



**AGENDA
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
AUGUST 14, 2025
10:00 AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - 4.1 Approval of the Minutes for the Regular Meeting of June 12, 2025.
- 5. FIRST STEP REVIEW (PRE-APPLICATION ITEMS)**
- 6. OLD BUSINESS**
 - 6.1 **TRC 2024-0004 - GILLETTE & ASSOCIATES, AGENT FOR DARIUS PROPERTY LTD., 1520 S. 14TH STREET**
Site Plan Review for the construction of 84-unit condominium structure and a 41,160 sq ft medical office.
- 7. NEW BUSINESS**
- 8. DEVELOPMENT INQUIRIES FROM APPLICANTS NOT ON THE AGENDA - DISCUSSION ONLY, NO ACTION TO BE TAKEN.**
- 9. COMMITTEE BUSINESS**
 - 9.1 Introduction and update from Glenn Akramoff (Project Manager) on Planning Staff changes
 - 9.2 Discussion of new Administrative Approval process for Plat and Replat submissions according to FS 177.071.
- 10. ADJOURNMENT**

NEXT REGULAR TRC MEETING IS SCHEDULED FOR AUGUST 28, 2025.

Persons with disabilities requiring accommodations in order to participate in this program or activity should contact 310-3115, TTY 711, or through the Florida Relay Services at 1-800-955-8771 (TTY number for all City offices) at least 24 hours in advance to request such accommodations.



**MINUTES
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
JUNE 12, 2025
10:00 AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

1. CALL TO ORDER 10:00 AM

2. ROLL CALL

MEMBERS PRESENT:

Margaret Pearson, Planning
Mia Sadler, Planning
Jason Higginbotham, Fire
Todd Love, Utilities/Water

Walter Gray, Utilities/Wastewater
David Neville, Arborist
Reese Lawson, Streets

MEMBERS ABSENT:

Michelle Forstrom, Code Enforcement

OTHERS PRESENT:

Morgan Ohlendorf, Recording Secretary

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

4.1 Approval of Minutes from the Regular Meeting of May 8th, 2025.

ACTION TAKEN: A motion was made by Member Higginbotham, seconded by Member Love, to approve the Minutes from the Regular Meeting of May 8th, 2025, as presented.

Vote upon passage of the motion was taken by ayes and nays, and being all ayes, carried.

4.2 Approval of the Minutes for the Regular Meeting of May 22, 2025.

ACTION TAKEN: A motion was made by Member Higginbotham, seconded by Member Love, to approve the Minutes from the Regular Meeting of May 22, 2025, as presented.

Vote upon passage of the motion was taken by ayes and nays, and being all ayes, carried.

5. FIRST STEP REVIEWS (PRE-APPLICATION ITEMS)

5.1 2002 S. Fletcher Avenue - REC

Redevelopment of Seaside Beach Park
City of Fernandina Beach/Cody Smith-Halff Associates, Inc.

Cody Smith, Halff Associates, Inc., agent for the City of Fernandina Beach, presented this project and noted that is a joint

DRAFT

effort with Nassau County, pertaining to the replacement of the existing parking lot from coquina shells to a mix of concrete and pavers, landscape islands, and landscaping, sidewalks, boardwalk and pavilions at same location and same size. The existing bathrooms would be remaining. Comments and feedback from the committee were welcomed.

Mr. Neville asked about the proposed trees to be removed and about the irrigation system that would be proposed to water the new trees. Mr. Smith explained this is in conjunction with Nassau County and that there is an irrigation plan.

Mr. Higginbotham had no comments. Mr. Smith asked if there were concerns about emergency access. Mr. Higginbotham answered in the negative.

Mrs. Pearson asked about the location of the new showers and inquired about the reasoning for removing the existing one at the boardwalk. Kathy Russell, Environmental Manager, shared that the shower on the boardwalk is being removed because it interferes with the wildlife in the area and it is damaging to the boardwalk itself.

Jake Platt, Flood Plain Manager, asked about the Coastal Construction Control Line and shared that he would like to be included in the review process of this project. Mrs. Pearson asked about the DEP approval. Mrs. Russell shared that widening of the sidewalk at the beach access might be an issue with FCT (Florida Communities Trust).

Ms. Sadler asked about the location of the bike rack and if they were increasing bike parking spaces. She also asked for more information about turtle-friendly lighting. Mr. Smith noted that they are looking on possibly increasing bike parking spaces and are addressing turtle-friendly lighting with an upcoming design.

Mr. Lawson asked about the footprint of the proposed plan compared to the existing one and offered information about an old wooden ramp buried in the sand in that area. Mr. Smith assured the committee that the footprint is similar with no major changes.

Mr. Love asked about the water meter and water main and noted the involvement of DOT to dig under the road. Mr. Smith answered that they would need an additional meter and will discuss this change with the design professional.

Mr. Gray inquired about the location of the clean out and indicated the location of a manhole.

Mr. Higginbotham asked about the relocation of safety signage and flagpole.

Mrs. Pearson asked if the Committee had any additional questions and if anybody from the public would like to comment. There were none.

The Committee commented that they would be amenable for the applicant to move forward with permitting, as long as there were no major changes.

5.2 North 2nd Street to Broome Street

Adding sidewalks and additional parking along both sides of the street.

Jacob Platt / City of Fernandina Beach

Jake Platt, City Project Manager, shared some updated plans regarding street improvement located at N. 2nd Street, which includes 38 parking spaces and adds 5 additional spaces. He also spoke of revision to the sidewalk to save two (2) Oak trees. He provided insight on additional landscape design and added ADA parking spaces and asked the Committee for their feedback.

Mr. Gray noted he would have to look into existing wastewater services.

Mr. Love asked about water services and stated that they would probably need to add an additional meter in that area. He also asked about irrigation and drains. Mr. Platt noted the intent is for contracting some of this work but that some work would fall onto the City.

Ms. Sadler asked about the lighting plan. Mr. Platt commented that street lighting is not part of this phase but will be included in the Downtown Revitalization phase.

DRAFT

Mrs. Pearson had no comments.

Mr. Higginbotham asked about the fire hydrants.

Mr. Neville reminded the applicant about the tree ordinance requirements.

Mrs. Pearson shared that once this project receives HDC approval, they can proceed with permitting.

6. OLD BUSINESS

- 6.1 TRC 2023-0035 - INTACT CONSTRUCTION MANAGEMENT GROUP, LLC, 2194
SADLER ROAD
Minor Amendment to Land Development Order (LDO) for changes to the sidewalk design.

Ben Buchanan, Intact Construction, applicant, provided background information about this project and asked for the Committee's approval of the amendment.

Mr. Neville had no comments.

Mr. Higginbotham had no comments.

Mrs. Pearson asked if there needs to be an easement for the part of the sidewalk that will encroach on the private property. Mr. Buchanan stated that there is already an easement in place. Ms. Pearson clarified that the easement doesn't state a public easement only a utility easement and that this needs to be clarified.

Ms. Sadler had no questions.

Mr. Lawson had no questions.

Mr. Love had no questions.

Mr. Gray had no questions.

Mrs. Pearson shared that they would review their minor comments and then issue an amended LDO.

7. NEW BUSINESS

8. DEVELOPMENT INQUIRIES FROM APPLICANTS NOT ON THE AGENDA - DISCUSSION ONLY, NO ACTION TO BE TAKEN.

9. COMMITTEE BUSINESS

10. ADJOURNMENT 10:59 AM

Morgan Ohlendorf, Recording Secretary

Margaret Pearson, **Chair**



August 7, 2025

Asa Gillette
31 S. 4th Street
Fernandina Beach, FL 32034
tricia@gilletteassociates.com

Sent Via Email to Project Team

Applicant Name: *(Agent Asa Gillette)*

Project Description: Construction of an 84-unit condominium and 41,160 square feet medical office

Location: 1520 South 14th Street

PIN(s): 00-00-31-1800-0267-0040

TRC Case Number: TRC 2024-0004

Mr. Gillette,

The City of Fernandina Beach received your request for a 5th site plan review on Tuesday July 29th. All submitted documents provided were routed to the Technical Review Committee (TRC). The comments provided as part of this site plan review are valid for six months from the date of issuance.

Please submit response documents to address each comment in a narrative form and with an amended site plan. The site plan is scheduled for the formal TRC public meeting on Thursday, August 14, 2025, at 10 a.m. located at City Hall Commission Chambers 204 Ash Street.

If you have any questions, please contact us at TRCinfo@fbfl.city or 904-310-3480.

Sincerely,

TRC Coordinator



REVIEW COMMENTS:

PLANNING

☒ The Planning Department has reviewed the submittal and noted the following comments:

Live Local: Affidavit required prior to issuance of Local Development Order

School Mitigation Agreement Executed prior to issuance of Local Development Order

Traffic Study required – Review by 3rd party. Report is missing all seven (7) tables. These tables contain the most important information to determine whether any segments or intersections are significantly impacted.

Second largest item, the distribution to the north is still showing 40%; City and County to decide whether that seems acceptable based on local experience.

Will the medical office “property” and the apartment “property” eventually be two separate parcels with their own parcel numbers? Or will they both be on one parcel? As it is now, there are 3 parcels that the projects will be constructed on.

Applicants have verbally requested that the resubmittal fees be waived. The city will need a formal request in writing.

Parking calculations are being assessed to ensure compliance with the LDC.

OR

☐ All previous comments have been addressed, and the Department of Planning & Conservation approves issuance of a local development order.

Name of Reviewer: Planning Staff

Today’s Date: Wednesday, August 6, 2025

BUILDING

☐ The Building Department has reviewed the submittal and noted the following comments:

- No comments received as of 8/6/2025



OR

☐ All previous comments have been addressed and the Building Department approves issuance of a local development order.

Name of Reviewer: First Last

Today's Date: Select Date

UTILITIES, STORMWATER, & STREETS

☒ The Public Works Department has reviewed the submittal and noted the following comments:

- Due to the changes to the stormwater plan, there shows discrepancies in the location of the drainage ditch. Please provide a topo survey clearly indicating the depth and location of the ditch.
- Please verify if the drainage easement is the County's. If it is theirs, please ensure they approve the building of the retaining wall within the easement since it will reduce the area to maintain the ditch.

OR

☐ All previous comments have been addressed and the Public Works Department approves issuance of a local development order.

Name of Reviewer: Victoria Guadagnino

Today's Date: Wednesday, August 6, 2025

CODE ENFORCEMENT

☐ The Code Enforcement Department has reviewed the submittal and noted the following comments:

- No comments received as of 8/6/2025

OR

☐ All previous comments have been addressed and the Code Enforcement Department approves issuance of a local development order.

Name of Reviewer: First Last

Today's Date: Select Date



FIRE

☐ The Fire Department has reviewed the submittal and noted the following comments:

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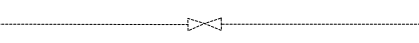
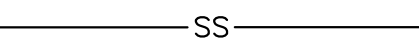
OR

☒ All previous comments have been addressed and the Fire Department approves issuance of a local development order.

Name of Reviewer: Jason Higginbotham

Today's Date: Wednesday, August 6, 2025

GENERAL NOTES		INDEX			
SITE / GEOMETRY		WATER NOTES			
1. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER. ALL SAFETY RULES AND GUIDELINES OF O.S.H.A. SHALL BE FOLLOWED. THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR ANY INJURIES OF HIS EMPLOYEES, AND ANY DAMAGE TO PRIVATE PROPERTY OR PERSONS DURING THE COURSE OF THIS PROJECT. ALL COSTS ASSOCIATED WITH COMPLYING WITH REGULATIONS AND THE FLORIDA TRENCH SAFETY ACT MUST BE INCLUDED IN THE CONTRACTOR'S PRICE FOR PERFORMING THE WORK. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE JOB SITE PRIOR TO PREPARING THE BID FOR THE PURPOSE OF FAMILIARIZING HIMSELF WITH THE NATURE AND THE EXTENT OF THE WORK AND LOCAL CONDITIONS, EITHER SURFACE OR SUBSURFACE, WHICH MAY AFFECT THE WORK TO BE PERFORMED, AND THE EQUIPMENT, LABOR AND MATERIALS REQUIRED. FAILURE TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF COMPLETE PERFORMANCE UNDER THIS CONTRACT. THE CONTRACTOR IS URGED TO TAKE COLOR PHOTOGRAPHS ALONG THE ROUTE OF THIS PROJECT TO RECORD EXISTING CONDITIONS PRIOR TO CONSTRUCTION, AND TO AID IN RESOLVING POSSIBLE FUTURE COMPLAINTS THAT MAY OCCUR DUE TO CONSTRUCTION OF THE PROJECT. ALL COSTS ASSOCIATED WITH PRELIMINARY INVESTIGATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. 3. ALL IMPROVEMENTS SHOWN ARE TO BE WARRANTED BY THE CONTRACTOR TO THE DEVELOPER. 4. ELEVATIONS ARE BASED ON NAVD DATUM OF 1988. 5. TOPOGRAPHIC AND BOUNDARY INFORMATION WAS PROVIDED BY: MANZIE & DRAKE LAND SURVEYING, INC. (904-491-5700). 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING, RIGHT-OF-WAY PERMITS NOT PROVIDED AND INSURANCE REQUIRED FOR THE PROJECT. 7. THE CONTRACTOR SHALL COORDINATE THE WORK WITHIN CITY, COUNTY OR STATE RIGHT-OF-WAY WITH THE PROPER AGENCIES FOR MAINTENANCE OF TRAFFIC AND METHOD OF CONSTRUCTION & REPAIR. 8. THE CONTRACTOR SHALL ADVISE THE OWNER'S AUTHORIZED REPRESENTATIVE OF PLANNED WORK SCHEDULE. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION WITH ALL OTHER CONTRACTORS, IN THE EVENT OF ANY CONFLICT WHATSOEVER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD, AND THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION. 9. "AS-BUILT" DRAWINGS - AS-BUILTS ARE REQUIRED TO BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR. THEREFORE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTRACT WITH A LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA FOR THE PREPARATION, FIELD LOCATIONS, CERTIFICATION, AND SUBMITTAL OF AS-BUILT DRAWINGS. 10. "AS-BUILT" RECORD DATA AND INFORMATION SHALL BE MAINTAINED BY THE CONTRACTOR. RECORD DRAWINGS SHALL BE SUPPLIED TO THE ENGINEER. 11. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL SURVEY AND PROPERTY MONUMENTS. IF A MONUMENT IS DISTURBED, THE CONTRACTOR SHALL CONTRACT WITH THE SURVEYOR OF RECORD FOR REINSTALLATION OF THE MONUMENT. 12. ALL DEBRIS RESULTING FROM ALL ACTIVITIES SHALL BE DISPOSED OF OFF-SITE BY CONTRACTOR ON A DAILY BASIS. 13. ALL EXCESS SUITABLE AND UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE ENGINEER. 14. ALL EXISTING TREES LISTED TO REMAIN SHALL BE PRESERVED AND PROTECTED. 15. THE LOCATION OF ALL EXISTING UTILITIES, STRUCTURES, AND IMPROVEMENTS ON THE DRAWINGS ARE BASED ON LIMITED INFORMATION AND MAY NOT HAVE BEEN FIELD VERIFIED. THE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY RESPECTIVE UTILITY OWNERS AND FIELD VERIFY LOCATIONS OF EXISTING UTILITIES AND OTHER IMPROVEMENTS PRIOR TO COMMENCING ANY CONSTRUCTION. IF THE LOCATIONS SHOWN ARE CONTRARY TO ACTUAL FIELD LOCATIONS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF THE DISCREPANCY. THE DISCREPANCY SHOULD BE RESOLVED PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS NEAR EXISTING UTILITY IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR REPAIRS OR PAYMENTS FOR ALL DAMAGE MADE TO EXISTING UTILITIES OR OTHER IMPROVEMENTS. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL GRADES, INVERTS, AND TYPE OF MATERIAL OF EXISTING UTILITIES TO WHICH THEY SHALL CONNECT. 16. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER ON ALL MATERIALS, FOR REVIEW AND APPROVAL, PRIOR TO PURCHASE OR CONSTRUCTION OF ANY UTILITY OR STRUCTURE. 17A. UNSUITABLE MATERIALS UNDER WATER, SEWER, OR STORM PIPE AND/OR STRUCTURES SHALL BE REMOVED AND REPLACED WITH SELECTED BACKFILL COMPACTED TO 98% OF IT'S MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D1557). 17B. ALL FINISH FLOORS SHOWN ON THE PLANS ARE MINIMUM ELEVATIONS 18. ALL WATER & SEWER CONSTRUCTION SHALL BE ACCOMPLISHED BY AN UNDERGROUND UTILITY CONTRACTOR LICENSED UNDER THE PROVISIONS OF CHAPTER 489 FLORIDA STATUTES.	19. WHEN DEWATERING CAPACITY REQUIRES A PERMIT (CUP), IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE PERMIT THROUGH THE ST. JOHNS RIVER WATER MANAGEMENT DISTRICT. 20. WATER MAINS SHALL BE LAID AT LEAST 10 FEET HORIZONTALLY FROM ANY EXISTING OR PROPOSED SANITARY HAZARD. THE DISTANCE SHALL BE MEASURED EDGE TO EDGE. WHERE PARALLEL WATER AND SEWER MAINS HAVE LESS THAN 10 FOOT HORIZONTAL SEPARATION, 20 FOOT LENGTHS OF C900 (DR18) WATER QUALITY PIPE SHALL BE USED WITH THE JOINTS STAGGERED AT 10 FOOT INTERVALS. THE PIPES SHALL BE PLACED IN SEPARATE TRENCHES WITH THE WATER MAIN AT LEAST 18 INCHES ABOVE THE SEWER. 21. WATER MAINS CROSSING SANITARY HAZARDS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE OUTSIDE OF THE WATER MAIN AND THE OUTSIDE OF THE SEWER MAIN. WHERE WATER AND SEWER MAINS CROSS WITH BETWEEN 18 INCHES AND 6 INCHES OF VERTICAL CLEARANCE, A 20 FOOT SECTION OF C900 (DR18) WATER QUALITY PIPE SHALL BE CENTERED ON THE POINT OF THE CROSSING. THE CONTRACTOR SHALL FIELD VERIFY THE VERTICAL SEPARATION. THE MINIMUM SEPARATION BETWEEN WATER AND SEWER PIPES IS TO BE 6 INCHES OUTSIDE DIAMETER TO OUTSIDE DIAMETER. 22. NO WATER MAIN PIPE SHALL PASS THROUGH OR COME IN CONTACT WITH ANY PART OF A SEWER MANHOLE. 23. TRACER WIRE SHALL BE PROVIDED ON ALL WATER MAINS AND FORCE MAINS. TRACER WIRE SHALL BE #10 UF SOLID COPPER WIRE, COATED, AND SUITABLE FOR BURIAL. COATING SHALL BE BLUE FOR WATER AND GREEN FOR SEWER MAIN CONNECTIONS. WIRE SHALL BE ATTACHED DIRECTLY TO TOP OF PIPE AND BROUGHT INTO EACH VALVE BOX AND COILED TO ALLOW FOR EASY ACCESS AND EXTENSION ABOVE FINISHED GRADE FOR ATTACHMENT OF LOCATING EQUIPMENT. 24. ALL PIPE LENGTHS ARE APPROXIMATE DIMENSIONS. ALL DRAINAGE STRUCTURES SHALL BE CONSTRUCTED TO CONFORM WITH TYPICAL SECTIONS AND DETAILS AS SHOWN ON THE MISCELLANEOUS DETAILS SHEET AND IN ACCORDANCE WITH THE SPECIFICATIONS. 25. ALL UNDERGROUND UTILITIES MUST BE INSTALLED PRIOR TO PREPARATION OF SUBGRADE FOR PAVEMENT. 26. GRADES SHOWN ON PLANS ARE EDGE OF PAVEMENT FINISHED GRADES UNLESS OTHERWISE NOTED. 27. SHOULD THE SURFACE OR SUBSURFACE CONDITIONS VARY FROM WHAT IS SHOWN ON THE PLANS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. 28. ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE SEEDED AND MULCHED UNLESS OTHERWISE SPECIFICALLY STATED. ALL DISTURBED AREAS WITHIN THE NASSAU COUNTY RIGHT OF WAY SHALL BE COVERED WITH BERMUDA SOD. 29. THE CONTRACTOR IS RESPONSIBLE FOR THE CONTROL OF SEDIMENT-LADEN RUNOFF RESULTING FROM STORM EVENTS DURING THE CONSTRUCTION PHASE. EROSION CONTROL FACILITIES SHOULD BE INSTALLED EARLY DURING THE CONSTRUCTION PERIOD SO AS TO PREVENT THE TRANSPORT OF SEDIMENT INTO SURFACE WATERS. RE-VEGETATION AND STABILIZATION OF DISTURBED AREAS SHOULD BE ACCOMPLISHED IMMEDIATELY TO REDUCE THE POTENTIAL FOR FURTHER SOIL EROSION. 30. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND COUNTY/CITY BEFORE COMMENCING WORK. 31. MINIMUM COVER OVER PIPES SHALL BE 36" UNLESS OTHERWISE INDICATED. 32. ALL UNDERGROUND UTILITY COMPANIES SHALL BE CONTACTED AT LEAST 48 HOURS PRIOR TO COMMENCING CONSTRUCTION. 33. IN ADDITION TO THE SPECIFICATIONS AND DETAILS PROVIDED FOR THIS CONTRACT, THE NASSAU COUNTY STANDARD DETAILS AND SPECIFICATIONS (LATEST REVISION) SHALL ALSO BE USED FOR ANY ITEMS NOT COVERED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A SET OF STANDARD DETAILS AND SPECIFICATIONS FROM NASSAU COUNTY. 34. BACKFILL MATERIAL SHALL BE COMPACTED TO 100% (2%) PER CITY OF FB REQUIREMENTS UNDER EXISTING AND PROPOSED ROADWAYS. 35. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN TO BE MADE WITHOUT PRIOR APPROVAL OF THE ENGINEER. 36. STATIONING REFERS TO THE CENTERLINE OF THE ROADWAY EXCEPT AS NOTED ON PLANS. WHERE PAVEMENT SPLITS, THE STATIONING FOLLOWS THE INSIDE EDGE OF PAVEMENT UNTIL ROADWAY TRANSITIONS BACK TO THE TYPICAL ROADWAY SECTION 37. ALL CONSTRUCTION, MATERIAL, AND WORKMANSHIP ARE TO BE IN ACCORDANCE WITH CITY OF FB AND COUNTY STANDARDS	1. WATER MAINS SHALL HAVE A MINIMUM OF 36" COVER UNDER PAVEMENT OR 30" COVER FROM FINISHED GRADE UNLESS OTHERWISE SHOWN. ALL WATER MAINS SHALL BE FLUSHED IN ACCORDANCE WITH, AND UNDER THE DIRECTION OF THE UTILITY COMPANY. 2. THRUST RESTRAINTS ARE REQUIRED IN ACCORDANCE WITH THE UTILITY COMPANY STANDARDS WHERE WATER MAINS ARE TERMINATED AND AT ALL BENDS AND TEES. 3. TIE RODS SHALL BE INSTALLED ON ALL VALVES LOCATED AT FITTINGS. ALL 10" AND LARGER VALVES AND LARGER SHALL REQUIRE (4) TIE RODS. MEGA LUG JOINT RESTRAINTS MAY BE USED IN LIEU OF THRUST BLOCKS OR TIE RODS. 4. UNLESS OTHERWISE NOTED, WATER MAINS ARE TO BE PVC DR18, DR-25, C-900 (BLUE), CLASS 150. 5. ALL WATER MAINS SHALL BE BACTERIOLOGICAL AND PRESSURE TESTED IN ACCORDANCE WITH AWWA C-600. NO CONNECTION TO EXISTING POTABLE WATER SYSTEM SHALL BE ALLOWED UNTIL ALL PROPOSED WATER MAINS HAVE BEEN PRESSURE TESTED, DISINFECTED, AND CLEARED FOR SERVICE. THE UTILITY COMPANY'S AUTHORIZED REPRESENTATIVE MUST BE NOTIFIED 48 HOURS PRIOR TO PERFORMING THE PRESSURE TEST AND MUST BE PRESENT. 6. THE CONTRACTOR SHALL AVOID SERVICE INTERRUPTIONS AND MAINTAIN ANY EXISTING WATER SERVICE TO MEET THE SYSTEM DEMANDS AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF AFFECTED CUSTOMERS OF THE UTILITY. A MINIMUM OF 48 HOURS IN ADVANCE OF ANY INTERRUPTION OF SERVICE, BOIL WATER NOTICES SHALL BE DELIVERED IN ACCORDANCE WITH THE UTILITY COMPANY BOIL WATER NOTICE REQUIREMENTS. 7. ALL MAIN FLUSHING POINTS SHALL BE SAME SIZE AS MAIN UP TO 8 INCH WATER MAINS. FLUSHING POINTS FOR MAINS LARGER THAN 8 INCH SHALL BE REDUCED TO 8 INCH. 8. ALL WATER MAINS SHALL BE DISINFECTED USING LIQUID CHLORINE OR HYPOCHLORITES IN ACCORDANCE TO AWWA C651-86. WATER IN MAIN SHALL MAINTAIN A CHLORINE RESIDUAL OF 50 MG/L FOR A MINIMUM OF 24 HOURS. WATER MAIN SHALL NOT BE PLACED IN SERVICE UNTIL CLEARANCE HAS BEEN PROVIDED BY THE APPROPRIATE REGULATING AGENCY AND CITY OFFERNANDINA BEACH UTILITIES DEPARTMENT. 9. IF SOLVENT CONTAMINATION IS FOUND IN THE PIPE TRENCH, WORK SHALL BE STOPPED AND THE PROPER AUTHORITIES NOTIFIED. BASED ON APPROVAL OF THE PERMITTING AGENCY, DUCTILE IRON PIPE, FITTINGS, AND SOLVENT RESISTANT GASKET MATERIAL SUCH AS FLUOROCARBON SHALL BE USED IN THE CONTAMINATED AREA. THE DUCTILE IRON PIPE SHALL EXTEND AT LEAST 100 FEET BEYOND ANY SOLVENT NOTED. ANY CONTAMINATED SOIL THAT IS EXCAVATED SHALL BE PLACED ON AN IMPERMEABLE MAT AND COVERED WITH A WATER PROOF COVERING. THE PROPER AUTHORITIES WILL BE NOTIFIED AND THE CONTAMINATED SOIL HELD FOR PROPER DISPOSAL. 10. 2" FLUSHING HYDRANTS SHALL BE INSTALLED AT ALL DEAD END LINES AND MAIN LINE STUB-OUTS. 11. A SEPARATE WATER SERVICE SHALL BE REQUIRED FOR EACH UNIT SERVED AND SHALL BE INSTALLED 3 FEET EITHER SIDE OF PROPERTY LINE. ALL WATER SERVICES SHALL BE MARKED WITH A "W" ETCHED ON THE CURB. ALL VALVES SHALL BE MARKED WITH A "V" ETCHED ON THE CURB. 12. ALL BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED IN ACCORDANCE WITH THE UTILITY COMPANY'S STANDARDS. 13. ALL BACKFLOW PREVENTION ASSEMBLIES SHALL BE INSTALLED AT THE CONSUMER'S METER OR AT THE PROPERTY LINE WHEN A METER IS NOT USED. 14. BACKFLOW PREVENTION ASSEMBLIES SHALL BE TESTED BY A CERTIFIED BACKFLOW TECHNICIAN. TEST RESULTS SHALL BE SUBMITTED TO AND APPROVED BY THE UTILITY COMPANY PRIOR TO ACCEPTANCE OF INSTALLATION. 15. MAXIMUM DEPTH ON WATER SERVICES TO METER TO BE 36". 16. CONTACT ANDRE DESILET, COFB UTILITY DIRECTOR AT (904-310-3431) FOR PRE-CONSTRUCTION AND COORDINATION MEETING PRIOR TO WORK COMMENCING.	PAGE #	SHEET	DESCRIPTION
	1	CVR	COVER SHEET		
	2	IN-1	INDEX SHEET		
	3	PRE-1	PREDEVELOPMENT PLAN		
	4	GE-1	GEOMETRY PLAN		
	5	UT-1	UTILITY PLAN		
	6	DR-1	DRAINAGE PLAN		
	7	DR-2	PIPE & STRUCTURE DRAINAGE PLAN		
	8	LS-1	LANDSCAPE PLAN		
	9	LS-2	TREE REMOVAL PLAN		
	10	LS-3	ONSITE TREE DETAILS		
	11	LS-4	ROOFTOP GRASS MAT DETAIL		
	11	DT-1	MISC. DETAILS		
	12	DT-2	MISC. DETAILS		
	13	DT-3	LIFT STATION DETAILS		
	14	DT-4	DRAINAGE DETAILS		
15	DT-5	OPEN ROAD CUT DETAIL			
FIRE NOTES					
1. WHERE UNDERGROUND WATER MAINS AND HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED, AND IN SERVICE PRIOR TO COMMENCING CONSTRUCTION WORK ON ANY STRUCTURE. (NFPA 1, 16.4.3.1.3, 2009 EDITION)					
2. CLEARANCES OF SEVEN AND ONE HALF FEET (7 FT-6 IN.) IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANT, WITH A FOUR FOOT CLEARANCE TO THE REAR OF THE HYDRANT. (NFPA 1, 18.3.4.1, 2009)					
3. NEW FIRE HYDRANT(S) SHALL BE INSTALLED SO THAT POSITIONED NOT MORE THAN 7 FEET 6 INCHES AWAY FROM CURB OR BERM OF THE ROADWAY.					

LEGEND		SEWER NOTES			
	EXISTING VALVE		PROPOSED SPOT ELEVATION	1. THE CONTRACTOR SHALL PROVIDE, TO THE ENGINEER OF RECORD , A SCHEDULE OF INVERT ELEVATIONS OF ALL SANITARY MANHOLES PRIOR TO THE PLACEMENT OF THE LIME ROCK BASE COURSE. THIS SCHEDULE TO BE PROVIDED BY THE REGISTERED LAND SURVEYOR SUBMITTING THE "AS-BUILT" DRAWINGS FOR THIS PROJECT.	
	EXISTING WATER LINE		S-5	DRAINAGE STRUCTURE	2. SANITARY SEWER SERVICES SHALL BE 6"PVC WITH A MINIMUM SLOPE OF 0.006 FEET PER FOOT AND SHALL BE TERMINATED AT THE RIGHT-OF-WAY LINE WITH A DEPTH OF 24" TO 48" FROM THE FINAL FINISHED GRADE OF THE DEVELOPED LOTS. DEPTHS GREATER THAN 48" FROM FINAL FINISHED GRADE SHALL BE READJUSTED BY THE DEVELOPER AT HIS COST.
	EXISTING SANITARY SEWER		P-1	PIPE	3. GRAVITY SEWER TO BE CLEANED & TV TESTED BY DEVELOPER AT DEVELOPER'S EXPENSE
	EXISTING FIRE HYDRANT		X(6.58)	EXISTING SPOT ELEVATION	4. ALL MANHOLE FRAMES AND COVERS TO BE ADJUSTED TO FINAL FINISHED GRADE.
	PROPOSED SANITARY SEWER				5. A SEPARATE SEWER SERVICE (6" MIN.) SHALL BE PROVIDED TO THE RIGHT-OF-WAY FOR EACH LOT BEING SERVED. AN "S" SHALL BE ETCHED INTO THE CURB DIRECTLY OVER EACH SERVICE LINE OR IN THE STREET SIDE OF A SIDEWALK IN LINE WITH THE CLEANOUT.
	PROPOSED WATER LINE			6. GRAVITY SEWER TO BE GREEN IN COLOR	
	PROPOSED FIRE HYDRANT			7. NEW GRAVITY SEWER SYSTEM SHALL BE PLUGGED AT NEAREST EXISTING DOWNSTREAM MANHOLE AND SHALL NOT BE REMOVED WITHOUT AUTHORIZATION FROM THE UTILITY COMPANY. EXISTING MANHOLES TO BE COREBORED AND ARRANGEMENTS MADE TO BE REFURBISHED WITH COMPATIBLE MATERIALS IF THE EXISTING MANHOLE IS ALLOWED TO BE USED.	
	EXISTING EDGE OF PAVEMENT			8. FINISHED FLOOR ELEVATIONS SHALL BE GREATER (HIGHER) THAN THE ELEVATION OF THE MANHOLE NEAREST THE SERVICE LATERAL IN ORDER TO AVOID A POTENTIAL BACKUP OF SEWERAGE IN THE HOUSE OR BUILDING.	
	EXISTING PROPERTY LINE			9. ALL GRAVITY SEWER PIPE TO A 10 FOOT DEPTH OF COVER SHALL BE SDR-26 PVC PIPE (MINIMUM). GRAVITY SEWER PIPE WITH COVER OF 15 FEET (AND IN EASEMENTS) AND GREATER SHALL BE C900 - DR18. JOINT SHALL BE OF THE BELL AND SPIGOT TYPE AND MEET THE REQUIREMENTS OF THE PIPE REFERRED BEING USED.	
				10. WHEN A PROPERTY LINE CAN NOT BE DEFINED, THE SEWER CLEANOUT SHALL BE PLACED IN AN UNPAVED AREA AT A DISTANCE NO GREATER THAN 30 FEET FROM THE SEWER MAIN.	
				11. NOTE: DR-18 TO BE USED ON SEWER LINE CROSSING WHERE STORM DRAIN IS WITHIN 24 INCHES ABOVE GRAVITY ALSO JOINT TO BE CENTERED AT CROSSING	
				12. ALL MANHOLES TO HAVE MINIMUM 24" HINGED RING AND COVER EAST JORDAN OR APPROVED EQUIVALENT	
				13. SEWER PLUGS USED DURING THE CONSTRUCTION OR CONNECTION TO A SYSTEM SHALL HAVE THE CONTRACTOR'S NAME PERMANENTLY STAMPED.	
				14. THE MANHOLE LINER SHALL BE SPECTRA SHIELD OR APPROVED EQUIVALENT.	
				15. IN ACCORDANCE WITH THE DEPARTMENT OF ENVIRONMENTAL PROTECTION (DEP) REQUIREMENTS, LEAKAGE TESTING SHALL BE PERFORMED ON ALL SEGMENTS OF THE SEWER SYSTEM. TESTING MAY INCLUDE APPROPRIATE WATER OR LOW PRESSURE AIR TESTING. TEST METHODS SHALL TAKE INTO CONSIDERATION THE RANGE IN GROUNDWATER ELEVATIONS DURING THE TEST AND ANTICIPATED DURING THE DESIGNED LIFE OF THE SEWER. NO LEAKAGE ALLOWED IN SYSTEM.	
				16. ALL FORCE MAIN PIPING TO BE DR-18 GREEN OR BROWN.	
				17. CONTACT ANDRE DESILET, COFB UTILITY DIRECTOR AT (904-310-3431) FOR PRE-CONSTRUCTION AND COORDINATION MEETING PRIOR TO WORK COMMENCING.	

GILLETTE & ASSOCIATES, INC. CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING CERTIFICATE OF AUTHORIZATION NO. 9332 ASA R. GILLETTE, P.E. * FL PE NO. 56177	DARIUS PROPERTY 1520 SOUTH 14TH STREET FERNANDINA BEACH, FLORIDA 32034	ISSUE DATE: 07/22/25
		INDEX SHEET
North / Elev Key Sheet S * N	IN - 1	Page 2 of 16

NOT FOR CONSTRUCTION - BID/REVIEW ONLY

NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.

REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette III
Florida Registered Professional Engineer
No. 9332
Exp. 12/31/2025
15100 NW 11th Ave., Suite 100
Miami, FL 33187
(305) 551-1111
www.gilletteassociates.com

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

PROPERTY INFORMATION:

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS

DEVELOPMENT REQUIREMENTS:

- MAX IMPERVIOUS AREA: 60.0%
- MAX F.A.R. (%): 150.0%
- MAX BUILDING HEIGHT: 45-FT

SETBACK REQUIREMENTS:

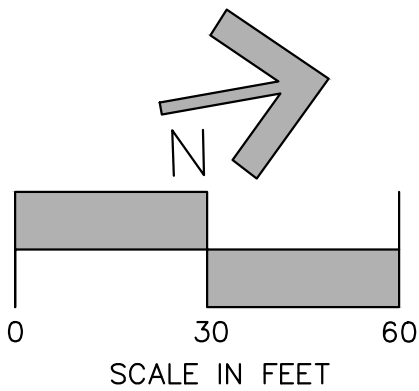
- FRONT: 0 FEET
- REAR: 0 FEET*
- SIDES: 0 FEET

* = C-1 ZONING 10-FT REAR YARD SETBACK

UTILITIES:

- WATER: CITY OF FERNANDINA BEACH
- SEWER: CITY OF FERNANDINA BEACH
- POWER: F.P.U.

NOT FOR CONSTRUCTION - BID/REVIEW ONLY



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REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette
P.E.
FL 00000000000000000000
Date: 2024/07/25 13:30:00

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
A	07/12/24	TRC SUBMITTAL #1
B	10/11/24	TRC SUBMITTAL #2
C	04/02/25	TRC SUBMITTAL #3
D	04/30/25	TRC SUBMITTAL #4
E	07/22/25	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS

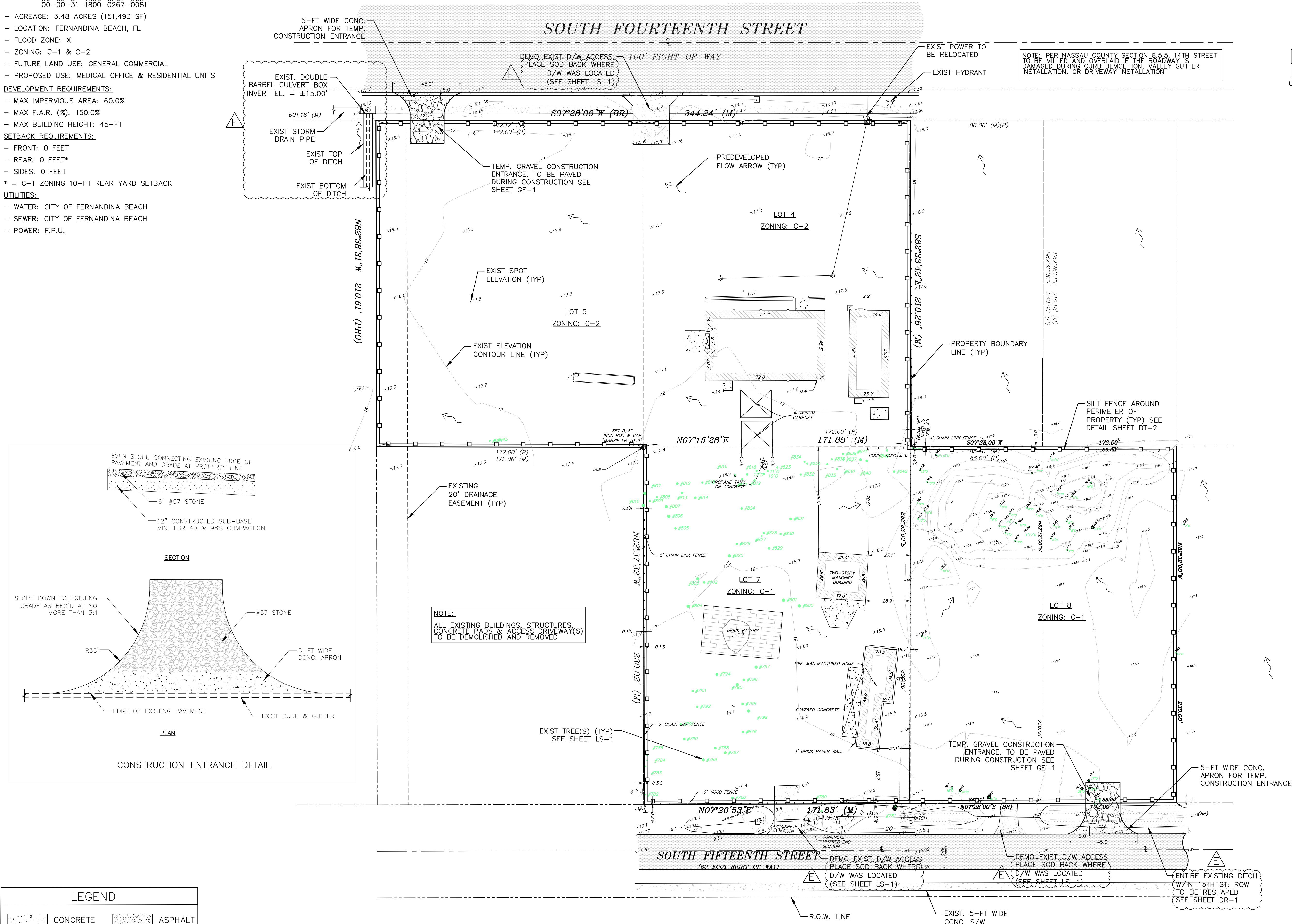
GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 56177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

PREDEVELOPED
SITE PLAN

North / Elev Key Sheet
PRE-1
Page 3 of 16



PROPERTY INFORMATION:

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS

DEVELOPMENT REQUIREMENTS:

- MAX IMPERVIOUS AREA: 60.0%
- MAX F.A.R. (%): 150.0%
- MAX BUILDING HEIGHT: 45-FT
- PROPOSED BUILDING HEIGHT(S): 45-FT

DEVELOPMENT CALCULATIONS:

IMPERVIOUS AREA:

MEDICAL BLDG. = 18,500 SF
RESIDENTIAL BLDG. = 36,785 SF
CONC. S/W (UNCOVERED) = 4,110 SF
CONC. SLAB = 14,379 SF

TOTAL IMPERVIOUS AREA = 73,774 SF (48.70%)

PERVIOUS AREA:

GRASS/LANDSCAPING = 29,292 SF
PERVIOUS PAVERS = 48,427 SF

TOTAL PERVIOUS AREA = 77,719 SF

(ALT. PAVING MATERIAL: 14,379/48,427 = 29.58%)

SETBACK REQUIREMENTS:

- FRONT: 0 FEET
- REAR: 0 FEET*
- SIDES: 0 FEET
- * = C-1 ZONING 10-FT REAR YARD SETBACK

UTILITIES:

- WATER: CITY OF FERNANDINA BEACH
- SEWER: CITY OF FERNANDINA BEACH
- POWER: F.P.U.

PARKING NOTES:

TYPICAL PARKING SPOT DIMENSION = 9'WX18'L
TYPICAL ADA PARKING SPOT DIMENSION = 12'WX18'L

MEDICAL OFFICE = 1 SPACE/250 SF

APARTMENT/AFFORDABLE UNIT(S) (<1000SF)
= 1.0 SPACES/ UNIT

PARKING CALCULATIONS:

MEDICAL OFFICE TOTAL SF = 36,500 SF

36,500SF / 250SF = 146 SPACES REQ'D

APARTMENT UNIT(S) = 43 UNITS

AFFORDABLE UNIT(S) = 28 UNITS

71 UNITS * 1 SPACE/UNIT(AVG.) = 71 SPACES REQ'D

TOTAL COMBINED SPACES REQ'D = 217

PARKING PROVIDED:

TOTAL ONSITE: 233 SPACES

ADA PARKING REQUIREMENT:

- 1-25 SPACES = 1 ADA SPACE REQ'D
26-50 SPACES = 2 ADA SPACE REQ'D
51-75 SPACES = 3 ADA SPACE REQ'D
76-100 SPACES = 4 ADA SPACE REQ'D
101-150 SPACES = 5 ADA SPACE REQ'D
150+ SPACES = 4% OF TOTAL SPACES PROVIDED

MEDICAL BLDG:

ADA PARKING REQUIRED = 5 SPACES

APARTMENT BLDG:

ADA PARKING REQUIRED = 3 SPACES

ADA PARKING SPACES PROVIDED = 8

(3) ADA FOR APARTMENT UNITS

(5) ADA FOR MEDICAL BLDG.

CALCULATED DENSITY:

PRIVATE PROPERTY AREA TOTALS: 151,493 SF (3.48 AC.)

PLUS HALF OF ADJOINING RIGHTS OF WAY (ROW)

+ 14TH STREET SIDE 30FT X 343FT = 10,290 SF (0.24 AC.)

+ 15TH STREET SIDE 50FT X 345FT = 17,250 SF (0.40 AC.)

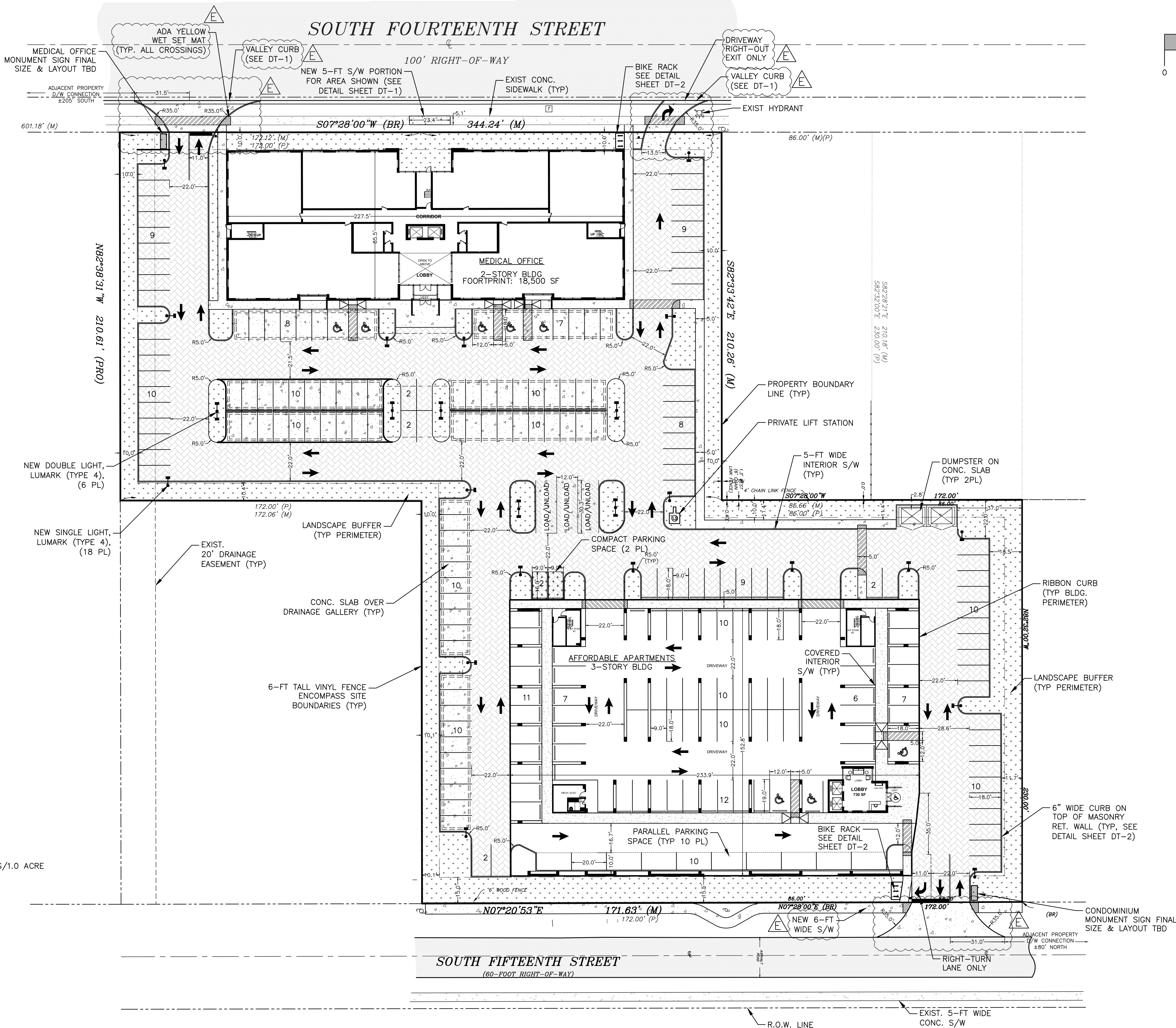
TOTAL AREAS = 179,033 SF (4.12 AC.)

TOTAL ALLOWABLE UNITS PER DENSITY = 34 DWELLING UNITS/1.0 ACRE

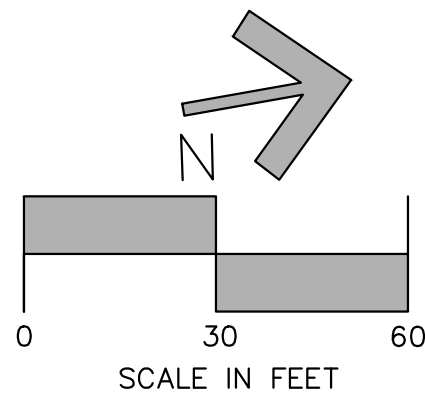
140 DWELLING UNITS ALLOWABLE FOR SITE

LEGEND

	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



NOT FOR CONSTRUCTION - BID/REVIEW ONLY



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REGISTERED DESIGN PROFESSIONAL
Civil Engineering
Asa R. Gillette, P.E.
III
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
A	07/12/24	TRC SUBMITTAL #1
B	10/11/24	TRC SUBMITTAL #2
C	04/02/25	TRC SUBMITTAL #3
D	04/30/25	TRC SUBMITTAL #4
E	07/22/25	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 56177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

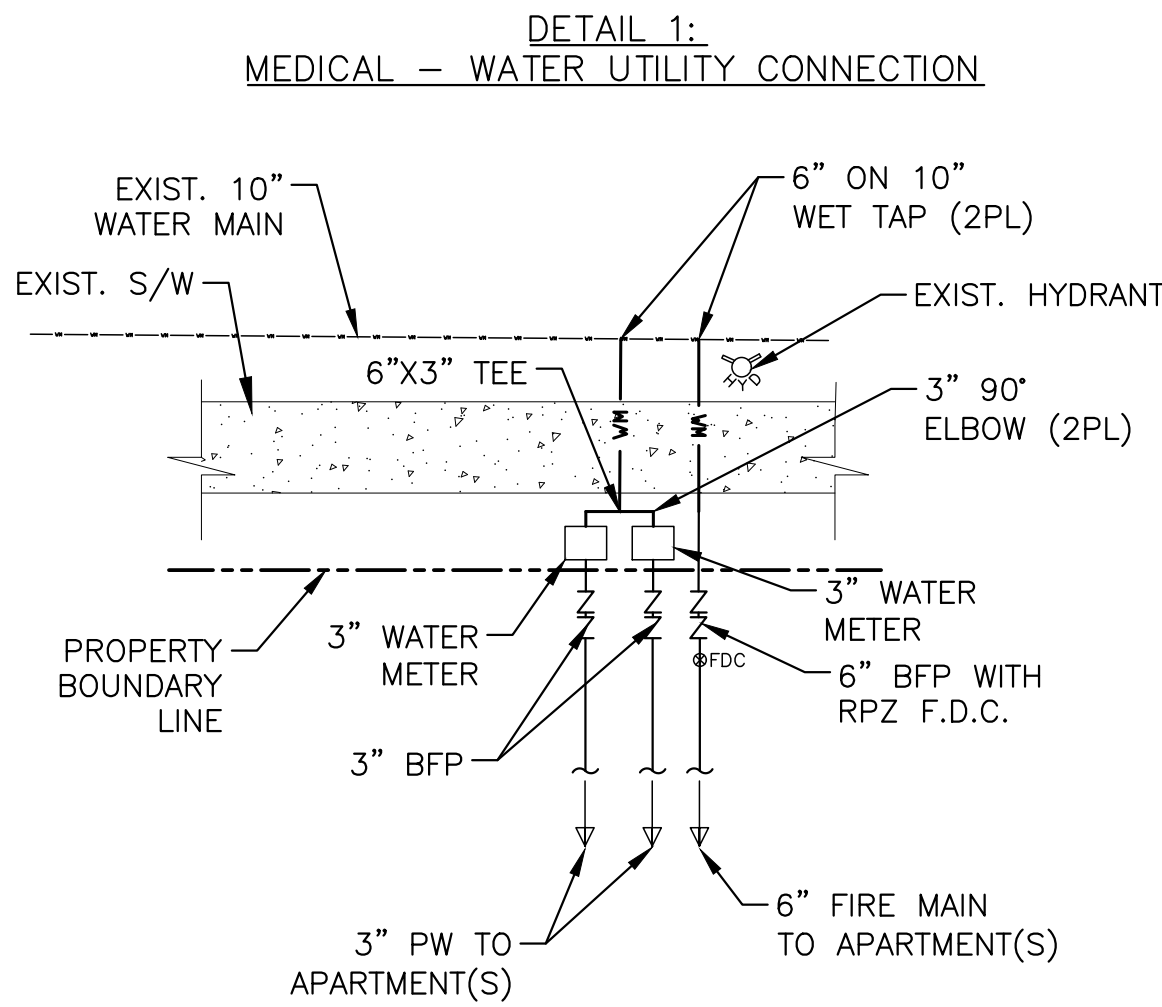
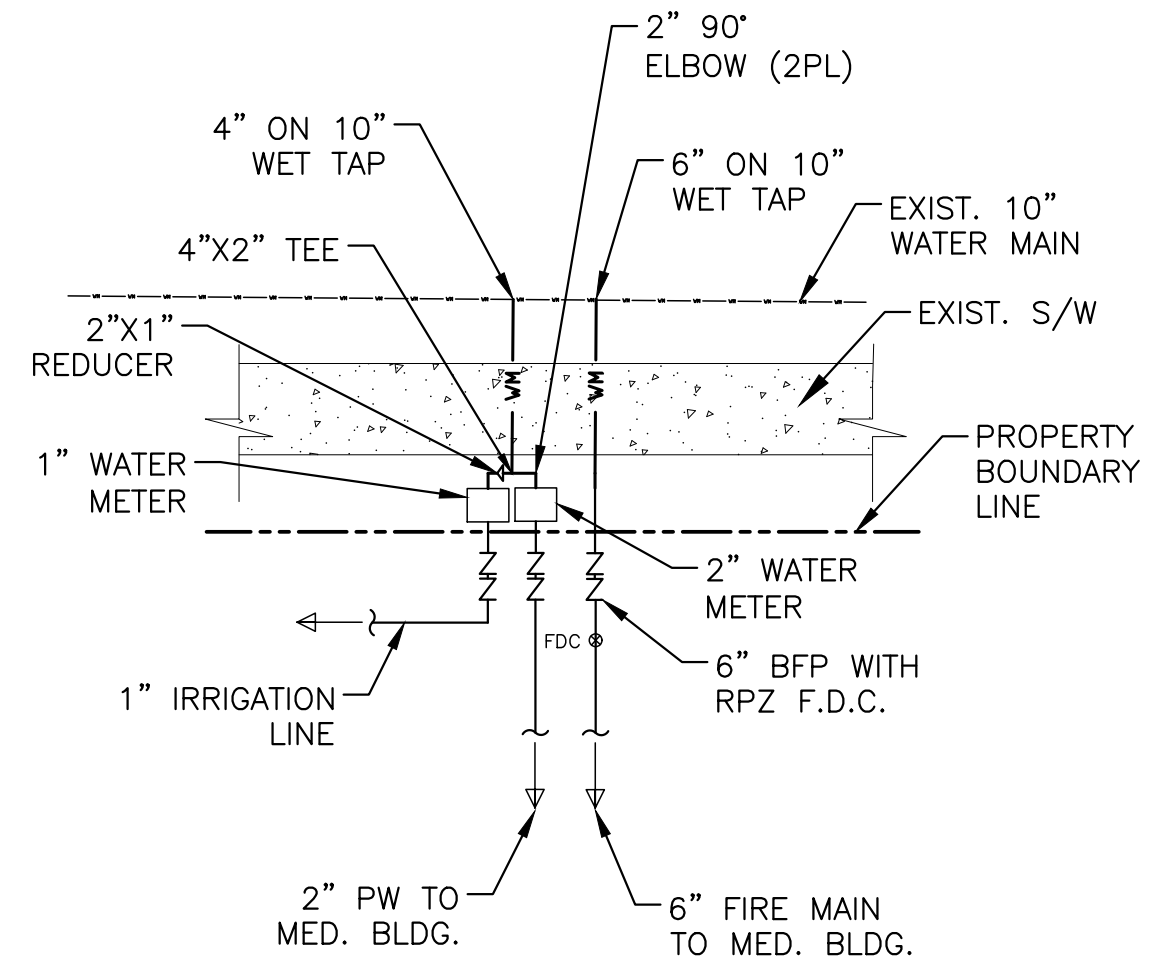
DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

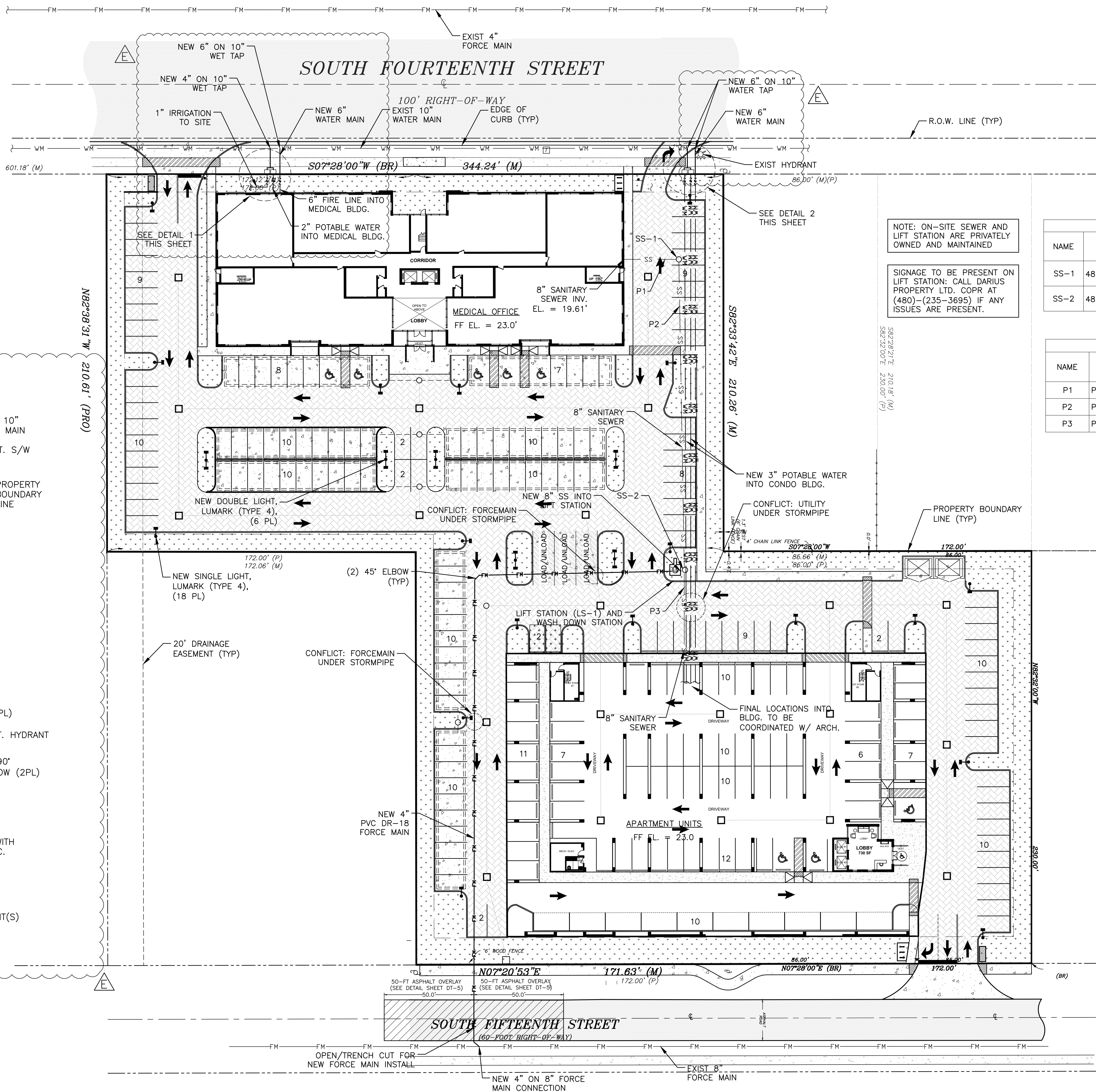
GEOMETRY
SITE PLAN

North / Elev Key Sheet
S W N
E
CE-1
Page 4 of 16

PROPERTY INFORMATION:
- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081
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- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS
SETBACK REQUIREMENTS:
- FRONT: 0 FEET
- REAR: 0 FEET*
- SIDES: 0 FEET
* = C-1 ZONING 10-FT REAR YARD SETBACK
UTILITIES:
- WATER: CITY OF FERNANDINA BEACH
- SEWER: CITY OF FERNANDINA BEACH
- POWER: F.P.U.
UTILITY NOTES:
- EXISTING WATER MAIN AND GRAVITY SEWER LOCATION TO BE FIELD VERIFIED BY CONTRACTOR.
- COORDINATE WITH ANDRE DESILET AT COFB (904-310-3431) FOR UTILITY CONNECTIONS
- SEE SHEET DT-3 FOR LIFT STATION DETAILS



LEGEND			
	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



NOTE: ON-SITE SEWER AND LIFT STATION ARE PRIVATELY OWNED AND MAINTAINED

SIGNAGE TO BE PRESENT ON LIFT STATION: CALL DARIUS PROPERTY LTD. COPR AT (480)-(235-3695) IF ANY ISSUES ARE PRESENT.

STRUCTURE TABLE						
NAME	TYPE	TOP/ INLET ELEV.	INVERT ELEVATION			
			N	S	E	W
SS-1	48"Ø MANHOLE	21.50	-	19.51	19.46	-
SS-2	48"Ø MANHOLE	22.50	-	17.61	17.78	17.68

PIPE TABLE					
NAME	TYPE	DIAMETER	LENGTH	FROM	TO
P1	PVC DR-18	8"	31'	MED. BLDG.	SS-1
P2	PVC DR-18	8"	171'	SS-1	SS-2
P3	PVC DR-18	8"	60'	CONDO	SS-2

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REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette
Civil Engineer
FL. REG. NO. 11,124
FL. EXPIRATION DATE 11/30/2025

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM	TRC SUBMITAL #1	TRC SUBMITAL #2	TRC SUBMITAL #3	TRC SUBMITAL #4	TRC SUBMITAL #5 & REVISION PER COUNTY COMMENTS
A	07/12/24						
B	10/11/24						
C	04/02/25						
D	04/30/25						
E	07/22/25						

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL. PE NO. 56177

31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

UTILITY PLAN

North / Elev Key Sheet
S W N E
UT-1
Page 5 of 16

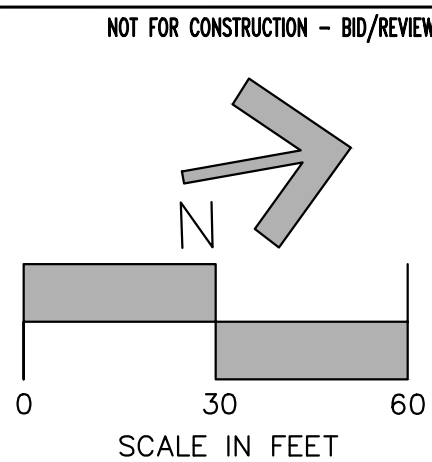
- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0052
00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS

- MAX IMPERVIOUS AREA: 60.0%
- MAX F.A.R. (%): 150.0%
- MAX BUILDING HEIGHT: 45-FT

DEVELOPMENT CALCULATIONS:
IMPERVIOUS AREA(SUBJECT TO DRAINAGE):
MEDICAL BLDG. = 18,500 SF
RESIDENTIAL BLDG. = 36,785 SF
CONC. S/W (UNCOVERED) = 4,110 SF
CON.C SLAB = 14,379 SF
PERVIOUS PAVERS = 48,427 SF

TOTAL IMPERVIOUS AREA FOR DRAINAGE = 122,201 SF
IMPERVIOUS DRAINAGE AREA RATIO = 80.66%

- ALL ROOF RUNOFF TO BE DIRECTED TO UNDERDRAIN GALLERY THROUGH MEANS OF GUTTER & DOWNSPOUT OR ROOF DRAINS.
- SEE DRAINAGE DETAILS SHEET DT-1 & DT-3



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REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette III

Digitally signed by Asa Ray
Gillette III
DN: cn=Asa Ray Gillette III,
o=Asa Ray Gillette III
Date: 2020.07.25 11:01:17

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
A	07/12/24	TRC SUBMITTAL #1
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GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING

CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL. PE. NO. 36177

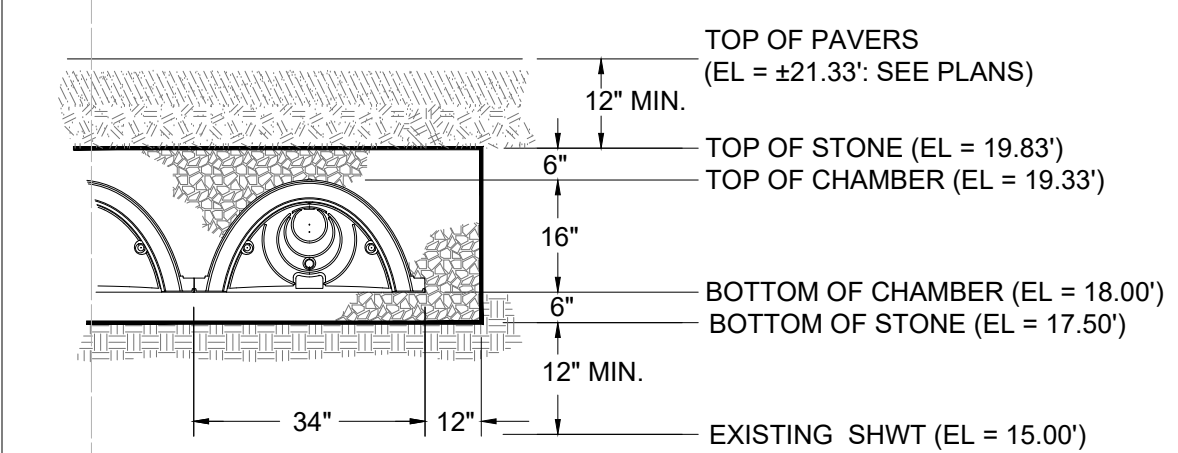
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

DRAINAGE PLAN

North / Elev Key	Sheet
	DR-1
	Page 6 of 16



DETAIL 1: SC-310 CHAMBER ELEVATION

NOTE: SEE SHEET DR-2 FOR LABELING AND PIPE & STRUCTURE TABLES

— ±3-FT HIGH MASONRY BLOCK WALL
W/ 6" CURB ON TOP AROUND
ENTIRE EXTERIOR PARKING (TYP)
SEE DETAIL SHEET DT-2

LEGEND

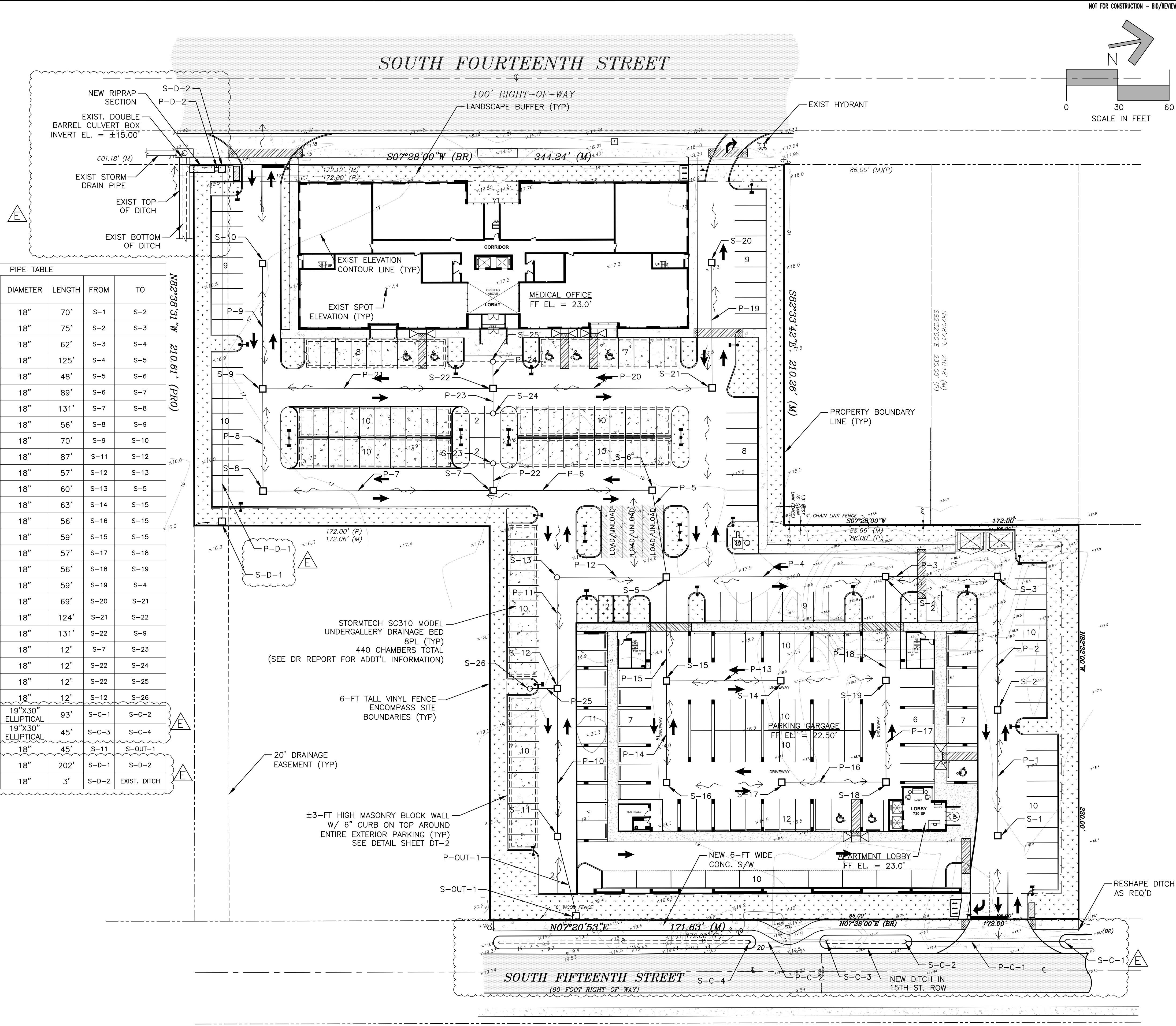
 PERVIOUS PAVERS
  ASPHALT

 GRASS/
LANDSCAPED AREA
  CONCRETE

STRUCTURE TABLE					
NAME	TYPE	TOP/ INLET ELEV.	N	S	E W
S-1	TYPE C INLET	21.35	-	-	18.00
S-2	TYPE C INLET	21.35	-	-	18.00 18.00
S-3	TYPE C INLET	21.35	-	18.00	18.00 -
S-4	TYPE C INLET	21.35	18.00	18.00	- -
S-5	TYPE C INLET	21.35	18.00	18.00	18.00 18.00
S-6	TYPE C INLET	21.35	-	18.00	18.00 -
S-7	TYPE C INLET	21.35	18.00	18.00	- 18.00
S-8	TYPE C INLET	21.35	18.00	-	- 18.00
S-9	TYPE C INLET	21.35	18.00	-	18.00 18.00
S-10	TYPE C INLET	21.35	-	-	18.00 18.00
S-11	TYPE C INLET	21.35	-	-	- 18.00
S-12	TYPE C INLET	21.35	-	-	18.00 18.00
S-13	30"Ø MANHOLE	22.25	18.00	-	18.00 -
S-14	TYPE C INLET	21.35	-	18.00	- -
S-15	TYPE C INLET	21.35	18.00	-	18.00 18.00
S-16	TYPE C INLET	21.35	-	-	- 18.00
S-17	TYPE C INLET	21.35	18.00	-	- -
S-18	TYPE C INLET	21.35	-	18.00	- 18.00
S-19	TYPE C INLET	21.35	-	-	18.00 18.00
S-20	TYPE C INLET	21.35	-	-	18.00 -
S-21	TYPE C INLET	21.35	-	18.00	- 18.00
S-22	TYPE C INLET	21.60	18.00	18.00	18.00 18.00
S-23	30"Ø MANHOLE	21.60	18.00	18.00	18.00 -
S-24	30"Ø MANHOLE	21.60	18.00	18.00	- 18.00
S-25	30"Ø MANHOLE	21.60	18.00	18.00	18.00 -
S-26	30"Ø MANHOLE	21.60	-	18.00	18.00 18.00
S-C-1	M.E.S.	-	17.95	-	- -
S-C-2	M.E.S.	-	-	17.90	- -
S-C-3	M.E.S.	-	17.85	-	- -
S-C-4	M.E.S.	-	-	17.80	- -
S-OUT-1	TYPE C INLET	19.50	-	-	17.50 -
S-D-1	TYPE C INLET	16.50	-	-	- 15.25
S-D-2	TYPE C INLET	17.00	-	15.10	- -

PIPE TABLE					
NAME	TYPE	DIAMETER	LENGTH	FROM	TO
P-1	HP STORM	18"	70'	S-1	S-2
P-2	HP STORM	18"	75'	S-2	S-3
P-3	HP STORM	18"	62'	S-3	S-4
P-4	HP STORM	18"	125'	S-4	S-5
P-5	HP STORM	18"	48'	S-5	S-6
P-6	HP STORM	18"	89'	S-6	S-7
P-7	HP STORM	18"	131'	S-7	S-8
P-8	HP STORM	18"	56'	S-8	S-9
P-9	HP STORM	18"	70'	S-9	S-10
P-10	HP STORM	18"	87'	S-11	S-12
P-11	HP STORM	18"	57'	S-12	S-13
P-12	HP STORM	18"	60'	S-13	S-5
P-13	HP STORM	18"	63'	S-14	S-15
P-14	HP STORM	18"	56'	S-16	S-15
P-15	HP STORM	18"	59'	S-15	S-15
P-16	HP STORM	18"	57'	S-17	S-18
P-17	HP STORM	18"	56'	S-18	S-19
P-18	HP STORM	18"	59'	S-19	S-4
P-19	HP STORM	18"	69'	S-20	S-21
P-20	HP STORM	18"	124'	S-21	S-22
P-21	HP STORM	18"	131'	S-22	S-9
P-22	HP STORM	18"	12'	S-7	S-23
P-23	HP STORM	18"	12'	S-22	S-24
P-24	HP STORM	18"	12'	S-22	S-25
P-25	HP STORM	18"	12'	S-12	S-26
P-C-1	HP STORM	19"x30" ELLIPTICAL	93'	S-C-1	S-C-2
P-C-2	HP STORM	19"x30" ELLIPTICAL	45'	S-C-3	S-C-4
P-OUT-1	HP STORM	18"	45'	S-11	S-OUT-1
P-D-1	HP STORM	18"	202'	S-D-1	S-D-2
P-D-2	HP STORM	18"	3'	S-D-2	EXIST. DITCH

LEGEND	
	PERVIOUS PAVERS
	ASPHALT
	GRASS/ LANDSCAPED AREA
	CONCRETE



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REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette
III
Date: 07/22/25 11:00:17 AM

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM	COMMENTS
A	07/12/24	TRC SUBMITTAL #1	
B	10/11/24	TRC SUBMITTAL #2	
C	04/02/25	TRC SUBMITTAL #3	
D	04/30/25	TRC SUBMITTAL #4	
E	07/22/25	TRC SUBMITTAL #5	REVISION PER COUNTY COMMENTS

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 56177

31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

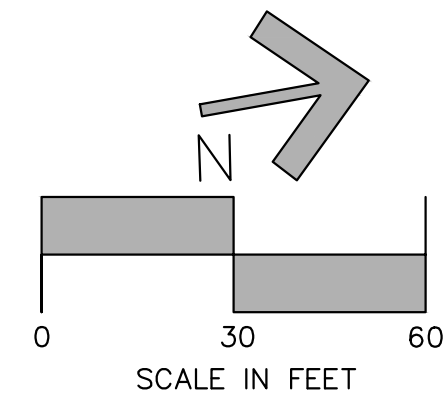
ISSUE DATE: 07/22/25
PIPE & STRUCTURE
DRAINAGE PLAN

North / Elev Key/Sheet
DR-2
Page 7 of 16

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS

LEGEND

	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



		PLANT SCHEDULE		
SYMBOL	QTY.	KEY	SPECIES	SIZE/REMARKS
			COMMON NAME	
 SHADE TREE	31	SM	MAGNOLIA GRANDIFLORA SOUTHERN MAGNOLIA	3' CAL MIN.
	31	LD	QUERCUS VIRGINIANA LIVE OAK	3' CAL MIN.
	31	RM	ACER RUBRUM RED MAPLE	3' CAL MIN.
	30	RC	JUNIPERUS VIRGINIANA EASTERN RED CEDAR	3' CAL MIN.
 UNDERSTORY TREE	6	CM	LAGERSTROEMIA SPP. CREPE MYRTLE	3' CAL MIN.
	1,826 L.F.	-	VIBURNUM OBOVATUM WALTER'S VIBURNUM	18' HT & 30' D.C. MAX SPACING WITH A HEIGHT OF 4-FT AFTER 24 MONTHS
	31,691 SF	-	PASPALUM NOTATUM BAHIA GRASS	INSTALL AS SOD

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REGISTERED DESIGN PROFESSIONAL

Digitally signed by Asa Ray Gillette III
DN: cn=Asa Ray Gillette III,
email=asa.ray@gilletteassociates.
Date: 2025.07.25 11:40:54 -04

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

GILLETTE & ASSOCIATES, INC.
ENVIRONMENTAL MECHANICAL & STRUCTURAL ENGINEERING

CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 56177

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DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

LANDSCAPE
PLAN

North / Elev Key	Sheet
	LS-1
	Page 8 of 16

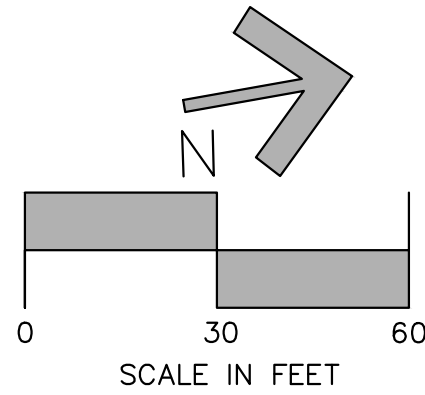
PROPERTY INFORMATION:

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS

NOTES:

- SEE SHEET LS-3 FOR FULL TREE MITIGATION CALCULATIONS AND NOTES

NOT FOR CONSTRUCTION - BID/REVIEW ONLY



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REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette III
Gillette designed by Asa Ray
Asa R. Gillette, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
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B	10/11/24	TRC SUBMITTAL #2
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D	04/30/25	TRC SUBMITTAL #4
E	07/22/25	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS

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31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

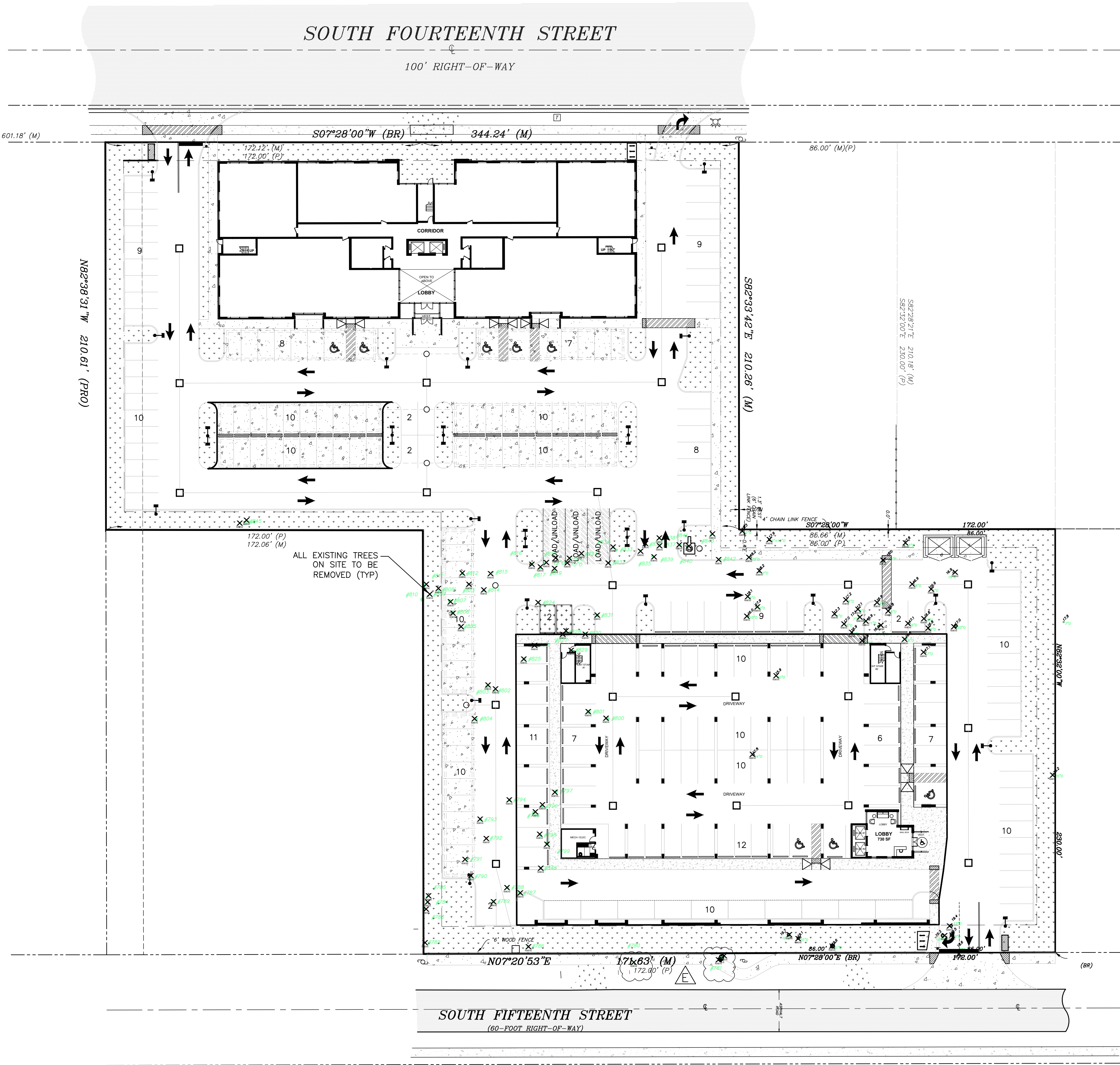
DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

TREE REMOVAL SHEET

North / Elev Key Sheet
S N
LS-2
Page 9 of 16

LEGEND			
	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



TIN	Species	DBH (in)	Form Score (3-15)	Health Score (3-15)	Age Score (5,7.5,10)	Desirability / Aesthetics (1,5,10)	Health Suitability for Preservation (12-50)	
672	Quercus virginiana	19	12	12	7.5	5	36.5	Fair
673	Quercus virginiana	21	12	12	7.5	5	36.5	Fair
674	Quercus virginiana	32	9	12	7.5	10	38.5	Fair
675	Quercus virginiana	26	12	12	7.5	5	36.5	Fair
676	Quercus virginiana	18	9	12	7.5	5	33.5	Fair
677	Quercus virginiana	18	9	12	7.5	5	33.5	Fair
678	Quercus virginiana	7	3	9	10	1	23	Poor
679	Quercus virginiana	18	9	12	7.5	5	33.5	Fair
680	Prunus serotina	7	3	12	10	1	26	Poor
681	Quercus nigra	15	9	6	7.5	1	23.5	Poor
681B	Quercus nigra	17	9	12	7.5	5	33.5	Fair
682	Quercus nigra	12	6	9	7.5	5	27.5	Poor
683	Diospyros virginiana	7	6	12	7.5	1	26.5	Poor
684	Quercus nigra	11	12	12	7.5	5	36.5	Fair
685	Quercus nigra	10	12	9	7.5	5	33.5	Fair
686	Quercus nigra	15	12	12	7.5	5	36.5	Fair
687	Quercus nigra	14	12	9	7.5	5	33.5	Fair
688	Prunus serotina	13	12	12	7.5	5	36.5	Fair
689	Quercus nigra	21	9	9	7.5	1	26.5	Poor
690	Pinus taeda	16	12	9	7.5	5	33.5	Fair
691	Acer rubrum	14	9	9	7.5	5	30.5	Fair
692	Acer rubrum	17	6	6	7.5	1	20.5	Poor
693	Acer rubrum	6	9	12	10	5	36	Fair
694	Quercus nigra	9	12	12	10	5	39	Fair
695	Acer rubrum	24	6	12	7.5	5	30.5	Fair
696	Quercus nigra	5	9	9	10	1	29	Poor
697	Acer rubrum	9	9	9	10	5	33	Fair
698	Quercus nigra	7	6	9	10	1	26	Poor
699	Quercus nigra	9	9	12	10	5	36	Fair
700	Quercus nigra	5	9	9	10	5	33	Fair
701	Quercus nigra	9	12	12	10	5	39	Fair
702	Acer rubrum	8	12	9	10	5	36	Fair
703	Acer rubrum	13	3	3	10	1	17	Poor
704	Quercus nigra	11	12	12	7.5	5	36.5	Fair
705	Acer rubrum	11	12	12	7.5	5	36.5	Fair
706	Quercus nigra	6	9	12	10	5	36	Fair
707	Acer rubrum	8	9	9	10	5	33	Fair
708	Quercus nigra	6	9	12	10	5	36	Fair
709	Quercus nigra	5	6	12	10	1	29	Poor
710	Quercus nigra	6	9	9	10	5	33	Fair
711	Acer rubrum	6	6	9	10	1	26	Poor
780	Butia capitata	19	12	12	7.5	5	36.5	Fair
781	Quercus virginiana	68	9	12	5	5	31	Fair
782	Quercus nigra	7	6	9	10	1	26	Poor
783	Quercus virginiana	11	12	12	10	5	39	Fair
784	Quercus virginiana	8	9	12	10	5	36	Fair
785	Quercus virginiana	10	12	12	10	5	39	Fair
786	Quercus nigra	16	6	6	7.5	1	20.5	Poor
787	Quercus virginiana	19	12	12	7.5	5	36.5	Fair
788	Quercus virginiana	18	12	12	7.5	5	36.5	Fair
789	Quercus virginiana	21	12	12	7.5	5	36.5	Fair
790	Quercus virginiana	19	12	12	7.5	5	36.5	Fair
791	Quercus virginiana	16	12	6	7.5	5	30.5	Fair
792	Quercus virginiana	16	12	12	7.5	5	36.5	Fair
793	Quercus virginiana	16	9	9	7.5	5	30.5	Fair
794	Quercus virginiana	18	9	12	7.5	5	33.5	Fair
795	Quercus virginiana	21	12	15	7.5	10	44.5	Good
796	Quercus virginiana	20	12	15	7.5	10	44.5	Good
797	Quercus virginiana	20	12	15	7.5	10	44.5	Good
798	Quercus virginiana	15	12	15	7.5	5	39.5	Fair
799	Quercus virginiana	19	9	12	7.5	5	33.5	Fair
800	Quercus virginiana	23	12	12	7.5	10	41.5	Good
801	Quercus virginiana	23	12	12	7.5	10	41.5	Good
802	Quercus virginiana	13	12	15	7.5	5	39.5	Fair
803	Quercus virginiana	20	12	15	7.5	5	39.5	Fair
804	Quercus nigra	22	6	9	7.5	1	23.5	Poor
804B	Prunus serotina	15	9	15	7.5	5	36.5	Fair
805	Quercus virginiana	15	3	12	7.5	1	23.5	Poor

TIN	Species	DBH (in)	Form Score (3-15)	Health Score (3-15)	Age Score (5,7.5,10)	Desirability / Aesthetics (1,5,10)	Health Suitability for Preservation (12-50)	
805B	Quercus nigra	13	9	9	7.5	5	30.5	Fair
806	Quercus virginiana	24	9	15	7.5	10	41.5	Good
807	Quercus virginiana	22	12	12	7.5	10	41.5	Good
808	Quercus virginiana	13	9	9	10	1	29	Poor
809	Quercus virginiana	11	9	9	10	1	29	Poor
810	Quercus virginiana	22	12	12	7.5	5	36.5	Fair
811	Quercus virginiana	23	12	12	7.5	5	36.5	Fair
812	Quercus virginiana	17	12	12	7.5	5	36.5	Fair
813	Quercus virginiana	15	9	12	7.5	5	33.5	Fair
814	Quercus virginiana	19	12	12	7.5	5	36.5	Fair

815	Quercus virginiana	14	9	12	7.5	5	33.5	Fair
816	Quercus virginiana	33	12	12	7.5	5	36.5	Fair
817	Quercus virginiana	16	9	12	7.5	5	33.5	Fair
818	Quercus virginiana	16	12	12	7.5	5	36.5	Fair
819	Quercus virginiana	15	9	12	7.5	5	33.5	Fair
820	Quercus virginiana	13	12	12	7.5	5	36.5	Fair
821	Quercus virginiana	11	9	12	10	5	36	Fair
822	Quercus virginiana	11	9	12	10	5	36	Fair
823	Quercus virginiana	10	9	12	10	5	36	Fair
824	Quercus virginiana	16	12	12	7.5	5	36.5	Fair
825	Quercus virginiana	21	12	15	7.5	5	39.5	Fair
826	Quercus virginiana	18	12	12	7.5	5	36.5	Fair
827	Quercus virginiana	10	9	12	10	1	32	Fair
828	Quercus virginiana	11	9	12	10	1	32	Fair
829	Quercus virginiana	16	12	12	7.5	5	36.5	Fair
830	Quercus virginiana	16	12	9	7.5	5	33.5	Fair
831	Quercus virginiana	20	12	9	7.5	5	33.5	Fair
832	Quercus virginiana	10	12	15	10	5	42	Good
833	Quercus virginiana	11	12	15	10	5	42	Good
834	Quercus virginiana	12	12	15	10	5	42	Good
835	Quercus virginiana	11	9	12	10	1	32	Fair
836	Quercus virginiana	10	12	12	10	5	39	Fair
837	Quercus virginiana	12	9	12	10	5	36	Fair
838	Quercus virginiana	15	9	12	10	5	36	Fair
839	Quercus virginiana	11	12	12	10	5	39	Fair
840	Quercus virginiana	19	12	15	7.5	10	44.5	Good
841	Quercus virginiana	26	9	12	7.5	5	33.5	Fair
842	Quercus nigra	14	12	9	7.5	1	29.5	Poor
843	Quercus virginiana	19	9	15	7.5	5	36.5	Fair
844	Acer rubrum	7	3	3	10	1	17	Poor
845	Acer rubrum	7	3	3	10	1	17	Poor
846	Quercus virginiana	17	12	12	7.5	5	36.5	Fair

PLANT MATERIAL NOTES

ALL INSTALLED TREES, SHRUBS AND GROUNDCOVERS SHALL CONFORM TO THE STANDARDS FOR FLORIDA GRADE #1 OR BETTER ACCORDING TO THE CURRENT EDITION OF "GRADES AND STANDARDS FOR NURSERY PLANTS" PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, DIVISION OF PLANT INDUSTRY. SYNTHETIC OR ARTIFICIAL TREES, SHRUBS, GROUNDCOVERS OR VINES ARE NOT ACCEPTABLE SUBSTITUTES. IN CHOOSING PLANT MATERIALS, CONSIDERATION SHOULD BE GIVEN TO THE AMOUNT OF SUN OR SHADE, THE WETNESS OR DRYNESS OF THE SOIL, THE EFFECTS OF SALT SPRAY (WHERE APPLICABLE), THE AMOUNT OF IRRIGATION REQUIRED AND THE MATURE SIZE AND SPATIAL NEEDS OF PLANTS CHOSEN.

MITIGATION FOR IMPACT TO PROTECTED TREES WITHIN TREE PROTECTION ZONE

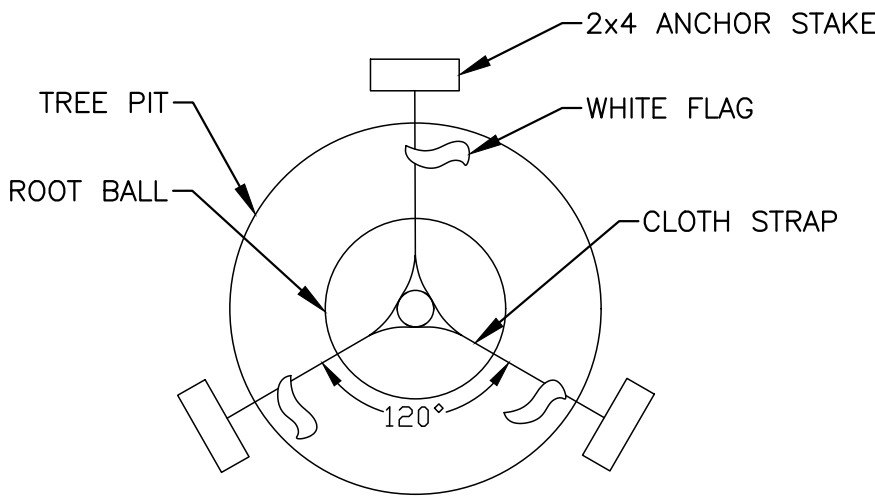
– UTILIZE ISA CERTIFIED ARBORIST TO CLEANLY CUT, PROTRUDING ROOTS AT LIMITS OF DISTURBANCE TO THE REQUIRED DEPTH. TEARING OR RIPPING OF ROOTS IS STRICTLY PROHIBITED.

– BACKFILL AREAS OF SOIL DISTURBANCE WITH TOPSOIL NATIVE TO THE SITE AND AMENDED WITH 5% PINE BARK COMPOST BY VOLUME. WATER-IN IMMEDIATELY TO PROVIDE A SURFACE LEVEL WITH FINISHED GRADE.

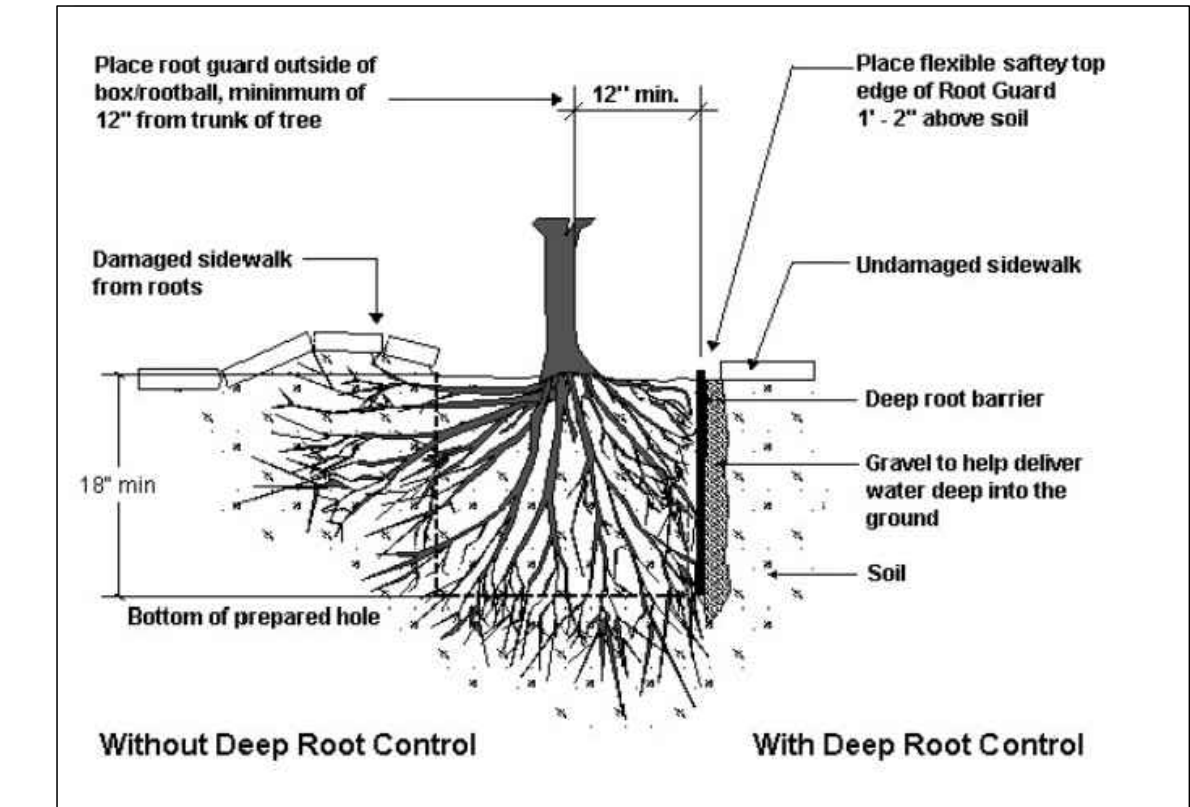
– PROVIDE 3" MULCH LAYER TO THE EXTENT OF THE DRIP LINE.

TREE PLANTING

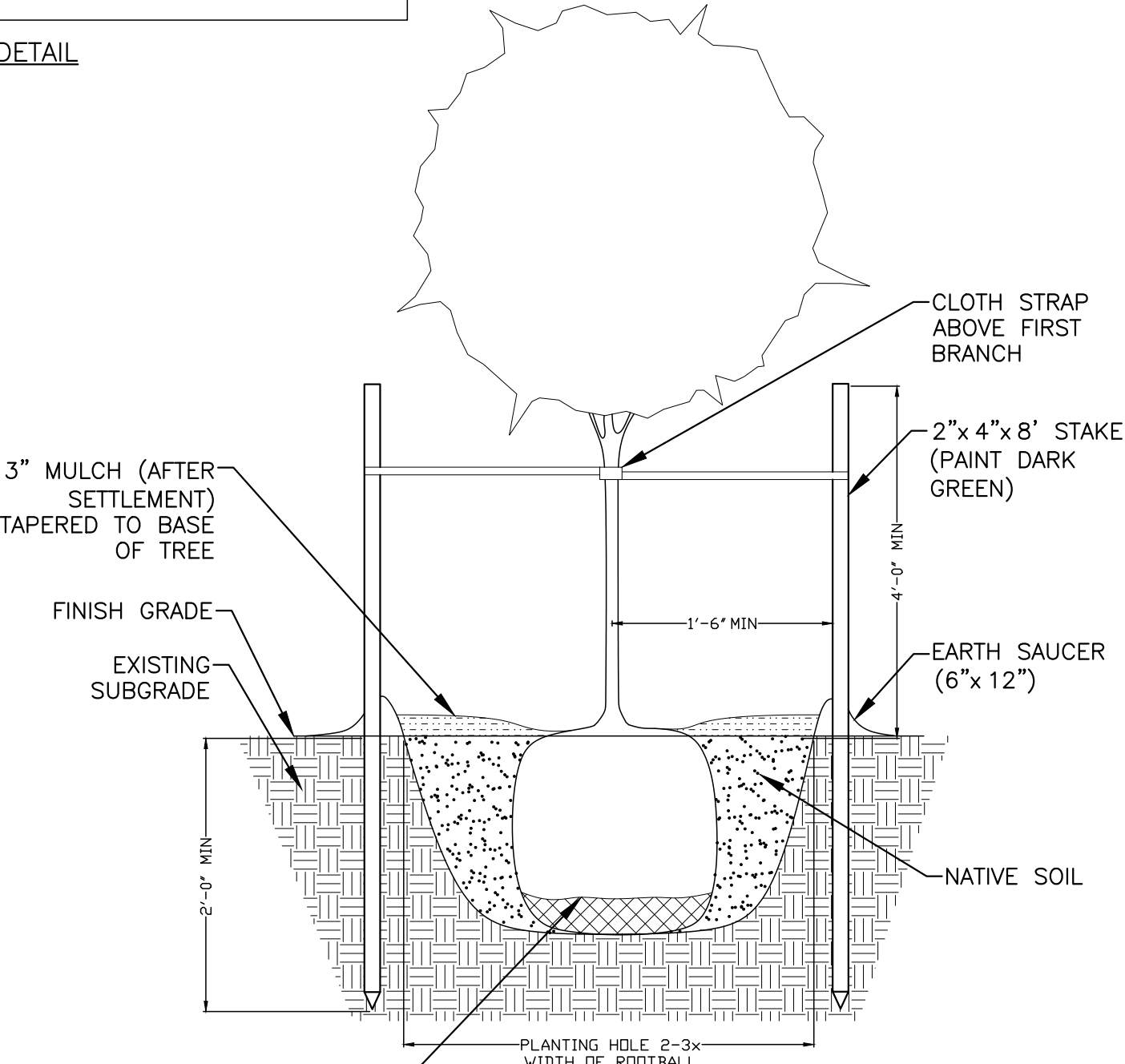
ALL TREES PLANTED SHALL BE STAKED OR GUYED FOR A PERIOD OF AT LEAST SIX (6) MONTHS IN ACCORDANCE WITH THE DETAILS ON SHEET DT-1



DETAIL 2
TREE STAKING PLAN



ROOT BARRIER DETAIL



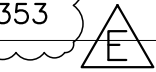
DETAIL 3
TREE PLANTING ELEVATION

HEALTH STATUS CODES		
STATUS CODE	MITIGABLE ? (Y/N)	HEALTH STATUS
45–50.0	Y	NO APPARENT DEFECT
40–44.5	Y	MINOR DEFECT
30–39.5	Y	COULD KEEP TREE BUT HAS DEFECTS
20–29.5	N	POOR HEALTH AND SUGGEST REMOVAL
12–19.5	N	SEVERE DEFECT AND SHOULD BE REMOVED

TREE PRESERVATION CREDITS	
PREDEVELOPED TOTAL DBH	1666
POOR HEALTH/NON MITIGABLE DBH	222
PREDEVELOPED TOTAL MITIGABLE PROTECTED DBH	1444
REQUIRED PRESERVATION DBH (50% PROTECTED DBH)	722
SAVED DBH	0
PLANTED DBH	369
POST–DEVELOPMENT TOTAL DBH	369
DBH TOWARDS TREE FUND	353

I, _____, am a certified arborist through the International Society of Arboriculture and my certification number is _____. I hereby attest that I have approved this tree protection and/or replacement plan. This includes not only the evaluation of individual trees, but also review of the complete construction plan set and the techniques that will be utilized to mitigate impacts to protected trees. Further, I attest that best practices, as supported by the International Society of Arboriculture, are being implemented to avoid and mitigate impacts to protected trees.

Signed,



NOT FOR CONSTRUCTION – BID/REVIEW ONLY

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REGISTERED DESIGN PROFESSIONAL

Asa R. Gillette, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
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E	07/22/25	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS

GILLETTE & ASSOCIATES, INC.

CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING

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ASA R. GILLETTE, P.E. * FL. PE NO. 56177

31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904–261–8819 * www.gilletteassociates.com

DARIUS PROPERTY

1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

ONSITE TREE DETAILS

North / Elev Key Sheet

LS–3

Page 0 of 16

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- THE SYSTEM IS REMAIN UNTOUCHED AND NOT WALKED ON OTHER THAN IF MAINTENANCE IS REQUIRED

- CHECK FOR WEEDS & SOIL MOISTURE LEVELS ONCE PER WEEK

NOTE:
ILLUSTRATIONS ARE TO CONCEPTUALLY ASSIST PROFESSIONALS IN DESIGNING LIVEROOF INSTALLATIONS. LIVEROOF DOES NOT ACCEPT RESPONSIBILITY FOR ENGINEERING BASED ON ILLUSTRATIONS. A QUALIFIED ROOFING SPECIALIST SHOULD BE CONSULTED TO DETERMINE APPROPRIATE WATERPROOFING AND ROOF DECK MATERIALS AND SUITABLE DESIGN.

SIDE VIEW

- LiveRoof Module
- LiveRoof Engineered Soil
- LiveRoof Green Roof Plants (Minimum 95% Soil Coverage at Installation)
- Minimum 10-mil Permeable Non-Moisture Holding Scrim Sheet
- Extruded Polystyrene Insulation
- Minimum 10-mil Impermeable Root Barrier
- Single or Multi-Ply Membrane

Provided by others

4.25"

2.98"

1.27"

0.38"

TOP VIEW (Empty Module)

12.00"

24.00"

DRAINAGE HOLES

ERGONOMIC HANDLES

2ND FLOOR GREEN ROOF
SEE GREEN I.D. MAT
DETAIL THIS SHEET

Architectural floor plan of a building. The plan shows a central area labeled "OUTDOOR AMENITY" and "GREEN ROOF 4340 SF". The building has a "BUILDING OUTLINE" indicated by a dashed line. The plan includes various rooms, corridors, and a "STAIR STAIR #1" and "STAIR STAIR #2". The plan is labeled "DETAIL THIS SHEET" at the top.

15TH STREET

REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette III

*Digitally signed by Asa Ray
Gillette III
DN: cn=Asa Ray Gillette III,
o=Professional Seal
Date: 2025.07.25 11:41:52 -04*

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
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1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

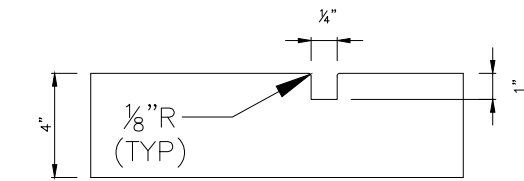
GREEN ROOF DETAIL

North / Flow Key Sheet

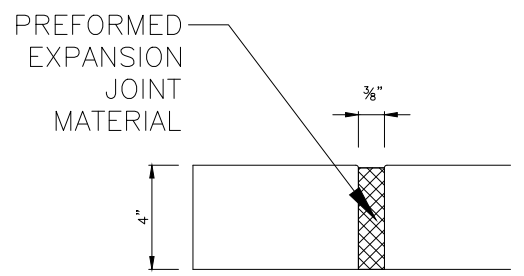
W | S-4

S N Page 11 of 16

E

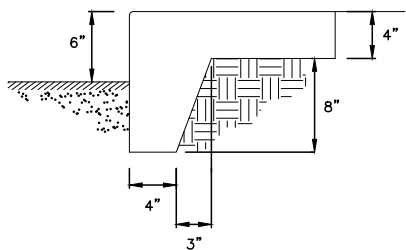


DUMMY JOINT

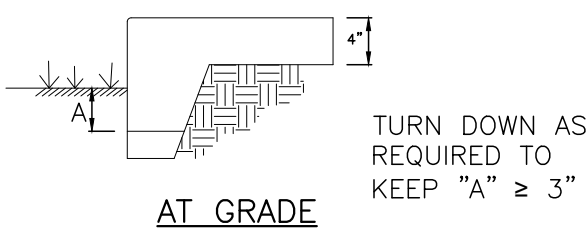


EXPANSION JOINT

SIDEWALK JOINT DETAILS

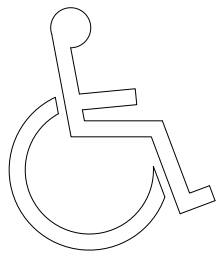


AT ASPHALT PAVEMENT



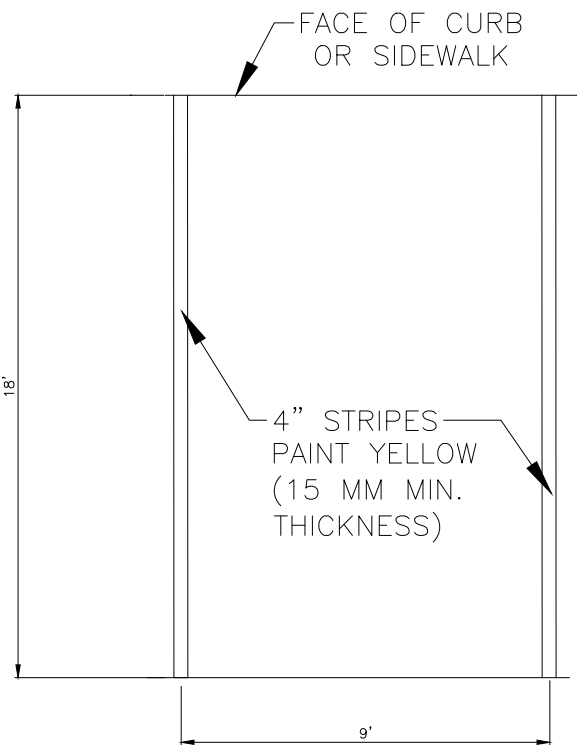
AT GRADE

SIDEWALK TURNDOWN DETAILS

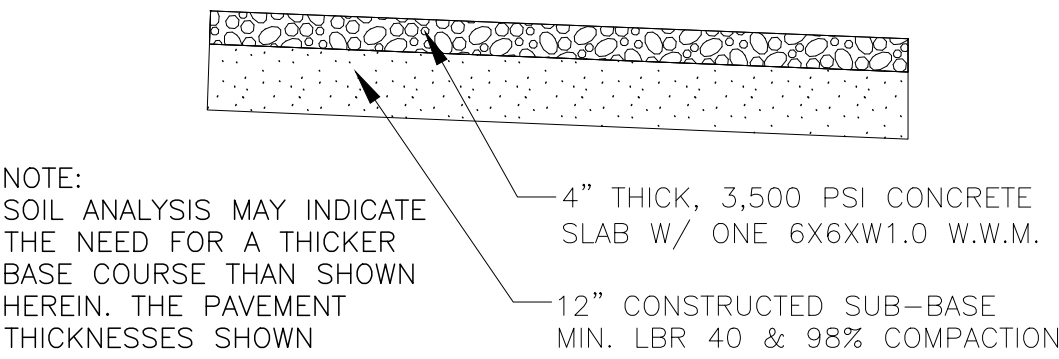


NOTE: PAINT SYMBOL ABOVE ONTO PAVED SURFACE WITH (2) COATS OF HANDI-CAP BLUE PAINT MANUFACTURED AS PER DEPT. OF TRANS. SPECS.

HANDICAPPED SYMBOL

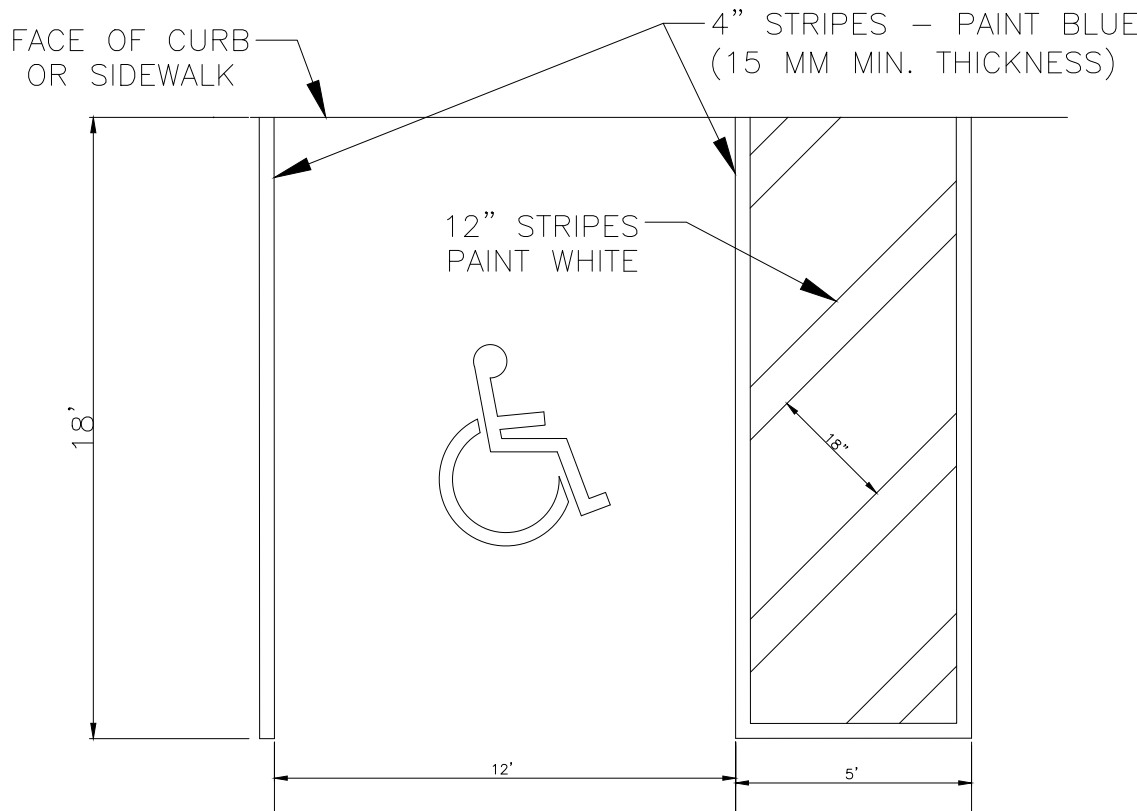


TYPICAL PARKING DETAIL

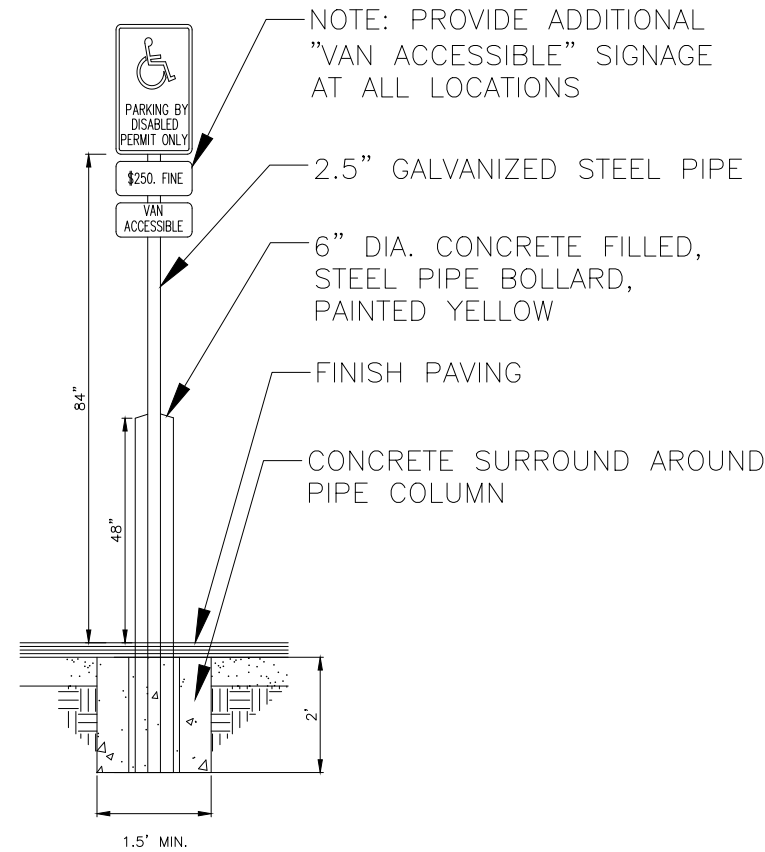


NOTE: SOIL ANALYSIS MAY INDICATE THE NEED FOR A THICKER BASE COURSE THAN SHOWN HEREIN. THE PAVEMENT THICKNESSES SHOWN HEREIN ARE NOT INTENDED TO BE ABSOLUTE, BUT ARE PRELIMINARY CRITERIA AND MAY BE MODIFIED TO ACCOMMODATE THE BEARING CAPACITIES OF VARIOUS SUBGRADES.

TYPICAL CONCRETE DETAIL



TYPICAL DISABLED PARKING

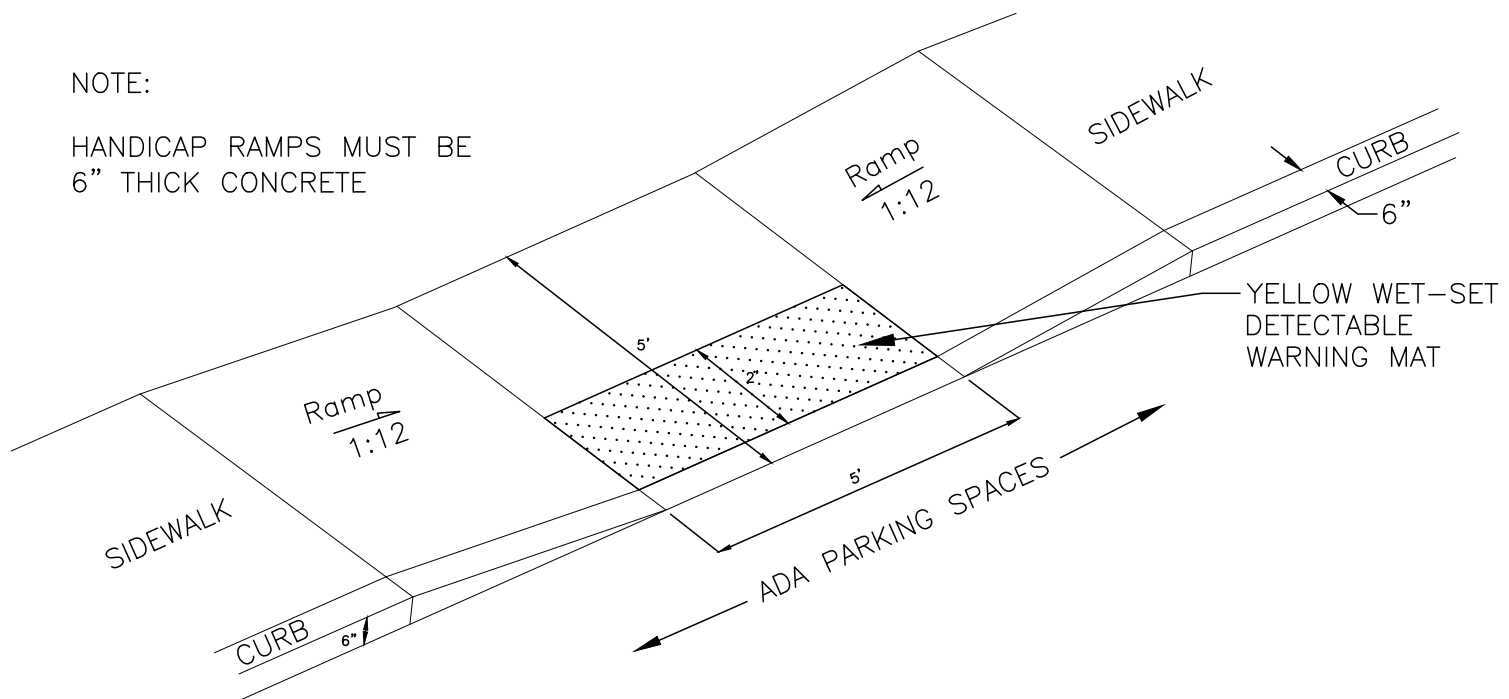


NOTE: PROVIDE ADDITIONAL "VAN ACCESSIBLE" SIGNAGE AT ALL LOCATIONS

2.5" GALVANIZED STEEL PIPE
6" DIA. CONCRETE FILLED, STEEL PIPE BOLLARD, PAINTED YELLOW
FINISH PAVING
CONCRETE SURROUND AROUND PIPE COLUMN

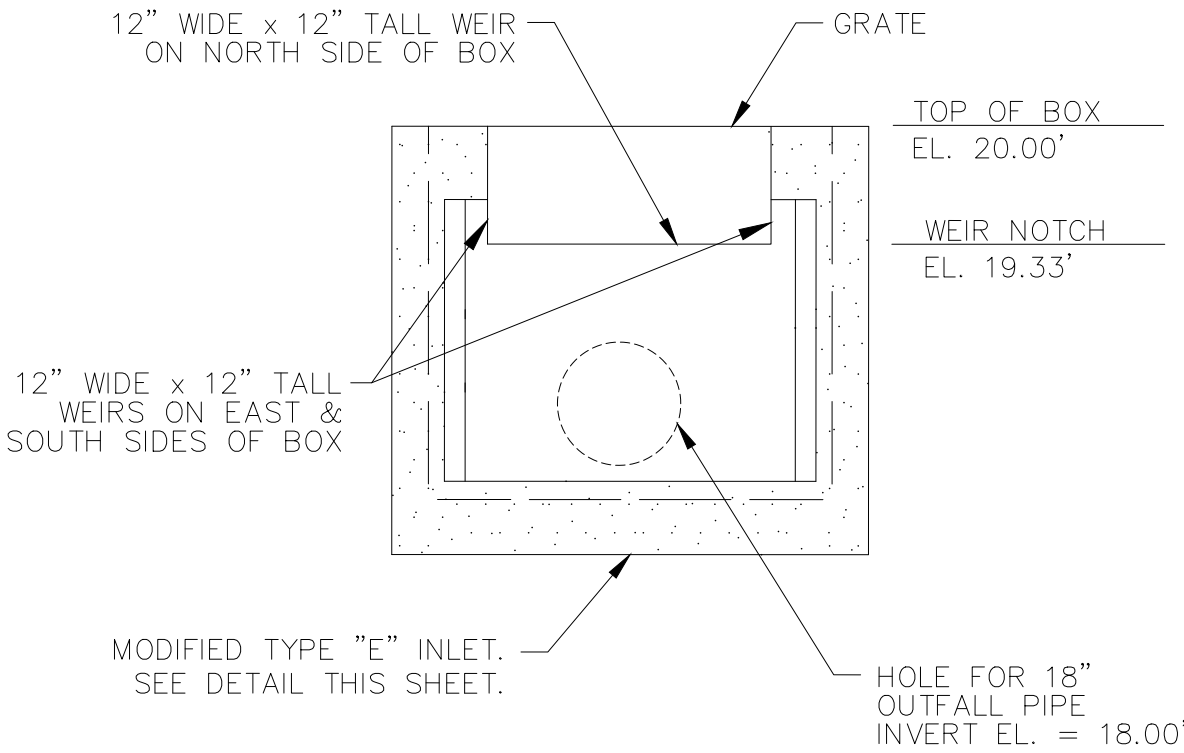
HANDICAP SIGN DETAIL

- NOTES:
1. ALL SIGNS SHOWN SHALL CONFORM TO FEDERAL ACCESSIBILITY SPECIFICATIONS.
 2. ALL SIGNS SHOWN SHALL BE REFLECTORIZED TO SHOW THE SAME COLOR BY NIGHT AS BY DAY.
 3. ALL SIGNS SHALL BE SECURELY MOUNTED ON GALVANIZED STEEL CHANNEL POSTS.
 4. INSTALL QUANTITY AND AT LOCATIONS REQUIRED BY CODE AND/OR AS INDICATED ON DRAWINGS. CONFIRM ALL HANDICAPPED SIGNAGE CODES.

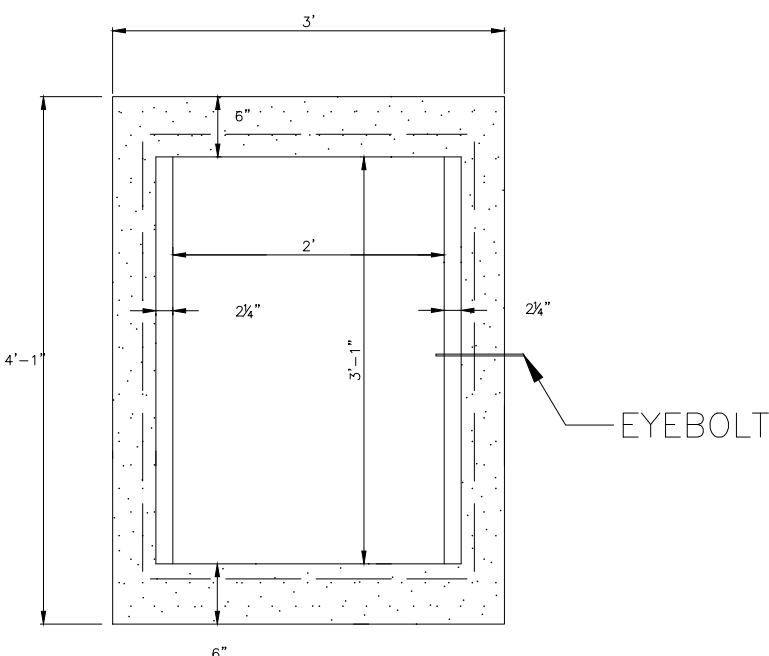


NOTE:
HANDICAP RAMPS MUST BE 6" THICK CONCRETE

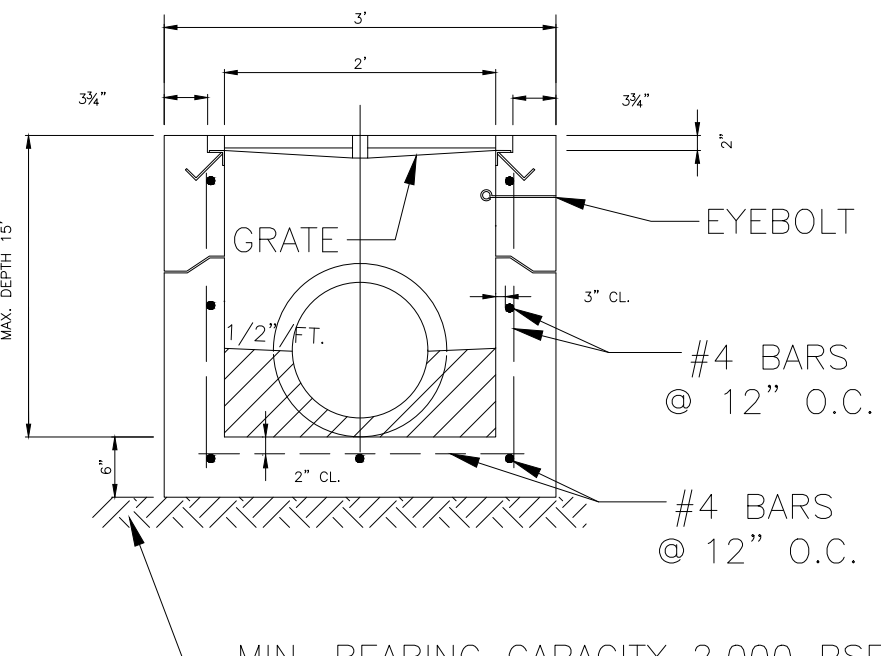
PARKING LOT CURB RAMP DETAIL



DROP STRUCTURE DETAIL
(S-OUT-1)



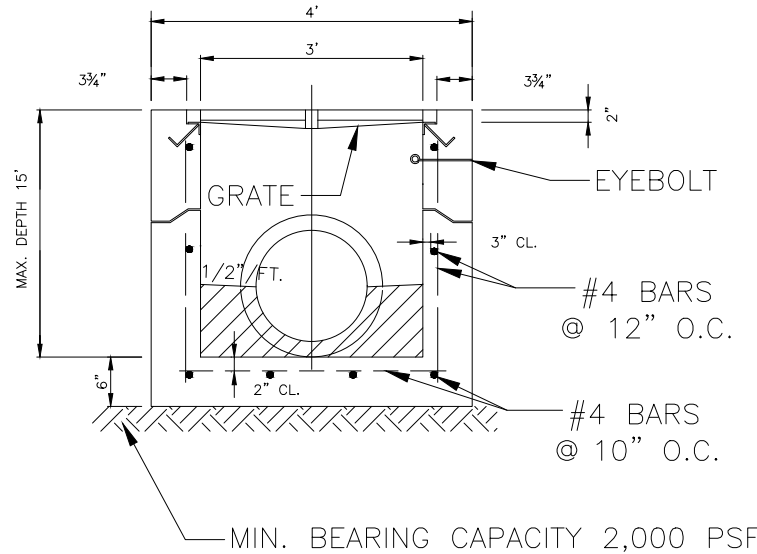
PLAN



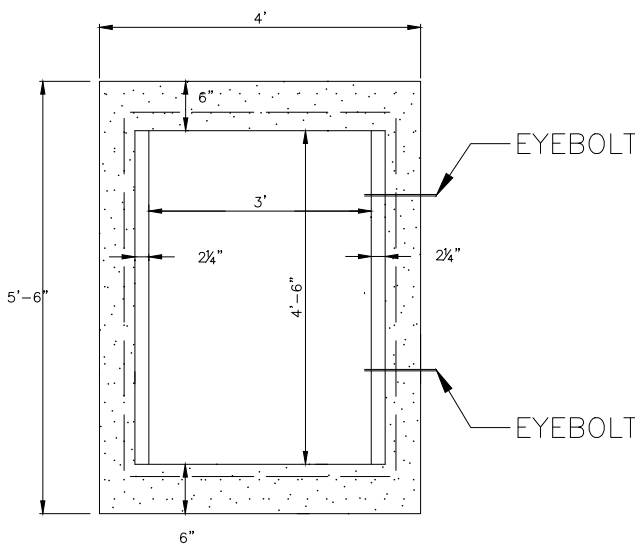
SECTION

- NOTES:
1. CONCRETE DESIGN STRENGTH 4,000 PSI
 2. PIPES SHALL BE FLUSH WITH INSIDE WALL
 3. SLOT OPENING SHALL NOT BE IN WALLS WITH RATE SEAT

TYPE C INLET DETAIL



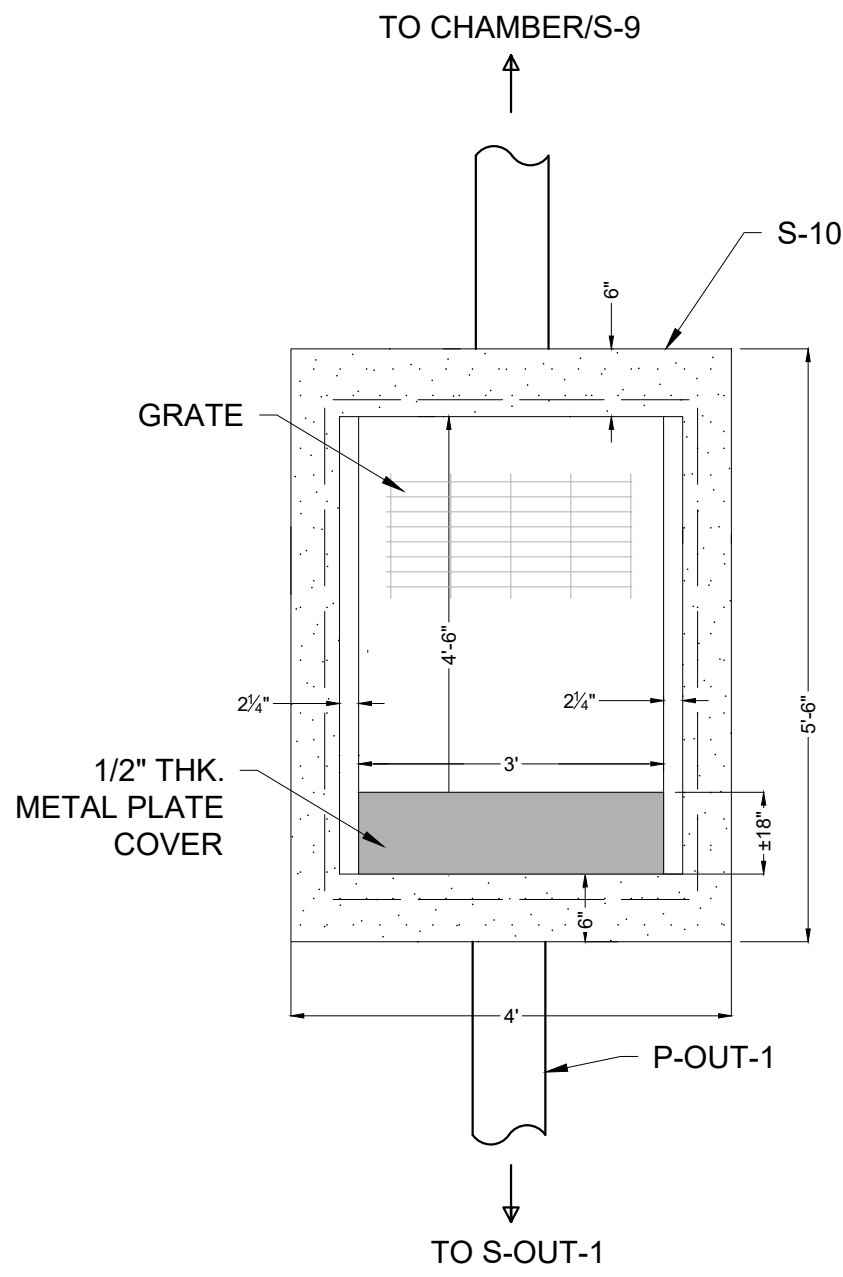
SECTION



PLAN

- NOTES:
1. CONCRETE DESIGN STRENGTH 4,000 PSI
 2. PIPES SHALL BE FLUSH WITH INSIDE WALL
 3. SLOT OPENING SHALL NOT BE IN WALLS WITH RATE SEAT

TYPICAL TYPE E INLET DETAIL

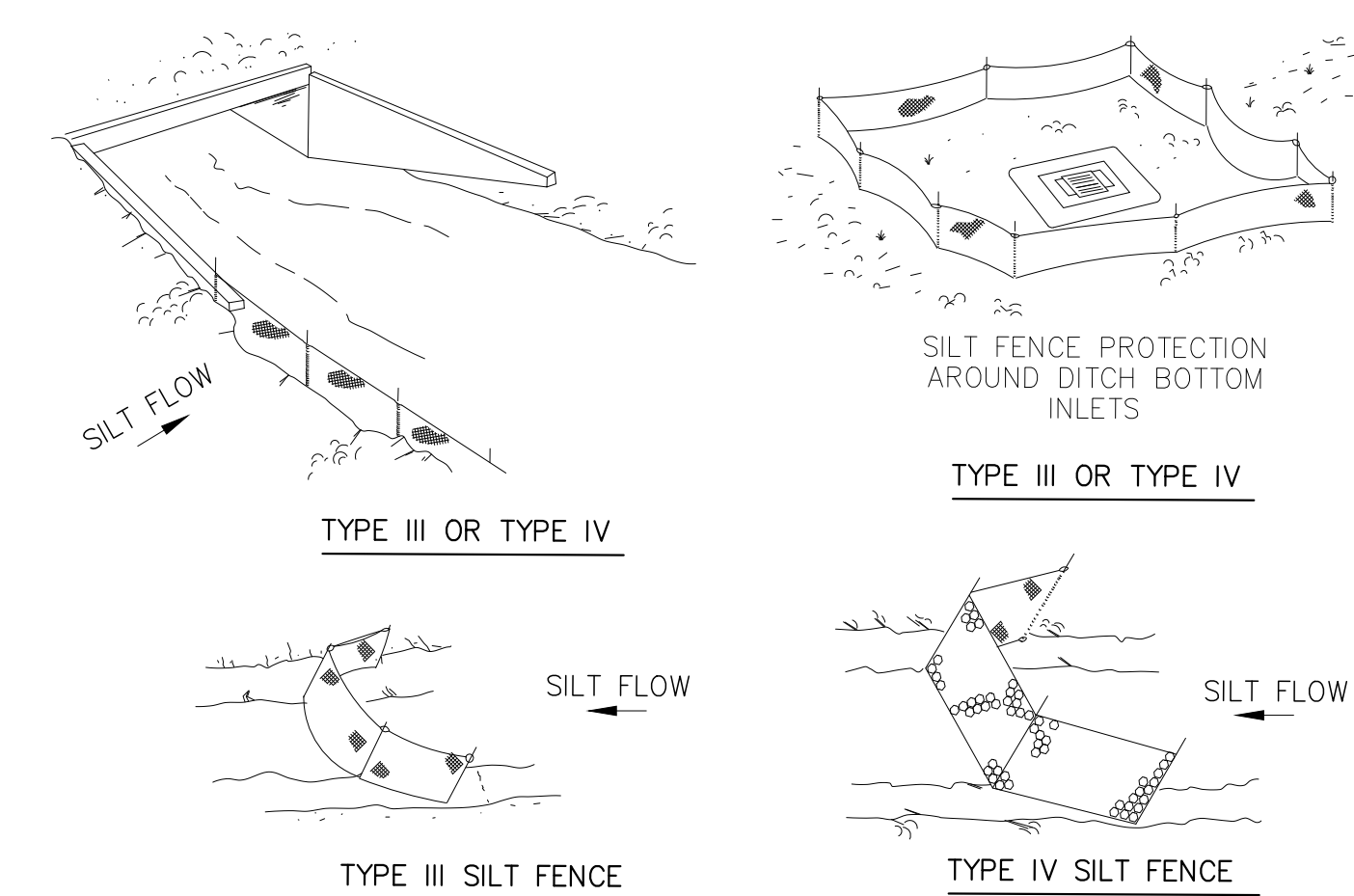


PLAN

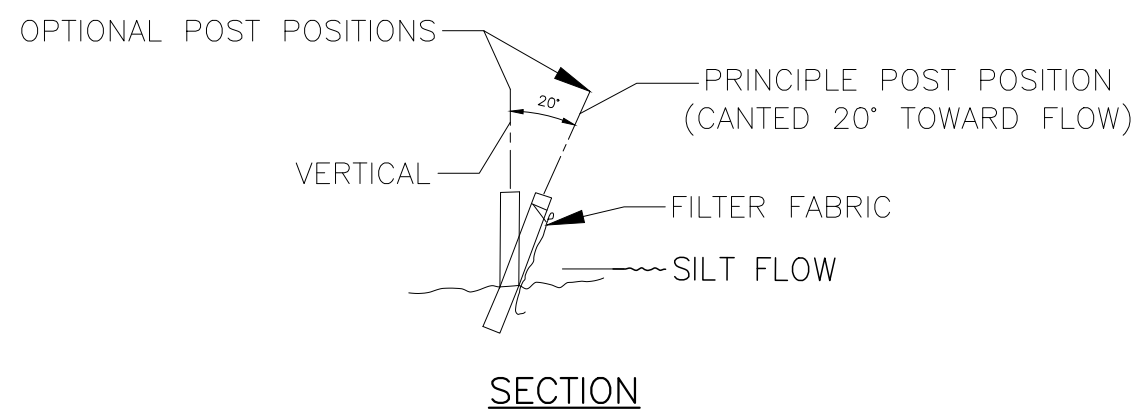
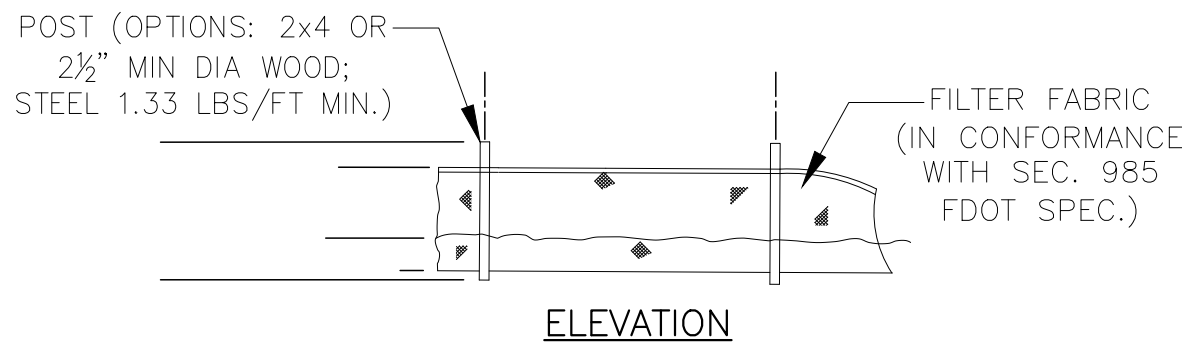
- NOTES:
1. CONCRETE DESIGN STRENGTH 4,000 PSI
 2. PIPES SHALL BE FLUSH WITH INSIDE WALL
 3. SLOT OPENING SHALL NOT BE IN WALLS WITH RATE SEAT

OUTFALL STRUCTURE

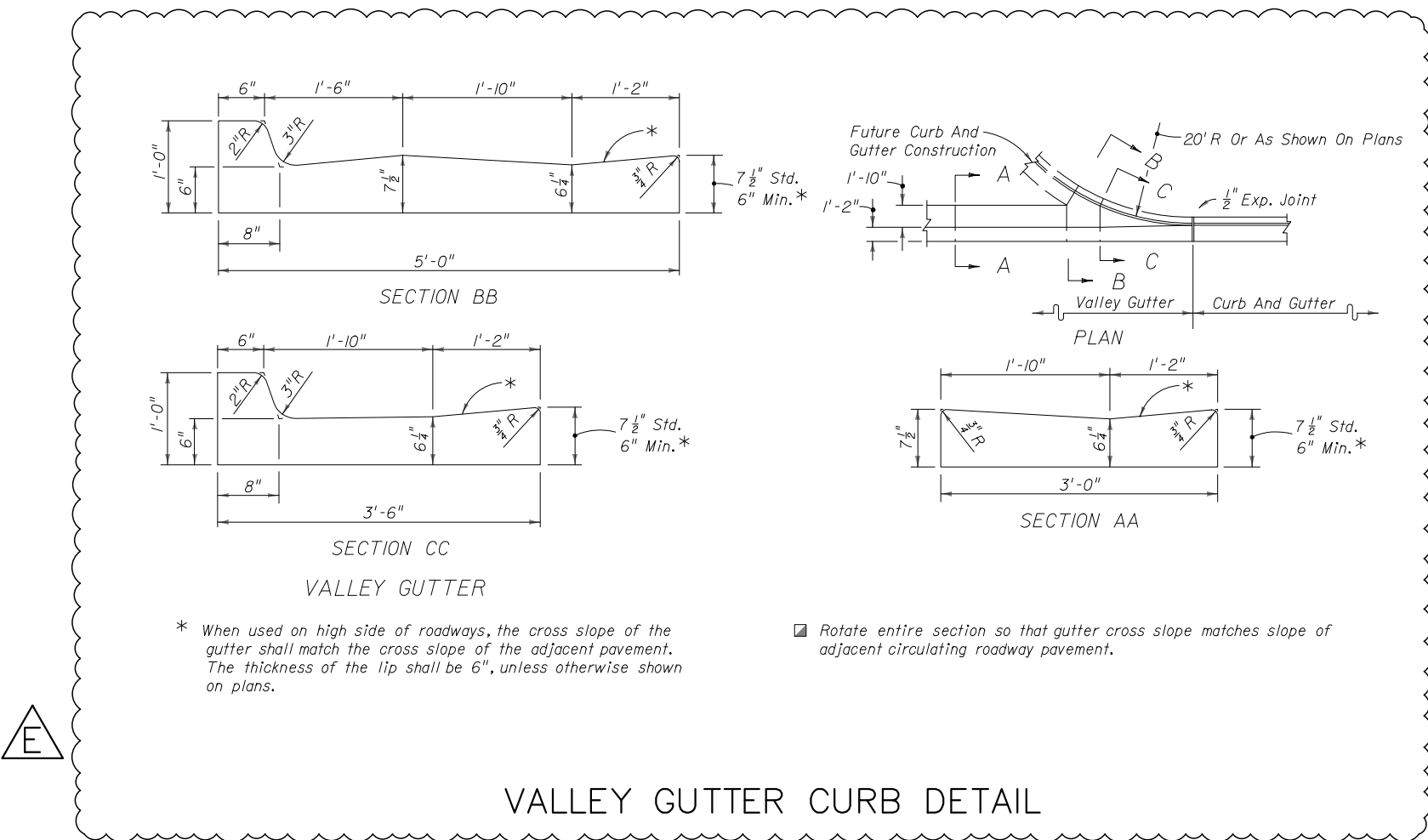
NOT FOR CONSTRUCTION - BID/REVIEW ONLY					NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.				
REGISTERED DESIGN PROFESSIONAL					Asa R. Gillette, P.E. III Professional Engineer Civil Engineering License No. 9332 Date: 08/28/25 11:42:10 AM				
					Asa R. Gillette, P.E. FLORIDA P.E. NO. 96177				



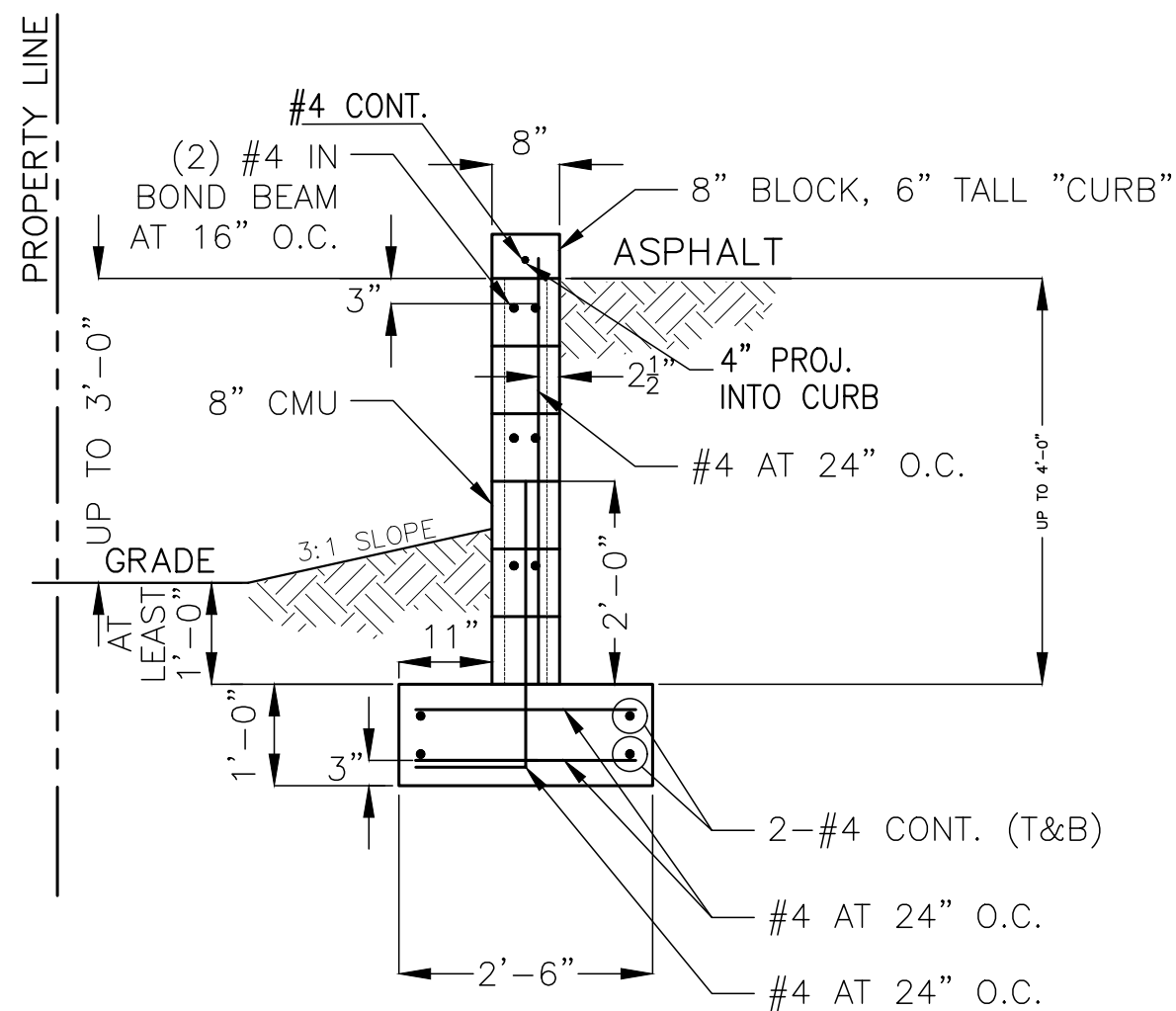
SILT FENCE APPLICATIONS



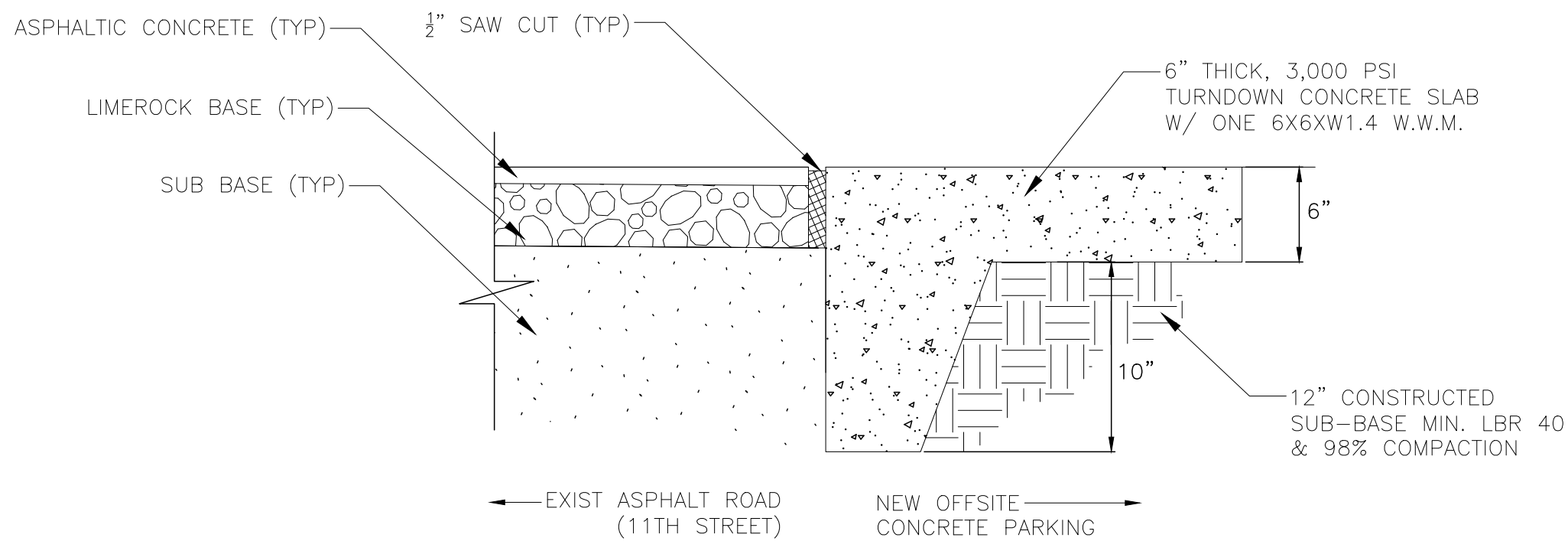
TYPE III SILT FENCE DETAIL



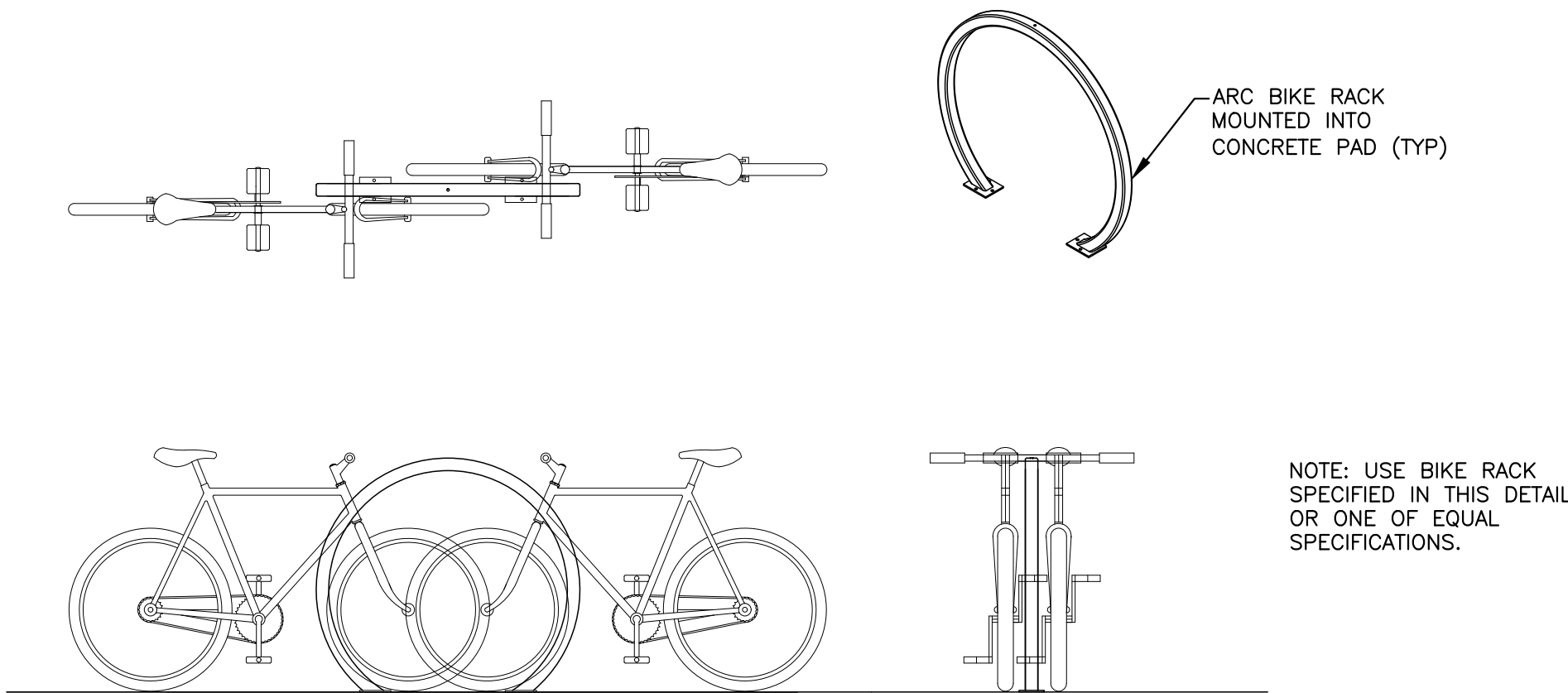
VALLEY GUTTER CURB DETAIL



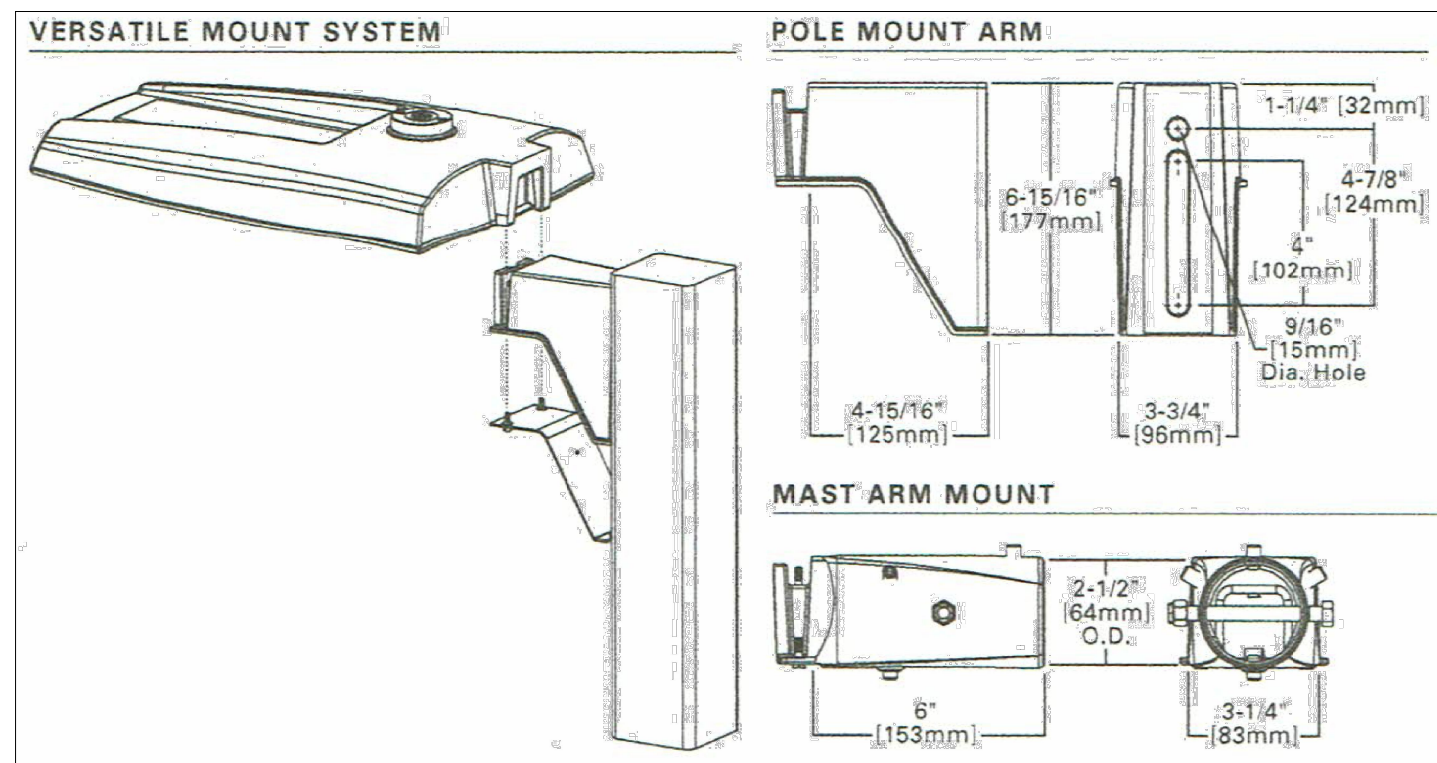
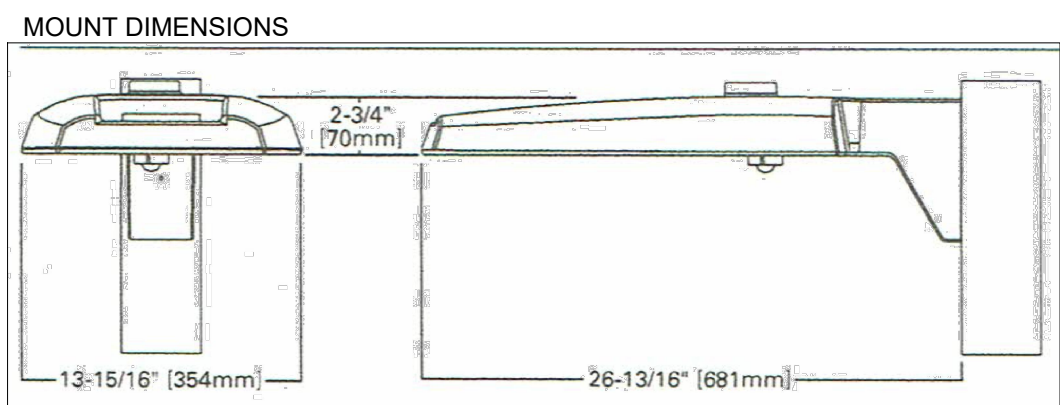
MASONRY WALL: $H \leq 4'$



SAW CUT ASPHALT DETAIL

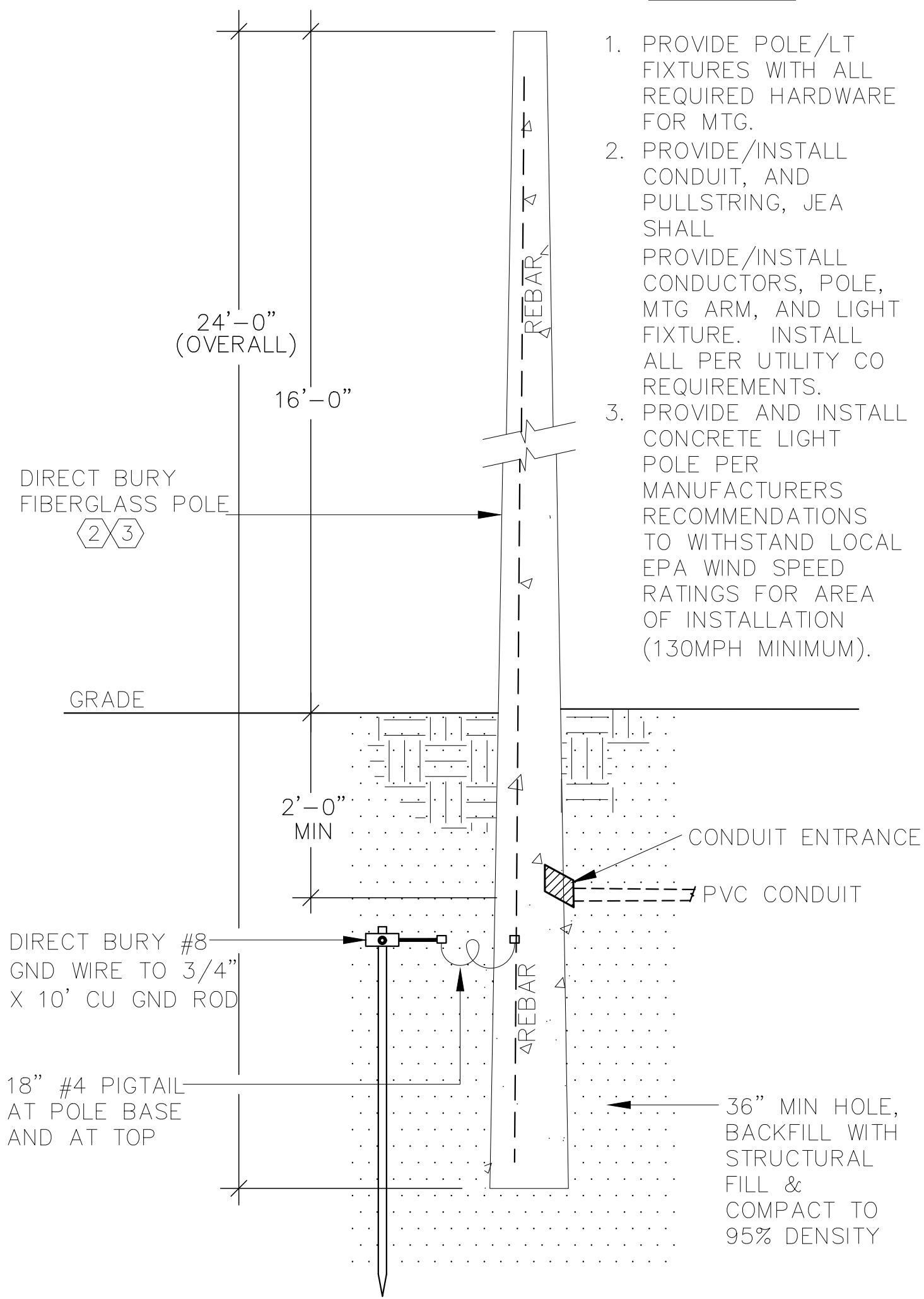


BIKE RACK DETAIL – ARC RACK FT (DERO BIKE RACKS)



POLE NOTES:

1. PROVIDE POLE/LT FIXTURES WITH ALL REQUIRED HARDWARE FOR MTG.
2. PROVIDE/INSTALL CONDUIT, AND PULLSTRING, JEA SHALL PROVIDE/INSTALL CONDUCTORS, POLE, MTG ARM, AND LIGHT FIXTURE. INSTALL ALL PER UTILITY CO REQUIREMENTS.
3. PROVIDE AND INSTALL CONCRETE LIGHT POLE PER MANUFACTURERS RECOMMENDATIONS TO WITHSTAND LOCAL EPA WIND SPEED RATINGS FOR AREA OF INSTALLATION (130MPH MINIMUM).



SITE LIGHTING DETAIL

NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.

REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette III

Asa R. Gillette, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM	TRC SUBMITAL #1	TRC SUBMITAL #2	TRC SUBMITAL #3	TRC SUBMITAL #4	TRC SUBMITAL #5 & REVISION PER COUNTY COMMENTS
A	07/12/24						
B	10/11/24						
C	04/02/25						
D	04/30/25						
E	07/22/25						

GILLETTE & ASSOCIATES, INC.

CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING

CERTIFICATE OF AUTHORIZATION NO. 9332

ASA R. GILLETTE, P.E. * FL PE NO. 56177

31 S. 4th STREET * FERNANDINA BEACH, FL 32034

PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY

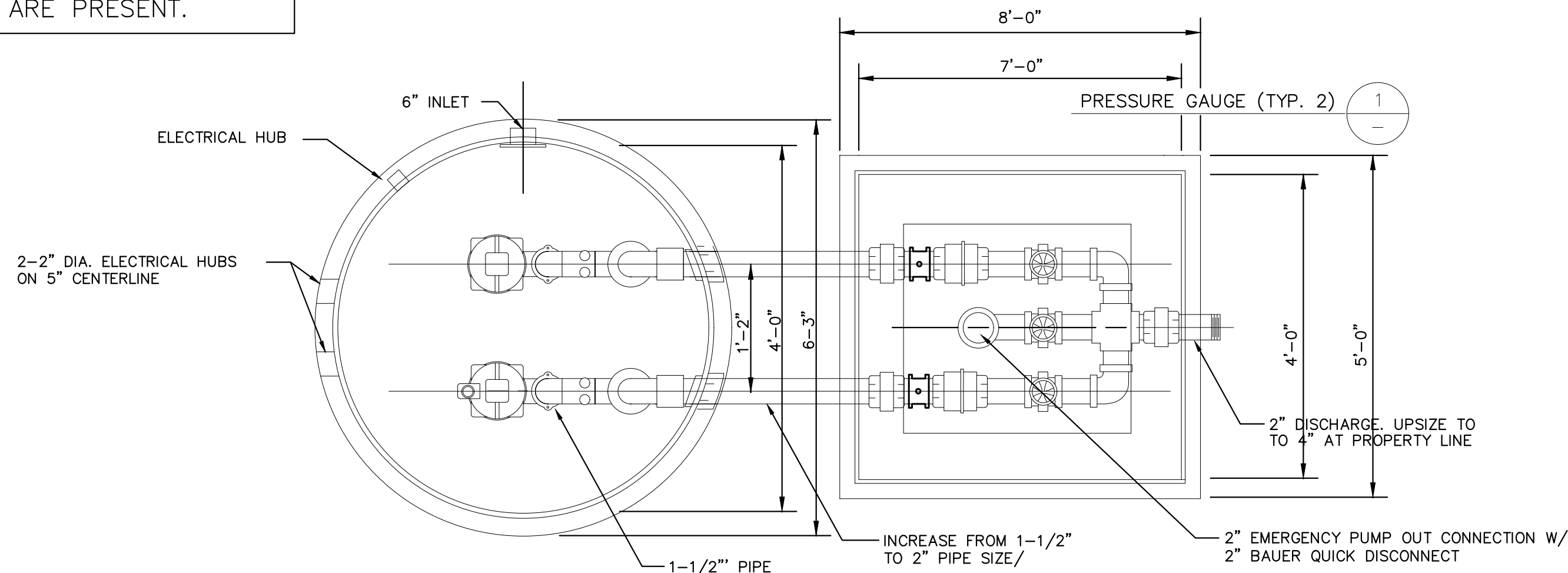
1520 SOUTH 14TH STREET

FERNANDINA BEACH, FLORIDA 32034

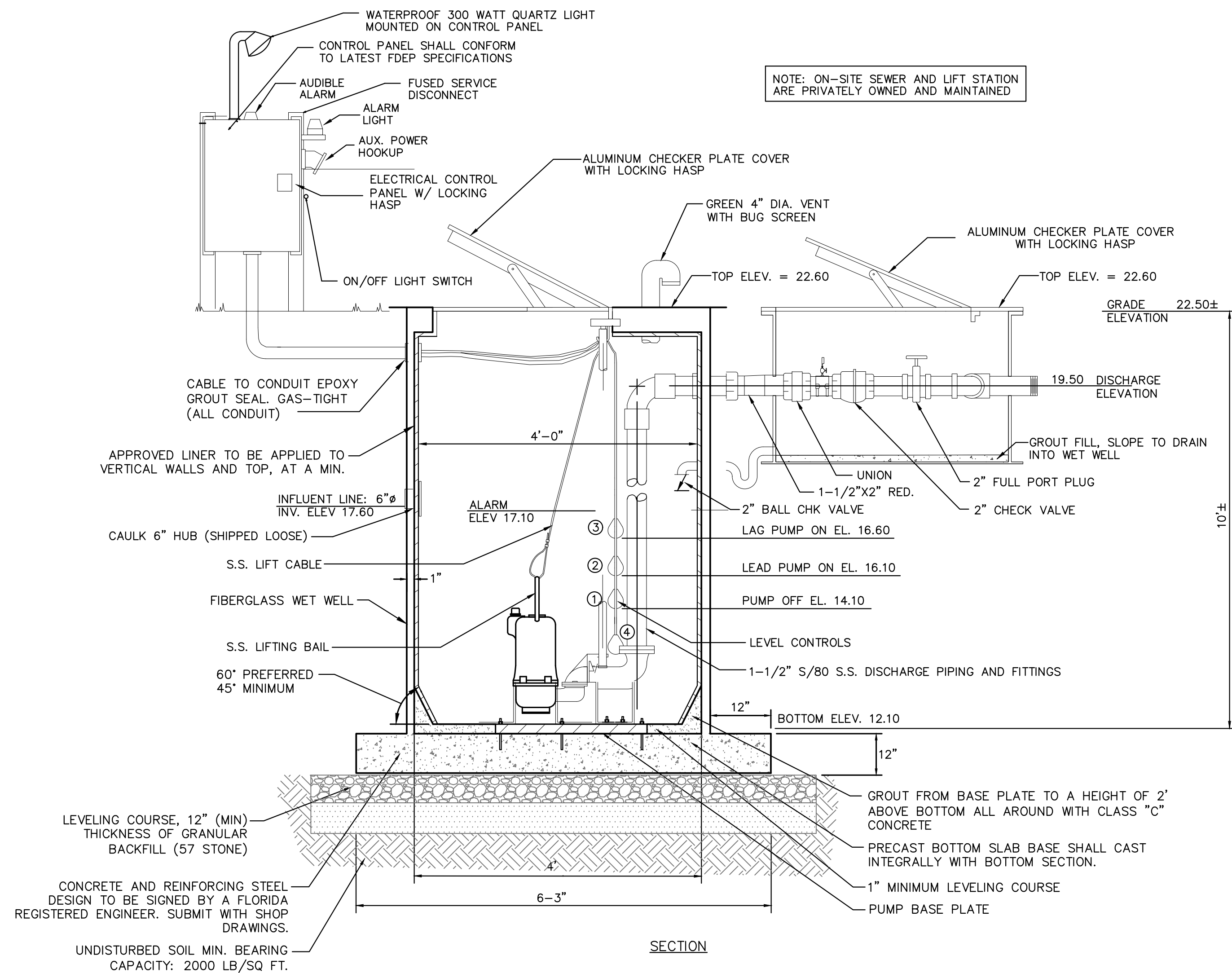
ISSUE DATE: 07/22/25

MISC. DETAILS

SIGNAGE TO BE PRESENT ON
LIFT STATION: CALL DARIUS
PROPERTY LTD. COPR AT
(480)-(235-3695) IF ANY
ISSUES ARE PRESENT.



PLAN
N.T.S.



LIFT STATION DETAIL
N.T.S.

SPECIFICATIONS:

PUMPS REQUIRED: 2
TYPE: T.B.D.
POWER: T.B.D.
ELECTRICAL: T.B.D.
DESIGN POINT: 60 gpm @ 67' TDH

WET WELL
CONCRETE WET WELL SHALL BE PROVIDED BY THE PUMP SUPPLIER. THE BASIN SHALL INCLUDE AN ANTI-FLOTATION RING WITH A MINIMUM DIAMETER OF THREE INCHES LARGER THAN THE BASIN DIAMETER. THE RAIL SYSTEM, INTERNAL PIPING AND DISCHARGE CONNECTIONS SHALL BE PRE INSTALLED BY THE PUMP SUPPLIER.

HATCH COVER
THE HATCH COVER SHALL BE 2/3 HINGED TO ALLOW FOR MAXIMUM ACCESS TO THE WELLS.
WELL. THE HATCH COVER SHALL BE ALUMINUM WITH S.S. FASTENERS AND SHALL BE
MANUFACTURED BY HALLIDAY, OR EQUAL.

VALVE BOX
FIBERGLASS VALVE BOX SHALL BE PROVIDED BY PUMP SUPPLIER. THE VALVE BOX SHALL
INCLUDE ANTI-FLOTATION RING OF 3 INCHES LARGER THAN THE VALVE BOX DIMENSION.
THE INTERNAL PIPING SHALL INCLUDE 2 CHECK VALVES, 3 GATE VALVES AND 1 PUMP
OUT CONNECTION.

VALVE BOX
THE VALVE BOX SHALL BE DIAMOND PLATE ALUMINUM WITH APPROPRIATE SIZED CENTER
HATCH FOR EASY ACCESS.

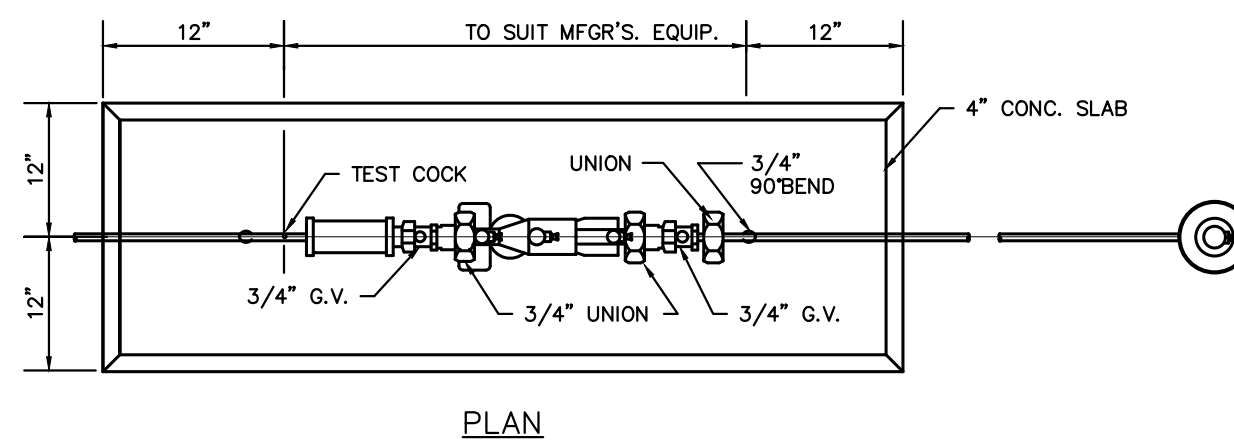
FLOATS
FLOATS SHALL BE ANCHOR SCIENTIFIC S30N0 ROTO-FLOATS.

CONTROLS
THE CONTROL PANEL SHALL BE U.L. LISTED AND MEET DEP REQUIREMENTS. A NEMA 3R/12 STAINLESS STEEL ENCLOSURE SHALL BE PROVIDED. THE PANEL SHALL INCLUDE A DUPLEX, ALTERNATING CONTROL SCHEME, GENERATOR RECEPTACLE, GFI, ELAPSED TIME METERS, SEAL FAILURE AND OVERLOAD SENSORS, 24v CONTROL, AND AN INTERNALLY MOUNTED SURGE CAPACITOR AND LIGHTNING ARRESTOR.

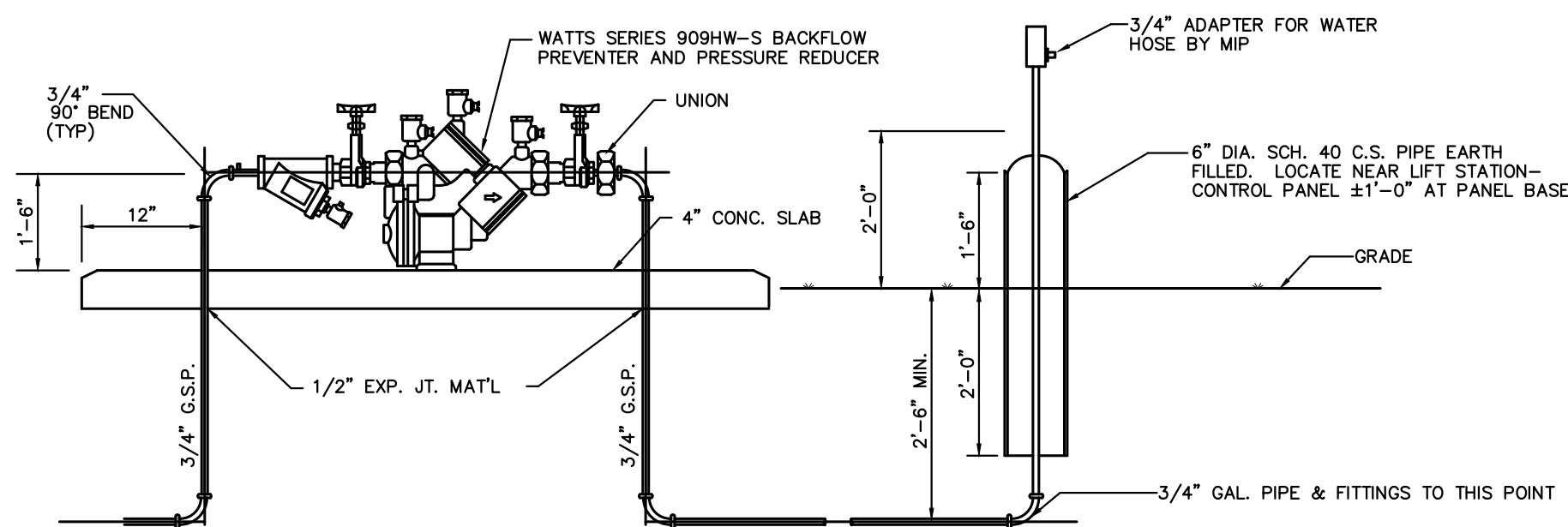
DESIGN DATA	
OPERATING CONDITIONS	CONTROL ELEVATION
CAPACITY (GPM) :60	(1) LEAD PUMP ON-EL. :16.10
T.D.H. IN FEET :67	(2) LAG PUMP ON-EL. :16.60
HORSEPOWER :T.B.D.	(3) HWL ALARM ON-EL. :17.10
SPEED (RPM) :T.B.D.	(4) PUMP OFF-EL. :14.10
POWER V-PH-HZ :T.B.D.	
MANUFACTURER :T.B.D.	
MODEL :T.B.D.	

PUMP STATION NOTES:

- 1.0) THE PROPOSED PUMP STATION TOP SLAB ELEV. OF 17.60±.
ELECTRICAL PANEL TO BE MOUNTED OUTSIDE THE 100-YEAR FLOOD PLAIN
- 2.0) CONTRACTOR TO PROVIDE (5) SPARE SETS OF FUSES/BULBS
AT START/UP



PLAN

SECTION

LIFT STATION WASHDOWN HYD.
N.T.S.

PUMP TYPE

PUMPS SHALL BE OF THE SUBMERSIBLE, NONCLOG TYPE. EACH PUMP SHALL BE MOUNTED ON A 2" METAL-TO-METAL RAIL SYSTEM. THE RAIL SYSTEM SHALL INCLUDE THE BASE ELBOW, DISCHARGE FLANGE ASSEMBLY, 1" S.S. GUIDE RAILS, S.S. UPPER GUIDE BRACKET, S.S. LIFTING BAIL AND CABLE, AND A FOUR HOOK, S.S. CABLE HOLDER. THE RAIL SYSTEM SHALL BE MOUNTED AND PRE-PIPED BY THE PUMP SUPPLIER.

PUMP CONSTRUCTION
THE PUMP VOLUTE, MOTOR AND SEAL HOUSING SHALL BE CONSTRUCTED OF CAST IRON, ASTM A-48, CLASS 30. ALL EXTERNAL FASTENERS SHALL BE SERIES 300 S.S.. THE PUMP SHAFT SHALL BE CONSTRUCTED OF SERIES 416 S.S..

IMPELLER
THE IMPELLER SHALL BE OF MULTI-VANE, SEMI-OPEN BRONZE CONSTRUCTION. THE IMPELLER SHALL INCLUDE PUMP-OUT VANES ON THE BACK OF THE IMPELLER AND SHALL BE STATICALLY AND HYDRAULICALLY BALANCED.

MOTOR

THE MOTOR SHALL BE A X-HORSEPOWER, 3-POLE DESIGN WITH AN OPERATING SPEED OF XXXX RPM. THE MOTOR SHALL BE MOUNTED IN A SEALED, SUBMERSIBLE TYPE HOUSING AND FILLED WITH DIELECTRIC OIL. THE STATOR SHALL BE SECURELY HELD IN PLACE WITH A REMOVABLE END RING AND THREADED FASTENERS FOR EASE OF REMOVABLE WITHOUT THE USE OF HEAT OR A PRESS. THE MOTOR SHALL BE EQUIPPED WITH A WINDING THERMOSTAT THAT AUTOMATICALLY SHUTS THE MOTOR OFF IN THE EVENT OF MOTOR OVERHEATING.

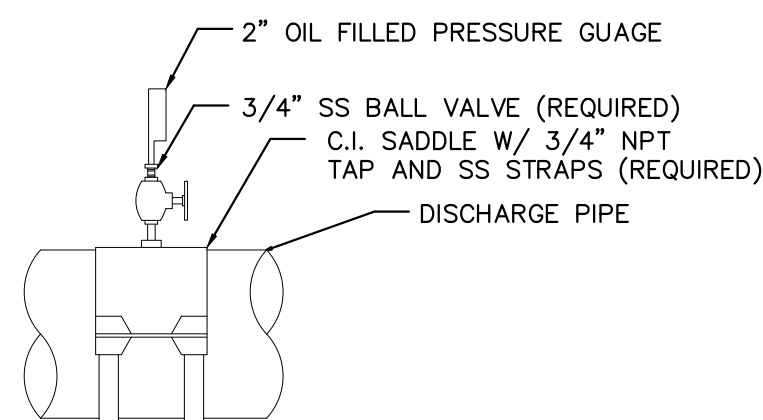
SEAL CHAMBER
THE PUMP SHALL HAVE 2-MECHANICAL SEALS, MOUNTED IN TANDEM WITH AN OIL CHAMBER BETWEEN THE SEALS. JOHN CRANE TYPE SEALS WITH CARBON VERSUS CERAMIC SEAL FACES SHALL BE USED. THE PUMP SHALL BE EQUIPPED WITH A SEAL LEAK DETECTION PROBE AND WARNING SYSTEM THROUGH THE USE OF A SEAL FAILURE INSTALLED IN THE SEAL CHAMBER.

SUPPLIER
PUMP PACKAGE SHALL BE SUPPLIED BY BARNEY'S PUMPS, JACKSONVILLE, FL.
SHALL CONFORM TO LATEST FDEP SPECIFICATIONS.

TELEMETRY
TCU TO BE SUPPLIED BY DATA FLOW, INC. OF MELBOURNE FLORIDA. CONTROL PANEL
TO CONFORM TO LATEST FDEP REQUIREMENTS

WETWELL STABILITY

DOWNFORCE	22,445 lb
UPLIFT	10,092 lb
FS	2.22



PRESSURE GAUGE ASSEMBLY	1
N.T.S.	-

PUMP STATION WASHDOWN NOTES:

- 1.0) ALL PIPING APPURTENANCES SHALL BE 3/4" ALL PIPE ABOVE GROUND SHALL BE GALVANIZED IRON PIPE. ACCEPTABLE BRANDS OF BACKFLOW PREVENTORS ARE:
"HERSEY" - FRP II (WITH REMOVABLE SEATS)
"WATTS" - #009 (WITH REMOVABLE SEATS)
"WATTS" - #909
"FEBCO" - #825Y
OR APPROVE EQUAL
- 2.0) ALL R.P.B.F.P.'S SHALL MEET AWWA C506-78 STANDARD 1013, S.S.C. FOUNDATION OF CROSS CONNECTION CONTROL AND HYDRAULIC RESEARCH, SIXTH EDITION SPECIFICATIONS.
- 3.0) UNDERGROUND PIPING SHALL CONFORM TO POTABLE WATER SERVICE LATERAL SPECIFICATIONS.

NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.

REGISTERED DESIGN PROFESSIONAL

Digitally signed by Asa Ray
Gillette III
DN: cn=Asa Ray Gillette III,
email=asa.gillette@cs.columbia.edu,
Date: 2025.07.25 11:43:02 -0400

ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

GILLETTE & ASSOCIATES, INC.

CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL. PE NO. 56177

31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

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FERNANDINA BEACH, FLORIDA 32034

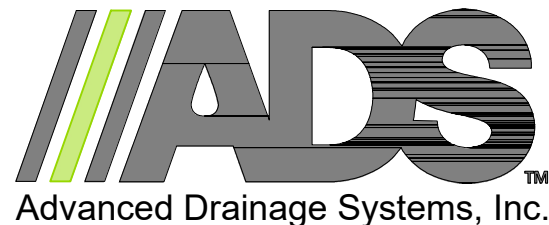
ISSUE DATE: 07/22/25

LIFT STATISTICS

North / Elev Key	Sheet
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DT-3

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SC-310 STORMTECH CHAMBER SPECIFICATIONS

- CHAMBERS SHALL BE STORMTECH SC-310.
- CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE OR POLYETHYLENE COPOLYMERS.
- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2922 (POLETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION DESIGN TRUCK.
REQUIREMENTS FOR HANDLING AND INSTALLATION:
- TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
- TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
- TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE CHAMBERS MANUFACTURER SHALL SUBMIT A STRUCTURAL EVALUATION FOR APPROVAL BEFORE DELIVERING CHAMBERS TO THE PROJECT SITE AS FOLLOWS:
- THE STRUCTURAL EVALUATION SHALL BE SEALED BY A REGISTERED PROFESSIONAL ENGINEER.
- THE STRUCTURAL EVALUATION SHALL DEMONSTRATE THAT THE SAFETY FACTORS ARE GREATER THAN OR EQUAL TO 1.95 FOR DEAD LOAD AND 1.75 FOR LIVE LOAD, THE MINIMUM REQUIRED BY ASTM F2787 AND BY SECTIONS 3 AND 12.12 OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS FOR THERMOPLASTIC PIPE.
- THE TEST DERIVED CREEP MODULUS AS SPECIFIED IN ASTM F2922 SHALL BE USED FOR PERMANENT DEAD LOAD DESIGN EXCEPT THAT IT SHALL BE THE 75-YEAR MODULUS USED FOR DESIGN.
- CHAMBERS AND END CAPS SHALL BE PRODUCED AT AN ISO 9001 CERTIFIED MANUFACTURING FACILITY.

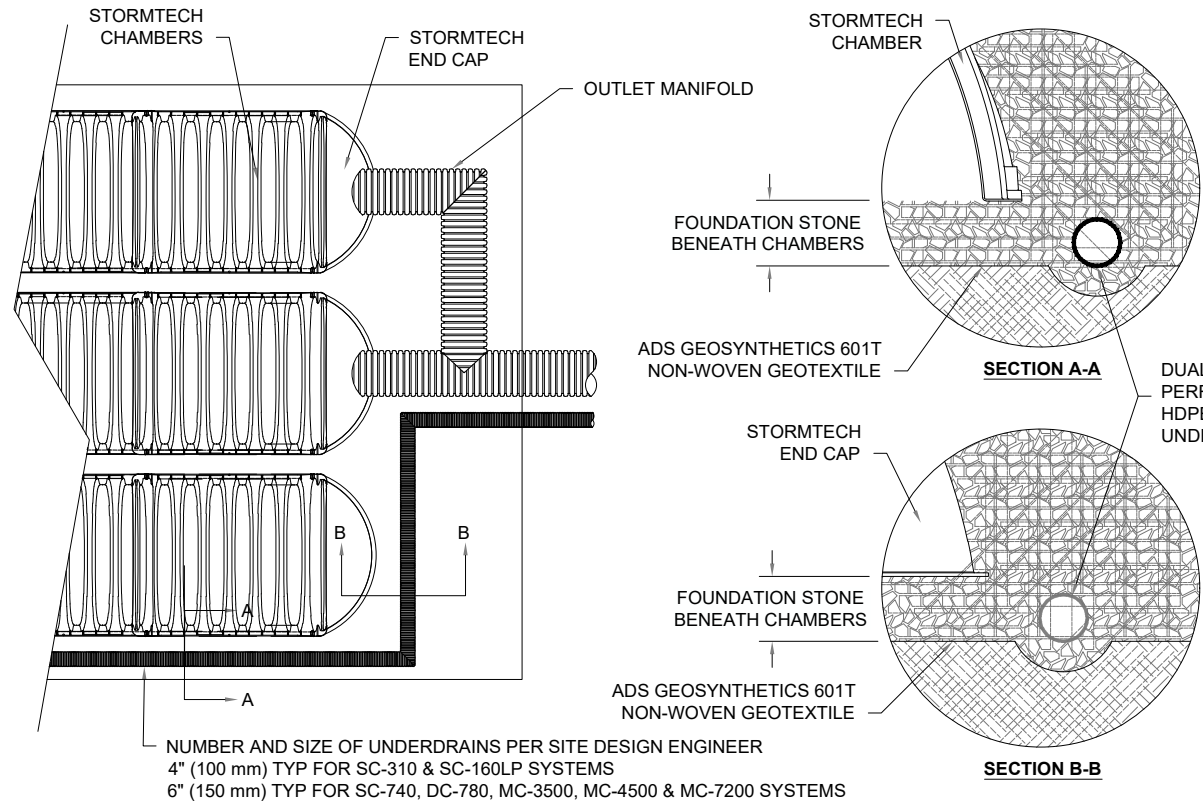
IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-310 SYSTEM

- STORMTECH SC-310 CHAMBERS SHALL NOT BE INSTALLED UNTIL THE MANUFACTURER'S REPRESENTATIVE HAS COMPLETED A PRE-CONSTRUCTION MEETING WITH THE INSTALLERS.
- STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- CHAMBERS ARE NOT TO BE BACKFILLED WITH A DOZER OR AN EXCAVATOR SITUATED OVER THE CHAMBERS. STORMTECH RECOMMENDS 3 BACKFILL METHODS:
- STONESHOOTER LOCATED OFF THE CHAMBER BED.
- BACKFILL AS ROWS ARE BUILT USING AN EXCAVATOR ON THE FOUNDATION STONE OR SUBGRADE.
- BACKFILL FROM OUTSIDE THE EXCAVATION USING A LONG BOOM HOE OR EXCAVATOR.
- THE FOUNDATION STONE SHALL BE LEVELED AND COMPACTED PRIOR TO PLACING CHAMBERS.
- JOINTS BETWEEN CHAMBERS SHALL BE PROPERLY SEALED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE 3/4-2" (20-50 mm).
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

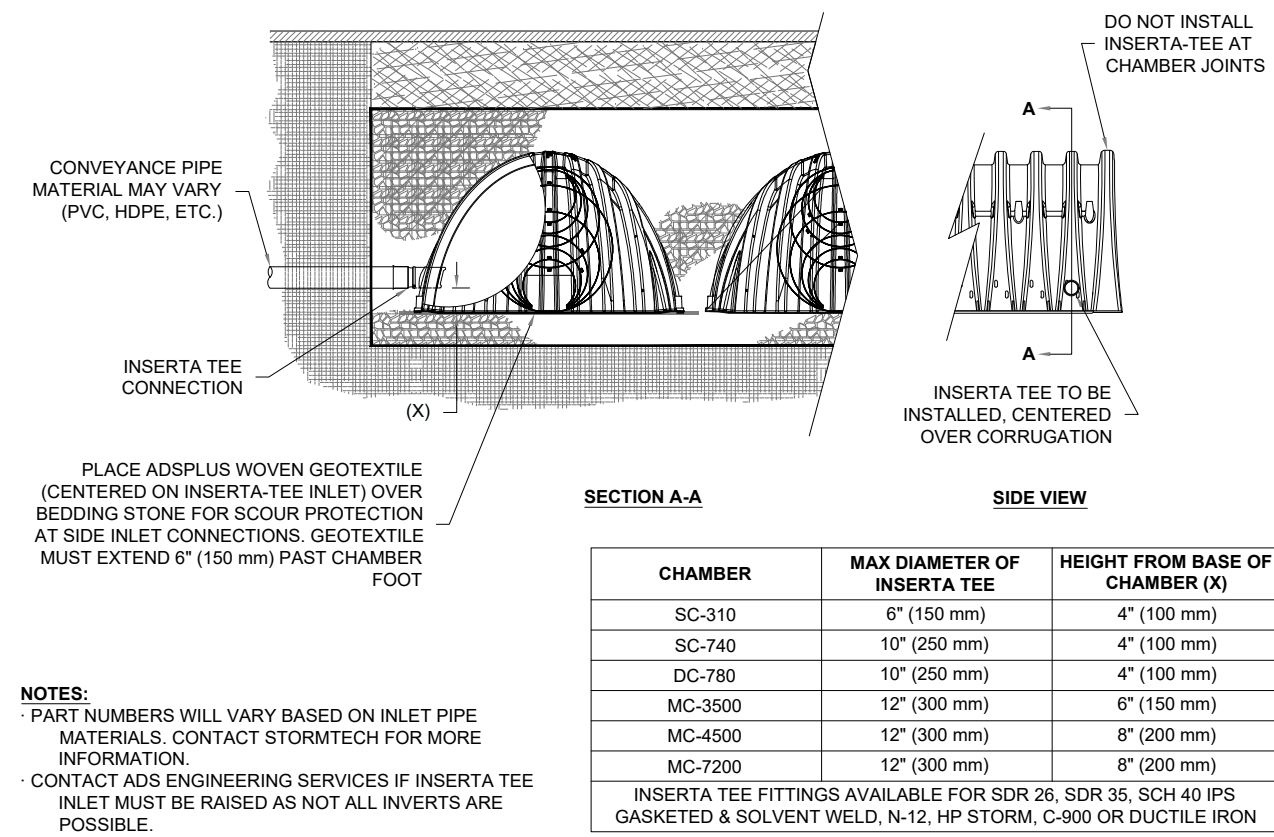
NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- THE USE OF CONSTRUCTION EQUIPMENT OVER SC-310 & SC-740 CHAMBERS IS LIMITED:
- NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
- NO RUBBER Tired LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- FULL 36" (900 mm) OF STABILIZED COVER MATERIALS OVER THE CHAMBERS IS REQUIRED FOR DUMP TRUCK TRAVEL OR DUMPING. USE OF A DOZER TO PUSH EMBEDMENT STONE BETWEEN THE ROWS OF CHAMBERS MAY CAUSE DAMAGE TO THE CHAMBERS AND IS NOT AN ACCEPTABLE BACKFILL METHOD. ANY CHAMBERS DAMAGED BY THE "DUMP AND PUSH" METHOD ARE NOT COVERED UNDER THE STORMTECH STANDARD WARRANTY.

CONTACT STORMTECH AT 1-888-892-2894 WITH ANY QUESTIONS ON INSTALLATION REQUIREMENTS OR WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT.



5 UNDERDRAIN DETAIL



- NOTES:
- PART NUMBERS WILL VARY BASED ON INLET PIPE MATERIALS. CONTACT STORMTECH FOR MORE INFORMATION.
 - CONTACT ADS ENGINEERING SERVICES IF INSERTA TEE INLET MUST BE RAISED AS NOT ALL INVERTS ARE POSSIBLE.

CHAMBER	MAX DIAMETER OF INSERTA TEE	HEIGHT FROM BASE OF CHAMBER (X)
SC-310	6" (150 mm)	4" (100 mm)
SC-740	10" (250 mm)	4" (100 mm)
DC-780	10" (250 mm)	4" (100 mm)
MC-3500	12" (300 mm)	6" (150 mm)
MC-4500	12" (300 mm)	8" (200 mm)
MC-7200	12" (300 mm)	8" (200 mm)

INSERTA TEE FITTINGS AVAILABLE FOR SDR 26, SDR 35, SCH 40 IPS GASKETED & SOLVENT WELD, N-12, HP STORM, C-900 OR DUCTILE IRON

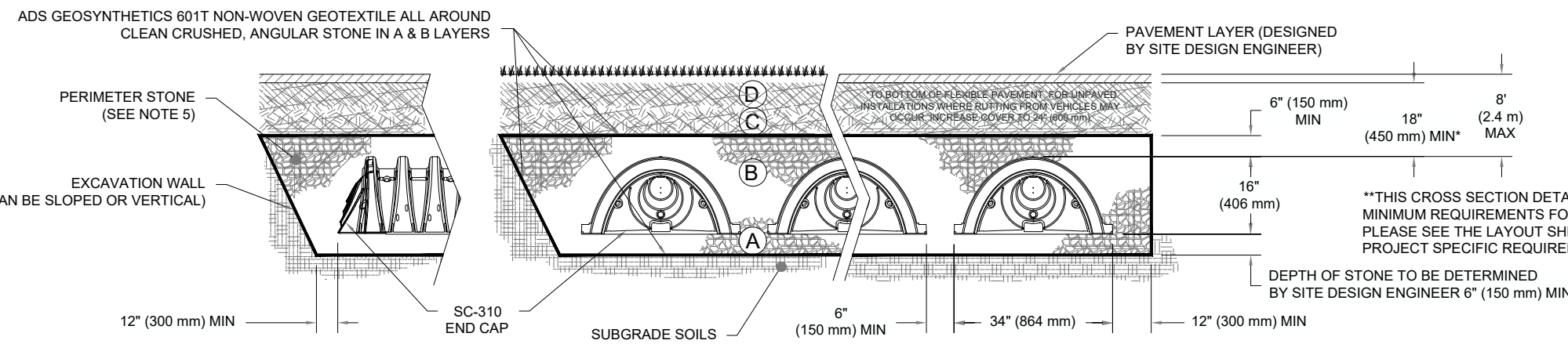
6 INSERTA-TEE SIDE INLET DETAIL

2 SC-310 TECHNICAL SPECIFICATIONS

ACCEPTABLE FILL MATERIALS: STORMTECH SC-310 CHAMBER SYSTEMS

MATERIAL LOCATION	DESCRIPTION	CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	FINAL FILL: FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	INITIAL FILL: FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	AASHTO M145 ¹ A-1, A-2-4, A-3 OR AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	EMBEDMENT STONE: FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	FOUNDATION STONE: FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	AASHTO M43 ¹ 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE 2.3

- PLEASE NOTE:
- THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
 - STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
 - WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
 - ONCE LAYER 'C' IS PLACED, ANY SOL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.

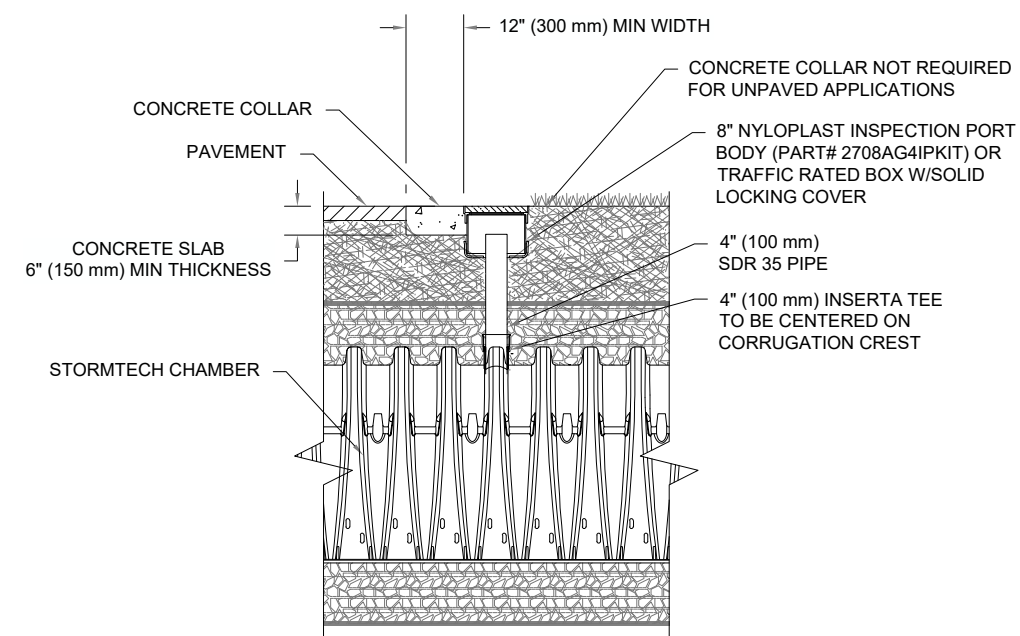


NOTES:

- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2922 (POLETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- SC-310 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
- PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
- REQUIREMENTS FOR HANDLING AND INSTALLATION:
- TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
- TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
- TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2922 SHALL BE GREATER THAN OR EQUAL TO 400 LBS/FT² (b) AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

SC-310 CROSS SECTION DETAIL

3 SC-310 ISOLATOR ROW PLUS DETAIL



NOTE:
INSPECTION PORTS MAY BE CONNECTED THROUGH ANY CHAMBER CORRUGATION CREST.

INSPECTION & MAINTENANCE

- STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- INSPECTION PORTS (IF PRESENT)
 - REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
 - REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
 - USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
 - LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
 - IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
- REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
 - USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
 - MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
 - FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
 - IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
 - APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
 - VACUUM STRUCTURE SUMP AS REQUIRED
- STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.
- STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

NOTES

- INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
- CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

4 4" PVC INSPECTION PORT DETAIL (SC SERIES CHAMBER)

NOT FOR CONSTRUCTION - BID/REVIEW ONLY

NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.

REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette III

Asa R. Gillette, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM	TRC SUBMITTAL #1	TRC SUBMITTAL #2	TRC SUBMITTAL #3	TRC SUBMITTAL #4	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS
A	07/12/24						
B	10/11/24						
C	04/02/25						
D	04/30/25						
E	07/22/25						

GILLETTE & ASSOCIATES, INC.

CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING

CERTIFICATE OF AUTHORIZATION NO. 9332

ASA R. GILLETTE, P.E. * FL. PE NO. 56177

31 S. 4th STREET * FERNANDINA BEACH, FL 32034

PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY

1520 SOUTH 14TH STREET

FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/22/25

DRAINAGE DETAILS

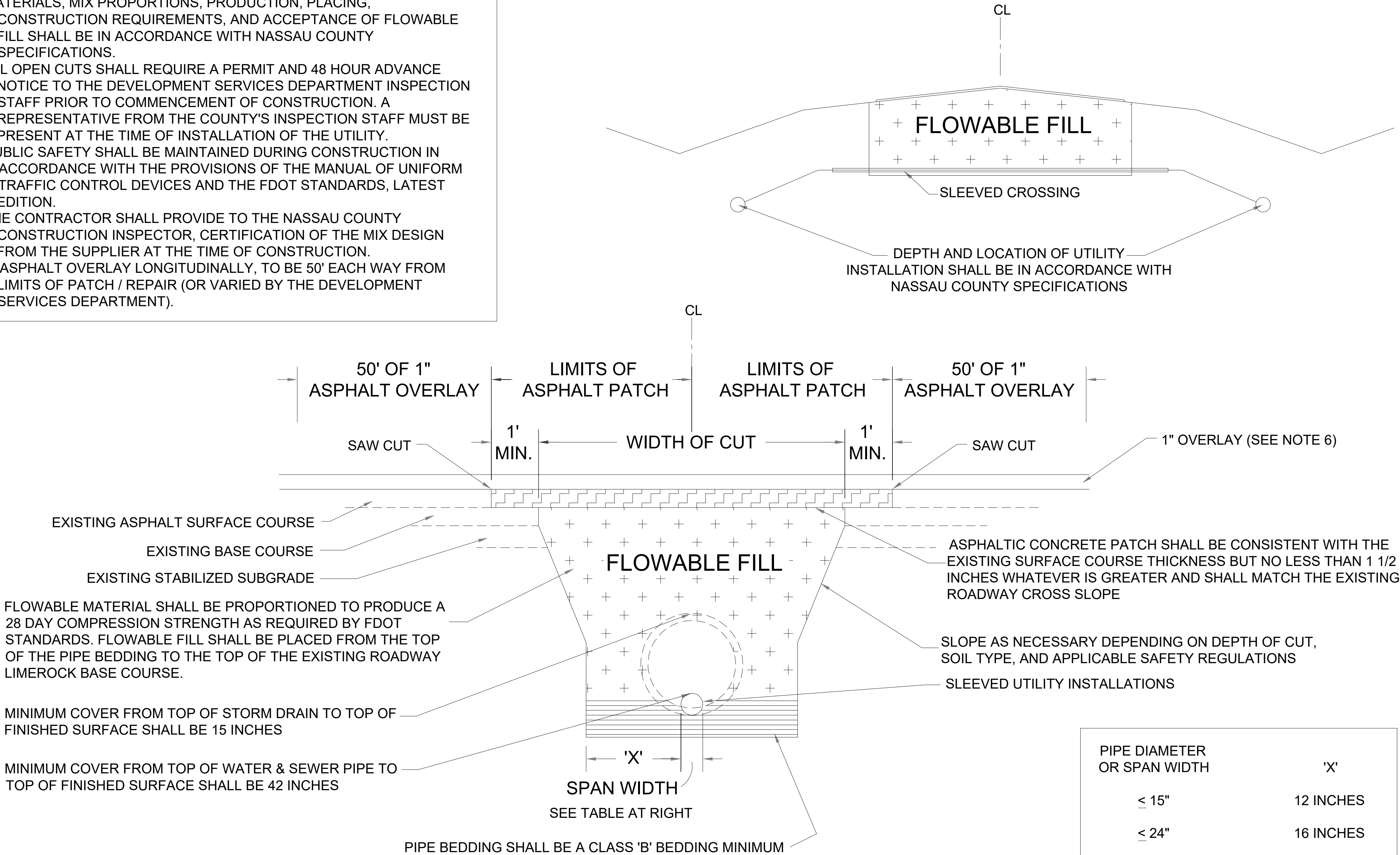
North / Elev Key Sheet

DT-3

Page 5 of 16

NOTES:

- 1. OPEN ROAD CUTS ARE GENERALLY NOT AN ACCEPTABLE MEANS OF CONSTRUCTION UNLESS APPROVED IN ADVANCE BY THE ENGINEERING SERVICES DEPARTMENT.
- 2. MATERIALS, MIX PROPORTIONS, PRODUCTION, PLACING, CONSTRUCTION REQUIREMENTS, AND ACCEPTANCE OF FLOWABLE FILL SHALL BE IN ACCORDANCE WITH NASSAU COUNTY SPECIFICATIONS.
- 3. ALL OPEN CUTS SHALL REQUIRE A PERMIT AND 48 HOUR ADVANCE NOTICE TO THE DEVELOPMENT SERVICES DEPARTMENT INSPECTION STAFF PRIOR TO COMMENCEMENT OF CONSTRUCTION. A REPRESENTATIVE FROM THE COUNTY'S INSPECTION STAFF MUST BE PRESENT AT THE TIME OF INSTALLATION OF THE UTILITY.
- 4. PUBLIC SAFETY SHALL BE MAINTAINED DURING CONSTRUCTION IN ACCORDANCE WITH THE PROVISIONS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES AND THE FDOT STANDARDS, LATEST EDITION.
- 5. THE CONTRACTOR SHALL PROVIDE TO THE NASSAU COUNTY CONSTRUCTION INSPECTOR, CERTIFICATION OF THE MIX DESIGN FROM THE SUPPLIER AT THE TIME OF CONSTRUCTION.
- 6. 1" ASPHALT OVERLAY LONGITUDINALLY, TO BE 50' EACH WAY FROM LIMITS OF PATCH / REPAIR (OR VARIED BY THE DEVELOPMENT SERVICES DEPARTMENT).



ROADWAY AND DRAINAGE STANDARDS NASSAU COUNTY DEVELOPMENT SERVICES DEPARTMENT	REVISION DATES		OPEN ROAD CUTS / FLOWABLE FILL DWG:	DETAIL NO. 15
				ADOPTED:

NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.

REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette
Civil Engineer
No. 9332
FL. P.E. No. 56177
ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
A	07/12/24	TRC SUBMITTAL #1
B	10/11/24	TRC SUBMITTAL #2
C	04/02/25	TRC SUBMITTAL #3
D	04/30/25	TRC SUBMITTAL #4
E	07/22/25	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL. P.E. NO. 56177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034
ISSUE DATE: 07/22/25
OPEN CUT
ROAD DETAIL
North / Elev Key Sheet
DT-5
Page 6 of 16

1. Construct sidewalks in accordance with Specification 522. Use 6" concrete for Sidewalks and Curb Ramps Located within Curb Returns (See Plan View). Install all other concrete with thickness as shown, unless otherwise detailed in the Plans.
2. Include detectable warnings on sidewalk curb ramps in accordance with Index 522-002.
3. For Driveways see Index 522-003.
4. Bond breaker material can be any impermeable coated or sheet membrane or preformed material having a thickness of not less than 6 mils and not more than 1/2".
5. Construct sidewalks with Edge Beam through the limits of any surface mounted Pedestrian/Bicycle Railing or Pipe Guiderail shown in the plans. (See RAILING DETAIL)



Diagram illustrating a rigid pavement cross-section. The slab thickness is 4". The joints are labeled A, B, C, B, C, B, C, B, C, B, A. The dimensions between joints are 5' (feet). The total length of the slab is 1/2" (half inch) at each end. A "Return Curb" is shown on the right side, and a "Rigid Structure" is indicated on the left side.

 4" Thick Sidewalk
 6" Thick Sidewalk
 Utility Strip



Figure 1: Typical Deck Layout. The diagram illustrates a cross-section of a bridge deck with a total width of 120' Max. The deck is divided into sections with widths of 30' Max. and 120' Max. The deck is supported by a rigid structure. The deck is shown with a top surface and a bottom surface, with a 4" gap between them. The deck is shown with a 1/2" gap between the top and bottom surfaces. The deck is shown with a 1/2" gap between the top and bottom surfaces. The deck is shown with a 1/2" gap between the top and bottom surfaces.

The diagram shows a cross-section of a utility strip and sidewalk. The utility strip is on the left, containing pipes and a manhole. The sidewalk is on the right. A dimension line above the sidewalk indicates a slope of 0.02 Max. The utility strip is labeled "Utility Strip Varies" and the sidewalk is labeled "Sidewalk Varies".

A cross-sectional diagram of a sidewalk. The sidewalk is shown as a horizontal surface with a stippled texture, sloping downwards from left to right. A dimension line above the sidewalk indicates its width, labeled "Sidewalk Varies". A small triangle with the text "0.02 Max." indicates the maximum slope. A vertical line on the left side of the sidewalk is labeled "G", representing the gutter or curb line.

Clear Width
(5' or 6' Std., 4' Min)

0.02 Max.

45°

9"

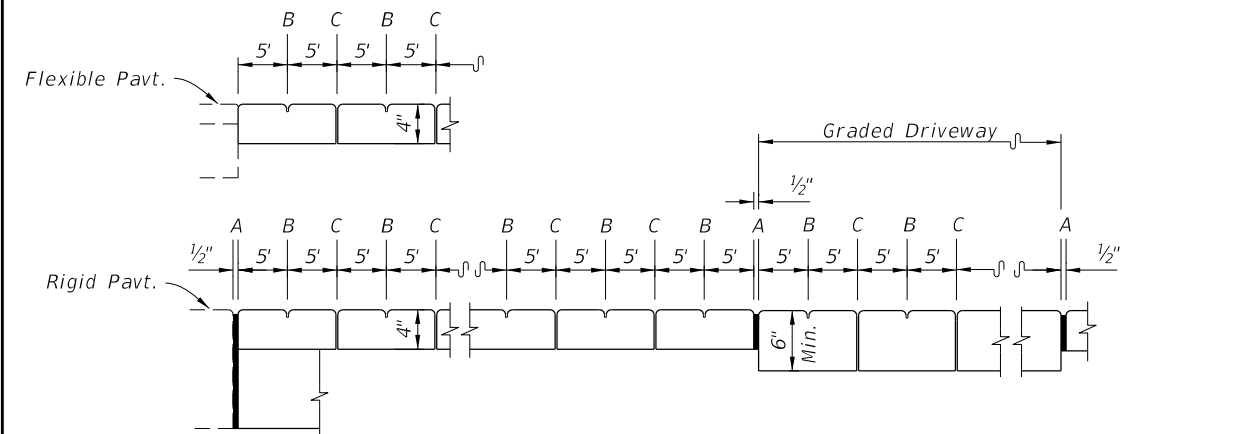
9"

Sidewalk

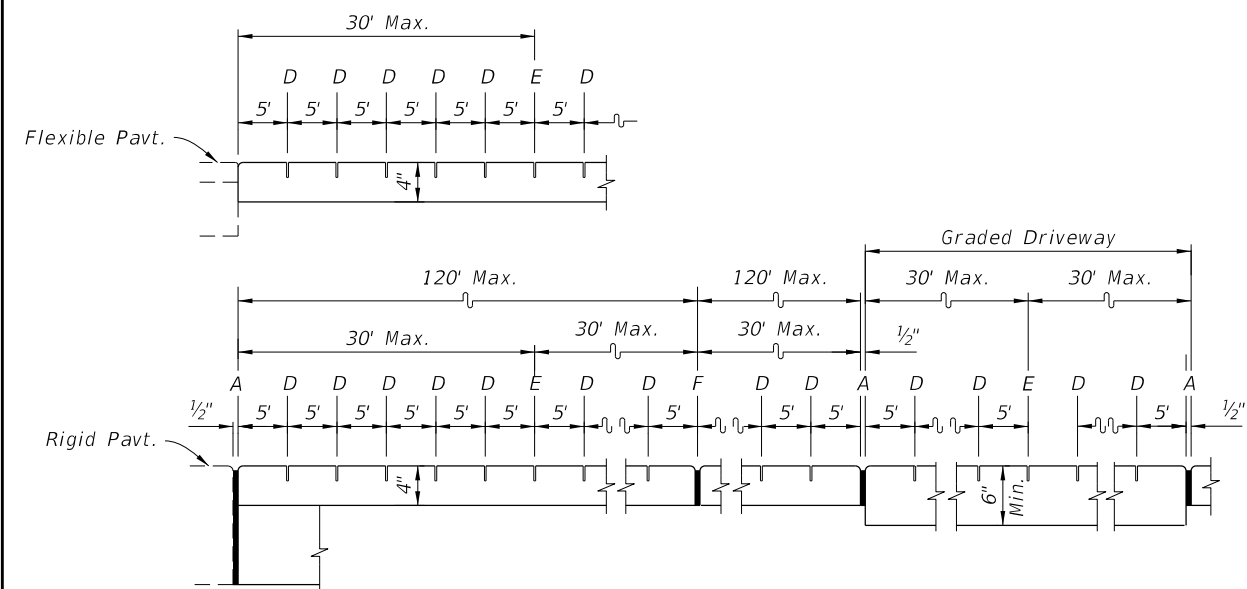
= RAILING DETAIL =

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LAST REVISION 11/01/18	REVISION	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	CONCRETE SIDEWALK	INDEX 522-001	SHEET 1 of 2
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OPEN JOINTS

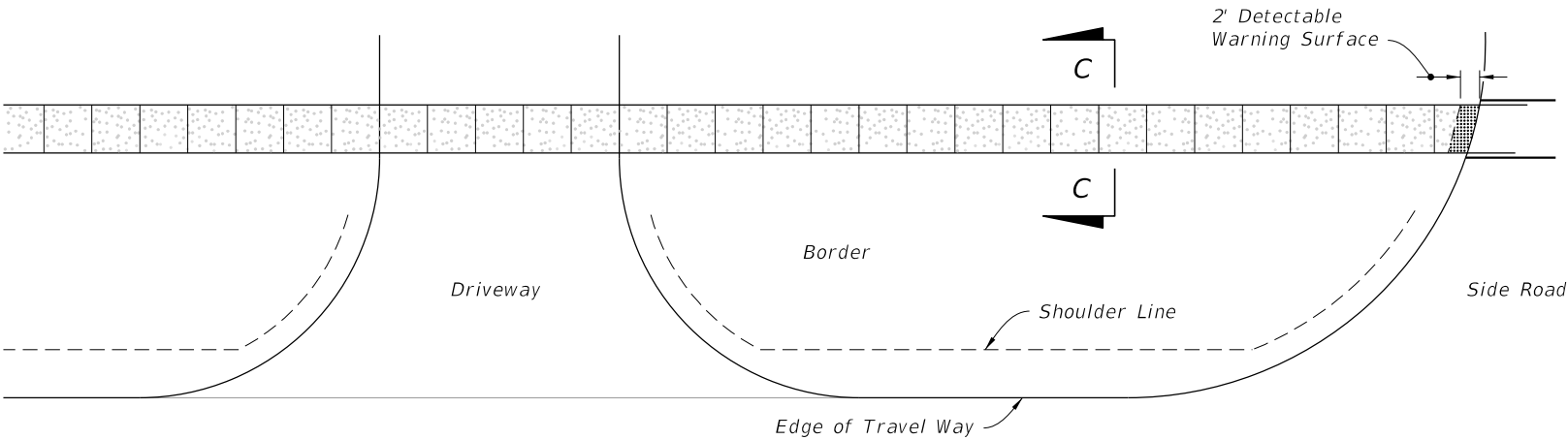


SAWED JOINTS

LONGITUDINAL SECTION

- LEGEND:
- A- 1/2" Expansion Joints (Preformed Joint Filler) between the sidewalk and driveways, sidewalk-intersections, and all other fixed objects (e.g. drainage inlets and utility poles).
 - B- 1/8" Dummy Joints, Tooled
 - C- 1/8" Formed Open Joints
 - D- 3/16" Saw Cut Joints, 1 1/2" Deep (within 96 hours) Max. 5' Centers
 - E- 3/16" Saw Cut Joints, 1 1/2" Deep (within 12 hours) Max. 30' Centers Joint(s) Required When Length Exceeds 30'
 - F- 1/2" Expansion Joint When Run Of Sidewalk Exceeds 120'. Intermediate locations when called for in the plans or at locations as directed by the Engineer.

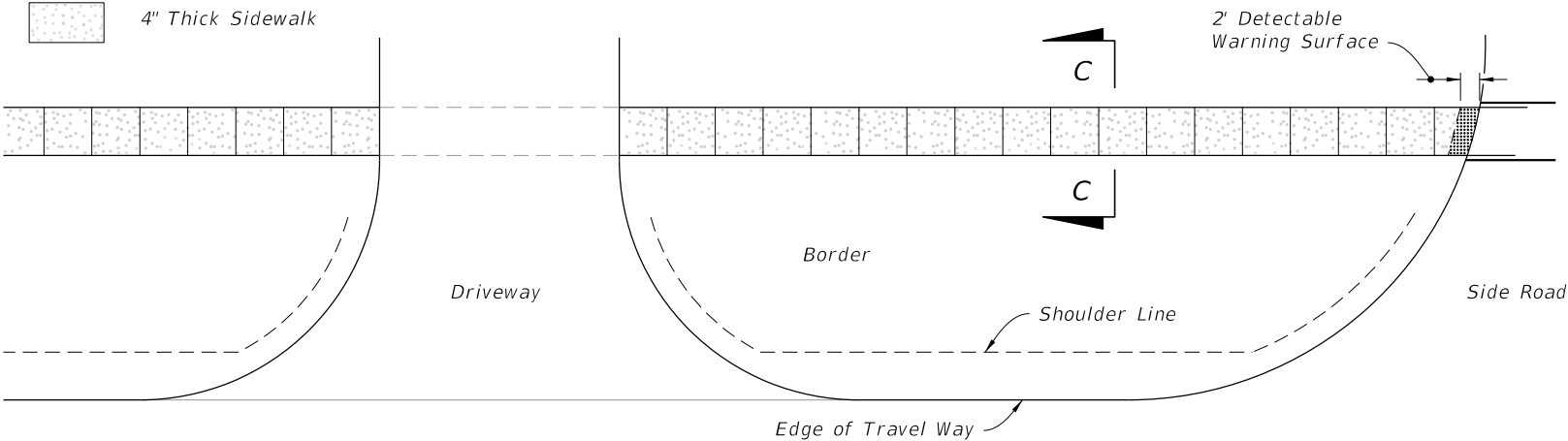
SIDEWALK JOINTS



PLAN

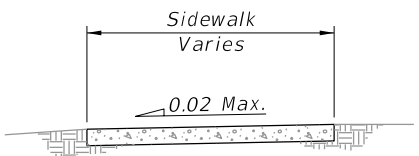
CONTINUOUS SIDEWALK

- LEGEND:
- 4" Thick Sidewalk



PLAN

DISCONTINUOUS SIDEWALK



SECTION C-C

CONCRETE SIDEWALK ON FLUSH SHOULDER ROADWAYS

LAST REVISION 11/01/18	REVISION	DESCRIPTION:	FDOT FY 2025-26 STANDARD PLANS	CONCRETE SIDEWALK	INDEX 522-001	SHEET 2 of 2
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GENERAL NOTES:

1. Cross Slopes and Grades:

- A. Sidewalk, ramp, and landing slopes (i.e. 0.02, 0.05, and 1:12) shown in this Index are maximums. With approval of the Engineer, provide the minimum feasible slope where the requirements cannot be met.
- B. Landings must have cross-slopes less than or equal to 0.02 in any direction.
- C. Maintain a single longitudinal slope along each side of the curb ramp. Ramp slopes are not required to exceed 15 feet in length.
- D. Joints permitted at the location of Slope Breaks. Otherwise locate joints in accordance with Index 522-001. No joints are permitted within the ramp portion of the Curb Ramp.

2. Curb, Curb and Gutter and/or Sidewalk:

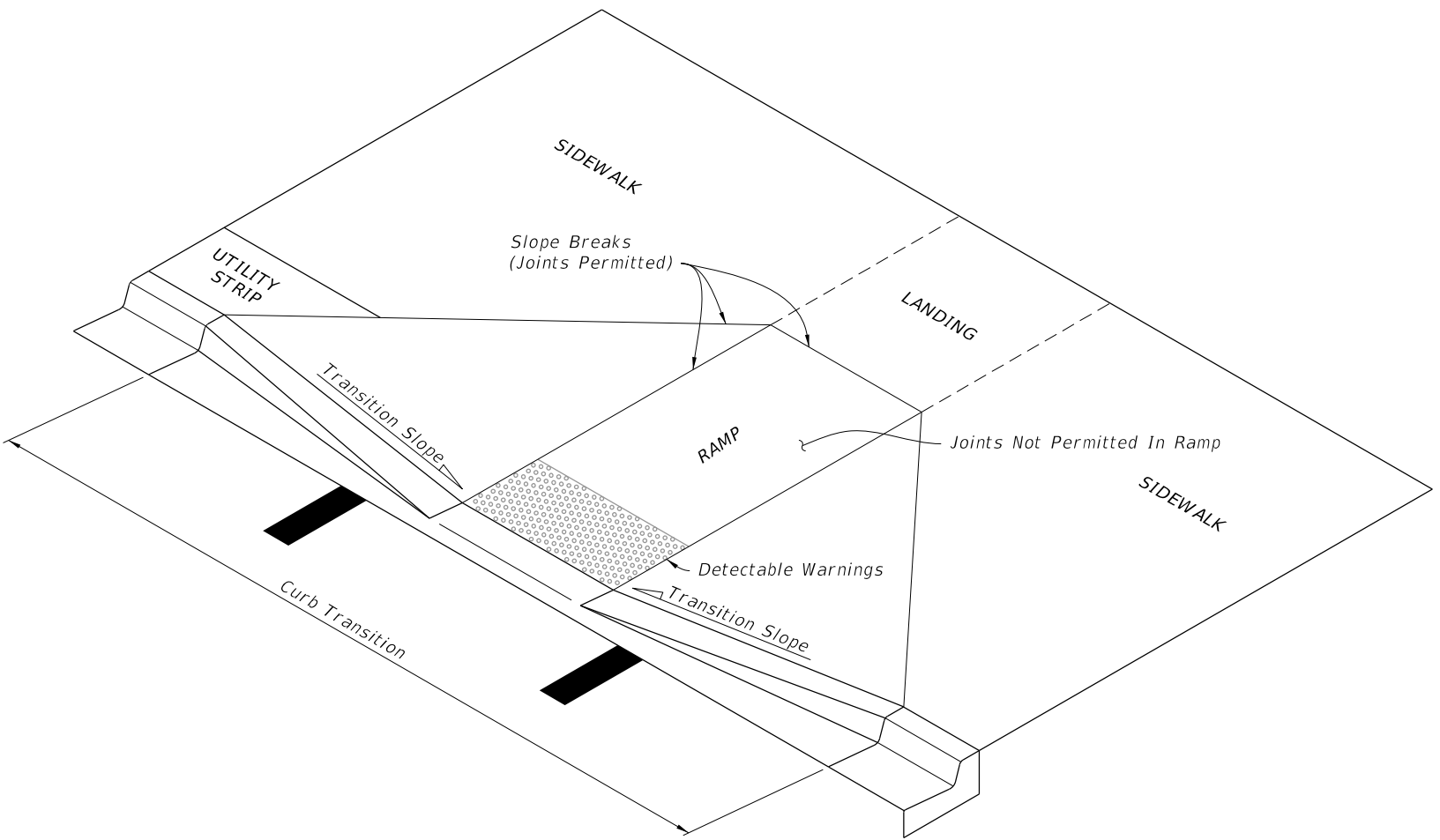
- A. Refer to Index 522-001 for concrete thickness and sidewalk details.
- B. Remove any existing curb, curb and gutter, or sidewalk to the nearest joint beyond the curb transition or to the extent that no remaining section is less than 5 feet long.
- C. Width of Curb Ramp is 4'-0" minimum. Match sidewalk or Shared Use Path width as shown in the Plans.

3. Curb Ramp Alpha-Identification:

- A. Sidewalk curb ramp alpha-identifications (e.g. CR-A) are provided for reference purposes in the Plans.
- B. Alpha-identifications CR-I and CR-J are intentionally omitted.

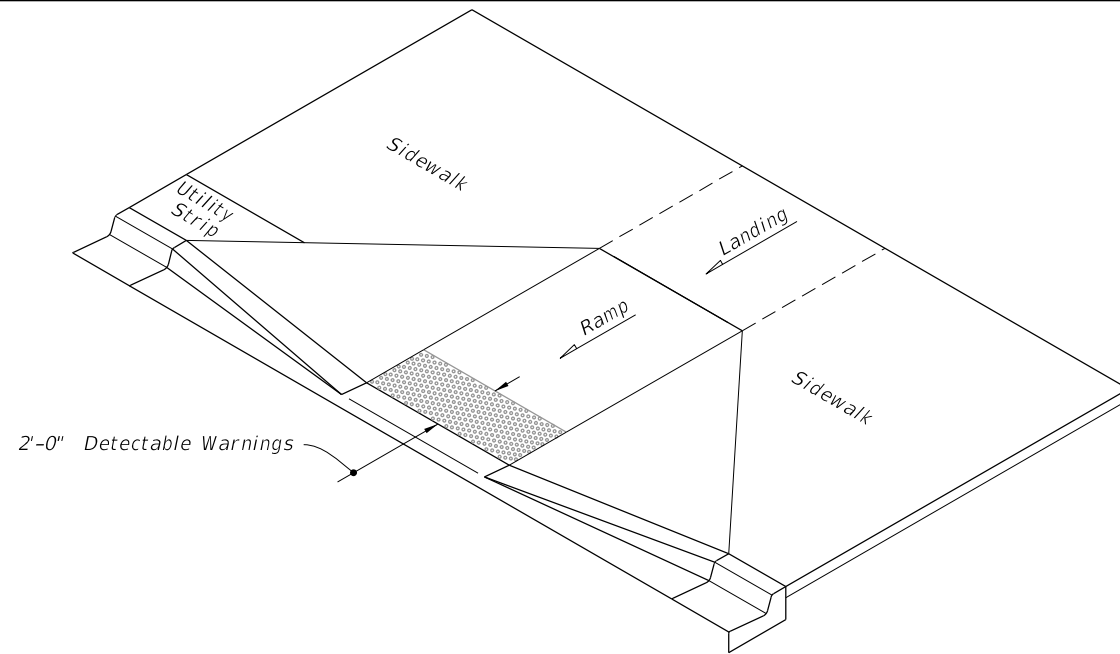
4. Detectable Warnings:

- A. Install detectable warnings in accordance with Specification 527.
- B. Place detectable warnings across the full width of the ramp or landing, to a minimum depth of 2 feet measured perpendicular to the curb line and no greater than 5 feet from the back of the curb or edge of pavement.
- C. If detectable warnings are shown in the Plans on slopes greater than 5%, align the truncated domes with the centerline of the ramp; otherwise, the truncated domes are not required to be aligned.

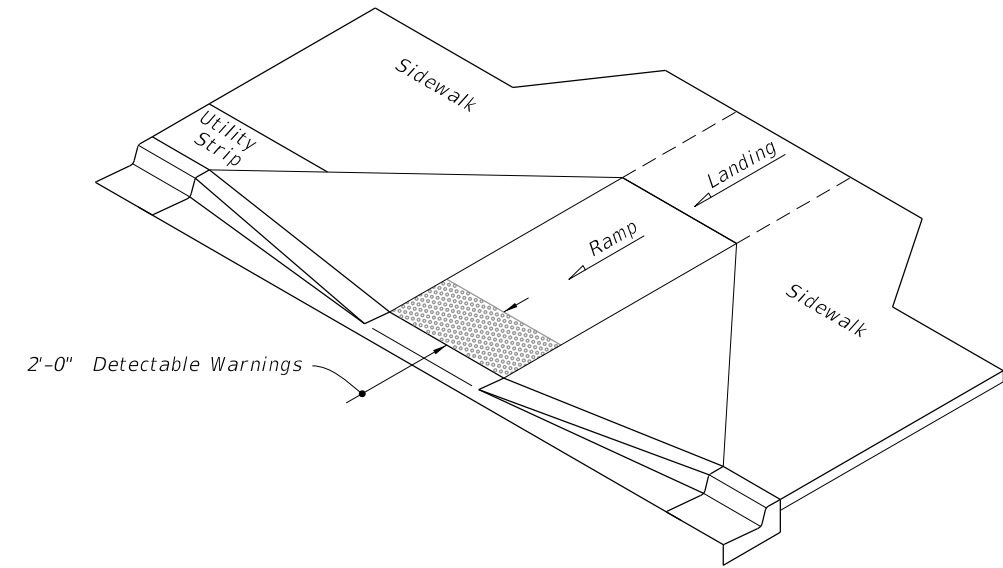


CURB RAMP NOMENCLATURE

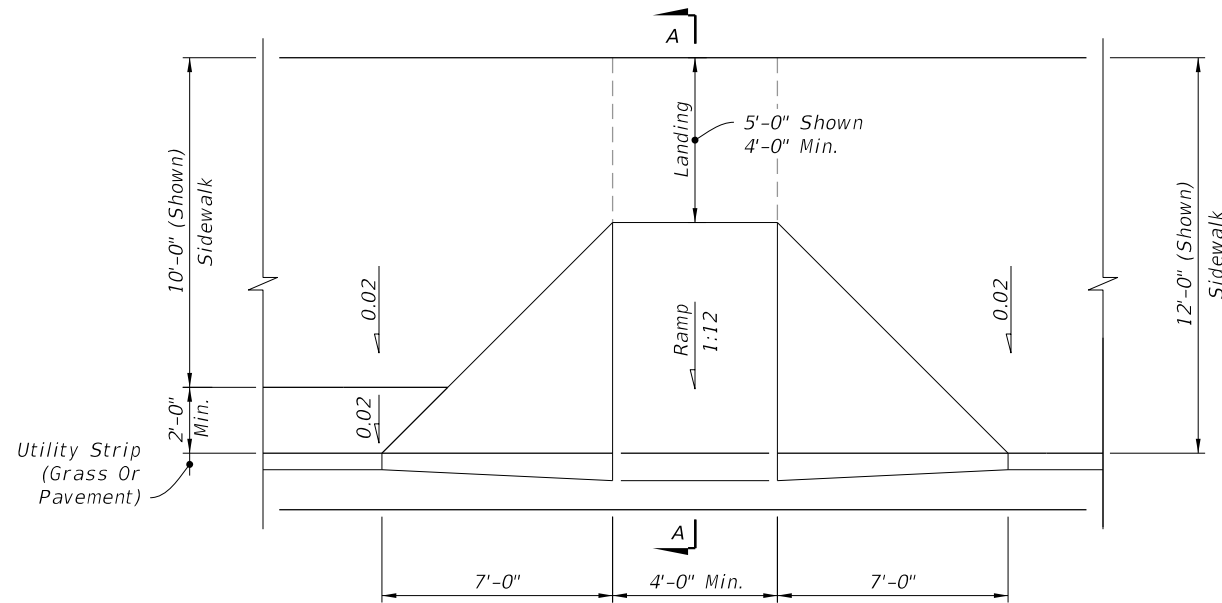
LAST REVISION 11/01/21	REVISION	DESCRIPTION:	 FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 1 of 7
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ISOMETRIC VIEW



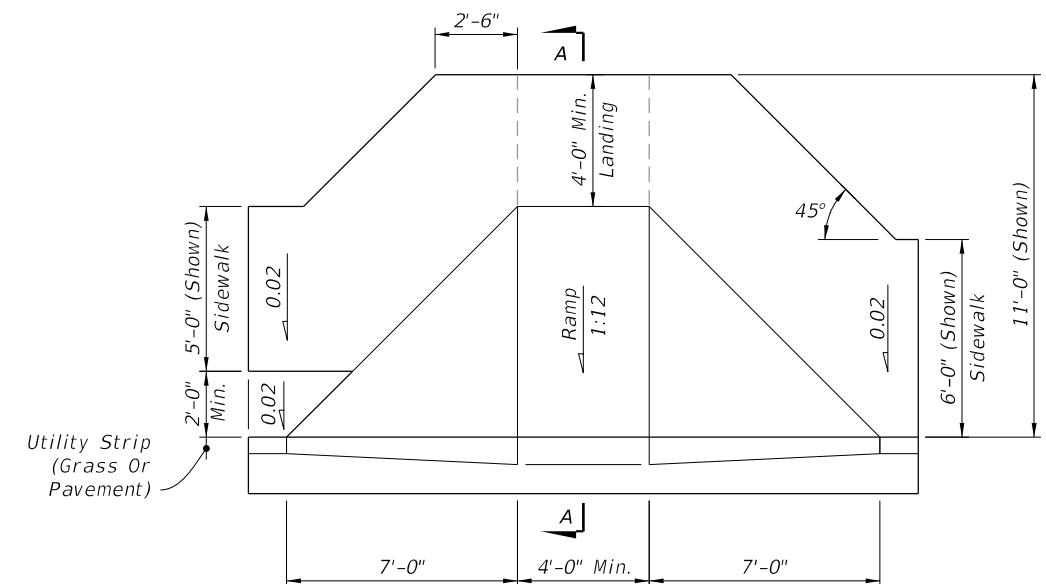
ISOMETRIC VIEW



PLAN VIEW

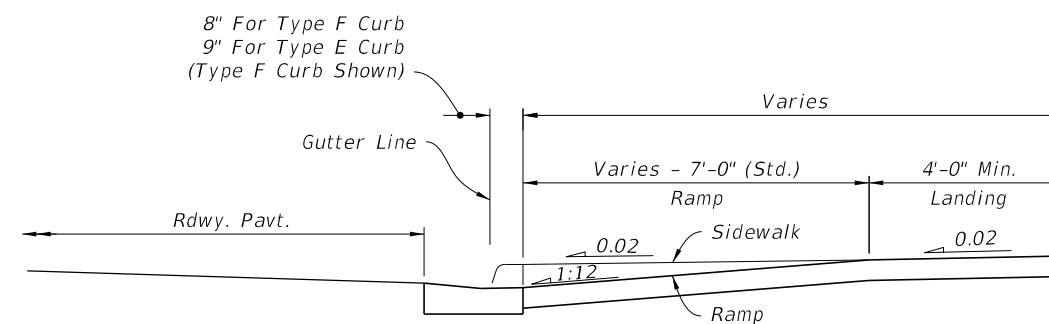
NOTE: For Example of CR-A used in Radial Curb Returns, See Sheet 7.

CR-A



PLAN VIEW

CR-B

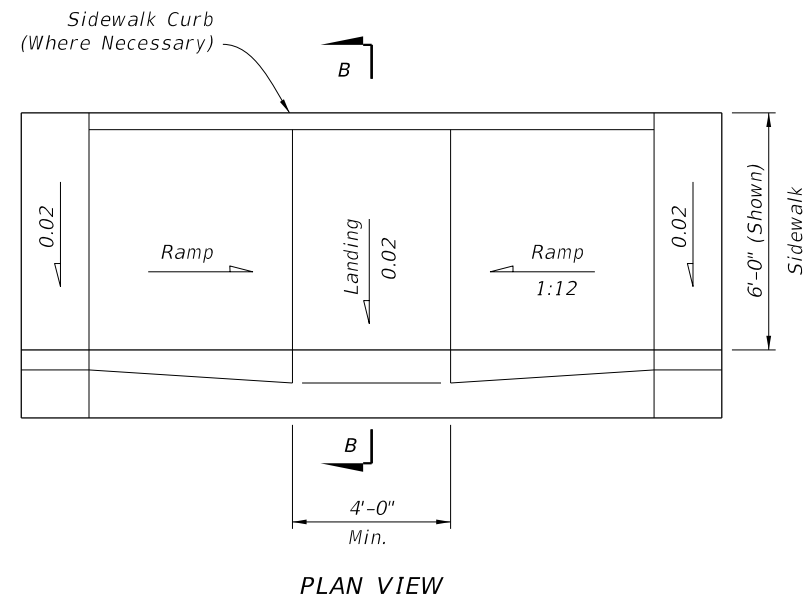


SECTION A-A

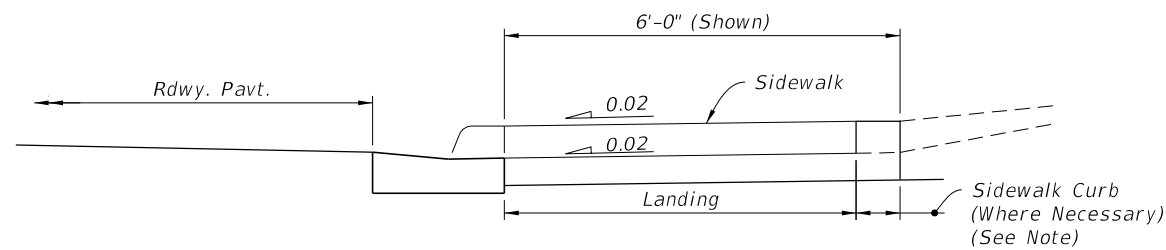
SIDEWALK CURB RAMPS CR-A AND CR-B

LAST REVISION 11/01/20	REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 2 of 7
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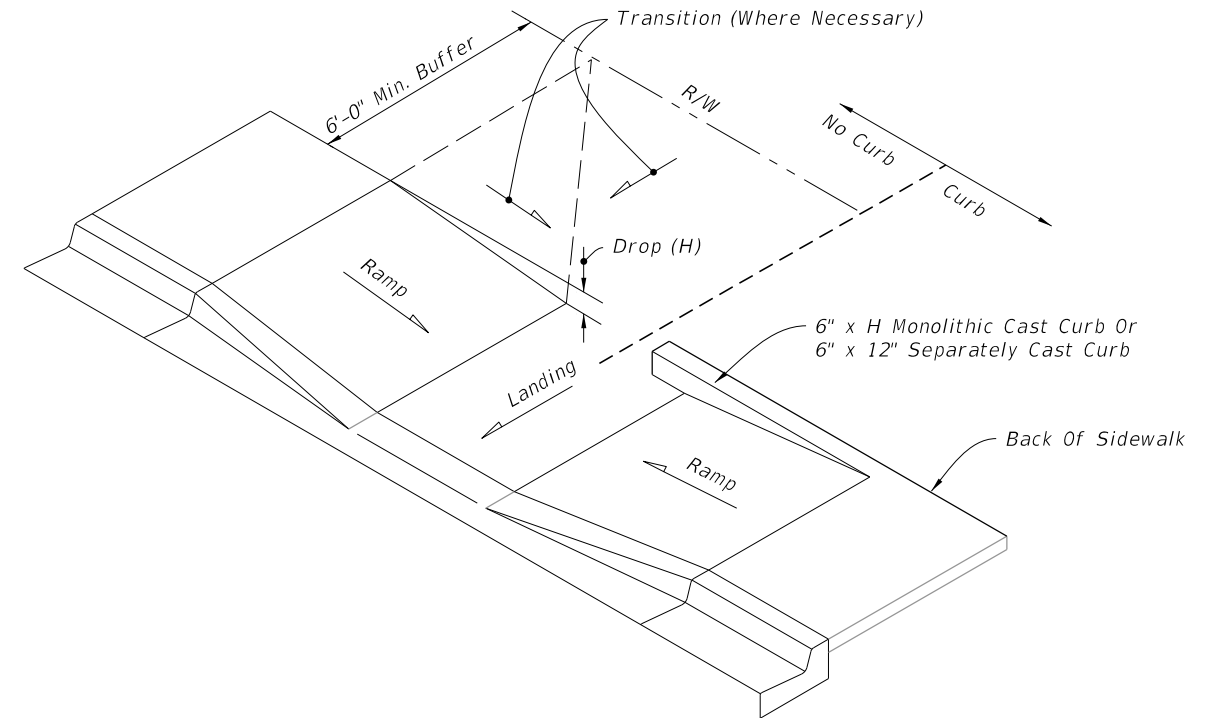


PLAN VIEW
CR-C

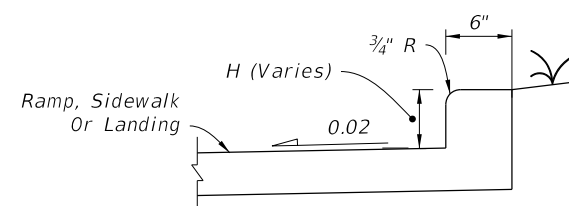


NOTE: For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details.

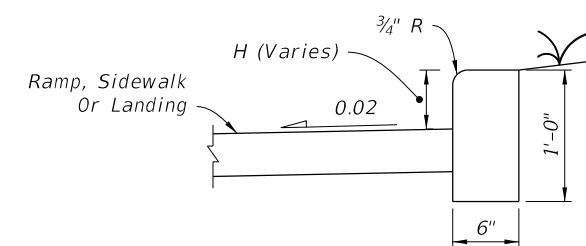
SECTION B-B



CONSTRUCTION OF SIDEWALK CURB IN CUT SECTIONS



MONOLITHIC CAST CURB



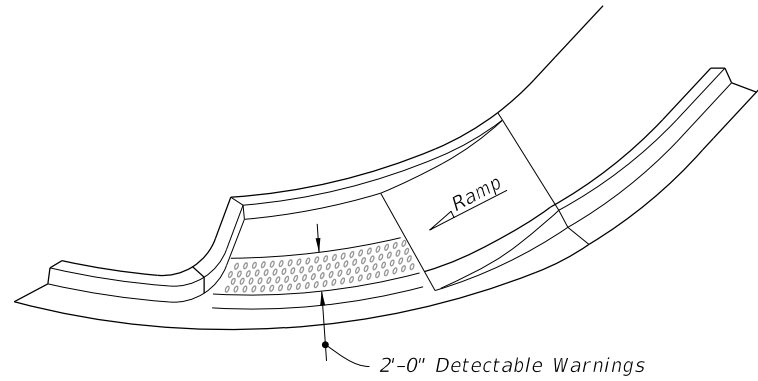
SEPARATELY CAST CURB

SIDEWALK CURB OPTIONS

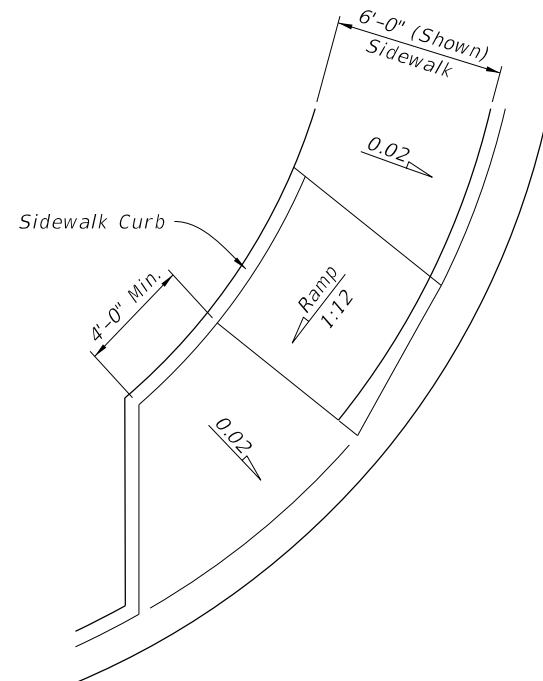
SIDEWALK CURB RAMPS CR-C AND SIDEWALK CURB

LAST REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
11/01/20					522-002	3 of 7

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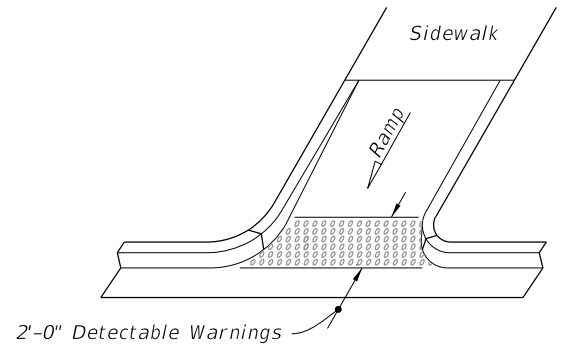


ISOMETRIC VIEW

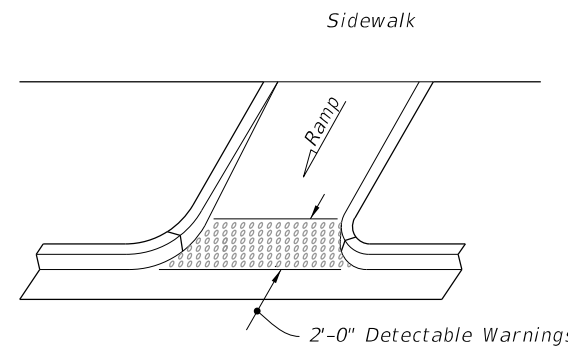


PLAN VIEW

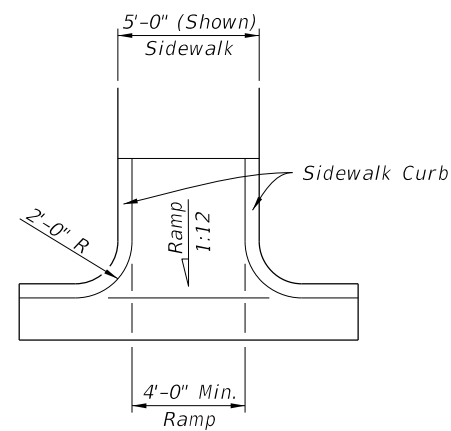
CR-D



OPTION A

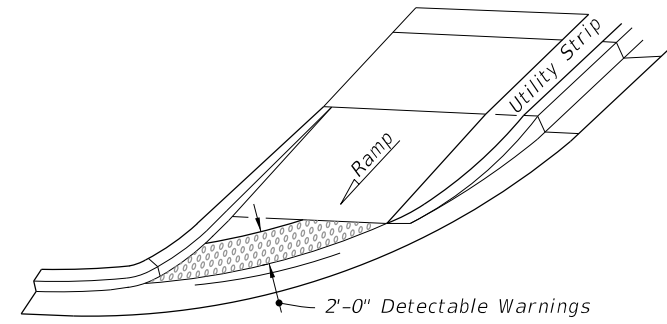


OPTION B
ISOMETRIC VIEW

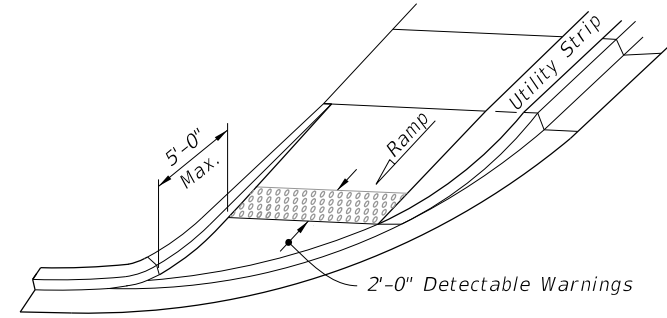


PLAN VIEW

CR-E

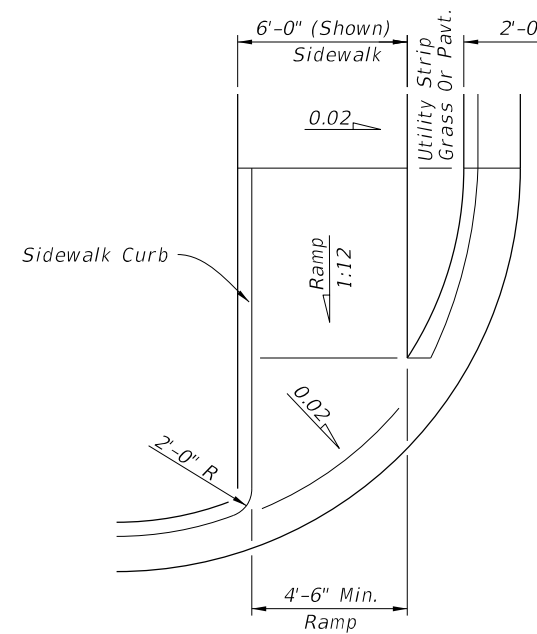


OPTION A



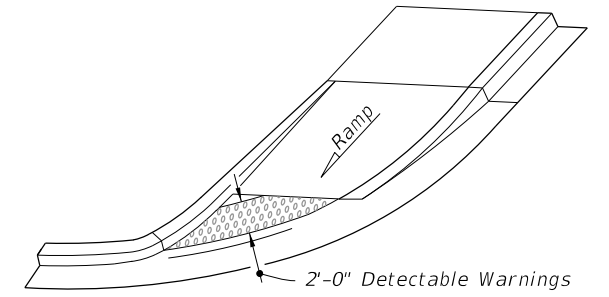
OPTION B

ISOMETRIC VIEW

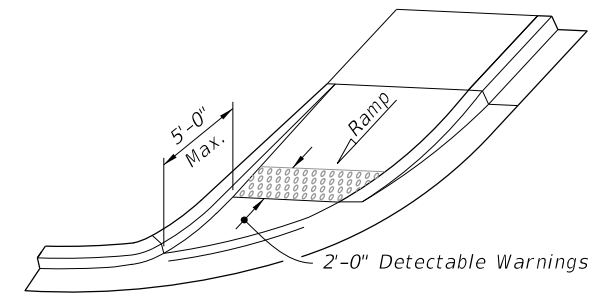


PLAN VIEW

CR-F

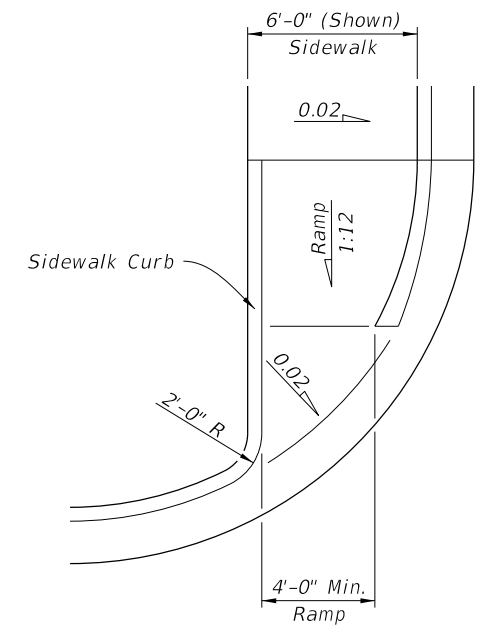


OPTION A



OPTION B

ISOMETRIC VIEW



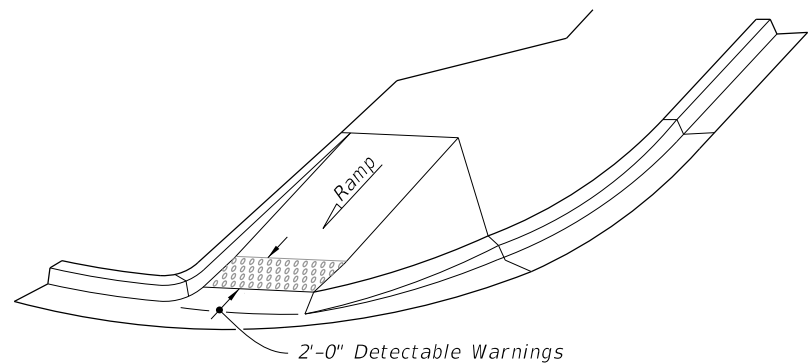
PLAN VIEW

CR-G

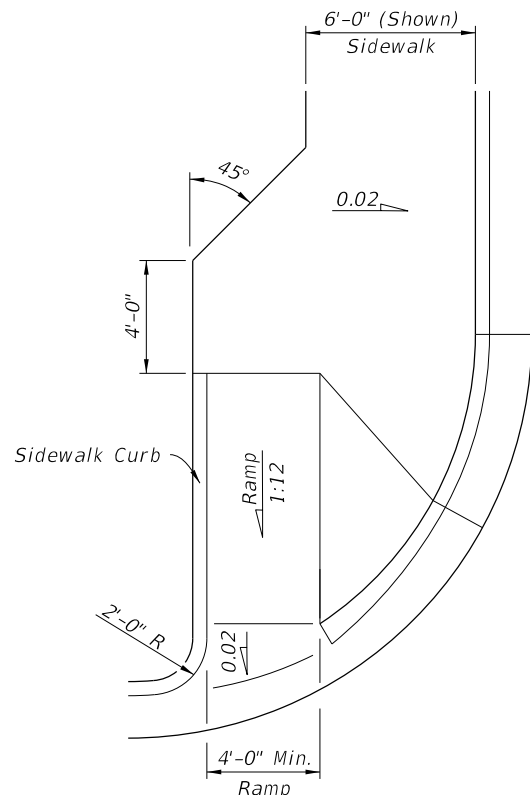
SIDEWALK CURB RAMPS CR-D, CR-E, CR-F & CR-G

LAST REVISION 11/01/21	REVISION DESCRIPTION:	FDOT FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 4 of 7
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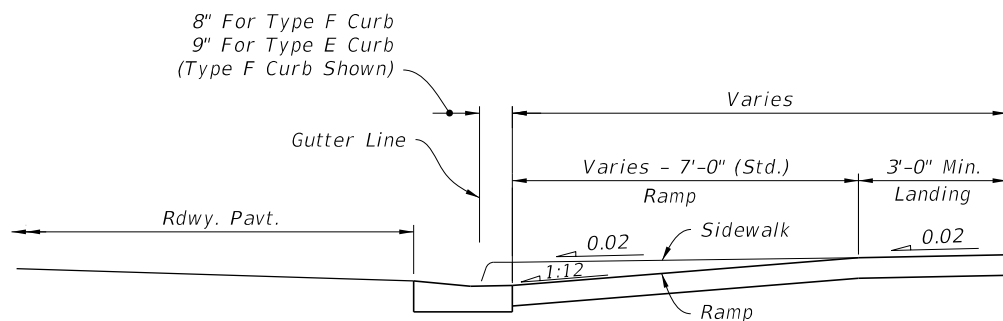


ISOMETRIC VIEW

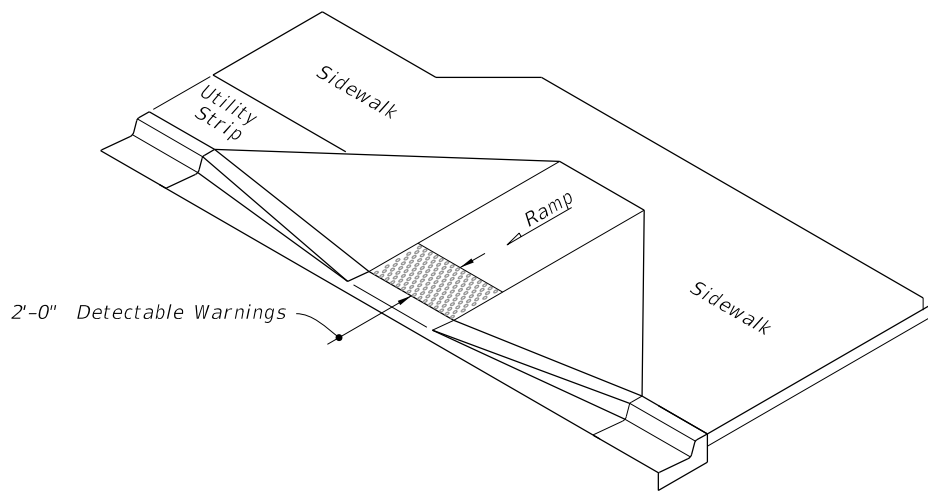


PLAN VIEW

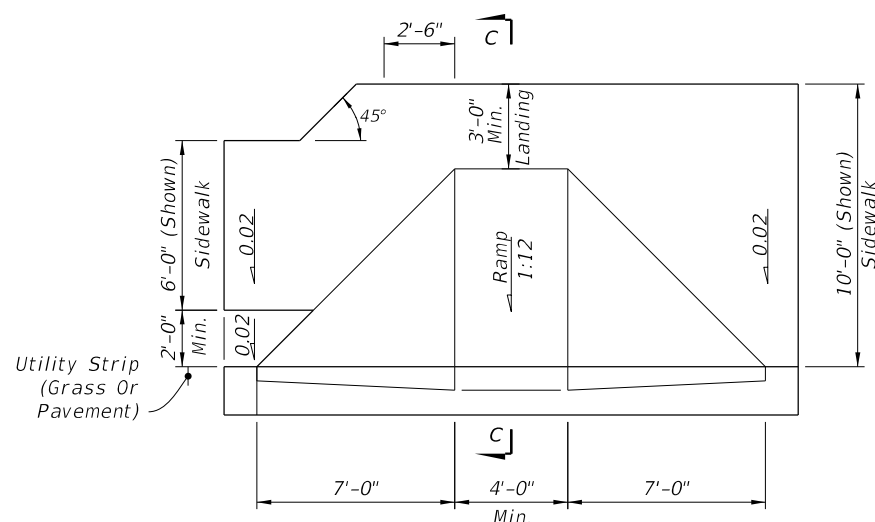
CR-H



SECTION C-C

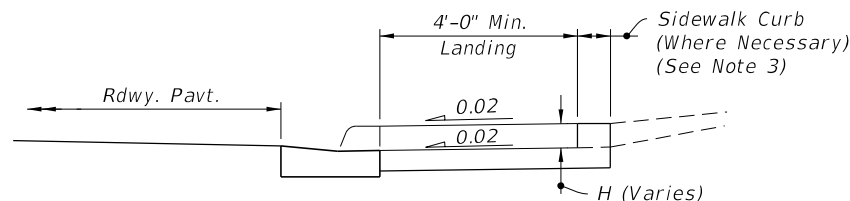


ISOMETRIC VIEW

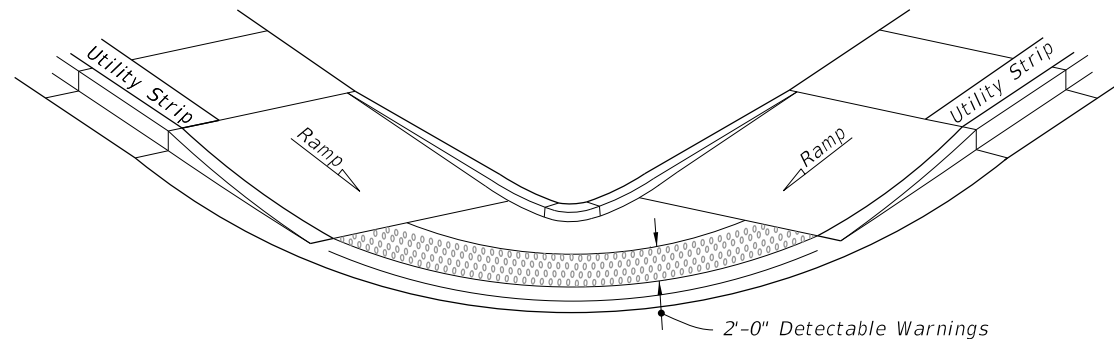


PLAN VIEW

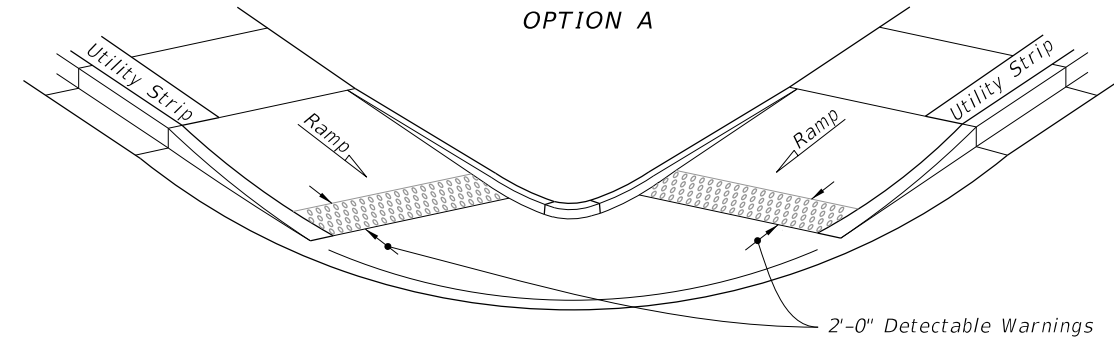
CR-K



SECTION D-D

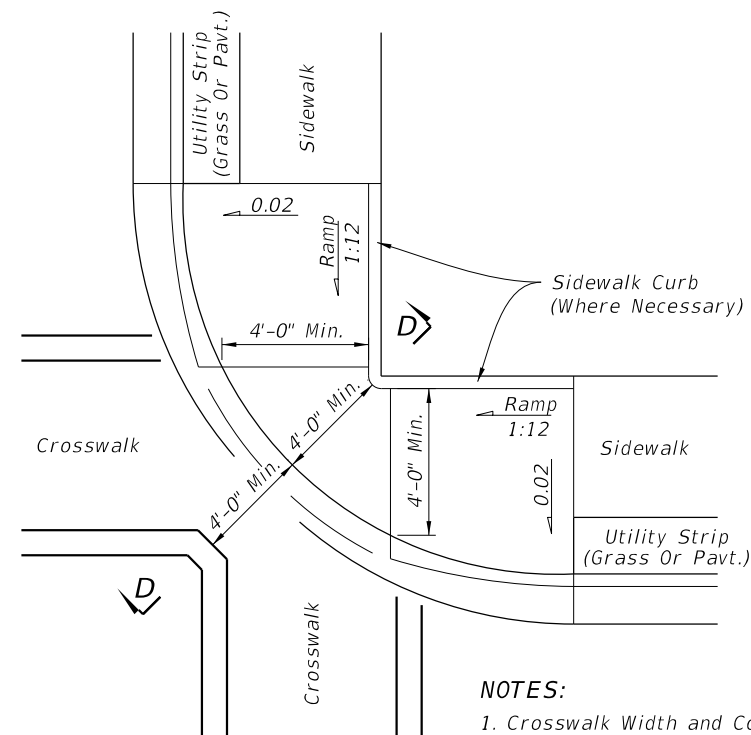


OPTION A



OPTION B

ISOMETRIC VIEW



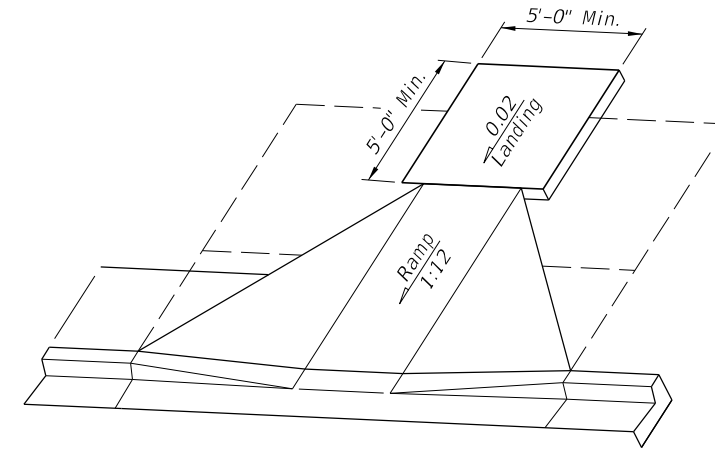
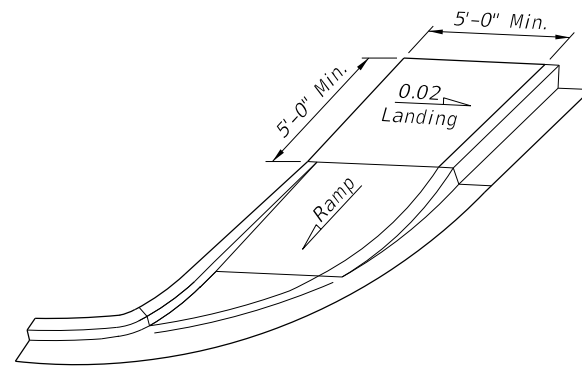
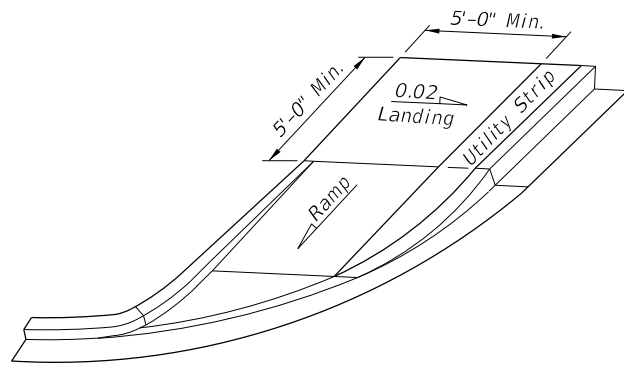
PLAN VIEW

CR-L

- NOTES:
1. Crosswalk Width and Configuration Vary; Must Conform to Index 711-001.
 2. 15' Radius Curve Shown for CR-L.
 3. For additional information on sidewalk curb construction, see SIDEWALK CURB OPTIONS details, on Sheet 3.

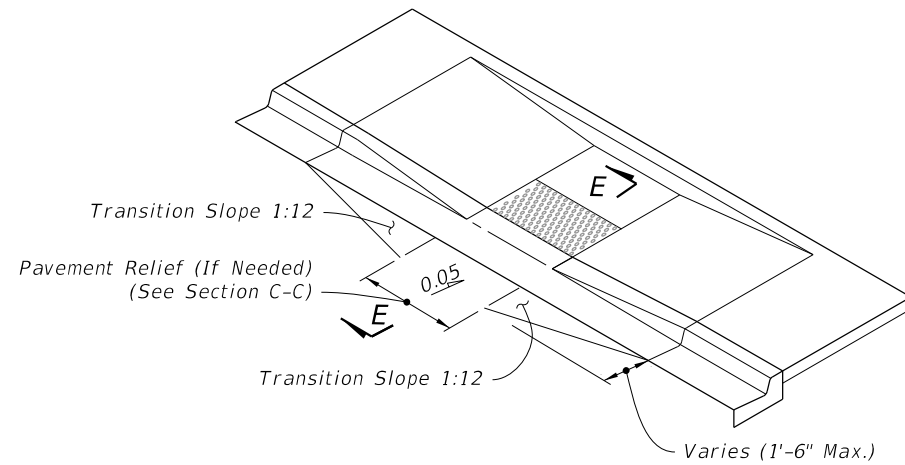
SIDEWALK CURB RAMPS CR-H, CR-K & CR-L

LAST REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
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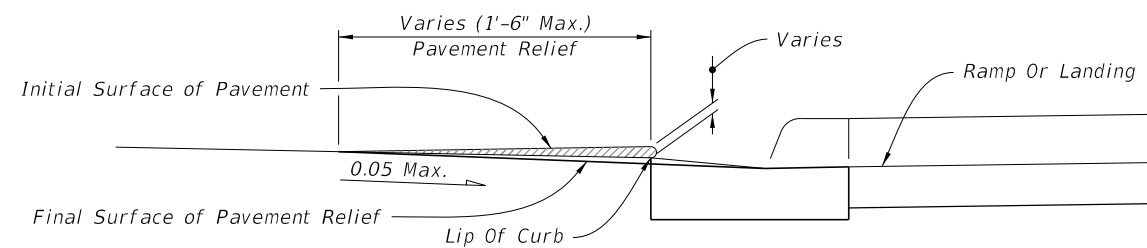


LANDINGS FOR CURB RAMPS WITHOUT SIDEWALKS

(See CR-F, CR-G & CR-K Respectively For Detectable Warning Details/Options)



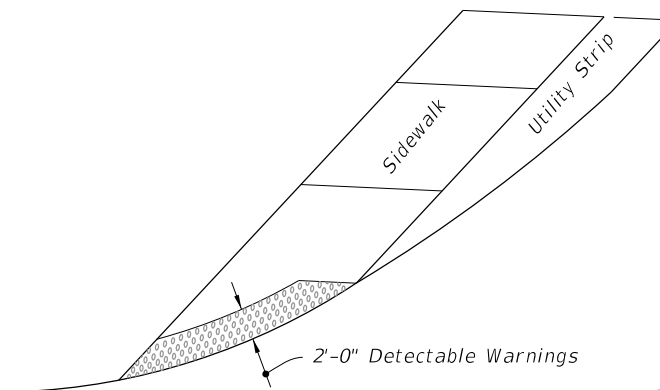
ISOMETRIC VIEW
(CR-C Shown, Other Similar)



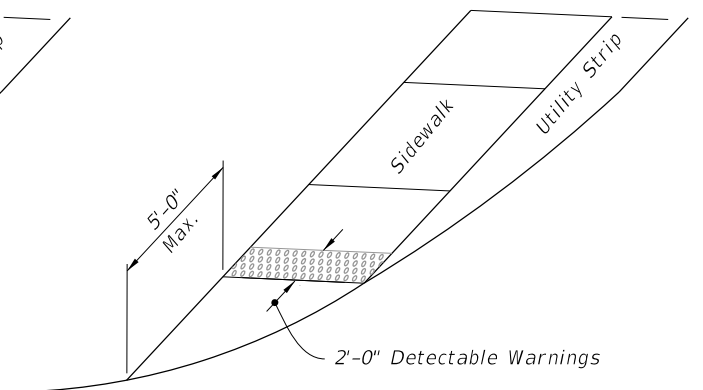
NOTE: Remove Elevated Pavement By Spading And Rolling, Smooth Milling, or Grinding.

SECTION E-E

PAVEMENT RELIEF DETAILS



OPTION A



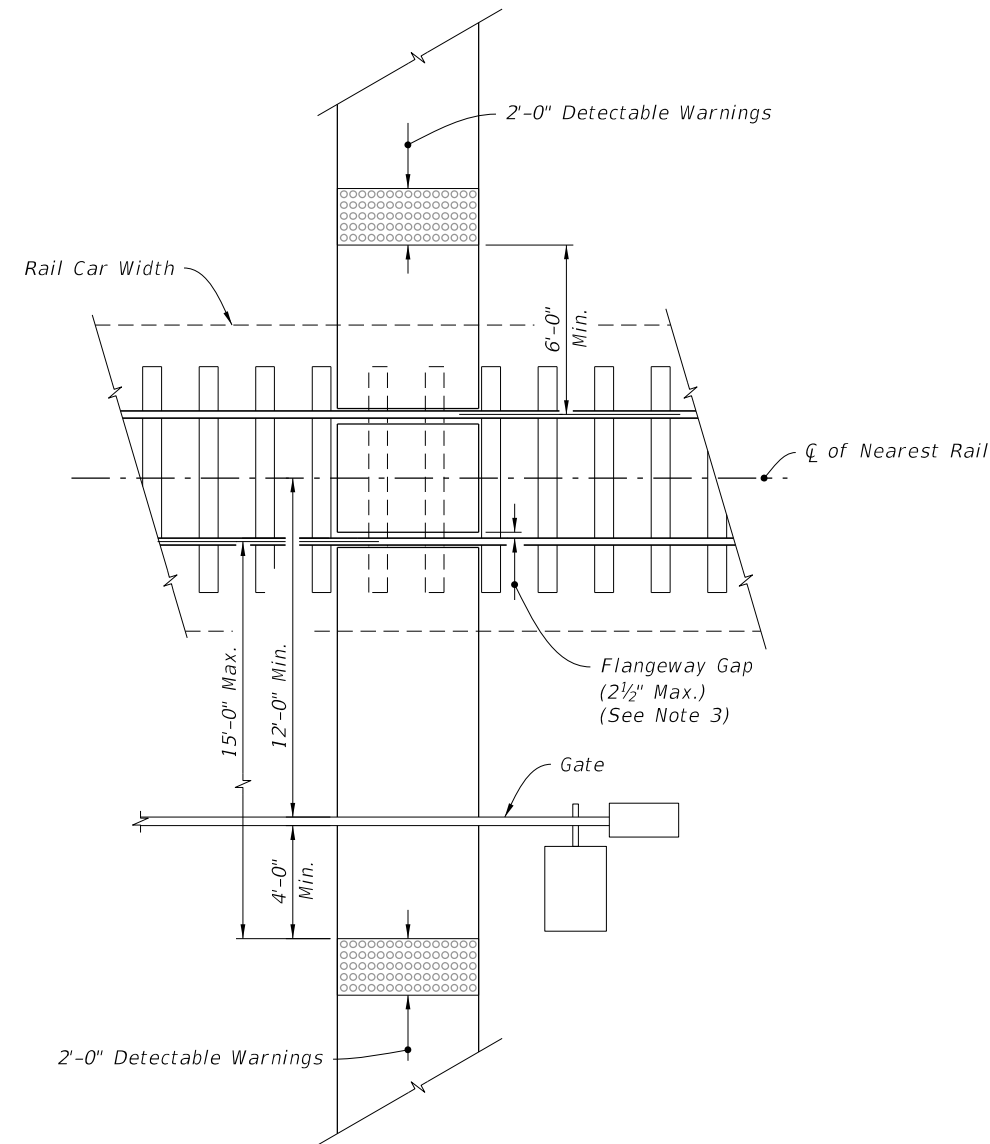
OPTION B

DETECTABLE WARNING ON FLUSH SHOULDER SIDEWALKS

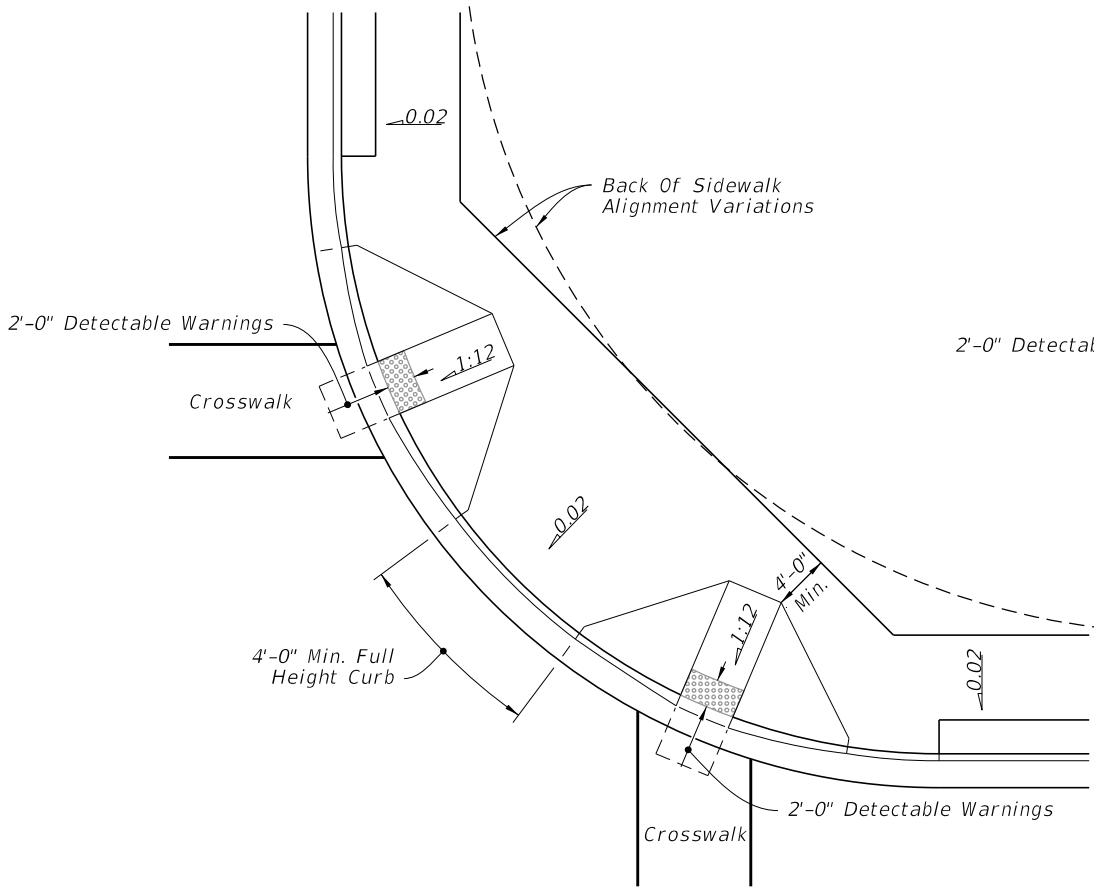
CURB RAMPS WITHOUT SIDEWALKS AND FLUSH SHOULDER SIDEWALKS

LAST REVISION 11/01/20	REVISION	DESCRIPTION:		FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX 522-002	SHEET 6 of 7
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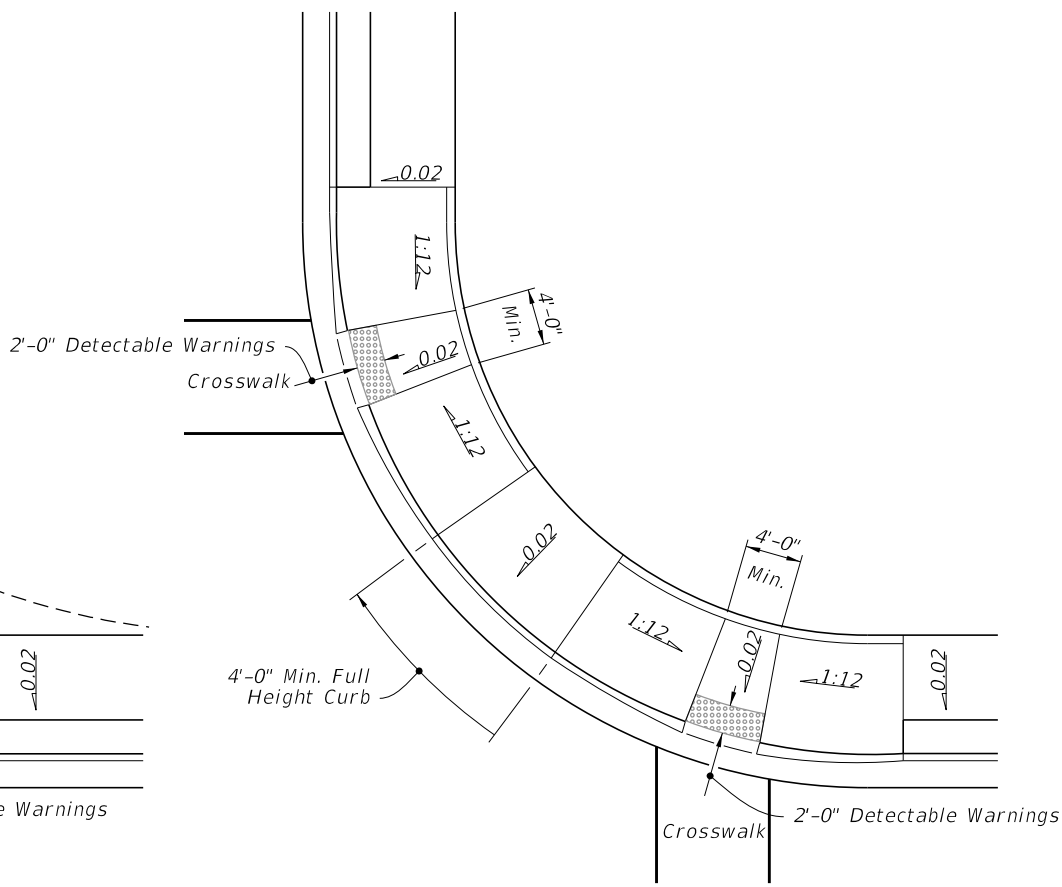
- NOTES:**
- 1. Where crosswalk markings are used, ramps must fall within the crosswalk limits. A clear space of 48" minimum is required at the bottom of the ramp within a marked crosswalk. If crosswalk markings are not present, a clear space of 48" minimum is required at the bottom of the ramp outside of active travel lanes.
 - 2. Crosswalk widths and configurations vary; must conform to Index 711-001.
 - 3. Flangeway Gap may be up to 3" for Freight-only Railways.



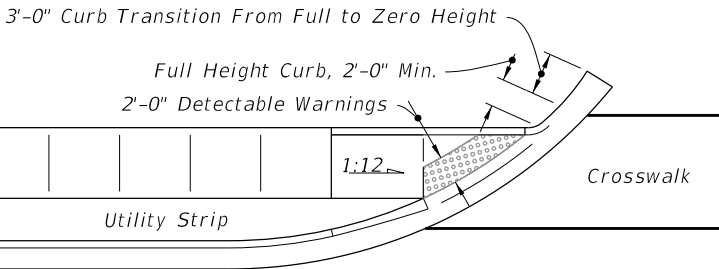
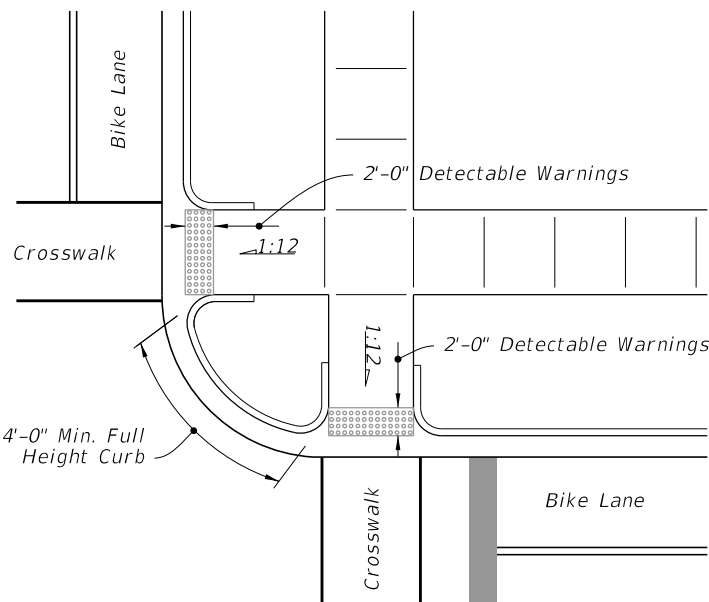
RAILROAD CROSSING



CURB RAMPS WITHIN RADIAL RETURN



CURB RAMPS OUTSIDE RADIAL RETURN



LINEAR SIDEWALK RAMPS

PLACEMENT OF SIDEWALK CURB RAMPS AT CURBED RETURNS (TYP.)

RAILROAD CROSSING AND CURB RAMPS AT CURBED RETURNS

LAST REVISION	DESCRIPTION:	FDOT	FY 2025-26 STANDARD PLANS	DETECTABLE WARNINGS AND SIDEWALK CURB RAMPS	INDEX	SHEET
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Civil & Environmental Engineering • Mechanical & Structural Engineering • Construction Management

July 22, 2025

Mrs. Margret Pearson, Senior Planner
City of Fernandina Beach
204 Ash Street
Fernandina Beach, Florida 32034

Re: 1520 South 14th Street (Multifamily and Medical Office)
TRC 2024-0004

Dear Mrs. Pearson,

We are pleased to submit the revised plans and response to comments dated April 15, 2025.

The following responses are for comments received from the Planning Dept.

- **Live Local: Affidavit required prior to issuance of Local Development Order**

Submission pending owner.

- **Traffic Study required – Under review by 3rd party. The applicant has met with County to discuss the TSA and other traffic related items in the areas of the project. The TSA review and any changes that may be required as part of the review will need to be shown on a revised plan prior to the project being placed on the official TRC meeting.**

A right turn exit only driveway connection onto 14th street was added to the north side of the property. See sheet GE-1 for revised driveway design per traffic engineer's comments.

- **Please provide additional details of the rooftop garden design/layout on sheet LS-4 of the 4,340 sf rooftop garden. What other plans will be provided other than the i.D MAT? Please provide information on how the landscaping will be irrigated. Will the i.D MAT be seeded each year with the same plants? A rooftop garden can range from a simple container garden to complex landscaping with garden beds and irrigation systems. Will the residents going to have access/use of the rooftop garden?**

Sheet LS-4 has been revised and a new green roof system with details and maintenance notes were added.

The following responses are for comments received from Utilities, Stormwater & Streets Dept.

- **Please center the tap to the middle of the meter manifold to make it cleaner and add separation valves to the fire lines to make maintenance easier.**

The water utility connection(s) and detail(s) have been updated. Please see sheet UT-1.

- The 1" backflow preventor for irrigation was accidentally noted as a 6" BFP with PPZ F.D.C and the 6" was unlabeled. Please ensure each line is labeled correctly.

The water utility connection(s) and detail(s) have been updated. Please see sheet UT-1.

- The pipe inverts in S-D-1 and ES-1 need to be included. Also, the upstream pipes that cross 15th St at the outfall at Coastal Oaks are 19" by 30" elliptical pipes. P-D-1 should at least match the upstream pipes. P-D-1 should at least match the upstream pipes. The exact inverts for this system are necessary for plan approval.

The pipe and structure table on sheet DR-2 has been revised to include the mentioned inverts and corrected pipe size.

- The offsite drainage pattern in the sketch added needs to be addressed.

The offsite drainage comment has been addressed through a site visit performed with Andre Desilet.

The following responses are for comments received from the Fire Department.

- Please contact the Fire Marshal's Office to coordinate address assignments for both the Medical Building and the Housing Complex.

Noted.

If you should have any questions concerning this submittal, please contact me at your earliest convenience.

Sincerely,



Asa R. Gillette, P.E.
Principal
Gillette & Associates, Inc.

DARIUS PROPERTY MIXED-USE DEVELOPMENT

*City of Fernandina Beach
Nassau County, Florida*

Traffic Study



Prepared for:

Darius Properties



FERNANDINA BEACH
FLORIDA



Prepared by:



Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Boulevard, Suite 103
Jacksonville, FL 32216
904.619.3368

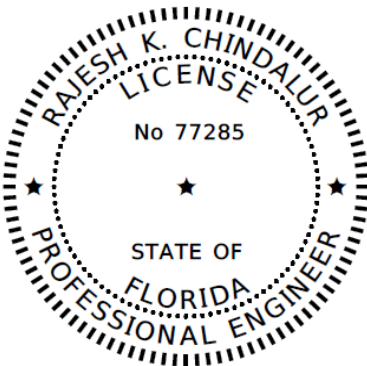
Project No.: 1005-240-042
Date: Updated 07/28/2025

PROFESSIONAL ENGINEER CERTIFICATE

I, Rajesh K. Chindalur, PE, #77285, certify that I currently hold an active license in the state of Florida and am competent through education or experience to provide engineering services in the civil discipline contained in this plan, print, specification, or report.

PROJECT:	Darius Property – Mixed-Use
LOCATION:	City of Fernandina Beach, Nassau County, Florida
CLIENT:	Darius Properties, Nassau County, Florida

I further certify that this plan, print, specification, or report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. Moreover, if offered by a corporation, partnership, or through a fictitious name, I certify that the company offering the engineering services, Chindalur Traffic Solutions, Inc., 8833 Perimeter Park Boulevard, Suite 103, Jacksonville, Florida 32216, holds an active certificate of authorization #30806 to provide engineering service.



*THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY*

Digitally signed by
Rajesh Ramn K Chindalur
Date: 2025.07.28
17:34:06 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

*PRINTED COPIES OF THIS DOCUMENT ARE
NOT CONSIDERED SIGNED AND SEALED
AND THE SIGNATURE MUST BE VERIFIED
ON ANY ELECTRONIC COPIES.*

*CHINDALUR TRAFFIC SOLUTIONS, INC.
8833 PERIMETER PARK BOULEVARD, SUITE 103
JACKSONVILLE, FL 32216
CERTIFICATE OF AUTHORIZATION #30806
RAJESH K. CHINDALUR, P.E. NO. 77285*

*THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THIS DOCUMENT IN
ACCORDANCE WITH RULE 61G15-23.004, F.A.C.*

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1.0 Introduction

A mixed-use development that is anticipated to include approximately 36,500 SF Medical Office Building and 71 Affordable Housing Multi-Family Residential Dwelling Units is proposed for development in the City of Fernandina Beach, Nassau County, Florida. The proposed development will be located on parcels east of South 14th Street, west of South 15th Street and south of Nectarine Street. The location of the proposed development is shown in **Figure 01**. A copy of the site plan (provided by Gillette and Associates, Inc.) is included as **Attachment A**.

Access to the proposed development will be provided via a full access driveway (on the south side of the building) on South 14th Street, a secondary westbound right-out only exit driveway (on the north side of the building) on South 14th Street, and a third driveway on South 15th Street. An internal connection between the Medical Office Building and the proposed Affordable Housing Multi-Family Residential Dwelling Units will be provided to encourage internal capture and cross connection providing the residential development portion direct access to South 14th Street. This will minimize the use of South 15th Street by the proposed development. The traffic study methodology is consistent with the Traffic Impact Study requirements of Nassau County, Florida.

2.0 Existing Conditions

South 14th Street is a five-lane roadway (two travel lanes in each direction and a center two-way left turn lane) with a posted speed limit of 45 miles per hour in the vicinity of the proposed development. The year 2025 annual average daily traffic (AADT) is 21,420 vehicles. South 15th Street is a two-lane undivided local roadway with a posted speed limit of 25 miles per hour and a 2025 AADT of 700 vehicles. **Table 01** summarizes the year 2025 AADT on South 14th Street and 15th Street at the proposed project access locations.

3.0 Study Intersections

The study is to include evaluation of the following intersections during the AM peak and PM peak time periods under existing year, background year 2030 and build-out year 2030 traffic conditions. **Figures 02** and **03** show the existing conditions at the above stated study intersections.

- South 14th Street at Nectarine Street (Unsignalized intersection)
- South 15th Street at Nectarine Street (Unsignalized intersection)
- South 14th Street at Park Avenue (Signalized intersection)
- South 15th Street at Park Avenue/Perimeter Park Boulevard (Unsignalized intersection – All-way Stop)
- South 14th Street at proposed Southern Project Access (Unsignalized intersection)
- South 14th Street at proposed Right-Out Only Northern Project Access (Unsignalized intersection)
- South 15th Street at proposed Eastern Project Access (Unsignalized intersection)

4.0 Traffic Projections

4.1 Data Collection

AM peak (7:00 AM to 9:00 AM) and PM peak (4:00 PM to 6:00 PM) period Vehicle turning moving counts (TMCs) were collected on 03/11/2025, at the above stated study

intersections. Additionally, 24-hour hose counts were obtained on South 14th Street and South 15th Street at the proposed Project Access Driveways on the same day.

4.2 *Existing Year 2025 Traffic Volumes*

The traffic counts were adjusted by applying a season factor of 0.97 to account for seasonal variations. The FDOT season factor was obtained from the FDOT Florida Traffic Online (FTO) website. **Attachment B** includes turning movement counts, 24-hour hose counts data and FDOT season factors. **Figure 04** shows the Year 2025 Existing Conditions AM peak hour and PM peak hour traffic volumes at the above stated study intersections.

4.3 *Background Year 2030 Traffic Projections*

The proposed development is anticipated to be completely built and occupied by the year 2030. Hence, analysis was performed under the year 2030 build-out traffic conditions. A growth factor of 1.10 was applied to the year 2025 traffic volumes to determine the year 2030 background conditions traffic volumes at the above stated study intersections. The growth factor was estimated from the growth rate derived from trends analysis of the historical AADT of the roadway segments in the vicinity of the proposed development. **Table 02** summarizes the growth rate and growth factor calculations. **Figure 05** shows Year 2030 background conditions AM peak and PM peak traffic volumes at the above stated study intersections. **Attachment C** includes historical AADT and Trends Plots for the roadway segments in the vicinity of the proposed development. **Attachment D** shows details of the year 2030 background traffic projections at each of the above stated study intersections.

4.4 *Trip Generation*

Trip generation for the proposed mixed-use development was estimated using the rates and equations for land use codes 720 (Medical Office Building) and 220 (Multi-family Residential – Low rise) included in the Trip Generation Manual, 11th Edition published by the Institute of Transportation Engineers (ITE).

Table 02 summarizes the daily trip generation, AM peak and PM peak trip generation from the proposed development. As shown in the table, the proposed is anticipated to generate 1,990 daily trips that include 142 AM peak and 196 PM peak hour trips.

4.5 *Project Traffic Distribution and Assignment*

Project traffic distribution for the proposed development was determined based on the existing traffic patterns at the above stated study intersections. Previously stated **Attachment D** shows details of project traffic distribution at the above stated study intersections on South 14th Street and South 15th Street project access intersections.

These project traffic distribution percentages were applied to the trip generation shown in previously stated **Table 02** to determine AM peak and PM peak project traffic assignment at each of the study intersections. **Figures 06** and **07** shows AM peak and PM peak Residential and Medical Office related project traffic related distribution and assignment at each of the study intersections and the proposed project access driveways. Previously stated **Attachment D** shows details of the AM peak and PM peak project traffic distribution and assignment at each of the above stated study intersections.

4.6 Build-out Year 2030 Traffic Projections

The build-out Year 2030 traffic volumes include the background Year 2030 conditions traffic volumes, and the Multi-family Residential related and Medical Office related project traffic assignment. **Figure 08** shows the year 2030 AM peak and PM peak period build-out conditions traffic volumes at the study intersections. Previously stated **Attachment D** shows details of the year 2030 build-out traffic volumes during the AM peak hour and PM peak periods.

5.0 Roadway Segment Analysis

The study roadway segment was evaluated based on the maximum service volumes published in the 2023 FDOT Quality/Level of Service (Q/LOS) Handbook. The year 2024 AADTs and the historical AADT for the study roadway segments were obtained from the FDOT Traffic Counts online portal. year 2030 AADTs were estimated by applying a growth factor to the year 2024 AADTs. A minimum growth rate of 2.0% per year was applied on roadway segments with less than 2.0% growth rate. As stated previously, the project traffic distribution on South 14th Street, South 15th Street and at study intersections was determined based on the existing traffic patterns in the vicinity of the proposed development. Project traffic distribution on the additional roadway segments was further estimated based on the AADTs on each of the study roadway segments and engineering judgement. **Figure 09** shows year 2024 AADTs on each of the study roadway segments. **Figure 10** shows project traffic distribution on each of the study roadways.

Table 04 summarizes year 2024, year 2025, year 2030 background and year 2030 build-out conditions' roadway segment analysis. As shown in this table, all the study roadway segments are currently operating at LOS D or better and anticipated to continue to operate at LOS D or better under the year 2030 background and year 2030 build-out conditions of the proposed development. **Attachment E** includes the year 2023 Q/LOS tables, FDOT D2 LOS reports, historical AADT and trends plots.

6.0 Right Turn Lane Evaluation

South 14th Street is a five-lane section with two travel lanes in each direction and a center two-way-left-turn lane. A maximum of 45 AM peak and 57 PM peak northbound right turns are anticipated on South 14th Street at the proposed Southern Project Entrance. Although a northbound right turn lane threshold is anticipated to meet, no auxiliary right turning lanes exist on South 14th Street between Lime Street and Sadler Road. An auxiliary right turn lane may not meet the driver expectancy along this stretch of the roadway. Hence, a northbound right turn lane is not anticipated to be required at the Southern Project Access driveway of the proposed development. Additionally, as discussed with Nassau County and City of Fernandina Beach staff on 07/09/2025, improvements are planned for South 14th Street in the near future and no additional improvements may be required on South 14th Street at the proposed project access driveways.

A maximum of 3 AM peak and 10 PM peak right turns are anticipated on South 15th Street at the Eastern Project Entrance of the proposed development. Due to minimal right turns, a southbound right turn lane is not anticipated to be warranted on South 15th Street.

7.0 Left Turn Lane Evaluation

As stated previously, South 14th Street is a five-lane section with two travel lanes each direction and a center two-way-left-turn lane. The existing center two-way left turn lane is anticipated to satisfy the need to a southbound left turn lane on South 14th Street at the Southern Project Access driveway. A maximum of 1 AM peak and 9 PM peak northbound left turns are anticipated on South 15th Street into the Eastern Project Access driveway. Hence, a northbound left turn lane on South 15th Street at the Eastern Project Access driveway is not anticipated to be warranted.

8.0 Separate Left-Turn Exit Lanes for Driveways

In accordance with Section 6.3.4 of the FDOT Multimodal Access Management Guidebook, separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher) with volumes of 600 vehicles per day (vpd) or more, or 60 vehicles per hour (vph) or more, where both left and right turns are permitted from the driveway. A copy of this guidance is included in **Attachment F**.

As shown in **Attachment D**, the southern project entrance on South 14th Street is projected to serve approximately 1,584 daily trips, including 111 AM peak hour and 167 PM peak hour trips. Therefore, separate left-turn and right-turn exit lanes at the southern entrance are expected to be warranted.

However, as discussed with Nassau County and the City of Fernandina Beach on 07/09/2025, a westbound right-out-only driveway will be provided on the north side of the proposed building. The westbound approach on the southern driveway will be limited to a shared left-turn/right-turn lane configuration.

The eastern project entrance on South 15th Street is projected to serve approximately 234 daily trips, including 14 AM peak hour and 37 PM peak hour trips. As such, separate left-turn and right-turn exit lanes at the eastern entrance are not anticipated to be warranted.

9.0 Intersection Capacity Analysis

Intersection capacity analysis was performed for the study intersections using Synchro 11 software which uses HCM 6 methodology and criteria in calculating LOS and delay at signalized and unsignalized intersections.

Tables 05 through **07** summarize the HCM 6 delay, LOS and 95th percentile queue lengths for all the study intersections under the year 2025 existing, year 2030 background and year 2030 build-out conditions. Copies of the Synchro HCM worksheets are included as **Attachment G**.

As shown in these tables, all the critical movements and approaches are currently operating at LOS D or better at each of the study intersections. All the critical movements and approaches are anticipated to operate at LOS D or better under the year 2030 background and year 2030 build-out conditions of the proposed development. All three Northern Project Access, Southern Project Access and Eastern Project Access driveways are anticipated to operate at LOS C or better under the year 2030 build-out conditions of the proposed development.

10.0 Summary and Conclusions

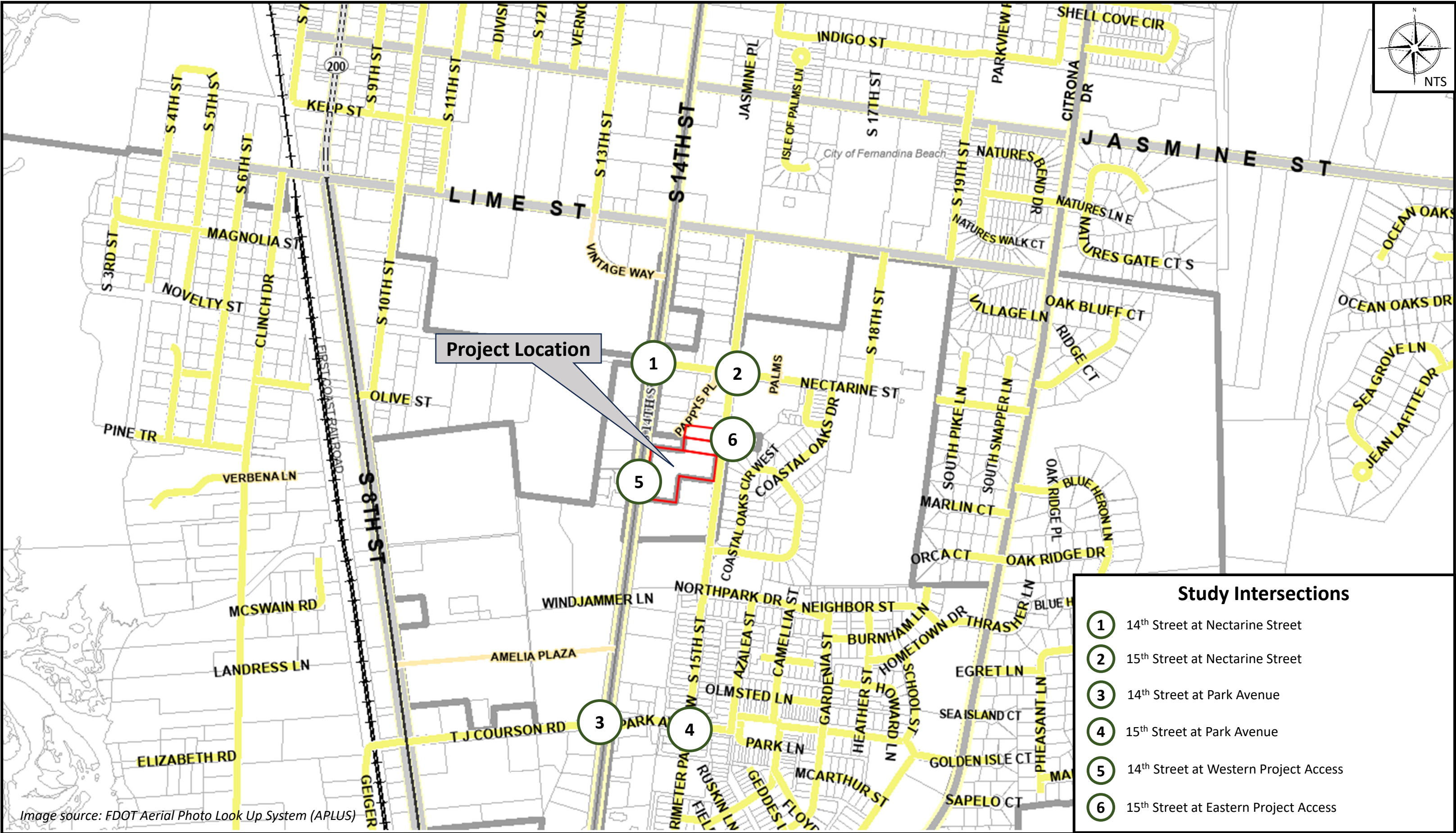
This Traffic Impact Study evaluates the anticipated traffic conditions resulting from the proposed Darius Mixed-Use Development, which includes a 36,500 square-foot Medical Office Building and 71 Affordable Housing Multi-Family Residential Units. The project site is located between South 14th Street and South 15th Street, south of Nectarine Street in the City of Fernandina Beach, Nassau County, Florida.

Key Findings:

- **Trip Generation:**
 - The proposed development is projected to generate approximately 1,990 daily trips, including 142 AM peak hour and 196 PM peak hour trips.
- **Traffic Distribution and Access:**
 - Project access will be provided via:
 - A right-out only driveway (Northern) and a full-access driveway (Southern) on South 14th Street.
 - An eastern driveway on South 15th Street (minimal traffic).
 - Internal connectivity is proposed to reduce reliance on South 15th Street.
- **Intersection Operations:**
 - All study intersections, including those at Nectarine Street and Park Avenue, are projected to operate at LOS D or better under existing, 2030 background, and 2030 build-out conditions.
 - Project access driveways are also expected to operate at LOS C or better.
- **Roadway Segment Analysis:**
 - All evaluated roadway segments (South 14th Street and South 15th Street) are currently operating at LOS D or better and are expected to maintain this performance under future build-out traffic.
- **Turn Lane Evaluations:**
 - Right Turn Lanes:
 - Thresholds for a northbound right turn lane on South 14th Street at Southern Project Access are anticipated to be satisfied. However, a right-turn lane is not recommended due to the lack of similar auxiliary right turn lanes along this section of the roadway corridor and driver expectancy concerns.
 - Additionally, as discussed with Nassau County staff on 07/09/2025, improvements are planned for South 14th Street in the near future and no additional improvements may be required on South 14th Street at the proposed project access driveways.
 - No right turn lane is warranted on South 15th Street.
 - Left Turn Lanes:
 - The existing center two-way-left-turn lane on South 14th Street is adequate.
 - No additional left turn lanes are warranted on South 15th Street.
 - Separate Exit Lanes:
 - Warranted at the South 14th Street (Southern) project entrance.
 - As discussed with Nassau County and the City of Fernandina Beach on 07/09/2025, a westbound right-out-only driveway will be provided on the north side of the proposed building. Hence, the westbound approach on the southern driveway will be limited to a shared left-turn/right-turn lane configuration.
 - Not warranted at the South 15th Street (Eastern) project entrance.

Conclusion:

Based on the analysis, the proposed Darius Mixed-Use Development is not expected to create adverse traffic impacts on the surrounding roadway network. All study intersections and roadway segments are anticipated to continue operating at acceptable levels of service through the 2030 build-out year. With the planned access configuration and no required major off-site improvements, the existing infrastructure is sufficient to accommodate the projected traffic demand of the development.



Study Intersections	
1	14 th Street at Nectarine Street
2	15 th Street at Nectarine Street
3	14 th Street at Park Avenue
4	15 th Street at Park Avenue
5	14 th Street at Western Project Access
6	15 th Street at Eastern Project Access

Image source: FDOT Aerial Photo Look Up System (APLUS)



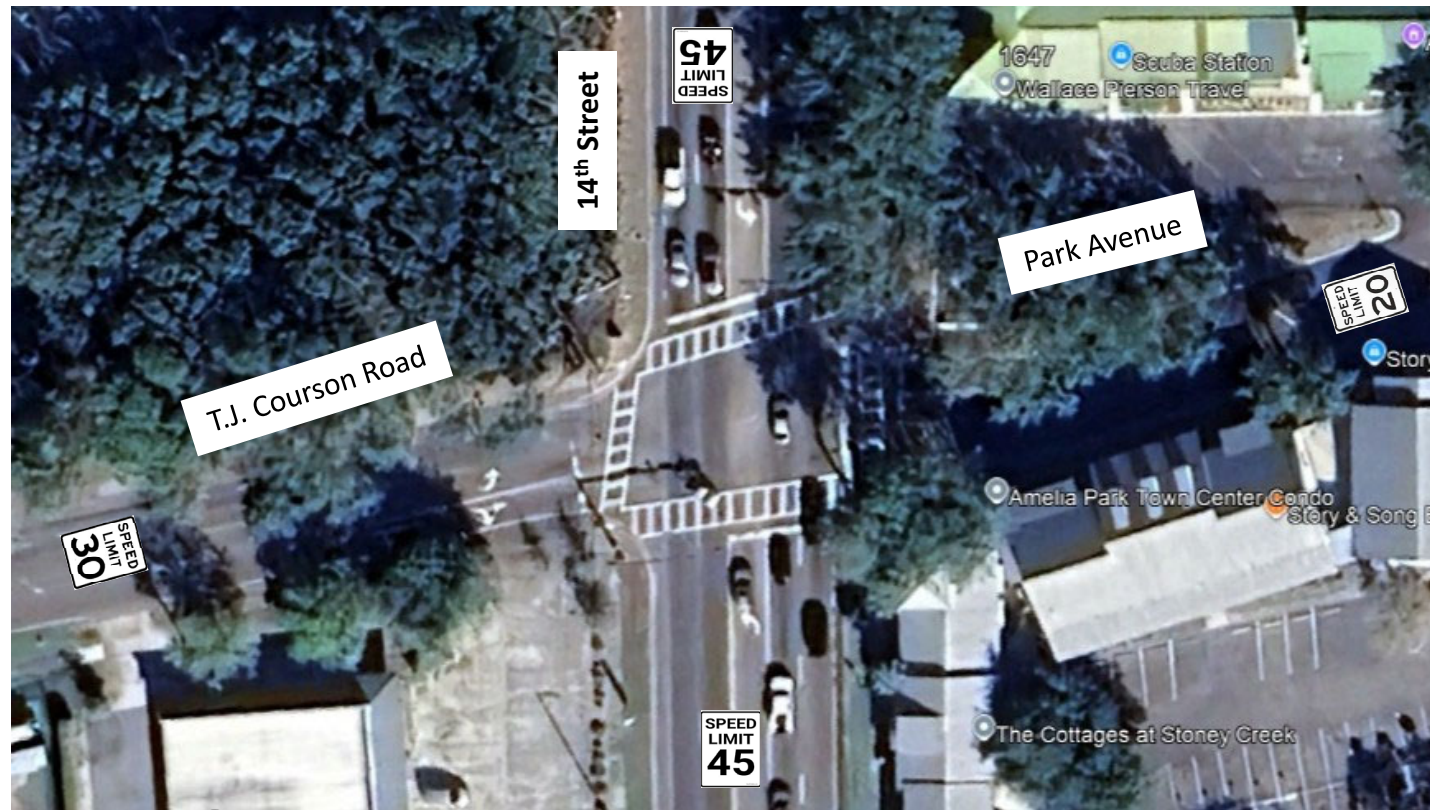
1

14th Street at Nectarine Street



2

15th Street at Nectarine Street



3

14th Street at Park Avenue



4

15th Street at Park Avenue



Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
Phone: (904) 619-3368
www.ctrfficsolutions.com

Figure 02 – Existing Conditions

Darius Property - Mixed-Use
Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida, Florida



⑤ 14th Street at Northern and Southern Project Access

⑥ 15th Street at Eastern Project Access



Figure 03 – Existing Conditions at Project Access Locations

Darius Property - Mixed-Use
Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida, Florida



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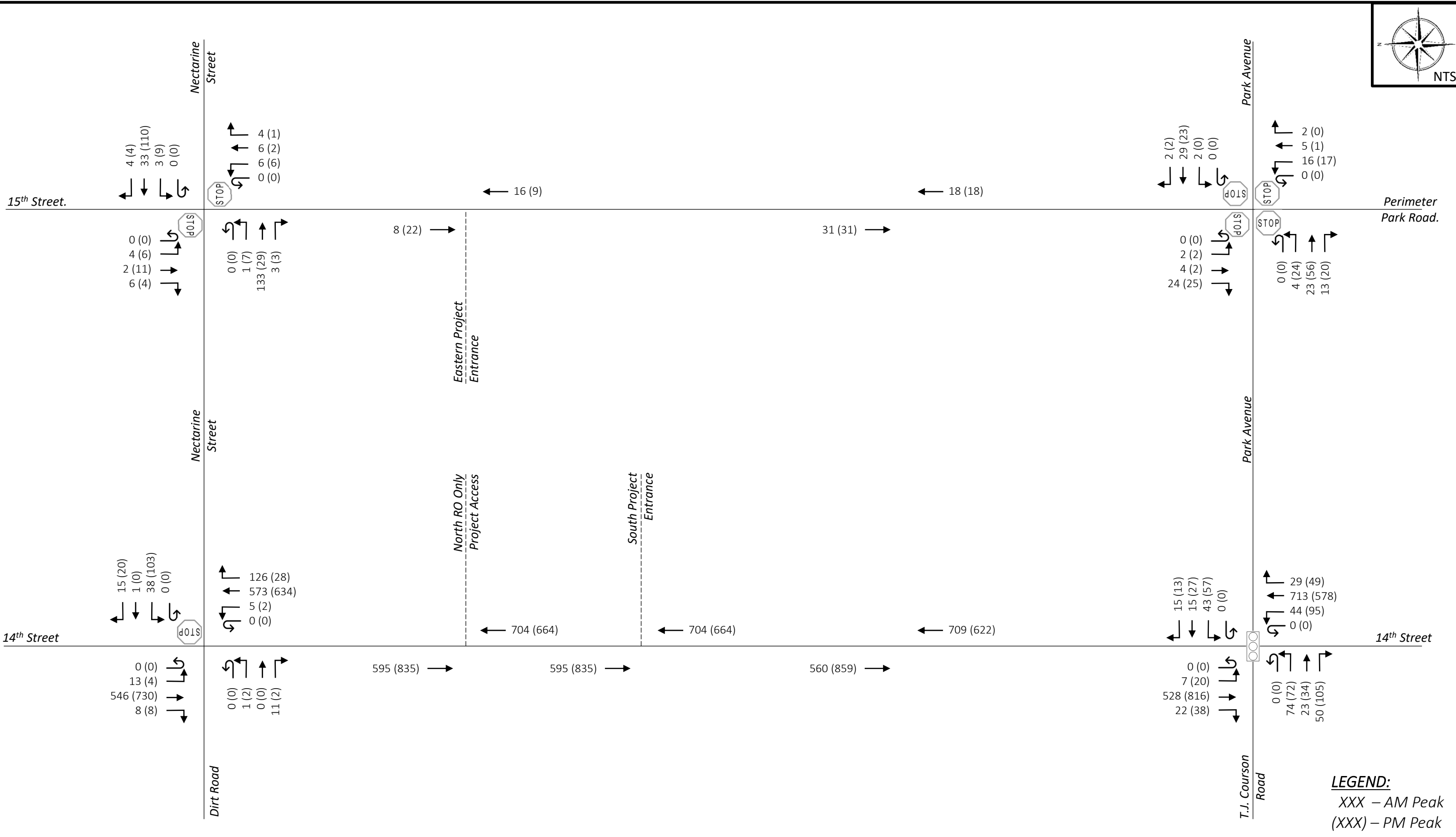
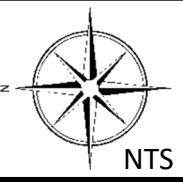


Figure 04 – Existing Year 2025 AM and PM Peak Hour Traffic Volumes

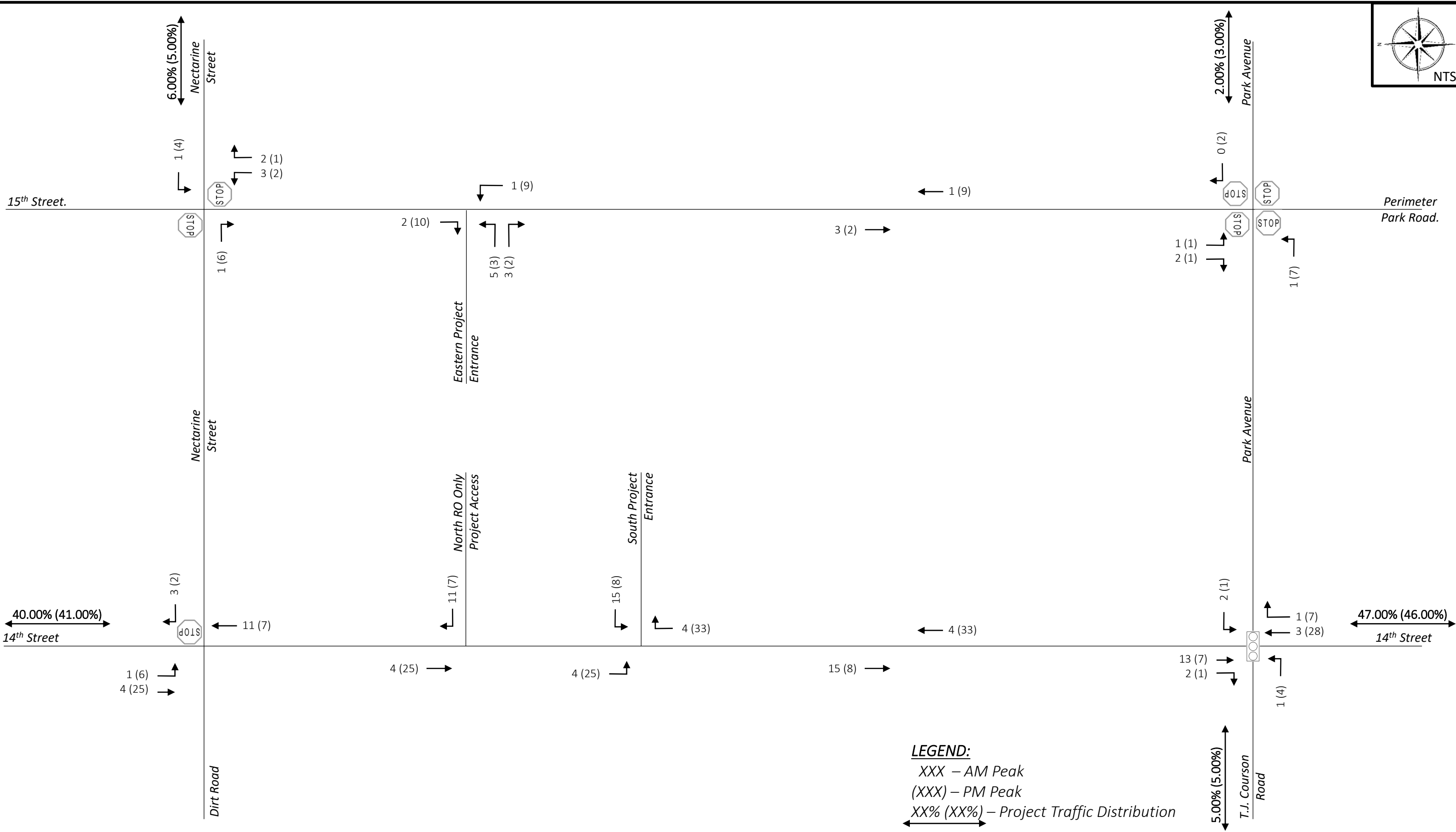
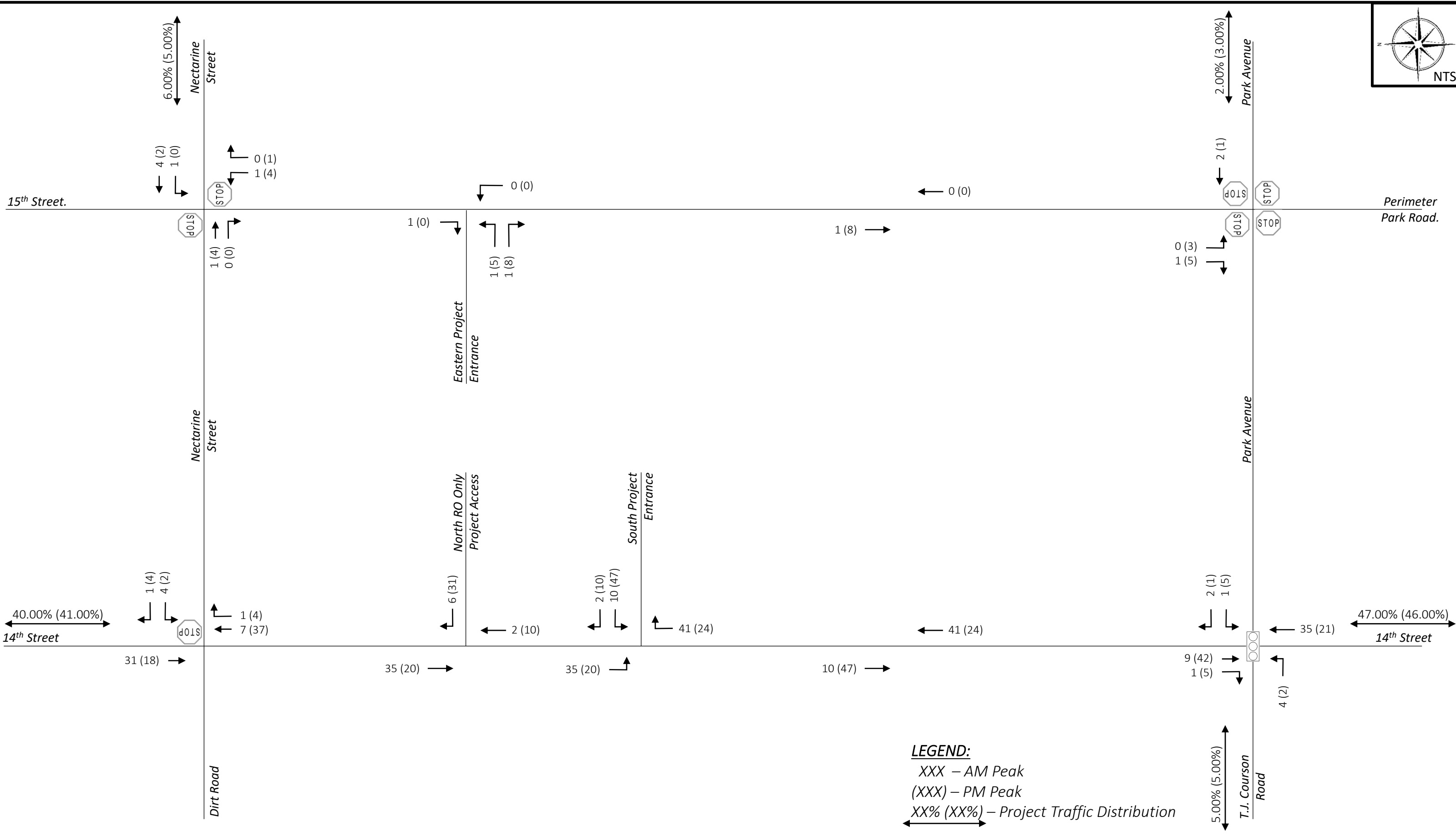
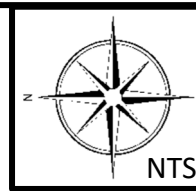
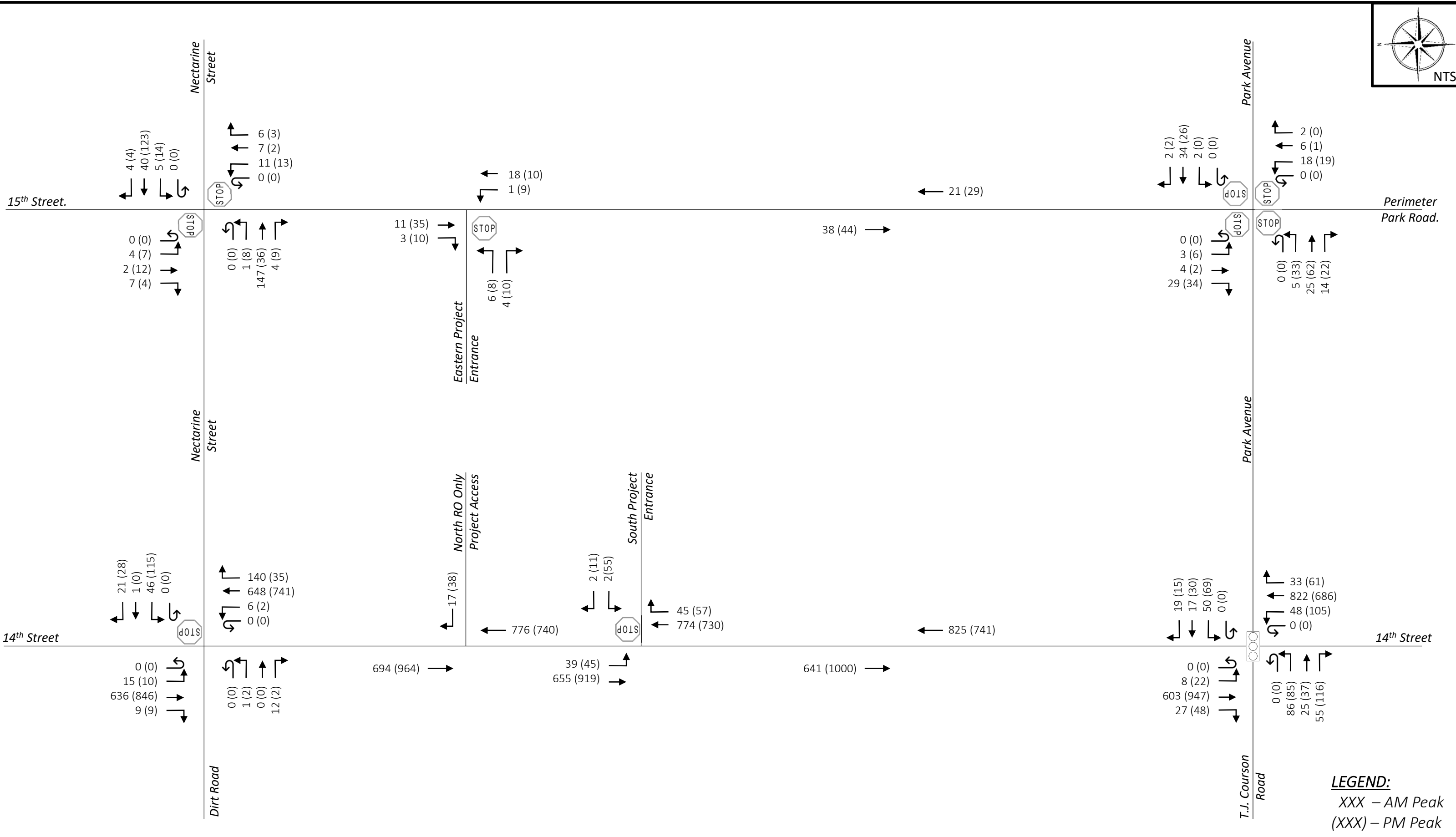
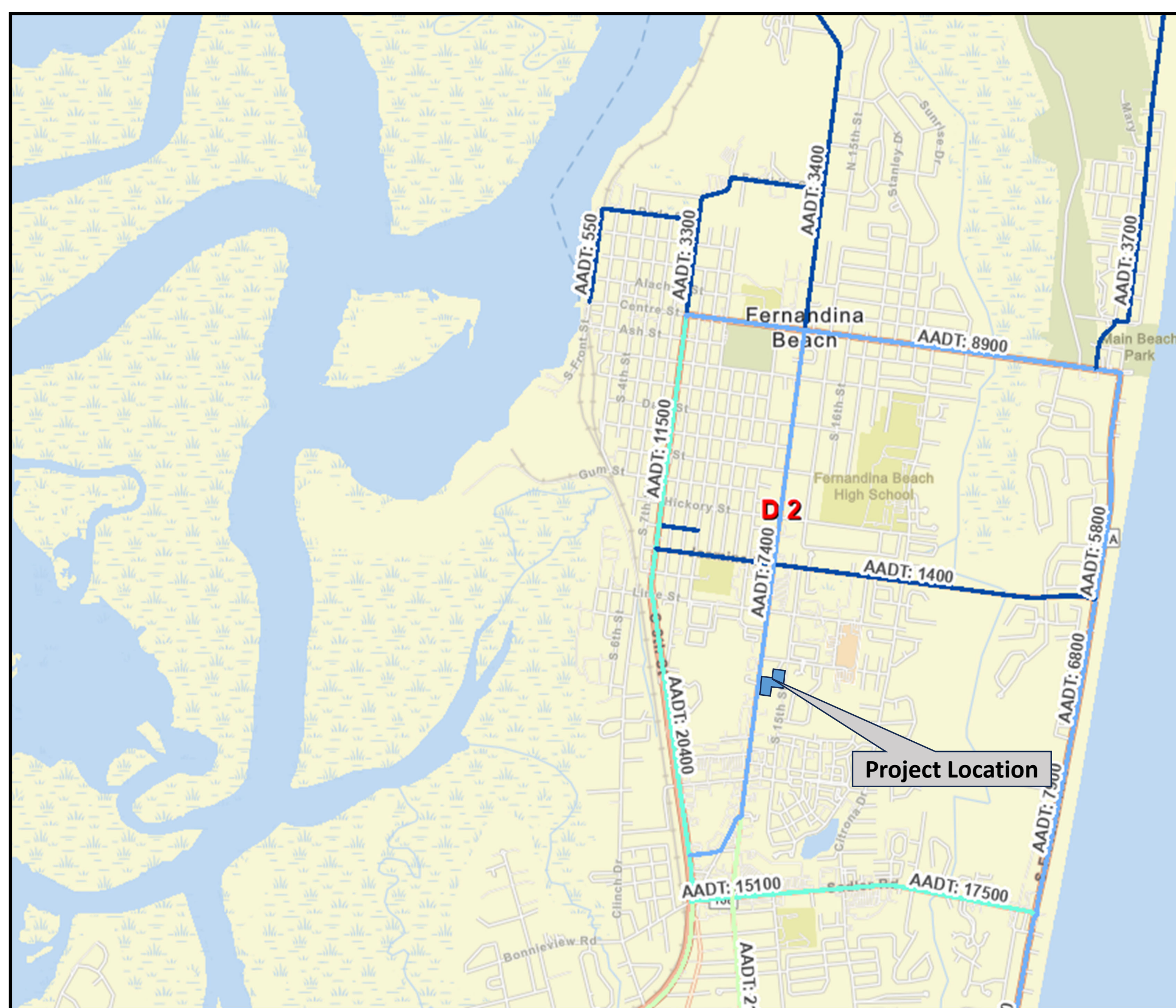


Figure 06 – Residential Project Traffic Distribution and Assignment Year 2030 AM and PM Peak Hour Traffic Volumes







Project Location

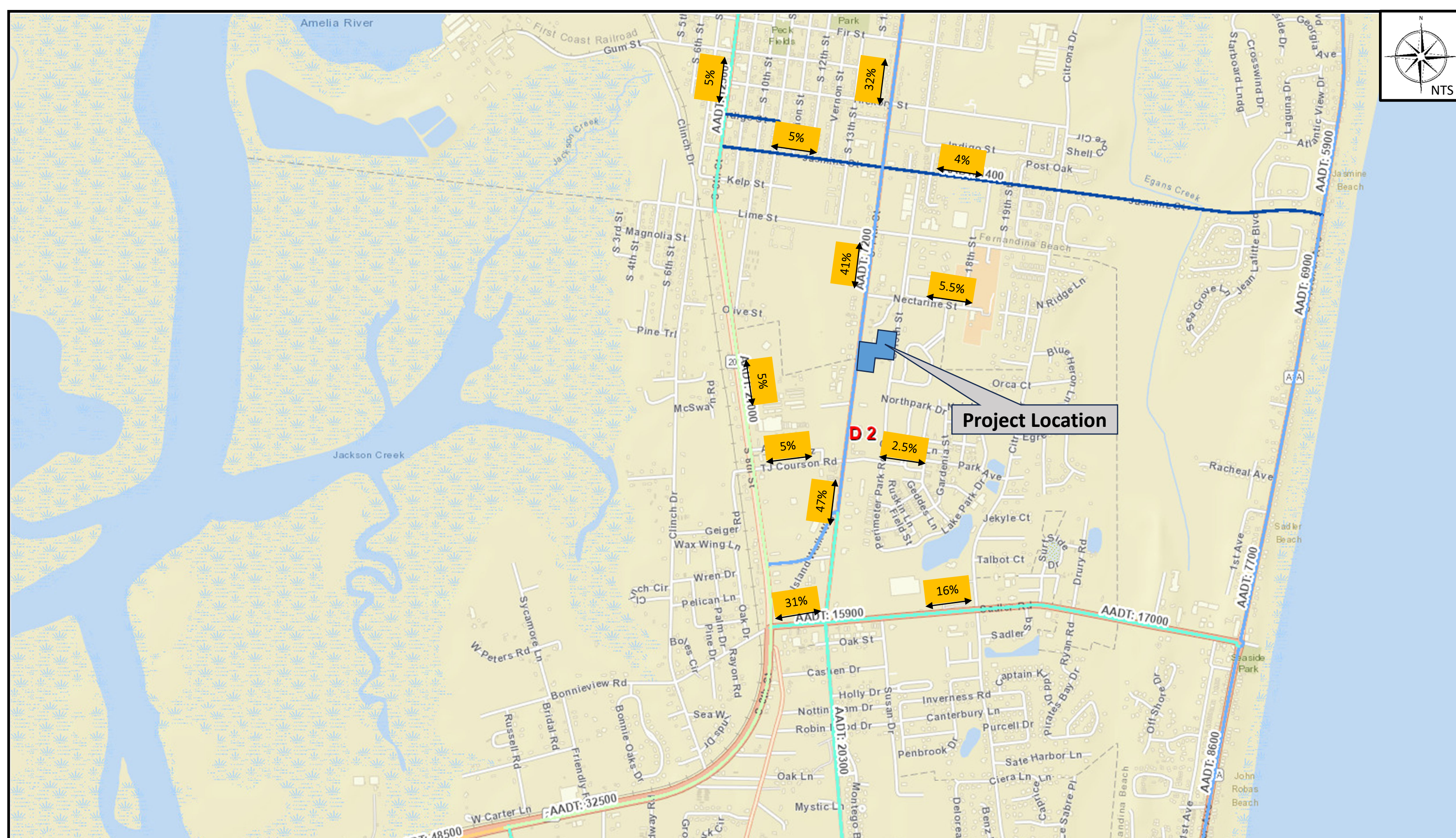
Figure 09 – Roadway Segments Year 2024 AADT

Darius Property - Mixed-Use
Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida, Florida



Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
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Project Location



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8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
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Figure 10 – Roadway Segments Project Traffic Distribution

Darius Property - Mixed-Use
Traffic Impact Analysis
City of Fernandina Beach, Nassau County, Florida, Florida

Attachment A

Project Site Plan

Source: Gillette and Associates, Inc.

PROPERTY INFORMATION:

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE & RESIDENTIAL UNITS

DEVELOPMENT REQUIREMENTS:

- MAX IMPERVIOUS AREA: 60.0%
- MAX F.A.R. (%): 150.0%
- MAX BUILDING HEIGHT: 45-FT
- PROPOSED BUILDING HEIGHT(S): 45-FT

DEVELOPMENT CALCULATIONS:

IMPERVIOUS AREA:

MEDICAL BLDG. = 18,500 SF
RESIDENTIAL BLDG. = 36,785 SF
CONC. S/W (UNCOVERED) = 4,110 SF
CONC. SLAB = 14,379 SF

TOTAL IMPERVIOUS AREA = 73,774 SF (48.70%)

PERVIOUS AREA:

GRASS/LANDSCAPING = 29,292 SF
PERVIOUS PAVERS = 48,427 SF

TOTAL PERVIOUS AREA = 77,719 SF

(ALT. PAVING MATERIAL: 14,379/48,427 = 29.58%)

SETBACK REQUIREMENTS:

- FRONT: 0 FEET
- REAR: 0 FEET*
- SIDES: 0 FEET
- * = C-1 ZONING 10-FT REAR YARD SETBACK

UTILITIES:

- WATER: CITY OF FERNANDINA BEACH
- SEWER: CITY OF FERNANDINA BEACH
- POWER: F.P.U.

PARKING NOTES:

TYPICAL PARKING SPOT DIMENSION = 9'WX18'L
TYPICAL ADA PARKING SPOT DIMENSION = 12'WX18'L

MEDICAL OFFICE = 1 SPACE/250 SF

APARTMENT/AFFORDABLE UNIT(S) (<1000SF)

= 1.0 SPACES/ UNIT

PARKING CALCULATIONS:

MEDICAL OFFICE TOTAL SF = 36,500 SF

36,500SF / 250SF = 146 SPACES REQ'D

APARTMENT UNIT(S) = 43 UNITS

AFFORDABLE UNIT(S) = 28 UNITS

71 UNITS * 1 SPACE/UNIT(AVG.) = 71 SPACES REQ'D

TOTAL COMBINED SPACES REQ'D = 217

PARKING PROVIDED:

TOTAL ONSITE: 233 SPACES

ADA PARKING REQUIREMENT:

- 1-25 SPACES = 1 ADA SPACE REQ'D
- 26-50 SPACES = 2 ADA SPACE REQ'D
- 51-75 SPACES = 3 ADA SPACE REQ'D
- 76-100 SPACES = 4 ADA SPACE REQ'D
- 101-150 SPACES = 5 ADA SPACE REQ'D
- 150+ SPACES = 4% OF TOTAL SPACES PROVIDED

MEDICAL BLDG:

ADA PARKING REQUIRED = 5 SPACES

APARTMENT BLDG:

ADA PARKING REQUIRED = 3 SPACES

ADA PARKING SPACES PROVIDED = 8

(3) ADA FOR APARTMENT UNITS

(5) ADA FOR MEDICAL BLDG.

CALCULATED DENSITY:

PRIVATE PROPERTY AREA TOTALS: 151,493 SF (3.48 AC.)

PLUS HALF OF ADJOINING RIGHTS OF WAY (ROW)

+ 14TH STREET SIDE 30FT X 343FT = 10,290 SF (0.24 AC.)

+ 15TH STREET SIDE 50FT X 345FT = 17,250 SF (0.40 AC.)

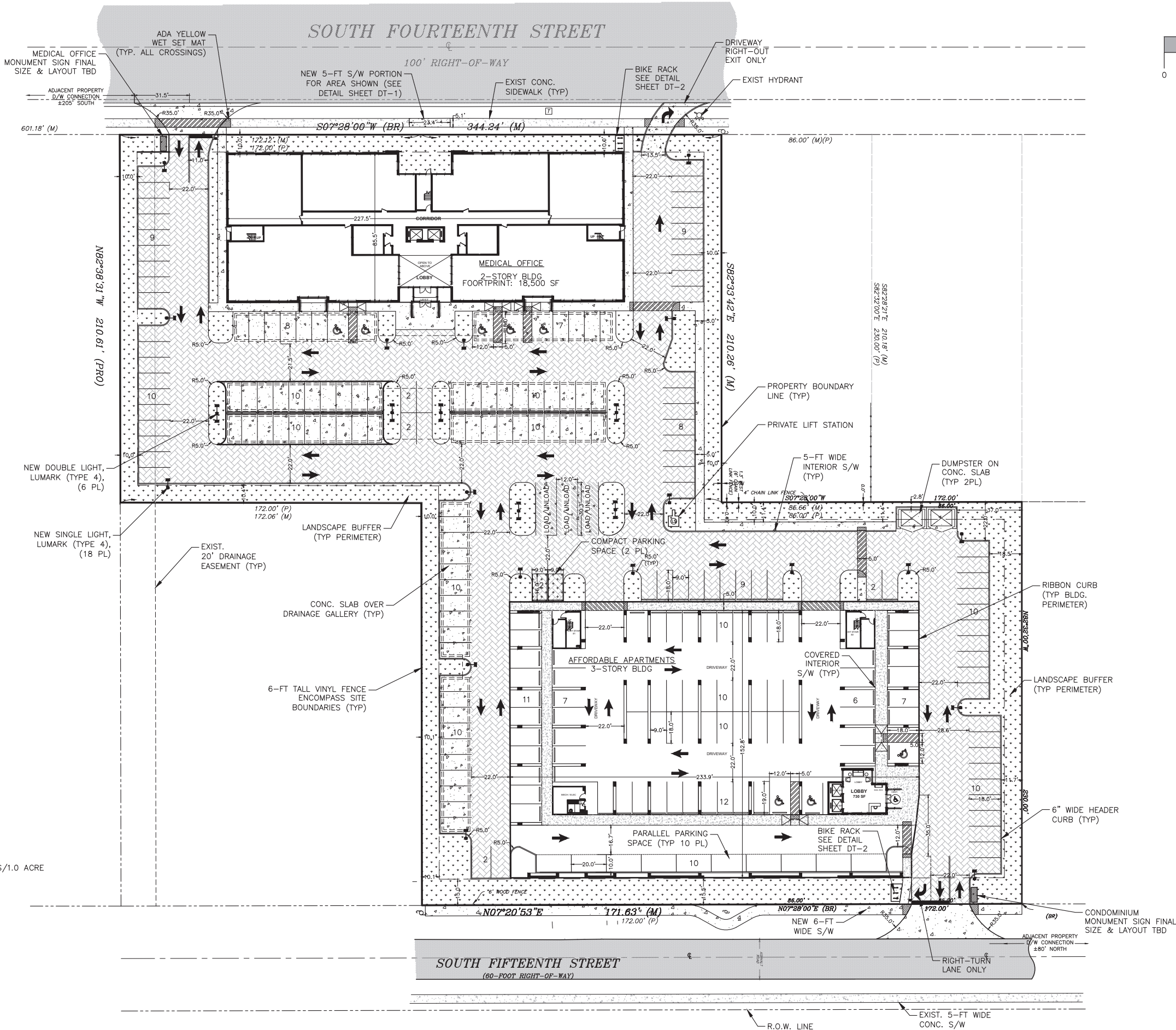
TOTAL AREAS = 179,033 SF (4.12 AC.)

TOTAL ALLOWABLE UNITS PER DENSITY = 34 DWELLING UNITS/1.0 ACRE

140 DWELLING UNITS ALLOWABLE FOR SITE

LEGEND

	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



NOT FOR CONSTRUCTION - BID/REVIEW ONLY

NOTE: SOME DETAILS IN THESE DRAWINGS ARE TO BE CONSIDERED TYPICAL AND MAY NOT BE CALLED OUT ON PLANS. CONTRACTOR SHALL BECOME FAMILIAR WITH AND FOLLOW ALL DETAILS DURING CONSTRUCTION IN ALL TYPICAL AREAS.

REGISTERED DESIGN PROFESSIONAL
ASA R. GILLETTE, P.E.
FLORIDA P.E. NO. 56177

REV	DATE	ITEM
A	07/12/24	TRC SUBMITTAL #1
B	10/11/24	TRC SUBMITTAL #2
C	04/02/25	TRC SUBMITTAL #3
D	04/30/25	TRC SUBMITTAL #4
E	07/21/25	TRC SUBMITTAL #5 & REVISION PER COUNTY COMMENTS

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. • FL PE NO. 56177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 07/21/25
GEOMETRY
SITE PLAN

North / Elev Key Sheet
S W N E
GE-1
Page 4 of 16

Attachment B

Traffic Counts Data, FDOT
Season Factors and FDOT Axle
Factors Data

Vehicle Speed Report - Hourly

Site Description: 14th Street North of Windjammer La
 Site Number: 5
 Start Date: 3/11/2025
 End Date: 3/11/2025

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	41.8 mph	41.0 mph
50th Percentile	41.8 mph	41.1 mph
85th Percentile	46.7 mph	45.9 mph
95th Percentile	49.8 mph	48.8 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	9177	0	2	9	13	91	598	2497	3652	1886	372	43	11	2	1	0	0	0	0	0	
Percent	100.0%	0.0%	0.0%	0.1%	0.1%	1.0%	6.5%	27.2%	39.8%	20.6%	4.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Southbound	10160	0	4	10	32	168	811	3035	4083	1681	292	35	6	1	2	0	0	0	0	0	
Percent	100.0%	0.0%	0.0%	0.1%	0.3%	1.7%	8.0%	29.9%	40.2%	16.5%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	19337	0	6	19	45	259	1409	5532	7735	3567	664	78	17	3	3	0	0	0	0	0	
Percent	100.0%	0.0%	0.0%	0.1%	0.2%	1.3%	7.3%	28.6%	40.0%	18.4%	3.4%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Site Description: 14th Street North of Windjammer La
 Site Number: 5
 Start Date: 3/11/2025
 End Date: 3/11/2025

Vehicle Speed Report (Northbound - 03/11/2025)

Tuesday	Northbound																				
3/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	25	0	0	0	0	1	0	0	9	12	2	0	1	0	0	0	0	0	0	0	0
1:00 AM	14	0	0	0	0	0	0	5	3	5	0	0	1	0	0	0	0	0	0	0	0
2:00 AM	22	0	0	0	0	1	2	3	9	5	1	1	0	0	0	0	0	0	0	0	0
3:00 AM	15	0	0	0	0	0	0	5	6	3	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	33	0	0	0	0	0	2	12	13	3	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	79	0	0	0	0	0	0	6	34	27	10	1	1	0	0	0	0	0	0	0	0
6:00 AM	277	0	0	0	0	3	9	40	99	91	33	2	0	0	0	0	0	0	0	0	0
7:00 AM	674	0	0	0	0	3	28	156	313	158	13	3	0	0	0	0	0	0	0	0	0
8:00 AM	731	0	0	0	3	11	45	181	275	178	30	8	0	0	0	0	0	0	0	0	0
9:00 AM	530	0	0	1	0	8	42	167	212	76	23	1	0	0	0	0	0	0	0	0	0
10:00 AM	610	0	0	0	1	9	54	235	228	70	9	4	0	0	0	0	0	0	0	0	0
11:00 AM	625	0	0	0	1	12	46	208	240	104	14	0	0	0	0	0	0	0	0	0	0
12:00 PM	736	0	0	1	2	4	57	262	282	113	14	1	0	0	0	0	0	0	0	0	0
1:00 PM	735	0	0	0	1	17	93	273	250	84	17	0	0	0	0	0	0	0	0	0	0
2:00 PM	699	0	1	2	1	9	60	214	259	128	23	2	0	0	0	0	0	0	0	0	0
3:00 PM	638	0	0	2	1	8	39	172	276	116	19	4	1	0	0	0	0	0	0	0	0
4:00 PM	641	0	1	1	2	3	49	163	264	126	28	3	0	0	1	0	0	0	0	0	0
5:00 PM	628	0	0	1	1	1	18	131	271	166	34	3	2	0	0	0	0	0	0	0	0
6:00 PM	473	0	0	0	0	0	10	84	192	147	35	3	2	0	0	0	0	0	0	0	0
7:00 PM	399	0	0	0	0	0	11	66	164	127	27	3	1	0	0	0	0	0	0	0	0
8:00 PM	290	0	0	1	0	0	17	55	128	71	16	1	0	1	0	0	0	0	0	0	0
9:00 PM	174	0	0	0	0	1	13	36	69	41	9	3	1	1	0	0	0	0	0	0	0
10:00 PM	91	0	0	0	0	0	3	17	44	19	7	0	1	0	0	0	0	0	0	0	0
11:00 PM	38	0	0	0	0	0	0	6	12	16	4	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	1682	0	0	0	3	17	82	377	687	427	76	13	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	1907	0	1	4	4	12	106	466	811	408	81	10	3	0	1	0	0	0	0	0	0
6:00 AM - 7:00 PM	7997	0	2	8	13	88	550	2286	3161	1557	292	34	5	0	1	0	0	0	0	0	0
12:00 AM - 12:00 AM	9177	0	2	9	13	91	598	2497	3652	1886	372	43	11	2	1	0	0	0	0	0	0
Percent	100%	0.0%	0.0%	0.1%	0.1%	1.0%	6.5%	27.2%	39.8%	20.6%	4.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	41.8 mph																				
85th Percentile	46.7 mph																				
95th Percentile	49.8 mph																				

Site Description: 14th Street North of Windjammer La
 Site Number: 5
 Start Date: 3/11/2025
 End Date: 3/11/2025

Vehicle Speed Report (Southbound - 03/11/2025)

Tuesday	Southbound																					
3/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+	
12:00 AM	30		0	0	0	0	1	0	1	13	12	3	0	0	0	0	0	0	0	0	0	
1:00 AM	10		0	0	0	0	1	0	2	2	4	1	0	0	0	0	0	0	0	0	0	
2:00 AM	10		0	0	0	0	1	2	1	4	1	1	0	0	0	0	0	0	0	0	0	
3:00 AM	18		0	0	0	0	0	1	6	5	4	1	1	0	0	0	0	0	0	0	0	
4:00 AM	25		0	0	0	0	0	0	4	4	11	6	0	0	0	0	0	0	0	0	0	
5:00 AM	91		0	0	0	1	0	4	14	31	35	5	1	0	0	0	0	0	0	0	0	
6:00 AM	229		0	0	0	0	3	5	40	90	75	15	1	0	0	0	0	0	0	0	0	
7:00 AM	566		0	0	1	2	13	18	111	264	126	26	4	0	0	1	0	0	0	0	0	
8:00 AM	577		0	0	1	1	10	29	138	246	127	19	4	1	1	0	0	0	0	0	0	
9:00 AM	634		0	0	0	1	14	70	201	244	86	17	1	0	0	0	0	0	0	0	0	
10:00 AM	645		0	0	1	8	16	74	213	252	68	11	2	0	0	0	0	0	0	0	0	
11:00 AM	819		0	0	1	2	31	96	276	311	90	10	2	0	0	0	0	0	0	0	0	
12:00 PM	779		0	0	1	2	19	60	256	323	109	9	0	0	0	0	0	0	0	0	0	
1:00 PM	769		0	1	0	4	13	70	286	311	72	12	0	0	0	0	0	0	0	0	0	
2:00 PM	860		0	0	1	6	7	78	294	316	128	26	3	1	0	0	0	0	0	0	0	
3:00 PM	898		0	2	2	0	11	81	300	335	145	21	1	0	0	0	0	0	0	0	0	
4:00 PM	868		0	0	0	1	13	82	276	352	128	14	2	0	0	0	0	0	0	0	0	
5:00 PM	741		0	1	2	1	6	52	202	313	140	20	4	0	0	0	0	0	0	0	0	
6:00 PM	506		0	0	0	0	1	17	110	243	104	29	2	0	0	0	0	0	0	0	0	
7:00 PM	473		0	0	0	1	1	32	131	197	93	15	2	1	0	0	0	0	0	0	0	
8:00 PM	309		0	0	0	0	7	23	104	106	54	12	2	0	0	1	0	0	0	0	0	
9:00 PM	135		0	0	0	1	0	9	33	52	31	7	2	0	0	0	0	0	0	0	0	
10:00 PM	103		0	0	0	0	0	5	22	48	19	7	1	1	0	0	0	0	0	0	0	
11:00 PM	65		0	0	0	1	0	3	14	21	19	5	0	2	0	0	0	0	0	0	0	
6:00 AM - 9:00 AM	1372		0	0	2	3	26	52	289	600	328	60	9	1	1	1	0	0	0	0	0	
3:00 PM - 6:00 PM	2507		0	3	4	2	30	215	778	1000	413	55	7	0	0	0	0	0	0	0	0	
6:00 AM - 7:00 PM	8891		0	4	10	28	157	732	2703	3600	1398	229	26	2	1	1	0	0	0	0	0	
12:00 AM - 12:00 AM	10160		0	4	10	32	168	811	3035	4083	1681	292	35	6	1	2	0	0	0	0	0	
Percent	100%		0.0%	0.0%	0.1%	0.3%	1.7%	8.0%	29.9%	40.2%	16.5%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
50th Percentile	41.1 mph																					
85th Percentile	45.9 mph																					
95th Percentile	48.8 mph																					

Vehicle Speed Report - Hourly

Site Description: 15th Street North of Northpark Drive
 Site Number: 6
 Start Date: 3/11/2025
 End Date: 3/11/2025

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	20.1 mph	20.1 mph
50th Percentile	20.0 mph	20.4 mph
85th Percentile	23.5 mph	23.5 mph
95th Percentile	25.5 mph	25.2 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	301	3	17	129	134	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	1.0%	5.6%	42.9%	44.5%	4.7%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	319	3	15	135	149	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	0.9%	4.7%	42.3%	46.7%	5.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	620	6	32	264	283	30	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100.0%	1.0%	5.2%	42.6%	45.6%	4.8%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Site Description: 15th Street North of Northpark Drive
 Site Number: 6
 Start Date: 3/11/2025
 End Date: 3/11/2025

Vehicle Speed Report (Northbound - 03/11/2025)

Tuesday	Northbound																				
3/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	15	0	2	4	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	19	0	0	5	9	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	23	0	4	10	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	19	0	0	7	11	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	26	0	1	13	11	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	28	0	1	12	13	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	35	1	1	15	16	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	27	0	0	18	7	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	23	1	2	10	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	19	1	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	28	0	4	10	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	20	0	1	8	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	6	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	35	0	2	9	18	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	70	2	6	28	33	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	283	3	16	120	126	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	301	3	17	129	134	14	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	1.0%	5.6%	42.9%	44.5%	4.7%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	20.0 mph																				
85th Percentile	23.5 mph																				
95th Percentile	25.5 mph																				

Site Description: 15th Street North of Northpark Drive
 Site Number: 6
 Start Date: 3/11/2025
 End Date: 3/11/2025

Vehicle Speed Report (Southbound - 03/11/2025)

Tuesday	Southbound																				
3/11/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	6	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	32	0	2	9	18	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	24	2	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	25	0	1	17	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	31	0	0	15	14	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	31	0	2	14	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	21	0	1	7	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	26	0	1	10	14	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	31	1	1	10	17	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	32	0	4	11	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	21	0	2	6	10	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	12	0	0	7	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	15	0	1	8	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	5	0	0	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	3	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	40	0	2	14	21	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	84	1	7	27	42	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	294	3	14	123	138	15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	319	3	15	135	149	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	100%	0.9%	4.7%	42.3%	46.7%	5.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
50th Percentile	20.4 mph																				
85th Percentile	23.5 mph																				
95th Percentile	25.2 mph																				

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				3.6%				1.7%				2.7%			2.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	1.9%	0.8%	0.0%	0.0%	2.8%	0.0%	2.2%
Peak Hour Factor		0.54				0.73				0.85				0.85			0.86
Peak Hour Factor	0.00	0.38	0.00	0.60	0.00	0.68	0.25	0.90	0.00	0.42	0.79	0.76	0.00	0.71	0.88	0.45	0.86



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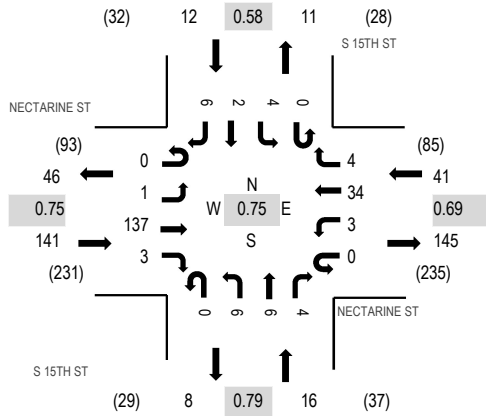
Location: 2 S 15TH ST & NECTARINE ST AM

Date: Tuesday, March 11, 2025

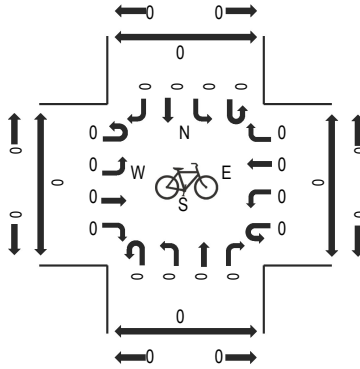
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

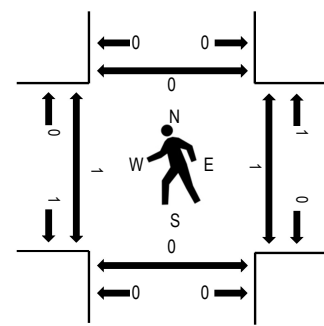
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NECTARINE ST Eastbound				NECTARINE ST Westbound				S 15TH ST Northbound				S 15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	19	0	0	0	4	0	0	1	3	0	0	0	0	1	29	193	1	0	0	0
7:15 AM	0	0	39	1	0	0	9	0	0	1	0	0	0	0	1	1	52	210	1	0	0	0
7:30 AM	0	1	22	1	0	1	8	1	0	3	2	2	0	1	0	0	42	199	0	0	0	0
7:45 AM	0	0	47	0	0	2	9	1	0	2	2	0	0	3	0	4	70	206	0	1	0	0
8:00 AM	0	0	29	1	0	0	8	2	0	0	2	2	0	0	1	1	46	192	0	0	0	0
8:15 AM	0	0	21	3	0	1	5	0	0	1	3	3	0	0	3	1	41		1	3	0	0
8:30 AM	0	1	20	1	0	2	12	2	0	0	4	1	0	2	1	3	49		0	0	0	0
8:45 AM	0	1	22	1	0	2	16	0	0	3	2	0	0	2	7	0	56		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	137	2	0	3	32	4	0	6	5	4	0	2	2	6	204
Mediums	0	0	0	1	0	0	2	0	0	0	1	0	0	2	0	0	6
Total	0	1	137	3	0	3	34	4	0	6	6	4	0	4	2	6	210

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.7%				4.9%				6.3%				16.7%				2.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	5.9%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	50.0%	0.0%	0.0%	2.9%
Peak Hour Factor	0.75				0.69				0.79				0.58				0.75
Peak Hour Factor	0.00	0.50	0.73	0.50	0.00	0.63	0.64	0.63	0.00	0.58	0.69	0.58	0.00	0.42	0.43	0.56	0.75



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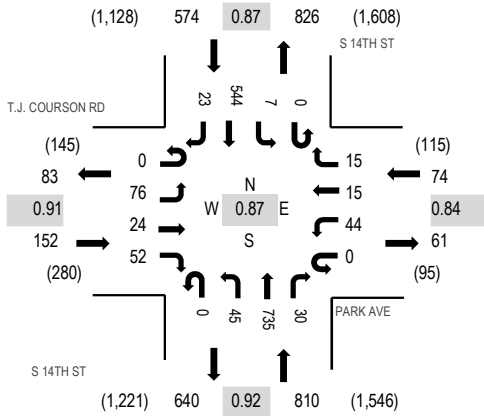
Location: 3 S 14TH ST & PARK AVE AM

Date: Tuesday, March 11, 2025

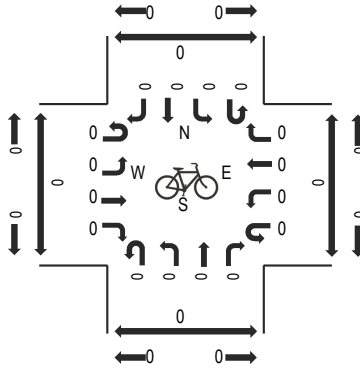
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

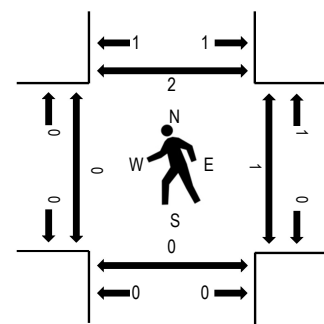
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	T.J. COURSON RD Eastbound				PARK AVE Westbound				S 14TH ST Northbound				S 14TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	1	1	0	4	2	0	0	5	120	1	0	1	90	2	240	1,459	0	0	0	0
7:15 AM	0	32	1	3	0	4	0	1	0	9	184	4	0	0	147	3	388	1,587	0	0	0	0
7:30 AM	0	22	3	8	0	10	1	4	0	10	188	5	0	0	136	3	390	1,579	0	0	0	0
7:45 AM	0	31	4	9	0	7	6	2	0	16	185	9	0	5	162	5	441	1,588	0	2	0	0
8:00 AM	0	23	6	12	0	9	5	4	0	7	158	6	0	0	131	7	368	1,610	0	0	0	0
8:15 AM	0	19	8	15	0	10	4	3	0	9	192	6	0	2	111	1	380		0	0	0	0
8:30 AM	0	17	2	15	0	12	2	3	0	8	202	9	0	2	123	4	399		0	1	0	2
8:45 AM	0	17	8	10	0	13	4	5	0	21	183	9	0	3	179	11	463		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	74	23	52	0	44	15	15	0	45	722	30	0	7	530	23	1,580
Mediums	0	2	1	0	0	0	0	0	0	0	12	0	0	0	14	0	29
Total	0	76	24	52	0	44	15	15	0	45	735	30	0	7	544	23	1,610

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.0%				0.0%				1.6%				2.4%			1.9%
Heavy Vehicle %	0.0%	2.6%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	2.6%	0.0%	1.9%
Peak Hour Factor		0.91				0.84				0.92				0.87			0.87
Peak Hour Factor	0.00	0.84	0.75	0.87	0.00	0.85	0.71	0.75	0.00	0.54	0.91	0.83	0.00	0.45	0.89	0.52	0.87



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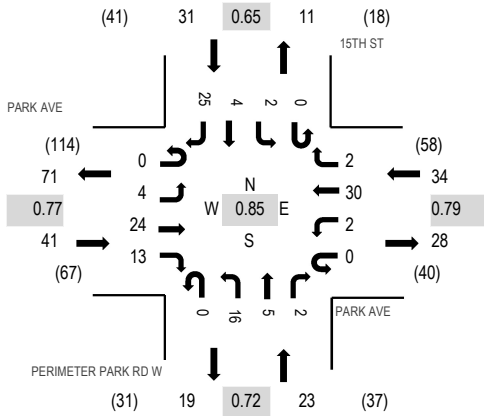
Location: 4 PERIMETER PARK RD W & PARK AVE AM

Date: Tuesday, March 11, 2025

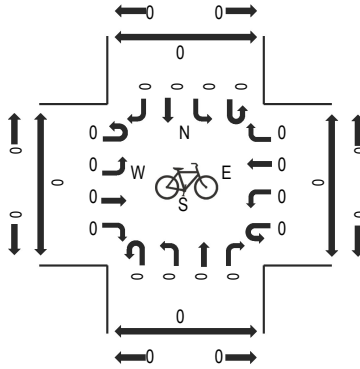
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

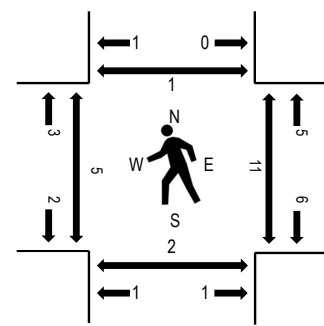
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				PERIMETER PARK RD W Northbound				15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	1	0	0	3	0	0	3	1	0	0	0	0	1	10	74	0	0	1	0
7:15 AM	0	0	2	2	0	0	2	0	0	2	1	0	0	0	0	1	10	88	0	1	0	0
7:30 AM	0	2	2	2	0	0	7	0	0	4	0	0	0	0	1	2	20	112	0	2	0	0
7:45 AM	0	2	7	5	0	1	11	0	0	2	1	0	0	0	0	5	34	125	1	4	1	1
8:00 AM	0	3	3	2	0	0	5	0	0	3	1	0	0	1	0	6	24	129	0	0	0	0
8:15 AM	0	0	10	3	0	1	8	1	0	3	2	0	0	0	1	5	34		2	2	0	0
8:30 AM	0	0	3	5	0	0	10	1	0	5	2	1	0	0	1	5	33		2	4	2	0
8:45 AM	0	1	8	3	0	1	7	0	0	5	0	1	0	1	2	9	38		1	5	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	24	13	0	2	30	2	0	16	5	2	0	2	4	25	129
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	24	13	0	2	30	2	0	16	5	2	0	2	4	25	129

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.77				0.79				0.72				0.65				0.85
Peak Hour Factor	0.00	0.58	0.60	0.75	0.00	0.50	0.77	0.50	0.00	0.80	0.75	0.50	0.00	0.50	0.50	0.69	0.85



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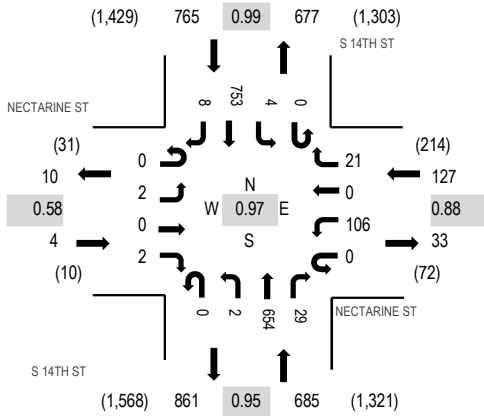
Location: 1 S 14TH ST & NECTARINE ST PM

Date: Tuesday, March 11, 2025

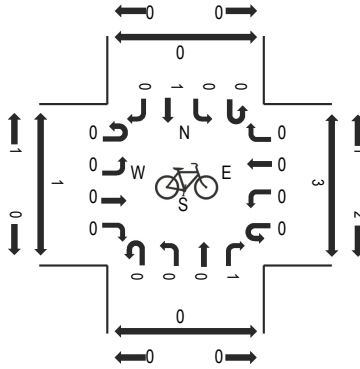
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

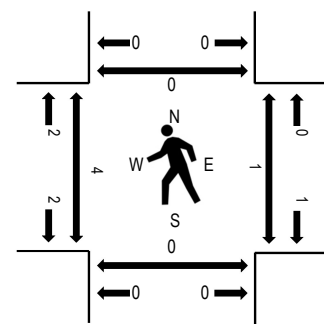
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NECTARINE ST Eastbound				NECTARINE ST Westbound				S 14TH ST Northbound				S 14TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	27	0	10	0	0	140	12	0	1	188	0	379	1,569	0	1	0	0
4:15 PM	0	1	0	0	0	28	0	7	0	0	159	7	0	0	186	0	388	1,581	3	0	0	0
4:30 PM	0	0	0	1	0	32	0	4	0	1	166	9	0	2	188	3	406	1,518	0	1	0	0
4:45 PM	0	0	0	0	0	16	0	6	0	0	173	7	0	0	191	3	396	1,473	1	0	0	0
5:00 PM	0	1	0	1	0	30	0	4	0	1	156	6	0	2	188	2	391	1,405	0	0	0	0
5:15 PM	0	0	0	0	0	14	0	6	0	3	147	7	0	4	142	2	325		0	1	0	0
5:30 PM	0	1	0	1	0	9	0	5	0	0	174	9	0	0	155	7	361		0	0	0	0
5:45 PM	0	1	0	2	0	11	0	5	0	3	137	4	0	2	157	6	328		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	2	0	2	0	106	0	21	0	2	652	29	0	4	748	8	1,574
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Total	0	2	0	2	0	106	0	21	0	2	654	29	0	4	753	8	1,581

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.7%	0.0%	0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.7%	0.0%	0.4%
Peak Hour Factor	0.58				0.88				0.95				0.99				0.97
Peak Hour Factor	0.00	0.75	0.00	0.50	0.00	0.83	0.00	0.68	0.00	0.58	0.95	0.73	0.00	0.50	0.99	0.61	0.97



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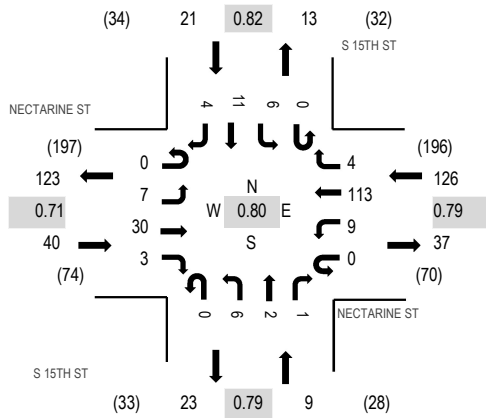
Location: 2 S 15TH ST & NECTARINE ST PM

Date: Tuesday, March 11, 2025

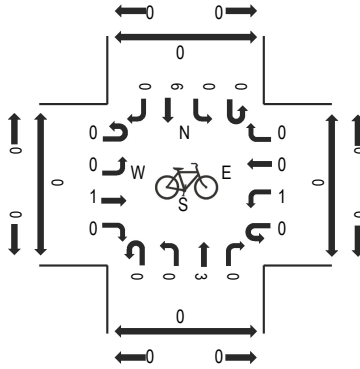
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

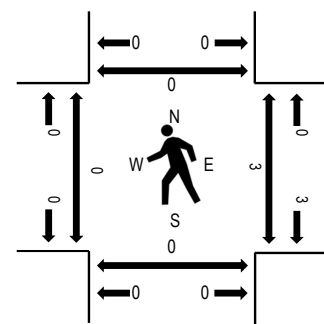
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NECTARINE ST Eastbound				NECTARINE ST Westbound				S 15TH ST Northbound				S 15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	13	1	0	7	33	0	0	1	1	0	0	1	3	1	61	196	0	0	0	0
4:15 PM	0	2	4	0	0	1	33	2	0	2	1	0	0	1	4	0	50	181	0	1	0	0
4:30 PM	0	4	7	2	0	1	29	2	0	1	0	0	0	4	0	3	53	167	0	0	0	0
4:45 PM	0	1	6	0	0	0	18	0	0	2	0	1	0	0	4	0	32	141	0	2	0	0
5:00 PM	0	0	6	0	0	1	28	2	0	1	0	1	0	3	2	2	46	136	0	0	0	0
5:15 PM	0	3	10	0	0	0	15	0	0	3	2	1	0	1	1	0	36		0	0	0	0
5:30 PM	0	1	7	1	0	1	9	1	0	2	4	0	0	1	0	0	27		0	0	0	0
5:45 PM	0	2	2	2	0	0	11	2	0	2	2	1	0	0	2	1	27		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	29	3	0	9	112	4	0	6	2	1	0	6	11	4	194
Mediums	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	7	30	3	0	9	113	4	0	6	2	1	0	6	11	4	196

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.5%				0.8%				0.0%				0.0%				1.0%
Heavy Vehicle %	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Peak Hour Factor	0.71				0.79				0.79				0.82				0.80
Peak Hour Factor	0.00	0.50	0.58	0.38	0.00	0.32	0.86	0.75	0.00	0.67	0.50	0.75	0.00	0.50	0.69	0.42	0.80



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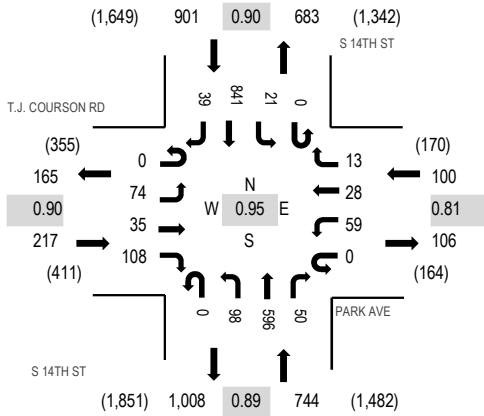
Location: 3 S 14TH ST & PARK AVE PM

Date: Tuesday, March 11, 2025

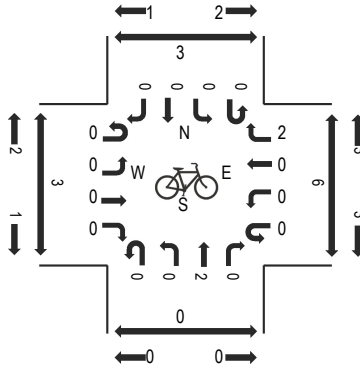
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

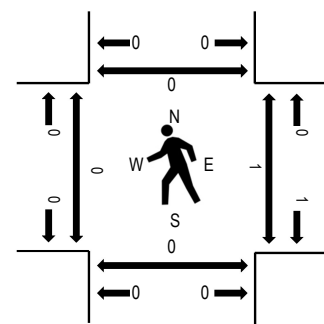
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	T.J. COURSON RD Eastbound				PARK AVE Westbound				S 14TH ST Northbound				S 14TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	13	9	24	0	19	7	2	0	28	157	17	0	5	185	11	477	1,962	0	0	0	0
4:15 PM	0	20	11	32	0	11	7	5	0	34	145	13	0	4	226	7	515	1,961	0	0	0	0
4:30 PM	0	23	7	27	0	19	8	4	0	19	139	8	0	6	237	11	508	1,853	0	0	0	0
4:45 PM	0	18	8	25	0	10	6	2	0	17	155	12	0	6	193	10	462	1,800	0	1	0	0
5:00 PM	0	22	5	28	0	9	6	2	0	32	147	6	0	2	206	11	476	1,750	0	1	2	0
5:15 PM	0	18	6	23	0	9	5	2	0	30	132	7	0	2	165	8	407		0	0	0	1
5:30 PM	0	14	5	29	0	7	12	1	0	30	170	9	0	1	166	11	455		0	0	0	0
5:45 PM	0	13	4	27	0	9	4	4	0	34	134	7	0	4	165	7	412		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	74	35	108	0	58	28	13	0	98	592	49	0	21	837	39	1,952
Mediums	0	0	0	0	0	1	0	0	0	0	3	1	0	0	3	0	8
Total	0	74	35	108	0	59	28	13	0	98	596	50	0	21	841	39	1,962

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.7%	2.0%	0.0%	0.0%	0.5%	0.0%	0.5%
Peak Hour Factor	0.90	0.90	0.80	0.88	0.81	0.78	0.60	0.65	0.89	0.93	0.89	0.74	0.90	0.88	0.91	0.91	0.95



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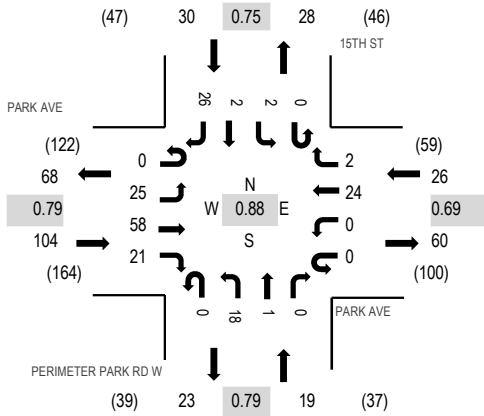
Location: 4 PERIMETER PARK RD W & PARK AVE PM

Date: Tuesday, March 11, 2025

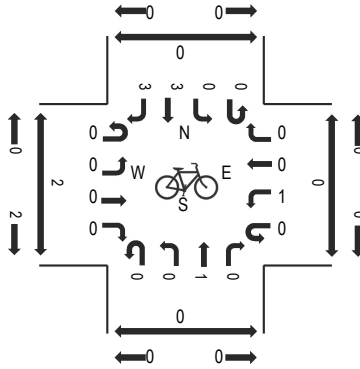
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

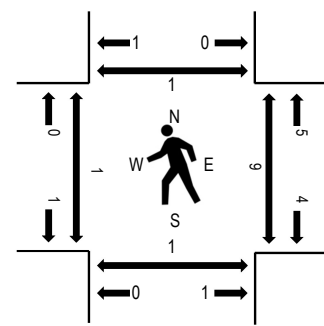
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARK AVE Eastbound				PARK AVE Westbound				PERIMETER PARK RD W Northbound				15TH ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	20	4	0	0	4	0	0	6	0	0	0	1	0	7	51	179	0	1	1	0
4:15 PM	0	5	13	10	0	0	4	0	0	4	0	0	0	1	1	7	45	151	0	4	0	0
4:30 PM	0	3	12	4	0	0	10	2	0	2	0	0	0	0	1	9	43	137	1	1	0	0
4:45 PM	0	8	13	3	0	0	6	0	0	6	1	0	0	0	0	3	40	133	0	3	0	1
5:00 PM	0	2	8	2	0	0	6	0	0	4	0	0	0	0	0	1	23	128	2	4	0	3
5:15 PM	0	4	9	3	0	0	6	0	0	2	2	1	0	0	1	3	31		2	0	0	0
5:30 PM	0	4	7	5	0	0	9	3	0	4	2	0	0	0	0	5	39		0	4	0	0
5:45 PM	0	1	12	3	0	2	7	0	0	1	0	2	0	1	0	6	35		2	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	57	21	0	0	23	2	0	18	1	0	0	2	2	26	177
Mediums	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	25	58	21	0	0	24	2	0	18	1	0	0	2	2	26	179

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.0%				3.8%				0.0%				0.0%			1.1%
Heavy Vehicle %	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%
Peak Hour Factor		0.79				0.69				0.79				0.75			0.88
Peak Hour Factor	0.00	0.69	0.73	0.53	0.00	0.25	0.70	0.25	0.00	0.75	0.63	0.38	0.00	0.50	0.50	0.72	0.88

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7400 NASSAU COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2024 - 01/06/2024	1.05	1.11
2	01/07/2024 - 01/13/2024	1.07	1.13
3	01/14/2024 - 01/20/2024	1.09	1.15
4	01/21/2024 - 01/27/2024	1.07	1.13
5	01/28/2024 - 02/03/2024	1.06	1.12
6	02/04/2024 - 02/10/2024	1.04	1.09
7	02/11/2024 - 02/17/2024	1.02	1.07
8	02/18/2024 - 02/24/2024	1.00	1.05
9	02/25/2024 - 03/02/2024	0.99	1.04
10	03/03/2024 - 03/09/2024	0.98	1.03
11	03/10/2024 - 03/16/2024	0.97	1.02
*12	03/17/2024 - 03/23/2024	0.96	1.01
*13	03/24/2024 - 03/30/2024	0.96	1.01
*14	03/31/2024 - 04/06/2024	0.95	1.00
*15	04/07/2024 - 04/13/2024	0.95	1.00
*16	04/14/2024 - 04/20/2024	0.95	1.00
*17	04/21/2024 - 04/27/2024	0.94	0.99
*18	04/28/2024 - 05/04/2024	0.94	0.99
*19	05/05/2024 - 05/11/2024	0.93	0.98
*20	05/12/2024 - 05/18/2024	0.93	0.98
*21	05/19/2024 - 05/25/2024	0.94	0.99
*22	05/26/2024 - 06/01/2024	0.95	1.00
*23	06/02/2024 - 06/08/2024	0.95	1.00
*24	06/09/2024 - 06/15/2024	0.96	1.01
25	06/16/2024 - 06/22/2024	0.97	1.02
26	06/23/2024 - 06/29/2024	0.97	1.02
27	06/30/2024 - 07/06/2024	0.98	1.03
28	07/07/2024 - 07/13/2024	0.99	1.04
29	07/14/2024 - 07/20/2024	1.00	1.05
30	07/21/2024 - 07/27/2024	1.01	1.06
31	07/28/2024 - 08/03/2024	1.02	1.07
32	08/04/2024 - 08/10/2024	1.04	1.09
33	08/11/2024 - 08/17/2024	1.05	1.11
34	08/18/2024 - 08/24/2024	1.05	1.11
35	08/25/2024 - 08/31/2024	1.06	1.12
36	09/01/2024 - 09/07/2024	1.06	1.12
37	09/08/2024 - 09/14/2024	1.07	1.13
38	09/15/2024 - 09/21/2024	1.07	1.13
39	09/22/2024 - 09/28/2024	1.06	1.12
40	09/29/2024 - 10/05/2024	1.05	1.11
41	10/06/2024 - 10/12/2024	1.03	1.08
42	10/13/2024 - 10/19/2024	1.02	1.07
43	10/20/2024 - 10/26/2024	1.02	1.07
44	10/27/2024 - 11/02/2024	1.02	1.07
45	11/03/2024 - 11/09/2024	1.02	1.07
46	11/10/2024 - 11/16/2024	1.02	1.07
47	11/17/2024 - 11/23/2024	1.03	1.08
48	11/24/2024 - 11/30/2024	1.03	1.08
49	12/01/2024 - 12/07/2024	1.04	1.09
50	12/08/2024 - 12/14/2024	1.04	1.09
51	12/15/2024 - 12/21/2024	1.05	1.11
52	12/22/2024 - 12/28/2024	1.07	1.13
53	12/29/2024 - 12/31/2024	1.09	1.15

* PEAK SEASON

04-MAR-2025 16:32:52

830UPD

2_7400_PKSEASON.TXT

2024 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 74 - NASSAU

WEEK	DATES	SR115	7406	7407 A1A, SR105- ATLANTIC	7408 A1A, MPT FERRY-SR105	7409 I95, SR200 - GEORGIA
1	01/01/2024 - 01/06/2024		0.92	1.00	0.98	0.90
2	01/07/2024 - 01/13/2024		0.92	1.00	0.98	0.90
3	01/14/2024 - 01/20/2024		0.92	1.00	0.98	0.90
4	01/21/2024 - 01/27/2024		0.92	1.00	0.98	0.89
5	01/28/2024 - 02/03/2024		0.93	1.00	0.98	0.88
6	02/04/2024 - 02/10/2024		0.93	1.00	0.98	0.87
7	02/11/2024 - 02/17/2024		0.93	1.00	0.98	0.86
8	02/18/2024 - 02/24/2024		0.94	1.00	0.98	0.86
9	02/25/2024 - 03/02/2024		0.94	1.00	0.98	0.87
10	03/03/2024 - 03/09/2024		0.94	1.00	0.98	0.87
11	03/10/2024 - 03/16/2024		0.94	1.00	0.98	0.87
12	03/17/2024 - 03/23/2024		0.95	1.00	0.98	0.87
13	03/24/2024 - 03/30/2024		0.95	1.00	0.98	0.88
14	03/31/2024 - 04/06/2024		0.95	1.00	0.98	0.88
15	04/07/2024 - 04/13/2024		0.96	1.00	0.98	0.89
16	04/14/2024 - 04/20/2024		0.96	1.00	0.98	0.89
17	04/21/2024 - 04/27/2024		0.96	1.00	0.98	0.90
18	04/28/2024 - 05/04/2024		0.96	1.00	0.98	0.90
19	05/05/2024 - 05/11/2024		0.96	1.00	0.98	0.91
20	05/12/2024 - 05/18/2024		0.96	1.00	0.98	0.91
21	05/19/2024 - 05/25/2024		0.95	1.00	0.98	0.90
22	05/26/2024 - 06/01/2024		0.95	1.00	0.98	0.89
23	06/02/2024 - 06/08/2024		0.95	1.00	0.98	0.88
24	06/09/2024 - 06/15/2024		0.95	1.00	0.98	0.87
25	06/16/2024 - 06/22/2024		0.95	1.00	0.98	0.88
26	06/23/2024 - 06/29/2024		0.95	1.00	0.98	0.88
27	06/30/2024 - 07/06/2024		0.95	1.00	0.98	0.89
28	07/07/2024 - 07/13/2024		0.95	1.00	0.98	0.89
29	07/14/2024 - 07/20/2024		0.95	1.00	0.98	0.90
30	07/21/2024 - 07/27/2024		0.94	1.00	0.98	0.91
31	07/28/2024 - 08/03/2024		0.94	1.00	0.98	0.92
32	08/04/2024 - 08/10/2024		0.94	1.00	0.98	0.92
33	08/11/2024 - 08/17/2024		0.94	1.00	0.98	0.93
34	08/18/2024 - 08/24/2024		0.94	1.00	0.98	0.94
35	08/25/2024 - 08/31/2024		0.94	1.00	0.98	0.95
36	09/01/2024 - 09/07/2024		0.94	1.00	0.98	0.95
37	09/08/2024 - 09/14/2024		0.94	1.00	0.98	0.96
38	09/15/2024 - 09/21/2024		0.94	1.00	0.98	0.95
39	09/22/2024 - 09/28/2024		0.94	1.00	0.98	0.95
40	09/29/2024 - 10/05/2024		0.93	1.00	0.97	0.94
41	10/06/2024 - 10/12/2024		0.93	1.00	0.97	0.93
42	10/13/2024 - 10/19/2024		0.93	1.00	0.97	0.93
43	10/20/2024 - 10/26/2024		0.93	1.00	0.97	0.92
44	10/27/2024 - 11/02/2024		0.93	1.00	0.98	0.91
45	11/03/2024 - 11/09/2024		0.93	1.00	0.98	0.91
46	11/10/2024 - 11/16/2024		0.93	1.00	0.98	0.90
47	11/17/2024 - 11/23/2024		0.93	1.00	0.98	0.90
48	11/24/2024 - 11/30/2024		0.93	1.00	0.98	0.90
49	12/01/2024 - 12/07/2024		0.92	1.00	0.98	0.90
50	12/08/2024 - 12/14/2024		0.92	1.00	0.98	0.90
51	12/15/2024 - 12/21/2024		0.92	1.00	0.98	0.90
52	12/22/2024 - 12/28/2024		0.92	1.00	0.98	0.90
53	12/29/2024 - 12/31/2024		0.92	1.00	0.98	0.90

Attachment C

Historical AADT & Trends Plots for Roadways in the Vicinity of the Proposed Development

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9110 - SADLER RD W OF CITRONA DR / WILL HARDEE RD

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----		-----	-----	-----
2024	17500	X		0		0	9.00	53.20	5.10
2023	17000	X		0		0	9.00	54.00	4.60
2022	16000	E					9.00	53.50	4.70
2021	17400	V	E	8800	W	8600	9.00	53.80	4.50
2020	17400	R	E	8800	W	8600	9.00	53.70	4.60
2019	17600	T	E	8900	W	8700	9.00	54.30	3.40
2018	17000	S	E	8600	W	8400	9.00	54.50	4.50
2017	16400	F	E	8300	W	8100	9.00	55.10	4.00
2016	15600	C	E	7900	W	7700	9.00	56.00	5.90
2015	15900	R	E	8200	W	7700	9.00	55.30	3.50
2014	15500	T	E	8000	W	7500	9.00	55.10	4.30
2013	15200	S	E	7800	W	7400	9.00	56.90	4.10
2012	15000	F	E	7700	W	7300	9.00	54.70	4.50
2011	14800	C	E	7600	W	7200	9.00	55.80	4.20

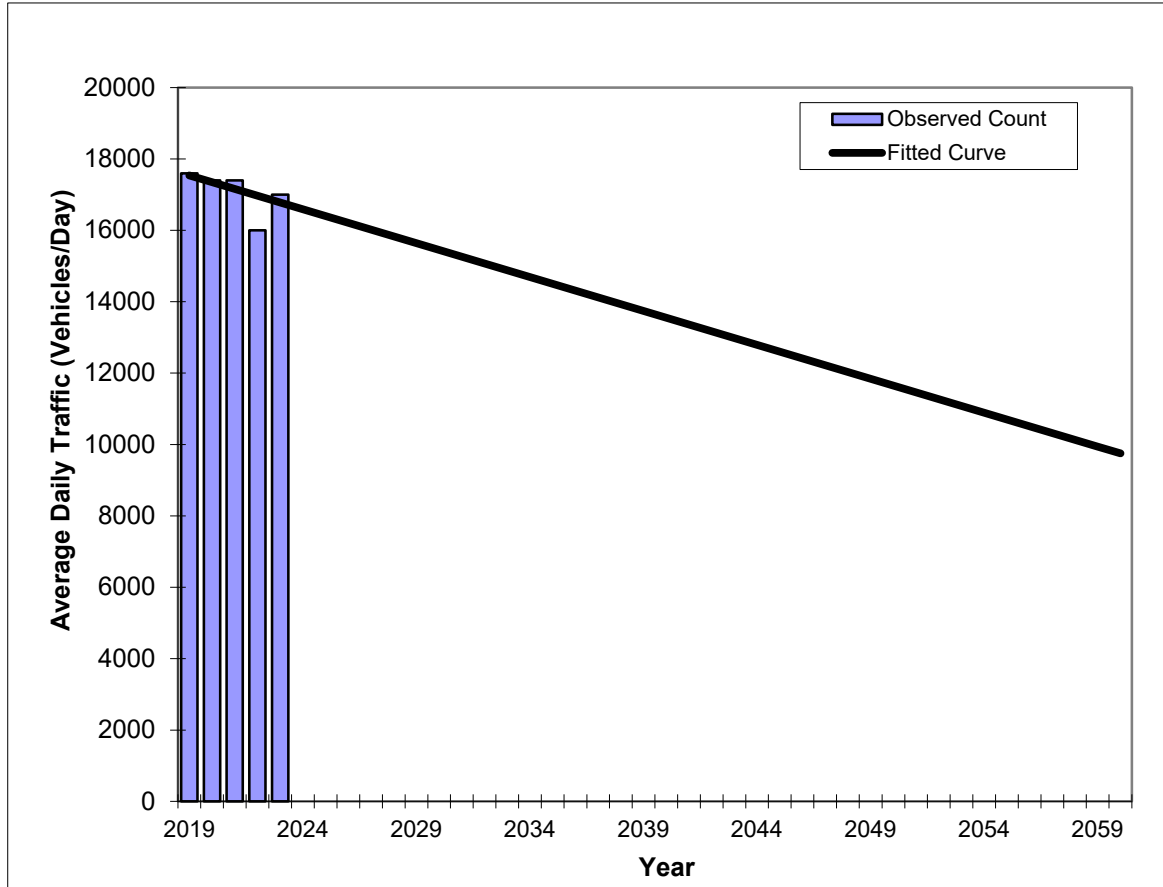
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- SADLER RD W OF CITRONA DR / WILL HARDEE RD

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	17,600	17,540
2020	17,400	17,350
2021	17,400	17,160
2022	16,000	16,970
2023	17,000	16,780
2028 Opening Year Trend		
2028	N/A	15,830
2029 Interim Year Trend		
2029	N/A	15,640
2030 Design Year Trend		
2030	N/A	15,450
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	190
Trend R-squared:	67.86%
Trend Annual Historic Growth Rate:	-1.08%
Trend Growth Rate (2023 to Design Year)	-1.13%
Printed:	3/20/2025
Linear Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9120 - S 14TH ST, 350 FT N OF SR-108/SADLER RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	21000 F	N	10000	S	11000	9.00	53.20	5.10
2023	20300 C	N	9800	S	10500	9.00	54.00	4.60
2022	19200 C	N	9200	S	10000	9.00	53.50	4.70
2021	17600 F	N	8600	S	9000	9.00	53.80	4.50
2020	17700 C	N	8600	S	9100	9.00	53.70	4.60
2019	19400 C	N	9400	S	10000	9.00	54.30	3.40
2018	18200 C	N	8800	S	9400	9.00	54.50	4.50
2017	18500 C	N	8900	S	9600	9.00	55.10	4.00
2016	18400 C	N	8900	S	9500	9.00	56.00	5.90
2015	19200 C	N	9200	S	10000	9.00	55.30	3.50
2014	18200 C	N	8900	S	9300	9.00	55.10	4.30
2013	20500 F	N	10000	S	10500	9.00	56.90	4.10
2012	20500 C	N	10000	S	10500	9.00	54.70	4.50

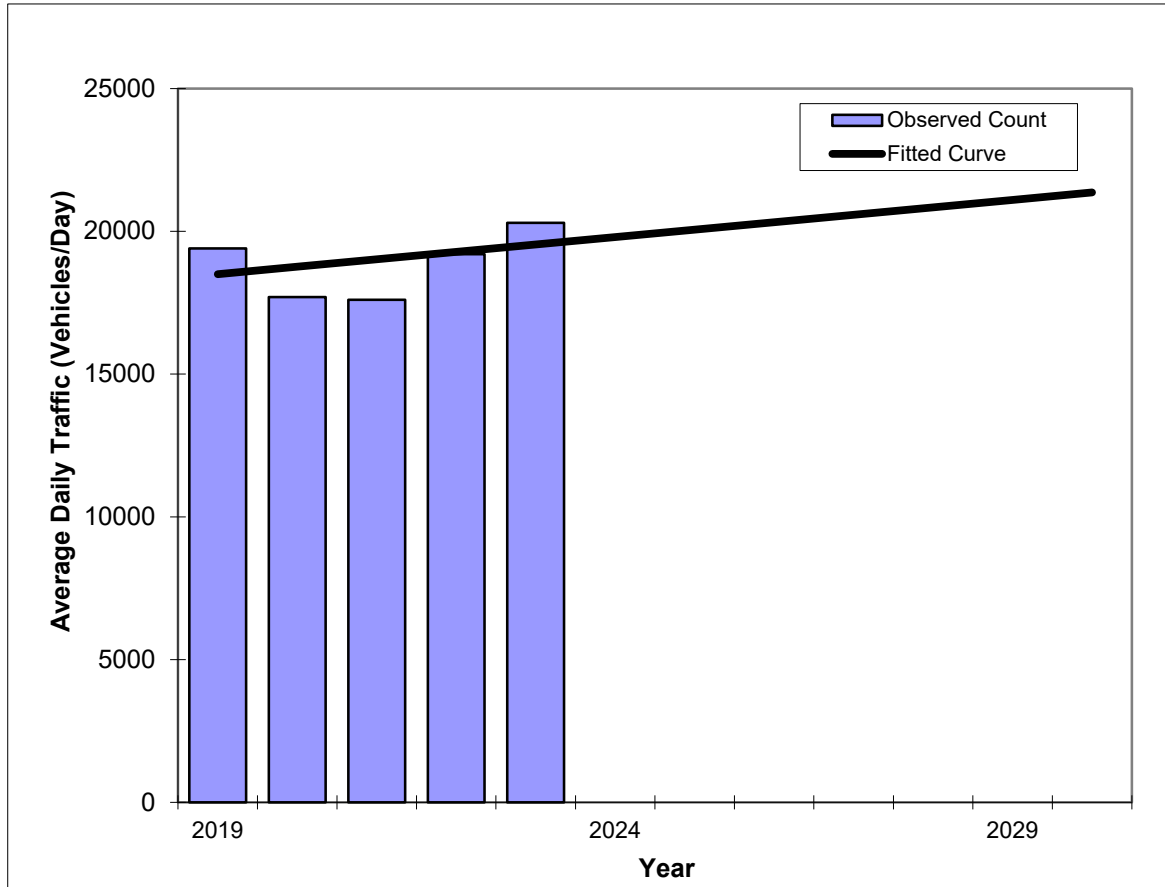
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- S 14TH ST, 350 FT N OF SR-108/SADLER RD

FM #	
Location	1

County:	Nassau (74)
Station #:	749125
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	19,400	18,500
2020	17,700	18,760
2021	17,600	19,020
2022	19,200	19,280
2023	20,300	19,540
2028 Opening Year Trend		
2028	N/A	20,840
2029 Interim Year Trend		
2029	N/A	21,100
2030 Design Year Trend		
2030	N/A	21,360
FSUTMS Forecasts/Trends		

Annual Trend Increase:	260
Trend R-squared:	21.61%
Trend Annual Historic Growth Rate:	1.41%
Trend Growth Rate (2023 to Design Year)	1.33%
Printed:	3/20/2025
Linear Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9121 - JASMINE ST. .1 MI. E. OF SR 200

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2024	1400 F	0	0	9.00	53.20	5.10
2023	1400 C	E 0	W 0	9.00	54.00	4.60
2022	1200 V	0	0	9.00	53.50	4.70
2021	1200 R	0	0	9.00	53.80	4.50
2020	1200 T	0	0	9.00	53.70	4.60
2019	1200 S	0	0	9.00	54.30	3.40
2018	1200 F	0	0	9.00	54.50	4.50
2017	1200 C	E 0	W 0	9.00	55.10	4.00
2016	1100 R	0	0	9.00	56.00	5.90
2015	1100 T	0	0	9.00	55.30	3.50
2014	1100 S			9.00	55.10	4.30
2013	1100 F	0	0	9.00	56.90	4.10
2012	1100 C	E 0	W 0	9.00	54.70	4.50

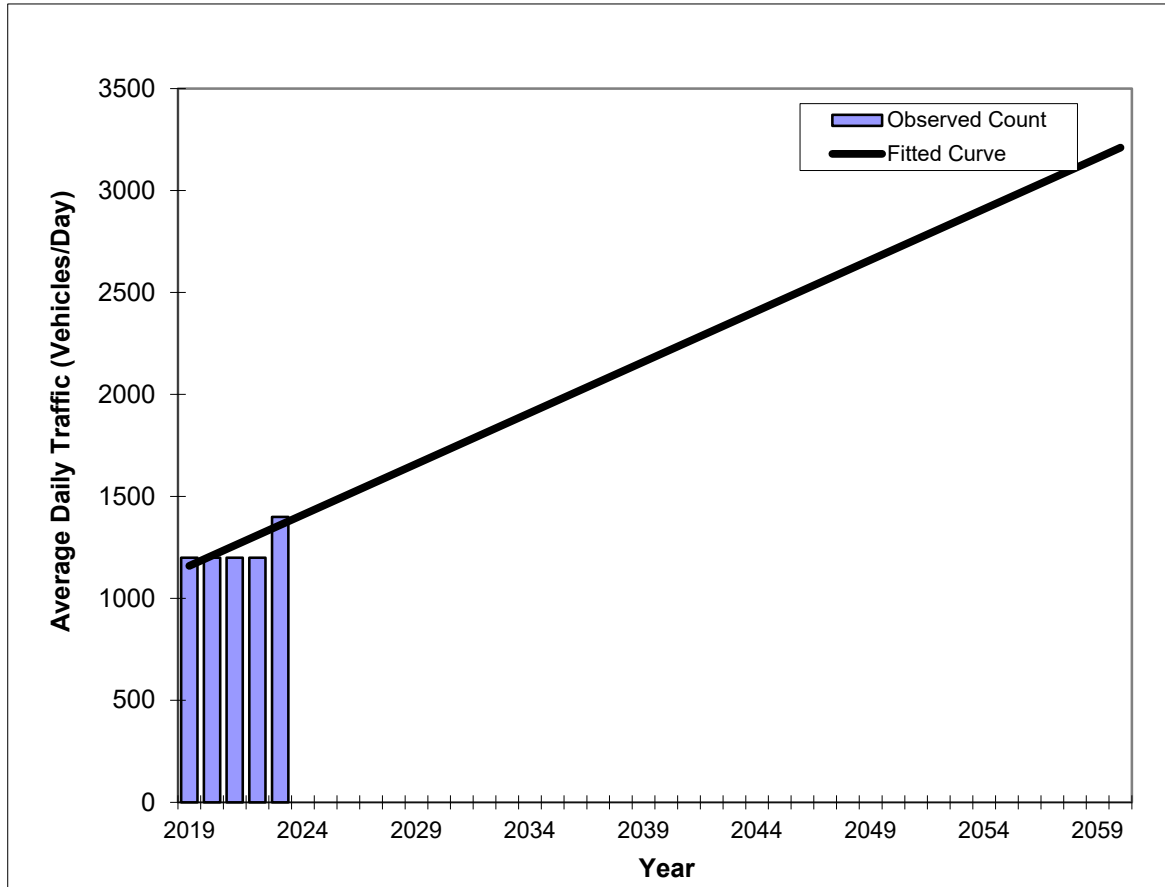
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- JASMINE ST. .1 MI. E. OF SR 200

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	1,200	1,160
2020	1,200	1,210
2021	1,200	1,260
2022	1,200	1,310
2023	1,400	1,360
2028 Opening Year Trend		
2028	N/A	1,610
2029 Interim Year Trend		
2029	N/A	1,660
2030 Design Year Trend		
2030	N/A	1,710
FSUTMS Forecasts/Trends		

Annual Trend Increase:	50
Trend R-squared:	78.13%
Trend Annual Historic Growth Rate:	4.31%
Trend Growth Rate (2023 to Design Year)	3.68%
Printed:	3/20/2025
Linear Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9125 - S. 14TH ST. .1 MI. S. OF ATLANTIC AVE.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	7400 F		0		0	9.00	53.20	5.10
2023	7200 C	N	0		S 0	9.00	54.00	4.60
2022	6800 V		0		0	9.00	53.50	4.70
2021	6800 R		0		0	9.00	53.80	4.50
2020	6800 T		0		0	9.00	53.70	4.60
2019	6900 S		0		0	9.00	54.30	3.40
2018	6700 F		0		0	9.00	54.50	4.50
2017	6500 C	N	0		S 0	9.00	55.10	4.00
2016	7900 R		0		0	9.00	56.00	5.90
2015	7600 T		0		0	9.00	55.30	3.50
2014	7400 S					9.00	55.10	4.30
2013	7300 F		0		0	9.00	56.90	4.10
2012	7200 C	N	0		S 0	9.00	54.70	4.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

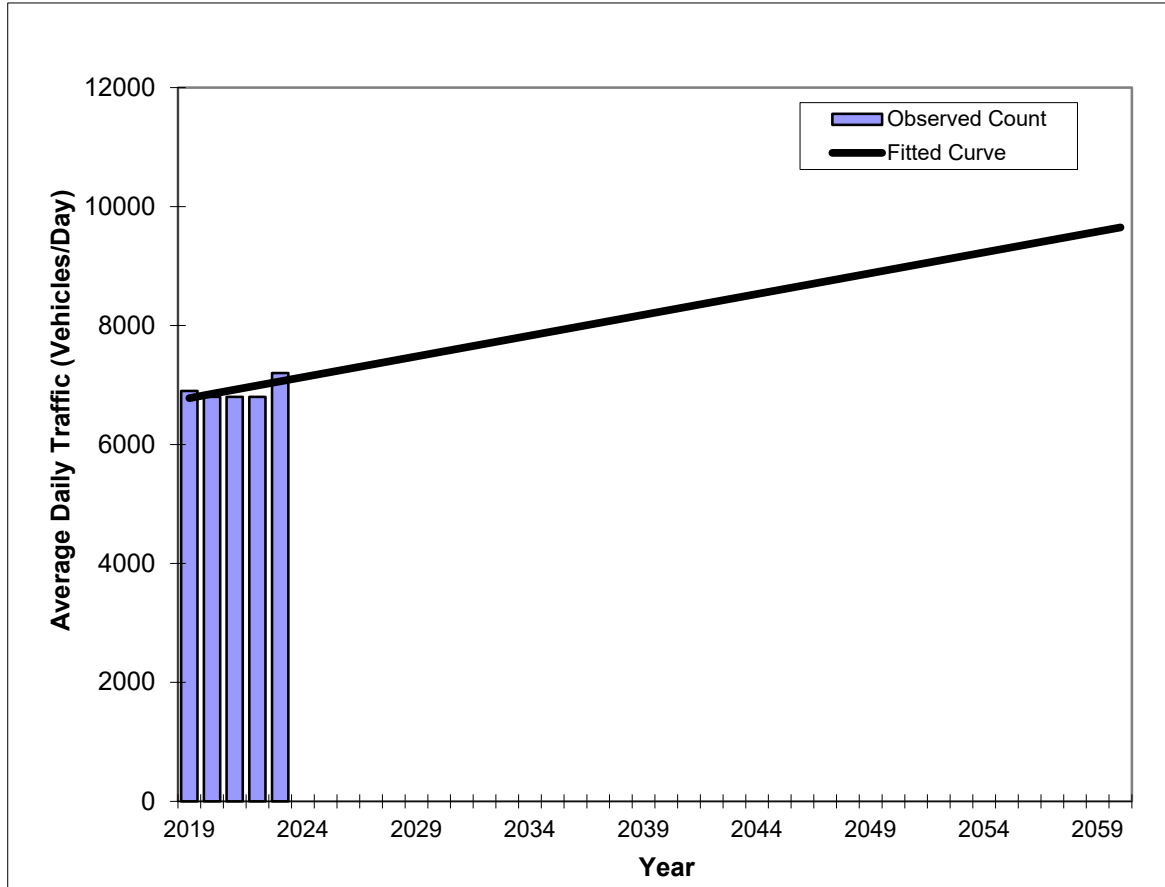
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- S. 14TH ST. .1 MI. S. OF ATLANTIC AVE.

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	6,900	6,780
2020	6,800	6,850
2021	6,800	6,920
2022	6,800	6,990
2023	7,200	7,060
2028 Opening Year Trend		
2028	N/A	7,410
2029 Interim Year Trend		
2029	N/A	7,480
2030 Design Year Trend		
2030	N/A	7,550
FSUTMS Forecasts/Trends		

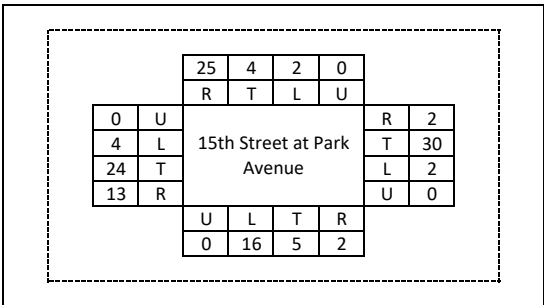
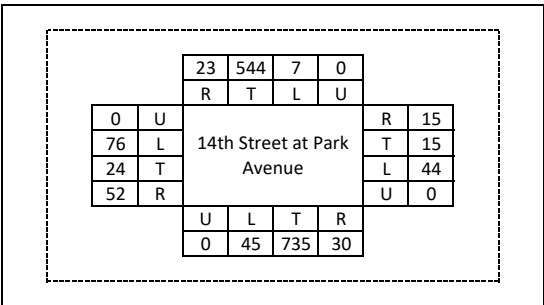
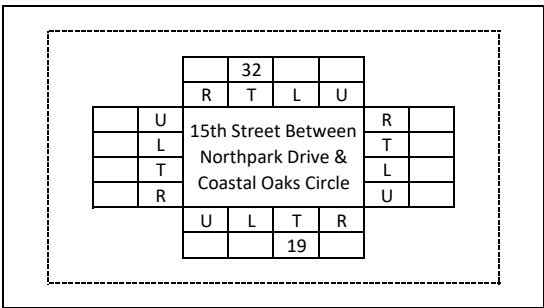
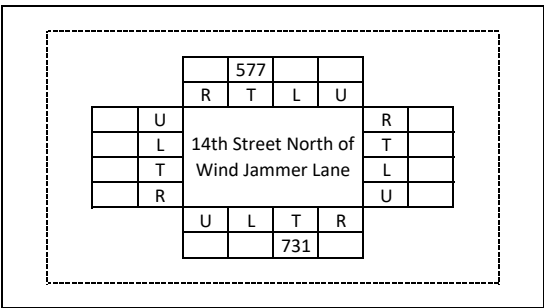
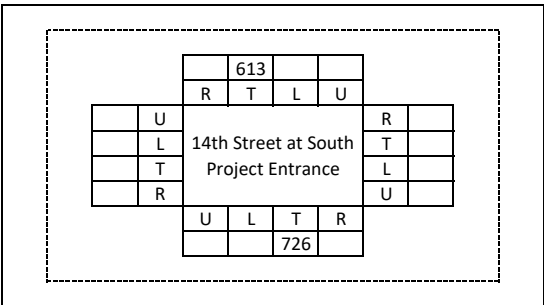
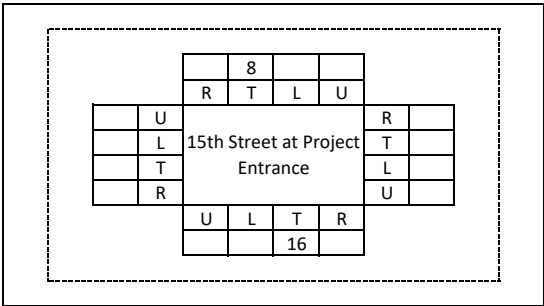
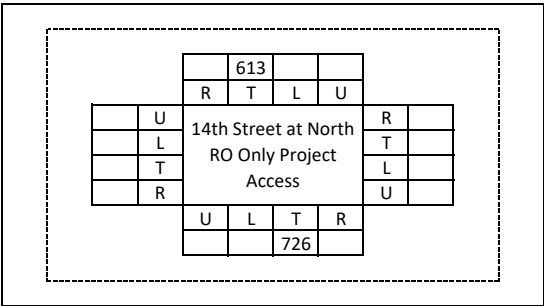
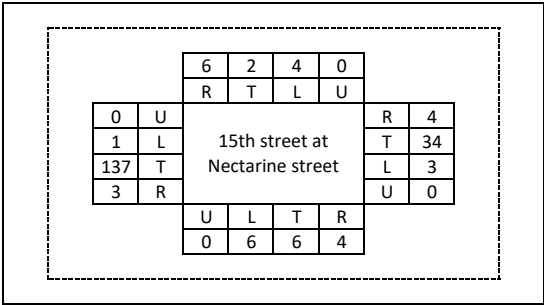
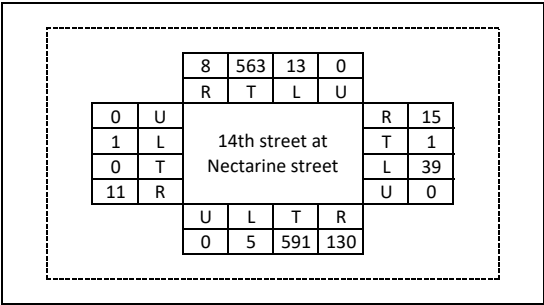
Annual Trend Increase:	70
Trend R-squared:	45.37%
Trend Annual Historic Growth Rate:	1.03%
Trend Growth Rate (2023 to Design Year)	0.99%
Printed:	3/20/2025
Linear Growth Option	

*Axle-Adjusted

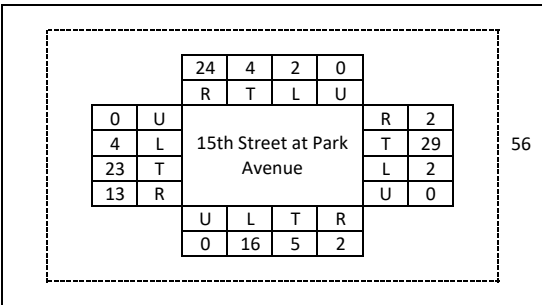
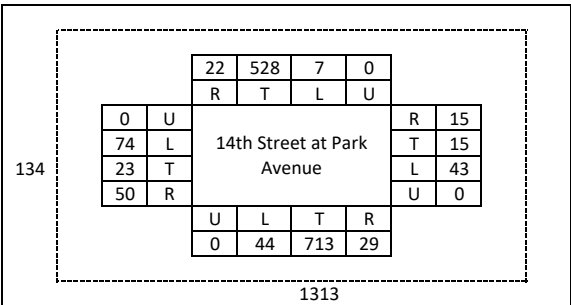
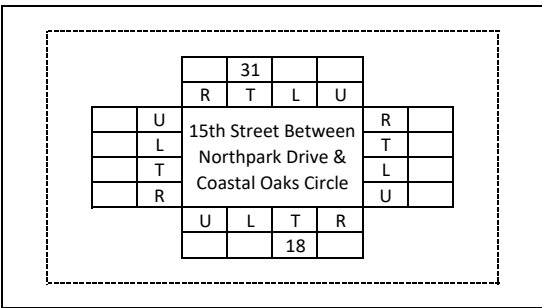
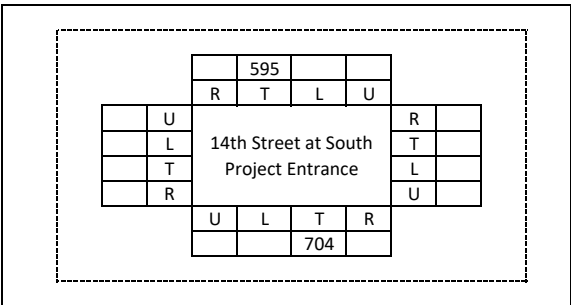
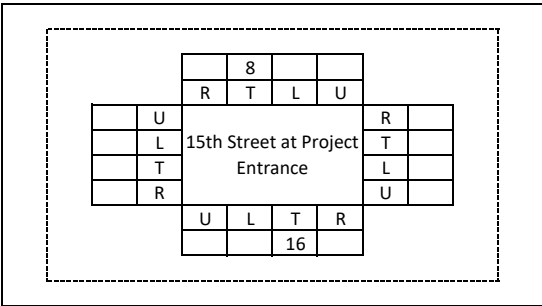
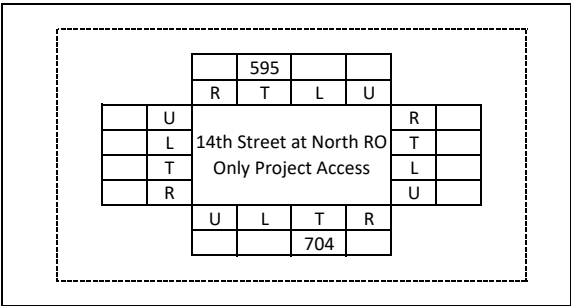
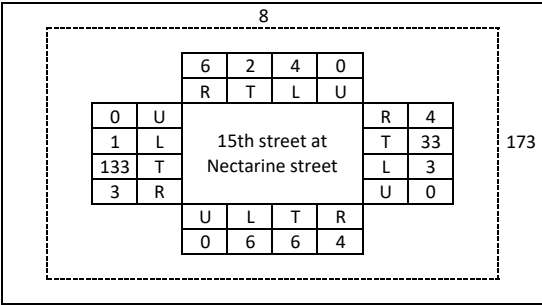
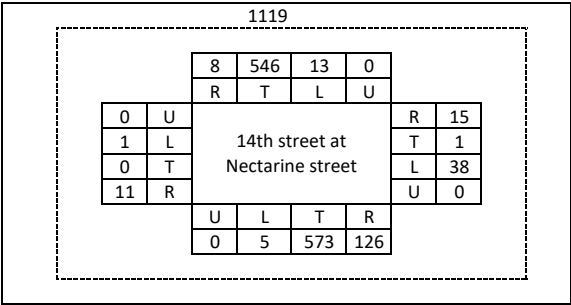
Attachment D

Study Intersections Detailed Traffic Projections Calculations

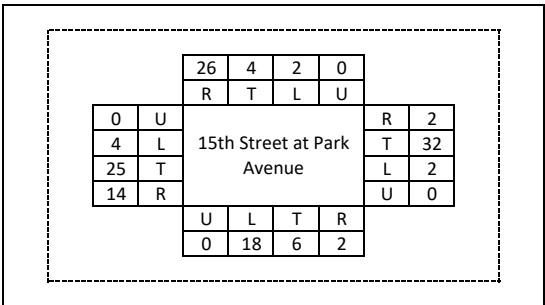
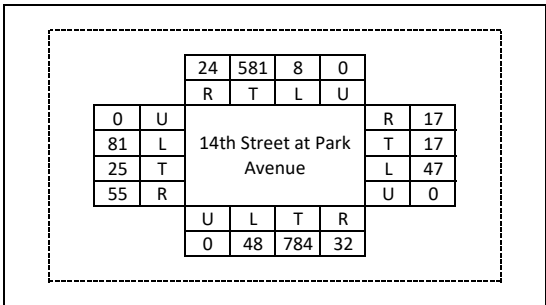
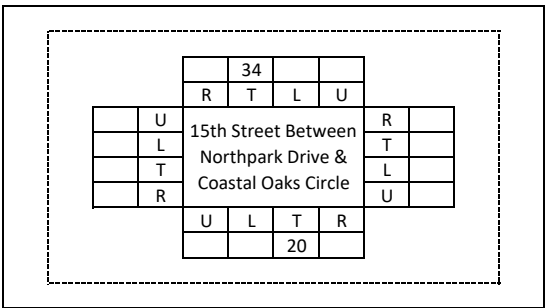
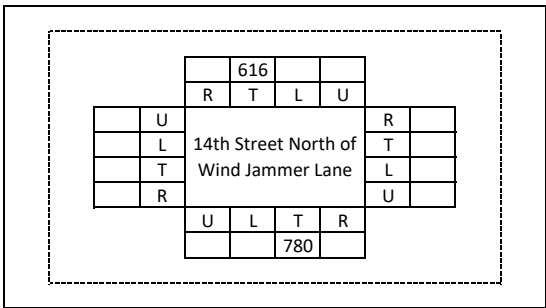
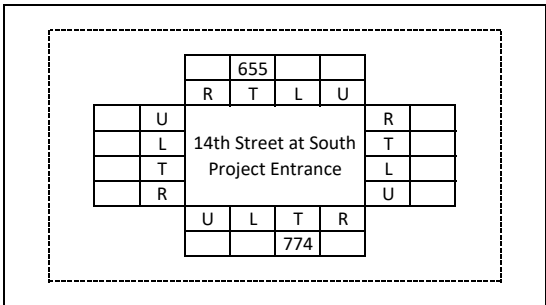
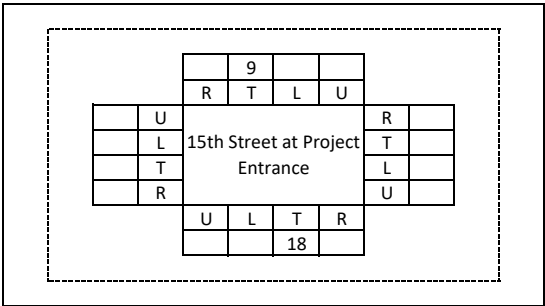
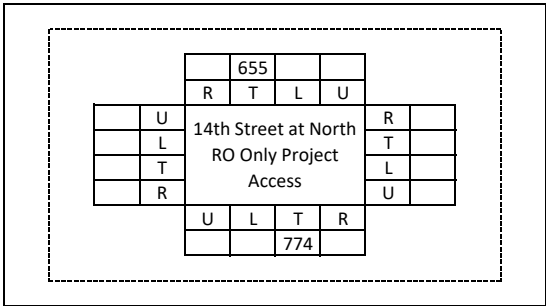
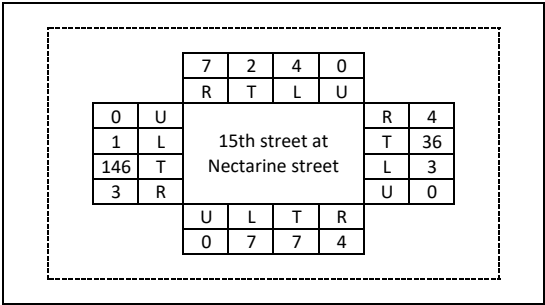
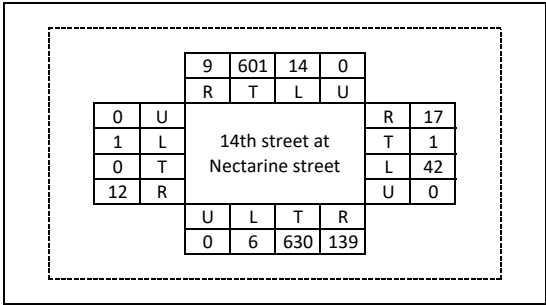
Year 2025 Traffic Counts without SF



Year 2025 Traffic Counts with SF
SF 0.97

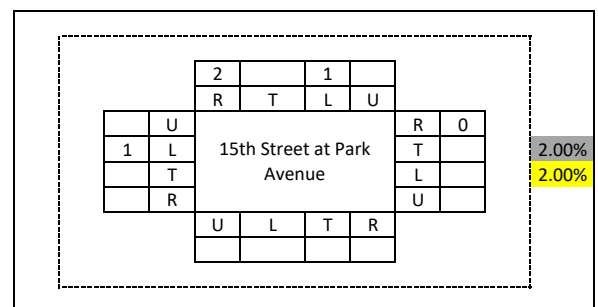
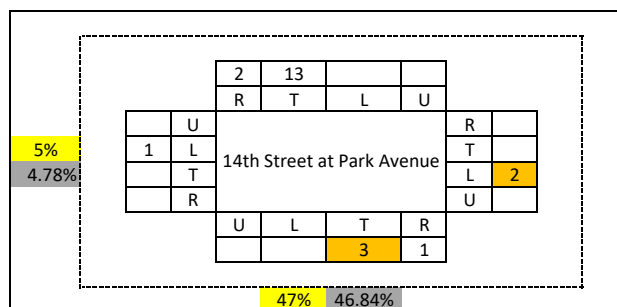
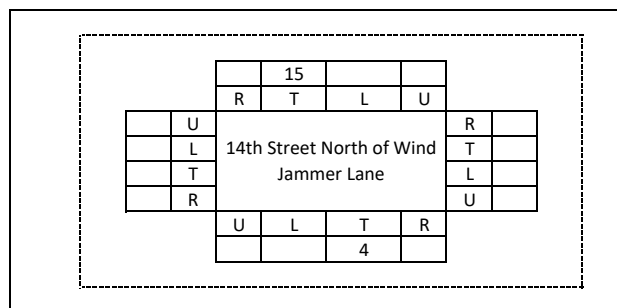
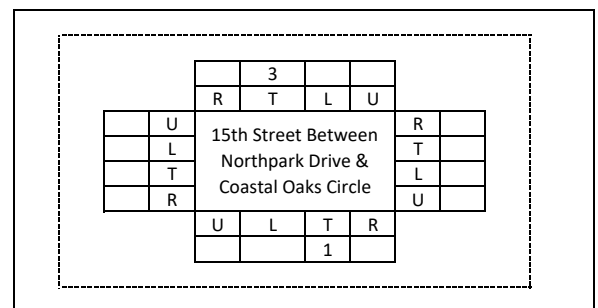
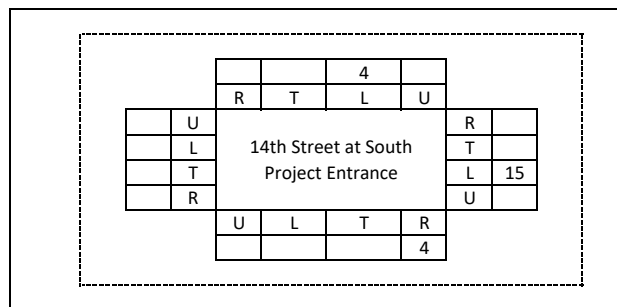
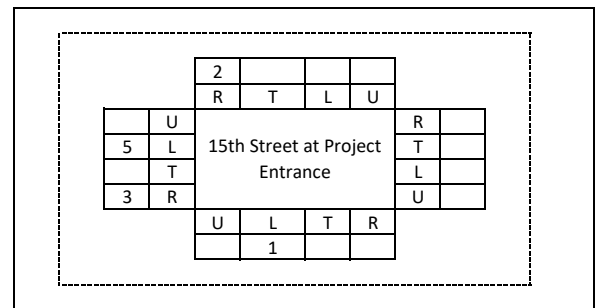
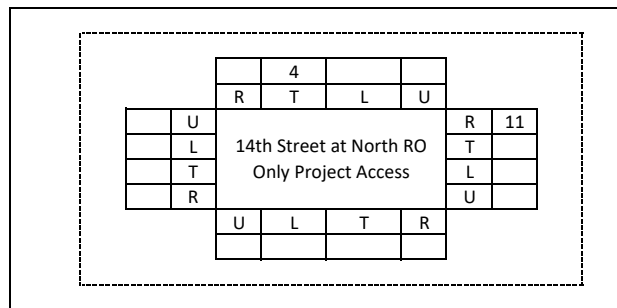
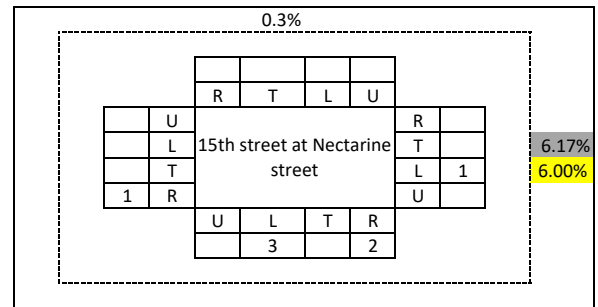
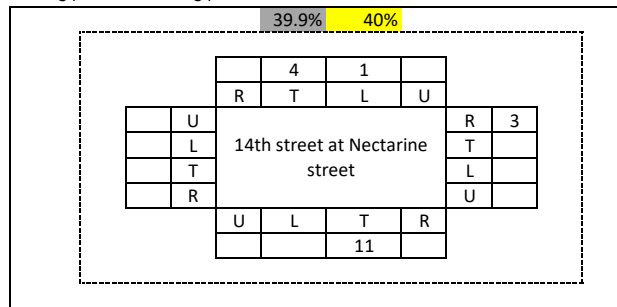


Year 2030 Background Traffic Volumes
GF 1.10



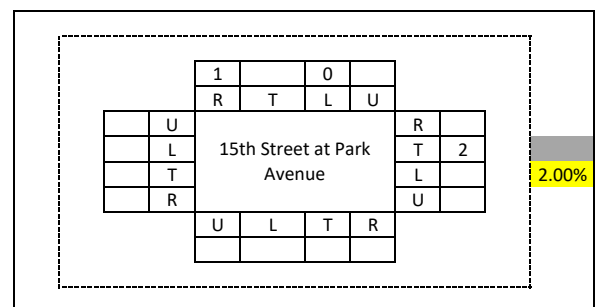
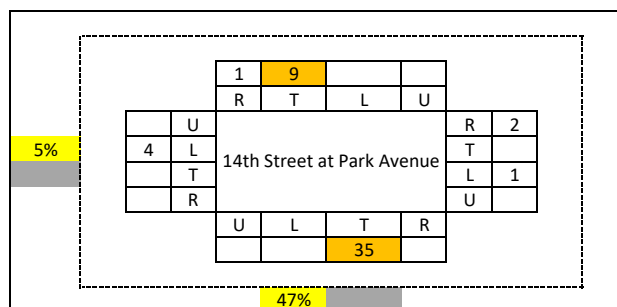
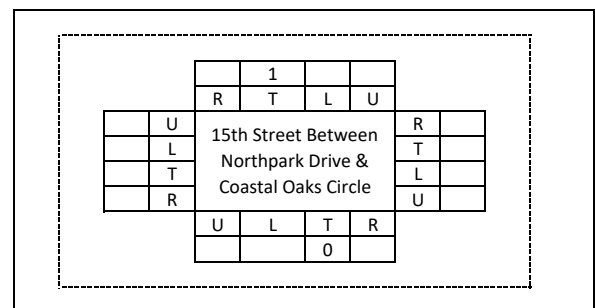
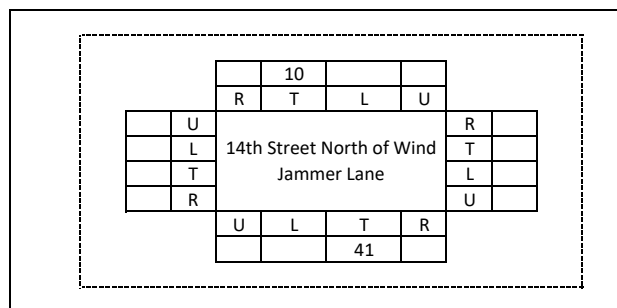
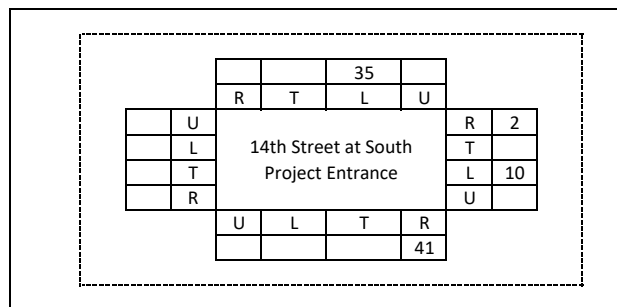
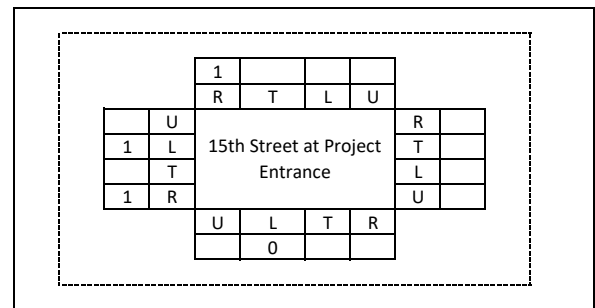
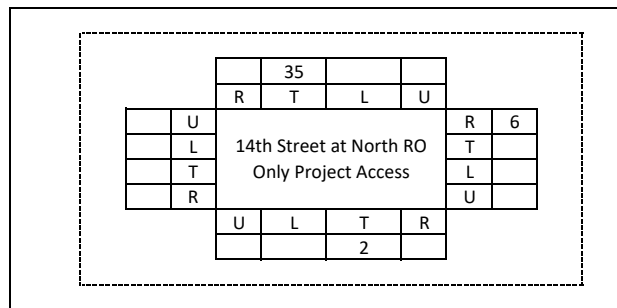
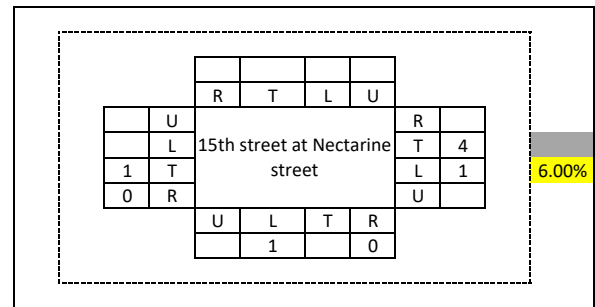
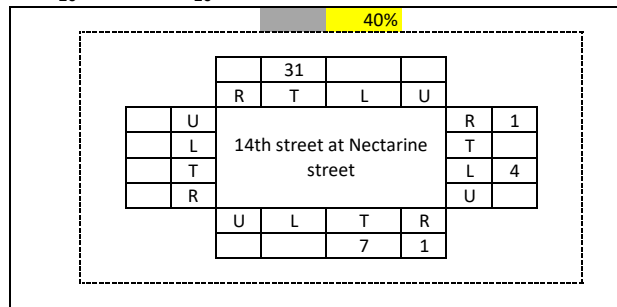
Residential Project Traffic Distribution & Assignment

Ent	11	11
Exit	34	34

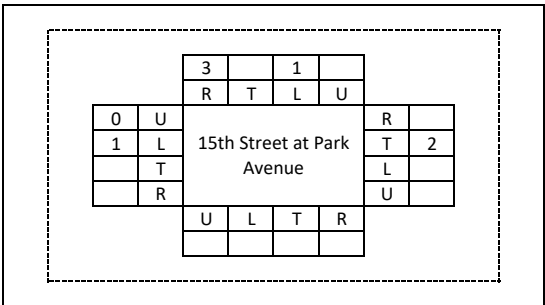
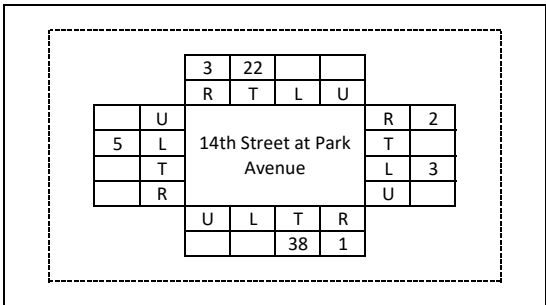
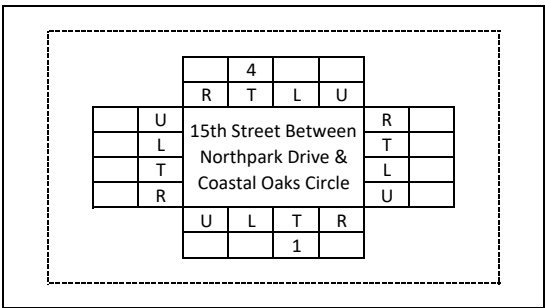
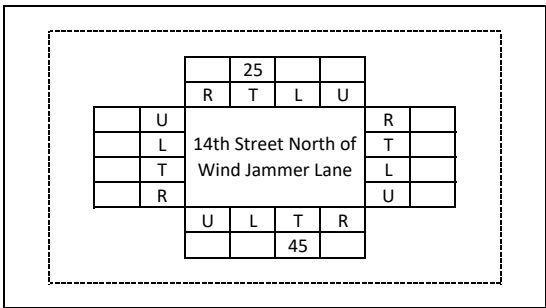
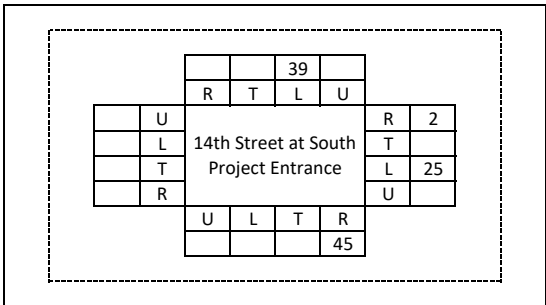
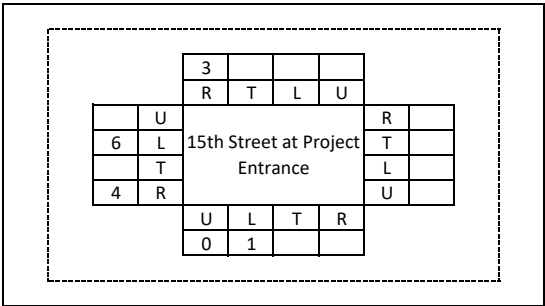
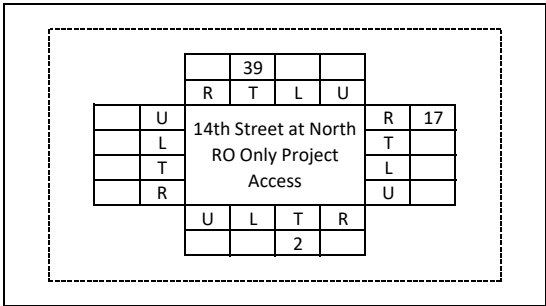
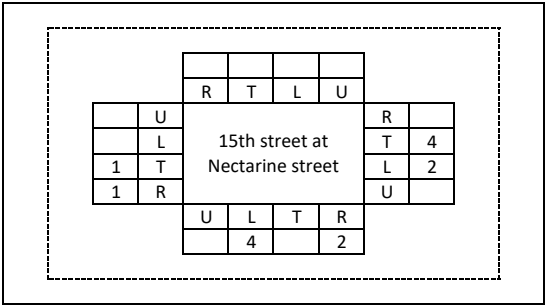
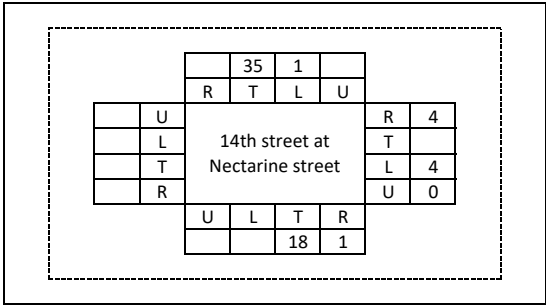


Medical Office Project Traffic Distribution & Assignment

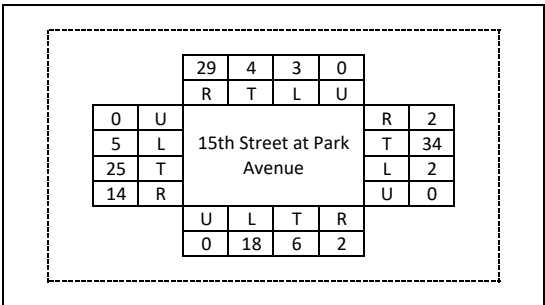
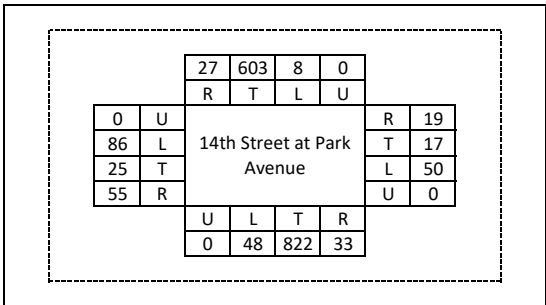
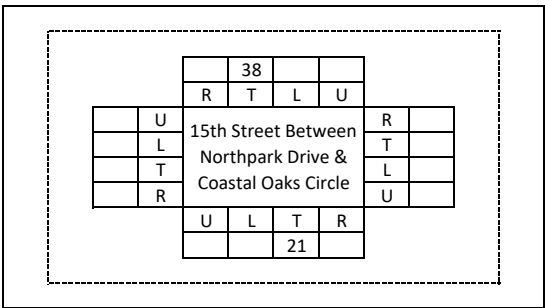
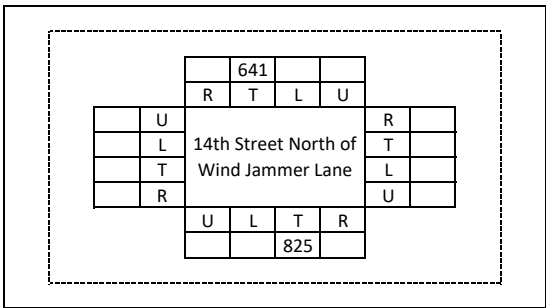
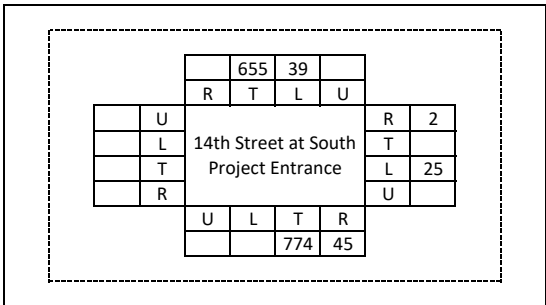
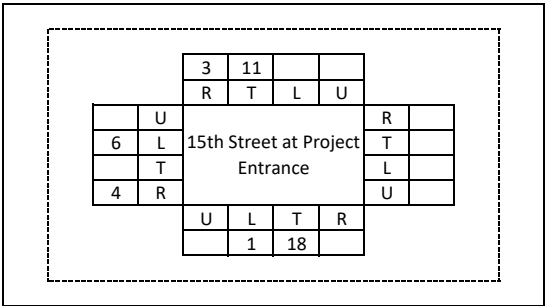
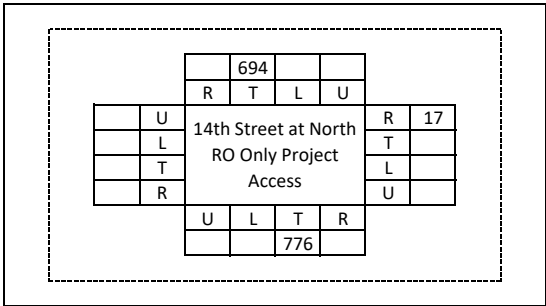
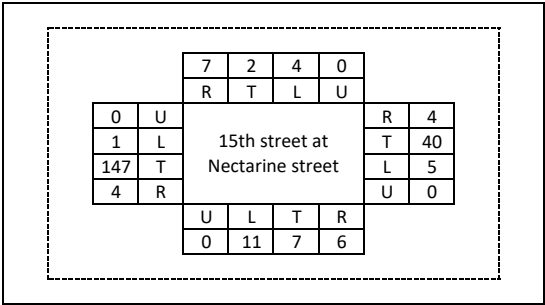
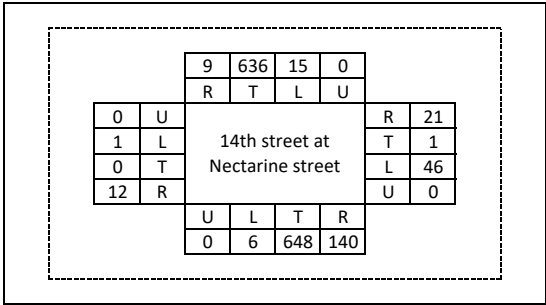
Ent	77	77
Exit	20	20



Project Traffic Volumes



Year 2030 Build-Out Traffic Volumes



Year 2025 Traffic Counts without SF

				8	753	4	0				
				R	T	L	U				
0	U									R	21
2	L									T	0
0	T									L	106
2	R									U	0
				U	L	T	R				
				0	2	654	29				

				4	11	6	0				
				R	T	L	U				
0	U									R	4
7	L									T	113
30	T									L	9
3	R									U	0
				U	L	T	R				
				0	6	2	1				

					861						
				R	T	L	U				
	U									R	
	L									T	
	T									L	
	R									U	
				U	L	T	R				
						685					

					23						
				R	T	L	U				
	U									R	
	L									T	
	T									L	
	R									U	
				U	L	T	R				
						9					

					861						
				R	T	L	U				
	U									R	
	L									T	
	T									L	
	R									U	
				U	L	T	R				
						685					

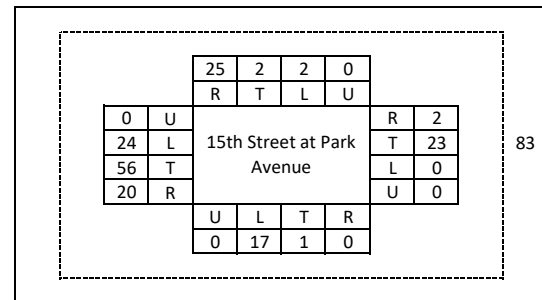
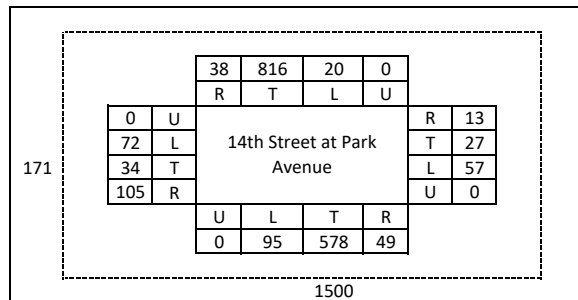
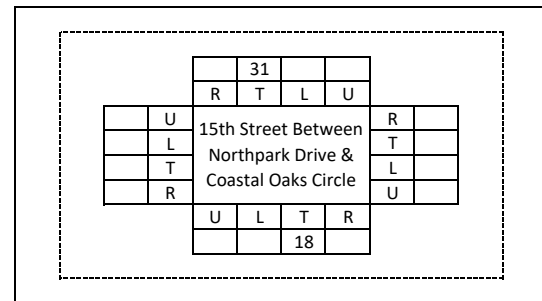
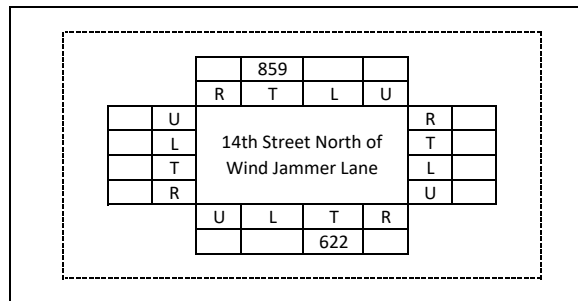
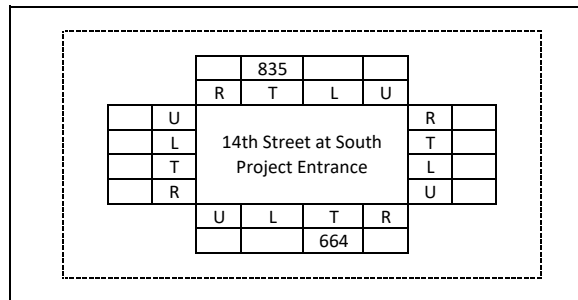
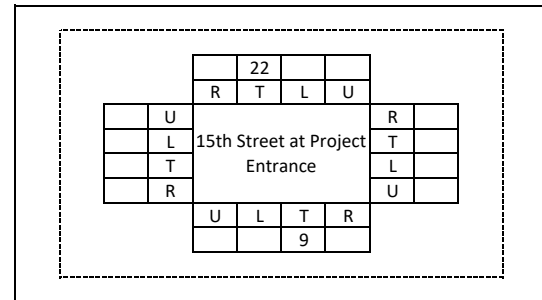
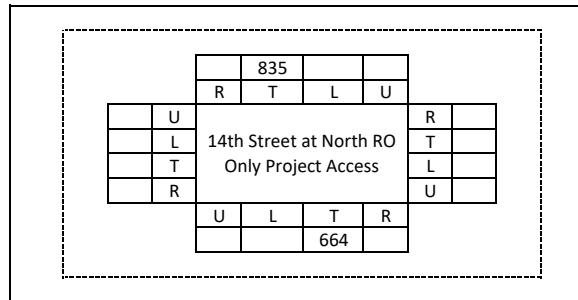
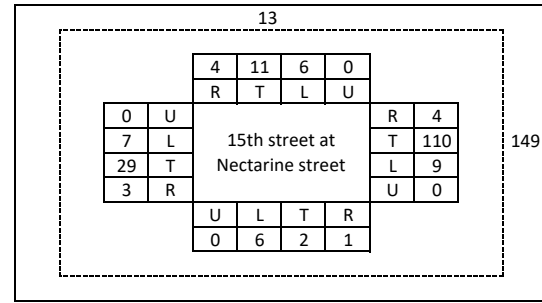
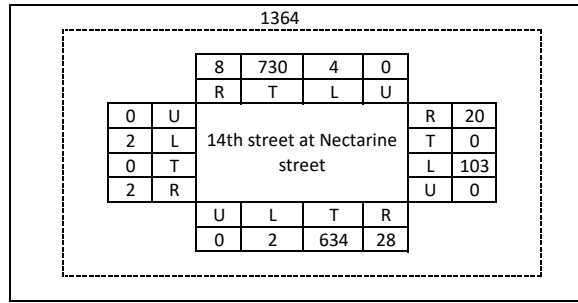
					886						
				R	T	L	U				
	U									R	
	L									T	
	T									L	
	R									U	
				U	L	T	R				
						641					

					32						
				R	T	L	U				
	U									R	
	L									T	
	T									L	
	R									U	
				U	L	T	R				
						19					

				39	841	21	0				
				R	T	L	U				
0	U									R	13
74	L									T	28
35	T									L	59
108	R									U	0
				U	L	T	R				
				0	98	596	50				

				26	2	2	0				
				R	T	L	U				
0	U									R	2
25	L									T	24
58	T									L	0
21	R									U	0
				U	L	T	R				
				0	18	1	0				

Year 2025 Traffic Counts with SF
SF 0.97



Year 2030 Background Traffic Volumes
GF 1.10

		9	803	4	0		
		R	T	L	U		
0	U					R	22
2	L					T	0
0	T					L	113
2	R					U	0
		U	L	T	R		
		0	2	697	31		

14th street at Nectarine street

		4	12	7	0		
		R	T	L	U		
0	U					R	4
8	L					T	121
32	T					L	10
3	R					U	0
		U	L	T	R		
		0	7	2	1		

15th street at Nectarine street

			919				
		R	T	L	U		
	U					R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				730			

14th Street at North RO Only Project Access

			24				
		R	T	L	U		
	U					R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				10			

15th Street at Project Entrance

			919				
		R	T	L	U		
	U					R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				730			

14th Street at South Project Entrance

			945				
		R	T	L	U		
	U					R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				684			

14th Street North of Wind Jammer Lane

			34				
		R	T	L	U		
	U					R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				20			

15th Street Between Northpark Drive & Coastal Oaks Circle

		42	898	22	0		
		R	T	L	U		
0	U					R	14
79	L					T	30
37	T					L	63
116	R					U	0
		U	L	T	R		
		0	105	636	54		

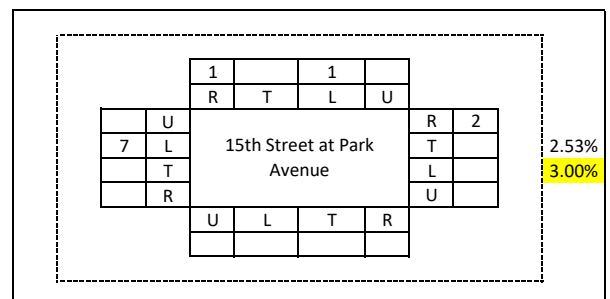
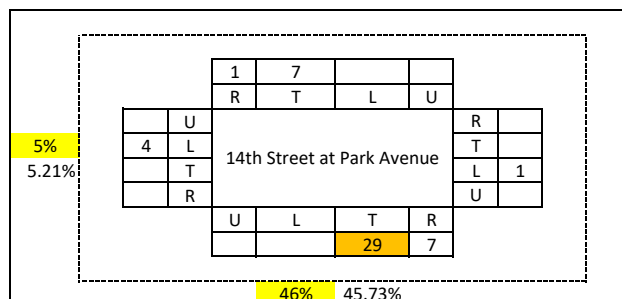
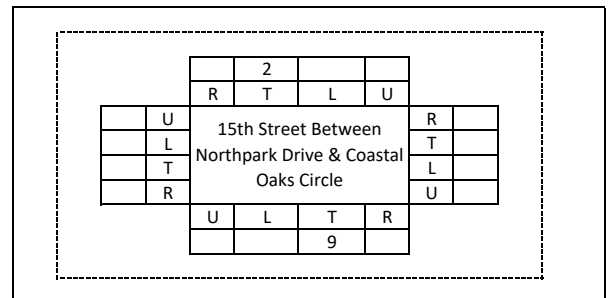
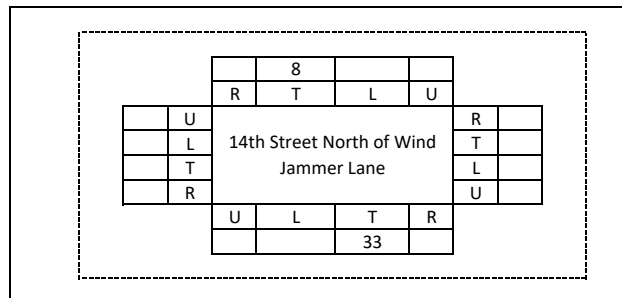
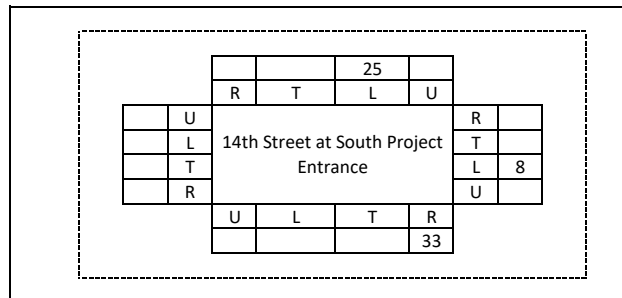
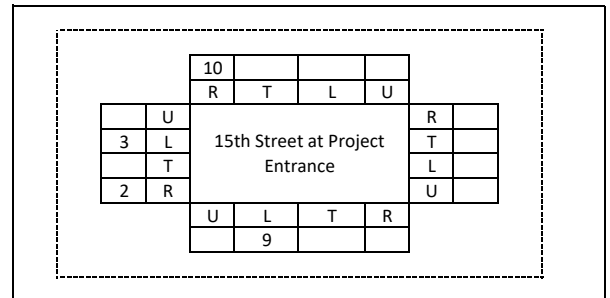
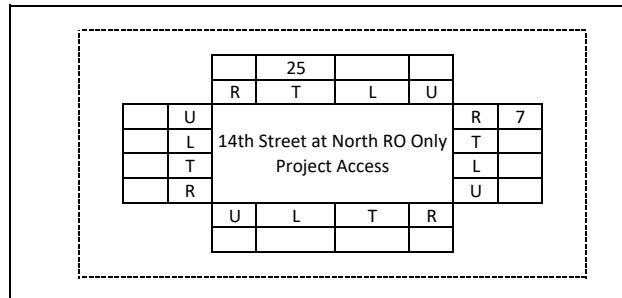
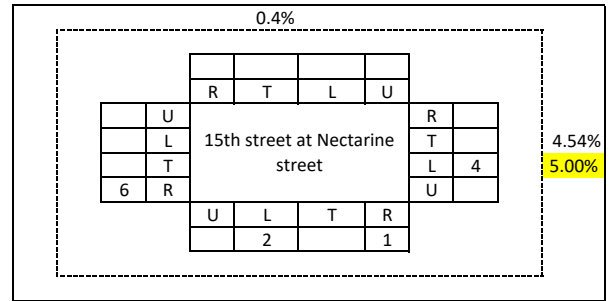
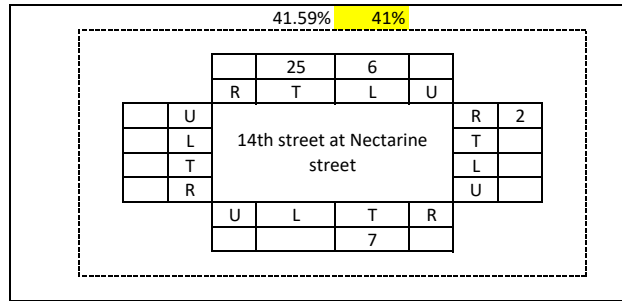
14th Street at Park Avenue

		28	2	2	0		
		R	T	L	U		
0	U					R	2
26	L					T	25
62	T					L	0
22	R					U	0
		U	L	T	R		
		0	19	1	0		

15th Street at Park Avenue

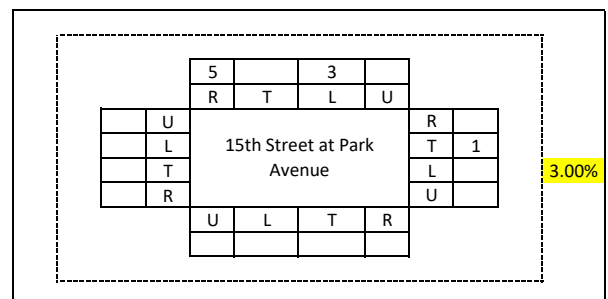
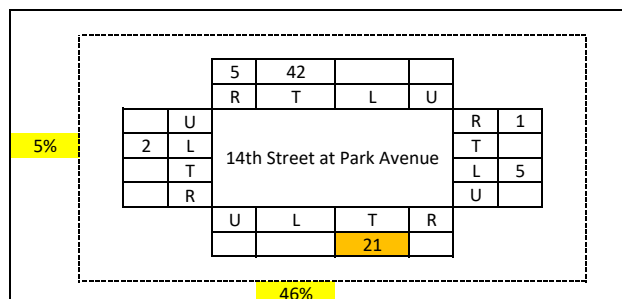
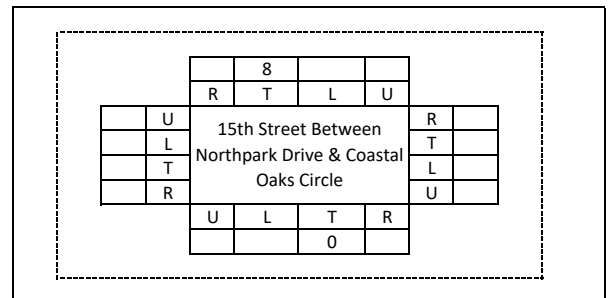
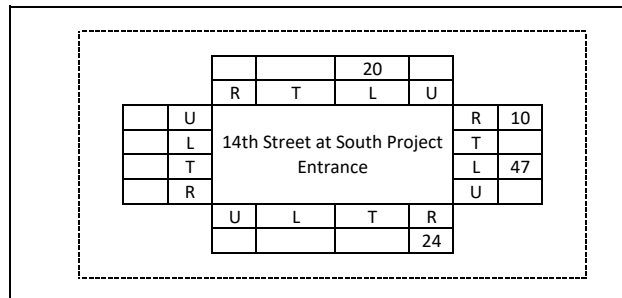
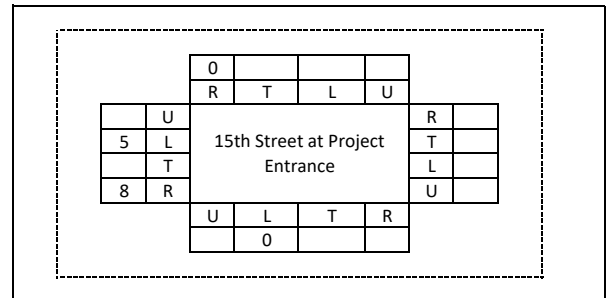
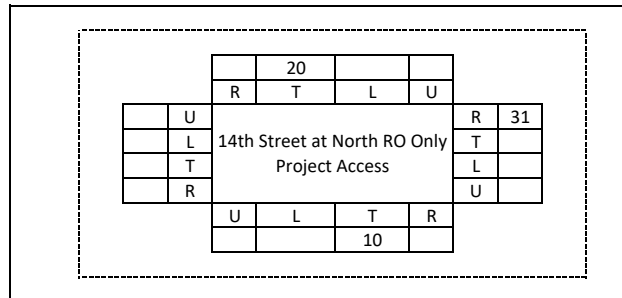
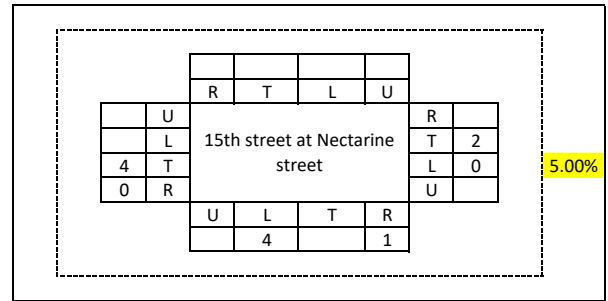
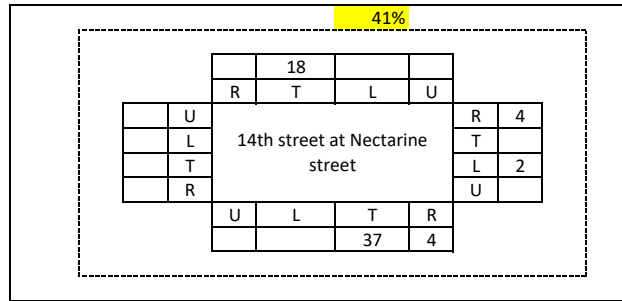
Residential Project Traffic Distribution & Assignment

Ent 77 77
Exit 20 20



Medical Office Project Traffic Distribution & Assignment

Ent 44 44
Exit 101 101



Project Traffic Volumes

			43	6		
		R	T	L	U	
	U					R
	L					6
	T					T
	R					L
						2
						U
						0
		U	L	T	R	
				44	4	

14th street at Nectarine street

		R	T	L	U	
	U					R
	L					T
4	T					2
6	R					L
						4
						U
		U	L	T	R	
			6		2	

15th street at Nectarine street

			45			
		R	T	L	U	
	U					R
	L					38
	T					T
	R					L
						U
		U	L	T	R	
				10		

14th Street at North RO Only Project Access

			10			
		R	T	L	U	
	U					R
8	L					T
	T					L
10	R					U
		U	L	T	R	
		0	9			

15th Street at Project Entrance

			45			
		R	T	L	U	
	U					R
	L					10
	T					T
	R					L
						55
						U
		U	L	T	R	
						57

14th Street at South Project Entrance

			55			
		R	T	L	U	
	U					R
	L					T
	T					L
	R					U
		U	L	T	R	
				57		

14th Street North of Wind Jammer Lane

			10			
		R	T	L	U	
	U					R
	L					T
	T					L
	R					U
		U	L	T	R	
				9		

15th Street Between Northpark Drive & Coastal Oaks Circle

			6	49		
		R	T	L	U	
	U					R
6	L					1
	T					T
	R					L
						6
						U
		U	L	T	R	
				50	7	

14th Street at Park Avenue

			6		4	
		R	T	L	U	
0	U					R
7	L					T
	T					1
	R					L
						U
		U	L	T	R	

15th Street at Park Avenue

Year 2030 Build-Out Traffic Volumes

				9	846	10	0				
				R	T	L	U				
0	U	14th street at Nectarine street				R	28				
2	L					T	0				
0	T					L	115				
2	R					U	0				
				U	L	T	R				
				0	2	741	35				

				4	12	7	0				
				R	T	L	U				
0	U	15th street at Nectarine street				R	4				
8	L					T	123				
36	T					L	14				
9	R					U	0				
				U	L	T	R				
				0	13	2	3				

					964						
				R	T	L	U				
	U	14th Street at North RO Only Project Access				R	38				
	L					T					
	T					L					
	R					U					
				U	L	T	R				
						740					

				10	35						
				R	T	L	U				
	U	15th Street at Project Entrance				R					
8	L					T					
	T					L					
10	R					U					
				U	L	T	R				
					9	10					

					919	45					
				R	T	L	U				
	U	14th Street at South Project Entrance				R	10				
	L					T					
	T					L	55				
	R					U					
				U	L	T	R				
						730	57				

					1000						
				R	T	L	U				
	U	14th Street North of Wind Jammer Lane				R					
	L					T					
	T					L					
	R					U					
				U	L	T	R				
						741					

					44						
				R	T	L	U				
	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R					
	L					T					
	T					L					
	R					U					
				U	L	T	R				
						29					

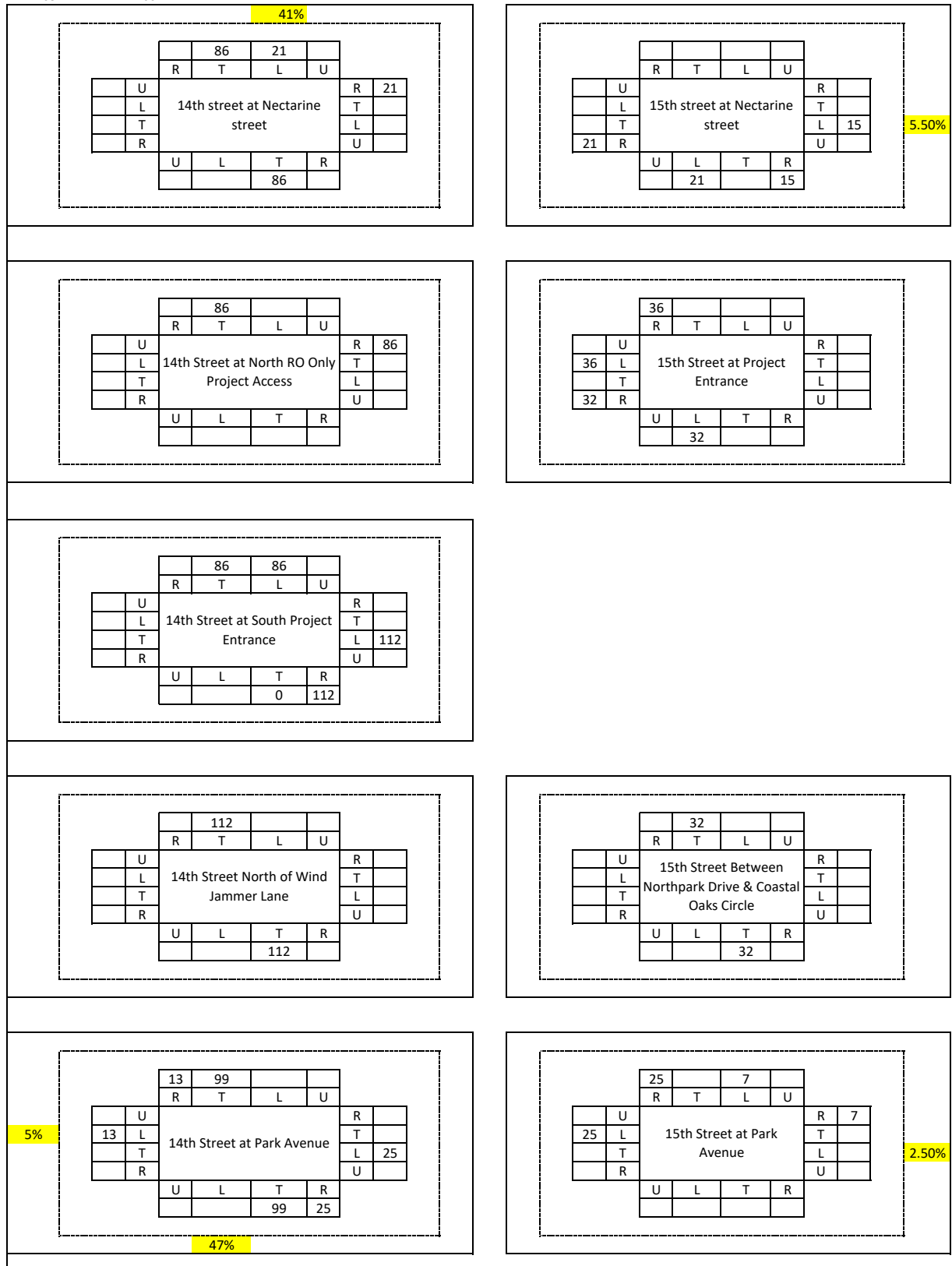
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				R	T	L	U				
0	U	14th Street at Park Avenue				R	15				
85	L					T	30				
37	T					L	69				
116	R					U	0				
				U	L	T	R				
				0	105	686	61				

				34	2	6	0				
				R	T	L	U				
0	U	15th Street at Park Avenue				R	2				
33	L					T	26				
62	T					L	0				
22	R					U	0				
				U	L	T	R				
				0	19	1	0				

Daily Project Traffic Assignment at Project Access Driveways

Residential Project Traffic Distribution & Assignment

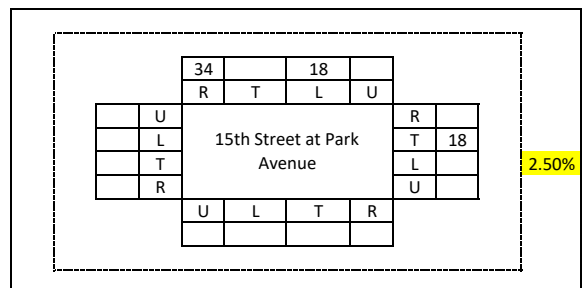
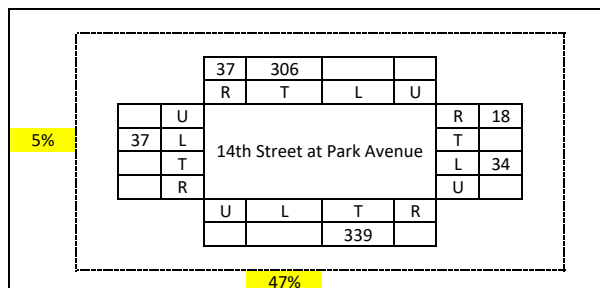
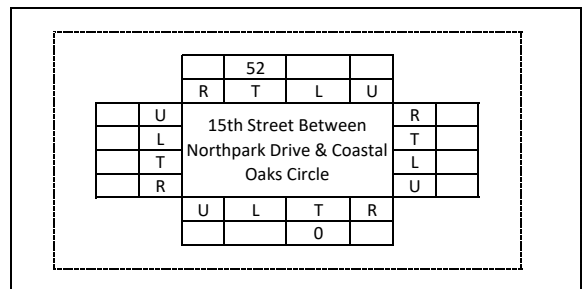
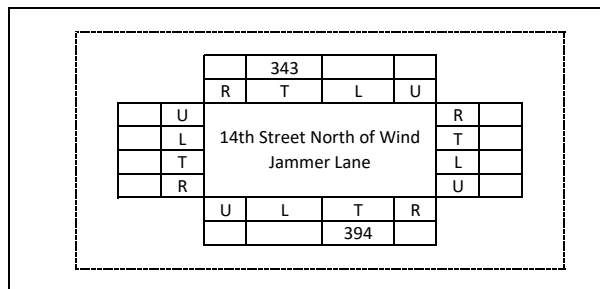
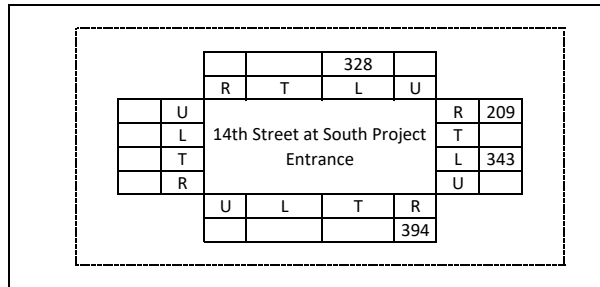
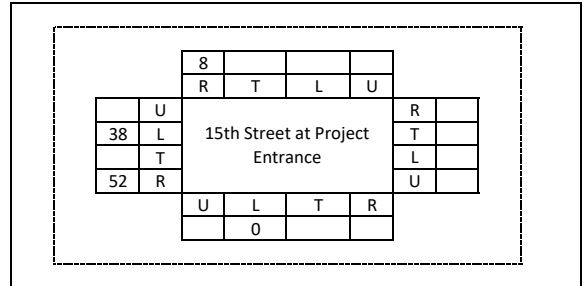
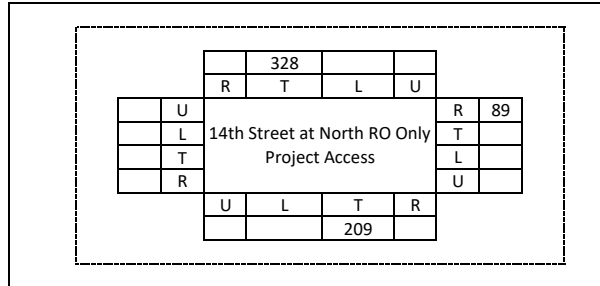
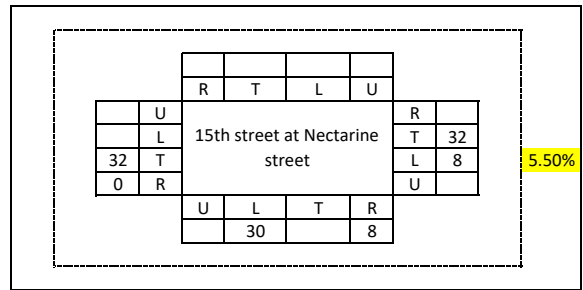
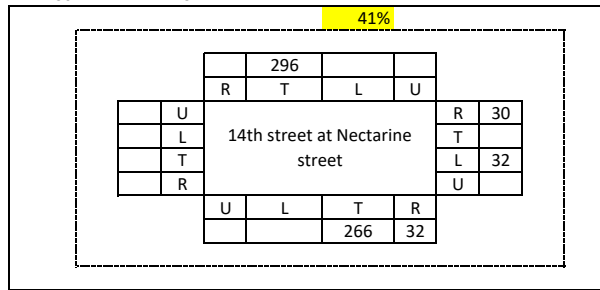
Ent 265 266
Exit 265 266



Daily Project Traffic Assignment at Project Access Driveways

Medical Office Project Traffic Distribution & Assignment

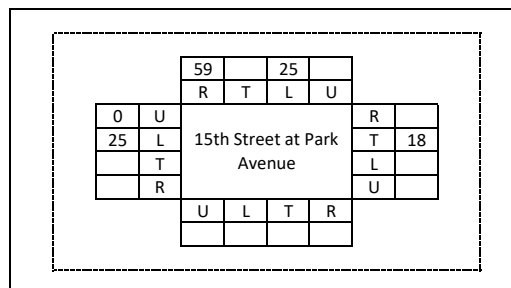
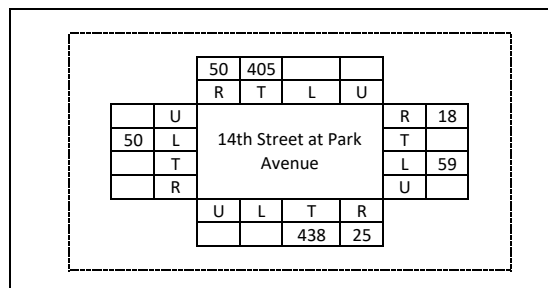
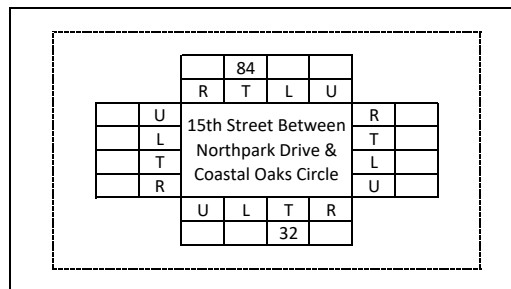
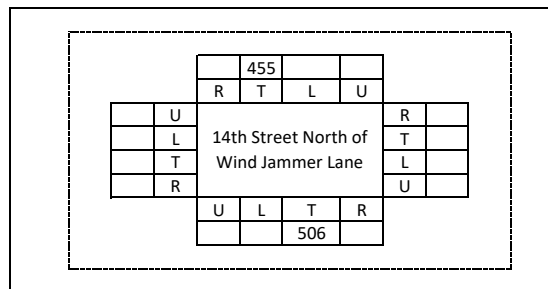
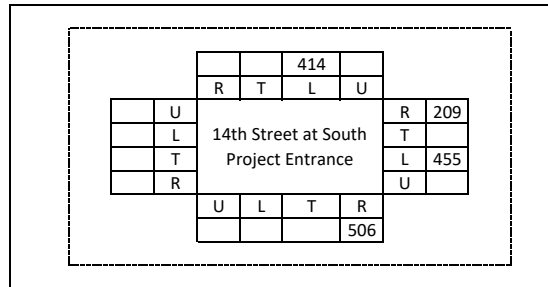
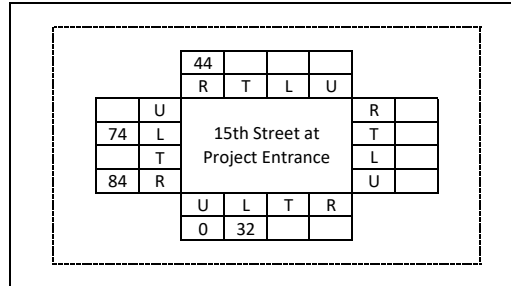
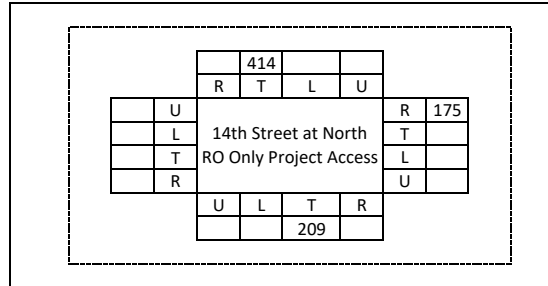
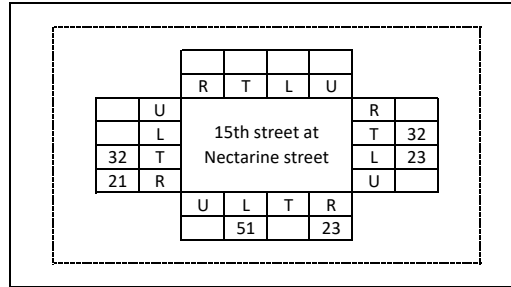
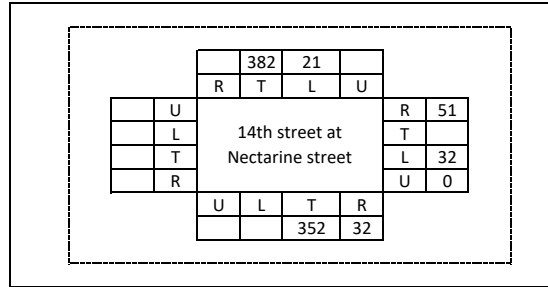
Ent 730 730
Exit 730 731



Daily Project Traffic Assignment at Project Access Driveways

Project Traffic Volumes

Ent 995.00 996
Exit 995.00 997



Attachment E

Segment Analysis References

FDOT 2023 Quality/Level of Service (Q/LOS) Handbook

FDOT District 2 LOS Report

Historical AADT and Trends Plot

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Core
Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Urbanized)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Transitioning)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

(Rural)

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

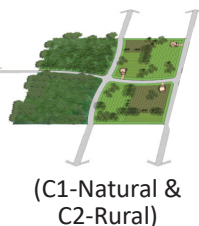
	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
 Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
 Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3C-Suburban Commercial)



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

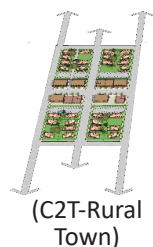
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided
 Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

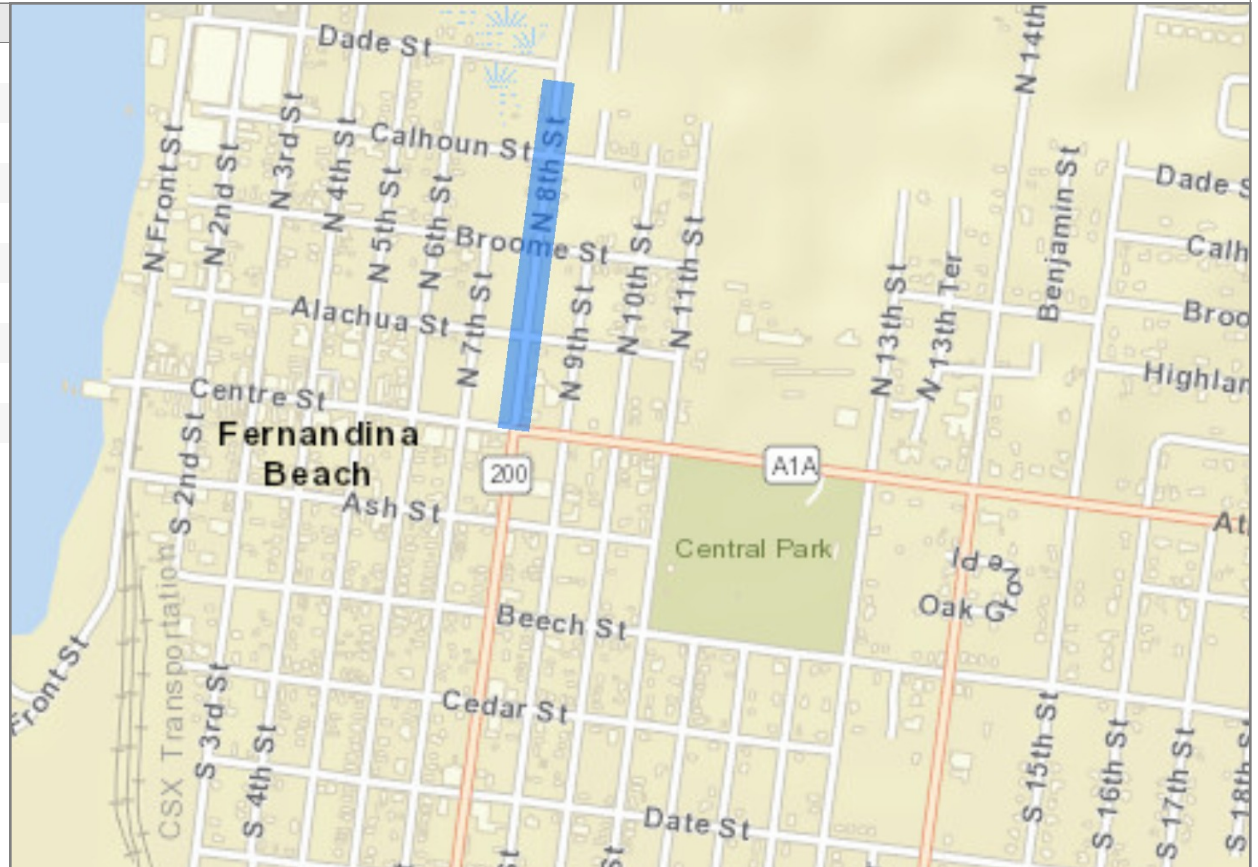
Signal Characteristics

	C2T	C4	C5	C6
Cycle Length	90	170	150	120
Major Street Through g/c	0.47	0.52 (1,2,3 lanes) 0.47 (4 lanes)	0.55 (1,2,3 lanes) 0.48 (4 lanes)	0.52 (1,2,3 lanes) 0.46 (4 lanes)
Yellow Change Interval	4.4	4.8	4	3.7
Red Change Interval	2	2	2	2



Port Connector/N 8th St (Strategic Growth Highway Connector), RCI MP 0-0.334, Nassau County

Attribute	Value
Segment ID:	21285
Segment Length:	0.334 mi
County:	Nassau
Roadway ID:	74000011
Begin MP:	0.000
End MP:	0.334
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C3R
Standard K-Factor:	9.0
FDOT LOS Standard:	D



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6731508161775,-81.4584368607591>

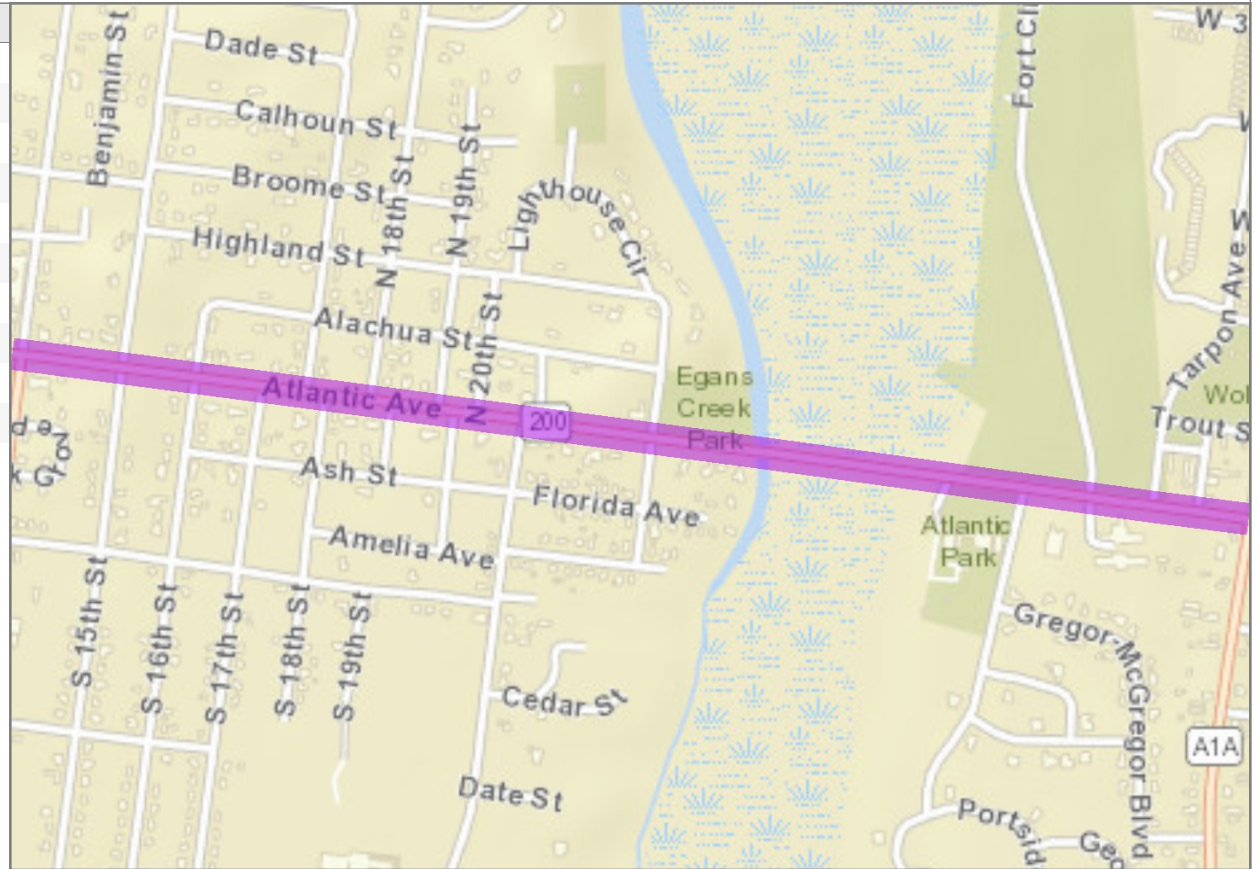
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	3,200	3,495	3,909	4,205	4,500
Peak Hour Volume	288	315	352	378	405
Peak Hour Max. Service Volume	2,020	2,020	2,020	2,020	2,020
Peak Hour LOS	C	C	C	C	C

Notes:



SR-200/A1A / Atlantic Ave, RCI MP 11.842-13.038, Nassau County

Attribute	Value
Segment ID:	21325
Segment Length:	1.195 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	11.842
End MP:	13.038
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C4
Standard K-Factor:	9.0
FDOT LOS Standard:	D



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6687799266449,-81.4416266952805>

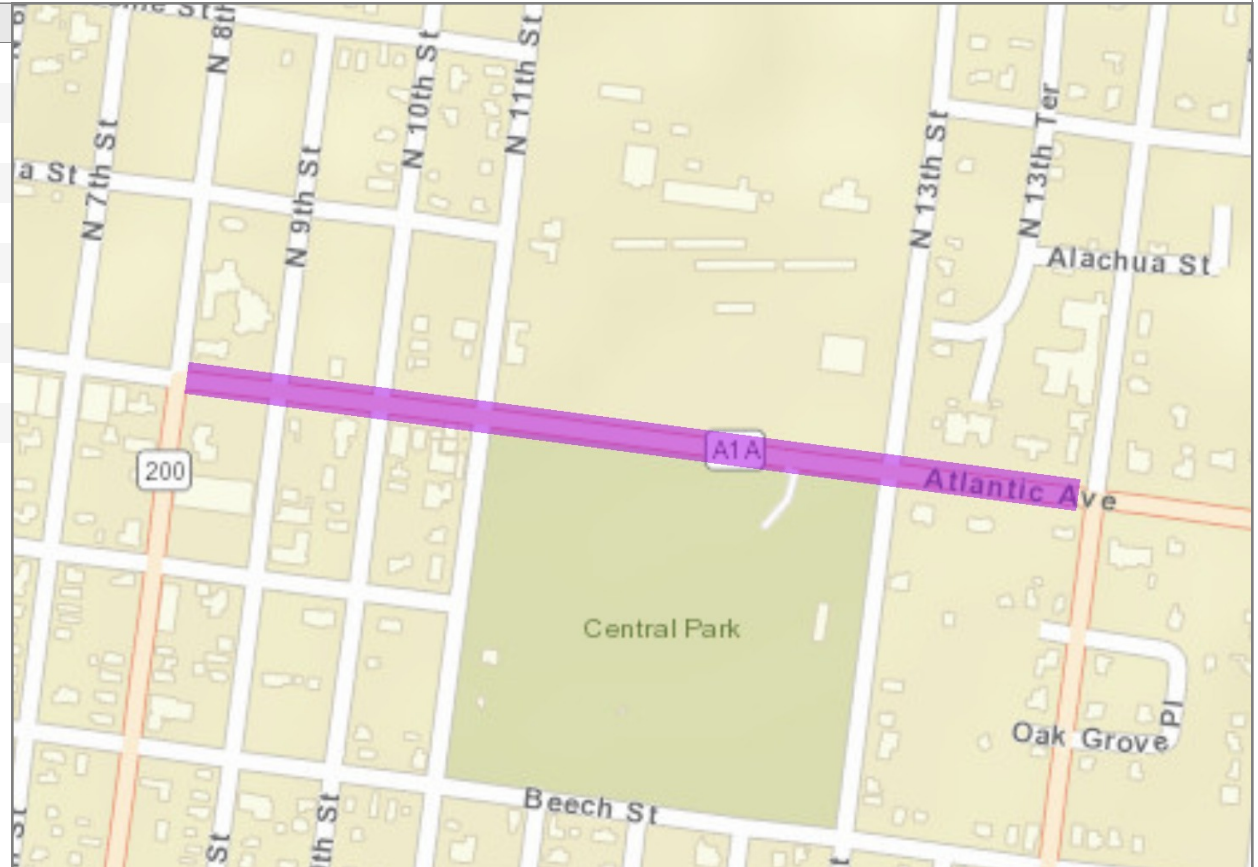
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	8,800	9,505	10,491	11,195	11,900
Peak Hour Volume	792	855	944	1,008	1,071
Peak Hour Max. Service Volume	1,580	1,580	1,580	1,580	1,580
Peak Hour LOS	D	D	D	D	D

Notes:



SR-200/A1A / Atlantic Ave, RCI MP 11.411-11.842, Nassau County

Attribute	Value
Segment ID:	21324
Segment Length:	0.431 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	11.411
End MP:	11.842
SIS Status:	Not SIS
SIS Type:	n/a
Context Class:	C4
Standard K-Factor:	9.0
FDOT LOS Standard:	D



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6703241197056,-81.4551544627398>

Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	5,000	5,455	6,091	6,545	7,000
Peak Hour Volume	450	491	548	589	630
Peak Hour Max. Service Volume	1,580	1,580	1,580	1,580	1,580
Peak Hour LOS	D	D	D	D	D

Notes:



SR-200/A1A / 8th St, RCI MP 10.347-11.411, Nassau County

Attribute	Value
Segment ID:	21323
Segment Length:	1.064 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	10.347
End MP:	11.411
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C4
Standard K-Factor:	9.0
FDOT LOS Standard:	D



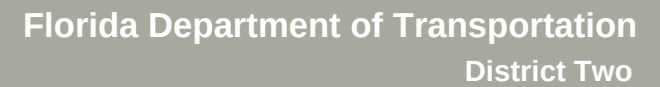
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

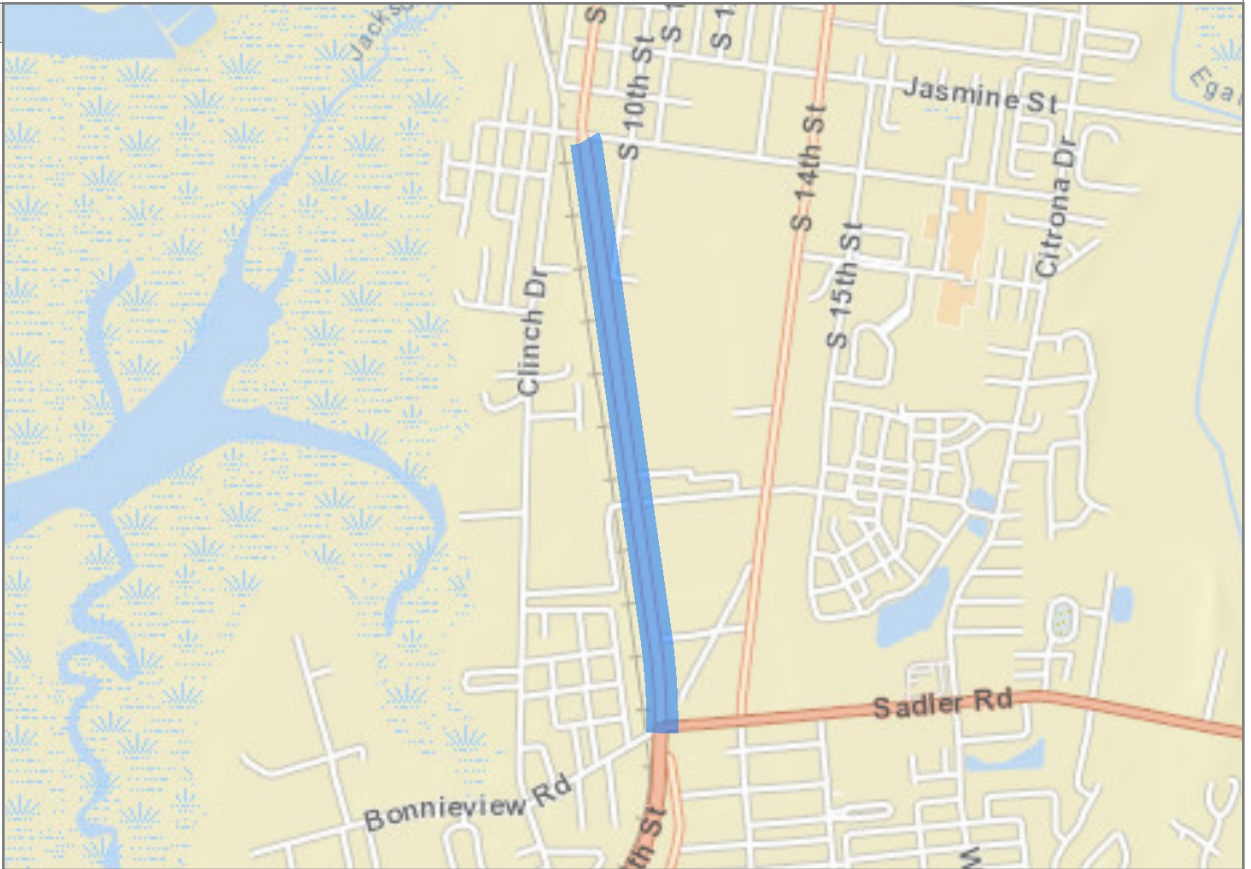
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Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	11,500	11,864	12,373	12,736	13,100
Peak Hour Volume	1,035	1,068	1,114	1,146	1,179
Peak Hour Max. Service Volume	1,659	1,659	1,659	1,659	1,659
Peak Hour LOS	D	D	D	D	D

Notes:



Attribute	Value
Segment ID:	21322
Segment Length:	1.142 mi
County:	Nassau
Roadway ID:	74060000
Begin MP:	9.204
End MP:	10.347
SIS Status:	Existing SIS
SIS Type:	SIS SG Connector
Context Class:	C3C
Standard K-Factor:	9.0
FDOT LOS Standard:	D



Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Map:

<http://maps.google.com/maps?q=30.6473066900901,-81.4595664982133>

Projected Values	2022	2028	2035	2040	2045
Number of Lanes	4	4	4	4	4
AADT	20,700	21,245	22,009	22,555	23,100
Peak Hour Volume	1,863	1,912	1,981	2,030	2,079
Peak Hour Max. Service Volume	3,290	3,290	3,290	3,290	3,290
Peak Hour LOS	C	C	C	C	C

Notes:

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 5002 - SR 200 300' S. OF ATLANTIC AVE.

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----	-----	-----
2024	11500	C	E	0	W	0	9.00	53.20	5.70
2023	12500	C	E	0	W	0	9.00	54.00	5.90
2022	11500	C	E	0	W	0	9.00	53.50	6.30
2021	10500	F		0		0	9.00	53.80	5.10
2020	10500	C	E	0	W	0	9.00	53.70	6.20
2019	10500	C	E	0	W	0	9.00	54.30	5.40
2018	10000	C	E	0	W	0	9.00	54.50	6.50
2017	10500	C	E	0	W	0	9.00	55.10	6.50
2016	10500	C	E	0	W	0	9.00	56.00	6.70
2015	11000	C	E	0	W	0	9.00	55.30	6.40
2014	10500	C	E		W		9.00	55.10	6.30
2013	10500	C	E	0	W	0	9.00	56.90	7.20
2012	10000	C	E	0	W	0	9.00	54.70	6.30
2011	11500	C	E	0	W	0	9.00	55.80	6.40
2010	10500	C	E	0	W	0	12.04	58.48	6.80
2009	10500	C	E	0	W	0	11.44	57.12	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0102 - SR A1A 200' S. OF LIME ST.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	20400	C	E 10500		W 9900	9.00	53.20	5.70
2023	21000	C	E 11000		W 10000	9.00	54.00	5.90
2022	20700	C	E 11000		W 9700	9.00	53.50	6.30
2021	16700	F	E 8700		W 8000	9.00	53.80	5.10
2020	16700	C	E 8700		W 8000	9.00	53.70	6.20
2019	18100	C	E 9300		W 8800	9.00	54.30	5.40
2018	17400	C	E 8900		W 8500	9.00	54.50	6.50
2017	17900	C	E 9100		W 8800	9.00	55.10	6.50
2016	17600	C	E 9000		W 8600	9.00	56.00	6.70
2015	18200	C	E 9300		W 8900	9.00	55.30	6.40
2014	18100	C	E 9200		W 8900	9.00	55.10	6.30
2013	17500	C	E 8900		W 8600	9.00	56.90	7.20
2012	16800	C	E 8500		W 8300	9.00	54.70	6.30
2011	18400	C	E 9400		W 9000	9.00	55.80	6.40
2010	17200	C	E 8800		W 8400	12.04	58.48	6.80
2009	16600	C	E 8400		W 8200	11.44	57.12	7.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9121 - JASMINE ST. .1 MI. E. OF SR 200

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----
2024	1400 F	0	0	9.00	53.20	5.10
2023	1400 C	E 0	W 0	9.00	54.00	4.60
2022	1200 V	0	0	9.00	53.50	4.70
2021	1200 R	0	0	9.00	53.80	4.50
2020	1200 T	0	0	9.00	53.70	4.60
2019	1200 S	0	0	9.00	54.30	3.40
2018	1200 F	0	0	9.00	54.50	4.50
2017	1200 C	E 0	W 0	9.00	55.10	4.00
2016	1100 R	0	0	9.00	56.00	5.90
2015	1100 T	0	0	9.00	55.30	3.50
2014	1100 S			9.00	55.10	4.30
2013	1100 F	0	0	9.00	56.90	4.10
2012	1100 C	E 0	W 0	9.00	54.70	4.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9125 - S. 14TH ST. .1 MI. S. OF ATLANTIC AVE.

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	7400 F		0		0	9.00	53.20	5.10
2023	7200 C	N	0		S 0	9.00	54.00	4.60
2022	6800 V		0		0	9.00	53.50	4.70
2021	6800 R		0		0	9.00	53.80	4.50
2020	6800 T		0		0	9.00	53.70	4.60
2019	6900 S		0		0	9.00	54.30	3.40
2018	6700 F		0		0	9.00	54.50	4.50
2017	6500 C	N	0		S 0	9.00	55.10	4.00
2016	7900 R		0		0	9.00	56.00	5.90
2015	7600 T		0		0	9.00	55.30	3.50
2014	7400 S					9.00	55.10	4.30
2013	7300 F		0		0	9.00	56.90	4.10
2012	7200 C	N	0		S 0	9.00	54.70	4.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9120 - S 14TH ST, 350 FT N OF SR-108/SADLER RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	21000 F	N	10000	S	11000	9.00	53.20	5.10
2023	20300 C	N	9800	S	10500	9.00	54.00	4.60
2022	19200 C	N	9200	S	10000	9.00	53.50	4.70
2021	17600 F	N	8600	S	9000	9.00	53.80	4.50
2020	17700 C	N	8600	S	9100	9.00	53.70	4.60
2019	19400 C	N	9400	S	10000	9.00	54.30	3.40
2018	18200 C	N	8800	S	9400	9.00	54.50	4.50
2017	18500 C	N	8900	S	9600	9.00	55.10	4.00
2016	18400 C	N	8900	S	9500	9.00	56.00	5.90
2015	19200 C	N	9200	S	10000	9.00	55.30	3.50
2014	18200 C	N	8900	S	9300	9.00	55.10	4.30
2013	20500 F	N	10000	S	10500	9.00	56.90	4.10
2012	20500 C	N	10000	S	10500	9.00	54.70	4.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 9002 - SADLER RD. E. OF 14TH ST. (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	15100	C	E 7300		W 7800	9.00	53.20	5.10
2023	15900	C	E 7600		W 8300	9.00	54.00	4.60
2022	15200	C	E 7400		W 7800	9.00	53.50	4.70
2021	14400	F	E 7000		W 7400	9.00	53.80	4.50
2020	14400	C	E 7000		W 7400	9.00	53.70	4.60
2019	15100	C	E 7400		W 7700	9.00	54.30	3.40
2018	14600	C	E 7000		W 7600	9.00	54.50	4.50
2017	15600	C	E 7600		W 8000	9.00	55.10	4.00
2016	15200	C	E 7500		W 7700	9.00	56.00	5.90
2015	14700	C	E 7100		W 7600	9.00	55.30	1.50
2014	14800	C	E 7300		W 7500	9.00	55.10	1.50
2013	15000	C	E 7200		W 7800	9.00	56.90	1.50
2012	15200	C	E 7400		W 7800	9.00	54.70	4.50
2011	15400	C	E 7700		W 7700	9.00	55.80	4.20
2010	16100	C	E 8000		W 8100	12.04	58.48	5.00
2009	15300	C	E 7600		W 7700	11.44	57.12	5.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

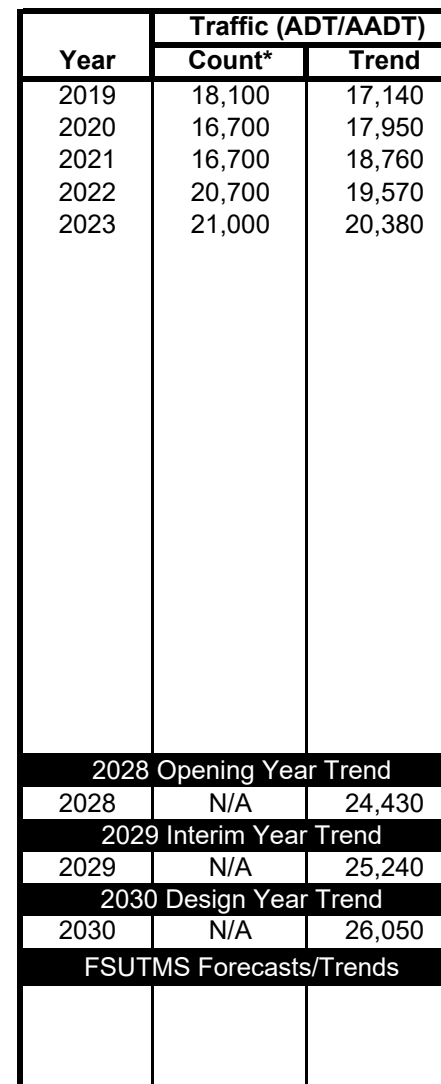
SITE: 9110 - SADLER RD W OF CITRONA DR / WILL HARDEE RD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2024	17500	X		0		9.00	53.20	5.10
2023	17000	X		0		9.00	54.00	4.60
2022	16000	E				9.00	53.50	4.70
2021	17400	V	E	8800	W 8600	9.00	53.80	4.50
2020	17400	R	E	8800	W 8600	9.00	53.70	4.60
2019	17600	T	E	8900	W 8700	9.00	54.30	3.40
2018	17000	S	E	8600	W 8400	9.00	54.50	4.50
2017	16400	F	E	8300	W 8100	9.00	55.10	4.00
2016	15600	C	E	7900	W 7700	9.00	56.00	5.90
2015	15900	R	E	8200	W 7700	9.00	55.30	3.50
2014	15500	T	E	8000	W 7500	9.00	55.10	4.30
2013	15200	S	E	7800	W 7400	9.00	56.90	4.10
2012	15000	F	E	7700	W 7300	9.00	54.70	4.50
2011	14800	C	E	7600	W 7200	9.00	55.80	4.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

-- SR A1A 200' S. OF LIME ST.

County:	Nassau (74)
Station #:	102022
Roadway:	



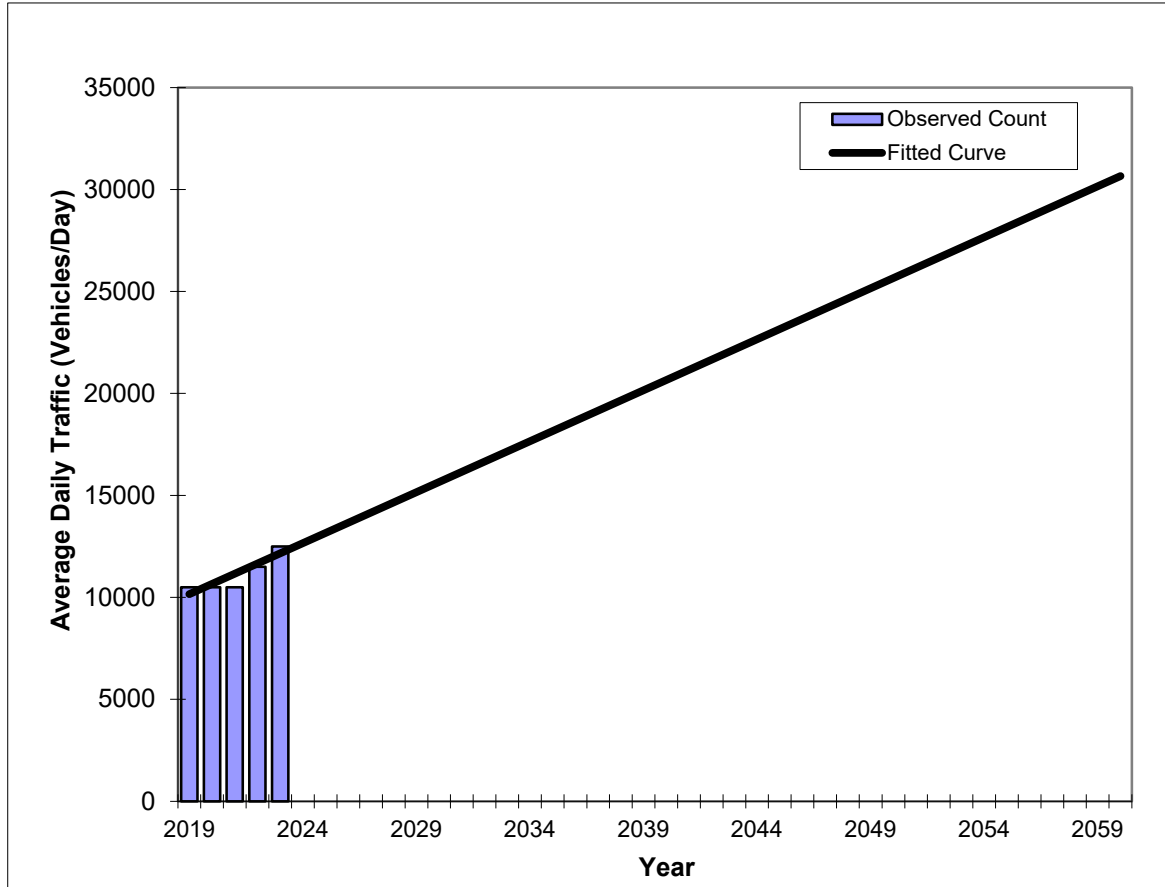
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 200 300' S. OF ATLANTIC AVE.

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Annual Trend Increase:	500
Trend R-squared:	85.85%
Trend Annual Historic Growth Rate:	4.92%
Trend Growth Rate (2023 to Design Year)	4.11%
Printed:	3/22/2025
Linear Growth Option	

Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	10,500	10,160
2020	10,500	10,660
2021	10,500	11,160
2022	11,500	11,660
2023	12,500	12,160
2027 Opening Year Trend		
2027	N/A	14,160
2029 Interim Year Trend		
2029	N/A	15,160
2030 Design Year Trend		
2030	N/A	15,660
FSUTMS Forecasts/Trends		

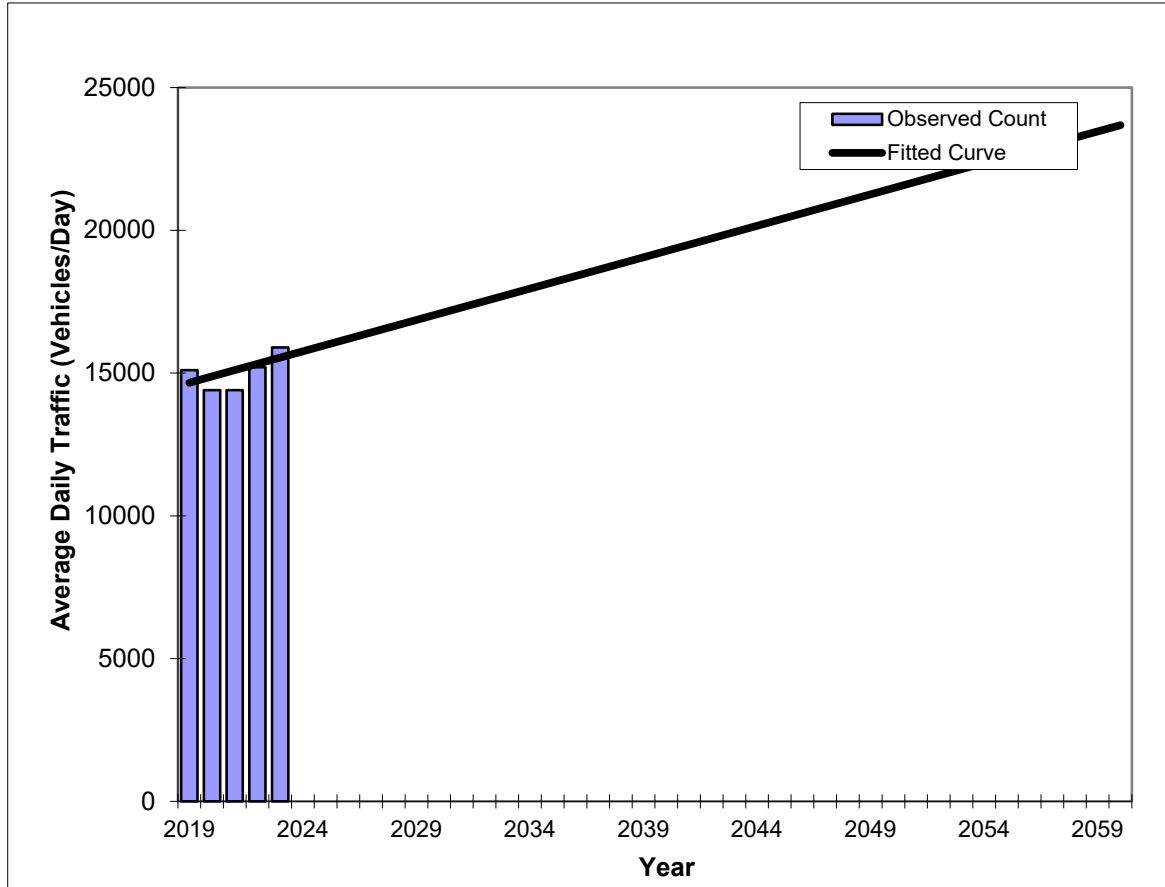
*Axle-Adjusted

Traffic Trends - V2023

-- SADLER RD. E. OF 14TH ST. (HPMS)

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	15,100	14,660
2020	14,400	14,880
2021	14,400	15,100
2022	15,200	15,320
2023	15,900	15,540
2028 Opening Year Trend		
2028	N/A	16,640
2029 Interim Year Trend		
2029	N/A	16,860
2030 Design Year Trend		
2030	N/A	17,080
FSUTMS Forecasts/Trends		

Annual Trend Increase:	220
Trend R-squared:	45.66%
Trend Annual Historic Growth Rate:	1.50%
Trend Growth Rate (2023 to Design Year)	1.42%
Printed:	3/20/2025
Linear Growth Option	

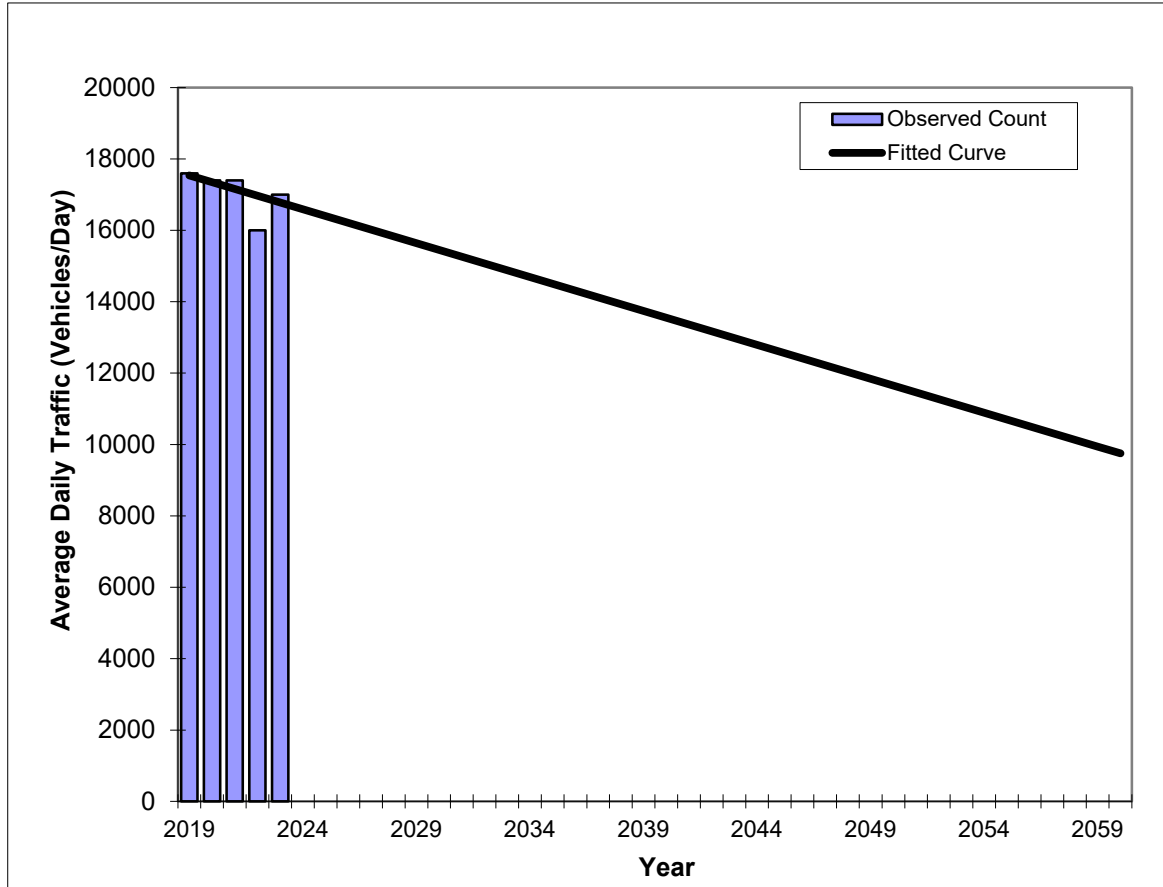
*Axle-Adjusted

Traffic Trends - V2023

-- SADLER RD W OF CITRONA DR / WILL HARDEE RD

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	17,600	17,540
2020	17,400	17,350
2021	17,400	17,160
2022	16,000	16,970
2023	17,000	16,780
2028 Opening Year Trend		
2028	N/A	15,830
2029 Interim Year Trend		
2029	N/A	15,640
2030 Design Year Trend		
2030	N/A	15,450
FSUTMS Forecasts/Trends		

Annual Trend Decrease:	190
Trend R-squared:	67.86%
Trend Annual Historic Growth Rate:	-1.08%
Trend Growth Rate (2023 to Design Year)	-1.13%
Printed:	3/20/2025
Linear Growth Option	

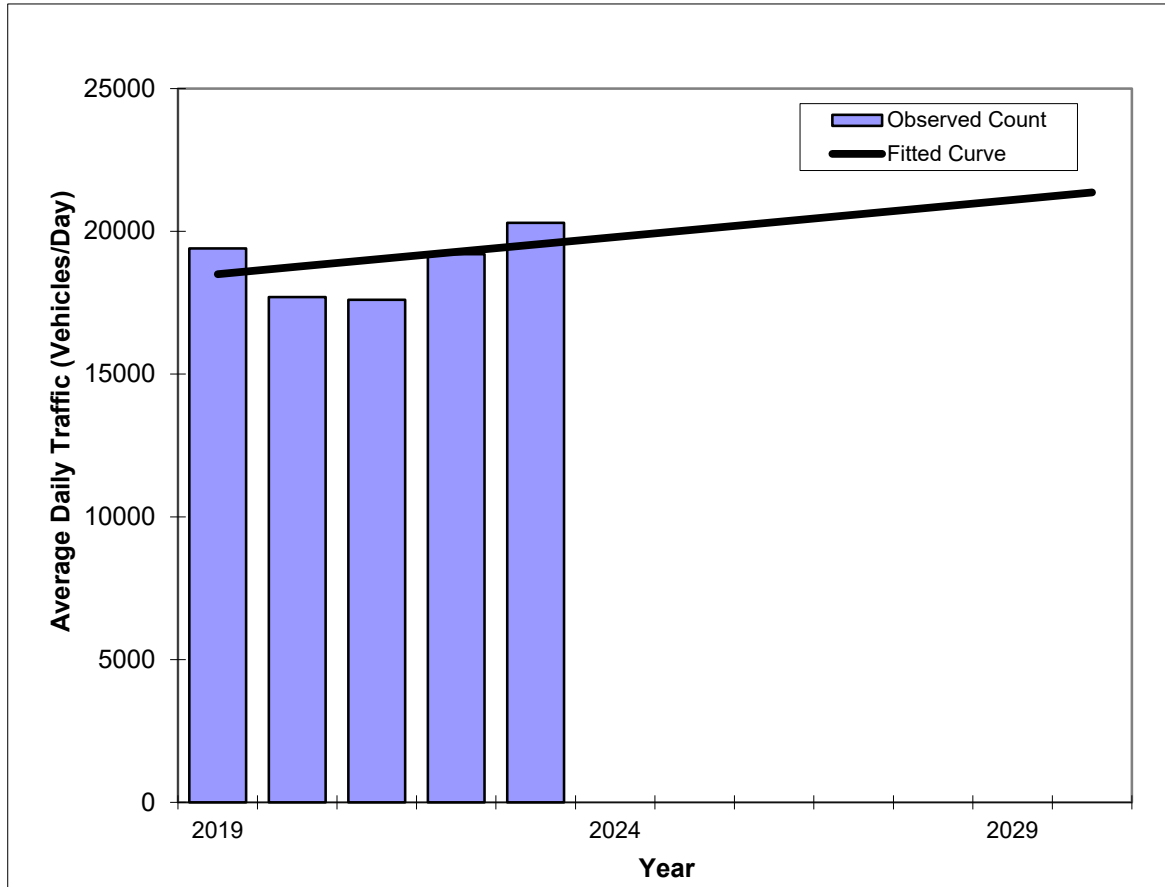
*Axle-Adjusted

Traffic Trends - V2023

-- S 14TH ST, 350 FT N OF SR-108/SADLER RD

FM #	
Location	1

County:	Nassau (74)
Station #:	749125
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	19,400	18,500
2020	17,700	18,760
2021	17,600	19,020
2022	19,200	19,280
2023	20,300	19,540
2028 Opening Year Trend		
2028	N/A	20,840
2029 Interim Year Trend		
2029	N/A	21,100
2030 Design Year Trend		
2030	N/A	21,360
FSUTMS Forecasts/Trends		

Annual Trend Increase:	260
Trend R-squared:	21.61%
Trend Annual Historic Growth Rate:	1.41%
Trend Growth Rate (2023 to Design Year)	1.33%
Printed:	3/20/2025
Linear Growth Option	

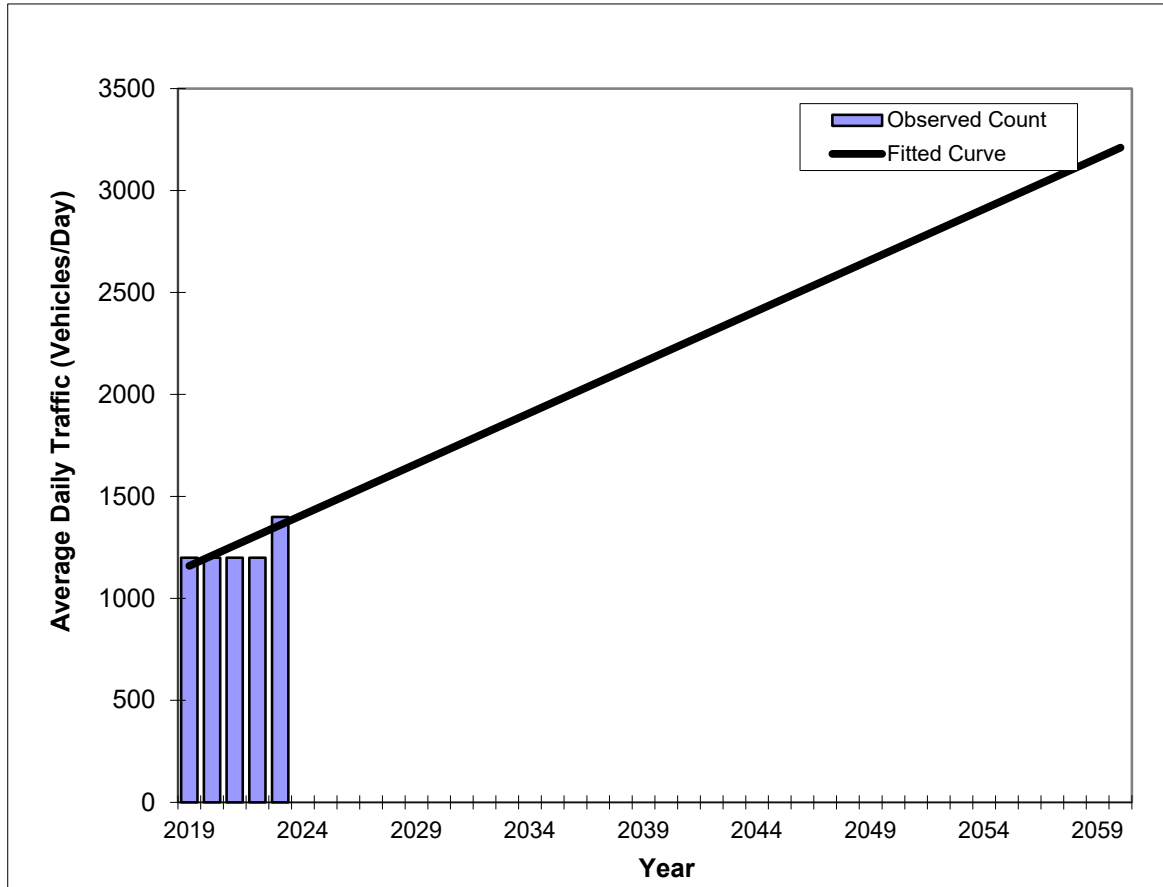
*Axle-Adjusted

Traffic Trends - V2023

-- JASMINE ST. .1 MI. E. OF SR 200

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	1,200	1,160
2020	1,200	1,210
2021	1,200	1,260
2022	1,200	1,310
2023	1,400	1,360
2028 Opening Year Trend		
2028	N/A	1,610
2029 Interim Year Trend		
2029	N/A	1,660
2030 Design Year Trend		
2030	N/A	1,710
FSUTMS Forecasts/Trends		

Annual Trend Increase:	50
Trend R-squared:	78.13%
Trend Annual Historic Growth Rate:	4.31%
Trend Growth Rate (2023 to Design Year)	3.68%
Printed:	3/20/2025
Linear Growth Option	

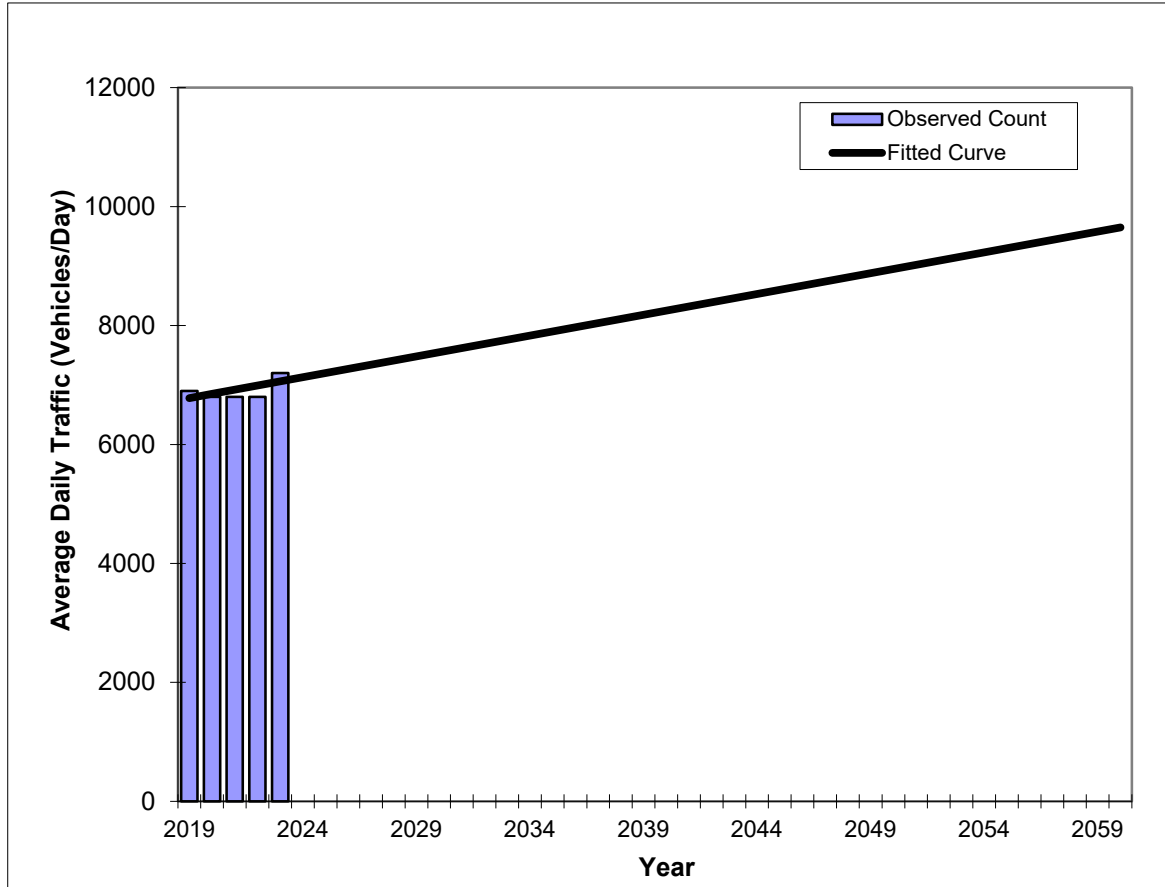
*Axle-Adjusted

Traffic Trends - V2023

-- S. 14TH ST. .1 MI. S. OF ATLANTIC AVE.

FM #	
Location	1

County:	Nassau (74)
Station #:	102022
Roadway:	



Year	Traffic (ADT/AADT)	
	Count*	Trend
2019	6,900	6,780
2020	6,800	6,850
2021	6,800	6,920
2022	6,800	6,990
2023	7,200	7,060
2028 Opening Year Trend		
2028	N/A	7,410
2029 Interim Year Trend		
2029	N/A	7,480
2030 Design Year Trend		
2030	N/A	7,550
FSUTMS Forecasts/Trends		

Annual Trend Increase:	70
Trend R-squared:	45.37%
Trend Annual Historic Growth Rate:	1.03%
Trend Growth Rate (2023 to Design Year)	0.99%
Printed:	3/20/2025
Linear Growth Option	

*Axle-Adjusted

Attachment F

FDOT Separate Left and Right Turn Lane Guidance

6.3.3 Designing Exclusive Left-Turn Lanes

Left-turn movements at unsignalized intersections and driveways that are made from through traffic lanes cause delay and adversely impact safety. Left-turn lanes can reduce the potential for collisions and improve capacity by removing stopped vehicles from the main travel lane.

Similar to right-turn lanes, information on how to design left-turn lanes can be found in [FDM 212 Intersections](#) and [Standard Plans, Index 711-001](#). Sheet 11 of Standard Plans, Index 711-001 provides requirements for clearance distance, brake to stop distance, and deceleration distance by design speed for both curbed and uncurbed medians. [Section 6.3.4: Important Considerations](#) below provides further guidance on left-turn lanes and driveways. [Section 3.1.2: Median Opening Failures](#) provides discussion on the various parameters used in turn lane design, such as decision distance, stopping distance, and other factors.

6.3.4 Important Considerations

Left Turns and Driveways

One area where left turns may need to be discouraged is when the driveway is located near an intersection. In these instances, a driveway may need to be channelized (See [Section 4.2.9: Channelizing Islands \(I\)](#) for more information) to restrict unsafe vehicular movements. These are also known as “Divisional Islands.”¹⁴

Divisional Islands can provide guidance to drivers on roadways with medians for right-in, right-out movements. However, they are not sufficient to prohibit left turns in or out. The divisional island design might also be useful on an undivided roadway where the driveway is so close to an intersection that the left-turn would be unsafe at any time due to vehicle queuing and visibility restrictions. The most effective way to prohibit left turns is to install restrictive medians. Where space for a median is not available, the traffic engineer can use flexible traffic delineator posts or hardened centerline (see [FDM 210.3.3](#)) in the main road to discourage left turns.

Separate Left-Turn Exit Lanes for Driveways

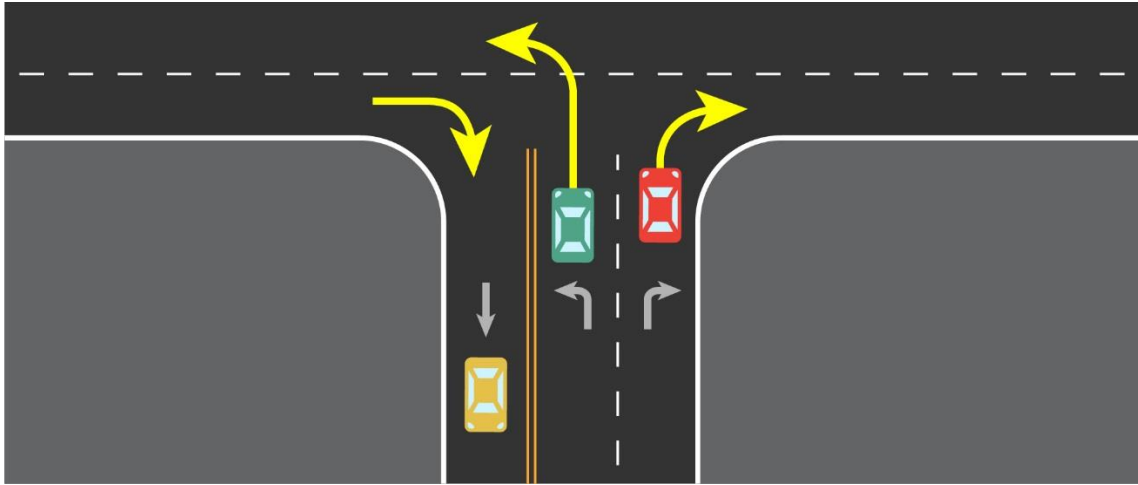
Separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher driveways with volumes of 600 vpd or more, or 60 vph or more) where both left turns and right turns are permitted to exit. Even a small number of left turns may cause a substantial delay to right turns out of the driveway with a single exit-lane. Separate left- and right-turn lanes may also be considered at driveways with lower volumes based on the expected exiting left turn volume, delay, and area context.

However, it should be noted that separate left- and right-turn lanes are disadvantageous to bicyclists and pedestrians since additional lanes increase crossing distance, time, and exposure. Furthermore, separate left- and right-turn lanes can introduce multiple-threat pedestrian crashes for pedestrians/bicyclists crossing the driveway. Multiple-threat crashes occur when a pedestrian begins crossing in front of a slowed or stopped vehicle and then encounters a second same-direction vehicle in the adjacent lane which does not stop. The view of the pedestrian, and the

¹⁴ These are colloquially called “Pork Chops”.

pedestrian's view of the second vehicle, is obstructed by the first vehicle. This disadvantage should be considered in contexts C2T, C4, C5, C6, and in locations with anticipated bicyclists/pedestrians.

Figure 82 | Three Lane Driveway¹⁵



Source: Adapted from Vergil Stover

Left-Turn Lanes Serving Driveways on Multilane and Two-Lane Roadways

Multilane Roadway with A Median

Whenever a driveway is served by a median opening, a left-turn lane should be available. This provides for the safest left turns into the driveway.

Two-Lane Roadway

The *AASHTO Green Book* contains guidance on left turns. However, the guidelines were developed based on delay rather than crash avoidance. Safety is the main reason behind exclusive left-turn lanes.

6.4 Center Two-Way Left-Turn Lanes (TWLTL)

TWLTLs (also referred to as flush medians) allow for multiple turning vehicular movements but can cause operational and safety issues depending on the application. [Section 1.3.1: Safety Benefits of Vehicular Access Management](#), demonstrates the reduced safety performance of TWLTLs compared with raised medians. Per FDM 210.3, a raised or restrictive median should be provided on divided roadways that have a design speed of 45 mph or greater. TWLTLs (flush median) may be used on 3-lane and 5-lane typical sections with design speeds ≤ 40 mph.

Design criteria for lane widths and pavement slopes are given by lane type, design speed, and context classification. Minimum travel, auxiliary, and two-way left-turn lane widths are provided in [FDM 210](#). On new construction projects, flush medians are to include sections of raised or restrictive median to enhance vehicular, bicycle, and pedestrian safety, improve traffic efficiency,

¹⁵ When driveway volumes exceed 600 vpd, a three-lane cross-section should be considered. Consider channelization if traffic is over 4,000 vpd.

Attachment G

Intersection Capacity Analysis Synchro HCM Worksheets

Attachment G1

Year 2025 Existing Conditions –
HCM Worksheets

HCM 6th Signalized Intersection Summary

4: South 14th Street & TJ Curson Road/Park Avenue

Year 2025 Existing Conditions

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	23	50	43	15	15	44	713	29	7	528	22
Future Volume (veh/h)	74	23	50	43	15	15	44	713	29	7	528	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1856	1841	1900	1900	1900	1900	1870	1900	1900	1856	1900
Adj Flow Rate, veh/h	81	25	55	51	18	18	48	775	32	8	607	25
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.92	0.92	0.92	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	4	0	0	0	0	2	0	0	3	0
Cap, veh/h	207	36	78	159	42	42	621	2447	101	508	2341	96
Arrive On Green	0.06	0.07	0.07	0.04	0.05	0.05	0.03	0.70	0.70	0.01	0.68	0.68
Sat Flow, veh/h	1810	516	1135	1810	872	872	1810	3478	144	1810	3451	142
Grp Volume(v), veh/h	81	0	80	51	0	36	48	396	411	8	310	322
Grp Sat Flow(s),veh/h/ln	1810	0	1651	1810	0	1743	1810	1777	1845	1810	1763	1830
Q Serve(g_s), s	4.6	0.0	5.2	2.9	0.0	2.2	0.9	9.3	9.4	0.2	7.5	7.6
Cycle Q Clear(g_c), s	4.6	0.0	5.2	2.9	0.0	2.2	0.9	9.3	9.4	0.2	7.5	7.6
Prop In Lane	1.00		0.69	1.00		0.50	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	207	0	114	159	0	85	621	1250	1298	508	1196	1241
V/C Ratio(X)	0.39	0.00	0.70	0.32	0.00	0.42	0.08	0.32	0.32	0.02	0.26	0.26
Avail Cap(c_a), veh/h	451	0	480	226	0	301	689	1250	1298	588	1196	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	50.1	47.5	0.0	50.8	4.9	6.2	6.2	5.6	6.9	6.9
Incr Delay (d2), s/veh	1.2	0.0	7.6	1.1	0.0	3.3	0.1	0.7	0.6	0.0	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	2.4	1.4	0.0	1.0	0.3	3.4	3.5	0.0	2.5	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.4	0.0	57.8	48.6	0.0	54.2	5.0	6.9	6.9	5.6	7.4	7.4
LnGrp LOS	D	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	161			87			855			640		
Approach Delay, s/veh	52.5			50.9			6.8			7.4		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	82.4	8.9	12.6	8.8	79.6	11.2	10.3				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	44.0	8.0	32.0	8.0	42.0	21.0	19.0				
Max Q Clear Time (g_c+I1), s	2.2	11.4	4.9	7.2	2.9	9.6	6.6	4.2				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.4	0.0	3.7	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	13.4											
HCM 6th LOS	B											

Queues

Year 2025 Existing Conditions

4: South 14th Street & TJ Curson Road/Park Avenue

Timing Plan: AM Peak

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	81	80	51	36	48	807	8	632
v/c Ratio	0.33	0.44	0.27	0.28	0.08	0.31	0.02	0.27
Control Delay	40.2	26.5	40.0	35.2	5.8	7.5	6.0	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	26.5	40.0	35.2	5.8	7.5	6.0	10.1
Queue Length 50th (ft)	49	17	30	12	9	96	1	102
Queue Length 95th (ft)	87	61	56	40	24	205	7	154
Internal Link Dist (ft)		658		457		719		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	359	517	200	318	601	2618	520	2368
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.15	0.26	0.11	0.08	0.31	0.02	0.27
Intersection Summary								

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	11	38	1	15	5	573	126	13	546	8
Future Vol, veh/h	1	0	11	38	1	15	5	573	126	13	546	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	73	73	73	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	5	0	0	0	2	1	0	3	0
Mvmt Flow	2	0	20	52	1	21	6	674	148	15	642	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1027	1511	326	1111	1441	411	651	0	0	822	0	0
Stage 1	677	677	-	760	760	-	-	-	-	-	-	-
Stage 2	350	834	-	351	681	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.6	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.55	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	191	121	676	160	134	596	945	-	-	816	-	-
Stage 1	414	455	-	358	417	-	-	-	-	-	-	-
Stage 2	645	386	-	630	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	180	118	676	152	131	596	945	-	-	816	-	-
Mov Cap-2 Maneuver	301	238	-	266	254	-	-	-	-	-	-	-
Stage 1	412	447	-	356	414	-	-	-	-	-	-	-
Stage 2	617	384	-	600	445	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.1		20		0.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	945	-	-	612 314	816	-	-
HCM Lane V/C Ratio	0.006	-	-	0.036 0.236	0.019	-	-
HCM Control Delay (s)	8.8	-	-	11.1 20	9.5	-	-
HCM Lane LOS	A	-	-	B C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 0.9	0.1	-	-

HCM 6th TWSC
9: South 15th Street & Nectarine Street

Year 2025 Existing Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	133	3	3	33	4	6	6	4	4	2	6
Future Vol, veh/h	1	133	3	3	33	4	6	6	4	4	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	69	69	69	79	79	79	58	58	58
Heavy Vehicles, %	0	0	33	0	6	0	0	17	0	0	50	0
Mvmt Flow	1	177	4	4	48	6	8	8	5	7	3	10
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	54	0	0	181	0	0	247	243	179	247	242	51
Stage 1	-	-	-	-	-	-	181	181	-	59	59	-
Stage 2	-	-	-	-	-	-	66	62	-	188	183	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.67	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.67	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.67	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.153	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1564	-	-	1407	-	-	711	634	869	711	585	1023
Stage 1	-	-	-	-	-	-	825	722	-	958	760	-
Stage 2	-	-	-	-	-	-	950	815	-	818	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1564	-	-	1407	-	-	698	631	869	698	583	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	698	631	-	698	583	-
Stage 1	-	-	-	-	-	-	824	721	-	957	758	-
Stage 2	-	-	-	-	-	-	933	813	-	804	665	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.6			10.3			9.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	705	1564	-	-	1407	-	-	799				
HCM Lane V/C Ratio	0.029	0.001	-	-	0.003	-	-	0.026				
HCM Control Delay (s)	10.3	7.3	0	-	7.6	0	-	9.6				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th AWSC
5: Perimeter Park Blvd./South 15th Street & Park Avenue

Year 2025 Existing Conditions
Timing Plan: AM Peak

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	23	13	2	29	2	16	5	2	2	4	24
Future Vol, veh/h	4	23	13	2	29	2	16	5	2	2	4	24
Peak Hour Factor	0.77	0.78	0.77	0.79	0.79	0.79	0.72	0.72	0.72	0.65	0.65	0.65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	29	17	3	37	3	22	7	3	3	6	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.3	7.4	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	70%	10%	6%	7%
Vol Thru, %	22%	57%	88%	13%
Vol Right, %	9%	33%	6%	80%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	23	40	33	30
LT Vol	16	4	2	2
Through Vol	5	23	29	4
RT Vol	2	13	2	24
Lane Flow Rate	32	52	42	46
Geometry Grp	1	1	1	1
Degree of Util (X)	0.037	0.056	0.047	0.046
Departure Headway (Hd)	4.184	3.891	4.05	3.618
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	852	917	882	983
Service Time	2.228	1.927	2.086	1.665
HCM Lane V/C Ratio	0.038	0.057	0.048	0.047
HCM Control Delay	7.4	7.2	7.3	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

HCM 6th Signalized Intersection Summary

4: South 14th Street & TJ Curson Road/Park Avenue

Year 2025 Existing Conditions

Timing Plan: PM Peak

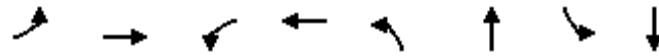
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	34	105	57	27	13	95	578	49	20	816	38
Future Volume (veh/h)	72	34	105	57	27	13	95	578	49	20	816	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	80	38	117	70	33	16	107	649	55	22	907	42
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.89	0.89	0.89	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	0	1	0
Cap, veh/h	278	48	146	181	132	64	430	2118	179	517	2134	99
Arrive On Green	0.05	0.12	0.12	0.05	0.11	0.11	0.04	0.63	0.63	0.02	0.61	0.61
Sat Flow, veh/h	1810	410	1263	1795	1209	586	1810	3342	283	1810	3486	161
Grp Volume(v), veh/h	80	0	155	70	0	49	107	347	357	22	466	483
Grp Sat Flow(s),veh/h/ln	1810	0	1673	1795	0	1795	1810	1791	1834	1810	1791	1856
Q Serve(g_s), s	4.3	0.0	9.9	3.8	0.0	2.8	2.4	9.7	9.7	0.5	15.0	15.0
Cycle Q Clear(g_c), s	4.3	0.0	9.9	3.8	0.0	2.8	2.4	9.7	9.7	0.5	15.0	15.0
Prop In Lane	1.00		0.75	1.00		0.33	1.00		0.15	1.00		0.09
Lane Grp Cap(c), veh/h	278	0	194	181	0	196	430	1135	1162	517	1096	1136
V/C Ratio(X)	0.29	0.00	0.80	0.39	0.00	0.25	0.25	0.31	0.31	0.04	0.43	0.43
Avail Cap(c_a), veh/h	527	0	487	228	0	310	483	1135	1162	576	1096	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	47.4	41.2	0.0	44.9	8.2	9.2	9.2	7.7	11.2	11.2
Incr Delay (d2), s/veh	0.6	0.0	7.4	1.4	0.0	0.7	0.3	0.7	0.7	0.0	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	4.5	1.7	0.0	1.3	0.9	3.8	3.9	0.2	5.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	0.0	54.8	42.6	0.0	45.5	8.5	9.9	9.9	7.7	12.4	12.4
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	B	B
Approach Vol, veh/h	235			119			811			971		
Approach Delay, s/veh	50.1			43.8			9.7			12.3		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.4	74.7	10.1	17.7	9.8	72.3	10.8	17.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	44.0	8.0	32.0	8.0	42.0	21.0	19.0				
Max Q Clear Time (g_c+I1), s	2.5	11.7	5.8	11.9	4.4	17.0	6.3	4.8				
Green Ext Time (p_c), s	0.0	4.9	0.0	0.8	0.1	5.9	0.1	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	17.2											
HCM 6th LOS	B											

Queues

Year 2025 Existing Conditions

4: South 14th Street & TJ Curson Road/Park Avenue

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	155	70	49	107	704	22	949
v/c Ratio	0.33	0.61	0.39	0.35	0.26	0.29	0.04	0.44
Control Delay	39.3	24.9	41.8	42.2	7.3	9.0	6.3	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	24.9	41.8	42.2	7.3	9.0	6.3	13.4
Queue Length 50th (ft)	48	26	41	23	21	82	4	181
Queue Length 95th (ft)	85	87	68	52	45	177	14	277
Internal Link Dist (ft)		658		457		719		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	368	573	188	325	420	2424	549	2179
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.27	0.37	0.15	0.25	0.29	0.04	0.44
Intersection Summary								

HCM 6th TWSC
7: South 14th Street & Nectarine Street

Year 2025 Existing Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	2	0	2	103	0	20	2	634	28	4	730	8
Future Vol, veh/h	2	0	2	103	0	20	2	634	28	4	730	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	88	88	88	95	95	95	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	3	0	3	117	0	23	2	667	29	4	737	8
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1087	1449	373	1063	1439	348	745	0	0	696	0	0
Stage 1	749	749	-	686	686	-	-	-	-	-	-	-
Stage 2	338	700	-	377	753	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	173	132	630	180	134	654	872	-	-	909	-	-
Stage 1	375	422	-	408	451	-	-	-	-	-	-	-
Stage 2	656	444	-	622	420	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	131	630	178	133	654	872	-	-	909	-	-
Mov Cap-2 Maneuver	282	256	-	300	258	-	-	-	-	-	-	-
Stage 1	374	420	-	407	450	-	-	-	-	-	-	-
Stage 2	632	443	-	616	418	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	14.4		23.8		0		0					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	872	-	-	390	329	909	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.018	0.425	0.004	-	-				
HCM Control Delay (s)	9.1	-	-	14.4	23.8	9	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	2	0	-	-				

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	29	3	9	110	4	6	2	1	6	11	4
Future Vol, veh/h	7	29	3	9	110	4	6	2	1	6	11	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	79	79	79	79	79	79	82	82	82
Heavy Vehicles, %	0	0	3	0	1	0	0	0	0	0	0	0
Mvmt Flow	10	41	4	11	139	5	8	3	1	7	13	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	45	0	0	236	229	43	229	229	142
Stage 1	-	-	-	-	-	-	63	63	-	164	164	-
Stage 2	-	-	-	-	-	-	173	166	-	65	65	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1451	-	-	1576	-	-	723	674	1033	730	674	911
Stage 1	-	-	-	-	-	-	953	846	-	843	766	-
Stage 2	-	-	-	-	-	-	834	765	-	951	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1451	-	-	1576	-	-	700	664	1033	719	664	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	700	664	-	719	664	-
Stage 1	-	-	-	-	-	-	946	840	-	837	760	-
Stage 2	-	-	-	-	-	-	808	759	-	940	839	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0.5			10.1			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	717	1451	-	-	1576	-	-	717				
HCM Lane V/C Ratio	0.016	0.007	-	-	0.007	-	-	0.036				
HCM Control Delay (s)	10.1	7.5	0	-	7.3	0	-	10.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 6th AWSC
5: Perimeter Park Blvd./South 15th Street & Park Avenue

Year 2025 Existing Conditions
Timing Plan: PM Peak

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	56	20	0	23	2	17	1	0	2	2	25
Future Vol, veh/h	24	56	20	0	23	2	17	1	0	2	2	25
Peak Hour Factor	0.79	0.79	0.79	0.69	0.69	0.69	0.79	0.79	0.79	0.75	0.75	0.75
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	30	71	25	0	33	3	22	1	0	3	3	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.6	7.4	7.6	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	94%	24%	0%	7%
Vol Thru, %	6%	56%	92%	7%
Vol Right, %	0%	20%	8%	86%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	100	25	29
LT Vol	17	24	0	2
Through Vol	1	56	23	2
RT Vol	0	20	2	25
Lane Flow Rate	23	127	36	39
Geometry Grp	1	1	1	1
Degree of Util (X)	0.028	0.139	0.041	0.04
Departure Headway (Hd)	4.402	3.961	4.122	3.695
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	805	903	863	956
Service Time	2.475	1.996	2.173	1.769
HCM Lane V/C Ratio	0.029	0.141	0.042	0.041
HCM Control Delay	7.6	7.6	7.4	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.1	0.1

Attachment G2

Year 2030 Background
Conditions – HCM Worksheets

HCM 6th Signalized Intersection Summary

4: South 14th Street & TJ Curson Road/Park Avenue

Year 2030 Background Conditions

Timing Plan: AM Peak

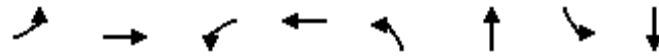
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	25	55	47	17	17	48	784	32	8	581	24
Future Volume (veh/h)	81	25	55	47	17	17	48	784	32	8	581	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1841	1900	1900	1900	1900	1870	1900	1900	1856	1900
Adj Flow Rate, veh/h	89	27	60	56	20	20	52	852	35	9	668	28
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.92	0.92	0.92	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	4	0	0	0	0	2	0	0	3	0
Cap, veh/h	216	38	84	165	45	45	580	2417	99	464	2309	97
Arrive On Green	0.06	0.07	0.07	0.04	0.05	0.05	0.04	0.69	0.69	0.01	0.67	0.67
Sat Flow, veh/h	1810	512	1138	1810	872	872	1810	3479	143	1810	3448	144
Grp Volume(v), veh/h	89	0	87	56	0	40	52	435	452	9	341	355
Grp Sat Flow(s),veh/h/ln	1810	0	1651	1810	0	1743	1810	1777	1845	1810	1763	1830
Q Serve(g_s), s	5.1	0.0	5.7	3.2	0.0	2.5	1.0	10.9	10.9	0.2	8.7	8.7
Cycle Q Clear(g_c), s	5.1	0.0	5.7	3.2	0.0	2.5	1.0	10.9	10.9	0.2	8.7	8.7
Prop In Lane	1.00		0.69	1.00		0.50	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	216	0	121	165	0	89	580	1235	1282	464	1180	1225
V/C Ratio(X)	0.41	0.00	0.72	0.34	0.00	0.45	0.09	0.35	0.35	0.02	0.29	0.29
Avail Cap(c_a), veh/h	451	0	480	226	0	301	646	1235	1282	543	1180	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.6	0.0	49.8	47.0	0.0	50.7	5.3	6.8	6.8	5.9	7.4	7.4
Incr Delay (d2), s/veh	1.3	0.0	7.7	1.2	0.0	3.5	0.1	0.8	0.8	0.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.6	1.5	0.0	1.2	0.3	4.0	4.1	0.1	3.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	0.0	57.5	48.2	0.0	54.2	5.3	7.6	7.5	6.0	8.1	8.0
LnGrp LOS	D	A	E	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		176			96			939			705	
Approach Delay, s/veh		52.1			50.7			7.4			8.0	
Approach LOS		D			D			A			A	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	81.4	9.3	13.1	9.0	78.7	11.7	10.6				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	44.0	8.0	32.0	8.0	42.0	21.0	19.0				
Max Q Clear Time (g_c+l1), s	2.2	12.9	5.2	7.7	3.0	10.7	7.1	4.5				
Green Ext Time (p_c), s	0.0	6.5	0.0	0.4	0.0	4.1	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.9									
HCM 6th LOS			B									

Queues

Year 2030 Background Conditions

4: South 14th Street & TJ Curson Road/Park Avenue

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	87	56	40	52	887	9	696
v/c Ratio	0.36	0.45	0.29	0.31	0.10	0.34	0.02	0.30
Control Delay	40.3	25.7	40.2	35.5	6.1	8.0	6.2	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	25.7	40.2	35.5	6.1	8.0	6.2	10.7
Queue Length 50th (ft)	53	18	33	14	10	111	2	117
Queue Length 95th (ft)	93	64	59	44	26	235	7	175
Internal Link Dist (ft)		658		457		719		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	361	520	200	320	559	2604	476	2352
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.17	0.28	0.13	0.09	0.34	0.02	0.30
Intersection Summary								

HCM 6th AWSC
5: Perimeter Park Blvd./South 15th Street & Park Avenue

Year 2030 Background Conditions

Timing Plan: AM Peak

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	25	14	2	32	1	18	6	2	2	4	26
Future Vol, veh/h	4	25	14	2	32	1	18	6	2	2	4	26
Peak Hour Factor	0.77	0.78	0.77	0.79	0.79	0.79	0.72	0.72	0.72	0.65	0.65	0.65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	5	32	18	3	41	1	25	8	3	3	6	40
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.3	7.4	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	9%	6%	6%
Vol Thru, %	23%	58%	91%	12%
Vol Right, %	8%	33%	3%	81%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	43	35	32
LT Vol	18	4	2	2
Through Vol	6	25	32	4
RT Vol	2	14	1	26
Lane Flow Rate	36	55	44	49
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.06	0.05	0.05
Departure Headway (Hd)	4.202	3.905	4.085	3.623
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	913	873	980
Service Time	2.25	1.945	2.126	1.675
HCM Lane V/C Ratio	0.042	0.06	0.05	0.05
HCM Control Delay	7.4	7.2	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

HCM 6th TWSC
7: South 14th Street & Nectarine Street

Year 2030 Background Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	12	42	1	17	6	630	139	14	601	9
Future Vol, veh/h	1	0	12	42	1	17	6	630	139	14	601	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	73	73	73	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	5	0	0	0	2	1	0	3	0
Mvmt Flow	2	0	22	58	1	23	7	741	164	16	707	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1130	1664	359	1223	1587	453	718	0	0	905	0	0
Stage 1	745	745	-	837	837	-	-	-	-	-	-	-
Stage 2	385	919	-	386	750	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.6	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.55	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	161	98	643	132	109	559	892	-	-	760	-	-
Stage 1	377	424	-	321	385	-	-	-	-	-	-	-
Stage 2	615	353	-	601	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	150	95	643	125	106	559	892	-	-	760	-	-
Mov Cap-2 Maneuver	270	212	-	236	228	-	-	-	-	-	-	-
Stage 1	374	415	-	318	382	-	-	-	-	-	-	-
Stage 2	583	350	-	568	413	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.5		22.9		0.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	581	282	760	-
HCM Lane V/C Ratio	0.008	-	-	0.041	0.291	0.022	-
HCM Control Delay (s)	9.1	-	-	11.5	22.9	9.8	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0.1	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	146	3	3	36	4	7	7	4	4	2	7
Future Vol, veh/h	1	146	3	3	36	4	7	7	4	4	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	69	69	69	79	79	79	58	58	58
Heavy Vehicles, %	0	0	33	0	6	0	0	17	0	0	50	0
Mvmt Flow	1	195	4	4	52	6	9	9	5	7	3	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	58	0	0	199	0	0	270	265	197	269	264	55
Stage 1	-	-	-	-	-	-	199	199	-	63	63	-
Stage 2	-	-	-	-	-	-	71	66	-	206	201	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.67	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.67	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.67	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.153	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1559	-	-	1385	-	-	687	616	849	688	567	1018
Stage 1	-	-	-	-	-	-	807	709	-	953	757	-
Stage 2	-	-	-	-	-	-	944	811	-	801	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1559	-	-	1385	-	-	674	614	849	674	565	1018
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	614	-	674	565	-
Stage 1	-	-	-	-	-	-	806	708	-	952	755	-
Stage 2	-	-	-	-	-	-	926	809	-	785	653	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			10.5			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	679	1559	-	-	1385	-	-	795				
HCM Lane V/C Ratio	0.034	0.001	-	-	0.003	-	-	0.028				
HCM Control Delay (s)	10.5	7.3	0	-	7.6	0	-	9.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th Signalized Intersection Summary

4: South 14th Street & TJ Curson Road/Park Avenue

Year 2030 Background Conditions

Timing Plan: PM Peak

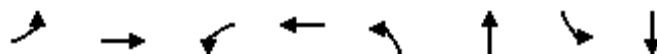
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	37	116	63	30	14	105	636	54	22	898	42
Future Volume (veh/h)	79	37	116	63	30	14	105	636	54	22	898	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	88	41	129	78	37	17	118	715	61	24	998	47
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.89	0.89	0.89	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	0	1	0
Cap, veh/h	295	51	159	189	146	67	385	2065	176	471	2081	98
Arrive On Green	0.06	0.13	0.13	0.05	0.12	0.12	0.04	0.62	0.62	0.02	0.60	0.60
Sat Flow, veh/h	1810	403	1269	1795	1232	566	1810	3340	285	1810	3483	164
Grp Volume(v), veh/h	88	0	170	78	0	54	118	383	393	24	513	532
Grp Sat Flow(s),veh/h/ln	1810	0	1672	1795	0	1798	1810	1791	1834	1810	1791	1856
Q Serve(g_s), s	4.6	0.0	10.9	4.1	0.0	3.0	2.7	11.4	11.4	0.6	17.8	17.8
Cycle Q Clear(g_c), s	4.6	0.0	10.9	4.1	0.0	3.0	2.7	11.4	11.4	0.6	17.8	17.8
Prop In Lane	1.00		0.76	1.00		0.31	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	295	0	210	189	0	214	385	1107	1134	471	1070	1109
V/C Ratio(X)	0.30	0.00	0.81	0.41	0.00	0.25	0.31	0.35	0.35	0.05	0.48	0.48
Avail Cap(c_a), veh/h	536	0	486	228	0	311	436	1107	1134	527	1070	1109
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	46.8	40.1	0.0	44.0	9.4	10.2	10.2	8.4	12.5	12.5
Incr Delay (d2), s/veh	0.6	0.0	7.3	1.4	0.0	0.6	0.4	0.9	0.8	0.0	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	4.9	1.9	0.0	1.4	1.1	4.5	4.7	0.2	6.7	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.8	0.0	54.2	41.6	0.0	44.6	9.8	11.1	11.0	8.4	14.0	14.0
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	B	B
Approach Vol, veh/h		258			132			894			1069	
Approach Delay, s/veh		49.3			42.8			10.9			13.9	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	73.0	10.6	18.8	9.9	70.7	11.3	18.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	44.0	8.0	32.0	8.0	42.0	21.0	19.0				
Max Q Clear Time (g_c+I1), s	2.6	13.4	6.1	12.9	4.7	19.8	6.6	5.0				
Green Ext Time (p_c), s	0.0	5.5	0.0	0.9	0.1	6.4	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			18.2									
HCM 6th LOS			B									

Queues

Year 2030 Background Conditions

4: South 14th Street & TJ Curson Road/Park Avenue

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	170	78	54	118	776	24	1045
v/c Ratio	0.35	0.62	0.43	0.37	0.32	0.33	0.05	0.49
Control Delay	39.2	24.2	42.5	42.9	8.2	10.6	6.6	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.2	24.2	42.5	42.9	8.2	10.6	6.6	14.7
Queue Length 50th (ft)	52	28	46	25	23	134	5	212
Queue Length 95th (ft)	90	91	73	56	51	203	15	326
Internal Link Dist (ft)		658		457		719		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	372	581	188	326	381	2335	496	2150
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.29	0.41	0.17	0.31	0.33	0.05	0.49
Intersection Summary								

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	62	22	0	25	2	19	1	0	2	2	28
Future Vol, veh/h	26	62	22	0	25	2	19	1	0	2	2	28
Peak Hour Factor	0.79	0.79	0.79	0.69	0.69	0.69	0.79	0.79	0.79	0.75	0.75	0.75
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	33	78	28	0	36	3	24	1	0	3	3	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.4	7.7	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	95%	24%	0%	6%
Vol Thru, %	5%	56%	93%	6%
Vol Right, %	0%	20%	7%	88%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	110	27	32
LT Vol	19	26	0	2
Through Vol	1	62	25	2
RT Vol	0	22	2	28
Lane Flow Rate	25	139	39	43
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.154	0.045	0.044
Departure Headway (Hd)	4.434	3.976	4.149	3.715
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	899	857	948
Service Time	2.517	2.012	2.203	1.8
HCM Lane V/C Ratio	0.031	0.155	0.046	0.045
HCM Control Delay	7.7	7.7	7.4	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.1	0.1

HCM 6th TWSC
7: South 14th Street & Nectarine Street

Year 2030 Background Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	2	113	0	22	2	697	31	4	803	9
Future Vol, veh/h	2	0	2	113	0	22	2	697	31	4	803	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	88	88	88	95	95	95	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	3	0	3	128	0	25	2	734	33	4	811	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1195	1595	410	1169	1583	384	820	0	0	767	0	0
Stage 1	824	824	-	755	755	-	-	-	-	-	-	-
Stage 2	371	771	-	414	828	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	144	108	596	151	110	620	818	-	-	856	-	-
Stage 1	338	390	-	371	420	-	-	-	-	-	-	-
Stage 2	627	413	-	592	389	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	107	596	149	109	620	818	-	-	856	-	-
Mov Cap-2 Maneuver	252	230	-	270	233	-	-	-	-	-	-	-
Stage 1	337	388	-	370	419	-	-	-	-	-	-	-
Stage 2	600	412	-	586	387	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		29.4		0		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	354	297	856	-
HCM Lane V/C Ratio	0.003	-	-	0.019	0.517	0.005	-
HCM Control Delay (s)	9.4	-	-	15.4	29.4	9.2	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.8	0	-

HCM 6th TWSC
9: South 15th Street & Nectarine Street

Year 2030 Background Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	32	3	10	121	4	7	2	1	7	12	4
Future Vol, veh/h	8	32	3	10	121	4	7	2	1	7	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	79	79	79	79	79	79	82	82	82
Heavy Vehicles, %	0	0	3	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	45	4	13	153	5	9	3	1	9	15	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	158	0	0	49	0	0	261	253	47	253	253	156
Stage 1	-	-	-	-	-	-	69	69	-	182	182	-
Stage 2	-	-	-	-	-	-	192	184	-	71	71	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1434	-	-	1571	-	-	696	654	1028	704	654	895
Stage 1	-	-	-	-	-	-	946	841	-	824	753	-
Stage 2	-	-	-	-	-	-	814	751	-	944	840	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1571	-	-	672	643	1028	692	643	895
Mov Cap-2 Maneuver	-	-	-	-	-	-	672	643	-	692	643	-
Stage 1	-	-	-	-	-	-	938	834	-	817	746	-
Stage 2	-	-	-	-	-	-	787	744	-	932	833	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.5			10.3			10.4		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	690	1434	-	-	1571	-	-	692				
HCM Lane V/C Ratio	0.018	0.008	-	-	0.008	-	-	0.041				
HCM Control Delay (s)	10.3	7.5	0	-	7.3	0	-	10.4				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Attachment G3

Year 2030 Build-Out Conditions
– HCM Worksheets

HCM 6th Signalized Intersection Summary

4: South 14th Street & TJ Curson Road/Park Avenue

Year 2030 Build-out Conditions

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	25	55	50	17	19	48	822	33	8	603	27
Future Volume (veh/h)	86	25	55	50	17	19	48	822	33	8	603	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1856	1841	1900	1900	1900	1900	1870	1900	1900	1856	1900
Adj Flow Rate, veh/h	95	27	60	60	20	23	52	893	36	9	693	31
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.92	0.92	0.92	0.87	0.87	0.87
Percent Heavy Veh, %	0	3	4	0	0	0	0	2	0	0	3	0
Cap, veh/h	219	38	84	170	40	47	563	2410	97	444	2292	102
Arrive On Green	0.06	0.07	0.07	0.04	0.05	0.05	0.04	0.69	0.69	0.01	0.67	0.67
Sat Flow, veh/h	1810	512	1138	1810	806	927	1810	3482	140	1810	3437	154
Grp Volume(v), veh/h	95	0	87	60	0	43	52	456	473	9	355	369
Grp Sat Flow(s),veh/h/ln	1810	0	1651	1810	0	1733	1810	1777	1845	1810	1763	1828
Q Serve(g_s), s	5.4	0.0	5.7	3.4	0.0	2.7	1.0	11.7	11.7	0.2	9.2	9.3
Cycle Q Clear(g_c), s	5.4	0.0	5.7	3.4	0.0	2.7	1.0	11.7	11.7	0.2	9.2	9.3
Prop In Lane	1.00		0.69	1.00		0.53	1.00		0.08	1.00		0.08
Lane Grp Cap(c), veh/h	219	0	121	170	0	87	563	1230	1277	444	1176	1219
V/C Ratio(X)	0.43	0.00	0.72	0.35	0.00	0.49	0.09	0.37	0.37	0.02	0.30	0.30
Avail Cap(c_a), veh/h	447	0	480	226	0	299	629	1230	1277	523	1176	1219
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	49.8	47.0	0.0	50.9	5.4	7.0	7.0	6.1	7.6	7.6
Incr Delay (d2), s/veh	1.4	0.0	7.6	1.2	0.0	4.3	0.1	0.9	0.8	0.0	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	2.6	1.6	0.0	1.3	0.3	4.3	4.4	0.1	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	0.0	57.5	48.2	0.0	55.2	5.5	7.9	7.8	6.1	8.3	8.3
LnGrp LOS	D	A	E	D	A	E	A	A	A	A	A	A
Approach Vol, veh/h	182			103			981			733		
Approach Delay, s/veh	51.9			51.1			7.7			8.3		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	81.1	9.6	13.1	9.0	78.4	12.1	10.5				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	44.0	8.0	32.0	8.0	42.0	21.0	19.0				
Max Q Clear Time (g_c+I1), s	2.2	13.7	5.4	7.7	3.0	11.3	7.4	4.7				
Green Ext Time (p_c), s	0.0	6.9	0.0	0.4	0.0	4.3	0.2	0.1				
Intersection Summary												
HCM 6th Ctrl Delay	14.2											
HCM 6th LOS	B											

Queues

Year 2030 Build-out Conditions

4: South 14th Street & TJ Curson Road/Park Avenue

Timing Plan: AM Peak

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	95	87	60	43	52	929	9	724
v/c Ratio	0.38	0.43	0.32	0.32	0.10	0.37	0.02	0.32
Control Delay	40.5	24.7	40.5	34.3	6.4	8.6	6.5	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.5	24.7	40.5	34.3	6.4	8.6	6.5	11.3
Queue Length 50th (ft)	57	18	35	14	10	120	2	124
Queue Length 95th (ft)	97	64	62	44	26	253	7	186
Internal Link Dist (ft)		658		457		719		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	362	520	199	320	526	2485	438	2235
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.17	0.30	0.13	0.10	0.37	0.02	0.32
Intersection Summary								

HCM 6th AWSC
5: Perimeter Park Blvd./South 15th Street & Park Avenue

Year 2030 Build-out Conditions
Timing Plan: AM Peak

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	25	14	2	34	2	18	6	2	3	4	29
Future Vol, veh/h	5	25	14	2	34	2	18	6	2	3	4	29
Peak Hour Factor	0.77	0.78	0.77	0.79	0.79	0.79	0.72	0.72	0.72	0.65	0.65	0.65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	32	18	3	43	3	25	8	3	5	6	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.4	7.5	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	11%	5%	8%
Vol Thru, %	23%	57%	89%	11%
Vol Right, %	8%	32%	5%	81%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	44	38	36
LT Vol	18	5	2	3
Through Vol	6	25	34	4
RT Vol	2	14	2	29
Lane Flow Rate	36	57	48	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.042	0.062	0.055	0.056
Departure Headway (Hd)	4.216	3.927	4.08	3.641
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	844	908	874	975
Service Time	2.269	1.97	2.124	1.696
HCM Lane V/C Ratio	0.043	0.063	0.055	0.056
HCM Control Delay	7.5	7.2	7.4	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0.2

HCM 6th TWSC
7: South 14th Street & Nectarine Street

Year 2030 Build-out Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	1	0	12	46	1	21	6	648	140	15	636	9
Future Vol, veh/h	1	0	12	46	1	21	6	648	140	15	636	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	54	54	54	73	73	73	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	5	0	0	0	2	1	0	3	0
Mvmt Flow	2	0	22	63	1	29	7	762	165	18	748	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1186	1731	380	1269	1654	464	759	0	0	927	0	0
Stage 1	790	790	-	859	859	-	-	-	-	-	-	-
Stage 2	396	941	-	410	795	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.6	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.55	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	146	89	624	122	99	550	862	-	-	746	-	-
Stage 1	354	404	-	311	376	-	-	-	-	-	-	-
Stage 2	606	345	-	581	402	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	86	624	115	96	550	862	-	-	746	-	-
Mov Cap-2 Maneuver	252	201	-	227	217	-	-	-	-	-	-	-
Stage 1	351	394	-	309	373	-	-	-	-	-	-	-
Stage 2	568	342	-	547	392	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		24.4		0.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	862	-	-	560 277	746	-	-
HCM Lane V/C Ratio	0.008	-	-	0.043 0.336	0.024	-	-
HCM Control Delay (s)	9.2	-	-	11.7 24.4	9.9	-	-
HCM Lane LOS	A	-	-	B C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 1.4	0.1	-	-

HCM 6th TWSC
9: South 15th Street & Nectarine Street

Year 2030 Build-out Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	147	4	5	40	4	11	7	6	4	2	7
Future Vol, veh/h	1	147	4	5	40	4	11	7	6	4	2	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	69	69	69	79	79	79	58	58	58
Heavy Vehicles, %	0	0	33	0	6	0	0	17	0	0	50	0
Mvmt Flow	1	196	5	7	58	6	14	9	8	7	3	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	64	0	0	201	0	0	284	279	199	284	278	61
Stage 1	-	-	-	-	-	-	201	201	-	75	75	-
Stage 2	-	-	-	-	-	-	83	78	-	209	203	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.67	6.2	7.1	7	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.67	-	6.1	6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.67	-	6.1	6	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4.153	3.3	3.5	4.45	3.3
Pot Cap-1 Maneuver	1551	-	-	1383	-	-	672	605	847	672	557	1010
Stage 1	-	-	-	-	-	-	805	708	-	939	748	-
Stage 2	-	-	-	-	-	-	930	802	-	798	652	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1551	-	-	1383	-	-	658	601	847	655	554	1010
Mov Cap-2 Maneuver	-	-	-	-	-	-	658	601	-	655	554	-
Stage 1	-	-	-	-	-	-	804	707	-	938	744	-
Stage 2	-	-	-	-	-	-	910	798	-	780	651	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.8			10.6			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	677	1551	-	-	1383	-	-	781				
HCM Lane V/C Ratio	0.045	0.001	-	-	0.005	-	-	0.029				
HCM Control Delay (s)	10.6	7.3	0	-	7.6	0	-	9.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
11: South 15th Street & Eastern Project Access

Year 2030 Build-out Conditions
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	4	1	18	11	3
Future Vol, veh/h	6	4	1	18	11	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	4	1	20	12	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	36	14	15	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	22	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	977	1066	1603	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	976	1066	1603	-	-	-
Mov Cap-2 Maneuver	976	-	-	-	-	-
Stage 1	1008	-	-	-	-	-
Stage 2	1001	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.6	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1603	-	1010	-	-	
HCM Lane V/C Ratio	0.001	-	0.011	-	-	
HCM Control Delay (s)	7.2	0	8.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
14: South 14th Street & Westen Project Access

Year 2030 Build-out Conditions
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	2	774	45	39	655
Future Vol, veh/h	25	2	774	45	39	655
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	27	2	841	49	42	712
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1306	445	0	0	890	0
Stage 1	866	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	151	561	-	-	757	-
Stage 1	372	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	143	561	-	-	757	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	372	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.4	0	0.6			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	279	757	-	
HCM Lane V/C Ratio	-	-	0.105	0.056	-	
HCM Control Delay (s)	-	-	19.4	10	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	17	776	0	0	694
Future Vol, veh/h	0	17	776	0	0	694
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	0	18	843	0	0	754
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	422	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	580	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	580	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 580		-			
HCM Lane V/C Ratio	- 0.032		-			
HCM Control Delay (s)	- 11.4		-			
HCM Lane LOS	- B		-			
HCM 95th %tile Q(veh)	- 0.1		-			

HCM 6th Signalized Intersection Summary

4: South 14th Street & TJ Curson Road/Park Avenue

Year 2030 Build-out Conditions

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	37	116	69	30	15	105	686	61	22	947	48
Future Volume (veh/h)	85	37	116	69	30	15	105	686	61	22	947	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	94	41	129	85	37	19	118	771	69	24	1052	53
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.89	0.89	0.89	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	0	1	0
Cap, veh/h	300	51	159	196	141	73	361	2042	183	439	2060	104
Arrive On Green	0.06	0.13	0.13	0.05	0.12	0.12	0.04	0.61	0.61	0.02	0.59	0.59
Sat Flow, veh/h	1810	403	1269	1795	1183	608	1810	3325	297	1810	3470	175
Grp Volume(v), veh/h	94	0	170	85	0	56	118	415	425	24	543	562
Grp Sat Flow(s),veh/h/ln	1810	0	1672	1795	0	1791	1810	1791	1832	1810	1791	1854
Q Serve(g_s), s	4.9	0.0	10.9	4.5	0.0	3.1	2.8	12.8	12.8	0.6	19.4	19.5
Cycle Q Clear(g_c), s	4.9	0.0	10.9	4.5	0.0	3.1	2.8	12.8	12.8	0.6	19.4	19.5
Prop In Lane	1.00		0.76	1.00		0.34	1.00		0.16	1.00		0.09
Lane Grp Cap(c), veh/h	300	0	210	196	0	214	361	1100	1125	439	1063	1100
V/C Ratio(X)	0.31	0.00	0.81	0.43	0.00	0.26	0.33	0.38	0.38	0.05	0.51	0.51
Avail Cap(c_a), veh/h	535	0	486	228	0	309	413	1100	1125	495	1063	1100
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	46.8	39.9	0.0	44.0	9.9	10.7	10.7	8.7	13.0	13.0
Incr Delay (d2), s/veh	0.6	0.0	7.3	1.5	0.0	0.6	0.5	1.0	1.0	0.1	1.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	4.9	2.1	0.0	1.4	1.1	5.1	5.2	0.2	7.4	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.6	0.0	54.2	41.4	0.0	44.7	10.5	11.6	11.6	8.7	14.8	14.7
LnGrp LOS	D	A	D	D	A	D	B	B	B	A	B	B
Approach Vol, veh/h	264			141			958			1129		
Approach Delay, s/veh	49.0			42.7			11.5			14.6		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.6	72.6	11.0	18.8	9.9	70.3	11.7	18.1				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				
Max Green Setting (Gmax), s	6.0	44.0	8.0	32.0	8.0	42.0	21.0	19.0				
Max Q Clear Time (g_c+I1), s	2.6	14.8	6.5	12.9	4.8	21.5	6.9	5.1				
Green Ext Time (p_c), s	0.0	6.0	0.0	0.9	0.1	6.7	0.2	0.2				
Intersection Summary												
HCM 6th Ctrl Delay	18.7											
HCM 6th LOS	B											

Queues

Year 2030 Build-out Conditions

4: South 14th Street & TJ Curson Road/Park Avenue

Timing Plan: PM Peak

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	170	85	56	118	840	24	1105
v/c Ratio	0.37	0.62	0.46	0.38	0.34	0.36	0.05	0.52
Control Delay	39.4	23.5	43.5	41.9	8.7	11.0	6.9	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	23.5	43.5	41.9	8.7	11.0	6.9	15.5
Queue Length 50th (ft)	56	27	50	25	24	150	5	232
Queue Length 95th (ft)	95	91	78	56	52	226	15	362
Internal Link Dist (ft)		658		457		719		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	373	581	188	327	360	2324	462	2134
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.29	0.45	0.17	0.33	0.36	0.05	0.52
Intersection Summary								

HCM 6th AWSC
5: Perimeter Park Blvd./South 15th Street & Park Avenue

Year 2030 Build-out Conditions
Timing Plan: PM Peak

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	62	22	0	26	2	19	1	0	6	2	34
Future Vol, veh/h	33	62	22	0	26	2	19	1	0	6	2	34
Peak Hour Factor	0.79	0.79	0.79	0.69	0.69	0.69	0.79	0.79	0.79	0.75	0.75	0.75
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	42	78	28	0	38	3	24	1	0	8	3	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	7.5	7.7	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	95%	28%	0%	14%
Vol Thru, %	5%	53%	93%	5%
Vol Right, %	0%	19%	7%	81%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	117	28	42
LT Vol	19	33	0	6
Through Vol	1	62	26	2
RT Vol	0	22	2	34
Lane Flow Rate	25	148	41	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.031	0.165	0.047	0.059
Departure Headway (Hd)	4.462	4.017	4.182	3.788
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	889	849	928
Service Time	2.556	2.06	2.244	1.88
HCM Lane V/C Ratio	0.032	0.166	0.048	0.06
HCM Control Delay	7.7	7.9	7.5	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.1	0.2

HCM 6th TWSC
7: South 14th Street & Nectarine Street

Year 2030 Build-out Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	2	115	0	28	2	741	35	10	846	9
Future Vol, veh/h	2	0	2	115	0	28	2	741	35	10	846	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	500	-	-	500	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	58	58	58	88	88	88	95	95	95	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	3	0	3	131	0	32	2	780	37	10	855	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1274	1701	432	1251	1687	409	864	0	0	817	0	0
Stage 1	880	880	-	803	803	-	-	-	-	-	-	-
Stage 2	394	821	-	448	884	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	93	577	131	95	597	787	-	-	820	-	-
Stage 1	312	368	-	348	399	-	-	-	-	-	-	-
Stage 2	608	391	-	565	366	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	118	92	577	~ 129	94	597	787	-	-	820	-	-
Mov Cap-2 Maneuver	231	212	-	249	215	-	-	-	-	-	-	-
Stage 1	311	364	-	347	398	-	-	-	-	-	-	-
Stage 2	574	390	-	555	362	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.1	34	0	0.1
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	787	-	-	330 281	820	-	-
HCM Lane V/C Ratio	0.003	-	-	0.021 0.578	0.012	-	-
HCM Control Delay (s)	9.6	-	-	16.1 34	9.4	-	-
HCM Lane LOS	A	-	-	C D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1 3.4	0	-	-

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

HCM 6th TWSC
9: South 15th Street & Nectarine Street

Year 2030 Build-out Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	36	9	14	123	4	13	2	3	7	12	4
Future Vol, veh/h	8	36	9	14	123	4	13	2	3	7	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	79	79	79	79	79	79	82	82	82
Heavy Vehicles, %	0	0	3	0	1	0	0	0	0	0	0	0
Mvmt Flow	11	51	13	18	156	5	16	3	4	9	15	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	64	0	0	285	277	58	278	281	159
Stage 1	-	-	-	-	-	-	80	80	-	195	195	-
Stage 2	-	-	-	-	-	-	205	197	-	83	86	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1430	-	-	1551	-	-	671	634	1014	678	631	892
Stage 1	-	-	-	-	-	-	934	832	-	811	743	-
Stage 2	-	-	-	-	-	-	802	742	-	930	827	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1430	-	-	1551	-	-	645	621	1014	662	618	892
Mov Cap-2 Maneuver	-	-	-	-	-	-	645	621	-	662	618	-
Stage 1	-	-	-	-	-	-	927	825	-	805	733	-
Stage 2	-	-	-	-	-	-	772	732	-	916	820	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.7			10.4			10.6		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	684	1430	-	-	1551	-	-	667				
HCM Lane V/C Ratio	0.033	0.008	-	-	0.011	-	-	0.042				
HCM Control Delay (s)	10.4	7.5	0	-	7.3	0	-	10.6				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

HCM 6th TWSC
11: South 15th Street & Eastern Project Access

Year 2030 Build-out Conditions
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	10	9	10	35	10
Future Vol, veh/h	8	10	9	10	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	11	10	11	38	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	75	44	49	0	-	0
Stage 1	44	-	-	-	-	-
Stage 2	31	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	928	1026	1558	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	922	1026	1558	-	-	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	992	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	3.5		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1558	-	977	-	-	
HCM Lane V/C Ratio	0.006	-	0.02	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
14: South 14th Street & Westen Project Access

Year 2030 Build-out Conditions
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	10	730	57	45	919
Future Vol, veh/h	55	10	730	57	45	919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	500	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	2	2	1
Mvmt Flow	60	11	793	62	49	999
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1422	428	0	0	855	0
Stage 1	824	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	127	575	-	-	781	-
Stage 1	391	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	575	-	-	781	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	480	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	22.6	0	0.5			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	274	781	-	
HCM Lane V/C Ratio	-	-	0.258	0.063	-	
HCM Control Delay (s)	-	-	22.6	9.9	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1	0.2	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	38	740	0	0	964
Future Vol, veh/h	0	38	740	0	0	964
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	3
Mvmt Flow	0	41	804	0	0	1048
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	402	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	598	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	598	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBTWBLn1		SBT			
Capacity (veh/h)	- 598		-			
HCM Lane V/C Ratio	- 0.069		-			
HCM Control Delay (s)	- 11.5		-			
HCM Lane LOS	- B		-			
HCM 95th %tile Q(veh)	- 0.2		-			

Comments from City of Fernandina Beach

Comment: Please reassess distributions; 40% to the north does not seem realistic considering Publix, Walmart, I-95, Yulee, employment hubs, and access to and from the island is all to the south. Traffic counts at a nearby intersection are not suitable to establish distributions for residential or medical offices, as neither generate pass-by trips.

Response: Majority of the traffic from the proposed development is not anticipated to be oriented to and from the commercial developments such as Publix, Walmart, I-95, Yulee, and employment hubs. There are no land uses such as gas stations, coffee shops, pharmacies adjacent to the study intersections that generate pass-by trips.

Turning movements collected at intersections without prominent adjacent attractors (like gas stations, fast-food, or retail) generally reflect, Work-based or destination trips (i.e., home to work, school, or appointments). Through movements and actual trip distribution in the network and represent typical peak-hour commute behavior.

Moreover, the proposed medical office building will be complementary to the existing health care and hospital facility in the vicinity of the proposed development. The nearby hospital is expected to act as a regional attractor and will likely increase awareness and draw to the proposed medical office and generate shared or coordinated trips, particularly if patients or staff use both facilities further enhancing compatibility of trip patterns between the hospital and proposed medical office, reinforcing the appropriateness of using current patterns as a basis for future distribution.

Comment: The study indicates a northbound right turn lane is warranted; consequently, a turn lane should be installed for safety, consistent with the latest applicable code and the FDOT Multimodal Access Management Guidebook. Turn lanes will not impact thru traffic expectancy and residents/customers will become acquainted.

Response: As discussed with Nassau County and City of Fernandina Beach staff on 07/09/2025, improvements are planned for South 14th Street in the near future and no additional improvements may be required on South 14th Street at the proposed project access driveways.

Comment: The right turn lane guidance seems to be missing from Attachment F – FDOT Separate Left and Right Turn Lane Guidance. Please include.

**Darius Mixed-Use Development
Traffic Impact Study – Response to Comments
City of Fernandina Beach, Nassau County, Florida**

Response: This guidance is included as Attachment F.

Comment: Consider driveway placement with opposite office driveway, both using TWLTL. There is potential for NBL and SBL collisions if the proposed driveway entrance point is south of the existing driveway entrance point. Recommend running AutoTurn or Vehicle Tracking to analyze.

Response: The southern edge of the proposed driveway is anticipated to align with the southern edge of the existing driveway across the street. Improvements to South 14th Street are proposed by Nassau County in the near future and no additional improvements may be required on South 14th Street at the proposed project access driveways.

Comment: Note proposed County roadway improvements on South 14th Street and coordinate with the County as needed.

Response: Comment noted. The developer and the site civil engineer will coordinate with Nassau County as needed.

Comment: The roadway Segment analysis uses 2023 data; please use the latest available 2024 data.

Response: Year 2024 data was not available at the time of completion of the original traffic study. Roadway segment analysis in the revised report has been updated using the latest available 2024 data.

Comment: The roadway Segment Analysis MSV does not account for non-state signalized roadway factor on S. 14th Street or 8th Street. Please revise.

Response: 8th Street is a state facility hence non-state signalized factors are not necessary. South 14th Street appears to be a facility that is designed and constructed to FDOT standards. With the existing center-two-way left turn lane, this facility is anticipated to have a higher capacity than a standard state facility. Hence, as agreed upon in our discussions with Nassau County and City of Fernandina Beach staff on 07/09/2025, no non-state signalized factors were applied.

Comment: Please include S. 15th Street in segment capacity analysis.

Response: South 15th Street has been added in the segment capacity analysis.

Comment: Please include queue length information in intersection analyses for all intersections; particularly left turns and minor approaches at S. 14th Street and TJ Courson Road.

Response: Queue length information in intersection analyses for all intersections; including left turns and minor approaches at S. 14th Street and TJ Courson Road have been provided in updated Tables 05, 06 and 07.

Comment: All intersection analysis tables include “S. 15th Street at Nectarine Street” twice. Please revise to reflect “S. 15th Street at Park Avenue” where appropriate

Response: All intersection capacity analysis tables have been updated to include South 15th Street at Park Avenue where appropriate.

Comment: Data collection on page 1 indicates turning movement counts were collected on 03/12/2028. The data indicates it was collected on 03/11/2025. Please revise.

Response: Text has been updated to indicate that the data was collected on 03/11/2025.

Comment: In the Build Out Year 2030 Projections section, the last sentence is incomplete. Please clarify “during the AM peak hour and A periods”.

Response: Text has been updated to complete the sentence.

Comment: Figure 04 – Existing Conditions

- a) Please update the seasonal factor based on 2024 data.
- b) S. 15th Street at Nectarine Street – The figure indicates 133 vph for the EBT and 3 and 33 vph for the WBL and WBT during the AM Peak Hour. Synchro inputs reflect 137, 2 and 34 vph for these movements. Please correct for consistency.
- c) S. 15th Street at Park Avenue – The figure indicates 24 vph for the SBR during AM peak hour while Synchro reflects 28 vph. Please correct for consistency.

Response: Season factors based on 2024 data have been incorporated. The wrong version of Synchro was inadvertently attached. The turning movements included in the figures match the Synchro inputs in the updated report.

Comment: Figure 05 – Background Volumes

- a) S. 15th Street at Nectarine Street – The figure indicates 3 vph for the WBL during the AM peak hour, while Synchro reflects 2. Please correct for consistency.
- b) S. 14th Street at Park Avenue – The figure indicates 2 vph for the WBR during the AM peak hour, while Synchro reflects 1. Please correct for consistency.

Response: The wrong version of Synchro was inadvertently attached. The turning movements included in the figures match the Synchro inputs in the updated report.

Comment: Figure 06 – Residential Traffic:

- a) The northbound thru volume on S. 15th Street should total 9 vph based on the assignment shown at the intersection of Park Avenue.

Response: The wrong version of Synchro was inadvertently attached. The turning movements included in the figures match the Synchro inputs in the updated report.

Comment: Figure 08 – Buildout Year 2030 AM and PM Peak Hour Traffic Volumes:

- a) S. 15th Street and Eastern Project Entrance – It appears EBL, EBR, SBT should reflect 11 (AM), 14 (PM), and 9 (AM) and 24 (PM) vehicles per hour respectively, based on prior Figures.
- b) S. 15th Street and Eastern Project Entrance – Synchro shows 14 vph for the EBR during the PM peak hour while the Figure shows 12. Please correct.
- c) S. 15th Street and Park Avenue – It appears SBL, SBR, and WBR should reflect 36 (PM), 8 (PM), and 4 (PM) vehicles per hour, respectively, based on prior Figures.
- d) S. 14th Street and Nectarine Street – It appears SBL and SBT should reflect 18 (30) and 634 (827) vehicles per hour, respectively, based on prior Figures.
- e) S. 14th Street and Western Project Entrance – It appears SBT should reflect 901 vehicles per hour during the PM peak hour based on prior Figures.
- f) S. 14th Street and T.J. Courson Road – It appears WBR should reflect 18 vehicles per hour during the AM peak hour based on prior Figures.
- g) S. 14th Street and T.J. Courson Road – Synchro shows 89 vph for the EBL during AM peak hour while the Figure shows 86. Please correct.

Response: The wrong version of Synchro was inadvertently attached. The turning movements included in the figures match the Synchro inputs in the updated report.

Nassau County Comments:

Comment: Add two study intersections South 14th Street at Sadler Road and South 14th Street at Lime Street to the study.

Response: Schools are currently closed for the summer. Traffic counts at these two intersections will be obtained after schools reopen and an addendum to this study will be provided.

AS APPROVED
RESOLUTION 2025-122

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, APPROVING AN ADMINISTRATIVE APPROVAL PROCESS FOR ~~FINAL~~ PLATS AND REPLATS AS REQUIRED BY FLORIDA LAW; DIRECTING STAFF TO PREPARE AMENDMENTS TO THE LAND DEVELOPMENT CODE FOR SAME; AUTHORIZING ADMINISTRATIVE CORRECTION OF SCRIVENER'S ERRORS; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in accordance with Chapter 177, Florida State Statutes, the City of Fernandina Beach regulates and controls the platting of lands; and

WHEREAS, effective July 1, 2025, the Florida Legislature enacted amendments to Chapter 177.071, changing the process for approval of ~~final~~ plats and replats from a decision by the governing body to an administrative approval process. The new law requires the governing body (the City Commission) to designate an administrative authority to receive, review, and process applications for ~~final~~ plats and replats; and

WHEREAS, the Land Development Code, specifically Chapter 11 must be amended to reflect the updated process; however, in the meantime, the City must have a process in place so as not to delay any pending or new applications received while the Code changes are being considered; and

WHEREAS, the Land Development Code processes for administrative approval all reside within the City Manager's authority; and

WHEREAS, the collection of application fees ~~and the preliminary plat process~~ remains unchanged from current procedures; and

WHEREAS, it is the intention of the City Commission that sections of this Resolution may be renumbered or relettered and that the administrative correction of typographical and/or scrivener's errors which do not affect the intent may be authorized by the City Manager or his or her designee, without need of public hearing, by filing a corrected or recodified copy of same with the City Clerk.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FERNANDINA BEACH, FLORIDA, THAT:

SECTION 1. The City Commission hereby approves an administrative approval process for ~~final~~ plats and replats, as required by Florida Statute. ~~The City Manager, or his or her designee, shall review each application for an administrative approval of a plat or replat. The City Manager, or his or her designee, shall designate an administrative authority to review each the application for an administrative approval of a plat or replat and verify compliance with Sections 11.01.03 and 11.01.05 of the Land Development Code and all other applicable City established policies, as the same may be amended from time to time. As used in this section, the term "administrative authority" means a department, division, or other agency of the municipality. For purposes of issuing a final administrative approval of a plat or replat submittal, the term also includes an administrative officer or employee designated by the governing body of the City, including but not limited to, a city manager, a deputy city manager an assistant city manager, or other high-ranking city department or division director with direct or indirect oversight responsibility for the or municipality's land development, housing, utilities, or public works programs. The City Manager, or his or her designee, designated authority shall issue a posted notice of intent to approve or deny the application. The notice shall meet the requirements of Section 11.02.02 of the Land Development Code. When an application is approved, the City Manager designated authority shall issue a written order following the expiration of the notice period. If the application is denied, the City Manager designated authority shall notify the applicant in writing.~~

SECTION 2. The City Commission directs City staff to proceed with amending the Land Development Code to reflect the change in procedure in reviewing ~~final~~ plats and replats.

SECTION 3. The City Manager may administratively correct typographical and/or scrivener's errors of this Resolution which do not make substantive changes or otherwise affect the intent of the Resolution, upon receiving approval of the City Attorney, by filing a corrected or recodified copy of same with the City Clerk.

SECTION 4. This Resolution shall become effective immediately upon passage.

ADOPTED this 15th day of July 2025.

ATTEST:

CITY OF FERNANDINA BEACH



CAROLINE BEST
City Clerk



JAMES ANTUN
Commissioner - Mayor

APPROVED AS TO FORM AND LEGALITY:



HARRISON W. POOLE, ESQ.
City Attorney Pro Tem

CHAPTER 2025-164

Committee Substitute for Committee Substitute for Committee Substitute for Senate Bill No. 784

An act relating to platting; amending s. 177.071, F.S.; requiring that certain plat or replat submittals be administratively approved with no further action by certain entities under certain circumstances; requiring the governing body of such county or municipality to designate an administrative authority to receive, review, and process plat or replat submittals; providing requirements for such designation; defining the term “administrative authority”; requiring the administrative authority to submit a certain notice to an applicant; providing requirements for such notice; requiring the administrative authority to approve, approve with conditions, or deny a plat or replat submittal in accordance with the timeframe in the initial written notice to the applicant; requiring the administrative authority to notify the applicant in writing if it declines to approve a plat or replat submittal; requiring that the written notification contain the reasons for denial and other information; prohibiting the administrative authority or other official, employee, agent, or designee from requesting or requiring that the applicant request an extension of time; amending s. 177.111, F.S.; conforming provisions to changes made by the act; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 177.071, Florida Statutes, is amended to read:

177.071 Administrative approval of plats plat by designated county or municipal official governing bodies.—

(1)(a) A plat or replat submitted under this part must be administratively approved and no further action or approval by the governing body of a county or municipality is required if the plat or replat complies with the requirements of s. 177.091. The governing body of the county or municipality shall designate, by ordinance or resolution, an administrative authority to receive, review, and process the plat or replat submittal, including designating an administrative official responsible for approving, approving with conditions, or denying the proposed plat or replat.

(b) As used in this section, the term “administrative authority” means a department, division, or other agency of the county or municipality. For purposes of issuing a final administrative approval of a plat or replat submittal, the term also includes an administrative officer or employee designated by the governing body of a county or municipality, including but not limited to, a county administrator or manager, a city manager, a deputy county administrator or manager, a deputy city manager, an assistant county administrator or manager, an assistant city manager, or other high-ranking county or city department or division director with direct or indirect

oversight responsibility for the county's or municipality's land development, housing, utilities, or public works programs.

(2) Within 7 business days after receipt of a plat or replat submittal, the administrative authority shall provide written notice to the applicant acknowledging receipt of the plat or replat submittal and identifying any missing documents or information necessary to process the plat or replat submittal for compliance with s. 177.091. The written notice must also provide information regarding the plat or replat approval process, including requirements regarding the completeness of the process and applicable timeframes for reviewing, approving, and otherwise processing the plat or replat submittal.

(3) Unless the applicant requests an extension of time, the administrative authority shall approve, approve with conditions, or deny the plat or replat submittal within the timeframe identified in the written notice provided to the applicant under subsection (2). If the administrative authority does not approve the plat or replat, it must notify the applicant in writing of the reasons for declining to approve the submittal. The written notice must identify all areas of noncompliance and include specific citations to each requirement the plat or replat submittal fails to meet. The administrative authority, or an official, an employee, an agent, or a designee of the governing body, may not request or require the applicant to file a written extension of time.

(4)(1) Before a plat or replat is offered for recording, it must be administratively approved as required by this section by the appropriate governing body, and evidence of such approval must be placed on the plat or replat. If not approved, the governing body must return the plat or replat to the professional surveyor and mapper or the legal entity offering the plat or replat for recordation. For the purposes of this part:

(a) When the plat or replat to be submitted for approval is located wholly within the boundaries of a municipality, the governing body of the municipality has exclusive jurisdiction to approve the plat or replat.

(b) When a plat or replat lies wholly within the unincorporated areas of a county, the governing body of the county has exclusive jurisdiction to approve the plat or replat.

(c) When a plat or replat lies within the boundaries of more than one county, municipality, or both governing body, two plats or replats must be prepared and each county or municipality governing body has exclusive jurisdiction to approve the plat or replat within its boundaries, unless each county or municipality with jurisdiction over the plat or replat agrees the governing bodies having said jurisdiction agree that one plat is mutually acceptable.

(5)(2) Any provision in a county charter, or in an ordinance of any charter county or consolidated government chartered under s. 6(e), Art. VIII of the

State Constitution, which provision is inconsistent with anything contained in this section shall prevail in such charter county or consolidated government to the extent of any such inconsistency.

Section 2. Section 177.111, Florida Statutes, is amended to read:

177.111 Instructions for filing ~~plats~~ plat.—After the approval by the appropriate administrative authority governing body required by s. 177.071, the plat or replat must ~~shall~~ be recorded by the circuit court clerk or other recording officer upon submission thereto of such approved plat or replat. The circuit court clerk or other recording officer shall maintain in his or her office a book of the proper size for such papers so that they ~~will~~ shall not be folded, to be kept in the vault. A print or photographic copy must be filed in a similar book and kept in his or her office for the use of the public. The clerk shall make available to the public a full size copy of the record plat or replat at a reasonable fee.

Section 3. This act shall take effect July 1, 2025.

Approved by the Governor June 20, 2025.

Filed in Office Secretary of State June 20, 2025.