DEVELOPMENT APPLICATION FORM

Application Form: All Applications | **Rev.** 01/24/2023

INSTRUCTIONS: The following information is required pursuant to the City's Unified Land Development Regulations (ULDR). The development application form must be filled out accurately and all applicable sections must be completed. Only complete the sections indicated for application type with N/A for those section items not applicable. Refer to "*Specifications for Plan Submittal*" by application type for information requirements for submittal. Select the application type and approval level in **SECTION A** and complete the sections specified.

A APPLICATION TYPE AND APPROVAL LEVEL

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

☐ LEVEL I ADMINISTRATIVE REVIEW COMMITTEE (ADMIN)	☐ LEVEL II DEVELOPMENT REVIEW COMMITTEE (DRC)	☒ LEVEL III PLANNING AND ZONING BOARD (PZB)	☐ LEVEL IV CITY COMMISSION (CC)
☐ New nonresidential less than 5,000 square feet ☐ Change of use (same impact or less than existing use) ☐ Plat note/Nonvehicular access line amendment ☐ Administrative site plan ☐ Amendment to site plan* ☐ Property and right-of-way applications (MOTs, construction staging) ☐ Parking Agreements (separate from site plans)	☐ New Nonresidential 5,000 square feet or greater ☐ Residential 5 units or more ☐ Nonresidential use within 100 feet of residential property ☐ Redevelopment proposals ☐ Change in use (if great impact than existing use) ☐ Development in Regional Activity Centers (RAC)* ☐ Development in Uptown Project Area* ☐ Regional Activity Center Signage ☐ Design Review Team (DRT) ☐ Affordable Housing (≥10%)	☐ Conditional Use ☐ Parking Reduction ☐ Flex Allocation ☐ Cluster / Zero Lot Line ☐ Modification of Yards* ☐ Waterway Use • Mixed Use Development ☐ Community Residences* ☐ Social Service Residential Facility (SSRF) ☐ Medical Cannabis Dispensing Facility* ☐ Community Business District for uses greater than 10,000 square feet	☐ Land Use Amendment ☐ Rezoning ☐ Plat ☐ Public Purpose Use ☐ Central Beach ☐ Development of Significant Impact* ☐ Vacation of Right-of-Way ☐ City Commission Review Only *(review not required by PZB)* ☐ Vacation of Easement*
COMPLETE SECTIONS B, C, D, G	**COMPLETE SECTIONS B, C, D, E, F**	**COMPLETE SECTIONS B, C, D, E, F**	**COMPLETE SECTIONS B, C, D, E, F**

☐ EXTENSION	☐ DEFERRAL	☐ APPEAL/DE NOVO	☐ PROPERTY AND ROW ITEM
Request to extend approval date for a previously approved application	Request to defer after an application is scheduled for public hearing	☐ Appeal decision by approving body ☐ De Novo hearing items	☐ Road closures ☐ Construction staging plan ☐ Revocable licenses
COMPLETE SECTIONS B, C, H	**COMPLETE SECTIONS B, C, H**	**COMPLETE SECTIONS B, C, H**	**COMPLETE SECTIONS B, C, E**

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

B APPLICANT INFORMATION

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

Applicant/Property Owner	1000 Marina Mile Development LLC	**Authorized Agent**	Lochrie & Chakas, P.A.
Address		**Address**	699 N. Federal Hwy., Suite 400
City, State, Zip		**City, State, Zip**	Fort Lauderdale, FL 33305
Phone		**Phone**	954-617-8919
Email		**Email**	ASchein@lochrielaw.com
Proof of Ownership		**Authorization Letter**	Letter Attached
Applicant Signature:		**Agent Signature:**	Andrew Schein Digitally signed by Andrew Schein DN: cn=Andrew Schein, o, ou, email=ASchein@Lochrielaw.com, c=US Date: 2023.12.08 09:52:01 -05'00'

C PARCEL INFORMATION

Address/General Location	1000 Marina Mile/W. SR 84
Folio Number(s)	504221000050
Legal Description *(Brief)*	See survey
City Commission District	4
Civic Association	Edgewood

D LAND USE INFORMATION

Existing Use	Restaurant
Land Use	Commercial
Zoning	B-1
Proposed *Applications requesting land use amendments and rezonings.*	
Proposed Land Use	
Proposed Zoning	

E PROJECT INFORMATION

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

Project Name	1000 Marina Mile Apartments
Project Description *(Describe in detail)*	283 multifamily residential units and 1,418 SF of retail uses in a 15-story building
Estimated Project Cost	$ *(Estimated total project cost including land costs for all new development applications only)*

Affordable Housing Number of Units		30%		50%		60%		80%		100%		120%	41	140%	

Waterway Use	No
Flex Units Request	No
Commercial Flex Acreage	No

Residential Uses	
Single Family	
Townhouses	
Multifamily	283
Cluster/Zero Lot Line	
Other	
Total *(dwelling units)*	283

Unit Mix *(dwelling units)*: Studio or Efficiency | 1-Bedroom: 165 | 2-Bedroom: 107 | 3+ Bedroom: 11

Traffic Study Required	Yes
Parking Reduction	Yes
Public Participation	Yes

Non-Residential Uses	
Commercial	1,418 SF
Restaurant	
Office	
Industrial	
Other	
Total *(square feet)*	1,418

F PROJECT DIMENSIONAL STANDARDS

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

	Required Per ULDR	Proposed
Lot Size *(Square feet/acres)*	10,000 GSF	81,887 net SF / 108,865 GSF / 1.87 acres
Lot Density *(Units/acres)*	None (BCLUP Policy 2.16.4)	113/gross acre
Lot Width	100 feet	215.85'
Building Height *(Feet)*	150'	149' - 6"
Structure Length	None	312' - 1"
Floor Area Ratio *(F.A.R)*	None	6.32
Lot Coverage	None	61.1%
Open Space	42,450 SF	52,169 SF
Landscape Area	21,225 SF	21,230 SF
Parking Spaces	533	503
SETBACKS *(Indicate direction N,S,E,W)*	**Required Per ULDR**	**Proposed**
Front [N]	5'	31' - 10"
Side [E]	None	12' - 6"
Corner / Side [W]	None	39' - 3"
Rear [S]	15'	20' - 1"

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

Tower Stepback	**Required Per ULDR**	**Proposed**	**Deviation**
Front / Primary Street [____]			
Sides / Secondary Street [____]			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			

G AMENDED PROJECT INFORMATION

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

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

	Original Approval	Proposed Amendment	Amended
Residential Uses *(dwelling units)*			
Non-Residential Uses *(square feet)*			
Lot Size *(Square feet/acres)*			
Lot Density *(Units/acres)*			
Lot Width			
Building Height *(Feet)*			
Structure Length			
Floor Area Ratio *(F.A.R)*			
Lot Coverage			
Open Space			
Landscape Area			
Parking Spaces			
Tower Stepback			
Building Height			
Streetwall Length			
Podium Height			
Tower Separation			
Tower Floorplate *(square feet)*			
Residential Unit Size *(minimum)*			
Does this amendment require a revision to the traffic statement or traffic study completed for the project?			
Does this amendment require a revised water sewer capacity letter?			

H EXTENSION, DEFERRAL, APPEAL INFORMATION

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

Project Name	
Request Description	

EXTENSION REQUEST	
Approving Body	
Original Approval Date	
Expiration Date *(Permit Submittal Deadline)*	
Expiration Date *(Permit Issuance Deadline)*	

DEFERRAL REQUEST	
Approving Body	
Scheduled Meeting Date	
Requested Deferral Date	
Previous Deferrals Granted	

APPEAL REQUEST / DE NOVO HEARING	
Approving Body	
30 Days from Meeting *(Provide Date)*	
60 Days from Meeting *(Provide Date)*	
Appeal Request	

Requested Extension *(No more than 24 months)*		**Justification Letter Provided**		**Indicate Approving Body Appealing**	
Code Enforcement *(Applicant Obtain by Code Compliance Division)*				**De Novo Hearing Due to City Commission Call-Up**	

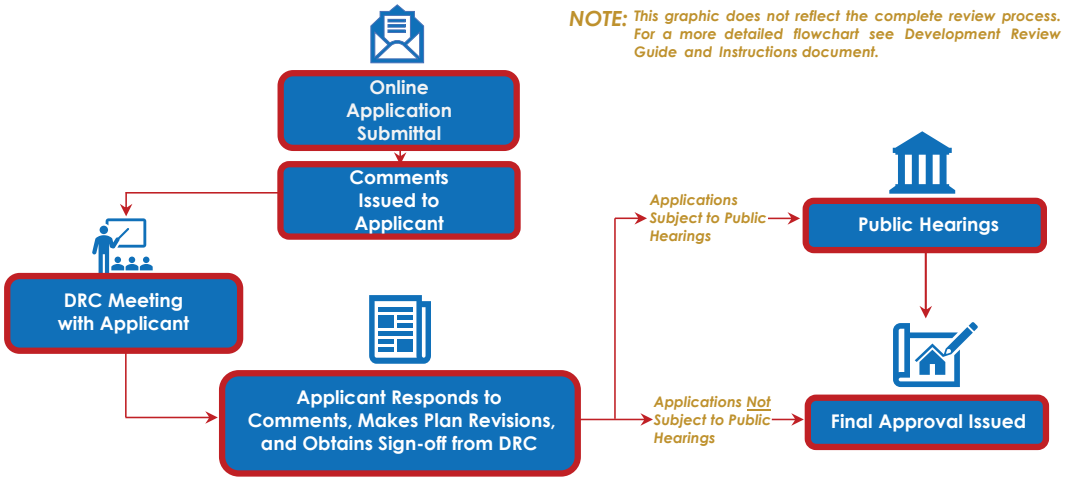
CHECKLIST FOR SUBMITTAL AND COMPLETENESS: The following checklist outlines the necessary items for submittal to ensure the application is deemed complete. Failure to provide this information will result in your application being deemed **incomplete**.

- ☒ **Preliminary Development Meeting** completed on the following date: 9/22/23 **PROVIDE DATE**
- ☒ **Development Application Form** completed with the applicable information including signatures.
- ☒ **Proof of Ownership** warranty deed or tax record including corporation documents and SunBiz verification name.
- ☒ **Address Verification Form** applicant contact David Goodrum at 954-828-5976 or DGoodrum@fortlauderdale.gov
- ☒ **Project and Unified Land Development Code Narratives** project narrative and the applicable ULDR sections and criteria as described in the specifications for submittal by application type.
- ☒ **Electronic Files, File Naming, and Documents** consistent with the applicable specifications for application type, consistent with the online submittal requirements including file naming convention, plan sets uploaded as single pdf.
- ☒ **Traffic Study or Statement** submittal of a traffic study or traffic statement.
- ☒ **Stormwater Calculations** signed and sealed by a Florida registered professional engineer consistent with calculations as described in the specifications for plan submittal for site plan applications.
- ☒ **Water and Wastewater Capacity Request** copy of email to Public Works requesting the capacity letter.

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

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

DRC PROCESS OVERVIEW: The entire development review process flowchart can be found in the Development Application Guide and Instructions document. Below is a quick reference flowchart with key steps in the process to guide applicants.



CONTACT INFORMATION: Questions regarding the development process or LauderBuild, see contact information below.

GENERAL URBAN DESIGN AND PLANNING QUESTIONS	LAUDERBUILD ASSISTANCE AND QUESTIONS
Planning Counter 954-828-6520, Option 5	DSD Customer Service 954-828-6520, Option 1
planning@fortlauderdale.gov	lauderbuild@fortlauderdale.gov

DRC SUBMITTAL
10-31-2023

INDEX OF DRAWINGS

GENERAL

SHEET NUMBER	SHEET NAME	DRC 10.31.2023
GN-000	COVER PAGE	Yes

SURVEY

SHEET NUMBER	SHEET NAME	DCR 10.31.2023
V-1	BOUNDARY SURVEY	Yes

CIVIL

SHEET NUMBER	SHEET NAME	DCR 10.31.2023
C000.0	COVER SHEET	Yes
C100.0	GENERAL NOTES AND SPECIFICATIONS	Yes
C200.0	ENGINEERING SITE PLAN	Yes
C300.0	EROSION CONTROL PLAN	Yes
C301.0	EROSION CONTROL NOTES AND DETAILS	Yes
C400.0	DEMOLITION PLAN	Yes
C401.0	DEMOLITION NOTES	Yes
C500.0	PAVING, GRADING, AND DRAINAGE PLAN	Yes
C502.0	TYPICAL CROSS SECTIONS	

ARCHITECTURE

SHEET NUMBER	SHEET NAME	DCR 10.31.2023
A-001	AERIAL IMAGES, ZONING,AND LAND USE	Yes
A-002	CONTEXT IMAGES	Yes
A-003	STREET GRAPHICS	Yes
A-005	AREA DIAGRAMS	Yes
A-100	SITE PLAN	Yes
A-200	FLOOR PLAN - LEVEL 01	Yes
A-201	FLOOR PLAN - LEVEL 02	Yes
A-202	FLOOR PLAN - LEVEL 03-05	Yes
A-203	FLOOR PLAN - LEVEL 06	Yes
A-204	FLOOR PLAN - LEVEL 07 (LANAI)	Yes
A-205	FLOOR PLAN - LEVEL 08	Yes
A-206	FLOOR PLAN - LEVEL 09-14	Yes
A-207	FLOOR PLAN - LEVEL 15	Yes
A-208	MAIN ROOF PLAN	Yes
A-300	BUILDING ELEVATION - NORTH	Yes
A-301	BUILDING ELEVATION - EAST	Yes
A-302	BUILDING ELEVATION - SOUTH	Yes
A-303	BUILDING ELEVATION - WEST	Yes
A-400	BUILDING SECTION - 1	Yes
A-1000	VIEW 1	Yes
A-1001	VIEW 2	Yes
A-1002	VIEW 3	Yes
A-1003	VIEW 4	Yes
A-1004	VIEW 5	Yes
A-1005	VIEW 6	Yes

LANDSCAPE

SHEET NUMBER	SHEET NAME	DCR 10.31.2023
LP-1	SITE GROUND FLOOR PLAN	Yes
LP-2	LANAI LEVEL	Yes
LP-3	PLANT PHOTOS	Yes
LP-4	DETAILS AND SPECIFICATIONS	Yes

1000 MARINA MILE APARTMENTS

1000 W STATE ROAD 84,
FORT LAUDERDALE, FL 33315

PARCEL NUMBER: 504221000050

OWNER

PRIVÉ GROUP

1000 MARINA MILE DEVELOPMENT LLC
2299 NE 164TH STREET
AVENTURA, FL 33160

ARCHITECT

REALIZATION ARCHITECTS

REALIZATION ARCHITECTS
1701 PONCE DE LEON, SUITE 201
CORAL GABLES, FLORIDA 33134
305.284.7325
ANTHONY@REALIZATIONARCHITECTS.COM

CIVIL

Kimley»Horn
Expect More. Experience Better.

KIMLEY-HORN AND ASSOCIATES, INC.
8201 PETERS ROAD, SUITE 2200
PLANTATION, FL 33324
954.535.5100
CARLOS.FLORIAN@KIMLEY-HORN.COM

LANDSCAPE

MARIANO CORRAL
LANDSCAPE ARCHITECT

MARIANO CORRAL LANDSCAPE ARCHITECT
3001 SW 109TH CT #2373,
MIAMI, FL 33165
305.551.1262
MARIANOCORRAL@COMCAST.NET

ALTA/NSPS LAND TITLE SURVEY
FOR
1000 W STATE ROAD 84 FORT LAUDERDALE FL 33315

SURVEY NOTES:

CLIENT: OSCAR LARRAZA

SURVEYOR: JUAN C. MELENDEZ D.B.A. ORTHOTEK

ACCURACY:

THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF CLOSED GEOMETRIC FIGURES WAS FOUND TO EXCEED THIS REQUIREMENT 1 FT. IN 10,000 FT. (REQUIRED)

PRIMARY CONTROL WAS ESTABLISHED USING RTK (REAL TIME KINEMATIC) FIELD PROCEDURES. POSITIONAL ACCURACY FOR HORIZONTAL CONTROL IS +/- 0.06 FT.

SURVEYORS NOTES:

1. THE ACCURACY OBTAINED BY MEASUREMENT AND CALCULATION OF CLOSED GEOMETRIC FIGURES WAS FOUND TO EXCEED THIS REQUIREMENT 1 FT. IN 10,000 FT. (REQUIRED)
2. OWNERSHIP IS SUBJECT TO OPINION OF TITLE.
3. THERE MAY BE ADDITIONAL RESTRICTIONS NOT SHOWN IN THIS SURVEY THAT MAY BE FOUND IN THE COUNTY PUBLIC RECORDS.
4. THIS SURVEY IS FOR USE AS PER REQUEST AND NOT FOR ANY OTHER USE.
5. NO EXCAVATION OR DETERMINATION WAS MADE AS TO HOW THE SUBJECT PROPERTY IS SERVED BY UTILITIES. SUBSURFACE UTILITIES, INCLUDING, BUT WITHOUT LIMITATION TO PIPES, WIRES, VAULTS, BOXES, DRAIN TILES,VOIDS, CABLES AND OTHER MATERIALS AUXILIARY TO THE DELIVERY AND/OR DISPOSAL OF WATER, WASTEWATER,SEWAGE, ELECTRICITY, GAS, TELEPHONE SERVICE, CABLE TELEVISION. AS THEY MAY EXIST WITHIN, UPON, ACROSS OR ABUTTING THE SUBJECT PROPERTY WERE NOT LOCATED. SURFACE STRUCTURES AS THEY MAY EXIST WITHIN, UPON, ACROSS OR ABUTTING THE SUBJECT PROPERTY WERE NOT LOCATED UNLESS OTHERWISE SHOWN ON THE SURVEY MAP.
6. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS ARE BASED SOLELY ON ABOVE-GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
7. WELL-IDENTIFIED FEATURES AS DEPICTED ON THE SURVEY MAP WERE MEASURED TO AN ESTIMATED HORIZONTAL POSITIONAL ACCURACY OF 1/10 FOOT, UNLESS OTHERWISE SHOWN.
8. THERE ARE NO PLOTTABLE OFFSITE EASEMENTS OR SERVITUDES DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR AS A PART OF THE SURVEY UNLESS OTHERWISE SHOW.
9. PROPERTY HAS DIRECT ACCESS TO A PUBLIC RIGHT-OF-WAY BEING MARINA MILE BLVD. (S.R. NO. 84)
10. NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
11. AFTER CONSULTING THE NATIONAL WETLAND INVENTORY, THE PROPERTY DOES NOT CONTAIN WETLAND. NO VISUAL EVIDENCE OF WETLAND IS PRESENT ON THE PROPERTY.
12. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES, EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
13. ADDRESS OF PROPERTY WAS NOTED ON FRONT OF PROPERTY.
14. 135 STRIPED PARKING WERE NOTED ON THE SITE.
15. PARCELS ARE CONTIGUOUS WITH NO GAPS, GORES OR OVERLAPS.

BASIS OF BEARINGS:

THE BEARING S73° 43' 46W BEING THE CENTER LINE MARINA MILE BLVD. S.R. NO. 84 WAS USED AS THE BASIS OF BEARING FOR THIS SURVEY. BEARING ARE REFERENCED TO THE STATE PLANE COORDINATE SYSTEM NAD83, FLORIDA EAST.

LEGAL DESCRIPTION:

THE EAST 210 FEET OF THE WEST 890 FEET OF THE NORTH ONE-HALF (NL/2) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHEAST ONE-QUARTER (NEI/4) LYING SOUTH OF STATE ROAD 84 RIGHT OF WAY (200 FOOT RIGHT OF WAY) IN SECTION 21, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS THE SOUTHERLY 25 FEET; SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

TITLE INFORMATION:

THE LAND SHOWN IN THIS SURVEY IS THE SAME AS THAT DESCRIBED IN TITLE COMMITMENT PREPARED BY FIDELITY NATIONAL TITLE INSURANCE COMPANY – OFFICE FILE NUMBER: 10542598 WITH AN EFFECTIVE DATE OF 07/06/2022 AT: 10:30 PM

FLOOD ELEVATION NOTE

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS LOCATED IN ZONE "AH AND X" OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 12011C0559H, WHICH BEARS AN EFFECTIVE DATE OF 8/17/2014 AND IS LOCATED IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE AND AN ELEVATION CERTIFICATE MAY BE NEEDED TO VERIFY THIS DETERMINATION OR APPLY FOR A VARIANCE FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY.

ZONE X –AREAS DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN DETERMINED TO BE OUTSIDE THE 1% AND 0.2% ANNUAL CHANCE FLOODPLAINS.

AH– AREAS WITH A 1% ANNUAL CHANCE OF SHALLOW FLOODING, USUALLY IN THE FORM OF A POND, WITH AN AVERAGE DEPTH RANGING FROM 1 TO 3 FEET. THESE AREAS HAVE A 26% CHANCE OF FLOODING OVER THE LIFE OF A 30YEAR MORTGAGE. BASE FLOOD ELEVATIONS DERIVED FROM DETAILED ANALYSES ARE SHOWN AT SELECTED INTERVALS WITHIN THESE ZONES.

LEGEND

- CLEAN OUT DRAIN
- SIGN
- CATCH BASIN GRATES
- LIGHT LIGHT
- TRAFFIC SIGNAL POLE
- MANHOLE STORM
- MANHOLE TELEPHONE
- HANDICAP ACCESS RAMPS
- FIRE HYDRANT
- VALVE SANITARY
- MANHOLE SANITARY
- VALVE WATER
- UTILITY PEDESTAL TELEVISION
- WATER METER
- MARKER GAS
- ELECTRICAL BOX CONDUIT
- TELEPHONE BOX
- TRAFFIC SIGNAL CONDUIT
- MONITORING WELL
- POLE POWER
- IRRIGATION CONTROL BOX
- VALVE GAS
- MANHOLE ELECTRICITY
- SPOT LIGHT
- MANHOLE WATER
- UTILITY POLE
- GUY WIRE ANCHOR
- TREE
- PINE
- PALM
- SPRINKLER HEAD

STATEMENT OF ENCROACHMENTS:

PARKING INFORMATION

133 STANDARD SPACES
2 HANDICAP SPACES

LAND AREA

81887.38 SQUARE FEET OR 1.87 ACRES

CEMETERY

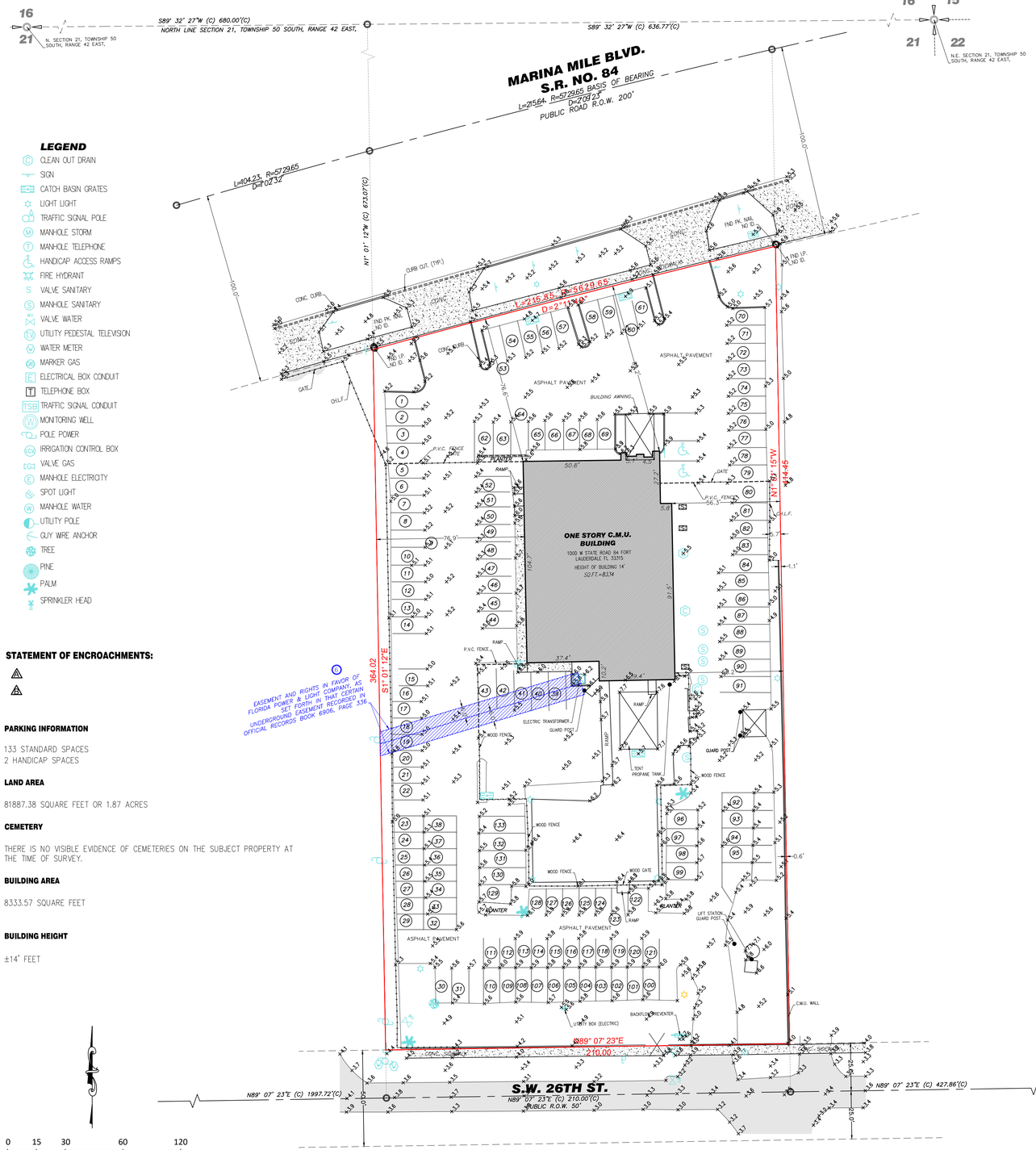
THERE IS NO VISIBLE EVIDENCE OF CEMETERIES ON THE SUBJECT PROPERTY AT THE TIME OF SURVEY.

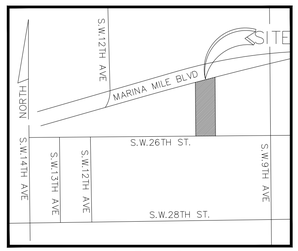
BUILDING AREA

8333.57 SQUARE FEET

BUILDING HEIGHT

±14' FEET





VICINITY MAP
NO SCALE

SCHEDULE B SECTION II EXCEPTIONS

1. DEFECTS, LIENS, ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS FORM. **(NOT PLOTTABLE)**
2. TAXES AND ASSESSMENTS FOR THE YEAR 2022 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE. **(NOT PLOTTABLE)**
3. STANDARD EXCEPTIONS:
   A. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.
   B. RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.
   C. ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABOR, OR MATERIALS HERETOFORE OR HEREAFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
   D. TAXES OR ASSESSMENTS WHICH ARE NOT SHOWN AS EXISTING LIENS IN THE PUBLIC RECORDS.
4. ANY LIEN PROVIDED BY COUNTY ORDINANCE OR BY CHAPTER 159, FLORIDA STATUTES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER, SEWER OR GAS SYSTEM SUPPLYING THE INSURED LAND. **(NOT PLOTTABLE)**
5. EASEMENT IN FAVOR OF FLORIDA POWER & LIGHT COMPANY, RECORDED IN DEED BOOK 195, PAGE 53. **(NOT PLOTTABLE-DOCUMENT ILEGIBLE)**
6. EASEMENT AND RIGHTS IN FAVOR OF FLORIDA POWER & LIGHT COMPANY, AS SET FORTH IN THAT CERTAIN UNDERGROUND EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 6906, PAGE 336. **(SHOWN ON SURVEY)**
7. ENCROACHMENT OF CONCRETE SIDEWALK, CONCRETE CURB, ASPHALT DRIVEWAY AND PAVING ONTO THAT CERTAIN EASEMENT IN FAVOR OF FLORIDA POWER & LIGHT COMPANY, RECORDED IN OFFICIAL RECORDS BOOK 6906, PAGE 336, AS REFLECTED BY THE SURVEY PREPARED BY ACCURATE LAND SURVEYORS, INC., DATED SEPTEMBER 3, 1999. **(SHOWN ON SURVEY)**
8. RIGHTS OF TENANTS OCCUPYING ALL OR PART OF THE INSURED LAND UNDER UNRECORDED LEASES OR RENTAL AGREEMENTS, AS TENANTS ONLY.

ISSUING OFFICE FIDELITY NATIONAL TITLE INSURANCE COMPANY FILE NUMBER 10542598 BEARING AN EFFECTIVE DATE OF 07/06/2022 AT: 10:30 PM , AS PREPARED BY T.B.P.

CERTIFIED TO:

- PRIVE LAND BANKING LLC, A FLORIDA LIMITED LIABILITY COMPANY (JAVIER TO PROVIDE NAME OF NEW ENTITY ONCE IT IS ASSIGNED)
- ALEX D. SIRULNIK, P.A.'
- FIDELITY NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY AMERICAN LAND TITLE ASSOCIATION ("ALTA"), AMERICAN CONGRESS ON SURVEYING AND MAPPING ("ACSM"), AND NATIONAL SOCIETY OF PROFESSIONAL SURVEYORS ("NSPS"), AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7(A), 7(B)(1), 7(C), 8, 9, 10, 13, 14, 16, 17 AND 20(A) (DEPICTION OF EXISTING TREES) OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 07/29/2022.

DATE OF PLAT OR MAP: 8/30/22

SURVEYOR'S SIGNATURE
PRINTED NAME AND SEAL WITH REGISTRATION/LICENSE NUMBER
THIS SURVEY IS NOT VALID WITHOUT THE SIGNATURE AND RAISED/DIGITAL SEAL OF A FLORIDA REGISTERED PROFESSIONAL SURVEYOR AND MAPPER.

ORTHOTEK
GEOSPATIAL SOLUTIONS
3905 N.W. 102ND CT DORAL, FL 33178, TEL: (305) 477-0172
ORTHOTEK@ORTHOTEKMAP.COM, WWW.ORTHOTEKMAP.COM

ALTA/NSPS LAND TITLE SURVEY
1000 W STATE ROAD 84 FORT LAUDERDALE FL 33315

TITLE: ALTA/NSPS LAND TITLE SURVEY
CLIENT: 84 HOLDINGS INC
SURVEY DATE: 2/4/2022 | SCALE: 1"= 30'
PLOT DATE: 8/18/2022 | DRAWN BY: JCM
SHEET SIZE 24" BY 36" | CHECKED BY: JCM
FILE NAME: ALTA SURVEY.DWG

REVISION NOTES: | DATE:

SHEET 1 OF 1

1000 MARINA MILE

PROJECT TEAM

CLIENT
REALIZATION ARCHITECTS, LLC.
1701 PONCE DE LEON, SUITE 201
CORAL GABLES, FLORIDA 33134
(305 284-7325
CONTACT: ANTHONY DIAZ

CIVIL ENGINEER
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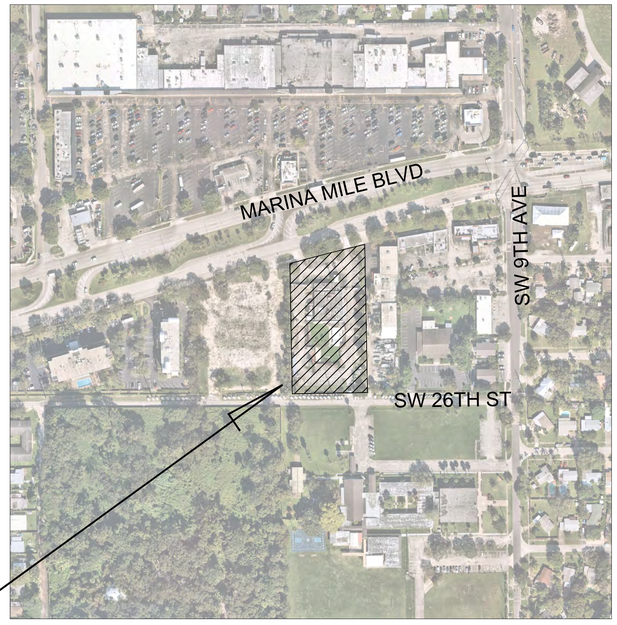
CONTACT: ANTHONY DIAZ

LEGAL DESCRIPTION:
THE EAST 210 FEET OF THE WEST 890 FEET OF THE NORTH ONE-HALF (NL/2) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHEAST ONE-QUARTER (NEI/4) LYING SOUTH OF STATE ROAD 84 RIGHT OF WAY (200 FOOT RIGHT OF WAY) IN SECTION 21, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS THE SOUTHERLY 25 FEET; SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

LOCATION
1000 W STATE ROAD 84
FORT LAUDERDALE, FL 33315

SECTION: 21 TOWNSHIP: 50 RANGE: 42



VICINITY MAP
1"=150'

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C401.0	DEMOLITION NOTES
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C600.0	WATER AND SEWER PLAN

PREPARED BY:
Kimley»Horn

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

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON NAVD88.
FDOT BENCHMARK STAMPED 845/86/03/C/02: ELEVATION 7.454 FEET.
TO CONVERT ELEVATIONS TO NGVD29, ADD 1.585 FEET.

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No.	REVISIONS	DATE	BY

Kimley»Horn
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LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER 80500
DATE: 8/2/2023

KHA PROJECT 143697000
DATE APRIL 2023
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY CCP
CHECKED BY CF

COVER SHEET

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C000.0

GENERAL CONSTRUCTION NOTES

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE CITY OF FORT LAUDERDALE ENGINEERING STANDARDS, FLORIDA PUBLIC WORKS MANUAL, AND SPECIFICATIONS, THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION), THE FLORIDA BUILDING CODE, AND ALL OTHER LOCAL, COUNTY, STATE, AND FEDERAL STANDARDS GOVERNING THE PROPOSED WORK AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK, AND, UNLESS OTHERWISE NOTED, ALL WORK SHALL CONFORM AS APPLICABLE TO THESE STANDARDS AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITIES, SPECIFICATIONS AND REQUIREMENTS. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.
3. THE INFORMATION PROVIDED IN THESE PLANS IS TO ASSIST THE CONTRACTOR IN ASSESSING THE NATURE AND EXTENT OF THE CONDITIONS WHICH MAY BE ENCOUNTERED DURING THE COURSE OF THE WORK. ALL CONTRACTORS ARE DIRECTED, PRIOR TO BIDDING, TO CONDUCT ANY INVESTIGATION THEY DEEM NECESSARY TO ARRIVE AT THEIR OWN CONCLUSIONS REGARDING THE ACTUAL CONDITION THAT WILL BE ENCOUNTERED, AND UPON WHICH THEIR BIDS WILL BE BASED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO INVESTIGATE BOTH THE SURFACE AND SUBSURFACE CONDITIONS AND BASE HIS PRICING ACCORDINGLY. GEOTECHNICAL AND ENVIRONMENTAL REPORTS ARE AVAILABLE FOR REVIEW.
4. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE TOPOGRAPHIC SURVEY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT 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 COMMENCING ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN OR NEAR THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. AN APPROXIMATE LIST OF THE UTILITY COMPANIES WHICH THE CONTRACTOR MUST CALL BEFORE COMMENCING WORK IS PROVIDED ON THE COVER SHEET OF THESE CONSTRUCTION PLANS. THIS LIST SERVES AS A GUIDE ONLY AND IS NOT INTENDED TO LIMIT THE UTILITY COMPANIES WHICH THE CONTRACTOR MAY WISH TO NOTIFY.
6. UPON THE RECEIPT OF THE "NOTICE TO PROCEED", THE CONTRACTOR SHALL CONTACT THE ENGINEER OF RECORD AND ARRANGE A PRECONSTRUCTION CONFERENCE TO INCLUDE ALL INVOLVED GOVERNMENTAL AGENCIES, UTILITY OWNERS, THE OWNER, AND THE ENGINEER OF RECORD.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.
8. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED AND THOROUGHLY REVIEWED THE COMMENTS TO ALL PLANS AND OTHER DOCUMENTS REVIEWED AND APPROVED BY THE PERMITTING AUTHORITIES, AND CONFIRMED THAT ALL NECESSARY OR REQUIRED PERMITS HAVE BEEN OBTAINED. THE CONTRACTOR MUST HAVE COPIES OF ALL PERMITS AND APPROVALS ON SITE AT ALL TIMES.
9. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, GEOTECHNICAL REPORT AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
10. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER.
11. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND DESIGN ENGINEER OF RECORD DIRECTLY FROM THE TESTING AGENCY.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING TO THE ENGINEER A CERTIFIED RECORD SURVEY SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA DEPICTING THE ACTUAL FIELD LOCATION OF ALL CONSTRUCTED IMPROVEMENTS THAT ARE REQUIRED BY THE JURISDICTIONAL AGENCIES FOR THE CERTIFICATION PROCESS. ALL SURVEY COSTS WILL BE THE CONTRACTORS RESPONSIBILITY.
13. ANY WELL DISCOVERED DURING EARTH MOVING OR EXCAVATION SHALL BE REPORTED TO THE OWNER, ENGINEER OF RECORD AND APPROPRIATE JURISDICTIONAL AGENCIES WITHIN 24 HOURS AFTER DISCOVERY IS MADE. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY WELL ABANDONMENT PERMITS REQUIRED.
14. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE THE MAINTENANCE OF TRAFFIC FOR THE ADJACENT PROPERTY DURING CONSTRUCTION.
15. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL AFFECTED AND ADJACENT PROPERTY OWNERS PRIOR TO BEGINNING WORK.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PROPOSED IMPROVEMENTS. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.
17. PRIOR TO FINAL CLOSE-OUT THE CONTRACTOR SHALL:
    - SWEEP THE ENTIRE SITE
    - ELIMINATE ALL DEBRIS IN THE LANDSCAPING AREAS
    - PRESSURE CLEAN THE SITE ASPHALT
    - PRESSURE CLEAN THE CURBS, SIDEWALKS, AND CONCRETE
    - VAC AND CLEAN ON DRAINAGE SYSTEMS

SURVEY DATA

1. ALL ELEVATIONS ON THE PLANS OR REFERENCED IN THE SPECIFICATIONS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). HORIZONTAL COORDINATES ARE RELATIVE TO THE FLORIDA STATE PLANE COORDINATE SYSTEM, (EAST ZONE), BASED ON THE NORTH AMERICAN DATUM OF 1983 (NAD83).
2. ALL EXISTING CONTROL POINTS AND/OR REFERENCE MARKERS SHALL BE RAISED TO FINAL GRADE. THESE POINTS AND REFERENCE MARKERS SHALL BE LOCATED AND NOTED ON THE AS-BUILTS.
3. THE LOCATION OF EXISTING RIGHT-OF-WAY LINES, CENTERLINES, ROADWAY PAVEMENT, UTILITIES, TREES, AND OTHER PHYSICAL ABOVE-GROUND FEATURES SHOWN ON THE PLANS WERE TAKEN FROM THE SPECIFIC PURPOSE SURVEYS PREPARED BY:

   CRAVEN, THOMOPSON, AND ASSOCIATES INC.
   3563 NW 53RD STREET
   FORT LAUDERDALE, FLORIDA 33309
   PHONE: (954) 739-6400
4. ALL STATIONS AND OFFSETS ARE REFERENCED TO BASELINE OF SURVEY/CONSTRUCTION BASELINE.
5. EXISTING SECTION CORNERS AND ¼ SECTION CORNERS, AND OTHER LAND MARKERS OR MONUMENTS LOCATED WITHIN PROPOSED CONSTRUCTION ARE TO BE REFERENCED BY THE CONTRACTOR PRIOR TO CONSTRUCTION AND REPLACED IF DISTURBED BY THE CONTRACTOR AT DIRECTION OF A REGISTERED LAND SURVEYOR LICENSED IN THE STATE OF FLORIDA.
6. ANY NAVD-1988 MONUMENT WITHIN THE LIMITS OF CONSTRUCTION IS TO BE PROTECTED. IF IN DANGER OF DAMAGE, NOTIFY:

   GEODETIC INFORMATION CENTER
   ATTN: MARK MAINTENANCE SECTION N/CG-162
   6001 EXECUTIVE BLVD
   ROCKVILLE, MARYLAND 20852
   PHONE: 301-443-8319

WATER AND SEWER UTILITY NOTES

1. THE CONTRACTOR SHALL CONSTRUCT GRAVITY SEWER LATERALS, MANHOLES GRAVITY SEWER LINES AND DOMESTIC WATER AND FIRE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIALS, EQUIPMENT, MACHINERY, TOOLS, MEANS OF TRANSPORTATION AND LABOR NECESSARY TO COMPLETE THE WORK IN FULL AND COMPLETE ACCORDANCE WITH THE SHOWN, DESCRIBED AND REASONABLY INTENDED REQUIREMENTS OF THE CONTRACT DOCUMENTS AND JURISDICTIONAL AGENCY REQUIREMENTS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
2. ALL EXISTING UNDERGROUND UTILITY LOCATIONS SHOWN ARE APPROXIMATE THE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS FOR UTILITY LOCATION AND COORDINATION IN ACCORDANCE WITH THE NOTES CONTAINED IN THE GENERAL CONSTRUCTION SECTION OF THIS SHEET.
3. THE CONTRACTOR SHALL RESTORE ALL DISTURBED VEGETATION IN KIND, UNLESS SHOWN OTHERWISE.
4. DEFLECTION OF PIPE JOINTS AND CURVATURE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A WATERTIGHT PLUG WHEN WORK IS NOT IN PROGRESS. THE INTERIOR OF ALL PIPES SHALL BE CLEAN AND JOINT SURFACES WIPED CLEAN AND DRY AFTER THE PIPE HAS BEEN LOWERED INTO THE TRENCH. VALVES SHALL BE PLUMB AND LOCATED ACCORDING TO THE PLANS.
5. ALL PHASES OF INSTALLATION, INCLUDING UNLOADING, TRENCHING, LAYING AND BACK FILLING, SHALL BE DONE IN A FIRST CLASS WORKMANLIKE MANNER. ALL PIPE AND FITTINGS SHALL BE CAREFULLY STORED FOLLOWING MANUFACTURER'S RECOMMENDATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE COATING OR LINING IN ANY D.I. PIPE FITTINGS. ANY PIPE OR FITTING WHICH IS DAMAGED OR WHICH HAS FLAWS OR IMPERFECTIONS WHICH, IN THE OPINION OF THE ENGINEER OR OWNER, RENDERS IT UNFIT FOR USE, SHALL NOT BE USED. ANY PIPE NOT SATISFACTORY FOR USE SHALL BE CLEARLY MARKED AND IMMEDIATELY REMOVED FROM THE JOB SITE, AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. WATER FOR FIRE FIGHTING SHALL BE AVAILABLE FOR USE PRIOR TO COMBUSTIBLES BEING BROUGHT ON SITE.
7. ALL UTILITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECEIVE PAVING SHALL BE COMPLETELY BACK FILLED IN ACCORDANCE WITH THE GOVERNING JURISDICTIONAL AGENCY'S SPECIFICATIONS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
8. UNDERGROUND LINES SHALL BE SURVEYED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR PRIOR TO BACK FILLING.
9. CONTRACTOR SHALL PERFORM, AT HIS OWN EXPENSE, ANY AND ALL TESTS REQUIRED BY THE SPECIFICATIONS AND/OR ANY AGENCY HAVING JURISDICTION. THESE TESTS MAY INCLUDE, BUT MAY NOT BE LIMITED TO, INFILTRATION AND EXFILTRATION, TELEVISION INSPECTION AND A MANDREL TEST ON GRAVITY SEWER. A COPY OF THE TEST RESULTS SHALL BE PROVIDED TO THE UTILITY PROVIDER, OWNER AND JURISDICTIONAL AGENCY AS REQUIRED.
10. ALL WATER MAIN INSTALLATIONS SHALL COMPLY WITH THE EQUIPMENTS OF CHAPTER 62-555.320, FAC.
11. ALL PVC PIPE SHALL BE INSTALLED IN ACCORDANCE WITH THE UNI-VELL PLASTIC PIPE ASSOCIATIONS "GUIDE FOR INSTALLATION OF PVC PRESSURE PIPE FOR MUNICIPAL WATER DISTRIBUTION SYSTEM"
12. ALL DIP SHALL BE INSTALLED IN ACCORDANCE WITH ANSI/AWWA C600-05 OR LATEST REVISION.
13. ALL WATER MAIN PIPES SHALL BE COLOR CODED USING BLUE AS A PREDOMINANT COLOR IN ACCORDANCE WITH RULE 62-555.320(21)(B)(3), FAC.
14. ALL WATER MAINS SHALL BE LAID WITH A MINIMUM 36" COVER FOR PVC AND 30" FOR DIP.
15. NO CONNECTIONS TO EXISTING LINES SHALL BE MADE UNTIL PRESSURE TESTS & BACTERIOLOGICAL TESTS HAVE BEEN PERFORMED AND THE SYSTEM IS ACCEPTABLE TO THE CITY OF FORT LAUDERDALE.
16. LOCATOR TAPE AND WIRE SHALL BE INSTALLED ON ALL NEW WATER MAINS. TAPE WILL BE 3" WIDE AND COLOR CODED AND INSTALLED 12" ABOVE WATER MAIN. WIRE WILL BE 14 STRAND AND COLOR CODED.
17. R.P.M.'S TO BE INSTALLED PRIOR TO C/O AT CENTER OF NEAREST DRIVE AISLE ADJACENT TO ALL HYDRANTS (BLUE). FOR HYDRANTS AT CORNERS, TWO (2) R.P.M.'S SHALL BE INSTALLED, ONE AT EACH ROADWAY.
18. WATER DISTRIBUTION SYSTEM MATERIAL:

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

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

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

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

    E. ALL GASKETS SHALL BE NEOPRENE. WHERE REQUIRED POLYETHYLENE WRAP SHALL BE INSTALLED.
19. GRAVITY SEWAGE COLLECTION SYSTEM MATERIAL:

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

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

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

    MANHOLES
    A. MANHOLES SHALL BE PRECAST PER ASTM C 478 WITH 4000 PSI CONCRETE AND GRADE 40 STEEL

    B. ALL SANITARY SEWER MANHOLES SHALL HAVE RAIN INSERT COVERS.
20. MANHOLES

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

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

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

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

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

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

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

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

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

PAVING GRADING AND DRAINAGE NOTES

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN JURISDICTION'S RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH LOCAL OR COUNTY SPECIFICATIONS AND STANDARDS (LATEST EDITION) OR FDOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) IF NOT COVERED BY LOCAL OR COUNTY REGULATIONS.
2. ALL UNPAVED AREAS IN EXISTING RIGHTS-OF-WAY DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED.
3. TRAFFIC CONTROL ON ALL FDOT, LOCAL AND COUNTY RIGHTS-OF-WAY SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (U.S. DOT/FHA) AND THE REQUIREMENTS OF THE STATE AND ANY LOCAL AGENCY HAVING JURISDICTION. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
4. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED OR ADEQUATE STABILIZATION OCCURS.
5. ALL EARTHEN AREAS WITHIN THE PROJECT SITE SHALL BE SODDED UNLESS INDICATED OTHERWISE ON THE LANDSCAPE PLAN.
6. ALL AREAS INDICATED AS PAVEMENT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TYPICAL PAVEMENT SECTIONS AS INDICATED ON THE DRAWINGS.
7. BASED ON THE CITY, COUNTY, AND FDOT REQUIREMENTS IN THE LOCATIONS WHERE NEW ASPHALT PAVEMENT MEETS THE EXISTING PAVEMENT, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT A MINIMUM OF 1.5" OR 2" DEEP (AS SPECIFIED BY THE GOVERNING REGULATORY AGENCY) FOR A SMOOTH AND STRAIGHT JOINT AND MATCH THE EXISTING PAVEMENT ELEVATION WITH THE PROPOSED PAVEMENT, UNLESS OTHERWISE INDICATED.
8. 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.
9. 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.
10. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE LOCAL JURISDICTIONAL AGENCY OR TO FDOT STANDARDS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
11. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE EARTHEN AREAS SHALL THEN BE SODDED OR SEEDED AS SPECIFIED IN THE PLANS, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDED AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.
12. ALL CUT OR FILL SLOPES SHALL BE 4 (HORIZONTAL) :1 (VERTICAL) OR FLATTER UNLESS OTHERWISE SHOWN.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
14. THE CONTRACTOR SHALL TAKE ALL REQUIRED MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF TURBIDITY BARRIERS AT ALL LOCATIONS WHERE THE POSSIBILITY OF TRANSFERRING SUSPENDED SOLIDS INTO THE RECEIVING WATER BODY EXISTS DUE TO THE PROPOSED WORK. TURBIDITY BARRIERS MUST BE MAINTAINED IN EFFECTIVE CONDITION AT ALL LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND DISTURBED SOIL AREAS ARE STABILIZED. THEREAFTER, THE CONTRACTOR MUST REMOVE THE BARRIERS. AT NO TIME SHALL THERE BE ANY OFF-SITE DISCHARGE WHICH VIOLATES THE WATER QUALITY STANDARDS IN CHAPTER 17-302, FLORIDA ADMINISTRATIVE CODE.
15. SOD, WHERE CALLED FOR, MUST BE INSTALLED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES.
16. THE CONTRACTOR MUST REVIEW AND MAINTAIN A COPY OF THE ENVIRONMENTAL RESOURCE PERMIT COMPLETE WITH ALL CONDITIONS, ATTACHMENTS, EXHIBITS, AND PERMIT MODIFICATIONS IN GOOD CONDITION AT THE CONSTRUCTION SITE. THE COMPLETE PERMIT MUST BE AVAILABLE FOR REVIEW UPON REQUEST BY WATER MANAGEMENT DISTRICT REPRESENTATIVES.
17. THE CONTRACTOR SHALL ENSURE THAT PLANTING AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED AND PROPERLY DISPOSED OF IN A LEGAL MANNER.
18. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER MANUFACTURER'S RECOMMENDATIONS.

MAINTENANCE OF TRAFFIC

1. TRAFFIC CONTROLS SHALL BE IN ACCORDANCE WITH THE PROJECT PLANS, THE 2015 EDITION OF THE FDOT DESIGN STANDARDS (600 SERIES), AND THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS A MINIMUM CRITERIA.
2. IF ANY DROP-OFF CONDITION CAN NOT BE CREATED AND RESTORED WITHIN THE SAME WORK PERIOD, THE CONTRACTOR SHALL USE BARRIERS PER INDEX 102-660 SERIES OF THE FDOT DESIGN STANDARDS.
3. THE CONTRACTOR SHALL HAVE A TRAFFIC CONTROL OFFICER ON SITE DURING WORK ACTIVITIES.
4. THE CONTRACTOR SHALL NOTIFY ALL LOCAL POLICE DEPARTMENTS, FIRE DEPARTMENTS, AND EMS 48 HOURS IN ADVANCE OF ANTICIPATED DISRUPTION TO THE NORMAL FLOW OF TRAFFIC, INCLUDING DETOURS.
5. THE CONTRACTOR SHALL NOTIFY THE CITY OF FORT LAUDERDALE AND THE BROWARD COUNTY SCHOOL DISTRICT TWO WEEKS PRIOR TO THE BEGINNING OF CONSTRUCTION.
6. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN FACILITIES PER STANDARD INDEX 660 DURING ALL CONSTRUCTION ACTIVITIES.
7. THE MAINTENANCE OF TRAFFIC FOR THIS PROJECT SHALL BE IN ACCORDANCE WITH THE APPLICABLE FDOT INDEX NUMBERS (600 SERIES) AND THESE DOCUMENTS; THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (U.S. DEPARTMENT OF TRANSPORTATION, FHWA) SHALL BE FOLLOWED IN THE DESIGN. APPLICATION, INSTALLATION, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL DEVICES, WARNING DEVICES, AND BARRIERS NECESSARY TO PROTECT THE PUBLIC AND WORKMEN FROM HAZARDS WITHIN THE PROJECT LIMITS.PEDESTRIAN AND VEHICULAR TRAFFIC SHALL BE MAINTAINED AND PROTECTED AT ALL TIMES.

TYPICAL ENGINEER OBSERVATIONS

CONTRACTOR SHALL NOTIFY ENGINEER 48 HOURS IN ADVANCE OF THE FOLLOWING ACTIVITIES:

- PRE-CONSTRUCTION MEETING
- SUBGRADE PREPARATION
- BASE INSTALLATION
- CONCRETE INSTALLATION
- UNDERGROUND PIPING AND UTILITIES INSTALLATION
- INSTALLATION OF STRUCTURES, DDCV, HYDRANTS, METERS, ETC.
- SIDEWALK INSTALLATION
- CONNECTIONS TO WATER AND SEWER MAINS
- TESTS OF UTILITIES
- ANY OTHER INSPECTION FOR WHICH A PERMITTING AGENCY REQUIRES THE ENGINEER TO BE PRESENT

3RD PARTY TEST REPORTS REQUIRED

TEST REPORTS REQUIRED FOR CLOSE OUT INCLUDE, BUT ARE NOT LIMITED TO:

- DENSITY TEST REPORTS
- ANY OTHER TESTING REQUIRED BY JURISDICTIONAL AGENCIES

RECORD DRAWINGS

1. DURING THE DAILY PROGRESS OF THE JOB, THE CONTRACTOR SHALL RECORD ON HIS SET OF CONSTRUCTION DRAWINGS THE EXACT LOCATION, LENGTH AND ELEVATION OF ANY FACILITY NOT BUILT EXACTLY ACCORDING TO PLANS.
2. THE CONTRACTOR SHALL PROVIDE THE ENGINEER WITH AS-BUILT GRADES AND LOCATIONS OF FINISHED PAVEMENT, SIDEWALKS, CURBS, AND ALL PHYSICAL IMPROVEMENTS. SUCH GRADES SHALL BE OBTAINED BY A LICENSED SURVEYOR REGISTERED TO PRACTICE IN THE STATE OF FLORIDA, AND SHALL DOCUMENT THE INTENT OF THE PROPOSED GRADES SHOWN ON THE PLANS. THIS SHALL BE DONE AT NO COST TO THE OWNER.

PROJECT CLOSE OUT

1. CLEANING UP

   A. DURING CONSTRUCTION, THE PROJECT SITE AND ALL ADJACENT AREAS SHALL BE MAINTAINED IN A NEAT AND CLEAN MANNER, AND UPON FINAL CLEANUP, THE PROJECT SITE SHALL BE LEFT CLEAR OF ALL SURPLUS MATERIAL OR TRASH. THE PAVED AREAS SHALL BE SWEPT CLEAN.

   B. THE CONTRACTOR SHALL RESTORE OR REPLACE, WHEN AND AS DIRECTED, ANY PUBLIC OR PRIVATE PROPERTY DAMAGED BY HIS/HER WORK, EQUIPMENT AND/OR EMPLOYEES TO A CONDITION AT LEAST EQUAL TO THAT EXISTING IMMEDIATELY PRIOR TO THE BEGINNING OF OPERATIONS.

   C. THE CONTRACTOR SHALL REPLACE ALL PAVING, STABILIZED EARTH, CURBS, DRIVEWAYS, SIDEWALKS, FENCES, MAILBOXES, SIGNS AND ANY OTHER IMPROVEMENTS REMOVED DURING CONSTRUCTION WITH THE SAME TYPE OF MATERIAL AND TO THE CONDITION WHICH EXISTED PRIOR TO THE BEGINNING OF OPERATIONS.

   D. WHERE MATERIAL OR DEBRIS HAVE WASHED OR FLOWED INTO, OR HAVE BEEN PLACED IN WATER COURSES, DITCHES, DRAINS, CATCH BASINS, OR ELSEWHERE, AS A RESULT OF THE CONTRACTOR'S OPERATIONS, SUCH MATERIAL OR DEBRIS SHALL BE REMOVED AND SATISFACTORILY DISPOSED OF DURING THE PROGRESS OF THE WORK. THESE AREAS SHALL BE KEPT IN A CLEAN AND NEAT CONDITION.

   E. ALL DISPOSAL OF EXCESS AND UNSUITABLE EXCAVATED MATERIAL, DEMOLITION, VEGETATION, RUBBISH AND DEBRIS SHALL BE MADE OUTSIDE THE LIMITS OF CONSTRUCTION AT A LEGAL DISPOSAL SITE PROVIDED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE, WITH THE PRIOR APPROVAL OF THE ENVIRONMENTAL ENGINEER. MATERIAL CLEARED FROM THE SITE SHALL NOT BE DEPOSITED ON ADJACENT AND/OR NEARBY PROPERTY.

   F. IMMEDIATELY PRIOR TO GRAND OPENING, CONTRACTOR IS TO SWEEP ENTIRE SITE, ELIMINATE ALL DEBRIS AND FUMIGATE THE LANDSCAPE AREAS AND PRESSURE CLEAN THE SITE ASPHALT, CURB, SIDEWALKS, AND CONCRETE PADS.
2. ALL PROPERTY MONUMENTS OR PERMANENT REFERENCES, REMOVED OR DESTROYED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE RESTORED BY A STATE OF FLORIDA REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.
3. CONTRACTOR TO REPLACE ALL FOUND PIPES WITH NAIL AND DISKS.
4. REFER TO BROWARD COUNTY AND THE CITY OF FORT LAUDERDALE STANDARDS FOR ADDITIONAL CLOSE-OUT REQUIREMENTS.

BROWARD COUNTY NOTES

THE FOLLOWING ITEMS ARE NOT REVIEWED OR ACCEPTED BY BROWARD COUNTY:

1. BROWARD COUNTY TRAFFIC ENGINEERING DIVISION'S REVIEW DOES NOT INCLUDE A REVIEW AND ACCEPTANCE OF THE PROJECT'S DESIGN OR OPERATION. THESE ITEMS ARE TO BE REVIEWED AND APPROVED BY THE CITY ENGINEER.
2. BROWARD COUNTY TRAFFIC ENGINEERING DIVISION DOES NOT REVIEW AND APPROVE, OR INSPECT AND ACCEPT THE FOLLOWING ITEMS FOR MAINTENANCE: PAVEMENT MARKINGS ON OR ADJACENT TO PAVER BRICKS, PAINTED ASPHALT, STAMPED ASPHALT OR PAVEMENT MARKINGS MADE OF PAVER BRICKS, RAISED INTERSECTIONS AND RELATED MARKINGS AND SIGNING, UN-WARRANTED CROSSWALKS AND RELATED MARKINGS AND SIGNING, UN-WARRANTED CROSSWALKS AND RELATED MARKINGS AND SIGNING, PAINTED/DECORATIVE CROSSWALKS, RAISED CROSSWALKS AND RELATED MARKINGS AND SIGNING, ADVANCED WARNING PAVEMENT MARKINGS FOR SPEED TABLES, BLINKER SIGNS, RECTANGULAR RAPID FLASHER BEACONS AND RELATED MARKINGS AND SIGNING, ON-STREET PARKING AND RELATED MARKINGS AND SIGNING, IN-ROAD LIGHTING AND RELATED MARKINGS AND SIGNING, GREEN BIKE LANES, FLEXIBLE DELINEATORS, DECORATIVE SIGNS AND DECORATIVE SIGN POSTS, PLANTERS, ON-SITE PAVEMENT MARKINGS AND SIGNING, OFF-SITE PAVEMENT MARKINGS AND SIGNING IN RIGHT-OF-WAY THAT IS NOT DEDICATED FOR PUBLIC USE, SIDEWALK WORK OR ASPHALT WORK.
3. THE CITY ENGINEER IS RESPONSIBLE FOR THE REVIEW AND APPROVAL OF THE DESIGN AND OPERATION OF THE PROJECT, AND FOR THE INSPECTION AND ACCEPTANCE OF THE FOLLOWING ITEMS THAT WILL BE MAINTAINED BY THE CITY: PAVEMENT MARKINGS ON OR ADJACENT TO PAVER BRICKS, PAINTED ASPHALT, STAMPED ASPHALT OR PAVEMENT MARKINGS MADE OF PAVER BRICKS, PAVEMENT MARKINGS ON OR ADJACENT TO PAINTED ASPHALT, RAISED INTERSECTIONS AND RELATED MARKINGS AND SIGNING, UN WARRANTED MID-BLOCK CROSSWALKS AND RELATED MARKINGS AND SIGNING, UN WARRANTED CROSSWALKS AND RELATED MARKINGS AND SIGNING, PAINTED/DECORATIVE CROSSWALKS, RAISED CROSSWALK AND RELATED MARKINGS AND SIGNING, ADVANCED WARNING PAVEMENT MARKINGS FOR SPEED TABLES, BLINKER SIGNS, RECTANGULAR RAPID FLASHER BEACONS AND RELATED MARKINGS AND SIGNING, ON-STREET PARKING AND RELATED MARKINGS AND SIGNING, IN-ROAD LIGHTING AND RELATED MARKINGS AND SIGNING, GREEN BIKE LANES, FLEXIBLE DELINEATORS, DECORATIVE SIGNS AND DECORATIVE SIGN POSTS, PLANTERS, ON-SITE PAVEMENT MARKINGS AND SIGNING, OFF-SITE PAVEMENT MARKINGS AND SIGNING IN RIGHT-OF-WAY THAT IS NOT DEDICATED FOR PUBLIC USE, SIDEWALK WORK AND ASPHALT WORK.

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

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON NAVD88.
FDOT BENCHMARK STAMPED 845/86/03/C/02: ELEVATION 7.454 FEET.
TO CONVERT ELEVATIONS TO NGVD29, ADD 1.585 FEET.

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No.	REVISIONS	DATE	BY

Kimley»Horn
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WWW.KIMLEY-HORN.COM REGISTRY No. 35016

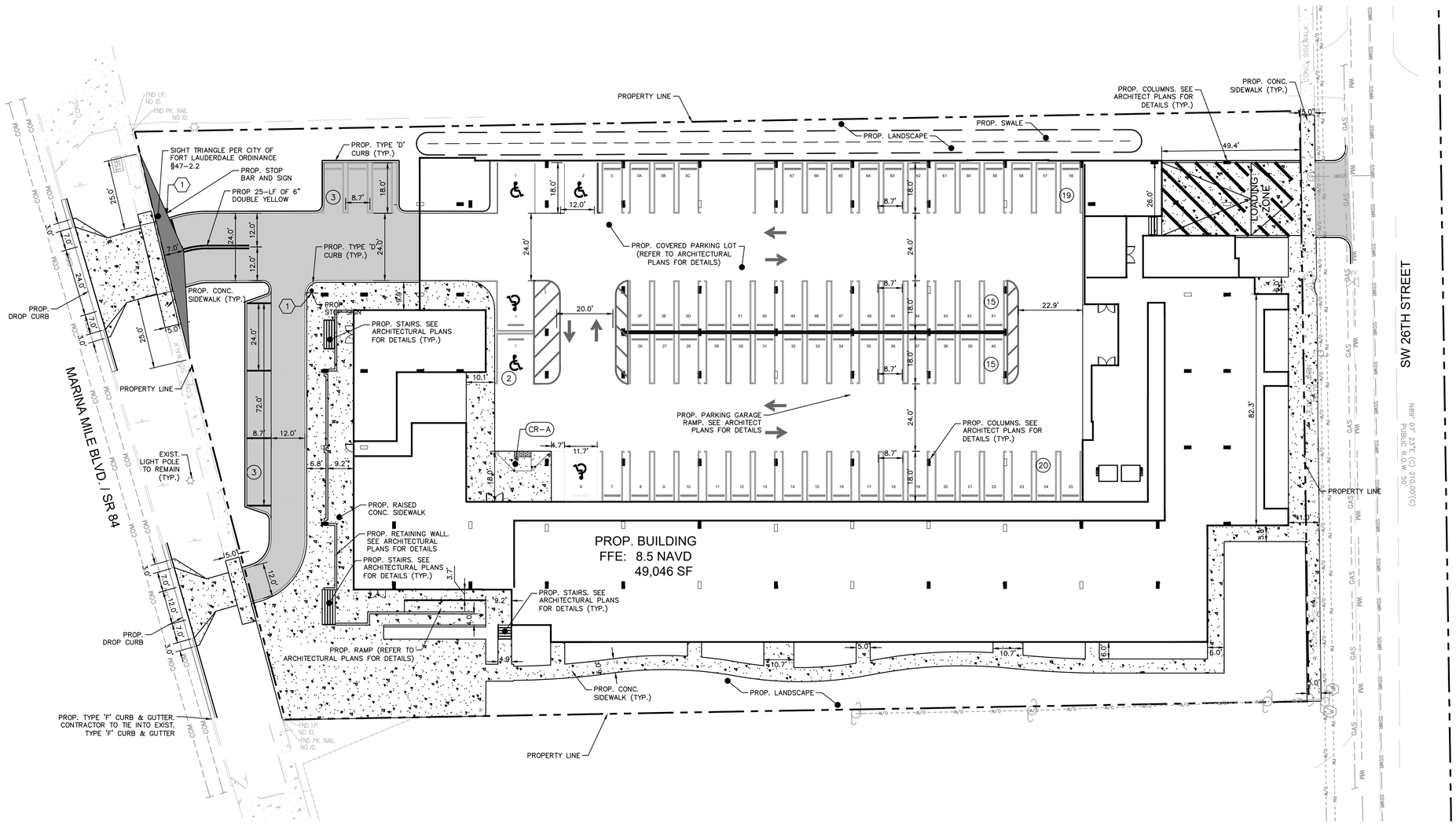
LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER 80500
DATE: 8/2/2023

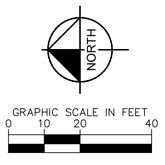
KHA PROJECT 143697000
DATE APRIL 2023
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY CCP
CHECKED BY CF

GENERAL NOTES AND SPECIFICATIONS

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C100.0





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

SIGN QUANTITY			
LEGEND	SIGN SYMBOL	SIGN NUMBER & DIMENSIONS	QUANTITY
1	STOP	R1-1 30" X 30"	2

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

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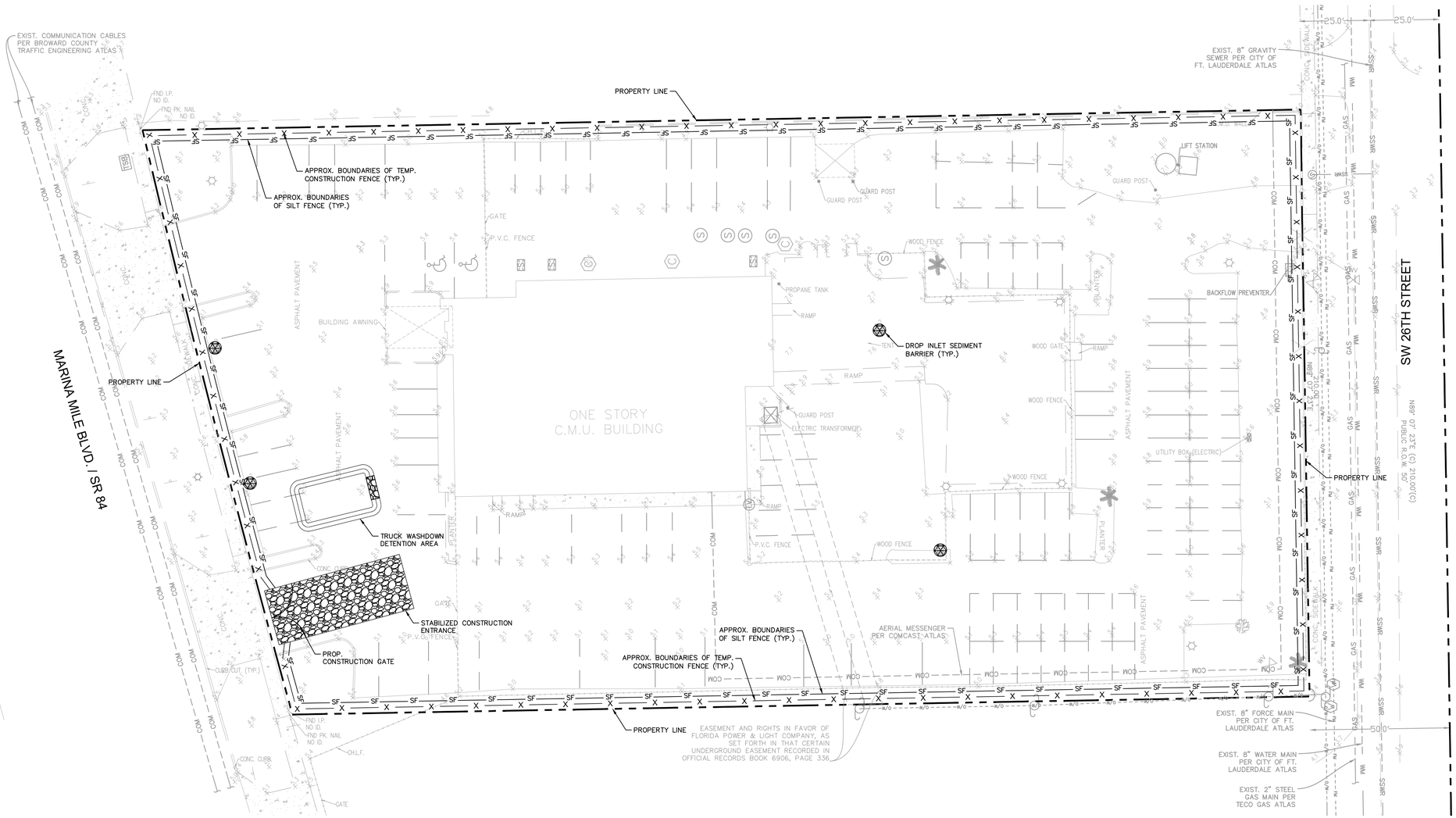
FL LICENSE NUMBER 80500
DATE: 8/2/2023

KHA PROJECT 143697000
DATE APRIL 2023
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY CCP
CHECKED BY CF

ENGINEERING SITE PLAN

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FL
FORT LAUDERDALE

SHEET NUMBER
C200.0



NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

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

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

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LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER
80500
DATE: 8/2/2023

KHA PROJECT 143697000	DATE APRIL 2023	SCALE AS SHOWN	DESIGNED BY JAC	DRAWN BY CCP	CHECKED BY CF

EROSION CONTROL PLAN

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C300.0

BEST MANAGEMENT PRACTICES (BMPS):

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

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

B. SEDIMENTION PROTECTION OF STORM SEWER OR RECEIVING STREAM.

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

GENERAL EROSION CONTROL NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

STORM WATER EROSION CONTROL PRACTICES:

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

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

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

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

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

1. IN GENERAL, EROSION SHALL BE CONTROLLED AT THE FURTHEST PRACTICAL UPSTREAM LOCATION.

2. STORMWATER INLETS SHALL BE PROTECTED DURING CONSTRUCTION. PROTECTION MEASURES SHALL BE EMPLOYED AS SOON AS PRACTICAL DURING THE VARIOUS STAGES OF INLET CONSTRUCTION. SILT BARRIERS SHALL REMAIN IN PLACE UNTIL SODDING AROUND INLETS IS COMPLETE.

3. WHEN NEEDED A TEMPORARY SEDIMENT TRAP SHOLD BE CONSTRUCTED TO DETAIN SEDIMENT-LADEN RUNOFF FROM DISTURBED AREAS.

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

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

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

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

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

WIND EROSION CONTROL PRACTICES:

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

1. BARE EARTH AREAS SHALL BE WATERED DURING CONSTRUCTION AS NECESSARY TO MINIMIZE THE TRANSPORT OF FUGITIVE DUST. IT MAY BE NECESSARY TO LIMIT CONSTRUCTION VEHICLE SPEED IF BARE EARTH HAS NOT BEEN EFFECTIVELY WATERED. IN NO CASE SHALL FUGITIVE DUST BE ALLOWED TO LEAVE THE SITE UNDER CONSTRUCTION.

2. DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITY HAS PERMANENTLY STOPPED SHALL BE PERMANENTLY SEEDED (SEE PERMANENT STABALIZATION PRACTICES FOR DETAILS). THESE AREAS SHALL BE SEEDED NO LATER THAN 14 DAYS AFTER THE LAST CONSTRUCTION ACTIVITY OCCURRING IN THESE AREAS. REFER TO THE GRADING PLAN AND/OR LANDSCAPE PLAN. CLEARED SITE DEVELOPMENT AREAS NOT CONTINUALLY SCHEDULED FOR CONSTRUCTION ACTIVITIES SHALL BE COVERED WITH HAY OR OVERSEEDED AND PERIODICALLY WATERED SUFFICIENTLY TO STABILIZE THE TEMPORARY GROUNDCOVER (SEE TEMPORARY STABALIZATION PRACTICES FOR DETAILS).

3. AT ANY TIME BOTH DURING AND AFTER SITE CONSTRUCTION THAT WATERING AND/OR VEGETATION ARE NOT EFFECTIVE IN CONTROLLING WIND EROSION AND/OR TRANSPORT OF FUGITIVE DUST, OTHER METHODS AS ARE NECESSARY FOR SUCH CONTROL SHALL BE EMPLOYED. THESE METHODS SHOULD INCLUDE ERECTION OF DUST CONTROL FENCES. A 6-FT GEOTEXTILE FILTER FIBER SHOULD BE HANGING AGAINST THE EXISTING CHAIN LINK FENCE AND GATE.

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

STABILIZATION PRACTICES:

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

STRUCTURAL PRACTICES:

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

WASTE DISPOSAL:

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

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

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

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

OFFSITE TRACKING:

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

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

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

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

MAINTENANCE:

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

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

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

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

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

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

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

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

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

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

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

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

SPILL PREVENTION AND CONTROL:

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

A. GOOD HOUSEKEEPING

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

B. HAZARDOUS PRODUCTS

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

C. PRODUCT SPECIFIC PRACTICES

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

SPILL CLEAN UP:

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

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

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

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

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

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

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

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

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

SEQUENCE OF CONSTRUCTION

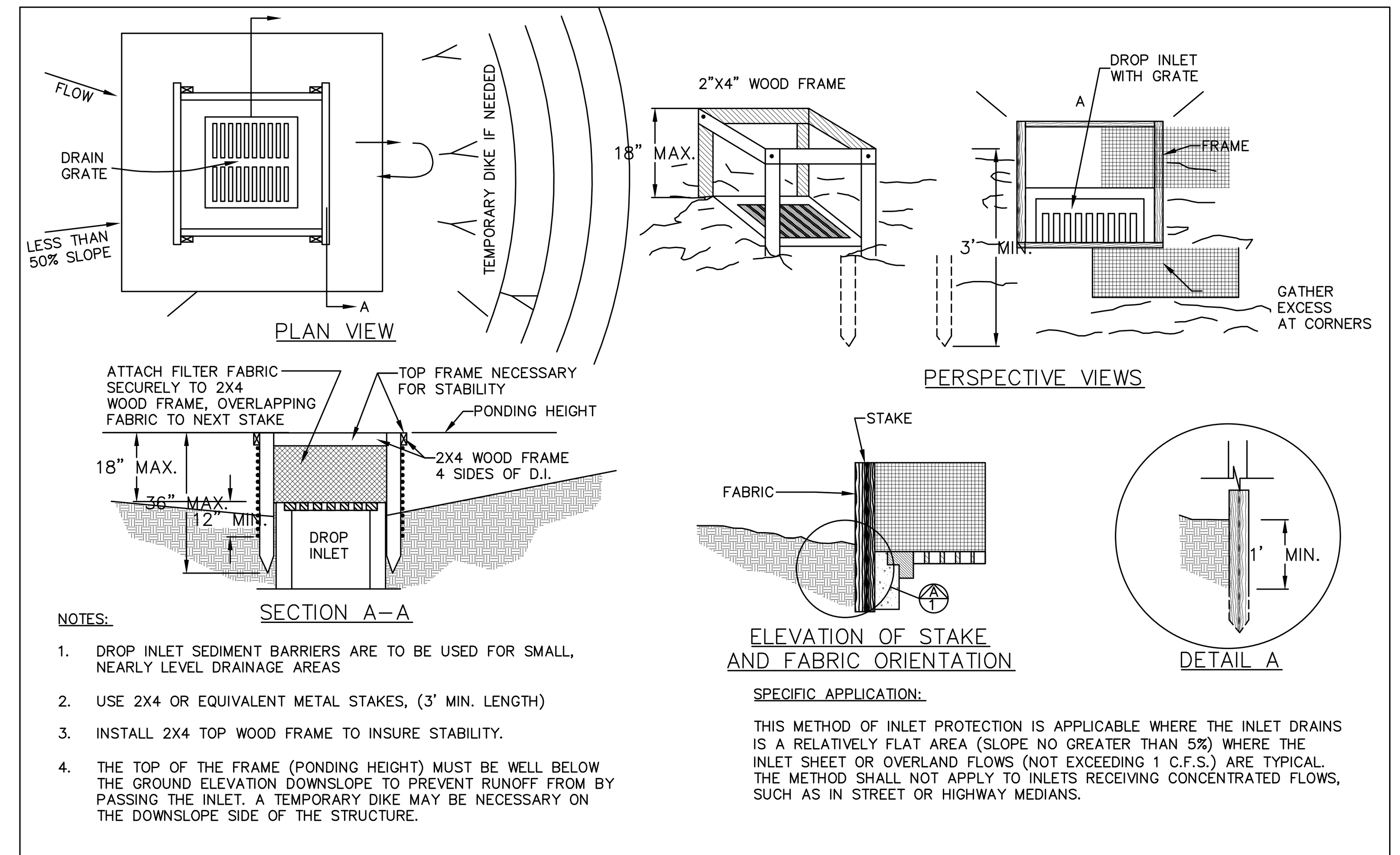
UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS: TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, FUEL AND MATERIAL STORAGE CONTAINERS, SOLID WASTE CONTAINERS, ETC., IMMEDIATELY DENOTE THEM ON THE SITE MAPS AND NOTE ANY CHANGES IN LOCATION AS THEY OCCUR THROUGHOUT THE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

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

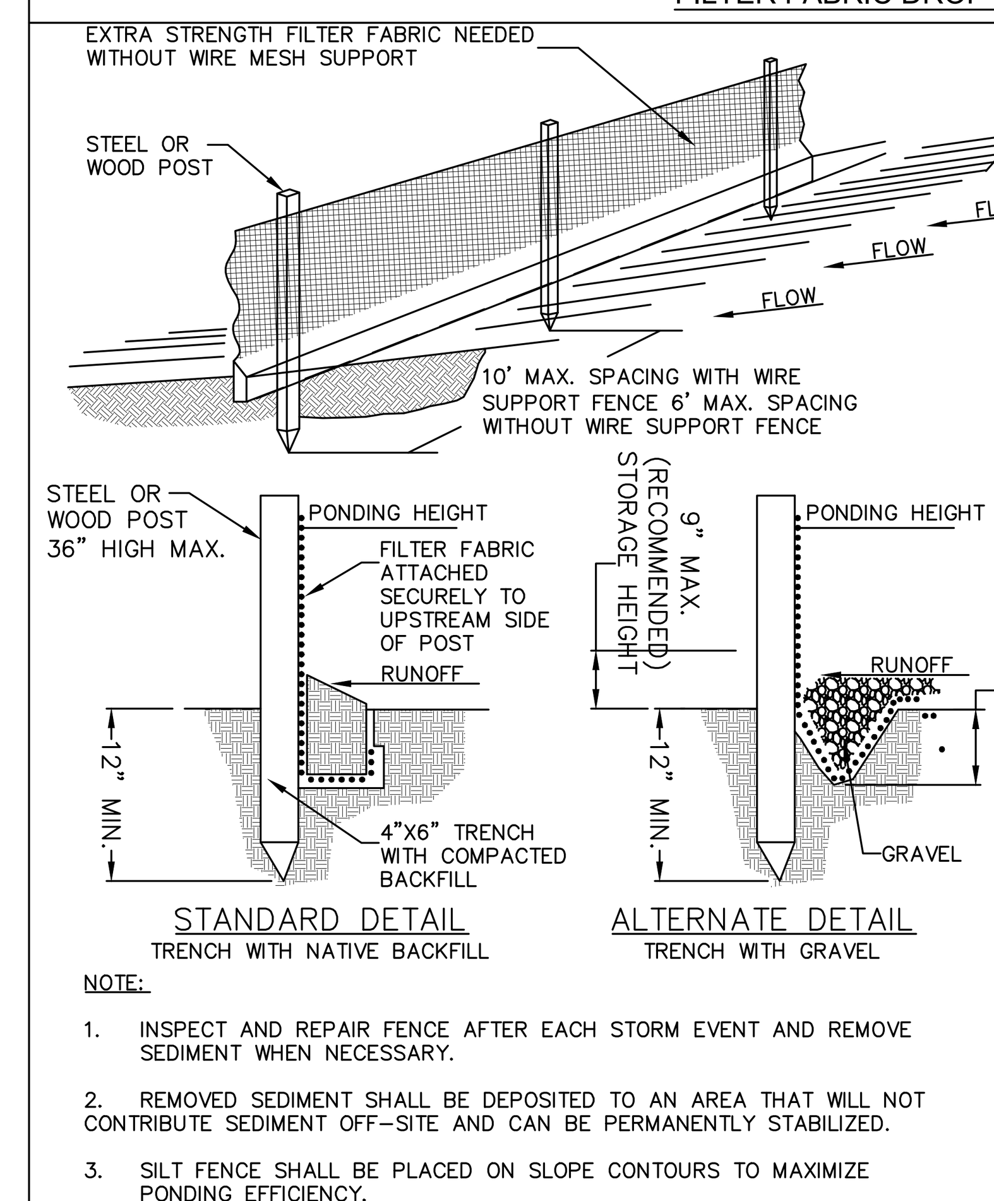
HALT ALL ACTIVITIES AND CONTACT THE CIVIL ENGINEER CONSULTANT TO PERFORM INSPECTION AND CERTIFICATION OF BMPS. GENERAL CONTRACTOR SHALL SCHEDULE AND CONDUCT STORM WATER PRE-CONSTRUCTION MEETING WITH ENGINEER AND ALL GROUND DISTURBING CONTRACTORS BEFORE PROCEEDING WITH CONSTRUCTION.

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

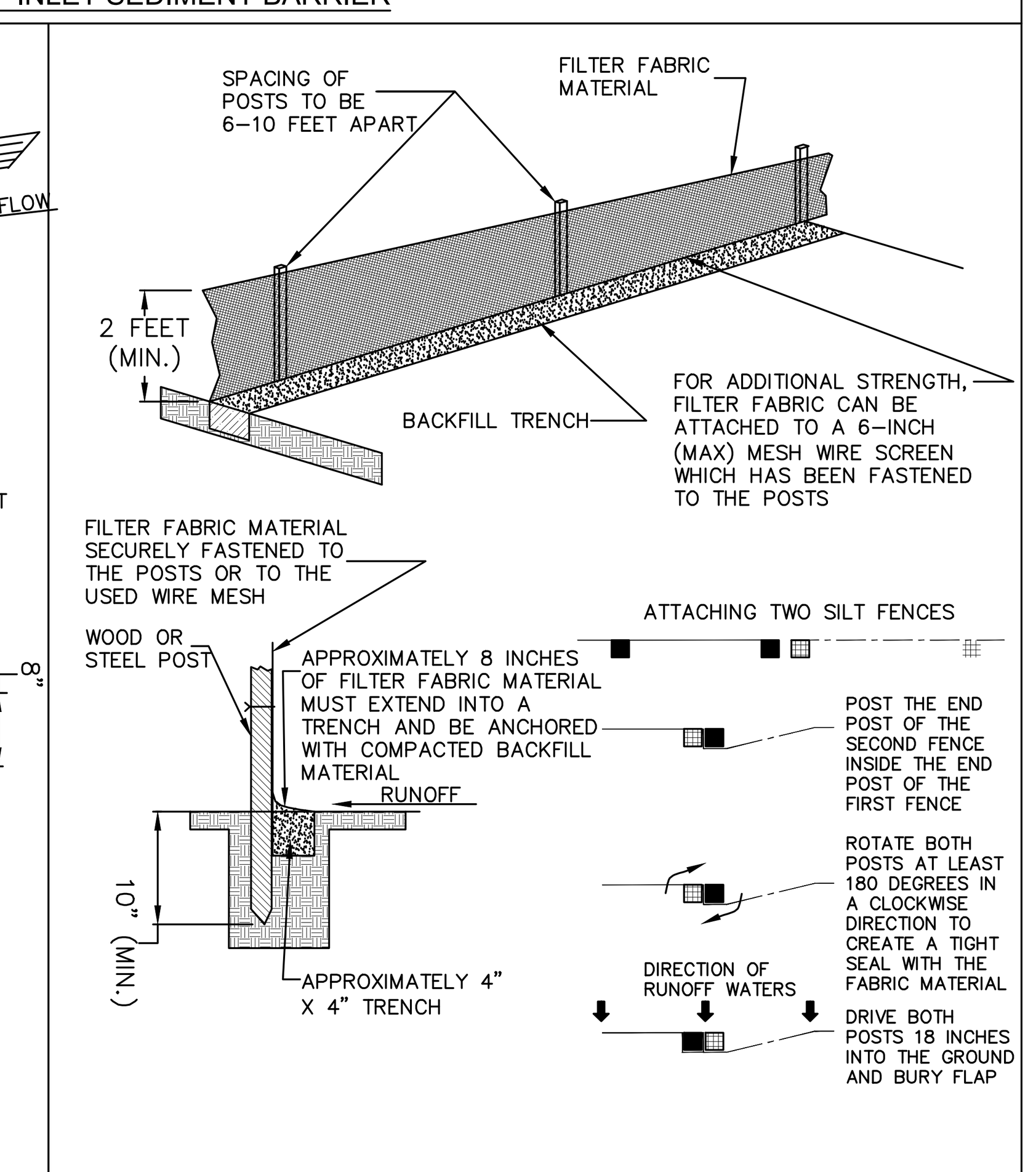
THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT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



FILTER FABRIC DROP INLET SEDIMENT BARRIER



SILT FENCE DETAIL



SILT FENCE INSTALLATION DETAIL

NOTES:

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

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

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON NAVD88.
FDOT BENCHMARK STAMPED 845/86/03/C/02: ELEVATION 7.454 FEET.
TO CONVERT ELEVATIONS TO NGVD29, ADD 1.585 FEET.

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No.	REVISIONS	DATE	BY

Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
8201 PETERS ROAD, SUITE 2200, PLANTATION, FL 33324
PHONE: 954-535-5100 FAX: 954-739-2247
WWW.KIMLEY-HORN.COM REGISTRY No. 35016

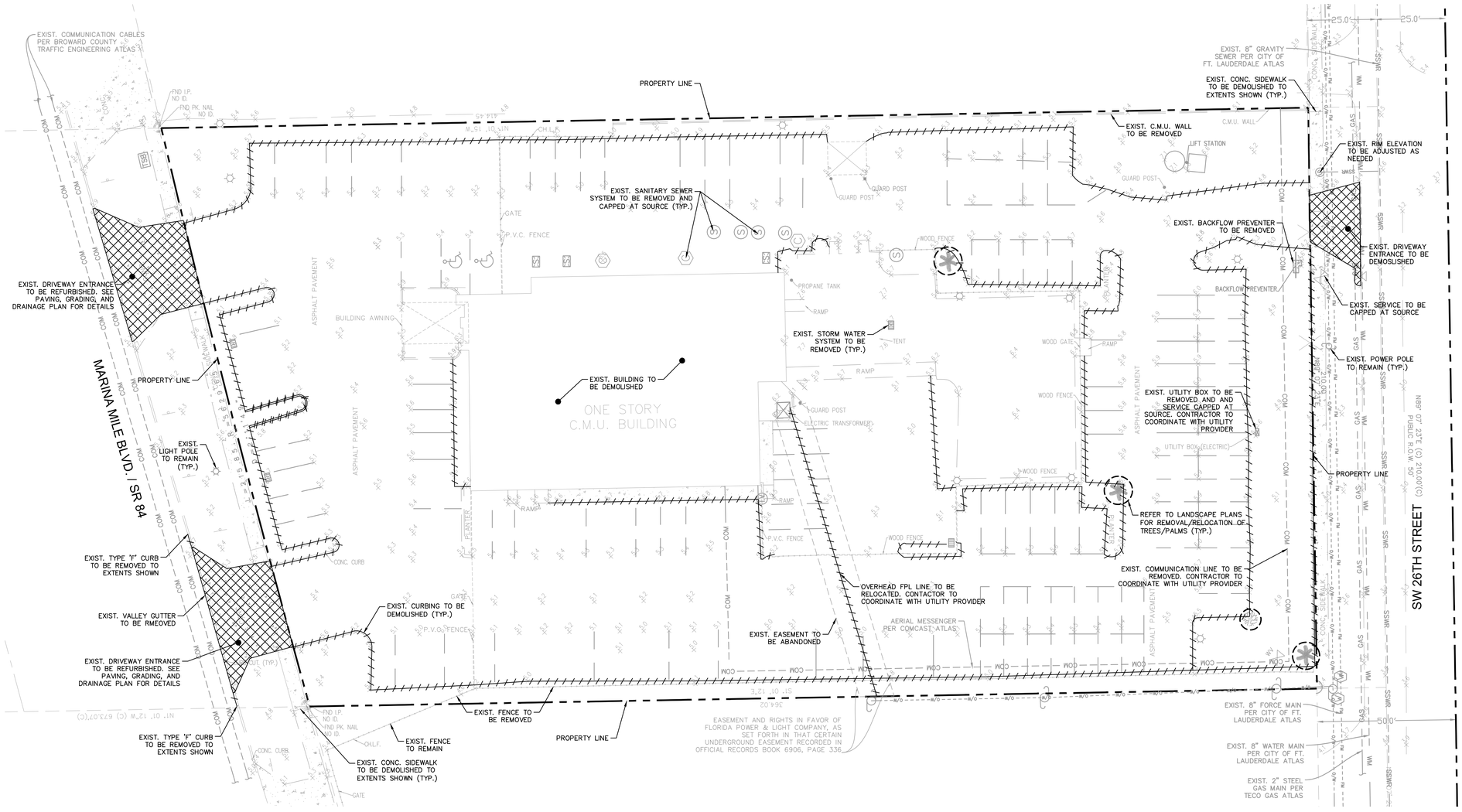
KHA PROJECT	143697000
DATE	APRIL 2023
SCALE	AS SHOWN
DESIGNED BY	JAC
DRAWN BY	CCP
CHECKED BY	CF

LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER 80500
DATE: 8/2/2023

EROSION CONTROL NOTES AND DETAILS

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C301.0



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

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LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER 80500
DATE: 8/2/2023

KHA PROJECT	143697000
DATE	APRIL 2023
SCALE	AS SHOWN
DESIGNED BY	JAC
DRAWN BY	CCP
CHECKED BY	CF

DEMOLITION PLAN

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FL
FORT LAUDERDALE

SHEET NUMBER
C400.0

DEMOLITION NOTES AND SPECIFICATIONS:

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

I. GENERAL

FOR THIS PROJECT, "OWNER" SHALL MEAN 1ST AVENUE RESIDENCES, "SURVEY" SHALL MEAN THE BOUNDARY, TOPOGRAPHIC, AND TREE SURVEY PREPARED BY STONER AND ASSOCIATES, INC. ON 02/03/2021 FLORIDA CERTIFICATE OF AUTHORIZATION NUMBER:L.B. 6633 AND "ENGINEER" SHALL MEAN THE ENGINEER OF RECORD.

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

II. DESCRIPTION

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

III. APPLICABLE CODES

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

IV. SEQUENCING AND SCHEDULING

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

V. ENVIRONMENTAL PROTECTION

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

VI. TRAFFIC MAINTENANCE

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

VII. CLEAN UP

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

GENERAL DEMOLITION SPECIFICATIONS:

1. THE LOCATIONS, ELEVATIONS AND DIMENSIONS OF ALL EXISTING UTILITIES SHOWN ON THE DRAWINGS HAVE BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE AND ARE GIVEN FOR THE CONVENIENCE OF THE CONTRACTOR. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR THEIR ACCURACY.
2. PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITY, THE CONTRACTOR SHALL VERIFY THE LOCATION, ELEVATIONS, AND DIMENSIONS OF ALL EXISTING UTILITIES AND OTHER FEATURES AFFECTING THE WORK. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES THAT MIGHT IMPACT THE WORK.
3. CHAPTER 553.851 OF THE FLORIDA STATUTES REQUIRES THAT AN EXCAVATOR NOTIFY ALL UTILITIES A MINIMUM OF TWO (2) WORKING DAYS PRIOR TO EXCAVATING.
4. THE CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES BEFORE EXCAVATION.
5. THE CONTRACTOR SHALL FURNISH ALL MATERIALS, LABOR, SUPERVISION, AND EQUIPMENT REQUIRED FOR THE ORDERLY DEMOLITION AND REMOVAL OF EXISTING STRUCTURES, PAVEMENT AND UTILITIES AS SHOWN ON THE DRAWINGS AND DESCRIBED HEREIN.
6. THE CONTRACTOR IS REQUIRED TO FAMILIARIZE HIMSELF WITH THE STRUCTURES TO BE DEMOLISHED.
7. THE FOLLOWING LIST OF STRUCTURES REQUIRING DEMOLITION IS INCLUDED FOR THE CONTRACTOR'S CONVENIENCE ONLY. THE DRAWINGS INDICATE THE SCOPE OF DEMOLITION WHERE DEMOLITION IS REQUIRED.

7.1. DEMOLITION AND REMOVAL OF A 5' MIN.± STRIP OF EXISTING ON-SITE ASPHALT, CONCRETE AND CURBING AROUND THE PERIMETER OF THE EXISTING STRUCTURES AND UTILITIES BEING DEMOLISHED.

7.2. REMOVAL OF EXISTING ON-SITE ABOVEGROUND AND UNDERGROUND UTILITIES, INCLUDING REMOVAL OR PLUGGING OF EXISTING UTILITIES AS SHOWN ON PLANS.

8. PRIOR TO REMOVAL OF ANY UNDERGROUND TANK AND OTHER COMPONENT, CONTRACTOR MUST COMPLETELY DRAIN THE SYSTEMS TO AN APPROVED SANITATION TANK FOR DISPOSAL TO AN APPROVED LOCATION, AS REQUIRED BY DISPOSAL PERMIT.
9. PROTECT ALL UTILITIES, UNLESS OTHERWISE NOTED.
10. ALL THE CONCRETE AND PAVEMENT TO BE REMOVED MUST BE SAW CUT CLEAN PRIOR TO REMOVAL.
11. WET DOWN MASONRY WALLS AND DEBRIS DURING DEMOLITION AND LOADING OPERATIONS TO PREVENT THE SPREAD OF DUST (AS APPLICABLE TO PROJECT).
12. ALL EXISTING STRUCTURES, PAVEMENTS, SLABS, FOUNDATIONS, STEPS AND OTHER ON-SITE EXISTING FEATURES INDICATED ON THE DRAWINGS TO BE REMOVED SHALL BE DEMOLISHED AND REMOVED BY THE CONTRACTOR (AS APPLICABLE TO PROJECT).
13. ALL EXISTING SEWERS, PIPING AND UTILITIES SHOWN ON THE DRAWINGS ARE NOT TO BE INTERPRETED AS THE EXACT LOCATION, OR AS THE ONLY OBSTACLES THAT MAY OCCUR ON THE SITE. THE CONTRACTOR SHALL VERIFY EXISTING CONDITIONS AND PROCEED WITH CAUTION AROUND ANY ANTICIPATED FEATURES. GIVE NOTICE TO ALL UTILITY COMPANIES REGARDING DESTRUCTION AND REMOVAL OF ALL SERVICE LINES AND CAP ALL LINES BEFORE PROCEEDING WITH THE WORK.
14. THE CONTRACTOR SHALL COORDINATE WITH THE APPROPRIATE UTILITY COMPANY PRIOR TO REMOVAL OR RELOCATION OF ANY ELECTRICAL, TELEPHONE, CABLE AND/OR GAS LINES. SUFFICIENT TIME SHALL BE PROVIDED FOR RELOCATION AND CLOSE COORDINATION WITH THE UTILITY COMPANY TO PROVIDE A SMOOTH TRANSITION IN UTILITY SERVICE.
15. CONTRACTOR MUST STOP OPERATION AND NOTIFY THE OWNER/ENGINEER FOR PROPER DIRECTION IF ANY ENVIRONMENTAL OR HEALTH RELATED CONTAMINANT IS ENCOUNTERED DURING THE DEMOLITION/EXCAVATION PROCESS.
16. FILL FOR LOWER LEVELS OF DEMOLISHED STRUCTURES MAY INCLUDE CONCRETE OR MASONRY RUBBLE RESULTING FROM DEMOLITION, SUBJECT TO THE ENGINEER'S/ARCHITECT'S APPROVAL. RUBBLE SHALL PASS THROUGH A THREE-INCH RING.
17. REMOVE AND LEGALLY DISPOSE OF ALL OTHER RUBBISH, RUBBLE, AND DEBRIS. COMPLY WITH ALL APPLICABLE LAWS AND REGULATIONS GOVERNING DISPOSAL OF WASTES AND DEBRIS.
18. MAINTAIN ACCESS TO SURROUNDING PROPERTIES AND BUILDINGS.
19. PRIOR TO DEMOLITION OCCURRING ALL EROSION CONTROL DEVICES ARE TO BE INSTALLED.
20. ALL TRAFFIC SIGNS OUTSIDE THE DEMOLITION AREA ARE TO REMAIN UNLESS OTHERWISE SPECIFIED.
21. ANY MUCK ENCOUNTERED UNDER PROPOSED STRUCTURES SHALL BE REMOVED TO FIVE-FEET BEYOND THE FOOTPRINT OF THAT STRUCTURE. BACKFILL WITH APPROVED FILL MATERIAL SATISFYING ALL COMPACTION REQUIREMENTS.
22. ALL EXISTING UTILITIES WITHIN THE DEMOLITION SITE AREA SHALL BE ADJUSTED, REMOVED OR RELOCATED AT THE CONTRACTOR'S EXPENSE. WORK SHALL BE COORDINATED BY THE CONTRACTOR DIRECTLY WITH THE APPROPRIATE UTILITY COMPANY. ALL EXPENSES SHALL BE INCLUDED IN THE CONTRACTOR'S BID.
23. ALL TRASH, DEBRIS AND OTHER MATERIAL REMOVED FROM THE SITE SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL REGULATIONS.

PRE-DEMOLITION RESPONSIBILITIES:

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

DEMOLITION SAFETY:

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

PAVEMENT DEMOLITION:

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

8. DEMOLITION PERMITTING:
9. IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN ANY REQUIRED PERMITS FOR DEMOLITION FROM RESPONSIBLE REGULATORY AGENCIES WHILE FULLY ACKNOWLEDGING AND COMPLYING WITH ALL REQUIREMENTS PRIOR TO COMMENCING DEMOLITION WORK.
10. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO DETERMINE THE EXTENT OF DEMOLITION, RECYCLING OR REUSE REQUIRED TO PERFORM THE CONTRACT WORK FOR THIS PROJECT. THE CONTRACTOR SHALL CONDUCT SITE VISITS AND SHALL EXAMINE ALL THE INFORMATION WITHIN THESE DOCUMENTS. ALL DISCREPANCIES AND/OR OMISSIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO BID SUBMITTAL.
11. THE CONTRACTOR SHALL COORDINATE WITH OWNER PRIOR TO COMMENCEMENT OF ANY WORK. ACTUAL REMOVAL AND/OR RELOCATION OF ALL EXISTING LANDSCAPING WITHIN DEMOLITION AREAS TO BE CONDUCTED BY A LANDSCAPE CONTRACTOR. IT IS THE RESPONSIBILITY OF THE SITEWORK DEMOLITION CONTRACTOR TO COORDINATE DEMOLITION ACTIVITIES WITH THE LANDSCAPE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND PRESERVING TREES AS INDICATED ON THE PLANS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING A TREE REMOVAL PERMIT OR ANY OTHER APPLICABLE PERMIT TO REMOVE, RELOCATE, OR PRESERVE EXISTING LANDSCAPE AND TREES.
12. ANY TREES FOR REMOVAL FOUND TO BE GREATER THAN OR EQUAL TO THREE (3) INCHES IN DIAMETER AT BREAST HEIGHT (DBH) SHALL REQUIRE A PERMIT WITH THE BROWARD COUNTY ENVIRONMENTAL PROTECTION AND GROWTH MANAGEMENT DEPARTMENT (BCEPGMD).
13. SHOULD REMOVAL AND/OR RELOCATION ACTIVITIES DAMAGE THE LIGHTING, STORM INLET STRUCTURES, OR OTHER STRUCTURES DESIGNATED TO BE SAVED, THEN THE CONTRACTOR SHALL PROVIDE NEW MATERIALS/STRUCTURES IN ACCORDANCE WITH THE CONTRACT DOCUMENTS.
14. DEMOLITION EROSION AND SEDIMENT CONTROL NOTES:
15. THE SCHEDULING, SEQUENCING AND CONTROL MEASURES, WHICH ARE OUTLINED HEREIN, ARE SUBJECT TO THE FINAL DEFINITION BY THE CONTRACTOR WHO SHALL BE SELECTED TO PERFORM THE WORK AND SHALL BE RESPONSIBLE FOR IMPLEMENTATION AND COMPLIANCE.
16. PRIOR TO DEMOLITION, THE CONTRACTOR SHALL BE REQUIRED TO SUBMIT A DEMOLITION SCHEDULE DEPICTING EACH PHASE OF THE WORK. THE CONTRACTOR SHALL ALSO BE REQUIRED TO SUBMIT AN EROSION AND SEDIMENT CONTROL PLAN ENCOMPASSING THE PRINCIPALS AND THE REQUIREMENTS DESCRIBED HEREIN AND A SCHEDULE FOR THEIR IMPLEMENTATION AND MAINTENANCE FOR THE PROJECT DURATION.
17. DURING DEMOLITION, THE CONTRACTOR SHALL TAKE ALL REASONABLE MEASURES TO ENSURE AGAINST POLLUTING, SILTATION OR DISTURBANCE TO SUCH AN EXTENT AS TO CAUSE AN INCREASE IN TURBIDITY TO THE EXISTING DRAINAGE SYSTEMS AND ADJACENT WATER BODIES AND WETLANDS, IN COMPLIANCE WITH ALL PERMIT REQUIREMENTS RELATED TO SUCH MEASURES.
18. METHODS MAY INCLUDE TEMPORARY EROSION AND SEDIMENT CONTROLS SUCH AS SEDIMENT BASINS, SEDIMENT CHECKS, SILT BARRIERS, SILT SCREENS, TURBIDITY BARRIERS OR THE BEST MANAGEMENT PRACTICES AVAILABLE TO THE INDUSTRY.
19. EROSION AND SEDIMENT CONTROL INSTALLATIONS SHALL BE MAINTAINED THROUGHOUT THE DEMOLITION PERIOD AND UNTIL NEW VEGETATIVE GROWTH HAS BEEN ESTABLISHED.
20. THROUGHOUT THE DEMOLITION PERIOD, THE CONTRACTOR SHALL INSPECT DAILY THE EROSION AND SEDIMENT CONTROL INSTALLATIONS FOR FAILURE OR SIGNS OF FAILURE OR MALFUNCTION. REPAIR OR REPLACE THE EROSION AND SEDIMENT CONTROL INSTALLATIONS IMMEDIATELY UPON DISCOVERY OF FAILURE OR MALFUNCTION.
21. INLETS AND CATCH BASINS, EXISTING ON-SITE AND OFF-SITE, SHALL BE PROTECTED FROM SEDIMENT STORM RUNOFF.
22. THE CONTRACTOR SHALL PROMPTLY REMOVE ALL MUD, DIRT OR OTHER MATERIALS TRACKED OR SPILLED ONTO EXISTING PUBLIC ROADS AND FACILITIES DUE TO DEMOLITION.
23. DEWATERING ACTIVITIES SHALL NOT RESULT IN ANY DISCHARGE OF TURBID WATER FROM THE PROJECT SITE WITHOUT PROPER EROSION AND SEDIMENT CONTROL AND APPROVAL FROM ENGINEER.
24. PHASING OF EROSION CONTROL DEMOLITION SHALL BE RECOMMENDED AS FOLLOWS:PLACEMENT OF PERIMETER PROTECTIVE MEASURES (SILT FENCE, HAY BALES, TURBIDITY BARRIERS, ETC.) AROUND ON-SITE FEATURES TO BE RETAINED, AT POINTS OF OFF-SITE DISCHARGE AND AROUND WORK AREAS TO BE EXCAVATED OR FILLED.
25. REROUTE RUNOFF FROM AREAS OUTSIDE OF THE DEMOLITION AREA TO MINIMIZE FLOW THROUGH AREAS TO BE DISTURBED BY DEMOLITION. BERMS, SWALES AND OTHER MEANS USED FOR SUCH CONVEYANCE SHALL BE VEGETATED AND MEASURES TAKEN TO PROVIDE PROTECTION UNTIL STABILIZATION OCCURS (AS APPLICABLE TO THE PROJECT).
26. SELECT LOCATIONS FOR PLACEMENT OF EXCAVATED MATERIAL, WHERE SUITABLE FOR FILL OR UNSUITABLE MATERIAL, AND CONSTRUCT CONTAINMENT BERMS AROUND THE AREA. THE USE OF STRIPING FOR THIS PURPOSE MAY ACCELERATE BERM REVEGETATION. CONSTRUCT TEMPORARY OUTLETS FOR CONTAINMENT AREAS WITH SCREENS, HAY BALES, SETTLING BASINS OR OTHER MEASURES TO PREVENT SILT TRANSPORT.
27. SELECT / DESIGNATE ACCESS ROUTING FOR DEMOLITION EQUIPMENT AND VEHICLES AND PROVIDE PERIMETER PROTECTIVE MEASURES WHERE EXISTING TERRAIN SHALL BE SUBJECT TO DISRUPTION BY SUCH TRAFFIC.
28. CONSTRUCT ABOVE GROUND OR OTHER CONTAINMENT AREAS FOR DEMOLITION AREA RUNOFF. PROVIDE SCREENS, HAY BALES, ETC. TO FILTER DISCHARGE FROM THOSE AREAS.
29. SPOIL MOUNDS SHALL NOT BE LEFT FOR MORE THAN ONE WEEK PRIOR TO REPLACEMENT UNLESS PROTECTIVE CONTAINMENT MEASURES IN THE WORK AREA ARE APPLIED.
30. GRASSING, SODDING, ETC. SHALL BE IN PLACE IMMEDIATELY UPON COMPLETION OF REGRADING,SWALE SLOPES AND THE CONSTRUCTED OR DISTURBED AREAS.
31. THE CONTRACTOR IS REQUIRED TO ADHERE TO THE REQUIREMENT OF THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES). THE CONTRACTOR SHALL INSTITUTE BEST MANAGEMENT PRACTICES (BMPS) TO ENSURE COMPLIANCE WITH THE NPDES PROGRAM AND TO MINIMIZE THE IMPACT TO PUBLIC STORMWATER FACILITIES. A NOTICE OF INTENT (NOI) SHALL BE FILED BY THE CONTRACTOR PRIOR TO BEGINNING CONSTRUCTION ACTIVITIES.
32. THE CONTRACTOR SHALL PREPARE A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) AND MAINTAIN ALL RECORDS REQUIRED BY ITS NPDES STORMWATER PERMIT FOR ITS CONSTRUCTION ACTIVITIES. PRIOR TO CONSTRUCTION, A SILT FENCE IN ACCORDANCE WITH CITY'S DETAIL SHALL BE ERECTED AS NOTED ON PLANS. ALL PROPOSED CATCH BASINS SHALL HAVE THEIR INLETS PROTECTED BY THE INSTALLATION OF FILTER INLET INSERTS INTO THE FRAME AND GRATE. SILT FENCES AND FILTER INLET INSERTS SHALL REMAIN IN PLACE DURING THE ENTIRE DURATION OF CONSTRUCTION. CONTRACTOR SHALL BRACE ALL EXISTING LANDSCAPING TO REMAIN PRIOR TO BEGINNING ANY WORK AND SHALL ENSURE ITS STABILIZATION THROUGHOUT THE ENTIRE CONSTRUCTION PROCESS. EXISTING SOD DISTURBED BY CONSTRUCTION THAT IS NOT AFFECTED BY PROPOSED GRADING SHALL BE RESTORED TO NEW CONDITION UPON COMPLETION OF CONSTRUCTION. SODDED SLOPES STEEPER THAN FOUR HORIZONTAL TO ONE VERTICAL SHALL BE PEGGED.
33. ALL WASTE GENERATED FROM THE CONSTRUCTION SHALL BE DISCARDED IN ACCORDANCE WITH ALL APPLICABLE STATE, LOCAL AND FEDERAL REGULATIONS. CONTRACTOR SHALL OBTAIN ALL APPLICABLE CODES AND BECOME FAMILIAR WITH STATE, LOCAL AND FEDERAL REGULATIONS PRIOR TO BEGINNING CONSTRUCTION. TO ENSURE THAT OFF-SITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST IS MINIMIZED, CONTRACTOR SHALL PUT INTO PRACTICE THE METHODS DETAILED IN FLORIDA DEPARTMENT OF TRANSPORTATION INDEX 106 (2010 DESIGN STANDARDS) AND BMPS.
34. DUST GENERATED FROM CONSTRUCTION SHALL BE MINIMIZED BY DAILY WATERING OF THE SITE.
35. AT ANY TIME DURING CONSTRUCTION THAT THE SILT FENCING IS DISTURBED, THE SILT FENCING SHALL BE RESTORED TO ITS ORIGINAL STATE WITHIN 24 HOURS. AT NO TIME DURING CONSTRUCTION SHALL WORK BE PERFORMED WITHOUT THE INTEGRITY OF THE SILT FENCING SECURED.
36. A QUALIFIED INSPECTOR, PROVIDED BY THE CONTRACTOR, SHALL INSPECT ALL POINTS OF DISCHARGE INTO NEARBY SURFACE WATER. THE INSPECTION SHALL OCCUR AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER. INSPECTION INCLUDES THE WRITTEN RECORDING OF THE CONDITION OF ALL DISCHARGE POINTS, INTEGRITY OF SILT FENCING, DAILY DUST CONTROL MEASURES, VEHICULAR TRAFFIC AND CONSTRUCTION MATERIAL STORAGE AND DISPOSAL. WRITTEN RECORD OF ALL INSPECTIONS SHALL BE STORED BY THE CONTRACTOR.
37. THE INSPECTION REPORT SHALL INCLUDE, BUT IS NOT LIMITED TO, THE FOLLOWING INFORMATION: NAME AND QUALIFICATION OF PERSONNEL MAKING THE INSPECTION, DATE OF INSPECTION, RAINFALL DATE, MAJOR OBSERVATIONS RELATING TO THE SWPPP, ACTIONS TAKEN BY CONTRACTOR AND ANY INCIDENT OF NONCOMPLIANCE WITH PERMIT. WHERE AN INSPECTION DOES NOT IDENTIFY ANY INCIDENT OF NONCOMPLIANCE, THE REPORT SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE SWPPP AND THE PERMIT.
38. THE CONTRACTOR SHALL RETAIN A COPY OF THE SWPPP AND ALL REPORTS, RECORDS AND DOCUMENTATION REQUIRED BY THE PERMIT AT THE CONSTRUCTION SITE, OR AN APPROPRIATE ALTERNATIVE LOCATION AS SPECIFIED IN THE NOTICE OF INTENT, FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.
39. THE CONTRACTOR SHALL RETAIN THE SWPPP, NOI AND ALL RECORDS ASSOCIATED THEREWITH FOR A PERIOD OF AT LEAST THREE (3) YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED.
40. SEE LANDSCAPE PLANS FOR TREE REMOVAL AND LANDSCAPE DEMOLITION.
41. CONTRACTOR SHALL COORDINATE THROUGH CITY'S CONSTRUCTION DIVISION AND CITY'S PARKS DEPARTMENT ON HOW TO STOCK AND RE-USE EXCAVATED SOIL FROM SITE (AS APPLICABLE TO THE PROJECT).

INTERRUPTION OF EXISTING UTILITIES:

1. ANY DEMOLITION WORK THAT REQUIRES INTERRUPTION OF SERVICE TO ANY CUSTOMER SHALL BE DONE SO WITH A MINIMUM OF SEVENTY-TWO (72) HOUR WRITTEN NOTICE TO, AND WRITTEN APPROVAL BY, THE APPROPRIATE UTILITY COMPANY.
2. THE CONTRACTOR SHALL ARRANGE A MEETING WITH THE LOCAL JURISDICTIONAL AGENCIES AND OTHER GOVERNING AGENCIES, AND OTHER AFFECTED UTILITIES PRIOR TO SCHEDULING THE SHUT DOWN TO ASSESS THE SCOPE OF WORK.
3. ALL SYSTEM SHUT DOWNS SHALL BE SCHEDULED BY THE CONTRACTOR AT SUCH TIME THAT 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 COST FOR OVERTIME WORK BY THE REPRESENTATIVE OF THE UTILITY SHALL BE BORNE BY THE CONTRACTOR.
4. EACH CUSTOMER AFFECTED BY THE SHUT-DOWN SHALL BE PROVIDED, MINIMUM, FORTY-EIGHT (48) HOURS WRITTEN NOTIFICATION BY THE CONTRACTOR. TEMPORARY

DEMOLITION FACILITIES:

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ARRANGE OR SUPPLY TEMPORARY WATER SERVICE, SANITARY FACILITIES AND ELECTRICITY TO ITS EMPLOYEES AND SUBCONTRACTORS FOR THEIR USE DURING DEMOLITION.
2. MAINTENANCE OF TRAFFIC (MOT) IN THE PUBLIC RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS.
3. ALL OPEN TRENCHES AND HOLES ADJACENT TO ROADWAYS OR WALKWAYS SHALL BE PROPERLY MARKED AND BARRICADED TO ASSURE THE SAFETY OF BOTH VEHICULAR AND PEDESTRIAN TRAFFIC.
4. NO TRENCHES OR HOLES NEAR WALKWAYS OR IN ROADWAYS OR THEIR SHOULDERS ARE TO BE LEFT OPEN DURING NIGHTTIME HOURS WITHOUT EXPRESS WRITTEN PERMISSION OF THE CITY OR RESPECTIVE GOVERNING AGENCY.
5. WASTE MANAGEMENT PLAN:
6. IMPLEMENT A WASTE MANAGEMENT PLAN FOR APPROVAL BY THE OWNER. PROVIDE HANDLING, CONTAINERS, STORAGE, SIGNAGE, TRANSPORTATION AND OTHER ITEMS AS NEEDED TO IMPLEMENT THE WASTE MANAGEMENT PLAN DURING THE ENTIRE DURATION OF THE CONTRACT.
7. DESIGNATE A WASTE MANAGEMENT COORDINATOR TO BE RESPONSIBLE FOR IMPLEMENTING, MONITORING AND REPORTING STATUS OF WASTE MANAGEMENT WORK PLAN. COORDINATOR SHALL BE PRESENT AT PROJECT SITE FULL-TIME FOR DURATION OF PROJECT.
8. TRAIN WORKERS, SUBCONTRACTORS AND SUPPLIERS ON PROPER WASTE MANAGEMENT PROCEDURES, AS APPROPRIATE FOR THE WORK AT THE PROJECT SITE.
9. DISTRIBUTE A WASTE MANAGEMENT PLAN BEFORE WORK BEGINS. REVIEW PLAN PROCEDURES AND LOCATION ESTABLISHED FOR SALVAGE, RECYCLING AND DISPOSAL.
10. RECYCLING DEMOLITION WASTE:
11. SEPARATE RECYCLABLE WASTE FROM OTHER WASTE MATERIALS, TRASH AND DEBRIS. SEPARATE RECYCLABLE WASTE BY TYPE AT THE PROJECT SITE TO THE MAXIMUM EXTENT PRACTICAL.
12. PROVIDE APPROPRIATELY MARKED CONTAINERS OR BINS FOR CONTROLLING RECYCLABLE WASTE UNTIL THEY ARE REMOVED FROM THE PROJECT SITE. INCLUDE A LIST OF ACCEPTABLE AND UNACCEPTABLE MATERIALS AT EACH CONTAINER AND BIN.
13. INSPECT CONTAINERS AND BINS FOR CONTAMINATION AND REMOVE CONTAMINATED MATERIALS IF FOUND.
14. STOCKPILE PROCESSED MATERIALS ON-SITE WITHOUT INTERMIXING WITH OTHER MATERIALS. PLACE, GRADE AND SHAPE STOCKPILES TO DRAIN SURFACE WATER. COVER TO PREVENT WINDBLOWN DUST.
15. STOCKPILE MATERIALS AWAY FROM DEMOLITION AREA. DO NOT STORE WITHIN DRIP LINE OF REMAINING TREES.
16. STORE COMPONENTS OFF THE GROUND AND PROTECT FROM THE WEATHER.
17. REMOVE RECYCLABLE WASTE OFF THE OWNER'S PROPERTY AND TRANSPORT TO RECYCLING RECEIVER OR PROCESSOR.
18. ASPHALTIC CONCRETE PAVING: BREAK UP AND TRANSPORT PAVING TO ASPHALT RECYCLING FACILITY.
19. CONCRETE: REMOVE REINFORCEMENT AND OTHER METALS FROM CONCRETE AND SORT WITH OTHER METALS.
20. MASONRY: MASONRY WASTE SHALL INCLUDE WHOLE OR BROKEN BRICK AND CONCRETE MASONRY UNITS. WHOLE MASONRY UNITS SHALL BE CLEANED AND REUSED OR DONATED. BROKEN MASONRY SHALL BE CRUSHED AND USED AS FILL FOR OFFSITE AREAS. REMOVE METAL REINFORCEMENT, ANCHORS AND TIES FROM MASONRY AND SORT WITH OTHER METALS.
21. METALS: METALS FROM REINFORCED CONCRETE, REINFORCED MASONRY, STRUCTURAL STEEL MEMBERS, FLASHING AND SHEET METAL, CONDUIT PIPE, SIDING, PIPING AND WIRING SHALL BE SEPARATED BY TYPE.
22. STRUCTURAL STEEL: STACK MEMBERS ACCORDING TO THEIR SIZE, TYPE AND LENGTH.
23. NUTS AND BOLTS: REMOVE BOLTS, NUTS, WASHERS AND OTHER ROUGH HARDWARE.
24. SITE-CLEARING WASTE SHALL BE RECYCLED BY CHIPPING BRUSH, BRANCHES AND TREES, THEN HAUL TO WOOD RECYCLING CENTER.

DISPOSAL OF WASTE:

25. GENERAL: EXCEPT FOR ITEMS OR MATERIALS TO BE SALVAGED, RECYCLED OR OTHERWISE REUSED, REMOVE WASTE MATERIALS FROM PROJECT SITE AND LEGALLY DISPOSE OF THEM IN A LANDFILL OR OTHER PERMITTED DISPOSAL FACILITY.
26. EXCEPT AS OTHERWISE SPECIFIED, DO NOT ALLOW WASTE MATERIALS THAT ARE TO BE DISPOSED OF TO ACCUMULATE ON-SITE.
27. REMOVE AND TRANSPORT DEBRIS IN A MANNER THAT SHALL PREVENT SPILLAGE ON ADJACENT SURFACES AND AREAS.
28. BURNING: DO NOT BURN WASTE MATERIALS.
29. DISPOSAL: TRANSPORT WASTE MATERIALS OFF THE OWNER'S PROPERTY AND LEGALLY DISPOSE OF THEM.

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

ALL ELEVATIONS SHOWN ON THESE PLANS ARE BASED ON NAVD88.
FDOT BENCHMARK STAMPED 845/86/03/C/02: ELEVATION 7.454 FEET.
TO CONVERT ELEVATIONS TO NGVD29, ADD 1.585 FEET.

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No.	REVISIONS	DATE	BY

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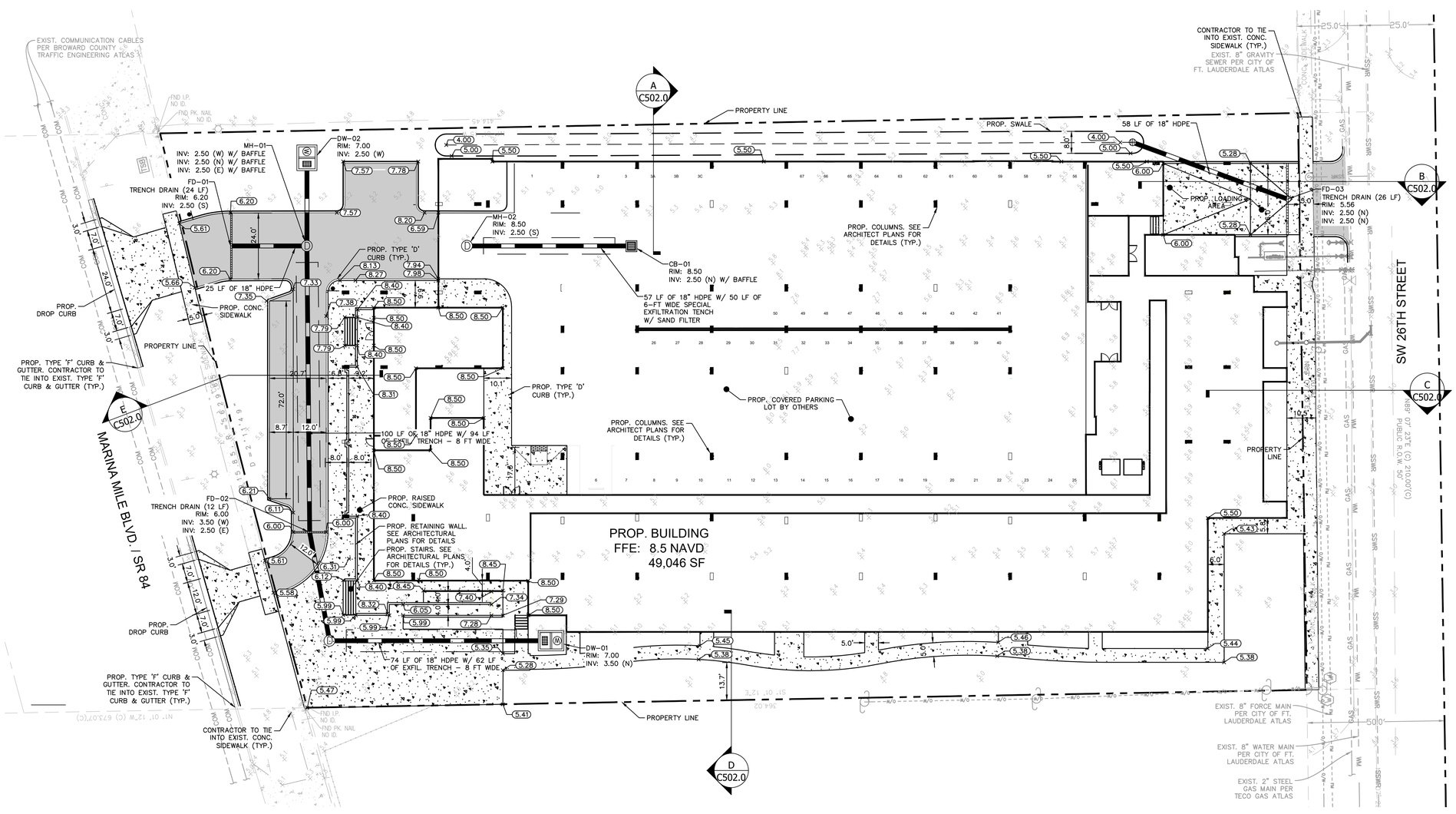
LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER 80500
DATE: 8/2/2023

KHA PROJECT 143697000
DATE APRIL 2023
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY CCP
CHECKED BY CF

DEMOLITION NOTES

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C401.0



LEGEND	
	PROPERTY LINE
WM	EXISTING WATER
SSWR	EXISTING SANITARY SEWER
	PROPOSED STORM SEWER
	PROPOSED EXFILTRATION TRENCH
	EXISTING STORM SEWER
O/H	EXISTING OVERHEAD WIRE
COM	EXISTING COMMUNICATION LINE
GAS	EXISTING NATURAL GAS LINE
	PROPOSED CATCH BASIN
	EXISTING WATER VALVE
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING WATER METER
	EXISTING SANITARY SEWER MANHOLE
	EXISTING STORM MANHOLE
	PROPOSED ASPHALT PAVEMENT
	PROPOSED ASPHALT RESTORATION
	PROPOSED CONCRETE PAVEMENT
	EXISTING CONCRETE PAVEMENT
	PROPOSED CONCRETE PAVERS
11.00	PROPOSED GRADE
M.E. ±11.00	MATCH EXISTING GRADE
11.00	PROPOSED SIDEWALK GRADE
	EXISTING GRADE
	FLOW ARROW

GENERAL NOTES:

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

ADA NOTES:

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

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LICENSED PROFESSIONAL
CARLOS FLORIAN
FL LICENSE NUMBER 80500
DATE: 8/2/2023

KHA PROJECT 143697000
DATE APRIL 2023
SCALE AS SHOWN
DESIGNED BY JAC
DRAWN BY CCP
CHECKED BY CF

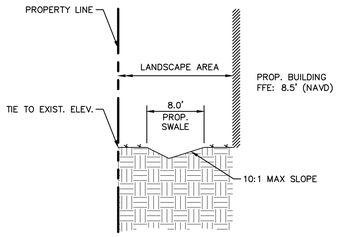
PAVING, GRADING, AND DRAINAGE PLAN

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C500.0

PAVING LEGEND

1. 1 1/2" ASPHALT SURFACE TYPE SP-9.5 (IN TWO 3/4" LIFTS)
2. 8" LIMEROCK BASE COMPACTED WITH MINIMUM LBR OF 100 WITH 60% OR MORE CARBONATE CONTENT, COMPACTED TO 98% MAX. DENSITY PER AASHTO T-180.
3. 12" THICK STABILIZED SUBGRADE COMPACTED AND STABILIZED WITH MINIMUM DESIGN LBR OF 40 COMPACTED TO AT LEAST 98% OF MAXIMUM DRY DENSITY (AASHTO T-180) (DRIVE AISLE)
4. TYPE 'D' CURB PER FDOT INDEX NO. 520-001
5. CONCRETE SIDEWALK (4" - UNLESS OTHERWISE STATED)
6. CONCRETE DRIVEWAY (6")



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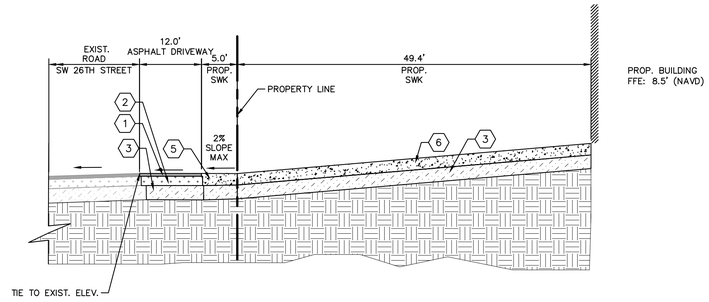
NOT TO SCALE



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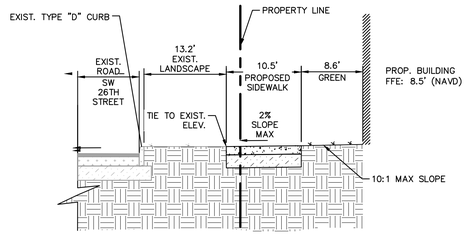

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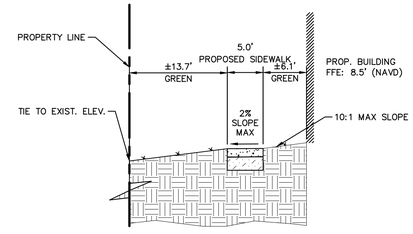

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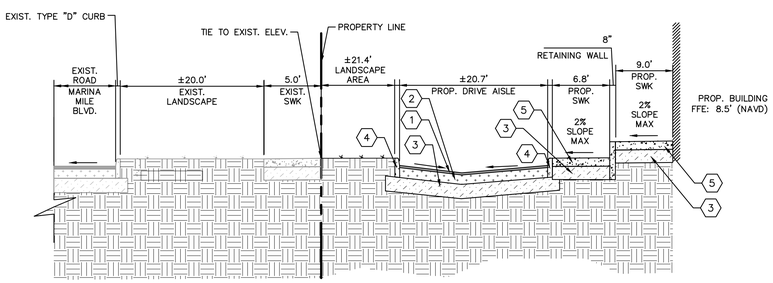

E C500.0 TYPICAL CROSS-SECTION
NOT TO SCALE

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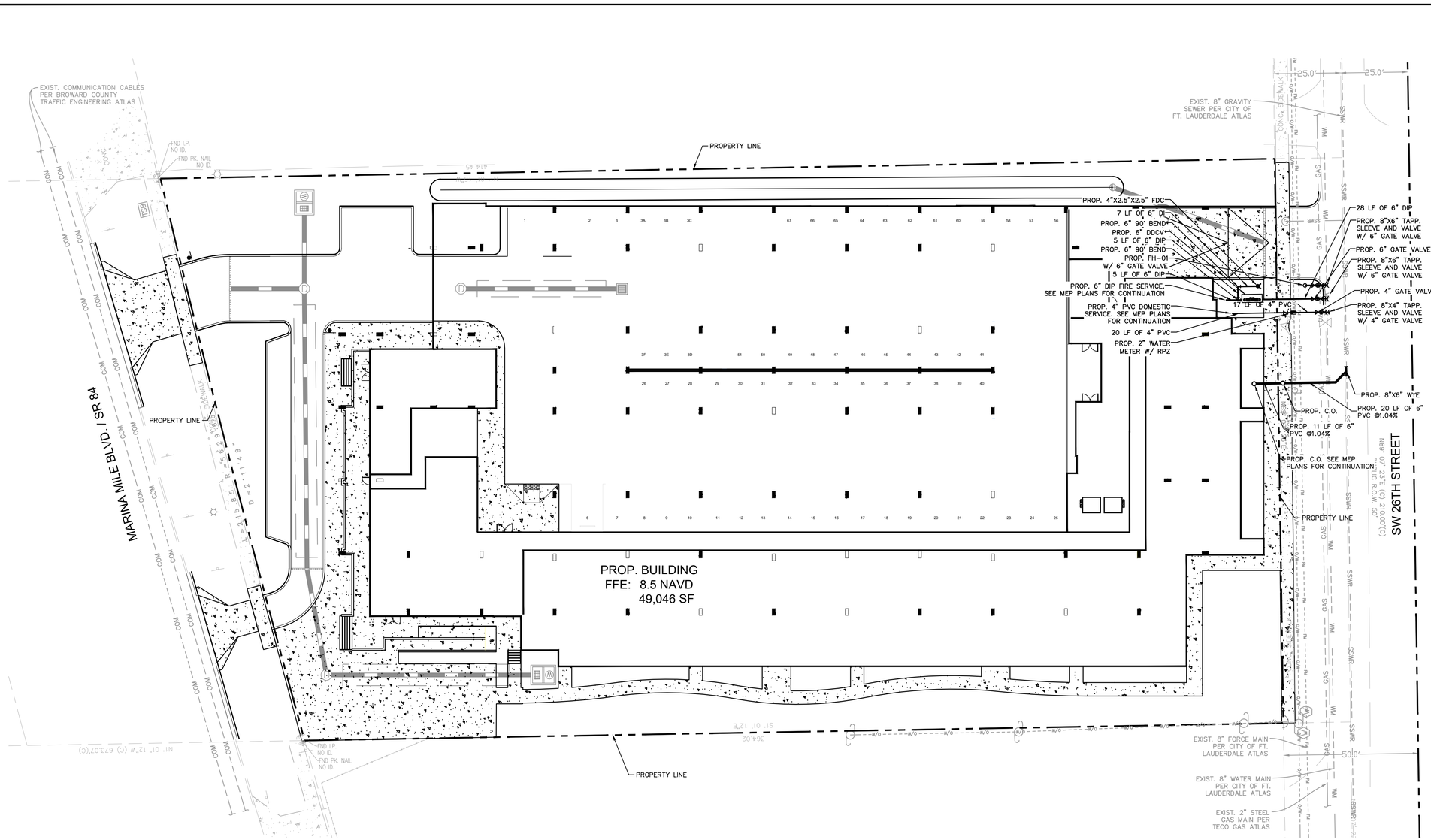
FL LICENSE NUMBER
80500
DATE: 8/2/2023

KHA PROJECT	143697000
DATE	APRIL 2023
SCALE	AS SHOWN
DESIGNED BY	JAC
DRAWN BY	CCP
CHECKED BY	CF

TYPICAL CROSS SECTIONS

1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C502.0



LEGEND	
	PROPERTY LINE
WM	EXISTING WATER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
SSWR	EXISTING SANITARY SEWER
FM	EXISTING FORCE MAIN
S	EXISTING SANITARY SEWER MANHOLE
	PROPOSED WATER
	PROPOSED WATER VALVE
	PROPOSED TAPPING SLEEVE
	PROPOSED WATER METER AND RPZ
	PROPOSED DDCV
	PROPOSED FDC AND FIRE HYDRANT
	PROPOSED SANITARY SEWER
S	PROPOSED SANITARY SEWER MANHOLE

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LICENSED PROFESSIONAL
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FL LICENSE NUMBER 80500
DATE: 8/2/2023

KHA PROJECT	143697000
DATE	APRIL 2023
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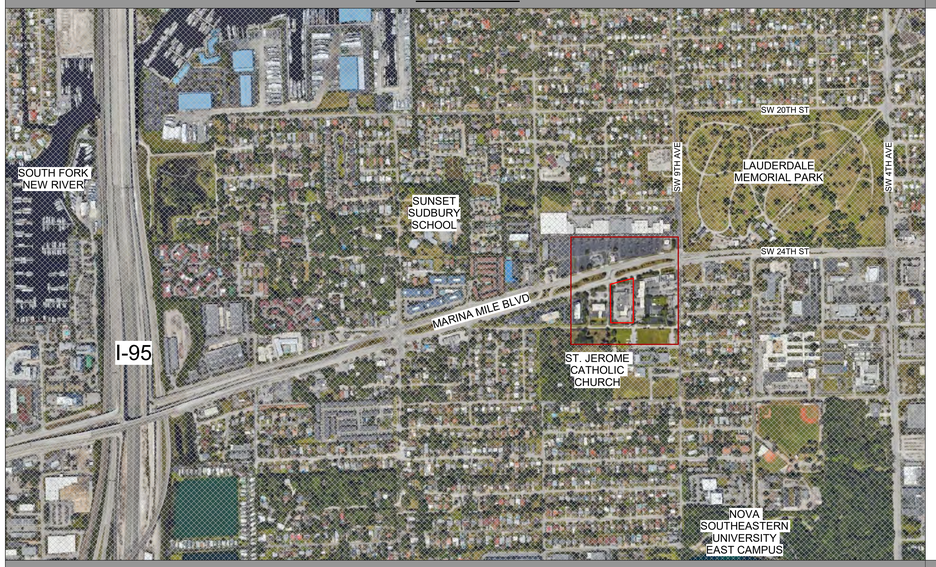
DRAWN BY	CCP
CHECKED BY	CF

WATER AND SEWER PLAN

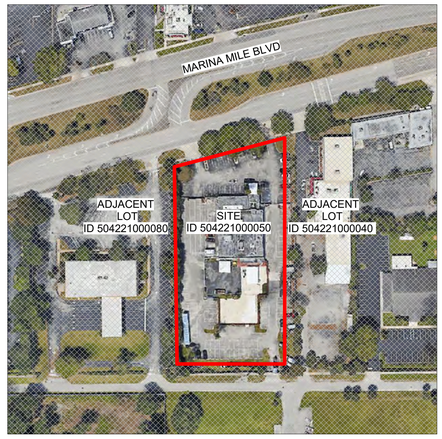
1000 MARINA MILE
PREPARED FOR
REALIZATION ARCHITECTS, LLC
FORT LAUDERDALE FL

SHEET NUMBER
C600.0

AERIAL VIEW

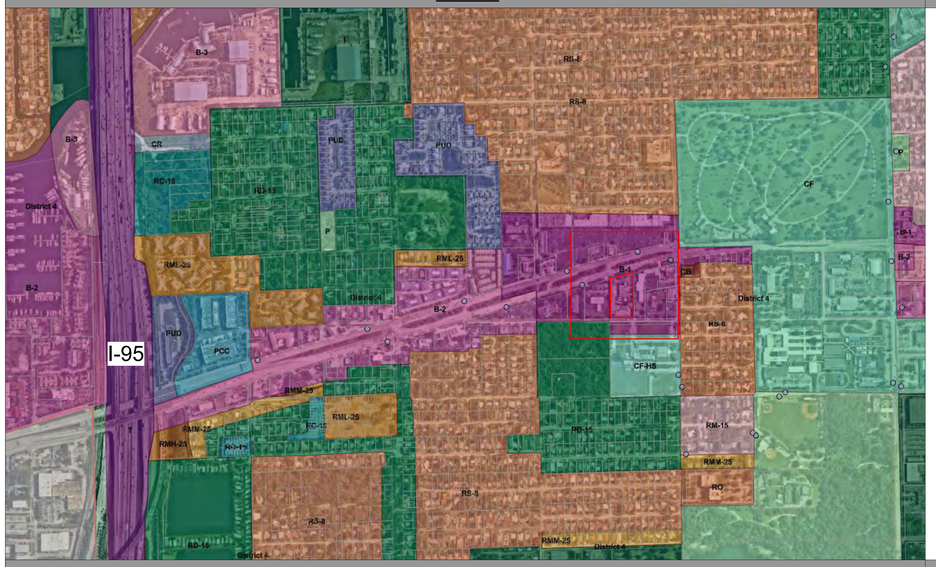


AERIAL VIEW - SITE



AERIAL VIEW - SITE

ZONING



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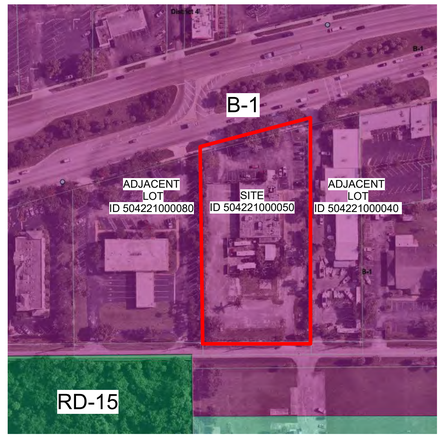

ZONING - DATA

SITE LOCATION:	1000 W STATE ROAD 84, FORT LAUDERDALE, FL 33315
EXISTING ZONE:	B-1 BOULEVARD BUSINESS DISTRICT
ADJACENT LOT: (ID 504221000080)	B-1 BOULEVARD BUSINESS DISTRICT
ADJACENT LOT: (ID 504221000040)	B-1 BOULEVARD BUSINESS DISTRICT

LAND USE

LAND USE - SITE

LAND USE - DATA

SITE LOCATION:	1000 W STATE ROAD 84, FORT LAUDERDALE, FL 33315
EXISTING ZONE:	COMMERCIAL
ADJACENT LOT: (ID 504221000080)	COMMERCIAL
ADJACENT LOT: (ID 504221000040)	COMMERCIAL

DRC SUBMITTAL

REALIZATION ARCHITECTS
1701 PONCE DE LEON | SUITE 201
CORAL GABLES, FLORIDA 33134
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e - ra@realizationarchitects.com
w - www.realizationarchitects.com

CLIENT / PROJECT:

PRIVÉ GROUP

1000 MARINA MILE APARTMENTS
1000 W STATE ROAD 84,
FORT LAUDERDALE, FL 33315

CONSULTANTS:

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LANDSCAPE
MARIANO CORRAL LANDSCAPE ARCHITECT
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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

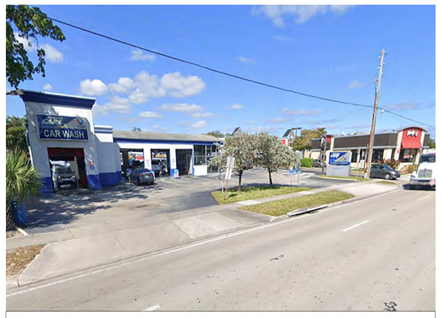
DISCIPLINE / SHEET TITLE:

AERIAL IMAGES, ZONING,AND LAND USE

SCALE: AS SHOWN

SHEET NO.

A-001



04-943 W AND 1075 W STATE ROAD 84

05-1000 W STATE ROAD 84 (NW)

06-1000 W STATE ROAD 84 (NE)

07-990 W STATE ROAD 84

03-1100 W STATE ROAD 84

02-1000 W STATE ROAD 84 (SOUTH)

01- 2601 SW 9TH AVE

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

CONTEXT IMAGES

SCALE: AS SHOWN

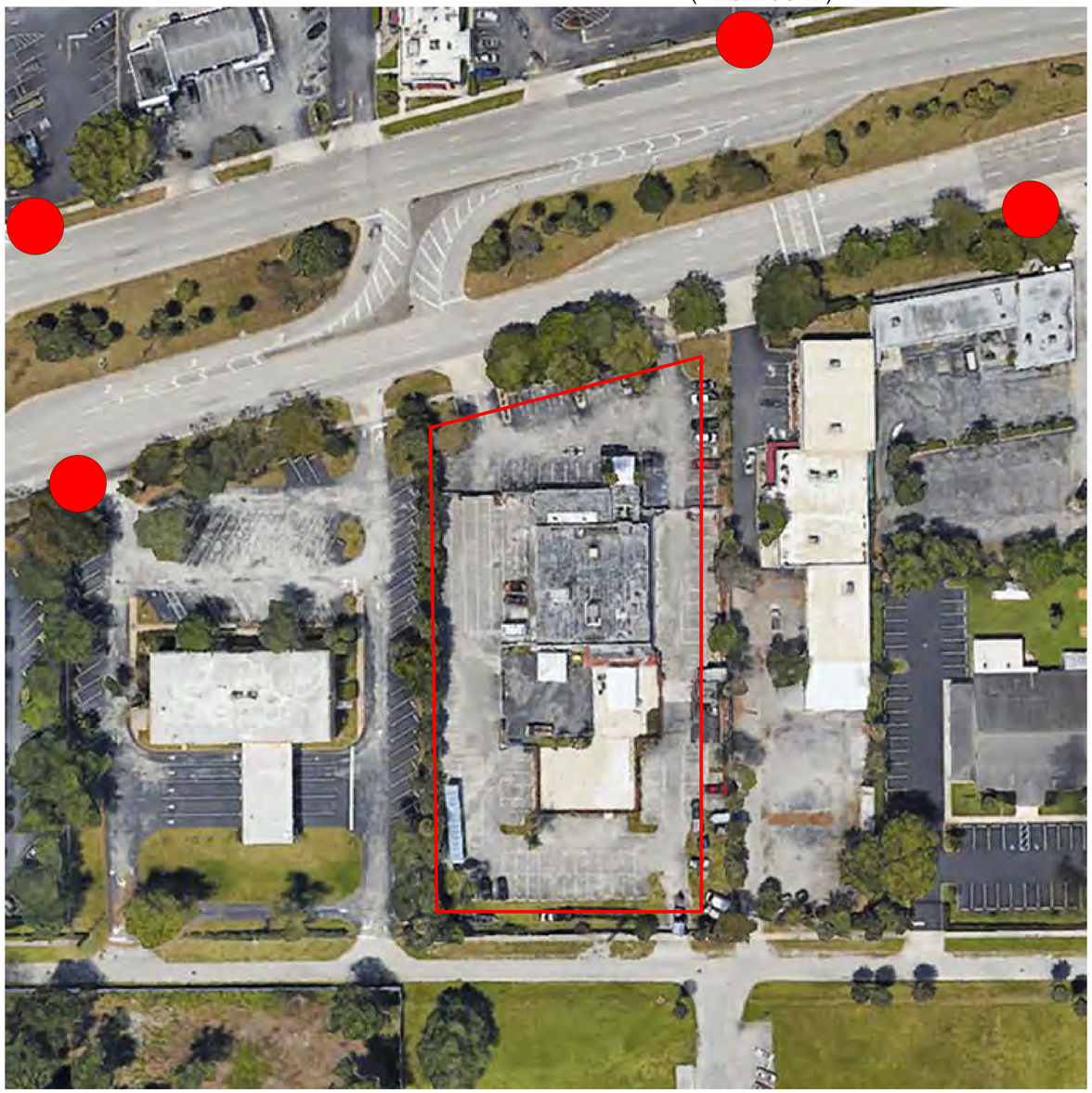
SHEET NO:

A-002

TRANSIT MAP

BUS STOP 4
SR 84 & SW 9 AV
(WESTBOUND)

BUS STOP 3
SR 84 & SW 12 AV
(WESTBOUND)



BUS STOP 2
SR 84 & SW 9 AV
(EASTBOUND)

BUS STOP 1
SR 84 & SW 12 AV
(EASTBOUND)

DRC SUBMITTAL

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

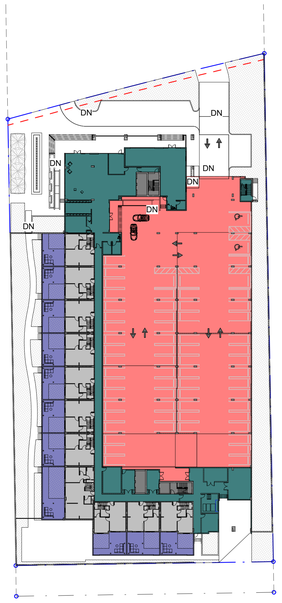
STREET GRAPHICS

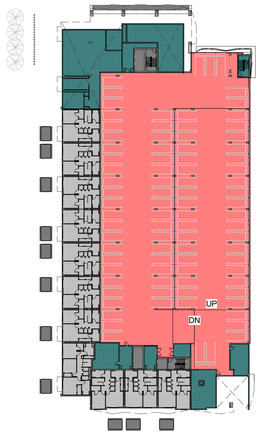
SCALE: AS SHOWN

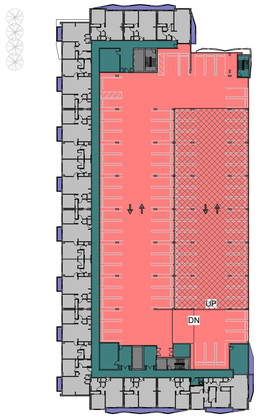
SHEET NO:

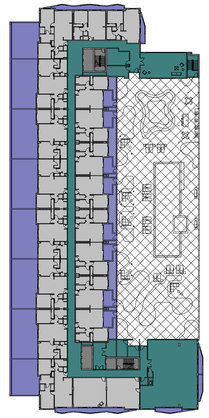
A-003

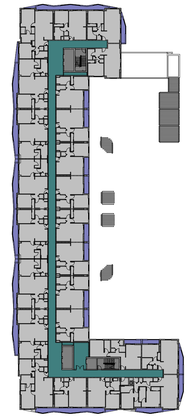
GROSS FLOOR AREA CALCULATION

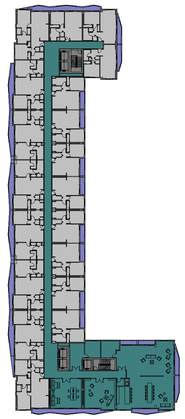










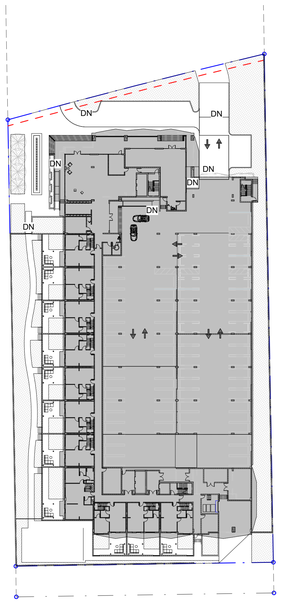


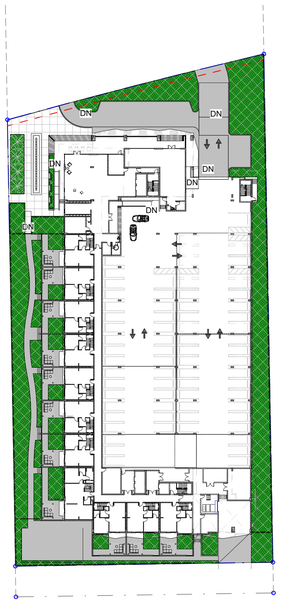
LEVEL 01		LEVEL 02		LEVEL 03-06		LEVEL 07 (LANAI)		LEVEL 08-14		LEVEL 15	
UNITS AREA = 7,817 SF		UNITS AREA = 9,661 SF		UNITS AREA = 12,872 SF		UNITS AREA = 15,145 SF		UNITS AREA = 19,967 SF		UNITS AREA = 15,875 SF	
BALC./POOL DECK = 7,183 SF		BALC./POOL DECK = 0 SF		BALC./POOL DECK = 1,093 SF		BALC./POOL DECK = 24,110 SF		BALC./POOL DECK (L08) = 2,240 SF	BALC./ DECK (L09-14) = 2,318 SF	BALC./POOL DECK = 2,318 SF	
COMMON AREA = 5,633 SF	AMENITIES = 0 SF	COMMON AREA = 787 SF	AMENITIES = 0 SF	COMMON AREA = 3,269 SF	AMENITIES = 0 SF	COMMON AREA = 3,721 SF	AMENITIES = 4,620 SF	COMMON AREA = 2,673 SF	AMENITIES = 0 SF	COMMON AREA = 2,922 SF	AMENITIES = 3,831 SF
PARKING = 22,745 SF	BOH, STAIRS, ELEV. = 2,472 SF	PARKING = 28,414 SF	BOH, STAIRS, ELEV. = 1229 SF	PARKING (L03-05) = 29,111 SF	BOH, STAIRS, ELEV. = 1,308 SF	PARKING = 0 SF	BOH, STAIRS, ELEV. = 192 SF	PARKING = 0 SF	BOH, STAIRS, ELEV. = 331 SF	PARKING = 0 SF	BOH, STAIRS, ELEV. = 331 SF
LEASABLE AREA = 1,418 SF		LEASABLE AREA = 0 SF		PARKING (L06) = 19,026 SF							
GROSS FLOOR AREA = 47,268 SF		GROSS FLOOR AREA = 40,091 SF		GROSS FLOOR AREA (L03-05) = 47,653 SF , (L06) = 37,568 SF		GROSS FLOOR AREA = 47,788 SF		GROSS FLOOR AREA (L08) = 25,211 SF, (L09-14) = 25,289 SF		GROSS FLOOR AREA = 25,277 SF	

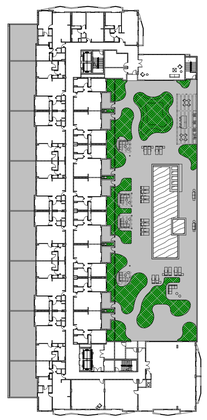
TOTAL

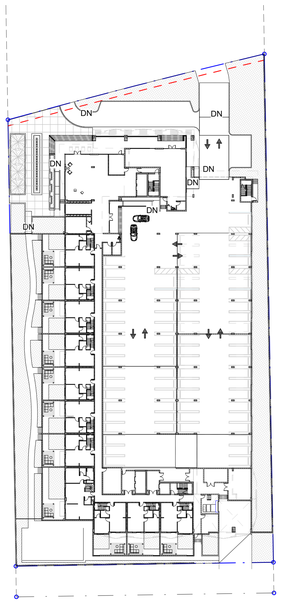
TOTAL BALC./POOL DECK AREAS = 54,131 SF
TOTAL FLOOR (NET) = 239,755 SF
TOTAL AREA (GROSS) = 517,896 SF

LOT AREA CALCULATION









LOT COVERAGE	OPEN SPACE/LANDSCAPE AREA - SITE	OPEN SPACE/LANDSCAPE AREA - LANAI	PLAZA AREA		
LOT COVERAGE = 50,027 SF	OPEN SPACE = 29,012 SF	OPEN SPACE = 23,117 SF	PLAZA AREA = 2,642 SF		
	LANDSCAPE AREA = 16,694 SF	LANDSCAPE AREA = 4,536 SF			

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

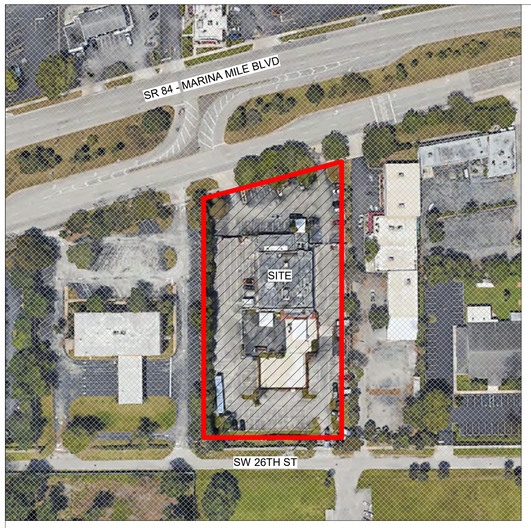
AREA DIAGRAMS

SCALE: AS SHOWN

SHEET NO:

A-005

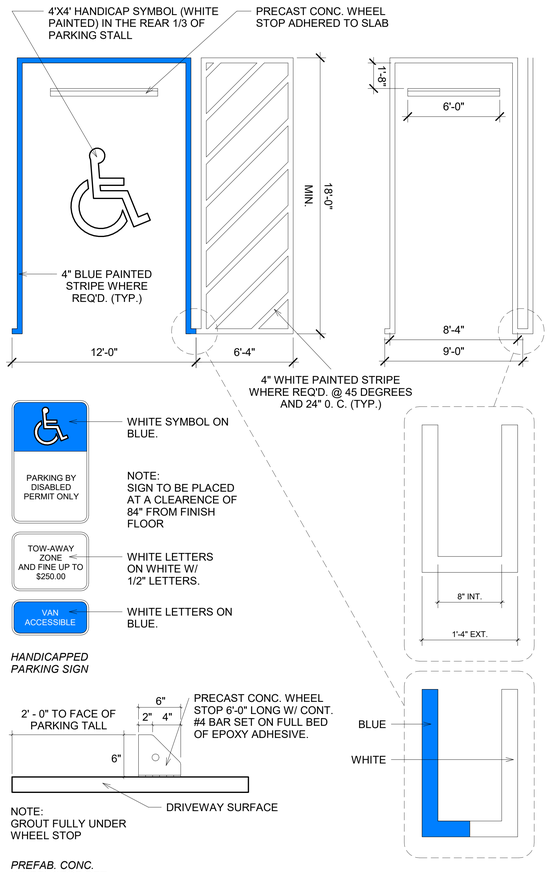
DRC SUBMITTAL



N

SITE PLAN

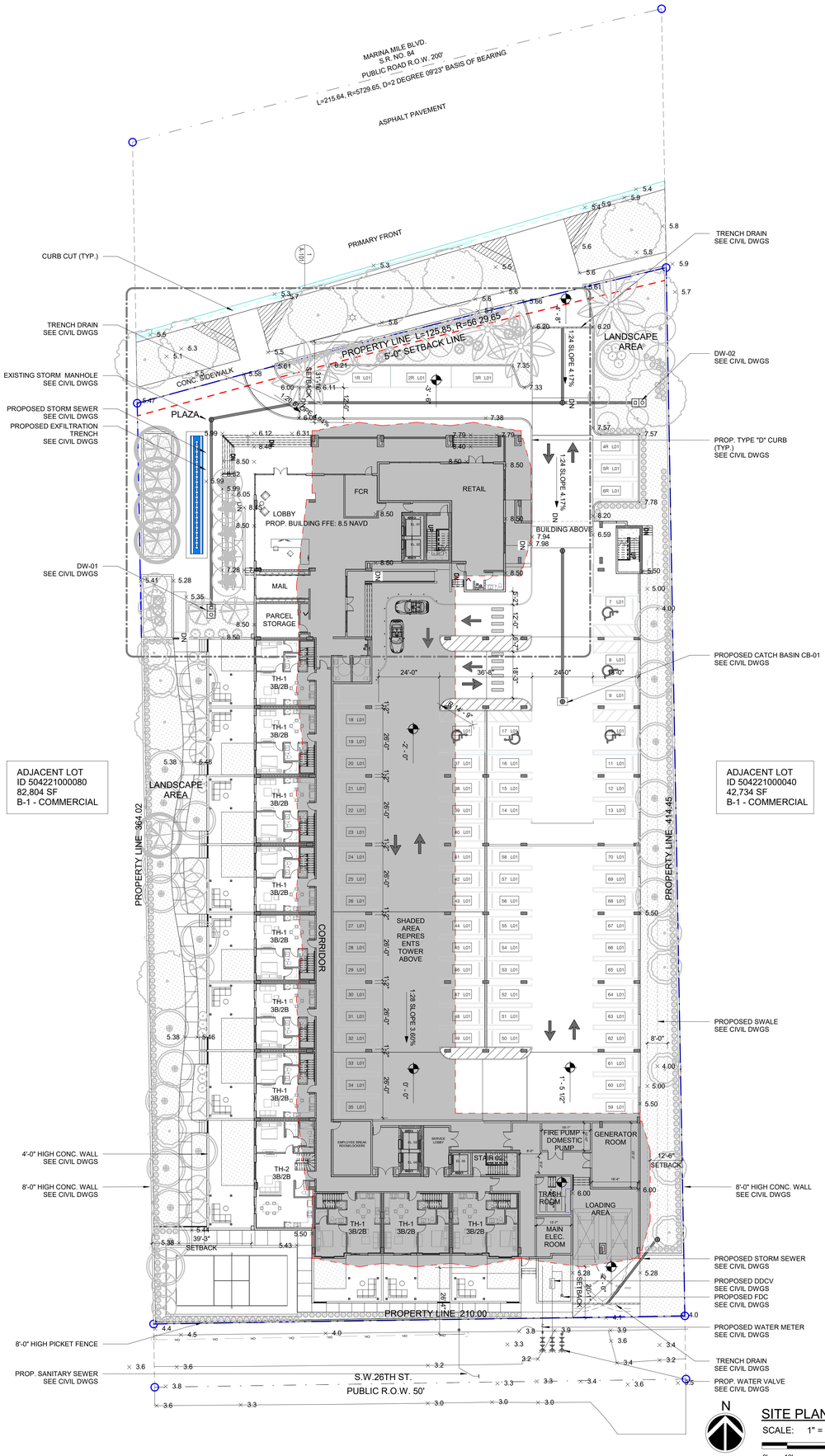
SCALE: N / A N / A



HANDICAPPED PARKING SIGN

PREFAB. CONC. WHEEL STOP DET.

PARKING AND ADA REQUIREMENTS



N

SITE PLAN

SCALE: 1" = 20'-0"

0' 10' 30' 60'

PROJECT SUMMARY:

MIXED USE DEVELOPMENT

APPLICABLE CODES:

BUILDING	FLORIDA BUILDING CODE , BUILDING, 7th EDITION(2020)
LIFE SAFETY	N.F.P.A. 101 - LIFE SAFETY CODE (2018)
FIRE PREVENTION	FLORIDA FIRE PREVENTION CODE, 7th EDITION (2020)

ZONING:

EXISTING ZONE: B-1 BOULEVARD BUSINESS DISTRICT

SITE DATA:

LOT AREA (NET): 81,887 SF (1.87 ACRE)
LOT AREA (GROSS): 108,865 SF (2.49 ACRE)

LEGAL DESCRIPTION:

PARCEL NUMBER: 504221000050

21-50-42 E 210 OF W 890 OF N1/2 OF NE1/4 OF NE1/4 S OF ST RD R/W LESS S 25 FOR RD

THE EAST 210 FEET OF THE WEST 890 FEET OF THE NORTH ONE-HALF (NL/2) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHEAST ONE-QUARTER (NEI/4) LYING SOUTH OF STATE ROAD 84 RIGHT OF WAY (200 FOOT RIGHT OF WAY) IN SECTION 21, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS THE SOUTHERLY 25 FEET; SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

FLOOD INFORMATION:

FLOOD ZONE: AH AND X - BROWARD COUNTY (ELEV.10' NGVD 1929 - ELEV. 8.5' NAVD)

LAND USE:

EXISTING:	COMMERCIAL
PROPOSED:	MIXED USE

DENSITY:

ALLOWED:	50 UNITS / GROSS ACRE (50 UNITS/2.50 = 125 UNITS)
PROPOSED:	283 UNITS

SITE INFORMATION:

	ALLOWED	PROVIDED
LOT AREA:	N/A	81,887 SF (1.87 ACRE)
LOT COVERAGE:	N/A	50,037 SF
OPEN SPACE TOTAL:	42,450 SF (150 SF/ PER UNIT)	52,169 SF
OPEN SPACE SITE:	N/A	29,052 SF
OPEN SPACE LANAI:	N/A	23,117 SF
LANDSCAPE AREA TOTAL:	21,225 SF MIN. 20% O. S.	21,230 SF
LANDSCAPE SITE:	N/A	16,694 SF
LANDSCAPE LANAI:	N/A	4,536 SF
PLAZA AREA:	1,400 SF MIN.	2,642 SF
BUILDING HEIGHT:	15 STORIES 150'-0" MAX.	15 STORIES 149'-6" TO MAIN ROOF SLAB

BUILDING SETBACKS:

	REQUIRED	PROVIDED
FRONT:	5'-0"	31'-10"
BACK:	15'-0"	20'-1"
SIDE (EAST):	10'-0"	12'-6"
SIDE (WEST):	10'-0"	39'-3"

PROPOSED PARKING:

TYPE	REQUIRED	PROVIDED
TH:	2.2 SPACES / UNIT - 11 UNITS x 2.2 = 24.2 SPACES	24 SPACES
1B:	1.75 SPACES / UNIT - 165 UNITS x 1.75 = 288.75 SPACES	291 SPACES
2B:	2 SPACES / UNIT - 107 UNITS x 2 = 214 SPACES	214 SPACES
RETAIL:	1/250 GFA = 1350 / 250 = 6 SPACES	6 SPACES
TOTAL BEFORE PARKING REDUCTION:	533 SPACES	503 SPACES (INCL. 11 ADA SPACES)
PARKING REDUCTION: (15% OF UNITS)	1 SPACE / UNIT - 43 UNITS x 1 = 43 SPACES (25 - 1B/1B, 16 - 2B/2B, 2 - 3B/3B)	
TOTAL PARKING:	533 - 43 = 490 SPACES	503 SPACES (INCL. 11 ADA SPACES)
ADA SPACES:	11 SPACES	

COMMERCIAL BREAKDOWN:

TYPE	REQUIRED	PROVIDED
GL RETAIL SPACE:	N/A SF	1,418 SF
REQUIRED PARKING:	1/250 GFA	6 SPACES
RETAIL FRONTAGE:	50% MIN.	

UNIT AREA BREAKDOWN:

TYPE	UNIT AREA	# UNIT
TH-1	1,514 SF	10
TH-2	2,134 SF	1
A1	682 SF	72
A2	680 SF	26
A3	723 SF	8
A4	708 SF	20
A5	744 SF	23
A6	758 SF	8
A7	752 SF	8
B1	1,018 SF	78
B2	1,190 SF	11
B3	1,080 SF	18
TOTAL:		283

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

SITE PLAN

SCALE: AS SHOWN

SHEET NO:

A-100

SYMBOLS:

- CMU WALL — SEE STRUCT. DWGS
- PARTITION
- CAST IN PLACE CONC. COLUMN — SEE STRUCT. DWGS
- XX — WINDOW TAG
- (XX) — DOOR TAG
- XX — WALL TAG — SEE STRUCT. DWGS
- XX / XX — ROOM TAG
- ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS
- ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

1. ALL DIMENSIONS ARE DIMENSIONED FROM CORE FACE TO CORE FACE, UNLESS OTHERWISE NOTED. MAINTAIN DIMENSIONS MARKED "CLEAR" OR "HOLD." ALLOW FOR THICKNESS OF FINISHES.

2. COORDINATE AND PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MILLWORK AND ITEMS ATTACHED OR MOUNTED TO PARTITIONS OR CEILINGS. REFER TO CONSULTANT DRAWINGS FOR ADDITIONAL SCOPE OF WORK.

3. ALL PARTITIONS SHALL BE PERPENDICULAR OR PARALLEL TO BUILDING CORE WALLS, UNLESS OTHERWISE NOTED.

4. WHERE ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION. REVIEW WITH ARCHITECT IN FIELD.

5. ALL PARTITIONS TO BE "A1" U.N.O. PARTITION.

6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

7. REFER TO ENGINEERING DRAWINGS FOR ELECTRICAL, TELECOME DEVICE, AND FIRE DEVICES LOCATIONS. COORDINATE MOUNTING HEIGHTS WITH TYPICAL MOUNTING HEIGHT DIAGRAMS AND ELEVATION DRAWINGS IN THE SERIES.

8. PROVIDE CEMENTITIOUS WALL BOARD AT ALL WET LOCATIONS.

9. PROVIDE LEVEL 4 GYPSUM FINISH AT ALL PARTITIONS SCHEDULED TO RECEIVE GYPSUM WALL BOARD U.N.O.

10. UNDERCUT OF DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4" UNLESS OTHERWISE NOTED.

11. HINGE FACE OF ALL DOOR OPENINGS SHALL BE LOCATED 4" FROM ADJACENT PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.

12. FOR WINDOW SCHEDULE REFER TO SHEET A-802.

13. ALL PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED AS PER DETAILS ON SHEET A-700 AND A-701.

14. ALL FINISHES SHALL COMPLY WITH NFPA 101 SECTION 18-3.3 INTERIOR FINISHES. 18-3.3.1. INTERIOR WALL AND CEILING IN ACCORDANCE WITH SECTION 6-5.

15. ALL HABITABLE ROOMS SHALL HAVE AN AGGREGATE GLAZING AREA OF NOT LESS THAN 8% OF THE FLOOR AREA SUCH ROOMS. NATURAL VENTILATION SHALL BE THROUGH WINDOWS, DOORS, LOUVERS OR OTHER APPROVED OPENINGS TO THE OUTDOOR AIR. SUCH OPENINGS SHALL BE PROVIDED WITH READY ACCESS OR SHALL OTHERWISE BE READILY CONTROLLABLE BY THE BUILDING OCCUPANTS. THE MINIMUM OPENABLE AREA TO THE OUTDOORS SHALL BE 4% OF THE FLOOR AREA BEING VENTILATED. AS PER F.B.C. SECTION R303.1

16. REFER TO NOTES ON SHEET A-800 FOR ADITIONAL DOOR AND SECURITY NOTES.

17. ALL INTERIOR UNIT DOORS AND TRIM TO BE PRIMED AND PAINTED.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

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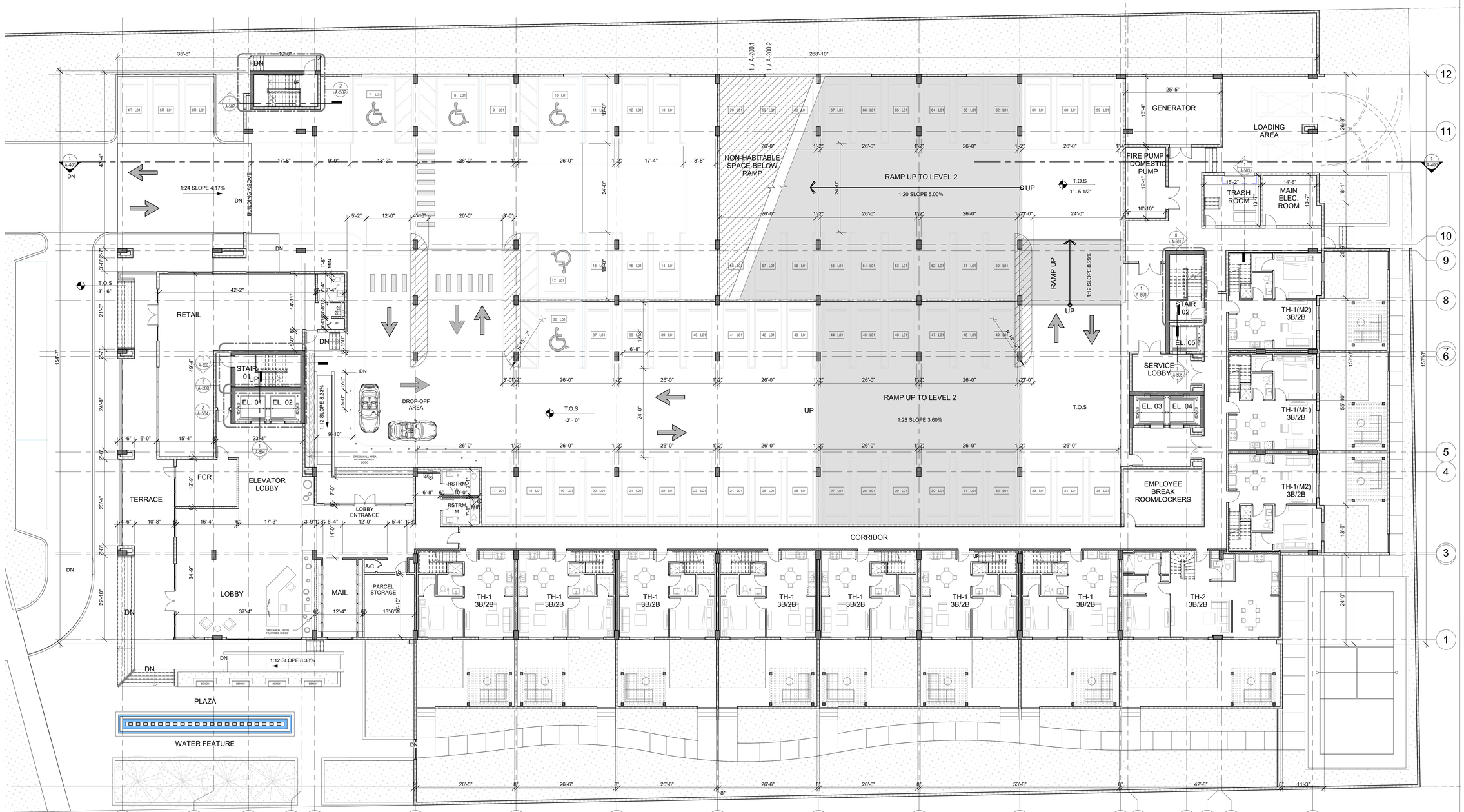
2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



FLOOR PLAN - LEVEL 01

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 01

SCALE: AS SHOWN

SHEET NO:

A-200

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX
XX ROOM TAG

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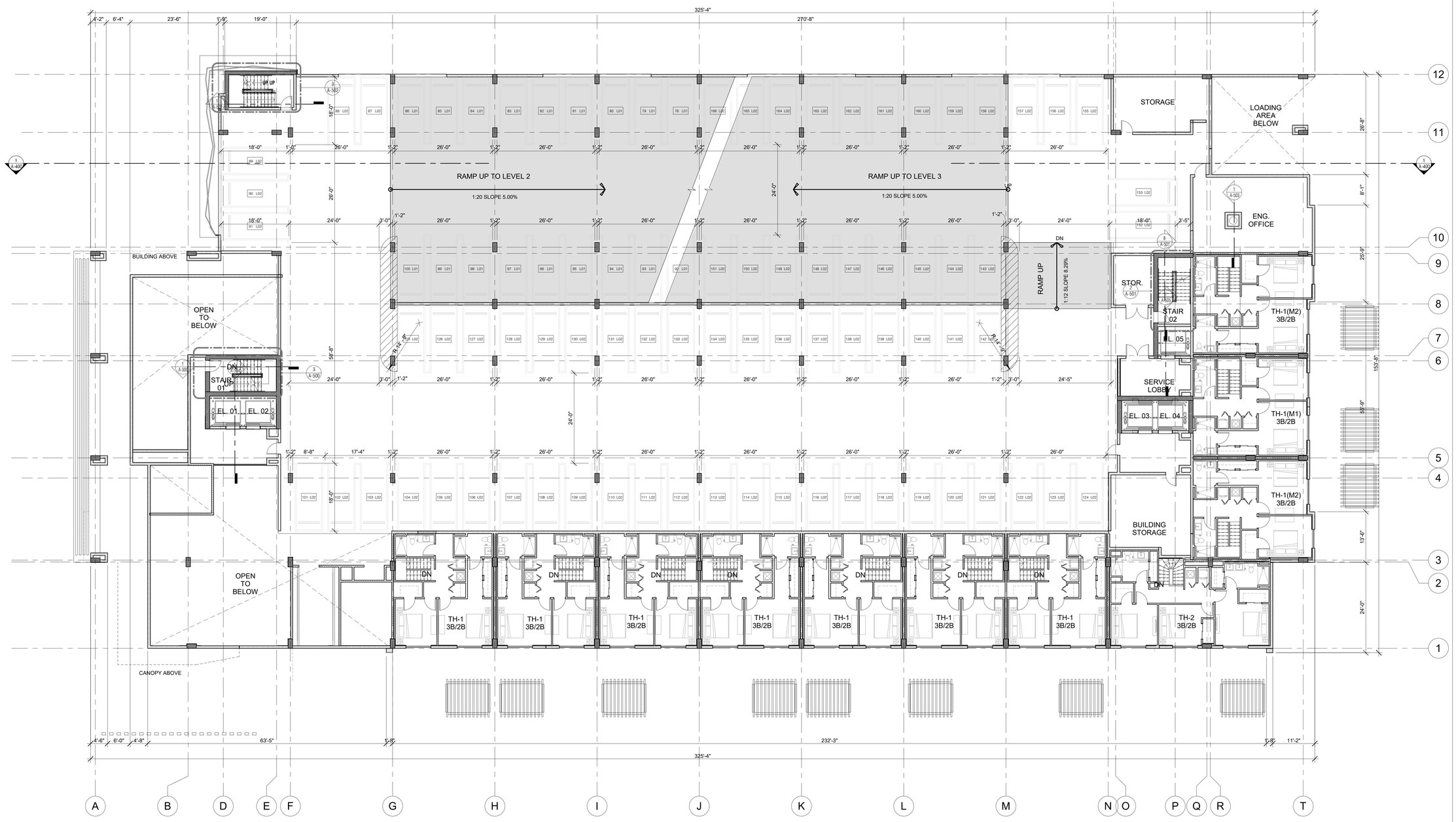

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RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 02

SCALE: AS SHOWN

SHEET NO:

A-201

N

FLOOR PLAN - LEVEL 02
SCALE: 3/32" = 1'-0"
0' 10' 20' 30'

DRC SUBMITTAL

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

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4. WHERE ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION. REVIEW WITH ARCHITECT IN FIELD.

5. ALL PARTITIONS TO BE "A1" U.N.O. PARTITION.

6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

7. REFER TO ENGINEERING DRAWINGS FOR ELECTRICAL, TELECOME DEVICE, AND FIRE DEVICES LOCATIONS. COORDINATE MOUNTING HEIGHTS WITH TYPICAL MOUNTING HEIGHT DIAGRAMS AND ELEVATION DRAWINGS IN THE SERIES.

8. PROVIDE CEMENTITIOUS WALL BOARD AT ALL WET LOCATIONS.

9. PROVIDE LEVEL 4 GYPSUM FINISH AT ALL PARTITIONS SCHEDULED TO RECEIVE GYPSUM WALL BOARD U.N.O.

10. UNDERCUT OF DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4" UNLESS OTHERWISE NOTED.

11. HINGE FACE OF ALL DOOR OPENINGS SHALL BE LOCATED 4" FROM ADJACENT PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.

12. FOR WINDOW SCHEDULE REFER TO SHEET A-802.

13. ALL PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED AS PER DETAILS ON SHEET A-700 AND A-701.

14. ALL FINISHES SHALL COMPLY WITH NFPA 101 SECTION 18-3.3 INTERIOR FINISHES. 18-3.3.1. INTERIOR WALL AND CEILING IN ACCORDANCE WITH SECTION 6-5.

15. ALL HABITABLE ROOMS SHALL HAVE AN AGGREGATE GLAZING AREA OF NOT LESS THAN 8% OF THE FLOOR AREA SUCH ROOMS. NATURAL VENTILATION SHALL BE THROUGH WINDOWS, DOORS, LOUVERS OR OTHER APPROVED OPENINGS TO THE OUTDOOR AIR. SUCH OPENINGS SHALL BE PROVIDED WITH READY ACCESS OR SHALL OTHERWISE BE READILY CONTROLLABLE BY THE BUILDING OCCUPANTS. THE MINIMUM OPENABLE AREA TO THE OUTDOORS SHALL BE 4% OF THE FLOOR AREA BEING VENTILATED. AS PER F.B.C. SECTION R303.1

16. REFER TO NOTES ON SHEET A-800 FOR ADITIONAL DOOR AND SECURITY NOTES.

17. ALL INTERIOR UNIT DOORS AND TRIM TO BE PRIMED AND PAINTED.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

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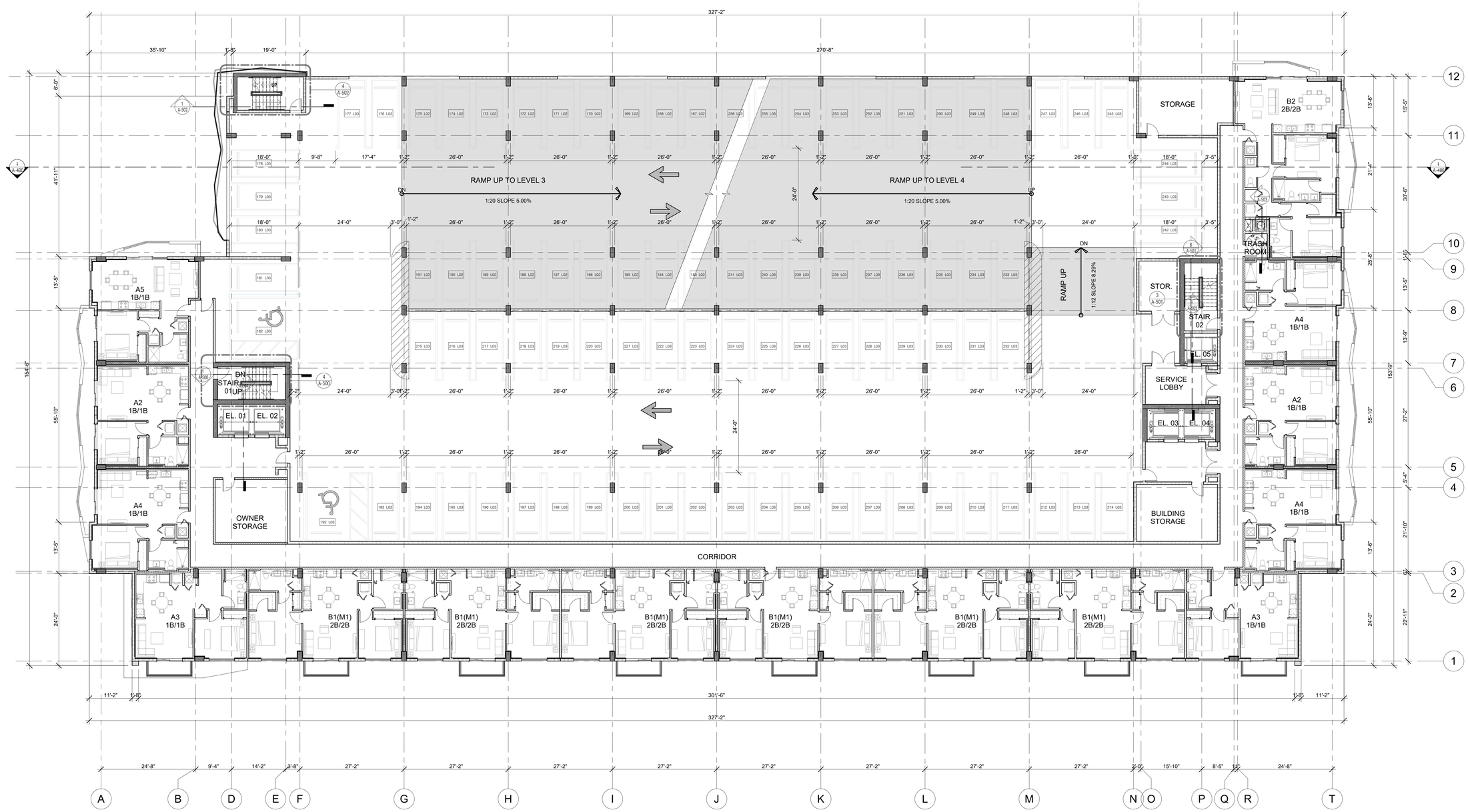
FLOOR/CEILING NOTES

1. FLOOR/CEILING ASSEMBLIES BETWEEN DWELLING UNITS OR BETWEEN DWELLING UNITS AND PUBLIC OR SERVICE AREAS MUST HAVE AN IMPACT INSULATION CLASS (IIC) RATING OF NOT LESS THAN 50. SUBMIT DETAIL , ILLUSTRATE, AND SPECIFY FOR COMPLIANCE. FBC B 1207.2.

2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



N

FLOOR PLAN - LEVEL 03-05

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 03-05

SCALE: AS SHOWN

SHEET NO:

A-202

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX
XX ROOM TAG

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

1. ALL DIMENSIONS ARE DIMENSIONED FROM CORE FACE TO CORE FACE, UNLESS OTHERWISE NOTED. MAINTAIN DIMENSIONS MARKED "CLEAR" OR "HOLD." ALLOW FOR THICKNESS OF FINISHES.

2. COORDINATE AND PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MILLWORK AND ITEMS ATTACHED OR MOUNTED TO PARTITIONS OR CEILINGS. REFER TO CONSULTANT DRAWINGS FOR ADDITIONAL SCOPE OF WORK.

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4. WHERE ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION. REVIEW WITH ARCHITECT IN FIELD.

5. ALL PARTITIONS TO BE "A1" U.N.O. PARTITION.

6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

7. REFER TO ENGINEERING DRAWINGS FOR ELECTRICAL, TELECOME DEVICE, AND FIRE DEVICES LOCATIONS. COORDINATE MOUNTING HEIGHTS WITH TYPICAL MOUNTING HEIGHT DIAGRAMS AND ELEVATION DRAWINGS IN THE SERIES.

8. PROVIDE CEMENTITIOUS WALL BOARD AT ALL WET LOCATIONS.

9. PROVIDE LEVEL 4 GYPSUM FINISH AT ALL PARTITIONS SCHEDULED TO RECEIVE GYPSUM WALL BOARD U.N.O.

10. UNDERCUT OF DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4" UNLESS OTHERWISE NOTED.

11. HINGE FACE OF ALL DOOR OPENINGS SHALL BE LOCATED 4" FROM ADJACENT PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.

12. FOR WINDOW SCHEDULE REFER TO SHEET A-802.

13. ALL PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED AS PER DETAILS ON SHEET A-700 AND A-701.

14. ALL FINISHES SHALL COMPLY WITH NFPA 101 SECTION 18-3.3 INTERIOR FINISHES. 18-3.3.1. INTERIOR WALL AND CEILING IN ACCORDANCE WITH SECTION 6-5.

15. ALL HABITABLE ROOMS SHALL HAVE AN AGGREGATE GLAZING AREA OF NOT LESS THAN 8% OF THE FLOOR AREA SUCH ROOMS. NATURAL VENTILATION SHALL BE THROUGH WINDOWS, DOORS, LOUVERS OR OTHER APPROVED OPENINGS TO THE OUTDOOR AIR. SUCH OPENINGS SHALL BE PROVIDED WITH READY ACCESS OR SHALL OTHERWISE BE READILY CONTROLLABLE BY THE BUILDING OCCUPANTS. THE MINIMUM OPENABLE AREA TO THE OUTDOORS SHALL BE 4% OF THE FLOOR AREA BEING VENTILATED. AS PER F.B.C. SECTION R303.1

16. REFER TO NOTES ON SHEET A-800 FOR ADITIONAL DOOR AND SECURITY NOTES.

17. ALL INTERIOR UNIT DOORS AND TRIM TO BE PRIMED AND PAINTED.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

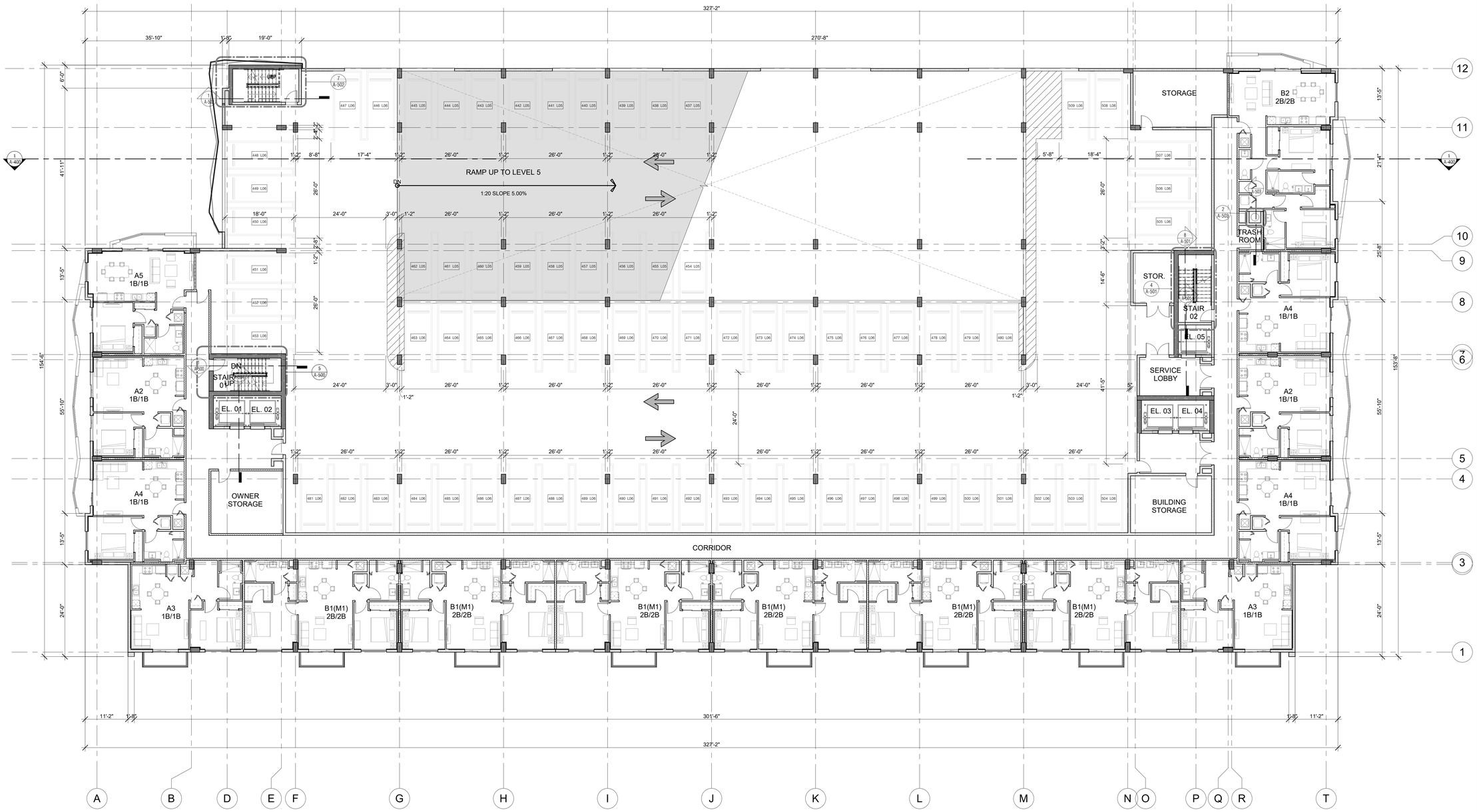
19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

FLOOR/CEILING NOTES

1. FLOOR/CEILING ASSEMBLIES BETWEEN DWELLING UNITS OR BETWEEN DWELLING UNITS AND PUBLIC OR SERVICE AREAS MUST HAVE AN IMPACT INSULATION CLASS (IIC) RATING OF NOT LESS THAN 50. SUBMIT DETAIL , ILLUSTRATE, AND SPECIFY FOR COMPLIANCE. FBC B 1207.2.

2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



N

FLOOR PLAN - LEVEL 06

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 06

SCALE: AS SHOWN

SHEET NO.

A-203

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX ROOM TAG
XX

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

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3. ALL PARTITIONS SHALL BE PERPENDICULAR OR PARALLEL TO BUILDING CORE WALLS, UNLESS OTHERWISE NOTED.

4. WHERE ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION. REVIEW WITH ARCHITECT IN FIELD.

5. ALL PARTITIONS TO BE "A1" U.N.O. PARTITION.

6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

7. REFER TO ENGINEERING DRAWINGS FOR ELECTRICAL, TELECOME DEVICE, AND FIRE DEVICES LOCATIONS. COORDINATE MOUNTING HEIGHTS WITH TYPICAL MOUNTING HEIGHT DIAGRAMS AND ELEVATION DRAWINGS IN THE SERIES.

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18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

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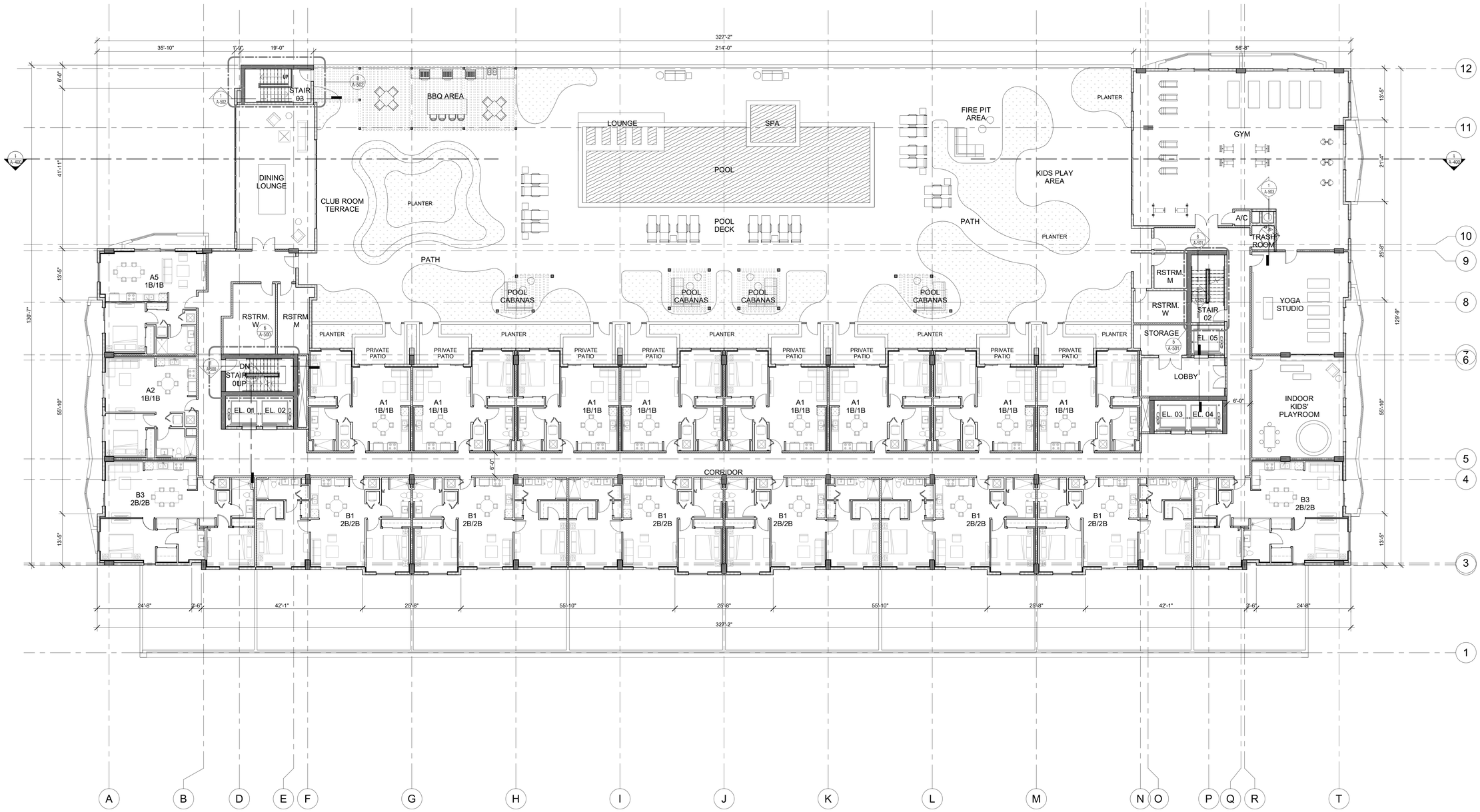
2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



N

FLOOR PLAN - LEVEL 07 (LANAI)

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 07 (LANAI)

SCALE: AS SHOWN

SHEET NO.

A-204

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX
XX ROOM TAG

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

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6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

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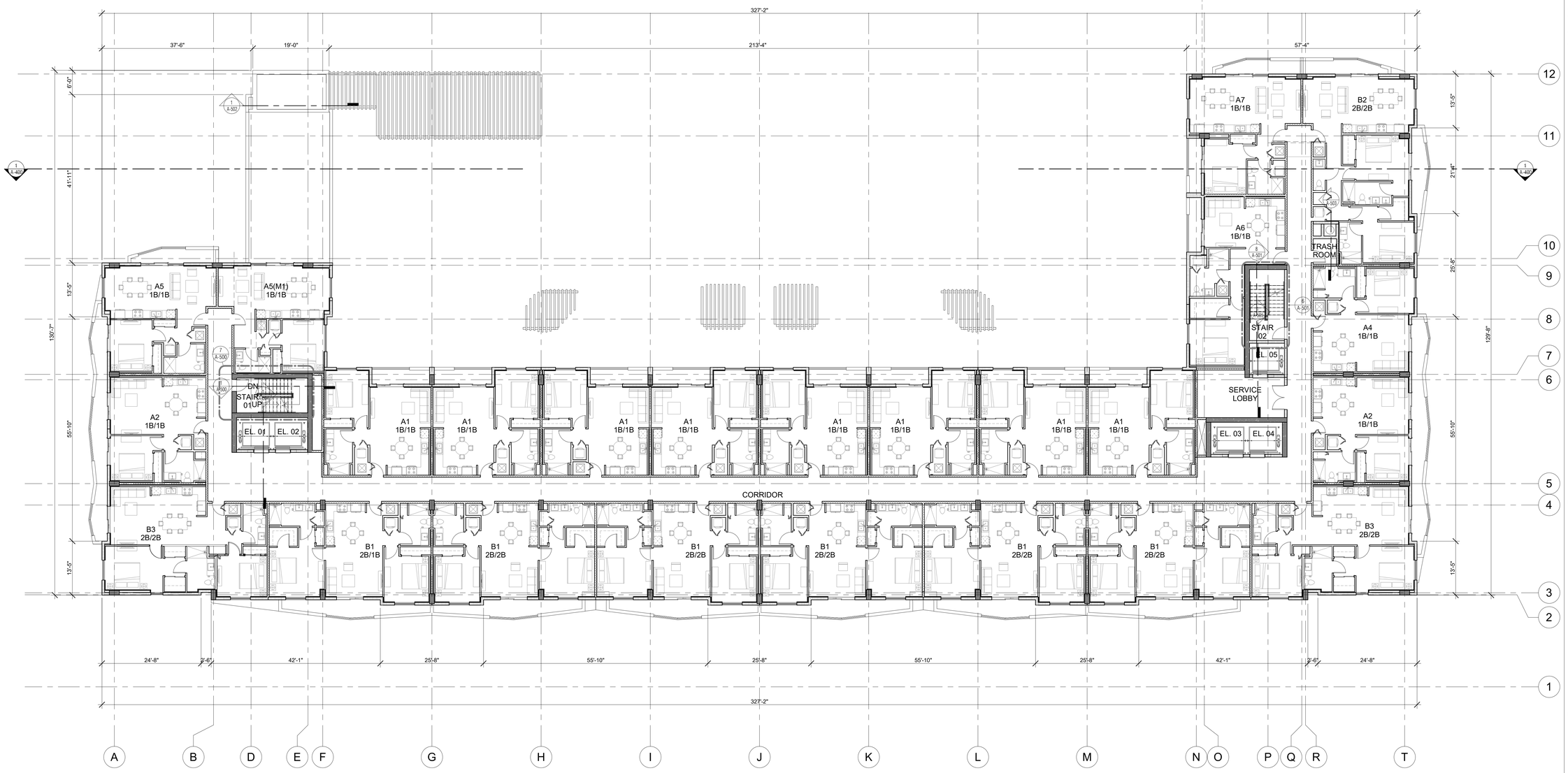

N

FLOOR PLAN - LEVEL 08

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 08

SCALE: AS SHOWN

SHEET NO.

A-205

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX ROOM TAG
XX

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

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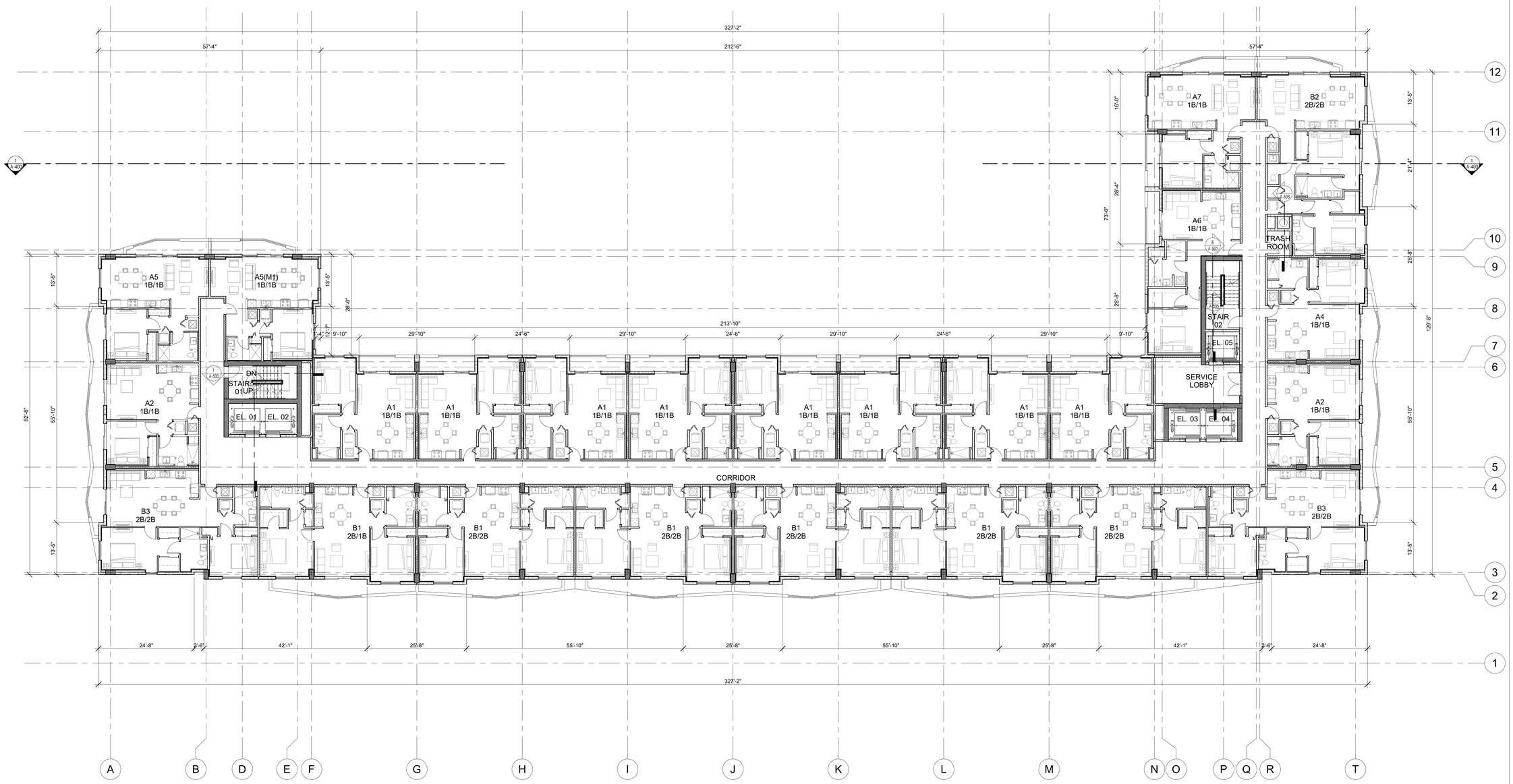
2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



N

FLOOR PLAN - LEVEL 09-14

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

REALIZATION ARCHITECTS

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MIAMI, FL 33165
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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 09-14

SCALE: AS SHOWN

SHEET NO.

A-206

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

WINDOW TAG

DOOR TAG

WALL TAG
SEE STRUCT. DWGS

ROOM TAG

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

1. ALL DIMENSIONS ARE DIMENSIONED FROM CORE FACE TO CORE FACE, UNLESS OTHERWISE NOTED. MAINTAIN DIMENSIONS MARKED "CLEAR" OR "HOLD." ALLOW FOR THICKNESS OF FINISHES.

2. COORDINATE AND PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MILLWORK AND ITEMS ATTACHED OR MOUNTED TO PARTITIONS OR CEILINGS. REFER TO CONSULTANT DRAWINGS FOR ADDITIONAL SCOPE OF WORK.

3. ALL PARTITIONS SHALL BE PERPENDICULAR OR PARALLEL TO BUILDING CORE WALLS, UNLESS OTHERWISE NOTED.

4. WHERE ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION. REVIEW WITH ARCHITECT IN FIELD.

5. ALL PARTITIONS TO BE "A1" U.N.O. PARTITION.

6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

7. REFER TO ENGINEERING DRAWINGS FOR ELECTRICAL, TELECOME DEVICE, AND FIRE DEVICES LOCATIONS. COORDINATE MOUNTING HEIGHTS WITH TYPICAL MOUNTING HEIGHT DIAGRAMS AND ELEVATION DRAWINGS IN THE SERIES.

8. PROVIDE CEMENTITIOUS WALL BOARD AT ALL WET LOCATIONS.

9. PROVIDE LEVEL 4 GYPSUM FINISH AT ALL PARTITIONS SCHEDULED TO RECEIVE GYPSUM WALL BOARD U.N.O.

10. UNDERCUT OF DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4" UNLESS OTHERWISE NOTED.

11. HINGE FACE OF ALL DOOR OPENINGS SHALL BE LOCATED 4" FROM ADJACENT PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.

12. FOR WINDOW SCHEDULE REFER TO SHEET A-802.

13. ALL PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED AS PER DETAILS ON SHEET A-700 AND A-701.

14. ALL FINISHES SHALL COMPLY WITH NFPA 101 SECTION 18-3.3 INTERIOR FINISHES. 18-3.3.1. INTERIOR WALL AND CEILING IN ACCORDANCE WITH SECTION 6-5.

15. ALL HABITABLE ROOMS SHALL HAVE AN AGGREGATE GLAZING AREA OF NOT LESS THAN 8% OF THE FLOOR AREA SUCH ROOMS. NATURAL VENTILATION SHALL BE THROUGH WINDOWS, DOORS, LOUVERS OR OTHER APPROVED OPENINGS TO THE OUTDOOR AIR. SUCH OPENINGS SHALL BE PROVIDED WITH READY ACCESS OR SHALL OTHERWISE BE READILY CONTROLLABLE BY THE BUILDING OCCUPANTS. THE MINIMUM OPENABLE AREA TO THE OUTDOORS SHALL BE 4% OF THE FLOOR AREA BEING VENTILATED. AS PER F.B.C. SECTION R303.1

16. REFER TO NOTES ON SHEET A-800 FOR ADITIONAL DOOR AND SECURITY NOTES.

17. ALL INTERIOR UNIT DOORS AND TRIM TO BE PRIMED AND PAINTED.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

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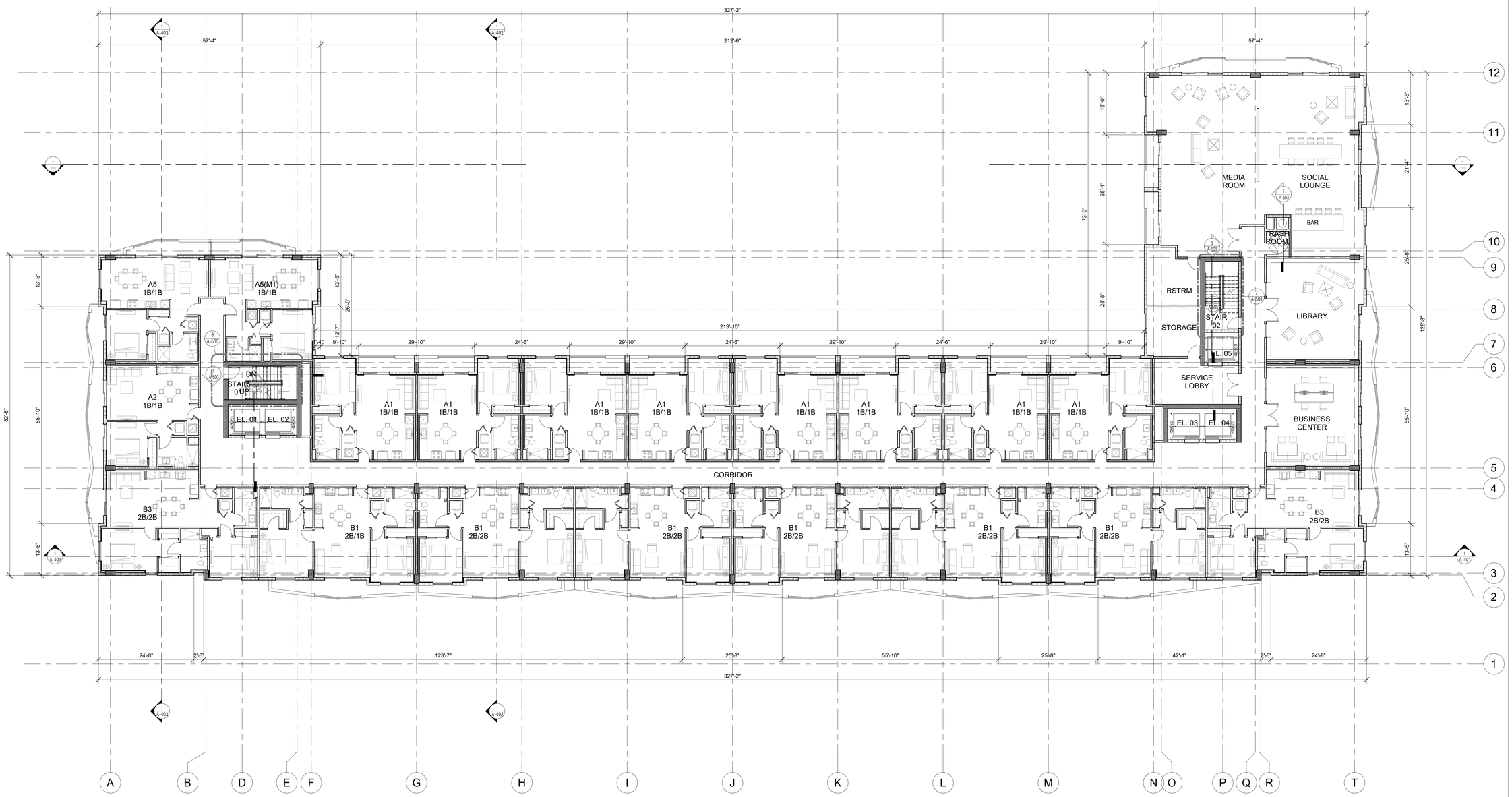

N

FLOOR PLAN - LEVEL 15

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 15

SCALE: AS SHOWN

SHEET NO.

A-207

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX
XX ROOM TAG

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

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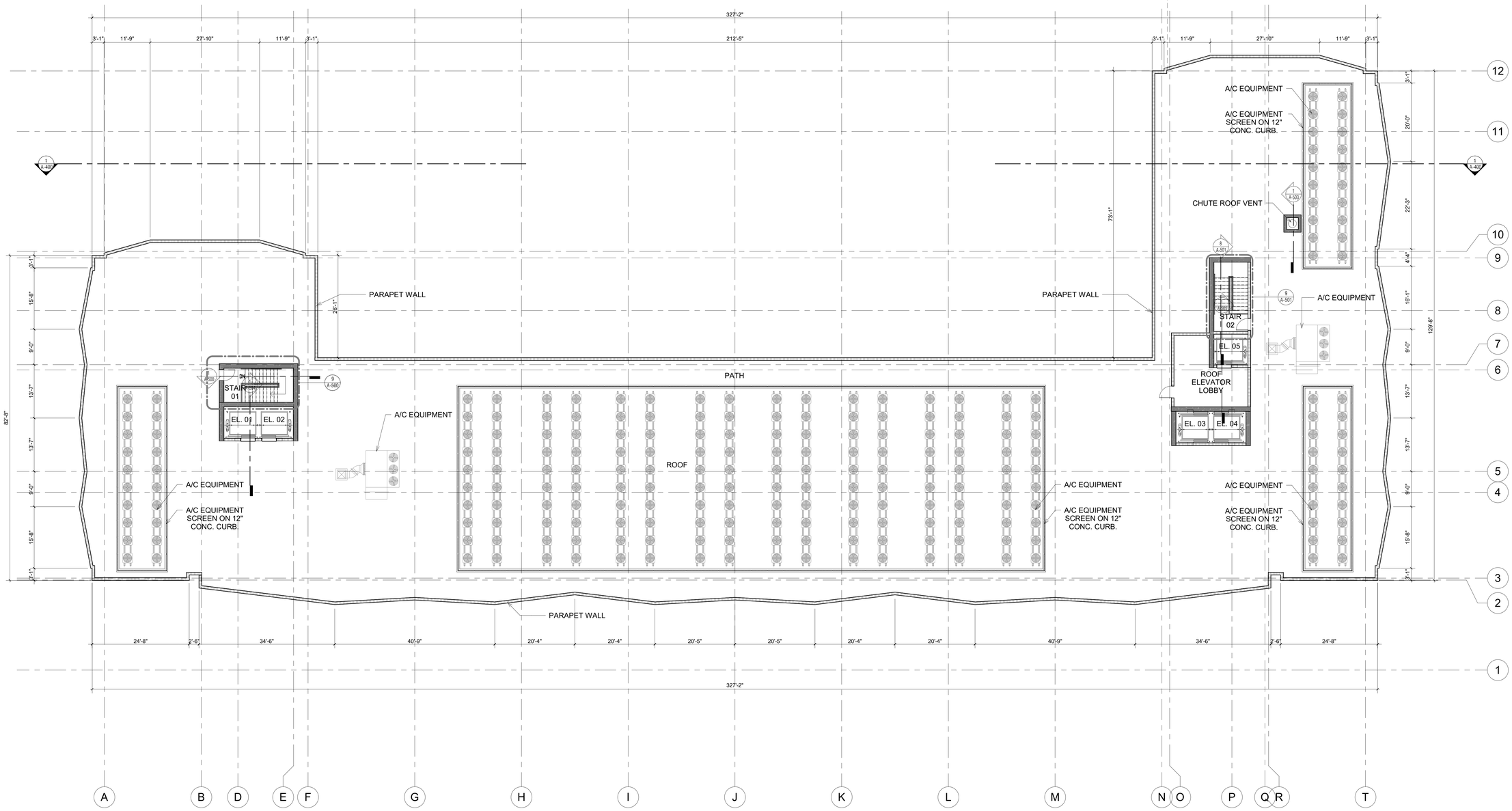

N

MAIN ROOF PLAN

SCALE: 3/32" = 1'-0"

0' 10' 20' 30'

DRC SUBMITTAL

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

MAIN ROOF PLAN

SCALE: AS SHOWN

SHEET NO:

A-208

ELEVATION LEGEND

1	PAINTED STUCCO FINISH (TBD)
2A	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 7070 - SITE WHITE)
2B	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 6887 - NAVEL)
2C	WALL ART (MULTICOLOR - TBD)
3	ALUMINUM GATE. SEE LANDSCAPE DWGS.
4	ARCHITECTURAL PERFORATED METAL PANELS
5	ARCHITECTURAL LOUVERED SCREEN
6	BALCONY/TERRACE CONCRETE SLAB
7A	42" HIGH A.F.F. GLASS RAILINGS W/ANODIZED ALUMINUM
7B	42" HIGH A.F.F. RAILINGS W/ANODIZED ALUMINUM.1/2" HORIZONTAL RODS TO REJECT 4" OBJECTS.
8	HORIZONTAL ROLLING WINDOW W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS (TYP.)
9	SLIDING DOOR W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS (TYP.)
10	IMPACT RESISTANT ALUMINUM STOREFRONT SYSTEM.
11	CANOPY
12	TRELISS SYSTEM. SEE LANDSCAPE DWGS.
13	BUILDING SIGNAGE TBD
14	BALCONY LOW WALL W/ PAINTED STUCCO FINISH
15	ARCHITECTURAL FRAMING ELEMENTS W/ PAINTED STUCCO FINISH
16	WATER FEATURE MOSAIK TILES (MULTICOLOR - TBD)
17	WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE (MULTICOLOR - TBD)

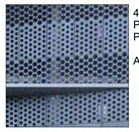
MATERIAL LEGEND

1 - PAINTED STUCCO FINISH

SW 7076 - CYBERSPACE

2B - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 6887 - NAVEL



4 - ARCHITECTURAL PERFORATED METAL PANELS

ALUMINUM (TBD)

7A & 7B - GLASS RAILINGS W/ANODIZED ALUMINUM

FRAME COLOR:
SW 7070 - SITE WHITE
SW 7076 - CYBERSPACE

GLASS COLOR:
CLEAR

16 - WATER FEATURE MOSAIK TILES

MULTICOLOR (TBD)

2A - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 7070 - SITE WHITE

2C - GRAPHITI

MULTICOLOR (TBD)

5 - ARCHITECTURAL LOUVERED SCREEN

ALUMINUM (TBD)

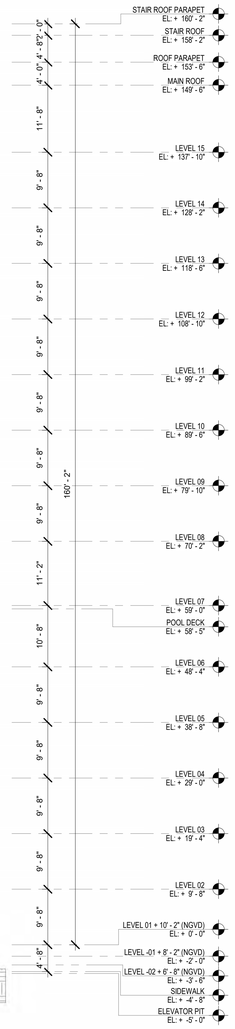
8 & 9 - WINDOW AND DOOR W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS

FRAME COLOR:
SW 7070 - SITE WHITE
SW 7076 - CYBERSPACE

GLASS COLOR:
CLEAR, GRAY-TINTED

17 - WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE

MULTICOLOR (TBD)



OVERALL NORTH ELEVATION

SCALE: 3/32" = 1'-0"

DRC SUBMITTAL

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

BUILDING ELEVATION - NORTH

SCALE: AS SHOWN

SHEET NO:

A-300

ELEVATION LEGEND

1	PAINTED STUCCO FINISH (TBD)
2A	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 7070 - SITE WHITE)
2B	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 6887 - NAVEL)
2C	WALL ART (MULTICOLOR - TBD)
3	ALUMINUM GATE. SEE LANDSCAPE DWGS.
4	ARCHITECTURAL PERFORATED METAL PANELS
5	ARCHITECTURAL LOUVERED SCREEN
6	BALCONY/TERRACE CONCRETE SLAB
7A	42" HIGH A.F.F. GLASS RAILINGS W/ANODIZED ALUMINUM
7B	42" HIGH A.F.F. RAILINGS W/ANODIZED ALUMINUM.1/2" HORIZONTAL RODS TO REJECT 4" OBJECTS.
8	HORIZONTAL ROLLING WINDOW W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS (TYP.)
9	SLIDING DOOR W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS (TYP.)
10	IMPACT RESISTANT ALUMINUM STOREFRONT SYSTEM.
11	CANOPY
12	TRELISS SYSTEM. SEE LANDSCAPE DWGS.
13	BUILDING SIGNAGE TBD
14	BALCONY LOW WALL W/ PAINTED STUCCO FINISH
15	ARCHITECTURAL FRAMING ELEMENTS W/ PAINTED STUCCO FINISH
16	WATER FEATURE MOSAIK TILES (MULTICOLOR - TBD)
17	WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE (MULTICOLOR - TBD)

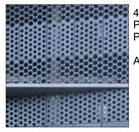
MATERIAL LEGEND

1 - PAINTED STUCCO FINISH

SW 7076 - CYBERSPACE

2B - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 6887 - NAVEL



4 - ARCHITECTURAL PERFORATED METAL PANELS

ALUMINUM (TBD)

7A & 7B - GLASS RAILINGS W/ANODIZED ALUMINUM

FRAME COLOR:
SW 7070 - SITE WHITE
SW 7076 - CYBERSPACE

GLASS COLOR:
CLEAR

16 - WATER FEATURE MOSAIK TILES

MULTICOLOR (TBD)

2A - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 7070 - SITE WHITE

2C - GRAPHITI

MULTICOLOR (TBD)

5 - ARCHITECTURAL LOUVERED SCREEN

ALUMINUM (TBD)

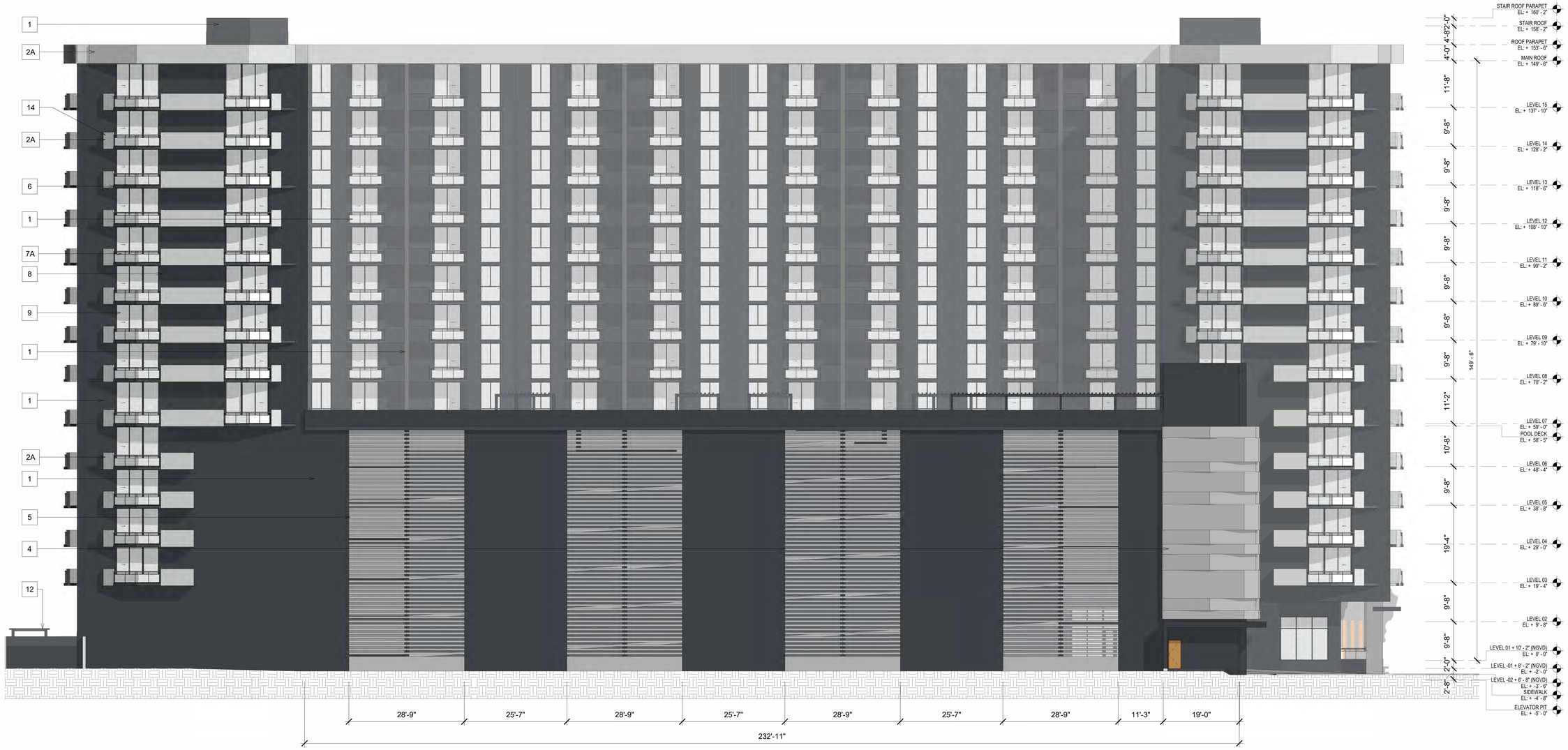
8 & 9 - WINDOW AND DOOR W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS

FRAME COLOR:
SW 7070 - SITE WHITE
SW 7076 - CYBERSPACE

GLASS COLOR:
CLEAR, GRAY-TINTED

17 - WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE

MULTICOLOR (TBD)



OVERALL EAST ELEVATION

SCALE: 3/32" = 1'-0"

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

BUILDING ELEVATION - EAST

SCALE: AS SHOWN

SHEET NO:

A-301

ELEVATION LEGEND

1	PAINTED STUCCO FINISH (TBD)
2A	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 7070 - SITE WHITE)
2B	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 6887 - NAVEL)
2C	WALL ART (MULTICOLOR - TBD)
3	ALUMINUM GATE. SEE LANDSCAPE DWGS.
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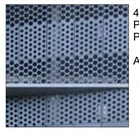
MATERIAL LEGEND


1 - PAINTED STUCCO FINISH

SW 7076 - CYBERSPACE


2B - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 6887 - NAVEL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7A & 7B - GLASS RAILINGS W/ANODIZED ALUMINUM

FRAME COLOR:
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SW 7076 - CYBERSPACE

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17 - WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE

MULTICOLOR (TBD)

OVERALL SOUTH ELEVATION

SCALE: 3/32" = 1'-0"

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LANDSCAPE
MARIANO CORRAL LANDSCAPE ARCHITECT
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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

BUILDING ELEVATION - SOUTH

SCALE: AS SHOWN

SHEET NO:

A-302

ELEVATION LEGEND

1	PAINTED STUCCO FINISH (TBD)
2A	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 7070 - SITE WHITE)
2B	STUCCO FINISH W/ ACCENT PAINT COLOR (SW 6887 - NAVEL)
2C	WALL ART (MULTICOLOR - TBD)
3	ALUMINUM GATE. SEE LANDSCAPE DWGS.
4	ARCHITECTURAL PERFORATED METAL PANELS
5	ARCHITECTURAL LOUVERED SCREEN
6	BALCONY/TERRACE CONCRETE SLAB
7A	42" HIGH A.F.F. GLASS RAILINGS W/ANODIZED ALUMINUM
7B	42" HIGH A.F.F. RAILINGS W/ANODIZED ALUMINUM.1/2" HORIZONTAL RODS TO REJECT 4" OBJECTS.
8	HORIZONTAL ROLLING WINDOW W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS (TYP.)
9	SLIDING DOOR W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS (TYP.)
10	IMPACT RESISTANT ALUMINUM STOREFRONT SYSTEM.
11	CANOPY
12	TRELISS SYSTEM. SEE LANDSCAPE DWGS.
13	BUILDING SIGNAGE TBD
14	BALCONY LOW WALL W/ PAINTED STUCCO FINISH
15	ARCHITECTURAL FRAMING ELEMENTS W/ PAINTED STUCCO FINISH
16	WATER FEATURE MOSAIK TILES (MULTICOLOR - TBD)
17	WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE (MULTICOLOR - TBD)

MATERIAL LEGEND

1 - PAINTED STUCCO FINISH

SW 7076 - CYBERSPACE

2B - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 6887 - NAVEL

4 - ARCHITECTURAL PERFORATED METAL PANELS

ALUMINUM (TBD)

7A & 7B - GLASS RAILINGS W/ANODIZED ALUMINUM

FRAME COLOR:
SW 7070 - SITE WHITE
SW 7076 - CYBERSPACE

GLASS COLOR:
CLEAR

16 - WATER FEATURE MOSAIK TILES

MULTICOLOR (TBD)

2A - STUCCO FINISH W/ ACCENT PAINT COLOR

SW 7070 - SITE WHITE

2C - GRAPHITI

MULTICOLOR (TBD)

5 - ARCHITECTURAL LOUVERED SCREEN

ALUMINUM (TBD)

8 & 9 - WINDOW AND DOOR W/ ALUMINUM FRAME & IMPACT RESISTANT GLASS

FRAME COLOR:
SW 7070 - SITE WHITE
SW 7076 - CYBERSPACE

GLASS COLOR:
CLEAR, GRAY-TINTED

17 - WATER FEATURE MTL VERTICAL ELEMENTS - SCULPTURE

MULTICOLOR (TBD)

OVERALL WEST ELEVATION

SCALE: 3/32" = 1'-0"

DRC SUBMITTAL

REALIZATION ARCHITECTS

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CLIENT / PROJECT:

PRIVÉ GROUP

1000 MARINA MILE APARTMENTS
1000 W STATE ROAD 84,
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CONSULTANTS:

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DATE: 10.31.2023

RAFAEL TAPANES AR97896

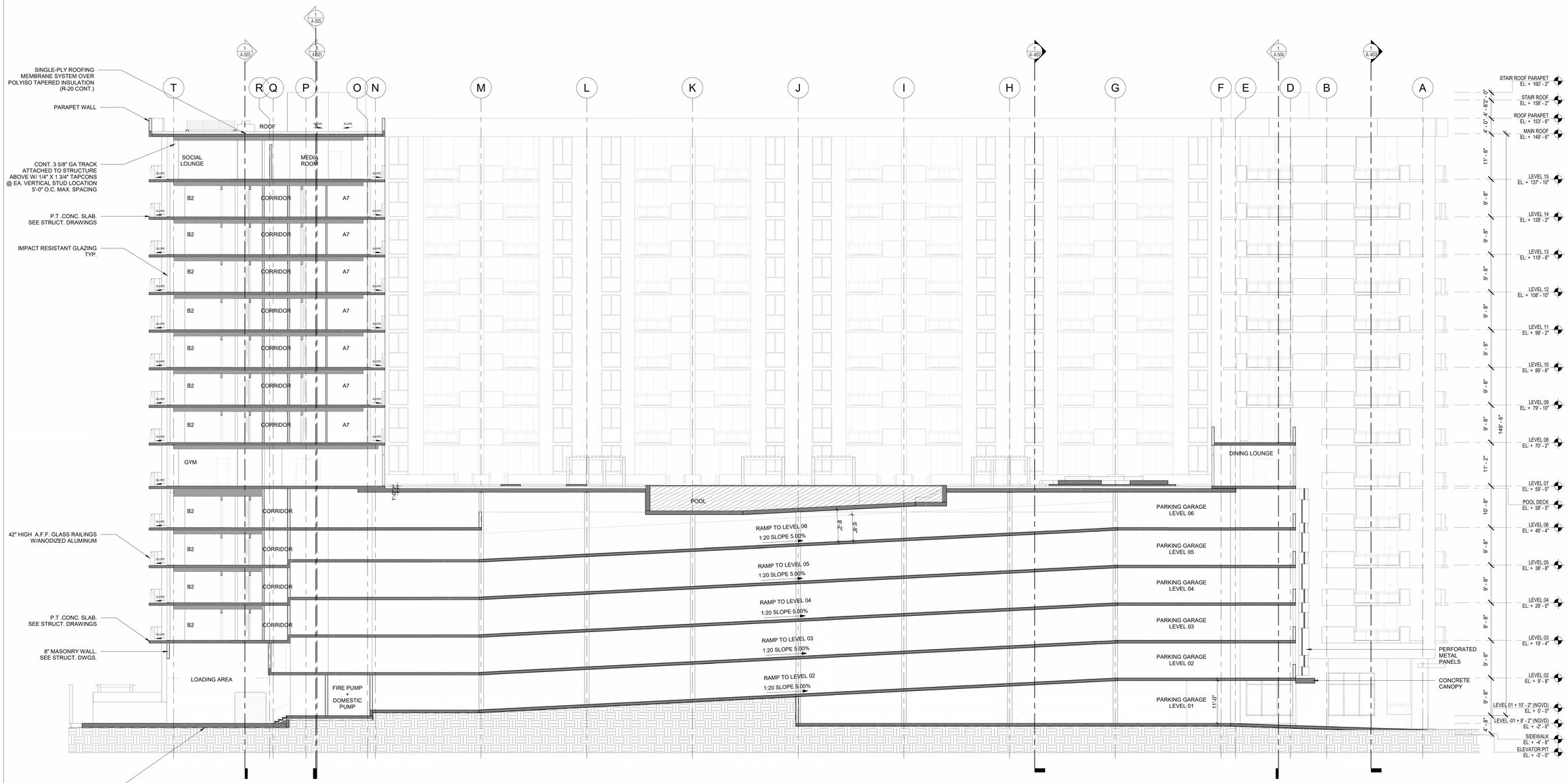
DISCIPLINE / SHEET TITLE:

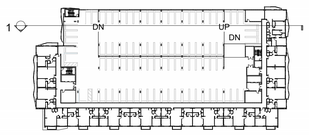
BUILDING ELEVATION - WEST

SCALE: AS SHOWN

SHEET NO:

A-303





BUILDING SECTION - 1

SCALE: 3/32" = 1'-0"

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

BUILDING SECTION - 1

SCALE: AS SHOWN

SHEET NO.

A-400

DRC SUBMITTAL

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

VIEW 1

SCALE: AS SHOWN

SHEET NO:

A-1000

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REALIZATION ARCHITECTS

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

VIEW 2

SCALE: AS SHOWN

SHEET NO:

A-1001

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

VIEW 3

SCALE: AS SHOWN

SHEET NO:

A-1002

DRC SUBMITTAL

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

VIEW 4

SCALE: AS SHOWN

SHEET NO:

A-1003

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REVISIONS:

DATE: 10.31.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

VIEW 5

SCALE: AS SHOWN

SHEET NO.

A-1004

DRC SUBMITTAL

REALIZATION ARCHITECTS

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DATE: 10.31.2023

RAFAEL TAPANES AR97896

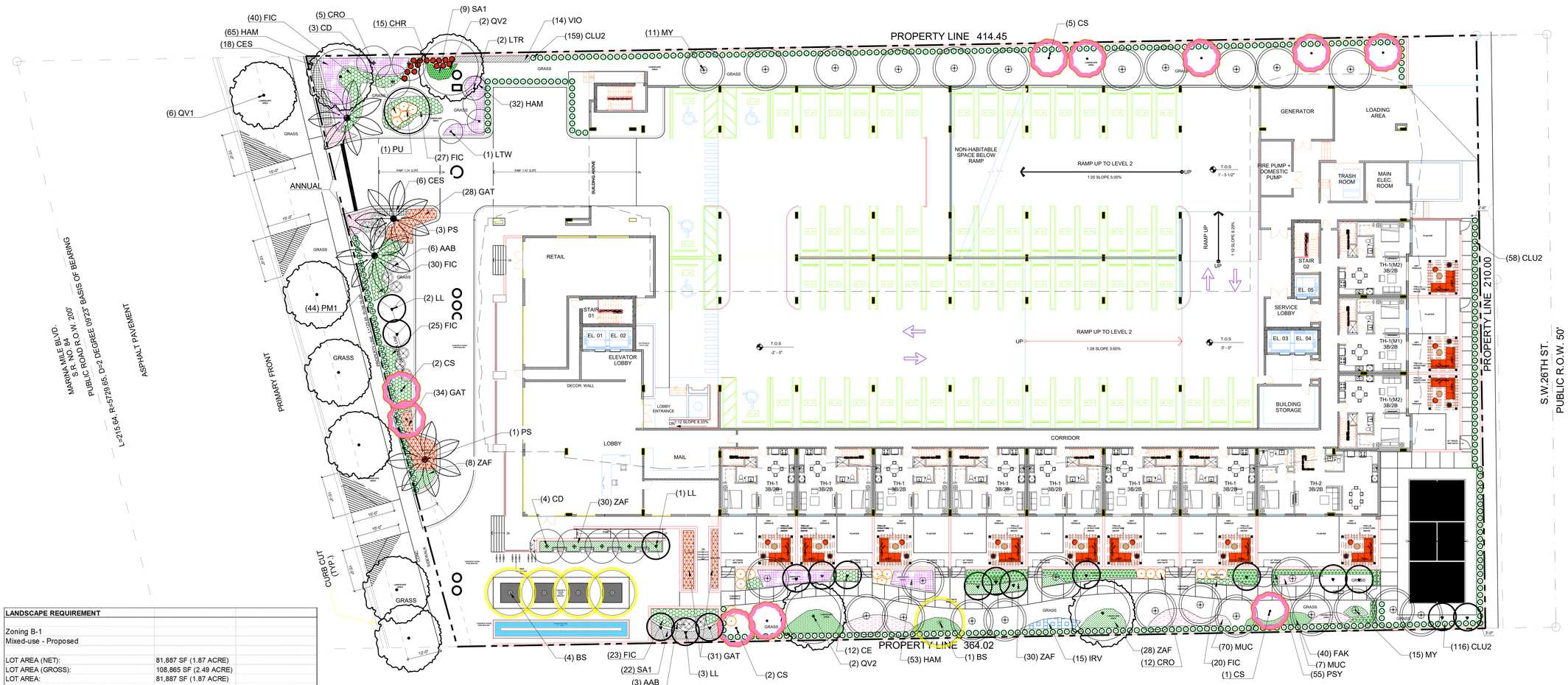
DISCIPLINE / SHEET TITLE:

VIEW 6

SCALE: AS SHOWN

SHEET NO:

A-1005



LANDSCAPE PLAN GROUND FLOOR

SCALE 1/16"=1'-0"

LANDSCAPE REQUIREMENT		
Zoning B-1		
Mixed-use - Proposed		
LOT AREA (NET):	81,887 SF (1.87 ACRE)	
LOT AREA (GROSS):	108,865 SF (2.49 ACRE)	
LOT AREA:	81,887 SF (1.87 ACRE)	
LOT COVERAGE:	50,027 SF	
PLAZA AREA:	3,746 SF	
OPEN SPACE:	59,993 SF	
LANDSCAPE AREA:	21,230 SF	26% OF LOT NET
	REQUIRED	PROVIDED
(1) TREE PER 1,000 S.F.		
81,887 SF / 1,000 S.F. = 81.88	82	83
20% MAX PLAM (6' CT / GW)	16	4 (4.88%)
50% NATIVE TREE & PALMS	41	64 (78.05%)
50% DROUGHT TOLERANT TREES & PALMS	41	71 (86.59%)
50% MAX LAWN AREA	10,615	(12,042/5,444=0.452%)
STREET TREE		
MARINA MILE BLVD	6	6
215.64' /40' = 5.39		
SW 26TH STREET	6	0
210' / 40' = 5.25		
(6) SHRUB PER 1,000 S.F.	491	Provided
50% NATIVE SHRUBS	246	68.34%
50% DROUGHT TOLERANT SHRUBs	246	89.64%

PLANT LIST - TREE

KEY	QUANT.	BOTANICAL NAMES/ COMMON NAMES	HGT	SPR	CALIPER	TYPE	FLOWERS	XERISCAPE REQ. TOLERANCE		REMARKS
					DBH HGT.	L, M, F, S	FRUITS	SALT	DROUGHT	
		NATIVE PLANTS -TREES and PALMS						HIGH, MED. LOW		FLORIDA # 1 MATERIAL
BS	5	Bursera simaruba / Gumbo Limbo	12'	5'	3"	Large Shade		HIGH	HIGH	FG, B&B
CD	7	Cocoloba diversifolia / Pigeon Plum Tree	12'	5'	2"	Medium		HIGH	HIGH	Upright growth-Slow Grower, B&B
CE	12	Conocarpus erectus var. sericeus / Silver Buttonwood Tree	10'	4'	2"	Small		HIGH	HIGH	Single trunk - no multi trunk
CS	10	Cordia sebestana / Orange Geiger Tree	10'	4'	2"	Small	ORANGE	HIGH	HIGH	FG
MY	26	Myrcianthes fragrans / Simpson Stopper	10'	5'	2"	Medium		MEDIUM	HIGH	Single trunk - no multi trunk
QV2	4	Quercus virginiana / Live Oak	18'	10'	6"	Large Shade		HIGH	HIGH	FG, B&B
	64	**TOTAL NATIVE TREES**								
		NON NATIVES TREES and PALMS								
LL	6	Ligustrum japonicum / Ligustrum Tree	10'	multi- trunked		Small		MEDIUM	MEDIUM	FG
LTR	2	Lagerstroemia 'Tuscarora'/ Red Crape myrtle	14'	6'	2.5"	Medium	Red	MEDIUM	HIGH	
LTW	1	Lagerstroemia indica x fauriei 'Natchez' / Natchez Crape Myrtle	14'	6'	2.5"	Medium	White	MEDIUM	HIGH	
PU	1	Pandanus utilis / Screw Pine	16'	8'	5'			HIGH	MEDIUM	
PS	4	Phoenix sylvestris / Sylverster Date Palm / RATIO 1:1	20'	12'	8' GW	Palm		HIGH	HIGH	FG, B&B, Matched
	14	**TOTAL NON-NATIVE TREES**								
	4	**TOTAL PALM**								
	18	**TOTAL NON-NATIVE TREES AND PALM**								
		TOTAL TREES AND PALMS								
	82	**TOTAL TREES AND PALMS**								
	64	**TOTAL NATIVE TREE ANDN PLAM**								
	18	**TOTAL NON-NATIVE TREES AND PALM**								
	78.05%	**% NATIVE TREES AND PALMS**								
	71	**TOTAL DROUGHT TOLERANT TREES AND PALMS**								
	86.59%	**% DROUGHT TOLERANT TREES AND PALMS**								
	4	**TOTAL PALM**								
	4.88%	**% TOTAL PALM**								
		Street Tree - Public								
		MARINA MILE BLVD								
		215.64' / 40' = 5.39 (6 TREES REQUIRED)								
QV1	6	Quercus virginiana / Live Oak	14'	8'	4.5"	Large Shade		HIGH	HIGH	B&B
		SW 26TH STREET								
	6	**210' / 40' = 5.25 (6 TREES REQUIRED)**								
	12	**TOTAL STREET TREES - Required**								
	6	**TOTAL STREET TREES (100% Native) - Provided**								

PLANT LIST - SHRUB

KEY	QUANT.	BOTANICAL NAMES/ COMMON NAMES	HGT	SPR	Spacing	TEXTURE	Flowers	XERISCAPE REQ. TOLERANCE		REMARKS
					OC	Course, Medium or Fine	Or Fruit	SALT	DROUGHT	
		NATIVE PLANTS - SHRUBS and GROUND COVERS						HIGH, MED. LOW		FLORIDA # 1 MATERIAL
CES	24	Conocarpus erectus var. sericeus / Silver Buttonwood	24"	24"	24" OC			HIGH	HIGH	
CHR	15	Chrysobalanus icaco RED TIP / Red Tip Cocoplum	24"	24"	24" OC	Medium	Edible Fruit	HIGH	HIGH	
CLU2	333	Clusia rosea / Clusia	36"	24"	30" OC	Coarse		HIGH	HIGH	Drought Tolerant - This is the true native shrub
FAK	40	Tripsacum dactyloides / Fakahatchee Grass	24"	24"	30" OC			MEDIUM	HIGH	
HAM	150	Hamelia pattens / Firebush	24"	24"	24" OC	Medium	Red	MEDIUM	HIGH	Excellent for Shade and sun-Beautiful Flowers
IRV	15	Iris virginica / Blue Flag Iris	12"	8"	8" OC			LOW	MEDIUM	Full to pot
MUC	77	Muhlenbergia capillaris / Muhly Grass	24"	24"	24" OC			HIGH	HIGH	Pink
PSY	55	Psychotria nervosa / Wild Coffee	24"	20"	30" OC	Medium		HIGH	HIGH	Slow Growing- Blue Green Foliage
ZAF	96	Zamia floridana / Coontie Fern	18"	18"	24" OC			HIGH	HIGH	
	805	**TOTAL NATIVE SHRUBS**								
		NON NATIVES SHRUBS and GROUND COVERS								
AAB	9	Agave 'Americana blue' / Century plant	36"	36"	36" OC	Coarse		HIGH	HIGH	7 gal-15 gal, Size to be determined, Silver Blue
CRO	17	Codiaeum variegatum / Variegated Croton	4'	3'	36" OC	Coarse		HIGH	HIGH	
FIC	165	Ficus microcarpa / Green Island Ficus	20"	18"	24" OC	Coarse		HIGH	HIGH	Fast grower fills
GAT	93	Galphimia glauca / Thryallis	24"	24"	24" OC		Yellow	LOW	MEDIUM	
PM1	44	Podocarpus macrophyllus 'Maki' / Japanese Yew 'Maki'	30"	20"	24" OC			MEDIUM	HIGH	
SA1	31	Schefflera arbicola / Green Dwarf Schefflera	24"	24"	24" OC	Medium		MEDIUM	HIGH	
VIO	14	Viburnum odoratissimum var. awabuki: Awabuki Sweet Viburnum	30"	20"	24" OC	Medium			MEDIUM	
	373	**TOTAL NON-NATIVE SHRUBS**								
		TOTAL SHRUBS and GROUND COVERS								
	1,178	**TOTAL SHRUBS**								
	68.34%	**% NATIVE SHRUBS**								
	1,056	**TOTAL DROUGHT TOLERANT SHRUBS**								
	89.64%	**% DROUGHT TOLERANT SHRUBS**								

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CONSULTANTS:

STRUCTURE
xxx

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• Land Planners
• Urban Planner
• Golf Course Architecture
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EMAIL: marianocorral@comcast.net
In Association with Chi Chi Rodriguez Senior Tour Player in Golf Course Design

MEP
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REVISIONS

DATE: 07.27.2023

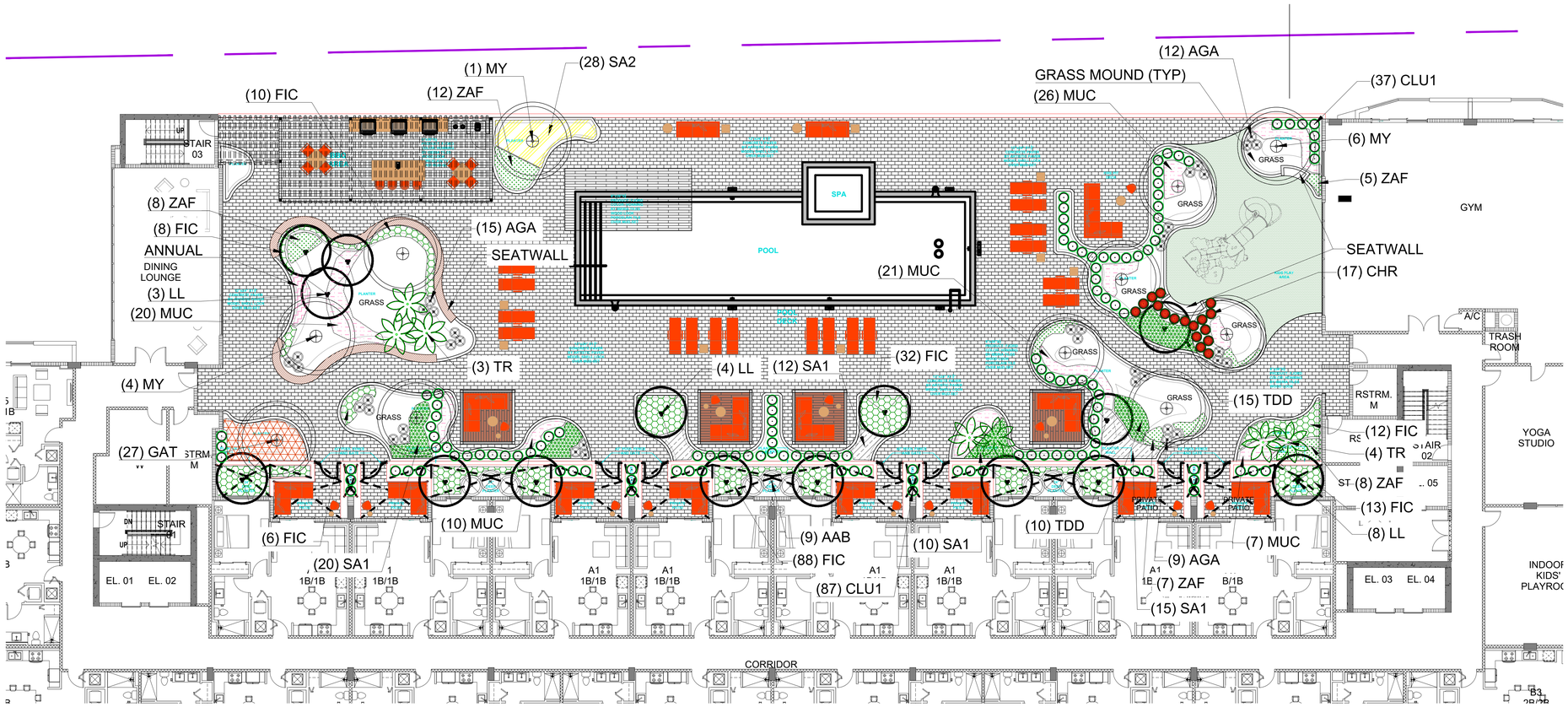
RAFAEL TAPANES AR 97896

DISCIPLINE / SHEET TITLE:

SCALE: AS SHOWN

SHEET NO:

LP-1



LANDSCAPE PLAN
LANAI LEVEL
SCALE 1"=10'-0"

PLANT LIST - TREE

KEY	QUANT.	BOTANICAL NAMES/ COMMON NAMES	HGT	SPR	CALIPER	TYPE	FLOWERS	XERISCAPE REQ. TOLERANCE		REMARKS
					DBH HGT.	L, M, F, S	FRUITS	SALT	DROUGHT	
		NATIVE PLANTS -TREES and PALMS						HIGH, MED. LOW		FLORIDA # 1 MATERIAL
MY	11	Myrcianthes fragrans / Simpson Stopper	10'	5'	2"	Medium		MEDIUM	HIGH	Single trunk - no multi trunk
TR	7	Thrinax radiata / Florida Thatch Palm	12-14' OA			Palm		HIGH	HIGH	B&B, FG
	11	**TOTAL NATIVE TREES**								
	7	**TOTAL PALM**								
	18	**TOTAL NATIVE TREES AND PALM**								
		NON NATIVES TREES and PALMS								
LL	15	Ligustrum japonicum / Ligustrum Tree	10'	multi-	trunked	Small		MEDIUM	MEDIUM	FG
	15	**TOTAL NON-NATIVE TREES**								
	0	**TOTAL PALM**								
	15	**TOTAL NON-NATIVE TREES AND PALM**								
		TOTAL TREES AND PALMS								
	33	**TOTAL TREES AND PALMS**								
	18	**TOTAL NATIVE TREE ANDN PLAM**								
	15	**TOTAL NON-NATIVE TREES AND PALM**								
	54.55%	**% NATIVE TREES AND PALMS**								
	18	**TOTAL DROUGHT TOLERANT TREES AND PALMS**								
	54.55%	**% DROUGHT TOLERANT TREES AND PALMS**								
	7	**TOTAL PALM**								
	21.21%	**% TOTAL PALM**								

PLANT LIST - SHRUB

KEY	QUANT.	BOTANICAL NAMES/ COMMON NAMES	HGT	SPR	Spacing	TEXTURE	Flowers	XERISCAPE REQ. TOLERANCE		REMARKS
					OC	Course, Medium	Or	SALT	DROUGHT	
		NATIVE PLANTS - SHRUBS and GROUND COVERS				or Fine	Fruit	HIGH, MED. LOW		FLORIDA # 1 MATERIAL
CHR	17	Chrysobalanus icaco RED TIP / Red Tip Cocoplum	24"	24"	24" OC	Medium	Edible Fruit	HIGH	HIGH	
CLU1	124	Clusia rosea / Clusia	30"	24"	30" OC	Coarse		HIGH	HIGH	Drought Tolerant - This is the true native shrub
TDD	25	Tripsacum dactyloides 'Dwarf' / Fakahatchee grass	24"	24"	24" OC			MEDIUM	HIGH	
MUC	84	Muhlenbergia capillaris / Muhly Grass	24"	24"	24" OC		Pink	HIGH	HIGH	Pink
ZAF	40	Zamia floridana / Coontie Fern	18"	18"	24" OC			HIGH	HIGH	
	290	**TOTAL NATIVE SHRUBS**								
		NON NATIVES SHRUBS and GROUND COVERS								
AAB	9	Agave 'Americana blue' / Century plant	36"	36"	36" OC	Coarse		HIGH	HIGH	7 gal-15 gal, Size to be determined, Silver Blue
AGA	36	Agave attenuata	24"	24"	24" OC				HIGH	3 gal, No spines
FIC	169	Ficus microcarpa / Green Island Ficus	20"	18"	24" OC	Coarse		HIGH	HIGH	Fast grower fills
GAT	27	Galphimia glauca / Thryallis	24"	24"	24" OC		Yellow	LOW	MEDIUM	
SA1	57	Schefflera arbicola / Green Dwarf Schefflera	24"	24"	24" OC	Medium		MEDIUM	HIGH	
SA2	28	Schefflera arbicola "GOLD CAPPELLA"/ Dwarf Schefflera GOLD CAPELLA	18"	18"	24" OC	Medium		MEDIUM	HIGH	
	326	**TOTAL NON-NATIVE SHRUBS**								
		TOTAL SHRUBS and GROUND COVERS								
	616	**TOTAL SHRUBS**								
	47.08%	**% NATIVE SHRUBS**								
	589	**TOTAL DROUGHT TOLERANT SHRUBS**								
	95.62%	**% DROUGHT TOLERANT SHRUBS**								

REALIZATION ARCHITECTS
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CLIENT / PROJECT:

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FORT LAUDERDALE, FL 33315

CONSULTANTS:

STRUCTURE
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• Golf Course Architecture
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In Association with Chi Chi Rodriguez
Senior Tour Player in Golf Course
Design

MEP
xxx

CIVIL
KIMLEY-HORN
2 ALHAMBRA PLAZA SUITE 500,
CORAL GABLES, FL 33134

REVISIONS

DATE: 07.27.2023

RAFAEL TAPANES AR 97896

DISCIPLINE / SHEET TITLE:

SCALE: AS SHOWN

SHEET NO:

LP-2


(QV) Live Oak


(BS) Gumbo Limbo


(MY) Simpson Stopper


(CE) Silver Buttonwood Tree


(CS) Orange Geiger


(CD) Pigeon Plum


(PS) Sylverster Date Palm


(TR) Florida Thatch Palm


(PU) Screw Pine


(LL) Ligustrum


(LTW) Natchez Crape Myrtle


(LTR) Tuscarora Crape Myrtle


(FAK, TDD)
Fakahatchee Grass


(MUC) Muhly Grass


(CES) Silver Buttonwood


(CHR) Red Tip Cocoplum


(CLU) Clusia


(HAM) Firebush


(PSY) Wild Coffee


(SA1) Green Dwarf Schefflera


(SA2) Var. Dwarf Schefflera


(FIC) Green Island Ficus


(CRO) Var. Croton


(GAT) Thryallis


(ZAF) Coontie Fern


(POD) Podocarpus


(IRV) Blue Flag Iris


(AGA) Fox Tail Agave


(AAB) Century Plant

PLANT IMAGES

(CAP) Jamaican capers

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CIVIL
KIMLEY-HORN
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CORAL GABLES, FL 33134

REVISIONS

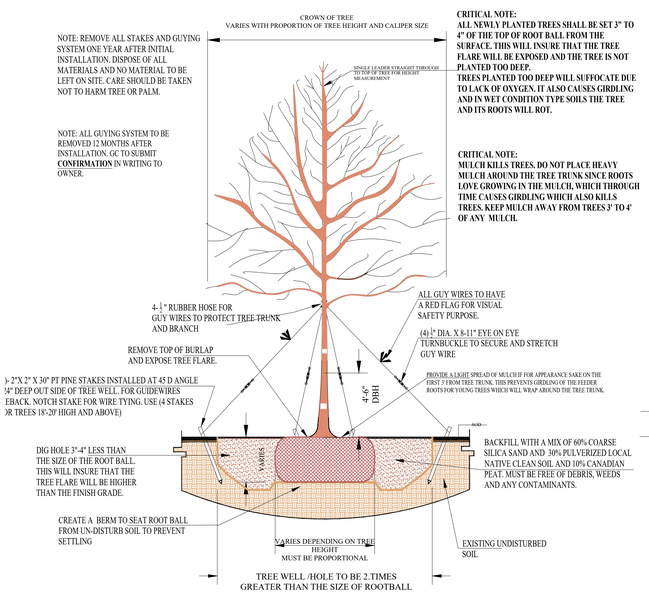
DATE: **07.27.2023**

RAFAEL TAPANES AR 97896

DISCIPLINE / SHEET TITLE:

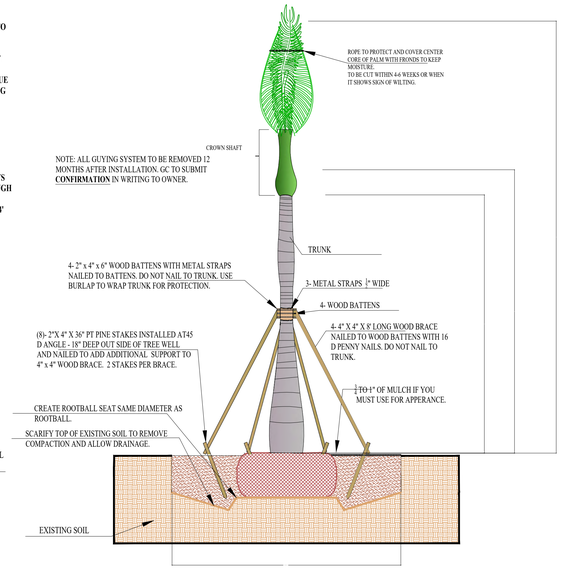
SCALE: AS SHOWN

SHEET NO:
LP-3



SINGLE STEM TREE GUYING (1-1/2" - 3" CAL.)

N.T.S.

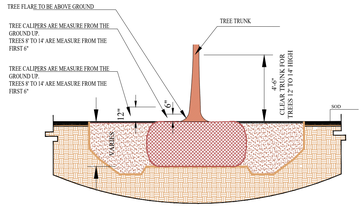


LARGE PALM TREES GUYING DETAIL

N.T.S.

LANDSCAPE ARCHITECT'S INDEMNIFICATION & LIMITATION OF LIABILITY

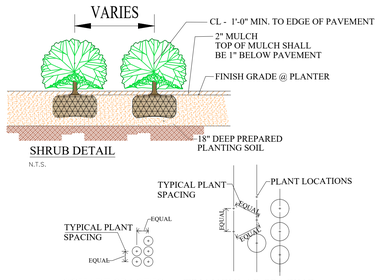
a. OWNER AND CONTRACTOR COVENANT AND AGREE TO INDEMNIFY AND HOLD HARMLESS, LANDSCAPE ARCHITECT FULLY, INCLUDING LANDSCAPE ARCHITECT'S EMPLOYEES, OFFICERS, DIRECTORS, AND REPRESENTATIVES, FROM AND AGAINST ANY DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEY FEE AND DEFENSE COSTS, FROM ANY AND ALL CLAIMS, ACTIONS, CAUSES OF ACTION, OR DEMANDS OF ANY KIND OR NATURE FOR LOSS, DAMAGE, OR LIABILITY ARISING FROM THE USE OF THESE PLANS. THE TOTAL LIABILITY OF MARIANO CORRAL LANDSCAPE ARCHITECT, P.A. OR ANY OF HIS EMPLOYEES, OFFICERS, DIRECTORS, AND REPRESENTATIVES, DUE TO PLAN DEFECTS OR NEGLIGENCE SHALL BE LIMITED TO THE SUM EQUAL TO THE AMOUNT PAID TO MARIANO CORRAL LANDSCAPE ARCHITECT, P.A. FOR THESE LANDSCAPE ARCHITECTURAL DRAWINGS. ACCEPTANCE AND UNDERSTANDING OF THIS AGREEMENT ARE HEREBY ACKNOWLEDGE.



CALIPER MEASUREMENT DETAIL

N.T.S.

Measurements of Tree Calipers:
A one inch (1") Trunk diameter (caliper) is measured 6 inches from the surface ground unless trunk is more than 4 inches in caliper size. In that case when caliper is above 3 1/2", measure trunk caliper 12 inches above ground. Source: American Standard for Nursery Stock ANSI 60.1, and Florida Grades and Standards for Nursery Stock.

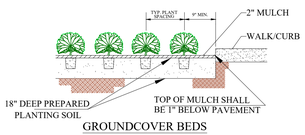


SHRUB DETAIL

N.T.S.

SQUARE SPACING N.T.S. TRIANGULAR SPACING N.T.S.

NOTE:
IN MOST CASES TRIANGULAR SPACING IS PREFERRED, USE SQUARE SPACING ONLY IN SMALL RECTILINEAR AREAS.

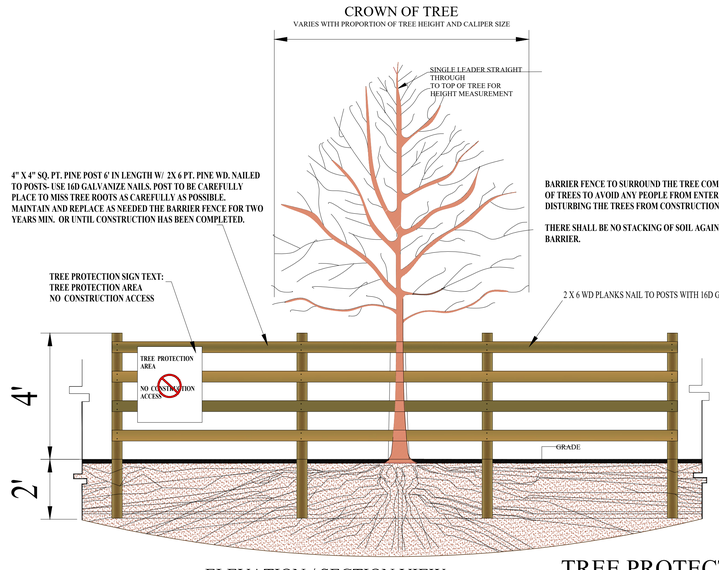


GROUNDCOVER BEDS

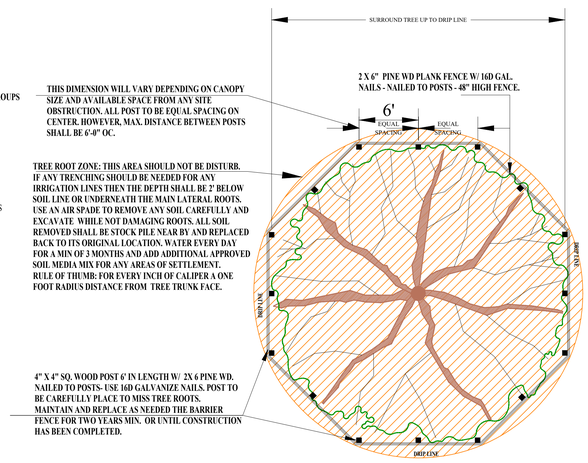
N.T.S.

SHRUB AND GROUNDCOVER DETAIL

N.T.S.



ELEVATION / SECTION VIEW



PLAN VIEW

TREE PROTECTION BARRIER FENCE DETAILS

N.T.S.

GENERAL NOTES:
Landscape Contractor to read all and any questions to be brought up to the Landscape Architect.

1. The Plans are copyrighted and it is the ownership of Mariano Corral, Landscape Architect for all the designs shown.
2. The primary responsibility is to protect the welfare of the general public. General contractor is to protect the public by placing barriers, posted warning signage in visible areas that will cause conflict between construction with pedestrians as well as autos.
3. Landscape contractor shall be inform and well verse to county or city codes and if any confusion, he/she shall read codes or contact Landscape Architect for clarifications.
4. The locations of plant materials on plans are approximate. The final locations may be adjusted due to unforeseen field conditions, and safety factor to avoid creating unsafe visibility conditions.
5. **Landscape architect** shall not be responsible for the failure of the contractor not to be aware of proper procedures for installation of plant materials, safety procedures for securing trees, palms or shrubs while transporting plant materials to the site, and / or loading or unloading from transport vehicles.
6. Detail sheets is a guide for plant installations and for making aware all trees and palms shall be secured from toppling over by its weight or by wind conditions. Landscape contractor shall be responsible and use all means to secure trees and palms from falling over especially after construction has finished for a period of one year. Periodical check of guy wires or other means of technical fastening shall be inspected at a min. of once a month or less. Provide highly visible warning flags for the public to sce to avoid injury to pedestrians and autos. Usc common sense.
7. All plant materials shall be Florida #1 or better as set by the State of Florida Grades and Standards 1998 AND 2015 and as per ANSI 300.
8. **Landscape architect** shall not be responsible for methods of construction or plant installation or plant selection and quality. This lies solely on the Landscape contractor experience or general contractor, but will be subjected to inspection for quality assurance, and proper method of installation as per Florida Standards and on detail plans.
9. Plan will always take precedence over plant list. Landscape Contractor or installer is responsible for checking the accuracy of the plans and any discrepancies to be brought to the attention of the Landscape Architect.
10. Before commencing any work, it is recommended that the Landscape Contractor visit site and become familiarized with the site AND its surrounding areas (adjacent properties).
11. General Contractor must have all utilities identified and carefully located for the safety, welfare of his workers as well as the general public. ***Contact Sunshine State One-Call of Florida, Inc. 1-800-432-4770 – 48 hours before installation.***
12. During installation Landscape Contractor shall make all possible intent to secure area of work from the public for their safety and welfare.
13. **Landscape Contractor** shall obtain all necessary permits prior to beginning installation. Any existing trees that must be removed or transplanted must first receive approval by City or county.
14. All existing Trees to remain shall be barricaded (if space is allowed) to the tree canopy drip line to prevent damage to the tree or palm during construction. A chain link fence cover with red vinyl at 5' high, with 2" posts for anchoring can be used. Careful care for tree trunks shall be taken. Periodically check for damage and repair.
15. Landscape contractor shall be responsible for fine grading and prepare site as per outline in the following notes and as per plans. He/she shall furnish and install plants as per the minimum requirements of the city or county codes or exceed the min. requirements and/or as per Landscape Architects specifications.
16. Landscape contractor shall be responsible to provide and install all plant materials – trees, shrubs, groundcovers, sod, fertilization, and mulch.
17. **Landscape Contractor:** Documentation that all newly proposed / installed Sabal palmetto utilized on site have come from a government approved donor site or were grown from seed at a register Florida nursery.
18. **Landscape Contractor** or Owner's representatives shall provide a schedule for the timely removal of tree and palm guying. This should be accomplished within a 12 month period after installation, and should NOT exceed the 12 month period.

PAGE TWO

SITE PREPARATION AND SOILS

1. All compacted soils shall be tilt and loosen cause by heavy machinery during construction. This will allow for proper percolation and drainage.
2. All lime rock within planting areas must be removed to a depth of 3' feet. Replace material with specified planting soil.
3. All lime rock, asphalt or debris within parking islands, corner parking islands, and entry islands, shall be removed to a depth of 3 Feet. In the event a refurbishing or establishing a new parking island with the used of extruded curves over an existing asphalt parking lot, the same will apply as to removal of asphalt and lime rock as stated above and the use of proper planting soil
4. Site preparation is the removal of all debris, sticks, rocks, rubbish, weeds, contaminated soils, and dead materials.
5. Final fine grading shall be 2" below any paved areas, top of curbs or sidewalks and landscape islands without curbs.
6. PLANTS MUST NOT BE PLANTED ON TOP OF ROOT BALL
7. Landscape contractor shall test for PH before installation. Any PH results above 7.5 PH (Alkalinity) shall be removed and replaced with PH from 6.5 to 7.5 PH native soils or as per specified media.
8. Whenever possible if the existing soil media on site is fertile and fairly clean, Landscape contractor shall use existing soil as backfill for newly planted trees. He/she shall prepare a written report guaranteeing that the existing soil media is free of any type contamination prior to installation. It is recommended that soil samples should be taken to determine soil nutrient deficiency and the absorption and percolation rate in order to determine a proper course of action for the survival of all plant materials.
9. Landscape Contractor shall have made research that all plant materials were available at time of bidding as per plans. No substitution shall be made without the consent of the landscape architect.
10. If Substitutions are made the Landscape architect shall make revisions to plans and Landscape Contractor shall be responsible to re-submit to city and received approval from city staff prior to commencing work.
11. SOIL MEDIA: All newly proposed planting beds on site will be composed of 60% coarse silica sand, 30% good clean pulverized black soil and 10% Canadian Peat. Soil shall be thoroughly mix and delivered on site free of debris, weeds, and gravel. This composition of media to be provided and installed in the event existing soil conditions is not in an acceptable conditions for the survival of all the propose new plants.
12. Landscape contractor shall treat site with a pre-emergence herbicide after all weeds and gravel/ debris have been removed. There shall be a 7 to 10 days waiting period before installing the plant materials.
13. **FERTILIZER TO USE AT TIME OF INSTALLATION:**
    No fertilizer is necessary if plant materials are obtain from quality control and reputable nurseries. Those plant materials should have been properly fertilize before being release to the public. At the sole discretion of the landscape installer / contractor, since he/she will be responsible for guaranteeing and maintaining the plant materials for a one year period from the time the installation is completed and accepted by either LA or owner's representative, to provide the appropriate fertilization.
    We recommend the following:
    PALM SPECIAL # 9836. This is an 8-2-12 (nitrogen, potassium, and minor elements) for all Trees, Palms, shrubs and groundcovers. It can be obtained from ATLANTIC FERTILIZER IN HOMESTEAD, FL. 18375 SW 260th Street. **Contact Patrick Coyle at (305) 986-0671**. Landscape Contractor can use 1 pound per tree, and a hand full or 3 tablespoons per shrub for all and each shrub and groundcover. Palm trees shall receive 2 lbs. of fertilizer per palm tree. Fertilizer shall be place on top of root ball and 4" inches away from trunk. **Milorganite**, will not be acceptable, however, slow release tablet fertilizers or equal acceptable by the FNGA nursery industry, and can be used at time of planting if Palm Special is not available and installation of materials is on a sandy loam VS rock-limestone condition. It is best to follow manufacture's recommendtion for application.
14. Landscape Contractor to use Best Management Practice for all his scope of work.
15. All planting grading shall slope away from buildings, and structures for proper drainage. Always check with civil engineers plan, or the party responsible for grading if Landscape Architect was not responsible for such work.
16. General contractor shall keep one copy of the landscape plans on site, clean and protected for the use by city officials, landscape architect and owner's representative.
17. General contractor and Landscape contractor shall abide by all local building codes.

ADDITIONAL NOTES:
- Contractor to screen any above ground utilities on site that may not be shown on plans but added during permitting.
- Remove all rubber hoses and guy wires for tree supports and instead provide for sisal (or other bio-degradable material) to connect the branches to Wellington tapes or other supports.
- Landscape contractor to remove all stakes and ties to trees after one year of planting.
- Newly transplanted tree will have a temporary micro drip system.

WARNING:
- Do not fertilize newly installed plant materials until approximately 2 to 3 months after planting.
- New installed plants are all ready fertilized by the nursery grower.

SPECIFICATION AND PLANTING DETAILS

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CONSULTANTS:

STRUCTURE
xxx

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CIVIL
KIMLEY-HORN
2 ALHAMBRA PLAZA SUITE 500,
CORAL GABLES, FL 33134

REVISIONS

DATE: 07.27.2023

RAFAEL TAPANES AR 97896

DISCIPLINE / SHEET TITLE:

SCALE: AS SHOWN

SHEET NO:
LP-4

LOCHRIE & CHAKAS P.A.

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FORT LAUDERDALE, FLORIDA 33305
EMAIL: ASCHEIN@LOCHRIELAW.COM
DIRECT LINE: 954.617.8919
MAIN PHONE: 954.779.1119
FAX: 954.779.1117

PROJECT: 1000 Marina Mile Apartments
ADDRESS: 1000 Marina Mile/State Road 84
AUTHOR: Andrew J. Schein, Esq.

ADEQUACY REQUIREMENTS NARRATIVE

Sec. 47-25.2. Adequacy requirements.

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

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

Response: The Project is not expected to interfere with the City's communications network.

C. ***Drainage facilities.*** Adequacy of stormwater management facilities shall be evaluated based upon the adopted level of service requiring the retention of the first inch of runoff from the entire site or two and one-half (2 1/2) inches of runoff from the impervious surface whichever is greater.

Response: The Project will receive a stormwater management permit from Broward County prior to commencing construction of the Project.

D. ***Environmentally sensitive lands.***

1. In addition to a finding of adequacy, a development shall be reviewed pursuant to applicable federal, state, regional and local environmental regulations. Specifically, an application for development shall be reviewed in accordance with the following Broward County Ordinances which address environmentally sensitive lands and well field protection which ordinances are incorporated herein by reference:

   a. Broward County Ordinance No. 89-6.
   b. Section 5-198(I), Chapter 5, Article IX of the Broward County Code of Ordinances.
   c. Broward County Ordinance No. 84-60.

2. The applicant must demonstrate that impacts of the proposed development to environmentally sensitive lands will be mitigated.

Response: N/A, the Project is not expected to impact any environmentally sensitive lands.

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

Response: Acknowledged, the Project will comply with the Florida Building Code, South Florida Fire Code and other accepted applicable fire and safety standards.

F. ***Parks and open space.*** *New park impact fee ordinance adopted in June 2006.*

Response: Applicant will pay all required park impact fees prior to the issuance of the building permit.

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

Response: Applicant's design incorporates CPTED principles to minimize risk to public safety and assure adequate police protection.

H. ***Potable water.***

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

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

Response: Applicant requested a water/wastewater capacity letter from the City's Public Works Department on December 7, 2023 and will provide the letter upon receipt.

I. ***Sanitary sewer.***

1. If the system is tied into the city treatment facility, the available capacity shall be determined by subtracting committed capacity and present flow from the design capacity. If there is available capacity, the city shall determine the impact of the proposed development utilizing Table 3, Water and Wastewater, on file with the department.
2. If there is adequate capacity available in the city treatment plant to serve the proposed development, the city shall reserve the necessary capacity to serve the proposed development.
3. Where the county is the projected service provider, a written assurance will be required.
4. Where septic tanks will be utilized, the applicant shall secure and submit to the city a certificate from the Broward County Health Unit that certifies that the site is or can be made suitable for an on-site sewage disposal system for the proposed use.

Response: Applicant requested a water/wastewater capacity letter from the City's Public Works Department on December 7, 2023 and will provide the letter upon receipt.

J. ***Schools.*** For all residential plats, the applicant shall contribute to school facilities in accordance with the Broward County Land Development Code and shall provide documentation to the city that such contribution has been satisfied.

Response: Applicant will pay all required school concurrency fees prior to the issuance of a building permit.

K. ***Solid waste.***

1. Adequate solid waste collection facilities and service shall be obtained by the applicant in connection with the proposed development and evidence shall be provided to the city demonstrating that all solid waste will be disposed of in a manner that complies with all governmental requirements.

2. *Solid waste facilities.* Where the city provides solid waste collection service and adequate service can be provided, an adequacy finding shall be issued. Where there is another service provider, a written assurance will be required. The impacts of the proposed development will be determined based on Table 4, Solid Waste, on file with the department.

Response: Acknowledged.

L. ***Stormwater.*** Adequate stormwater facilities and systems shall be provided so that the removal of stormwater will not adversely affect adjacent streets and properties or the public stormwater facilities and systems in accordance with the Florida Building Code, city engineering standards and other accepted applicable engineering standards.

Response: Stormwater will be retained on site in accordance with the Broward County Department of Environmental Regulations criteria.

M. ***Transportation facilities.***

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

Street improvements needed to upgrade the capacity or comply with the functional classification of local streets shall be made in accordance with the city engineering standards and acceptable applicable traffic engineering standards. Local streets are those streets that are not classified as federal, state or county roadways on the functional classification map adopted by the State of Florida.

4. *Traffic impact studies.*

a. When the proposed development may generate over one thousand (1,000) daily trips; or

b. When the daily trip generation is less than one thousand (1,000) trips; and (1) when more than twenty percent (20%) of the total daily trips are anticipated to arrive or depart, or both, within one-half (1/2) hour; or (2) when the proposed use creates varying trip generation each day, but has the potential to place more than twenty percent (20%) of its maximum twenty-four (24) hour trip generation onto the adjacent transportation system within a one-half (1/2) hour period; the applicant shall submit to the city a traffic impact analysis prepared by the county or a registered Florida engineer experienced in traffic ways impact analysis which shall:

i. Provide an estimate of the number of average and peak hour trips per day generated and directions or routes of travel for all trips with an external end.

ii. Estimate how traffic from the proposed development will change traffic volumes, levels of service, and circulation on the existing and programmed traffic ways.

iii. If traffic generated by the proposed development requires any modification of existing or programmed components of the regional or local traffic ways, define what city, county or state agencies have programmed the necessary construction and how this programming relates to the proposed development.

iv. A further detailed analysis and any other information that the review committee considers relevant.

v. The traffic impact study may be reviewed by an independent licensed professional engineer contracted by the city to determine whether it adequately addresses the impact and the study supports its conclusions. The cost of review by city's consultant shall be reimbursed to the city by the applicant.

vi. When this subsection M.4.b. applies, the traffic study shall include an analysis of how the peak loading will affect the transportation system including, if necessary, an operational plan showing how the peak trips will be controlled and managed.

Response: The traffic study is included in this submission.

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

Response: To the extent any additional right-of-way is needed, Owner will dedicate the same by easement.

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

Response: The Project includes sidewalks along all street frontages.

7. ***Primary arterial street frontage.*** Where a proposed development abuts a primary arterial street either existing or proposed in the trafficways plan, the development review committee (DRC) may require marginal access street, reverse frontage with screen planting contained in a nonaccess reservation along the rear property line, deep lots with or without rear service alleys, or such other treatment as may be necessary for adequate protection of residential properties and to assure separation of through and level traffic.

Response: N/A

8. ***Other roadway improvements.*** Roadways adjustments, traffic control devices, mechanisms, and access restrictions may be required to control traffic flow or divert traffic, as needed to reduce or eliminate development generated traffic.

Response: Acknowledged.

9. ***Street trees.*** In order to provide for adequate landscaping along streets within the city, street trees shall be required along the length of the property abutting a street. A minimum of fifty percent (50%) of the required street trees shall be shade trees, and the remaining street trees may be provided as flowering or palm trees. These percentages may be varied based on existing or proposed physical conditions which may prevent the ability to comply with the street tree requirements of this subsection. The street trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21, Landscape and Tree Preservation Requirements, except in the downtown RAC districts the requirements of Sec. 47-13.20.H.8 shall apply. The location and number of street trees shall be determined by the department based on the height, bulk, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. The requirements for street trees, as provided herein, may be located within the public right-of-way as approved by the entity with jurisdiction over the abutting right-of-way.

Response: Street trees are provided along State Road 84.

N. ***Wastewater.***

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

Response: Applicant requested a water/wastewater capacity letter from the City's Public Works Department on December 7, 2023 and will provide the letter upon receipt.

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

Response: Acknowledged.

P. ***Historic and archaeological resources.***

1. If a structure or site has been identified as having archaeological or historical significance by any entity within the State of Florida authorized by law to do same, the applicant shall be responsible for requesting this information from the state, county, local governmental or other entity with jurisdiction over historic or archaeological matters and submitting this information to the city at the time of, and together with, a development permit application. The reviewing entity shall include this information in its comments.

Response: This site does not have any historical or archaeological significance.

Q. ***Hurricane evacuation.*** If a structure or site is located east of the Intracoastal Waterway, the applicant shall submit documentation from Broward County or such agency with jurisdiction over hurricane evacuation analysis either indicating that acceptable level of service of hurricane evacuation routes and hurricane emergency shelter capacity shall be maintained without impairment resulting from a proposed development or describing actions or development modifications necessary to be implemented in order to maintain level of service and capacity.

Response: N/A. Project is not located east of the Intracoastal Waterway.

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PROJECT: 1000 Marina Mile Apartments
ADDRESS: 1000 Marina Mile/State Road 84
AUTHOR: Andrew J. Schein, Esq.

Mixed-Use Development Narrative ULDR § 47-18.21.D

D. *Mixed use development on commercial land use designated parcels.* The city may permit a mixed use development when the development site has a commercial land use designation, subject to the following:

1. Approval of an allocation of available flexibility units, without the need to amend the city's land use plan or rezone land. For definition of flexibility units, see Section 47-28 of the ULDR, Flexibility Rules

   or

   Compliance with Broward County Land Use Plan Policy 2.16.4 and Section 47-23.16 of the ULDR, Affordable Housing Regulations

   RESPONSE: The Project will comply with BCLUP Policy 2.16.4 and ULDR Section 47-23.16

2. The MXU shall include residential uses in conjunction with business uses as provided below in
   Section 47-18.21.F.3 of the ULDR.

   RESPONSE: The project includes residential uses in conjunction with business uses.

3. Developments shall meet the following requirements:
   a. At least fifty percent (50%) of the ground floor of any portion of a building or development, excluding ingress and egress, facing a qualified road shall provide office and/or commercial uses.
   b. Residential uses are prohibited from ground floor frontages facing a qualified road, except for vehicular ingress and egress and lobby access.
   c. Portions of a development not facing a qualified road are not required, but encouraged, to provide office and/or business uses, except when abutting a residential zoning district.

   RESPONSE: 50% of the ground floor facing State Road 84 includes commercial uses. No residential uses are proposed on the ground floor facing State Road 84.

4. For a development site that is less than five (5) acres in size, single use multifamily residential buildings are permitted in conjunction with onsite business uses subject

to Section 47-18.21.D.3 of the ULDR. No single use residential building is permitted to front a qualified road.

RESPONSE: The property is less than 5 acres in size, and the Project is not a single use residential building.

5. For a development site that is greater than five (5) acres in size, single use multifamily residential buildings may be permitted in conjunction with onsite business uses subject to Section 47-18.21.D.3 of the ULDR, provided gross residential acreage does not exceed five (5) acres or forty percent (40%) of the total gross acreage of the development site, whichever is greater. No single use residential building is permitted to front a qualified road.

   RESPONSE: The property is less than 5 acres in size.

47-18.21.E has intentionally been omitted as the property is not designated employment center

F. *Permitted uses.*

1. The residential and business uses permitted within a mixed use development are as provided by the zoning district where the mixed use development is located.

   RESPONSE: Acknowledged. The tenant is not chosen, but the future tenant will be a business that is permitted in the B-1 zoning district.

2. The residential density is limited as provided by the zoning district where the mixed use development is located unless flexibility units are allocated in accordance with Section 47-28 of the ULDR, Flexibility Rules, however, in no case shall residential density exceed fifty (50) dwelling units per gross acre, except where:

   a. There exists a residential dwelling; and
   b. The residential dwelling is located on property designated commercial on the city's land use plan; and
   c. The dwelling was legally permitted at a density greater than fifty (50) units per gross acre; or
   d. The development is in compliance with Broward County Land Use Plan Policy 2.16.4 and Section 47-23.16 of the ULDR, Affordable housing regulations.

   RESPONSE: The Project has a density of 113 units per gross acre and will be in compliance with BCLUP Policy 2.16.4 and ULDR Section 47-23.16.

The maximum density for mixed use east of the Intracoastal Waterway shall be twenty-five (25) units per gross acre.

RESPONSE: The Project is not east of the Intracoastal.

3. The business uses permitted in an MXU are as follows:

   a. When located in a residential zoning district, the aggregate of the business use or uses shall be no greater than an aggregate ten thousand (10,000) sf in gross floor area: i. *Commercial recreation:*

      a) Indoor motion picture theater, less than five (5) screens.

   ii. *Food and beverage service:*

      a) Bakery store.
      b) Bar, cocktail lounge, nightclub.
      c) Cafeteria.
      d) Candy, nuts store.
      e) Delicatessen.
      f) Food and beverage.
      g) Fruit and produce store.
      h) Grocery/food store.
      i) Ice cream/yogurt store.
      j) Liquor store.
      k) Meat and poultry store.
      l) Restaurant.
      m) Seafood store.
      n) Supermarket.

   iii. *Retail Sales:*

      a) Antiques store.
      b) Apparel/clothing, accessories store.
      c) Arts and crafts supplies store.
      d) Art galleries, art studio.
      e) Bait and tackle store.
      f) Bicycle shop.
      g) Book store.
      h) Camera, photographic supplies store.
      i) Card and stationery store.
      j) Cigar, tobacco store.
      k) Computer/software store.
      l) Consignment, thrift store.

m) Cosmetic, sundries store.
n) Department store.
o) [*Reserved.*]
p) Fabric, needlework, yarn shop.
q) Flooring store.
r) Florist shop.
s) Furniture store.
t) Gifts, novelties, souvenirs store.
u) Glassware, china, pottery store.
v) Hardware store.
w) Hobby items, toys, games stores.
x) Holiday merchandise, outside sales, see Section 47-18.15.
y) Household appliances store.
z) Jewelry store.
aa) Linen, bath, bedding store.
bb) Luggage, handbags, leather goods store.
cc) Music, musical instruments store.
dd) Newspapers, magazines store.
ee) Optical store.
ff) Paint, wallpaper store.
gg) Party supply store.
hh) Pet store.
hh-1) Pharmacy.
hh-ii) Shoe store.
jj) Sporting goods store.
kk) Tapes, videos, music CD's stores.

iv. *Services/Office Facilities:*

a) Film processing store.
b) Copy center.
c) Formal wear, rental.
d) Hair salon.
e) Health and fitness center.
f) Instruction: fine arts, sports and recreation, dance, music, theater.
g) Interior decorator.
h) Mail, postage, fax service.
i) Massage therapist.

j) Medical clinic.
k) Nail salon.
l) Photographic studio.
m) Professional office.
n) Shoe repair, shoe shine.
o) Tailor, dressmaking store, direct to the customer.
p) Tanning salon.
q) Watch and jewelry repair.

b. The following business uses may be permitted to exceed ten thousand (10,000) square feet:

i. Department store.

ii. Offices.

c. Accessory Uses, Buildings and Structures, see also Section 47-19.

i. Child day care facilities, as provided by the district where the mixed use development is located and subject to the requirements of Section 47-18.8.

ii. ii. Film processing when accessory to pharmacy or copy center.

iii. Outdoor dining and sidewalk café, see Section 47-19.9.

RESPONSE: The proposed tenant has not been chosen, however the future tenant will be a business that is permitted in the B-1 zoning district and the mixed use requirements.

G. Parking requirements. The total number of required off-street parking spaces for an MXU shall be equal to the sum of the required parking for each use as if provided separately. See Section 47-20, Parking and Loading Requirements.

RESPONSE: Acknowledged. Applicant is seeking a parking reduction.

H. *Landscaping and open space requirements.* Street trees shall be planted and maintained along the street abutting the property where the MXU is located to provide a canopy effect. The type of street trees may include shade, flowering and palm trees. The trees shall be planted at a minimum height and size in accordance with the requirements of Section 47-21 of the ULDR, Landscape and Tree Preservation Requirements. The location and number of trees shall be determined by the department based on the height, bulk, shadow, mass and design of the structures on the site and the proposed development's compatibility to surrounding properties. Open space and landscaping shall be required in conjunction with residential uses in a mixed use development according to the following:

1. For mixed use development in a residential zoning district, landscaping shall be as required by Section 47-21.10 of the ULDR for the zoning district in which the mixed use development is located.

   RESPONSE: N/A, the property is not zoned residential.

2. For development in a mixed use development in other than a residential zoning district, open space shall be required. Open space, for the purposes of this section, shall include all areas on the site not covered by structures, other than covered arcades, or not covered by vehicular use area. Covered arcades with a minimum width of ten (10) feet and at least one (1) side open to a street shall be credited towards open space requirements. The required open space shall include seating and shade provided by trees, canopies, or other unenclosed shade structures. A minimum of fifty percent (50%) of the required open space shall be in living materials used in landscaping which areas may be above grade. At least forty percent (40%) of the required open space shall be provided at-grade and the remaining open space shall be accessible to individual residential units or through a common area, or both. The total amount of open space required shall be calculated based on the size and density of the development, as follows:

   a. For development of twenty-five (25) residential units or less, or developments of fifteen (15) dwelling units per acre or less density: a minimum of two hundred fifty (250) square feet of open space per unit;

   b. For developments of between twenty-six (26) and one hundred (100) residential units, or developments of greater than fifteen (15) dwelling units per acre and up to twenty-five (25) dwelling units per acre density: a minimum of two hundred (200) square feet of open space per unit;

   c. For developments of more than one hundred (100) residential units, or developments of greater than twenty-five (25) dwelling units per acre density: a minimum of one hundred fifty (150) square feet of open space per unit;

   d. For developments which fall into more than one (1) of the above categories, the lesser open space requirement shall apply.

   e. For the property located east of the Intracoastal Waterway, the percentage of landscape materials provided above grade as permitted by this section shall also be provided offsite in an area impacted by the development as determined by the development review committee or an owner shall be required to pay a cash equivalent to the city to be used to landscape a public area impacted by the development.

f. Developments shall be required to meet the vehicular use area requirements as provided in Section 47-21 of the ULDR, Landscape and Tree Preservation.

RESPONSE: The Project includes 283 residential units, which requires 42,450 SF of open space (150 SF per unit). Of the required open space, 16,980 SF (40%) must be at grade and 21,225 SF (50%) must be in landscaping.

The Project includes 52,169 SF of open space, of which 29,052 SF is at grade and 21,230 SF is in landscaping.

3. A mixed use development shall contain a public plaza open to the sky which includes pedestrian amenities such as landscaping, benches and fountains. The public plaza shall be a minimum size of one thousand four hundred (1,400) gross square feet and shall be located to provide the principal pedestrian access to the mixed use development. A covered arcade with a minimum width of ten (10) feet may substitute for up to fifty percent (50%) of the above public plaza requirements.

RESPONSE: The Project includes a 2,642 square foot plaza at the northwest corner.

I. *Dimensional requirements.* The dimensional requirements of a mixed use development shall be as follows:

1. *Density.* The density shall be the same as applies in the zoning district where the development is located.
2. *Minimum lot size.* Ten thousand (10,000) gross square feet.
3. *Maximum structure length.* Two hundred (200) feet for single use residential buildings.
4. *Maximum height.* The same as the district where the mixed use development is located.
5. *Minimum lot width.* One hundred (100) feet.
6. *Minimum floor area.* Four hundred (400) square feet for each multifamily dwelling unit.
7. *Yards.* Yards shall be the same as the district where the mixed use development is located.

Dimensional Standard	**Requirement**	**Proposed**
Density	**None per BCLUP Policy 2.16.4and ULDR Section 47-23.16**	**113 units/gross acre**

Lot size, Min.	**10,000 GSF**	**108,865 GSF**
Structure length, Max	**None for mixed-use buildings**	**312' – 1"**
Height, Max.	**150'**	**149' – 6"**
Lot width, Min.	**100'**	**215.85'**
Floor Area, Min.	**400 sf / unit**	**708 min. sf / unit**
Yards		
Front (north)	**5'**	**31' – 10"**
Side (east)	**None**	**12' – 6"**
Side (west)	**None**	**39' – 3"**
Rear (south)	**15'**	**20' – 1"**

J. *Sidewalk requirements.* A minimum seven-foot wide sidewalk along the street abutting the property proposed for an MXU in a location approved by the city engineer shall be required. Mixed use developments on property within a nonresidential zoning district lying east of the Intracoastal Waterway will be required to provide ten-foot sidewalks in a location and manner approved by the city engineer.

RESPONSE: The Project includes a minimum 7' sidewalk on State Road 84.

K. *Requirements for conditional review and approval.* In addition to the requirements established by this section, any mixed use development shall be subject to the requirements for a conditional use permit, as provided in Section 47-24.3 of the ULDR.

RESPONSE: Acknowledged.

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PROJECT: **1000 Marina Mile Apartments**
ADDRESS: **1000 Marina Mile/State Road 84**
AUTHOR: **Andrew J. Schein, Esq.**

GENERAL NARRATIVE

The Project is located at 1000 Marina Mile/State Road 84. The Project contains 283 multifamily residential and 1,418 SF of retail space. The building is a 149' – 6" in height and contains 52,169 square feet of open space, of which 29,052 square feet is at the ground level. The Project also includes a 2,642 square foot pedestrian plaza at the northwest corner.

The Project will contain a varied mix of units, consisting of 165 one-bedroom units, 107 two-bedroom units, and 11 three-bedroom townhouse-style units. Of the 283 units, 41 will be reserved for tenants whose income is at the 120% area median income level or lower.

The Project contains 503 parking spaces, all of which will be in a structured parking garage. Loading, unloading, and other service activities will take place completely within the building.

DC Engineers, Inc.

Traffic Impact Study

1000 Marina Mile

Fort Lauderdale, Florida

September 2023

Prepared for:

1000 Marina Mile Development, LLC

1000 Marina Mile

Marina Mile Boulevard (SR 84)

Fort Lauderdale, Florida

Traffic Impact Study

September 2023

Prepared for:
1000 Marina Mile Development, LLC

Prepared by:
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INTRODUCTION

1000 Marina Mile Development, LLC proposes to construct 283 multifamily dwelling units and 1,350 square feet of retail space along the south side of Marina Mile Boulevard (SR 84) west of SW 9 Avenue within municipal limits of the City of Fort Lauderdale. Figure 1 on the following page shows the location of the project site as well as the transportation network in the immediate vicinity.

Danielsen Consulting Engineers, Inc. has been retained by 1000 Marina Mile Development, LLC to conduct a traffic study in connection with the proposed development[1]. This study addresses trip generation, site access, expected impacts to the adjacent roadway network, and potential improvements intended to mitigate new trips generated by the project as appropriate.

This study is divided into seven (7) sections, as listed below:

1. Inventory
2. Existing Conditions
3. Traffic Counts
4. Trip Generation
5. Trip Distribution and Traffic Assignment
6. Traffic Analysis
7. Conclusions

A traffic study methodology meeting was held Friday June 23, 2023, with City staff. The agreed upon methodology is included as Appendix A.

DC Engineers, Inc.

Project Location Map

FIGURE 1
1000 Marina Mile
Fort Lauderdale, Florida

Existing Land Use and Access

The subject 1.87-acre site is currently occupied by the now-closed 8,380 square foot Lounge 8IV Bar & Grill. Vehicular access to the site is provided at two (2) locations along Marina Mile (SR 84) and at one (1) location along SW 26 Street (currently gated).

Proposed Land Use and Access

The project site is proposed to be redeveloped with the following:

- 283 multifamily dwelling units, and
- 1,350 square feet of retail space.

Access to the multifamily units and retail space is proposed as follows:

- One (1) ingress-only driveway on Marina Mile (SR 84),
- One (1) two-way, two-lane driveway on Marina Mile (SR 84), and
- One (1) driveway reserved for service vehicles along SW 26 Street.

The project is anticipated to be built and occupied in 2026. A current site plan for The 1000 Marina Mile Apartments is included as Appendix B.

On-Street Parking

New on-street parking spaces are not proposed with this site plan.

EXISTING CONDITIONS

This section addresses the roadway system adjacent to and surrounding the project site.

Roadway System

The transportation network within the study area includes one (1) state minor arterial (Marina Mile (SR 84)), one (1) city minor collector (SW 9 Avenue north of Marina Mile (SR 84)), and local roadways SW 14 Avenue, SW 9 Avenue south of Marina Mile (SR 84), and SW 26 Street.

Marina Mile (SR 84) is a seven (7)-lane (three (3) eastbound and four (4) westbound), state-maintained facility near the project site. This arterial has a posted speed limit of 45 mph and a current (2022) AADT volume of 58,500 vpd adjacent to the project site.

SW 9 Avenue is a two (2)-lane city-maintained facility near the project site. This collector/local roadway has a posted speed limit of 30 mph north of Marina Mile (SR 84) and 25 mph south of Marina Mile (SR 84). A current (2022) AADT volume of 4,200 vpd north of Marina Mile (SR 84) is noted.

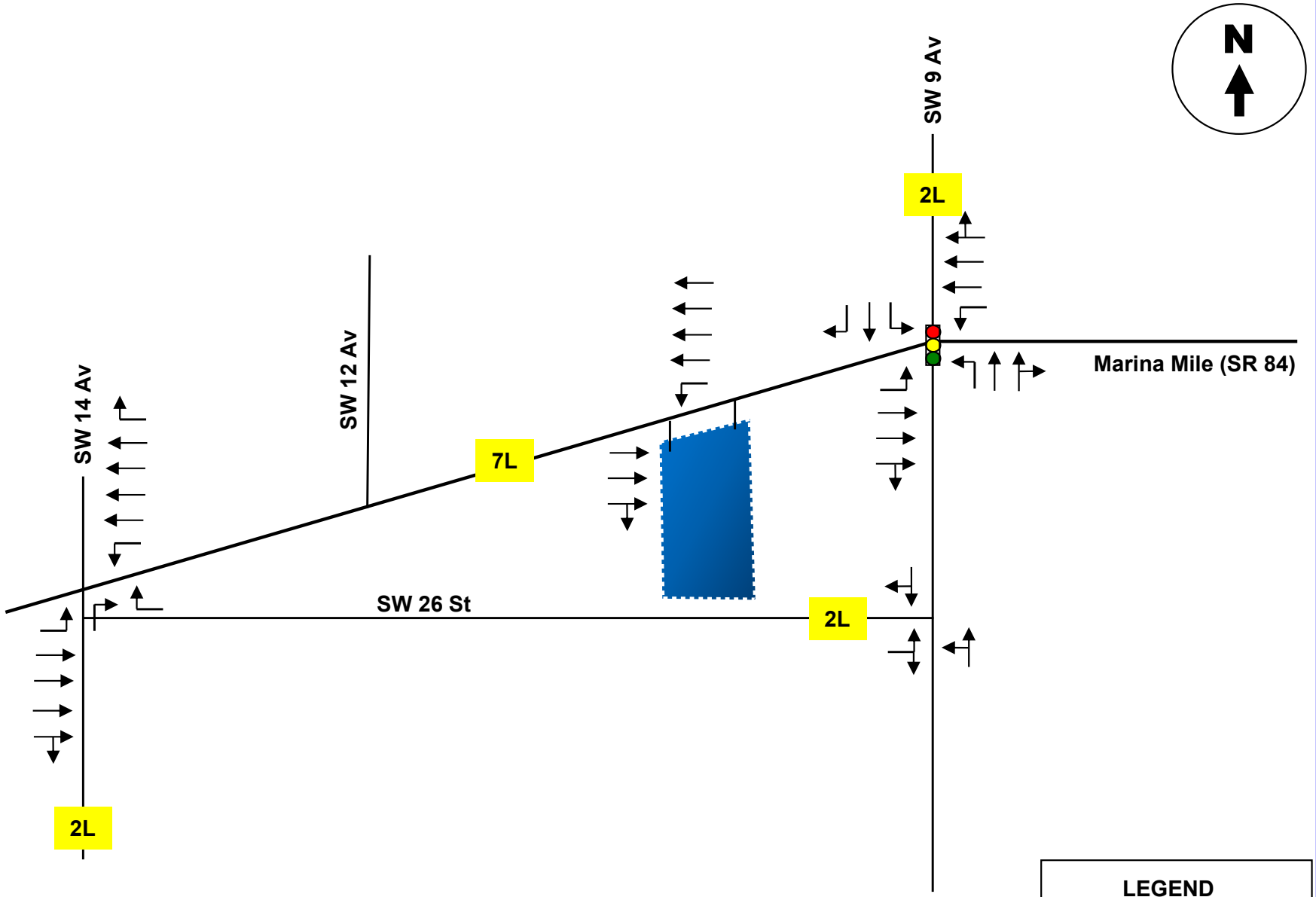
The Florida Department of Transportation (FDOT) is the source of all AADT volumes.

Study Intersections

For this study, the following four (4) intersections were selected for detailed analysis.

- Marina Mile (SR 84) at SW 14 Avenue at SW 26 Street,
- Marina Mile Boulevard at Median Opening serving the site,
- Marina Mile (SR 84) at SW 9 Avenue, and
- SW 26 Street at SW 9 Avenue.

Figure 2 shows approach lanes at each intersection under study and the number of through lanes on corresponding roadway segments.



DC Engineers, Inc.

Existing Lane Geometry

FIGURE 2
1000 Marina Mile
Fort Lauderdale, Florida

Transit Service and Facilities

One (1) traditional Broward County Transit route traverses the project study area.

- **Route 6** traverses eastern Broward County along County Line Road, Dixie Highway, Stirling Road, Ravenswood Road, Marina Mile (SR 84) adjacent to the project site, SW 4 Avenue and NW 4 Avenue between the Broward/Miami-Dade County Line and the Broward Central Terminal just north of Broward Boulevard (SR 842). A typical headway along Route 6 is 45 minutes.

A fixed route schedule for Route 6 is included as Appendix C.

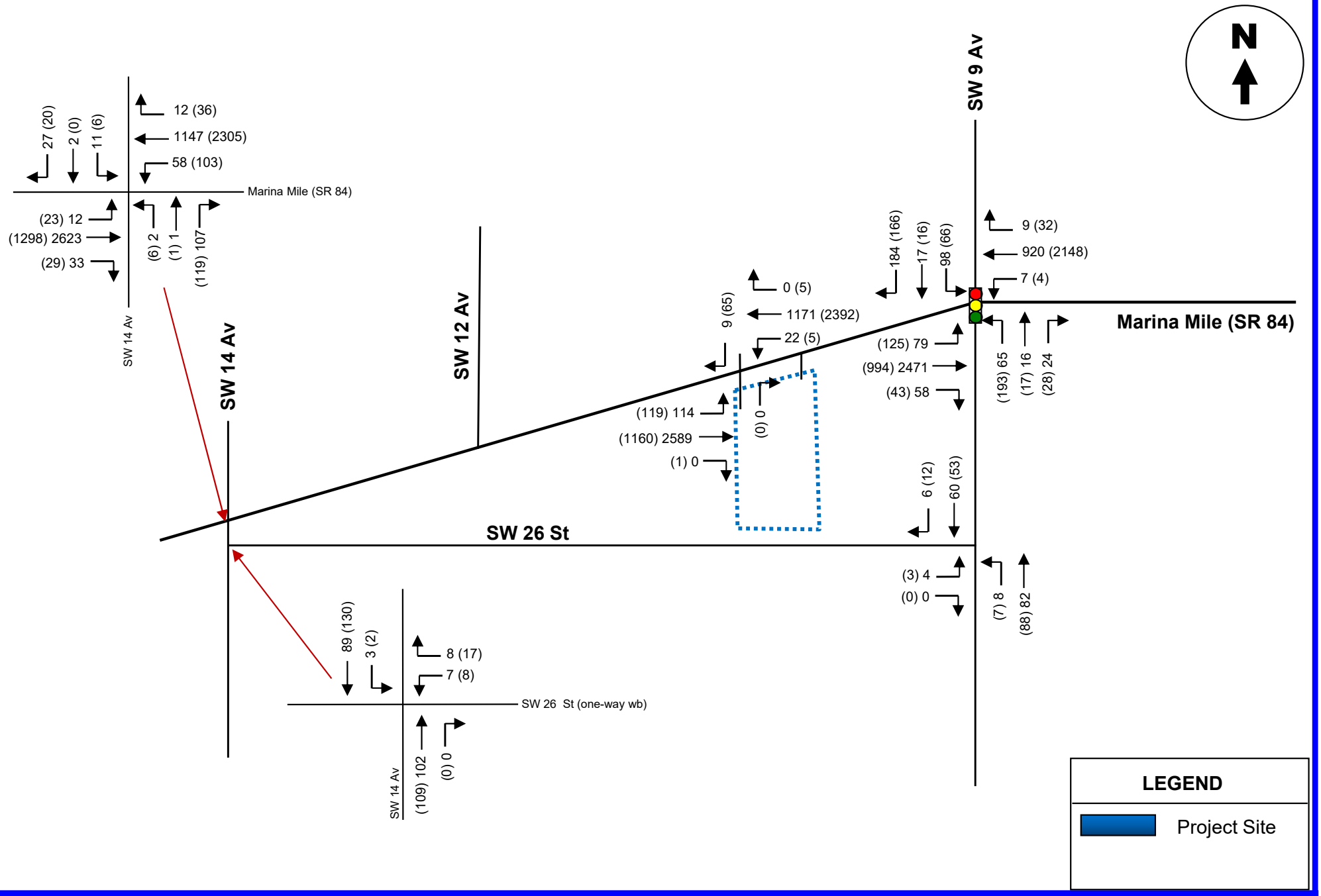
TRAFFIC COUNTS

Danielsen Consulting Engineers, Inc., in association with Traffic Survey Specialists, Inc., collected turning movement count data at the following locations:

- Marina Mile (SR 84) at SW 14 Avenue at SW 26 Street,
- Marina Mile Boulevard at Median Opening serving the site,
- Marina Mile (SR 84) at SW 9 Avenue, and
- SW 26 Street at SW 9 Avenue.

Intersection turning movements including bicycles and pedestrians were documented on Tuesday July 11, 2023. Data was collected during both AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods. Traffic data collected on Tuesday July 11 were subsequently reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (Appendix D), an adjustment factor of 1.05 is required to convert the traffic counts to average peak season conditions.

Existing peak hour traffic volumes adjusted to peak season are shown in Figure 3 and are included within Appendix D as collected. Signal timing plans obtained from Broward County Traffic Engineering Division (BCTED) staff are also contained within Appendix D.



DC Engineers, Inc.

Existing (2023) AM and PM Peak Hour Peak Season Traffic Volumes

FIGURE 3
1000 Marina Mile
Fort Lauderdale, Florida

TRIP GENERATION

Trip generation for the proposed development is based upon rates and formulae published in the Institute of Transportation Engineer's (ITE) report *Trip Generation* (11th Edition). According to ITE, the most appropriate land use categories for the proposed residential units and retail space is Land Use Code (LUC) 222 'Multifamily Housing (High-Rise)' and LUC 822 'Strip Retail Plaza (<40k)'.

Using trip generation formulae from the ITE document, a trip generation analysis was undertaken for the proposed development. The results of this effort are documented in report Table 1. As shown in Table 1, the proposed development is expected to produce 1,728 gross vehicle trips per day, approximately 79 gross AM peak hour trips (22 inbound and 57 outbound), and approximately 100 gross PM peak hour trips (61 inbound and 39 outbound).

Internal Capture

Internal capture is expected between complementary land uses within a multi-use project and are those vehicle trip ends that can be satisfied onsite without impact to the adjacent roadway network. Peak hour internal capture trips are determined through application of methodologies contained within ITE's *Trip Generation Handbook*, 3rd Edition. Internalization summary sheets are included as Appendix E.

Multimodal Reduction

The multimodal reduction factor acknowledges that a portion of residents and retail patrons or employees may arrive or leave through an alternative mode of travel. That is, rather than a private vehicle, some may choose to use a transit alternative (bus, for example), ride a bicycle, scooter, or walk. Recent census data indicate the multimodal factor may be as high as 9.7 percent within this census tract (Table BO8301 - Means of Transportation to Work (Tract 1106): 1.1% use public transportation, 1.0% ride a bicycle, 2.5% walk and 5.1% work from home). A census summary for the 3.9 square mile Tract 1106 is included within Appendix E.

Net New Vehicle Trips

Although the project site is occupied by the now-closed 8,380 square foot Lounge 8IV Bar & Grill, trips for the existing use are not considered herein as operating hours, according to the business website, occurred outside peak hours of the adjacent roadway network. Acknowledging the effect of internalization and the use of alternative modes of travel as described above, yields 1,524 net new vehicle trips per day, approximately 71 net new AM peak hour trips, and approximately 86 net new PM peak hour trips.

Table 1: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Multi-Family Housing, High Rise (LUC 222)	269	du	73	19	54	86	53	33	1,388
Retail (< 40k) (LUC 822)	1.285	ksf	3	2	1	8	4	4	284
Subtotal			**76**	**21**	**55**	**94**	**57**	**37**	**1,672**
Internal (0%, 2%)			**0**	**0**	**0**	**(2)**	**(1)**	**(1)**	**(18)**
Subtotal			**76**	**21**	**55**	**92**	**56**	**36**	**1,654**
Multi-Modal Reduction (10%)*			**(8)**	**(2)**	**(6)**	**(9)**	**(6)**	**(3)**	**(165)**
Total			**68**	**19**	**49**	**83**	**50**	**33**	**1,489**

Source: ITE Trip Generation Manual (11th Edition)

** obtained from 2021 Census, Tract 1106*

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

For purposes of this study, the distribution and assignment of project-related vehicle trips are based on current travel patterns and knowledge of the immediate area. A global distribution of four (4) percent to and from the north, two (2) percent to and from the south, 54 percent to and from the west and 40 percent to and from the east was utilized as demonstrated below and shown in Figure 4.

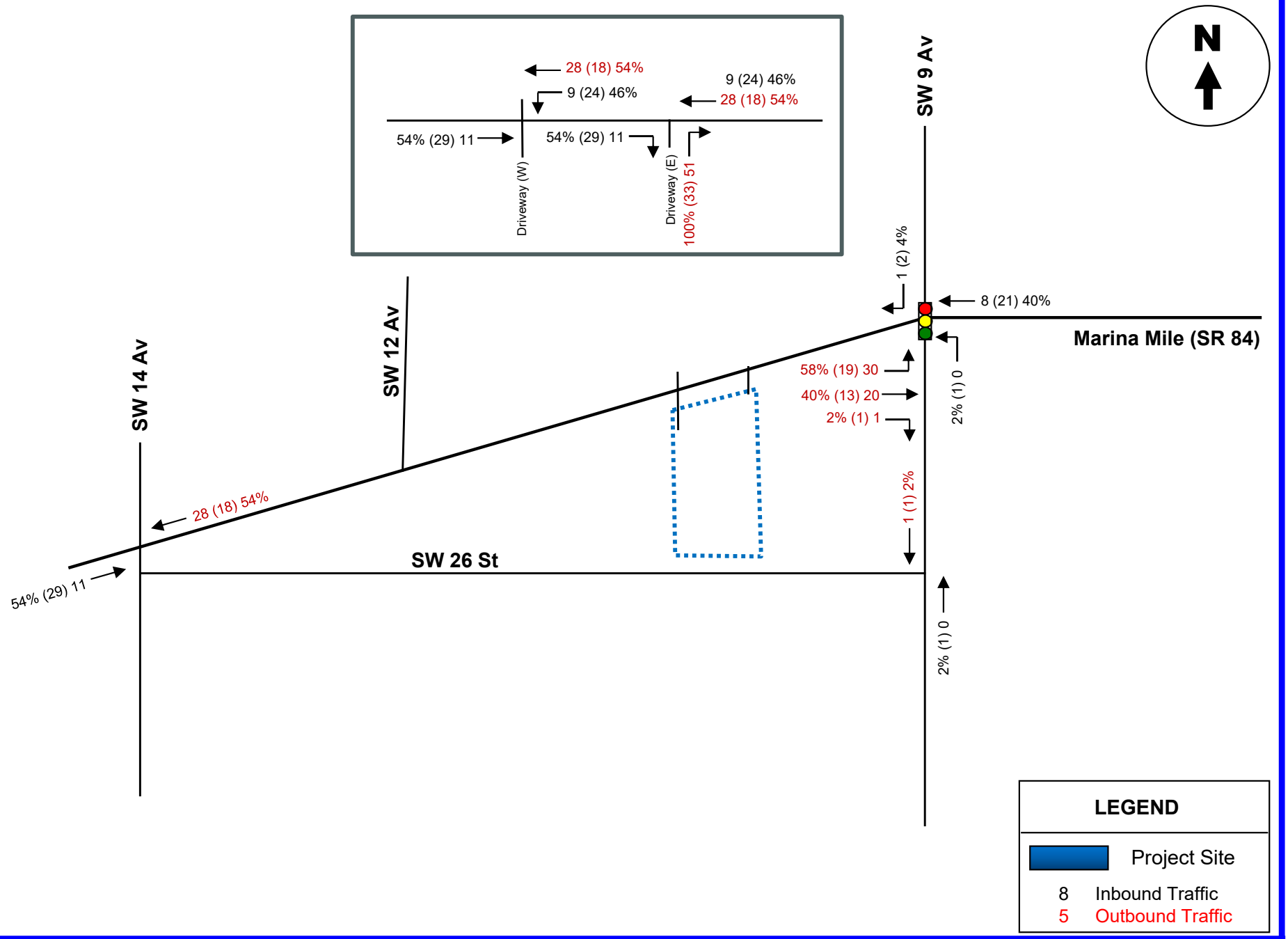
- Marina Boulevard (SR 84) (east of SR 9 (I 95)) – 58,500 vpd - 54%,
- Marina Boulevard (SR 84) (west of SW 4 Avenue) – 44,000 vpd - 40%,
- SW 9 Avenue (south of Marina Boulevard (SR 84)) – 2,100 vpd (approx.) - 2%,
- SW 9 Avenue (north of Marina Boulevard (SR 84)) – 4,200 vpd - 4%.

Peak hour trips generated by the proposed development were assigned to area roadways and intersections using the traffic assignment detailed above and total project trips shown in Table 1. Project traffic assignment is summarized in Figure 5.

DC Engineers, Inc.

Project Traffic Distribution

FIGURE 5
1000 Marina Mile
Fort Lauderdale, Florida



DC Engineers, Inc.

Project Traffic Distribution

FIGURE 5
1000 Marina Mile
Fort Lauderdale, Florida

This section of the study is divided into two (2) distinct parts. The first part involves development of future (2026) traffic volumes for the study area. The second part includes level-of-service analyses for both existing and future year conditions.

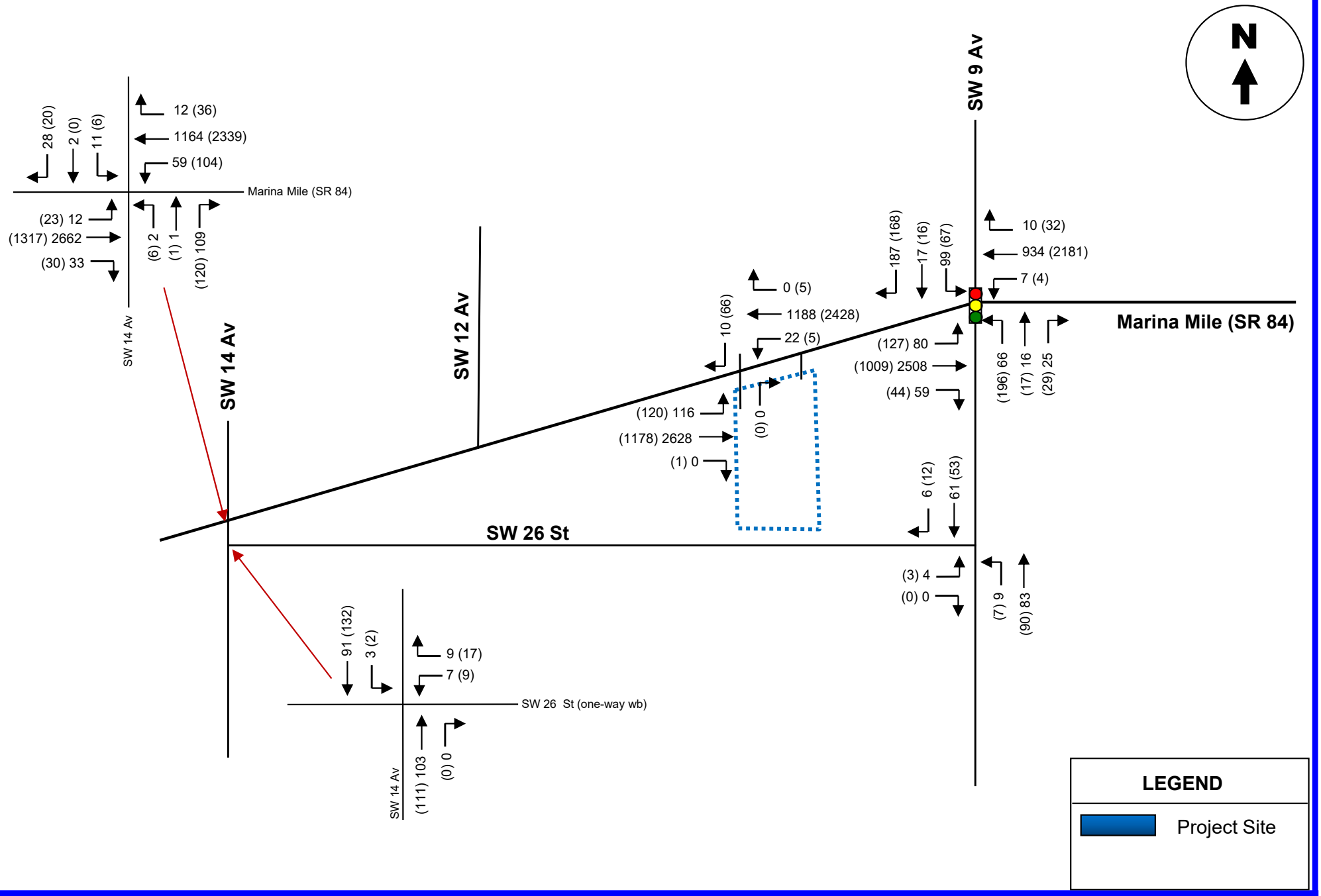
Future Conditions Traffic Volumes

Future, build-out year (2026) traffic volumes were developed for the project study area in the following manner:

- **Average Peak Season Conversion Factor:** Traffic data collected on Tuesday July 11 were subsequently reviewed with respect to average peak season conditions. According to the Florida Department of Transportation's (FDOT) Peak Season Factor Category (PSFC) report (Appendix D), an adjustment factor of 1.05 is required to convert the traffic counts to average peak season conditions.
- **Historic Growth:** FDOT maintains three (3) traffic count stations on roadways within the identified study area. Annual Average Daily Traffic Volumes at these count stations for the past five (5) years (2018-2022) show that traffic volumes within the identified study area have been increasing at a rate of 0.32 percent per year compounded annually. To provide a conservative analysis, a growth rate of 0.50 percent compounded annually has been used. The data from FDOT and the growth rate analysis are included as Appendix F.
- **Committed Development:** Typically, vehicle trips associated with approved but unbuilt development projects within close proximately of the study area are added to peak season volumes to produce future year background traffic volumes. No approved but unbuilt developments have been identified.

Volume development worksheets (detailing peak season adjustments, traffic growth, approved but unbuilt development and traffic associated with the proposed project for study intersections and the project driveways) are attached as Appendix G.

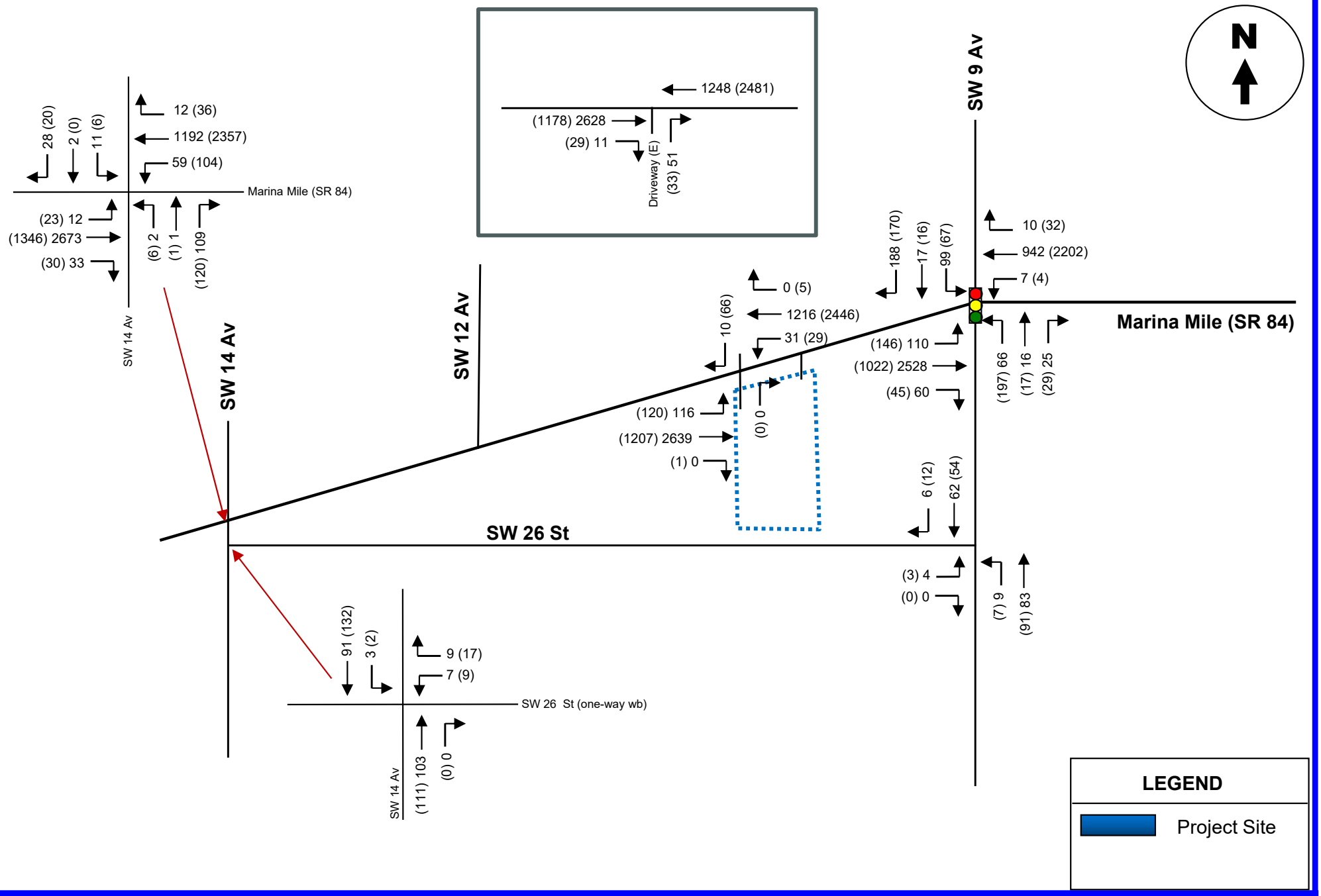
Figures 6 and 7 include future traffic volumes for the study area. Figure 6 provides projected background traffic (without the proposed project) and Figure 7 includes the additional traffic anticipated to be generated by the proposed mixed-use development.



DC Engineers, Inc.

Future (2026) Background (w/o project traffic)
AM and PM Peak Hour Traffic Volumes

FIGURE 6
1000 Marina Mile
Fort Lauderdale, Florida



DC Engineers, Inc.

Future (2026) Total (with project traffic)
AM and PM Peak Hour Traffic Volumes

FIGURE 7
1000 Marina Mile
Fort Lauderdale, Florida

Detailed Intersection and Driveway Level of Service Analyses

Intersection capacity analyses were performed for all study intersections and the project driveways. The analyses were undertaken following the capacity/level of service procedures outlined in the current (6th) edition of the Highway Capacity Manual using the SYNCHRO 11 software. The results of the intersection analyses are summarized in report Table 2.

According to the City of Fort Lauderdale Comprehensive Plan (Transportation Element), LOS 'D' is acceptable within the project study area. As shown in Table 2, all study intersections are expected to operate within this acceptable level of service overall in future year 2026 with traffic from the project as proposed. Existing deficiencies in the following approaches are expected to stay consistent into future year 2026.

- Marina Boulevard (SR 84) at SW 9 Avenue – southbound approach AM and PM.
- Marina Boulevard (SR 84) at SW 14 Avenue – WB Left AM.
- Marina Boulevard (SR 84) at Median – EB Left PM.
- Marina Boulevard (SR 84) at Median – WB Left AM.

Appendix H includes Synchro summary sheets and tables showing expected 95th percentile queue lengths.

Table 2: Intersection Levels of Service

Intersection/Approaches	Existing (2023)	Future Traffic Conditions		
		Year 2026 Without Project	Year 2026 With Project	Year 2026 With Project Improvement
Marina Blvd (SR 84) at SW 9 Av	C/31.2 (D/36.5)	C/32.2 (D/37.3)	C/33.4 (D/39.7)	
- *NB Approach*	D (D)	D (D)	D (D)	
- *SB Approach*	F (E)	F (E)	F (E)	
- *EB Approach*	C (C)	C (C)	C (C)	
- *WB Approach*	B (D)	B (D)	C (D)	
Marina Blvd (SR 84) at SW 14 Av				
- *NB Approach*	B (B)	B (B)	B (B)	
- *SB Approach*	A (B)	A (B)	A (B)	
- *EB Left*	B (D)	B (D)	B (D)	
- *WB Left*	F (C)	F (C)	F (C)	
Marina Blvd (SR 84) at Median				
- *NB Approach*	A (A)	A (A)	A (A)	
- *SB Approach*	B (C)	B (C)	B (C)	
- *EB Left*	D (F)	D (F)	D (F)	
- *WB Left*	F (C)	F (C)	F (C)	
SW 26 St at SW 14 Av				
- *WB Approach*	A (A)	A (A)	A (A)	
SW 26 St at SW 9 Av				
- *EB Approach**	A (A)	A (A)	A (A)	
Marina Blvd (SR 84) at Project Dwy				
- *NB Approach*	NA	NA	C (B)	

Source: HCM 6. LEGEND: AM Peak Hour (PM Peak Hour); vehicular delay (sec/veh).

*SW 26 Street is one (1)-way westbound. Eastbound vehicles were observed approaching SW 9 Avenue from the west. The intersection is analyzed as if SW 26 Street were two (2)-way.

CONCLUSIONS AND RECOMMENDATONS

1000 Marina Mile Development, LLC proposes to construct 283 multifamily dwelling units and 1,350 square feet of retail space along the south side of Marina Mile Boulevard (SR 84) west of SW 9 Avenue within municipal limits of the City of Fort Lauderdale. The proposed project is anticipated to be built and occupied within 2026.

Access to the multifamily units and retail space is proposed as follows:

- One (1) ingress-only driveway on Marina Mile (SR 84),
- One (1) two-way, two-lane driveway on Marina Mile (SR 84), and
- One (1) driveway for service vehicles only along SW 26 Street.

Conclusions and recommendations of the traffic study are as follows:

- As shown in Table 1, the project as proposed is expected to produce 1,524 net new vehicle trips per day, approximately 71 net new AM peak hour trips, and approximately 86 net new PM peak hour trips.
- Signalized and unsignalized intersections within the study area currently operate within acceptable levels of service overall and are expected to continue operating within acceptable levels upon buildout of the project as proposed. Existing deficiencies in the following approaches are expected to stay consistent into future year 2026.

    - Marina Boulevard (SR 84) at SW 9 Avenue – southbound approach AM and PM.
    - Marina Boulevard (SR 84) at SW 14 Avenue – WB Left AM.
    - Marina Boulevard (SR 84) at Median – EB Left PM.
    - Marina Boulevard (SR 84) at Median – WB Left AM.

- According to the ULDR's, 1000 Marina Mile should provide 490 parking spaces. With 509 parking spaces proposed, 1000 Marina Mile is expected to provide an adequate number of spaces for the land uses proposed.

It is recommended that after the project is built and occupied, the development team contact BCTED to request the signal timing of area wide traffic signals be reviewed and optimized.

APPENDIX A

Methodology Statement

DC ENGINEERS, INC.

Memorandum

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

From: J. Suzanne Danielsen, P.E.

xc: Anthony Diaz

Date: June 23, 2023

Re: 1000 Marina Mile - Fort Lauderdale
Traffic Study Methodology

The property located at 1000 Marina Mile is proposed to be redeveloped with 269 high-rise residential units and 1,285 square feet of retail space. The project site is located along the south side of Marina Mile (SR 84) west of SW 9 Avenue within municipal limits of the City of Fort Lauderdale. A project location map is attached as Figure 1. Vehicular access to and from the site will occur at two (2) locations along Marina Mile (SR 84) with access to loading bays along SW 26 Street. The following is our proposed methodology for the required traffic study.

- The trip generation analysis will be based upon the Institute of Transportation Engineers (ITE) report *Trip Generation*, 11th Edition. Trip Generation rates and formulae will be provided within the report text. A preliminary estimate of project traffic is shown in attached Table 1.

- As shown in Table 1, the internalization of vehicle trips between proposed uses will be considered as will the effect of a multi-modal reduction factor. These adjustments to the raw trip generation estimates will be further explained within the report.

- The trip distribution will be based upon current travel patterns, existing nearby land uses and available transportation network in the vicinity of the project site (ie. no travel demand modeling will be performed).

- In addition to the primary project driveway, the subject traffic study will evaluate the following intersections during typical AM and PM peak periods:

    - Marina Mile (SR 84) at SW 14 Avenue at SW 26 Street,
    - Marina Mile Boulevard at Median Opening
    - Marina Mile (SR 84) at SW 9 Avenue,
    - SW 26 Street at SW 9 Avenue.

- Turning movement count data will be collected on one (1) typical weekday during AM (7-9 AM) and PM (4-6 PM) peak periods at the intersections listed above. The counts will include bicycles and pedestrians.

- The traffic counts will be adjusted to reflect average peak season conditions based upon the most recent available adjustment factors published by the Florida Department of Transportation (FDOT).

- A growth factor will be applied to the traffic counts to reflect future traffic conditions at project build-out. The growth factor will be based upon historic traffic data available for the area near the project site. A minimum annual growth rate of 0.50 percent will be applied.

- Traffic from approved but unbuilt development as provided by the city will be included within the traffic impact analysis. *To be provided during the methodology meeting.*

- Existing traffic signal timing data for the study intersections will be obtained from Broward County Traffic Engineering and will be included within the Appendix of the traffic study.

- Traffic analysis figures will be prepared for the following trip scenarios for each of the intersections analyzed:

  Existing traffic,
  Proposed project traffic distribution and assignment,
  Background traffic at buildout, and
  Future conditions with project traffic.

- Intersection analyses will be conducted using the Synchro software for existing conditions, future conditions without the project, and future conditions with the proposed project in place.

- A roadway segment analysis examining both Marina Mile (SR 84) and SW 9 Avenue adjacent to the project site will be completed for existing, background (without project) and future total (with proposed project in place) conditions.

- All traffic data obtained for this project will be included within the Appendix of the traffic study.

- The project buildout year is projected to be 2026.

- A Traffic Study summarizing the effect of vehicle trips expected from the proposed development during Daily, AM Peak Hour and PM Peak Hour scenarios will be prepared and submitted for review.

DC Engineers, Inc.

Project Location Map

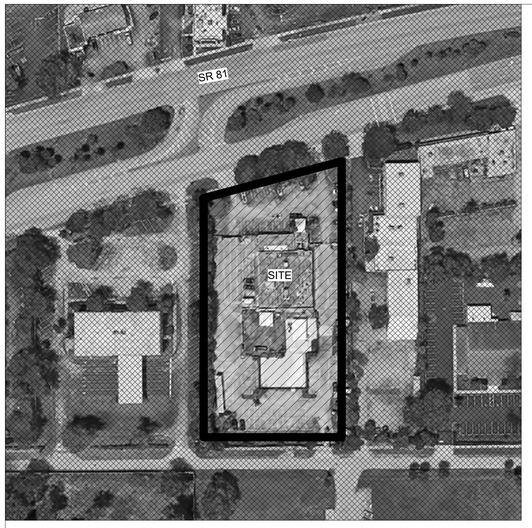
FIGURE 1
1000 Marina Mile
Fort Lauderdale, Florida

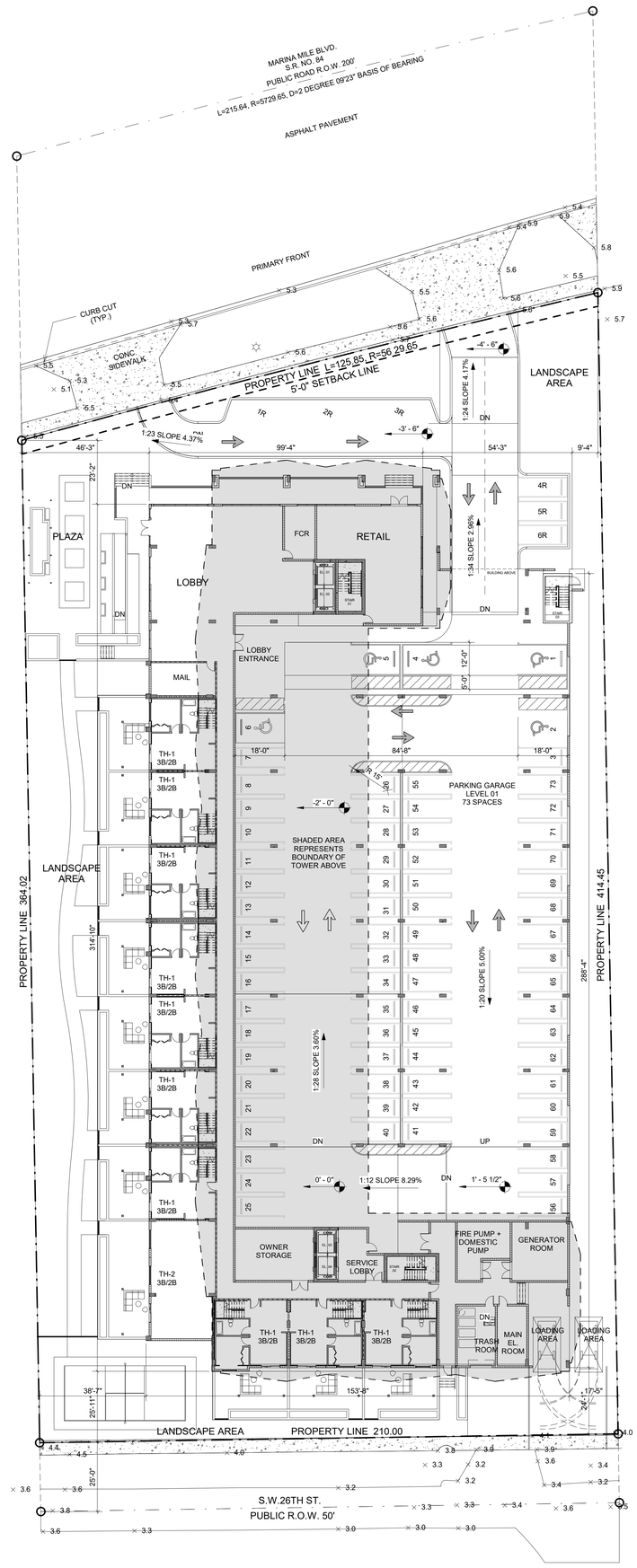
Table 1: Trip Generation Summary Proposed Uses

Land Use	Scale	Units	AM Peak Hour			PM Peak Hour			Daily
			Total Trips	Inbound	Outbound	Total Trips	Inbound	Outbound	Total Trips
Multi-Family Housing, High Rise (LUC 222)	269	du	73	19	54	86	53	33	1,388
Retail (< 40k) (LUC 822)	1.285	ksf	3	2	1	8	4	4	284
Subtotal			**76**	**21**	**55**	**94**	**57**	**37**	**1,672**
Internal (0%, 2%)			**0**	**0**	**0**	**(2)**	**(1)**	**(1)**	**(18)**
Subtotal			**76**	**21**	**55**	**92**	**56**	**36**	**1,654**
Multi-Modal Reduction (10%)*			**(8)**	**(2)**	**(6)**	**(9)**	**(6)**	**(3)**	**(165)**
Total			**68**	**19**	**49**	**83**	**50**	**33**	**1,489**

Source: ITE Trip Generation Manual (11th Edition)

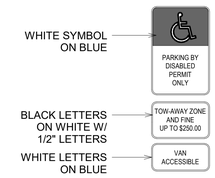
** obtained from 2021 Census, Tract 1106*





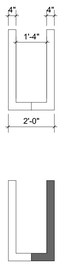
ADJACENT LOT
ID 504221000080
82,804 SF
B-1 - COMMERCIAL

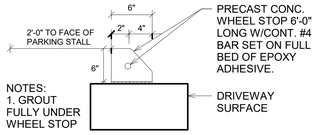
ADJACENT LOT
ID 504221000040
42,734 SF
B-1 - COMMERCIAL



NOTES:
SIGN TO BE PLACED AT A CLEARENCE OF 84" FROM FINISH FLOOR

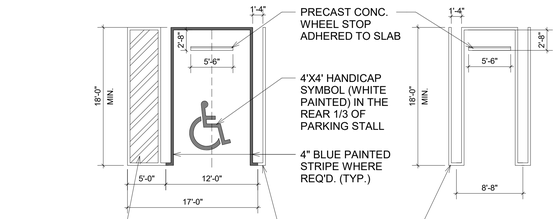
HANDICAP PARKING SIGN





NOTES:
1. GROUT FULLY UNDER WHEEL STOP

PREFAB. CONC. WHEEL STOP DET.



HANDICAP PARKING STALL STRIPING

STANDART PARKING STALL STRIPING

PROJECT SUMMARY:

MIXED USE DEVELOPMENT

APPLICABLE CODES:

BUILDING	FLORIDA BUILDING CODE , BUILDING, 7th EDITION(2020)
LIFE SAFETY	N.F.P.A. 101 - LIFE SAFETY CODE (2018)
FIRE PREVENTION	FLORIDA FIRE PREVENTION CODE, 7th EDITION (2020)

ZONING:

EXISTING ZONE: B-1 BOULEVARD BUSINESS DISTRICT

SITE DATA:

LOT AREA: 81,887 SF (1.87 ACRE)
(NET GROSS)

LEGAL DESCRIPTION:

PARCEL NUMBER: 504221000050

21-50-42 E 210 OF W 890 OF N1/2 OF NE1/4 OF NE1/4 S OF ST RD R/W LESS S 25 FOR RD

THE EAST 210 FEET OF THE WEST 890 FEET OF THE NORTH ONE-HALF (NL/2) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHEAST ONE-QUARTER (NEI/4) LYING SOUTH OF STATE ROAD 84 RIGHT OF WAY (200 FOOT RIGHT OF WAY) IN SECTION 21, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS THE SOUTHERLY 25 FEET; SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

FLOOD INFORMATION:

FLOOD ZONE: AH AND X - BROWARD COUNTY (ELEV.10' NGVD 1929)

LAND USE:

EXISTING:	COMMERCIAL
PROPOSED:	MIXED USE

DENSITY:

ALLOWED:	50 UNITS / GROSS ACRE (50 UNITS/2.50 = 125 UNITS)
PROPOSED:	247 UNITS

SITE INFORMATION:

	ALLOWED	PROVIDED
LOT AREA:	N/A	81,887 SF (1.87 ACRE)
LOT COVERAGE:	N/A	50,270 SF
OPEN SPACE:	40,350 SF (150 SF PER UNIT)	31,617 SF (0.66 ACRE)
LANDSCAPE AREA:	16,377.4 SF MIN. 20%	22,367 SF
MAX. BUILDING FOOTPRINT:	28,966 SF	52,740 SF (1.21 ACRE)
BUILDING HEIGHT:	15 STORIES 150'-0" MAX.	14 STORIES 143'-10" TO MAIN ROOF SLAB
BUILDING LENGTH:	N/A	314'-10"

BUILDING SETBACKS:

	REQUIRED	PROVIDED
FRONT:	5'-0"	23'-2"
BACK:	0'-0"	24'-1"
SIDE (EAST):	0'-0"	9'-4"
SIDE (WEST):	0'-0"	38'-7"

PROPOSED PARKING:

TYPE	REQUIRED	PROVIDED
1B:	1.75 SPACES	
2B:	2 SPACES	
RETAIL:	1/250 GFA	
ADA SPACES:	8 SPACES	
TOTAL:	386 SPACES	409 SPACES

COMMERCIAL BREAKDOWN:

TYPE	AREA	PROVIDED
GL RETAIL SPACE	1,285 SF	
REQUIRED PARKING	1/250 GFA	6 SPACES

UNIT AREA BREAKDOWN:

TYPE	UNIT AREA	# UNIT
TH-1	1,513 SF	10
TH-2	2,247 SF	1
A1	680 SF	72
A2	679 SF	36
A3	715 SF	6
A4	712 SF	6
A5	752 SF	20
A6	742 SF	8
A7	686 SF	8
B1	1,015 SF	72
B2	1,173 SF	12
B3	1,078 SF	18
TOTAL:		269

N

SITE PLAN

SCALE: 1" = 20'-0"

0' 10' 30' 60'

REALIZATION ARCHITECTS
1701 PONCE DE LEON | SUITE 201
CORAL GABLES, FLORIDA 33134
o - 305.284.7325
e - ra@realizationarchitects.com
w - www.realizationarchitects.com

CLIENT / PROJECT:

1000 MARINA MILE DEVELOPMENT LLC
2299 NE 164TH STREET
AVENTURA, FL 33160

1000 MARINA MILE APARTMENTS
1000 W STATE ROAD 84,
FORT LAUDERDALE, FL 33315

CONSULTANTS:

CIVIL
KIMLEY-HORN AND ASSOCIATES, INC.
8201 PETERS ROAD, SUITE 2200
PLANTATION, FL 33324
954.535.5100
CARLOS.FLORIAN@KIMLEY-HORN.COM

LANDSCAPE
MARIANO CORRAL LANDSCAPE ARCHITECT
3001 SW 109TH CT #2373,
MIAMI, FL 33165
305.551.1262
MARIANOCORRAL@COMCAST.NET

REVISIONS:

DATE: 06.16.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

SITE PLAN

SCALE: AS SHOWN

SHEET NO:

A-100

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

XX WINDOW TAG

(XX) DOOR TAG

XX WALL TAG
SEE STRUCT. DWGS

XX
XX ROOM TAG

ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

FLOOR PLAN GENERAL NOTES:

1. ALL DIMENSIONS ARE DIMENSIONED FROM CORE FACE TO CORE FACE, UNLESS OTHERWISE NOTED. MAINTAIN DIMENSIONS MARKED "CLEAR" OR "HOLD." ALLOW FOR THICKNESS OF FINISHES.

2. COORDINATE AND PROVIDE BLOCKING WITHIN PARTITIONS FOR ALL MILLWORK AND ITEMS ATTACHED OR MOUNTED TO PARTITIONS OR CEILINGS. REFER TO CONSULTANT DRAWINGS FOR ADDITIONAL SCOPE OF WORK.

3. ALL PARTITIONS SHALL BE PERPENDICULAR OR PARALLEL TO BUILDING CORE WALLS, UNLESS OTHERWISE NOTED.

4. WHERE ACCESS PANELS CONFLICT WITH CONSTRUCTION, RELOCATE PANELS TO ALIGN WITH AND FIT WITHIN NEW CONSTRUCTION. REVIEW WITH ARCHITECT IN FIELD.

5. ALL PARTITIONS TO BE "A1" U.N.O. PARTITION.

6. REFER TO SHEETS A-700 FOR WALL TYPE DESIGNATION.

7. REFER TO ENGINEERING DRAWINGS FOR ELECTRICAL, TELECOME DEVICE, AND FIRE DEVICES LOCATIONS. COORDINATE MOUNTING HEIGHTS WITH TYPICAL MOUNTING HEIGHT DIAGRAMS AND ELEVATION DRAWINGS IN THE SERIES.

8. PROVIDE CEMENTITIOUS WALL BOARD AT ALL WET LOCATIONS.

9. PROVIDE LEVEL 4 GYPSUM FINISH AT ALL PARTITIONS SCHEDULED TO RECEIVE GYPSUM WALL BOARD U.N.O.

10. UNDERCUT OF DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4" UNLESS OTHERWISE NOTED.

11. HINGE FACE OF ALL DOOR OPENINGS SHALL BE LOCATED 4" FROM ADJACENT PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.

12. FOR WINDOW SCHEDULE REFER TO SHEET A-802.

13. ALL PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED AS PER DETAILS ON SHEET A-700 AND A-701.

14. ALL FINISHES SHALL COMPLY WITH NFPA 101 SECTION 18-3.3 INTERIOR FINISHES. 18-3.3.1. INTERIOR WALL AND CEILING IN ACCORDANCE WITH SECTION 6-5.

15. ALL HABITABLE ROOMS SHALL HAVE AN AGGREGATE GLAZING AREA OF NOT LESS THAN 8% OF THE FLOOR AREA SUCH ROOMS. NATURAL VENTILATION SHALL BE THROUGH WINDOWS, DOORS, LOUVERS OR OTHER APPROVED OPENINGS TO THE OUTDOOR AIR. SUCH OPENINGS SHALL BE PROVIDED WITH READY ACCESS OR SHALL OTHERWISE BE READILY CONTROLLABLE BY THE BUILDING OCCUPANTS. THE MINIMUM OPENABLE AREA TO THE OUTDOORS SHALL BE 4% OF THE FLOOR AREA BEING VENTILATED. AS PER F.B.C. SECTION R303.1

16. REFER TO NOTES ON SHEET A-800 FOR ADITIONAL DOOR AND SECURITY NOTES.

17. ALL INTERIOR UNIT DOORS AND TRIM TO BE PRIMED AND PAINTED.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

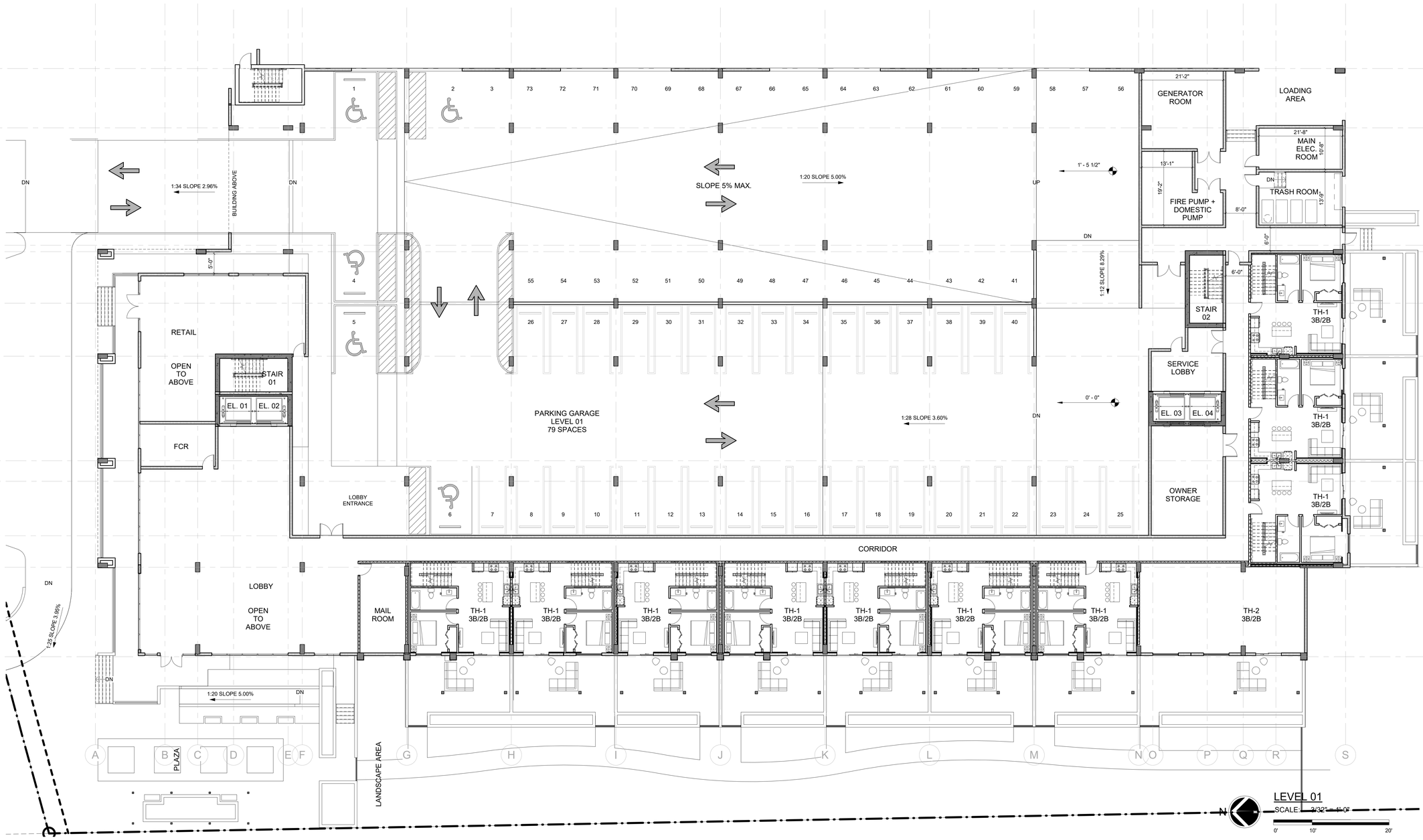
19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

FLOOR/CEILING NOTES

1. FLOOR/CEILING ASSEMBLIES BETWEEN DWELLING UNITS OR BETWEEN DWELLING UNITS AND PUBLIC OR SERVICE AREAS MUST HAVE AN IMPACT INSULATION CLASS (IIC) RATING OF NOT LESS THAN 50. SUBMIT DETAIL , ILLUSTRATE, AND SPECIFY FOR COMPLIANCE. FBC B 1207.2.

2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



LEVEL 01
SCALE: 3/32" = 1'-0"

0' 10' 20'

REALIZATION ARCHITECTS

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REVISIONS:

DATE: 06.16.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 01

SCALE: AS SHOWN

SHEET NO:

A-200

SYMBOLS:

CMU WALL
SEE STRUCT. DWGS

PARTITION

CAST IN PLACE CONC. COLUMN
SEE STRUCT. DWGS

WINDOW TAG

DOOR TAG

WALL TAG
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ACESSIBLE UNIT FOR PERSON WITH HEARING OR VISION IMPAIRMENTS

ACESSIBLE UNIT FOR INDIVIDUALS WITH MOBILITY IMPAIRMENTS

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10. UNDERCUT OF DOORS TO CLEAR TOP OF FLOOR FINISHES BY 1/4" UNLESS OTHERWISE NOTED.

11. HINGE FACE OF ALL DOOR OPENINGS SHALL BE LOCATED 4" FROM ADJACENT PERPENDICULAR WALL, UNLESS OTHERWISE NOTED.

12. FOR WINDOW SCHEDULE REFER TO SHEET A-802.

13. ALL PENETRATIONS THROUGH FIRE RATED WALLS SHALL BE SEALED AS PER DETAILS ON SHEET A-700 AND A-701.

14. ALL FINISHES SHALL COMPLY WITH NFPA 101 SECTION 18-3.3 INTERIOR FINISHES. 18-3.3.1. INTERIOR WALL AND CEILING IN ACCORDANCE WITH SECTION 6-5.

15. ALL HABITABLE ROOMS SHALL HAVE AN AGGREGATE GLAZING AREA OF NOT LESS THAN 8% OF THE FLOOR AREA SUCH ROOMS. NATURAL VENTILATION SHALL BE THROUGH WINDOWS, DOORS, LOUVERS OR OTHER APPROVED OPENINGS TO THE OUTDOOR AIR. SUCH OPENINGS SHALL BE PROVIDED WITH READY ACCESS OR SHALL OTHERWISE BE READILY CONTROLLABLE BY THE BUILDING OCCUPANTS. THE MINIMUM OPENABLE AREA TO THE OUTDOORS SHALL BE 4% OF THE FLOOR AREA BEING VENTILATED. AS PER F.B.C. SECTION R303.1

16. REFER TO NOTES ON SHEET A-800 FOR ADITIONAL DOOR AND SECURITY NOTES.

17. ALL INTERIOR UNIT DOORS AND TRIM TO BE PRIMED AND PAINTED.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

18. ALL DOORS SHALL COMPLY WITH NFPA 101 SECTION 5-2.1.5. LOCKS, LATCHES, AND ALARM DEVICES.

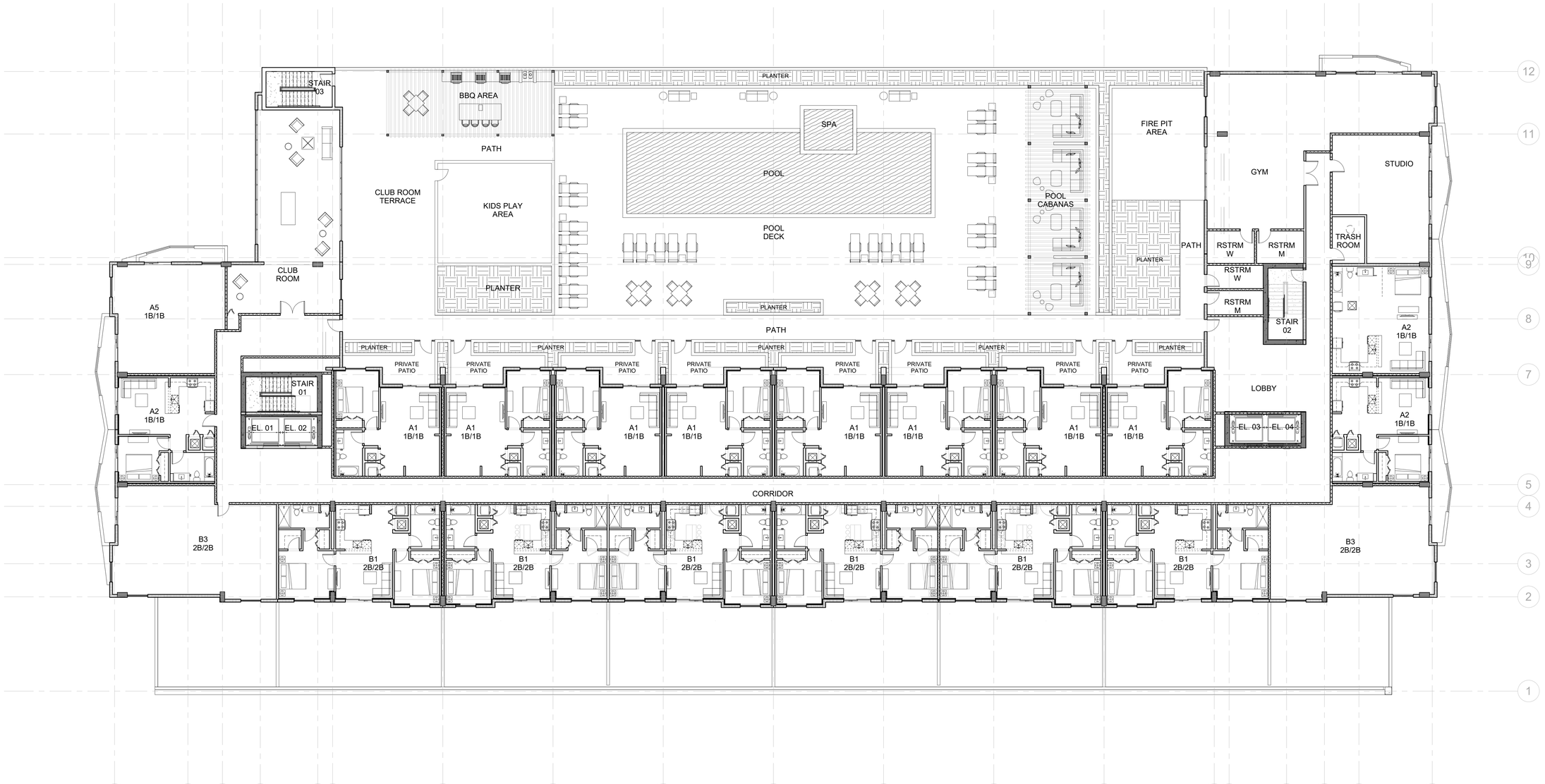
19. ALL FIRE RATED DOORS TO HAVE LISTED FIRE RATED HARDWARE.

20. ALL BATHROOM FLOORS TO BE W/TILE BASE, UNLESS OTHERWISE NOTED. ALL FLOORING TO BE INSTALLED OVER SOUND INSULATION.

FLOOR/CEILING NOTES

1. FLOOR/CEILING ASSEMBLIES BETWEEN DWELLING UNITS OR BETWEEN DWELLING UNITS AND PUBLIC OR SERVICE AREAS MUST HAVE AN IMPACT INSULATION CLASS (IIC) RATING OF NOT LESS THAN 50. SUBMIT DETAIL , ILLUSTRATE, AND SPECIFY FOR COMPLIANCE. FBC B 1207.2.

2. PROVIDE WHISPER MAT® CS – SOUND CONTROL & CRACK SUPPRESSION MEMBRANE OR PROFLEX 90 MSC OR APPROVED EQUAL.



N

LEVEL 06

SCALE: 3/32" = 1'-0"

0' 10' 20'

REALIZATION ARCHITECTS

1701 PONCE DE LEON | SUITE 201
CORAL GABLES, FLORIDA 33134
o - 305.284.7325
e - ra@realizationarchitects.com
w - www.realizationarchitects.com

CLIENT / PROJECT:

1000 MARINA MILE DEVELOPMENT LLC
2299 NE 164TH STREET
AVENTURA, FL 33160

1000 MARINA MILE APARTMENTS
1000 W STATE ROAD 84,
FORT LAUDERDALE, FL 33315

CONSULTANTS:

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KIMLEY-HORN AND ASSOCIATES, INC.
8201 PETERS ROAD, SUITE 2200
PLANTATION, FL 33324
954.535.5100
CARLOS.FLORIAN@KIMLEY-HORN.COM

LANDSCAPE
MARIANO CORRAL LANDSCAPE ARCHITECT
3001 SW 109TH CT #2373,
MIAMI, FL 33165
305.551.1262
MARIANOCORRAL@COMCAST.NET

REVISIONS:

DATE: 06.16.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

FLOOR PLAN - LEVEL 06 (LANAI)

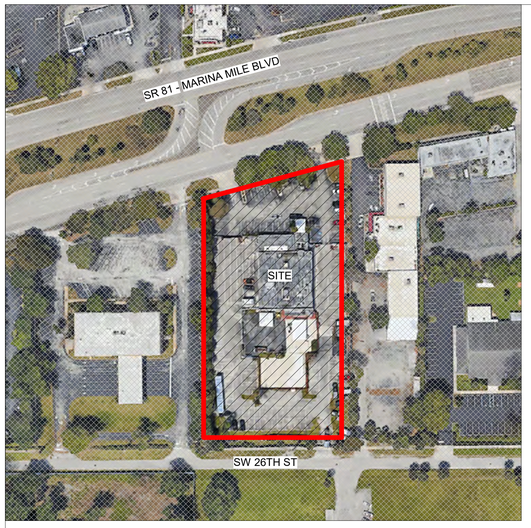
SCALE: AS SHOWN

SHEET NO:

A-204

APPENDIX B

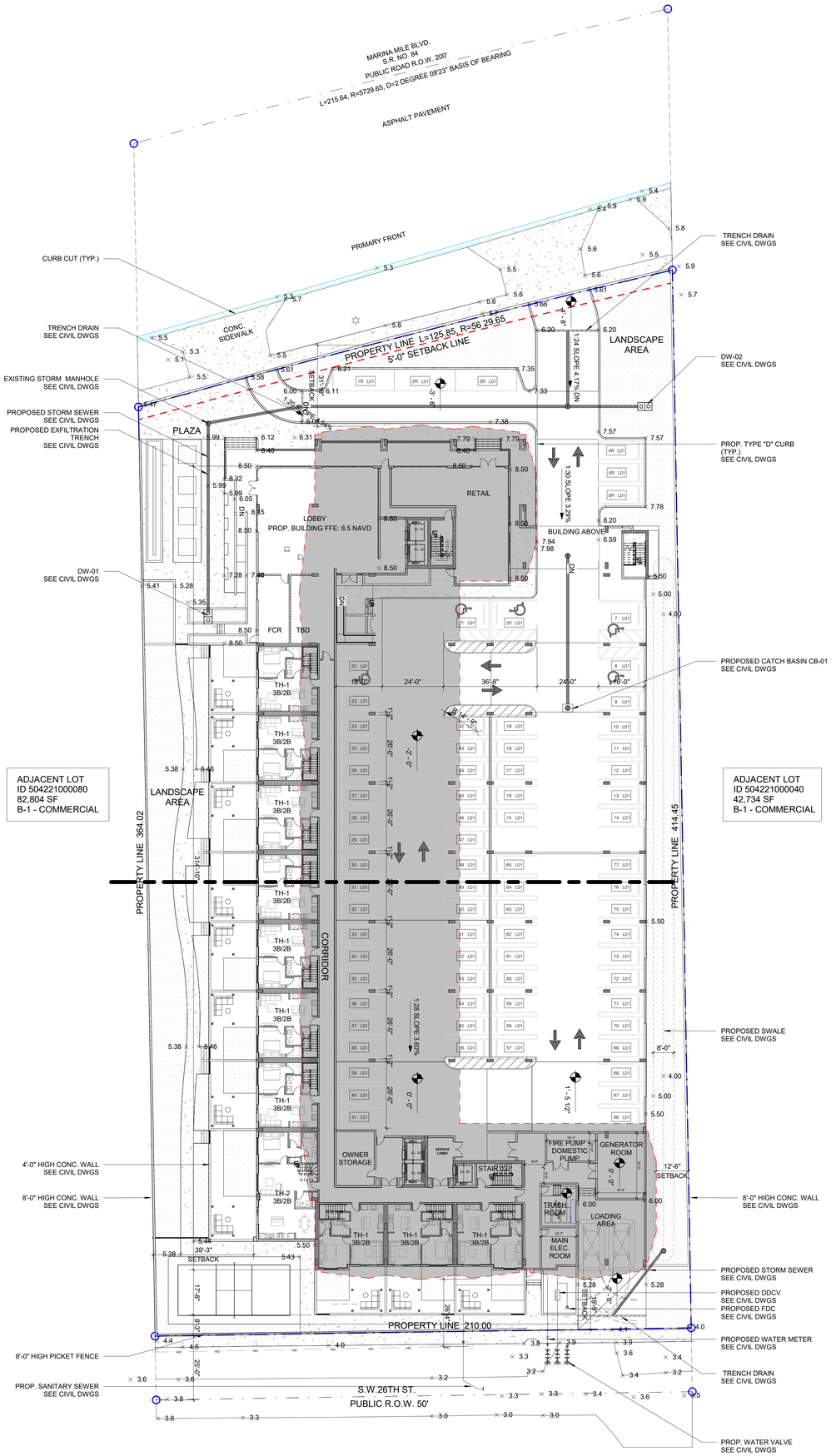
Site Plan



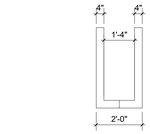
N

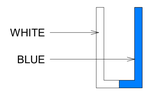
SITE PLAN

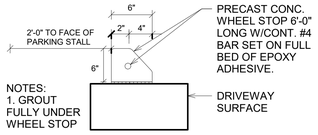
SCALE: N / A N / A



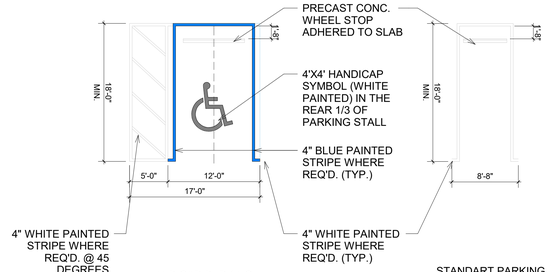
HANDICAP PARKING SIGN







PREFAB. CONC. WHEEL STOP DET.



HANDICAP PARKING STALL STRIPING

STANDART PARKING STALL STRIPING

PROJECT SUMMARY:

MIXED USE DEVELOPMENT

APPLICABLE CODES:

BUILDING	FLORIDA BUILDING CODE , BUILDING, 7th EDITION(2020)
LIFE SAFETY	N.F.P.A. 101 - LIFE SAFETY CODE (2018)
FIRE PREVENTION	FLORIDA FIRE PREVENTION CODE, 7th EDITION (2020)

ZONING:

EXISTING ZONE: B-1 BOULEVARD BUSINESS DISTRICT

SITE DATA:

LOT AREA (NET): 81,887 SF (1.87 ACRE)
LOT AREA (GROSS): 108,865 SF (2.49 ACRE)

LEGAL DESCRIPTION:

PARCEL NUMBER: 504221000050

21-50-42 E 210 OF W 890 OF N1/2 OF NE1/4 OF NE1/4 S OF ST RD R/W LESS S 25 FOR RD

THE EAST 210 FEET OF THE WEST 890 FEET OF THE NORTH ONE-HALF (NL/2) OF THE NORTHEAST ONE-QUARTER (NE 1/4) OF THE NORTHEAST ONE-QUARTER (NEI/4) LYING SOUTH OF STATE ROAD 84 RIGHT OF WAY (200 FOOT RIGHT OF WAY) IN SECTION 21, TOWNSHIP 50 SOUTH, RANGE 42 EAST, LESS THE SOUTHERLY 25 FEET; SAID LANDS SITUATE, LYING AND BEING IN BROWARD COUNTY, FLORIDA.

FLOOD INFORMATION:

FLOOD ZONE: AH AND X - BROWARD COUNTY (ELEV.10' NGVD 1929)

LAND USE:

EXISTING:	COMMERCIAL
PROPOSED:	MIXED USE

DENSITY:

ALLOWED:	50 UNITS / GROSS ACRE (50 UNITS/2.50 = 125 UNITS)
PROPOSED:	283 UNITS

SITE INFORMATION:

	ALLOWED	PROVIDED
LOT AREA:	N/A	81,887 SF (1.87 ACRE)
LOT COVERAGE:	N/A	50,027 SF
OPEN SPACE:	42,450 SF (150 SF PER UNIT)	59,993 SF
LANDSCAPE AREA:	21,225 SF MIN. 20% O. S.	21,230 SF
PLAZA AREA:	1,400 SF MIN.	3,746 SF
BUILDING HEIGHT:	15 STORIES 150'-0" MAX.	15 STORIES 149'-0" TO MAIN ROOF SLAB

BUILDING SETBACKS:

	REQUIRED	PROVIDED
FRONT:	5'-0"	31'-10"
BACK:	15'-0"	19'-9"
SIDE (EAST):	10'-0"	12'-6"
SIDE (WEST):	10'-0"	39'-3"

PROPOSED PARKING:

TYPE	REQUIRED	PROVIDED
TH:	2.2 SPACES / UNIT - 11 UNITS x 2.2 = 24.2 SPACES	24 SPACES
1B:	1.75 SPACES / UNIT - 165 UNITS x 1.75 = 288.75 SPACES	291 SPACES
2B:	2 SPACES / UNIT - 107 UNITS x 2 = 214 SPACES	214 SPACES
RETAIL:	1/250 GFA = 1350 / 250 = 6 SPACES	6 SPACES
TOTAL BEFORE PARKING REDUCTION:	533 SPACES	509 SPACES (INCL. 11 ADA SPACES)
PARKING REDUCTION: (15% OF UNITS)	1 SPACE / UNIT - 43 UNITS x 1 = 43 SPACES (25 - 1B/1B, 16 - 2B/2B, 2 - 3B/3B)	
TOTAL PARKING:	533 - 43 = 490 SPACES	509 SPACES (INCL. 11 ADA SPACES)
ADA SPACES:	11 SPACES	

COMMERCIAL BREAKDOWN:

TYPE	AREA	PROVIDED
GL RETAIL SPACE	N/A SF	1,350 SF
REQUIRED PARKING	1/250 GFA	6 SPACES

UNIT AREA BREAKDOWN:

TYPE	UNIT AREA	# UNIT
TH-1	1,513 SF	10
TH-2	2,247 SF	1
A1	680 SF	72
A2	679 SF	28
A3	723 SF	8
A4	706 SF	22
A5	751 SF	23
A6	773 SF	8
A7	755 SF	8
B1	1,017 SF	78
B2	1,166 SF	11
B3	1,080 SF	18
TOTAL:		283

N

SITE PLAN

SCALE: 1" = 20'-0"

0' 10' 30' 60'

DRC SUBMITTAL

REALIZATION ARCHITECTS
1701 PONCE DE LEON | SUITE 201
CORAL GABLES, FLORIDA 33134
o - 305.284.7325
e - ra@realizationarchitects.com
w - www.realizationarchitects.com

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2299 NE 164TH STREET
AVENTURA, FL 33160

1000 MARINA MILE APARTMENTS
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CONSULTANTS:

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PLANTATION, FL 33324
954.535.5100
CARLOS.FLORIAN@KIMLEY-HORN.COM

LANDSCAPE
MARIANO CORRAL LANDSCAPE ARCHITECT
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MIAMI, FL 33165
305.551.1262
MARIANOCORRAL@COMCAST.NET

REVISIONS:

DATE: 08.30.2023

RAFAEL TAPANES AR97896

DISCIPLINE / SHEET TITLE:

SITE PLAN

SCALE: AS SHOWN

SHEET NO:

A-100

APPENDIX C

Transit

For more details on our fares please visit our web site at Broward.org/BCT or call customer service: 954-357-8400.

Reading A Timetable - It's Easy

1. The map shows the exact bus route.
2. Major route intersections are called time points. Time points are shown with the symbol ☐.
3. The timetable lists major time points for bus route. Listed under time points are scheduled departure times.
4. Reading from left to right, indicates the time for each bus trip.
5. The bus picks up and drops off riders at all BCT bus stop signs along the route where there is a Broward County bus stop sign.
6. Arrive at the bus stop five minutes early. Buses operate as close to published timetables as traffic conditions allow.

Not paying your fare is a crime per Florida Statute 812.015. Violation constitutes a misdemeanor, punishable by jail time and/or a fine.

Information: 954-357-8400

Hearing-speech impaired:
Florida Relay Service- 711 or 1-800-955-8771
TTY- 954-357-8302

This publication can be made available in alternative formats upon request.

This symbol is used on bus stop signs to indicate accessible bus stops.

BROWARD COUNTY
FLORIDA

BROWARD COUNTY
BOARD OF COUNTY COMMISSIONERS
An equal opportunity employer and provider of services.

Broward County Transit

ROUTE 6
ALL WEEK
SCHEDULE

County Line Road and Dixie Highway to Broward Central Terminal

Effective 4/16/23

Safety Is Our Number One Priority

Mobile Ticketing App
Now Your **Phone** Is Your **Ticket** to ride BCT!
Download the App today.

MyRide BROWARD.org
Real Time Bus Information
MyRide.Broward.org

BROWARD COUNTY Transit

Broward.org/BCT
954-357-8400

MONDAY-FRIDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**4**	**6**	**6**	**7**	**8**
5:00a	5:17a	5:31a	5:41a	5:48a	6:00a	6:19a
5:45a	6:02a	6:17a	6:30a	6:37a	6:49a	7:08a
6:26a	6:44a	6:59a	7:12a	7:19a	7:31a	7:49a
7:20a	7:41a	7:56a	8:10a	8:17a	8:28a	8:44a
8:08a	8:26a	8:42a	8:55a	9:02a	9:13a	9:31a
8:56a	9:16a	9:28a	9:39a	9:46a	9:57a	10:13a
9:38a	9:58a	10:10a	10:22a	10:29a	10:42a	11:00a
10:22a	10:40a	10:54a	11:07a	11:14a	11:27a	11:45a
11:07a	11:25a	11:39a	11:52a	11:59a	12:12p	12:30p
11:52a	12:10p	12:24p	12:37p	12:44p	12:57p	1:15p
12:37p	12:55p	1:09p	1:22p	1:29p	1:42p	2:00p
1:18p	1:36p	1:50p	2:03p	2:10p	2:23p	2:41p
2:06p	2:24p	2:38p	2:51p	2:58p	3:12p	3:31p
2:53p	3:12p	3:27p	3:43p	3:50p	4:06p	4:27p G
3:44p	4:03p	4:17p	4:31p	4:38p	4:52p	5:08p
4:28p	4:50p	5:04p	5:18p	5:25p	5:39p	5:55p
5:12p	5:34p	5:48p	6:02p	6:09p	6:21p	6:36p
6:02p	6:21p	6:35p	6:47p	6:54p	7:06p	7:21p
6:41p	7:00p	7:14p	7:26p	7:33p	7:45p	8:00p
7:22p	7:41p	7:55p	8:07p	8:14p	8:26p	8:41p
8:07p	8:26p	8:40p	8:52p	8:59p	9:11p	9:25p
8:52p	9:10p	9:24p	9:35p G			
9:31p	9:48p	10:02p	10:13p G			
10:17p	10:34p	10:48p	10:59p G			
11:02p	11:19p	11:33p	11:44p G			

SOUTHBOUND

To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	STIRLING RD & N 29TH AVE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
8	**7**	**6**	**6**	**5**	**4**	**3**	**1**
5:15a	5:28a	5:38a	5:45a	5:50a	5:58a	6:11a	6:24a
6:00a	6:16a	6:28a	6:35a	6:41a	6:51a	7:05a	7:18a
6:45a	7:01a	7:13a	7:20a	7:26a	7:37a	7:52a	8:06a
7:30a	7:48a	8:02a	8:09a	8:15a	8:26a	8:39a	8:54a
8:15a	8:33a	8:47a	8:54a	8:59a	9:09a	9:21a	9:36a
9:00a	9:18a	9:31a	9:38a	9:43a	9:53a	10:05a	10:20a
9:45a	10:03a	10:16a	10:23a	10:28a	10:38a	10:50a	11:05a
10:30a	10:48a	11:01a	11:08a	11:13a	11:23a	11:35a	11:50a
11:15a	11:33a	11:46a	11:53a	11:58a	12:08p	12:20p	12:35p
12:00p	12:18p	12:31p	12:38p	12:43p	12:53p	1:05p	1:16p
12:45p	1:03p	1:16p	1:23p	1:28p	1:39p	1:54p	2:04p
1:30p	1:50p	2:02p	2:09p	2:15p	2:26p	2:41p	2:51p
2:15p	2:35p	2:47p	2:54p	3:00p	3:11p	3:25p	3:42p
3:00p	3:20p	3:34p	3:41p	3:48p	3:59p	4:13p	4:26p
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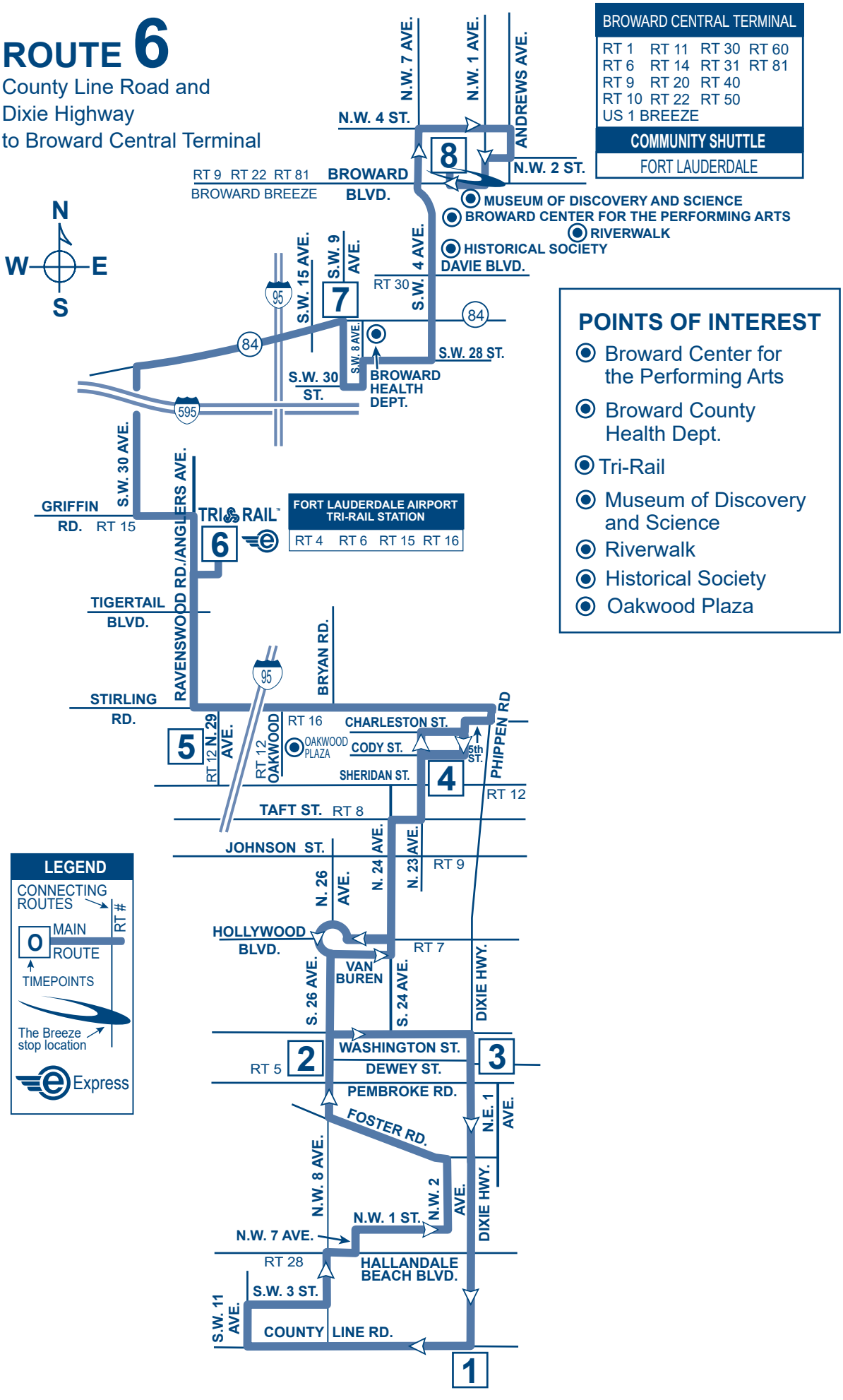
4:35p	4:55p	5:09p	5:16p	5:22p	5:33p	5:47p	6:00p
5:20p	5:40p	5:54p	6:01p	6:06p	6:16p	6:29p	6:39p
6:05p	6:22p	6:35p	6:42p	6:47p	6:57p	7:10p	7:20p
6:50p	7:07p	7:20p	7:27p	7:32p	7:42p	7:55p	8:05p
7:35p	7:52p	8:05p	8:12p	8:17p	8:27p	8:40p	8:50p
8:20p	8:37p	8:50p	8:57p	9:02p	9:11p	9:22p	9:29p
9:05p	9:23p	9:36p	9:43p	9:48p	9:57p	10:08p	10:15p
9:50p	10:08p	10:21p	10:28p	10:33p	10:42p	10:53p	11:00p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



BROWARD CENTRAL TERMINAL			
RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	
US 1 BREEZE			

COMMUNITY SHUTTLE

FORT LAUDERDALE

POINTS OF INTEREST

- Broward Center for the Performing Arts
- Broward County Health Dept.
- Tri-Rail
- Museum of Discovery and Science
- Riverwalk
- Historical Society
- Oakwood Plaza

SATURDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**4**	**6**	**6**	**7**	**8**
5:20a	5:35a	5:49a	6:01a	6:07a	6:19a	6:34a
6:16a	6:31a	6:45a	6:57a	7:03a	7:15a	7:30a
7:16a	7:31a	7:45a	7:57a	8:03a	8:15a	8:30a
8:11a	8:26a	8:40a	8:52a	8:58a	9:10a	9:25a
9:06a	9:21a	9:35a	9:47a	9:53a	10:05a	10:22a
10:01a	10:20a	10:34a	10:49a	10:55a	11:07a	11:24a
10:58a	11:17a	11:31a	11:46a	11:52a	12:04p	12:21p
11:55a	12:14p	12:28p	12:43p	12:49p	1:01p	1:18p
12:55p	1:14p	1:28p	1:43p	1:49p	2:01p	2:18p
1:55p	2:14p	2:28p	2:43p	2:49p	3:01p	3:18p
2:55p	3:14p	3:28p	3:43p	3:49p	4:01p	4:18p
3:55p	4:14p	4:28p	4:43p	4:49p	5:01p	5:18p
4:55p	5:14p	5:28p	5:43p	5:49p	6:01p	6:16p
5:55p	6:13p	6:27p	6:41p	6:47p	6:59p	7:14p
6:46p	7:04p	7:18p	7:32p	7:38p	7:50p	8:05p
7:39p	7:57p	8:11p	8:25p	8:31p	8:43p	8:58p
8:34p	8:52p	9:06p	9:18p G			
9:30p	9:47p	10:01p	10:13p G			
10:27p	10:44p	10:58p	11:10p G			

SOUTHBOUND

To County Line Road

BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	STIRLING RD & N 29TH AVE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
8	**7**	**6**	**6**	**5**	**4**	**3**	**1**
			5:34a	5:39a	5:48a	6:00a	6:14a
6:00a	6:15a	6:28a	6:34a	6:39a	6:48a	7:00a	7:14a
6:55a	7:10a	7:23a	7:29a	7:34a	7:43a	7:55a	8:09a
7:50a	8:05a	8:18a	8:24a	8:29a	8:38a	8:50a	9:04a
8:45a	9:00a	9:13a	9:19a	9:24a	9:33a	9:45a	9:59a
9:40a	9:55a	10:08a	10:14a	10:19a	10:29a	10:41a	10:56a
10:35a	10:52a	11:05a	11:11a	11:16a	11:26a	11:38a	11:53a
11:35a	11:52a	12:05p	12:11p	12:16p	12:26p	12:38p	12:53p
12:35p	12:52p	1:05p	1:11p	1:16p	1:26p	1:38p	1:53p
1:35p	1:52p	2:05p	2:11p	2:16p	2:26p	2:38p	2:53p
2:35p	2:52p	3:05p	3:11p	3:16p	3:26p	3:38p	3:53p
3:35p	3:52p	4:05p	4:11p	4:16p	4:26p	4:38p	4:53p
4:35p	4:52p	5:05p	5:11p	5:16p	5:26p	5:38p	5:53p
5:35p	5:52p	6:04p	6:10p	6:15p	6:24p	6:37p	6:44p
6:30p	6:46p	6:57p	7:03p	7:08p	7:17p	7:30p	7:37p
7:25p	7:41p	7:52p	7:58p	8:03p	8:12p	8:25p	8:32p
8:20p	8:36p	8:47p	8:53p	8:58p	9:07p	9:20p	9:28p
9:15p	9:31p	9:44p	9:50p	9:55p	10:04p	10:17p	10:25p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

SUNDAY

There are additional bus stops in between those listed.

NORTHBOUND

To Broward Central Terminal

COUNTY LINE RD. & DIXIE HWY.	PEMBROKE RD. & S. 26 AVE.	SHERIDAN ST. & N. 23 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	S.R. 84 & S.W. 9 AVE.	BROWARD CENTRAL TERMINAL
1	**2**	**4**	**6**	**6**	**7**	**8**
8:20a	8:38a	8:52a	9:04a	9:10a	9:22a	9:37a
9:17a	9:35a	9:49a	10:01a	10:07a	10:19a	10:34a
10:11a	10:28a	10:39a	10:51a	10:57a	11:09a	11:24a
11:09a	11:26a	11:37a	11:49a	11:55a	12:07p	12:22p
12:04p	12:21p	12:32p	12:44p	12:50p	1:02p	1:17p
12:59p	1:16p	1:27p	1:39p	1:45p	1:57p	2:12p
1:54p	2:11p	2:22p	2:34p	2:40p	2:52p	3:07p
2:49p	3:06p	3:17p	3:29p	3:35p	3:47p	4:02p
3:44p	4:01p	4:12p	4:24p	4:30p	4:42p	4:57p
4:39p	4:56p	5:07p	5:19p	5:25p	5:37p	5:52p
5:34p	5:51p	6:02p	6:11p	6:17p	6:29p	6:44p
6:26p	6:44p	6:55p	7:04p	7:10p	7:22p	7:37p
7:18p	7:36p	7:47p	7:56p G			
8:13p	8:31p	8:42p	8:51p G			
9:08p	9:26p	9:37p	9:46p G			

SOUTHBOUND

To County Line Road

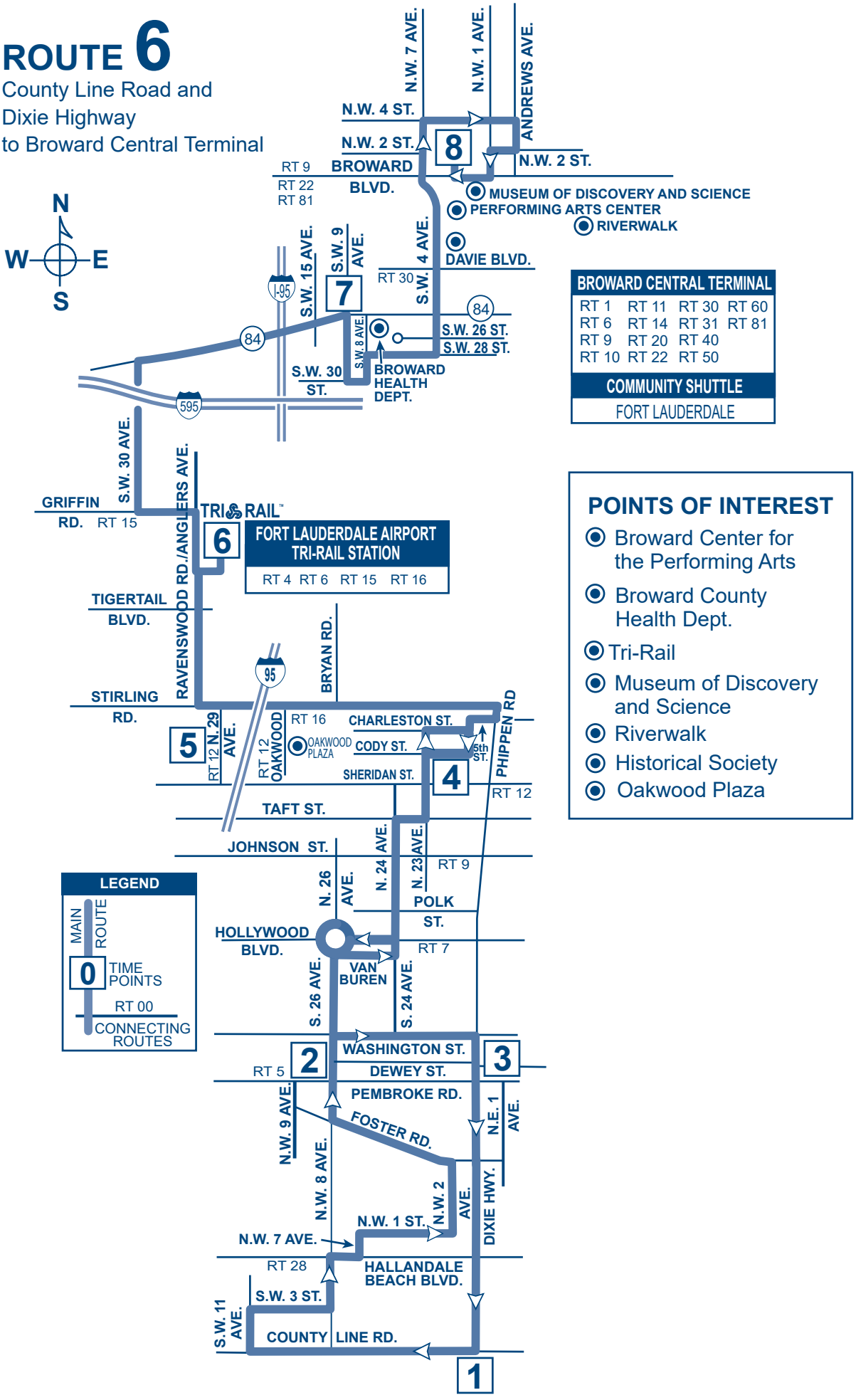
BROWARD CENTRAL TERMINAL	S.R. 84 & S.W. 9 AVE.	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **ARRIVAL**	FORT LAUDERDALE/ HOLLYWOOD AIRPORT TRI-RAIL STATION **DEPARTURE**	STIRLING RD & N 29TH AVE	SHERIDAN ST. & N. 23 AVE.	DIXIE HWY & DEWEY ST	COUNTY LINE RD. & DIXIE HWY.
8	**7**	**6**	**6**	**5**	**4**	**3**	**1**
9:00a	9:15a	9:27a	9:33a	9:38a	9:46a	9:58a	10:09a
9:55a	10:11a	10:24a	10:30a	10:35a	10:44a	10:56a	11:07a
10:50a	11:06a	11:19a	11:25a	11:30a	11:39a	11:51a	12:02p
11:45a	12:01p	12:14p	12:20p	12:25p	12:34p	12:46p	12:57p
12:40p	12:56p	1:09p	1:15p	1:20p	1:29p	1:41p	1:52p
1:35p	1:51p	2:04p	2:10p	2:15p	2:24p	2:36p	2:47p
2:30p	2:46p	2:59p	3:05p	3:10p	3:19p	3:31p	3:42p
3:25p	3:41p	3:54p	4:00p	4:05p	4:14p	4:26p	4:37p
4:20p	4:36p	4:49p	4:55p	5:00p	5:09p	5:21p	5:32p
5:15p	5:31p	5:44p	5:50p	5:55p	6:04p	6:16p	6:24p
6:10p	6:26p	6:36p	6:42p	6:47p	6:56p	7:08p	7:16p
7:05p	7:21p	7:31p	7:37p	7:42p	7:51p	8:03p	8:11p
8:00p	8:16p	8:26p	8:32p	8:37p	8:46p	8:58p	9:06p

NUMBERS IN BOXES REFER TO TIME POINTS ON MAP

Times with the letter "G" after them indicate bus returns to garage.

ROUTE 6

County Line Road and
Dixie Highway
to Broward Central Terminal



BROWARD CENTRAL TERMINAL

RT 1	RT 11	RT 30	RT 60
RT 6	RT 14	RT 31	RT 81
RT 9	RT 20	RT 40	
RT 10	RT 22	RT 50	

COMMUNITY SHUTTLE

FORT LAUDERDALE

POINTS OF INTEREST

- Broward Center for the Performing Arts
- Broward County Health Dept.
- Tri-Rail
- Museum of Discovery and Science
- Riverwalk
- Historical Society
- Oakwood Plaza

LEGEND

MAIN ROUTE

0 TIME POINTS

RT 00 CONNECTING ROUTES

Customer Service

Monday - Friday.....7AM - 7:45PM
Saturday, Sunday and Holidays.....8:30AM - 4:45PM

Transit Operations Agents help with:

- Trip planning
- Routes, times and transfer information
- Identifying Bus Pass sales locations
- Special event information

Lost and Found: 954-357-8400, Monday, Tuesday, Thursday and Friday, 9AM - 4PM

Holiday Bus Service

Sunday bus service is provided on the following observed holidays:

New Year's Day
Independence Day
Labor Day
Thanksgiving Day
Memorial Day
Christmas Day

Fares

Exact fare, dollar bill or coins required. Operators do not carry change.

Fares are: Regular, Premium Express, Senior/Youth/Disabled/Medicare.* Children (under 40 inches ride FREE)

Fare Deals

All Day Bus Pass offers unlimited rides on all routes. On sale aboard all BCT buses.

NOTE: Other cost saving passes cannot be purchased on BCT buses, but are available at the Central Bus Terminal and at authorized distributors.

10 Ride Pass: 10 Rides any time, any day. Expires after the tenth ride is taken.

7 Day Pass: Unlimited rides for seven consecutive days. Starts on the first day card is used. Expires after the seventh day.

31 Day Adult Pass: Unlimited rides for 31 consecutive days. Starts on the first day card is used.

31 Day Reduced Pass: Youth*, Seniors*, Disabled*, Medicare*, College Student*. Unlimited rides for 31 consecutive days. Starts on the first day card is used.

****Premium Express 10 Ride Pass:** 10 rides any time, any day. Expires after tenth ride is taken.

****Premium Express 31 Day Pass:** Unlimited rides for 31 consecutive days. Starts on the first day card is used.

Bus Passes are not exchangeable, refundable or transferrable. Damaged cards are invalid. Lost, stolen or damaged cards will not be replaced.

*NOTICE: Proof of age is required for Youth fare (18 years or younger) and for Senior fare (65 years or older). For College Student Bus Pass, a college photo ID card is required. For Disabled and Medicare fare, proof of disability (Medicare card) and photo I.D. is required. Eligible Senior fare patrons are encouraged to acquire their BCT Reduced Fare Photo ID cards.

** Premium Bus Pass can be purchased online at Broward.org/BCT and at select Broward County library locations.

PROTECTIONS OF TITLE VI OF THE CIVIL RIGHTS ACT OF 1964 AS AMENDED

Any person(s) or group(s) who believes that they have been subjected to discrimination because of race, color, or national origin, under any transit program or activity provided by Broward County Transit (BCT), may call 954-357-8481 to file a Title VI discrimination complaint or write to Broward County Transit Division, Compliance Manager, 1 N. University Drive, Suite 3100A, Plantation, FL 33324

TRANSIT WATCH

WHEN IT COMES TO OUR SAFETY, WE CAN ALWAYS USE AN EXTRA PAIR OF EYES AND EARS. BE ALERT. CALL 954-357-LOOK (5665). TELL US.

TRANSFER POLICY - EFFECTIVE 7/10/11

TRANSFERS BETWEEN REGULAR BCT BUS SERVICE AND BCT EXPRESS BUS SERVICE

Passengers using any BCT bus pass and transferring from a regular BCT route, to an Express bus route, must pay a $1.00 upgrade fee. Passengers with a Premium bus pass do not have to pay the $1.00 upgrade fee.

Passengers paying with cash, on a regular BCT bus route, will not be able to transfer to an Express bus route without paying the full premium fare when boarding the Express bus.

Passengers using an All-Day bus pass will be required to pay the $1.00 upgrade fee when boarding Express buses.

PREMIUM BUS PASS CUSTOMERS

The BCT 31-Day Premium Bus Pass is acceptable on all BCT regular bus routes.

TRANSFERS FROM BCT TO OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When boarding a BCT bus, passenger pays the appropriate BCT fare and may request a transfer from the bus operator if transferring to Miami-Dade Transit (MDT), Palm Tran or Tri-Rail.

TRANSFERS TO BCT FROM OTHER SOUTH FLORIDA TRANSIT SYSTEMS

When transferring from MDT, Palm Tran and Tri-Rail to BCT regular fixed-route bus service, passenger pays $.50 with a transfer issued by MDT or Palm Tran and proof of fare payment such as Easy Card and receipt issued by Tri-Rail. Tri-Rail passengers boarding BCT at any locations other than at a Tri-Rail station will be required to pay the full fare.

TRANSFERS BETWEEN OTHER SOUTH FLORIDA TRANSIT SYSTEMS AND PREMIUM EXPRESS BUS SERVICE

Transfers to MDT or Tri-Rail from Premium Express Service, a transfer is issued and passenger must pay appropriate MDT or Tri-Rail fare.
Transfer from MDT or Tri-Rail to Premium Express Service, a $.50 transfer fee is required with the appropriate transfer from MDT or Tri-Rail.

The Premium Express Service does not connect with Palm Tran.

The Easy Card issued by MDT and Tri-Rail is not accepted as payment on any BCT bus.

APPENDIX D

Traffic Counts
Signal Plans

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.06	1.09
2	01/02/2022 - 01/08/2022	1.05	1.08
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
* 6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.95	0.98
* 9	02/20/2022 - 02/26/2022	0.95	0.98
*10	02/27/2022 - 03/05/2022	0.94	0.97
*11	03/06/2022 - 03/12/2022	0.94	0.97
*12	03/13/2022 - 03/19/2022	0.93	0.96
*13	03/20/2022 - 03/26/2022	0.95	0.98
*14	03/27/2022 - 04/02/2022	0.96	0.99
*15	04/03/2022 - 04/09/2022	0.98	1.01
*16	04/10/2022 - 04/16/2022	0.99	1.02
*17	04/17/2022 - 04/23/2022	1.00	1.03
*18	04/24/2022 - 04/30/2022	1.01	1.04
19	05/01/2022 - 05/07/2022	1.02	1.05
20	05/08/2022 - 05/14/2022	1.04	1.07
21	05/15/2022 - 05/21/2022	1.05	1.08
22	05/22/2022 - 05/28/2022	1.04	1.07
23	05/29/2022 - 06/04/2022	1.03	1.06
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.02	1.05
26	06/19/2022 - 06/25/2022	1.00	1.03
27	06/26/2022 - 07/02/2022	0.98	1.01
28	07/03/2022 - 07/09/2022	0.97	1.00
29	07/10/2022 - 07/16/2022	0.95	0.98
30	07/17/2022 - 07/23/2022	0.96	0.99
31	07/24/2022 - 07/30/2022	0.97	1.00
32	07/31/2022 - 08/06/2022	0.98	1.01
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.05	1.08
38	09/11/2022 - 09/17/2022	1.06	1.09
39	09/18/2022 - 09/24/2022	1.05	1.08
40	09/25/2022 - 10/01/2022	1.04	1.07
41	10/02/2022 - 10/08/2022	1.03	1.06
42	10/09/2022 - 10/15/2022	1.01	1.04
43	10/16/2022 - 10/22/2022	1.03	1.06
44	10/23/2022 - 10/29/2022	1.04	1.07
45	10/30/2022 - 11/05/2022	1.05	1.08
46	11/06/2022 - 11/12/2022	1.07	1.10
47	11/13/2022 - 11/19/2022	1.08	1.11
48	11/20/2022 - 11/26/2022	1.08	1.11
49	11/27/2022 - 12/03/2022	1.07	1.10
50	12/04/2022 - 12/10/2022	1.07	1.10
51	12/11/2022 - 12/17/2022	1.06	1.09
52	12/18/2022 - 12/24/2022	1.05	1.08
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.03
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.03	1.06
4	01/16/2022 - 01/22/2022	1.02	1.05
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.99	1.02
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.98	1.01
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.99	1.02
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	1.00	1.03
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.01	1.04
24	06/05/2022 - 06/11/2022	1.02	1.05
25	06/12/2022 - 06/18/2022	1.03	1.06
26	06/19/2022 - 06/25/2022	1.02	1.05
27	06/26/2022 - 07/02/2022	1.02	1.05
28	07/03/2022 - 07/09/2022	1.02	1.05
29	07/10/2022 - 07/16/2022	1.02	1.05
30	07/17/2022 - 07/23/2022	1.02	1.05
31	07/24/2022 - 07/30/2022	1.01	1.04
32	07/31/2022 - 08/06/2022	1.01	1.04
33	08/07/2022 - 08/13/2022	1.00	1.03
34	08/14/2022 - 08/20/2022	1.00	1.03
35	08/21/2022 - 08/27/2022	1.01	1.04
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.03	1.06
40	09/25/2022 - 10/01/2022	1.02	1.05
41	10/02/2022 - 10/08/2022	1.01	1.04
42	10/09/2022 - 10/15/2022	1.00	1.03
43	10/16/2022 - 10/22/2022	1.00	1.03
44	10/23/2022 - 10/29/2022	1.01	1.04
45	10/30/2022 - 11/05/2022	1.01	1.04
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	1.00	1.03
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.03	1.06

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.01	1.04
3	01/09/2022 - 01/15/2022	1.02	1.05
4	01/16/2022 - 01/22/2022	1.01	1.04
5	01/23/2022 - 01/29/2022	1.00	1.03
6	01/30/2022 - 02/05/2022	0.98	1.01
* 7	02/06/2022 - 02/12/2022	0.97	1.00
* 8	02/13/2022 - 02/19/2022	0.96	0.99
* 9	02/20/2022 - 02/26/2022	0.96	0.99
*10	02/27/2022 - 03/05/2022	0.96	0.99
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.06	1.09
30	07/17/2022 - 07/23/2022	1.05	1.08
31	07/24/2022 - 07/30/2022	1.04	1.07
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.02	1.05
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.03	1.06
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.01	1.04
41	10/02/2022 - 10/08/2022	0.99	1.02
42	10/09/2022 - 10/15/2022	0.98	1.01
43	10/16/2022 - 10/22/2022	0.99	1.02
44	10/23/2022 - 10/29/2022	1.00	1.03
45	10/30/2022 - 11/05/2022	1.00	1.03
46	11/06/2022 - 11/12/2022	1.01	1.04
47	11/13/2022 - 11/19/2022	1.02	1.05
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.01	1.04
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.01	1.04
53	12/25/2022 - 12/31/2022	1.02	1.05

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.99	1.02
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.04	1.07
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.96	0.99
*12	03/13/2022 - 03/19/2022	0.96	0.99
*13	03/20/2022 - 03/26/2022	0.96	0.99
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.97	1.00
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.98	1.01
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	0.99	1.02
22	05/22/2022 - 05/28/2022	1.00	1.03
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.05	1.08
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.03	1.06
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	1.00	1.03
47	11/13/2022 - 11/19/2022	1.01	1.04
48	11/20/2022 - 11/26/2022	1.01	1.04
49	11/27/2022 - 12/03/2022	1.00	1.03
50	12/04/2022 - 12/10/2022	1.00	1.03
51	12/11/2022 - 12/17/2022	0.99	1.02
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.04	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.01
2	01/02/2022 - 01/08/2022	1.02	1.05
3	01/09/2022 - 01/15/2022	1.05	1.08
4	01/16/2022 - 01/22/2022	1.03	1.06
5	01/23/2022 - 01/29/2022	1.01	1.04
6	01/30/2022 - 02/05/2022	1.00	1.03
* 7	02/06/2022 - 02/12/2022	0.98	1.01
* 8	02/13/2022 - 02/19/2022	0.97	1.00
* 9	02/20/2022 - 02/26/2022	0.97	1.00
*10	02/27/2022 - 03/05/2022	0.97	1.00
*11	03/06/2022 - 03/12/2022	0.97	1.00
*12	03/13/2022 - 03/19/2022	0.97	1.00
*13	03/20/2022 - 03/26/2022	0.97	1.00
*14	03/27/2022 - 04/02/2022	0.97	1.00
*15	04/03/2022 - 04/09/2022	0.97	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.00
*17	04/17/2022 - 04/23/2022	0.98	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.01
*19	05/01/2022 - 05/07/2022	0.99	1.02
20	05/08/2022 - 05/14/2022	0.99	1.02
21	05/15/2022 - 05/21/2022	1.00	1.03
22	05/22/2022 - 05/28/2022	1.01	1.04
23	05/29/2022 - 06/04/2022	1.02	1.05
24	06/05/2022 - 06/11/2022	1.03	1.06
25	06/12/2022 - 06/18/2022	1.04	1.07
26	06/19/2022 - 06/25/2022	1.04	1.07
27	06/26/2022 - 07/02/2022	1.04	1.07
28	07/03/2022 - 07/09/2022	1.05	1.08
29	07/10/2022 - 07/16/2022	1.05	1.08
30	07/17/2022 - 07/23/2022	1.04	1.07
31	07/24/2022 - 07/30/2022	1.03	1.06
32	07/31/2022 - 08/06/2022	1.02	1.05
33	08/07/2022 - 08/13/2022	1.02	1.05
34	08/14/2022 - 08/20/2022	1.01	1.04
35	08/21/2022 - 08/27/2022	1.02	1.05
36	08/28/2022 - 09/03/2022	1.03	1.06
37	09/04/2022 - 09/10/2022	1.03	1.06
38	09/11/2022 - 09/17/2022	1.04	1.07
39	09/18/2022 - 09/24/2022	1.02	1.05
40	09/25/2022 - 10/01/2022	1.00	1.03
41	10/02/2022 - 10/08/2022	0.98	1.01
42	10/09/2022 - 10/15/2022	0.96	0.99
43	10/16/2022 - 10/22/2022	0.97	1.00
44	10/23/2022 - 10/29/2022	0.98	1.01
45	10/30/2022 - 11/05/2022	0.99	1.02
46	11/06/2022 - 11/12/2022	0.99	1.02
47	11/13/2022 - 11/19/2022	1.00	1.03
48	11/20/2022 - 11/26/2022	1.00	1.03
49	11/27/2022 - 12/03/2022	0.99	1.02
50	12/04/2022 - 12/10/2022	0.99	1.02
51	12/11/2022 - 12/17/2022	0.98	1.01
52	12/18/2022 - 12/24/2022	1.02	1.05
53	12/25/2022 - 12/31/2022	1.05	1.08

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.01	1.07
2	01/02/2022 - 01/08/2022	1.01	1.07
3	01/09/2022 - 01/15/2022	1.01	1.07
4	01/16/2022 - 01/22/2022	0.99	1.05
5	01/23/2022 - 01/29/2022	0.97	1.03
* 6	01/30/2022 - 02/05/2022	0.96	1.02
* 7	02/06/2022 - 02/12/2022	0.94	1.00
* 8	02/13/2022 - 02/19/2022	0.92	0.98
* 9	02/20/2022 - 02/26/2022	0.92	0.98
*10	02/27/2022 - 03/05/2022	0.93	0.99
*11	03/06/2022 - 03/12/2022	0.93	0.99
*12	03/13/2022 - 03/19/2022	0.93	0.99
*13	03/20/2022 - 03/26/2022	0.93	0.99
*14	03/27/2022 - 04/02/2022	0.94	1.00
*15	04/03/2022 - 04/09/2022	0.94	1.00
*16	04/10/2022 - 04/16/2022	0.94	1.00
*17	04/17/2022 - 04/23/2022	0.95	1.01
*18	04/24/2022 - 04/30/2022	0.96	1.02
19	05/01/2022 - 05/07/2022	0.97	1.03
20	05/08/2022 - 05/14/2022	0.98	1.04
21	05/15/2022 - 05/21/2022	0.99	1.05
22	05/22/2022 - 05/28/2022	1.01	1.07
23	05/29/2022 - 06/04/2022	1.04	1.11
24	06/05/2022 - 06/11/2022	1.07	1.14
25	06/12/2022 - 06/18/2022	1.10	1.17
26	06/19/2022 - 06/25/2022	1.09	1.16
27	06/26/2022 - 07/02/2022	1.09	1.16
28	07/03/2022 - 07/09/2022	1.08	1.15
29	07/10/2022 - 07/16/2022	1.08	1.15
30	07/17/2022 - 07/23/2022	1.08	1.15
31	07/24/2022 - 07/30/2022	1.07	1.14
32	07/31/2022 - 08/06/2022	1.07	1.14
33	08/07/2022 - 08/13/2022	1.06	1.13
34	08/14/2022 - 08/20/2022	1.06	1.13
35	08/21/2022 - 08/27/2022	1.11	1.18
36	08/28/2022 - 09/03/2022	1.16	1.23
37	09/04/2022 - 09/10/2022	1.20	1.28
38	09/11/2022 - 09/17/2022	1.25	1.33
39	09/18/2022 - 09/24/2022	1.19	1.27
40	09/25/2022 - 10/01/2022	1.13	1.20
41	10/02/2022 - 10/08/2022	1.07	1.14
42	10/09/2022 - 10/15/2022	1.01	1.07
43	10/16/2022 - 10/22/2022	1.01	1.07
44	10/23/2022 - 10/29/2022	1.01	1.07
45	10/30/2022 - 11/05/2022	1.01	1.07
46	11/06/2022 - 11/12/2022	1.01	1.07
47	11/13/2022 - 11/19/2022	1.01	1.07
48	11/20/2022 - 11/26/2022	1.01	1.07
49	11/27/2022 - 12/03/2022	1.01	1.07
50	12/04/2022 - 12/10/2022	1.01	1.07
51	12/11/2022 - 12/17/2022	1.01	1.07
52	12/18/2022 - 12/24/2022	1.01	1.07
53	12/25/2022 - 12/31/2022	1.01	1.07

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.07
2	01/02/2022 - 01/08/2022	1.03	1.07
3	01/09/2022 - 01/15/2022	1.02	1.06
4	01/16/2022 - 01/22/2022	1.01	1.05
5	01/23/2022 - 01/29/2022	1.00	1.04
6	01/30/2022 - 02/05/2022	0.99	1.03
7	02/06/2022 - 02/12/2022	0.98	1.02
8	02/13/2022 - 02/19/2022	0.97	1.01
* 9	02/20/2022 - 02/26/2022	0.97	1.01
*10	02/27/2022 - 03/05/2022	0.96	1.00
*11	03/06/2022 - 03/12/2022	0.96	1.00
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.96	1.00
*17	04/17/2022 - 04/23/2022	0.96	1.00
*18	04/24/2022 - 04/30/2022	0.96	1.00
*19	05/01/2022 - 05/07/2022	0.97	1.01
*20	05/08/2022 - 05/14/2022	0.97	1.01
*21	05/15/2022 - 05/21/2022	0.97	1.01
22	05/22/2022 - 05/28/2022	0.99	1.03
23	05/29/2022 - 06/04/2022	1.00	1.04
24	06/05/2022 - 06/11/2022	1.02	1.06
25	06/12/2022 - 06/18/2022	1.03	1.07
26	06/19/2022 - 06/25/2022	1.02	1.06
27	06/26/2022 - 07/02/2022	1.02	1.06
28	07/03/2022 - 07/09/2022	1.01	1.05
29	07/10/2022 - 07/16/2022	1.00	1.04
30	07/17/2022 - 07/23/2022	1.00	1.04
31	07/24/2022 - 07/30/2022	1.00	1.04
32	07/31/2022 - 08/06/2022	0.99	1.03
33	08/07/2022 - 08/13/2022	0.99	1.03
34	08/14/2022 - 08/20/2022	0.99	1.03
35	08/21/2022 - 08/27/2022	1.02	1.06
36	08/28/2022 - 09/03/2022	1.04	1.08
37	09/04/2022 - 09/10/2022	1.07	1.11
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	0.99	1.03
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.01	1.05
45	10/30/2022 - 11/05/2022	1.02	1.06
46	11/06/2022 - 11/12/2022	1.03	1.07
47	11/13/2022 - 11/19/2022	1.04	1.08
48	11/20/2022 - 11/26/2022	1.04	1.08
49	11/27/2022 - 12/03/2022	1.04	1.08
50	12/04/2022 - 12/10/2022	1.03	1.07
51	12/11/2022 - 12/17/2022	1.03	1.07
52	12/18/2022 - 12/24/2022	1.03	1.07
53	12/25/2022 - 12/31/2022	1.02	1.06

* PEAK SEASON

All Traffic Data Services, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- Light Vehicles - Heavy Vehicles

	SW 14TH AVENUE From North				MARINA MILE BOULEVARD From East				SW 26TH AVENUE From Southeast				SW 14TH AVENUE From South				MARINA MILE BOULEVARD From West				
Start Time	Left	Bear Left	THRU	RIGHT	Hard Left	LEFT	THRU	RIGHT	Hard Left	Soft Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Right	Hard Right	Int. Total
07:00 AM	0	0	0	0	0	12	180	1	5	0	0	5	0	0	25	0	2	456	0	5	691
07:15 AM	3	0	0	6	0	9	182	0	1	0	0	3	1	0	19	0	1	512	0	6	743
07:30 AM	2	0	0	6	0	6	249	5	6	0	0	0	0	0	34	0	2	579	0	10	899
07:45 AM	2	1	0	6	0	12	299	3	3	0	0	1	0	0	32	0	4	676	0	5	1044
Total	7	1	0	18	0	39	910	9	15	0	0	9	1	0	110	0	9	2223	0	26	3377
08:00 AM	1	0	1	6	0	9	245	5	1	0	1	0	1	0	24	0	1	626	1	10	932
08:15 AM	3	0	0	7	0	18	271	1	1	0	0	1	0	0	18	0	2	587	0	9	918
08:30 AM	4	0	0	7	0	16	277	2	2	0	0	5	1	0	21	0	4	609	1	5	954
08:45 AM	2	0	0	8	0	17	257	1	4	0	0	1	1	0	23	0	2	578	0	3	897
Total	10	0	1	28	0	60	1050	9	8	0	1	7	3	0	86	0	9	2400	2	27	3701
04:00 PM	0	0	0	3	0	22	486	3	3	0	0	3	0	0	24	0	3	302	1	6	856
04:15 PM	4	0	0	4	0	25	470	6	2	1	0	4	2	0	31	0	4	327	1	7	888
04:30 PM	1	0	0	3	0	16	506	2	4	0	0	4	1	0	16	0	7	303	1	9	873
04:45 PM	0	0	0	5	2	26	490	6	1	1	0	2	1	0	19	0	5	296	0	8	862
Total	5	0	0	15	2	89	1952	17	10	2	0	13	4	0	90	0	19	1228	3	30	3479
05:00 PM	2	0	0	1	0	24	641	8	3	1	0	5	1	0	27	0	6	306	0	4	1029
05:15 PM	2	0	0	5	0	20	564	11	2	0	0	3	1	0	30	0	5	293	0	7	943
05:30 PM	2	0	0	8	0	26	500	9	2	0	0	4	1	1	23	0	6	341	0	9	932
05:45 PM	2	0	0	7	1	26	492	10	3	0	0	3	1	0	28	0	6	271	0	3	853
Total	8	0	0	21	1	96	2197	38	10	1	0	15	4	1	108	0	23	1211	0	23	3757
Grand Total	30	1	1	82	3	284	6109	73	43	3	1	44	12	1	394	0	60	7062	5	106	14314
Apprch %	26.3	0.9	0.9	71.9	0	4.4	94.4	1.1	47.3	3.3	1.1	48.4	2.9	0.2	96.8	0	0.8	97.6	0.1	1.5	
Total %	0.2	0	0	0.6	0	2	42.7	0.5	0.3	0	0	0.3	0.1	0	2.8	0	0.4	49.3	0	0.7	
Light Vehicles	30	1	1	82	3	279	5889	73	42	3	1	44	12	1	384	0	60	6772	5	102	13784
% Light Vehicles	100	100	100	100	100	98.2	96.4	100	97.7	100	100	100	100	100	97.5	0	100	95.9	100	96.2	96.3
Heavy Vehicles	0	0	0	0	0	5	220	0	1	0	0	0	0	0	10	0	0	290	0	4	530
% Heavy Vehicles	0	0	0	0	0	1.8	3.6	0	2.3	0	0	0	0	0	2.5	0	0	4.1	0	3.8	3.7

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MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023

	SW 14TH AVENUE From North					MARINA MILE BOULEVARD From East					SW 26TH AVENUE From Southeast					SW 14TH AVENUE From South					MARINA MILE BOULEVARD From West					
Start Time	Left	Bear Left	THRU	RIGHT	App. Total	Hard Left	LEFT	THRU	RIGHT	App. Total	Hard Left	Soft Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:45 AM																										
07:45 AM	2	**1**	0	6	9	0	12	**299**	3	**314**	**3**	0	0	1	4	0	0	**32**	0	**32**	**4**	**676**	0	5	**685**	**1044**
08:00 AM	1	0	**1**	6	8	0	9	245	**5**	259	1	0	**1**	0	2	**1**	0	24	0	25	1	626	**1**	**10**	638	932
08:15 AM	3	0	0	**7**	10	0	**18**	271	1	290	1	0	0	1	2	0	0	18	0	18	2	587	0	9	598	918
08:30 AM	**4**	0	0	7	**11**	0	16	277	2	295	2	0	0	**5**	**7**	1	0	21	0	22	4	609	1	5	619	954
Total Volume	10	1	1	26	38	0	55	1092	11	1158	7	0	1	7	15	2	0	95	0	97	11	2498	2	29	2540	3848
% App. Total	26.3	2.6	2.6	68.4		0	4.7	94.3	0.9		46.7	0	6.7	46.7		2.1	0	97.9	0		0.4	98.3	0.1	1.1		
PHF	.625	.250	.250	.929	.864	.000	.764	.913	.550	.922	.583	.000	.250	.350	.536	.500	.000	.742	.000	.758	.688	.924	.500	.725	.927	.921
Light Vehicles	10	1	1	26	38	0	50	1034	11	1095	6	0	1	7	14	2	0	91	0	93	11	2411	2	26	2450	3690
% Light Vehicles	100	100	100	100	100	0	90.9	94.7	100	94.6	85.7	0	100	100	93.3	100	0	95.8	0	95.9	100	96.5	100	89.7	96.5	95.9
Heavy Vehicles																										
% Heavy Vehicles	0	0	0	0	0	0	9.1	5.3	0	5.4	14.3	0	0	0	6.7	0	0	4.2	0	4.1	0	3.5	0	10.3	3.5	4.1

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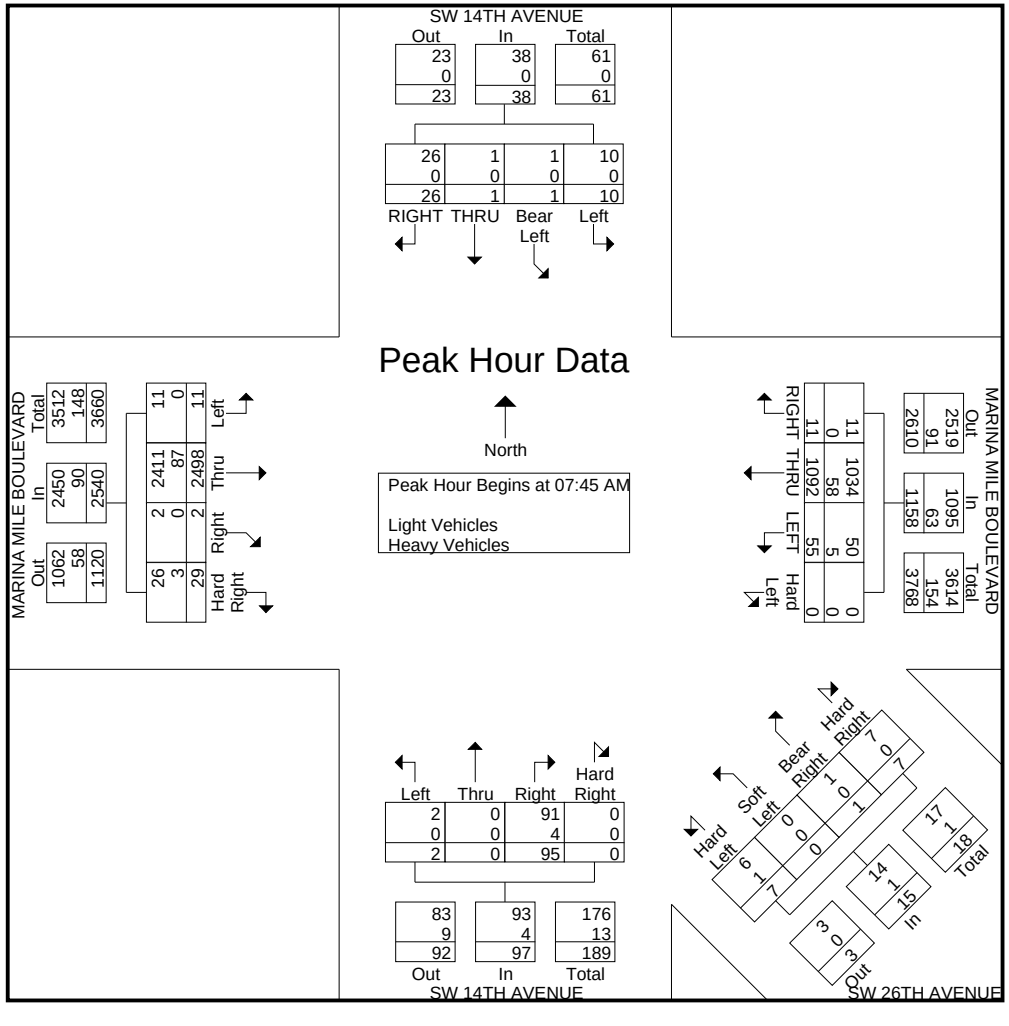
MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023
Page No : 3



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MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

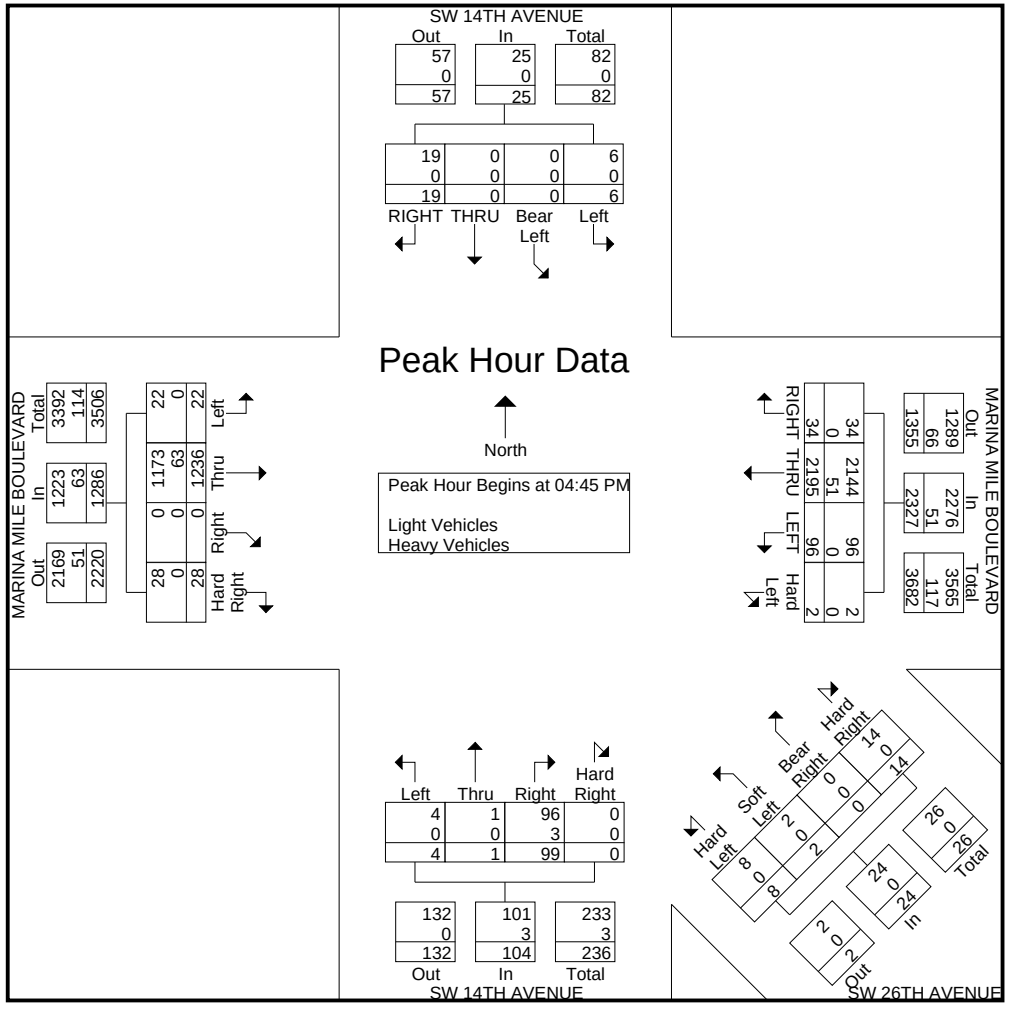
File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023
Page No : 4

	SW 14TH AVENUE From North					MARINA MILE BOULEVARD From East					SW 26TH AVENUE From Southeast					SW 14TH AVENUE From South					MARINA MILE BOULEVARD From West					
Start Time	Left	Bear Left	THRU	RIGHT	App. Total	Hard Left	LEFT	THRU	RIGHT	App. Total	Hard Left	Soft Left	Bear Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Left	Thru	Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																									
Peak Hour for Entire Intersection Begins at 04:45 PM																									
04:45 PM	0	0	0	5	5	**2**	**26**	490	6	524	1	**1**	0	2	4	**1**	0	19	0	20	5	296	0	8	309	862
05:00 PM	**2**	0	0	1	3	0	24	**641**	8	**673**	**3**	1	0	**5**	**9**	1	0	27	0	28	**6**	306	0	4	316	**1029**
05:15 PM	2	0	0	5	7	0	20	564	**11**	595	2	0	0	3	5	1	0	**30**	0	**31**	5	293	0	7	305	943
05:30 PM	2	0	0	**8**	**10**	0	26	500	9	535	2	0	0	4	6	1	**1**	23	0	25	6	**341**	0	**9**	**356**	932
Total Volume	6	0	0	19	25	2	96	2195	34	2327	8	2	0	14	24	4	1	99	0	104	22	1236	0	28	1286	3766
% App. Total	24	0	0	76		0.1	4.1	94.3	1.5		33.3	8.3	0	58.3		3.8	1	95.2	0		1.7	96.1	0	2.2		
PHF	.750	.000	.000	.594	.625	.250	.923	.856	.773	.864	.667	.500	.000	.700	.667	1.00	.250	.825	.000	.839	.917	.906	.000	.778	.903	.915
Light Vehicles	6	0	0	19	25	2	96	2144	34	2276	8	2	0	14	24	4	1	96	0	101	22	1173	0	28	1223	3649
% Light Vehicles	100	0	0	100	100	100	100	97.7	100	97.8	100	100	0	100	100	100	100	97.0	0	97.1	100	94.9	0	100	95.1	96.9
Heavy Vehicles																										
% Heavy Vehicles	0	0	0	0	0	0	0	2.3	0	2.2	0	0	0	0	0	0	0	3.0	0	2.9	0	5.1	0	0	4.9	3.1

All Traffic Data Services, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023
Page No : 5



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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- Pedestrians & Bicycles

	SW 14TH AVENUE From North				MARINA MILE BOULEVARD From East				SW 26TH AVENUE From Southeast				SW 14TH AVENUE From South				MARINA MILE BOULEVARD From West				
Start Time	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Peds	Left	Bike	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
07:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Total	1	0	5	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	10
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
08:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
08:30 AM	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	5
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Total	6	0	1	0	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	0	13
04:00 PM	1	0	3	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	7
04:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	3
04:45 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	4
Total	4	0	5	0	0	0	0	0	4	0	0	0	3	0	3	0	0	0	0	0	19
05:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
05:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Total	7	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	12
Grand Total	18	0	12	0	0	0	0	0	5	0	0	0	10	0	8	0	1	0	0	0	54
Apprch %	60	0	40	0	0	0	0	0	100	0	0	0	55.6	0	44.4	0	100	0	0	0	
Total %	33.3	0	22.2	0	0	0	0	0	9.3	0	0	0	18.5	0	14.8	0	1.9	0	0	0	

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Phone 561-272-3255

MARINA MILE BOULEVARD & SW 14TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & sw 14th
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- Bicycles On The Road

	SW 14TH AVENUE From North				MARINA MILE BOULEVARD From East				SW 26TH AVENUE From Southeast				SW 14TH AVENUE From South				MARINA MILE BOULEVARD From West				
Start Time	Left	Bear Left	THRU	RIGHT	Hard Left	LEFT	THRU	RIGHT	Hard Left	Soft Left	Bear Right	Hard Right	Left	Thru	Right	Hard Right	Left	Thru	Right	Hard Right	Int. Total
07:15 AM	0	0	0	0	0	0	1	0	0	0	0	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	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	0	0	0	0	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	
Total %	0	0	0	0	0	0	66.7	0	0	33.3	0	0	0	0	0	0	0	0	0	0	

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Phone 561-272-3255

MARINA MILE BOULEVARD & MEDIAN OPENING
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & median
Site Code : 230105
Start Date : 7/11/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	SOUTHLAND SHOPPING CENTER From North				MARINA MILE BOULEVARD From East				LOUNGE 8IV BAR DRIVEWAY From South				MARINA MILE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	0	8	3	0	175	0	0	0	0	0	6	27	427	0	646
07:15 AM	0	0	0	8	4	0	170	0	0	0	0	0	3	11	525	0	721
07:30 AM	0	0	0	4	6	0	230	0	0	0	0	0	5	21	530	0	796
07:45 AM	0	0	0	4	4	0	297	0	0	0	0	0	5	28	709	0	1047
Total	0	0	0	24	17	0	872	0	0	0	0	0	19	87	2191	0	3210
08:00 AM	0	0	0	1	7	0	262	0	0	0	0	0	3	21	574	0	868
08:15 AM	0	0	0	3	4	0	268	0	0	0	0	0	3	22	574	0	874
08:30 AM	0	0	0	1	6	0	288	0	0	0	0	0	6	21	609	0	931
08:45 AM	0	0	0	11	0	0	257	3	0	0	0	0	2	19	565	0	857
Total	0	0	0	16	17	0	1075	3	0	0	0	0	14	83	2322	0	3530
04:00 PM	0	0	0	15	0	0	472	0	0	0	0	0	5	28	280	0	800
04:15 PM	0	0	0	12	3	0	429	0	0	0	0	0	4	34	301	0	783
04:30 PM	0	0	0	14	3	0	533	1	0	0	0	0	4	23	280	0	858
04:45 PM	0	0	0	19	0	0	482	0	0	0	0	0	11	21	285	1	819
Total	0	0	0	60	6	0	1916	1	0	0	0	0	24	106	1146	1	3260
05:00 PM	0	0	0	11	1	0	665	2	0	0	0	0	3	21	275	0	978
05:15 PM	0	0	0	18	1	0	598	2	0	0	0	0	5	25	265	0	914
05:30 PM	0	0	0	16	2	0	493	0	0	0	0	0	10	35	301	0	857
05:45 PM	0	0	0	14	3	0	485	0	0	0	0	0	7	12	268	0	789
Total	0	0	0	59	7	0	2241	4	0	0	0	0	25	93	1109	0	3538
Grand Total	0	0	0	159	47	0	6104	8	0	0	0	0	82	369	6768	1	13538
Apprch %	0	0	0	100	0.8	0	99.1	0.1	0	0	0	0	1.1	5.1	93.7	0	
Total %	0	0	0	1.2	0.3	0	45.1	0.1	0	0	0	0	0.6	2.7	50	0	
LIGHT VEHICLES	0	0	0	157	47	0	5878	8	0	0	0	0	80	364	6467	1	13002
% LIGHT VEHICLES	0	0	0	98.7	100	0	96.3	100	0	0	0	0	97.6	98.6	95.6	100	96
HEAVY VEHICLES	0	0	0	2	0	0	226	0	0	0	0	0	2	5	301	0	536
% HEAVY VEHICLES	0	0	0	1.3	0	0	3.7	0	0	0	0	0	2.4	1.4	4.4	0	4

All Traffic Data Services, Inc.

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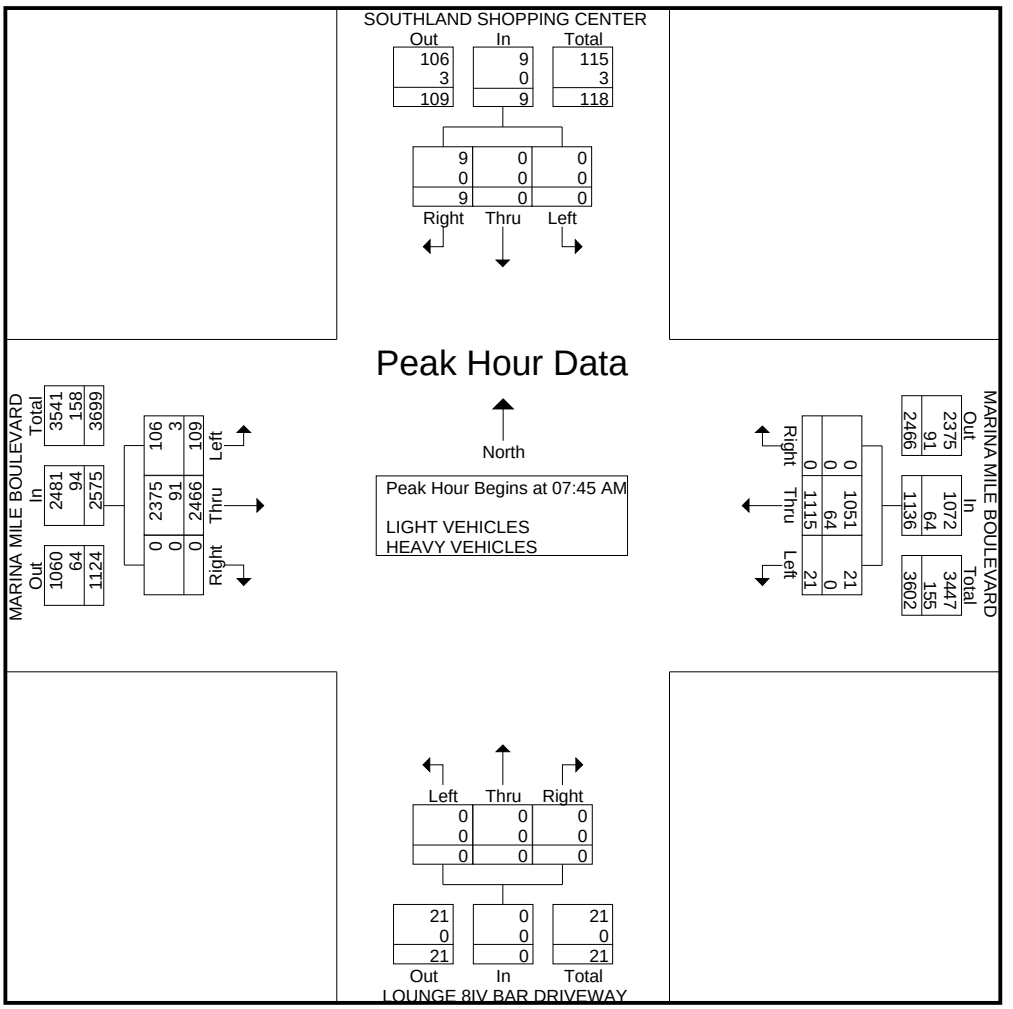
MARINA MILE BOULEVARD & MEDIAN OPENING
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & median
Site Code : 230105
Start Date : 7/11/2023
Page No : 2

	SOUTHLAND SHOPPING CENTER From North					MARINA MILE BOULEVARD From East					LOUNGE 8IV BAR DRIVEWAY From South					MARINA MILE BOULEVARD 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 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	**4**	**4**	4	0	**297**	0	**301**	0	0	0	0	0	5	**28**	**709**	0	**742**	**1047**
08:00 AM	0	0	0	1	1	**7**	0	262	0	269	0	0	0	0	0	3	21	574	0	598	868
08:15 AM	0	0	0	3	3	4	0	268	0	272	0	0	0	0	0	3	22	574	0	599	874
08:30 AM	0	0	0	1	1	6	0	288	0	294	0	0	0	0	0	**6**	21	609	0	636	931
Total Volume	0	0	0	9	9	21	0	1115	0	1136	0	0	0	0	0	17	92	2466	0	2575	3720
% App. Total	0	0	0	100		1.8	0	98.2	0		0	0	0	0		0.7	3.6	95.8	0		
PHF	.000	.000	.000	.563	.563	.750	.000	.939	.000	.944	.000	.000	.000	.000	.000	.708	.821	.870	.000	.868	.888
LIGHT VEHICLES								1051										2375			
% LIGHT VEHICLES	0	0	0	100	100	100	0	94.3	0	94.4	0	0	0	0	0	94.1	97.8	96.3	0	96.3	95.8
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	5.7	0	5.6	0	0	0	0	0	5.9	2.2	3.7	0	3.7	4.2



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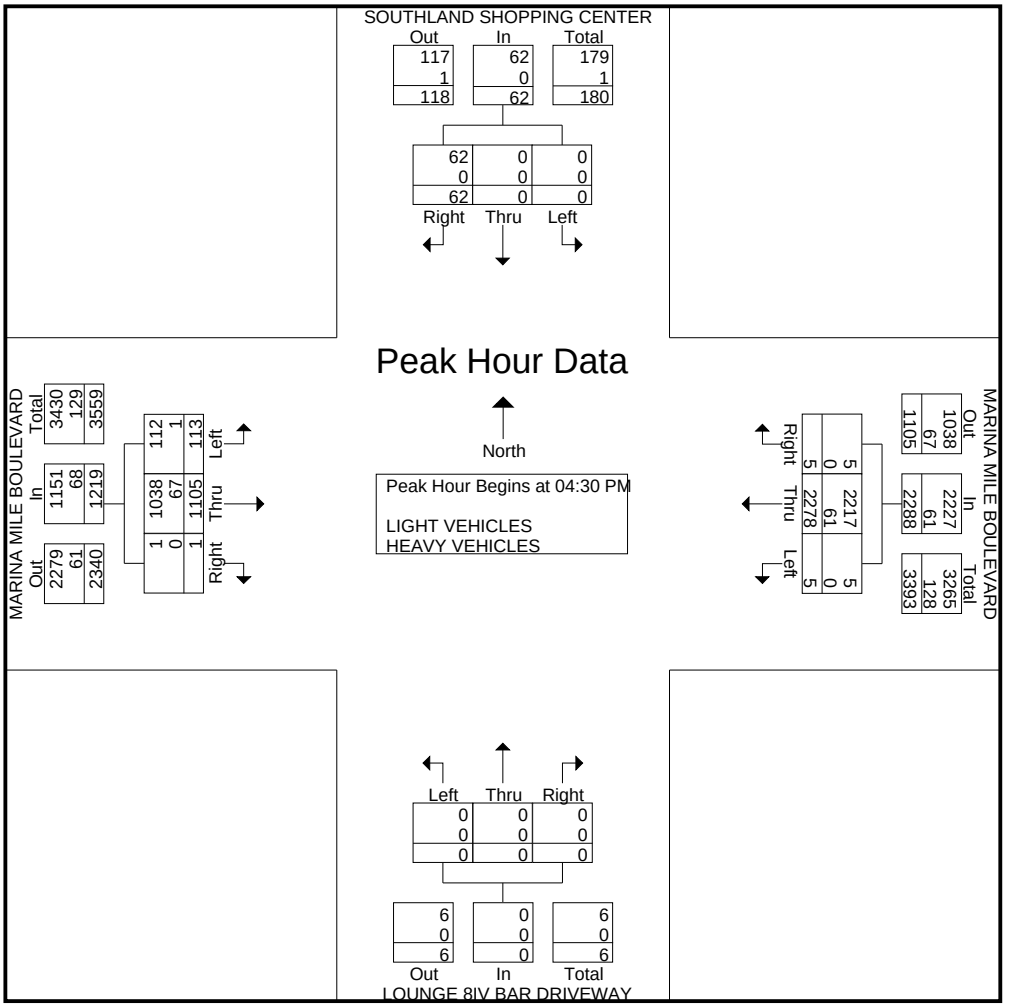
85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & MEDIAN OPENING
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & median
Site Code : 230105
Start Date : 7/11/2023
Page No : 3

	SOUTHLAND SHOPPING CENTER From North					MARINA MILE BOULEVARD From East					LOUNGE 8IV BAR DRIVEWAY From South					MARINA MILE BOULEVARD 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	14	14	**3**	0	533	1	537	0	0	0	0	0	4	23	280	0	307	858
04:45 PM	0	0	0	**19**	**19**	0	0	482	0	482	0	0	0	0	0	**11**	21	**285**	**1**	**318**	819
05:00 PM	0	0	0	11	11	1	0	**665**	**2**	**668**	0	0	0	0	0	3	21	275	0	299	**978**
05:15 PM	0	0	0	18	18	1	0	598	2	601	0	0	0	0	0	5	**25**	265	0	295	914
Total Volume	0	0	0	62	62	5	0	2278	5	2288	0	0	0	0	0	23	90	1105	1	1219	3569
% App. Total	0	0	0	100		0.2	0	99.6	0.2		0	0	0	0		1.9	7.4	90.6	0.1		
PHF	.000	.000	.000	.816	.816	.417	.000	.856	.625	.856	.000	.000	.000	.000	.000	.523	.900	.969	.250	.958	.912
LIGHT VEHICLES								2217										1038			
% LIGHT VEHICLES	0	0	0	100	100	100	0	97.3	100	97.3	0	0	0	0	0	100	98.9	93.9	100	94.4	96.4
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	0	0	0	0	0	2.7	0	2.7	0	0	0	0	0	0	1.1	6.1	0	5.6	3.6



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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & MEDIAN OPENING
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & median
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- BICYCLES ON THE ROAD

	SOUTHLAND SHOPPING CENTER From North				MARINA MILE BOULEVARD From East				LOUNGE 8IV BAR DRIVEWAY From South				MARINA MILE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	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
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	0	100	0	
Total %	0	0	0	0	0	66.7	0	0	0	0	0	0	0	0	33.3	0	

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MARINA MILE BOULEVARD & MEDIAN OPENING
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : marina mile & median
Site Code : 230105
Start Date : 7/11/2023
Page No : 1

Groups Printed- PEDESTRIANS & BIKES

	SOUTHLAND SHOPPING CENTER From North				MARINA MILE BOULEVARD From East				LOUNGE 8IV BAR DRIVEWAY From South				MARINA MILE BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	8
08:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3
04:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	6
Total	7	0	2	0	1	0	0	0	0	0	0	0	1	0	0	0	11
05:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	4
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	9
Grand Total	20	0	13	0	2	0	0	0	0	0	0	0	2	0	1	0	38
Apprch %	60.6	0	39.4	0	100	0	0	0	0	0	0	0	66.7	0	33.3	0	
Total %	52.6	0	34.2	0	5.3	0	0	0	0	0	0	0	5.3	0	2.6	0	

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MARINA MILE BOULEVARD & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : marina mile & sw 9th
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	SW 9TH AVENUE From North				MARINA MILE BOULEVARD From East				SW 9TH AVENUE From South				MARINA MILE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	9	3	19	0	0	135	2	0	12	0	4	0	7	391	10	592
07:15 AM	0	22	3	30	0	0	141	0	0	10	0	4	3	12	496	16	737
07:30 AM	0	25	3	31	0	2	200	3	0	13	4	4	2	13	514	10	824
07:45 AM	0	24	4	52	1	1	222	3	0	23	3	2	3	21	672	10	1041
Total	0	80	13	132	1	3	698	8	0	58	7	14	8	53	2073	46	3194
08:00 AM	0	19	2	38	0	2	206	5	0	14	2	6	4	9	555	13	875
08:15 AM	1	30	5	43	0	2	216	0	0	12	5	10	4	20	540	19	907
08:30 AM	0	19	5	42	0	1	232	1	0	13	5	5	4	10	586	13	936
08:45 AM	1	18	5	46	1	0	224	3	0	9	5	4	2	22	526	15	881
Total	2	86	17	169	1	5	878	9	0	48	17	25	14	61	2207	60	3599
04:00 PM	1	14	5	36	0	2	435	4	0	41	2	3	2	22	259	9	835
04:15 PM	0	16	5	36	0	4	397	6	0	31	5	7	3	32	176	9	727
04:30 PM	1	7	4	30	1	1	508	7	0	44	1	8	3	35	227	13	890
04:45 PM	0	21	5	39	0	2	453	10	0	37	4	7	2	21	259	7	867
Total	2	58	19	141	1	9	1793	27	0	153	12	25	10	110	921	38	3319
05:00 PM	0	17	4	46	0	0	548	8	0	77	10	5	1	22	216	7	961
05:15 PM	0	17	2	43	0	0	537	5	0	26	1	7	7	28	245	14	932
05:30 PM	0	11	8	43	0	1	453	2	0	26	4	9	2	34	242	9	844
05:45 PM	0	11	1	47	2	1	432	3	0	14	2	5	4	21	227	14	784
Total	0	56	15	179	2	2	1970	18	0	143	17	26	14	105	930	44	3521
Grand Total	4	280	64	621	5	19	5339	62	0	402	53	90	46	329	6131	188	13633
Apprch %	0.4	28.9	6.6	64.1	0.1	0.4	98.4	1.1	0	73.8	9.7	16.5	0.7	4.9	91.6	2.8	
Total %	0	2.1	0.5	4.6	0	0.1	39.2	0.5	0	2.9	0.4	0.7	0.3	2.4	45	1.4	
LIGHT VEHICLES	4	272	63	614	5	17	5137	58	0	390	49	89	45	323	5864	180	13110
% LIGHT VEHICLES	100	97.1	98.4	98.9	100	89.5	96.2	93.5	0	97	92.5	98.9	97.8	98.2	95.6	95.7	96.2
HEAVY VEHICLES	0	8	1	7	0	2	202	4	0	12	4	1	1	6	267	8	523
% HEAVY VEHICLES	0	2.9	1.6	1.1	0	10.5	3.8	6.5	0	3	7.5	1.1	2.2	1.8	4.4	4.3	3.8

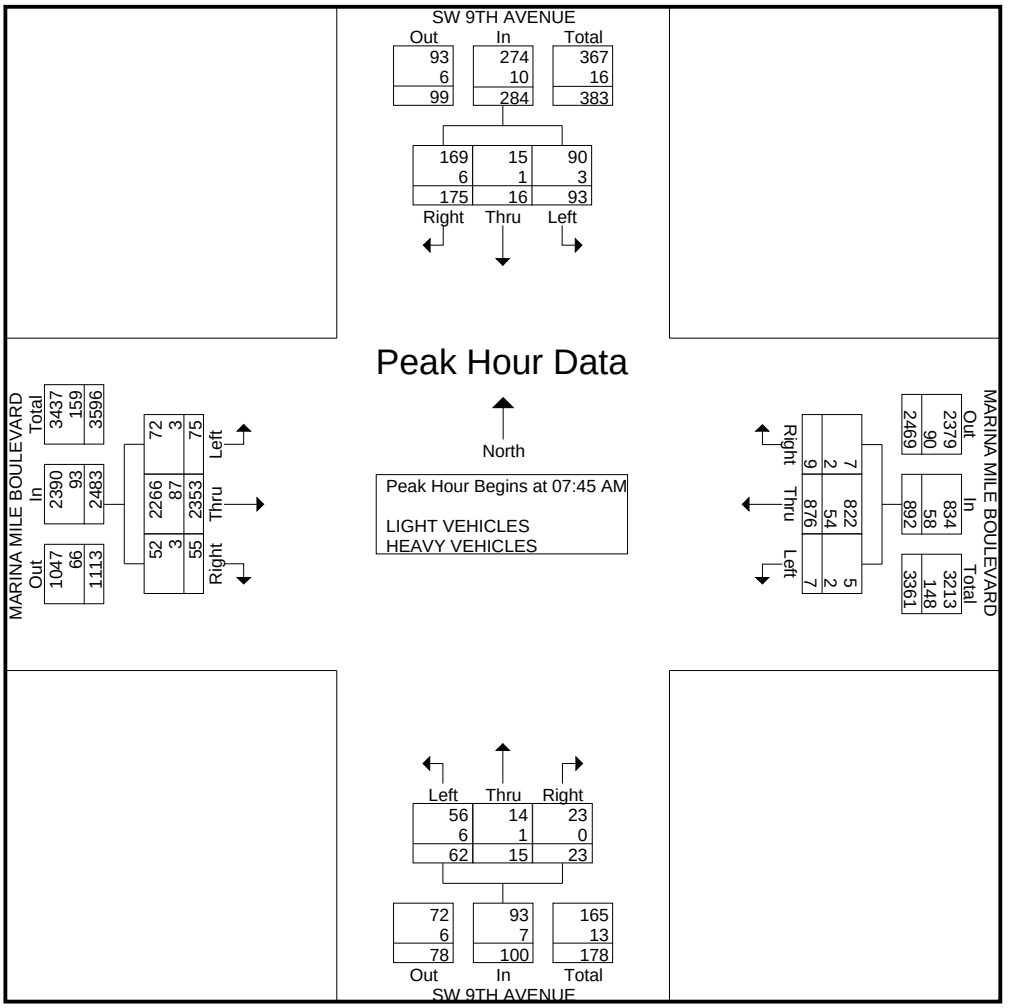
All Traffic Data Services, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : marina mile & sw 9th
Site Code : 230105
Start Date : 7/11/2023
Page No : 2

	SW 9TH AVENUE From North					MARINA MILE BOULEVARD From East					SW 9TH AVENUE From South					MARINA MILE BOULEVARD 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 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	24	4	**52**	**80**	**1**	1	222	3	227	0	**23**	3	2	**28**	3	**21**	**672**	10	**706**	**1041**
08:00 AM	0	19	2	38	59	0	**2**	206	**5**	213	0	14	2	6	22	**4**	9	555	13	581	875
08:15 AM	**1**	**30**	**5**	43	79	0	2	216	0	218	0	12	**5**	**10**	27	4	20	540	**19**	583	907
08:30 AM	0	19	5	42	66	0	1	**232**	1	**234**	0	13	5	5	23	4	10	586	13	613	936
Total Volume	1	92	16	175	284	1	6	876	9	892	0	62	15	23	100	15	60	2353	55	2483	3759
% App. Total	0.4	32.4	5.6	61.6		0.1	0.7	98.2	1		0	62	15	23		0.6	2.4	94.8	2.2		
PHF	.250	.767	.800	.841	.888	.250	.750	.944	.450	.953	.000	.674	.750	.575	.893	.938	.714	.875	.724	.879	.903
LIGHT VEHICLES																		2266			
% LIGHT VEHICLES	100	96.7	93.8	96.6	96.5	100	66.7	93.8	77.8	93.5	0	90.3	93.3	100	93.0	100	95.0	96.3	94.5	96.3	95.5
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	3.3	6.3	3.4	3.5	0	33.3	6.2	22.2	6.5	0	9.7	6.7	0	7.0	0	5.0	3.7	5.5	3.7	4.5



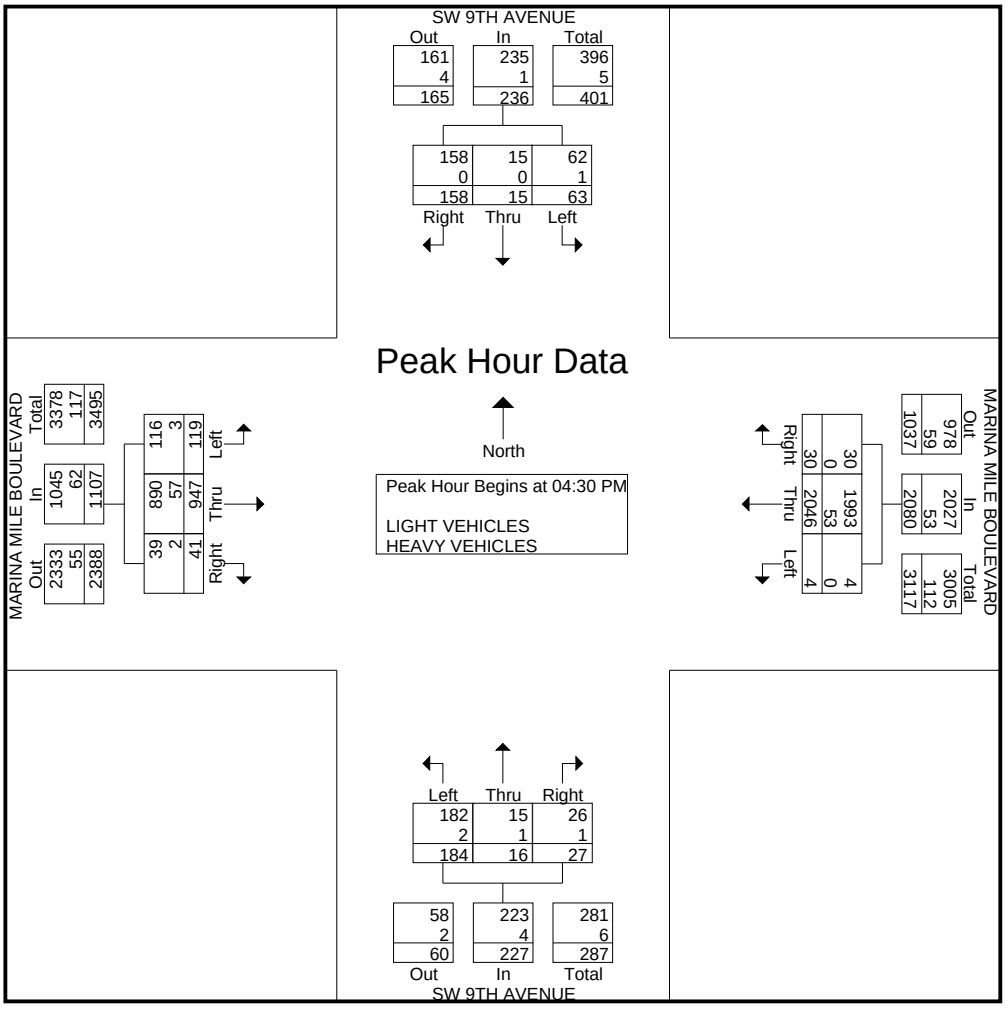
All Traffic Data Services, Inc.

85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : marina mile & sw 9th
Site Code : 230105
Start Date : 7/11/2023

	SW 9TH AVENUE From North					MARINA MILE BOULEVARD From East					SW 9TH AVENUE From South					MARINA MILE BOULEVARD 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**1**	7	4	30	42	**1**	1	508	7	517	0	44	1	**8**	53	3	**35**	227	13	278	890
04:45 PM	0	**21**	**5**	39	65	0	**2**	453	**10**	465	0	37	4	7	48	2	21	**259**	7	289	867
05:00 PM	0	17	4	**46**	**67**	0	0	**548**	8	**556**	0	**77**	**10**	5	**92**	1	22	216	7	246	**961**
05:15 PM	0	17	2	43	62	0	0	537	5	542	0	26	1	7	34	**7**	28	245	**14**	**294**	932
Total Volume	1	62	15	158	236	1	3	2046	30	2080	0	184	16	27	227	13	106	947	41	1107	3650
% App. Total	0.4	26.3	6.4	66.9		0	0.1	98.4	1.4		0	81.1	7	11.9		1.2	9.6	85.5	3.7		
PHF	.250	.738	.750	.859	.881	.250	.375	.933	.750	.935	.000	.597	.400	.844	.617	.464	.757	.914	.732	.941	.950
LIGHT VEHICLES								1993													
% LIGHT VEHICLES	100	98.4	100	100	99.6	100	100	97.4	100	97.5	0	98.9	93.8	96.3	98.2	92.3	98.1	94.0	95.1	94.4	96.7
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	1.6	0	0	0.4	0	0	2.6	0	2.5	0	1.1	6.3	3.7	1.8	7.7	1.9	6.0	4.9	5.6	3.3



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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

MARINA MILE BOULEVARD & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : marina mile & sw 9th
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- BICYCLES ON THE ROAD

	SW 9TH AVENUE From North				MARINA MILE BOULEVARD From East				SW 9TH AVENUE From South				MARINA MILE BOULEVARD From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1	1	5
Total	0	1	1	0	0	0	2	0	0	0	0	0	0	0	1	2	7
05:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	2	0	0	0	4	1	0	0	2	0	0	0	1	2	13
Apprch %	0	33.3	66.7	0	0	0	80	20	0	0	100	0	0	0	33.3	66.7	
Total %	0	7.7	15.4	0	0	0	30.8	7.7	0	0	15.4	0	0	0	7.7	15.4	

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MARINA MILE BOULEVARD & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
SIGNALIZED

File Name : marina mile & sw 9th
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- PEDESTRIANS & BIKES

	SW 9TH AVENUE From North				MARINA MILE BOULEVARD From East				SW 9TH AVENUE From South				MARINA MILE BOULEVARD From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
07:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	3	0	0	0	0	0	0	0	0	0	1	0	3	0	7
08:00 AM	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	4
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4
Total	1	0	2	0	0	0	0	0	1	0	0	0	4	0	0	0	8
04:00 PM	2	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	7
04:15 PM	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	5
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	3
04:45 PM	1	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	6
Total	5	0	2	0	0	0	0	0	2	0	1	0	6	0	5	0	21
05:00 PM	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	5
05:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	4
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Total	0	0	6	0	0	0	0	0	0	0	1	0	2	0	4	0	13
Grand Total	6	0	13	0	0	0	0	0	3	0	2	0	13	0	12	0	49
Apprch %	31.6	0	68.4	0	0	0	0	0	60	0	40	0	52	0	48	0	
Total %	12.2	0	26.5	0	0	0	0	0	6.1	0	4.1	0	26.5	0	24.5	0	

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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
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SW 26TH STREET & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sw 26th st & sw 9th ave
Site Code : 230105
Start Date : 7/11/2023
Page No : 1

Groups Printed- LIGHT VEHICLES - HEAVY VEHICLES

	SW 9TH AVENUE From North				N/A From East				SW 9TH AVENUE From South				SW 26TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:00 AM	0	0	7	2	0	0	0	0	0	1	10	0	0	0	0	0	20
07:15 AM	0	0	11	2	0	0	0	0	0	0	8	0	0	0	0	1	22
07:30 AM	0	0	12	1	0	0	0	0	0	5	17	0	0	0	0	0	35
07:45 AM	0	0	10	3	0	0	0	0	0	3	22	0	0	0	0	0	38
Total	0	0	40	8	0	0	0	0	0	9	57	0	0	0	0	1	115
08:00 AM	0	0	13	1	0	0	0	0	0	0	22	0	0	0	0	0	36
08:15 AM	0	0	22	1	0	0	0	0	0	0	17	0	0	4	0	0	44
08:30 AM	0	0	14	2	0	0	0	0	0	1	18	0	0	0	0	0	35
08:45 AM	0	0	13	2	0	0	0	0	0	2	15	0	0	0	0	0	32
Total	0	0	62	6	0	0	0	0	0	3	72	0	0	4	0	0	147
04:00 PM	0	0	11	2	0	0	0	0	0	2	23	0	0	2	0	0	40
04:15 PM	0	0	14	3	0	0	0	0	0	2	24	0	0	0	0	0	43
04:30 PM	0	0	14	4	0	0	0	0	0	3	15	0	0	1	0	0	37
04:45 PM	0	0	11	2	0	0	0	0	0	0	22	0	0	0	0	0	35
Total	0	0	50	11	0	0	0	0	0	7	84	0	0	3	0	0	155
05:00 PM	0	0	9	1	0	0	0	0	0	3	20	0	0	0	0	0	33
05:15 PM	0	0	10	2	0	0	0	0	0	1	13	0	0	0	0	0	26
05:30 PM	0	0	15	1	0	0	0	0	0	2	30	0	0	0	0	0	48
05:45 PM	0	0	10	1	0	0	0	0	0	1	12	0	0	0	0	0	24
Total	0	0	44	5	0	0	0	0	0	7	75	0	0	0	0	0	131
Grand Total	0	0	196	30	0	0	0	0	0	26	288	0	0	7	0	1	548
Apprch %	0	0	86.7	13.3	0	0	0	0	0	8.3	91.7	0	0	87.5	0	12.5	
Total %	0	0	35.8	5.5	0	0	0	0	0	4.7	52.6	0	0	1.3	0	0.2	
LIGHT VEHICLES	0	0	188	29	0	0	0	0	0	26	277	0	0	6	0	1	527
% LIGHT VEHICLES	0	0	95.9	96.7	0	0	0	0	0	100	96.2	0	0	85.7	0	100	96.2
HEAVY VEHICLES	0	0	8	1	0	0	0	0	0	0	11	0	0	1	0	0	21
% HEAVY VEHICLES	0	0	4.1	3.3	0	0	0	0	0	0	3.8	0	0	14.3	0	0	3.8

All Traffic Data Services, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
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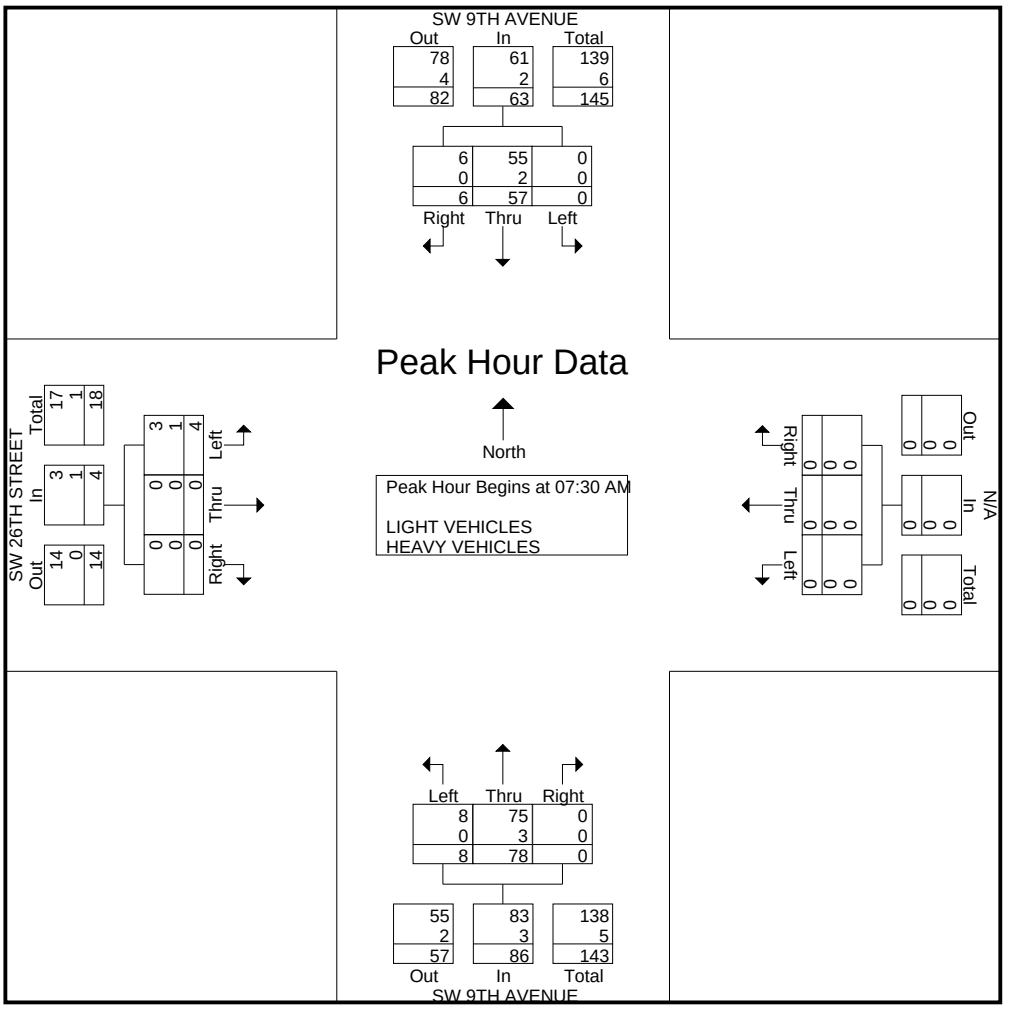
SW 26TH STREET & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sw 26th st & sw 9th ave
Site Code : 230105
Start Date : 7/11/2023

	SW 9TH AVENUE From North					N/A From East					SW 9TH AVENUE From South					SW 26TH STREET 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 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	12	1	13	0	0	0	0	0	0	**5**	17	0	22	0	0	0	0	0	35
07:45 AM	0	0	10	**3**	13	0	0	0	0	0	0	3	**22**	0	**25**	0	0	0	0	0	38
08:00 AM	0	0	13	1	14	0	0	0	0	0	0	0	22	0	22	0	0	0	0	0	36
08:15 AM	0	0	**22**	1	**23**	0	0	0	0	0	0	0	17	0	17	0	**4**	0	0	**4**	**44**
Total Volume	0	0	57	6	63	0	0	0	0	0	0	8	78	0	86	0	4	0	0	4	153
% App. Total	0	0	90.5	9.5		0	0	0	0		0	9.3	90.7	0		0	100	0	0		
PHF	.000	.000	.648	.500	.685	.000	.000	.000	.000	.000	.000	.400	.886	.000	.860	.000	.250	.000	.000	.250	.869
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	96.5	100	96.8	0	0	0	0	0	0	100	96.2	0	96.5	0	75.0	0	0	75.0	96.1
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	3.5	0	3.2	0	0	0	0	0	0	0	3.8	0	3.5	0	25.0	0	0	25.0	3.9



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85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
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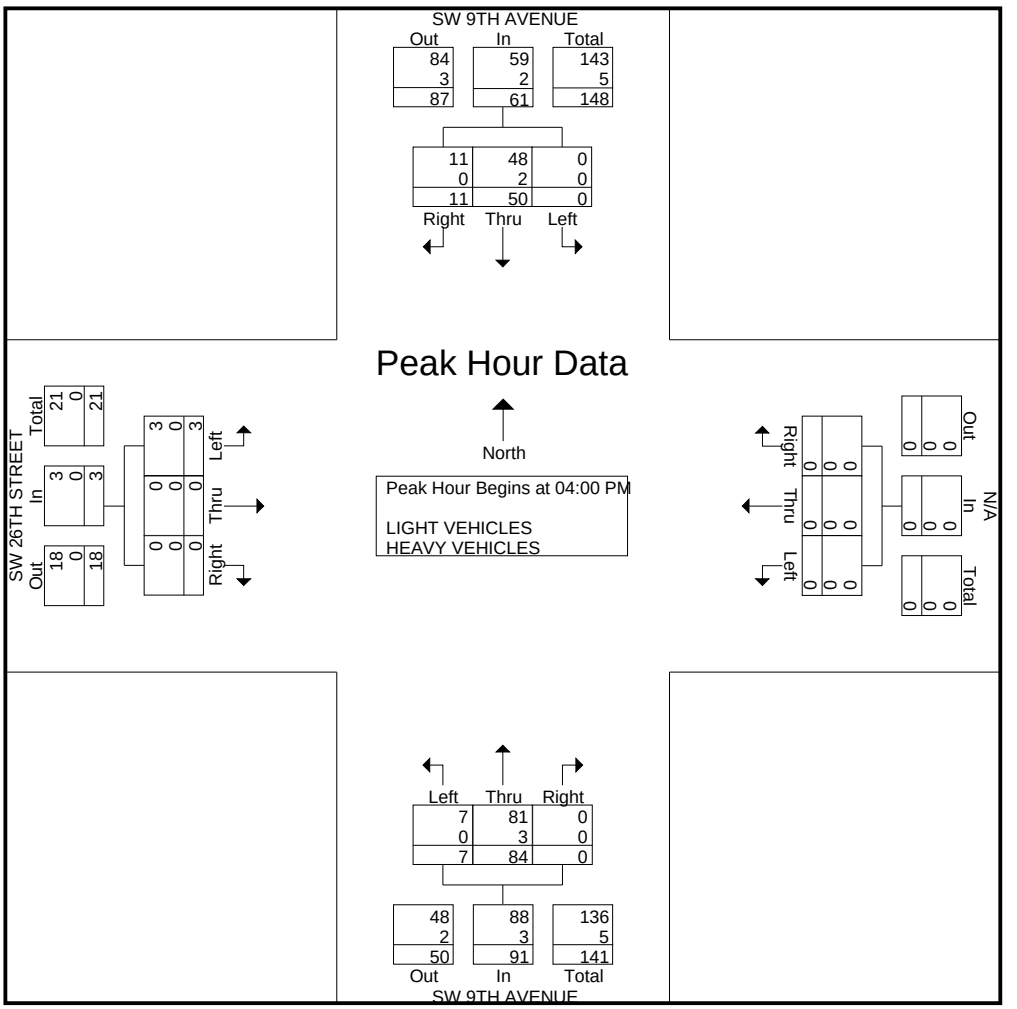
SW 26TH STREET & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sw 26th st & sw 9th ave
Site Code : 230105
Start Date : 7/11/2023
Page No : 3

	SW 9TH AVENUE From North					N/A From East					SW 9TH AVENUE From South					SW 26TH STREET 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 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	11	2	13	0	0	0	0	0	0	2	23	0	25	0	**2**	0	0	**2**	40
04:15 PM	0	0	**14**	3	17	0	0	0	0	0	0	2	**24**	0	**26**	0	0	0	0	0	**43**
04:30 PM	0	0	14	**4**	**18**	0	0	0	0	0	0	**3**	15	0	18	0	1	0	0	1	37
04:45 PM	0	0	11	2	13	0	0	0	0	0	0	0	22	0	22	0	0	0	0	0	35
Total Volume	0	0	50	11	61	0	0	0	0	0	0	7	84	0	91	0	3	0	0	3	155
% App. Total	0	0	82	18		0	0	0	0		0	7.7	92.3	0		0	100	0	0		
PHF	.000	.000	.893	.688	.847	.000	.000	.000	.000	.000	.000	.583	.875	.000	.875	.000	.375	.000	.000	.375	.901
LIGHT VEHICLES																					
% LIGHT VEHICLES	0	0	96.0	100	96.7	0	0	0	0	0	0	100	96.4	0	96.7	0	100	0	0	100	96.8
HEAVY VEHICLES																					
% HEAVY VEHICLES	0	0	4.0	0	3.3	0	0	0	0	0	0	0	3.6	0	3.3	0	0	0	0	0	3.2



All Traffic Data Services, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

SW 26TH STREET & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sw 26th st & sw 9th ave
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- BICYCLES ON THE ROAD

	SW 9TH AVENUE From North				N/A From East				SW 9TH AVENUE From South				SW 26TH STREET From West				
Start Time	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Int. Total
07:30 AM	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
07:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0	0	4
08:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Grand Total	0	0	7	3	0	0	0	0	0	1	1	0	0	0	0	0	12
Apprch %	0	0	70	30	0	0	0	0	0	50	50	0	0	0	0	0	
Total %	0	0	58.3	25	0	0	0	0	0	8.3	8.3	0	0	0	0	0	

All Traffic Data Services, Inc.
85 SE 4th Avenue, Unit 109, Delray Beach, FL 33483
Phone 561-272-3255

SW 26TH STREET & SW 9TH AVENUE
FORT LAUDERDALE, FLORIDA
VIDEO COUNT
NOT SIGNALIZED

File Name : sw 26th st & sw 9th ave
Site Code : 230105
Start Date : 7/11/2023

Groups Printed- PEDESTRIANS & BIKES

	SW 9TH AVENUE From North				N/A From East				SW 9TH AVENUE From South				SW 26TH STREET From West				
Start Time	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Peds	Left	BIKES	Right	Int. Total
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
04:45 PM	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	4	0	3	0	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
05:30 PM	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	0	0	0	0	0	0	0	0	11	0	8	0	19
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	57.9	0	42.1	0	
Total %	0	0	0	0	0	0	0	0	0	0	0	0	57.9	0	42.1	0	

Station : 2078 - SR 84 & SW 9 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		19		21		21								
Min Green	5	10		6	5	10	4	6								
Gap Ext	1.5	3		2.5	1.5	3	1.5	2.5								
Max1	20	50		25	15	50	15	25								
Max2																
Yellow Clr	5	5		4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2		2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON		ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2		2	4	1
Dwell Cyc Veh 2	8	6		5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	7	2	4	2	
Exit 2	5		6	8	6	
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 9/7/2023 10:35:59 AM

Station : 2078 - SR 84 & SW 9 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		2	2	160	56	2	1		50		27	81		52	13	95	18	34								
9		3	3	160	17	3	1		50		20	87		53	20	87	18	35								
15		4	4	160	50	4	1		50		23	81		56	23	81	20	36								
18		3	3	160	17	3	1		50		20	87		53	20	87	18	35								
22		100	254																							
Day Plan 2											**Easy**															
		100	254																							
8		3	3	160	17	3	1		50		20	87		53	20	87	18	35								
22		100	254																							

Day Plan 3											Easy																
		100	254																								
8		3	3	160	17	3	1		50		20	87		53	20	87	18	35									
22		100	254																								

Station : 2078 - SR 84 & SW 9 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1							1																																		2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
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29																																																			1
30																																																			1
31																																																			1
32																																																			1

User Comments:

Public Works Department
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600

September 7, 2023

J. Suzanne Danielsen, P.E.
DC Engineering
sdanielsen@dcengineersinc.com

Re: Recent Public Records Request #317437

Dear Ms. Danielsen:

Broward County acknowledges receiving your public records request on September 6, 2023, for the following public records regarding signal timing details for the following intersection located in the City of Fort Lauderdale:

- Marina Mile (SR 84) at SW 9th Avenue

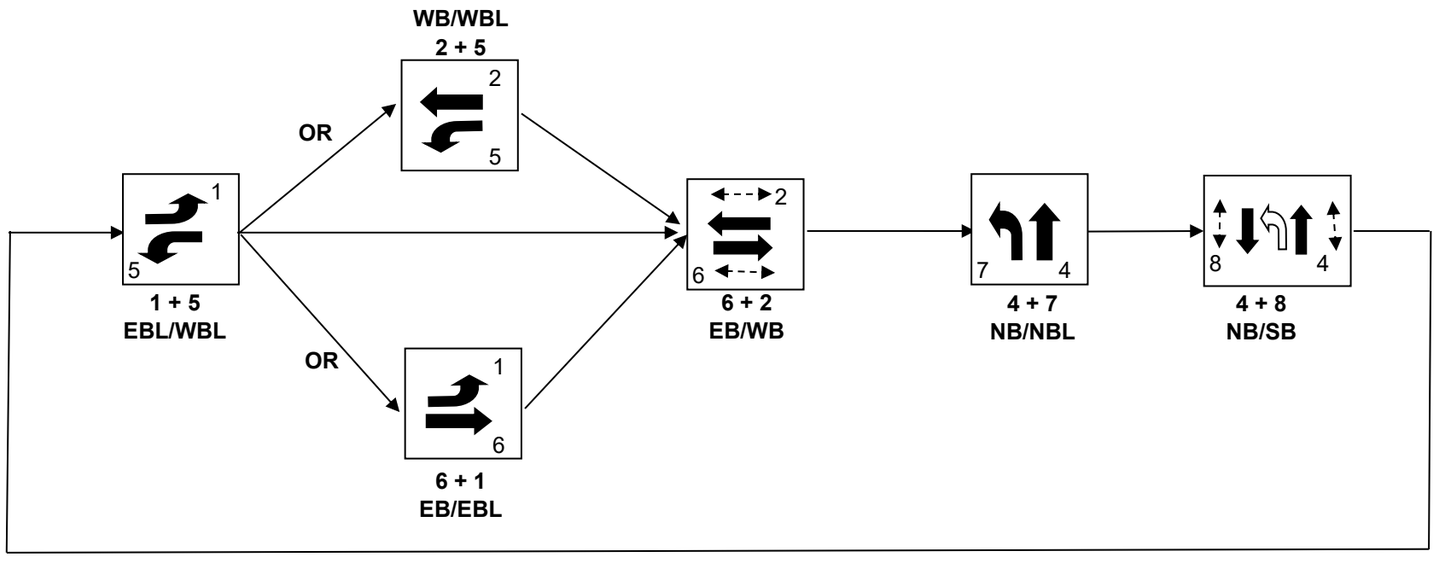
In accordance with **Chapter 119, Florida Statutes**, you are permitted to inspect and copy public records in the County's possession that are not exempt and/or confidential.

Your request has been reviewed and we have determined that there is no cost to compile. As such, at this time we are providing these records to you and closing out your request as complete.

Respectfully,

Catherine Albert
Traffic Engineering Division
Public Records Request Coordinator

Sequence of Operation for (2078) SR 84 and SW 9 Ave



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	2078	**Initial Operation Date**	11/71
Controller Type	2070 LN	**System Number**	2078
Modification Number	15	**Modification Date**	01/07/2015
Drawing/Project No	228243-1-52-01	**FPL Grid Number**	87577629402
Intersection	SR 84 and SW 9 AVENUE		
Municipality	FORT LAUDERDALE		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6	7	8
Direction	EBL	WB		NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10		6	5	10	4	6
Vehicle Ext.(GAP)	1.5	3.0		2.5	1.5	3.0	1.5	2.5
Maximum Green I	20	50		25	15	50	15	25
Maximum Green II								
Yellow Clearance	5.0	5.0		4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7+A
Pedestrian Clearance		21		19		21		21
Permissive	NO				NO		YES	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. AUDIBLE PED SIGNAL P8: PROVIDES A TONE.
3. PHOTO ENFORCEMENT, CITY OF FORT LAUDERDALE.
4. MOD. 15 UPDATES EWL YELLOW CLEARANCE VALUES PER FDOT STANDARDS.

Submitted By _____ **Approved By** _____

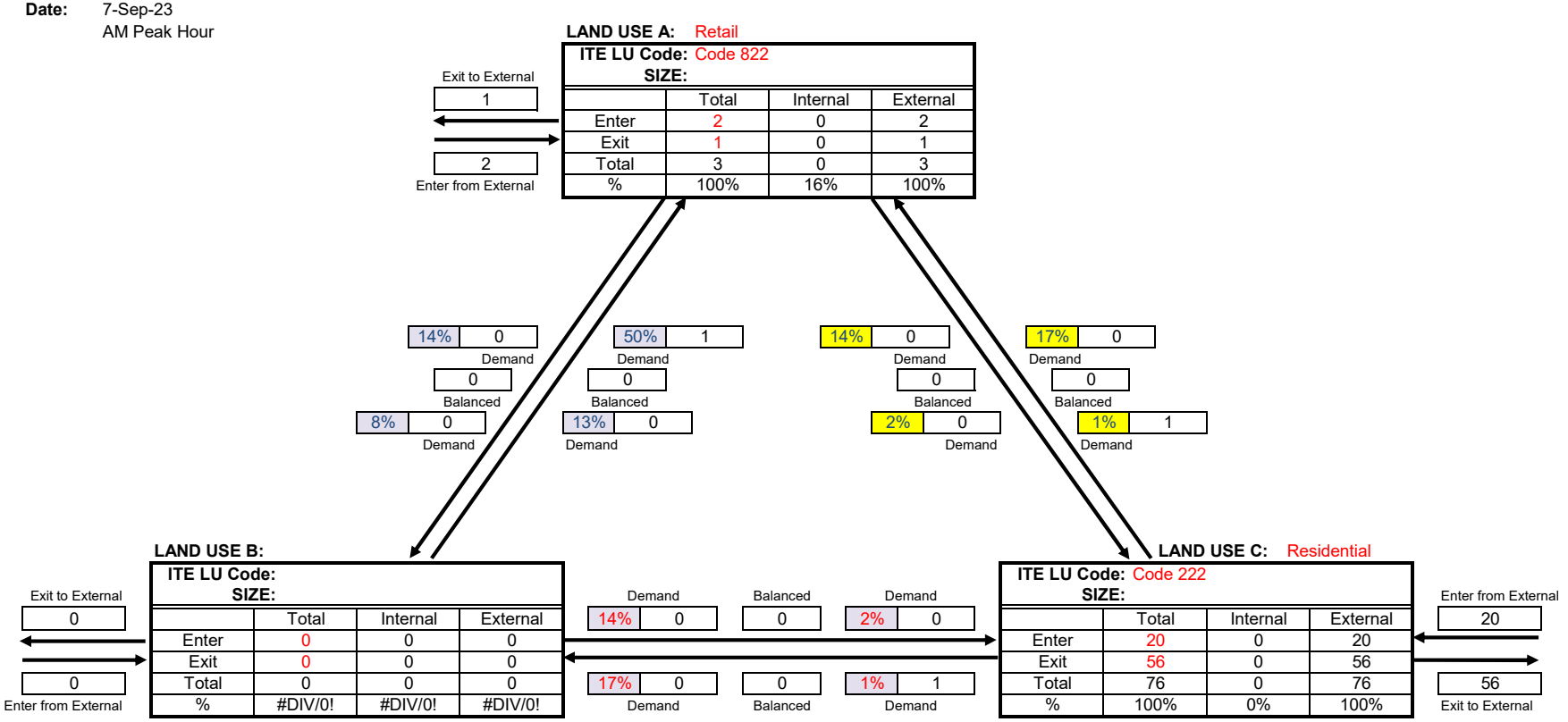
APPENDIX E

Internalization

PROPOSED LAND USES

Trip Generation and Internal Capture Summary

Analyst: Danielsen
Date: 7-Sep-23
AM Peak Hour



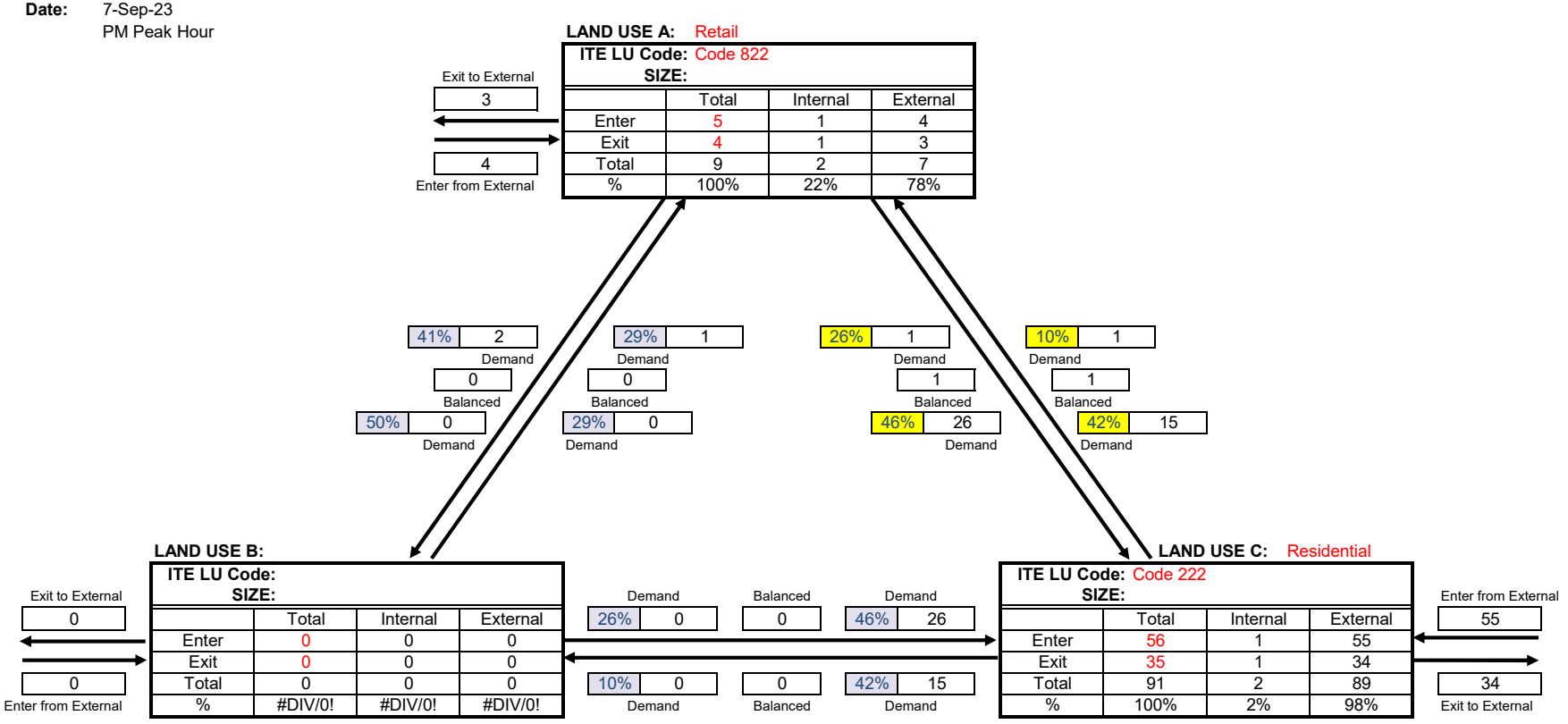
Net External Trips for Multi-Use Development				
	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	2	0	20	22
Exit	1	0	56	57
Total	3	0	76	79
Single-Use Trip Gen. Est.	3	0	76	79

INTERNAL CAPTURE: 0%

Analyst: Danielsen
Date: 7-Sep-23
PM Peak Hour

PROPOSED LAND USES

Trip Generation and Internal Capture Summary



Net External Trips for Multi-Use Development

	LAND USE A	LAND USE B	LAND USE C	TOTAL
Enter	4	0	55	59
Exit	3	0	34	37
Total	7	0	89	96
Single-Use Trip Gen. Est.	9	0	91	100

INTERNAL CAPTURE: 4%

Means of Transportation to Work

Table | Map | Distribution | Download data

Table B08301 Change

Add data for more places below; visualize or download this data with controls at right.

Selected geographies

Census Tract 1106, Broward, FL

Add a geography

Find a place

Add all census tracts in ...

Davie, FL
Hollywood, FL
Fort Lauderdale, FL
Dania Beach, FL
Broward County, FL
Florida
United States

Divide Census Tract 1106, Broward, FL into ...

block groups

ACS 2021 5-year

Table universe: Workers 16 Years and Over Switch to totals Click a row to highlight

Column →	Census Tract 1106, Broward, FL	
Car, truck, or van:	88.8%	±9.6%
Drove alone	78%	±10.2%
Carpooled:	10.7%	±10.1%
In 2-person carpool	10.7%	±10.1%
In 3-person carpool	0%	±0.7%
In 4-person carpool	0%	±0.7%
In 5- or 6-person carpool	0%	±0.7%
In 7-or-more-person carpool	0%	±0.7%
Public transportation (excluding taxicab):	1.1%	±1.5%
Bus	1.1%	±1.5%
Subway or elevated rail	0%	±0.7%
Long-distance train or commuter rail	0%	±0.7%
Light rail, streetcar or trolley (carro público in...	0%	±0.7%
Ferryboat	0%	±0.7%
Taxicab	0%	±0.7%
Motorcycle	0%	±0.7%
Bicycle	1%	±1.5%
Walked	2.5%	±2.9%
Other means	1.5%	±1.8%
Worked from home	5.1%	±4%

Citation: U.S. Census Bureau (2017-2021). *Means of Transportation to Work American Community Survey 5-year estimates.* Retrieved from <https://censusreporter.org>

Census Reporter is a free, open-source project. Your donations help us add new data to the site and keep it running.

Census Reporter

Table | Map | Distribution | Download data

Means of Transportation to Work

Table B08301 **ACS 2021 5-year** Change table | Switch to totals

Table universe: Workers 16 Years and Over

Show column

Car, truck, or van

88.8% 88.8%

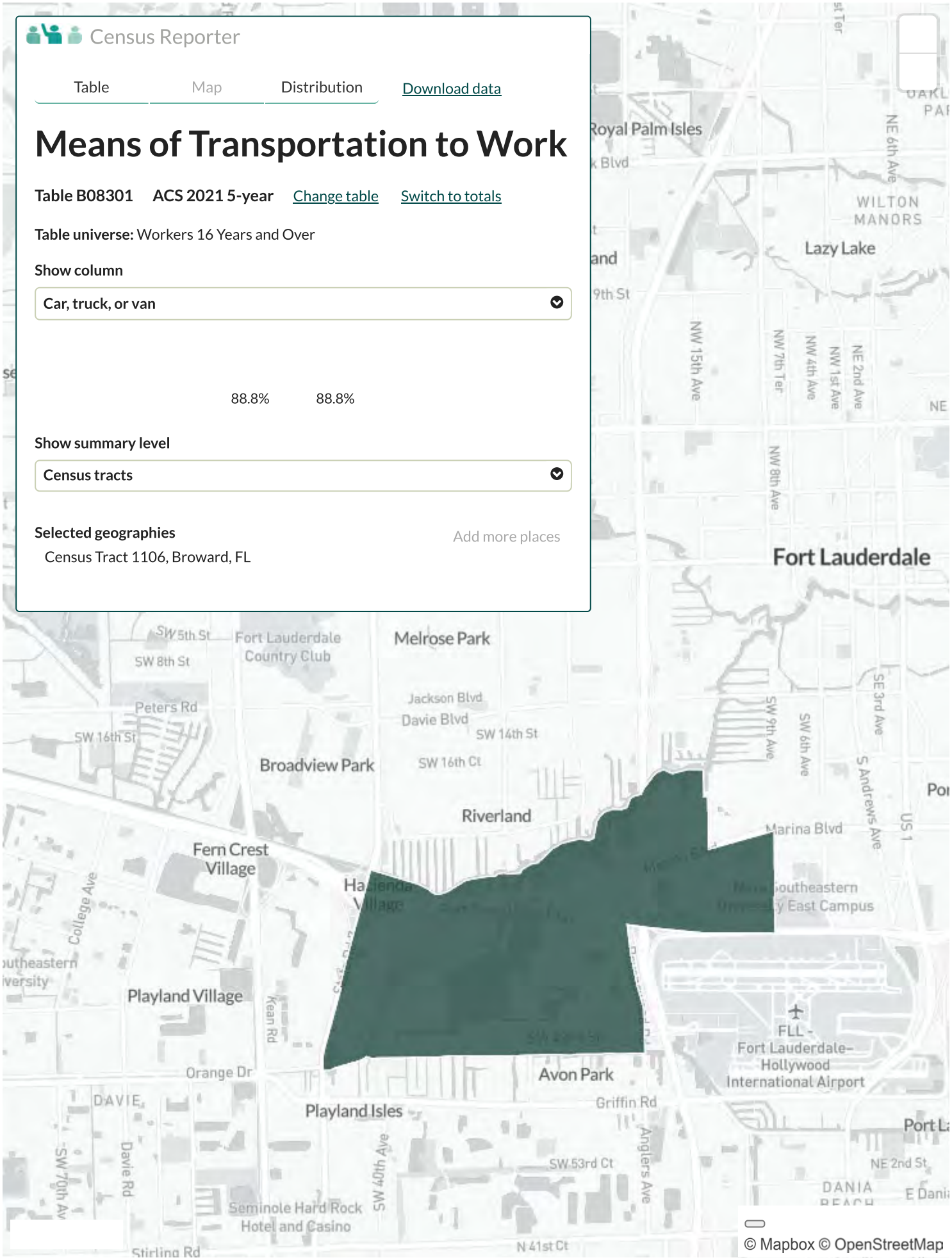
Show summary level

Census tracts

Selected geographies

Add more places

Census Tract 1106, Broward, FL



APPENDIX F

Growth

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0208 - SR 84 - W OF SW 4 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	44000 C	E 22000	W 22000	9.00	57.00	6.30
2021	38000 C	E 20000	W 18000	9.00	53.80	6.10
2020	43500 F	E 22500	W 21000	9.00	53.90	6.10
2019	45500 C	E 23500	W 22000	9.00	54.60	6.10
2018	45500 C	E 22500	W 23000	9.00	54.50	6.70
2017	46500 C	E 24000	W 22500	9.00	51.90	6.70
2016	49000 C	E 25500	W 23500	9.00	54.10	6.70
2015	44000 C	E 22500	W 21500	9.00	54.00	6.90
2014	47500 C	E 24500	W 23000	9.00	54.20	6.90
2013	40000 C	E 23000	W 17000	9.00	53.60	6.90
2012	44500 C	E 21500	W 23000	9.00	52.20	8.60
2011	40500 C	E 19000	W 21500	9.00	52.50	11.10
2010	41000 C	E 21000	W 20000	8.35	52.69	11.20
2009	44000 C	E 22000	W 22000	8.53	53.89	11.20
2008	43000 C	E 22000	W 21000	8.81	54.16	6.30
2007	46500 C	E 23000	W 23500	8.63	55.75	6.30

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
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0417 - SR 84 - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	58500 S	E 29000	W 29500	9.00	57.00	10.50
2021	59500 F	E 29500	W 30000	9.00	53.80	10.50
2020	59500 C	E 29500	W 30000	9.00	53.90	10.50
2019	59000 C	E 30500	W 28500	9.00	54.60	9.80
2018	54000 C	E 28500	W 25500	9.00	54.50	6.80
2017	63000 C	E 31500	W 31500	9.00	51.90	13.00
2016	63500 C	E 34000	W 29500	9.00	54.10	4.70
2015	56000 C	E 27500	W 28500	9.00	54.00	7.00
2014	54500 C	E 26500	W 28000	9.00	54.20	8.40
2013	60000 C	E 31500	W 28500	9.00	53.60	6.20
2012	59500 C	E 29500	W 30000	9.00	52.20	12.60
2011	58500 C	E 29000	W 29500	9.00	52.50	6.10
2010	55500 C	E 28000	W 27500	8.35	52.69	6.10
2009	55000 C	E 28500	W 26500	8.53	53.89	6.10
2008	63500 C	E 35000	W 28500	8.81	54.16	5.10
2007	57500 C	E 29000	W 28500	8.63	55.75	5.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 7321 - SW 9 AVE, N OF SR 84

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	4200 S	N	1700	S	2500	9.00	57.00	5.40
2021	4200 F	N	1700	S	2500	9.00	53.80	14.30
2020	4200 C	N	1700	S	2500	9.00	53.90	8.80
2019	5500 T	N	2200	S	3300	9.00	54.60	5.50
2018	5500 S	N	2200	S	3300	9.00	54.50	6.00
2017	5500 F	N	2200	S	3300	9.00	51.90	6.20
2016	5500 C	N	2200	S	3300	9.00	54.10	2.90
2015	5100 V		0		0	9.00	54.00	3.40
2014	5000 R					9.00	54.20	7.40
2013	5000 T		0		0	9.00	53.60	7.60
2012	5000 S		0		0	9.00	52.20	5.90
2011	5000 F		0		0	9.00	52.50	6.30
2010	5000 C	N	0	S	0	8.35	52.69	9.30
2009	5300 F		0		0	8.53	53.89	5.30
2008	5400 C	N	0	S	0	8.81	54.16	6.50
2007	6000 C	N	0	S	0	8.63	55.75	4.80

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

1000 Marina Mile
Marina Mile (SR 84)
Fort Lauderdale

Growth Rate Analysis

Site #0208 - Marina Mile (SR 84) - west of SW 4 Av

Year	Volume	Growth Rate
2018	45500	
2022	44000	-0.67%

Site #0417 - Marina Mile (SR 84) - east of I-95

Year	Volume	Growth Rate
2018	54000	
2022	58500	1.61%

Site #7321 - SW 9 Av north of Marina Mile (SR 84)

Year	Volume	Growth Rate
2018	5500	
2022	4200	-5.25%

Total - All Count Stations

Year	Volume	Growth Rate
2018	105000	
2022	106700	0.32%

APPENDIX G

Volume Development Worksheets

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at SW 14 Avenue
AM Peak Hour

WEEKDAY

	SW 14 Avenue Northbound			SW 14 Avenue Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	2	1	102	10	2	26	11	2,498	31	55	1,092	11
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	2	1	107	11	2	27	12	2623	33	58	1147	12
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	2	1	109	11	2	28	12	2,662	33	59	1,164	12
Existing Development												
1000 Marina Mile												
Primary Trip								11			28	
Pass-by Capture												
2026 Total Traffic	**2**	**1**	**109**	**11**	**2**	**28**	**12**	**2,673**	**33**	**59**	**1,192**	**12**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at SW 14 Avenue
PM Peak Hour

WEEKDAY

	SW 14 Avenue Northbound			SW 14 Avenue Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	6	1	113	6	0	19	22	1,236	28	98	2,195	34
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	6	1	119	6	0	20	23	1298	29	103	2305	36
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	6	1	120	6	0	20	23	1,317	30	104	2,339	36
Existing Development												
1000 Marina Mile												
Primary Trip								29			18	
Pass-by Capture												
2026 Total Traffic	**6**	**1**	**120**	**6**	**0**	**20**	**23**	**1,346**	**30**	**104**	**2,357**	**36**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 26 Street at SW 14 Avenue
AM Peak Hour

WEEKDAY

one-way wb

Description	SW 14 Avenue Northbound			SW 14 Avenue Southbound			- Eastbound			SW 26 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	0	97	0	3	85	0	0	0	0	7	0	8
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	102	0	3	89	0	0	0	0	7	0	8
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	0	103	0	3	91	0	0	0	0	7	0	9
Existing Development												
1000 Marina Mile												
Primary Trip												
Pass-by Capture												
2026 Total Traffic	**0**	**103**	**0**	**3**	**91**	**0**	**0**	**0**	**0**	**7**	**0**	**9**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 26 Street at SW 14 Avenue
PM Peak Hour

WEEKDAY

one-way wb

Description	SW 14 Avenue Northbound			SW 14 Avenue Southbound			- Eastbound			SW 26 Street Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	0	104	0	2	124	0	0	0	0	8	0	16
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	109	0	2	130	0	0	0	0	8	0	17
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	0	111	0	2	132	0	0	0	0	9	0	17
Existing Development												
1000 Marina Mile												
Primary Trip												
Pass-by Capture												
2026 Total Traffic	**0**	**111**	**0**	**2**	**132**	**0**	**0**	**0**	**0**	**9**	**0**	**17**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at Median (also project driveway west)
AM Peak Hour

WEEKDAY

	Project Driveway Northbound			Shopping Center Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	0	0	0	0	0	9	109	2,466	0	21	1,115	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	0	0	0	9	114	2589	0	22	1171	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	0	0	0	0	0	10	116	2,628	0	22	1,188	0
Existing Development												
1000 Marina Mile												
Primary Trip								11		9	28	
Pass-by Capture												
2026 Total Traffic	**0**	**0**	**0**	**0**	**0**	**10**	**116**	**2,639**	**0**	**31**	**1,216**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at Median (also project driveway west)
PM Peak Hour

WEEKDAY

	Project Driveway Northbound			Shopping Center Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	0	0	0	0	0	62	113	1,105	1	5	2,278	5
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	0	0	0	65	119	1160	1	5	2392	5
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	0	0	0	0	0	66	120	1,178	1	5	2,428	5
Existing Development												
1000 Marina Mile												
Primary Trip								29		24	18	
Pass-by Capture												
2026 Total Traffic	**0**	**0**	**0**	**0**	**0**	**66**	**120**	**1,207**	**1**	**29**	**2,446**	**5**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at SW 9 Avenue
AM Peak Hour

WEEKDAY

	SW 9 Avenue Northbound			SW 9 Avenue Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	62	15	23	93	16	175	75	2,353	55	7	876	9
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	65	16	24	98	17	184	79	2471	58	7	920	9
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	66	16	25	99	17	187	80	2,508	59	7	934	10
Existing Development												
1000 Marina Mile												
Primary Trip	0					1	30	20	1		8	
Pass-by Capture												
2026 Total Traffic	**66**	**16**	**25**	**99**	**17**	**188**	**110**	**2,528**	**60**	**7**	**942**	**10**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at SW 9 Avenue
PM Peak Hour

WEEKDAY

	SW 9 Avenue Northbound			SW 9 Avenue Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	184	16	27	63	15	158	119	947	41	4	2,046	30
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	193	17	28	66	16	166	125	994	43	4	2148	32
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	196	17	29	67	16	168	127	1,009	44	4	2,181	32
Existing Development												
1000 Marina Mile												
Primary Trip	1					2	19	13	1		21	
Pass-by Capture												
2026 Total Traffic	**197**	**17**	**29**	**67**	**16**	**170**	**146**	**1,022**	**45**	**4**	**2,202**	**32**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 26 Street at SW 9 Avenue
AM Peak Hour

WEEKDAY

Description	SW 9 Avenue Northbound			SW 9 Avenue Southbound			SW 26 Street Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	8	78	0	0	57	6	4	0	0	0	0	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	8	82	0	0	60	6	4	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	9	83	0	0	61	6	4	0	0	0	0	0
Existing Development												
1000 Marina Mile												
Primary Trip		0			1							
Pass-by Capture												
2026 Total Traffic	**9**	**83**	**0**	**0**	**62**	**6**	**4**	**0**	**0**	**0**	**0**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

SW 26 Street at SW 9 Avenue
PM Peak Hour

WEEKDAY

Description	SW 9 Avenue Northbound			SW 9 Avenue Southbound			SW 26 Street Eastbound			- Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	7	84	0	0	50	11	3	0	0	0	0	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	7	88	0	0	53	12	3	0	0	0	0	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	7	90	0	0	53	12	3	0	0	0	0	0
Existing Development												
1000 Marina Mile												
Primary Trip		1			1							
Pass-by Capture												
2026 Total Traffic	**7**	**91**	**0**	**0**	**54**	**12**	**3**	**0**	**0**	**0**	**0**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at Project Driveway (east)
AM Peak Hour

WEEKDAY

	Project Driveway Northbound			- Southbound			Marina Mile Eastbound			Marina Mile Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	0	0	0	0	0	0	0	2,466	0	0	1,136	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	0	0	0	0	0	2589	0	0	1193	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	0	0	0	0	0	0	0	2,628	0	0	1,211	0
Existing Development												
1000 Marina Mile												
Primary Trip			51						11		37	
Pass-by Capture												
2026 Total Traffic	**0**	**0**	**51**	**0**	**0**	**0**	**0**	**2,628**	**11**	**0**	**1,248**	**0**

FUTURE TURNING MOVEMENT VOLUME ANALYSIS

Marina Mile (SR 84) at Project Driveway (east)
PM Peak Hour

WEEKDAY

Description	Project Driveway Northbound			- Southbound			Marina Mile Eastbound			Marina Mile Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing Traffic (7/11/2023)	0	0	0	0	0	0	0	1,105	0	0	2,288	0
Season Adjustment Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2023 Peak Season Traffic	0	0	0	0	0	0	0	1160	0	0	2402	0
Annual Growth Rate	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%	0.50%
Committed Developments:												
2026 Background Traffic	0	0	0	0	0	0	0	1,178	0	0	2,439	0
Existing Development												
1000 Marina Mile												
Primary Trip			33						29		42	
Pass-by Capture												
2026 Total Traffic	**0**	**0**	**33**	**0**	**0**	**0**	**0**	**1,178**	**29**	**0**	**2,481**	**0**

APPENDIX H

Synchro Output

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1749	33	58	765	12	2	1	107	11	2	27
Future Vol, veh/h	12	1749	33	58	765	12	2	1	107	11	2	27
Conflicting Peds, #/hr	5	0	3	3	0	5	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	-	170	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1901	36	63	832	13	2	1	116	12	2	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	850	0	0	1940	0	0	2409	2924	972	1757	2936	429
Stage 1	-	-	-	-	-	-	1948	1948	-	970	970	-
Stage 2	-	-	-	-	-	-	461	976	-	787	1966	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	4.5	6.44	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3	3.82	4.02	3
Pot Cap-1 Maneuver	462	-	-	134	-	-	35	15	520	90	15	835
Stage 1	-	-	-	-	-	-	42	110	-	209	330	-
Stage 2	-	-	-	-	-	-	503	327	-	319	107	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	460	-	-	134	-	-	17	8	519	39	8	830
Mov Cap-2 Maneuver	-	-	-	-	-	-	17	8	-	39	8	-
Stage 1	-	-	-	-	-	-	41	107	-	202	174	-
Stage 2	-	-	-	-	-	-	254	172	-	238	104	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.7	13.9	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	519	460	-	-	134	-	-	830
HCM Lane V/C Ratio	0.224	0.028	-	-	0.47	-	-	0.035
HCM Control Delay (s)	13.9	13.1	-	-	53.7	-	-	9.5
HCM Lane LOS	B	B	-	-	F	-	-	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	2.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	8	102	0	0	89
Future Vol, veh/h	7	8	102	0	0	89
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	9	111	0	0	97

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	209	111	0	-	-	-
Stage 1	111	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	978	1094	-	0	0	-
Stage 1	1077	-	-	0	0	-
Stage 2	1091	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	977	1094	-	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	1077	-	-	-	-	-
Stage 2	1090	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1036	-
HCM Lane V/C Ratio	-	0.016	-
HCM Control Delay (s)	-	8.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	114	2589	0	22	1171	0	0	0	0	0	0	9
Future Vol, veh/h	114	2589	0	22	1171	0	0	0	0	0	0	9
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	280	-	-	280	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	130	2942	0	25	1331	0	0	0	0	0	0	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1338	0	0	2942	0	0	-	-	1471	-	-	673
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	4.5	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	268	-	-	41	-	-	0	0	331	0	0	676
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	266	-	-	41	-	-	-	-	331	-	-	671
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

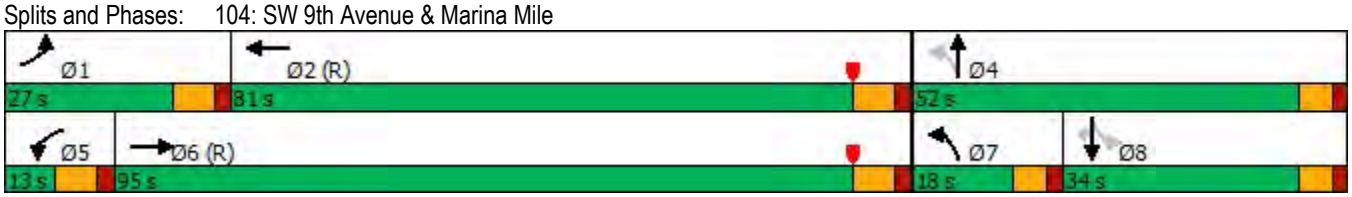
Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	3.4	0	10.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	266	-	-	41	-	-	671
HCM Lane V/C Ratio	-	0.487	-	-	0.61	-	-	0.015
HCM Control Delay (s)	0	30.7	-	-	183.3	-	-	10.4
HCM Lane LOS	A	D	-	-	F	-	-	B
HCM 95th %tile Q(veh)	-	2.5	-	-	2.2	-	-	0

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	79	2471	7	920	65	16	98	17	184
Future Volume (vph)	79	2471	7	920	65	16	98	17	184
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	1	6	5	2	7	4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	7	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	12.0	35.0	10.0	32.0	34.0	34.0	34.0
Total Split (s)	27.0	95.0	13.0	81.0	18.0	52.0	34.0	34.0	34.0
Total Split (%)	16.9%	59.4%	8.1%	50.6%	11.3%	32.5%	21.3%	21.3%	21.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	11.9	110.9	5.3	94.7	33.5	33.5	17.7	17.7	17.7
Actuated g/C Ratio	0.07	0.69	0.03	0.59	0.21	0.21	0.11	0.11	0.11
v/c Ratio	0.67	0.80	0.14	0.34	0.28	0.06	0.73	0.09	0.58
Control Delay	95.7	21.1	80.0	18.5	52.4	23.0	94.5	61.8	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	21.1	80.0	18.5	52.4	23.0	94.5	61.8	14.1
LOS	F	C	E	B	D	C	F	E	B
Approach Delay		23.3		18.9		41.1		43.2	
Approach LOS		C		B		D		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 24.3	Intersection LOS: C
Intersection Capacity Utilization 82.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: SW 9th Avenue & Marina Mile



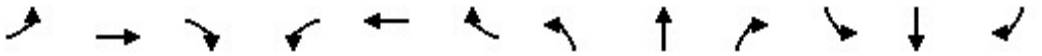
Queues
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	88	2810	8	1032	72	45	109	19	204
v/c Ratio	0.67	0.80	0.14	0.34	0.28	0.06	0.73	0.09	0.58
Control Delay	95.7	21.1	80.0	18.5	52.4	23.0	94.5	61.8	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	21.1	80.0	18.5	52.4	23.0	94.5	61.8	14.1
Queue Length 50th (ft)	91	661	8	197	62	7	112	18	0
Queue Length 95th (ft)	150	#1120	28	281	103	24	175	44	77
Internal Link Dist (ft)		797		1025		534		351	
Turn Bay Length (ft)	430		150		105		300		300
Base Capacity (vph)	221	3513	66	3006	271	945	236	326	441
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	0.40	0.80	0.12	0.34	0.27	0.05	0.46	0.06	0.46

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: SW 9th Avenue & Marina Mile



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	2471	58	7	920	9	65	16	24	98	17	184
Future Volume (veh/h)	79	2471	58	7	920	9	65	16	24	98	17	184
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	2746	64	8	1022	10	72	18	27	109	19	204
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	3279	76	17	3064	30	282	403	359	242	272	227
Arrive On Green	0.06	0.64	0.64	0.01	0.59	0.59	0.04	0.23	0.23	0.15	0.15	0.15
Sat Flow, veh/h	1781	5134	119	1781	5213	51	1781	1777	1583	1358	1870	1560
Grp Volume(v), veh/h	88	1815	995	8	667	365	72	18	27	109	19	204
Grp Sat Flow(s),veh/h/ln	1781	1702	1849	1781	1702	1860	1781	1777	1583	1358	1870	1560
Q Serve(g_s), s	7.8	66.0	67.4	0.7	16.1	16.1	5.4	1.3	2.1	11.9	1.4	20.6
Cycle Q Clear(g_c), s	7.8	66.0	67.4	0.7	16.1	16.1	5.4	1.3	2.1	11.9	1.4	20.6
Prop In Lane	1.00		0.06	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	107	2174	1181	17	2000	1093	282	403	359	242	272	227
V/C Ratio(X)	0.82	0.83	0.84	0.48	0.33	0.33	0.26	0.04	0.08	0.45	0.07	0.90
Avail Cap(c_a), veh/h	223	2174	1181	67	2000	1093	336	511	455	283	327	273
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	74.3	22.4	22.6	78.9	16.9	16.9	53.1	48.3	48.6	63.6	59.1	67.3
Incr Delay (d2), s/veh	5.7	4.0	7.4	7.7	0.4	0.8	0.2	0.0	0.1	1.0	0.1	26.1
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	3.8	26.8	30.9	0.4	6.5	7.3	2.5	0.6	0.9	4.2	0.7	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.0	26.3	30.0	86.6	17.4	17.7	53.3	48.3	48.7	64.5	59.1	93.4
LnGrp LOS	E	C	C	F	B	B	D	D	D	E	E	F
Approach Vol, veh/h		2898			1040			117			332	
Approach Delay, s/veh		29.2			18.0			51.5			82.0	
Approach LOS		C			B			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.7	101.0		42.3	8.5	109.2	13.1	29.2				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	74.0		46.0	6.0	88.0	12.0	28.0				
Max Q Clear Time (g_c+I1), s	9.8	18.1		4.1	2.7	69.4	7.4	22.6				
Green Ext Time (p_c), s	0.0	8.9		0.2	0.0	17.0	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			31.2									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	8	82	60	6
Future Vol, veh/h	4	0	8	82	60	6
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	9	94	69	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	189	77	80	0	-	0
Stage 1	77	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	5	4.5	4.12	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.218	-	-	-
Pot Cap-1 Maneuver	998	1125	1518	-	-	-
Stage 1	1113	-	-	-	-	-
Stage 2	1076	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	984	1121	1512	-	-	-
Mov Cap-2 Maneuver	984	-	-	-	-	-
Stage 1	1102	-	-	-	-	-
Stage 2	1072	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1512	-	984	-	-
HCM Lane V/C Ratio	0.006	-	0.005	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	865	29	103	1537	36	6	1	119	6	0	20
Future Vol, veh/h	23	865	29	103	1537	36	6	1	119	6	0	20
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	-	170	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	940	32	112	1671	39	7	1	129	7	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1717	0	0	974	0	0	1900	2949	488	2349	-	862
Stage 1	-	-	-	-	-	-	1008	1008	-	1922	-	-
Stage 2	-	-	-	-	-	-	892	1941	-	427	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	4.5	6.44	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3	3.82	-	3
Pot Cap-1 Maneuver	174	-	-	403	-	-	73	14	794	38	0	573
Stage 1	-	-	-	-	-	-	197	316	-	44	0	-
Stage 2	-	-	-	-	-	-	274	111	-	527	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	173	-	-	402	-	-	49	9	792	20	-	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	49	9	-	20	-	-
Stage 1	-	-	-	-	-	-	168	270	-	37	-	-
Stage 2	-	-	-	-	-	-	190	79	-	376	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.1	10.4	11.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	792	173	-	-	402	-	-	569
HCM Lane V/C Ratio	0.163	0.145	-	-	0.278	-	-	0.038
HCM Control Delay (s)	10.4	29.3	-	-	17.4	-	-	11.6
HCM Lane LOS	B	D	-	-	C	-	-	B
HCM 95th %tile Q(veh)	0.6	0.5	-	-	1.1	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	17	109	0	0	130
Future Vol, veh/h	8	17	109	0	0	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	18	118	0	0	141

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	259	118	0	-	-	-
Stage 1	118	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	931	1087	-	0	0	-
Stage 1	1070	-	-	0	0	-
Stage 2	1046	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	931	1087	-	-	-	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	1070	-	-	-	-	-
Stage 2	1046	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1032	-
HCM Lane V/C Ratio	-	0.026	-
HCM Control Delay (s)	-	8.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	23.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	119	1160	1	5	2392	5	0	0	0	0	0	65
Future Vol, veh/h	119	1160	1	5	2392	5	0	0	0	0	0	65
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	280	-	-	280	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	131	1275	1	5	2629	5	0	0	0	0	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2641	0	0	1276	0	0	-	-	639	-	-	1325
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	4.5	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	~ 58	-	-	287	-	-	0	0	696	0	0	378
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 58	-	-	287	-	-	-	-	695	-	-	375
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	67.6	0	0	16.8
HCM LOS			A	C

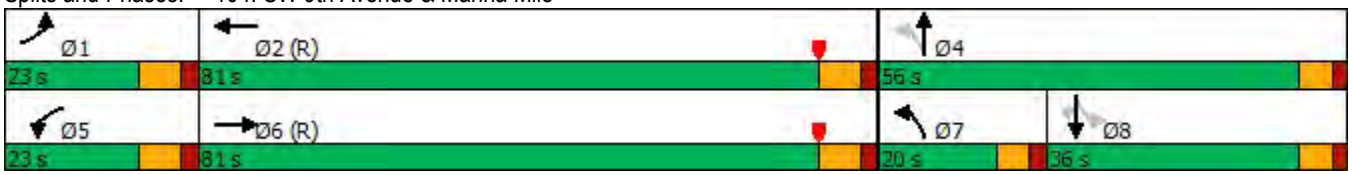
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 58	-	-	287	-	-	375
HCM Lane V/C Ratio	-	2.255	-	-	0.019	-	-	0.19
HCM Control Delay (s)	0$	727.1	-	-	17.8	-	-	16.8
HCM Lane LOS	A	F	-	-	C	-	-	C
HCM 95th %tile Q(veh)	-	12.9	-	-	0.1	-	-	0.7

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	125	994	4	2148	193	17	66	16	166
Future Volume (vph)	125	994	4	2148	193	17	66	16	166
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	1	6	5	2	7	4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	7	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	12.0	35.0	10.0	32.0	34.0	34.0	34.0
Total Split (s)	23.0	81.0	23.0	81.0	20.0	56.0	36.0	36.0	36.0
Total Split (%)	14.4%	50.6%	14.4%	50.6%	12.5%	35.0%	22.5%	22.5%	22.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	16.2	111.4	5.1	90.7	33.1	33.1	13.1	13.1	13.1
Actuated g/C Ratio	0.10	0.70	0.03	0.57	0.21	0.21	0.08	0.08	0.08
v/c Ratio	0.74	0.31	0.07	0.80	0.76	0.07	0.63	0.11	0.61
Control Delay	92.8	10.4	77.8	31.3	75.2	23.5	94.3	67.1	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.8	10.4	77.8	31.3	75.2	23.5	94.3	67.1	17.9
LOS	F	B	E	C	E	C	F	E	B
Approach Delay		19.3		31.4		65.5		41.3	
Approach LOS		B		C		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 50 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 30.5	Intersection LOS: C
Intersection Capacity Utilization 83.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: SW 9th Avenue & Marina Mile

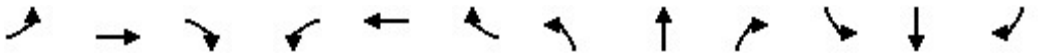


Queues
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	132	1091	4	2295	203	47	69	17	175
v/c Ratio	0.74	0.31	0.07	0.80	0.76	0.07	0.63	0.11	0.61
Control Delay	92.8	10.4	77.8	31.3	75.2	23.5	94.3	67.1	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.8	10.4	77.8	31.3	75.2	23.5	94.3	67.1	17.9
Queue Length 50th (ft)	136	141	4	675	192	7	71	17	0
Queue Length 95th (ft)	207	236	19	869	269	26	124	42	75
Internal Link Dist (ft)		797		1025		534		351	
Turn Bay Length (ft)	430		150		105		300		300
Base Capacity (vph)	197	3518	177	2877	268	1023	253	349	432
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	0.67	0.31	0.02	0.80	0.76	0.05	0.27	0.05	0.41

Intersection Summary

HCM 6th Signalized Intersection Summary
104: SW 9th Avenue & Marina Mile



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	994	43	4	2148	32	193	17	28	66	16	166
Future Volume (veh/h)	125	994	43	4	2148	32	193	17	28	66	16	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	132	1046	45	4	2261	34	203	18	29	69	17	175
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	152	3079	132	9	2764	41	347	455	405	222	245	202
Arrive On Green	0.09	0.61	0.61	0.01	0.53	0.53	0.09	0.26	0.26	0.13	0.13	0.13
Sat Flow, veh/h	1781	5014	215	1781	5181	78	1781	1777	1581	1353	1870	1543
Grp Volume(v), veh/h	132	710	381	4	1484	811	203	18	29	69	17	175
Grp Sat Flow(s),veh/h/ln	1781	1702	1826	1781	1702	1855	1781	1777	1581	1353	1870	1543
Q Serve(g_s), s	11.7	16.3	16.3	0.4	57.7	58.0	14.0	1.2	2.2	7.5	1.3	17.8
Cycle Q Clear(g_c), s	11.7	16.3	16.3	0.4	57.7	58.0	14.0	1.2	2.2	7.5	1.3	17.8
Prop In Lane	1.00		0.12	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	2090	1121	9	1816	990	347	455	405	222	245	202
V/C Ratio(X)	0.87	0.34	0.34	0.44	0.82	0.82	0.59	0.04	0.07	0.31	0.07	0.87
Avail Cap(c_a), veh/h	178	2090	1121	178	1816	990	347	555	494	299	351	289
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	72.2	15.1	15.1	79.4	30.9	30.9	53.9	44.8	45.1	63.7	61.0	68.2
Incr Delay (d2), s/veh	27.4	0.4	0.8	12.0	4.2	7.5	1.7	0.0	0.1	0.6	0.1	15.5
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	6.5	6.5	7.1	0.2	24.6	27.8	7.6	0.6	0.9	2.6	0.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.7	15.5	15.9	91.3	35.1	38.5	55.6	44.8	45.2	64.3	61.1	83.7
LnGrp LOS	F	B	B	F	D	D	E	D	D	E	E	F
Approach Vol, veh/h		1223			2299			250			261	
Approach Delay, s/veh		24.7			36.4			53.6			77.1	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	92.4		46.9	7.8	105.2	20.0	26.9				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	74.0		50.0	16.0	74.0	14.0	30.0				
Max Q Clear Time (g_c+I1), s	13.7	60.0		4.2	2.4	18.3	16.0	19.8				
Green Ext Time (p_c), s	0.0	11.9		0.2	0.0	9.7	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	7	88	53	12
Future Vol, veh/h	3	0	7	88	53	12
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	8	98	59	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	184	70	76	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	5	4.5	4.12	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.218	-	-	-
Pot Cap-1 Maneuver	1002	1132	1523	-	-	-
Stage 1	1121	-	-	-	-	-
Stage 2	1074	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	988	1128	1517	-	-	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	1110	-	-	-	-	-
Stage 2	1070	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	988	-	-
HCM Lane V/C Ratio	0.005	-	0.003	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1775	33	59	776	12	2	1	109	11	2	28
Future Vol, veh/h	12	1775	33	59	776	12	2	1	109	11	2	28
Conflicting Peds, #/hr	5	0	3	3	0	5	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	-	170	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1929	36	64	843	13	2	1	118	12	2	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	861	0	0	1968	0	0	2443	2965	986	1781	2977	434
Stage 1	-	-	-	-	-	-	1976	1976	-	983	983	-
Stage 2	-	-	-	-	-	-	467	989	-	798	1994	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	4.5	6.44	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3	3.82	4.02	3
Pot Cap-1 Maneuver	457	-	-	130	-	-	33	14	513	87	14	831
Stage 1	-	-	-	-	-	-	40	106	-	205	325	-
Stage 2	-	-	-	-	-	-	499	323	-	314	104	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	455	-	-	130	-	-	15	7	512	36	7	826
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	7	-	36	7	-
Stage 1	-	-	-	-	-	-	39	103	-	198	164	-
Stage 2	-	-	-	-	-	-	241	163	-	232	101	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	4	14.1	9.5
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	512	455	-	-	130	-	-	826
HCM Lane V/C Ratio	0.231	0.029	-	-	0.493	-	-	0.037
HCM Control Delay (s)	14.1	13.1	-	-	57.1	-	-	9.5
HCM Lane LOS	B	B	-	-	F	-	-	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	2.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	9	103	0	0	91
Future Vol, veh/h	7	9	103	0	0	91
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	10	112	0	0	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	212	112	0	-	-	-
Stage 1	112	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	975	1093	-	0	0	-
Stage 1	1076	-	-	0	0	-
Stage 2	1089	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	974	1093	-	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1076	-	-	-	-	-
Stage 2	1088	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1038	-
HCM Lane V/C Ratio	-	0.017	-
HCM Control Delay (s)	-	8.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	2628	0	22	1188	0	0	0	0	0	0	10
Future Vol, veh/h	116	2628	0	22	1188	0	0	0	0	0	0	10
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	280	-	-	280	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	2986	0	25	1350	0	0	0	0	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1357	0	0	2986	0	0	-	-	1493	-	-	682
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	4.5	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	262	-	-	38	-	-	0	0	324	0	0	671
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	260	-	-	38	-	-	-	-	324	-	-	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	3.8	0	10.5
HCM LOS			A	B

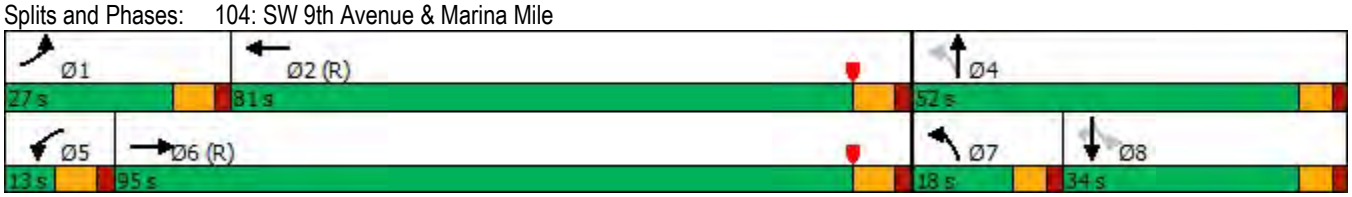
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	260	-	-	38	-	-	667
HCM Lane V/C Ratio	-	0.507	-	-	0.658	-	-	0.017
HCM Control Delay (s)	0	32.3	-	-	207.1	-	-	10.5
HCM Lane LOS	A	D	-	-	F	-	-	B
HCM 95th %tile Q(veh)	-	2.6	-	-	2.4	-	-	0.1

Timings
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	80	2508	7	934	66	16	99	17	187
Future Volume (vph)	80	2508	7	934	66	16	99	17	187
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	1	6	5	2	7	4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	7	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	12.0	35.0	10.0	32.0	34.0	34.0	34.0
Total Split (s)	27.0	95.0	13.0	81.0	18.0	52.0	34.0	34.0	34.0
Total Split (%)	16.9%	59.4%	8.1%	50.6%	11.3%	32.5%	21.3%	21.3%	21.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	11.9	110.7	5.3	94.4	33.6	33.6	17.8	17.8	17.8
Actuated g/C Ratio	0.07	0.69	0.03	0.59	0.21	0.21	0.11	0.11	0.11
v/c Ratio	0.68	0.81	0.14	0.35	0.28	0.07	0.73	0.09	0.58
Control Delay	96.0	21.6	80.0	18.7	52.3	22.4	94.7	61.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	21.6	80.0	18.7	52.3	22.4	94.7	61.6	14.0
LOS	F	C	E	B	D	C	F	E	B
Approach Delay		23.9		19.1		40.7		43.0	
Approach LOS		C		B		D		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 24.7	Intersection LOS: C
Intersection Capacity Utilization 83.1%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: SW 9th Avenue & Marina Mile



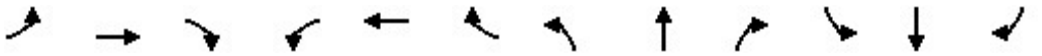
Queues
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	89	2853	8	1049	73	46	110	19	208
v/c Ratio	0.68	0.81	0.14	0.35	0.28	0.07	0.73	0.09	0.58
Control Delay	96.0	21.6	80.0	18.7	52.3	22.4	94.7	61.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	21.6	80.0	18.7	52.3	22.4	94.7	61.6	14.0
Queue Length 50th (ft)	93	688	8	202	63	7	113	18	0
Queue Length 95th (ft)	153	#1198	28	287	104	25	177	44	78
Internal Link Dist (ft)		797		1025		534		351	
Turn Bay Length (ft)	430		150		105		300		300
Base Capacity (vph)	221	3507	66	2995	272	944	236	326	444
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	0.40	0.81	0.12	0.35	0.27	0.05	0.47	0.06	0.47

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: SW 9th Avenue & Marina Mile



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	2508	59	7	934	10	66	16	25	99	17	187
Future Volume (veh/h)	80	2508	59	7	934	10	66	16	25	99	17	187
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	2787	66	8	1038	11	73	18	28	110	19	208
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	3263	77	17	3043	32	285	408	364	245	276	230
Arrive On Green	0.06	0.64	0.64	0.01	0.58	0.58	0.04	0.23	0.23	0.15	0.15	0.15
Sat Flow, veh/h	1781	5132	121	1781	5208	55	1781	1777	1583	1357	1870	1560
Grp Volume(v), veh/h	89	1842	1011	8	678	371	73	18	28	110	19	208
Grp Sat Flow(s),veh/h/ln	1781	1702	1849	1781	1702	1860	1781	1777	1583	1357	1870	1560
Q Serve(g_s), s	7.9	68.7	70.3	0.7	16.6	16.6	5.4	1.3	2.2	12.0	1.4	21.0
Cycle Q Clear(g_c), s	7.9	68.7	70.3	0.7	16.6	16.6	5.4	1.3	2.2	12.0	1.4	21.0
Prop In Lane	1.00		0.07	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	109	2165	1175	17	1989	1086	285	408	364	245	276	230
V/C Ratio(X)	0.82	0.85	0.86	0.48	0.34	0.34	0.26	0.04	0.08	0.45	0.07	0.90
Avail Cap(c_a), veh/h	223	2165	1175	67	1989	1086	338	511	455	283	327	273
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	74.3	23.1	23.4	78.9	17.3	17.3	52.8	47.9	48.3	63.3	58.7	67.1
Incr Delay (d2), s/veh	5.6	4.5	8.3	7.7	0.5	0.9	0.2	0.0	0.1	1.0	0.1	27.1
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	3.8	28.0	32.4	0.4	6.7	7.5	2.5	0.6	0.9	4.3	0.7	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.9	27.6	31.7	86.6	17.7	18.1	53.0	48.0	48.4	64.2	58.8	94.2
LnGrp LOS	E	C	C	F	B	B	D	D	D	E	E	F
Approach Vol, veh/h		2942			1057			119			337	
Approach Delay, s/veh		30.6			18.4			51.1			82.4	
Approach LOS		C			B			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	100.5		42.8	8.5	108.7	13.2	29.6				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	74.0		46.0	6.0	88.0	12.0	28.0				
Max Q Clear Time (g_c+I1), s	9.9	18.6		4.2	2.7	72.3	7.4	23.0				
Green Ext Time (p_c), s	0.0	9.1		0.2	0.0	14.6	0.0	0.4				

Intersection Summary			
HCM 6th Ctrl Delay		32.2	
HCM 6th LOS		C	

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	9	83	61	6
Future Vol, veh/h	4	0	9	83	61	6
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	10	95	70	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	193	78	81	0	-	0
Stage 1	78	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	5	4.5	4.12	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.218	-	-	-
Pot Cap-1 Maneuver	994	1124	1517	-	-	-
Stage 1	1112	-	-	-	-	-
Stage 2	1073	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	979	1120	1511	-	-	-
Mov Cap-2 Maneuver	979	-	-	-	-	-
Stage 1	1100	-	-	-	-	-
Stage 2	1069	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1511	-	979	-	-
HCM Lane V/C Ratio	0.007	-	0.005	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	878	30	104	1559	36	6	1	120	6	0	20
Future Vol, veh/h	23	878	30	104	1559	36	6	1	120	6	0	20
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	-	170	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	954	33	113	1695	39	7	1	130	7	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1741	0	0	989	0	0	1927	2990	496	2380	-	874
Stage 1	-	-	-	-	-	-	1023	1023	-	1948	-	-
Stage 2	-	-	-	-	-	-	904	1967	-	432	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	4.5	6.44	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3	3.82	-	3
Pot Cap-1 Maneuver	169	-	-	396	-	-	70	14	788	37	0	567
Stage 1	-	-	-	-	-	-	192	311	-	42	0	-
Stage 2	-	-	-	-	-	-	270	107	-	523	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	168	-	-	395	-	-	47	8	786	19	-	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	8	-	19	-	-
Stage 1	-	-	-	-	-	-	163	264	-	36	-	-
Stage 2	-	-	-	-	-	-	185	76	-	370	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.1	10.5	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	786	168	-	-	395	-	-	563
HCM Lane V/C Ratio	0.166	0.149	-	-	0.286	-	-	0.039
HCM Control Delay (s)	10.5	30.1	-	-	17.7	-	-	11.7
HCM Lane LOS	B	D	-	-	C	-	-	B
HCM 95th %tile Q(veh)	0.6	0.5	-	-	1.2	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	17	111	0	0	132
Future Vol, veh/h	9	17	111	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	18	121	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	264	121	0	-	-	-
Stage 1	121	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	926	1084	-	0	0	-
Stage 1	1066	-	-	0	0	-
Stage 2	1044	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	926	1084	-	-	-	-
Mov Cap-2 Maneuver	926	-	-	-	-	-
Stage 1	1066	-	-	-	-	-
Stage 2	1044	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1024	-
HCM Lane V/C Ratio	-	0.028	-
HCM Control Delay (s)	-	8.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	24.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	1178	1	5	2428	5	0	0	0	0	0	66
Future Vol, veh/h	120	1178	1	5	2428	5	0	0	0	0	0	66
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	280	-	-	280	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	1295	1	5	2668	5	0	0	0	0	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2680	0	0	1296	0	0	-	-	649	-	-	1345
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	4.5	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	~ 56	-	-	281	-	-	0	0	690	0	0	371
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 56	-	-	281	-	-	-	-	689	-	-	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	71.6	0	0	17.2
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 56	-	-	281	-	-	368
HCM Lane V/C Ratio	-	2.355	-	-	0.02	-	-	0.197
HCM Control Delay (s)	0$	775.4	-	-	18.1	-	-	17.2
HCM Lane LOS	A	F	-	-	C	-	-	C
HCM 95th %tile Q(veh)	-	13.2	-	-	0.1	-	-	0.7

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

Timings
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	127	1009	4	2181	196	17	67	16	168
Future Volume (vph)	127	1009	4	2181	196	17	67	16	168
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	1	6	5	2	7	4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	7	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	12.0	35.0	10.0	32.0	34.0	34.0	34.0
Total Split (s)	23.0	81.0	23.0	81.0	20.0	56.0	36.0	36.0	36.0
Total Split (%)	14.4%	50.6%	14.4%	50.6%	12.5%	35.0%	22.5%	22.5%	22.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	16.4	111.2	5.1	90.3	33.3	33.3	13.3	13.3	13.3
Actuated g/C Ratio	0.10	0.70	0.03	0.56	0.21	0.21	0.08	0.08	0.08
v/c Ratio	0.74	0.32	0.07	0.81	0.76	0.07	0.64	0.11	0.61
Control Delay	92.6	10.6	77.8	32.2	75.5	22.6	94.6	66.8	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.6	10.6	77.8	32.2	75.5	22.6	94.6	66.8	17.7
LOS	F	B	E	C	E	C	F	E	B
Approach Delay		19.4		32.3		65.3		41.5	
Approach LOS		B		C		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 50 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 115	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 31.0	Intersection LOS: C
Intersection Capacity Utilization 84.1%	ICU Level of Service E
Analysis Period (min) 15	

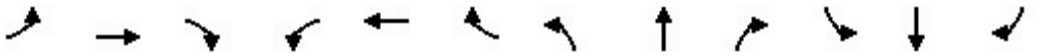
Splits and Phases: 104: SW 9th Avenue & Marina Mile

Queues
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	134	1108	4	2330	206	49	71	17	177
v/c Ratio	0.74	0.32	0.07	0.81	0.76	0.07	0.64	0.11	0.61
Control Delay	92.6	10.6	77.8	32.2	75.5	22.6	94.6	66.8	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.6	10.6	77.8	32.2	75.5	22.6	94.6	66.8	17.7
Queue Length 50th (ft)	138	144	4	700	195	7	73	17	0
Queue Length 95th (ft)	209	242	19	898	272	26	127	42	76
Internal Link Dist (ft)		797		1025		534		351	
Turn Bay Length (ft)	430		150		105		300		300
Base Capacity (vph)	198	3511	177	2863	270	1022	252	349	434
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	0.68	0.32	0.02	0.81	0.76	0.05	0.28	0.05	0.41

Intersection Summary

HCM 6th Signalized Intersection Summary
104: SW 9th Avenue & Marina Mile



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	127	1009	44	4	2181	32	196	17	29	67	16	168
Future Volume (veh/h)	127	1009	44	4	2181	32	196	17	29	67	16	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	1062	46	4	2296	34	206	18	31	71	17	177
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	154	3072	133	9	2753	41	348	457	406	223	247	204
Arrive On Green	0.09	0.61	0.61	0.01	0.53	0.53	0.09	0.26	0.26	0.13	0.13	0.13
Sat Flow, veh/h	1781	5012	217	1781	5183	77	1781	1777	1581	1350	1870	1543
Grp Volume(v), veh/h	134	721	387	4	1507	823	206	18	31	71	17	177
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1855	1781	1777	1581	1350	1870	1543
Q Serve(g_s), s	11.9	16.6	16.7	0.4	59.5	59.9	14.0	1.2	2.4	7.7	1.3	18.0
Cycle Q Clear(g_c), s	11.9	16.6	16.7	0.4	59.5	59.9	14.0	1.2	2.4	7.7	1.3	18.0
Prop In Lane	1.00		0.12	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	154	2086	1119	9	1808	986	348	457	406	223	247	204
V/C Ratio(X)	0.87	0.35	0.35	0.44	0.83	0.84	0.59	0.04	0.08	0.32	0.07	0.87
Avail Cap(c_a), veh/h	178	2086	1119	178	1808	986	348	555	494	298	351	289
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	72.2	15.2	15.2	79.4	31.5	31.6	53.8	44.6	45.0	63.6	60.8	68.1
Incr Delay (d2), s/veh	28.2	0.5	0.8	12.0	4.7	8.3	1.9	0.0	0.1	0.6	0.1	16.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	6.7	7.3	0.2	25.4	28.9	7.7	0.6	1.0	2.7	0.6	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.4	15.7	16.1	91.3	36.2	39.9	55.7	44.6	45.1	64.2	60.9	84.1
LnGrp LOS	F	B	B	F	D	D	E	D	D	E	E	F
Approach Vol, veh/h		1242			2334			255			265	
Approach Delay, s/veh		24.9			37.6			53.6			77.3	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.9	92.0		47.1	7.8	105.1	20.0	27.1				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	74.0		50.0	16.0	74.0	14.0	30.0				
Max Q Clear Time (g_c+I1), s	13.9	61.9		4.4	2.4	18.7	16.0	20.0				
Green Ext Time (p_c), s	0.0	10.5		0.2	0.0	9.9	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			37.3									
HCM 6th LOS			D									

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	7	90	53	12
Future Vol, veh/h	3	0	7	90	53	12
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	8	100	59	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	186	70	76	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	116	-	-	-	-	-
Critical Hdwy	5	4.5	4.12	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.218	-	-	-
Pot Cap-1 Maneuver	1000	1132	1523	-	-	-
Stage 1	1121	-	-	-	-	-
Stage 2	1072	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1128	1517	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1110	-	-	-	-	-
Stage 2	1068	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1517	-	986	-	-
HCM Lane V/C Ratio	0.005	-	0.003	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	1782	33	59	795	12	2	1	109	11	2	28
Future Vol, veh/h	12	1782	33	59	795	12	2	1	109	11	2	28
Conflicting Peds, #/hr	5	0	3	3	0	5	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	-	170	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	1937	36	64	864	13	2	1	118	12	2	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	882	0	0	1976	0	0	2460	2994	990	1805	3006	445
Stage 1	-	-	-	-	-	-	1984	1984	-	1004	1004	-
Stage 2	-	-	-	-	-	-	476	1010	-	801	2002	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	4.5	6.44	6.54	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3	3.82	4.02	3
Pot Cap-1 Maneuver	446	-	-	129	-	-	33	13	511	84	13	823
Stage 1	-	-	-	-	-	-	40	105	-	198	318	-
Stage 2	-	-	-	-	-	-	492	316	-	312	103	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	444	-	-	129	-	-	14	6	510	34	6	818
Mov Cap-2 Maneuver	-	-	-	-	-	-	14	6	-	34	6	-
Stage 1	-	-	-	-	-	-	39	102	-	191	159	-
Stage 2	-	-	-	-	-	-	235	158	-	230	100	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	3.9	14.2	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	510	444	-	-	129	-	-	818
HCM Lane V/C Ratio	0.232	0.029	-	-	0.497	-	-	0.037
HCM Control Delay (s)	14.2	13.4	-	-	57.8	-	-	9.6
HCM Lane LOS	B	B	-	-	F	-	-	A
HCM 95th %tile Q(veh)	0.9	0.1	-	-	2.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	9	103	0	0	91
Future Vol, veh/h	7	9	103	0	0	91
Conflicting Peds, #/hr	1	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	10	112	0	0	99

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	212	112	0	-	-	-
Stage 1	112	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	975	1093	-	0	0	-
Stage 1	1076	-	-	0	0	-
Stage 2	1089	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	974	1093	-	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1076	-	-	-	-	-
Stage 2	1088	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1038	-
HCM Lane V/C Ratio	-	0.017	-
HCM Control Delay (s)	-	8.5	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	116	2639	0	31	1216	0	0	0	0	0	0	10
Future Vol, veh/h	116	2639	0	31	1216	0	0	0	0	0	0	10
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	280	-	-	280	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	2999	0	35	1382	0	0	0	0	0	0	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1389	0	0	2999	0	0	-	-	1500	-	-	698
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	4.5	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	253	-	-	38	-	-	0	0	322	0	0	661
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	251	-	-	38	-	-	-	-	322	-	-	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

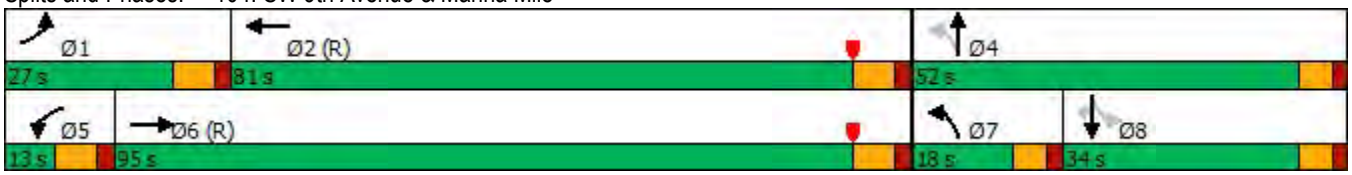
Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	7	0	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	251	-	-	38	-	-	657
HCM Lane V/C Ratio	-	0.525	-	-	0.927	-	-	0.017
HCM Control Delay (s)	0	34.2	-	-	282.8	-	-	10.6
HCM Lane LOS	A	D	-	-	F	-	-	B
HCM 95th %tile Q(veh)	-	2.8	-	-	3.5	-	-	0.1

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	110	2528	7	942	66	16	99	17	188
Future Volume (vph)	110	2528	7	942	66	16	99	17	188
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	1	6	5	2	7	4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	7	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	12.0	35.0	10.0	32.0	34.0	34.0	34.0
Total Split (s)	27.0	95.0	13.0	81.0	18.0	52.0	34.0	34.0	34.0
Total Split (%)	16.9%	59.4%	8.1%	50.6%	11.3%	32.5%	21.3%	21.3%	21.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	14.9	110.7	5.3	91.5	33.6	33.6	17.8	17.8	17.8
Actuated g/C Ratio	0.09	0.69	0.03	0.57	0.21	0.21	0.11	0.11	0.11
v/c Ratio	0.74	0.82	0.14	0.36	0.28	0.07	0.73	0.09	0.58
Control Delay	95.7	21.9	80.0	20.5	52.3	22.4	94.7	61.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	21.9	80.0	20.5	52.3	22.4	94.7	61.6	14.0
LOS	F	C	E	C	D	C	F	E	B
Approach Delay		24.9		20.9		40.7		42.9	
Approach LOS		C		C		D		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 56 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: SW 9th Avenue & Marina Mile



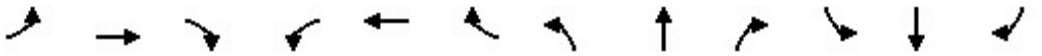
Queues
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	122	2876	8	1058	73	46	110	19	209
v/c Ratio	0.74	0.82	0.14	0.36	0.28	0.07	0.73	0.09	0.58
Control Delay	95.7	21.9	80.0	20.5	52.3	22.4	94.7	61.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.7	21.9	80.0	20.5	52.3	22.4	94.7	61.6	14.0
Queue Length 50th (ft)	127	701	8	215	63	7	113	18	0
Queue Length 95th (ft)	193	#1216	28	306	104	25	177	44	78
Internal Link Dist (ft)		797		1025		534		351	
Turn Bay Length (ft)	430		150		105		300		300
Base Capacity (vph)	223	3507	66	2900	272	944	236	326	445
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	0.55	0.82	0.12	0.36	0.27	0.05	0.47	0.06	0.47

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: SW 9th Avenue & Marina Mile



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	2528	60	7	942	10	66	16	25	99	17	188
Future Volume (veh/h)	110	2528	60	7	942	10	66	16	25	99	17	188
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		0.99	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	2809	67	8	1047	11	73	18	28	110	19	209
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	3260	77	17	2941	31	285	409	365	246	277	231
Arrive On Green	0.08	0.64	0.64	0.01	0.56	0.56	0.04	0.23	0.23	0.15	0.15	0.15
Sat Flow, veh/h	1781	5131	121	1781	5209	55	1781	1777	1583	1357	1870	1561
Grp Volume(v), veh/h	122	1857	1019	8	684	374	73	18	28	110	19	209
Grp Sat Flow(s),veh/h/ln	1781	1702	1848	1781	1702	1860	1781	1777	1583	1357	1870	1561
Q Serve(g_s), s	10.8	70.0	71.8	0.7	17.5	17.5	5.4	1.3	2.2	12.0	1.4	21.1
Cycle Q Clear(g_c), s	10.8	70.0	71.8	0.7	17.5	17.5	5.4	1.3	2.2	12.0	1.4	21.1
Prop In Lane	1.00		0.07	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	143	2163	1174	17	1922	1050	285	409	365	246	277	231
V/C Ratio(X)	0.86	0.86	0.87	0.48	0.36	0.36	0.26	0.04	0.08	0.45	0.07	0.90
Avail Cap(c_a), veh/h	223	2163	1174	67	1922	1050	339	511	455	283	327	273
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	72.7	23.4	23.7	78.9	19.0	19.0	52.7	47.9	48.2	63.2	58.7	67.0
Incr Delay (d2), s/veh	10.7	4.7	8.8	7.7	0.5	0.9	0.2	0.0	0.1	0.9	0.1	27.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	28.6	33.2	0.4	7.2	8.0	2.5	0.6	0.9	4.3	0.7	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.4	28.1	32.5	86.6	19.5	19.9	52.9	47.9	48.3	64.1	58.7	94.3
LnGrp LOS	F	C	C	F	B	B	D	D	D	E	E	F
Approach Vol, veh/h		2998			1066			119			338	
Approach Delay, s/veh		31.9			20.2			51.1			82.5	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	97.3		42.9	8.5	108.7	13.2	29.7				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	20.0	74.0		46.0	6.0	88.0	12.0	28.0				
Max Q Clear Time (g_c+I1), s	12.8	19.5		4.2	2.7	73.8	7.4	23.1				
Green Ext Time (p_c), s	0.1	9.2		0.2	0.0	13.4	0.0	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			33.4									
HCM 6th LOS			C									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	0	9	83	62	6
Future Vol, veh/h	4	0	9	83	62	6
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	0	10	95	71	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	194	79	82	0	-	0
Stage 1	79	-	-	-	-	-
Stage 2	115	-	-	-	-	-
Critical Hdwy	5	4.5	4.12	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.218	-	-	-
Pot Cap-1 Maneuver	993	1123	1515	-	-	-
Stage 1	1111	-	-	-	-	-
Stage 2	1073	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	978	1119	1509	-	-	-
Mov Cap-2 Maneuver	978	-	-	-	-	-
Stage 1	1099	-	-	-	-	-
Stage 2	1069	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1509	-	978	-	-
HCM Lane V/C Ratio	0.007	-	0.005	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	897	30	104	1571	36	6	1	120	6	0	20
Future Vol, veh/h	23	897	30	104	1571	36	6	1	120	6	0	20
Conflicting Peds, #/hr	7	0	2	2	0	7	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	-	170	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	975	33	113	1708	39	7	1	130	7	0	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1754	0	0	1010	0	0	1953	3024	506	2402	-	881
Stage 1	-	-	-	-	-	-	1044	1044	-	1961	-	-
Stage 2	-	-	-	-	-	-	909	1980	-	441	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	4.5	6.44	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3	3.82	-	3
Pot Cap-1 Maneuver	166	-	-	387	-	-	68	13	781	35	0	563
Stage 1	-	-	-	-	-	-	186	304	-	41	0	-
Stage 2	-	-	-	-	-	-	268	106	-	517	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	165	-	-	386	-	-	45	8	780	18	-	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	8	-	18	-	-
Stage 1	-	-	-	-	-	-	158	257	-	35	-	-
Stage 2	-	-	-	-	-	-	182	74	-	364	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.1	10.5	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	780	165	-	-	386	-	-	559
HCM Lane V/C Ratio	0.167	0.152	-	-	0.293	-	-	0.039
HCM Control Delay (s)	10.5	30.7	-	-	18.1	-	-	11.7
HCM Lane LOS	B	D	-	-	C	-	-	B
HCM 95th %tile Q(veh)	0.6	0.5	-	-	1.2	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	17	111	0	0	132
Future Vol, veh/h	9	17	111	0	0	132
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	18	121	0	0	143

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	264	121	0	-	-	-
Stage 1	121	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	5	4.5	-	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	-	-	-	-
Pot Cap-1 Maneuver	926	1084	-	0	0	-
Stage 1	1066	-	-	0	0	-
Stage 2	1044	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	926	1084	-	-	-	-
Mov Cap-2 Maneuver	926	-	-	-	-	-
Stage 1	1066	-	-	-	-	-
Stage 2	1044	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
Capacity (veh/h)	-	1024	-
HCM Lane V/C Ratio	-	0.028	-
HCM Control Delay (s)	-	8.6	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	0.1	-

Intersection	
Int Delay, s/veh	25.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	120	1207	1	29	2446	5	0	0	0	0	0	66
Future Vol, veh/h	120	1207	1	29	2446	5	0	0	0	0	0	66
Conflicting Peds, #/hr	7	0	0	0	0	7	0	0	1	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	280	-	-	280	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	132	1326	1	32	2688	5	0	0	0	0	0	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2700	0	0	1327	0	0	-	-	665	-	-	1355
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	5.34	-	-	5.34	-	-	-	-	4.5	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	-	-	3	-	-	3
Pot Cap-1 Maneuver	~ 54	-	-	271	-	-	0	0	681	0	0	368
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 54	-	-	271	-	-	-	-	680	-	-	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	74	0.2	0	17.3
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	~ 54	-	-	271	-	-	365
HCM Lane V/C Ratio	-	2.442	-	-	0.118	-	-	0.199
HCM Control Delay (s)	0$	818.6	-	-	20	-	-	17.3
HCM Lane LOS	A	F	-	-	C	-	-	C
HCM 95th %tile Q(veh)	-	13.4	-	-	0.4	-	-	0.7

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

Timings
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations									
Traffic Volume (vph)	146	1022	4	2202	197	17	67	16	170
Future Volume (vph)	146	1022	4	2202	197	17	67	16	170
Turn Type	Prot	NA	Prot	NA	pm+pt	NA	Perm	NA	Perm
Protected Phases	1	6	5	2	7	4		8	
Permitted Phases					4		8		8
Detector Phase	1	6	5	2	7	4	8	8	8
Switch Phase									
Minimum Initial (s)	5.0	10.0	5.0	10.0	4.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	35.0	12.0	35.0	10.0	32.0	34.0	34.0	34.0
Total Split (s)	23.0	81.0	23.0	81.0	20.0	56.0	36.0	36.0	36.0
Total Split (%)	14.4%	50.6%	14.4%	50.6%	12.5%	35.0%	22.5%	22.5%	22.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
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)	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None
Act Effct Green (s)	19.0	111.2	5.1	87.7	33.3	33.3	13.3	13.3	13.3
Actuated g/C Ratio	0.12	0.70	0.03	0.55	0.21	0.21	0.08	0.08	0.08
v/c Ratio	0.74	0.32	0.07	0.85	0.77	0.07	0.64	0.11	0.61
Control Delay	87.9	10.6	77.8	35.1	75.9	22.6	94.6	66.8	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.9	10.6	77.8	35.1	75.9	22.6	94.6	66.8	17.6
LOS	F	B	E	D	E	C	F	E	B
Approach Delay		19.9		35.2		65.7		41.2	
Approach LOS		B		D		E		D	

Intersection Summary	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 50 (31%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 125	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 32.8	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 104: SW 9th Avenue & Marina Mile

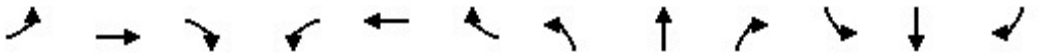
Queues
104: SW 9th Avenue & Marina Mile

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	154	1123	4	2352	207	49	71	17	179
v/c Ratio	0.74	0.32	0.07	0.85	0.77	0.07	0.64	0.11	0.61
Control Delay	87.9	10.6	77.8	35.1	75.9	22.6	94.6	66.8	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.9	10.6	77.8	35.1	75.9	22.6	94.6	66.8	17.6
Queue Length 50th (ft)	158	147	4	744	196	7	73	17	0
Queue Length 95th (ft)	233	246	19	#988	273	26	127	42	76
Internal Link Dist (ft)		797		1025		534		351	
Turn Bay Length (ft)	430		150		105		300		300
Base Capacity (vph)	217	3511	177	2782	270	1022	252	349	435
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	0.71	0.32	0.02	0.85	0.77	0.05	0.28	0.05	0.41

Intersection Summary

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

HCM 6th Signalized Intersection Summary
104: SW 9th Avenue & Marina Mile



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	1022	45	4	2202	32	197	17	29	67	16	170
Future Volume (veh/h)	146	1022	45	4	2202	32	197	17	29	67	16	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	1076	47	4	2318	34	207	18	31	71	17	179
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	174	3065	134	9	2690	39	349	459	408	225	249	206
Arrive On Green	0.10	0.61	0.61	0.01	0.52	0.52	0.09	0.26	0.26	0.13	0.13	0.13
Sat Flow, veh/h	1781	5010	219	1781	5183	76	1781	1777	1581	1350	1870	1543
Grp Volume(v), veh/h	154	731	392	4	1521	831	207	18	31	71	17	179
Grp Sat Flow(s),veh/h/ln	1781	1702	1825	1781	1702	1855	1781	1777	1581	1350	1870	1543
Q Serve(g_s), s	13.7	17.0	17.0	0.4	62.1	62.5	14.0	1.2	2.4	7.7	1.3	18.2
Cycle Q Clear(g_c), s	13.7	17.0	17.0	0.4	62.1	62.5	14.0	1.2	2.4	7.7	1.3	18.2
Prop In Lane	1.00		0.12	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	2082	1116	9	1767	963	349	459	408	225	249	206
V/C Ratio(X)	0.88	0.35	0.35	0.44	0.86	0.86	0.59	0.04	0.08	0.32	0.07	0.87
Avail Cap(c_a), veh/h	178	2082	1116	178	1767	963	349	555	494	298	351	289
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	71.3	15.4	15.4	79.4	33.5	33.5	53.7	44.5	44.9	63.4	60.7	68.0
Incr Delay (d2), s/veh	35.3	0.5	0.9	12.0	5.8	10.1	1.9	0.0	0.1	0.6	0.1	16.5
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	8.0	6.8	7.5	0.2	26.8	30.6	0.2	0.6	1.0	2.7	0.6	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.5	15.8	16.2	91.3	39.2	43.7	55.6	44.5	45.0	64.0	60.7	84.5
LnGrp LOS	F	B	B	F	D	D	E	D	D	E	E	F
Approach Vol, veh/h		1277			2356			256			267	
Approach Delay, s/veh		26.9			40.9			53.5			77.5	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.6	90.0		47.3	7.8	104.9	20.0	27.3				
Change Period (Y+Rc), s	7.0	7.0		6.0	7.0	7.0	6.0	6.0				
Max Green Setting (Gmax), s	16.0	74.0		50.0	16.0	74.0	14.0	30.0				
Max Q Clear Time (g_c+I1), s	15.7	64.5		4.4	2.4	19.0	16.0	20.2				
Green Ext Time (p_c), s	0.0	8.5		0.2	0.0	10.1	0.0	0.5				

Intersection Summary			
HCM 6th Ctrl Delay		39.7	
HCM 6th LOS		D	

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	7	91	54	12
Future Vol, veh/h	3	0	7	91	54	12
Conflicting Peds, #/hr	0	0	4	0	0	4
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	8	101	60	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	188	71	77	0	-	0
Stage 1	71	-	-	-	-	-
Stage 2	117	-	-	-	-	-
Critical Hdwy	5	4.5	4.12	-	-	-
Critical Hdwy Stg 1	5	-	-	-	-	-
Critical Hdwy Stg 2	5	-	-	-	-	-
Follow-up Hdwy	3	3	2.218	-	-	-
Pot Cap-1 Maneuver	999	1131	1522	-	-	-
Stage 1	1120	-	-	-	-	-
Stage 2	1071	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	985	1127	1516	-	-	-
Mov Cap-2 Maneuver	985	-	-	-	-	-
Stage 1	1109	-	-	-	-	-
Stage 2	1067	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1516	-	985	-	-
HCM Lane V/C Ratio	0.005	-	0.003	-	-
HCM Control Delay (s)	7.4	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2628	11	0	1248	0	51
Future Vol, veh/h	2628	11	0	1248	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2857	12	0	1357	0	55

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	1435
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3
Pot Cap-1 Maneuver	-	-	0	-	0	342
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	342	-	-	-
HCM Lane V/C Ratio	0.162	-	-	-
HCM Control Delay (s)	17.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1178	29	0	2481	0	33
Future Vol, veh/h	1178	29	0	2481	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1280	32	0	2697	0	36

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	656
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	4.5
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3
Pot Cap-1 Maneuver	-	-	0	-	0	686
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	686
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	686	-	-	-
HCM Lane V/C Ratio	0.052	-	-	-
HCM Control Delay (s)	10.5	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Table 3: Signalized Intersection Queues - AM Peak

Intersection/Movement	Available Storage (ft)	Queue Length			
		Existing	Bkgrnd	Total	Opt.
		Feet	Feet	Feet	Feet
Marina Mile (SR 84) at SW 14 Avenue					
EB Left	300	2.5	2.5	2.5	
WB Left	300	52.5	57.5	57.5	
Marina Mile (SR 84) at Median\Project Driveway					
EB Left	300	62.5	65	70	
WB Left	300	55	60	87.5	
Marina Mile (SR 84) at SW 9 Avenue					
EB Left	430	150	153	193	
WB Left	150	28	28	28	
NB Left	105	103	104	104	
SB Left	300	175	177	177	
SB Right	300	77	78	78	

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

Table 4: Signalized Intersection Queues - PM Peak

Intersection/Movement	Available Storage (ft)	Queue Length			
		Existing	Bkgrnd	Total	Opt.
		Feet	Feet	Feet	Feet
Marina Mile (SR 84) at SW 14 Avenue					
EB Left	300	12.5	12.5	12.5	
WB Left	300	27.5	30	30	
Marina Mile (SR 84) at Median\Project Driveway					
EB Left	300	322.5	330	335	
WB Left	300	2.5	2.5	10	
Marina Mile (SR 84) at SW 9 Avenue					
EB Left	430	207	209	233	
WB Left	150	19	19	19	
NB Left	105	269	272	273	
SB Left	300	124	127	127	
SB Right	300	75	76	76	

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

Site Address	1000 W STATE ROAD 84, FORT LAUDERDALE FL 33315	ID #	5042 21 00 0050
Property Owner	1000 MARINA MILE DEVELOPMENT LLC	Millage	0312
Mailing Address	2299 NE 164 ST NORTH MIAMI BEACH FL 33160	Use	33-01
Abbr Legal Description	21-50-42 E 210 OF W 890 OF N1/2 OF NE1/4 OF NE1/4 S OF ST RD R/W LESS S 25 FOR RD		

The just values displayed below were set in compliance with Sec. 193.011, Fla. Stat., and include a reduction for costs of sale and other adjustments required by Sec. 193.011(8).

* 2024 values are considered "working values" and are subject to change.

Property Assessment Values

Year	Land	Building / Improvement	Just / Market Value	Assessed / SOH Value	Tax
2024	$2,866,750	$307,930	$3,174,680	$3,174,680	
2023	$2,866,750	$307,930	$3,174,680	$3,174,680	$70,122.86
2022	$1,228,610	$307,930	$1,536,540	$1,536,540	$38,012.35

2024 Exemptions and Taxable Values by Taxing Authority

	County	School Board	Municipal	Independent
Just Value	$3,174,680	$3,174,680	$3,174,680	$3,174,680
Portability	0	0	0	0
Assessed/SOH	$3,174,680	$3,174,680	$3,174,680	$3,174,680
Homestead	0	0	0	0
Add. Homestead	0	0	0	0
Wid/Vet/Dis	0	0	0	0
Senior	0	0	0	0
Exempt Type	0	0	0	0
Taxable	$3,174,680	$3,174,680	$3,174,680	$3,174,680

Sales History

Date	Type	Price	Book/Page or CIN
11/15/2022	SWD-Q	$3,850,000	118550496
9/22/1999	WD	$700,000	29919 / 779
11/13/1996	QCD	$600,000	25650 / 500
2/1/1993	WD	$675,000	20431 / 592
10/1/1989	QCD	$150,000	

Land Calculations

Price	Factor	Type
$35.00	81,907	SF
Adj. Bldg. S.F. (Card, Sketch)		8380
Eff./Act. Year Built: 1977/1976		

Special Assessments

Fire	Garb	Light	Drain	Impr	Safe	Storm	Clean	Misc
03						F2		
C								
8380						81892		

Sec. 28-255 WASTEWATER PLANT AND COLLECTION SYSTEM CAPITAL EXPANSION FEES (CEF)
Sec. 28-256 POTABLE WATER PLANT AND DISTRIBUTION CAPITAL EXPANSION FEES

JOB ADDRESS (enter in blue box below):	**PROJECT NAME** (enter in blue box below):	**PERMIT No.** (enter in blue box below):

Type of Use	Unit of Measure	ERC/Unit	**New # of Units**	**Existing # of Units**	Indicator	New #ERCs	Existing #ERCs	Net New #ERCs	CEF Water	CEF Wastewtr.	CEF Sub Total
Equivalent Residential Connection	---	1				0	0	0	$0	$0	$0
Single Family House, Duplex, Triplex	ea.	1				0	0	0	$0	$0	$0
Condominium, Apartment	ea.	0.805	**283**		♦	228	0	227.82	$450,400	$430,124	$880,524
Mobile Home	lot	0.559				0	0	0	$0	$0	$0
Vehicular Repair (includes boat repairs)	1000 sf	0.473				0	0	0	$0	$0	$0
Gas Station (fueling only)	fuel pump	0.55				0	0	0	$0	$0	$0
Laundry and/or Dry Cleaning (staff op. machs.)	1000 sf	2.773				0	0	0	$0	$0	$0
Laundry (coin operated machines)	1000 sf	8.659				0	0	0	$0	$0	$0
Merchandising	1000 sf	0.55	**1.418**		♦	0.7799	0	0.78	$1,542	$1,473	$3,015
Warehouse (mixed use)	1000 sf	0.368				0	0	0	$0	$0	$0
Warehouse (homogeneous, bulk storage use)	1000 sf	0.177				0	0	0	$0	$0	$0
Self Service Storage	1000 sf	0.068				0	0	0	$0	$0	$0
Restaurant	1000 sf	2.495		8.38	♦	0	20.9081	-20.91	-$41,339	-$39,478	-$80,817
Fast Food Service	1000 sf	3.455				0	0	0	$0	$0	$0
Bar, Cocktail Lounge	1000 sf	1.236				0	0	0	$0	$0	$0
Office	1000 sf	0.636				0	0	0	$0	$0	$0
Day Child Care	1000 sf	0.632				0	0	0	$0	$0	$0
Place of Worship	1000 sf	0.523				0	0	0	$0	$0	$0
School	student	0.042				0	0	0	$0	$0	$0
Hotel (with restaurant and/or meeting rooms)	rental rm.	0.868				0	0	0	$0	$0	$0
Hotel (without restaurant and meeting rooms)	rental rm.	0.255				0	0	0	$0	$0	$0
Movie Theater	seat	0.009				0	0	0	$0	$0	$0
Car Wash (automatic)[1]	ea.	11.67				0	0	0	$0	$0	$0
Grocery Store (Based on full usage breakdown)[1]	1000 sf	0.431				0	0	0	$0	$0	$0
Barber Shop/Salon (dry chairs)[1]	chair	0.333				0	0	0	$0	$0	$0
Barber Shop/Salon (wet chairs)[1]	chair	0.666				0	0	0	$0	$0	$0
Health Spa[1]	sf	0.001				0	0	0	$0	$0	$0
Marina[1]	boat slip	0.133				0	0	0	$0	$0	$0
Doctor's Office / Clinic[1]	physician	0.833				0	0	0	$0	$0	$0
	1000 sf	0.667				0	0	0	$0	$0	$0
Hospitals and Nursing Homes[1]	bed space	0.700				0	0	0	$0	$0	$0
Dance Halls[1]	person	0.007				0	0	0	$0	$0	$0
Airports, bus terminals, train stations, port & dock facilities: (a) per passenger, (b) add per employee	passenger	0.017				0	0	0	$0	$0	$0
per 8 hour shift[1]	employee	0.067				0	0	0	$0	$0	$0
Totals								207.69	$410,603.13	$392,118.72	**$802,721.85**

CITY OF FORT LAUDERDALE

DEVELOPMENT SERVICES DEPARTMENT

ADDRESS VERIFICATION CONFIRMATION

Verification Request #:	BLD-ADDVER-23120012
Completion Date:	12/8/2023
Purpose of Address Request:	To verify an existing address for DRC

PROPERTY INFORMATION

The property Information is listed below. If the property has more than one address. please note that more than one folio number will be listed

Folio Number:	504221000050
Address:	1000 W STATE ROAD 84, FORT LAUDER
Legal Description:	21-50-42 E 210 OF W 890 OF N1/2 OF NE1/4 OF NE1/4 S OF ST RD R/W LESS S

Requestor Name:	Andrew Schein
Requestor Email:	Aschein@lochrielaw.com
Requestor Phone:	9546178919
Verified / Assigned Address:	1000 W STATE ROAD 84, FORT LAUDER
Former / Known As Address:	1000 W STATE ROAD 84, FORT LAUDER
Authorized City Representative:	JAZMINE EVEILLARD
Notes (If Applicable):	

August 1, 2023

David Solomon, City Clerk
City of Fort Lauderdale
100 North Andrews Avenue
Fort Lauderdale, FL 33301

Re: Land use, zoning and permitting for property located at 1000 W. State Road 84 located in the City of Fort Lauderdale, Florida 33315 ("Property")

Dear City Clerk:

We hereby authorize Lochrie & Chakas, P.A. to act as agents in connection with all land use and zoning matters related to the Property referenced above.

Sincerely,

1000 Marina Mile Development LLC

By:

Printed Name: Javier Rabinovich

Title: Manager
Date: August 10, 2023

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me, by means of (check one): ✓ physical presence or ____ online notarization, this 10th day of August, 2023, by JAVIER RABINOVICH, who is the MANAGER of 1000 Marina Mile Development LLC, who is personally known to me or who has produced ____ as identification.

Notary Public

Andrea Buoniconti

Typed, printed or stamped name of Notary Public

My Commission Expires: 1/3/25

ANDREA BUONICONTI
Notary Public - State of Florida
Commission # HH 076661
My Comm. Expires Jan 3, 2025
Bonded through National Notary Assn.

LOCHRIE & CHAKAS P.A.

699 N. FEDERAL HIGHWAY, SUITE 400
FORT LAUDERDALE, FLORIDA 33305
DIRECT LINE: 954.617.8919
EMAIL: ASCHEIN@LOCHRIELAW.COM
MAIN PHONE: 954.779.1119
FAX: 954.779.1117

PROJECT: 1000 Marina Mile Apartments
ADDRESS: 1000 Marina Mile/State Road 84
AUTHOR: Andrew J. Schein, Esq.

NEIGHBORHOOD COMPATIBILITY NARRATIVE
ULDR § 47-25.3

Sec. 47-25.3. Neighborhood compatibility requirements.

A. The neighborhood compatibility requirements are as follows:

1. *Adequacy requirements.* See Sec. 47-25.2.

Response: Applicant has provided a separate point-by-point narrative addressing the Adequacy Requirements.

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

Response: To the extent any DPEP (formerly DNRP) permits are needed, applicant will apply for and obtain such permits.

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

      ii. Control of effects of lights from automobiles or other sources. Where the site plan indicates potential adverse effects of parking or of other sources on the lot on which the nonresidential use is to be located, such effects shall be eliminated or at a minimum prevented so that lights do not illuminate adjacent residential property below a height of five (5) feet at the residential lot line, or from shining

into any residential window if there is to be nonresidential parking on the premises after dark.

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

Response: N/A. The Project does not abut Residential property as defined in the ULDR.

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

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

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

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

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

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

Response: N/A. The Project does not abut Residential property as defined in the ULDR. Nevertheless, the Project includes balconies, color and material banding, uniform cornice heights, and building mass changes.

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

Response: All service and loading facilities will be internal to the building and will not be visible from adjacent properties.

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

Response: The rooftop mechanical equipment will be screened at least six (6) inches above the top most surface of the equipment.

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

i. When any side of a structure greater in height than forty (40) feet is contiguous to residential property, that portion of the structure shall be set back one (1) foot for each one (1) foot of building height over forty (40) feet up to a maximum width equal to one-half (1/2) the height of the building, in addition to the required setback, as provided in the district in which the proposed nonresidential use is located.

Response: N/A, no part of the structure greater than 40 feet in height is contiguous to residential property.

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

i. *Landscape strip requirements.* A ten (10) foot landscape strip shall be required to be located along all property lines which are adjacent to residential property. Such landscape strip shall include trees, shrubs and ground cover as provided in the landscape provisions of Section 47-21, Landscape and Tree Preservation Requirements. The width of the landscape area shall extend to the property line. All required landscaping shall be protected from vehicular encroachment. When walls are required on nonresidential property abutting an alley, required shrubbery shall be installed and located within the landscape area on the exterior of the wall.

Response: N/A. The Project is not adjacent to residential property.

ii. *Parking restrictions.* No parking shall be located within twelve (12) feet of the property line, within the yard area required by the district in which the proposed nonresidential use is located, when such yard is contiguous to residential property.

Response: N/A, the nonresidential use faces State Road 84 and is not contiguous to residential property.

iii. *Dumpster regulations.* All solid waste refuse containers (dumpsters) shall be set back a minimum of twelve (12) feet from any property line which is contiguous to residential property, and shall be screened in accordance with the Dumpster requirements, as provided in Section 47-19, Accessory Uses, Buildings and Structures.

Response: All dumpster facilities are located within the development and are more than 12' from the property line.

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

a) Decorative features shall be incorporated on the residential side of such wall according to the requirements of Section 47-19.5

b) Shall be located within, and along the length of the property line which abuts the residential property,

c) When the nonresidential property is located adjacent to an alley such wall shall be located at least five (5) feet from the right-of-way line located closest to the nonresidential property,

d) When a utility, or other public purpose easement, on the nonresidential property precludes the construction of a wall, then an opaque fence, constructed in accordance with the standards described in Section 47-19.5, may be erected in lieu of the wall required by subsection iv. above. The use of an opaque fence as a physical barrier between nonresidential and residential property shall be reviewed and recommended by the city engineer.

Response: N/A. The Project does not abut residential property as defined in the ULDR.

v. *Application to existing uses*. Within five (5) years ….(remainder of this subsection v. is intentionally omitted).

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

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

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

Response: The area immediately surrounding the Property is characterized by commercial uses to the north, east, and west. To the south of the Property is a church and a designated Natural Resource Area. As a mixed use development, the Project fits neatly into the pattern of commercial development on State Road 84 and will provide additional housing opportunities that are currently not available in the immediate area.

Access to the Property is provided along State Road 84 in order to minimize traffic on SW 26th Street. The Project includes a significant amount of landscaping along the entire perimeter of the Property in order to ameliorate any perceived impacts to the surrounding area, including noise and visual nuisances.

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

Response: N/A, the surrounding neighborhood does not have an adopted master plan.

Kimley»Horn

June 13, 2023

City of Fort Lauderdale – Development Review Committee
700 NW 19th Avenue
Fort Lauderdale, Florida 33311

RE: ***Project Name: 1000 Marina Mile Project***
Stormwater Memorandum

Please allow this letter to serve as our stormwater memorandum for the above-referenced project. Per stormwater requirements, proper water quality and quantity for the site will be provided through the use of exfiltration trench and drainage wells.

The proposed development is located at 1000 Marina Mile, within the City of Fort Lauderdale. The property is bounded by Marina Mile Boulevard / SR 84 to the north, commercial businesses to the east and west, and S.W. 26th Street to the south. Approximate project limits can be illustrated in Attachment A, Exhibit A-1.

Existing Conditions

The site is currently developed as a single-story building with surface parking.

Proposed Conditions

The project consists of the redevelopment of a ±1.88-acre site, currently developed as a single-story building with surface parking. The redevelopment proposes one (1) 15-story building with a parking garage and a mixed-use of residential, retail, and hotel units.

Water Table Elevation

The design water table elevation of 2.50 ft NAVD was obtained from Broward County's Future Ground Water Elevation Map (see Attachment A, Exhibit A-2).

Water Quality

South Florida Water Management District SFWMD water criteria and procedures were followed during this analysis. The total volumes for water quality are provided for the greater of the first inch of storm runoff from the entire site, or the amount of 2.5 inches times the percentage of impervious area. Volumetric calculations for the required and provided amounts can be found in Attachment B, Exhibits B-2 and B-3. See Attachment C for geotechnical report with hydraulic conductivity tests.

Water quality is to be provided through exfiltration trench no less than the first inch of runoff from the site, or 2.5 inches times the percentage of imperviousness, whichever is greater. As per Section 4.2.2 (c) of the SFWMD Environmental Resource Permit Applicant's Handbook Volume II, "Water surface and roofed areas can be deducted from site areas only for water quality pervious/impervious calculations." The required water quality calculations can be found in Attachment B, Exhibit B-2.

Required Water Treatment Volume = 0.16 ac-ft (1.92 ac-in)
Provided Water Treatment Volume = 0.29 ac-ft (3.52 ac-in)

Conclusion

The drainage analysis indicates that the proposed drainage system can provide the required water quality needed for the proposed development. Exfiltration trench meets the water quality requirement onsite.

Please contact me at (954) 716 - 8826 or carlos.florian@kimley-horn.com should you have any questions or clarifications.

Sincerely,
Kimley-Horn and Associates, Inc.

Carlos Florian, P.E.

LEGEND	
	PROJECT LIMITS

GRAPHIC SCALE IN FEET

0 175 350 700

Plotted By: Calle, Jimmy Sheet Set: 4111 NW 17th Ave Layout: A-1 LOCATION MAP June 12, 2023 11:19:59am K:\FTL_Civil\143 Jobs\143697000 1000 Marina Mile\CAD\Exhibits\Location Map\A-1 Location Map.dwg

DATE:	6/12/2023
DRAWN BY:	JAC
SCALE:	AS SHOWN
KHA NO.:	143697000

Kimley»Horn

8201 PETERS ROAD, SUITE 2200, PLANTATION FL 33324
PHONE (954) 535-5100
WWW.KIMLEY-HORN.COM REGISTRY NO 35016

1000 MARINA MILE BLVD.

CITY OF FT. LAUDERDALE

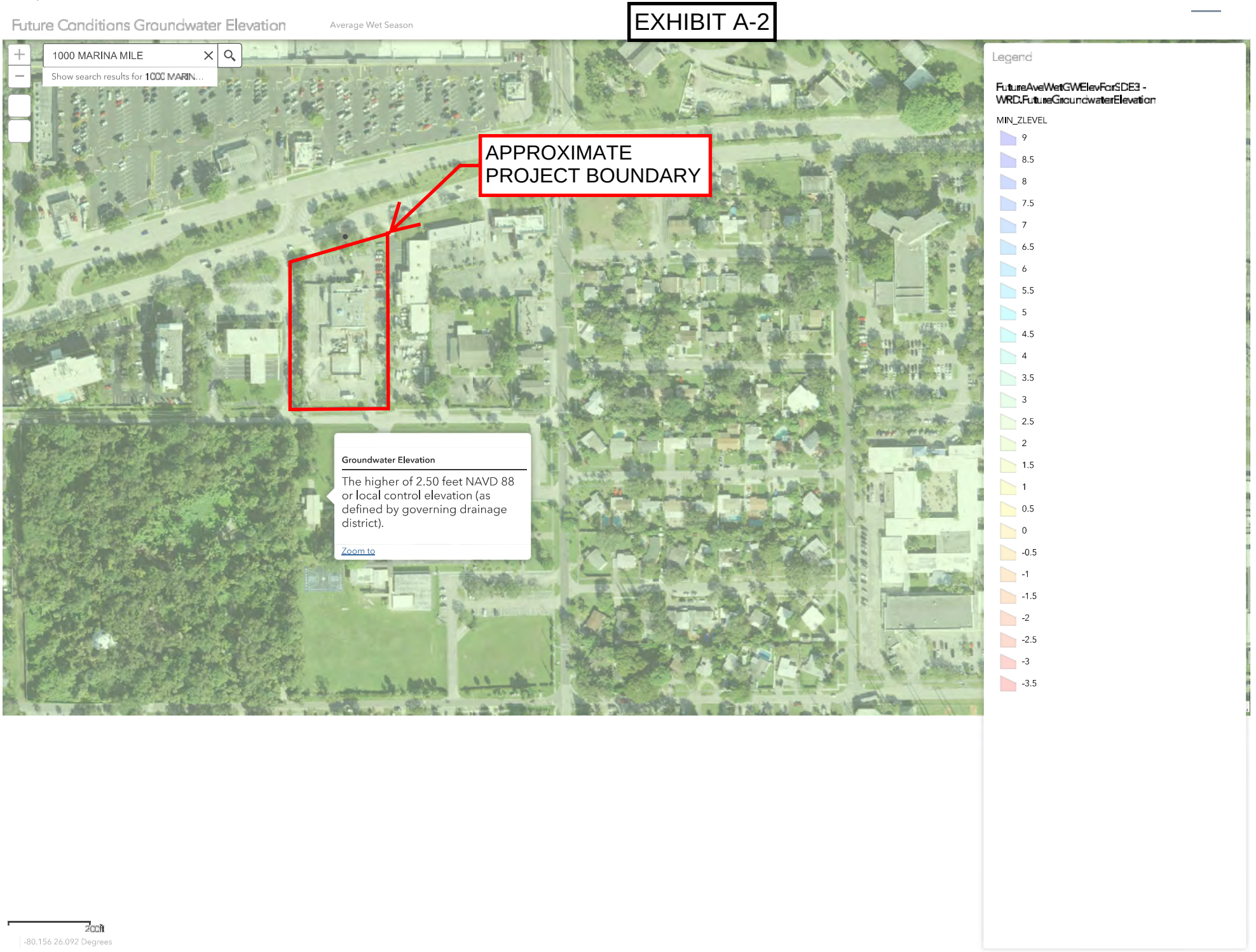
LOCATION MAP

NORTH

SHEET NUMBER

A-1

EXHIBIT A-2


Future Conditions Groundwater Elevation
Average Wet Season
1000 MARINA MILE
Show search results for 1000 MARIN...
APPROXIMATE PROJECT BOUNDARY
Groundwater Elevation
The higher of 2.50 feet NAVD 88 or local control elevation (as defined by governing drainage district).
Zoom to
Legend
FutureAveWetGWElevForSDE3 - WRD.FutureGroundwaterElevation
MIN_ZLEVEL
9
8.5
8
7.5
7
6.5
6
5.5
5
4.5
4
3.5
3
2.5
2
1.5
1
0.5
0
-0.5
-1
-1.5
-2
-2.5
-3
-3.5
200ft
-80.156 26.092 Degrees

ATTACHMENT B

PROPOSED AREA BREAKDOWN

Future Area Type	Square Feet	Acres	Percentage
Pervious			
Green	20,379	0.47	24.89%
TOTAL PERVIOUS	**20,379**	**0.47**	**24.89%**
Impervious			
Asphalt	4,975	0.11	6.08%
Concrete	7,487	0.17	9.14%
Building	49,046	1.13	59.89%
TOTAL IMPERVIOUS	**61,508**	**1.41**	**75.11%**
TOTAL SITE AREA	**81,887**	**1.88**	**100.00%**

REQUIRED WATER QUALITY VOLUME

1) Compute the first inch of runoff from the developed site:
   $= 1\ in.\ x\ Site\ Area\ x\ \left({}^{1\ ft}/_{12\ in.}\right)$
   $= 1\ in.\ x\ 1.88\ acres\ x\ \left({}^{1\ ft}/_{12\ in.}\right) = 0.16\ ac-ft$
2) Compute 2.5 times the percentage of imperviousness.
   a. Site area for water quality pervious/impervious calculations only:
   $= Total\ Project\ -(Water\ Surface + Roof)$
   $= 1.88\ acres - (0.00\ acres + 1.13\ acres) = 0.75\ acres$

   b. Impervious area for water quality pervious/impervious calculations only:
   $= (Site\ Area\ for\ Water\ Quality) - Pervious$
   $= 0.75\ acres - 0.47\ acres = 0.28\ acres$

   c. Percentage of imperviousness for water quality:
   $= (Impervious\ Area\ for\ Water\ Quality/Site\ Area\ for\ Water\ Quality)x100\%$
   $= \left({}^{0.28\ acres}/_{0.75\ acres}\right)x100\% = 37.33\%$

   d. For 2.5 inches times the percentage impervious:
   $= 2.5\ in.\ x\ Percentage\ Impervious$
   $= 2.5\ in.\ x\ 37.33\% = 0.93\ in.\ to\ be\ treated$
   e. Compute volume required for quality detention:
   $= Inches\ to\ be\ Treated\ x\ (Total\ Site - Lake)$
   $= 0.93\ in.\ x\ (1.88\ acres\ - 0.00)\ x\ \left({}^{1\ ft}/_{12\ in.}\right) = 0.15\ ac-ft$

0.16 ***ac-ft (1.92 ac-in) of water quality volume is required as a minimum.***

ONE-HALF INCH PRE-TREATMENT REQUIREMENT

1) Compute volume generated by 1/2" of rainfall:
   $= {}^{1}/_{2}\ in.\ x\ Site\ Area\ x\ \left({}^{1\ ft}/_{12\ in.}\right)$
   $= {}^{1}/_{2}\ in.\ x\ 1.88\ acres\ x\ \left({}^{1\ ft}/_{12\ in.}\right) = 0.08\ ac-ft$

0.08 ***ac-ft (0.96 ac-in) of pre-treatment is required as a minimum.***

EXHIBIT B-3

MINIMUM EXFILTRATION TRENCH CALCULATIONS

EXFILTRATION TRENCH PARAMETERS

Lowest Rim Elevation	6.00 NAVD
Control Elevation (Lowest Rim Elevation)	6.00 NAVD
Water Table:	2.50 NAVD
Top of trench	4.21 NAVD
Bottom of trench	-5.79 NAVD
Depth of trench	10.00 ft.
Pipe diameter	18 in.

$$L = \frac{FS\left[(\%WQ)\left(V_{wq}\right) + V_{add}\right]}{K(H_2W + 2H_2D_u - D_u^2 + 2H_2D_s) + (1.39x10^{-4})WD_u}$$

$$L = \frac{FS\left[(\%WQ)\left(V_{wq}\right) + V_{add}\right]}{K(2H_2D_u - D_u^2 + 2H_2D_s) + (1.39x10^{-4})WD_u} \left(Conservative\ Formula\right)$$

EXFILTRATION TRENCH EQUATION PARAMETERS

FS, factor of safety	2.00
%WQ, Water Quality Credit Percentage	50%
V(wq), Volume of Water Quality	1.92 ac-in
V(add), Additional Storage Volume	0 ac-in
K, Hydraulic Conductivity[1]	1.96E-04 cfs/ft^2-ft
H_2, Distance from Water Table to Control Elevation[2]	3.50 ft.
D_u, unsaturated trench depth	1.71 ft.
D_s, saturated trench depth	8.29 ft.
W, trench width	8.00 ft.

REQUIRED EXFILTRATION TRENCH

Credited Volume Required:	0.96 ac-in.
Regular/Conservative[3]:	Conservative
Trench Required (Conservative)	128 LF

Length of Trench Required:	**128 LF**

1. Average K value between multiple field results; Refer to Appendix D for Geotechnical Report

2. H2 value is based on lowest discharge inlet connected to the exfiltration trench system

3. The conservative formula is required if the project meets one of the following criteria: 1) If the saturated trench depth (D_s) is greater than the non-saturated trench depth (D_u), or 2) If the trench width (W) is greater than two (2) times the total trench depth.

EXHIBIT B-3

PROVIDED WATER QUALITY

VOLUME PROVIDED IN EXFILTRATION TRENCH

Proposed Length of Trench	156 LF
Required Length of Trench	128 LF
Volume Provided in Required Trench	0.16 ac-ft
Volume Provided in Additional Trench	0.13 ac-ft

Volume Provided by Exfiltration Trench:	**0.29 ac-ft**

TOTAL PROVIDED WATER QUIALITY

TOTAL WATER QUIALITY VOLUME PROVIDED:	**0.29 ac-ft**

ATTACHMENT C

REPORT OF LIMITED
GEOTECHNICAL INVESTIGATION

1000 MARINA MILE
PROPOSED TEN-STORY HOTEL BUILDING
AND FIFTEEN-STORY RESIDENTIAL BUILDING WITH SIX-LEVEL PARKING
1000 WEST STATE ROAD 84 (MARINA MILE)
FORT LAUDERDALE, FLORIDA

FOR

MARINA MILE PARTNERS, LLC
2333 PONCE DE LEON BOULEVARD
SUITE 630
CORAL GABLES, FLORIDA 33134

PREPARED BY

NUTTING ENGINEERS OF FLORIDA, INC.
1310 NEPTUNE DRIVE
BOYNTON BEACH, FLORIDA 33426

ORDER NO. 20327.1

MARCH 2023

Nutting Engineers
of Florida Inc. | Established 1967
Your Project is Our Commitment

Geotechnical & Construction Materials
Engineering, Testing, & Inspection
Environmental Services

Offices throughout the state of Florida

www.nuttingengineers.com info@nuttingengineers.com

March 30, 2023

Mr. Oscar Larraza
Marina Mile Partners, LLC
2333 Ponce De Leon Boulevard, Suite 630
Coral Gables, Florida 33134 Phone: 954-588-9906/Email: olarraza@vyv.pe

Re: Report of Limited Geotechnical Exploration
1000 Marina Mile - Proposed 10-Story Hotel Building and 15-Story Residential Building With 6-Level Parking
1000 West State Road 84 (Marina Mile)
Fort Lauderdale, Florida

NUTTING ENGINEERS OF FLORIDA, INC. has performed a Limited Geotechnical Exploration for the above referenced project in accordance with our proposal dated February 22, 2023 and corresponding written authorization to proceed provided by Marina Mile Partners, LLC dated February 27, 2023. Included in the report are our observations, results of our exploration, analysis, and recommendations for the proposed development.

The purpose of this exploration was to evaluate the subsurface soil and groundwater conditions in order to provide general foundation analysis and recommendations for the proposed construction and provide specific soil information for the design Engineers and Architects to formulate design criteria. We note that this exploration and subsequent report have been prepared based on the limited information provided to our office. Because of this, if information is incorrect or additional information is warranted, our office must be notified in writing of these conditions.

NE shall be notified in writing once a structural engineer has developed actual loads and a structural system for the project so that our assumptions used in this report can be verified or amended as may be appropriate on the basis of that new information.

Thank you for providing us the opportunity to be a part of your team for this project. If you have any questions or require further assistance, please contact us at your convenience.

Respectfully submitted,
NUTTING ENGINEERS OF FLORIDA, INC.

Christopher E. Gworek, P.E.
Senior Engineer

1310 Neptune Drive • Boynton Beach, Florida 33426 • (561) 736-4900 • Fax (561) 737-9975
Broward (954) 941-8700 • Port St. Lucie (772) 408-1050 • Miami Dade (305) 624-0060

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- BORING LOCATION PLAN
- TEST BORING RECORDS AND EXFILTRATION TEST RECORDS
- SOIL CLASSIFICATION CRITERIA/LIMITATIONS OF LIABILITY

INTRODUCTION

Project Authorization

NUTTING ENGINEERS OF FLORIDA, INC. has conducted a geotechnical exploration per your authorization for the proposed development located in Fort Lauderdale, Broward County, Florida. Our work was completed in general accordance with our proposal dated February 22l, 2023 and corresponding written authorization to proceed provided by Marina Mile Partners, LLC dated February 27, 2023.

Purpose and Scope

The purpose of this exploration was to obtain information concerning the subsurface conditions within the proposed building footprint in order to evaluate the most appropriate foundation systems for the proposed construction. We have also provided site preparation and foundation design recommendations for support of the proposed construction and provided information for the design Engineers and Architects to formulate foundation design criteria. The scope of services included performing field reconnaissance, review of readily available subsurface test data, such as the soil survey of Broward County and prior test boring reports performed within the vicinity of the site as provided, conducting field geotechnical explorations, and providing an engineering report.

Project Information

Based on review of the preliminary rendering plans forwarded to our office, plans include the demolition and clearing of the existing buildings onsite along with the various ancillary structures for the construction of a new ten-story hotel building within the northern one-third of the property, and the construction of a fifteen-story residential building with an attached six-level parking garage within the southern two-thirds of the property. The renderings suggest that the hotel building will consist of a ground floor lobby and common area with the remaining floors consisting of approximately 108 units. The residential building will consist of approximately 239 units and be L-shaped with the six-level parking garage located within the inside portion of the L-shaped design. The top level of the parking garage will consist of the pool/patio deck area as well. Additional lobby space, meeting areas, and other common areas will also be located at the ground level. It is anticipated that the buildings will consist of concrete block construction. We understand that within the mechanical parking section within the ground level, some slight below grade parking may exist.

At the time of this report structural information was not provided to our office. Based on this, utilizing similar project information, our office has estimated approximate structural loads for the buildings. We note that the loading conditions estimated herein are estimates only and may differ from actual loads. A structural engineer will need to be retained to determine actual loading conditions for the planned construction. Our recommendations provided in this report are based on our estimates; therefore, they may need to be altered if structural conditions are different from our estimates.

Within the 10-story building, column loads are estimated to be on the order of 750 to 1,600 kips, and maximum wall loads are anticipated to be approximately 12 to 25 kips per linear foot. Within the 15-story building and parking garage, column loads are estimated to be on the order of 1,000 to 3,000 kips, and maximum wall loads are anticipated to be approximately 12 to 40 kips per linear foot. We note that shear and uplift loads on the foundation would need to be determined by the project structural engineer.

If any of our assumptions or understandings is not correct, if the structure differs substantially from the characterization we have provided in this report, Nutting Engineers of Florida, Inc. shall be notified immediately so that we may re-evaluate our analysis.

Based on surrounding structures it is estimated that final grades will be approximately one to three feet above existing site elevations. We note that final building pad elevations shall be determined by a professional architect, civil engineer, or other qualified party.

NE should he notified in writing by the client of any changes in the proposed construction along with a request to amend our foundation analysis and/or recommendations within this report as appropriate.

SITE DESCRIPTION

Site Location

The site is located in Fort Lauderdale, Broward County, Florida. A vicinity/boring location map delineating the subject property is presented in the Appendix of this report as Figure 1. The site is bounded by State Road 84 (Marina Mile) to the north, commercial/industrial buildings to the east, SE 26th Street to the south, and vacant to commercial/industrial buildings to the west. The site covers an area of approximately 1.8 to 2.0 acres.

Site Characteristics and Current Conditions

Currently, the site is occupied with a commercial styled building along with asphalt paved parking lots, roadways, and tree vegetation. Site grades are relatively level at approximately +5.5 NAVD (plus/minus one foot) per the site topographic survey forwarded to our office.

SUBSURFACE EXPLORATION

Field Exploration

The exploration of subsurface conditions included the performance of Standard Penetration Test (SPT) borings, exfiltration tests, and review of the Broward County Soil Survey Map. Nutting Engineers of Florida, Inc. has performed a total of five Standard Penetration Test (SPT) borings (ASTM D-1586).

The test borings were performed to depths of one-hundred feet in the building areas. Standard Penetration Tests were performed continuously for 10 feet at each boring with successive sampling at 5-foot intervals thereafter. The number of successive blows (2nd and 3rd blow count) required to drive the sampler into the soil constitutes the test result commonly referred to as the "N" value. The "N" value has been empirically correlated with various soil properties and is considered to be indicative of the relative density of cohesionless soils and the consistency of cohesive soils.

Representative samples collected from the SPT borings were visually reviewed in the laboratory by a geotechnical engineer to confirm the field classifications. The samples were then classified in general accordance with industry standards. We note that the locations of the test borings are estimated using available onsite surface controls and should be considered approximate at best and their actual locations would need to be verified by a licensed surveyor.

In addition, two 'Usual Open-Hole' exfiltration tests were performed in accordance with South Florida Water Management District specifications. The exfiltration tests were completed to depths of six feet.

GENERALIZED SUBSURFACE CONDITIONS

Soil Survey Map Review

As part of the geotechnical exploration, we have reviewed available Natural Resources Conservation Service (NRCS) online soil survey map for Broward County. The USDA online NRCS mapping provides qualitative information about potential general shallow soil conditions in the project vicinity. This information was derived from approximately 6 ft. deep manual auger borings, aerial photo, and surface feature interpretation at some point in the past. The NRCS data may or may not reflect actual current site conditions. As indicated in the Broward County Soil Survey Map the complex under exploration is the Matlacha, limestone substratum-Urban land complex. About 30 to 50 percent of the complex is open land, such as lawns, vacant lots, and playgrounds; and about 40 to 70 percent is Urban land, or areas covered by sidewalks, streets, parking lots, and buildings, where the natural soil cannot be observed. The open land consists of nearly level, poorly drained Immokalee, limestone substratum, soils. Typically, the surface layer is very dark gray sand about 5 inches thick. The subsurface layer is light gray and white sand to a depth of 48 inches. Soft to hard, porous limestone containing solution holes filled with sand and rock fragments is at a depth of about 48 inches. We note that the soil survey extends to a depth of six feet.

Test Boring Results

The test borings typically recorded a surface layer of asphalt and basecourse material in the upper one foot, underlain by brown sand and limestone fragments to a depth of five feet. From five to typically eight feet loose to medium dense brown sand was encountered, underlain by soft to medium hard light brown to light gray limestone with some to little sand to a depth of thirty-three feet.

From thirty-three to forty-eight feet medium dense light gray sand was encountered, underlain by medium hard to hard light gray limestone with little to some sand lenses to a depth of one-hundred feet, the maximum depth explored. We note that from four or five to six feet below existing grades some soft dark brown sand with little to some organic silt soils were encountered. Please see the enclosed soil classification sheet in the Appendix of this report for additional important information regarding these descriptions, the field evaluation and other related information.

Rock Formation Note

It is possible that the weathered limestone encountered may extend to greater or lesser depths and be present in areas other than recorded in the test borings. Generally, rock in the South Florida area may include limestone or sandstone which have irregularities and discontinuities including vertical and horizontal solution features, varying surface and bottom elevations, and varying degrees of hardness. The rock features may also contain intervening sand and other material filled lenses. The standard penetration test boring executed in this evaluation was performed in accordance with the normal standard of care in this area. This process may sometimes fail to detect the presence of rock strata by passing through solution features. Solution features can be very common in rock strata in Southeast Florida. Also given the brittle nature of some rock strata, rocks may readily shatter when hit by the split spoon. Despite this, these strata which may not be depicted in the soil boring logs may present significant resistance to excavation and pile installation.

Laboratory Test Results

Soil samples obtained from the drilling operations were preserved in jars and visually classified in the laboratory by a geotechnical engineer to confirm the field classifications. Selected soil samples of the organic peat samples recovered from the borings were subjected to testing to determine natural moisture and organic contents to estimate the engineering properties of these soils. Results of the tests are tabulated below:

LABORATORY RESULTS

Test Boring #	*Soil Description*	*Sample Depth Interval (Feet)*	*Moisture Content (%)*	*Organic Content (%)*
B-1	Dark Brown Organic SILT and SAND	5 – 6	67	17
B-2	Dark Brown Organic SILT and SAND	4 – 6	82	19
B-5	Dark Brown Organic SILT and SAND	5 – 6	47	13

The moisture contents suggests that the soils are moderately compressible, while the organic contents suggests that almost one-fifth of the soil is made up of organic material that will naturally breakdown and decay over time. In general, fill placed beneath buildings and roadways should not have more than three to five percent organic material.

Exfiltration Test Results

Two 'Usual Open-Hole' exfiltration tests were performed in accordance with South Florida Water Management District (SFWMD) specifications to depths of six feet below the existing ground surface. The tests were performed in order to determine the hydraulic conductivity of the in situ subsurface soils to evaluate drainage requirements for the project. The hydraulic conductivity values were determined to range from approximately 2.35×10^{-4} to 1.57×10^{-4} cubic feet per second, per square foot, per foot of head at the specific location tested. Detailed soil descriptions and flow rates are presented in the Appendix.

Groundwater Conditions

The immediate groundwater level was measured at the boring locations at the time of drilling. The groundwater level was encountered at an approximate depth of five feet below the existing ground surface.

The immediate depth to groundwater measurements presented in this report may not provide a reliable indication of stabilized or a more long term depth to groundwater at this site. Water table elevations can vary dramatically with time through rainfall, droughts, storm events, flood control activities, nearby surface water bodies, tidal activity, pumping and many other factors. For these reasons, this immediate depth to water data should not be relied upon alone for project design considerations.

Further information regarding stabilized groundwater elevations at the site could be developed upon specific request. Additional evaluation might include monitoring of piezometers, survey of the project area for evidence of current groundwater elevation influences such as wellfields, obvious construction dewatering, tidal activity, flood control canals and other surface water bodies.

LIMITED ANALYSIS AND RECOMMENDATIONS

The recommendations reported herein are based upon the known project information at this time. Once additional design and structural loading information becomes available along with discussions with all interested parties in order to determine the method of construction, additional comprehensive geotechnical exploration, and/or analysis may be required. Foundation recommendations may change depending upon final design information provided and the results of the additional field-testing and/or analysis.

We note that additional test borings will be required for the project in order to provide any supplemental recommendations for the project including lateral pile analysis.

Proposed 10-Story Building, 15-Story Building, and 6-Level Parking

Based on the test borings performed, if the proposed nine-story structure were constructed over the existing soil profile utilizing a conventional shallow foundation, this would result in settlements exceeding two inches; therefore, alternative foundation methods would need to be employed for the structure.

Foundation alternatives discussed herein are based on the results of the geotechnical exploration, the proposed construction, and the available project information. We have considered the following foundation alternatives:

1. Deep Foundations
    - Drilled Shafts
    - Augercast Piles

2. Shallow Foundations After Completion of Soil Improvement.
    - Vibro-Replacement

Shallow Foundation Conclusions: Given the planned development, the proximity of structures to the proposed building, and the presence of organic soils within the upper eight to ten feet of the soil profile, a shallow foundation system after a vibro-replacement program does not appear viable at this time. ***Based on this we are currently not recommending support of the new hotel, residence, and garage upon shallow foundation system.*** This option can be reviewed at a later time, if desired once more design considerations are preferred to be reviewed.

The actual alternative used for the project will depend upon structural feasibility, costs, and possibly other factors that are not presently known to Nutting Engineers. It is necessary that all interested parties partake in foundation meetings to better understand these alternatives as well as being aware of the varying pros and cons for each.

Deep Foundations Discussions

A wide variety of deep foundation systems have been used to support tall buildings in Southeast Florida. Augercast piles are currently the most common pile types in the South Florida area. Drilled shafts have also been used in South Florida; however, they are not common for structures of this type. The following paragraphs discuss each of these alternatives briefly.

Drilled Shafts

Due to the anticipated high tower column loads, drilled shafts can be considered as a potential high capacity deep foundation support alternative. A drilled shaft is a large diameter foundation (typically three feet or greater), which is constructed by placing fresh concrete in a drilled hole.

The drilled shaft is most commonly constructed by employing rotary drilling equipment to drill a cylindrical hole. The hole may remain open in soils with cohesion or rock or may be kept open by using drilling slurry and/or temporary casings. A rebar cage is then placed, and the excavation is filled with fresh concrete. Drilled shafts have the advantage that they can be designed as a single unit without a pile cap to support highly loaded columns. Disadvantages to drilled shaft foundations include construction procedures that are critical to the quality of the drilled shaft and careful inspection is required. Drilling of the large diameter shafts can be difficult due to pockets of loose sands and porous zones resulting in significant loss of slurry and concrete. Also, the time required to install drilled shafts is typically much greater than augercast piles.

Augercast Piles

Due to its high load carrying capacity, high installation rate, low noise and vibration level, and economic cost, the augercast pile has in recent years dominated the pile foundations selected for high-rise buildings in Southeast Florida.

Augercast piles are cylindrical drilled-in-place piles, generally 14 to 24 inches in diameter and are constructed of a cementitious grout. Reinforcement is placed in the core of the pile. The pile is constructed with a special hollow-stem auger. The auger is advanced to the design depth and high strength grout is pumped through the auger while the auger is being extracted from the soil. After the auger is fully extracted, a reinforcing cage is inserted to complete the pile. The augercast pile has the advantage of filling voids in the adjacent soil/rock with grout, providing mechanical interlock with the surrounding foundation material developing higher compressive and uplift capacities than a prestressed concrete pile. Some disadvantages associated with augercast piles are that these piles are susceptible to problems such as necking (small cross section at some locations along its length), and grout contamination by soil or bore hole collapse.

These problems can be avoided by maintaining positive pressure and providing a full-length reinforcing bar with centralizers to provide some assurance that the piles have been constructed with a continuous cross section and need to be closely monitored by experienced inspection personnel.

Of the two deep foundation systems discussed above, it is our opinion that the cost, comparative ease/difficulty of construction and technical feasibility, relative to attaining high pile capacities, will favor the use of the augercast-in-place piles as the appropriate choice of deep foundation for the proposed structure. Presented below are our foundation design recommendations for support of the tower.

Augercast Pile Deep Foundation Design

Augercast Pile – 10-Story Hotel, 15-Story Residence, and 6-Level Garage

Augercast piles are a technically feasible foundation system will provide the lowest vibration concerns with regards to surrounding buildings. The bearing and tensile capacity of the piles is essentially developed in skin friction, with some limited end-bearing conditions being achieved. The allowable skin friction on the perimeter of the pile should be considered from below the bottom of the footing to the tip of the pile. The skin friction value acting on the augercast pile was evaluated using published data, strength parameters determined from our past experience with similar structures and other local projects.

The medium hard to hard limestone/sandstone formation found in the subsurface profile at approximately fifty to one-hundred feet below grade at the building locations should provide adequate bearing for the planned construction. Relatively high individual pile capacities on the order of 200 tons could be attained in this stratum with 18-inch diameter augercast pile with pile tips at a depth of about 75 to 80 feet below the existing ground surface.

We note that lower capacity piles for an 18-inch or 16-inch diameter pile can also be designed for capacities varying from 150 tons to 40 tons. If needed for the project, for portions of the construction requiring relatively low pile capacities, a 16 or 18-inch diameter augercast pile installed to depths of about 35 to 45 feet respectively, could be installed to attain compressive capacities on the order of 40 tons.

Special Note: Due to the loss of drilling fluid experienced during the field investigation, it is expected that higher volumes of grout than typically expected will be needed to satisfactorily complete the piles. The following table presents the results of our pile capacity analysis. Also included in the table are the minimum grout strengths required by the Florida Building Code, (FBC). **We also note that our past experience with pile installation nearby the subject site also encountered the placement of grout at much higher amounts than typically needed.**

We note that the Florida Building Code states that piles must be spaced at a minimum of three pile diameters. During piling installation, the possibilities for pile deviations are possible. Based on the soil conditions and our knowledge of piling operations/performance in South Florida, piles that deviate as much as four inches from the intended pile location can still provide the maximum pile load that was designed for the pile.

Piles that deviate further than this need to be reviewed by our office and the project structural engineer on a case by case basis to determine the reduction potential, if any. During installation of the piles, a minimum spacing of six pile diameters is required to cast a pile within a period of 12 hours. Therefore, if an 18-inch pile is cast, then the next closest pile that can be cast under 12 hours must be at least nine feet away from the recently cast pile.

We also note that pile loading capacities may be temporarily increased to allow for sudden wind loading conditions up to 25 percent greater than the design pile capacity. It is recommended that during load testing of the pile, performance of a pile overload may provide additional temporary loading capabilities for structural design purposes.

10 & 15-STORY BUILDINGS AND 6-LEVEL GARAGE

Pile Diameter (inches)	*Depth Below Existing Grade (ft)*	*All. Compr. Capacity (tons)*	*All. Tension Capacity (tons)*	*Minimum Grout Strength (psi)(0.3 f '$_c$)*
18	*70 to 75*	*200*	*100*	*6,000*
18	*35 to 40*	*40*	*15*	*3,000*
16	*70 to 75*	*150*	*75*	*5,000*
16	*43 to 45*	*40*	*15*	*3,000*

The actual tip elevation may vary (possibly shallower or deeper) depending on the drilling conditions encountered during installation of these piles. Note that some very hard drilling was encountered in the test borings starting at 40 feet±. Minimum reinforcement for the tower structure building piles should consist of at least one full length #7 reinforcing steel bar utilizing centralizers in each augercast pile. Additional pile reinforcement must be designed by the Structural Engineer to resist all anticipated axial, uplift, bending, and shear stresses.

Lateral Pile Analysis Discussion

When a structural engineer has been retained, and lateral pile information is needed, then a lateral pile analysis can be performed by our office. Once our office has received the project specific structural information, utilizing lateral pile software, we can determine the piles reaction in a fixed or free head condition for the following: lateral capacity based on an allowable deflection, the point of fixity, provide necessary graphs of shear force and moments of the pile, as well as determine spring constants if needed for the project. We note that direct discussion with our office and the project structural engineer will be needed in order to perform these operations.

Settlement Evaluation

We estimate that the center of the 10, 15-story and 6-level portion of the foundation areas will settle on the order of one inch for pile loads on the order 200 tons or less. Differential settlements should be approximately one-half of the total settlement. Tension lifts are anticipated to be on the order of approximately one inch for all of the pile loading conditions provided in the table.

We anticipate that the majority of the settlements will occur during construction activities. The rate of settlements is expected to occur gradually, and uniformly as successive floors are added to the structure. We predict that as the tower height reaches the final level stories, the rate of settlement will decrease, and the foundation settlement will continue to gradually stabilize as the building tops out. The project structural engineer will need to properly design the structure for this condition.

Test Pile Program

The Florida Building Code (FBC) requires that any piles designed for greater than 40 tons should be load tested in order to verify the pile capacity. Therefore, a full-scale pile load test will be required for this project as described in the FBC. The code also states that the maximum load on the pile shall not exceed 0.3 percent of the 28-day strength of the grout multiplied by the pile area.

The pile load test should be performed in accordance with the Florida Building Code in conjunction with ASTM D-1143. In order to verify the design tensile strength of the pile, a pull test should be performed in accordance with ASTM D-3689. The load tests should be inspected and monitored, and the load test results should be evaluated by a representative of this office.

Test Pile Installation

A set of technical specifications for test pile installation and load tests and for the production pile installation will be required. These specifications should be prepared by our firm to assure proper representation of our recommendations in the construction documents.

At least one compressions test pile and one tension test pile should be installed per the structural engineers piling capacity specifications. Based on the drilling conditions observed in the field, the test pile will be installed in areas specified by the geotechnical engineer. The compression piles should be load tested in compression to at least twice the design-bearing load. The tension pile should be load tested in tension to at least twice the design uplift load. Strain gauges should be installed at different depths of the compression test pile to measure the test load distribution along the pile. This may allow for shorter piles; therefore, cost savings.

Once the pile load tests are completed, final pile installation criteria will be provided. It is important that the installation of the piles for the load test program be installed under the full time observation of the Nutting project geotechnical engineer. Production pile installation should be observed by a representative of Nutting Engineers on a full time basis. Field observations and prompt engineering decisions must be made to determine the required embedment of the rock socket and pile tip elevation should soft rock be encountered.

Ground Floor Slab Conditions

The proposed ground floor slabs may be constructed as a slab on grade following that the underlying organic silt soils are fully removed and replaced with clean backfill and the successful completion of compaction operations as detailed in this report. Demucking recommendations are provided below

GENERAL CONSTRUCTION RECOMMENDATIONS

Fill Placement After Demucking Operations – General and Floor Slab areas

Site preparation will involve the removal of vegetative areas, root systems and existing improvements/utilities that might conflict with the proposed building areas. The removal should extend at least five feet outside the construction limits. Any organic soils within structure footprints must also be excavated and removed from the site. Once the surficial soils are stripped and cleared and approved by Nutting Engineers, the site preparation methods may be implemented as discussed.

A Nutting Engineer's representative **must be** present to observe that the excavation operations are performed as we have discussed herein. Otherwise, Nutting Engineers shall bear no liability for acceptance of work or resulting foundation performance and consequences.

We note that demucking operations are contractor dependent and that the total amount of material removed may depend on the operator's ability to effectively remove the soils without over-excavation. It will be very important that we monitor these operations in order to ensure that the operator does not over excavate and possibly remove more of the sand and trace organics which does not require removal. This will save on costs and avoid the potential for confusion.

Once the construction area has been cleared, and upon approval by the geotechnical engineer, within the new building areas and five feet beyond the footing limits the organic silt soils should be demucked and removed from the site. Based on the test borings, we anticipate these soils will be encountered at depths beginning at approximately the four to five feet below the ground surface and terminating at depths of around six feet. A representative of Nutting Engineers must observe the operation on a full-time basis to ensure that the engineering intent has been accomplished.

The level of the water table at the time of the site observation was five to six feet below the existing ground surface. Therefore, we anticipate that the excavation will fall at or below the water table. We note that the water table will fluctuate due rainfall and other factors. Based on the depth of the questionable soils it is anticipated that dewatering operations may not be performed, and the recommendations provided below reflect that condition. If dewatering is needed, our office should be notified in order to evaluate our recommendations and determine if alternative recommendations should be provided.

We note that the water table should be at least two feet below the bottom of excavation during any compaction operations.

If dewatering is not performed, once the questionable soils have been removed, fill placed below the natural groundwater level shall consist of clean sand and limestone having a Limerock Bearing Ratio (LBR) of at least 40. The fill material shall have no more than 10 percent passing the No. 200 sieve, with a maximum particle size of 3 inches.

The fill may be placed in a loose state until reaching no more than two feet above the natural groundwater level. Once the site is two feet above the water table the soils should be compacted with at least ten passes of a small self-propelled double drum vibratory roller with a minimum dynamic force of 5 tons. Also, the surface should be compacted until a density equivalent to at least 98 percent of the modified Proctor maximum dry density (ASTM D-1557) is achieved to a depth of at least 12 inches below the compacted surface.

If dewatering is performed, once the questionable soils have been removed, and upon approval by the geotechnical engineer, the demucked surface should be compacted with at least ten passes of a vibratory plate compactor. Also, the surface should be compacted until a density equivalent to at least 98 percent of the modified Proctor maximum dry density (ASTM D-1557) is achieved to a depth of at least 12 inches below the compacted surface.

Fill then placed above the proof rolled surface, and is at least two feet above the water table, may then consist of clean granular soils, free of debris and organics, and shall have no more than 10 percent passing the No. 200 sieve. The fill should also have ASTM designation (D-2487) of GP, GW, SP, or SW, with a maximum particle size of 3 inches or as otherwise approved by Nutting Engineers.

The fill should be placed in lifts not exceeding 12 inches in loose thickness when using the vibratory compaction equipment described previously. Each lift should be thoroughly compacted until densities equivalent to at least 98 percent of the modified Proctor maximum dry density are uniformly obtained.

When the demucking has been completed, the bottom of foundation excavations should be compacted after excavation to develop a minimum density requirement of 98 percent of the maximum modified Proctor dry density, for a minimum depth of one feet below the bottom of the footing depth, as determined by field density compaction tests. The floor slab area should also be compacted in the same manner.

In restricted areas where a small compactor must be used, the lift thickness should be reduced to 6 inches, as directed by the inspecting Geotechnical Engineer. Backfill placed adjacent to the footprints should be compacted to at least 95% of the ASTM D-1557 maximum dry density.

Backfill behind walls should be approved sand fill as indicated previously and should be placed in loose lifts not exceeding 12 inches in thickness and should be compacted to minimum dry density of between 92% and 95% of the maximum modified Proctor dry density using small vibratory compaction equipment. Over compaction in these areas should be avoided. The walls should be temporarily braced during compaction to prevent overstressing of the walls.

Prior to initiating compaction operations, representative samples of the structural fill material to be used and acceptable in-place soils should be collected and tested to determine their compaction and classification characteristics. The maximum dry density, optimum moisture content, gradation and plasticity characteristics should be determined. These tests are needed for compaction quality control of the structural fill and existing soils, and to determine if the fill material is acceptable.

Ground Water Control

The water table was encountered at a depth of approximately five feet below the existing ground surface. We anticipate that groundwater control will be needed for the shear wall, elevator pits, mechanical parking garage areas and other deep excavation areas for development of the building. The contractor should anticipate performing necessary dewatering or other measures as appropriate in order to control the water table during construction.

Dewatering design should be performed by a specialist knowledgeable of local conditions. We note that this was beyond the scope of services at this stage of the project.

Design Parameters

Estimated design geotechnical soil parameters were developed from the results of the test borings. The following table summarizes our recommendations for the soil parameters and the lateral active and at rest pressure coefficients to be utilized for construction. The design of the support system shall include hydrostatic pressure acting on walls or footings at the highest anticipated water level during construction, and/or design life of the structure.

SUMMARY OF DESIGN GEOTECHNICAL PARAMETERS

DEPTH (FEET)	SPT N-VALUE RANGE (Average)	SOIL UNIT WEIGHT (PCF)		ANGLE OF INTERNAL FRICTION (DEGREES)	EARTH PRESSURE COEFFICIENT	
		SATURATED	SUB-MERGED		ACTIVE (K_a)	PASSIVE (K_p)
0 – 15	2 – 28	115	53	30	0.33	3.0

Excavation Requirements

Excavations of five feet or more in depth should be sloped or shored in accordance with OSHA and State of Florida requirements. Materials removed from any excavation should not be stockpiled immediately adjacent to the open excavation as this load may cause a sudden collapse of the sidewalls.

PAVEMENTS

Provided below are general pavement recommendations. The project Civil Engineer should review the report information in order to provide final pavement design specifications.

Pavement areas should be compacted to a minimum of 98 percent of the modified Proctor maximum dry density to a depth of at least 12 inches below the subgrade level. We recommend that stabilized subgrade having a minimum Limerock Bearing Ratio (LBR) of 40 be placed to a depth of approximately one foot below the base course. The base course will range from approximately 6 to 8 inches and should have a minimum LBR of 100.

At this time, it appears that material will need to be imported in order to develop the subbase and base course sections at the site. We would require that the collection of bulk samples of both the imported base and subbase course in order to determine their LBR values and suitability. When more engineering information is available pertaining to the pavement design we should be notified.

Where concrete pavement is used, a minimum concrete pavement thickness of 6 inches is recommended for the standard and heavy duty pavement design. The minimum thickness is based upon concrete with a compressive strength of 3,500 psi, and a modulus of rupture of 550 psi. The pavement section should bear on properly compacted subgrade as recommended in this report.

The concrete shall be reinforced per the civil engineer's recommendations. The pavement section should bear on properly compacted subgrade as recommended in this report.

GENERAL

The recommendations reported herein considered the information made available to us, professional experience, and engineering judgment. If final design differs or is subject to revisions, we should be provided the opportunity to evaluate our recommendations to determine whether additional analyses and explorations should be performed. A representative of the geotechnical engineer should observe the site preparation procedures to ensure the engineering intent is accomplished.

Our client for this geotechnical evaluation was:

Mr. Oscar Larraza
Marina Mile Partners, LLC
2333 Ponce De Leon Boulevard, Suite 630
Coral Gables, Florida 33134

The contents of this report are for the exclusive use of the client, the client's design & construction team and governmental authorities for this specific project exclusively. Information conveyed in this report shall not be used or relied upon by other parties or for other projects without the expressed written consent of Nutting Engineers of Florida, Inc. This report discusses geotechnical considerations for this site based upon observed conditions and our understanding of proposed construction for foundation support. Environmental issues including (but not limited to), soil and/or groundwater contamination are beyond our scope of service for this project. As such, this report should not be used or relied upon for evaluation of environmental issues.

No pile shall have a tip elevation higher than the recommended elevation without first contacting Nutting Engineers of Florida, Inc. in writing so that they may analyze any proposed changes. If Nutting Engineers of Florida, Inc. is not contacted regarding a change in pile tip elevations (or pile diameters) as indicated in this report, the geotechnical engineer /piling contractor initiating this change will be responsible for the redesigned pile capacity and performance. Furthermore, if the tip elevation is raised, a pile load test shall be performed at that location where the test borings indicate the least favorable conditions. If the pile design is changed without our knowledge, Nutting Engineers of Florida, Inc. is no longer the geotechnical engineer of record.

Prior to initiating compaction operations, we recommend that representative samples of the structural fill material to be used and acceptable in-place soils be collected and tested to determine their compaction and classification characteristics. The maximum dry density, optimum moisture content, gradation and plasticity characteristics should be determined. These tests are needed for compaction quality control of the structural fill and existing soils, and to determine if the fill material is acceptable.

If conditions are encountered which are not consistent with the findings presented in this report, or if proposed construction is moved from the location investigated, this office shall be notified immediately so that the condition or change can be evaluated and appropriate action taken.

The vibratory compaction equipment may cause vibrations that could be felt by persons within nearby buildings and could potentially induce structural settlements. Additionally, preexisting settlements may exist within these structures that could be construed to have been caused or worsened by the proposed vibratory compaction after the fact. Pre- and post conditions surveys of these structures along with the vibration monitoring during vibratory compaction could be performed to better evaluate this concern.

The contractor should exercise due care during the performance of the vibratory compaction work with due consideration of potential impacts on existing structures. If potential vibrations and impacts are not considered tolerable, then alternate foundation modification techniques should be considered.

If conditions are encountered which are not consistent with the findings presented in this report, or if proposed construction is moved from the location investigated, this office shall be notified immediately so that the condition or change can be evaluated, and appropriate action taken.

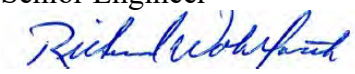
Nutting Engineers of Florida, Inc. (NE), recommends that we be contracted to provide input to the design team and owner during the foundation and earthwork design process and that we review final foundation drawings and specifications to verify that our report recommendations and design intent have been properly implemented. NE shall also perform testing and inspections during the earthwork and foundation construction as recommended in this report. If NE is not engaged to perform these services as detailed herein, the Client agrees that NE shall bear no liability for the interpretation, implementation of our report, its recommendations and/or inspection and testing services as described in this report if implemented by others.

The Geotechnical Engineer warrants that the findings, recommendations, specifications, or professional advice contained herein, have been presented after being prepared in accordance with general accepted professional practice in the field of foundation engineering, soil mechanics and engineering geology. No other warranties are implied or expressed.

We appreciate the opportunity to provide these services for you. If we can be of any further assistance, or if you need additional information, please feel free to contact us.

Respectfully submitted,
NUTTING ENGINEERS OF FLORIDA, INC.

Christopher E. Gworek, P.E. #69947
Senior Engineer

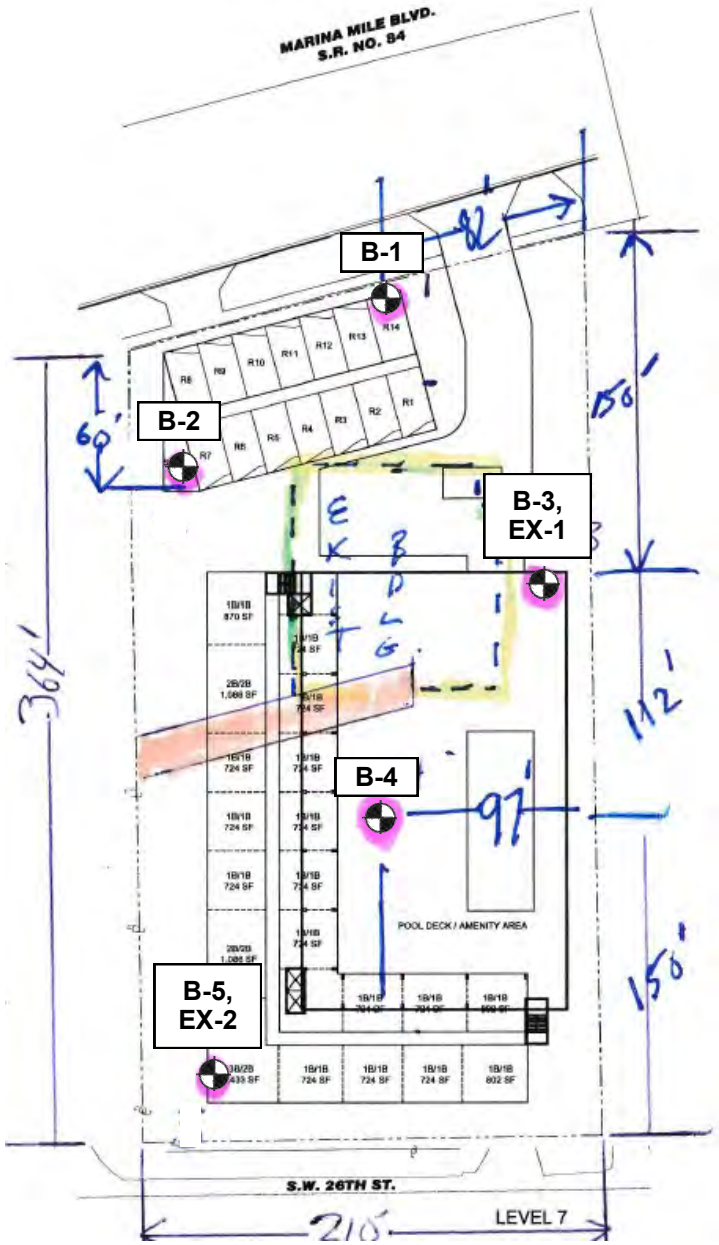


Richard C. Wohlfarth, P.E.
Director of Engineering

APPENDICES

FIGURES

Boring Location Plan



N

- LEGEND -

APPROX. TEST LOCATION

NUTTING ENGINEERS OF FLORIDA, INC. ESTABLISHED 1967

Marina Mile Partners, LLC
1000 Marina Mile
1000 W. State Road 84
Fort Lauderdale, Florida

PROJECT NO. 20327.1

APPROXIMATE TEST LOCATION PLAN

GEOTECHNICAL EXPLORATION
— ***Not to Scale*** —

FIG. 1

TEST BORING RECORDS &

EXFILTRATION TEST RECORDS

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1310 Neptune Drive
Boynton Beach, FL 33426
Telephone: (561) 736-4900
Fax: (561) 737-9975

BORING NUMBER B-1

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC **PROJECT NAME** 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DATE STARTED 3/14/23 COMPLETED 3/14/23 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY FL Geo Drilling CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 5.2 ft

APPROXIMATE LOCATION OF BORING **As located on site plan**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		ASPHALT 2"				
		Brown to dk. brown fine SAND and LIMESTONE fragments	SS 1	4-6-6-8	12	
			SS 2	8-7-7-6	14	
5		▽ Dk. brown fine SAND, little organics	SS 3	6-4-4-5	8	
		Brown fine SAND	SS 4	5-6-6-5	12	
		Lt. brown LIMESTONE, some sand	SS 5	7-4-4-8	8	
10						
			SS 6	4-6-10-14	16	
15						
			SS 7	6-7-7-11	14	
20						
			SS 8	12-16-8-7	24	
25						
			SS 9	8-9-10-14	19	
30						
		Lt. gray fine SAND, trace limestone	SS 10	12-12-14-15	26	
35						

(Continued Next Page)

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PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. gray fine SAND, trace limestone *(continued)*				
40			SS 11	10-7-7-6	14	▲
45			SS 12	6-6-7-8	13	▲
50		Lt. gray LIMESTONE, some lt. gray sand lenses	SS 13	6-7-7-10	14	▲
55			SS 14	8-3-6-10	9	▲
60			SS 15	7-8-8-10	16	▲
65			SS 16	10-14-14-16	28	▲
70			SS 17	14-13-11-12	24	▲
75			SS 18	7-9-9-10	18	▲

(Continued Next Page)

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PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
75		Lt. gray LIMESTONE, some lt. gray sand lenses *(continued)*				
80			SS 19	8-10-11-10	21	▲
85			SS 20	8-6-4-6	10	▲
90			SS 21	6-9-11-14	20	▲
95			SS 22	16-22-31-28	53	>>▲
100			SS 23	12-14-28-31	42	▲
		Bottom of hole at 100.0 feet.				

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BORING NUMBER B-2

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC **PROJECT NAME** 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DATE STARTED 3/15/23 COMPLETED 3/15/23 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY FL Geo Drilling CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 5.0 ft

APPROXIMATE LOCATION OF BORING **As located on site plan**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		ASPHALT 2"				
		Brown to dk. brown fine SAND and LIMESTONE fragments	SS 1	10-11-7-6	18	
			SS 2	6-6-7-6	13	
5		Dk. brown organic SILT and PEAT, little sand ▽	SS 3	6-4-4-5	8	
		Brown fine SAND	SS 4	5-4-4-4	8	
			SS 5	4-5-6-8	11	
10						
		Lt. gray LIMESTONE, little sand	SS 6	10-14-9-8	23	
15						
			SS 7	9-11-14-16	25	
20						
			SS 8	14-16-16-15	32	
25						
			SS 9	9-8-8-14	16	
30						
			SS 10	10-10-12-16	22	
35						

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BORING NUMBER B-2

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. gray LIMESTONE, little sand *(continued)*				
			SS 11	2-2-3-5	5	▲
40						
			SS 12	4-6-9-10	15	▲
45						
			SS 13	14-16-16-17	32	▲
50						
			SS 14	12-14-14-15	28	▲
55						
		Lt. gray fine SAND, little limestone	SS 15	11-11-10-9	21	▲
60						
			SS 16	9-12-14-16	26	▲
65						
			SS 17	12-13-18-26	31	▲
70						
75		Lt. gray LIMESTONE, trace sand	SS 18	9-9-10-12	19	▲

(Continued Next Page)

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DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
75		Lt. gray LIMESTONE, trace sand *(continued)*				
80			SS 19	8-6-6-4	12	▲
85			SS 20	7-7-9-10	16	▲
90			SS 21	6-10-10-16	20	▲
95			SS 22	16-18-34-45	52	>>▲
100			SS 23	9-16-26-30	42	▲
		Bottom of hole at 100.0 feet.				

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Fax: (561) 737-9975

BORING NUMBER B-3

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC **PROJECT NAME** 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DATE STARTED 3/13/23 COMPLETED 3/13/23 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY FL Geo Drilling CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 5.1 ft

APPROXIMATE LOCATION OF BORING **As located on site plan**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		ASPHALT 2"				
		Brown to dk. brown fine SAND and LIMESTONE fragments	SS 1	16-8-5-5	13	
			SS 2	4-5-2-2	7	
5		▽ Dk. brown fine SAND, little organics	SS 3	2-2-4-6	6	
		Brown fine SAND	SS 4	2-2-1-2	3	
		Lt. brown LIMESTONE, some sand	SS 5	2-1-1-2	2	
10						
			SS 6	15-11-17-12	28	
15						
			SS 7	18-27-20-23	47	
20						
			SS 8	8-14-8-6	22	
25						
			SS 9	8-10-7-11	17	
30						
		Lt. gray fine SAND, trace limestone	SS 10	6-4-6-6	10	
35						

(Continued Next Page)

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BORING NUMBER B-3

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. gray fine SAND, trace limestone *(continued)*				
40			SS 11	7-10-7-9	17	▲
45			SS 12	3-2-2-2	4	▲
50		Lt. gray LIMESTONE, some lt. gray sand lenses	SS 13	8-12-50/3"	100+	>>▲
55			SS 14	50/4"	100+	>>▲
60			SS 15	18-22-19-21	41	▲
65			SS 16	12-14-11-15	25	▲
70			SS 17	11-15-15-14	30	▲
75			SS 18	15-18-30-30	48	▲

(Continued Next Page)

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BORING NUMBER B-3

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
75		Lt. gray LIMESTONE, some lt. gray sand lenses *(continued)*				
80			SS 19	5-6-7-7	13	▲
85			SS 20	7-6-5-5	11	▲
90			SS 21	19-24-21-20	45	▲
95			SS 22	5-6-50/4"	100+	>>▲
100			SS 23	28-30-33-31	63	>>▲
		Bottom of hole at 100.0 feet.				

TEST NUTTING BOREHOLE 1-20327.1 MARINA MILE PARTNERS LLC - 1000 MARINA MILE 1000 WEST STATE ROAD 84 FORT LAUDERDALE.GPJ GINT US.GDT 3/29/23

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BORING NUMBER B-4

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC **PROJECT NAME** 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DATE STARTED 3/13/23 COMPLETED 3/13/23 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY FL Geo Drilling CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 5.2 ft

APPROXIMATE LOCATION OF BORING **As located on site plan**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		ASPHALT 2"				
		Brown to dk. brown fine SAND and LIMESTONE fragments	SS 1	13-4-3-4	7	
			SS 2	4-3-3-3	6	
5		▽ Dk. brown fine SAND, little organics	SS 3	3-3-1-2	4	
		Brown fine SAND	SS 4	4-5-6-4	11	
		Lt. brown LIMESTONE, some sand	SS 5	2-1-1-3	2	
10						
			SS 6	8-9-8-2	17	
15						
			SS 7	9-10-9-7	19	
20						
			SS 8	8-6-9-10	15	
25						
			SS 9	12-8-11-11	19	
30						
		Lt. gray fine SAND, trace limestone	SS 10	5-5-5-6	10	
35						

TEST NUTTING BOREHOLE 1-20327.1 MARINA MILE PARTNERS LLC - 1000 MARINA MILE 1000 WEST STATE ROAD 84 FORT LAUDERDALE.GPJ GINT US.GDT 3/29/23

(Continued Next Page)

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BORING NUMBER B-4

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. gray fine SAND, trace limestone *(continued)*				
40			SS 11	1-1-1-2	2	▲
45			SS 12	4-6-9-10	15	▲
50		Lt. gray LIMESTONE, some lt. gray sand lenses	SS 13	13-10-16-14	26	▲
55			SS 14	4-6-2-4	8	▲
60			SS 15	9-9-8-11	17	▲
65			SS 16	15-14-13-10	27	▲
70			SS 17	13-14-17-14	31	▲
75			SS 18	15-21-24-31	45	▲

TEST NUTTING BOREHOLE 1-20327.1 MARINA MILE PARTNERS LLC - 1000 MARINA MILE 1000 WEST STATE ROAD 84 FORT LAUDERDALE.GPJ GINT US.GDT 3/29/23

(Continued Next Page)

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BORING NUMBER B-4

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC **PROJECT NAME** 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
75		Lt. gray LIMESTONE, some lt. gray sand lenses *(continued)*				
80			SS 19	6-6-5-8	11	
85			SS 20	9-9-10-9	19	
90			SS 21	12-13-13-10	26	
95			SS 22	8-6-25-14	31	
100			SS 23	12-20-20-25	40	
		Bottom of hole at 100.0 feet.				

TEST NUTTING BOREHOLE 1-20327.1 MARINA MILE PARTNERS LLC - 1000 MARINA MILE 1000 WEST STATE ROAD 84 FORT LAUDERDALE.GPJ GINT US.GDT 3/29/23

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BORING NUMBER B-5

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC **PROJECT NAME** 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DATE STARTED 3/14/23 COMPLETED 3/14/23 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY FL Geo Drilling CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 6.0 ft

APPROXIMATE LOCATION OF BORING **As located on site plan**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		ASPHALT 2"				
		Brown to dk. brown fine SAND and LIMESTONE fragments	SS 1	12-7-5-7	12	
			SS 2	7-5-7-6	12	
5			SS 3	3-2-2-3	4	
		Dk. brown fine SAND, little organics				
		▽ Brown fine SAND	SS 4	3-4-3-2	7	
		Lt. brown LIMESTONE, some sand	SS 5	2-1-1-2	2	
10						
			SS 6	9-10-8-7	18	
15						
			SS 7	9-9-7-11	16	
20						
			SS 8	8-12-14-17	26	
25						
			SS 9	3-7-6-6	13	
30						
		Lt. gray fine SAND, trace limestone	SS 10	5-5-5-6	10	
35						

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BORING NUMBER B-5

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. gray fine SAND, trace limestone *(continued)*				
40			SS 11	14-15-4-4	19	▲
45			SS 12	9-5-5-10	10	▲
50		Lt. gray LIMESTONE, some lt. gray sand lenses	SS 13	9-14-8-6	22	▲
55			SS 14	4-4-4-6	8	▲
60			SS 15	3-8-15-11	23	▲
65			SS 16	18-6-5-5	11	▲
70			SS 17	21-27-31-50/5"	58	>>▲
75			SS 18	30-26-23-24	49	▲

(Continued Next Page)

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BORING NUMBER B-5

PROJECT NUMBER 20327.1

CLIENT Marina Mile Partners, LLC

PROJECT NAME 1000 Marina Mile

PROJECT LOCATION 1000 West State Road 84, Fort Lauderdale, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
75		Lt. gray LIMESTONE, some lt. gray sand lenses *(continued)*				
80			SS 19	8-8-8-8	16	
85			SS 20	10-15-13-12	28	
90			SS 21	14-17-14-14	31	
95			SS 22	9-14-19-22	33	
100			SS 23	19-18-21-20	39	
		Bottom of hole at 100.0 feet.				

TEST NUTTING BOREHOLE 1-20327.1 MARINA MILE PARTNERS LLC - 1000 MARINA MILE 1000 WEST STATE ROAD 84 FORT LAUDERDALE.GPJ GINT US.GDT 3/29/23

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Environmental Services

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Report of Exfiltration Test

Client:	Marina Mile Partners, LLC	Order No	20237.1
Project:	1000 Marina Mile	Report No	1
Location:	1000 West State Road 84	Date:	3/15/23
	Fort Lauderdale, Florida		
Test:	Usual Open Hole Exfiltration Test		
Surface Elevation:	Approx. @ Road Crown	Water table from ground surface:	5'
Casing Diameter:	6"		
Tube Depth:	6'		

Hydraulic Conductivity (K) = 1.57×10^{-4} cfs/ft^{2}ft.head

.

EXFIL NO. 1

Sample Location: Approx. as located on site plan.

Material:	0-2"	ASPHALT
	2"-6"	Lt. brown basecourse
	6"-6'	Brown fine SAND

One Minute Increme	Pump Rate in Gal/Min
1	2.0
2	2.0
3	2.0
4	2.0
5	2.0
6	2.0
7	2.0
8	2.0
9	2.0
10	2.0

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Report of Exfiltration Test

Client:	Marina Mile Partners, LLC	Order No	20237.1
Project:	1000 Marina Mile	Report No	2
Location:	1000 West State Road 84	Date:	3/15/23
	Fort Lauderdale, Florida		
Test:	Usual Open Hole Exfiltration Test		
Surface Elevation:	Approx. @ Road Crown	Water table from ground surface:	5'
Casing Diameter:	6"		
Tube Depth:	6'		

Hydraulic Conductivity (K) = 2.35×10^{-4} cfs/ft^{2}ft.head

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EXFIL NO. 2	One Minute Increme	Pump Rate in Gal/Min
	1	3.0
	2	3.0
Sample Location: Approx. as located on site plan.	3	3.0
	4	3.0
	5	3.0
Material: 0-6" TOPSOIL	6	3.0
6"-1' Brown fine SAND and LIMESTONE fragments	7	3.0
1'-6' Brown fine SAND	8	3.0
	9	3.0
	10	3.0

SOILS CLASSIFICATION CRITERIA

LIMITATIONS OF LIABILITY

LIMITATIONS OF LIABLILITY

WARRANTY

We warranty that the services performed by Nutting Engineers of Florida, Inc. are conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession in our area currently practicing under similar conditions at the time our services were performed. ***No other warranties, expressed or implied, are made***. While the services of Nutting Engineers of Florida, Inc. are a valuable and integral part of the design and construction teams, we do not warrant, guarantee or insure the quality, completeness, or satisfactory performance of designs, construction plans, specifications we have not prepared, nor the ultimate performance of building site materials or assembly/construction.

SUBSURFACE EXPLORATION

Subsurface exploration is normally accomplished by test borings; test pits are sometimes employed. The method of determining the boring location and the surface elevation at the boring is noted in the report. This information is represented in the soil boring logs and/or a drawing. The location and elevation of the borings should be considered accurate only to the degree inherent with the method used and may be approximate.

The soil boring log includes sampling information, description of the materials recovered, approximate depths of boundaries between soil and rock strata as encountered and immediate depth to water data. The log represents conditions recorded specifically at the location where and when the boring was made. Site conditions may vary through time as will subsurface conditions. The boundaries between different soil strata as encountered are indicated at specific depths; however, these depths are in fact approximate and dependent upon the frequency of sampling, nature and consistency of the respective strata. Substantial variation between soil borings may commonly exist in subsurface conditions. Water level readings are made at the time and under conditions stated on the boring logs. Water levels change with time, precipitation, canal level, local well drawdown and other factors. Water level data provided on soil boring logs shall not be relied upon for groundwater based design or construction considerations.

LABORATORY AND FIELD TESTS

Tests are performed in *general* accordance with specific ASTM Standards unless otherwise indicated. All criteria included in a given ASTM Standard are not always required and performed. Each test boring report indicates the measurements and data developed at each specific test location.

ANALYSIS AND RECOMMENDATIONS

The geotechnical report is prepared primarily to aid in the design of site work and structural foundations. Although the information in the report is expected to be sufficient for these purposes, it shall not be utilized to determine the cost of construction nor to stand alone as a construction specification. Contractors shall verify subsurface conditions as may be appropriate prior to undertaking subsurface work.

Report recommendations are based primarily on data from test borings made at the locations shown on the test boring reports. Soil variations commonly exist between boring locations. Such variations may not become evident until construction. Test pits sometimes provide valuable supplemental information that derived from soil borings. If variations are then noted, the geotechnical engineer shall be contacted in writing immediately so that field conditions can be examined and recommendations revised if necessary.

The geotechnical report states our understanding as to the location, dimensions and structural features proposed for the site. ***Any significant changes of the site improvements or site conditions must be communicated in writing to the geotechnical engineer immediately*** so that the geotechnical analysis, conclusions, and recommendations can be reviewed and appropriately adjusted as necessary.

CONSTRUCTION OBSERVATION

Construction observation and testing is an important element of geotechnical services. The geotechnical engineer's field representative (G.E.F.R.) is the "owner's representative" observing the work of the contractor, performing tests and reporting data from such tests and observations. ***The geotechnical engineer's field representative does not direct the contractor's construction means, methods, operations or personnel.*** The G.E.F.R. does not interfere with the relationship between the owner and the contractor and, except as an observer, does not become a substitute owner on site. The G.E.F.R. is responsible for his/her safety, but has no responsibility for the safety of other personnel at the site. The G.E.F.R. is an important member of a team whose responsibility is to observe and test the work being done and report to the owner whether that work is being carried out in general conformance with the plans and specifications. The enclosed report may be relied upon solely by the named client.

SOIL AND ROCK CLASSIFICATION CRITERIA

SAND/SILT

N-VALUE (bpf)	RELATIVE DENSITY
0 – 4	Very Loose
5 – 10	Loose
11 – 29	Medium
30 – 49	Dense
>50	Very dense
100	Refusal

CLAY/SILTY CLAY

N-VALUE (bpf)	UNCONFINED COMP. STRENGTH (tsf)	CONSISTENCY
<2	<0.25	v. Soft
2 – 4	0.25 – 0.50	Soft
5 – 8	0.50 – 1.00	Medium
9 – 15	1.00 – 2.00	Stiff
16 – 30	2.00 – 4.00	v. Stiff
>30	>4.00	Hard

ROCK

N-VALUE (bpf)	RELATIVE HARDNESS	ROCK CHARACTERISTICS
N≥ 100	Hard to v. hard	Local rock formations vary in hardness from soft to very hard within short vertical and horizontal distances and often contain vertical solution holes of 3 to 36 inch diameter to varying depths and horizontal solution features. Rock may be brittle to split spoon impact, but more resistant to excavation.
25≤ N ≤ 100	Medium hard to hard	
5≤ N ≤ 25	Soft to medium hard	

PARTICLE SIZE

Boulder	>12 in.
Cobble	3 to 12 in.
Gravel	4.76 mm to 3 in.
Sand	0.074 mm to 4.76 mm
Silt	0.005 mm to 0.074 mm
Clay	<0.005 mm

DESCRIPTION MODIFIERS

0 – 5%	Slight trace
6 – 10%	Trace
11 – 20%	Little
21 – 35%	Some
>35%	And

Major Divisions			Group Symbols	Typical names	Laboratory classification criteria
Coarse-grained soils (More than half of material is *larger* than No. 200 sieve size)	Gravels (More than half of coarse fraction is larger than No. 4 sieve size)	Clean gravels (Little or no fines)	GW	Well-graded gavels, gravel-sand mixtures, little or no fines	Determine percentages of sand and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows: Less than five percent……GW, GP, SW, SP More than 12 percent……GM, GC, SM, SC 5 to 12 percent……*Borderline* cases requiring dual systems**
			GP	Poorly graded gravels, gravel-sand mixtures, little or no fines	
		Gravels with fines (Appreciable amount of fines)	GW* d / u	Silty gravels, gravel-sand-silt mixtures	
			GC	Clayey gravels, gravel-sand-clay mixtures	
	Sands (More than half of coarse fraction is smaller than No. 4 sieve size)	Clean sands (Little or no fines)	SW	Well-graded sands, gravelly sands, little or no fines	
			SP	Poorly graded sands, gravelly sands, little or no fines	
		Sands with fines (Appreciable amount of fines)	SM* d / u	Silty sands, sand-silt mixtures	
			SC	Clayey sands, sand-clay mixtures	
Fine-grained soils (More than half of material is *smaller* than No. 200 sieve size)	Silts and clays (Liquid limit less than 50)		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy, clays, silty clays, lean clays	
			OL	Organic silts and organic silty clays of low plasticity	
	Silts and clays (Liquid limit greater than 50)		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts	
			CH	Inorganic clays or high plasticity, fat clays	
			OH	Organic clays of medium to high plasticity, organic silts	
	Highly organic soils		PT	Peat and other highly organic soils	

$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_z = \frac{(D_{30})^2}{D_{10} x D_{60}}$ *between* 1 and 3

Not meeting all gradation requirements for GW

Atterberg limits below "A" line or P.I. less than 4

Atterberg limits above "A" line with P.I. greater than 7

Above "A" line with P.I. between 4 and 7 are *borderline* cases requiring use of dual symbols.

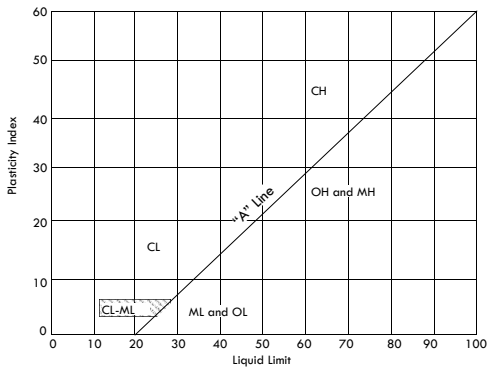
$C_u = \frac{D_{60}}{D_{10}}$ greater than 6; $C_z = \frac{(D_{30})^2}{D_{10} x D_{60}}$ *between* 1 and 3

Not meeting all gradation requirements for SW

Atterberg limits below "A" line or P.I. less than 4

Atterberg limits above "A" line with P.I. more than 7

Limits plotting in hatched zone with P.I. between 4 and 7 are *borderline* cases requiring use of dual system.



Plasticity Chart

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Andrew Schein

From: fortlauderdale@enotify.visioninternet.com
Sent: Friday, December 08, 2023 9:48 AM
To: Andrew Schein
Subject: Water and Wastewater Capacity Availability Request Form

A new entry to a form/survey has been submitted.

Form Name:	Water and Wastewater Capacity Availability Request Form
Date & Time:	December 08, 2023 9:47 AM
Response #:	452
Submitter ID:	77056
IP address:	170.55.195.55
Time to complete:	10 min. , 21 sec.

Survey Details

Page 1

CONTACT INFORMATION

(○) **Agent**

Attorney

Name	Andrew Schein
Email	ASchein@lochrielaw.com
Phone	(954) 617-8919

PROJECT INFORMATION

Project Name	1000 Marina Mile Apartments5042 21 00 0050
Project Folio Number	504221000050
Project Address	1000 Marina Mile Boulevard
Development Review Committee (DRC) Case Number	UDP-S23069
Area/Zone for Pump Station	Not answered

Provide a brief project description

283 multifamily residential apartments and 1,418 SF of retail space that will replace 8,380 SF of restaurant uses

ATTACHMENTS

Site plan showing all connections to water and sewer utilities.	1000 Marina Mile Apartments Water and Sewer Plan.pdf	**ERC Calculations based on City of Fort Lauderdale "Guidelines for Calculation of Sanitary Sewer Connection Fees".**	DRC-ERC Calculations-1000 Marina Mile Apartments.pdf

Thank you,
City of Fort Lauderdale, FL

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