

The logo for the University of Florida, consisting of the letters 'UF' in white on an orange square background.

UF

UF Health Ortho OR Building Addition

**60% Construction Documents
January 2024**

**LVL Committee
Tamera Baughman**

Project Overview



Project Overview



**Project Limits
of Work**



Project Overview

- The project is located at the existing **UF Health Ambulatory Surgery Center off of SW 34th Street and Hull Road.**
- The project proposes a **± 27,000 sf addition to the West end of the building and renovating ±7,000 sf of the existing building** to accommodate better patient/staff/material flows. The addition provides a new drop off zone for near the existing Adult entrance due to proximity of their services.
- The proposed building addition will be placed over the existing parking area and a new parking lot will be added that will increase the total parking by 16 patient spaces and 16 employee spaces. Due to the removal of the existing parking area the stormwater conveyance system will be relocated. The existing stormwater management facility to the north will also require expansion to accommodate the added runoff.

LVL Committee Meeting

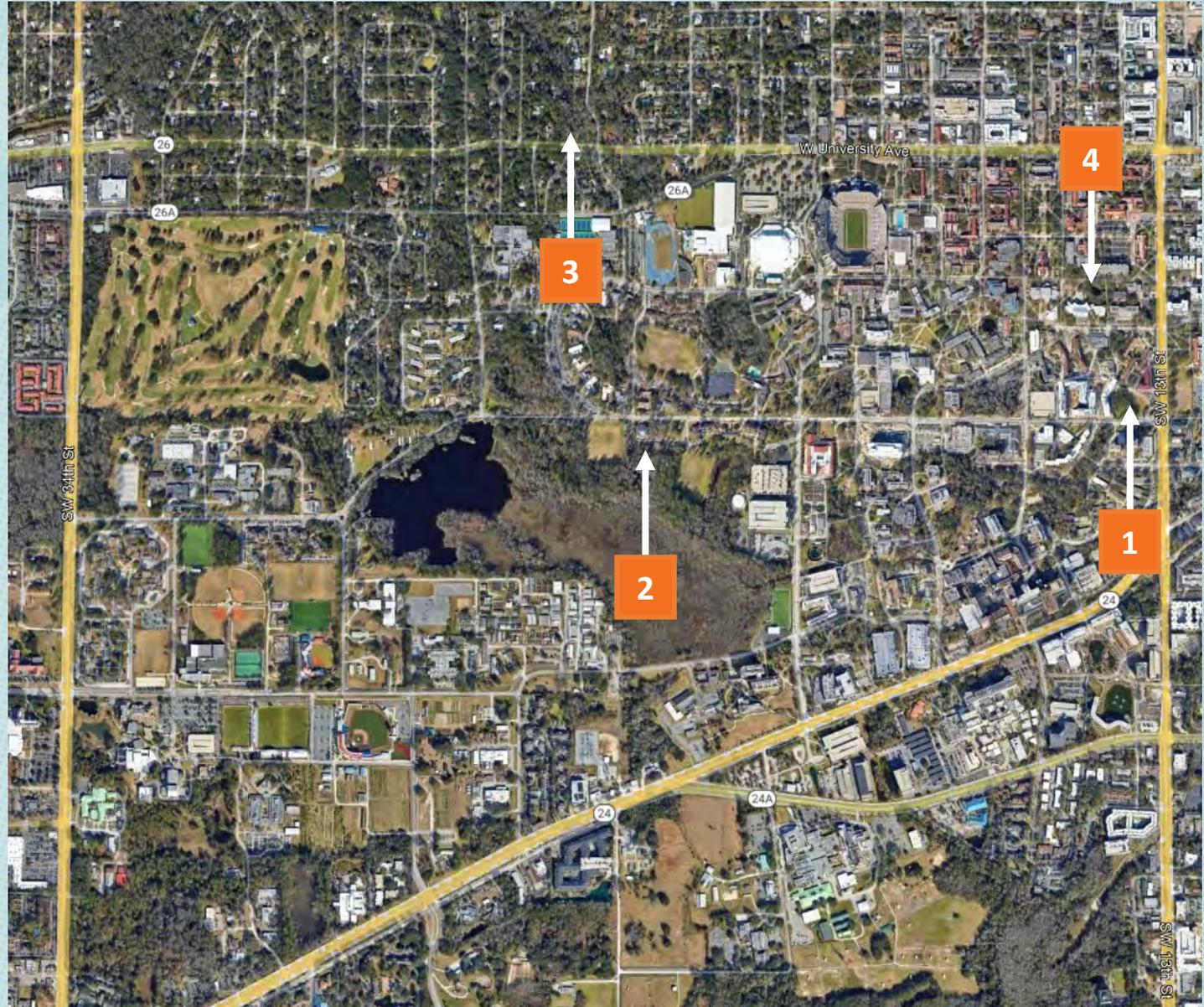
December 2023 Summary

- The project was presented to the LVL committee in December 2023. The committee had concern over the amount of trees to be removed and was tabled until the January 2024 LVL Committee meeting. Items to clarify include providing a parking study to demonstrate the need for additional parking and the design team exploring the possibility of locating some parking/stormwater expansion to the parcel to the east.
- Determined after review by the project team that the parking is needed and cannot be significantly reduced enough to preserve trees.
- Since preserving the trees is not feasible with the project's proposed program requirements, the project team proposes the following:
 - We have proposed a total of 78 total 30-gallon trees as on-site mitigation.
 - Additionally, we have provided 44 Longleaf Pine and 136 Bald Cypress in 3-Gallon size within the basin to reforest the area north of the employee parking and within the stormwater basin.
 - The Planning team, Office of Sustainability, and Facilities Services have collaborated to identify the following four recommended sites to improve with the mitigation funding generated:
 1. Yulee Park
 2. Lake Alice Area behind Alpha Gamma Rho
 3. University Park Arboretum
 4. Gator Pond

LVL Committee Meeting

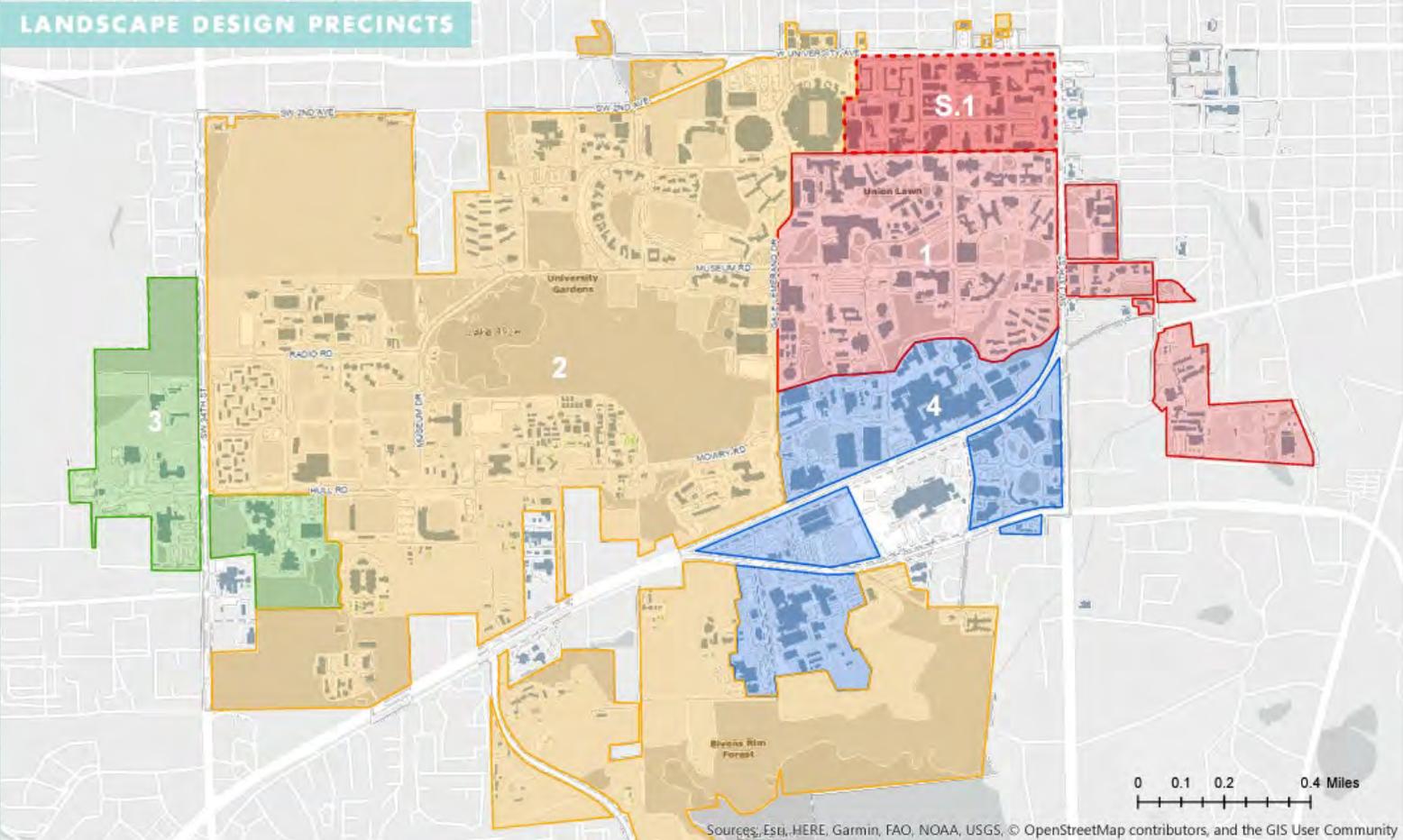
December 2023 Summary

- 1** Yulee Park
- 2** Lake Alice Area
behind Alpha Gamma Rho
- 3** University Park Arboretum
- 4** Gator Pond



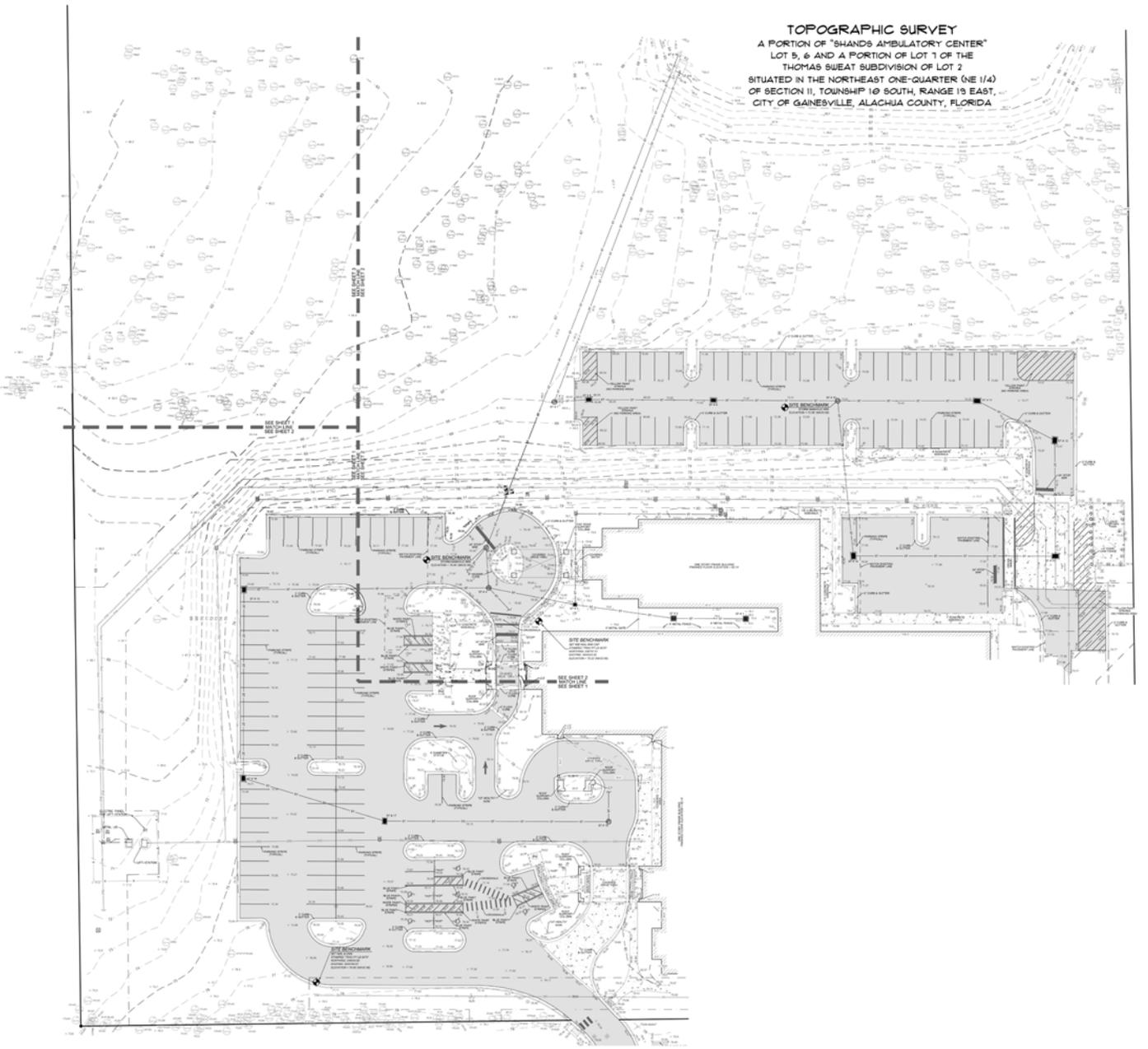
Landscape Master Plan

- The project is located within the Precinct 3 (Cultural) of the Landscape Master Plan.



Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Existing Conditions



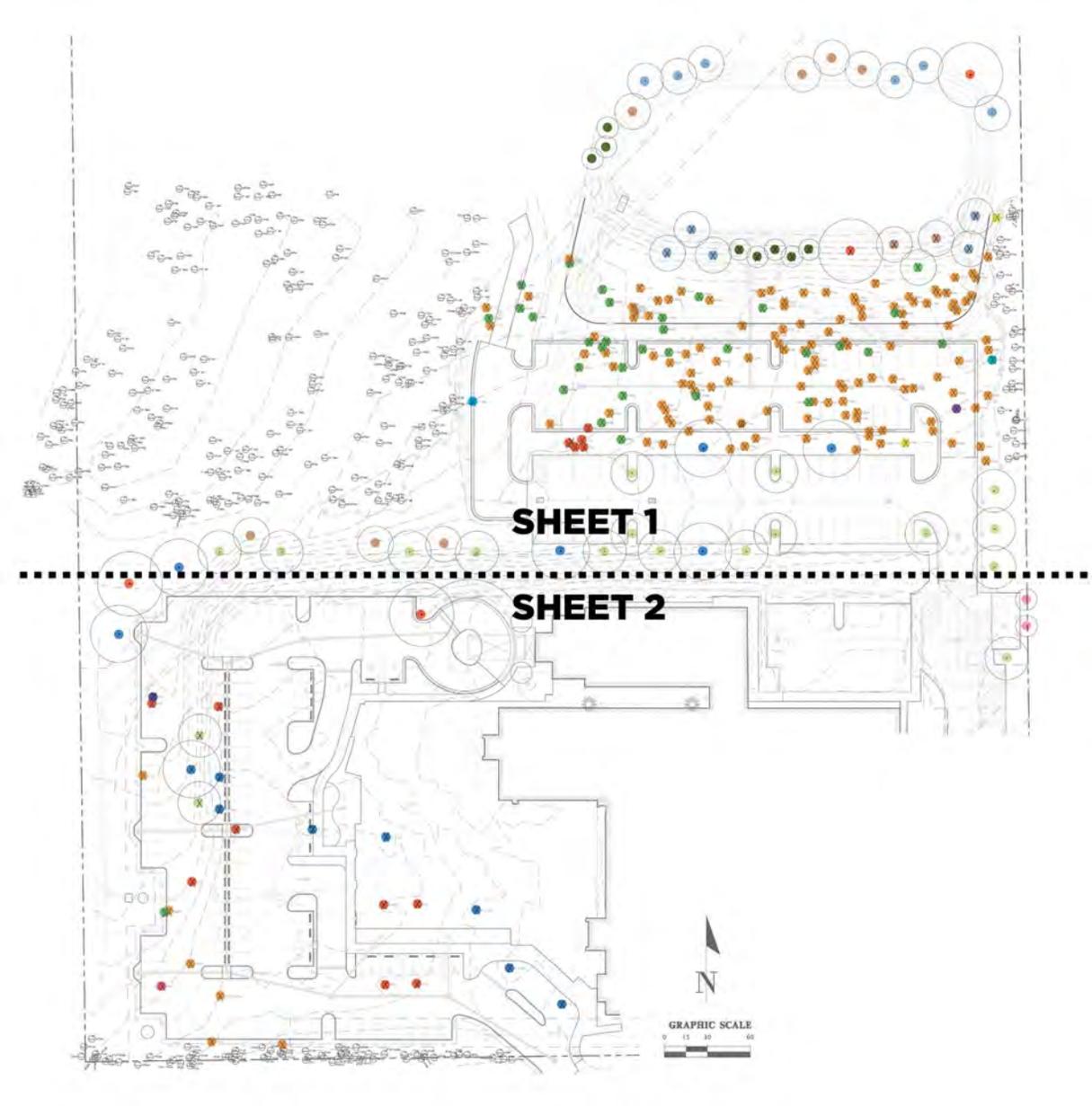
Existing Conditions



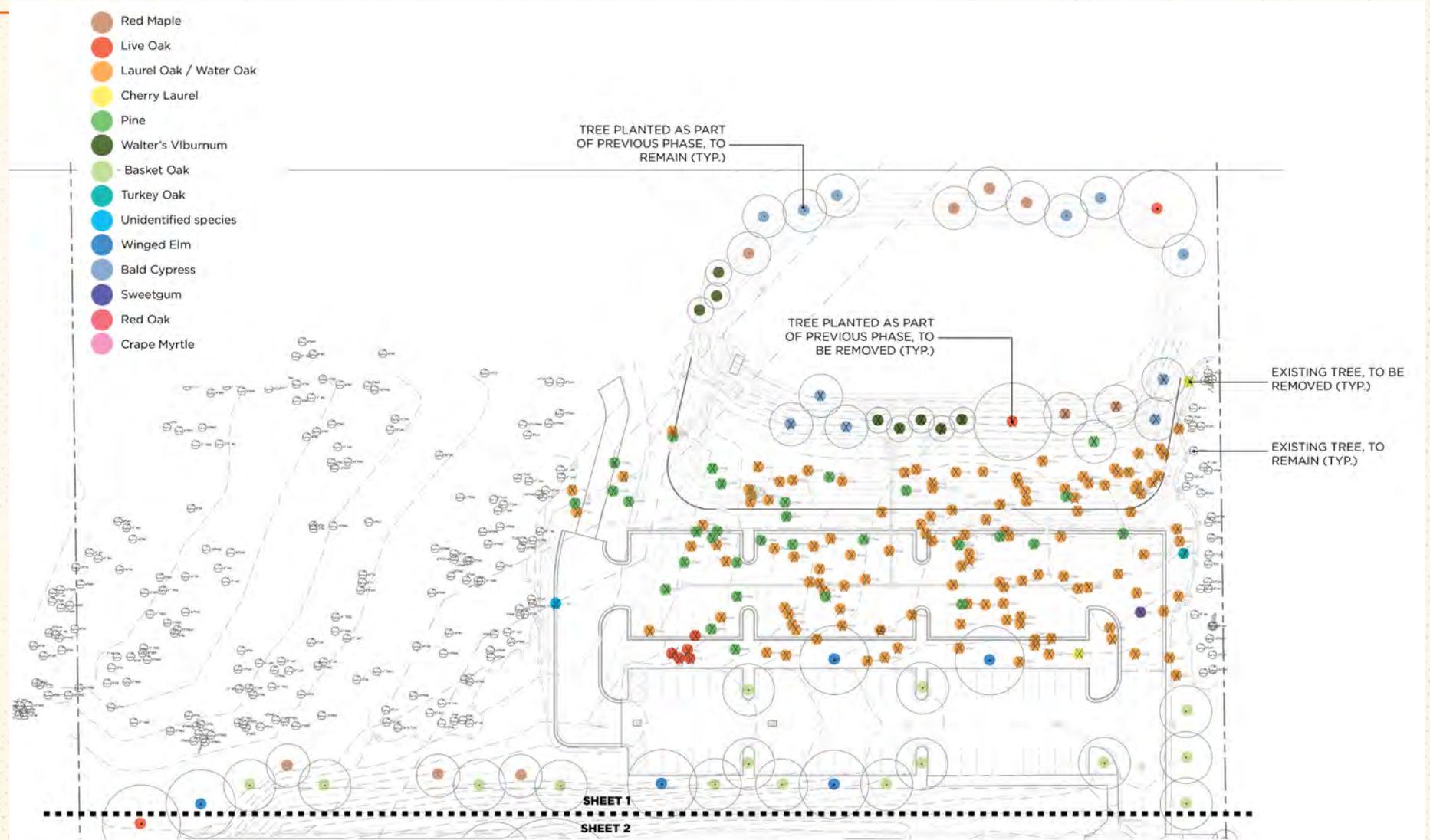
Site Plan



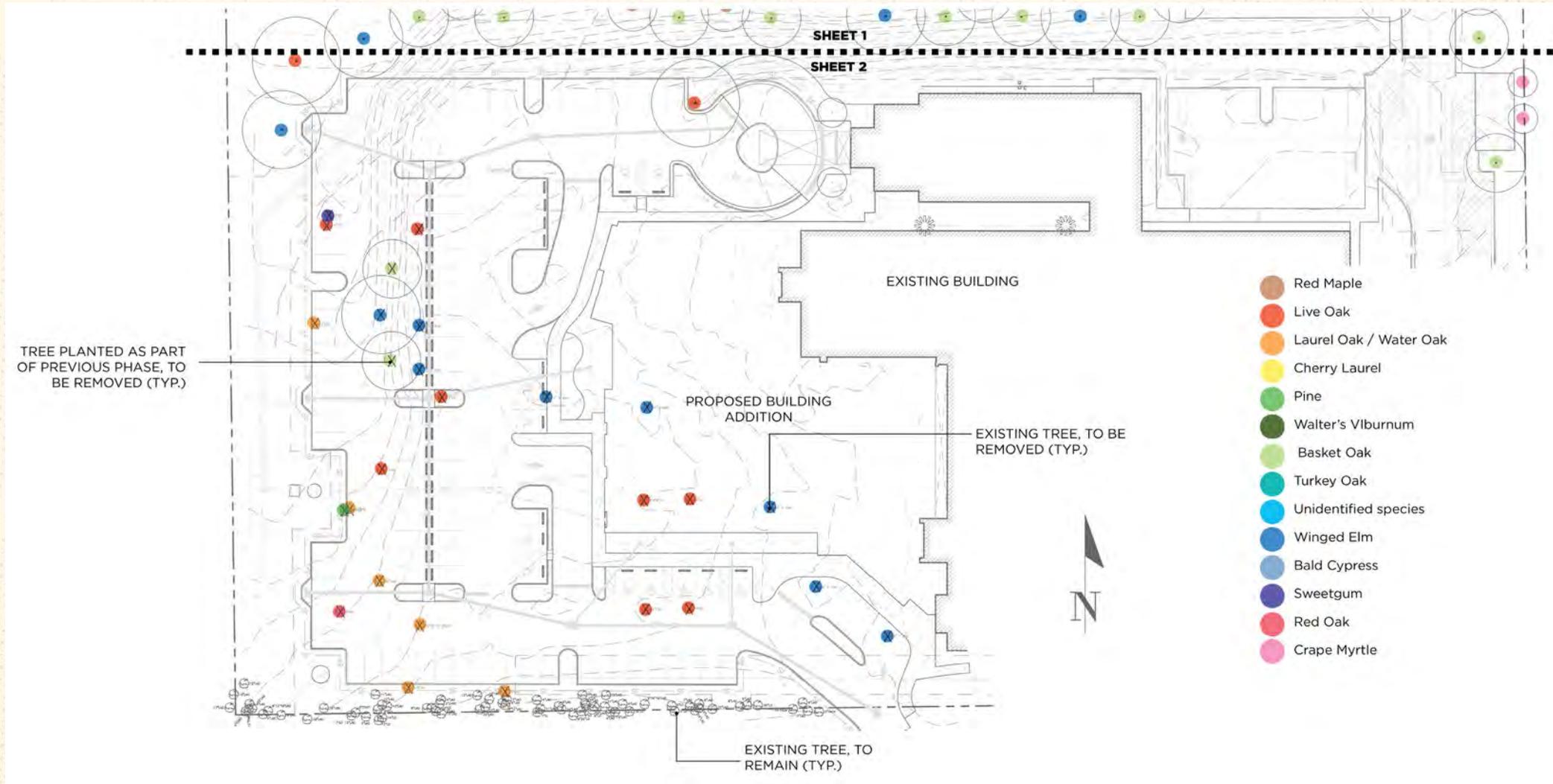
Tree Impact Summary



Tree Impact Summary



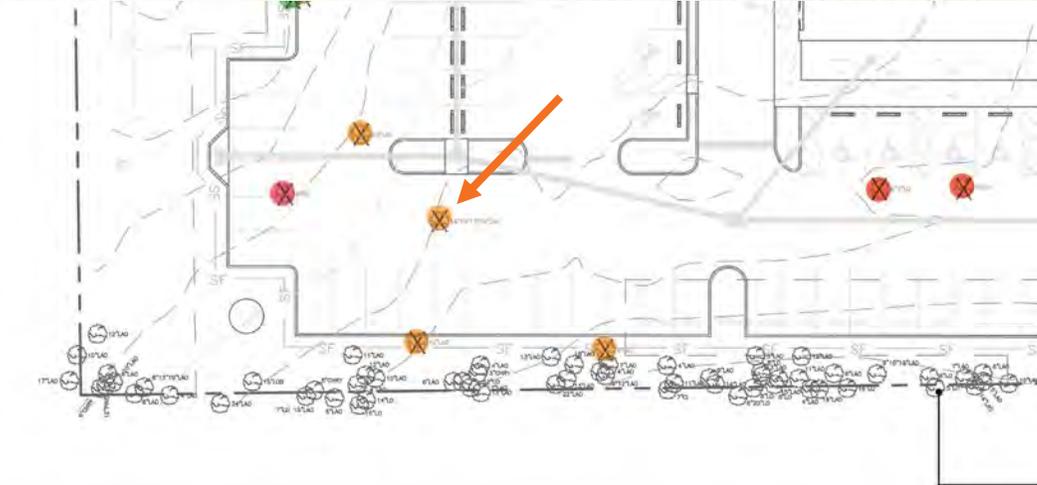
Tree Impact Summary



Tree Impact Summary



Request to eliminate mitigation for multi-trunk Laurel Oak in poor condition



Tree Impact Summary



Tree Impact Summary



Tree Impact Summary



Tree Impact Summary



Tree Impact Summary

Regulated Trees (2:1 Replacement)

| <u>Species</u> | <u>Total trees removed</u> | <u>Mitigation Required</u> |
|----------------------------------|----------------------------|----------------------------|
| Live Oak | 13 | 26 trees |
| Laurel Oak | 123 | 246 trees |
| Water Oak | 2 | 4 trees |
| Cherry Laurel | 1 | 2 trees |
| Pine | 32 | 64 trees |
| Turkey Oak | 1 | 2 trees |
| Winged Elm | 3 | 6 trees |
| Sweetgum | 2 | 4 trees |
| Red Oak | 1 | 2 trees |
| Drake Elm | 4 | 8 trees |
| Total Required Mitigation | | 364 trees |

Existing trees planted as mitigation as part of a previous phase to be removed (1:1 Replacement)

| <u>Species</u> | <u>Total trees removed</u> | <u>Mitigation Required</u> |
|----------------------------------|----------------------------|----------------------------|
| Red Maple | 2 | 2 trees |
| Live Oak | 1 | 1 trees |
| Pine | 1 | 1 trees |
| Walter's Viburnum | 5 | 5 trees |
| Basket Oak | 2 | 2 trees |
| Winged Elm | 1 | 1 trees |
| Bald Cypress | 5 | 5 trees |
| Total Required Mitigation | | 17 trees |

Heritage Trees

| <u>Species</u> | <u>Total trees removed</u> | <u>Mitigation Required</u> |
|----------------|----------------------------|----------------------------|
| 30" Laurel Oak | 1 | 3 trees |

| | |
|----------------------------------------|------------------|
| Grand Total Required Mitigation | 384 trees |
|----------------------------------------|------------------|

Tree Impact Summary

Regulated trees to be removed (2:1 Replacement)

182 trees

Existing trees planted as mitigation as part of a previous phase to be removed (1:1 Replacement)

17 Trees

Heritage trees to be removed

30" Laurel Oak (3 Trees required)

Mitigation required

384 Trees

Mitigation provided

123 Trees

[Note: 3 gallon trees are counted at a rate of 4:1. (4) 3 gallon trees = 1 mitigation tree provided]

Total mitigation deficit

261 trees @ \$250 each = \$65,250 Mitigation Fee

Sustainability and Site Impact Analysis

- The project will pursue no sustainability certifications.
- Due to the removal of the existing parking area, the stormwater conveyance system, including inlets, will need to be relocated to accommodate the building expansion. Due to the additional impervious area associated with this development, the existing stormwater management facility to the north will need to be expanded to account for the added runoff.
- The existing water and fire service are adequate for the building addition/renovation. Some electric will need to be routed onsite.
- No modifications are anticipated to be required to the existing onsite GRU sewer lift station to accommodate the additional wastewater demand.

Plant Palette

All proposed plant material to be per the UF Landscape Master Plan plant palette.

TREES



Bald Cypress
Taxodium distichum



Red Maple
Acer rubrum



Winged Elm
Ulmus alata



Basket Oak
Quercus chapmanii



Longleaf Pine
Pinus palustris

SHRUBS & GROUNDCOVERS



Mrs. Schiller's Viburnum
Viburnum obovatum 'Mrs. Schiller's Delight'



Oak-leaf Hydrangea
Hydrangea quercifolia



Pink Muhly
Muhlenbergia capillaris



Azalea
Rhododendron spp.



Agapanthus
Agapanthus africanus



Sand Cordgrass
Spartina bakeri



Coontie
Zamia floridana



Sasanqua Camellia
Sasanqua camellia



Holly Fern
Cyrtomium falcatum



Dwarf Yaupon Holly
Ilex vomitoria 'Nana'

Request a motion to approve the project as presented.

Appendix: List of Trees Removed

TREE REMOVED LIST

| SIZE/SPECIES | MITIGATION | SIZE/SPECS | MITIGATION |
|------------------|------------|------------|------------|
| 12" LAO | 2 TREES | 12"7" LAO | 2 TREES |
| 4" LAO | 0 TREES | 19" PINE | 2 TREES |
| 14"10"13"16" LAO | 2 TREES | 12" LAO | 2 TREES |
| 23" LAO | 2 TREES | 12" LAO | 2 TREES |
| 8" RO | 2 TREES | 17" LAO | 2 TREES |
| 13" PI | 2 TREES | 17" LAO | 2 TREES |
| 12" LAO | 2 TREES | 8" LAO | 2 TREES |
| 9" SG | 2 TREES | 5" LAO | 2 TREES |
| 4" TREE | 0 TREES | 10" LAO | 2 TREES |
| 26" LAO | 2 TREES | 11" LAO | 2 TREES |
| 6" LO | 2 TREES | 9" LAO | 2 TREES |
| 6" LO | 2 TREES | 7" LAO | 2 TREES |
| 8" LO | 2 TREES | 12" LAO | 2 TREES |
| 7" LO | 2 TREES | 18" PINE | 2 TREES |
| 7" LO | 2 TREES | 11" LAO | 2 TREES |
| 6" LO | 2 TREES | 9" LAO | 2 TREES |
| 9" PINE | 2 TREES | 15" LAO | 2 TREES |
| 21" LAO | 2 TREES | 6" LAO | 2 TREES |
| 9" PINE | 2 TREES | 16" LAO | 2 TREES |
| 19" LAO | 2 TREES | 15" PINE | 2 TREES |
| 14" LAO | 2 TREES | 12" LAO | 2 TREES |
| 24" PINE | 2 TREES | 15" PINE | 2 TREES |
| 12" PINE | 2 TREES | 7" LAO | 2 TREES |
| 11" PINE | 2 TREES | 15" LAO | 2 TREES |
| 13" PINE | 2 TREES | 13" LAO | 2 TREES |
| 4" LAO | 0 TREES | 11" LAO | 2 TREES |
| 4" LAO | 0 TREES | 11" LAO | 2 TREES |
| 15" PINE | 2 TREES | 9" LAO | 2 TREES |
| 6" LAO | 2 TREES | 9" LAO | 2 TREES |
| 10" PINE | 2 TREES | 10" LAO | 2 TREES |
| 15" PINE | 2 TREES | 10" LAO | 2 TREES |
| 11" PINE | 2 TREES | 5" LAO | 2 TREES |
| 10" LAO | 2 TREES | 9" LAO | 2 TREES |
| 22" PINE | 2 TREES | 13"8" LAO | 2 TREES |
| 11" PINE | 2 TREES | 7" LAO | 2 TREES |
| 12" PINE | 2 TREES | 7" LAO | 2 TREES |
| 10" LAO | 2 TREES | 15" LAO | 2 TREES |
| 11" PINE | 2 TREES | 9" LAO | 2 TREES |
| 11" PINE | 2 TREES | 10" LAO | 2 TREES |
| 11" PINE | 2 TREES | 10" LAO | 2 TREES |
| 6" LAO | 2 TREES | 10" LAO | 2 TREES |
| 16" LAO | 2 TREES | 10" LAO | 2 TREES |

| | | | |
|----------|---------|---------------|---------|
| 6" PINE | 2 TREES | 10" LAO | 2 TREES |
| 11" PINE | 2 TREES | 16" LAO | 2 TREES |
| 14" LAO | 2 TREES | 14" PINE | 2 TREES |
| 3" TREE | 0 TREES | 11" LAO | 2 TREES |
| 8" LAO | 2 TREES | 12" LAO | 2 TREES |
| 8" PINE | 2 TREES | 16" LAO | 2 TREES |
| 6" WO | 2 TREES | 10" LAO | 2 TREES |
| 6" WO | 2 TREES | 15" LAO | 2 TREES |
| 4" WO | 0 TREES | 9" LAO | 2 TREES |
| 10" LAO | 2 TREES | 3" CL | 0 TREES |
| 3" LAO | 0 TREES | 14" LAO | 2 TREES |
| 13" LAO | 2 TREES | 8" LAO | 2 TREES |
| 12" LAO | 2 TREES | 16" LAO | 2 TREES |
| 4" PINE | 0 TREES | 13" LAO | 2 TREES |
| 11" PINE | 2 TREES | 10" LAO | 2 TREES |
| 8" PINE | 2 TREES | 12" LAO | 2 TREES |
| 23" PINE | 2 TREES | 30" LAO | \$1,000 |
| 24" LAO | 2 TREES | 6" SG | 2 TREES |
| 12" PINE | 2 TREES | 18" LAO | 2 TREES |
| 5" LAO | 2 TREES | 20" LAO | 2 TREES |
| 10" PINE | 2 TREES | 18"14"10" LAO | 2 TREES |
| 10" LAO | 2 TREES | 7" PINE | 2 TREES |
| 13" LAO | 2 TREES | 12" LAO | 2 TREES |
| 8" LAO | 2 TREES | 24" LAO | 2 TREES |
| 6" LAO | 2 TREES | 9" LAO | 2 TREES |
| 7" LAO | 2 TREES | 9" LAO | 2 TREES |
| 7" LAO | 2 TREES | 8" LAO | 2 TREES |
| 7" LAO | 2 TREES | 27" PINE | 2 TREES |
| 17" PINE | 2 TREES | 13" LAO | 2 TREES |
| 14" LAO | 2 TREES | 7" LAO | 2 TREES |
| 13" LAO | 2 TREES | 11" LAO | 2 TREES |
| 7" LAO | 2 TREES | 8" LAO | 2 TREES |
| 6" LAO | 2 TREES | 16" LAO | 2 TREES |
| 13" LAO | 2 TREES | 9" LAO | 2 TREES |
| 15" LAO | 2 TREES | 5" LAO | 2 TREES |
| 13" LAO | 2 TREES | 9" LAO | 2 TREES |
| 12" LAO | 2 TREES | 11"8" LAO | 2 TREES |
| 14" LAO | 2 TREES | 6" LAO | 2 TREES |
| 10" LAO | 2 TREES | 4" LAO | 0 TREES |
| 5" LAO | 2 TREES | 8" LAO | 2 TREES |
| 11" LAO | 2 TREES | 14" LAO | 2 TREES |
| 15" LAO | 2 TREES | 26" LAO | 2 TREES |
| 7" LAO | 2 TREES | 7" LAO | 2 TREES |
| 7" LAO | 2 TREES | 18" LAO | 2 TREES |
| 19" LAO | 2 TREES | 16" LAO | 2 TREES |
| 15" LAO | 2 TREES | 8" LAO | 2 TREES |
| 11" PINE | 2 TREES | 10" TO | 2 TREES |
| 13" LAO | 2 TREES | 9" CL | 2 TREES |
| 5" LAO | 2 TREES | | |



MP08578 BUCKMAN DRIVE & FLETCHER DRIVE

ONE WAY PAIRS STUDY & DESIGN

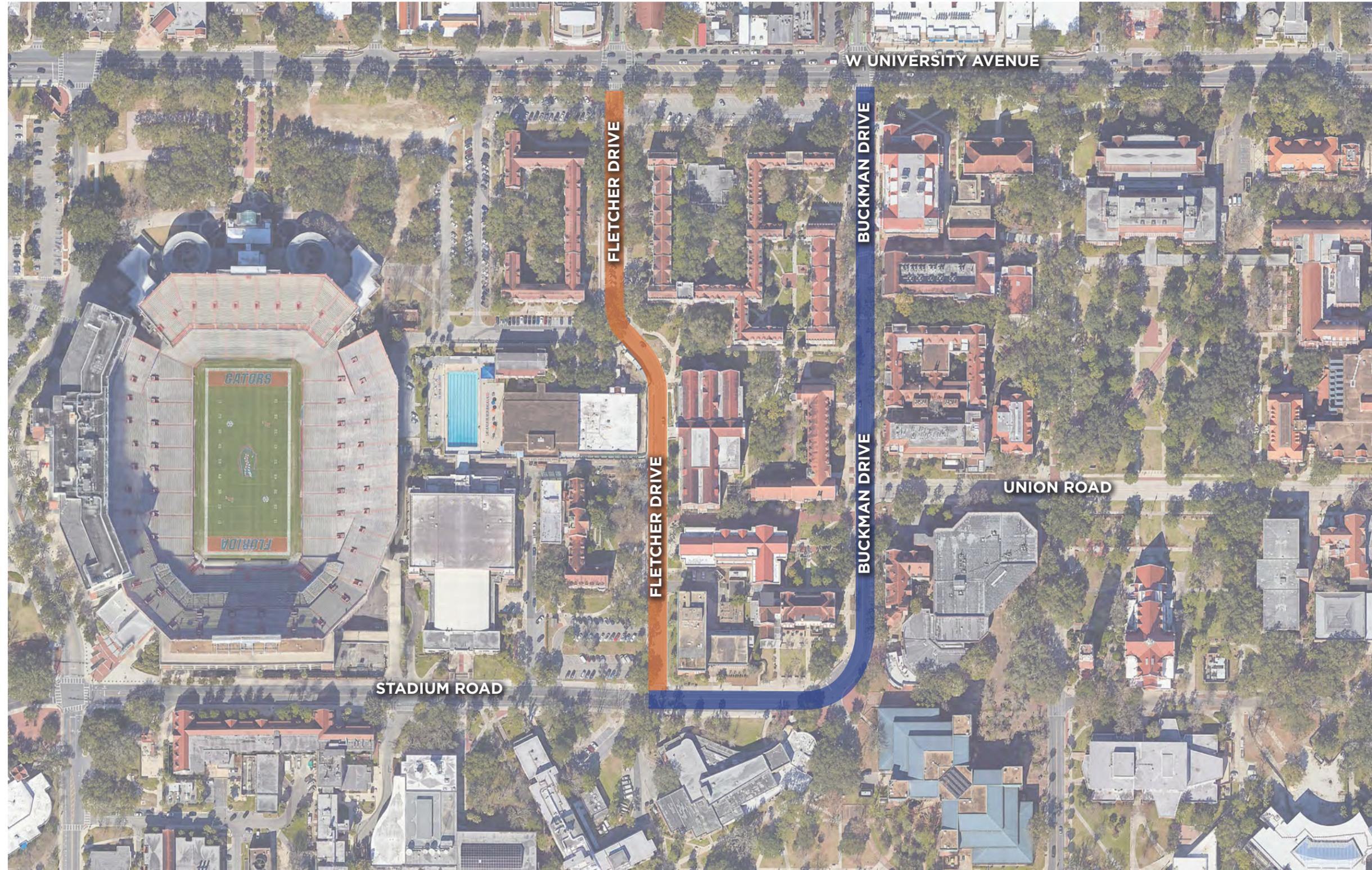
LVL Presentation
January 2024

Melanie Heflin, Project Manager



| NOVEMBER | | | | DECEMBER | | | | JANUARY | | | | FEBRUARY | | | |
|----------|--------|--------|--------|----------|--------|--------|--------|---------|--------|--------|--------|----------|--------|--------|--------|
| WEEK 1 | WEEK 2 | WEEK 3 | WEEK 4 | WEEK 1 | WEEK 2 | WEEK 3 | WEEK 4 | WEEK 1 | WEEK 2 | WEEK 3 | WEEK 4 | WEEK 1 | WEEK 2 | WEEK 3 | WEEK 4 |
| | | | 11/28 | | | | | | | | | | | | |
| | | | | 12/05 | | | | | | | | | | | |
| | | | | | 12/12 | | | | | | | | | | |
| | | | | | | 12/18 | | | | | | | | | |
| | | | | | | | | 01/04 | | | | | | | |
| | | | | | | | | | 01/09 | | | | | | |
| | | | | | | | | | | 01/16 | | | | | |
| | | | | | | | | | | | | 02/06 | | | |
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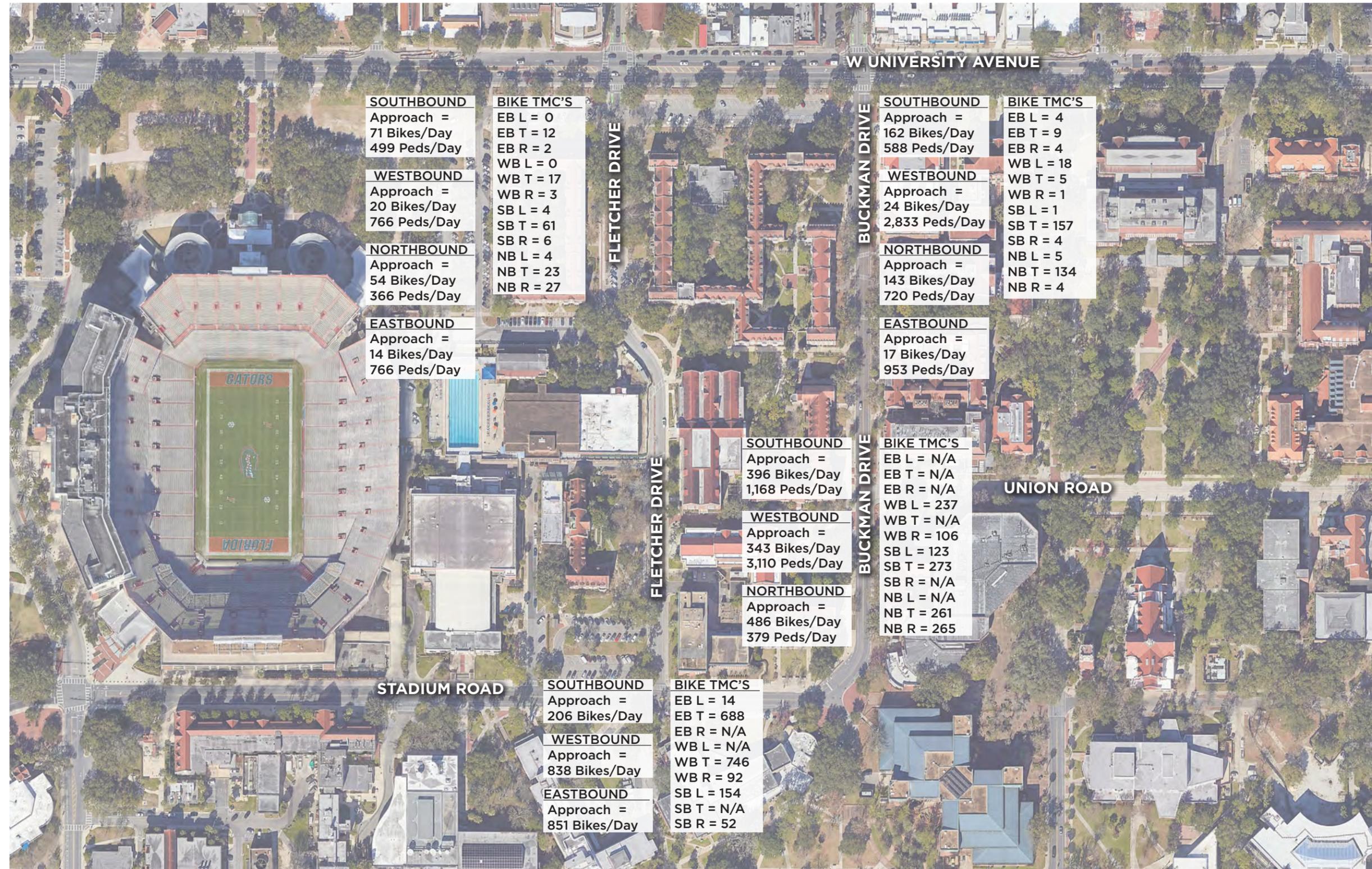


- Explore conversion of Fletcher Drive and Buckman Drive to one-way streets to integrate with one-way pair off-campus configurations recently implemented on NW 17th Street and NW 18th Street.
- Enhance pedestrian and bicycle travel and safer non-vehicular travel by reducing conflicts.
- Accomodate buses.
- Accomodate emergency vehicles
- Improve operations and safety on University Avenue.
- Improve loading zone for official vehicles and delivery vehicles. Discourage street parking of delivery vehicles.



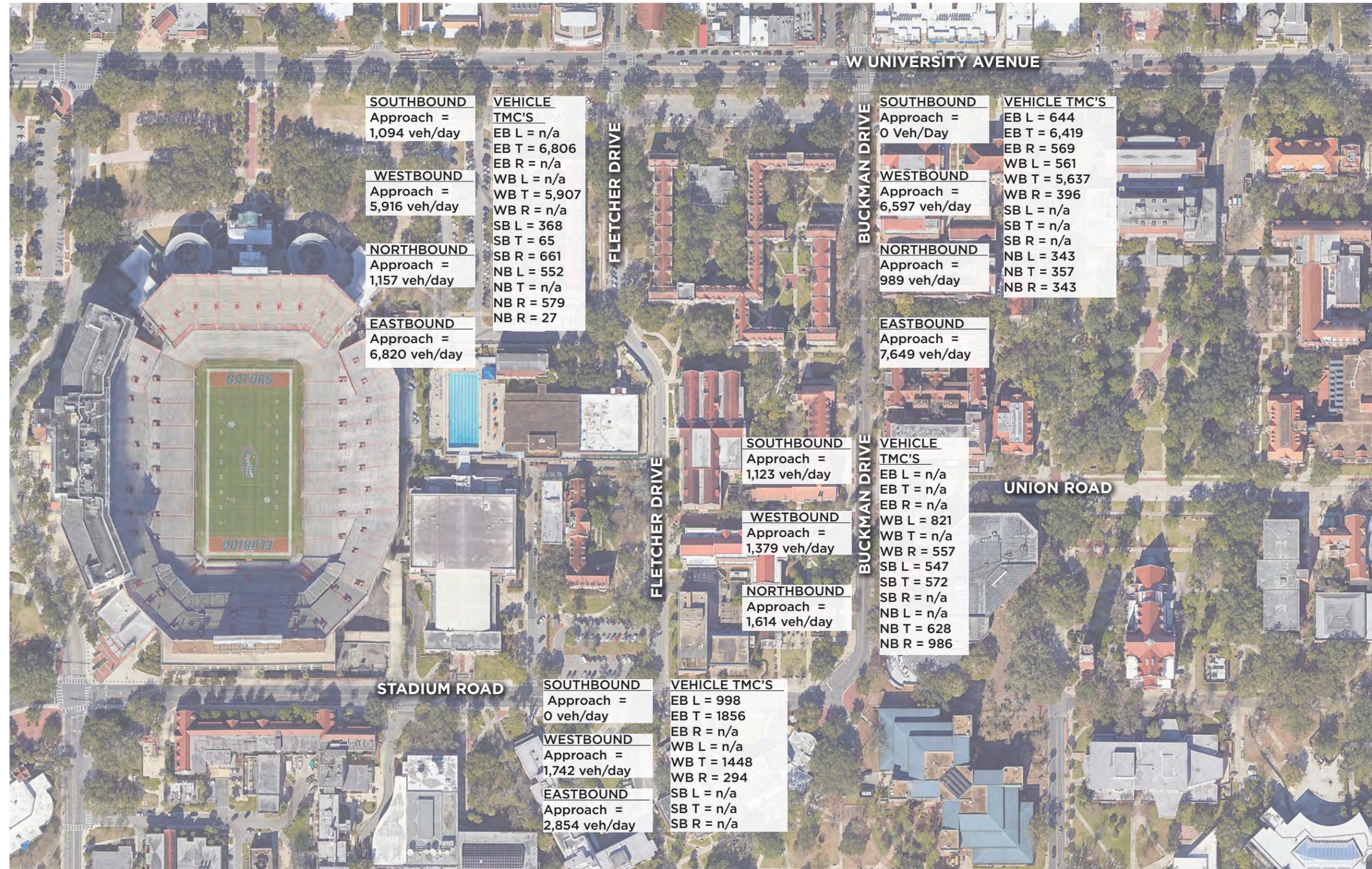
BUCKMAN DRIVE & FLETCHER DRIVE | BIKE VOLUME MAP

TURNING MOVEMENT COUNTS, DAILY BETWEEN 7AM AND 7PM



BUCKMAN DRIVE & FLETCHER DRIVE | VEHICLE VOLUME MAP

TURNING MOVEMENT COUNTS, DAILY BETWEEN 7AM AND 7PM



Build up the supporting traffic analysis

- Level of service at Buckman Drive/University Avenue and Fletcher Drive/University Avenue.
- Alignment with corridors (one-way pairs) on north side of University Avenue.
- Operational improvements and queue length in auxillary lanes on University Avenue.
- Improve green time for bike and pedestrian improvements on at Buckman Drive/University Avenue and Fletcher Drive/University Avenue.

Safety benefits

- Provide dedicated bike, pedestrian, and multi-modal facilities to minimize conflicts with vehicles.
- Minimize conflicts between non-vehicular modes of transportation.
- Convenient access to transit.
- Provide loading zones and access to greater variety of delivery vehicles.
- Minimize street parking of delivery vehicles and deliveries blocking travel lanes and bike lanes.

FLETCHER

BUCKMAN

| | | Two Way | One Way (Northbound) | One Way (Southbound) |
|-----------------|-----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FLETCHER | Two Way | <ul style="list-style-type: none"> • Greatest vehicular flow through campus • Functional bike facilities (bike lanes) at 4 feet each | <ul style="list-style-type: none"> • Add dedicated 2-way bike facility • Loading zones limited (Chemistry Building) • Ability to create NB multi-modal zone with NB official vehicles ONLY. Greatest access for deliveries. Difficulty in limiting to official vehicles. | <ul style="list-style-type: none"> • Does not align with one way pairs north of University Ave • Requires realignment of bus station at HUB (northside boarding/alighting) |
| | One Way (Northbound) | <p>EXISTING CONDITIONS</p> <ul style="list-style-type: none"> • Functional/minimal bike facilities on Buckman Dr • Changes could be made to Fletcher to create formal bike facility (with removal of parking) | <p>DOES NOT MAINTAIN ACCESS AND FLOW THROUGH CAMPUS</p> | <ul style="list-style-type: none"> • Does not align with one way pairs north of University Ave • Requires realignment of bus station at HUB (northside boarding/alighting) |
| | One Way (Southbound) | <ul style="list-style-type: none"> • Existing conditions on Buckman Dr • Allows dedicated bike facility on Fletcher Dr • Functional bike accommodations on Buckman Dr | <ul style="list-style-type: none"> • Logical one-way pair option, aligning with roadways north of University Ave • Allows dedicated bike facility on both Fletcher Dr and Buckman Dr | <p>DOES NOT MAINTAIN ACCESS AND FLOW THROUGH CAMPUS</p> |



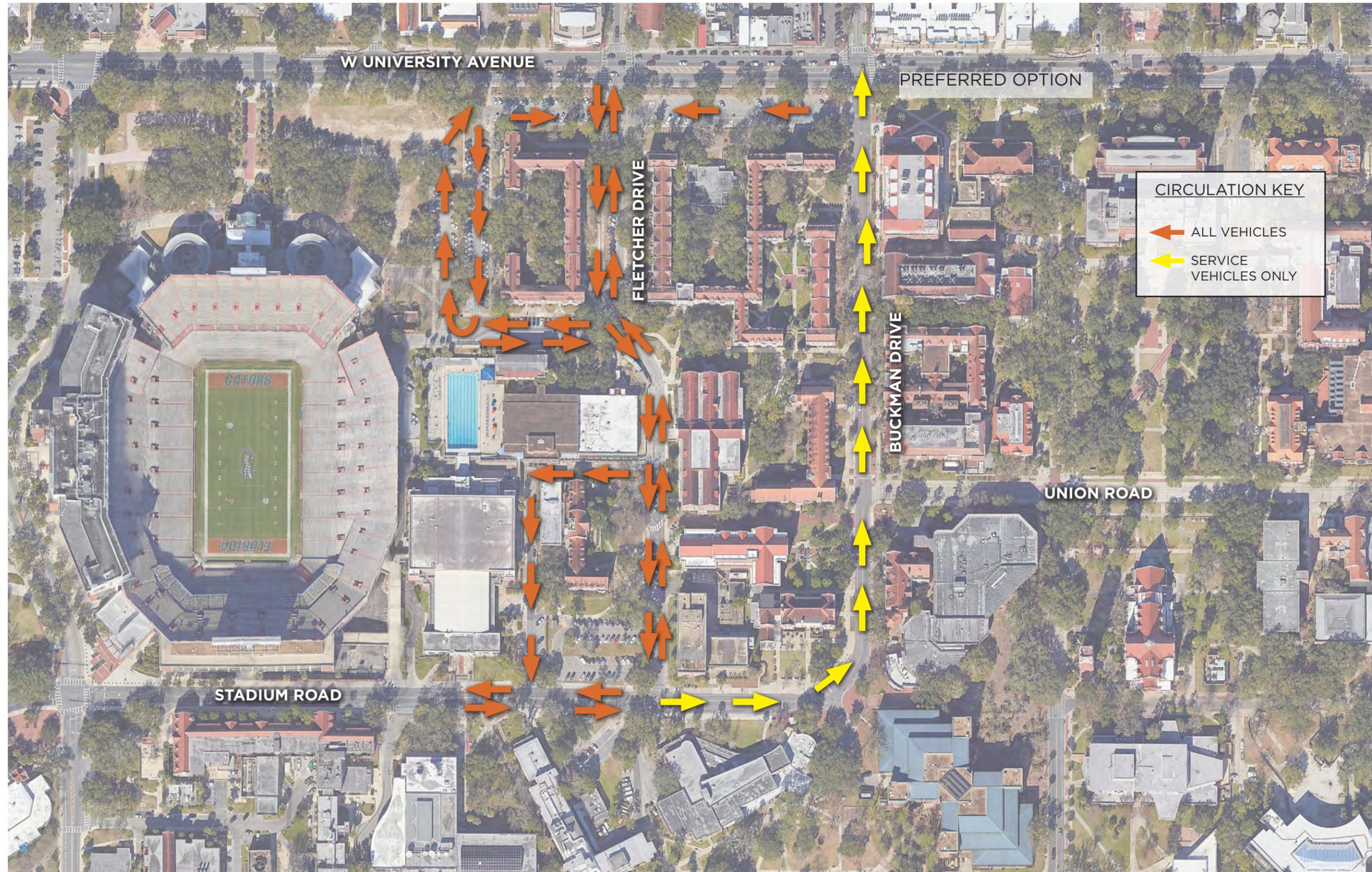
| <p>TWO WAY for both Fletcher Drive and Buckman Drive</p> | <p>TWO WAY for Buckman Drive and ONE WAY (SB) for Fletcher Drive</p> | <p>ONE WAY (NB) for Buckman Drive and TWO WAY for Fletcher Drive</p> | <p>ONE WAY (NB) for Buckman Drive and ONE WAY (SB) for Fletcher Drive</p> |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> • Greatest vehicle circulation through campus. • Eliminates parking on Fletcher. • Functional/minimal bike facilities on both routes. <p>ISSUES:</p> <ul style="list-style-type: none"> • Vehicles are the priority. • Loading zone at Chemistry building. • Loss of parking on Fletcher Drive. | <ul style="list-style-type: none"> • Functional/minimal bike facilities on Buckman Drive. • Dedicated bike facility on Fletcher Drive (more important due to Buckman Drive configuration). <p>ISSUES:</p> <ul style="list-style-type: none"> • Vehicles are priority on Buckman • Loss of parking on Fletcher Drive to add bike facility. • Loading zone at Chemistry building. • Garbage bay access on Fletcher Drive | <ul style="list-style-type: none"> • Redundant NB travel from campus to University allow pedestrian mall approach to Buckman Drive. <p>ISSUES:</p> <ul style="list-style-type: none"> • Multi-modal priority on Buckman Drive. • Eliminates parking on Fletcher Drive to accommodate two-way flow. • Limiting NB to official vehicles ONLY. <p>Loading zone at Chemistry building.</p> | <ul style="list-style-type: none"> • Aligns with 17th Street and 18th Street one way pairs. • Adds roadway space for more generous bike/multi modal facilities. • Enhanced bus facility. <p>ISSUES:</p> <ul style="list-style-type: none"> • Multi modal priority on both routes. • Reduces parking on Fletcher Drive (options) • Loading zone at Chemistry building. • Garbage bay access on Fletcher Drive. |



| | TWO WAY for both Fletcher Drive and Buckman Drive | TWO WAY for Buckman Drive and ONE WAY (SB) for Fletcher Drive | ONE WAY (NB) for Buckman Drive and TWO WAY for Fletcher Drive | ONE WAY (NB) for Buckman Drive and ONE WAY (SB) for Fletcher Drive |
|----------------------------------------------------------------------------|----------------------------------------------------------------------|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| Align Buckman Drive to match 17th Street north of University Parkway. | NO | NO | YES | YES |
| Align Fletcher Drive to match 18th Street north of University Parkway. | NO | YES | NO (W/ PED MALL APPROACH, FLETCHER WOULD BE 2-WAY) | YES |
| Enhance multi-modal facilities in entering and exiting the core of campus. | NO | MAYBE (ONLY ON FLETCHER DIVE) | YES (W/ PED MALL APPROACH ON BUCKMAN) | YES |
| Improve loading zones and access to facilities. | NO | NO | YES | MAYBE (W/ PED MALL APPROACH ON BUCKMAN) |
| Improve transit boarding and alighting. | NO | NO | YES | YES |

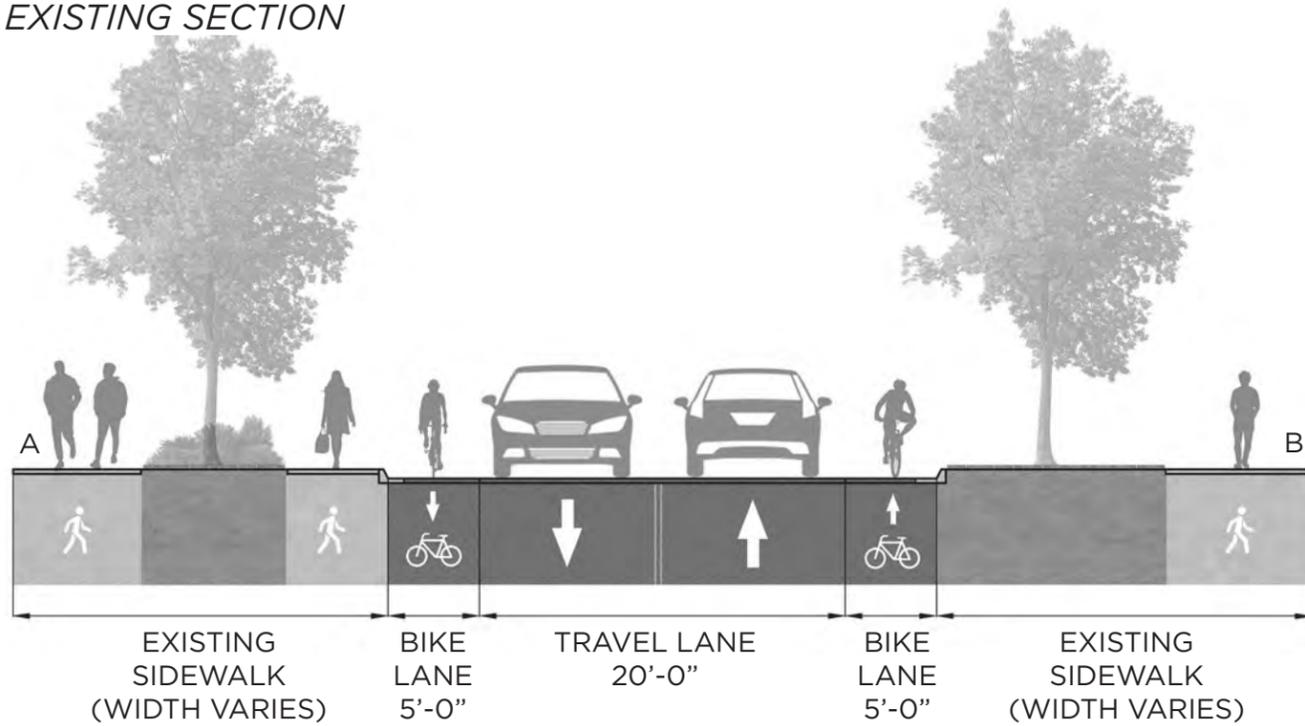


BUCKMAN DRIVE & FLETCHER DRIVE | ROUTING MAP (PEDESTRIAN MALL)

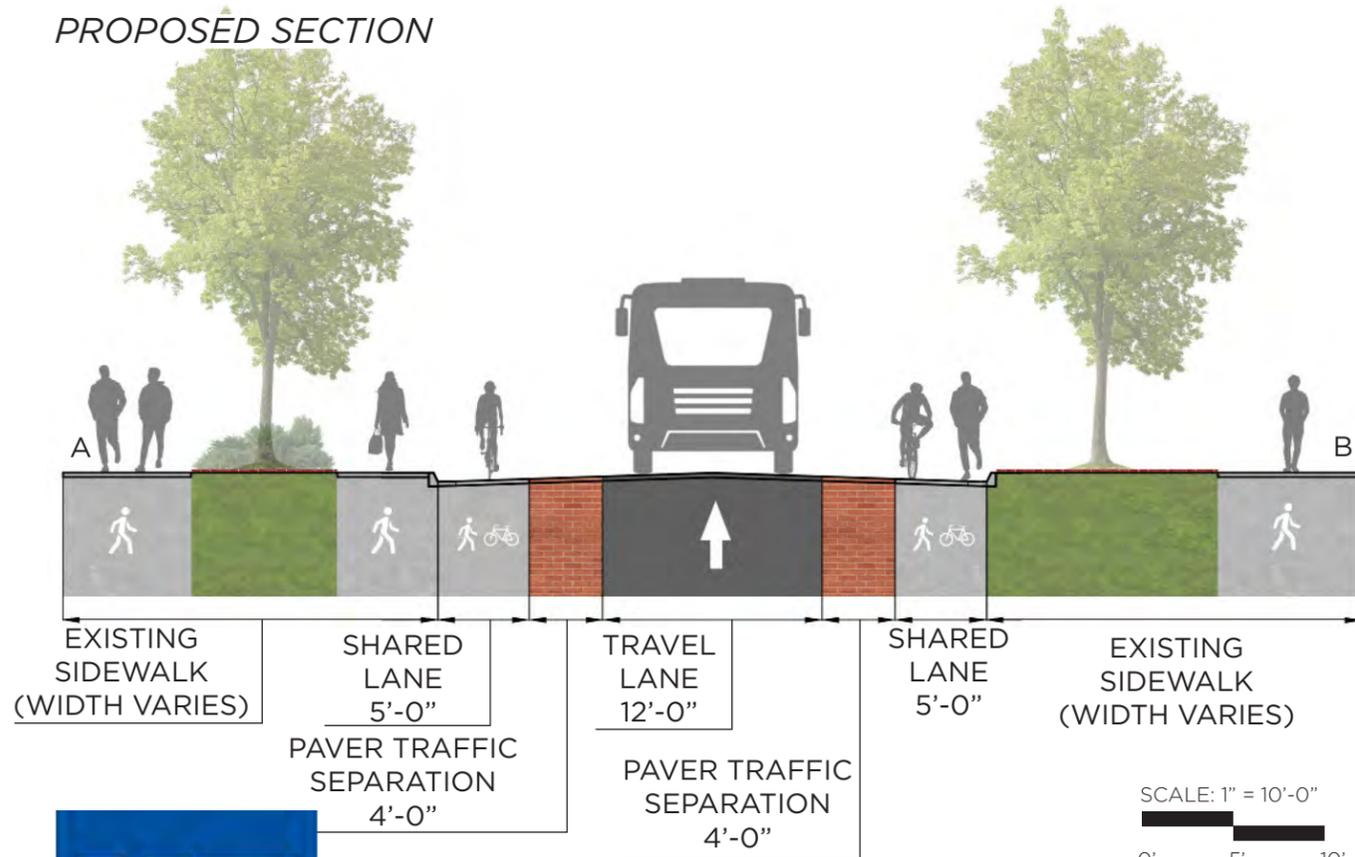


BUCKMAN DRIVE | BRICK FLUSH SEPARATOR / SEPARATED BIKE LANES (PEDESTRIAN MALL)

EXISTING SECTION

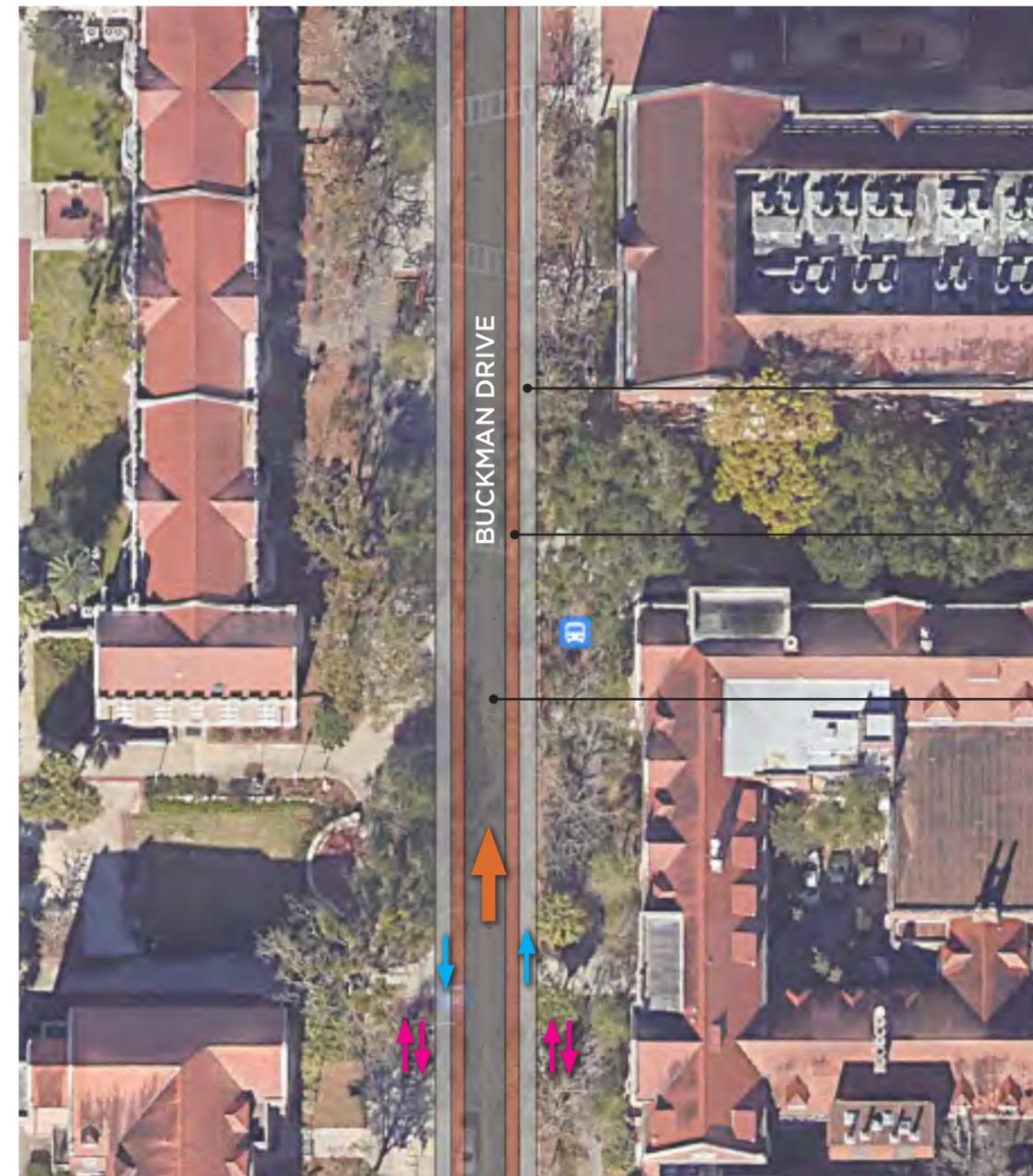


PROPOSED SECTION



SCALE: 1" = 10'-0"

PROPOSED TYPICAL PLAN VIEW



CIRCULATION KEY

- VEHICULAR
- BICYCLE
- PEDESTRIAN
- SHARED USE

SHARED LANE, TYP.

PAVER TRAFFIC SEPARATION, TYP.

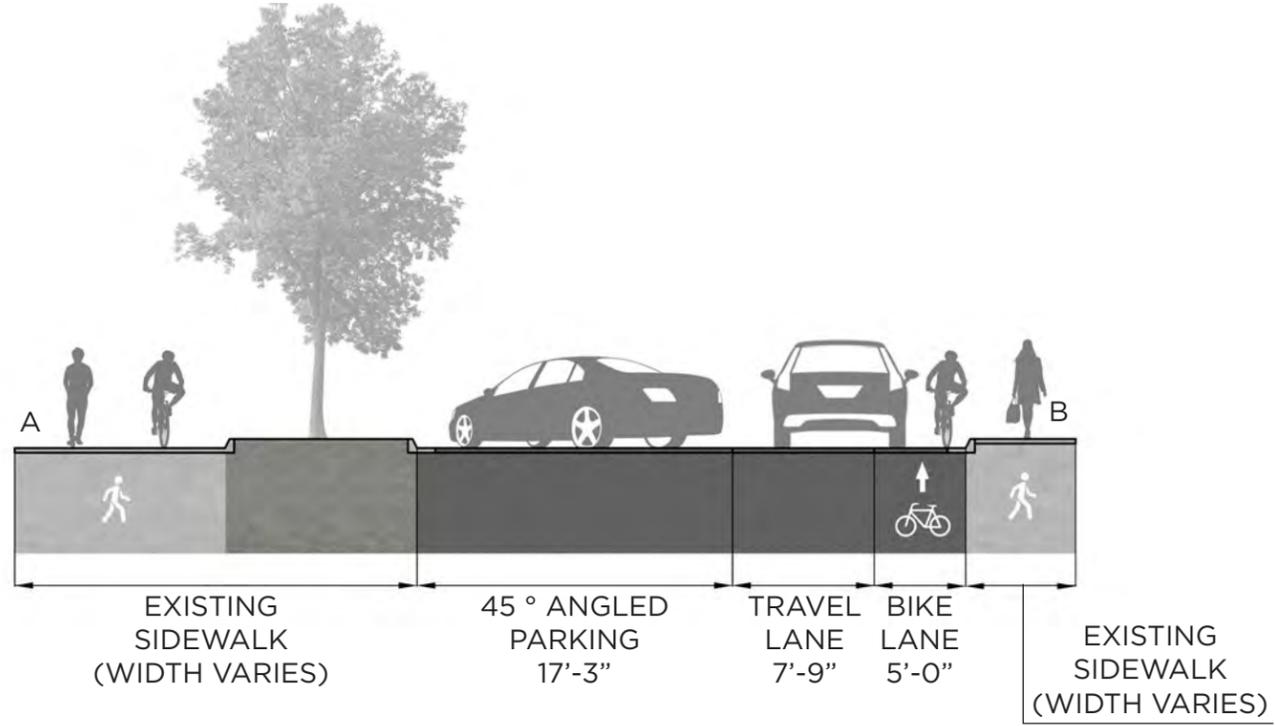
TRAVEL LANE

SCALE: 1" = 50'-0"

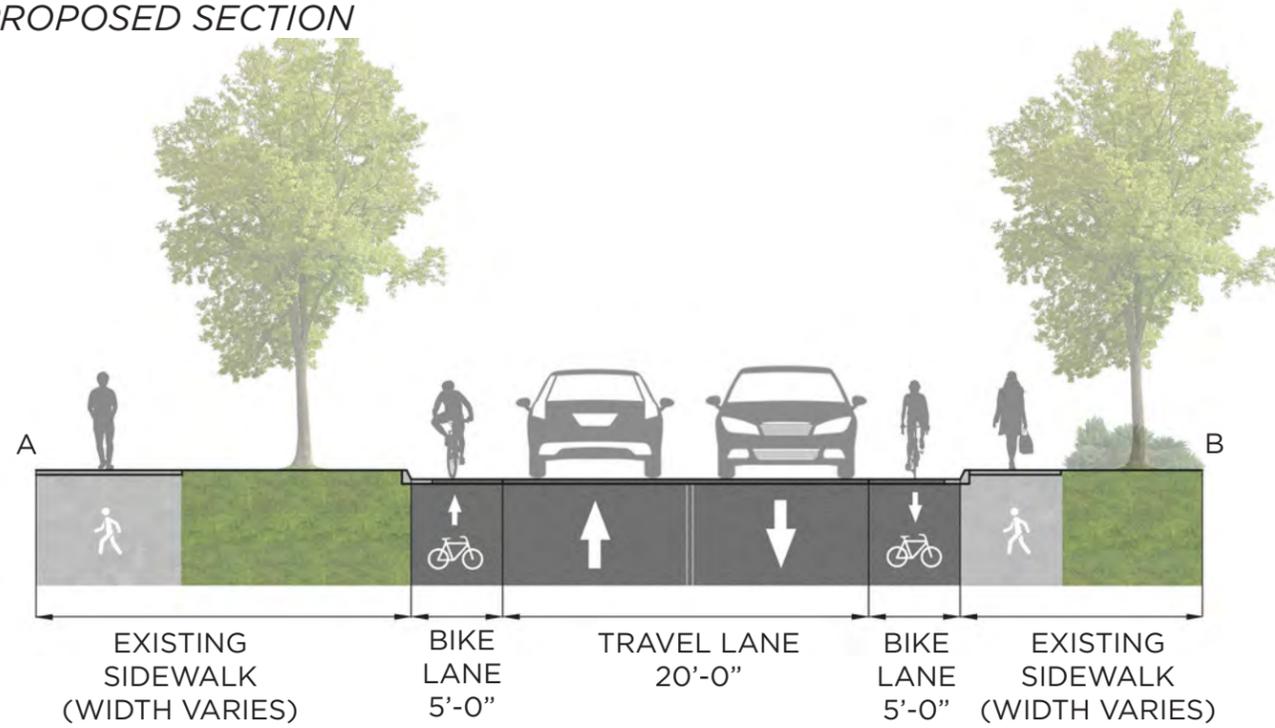


FLETCHER DRIVE | TWO-WAY (PEDESTRIAN MALL)

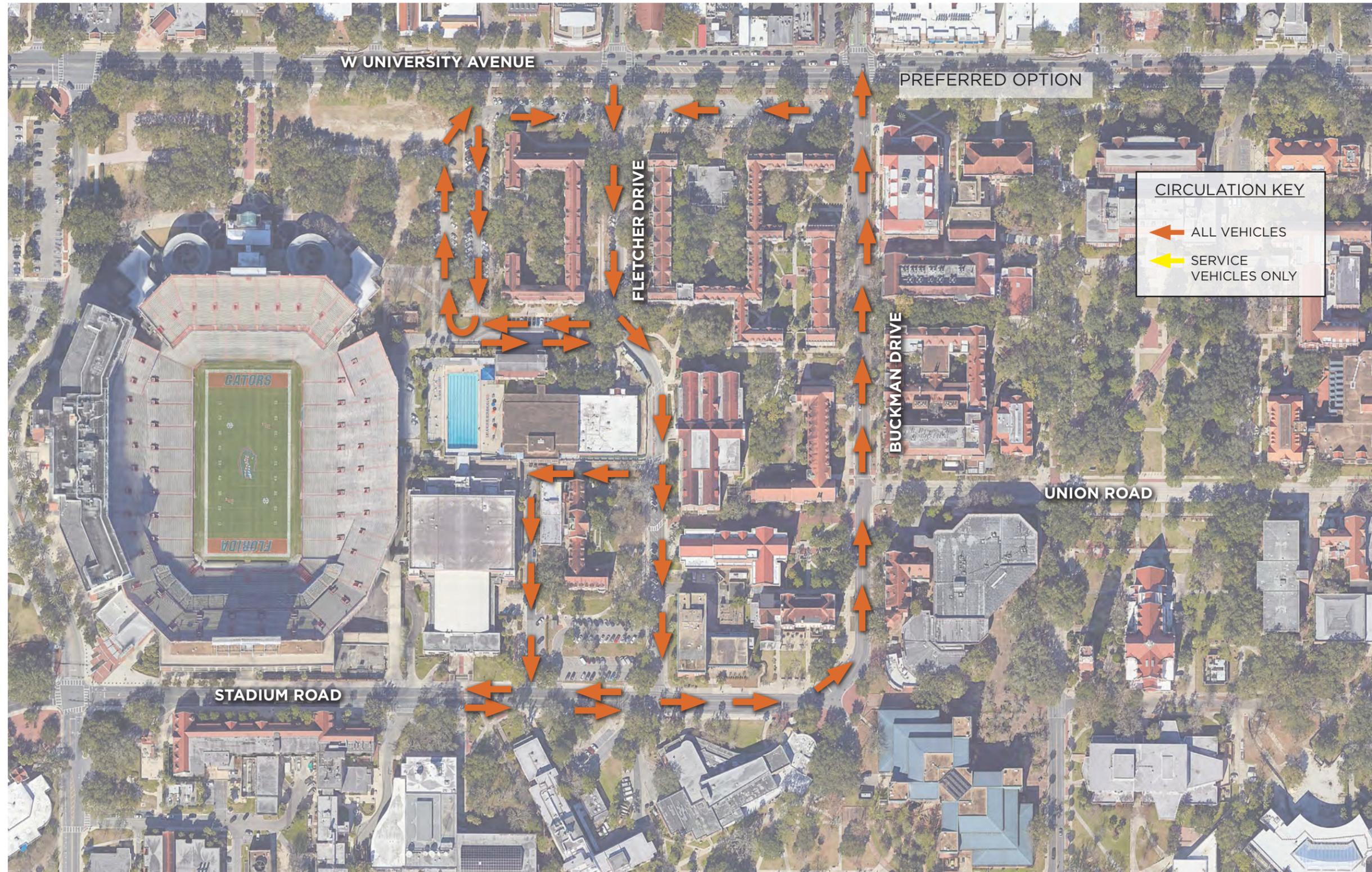
EXISTING SECTION



PROPOSED SECTION

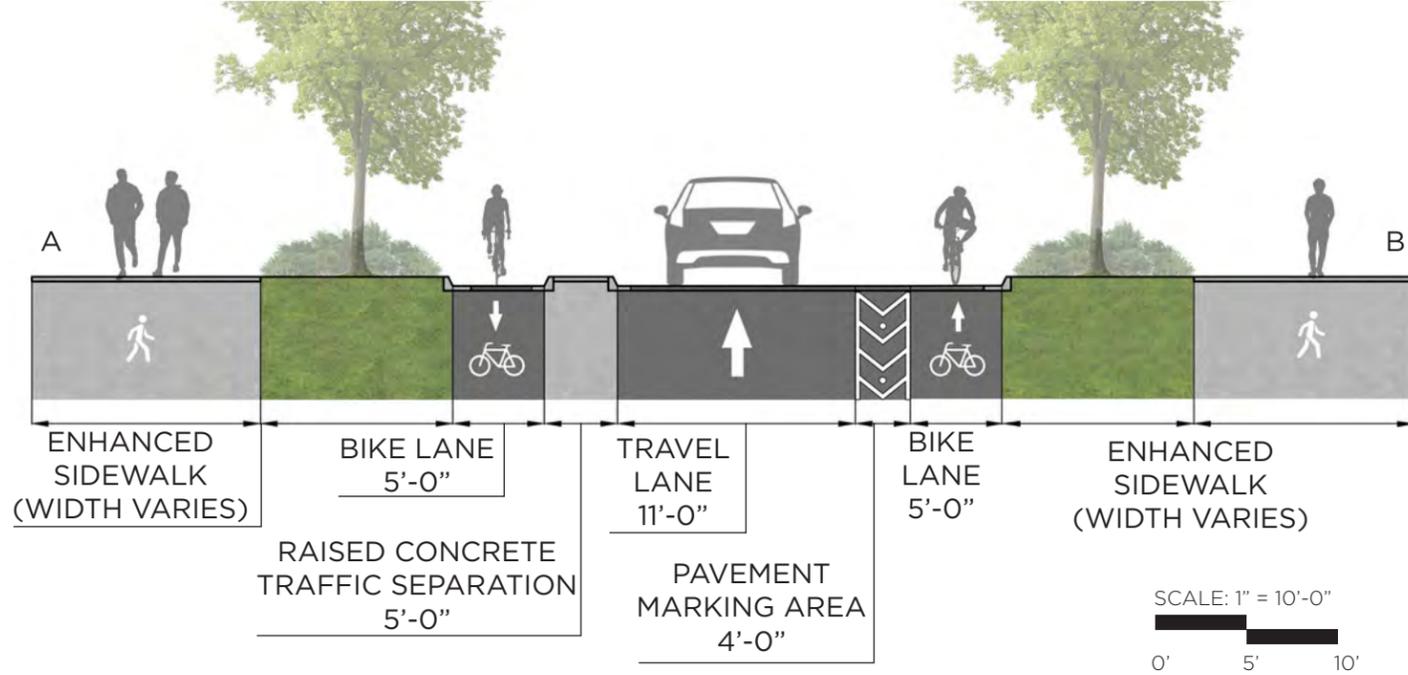


BUCKMAN DRIVE & FLETCHER DRIVE | ROUTING MAP (ONE WAY PAIRS)

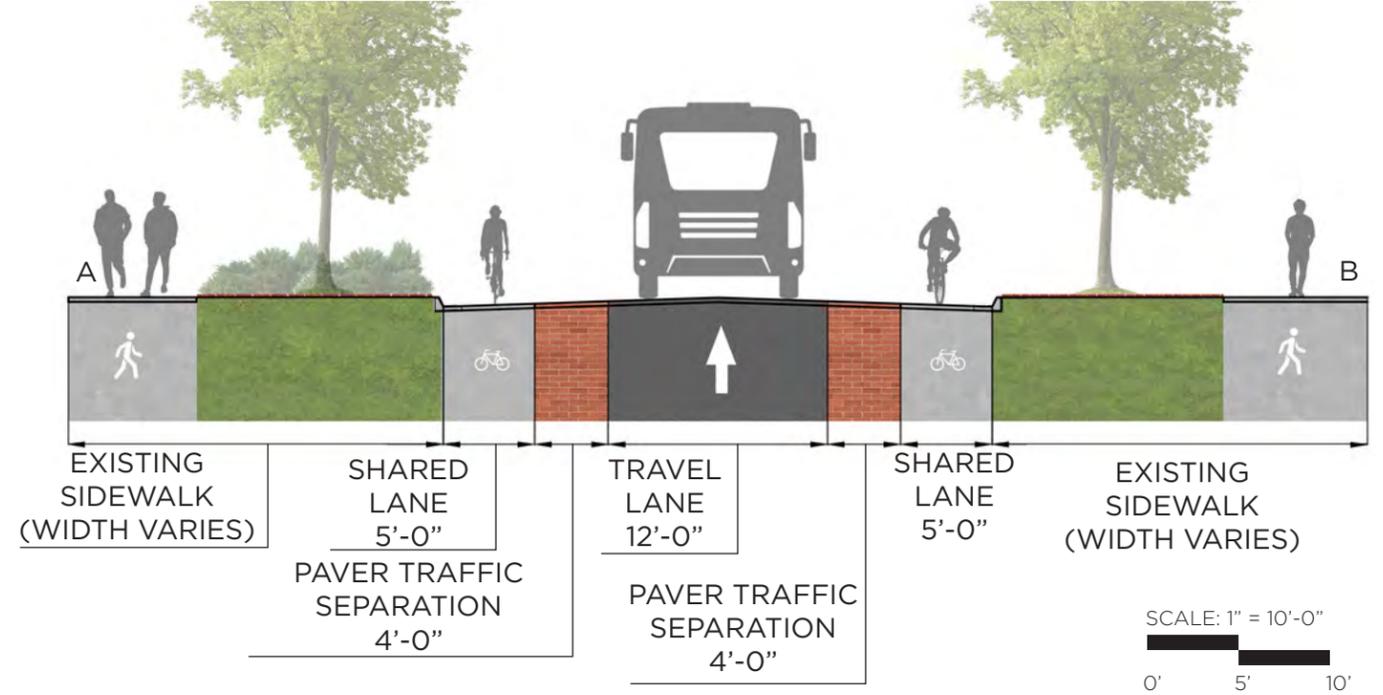


BUCKMAN DRIVE | SEPARATOR OPTIONS (ONE WAY PAIRS)

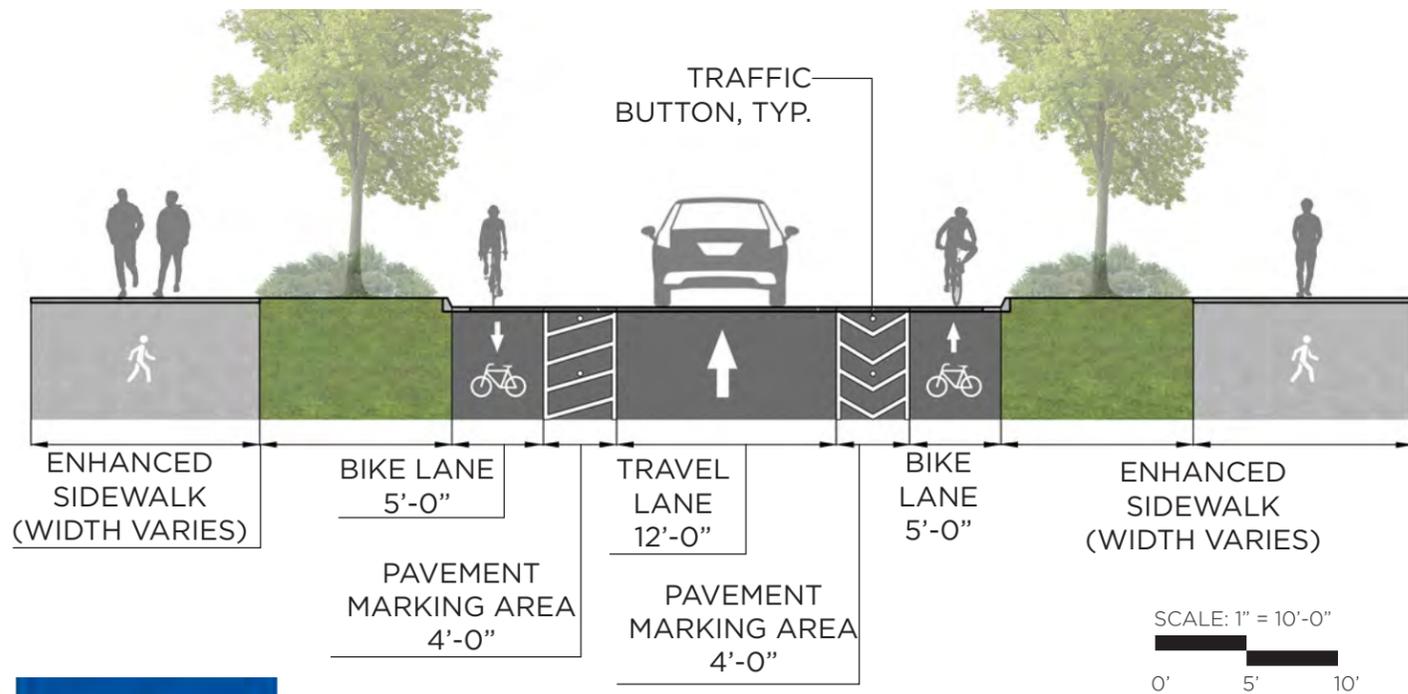
RAISED SEPARATOR



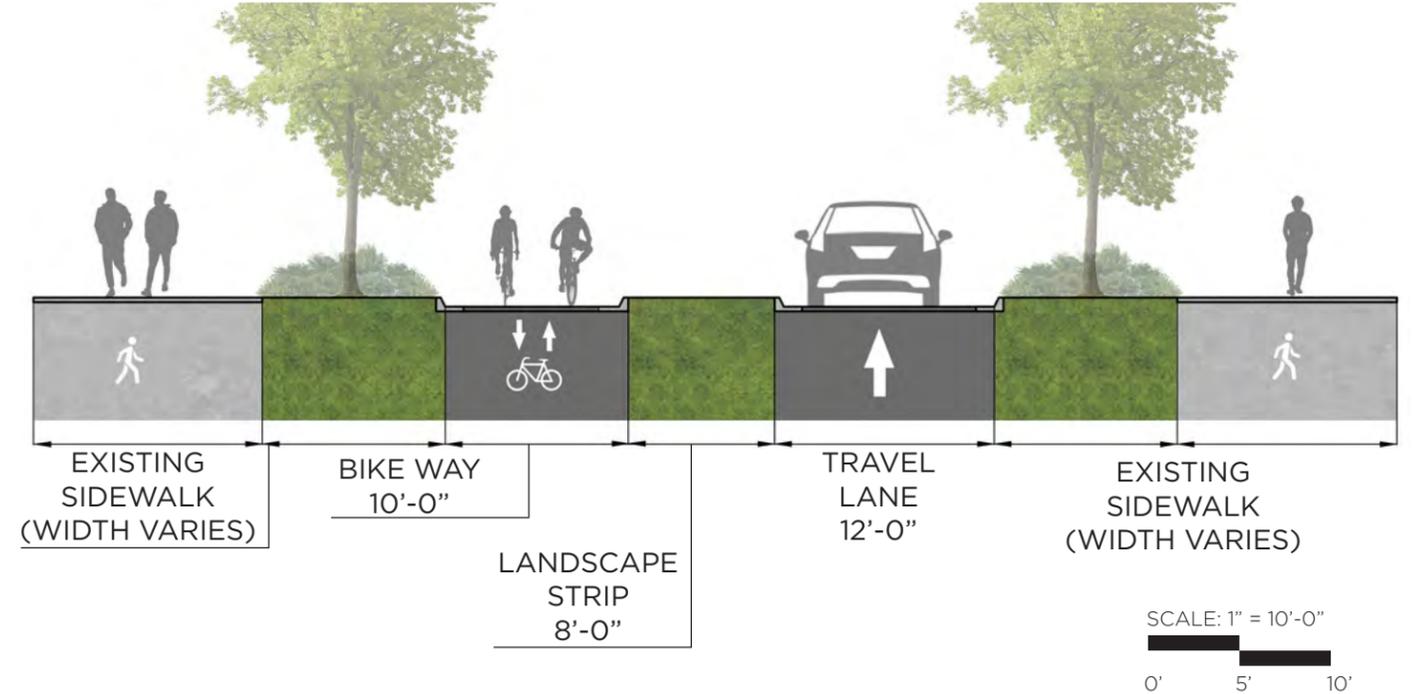
BRICK FLUSH SEPARATOR



PAVEMENT MARKINGS

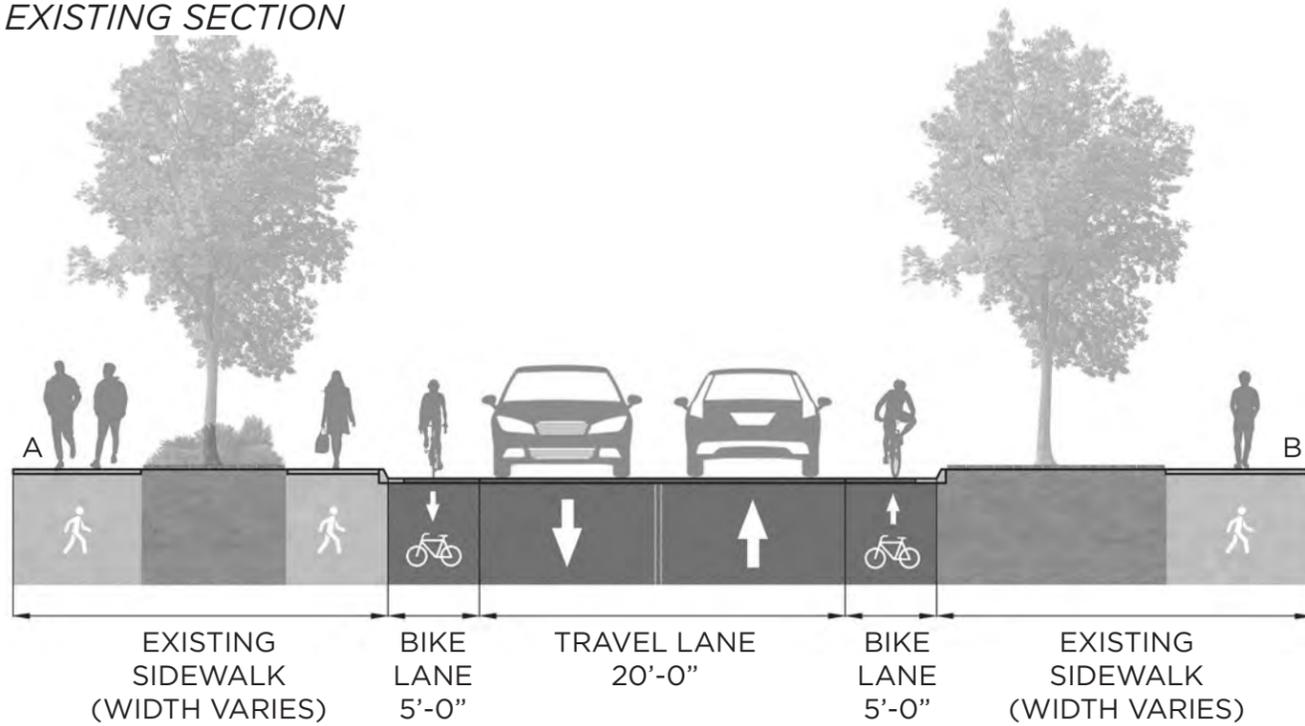


PLANTED MEDIAN

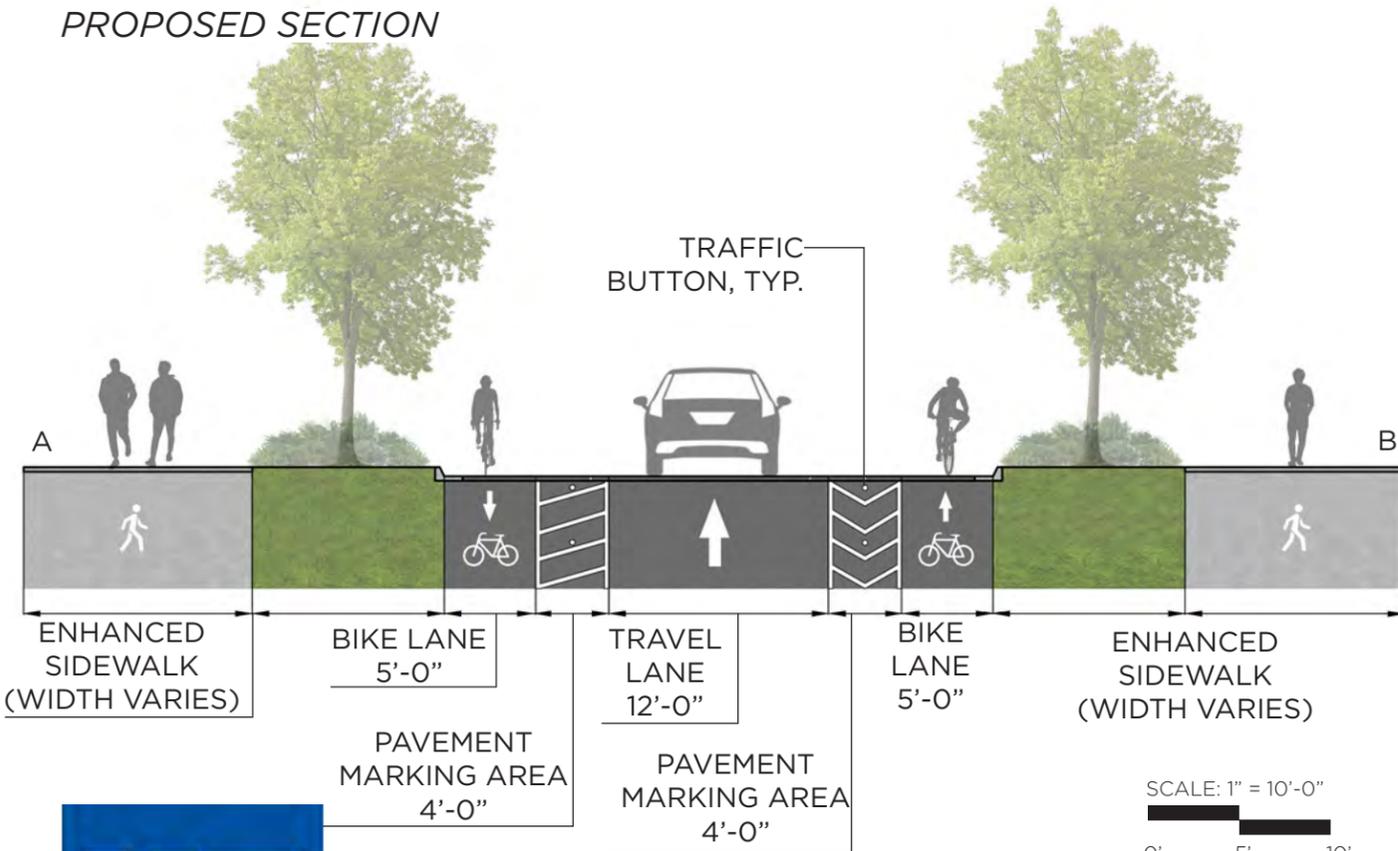


BUCKMAN DRIVE | PAVEMENT MARKINGS / SEPARATED BIKE LANES (ONE WAY PAIRS)

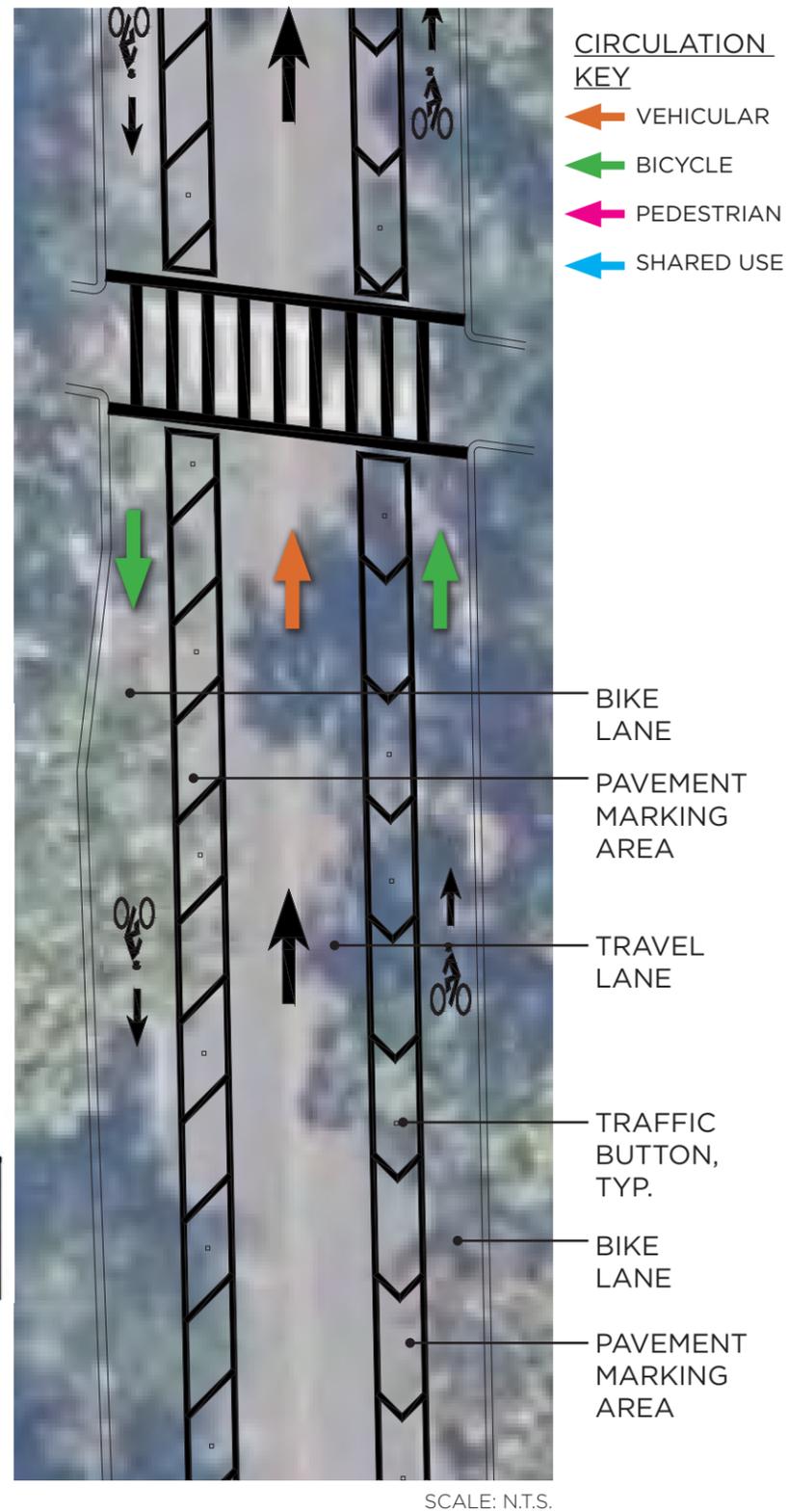
EXISTING SECTION



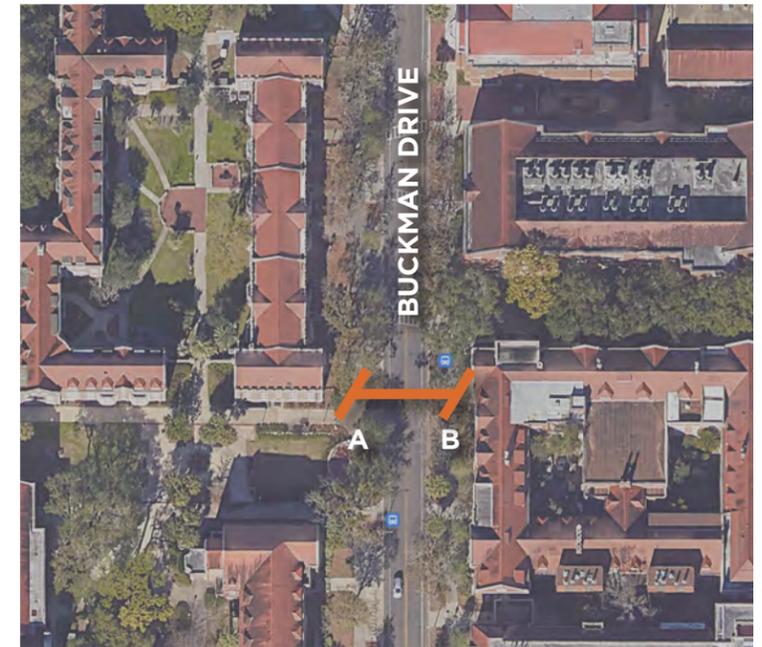
PROPOSED SECTION



PROPOSED TYPICAL PLAN VIEW



KEY MAP

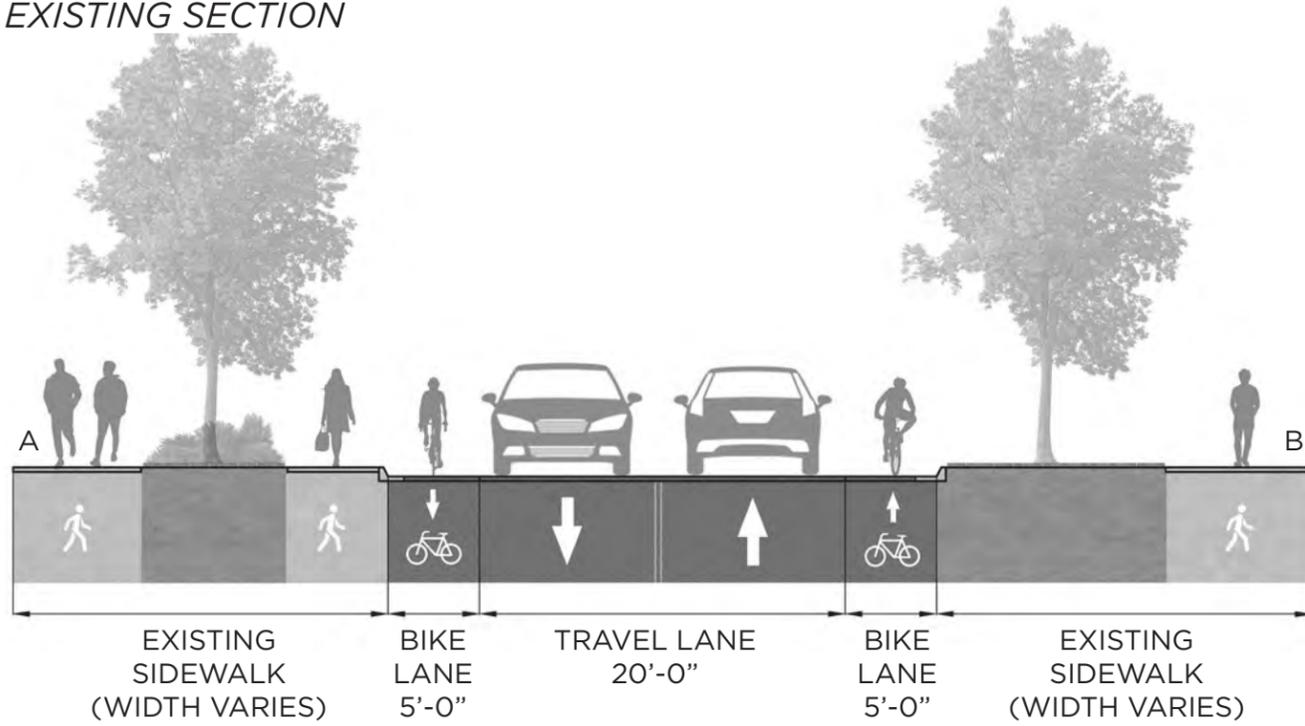


PROPOSED IMPROVEMENTS EXAMPLE

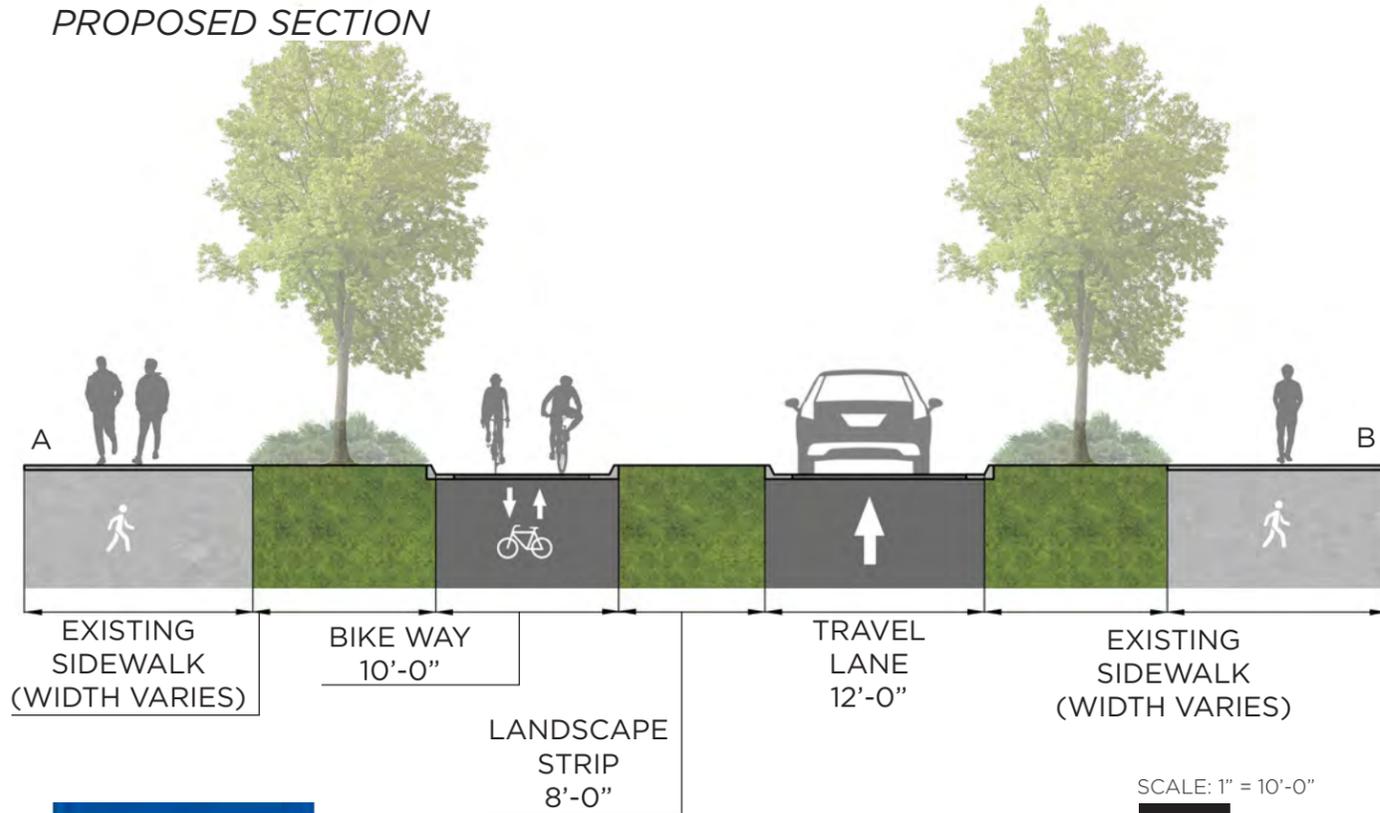


BUCKMAN DRIVE | PLANTED MEDIAN / TWO-WAY CYCLE TRACK (ONE WAY PAIRS)

EXISTING SECTION



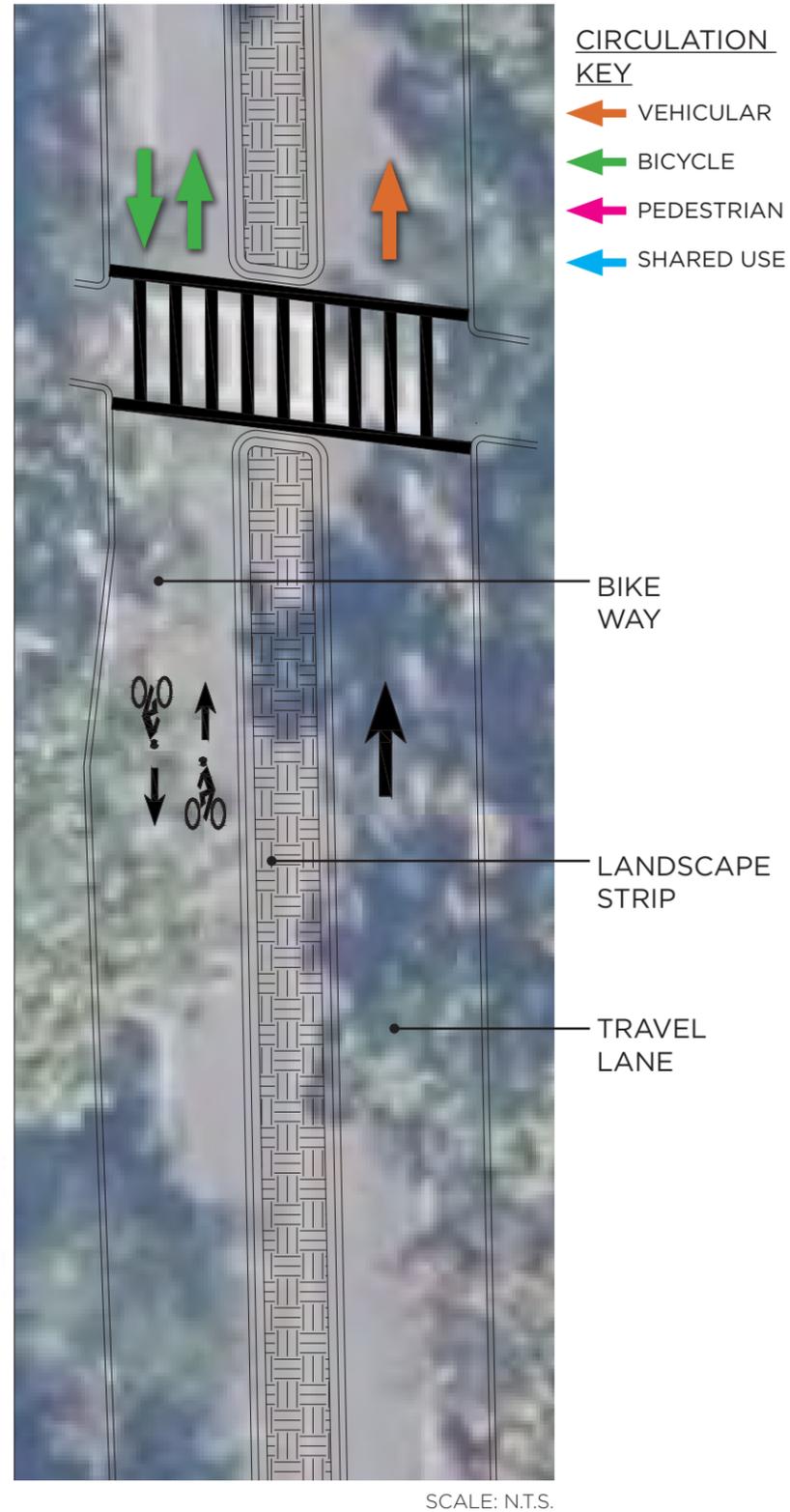
PROPOSED SECTION



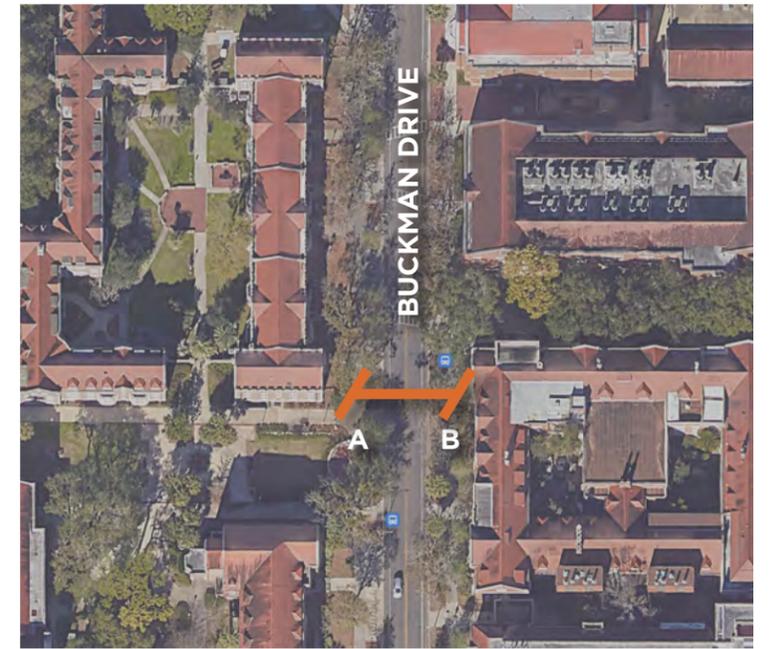
SCALE: 1" = 10'-0"

0' 5' 10'

PROPOSED TYPICAL PLAN VIEW



KEY MAP

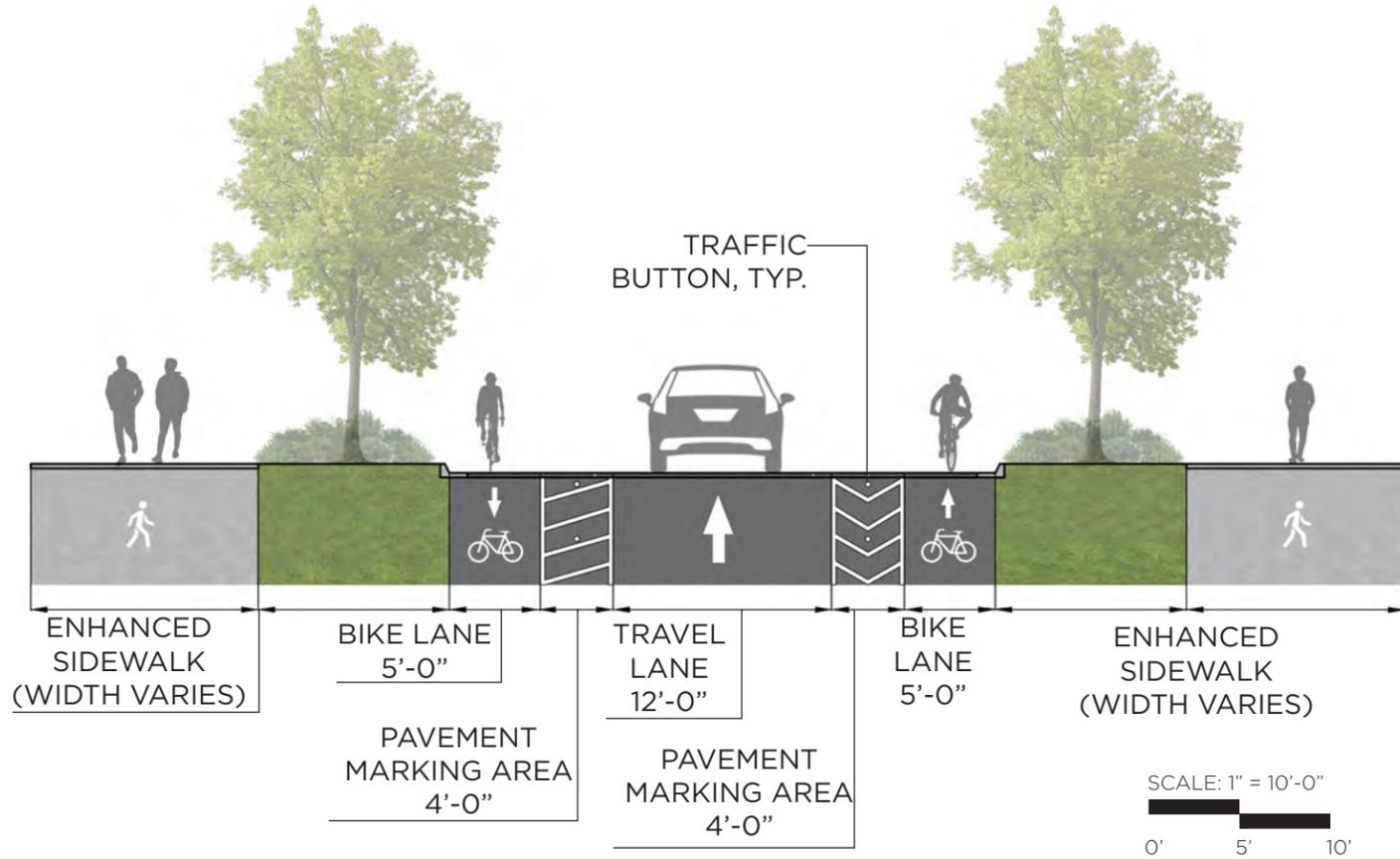


PROPOSED IMPROVEMENTS EXAMPLE

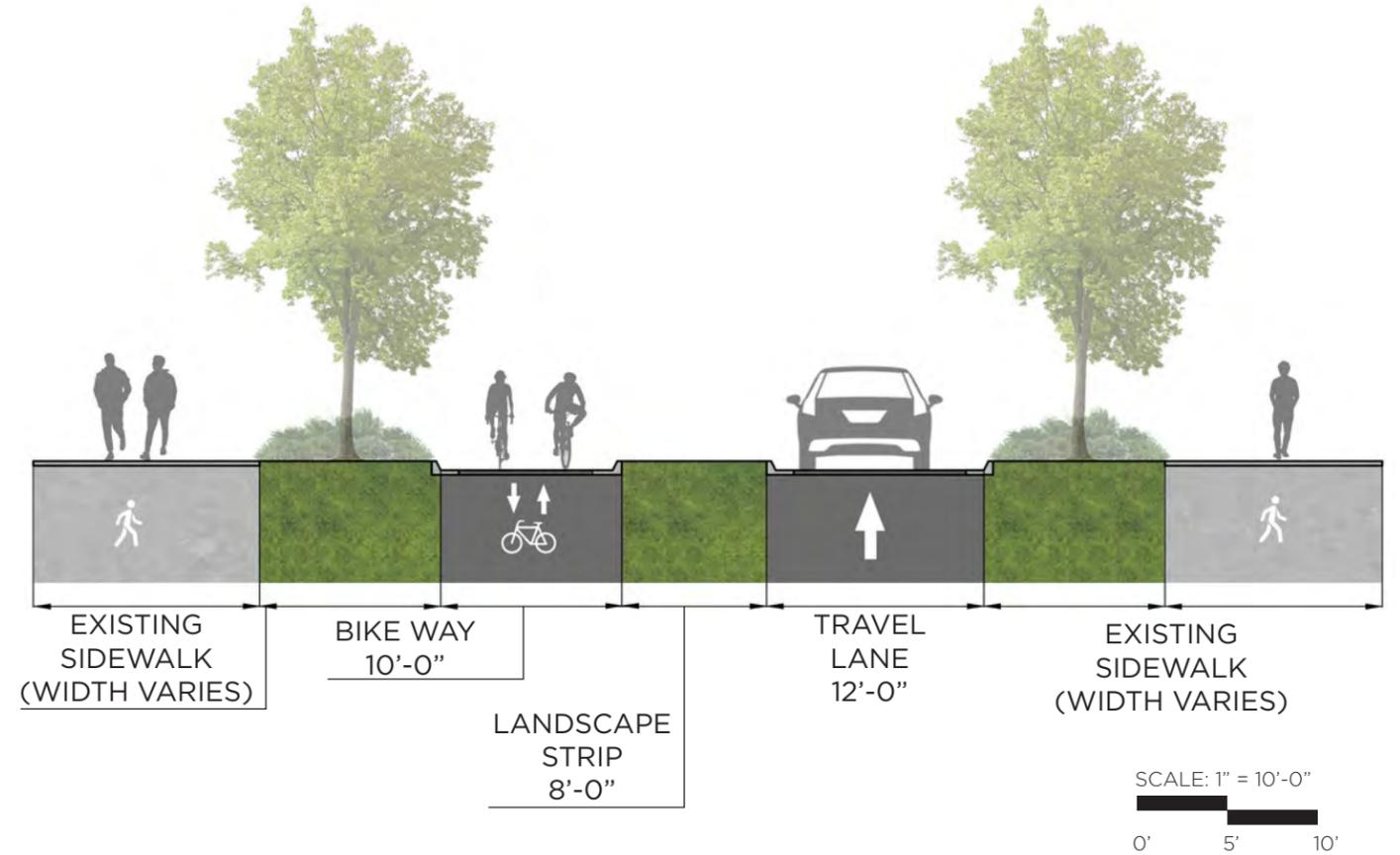


BUCKMAN DRIVE | BIKE LANE OPTIONS (ONE WAY PAIRS)

SEPARATED BIKE LANES

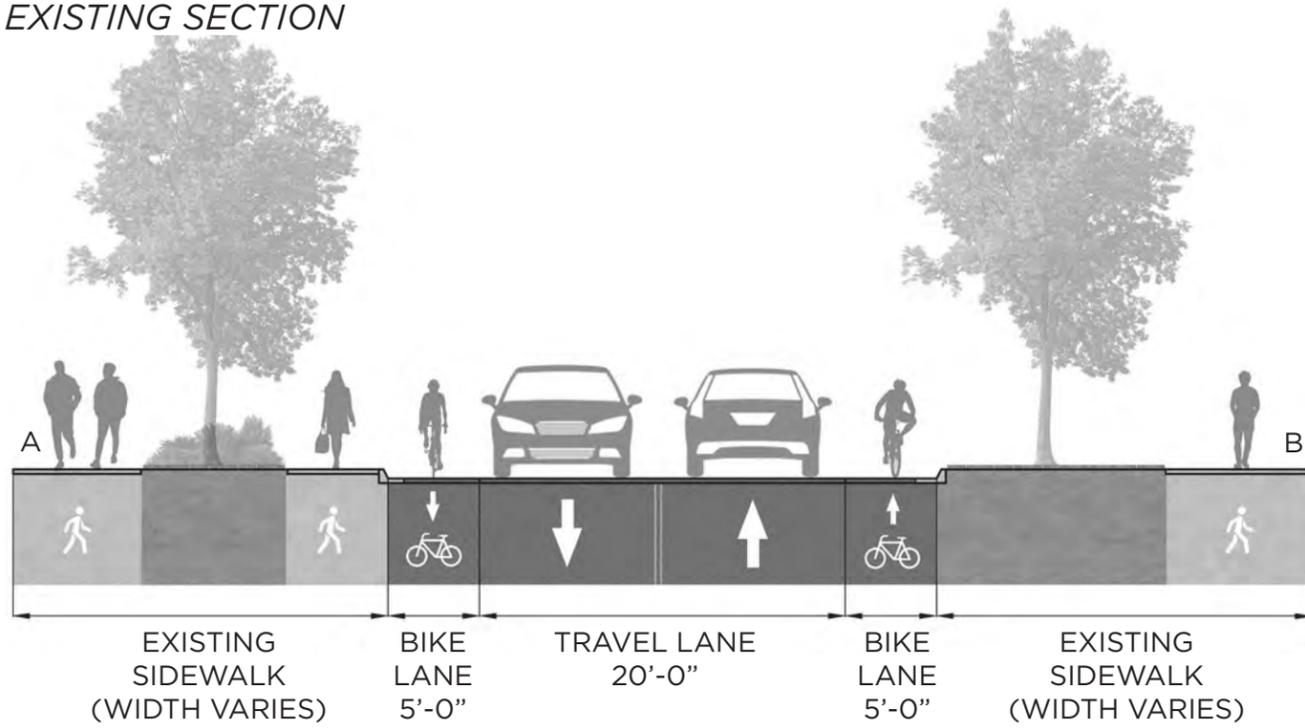


TWO-WAY CYCLE TRACK

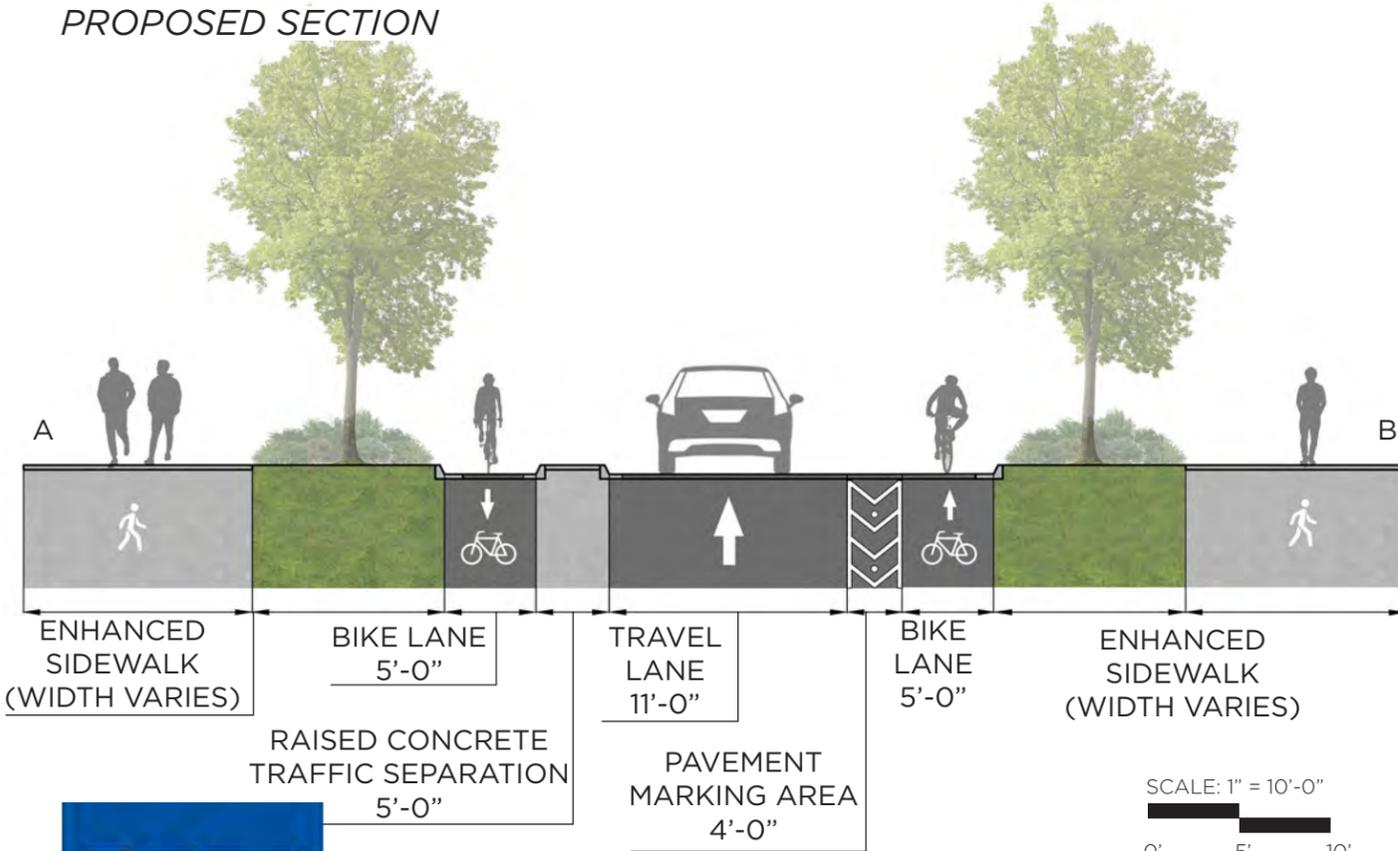


BUCKMAN DRIVE | RAISED SEPARATOR / SEPARATED BIKE LANES (ONE WAY PAIRS)

EXISTING SECTION

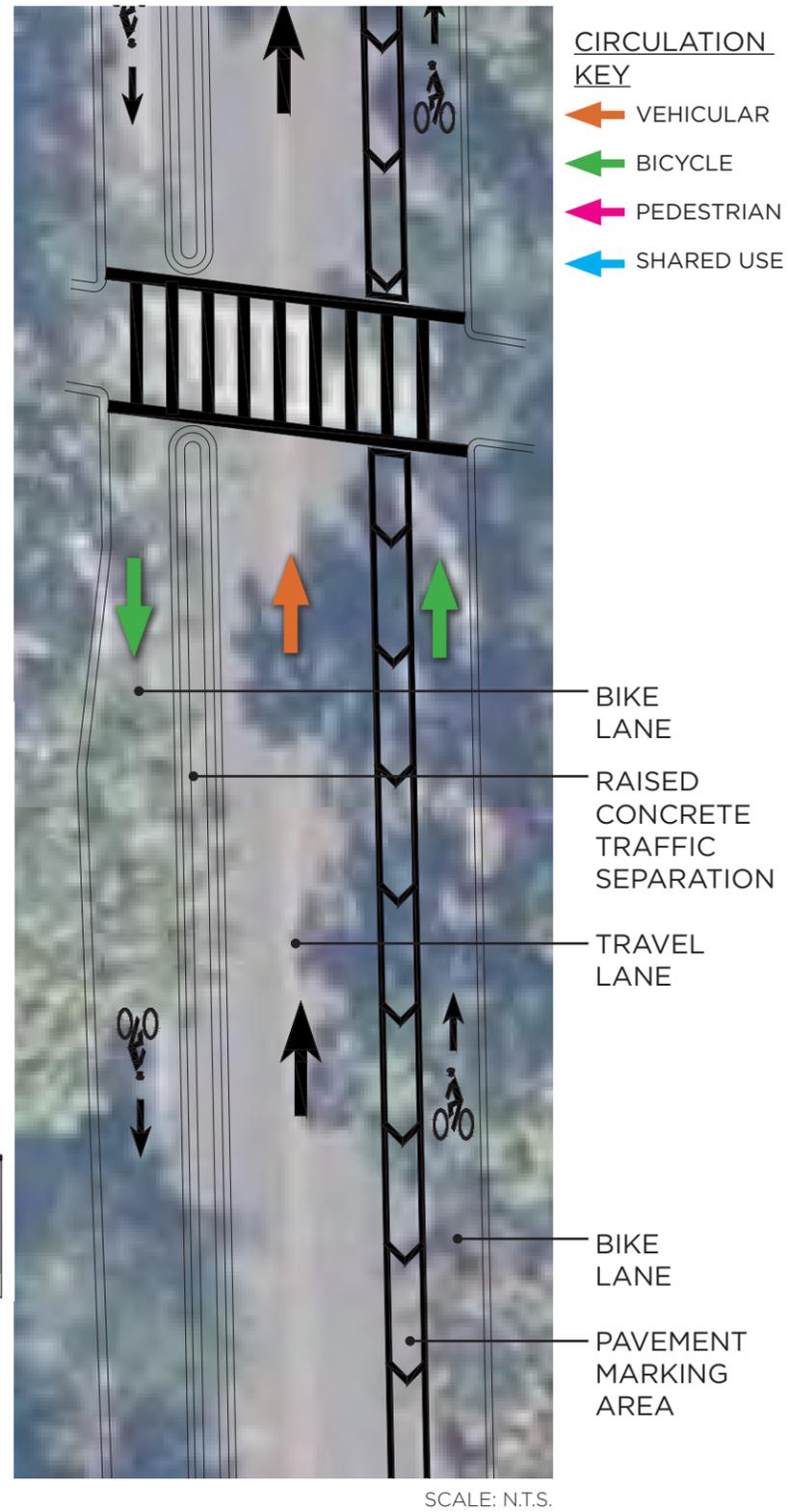


PROPOSED SECTION



SCALE: 1" = 10'-0"
0' 5' 10'

PROPOSED TYPICAL PLAN VIEW



KEY MAP

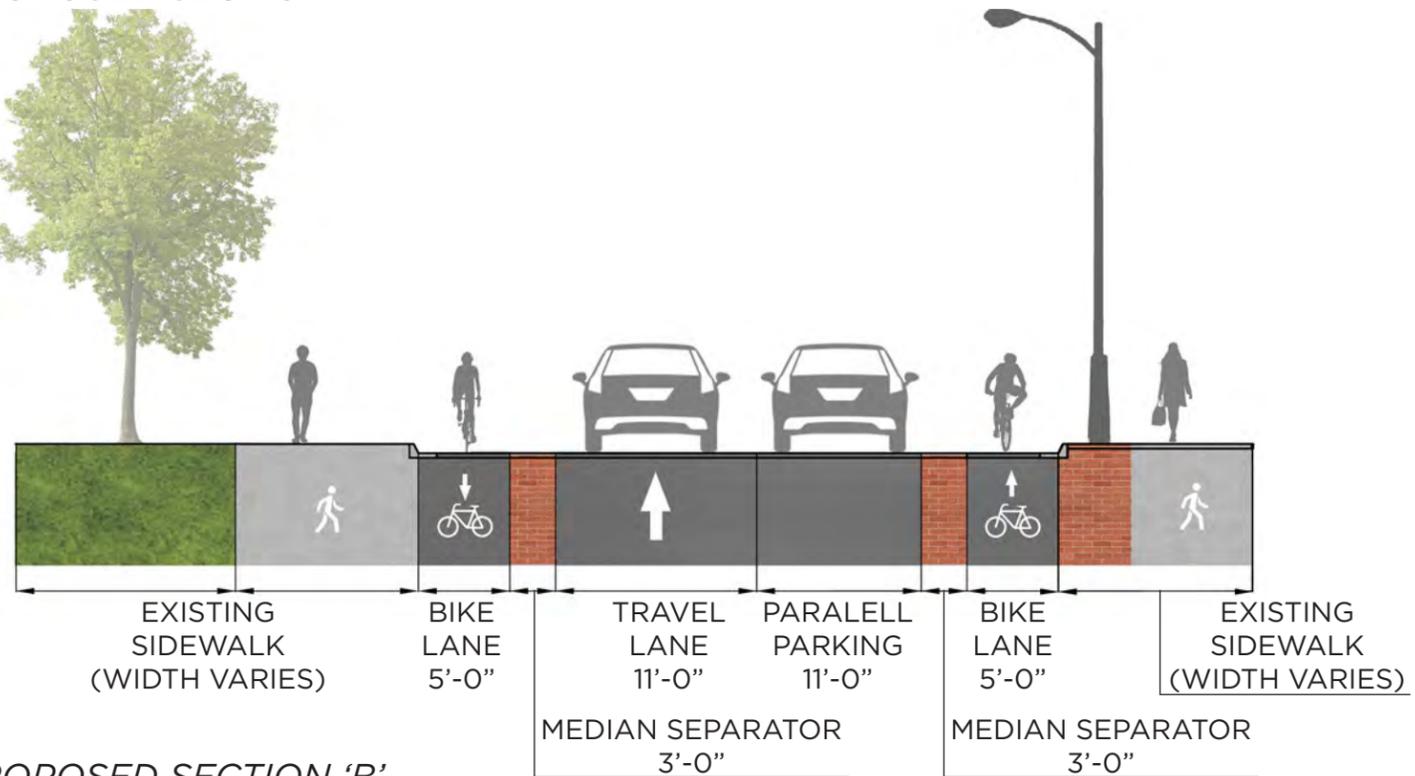


PROPOSED IMPROVEMENTS EXAMPLE



FLETCHER DRIVE | SERVICE TREATMENT (ONE WAY PAIRS)

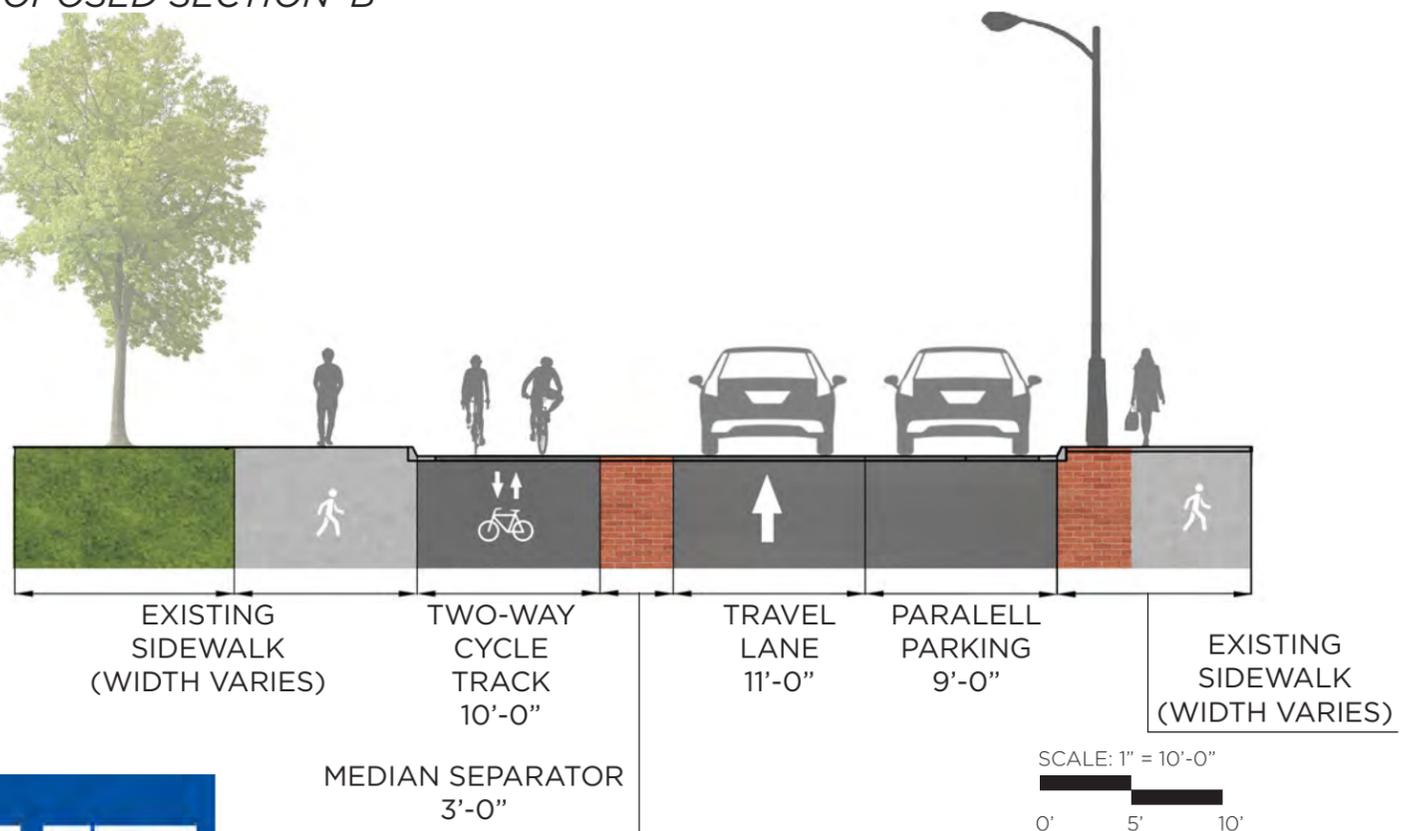
PROPOSED SECTION 'A'



KEY MAP



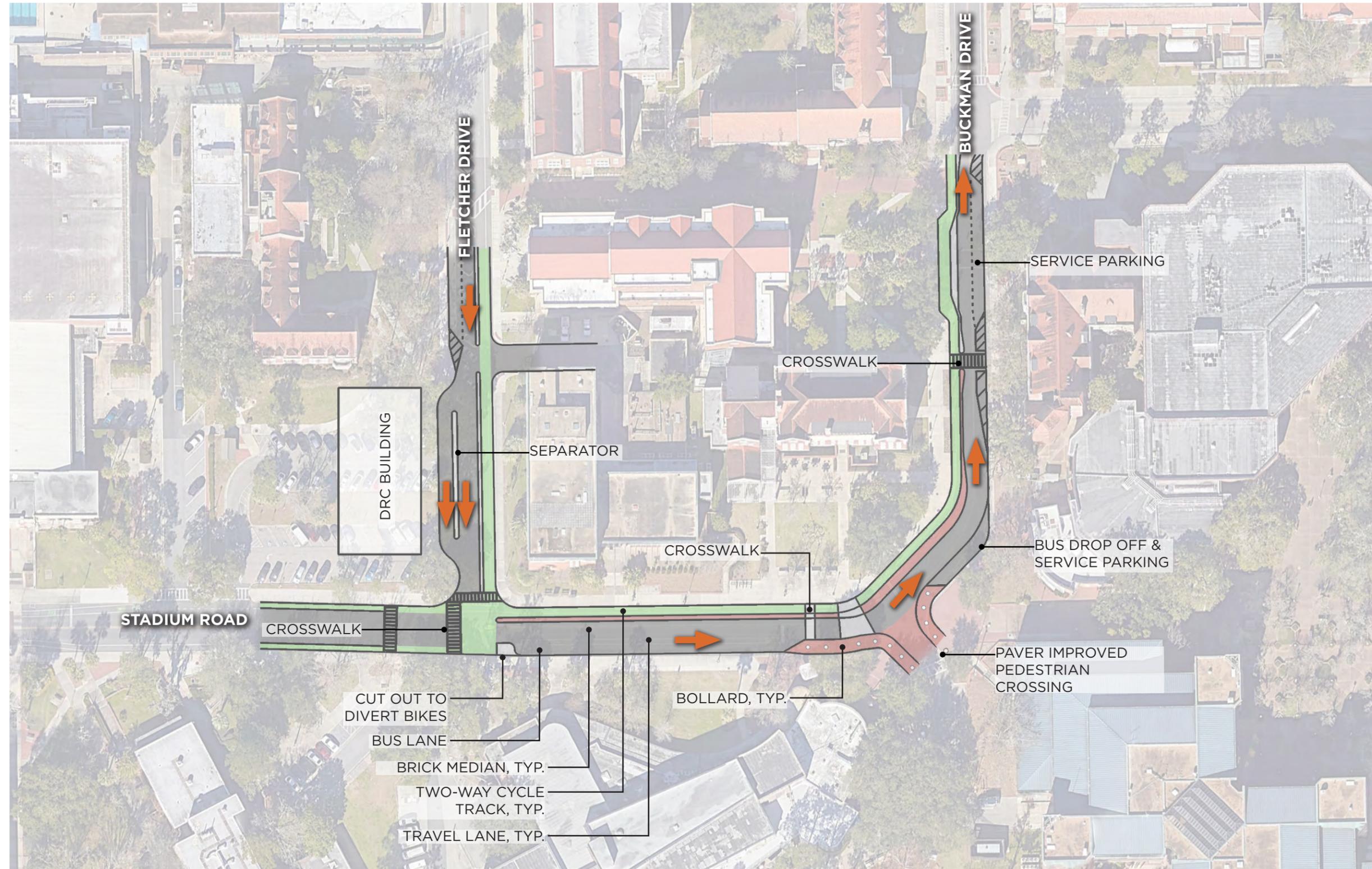
PROPOSED SECTION 'B'



SCALE: 1" = 10'-0"
 0' 5' 10'



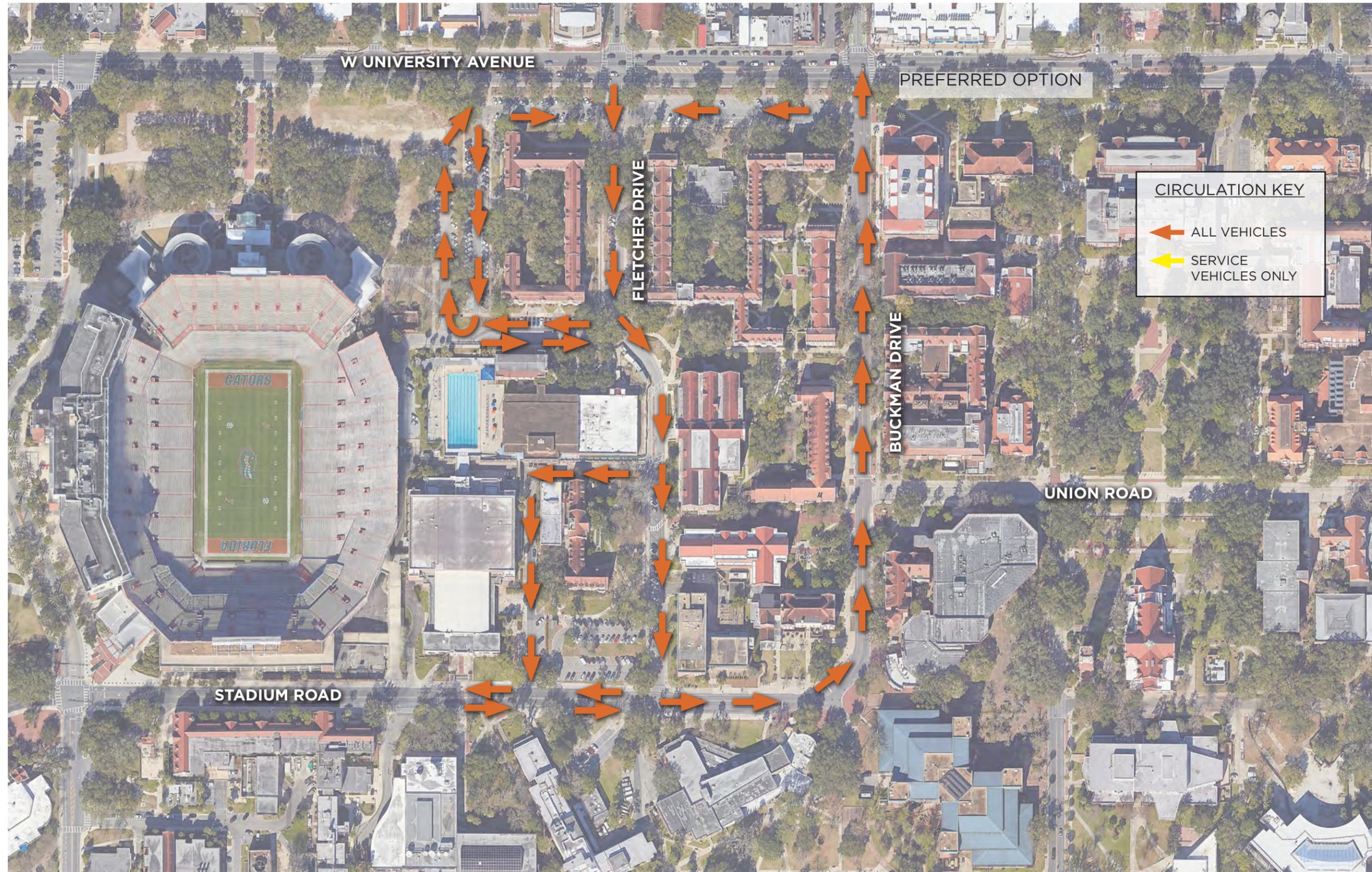
BUCKMAN DRIVE & FLETCHER DRIVE | STADIUM ENLARGEMENT - TWO-WAY CYCLE TRACK (ONE WAY PAIRS)



RECOMMENDED OPTION

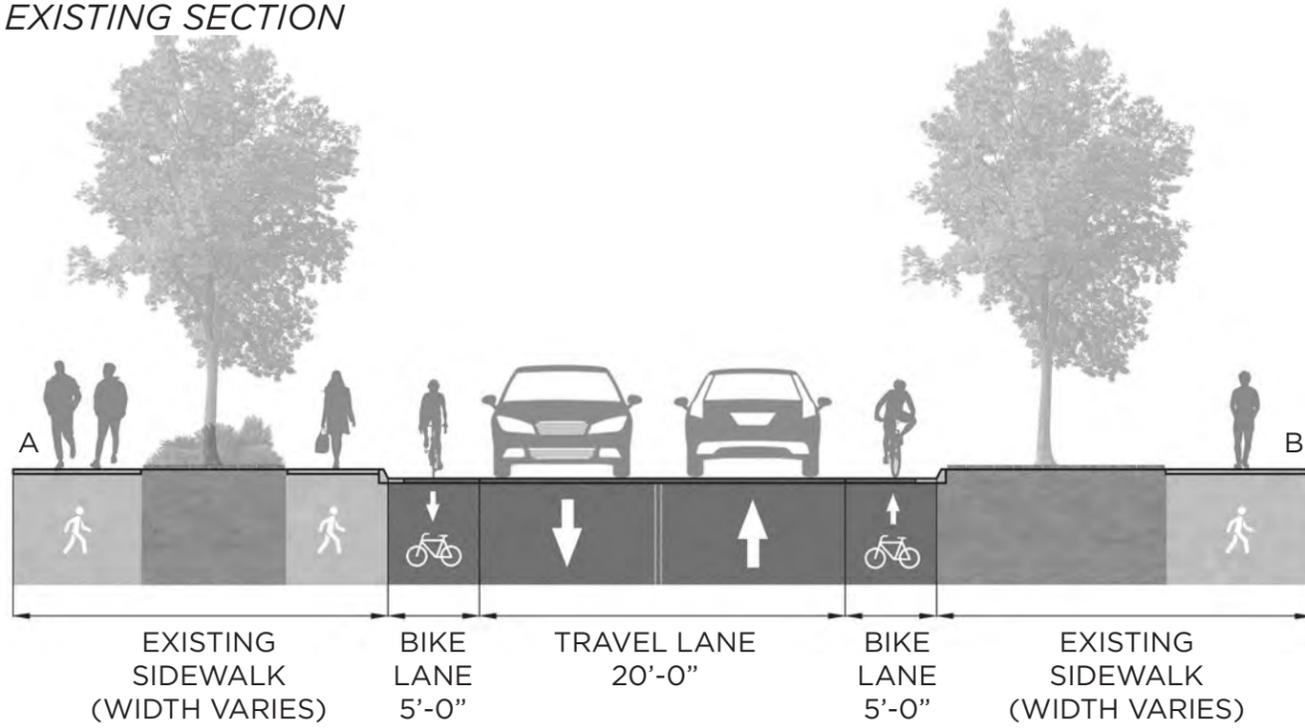


BUCKMAN DRIVE & FLETCHER DRIVE | ROUTING MAP (ONE WAY PAIRS)

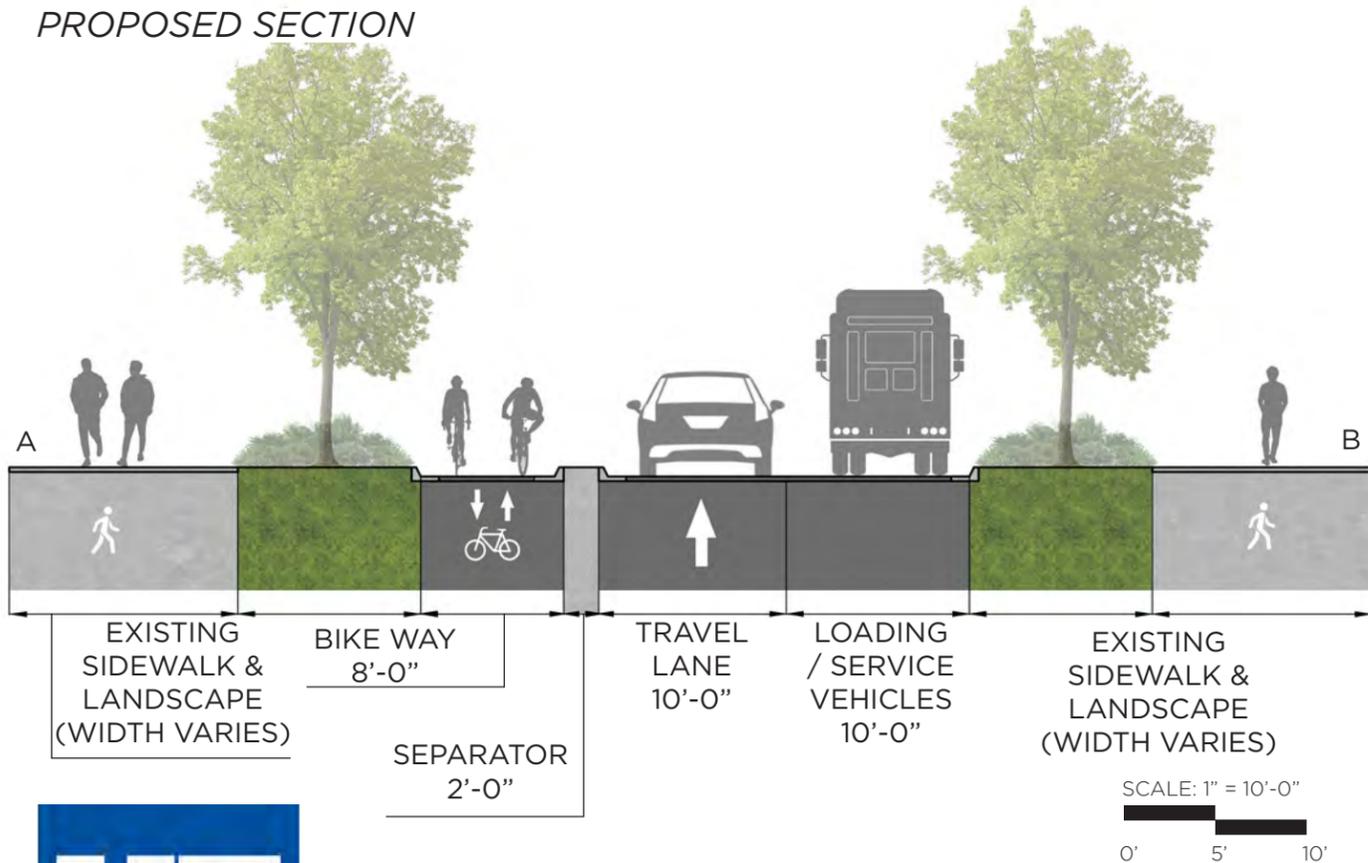


BUCKMAN DRIVE | SEPARATOR/TWO-WAY CYCLE TRACK (ONE WAY PAIRS)

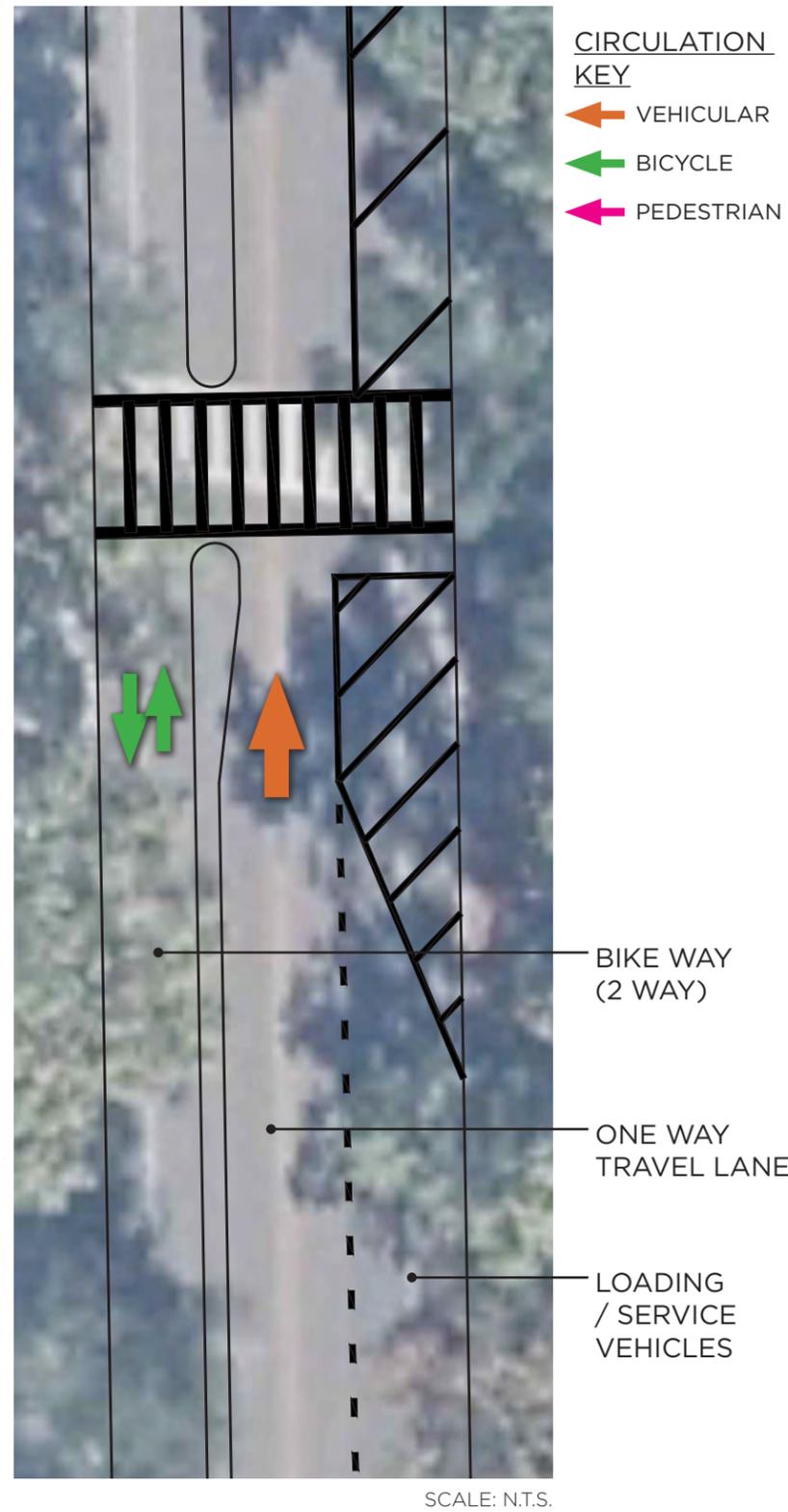
EXISTING SECTION



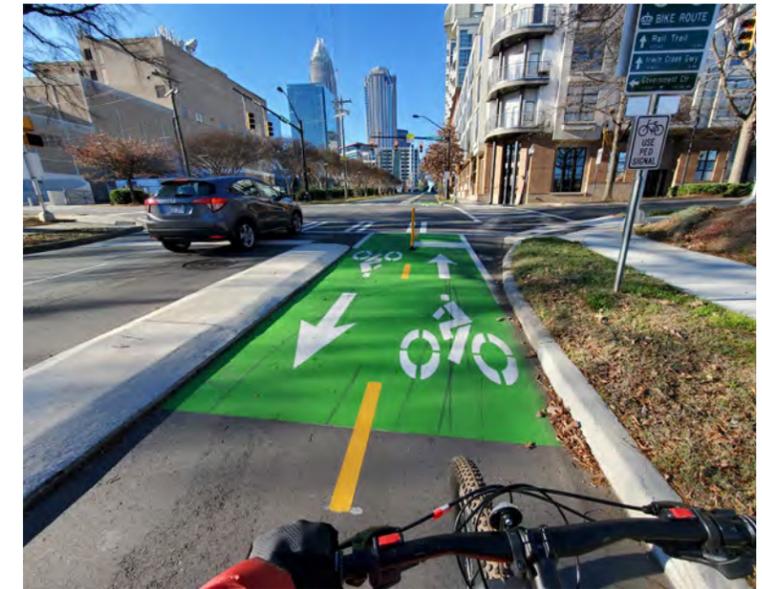
PROPOSED SECTION



PROPOSED TYPICAL PLAN VIEW

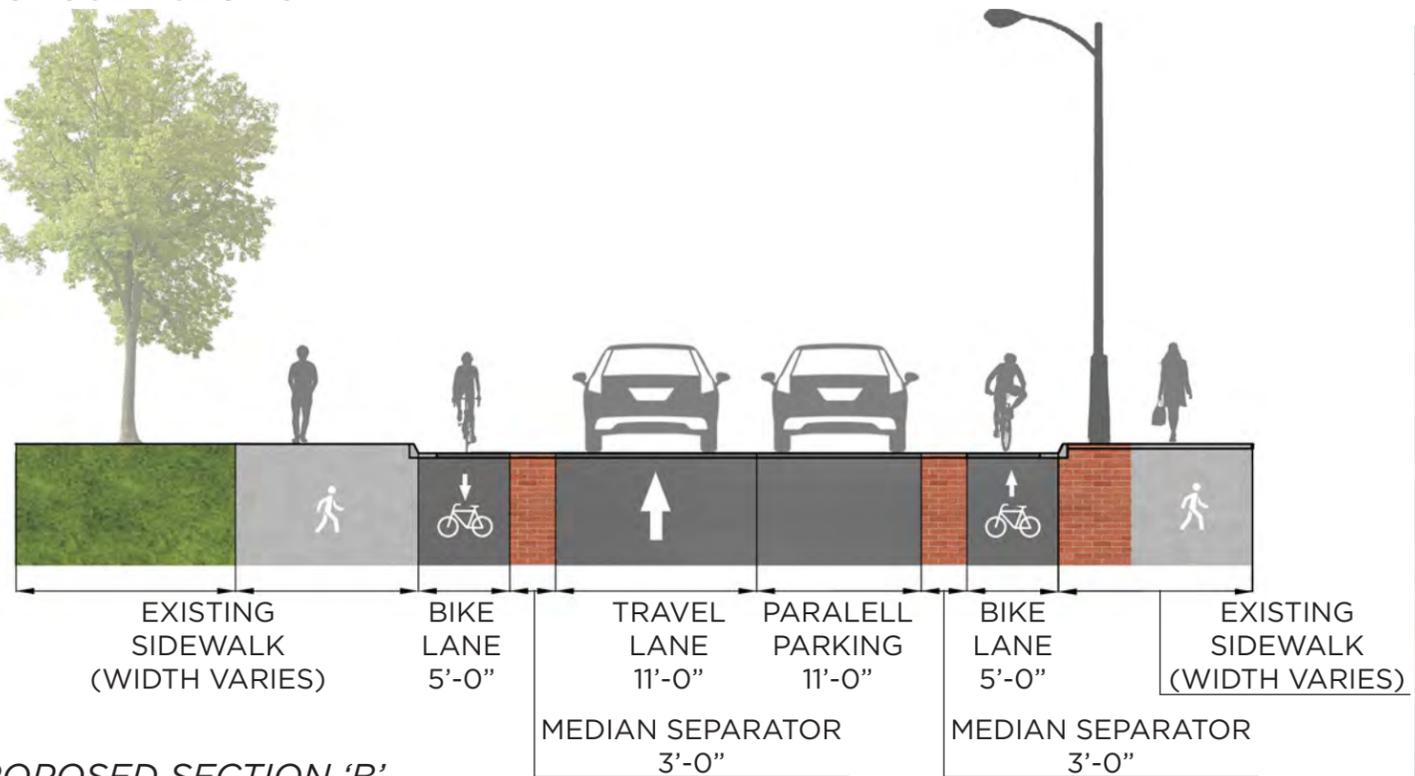


KEY MAP

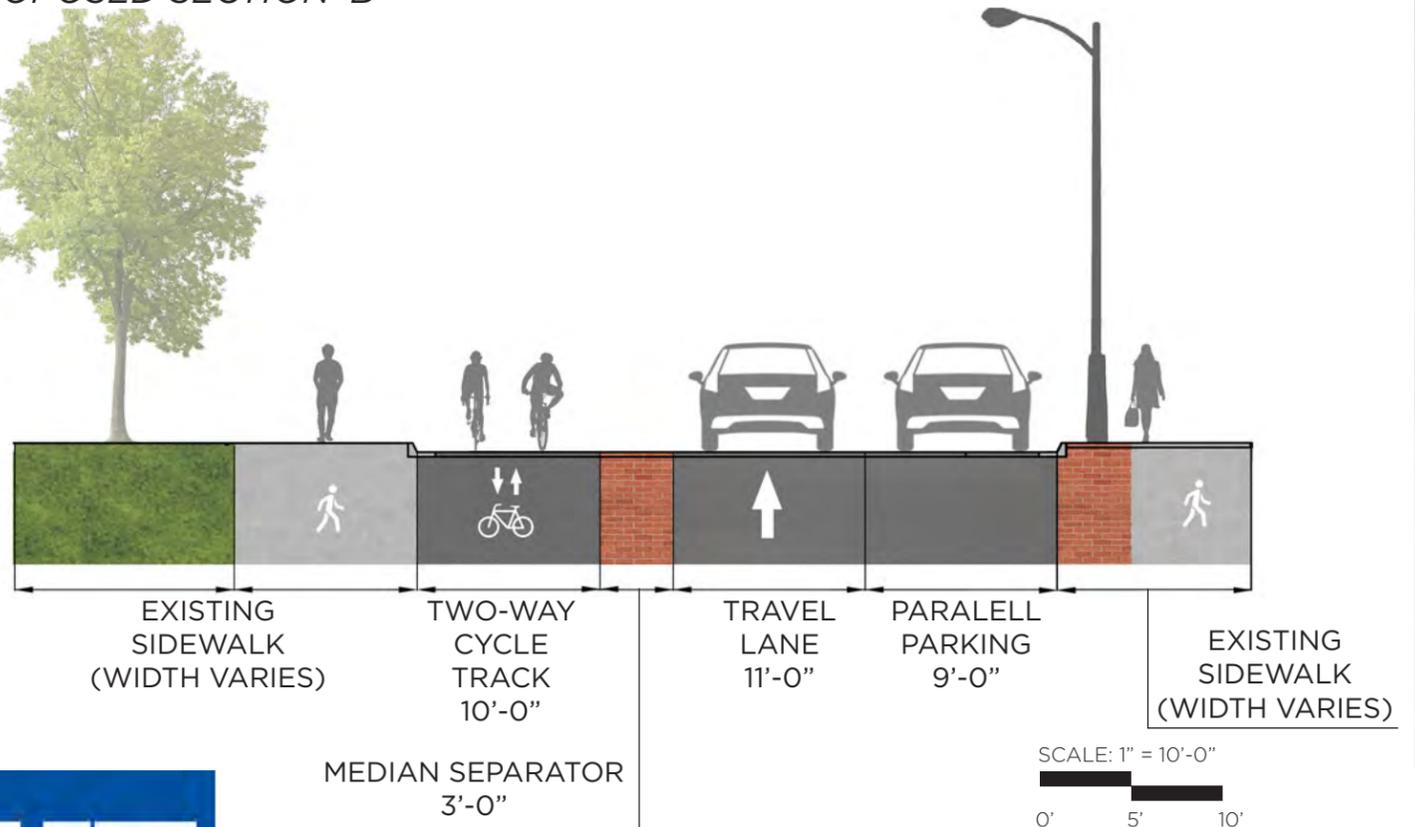


FLETCHER DRIVE | SERVICE TREATMENT (ONE WAY PAIRS)

PROPOSED SECTION 'A'

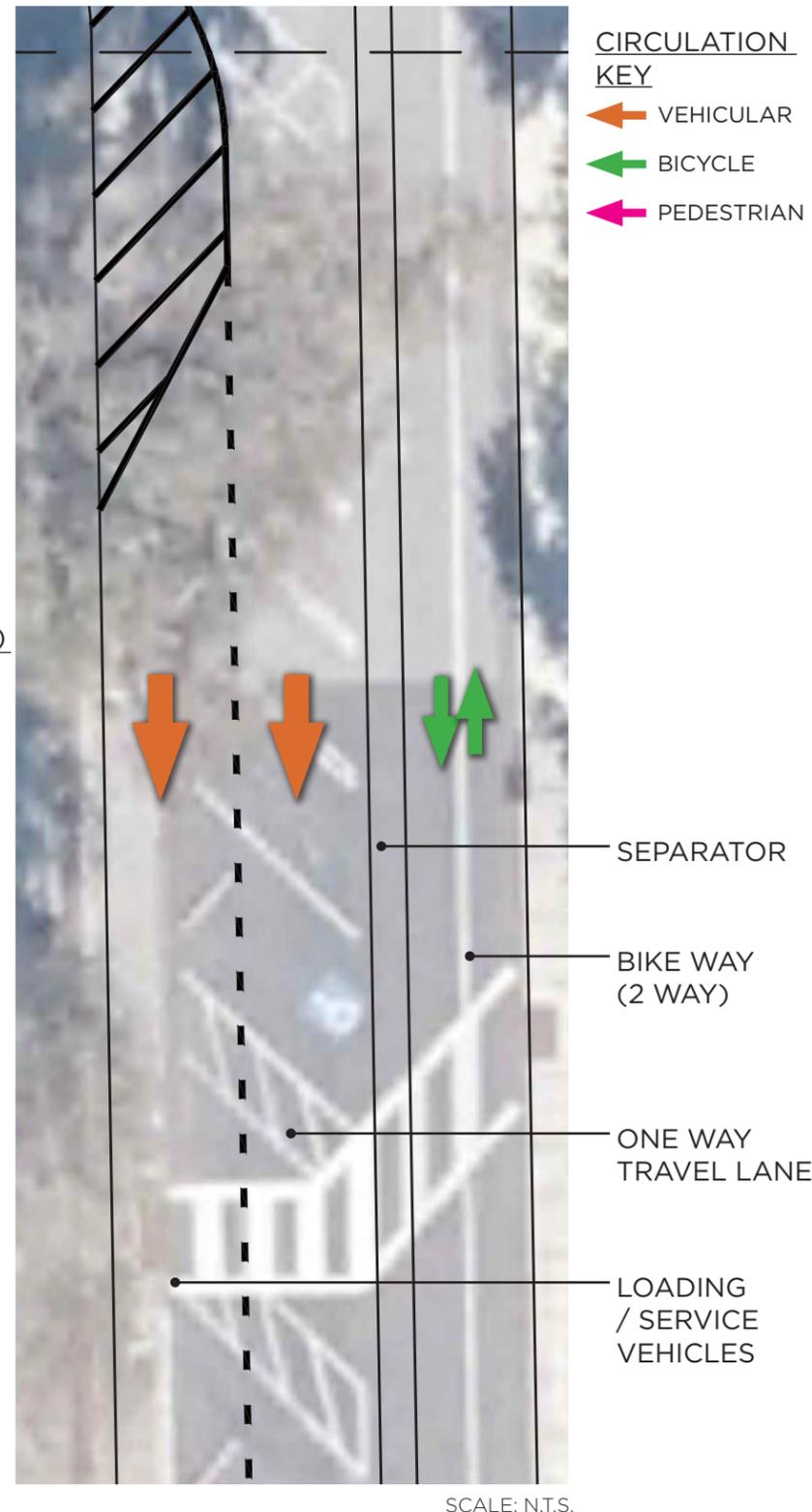


PROPOSED SECTION 'B'



SCALE: 1" = 10'-0"
0' 5' 10'

PROPOSED TYPICAL PLAN VIEW



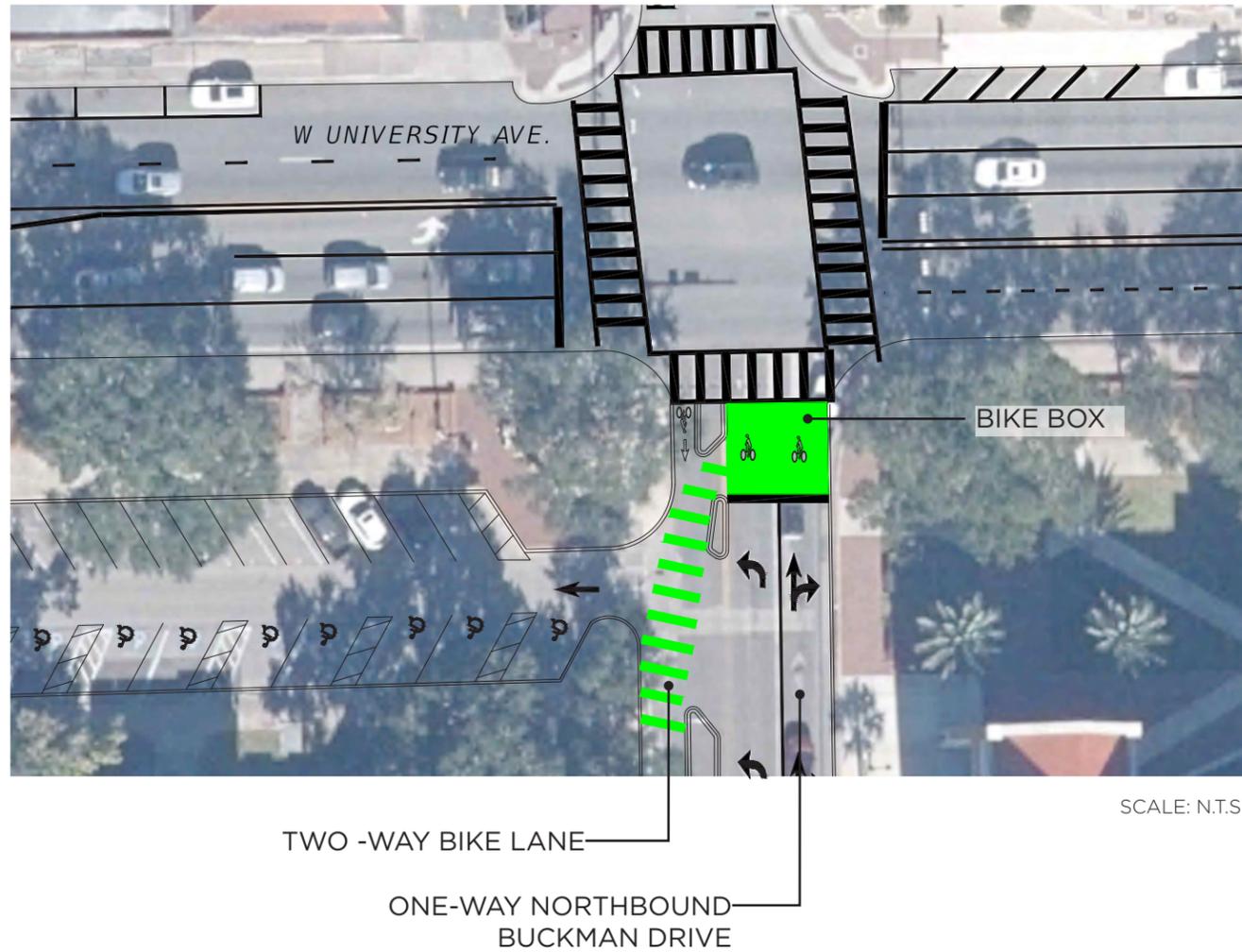
KEY MAP



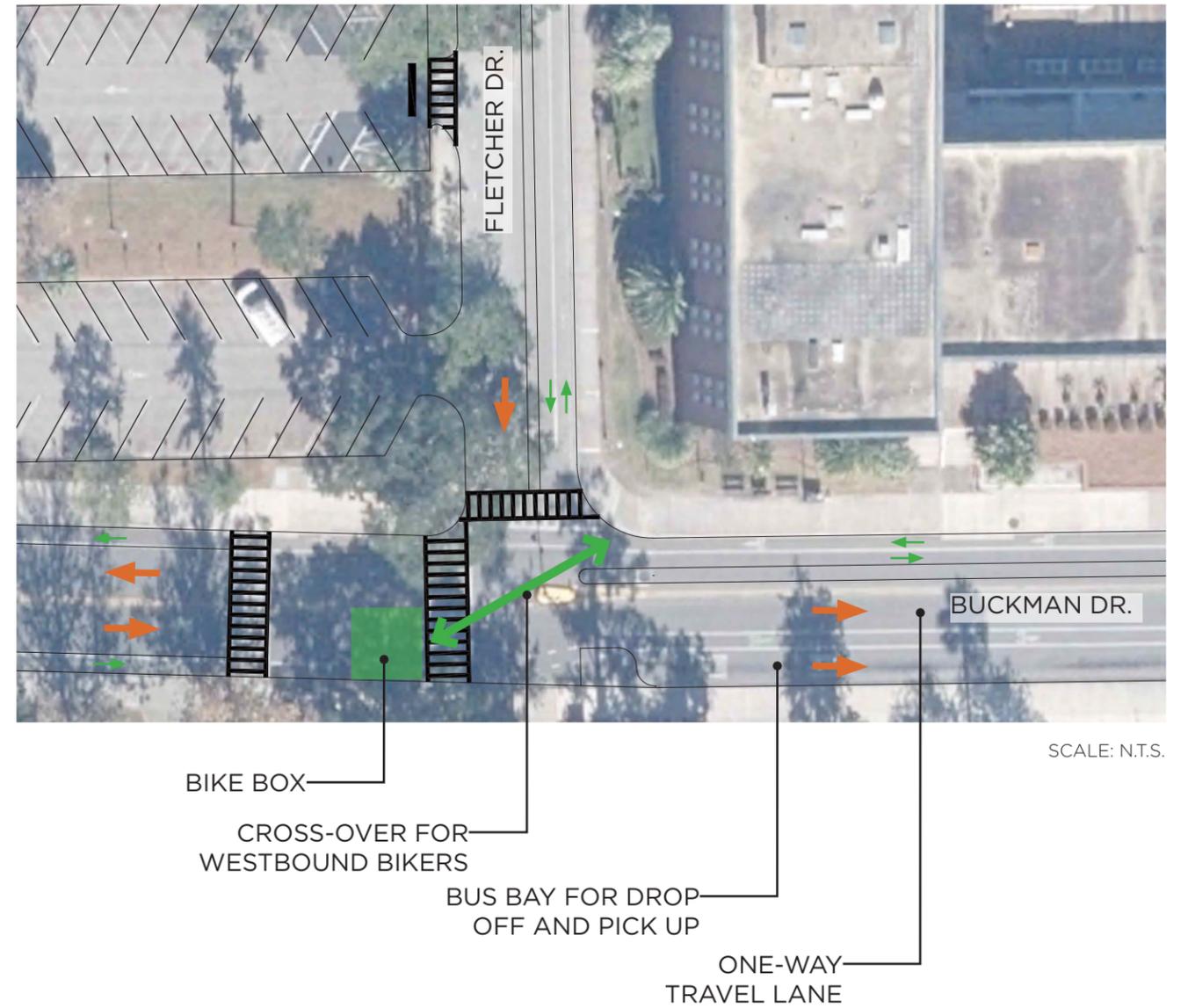
CIRCULATION KEY

- ← VEHICULAR
- ← BICYCLE

1 PLAN ENLARGEMENT
BUCKMAN DRIVE & UNIVERSITY AVE BIKE BOX



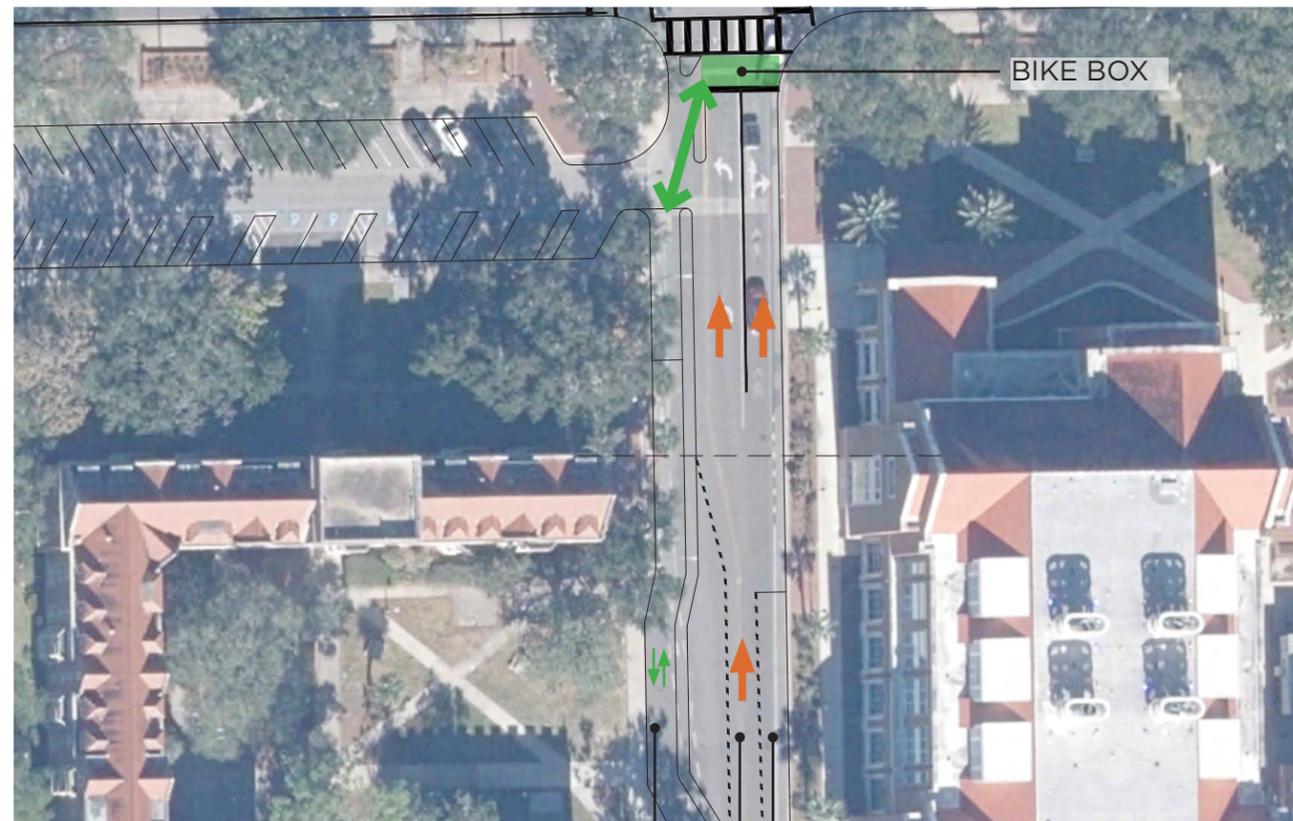
2 PLAN ENLARGEMENT
BUS HUB



CIRCULATION KEY

-  VEHICULAR
-  BICYCLE

3 PLAN ENLARGEMENT
CHEMISTRY BUILDING SERVICE AREA ON BUCKMAN



TWO-WAY BIKE LANE
ONE-WAY NORTHBOUND BUCKMAN DRIVE
SERVICE AREA FOR CHEMISTRY BUILDING DELIVERIES

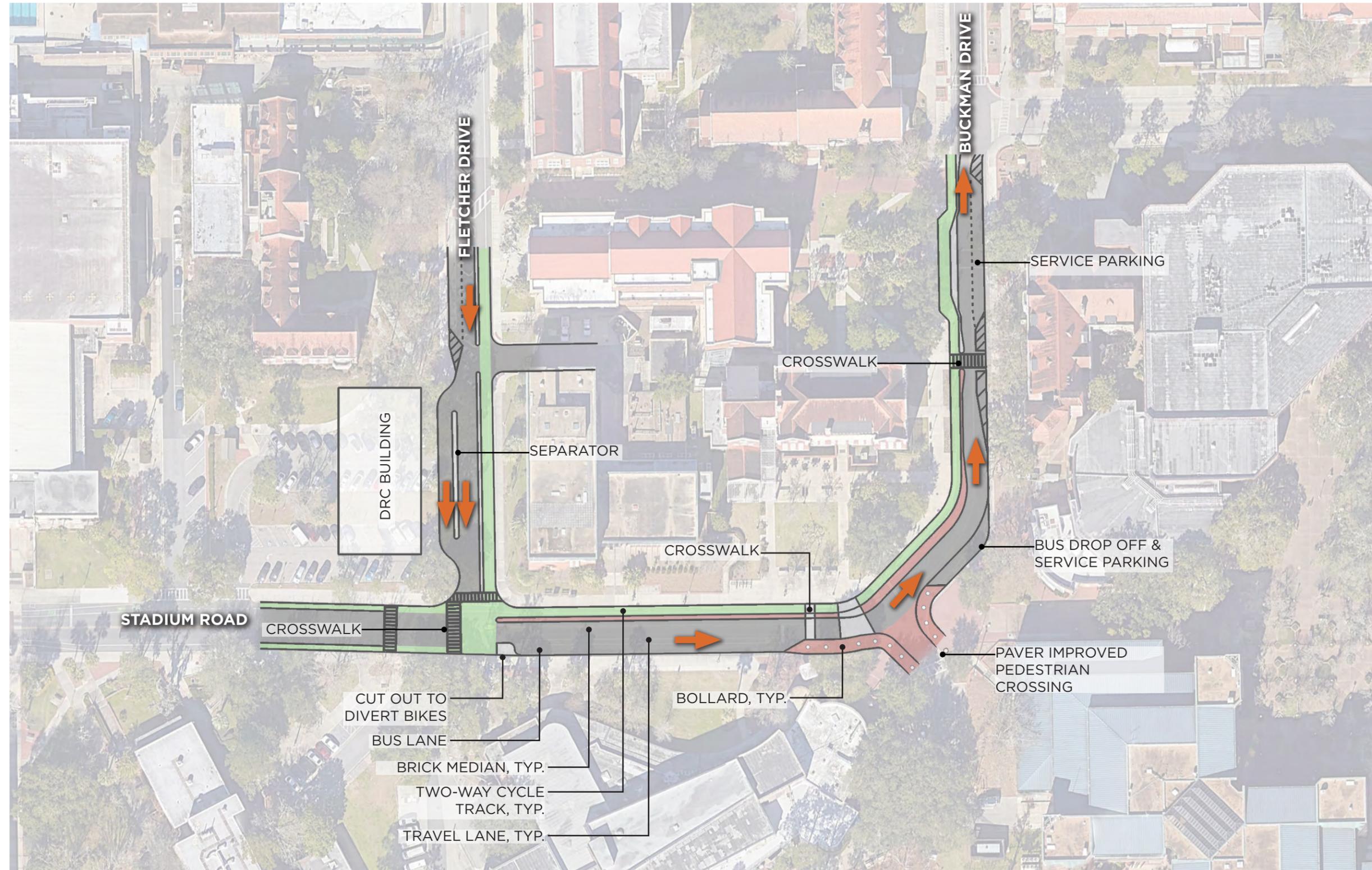
4 PLAN ENLARGEMENT
FLETCHER DRIVE DUMPSTER



TWO-WAY LANE WITH PARKING
ONE WAY TRAVEL LANE AND LOADING/SERVICE/PARALLEL PARKING
TWO-WAY BIKE LANE
SEPARATOR



BUCKMAN DRIVE & FLETCHER DRIVE | STADIUM ENLARGEMENT - TWO-WAY CYCLE TRACK (ONE WAY PAIRS)



Request a motion to approve the project as presented.



January 4, 2024
Facilities Services



Landscaping and Natural Resource Projects

Maintaining the aesthetics and functions of our natural areas

Upcoming Work **Planned Tree Removals**

Reitz Union Laurel Oaks

- A cluster of three laurel oaks located at Reitz Union Drive will be removed. Due to the high congestion in this area, the work is currently planned for Spring Break.

