.00		0.47	1.00		0.28
Lane Grp Cap(c), veh/h	551	581	566	425	577	596	245	572	555	249	531	532
V/C Ratio(X)	0.33	0.54	0.55	0.32	0.28	0.28	0.57	0.86	0.86	0.22	1.07	1.07
Avail Cap(c_a), veh/h	553	581	566	432	577	596	250	572	555	295	531	532
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	1.00	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	16.0	24.8	24.8	16.5	22.5	22.6	22.1	28.6	28.6	21.0	31.5	31.6
Incr Delay (d2), s/veh	0.3	3.6	3.8	0.4	1.2	1.2	3.0	12.2	12.6	0.4	58.7	59.1
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(50%),veh/ln	2.3	5.9	5.9	1.7	2.6	2.7	2.1	11.5	11.2	0.7	19.7	19.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.4	28.4	28.6	17.0	23.7	23.7	25.1	40.8	41.1	21.4	90.2	90.7
LnGrp LOS	B	C	C	B	C	C	C	D	D	C	F	F
Approach Vol, veh/h		804			463			1105			1191	
Approach Delay, s/veh		25.8			21.7			38.9			87.3	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	36.2	12.7	35.5	16.7	36.5	14.7	33.4
Change Period (Y+Rc), s	6.6	* 6.7	6.0	6.5	* 6.3	* 6.7	6.4	* 6.5
Max Green Setting (Gmax), s	10.4	* 19	9.0	26.5	* 11	* 18	8.6	* 27
Max Q Clear Time (g_c+I1), s	7.6	8.0	3.8	25.2	6.2	15.2	6.7	28.9
Green Ext Time (p_c), s	0.1	1.3	0.0	0.8	0.1	1.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	57	1210	48	70	990
Future Vol, veh/h	17	57	1210	48	70	990
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	60	1274	51	74	1042

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1969	663	0	0	1325	0
Stage 1	1300	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	404	-	-	517	-
Stage 1	219	-	-	-	-	-
Stage 2	471	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	47	404	-	-	517	-
Mov Cap-2 Maneuver	149	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	404	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.9	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	290	517	-
HCM Lane V/C Ratio	-	-	0.269	0.143	-
HCM Control Delay (s)	-	-	21.9	13.1	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.1	0.5	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	41	1142	145	92	1013
Future Vol, veh/h	34	41	1142	145	92	1013
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	43	1202	153	97	1066

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2006	678	0	0	1355	0
Stage 1	1279	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	52	395	-	-	504	-
Stage 1	225	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	42	395	-	-	504	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.6	0	1.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	144	395	504	-
HCM Lane V/C Ratio	-	-	0.249	0.109	0.192	-
HCM Control Delay (s)	-	-	38.1	15.2	13.8	-
HCM Lane LOS	-	-	E	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.4	0.7	-

Intersection	
Int Delay, s/veh	2.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	82	1024	160	94	1069
Future Vol, veh/h	77	82	1024	160	94	1069
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	86	1078	168	99	1125

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1923	623	0	0	1246	0
Stage 1	1162	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 59	429	-	-	554	-
Stage 1	260	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 48	429	-	-	554	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	260	-	-	-	-	-
Stage 2	346	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.3	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	429	554	-
HCM Lane V/C Ratio	-	-	0.516	0.201	0.179	-
HCM Control Delay (s)	-	-	50.1	15.5	12.9	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	2.5	0.7	0.6	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	87	0	107	0	0	0	81	273	6	0	306	91
Future Vol, veh/h	87	0	107	0	0	0	81	273	6	0	306	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	110	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	0	113	0	0	0	85	287	6	0	322	96

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	782	785	322		418	0	0	-	-	0
Stage 1	322	322	-		-	-	-	-	-	-
Stage 2	460	463	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	-	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	-	-	-
Pot Cap-1 Maneuver	363	325	719		1141	-	-	0	-	-
Stage 1	735	651	-		-	-	-	0	-	-
Stage 2	636	564	-		-	-	-	0	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	336	0	719		1141	-	-	-	-	-
Mov Cap-2 Maneuver	336	0	-		-	-	-	-	-	-
Stage 1	681	0	-		-	-	-	-	-	-
Stage 2	636	0	-		-	-	-	-	-	-

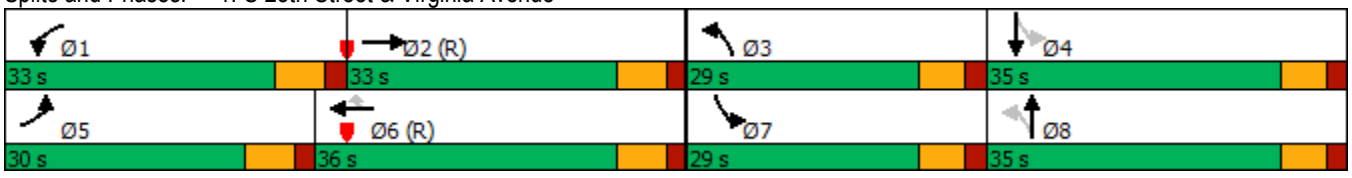
Approach	EB	NB	SB
HCM Control Delay, s	14.8	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1141	-	-	336	719	-	-
HCM Lane V/C Ratio	0.075	-	-	0.273	0.157	-	-
HCM Control Delay (s)	8.4	-	-	19.7	10.9	-	-
HCM Lane LOS	A	-	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.1	0.6	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	183	705	287	841	230	184	609	290	869
Future Volume (vph)	183	705	287	841	230	184	609	290	869
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	30.0	33.0	33.0	36.0	36.0	29.0	35.0	29.0	35.0
Total Split (%)	23.1%	25.4%	25.4%	27.7%	27.7%	22.3%	26.9%	22.3%	26.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	18.8	27.6	24.8	33.6	33.6	45.9	30.4	55.5	35.3
Actuated g/C Ratio	0.14	0.21	0.19	0.26	0.26	0.35	0.23	0.43	0.27
v/c Ratio	0.76	0.81	0.90	0.67	0.41	0.72	0.92	0.91	1.19
Control Delay	71.6	54.5	95.0	38.5	5.5	45.6	64.8	67.2	135.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	54.5	95.0	38.5	5.5	45.6	64.8	67.2	135.5
LOS	E	D	F	D	A	D	E	E	F
Approach Delay		57.6		44.9			60.8		120.9
Approach LOS		E		D			E		F

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay: 73.1	Intersection LOS: E
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue



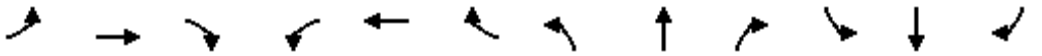


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	871	302	885	242	194	752	305	1126
v/c Ratio	0.76	0.81	0.90	0.67	0.41	0.72	0.92	0.91	1.19
Control Delay	71.6	54.5	95.0	38.5	5.5	45.6	64.8	67.2	135.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	54.5	95.0	38.5	5.5	45.6	64.8	67.2	135.5
Queue Length 50th (ft)	157	254	266	143	1	109	328	198	~592
Queue Length 95th (ft)	235	308	#413	204	45	182	#463	#369	#814
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	315	1075	356	1315	587	362	820	358	949
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.81	0.85	0.67	0.41	0.54	0.92	0.85	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	705	123	287	841	230	184	609	105	290	869	200
Future Volume (veh/h)	183	705	123	287	841	230	184	609	105	290	869	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	742	129	302	885	242	194	641	111	305	915	211
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1052	181	328	1532	475	236	662	114	331	770	177
Arrive On Green	0.12	0.24	0.24	0.18	0.30	0.30	0.10	0.22	0.22	0.15	0.27	0.27
Sat Flow, veh/h	1781	4383	755	1781	5106	1585	1781	3029	524	1781	2868	661
Grp Volume(v), veh/h	193	575	296	302	885	242	194	376	376	305	567	559
Grp Sat Flow(s),veh/h/ln	1781	1702	1734	1781	1702	1585	1781	1777	1776	1781	1777	1751
Q Serve(g_s), s	13.8	20.1	20.4	21.7	19.1	16.4	10.8	27.2	27.3	17.4	34.9	34.9
Cycle Q Clear(g_c), s	13.8	20.1	20.4	21.7	19.1	16.4	10.8	27.2	27.3	17.4	34.9	34.9
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.29	1.00		0.38
Lane Grp Cap(c), veh/h	221	817	416	328	1532	475	236	388	388	331	477	471
V/C Ratio(X)	0.87	0.70	0.71	0.92	0.58	0.51	0.82	0.97	0.97	0.92	1.19	1.19
Avail Cap(c_a), veh/h	318	817	416	359	1532	475	362	388	388	368	477	471
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	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.9	45.2	45.3	52.1	38.5	37.6	36.9	50.3	50.4	36.4	47.5	47.5
Incr Delay (d2), s/veh	16.7	5.0	9.9	26.0	1.5	3.6	8.7	37.1	37.7	26.6	103.5	104.5
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(50%),veh/ln	7.2	9.1	9.9	12.0	8.2	6.9	5.3	16.1	16.2	10.0	29.1	28.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.7	50.2	55.2	78.2	40.0	41.2	45.6	87.4	88.1	63.0	151.1	152.1
LnGrp LOS	E	D	E	E	D	D	D	F	F	E	F	F
Approach Vol, veh/h		1064			1429			946			1431	
Approach Delay, s/veh		55.7			48.3			79.1			132.7	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.7	38.0	19.8	41.5	22.9	45.8	26.3	35.0
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	26.2	26.2	* 22	* 28	23.2	29.2	* 22	* 28
Max Q Clear Time (g_c+I1), s	23.7	22.4	12.8	36.9	15.8	21.1	19.4	29.3
Green Ext Time (p_c), s	0.2	2.0	0.4	0.0	0.3	4.2	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

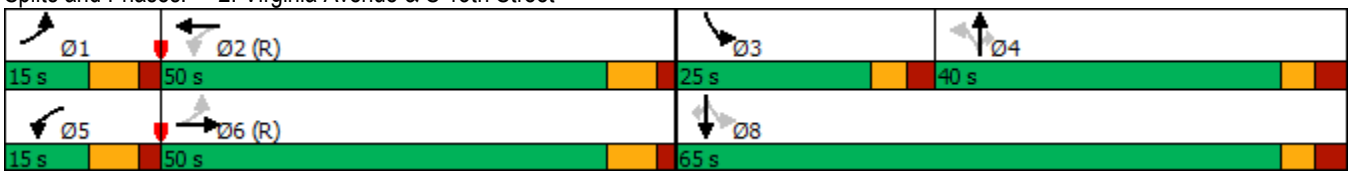
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	74	944	19	940	6	21	6	250	49	116
Future Volume (vph)	74	944	19	940	6	21	6	250	49	116
Turn Type	pm+pt	NA	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6	5	2		4		3	8	
Permitted Phases	6		2		4		4	8		8
Detector Phase	1	6	5	2	4	4	4	3	8	8
Switch Phase										
Minimum Initial (s)	5.0	12.0	5.0	12.0	7.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.6	24.6	24.6	11.2	24.6	24.6
Total Split (s)	15.0	50.0	15.0	50.0	40.0	40.0	40.0	25.0	65.0	65.0
Total Split (%)	11.5%	38.5%	11.5%	38.5%	30.8%	30.8%	30.8%	19.2%	50.0%	50.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	3.4	3.4	3.4	3.4	3.4	3.4
All-Red Time (s)	2.0	2.0	2.0	2.0	3.2	3.2	3.2	2.8	3.2	3.2
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)	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.2	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None
Act Effct Green (s)	87.1	82.0	82.9	77.9	7.6	7.6	7.6	27.1	26.7	26.7
Actuated g/C Ratio	0.67	0.63	0.64	0.60	0.06	0.06	0.06	0.21	0.21	0.21
v/c Ratio	0.25	0.31	0.05	0.40	0.07	0.20	0.03	0.89	0.14	0.29
Control Delay	19.3	24.4	8.9	15.6	58.8	62.4	0.2	77.6	39.9	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	24.4	8.9	15.6	58.8	62.4	0.2	77.6	39.9	8.2
LOS	B	C	A	B	E	E	A	E	D	A
Approach Delay		24.0		15.4		50.8			53.7	
Approach LOS		C		B		D			D	

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 63 (48%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 63.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Virginia Avenue & S 13th Street

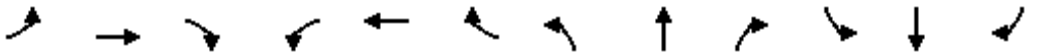




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	1007	20	1189	6	22	6	263	52	122
v/c Ratio	0.25	0.31	0.05	0.40	0.07	0.20	0.03	0.89	0.14	0.29
Control Delay	19.3	24.4	8.9	15.6	58.8	62.4	0.2	77.6	39.9	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	24.4	8.9	15.6	58.8	62.4	0.2	77.6	39.9	8.2
Queue Length 50th (ft)	40	224	6	206	5	18	0	197	34	0
Queue Length 95th (ft)	m54	m285	16	265	19	47	0	#310	68	48
Internal Link Dist (ft)		4135		534		238			2366	
Turn Bay Length (ft)	200		200		50		25	175		25
Base Capacity (vph)	326	3200	392	2986	398	478	511	301	836	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.31	0.05	0.40	0.02	0.05	0.01	0.87	0.06	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	944	12	19	940	190	6	21	6	250	49	116
Future Volume (veh/h)	74	944	12	19	940	190	6	21	6	250	49	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	994	13	20	989	200	6	22	6	263	52	122
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	3006	39	359	2396	483	121	101	85	372	460	390
Arrive On Green	0.04	0.58	0.58	0.02	0.56	0.56	0.05	0.05	0.05	0.14	0.25	0.25
Sat Flow, veh/h	1781	5194	68	1781	4260	860	1211	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	78	651	356	20	790	399	6	22	6	263	52	122
Grp Sat Flow(s),veh/h/ln	1781	1702	1858	1781	1702	1716	1211	1870	1585	1781	1870	1585
Q Serve(g_s), s	2.4	13.0	13.0	0.6	17.2	17.3	0.6	1.5	0.5	17.7	2.8	8.2
Cycle Q Clear(g_c), s	2.4	13.0	13.0	0.6	17.2	17.3	0.6	1.5	0.5	17.7	2.8	8.2
Prop In Lane	1.00		0.04	1.00		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	322	1970	1075	359	1914	965	121	101	85	372	460	390
V/C Ratio(X)	0.24	0.33	0.33	0.06	0.41	0.41	0.05	0.22	0.07	0.71	0.11	0.31
Avail Cap(c_a), veh/h	370	1970	1075	436	1914	965	366	481	407	372	840	712
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)	0.44	0.44	0.44	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	14.3	14.3	11.9	16.2	16.2	58.5	58.9	58.4	47.2	38.0	40.0
Incr Delay (d2), s/veh	0.2	0.2	0.4	0.1	0.7	1.3	0.2	1.1	0.3	6.1	0.1	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(50%),veh/ln	1.0	5.0	5.5	0.3	6.8	7.1	0.2	0.7	0.2	8.5	1.3	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.5	14.5	14.6	12.0	16.9	17.5	58.7	60.0	58.8	53.2	38.1	40.5
LnGrp LOS	B	B	B	B	B	B	E	E	E	D	D	D
Approach Vol, veh/h		1085			1209			34			437	
Approach Delay, s/veh		14.4			17.0			59.5			47.9	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	79.9	25.0	13.6	9.4	82.0		38.6				
Change Period (Y+Rc), s	6.8	6.8	* 6.2	* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	8.2	43.2	* 19	* 33	8.2	43.2		* 58				
Max Q Clear Time (g_c+I1), s	4.4	19.3	19.7	3.5	2.6	15.0		10.2				
Green Ext Time (p_c), s	0.0	9.1	0.0	0.1	0.0	7.7		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		21.4	
HCM 6th LOS		C	

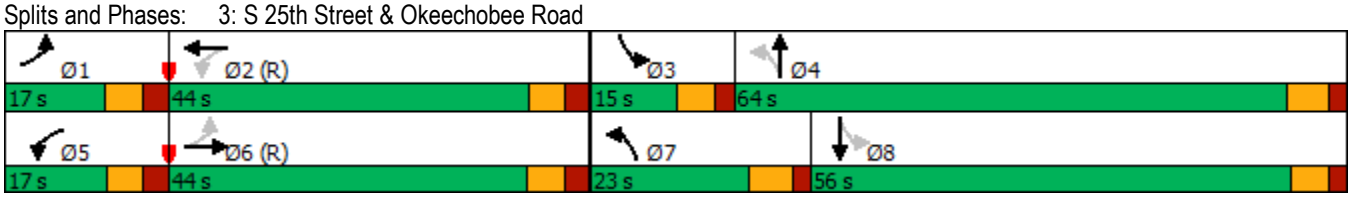
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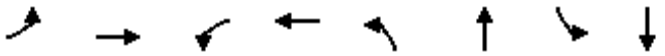
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	197	423	175	474	160	786	53	959
Future Volume (vph)	197	423	175	474	160	786	53	959
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)	10.4	12.0	10.7	12.0	8.6	12.0	9.0	12.0
Minimum Split (s)	17.0	24.7	17.0	24.7	15.0	24.5	15.0	24.1
Total Split (s)	17.0	44.0	17.0	44.0	23.0	64.0	15.0	56.0
Total Split (%)	12.1%	31.4%	12.1%	31.4%	16.4%	45.7%	10.7%	40.0%
Yellow Time (s)	4.0	4.0	3.7	3.7	4.4	4.4	4.0	4.0
All-Red Time (s)	2.6	2.7	2.6	2.7	2.0	2.1	2.0	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.7	6.3	6.4	6.4	6.5	6.0	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None
Act Effct Green (s)	49.0	38.4	49.3	38.5	71.1	59.4	60.1	51.0
Actuated g/C Ratio	0.35	0.27	0.35	0.28	0.51	0.42	0.43	0.36
v/c Ratio	0.71	0.61	0.68	0.53	0.72	0.69	0.24	0.94
Control Delay	45.9	45.5	44.1	45.6	48.1	35.4	20.1	57.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	45.5	44.1	45.6	48.1	35.4	20.1	57.7
LOS	D	D	D	D	D	D	C	E
Approach Delay		45.6		45.2		37.2		56.0
Approach LOS		D		D		D		E

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 49 (35%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 95	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 46.3	Intersection LOS: D
Intersection Capacity Utilization 88.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 3: S 25th Street & Okeechobee Road

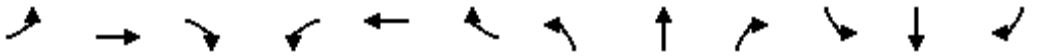




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	207	587	184	515	168	1012	56	1198
v/c Ratio	0.71	0.61	0.68	0.53	0.72	0.69	0.24	0.94
Control Delay	45.9	45.5	44.1	45.6	48.1	35.4	20.1	57.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	45.5	44.1	45.6	48.1	35.4	20.1	57.7
Queue Length 50th (ft)	130	236	113	211	96	391	25	546
Queue Length 95th (ft)	#202	302	173	271	177	471	48	#708
Internal Link Dist (ft)		225		574		1261		690
Turn Bay Length (ft)	225		200		225		200	
Base Capacity (vph)	293	957	270	970	260	1475	233	1268
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.61	0.68	0.53	0.65	0.69	0.24	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	423	135	175	474	15	160	786	176	53	959	180
Future Volume (veh/h)	197	423	135	175	474	15	160	786	176	53	959	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	207	445	142	184	499	16	168	827	185	56	1009	189
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	824	261	328	1090	35	196	1080	242	221	1055	197
Arrive On Green	0.07	0.31	0.31	0.08	0.31	0.31	0.08	0.37	0.37	0.06	0.35	0.35
Sat Flow, veh/h	1781	2656	840	1781	3514	113	1781	2886	645	1781	2988	559
Grp Volume(v), veh/h	207	296	291	184	252	263	168	509	503	56	599	599
Grp Sat Flow(s),veh/h/ln	1781	1777	1719	1781	1777	1850	1781	1777	1754	1781	1777	1770
Q Serve(g_s), s	10.4	19.3	19.6	9.9	16.0	16.0	8.3	35.2	35.2	2.7	46.1	46.3
Cycle Q Clear(g_c), s	10.4	19.3	19.6	9.9	16.0	16.0	8.3	35.2	35.2	2.7	46.1	46.3
Prop In Lane	1.00		0.49	1.00		0.06	1.00		0.37	1.00		0.32
Lane Grp Cap(c), veh/h	357	551	533	328	551	574	196	665	656	221	627	625
V/C Ratio(X)	0.58	0.54	0.54	0.56	0.46	0.46	0.86	0.77	0.77	0.25	0.96	0.96
Avail Cap(c_a), veh/h	357	551	533	328	551	574	273	730	720	234	633	631
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	1.00	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	32.3	40.0	40.1	31.1	38.8	38.8	33.9	38.4	38.4	29.3	44.2	44.3
Incr Delay (d2), s/veh	2.3	3.7	4.0	2.1	2.7	2.6	17.2	4.5	4.5	0.6	25.0	25.6
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(50%),veh/ln	5.1	9.1	9.0	4.5	7.4	7.8	4.5	16.1	16.0	1.2	24.5	24.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.6	43.7	44.0	33.3	41.5	41.5	51.1	42.9	42.9	29.9	69.2	69.9
LnGrp LOS	C	D	D	C	D	D	D	D	D	C	E	E
Approach Vol, veh/h		794			699			1180			1254	
Approach Delay, s/veh		41.5			39.3			44.1			67.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	50.1	14.0	58.9	17.0	50.1	16.9	55.9
Change Period (Y+Rc), s	6.6	* 6.7	6.0	6.5	* 6.3	* 6.7	6.4	* 6.5
Max Green Setting (Gmax), s	10.4	* 38	9.0	57.5	* 11	* 37	16.6	* 50
Max Q Clear Time (g_c+I1), s	12.4	18.0	4.7	37.2	11.9	21.6	10.3	48.3
Green Ext Time (p_c), s	0.0	3.0	0.0	6.9	0.0	3.3	0.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	18	1056	11	12	1332
Future Vol, veh/h	23	18	1056	11	12	1332
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	-	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	24	19	1112	12	13	1402

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1845	562	0	0	1124	0
Stage 1	1118	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	66	470	-	-	617	-
Stage 1	274	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	65	470	-	-	617	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	248	617	-
HCM Lane V/C Ratio	-	-	0.174	0.02	-
HCM Control Delay (s)	-	-	22.6	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	79	75	1041	40	30	1244
Future Vol, veh/h	79	75	1041	40	30	1244
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	79	1096	42	32	1309

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1836	569	0	0	1138	0
Stage 1	1117	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 67	465	-	-	610	-
Stage 1	275	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 64	465	-	-	610	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	421	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.3	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	179	465	610	-
HCM Lane V/C Ratio	-	-	0.465	0.17	0.052	-
HCM Control Delay (s)	-	-	41.5	14.3	11.2	-
HCM Lane LOS	-	-	E	B	B	-
HCM 95th %tile Q(veh)	-	-	2.2	0.6	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	8.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	153	151	1041	77	83	1132
Future Vol, veh/h	153	151	1041	77	83	1132
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	0	-	-	75	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	159	1096	81	87	1192

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1907	589	0	0	1177	0
Stage 1	1137	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	~ 60	452	-	-	589	-
Stage 1	268	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 51	452	-	-	589	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	355	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.8	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	162	452	589	-
HCM Lane V/C Ratio	-	-	0.994	0.352	0.148	-
HCM Control Delay (s)	-	-	125.6	17.2	12.2	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	7.7	1.6	0.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	109	0	134	0	0	0	82	206	4	1	262	76
Future Vol, veh/h	109	0	134	0	0	0	82	206	4	1	262	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	110	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	0	141	0	0	0	86	217	4	1	276	80

Major/Minor	Minor2				Major1			Major2		
Conflicting Flow All	669	671	276		356	0	0	221	0	0
Stage 1	278	278	-		-	-	-	-	-	-
Stage 2	391	393	-		-	-	-	-	-	-
Critical Hdwy	6.42	6.52	6.22		4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	5.42	5.52	-		-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-		-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318		2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	423	378	763		1203	-	-	1348	-	-
Stage 1	769	680	-		-	-	-	-	-	-
Stage 2	683	606	-		-	-	-	-	-	-
Platoon blocked, %						-	-		-	-
Mov Cap-1 Maneuver	393	0	763		1203	-	-	1348	-	-
Mov Cap-2 Maneuver	393	0	-		-	-	-	-	-	-
Stage 1	714	0	-		-	-	-	-	-	-
Stage 2	682	0	-		-	-	-	-	-	-

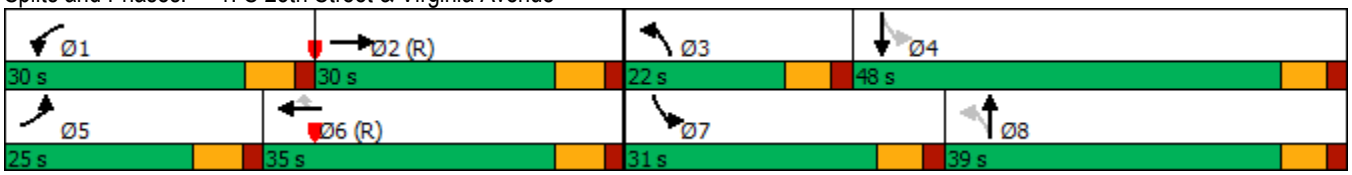
Approach	EB	NB	SB
HCM Control Delay, s	14	2.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	SBL	SBT	SBR
Capacity (veh/h)	1203	-	-	393	763	1348	-	-
HCM Lane V/C Ratio	0.072	-	-	0.292	0.185	0.001	-	-
HCM Control Delay (s)	8.2	-	-	17.9	10.8	7.7	-	-
HCM Lane LOS	A	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.2	0.7	0	-	-

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	183	705	287	841	230	184	609	290	869
Future Volume (vph)	183	705	287	841	230	184	609	290	869
Turn Type	Prot	NA	Prot	NA	Perm	pm+pt	NA	pm+pt	NA
Protected Phases	5	2	1	6		3	8	7	4
Permitted Phases					6	8		4	
Detector Phase	5	2	1	6	6	3	8	7	4
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	10.0	5.0	7.0	5.0	7.0
Minimum Split (s)	11.8	24.8	11.8	24.8	24.8	11.6	24.6	11.6	24.6
Total Split (s)	25.0	30.0	30.0	35.0	35.0	22.0	39.0	31.0	48.0
Total Split (%)	19.2%	23.1%	23.1%	26.9%	26.9%	16.9%	30.0%	23.8%	36.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.4	4.4	4.4	4.4
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.2	2.2	2.2	2.2
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)	6.8	6.8	6.8	6.8	6.8	6.6	6.6	6.6	6.6
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	C-Max	None	None	None	Max
Act Effct Green (s)	17.0	23.2	23.2	29.4	29.4	49.3	35.7	62.9	43.1
Actuated g/C Ratio	0.13	0.18	0.18	0.23	0.23	0.38	0.27	0.48	0.33
v/c Ratio	0.84	0.96	0.96	0.77	0.45	0.80	0.78	0.83	0.97
Control Delay	83.4	73.4	107.6	45.4	7.6	55.8	50.2	46.6	63.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	73.4	107.6	45.4	7.6	55.8	50.2	46.6	63.3
LOS	F	E	F	D	A	E	D	D	E
Approach Delay		75.2		52.2			51.3		59.8
Approach LOS		E		D			D		E

Intersection Summary	
Cycle Length: 130	
Actuated Cycle Length: 130	
Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 59.3	Intersection LOS: E
Intersection Capacity Utilization 95.2%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 1: S 25th Street & Virginia Avenue



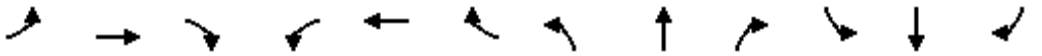


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	193	871	302	885	242	194	752	305	1126
v/c Ratio	0.84	0.96	0.96	0.77	0.45	0.80	0.78	0.83	0.97
Control Delay	83.4	73.4	107.6	45.4	7.6	55.8	50.2	46.6	63.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.4	73.4	107.6	45.4	7.6	55.8	50.2	46.6	63.3
Queue Length 50th (ft)	159	263	268	153	2	108	311	173	~505
Queue Length 95th (ft)	#277	#353	#450	219	60	#222	#413	#282	#657
Internal Link Dist (ft)		468		4135			517		1813
Turn Bay Length (ft)	325		525		200			185	
Base Capacity (vph)	247	906	315	1148	541	266	959	408	1155
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.96	0.96	0.77	0.45	0.73	0.78	0.75	0.97

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	183	705	123	287	841	230	184	609	105	290	869	200
Future Volume (veh/h)	183	705	123	287	841	230	184	609	105	290	869	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	193	742	129	302	885	242	194	641	111	305	915	211
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	890	153	318	1321	410	223	828	143	358	913	210
Arrive On Green	0.12	0.20	0.20	0.18	0.26	0.26	0.09	0.27	0.27	0.14	0.32	0.32
Sat Flow, veh/h	1781	4383	755	1781	5106	1585	1781	3029	524	1781	2868	661
Grp Volume(v), veh/h	193	575	296	302	885	242	194	376	376	305	567	559
Grp Sat Flow(s),veh/h/ln	1781	1702	1734	1781	1702	1585	1781	1777	1776	1781	1777	1751
Q Serve(g_s), s	13.9	21.0	21.3	21.8	20.2	17.4	10.1	25.3	25.4	15.5	41.4	41.4
Cycle Q Clear(g_c), s	13.9	21.0	21.3	21.8	20.2	17.4	10.1	25.3	25.4	15.5	41.4	41.4
Prop In Lane	1.00		0.44	1.00		1.00	1.00		0.29	1.00		0.38
Lane Grp Cap(c), veh/h	219	691	352	318	1321	410	223	486	486	358	566	558
V/C Ratio(X)	0.88	0.83	0.84	0.95	0.67	0.59	0.87	0.77	0.78	0.85	1.00	1.00
Avail Cap(c_a), veh/h	249	691	352	318	1321	410	266	486	486	445	566	558
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	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.1	49.7	49.8	52.8	43.2	42.2	34.1	43.5	43.5	30.5	44.3	44.3
Incr Delay (d2), s/veh	26.6	11.2	21.0	35.7	2.5	5.7	22.6	7.6	7.7	12.3	38.2	38.8
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(50%),veh/ln	7.8	10.0	11.3	12.9	8.8	7.5	5.7	12.1	12.2	7.8	24.0	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	60.9	70.8	88.5	45.7	47.9	56.7	51.1	51.2	42.8	82.5	83.1
LnGrp LOS	F	E	E	F	D	D	E	D	D	D	F	F
Approach Vol, veh/h		1064			1429			946			1431	
Approach Delay, s/veh		67.6			55.1			52.3			74.3	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	33.2	18.8	48.0	22.8	40.4	24.7	42.1
Change Period (Y+Rc), s	6.8	6.8	* 6.6	* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	23.2	23.2	* 15	* 41	18.2	28.2	* 24	* 32
Max Q Clear Time (g_c+I1), s	23.8	23.3	12.1	43.4	15.9	22.2	17.5	27.4
Green Ext Time (p_c), s	0.0	0.0	0.2	0.0	0.1	3.4	0.5	2.1

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Saint Lucie County Property Appraiser
Michelle Franklin CFA

Report generated: Wednesday, September 25, 2019

Parcel Report





Parcel

Parcel ID:	2416-504-0200-000-2
Property ID:	25689
Owner 1:	HCA
Site Address:	1700 S 23rd ST

Parcel ID:	2416-504-0200-000-2
Property ID:	25689
Owner 1:	HCA
Site Address:	1700 S 23rd ST

Owner

Owner 1:	HCA
Owner 2:	
Owner 3:	
Mailing Address:	Attn: Tax Dept PO Box 1504 Nashville, TN 37202-1504

Owner 1:	HCA
Owner 2:	
Owner 3:	
Mailing Address:	Attn: Tax Dept PO Box 1504 Nashville, TN 37202-1504

Overview

Primary Land Use:	7300 - PRVTE HOSP
District Group:	0022 - Fort Pierce
Subdivision:	Lawnwood Addition
Just/Market Value:	$31,983,400
Finished Area:	305,187
Acres:	22.36
Total Area:	974,002

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Legal Description

Legal Description: LAWNWOOD ADDN THAT PART OF LAWNWOOD ADDN MPDAF: FROM SW COR BLK 95 RUN N 00 DEG 05 MIN 58 SEC E 88.86 FT TO EXCHANGE LI BETWEEN CE ALLEN CO AND CITY OF FT PIERCE AND POB, TH CONT N 00 DEG 05 MIN 58 SEC E 881.28 FT TO SLY R/W NEBRASKA AV, TH ELY ALG SD SLY R/W LI 1340 FT M/L TO W R/W S 19 ST CANAL, TH S 01 DEG 04 MIN 23 SEC W 1231.71 M/L FT TO AFOREMENTIONED EXCHANGE LI, TH N 89 DEG 28 MIN 42 SEC W 1201.7 FT TO POB AND ALL VAC ST RS/W LYG WITHIN AFORE MENTIONED DESC AS IN OR 247-700-LESS ST RS/W DEEDED TO CITY OF FT PIERCE AS IN OR 248 PGS 2926, 2934 AND 268-1540 AND LESS TO SUN BANK AS IN OR 290-1616 AND LESS TO LAWNWOOD MED ASSOC LTD AS IN OR 290-1624 AND LESS TO SUN BANK AS IN OR 301-2538 (22.36 AC) (OR 247-1047)

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Value History

Year	Just/Market Value	Building Value	Land Value	SFYI Value	Assessed Value	Exemption Amount	County Taxable	Save Our Home OR 10% Cap Differential	Ag Credit
2019	$31,983,400	$27,786,300	$3,896,000	$301,100	$25,527,854	$0	$25,527,854	$6,455,546	$0
2018	$32,766,500	$28,671,000	$3,896,000	$199,500	$23,207,140	$0	$23,207,140	$9,559,360	$0
2017	$21,097,400	$16,993,600	$3,896,000	$207,800	$21,097,400	$0	$21,097,400	$0	$0

Tax Links

SLC Tax Collector's Office taxes for this parcel

Download TRIM notice for this parcel

SLC Tax Collector's Office taxes for this parcel

Download TRIM notice for this parcel

Special Assessments

Description	Start Year	Units	Amount
Fort Pierce Stormwater Charge	2012	288.2	$19,885.80

Improvements

Building Sequence:	1
Bedrooms:	0
Bathrooms:	0
Building Type:	HOSP - HOSPITALS AND MEDICAL CARE FACILITIES
Story Height:	5 Story
No of Living Units:	
Total Finished Area:	293,199
Gross Sketched Area:	305,829
Year Built:	1977
Effective Year:	1977
Primary Roof Cover:	Gypsum
Primary Roof Structure:	Steel Conc
Primary Wall:	Reinf Conc
A/C %:	100

Building Sequence:	2
Bedrooms:	0
Bathrooms:	0
Building Type:	LROF - LOW RISE OFFICE-1 STORY
Story Height:	1 Story
No of Living Units:	1
Total Finished Area:	1,040
Gross Sketched Area:	1,676
Year Built:	1981
Effective Year:	1985
Primary Roof Cover:	Metal
Primary Roof Structure:	Steel Truss
Primary Wall:	Frm Stucco
A/C %:	100

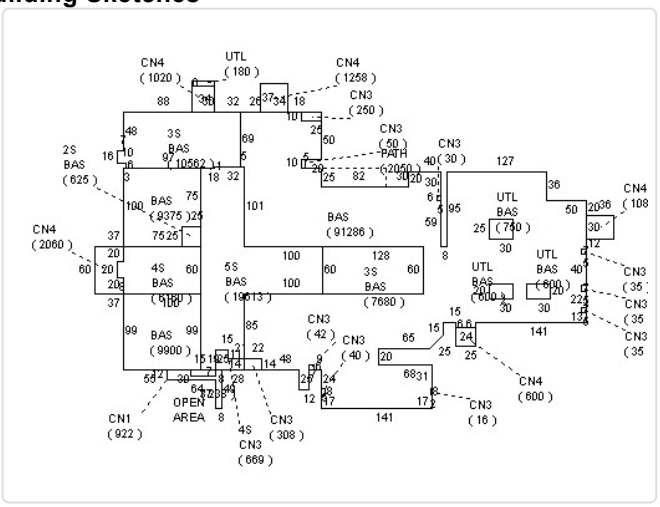
Building Sequence:	3
Bedrooms:	0
Bathrooms:	0
Building Type:	LROF - LOW RISE OFFICE-1 STORY
Story Height:	1 Story
No of Living Units:	1
Total Finished Area:	4,828
Gross Sketched Area:	5,684
Year Built:	1989
Effective Year:	1989
Primary Roof Cover:	Sheet Metal
Primary Roof Structure:	Steel Truss
Primary Wall:	Frm Stucco
A/C %:	100

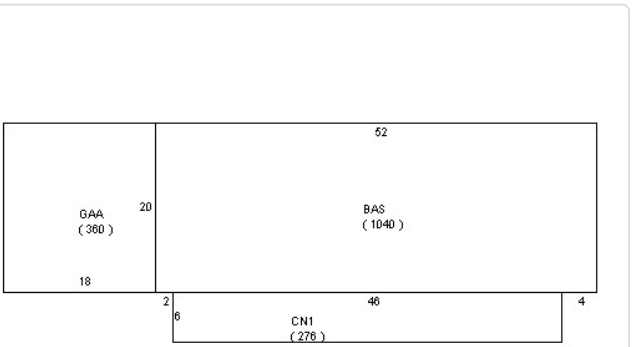
Building Sequence:	4
Bedrooms:	0
Bathrooms:	0
Building Type:	LROF - LOW RISE OFFICE-1 STORY
Story Height:	1 Story
No of Living Units:	1
Total Finished Area:	5,000
Gross Sketched Area:	6,500
Year Built:	1989
Effective Year:	1989
Primary Roof Cover:	Sheet Metal
Primary Roof Structure:	Steel Truss
Primary Wall:	Frm Stucco
A/C %:	100

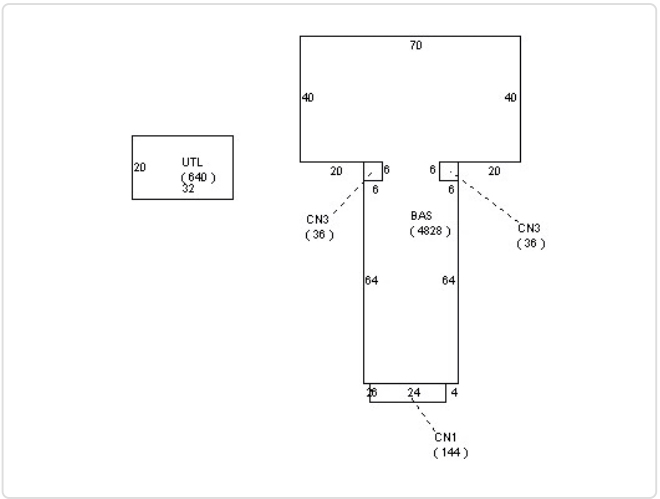
Building Sequence:	5
Bedrooms:	0

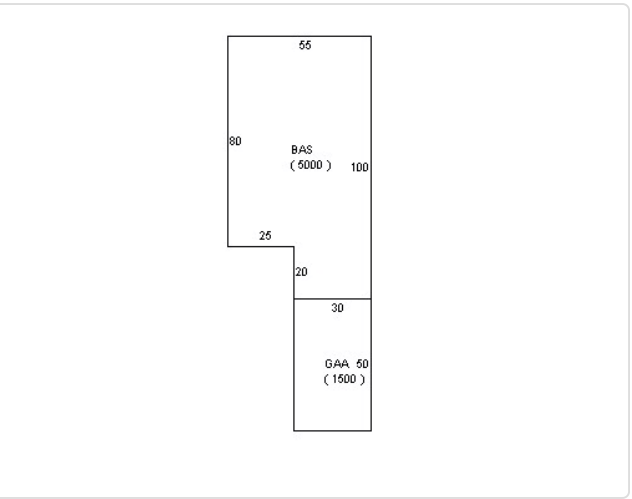
Bathrooms:	0
Building Type:	LROF - LOW RISE OFFICE-1 STORY
Story Height:	1 Story
No of Living Units:	
Total Finished Area:	1,120
Gross Sketched Area:	1,145
Year Built:	2013
Effective Year:	2013
Primary Roof Cover:	Roll Comp
Primary Roof Structure:	BarJst/Rigid
Primary Wall:	Tilt Up
A/C %:	100

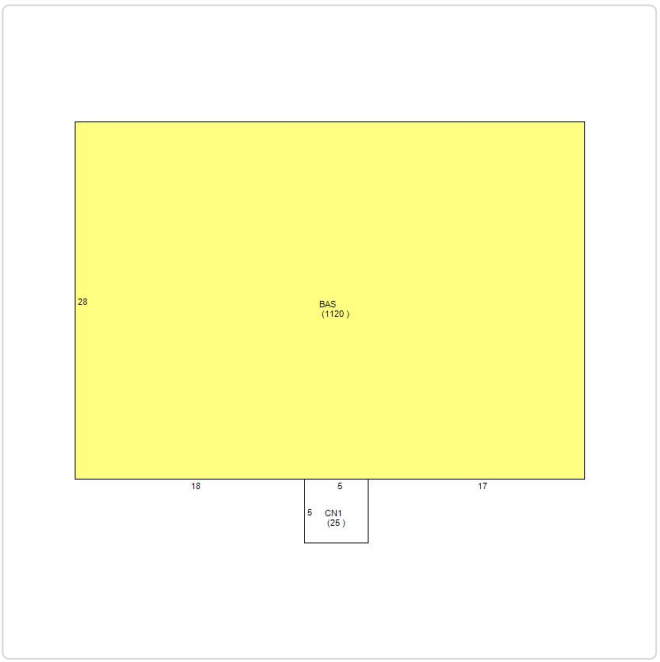
Building Sketches











Sub Area

Building Sequence	Sketch Area Code	Description	Finished Area	Gross Area
1	UTL	UTILITY ROOM	0	2,130
1	PATH	Patio High (Flooring over Slab-Tile,Pavers,etc)	0	2,050
1	CN4	CANOPY	0	6,018
1	CN3	CANOPY	0	1,510
1	CN1	CANOPY	0	922
1	BAS	BASE AREA	157,151	157,151
1	5S	FULL 4 STORIES OVER BASE (5 FLOORS TOTAL)	78,452	19,613
1	4S	3 FULL STORIES OVER BASE (TOTAL 4 FLOORS)	20,487	6,829
1	3S	TWO FULL STORIES OVER BASE (TOTAL 3 FLOORS)	36,484	18,242
1	2S	ONE FULL STORY OVER BASE (TOTAL 2 FLOORS)	625	625
2	GAA	Garage Attached Average	0	360
2	CN1	CANOPY	0	276
2	BAS	BASE AREA	1,040	1,040
3	UTL	UTILITY ROOM	0	640
3	CN3	CANOPY	0	72
3	CN1	CANOPY	0	144
3	BAS	BASE AREA	4,828	4,828
4	GAA	Garage Attached Average	0	1,500
4	BAS	BASE AREA	5,000	5,000
5	CN1	CANOPY	0	25
5	BAS	BASE AREA	1,120	1,120

SFYI

Description	Units	Year Built
8 inch block wall with stucco	107	2011
CHAIN LINK FENCE 6' TALL	535	2001
8 inch block wall with stucco	1,600	1988
CHAIN LINK FENCE 8' TALL	230	1988
CONCRETE LOW	800	1988
BARB WIRE	230	1988
COMMERCIAL LIGHT- SINGLE	14	1977
ELEVATOR	19,500	1977
CONCRETE LOW	20,232	1977
Asphalt	10,340	1977
COMMERCIAL LIGHT-TRIPLE	1	1977
Asphalt	440,000	1977
COMMERCIAL LIGHT-QUAD	9	1977
COMMERCIAL LIGHT-DOUBLE	9	1977

Land Lines

Line Number	Units	Unit Type
1	974,002	SqFt

Permits

Permit Number	Issue Date	Description
BP18-3054	12/16/2018	
BP15-0319	12/05/2018	
BP18-1633	06/14/2018	
BP18-0328	02/08/2018	Enclosure
BP17-0970	06/09/2017	Remodel
BP17-1224	05/31/2017	Additions to existing construction
BP16-0319	10/03/2016	
BP15-3131	06/01/2016	Alterations/Remodeling
BP15-2268	09/03/2015	Electric
BP15-1272	05/27/2015	Electric
BP15-0319	05/14/2015	Alterations/Remodeling
BP15-0288	05/13/2015	Alterations/Remodeling
BP15-0287	05/13/2015	Alterations/Remodeling
BP14-2711	12/08/2014	Electric
BP14-2712	11/03/2014	Electric
BP14-2377	09/17/2014	Roof
BP14-1848	08/20/2014	Additions to existing construction
BP14-0366	03/10/2014	Electric
BP14-0123	01/16/2014	Alterations/Remodeling
BP13-2751	12/01/2013	Electric
BP13-2750	08/23/2013	Electric
BP13-1136	04/02/2013	Awning/Shutters
BP13-0927	03/14/2013	Alterations/Remodeling
BP13-0868	02/27/2013	Roof
BP12-1484	11/15/2012	Commercial New Construction
BP12-1021	06/04/2012	Electric
BP12-0090	06/01/2012	Electric
BP12-0215	02/13/2012	Concrete
BP12-0072	01/29/2012	Electric
BP12-0071	01/29/2012	Electric
BP11-3033	01/10/2012	Electric
BP11-2943	12/12/2011	Electric
BP11-2849	11/21/2011	Electric
BP11-2842	11/20/2011	Electric
BP11-2785	11/17/2011	Electric
BP11-2715	11/17/2011	Electric
BP11-2826	11/17/2011	Electric
P11-1272	09/14/2011	Alterations/Remodeling
BP11-2012	09/13/2011	Roof
BP11-1114	07/15/2011	Alterations/Remodeling
BP11-1152	07/12/2011	Demolition
BP11-1092	07/05/2011	Alterations/Remodeling
BP11-0919	06/17/2011	Electric
BP11-0510	03/28/2011	Electric
BP11-0079	01/31/2011	Electric
BP10-0900	12/12/2010	Additions to existing construction
BP10-1962	09/08/2010	Alterations/Remodeling
BP10-1964	09/08/2010	Alterations/Remodeling
BP10-1963	09/08/2010	Alterations/Remodeling
BP10-0900	08/06/2010	Alterations/Remodeling
BP10-0900	07/30/2010	Alterations/Remodeling
BP10-0904	07/30/2010	Alterations/Remodeling
BP10-0438	03/24/2010	Slab

Permit Number	Issue Date	Description
BP09-2079	12/02/2009	Alterations/Remodeling
BP09-0681	05/12/2009	Alterations/Remodeling
0800000350	06/02/2008	Unknown
0700001861	03/26/2008	Alterations/Remodeling
0700001371	11/28/2007	Unknown
0700001338	09/24/2007	Roof
CR2006137	01/18/2007	Alterations/Remodeling
MP0700001605	12/31/2006	
MP0700001606	12/31/2006	
MP0700000733	12/31/2006	
MPCR2006103	12/31/2006	
TENT200629	12/27/2006	Unknown
DI200624	12/27/2006	Demolition
TENT200524	04/17/2006	Unknown
FE2005235	01/16/2006	Chainlink Fence
CA20059	11/28/2005	Additions to existing construction
FD200513	08/18/2005	Foundation
SW20059	08/18/2005	Unknown
RF20051992	06/13/2005	Roof
TENT20053	02/23/2005	Unknown
CR2003111	01/22/2004	Alterations/Remodeling
RF2003457	01/21/2004	Roof
DI200325	12/11/2003	Demolition
FE2002-11	10/09/2002	Fence
F01-00001328	10/04/2001	Roof
F01-000619	06/07/2001	Alterations/Remodeling
F01-000108	03/28/2001	Commercial New Construction
F01-000108	03/28/2001	Heat and Air Conditioning
F01-000271	03/25/2001	Commercial New Construction
F00-00009	01/16/2001	Fence
F00-0001150	10/05/2000	Alterations/Remodeling
f00-000792	06/28/2000	Roof
F99-000297	03/22/1999	Alterations/Remodeling
F98-000803	06/25/1998	Heat and Air Conditioning
F98-000706	06/05/1998	Roof
F98-01138B	04/28/1998	Sprinkler System
F98-01138A	01/13/1998	Heat and Air Conditioning
F98-001138	01/07/1998	Additions to existing construction
F97-001284	12/02/1997	Alterations/Remodeling
F97-000957	09/05/1997	Demolition
F96-000641	06/11/1996	Sprinkler System
F96-01030A	02/11/1996	Roof
F96-001030	01/18/1996	Sprinkler System
F95-01030B	12/19/1995	Sprinkler System
F95-01030A	11/05/1995	Heat and Air Conditioning
F95-001130	10/30/1995	Additions to existing construction
F95-001030	10/30/1995	Additions to existing construction
F95-000578	05/23/1995	Roof
F92-000404	08/01/1992	Roof
F92-001470	08/01/1992	Alterations/Remodeling
F91-01559I	12/12/1991	Alterations/Remodeling
F910001265	09/26/1991	Roof

Permit Number	Issue Date	Description
F91000405A	06/13/1991	Heat and Air Conditioning
F91000405	04/09/1991	Alterations/Remodeling
F900001141	02/04/1991	Heat and Air Conditioning
F900001451	11/20/1990	Alterations/Remodeling
F89001141	10/25/1990	Commercial New Construction
F89001150A	03/22/1990	Heat and Air Conditioning
F89001150B	10/31/1989	Commercial New Construction
F89000830I	08/01/1989	Additions to existing construction

Sales History

Sale Date	Sale Price	Sale Code	Deed Type	Grantor	Book Page	View Document
12/31/1975	$470,900	XX00	CV		247-1047	Clerk of Courts

Photos










NO PARKING

324316

STATUTORY

Warranty Deed

This instrument prepared by
William H. Beardall
BEARDALL, GRIDLEY, LEWIS, BLANKNER & LEGETTE
ATTORNEYS AT LAW
60 NORTH COURT AVENUE, ORLANDO, FLORIDA

(The terms "grantor" and "grantee" herein shall be construed to include all genders and singular or plural as the context indicates)

This Indenture *Made this* 5th *day of* January 1976 . **Between**

GORDON S. NUTT, a single man,

of the County of Seminole , *State of* Florida , *grantor, and*

HCA-FT. PIERCE, INC., a Florida corporation,

whose post-office address is 1 Park Plaza, Nashville, Tennessee,
of the County of Davidson , *State of* Tennessee , *grantee,*

Witnesseth: *That said grantor, for and in consideration of the sum of* ------- TEN --------- *Dollars, and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained and sold to the said grantee, and grantee's heirs, successors and assigns forever, the following described land, situate, lying and being in* St. Lucie *County, Florida, to-wit:*

All of those certain lands described in Schedule "A" attached hereto and made a part hereof.

2416-504-0000-0010

Subject to easements reserved by the City of Fort Pierce within any vacated alleys, right of way for extension of 19th Street through Blocks 76 and 77, Lawnwood Addition, and rights of way and easements for existing roads and ditches running through said property, and subject to platted streets and alleys shown on the plat of Lawnwood Addition, Plat Book 2, page 16, St. Lucie County Public Records.

FLORIDA DEPT OF REVENUE JAN-6'76 DOCUMENTARY SURTAX 518.10

STATE OF FLORIDA DOCUMENTARY STAMP TAX DEPT OF REVENUE JAN-6'76 512.70

STATE OF FLORIDA DOCUMENTARY STAMP TAX DEPT OF REVENUE JAN-6'76 900.00

and said grantor does hereby fully warrant the title to said land, and will defend the same against the lawful claims of all persons whomsoever.

In Witness Whereof, *Grantor has hereunto set grantor's hand and seal the day and year first above written.*
Signed, sealed and delivered in our presence:

William H. Beardall — Gordon S. Nutt (Seal)
Patricia S. Wang (Seal)
(Seal)
(Seal)

STATE OF FLORIDA
COUNTY OF ORANGE
I HEREBY CERTIFY that on this day before me, an officer duly qualified to take acknowledgments, personally appeared
GORDON S. NUTT, a single man,

O.R. BOOK 247 PAGE 1047

to me known to be the person(s) described in and who executed the foregoing instrument and acknowledged before me the execution of same.
WITNESS my hand and official seal in the County and State last aforesaid, this 5th *day of* January *,* 1976.

William H. Beardall
Notary Public State of Fla. at Large.
My commission expires: 6/24/78

WHB/pw

LEGAL SUPPLY ORLANDO, FLA.

Kimley»Horn

September 21, 2020

Brandon Creagan, Planner
City of Fort Pierce
Engineering Dept
100 North US 1
Fort Pierce, FL 34950

RE: Lawnwood Regional Medical Center
Surgery and Tower Expansion
Response to Comments

Dear Mr. Creagan:

This letter is in response to comments dated April 30, 2020 for the above-mentioned project. The original comment has been provided for your reference with the response in **bold**.

APRIL 30, 2020 COMMENTS

1. The plans shall be updated to include the dimensions of the new parking areas including stall lengths and drive aisles as this was not included in the submittal.

Response: Please see sheets C10 for dimensions of new parking areas.

2. The response to the previous comment *"All proposed and/or modified parking areas shall meet the minimum dimensional requirement of 26' for drive aisles providing access to perpendicular parking; please revise the plans accordingly".* was that a text amendment was approved to revert to the project's existing aisle width of 24'. However, upon review of previously approved development drawings for Lawnwood including Lawnwood Pavilion, Lawnwood Psychiatric Unit, Lawnwood Satellite Parking Lot the aisles are all proposed to be 26'; please provide a copy of the text amendment allowing reduction in the drive aisle width.

Response: The proposed parking lot has been modified to show 24' drive aisle with 19' parking stalls. Please see sheet C10 for details.

3. Relocate the the proposed Quincy Avenue sidewalk north to the property line in order to mirror the sidewalk location on the opposite side of the street. The applicant responded to this comment during the Building Permit submittal that the location at the back of the curb would prevent the removal of existing trees and conflicts with utility poles. However, the current design proposed two areas where the new sidewalk would incorporate 3-90^{o} bends around ditch bottom inlets, this is a public safety issue for pedestrians that may not be paying attention to where they are walking. Also, it appears that these oak trees are in direct conflict with the overhead lines (see attached photo) and should be removed even if the walk was not constructed in the vicinity. Lastly, FPUA has in many instances had to relocate facilities for

improvements with city rights-of-way and the applicant should coordinate with FPUA for any required pole relocations.

Response: The proposed Quincy Avenue sidewalk has been relocated.

4. Plan Sheet C8 of 17 reference that the proposed Quincy sidewalk is "Approved under Administrative Amendment"; please clarify the meaning of this statement.

Response: The areas labeled as "Approved under Administrative Amendment" are being constructed in the New Chiller Plant phase.

5. The Quincy Avenue sidewalk shall be sloped to drain towards the roadway.

Response: Acknowledged. The sidewalk was designed to flow away from the property.

6. **Advisory Comment:** Prior to issuance of a Site Work permit, the applicant shall submit a sketch and description of the proposed 5" R/W donation along the S. 23rd Street. The submittal shall include the results from a recent Owners and Encumbrances Search.

Response: Acknowledged.

7. **Advisory Comment:** The Grading, Paving and Drainage Plan was reviewed conceptually, an in-depth review will occur at the time of building permit submittal.

Response: Acknowledged.

Sincerely,



Michael F. Schwartz, P.E.
Senior Vice President

Kimley»Horn

April 9, 2020

Brandon Creagan
City of Fort Pierce
100 North US 1
Fort Pierce, FL 34950

RE: Lawnwood Medical Center – Master Plan
Response to Comments

Dear Mr. Creagan,

This letter is in response to comments dated February 20, 2020 for the above-mentioned project. The original comment has been provided for your reference with the response in **bold**.

PLANNING

1. Add a note to the plans which indicates that all signage shall be consistent with City Code.

Response: See sheet MSP-1.1, note 2.

Advisory Comments

1. The traffic analysis is being sent off to a third-party reviewer for examination of potential impacts from the first phase of development as well as impacts from the potential build-out of the site.

Response: Acknowledged.

2. The landscape review, and mitigation for the site shall be done concurrent with the Minor Site Plan for the chiller plant.

Response: Acknowledged.

ZONING ATLAS AMENDMENT

1. We recommend a Zoning Amendment Approval.

Response: Acknowledged, the zoning amendment is being submitted separately.

BUILDING DEPARTMENT

Building Official or his representative has no comment at the time of this meeting but reserves submission of comments upon completion of the official plan review.

COUNTY COMMENTS

PUBLIC WORKS

No Comment

Please feel free to contact me at (561) 404-7247 or mike.schwartz@kimley-horn.com should you have any questions.

Sincerely,



Michael F. Schwartz, P.E.
Senior Vice President

Kimley»Horn

April 8, 2020

Brandon Creagan
City of Fort Pierce
100 North US 1
Fort Pierce, FL 34950

RE: Lawnwood Medical Center – Phase I
Response to Comments

Dear Mr. Creagan,

This letter is in response to comments dated February 20, 2020 for the above-mentioned project. The original comment has been provided for your reference with the response in **bold**.

PLANNING

1. Add a note to the plans which indicates that all signage shall be consistent with City Code.

Response: See note 7 on sheets C8 and C9 that states "All signage shall be consistent with the City of Fort Pierce's code."

2. Thermoplastic striping shall be shown at all new crosswalk intersections found within the scope of the Phase I development.

Response: See note on sheets C8 and C9 that states "Pavement markings shall be slip resistant paint with the exception of stop bars and crosswalks which shall be thermoplastic."

1. Advisory Comment: The traffic analysis is being sent off to a third-party reviewer for examination of potential impacts from the first phase of development as well as impacts from the potential build-out of the site.

Response: Acknowledged.

2. Advisory Comment: The landscape review, and mitigation for the site shall be done concurrent with the Minor Site Plan for the chiller plant.

Response: Acknowledged.

3. An application fee of $12,932.50 for 92,500 square feet of surgery/tower expansion area shall be submitted. Also, the materials board for the Design Review shall be submitted.

Response: The application fee and material board will be submitted separately.

FIRE

1. Please submit a completed application for Development/Site Plan Review (St. Lucie County Fire District Development & Site Plan Review Application). This form is available on-line at http://www.slcfd.com/permits.htm

Response: The form is enclosed with this submittal.

2. Fire District review fees are due at the time of submittal. An abbreviated fee schedule is included on the application form.

Response: Acknowledged.

3. Please provide an electronic copy of the Site Plan (pdf format)

Response: PDF's of the plans have been included in this email.

4. A separate review and permit are required for Underground Fire Mains connected to standpipes or sprinkler systems.

Response: Acknowledged.

BUILDING DEPARTMENT

Building Official or his representative has no comment at the time of this meeting but reserves submission of comments upon completion of the official plan review.

ENGINEERING

1. Add a note to the site plan stating that all construction shall comply with the City of Fort Pierce Code of Ordinances Sections 17 and 22.

Response: See note 1 on sheet C3 that states "All construction shall comply with the City of Fort Pierce Code of Ordinances Sections 17 and 22."

2. All proposed and/or modified parking areas shall meet the minimum dimensional requirement of 26' for drive aisles providing access to perpendicular parking; please revise the plans accordingly.

Response: The text amendment changes the 26' drive aisle requirement to match the existing 24' drive aisle width found throughout the campus.

3. The applicant shall provide vehicle overhang information for the abutting perpendicular parking and the angled parking stalls located at the south end of the site ensuring that ample area is provided for vehicle overhang.

Response: Wheel stops have been added in lieu of the two-foot overhang.

4. Advisory Comment: Prior to issuance of a Site Work permit, the applicant shall submit a sketch and description of the proposed 5' R/W donation along S. 23rd Street. The submittal shall include the results from a recent Owners and Encumbrances Search.

Response: Acknowledged, an opinion of title will be provided with the right-of-way dedication package.

5. Advisory Comment: The Grading, Paving, and Drainage Plan was reviewed conceptually, an in-depth review will occur at time of building permit submittal.

Response: Acknowledged.

SITE PLAN REVIEW

No Comments

LANDSCAPE

1. The new trees called out for the plan are very small caliper. I would like to see the tree sizes increased (to 3.5 caliper) so that we can have good strong specimen trees on site.

Response: The trees proposed as part of this project meet the 2.5" DBH requirement per code Sec 22-194-d-2.

2. The 202 inches remaining on the site do not count as preservation credits.

Response: According to Sec. 22-194-d-2-a trees preserved on-site, which exceed the minimum landscape requirements shall count as equivalent replacement DBH.

3. All transplanted trees need to be bonded for two years with enough money to cover their replacements in DBH if they die or decline.

Response: Two-year bonding will no longer be required since the transplanted trees will be removed.

COUNTY COMMENTS

ST. LUCIE COUNTY – PLANNING

1. St. Lucie County staff completed a preliminary evaluation of the Traffic Impact Report prepared by Kimley-Horn in preparation of the Development Review application anticipated for filing with the City of Fort Pierce and recommend evaluation by a specialized Traffic Consultant.

Response: Acknowledged.

2. The proposed expansion is projected to result in 544-991 new daily trips, assuming the appropriate Independent Variable for the project is per 1,000 sq. ft. (Weekday, Fitted Curve - Average Rate). Due to the project scale, approved Mayfair@ Lawnwood Project (~216 residential units (Report based upon 266), proposed Veteran's ALF on N Lawnwood Circle (No traffic Statement/Report was provided in the recent TRC Distribution), and unlighted intersections to 25th Street affected, our team maintains a request for a third-party review to be funded by the applicant.

Response: A third party has reviewed the traffic study, as requested.

3. Please verify the quantity of patient beds/rooms proposed with the expansion. The floor plans and other exhibits suggest an expansion greater than 32 beds is proposed.

Response: The expansion includes the addition of 32 beds.

4. The applicant is encouraged to avoid impacts to remaining native trees on site. Were the existing Pine Trees previously utilized for mitigation for past tree removal? The applicant is encouraged to consider a parking deck to reduce impacts to native trees and preserve green/open space on the campus.

Response: No parking garage is proposed during this phase of the project.

5. With the expansion of the non-residential use towards the western property lines, will a greater buffer be implemented along the western boundaries?

Response: A landscape buffer of 10 feet is proposed around the property.

6. The project is seeking a rezoning to allow for a total expansion, not including the additional parcels, adding over 40% new beds. This plan and the proposed traffic analysis does not consider the potential. It is recommended that a traffic report on the potential be provided and reviewed by a third party to better understand any aspects this plan would install that might conflict with the larger picture. In-lieu-of providing a traffic report at this time for the future buildout, the EOR should acknowledge providing new, updated studies with each phase as they come to fruition.

Response: The traffic study represents only the phase that is being anticipated at this time, and future impacts will be assessed at the time of site plan application.

7. The traffic report does not evaluate all impacts within standard methodology. The study should include an analysis extending to a level at or below 3% or two a (2) mile radius.

Response: Based on the 'Standardized Traffic Impact Studies (TIS) Methodology and Procedures' for St. Lucie County, City of Fort Pierce, and City of Port St. Lucie, the radius of area of influence for a net new daily trip is 544. Therefore, the radius of influence is within one-mile.

8. The current report provides some impact mitigation but does not address other intersection impacts, such as S. 23rd Street at Virginia.

Response: S 23rd Street & Virginia Avenue was not analyzed in the report per the original methodology. Turning movement counts cannot be collected at this time but will be under further review pending comments from the Traffic consultant.

9. The Traffic Report has not been submitted to a third party for review. Please coordinate with the County on the status of applicant acceptance for proper reimbursement or provide further direction to achieve the goal.

Response: A third party has reviewed the traffic study, as requested.

Please feel free to contact me at (561) 404-7247 or mike.schwartz@kimley-horn.com should you have any questions.

Sincerely,



Michael F. Schwartz, P.E. .
Senior Vice President