OhioHealth Grove City Medical Campus
Final Development Plan Submission
Project Narrative

OhioHealth and the Daimler Group are extremely excited about submitting final development plans for the OhioHealth Grove City Medical Campus. The initial phase of this project will include two buildings connected together by a common entry way. The first building will be a +/- 40,000 square foot, privately owned medical building that will include an Ambulatory Surgery Center on the first floor and medical office space on the second floor. This outpatient surgery center will initially provide multiple surgical specialties including orthopedics, general surgery, urology, colon/rectal, gynecology, gastroenterology and podiatry. The second floor of the building will include medical offices for physician groups providing additional medical services to the community. The second building attached to the common entryway will be a +/- 80,000 OhioHealth-owned surgical hospital and emergency department. This hospital will house 20 inpatient beds and six observation beds. There will be three inpatient operating rooms and one procedure room, along with support services to efficiently operate the hospital. The emergency department will be 16 bays and similar to the OhioHealth operated emergency departments located in Westerville and Pickerington. These are staffed by smaller, cross functional teams which include emergency medical physicians and emergency department trained nurses.

Both buildings in this initial phase will be built at the same time, but the ASC/MOB building will be completed about a year earlier than the Hospital building due to the size and complexity differences between the two buildings. We will work with the City to ensure that the parking areas and site work are completed for the required areas to serve the ASC/MOB prior to its opening. The balance of the work will be completed with the completion of the surgical hospital building.

The City and OhioHealth are working jointly to complete the required offsite infrastructure for the project. This includes the creation of a TIF district to fund the widening of Stringtown road and other necessary improvements along the corridor to support this project and future development. This will be a privately funded TIF. In addition, the City is proceeding with a voluntary assessment to extend sewer service and also potential loop existing water lines to provide service to this area. The City is currently drafting the required legislation and other agreements to allow these infrastructure improvements to proceed.

This project is a continuation of the long standing service OhioHealth has provided to the Grove City community. OhioHealth currently has 5 locations, including the Grove City Health Center which provides services including imaging, rehabilitation, urgent care, work health, sleep services, primary care, heart and vascular, orthopedics, neuro, sports medicine, general surgery, obstetrics/gynecology and gastroenterology. The buildings

themselves are a classic mix of brick, stone and glass and represent a timeless design that fit well within the character of the Grove City community. The building is scaled in a way to fit well within the community surrounds and will be an anchor for continued development along the Stringtown Road corridor.

OhioHealth is a nationally recognized not-for-profit charitable healthcare organization with Methodist roots. Based in Columbus, Ohio, OhioHealth is recognized as the top five large health systems in America and also recognized by *Fortune Magazine* as one of the best places to work for the last 10 years. This new building represents an expansion of OhioHealth's commitment to serving the members of the Grove City community. The site and the building have been designed to allow for future expansion so that OhioHealth can continue to be the leading healthcare provider in the community.

The City of Grove City, Ohio

4035 Broadway • Grove City, Ohio 43123
(614) 277-3000

August 19, 2016

APPLICANT
RESPONSE 8-30-16

Mr. Todd Sloan
The Daimler Group, Inc.
1533 Lake Shore Drive
Columbus, Ohio 43204

Via email: ToddS@daimlergroup.com

Dear Mr. Sloan:

Staff has reviewed your development plan application for OhioHealth Grove City Medical Center located at 1345, 1351, and 1393 Stringtown Road. The control number for this application is #201608030051 and should be referenced on any future correspondence concerning this matter.

Having compiled the comments/recommendations provided to the Development Department from our various departments, we request the following additional information and/or corrections:

1. **The project narrative should include a description of how the developer intends to provide utilities to the site.** Please see the revised project narrative.
2. **A more detailed phasing plan should be submitted. Fire service, water service, and sanitary will be needed in all phases.** Please see updated phasing plans. Note that the entire project will be built at once, but the ASC/MOB building will open ahead of the Hospital building due to the complexity of the construction. Site plans and building shell plans will be submitted for the whole project at the same time with phased completions.

3. **If the sanitary sewer is intended to be public with two (2) 6" services off of it, easements will be needed.** Agreed, we will add.

4. **Driveways should include East Bound Drop RightLanes.** The traffic study indicates an East Bound Drop Right Lane will not be required with the three lane configuration that will be constructed with the TIF project.

5. **Please be advised that the Public Roadway Pavement Section will be a separate detail from detail (A/2) and will be given to the developer by the City during Engineer Plan approval.** These details will be used for the TIF project.

6. **The limits of the road widening should be made clear either on plan sheets or the project narrative.** These limits will be defined by the TIF agreement.

7. **The limits of curbing need to be shown on the plan. Curb Detail (F/2) is not approved for use in the City. Curb Detail (G/2) should be usedinstead.** The use of Curb Detial (F/2) in standard industry practice in lower traffic areas and we would like to use this detail in our project.

8. **The Stream Corridor Protection Zone (SCPZ) should be shown on plans.** Agreed, added.

9. **Proposed parking spaces do not meet the 180 square foot minimum size requirement. Staff would be supportive of a deviation to allow the smaller size to reduce the overall impervious surface on the site.** We appreciate staffs support on this issue. Note the proposed parking space size is identical to the spaces that have been successfully used at the Dublin, Westerville and Pickerington facilities.

10. **Based on the square footage of the proposed medical office building, 210 parking spaces would be required on the site for Phase 1. Although the total amount of proposed parking exceeds this, Phase 1 only shows 162 spaces. The parking lot for Phase 1 should be expanded to the west to include enough**

parking for the medical building. The parking required for a mixed use medical facility such as this is less than traditional code requirements for "medical" due to the large scale of the project and the diversity of use. The parking for this project has been modeled based on the actual usage and spaces at the Dublin Methodist Hospital and Pickerington Facilities, which are similar in scope. We have available ground if additional parking is warranted, but these facilities, along with many others across the country, work with this ratio of parking.

11. **A landscape plan must be submitted with revised materials. Comments 12 - 22 relate to requirements for the landscape plan.** Unfortunately, the Landscape plan was left out of the sets delivered to the City. We have delivered sets as of 8/24/16.

12. **Three options for landscaping between the north parking lot and Stringtown Road are available and listed below. In addition to the options below, you are encouraged to consider additional planting beds containing annual and/or perennial flowers to increase the aesthetic appeal of the frontage landscape requirements.** Please see attached plan.

    A. **A 3' continuous evergreen hedge, with one 2" minimum caliper tree planted every 35 lineal feet of frontage.**

    B. **A continuous 3' minimum to 5' maximum height wall constructed of masonry to match the primary structure, with one 2" minimum caliper tree planted every 35 lineal feet of frontage. A combination of wall and 3' evergreen may also be used.**

    C. **A continuous 3' earthen mound, with one 2" minimum caliper tree planted every 35 lineal feet of frontage.**

13. **Because the proposed use is considered "incompatible" with adjacent uses and zoning districts, side and rear yard landscaping must be utilized from one of the two options below:**

    A. **A continuous 6' height wall or solid fence or a 90% opaque 5' evergreen screen or a combination thereof. In addition to the wall or fence, one 2" minimum caliper small class tree, two 6' evergreen trees and two 18" deciduous shrubs are to be planted every 40 lineal feet of property line.**

    B. **A 4' minimum earthen mound with a double staggered row of 6' minimum evergreen trees at 20' maximum spacing on one 2" caliper minimum small class tree and two 18" deciduous shrubs per each 40 lineal fee of property line.**

    Confirmed this is for parking areas only. Also, since the long term planning indicates that the surrounding property should be developed commercially, we request a variance from this requirement, except for the northern portion of the west property boundary that contains a single family home. The southern and eastern property lines are wooded and have natural screen for the church to the west and the multifamily property to the south.

14. **All landscape islands or peninsulas should contain at least one 2" caliper minimum large or medium class tree.** Please see landscape plan.

15. **A maximum of 21 parking spaces is permitted without a landscape peninsula to break up the row of parking. Islands should be added in the center of the parking rows west of the proposed hospital to ensure that no row of parking contains more than 21 consecutive spaces.** Agreed, modified they one location where this did not occur.

16. **Supplemental landscaping is required around all service structure screening. Provide 36" height minimum plantings at 5' maximum spacing around the enclosed portion of the perimeter screen.** Please see landscaping plan.

17. **Landscaping is required around the perimeter of the building, according to the notes below.**Please see landscaping plan.

i. One tree is required for every 40 lineal feet of building perimeter or fraction thereof. Trees may be small, medium, or large class species and must be a minimum of 2" caliper. 6' height minimum evergreen trees may be substituted for up to 30% of deciduous the tree requirement. Trees are to be arranged on all sides of the building within 64 square foot minimum of lawn or landscaped areas.

ii. In addition, a minimum of 40 square feet of landscaped area shall be required for each 50 lineal feet of building perimeter or fraction thereof. These landscaped areas are to be constructed adjacent to the building and are to contain shrubs, groundcover or other ornamental plantings. The average initial height of these plantings is to be 24" minimum at 5' maximum spacing.

18. Any monument signage or flagpoles on the site are to be set in landscaped areas 2' (minimum) larger than the foundation of the sign or pole on all sides. Permanent shrubs, ground cover or other ornamental plants are to be planted within these landscaped areas. Annuals and perennials are permitted in combination with permanent plant materials. The average initial height of plantings is to be 24" minimum. Please see proposed landscape plan.

19. Irrigation is required on 75-100% of the property, with emphasis on areas along primary and secondary roadways and 100% of all landscape areas adjacent to the structure. Please see note on landscape plan that highlights areas to be irrigated.

20. Landscaping is required around the proposed retention area according to the notes below. Please see landscape plan.

    i. One tree is required for every 50 lineal feet of retention area perimeter or fraction thereof.

    ii. Trees should be planted adjacent to the retention area, but no closer than 20' from the bank.

    iii. Trees may be either medium or large class species trees, 2" caliper minimum. 6' minimum evergreen trees may be substituted for up to 50% of the deciduous tree requirements.

21. A tree planting typical needs to be found on plans stating that 50% of the burlap and wire cage will be removed at the time of planting and that 100% of trunk wrap will be removed as well. Agreed.

22. Sod or seed shall be placed upon the ground in all barren areas to cover the front, side and rear yards. Hydro mulching may be used when seeding. No straw is allowed to be used as mulch to cover grass seed. Agreed.

23. Details on the proposed dumpster and other mechanical screening walls should be provided. Screening walls should be finished in materials matching the primary structure (brick). Attached.

24. Details for any monument signage should be submitted. Monument and directional signage should have brick bases to match the primary structure. Our plan is to use a stone base that is also located on the building to tie the two elements together. Signage will be presented with the variance application.

25. The proposed building signage exceeds the permitted signage for the site and will require a variance be obtained from the Board of Zoning Appeals. Understood, we will start the variance process.

26. The proposed building height exceeds the permitted height for structures in an M-1 zoning district (35'). A variance will need to be obtained from the Board of Zoning Appeals to build the structure as proposed. Understood, we will start the variance process.

27. Sheet C0103 shows a 6" fire hydrant line and an 8" fire water service. Fire hydrants are not to be installed on a main of less than 8" in diameter. Agreed.

28. Sheet C0103 shows both FDCs on the front of the buildings. The connections to all fire protection systems are to be located not more than 75 feet from the nearest publicly owned fire hydrant. We have shown the FDCs on the building façade facing the main street as is typical.

The City of Grove City, Ohio

4035 Broadway • Grove City, Ohio 43123
(614) 277-3000

29. Plans should show the locations of all public hydrants on Stringtown Road. A water line with hydrants on the south side of Stringtown Road will prevent blocking off the road in case of emergency. Extention of the waterline will be provided by the City with the voluntary assessment plans.

30. The proposed 16' drop off lane should be widened to 20' to allow proper access for fire apparatus. Site plans modified as noted.

31. The height of the drop-off canopy on the west side of the hospital must have an unobstructed vertical clearance of not less than 13' 6" for fire apparatus access. Our current plans meet this requirement.

32. A drawing should be provided showing that a fire ladder apparatus can maneuver all proposed access roads around the site. The fire department apparatus reference guide is attached. Please see attached Auto Turn data.

Please note that additional comments will be sent after our reviewing engineer has completed their review.

Please revise your materials accordingly and submit twenty (20) copies along with a response letter indicating how each issue noted was addressed in the revised plans to my attention by 12:00 p.m. on Wednesday, August 31st. This will allow us time to review the revisions prior to finalizing the agenda for the September Planning Commission meeting. If for any reason you feel a meeting with staff is warranted prior to the Planning Commission meeting, please call me as soon as possible to arrange a date and time. If revised drawings cannot be submitted by the above deadline, the Development Department will recommend that this application be postponed until the October Planning Commission meeting; however, if the above deadline is met, staff will recommend that your application be heard as described below.

Planning Commission will hear your request on Tuesday, September 6, 2016 in the lower level of City Hall at 1:30 p.m. Your request will be postponed to a future date if you are unable to attend the meeting.

If you have any questions or need additional information, please call me at 277-3007 or email kshields@grovecityohio.gov .

Sincerely,

Kim Shields

Kimberly Shields, AICP
Community Development Manager

ZONING DESCRIPTION OF
21.87 ACRES

Situate in the State of Ohio, County of Franklin, Township of Jackson, lying in Virginia Military Survey No. 469, being all of that 5 acre tract conveyed to OhioHealth Corporation by deed of record in Instrument Number 201112070159696, that 4 acre tract conveyed as Parcel 1 and that 1 acre tract conveyed as Parcel II to OhioHealth Corporation by deed of record in Instrument Number 201112070159699, that 5 acre tract conveyed to OhioHealth Corporation by deed of record in Instrument Number 201112070159698, that 5 acre tract conveyed as Parcel I and that 2 acre tract conveyed as Parcel II to OhioHealth Corporation by deed of record in Instrument Number 201202210023738, (all references refer to the records of the Recorder's Office, Franklin County, Ohio) being more particularly described as follows:

BEGINNING in the centerline of Stringtown Road at the common corner of said 5 acre tract (I.N. 201112070159696) and that 5.11 acre tract conveyed to The Reorganized Church of Jesus Christ of Latter Day Saints by deed of record in Official Record 29445C03;

Thence with the perimeter of said OhioHealth Corporation tracts, the following courses and distances:

South 14° 14' 33" West, a distance of 1094.51 feet to a point;

North 74° 48' 03" West, a distance of 790.79 feet to a point;

North 14° 12' 33" East, a distance of 218.29 feet to a point;

North 73° 52' 31" West, a distance of 98.66 feet to a point;

North 14° 13' 45" East, a distance of 876.07 feet to a point in the centerline of said Stringtown Road;

South 74° 42' 29" East, with said centerline, a distance of 889.78 feet to the TRUE POINT OF BEGINNING, containing 21.87 acres, more or less.

EVANS, MECHWART, HAMBLETON & TILTON, INC.

HLK
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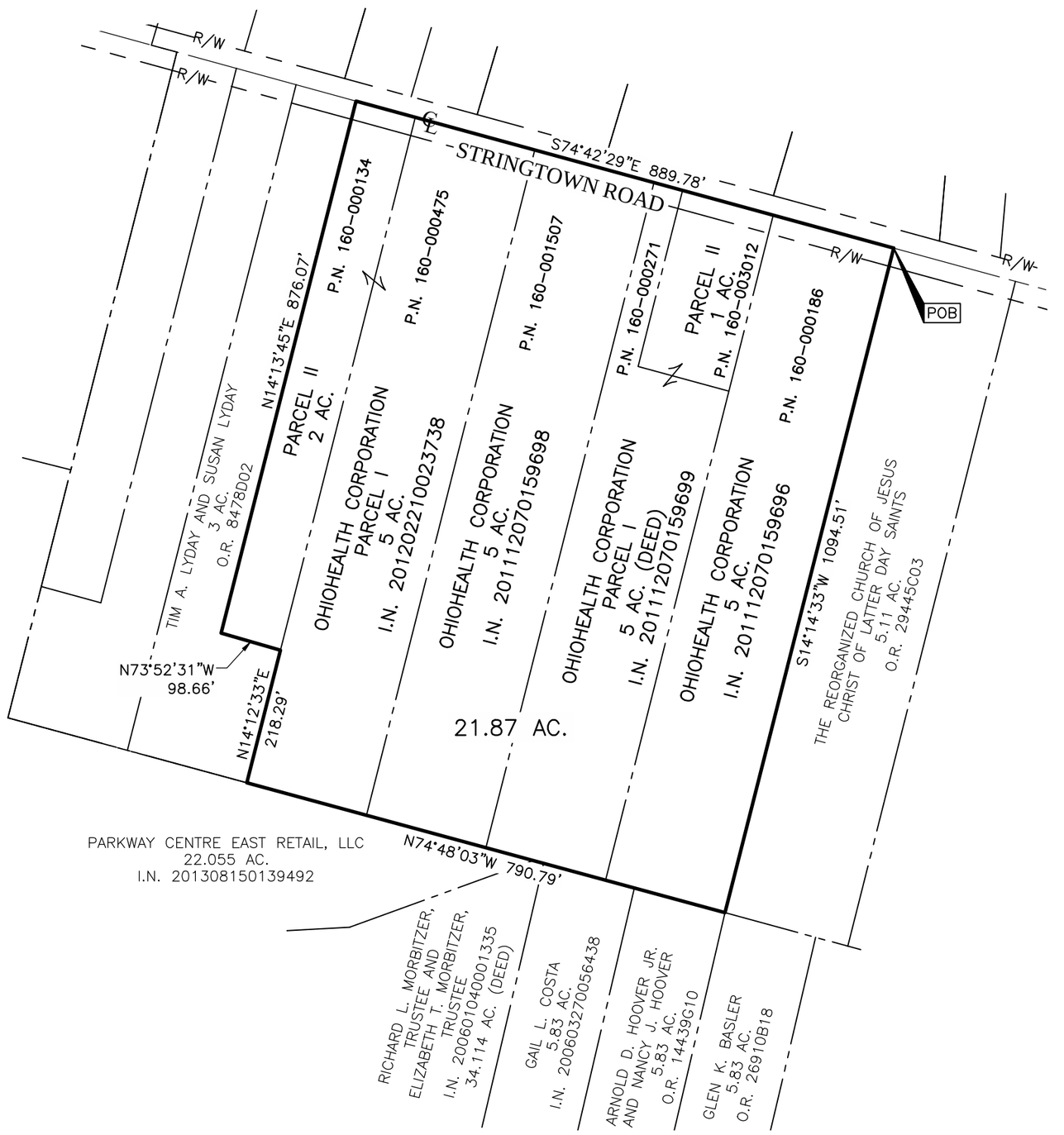
EMH&T
Evans, Mechwart, Hambleton & Tilton, Inc.
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, OH 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
emht.com

ZONING EXHIBIT

VIRGINIA MILITARY SURVEY NUMBER 469
TOWNSHIP OF JACKSON, COUNTY OF FRANKLIN, STATE OF OHIO

Date: September 11, 2015	Job No. 2015-0856	Scale: 1" = 200'



200' 0 200' 400'

GRAPHIC SCALE (in feet)

Engineers, Surveyors, Planners, Scientists

July 28, 2016

Mike MacKay
Ohio Health
3705 Olentangy River Road
Columbus, Ohio 43214

Subject: Ohio Health Site – Grove City, Ohio
Traffic Access Study

Dear Mike:

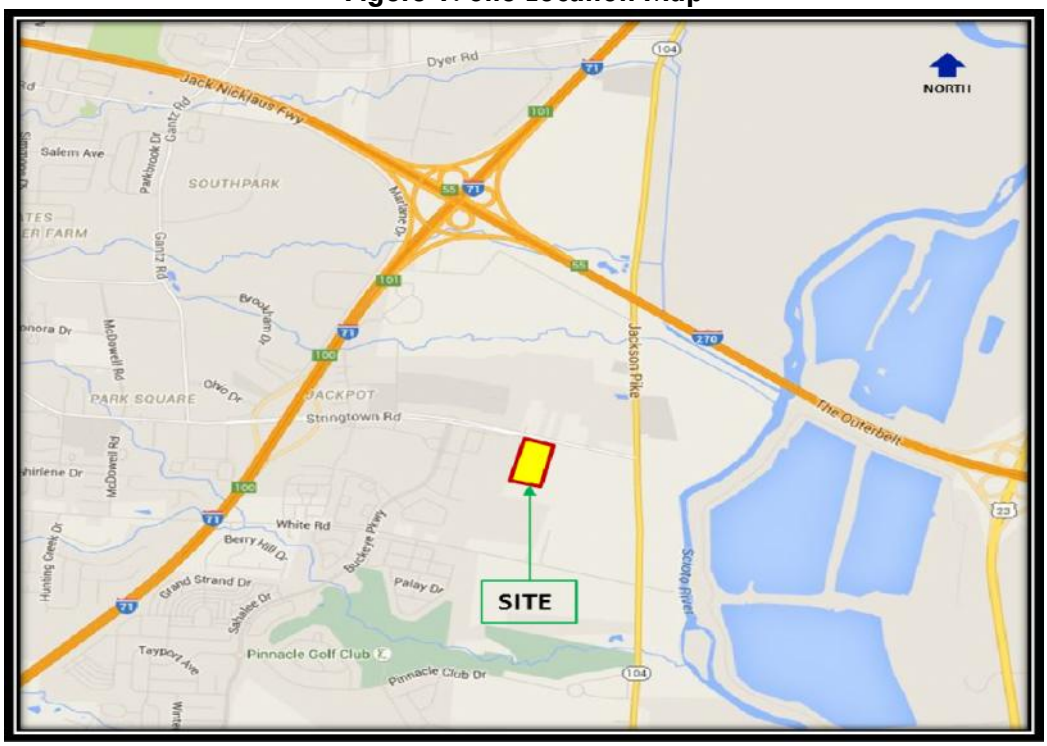
This traffic access study (TAS) summarizes traffic analysis methodologies and results associated with the proposed Ohio Health site, located on Stringtown Road west of State Route 104 just east of the current Target store in Grove City, Ohio. This analysis evaluates the planned access for the planned Ohio Health hospital and medical office building site, including turn lane warrants and capacity analysis at the planned access points. It should be noted that the two planned driveways do not currently align with major commercial driveways and based on the current location of car storage lots north Stringtown Road, it does not appear likely that major driveways would align with the planned access points in the future.

Proposed Development

The planned Ohio Health site is currently undeveloped land along the Stringtown Road frontage on the south side of the road, just east of the existing Target store that fronts Buckeye Parkway. The hospital site is bounded by Stringtown Road on the north and undeveloped single family home sites on the remaining fronts, as shown in **Figure 1** below. The hospital site will include up to 80,950 square feet of hospital space and 42,000 square feet of medical office building space. The site will be served by two full access driveways that intersect Stringtown Road opposite single family tracts, with no major commercial driveways across the road to align with. The west drive should include two egress lanes – a left turn only lane and a right turn only lane. The east drive should be wider to accommodate ambulances accessing the emergency patient drop off area designated on the east side of the new site.

The site is approximately 22 acres and is expected to include 960 parking spaces when fully constructed. The planned access drives will be located approximately 1600 feet east of Buckeye Parkway intersection and the east driveway will be approximately 2200 feet east of Buckeye Parkway.

Figure 1: Site Location Map



Existing Conditions

Stringtown Road is a two-lane, east-west arterial roadway with a generally straight alignment and flat to slightly rolling profile in the area of the site. Based on the signed 50 miles per hour speed limit, good visibility is generally available at the proposed site driveways for the planned Ohio Health site. A traffic signal controls the Stringtown Road/SR 104 intersection and peak hour traffic there was observed to have limited queuing that did not reach to the proposed site or planned access points. Eastbound right and northbound left turn lanes exist at the SR 104/Stringtown Road intersection.

An evaluation of sight distance was made by viewing the required sight distance requirements in the field to verify that the appropriate distance is available for visitors exiting the site in the future, based on the currently planned driveway locations. Photos were prepared of the available distance based on the signed 50 mph speed limit (assume a 55 mph design speed) to illustrate that available sight distance meets what is required at those points. Photos are attached for reference.

The site and Stringtown Road right of way along the site frontage is expected to be annexed to Grove City. The speed limit on Stringtown Road just west of the site in Grove City is currently 35 miles per hour and it is expected that the speed limit on Stringtown Road in front of the site will be reduced to 35 mph to remain consistent with the adjacent speed limit.

Data Collection

A previous peak hour turning movement traffic count was performed on October 13, 2015 at the SR 104/Stringtown Road intersection from 7-9 AM and from 4-6 PM. The traffic count data obtained current traffic levels on Stringtown Road used as the basis for current background traffic at the two planned site drive intersections. The traffic count data is attached for reference.

Traffic Volume Projections

The study analyzes opening day 2015 conditions. Estimated site generated traffic was assigned to both planned site driveways, combined with opening day traffic to estimate opening day peak hour traffic levels. Peak hour traffic on Stringtown Road in front of the site was determined from a recent count performed at the Stringtown Road/SR 104 intersection. Opening day peak hour traffic was projected for average weekday peak hour conditions. Volume plates illustrating Build traffic volumes for 2015 AM/PM peak hours are attached for reference.

Site Generated Traffic Volumes

Site generated trip ends were forecast using data and methodology contained in Trip Generation, 9th Edition (Institute of Transportation Engineers, 2012) with some adjustment based on data observed at a similar Ohio Health facility currently operating in Westerville, Ohio. The Westerville facility is 225,000 square feet including 86,000 square feet of medical office and 139,000 square feet of acute care (hospital) use. Previous traffic counts in 2013 at that facility found that 337 trip ends were generated during the morning peak and 378 trip ends were generated during the afternoon peak. The existing facility produced a composite trip rate (total for all uses) of 1.5 trip ends per thousand square feet and 1.68 trip ends per thousand square feet during the morning and afternoon peak periods respectively. Those rates are 76% and 75% of the ITE, Trip Generation rate calculated using Land Use Codes 610 (Hospital) and 720 (Medical-Dental Office). A consensus is to use 80% of ITE, Trip Generation rates to calculate site generated traffic volumes for this analysis. The same methodology of trip generation was applied to the subject site. Detailed trip generation data is included in **Table 1** below:

Table 1: Expected Trip Generation

Land Use	Square Feet or Units	ITE Code	Time Period	ITE Formula	Total Trips	Trips Entering	Trips Exiting
Hospital	80,950 sf	610	ADT	T=6.91(x)+2923.63	3,484	1,742	1,742
			AM Peak	Ln(T)=0.66Ln(x)+2.11	150	95	55
			PM Peak	Ln(T)=0.64Ln(x)+2.22	153	58	95
Medical-Dental Office	42,000 sf	720	ADT	T=40.89(x) -214.97	1,502	751	751
			AM Peak	Average Rate = 2.39	100	79	21
			PM Peak	Ln(T)=0.90Ln(x)+1.53	133	37	96
Adjusted to 80%							
Total				***ADT***	***3,988***	***1,994***	***1,994***
				AM TOTAL	***200***	***139***	***61***
				PM TOTAL	***229***	***76***	***153***

Site-generated trip ends were distributed to the street network based on an assumed traffic distribution that utilized engineering judgment which considered the density of population/residential areas that would be served by this site, as well as local and arterial roadways, as well as interstate access, that would provide access to this site. Based on these factors, the trip distribution for new site trips is expected to be as follows:

- 70% to/from the west on Stringtown Road
- 30% to/from the east on Stringtown Road

As indicated above, site traffic was assigned to the adjacent roadway network based on the estimated directional distribution of traffic on Stringtown Road. Site traffic trip assignments and total traffic volume plates are attached for reference.

Traffic Analyses

Traffic volume projections prepared above were used to analyze the planned Ohio Health site access driveways. Turn lane warrant analyses were conducted to determine if left or right turn lanes are warranted on Stringtown Road at each proposed driveways. Traffic signal warrant analysis was performed at the two site driveways to determine whether a signal will be warranted. Capacity analyses were also completed on Stringtown Road at both driveway intersections. For the purpose of this study, the speed limit of 35 miles per hour was assumed in all analysis.

Turn Lane Warrants

Turn lane warrants were evaluated at the proposed site driveways based on the requirements set forth in the Location and Design Manual, Volume 1 (Ohio Department of Transportation, 2011). The graphs for two-lane roadways with posted speed limits less than 40 miles per hour were consulted. Results are illustrated on the attached graphs and indicate that no turn lanes are predicted to be warranted.

Traffic Signal Warrant Analysis

Signal warrant analysis was evaluated at the proposed two site driveways based on the requirements set forth in Ohio Manual of Uniform Traffic Control Devices, Chapter 4C (Ohio Department of Transportation, 2012). Warrant 1 (eight hour vehicular volume) was analyzed. An estimate of 8th highest hour volume (approximately 55% of PM peak hour volumes) was used for this analysis. The results show that both driveways will not meet Warrant 1when the development completely constructed.

Capacity Analysis

HCS 2010 was utilized to complete capacity analysis of the two planned site driveways. Analyses indicate that the two driveways are expected to operate acceptably at level of service D or better during both AM and PM peak hours once the site is open.

Conclusions and Recommendations

The proposed access plan is expected to provide acceptable access to/from the planned Ohio Health site and allow traffic to flow safely and efficiently between the site and Stringtown Road. Recommendations from this study include:

- Provide full movement access at both planned driveways since adequate sight distance is available and having two drives will disperse site traffic turning movements so they are not concentrated at a single access point. The west driveway should include a second egress lane so that separate left and right turn lanes are provided to serve northbound exiting traffic from the site. Both driveways are predicted to operate acceptably with full movements permitted.

No site-related improvements to the adjacent street network are warranted or recommended. If you have questions during your review, please contact me directly at (614) 775-4650 at your convenience.

Sincerely,

Douglas A. Bender, PE, PTOE
Senior Traffic Engineer

Attachments
Copies: Amy Nagy, EMH&T (w/att)

StreamStats Version 3.0

Flow Statistics Ungaged Site Report

Date: Tues Aug 30, 2016 11:31:59 AM GMT-4
Study Area: Ohio
NAD 1983 Latitude: 39.8738 (39 52 26)
NAD 1983 Longitude: -83.0331 (-83 02 00)
Drainage Area: 0.3 mi2

Peak Flows Basin Characteristics			
100% Peak Flow Full Model (0.3 mi2)			
Parameter	**Value**	**Regression Equation Valid Range**	
		Min	**Max**
Drainage Area (square miles)	0.3	0.01	7422
Ohio Region C Indicator 1 if in C else 0 (dimensionless)	0	0	1
Ohio Region A Indicator 1 if in A else 0 (dimensionless)	1	0	1
Stream Slope 10 and 85 Longest Flow Path (feet per mi)	57	1.53	674
Percent Storage from NLCD1992 (percent)	0.12	0	25.8

Low Flows Basin Characteristics			
100% Low Flow Region A 2012 5138 (0.3 mi2)			
Parameter	**Value**	**Regression Equation Valid Range**	
		Min	**Max**
Drainage Area (square miles)	0.3 (below min value 1)	1	1250
Streamflow Variability Index from Grid (dimensionless)	0.61	0.24	1.12

Warning: Some parameters are outside the suggested range. Estimates will be extrapolations with unknown errors.

Probability of Zero Flow Basin Characteristics			
100% P zero Flow 2012 5138 (0.3 mi2)			
Parameter	**Value**	**Regression Equation Valid Range**	
		Min	**Max**
Drainage Area (square miles)	0.3 (below min value 1)	1	1250
Streamflow Variability Index from Grid (dimensionless)	0.61	0.24	1.12

Warning: Some parameters are outside the suggested range. Estimates will be extrapolations with unknown errors.

Mean and Percentile Basin Characteristics		
Y coordinate (latitude) of the centroid_ in decimal degrees=39.8759		
100% Low Flow LatLE 41.2 wri02 4068 (0.3 mi2)		
Parameter	**Value**	**Regression Equation Valid Range**

		Min	Max
Drainage Area (square miles)	0.3	0.12	7422
Percent Forest (percent)	9.1	0	99.1
Percent Storage from NLCD1992 (percent)	0.12	0	19
Mean Annual Precipitation (inches)	37.9	34	43.2
Streamflow Variability Index from Grid (dimensionless)	0.61	0.25	1.13
Latitude of Basin Centroid (decimal degrees)	39.8759	38.68	41.2
Longitude of Basin Centroid (decimal degrees)	83.0405	80.53	84.6

Peak Flows Statistics						
Statistic	Value	Unit	Prediction Error (percent)	Equivalent years of record	90-Percent Prediction Interval	
					Min	Max
PK2	46.4	ft3/s	37	2.1	22.6	95.6
PK5	85.8	ft3/s	35	3.3	43.2	170
PK10	115	ft3/s	34	4.4	57.8	230
PK25	154	ft3/s	35	5.9	75.4	315
PK50	183	ft3/s	37	6.8	87.3	385
PK100	213	ft3/s	38	7.5	98.3	462
PK500	285	ft3/s	42	8.6	121	672

http://pubs.usgs.gov/sir/2006/5312/ (http://pubs.usgs.gov/sir/2006/5312/)
Koltun_ G.F._ Kula_ S.P._ and Puskas_ B.M._ 2006_ A Streamflow Statistics (StreamStats) Web Application for Ohio: U.S. Geological Survey Scientific Investigations Report 2006-5312_ 62 p.

Low Flows Statistics						
Statistic	Value	Unit	Prediction Error (percent)	Equivalent years of record	90-Percent Prediction Interval	
					Min	Max
M1D10Y	0.00221	ft3/s				
M7D10Y	0.003	ft3/s				
M30D10Y	0.00503	ft3/s				
M90D10Y	0.00892	ft3/s				
D80	0.0211	ft3/s				

#http://pubs.usgs.gov/sir/2012/5138/#
Koltun_ G.F._ and Kula_ S.P._ 2013_ Methods for estimating selected low-flow statistics and development of annual flow-duration statistics for Ohio: U.S. Geological Survey Scientific Investigations Report 2012–5138_ 195 p.

Probability of Zero Flow Statistics						
Statistic	Value	Unit	Prediction Error (percent)	Equivalent years of record	90-Percent Prediction Interval	
					Min	Max
PROB 1DAY	0.0552	dim				
PROB 7DAY	0.0251	dim				
PROB 30DAY	0.0012	dim				

#http://pubs.usgs.gov/sir/2012/5138/#
Koltun_ G.F._ and Kula_ S.P._ 2013_ Methods for estimating selected low-flow statistics and development of annual flow-duration statistics for Ohio: U.S. Geological Survey Scientific Investigations Report 2012–5138_ 195 p.

Mean and Percentile Statistics						
Statistic	Value	Unit	Prediction Error (percent)	Equivalent years of record	90-Percent Prediction Interval	
					Min	Max
Q1	0.4	ft3/s	17			
Q2	0.55	ft3/s	12			
Q3	0.58	ft3/s	14			
Q4	0.56	ft3/s	11			
Q5	0.36	ft3/s	20			
Q6	0.22	ft3/s	27			
Q7	0.13	ft3/s	28			
Q8	0.0861	ft3/s	37			
Q9	0.0482	ft3/s	44			
QA	0.29	ft3/s	11			
Q10	0.0517	ft3/s	51			
Q11	0.13	ft3/s	38			
Q12	0.29	ft3/s	22			
QAH	0.0238	ft3/s	66			
FPS25	0.0592	ft3/s	29			
FPS50	0.14	ft3/s	40			
FPS75	0.3	ft3/s	48			

http://oh.water.usgs.gov/reports/wrir/wrir02-4068.pdf (http://oh.water.usgs.gov/reports/wrir/wrir02-4068.pdf)
Koltun_ G. F._ and Whitehead_ M. T._ 2002_ Techniques for Estimating Selected Streamflow Characteristics of Rural_ Unregulated Streams in Ohio: U. S. Geological Survey Water-Resources Investigations Report 02-4068_ 50 p

Stream Corridor Protection Zone Calculations

Per the Grove City Stormwater Design Manual, the Stream Corridor Protection Zone is calculated using the following equation:

$$SCPZ = 147 \times DA^{0.38}$$

where, DA is the drainage area in square miles.

Streamstats was used to determine the drainage area for the on-site stream in two different locations. The west location (upstream of the fork) was determined to have a drainage area of 0.06 square miles and the east location (downstream of the fork) was determined to have a drainage area of 0.3 square miles. These values resulted in a 50' SCPZ upstream of the fork and a 93' SCPZ downstream of the fork. The StreamStats Site Report and watershed image for both locations have been attached to this sheet. The SCPZ can be seen on the Development Plan.

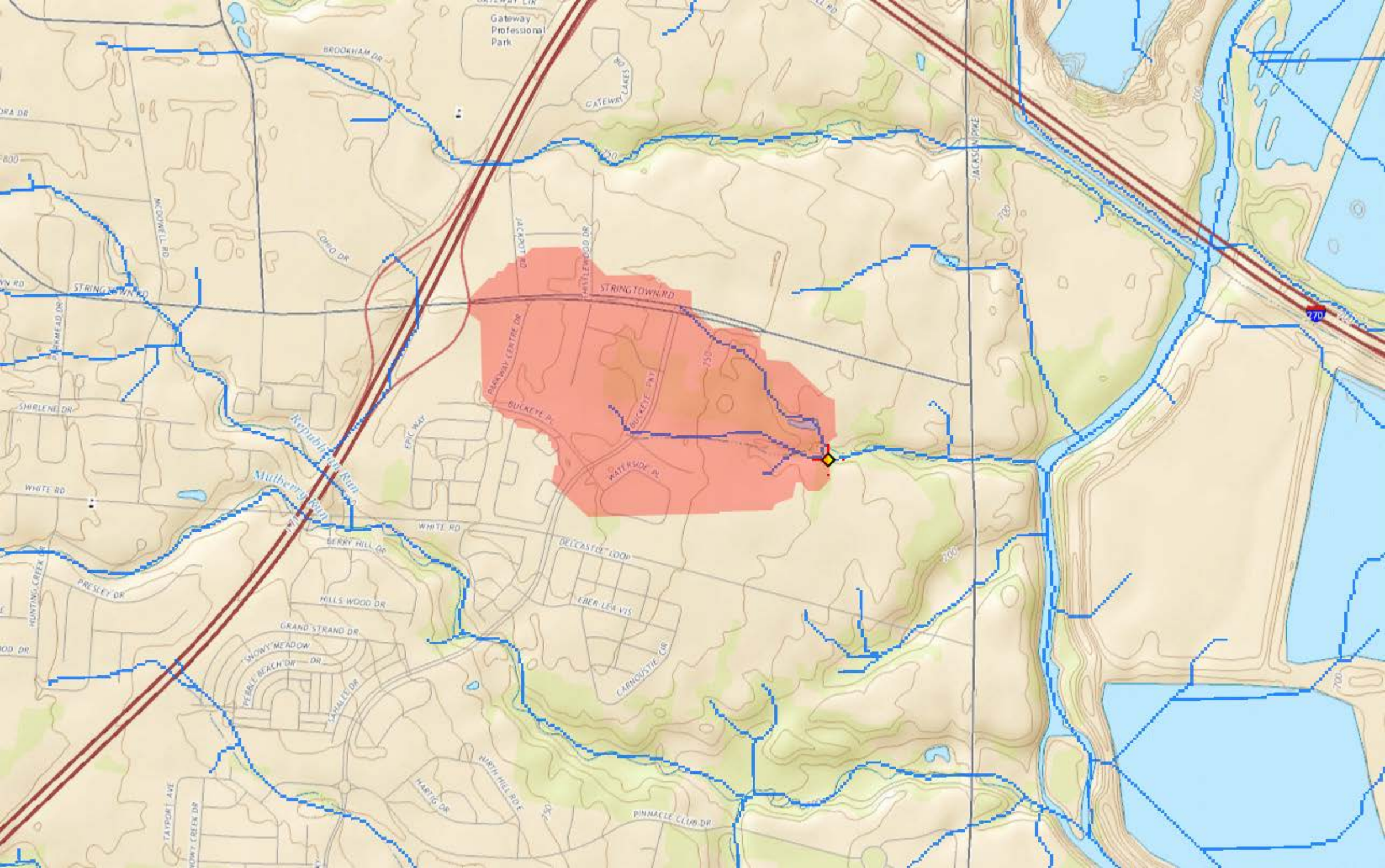
Calculations

West (upstream of fork)

$$50' = 147 \times (0.06)^{0.38}$$

East (downstream of fork)

$$93' = 147 \times (0.3)^{0.38}$$


Gateway Professional Park
BROOKHAM DR
GATEWAY LAKES DR
JACKSON PIKE
STRINGTOWN RD
OHIO DR
JACKSON RD
HAYLEWOOD DR
PARKWAY CENTRE DR
BUCKEYE PL
BUCKEYE PKY
WATERSIDE PL
EPIC WAY
SHIRLENE DR
Republican Run
Mulberry Run
WHITE RD
BERRY HILL DR
DELCASTLE LOOP
PRESLEY DR
HILLS WOOD DR
EBER LEA VIS
GRAND STRAND DR
SNOWY MEADOW
PEBBLE BEACH DR
SAHALEE DR
CARNOUSTIE CIR
HURTH HILL RD E
HARTIG DR
PINNACLE CLUB DR
TAYPORT AVE
SNOWY CREEK DR
HUNTING CREEK
PARKMEAD DR
MCDOWELL RD
700
750
800

Gateway Professional Park
GATEWAY CIR
BROOKHAM DR
SONORA DR
OHIO DR
OLD STRINGTOWN RD
STRINGTOWN RD
SHIRLENE DR
WHITE RD
BERRY HILL DR
PRESLEY DR
GERSHWIN AVE
BARNWOOD DR
HILLS WOOD DR
GRAND STRAND DR
SNOWY MEADOW
PEBBLE BEACH DR
TAHALEE DR
HARTIG DR
HIRTH HILL RD E
PINNACLE CLUB DR
DELCASTLE LOOP
EBER LEA VIS
LARNOUSTIE CIR
WATERSIDE PL
BUCKEYE PL
BUCKEYE PKY
EPIC WAY
PARKWAY CENTRE DR
GATEWAY LAKES DR
THRALKILL RD
JACKSON PIKE
McDOWELL RD
HUNTING CREEK DR
Republican Run
Mulberry Run
71
270
750
800
700
650
600
550

REVISIONS

MARK	DATE	DESCRIPTION

GROVE CITY, FRANKLIN COUNTY, OHIO
EXHIBIT
FOR

OHIO HEALTH GROVE CITY HOSPITAL LAYOUT EXHIBIT

EMH&T
Engineers • Surveyors • Planners • Scientists
5500 New Albany Road, Columbus, Ohio 43054
Phone: 614.775.4500 Toll Free: 888.775.3648
www.emht.com

DATE: July 26, 2016

SCALE: 1" = 60'

JOB NO.: 2015-0856

SHEET: 2/2

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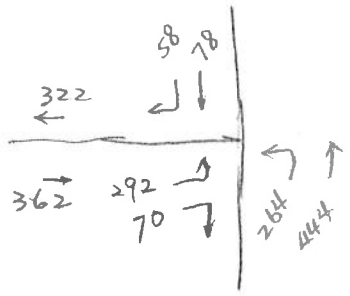
5500 New Albany Road
Columbus, OH 43054
emht.com

File Name : SR 104 - Stringtown
Site Code : 00000000
Start Date : 10/13/2015
Page No : 1

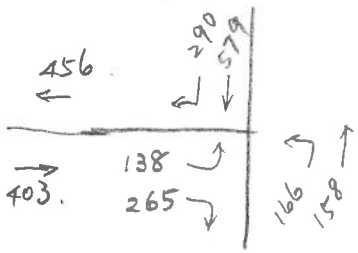
Groups Printed- Cars - Trucks

	SR104 Southbound					Westbound					SR104 Northbound					STRINGTOWN RD Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
07:00 AM	0	27	12	0	39	0	0	0	0	0	71	107	0	0	178	51	0	18	0	69	286
07:15 AM	0	10	11	0	21	0	0	0	0	0	65	110	0	0	175	69	0	14	0	83	279
07:30 AM	0	14	13	0	27	0	0	0	0	0	59	104	0	0	163	91	0	20	0	111	301
07:45 AM	0	27	22	0	49	0	0	0	0	0	69	123	0	0	192	81	0	18	0	99	340
Total	0	78	58	0	136	0	0	0	0	0	264	444	0	0	708	292	0	70	0	362	1206
08:00 AM	0	21	16	0	37	0	0	0	0	0	32	89	0	0	121	88	0	11	0	99	257
08:15 AM	0	17	6	0	23	0	0	0	0	0	36	81	0	0	117	59	0	16	0	75	215
08:30 AM	0	24	14	0	38	0	0	0	0	0	33	63	0	0	96	51	0	12	0	63	197
08:45 AM	0	15	16	0	31	0	0	0	0	0	32	49	0	0	81	50	0	14	0	64	176
Total	0	77	52	0	129	0	0	0	0	0	133	282	0	0	415	248	0	53	0	301	845
*** BREAK ***																					
04:00 PM	0	102	88	0	190	0	0	0	0	0	32	52	0	0	84	40	0	78	0	118	392
04:15 PM	0	138	67	0	205	0	0	0	0	0	29	51	0	0	80	35	0	64	0	99	384
04:30 PM	0	141	68	0	209	0	0	0	0	0	49	42	0	0	91	32	0	74	0	106	406
04:45 PM	0	155	70	0	225	0	0	0	0	0	34	39	0	0	73	32	0	58	0	90	388
Total	0	536	293	0	829	0	0	0	0	0	144	184	0	0	328	139	0	274	0	413	1570
05:00 PM	0	142	83	0	225	0	0	0	0	0	38	40	0	0	78	38	0	65	0	103	406
05:15 PM	0	141	69	0	210	0	0	0	0	0	45	37	0	0	82	36	0	68	0	104	396
05:30 PM	0	108	62	0	170	0	0	0	0	0	41	32	0	0	73	49	0	43	0	92	335
05:45 PM	0	118	63	0	181	0	0	0	0	0	30	32	0	0	62	33	0	59	0	92	335
Total	0	509	277	0	786	0	0	0	0	0	154	141	0	0	295	156	0	235	0	391	1472
Grand Total	0	1200	680	0	1880	0	0	0	0	0	695	1051	0	0	1746	835	0	632	0	1467	5093
Apprch %	0	63.8	36.2	0		0	0	0	0		39.8	60.2	0	0		56.9	0	43.1	0		
Total %	0	23.6	13.4	0	36.9	0	0	0	0	0	13.6	20.6	0	0	34.3	16.4	0	12.4	0	28.8	
Cars	0	1184	669	0	1853	0	0	0	0	0	688	1021	0	0	1709	823	0	627	0	1450	5012
% Cars	0	98.7	98.4	0	98.6	0	0	0	0	0	99	97.1	0	0	97.9	98.6	0	99.2	0	98.8	98.4
Trucks	0	16	11	0	27	0	0	0	0	0	7	30	0	0	37	12	0	5	0	17	81
% Trucks	0	1.3	1.6	0	1.4	0	0	0	0	0	1	2.9	0	0	2.1	1.4	0	0.8	0	1.2	1.6

AM



PM



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Columbus, OH 43054
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File Name : SR 104 - Stringtown
Site Code : 00000000
Start Date : 10/13/2015
Page No : 2

	SR104 Southbound					Westbound					SR104 Northbound					STRINGTOWN RD Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	**27**	12	0	39	0	0	0	0	0	**71**	107	0	0	178	51	0	18	0	69	286
07:15 AM	0	10	11	0	21	0	0	0	0	0	65	110	0	0	175	69	0	14	0	83	279
07:30 AM	0	14	13	0	**27**	0	0	0	0	0	59	104	0	0	163	**91**	0	**20**	0	**111**	301
07:45 AM	0	27	**22**	0	**49**	0	0	0	0	0	69	**123**	0	0	**192**	81	0	18	0	99	**340**
Total Volume	0	78	58	0	136	0	0	0	0	0	264	444	0	0	708	292	0	70	0	362	1206
% App. Total	0	57.4	42.6	0		0	0	0	0		37.3	62.7	0	0		80.7	0	19.3	0		
PHF	.000	.722	.659	.000	.694	.000	.000	.000	.000	.000	.930	.902	.000	.000	.922	.802	.000	.875	.000	.815	.887

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File Name : SR 104 - Stringtown
Site Code : 00000000
Start Date : 10/13/2015
Page No : 3

	SR104 Southbound					Westbound					SR104 Northbound					STRINGTOWN RD Eastbound					
Start Time	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	141	68	0	209	0	0	0	0	0	**49**	**42**	0	0	**91**	32	0	**74**	0	**106**	**406**
04:45 PM	0	**155**	70	0	**225**	0	0	0	0	0	34	39	0	0	73	32	0	58	0	90	388
05:00 PM	0	142	**83**	0	225	0	0	0	0	0	38	40	0	0	78	**38**	0	65	0	103	406
05:15 PM	0	141	69	0	210	0	0	0	0	0	45	37	0	0	82	36	0	68	0	104	396
Total Volume	0	579	290	0	869	0	0	0	0	0	166	158	0	0	324	138	0	265	0	403	1596
% App. Total	0	66.6	33.4	0		0	0	0	0		51.2	48.8	0	0		34.2	0	65.8	0		
PHF	.000	.934	.873	.000	.966	.000	.000	.000	.000	.000	.847	.940	.000	.000	.890	.908	.000	.895	.000	.950	.983

Ohio Health Grove City

Trip Generation Calculations
Institute of Transportation Engineers, 9th Edition

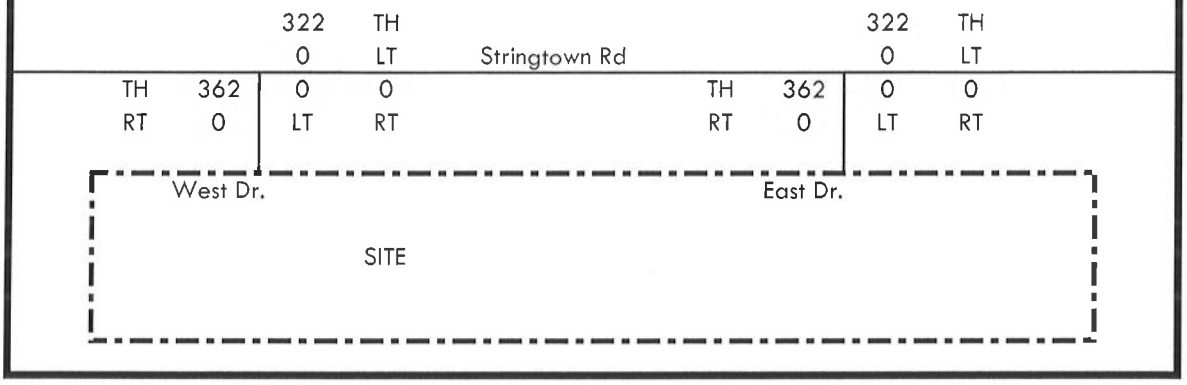
Land Use	Square Feet or Units	ITE Code	Time Period	ITE Formula	Total Trips	Trips Entering	Trips Exiting
Hospital	80,950 sf	610	ADT	T=6.91(x)+2923.63	3,484	1,742	1,742
			AM Peak	Ln(T)=0.66Ln(x)+2.11	150	95	55
			PM Peak	Ln(T)=0.64Ln(x)+2.22	153	58	95
Medical-Dental Office	42,000 sf	720	ADT	T=40.89(x) -214.97	1,502	751	751
			AM Peak	Average Rate = 2.39	100	79	21
			PM Peak	Ln(T)=0.90Ln(x)+1.53	133	37	96
Adjusted to 80%							
Total				***ADT***	***3,988***	***1,994***	***1,994***
				AM TOTAL	***200***	***139***	***61***
				PM TOTAL	***229***	***76***	***153***

Ohio Health Grove City

Traffic Volume Calculations

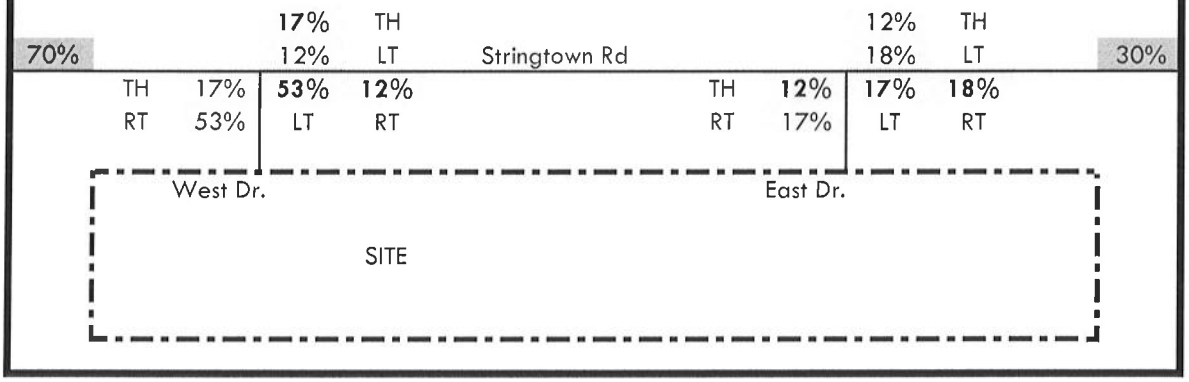
2015 Counted Traffic Volumes — **AM Peak Hour** — **a**

(7:00 - 8:00)



Site trip distribution — **AM Peak Hour** — **b**

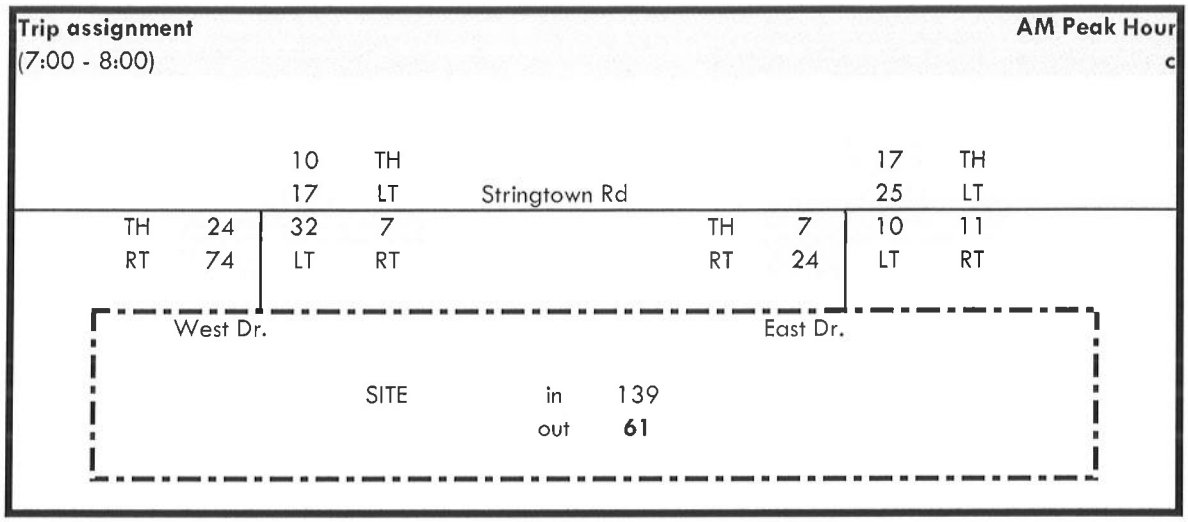
(7:00 - 8:00)



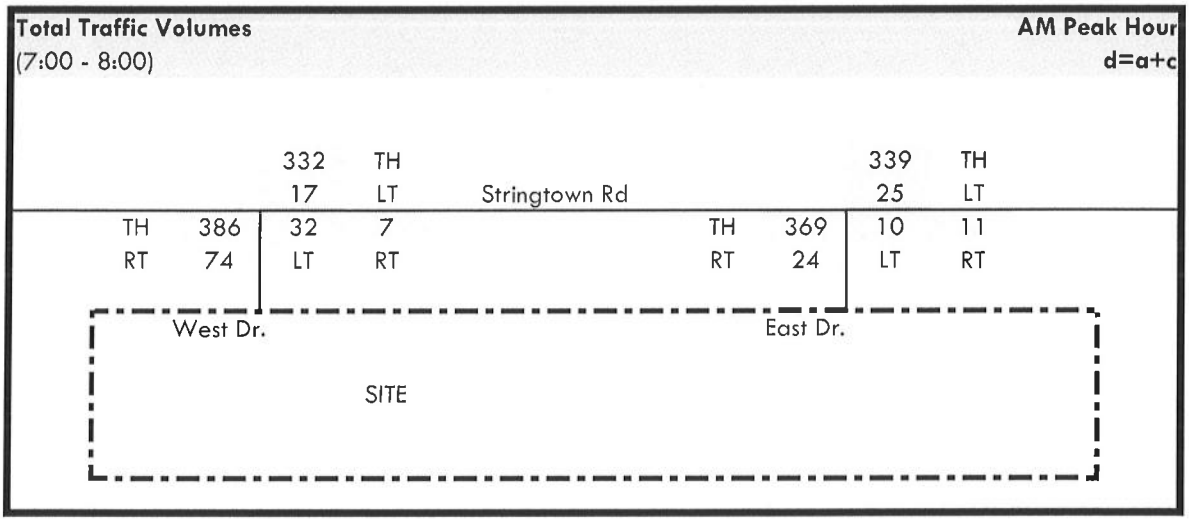
Ohio Health Grove City

Traffic Volume Calculations

Trip assignment **AM Peak Hour**
(7:00 - 8:00) **c**



Total Traffic Volumes **AM Peak Hour**
(7:00 - 8:00) **d=a+c**

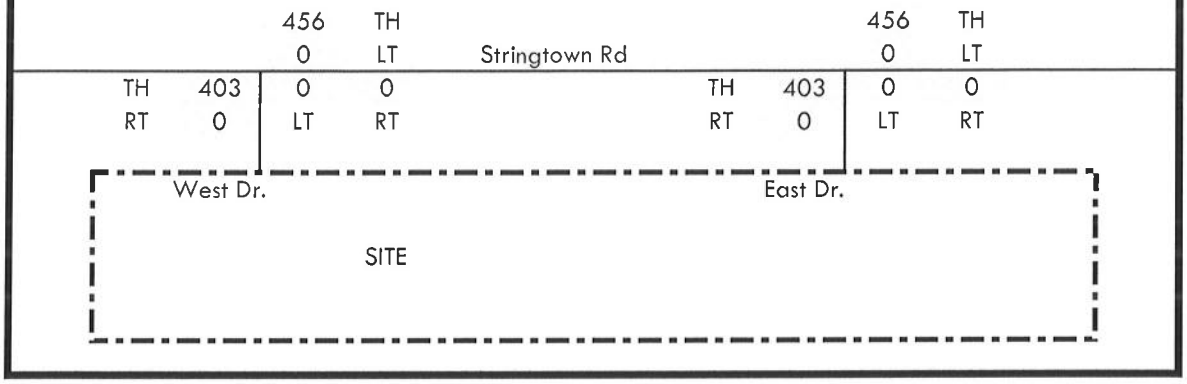


Ohio Health Grove City

Traffic Volume Calculations

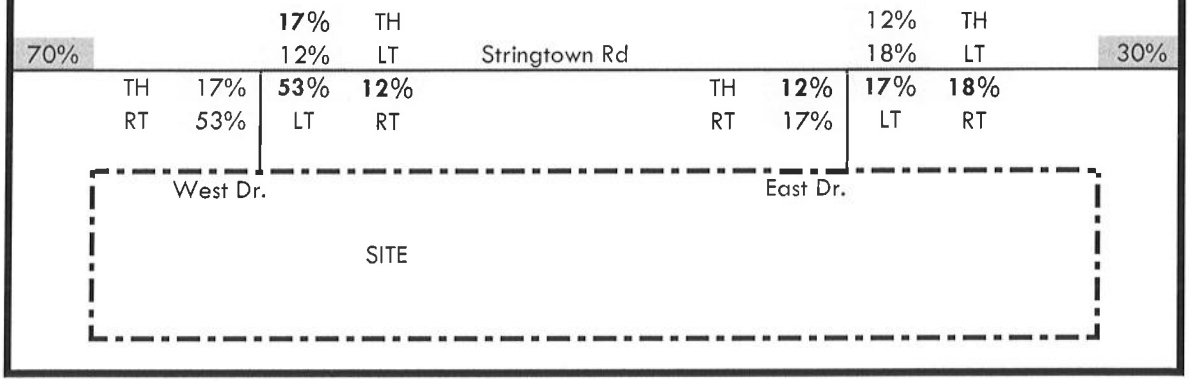
2015 Counted Traffic Volumes — **PM Peak Hour** — **a**

(4:30 - 5:30)



Site trip distribution — **PM Peak Hour** — **b**

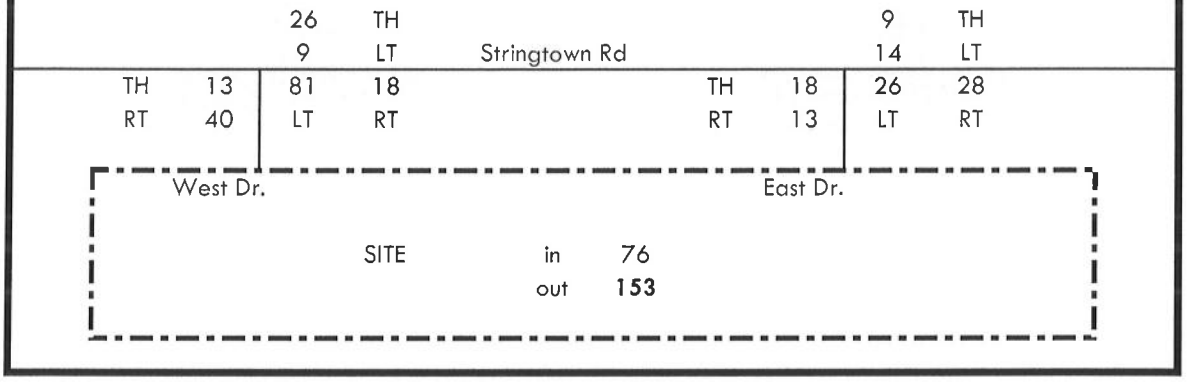
(4:30 - 5:30)



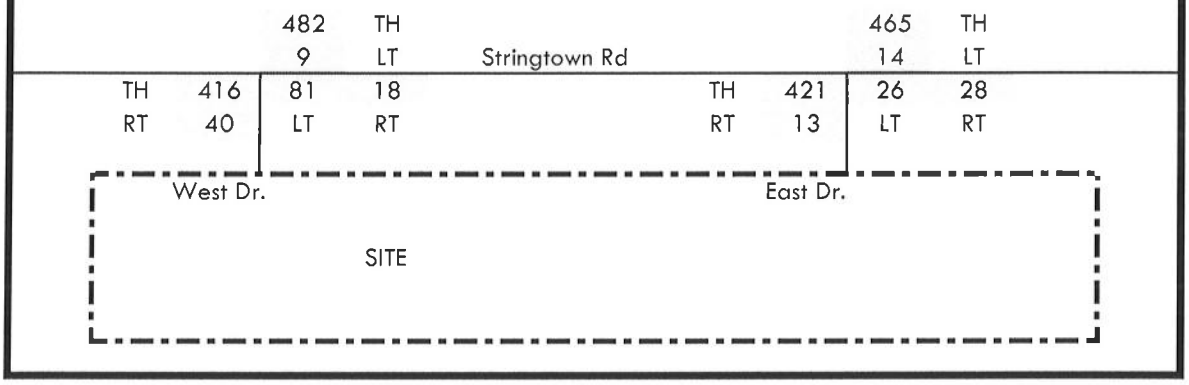
Ohio Health Grove City

Traffic Volume Calculations

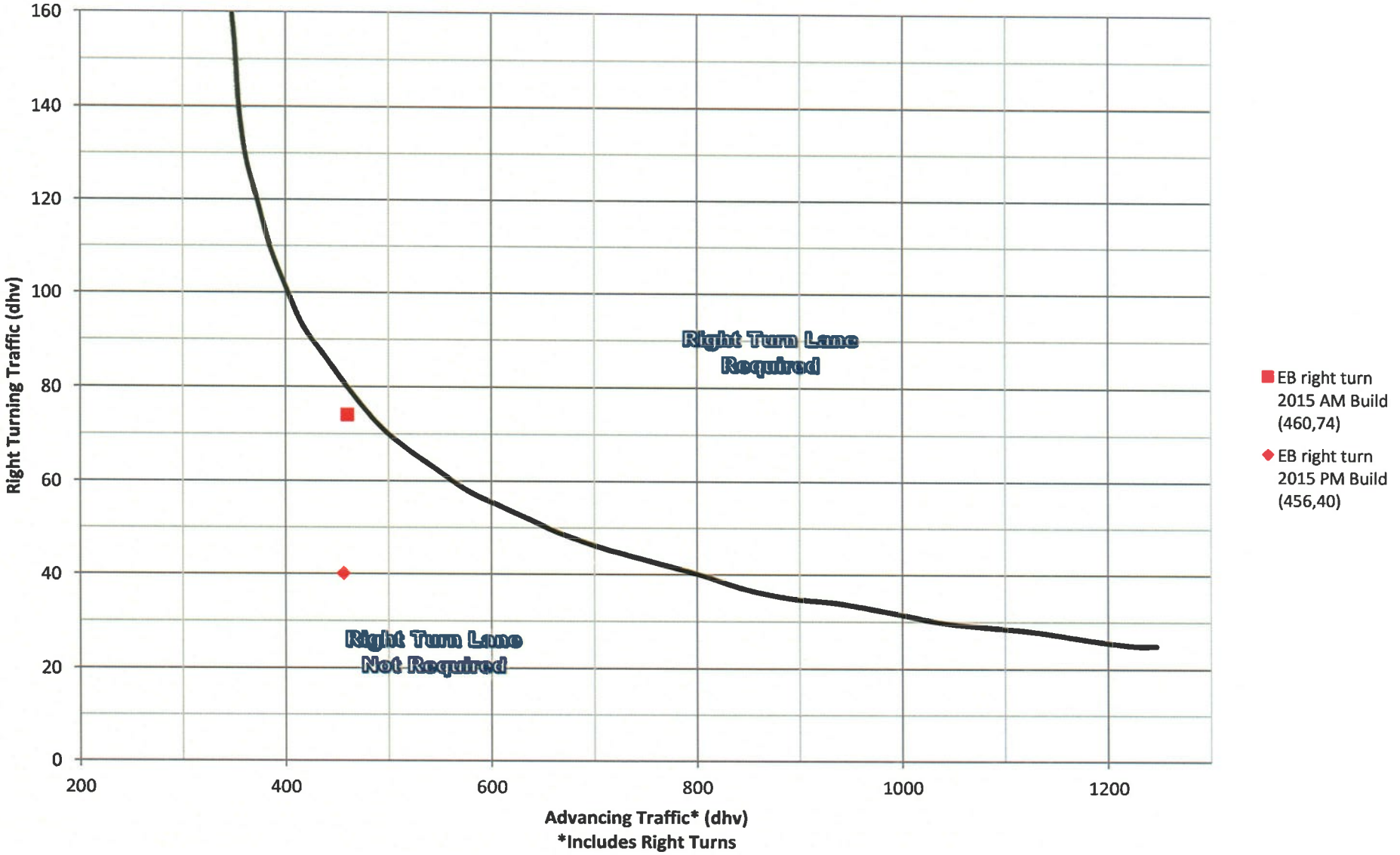
Trip assignment **PM Peak Hour**
(4:30 - 5:30) **c**



Total Traffic Volumes **PM Peak Hour**
(4:30 - 5:30) **d=a+c**



Stringtown Road @ West Drive
2-Lane Highway Right Turn Lane Warrant
=<40 mph or 70 kph Posted Speed

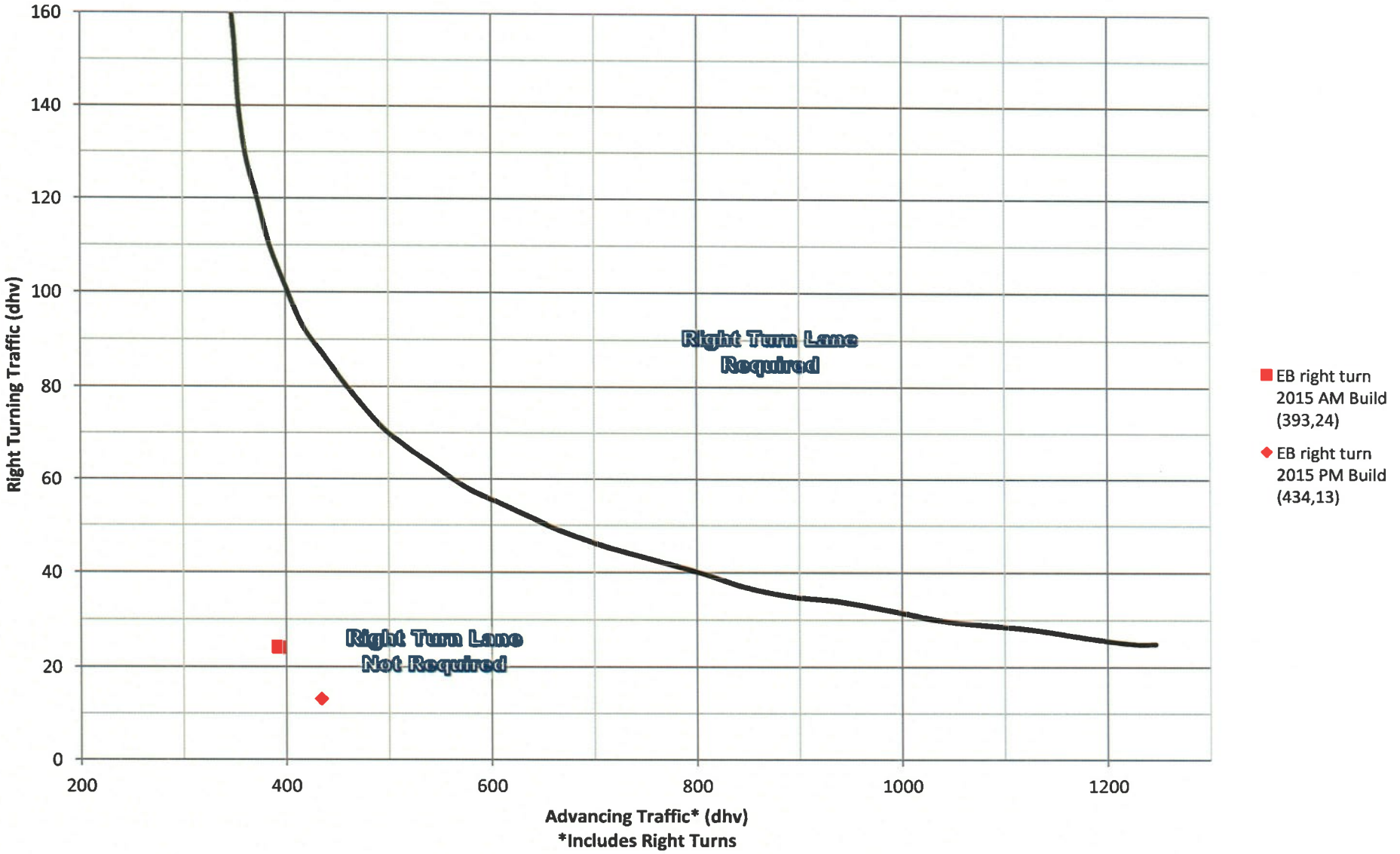


20150856TurnLaneWarrants_07-26-16.xls

Warranted: No

Fig. 401-6aE
ODOT Location and Design Manual, Volume One October 2004

Stringtown Road @ East Drive
2-Lane Highway Right Turn Lane Warrant
=<40 mph or 70 kph Posted Speed

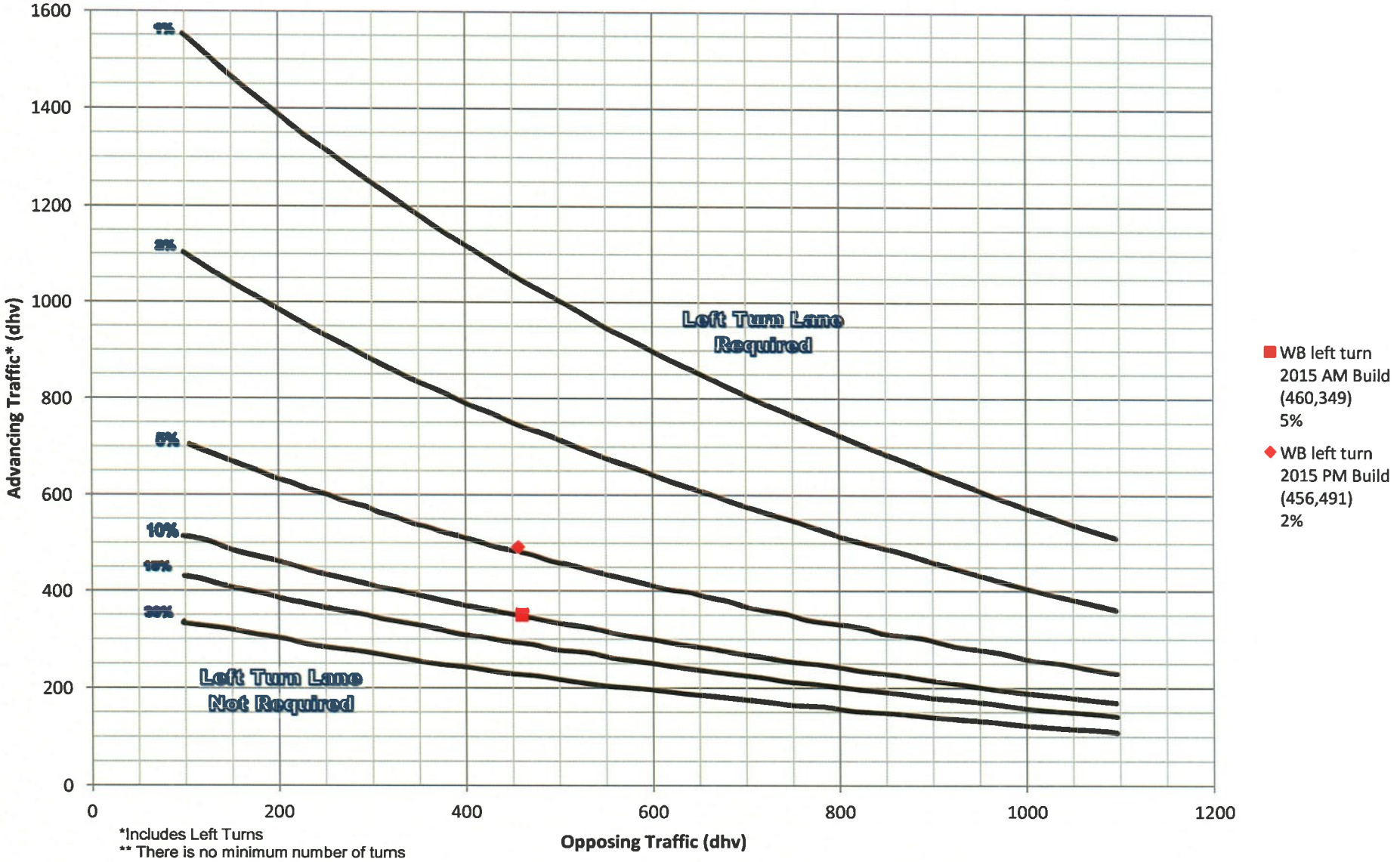


20150856TurnLaneWarrants_07-26-16.xls

Warranted: No

Fig. 401-6aE
ODOT Location and Design Manual, Volume One October 2004

Stringtown Road @ West Drive
2-Lane Highway Left Turn Lane Warrant
=<40 mph or 70 kph Posted Speed



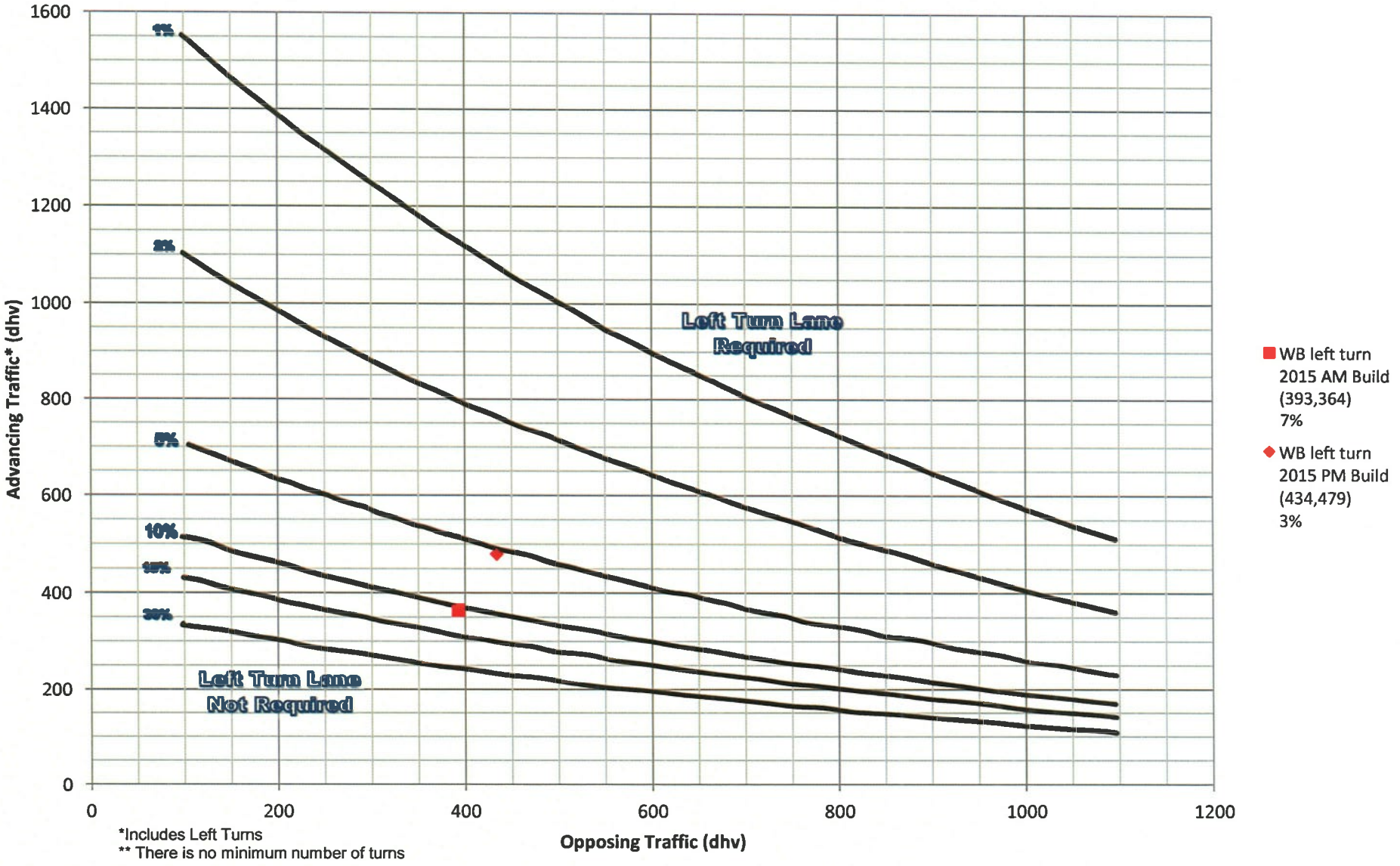
*Includes Left Turns
** There is no minimum number of turns

Warranted: No

20150856TurnLaneWarrants_07-26-16.xls

Fig. 401-5aE
ODOT Location and Design Manual, Volume One October 2004

Stringtown Road @ East Drive
2-Lane Highway Left Turn Lane Warrant
=<40 mph or 70 kph Posted Speed



*Includes Left Turns
** There is no minimum number of turns

Warranted: No

20150856TurnLaneWarrants_07-26-16.xls

Fig. 401-5aE
ODOT Location and Design Manual, Volume One October 2004

SIGNAL WARRANT WORKSHEET

Warrant 1

Manual of Uniform Traffic Control Devices

CONDITION	# OF LANES	Stringtown Road			East/West Drive			Condition A				Condition B			
		WB	EB	2-WAY	NBLT	NBRT	1-WAY	MAJ	MIN	MAJ	MIN	MAJ	MIN	MAJ	MIN
										80%	80%			80%	80%
Standard	1			X			X	**500**	**150**	**400**	**120**	**750**	**75**	**600**	**60**
Standard	2+							600	200	480	160	900	100	720	80
High Speed	1							350	105	280	84	525	53	420	42
High Speed	2+							420	140	336	112	630	70	504	56
West Dr: 2015 B PM Peak		491	456	947	81	0	81	YES	NO	YES	NO	YES	YES	YES	YES
8th highest hr *		270	251	521	45	0	45	**YES**	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	NO	NO	NO	NO	NO	NO	NO
East Dr.: 2015 B PM Peak		479	434	913	26	0	26	YES	NO	YES	NO	YES	NO	YES	NO
8th highest hr *		263	239	502	14	0	14	**YES**	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	NO	NO	NO	NO	NO	NO	NO
								NO	NO	NO	NO	NO	NO	NO	NO
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	NO	NO	NO	NO	NO	NO	NO
								NO	NO	NO	NO	NO	NO	NO	NO
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	NO	NO	NO	NO	NO	NO	NO
								NO	NO	NO	NO	NO	NO	NO	NO
								NO	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
								NO	NO	NO	NO	NO	NO	NO	NO

* 8th Highest Hour estimated as 55% of PM Peak Hour volume

West Dr: 2015 Build	:	**NOT MET**
East Dr.: 2015 Build	:	**NOT MET**

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CW*	Intersection	
Agency/Co.	*EMH&T*	Jurisdiction	
Date Performed	*10/20/2015*	Analysis Year	
Analysis Time Period	*2015 AM, Build*		

Project Description *Ohio Health Grove City, 2015-0856*

East/West Street: *Stringtown Road* | North/South Street: *East Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*369*	*24*	*25*	*339*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.92*	*0.92*	*0.92*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*401*	*26*	*27*	*368*	*0*
Percent Heavy Vehicles	*0*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*10*		*11*			
Peak-Hour Factor, PHF	*0.92*	*1.00*	*0.92*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*10*	*0*	*11*	*0*	*0*	*0*
Percent Heavy Vehicles	*2*	*0*	*2*	*0*	*0*	*0*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*1*	*0*	*1*	*0*	*0*	*0*
Configuration	*L*		*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*	*L*		*R*			
v (veh/h)		*27*	*10*		*11*			
C (m) (veh/h)		*1132*	*329*		*638*			
v/c		*0.02*	*0.03*		*0.02*			
95% queue length		*0.07*	*0.09*		*0.05*			
Control Delay (s/veh)		*8.3*	*16.3*		*10.7*			
LOS		*A*	*C*		*B*			
Approach Delay (s/veh)	--	--	*13.4*					
Approach LOS	--	--	*B*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CW	Intersection	
Agency/Co.	EMH&T	Jurisdiction	
Date Performed	10/20/2015	Analysis Year	
Analysis Time Period	2015 PM, Build		

Project Description: Ohio Health Grove City, 2015-0856

East/West Street: Stringtown Road | North/South Street: East Drive

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		421	13	14	465	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)	0	457	14	15	505	0
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	26		28			
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	28	0	30	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		15	28		30			
C (m) (veh/h)		1091	266		598			
v/c		0.01	0.11		0.05			
95% queue length		0.04	0.35		0.16			
Control Delay (s/veh)		8.3	20.1		11.3			
LOS		A	C		B			
Approach Delay (s/veh)	--	--	15.6					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CW	Intersection	
Agency/Co.	EMH&T	Jurisdiction	
Date Performed	10/20/2015	Analysis Year	
Analysis Time Period	2015 AM, Build		

Project Description: Ohio Health Grove City, 2015-0856

East/West Street: Stringtown Road | North/South Street: West Drive

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		386	74	17	332	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)	0	419	80	18	360	0
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	32		7			
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	34	0	7	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		18	34		7			
C (m) (veh/h)		1065	323		602			
v/c		0.02	0.11		0.01			
95% queue length		0.05	0.35		0.04			
Control Delay (s/veh)		8.4	17.5		11.1			
LOS		A	C		B			
Approach Delay (s/veh)	--	--	16.4					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	CW	Intersection	
Agency/Co.	EMH&T	Jurisdiction	
Date Performed	10/20/2015	Analysis Year	
Analysis Time Period	2015 PM, Build		

Project Description: Ohio Health Grove City, 2015-0856

East/West Street: Stringtown Road | North/South Street: West Drive

Intersection Orientation: East-West | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

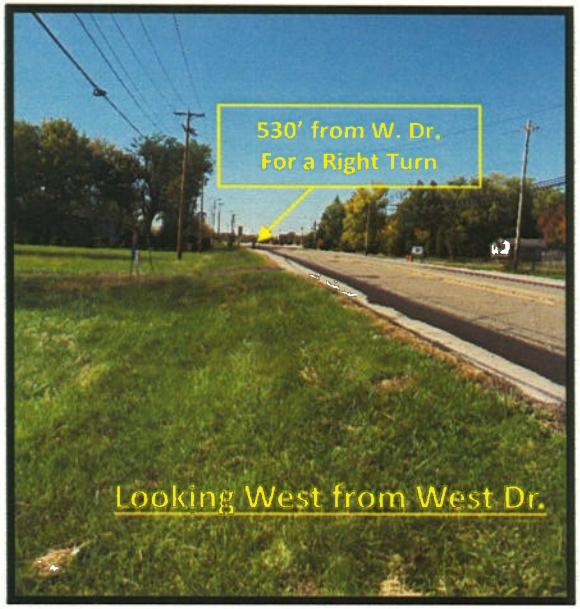
Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		416	40	9	482	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)	0	452	43	9	523	0
Percent Heavy Vehicles	0	--	--	2	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

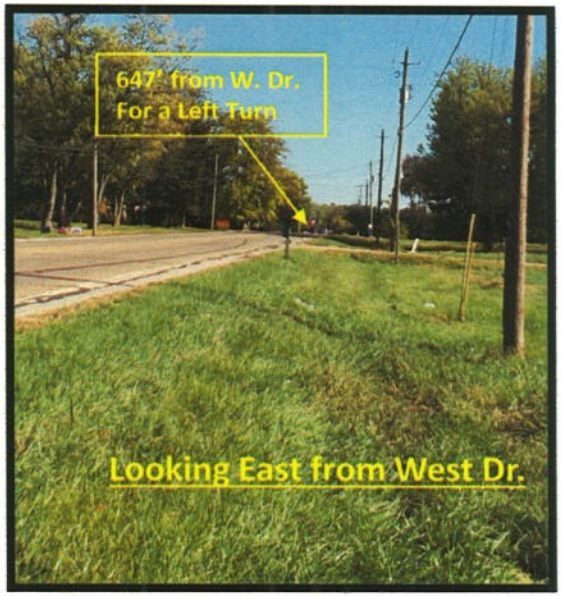
Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	81		18			
Peak-Hour Factor, PHF	0.92	1.00	0.92	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	88	0	19	0	0	0
Percent Heavy Vehicles	2	0	2	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT	L		R			
v (veh/h)		9	88		19			
C (m) (veh/h)		1069	262		590			
v/c		0.01	0.34		0.03			
95% queue length		0.03	1.42		0.10			
Control Delay (s/veh)		8.4	25.5		11.3			
LOS		A	D		B			
Approach Delay (s/veh)	--	--	23.0					
Approach LOS	--	--	C					

Intersection Sight Distances
Stringtown Rd/West Dr. & Stringtown Rd/West Dr.





D-Series Size 2
LED Area Luminaire

Catalog Number

Notes

Type

Hit the Tab key or mouse over the page to see all interactive elements.

Specifications

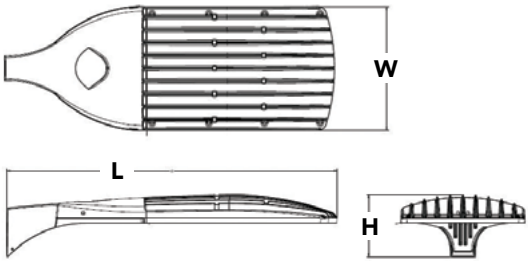
EPA: 1.1 ft² *(0.10 m²)*

Length: 40″ *(101.6 cm)*

Width: 15″ *(38.1 cm)*

Height: 7-1/4″ *(18.4 cm)*

Weight (max): 36 lbs *(16.3 kg)*



Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. The Size 2 is ideal for replacing 400-1000W metal halide in area lighting applications with energy savings of up to 80% and expected service life of over 100,000 hours.

Ordering Information

EXAMPLE: DSX2 LED 80C 1000 40K T4M MVOLT SPA DDBXD

DSX2 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting
DSX2 LED	**Forward optics** 80C 80 LEDs (four engine) 100C 100 LEDs (four engines) **Rotated optics** [1] 90C 90 LEDs	530 530 mA 700 700 mA 1000 1000 mA (1 A)[2] 1200 1200 mA[2] (1.2 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted[3]	T1S Type I Short T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium T5VS Type V Very Short T5S Type V Short T5M Type V Medium T5W Type V Wide BLC Backlight control[2,4] LCCO Left corner cutoff[2,4] RCCO Right corner cutoff[2,4]	MVOLT [5] 120 [5] 208 [5] 240 [5] 277 [5] 347 [6] 480 [6]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor [7] RPUMBA Round pole universal mounting adaptor [7] **Shipped separately** KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish) [8]

Control options

Shipped installed

PER	NEMA twist-lock receptacle only (no controls) [9]
PER5	Five-wire receptacle only (no controls) [9,10]
PER7	Seven-wire receptacle only (no controls) [9,10]
DMG	0-10V dimming driver (no controls) [11]
DCR	Dimmable and controllable via ROAM® (no controls) [12]
DS	Dual switching [13,14]
PIRH	Bi-level, motion/ambient sensor, 15-30′ mounting height, ambient sensor enable at 5fc [15]
PIRH1FC3V	Bi-level, motion sensor, 15′-30′ mounting height, ambient sensor enabled at 1fc [15]
BL30	Bi-level switched dimming, 30% [14,16]
BL50	Bi-level switched dimming, 50% [14,16]
PNMTDD3	Part night, dim till dawn [17]
PNMT5D3	Part night, dim 5 hrs [17]
PNMT6D3	Part night, dim 6 hrs [17]
PNMT7D3	Part night, dim 7 hrs [17]
FAO	Field Adjustable Output [18]

Other options

Shipped installed

HS	House-side shield [19]
SF	Single fuse (120, 277, 347V) [5]
DF	Double fuse (208, 240, 480V) [5]
L90	Left rotated optics [20]
R90	Right rotated optics [20]
BS	Bird spikes [21]

Finish *(required)*

DDBXD	Dark bronze
DBLXD	Black
DNAXD	Natural aluminum
DWHXD	White
DDBTXD	Textured dark bronze
DBLBXD	Textured black
DNATXD	Textured natural aluminum
DWHGXD	Textured white

Controls & Shields

Accessories *Ordered and shipped separately.*

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V) [22]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V) [22]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V) [22]
DSHORT SBK U	Shorting cap [22]
DSX2HS 80C U	House-side shield for 80 LED unit [19]
DSX2HS 90C U	House-side shield for 90 LED unit [19]
DSX2HS 100C U	House-side shield for 100 LED unit [19]
PUMBA DDBXD U*	Square and round pole universal mounting bracket (specify finish) [23]
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish) [8]
DSX2BS U	Bird spikes

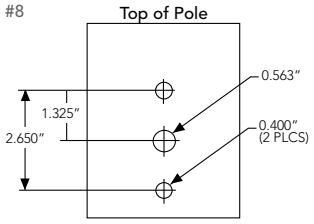
For more control options, visit DTL and ROAM online.

NOTES

1 Rotated optics option (L90 or R90) required for 90C.
2 Not available in AMBPC.
3 Only available with 530mA or 700mA.
4 Not available with HS.
5 MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Single fuse (SF) requires 120V, 277V or 347V. Double fuse (DF) requires 208V, 240V or 480V.
6 Not available with BL30, BL50 or PNMT options.
7 Existing drilled pole only. Available as a separate combination accessory; for retrofit use only: PUMBA (finish) U; 1.5 G vibration load rating per ANCI C136.31.
8 Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8″ mast arm (not included).
9 Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories. Not available with DS option.
10 If ROAM® node required, it must be ordered and shipped as a separate line item from Acuity Brands Controls. Not available with DCR. Node with integral dimming.
11 DMG option for 347V or 480V requires 1000mA.
12 Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A with DS, PIRH, PER5, PER7, BL30, BL50 or PNMT options. Node without integral dimming.
13 Provides 50/50 luminaire operation via two independent drivers on two separate circuits. N/A with 80C 530, 90C 530, PER, PER5, PER7, DCR, BL30, BL50 or PNMT options.
14 Requires an additional switched circuit.
15 PIRH and PIRH1FC3V specify the SensorSwitch SBGR-6-ODP control; see Outdoor Control Technical Guide for details. Dimming driver standard. Not available with PER5 or PER7. Ambient sensor disabled when ordered with DCR. Separate on/off required
16 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7 or PNMT options. Not available with PIRH1PFC3V.
17 Dimming driver standard. MVOLT only. Not available with 347V, 480V, DCR, DS, PER5, PER7, BL30 or BL50. Not available with PIRH1FC3V. Separate on/off required.
18 Dimming driver standard. Not available with PER5, PER7, DMG, DCR, DS, BL30, BL50 or PNMT options, PIRH or PIRH1FC3V.
19 Not available with BLC, LCCO and RCCO distribution. Also available as a separate accessory; see Accessories information. Separate on/off required.
20 90 LEDs (90C option) only.
21 Also available as a separate accessory; see accessories information.
22 Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.
23 For retrofit use only.

Drilling

Template #8



DSX2 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	**DM29AS**	2 at 90° *
DM28AS	2 at 180°	**DM39AS**	3 at 90° *
DM49AS	4 at 90° *	**DM32AS**	3 at 120° **

Example: SSA 20 4C **DM19AS** DDBXD

Visit Lithonia Lighting's POLES CENTRAL to see our wide selection of poles, accessories and educational tools.
**Round pole top must be 3.25″ O.D. minimum.*
***For round pole mounting (RPA) only.*

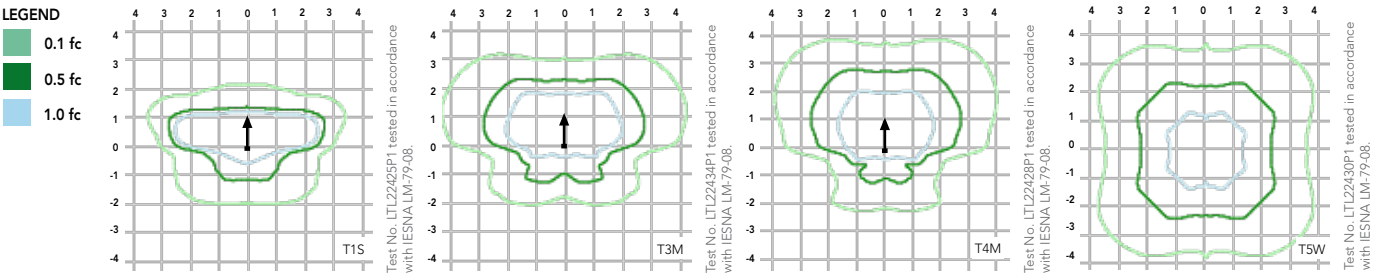
Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8″	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8″	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4″	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area Size 2 homepage.

Isofootcandle plots for the DSX2 LED 80C 1000 40K. Distances are in units of mounting height (30').



Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.04
10°C	50°F	1.02
20°C	68°F	1.01
25°C	**77°F**	**1.00**
30°C	86°F	0.99
40°C	104°F	0.97

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX2 LED 80C 1200			
	1.0	0.98	0.95	0.90
	DSX2 LED 100C 1000			
	1.0	0.98	0.95	0.90
	DSX2 LED 100C 1200			
	1.0	0.97	0.94	0.88

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120	208	240	277	347	480
80	530	137W	1.15	0.66	0.53	0.51	0.39	0.28
	700	188W	1.58	0.92	0.81	0.73	0.55	0.41
	1000	282W	2.37	1.35	1.18	1.04	0.83	0.61
100	530	175W	1.47	0.86	0.76	0.68	0.51	0.38
	700	232W	1.95	1.13	0.99	0.88	0.67	0.49
	1000	360W	3.03	1.72	1.49	1.3	1.05	0.77

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
80C (80 LEDs)	530 mA	137 W	T1S	15,779	3	0	3	115	16,599	3	0	3	121	16,701	3	0	3	122	10,752	2	0	2	78
			T2S	16,270	3	0	3	119	17,115	3	0	3	125	17,220	3	0	3	126	10,554	2	0	2	77
			T2M	15,897	3	0	3	116	16,723	3	0	3	122	16,826	3	0	3	123	10,571	2	0	2	77
			T3S	15,877	3	0	3	116	16,702	3	0	3	122	16,805	3	0	3	123	10,548	2	0	2	77
			T3M	16,021	3	0	3	117	16,854	3	0	3	123	16,958	3	0	3	124	10,569	2	0	2	77
			T4M	16,239	3	0	3	119	17,083	3	0	3	125	17,188	3	0	3	125	10,547	2	0	2	77
			TFTM	15,996	3	0	3	117	16,827	3	0	3	123	16,931	3	0	3	124	10,741	1	0	2	78
			T5VS	16,899	4	0	1	123	17,776	4	0	1	130	17,886	4	0	1	131	11,155	3	0	0	81
			T5S	17,024	4	0	1	124	17,908	4	0	1	131	18,019	4	0	1	132	11,149	3	0	0	81
			T5M	17,053	4	0	2	124	17,939	4	0	2	131	18,050	4	0	2	132	11,096	3	0	2	81
			T5W	16,802	5	0	3	123	17,675	5	0	3	129	17,784	5	0	3	130	10,957	3	0	2	80
			BLC	12,283	1	0	2	90	13,190	1	0	2	96	13,272	2	0	2	97					
			LCCO	11,933	2	0	3	87	12,814	2	0	3	94	12,894	2	0	3	94					
			RCCO	11,933	2	0	3	87	12,814	2	0	3	94	12,894	2	0	3	94					
	700 mA	188 W	T1S	20,018	3	0	3	106	21,058	3	0	3	112	21,188	3	0	3	113	13,362	2	0	2	71
			T2S	20,640	3	0	3	110	21,712	3	0	3	115	21,846	3	0	3	116	13,116	2	0	2	70
			T2M	20,167	3	0	3	107	21,215	3	0	3	113	21,346	3	0	3	114	13,138	2	0	2	70
			T3S	20,142	3	0	3	107	21,188	3	0	3	113	21,319	3	0	3	113	13,110	2	0	2	70
			T3M	20,325	3	0	4	108	21,381	3	0	4	114	21,513	3	0	4	114	13,135	2	0	3	70
			T4M	20,601	3	0	4	110	21,672	3	0	4	115	21,805	3	0	4	116	13,108	2	0	2	70
			TFTM	20,293	3	0	4	108	21,348	3	0	4	114	21,479	3	0	4	114	13,349	2	0	2	71
			T5VS	21,438	4	0	1	114	22,551	4	0	1	120	22,690	4	0	1	121	13,864	3	0	1	74
			T5S	21,596	4	0	1	115	22,718	4	0	1	121	22,859	4	0	1	122	13,856	3	0	1	74
			T5M	21,634	5	0	3	115	22,758	5	0	3	121	22,898	5	0	3	122	13,790	3	0	2	73
			T5W	21,316	5	0	3	113	22,423	5	0	3	119	22,561	5	0	3	120	13,617	4	0	2	72
			BLC	15,637	2	0	2	83	16,791	2	0	3	89	16,896	2	0	3	90					
			LCCO	15,192	2	0	3	81	16,313	2	0	3	87	16,415	2	0	3	87					
			RCCO	15,192	2	0	3	81	16,313	2	0	3	87	16,415	2	0	3	87					
	1000 mA	282 W	T1S	27,547	3	0	3	98	28,978	3	0	3	103	29,157	3	0	3	103	18,125	2	0	2	64
			T2S	28,403	3	0	3	101	29,879	4	0	4	106	30,063	4	0	4	107	17,791	3	0	3	63
			T2M	27,753	3	0	4	98	29,195	3	0	4	104	29,375	3	0	4	104	17,821	3	0	3	63
			T3S	27,718	3	0	4	98	29,158	3	0	4	103	29,338	3	0	4	104	17,782	2	0	2	63
			T3M	27,970	3	0	5	99	29,423	4	0	5	104	29,605	4	0	5	105	17,817	3	0	3	63
			T4M	28,350	3	0	4	101	29,823	3	0	5	106	30,007	3	0	5	106	17,779	2	0	3	63
			TFTM	27,927	3	0	4	99	29,377	3	0	4	104	29,559	3	0	4	105	18,107	2	0	3	64
			T5VS	29,501	5	0	1	105	31,034	5	0	1	110	31,225	5	0	1	111	18,805	3	0	1	67
			T5S	29,720	5	0	2	105	31,264	5	0	2	111	31,457	5	0	2	112	18,794	3	0	1	67
			T5M	29,772	5	0	3	106	31,318	5	0	3	111	31,512	5	0	3	112	18,705	4	0	2	66
			T5W	29,333	5	0	4	104	30,857	5	0	4	109	31,048	5	0	4	110	18,740	4	0	2	66
			BLC	20,649	2	0	3	73	22,174	2	0	3	79	22,313	2	0	3	79					
			LCCO	20,061	3	0	3	71	21,542	3	0	3	76	21,677	3	0	3	77					
			RCCO	20,061	3	0	3	71	21,542	3	0	3	76	21,677	3	0	3	77					
	1200 mA	322 W	T1S	30,431	3	0	3	95	32,011	4	0	4	99	32,209	4	0	4	100					
			T2S	31,376	4	0	4	97	33,006	4	0	4	103	33,210	4	0	4	103					
			T2M	30,658	4	0	4	95	32,251	4	0	4	100	32,450	4	0	4	101					
			T3S	30,620	3	0	4	95	32,210	3	0	4	100	32,409	3	0	4	101					
			T3M	30,898	4	0	5	96	32,503	4	0	5	101	32,703	4	0	5	102					
			T4M	31,318	3	0	5	97	32,945	3	0	5	102	33,148	3	0	5	103					
			TFTM	30,850	3	0	4	96	32,452	3	0	5	101	32,652	3	0	5	101					
			T5VS	32,589	5	0	1	101	34,282	5	0	1	106	34,494	5	0	1	107					
			T5S	32,830	5	0	2	102	34,536	5	0	2	107	34,749	5	0	2	108					
			T5M	32,888	5	0	4	102	34,596	5	0	4	107	34,810	5	0	4	108					
			T5W	32,404	5	0	4	101	34,087	5	0	4	106	34,297	5	0	4	107					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

L90 and R90 Rotated Optics

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
90C (90 LEDs)	530 mA	150 W	T1S	17,539	3	0	3	117	18,451	3	0	3	123	18,564	3	0	3	124	11,475	3	0	3	76
			T2S	18,084	3	0	3	121	19,024	3	0	3	127	19,141	3	0	3	128	11,448	3	0	3	76
			T2M	17,670	3	0	3	118	18,588	3	0	3	124	18,703	3	0	3	125	11,467	3	0	3	76
			T3S	17,648	3	0	3	118	18,565	3	0	3	124	18,680	3	0	3	125	11,442	3	0	3	76
			T3M	17,808	3	0	3	119	18,734	3	0	4	125	18,849	3	0	4	126	11,464	4	0	4	76
			T4M	18,051	3	0	4	120	18,988	3	0	4	127	19,106	3	0	4	127	11,440	4	0	4	76
			TFTM	17,781	3	0	3	119	18,704	3	0	3	125	18,820	3	0	3	125	11,651	4	0	4	78
			T5VS	18,783	4	0	1	125	19,759	4	0	1	132	19,881	4	0	1	133	12,289	3	0	1	82
			T5S	18,923	4	0	1	126	19,906	4	0	1	133	20,028	4	0	1	134	11,978	3	0	1	80
			T5M	18,956	4	0	2	126	19,940	4	0	2	133	20,063	4	0	2	134	12,301	4	0	2	82
			T5W	18,677	5	0	3	125	19,647	5	0	3	131	19,768	5	0	3	132	12,109	4	0	2	81
			BLC	16,949	4	0	4	113	18,200	4	0	4	121	18,314	4	0	4	122					
			LCCO	16,466	3	0	3	110	17,682	3	0	3	118	17,793	3	0	3	119					
			RCCO	16,466	3	0	3	110	17,682	3	0	3	118	17,793	3	0	3	119					
	700 mA	206 W	T1S	22,323	3	0	3	108	23,483	3	0	3	114	23,628	3	0	3	115	14,387	3	0	3	70
			T2S	23,017	3	0	3	112	24,213	3	0	3	118	24,362	3	0	3	118	14,354	3	0	3	70
			T2M	22,490	3	0	3	109	23,658	3	0	3	115	23,804	3	0	3	116	14,378	4	0	4	70
			T3S	22,462	3	0	3	109	23,629	3	0	3	115	23,774	3	0	3	115	14,347	4	0	4	70
			T3M	22,666	3	0	4	110	23,843	3	0	4	116	23,990	3	0	4	116	14,374	4	0	4	70
			T4M	22,974	3	0	4	112	24,167	3	0	4	117	24,317	3	0	4	118	14,344	4	0	4	70
			TFTM	22,630	3	0	4	110	23,806	3	0	4	116	23,953	3	0	4	116	14,609	4	0	4	71
			T5VS	23,906	5	0	1	116	25,148	5	0	1	122	25,304	5	0	1	123	15,408	4	0	1	75
			T5S	24,084	4	0	2	117	25,335	5	0	2	123	25,491	5	0	2	124	15,019	4	0	1	73
			T5M	24,126	5	0	3	117	25,379	5	0	3	123	25,536	5	0	3	124	15,424	4	0	2	75
			T5W	23,770	5	0	3	115	25,005	5	0	4	121	25,160	5	0	4	122	15,182	4	0	2	74
			BLC	21,577	4	0	4	105	23,170	4	0	4	112	23,315	4	0	4	113					
			LCCO	20,963	3	0	3	102	22,510	3	0	3	109	22,651	3	0	3	110					
			RCCO	20,963	3	0	3	102	22,510	3	0	3	109	22,651	3	0	3	110					
	1000 mA	320 W	T1S	30,621	3	0	3	96	32,212	4	0	4	101	32,411	4	0	4	101	19,288	4	0	4	60
			T2S	31,573	4	0	4	99	33,213	4	0	4	104	33,418	4	0	4	104	19,243	4	0	4	60
			T2M	30,850	4	0	4	96	32,453	4	0	4	101	32,653	4	0	4	102	19,275	4	0	4	60
			T3S	30,812	3	0	4	96	32,412	3	0	4	101	32,612	3	0	4	102	19,233	4	0	4	60
			T3M	31,091	4	0	5	97	32,706	4	0	5	102	32,908	4	0	5	103	19,270	4	0	4	60
			T4M	31,514	3	0	5	98	33,151	3	0	5	104	33,356	3	0	5	104	19,230	4	0	4	60
			TFTM	31,043	3	0	4	97	32,656	3	0	5	102	32,857	3	0	5	103	19,585	4	0	4	61
			T5VS	32,793	5	0	1	102	34,497	5	0	1	108	34,710	5	0	1	108	20,656	4	0	1	65
			T5S	33,036	5	0	2	103	34,752	5	0	2	109	34,967	5	0	2	109	20,135	4	0	1	63
			T5M	33,094	5	0	4	103	34,813	5	0	4	109	35,028	5	0	4	109	20,677	4	0	2	65
			T5W	32,607	5	0	4	102	34,301	5	0	4	107	34,512	5	0	4	108	20,354	5	0	3	64
			BLC	28,493	4	0	4	89	30,597	5	0	4	96	30,788	5	0	4	96					
			LCCO	27,682	3	0	4	87	29,726	3	0	4	93	29,912	3	0	4	93					
			RCCO	27,682	3	0	4	87	29,726	3	0	4	93	29,912	3	0	4	93					
	1200 mA	363 W	T1S	33,523	4	0	4	92	35,265	4	0	4	97	35,483	4	0	4	98					
			T2S	34,565	4	0	4	95	36,361	4	0	4	100	36,585	4	0	4	101					
			T2M	33,774	4	0	4	93	35,528	4	0	4	98	35,748	4	0	4	98					
			T3S	33,732	3	0	4	93	35,484	3	0	4	98	35,703	3	0	4	98					
			T3M	34,038	4	0	5	94	35,806	4	0	5	99	36,027	4	0	5	99					
			T4M	34,501	4	0	5	95	36,293	4	0	5	100	36,517	4	0	5	101					
			TFTM	33,985	3	0	5	94	35,750	3	0	5	98	35,971	3	0	5	99					
			T5VS	35,901	5	0	1	99	37,766	5	0	1	104	37,999	5	0	1	105					
			T5S	36,167	5	0	2	100	38,046	5	0	2	105	38,281	5	0	2	105					
			T5M	36,230	5	0	4	100	38,112	5	0	4	105	38,348	5	0	4	106					
			T5W	35,697	5	0	4	98	37,551	5	0	4	103	37,783	5	0	4	104					

Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Contact factory for performance data on any configurations not shown here.

Forward Optics (continued)

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 70 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)					AMBPC (Amber Phosphor Converted)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
100C (100 LEDs)	530 mA	175 W	T1S	19,856	3	0	3	113	20,887	3	0	3	119	21,016	3	0	3	120	13,100	2	0	2	75
			T2S	20,473	3	0	3	117	21,537	3	0	3	123	21,670	3	0	3	124	12,859	2	0	2	73
			T2M	20,004	3	0	3	114	21,043	3	0	3	120	21,173	3	0	3	121	12,881	2	0	2	74
			T3S	19,979	3	0	3	114	21,017	3	0	3	120	21,147	3	0	3	121	12,853	2	0	2	73
			T3M	20,161	3	0	4	115	21,208	3	0	4	121	21,339	3	0	4	122	12,878	2	0	3	74
			T4M	20,435	3	0	4	117	21,496	3	0	4	123	21,629	3	0	4	124	12,851	2	0	2	73
			TFTM	20,129	3	0	3	115	21,175	3	0	4	121	21,306	3	0	4	122	13,088	2	0	2	75
			T5VS	21,264	4	0	1	122	22,369	4	0	1	128	22,507	4	0	1	129	13,592	3	0	1	78
			T5S	21,422	4	0	1	122	22,535	4	0	1	129	22,674	4	0	1	130	13,584	3	0	1	78
			T5M	21,459	5	0	3	123	22,574	5	0	3	129	22,713	5	0	3	130	13,520	3	0	2	77
			T5W	21,143	5	0	3	121	22,242	5	0	3	127	22,379	5	0	3	128	13,350	4	0	2	76
			BLC	19,032	2	0	3	109	20,438	2	0	3	117	20,565	2	0	3	118					
			LCCO	18,490	2	0	3	106	19,856	3	0	3	113	19,980	3	0	3	114					
			RCCO	18,490	2	0	3	106	19,856	3	0	3	113	19,980	3	0	3	114					
	700 mA	232 W	T1S	25,219	3	0	3	109	26,529	3	0	3	114	26,692	3	0	3	115	16,441	2	0	2	71
			T2S	26,002	3	0	3	112	27,353	3	0	3	118	27,522	3	0	3	119	16,138	2	0	2	70
			T2M	25,407	3	0	4	110	26,727	3	0	4	115	26,892	3	0	4	116	16,165	2	0	3	70
			T3S	25,375	3	0	3	109	26,693	3	0	4	115	26,858	3	0	4	116	16,130	2	0	2	70
			T3M	25,606	3	0	4	110	26,936	3	0	4	116	27,102	3	0	4	117	16,161	2	0	3	70
			T4M	25,954	3	0	4	112	27,302	3	0	4	118	27,471	3	0	4	118	16,127	2	0	3	70
			TFTM	25,566	3	0	4	110	26,897	3	0	4	116	27,060	3	0	4	117	16,425	2	0	2	71
			T5VS	27,007	5	0	1	116	28,410	5	0	1	122	28,586	5	0	1	123	17,058	3	0	1	74
			T5S	27,207	5	0	2	117	28,621	5	0	2	123	28,797	5	0	2	124	17,048	3	0	1	73
			T5M	27,255	5	0	3	117	28,671	5	0	3	124	28,848	5	0	3	124	16,967	4	0	2	73
			T5W	26,854	5	0	4	116	28,249	5	0	4	122	28,423	5	0	4	123	16,754	4	0	2	72
			BLC	24,229	2	0	3	104	26,018	2	0	4	112	26,181	2	0	4	113					
			LCCO	23,539	3	0	4	101	25,277	3	0	4	109	25,435	3	0	4	110					
			RCCO	23,539	3	0	4	101	25,277	3	0	4	109	25,435	3	0	4	110					
	1000 mA	360 W	T1S	34,490	4	0	4	96	36,281	4	0	4	101	36,505	4	0	4	101	22,196	3	0	3	62
			T2S	35,561	4	0	4	99	37,409	4	0	4	104	37,640	4	0	4	105	21,787	3	0	3	61
			T2M	34,747	4	0	4	97	36,552	4	0	4	102	36,778	4	0	4	102	21,824	3	0	3	61
			T3S	34,704	3	0	4	96	36,507	4	0	4	101	36,732	4	0	4	102	21,776	3	0	3	60
			T3M	35,019	4	0	5	97	36,838	4	0	5	102	37,065	4	0	5	103	21,819	3	0	3	61
			T4M	35,495	4	0	5	99	37,339	4	0	5	104	37,569	4	0	5	104	21,773	3	0	3	60
			TFTM	34,964	3	0	5	97	36,781	3	0	5	102	37,008	3	0	5	103	22,175	3	0	3	62
			T5VS	36,936	5	0	1	103	38,855	5	0	1	108	39,095	5	0	1	109	23,029	4	0	1	64
			T5S	37,209	5	0	2	103	39,142	5	0	2	109	39,384	5	0	2	109	23,016	4	0	1	64
			T5M	37,274	5	0	4	104	39,211	5	0	4	109	39,453	5	0	4	110	22,906	4	0	2	64
			T5W	36,726	5	0	4	102	38,634	5	0	4	107	38,872	5	0	4	108	22,619	4	0	2	63
			BLC	31,996	3	0	4	89	34,358	3	0	4	95	34,573	3	0	4	96					
			LCCO	31,085	3	0	4	86	33,380	3	0	4	93	33,588	3	0	4	93					
			RCCO	31,085	3	0	4	86	33,380	3	0	4	93	33,588	3	0	4	93					
	1200 mA	400 W	T1S	37,667	4	0	4	94	39,623	4	0	4	99	39,868	4	0	4	100					
			T2S	38,837	4	0	4	97	40,855	4	0	4	102	41,107	4	0	4	103					
			T2M	37,948	4	0	5	95	39,919	4	0	5	100	40,166	4	0	5	100					
			T3S	37,901	4	0	4	95	39,869	4	0	4	100	40,116	4	0	4	100					
			T3M	38,244	4	0	5	96	40,231	4	0	5	101	40,480	4	0	5	101					
			T4M	38,765	4	0	5	97	40,778	4	0	5	102	41,030	4	0	5	103					
			TFTM	38,185	3	0	5	95	40,169	4	0	5	100	40,417	4	0	5	101					
			T5VS	40,338	5	0	1	101	42,434	5	0	1	106	42,696	5	0	1	107					
			T5S	40,637	5	0	2	102	42,748	5	0	2	107	43,012	5	0	2	108					
			T5M	40,708	5	0	4	102	42,823	5	0	4	107	43,087	5	0	4	108					
			T5W	40,109	5	0	5	100	42,192	5	0	5	105	42,453	5	0	5	106					

FEATURES & SPECIFICATIONS

INTENDED USE
The sleek design of the D-Series Area Size 2 reflects the embedded high performance LED technology. It is ideal for applications like car dealerships and large parking lots adjacent to malls, transit stations, grocery stores, home centers, and other big-box retailers.

CONSTRUCTION
Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED drivers are mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (1.1 ft^2) for optimized pole wind loading.

FINISH
Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS
Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in 3000 K, 4000 K, or 5000 K (70 CRI) configurations. The D-Series Size 2 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL
Light engine configurations consist of 80, 90 or 100 high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L90/100,000 hrs at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily-serviceable surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION
Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 2 to withstand up to a 2.0 G vibration load rating per ANSI C136.31. The D-Series Size 2 utilizes the AERIS™ series pole drilling pattern (Template #8). NEMA photocontrol receptacle is available.

LISTINGS
UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D670,857 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY
5-year limited warranty. Complete warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Actual performance may differ as a result of end-user environment and application. All values are design or typical values, measured under laboratory conditions at 25 °C. Specifications subject to change without notice.

LITHONIA LIGHTING®

Catalog Number	
Notes	
Type	

FEATURES & SPECIFICATIONS

INTENDED USE — Square straight steel pole for up to 39-foot mounting height.

CONSTRUCTION — Weldable-grade, hot-rolled, commercial-quality carbon steel tubing with a minimum yield of 55,000 psi (11-gauge), or 50,000 psi (7-gauge). Uniform wall thickness of .1196" or .1793". Shaft is one-piece with a full-length longitudinal high-frequency electric resistance weld. Uniformly square in cross-section with flat sides, small corner radii and excellent torsional qualities. Available shaft widths are 4, 5 and 6 inches.

Anchor base is fabricated from hot-rolled carbon steel plate conforming to ASTM A36, that meets or exceeds a minimum-yield strength of 36,000 psi. Base plate and shaft are circumferentially welded top and bottom. Base cover is finished to match pole.

A handhole having nominal dimensions of 3" x 5" for all shafts. Included is a cover with attachment screws.

Top cap provided with all drill-mount and open top "PT" poles.

Fasteners are high-strength galvanized, zinc-plated or stainless steel.

Finish: Must specify finish.

Grounding: Provision located immediately inside handhole rim. Grounding hardware is not included (provided by others).

Anchor bolts: Top portion of anchor bolt is galvanized per ASTM A-153. Made of steel rod having a minimum yield strength of 55,000 psi.

Note: Specifications subject to change without notice.

Actual performance may differ as a result of end-user environment and application.

Anchor Base Poles

SSS

SQUARE STRAIGHT STEEL

ORDERING INFORMATION Lead times will vary depending on options selected. Consult with your sales representative.

Example: SSS 20 5C DM19 DDB

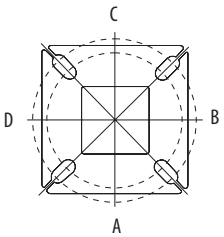
SSS

Series	Nominal fixture mounting height	Nominal shaft base size/wall thickness	Mounting[1]	Options	Finish[10]
SSS	10 – 39 feet (See back page.)	(See back page.)	**Tenon mounting** PT Open top (includes top cap) T20 2-3/8" O.D. (2" NPS) T25 2-7/8" O.D. (2-1/2" NPS) T30 3-1/2" O.D. (3" NPS) T35 4" O.D. (3-1/2" NPS) **Drill mounting**[2] DM19 1 at 90° DM28 2 at 180° DM28 PL 2 at 180° with one side plugged DM29 2 at 90° DM39 3 at 90° DM49 4 at 90° **CSX/DSX/AERIS™/OMERO™ Drill mounting**[2] DM19AS 1 at 90° DM28AS 2 at 180° DM29AS 2 at 90° DM39AS 3 at 90° DM49AS 4 at 90° **AERIS™ Suspend drill mounting**[2,3] DM19AST_ 1 at 90° DM28AST_ 2 at 180° DM29AST_ 2 at 90° DM39AST_ 3 at 90° DM49AST_ 4 at 90° **OMERO™ Suspend drill mounting**[2,3] DM19MRT_ 1 at 90° DM28MRT_ 2 at 180° DM29MRT_ 2 at 90° DM39MRT_ 3 at 90° DM49MRT_ 4 at 90°	**Shipped installed** L/AB Less anchor bolts VD Vibration damper TP Tamper proof H1-18Sxx Horizontal arm bracket (1 fixture)[4,5] FDLxx Festoon outlet less electrical[4] CPL12xx 1/2" coupling[4] CPL34xx 3/4" coupling[4] CPL1xx 1" coupling[4] NPL12xx 1/2" threaded nipple[4] NPL34xx 3/4" threaded nipple[4] NPL1xx 1" threaded nipple[4] EHHxx Extra handhole[4,6] MAEX Match existiing[7] USPOM United States point of manufacture[8] IC Interior coating[9]	**Standard colors** DDB Dark bronze DWH White DBL Black DMB Medium bronze DNA Natural aluminum **Classic colors** DSS Sandstone DGC Charcoal gray DTG Tennis green DBR Bright red DSB Steel blue **Architectural colors (powder finish)**[10]

NOTES:

1. PT open top poles include top cap. When ordering tenon mounting and drill mounting for the same pole, follow this example: DM28/T20. The combination includes a required extra handhole.
2. The drilling template to be used for a particular luminaire depends on the luminaire that is used. Refer to the Technical Data Section of the Outdoor Binder for Drilling Templates.
3. Insert "1" or "2" to designate fixture size; e.g. DM19AST**2**.
4. Specify location and orientation when ordering option.
   For 1st "x": Specify the height in feet above base of pole.
   Example: 5ft = 5 and 20ft = 20
   For 2nd "x": Specify orientation from handhole (A,B,C,D)
   Refer to the Handhole Orientation diagram above.
5. Horizontal arm is 18" x 2-3/8" O.D. tenon standard.
6. Combination of tenon-top and drill mount includes extra handhole.
7. Must add original order number
8. Use when mill certifications are required.
9. Provides enhanced corrosion resistance.
10. Additional colors available; see www.lithonia.com/archcolors or Architectural Colors brochure (Form No. 794.3). Powder finish standard.

HANDHOLE ORIENTATION



Handhole

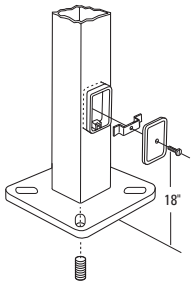
IMPORTANT INSTALLATION NOTES:

- **Do not** erect poles without having fixtures installed.
- Factory-supplied templates must be used when setting anchor bolts. Lithonia Lighting will not accept claim for incorrect anchorage placement due to failure to use Lithonia Lighting factory templates.
- If poles are stored outside, all protective wrapping must be removed immediately upon delivery to prevent finish damage.
- Lithonia Lighting is not responsible for the foundation design.

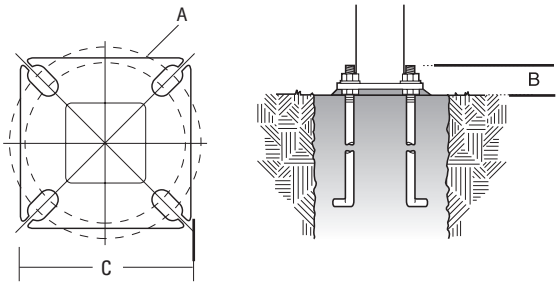
SSS Square Straight Steel Poles

TECHNICAL INFORMATION													
					EPA (ft^2) with 1.3 gust								
Catalog Number	Nominal mount ht. (ft)	Pole Shaft Size (in x ft)	Wall Thickness (in)	Gauge	80 mph	Max. weight	90 mph	Max. weight	100 mph	Max. weight	Bolt Circle (in)	Bolt Size (in x in x in)	Approximate ship (lbs)
SSS 10 4C	10	4.0 x 10.0	0.1196	11	30.6	765	23.8	595	18.9	473	8--9	3/4 x 18 x 3	75
SSS 12 4C	12	4.0 x 12.0	0.1196	11	24.4	610	18.8	470	14.8	370	8--9	3/4 x 18 x 3	90
SSS 14 4C	14	4.0 x 14.0	0.1196	11	19.9	498	15.1	378	11.7	293	8--9	3/4 x 18 x 3	100
SSS 16 4C	16	4.0 x 16.0	0.1196	11	15.9	398	11.8	295	8.9	223	8--9	3/4 x 18 x 3	115
SSS 18 4C	18	4.0 x 18.0	0.1196	11	12.6	315	9.2	230	6.7	168	8--9	3/4 x 18 x 3	125
SSS 20 4C	20	4.0 x 20.0	0.1196	11	9.6	240	6.7	167	4.5	150	8--9	3/4 x 18 x 3	140
SSS 20 4G	20	4.0 x 20.0	0.1793	7	14	350	11	275	8	200	8--9	3/4 x 30 x 3	198
SSS 20 5C	20	5.0 x 20.0	0.1196	11	17.7	443	12.7	343	9.4	235	10--12	1 x 36 x 4	185
SSS 20 5G	20	5.0 x 20.0	0.1793	7	28.1	703	21.4	535	16.2	405	10--12	1 x 36 x 4	265
SSS 25 4C	25	4.0 x 25.0	0.1196	11	4.8	150	2.6	100	1	50	8--9	3/4 x 18 x 3	170
SSS 25 4G	25	4.0 x 25.0	0.1793	7	10.8	270	7.7	188	5.4	135	8--9	3/4 x 30 x 3	245
SSS 25 5C	25	5.0 x 25.0	0.1196	11	9.8	245	6.3	157	3.7	150	10--12	1 x 36 x 4	225
SSS 25 5G	25	5.0 x 25.0	0.1793	7	18.5	463	13.3	333	9.5	238	10--12	1 x 36 x 4	360
SSS 30 4G	30	4.0 x 30.0	0.1793	7	6.7	168	4.4	110	2.6	65	8--9	3/4 x 30 x 3	295
SSS 30 5C	30	5.0 x 30.0	0.1196	11	4.7	150	2	50	--	--	10--12	1 x 36 x 4	265
SSS 30 5G	30	5.0 x 30.0	0.1793	7	10.7	267	6.7	167	3.9	100	10--12	1 x 36 x 4	380
SSS 30 6G	30	6.0 x 30.0	0.1793	7	19	475	13.2	330	9	225	11--13	1 x 36 x 4	520
SSS 35 5G	35	5.0 x 35.0	0.1793	7	5.9	150	2.5	100	--	--	10--12	1 x 36 x 4	440
SSS 35 6G	35	6.0 x 35.0	0.1793	7	12.4	310	7.6	190	4.2	105	11--13	1 x 36 x 4	540
SSS 39 6G	39	6.0 x 39.0	0.1793	7	7.2	180	3	75	--	--	11--13	1 x 36 x 4	605

BASE DETAIL



POLE DATA						
Shaft base size	Bolt circle A	Bolt projection B	Base square C	Template description	Anchor bolt description	Anchor bolt and template number
4"C	8-1/2"	2-3/4"–4"	8"	ABTEMPLATE PJ50004	AB18-0	ABSSS-4C
4"G	8-1/2"	2-3/4"–4"	8"	ABTEMPLATE PJ50004	AB30-0	ABSSS-4G
5"	10"–12"	3-3/8"–4"	11"	ABTEMPLATE PJ50010	AB36-0	ABSSS-5
6"	11"–13"	3-3/8"–4"	12-1/2"	ABTEMPLATE PJ50011	AB36-0	N/A



IMPORTANT:

• These specifications are intended for general purposes only. Lithonia reserves the right to change material or design, without prior notice, in a continuing effort to upgrade its products.

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