



**AGENDA
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
DECEMBER 18, 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**
- 5. FIRST STEP REVIEW (PRE-APPLICATION ITEMS)**
- 6. OLD BUSINESS**
- 7. NEW BUSINESS**
 - 7.1 TRC 2025-0011 - GILLETTE & ASSOCIATE INC, AGENT FOR DARIUS PROPERTY LTD,
1520 S 14TH STREET & S 14TH STREET
Site Plan Review for 17,800 Sqft medical office building. (C-2 & C-1)**
- 8. DEVELOPMENT INQUIRIES FROM APPLICANTS NOT ON THE AGENDA - DISCUSSION ONLY,
NO ACTION TO BE TAKEN.**
- 9. COMMITTEE BUSINESS**
- 10. ADJOURNMENT**

NEXT REGULAR TRC MEETING IS SCHEDULED FOR JANUARY 8, 2026.

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.



Outlook

Online Form Submittal: Technical Review Committee: Formal Review Request

From noreply@civicplus.com <noreply@civicplus.com>**Date** Thu 11/6/2025 3:43 PM**To** TRC Info <trcinfo@fbfl.city>

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender, were expecting this email, and know the content is safe.

Technical Review Committee: Formal Review Request

Technical Review Committee: Formal Review

USE THIS FORM TO To apply for review of site plans, preliminary subdivision plats, final subdivision plats, minor subdivisions, and amendments to previously issued local development orders, change of use, and nonresidential building expansions.

Fees

Field not completed.

IMPORTANT NOTES

This application will be routed to the various departments for review of the applicable codes and design standards.

****Please note that, unless otherwise indicated, TRC meetings are scheduled as follows:**

The 2nd and 4th Thursday of each month at 10:00 AM in the City Hall Chambers located at 204 Ash Street.

Agenda order includes First Step Reviews followed by Formal Reviews.**

Please see the Land
Development Code (LDC)
for detailed information:

Field not completed.

The LDC is available for
review at

www.fbfl.us/LDC

Application Requirements

Field not completed.

Key Contacts

TRC will guide your application from start to finish, engaging other City departments as needed.

PROJECT INFORMATION

Submission Type	Initial Submittal
-----------------	-------------------

NOTICE

3rd and all subsequent resubmittals will be charged a fee of 1/2 the original application fees.

DATE OF YOUR FIRST STEP REVIEW (if you have not attended a First Step Review, return to the application page and choose the TRC First Step Review application)	3/14/2024
--	-----------

PROPERTY INFORMATION	Property information can be found at the Nassau County Property Appraiser's Website → Map Search
----------------------	--

Site Address	1520 South 14th Street and South 15th Street
--------------	--

City	Fernandina Beach
------	------------------

State	Florida
-------	---------

Zip	32034
-----	-------

Parcel ID #(s)	00-00-31-1800-0267-0040; 00-00-31-1800-0267-0082; 00-00-30-1800-0267-0081
----------------	---

Lot	<i>Field not completed.</i>
-----	-----------------------------

Block	<i>Field not completed.</i>
-------	-----------------------------

Subdivision	<i>Field not completed.</i>
-------------	-----------------------------

Zoning District	C-1
-----------------	-----

Future Land Use Designation	General Commercial
-----------------------------	--------------------

Overlay District	None
------------------	------

Size of Property (acres)	3.48
--------------------------	------

Present Property Use	vacant
----------------------	--------

Wetlands	No
----------	----

Flood Zone	X, area of minimal flood hazard
------------	---------------------------------

Coastal Construction Control No
Line (CCCL)

OWNER OF RECORD

As recorded with the Nassau County Property Appraiser

First Name	Richmond
Last Name	Chandler
Company (if applicable)	Darius Property LTD, Corp
Mailing Address	19 North 5th Street, Unit 3300
City	Fernandina Beach
State	FL
Zip	32034
Telephone Number	9042618819
Email Address	asa@gilletteassociates.com

OWNER'S AGENT

If other than owner. If an agent will be representing the owner, an Owner's Authorization For Agent Representation form must be included.

First Name	Asa
Last Name	Gillette
Company (if applicable)	Gillette & Associates, Inc
Mailing Address	31 South 4th Street, Suite 1
City	Fernandina Beach
State	FL
Zip	32034
Telephone Number	904-261-8819
Email Address	asa@gilletteassociates.com

PROJECT INFORMATION

Project Type	Site Plan Review
Project Name	Darius Property
Proposed Access Road	South 14th Street
Rd Maintenance Jurisdiction	County Maintained

Project Estimated Cost	3,000,000.00
Description of Request	17,800 sf medical office building
Site Plan Review Checklist	<i>Field not completed.</i>

School Concurrency

New residential development is required to demonstrate compliance with school concurrency as regulated in the City of Fernandina Beach through the City of Fernandina Beach's Comprehensive Plan Intergovernmental Coordination Element and the Interlocal Agreement Amendment for Public School Facility Planning adopted by the City on May 21, 2019. No new residential rezoning, preliminary plat, site plan or functional equivalent may be approved by the City unless the residential development is exempt from requirements outlined in Section 9.13 of the Amended Interlocal Agreement OR a School Concurrency Reservation Letter has been issued by the School Board indicating that adequate school facilities exist.

Certification	By signing below, I certify that the information contained in this application is true and correct to the best of my knowledge at the time of the application. , I acknowledge that I understand and have complied with all of the submittal requirements and procedures.
---------------	---

Applicant First Name	Asa
Applicant Last Name	Gillette
Today's Date	10/16/2025
Upload Supporting Documentation	Darius_TRC_110625_signed.pdf
Upload 2	TRE_GA_Darius_070324_signed.pdf
Upload 3	240-042 - Darius Property - 11062025 - Ssed.pdf
Upload 4	AGENT AUTH.pdf
Upload 5	SUNBIZ.pdf
Upload 6	deed.pdf
Upload 7	<i>Field not completed.</i>

DEPARTMENT OF PLANNING & CONSERVATION

204 Ash Street | Fernandina Beach, FL 32034 | 904 310-3480 | www.fbfl.us/planning

Email not displaying correctly? [View it in your browser.](#)



Civil & Environmental Engineering • Mechanical & Structural Engineering • Construction Management

December 2, 2025

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

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

Dear Mrs. Pearson,

We are pleased to submit the revised plans and response to comments dated November 25, 2025.

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

- **This lot is 111,949 sq ft and requires 75 native shade trees. Pg 8 (landscape plan) of 15 shows 139 native shade trees being planted. Pg 10 of 15 shows 1,444 inches of protected trees being removed requiring 722 inches mitigation. Planting 435 inches of tree and paying 287 inches Fee-In-Lieu at \$100 an inch per pg 10 of 15. Landscape plan does not show required buffer planting. Northeast corner of property (zone C-2 to MU-1) requires a type B buffer with a hedge. (Dn 11/14/25)**

The lot is 151,493 SF and requires 101 shade trees. The revised sheet LS-1 now shows 127 shade trees proposed for planting. Tree mitigation calculations were revised as well to now show 417 inches planted back and 305 inches to be paid into the Fee-In-Lieu of fund. The East #2 buffer was revised to a Type-B buffer. See sheet LS-1 & LS-3 for changes made.

- **Please provide the County's assessment of the revised Traffic study, and the status of the driveway cut approvals.**

The revised plans and Traffic study have been forwarded over to the County. Response has not been provided at this time.

- **There seems to be a discrepancy regarding the square footage of the building. The site plan states 17,800 SF (two stories is 35,600 SF) whereas the parking calculations states the total SF is 51,200 SF. Please confirm the gross floor area and number of stores of the proposed building.**

The total building floor area is to be 51,800 SF. The development/building notes have been revised on sheet GE-1.

The following responses are for comments received from Code Enforcement/Sanitation Dept.

- **Ensure adequate turning radius/access for the trash collection truck to dumpsters. Access to dumpster on the left might be restricted by the landscaping island.**

The dumpster that was located on the left has been removed. Previous design had one dumpster for the medical office and one for the apartment buildings, thus both are not required now. See sheet GE-1 for changes made.

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

Sincerely,

A handwritten signature in black ink, appearing to read 'A. Gillette', with a large, stylized circular flourish at the end.

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

ENGINEERING PLANS

FOR

DARIUS PROPERTY

FOR

RICHMOND CHANDLER

DARIUS PROPERTY
FOR
RICHMOND CHANDLER

RELEASED FOR CONSTRUCTION BY

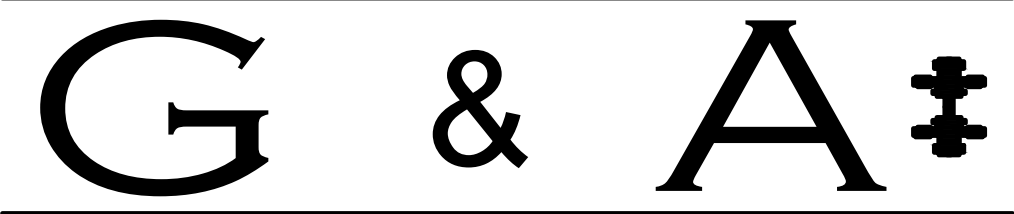
GILLETTE & ASSOCIATES, INC.

CIVIL & ENVIRONMENTAL ENGINEERING
MECHANICAL & STRUCTURAL ENGINEERING
PERMITTING & CONSTRUCTION MANAGEMENT

31 SOUTH 4TH STREET AMELIA ISLAND, FLORIDA 32034
PHONE: 904/261-8819

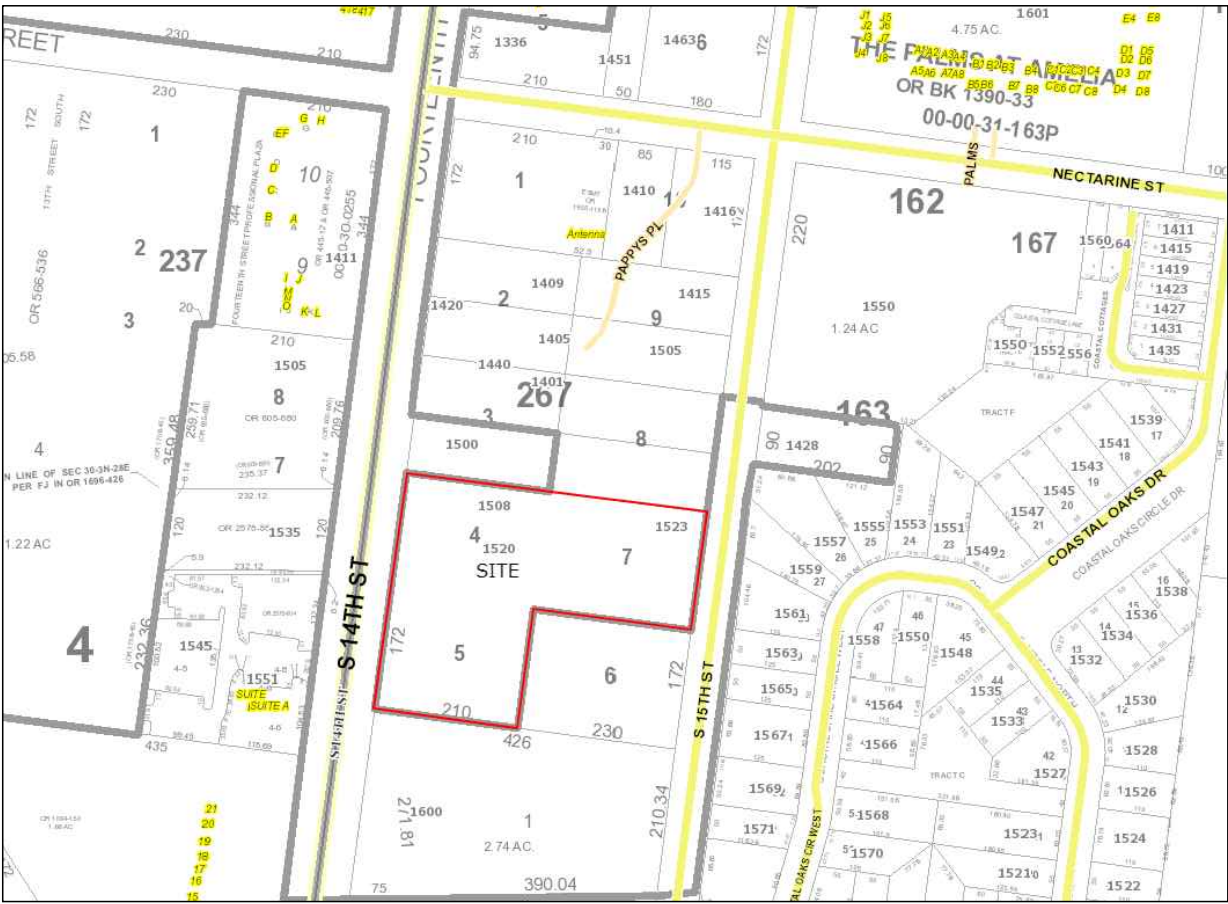
PERMITTING AGENCIES:

CITY OF FERNANDINA BEACH
ST. JOHNS RIVER WATER MANAGEMENT
FL. DEPT. OF ENVIRONMENTAL PROTECTION



ISSUE DATE: DECEMBER 2ND, 2025

SITE LOCATION MAP



G&A Project
No.: XX-XX-XX

1520 SOUTH 14TH STREET

FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 12/02/25

COVER SHEET

North

Elev

Key

Sheet

S

N

E

W

CVR

Page 1 of 15

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

REGISTERED DESIGN PROFESSIONAL

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.

REV

DATE

ITEM

A

11/06/25

MEDICAL OFFICE DESIGN – TRC SUBMITTAL #1

B

12/02/25

MEDICAL OFFICE DESIGN – TRC SUBMITTAL #2

C

D

E

F

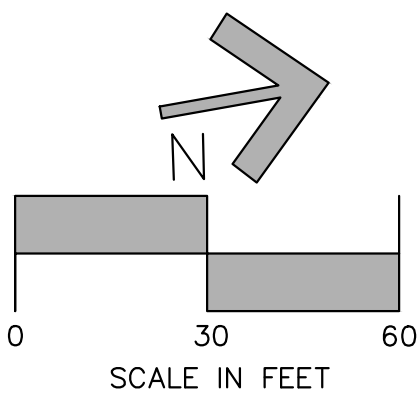
ASA R. GILLETTE, P.E.

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
- 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



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	11/06/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1
B	12/02/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2
C		
D		
E		
F		

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

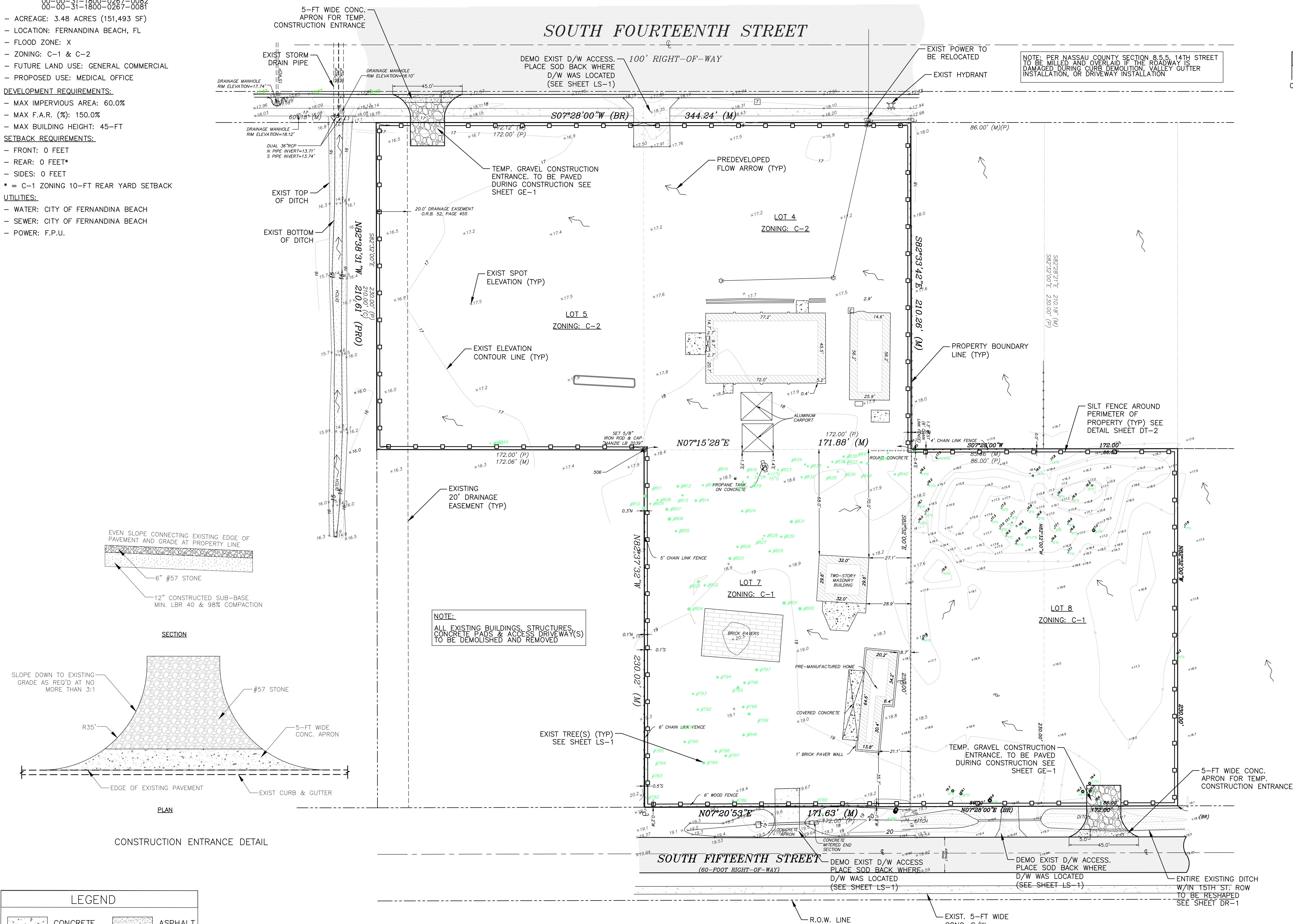
DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 12/02/25

PREDEVELOPED
SITE PLAN

North / Elev Key Sheet
PRE-1
Page 3 of 15

SOUTH FOURTEENTH STREET



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

DEVELOPMENT REQUIREMENTS:

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

BUILDING INFORMATION:

- 1ST FLOOR: 17,800SF
- 2ND FLOOR: 17,185SF
- 3RD FLOOR: 16,815SF

TOTAL SF = 51,800SF

PROPOSED BUILDING HEIGHT = 40-FT

DEVELOPMENT CALCULATIONS:

IMPERVIOUS AREA:

- MEDICAL BLDG. = 17,800 SF
- CONC. S/W = 7,085 SF
- CONC. SLAB = 16,069 SF
- CONC. CURBING = 1,737 SF

TOTAL IMPERVIOUS AREA = 42,691 SF (28.18%)

PERVIOUS AREA:

- GRASS/LANDSCAPING = 30,300 SF
- PERVIOUS PAVERS = 78,579 SF

TOTAL PERVIOUS AREA = 108,879 SF

(ALT. PAVING MATERIAL: 16,069/78,579 = 20.45%)

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
- TYPICAL COMPACT PARKING SPOT DIMENSION = 8.3'WX18'L

MEDICAL OFFICE = 1 SPACE/200 SF

PARKING CALCULATIONS:

MEDICAL OFFICE TOTAL SF = 51,800 SF
51,800SF / 200SF = 259 SPACES REQ'D

TOTAL SPACES REQ'D = 259

TOTAL SPACES PROVIDED: 259 SPACES

ADA PARKING REQUIREMENT:

150+ SPACES = 4% OF TOTAL SPACES PROVIDED

MEDICAL BLDG:

ADA PARKING REQUIRED = 10 SPACES

(10) ADA FOR MEDICAL BLDG.

LOAD/UNLOAD REQUIREMENTS:

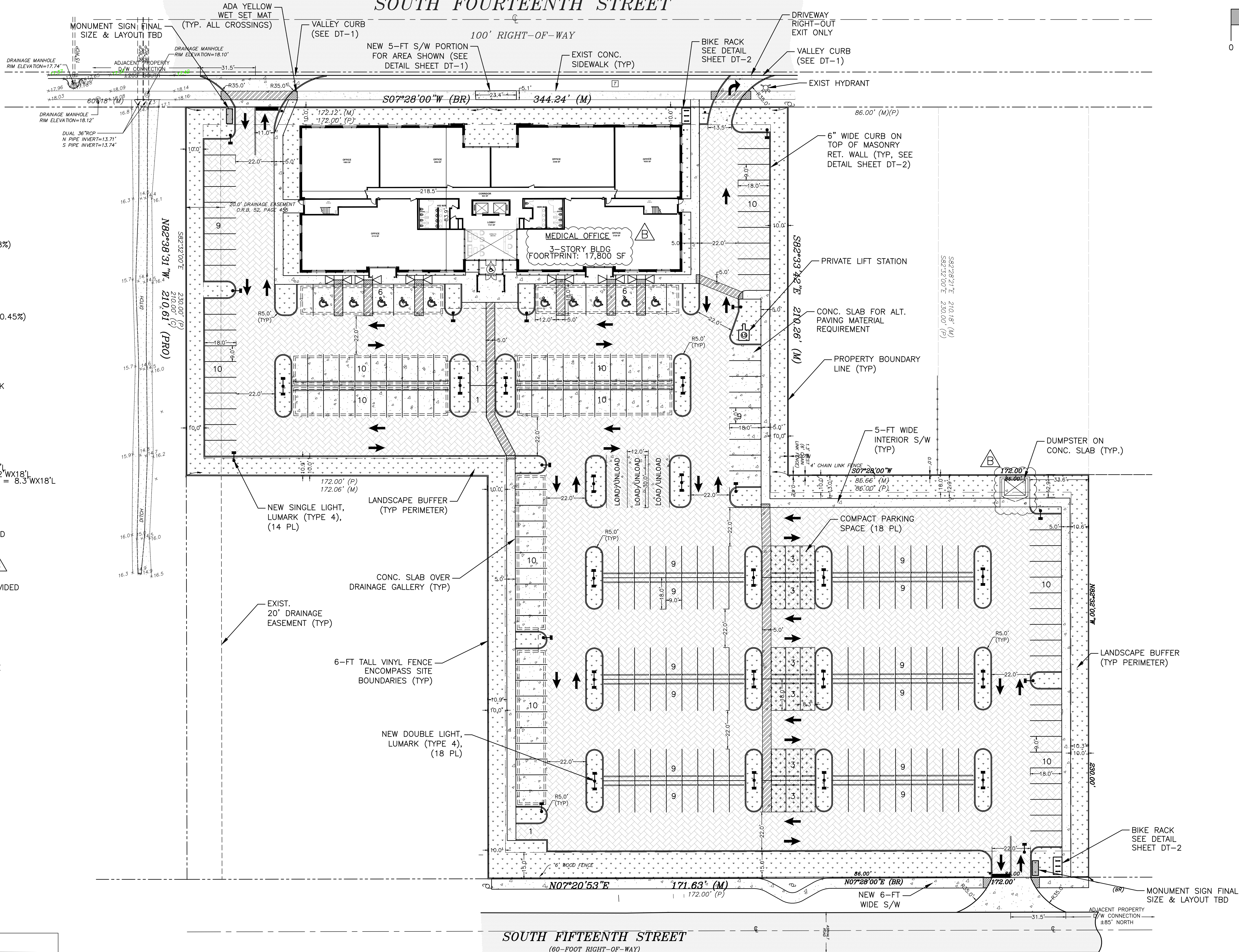
- 1 SPACE / 10,000SF COM. SPACE +
- 1 SPACE / 20,000SF ADDITIONAL COM. SPACE

3 SPACES REQUIRED

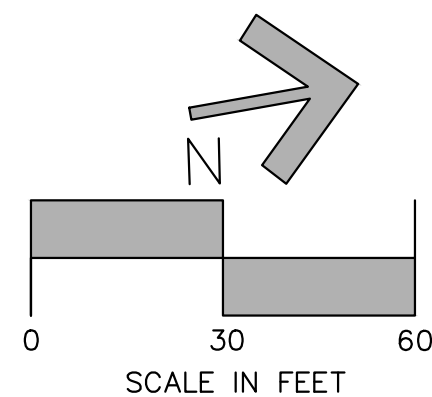
3 SPACES PROVIDED

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	11/06/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1
B	12/02/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2
C		
D		
E		
F		

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: 12/02/25
GEOMETRY
SITE PLAN
North / Elev Key Sheet
CE-1
Page 4 of 15

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0082
00-00-31-1800-0267-0081

SETBACK REQUIREMENTS:

UTILITIES:

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

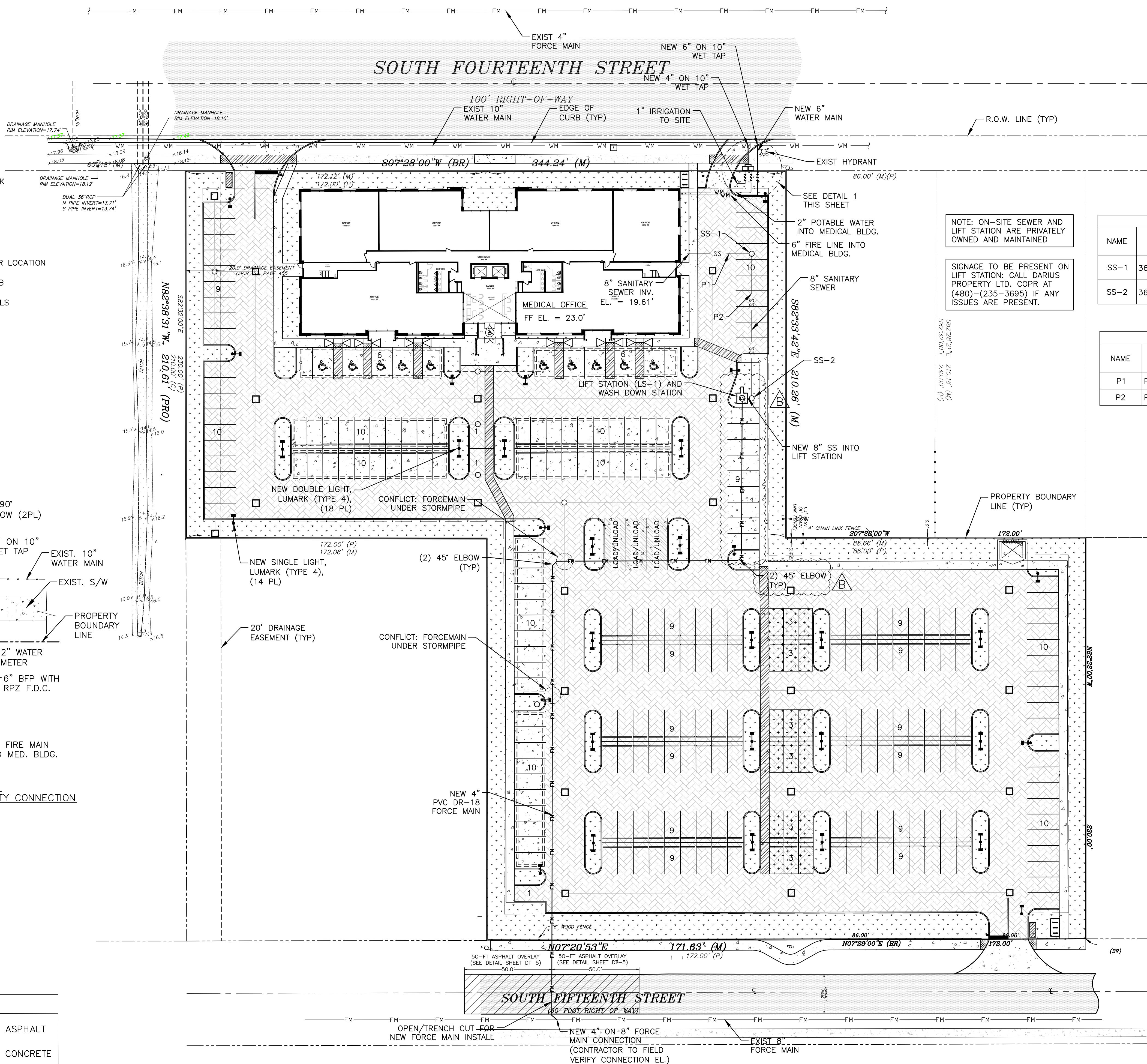
— EXISTING WATER MAIN AND GRAVITY SEWER LOCATION
TO BE FIELD VERIFIED BY CONTRACTOR.

- COORDINATE WITH ANDRE DESILET AT COFB (904-310-3431) FOR UTILITY CONNECTIONS
- SEE SHEET DT-3 FOR LIFT STATION DETAILS

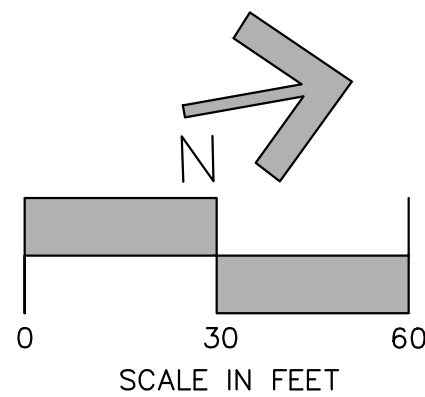


LEGEND

	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



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.

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

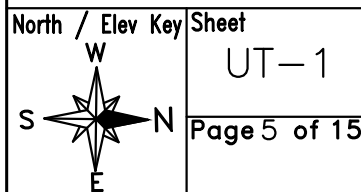
REV	DATE	ITEM
A	11/06/25	MEDICAL OFFICE DESIGN – TRC SUBMITTAL #1
B	12/02/25	MEDICAL OFFICE DESIGN – TRC SUBMITTAL #2
C		
D		
E		
F		

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: 12/02/25

UTILITY PLAN



- 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

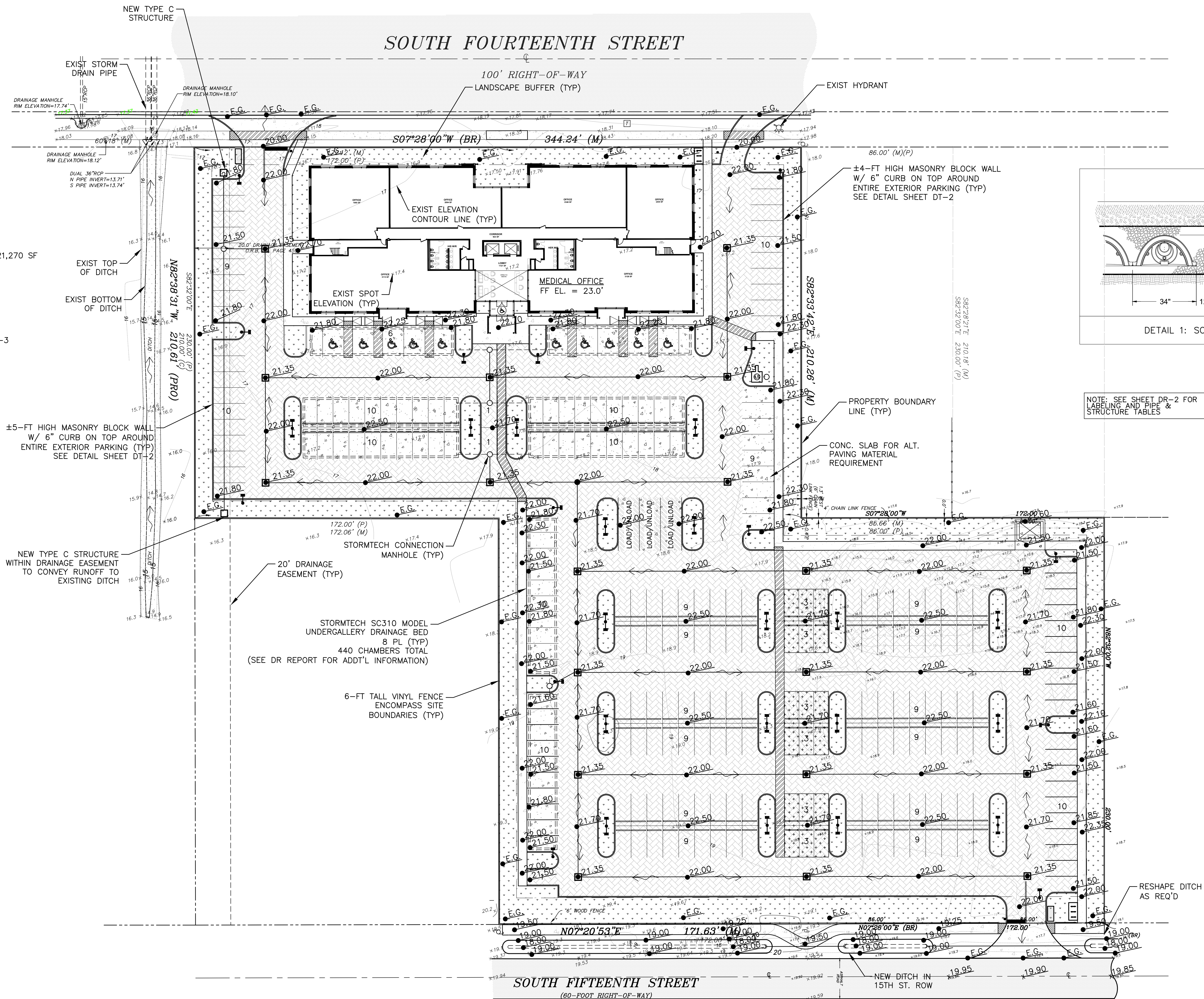
- MAX IMPERVIOUS AREA: 60.0%
- MAX F.A.R. (%): 150.0%
- MAX BUILDING HEIGHT: 45-FT
- PROPOSED BUILDING HEIGHT(S): 45-FT

IMPERVIOUS AREA(SUBJECT TO DRAINAGE):

MEDICAL BLDG. = 17,800 SF
CONC. S/W = 7,085 SF
CONC. SLAB = 16,069 SF
CONC. CURBING = 1,737 SF
PERVIOUS PAVERS = 78,579 SF

TOTAL IMPERVIOUS AREA FOR DRAINAGE = 121,270 SF
IMPERVIOUS DRAINAGE AREA RATIO = 80.05%

- 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



LEGEND			
	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE

A cross-section diagram of a road. The road is 60 feet wide. The left half (0 to 30 feet) is paved. The right half (30 to 60 feet) is unpaved. A north arrow points towards the top right.

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

REV	DATE	ITEM
A	11/06/25	MEDICAL OFFICE DESIGN – TRC SUBMITTAL #1
B	12/02/25	MEDICAL OFFICE DESIGN – TRC SUBMITTAL #2
C		
D		
E		
F		

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: 12/02/25

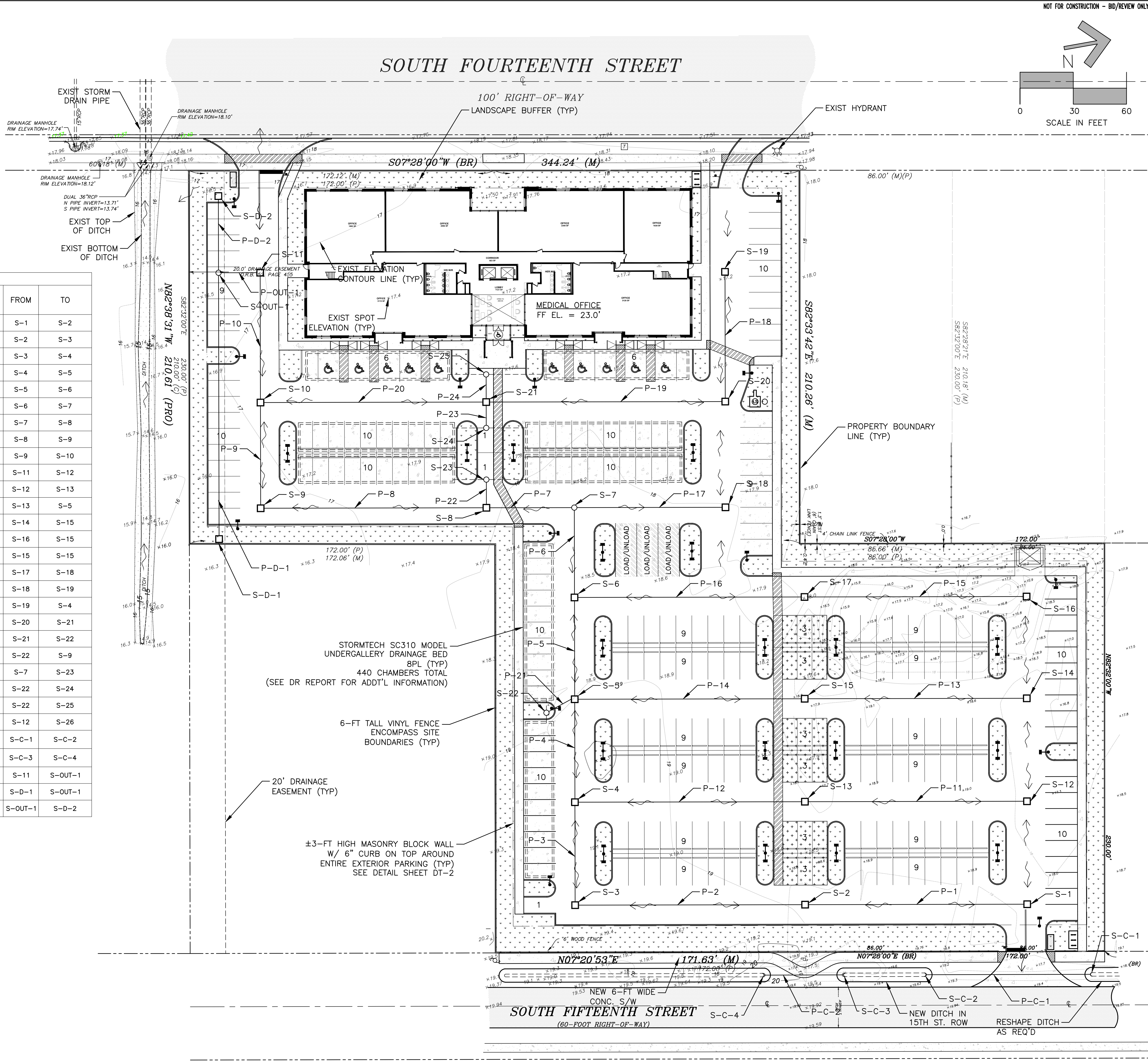
DRAINAGE PLAN

North / Elev Key	Sheet
	DR-1
	Page 6 of 15

STRUCTURE TABLE						
NAME	TYPE	TOP/ INLET ELEV.	INVERT ELEVATION			
			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	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	18.00
S-7	30"Ø MANHOLE	21.35	18.00	18.00	18.00	-
S-8	TYPE C INLET	21.35	18.00	18.00	-	18.00
S-9	TYPE C INLET	21.35	18.00	-	-	18.00
S-10	TYPE C INLET	21.35	18.00	-	18.00	18.00
S-11	TYPE C INLET	21.35	-	18.00	18.00	-
S-12	TYPE C INLET	21.35	18.00	-	-	-
S-13	TYPE C INLET	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	-	-
S-16	TYPE C INLET	21.35	18.00	-	-	-
S-17	TYPE C INLET	21.35	18.00	18.00	-	-
S-18	TYPE C INLET	21.35	18.00	-	-	-
S-19	TYPE C INLET	21.35	-	-	18.00	-
S-20	TYPE C INLET	21.35	-	18.00	-	18.00
S-21	TYPE C INLET	21.35	18.00	18.00	18.00	18.00
S-22	30"Ø MANHOLE	21.60	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-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	30"Ø MANHOLE	21.50	19.00	-	18.50	18.00
S-D-1	TYPE C INLET	16.50	-	-	-	15.25
S-D-2	TYPE C INLET	17.00	-	15.10	-	-

LEGEND	
	PERVIOUS PAVERS
	ASPHALT
	GRASS/ LANDSCAPED AREA
	CONCRETE

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"	147'	S-D-1	S-OUT-1
P-D-2	HP STORM	18"	42'	S-OUT-1	S-D-2



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	DESCRIPTION
A	11/06/25	1	OFFICE DESIGN - TRC SUBMITTAL #1
B	12/02/25	2	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2
C			
D			
E			
F			

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: 12/02/25
PIPE & STRUCTURE
DRAINAGE PLAN

North / Elev Key/Sheet

DR-2

Page 7 of 15

PROPERTY INFORMATION:

- PID#: 00-00-31-1800-0267-0040
00-00-31-1800-0267-0042
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

NON-RESIDENTIAL LANDSCAPE REQUIREMENTS:

LDC 4.05.06(A) REQUIREMENT:

"MINIMUM LANDSCAPED AREA:

AT LEAST TWENTY (20) PERCENT OF THE TOTAL GROSS LAND AREA OF A DEVELOPMENT SITE SHALL BE LANDSCAPED EXCEPT WITHIN THE CENTRAL BUSINESS DISTRICT (C-3 ZONED) AND THE 8TH STREET MIXED USE (MU8)/MU-8 ZONING PROPERTIES WHERE A MINIMUM OF 10% OF THE TOTAL GROSS LAND AREA SHALL BE LANDSCAPED.

20% * 151,493 SF = 30,299 SF

PERIMETER LANDSCAPED AREA: 19,790 SF

INTERIOR LANDSCAPED AREA: 7,561 SF

TOTAL PROPOSED LANDSCAPED AREA: 30,300 SF

LDC 4.05.06(B) REQUIREMENT:

"MINIMUM TREE PLANTING:

NONRESIDENTIAL DEVELOPMENT SHALL PROVIDE ONE (1) SHADE TREE FOR EACH 1,500 SQUARE FEET OF GROSS SITE AREA, OR FRACTION THEREOF.

1 TREE/1,500 SF = 151493 SF/1,500 SF (TREES)

MINIMUM SHADE TREES REQUIRED = 101

PLANTED PERIMETER BUFFER SHADE TREES = 79

PLANTED LANDSCAPE ISLAND SHADE TREES = 48

TOTAL SHADE TREES PROVIDED: 127

TOTAL UNDERSTORY PROVIDED: 12

PARKING LOT LANDSCAPE REQUIREMENTS:

LDC 4.05.07.C(1):

"A LANDSCAPED AREA NOT LESS THAN TEN (10) FEET IN WIDTH, EXCLUSIVE OF IMPERVIOUS AREA, USING VERTICAL LAYERING OF LANDSCAPE MATERIALS SHALL BE LOCATED AROUND THE PERIMETER OF THE PARKING LOT IN ORDER TO PROVIDE VISUAL SCREENING FROM THE RIGHT-OF-WAY. PERIMETER LANDSCAPE AREA REQUIREMENTS SHALL NOT APPLY TO SHARED VEHICULAR ACCESS AREAS OR TO THE PORTION OF THE PERIMETER AREAS WHERE PHYSICAL INTERCONNECTIONS EXIST.

— 10-FT PERIMETER BUFFER IS PROVIDED IN AREAS WHERE PARKING OCCURS. SHADE TREES AND A LINE OF HEDGES IS SHOWN WHERE APPLICABLE.

LDC 4.05.07.C(6):

"TREES WITHIN THE PERIMETER LANDSCAPED AREA SHALL BE DETERMINED USING A RATIO OF ONE (1) TREE FOR EACH 20 LINEAR FEET OF REQUIRED LANDSCAPE PERIMETER AREA OR MAJOR PORTION THEREOF, WITH NO LESS THAN 75% OF SAID TREES BEING SHADE TREES.

LANDSCAPE BUFFERS REQUIRED:

EAST #1:

BUFFER TYPE: PERIMETER PARKING
BUFFER REQ'D: 10-FT MIN. WIDTH
TOTAL FRONTAGE: 172-FT
TREES REQUIRED: 1 TREE/20-FT = 9 TREES
TREES PROVIDED: 9 SHADE TREES
HEDGE SCREENING REQUIRED

EAST #2:

BUFFER TYPE: ADJACENT USE
BUFFER REQ'D: TYPE B (15-MIN. WIDTH)
TOTAL FRONTAGE: 300-FT
TREES REQUIRED: 4 UNDERSTORY/100L.F.
TREES PROVIDED: 12 UNDERSTORY TREES
HEDGE SCREENING REQUIRED

WEST #1:

BUFFER TYPE: PERIMETER PARKING
BUFFER REQ'D: 10-FT MIN. WIDTH
TOTAL FRONTAGE: 292-FT
TREES REQUIRED: 1 TREE/20-FT = 15 TREES
TREES PROVIDED: 15 SHADE TREES
HEDGE SCREENING REQUIRED

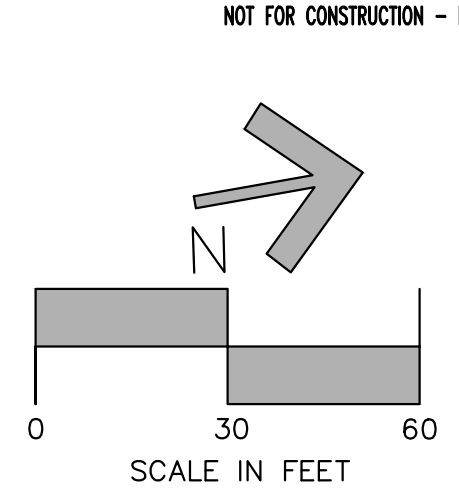
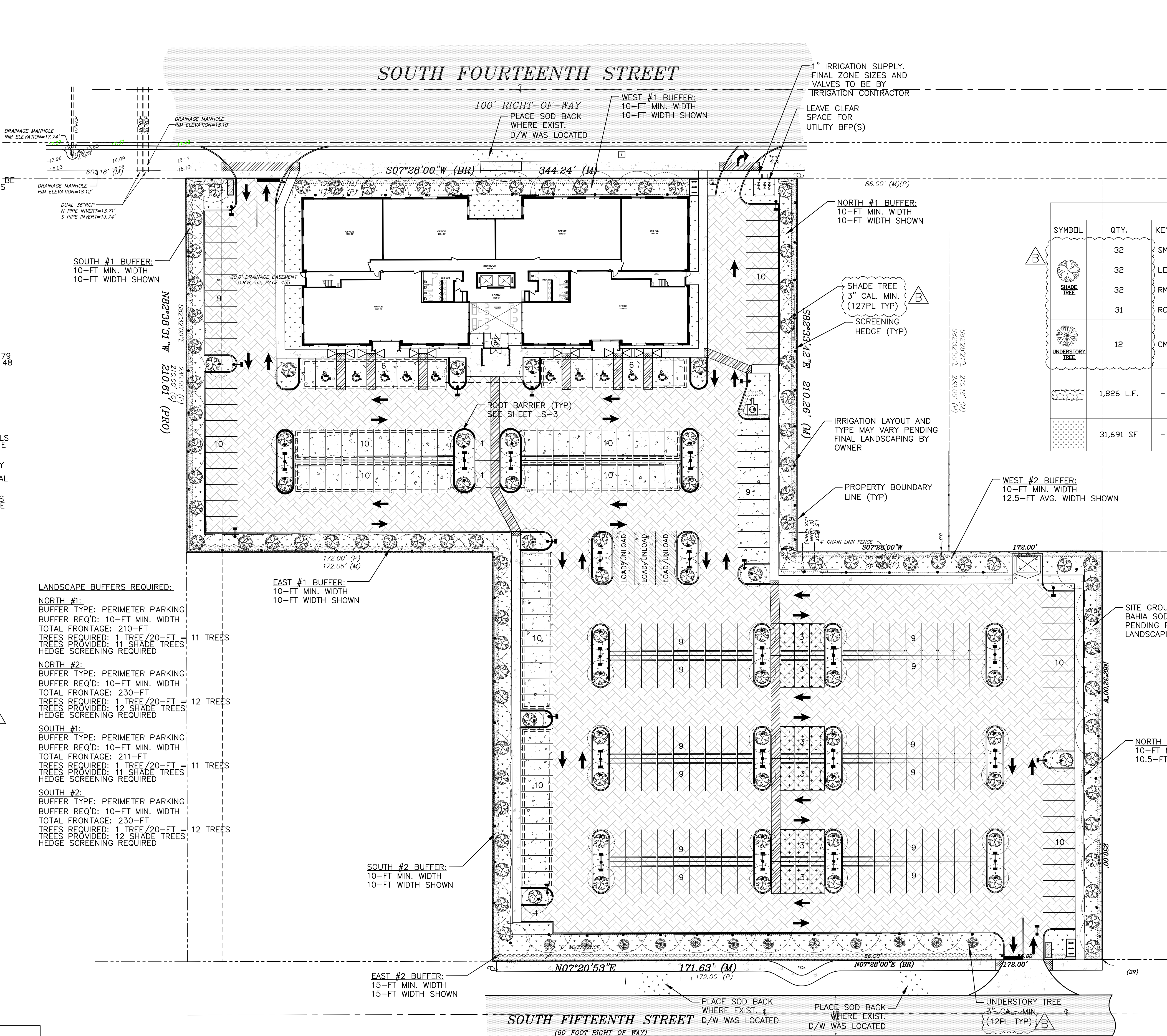
*WEST #2:

BUFFER TYPE: PERIMETER PARKING
BUFFER REQ'D: 10-FT MIN. WIDTH
TOTAL FRONTAGE: 172-FT
TREES REQUIRED: 1 TREE/20-FT = 9 TREES
TREES PROVIDED: 9 SHADE TREES
HEDGE SCREENING REQUIRED

TREE MITIGATION NOTES:

— SEE SHEET LS-2 FOR FULL TREE INVENTORY MITIGATION CALCULATIONS AND LANDSCAPE DETAILS

TREES SHOWN WITH A TREE PROTECTION ZONE (TPZ) AROUND THEM ARE CONSIDERED SAVED TREES.



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

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. 96177

ITEM	DATE	REV	DESCRIPTION
1	11/06/25	A	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1
2	12/02/25	B	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2
3		C	
4		D	
5		E	
6		F	

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 96177

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: 12/02/25
LANDSCAPE PLAN

North / Elev Key Sheet
LS-1
Page 8 of 15

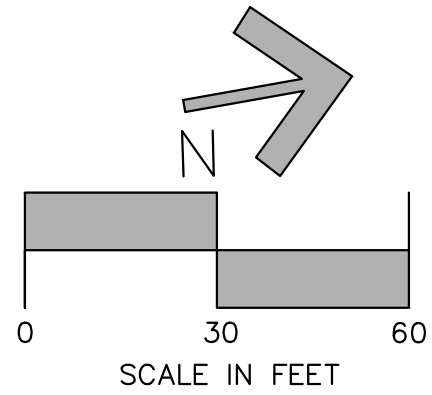
PROPERTY INFORMATION:

- 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

NOTES:

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

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	11/06/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1
B	12/02/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2
C		
D		
E		
F		

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

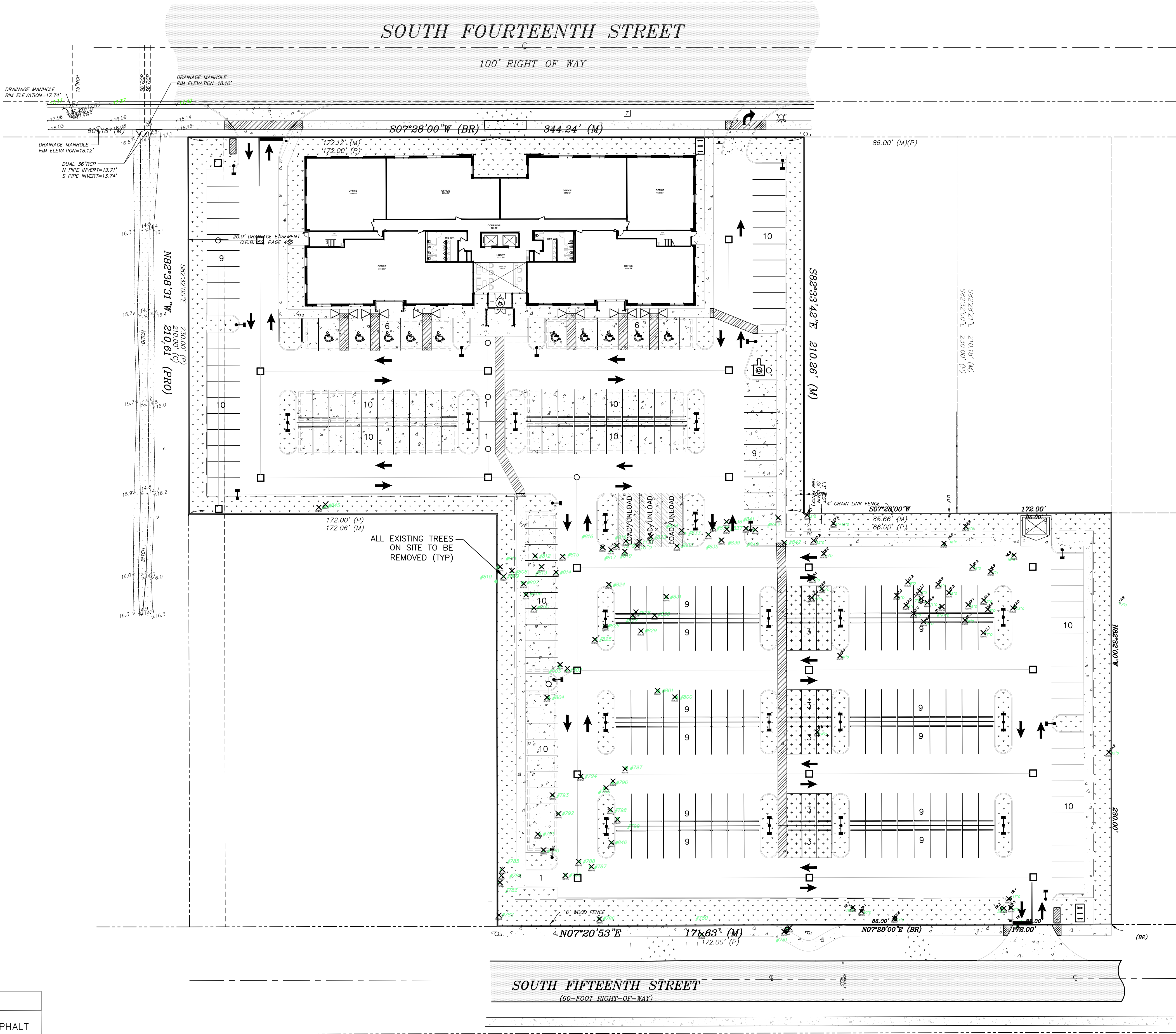
DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 12/02/25

TREE REMOVAL SHEET

North / Elev Key Sheet
S N
LS-2
Page 9 of 15

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

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

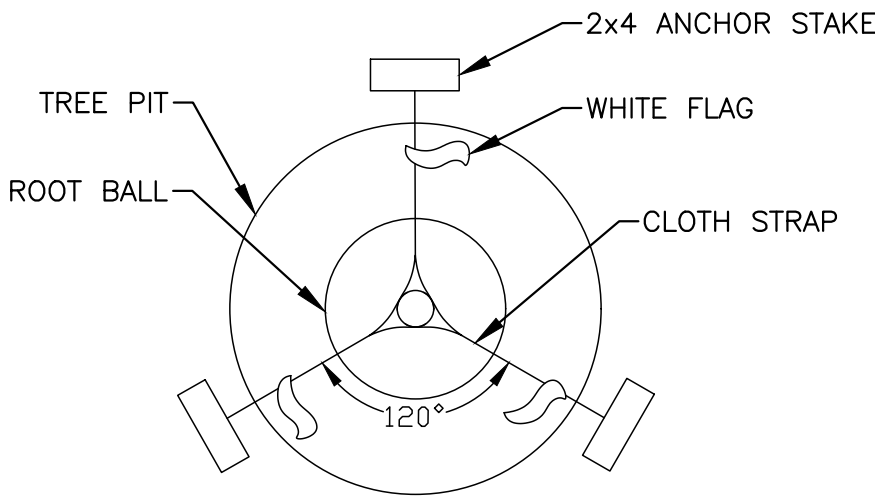
– UTILIZE ISA CERTIFIED ARBORIST TO CLEANLY CUT, PROTRUDING ROOTS AT LIMITS OF DISTURBANCE TO THE REQUIRED DEPTH. TEARING OR RIPPING OF ROOTS IS STRICTLY PROHIBITED.

– 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.

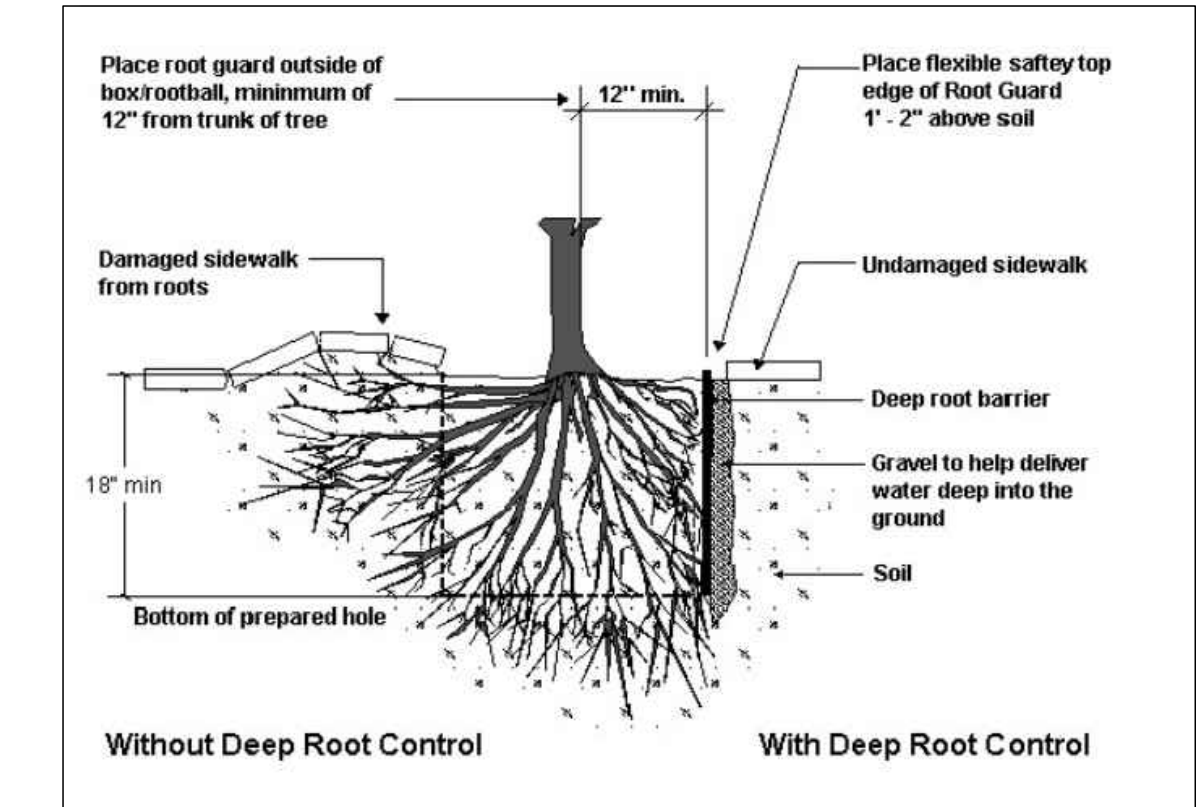
– PROVIDE 3" MULCH LAYER TO THE EXTENT OF THE DRIP LINE.

TREE PLANTING

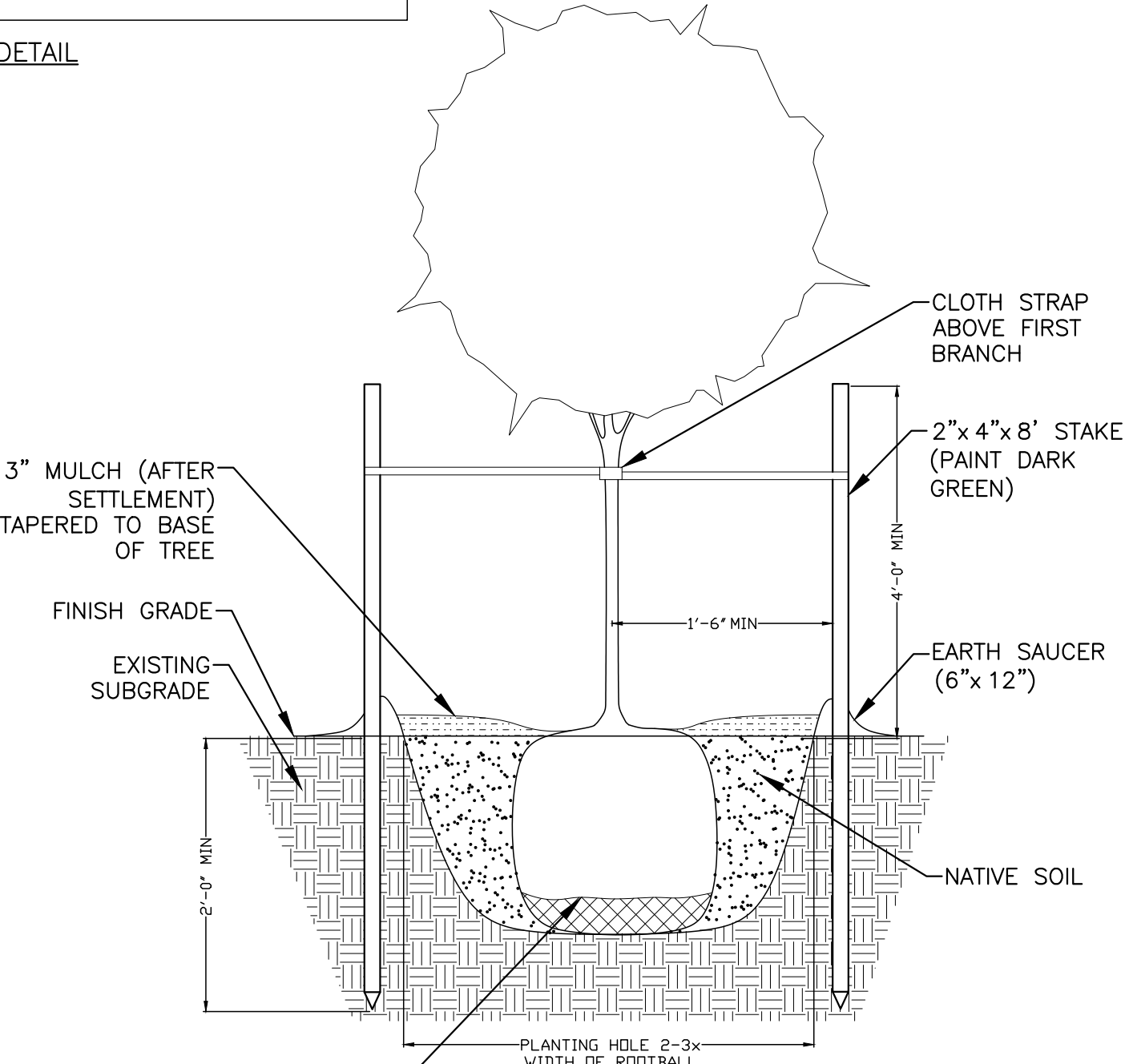
ALL TREES PLANTED SHALL BE STAKED OR GUYED FOR A PERIOD OF AT LEAST SIX (6) MONTHS IN ACCORDANCE WITH THE DETAILS ON THIS SHEET



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	417
POST–DEVELOPMENT TOTAL DBH	417
DBH TOWARDS TREE FUND	305

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

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

ITEM MEDICAL OFFICE DESIGN – TRC SUBMITTAL #1 MEDICAL OFFICE DESIGN – TRC SUBMITTAL #2

REV

A

B

C

D

E

F

G

H

I

J

K

L

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

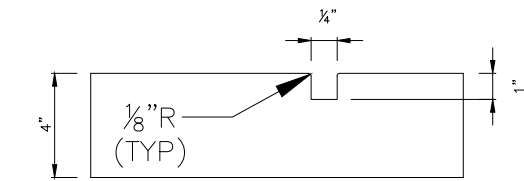
ISSUE DATE: 12/02/25

ONSITE TREE DETAILS

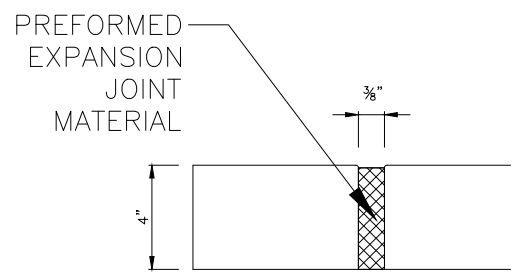
North / Elev Key Sheet

LS–3

Page 0 of 15

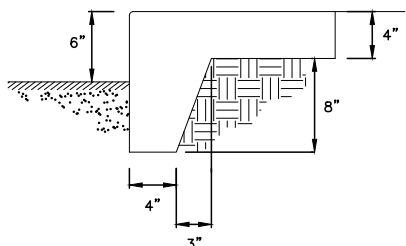


DUMMY JOINT

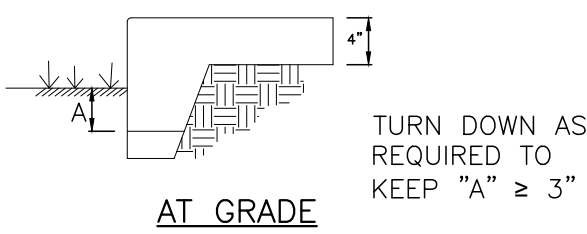


EXPANSION JOINT

SIDEWALK JOINT DETAILS

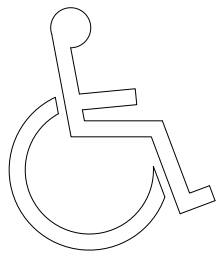


AT ASPHALT PAVEMENT



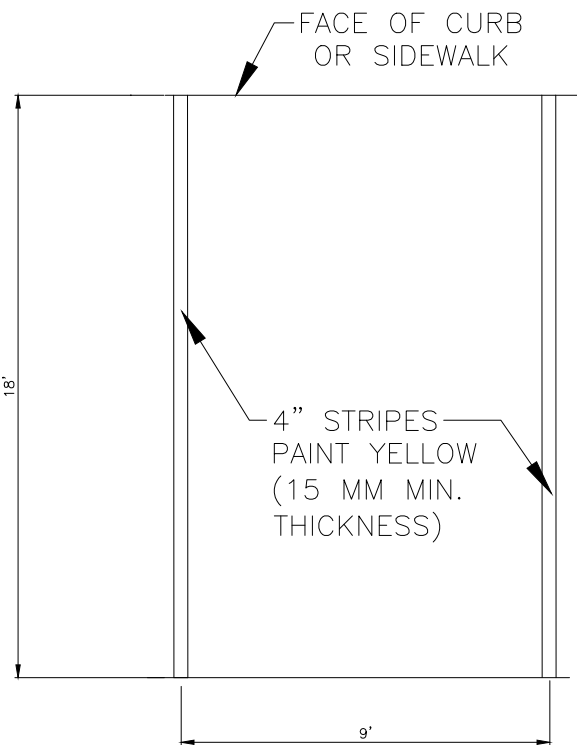
AT GRADE

SIDEWALK TURNDOWN DETAILS

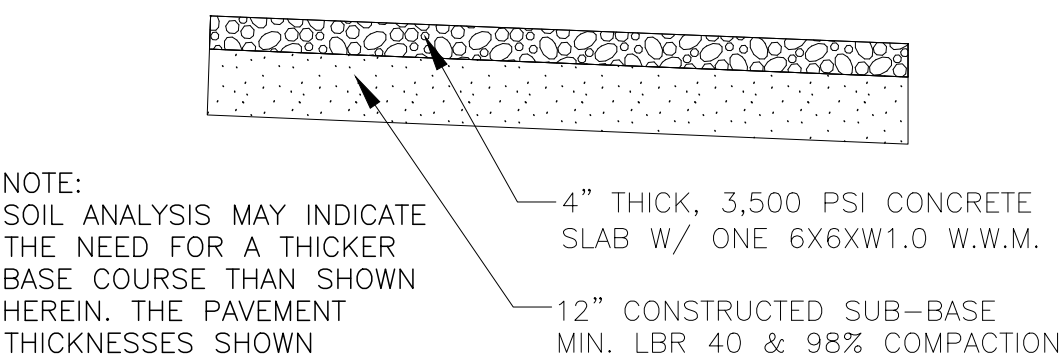


NOTE: PAINT SYMBOL ABOVE ONTO PAVED SURFACE WITH (2) COATS OF HANDI-CAP BLUE PAINT MANUFACTURED AS PER DEPT. OF TRANS. SPECS.

HANDICAPPED SYMBOL

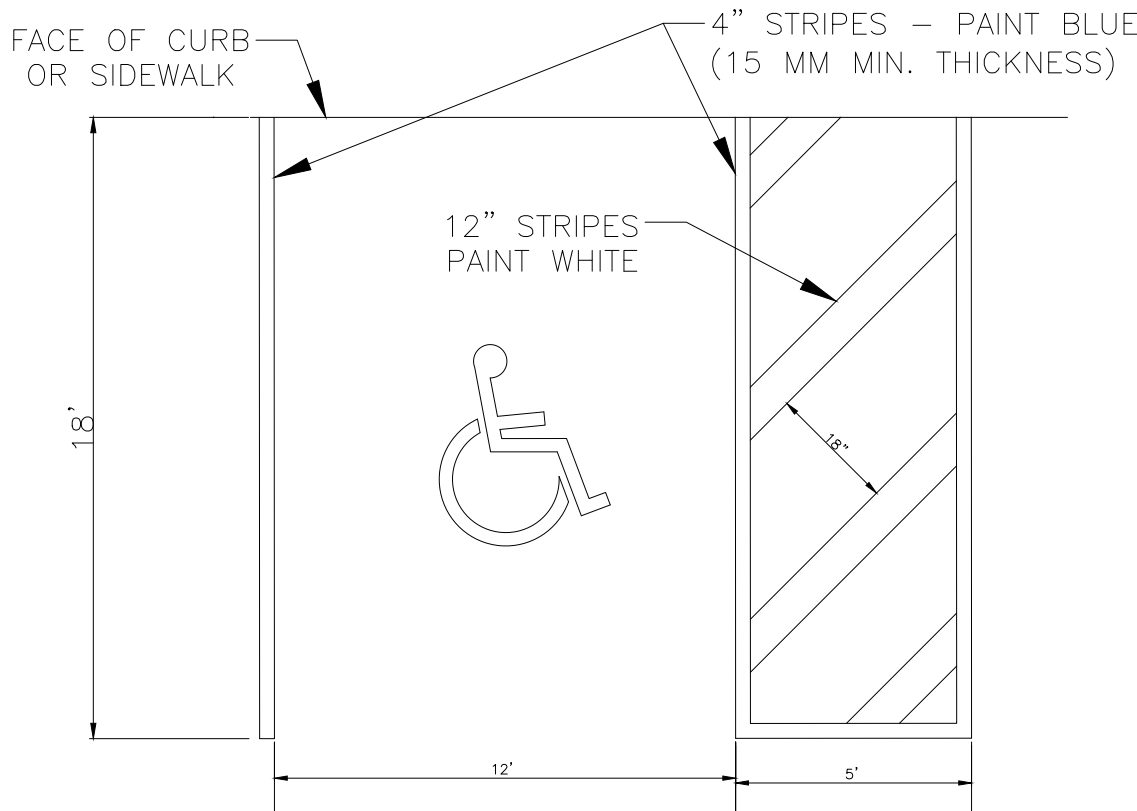


TYPICAL PARKING DETAIL

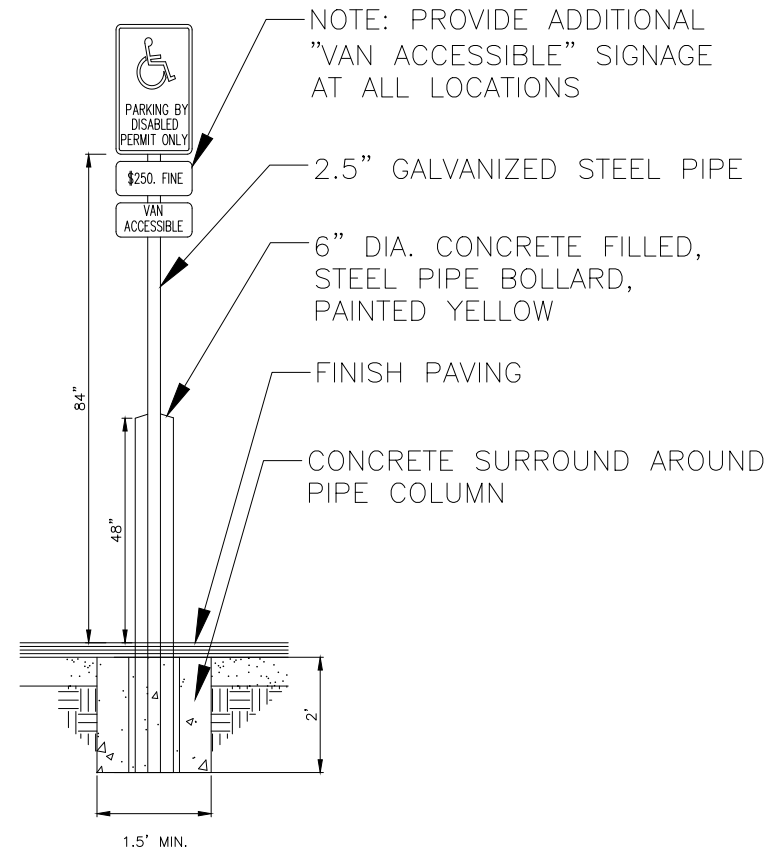


NOTE: SOIL ANALYSIS MAY INDICATE THE NEED FOR A THICKER BASE COURSE THAN SHOWN HEREIN. THE PAVEMENT THICKNESSES SHOWN HEREIN ARE NOT INTENDED TO BE ABSOLUTE, BUT ARE PRELIMINARY CRITERIA AND MAY BE MODIFIED TO ACCOMMODATE THE BEARING CAPACITIES OF VARIOUS SUBGRADES.

TYPICAL CONCRETE DETAIL

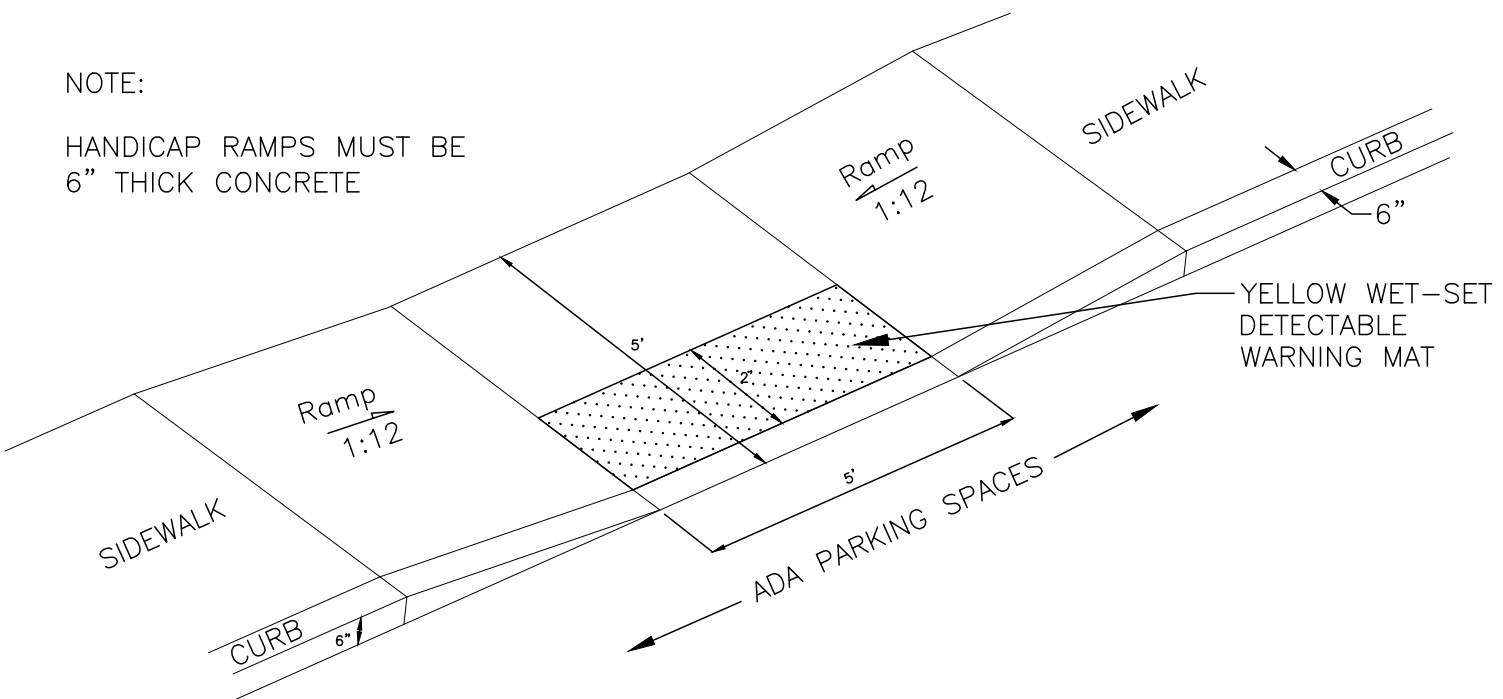


TYPICAL DISABLED PARKING

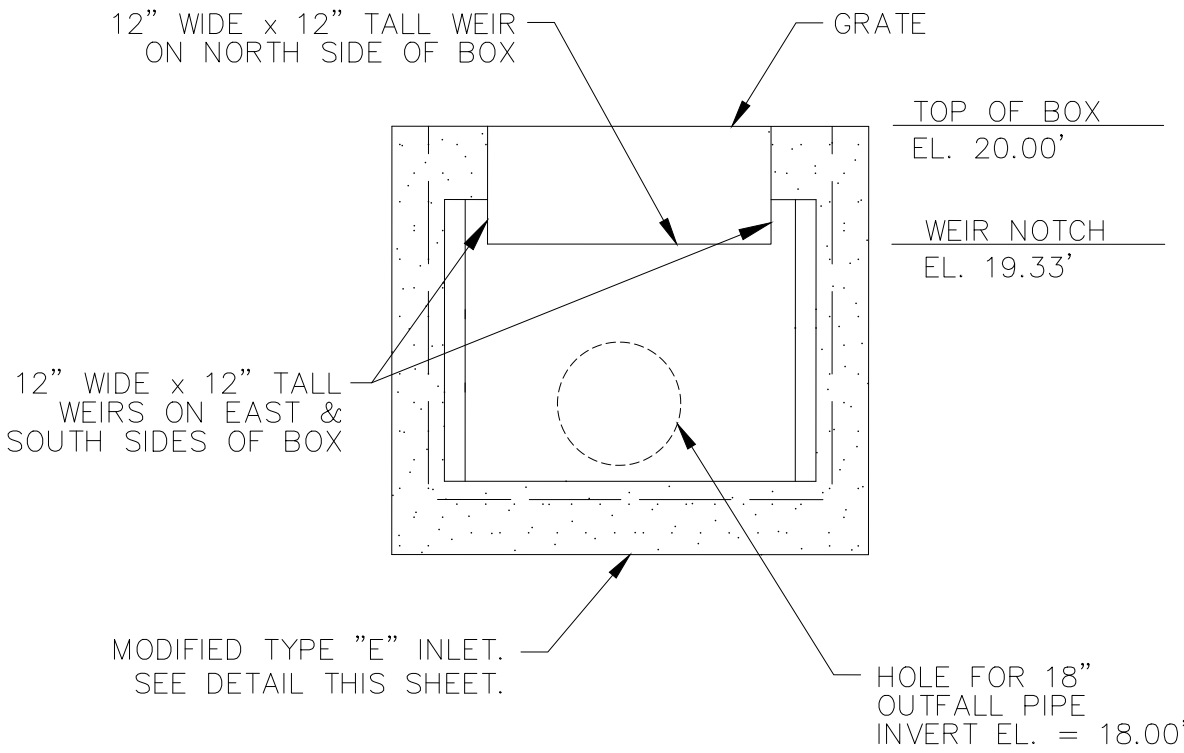


HANDICAP SIGN DETAIL

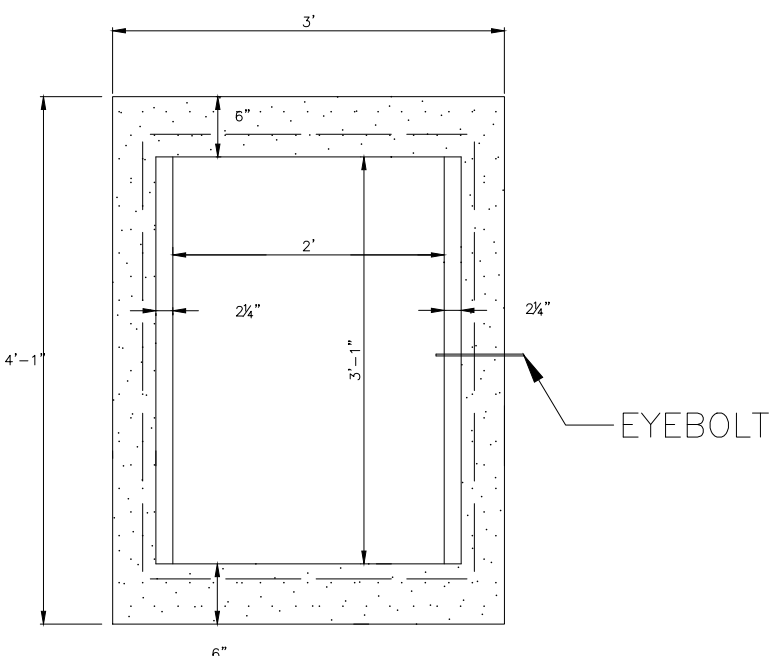
NOTES:
1. ALL SIGNS SHOWN SHALL CONFORM TO FEDERAL ACCESSIBILITY SPECIFICATIONS.
2. ALL SIGNS SHOWN SHALL BE REFLECTORIZED TO SHOW THE SAME COLOR BY NIGHT AS BY DAY.
3. ALL SIGNS SHALL BE SECURELY MOUNTED ON GALVANIZED STEEL CHANNEL POSTS.
4. INSTALL QUANTITY AND AT LOCATIONS REQUIRED BY CODE AND/OR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



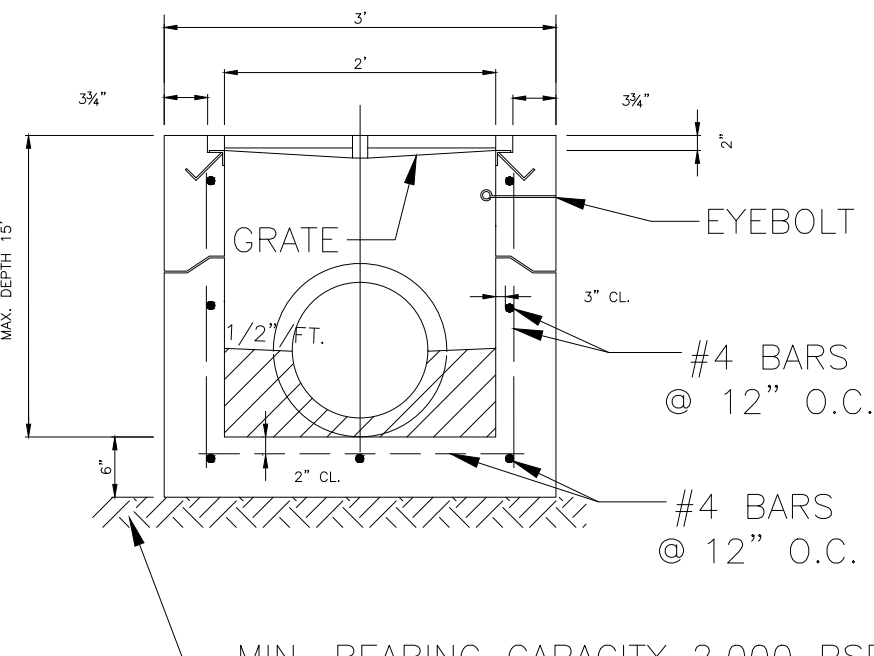
PARKING LOT CURB RAMP DETAIL



DROP STRUCTURE DETAIL (S-OUT-1)



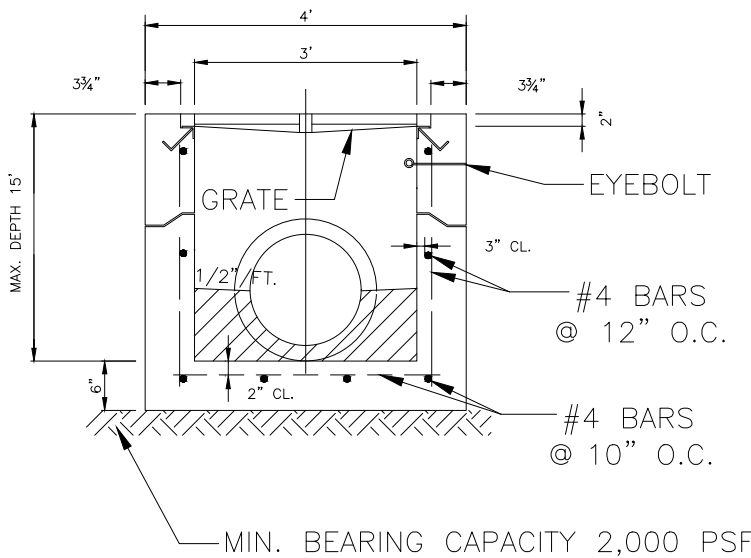
PLAN



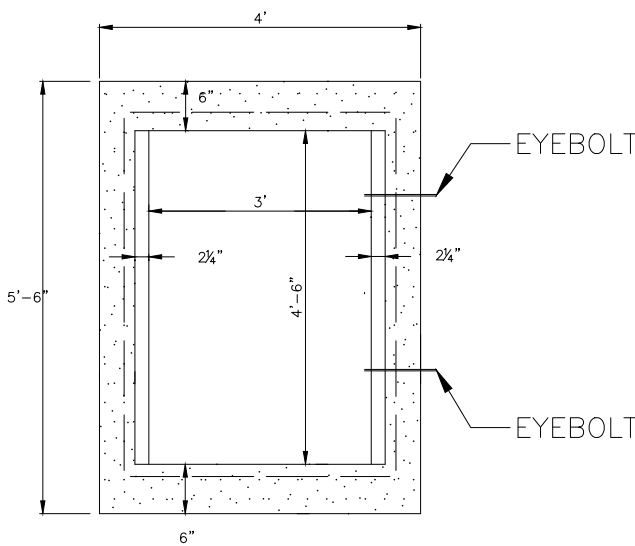
SECTION

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



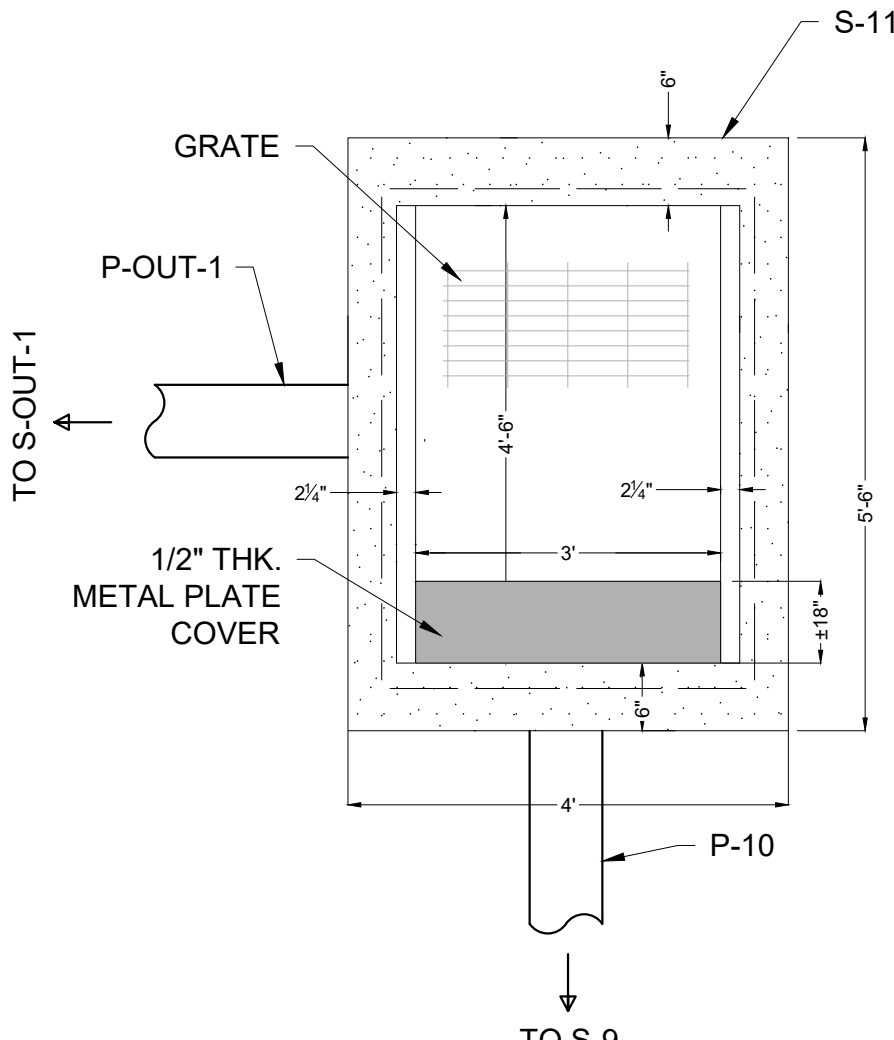
SECTION



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.
FLORIDA P.E. NO. 96177

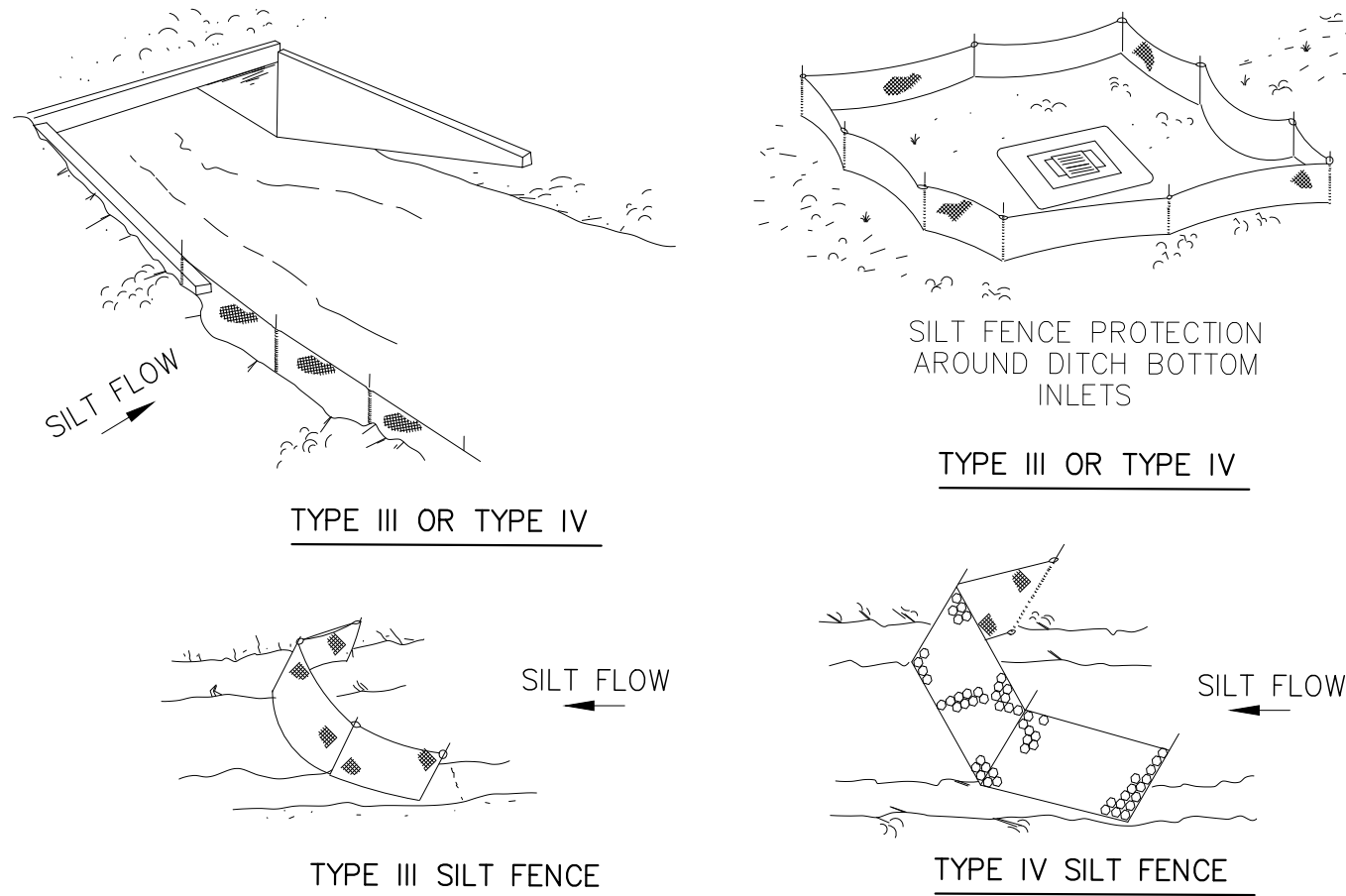
REV	DATE	ITEM
A	11/06/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1
B	12/02/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2
C		
D		
E		
F		

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 96177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

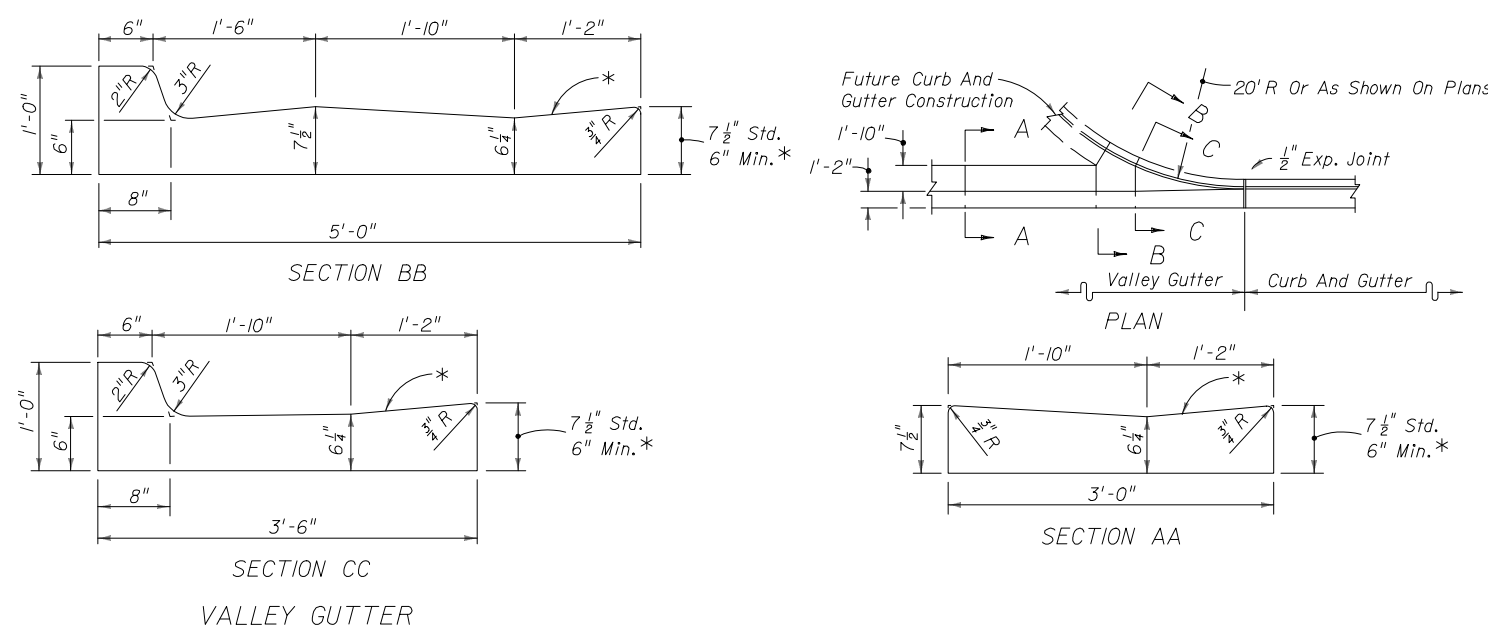
DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 12/02/25

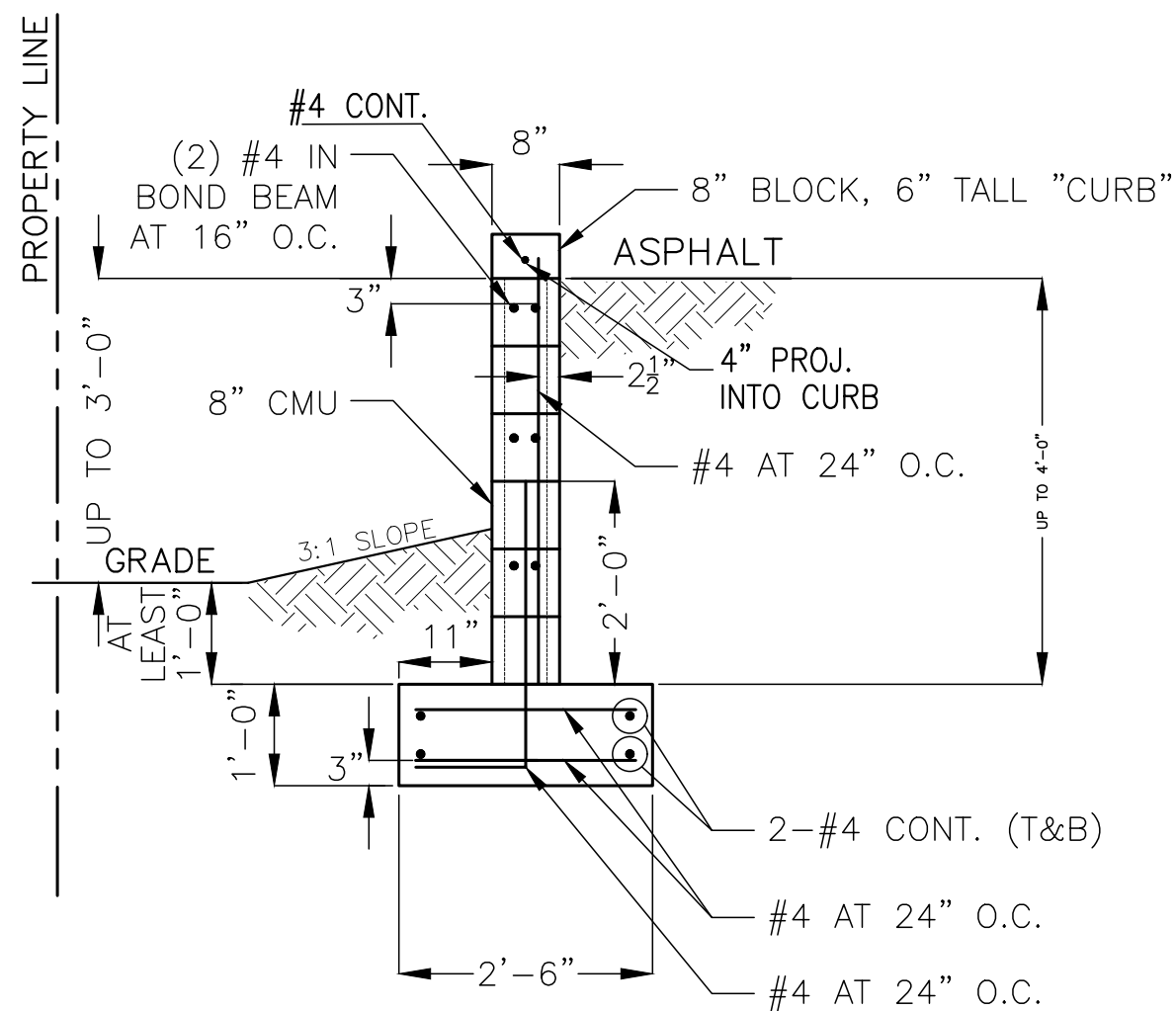
MISC. DETAILS



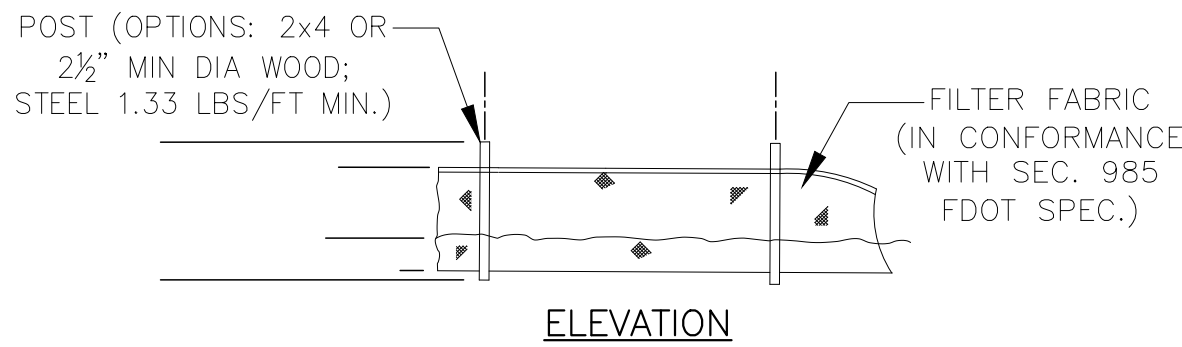
SILT FENCE APPLICATIONS



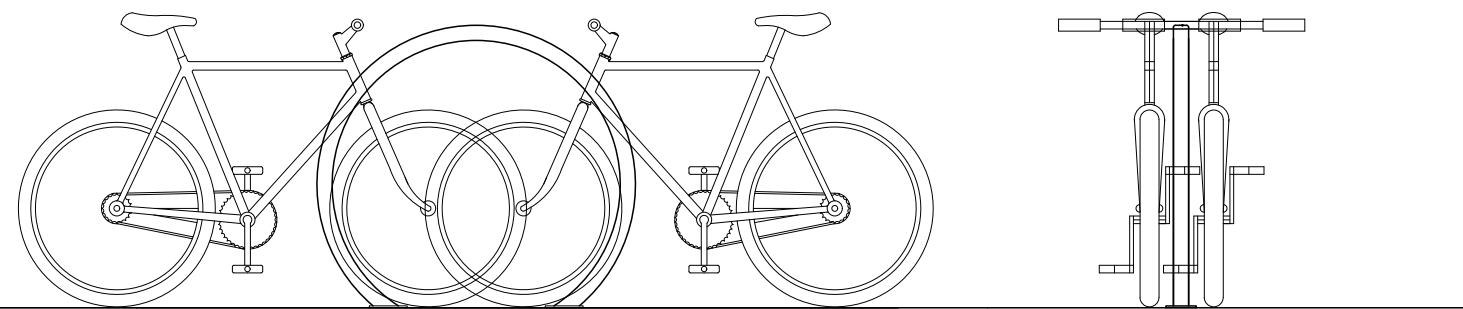
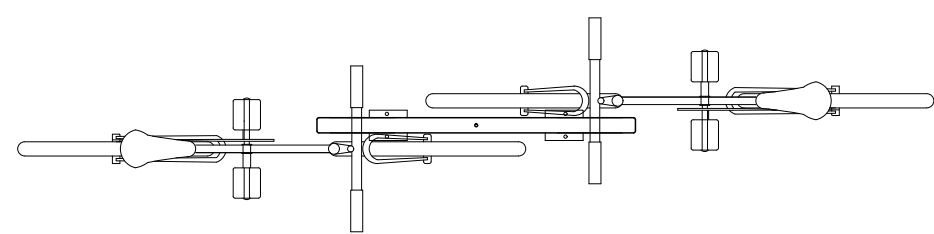
VALLEY GUTTER CURB DETAIL



MASONRY WALL: $H \leq 4'$

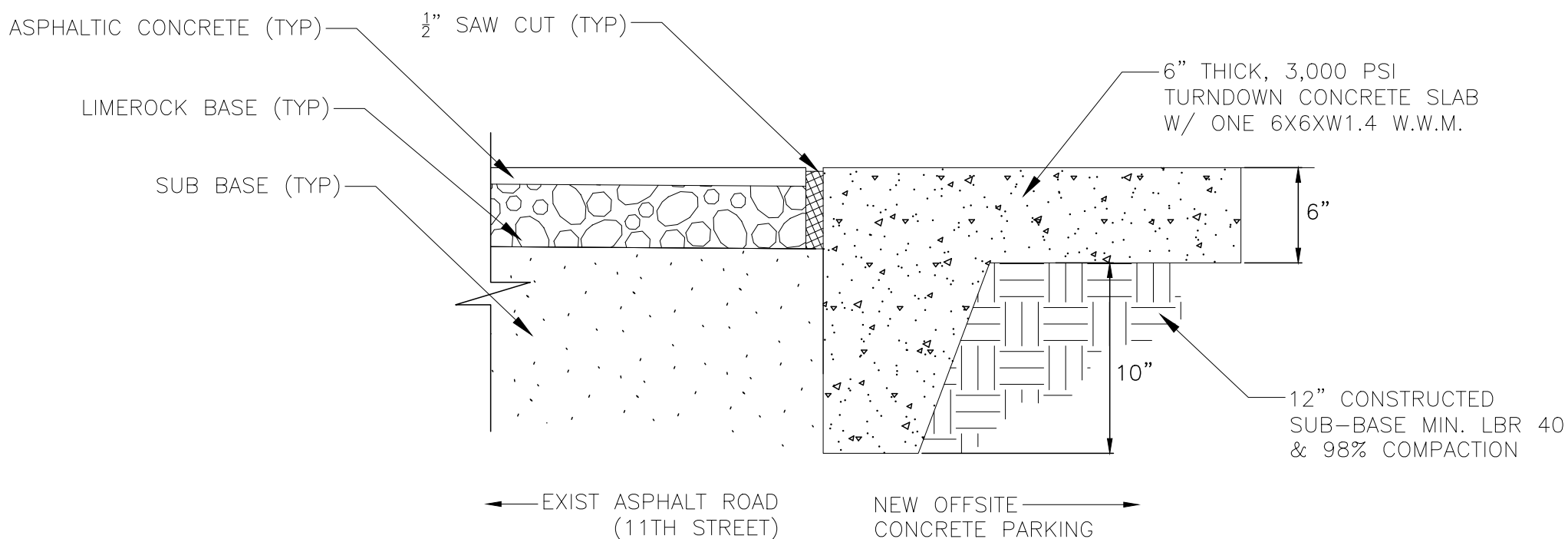


TYPE III SILT FENCE DETAIL

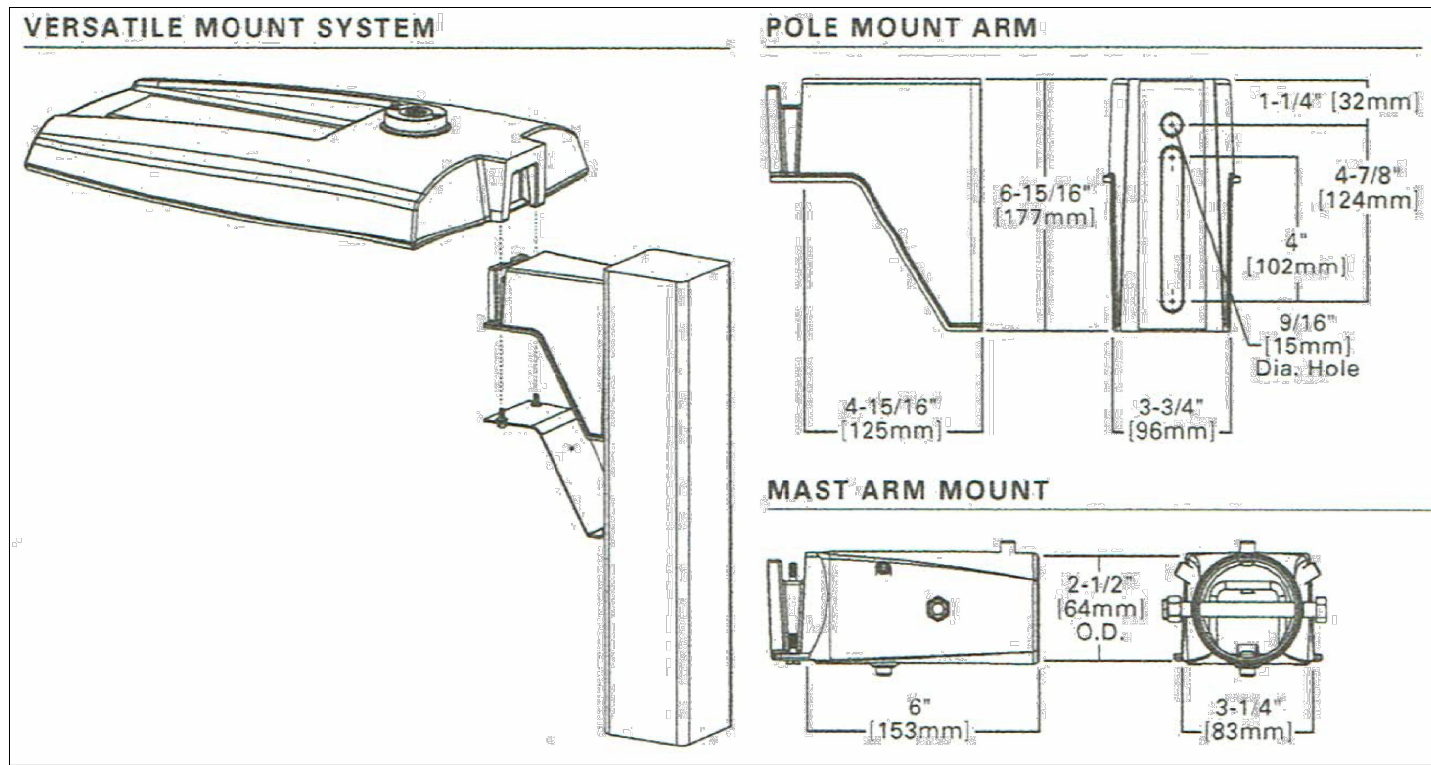
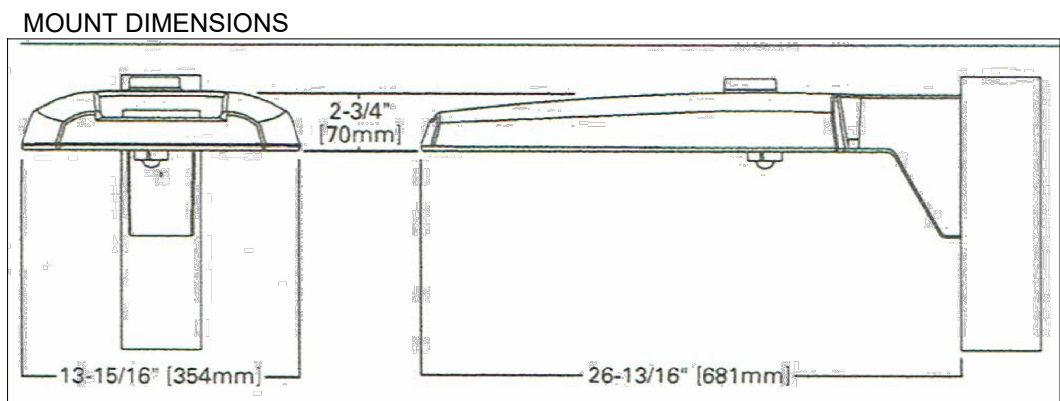


NOTE: USE BIKE RACK SPECIFIED IN THIS DETAIL OR ONE OF EQUAL SPECIFICATIONS.

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

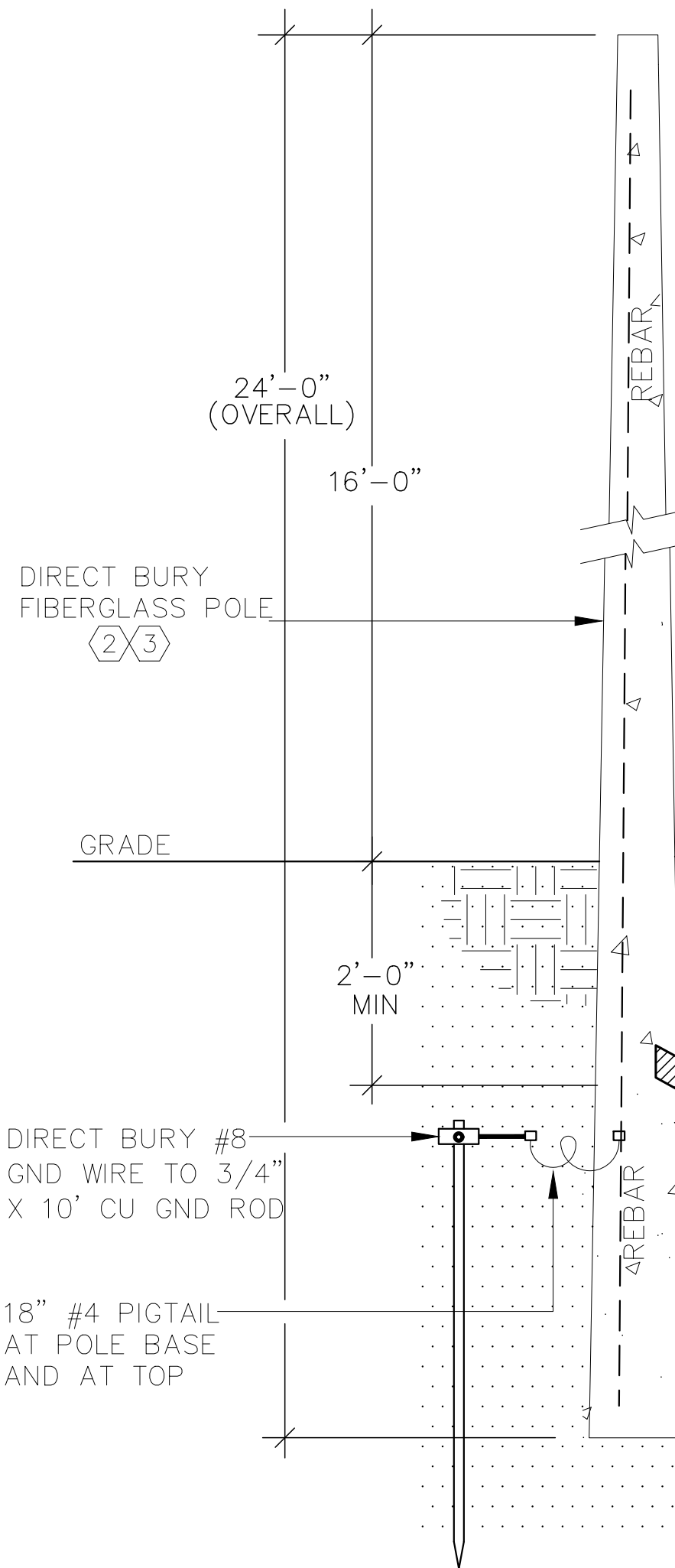


SAW CUT ASPHALT DETAIL



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

REV	DATE	ITEM	DESCRIPTION
A	11/06/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1	
B	12/02/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2	
C			
D			
E			
F			

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

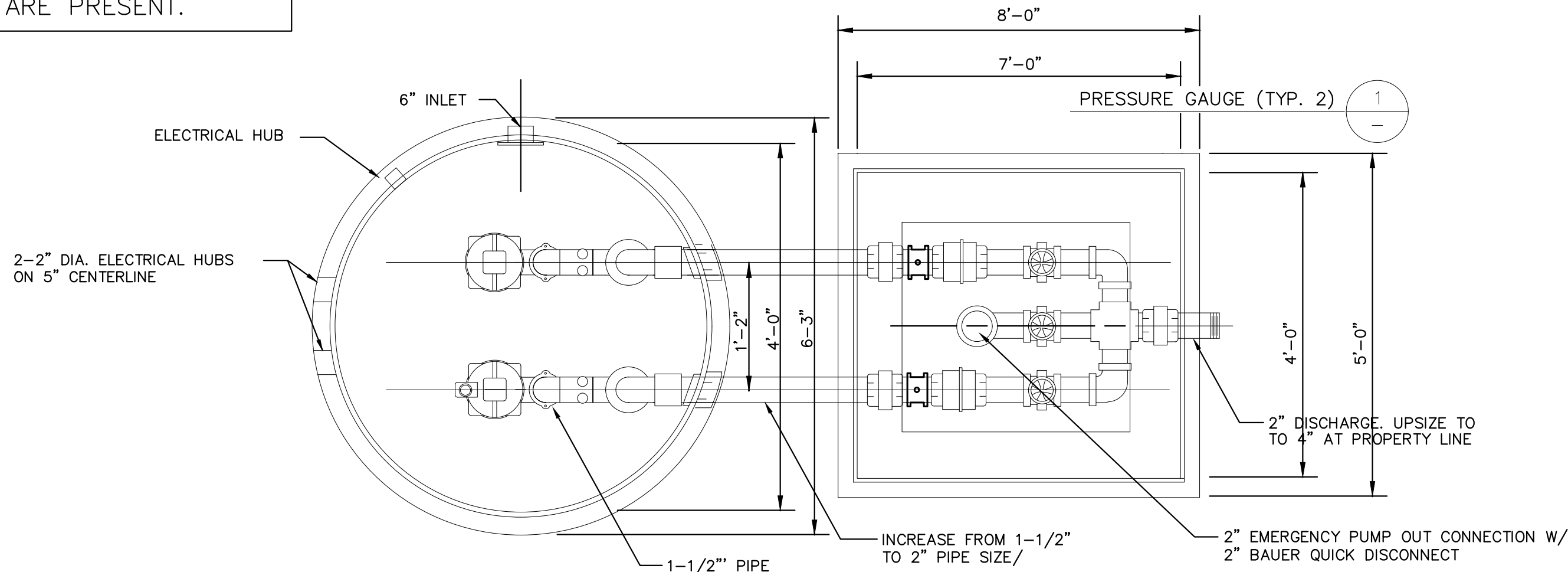
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

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

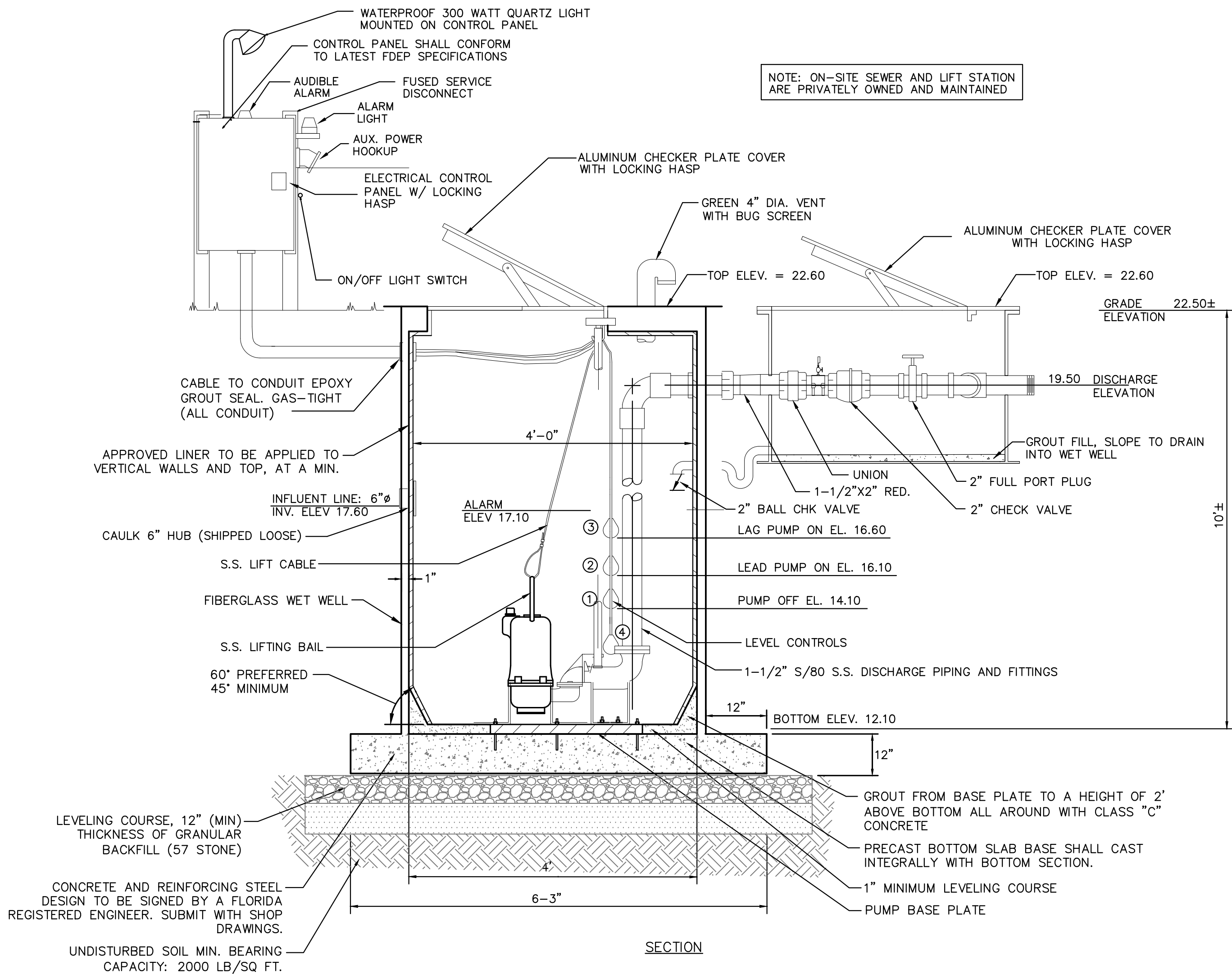
ISSUE DATE: 12/02/25

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.



SECTION

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 WET 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 S30NO 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.

PUMP TYPE

PUMPS SHALL BE OF THE SUBMERSIBLE, NON-CLOG 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

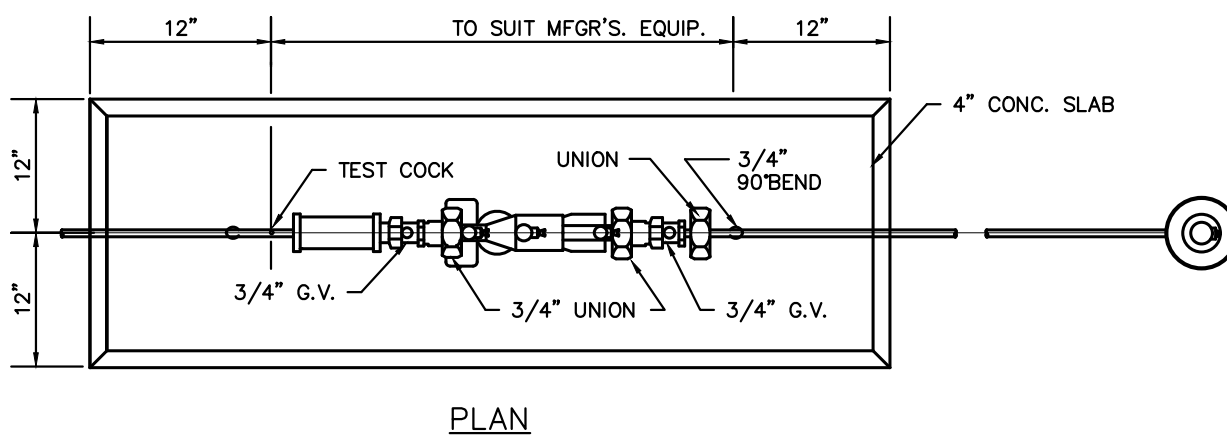
WETWELL STABILITY

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

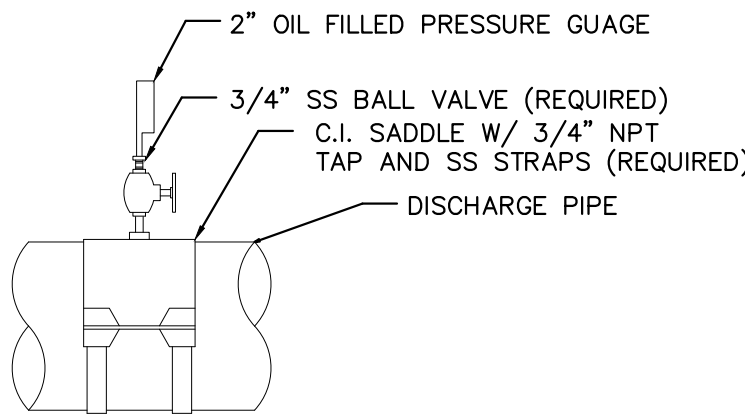
DESIGN DATA	
OPERATING CONDITIONS	CONTROL ELEVATION
CAPACITY (GPM) :60	① LEAD PUMP ON-EL. :16.10
T.D.H. IN FEET :67	② LAG PUMP ON-EL. :16.60
HORSEPOWER :T.B.D.	③ HWL ALARM ON-EL. :17.10
SPEED (RPM) :T.B.D.	④ PUMP OFF-EL. :14.10
POWER V-PH-HZ :T.B.D.	
MANUFACTURER :T.B.D.	
MODEL :T.B.D.	

PUMP STATION NOTES:

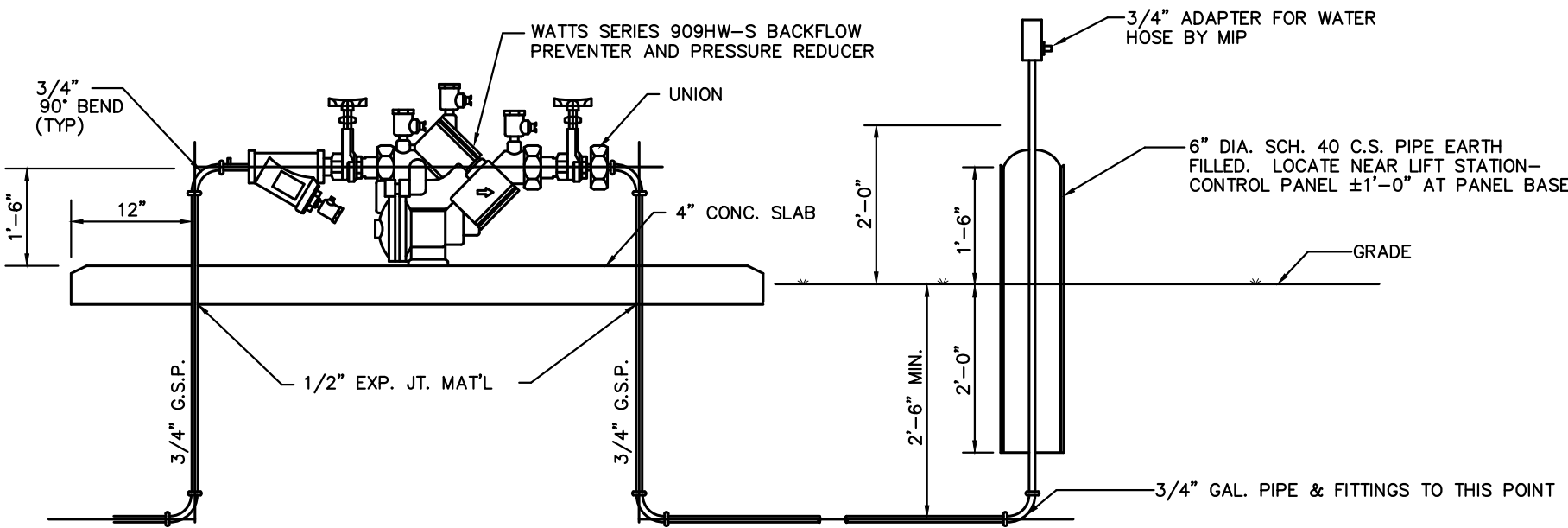
- 1.0) THE PROPOSED PUMP STATION TOP SLAB ELEV. OF 17.60±. ELECTRICAL PANEL TO BE MOUNTED OUTSIDE THE 100-YEAR FLOOD PLAIN
- 2.0) CONTRACTOR TO PROVIDE (5) SPARE SETS OF FUSES/BULBS AT START/UP



PLAN



PRESSURE GAUGE ASSEMBLY
N.T.S.



SECTION

LIFT STATION WASHDOWN HYD.
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 APPROVED EQUAL
- 2.0) ALL R.P.B.F.P.'S SHALL MEET AWWA C506-78 STANDARD 1013, U.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.

NOT FOR CONSTRUCTION - BID/REVIEW ONLY

REGISTERED DESIGN PROFESSIONAL

ITEM
MEDICAL OFFICE DESIGN - I TRC SUBMITTAL #1
MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2

REV	DATE	DESCRIPTION
A	11/06/25	
B	12/02/25	
C		
D		
E		
F		

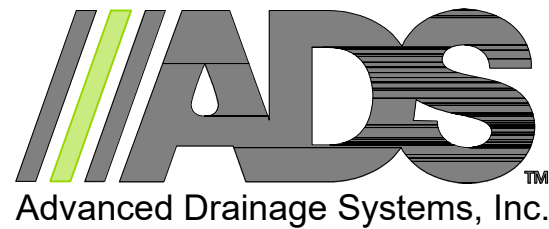
GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
CERTIFICATE OF AUTHORIZATION NO. 9332
ASA R. GILLETTE, P.E. * FL PE NO. 56177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

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

ISSUE DATE: 12/02/25

LIFT STATION
DETAILS

North / Elev Key Sheet
DT-3
Page 3 of 15



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 CHAMBER 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.

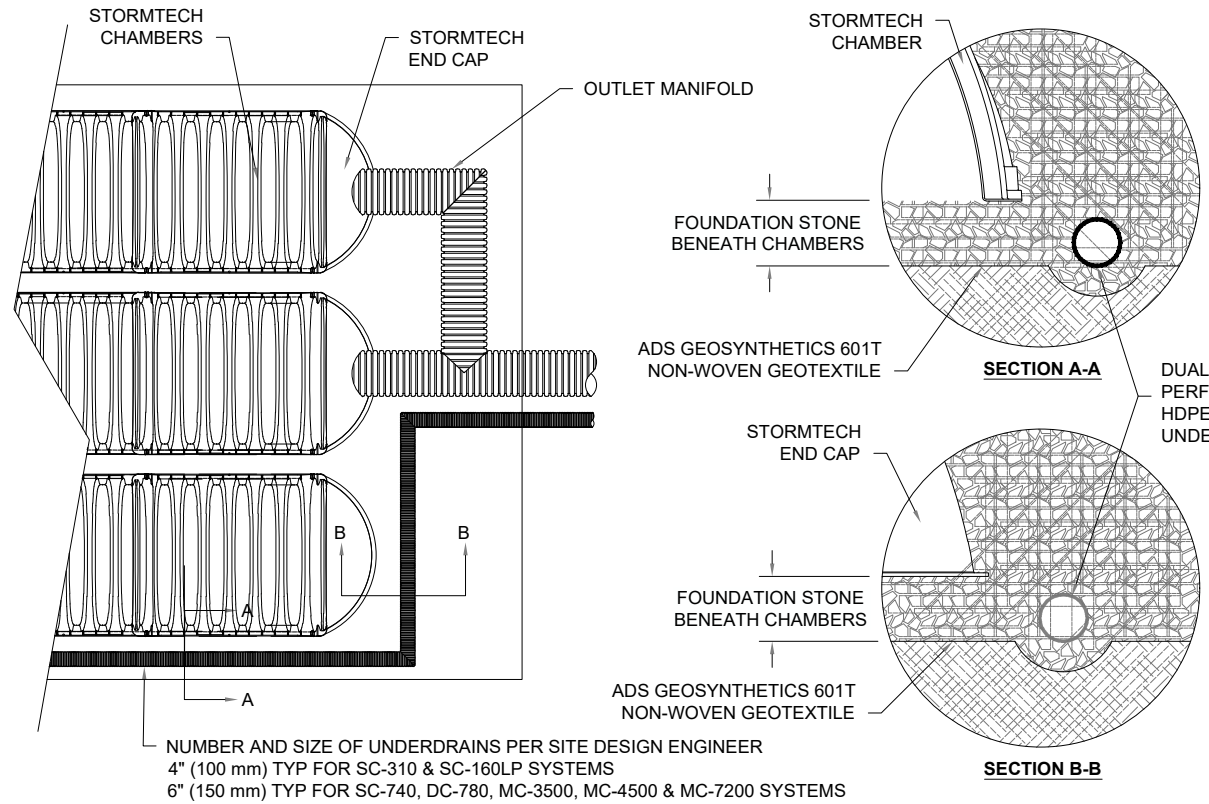
IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-310 SYSTEM

- 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.

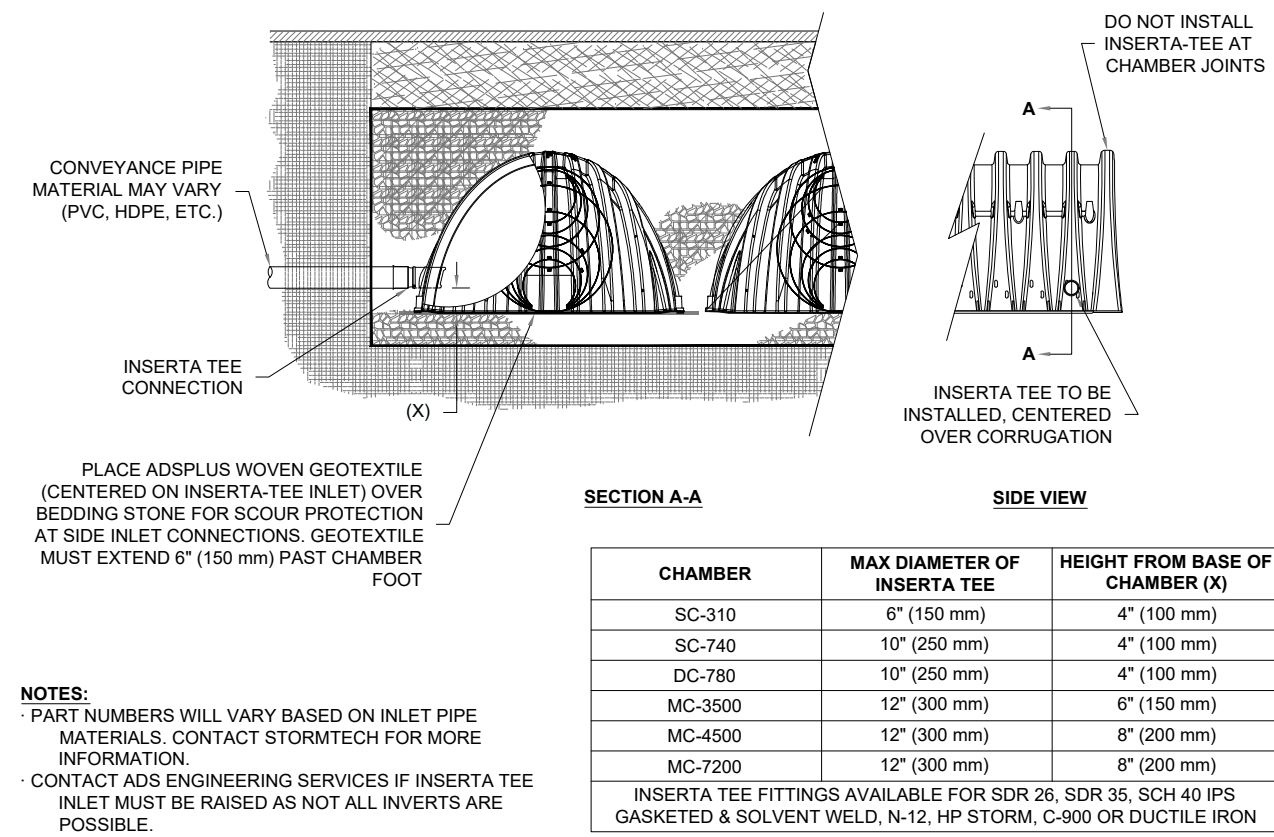
NOTES FOR CONSTRUCTION EQUIPMENT

- 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 TIED 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 1-888-892-2694 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

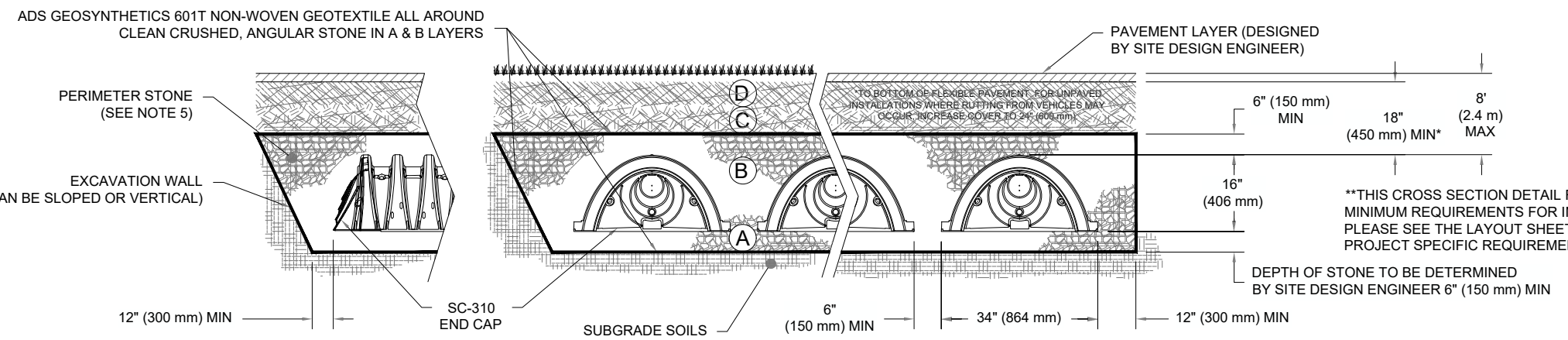
6 INSERTA-TEE SIDE INLET DETAIL

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:
1. 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".
2. 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.
3. 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.
4. 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.

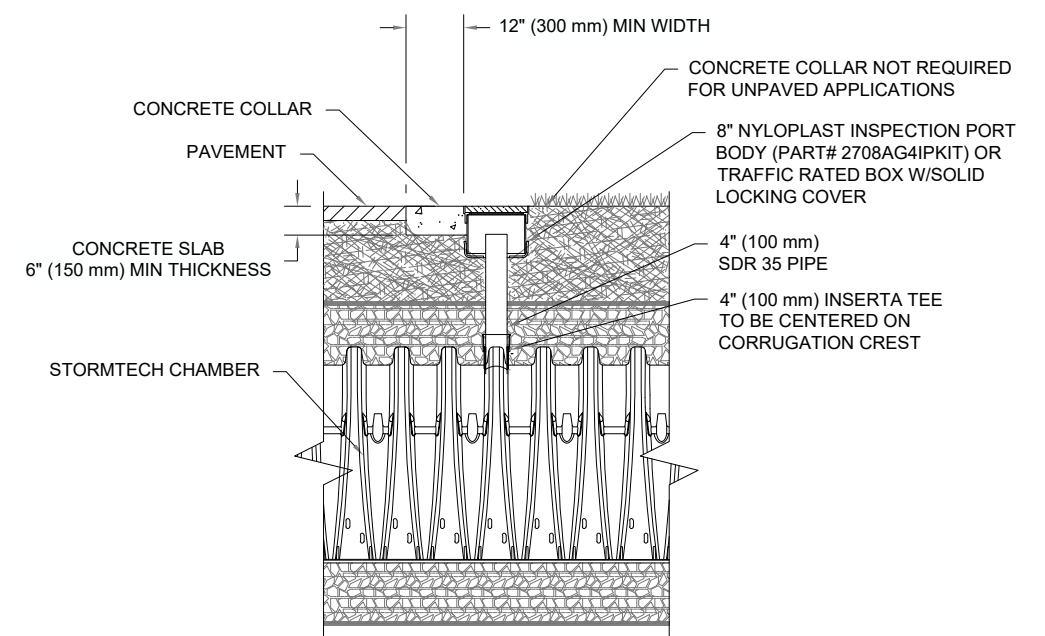


NOTES:

- 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
 - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
 - ii) 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)

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	MEDICAL OFFICE DESIGN - TRC SUBMITAL #1	MEDICAL OFFICE DESIGN - TRC SUBMITAL #2				
A	11/06/25							
B	12/02/25							
C								
D								
E								
F								

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

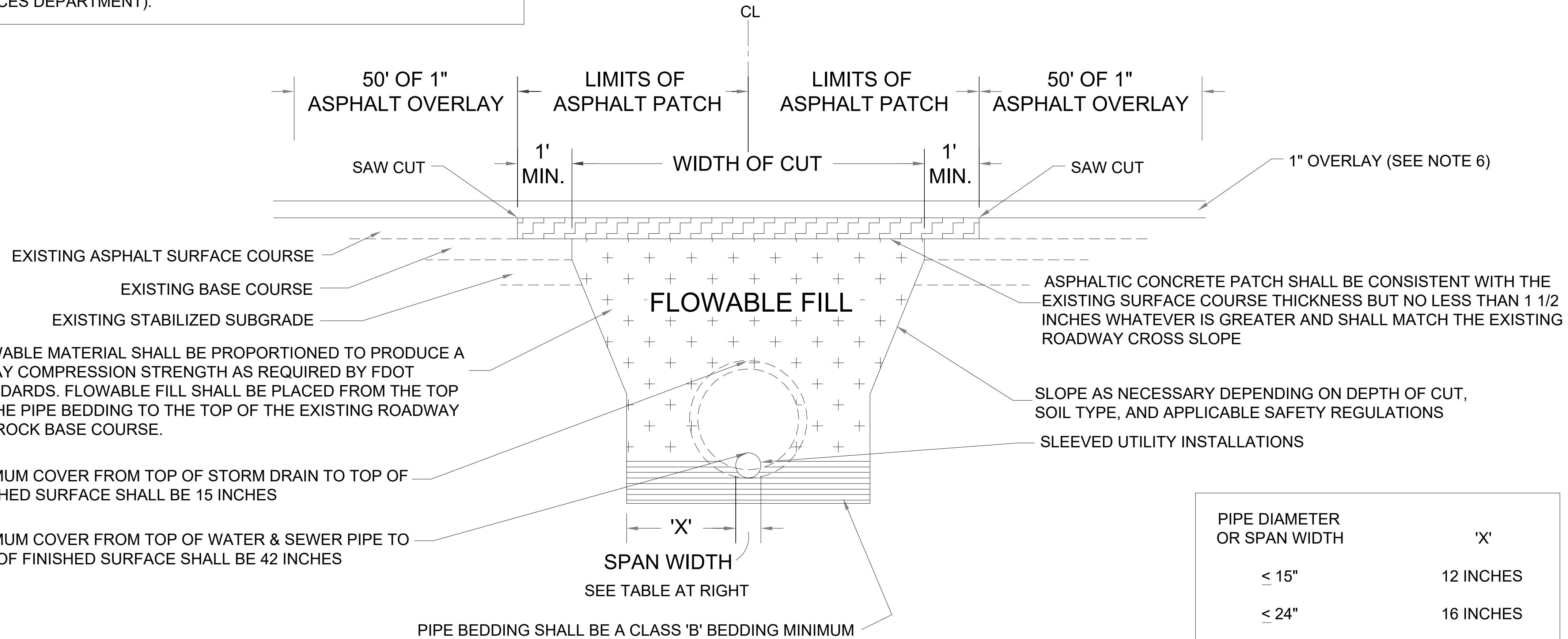
DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

ISSUE DATE: 12/02/25

DRAINAGE DETAILS

North / Elev Key Sheet
DT-4
Page 4 of 15

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).



PIPE DIAMETER OR SPAN WIDTH	'X'
<u>< 15"</u>	12 INCHES
<u>< 24"</u>	16 INCHES
<u>< 30"</u>	24 INCHES
<u>> 30"</u>	36 INCHES

ISSUE DATE: 12/02/25

OPEN CUT
ROAD DETAIL



December 18, 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: Darius Property, Medical Building

Location: 1520 South 14th Street

PIN(s): 00-00-31-1800-0267-0040, 00-00-31-1800-0267-0082; 00-00-30-1800-0267-0081

TRC Case Number: TRC 2024-0004

Mr. Gillette,

The City of Fernandina Beach received your request for a revised site plan review on Tuesday, December 2nd. All submitted documents provided were routed to the relevant departments that are part of 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.

It appears that the comments have been addressed besides pending approval of the traffic study by Nassau County. This project is on the next available TRC agenda on Thursday, December 18th, at 10 a.m. All reviewers will be present to discuss any questions you have concerning the comments provided herein.

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

Sincerely,
Technical Review Committee

REVIEW COMMENTS:

PLANNING



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

Submitted LS-1 and LS-3 show compliance with Buffer B planting, min shade tree, and mitigation requirements. Dn 12/4/25

Pending Nassau County approval of the traffic study.

OR

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

Name of Reviewer: Planning Department

Today's Date: Tuesday, November 25, 2025

BUILDING

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

Building has no comments at this time.

OR

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

Name of Reviewer: Angie Lester

Today's Date: Tuesday, November 25, 2025

UTILITIES, STORMWATER, & STREETS

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



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: Tuesday, November 25, 2025

CODE ENFORCEMENT/SANITATION

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

OR

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

Name of Reviewer: Public Works Department

Today's Date: Tuesday, November 25, 2025

FIRE

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

OR

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

Name of Reviewer: Jason Higginbotham

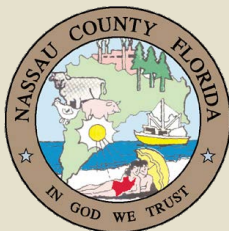
Today's Date: Wednesday, November 12, 2025



Prepared for:

Gillette & Associates, Inc.

&



Prepared by:



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

Darius Property

Traffic Impact Analysis

**City of Fernandina Beach,
Nassau County, Florida**

Project # 1005-240-042

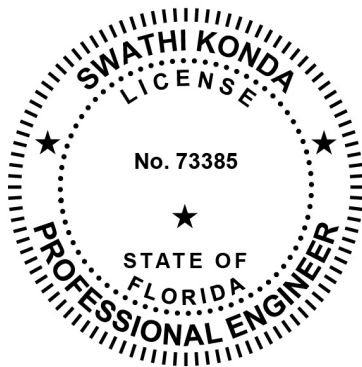
Date: 11/06/2025

PROFESSIONAL ENGINEER CERTIFICATE

I, Swathi Konda, PE, #73385, 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
LOCATION:	City of Fernandina Beach, Nassau County, Florida
CLIENT:	Darius Properties

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
Swathi Konda
Date: 2025.11.06
15:08:44 -05'00'

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*

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

	Table of Contents	
01	Introduction	01
02	Existing Conditions	01
03	Study Intersections	01
04	Traffic Projections	01
05	Roadway Segment Analysis	03
06	Right Turn Lane Evaluation	03
07	Left Turn Lane Evaluation	03
08	Separate Left and Right Turn Lanes for Driveways	04
09	Intersection Capacity Analysis	04
10	Summary and Conclusions	05
	Figures	
Figure 01	Project Location Map	
Figure 02	Existing Conditions at Study Intersections	
Figure 03	Existing Conditions at Study Intersections	
Figure 04	Existing Conditions at Study Intersections	
Figure 05	Year 2025 Existing Conditions AM peak and PM peak Traffic Volumes	
Figure 06	Year 2030 Background Conditions AM peak and PM peak Traffic Volumes	
Figure 07	Project Traffic Distribution and Assignment	
Figure 08	Year 2030 Build-out Conditions AM peak and PM peak Traffic Volumes	
	Tables	
Table 01	Existing Year 2025 AADT on Directly Access Roadways	
Table 02	Growth Factor Calculations	
Table 03	Trip Generation	
Table 04	Roadway Segment Analysis	
Table 05	Year 2025 Existing Conditions - HCM Delay and LOS Summary	
Table 06	Year 2030 Background Conditions - HCM Delay and LOS	
Table 07	Year 2030 Build-out Conditions - HCM Delay and LOS	
	Attachments	
Attachment A	Project Site Plan (Gillette and Associates, Inc.)	
Attachment B	Traffic Counts Data, FDOT Season Factors and FDOT Axle Factors Data	
Attachment C	Historical AADT & Trends Plots for Roadways in the Vicinity of the Proposed Development	
Attachment D	Study Intersections Detailed Traffic Projections Calculations	
Attachment E	Year 2023 Q/LOS Tables, FDOT D2 LOS Reports, Historical AADT and Trends Plots	
Attachment F	FDOT Separate Left and Right Turn Lane Guidance	
Attachment G	Intersection Capacity Analysis Worksheets	
Attachment G1	Year 2025 Existing Conditions – HCM Worksheets	
Attachment G2	Year 2030 Background Conditions – HCM Worksheets	
Attachment G3	Year 2030 Build-Out Conditions – HCM Worksheets	

1.0 Introduction

A Medical Office Building of approximately 51,800 SF 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 conceptual 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. 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** through **04** show the existing conditions at the above stated study intersections.

- South 14th Street at Lime Street (Signalized Intersection)
- South 14th Street at Nectarine Street (Unsignalized intersection)
- South 15th Street at Nectarine Street (Unsignalized intersection)
- South 15th Street at Park Avenue/Perimeter Park Boulevard (Unsignalized intersection – All-way Stop)
- South 14th Street at Park Avenue (Signalized intersection)
- South 14th Street at Sadler Road (Signalized intersection)
- 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 with the exception of South 14th Street at Sadler Road and South 14th Street at Lime Street intersections. At the South 14th Street at Sadler Road and South 14th Street at

Lime Street intersections, the AM peak and PM peak period Vehicle turning moving counts (TMCs) were collected on 10/09/2025. Additionally, 24-hour hose counts were obtained on South 14th Street and South 15th Street at the proposed Project Access Driveways on 03/11/2025.

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 for the study intersections where data collection was performed on 03/11/2025. A season factor of 1.03 was applied for South 14th Street at Sadler Road and South 14th Street at Lime Street intersections, where data collection was performed on 10/09/2025. 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 05** 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 06** 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 development was estimated using the rates and equations for land use codes 720 (Medical Office Building) included in the Trip Generation Manual, 12th Edition published by the Institute of Transportation Engineers (ITE).

Table 03 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 2,028 daily trips that include 132 AM peak and 186 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 03** to determine AM peak and PM peak project traffic assignment at each of the study intersections. **Figures 07** shows AM peak and PM peak 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 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.

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 56 AM peak and 30 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 1 AM peak and 1 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. Very minimal project traffic is anticipated to access the project via the proposed driveway on South 15th Street. 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 1,591 daily trips, including 119 AM peak hour and 129 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 94 daily trips, including 4 AM peak hour and 16 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, at South 14th Street and Sadler Road intersection the northbound approach is currently operating at LOS E during the AM peak hour, and westbound and southbound approaches operating at LOS E during the PM peak hour. All the critical movements and approaches are currently operating at LOS D or better at each of the remaining study intersections.

Under the year 2030 background and year 2030 build-out conditions of the proposed development, the approaches at South 14th Street and Sadler Road intersection continue to operate at LOS E. Analysis indicates that with signal timing modifications, the intersection is anticipated to operate at LOS D or better. All the critical movements and approaches at the remaining study intersections 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 Development, which is a 51,800 square-foot Medical Office Building. 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 2,028 daily trips, including 132 AM peak hour and 186 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).
- **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 with the exception of South 14th Street at Sadler Road. Analysis indicates that with signal timing modifications, the approaches at South 14th Street and Sadler Road intersection are anticipated to operate at LOS D or better.
 - 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. It is recommended that the intersection at South 14th Street and Sadler Road be monitored periodically and signal timings be adjusted as necessary to improve the levels of service. 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	14th street at Lime street
2	14th street at Nectarine street
3	15th street at Nectarine street
4	14th Street at North RO Only Project Access
5	15th Street at Project Entrance
6	14th Street at South Project Entrance
7	14th Street at Park Avenue
8	15th Street at Park Avenue
9	14th Street at Sadler Road

Figure 01 – Location Map

Darius Property

Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida



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



1 14th street at Lime street



2 14th Street at Nectarine Street



3 15th Street at Nectarine Street



4 14th Street at North RO Only Project Access

Figure 02 – Existing Conditions at Study Intersections

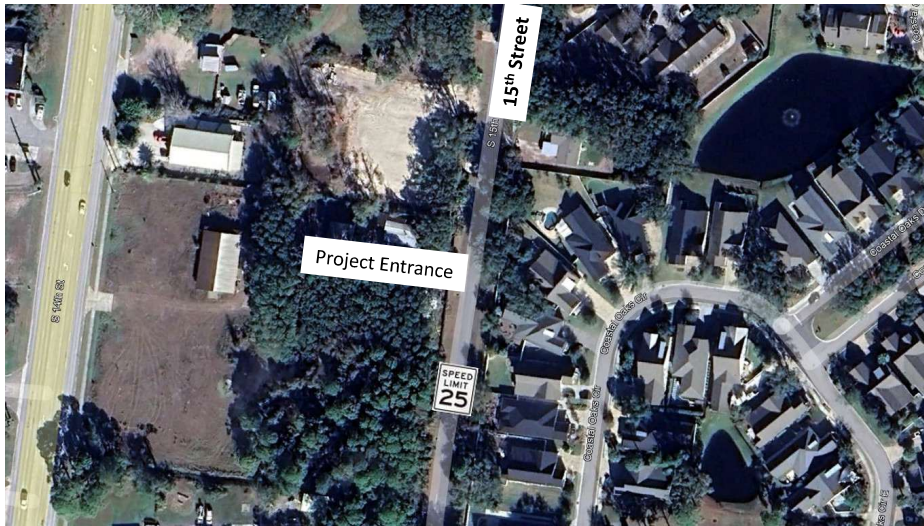
Darius Property

Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida

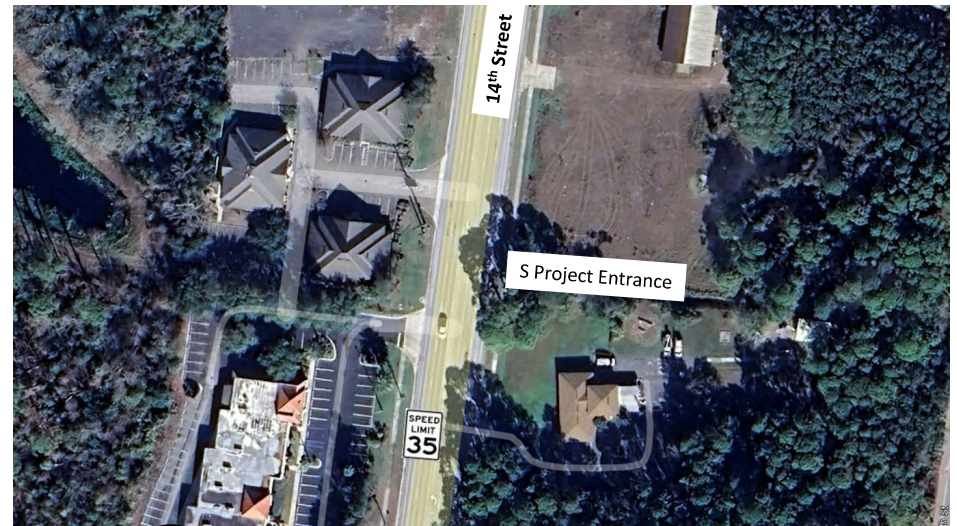
Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
Phone: (904) 619-3368
www.ctrfficsolutions.com





5

15th Street at Project Entrance



6

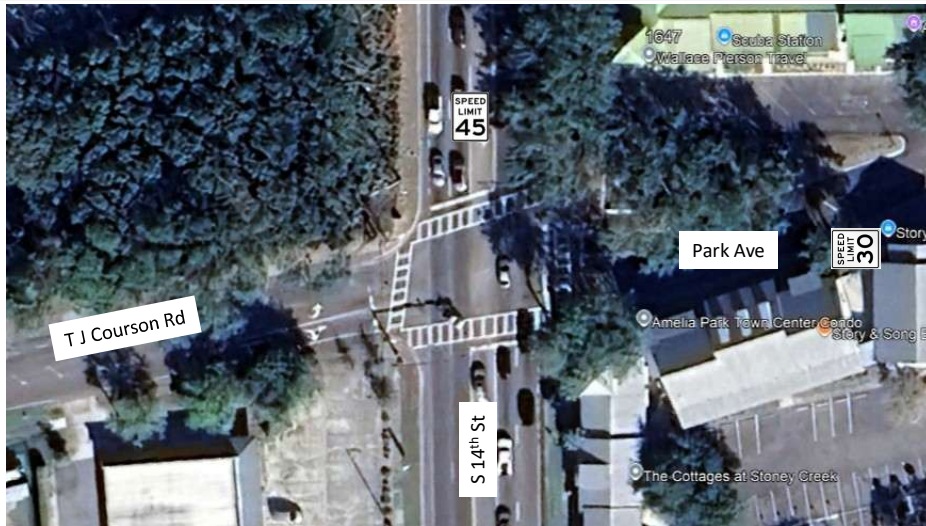
14th Street at South Project Entrance



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

Figure 03 – Existing Conditions at Study Intersections

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



7 14th Street at Park Avenue



8 15th Street at Park Avenue



9 14th Street at Sadler Road

Figure 04 – Existing Conditions at Study Intersections

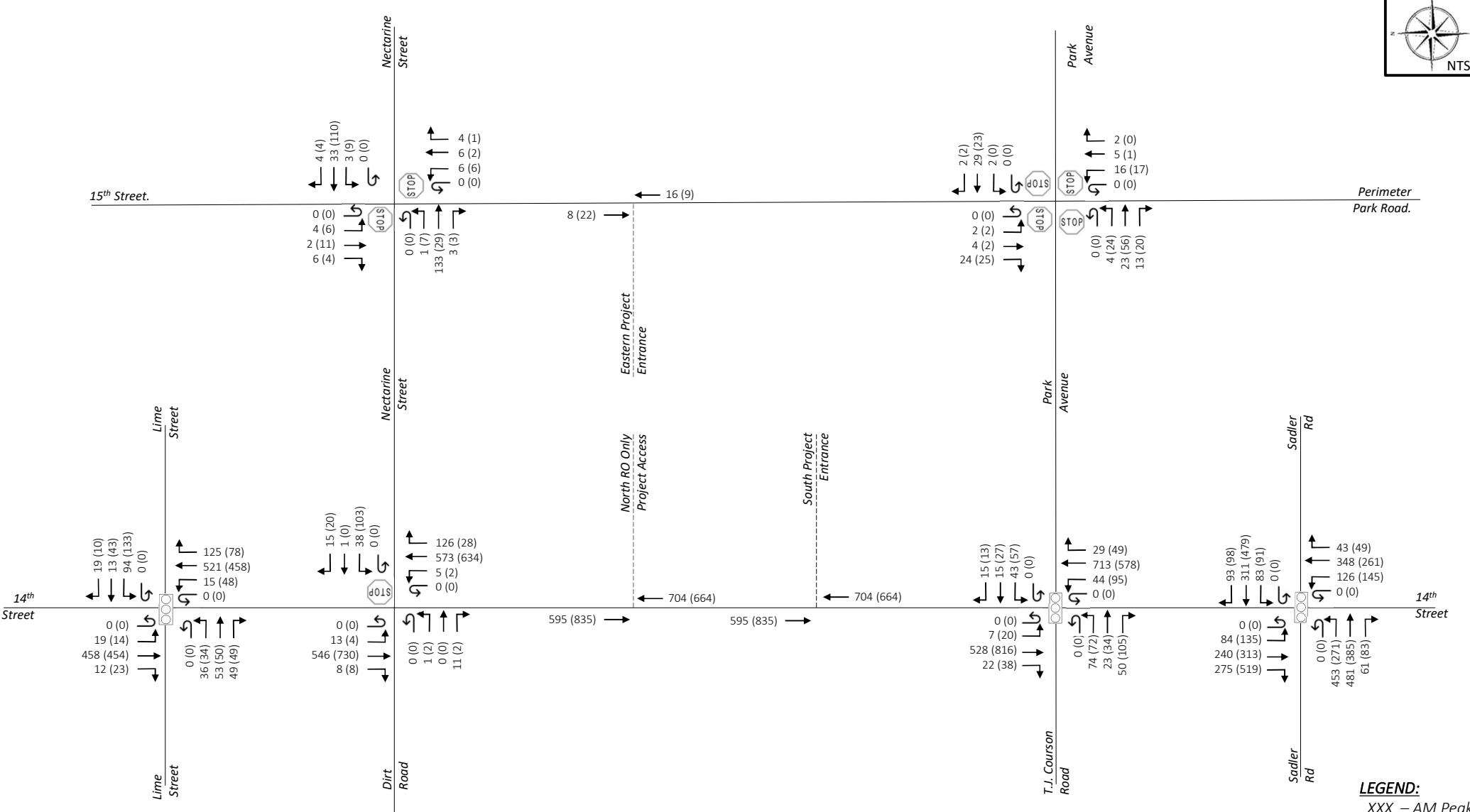
Darius Property

Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida

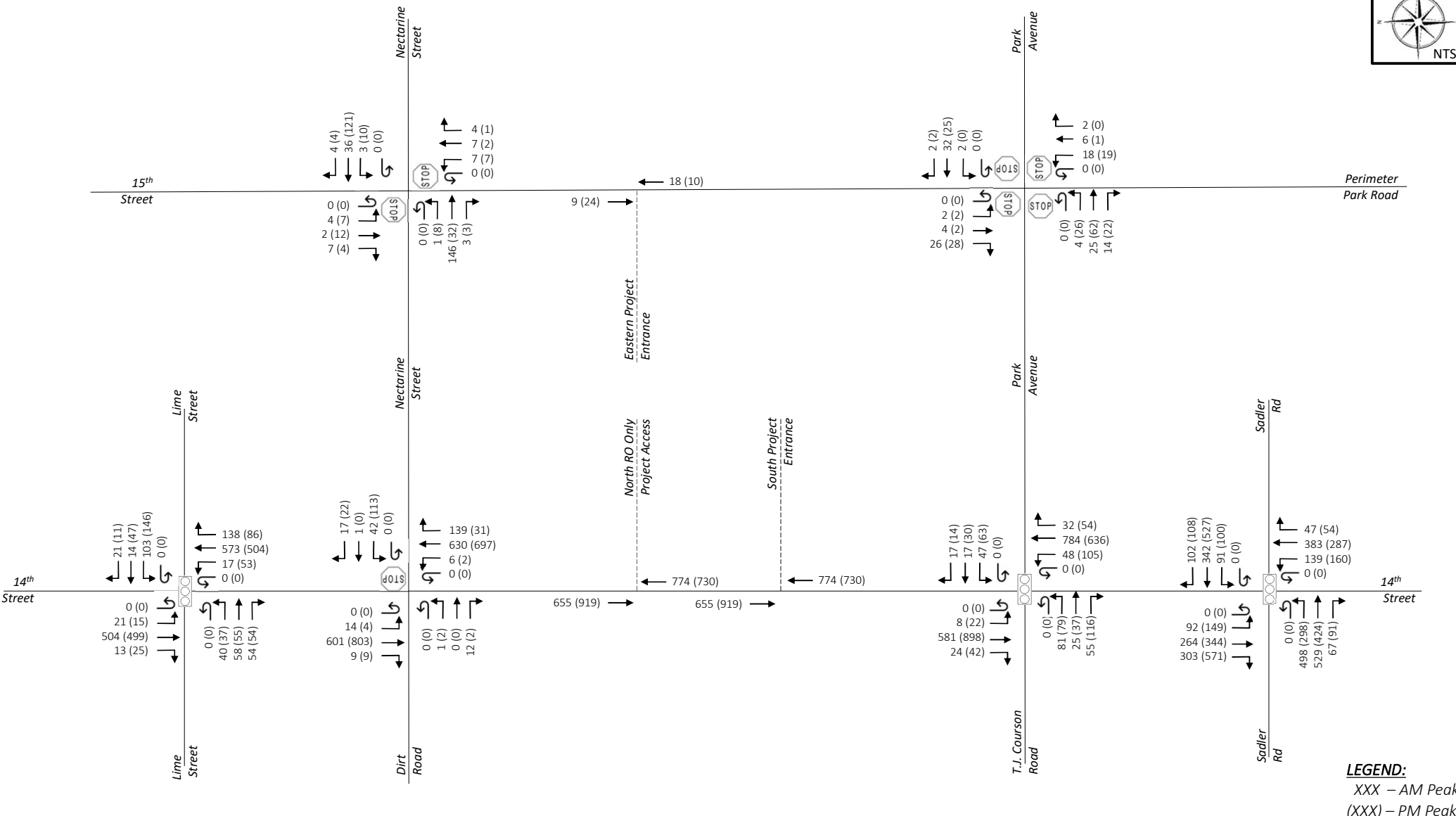


Chindalur Traffic Solutions, Inc.
8833 Perimeter Park Blvd., Suite 103
Jacksonville FL 32216
Phone: (904) 619-3368
www.ctrafficsolutions.com



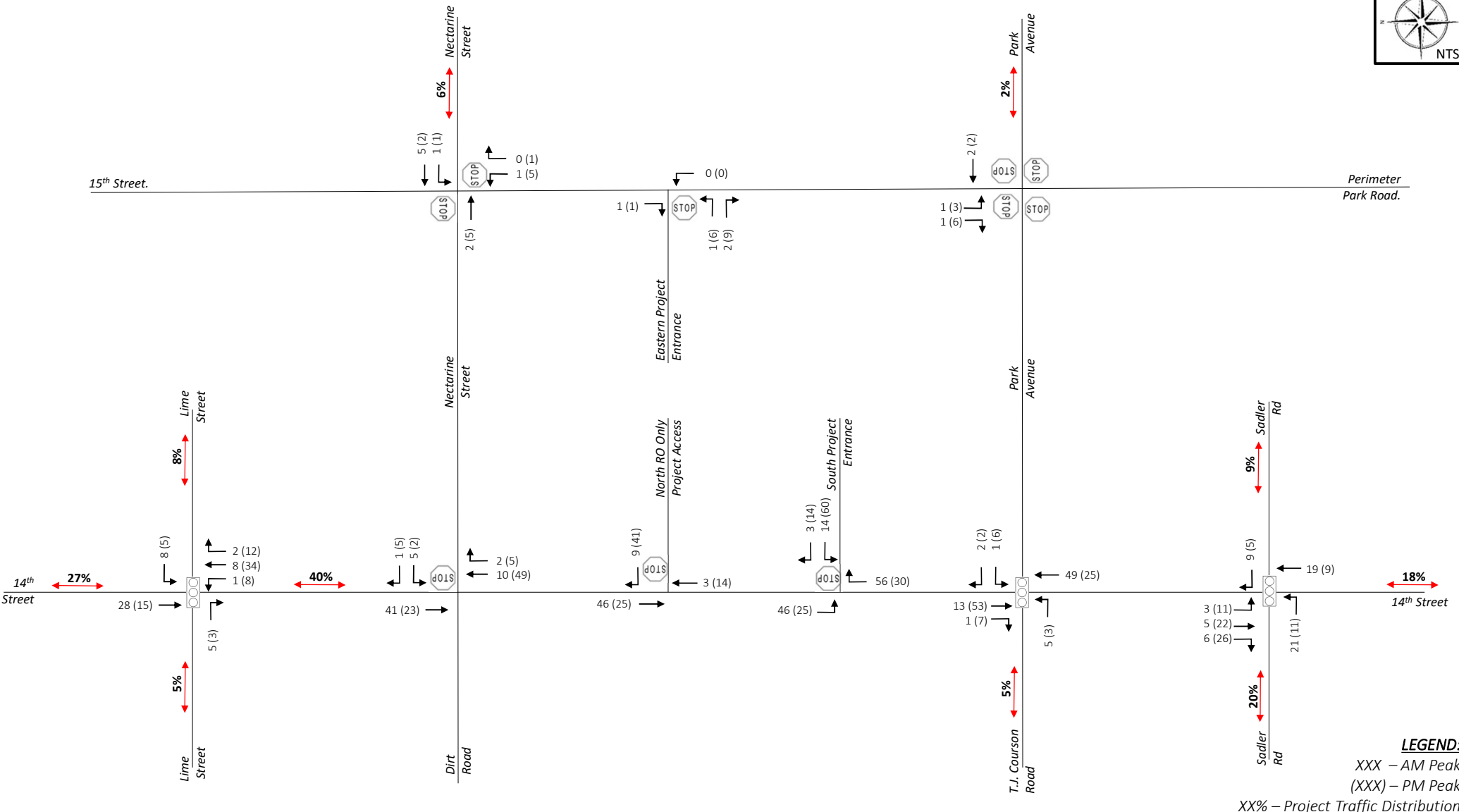
LEGEND:
 XXX – AM Peak
 (XXX) – PM Peak

Figure 05 – Existing Year 2025 AM and PM Peak Hour Traffic Volumes
 Darius Property
 Traffic Impact Analysis
 City of Fernandina Beach, Nassau County, Florida



LEGEND:
 XXX – AM Peak
 (XXX) – PM Peak

Figure 06 – Background Year 2030 AM and PM Peak Hour Traffic Volumes
 Darius Property
 Traffic Impact Analysis
 City of Fernandina Beach, Nassau County, Florida



LEGEND:

XXX – AM Peak

(XXX) – PM Peak

XX% – Project Traffic Distribution

Figure 07 – Project Traffic Distribution and Assignment

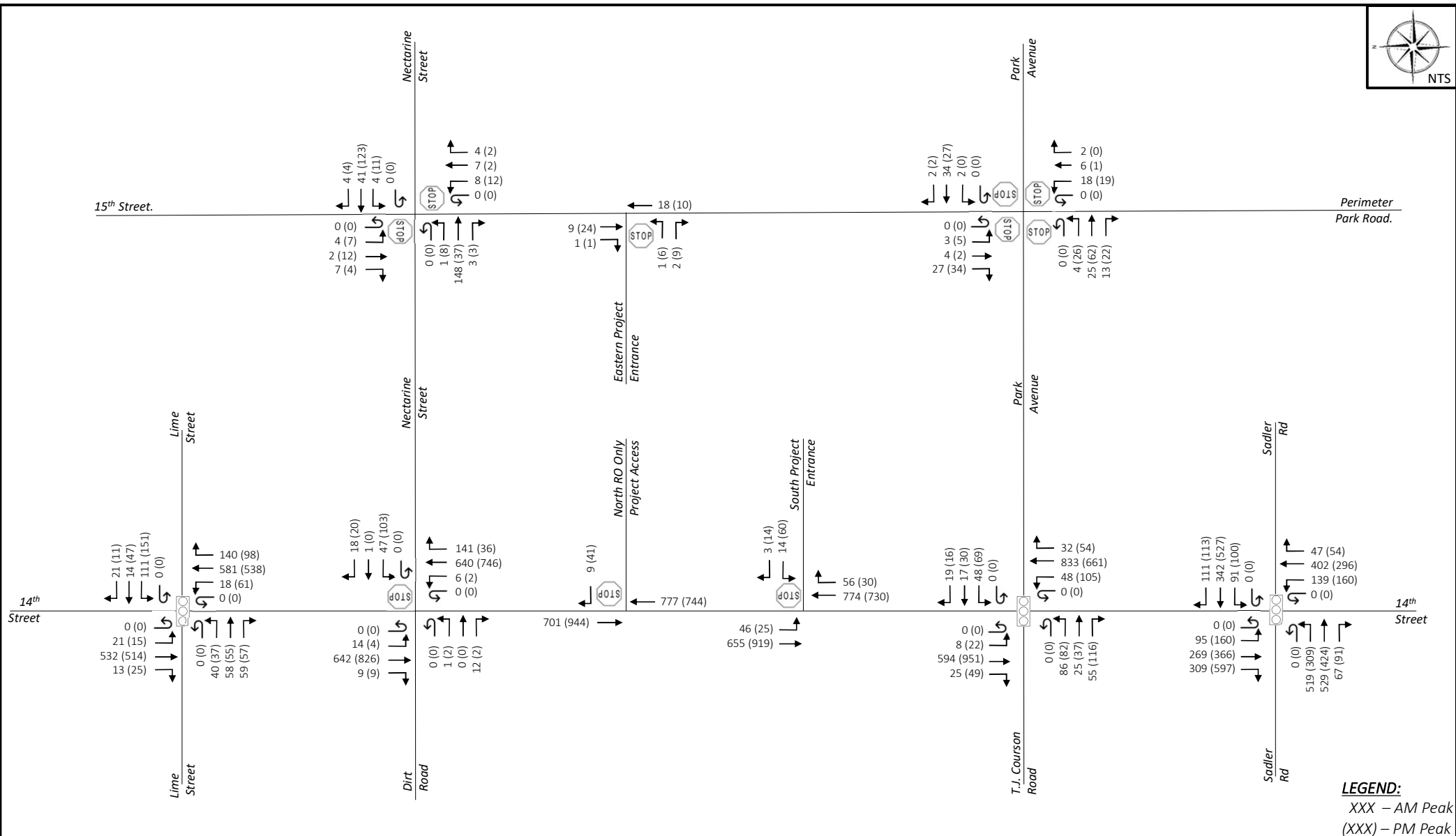
Darius Property

Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida



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



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

Figure 08 – Build-Out Year 2030 AM and PM Peak Hour Traffic Volumes

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

Table 01

Year 2025 AADT on Directly Accessed Roadways

Darius Property Traffic Impact Study - City of Fernandina Beach, Nassau County, FL

Roadway	Termini	24 Hour Hose Count	Season Factor	Axle Factor	2025 AADT
South 14th Street	Jasmine Street to Sadler Road	19,337	0.97	1	18,800
South 15th Street	Jasmine Street to Park Avenue	620	0.97	1	700

Source: Attachment B

Table 02
Growth Factor Calculations
Darius Property Traffic Impact Study - City of Fernandina Beach, Nassau County, FL

Segment	Roadway	Termini	Year 2024 AADT	Trends Growth Rate
1	14th Street	Jasmine St to Sadler Rd	20,300	1.41%
2	Sadler Rd	Fletcher Rd to 8th St	15,900	1.50%
3	Jasmine St	8th St to 14th St	1,400	4.31%
4	14th Street	Jasmine St to Atlantic Ave	7,200	1.03%
Weighted Growth Rate				1.47%
Weighted Growth Factor (With Minimum 2.0% Growth Rate)				1.10

Source: Attachment C

Table 03
Trip Generation
Darius Property Traffic Impact Study - City of Fernandina Beach, Nassau County, FL

ITE Land Use Code	Description	Quantity	Units	Time Period	Rate Equation	Percent Trips		Project Trips		
						Entering	Exiting	Total	Entering	Exiting
720	Medical Office Building	51,800	SF	Daily	$T = 40.60 (X) - 75.15$	50%	50%	2,028	1,014	1,014
				AM Peak	$\ln (T) = 0.90 \ln (X) + 1.33$	78%	22%	132	103	29
				PM Peak	$T = 3.70 (X) - 5.75$	30%	70%	186	56	130

Source: ITE Trip Generation Manual , 12th Edition

Table 04
Roaday Segment Analysis
Darius Property Traffic Impact Study - City of Fernandina Beach, Nassau County, FL

Segment	Roadway	Termini	FDOT Context Classification	Maximum Service Volume (MSV)	Year 2024 AADT	Trends Growth Rate	2025 AADT	Year 2025 LOS	2030 Background AADT	2030 Background AADT % of MSV	Year 2030 Background LOS	Project Traffic Distribution	Daily Project Traffic Assignment	Project Traffic % of MSV	Year 2030 Total Traffic	2030 Total Traffic AADT % of MSV	Year 2030 Total Traffic LOS
1	Jasmine St	8th Street to South 14th Street	C4	15,840	1,400	4.31%	1,460	C	1,803	11.38%	C	5.00%	101	0.64%	1,904	12.02%	C
2	Jasmine St	South 14th Street to Fletcher Road	C4	15,840	1,400	4.31%	1,460	C	1,803	11.38%	C	5.00%	101	0.64%	1,904	12.02%	C
3	8th Street	Atlantic Ave to Lime Street	C4	18,480	11,500	4.92%	12,066	D	15,341	83.01%	D	5.00%	101	0.55%	15,442	83.56%	D
4	South 14th Street	Lime Street to Atlantic Ave	C4	18,480	7,400	1.03%	7,548	D	8,334	45.10%	D	41.00%	831	4.50%	9,165	49.59%	D
5	South 14th Street	Lime Street to Sadler Rd	C3C	36,600	21,000	1.41%	21,420	C	23,649	64.61%	C	47.00%	953	2.60%	24,602	67.22%	D
6	8th Street	Lime Street to Sadler Road	C3C	36,600	20,400	4.73%	21,365	C	26,919	73.55%	D	5.00%	101	0.28%	27,020	73.83%	D
7	Sadler Rd	8th St to South 14th Street	C3C	36,600	15,100	1.50%	15,402	C	17,005	46.46%	C	2.00%	41	0.11%	17,046	46.57%	C
8	Sadler Rd	South 14th Street to Fletcher Road	C3C	36,600	17,500	-1.08%	17,850	C	19,708	53.85%	C	45.00%	913	2.49%	20,621	56.34%	C
9	15th Street	Jasmine Street to TJ Curson Road	C2T	12,420		2.00%	700	C	773	6.22%	C	2.00%	41	0.33%	814	6.55%	C

Notes:
Maximum Service Volumes: Attachment E
2024 AADTs obtained from FDOT Traffic Counts Portal (Attachment C)
Jasmine Street was assumed to be Context Class 4 Non-State Roadway with MSV of 15,840 (17600*0.9)
South 14th Street between Atlantic Avenue and Lime Street assumed to be Context Class 4 (Similar to 8th Street between Atlantic Avenue and Lime Street) with MSV of 18,480 (17,600*1.05)
South 15th Street was assumed to be Context Class 5 Non-State Roadway with MSV of 12,420 (13,800*0.9)

Table 05
HCM Delay and LOS Summary - Year 2025 Existing Conditions
Darius Property - TIA, City of Fernandian Beach, Nassau County, FL

Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
			Delay (Secs)	LOS	95th %ile Queue (Feet)	Delay (Secs)	LOS	95th %ile Queue (Feet)	
South 14th Street at Lime Street	Intersection		12.70	B		12.40	B		Signalized Intersection
	Eastbound	Signal	13.60	B	57	26.90	C	61	200 Feet Turn Lane
	Westbound	Signal	15.90	B	59	28.20	C	95	
	Northbound	Signal	12.80	B	2	6.70	A	21	
	Southbound	Signal	11.30	B	2	8.70	A	9	
South 14th Street at Nectarine Street	Northbound Left	Yield	8.80	A		9.10	A		Two-way Stop Control
	Southbound Left	Yield	9.50	A		9.00	A		
	Eastbound	Stop	11.10	B		14.40	B		
	Westbound	Stop	20.00	C		23.80	C		
South 15th Street at Nectarine Street	Northbound	Stop	10.30	B		10.10	B		Two-way Stop Control
	Southbound	Stop	9.60	A		10.20	B		
	Eastbound Left	Yield	7.30	A		7.50	A		
	Westbound Left	Yield	7.60	A		7.30	A		
South 15th Street at Park Avenue	Northbound	Stop	7.40	A		7.60	A		All-way Stop Control
	Eastbound	Stop	7.20	A		7.60	A		
	Westbound	Stop	7.30	A		7.40	A		
	Southbound	Stop	6.80	A		6.90	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		15.80	B		19.50	B		Signalized Intersection
	Eastbound	Signal	45.00	D	85	49.70	D	84	140 Feet Turn Lane
	Westbound	Signal	45.30	D	55	43.70	D	68	135 Feet Turn Lane
	Northbound	Signal	10.50	B	27	11.90	B	51	
	Southbound	Signal	11.60	B	8	15.50	B	15	
South 14th Street at Sadler Road	Intersection		41.10	D		49.60	D		Signalized Intersection
	Eastbound	Signal	30.30	C	424	41.20	D	267	400 Feet Turn lane
	Westbound	Signal	43.50	D	67	60.90	E	75	500 Feet Turn Lane
	Northbound	Signal	63.60	E	128	32.20	C	143	370 Feet Turn Lane
	Southbound	Signal	37.30	D	89	56.20	E	133	

Source: Attachment G1
95Th Percentile left turn queues reported for the below intersections
South 14th Street at Lime Street
South 14th Street at TJ Courson Road/Park Avenue Intersection
South 14th Street at Sadler Road

Table 06A
HCM Delay and LOS Summary - Year 2030 Background Conditions
Darius Property - TIA, City of Fernandian Beach, Nassau County, FL

Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
			Delay (Secs)	LOS	95th %ile Queue (Feet)	Delay (Secs)	LOS	95th %ile Queue (Feet)	
South 14th Street at Lime Street	Intersection		11.70	B		12.60	B		Signalized Intersection
	Eastbound	Signal	13.80	B	64	26.90	C	66	200 Feet Turn Lane
	Westbound	Signal	15.60	B	70	28.20	C	103	
	Northbound	Signal	11.50	B	9	7.10	A	23	
	Southbound	Signal	10.50	B	10	9.30	A	9	
South 14th Street at Nectarine Street	Northbound Left	Yield	8.90	A		9.40	A		Two-way Stop Control
	Southbound Left	Yield	9.50	A		9.20	A		
	Eastbound	Stop	11.00	B		15.30	C		
	Westbound	Stop	19.70	C		28.40	D		
South 15th Street at Nectarine Street	Northbound	Stop	10.10	B		10.00	B		Two-way Stop Control
	Southbound	Stop	9.40	A		10.10	B		
	Eastbound Left	Yield	7.30	A		7.50	A		
	Westbound Left	Yield	7.50			7.30	A		
South 15th Street at Park Avenue	Northbound	Stop	7.30	A		7.60	A		All-way Stop Control
	Eastbound	Stop	7.10	A		7.60	A		
	Westbound	Stop	7.20	A		7.30	A		
	Southbound	Stop	6.80	A		6.90	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		16.20	B		20.10	C		Signalized Intersection
	Eastbound	Signal	44.80	D	90	49.20	D	88	140 Feet Turn Lane
	Westbound	Signal	45.30	D	58	43.50	D	73	135 Feet Turn Lane
	Northbound	Signal	11.10	B	29	12.50	B	55	
	Southbound	Signal	12.00	B	9	16.80	B	17	
South 14th Street at Sadler Road	Intersection		49.20	D		57.40	E		Signalized Intersection
	Eastbound	Signal	33.70	C	541	41.70	D	300	400 Feet Turn lane
	Westbound	Signal	47.20	D	72	61.30	E	81	500 Feet Turn Lane
	Northbound	Signal	70.70	E	138	34.60	C	153	370 Feet Turn Lane
	Southbound	Signal	58.10	E	98	77.50	E	144	

Source: Attachment G2
95Th Percentile left turn queues reported for the below intersections
South 14th Street at Lime Street
South 14th Street at TJ Courson Road/Park Avenue Intersection
South 14th Street at Sadler Road

Table 06B

HCM Delay and LOS Summary - Year 2030 Background Conditions (Improved)

Darius Property - TIA, City of Fernandian Beach, Nassau County, FL

Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
			Delay (Secs)	LOS	95th %ile Queue (Feet)	Delay (Secs)	LOS	95th %ile Queue (Feet)	
South 14th Street at Lime Street	Intersection		11.70	B		12.60	B		Signalized Intersection
	Eastbound	Signal	13.90	B	64	26.90	C	66	200 Feet Turn Lane
	Westbound	Signal	15.70	B	70	28.20	C	103	
	Northbound	Signal	11.40	B	9	7.10	A	289	
	Southbound	Signal	10.50	B	10	9.30	A	352	
South 14th Street at Nectarine Street	Northbound Left	Yield	8.90	A		9.40	A		Two-way Stop Control
	Southbound Left	Yield	9.50	A		9.20	A		
	Eastbound	Stop	11.00	B		15.30	C		
	Westbound	Stop	19.70	C		28.40	D		
South 15th Street at Nectarine Street	Northbound	Stop	10.10	B		10.00	B		Two-way Stop Control
	Southbound	Stop	9.40	A		10.10	B		
	Eastbound Left	Yield	7.30	A		7.50	A		
	Westbound Left	Yield	7.50	A		7.30	A		
South 15th Street at Park Avenue	Northbound	Stop	7.30	A		7.60	A		All-way Stop Control
	Eastbound	Stop	7.10	A		7.60	A		
	Westbound	Stop	7.20	A		7.30	A		
	Southbound	Stop	6.80	A		6.90	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		16.20	B		20.10	C		Signalized Intersection
	Eastbound	Signal	44.80	D	90	49.20	D	90	140 Feet Turn Lane
	Westbound	Signal	45.30	D	58	43.50	D	73	135 Feet Turn Lane
	Northbound	Signal	11.10	B	29	12.50	B	219	
	Southbound	Signal	12.00	B	9	16.80	B	348	
South 14th Street at Sadler Road	Intersection		43.20	D		41.40	D		Signalized Intersection
	Eastbound	Signal	38.50	D	578	41.60	D	311	400 Feet Turn lane
	Westbound	Signal	53.00	D	74	54.70	D	335	500 Feet Turn Lane
	Northbound	Signal	54.20	D	134	35.60	D	463	370 Feet Turn Lane
	Southbound	Signal	33.50	C	94	34.80	C	502	

Source: Attachment G2

95Th Percentile left turn queues reported for the below intersections

South 14th Street at Lime Street

South 14th Street at TJ Courson Road/Park Avenue Intersection

South 14th Street at Sadler Road

Table 07A
HCM Delay and LOS Summary - Year 2030 Build-out Conditions
Darius Property - TIA, City of Fernandian Beach, Nassau County, FL

Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
			Delay (Secs)	LOS	95th %ile Queue (Feet)	Delay (Secs)	LOS	95th %ile Queue (Feet)	
South 14th Street at Lime Street	Intersection		12.40	B		12.80	B		Signalized Intersection
	Eastbound	Signal	13.90	B	64	26.70	C	65	200 Feet Turn Lane
	Westbound	Signal	15.90	B	75	28.00	C	105	
	Northbound	Signal	12.00	B	9	7.50	A	25	
	Southbound	Signal	11.70	B	10	9.90	A	26	
South 14th Street at Nectarine Street	Northbound Left	Yield	9.00	A		9.50	A		Two-way Stop Control
	Southbound Left	Yield	9.60	A		9.40	A		
	Eastbound	Stop	11.30	B		15.70	C		
	Westbound	Stop	20.80	C		32.00	D		
South 15th Street at Nectarine Street	Northbound	Stop	10.10	B		10.00	B		Two-way Stop Control
	Southbound	Stop	9.40	A		10.20	B		
	Eastbound Left	Yield	7.30	A		7.50	A		
	Westbound Left	Yield	7.50	A		7.30	A		
South 14th Street at Northern RO Project Access	Westbound Right	Stop	11.30	B		11.50	B		Two-way Stop Control
South 14th Street at Southern Project Access	Southbound Left	Yield	10.20	B		9.70	A		Two-way Stop Control
	Westbound	Stop	18.30	C		21.60	C		
South 15th Street at Eastern Project Access	Eastbound	Stop	8.50	A		8.60	A		Two-way Stop Control
	Northbound Left	Yield	0.00	A		0.00	A		
South 15th Street at Park Avenue	Northbound	Stop	7.40	A		7.60	A		All-way Stop Control
	Eastbound	Stop	7.10	A		7.60	A		
	Westbound	Stop	7.30	A		7.30	A		
	Southbound	Stop	6.80	A		7.00	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		16.30	B		20.60	C		Signalized Intersection
	Eastbound	Signal	44.50	D	94	49.00	D	91	140 Feet Turn Lane
	Westbound	Signal	45.40	D	59	43.10	D	78	135 Feet Turn Lane
	Northbound	Signal	11.40	B	29	12.90	B	55	
	Southbound	Signal	12.30	B	9	17.70	B	17	
South 14th Street at Sadler Road	Intersection		53.00	D		63.70	E		Signalized Intersection
	Eastbound	Signal	36.70	D	605	42.20	D	319	400 Feet Turn lane
	Westbound	Signal	50.50	D	72	61.70	E	81	500 Feet Turn Lane
	Northbound	Signal	79.10	E	138	36.40	D	153	370 Feet Turn Lane
	Southbound	Signal	59.30	E	105	93.10	F	153	

Source: Attachment G3
95Th Percentile left turn queues reported for the below intersections
South 14th Street at Lime Street
South 14th Street at TJ Courson Road/Park Avenue Intersection
South 14th Street at Sadler Road

Table 07B

HCM Delay and LOS Summary - Year 2030 Build-out Conditions (Improved)

Darius Property - TIA, City of Fernandian Beach, Nassau County, FL

Intersection	Approach	Signal Control	AM Peak			PM Peak			Notes
			Delay (Secs)	LOS	95th %ile Queue (Feet)	Delay (Secs)	LOS	95th %ile Queue (Feet)	
South 14th Street at Lime Street	Intersection		12.40	B		12.80	B		Signalized Intersection
	Eastbound	Signal	14.00	B	64	26.70	C	65	200 Feet Turn Lane
	Westbound	Signal	16.00	B	75	28.00	C	105	
	Northbound	Signal	12.00	B	9	7.50	A	25	
	Southbound	Signal	11.70	B	10	9.90	A	9	
South 14th Street at Nectarine Street	Northbound Left	Yield	9.00	A		9.50	A		Two-way Stop Control
	Southbound Left	Yield	9.60	A		9.40	A		
	Eastbound	Stop	11.30	B		15.70	C		
	Westbound	Stop	20.80	C		32.00	D		
South 15th Street at Nectarine Street	Northbound	Stop	10.10	B		10.00	B		Two-way Stop Control
	Southbound	Stop	9.40	A		10.20	B		
	Eastbound Left	Yield	7.30	A		7.50	A		
	Westbound Left	Yield	7.50	A		7.30	A		
South 14th Street at Northern RO Project Access	Westbound Right	Stop	11.30	B		11.50	B		Two-way Stop Control
South 14th Street at Southern Project Access	Southbound Left Westbound	Yield Stop	10.20 18.30	B C		9.70 21.60	A C		Two-way Stop Control
South 15th Street at Eastern Project Access	Eastbound	Stop	8.50	A		8.60	A		Two-way Stop Control
	Northbound Left	Yield	0.00	A		0.00	A		
South 15th Street at Park Avenue	Northbound	Stop	7.40	A		7.60	A		All-way Stop Control
	Eastbound	Stop	7.10	A		7.60	A		
	Westbound	Stop	7.20	A		7.30	A		
	Southbound	Stop	6.80	A		7.00	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		16.40	B		20.60	C		Signalized Intersection
	Eastbound	Signal	44.50	D	94	49.00	D	91	140 Feet Turn Lane
	Westbound	Signal	45.40	D	59	43.10	D	78	135 Feet Turn Lane
	Northbound	Signal	11.40	B	29	12.90	B	55	
	Southbound	Signal	12.30	B	9	17.70	B	17	
South 14th Street at Sadler Road	Intersection		47.20	D		42.50	D		Signalized Intersection
	Eastbound	Signal	48.30	D	648	42.00	D	338	400 Feet Turn lane
	Westbound	Signal	54.00	D	76	54.80	D	79	500 Feet Turn Lane
	Northbound	Signal	54.90	D	132	37.50	D	155	370 Feet Turn Lane
	Southbound	Signal	33.20	C	101	36.90	D	155	

Source: Attachment G3

95Th Percentile left turn queues reported for the below intersections

South 14th Street at Lime Street

South 14th Street at TJ Courson Road/Park Avenue Intersection

South 14th Street at Sadler Road

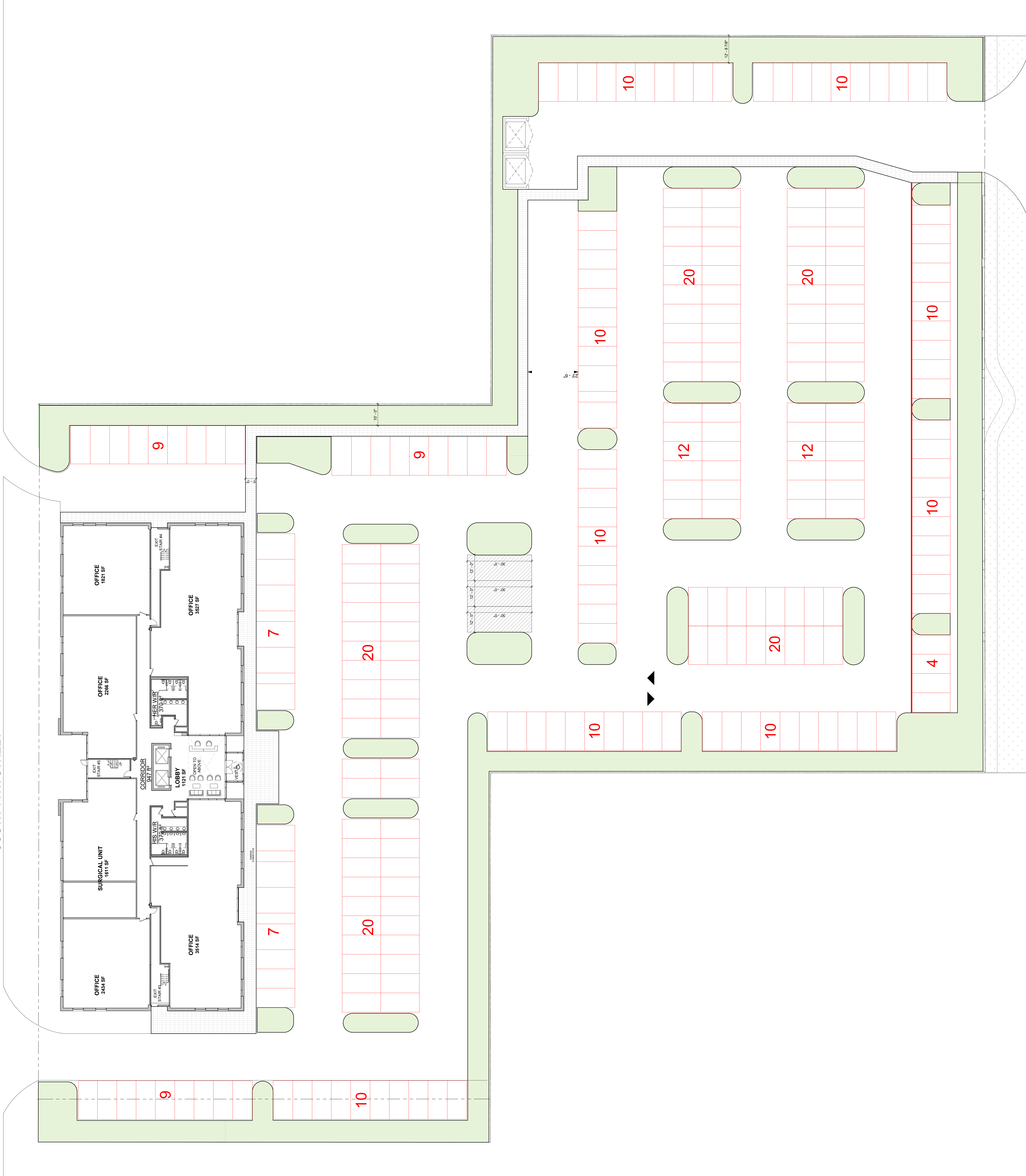
Attachment A

Project Site Plan

Source: Gillette and Associates, Inc.

TOTAL PARKING SPACES PROVIDED - 259
PROPOSED MEDICAL OFFICE GFA @ 5 SPACES /1000SF - 51,800 SF

TOTAL PARKING SPACES PROVIDED - 259
PROPOSED MEDICAL OFFICE GFA @ 5 SPACES /1000SF - 51,800 SF



SOUTH 15TH STREET

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%	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																				



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

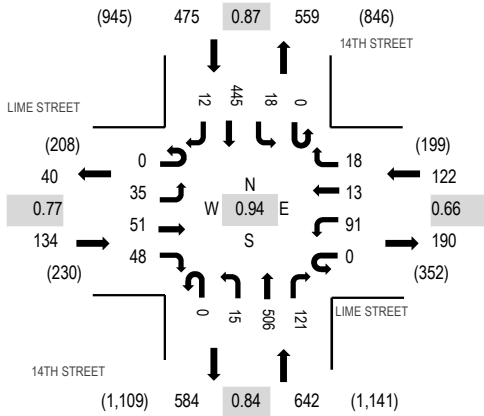
Location: 1 14TH STREET & LIME STREET AM

Date: Thursday, October 9, 2025

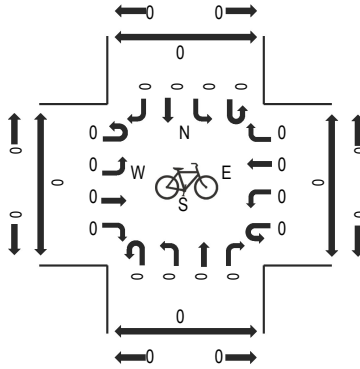
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

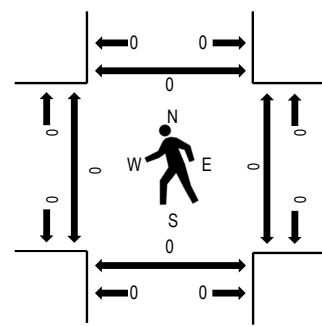
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LIME STREET Eastbound				LIME STREET Westbound				14TH STREET Northbound				14TH STREET 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	2	9	2	0	9	7	2	0	14	40	20	0	3	58	4	170	1,142	0	0	0	1
7:15 AM	0	4	5	16	0	10	8	2	0	54	51	21	0	5	137	7	320	1,315	0	0	0	0
7:30 AM	0	1	12	12	0	7	7	3	0	51	79	30	0	2	120	4	328	1,300	0	0	1	0
7:45 AM	0	5	10	18	0	11	9	2	0	2	96	41	0	4	125	1	324	1,336	0	0	0	0
8:00 AM	0	10	17	17	0	17	7	8	0	3	109	39	0	7	106	3	343	1,373	0	0	0	0
8:15 AM	0	11	12	7	0	13	1	3	0	1	136	28	0	2	91	0	305		0	0	0	0
8:30 AM	0	7	8	13	0	21	3	3	0	6	160	26	0	2	112	3	364		0	0	0	0
8:45 AM	0	7	14	11	0	40	2	4	0	5	101	28	0	7	136	6	361		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	2	0	2
Lights	0	35	50	47	0	86	11	18	0	15	500	121	0	18	434	12	1,347
Mediums	0	0	1	1	0	5	2	0	0	0	6	0	0	0	9	0	24
Total	0	35	51	48	0	91	13	18	0	15	506	121	0	18	445	12	1,373

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 %		1.5%				5.7%				0.9%				2.3%			1.9%
Heavy Vehicle %	0.0%	0.0%	2.0%	2.1%	0.0%	5.5%	15.4%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	2.5%	0.0%	1.9%
Peak Hour Factor		0.77				0.66				0.84				0.87			0.94
Peak Hour Factor	0.00	0.80	0.75	0.88	0.00	0.57	0.86	0.56	0.00	0.56	0.79	0.84	0.00	0.64	0.89	0.57	0.94



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

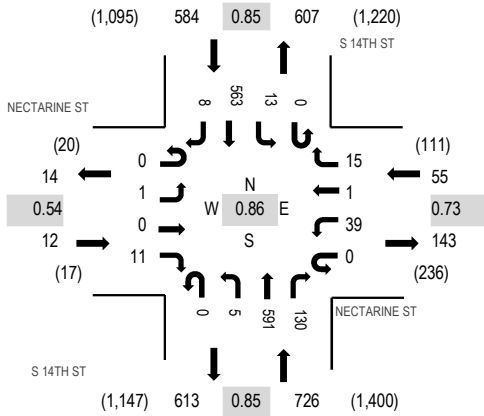
Location: 1 S 14TH ST & NECTARINE ST AM

Date: Tuesday, March 11, 2025

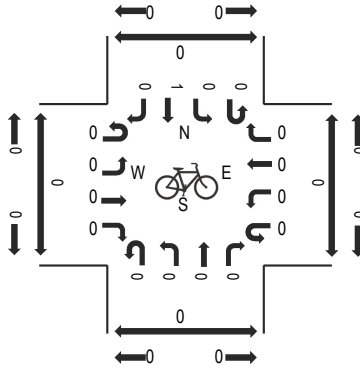
Peak Hour: 07:15 AM - 08:15 AM

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

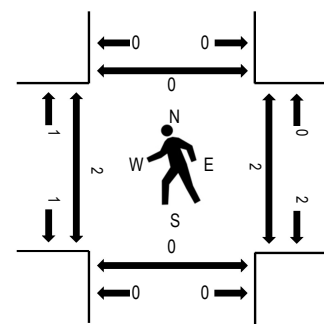
Peak Hour - Motorized Vehicles



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 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	0	0	0	0	5	0	1	0	0	92	19	0	1	89	0	207	1,283	0	0	0	0
7:15 AM	0	0	0	0	0	8	0	4	0	1	145	37	0	2	137	0	334	1,377	0	0	0	0
7:30 AM	0	0	0	1	0	6	0	4	0	0	162	21	0	2	142	3	341	1,339	0	1	0	0
7:45 AM	0	0	0	5	0	14	1	4	0	3	160	43	0	6	160	5	401	1,372	0	1	0	0
8:00 AM	0	1	0	5	0	11	0	3	0	1	124	29	0	3	124	0	301	1,340	2	0	0	0
8:15 AM	0	0	0	1	0	4	0	5	0	0	151	20	0	3	111	1	296		2	0	0	0
8:30 AM	0	0	0	1	0	14	0	5	0	0	203	19	0	5	124	3	374		0	2	0	0
8:45 AM	0	2	0	1	0	17	0	5	0	0	149	21	0	5	167	2	369		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	0	11	0	37	1	15	0	5	580	129	0	13	547	8	1,347
Mediums	0	0	0	0	0	2	0	0	0	0	11	1	0	0	16	0	30
Total	0	1	0	11	0	39	1	15	0	5	591	130	0	13	563	8	1,377

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%	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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

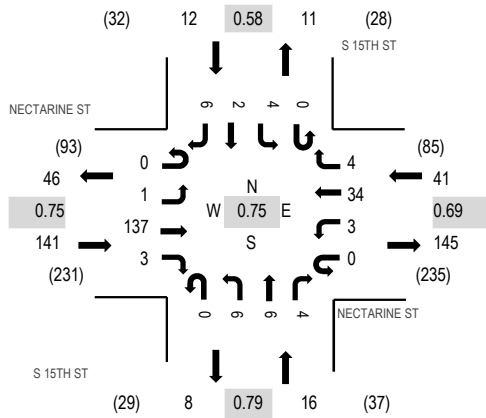
Location: 2 S 15TH ST & NECTARINE ST AM

Date: Tuesday, March 11, 2025

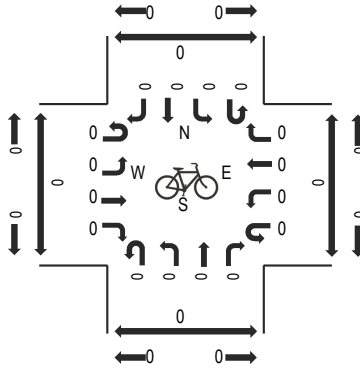
Peak Hour: 07:15 AM - 08:15 AM

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

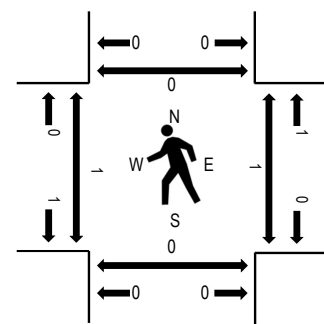
Peak Hour - Motorized Vehicles



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

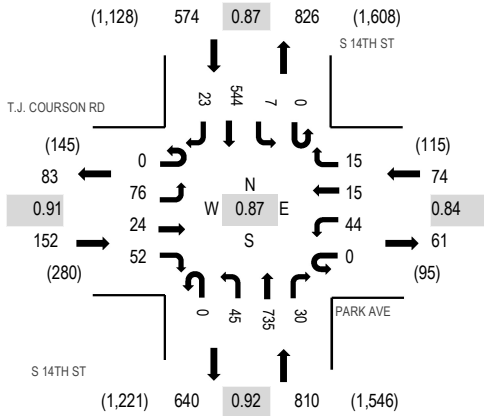
Location: 3 S 14TH ST & PARK AVE AM

Date: Tuesday, March 11, 2025

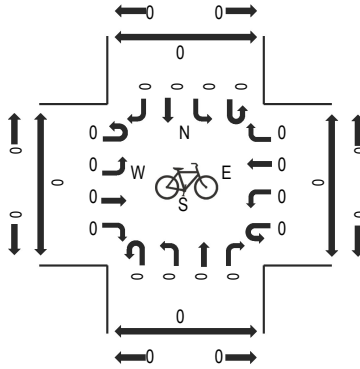
Peak Hour: 08:00 AM - 09:00 AM

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

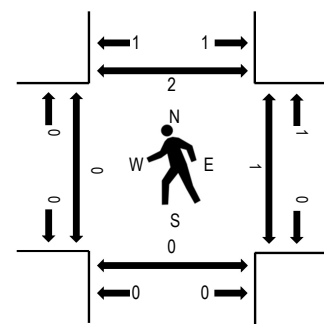
Peak Hour - Motorized Vehicles



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

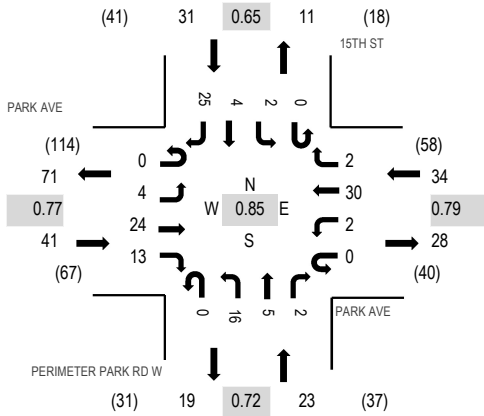
Location: 4 PERIMETER PARK RD W & PARK AVE AM

Date: Tuesday, March 11, 2025

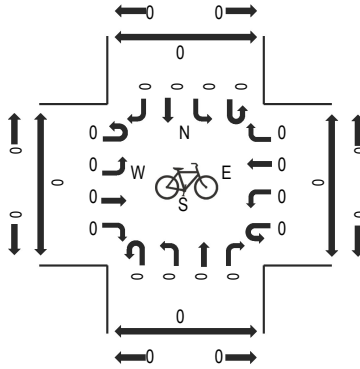
Peak Hour: 08:00 AM - 09:00 AM

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

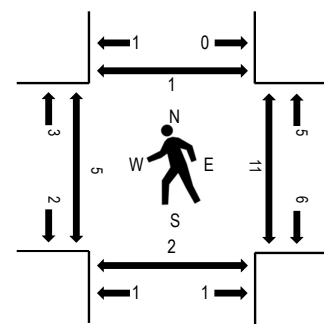
Peak Hour - Motorized Vehicles



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%
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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

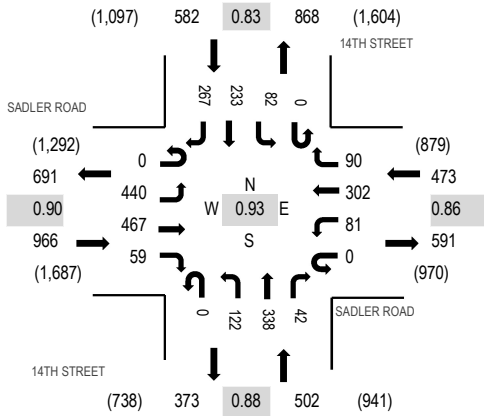
Location: 2 14TH STREET & SADLER ROAD AM

Date: Thursday, October 9, 2025

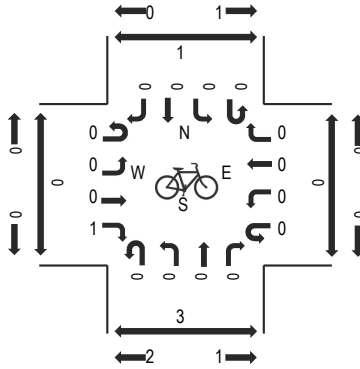
Peak Hour: 08:00 AM - 09:00 AM

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

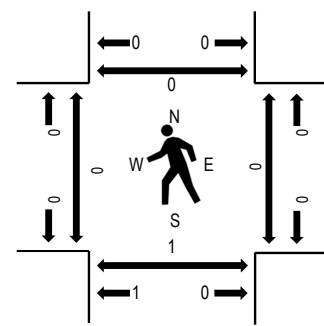
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SADLER ROAD Eastbound				SADLER ROAD Westbound				14TH STREET Northbound				14TH STREET 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	75	71	15	0	4	44	11	0	17	26	6	0	10	22	40	341	2,081	0	1	0	0
7:15 AM	0	111	60	18	0	14	53	16	0	24	66	10	0	15	79	49	515	2,300	0	0	0	0
7:30 AM	0	97	62	26	0	13	91	34	0	49	81	12	0	23	75	59	622	2,406	0	0	0	0
7:45 AM	0	94	72	20	0	19	78	29	0	37	96	15	0	23	60	60	603	2,445	0	0	0	0
8:00 AM	0	104	90	12	0	16	72	24	0	20	73	10	0	23	63	53	560	2,523	0	0	1	0
8:15 AM	0	122	134	12	0	16	63	21	0	39	75	14	0	21	48	56	621		0	0	0	0
8:30 AM	0	110	136	21	0	20	82	25	0	28	87	10	0	23	54	65	661		0	0	0	0
8:45 AM	0	104	107	14	0	29	85	20	0	35	103	8	0	15	68	93	681		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	3	0	0	0	1	0	0	1	0	0	0	1	0	0	6
Lights	0	435	457	58	0	81	299	90	0	117	334	41	0	80	229	259	2,480
Mediums	0	5	7	1	0	0	2	0	0	4	4	1	0	1	4	8	37
Total	0	440	467	59	0	81	302	90	0	122	338	42	0	82	233	267	2,523

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 %		1.7%				0.6%				2.0%				2.4%			1.7%
Heavy Vehicle %	0.0%	1.1%	2.1%	1.7%	0.0%	0.0%	1.0%	0.0%	0.0%	4.1%	1.2%	2.4%	0.0%	2.4%	1.7%	3.0%	1.7%
Peak Hour Factor		0.90				0.86				0.88				0.83			0.93
Peak Hour Factor	0.00	0.90	0.86	0.76	0.00	0.70	0.84	0.79	0.00	0.74	0.82	0.85	0.00	0.98	0.88	0.72	0.93

	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 %		0.8%				0.0%				1.4%				0.4%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	2.6%	0.0%	0.0%	0.5%	0.0%	0.8%
Peak Hour Factor		0.87				0.85				0.90				0.90			0.88
Peak Hour Factor	0.00	0.88	0.74	0.64	0.00	0.79	0.83	0.59	0.00	0.62	0.90	0.74	0.00	0.71	0.88	0.86	0.88



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

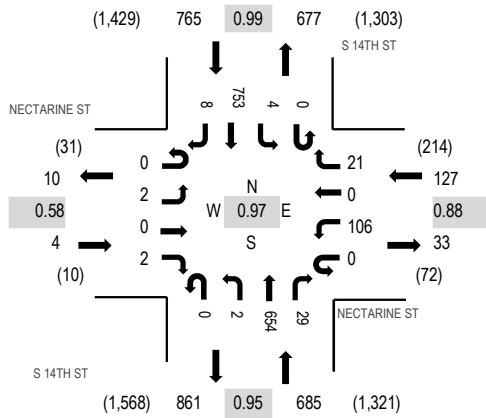
Location: 1 S 14TH ST & NECTARINE ST PM

Date: Tuesday, March 11, 2025

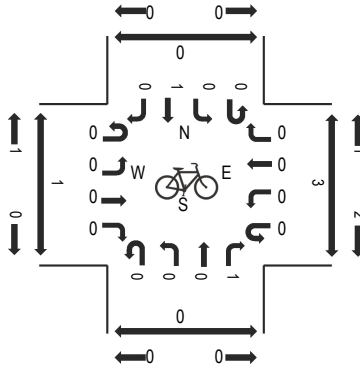
Peak Hour: 04:15 PM - 05:15 PM

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

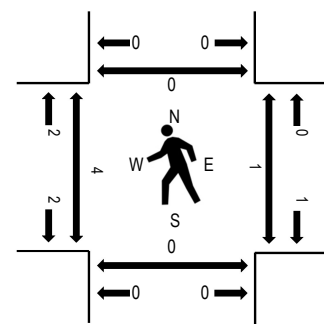
Peak Hour - Motorized Vehicles



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

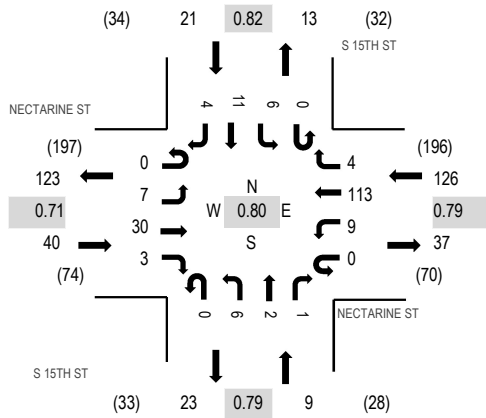
Location: 2 S 15TH ST & NECTARINE ST PM

Date: Tuesday, March 11, 2025

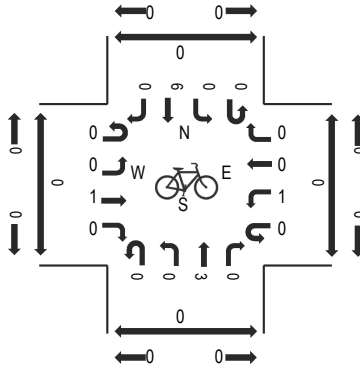
Peak Hour: 04:00 PM - 05:00 PM

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

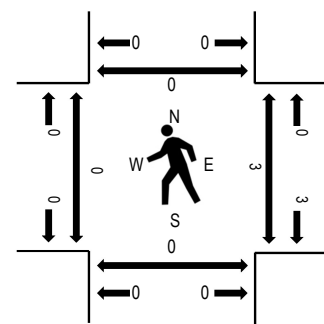
Peak Hour - Motorized Vehicles



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

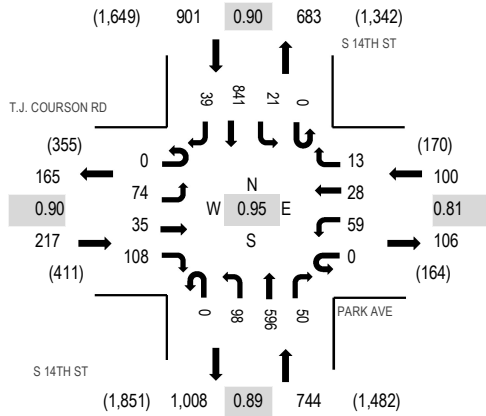
Location: 3 S 14TH ST & PARK AVE PM

Date: Tuesday, March 11, 2025

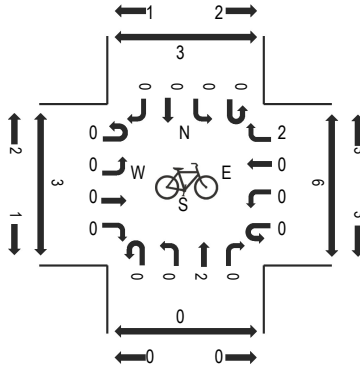
Peak Hour: 04:00 PM - 05:00 PM

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

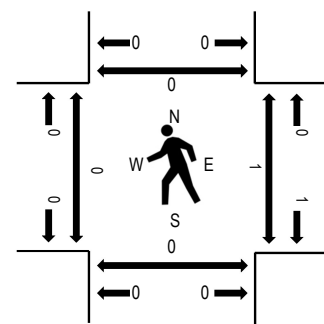
Peak Hour - Motorized Vehicles



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

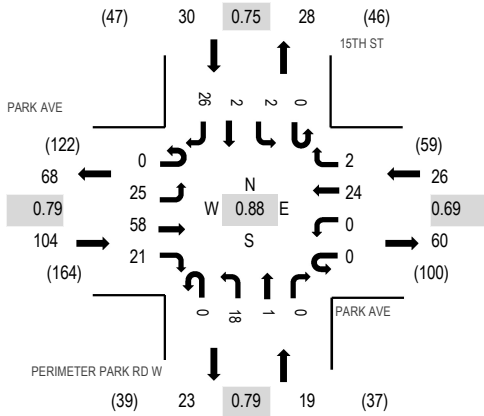
Location: 4 PERIMETER PARK RD W & PARK AVE PM

Date: Tuesday, March 11, 2025

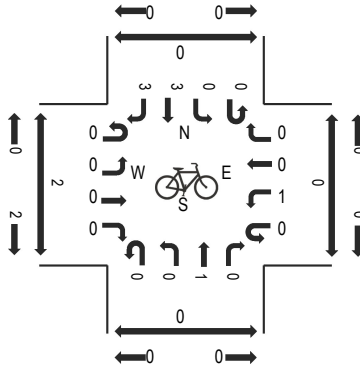
Peak Hour: 04:00 PM - 05:00 PM

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

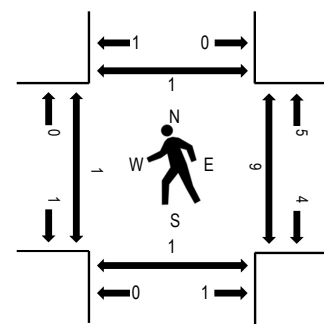
Peak Hour - Motorized Vehicles



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



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

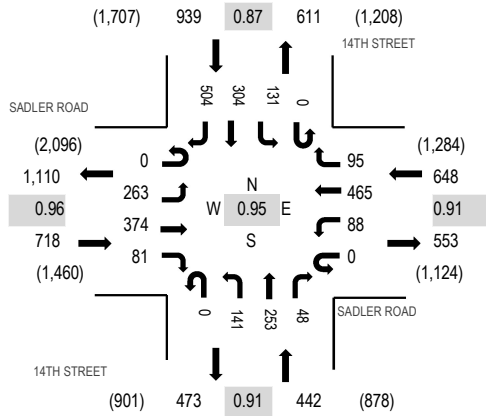
Location: 2 14TH STREET & SADLER ROAD PM

Date: Thursday, October 9, 2025

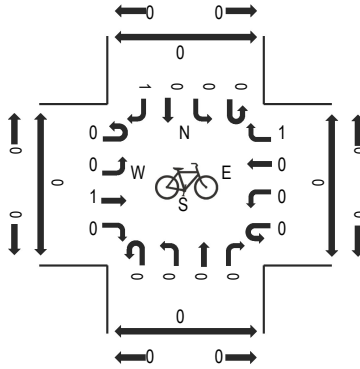
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

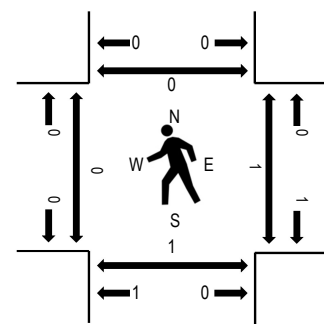
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SADLER ROAD Eastbound				SADLER ROAD Westbound				14TH STREET Northbound				14TH STREET 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	65	108	24	0	22	96	27	0	30	63	13	0	34	93	131	706	2,729	0	0	0	0
4:15 PM	0	67	105	23	0	30	120	27	0	34	49	11	0	37	67	125	695	2,747	0	0	0	0
4:30 PM	0	69	95	18	0	18	100	20	0	27	52	13	0	36	78	120	646	2,704	0	1	0	0
4:45 PM	0	66	100	15	0	21	123	25	0	39	75	11	0	27	80	100	682	2,671	0	0	1	0
5:00 PM	0	61	74	25	0	19	122	23	0	41	77	13	0	31	79	159	724	2,600	0	0	0	0
5:15 PM	0	57	100	27	0	21	135	28	0	40	63	15	0	32	59	75	652		0	0	0	0
5:30 PM	0	70	98	15	0	24	106	22	0	36	54	14	0	25	46	103	613		0	0	1	0
5:45 PM	0	55	101	22	0	8	113	34	0	37	59	12	0	19	67	84	611		0	0	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	1	0	0	0	0	0	0	1
Lights	0	261	372	80	0	83	461	95	0	139	252	48	0	131	303	503	2,728
Mediums	0	2	2	1	0	5	4	0	0	1	1	0	0	0	1	1	18
Total	0	263	374	81	0	88	465	95	0	141	253	48	0	131	304	504	2,747

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%				1.4%				0.7%				0.2%			0.7%
Heavy Vehicle %	0.0%	0.8%	0.5%	1.2%	0.0%	5.7%	0.9%	0.0%	0.0%	1.4%	0.4%	0.0%	0.0%	0.0%	0.3%	0.2%	0.7%
Peak Hour Factor		0.96				0.91				0.91				0.87			0.95
Peak Hour Factor	0.00	0.97	0.94	0.82	0.00	0.76	0.90	0.79	0.00	0.95	0.87	0.90	0.00	0.91	0.85	0.79	0.95

2023 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 74 - NASSAU

WEEK	DATES	SR115	7406	A1A, SR105- ATLANTIC	7407	A1A, MPT FERRY-SR105	7408	I95, SR200 - GEORGIA	7409
1	01/01/2023 - 01/07/2023		0.94		1.00		0.98		0.90
2	01/08/2023 - 01/14/2023		0.93		1.00		0.98		0.87
3	01/15/2023 - 01/21/2023		0.92		1.00		0.97		0.83
4	01/22/2023 - 01/28/2023		0.92		1.00		0.97		0.82
5	01/29/2023 - 02/04/2023		0.92		1.00		0.97		0.81
6	02/05/2023 - 02/11/2023		0.92		1.00		0.97		0.80
7	02/12/2023 - 02/18/2023		0.92		1.00		0.97		0.79
8	02/19/2023 - 02/25/2023		0.92		1.00		0.97		0.80
9	02/26/2023 - 03/04/2023		0.92		1.00		0.98		0.80
10	03/05/2023 - 03/11/2023		0.92		1.00		0.98		0.81
11	03/12/2023 - 03/18/2023		0.92		1.00		0.98		0.81
12	03/19/2023 - 03/25/2023		0.93		1.00		0.98		0.81
13	03/26/2023 - 04/01/2023		0.93		1.00		0.99		0.82
14	04/02/2023 - 04/08/2023		0.93		1.00		0.99		0.82
15	04/09/2023 - 04/15/2023		0.93		1.00		0.99		0.82
16	04/16/2023 - 04/22/2023		0.93		1.00		0.99		0.83
17	04/23/2023 - 04/29/2023		0.93		1.00		0.99		0.84
18	04/30/2023 - 05/06/2023		0.93		1.00		0.98		0.84
19	05/07/2023 - 05/13/2023		0.93		1.00		0.98		0.85
20	05/14/2023 - 05/20/2023		0.93		1.00		0.98		0.86
21	05/21/2023 - 05/27/2023		0.93		1.00		0.98		0.85
22	05/28/2023 - 06/03/2023		0.93		1.00		0.98		0.85
23	06/04/2023 - 06/10/2023		0.93		1.00		0.98		0.84
24	06/11/2023 - 06/17/2023		0.94		1.00		0.98		0.83
25	06/18/2023 - 06/24/2023		0.94		1.00		0.98		0.85
26	06/25/2023 - 07/01/2023		0.94		1.00		0.98		0.87
27	07/02/2023 - 07/08/2023		0.94		1.00		0.98		0.88
28	07/09/2023 - 07/15/2023		0.94		1.00		0.98		0.90
29	07/16/2023 - 07/22/2023		0.94		1.00		0.98		0.89
30	07/23/2023 - 07/29/2023		0.94		1.00		0.98		0.88
31	07/30/2023 - 08/05/2023		0.94		1.00		0.97		0.88
32	08/06/2023 - 08/12/2023		0.94		1.00		0.97		0.87
33	08/13/2023 - 08/19/2023		0.93		1.00		0.97		0.86
34	08/20/2023 - 08/26/2023		0.93		1.00		0.97		0.87
35	08/27/2023 - 09/02/2023		0.93		1.00		0.98		0.87
36	09/03/2023 - 09/09/2023		0.93		1.00		0.98		0.88
37	09/10/2023 - 09/16/2023		0.93		1.00		0.98		0.88
38	09/17/2023 - 09/23/2023		0.94		1.00		0.98		0.88
39	09/24/2023 - 09/30/2023		0.94		1.00		0.98		0.87
40	10/01/2023 - 10/07/2023		0.95		1.00		0.97		0.87
41	10/08/2023 - 10/14/2023		0.95		1.00		0.97		0.86
42	10/15/2023 - 10/21/2023		0.96		1.00		0.97		0.86
43	10/22/2023 - 10/28/2023		0.95		1.00		0.97		0.87
44	10/29/2023 - 11/04/2023		0.95		1.00		0.97		0.88
45	11/05/2023 - 11/11/2023		0.94		1.00		0.97		0.89
46	11/12/2023 - 11/18/2023		0.93		1.00		0.97		0.90
47	11/19/2023 - 11/25/2023		0.93		1.00		0.97		0.90
48	11/26/2023 - 12/02/2023		0.94		1.00		0.98		0.90
49	12/03/2023 - 12/09/2023		0.94		1.00		0.98		0.90
50	12/10/2023 - 12/16/2023		0.94		1.00		0.98		0.90
51	12/17/2023 - 12/23/2023		0.93		1.00		0.98		0.88
52	12/24/2023 - 12/30/2023		0.93		1.00		0.97		0.85
53	12/31/2023 - 12/31/2023		0.92		1.00		0.97		0.83

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7400 NASSAU COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2023 - 01/07/2023	1.05	1.11
2	01/08/2023 - 01/14/2023	1.07	1.13
3	01/15/2023 - 01/21/2023	1.09	1.15
4	01/22/2023 - 01/28/2023	1.07	1.13
5	01/29/2023 - 02/04/2023	1.05	1.11
6	02/05/2023 - 02/11/2023	1.03	1.08
7	02/12/2023 - 02/18/2023	1.01	1.06
8	02/19/2023 - 02/25/2023	1.00	1.05
9	02/26/2023 - 03/04/2023	0.98	1.03
10	03/05/2023 - 03/11/2023	0.97	1.02
*11	03/12/2023 - 03/18/2023	0.95	1.00
*12	03/19/2023 - 03/25/2023	0.95	1.00
*13	03/26/2023 - 04/01/2023	0.95	1.00
*14	04/02/2023 - 04/08/2023	0.95	1.00
*15	04/09/2023 - 04/15/2023	0.95	1.00
*16	04/16/2023 - 04/22/2023	0.95	1.00
*17	04/23/2023 - 04/29/2023	0.95	1.00
*18	04/30/2023 - 05/06/2023	0.95	1.00
*19	05/07/2023 - 05/13/2023	0.95	1.00
*20	05/14/2023 - 05/20/2023	0.95	1.00
*21	05/21/2023 - 05/27/2023	0.96	1.01
*22	05/28/2023 - 06/03/2023	0.97	1.02
*23	06/04/2023 - 06/10/2023	0.97	1.02
24	06/11/2023 - 06/17/2023	0.98	1.03
25	06/18/2023 - 06/24/2023	0.98	1.03
26	06/25/2023 - 07/01/2023	0.98	1.03
27	07/02/2023 - 07/08/2023	0.98	1.03
28	07/09/2023 - 07/15/2023	0.98	1.03
29	07/16/2023 - 07/22/2023	1.00	1.05
30	07/23/2023 - 07/29/2023	1.01	1.06
31	07/30/2023 - 08/05/2023	1.02	1.07
32	08/06/2023 - 08/12/2023	1.03	1.08
33	08/13/2023 - 08/19/2023	1.05	1.11
34	08/20/2023 - 08/26/2023	1.04	1.09
35	08/27/2023 - 09/02/2023	1.03	1.08
36	09/03/2023 - 09/09/2023	1.03	1.08
37	09/10/2023 - 09/16/2023	1.02	1.07
38	09/17/2023 - 09/23/2023	1.02	1.07
39	09/24/2023 - 09/30/2023	1.01	1.06
40	10/01/2023 - 10/07/2023	1.01	1.06
41	10/08/2023 - 10/14/2023	1.00	1.05
42	10/15/2023 - 10/21/2023	1.00	1.05
43	10/22/2023 - 10/28/2023	1.01	1.06
44	10/29/2023 - 11/04/2023	1.01	1.06
45	11/05/2023 - 11/11/2023	1.02	1.07
46	11/12/2023 - 11/18/2023	1.02	1.07
47	11/19/2023 - 11/25/2023	1.03	1.08
48	11/26/2023 - 12/02/2023	1.04	1.09
49	12/03/2023 - 12/09/2023	1.04	1.09
50	12/10/2023 - 12/16/2023	1.05	1.11
51	12/17/2023 - 12/23/2023	1.06	1.12
52	12/24/2023 - 12/30/2023	1.08	1.14
53	12/31/2023 - 12/31/2023	1.09	1.15

* PEAK SEASON

09-MAR-2024 18:41:39

830UPD

2_7400_PKSEASON.TXT

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

Attachment C

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 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
----	-----		-----		-----	-----	-----	-----
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

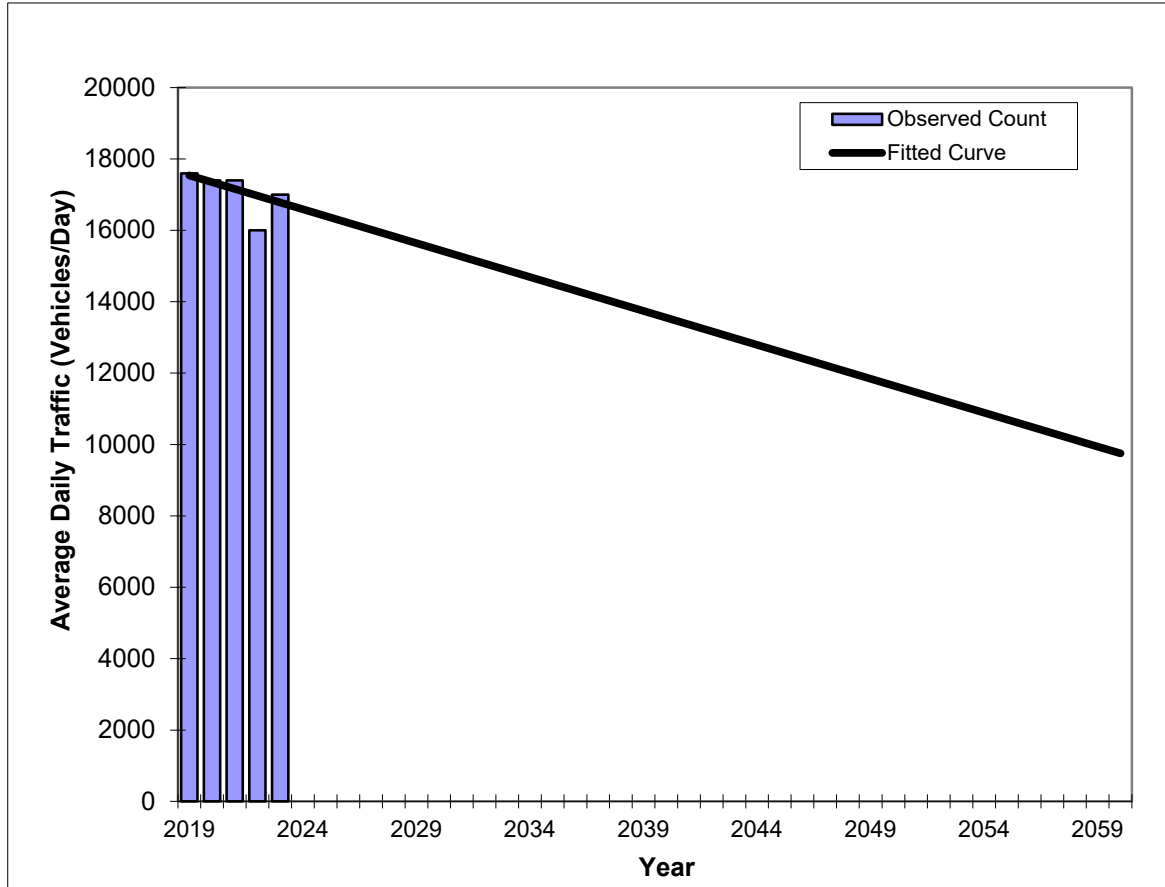
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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
2023 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
----	-----		-----		-----	-----	-----	-----
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

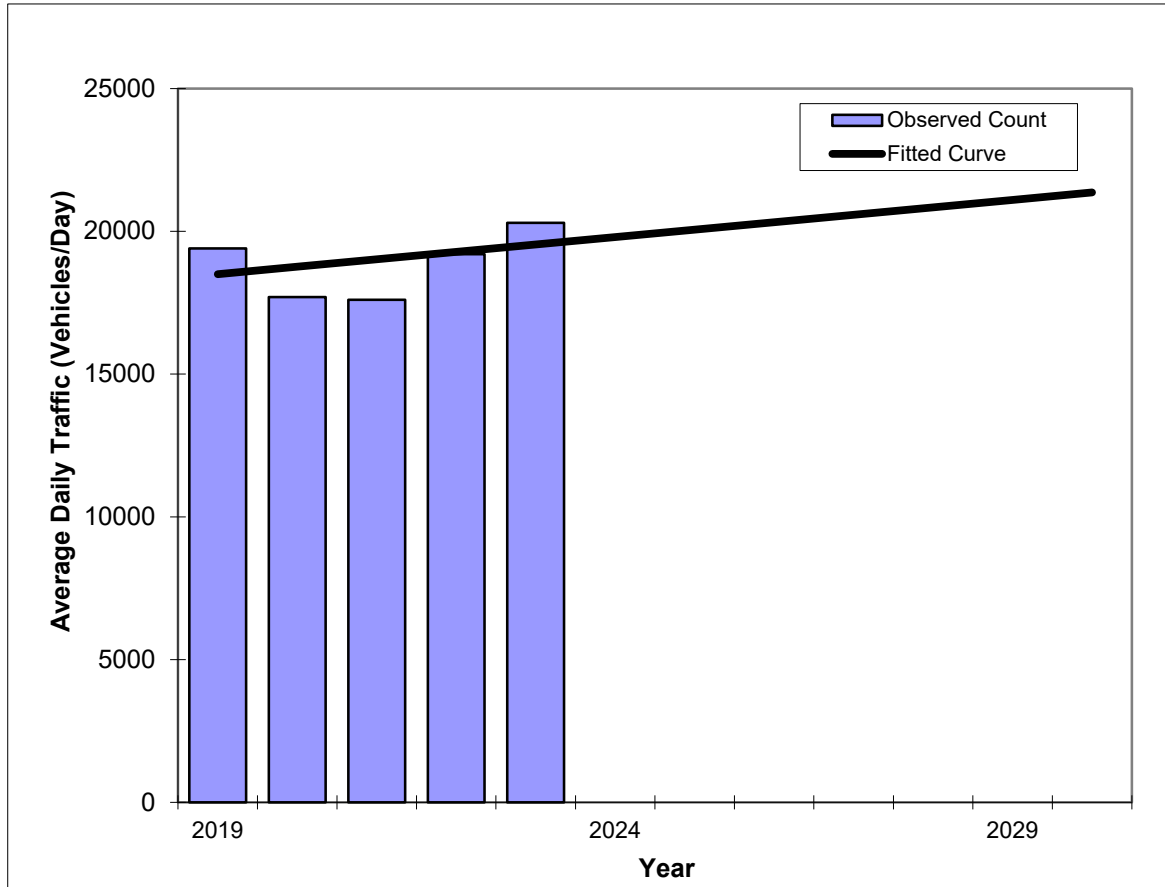
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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
2023 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
----	-----	-----	-----	-----	-----	-----
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	0	0	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

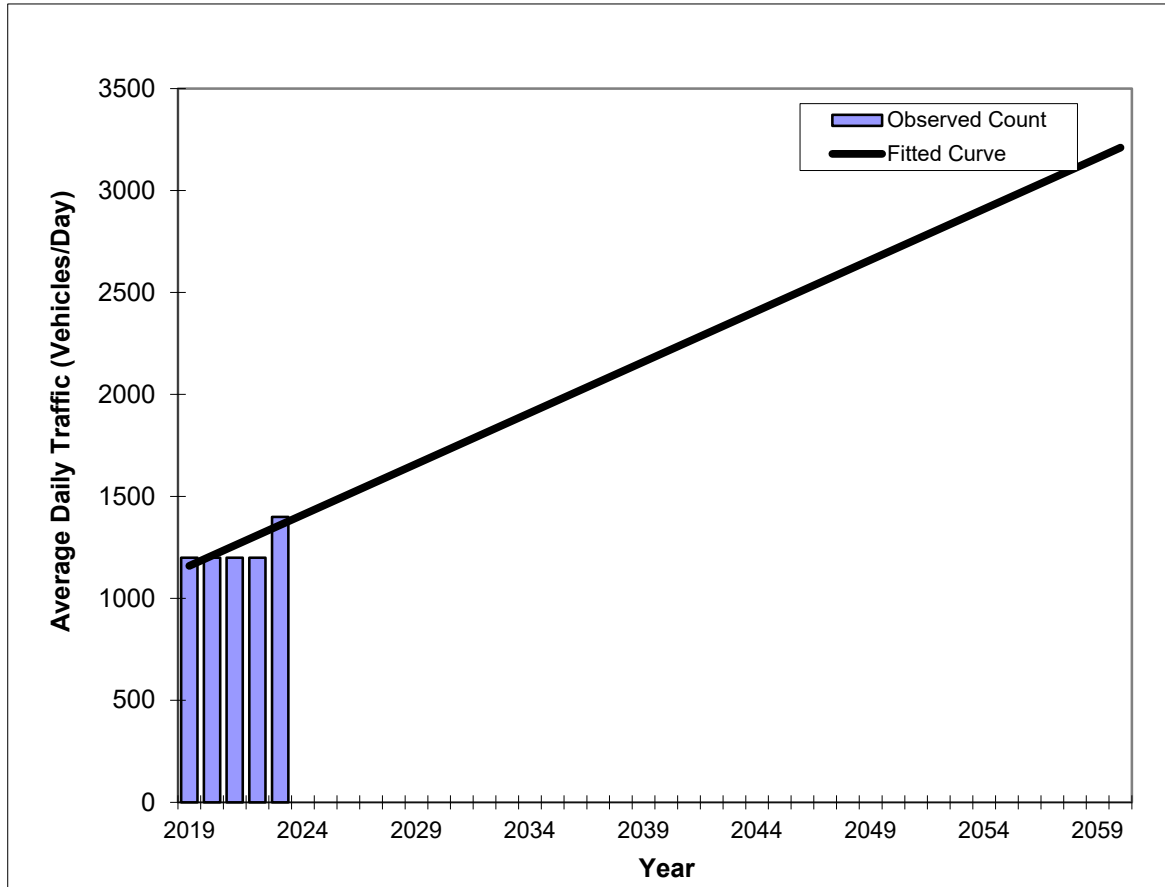
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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
2023 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	
----	-----		-----		-----	-----	-----	-----	
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

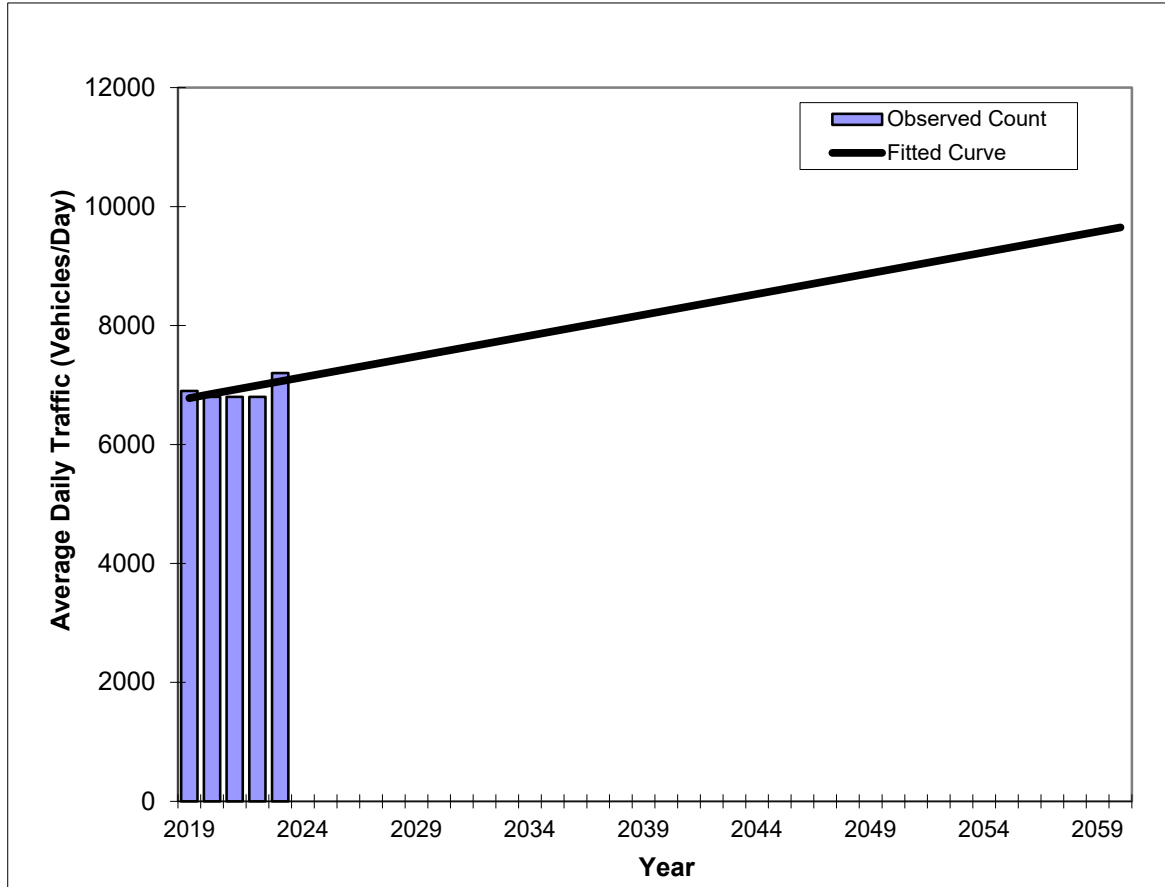
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

Medical-Dental Office Building - Stand-Alone (720)

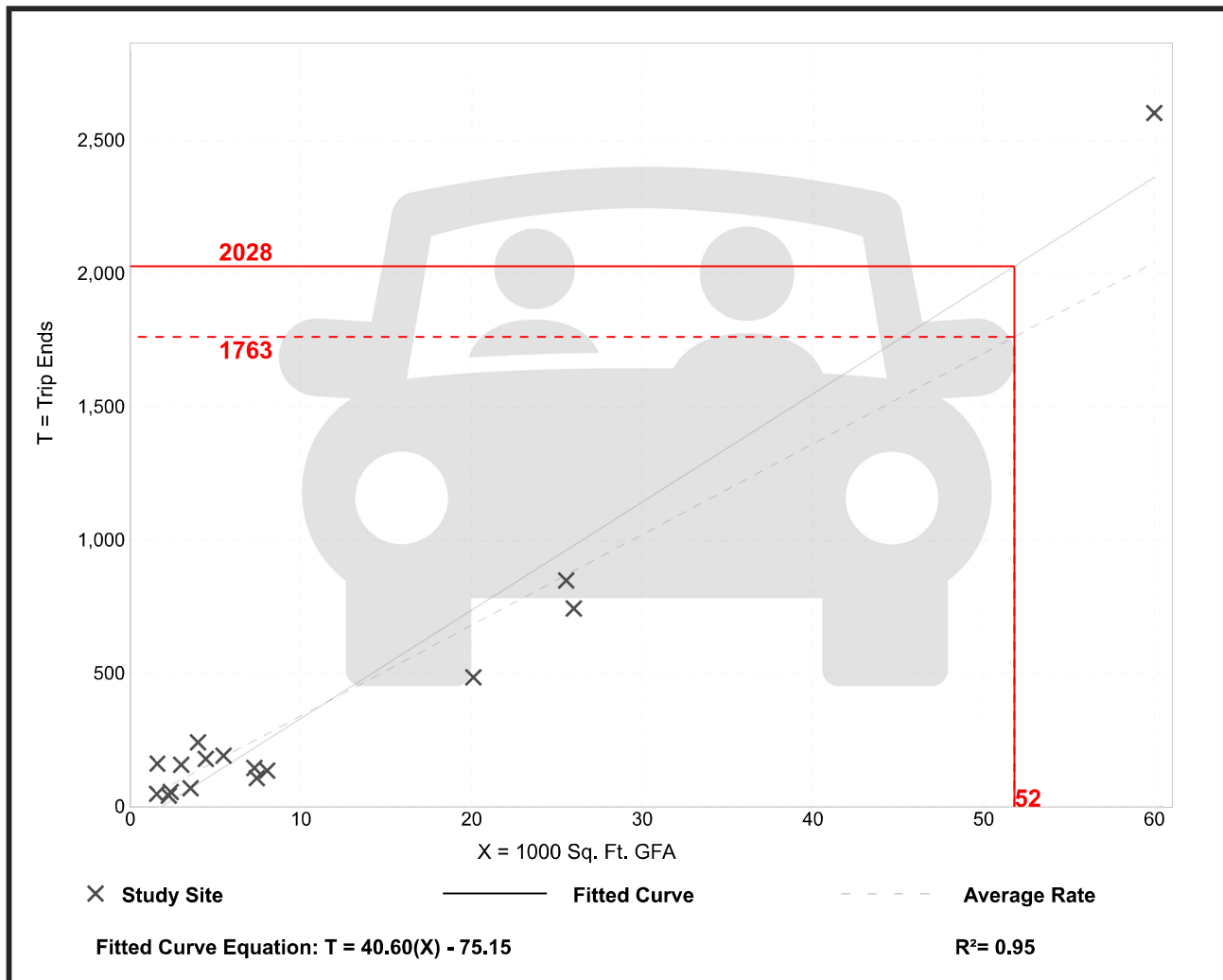
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 16
Avg. 1000 Sq. Ft. GFA: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
34.03	14.52 - 100.75	12.64

Data Plot and Equation



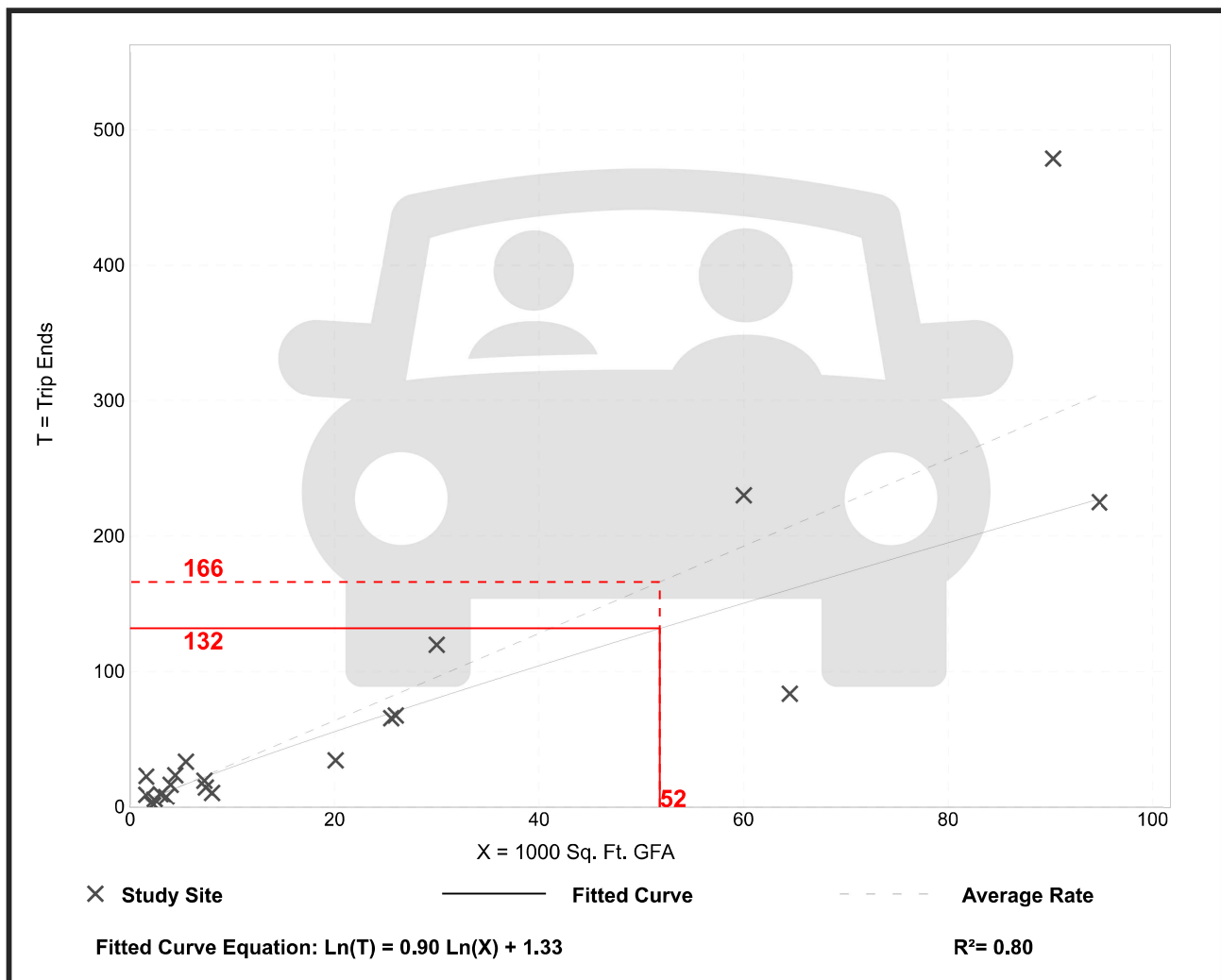
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 20
 Avg. 1000 Sq. Ft. GFA: 23
 Directional Distribution: 78% entering, 22% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.21	0.87 - 14.30	1.61

Data Plot and Equation



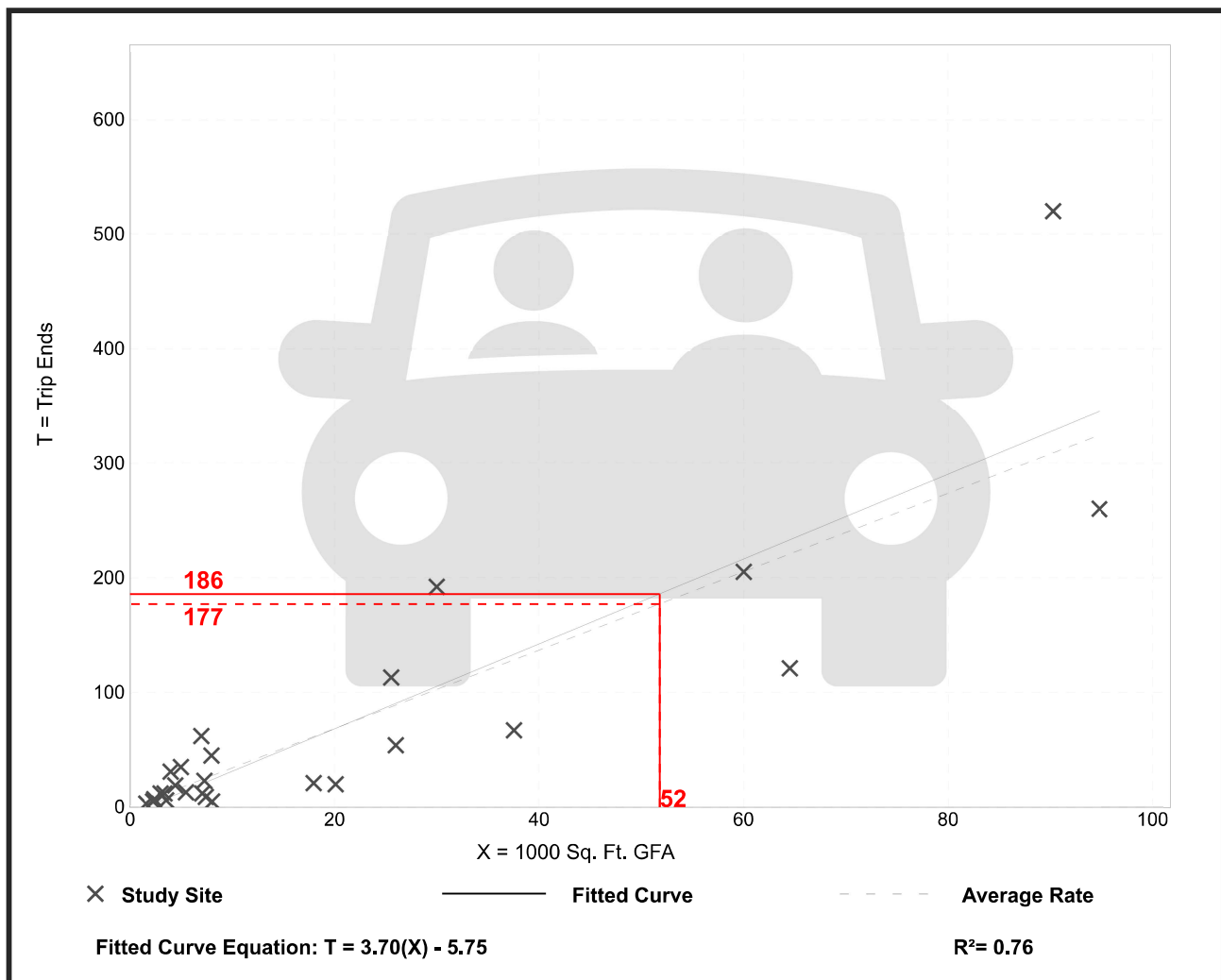
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 26
 Avg. 1000 Sq. Ft. GFA: 21
 Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.42	0.62 - 8.86	1.89

Data Plot and Equation



Year 2025 Traffic Counts with SF

SF 0.97

SF 1.03

		12	458	19	0		
		R	T	L	U		
0	U	14th street at Lime street				R	19
36	L					T	13
53	T					L	94
49	R					U	0
		U	L	T	R		
		0	15	521	125		

		8	546	13	0		
		R	T	L	U		
0	U	14th street at Nectarine street				R	15
1	L					T	1
0	T					L	38
11	R					U	0
		U	L	T	R		
		0	5	573	126		

		6	2	4	0		
		R	T	L	U		
0	U	15th street at Nectarine street				R	4
1	L					T	33
133	T					L	3
3	R					U	0
		U	L	T	R		
		0	6	6	4		

		0	595	0	0		
		R	T	L	U		
0	U	14th Street at North RO Only Project Access				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	704	0		

		0	8	0	0		
		R	T	L	U		
0	U	15th Street at Project Entrance				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	16	0		

		0	595	0	0		
		R	T	L	U		
0	U	14th Street at South Project Entrance				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	704	0		

				0	560	0	0
				R	T	L	U
0	U	14th Street North of Wind Jammer Lane				R	0
0	L					T	0
0	T					L	0
0	R					U	0
				U	L	T	R
				0	0	709	0

				0	31	0	0
				R	T	L	U
0	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R	0
0	L					T	0
0	T					L	0
0	R					U	0
				U	L	T	R
				0	0	18	0

				22	528	7	0
				R	T	L	U
0	U	14th Street at Park Avenue				R	15
74	L					T	15
23	T					L	43
50	R					U	0
				U	L	T	R
				0	44	713	29

				24	4	2	0
				R	T	L	U
0	U	15th Street at Park Avenue				R	2
4	L					T	29
23	T					L	2
13	R					U	0
				U	L	T	R
				0	16	5	2

				275	240	84	0
				R	T	L	U
0	U	14th Street at Sadler Road				R	93
453	L					T	311
481	T					L	83
61	R					U	0
				U	L	T	R
				0	126	348	43

Year 2030 Background Traffic Volumes

GF 1.10

		13	504	21	0		
		R	T	L	U		
0	U	14th street at Lime street				R	21
40	L					T	14
58	T					L	103
54	R					U	0
		U	L	T	R		
		0	17	573	138		

		9	601	14	0		
		R	T	L	U		
0	U	14th street at Nectarine street				R	17
1	L					T	1
0	T					L	42
12	R					U	0
		U	L	T	R		
		0	6	630	139		

		7	2	4	0		
		R	T	L	U		
0	U	15th street at Nectarine street				R	4
1	L					T	36
146	T					L	3
3	R					U	0
		U	L	T	R		
		0	7	7	4		

		0	655	0	0		
		R	T	L	U		
0	U	14th Street at North RO Only Project Access				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	774	0		

		0	9	0	0		
		R	T	L	U		
0	U	15th Street at Project Entrance				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	18	0		

		0	655	0	0		
		R	T	L	U		
0	U	14th Street at South Project Entrance				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	774	0		

		0	616	0	0		
		R	T	L	U		
0	U	14th Street North of Wind Jammer Lane				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	780	0		

		0	34	0	0		
		R	T	L	U		
0	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	20	0		

		24	581	8	0		
		R	T	L	U		
0	U	14th Street at Park Avenue				R	17
81	L					T	17
25	T					L	47
55	R					U	0
		U	L	T	R		
		0	48	784	32		

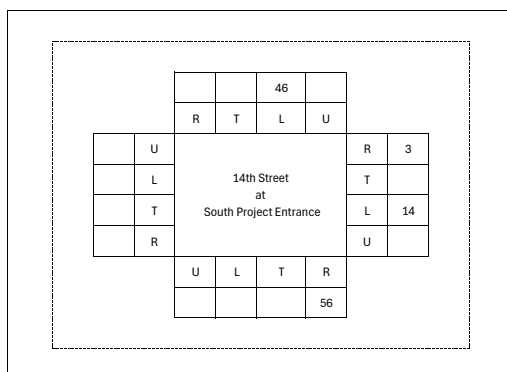
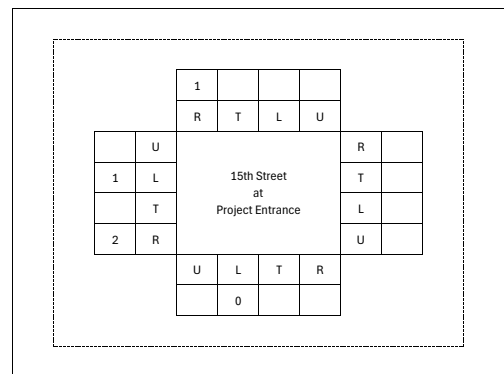
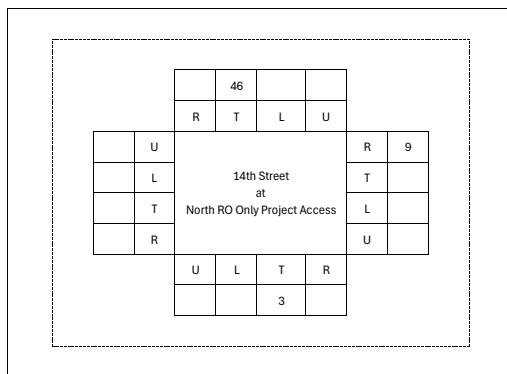
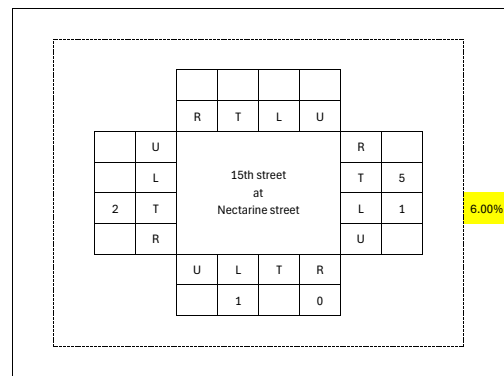
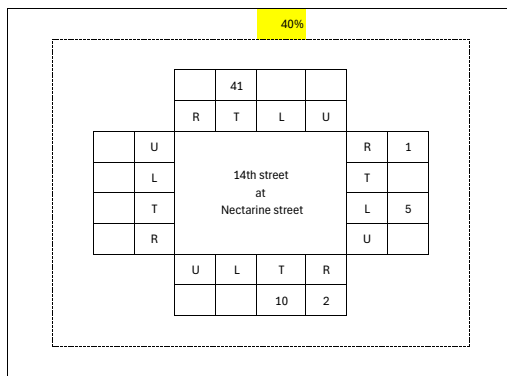
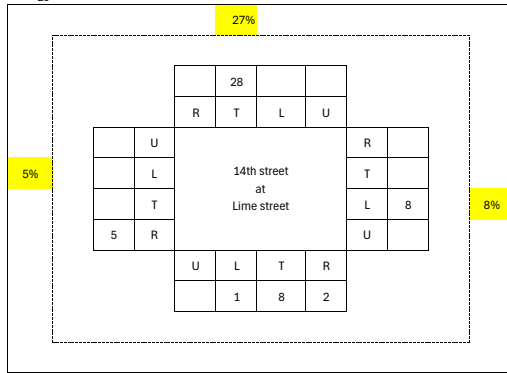
		26	4	2	0		
		R	T	L	U		
0	U	15th Street at Park Avenue				R	2
4	L					T	32
25	T					L	2
14	R					U	0
		U	L	T	R		
		0	18	6	2		

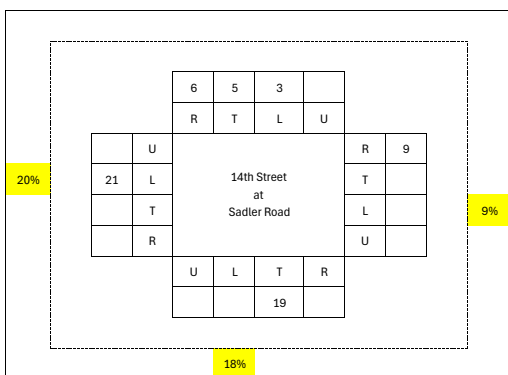
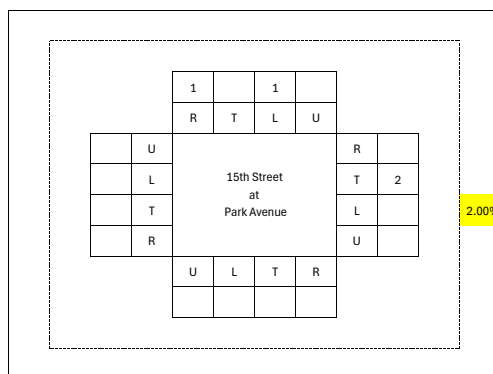
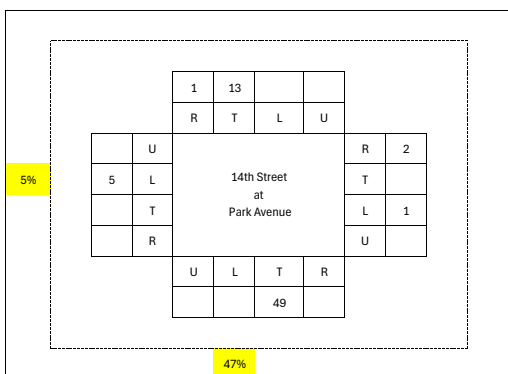
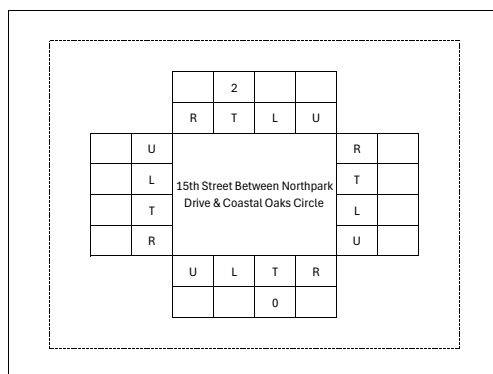
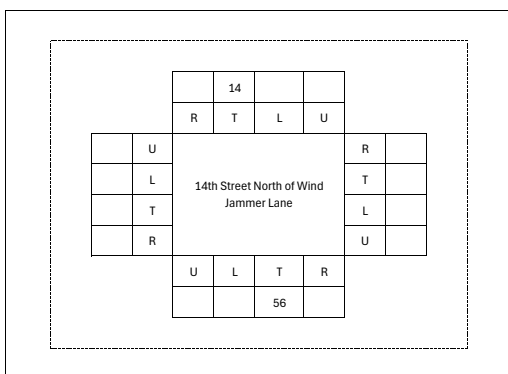
		303	264	92	0		
		R	T	L	U		
0	U	14th Street at Sadler Road				R	102
498	L					T	342
529	T					L	91
67	R					U	0
		U	L	T	R		
		0	139	383	47		

Medical Office Project Traffic Distribution & Assignment

Ent 103

Ext 29





Year 2030 Build-Out Traffic Volumes

		13	532	21	0		
		R	T	L	U		
0	U	14th street at Lime street				R	21
40	L					T	14
58	T					L	111
59	R					U	0
		U	L	T	R		
		0	18	581	140		

		9	642	14	0		
		R	T	L	U		
0	U	14th street at Nectarine street				R	18
1	L					T	1
0	T					L	47
12	R					U	0
		U	L	T	R		
		0	6	640	141		

		7	2	4	0		
		R	T	L	U		
0	U	15th street at Nectarine street				R	4
1	L					T	41
148	T					L	4
3	R					U	0
		U	L	T	R		
		0	8	7	4		

		0	701	0	0		
		R	T	L	U		
0	U	14th Street at North RO Only Project Access				R	9
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	777	0		

		1	9	0	0		
		R	T	L	U		
0	U	15th Street at Project Entrance				R	0
1	L					T	0
0	T					L	0
2	R					U	0
		U	L	T	R		
		0	0	18	0		

		0	655	46	0		
		R	T	L	U		
0	U	14th Street at South Project Entrance				R	3
0	L					T	0
0	T					L	14
0	R					U	0
		U	L	T	R		
		0	0	774	56		

				0	630	0	0				
				R	T	L	U				
0	U	14th Street North of Wind Jammer Lane				R	0				
0	L					T	0				
0	T					L	0				
0	R					U	0				
				U	L	T	R				
				0	0	836	0				

				0	36	0	0				
				R	T	L	U				
0	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R	0				
0	L					T	0				
0	T					L	0				
0	R					U	0				
				U	L	T	R				
				0	0	20	0				

				25	594	8	0				
				R	T	L	U				
0	U	14th Street at Park Avenue				R	19				
86	L					T	17				
25	T					L	48				
55	R					U	0				
				U	L	T	R				
				0	48	633	32				

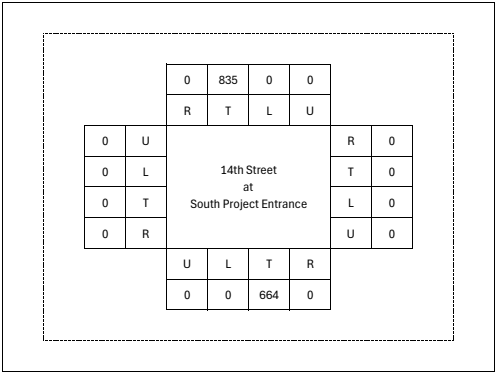
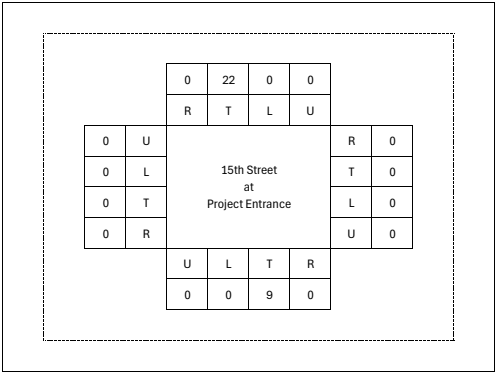
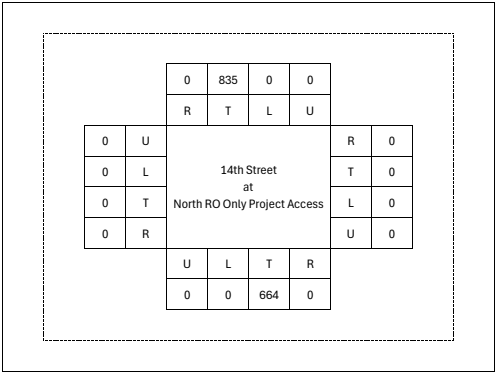
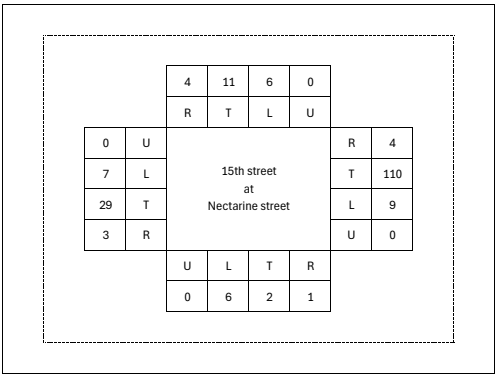
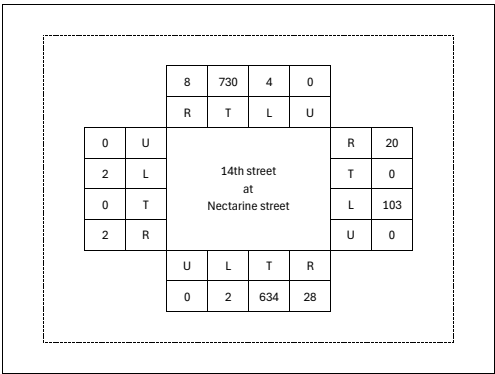
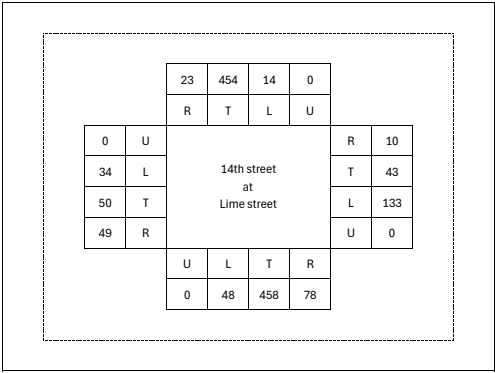
				27	4	3	0				
				R	T	L	U				
0	U	15th Street at Park Avenue				R	2				
4	L					T	34				
25	T					L	2				
14	R					U	0				
				U	L	T	R				
				0	18	6	2				

				309	269	95	0				
				R	T	L	U				
0	U	14th Street at Sadler Road				R	111				
519	L					T	342				
529	T					L	91				
67	R					U	0				
				U	L	T	R				
				0	139	402	47				

Year 2025 Traffic Counts with SF

SF 0.97

SF 1.03



		0	859	0	0		
		R	T	L	U		
0	U	14th Street North of Wind Jammer Lane				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	622	0		

		0	31	0	0		
		R	T	L	U		
0	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	18	0		

		38	816	20	0		
		R	T	L	U		
0	U	14th Street at Park Avenue				R	13
72	L					T	27
34	T					L	57
105	R					U	0
		U	L	T	R		
		0	95	578	49		

		25	2	2	0		
		R	T	L	U		
0	U	15th Street at Park Avenue				R	2
24	L					T	23
56	T					L	0
20	R					U	0
		U	L	T	R		
		0	17	1	0		

		519	313	135	0		
		R	T	L	U		
0	U	14th Street at Sadler Road				R	98
271	L					T	479
385	T					L	91
83	R					U	0
		U	L	T	R		
		0	145	261	49		

Year 2030 Background Traffic Volumes

GF 1.10

		25	499	15	0		
		R	T	L	U		
0	U	14th street at Lime street				R	11
37	L					T	47
55	T					L	146
54	R					U	0
		U	L	T	R		
		0	53	504	86		

		9	803	4	0		
		R	T	L	U		
0	U	14th street at Nectarine street				R	22
2	L					T	0
0	T					L	113
2	R					U	0
		U	L	T	R		
		0	2	697	31		

		4	12	7	0		
		R	T	L	U		
0	U	15th street at Nectarine street				R	4
8	L					T	121
32	T					L	10
3	R					U	0
		U	L	T	R		
		0	7	2	1		

			919				
		R	T	L	U		
	U	14th Street at North RO Only Project Access				R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				730			

			24				
		R	T	L	U		
	U	15th Street at Project Entrance				R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				10			

			919				
		R	T	L	U		
	U	14th Street at South Project Entrance				R	
	L					T	
	T					L	
	R					U	
		U	L	T	R		
				730			

				945			
				R	T	L	U
	U	14th Street North of Wind Jammer Lane				R	
	L					T	
	T					L	
	R					U	
				U	L	T	R
						684	

				34			
				R	T	L	U
	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R	
	L					T	
	T					L	
	R					U	
				U	L	T	R
						20	

				42	898	22	0
				R	T	L	U
0	U	14th Street at Park Avenue				R	14
79	L					T	30
37	T					L	63
116	R					U	0
				U	L	T	R
				0	105	636	54

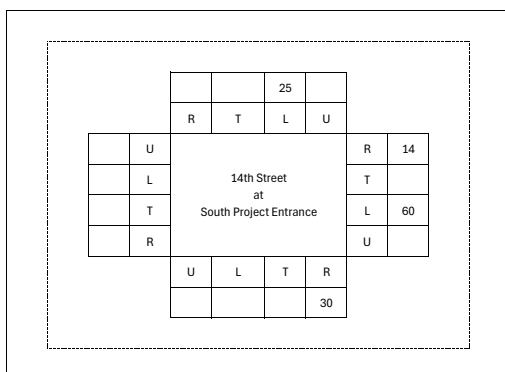
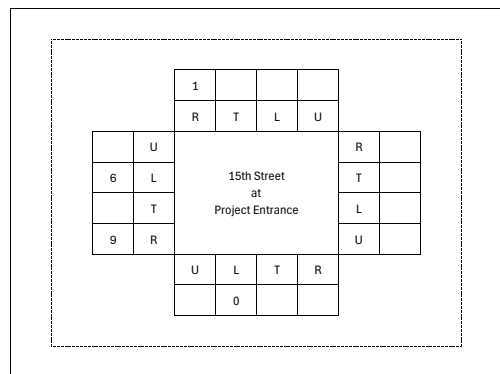
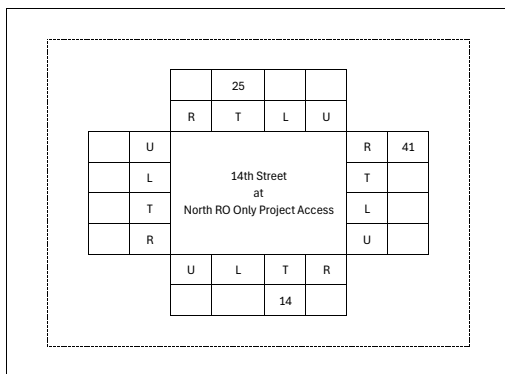
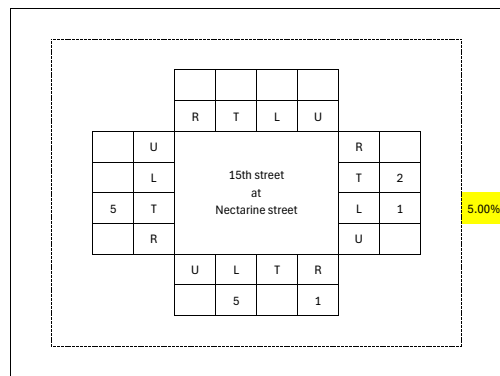
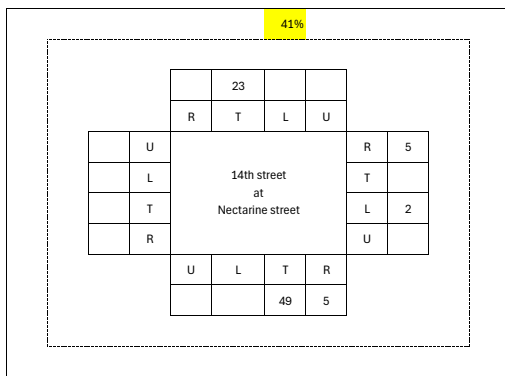
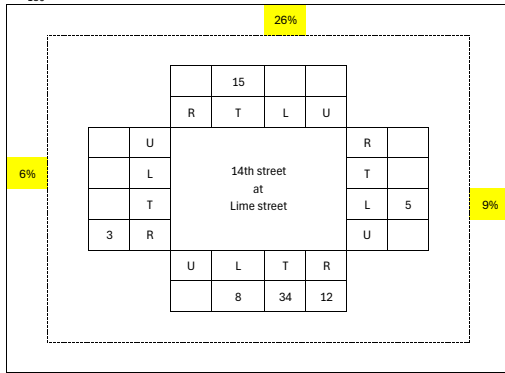
				28	2	2	0
				R	T	L	U
0	U	15th Street at Park Avenue				R	2
26	L					T	25
62	T					L	0
22	R					U	0
				U	L	T	R
				0	19	1	0

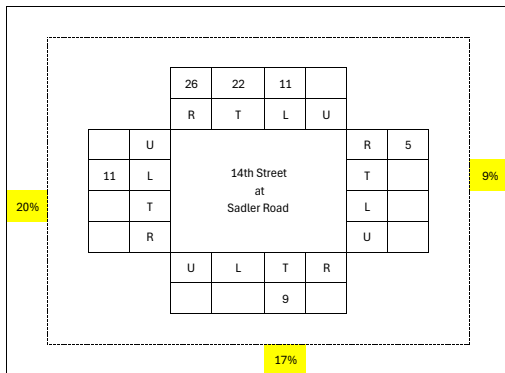
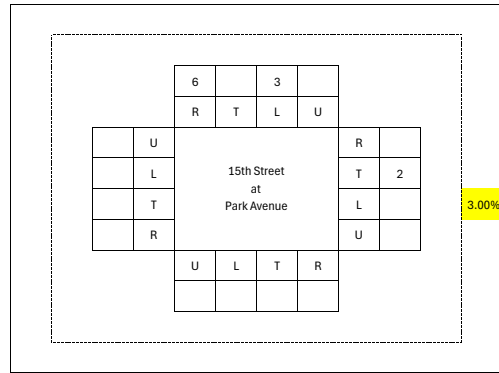
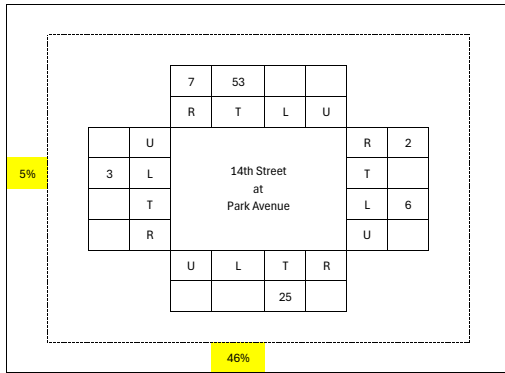
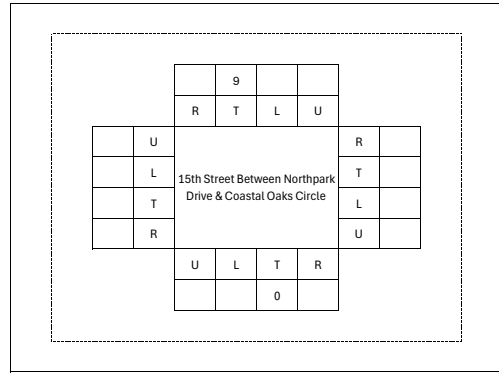
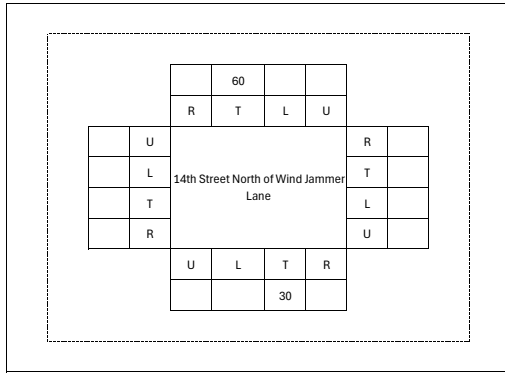
				571	344	149	0
				R	T	L	U
0	U	14th Street at Sadler Road				R	108
298	L					T	527
424	T					L	100
91	R					U	0
				U	L	T	R
				0	160	287	54

Medical Office Project Traffic Distribution & Assignment

Ent 56

Ext 130





Year 2030 Build-Out Traffic Volumes

		25	514	15	0		
		R	T	L	U		
0	U	14th street at Lime street				R	11
37	L					T	47
55	T					L	151
57	R					U	0
		U	L	T	R		
		0	61	538	98		

		9	826	4	0		
		R	T	L	U		
0	U	14th street at Nectarine street				R	27
2	L					T	0
0	T					L	115
2	R					U	0
		U	L	T	R		
		0	2	746	36		

		4	12	7	0		
		R	T	L	U		
0	U	15th street at Nectarine street				R	4
8	L					T	123
37	T					L	11
3	R					U	0
		U	L	T	R		
		0	12	2	2		

		0	944	0	0		
		R	T	L	U		
0	U	14th Street at North RO Only Project Access				R	41
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	744	0		

		1	24	0	0		
		R	T	L	U		
0	U	15th Street at Project Entrance				R	0
6	L					T	0
0	T					L	0
9	R					U	0
		U	L	T	R		
		0	0	10	0		

		0	919	25	0		
		R	T	L	U		
0	U	14th Street at South Project Entrance				R	14
0	L					T	0
0	T					L	60
0	R					U	0
		U	L	T	R		
		0	0	730	30		

		0	1005	0	0		
		R	T	L	U		
0	U	14th Street North of Wind Jammer Lane				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	714	0		

		0	43	0	0		
		R	T	L	U		
0	U	15th Street Between Northpark Drive & Coastal Oaks Circle				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	20	0		

		49	951	22	0		
		R	T	L	U		
0	U	14th Street at Park Avenue				R	16
82	L					T	30
37	T					L	69
116	R					U	0
		U	L	T	R		
		0	105	661	54		

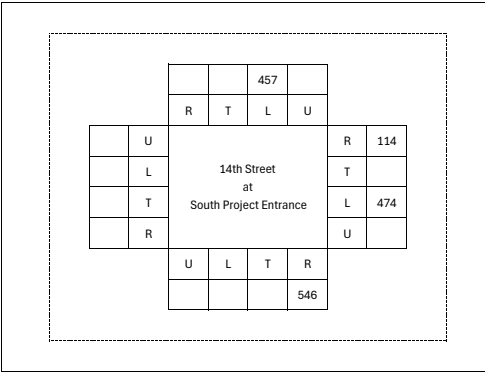
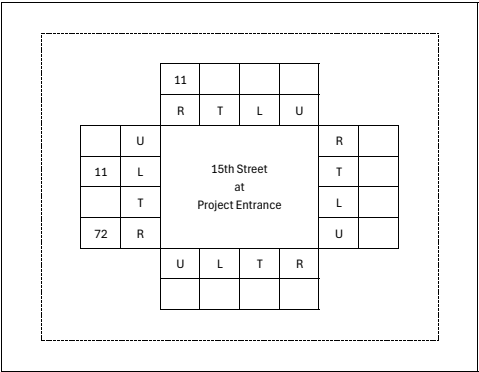
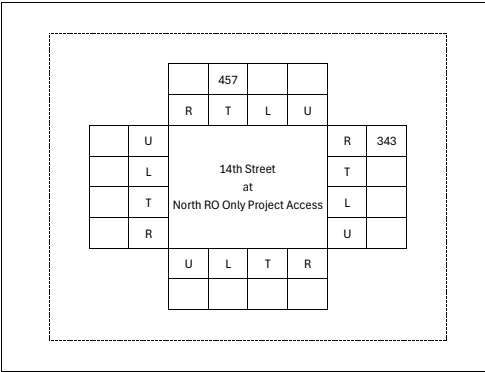
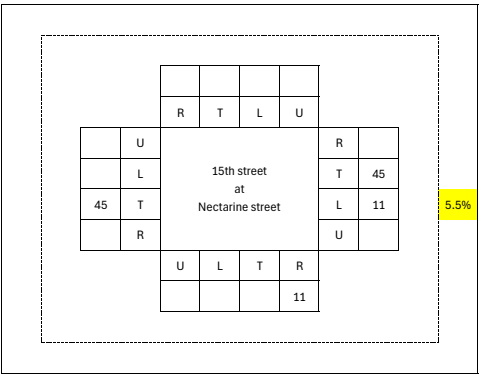
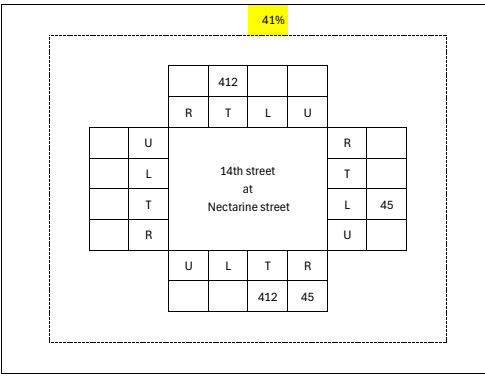
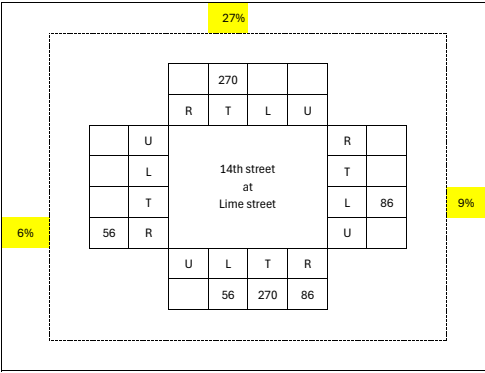
		34	2	5	0		
		R	T	L	U		
0	U	15th Street at Park Avenue				R	2
26	L					T	27
62	T					L	0
22	R					U	0
		U	L	T	R		
		0	19	1	0		

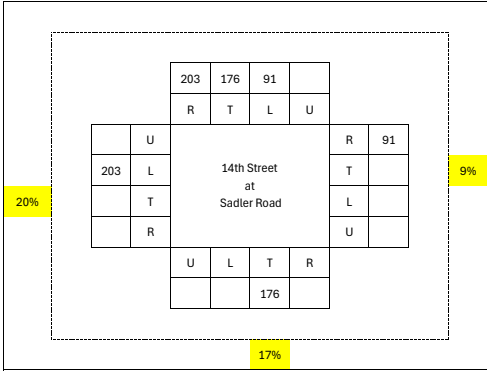
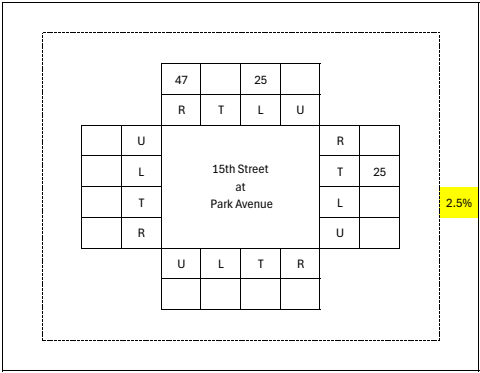
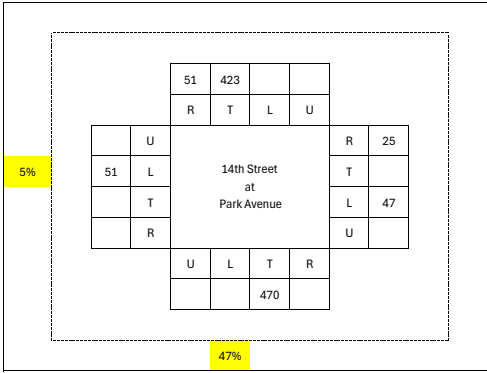
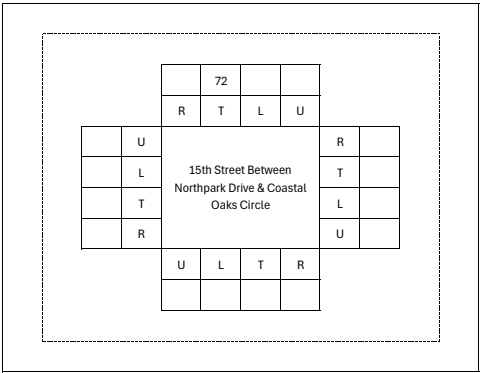
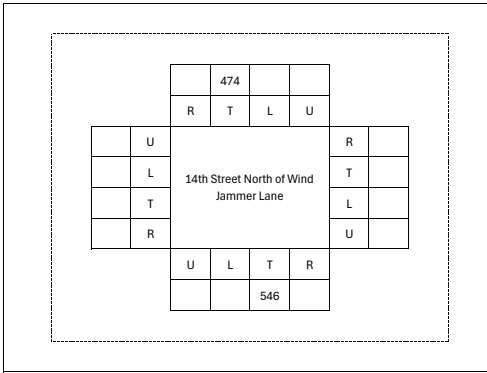
		597	366	160	0		
		R	T	L	U		
0	U	14th Street at Sadler Road				R	113
309	L					T	527
424	T					L	100
91	R					U	0
		U	L	T	R		
		0	160	296	54		

Medical Office Project Traffic Distribution & Assignment

Ent 1014

Exit 1014





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

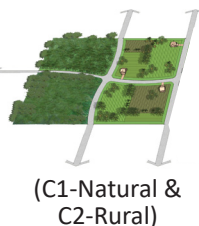
	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

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

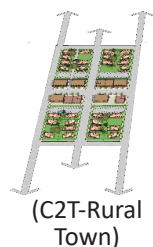
	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (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%

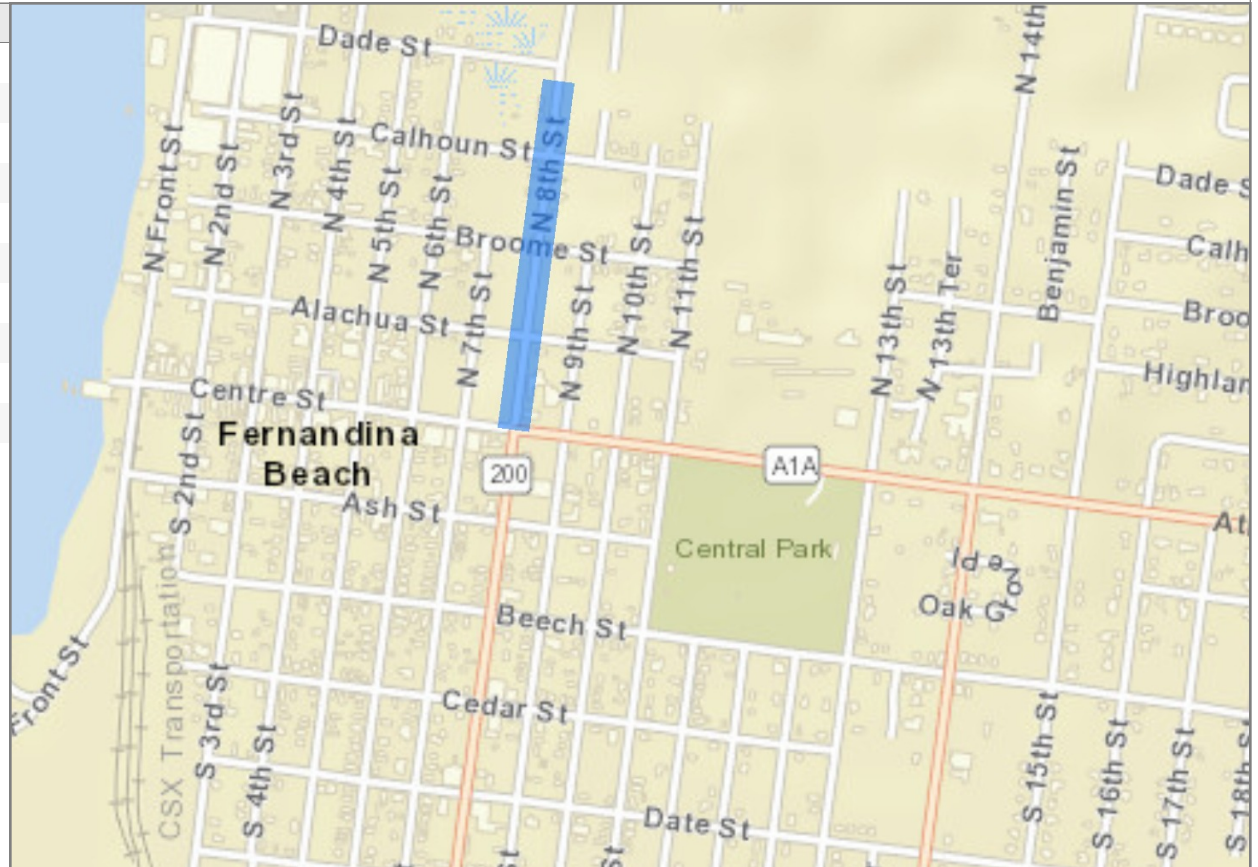
Signal Characteristics

	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>

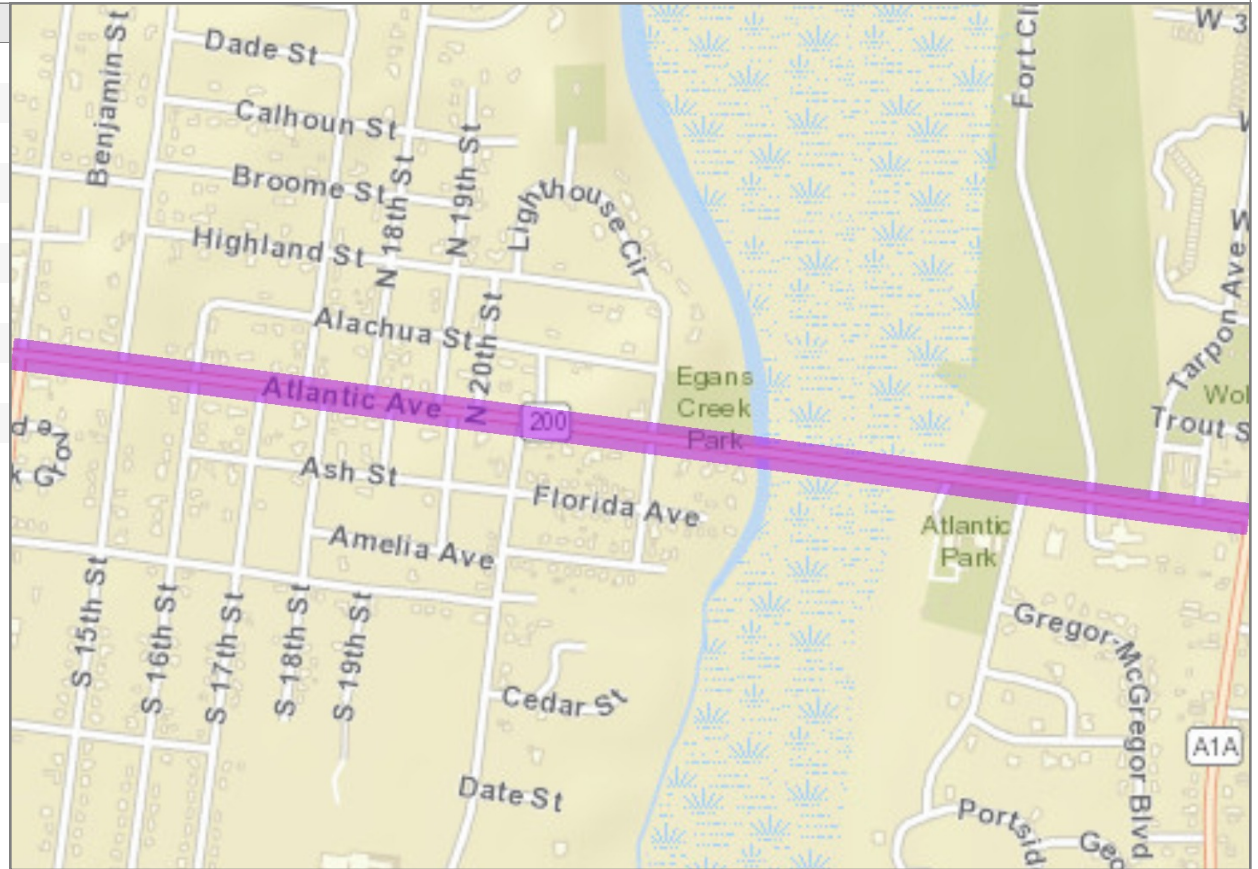
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	3,200	3,495	3,909	4,205	4,500
Peak Hour Volume	288	315	352	378	405
Peak Hour Max. Service Volume	2,020	2,020	2,020	2,020	2,020
Peak Hour LOS	C	C	C	C	C

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>

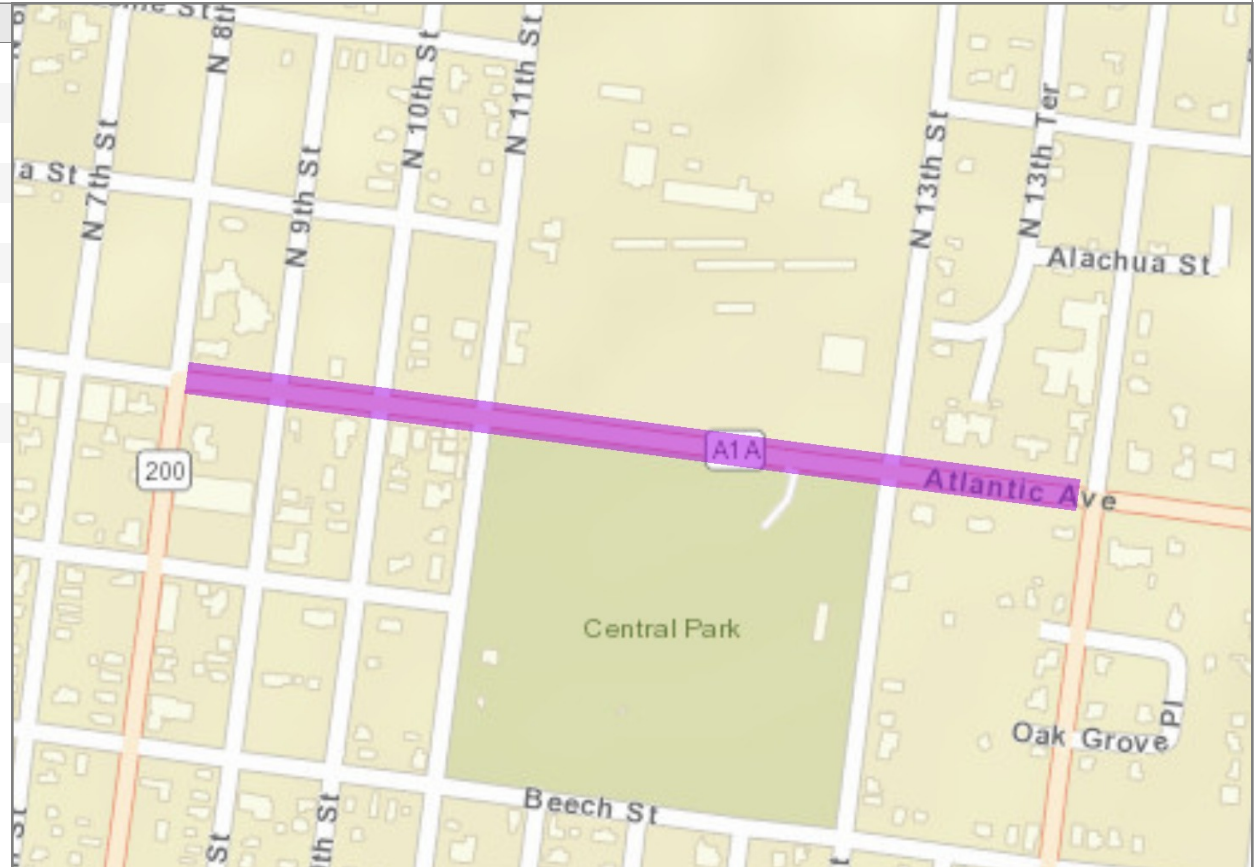
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	8,800	9,505	10,491	11,195	11,900
Peak Hour Volume	792	855	944	1,008	1,071
Peak Hour Max. Service Volume	1,580	1,580	1,580	1,580	1,580
Peak Hour LOS	D	D	D	D	D

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:

<http://maps.google.com/maps?q=30.663143504568,-81.4599596420834>

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:



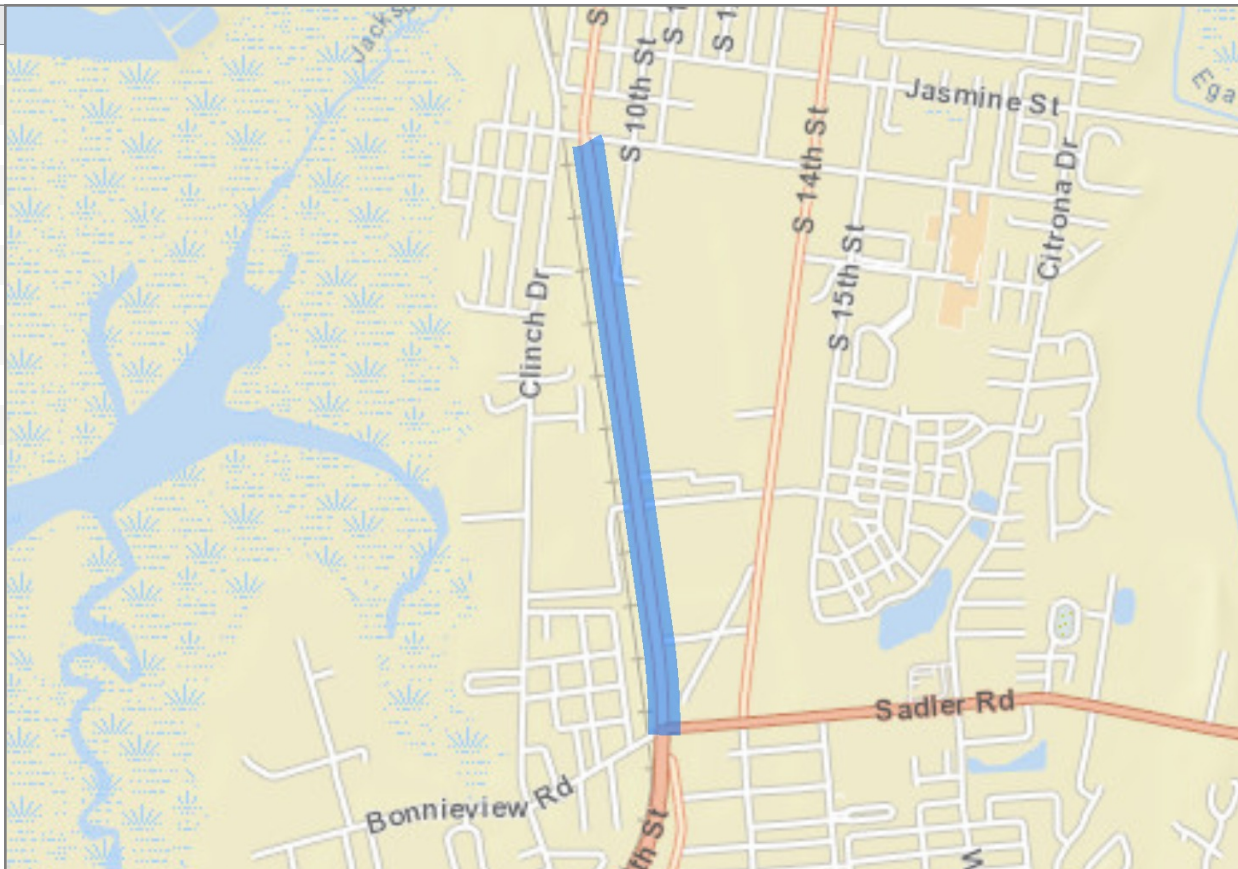
SR-200/A1A / 8th St, RCI MP 9.204-10.347, Nassau County

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
2023 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
----	-----		-----		-----	-----	-----	-----
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
2008	15700	C	E 7800		W 7900	10.08	59.26	7.50

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
2023 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
----	-----	-----	-----	-----	-----	-----
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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 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
----	-----		-----		-----	-----	-----	-----
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
2023 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
----	-----	-----	-----	-----	-----	-----
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	0	0	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
2023 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

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

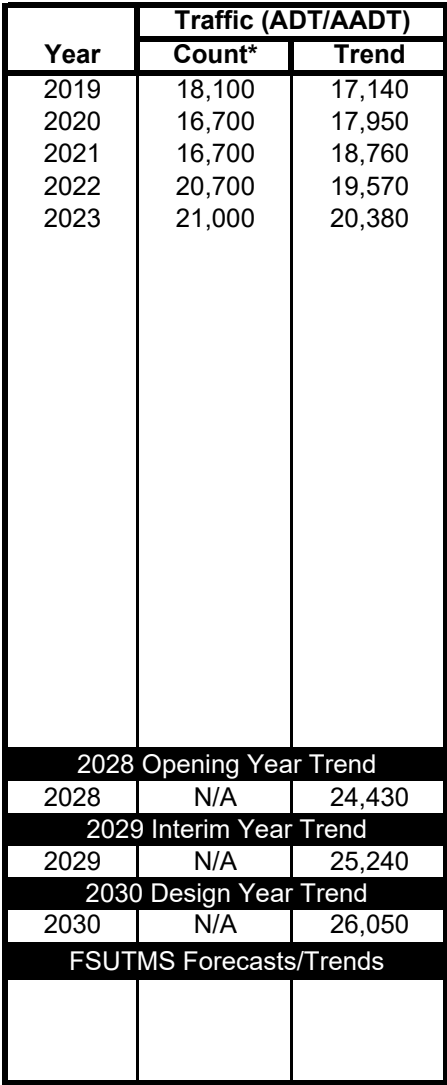
YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2023	7200 C		N	0	S	0	9.00	54.00	4.60
2022	6800 V			0		0	9.00	53.50	4.70
2021	6800 R			0		0	9.00	53.80	4.50
2020	6800 T			0		0	9.00	53.70	4.60
2019	6900 S			0		0	9.00	54.30	3.40
2018	6700 F			0		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

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

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



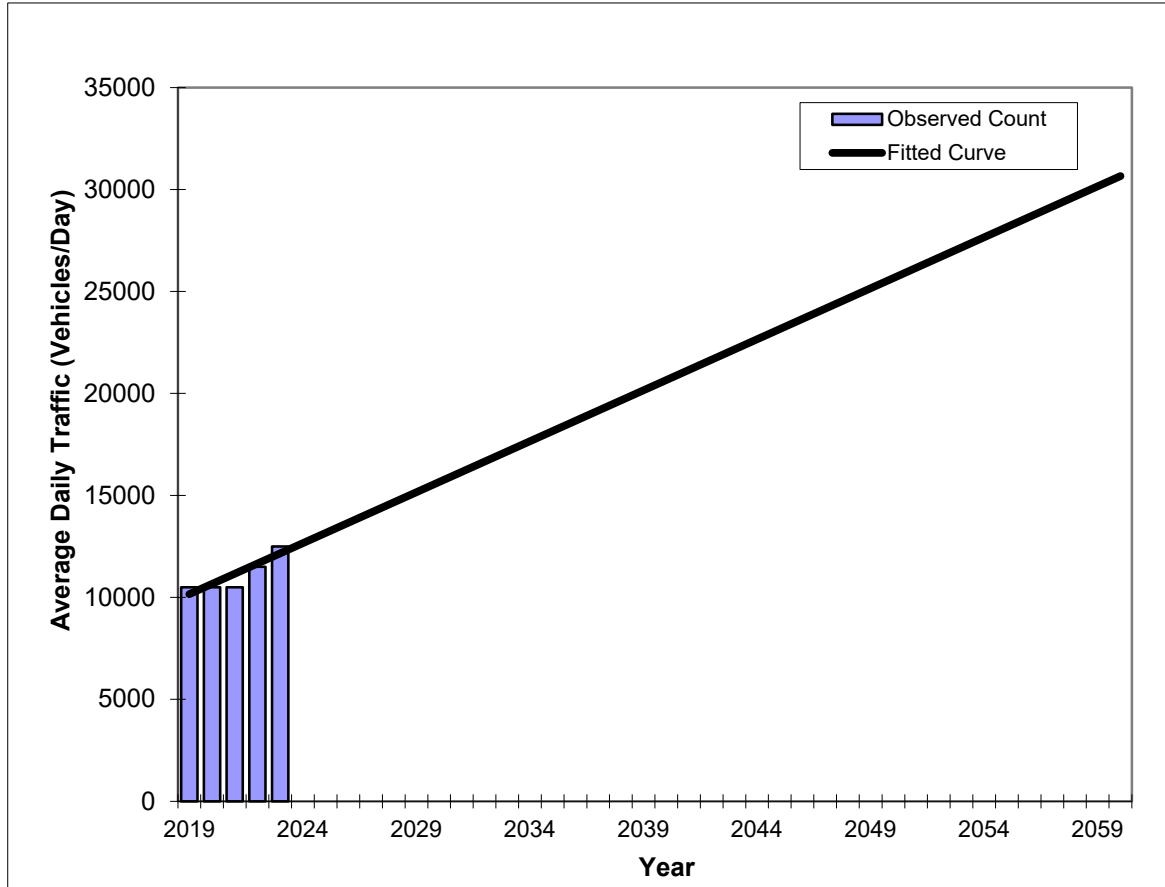
***Axle-Adjusted**

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		

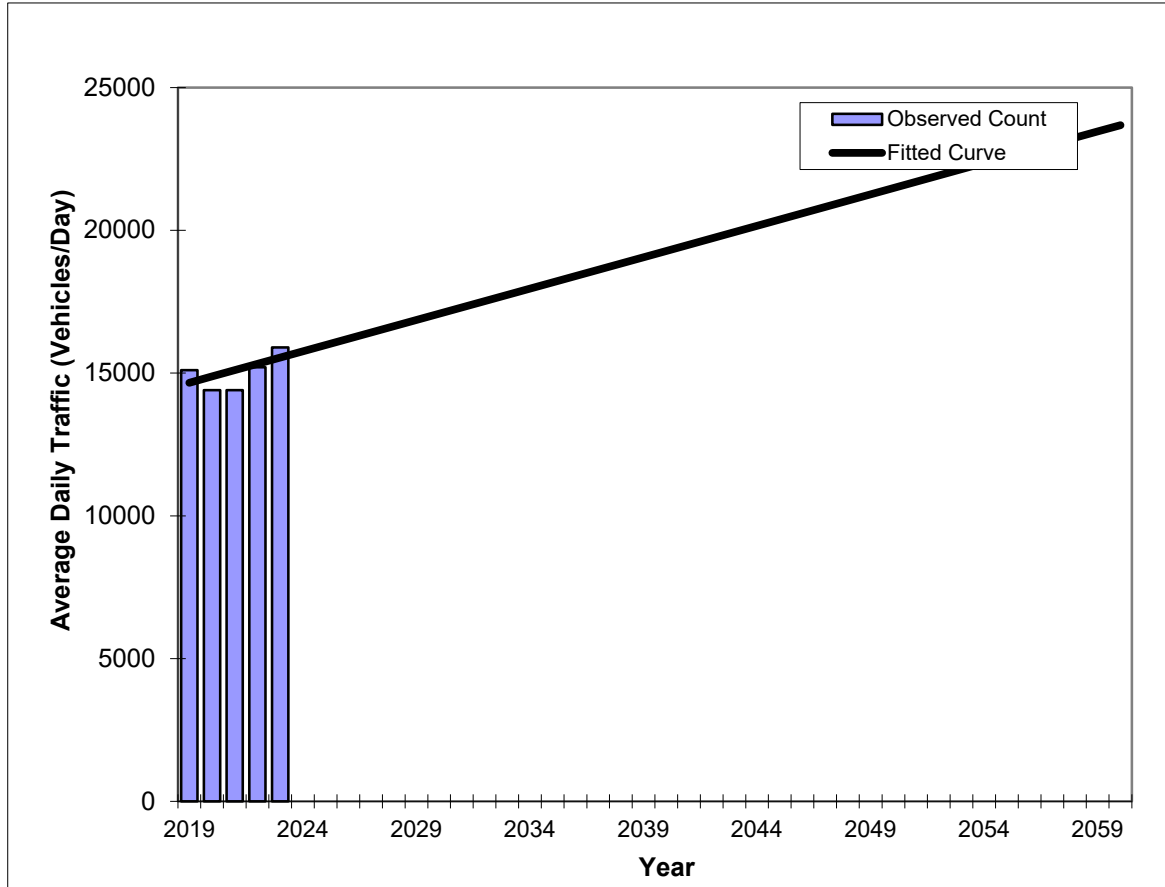
*Axle-Adjusted

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	

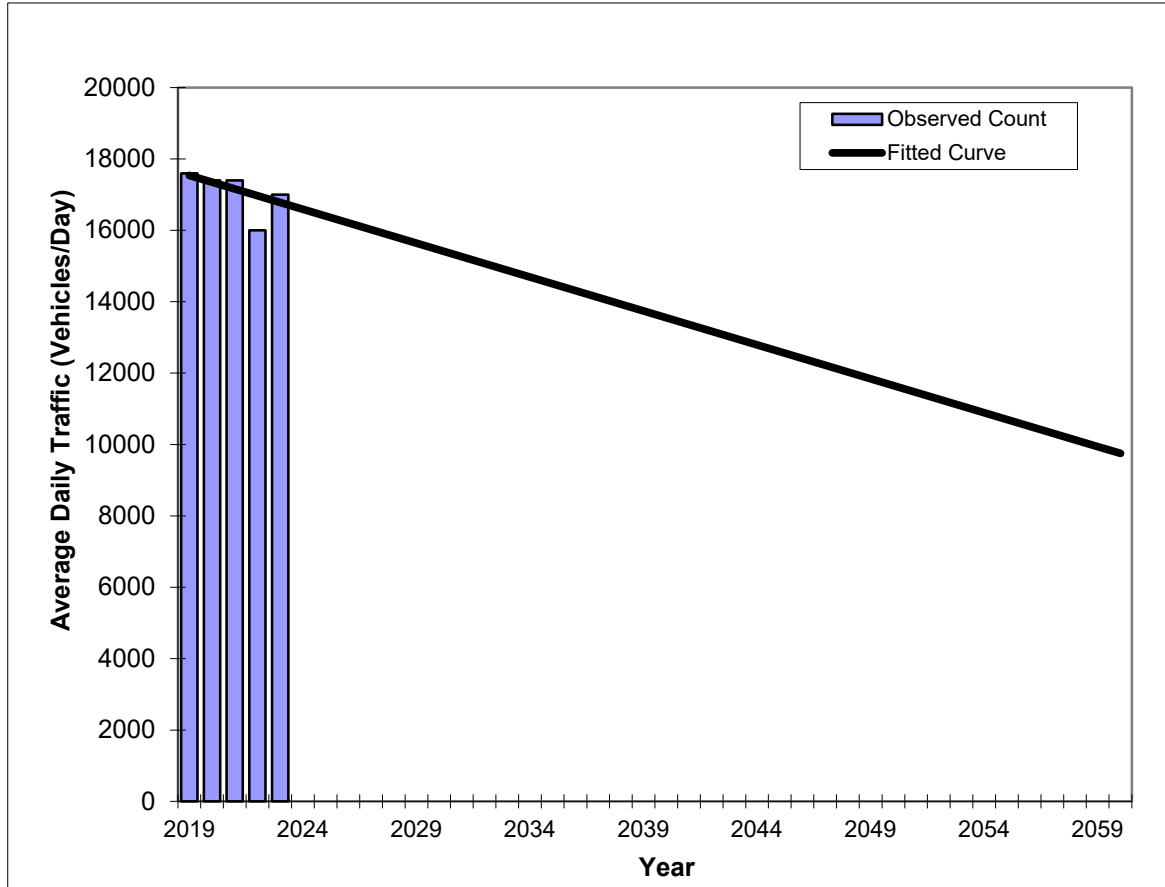
*Axle-Adjusted

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	

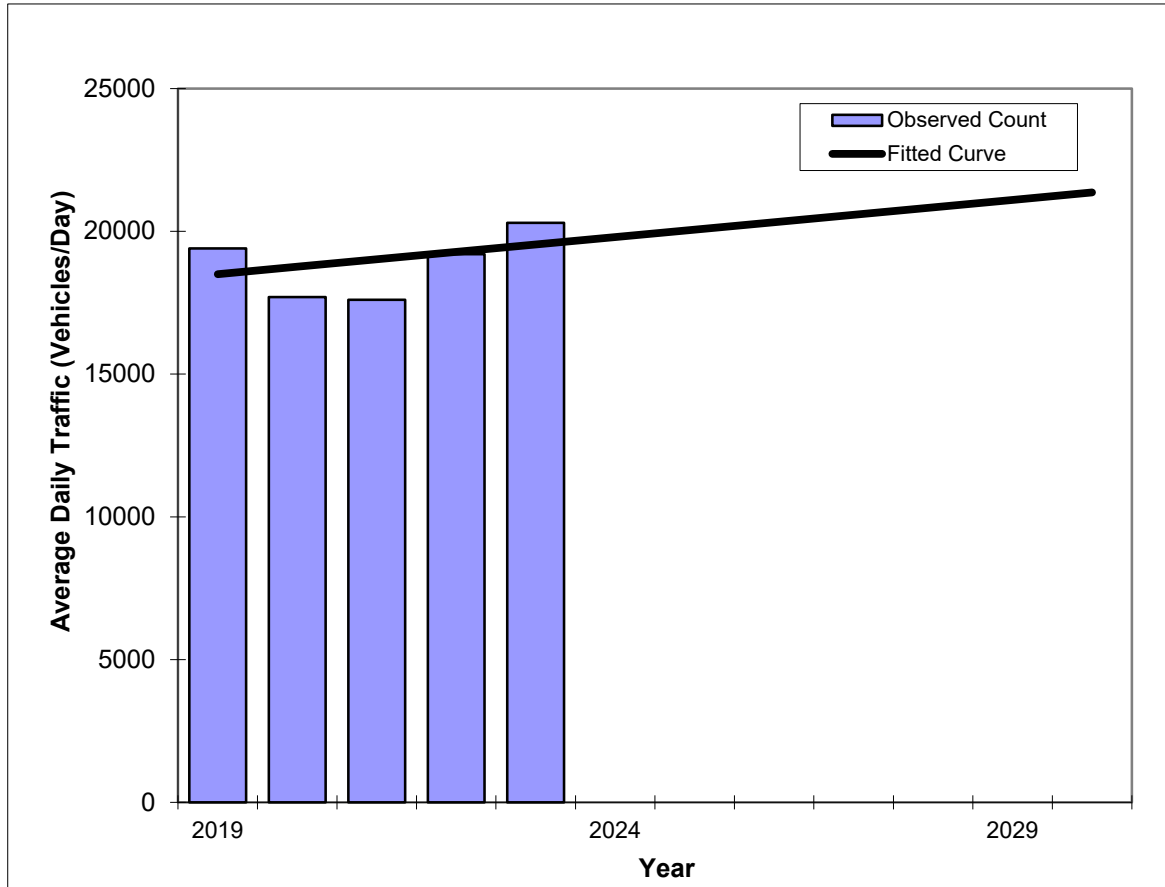
*Axle-Adjusted

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	

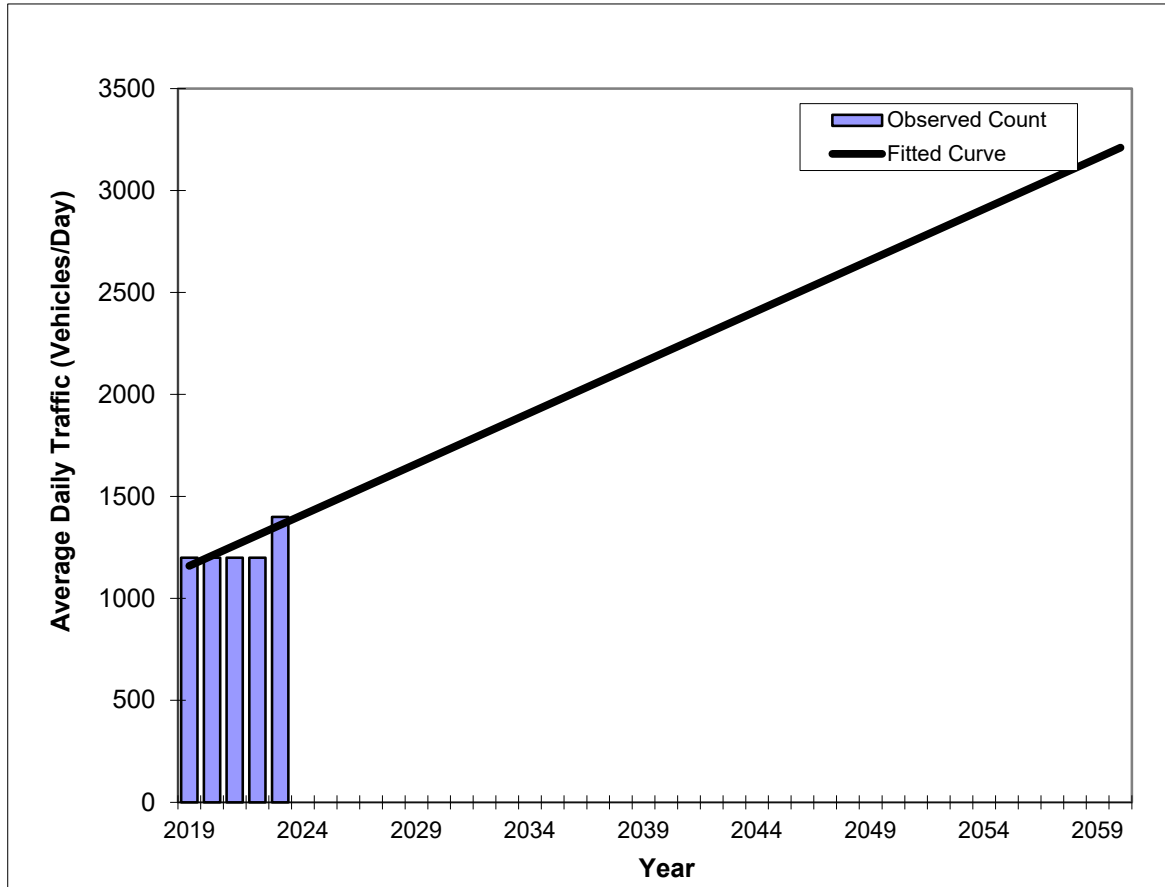
*Axle-Adjusted

Traffic Trends - V2023

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

FM #	
Location	1

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



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	

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		

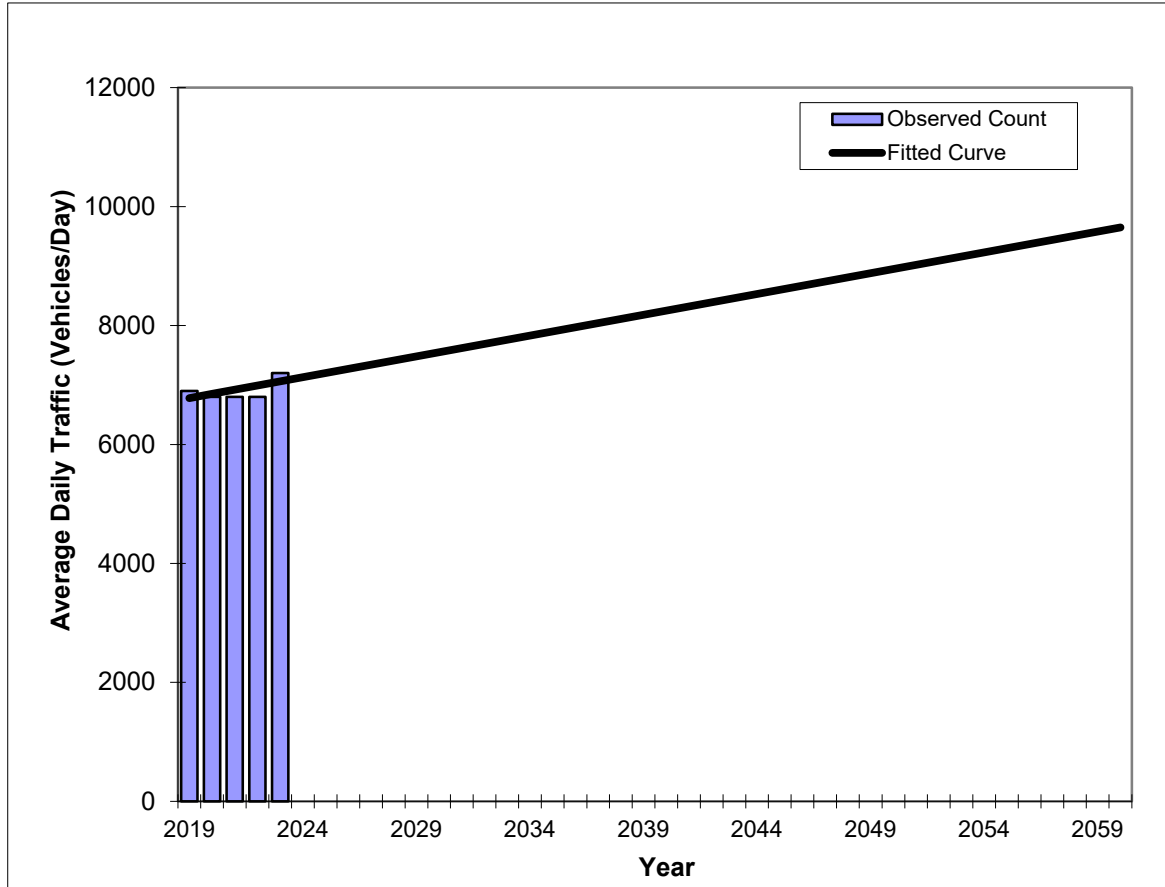
*Axle-Adjusted

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

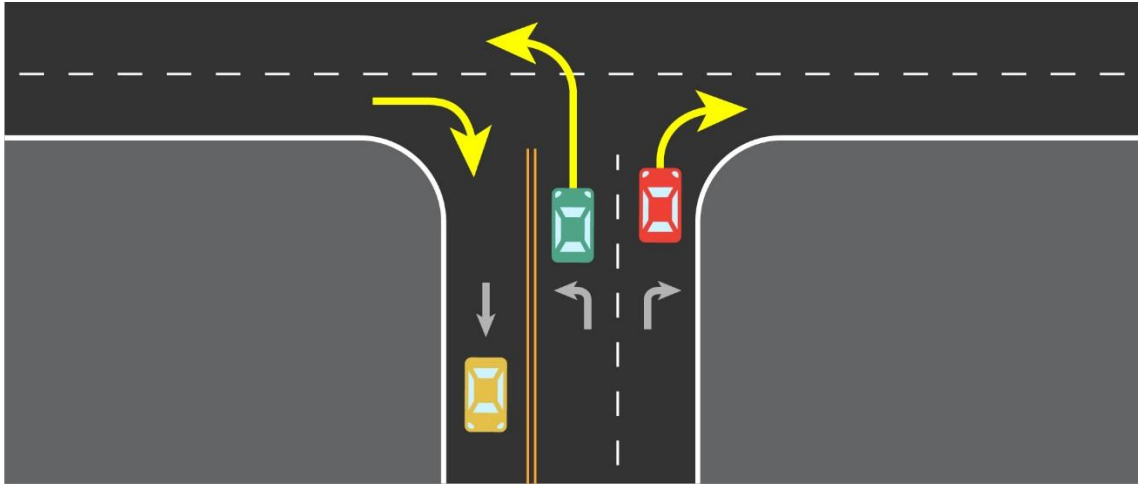
Separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher driveways with volumes of 600 vpd or more, or 60 vph or more) where both left turns and right turns are permitted to exit. Even a small number of left turns may cause a substantial delay to right turns 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	264	57	126	216	79	79	527	2149	89	428	2056	85
Arrive On Green	0.05	0.11	0.11	0.03	0.09	0.09	0.03	0.62	0.62	0.01	0.60	0.60
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	4.4	0.0	5.0	2.8	0.0	2.1	1.1	12.1	12.1	0.2	9.5	9.5
Cycle Q Clear(g_c), s	4.4	0.0	5.0	2.8	0.0	2.1	1.1	12.1	12.1	0.2	9.5	9.5
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	264	0	183	216	0	158	527	1098	1140	428	1050	1090
V/C Ratio(X)	0.31	0.00	0.44	0.24	0.00	0.23	0.09	0.36	0.36	0.02	0.29	0.30
Avail Cap(c_a), veh/h	681	0	647	291	0	317	617	1098	1140	557	1050	1090
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	0.34	0.34	0.34	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	45.7	43.4	0.0	46.5	8.4	10.3	10.3	9.1	10.9	10.9
Incr Delay (d2), s/veh	0.7	0.0	1.6	0.6	0.0	0.7	0.0	0.3	0.3	0.0	0.7	0.7
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	2.0	0.0	2.1	1.3	0.0	0.9	0.4	4.2	4.4	0.1	3.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.7	0.0	47.4	43.9	0.0	47.2	8.5	10.7	10.6	9.1	11.6	11.6
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	B	B
Approach Vol, veh/h	161				87				855			
Approach Delay, s/veh	45.0				45.3				10.5			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	74.3	10.4	18.2	9.6	71.8	12.6	15.9				
Change Period (Y+Rc), s	6.3	6.3	6.6	* 6	* 6.5	6.3	6.6	6.0				
Max Green Setting (Gmax), s	8.7	24.7	8.4	* 43	* 8.5	24.7	31.4	20.0				
Max Q Clear Time (g_c+l1), s	2.2	14.1	4.8	7.0	3.1	11.5	6.4	4.1				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.5	0.0	2.9	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay 15.8

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

15: South 14th Street & Lime Street

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)	36	53	49	94	13	19	15	521	125	19	458	12
Future Volume (veh/h)	36	53	49	94	13	19	15	521	125	19	458	12
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	1870	1870	1870	1811	1811	1811	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	47	69	64	142	20	29	18	620	149	22	526	14
Peak Hour Factor	0.77	0.77	0.77	0.66	0.66	0.66	0.84	0.84	0.84	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	6	6	6	1	1	1	2	2	2
Cap, veh/h	225	271	350	379	148	214	376	773	655	315	753	20
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.41	0.41	0.03	0.42	0.42
Sat Flow, veh/h	467	1227	1585	1217	668	969	1795	1885	1598	1781	1813	48
Grp Volume(v), veh/h	116	0	64	142	0	49	18	620	149	22	0	540
Grp Sat Flow(s),veh/h/ln	1693	0	1585	1217	0	1637	1795	1885	1598	1781	0	1862
Q Serve(g_s), s	0.0	0.0	1.4	4.6	0.0	1.0	0.2	12.0	2.5	0.3	0.0	9.9
Cycle Q Clear(g_c), s	2.1	0.0	1.4	6.7	0.0	1.0	0.2	12.0	2.5	0.3	0.0	9.9
Prop In Lane	0.41		1.00	1.00		0.59	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	496	0	350	379	0	362	376	773	655	315	0	773
V/C Ratio(X)	0.23	0.00	0.18	0.37	0.00	0.14	0.05	0.80	0.23	0.07	0.00	0.70
Avail Cap(c_a), veh/h	1072	0	914	812	0	944	586	1042	883	514	0	1029
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	0.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	13.2	16.2	0.0	13.0	7.8	10.8	8.0	8.3	0.0	10.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.6	0.0	0.2	0.1	3.3	0.2	0.1	0.0	1.4
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	0.8	0.0	0.4	1.1	0.0	0.3	0.1	4.1	0.6	0.1	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	13.4	16.9	0.0	13.2	7.9	14.1	8.2	8.4	0.0	11.4
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	B
Approach Vol, veh/h		180			191			787			562	
Approach Delay, s/veh		13.6			15.9			12.8			11.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	22.1		14.2	5.1	22.3		14.2				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	23.0		24.0	6.0	23.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	14.0		4.1	2.2	11.9		8.7				
Green Ext Time (p_c), s	0.0	3.0		0.8	0.0	2.4		0.6				
Intersection Summary												
HCM 6th Ctrl Delay				12.7								
HCM 6th LOS				B								

HCM 6th Signalized Intersection Summary

18: South 14th Street & Sadler Road

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)	453	481	61	83	311	93	126	348	43	84	240	275
Future Volume (veh/h)	453	481	61	83	311	93	126	348	43	84	240	275
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	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	503	534	68	97	362	108	143	395	49	101	289	331
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	588	1357	172	363	700	206	274	428	53	180	456	745
Arrive On Green	0.23	0.43	0.43	0.05	0.26	0.26	0.08	0.26	0.26	0.06	0.24	0.24
Sat Flow, veh/h	1781	3172	403	1795	2728	803	1781	1632	202	1781	1870	1585
Grp Volume(v), veh/h	503	298	304	97	236	234	143	0	444	101	289	331
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1795	1791	1741	1781	0	1834	1781	1870	1585
Q Serve(g_s), s	25.7	15.0	15.1	5.1	14.7	15.0	7.7	0.0	30.6	5.5	18.0	18.2
Cycle Q Clear(g_c), s	25.7	15.0	15.1	5.1	14.7	15.0	7.7	0.0	30.6	5.5	18.0	18.2
Prop In Lane	1.00		0.22	1.00		0.46	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	588	760	769	363	459	446	274	0	481	180	456	745
V/C Ratio(X)	0.86	0.39	0.39	0.27	0.51	0.52	0.52	0.00	0.92	0.56	0.63	0.44
Avail Cap(c_a), veh/h	720	760	769	445	459	446	308	0	481	192	456	745
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	25.3	25.6	25.6	32.7	41.4	41.5	34.3	0.0	46.7	37.2	43.9	23.1
Incr Delay (d2), s/veh	8.8	1.5	1.5	0.5	4.1	4.4	1.8	0.0	25.7	3.6	6.4	1.9
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	12.0	6.6	6.7	2.3	7.0	7.0	3.5	0.0	17.4	2.5	8.9	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.1	27.1	27.1	33.1	45.5	45.9	36.1	0.0	72.4	40.8	50.3	24.9
LnGrp LOS	C	C	C	C	D	D	D	A	E	D	D	C
Approach Vol, veh/h		1105			567			587			721	
Approach Delay, s/veh		30.3			43.5			63.6			37.3	
Approach LOS		C			D			E			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	41.0	13.1	61.7	16.6	38.6	35.4	39.4				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	8.1	34.1	12.9	48.9	12.2	30.1	39.0	22.9				
Max Q Clear Time (g_c+l1), s	7.5	32.6	7.1	17.1	9.7	20.2	27.7	17.0				
Green Ext Time (p_c), s	0.0	0.5	0.1	4.7	0.1	2.8	1.7	1.8				

Intersection Summary

HCM 6th Ctrl Delay 41.1

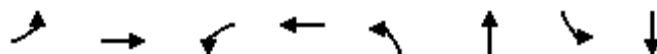
HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

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

Year 2025 Existing Conditions
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	0.32	0.36	0.26	0.20	0.09	0.33	0.02	0.29
Control Delay	37.3	23.1	38.0	31.4	8.0	10.2	8.0	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	23.1	38.0	31.4	8.0	10.2	8.0	13.9
Queue Length 50th (ft)	46	16	29	12	11	123	2	127
Queue Length 95th (ft)	85	61	55	40	27	234	8	176
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	677	208	334	556	2443	516	2161
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	0.16	0.12	0.25	0.11	0.09	0.33	0.02	0.29
Intersection Summary								

Queues
15: South 14th Street & Lime Street

Year 2025 Existing Conditions

Timing Plan: AM Peak

	→	↘	↙	←	↖	↑	↗	↘	↓
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	116	64	142	49	18	620	149	22	540
v/c Ratio	0.31	0.14	0.49	0.12	0.03	0.56	0.15	0.04	0.49
Control Delay	17.3	3.0	21.9	9.6	5.5	13.9	2.9	5.6	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	3.0	21.9	9.6	5.5	13.9	2.9	5.6	12.2
Queue Length 50th (ft)	24	0	30	4	2	91	0	2	75
Queue Length 95th (ft)	57	8	59	17	9	#335	25	11	#273
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	884	931	685	929	571	1130	1020	509	1116
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.07	0.21	0.05	0.03	0.55	0.15	0.04	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
18: South 14th Street & Sadler Road

Year 2025 Existing Conditions

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	503	602	97	470	143	444	101	289	331
v/c Ratio	0.86	0.43	0.32	0.61	0.46	0.92	0.57	0.65	0.35
Control Delay	39.4	29.0	23.2	48.3	32.5	70.9	40.5	53.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	29.0	23.2	48.3	32.5	70.9	40.5	53.0	8.7
Queue Length 50th (ft)	280	186	40	184	81	362	56	223	70
Queue Length 95th (ft)	424	248	67	237	128	#540	89	293	104
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	638	1405	352	776	324	485	180	443	998
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.43	0.28	0.61	0.44	0.92	0.56	0.65	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	0.77	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	30	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

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 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	279	48	148	182	133	65	388	1971	167	468	1965	91
Arrive On Green	0.05	0.12	0.12	0.05	0.11	0.11	0.04	0.59	0.59	0.02	0.56	0.56
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	2.7	2.7	10.9	10.9	0.6	16.9	16.9
Cycle Q Clear(g_c), s	4.3	0.0	9.9	3.8	0.0	2.7	2.7	10.9	10.9	0.6	16.9	16.9
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	279	0	196	182	0	198	388	1056	1081	468	1009	1046
V/C Ratio(X)	0.29	0.00	0.79	0.38	0.00	0.25	0.28	0.33	0.33	0.05	0.46	0.46
Avail Cap(c_a), veh/h	699	0	655	236	0	326	452	1056	1081	579	1009	1046
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	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.3	0.0	47.3	41.1	0.0	44.8	10.7	11.5	11.5	10.1	14.2	14.2
Incr Delay (d2), s/veh	0.6	0.0	7.0	1.3	0.0	0.6	0.2	0.5	0.5	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	1.9	0.0	4.5	1.7	0.0	1.3	1.0	4.0	4.1	0.2	6.6	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.9	0.0	54.3	42.4	0.0	45.4	10.9	12.0	12.0	10.1	15.7	15.6
LnGrp LOS	D	A	D	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h	235				119				811			
Approach Delay, s/veh	49.7				43.7				11.9			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.3	71.2	11.7	18.9	11.1	68.3	12.5	18.1				
Change Period (Y+Rc), s	6.3	6.3	6.6	* 6	* 6.5	6.3	6.6	6.0				
Max Green Setting (Gmax), s	8.7	24.7	8.4	* 43	* 8.5	24.7	31.4	20.0				
Max Q Clear Time (g_c+I1), s	2.6	12.9	5.8	11.9	4.7	18.9	6.3	4.7				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.1	2.7	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay 19.5

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

15: South 14th Street & Lime Street

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)	34	50	49	133	43	10	48	458	78	14	454	23
Future Volume (veh/h)	34	50	49	133	43	10	48	458	78	14	454	23
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	1870	1900	1900	1900	1900	1885	1856	1900	1900	1900
Adj Flow Rate, veh/h	39	57	56	156	51	12	53	509	87	16	504	26
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	3	0	0	0
Cap, veh/h	140	164	212	311	199	47	604	1196	997	601	1077	56
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	0.63	0.63	0.02	0.60	0.60
Sat Flow, veh/h	483	1225	1585	1368	1487	350	1810	1885	1572	1810	1791	92
Grp Volume(v), veh/h	96	0	56	156	0	63	53	509	87	16	0	530
Grp Sat Flow(s),veh/h/ln	1708	0	1585	1368	0	1837	1810	1885	1572	1810	0	1883
Q Serve(g_s), s	0.8	0.0	2.1	3.1	0.0	2.1	0.7	9.1	1.4	0.2	0.0	10.5
Cycle Q Clear(g_c), s	3.2	0.0	2.1	6.3	0.0	2.1	0.7	9.1	1.4	0.2	0.0	10.5
Prop In Lane	0.41		1.00	1.00		0.19	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	304	0	212	311	0	246	604	1196	997	601	0	1132
V/C Ratio(X)	0.32	0.00	0.26	0.50	0.00	0.26	0.09	0.43	0.09	0.03	0.00	0.47
Avail Cap(c_a), veh/h	671	0	568	618	0	658	664	1196	997	721	0	1132
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	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	26.1	27.7	0.0	26.0	4.9	6.1	4.7	5.1	0.0	7.4
Incr Delay (d2), s/veh	0.6	0.0	0.7	1.2	0.0	0.5	0.1	1.1	0.2	0.0	0.0	1.4
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	1.4	0.0	0.8	2.4	0.0	0.9	0.2	3.0	0.4	0.1	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	26.7	28.9	0.0	26.6	4.9	7.2	4.9	5.1	0.0	8.8
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		152			219			649			546	
Approach Delay, s/veh		26.9			28.2			6.7			8.7	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	47.5		14.0	7.8	45.3		14.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	23.0		24.0	6.0	23.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	11.1		5.2	2.7	12.5		8.3				
Green Ext Time (p_c), s	0.0	2.7		0.6	0.0	2.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

18: South 14th Street & Sadler Road

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)	271	385	83	91	479	98	145	261	49	135	313	519
Future Volume (veh/h)	271	385	83	91	479	98	145	261	49	135	313	519
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	1885	1900	1885	1811	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	311	443	95	107	564	115	161	290	54	150	348	577
Peak Hour Factor	0.87	0.87	0.87	0.85	0.85	0.85	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	0	1	6	1	0	1	0	0	0	0	0
Cap, veh/h	353	909	194	319	654	133	409	563	105	406	680	577
Arrive On Green	0.15	0.31	0.31	0.06	0.22	0.22	0.07	0.36	0.36	0.07	0.36	0.36
Sat Flow, veh/h	1795	2961	630	1725	2965	603	1795	1558	290	1810	1900	1610
Grp Volume(v), veh/h	311	269	269	107	340	339	161	0	344	150	348	577
Grp Sat Flow(s),veh/h/ln	1795	1805	1787	1725	1791	1777	1795	0	1848	1810	1900	1610
Q Serve(g_s), s	16.7	15.8	16.0	6.2	23.7	23.9	7.3	0.0	19.0	6.7	18.7	46.6
Cycle Q Clear(g_c), s	16.7	15.8	16.0	6.2	23.7	23.9	7.3	0.0	19.0	6.7	18.7	46.6
Prop In Lane	1.00		0.35	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	353	554	549	319	395	392	409	0	668	406	680	577
V/C Ratio(X)	0.88	0.48	0.49	0.34	0.86	0.87	0.39	0.00	0.51	0.37	0.51	1.00
Avail Cap(c_a), veh/h	470	582	576	447	439	436	461	0	668	465	680	577
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	33.0	36.7	36.7	35.7	48.8	48.8	24.7	0.0	32.5	24.9	32.8	41.7
Incr Delay (d2), s/veh	14.7	0.8	0.8	0.7	15.6	16.3	0.7	0.0	2.8	0.6	2.4	35.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	7.1	7.1	2.7	12.3	12.4	3.2	0.0	9.0	2.9	8.8	23.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.7	37.5	37.6	36.4	64.4	65.1	25.5	0.0	35.4	25.5	35.2	76.9
LnGrp LOS	D	D	D	D	E	E	C	A	D	C	D	F
Approach Vol, veh/h	849				786				505			
Approach Delay, s/veh	41.2				60.9				32.2			
Approach LOS	D				E				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	53.9	14.3	46.0	16.2	53.5	25.6	34.8				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	13.1	31.1	17.9	41.9	13.2	31.1	28.0	31.9				
Max Q Clear Time (g_c+I1), s	8.7	21.0	8.2	18.0	9.3	48.6	18.7	25.9				
Green Ext Time (p_c), s	0.2	1.7	0.2	4.1	0.2	0.0	0.8	2.8				

Intersection Summary

HCM 6th Ctrl Delay 49.6

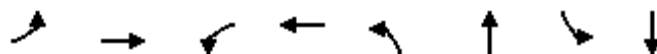
HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

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

Year 2025 Existing Conditions
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	0.31	0.54	0.34	0.27	0.29	0.32	0.04	0.49
Control Delay	36.9	21.4	38.4	38.4	9.7	11.9	8.2	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	21.4	38.4	38.4	9.7	11.9	8.2	18.1
Queue Length 50th (ft)	46	25	40	22	26	102	5	220
Queue Length 95th (ft)	84	87	68	52	51	198	15	312
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	731	208	341	378	2216	538	1928
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	0.16	0.21	0.34	0.14	0.28	0.32	0.04	0.49
Intersection Summary								

Queues
15: South 14th Street & Lime Street

Year 2025 Existing Conditions

Timing Plan: PM Peak

	→	↘	↙	←	↖	↑	↗	↘	↓
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	96	56	156	63	53	509	87	16	530
v/c Ratio	0.31	0.15	0.60	0.17	0.09	0.40	0.08	0.02	0.46
Control Delay	23.9	2.4	33.3	18.1	5.4	9.7	2.6	5.4	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.9	2.4	33.3	18.1	5.4	9.7	2.6	5.4	13.4
Queue Length 50th (ft)	34	0	59	17	6	84	0	2	139
Queue Length 95th (ft)	61	9	95	38	21	261	20	9	283
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	578	629	472	668	572	1269	1089	641	1151
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.09	0.33	0.09	0.09	0.40	0.08	0.02	0.46
Intersection Summary									

Queues
18: South 14th Street & Sadler Road

Year 2025 Existing Conditions

Timing Plan: PM Peak

									
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	311	538	107	679	161	344	150	348	577
v/c Ratio	0.78	0.45	0.33	0.82	0.47	0.63	0.43	0.64	0.73
Control Delay	43.3	33.0	23.1	55.0	29.5	47.5	28.8	48.5	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	33.0	23.1	55.0	29.5	47.5	28.8	48.5	16.5
Queue Length 50th (ft)	179	169	47	273	88	263	81	272	97
Queue Length 95th (ft)	267	215	75	324	143	#390	133	#393	262
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	444	1236	423	874	362	543	367	548	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.44	0.25	0.78	0.44	0.63	0.41	0.64	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

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	EBLn1WBLn1	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				

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	88	27	60	51	18	18	52	852	35	9	632	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	4	0	0	0	0	2	0	0	3	0
Cap, veh/h	272	59	131	216	79	79	511	2131	88	391	2038	84
Arrive On Green	0.06	0.12	0.12	0.03	0.09	0.09	0.03	0.61	0.61	0.01	0.59	0.59
Sat Flow, veh/h	1810	512	1138	1810	872	872	1810	3479	143	1810	3451	142
Grp Volume(v), veh/h	88	0	87	51	0	36	52	435	452	9	323	335
Grp Sat Flow(s),veh/h/ln	1810	0	1651	1810	0	1743	1810	1777	1845	1810	1763	1830
Q Serve(g_s), s	4.8	0.0	5.4	2.8	0.0	2.1	1.2	13.8	13.8	0.2	10.1	10.1
Cycle Q Clear(g_c), s	4.8	0.0	5.4	2.8	0.0	2.1	1.2	13.8	13.8	0.2	10.1	10.1
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	272	0	190	216	0	158	511	1088	1130	391	1041	1081
V/C Ratio(X)	0.32	0.00	0.46	0.24	0.00	0.23	0.10	0.40	0.40	0.02	0.31	0.31
Avail Cap(c_a), veh/h	681	0	647	291	0	317	598	1088	1130	518	1041	1081
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	0.24	0.24	0.24	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	45.5	43.4	0.0	46.5	8.7	10.9	10.9	9.5	11.3	11.3
Incr Delay (d2), s/veh	0.7	0.0	1.7	0.6	0.0	0.7	0.0	0.3	0.3	0.0	0.8	0.7
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	2.3	1.3	0.0	0.9	0.4	4.8	5.0	0.1	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.5	0.0	47.2	43.9	0.0	47.2	8.7	11.2	11.2	9.5	12.1	12.0
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	B	B
Approach Vol, veh/h		175			87			939			667	
Approach Delay, s/veh		44.8			45.3			11.1			12.0	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	73.7	10.4	18.7	9.7	71.3	13.1	16.0				
Change Period (Y+Rc), s	6.3	6.3	6.6	* 6	* 6.5	6.3	6.6	6.0				
Max Green Setting (Gmax), s	8.7	24.7	8.4	* 43	* 8.5	24.7	31.4	20.0				
Max Q Clear Time (g_c+I1), s	2.2	15.8	4.8	7.4	3.2	12.1	6.8	4.1				
Green Ext Time (p_c), s	0.0	3.4	0.0	0.5	0.0	2.9	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay 16.2

HCM 6th LOS B

Notes

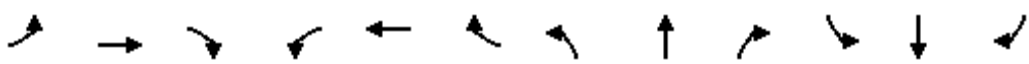
User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 15: South 14th Street & Lime Street

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)	40	58	54	103	14	21	17	573	138	21	504	13
Future Volume (veh/h)	40	58	54	103	14	21	17	573	138	21	504	13
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	1870	1870	1870	1811	1811	1811	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	43	63	59	112	15	23	18	623	150	23	548	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	6	6	6	1	1	1	2	2	2
Cap, veh/h	213	242	303	358	123	189	384	790	670	336	773	20
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.42	0.42	0.03	0.43	0.43
Sat Flow, veh/h	441	1268	1585	1229	645	988	1795	1885	1598	1781	1816	46
Grp Volume(v), veh/h	106	0	59	112	0	38	18	623	150	23	0	562
Grp Sat Flow(s),veh/h/ln	1709	0	1585	1229	0	1633	1795	1885	1598	1781	0	1862
Q Serve(g_s), s	0.0	0.0	1.2	3.4	0.0	0.8	0.2	11.3	2.4	0.3	0.0	9.8
Cycle Q Clear(g_c), s	1.9	0.0	1.2	5.3	0.0	0.8	0.2	11.3	2.4	0.3	0.0	9.8
Prop In Lane	0.41		1.00	1.00		0.61	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	455	0	303	358	0	312	384	790	670	336	0	793
V/C Ratio(X)	0.23	0.00	0.19	0.31	0.00	0.12	0.05	0.79	0.22	0.07	0.00	0.71
Avail Cap(c_a), veh/h	1137	0	967	873	0	996	609	1102	934	547	0	1088
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	0.00	1.00
Uniform Delay (d), s/veh	13.6	0.0	13.4	15.9	0.0	13.2	7.3	9.9	7.3	7.6	0.0	9.3
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.5	0.0	0.2	0.0	2.6	0.2	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.8	0.0	0.2	0.1	3.6	0.6	0.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.9	0.0	13.7	16.4	0.0	13.4	7.3	12.5	7.5	7.7	0.0	10.6
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	B
Approach Vol, veh/h		165			150			791			585	
Approach Delay, s/veh		13.8			15.6			11.5			10.5	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	21.5		12.5	5.1	21.8		12.5				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	23.0		24.0	6.0	23.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	13.3		3.9	2.2	11.8		7.3				
Green Ext Time (p_c), s	0.0	3.2		0.7	0.0	2.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			11.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary 18: South 14th Street & Sadler Road

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)	498	529	67	91	342	102	139	383	47	92	264	303
Future Volume (veh/h)	498	529	67	91	342	102	139	383	47	92	264	303
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	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	575	73	99	372	111	151	416	51	100	287	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	598	1351	171	342	644	190	278	429	53	164	449	381
Arrive On Green	0.25	0.43	0.43	0.06	0.24	0.24	0.08	0.26	0.26	0.06	0.24	0.24
Sat Flow, veh/h	1781	3173	402	1795	2728	804	1781	1634	200	1781	1870	1585
Grp Volume(v), veh/h	541	321	327	99	243	240	151	0	467	100	287	329
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1795	1791	1741	1781	0	1834	1781	1870	1585
Q Serve(g_s), s	28.5	16.5	16.6	5.4	15.6	15.9	8.2	0.0	32.8	5.4	17.9	25.9
Cycle Q Clear(g_c), s	28.5	16.5	16.6	5.4	15.6	15.9	8.2	0.0	32.8	5.4	17.9	25.9
Prop In Lane	1.00		0.22	1.00		0.46	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	598	757	766	342	423	411	278	0	481	164	449	381
V/C Ratio(X)	0.90	0.42	0.43	0.29	0.57	0.59	0.54	0.00	0.97	0.61	0.64	0.86
Avail Cap(c_a), veh/h	693	757	766	420	423	411	305	0	481	176	449	381
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	26.2	26.2	26.2	34.5	43.9	44.0	34.5	0.0	47.5	37.8	44.3	47.4
Incr Delay (d2), s/veh	14.4	1.7	1.7	0.6	5.6	6.0	2.0	0.0	34.3	5.7	6.6	21.4
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	14.0	7.3	7.4	2.4	7.5	7.5	3.7	0.0	19.5	2.6	8.9	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.6	27.9	27.9	35.0	49.5	50.0	36.4	0.0	81.8	43.5	50.9	68.8
LnGrp LOS	D	C	C	D	D	D	D	A	F	D	D	E
Approach Vol, veh/h	1189			582			618			716		
Approach Delay, s/veh	33.7			47.2			70.7			58.1		
Approach LOS	C			D			E			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	41.0	13.4	61.5	17.0	38.1	38.1	36.8				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	8.1	34.1	12.9	48.9	12.2	30.1	39.0	22.9				
Max Q Clear Time (g_c+I1), s	7.4	34.8	7.4	18.6	10.2	27.9	30.5	17.9				
Green Ext Time (p_c), s	0.0	0.0	0.1	5.1	0.1	0.9	1.6	1.6				

Intersection Summary

HCM 6th Ctrl Delay 49.2

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary 18: South 14th Street & Sadler Road

Year 2030 Background Conditions (Improved)

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	498	529	67	91	342	102	139	383	47	92	264	303
Future Volume (veh/h)	498	529	67	91	342	102	139	383	47	92	264	303
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	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	541	575	73	99	372	111	151	416	51	100	287	329
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	580	1278	162	322	567	167	298	479	59	187	494	819
Arrive On Green	0.25	0.40	0.40	0.06	0.21	0.21	0.08	0.29	0.29	0.05	0.26	0.26
Sat Flow, veh/h	1781	3173	402	1795	2728	804	1781	1634	200	1781	1870	1585
Grp Volume(v), veh/h	541	321	327	99	243	240	151	0	467	100	287	329
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1795	1791	1741	1781	0	1834	1781	1870	1585
Q Serve(g_s), s	29.7	17.1	17.2	5.6	16.1	16.5	7.9	0.0	31.4	5.3	17.3	16.5
Cycle Q Clear(g_c), s	29.7	17.1	17.2	5.6	16.1	16.5	7.9	0.0	31.4	5.3	17.3	16.5
Prop In Lane	1.00		0.22	1.00		0.46	1.00		0.11	1.00		1.00
Lane Grp Cap(c), veh/h	580	716	724	322	372	362	298	0	538	187	494	819
V/C Ratio(X)	0.93	0.45	0.45	0.31	0.65	0.66	0.51	0.00	0.87	0.54	0.58	0.40
Avail Cap(c_a), veh/h	636	716	724	370	372	362	328	0	538	187	494	819
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	28.1	28.3	28.3	37.2	47.2	47.3	32.3	0.0	43.6	36.0	41.6	19.2
Incr Delay (d2), s/veh	20.2	2.0	2.0	0.6	8.6	9.3	1.6	0.0	17.2	3.3	4.7	1.4
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	15.5	7.6	7.8	2.5	8.0	8.0	3.6	0.0	16.7	2.5	8.7	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	30.3	30.4	37.8	55.7	56.6	33.9	0.0	60.7	39.3	46.4	20.6
LnGrp LOS	D	C	C	D	E	E	C	A	E	D	D	C
Approach Vol, veh/h	1189			582			618			716		
Approach Delay, s/veh	38.5			53.0			54.2			33.5		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	45.0	13.5	58.5	16.8	41.2	38.9	33.1				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	6.1	38.1	10.9	48.9	12.2	32.1	37.0	22.9				
Max Q Clear Time (g_c+I1), s	7.3	33.4	7.6	19.2	9.9	19.3	31.7	18.5				
Green Ext Time (p_c), s	0.0	1.4	0.1	5.1	0.1	3.4	1.2	1.4				

Intersection Summary

HCM 6th Ctrl Delay 43.2

HCM 6th LOS D

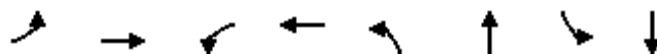
Notes

User approved pedestrian interval to be less than phase max green.

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

Year 2030 Background Conditions

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	87	51	36	52	887	9	658
v/c Ratio	0.33	0.37	0.27	0.20	0.10	0.36	0.02	0.31
Control Delay	37.4	22.4	37.9	31.4	8.2	10.8	8.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	22.4	37.9	31.4	8.2	10.8	8.2	14.3
Queue Length 50th (ft)	50	18	28	12	12	141	2	135
Queue Length 95th (ft)	90	64	58	44	29	266	9	195
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	680	205	334	539	2435	474	2149
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	0.17	0.13	0.25	0.11	0.10	0.36	0.02	0.31
Intersection Summary								

Queues

15: South 14th Street & Lime Street

Year 2030 Background Conditions

Timing Plan: AM Peak

									
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	59	112	38	18	623	150	23	562
v/c Ratio	0.30	0.14	0.41	0.10	0.03	0.55	0.15	0.04	0.50
Control Delay	17.7	2.7	20.6	10.1	5.0	13.0	2.7	5.1	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	2.7	20.6	10.1	5.0	13.0	2.7	5.1	11.8
Queue Length 50th (ft)	21	0	23	3	2	85	0	2	73
Queue Length 95th (ft)	64	12	70	23	9	#357	28	10	#310
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	900	941	701	935	569	1148	1034	520	1133
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.06	0.16	0.04	0.03	0.54	0.15	0.04	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

18: South 14th Street & Sadler Road

Year 2030 Background Conditions

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	541	648	99	483	151	467	100	287	329
v/c Ratio	0.92	0.46	0.35	0.68	0.48	0.96	0.60	0.65	0.53
Control Delay	48.9	29.7	24.3	51.8	33.1	79.3	43.6	53.0	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	29.7	24.3	51.8	33.1	79.3	43.6	53.0	7.5
Queue Length 50th (ft)	339	204	41	195	86	387	55	221	0
Queue Length 95th (ft)	#541	270	72	259	138	#607	#98	323	78
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	624	1402	330	713	324	486	167	441	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.46	0.30	0.68	0.47	0.96	0.60	0.65	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Year 2030 Background Conditions (Improved)

18: South 14th Street & Sadler Road

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	541	648	99	483	151	467	100	287	329
v/c Ratio	0.94	0.48	0.36	0.72	0.45	0.86	0.58	0.61	0.34
Control Delay	56.4	31.0	25.5	54.3	30.8	60.4	41.6	49.6	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	31.0	25.5	54.3	30.8	60.4	41.6	49.6	8.8
Queue Length 50th (ft)	359	211	42	195	83	370	54	217	74
Queue Length 95th (ft)	#578	272	74	259	134	#556	94	316	131
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	589	1355	293	669	345	540	173	471	990
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.48	0.34	0.72	0.44	0.86	0.58	0.61	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	7.1
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	2	18	6	2	2	4	26
Future Vol, veh/h	4	25	14	2	32	2	18	6	2	2	4	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	27	15	2	35	2	20	7	2	2	4	28
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	7.1	7.2	7.3	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	9%	6%	6%
Vol Thru, %	23%	58%	89%	12%
Vol Right, %	8%	33%	6%	81%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	43	36	32
LT Vol	18	4	2	2
Through Vol	6	25	32	4
RT Vol	2	14	2	26
Lane Flow Rate	28	47	39	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.05	0.044	0.035
Departure Headway (Hd)	4.169	3.862	4.023	3.596
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	925	889	991
Service Time	2.206	1.893	2.053	1.636
HCM Lane V/C Ratio	0.033	0.051	0.044	0.035
HCM Control Delay	7.3	7.1	7.2	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

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

Year 2030 Background Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1											
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	0	0	0	2	1	0	3	0
Mvmt Flow	1	0	13	46	1	18	7	685	151	15	653	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1045	1538	332	1132	1468	418	663	0	0	836	0	0
Stage 1	688	688	-	775	775	-	-	-	-	-	-	-
Stage 2	357	850	-	357	693	-	-	-	-	-	-	-
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	186	117	670	154	129	589	935	-	-	807	-	-
Stage 1	407	450	-	350	411	-	-	-	-	-	-	-
Stage 2	639	380	-	625	448	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	114	670	148	126	589	935	-	-	807	-	-
Mov Cap-2 Maneuver	296	233	-	261	249	-	-	-	-	-	-	-
Stage 1	404	441	-	348	408	-	-	-	-	-	-	-
Stage 2	613	377	-	601	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	19.7	0.1	0.2
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	935	-	-	611	310	807	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.21	0.019	-
HCM Control Delay (s)	8.9	-	-	11	19.7	9.5	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0.1	-

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	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	6	0	0	17	0	0	50	0
Mvmt Flow	1	159	3	3	39	4	8	8	4	4	2	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	162	0	0	215	212	161	216	211	41
Stage 1	-	-	-	-	-	-	163	163	-	47	47	-
Stage 2	-	-	-	-	-	-	52	49	-	169	164	-
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	1579	-	-	1429	-	-	746	660	889	745	610	1036
Stage 1	-	-	-	-	-	-	844	736	-	972	770	-
Stage 2	-	-	-	-	-	-	966	825	-	838	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1579	-	-	1429	-	-	737	658	889	733	608	1036
Mov Cap-2 Maneuver	-	-	-	-	-	-	737	658	-	733	608	-
Stage 1	-	-	-	-	-	-	843	735	-	971	768	-
Stage 2	-	-	-	-	-	-	954	823	-	824	679	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.5			10.1			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	731	1579	-	-	1429	-	-	839				
HCM Lane V/C Ratio	0.027	0.001	-	-	0.002	-	-	0.017				
HCM Control Delay (s)	10.1	7.3	0	-	7.5	0	-	9.4				
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	86	40	126	68	33	15	114	691	59	24	976	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	0	1	0
Cap, veh/h	290	50	158	180	139	63	360	1946	166	442	1934	91
Arrive On Green	0.06	0.12	0.12	0.05	0.11	0.11	0.04	0.58	0.58	0.02	0.56	0.56
Sat Flow, veh/h	1810	403	1269	1795	1237	562	1810	3340	285	1810	3482	164
Grp Volume(v), veh/h	86	0	166	68	0	48	114	370	380	24	502	520
Grp Sat Flow(s),veh/h/ln	1810	0	1672	1795	0	1799	1810	1791	1834	1810	1791	1856
Q Serve(g_s), s	4.6	0.0	10.6	3.6	0.0	2.7	3.0	12.0	12.0	0.6	19.0	19.0
Cycle Q Clear(g_c), s	4.6	0.0	10.6	3.6	0.0	2.7	3.0	12.0	12.0	0.6	19.0	19.0
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	290	0	208	180	0	202	360	1044	1069	442	995	1031
V/C Ratio(X)	0.30	0.00	0.80	0.38	0.00	0.24	0.32	0.35	0.36	0.05	0.50	0.50
Avail Cap(c_a), veh/h	703	0	655	236	0	327	420	1044	1069	551	995	1031
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	0.59	0.59	0.59	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	46.8	41.0	0.0	44.5	11.5	12.1	12.1	10.5	15.1	15.1
Incr Delay (d2), s/veh	0.6	0.0	6.9	1.3	0.0	0.6	0.3	0.6	0.5	0.1	1.8	1.8
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	4.8	1.7	0.0	1.2	1.1	4.5	4.6	0.2	7.5	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	0.0	53.8	42.3	0.0	45.1	11.8	12.6	12.6	10.5	16.9	16.9
LnGrp LOS	D	A	D	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h	252				116				864			
Approach Delay, s/veh	49.2				43.5				12.5			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	70.4	11.6	19.7	11.4	67.4	12.9	18.4				
Change Period (Y+Rc), s	6.3	6.3	6.6	* 6	* 6.5	6.3	6.6	6.0				
Max Green Setting (Gmax), s	8.7	24.7	8.4	* 43	* 8.5	24.7	31.4	20.0				
Max Q Clear Time (g_c+I1), s	2.6	14.0	5.6	12.6	5.0	21.0	6.6	4.7				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.1	2.0	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

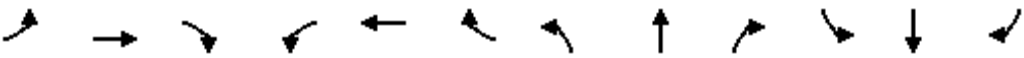
User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 15: South 14th Street & Lime Street

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)	37	55	54	146	47	11	53	504	86	15	499	25
Future Volume (veh/h)	37	55	54	146	47	11	53	504	86	15	499	25
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	1870	1900	1900	1900	1900	1885	1856	1900	1900	1900
Adj Flow Rate, veh/h	40	60	59	159	51	12	58	548	93	16	542	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	3	0	0	0
Cap, veh/h	140	167	215	314	201	47	576	1193	995	570	1071	53
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	0.63	0.63	0.02	0.60	0.60
Sat Flow, veh/h	479	1231	1585	1364	1487	350	1810	1885	1572	1810	1795	89
Grp Volume(v), veh/h	100	0	59	159	0	63	58	548	93	16	0	569
Grp Sat Flow(s),veh/h/ln	1710	0	1585	1364	0	1837	1810	1885	1572	1810	0	1884
Q Serve(g_s), s	0.9	0.0	2.2	3.1	0.0	2.1	0.8	10.1	1.5	0.2	0.0	11.7
Cycle Q Clear(g_c), s	3.3	0.0	2.2	6.4	0.0	2.1	0.8	10.1	1.5	0.2	0.0	11.7
Prop In Lane	0.40		1.00	1.00		0.19	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	307	0	215	314	0	249	576	1193	995	570	0	1124
V/C Ratio(X)	0.33	0.00	0.28	0.51	0.00	0.25	0.10	0.46	0.09	0.03	0.00	0.51
Avail Cap(c_a), veh/h	672	0	568	618	0	658	631	1193	995	690	0	1124
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	0.00	1.00
Uniform Delay (d), s/veh	26.5	0.0	26.0	27.6	0.0	25.9	5.1	6.4	4.8	5.3	0.0	7.8
Incr Delay (d2), s/veh	0.6	0.0	0.7	1.3	0.0	0.5	0.1	1.3	0.2	0.0	0.0	1.6
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	1.4	0.0	0.8	2.4	0.0	0.9	0.2	3.3	0.4	0.1	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.1	0.0	26.7	28.9	0.0	26.5	5.2	7.7	5.0	5.4	0.0	9.4
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	A
Approach Vol, veh/h		159			222			699			585	
Approach Delay, s/veh		26.9			28.2			7.1			9.3	
Approach LOS		C			C			A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	47.4		14.1	8.0	45.0		14.1				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	23.0		24.0	6.0	23.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	12.1		5.3	2.8	13.7		8.4				
Green Ext Time (p_c), s	0.0	2.8		0.6	0.0	2.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

18: South 14th Street & Sadler Road

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)	298	424	91	100	527	108	160	287	54	149	344	571
Future Volume (veh/h)	298	424	91	100	527	108	160	287	54	149	344	571
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	1885	1900	1885	1811	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	461	99	109	573	117	174	312	59	162	374	621
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	1	6	1	0	1	0	0	0	0	0
Cap, veh/h	362	928	198	318	660	134	384	542	103	379	656	556
Arrive On Green	0.16	0.31	0.31	0.06	0.22	0.22	0.08	0.35	0.35	0.07	0.35	0.35
Sat Flow, veh/h	1795	2960	631	1725	2964	603	1795	1553	294	1810	1900	1610
Grp Volume(v), veh/h	324	280	280	109	346	344	174	0	371	162	374	621
Grp Sat Flow(s),veh/h/ln	1795	1805	1786	1725	1791	1777	1795	0	1847	1810	1900	1610
Q Serve(g_s), s	17.4	16.4	16.6	6.3	24.2	24.3	8.0	0.0	21.3	7.4	20.9	44.9
Cycle Q Clear(g_c), s	17.4	16.4	16.6	6.3	24.2	24.3	8.0	0.0	21.3	7.4	20.9	44.9
Prop In Lane	1.00		0.35	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	362	566	560	318	399	396	384	0	645	379	656	556
V/C Ratio(X)	0.90	0.49	0.50	0.34	0.87	0.87	0.45	0.00	0.58	0.43	0.57	1.12
Avail Cap(c_a), veh/h	469	582	576	446	439	436	425	0	645	428	656	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	32.7	36.3	36.3	35.4	48.7	48.7	25.9	0.0	34.5	26.1	34.7	42.6
Incr Delay (d2), s/veh	17.1	0.8	0.8	0.8	16.3	16.9	1.0	0.0	3.7	0.8	3.0	72.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	7.4	7.4	2.7	12.6	12.6	3.6	0.0	10.2	3.2	9.9	28.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.7	37.1	37.2	36.2	65.0	65.7	27.0	0.0	38.2	26.9	37.7	114.6
LnGrp LOS	D	D	D	D	E	E	C	A	D	C	D	F
Approach Vol, veh/h	884			799			545			1157		
Approach Delay, s/veh	41.7			61.3			34.6			77.5		
Approach LOS	D			E			C			E		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	52.3	14.4	46.9	17.0	51.8	26.2	35.1				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	13.1	31.1	17.9	41.9	13.2	31.1	28.0	31.9				
Max Q Clear Time (g_c+I1), s	9.4	23.3	8.3	18.6	10.0	46.9	19.4	26.3				
Green Ext Time (p_c), s	0.2	1.6	0.2	4.2	0.2	0.0	0.8	2.6				

Intersection Summary

HCM 6th Ctrl Delay 57.4

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

18: South 14th Street & Sadler Road

Year 2030 Background Conditions (Improved)

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	298	424	91	100	527	108	160	287	54	149	344	571
Future Volume (veh/h)	298	424	91	100	527	108	160	287	54	149	344	571
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	1885	1900	1885	1811	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	324	461	99	109	573	117	174	312	59	162	374	621
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	1	6	1	0	1	0	0	0	0	0
Cap, veh/h	365	950	203	325	692	141	375	530	100	370	641	788
Arrive On Green	0.15	0.32	0.32	0.06	0.23	0.23	0.08	0.34	0.34	0.07	0.34	0.34
Sat Flow, veh/h	1795	2960	631	1725	2964	603	1795	1553	294	1810	1900	1610
Grp Volume(v), veh/h	324	280	280	109	346	344	174	0	371	162	374	621
Grp Sat Flow(s),veh/h/ln	1795	1805	1786	1725	1791	1777	1795	0	1847	1810	1900	1610
Q Serve(g_s), s	17.2	16.2	16.4	6.2	23.8	24.0	8.1	0.0	21.5	7.5	21.1	41.7
Cycle Q Clear(g_c), s	17.2	16.2	16.4	6.2	23.8	24.0	8.1	0.0	21.5	7.5	21.1	41.7
Prop In Lane	1.00		0.35	1.00		0.34	1.00		0.16	1.00		1.00
Lane Grp Cap(c), veh/h	365	579	573	325	418	415	375	0	631	370	641	788
V/C Ratio(X)	0.89	0.48	0.49	0.34	0.83	0.83	0.46	0.00	0.59	0.44	0.58	0.79
Avail Cap(c_a), veh/h	424	582	576	466	508	504	416	0	631	418	641	788
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	32.2	35.5	35.5	34.4	47.3	47.4	26.6	0.0	35.3	26.7	35.5	27.6
Incr Delay (d2), s/veh	18.6	0.8	0.8	0.7	10.3	10.6	1.1	0.0	4.0	0.8	3.2	6.7
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	9.3	7.3	7.3	2.7	11.8	11.8	3.6	0.0	10.4	3.3	10.4	17.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	36.2	36.3	35.2	57.6	58.0	27.7	0.0	39.3	27.5	38.8	34.3
LnGrp LOS	D	D	D	D	E	E	C	A	D	C	D	C
Approach Vol, veh/h	884			799			545			1157		
Approach Delay, s/veh	41.6			54.7			35.6			34.8		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	51.3	14.3	47.8	17.1	50.8	25.7	36.4				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	13.1	30.1	18.9	41.9	13.2	30.1	24.0	36.9				
Max Q Clear Time (g_c+I1), s	9.5	23.5	8.2	18.4	10.1	43.7	19.2	26.0				
Green Ext Time (p_c), s	0.2	1.4	0.2	4.2	0.2	0.0	0.6	4.4				

Intersection Summary

HCM 6th Ctrl Delay 41.4

HCM 6th LOS D

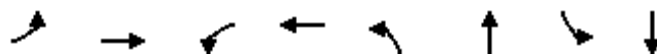
Notes

User approved pedestrian interval to be less than phase max green.

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

Year 2030 Background Conditions

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	86	166	68	48	114	750	24	1022
v/c Ratio	0.32	0.56	0.34	0.27	0.34	0.35	0.05	0.53
Control Delay	37.0	21.2	38.2	38.9	10.4	13.6	8.4	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	21.2	38.2	38.9	10.4	13.6	8.4	19.1
Queue Length 50th (ft)	49	26	39	22	28	154	6	246
Queue Length 95th (ft)	88	90	73	59	55	219	17	348
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	736	204	341	352	2128	502	1914
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	0.17	0.23	0.33	0.14	0.32	0.35	0.05	0.53
Intersection Summary								

Queues

15: South 14th Street & Lime Street

Year 2030 Background Conditions

Timing Plan: PM Peak

									
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	100	59	159	63	58	548	93	16	569
v/c Ratio	0.31	0.15	0.60	0.17	0.12	0.47	0.09	0.03	0.54
Control Delay	23.7	2.7	33.3	18.0	5.7	10.9	2.8	5.6	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	2.7	33.3	18.0	5.7	10.9	2.8	5.6	15.5
Queue Length 50th (ft)	35	0	60	17	7	94	0	2	155
Queue Length 95th (ft)	66	12	103	41	23	289	22	9	#352
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	585	629	471	668	500	1166	1009	565	1046
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.09	0.34	0.09	0.12	0.47	0.09	0.03	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Year 2030 Background Conditions

18: South 14th Street & Sadler Road

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	324	560	109	690	174	371	162	374	621
v/c Ratio	0.80	0.46	0.34	0.83	0.55	0.70	0.51	0.70	0.81
Control Delay	45.8	32.9	23.1	55.6	32.4	50.8	31.1	51.5	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	32.9	23.1	55.6	32.4	50.8	31.1	51.5	22.7
Queue Length 50th (ft)	191	174	47	278	98	293	90	301	164
Queue Length 95th (ft)	300	235	81	355	153	#451	144	#455	#390
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	444	1247	420	875	331	530	336	536	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.45	0.26	0.79	0.53	0.70	0.48	0.70	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Year 2030 Background Conditions (Improved)

18: South 14th Street & Sadler Road

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	324	560	109	690	174	371	162	374	621
v/c Ratio	0.82	0.46	0.32	0.78	0.55	0.71	0.51	0.71	0.70
Control Delay	45.5	32.6	22.2	50.4	32.8	51.5	31.4	52.5	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	32.6	22.2	50.4	32.8	51.5	31.4	52.5	25.2
Queue Length 50th (ft)	185	181	49	276	94	287	87	296	328
Queue Length 95th (ft)	#311	232	79	335	155	#463	146	#468	502
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	407	1250	446	1003	328	523	334	527	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.45	0.24	0.69	0.53	0.71	0.49	0.71	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	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	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	28	67	24	0	27	2	21	1	0	2	2	30
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	7.3	7.6	6.9
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	22	120	29	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.131	0.034	0.035
Departure Headway (Hd)	4.375	3.947	4.112	3.66
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	811	907	867	966
Service Time	2.443	1.975	2.155	1.73
HCM Lane V/C Ratio	0.027	0.132	0.033	0.036
HCM Control Delay	7.6	7.6	7.3	6.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.1	0.1

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	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	92	92	92	92	92	92	95	95	95	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	2	0	2	123	0	24	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	138	107	596	150	109	620	818	-	-	856	-	-
Mov Cap-2 Maneuver	253	230	-	270	233	-	-	-	-	-	-	-
Stage 1	337	388	-	370	419	-	-	-	-	-	-	-
Stage 2	601	412	-	587	387	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.3		28.4		0		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	355	297	856	-
HCM Lane V/C Ratio	0.003	-	-	0.012	0.494	0.005	-
HCM Control Delay (s)	9.4	-	-	15.3	28.4	9.2	-
HCM Lane LOS	A	-	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.6	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	35	3	11	132	4	8	2	1	8	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	38	0	0	220	213	37	212	212	134
Stage 1	-	-	-	-	-	-	55	55	-	156	156	-
Stage 2	-	-	-	-	-	-	165	158	-	56	56	-
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	1461	-	-	1585	-	-	740	688	1041	749	689	920
Stage 1	-	-	-	-	-	-	962	853	-	851	772	-
Stage 2	-	-	-	-	-	-	842	771	-	961	852	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1585	-	-	718	678	1041	739	679	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	718	678	-	739	679	-
Stage 1	-	-	-	-	-	-	956	848	-	846	766	-
Stage 2	-	-	-	-	-	-	817	765	-	952	847	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.5			10			10.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	732	1461	-	-	1585	-	-	730				
HCM Lane V/C Ratio	0.015	0.006	-	-	0.007	-	-	0.034				
HCM Control Delay (s)	10	7.5	0	-	7.3	0	-	10.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	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	48	17	19	48	833	32	8	594	25
Future Volume (veh/h)	86	25	55	48	17	19	48	833	32	8	594	25
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	93	27	60	52	18	21	52	905	35	9	646	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	3	4	0	0	0	0	2	0	0	3	0
Cap, veh/h	275	60	134	220	72	84	500	2126	82	367	2026	85
Arrive On Green	0.06	0.12	0.12	0.04	0.09	0.09	0.03	0.61	0.61	0.01	0.59	0.59
Sat Flow, veh/h	1810	512	1138	1810	799	933	1810	3488	135	1810	3448	144
Grp Volume(v), veh/h	93	0	87	52	0	39	52	461	479	9	330	343
Grp Sat Flow(s),veh/h/ln	1810	0	1651	1810	0	1732	1810	1777	1846	1810	1763	1830
Q Serve(g_s), s	5.0	0.0	5.4	2.8	0.0	2.3	1.2	15.1	15.1	0.2	10.5	10.5
Cycle Q Clear(g_c), s	5.0	0.0	5.4	2.8	0.0	2.3	1.2	15.1	15.1	0.2	10.5	10.5
Prop In Lane	1.00		0.69	1.00		0.54	1.00		0.07	1.00		0.08
Lane Grp Cap(c), veh/h	275	0	194	220	0	157	500	1083	1125	367	1036	1075
V/C Ratio(X)	0.34	0.00	0.45	0.24	0.00	0.25	0.10	0.43	0.43	0.02	0.32	0.32
Avail Cap(c_a), veh/h	679	0	647	295	0	315	588	1083	1125	495	1036	1075
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	0.15	0.15	0.15	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	0.0	45.2	43.3	0.0	46.5	8.9	11.3	11.3	9.7	11.5	11.5
Incr Delay (d2), s/veh	0.7	0.0	1.6	0.5	0.0	0.8	0.0	0.2	0.2	0.0	0.8	0.8
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	2.3	1.3	0.0	1.0	0.4	5.3	5.5	0.1	3.9	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.4	0.0	46.8	43.9	0.0	47.4	8.9	11.5	11.5	9.8	12.3	12.3
LnGrp LOS	D	A	D	D	A	D	A	B	B	A	B	B
Approach Vol, veh/h	180			91			992			682		
Approach Delay, s/veh	44.5			45.4			11.4			12.3		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	73.3	10.5	18.9	9.7	70.9	13.4	16.0				
Change Period (Y+Rc), s	6.3	6.3	6.6	* 6	* 6.5	6.3	6.6	6.0				
Max Green Setting (Gmax), s	8.7	24.7	8.4	* 43	* 8.5	24.7	31.4	20.0				
Max Q Clear Time (g_c+I1), s	2.2	17.1	4.8	7.4	3.2	12.5	7.0	4.3				
Green Ext Time (p_c), s	0.0	3.2	0.0	0.5	0.0	3.0	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay 16.3

HCM 6th LOS B

Notes

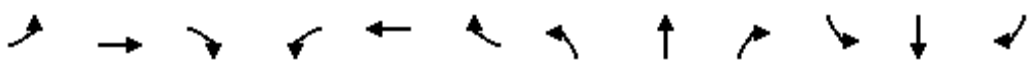
User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 15: South 14th Street & Lime Street

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)	40	58	59	111	14	21	18	581	140	21	532	13
Future Volume (veh/h)	40	58	59	111	14	21	18	581	140	21	532	13
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	1870	1870	1870	1811	1811	1811	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	43	63	64	121	15	23	20	632	152	23	578	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	6	6	6	1	1	1	2	2	2
Cap, veh/h	215	249	314	362	128	196	362	793	672	327	772	19
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.42	0.42	0.03	0.42	0.42
Sat Flow, veh/h	449	1257	1585	1224	645	988	1795	1885	1598	1781	1818	44
Grp Volume(v), veh/h	106	0	64	121	0	38	20	632	152	23	0	592
Grp Sat Flow(s),veh/h/ln	1706	0	1585	1224	0	1633	1795	1885	1598	1781	0	1862
Q Serve(g_s), s	0.0	0.0	1.4	3.8	0.0	0.8	0.2	11.8	2.5	0.3	0.0	10.8
Cycle Q Clear(g_c), s	1.9	0.0	1.4	5.7	0.0	0.8	0.2	11.8	2.5	0.3	0.0	10.8
Prop In Lane	0.41		1.00	1.00		0.61	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	464	0	314	362	0	324	362	793	672	327	0	790
V/C Ratio(X)	0.23	0.00	0.20	0.33	0.00	0.12	0.06	0.80	0.23	0.07	0.00	0.75
Avail Cap(c_a), veh/h	1111	0	944	848	0	972	576	1076	912	532	0	1063
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	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	13.5	16.2	0.0	13.3	7.6	10.2	7.5	7.9	0.0	9.8
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.5	0.0	0.2	0.1	3.1	0.2	0.1	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.4	0.9	0.0	0.3	0.1	3.9	0.6	0.1	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	0.0	13.8	16.7	0.0	13.4	7.7	13.2	7.6	8.0	0.0	11.8
LnGrp LOS	B	A	B	B	A	B	A	B	A	A	A	B
Approach Vol, veh/h		170			159			804			615	
Approach Delay, s/veh		13.9			15.9			12.0			11.7	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	21.9		13.0	5.2	22.1		13.0				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	23.0		24.0	6.0	23.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	13.8		3.9	2.2	12.8		7.7				
Green Ext Time (p_c), s	0.0	3.2		0.7	0.0	2.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary

18: South 14th Street & Sadler Road

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)	519	529	67	91	342	111	139	402	47	95	269	309
Future Volume (veh/h)	519	529	67	91	342	111	139	402	47	95	269	309
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	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	575	73	99	372	121	151	437	51	103	292	336
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	602	1345	170	332	591	190	276	431	50	157	452	383
Arrive On Green	0.26	0.42	0.42	0.06	0.22	0.22	0.08	0.26	0.26	0.06	0.24	0.24
Sat Flow, veh/h	1781	3173	402	1795	2666	856	1781	1644	192	1781	1870	1585
Grp Volume(v), veh/h	564	321	327	99	248	245	151	0	488	103	292	336
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1795	1791	1731	1781	0	1836	1781	1870	1585
Q Serve(g_s), s	30.3	16.5	16.6	5.5	16.3	16.7	8.2	0.0	34.1	5.6	18.2	26.5
Cycle Q Clear(g_c), s	30.3	16.5	16.6	5.5	16.3	16.7	8.2	0.0	34.1	5.6	18.2	26.5
Prop In Lane	1.00		0.22	1.00		0.49	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	602	753	762	332	397	384	276	0	482	157	452	383
V/C Ratio(X)	0.94	0.43	0.43	0.30	0.63	0.64	0.55	0.00	1.01	0.66	0.65	0.88
Avail Cap(c_a), veh/h	674	753	762	408	397	384	303	0	482	166	452	383
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	26.8	26.3	26.4	35.8	45.7	45.9	34.4	0.0	48.0	37.7	44.3	47.5
Incr Delay (d2), s/veh	19.7	1.8	1.8	0.6	7.3	7.9	2.0	0.0	44.4	8.7	6.7	22.9
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	15.7	7.3	7.4	2.5	8.0	8.0	3.7	0.0	21.4	2.8	9.1	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	28.1	28.1	36.4	53.0	53.7	36.4	0.0	92.4	46.4	51.0	70.4
LnGrp LOS	D	C	C	D	D	D	D	A	F	D	D	E
Approach Vol, veh/h	1212				592				639			
Approach Delay, s/veh	36.7				50.5				79.1			
Approach LOS	D				D				E			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	41.0	13.5	61.2	17.0	38.3	39.8	34.9				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	8.1	34.1	12.9	48.9	12.2	30.1	39.0	22.9				
Max Q Clear Time (g_c+I1), s	7.6	36.1	7.5	18.6	10.2	28.5	32.3	18.7				
Green Ext Time (p_c), s	0.0	0.0	0.1	5.1	0.1	0.6	1.4	1.4				

Intersection Summary

HCM 6th Ctrl Delay 53.0

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary 18: South 14th Street & Sadler Road

Year 2030 Build-Out Conditions (Improved)

Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	519	529	67	91	342	111	139	402	47	95	269	309
Future Volume (veh/h)	519	529	67	91	342	111	139	402	47	95	269	309
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	1870	1870	1870	1885	1885	1885	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	564	575	73	99	372	121	151	437	51	103	292	336
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	2	2	2
Cap, veh/h	563	1254	159	321	552	177	301	494	58	182	509	822
Arrive On Green	0.25	0.40	0.40	0.06	0.21	0.21	0.08	0.30	0.30	0.05	0.27	0.27
Sat Flow, veh/h	1781	3173	402	1795	2666	856	1781	1644	192	1781	1870	1585
Grp Volume(v), veh/h	564	321	327	99	248	245	151	0	488	103	292	336
Grp Sat Flow(s),veh/h/ln	1781	1777	1798	1795	1791	1731	1781	0	1836	1781	1870	1585
Q Serve(g_s), s	32.0	17.4	17.5	5.6	16.6	17.0	7.8	0.0	32.9	5.4	17.5	16.8
Cycle Q Clear(g_c), s	32.0	17.4	17.5	5.6	16.6	17.0	7.8	0.0	32.9	5.4	17.5	16.8
Prop In Lane	1.00		0.22	1.00		0.49	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	563	702	711	321	371	358	301	0	552	182	509	822
V/C Ratio(X)	1.00	0.46	0.46	0.31	0.67	0.68	0.50	0.00	0.88	0.57	0.57	0.41
Avail Cap(c_a), veh/h	563	702	711	355	371	358	332	0	552	182	509	822
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	29.6	29.0	29.1	37.3	47.5	47.6	31.6	0.0	43.3	35.7	40.8	19.1
Incr Delay (d2), s/veh	38.4	2.1	2.1	0.6	9.3	10.1	1.6	0.0	18.4	4.3	4.5	1.4
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	19.3	7.8	7.9	2.5	8.3	8.3	3.5	0.0	17.7	2.5	8.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.0	31.2	31.2	37.9	56.7	57.7	33.2	0.0	61.6	40.0	45.3	20.6
LnGrp LOS	F	C	C	D	E	E	C	A	E	D	D	C
Approach Vol, veh/h	1212			592			639			731		
Approach Delay, s/veh	48.3			54.0			54.9			33.2		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	46.0	13.5	57.5	16.7	42.3	38.0	33.0				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	6.1	39.1	9.9	48.9	12.2	33.1	32.0	26.9				
Max Q Clear Time (g_c+I1), s	7.4	34.9	7.6	19.5	9.8	19.5	34.0	19.0				
Green Ext Time (p_c), s	0.0	1.4	0.1	5.1	0.1	3.4	0.0	2.3				

Intersection Summary

HCM 6th Ctrl Delay 47.2

HCM 6th LOS D

Notes

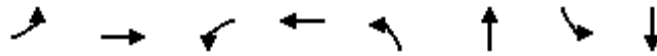
User approved pedestrian interval to be less than phase max green.

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)	93	87	52	39	52	940	9	673
v/c Ratio	0.35	0.37	0.27	0.22	0.10	0.39	0.02	0.31
Control Delay	37.5	22.1	37.7	30.4	8.4	11.2	8.4	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	22.1	37.7	30.4	8.4	11.2	8.4	14.5
Queue Length 50th (ft)	53	18	29	12	12	154	2	140
Queue Length 95th (ft)	94	64	59	46	29	289	9	202
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	680	205	334	529	2428	449	2142
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	0.18	0.13	0.25	0.12	0.10	0.39	0.02	0.31
Intersection Summary								

Queues

Year 2030 Build-Out Conditions

15: South 14th Street & Lime Street

Timing Plan: AM Peak

	→	↘	↙	←	↖	↑	↗	↘	↓
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	64	121	38	20	632	152	23	592
v/c Ratio	0.30	0.15	0.44	0.10	0.04	0.56	0.15	0.05	0.53
Control Delay	17.5	3.1	21.1	10.0	5.3	13.5	2.8	5.3	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	3.1	21.1	10.0	5.3	13.5	2.8	5.3	12.8
Queue Length 50th (ft)	21	0	25	3	2	88	0	2	80
Queue Length 95th (ft)	64	14	75	23	9	#371	29	10	#343
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	878	921	684	913	542	1134	1025	509	1120
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.07	0.18	0.04	0.04	0.56	0.15	0.05	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues
18: South 14th Street & Sadler Road

Year 2030 Build-Out Conditions

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	564	648	99	493	151	488	103	292	336
v/c Ratio	0.95	0.46	0.36	0.74	0.49	1.01	0.62	0.66	0.53
Control Delay	56.7	29.7	24.8	54.6	33.3	90.1	44.7	53.5	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	29.7	24.8	54.6	33.3	90.1	44.7	53.5	7.6
Queue Length 50th (ft)	380	204	41	199	86	~417	57	226	0
Queue Length 95th (ft)	#605	270	72	263	138	#647	#105	328	81
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	612	1402	320	670	320	484	167	441	631
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.46	0.31	0.74	0.47	1.01	0.62	0.66	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Year 2030 Build-Out Conditions (Improved)

18: South 14th Street & Sadler Road

Timing Plan: AM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	564	648	99	493	151	488	103	292	336
v/c Ratio	1.04	0.48	0.35	0.67	0.44	0.88	0.61	0.60	0.35
Control Delay	80.2	31.5	24.6	49.5	29.9	61.3	43.9	48.5	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.2	31.5	24.6	49.5	29.9	61.3	43.9	48.5	9.1
Queue Length 50th (ft)	~418	214	43	190	82	388	55	219	73
Queue Length 95th (ft)	#648	272	76	252	132	#582	#101	318	136
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	541	1338	294	736	351	554	168	485	955
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.48	0.34	0.67	0.43	0.88	0.61	0.60	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	7.1
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	34	2	18	6	2	3	4	27
Future Vol, veh/h	4	25	14	2	34	2	18	6	2	3	4	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	27	15	2	37	2	20	7	2	3	4	29
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	7.1	7.3	7.4	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	9%	5%	9%
Vol Thru, %	23%	58%	89%	12%
Vol Right, %	8%	33%	5%	79%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	43	38	34
LT Vol	18	4	2	3
Through Vol	6	25	34	4
RT Vol	2	14	2	27
Lane Flow Rate	28	47	41	37
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.05	0.046	0.037
Departure Headway (Hd)	4.175	3.868	4.028	3.616
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	924	888	985
Service Time	2.211	1.899	2.058	1.656
HCM Lane V/C Ratio	0.033	0.051	0.046	0.038
HCM Control Delay	7.4	7.1	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 TWSC
7: South 14th Street & Nectarine Street

Year 2030 Build-Out Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕↗		↙	↕↗	
Traffic Vol, veh/h	1	0	12	47	1	18	6	640	141	14	642	9
Future Vol, veh/h	1	0	12	47	1	18	6	640	141	14	642	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	5	0	0	0	2	1	0	3	0
Mvmt Flow	1	0	13	51	1	20	7	696	153	15	698	10
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1096	1596	354	1166	1525	425	708	0	0	849	0	0
Stage 1	733	733	-	787	787	-	-	-	-	-	-	-
Stage 2	363	863	-	379	738	-	-	-	-	-	-	-
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	170	108	648	146	119	583	900	-	-	798	-	-
Stage 1	383	429	-	344	406	-	-	-	-	-	-	-
Stage 2	634	374	-	607	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	160	105	648	140	116	583	900	-	-	798	-	-
Mov Cap-2 Maneuver	279	224	-	253	239	-	-	-	-	-	-	-
Stage 1	380	421	-	341	403	-	-	-	-	-	-	-
Stage 2	606	371	-	584	419	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	11.3		20.8		0.1		0.2					
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	900	-	-	588	299	798	-	-				
HCM Lane V/C Ratio	0.007	-	-	0.024	0.24	0.019	-	-				
HCM Control Delay (s)	9	-	-	11.3	20.8	9.6	-	-				
HCM Lane LOS	A	-	-	B	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.1	-	-				

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	148	3	4	41	4	8	7	4	4	2	7
Future Vol, veh/h	1	148	3	4	41	4	8	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	33	0	6	0	0	17	0	0	50	0
Mvmt Flow	1	161	3	4	45	4	9	8	4	4	2	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	49	0	0	164	0	0	225	222	163	226	221	47
Stage 1	-	-	-	-	-	-	165	165	-	55	55	-
Stage 2	-	-	-	-	-	-	60	57	-	171	166	-
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	1571	-	-	1427	-	-	735	651	887	734	602	1028
Stage 1	-	-	-	-	-	-	842	734	-	962	764	-
Stage 2	-	-	-	-	-	-	957	819	-	836	679	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1571	-	-	1427	-	-	725	648	887	722	600	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-	725	648	-	722	600	-
Stage 1	-	-	-	-	-	-	841	733	-	961	762	-
Stage 2	-	-	-	-	-	-	944	817	-	822	678	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.6			10.1			9.4		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	721	1571	-	-	1427	-	-	829				
HCM Lane V/C Ratio	0.029	0.001	-	-	0.003	-	-	0.017				
HCM Control Delay (s)	10.1	7.3	0	-	7.5	0	-	9.4				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	9	777	0	0	701
Future Vol, veh/h	0	9	777	0	0	701
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	0	10	845	0	0	762

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	423	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	579	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	579	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 579	-
HCM Lane V/C Ratio	- 0.017	-
HCM Control Delay (s)	- 11.3	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

HCM 6th TWSC
14: South 14th Street & Project Access Driveway 01

Year 2030 Build-Out Conditions
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	3	774	56	46	655
Future Vol, veh/h	14	3	774	56	46	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	-	-	-	150	-
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	2
Mvmt Flow	15	3	841	61	50	712
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1328	451	0	0	902	0
Stage 1	872	-	-	-	-	-
Stage 2	456	-	-	-	-	-
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	146	556	-	-	749	-
Stage 1	369	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	556	-	-	749	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	369	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.3	0		0.7		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	289	749	-	
HCM Lane V/C Ratio	-	-	0.064	0.067	-	
HCM Control Delay (s)	-	-	18.3	10.2	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

HCM 6th TWSC
23: South 15th Street & Project Access Driveway 03

Year 2030 Build-Out Conditions
Timing Plan: AM Peak

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	18	9	1
Future Vol, veh/h	1	2	0	18	9	1
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	1	2	0	20	10	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	31	11	11	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	20	-	-	-	-	-
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	983	1070	1608	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	983	1070	1608	-	-	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.5	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1608	-	1039	-	-	
HCM Lane V/C Ratio	-	-	0.003	-	-	
HCM Control Delay (s)	0	-	8.5	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

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)	82	37	116	69	30	16	105	661	54	22	951	49
Future Volume (veh/h)	82	37	116	69	30	16	105	661	54	22	951	49
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	89	40	126	75	33	17	114	718	59	24	1034	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	1	0	0	0	1	2	0	1	0
Cap, veh/h	295	50	158	188	136	70	336	1939	159	427	1910	98
Arrive On Green	0.06	0.12	0.12	0.05	0.11	0.11	0.04	0.58	0.58	0.02	0.55	0.55
Sat Flow, veh/h	1810	403	1269	1795	1182	609	1810	3351	275	1810	3466	178
Grp Volume(v), veh/h	89	0	166	75	0	50	114	384	393	24	534	553
Grp Sat Flow(s),veh/h/ln	1810	0	1672	1795	0	1790	1810	1791	1836	1810	1791	1853
Q Serve(g_s), s	4.7	0.0	10.6	4.0	0.0	2.8	3.0	12.6	12.7	0.6	21.0	21.0
Cycle Q Clear(g_c), s	4.7	0.0	10.6	4.0	0.0	2.8	3.0	12.6	12.7	0.6	21.0	21.0
Prop In Lane	1.00		0.76	1.00		0.34	1.00		0.15	1.00		0.10
Lane Grp Cap(c), veh/h	295	0	208	188	0	206	336	1036	1062	427	987	1021
V/C Ratio(X)	0.30	0.00	0.80	0.40	0.00	0.24	0.34	0.37	0.37	0.06	0.54	0.54
Avail Cap(c_a), veh/h	705	0	655	236	0	326	395	1036	1062	536	987	1021
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	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	0.0	46.8	40.5	0.0	44.3	12.2	12.4	12.4	10.7	15.8	15.8
Incr Delay (d2), s/veh	0.6	0.0	6.9	1.4	0.0	0.6	0.3	0.6	0.5	0.1	2.1	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	4.8	1.8	0.0	1.3	1.1	4.7	4.8	0.2	8.3	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.1	0.0	53.8	41.9	0.0	44.9	12.5	13.0	13.0	10.8	17.9	17.9
LnGrp LOS	D	A	D	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h	255				125				891			
Approach Delay, s/veh	49.0				43.1				12.9			
Approach LOS	D				D				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.4	69.9	12.0	19.7	11.4	66.9	13.1	18.6				
Change Period (Y+Rc), s	6.3	6.3	6.6	* 6	* 6.5	6.3	6.6	6.0				
Max Green Setting (Gmax), s	8.7	24.7	8.4	* 43	* 8.5	24.7	31.4	20.0				
Max Q Clear Time (g_c+I1), s	2.6	14.7	6.0	12.6	5.0	23.0	6.7	4.8				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.0	0.1	1.1	0.2	0.1				

Intersection Summary

HCM 6th Ctrl Delay 20.6

HCM 6th LOS C

Notes

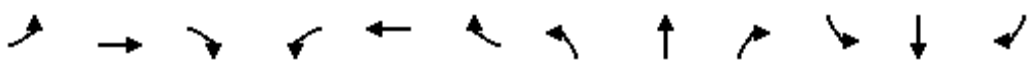
User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary 15: South 14th Street & Lime Street

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)	37	55	57	151	47	11	61	538	98	15	514	25
Future Volume (veh/h)	37	55	57	151	47	11	61	538	98	15	514	25
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	1870	1900	1900	1900	1900	1885	1856	1900	1900	1900
Adj Flow Rate, veh/h	40	60	62	164	51	12	66	585	107	16	559	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	2	0	0	0	0	1	3	0	0	0
Cap, veh/h	141	172	221	319	207	49	561	1185	989	539	1058	51
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	0.63	0.63	0.02	0.59	0.59
Sat Flow, veh/h	475	1236	1585	1364	1487	350	1810	1885	1572	1810	1798	87
Grp Volume(v), veh/h	100	0	62	164	0	63	66	585	107	16	0	586
Grp Sat Flow(s),veh/h/ln	1711	0	1585	1364	0	1837	1810	1885	1572	1810	0	1884
Q Serve(g_s), s	0.7	0.0	2.3	3.3	0.0	2.0	0.9	11.2	1.8	0.2	0.0	12.4
Cycle Q Clear(g_c), s	3.3	0.0	2.3	6.7	0.0	2.0	0.9	11.2	1.8	0.2	0.0	12.4
Prop In Lane	0.40		1.00	1.00		0.19	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	313	0	221	319	0	256	561	1185	989	539	0	1109
V/C Ratio(X)	0.32	0.00	0.28	0.51	0.00	0.25	0.12	0.49	0.11	0.03	0.00	0.53
Avail Cap(c_a), veh/h	673	0	568	618	0	658	609	1185	989	659	0	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(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	25.8	27.5	0.0	25.7	5.4	6.7	5.0	5.6	0.0	8.2
Incr Delay (d2), s/veh	0.6	0.0	0.7	1.3	0.0	0.5	0.1	1.5	0.2	0.0	0.0	1.8
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	1.4	0.0	0.9	2.5	0.0	0.9	0.2	3.7	0.5	0.1	0.0	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	0.0	26.5	28.7	0.0	26.2	5.5	8.2	5.2	5.7	0.0	10.0
LnGrp LOS	C	A	C	C	A	C	A	A	A	A	A	B
Approach Vol, veh/h	162				227				758			
Approach Delay, s/veh	26.7				28.0				7.5			
Approach LOS	C				C				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.5	47.1		14.3	8.2	44.4		14.3				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	23.0		24.0	6.0	23.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	13.2		5.3	2.9	14.4		8.7				
Green Ext Time (p_c), s	0.0	2.9		0.6	0.0	2.3		0.7				
Intersection Summary												
HCM 6th Ctrl Delay	12.8											
HCM 6th LOS	B											

HCM 6th Signalized Intersection Summary 18: South 14th Street & Sadler Road

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)	309	424	91	100	527	113	160	296	54	160	366	597
Future Volume (veh/h)	309	424	91	100	527	113	160	296	54	160	366	597
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	1885	1900	1885	1811	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	336	461	99	109	573	123	174	322	59	174	398	649
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	1	6	1	0	1	0	0	0	0	0
Cap, veh/h	369	946	202	324	658	141	359	528	97	367	643	545
Arrive On Green	0.16	0.32	0.32	0.06	0.22	0.22	0.08	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1795	2960	631	1725	2935	628	1795	1562	286	1810	1900	1610
Grp Volume(v), veh/h	336	280	280	109	349	347	174	0	381	174	398	649
Grp Sat Flow(s),veh/h/ln	1795	1805	1786	1725	1791	1772	1795	0	1848	1810	1900	1610
Q Serve(g_s), s	18.0	16.2	16.4	6.2	24.4	24.6	8.1	0.0	22.3	8.1	22.8	44.0
Cycle Q Clear(g_c), s	18.0	16.2	16.4	6.2	24.4	24.6	8.1	0.0	22.3	8.1	22.8	44.0
Prop In Lane	1.00		0.35	1.00		0.35	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	369	577	571	324	401	397	359	0	625	367	643	545
V/C Ratio(X)	0.91	0.49	0.49	0.34	0.87	0.87	0.48	0.00	0.61	0.47	0.62	1.19
Avail Cap(c_a), veh/h	469	582	576	452	439	435	400	0	625	407	643	545
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	32.4	35.6	35.7	35.3	48.6	48.7	26.9	0.0	35.9	26.8	36.0	43.0
Incr Delay (d2), s/veh	19.3	0.8	0.8	0.7	16.7	17.4	1.2	0.0	4.4	0.9	3.6	100.4
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	9.7	7.3	7.3	2.7	12.8	12.8	3.6	0.0	10.8	3.5	10.9	32.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	36.4	36.5	36.0	65.4	66.1	28.1	0.0	40.3	27.7	39.6	143.4
LnGrp LOS	D	D	D	D	E	E	C	A	D	C	D	F
Approach Vol, veh/h	896			805			555			1221		
Approach Delay, s/veh	42.2			61.7			36.4			93.1		
Approach LOS	D			E			D			F		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.1	50.9	14.4	47.7	17.1	50.9	26.8	35.2				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	13.1	31.1	17.9	41.9	13.2	31.1	28.0	31.9				
Max Q Clear Time (g_c+I1), s	10.1	24.3	8.2	18.4	10.1	46.0	20.0	26.6				
Green Ext Time (p_c), s	0.2	1.5	0.2	4.2	0.2	0.0	0.8	2.6				

Intersection Summary

HCM 6th Ctrl Delay 63.7

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary 18: South 14th Street & Sadler Road

Year 2030 Build-Out Conditions (Improved)

Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	424	91	100	527	113	160	296	54	160	366	597
Future Volume (veh/h)	309	424	91	100	527	113	160	296	54	160	366	597
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	1885	1900	1885	1811	1885	1900	1885	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	336	461	99	109	573	123	174	322	59	174	398	649
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	0	1	6	1	0	1	0	0	0	0	0
Cap, veh/h	373	968	207	331	690	148	351	516	95	358	628	784
Arrive On Green	0.16	0.33	0.33	0.06	0.24	0.24	0.08	0.33	0.33	0.08	0.33	0.33
Sat Flow, veh/h	1795	2960	631	1725	2935	628	1795	1562	286	1810	1900	1610
Grp Volume(v), veh/h	336	280	280	109	349	347	174	0	381	174	398	649
Grp Sat Flow(s),veh/h/ln	1795	1805	1786	1725	1791	1772	1795	0	1848	1810	1900	1610
Q Serve(g_s), s	17.8	16.1	16.3	6.2	24.1	24.2	8.2	0.0	22.6	8.2	23.1	43.0
Cycle Q Clear(g_c), s	17.8	16.1	16.3	6.2	24.1	24.2	8.2	0.0	22.6	8.2	23.1	43.0
Prop In Lane	1.00		0.35	1.00		0.35	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	373	591	584	331	421	416	351	0	611	358	628	784
V/C Ratio(X)	0.90	0.47	0.48	0.33	0.83	0.83	0.50	0.00	0.62	0.49	0.63	0.83
Avail Cap(c_a), veh/h	424	591	584	472	508	503	390	0	611	397	628	784
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81
Uniform Delay (d), s/veh	31.9	34.8	34.9	34.3	47.2	47.3	27.5	0.0	36.7	27.4	36.8	28.7
Incr Delay (d2), s/veh	20.9	0.7	0.7	0.7	10.5	10.9	1.3	0.0	4.8	1.0	3.9	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	7.2	7.2	2.7	11.9	11.9	3.7	0.0	11.0	3.6	11.4	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	35.5	35.6	35.0	57.7	58.2	28.8	0.0	41.5	28.4	40.8	36.8
LnGrp LOS	D	D	D	C	E	E	C	A	D	C	D	D
Approach Vol, veh/h	896			805			555			1221		
Approach Delay, s/veh	42.0			54.8			37.5			36.9		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	49.8	14.3	48.6	17.2	49.9	26.3	36.7				
Change Period (Y+Rc), s	6.9	6.9	6.1	6.1	6.8	6.9	6.0	6.1				
Max Green Setting (Gmax), s	13.1	30.1	18.9	41.9	13.2	30.1	24.0	36.9				
Max Q Clear Time (g_c+I1), s	10.2	24.6	8.2	18.3	10.2	45.0	19.8	26.2				
Green Ext Time (p_c), s	0.2	1.3	0.2	4.3	0.2	0.0	0.5	4.3				

Intersection Summary

HCM 6th Ctrl Delay 42.5

HCM 6th LOS D

Notes

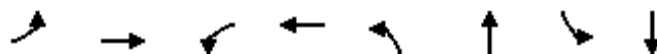
User approved pedestrian interval to be less than phase max green.

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)	89	166	75	50	114	777	24	1087
v/c Ratio	0.33	0.56	0.37	0.28	0.36	0.37	0.05	0.57
Control Delay	37.0	21.0	38.8	37.9	11.1	13.9	8.5	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	21.0	38.8	37.9	11.1	13.9	8.5	20.0
Queue Length 50th (ft)	51	26	42	22	28	162	6	270
Queue Length 95th (ft)	91	90	78	60	55	230	17	381
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	736	206	341	328	2125	487	1908
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	0.17	0.23	0.36	0.15	0.35	0.37	0.05	0.57
Intersection Summary								

Queues

Year 2030 Build-Out Conditions

15: South 14th Street & Lime Street

Timing Plan: PM Peak

									
Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	100	62	164	63	66	585	107	16	586
v/c Ratio	0.30	0.15	0.61	0.16	0.14	0.50	0.11	0.03	0.57
Control Delay	23.3	2.9	33.4	17.7	5.9	12.0	2.9	5.7	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	2.9	33.4	17.7	5.9	12.0	2.9	5.7	16.4
Queue Length 50th (ft)	35	0	62	17	8	104	0	2	164
Queue Length 95th (ft)	65	13	105	41	25	#358	26	9	#377
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	586	629	471	668	483	1159	1007	532	1036
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.10	0.35	0.09	0.14	0.50	0.11	0.03	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Year 2030 Build-Out Conditions

18: South 14th Street & Sadler Road

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	336	560	109	696	174	381	174	398	649
v/c Ratio	0.82	0.46	0.34	0.84	0.59	0.73	0.56	0.75	0.85
Control Delay	48.4	32.6	23.1	56.3	34.4	52.7	33.2	54.7	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.4	32.6	23.1	56.3	34.4	52.7	33.2	54.7	27.4
Queue Length 50th (ft)	204	174	47	284	98	303	98	325	204
Queue Length 95th (ft)	319	235	81	358	153	#470	153	#502	#450
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	442	1256	419	869	307	522	322	528	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.45	0.26	0.80	0.57	0.73	0.54	0.75	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Year 2030 Build-Out Conditions (Improved)

18: South 14th Street & Sadler Road

Timing Plan: PM Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	336	560	109	696	174	381	174	398	649
v/c Ratio	0.84	0.45	0.32	0.78	0.60	0.74	0.57	0.77	0.74
Control Delay	48.8	32.3	22.1	50.3	34.8	53.6	33.5	55.8	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	32.3	22.1	50.3	34.8	53.6	33.5	55.8	27.5
Queue Length 50th (ft)	198	180	49	278	95	300	95	322	366
Queue Length 95th (ft)	#338	232	79	338	155	#483	155	#515	552
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	406	1255	446	1003	304	514	320	519	885
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.45	0.24	0.69	0.57	0.74	0.54	0.77	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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	7.4
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	27	2	19	1	0	5	2	34
Future Vol, veh/h	26	62	22	0	27	2	19	1	0	5	2	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	0	0	4	0	0	0	0	0	0	0
Mvmt Flow	28	67	24	0	29	2	21	1	0	5	2	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	7.6	7.3	7.6	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	95%	24%	0%	12%
Vol Thru, %	5%	56%	93%	5%
Vol Right, %	0%	20%	7%	83%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	110	29	41
LT Vol	19	26	0	5
Through Vol	1	62	27	2
RT Vol	0	22	2	34
Lane Flow Rate	22	120	32	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.132	0.036	0.046
Departure Headway (Hd)	4.387	3.966	4.133	3.703
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	902	861	954
Service Time	2.458	1.999	2.181	1.775
HCM Lane V/C Ratio	0.027	0.133	0.037	0.047
HCM Control Delay	7.6	7.6	7.3	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 Build-Out Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	2	115	0	27	2	746	36	4	826	9
Future Vol, veh/h	2	0	2	115	0	27	2	746	36	4	826	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	92	92	92	92	92	92	95	95	95	99	99	99
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	2	0	2	125	0	29	2	785	38	4	834	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1244	1674	422	1233	1659	412	843	0	0	823	0	0
Stage 1	847	847	-	808	808	-	-	-	-	-	-	-
Stage 2	397	827	-	425	851	-	-	-	-	-	-	-
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	133	97	586	135	99	595	802	-	-	816	-	-
Stage 1	327	381	-	345	397	-	-	-	-	-	-	-
Stage 2	605	389	-	583	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	96	586	134	98	595	802	-	-	816	-	-
Mov Cap-2 Maneuver	241	218	-	252	220	-	-	-	-	-	-	-
Stage 1	326	379	-	344	396	-	-	-	-	-	-	-
Stage 2	574	388	-	578	377	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.7		32		0		0					
HCM LOS	C		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	802	-	-	342	283	816	-	-				
HCM Lane V/C Ratio	0.003	-	-	0.013	0.545	0.005	-	-				
HCM Control Delay (s)	9.5	-	-	15.7	32	9.4	-	-				
HCM Lane LOS	A	-	-	C	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	3	0	-	-				

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	37	3	11	123	4	12	2	2	7	12	4
Future Vol, veh/h	8	37	3	11	123	4	12	2	2	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	3	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	40	3	12	134	4	13	2	2	8	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	138	0	0	43	0	0	229	222	42	222	221	136
Stage 1	-	-	-	-	-	-	60	60	-	160	160	-
Stage 2	-	-	-	-	-	-	169	162	-	62	61	-
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	1458	-	-	1579	-	-	730	680	1034	738	681	918
Stage 1	-	-	-	-	-	-	957	849	-	847	769	-
Stage 2	-	-	-	-	-	-	838	768	-	954	848	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1458	-	-	1579	-	-	708	670	1034	727	671	918
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	670	-	727	671	-
Stage 1	-	-	-	-	-	-	951	844	-	842	763	-
Stage 2	-	-	-	-	-	-	813	762	-	944	843	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.6			10			10.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	732	1458	-	-	1579	-	-	722				
HCM Lane V/C Ratio	0.024	0.006	-	-	0.008	-	-	0.035				
HCM Control Delay (s)	10	7.5	0	-	7.3	0	-	10.2				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1				

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	41	744	0	0	942
Future Vol, veh/h	0	41	744	0	0	942
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	0	45	809	0	0	1024

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	405	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	595	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	595	-
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)	- 595	-
HCM Lane V/C Ratio	- 0.075	-
HCM Control Delay (s)	- 11.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.2	-

HCM 6th TWSC
14: South 14th Street & Project Access Driveway 01

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	60	14	730	30	25	919
Future Vol, veh/h	60	14	730	30	25	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	-	-	-	150	-
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	2
Mvmt Flow	65	15	793	33	27	999
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1364	413	0	0	826	0
Stage 1	810	-	-	-	-	-
Stage 2	554	-	-	-	-	-
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	139	588	-	-	800	-
Stage 1	398	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	134	588	-	-	800	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.6	0	0.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	297	800	-	
HCM Lane V/C Ratio	-	-	0.271	0.034	-	
HCM Control Delay (s)	-	-	21.6	9.7	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-	

HCM 6th TWSC
23: South 15th Street & Project Access Driveway 03

Year 2030 Build-Out Conditions
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	9	0	10	24	1
Future Vol, veh/h	6	9	0	10	24	1
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	10	0	11	26	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	38	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	11	-	-	-	-	-
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	974	1048	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1048	1587	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	1012	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1587	-	1017	-	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-