MPO Disclaimer

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1. INTRODUCTION

The study area, named “Health District” and previously known as Miami Civic Center, is considered the second largest employment area in Miami-Dade County, consisting of medical, educational, governmental, housing, and judicial institutions. This study area has similar characteristics of a typical downtown due to the high volume of pedestrians and motorists. The health district area is located just two miles northwest of Downtown Miami and it is bounded by I-95 on the east, SR 836 on the south, NW 20 Street on the north and NW 14 Avenue on the west. The health district area and its access roads described below and illustrated in Figure 1.

The expressways are:

- SR 836 eastbound exit towards NW 17 Avenue
- I-95 southbound exit towards NW 10 Avenue and NW 12 Avenue
- I-395 westbound and I-95 southbound connecting to SR 836 exit towards NW 12 Avenue
- I-95 southbound connecting to SR 112 westbound exit towards NW 12 Avenue

There are three major arterials running north-south direction that provide access to several facilities within the study area; one is SR 933/ NW 12 Avenue, the other is NW 10 Avenue, and the third one is SR 7/ NW 7 Avenue. Currently, the Health and Judicial districts are served by eight Metrobus routes (12, 17, 21, 32, 77, 246, 277 and M), the I-95 Express, and Metrorail. There are three Metrorail Stations, one is Civic Center Station, located at NW 12 Avenue, south of NW 16 Street, the other is Culmer Station located at NW 11 Street, east of NW 7 Avenue and the third one is Santa Clara Station, located at NW 12 Avenue, north of NW 20 Street. Also, a trolley circulator began to operate in this area recently from March 1, 2012.

The purpose of this study is to design directional guide signs for vehicles entering the Health and Judicial Districts, then direct the vehicles to the public parking areas closest to the destination buildings, and finally guide the pedestrians from the parking areas to the building entrances. The exact locations for placement of the signs and specific wordings for each sign within the health and judicial districts are provided. The Health and Judicial Districts stakeholders may prioritize signage and install them incrementally, or wait until funding is available for a District-wide signage initiative.

The main locations identified for the placement of signs are classified as District Gateways and Local Gateways. District Gateways are the main entry points into the Health and Judicial Districts while the Local Gateways provide signage for the destination buildings and public parking areas. The location information for the district and local gateways was obtained from “Health District Basis of Design Report” (BODR) (see Appendix A) with a minor modification that includes changing the NW 12 Avenue and NW 14 Street intersection from a district to local gateway. The final selected locations of the district and local gateways are illustrated in Figure 2.

Signage must be designed and placed with the appropriate size and space without distracting the attention of motorists from any roadway hazards. The signage plan has been developed following the standards for Community Way Finding Signs of FDOT Signage Plans, Florida Administrative Codes, and Manual on Uniform Traffic Control Devices (MUTCD). To facilitate this study, the boundaries for vehicular signing towards the Health and Judicial Districts have been extended to SR 112 on the north, NW 7 Street on the south, NW 27 Avenue on the west, and I-95 on the east.

2. BACKGROUND AND PREVIOUS STUDIES REVIEW

Some of the reports and documentations reviewed as part of this study are:

- 2008 City of Miami Basis of Design Report
- City of Miami Transportation Element
- Civic Center Circulator Study (City of Miami)
- Civic Center Streetscape Improvement (City of Miami)
- Health District Comprehensive Traffic Study 2008
- I-95 Managed Lane Study
- MDT, FDOT and MDX data collected
- Various Master Plans within the Civic Center

The BODR report for the Health District, completed by the City of Miami in 2008, provided only the design concepts as an initial step to reinforce the Health District identity, improve pedestrian experience, improve the appearance of the public realm, and provide a way-finding system. The signage components of that report mainly focused on the design of the district gateway, local gateway, pedestrian destination and pedestrian orientation signage types. After completion of the report, there were several developments that occurred within the Health District. The new developments within the Health District are on the eastern edge along SR 7/NW 7 Avenue, which are as follow:

- Life Science and Technology Park at the southeast quadrant of NW 7 Avenue and NW 20 Street intersection
- Camillus House at the southeast quadrant of NW 7 Avenue and NW 17 Street.
3. PUBLIC OUTREACH

The project kick-off meeting was held on February 6, 2012 with Miami-Dade Metropolitan Planning Office (MPO) Project Manager. The first meeting with the MPO personnel and stakeholders was held on March 12, 2012 and the second meeting was held on September 13, 2012.

Below is a brief summary of the key items discussed during the meetings:

- Existing signs within the study area will be re-evaluated and the “Civic Center” will be changed to “Health District” and the “Judicial District” should be considered for signs development.
- Vehicular and pedestrian signs shall be provided within the study area.
- Signs shall not be installed on private properties.
- Stakeholders shall identify major destinations with parking.
- Individual building addresses or group by block numbers shall be used for the pedestrian signs.
- For the signs on I-95, emphasize more on the word “Health” by including the international symbol for hospital (H) since majority of the study area is health district.
- Install additional signs at the gateway of NW 20 Street and NW 7 Avenue intersection
- Include the Metrorail symbol in pedestrian signs when Metrorail word appears on sign.  
- Vehicular signs shall have green color background and pedestrian signs shall have a blue color background.

4. OBJECTIVES AND GOALS OF SIGNAGE PROGRAM STUDY

The objectives and goals of the Signage Program Study for the Miami Health District are as follows:

- Improve guidance to motorized and non-motorized modes of transportation to access the Miami Health District.
- Guide and direct all motorists to the appropriate parking garages or lots near to their destinations easily and adequately.
- Provide a visible identification of all ten public parking lots and garages throughout health and judicial districts.
- Provide a better place and environment for vehicles and pedestrians circulation.

5. METHODOLOGY FOR SIGNAGE PROGRAM

The following methodology was developed based on the MPO guidelines provided during the Study Advisory Committee (SAC) and stakeholders meetings:

1. Define the study area for the Signage Program as the area served by two main north-south corridors, NW 12th Avenue and NW 9th /10th Avenue. The NW 12th Avenue, also serves vehicular traffic travelling from SR 826 and SR 112 to buildings within the health and judicial districts. The main east-west corridors serving the study area are: NW 12th Street, NW 14th Street, NW 17th Street and NW 20th Street.

2. Identify major buildings within the study area as destinations for vehicles and pedestrians. Also, include major building names identified in the signing and pavement marking plans of the “SR 836/I-95 Off-Ramp Modifications to NW 14th Street” project, provided by the Miami-Dade Expressway Authority (See Appendix B).

3. Identify parking lots and parking buildings providing public services within the study area.

4. Field inventory all existing signage as follow:

   **Vehicular Signs**
   - Identify existing expressway signs to modify the “Civic Center” name to “Health District” and add the hospital symbol or another words related to the health and judicial districts.
   - Identify existing local street signs to determine if they meet roadway standards, and or whether they are in conflict or redundancy with proposed signage program.
   - Identify existing “No Outlet” signs.

   **Pedestrian Signs**
   - Identify existing pedestrian orientation signs.
   - Identify existing pedestrian signs

5. Develop new signs on access roads and local roads within the study area, to guide drivers to parking lots and parking garages. Develop pedestrian signs to guide pedestrians to major destination buildings. All new signs shall be located within the right of way of the roadway.

   **Vehicular Signs**
   - Modify existing expressway signs by changing the “Civic Center” name to “Health District” or adding the hospital symbol or another words related to the health and judicial districts.
   - On local roads, add new signs for guiding drivers to the public parking areas including parking lots and parking garages (excluding patient and private parking areas not serving the public). The proposed vehicular signs will guide vehicles entering the health and judicial districts to the public parking areas nearest or most convenient to the destination buildings.
   - Since majority of the study area is Health District, the international symbol “H” for hospital shall be included for expressways signs to emphasize more on the word “Health”.
   - All vehicular signs shall have green color background and meet FDOT standards.
• All signs within the roadway right-of-way, in conflict or redundancy with proposed signs shall be removed.
• Identify locations where "No Outlet" signs should be installed.

Pedestrian Signs
• The proposed pedestrian signs will guide the pedestrians on local sidewalks, from the parking areas to their destination buildings.
• The new pedestrian signs will contain Individual building addresses or grouped by block numbers since most of the people who visit the health or judicial districts come with an address that has building number and name.
• All pedestrian signs shall have blue color background and be mounted consistently with existing pedestrian orientation signs.
• The Metrorail symbol "M" will be added to the pedestrian signs only where the "Metrorail" word appears on signs.
• All signs within the roadway right-of-way, in conflict or redundancy with proposed signs shall be removed.
• The existing pedestrian orientation signs will remain.
• Estimate Preliminary Cost for the Signage Program improvements and identify potential sources of design/construction financing.

6. EXISTING SIGNAGE INVENTORY

The study area for the signage includes SR 112 on the north, I-95 on the east, Miami River on the south and NW 22 Avenue on the west. The major corridors, within the Health and Judicial Districts that provide access to several facilities are: NW 17 Avenue, NW 14 Avenue, NW 12 Avenue, NW 9 Avenue, NW 7 Avenue, NW 12 Street, NW 14 Street, NW 17 Street and NW 20 Street. The inventory of the existing roadway signage included:
• Vehicular signs on expressways
• Vehicular and pedestrian signs on local roads
• "No Outlet" signs
• Parking garages and lots

6.1 VEHICULAR SIGNS ON EXPRESSWAYS

The existing roadway signage inventory was collected within the study area and included the signs on the expressways SR 112, I-95, I-395 and SR 836. The maps showing the exact location of the existing signs and pictures of the signs are documented in Appendix B.

6.2 VEHICULAR AND PEDESTRIAN SIGNS ON LOCAL ROADS

The existing vehicular guide signs for the motorist were inventoried on the expressways/Interstates and local roadways within the boundaries of the study area. Additionally, all the pedestrian destination and pedestrian orientation signs were inventoried within the study area. (See Appendix B)

6.3 'NO OUTLET' SIGNS

Following a request by City of Miami, an inventory of "No Outlet" signs was performed to identify existing signs and recommend locations where needed within the study area to include in the signage program. A total of 33 signs were identified in the field (see Appendix B/Existing No Outlet Signs).

6.4 PARKING GARAGES AND LOTS

There are ten parking areas identified within the Health and Judicial Districts that provide paid parking services for the visitors of University of Miami Hospital, Jackson Memorial Hospital and for the Judicial Buildings. Out of these 10 parking areas, seven are public parking, two are patient parking for University of Miami Hospitals, and one is a private parking. An inventory of the buildings was also performed to identify the major buildings served by main corridors. NW 9 Avenue/ NW 10 Avenue provides access to the following major facilities within the Health District:

Bascom Palmer Eye Institute
Jackson Emergency
Camillus House
Lindsey Hopkins Technical Education Center
Jackson Mental Health
Holtz Children’s

Jackson Memorial Health System
Ryder Trauma Center
MDC Medical Campus
Life Science and Technological Park
Highland Medical

NW 12 Avenue provides access to the following major facilities within the Health and Judicial Districts:

UM Health Emergency
MRI Center
Sylvester Comprehensive Cancer Center
Bantle Research Building
Rosenstiel Building
Jackson Memorial Health System
Kristi House
Public Defender Office

University of Miami Health System
International Health Center
Miami Veterans Affairs Medical Center
AIDS Research Center
Diabetes Research Institute
Courthouse
State Attorney (E.R. Building)
An inventory of all parking garages and lots was performed in the field throughout the district to identify public locations within the health and judicial districts. For this study, designated private parking and valet parking areas were not considered since these are mostly used by motorists who are familiar with the health district facilities, such as employees and students. After completing the inventory, ten parking garages/lots that provide paid parking services for the visitors were identified and are described in the following section.

7. ASSIGNED PARKING IDENTITY

Figure 3 illustrates the movement of traffic flows entering the study area and the parking garages/lots identified below in this section of the report. The existing parking logos for the parking areas will remain the same. This study recommends additional parking signs with logos for the remainder of the parking garages. The proposed parking signs for the remaining parking garages are designed adequately with improved visibility for the motorists along the corridors within the study area. All the parking signs will be circular signs with a color background and a white or dark blue letter “P” except for the outpatient parking signs which will have a square and a circular background for the letter “P”. For each parking area, at least two parking signs are recommended to be mounted on the building facades with metal brackets for the structured garages and those for parking lots will be mounted on poles. It is also recommended to install these parking signs as internal illuminated signs for easy visibility during dark lighting conditions. Location of the parking garages/lots and the symbols representing the parking garages/lots with color codes are also illustrated in Figure 3. Following is the list of parking garages/lots within the study area accompanied with graphics showing existing and proposed color coded logos:

<table>
<thead>
<tr>
<th>PARKING NAMES &amp; LOGOS</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LOT 18 MIAMI DADE MUNICIPAL PARKING¹ (CITY)</td>
</tr>
<tr>
<td>2</td>
<td>MIAMI DADE COUNTY AUTHORITY¹ (COUNTY)</td>
</tr>
<tr>
<td>3</td>
<td>UM HOSPITAL/OUTPATIENT CENTER - On Garage Entrance² (UM)</td>
</tr>
<tr>
<td>4</td>
<td>WELLNESS CENTER/ UM PATIENT¹ (UM)</td>
</tr>
<tr>
<td>5</td>
<td>DOMINION TOWER² (PRIVATE)</td>
</tr>
<tr>
<td>6</td>
<td>JACKSON MEDICAL TOWERS - Orange Garage¹ (JACKSON)</td>
</tr>
<tr>
<td>7</td>
<td>PARK PLAZA WEST - Green Garage² (JACKSON)</td>
</tr>
<tr>
<td>8</td>
<td>PARK PLAZA EAST - Red Garage² (JACKSON)</td>
</tr>
<tr>
<td>9</td>
<td>HIGHLAND PROFESSIONAL BUILDING-Yellow Garage¹ (JACKSON)</td>
</tr>
<tr>
<td>10</td>
<td>NORTH PARKING GARAGE - Blue Garage¹ (JACKSON)</td>
</tr>
</tbody>
</table>

¹ Proposed Logo for Parking Garage/Lot
² Existing Logo for Parking Garage/Lot
8. VEHICULAR AND PEDESTRIAN FLOWS

Vehicular Flow: Vehicles entering the Health and Judicial Districts will be directed towards the public parking garages/ lots which are near or convenient for motorists to get to the destination buildings. Figure 3 illustrates the traffic flow for the inbound vehicles from the access roads towards the public parking areas. As shown in this figure, the yellow line reflects flow of the traffic from SR 836 exit towards NW 17 Avenue and entering the Health and Judicial Districts, green line indicates the flow of traffic from SR 112 to NW 12 Avenue, blue line indicates the flow of traffic from SR 836 westbound exit to NW 12 Avenue, and red line indicates the flow of traffic from I-95 southbound to NW 14 Street.

Pedestrian Flow: After the motorists park their vehicles in a public parking garage/lot, the drivers will be guided to their destination buildings by the proposed pedestrian signs. Figure 4 illustrates the pedestrian flows from the public parking areas towards the destination buildings. These flows were used to develop the proposed pedestrian signage system.

9. PROPOSED SIGNAGE PROGRAM

The development of proposed vehicular guide signs on the expressways and local streets shall comply with the following standards:

- Florida Rule, Chapter 14-51 (Florida Administrative Code)
- 2013 FDOT Design Standards
- Standard Highway Signs Pavement Marking Signs

A Three-Tier signing system was followed: vehicular signs for expressways, vehicular signs for local streets, and pedestrian signs for sidewalks. The process resulted in new signage and modifications or removal of existing signage. A description of each tier process follows:

9.1 VEHICULAR SIGNS FOR EXPRESSWAYS

The existing signs on the expressways guiding the vehicles towards the Health and Judicial Districts were inventoried. The expressways included are SR 836, SR 112, I-95 and I-395. Several modified signs are proposed on the expressways to guide vehicles into the Health and Judicial Districts. All the existing signs that guide motorists towards the Civic Center are proposed to be replaced. Additionally, the standard hospital sign “H” is also proposed to be installed at some of the existing overhead structures and the ground mounted signs on the expressways. The hospital sign “H” shall be installed at all locations where the health district guide signs are present. All changes (new panels replacing old panels, panels to remain and additional “H” signs) are shown in the following figures:

- SR 836 and I-395 (See Figures 5.1 through 5.3)
- I-95 (See Figures 6.1 through 6.3)
- SR 112 (See Figure 7)

These figures also provide the ID number for each vehicular sign.
9.2 VEHICULAR SIGNS FOR LOCAL ROADS

The existing vehicular signs on local roads were inventoried guiding the vehicles towards the buildings. The vehicles entering the Health and Judicial Districts from various access points will be directed by new signs towards public parking areas which are closest or most convenient to reach the destination buildings. Figures 8.1 and 8.2 illustrate the proposed vehicular guide signs on Local Roads. In these figures, ID numbers for each proposed vehicular sign are also indicated.

General Criteria for Installing Vehicular Signs on Local Roads:
The criteria to develop vehicular signs for district gateways and local streets were based on FDOT Standards, Florida Administrative Codes and MUTCD. The criteria for district gateways and local gateways are as follows:

a) District Gateways
   1. The main access points for the vehicles to enter the Health and Judicial Districts, and access connections from the expressways were identified. There were nine locations considered as district gateways within the study area which are shown in Figure 1.
   2. The signs proposed at the district gateways indicate general guidance information regarding the Health and/or Judicial Districts and includes directional arrows. The proposed signs will have green color background with white color border. The directional arrow and font used on the sign will be in white color. The height of the text will be 6” as per MUTCD since most of the arterials within the study area have a posted speed more than 25 mph.

b) Local Gateways
   1. The potential intersection locations for installing proposed vehicular signs were obtained from the recommendations of a previous study titled “Basis of Design Report Study”, July 21, 2008.
   2. Some key buildings that were recommended by the stakeholders will be placed on the sign panels for guiding the vehicles.
   3. The sign panels will also include the logos for public parking garages/lots that are nearest or most convenient to park and walk to the destination buildings.
   4. The proposed signs will have green color background with white color border. The directional arrow and font used on the sign will be in white color. The height of the text will be 6” as per MUTCD since most of the arterials within the study area have a posted speed more than 25 mph. (See Figures 8.3 and 8.4)
   i. Proposed signs shall not be an obstacle or hazard for pedestrians and motorists approaching the intersections. Signs shall not to be located inside the sight distance triangle. The signs shall be placed at a minimum of 200 feet away from the intersection.
   ii. Proposed signs shall not impact ADA sidewalks by providing a minimum clearance distance of 4 feet on sidewalks.
   iii. Minimum number of guide signs shall be proposed for installation to avoid providing a lot of information within short distances.
   iv. Vehicular signs shall be placed on the back of sidewalks or on shoulder within the FDOT’s right-of-way.
   v. Signs shall be placed providing a minimum 7” vertical clearance above the ground.

c) Conflicts Between Existing And Proposed Signs

All the existing signs in the study area are recommended to remain except non-standard signs or signs that are recommended to be removed for being in conflict with the location of proposed signs. (See Appendix B) Following are the locations where the existing guide signs are in conflict with the proposed sign locations:

Corridor along NW 12 Avenue as shown in Appendix B (Local Roadway Signs/Existing Conditions: NW 12th Ave/Page 3 of 3).

1. Three signs “Ryder Trauma Center”, “Lindsey Hopkins”, and “MDC Medical Campus” located south of NW 20 Street on east side of the roadway should be removed from the site since these signs do not comply with MUTCD standards. These three signs will be replaced by the proposed signs.
2. Sign showing “Ryder Trauma Center” on Metrorail column and located 350’ south of NW 19 Street shows the arrow indicating straight ahead, but this arrow should be modified indicating to the right.
3. Two Signs showing “State Senator Alex D. de la Portilla” located north of NW 20 Street (Northbound and Southbound) should be removed from site.
4. “MDC” Sign located on west side north of NW 20 Street should be removed from site. A proposed sign will be placed on this approach.
5. Sign showing “IMH Main Entrance” located on Metrorail column 700’Feet south of NW 20 Street, west side, should be removed from the site.
6. Parking Sign with Straight Arrow located on north side west of NW 12 Avenue should be removed from site.
7. Sign showing “Breast Health Center” located on west side of NW 19 Street should be removed since it does not comply with MUTCD standards.
Dimensions of a Typical Proposed Vehicular Sign for Local Roads

Figure 8.3
Figure 8.4

Dimensions of a Typical Proposed Vehicular Sign for Local Roads

- **BORDER**
  - **R=4”**
  - **TH=1”**
  - Signage: Health/Judicial Districts

- **BORDER**
  - **R=5”**
  - **TH=1”**
  - Signage: Judicial District

- **BORDER**
  - **R=4”**
  - **TH=1”**
  - Signage: Health/Judicial Districts

- **BORDER**
  - **R=7”**
  - **TH=1”**
  - Signage: UM/Jackson HS Bantle Rehab Ctr VA Medical Ctr
**Corridor along NW 14 Avenue** as shown in Appendix B (Local Roadway Signs/Existing Conditions: NW 17 Ave to NW 14 Ave – Page 3 of 3)

8- Sign "Ryder Trauma Center" located at NW 13 Terrace, 80' west of NW 14 Avenue should be removed.

**Corridor along NW 17 Avenue** as shown in Appendix B (Local Roadway Signs/Existing Conditions: NW 17th Ave/NW 11 St/NW 14 Ave - Page 1 of 1 and NW 20 St to NW 28 St – Page 1 of 1)

9- Sign “Civic Center” located at Off-Ramp to NW 17 Ave making right should be removed.
10- Sign “Miami Dade Courthouse” located south at NW 12 Street should be removed.
11- Sign showing MDCC Medical Campus located east side south of NW 20 Street, should be removed to avoid confusion with the proposed signs.
12- Two signs showing “State Senator Alex D. de la Portilla” located North of NW 20 Street (Northbound and Southbound) should be removed.

**Corridor along NW North River Drive** as shown in Appendix B (Local Roadway Signs/Existing Conditions: NW 17th Ave/NW 11 St/NW 14 Ave - Page 1 of 1)

13- The first line "Orange Bowl Parking" shown on the sign located on NW of North River Drive west of NW 11 Street should be removed from the Sign.
14- Remove "Civic Center" from sign on NW North River Drive south side east of NW 17

**Corridor along NW 14 Street** as shown in Appendix B (Local Roadway Signs/ Existing Conditions NW 12 St/NW 14 St – Page 1 of 2)

15- An informational Sign "Ryder Trauma Center" located at southern side, 180' West of NW 12 Avenue, should be removed.

### 9.2 PEDESTRIAN SIGNS

Pedestrian signs are proposed to be installed to guide pedestrians from parking garages/ lots to their respective destination buildings. Although, there are no standards for installing directional signs for pedestrians, the following general criteria have been considered for the development of signs and their installation in the field. Proposed pedestrian sign locations are presented in Figure 9.1 through 9.6. These figures also provide the ID number for each proposed pedestrian sign.

**General Criteria for Pedestrian Signs:**

- The sign structures for the proposed pedestrian guide signs to be installed are similar to the existing orientation sign panel structures in the study area. Figure 9.7 illustrates the typical proposed sign structure and corresponding sign panel with dimensions. Blue colored panels are recommended for the health and judicial district areas. (see Figure 9.8)
- The building names shown on the sign panels are grouped by direction first and the order of direction is left, right and through. The building names are also grouped by the range of building numbers within a block or two as needed.
- The height and width of the proposed pedestrian sign structure will remain same as the existing sign structure except for the variable height of the information on the sign. Any additional space on the sign structure could be used for some other purposes.
- The need for installing pedestrian sign panels with building names at a location is based on the importance of the destination buildings and the pedestrian volume accessing the buildings.

One of the key strategies in developing the signs is that once a destination building name is shown on the sign, the building name is continuously signed at every subsequent sign until the destination is reached.

- Proposed signs shall not be an obstacle or hazard for pedestrians and motorists approaching the intersections. Signs shall not be located inside the vehicular driver sight distance triangle.
- Signs shall not obstruct other pedestrians when reading the sign for directions.
- Proposed signs shall not impact ADA sidewalks by providing a minimum clearance distance of 4 feet on sidewalks.
- Pedestrian signs shall be placed on the back of sidewalks or on shoulder within the FDOT’s right-of-way.
- Appendix C indicates criteria for design of sign text related to style and size, using Adobe Illustrator Software.

### 9.3 "NO OUTLET" PROPOSED SIGNS

A field inventory was performed within the study area by request of The City of Miami and it is concluded that thirteen (13) "NO Outlet" proposed signs are recommended to be installed in field. Figure 10 illustrates the locations for those signs.
Figure 9.2
Proposed Pedestrian Guide Signs and Locations
Miami-Dade County Metropolitan Planning Organization
Signage Program for the Miami Health District
Marlin Engineering, Inc.

Miami-Dade County
Metropolitan Planning Organization

Signage Program for the Miami Health District
Marlin Engineering, Inc.

Proposed Pedestrian Guide Signs and Locations

1000 – 1199 NW 14 ST
- International Health Center 1099
- MRI Center 1115
- Clinical Research Bldg. 1120
- Wellness Center 1123
- Schoninger Research Quadrangle 1123
- Hope Lodge 1121
- Professional Arts Center 1150

1400 – 1499 NW 12 AVE
- Univ. of Miami Hospital (Main Entrance) 1400
- Sylvester Comprehensive Cancer Center 1405

1400 – 1499 NW 10 AVE
- Dominion Tower Parking Garage 1400
- Dominion Tower 1405
- Center for Family Studies 1405

1400 – 1499 NW 11 AVE
- Medical Training & Simulation Laboratory 1406
- Univ. of Miami Hospitals and Clinics 1506

1000 – 1199 NW 14 TERR
- Lois Pope LIFE Center 1095
- Ronald McDonald House 1145

1400 – 1499 NW 11 TERR
- Univ. of Miami Hospital (Main Entrance) 1400
- Sylvester Comprehensive Cancer Center 1475
- Univer.

Diabetes Research Institute 1450
Medical Training & Simulation Laboratory 1430
Sylvester Comprehensive Cancer Center 1475
Univ. of Miami Hospital (Main Entrance) 1400
Lois Pope LIFE Center 1095
Ronald McDonald House 1145

Figure 9.2
Proposed Pedestrian Guide Signs and Locations
Dimensions of a Typical Proposed Pedestrian Sign

Miami-Dade County
Metropolitan Planning Organization

Marlin Engineering, Inc.

Figure 9.7

Signage Program for the Miami Health District

Sign's Structure

Sign Space

1200 - 1299 NW 12 AVE
Krist House

1300 - 1399 NW 12 AVE
State Attorney / E.R. Graham Bldg.

1400 - 1499 NW 12 AVE
Univ. of Miami Hospital (Radiation / Oncology)
Sylvester Comprehensive Cancer Center

1500 - 1599 NW 12 AVE
Miami Veteran Affairs Medical Center
Jackson Medical Towers
Civic Center Station

1600 - 1699 NW 12 AVE
Mailman Center
Debbie School
Louis & Virginia Rehabilitation Research Center
Institute Annex
West & South Wing of Jackson Memorial Hospital

Font Style: Arial
Font Size: 48pt
Software: Adobe Illustrator

Min Distance bt Letters and Numbers

(Dimensions in Inches)
Typical Proposed Pedestrian Sign

Figure 9.8
10. RECOMMENDATIONS

The existing signs identified in the study area are not adequate to guide the motorists from the expressways to the public parking garages/lots within the Health and Judicial Districts, and then guide the pedestrians to their respective destination buildings. Several signs are proposed on the expressways and local roads that provide access to the Health and Judicial Districts to better guide and direct the motorists to appropriate parking garages/lots near to their destinations. Also, pedestrian signs are proposed to guide the pedestrians from the parking areas to their respective destination buildings. The recommended proposed signs comply with the MUTCD and FDOT standards, and are illustrated as following:

1. The proposed signs on the expressways are illustrated in Figures 5.1 through 5.3 for SR 836 and I-395, Figures 6.1 through 6.3 for I-95, and Figure 7 for SR 112.
2. The proposed signs on the local roadways at district and local gateways are illustrated in Figures 8.1 and 8.2.
3. The proposed pedestrian signs on the sidewalks are illustrated in Figures 9.1 through 9.6.
4. The dimensions of a typical proposed pedestrian sign are illustrated in Figure 9.7 and a typical mounted pedestrian sign is illustrated in Figure 9.8.
5. The exact locations of the proposed signs with coordinates for vehicular signs on the expressways, local roadways and for pedestrian signs are indicated in Appendix C.
6. For each of the ten parking garages/lots, it is recommended to install at least two color coded parking logo symbols of the respective parking garage on the façade of the garage or in vicinity of the garage entrance for easy visibility.
7. Existing pedestrian orientation signs are to remain.
8. To facilitate vehicle operation through the Health District, a total of 13 “No Outlet” signs are proposed to be installed in the field as illustrated in Figure 10.
9. Responses to comments received from Stakeholders on draft final report are in Appendix D.

11. COST ESTIMATE

The FDOT’s Item Average Unit Cost list for Miami-Dade County (Area 13) dated from 2011/10/11 to 2012/09/30 and statewide dated from 2011/10/01 to 2012/09/30, which provide the average unit cost for a pay item were utilized to estimate the cost of installing the proposed signs on the expressways, local roadways, and for the pedestrians.

During the preliminary cost estimate for the Signage Program, four potential sources of funding were identified for the design and construction. The financial sources recommended are: FDOT (SR 836 Expressway and State local roads), Health District (local roads and pedestrian signs), Miami-Dade County (local roads) and Miami-Dade Expressway Authority (MDX) (SR 836/ Dolphin Expressway from SW 137 Ave to West of I-95 and SR 112/ Airport Expressway). Details are presented in Appendix C.

Table 1 indicates the total preliminary cost estimate to install the signs including the pay item number, quantity, unit price and financial sources. The preliminary cost estimate to implement the Signage Program is recommended to be financially shared as follows:

- Florida Department of Transportation (FDOT).......................... $ 233,000
- Health District........................................................................ $ 219,000
- Miami Dade Expressway Authority MDX.................. $ 123,000
- Miami Dade County............................................................... $ 64,000

Total Preliminary Cost Estimate:.................................................. $ 639,000
### Table 1: Miami Health District Preliminary Cost Estimate

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| Sub-Total**                                                               |                 |      |          |            |                                   |        |           | $638,788       |

1 Pay Item obtained from 2011 FDOT Statewide Averages

* Estimated based on Wayfinding and Signage Program for Parks and Recreation
Appendix A

GATEWAYS from Basis of Design Report
Health District Destinations

The accompanying graphic shows the primary destinations located in the Health District. These include Jackson Memorial, the University of Miami, Miami-Dade Community College, the VA Hospital, University of Miami Hospital (shown in the adjacent map as the former Cedars Medical Center), the Judicial Institutions, the proposed Camillus House, the planned University of Miami Life Science Center, several Miami Dade government facilities as well as some Miami Dade public services including Human Services, the Housing Authority and the Health Department.

Color codes have been assigned to each area as follows:

- Green - Education
- Blue - Governance
- Red - Hospital
- Yellow - Public Services

It is recommended that as sign standards and programs are developed, a color coded system is used consistently at all levels to facilitate a real understanding of the concepts.

In summary, today in the Health District there are dozens of signs with a variety of purpose. As part of the BODR study, eight different sign types and over 150 signs were inventoried and photographed. While there is some cohesion and coordination, many of the signs are oriented to a specific building or place, have a variety of designs, and often are said to lead to confusion.
Appendix B

Existing Signs on Expressways and Local Roadways
Expressway Signs

SR 836, I-95 and SR 112
Legend

- Existing Vehicular Signs

Existing Signs: SR 836

Miami-Dade County Metropolitan Planning Organization

Signage Program for the Miami Health District

Marlin Engineering, Inc.

Existing Signs: SR 836

Legend

- Existing Vehicular Signs
Legend
Existing Vehicular Signs

Existing Signs: I-95

Miami-Dade County Metropolitan Planning Organization
Signage Program for the Miami Health District
Marlin Engineering, Inc.
Legend
- Existing Vehicular Signs

Miami-Dade County Metropolitan Planning Organization

Signage Program for the Miami Health District

Marlin Engineering, Inc.

Existing Signs: SR 112
Local Roadway Signs
Existing Conditions - NW 27 Ave

Legend

Existing Pedestrian Signs
Existing Vehicular Signs
Existing Signs within Building ROW

Miami-Dade County Metropolitan Planning Organization

Signature Program for the Miami Health District

Marlin Engineering, Inc.
Miami-Dade County, Metropolitan Planning Organization

Signage Program for the Miami Health District

Existing Conditions - NW 14th Ave to NW 12th Ave

Existing Pedestrian Signs • Existing Signs within Building ROW

To Be Removed

Ryder Trauma Center

University of Miami Hospital

Marlin Engineering, Inc.
Legend

- Existing Pedestrian Signs
- Existing Signs within Building ROW
- Existing Vehicular Signs
- Trolley Circulator Signs

Miami-Dade County Metropolitan Planning Organization

Signage Program for the Miami Health District

Marlin Engineering, Inc.

Existing Conditions - NW 14 Ave to NW 12 Ave

Pg 8 of 8
Legend

- Existing Pedestrian Signs
- Existing Vehicular Signs
- Existing Signs within Building ROW
- Trolley Circulator Signs

Existing Conditions - NW 17 Ave to NW 14 Ave between NW 14 St and NW 20 St
NW 9 Ave to NW 7 Ave between NW 14 St and NW 20 St
Existing Conditions - NW 7 St/NW 11 St

Legend:
- Existing Pedestrian Signs
- Existing Vehicular Signs
- Existing Signs within Building ROW

Miami-Dade County Metropolitan Planning Organization

Signage Program for the Miami Health District

Marlin Engineering, Inc.
Legend

- Existing Pedestrian Signs
- Existing Vehicular Signs
- Existing Signs within Building ROW

Existing Conditions - NW 12 St/NW 14 St
Legend

- Existing Pedestrian Signs
- Existing Vehicular Signs
- Existing Signs within Building ROW

Existing Conditions - NW 36 St between West of NW 17 Ave and NW 7 Ave
“No Outlet” Signs
Miami-Dade County Metropolitan Planning Organization
Marlin Engineering, Inc.

Signage Program for the Miami Health District

Existing “No Outlet” Signs Locations
Signing and Pavement Marking Plans

(Provided by MDX Authority)
COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNAGE AND PAINTING WORKING PLANS
LIGHTING PLANS

A detailed index appears on the key sheet of each component.

INDEX OF ROADWAY PLANS

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<td>TYPICAL SECTION</td>
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<td>9 - 11</td>
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<td>12 - 14</td>
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<td>15 - 21</td>
<td>TRAFFIC CONTROL PLAN</td>
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generating standards and specifications:
Florida Department of Transportation,
Design Standards dated 2010,
and Standard Specifications for Road and Bridge Construction dated 2010,
as amended by contract documents.

Applicable design standards modifications: 07/07/11
For Design Standards modifications access at "Design Standards" at the following web alter:
http://www.dot.state.fl.us/roadsdna

REVITIONS:

1/24/12 SHEET Nos. 5-1, 5-2 AND 5-4 HAVE BEEN REVISED.
SHEET NO. 5-5 HAS BEEN ADDED.

MARTINEZ COUNTY (87270)

SR-836 / I-95 OFF RAMP MODIFICATIONS TO NW 14TH STREET

COMPONENTS OF CONTRACT PLANS SET

ROADWAY PLANS
SIGNAGE AND PAINTING WORKING PLANS
LIGHTING PLANS

A detailed index appears on the key sheet of each component.

INDEX OF ROADWAY PLANS

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Roadway Plan
Engineer of Record: ALFRED LURIGADOS, P.E.

MiamI-DADE EXPRESSWAY AUTHORITY

Mdx Project No. 83630

SUMMARY OF PAY ITEMS

TYPICAL SECTION

GENERAL NOTES

SUMMARY OF QUANTITIES

ROADWAY PLAN

RAMP TERMINAL DETAIL

DRAINAGE STRUCTURES

CROSS SECTIONS

STORMWATER POLLUTION PREVENTION PLAN

TRAFFIC CONTROL PLAN

EXCEPTIONS

GROSS LENGTH OF PROJECT

MDX GEC PROJECT MANAGER: JAVIER RODRIGUEZ, P.E.

MDX ENGINEERING DIRECTOR: ALFRED LURIGADOS, P.E.

LENGTH OF PROJECT

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MDX GEC PROJECT MANAGER: JAVIER RODRIGUEZ, P.E.
MDX ENGINEERING DIRECTOR: ALFRED LURIGADOS, P.E.

REVISIONS:

1/24/12 SHEET Nos. 5-1, 5-2 AND 5-4 HAVE BEEN REVISED.
SHEET NO. 5-5 HAS BEEN ADDED.

NOTE: THE SCALE OF THIS DRAWING MAY HAVE CHANGED.

ALFRED LURIGADOS, P.E.

CONTRACT No.: C-8P89
VENDOR No.: 55-0866252
CERTIFICATE OF AUTHORIZATION NO. EB-25976

NOTE: THE SCALE OF THIS DRAWING MAY HAVE CHANGED.

ALFRED LURIGADOS, P.E.

CONTRACT No.: C-8P89
VENDOR No.: 55-0866252
CERTIFICATE OF AUTHORIZATION NO. EB-25976
INDEX OF SIGNING AND PAVEMENT MARKING PLANS

SHEET NO.  SHEET DESCRIPTION
5-1  KEY SHEET
5-2  TABULATION OF QUANTITIES
5-3  GENERAL NOTES
5-4  SIGNING AND PAVEMENT MARKING PLAN

SR 836 / I-95 OFF RAMP MODIFICATIONS TO NW 14TH STREET

SIGNING AND PAVEMENT MARKING PLANS

NOTE: THE SCALE OF THESE PLANS MAY HAVE CHANGED DUE TO REPRODUCTION.
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<td>PAYMENT MARKINGS (WHITE) THERMOPLASTIC</td>
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<td>721-11-238</td>
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<td>LP 42</td>
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**TABULATION OF QUANTITIES**

**DATE**

**DESCRIPTION**

**DATE**

**DESCRIPTION**

**STATE OF FLORIDA**

**DEPARTMENT OF TRANSPORTATION**

**TABULATION OF QUANTITIES**

**SHEET NO.** 5-2
Appendix C

Tables - Proposed Sign Locations
Expressway Sign Locations
## EXPRESSWAY SIGN LOCATIONS

<table>
<thead>
<tr>
<th>EXPRESSWAY</th>
<th>Sign No.</th>
<th>Location Description</th>
<th>SIGN SIZE (W' x H')</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Responsibility</th>
</tr>
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<tbody>
<tr>
<td>I-95</td>
<td>1</td>
<td>Downtown/Miami Beach/Health/Judicial Districts/ Airport (Airplane Sign)(Up Arrow)</td>
<td>12.5 x 9</td>
<td>25° 45' 49.66&quot; N</td>
<td>80° 11' 58.54&quot; W</td>
<td>FOOT</td>
</tr>
<tr>
<td>I-95</td>
<td>2</td>
<td>Hospital Sign)(LEFT EXIT 3A/B36 WEST/Health/Judicial Districts/Airport (Airplane Sign)</td>
<td>25 x 15</td>
<td>25° 46' 37.78&quot; N</td>
<td>80° 11' 58.83&quot; W</td>
<td>FOOT</td>
</tr>
<tr>
<td>I-95</td>
<td>3</td>
<td>Hospital Sign)(LEFT EXIT 3A/B36 WEST/Health/Judicial Districts/Airport (Airplane Sign)</td>
<td>14 x 12.5</td>
<td>25° 46' 59.62&quot; N</td>
<td>80° 12' 03.09&quot; W</td>
<td>FOOT</td>
</tr>
<tr>
<td>I-95</td>
<td>4</td>
<td>Hospital Sign)(LEFT EXIT 3A/B36 WEST/Health/Judicial Districts/Airport (Airplane Sign)</td>
<td>14 x 12.5</td>
<td>25° 47' 11.69&quot; N</td>
<td>80° 12' 09.51&quot; W</td>
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<tr>
<td>I-95</td>
<td>5</td>
<td>B36 WEST/Health/Judicial Districts/(Airplane Sign) Miami Int/</td>
<td>25 x 15.5</td>
<td>25° 48' 14.79&quot; N</td>
<td>80° 12' 21.67&quot; W</td>
<td>FOOT</td>
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<tr>
<td>I-95</td>
<td>6</td>
<td>Health District/Judicial District/EXIT 3A</td>
<td>17 x 7.5</td>
<td>25° 48' 05.43&quot; N</td>
<td>80° 12' 21.45&quot; W</td>
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<tr>
<td>I-95</td>
<td>7</td>
<td>EXIT 3A/B36 WEST/Health/Judicial Districts/(Airplane Sign) Miami Int/</td>
<td>25 x 15.5</td>
<td>25° 47' 50.22&quot; N</td>
<td>80° 12' 20.65&quot; W</td>
<td>FOOT</td>
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<tr>
<td>I-95</td>
<td>8</td>
<td>EXIT 3A/B36 WEST/Health/Judicial Districts/(Airplane Sign) Miami Int/</td>
<td>25 x 16</td>
<td>25° 47'34.96&quot; N</td>
<td>80° 12' 20.45&quot; W</td>
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<tr>
<td>I-95</td>
<td>9</td>
<td>Health District/Judicial District/NEXT 2 EXITS</td>
<td>17 x 7.5</td>
<td>25° 47' 25.49&quot; N</td>
<td>80° 12' 20.55&quot; W</td>
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<tr>
<td>I-95</td>
<td>10</td>
<td>Health District/Judicial District/ USE EXIT 3A/ 3 MILES</td>
<td>17 x 12</td>
<td>25° 50'07.14&quot; N</td>
<td>80° 12' 22.09&quot; W</td>
<td>FOOT</td>
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<tr>
<td>SR-112</td>
<td>11</td>
<td>EXIT 7A/NW 12th Ave/(Metrorail Sign) Metrorail (Diagonal Arrow)/(Health/Judicial Districts/Health Sign)</td>
<td>26 x 10.5</td>
<td>25° 48'46.88&quot; N</td>
<td>80° 12' 46.28&quot; W</td>
<td>FOOT</td>
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<tr>
<td>SR-836</td>
<td>12</td>
<td>Hospital Sign)(EXIT 2/5(95 Sign) SOUTH/Health/Judicial Districts/ Downtown Miami/(Diagonal Arrow)/(Diagonal Arrow)</td>
<td>21.5 x 12.5</td>
<td>25° 48'42.38&quot; N</td>
<td>80° 12' 04.28&quot; W</td>
<td>FOOT</td>
</tr>
<tr>
<td>SR-836</td>
<td>13</td>
<td>Hospital Sign)(5/95 Sign) SOUTH/Health/Judicial Districts/ Downtown Miami/(Diagonal Arrow)/(Diagonal Arrow)</td>
<td>21.5 x 12.5</td>
<td>25° 48'43.02&quot; N</td>
<td>80° 12' 09.28&quot; W</td>
<td>FOOT</td>
</tr>
<tr>
<td>SR-836</td>
<td>14</td>
<td>NW 12th Ave/Health/Judicial Districts/1/4 MILE/(Health Sign)</td>
<td>25 x 10.5</td>
<td>25° 48'43.60&quot; N</td>
<td>80° 13' 23.43&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>15</td>
<td>NW 12th Ave/Health/Judicial Districts/(Diagonal Arrow)/(Health Sign)</td>
<td>25 x 10.5</td>
<td>25° 48'43.93&quot; N</td>
<td>80° 13' 05.45&quot; W</td>
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<tr>
<td>SR-836</td>
<td>16</td>
<td>NW 17th Ave/Health/Judicial Districts/Ballpark/ NEXT RIGHT</td>
<td>25 x 10.5</td>
<td>25° 47'00.13&quot; N</td>
<td>80° 14' 02.00&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>17</td>
<td>NW 17th Ave/Health/Judicial Districts/Ballpark/(Diagonal Arrow)</td>
<td>27.5 x 10.5</td>
<td>25° 47'55.66&quot; N</td>
<td>80° 13' 51.07&quot; W</td>
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<tr>
<td>SR-836</td>
<td>18</td>
<td>NW 17th Ave NORTH/Health/Judicial Districts/Down Arrow</td>
<td>25 x 10.5</td>
<td>25° 46'55.57&quot; N</td>
<td>80° 13'39.10&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>19</td>
<td>NW 17th Ave NORTH/(Diagonal Arrow)/Health District/Judicial District</td>
<td>26 x 9</td>
<td>25° 46'55.64&quot; N</td>
<td>80° 13'28.83&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>20</td>
<td>B36 WEST/Health/Judicial Districts/Airport (Airplane Sign) /((Down Arrow) /Down Arrow)/(Hospital Sign)</td>
<td>25 x 12.5</td>
<td>25° 47'21.28&quot; N</td>
<td>80° 12'10.76&quot; W</td>
<td>MDX</td>
</tr>
<tr>
<td>SR-836</td>
<td>21</td>
<td>NW 14th St (Diagonal Arrow)/Health/Judicial Districts</td>
<td>25 x 7.5</td>
<td>25° 47'21.27&quot; N</td>
<td>80° 12'27.06&quot; W</td>
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<tr>
<td>SR-836</td>
<td>22</td>
<td>B36 WEST/Health/Judicial Districts/Airport (Airplane Sign) /((Down Arrow) /Down Arrow)</td>
<td>25 x 12.5</td>
<td>25° 47'17.05&quot; N</td>
<td>80° 12'32.79&quot; W</td>
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<tr>
<td>SR-836</td>
<td>23</td>
<td>JACKSON MEMORIAL/EMERGENCY/RYDER TRAUMA/(Diagonal Arrow)</td>
<td>19.5 x 13.5</td>
<td>25° 47'13.88&quot; N</td>
<td>80° 12'41.71&quot; W</td>
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<tr>
<td>SR-836</td>
<td>24</td>
<td>UM HOSPITAL/UM EMERGENCY/(Diagonal Arrow)</td>
<td>17.5 x 13.5</td>
<td>25° 47'12.14&quot; N</td>
<td>80° 12'45.40&quot; W</td>
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<tr>
<td>SR-836</td>
<td>25</td>
<td>933/NW 12th Ave/Health/Judicial Districts/(Diagonal Arrow) EXIST ONLY / (Diagonal Arrow) / (Hospital Sign)</td>
<td>21 x 10</td>
<td>25° 47'11.39&quot; N</td>
<td>80° 12'46.36&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>26</td>
<td>(Diagonal Arrow)/NW 17th Ave/HEALTH DISTRICT/JUDICIAL DISTRICT</td>
<td>13.5 x 5.5</td>
<td>25° 46'57.47&quot; N</td>
<td>80° 13'16.17&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>27</td>
<td>HEALTH/JUDICIAL/DISTRICTS (Left Arrow)</td>
<td>7 x 7.5</td>
<td>25° 47'01.17&quot; N</td>
<td>80° 13'16.59&quot; W</td>
<td>MDX</td>
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<tr>
<td>SR-836</td>
<td>28</td>
<td>HEALTH/JUDICIAL/DISTRICTS (Right Arrow)</td>
<td>7 x 7.5</td>
<td>25° 47'01.70&quot; N</td>
<td>80° 13'21.64&quot; W</td>
<td>MDX</td>
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<td>SR-836</td>
<td>29</td>
<td>MDC/MEDICAL CAMPUS/LINDEY HOPKINS/(Diagonal Arrow)</td>
<td>17.5 x 13.5</td>
<td>25° 47'10.70&quot; N</td>
<td>80° 12'49.28&quot; W</td>
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<td>NW 7 ST</td>
<td>30</td>
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<td>25° 47'14.45&quot; N</td>
<td>80° 11'47.90&quot; W</td>
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<td>NW 7 ST</td>
<td>31</td>
<td>B36 WEST/Health/Judicial Districts/Airport (Airplane Sign) /((Down Arrow) /Down Arrow)/(Hospital Sign)</td>
<td>25 x 12.5</td>
<td>25° 47'20.00&quot; N</td>
<td>80° 12'03.30&quot; W</td>
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<td>NW 7 ST</td>
<td>32</td>
<td>Hospital Sign/ B36 EAST TO I-95 Sign)/Health/Judicial Districts/Downtown Miami/Miami Beach/(Left Arrow)</td>
<td>23 x 13.5</td>
<td>25° 46'48.59&quot; N</td>
<td>80° 12'57.32&quot; W</td>
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<tr>
<td>NW 7 ST</td>
<td>33</td>
<td>Health/Judicial Districts/(Left Arrow)</td>
<td>7 x 7</td>
<td>25° 46'48.65&quot; N</td>
<td>80° 12'54.99&quot; W</td>
<td>FOOT</td>
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Local Roadway Sign Locations
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<tr>
<th>Sign No.</th>
<th>SIGN PANEL INFORMATION PER LOCATION</th>
<th>SIGN SIZE</th>
<th>SIGN LOCATION</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>1</td>
<td>Health/Judicial Districts (North Arrow)</td>
<td>W: 25, H: 12.5</td>
<td>25° 47°.006'N</td>
<td>13° 19.213'W</td>
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<td>2</td>
<td>Health / Judicial Districts (Right Arrow)</td>
<td>W: 25, H: 7.5</td>
<td>25° 47°.006'N</td>
<td>13° 21.733'W</td>
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<td>3</td>
<td>Health / Judicial Districts (Right Arrow)</td>
<td>W: 25, H: 12.5</td>
<td>25° 47°.014'N</td>
<td>13° 21.995'W</td>
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<tr>
<td>4</td>
<td>Health District (Left Diagonal Arrow) / Judicial District (North Arrow)</td>
<td>W: 3.5, H: 21</td>
<td>25° 47°.114'N</td>
<td>13° 17.527'W</td>
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<td>5</td>
<td>Health / Judicial Districts (Left Arrow)</td>
<td>W: 25, H: 12.5</td>
<td>25° 47°.084'N</td>
<td>13° 22.040'W</td>
</tr>
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<td>6</td>
<td>Health District (Left Diagonal Arrow) / Judicial District (North Arrow)</td>
<td>W: 3.5, H: 21</td>
<td>25° 47°.114'N</td>
<td>13° 17.527'W</td>
</tr>
<tr>
<td>7</td>
<td>Health / Judicial Districts (Left Arrow)</td>
<td>W: 25, H: 12.5</td>
<td>25° 47°.084'N</td>
<td>13° 22.040'W</td>
</tr>
<tr>
<td>8</td>
<td>Thru Arrow</td>
<td>W: 4.5, H: 7.5</td>
<td>25° 47°.114'N</td>
<td>13° 17.527'W</td>
</tr>
<tr>
<td>9</td>
<td>Thru Arrow</td>
<td>W: 4.5, H: 7.5</td>
<td>25° 47°.114'N</td>
<td>13° 17.527'W</td>
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<tr>
<td>10</td>
<td>Thru Arrow</td>
<td>W: 4.5, H: 7.5</td>
<td>25° 47°.114'N</td>
<td>13° 17.527'W</td>
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<td><strong>Note</strong></td>
<td>Location signs: <strong>Left Arrow</strong></td>
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<tr>
<td><strong>Note</strong></td>
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Pedestrian Sign Locations
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<th>Sign No.</th>
<th>Sign Location Description</th>
<th>Coordinates</th>
<th>Responsibility</th>
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<tbody>
<tr>
<td>1</td>
<td>NW 12 Street &amp; NW 13 Court - Southeast Corner</td>
<td>25°47'07.35&quot;N 80°12'57.53&quot;W</td>
<td></td>
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<tr>
<td>2</td>
<td>NW 12 Street &amp; NW 13 Avenue - Southwest Corner</td>
<td>25°47'07.39&quot;N 80°12'58.45&quot;W</td>
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<tr>
<td>3</td>
<td>NW 14 Street &amp; NW 13 Court - Southeast Corner</td>
<td>25°47'14.62&quot;N 80°13'02.54&quot;W</td>
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<tr>
<td>4</td>
<td>NW 14 Street &amp; NW 13 Avenue - Southwest Corner</td>
<td>25°47'14.82&quot;N 80°12'58.76&quot;W</td>
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<tr>
<td>5</td>
<td>NW 14 Street &amp; NW 12 Avenue - Southwest Corner</td>
<td>25°47'14.88&quot;N 80°12'54.69&quot;W</td>
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<tr>
<td>6</td>
<td>NW 14 Street &amp; NW 12 Avenue - Southeast Corner</td>
<td>25°47'14.86&quot;N 80°12'53.36&quot;W</td>
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<tr>
<td>7</td>
<td>NW 14 Street &amp; NW 12 Avenue - Northeast Corner</td>
<td>25°47'15.94&quot;N 80°12'53.21&quot;W</td>
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<tr>
<td>8</td>
<td>NW 14 Street &amp; Highland Rd - Northeast Corner</td>
<td>25°47'16.31&quot;N 80°12'44.94&quot;W</td>
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<td>9</td>
<td>NW 14 Street South side between NW 12 Avenue &amp; Higland Rd (Looking North)</td>
<td>25°47'15.25&quot;N 80°12'47.43&quot;W</td>
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<tr>
<td>10</td>
<td>NW 14 Street &amp; NW 12 Avenue - Northeast Corner</td>
<td>25°47'16.36&quot;N 80°12'54.48&quot;W</td>
<td>HEALTH DISTRICT</td>
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<tr>
<td>11</td>
<td>NW 15 Street &amp; NW 12 Avenue - SouthWest Corner</td>
<td>25°47'21.22&quot;N 80°12'54.70&quot;W</td>
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<td>12</td>
<td>NW 15 Street &amp; NW 12 Avenue - Southeast Corner</td>
<td>25°47'21.11&quot;N 80°12'53.27&quot;W</td>
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<tr>
<td>13</td>
<td>NW 16 Street &amp; NW 12 Avenue - Southwest Corner</td>
<td>25°47'24.53&quot;N 80°12'54.50&quot;W</td>
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<td>14</td>
<td>NW 16 Street &amp; NW 12 Avenue - Southeast Corner</td>
<td>25°47'24.45&quot;N 80°12'53.50&quot;W</td>
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<tr>
<td>15</td>
<td>NW 14 terrace &amp; Highland Drive -Southeast Corner</td>
<td>25°47'18.53&quot;N 80°12'44.67&quot;W</td>
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<tr>
<td>16</td>
<td>NW 14 terrace &amp; NW 10 Avenue-Northwest Corner</td>
<td>25°47'19.23&quot;N 80°12'40.32&quot;W</td>
<td></td>
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<tr>
<td>17</td>
<td>NW 15 Street &amp; West of NW 10 Avenue (Looking North)</td>
<td>25°47'22.22&quot;N 80°12'11.93&quot;W</td>
<td></td>
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<tr>
<td>18</td>
<td>NW 16 Street &amp; NW 12 Avenue-SouthWest Corner</td>
<td>25°47'25.22&quot;N 80°12'54.94&quot;W</td>
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<tr>
<td>19</td>
<td>NW 16 Street &amp; NW 12 Avenue-Southeast Corner</td>
<td>25°47'25.46&quot;N 80°12'53.16&quot;W</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>NW 12 Avenue &amp; Entrance Jackson Hospital North of NW 16 St-North Corner (Looking North)</td>
<td>25°47'30.61&quot;N 80°12'53.61&quot;W</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>NW 19 Street &amp; Front of North Parking Garage</td>
<td>25°47'35.36&quot;N 80°12'46.34&quot;W</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>NW 10 Avenue &amp; NW 19 Street-South Corner (Looking North)</td>
<td>25°47'36.65&quot;N 80°12'39.39&quot;W</td>
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</tr>
<tr>
<td>23</td>
<td>NW 9 Avenue &amp; NW 17 Street-Northwest Corner (Looking East)</td>
<td>25°47'29.50&quot;N 80°12'37.04&quot;W</td>
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</tr>
<tr>
<td>24</td>
<td>NW 9 Avenue &amp; NW 18 Street-Southwest Corner (Looking West)</td>
<td>25°47'32.08&quot;N 80°12'37.01&quot;W</td>
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<tr>
<td>25</td>
<td>NW 9 Avenue &amp; NW 18 Street-Northwest Corner (Looking West)</td>
<td>25°47'32.95&quot;N 80°12'37.10&quot;W</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>NW 9 Avenue &amp; NW 18 Street-Northeast Corner (Looking North)</td>
<td>25°47'32.91&quot;N 80°12'36.09&quot;W</td>
<td></td>
</tr>
<tr>
<td>27</td>
<td>NW 8 Avenue &amp; NW 17 Street-Northeast Corner (Looking North)</td>
<td>25°47'32.67&quot;N 80°12'31.86&quot;W</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>NW 8 Avenue &amp; NW 18 Street-Northeast Corner (Looking East)</td>
<td>25°47'32.67&quot;N 80°12'31.86&quot;W</td>
<td></td>
</tr>
<tr>
<td>29</td>
<td>NW 8 Ave &amp; NW 19 Street-Northwest Corner (Looking North)</td>
<td>25°47'38.40&quot;N 80°12'32.68&quot;W</td>
<td></td>
</tr>
</tbody>
</table>

* Includes two panels
1200-1299 NW 12 AVE

Font Style: Arial Rounded
Font Size: 63 pt Bold / Underline
Software: Adobe Illustrator

Jackson Medical Towers 1501

Font Style: Arial
Font Size: 47 pt
Software: Adobe Illustrator
Appendix D

Stakeholder Comments and Responses
GENERAL COMMENTS

GC-1

It is UM’s understanding that the purpose of this study was to determine sign locations and messages for a comprehensive Health District wayfinding program. Throughout the report, there are many text and pictorial references to the design of the local roadway and pedestrian signs. Since design was not the intent of this study, UM neither agrees or disagrees with the specific design references throughout the report. The University believes that design of these signs requires further study prior to any implementations. UM specifically notes that the existing pedestrian signs referenced in figures 9.7 & 9.8 will soon be replaced with newly redesigned signs, and suggests that this old design should not be considered the standard for any future pedestrian signs.

The report presents preliminary design of vehicle and pedestrian guidance signs according to the scope of the project. The list of building names for vehicle signs was agreed in the first stakeholders meeting. The building names and addresses were collected in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/ lots to the specific building destination. New changes of building names are not out of the scope of this study. The pedestrian sign design criteria was developed in consistency with the structures of existing orientation pedestrian signs in the Health District, and presented without objections or concerns in the second stakeholders meeting. No mention of replacement of the orientation signs was heard at this meeting.

Not action was taken.

GC-2

A large number of the proposed vehicular signs are located within the jurisdiction of the MDX and FDOT. Many recommendations in this study suggest replacing, adding or removing MDX/FDOT signage. Since this is a very critical aspect of this proposal, UM would like to know if MDX and the local FDOT district office have reviewed this study; if they are in agreement with it; or if they have any comments to the proposed additions, subtractions and modifications. A summary of MDX and FDOT’s review and comments should be included in this report.

FDOT and MDX were part of the study advisory committee. Comments were incorporated in the report. Final Report will be submitted to them for additional considerations, final design and further implementation depending on funding availability.

Not action was taken.

GC-3

UM has concern about including addresses on pedestrian directional signs. Both UM and Jackson use building names to direct visitors to their facilities, and Jackson uses a single address for all facilities. UM suggests that all pedestrian signs should only include building/facility names and arrows.

FDOT has agreed to include building/facility names and arrows in Pedestrian Signs was agreed in the first stakeholders meeting. Building names and addresses are shown in signs as requested previously by stakeholders, since visitors are given building addresses when they call for directions.

Not action was taken.

GC-4

The University wants to clarify the UM destinations that should be included and the exact names that should be used on the vehicular sign program. The pedestrian sign program should use full names of these facilities, and not the abbreviated versions shown below. Vehicular names and destinations are:

- (a) and (b) are existing field names and shown in proposed vehicular signs on local roads. (c) has not been requested during the development of the study, and was not included in the original list of major buildings. The use of abbreviated names is necessary due to the restriction of panel sizes (Maximum 6 feet width for vehicular signs on local roads, as indicated in the Report).
- (d) thru (k): This is the first time that the letters UM are requested to be added to the building names. The building names listed in the study report were already discussed and approved during the MPO meetings. (l) and (m) (new building destinations) were not requested to be included as major destinations during the development of the study.

(continued)

Parking Garages:

- (l) UM Hospital Parking
- (m) Dominiion Parking Garage
- (n) UM 14th Street Garage (Not Wellness Center)
- (o) UM 15th Street Garage (Currently not included in study, but should be.)

Signage Program for the Miami Health District
<table>
<thead>
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<tbody>
<tr>
<td>SC-1c</td>
<td>Correct names for the UM parking facilities are (3) “UM Hospital Parking” (4) “UM 14th Street Garage” (5) “Dominion Parking Garage” (11) “UM 15th Street Garage” (currently not included on list)</td>
<td>(3), (4), (5). These are new name buildings different from the names found in site. (11) is a private Parking Garage (See response to General Comments GC-4.3). Not action was taken</td>
<td>No action was taken</td>
</tr>
<tr>
<td>SC-2</td>
<td>Sheet 7 (On page 10 of PDF), Traffic Flows. This diagram should include “UM 15th Street Garage”</td>
<td>See response to GC-4.3</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-3</td>
<td>Sheet 11 (On page 14 of PDF), Sign 24. The message on this sign is a repeat of Sign 29. UM suggests that the message on Sign 24 should read “UM Medical School” and “UM Hospital” keeping the same arrow shown</td>
<td>UM Medical School name was not provided during the development of the study and indicates a complex of buildings not a single building. However, Sign 24 will be modified to other two different building names. Sign 24 has been modified to read “UM Hospital” and “UM Emergency”.</td>
<td>Sign 24 has been modified to read “UM Hospital” and “UM Emergency”.</td>
</tr>
<tr>
<td>SC-4</td>
<td>Sheet 18 (On page 21 of PDF), Figure 8.2: UM has a number of comments to these signs:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC-4a</td>
<td>Signs 14 &amp; 16. UM does not support the use of the “UM/Jackson HS” message on any signs. Specifically on these two signs, UM requests removing this message and replacing it with “UM Hospital”.</td>
<td>See response to Specific Comments SC-4a However, “Bantle Rehab Ctr” (sign located too far from this building) will be replaced with “UM Sylvester Cancer” as requested.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-4b</td>
<td>Sign 24. On this sign UM requests removing “UM/Jackson HS” message and replacing it with “UM Sylvester Cancer” since this message is currently (but should be) included on any of the NB signs along 12th Avenue.</td>
<td>See response to Specific Comments SC-4a However, “Bantle Rehab Ctr” (sign located too far from this building) will be replaced with “UM Sylvester Cancer” as requested.</td>
<td>“Bantle Rehab Ctr” has been replaced with “UM Sylvester Cancer”</td>
</tr>
<tr>
<td>SC-4c</td>
<td>Sign 26. On this sign UM requests removing “UM/Jackson HS” message and replacing it with “UM Sylvester Cancer” since there are currently no signs proposed (but should be) along this message along 14th street.</td>
<td>See response to General Comments GC-4.2. However, “Bantle Rehab Ctr” message will be replaced by “UM Sylvester Cancer”.</td>
<td>“Bantle Rehab Ctr” has been replaced with “UM Sylvester Cancer”</td>
</tr>
<tr>
<td>SC-4d</td>
<td>Signs 29,44,45,48. On these signs UM requests removing “UM/Jackson HS” message and replacing it with an alternate message.</td>
<td>See response to Specific Comments SC-4a.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-4e</td>
<td>Sign 61. There are no proposed signs along NW 20th Street or NW 9th Avenue directing visitors to the “UM Sylvester Cancer” since this message is currently (but should be) included on any of the NB signs along 12th Avenue. Adding a fourth message on proposed signs (already including three main destinations each) is restricted by the MUTCD manual. However, Sign 61 will be modified for “UM Diabetes Ranch Inst” as suggested.</td>
<td>Sign 61 has been modified. Courthouse was replaced with “UM Diabetes Ranch Inst” as suggested</td>
<td>Sign 61 has been modified. Courthouse was replaced with “UM Diabetes Ranch Inst” as suggested</td>
</tr>
<tr>
<td>SC-5f</td>
<td>“UM Bascom Palmer” is a destination that has a high number of visitors. UM is concerned that the proposed plan does not include any directions to the facility from NW 20th Street, or from NW 14th Street. UM suggests that there should be signs along NW 20th Street in the vicinity of the intersections with NW 9th Avenue that direct visitors to the facility. UM also suggest that on Sign 61, the message “Courthouse” should be replaced with “UM Diabetes Ranch Inst.”</td>
<td>Comments will be implemented.</td>
<td>Comments will be implemented.</td>
</tr>
<tr>
<td>SC-4g</td>
<td>UM suggests an additional sign directing visitors to the UM Life Science” facility NB on NW 7th Avenue. Sign should be located just north of Sign 70 before the intersection of NW 14th Street. Sign should have a straight ahead arrow and messages “UM Life Science” and “Camillus House”.</td>
<td>New sign with straight ahead arrow (Sign 86) has been added close to the intersection of NW 14th Street, reading “UM Life Sci &amp; Tech” and “Camillus House”, as requested.</td>
<td>New sign with straight ahead arrow (Sign 86) has been added close to the intersection of NW 14th Street, reading “UM Life Sci &amp; Tech” and “Camillus House”, as requested.</td>
</tr>
<tr>
<td>SC-4h</td>
<td>UM Clinical Ranch” and “UM Professional Arts” are two destinations that are not included in the proposed sign program. Both of these facilities have a high visitation rate and should be included on local directional signs. There should be signs along NW 14th Street, NW 9th Avenue, and NW 12th Avenue that direct visitors to these facilities.</td>
<td>See response to GC-4.2</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-5</td>
<td>Sheet 22,9.2 Pedestrian Signs. Sixth bullet point. UM believes that the size of sign panels and building names on pedestrian signs are not regulated by MUTCD Section 2K.04.</td>
<td>Comments will be implemented.</td>
<td>The sixth bullet point refers to a different type of sign (Tourists’ signs). The statement has been removed from the report in section General Criteria for Pedestrian Signs.</td>
</tr>
</tbody>
</table>
### RESPONSES TO JACKSON MEMORIAL HOSPITAL STAFF COMMENTS ON FINAL DRAFT REPORT

<table>
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<tr>
<td>GC-1</td>
<td>A number of buildings are labeled incorrectly, inconsistently with our standards or in a way that’s useful if one is already on campus but not if you’re driving to campus, because they are used in different ways throughout the report, these are general changes that need to be made from the master map (which is on page 6 of the PDF).</td>
<td>The report presents preliminary design of vehicle and pedestrian guidance signs according to the scope of the project. The list of building names for vehicle signs was agreed in the first stakeholders meeting. The building names and addresses were collected in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/ lots to the specific building destination. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-1</td>
<td>Highland Professional Building is being renamed the Miami Transplant Institute Building.</td>
<td>The building name “Highland Professional Building” was found in field (See picture #1 dated on April 24, 2012). New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-2</td>
<td>There are five blue labels on/around the SW corner of NW 17th street and NW 18th avenue. They should all be consolidated to “Jackson Behavioral Health Hospital.” The other ones are either repetitive, outdated, or not used by the general public.</td>
<td>The five building names were collected in field (See pictures 2.a. thru 2.d.). New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-3</td>
<td>The Sickle Cell Center should probably be eliminated.</td>
<td>The elimination of this name may be possible.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-4</td>
<td>Should probably remove the Jackson Plaza Rehabilitation and Nursing Center, to avoid confusion with the Rehab Hospital.</td>
<td>Those building names were found in field. (See pictures 3.a. and 3.b. dated June 28, 2012 and April 20, 2012 respectively). New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-5</td>
<td>“Emergency Care Center” should be renamed “Jackson Memorial Emergency Rooms”.</td>
<td>The building name was found in field (See picture #4 dated June 28, 2012). New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-6</td>
<td>Instead of using “West Wing,” “South Wing,” “North Wing” and “Central Building,” probably should just label “Jackson Memorial Hospital” for that whole building. We would prefer to keep the Diagnostic and Treatment Center label.</td>
<td>Those building names were found in field (See picture #5.a. &amp; 5.b dated June 28, 2012). New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-7</td>
<td>The Rehab Hospital should simply be labeled “Jackson Rehabilitation Hospital.”</td>
<td>The use of abbreviated building names is necessary due to the restriction of panel sizes (Maximum 6 feet wide for vehicular signs on local roads, as indicated in the report).</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-8</td>
<td>On page 8 of PDF (which is page 5 of the report), para 6.4, needs to change “Jackson Mental Health” to “Jackson Behavioral Health” and “Jackson Memorial Health System” to “Jackson Memorial Hospital.”</td>
<td>The list of building names was agreed in the first stakeholders meetings. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-9</td>
<td>On page 12, the map shouldn’t suggest parking in our red garage for North Wing North Wing should be serviced by blue garage. Likewise, we’re trying to encourage West and South Wing patients/visitors to use blue garage rather than green.</td>
<td>Comment for North Wing will be implemented. Currently, there is no direct access through local streets from West and South Wings to the blue garage. There is neither an evidence of an existing internal connection thorough the building complex. The connection Link to North Wing for Red garage was removed in Figure 4. Connection from West and South wings to red garage will remain.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-10</td>
<td>On page 14, We “believe” sign #23 is positioned too far west to really point to the ER and Ryder… if we’re reading the map correctly, that’s a sign for the 12th Avenue exit, not 14th Street. If we’re correct, that sign should be labeled “Health and Judicial Districts.”</td>
<td>Health and Judicial Districts is provided on Overhead Sign #25. Sign #23 is located on the off-ramp using main building names and consistent with “sign by others” (already approved by MDX) located on off-ramp to NW 14th St.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-11</td>
<td>On page 21: Sign 10 and Sign 11 and Sign 13 should have “Jackson Memorial Hospital” instead of “Ryder Trauma Center.” It’s pretty far from Ryder but on route to the main entrance to Jackson.</td>
<td>The building destination is far but on route. The list of building names was agreed in the first stakeholders meetings. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-12</td>
<td>On page 21: Sign 16 can remove “Bantle Rehab Ctr,” which refers to Jackson Rehab Hospital, which is covered by the existing “UM/Jackson” text.</td>
<td>Bantle Rehab. Ctr was listed as major building destinations. The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-13</td>
<td>On page 21: Sign 17 should say: “JMH Main Entrance / Ryder Trauma Ctr / Holtz Children’s”</td>
<td>This location is assigned to Gateway sign for the entrance to Judicial District.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-14</td>
<td>On page 21: Sign 23 and Sign 28 should probably include Ryder Each vehicular sign has already three text lines. The MUTCD restricts text to a maximum of three lines on vehicular signs.</td>
<td>Not action was taken</td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Comments</td>
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<td>Action</td>
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<tr>
<td>SC-15</td>
<td>On page 21: Sign 24 and Sign 26 and Sign 29 can remove “Battle Rehab Ctr.”</td>
<td>Battle Rehab. Ctr was listed as major building destination. The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-16</td>
<td>On page 21: Sign 33 and Sign 35 and Sign 39 and Sign 40 and Sign 41 should change “Battle Rehab Ctr” to “Jackson Rehab Hospital” (Or “Jackson Rehab Hos.” if space is limited.)</td>
<td>Each vehicular sign has already three text lines. The MUTCD restricts text to a maximum of three lines on vehicular signs.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-17</td>
<td>On page 21: Sign 34 and Sign 37 and Sign 42 should say: “JMH Main Entrance / Ryder Trauma Ctr / Holtz Children’s”</td>
<td>Each vehicular sign has already three text lines. The MUTCD restricts text to a maximum of three lines on vehicular signs.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-18</td>
<td>On page 21: Sign 51 should add “Holtz Children’s”</td>
<td>The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study. The MUTCD restricts text to a maximum of three lines on vehicular signs.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-19</td>
<td>On page 21: Sign 55 should change “Jackson Mental H” to “Jackson Behavioral” and add “Holtz Children’s” and “Ryder Trauma Ctr”</td>
<td>The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study. The MUTCD restricts text to a maximum of three lines on vehicular signs.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-20</td>
<td>On page 21: Sign 57 should say: “JMH Main Entrance / MDC Med Campus Transplant Inst”</td>
<td>The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-21</td>
<td>On page 21: Sign 59 should add “JMH Main Entrance” and “Transplant Inst” and possibly eliminate “AIDS Research Ctr”</td>
<td>The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-22</td>
<td>On page 21: Sign 60 should eliminate “Jackson Mental H” and add “Holtz Children’s”</td>
<td>Comment will be implemented.</td>
<td>Jackson Mental H was removed and replaced with Holtz Children’s</td>
</tr>
<tr>
<td>SC-23</td>
<td>On page 21: Sign 62 should add “Holtz Children’s”</td>
<td>The space is limited to place additional destination. Since the MUTCD restricts text to a maximum of three lines on vehicular signs; if the new name were added one of the proposed destination should be removed and replaced with this new destination. However Ryder Trauma will be replaced by Holtz Children’s since Ryder Trauma is located adjacent on the road and reached visually by drivers.</td>
<td>Ryder Trauma was removed and replaced with Holtz Children's</td>
</tr>
<tr>
<td>SC-24</td>
<td>On page 21: Sign 63 and sign 64 and Sign 66 and Sign 74 and Sign 76 and Sign 77 and Sign 80 should change “JMH Emergency” to “Jackson Hospitals” since the main entrance is also accessible that way via 19th Street.</td>
<td>The list of building names was agreed in the first stakeholders meeting. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-25</td>
<td>On page 21: Signage needs to be added approaching the intersection of NW 9th Ave and NW 19th Street, with signs on NW 9th Avenue pointing west onto 19th Street indicating the Blue Parking Garage and “JMH Main Entrance”</td>
<td>Additional new signs to be requested are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
</tbody>
</table>

**COMMENTS FOR PEDESTRIAN SIGNS**

- The pedestrian signs that start on Page 26 have a major problem in that all of the Jackson buildings are known as 1611 NW 12th Avenue. Suggestions are:
  - On page 28
    - § Sign 10: Combine the last three bullets on the 1400-1699 section as “Jackson Memorial Hospital”
    - § Sign 11 and Sign 12: Combine the three bullets on the 1600-1699 section as “Jackson Memorial Hospital Memorial Hospital”
    - § Sign 14: Combine the last three bullets on the 1500-1699 section as “Jackson Memorial Hospital”
  - On page 30
    - § Sign 18: Change first bullet of 1600-199 section to “Jackson Memorial Hospital” eliminate the last two bullets in the 1500-1699 section, and eliminate the 1000-1199 section entirely.
- The building names and addresses were collected in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/lots to the specific building destination. Not action was taken
- The use of addresses, facilities and arrows in Pedestrian Signs was agreed in the first stakeholders meeting. Building names and numbers read in the sign were found in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/lots to the specific building destination. Not action was taken
### RESPONSES TO JACKSON MEMORIAL HOSPITAL STAFF COMMENTS ON FINAL DRAFT REPORT (Continued)

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<tr>
<td>SC-28</td>
<td>On page 30 § Sign 19, South Face: Add “Jackson Memorial Hospital,” “Holtz Children’s Hospital” and “ACC Clinics” to 1600-1699 section. Eliminate the 1100-1199 and 1000-1199 sections entirely.</td>
<td>Comment will be implemented.</td>
<td>Only destination names under 1100-1199 NW 12 Ave has been moved under 1600-1699 NW 12 Ave and the address be changed to 1611. Destination names under 1100 to 1199 NW 16 Street will remain.</td>
</tr>
<tr>
<td>SC-29</td>
<td>On page 30 § Sign 19: East Face: Eliminate the 1600-1699 section entirely.</td>
<td>Comment will be implemented.</td>
<td>The 1600-1699 block was removed entirely</td>
</tr>
<tr>
<td>SC-30</td>
<td>On page 30 § Sign 20: Eliminate the 1600-1699 section entirely and change “Diagnostic Treatment Center” to “Jackson Memorial Main Entrance”.</td>
<td>Building names and addresses read in the sign were found in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/lots to the specific building destination.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-31</td>
<td>On page 30 § Sign 21 is a big problem… pointing anyone straight ahead at that exact location will route them to an employee-only entrance unless there’s another sight on the other end of the pedestrian bridge. Pointing them to the right (west) for the ER and Ryder is just incorrect.</td>
<td>Comment will be implemented.</td>
<td>The arrow of 1800-1899 NW 10 Avenue block was modified to point out to the left direction (East).</td>
</tr>
<tr>
<td>SC-32</td>
<td>On page 31 § Sign 23: Eliminate “Jackson Memorial Emergency:” Change “Crisis Mental Health Hospital Center” to “Jackson Behavioral Health Hospital.” Needs something pointing north to “Miami Transplant Institute.” § Sign 24: Change “Crisis Mental Hospital Center” to “Jackson Behavioral Health Hospital.”</td>
<td>Building names and addresses read in the sign were found in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/lots to the specific building destination. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-33</td>
<td>On page 31 § Sign 25: Eliminate “Park Plaza East,” as the sign is in front of it.</td>
<td>Comment will be implemented.</td>
<td>“Park Plaza East” was removed</td>
</tr>
<tr>
<td>SC-34</td>
<td>On page 31 § Sign 26: Eliminate “Jackson Plaza Rehab &amp; Nursing Center.” Add “Miami Transplant Institute.” § Sign 27: Add “Ryder Trauma Center” and “Jackson Memorial Emergency” to west-pointing arrow. Eliminate “Crisis Mental Health Hospital Center.” Replace “Francis Fields Gordon Building” with “Jackson Behavioral Health Hospital.” Eliminate “Jackson Plaza Rehab and Nursing Center.” § Sign 28: Remove “Jackson Plaza Rehab and Nursing Center” and “Crisis Mental Health Hospital Center.” Change “Francis Field Gordon Building” to “Jackson Behavioral Health Hospital.”</td>
<td>Building names and addresses read in the sign were found in the field and applied based on the methodology used for developing pedestrian signs to guide pedestrians from garages/lots to the specific building destination. New changes of building names are out of the scope of this study.</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>GC-2</td>
<td>We have an alternative idea to replacing the director maps with directional signs as proposed on page 33. Our new digital signs will accomplish some of what’s proposed in this section without eliminating the maps.</td>
<td>The study is not replacing orientation map signs (director maps). New digital sign system might be discussed in the future as another alternative</td>
<td>Not action was taken</td>
</tr>
<tr>
<td>SC-35</td>
<td>On page 62, we do not agree with the proposed removal of the JHS monument sign on SW corner of NW 12th Avenue and NW 20th Street. This is also pointed out on Page 65.</td>
<td>Comment will be implemented.</td>
<td>Both signs will remain.</td>
</tr>
<tr>
<td>SC-36</td>
<td>Likewise on page 68, we do not agree with the proposed monument sign at NW 9th Avenue by the red garage.</td>
<td>Comment will be implemented</td>
<td>The proposed sign removal refers to NE corner of NW 9 Avenue and NW 17 Street. The sign will remain.</td>
</tr>
</tbody>
</table>