



**AGENDA
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
JANUARY 22, 2026
10:00 AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. APPROVAL OF MINUTES**
 - 4.1 Approval of Minutes for the Regular Meeting of January 8, 2026.
- 5. FIRST STEP REVIEW (PRE-APPLICATION ITEMS)**
 - 5.1 **CHAMPEAU/MORRIS CONDOMINIUM PROJECT - 109 S. 8TH STREET, CHARLES A. & BETTY JO MORRIS**
Site Plan Review for the construction of a 4-unit condominium buildings plus a small commercial space. (C-3)
 - 5.2 **CHAMPEAU/MORRIS CONDOMINIUM PROJECT - 306 ASH STREET, CHRISTOPHER C. CHAMPEAU**
Site Plan Review for the construction of a 4-unit condominium buildings plus a small commercial space. (C-3)
 - 5.3 **SOUTH 3RD STREET DEVELOPMENT - ALAN BORGMAN, 309 S. 3RD STREET**
Construction of a duplex and 1 single-family residence. (MU-1)
 - 5.4 **BEACH ACCESS 9 RENOVATION - CITY OF FERNANDINA, BEACH ACCESS 9 (S FLETCHER/JASMINE ST)**
Reconstruction of Beach Access 9 dune walkover.
- 6. OLD BUSINESS**
- 7. SIGN OFF**
 - 7.1 **TRC 2024-0004 - GILLETTE & ASSOCIATES, AGENT FOR DARIUS PROPERTY LTD., 1520 S. 14TH STREET**
- 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 FEBRUARY 12, 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.



**MINUTES
TECHNICAL REVIEW COMMITTEE
REGULAR MEETING
JANUARY 8, 2026
10:00AM
CITY HALL COMMISSION CHAMBERS
204 ASH STREET
FERNANDINA BEACH, FL 32034**

1. CALL TO ORDER: 10:00 AM

2. ROLL CALL

Jacob Platt, Project Coordinator
Cindy Mattes, Building
Jason Higginbotham, Fire
Cathy Sabattini, Public Works Operation

Mia Sadler, Planning & Conservation
Michelle Forstrom, Code Enforcement
Victoria Guadagnino, Stormwater/Utilities
David Neville, Arborist/Urban Forester

OTHERS PRESENT

Margaret Pearson, Planning Manager
Mackennah Tarmey, Recording Secretary

3. PLEDGE OF ALLEGIANCE

4. APPROVAL OF MINUTES

4.1 Approval of Minutes from the Regular Meeting of December 18, 2025.

ACTION TAKEN: A motion was made by Member Forstrom, seconded by Member Guadagnino, to approve the Minutes for the Regular Meeting of November 13, 2025, as presented.

4.2 Approval of Minutes from the Regular Meeting of December 11, 2025.

ACTION TAKEN: A motion was made by Member Forstrom, seconded by Member Guadagnino, to approve the Minutes for the Regular Meeting of November 13, 2025, as presented.

5. FIRST STEP REVIEW (PRE-APPLICATION ITEMS)

5.1 **2000 Sadler Rd - KIMLEY-HORN AND ASSOCIATED INC., SADLER RD FINANCIAL INSTITUTION**
Site Plan Review for a financial institution with drive-thru facilities. (C-2)

Thomas Inman, Kimley-Horn and Associates, 12740 Gran Bay Parkway, Jacksonville, FL, also joined by Paul Thomas, John Smith, and Chris Noel, associated with the project, were present. Mr. Inman gave a brief overview of the proposed project located at 2000 Sadler Road. He explained that the intended is for a financial institution and for access, purposing to use the full access point on Sadler Road as well as providing connectivity to the adjacent multi-family development adjacent to the property. As for utilities access, the applicant intends to connect to the gravity sewer that is also associated with the multi-family development adjacent to the property. Regarding water access, the applicant welcomes

DRAFT

feedback from Staff, but it appears that there was a watermain that was constructed for the multi-family development but was not shown on the as built site plans. The applicant said there is a water management ERP that is in place with an allocation for this current project proposal to an existing dry pond south of the parcel.

Member Guadagnino opened Staff discussion and indicated that the sewer aspect of the project does not have any connection to the proposed property. She recommended tapping into the manhole and that the water connection off of Will Hardee Road be utilized and that a written easement agreement with the multi-family development next door would be required. She then noted that if the water meter on Will Hardee Road cannot be used, the Stormwater Dept. can help the applicant find other options.

Member Guadagnino asked the applicant about the retention pond. The applicant indicated that pond is located south of the property line. Ms. Guadagnino stated that the retention pond was only for the multi-family, residential property and that they did not grant an easement to anyone due to ongoing issues with their draining in general. She recommended that the applicant create its own stormwater retention plan where a backflow monitor will be required. The applicant then clarified that the water management district permit for the swale on the southern end of the property was constructed with the intent of servicing the whole site.

Further discussions regarding stormwater management indicated that the applicant should investigate other measures that would separately service the future use of the property. Staff recommended that written documentation should only take place between any adjacent property for joint use of utility services.

Member Neville spoke of tree requirements for this project. He recommended shade trees and provided examples of shade trees that could be used. Member Neville discussed other landscaping elements and brought discussion about water retention planting. He noted that if the intent is to use the existing storm water drainage pond, that area has already been landscaped. As for sign landscaping, Member Neville told the applicant to keep in mind that he would have to plant around that as well. The applicant asked about the requirements if they plan to put stormwater drainage on their parcel. Member Neville clarified those requirements set forth in the code.

Fire Department had no comments.

Member Sadler raised a few zoning questions and issues with the applicant stating that financial institutions are permissible within that zoning district and that the monument sign is in a well-situated place. She added that the site plan exceeds the parking requirements, with only 11 spaces being required but that 33 are shown on the plan. She then asked the applicant if they plan to create a shared parking agreement with the multi-family development. The applicant answered in the negative. Member Sadler then conveyed to the applicant that per the Land Development Code, only 10% of over-parking is allowed, and that if they would like to retain additional spaces, the applicant would need to apply for a variance or demonstrate that there will be a shared parking agreement. She provided the LDC Section where this requirement is specified.

The applicant inquired about the variance process and Member Sadler briefly described the process and timeframe. She also recommended that the applicant make additional adjustments for biking requirements and pedestrian circulation. She added that the site plans meet the impervious pavement ratio requirement and asked the applicant about alternative paving materials. The applicant said they intend to use paved concrete on asphalt.

Lastly, Member Sadler recommended the applicant keep in mind light pollution and use lighting that respects these expectations.

Code Enforcement had no comments.

Member Sabattini agreed with the location of the dumpster and recommended that the applicant contact Waste Management to provide trash services as they have a franchise agreement with the City.

Building Department had no comments.

Chair Platt reminded the applicant that they will be provided with a set of notes after the meeting that recaps all comments.

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The applicant asked about recently updated County impact fees and their possible impact on this project. Members discussed the recent increase and noted that the City has yet to adopt the new fees formally. Ms. Pearson conveyed to the applicant that they would be notified of any updates to new fees, and that the existing mobility fees are still in effect. The applicant asked if there was anything that they could do to stay within the current mobility fee rates. Ms. Pearson explained that they should look at submitting full plans before any concern with impact fees.

Chair Platt stated that this is a legal issue and that the applicant should file for a building permit first.

6. OLD BUSINESS

There were no Old Business cases to review.

7. NEW BUSINESS

There were no New Business cases to review.

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

9. COMMITTEE BUSINESS

10. ADJOURNMENT: 10:26

Mackennah Tarmey, Recording Secretary

Jacob Platt, Chair

Online Form Submittal: Technical Review Committee (TRC): First Step Review Request

From noreply@civicplus.com <noreply@civicplus.com>

Date Mon 12/15/2025 8:24 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 (TRC): First Step Review Request

Technical Review Committee (TRC) First Step Review

USE THIS FORM TO Submit a project for input and guidance from the Technical Review Committee, the City group responsible for reviewing site plans and commercial projects. First Step reviews are a free service provided by the City of Fernandina Beach to help guide a project through the development review and permitting process. The First Step review is a meeting between an applicant and representatives of City departments responsible for reviewing applications for the purpose of exchanging information on the potential development of a site. This may include providing information on permissible uses of the site; required improvements; infrastructure requirements; any applicable design standards; any potential regional, state or federal standards; requirements for supporting plans, documents and studies; and any applicable design standards.

Fees

None

IMPORTANT NOTES

A change of use occurs when an existing use is replaced by a different use, as listed in table 2.03.02. A proposed change of use will require a First Step Review as set forth in 11.01.02. A change of use shall not require a local development order when all the conditions of 11.00.05 are met. The determination that a proposed use or development constitutes a change of use is an administrative decision subject to appeal. When a local development order is required due to a proposed change of use, all standards and procedures of the Comprehensive Plan and LDC shall apply to the proposed new use.

****Please note that First Step items are reviewed as Discussion Items at the beginning of each TRC meeting followed by Formal Review items.****

Please see the Land Development Code (LDC) for detailed information:	<i>Field not completed.</i>
The LDC is available for review at	www.fbfl.us/LDC
Application Requirements	A complete application., Site plans or scaled drawings; , Any other files that illustrate the proposed project; and
PROPERTY INFORMATION	Property information can be found at the Nassau County Property Appraiser's Website → Map Search
Site Address	306 Ash Street and 109 8th Avenue South
City	Fernandina Beach
State	FL
Zip	32034
Parcel ID #(s)	00-00-31-1800-0012-0340, 00-00-31-1800-0012-0330, 00-00-31-1800-0041-0071
Lot	<i>Field not completed.</i>
Block	<i>Field not completed.</i>
Subdivision	<i>Field not completed.</i>
Zoning District	C-3
Future Land Use Designation	Central Business District
Overlay District	<i>Field not completed.</i>
Size of Property (acres)	.115, .115
Present Property Use	Vacant lot(s)
Wetlands	No
Flood Zone	X, area of minimal flood hazard
Coastal Construction Control Line (CCCL)	No
CONTACT INFORMATION	
<i>Applicant or interested party who will be present at the meeting.</i>	
First Name	Charles

Last Name	Morris
Company (if applicable)	<i>Field not completed.</i>
Telephone Number	4044297399
E-mail Address	purchases@bjandtony.com

PROJECT INFORMATION

Project Name	Champeau/Morris Condominiums
Project Type	Residential
Please choose your preferred method of conducting your First Step Review	In-person (at City Hall Chambers, 204 Ash St.)

Project Description	Chris Chapeau and Charles (Tony) Morris own identical 50'X100' properties on Ash Street and on South 8th Avenue. Both are zoned C-3, Central Business District and in the Historic district. We are hoping to build two separate 4-unit condominium buildings plus a small commercial space on each property. The construction and exteriors of the building will be identical and "historic district compliant; 1 level for parking, two levels with 2 condominium units on each of the next two levels, and a commercial space on the 4th floor. We are hoping that the similarities between the two projects will result in some "synergies" in construction costs as well as in technical details/review/permitting/etc. We are "sharing" an architect who will be available in Fernandina for the entire month of January. Chris lives in Virginia. Tony is the "boots on the ground" in Fernandina. Chris plans to be in Fernandina during the second half of January 2026, so we are hoping to get on the docket for our First Steps Technical Review on the 22Jan26 session. If there are questions/concerns, Tony will initially be the primary contact; 404-429-7399. Thanks for your consideration.
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Proposed Access Road	For 109 Ash, access is via Ash, or 3rd Avenue South. For 109 S. 8th, via S. 8th.
Rd Maintenance Jurisdiction	City Maintained
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	Charles
Applicant Last Name	Morris
Today's Date	12/15/2025
Upload Supporting Documentation	Draft - 306 Ash.pdf
Upload 2	306 Ash Street View (002).jpg
Upload 3	Site Survey 109 S 8th Ave.pdf
Upload 4	<i>Field not completed.</i>
Upload 5	<i>Field not completed.</i>

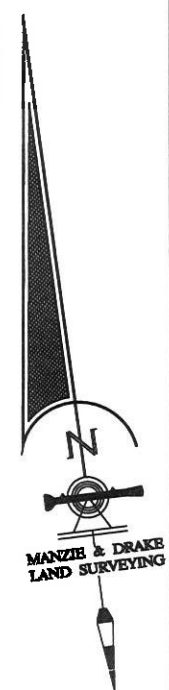
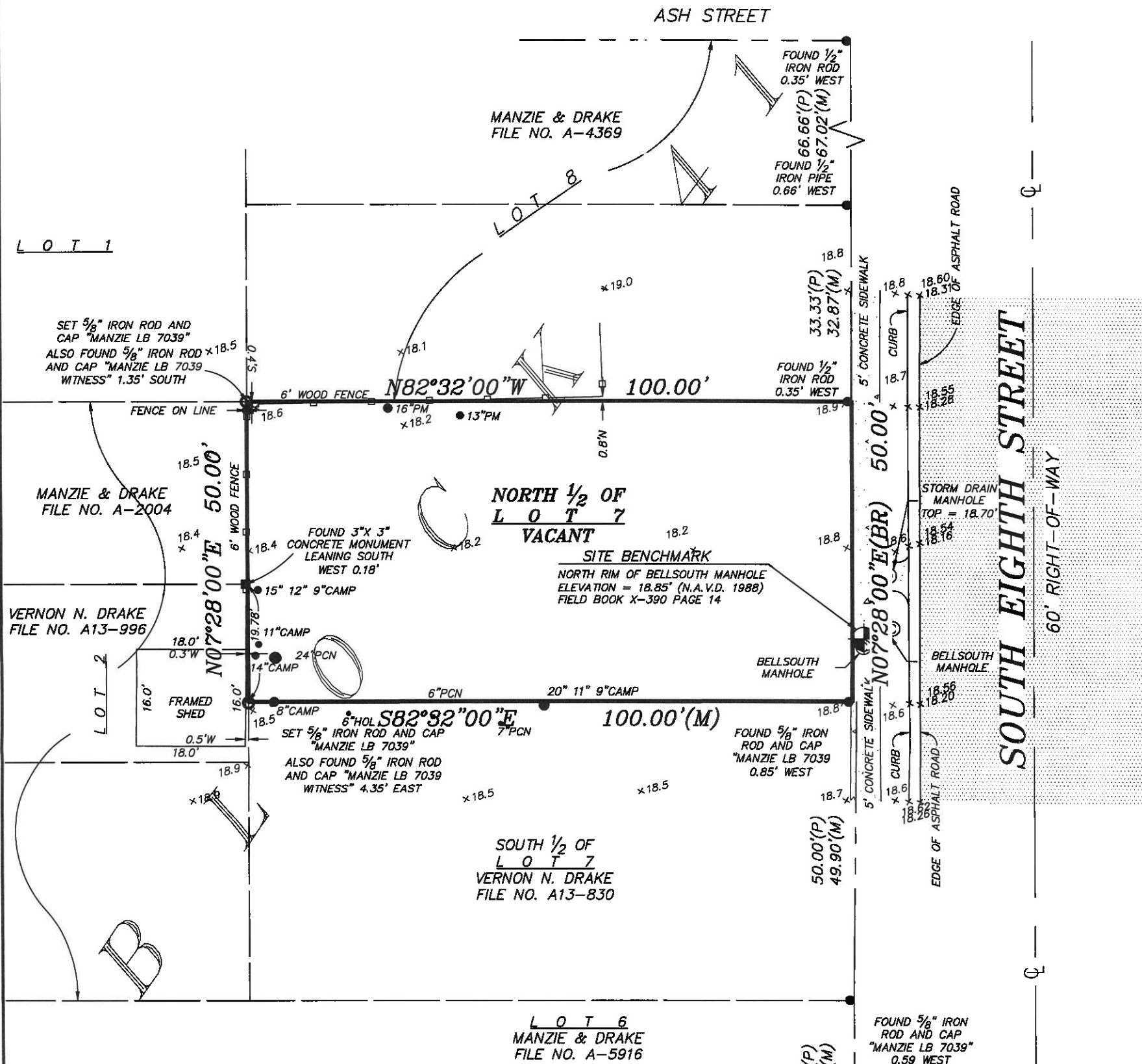
DEPARTMENT OF PLANNING & CONSERVATION
204 Ash Street | Fernandina Beach, Florida 32034 | 904 310-3480 |
www.fbfl.us/planning

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

MAP OF BOUNDARY & TOPOGRAPHIC SURVEY

A PORTION OF THE CITY OF FERNANDINA BEACH (FORMERLY NAMED FERNANDINA), NASSAU COUNTY, FLORIDA, AS SHOWN ON THE OFFICIAL PLAT OF SAID CITY (AS LITHOGRAPHED AND ISSUED BY THE FLORIDA RAILROAD COMPANY IN 1857 AND ENLARGED, REVISED AND REISSUED BY THE FLORIDA TOWN IMPROVEMENT COMPANY IN 1887 AND 1901), BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE NORTH ONE-HALF (N 1/2) OF LOT SEVEN (7), BLOCK FOURTY-ONE (41)
CITY OF FERNANDINA BEACH,



SURVEY NOTES:

- 1) Unless it bears the original signature and the original raised seal of a Florida licensed Surveyor and Mapper or Validated Digital Signature by a Florida licensed Surveyor and Mapper, this map/report is for informational purposes only and is not valid.
- 2) The "Legal Description" hereon is in accord with the description provided by the client
- 3) Underground Improvements were not located or shown.
- 4) Lands shown hereon were not abstracted by this office for easements, rights-of-way, ownership or other instruments of record.
- 5) Bearings shown hereon are based on an assumed bearing of N07°28'00"E for the easterly right-of-way of South Eighth Street. The bearing reference line is indicated as thus (BR).
- 6) The property shown hereon lies within flood zone "X" per the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 12089C 0237G, dated 08/02/2017.
- 7) Site Benchmark is as shown hereon.
- 8) Elevations shown hereon refer to North American Vertical Datum of 1988. (N.A.V.D. '88)
- 9) The Reference Benchmark is a nail & disk "Manzie LB 7039" in the north face of a 20" cedar tree in the Southwest quadrant of South Ninth Street and Beech Street. (Elevation = 22.84' N.A.V.D. 1988)

LEGEND

- (P) = PLAT
(D) = DEED
(M) = MEASURED
CL = CENTERLINE
⊙ = STORM MANHOLE
⊙ = COMMUNICATION MANHOLE

TREE LEGEND

- PM = PALM TREE
HLY = HOLLY TREE
PCN = PECAN TREE
CAMP = CAMPHOR TREE

TREE DISCLAIMER:

NUMBER OF TREES SHOWN ON SURVEY: 15

SPECIES OF TREES HAVE BEEN IDENTIFIED TO THE BEST OF OUR KNOWLEDGE AND BELIEF; HOWEVER MANZIE & DRAKE LAND SURVEYING WILL ASSUME NO LIABILITY, EXPRESSED OR IMPLIED, FOR THE CORRECTNESS OF SAID SPECIES IDENTIFICATION.

TREES HAVE BEEN LOCATED AS ACCURATELY AS POSSIBLE UNDER CURRENT CONDITIONS AND HAVE A POSITIONAL TOLERANCE OF APPROXIMATELY 2 TO 3 FEET. CRITICAL TREES SHOULD BE VERIFIED PRIOR TO CONSTRUCTION.

THE INFORMATION SHOWN HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027, FLORIDA STATUTES.



Manzie & Drake Land Surveying

117 South Ninth Street, Fernandina Beach, FL 32034
(904) 491-5700 www.ManzieAndDrake.com
Certificate of Authorization Number "LB 7039"

"OUR SIGHTS ARE ON THE FUTURE, SET YOUR SITES ON US."

SCALE: 1"=20' JOB NO: 16491 DATE: 01/24/2025 CADD: GS
F.B. NO: X-390 PAGE NO: 14 CREW: SS FILE NO: A-6081

MICHAEL A. MANZIE, P.L.S. 4069

2/1/25



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Date Mon 12/15/2025 8:24 PM

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Last Name	Morris
Company (if applicable)	<i>Field not completed.</i>
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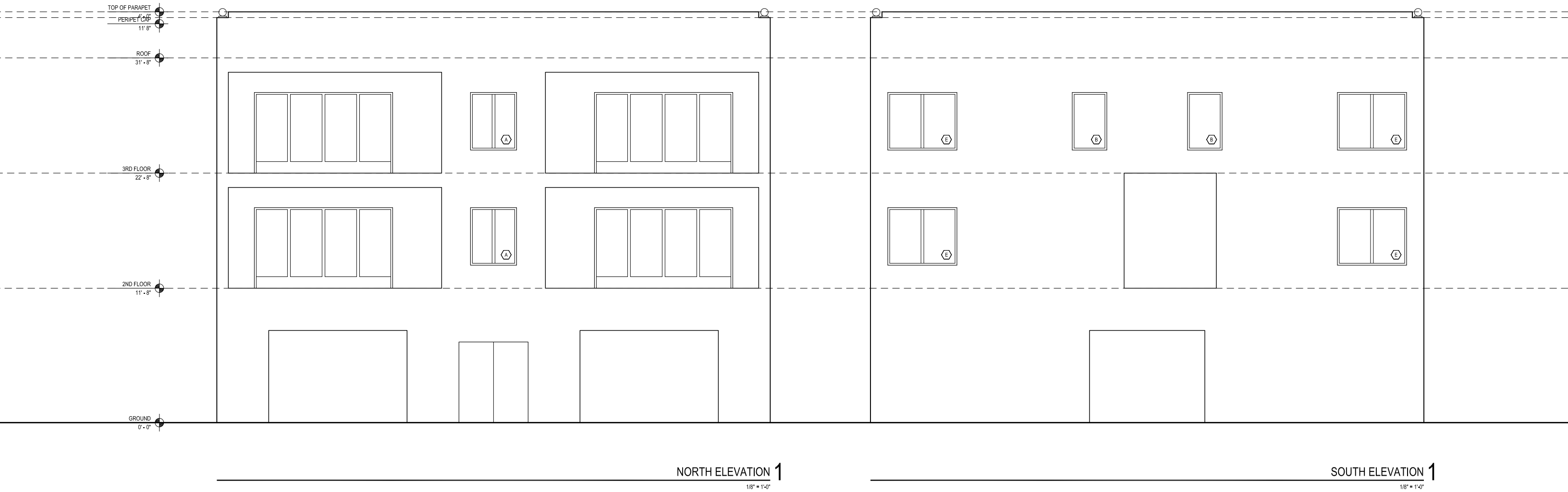
Applicant First Name	Charles
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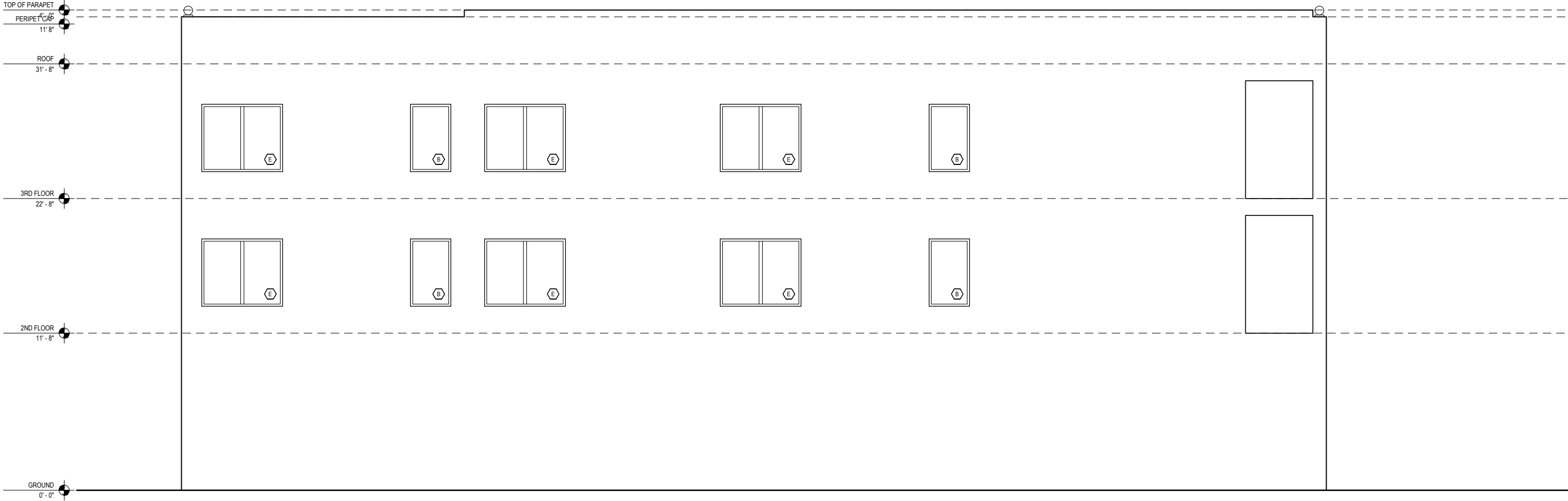
DEPARTMENT OF PLANNING & CONSERVATION
204 Ash Street | Fernandina Beach, Florida 32034 | 904 310-3480 |
www.fbfl.us/planning

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

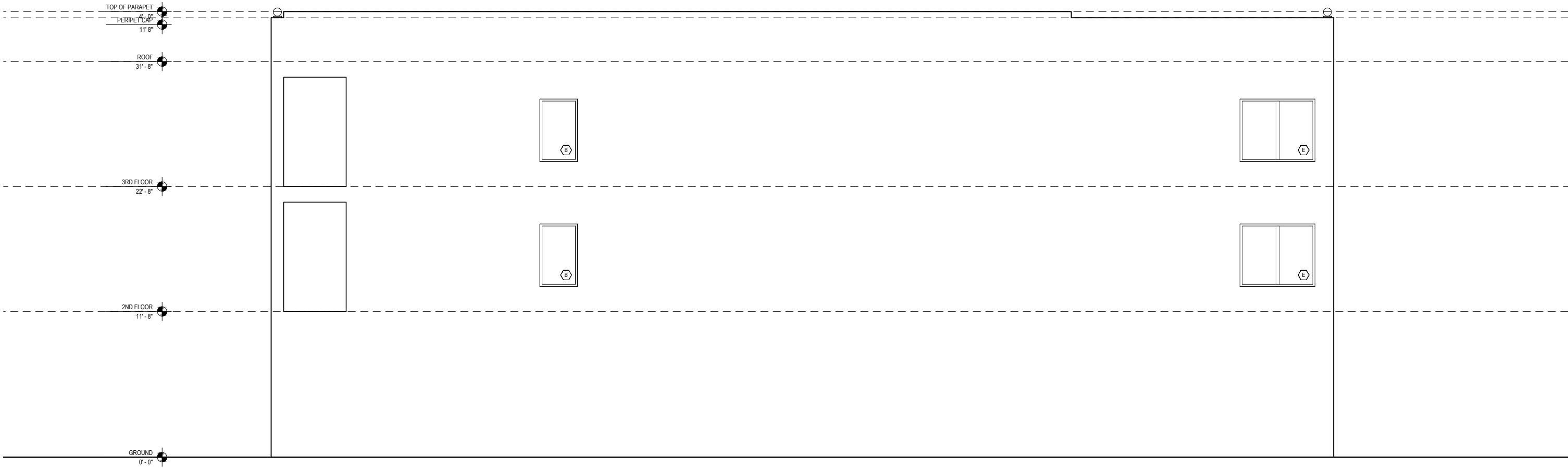


206 K&H STREET
FERNANDINA BEACH, FL.

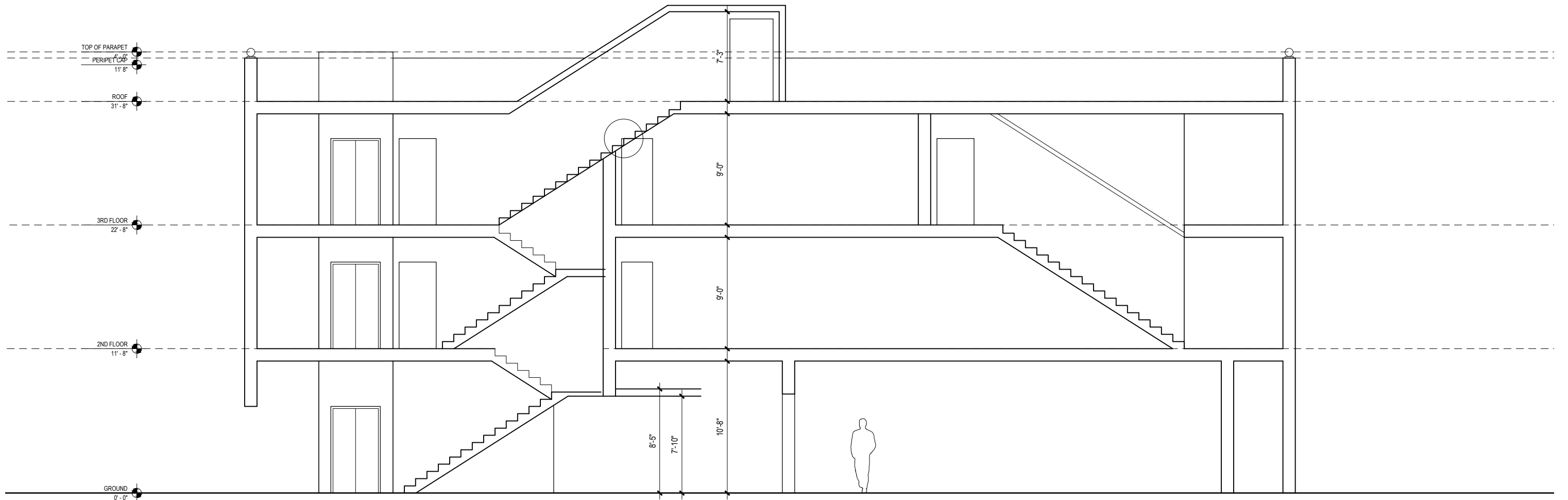




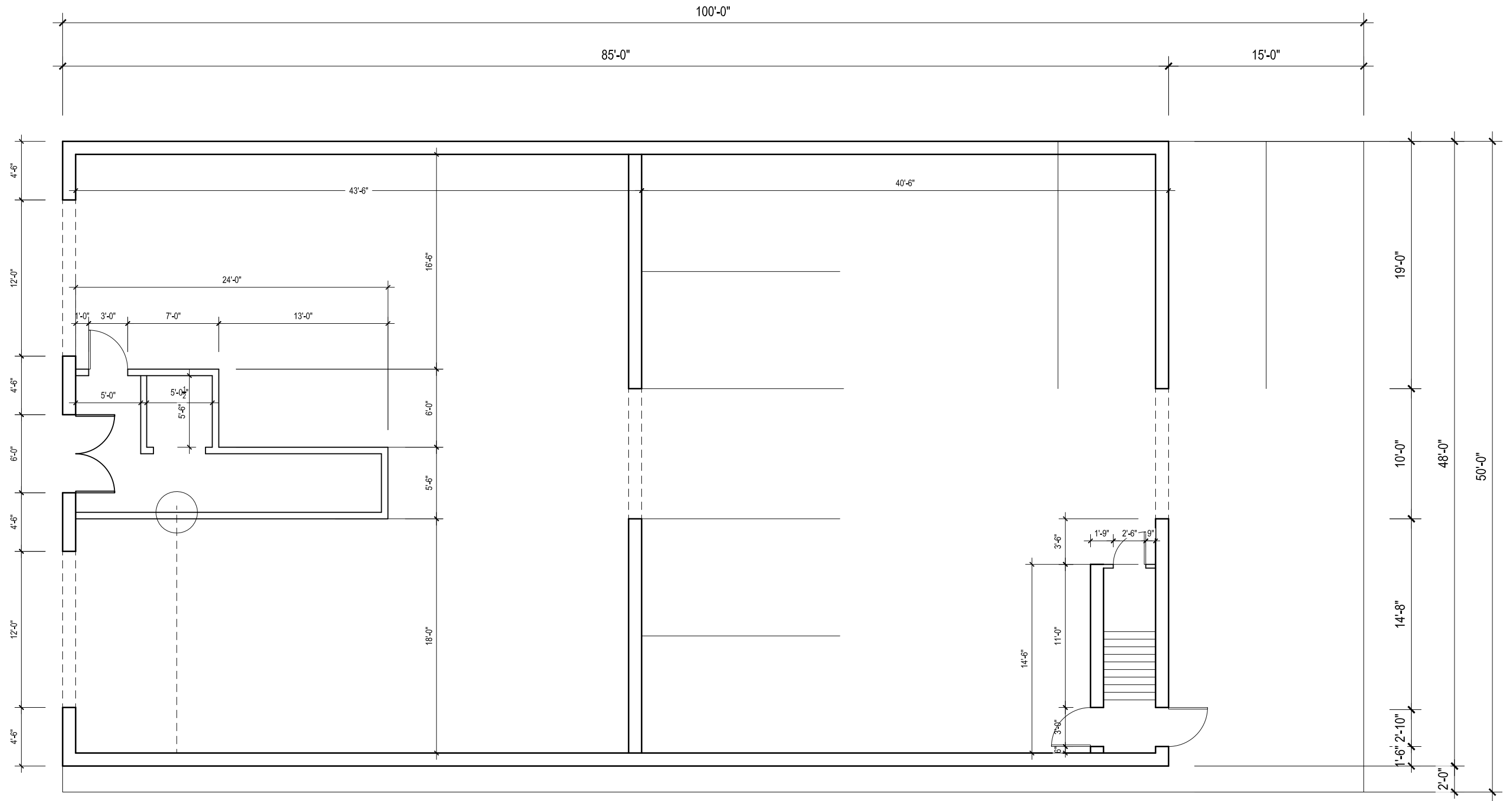
EAST ELEVATION 1
1/8" = 1'-0"



WEST ELEVATION 1
1/8" = 1'-0"

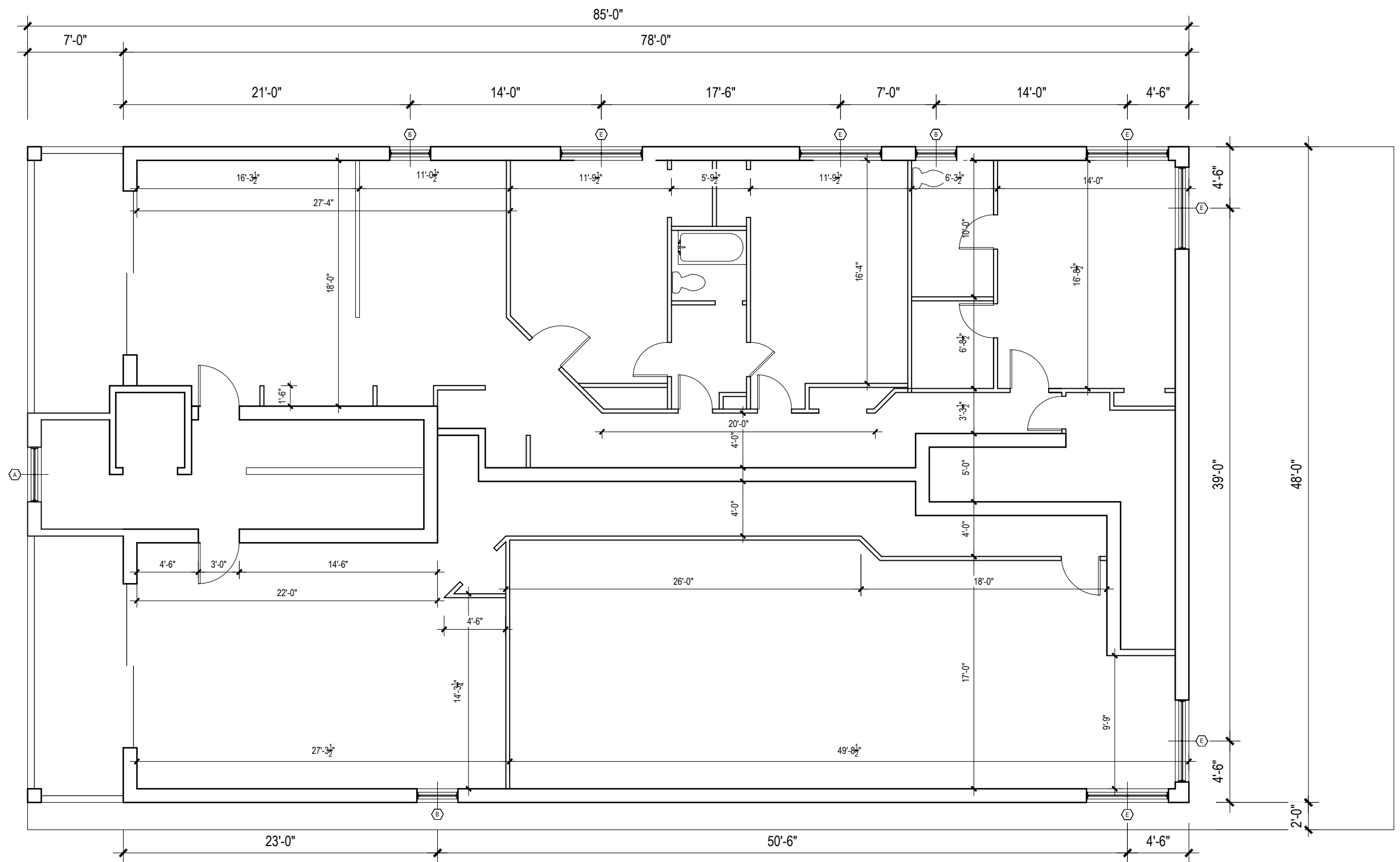


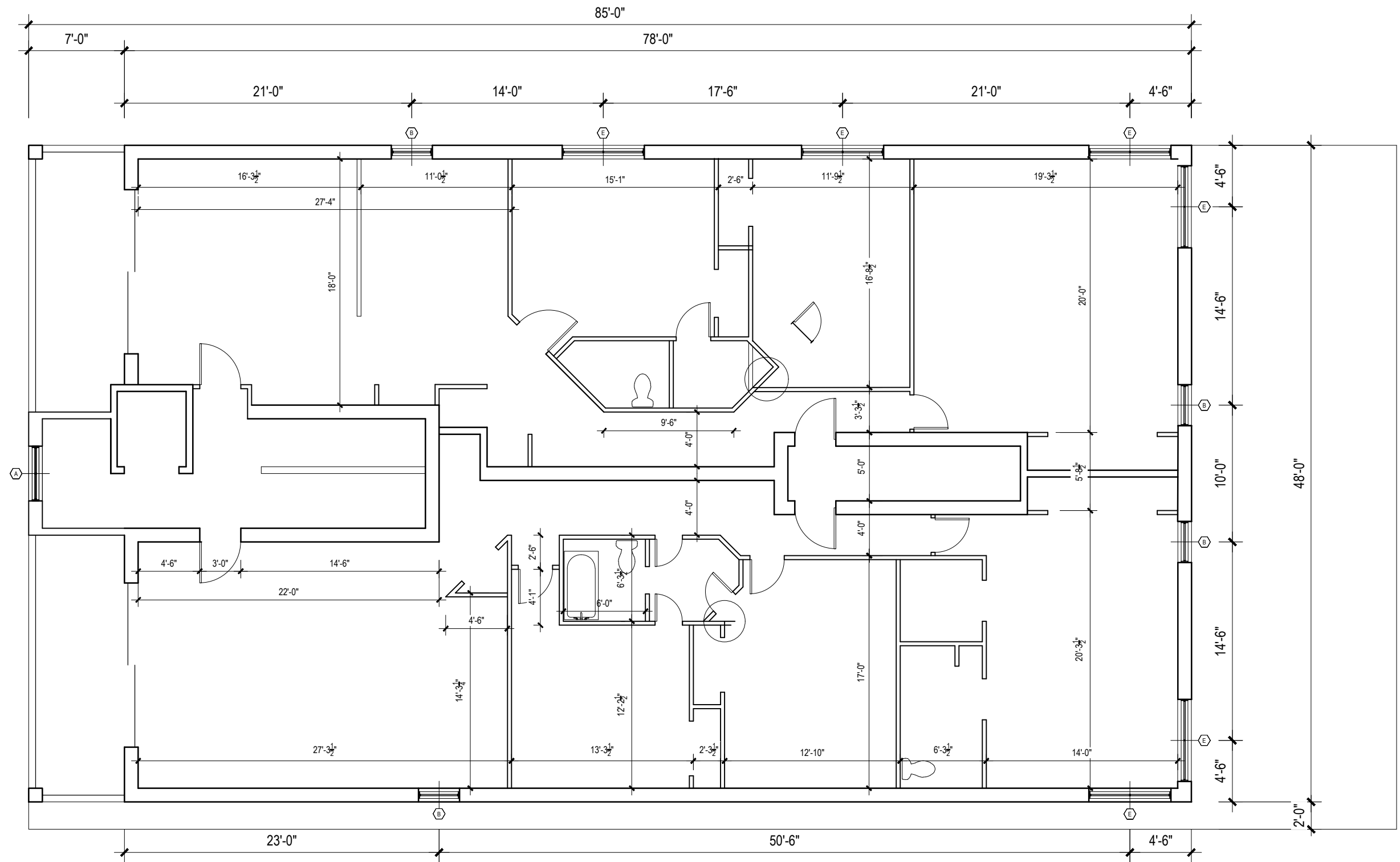
SECTION **A**
1/8" = 1'-0"



GARAGE FLOOR PLAN - 1ST FLOOR COMMERCIAL SPACE 1

1/8" = 1'-0"

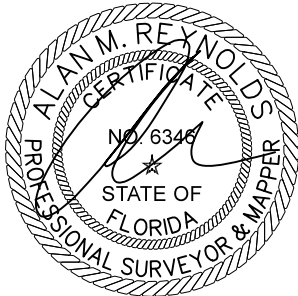






THIS IS TO CERTIFY THAT THIS SKETCH AND THE SURVEY UPON WHICH IT IS BASED WERE MADE IN COMPLIANCE WITH THE STANDARDS OF PRACTICE, SET FORTH BY THE FLORIDA ADMINISTRATION CODE 5J-17.052. PURSUANT TO SECTION 472.027, FLORIDA STATUTES.

NOT VALID WITHOUT ORIGINAL SIGNATURE



ALAN M. REYNOLDS, PSM 6346
FOR THE FIRM
BOUNDARY ZONE, INC.
FIRM NUMBER: LB-8388

Alan M
Reynolds

Digitally signed by
Alan M Reynolds
Date: 2025.11.04
09:08:37 -05'00'

SURVEYOR'S NOTES

1. BEARING SHOWN HEREON BASED ON THE EAST R/W LINE OF THE SEABOARD AIR LINE RAILROAD AND BEING S12°52'11"E (CALCULATED).
2. THIS PROPERTY MAY BE SUBJECT TO ADDITIONAL EASEMENTS AND RESTRICTIONS OF RECORD.
3. BOUNDARY ZONE IS UNABLE TO WARRANT THE ACCURACY OF THE BOUNDARY INFORMATION, STRUCTURE, EASEMENTS AND BUFFERS THAT ARE ILLUSTRATED ON THE SUBDIVISION PLAT.
4. THIS SURVEY WAS CONDUCTED FOR THE SOLE BENEFIT OF THE ENTITIES LISTED AND SHALL NOT BE RELIED UPON BY ANY OTHER ENTITY OR INDIVIDUAL.
5. UNDERGROUND UTILITIES, DRAINAGE STRUCTURES AND IMPROVEMENTS WERE NOT LOCATED UNLESS SHOWN HEREON.
6. SUBJECT PROPERTY SHOWN HEREON IS IN ZONE AE (EL 9) AND X ACCORDING TO FLOOD INSURANCE RATE MAP PANEL NUMBER 12089C0237G, DATED 8/2/2017.
7. ELEVATIONS SHOWN HEREON ARE BASED ON NGS BENCHMARK "872 0030", ELEV: 12.36' (NAVD 88).
8. ELEVATIONS SHOWN HEREON ARE RELATIVE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE BASED ON THE FLORIDA PERMANENT REFERENCE NETWORKS (FPRN) USING GPS REAL TIME KINEMATIC (RTK) OBSERVATION WITH AN ACCURACY OF ±0.06'-0.10'. SITE BENCHMARKS UTILIZED ARE SHOWN HEREON. THIS SITE WAS SURVEYED UTILIZING eGPS SOLUTION 20TL BASE AND ROVER.

LEGEND :

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From: noreply@civicplus.com
To: [TRC Info](#)
Subject: Online Form Submittal: Technical Review Committee (TRC): First Step Review Request
Date: Wednesday, January 14, 2026 3:36:39 PM

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 (TRC): First Step Review Request

Technical Review Committee (TRC) First Step Review
USE THIS FORM TO Submit a project for input and guidance from the Technical Review Committee, the City group responsible for reviewing site plans and commercial projects. First Step reviews are a free service provided by the City of Fernandina Beach to help guide a project through the development review and permitting process. The First Step review is a meeting between an applicant and representatives of City departments responsible for reviewing applications for the purpose of exchanging information on the potential development of a site. This may include providing information on permissible uses of the site; required improvements; infrastructure requirements; any applicable design standards; any potential regional, state or federal standards; requirements for supporting plans, documents and studies; and any applicable design standards.

Fees
None

IMPORTANT NOTES

A change of use occurs when an existing use is replaced by a different use, as listed in table 2.03.02. A proposed change of use will require a First Step Review as set forth in 11.01.02. A change of use shall not require a local development order when all the conditions of 11.00.05 are met. The determination that a proposed use or development constitutes a change of use is an administrative decision subject to appeal. When a local development order is required due to a proposed change of use, all standards and procedures of the Comprehensive Plan and LDC shall apply to the proposed new use.

****Please note that First Step items are reviewed as Discussion Items at the beginning of each TRC meeting followed by Formal Review items.****

Please see the Land Development Code (LDC) for detailed information:	<i>Field not completed.</i>
The LDC is available for review at	www.fbfl.us/LDC
Application Requirements	<i>Field not completed.</i>
PROPERTY INFORMATION	Property information can be found at the Nassau County Property Appraiser's Website → Map Search
Site Address	309 South 3rd Street
City	Fernandina Beach
State	FL
Zip	32034
Parcel ID #(s)	00-00-31-1800-0275-0230
Lot	<i>Field not completed.</i>
Block	<i>Field not completed.</i>
Subdivision	<i>Field not completed.</i>
Zoning District	MU-1
Future Land Use Designation	Mixed Use
Overlay District	None
Size of Property (acres)	0.12
Present Property Use	single family residence
Wetlands	No
Flood Zone	X, 0.2 % chance flood hazard
Coastal Construction Control Line (CCCL)	No

CONTACT INFORMATION

Applicant or interested party who will be present at the meeting.

First Name	Alan
Last Name	Borgman
Company (if applicable)	<i>Field not completed.</i>
Telephone Number	904-261-8819
E-mail Address	asa@gilletteassociates.com

PROJECT INFORMATION

Project Name	South 3rd Street Development
Project Type	Residential
Please choose your preferred method of conducting your First Step Review	In-person (at City Hall Chambers, 204 Ash St.)
Project Description	Duplex and one single family development
Proposed Access Road	South 3rd Street
Rd Maintenance Jurisdiction	City Maintained
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	1/14/2026
Upload Supporting Documentation	artisan_s 3rd street_site_combined-GE-1- 1-14-26.pdf
Upload 2	50095 BOUNDARY_sig-ar.pdf
Upload 3	<i>Field not completed.</i>

Upload 4

Field not completed.

Upload 5

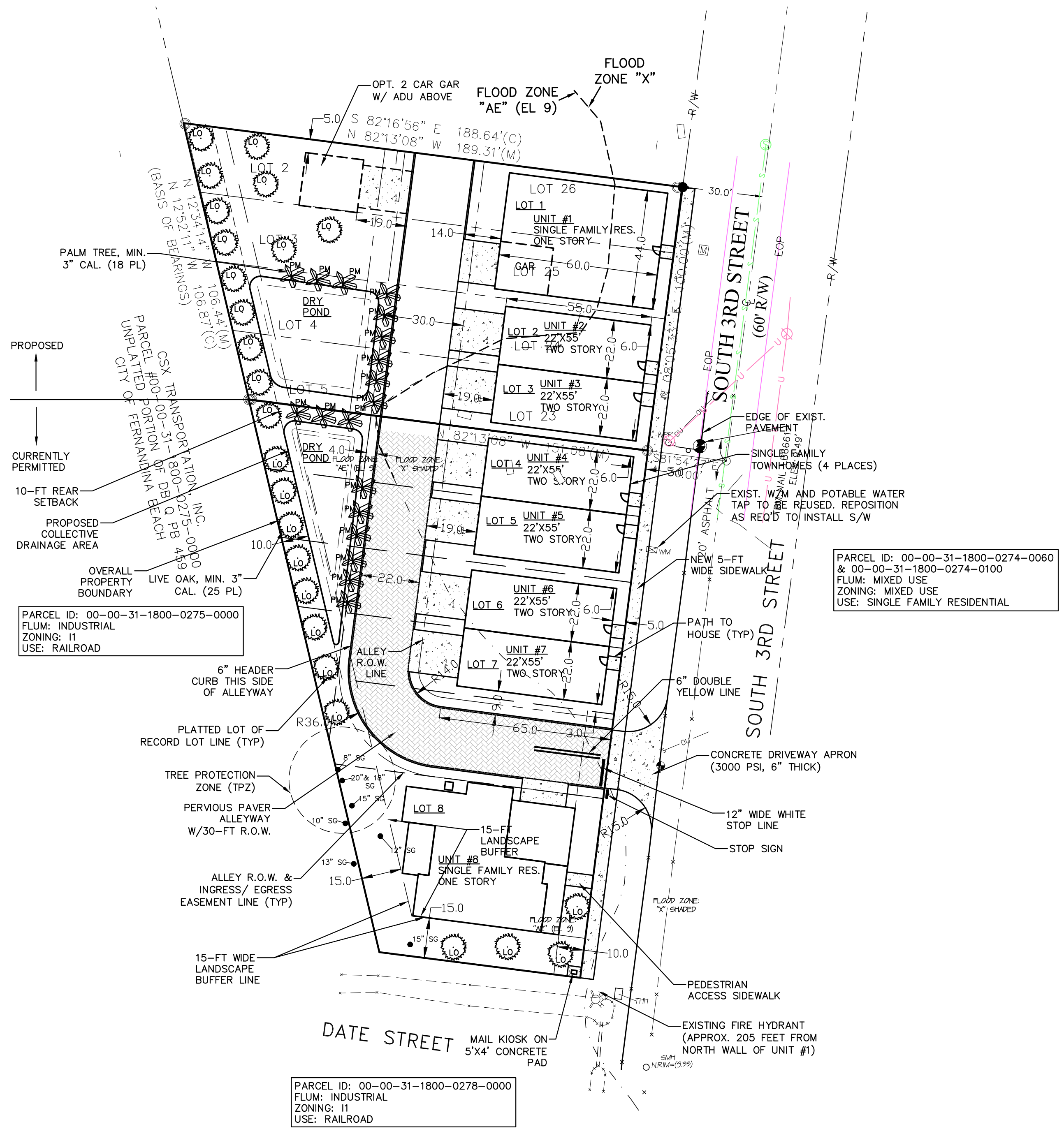
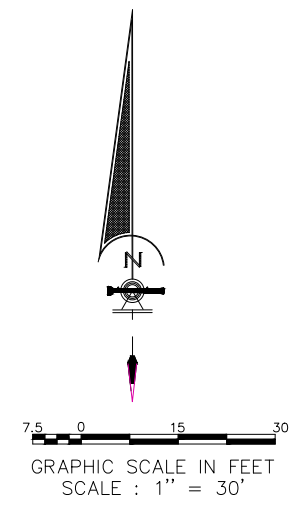
Field not completed.

DEPARTMENT OF PLANNING & CONSERVATION

204 Ash Street | Fernandina Beach, Florida 32034 | 904 310-3480 |

www.fbfl.us/planning

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				Scale: AS NOTED	Gillette & Associates, Inc. 31 South 4th Street Fernandina Beach, FL 32034	G & A⁺ GILLETTE & ASSOCIATES, INC. 31 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	SOUTH 3RD DEVELOPMENT 309 S. 3RD STREET FERNANDINA BEACH, FLORIDA FOR COASTAL LEGACY GROUP, LLC	GEOMETRY PLAN	REGISTERED DESIGN PROFESSIONAL ASA R. GILLETTE, P.E. FLORIDA P.E. NO. 56177	ISSUE DATE: 1/14/26				
				Project Mgr: AG	Certificate of Authorization No. 9332					Sheet GE-1				
				Designed by: AG						Page x of x				
				Drawn by: AG						Project No. XX-XX-XX				
				QA/QC: NG										
A	AG	1/14/26	DEVELOPMENT SET		DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"									
No.	By	Date	Revision											

ENGINEERING PLANS

FOR

BEACH ACCESS 9 - ACCESS RENOVATION

FOR

CITY OF FERNANDINA BEACH

BEACH ACCESS 9 - ACCESS RENOVATION

FOR

CITY OF FERNANDINA BEACH

RELEASED FOR CONSTRUCTION BY

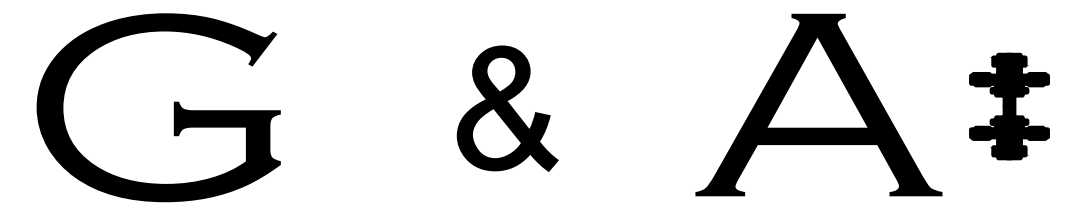
GILLETTE & ASSOCIATES, INC.

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

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

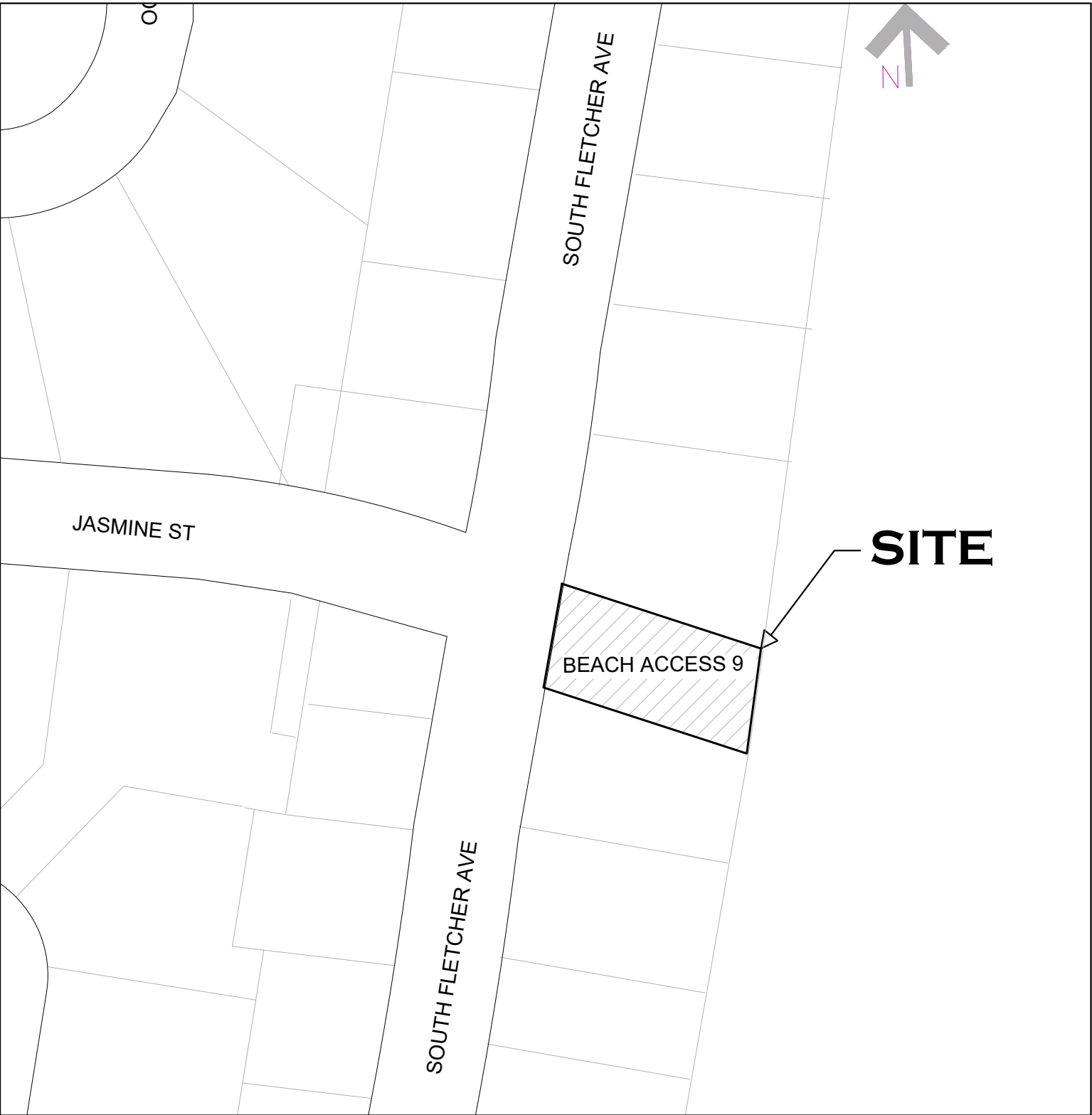
PERMITTING AGENCIES

FERNANDINA BEACH, C.O.F.B. BUILDING DEPT.
F.D.E.P. - C.C.C.L. PERMITTING



ISSUE DATE: JAN 9TH, 2026

SITE LOCATION MAP



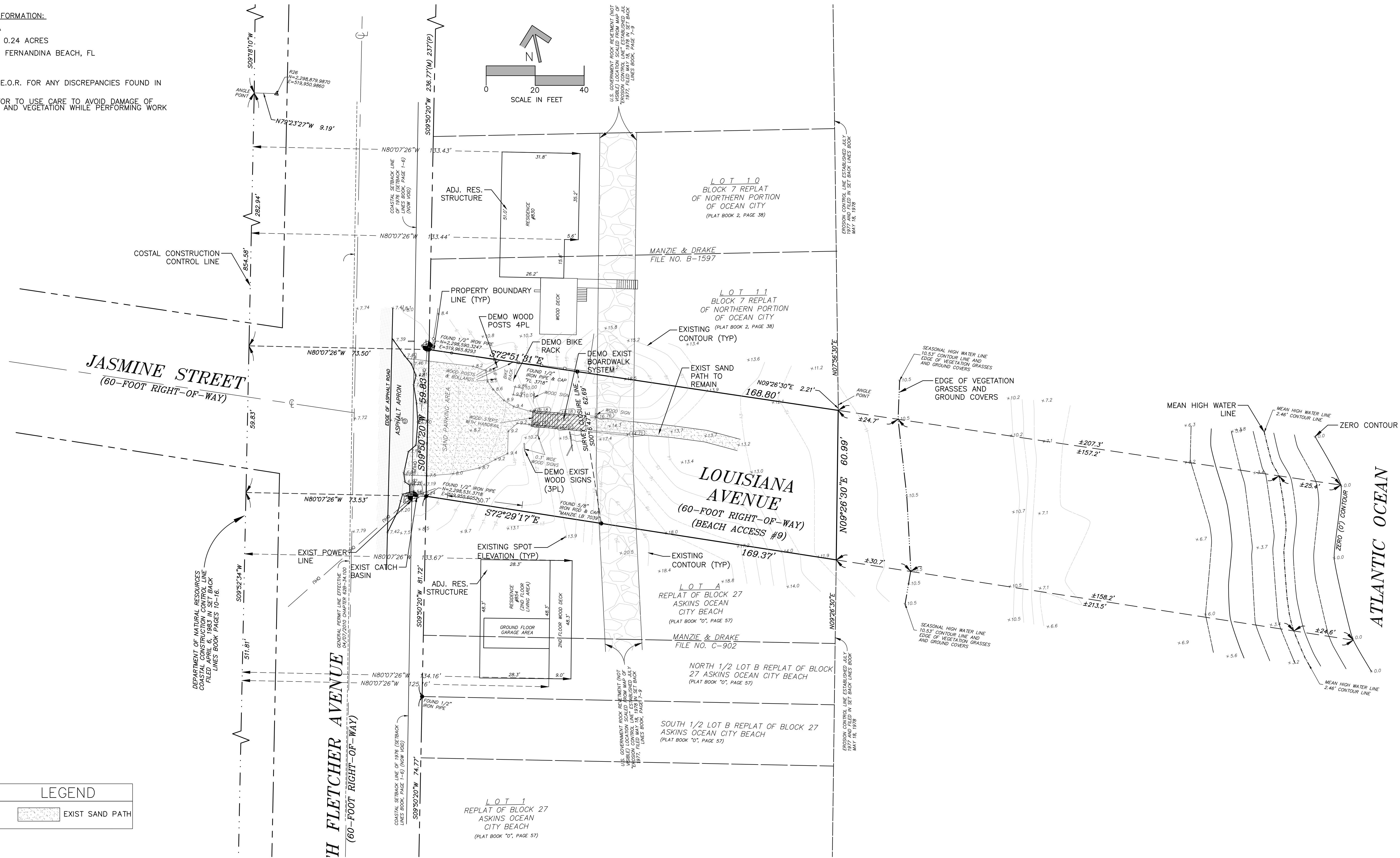
NOT FOR CONSTRUCTION													
SITE / GEOMETRY NOTES								INDEX					
1. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER. ALL SAFETY RULES AND GUIDELINES OF O.S.H.A. SHALL BE FOLLOWED. THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR ANY INJURIES OF HIS EMPLOYEES, AND ANY DAMAGE TO PRIVATE PROPERTY OR PERSONS DURING THE COURSE OF THIS PROJECT. ALL COSTS ASSOCIATED WITH COMPLYING WITH REGULATIONS AND THE FLORIDA TRENCH SAFETY ACT MUST BE INCLUDED IN THE CONTRACTOR'S PRICE FOR PERFORMING THE WORK. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE JOB SITE PRIOR TO PREPARING THE BID FOR THE PURPOSE OF FAMILIARIZING HIMSELF WITH THE NATURE AND THE EXTENT OF THE WORK AND LOCAL CONDITIONS, EITHER SURFACE OR SUBSURFACE, WHICH MAY AFFECT THE WORK TO BE PERFORMED, AND THE EQUIPMENT, LABOR AND MATERIALS REQUIRED. FAILURE TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF COMPLETE PERFORMANCE UNDER THIS CONTRACT. THE CONTRACTOR IS URGED TO TAKE COLOR PHOTOGRAPHS ALONG THE ROUTE OF THIS PROJECT TO RECORD EXISTING CONDITIONS PRIOR TO CONSTRUCTION, AND TO AID IN RESOLVING POSSIBLE FUTURE COMPLAINTS THAT MAY OCCUR DUE TO CONSTRUCTION OF THE PROJECT. ALL COSTS ASSOCIATED WITH PRELIMINARY INVESTIGATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. 3. ALL IMPROVEMENTS SHOWN ARE TO BE WARRANTED BY THE CONTRACTOR TO THE DEVELOPER. 4. ELEVATIONS ARE BASED ON NAVD DATUM OF 1988. 5. TOPOGRAPHIC AND BOUNDARY INFORMATION WAS PROVIDED BY: MANZIE & DRAKE LAND SURVEYING (904-491-5700). 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING, RIGHT-OF-WAY PERMITS NOT PROVIDED AND INSURANCE REQUIRED FOR THE PROJECT. 7. THE CONTRACTOR SHALL COORDINATE THE WORK WITHIN CITY, COUNTY OR STATE RIGHT-OF-WAY WITH THE PROPER AGENCIES FOR MAINTENANCE OF TRAFFIC AND METHOD OF CONSTRUCTION & REPAIR. 8. THE CONTRACTOR SHALL ADVISE THE OWNER'S AUTHORIZED REPRESENTATIVE OF PLANNED WORK SCEDULE. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION WITH ALL OTHER CONTRACTORS. IN THE EVENT OF ANY CONFLICT WHATSOEVER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD, AND THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION. 9. "AS-BUILT" DRAWINGS - AS-BUILTS ARE REQUIRED TO BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR. THEREFORE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTRACT WITH A LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA FOR THE PREPARATION, FIELD LOCATIONS, CERTIFICATION, AND SUBMITTAL OF AS-BUILT DRAWINGS. 10. "AS-BUILT" RECORD DATA AND INFORMATION SHALL BE MAINTAINED BY THE CONTRACTOR. RECORD DRAWINGS SHALL BE SUPPLIED TO THE ENGINEER. 11. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL SURVEY AND PROPERTY MONUMENTS. IF A MONUMENT IS DISTURBED, THE CONTRACTOR SHALL CONTRACT WITH THE SURVEYOR OF RECORD FOR REINSTALLATION OF THE MONUMENT. 12. ALL DEBRIS RESULTING FROM ALL ACTIVITIES SHALL BE DISPOSED OF OFF-SITE BY CONTRACTOR ON A DAILY BASIS. 13. ALL EXCESS SUITABLE AND UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE ENGINEER. 14. ALL EXISTING TREES LISTED TO REMAIN SHALL BE PRESERVED AND PROTECTED. 15. THE LOCATION OF ALL EXISTING UTILITIES, STRUCTURES, AND IMPROVEMENTS ON THE DRAWINGS ARE BASED ON LIMITED INFORMATION AND MAY NOT HAVE BEEN FIELD VERIFIED. THE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY RESPECTIVE UTILITY OWNERS AND FIELD VERIFY LOCATIONS OF EXISTING UTILITIES AND OTHER IMPROVEMENTS PRIOR TO COMMENCING ANY CONSTRUCTION. IF THE LOCATIONS SHOWN ARE CONTRARY TO ACTUAL FIELD LOCATIONS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF THE DISCREPANCY. THE DISCREPANCY SHOULD BE RESOLVED PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS NEAR EXISTING UTILITY IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR REPAIRS OR PAYMENTS FOR ALL DAMAGE MADE TO EXISTING UTILITIES OR OTHER IMPROVEMENTS. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL GRADES, INVERTS, AND TYPE OF MATERIAL OF EXISTING UTILITIES TO WHICH THEY SHALL CONNECT. 16. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER ON ALL MATERIALS, FOR REVIEW AND APPROVAL, PRIOR TO PURCHASE OR CONSTRUCTION OF ANY UTILITY OR STRUCTURE. 17A. UNSUITABLE MATERIALS UNDER WATER, SEWER, OR STORM PIPE AND/OR STRUCTURES SHALL BE REMOVED AND REPLACED WITH SELECTED BACKFILL COMPACTED TO 98% OF IT'S MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D1557). 17B. ALL FINISH FLOORS SHOWN ON THE PLANS ARE MINIMUM ELEVATIONS						PAGE #		SHEET	DESCRIPTION				
						1		CVR	COVER SHEET				
						2		IN-1	INDEX SHEET				
						3		PRE-1	PREDEVELOPMENT PLAN				
						4		GE-1	GEOMETRY PLAN				
						5		GE-2	ENLARGED GEOMETRY PLAN				
						6		DR-1	PROPOSED GEOMETRY PLAN & PROPOSED LOT PROFILE				
						7		DT-1	MISCELLANEOUS DETAILS				
						8		DT-2	MISCELLANEOUS DETAILS				
						9		DT-3	MISCELLANEOUS DETAILS				
</													

PROPERTY INFORMATION:

- PID#: N/A
- ACREAGE: 0.24 ACRES
- LOCATION: FERNANDINA BEACH, FL

NOTES:

- CONTACT E.O.R. FOR ANY DISCREPANCIES FOUND IN THE FIELD
- CONTRACTOR TO USE CARE TO AVOID DAMAGE OF EXIST. DUNE AND VEGETATION WHILE PERFORMING WORK



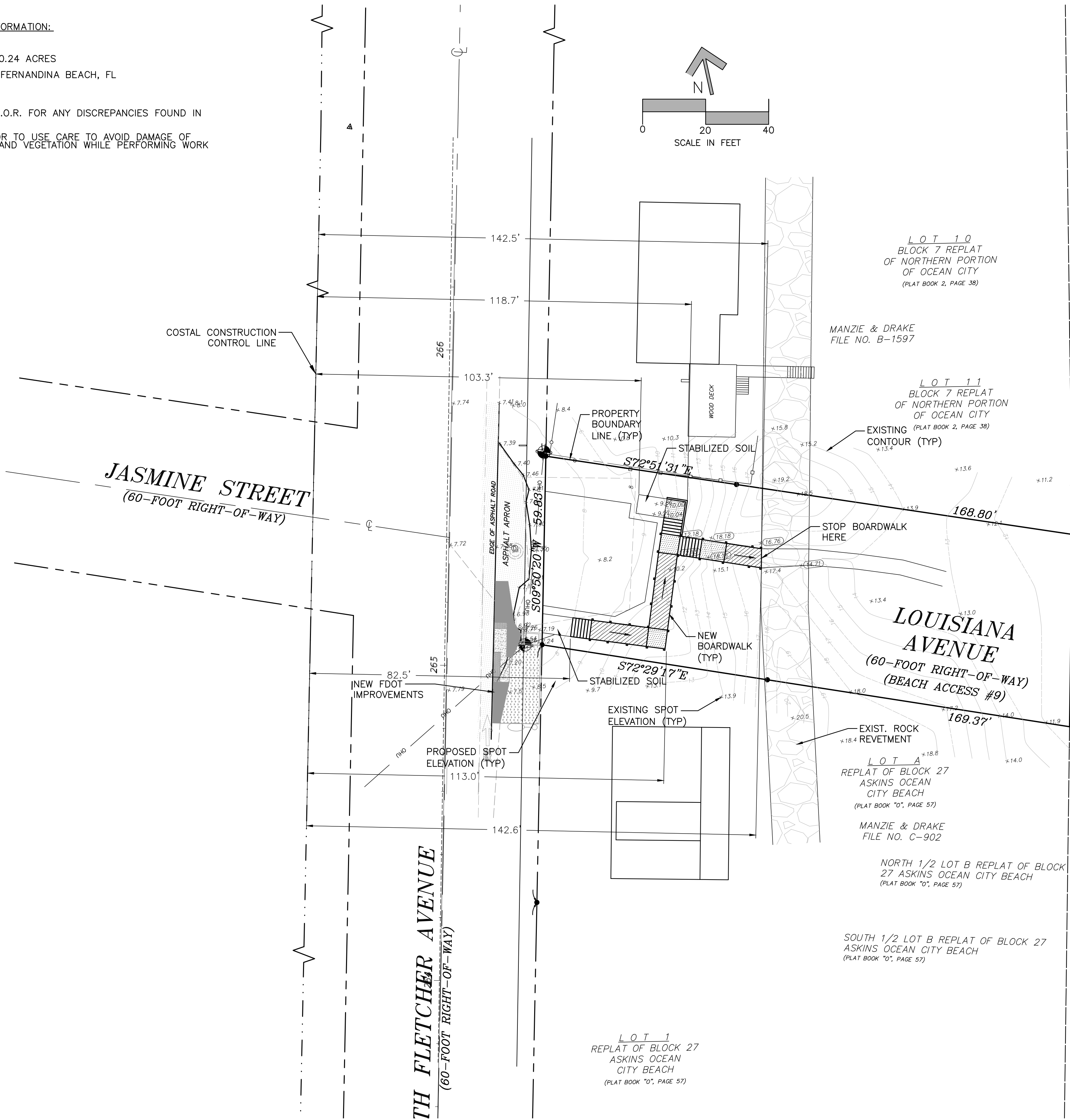
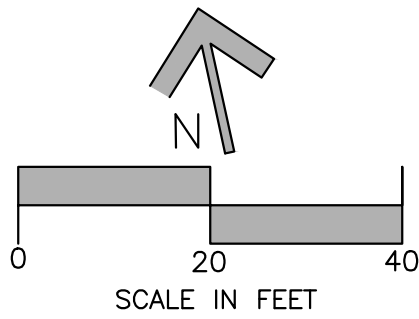
K				Scale: 1:20	Gillette & Associates, Inc. 31 South 4th Street Fernandina Beach, FL 32034	G & A [®] GILLETTE & ASSOCIATES, INC 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	BEACH ACCESS 9 CITY OF FERNANDINA BEACH SOUTH FLETCHER AVE FERNANDINA BEACH, FL	BEACH ACCESS DUNE BOARDWALK	PREDEVELOPMENT PLAN WITH DEMOLITION	REGISTERED DESIGN PROFESSIONAL ASA R. GILLETTE, P.E. FLORIDA P.E. NO. 56177	ISSUE DATE: 1/9/26
J				Project Mgr: AG							Sheet PRE-1
I				Designed by: AG							Page 3 of 9
H				Drawn by: BS	DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"						Project No. XX-XX-XX
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B	BS	1/9/26		ISSUE FOR PRICING							
A	BS	12/13/25		OWNER REVIEW							
No	By	Date		Revision							

PROPERTY INFORMATION:

- PID#: N/A
- ACREAGE: 0.24 ACRES
- LOCATION: FERNANDINA BEACH, FL

NOTES:

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No	By	Date	Revision

Scale: 1:20
Project Mgr: AG
Designed by: AG
Drawn by: BS
QA/QC: NG

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Certificate of Authorization No. 9332
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GILLETTE & ASSOCIATES, INC.
20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034
PHONE: (904) 261-8819

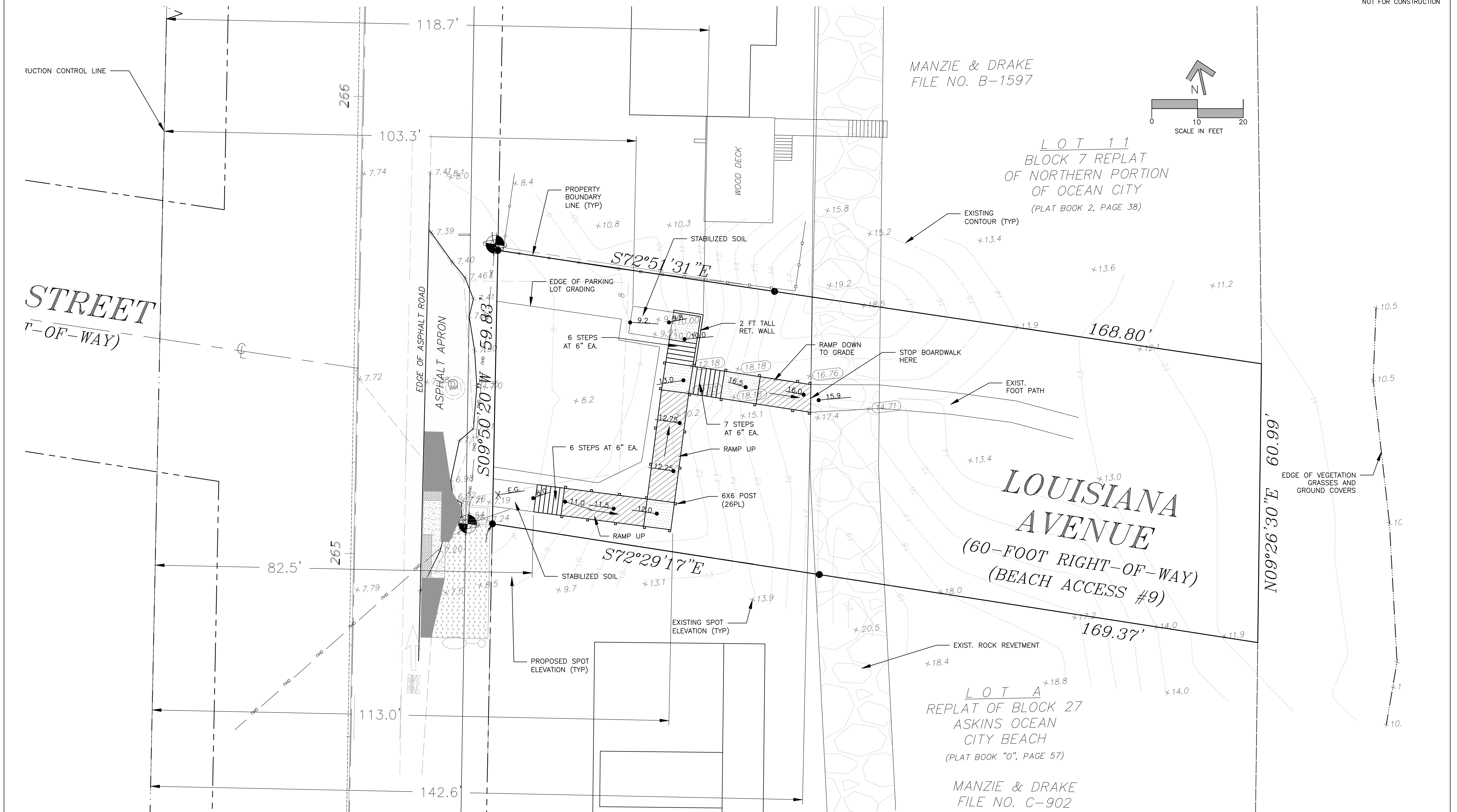
BEACH ACCESS 9 CITY OF FERNANDINA BEACH
SOUTH FLETCHER AVE FERNANDINA BEACH, FL

BEACH ACCESS DUNE BOARDWALK

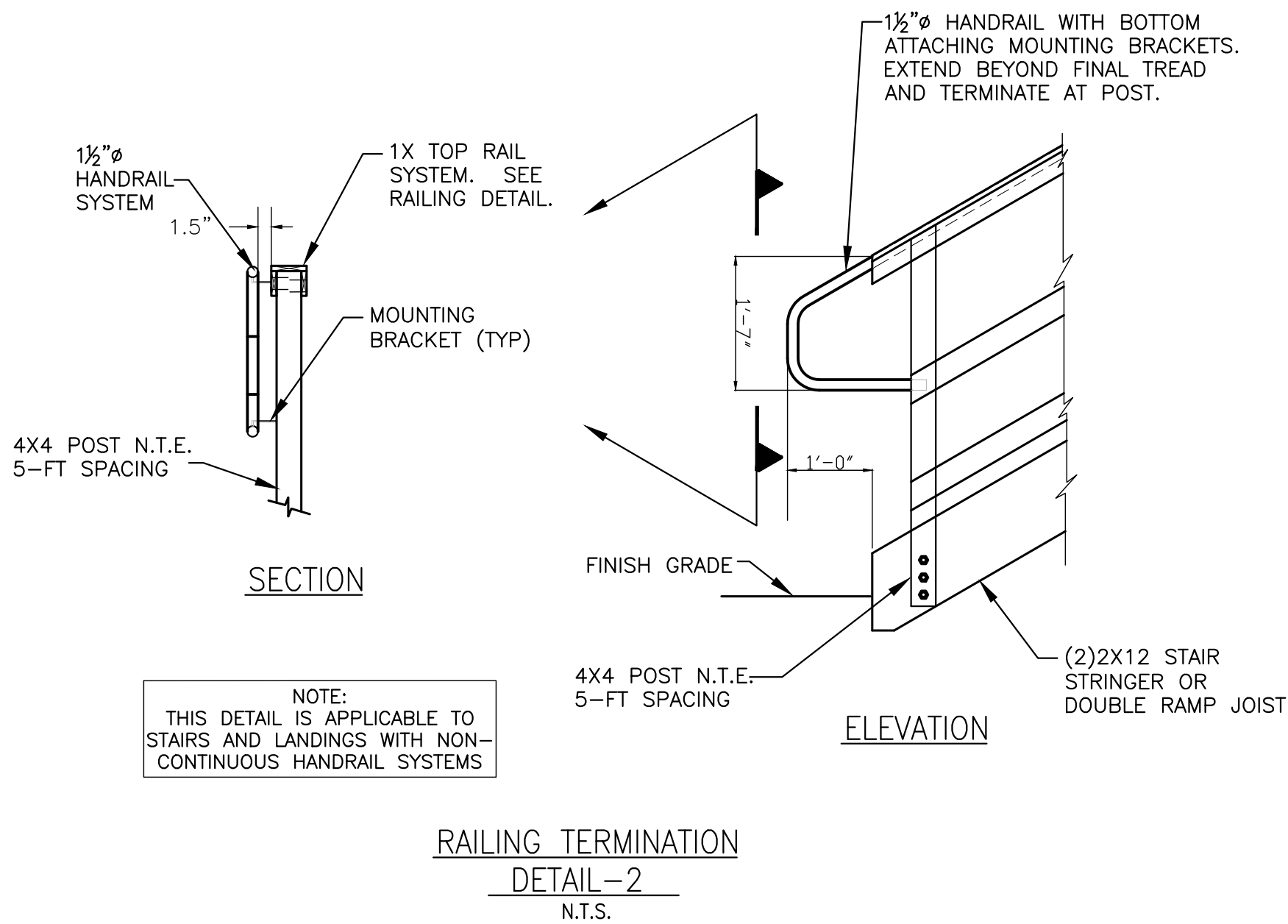
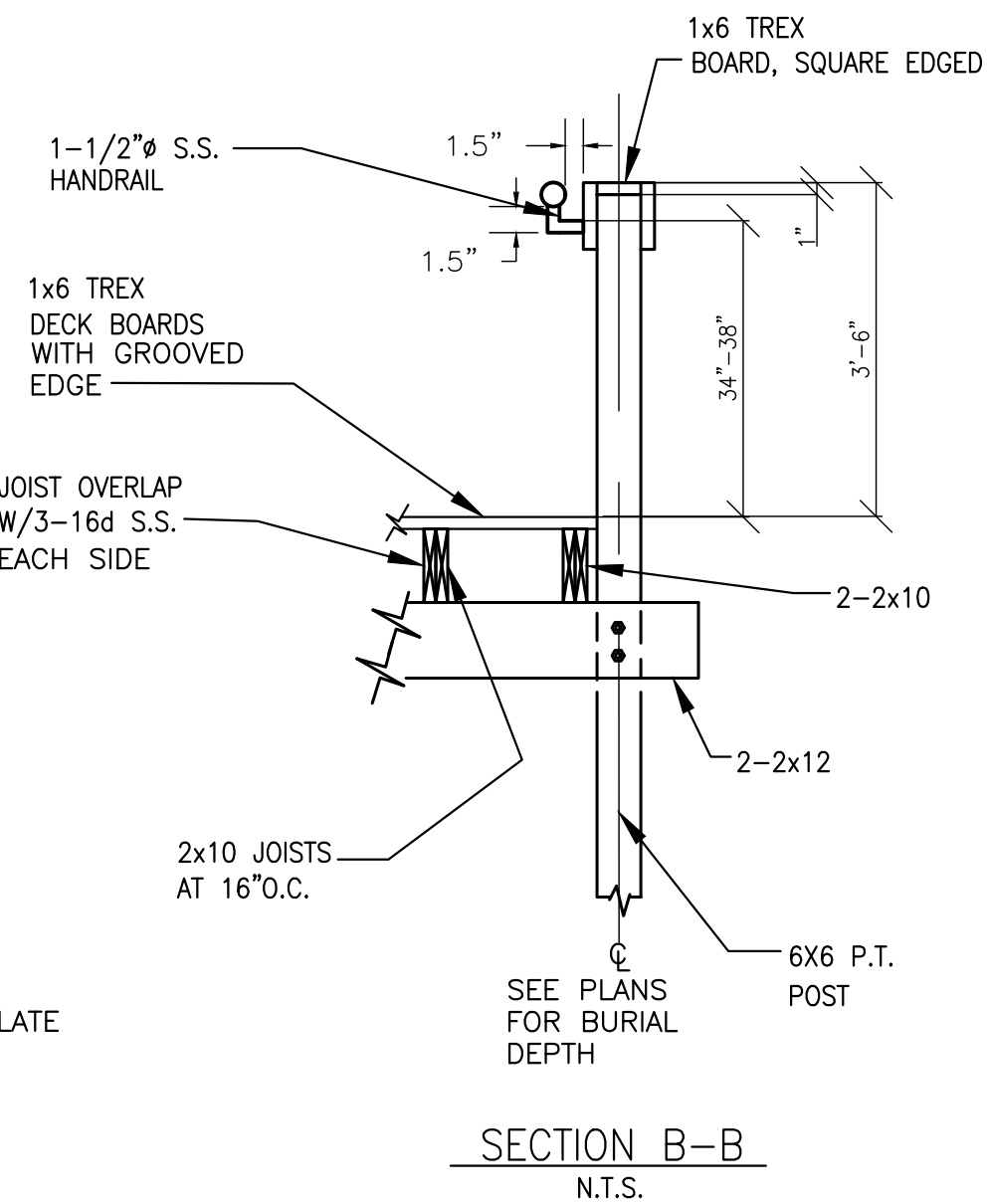
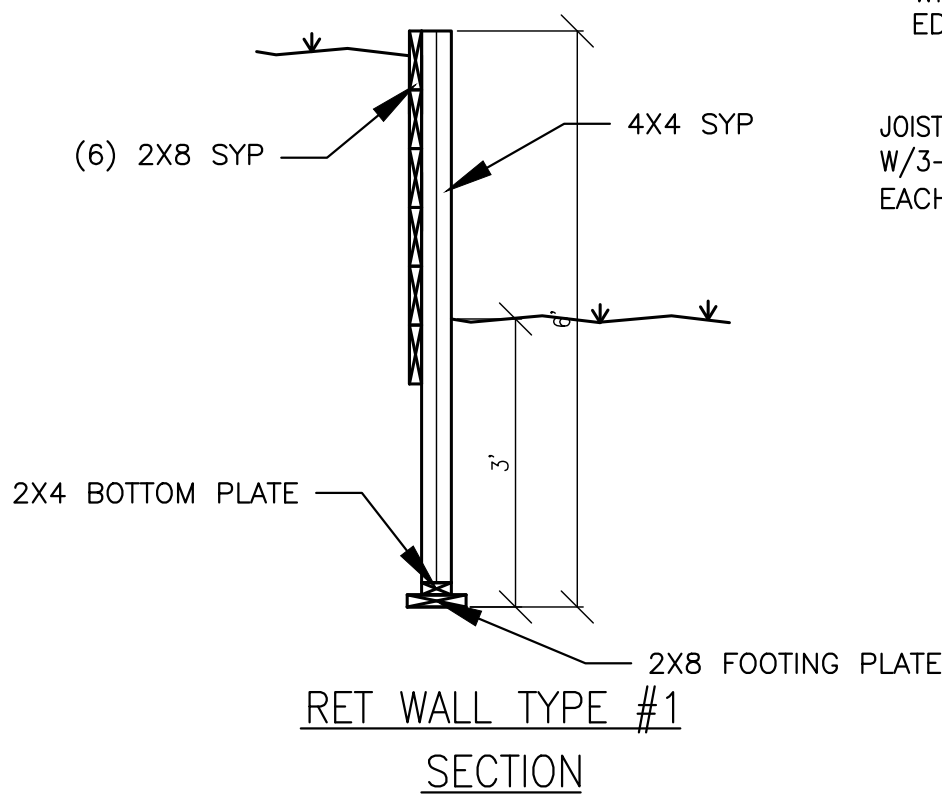
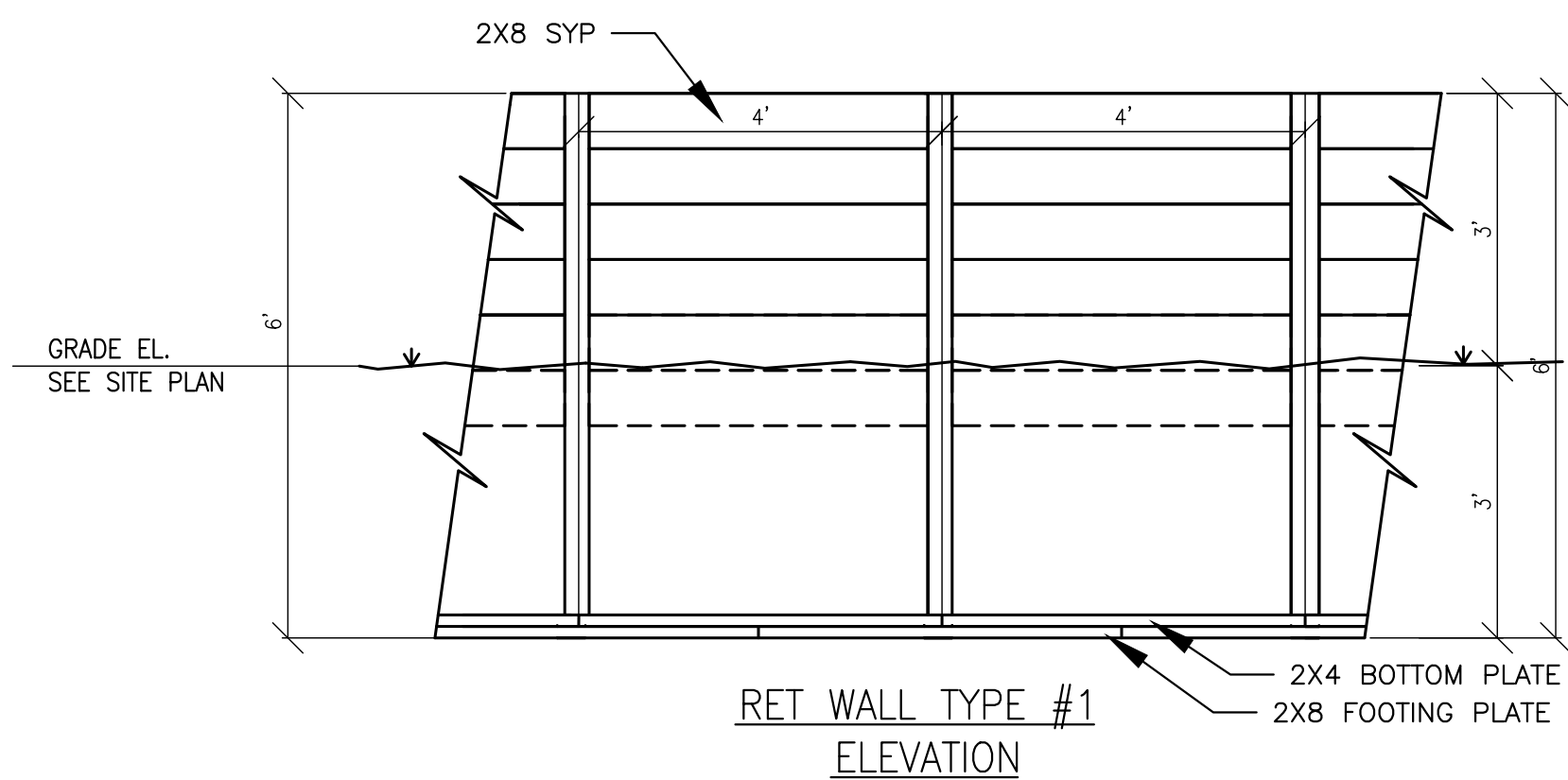
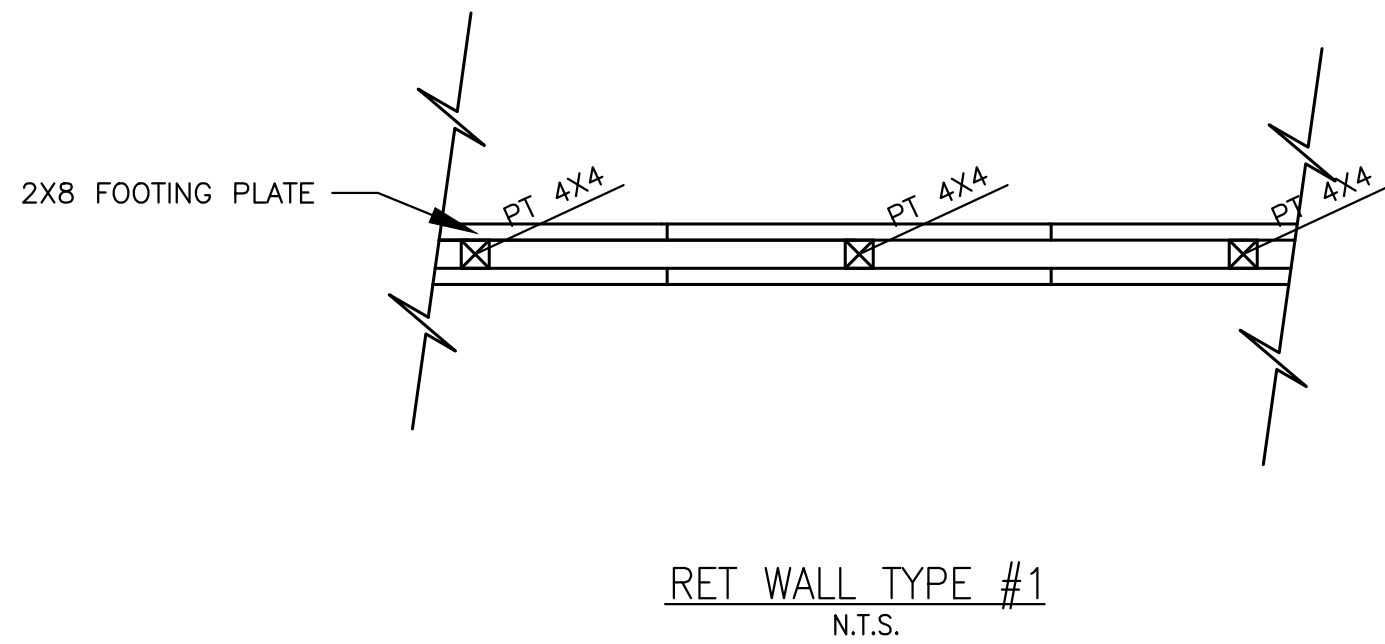
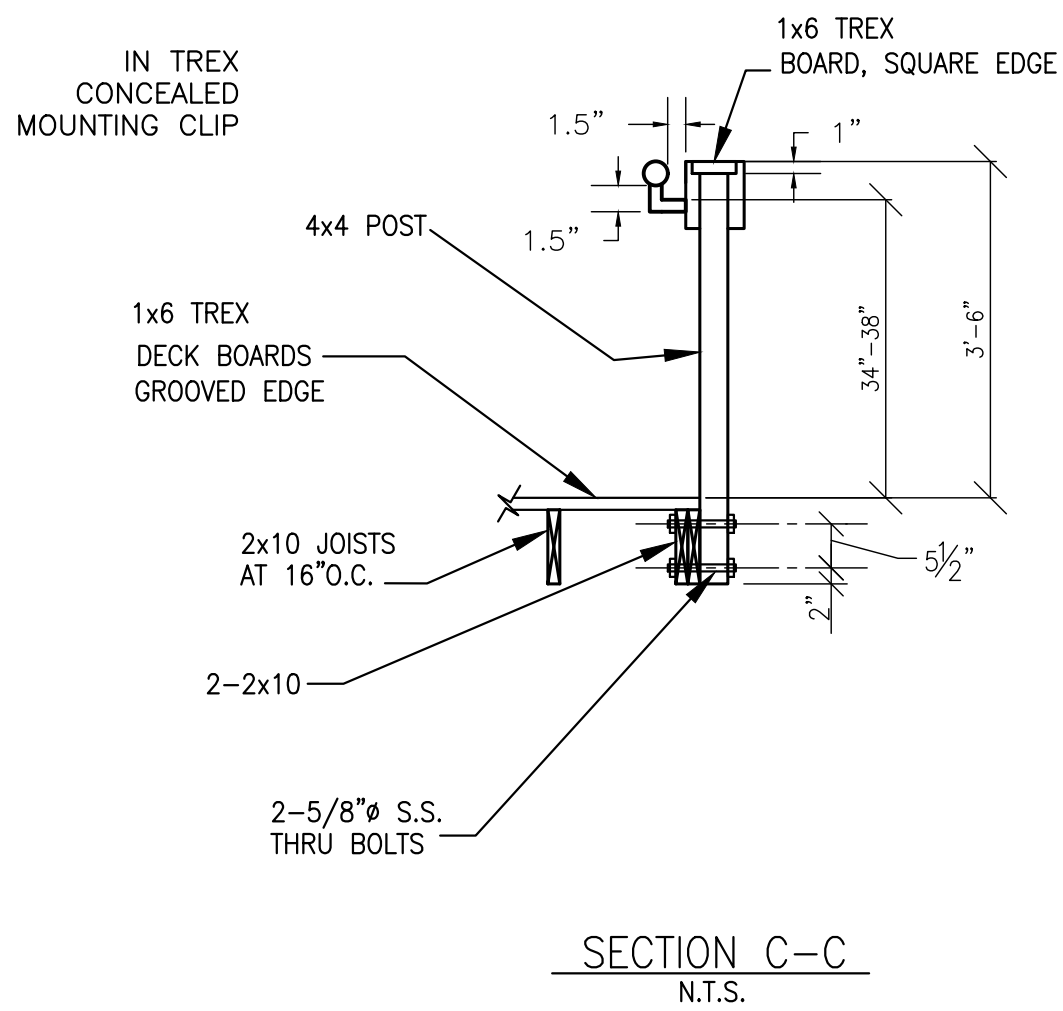
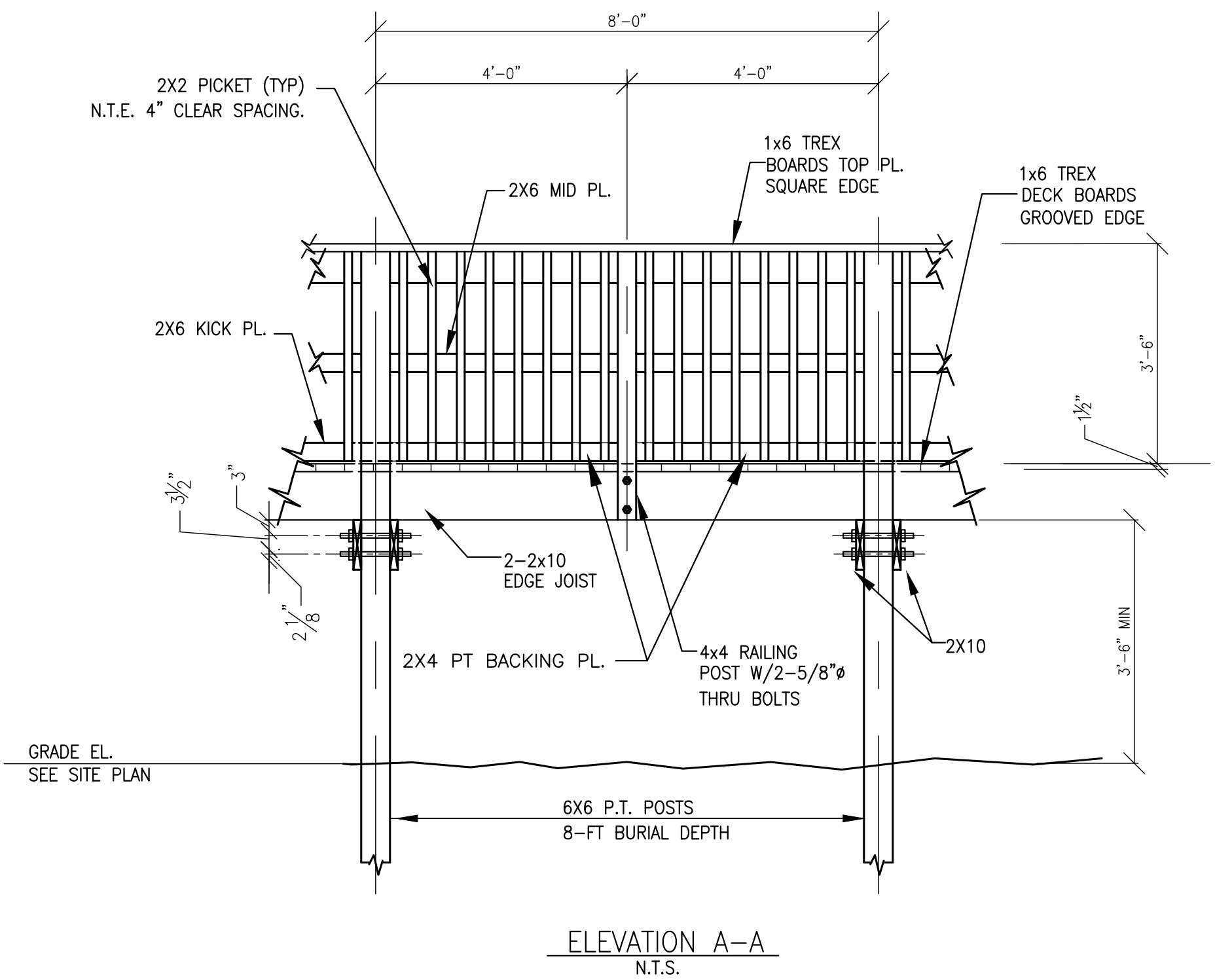
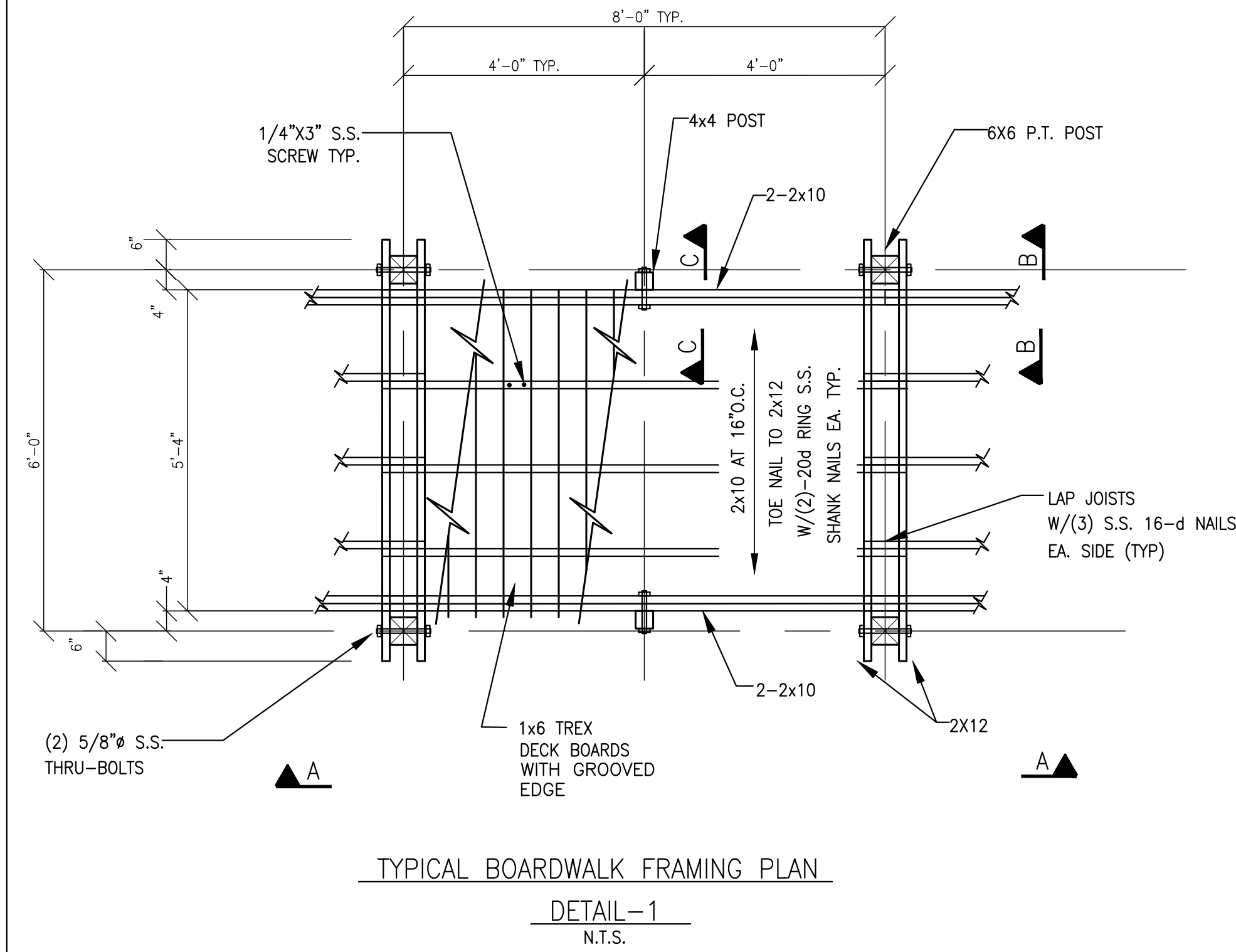
PROPOSED GEOMETRY PLAN

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

ISSUE DATE: 1/9/26
Sheet GE-1
Page 4 of 9
Project No. XX-XX-XX



K			Scale: 1:10	Gillette & Associates, Inc. 31 South 4th Street Fernandina Beach, FL 32034  GILLETTE & ASSOCIATES, INC. 31 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	BEACH ACCESS 9 CITY OF FERNANDINA BEACH BEACH ACCESS DUNE BOARDWALK SOUTH FLETCHER AVE FERNANDINA BEACH, FL	BEACH ACCESS DUNE BOARDWALK	ENLARGED GEOMETRY PLAN	REGISTERED DESIGN PROFESSIONAL ASA R. GILLETTE, P.E. FLORIDA P.E. NO. 56177	ISSUE DATE: 1/9/26
J			Project Mgr: AG						Sheet GE-2
I			Designed by: AG						Page 5 of 9
H			Drawn by: BS						
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No	By	Date	Revision						Project No. XX-XX-XX



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No	By	Date	Revision

Scale:	NONE
Project Mgr:	AG
Designed by:	AG
Drawn by:	BS
QA/QC:	NG

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GILLETTE & ASSOCIATES, INC
20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034
PHONE: (904) 261-8819

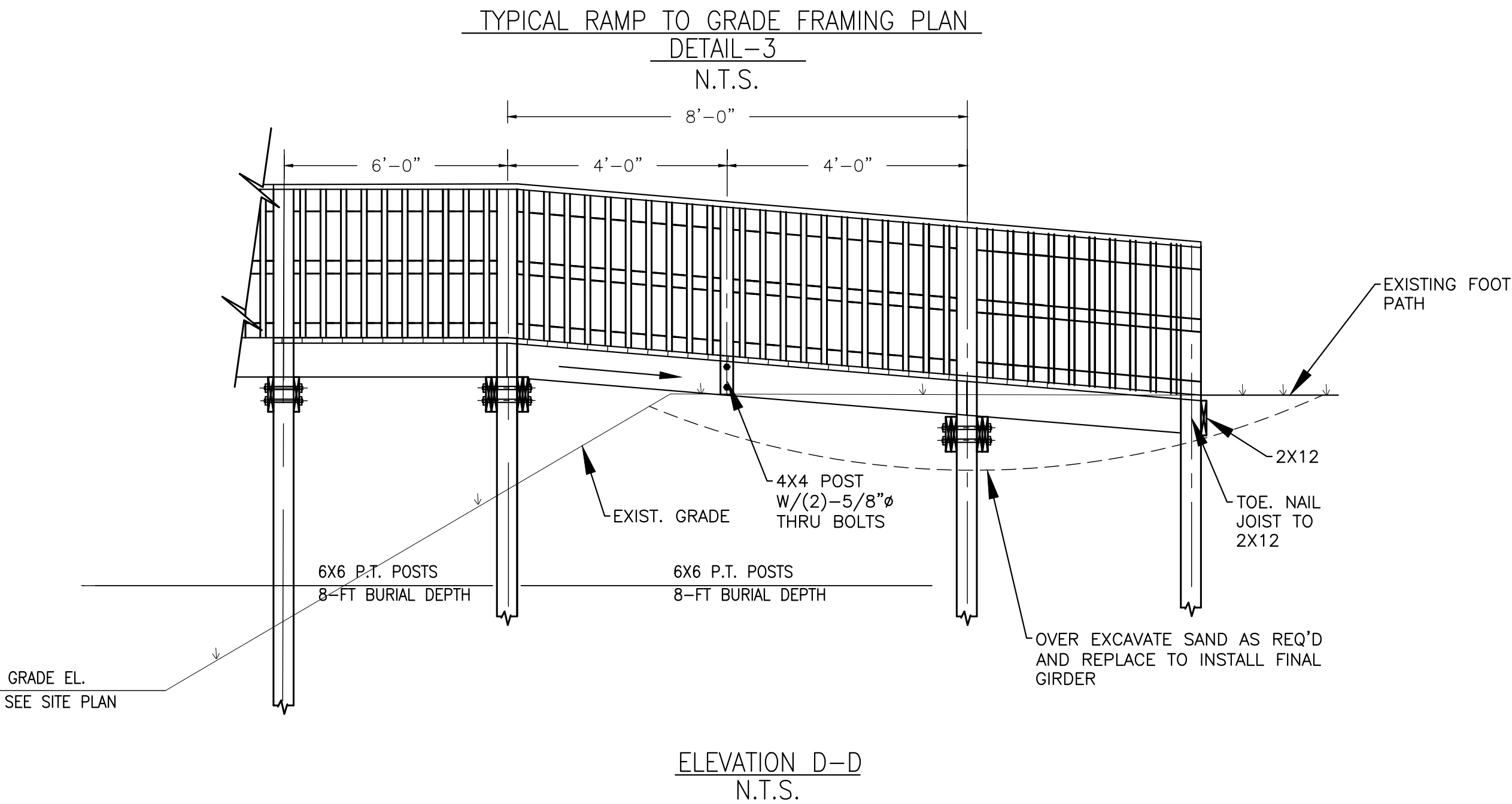
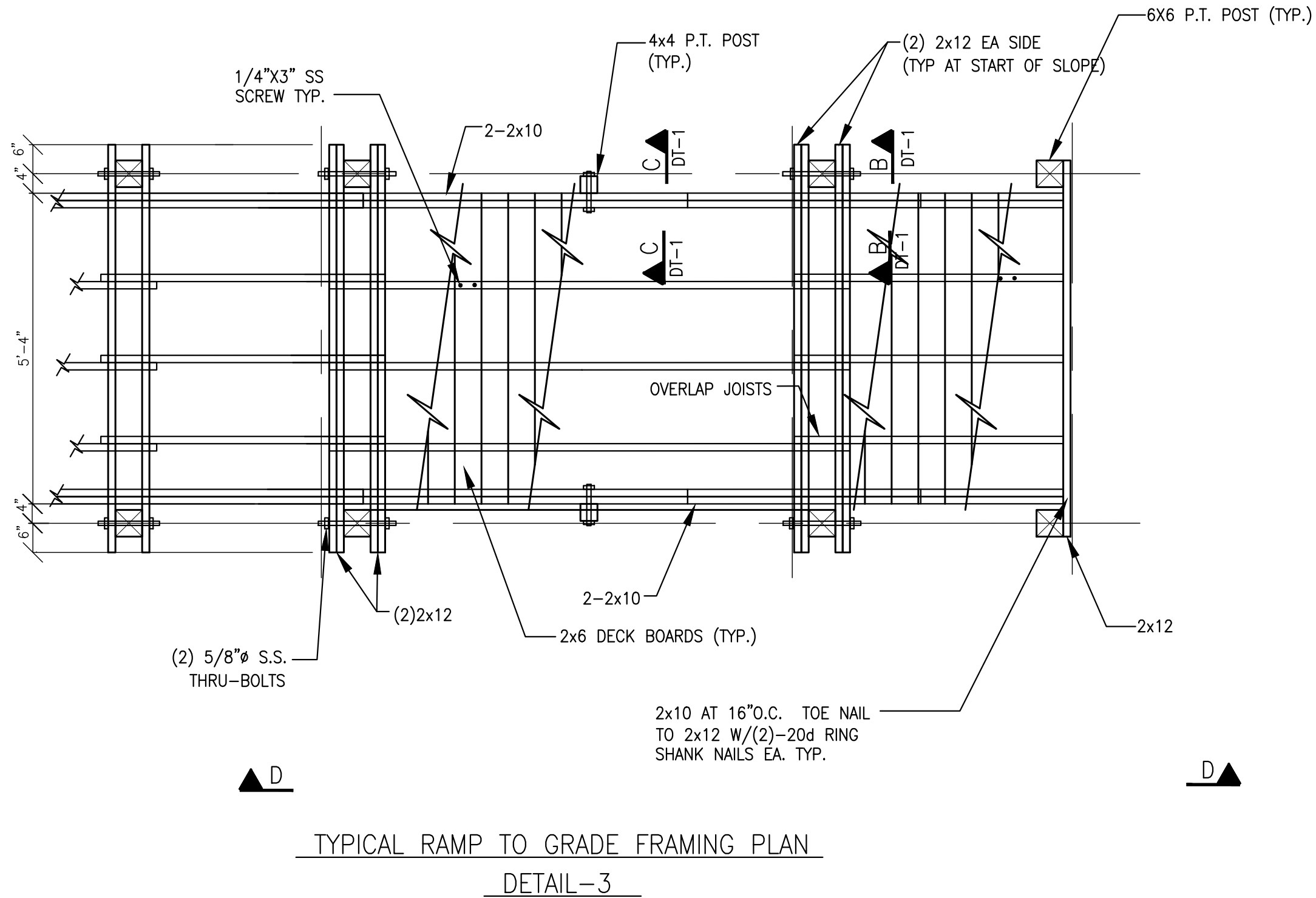
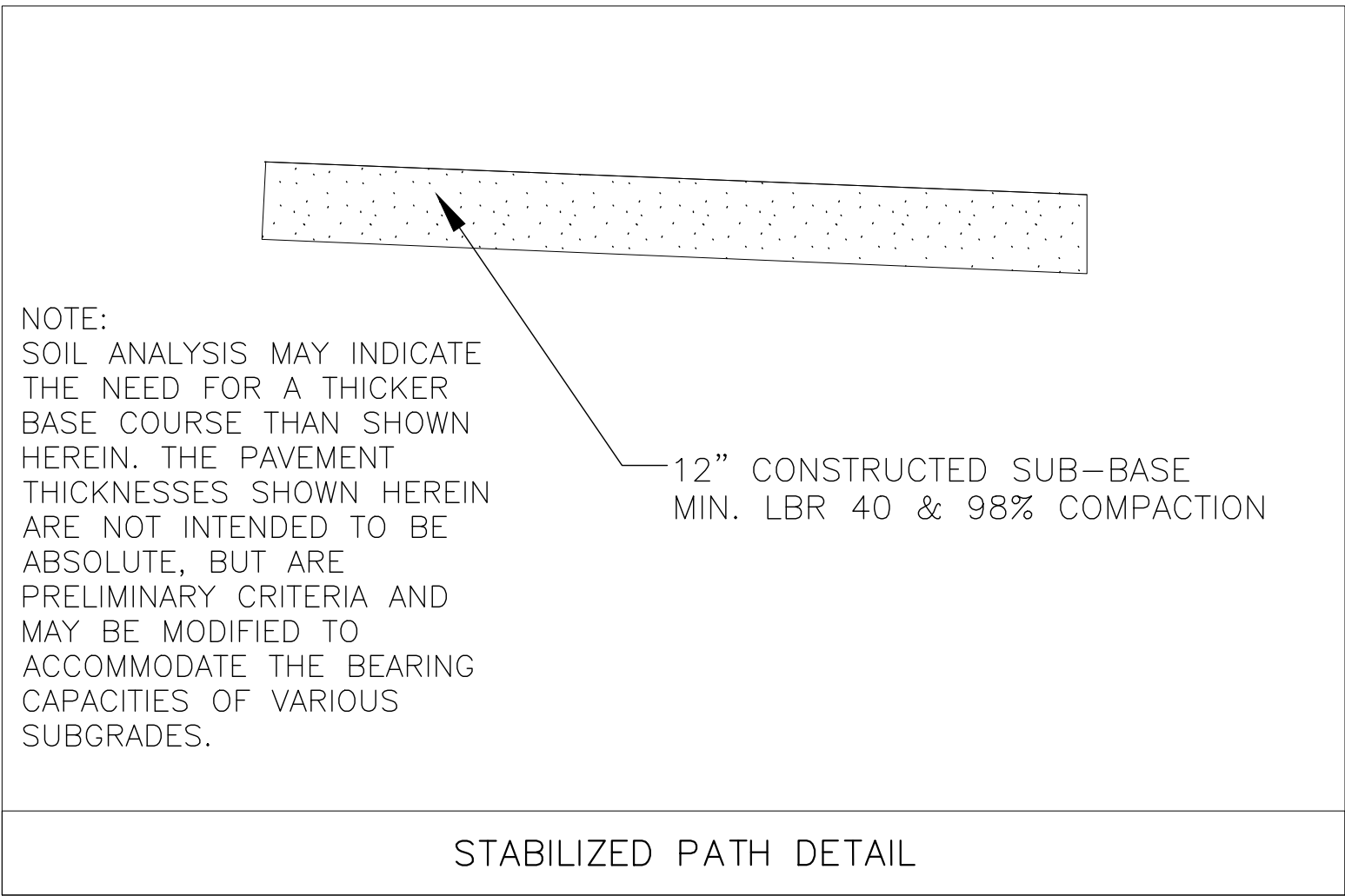
BEACH ACCESS 9 CITY OF FERNANDINA BEACH
SOUTH FLETCHER AVE FERNANDINA BEACH, FL

BEACH ACCESS DUNE BOARDWALK

MISCELLANEOUS WALKOVER DETAILS

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

ISSUE DATE: 1/9/26
Sheet DT-1
Page 7 of 9
Project No. XX-XX-XX



K				Scale: NONE	Gillette & Associates, Inc. 31 South 4th Street Fernandina Beach, FL 32034	G & A GILLETTE & ASSOCIATES, INC. 20 SOUTH 4TH STREET FERNANDINA BEACH, FL 32034 PHONE: (904) 261-8819	BEACH ACCESS 9 CITY OF FERNANDINA BEACH	BEACH ACCESS DUNE BOARDWALK	MISCELLANEOUS WALKOVER DETAILS	REGISTERED DESIGN PROFESSIONAL	ISSUE DATE: 1/9/26
J				Project Mgr: AG							Sheet DT-2
I				Designed by: AG	Certificate of Authorization No. 9332	DO NOT SCALE THIS DRAWING - DIMENSIONS AND NOTES TAKE PREFERENCE. DRAWING IS REDUCED IF LESS THAN 22" x 34"	SOUTH FLETCHER AVE FERNANDINA BEACH, FL			ASA R. GILLETTE, P.E. FLORIDA P.E. NO. 56177	Page 8 of 9
H				Drawn by: BS							Project No. XX-XX-XX
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B	BS	1/9/26	ISSUE FOR PRICING								
A	BS	12/13/25	OWNER REVIEW								
No	By	Date	Revision								

From: noreply@civicplus.com
To: [TRC Info](#)
Subject: Online Form Submittal: Technical Review Committee (TRC): First Step Review Request
Date: Thursday, January 15, 2026 2:15:54 PM

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 (TRC): First Step Review Request

Technical Review Committee (TRC) First Step Review
USE THIS FORM TO Submit a project for input and guidance from the Technical Review Committee, the City group responsible for reviewing site plans and commercial projects. First Step reviews are a free service provided by the City of Fernandina Beach to help guide a project through the development review and permitting process. The First Step review is a meeting between an applicant and representatives of City departments responsible for reviewing applications for the purpose of exchanging information on the potential development of a site. This may include providing information on permissible uses of the site; required improvements; infrastructure requirements; any applicable design standards; any potential regional, state or federal standards; requirements for supporting plans, documents and studies; and any applicable design standards.

Fees
None

IMPORTANT NOTES

A change of use occurs when an existing use is replaced by a different use, as listed in table 2.03.02. A proposed change of use will require a First Step Review as set forth in 11.01.02. A change of use shall not require a local development order when all the conditions of 11.00.05 are met. The determination that a proposed use or development constitutes a change of use is an administrative decision subject to appeal. When a local development order is required due to a proposed change of use, all standards and procedures of the Comprehensive Plan and LDC shall apply to the proposed new use.

****Please note that First Step items are reviewed as Discussion Items at the beginning of each TRC meeting followed by Formal Review items.****

Please see the Land Development Code (LDC) for detailed information:	Pre-Application Conference – see LDC section 11.01.02
The LDC is available for review at	www.fbfl.us/LDC
Application Requirements	Site plans or scaled drawings;
PROPERTY INFORMATION	Property information can be found at the Nassau County Property Appraiser's Website → Map Search
Site Address	Beach Access 9
City	Fernandina Beach
State	Florida
Zip	32034
Parcel ID #(s)	N/A
Lot	<i>Field not completed.</i>
Block	<i>Field not completed.</i>
Subdivision	Ocean City
Zoning District	R-1
Future Land Use Designation	Low Density Residential
Overlay District	None
Size of Property (acres)	0.15
Present Property Use	Parking and Beach Access
Wetlands	No
Flood Zone	VE
Coastal Construction Control Line (CCCL)	Yes

CONTACT INFORMATION

Applicant or interested party who will be present at the meeting.

First Name	Scott
Last Name	Mikelson
Company (if applicable)	City of Fernandina Beach
Telephone Number	904 310 3356
E-mail Address	smikelson@fbfl.city

PROJECT INFORMATION

Project Name	Beach Access 9 Renovation
Project Type	Commercial
Please choose your preferred method of conducting your First Step Review	In-person (at City Hall Chambers, 204 Ash St.)
Project Description	Reconstruction of Beach Access 9 dune walkover.
Proposed Access Road	South Fletcher
Rd Maintenance Jurisdiction	FDOT Maintained
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	Scott
Applicant Last Name	Mikelson
Today's Date	1/15/2026
Upload Supporting Documentation	COFB BA9_Site-1-9-26.pdf
Upload 2	<i>Field not completed.</i>
Upload 3	<i>Field not completed.</i>

Upload 4

Field not completed.

Upload 5

Field not completed.

DEPARTMENT OF PLANNING & CONSERVATION

204 Ash Street | Fernandina Beach, Florida 32034 | 904 310-3480 |

www.fbfl.us/planning

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January 9, 2026

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 Wednesday, December 31. The County's approval was received on January 5, 2026. 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.

All comments have been addressed. This project is scheduled for the TRC agenda on Thursday, January 22, at 10 a.m. for final approval. All reviewers will be present to discuss any questions you have concerning the project.

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:

Nassau County approved plans and 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: Monday, January 5, 2026

BUILDING

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

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: Monday, January 5, 2026



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: Monday, January 5, 2026

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: Monday, January 5, 2026

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, December 17, 2025

ENGINEERING PLANS

FOR

DARIUS PROPERTY

FOR

RICHMOND CHANDLER

DARIUS PROPERTY
FOR
RICHMOND CHANDLER

RELEASED FOR CONSTRUCTION BY

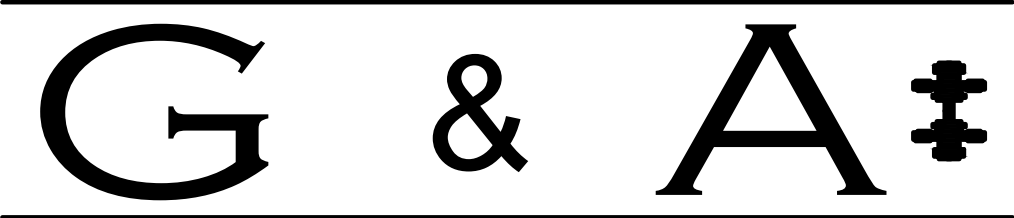
GILLETTE & ASSOCIATES, INC.

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

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

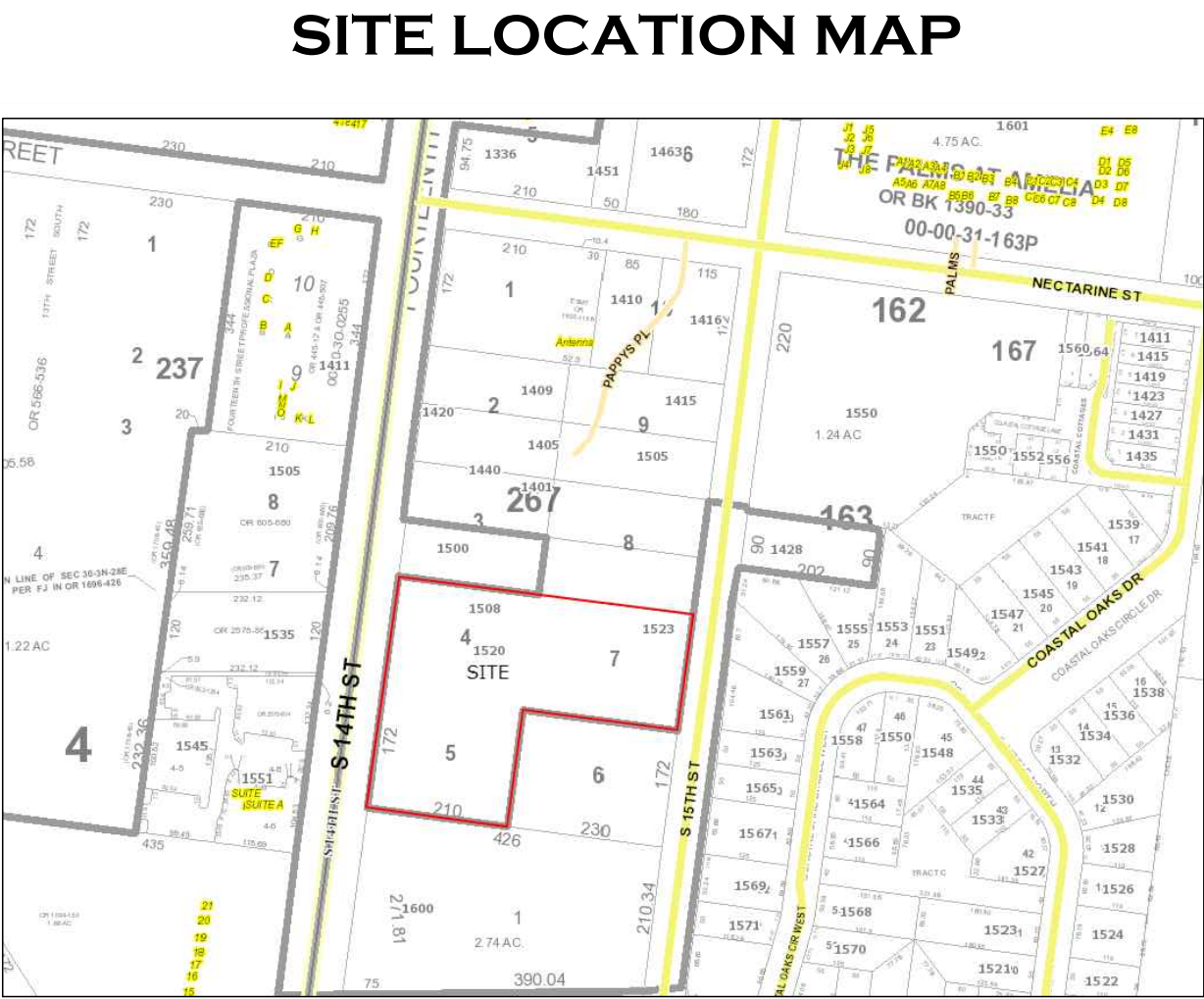
PERMITTING AGENCIES:

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



ISSUE DATE: DECEMBER 31ST, 2025

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



North / Elev Key Sheet

S

N

E

W

CVR

Page 1 of 15

ISSUE DATE: 12/31/25

COVER SHEET

DARIUS PROPERTY

1520 SOUTH 14TH STREET

FERNANDINA BEACH, FLORIDA 32034

GILLETTE & ASSOCIATES, INC.

CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING

CERTIFICATE OF AUTHORIZATION NO. 0332

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

Asa Ray
Gillette
III

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

REV

DATE

ITEM

DESIGN – TRC SUBMITTAL #1

DESIGN – TRC SUBMITTAL #2

DESIGN – TRC SUBMITTAL #3

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.

Dynamic Signatory Seal Not Allowed
This certificate is valid for the State of Florida
Exp. 06/30/25, 21 S. 1010th Ave. 06/30/25

			INDEX			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.			
SITE / GEOMETRY					WATER NOTES					PAGE #	SHEET	DESCRIPTION
1. ALL WORK SHALL BE PERFORMED IN A SAFE MANNER. ALL SAFETY RULES AND GUIDELINES OF O.S.H.A. SHALL BE FOLLOWED. THE CONTRACTOR SHALL BE WHOLLY RESPONSIBLE FOR ANY INJURIES OF HIS EMPLOYEES, AND ANY DAMAGE TO PRIVATE PROPERTY OR PERSONS DURING THE COURSE OF THIS PROJECT. ALL COSTS ASSOCIATED WITH COMPLYING WITH REGULATIONS AND THE FLORIDA TRENCH SAFETY ACT MUST BE INCLUDED IN THE CONTRACTOR'S PRICE FOR PERFORMING THE WORK. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE JOB SITE PRIOR TO PREPARING THE BID FOR THE PURPOSE OF FAMILIARIZING HIMSELF WITH THE NATURE AND THE EXTENT OF THE WORK AND LOCAL CONDITIONS, EITHER SURFACE OR SUBSURFACE, WHICH MAY AFFECT THE WORK TO BE PERFORMED, AND THE EQUIPMENT, LABOR AND MATERIALS REQUIRED. FAILURE TO DO SO WILL NOT RELIEVE THE CONTRACTOR OF COMPLETE PERFORMANCE UNDER THIS CONTRACT. THE CONTRACTOR IS URGED TO TAKE COLOR PHOTOGRAPHS ALONG THE ROUTE OF THIS PROJECT TO RECORD EXISTING CONDITIONS PRIOR TO CONSTRUCTION, AND TO AID IN RESOLVING POSSIBLE FUTURE COMPLAINTS THAT MAY OCCUR DUE TO CONSTRUCTION OF THE PROJECT. ALL COSTS ASSOCIATED WITH PRELIMINARY INVESTIGATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. 3. ALL IMPROVEMENTS SHOWN ARE TO BE WARRANTED BY THE CONTRACTOR TO THE DEVELOPER. 4. ELEVATIONS ARE BASED ON NAVD DATUM OF 1988. 5. TOPOGRAPHIC AND BOUNDARY INFORMATION WAS PROVIDED BY: MANZIE & DRAKE LAND SURVEYING, INC. (904-491-5700). 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY BUILDING, RIGHT-OF-WAY PERMITS NOT PROVIDED AND INSURANCE REQUIRED FOR THE PROJECT. 7. THE CONTRACTOR SHALL COORDINATE THE WORK WITHIN CITY, COUNTY OR STATE RIGHT-OF-WAY WITH THE PROPER AGENCIES FOR MAINTENANCE OF TRAFFIC AND METHOD OF CONSTRUCTION & REPAIR. 8. THE CONTRACTOR SHALL ADVISE THE OWNER'S AUTHORIZED REPRESENTATIVE OF PLANNED WORK SCHEDULE. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION WITH ALL OTHER CONTRACTORS, IN THE EVENT OF ANY CONFLICT WHATSOEVER, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF RECORD, AND THE OWNER PRIOR TO PROCEEDING WITH CONSTRUCTION. 9. "AS-BUILT" DRAWINGS - AS-BUILTS ARE REQUIRED TO BE SIGNED AND SEALED BY A FLORIDA REGISTERED LAND SURVEYOR. THEREFORE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTRACT WITH A LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA FOR THE PREPARATION, FIELD LOCATIONS, CERTIFICATION, AND SUBMITTAL OF AS-BUILT DRAWINGS. 10. "AS-BUILT" RECORD DATA AND INFORMATION SHALL BE MAINTAINED BY THE CONTRACTOR. RECORD DRAWINGS SHALL BE SUPPLIED TO THE ENGINEER. 11. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTION OF ALL SURVEY AND PROPERTY MONUMENTS. IF A MONUMENT IS DISTURBED, THE CONTRACTOR SHALL CONTRACT WITH THE SURVEYOR OF RECORD FOR REINSTALLATION OF THE MONUMENT. 12. ALL DEBRIS RESULTING FROM ALL ACTIVITIES SHALL BE DISPOSED OF OFF-SITE BY CONTRACTOR ON A DAILY BASIS. 13. ALL EXCESS SUITABLE AND UNSUITABLE MATERIALS SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE ENGINEER. 14. ALL EXISTING TREES LISTED TO REMAIN SHALL BE PRESERVED AND PROTECTED. 15. THE LOCATION OF ALL EXISTING UTILITIES, STRUCTURES, AND IMPROVEMENTS ON THE DRAWINGS ARE BASED ON LIMITED INFORMATION AND MAY NOT HAVE BEEN FIELD VERIFIED. THE LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL NOTIFY RESPECTIVE UTILITY OWNERS AND FIELD VERIFY LOCATIONS OF EXISTING UTILITIES AND OTHER IMPROVEMENTS PRIOR TO COMMENCING ANY CONSTRUCTION. IF THE LOCATIONS SHOWN ARE CONTRARY TO ACTUAL FIELD LOCATIONS, THE CONTRACTOR SHALL NOTIFY THE OWNER AND ENGINEER OF THE DISCREPANCY. THE DISCREPANCY SHOULD BE RESOLVED PRIOR TO COMMENCING CONSTRUCTION. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION WHEN WORKING IN AREAS NEAR EXISTING UTILITY IMPROVEMENTS AND SHALL BE RESPONSIBLE FOR REPAIRS OR PAYMENTS FOR ALL DAMAGE MADE TO EXISTING UTILITIES OR OTHER IMPROVEMENTS. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL GRADES, INVERTS, AND TYPE OF MATERIAL OF EXISTING UTILITIES TO WHICH THEY SHALL CONNECT. 16. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER ON ALL MATERIALS, FOR REVIEW AND APPROVAL, PRIOR TO PURCHASE OR CONSTRUCTION OF ANY UTILITY OR STRUCTURE. 17A. UNSUITABLE MATERIALS UNDER WATER, SEWER, OR STORM PIPE AND/OR STRUCTURES SHALL BE REMOVED AND REPLACED WITH SELECTED BACKFILL COMPACTED TO 98% OF IT'S MAXIMUM DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D1557). 17B. ALL FINISH FLOORS SHOWN ON THE PLANS ARE MINIMUM ELEVATIONS 18. ALL WATER & SEWER CONSTRUCTION SHALL BE ACCOMPLISHED BY AN UNDERGROUND UTILITY CONTRACTOR LICENSED UNDER THE PROVISIONS OF CHAPTER 489 FLORIDA STATUTES.					1	CVR	COVER SHEET					
					2	IN-1	INDEX SHEET					
					3	PRE-1	PREDEVELOPMENT PLAN					
					4	GE-1	GEOMETRY PLAN					
					5	UT-1	UTILITY PLAN					
					6	DR-1	DRAINAGE PLAN					
					7	DR-2	PIPE & STRUCTURE DRAINAGE PLAN					
					8	LS-1	LANDSCAPE PLAN					
					9	LS-2	TREE REMOVAL PLAN					
					10	LS-3	ONSITE TREE DETAILS					
					11	DT-1	MISC. DETAILS					
					12	DT-2	MISC. DETAILS					
					13	DT-3	LIFT STATION DETAILS					
					14	DT-4	DRAINAGE DETAILS					
					15	DT-5	OPEN ROAD CUT DETAIL					
FIRE NOTES			1. WHERE UNDERGROUND WATER MAINS AND HYDRANTS ARE TO BE PROVIDED, THEY SHALL BE INSTALLED, COMPLETED, AND IN SERVICE PRIOR TO COMMENCING CONSTRUCTION WORK ON ANY STRUCTURE. (NFPA 1, 16.4.3.1.3, 2009 EDITION)									
			2. CLEARANCES OF SEVEN AND ONE HALF FEET (7 FT-6 IN.) IN FRONT OF AND TO THE SIDES OF THE FIRE HYDRANT, WITH A FOUR FOOT CLEARANCE TO THE REAR OF THE HYDRANT. (NFPA 1, 18.3.4.1, 2009)									
			3. NEW FIRE HYDRANT(S) SHALL BE INSTALLED SO THAT POSITIONED NOT MORE THAN 7 FEET 6 INCHES AWAY FROM CURB OR BERM OF THE ROADWAY.									
LEGEND					SEWER NOTES							

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:

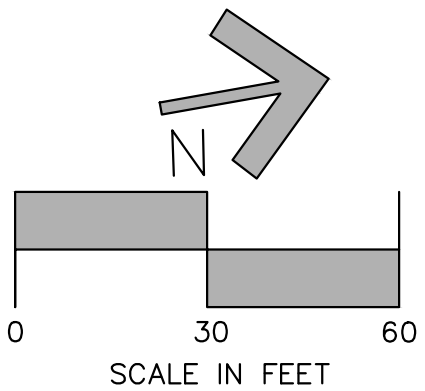
- FRONT: 0 FEET
- REAR: 0 FEET*
- SIDES: 0 FEET

* = 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



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REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette III
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	12/31/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #3
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: 12/31/25

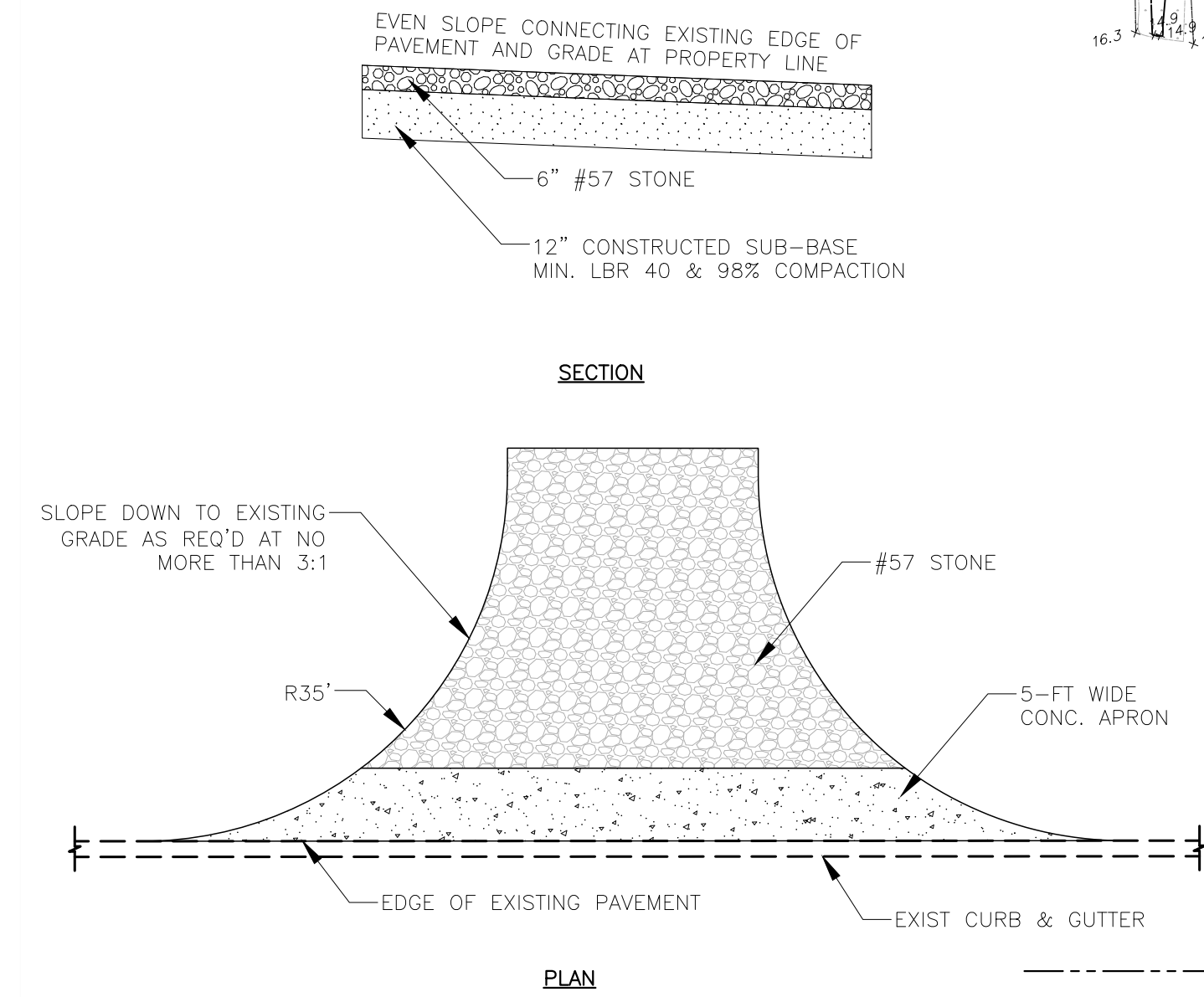
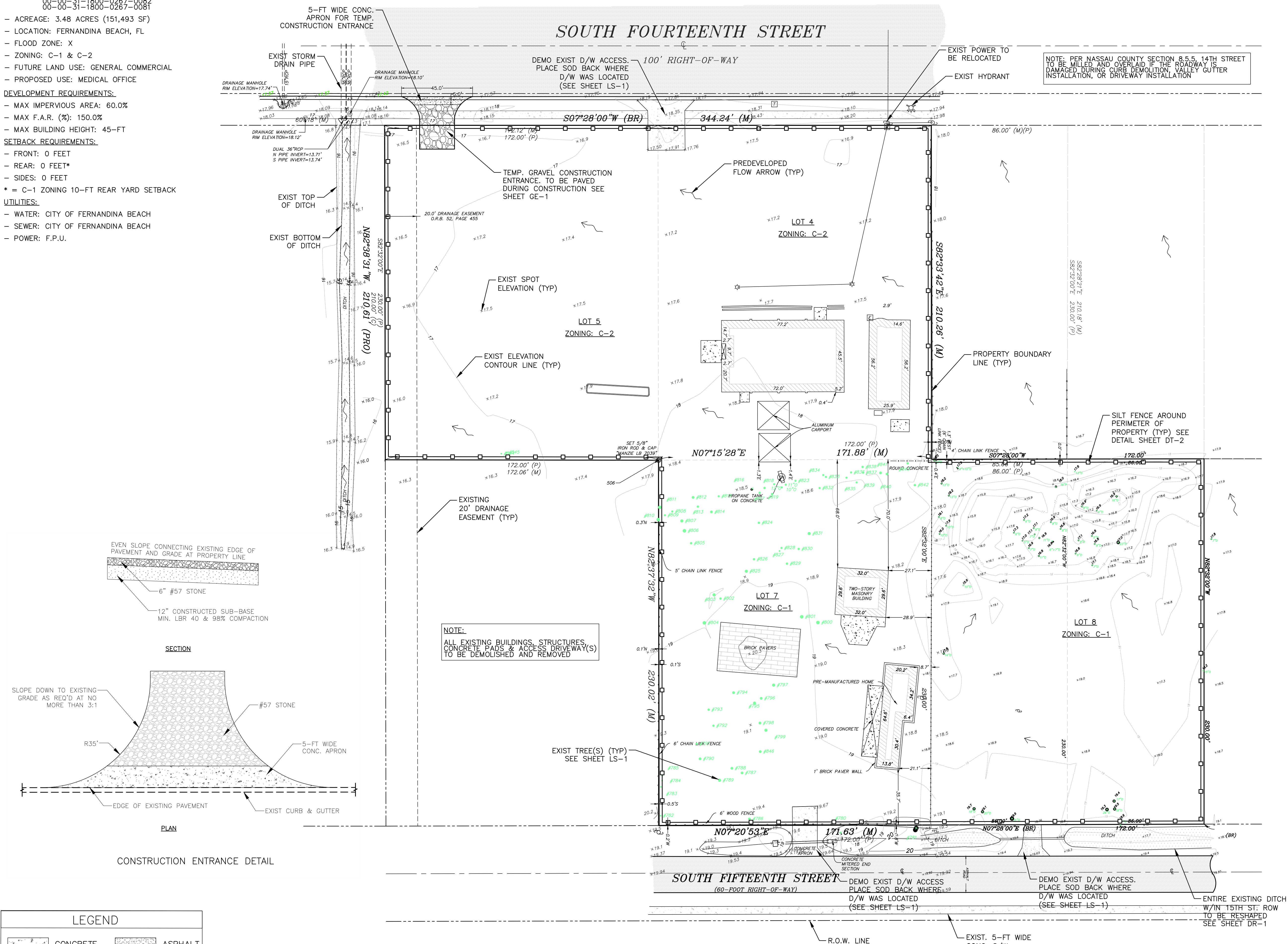
PREDEVELOPED

SITE PLAN

North / Elev Key Sheet

PRE-1

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CONSTRUCTION ENTRANCE DETAIL

LEGEND	
	CONCRETE
	ASPHALT

PROPERTY INFORMATION:

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- 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.

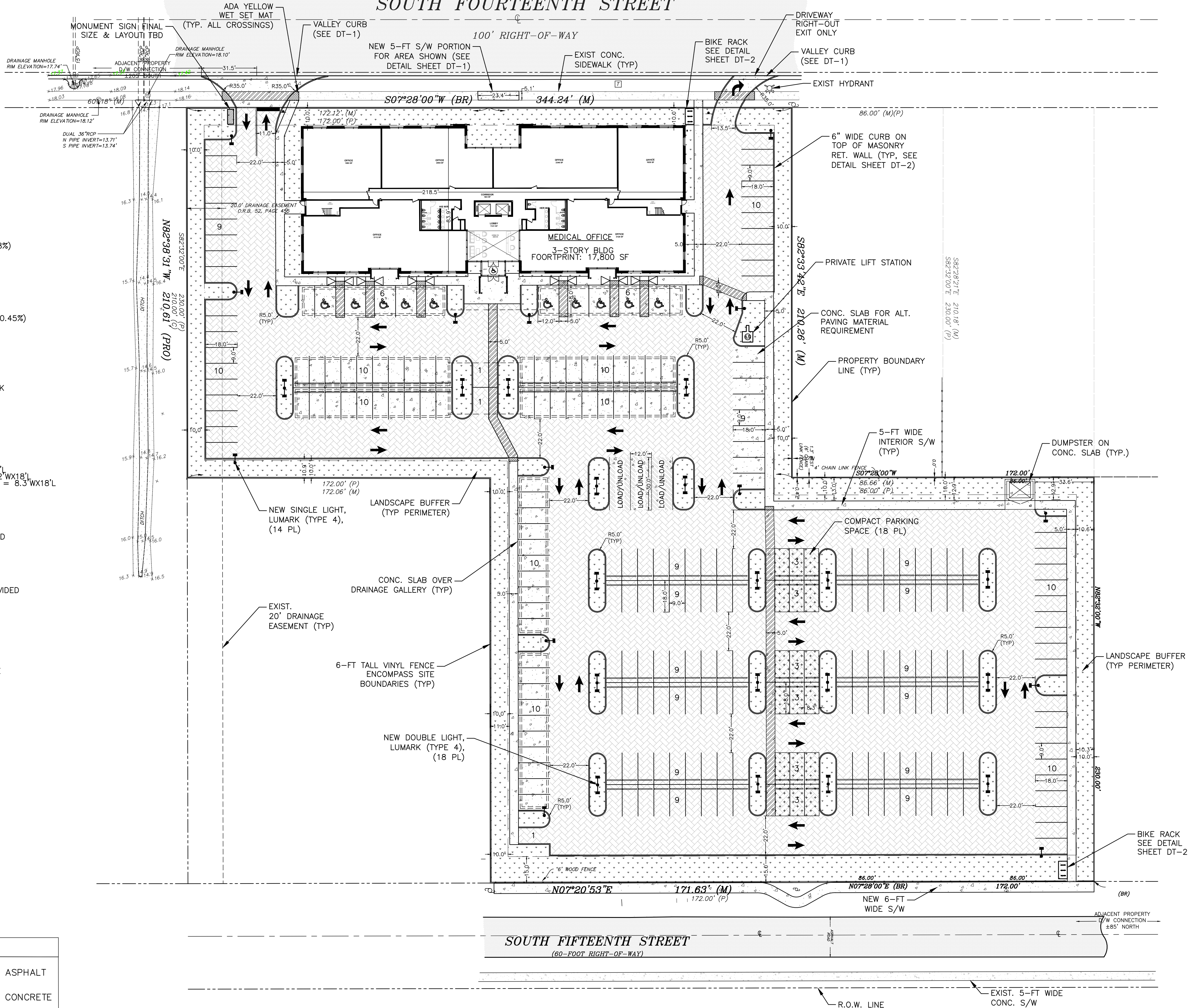
LOAD/UNLOAD REQUIREMENTS:

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

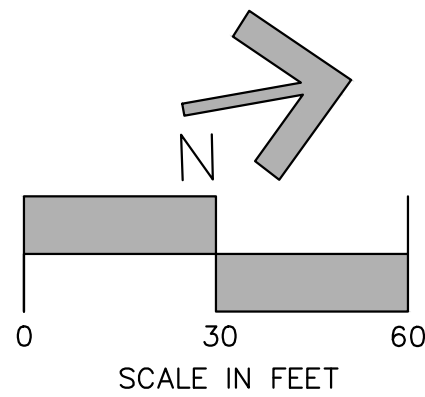
3 SPACES REQUIRED
3 SPACES PROVIDED

LEGEND

	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



NOT FOR CONSTRUCTION - BID/REVIEW ONLY



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REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette
III
DATE: 12/31/25

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

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A	11/06/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1
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GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL & STRUCTURAL ENGINEERING
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ASA R. GILLETTE, P.E. * FL PE NO. 56177
31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904-261-8819 * www.gilletteassociates.com

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

ISSUE DATE: 12/31/25

GEOMETRY
SITE PLAN

North / Elev Key Sheet
S N
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:

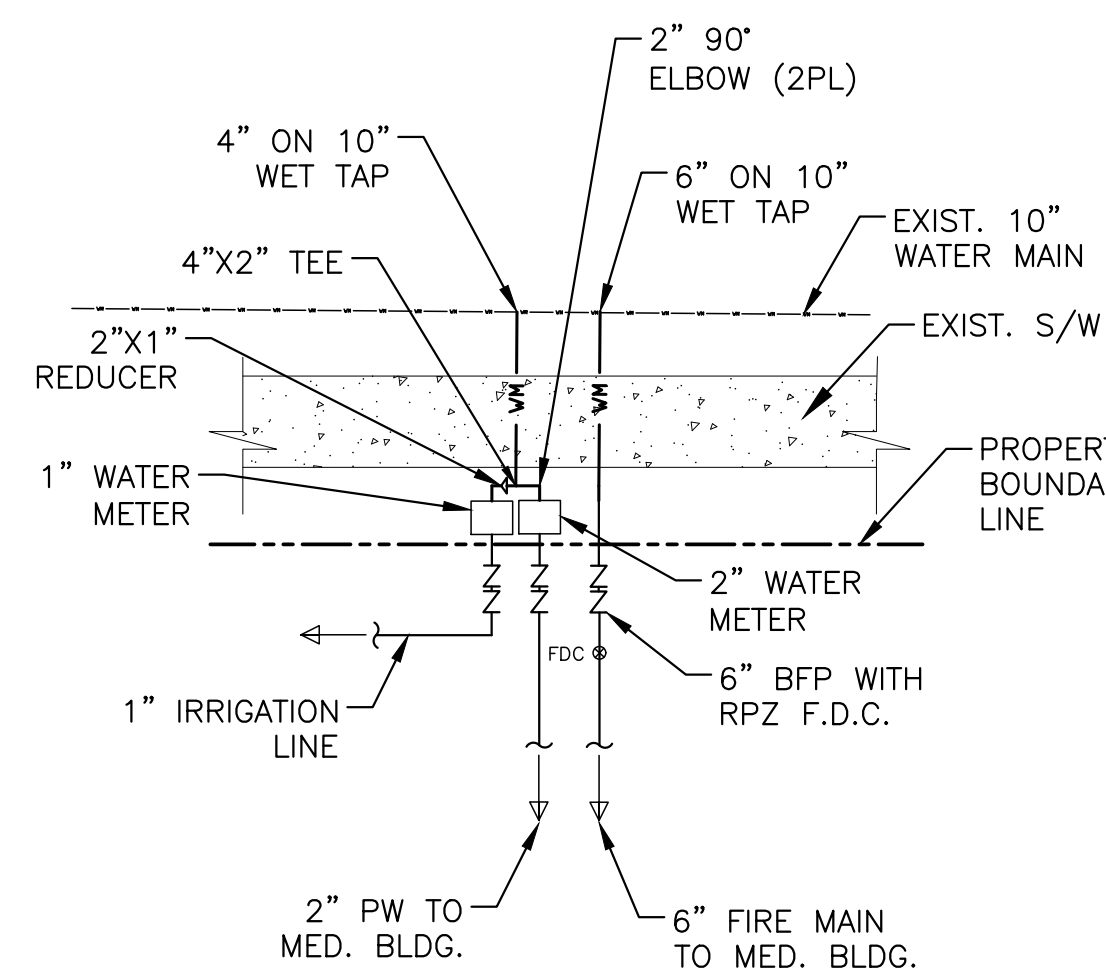
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UTILITIES:

- WATER: CITY OF FERNANDINA BEACH
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UTILITY NOTES:

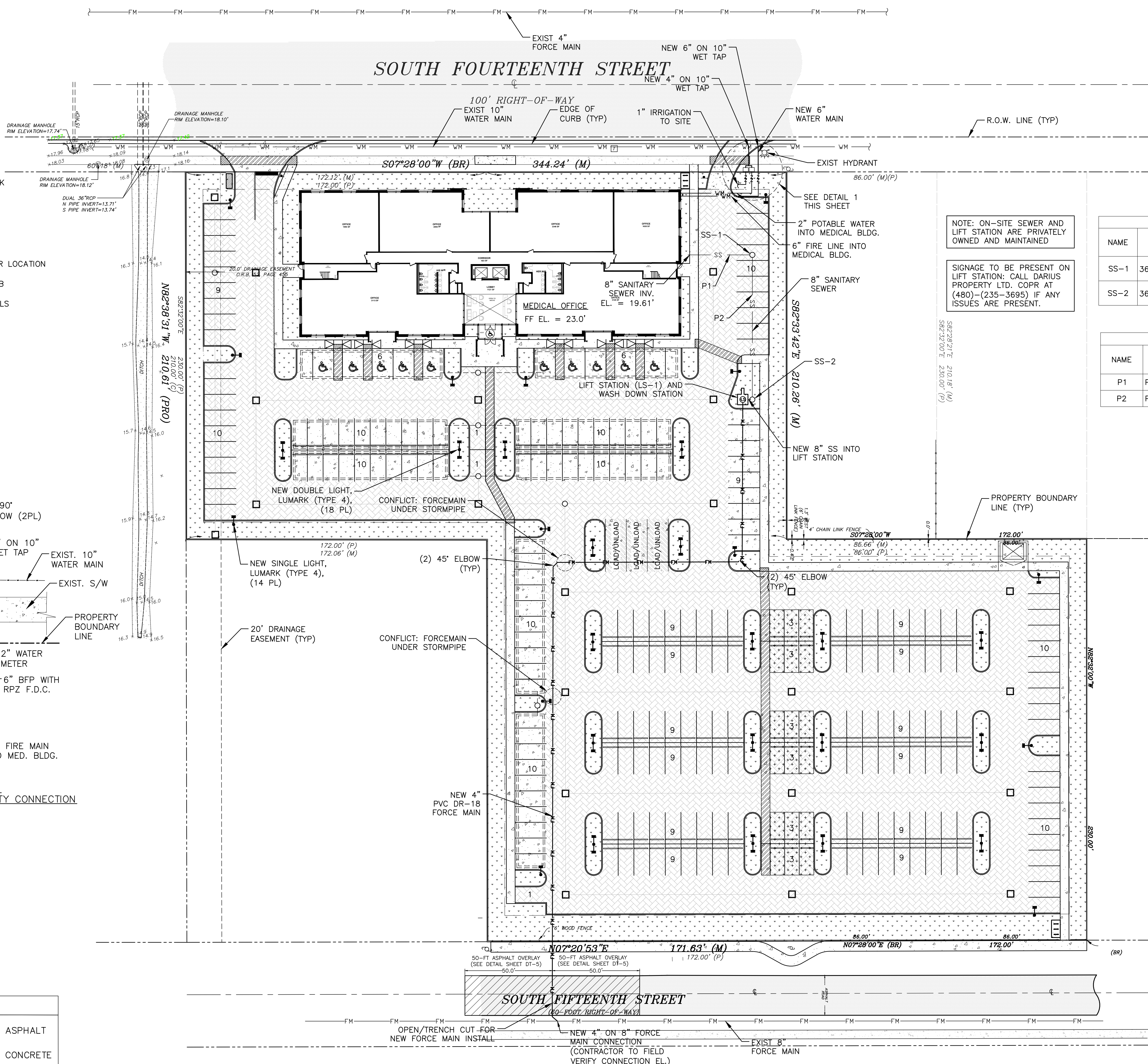
- EXISTING WATER MAIN AND GRAVITY SEWER LOCATION TO BE FIELD VERIFIED BY CONTRACTOR.
- COORDINATE WITH ANDRE DESILET AT COFB (904-310-3431) FOR UTILITY CONNECTIONS
- SEE SHEET DT-3 FOR LIFT STATION DETAILS



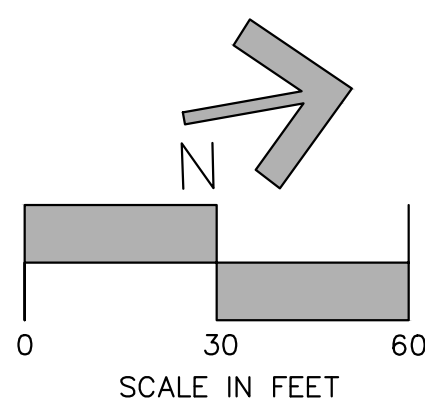
DETAIL 1:
MEDICAL – WATER UTILITY CONNECTION

LEGEND

	PERVIOUS PAVERS		ASPHALT
	GRASS/ LANDSCAPED AREA		CONCRETE



NOT FOR CONSTRUCTION - BID/REVIEW ONLY | NOTE: SOME DETAILS IN THESE DRAWINGS



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

STRUCTURE TABLE						
NAME	TYPE	TOP/ INLET ELEV.	INVERT ELEVATION			
			N	S	E	W
SS-1	36"Ø MANHOLE	21.50	-	19.51	19.46	-
SS-2	36"Ø MANHOLE	22.00	-	18.59	-	18.64

PIPE TABLE					
NAME	TYPE	DIAMETER	LENGTH	FROM	TO
P1	PVC DR-18	8"	36'	MED. BLDG.	SS-1
P2	PVC DR-18	8"	81'	SS-1	SS-2

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
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PHONE: 904-261-8819 * www.gilletteassociates.com

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

ISSUE DATE: 12/31/25

UTILITY PLAN

North / Elev Key	Sheet
	UT-1
	Page 5 of 15

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- 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

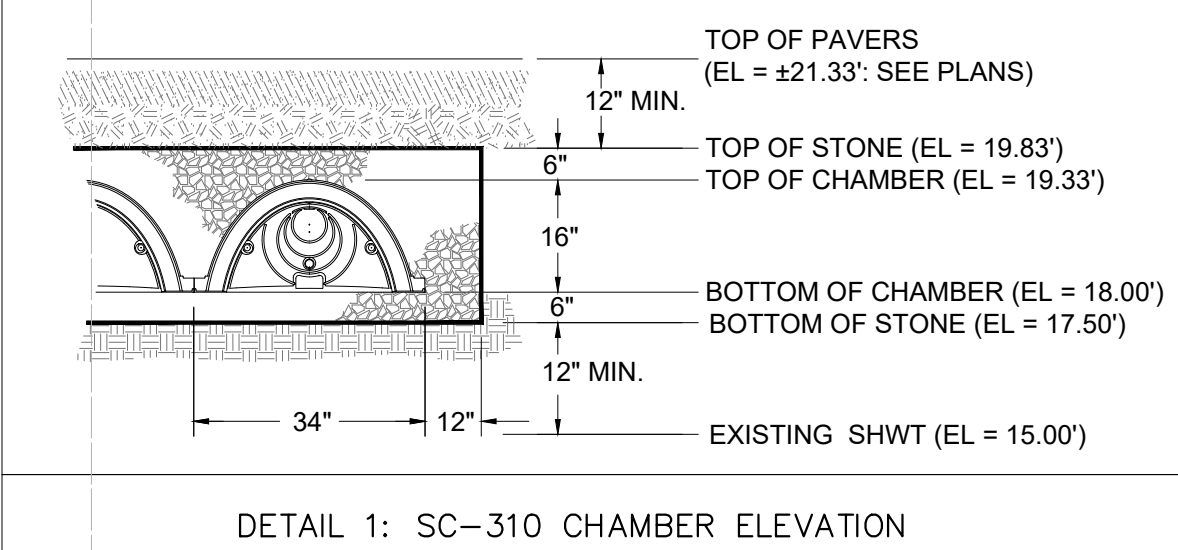
IMPERVIOUS AREA(SUBJECT TO DRAINAGE):

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



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

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

REGISTERED DESIGN PROFESSIONAL

**Asa
Ray
Gillette**

III

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

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Date: 2026.12.31 10:17:57 AM

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

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

ISSUE DATE: 12/31/25

DRAINAGE PLAN

North / Elev Key	Sheet
	DR-1
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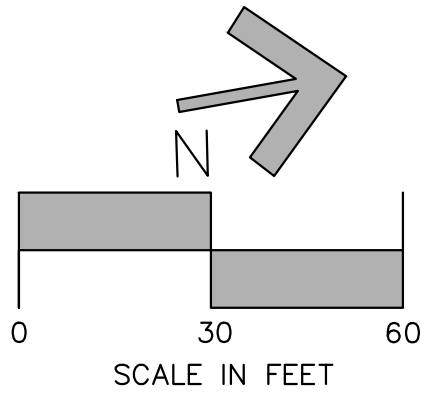
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00-00-31-1800-0267-0081
- ACREAGE: 3.48 ACRES (151,493 SF)
- LOCATION: FERNANDINA BEACH, FL
- FLOOD ZONE: X
- ZONING: C-1 & C-2
- FUTURE LAND USE: GENERAL COMMERCIAL
- PROPOSED USE: MEDICAL OFFICE

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 Ray Gillette III

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	12/31/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #3
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

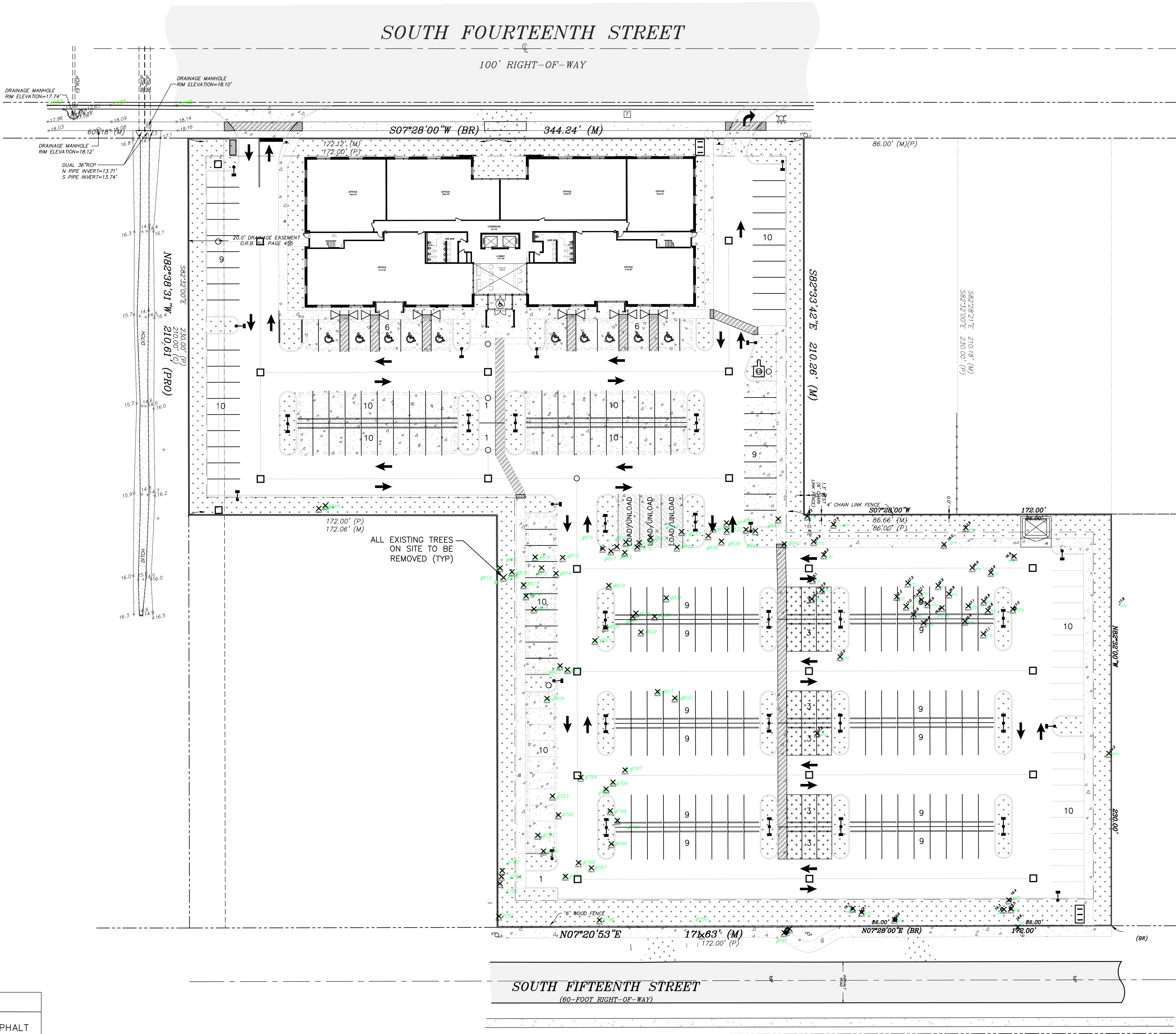
ISSUE DATE: 12/31/25

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

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

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

PLANT MATERIAL NOTES

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

MITIGATION FOR IMPACT TO PROTECTED TREES WITHIN TREE PROTECTION ZONE

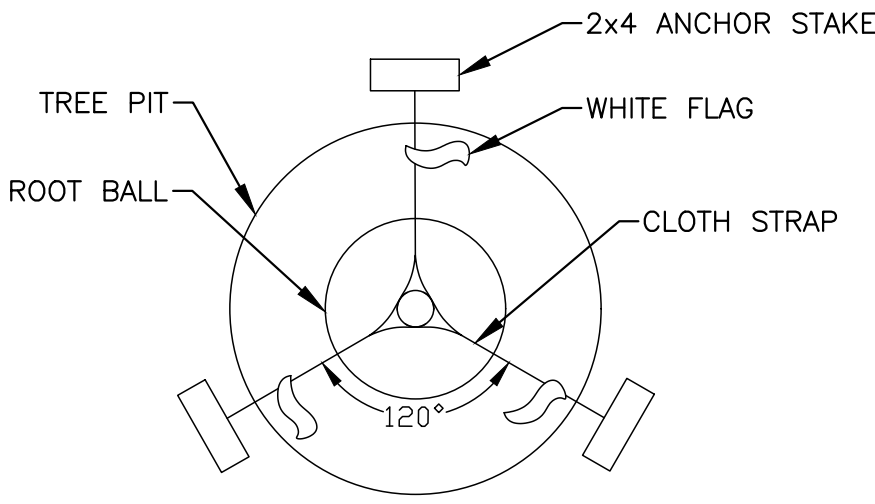
– UTILIZE ISA CERTIFIED ARBORIST TO CLEANLY CUT, PROTRUDING ROOTS AT LIMITS OF DISTURBANCE TO THE REQUIRED DEPTH. TEARING OR RIPPING OF ROOTS IS STRICTLY PROHIBITED.

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

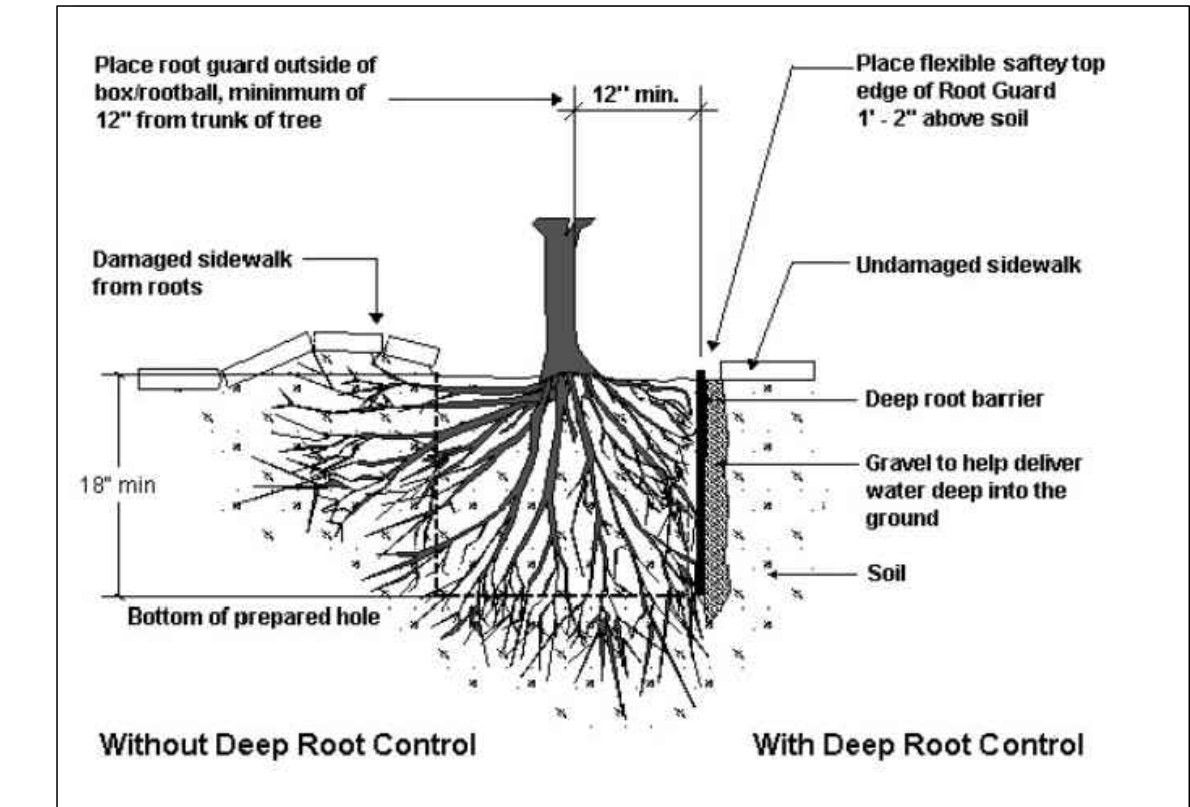
– PROVIDE 3" MULCH LAYER TO THE EXTENT OF THE DRIP LINE.

TREE PLANTING

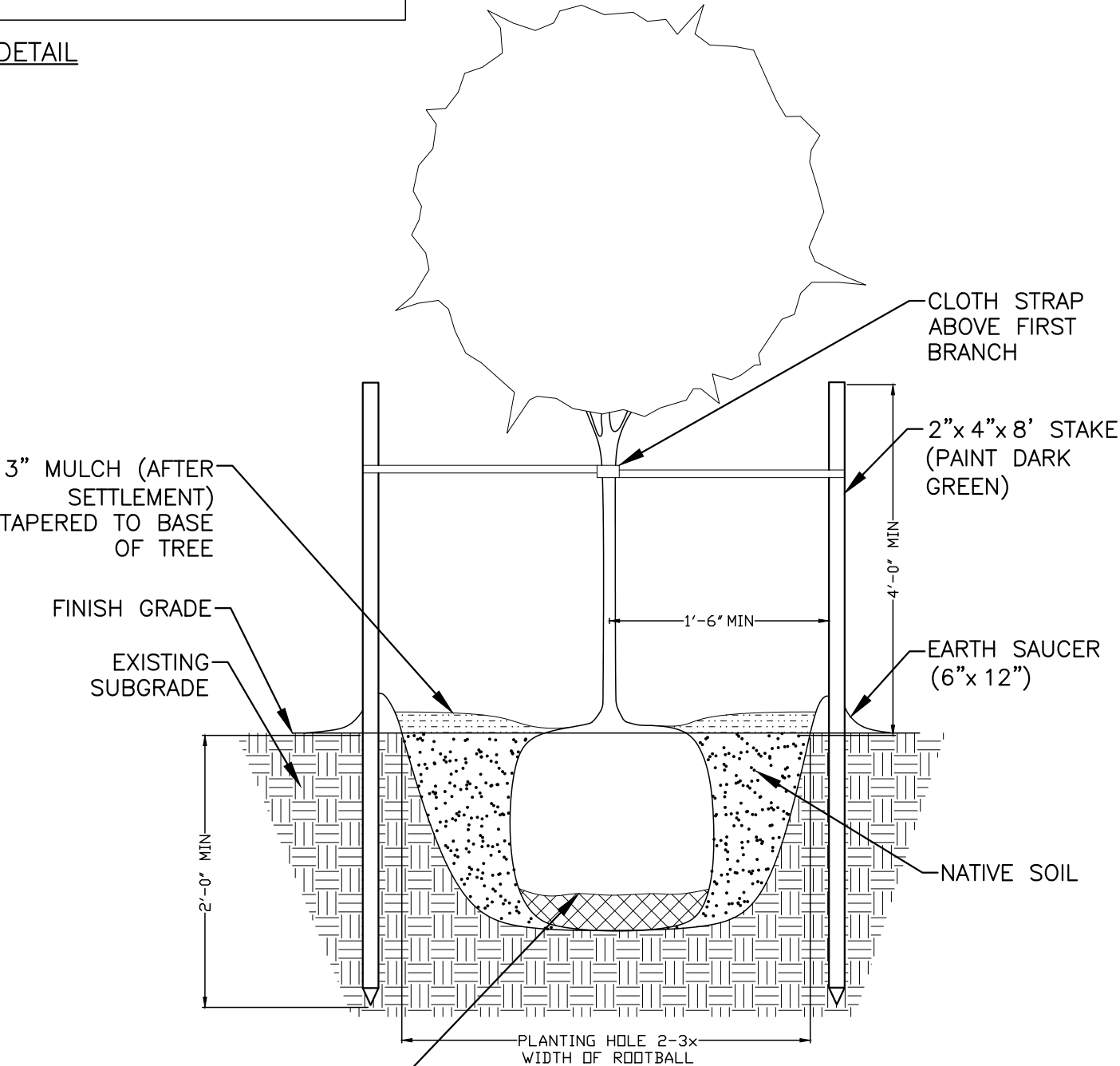
ALL TREES PLANTED SHALL BE STAKED OR GUYED FOR A PERIOD OF AT LEAST SIX (6) MONTHS IN ACCORDANCE WITH THE DETAILS ON THIS SHEET



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	423
POST–DEVELOPMENT TOTAL DBH	423
DBH TOWARDS TREE FUND	299

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

Signed,

NOT FOR CONSTRUCTION – BID/REVIEW ONLY

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REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette III
Florida Registered Professional Engineer
License No. 12123
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	12/31/25	MEDICAL OFFICE DESIGN – TRC SUBMITTAL #3	
D			
E			
F			

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CERTIFICATE OF AUTHORIZATION NO. 9332
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31 S. 4th STREET * FERNANDINA BEACH, FL 32034
PHONE: 904–261–8819 * www.gilletteassociates.com

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

ISSUE DATE: 12/31/25

ONSITE TREE DETAILS

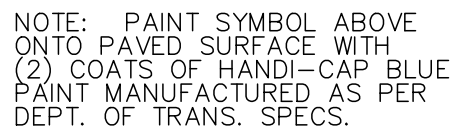
North / Elev Key Sheet
S N
LS–3
Page 0 of 15



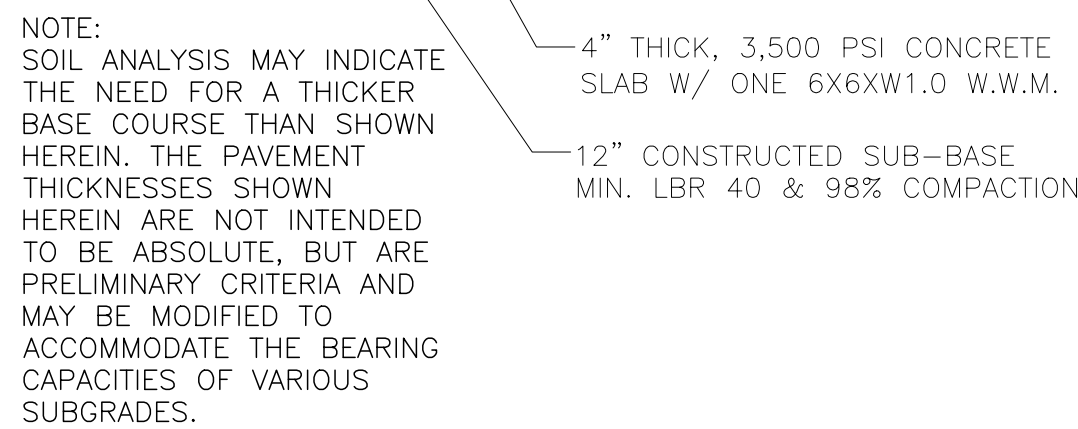
SIDEWALK JOINT DETAILS



SIDEWALK TURNDOWN DETAILS



HANDICAPPED SYMBOL

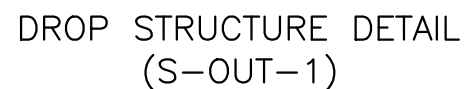


TYPICAL CONCRETE DETAIL



- 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

HANDICAP SIGN DETAIL



- 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



- 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

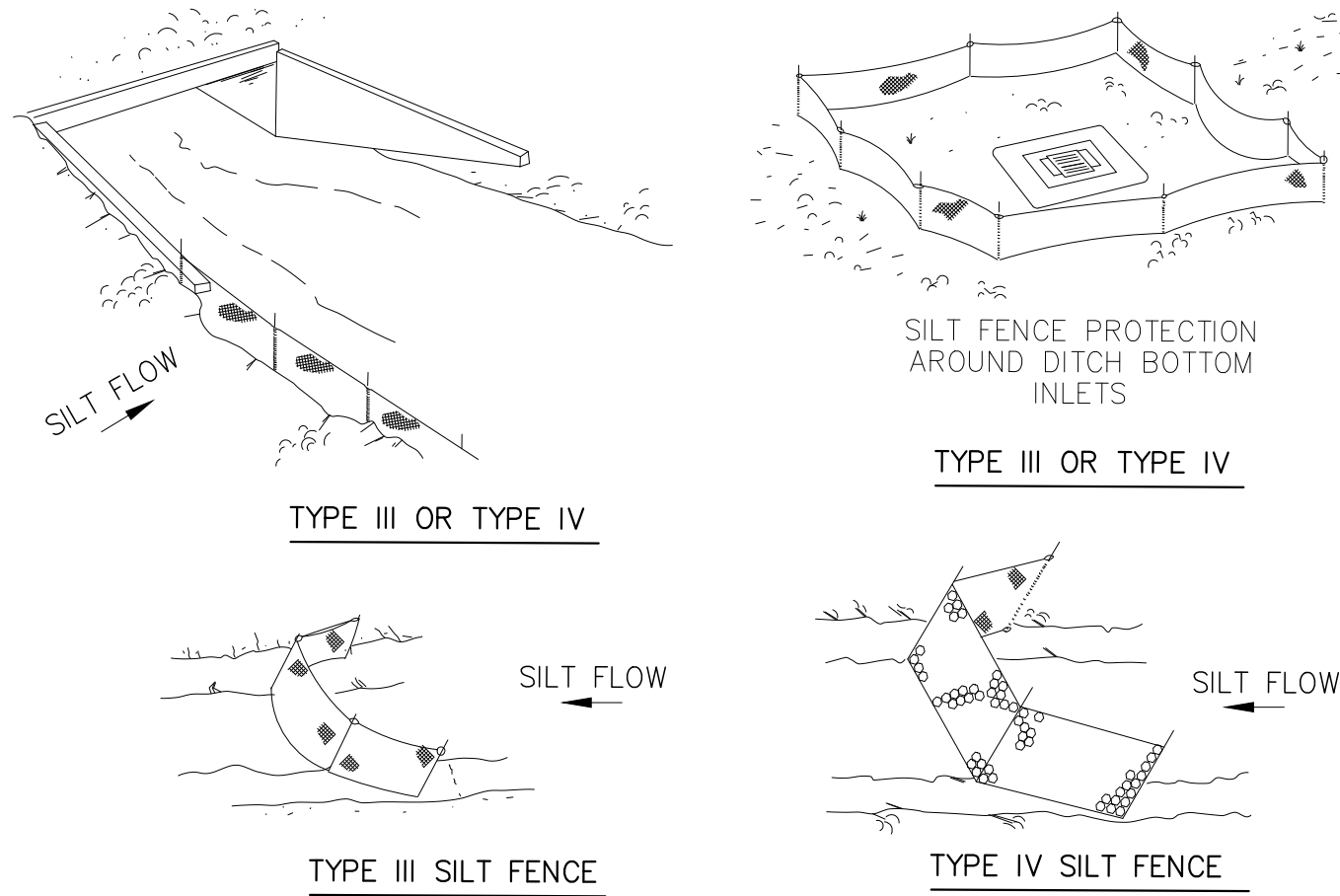
TYPICAL TYPE E INLET DETAIL



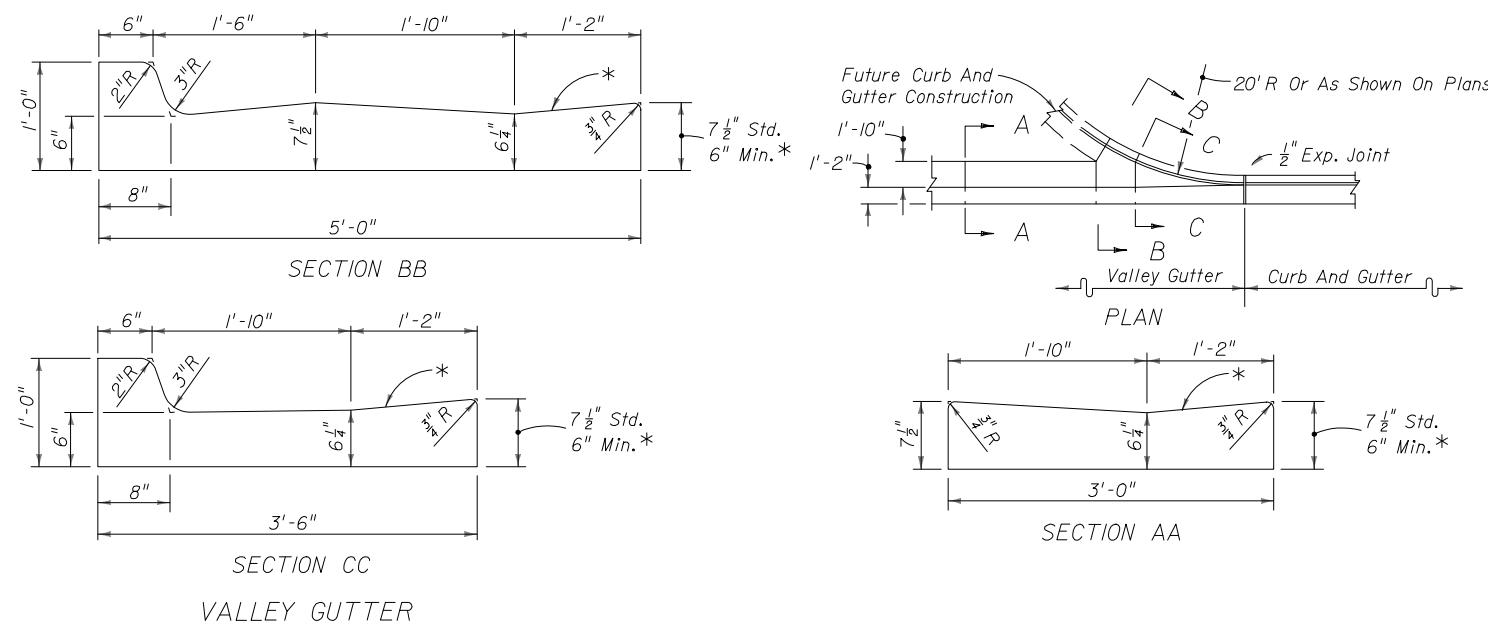
PLAN

- 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

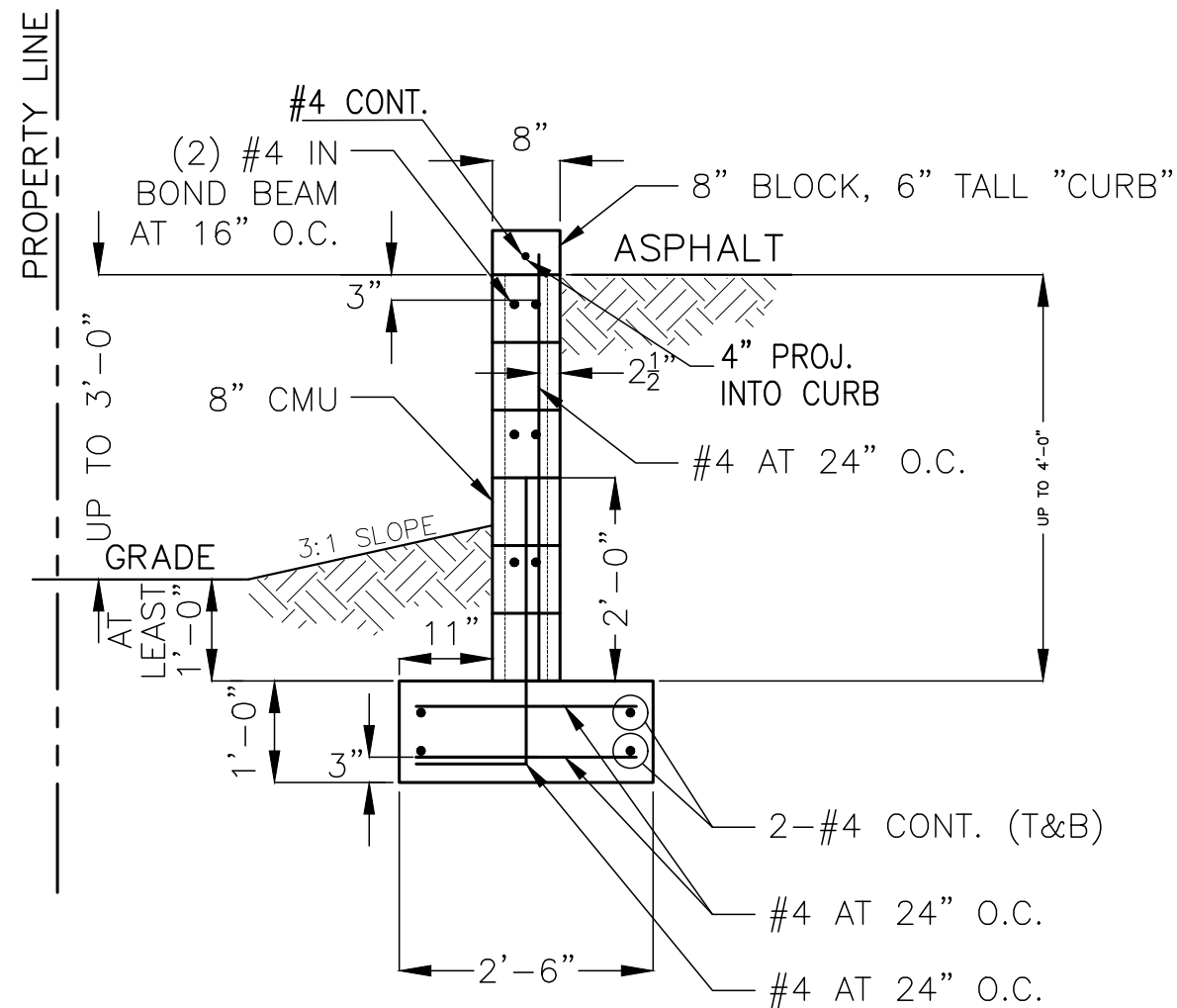
OUTFALL STRUCTURE



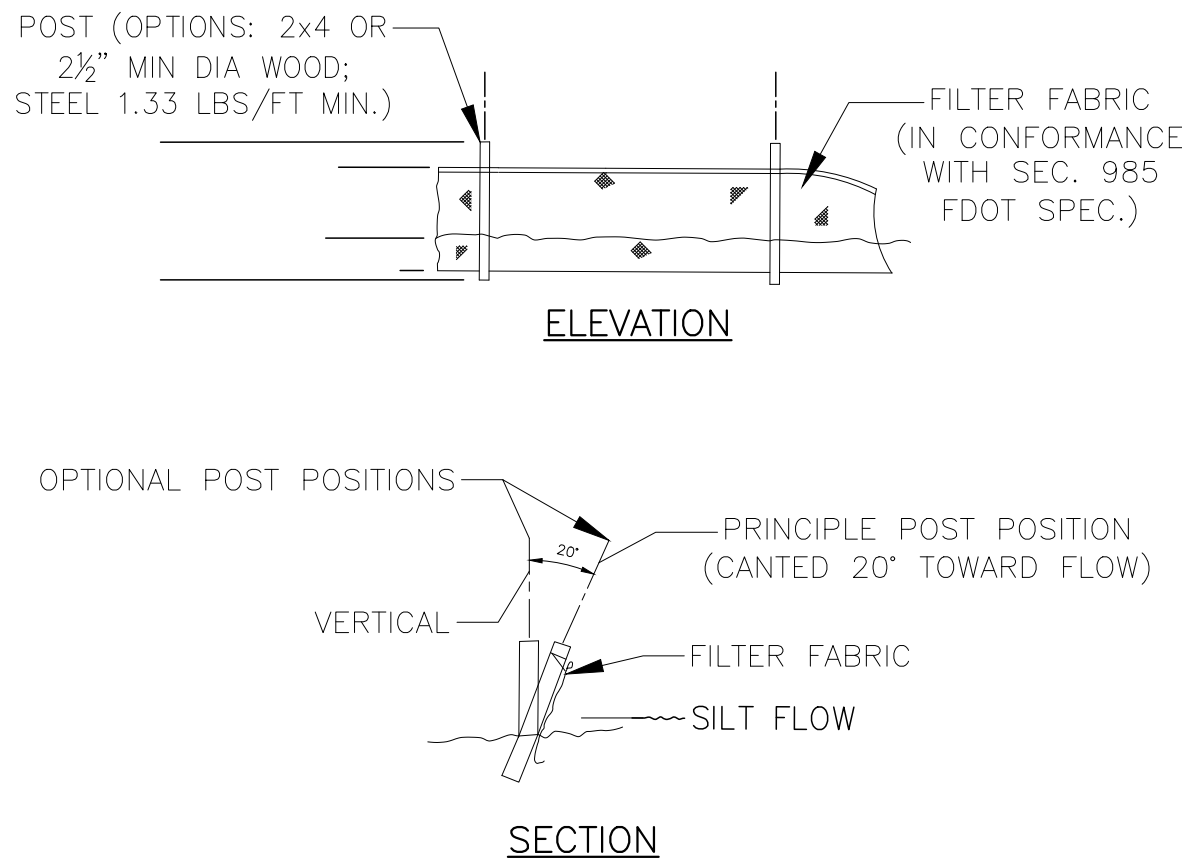
SILT FENCE APPLICATIONS



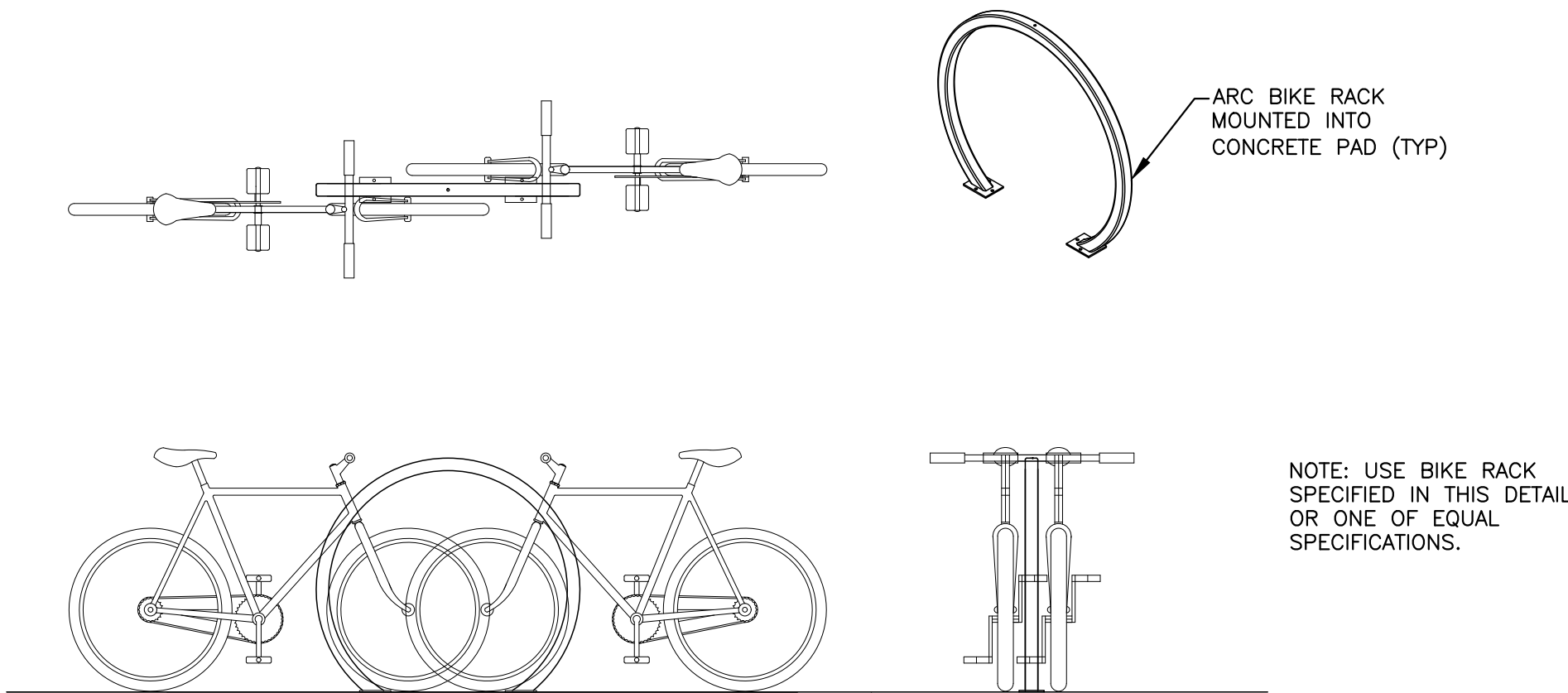
VALLEY GUTTER CURB DETAIL



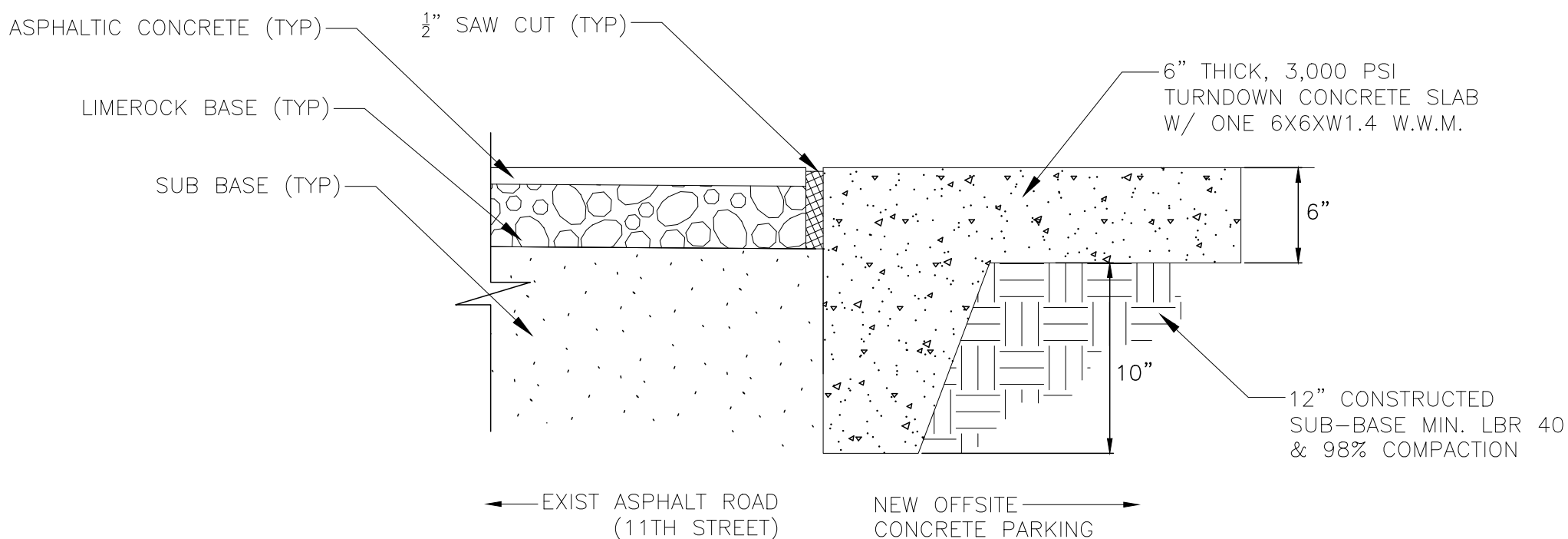
MASONRY WALL: $H \leq 4'$



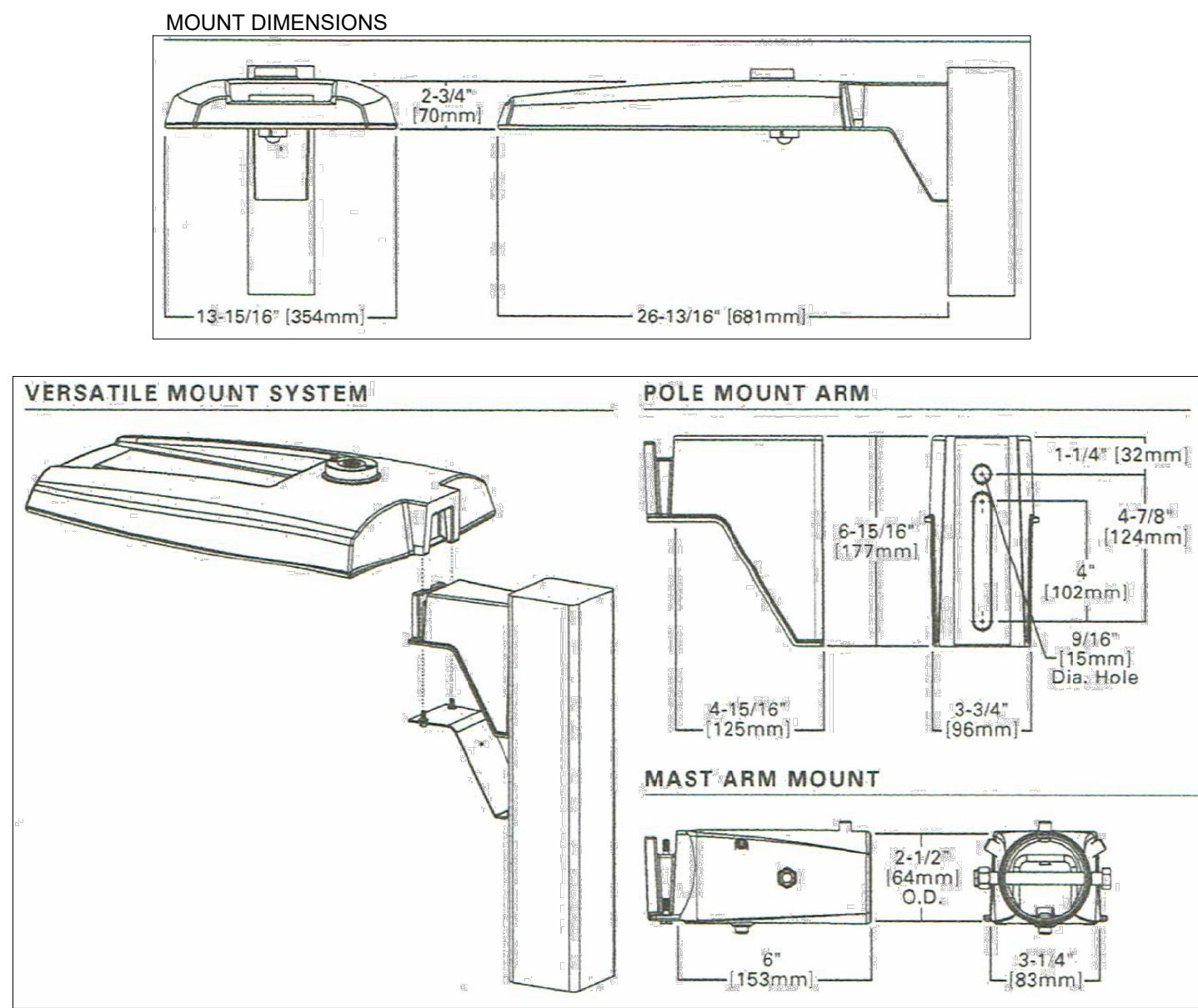
TYPE III SILT FENCE DETAIL



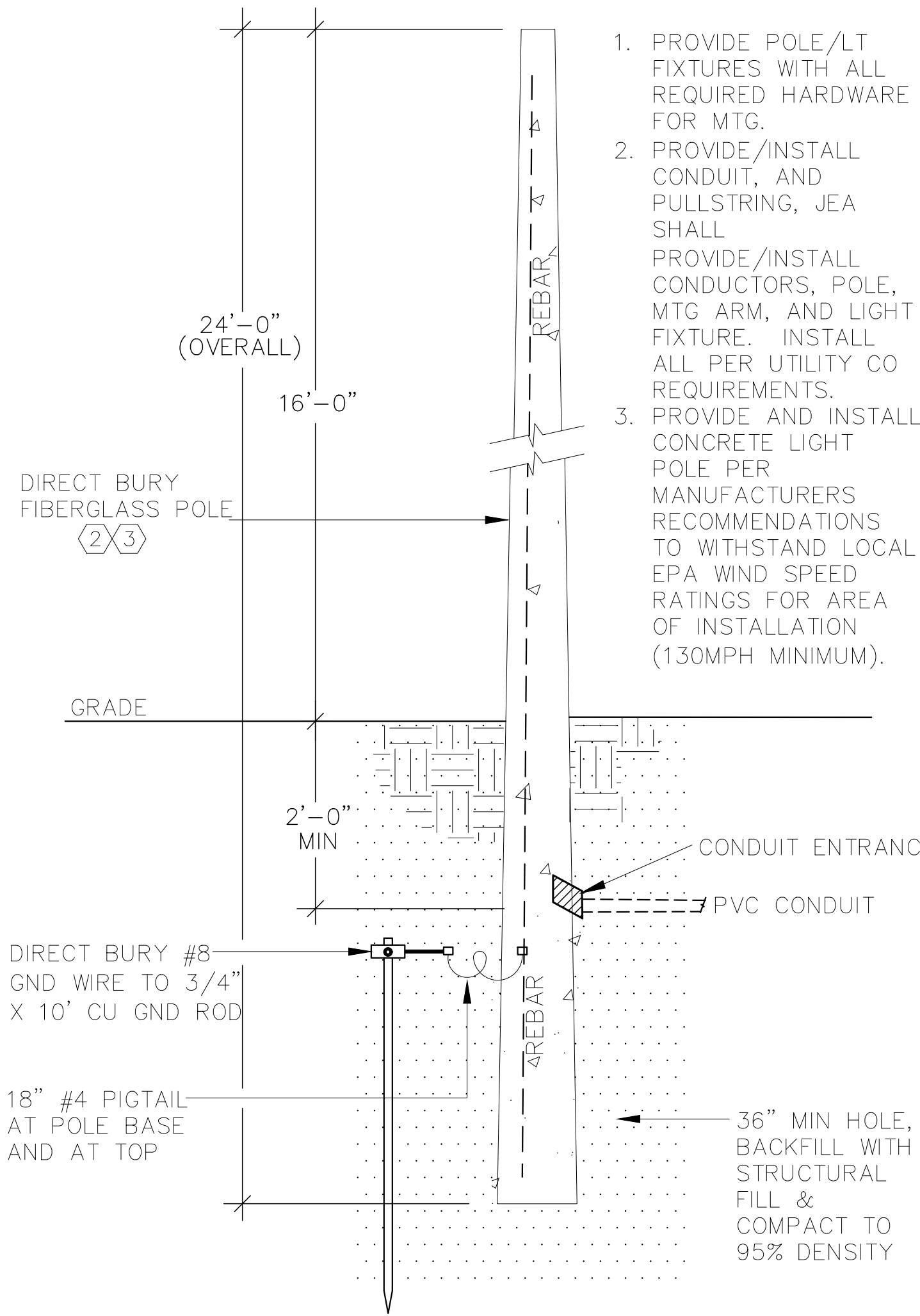
BIKE RACK DETAIL – ARC RACK FT (DERO BIKE RACKS)



SAW CUT ASPHALT DETAIL



POLE NOTES:



SITE LIGHTING DETAIL

NOT FOR CONSTRUCTION – BID/REVIEW ONLY

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REGISTERED DESIGN PROFESSIONAL

Asa Ray Gillette III

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

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CERTIFICATE OF AUTHORIZATION NO. 9332
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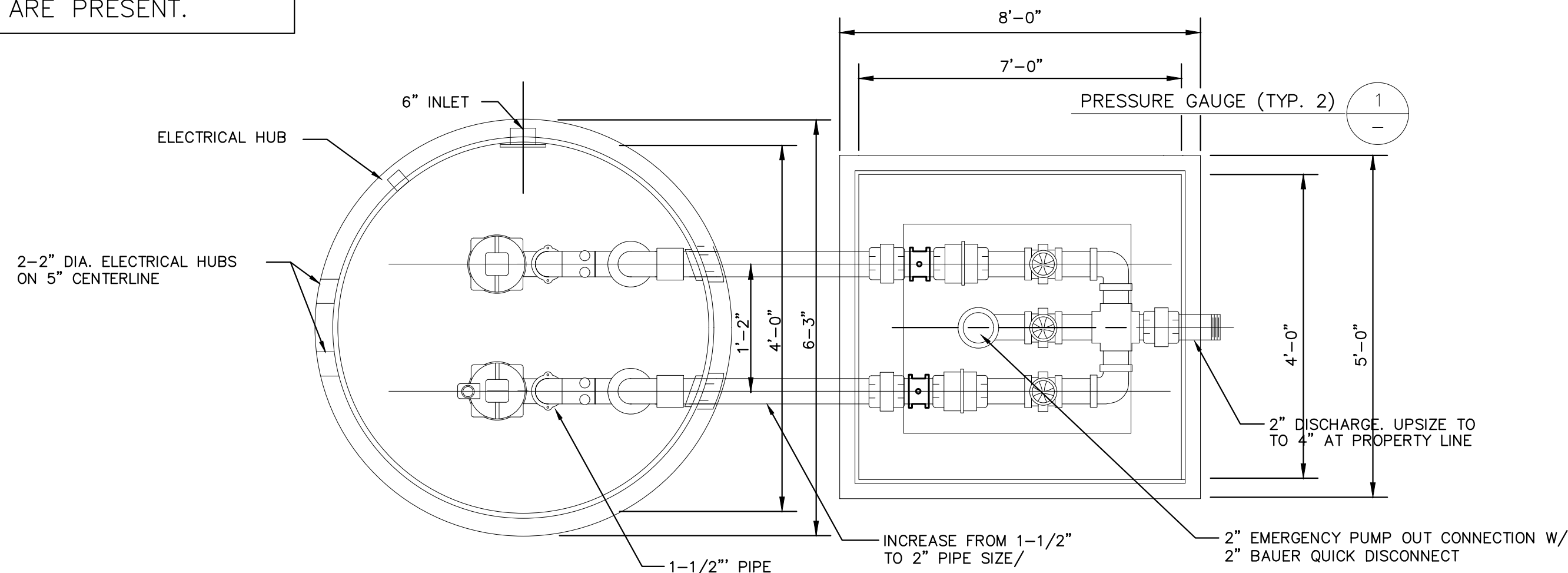
DARIUS PROPERTY

1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

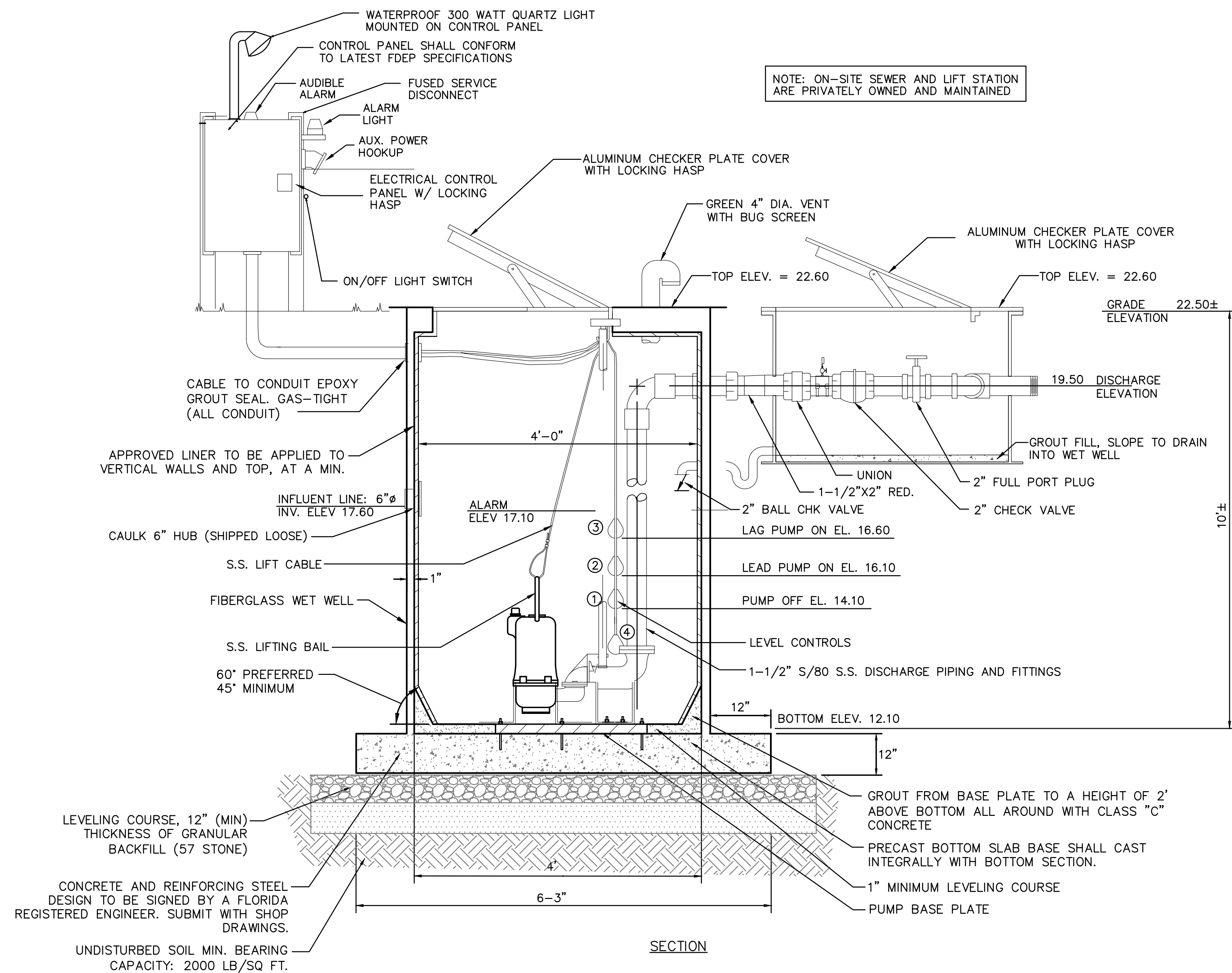
ISSUE DATE: 12/31/25

MISC. DETAILS

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



PLAN
N.T.S.



LIFT STATION DETAIL
N.T.S.

SPECIFICATIONS:

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

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

HATCH COVER
THE HATCH COVER SHALL BE 2/3 HINGED TO ALLOW FOR MAXIMUM ACCESS TO THE 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.

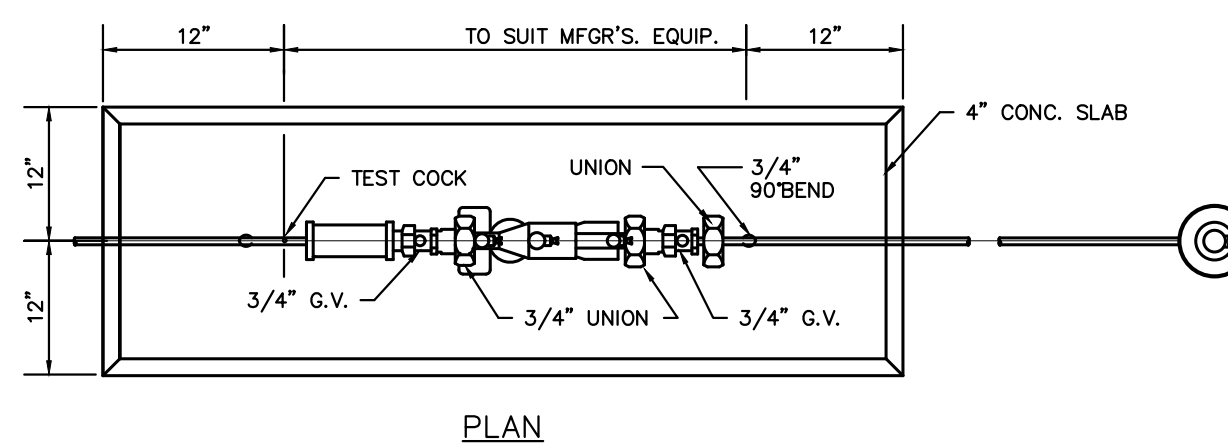
FLOATS
FLOATS SHALL BE ANCHOR SCIENTIFIC S30N0 ROTO-FLOATS.

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

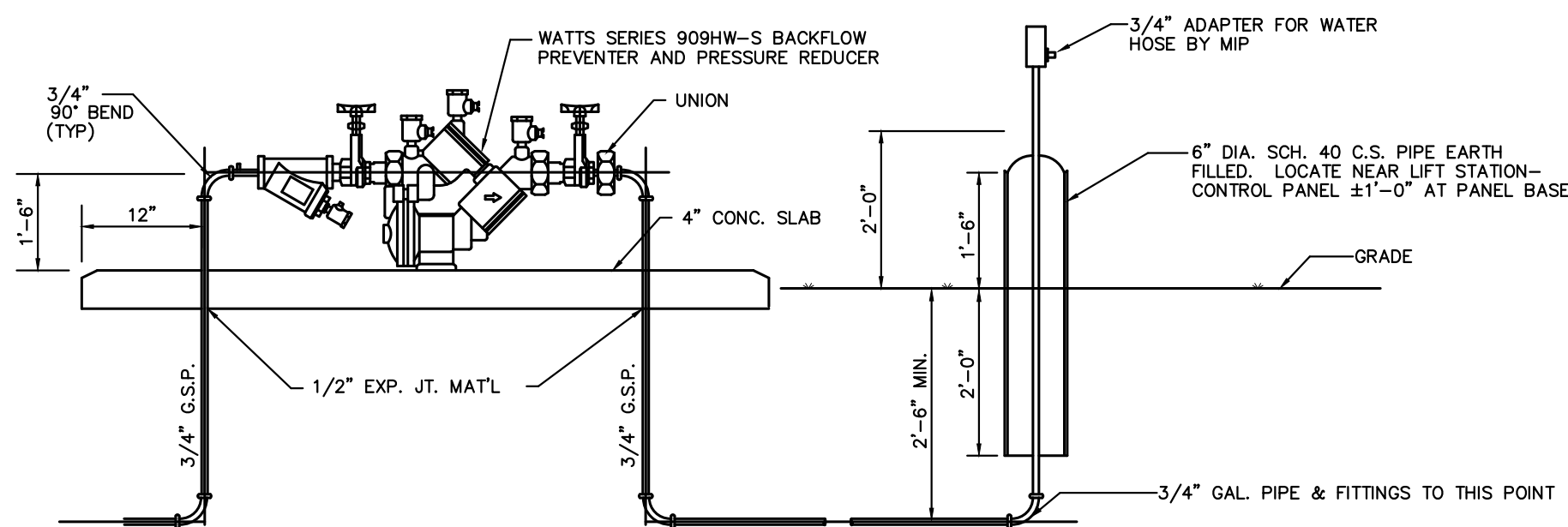
DESIGN DATA	
OPERATING CONDITIONS	CONTROL ELEVATION
CAPACITY (GPM) :60	(1) LEAD PUMP ON-EL. :16.10
T.D.H. IN FEET :67	(2) LAG PUMP ON-EL. :16.60
HORSEPOWER :T.B.D.	(3) HWL ALARM ON-EL. :17.10
SPEED (RPM) :T.B.D.	(4) PUMP OFF-EL. :14.10
POWER V-PH-HZ :T.B.D.	
MANUFACTURER :T.B.D.	
MODEL :T.B.D.	

PUMP STATION NOTES:

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



LAN



SECTION

LIFT STATION WASHDOWN HYD
N.T.S.

PUMP TYPE

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

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

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

MOTOR

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

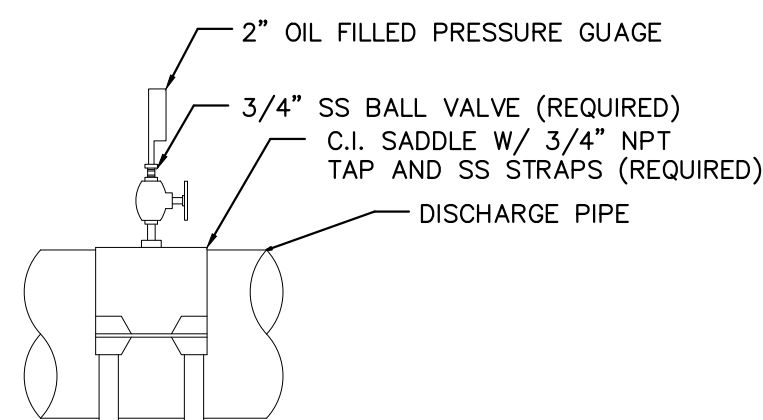
SEAL CHAMBER
THE PUMP SHALL HAVE 2-MECHANICAL SEALS, MOUNTED IN TANDEM WITH AN OIL CHAMBER BETWEEN THE SEALS. JOHN CRANE TYPE SEALS WITH CARBON VERSUS CERAMIC SEAL FACES SHALL BE USED. THE PUMP SHALL BE EQUIPPED WITH A SEAL LEAK DETECTION PROBE AND WARNING SYSTEM THROUGH THE USE OF A SEAL FAILURE INSTALLED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

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

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

WETWELL STABILITY

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



PRESSURE GAUGE ASSEMBLY

N.T.S.

1
—

PUMP STATION WASHDOWN NOTES:

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

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

REGISTERED DESIGN PROFESSIONAL

Digitally signed by Asa Ray Gillette
DN: cn=Asa Ray Gillette II, c=US,
email=asa@gilletteassociates.com
Date: 2025.12.31 10:19:55 -0500

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

GILLETTE & ASSOCIATES, INC.

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

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

DARIUS PROPERTY

1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034

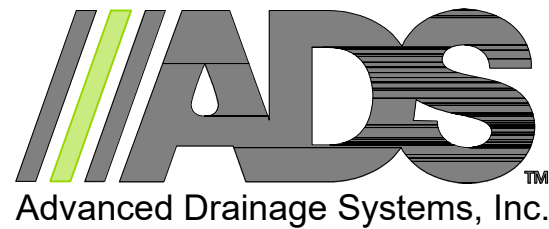
ISSUE DATE: 12/31/25

LIFT STATISTICS

North / Elev Key	Sheet
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DT-3

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SC-310 STORMTECH CHAMBER SPECIFICATIONS

- CHAMBERS SHALL BE STORMTECH SC-310.
- CHAMBERS SHALL BE ARCH-SHAPED AND SHALL BE MANUFACTURED FROM VIRGIN, IMPACT-MODIFIED POLYPROPYLENE OR POLYETHYLENE COPOLYMERS.
- CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2922 (POLETHYLENE) OR ASTM F2418 (POLYPROPYLENE), "STANDARD SPECIFICATION FOR CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
- CHAMBER ROWS SHALL PROVIDE CONTINUOUS, UNOBSTRUCTED INTERNAL SPACE WITH NO INTERNAL SUPPORTS THAT WOULD IMPEDE FLOW OR LIMIT ACCESS FOR INSPECTION.
- THE STRUCTURAL DESIGN OF THE CHAMBERS, THE STRUCTURAL BACKFILL, AND THE INSTALLATION REQUIREMENTS SHALL ENSURE THAT THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, SECTION 12.12, ARE MET FOR: 1) LONG-DURATION DEAD LOADS AND 2) SHORT-DURATION LIVE LOADS, BASED ON THE AASHTO DESIGN TRUCK WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.
- CHAMBERS SHALL BE DESIGNED, TESTED AND ALLOWABLE LOAD CONFIGURATIONS DETERMINED IN ACCORDANCE WITH ASTM F2787, "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION DESIGN TRUCK.
 - REQUIREMENTS FOR HANDLING AND INSTALLATION:
 - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
 - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
 - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT SHALL BE CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.
- ONLY CHAMBERS THAT ARE APPROVED BY THE SITE DESIGN ENGINEER WILL BE ALLOWED. UPON REQUEST BY THE SITE DESIGN ENGINEER OR OWNER, THE 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.

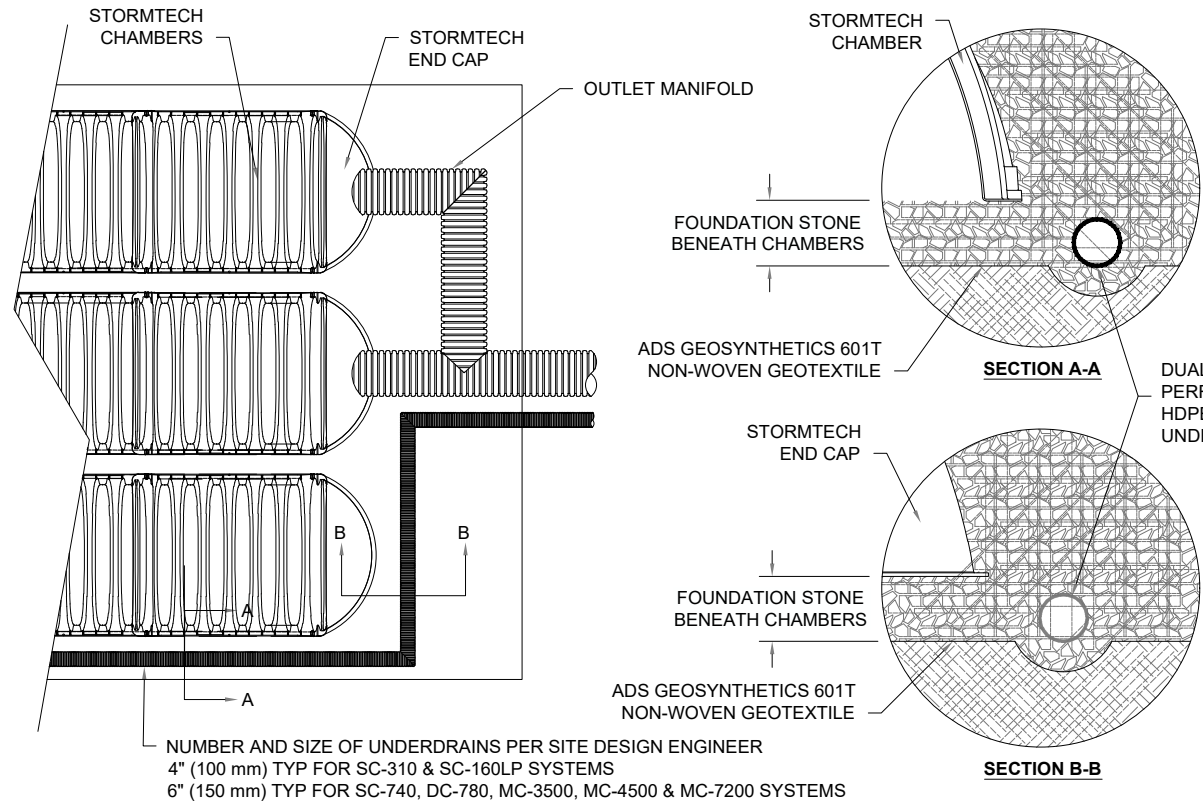
IMPORTANT - NOTES FOR THE BIDDING AND INSTALLATION OF THE SC-310 SYSTEM

- 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 SEATED PRIOR TO PLACING STONE.
- MAINTAIN MINIMUM - 6" (150 mm) SPACING BETWEEN THE CHAMBER ROWS.
- EMBEDMENT STONE SURROUNDING CHAMBERS MUST BE A CLEAN, CRUSHED, ANGULAR STONE 3/4-2" (20-50 mm).
- THE CONTRACTOR MUST REPORT ANY DISCREPANCIES WITH CHAMBER FOUNDATION MATERIALS BEARING CAPACITIES TO THE SITE DESIGN ENGINEER.
- ADS RECOMMENDS THE USE OF "FLEXSTORM CATCH IT" INSERTS DURING CONSTRUCTION FOR ALL INLETS TO PROTECT THE SUBSURFACE STORMWATER MANAGEMENT SYSTEM FROM CONSTRUCTION SITE RUNOFF.

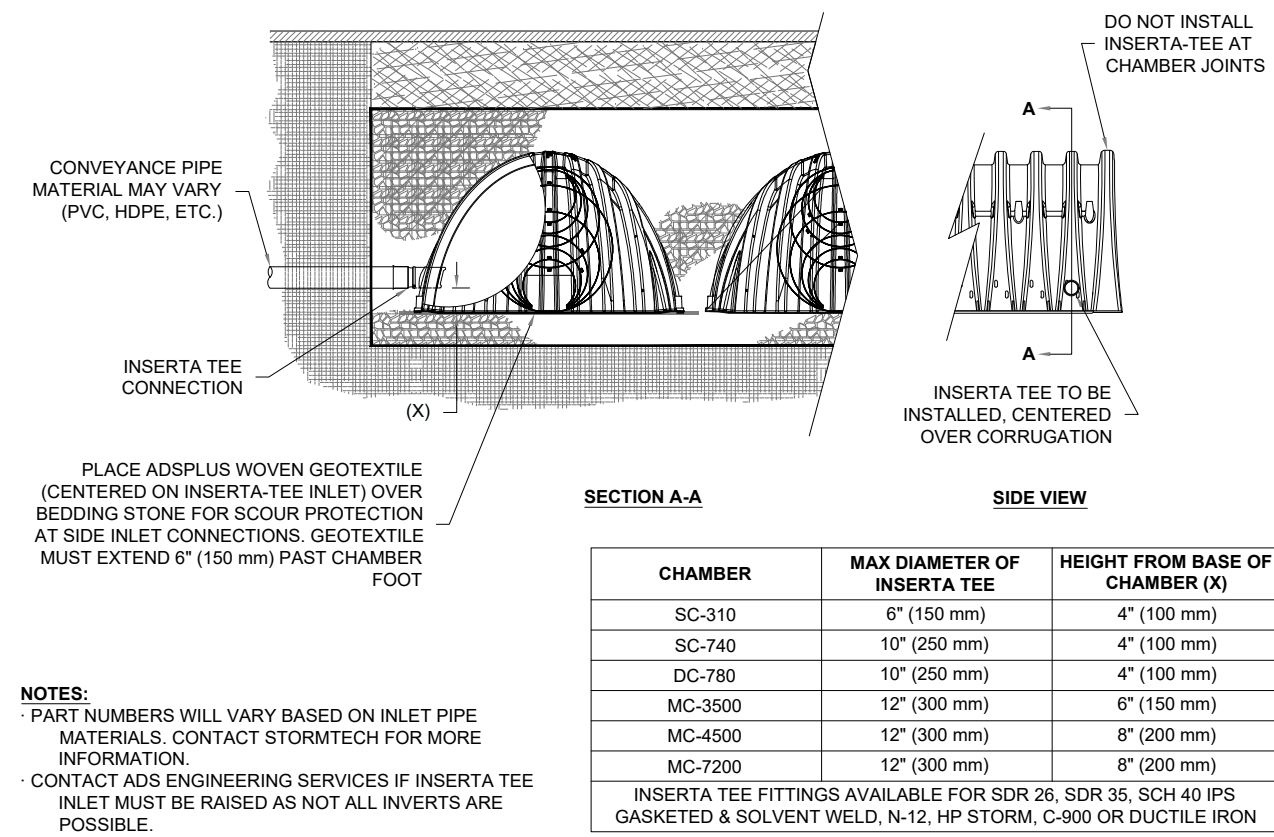
NOTES FOR CONSTRUCTION EQUIPMENT

- STORMTECH SC-310 CHAMBERS SHALL BE INSTALLED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- THE USE OF CONSTRUCTION EQUIPMENT OVER SC-310 & SC-740 CHAMBERS IS LIMITED:
 - NO EQUIPMENT IS ALLOWED ON BARE CHAMBERS.
 - NO RUBBER Tired LOADERS, DUMP TRUCKS, OR EXCAVATORS ARE ALLOWED UNTIL PROPER FILL DEPTHS ARE REACHED IN ACCORDANCE WITH THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
 - WEIGHT LIMITS FOR CONSTRUCTION EQUIPMENT CAN BE FOUND IN THE "STORMTECH SC-310/SC-740/DC-780 CONSTRUCTION GUIDE".
- FULL 30" (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

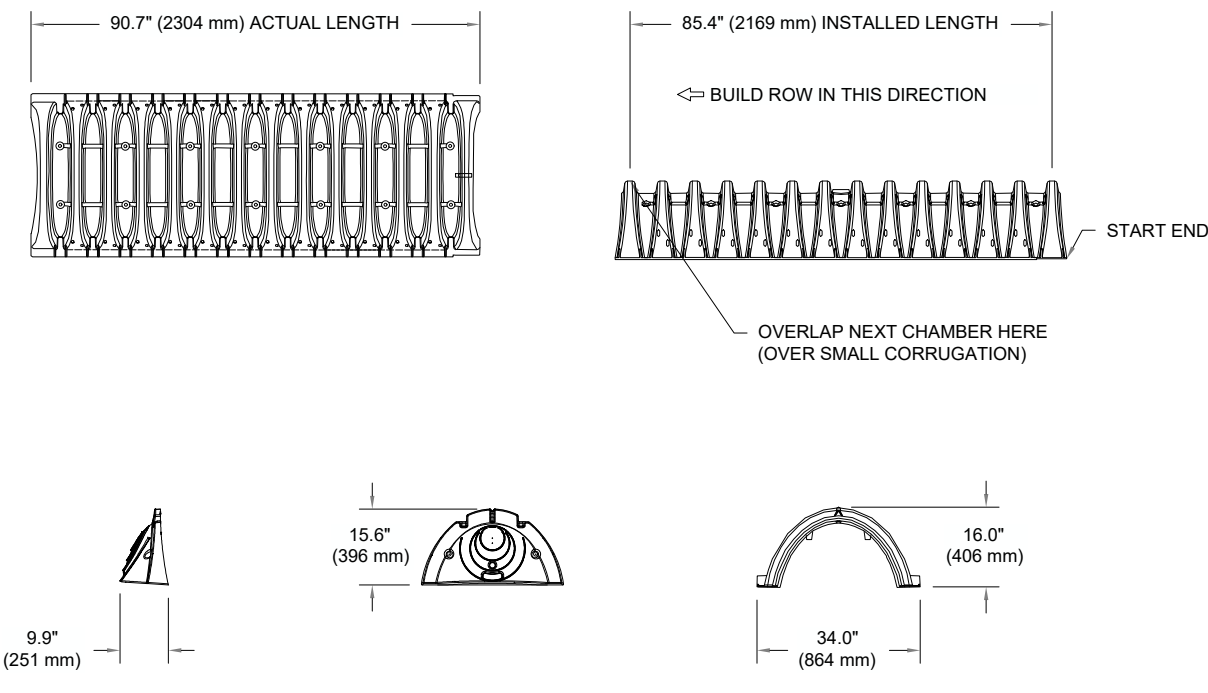


NOTES:
- PART NUMBERS WILL VARY BASED ON INLET PIPE MATERIALS. CONTACT STORMTECH FOR MORE INFORMATION.
- CONTACT ADS ENGINEERING SERVICES IF INSERTA TEE INLET MUST BE RAISED AS NOT ALL INVERTS ARE POSSIBLE.

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



PART #	STUB	A	B	C
SC310EPE08T / SC310EPE08TPC	6" (150 mm)	9.6" (244 mm)	5.8" (147 mm)	---
SC310EPE08B / SC310EPE08BPC	---	---	---	0.5" (13 mm)
SC310EPE08T / SC310EPE08TPC	8" (200 mm)	11.9" (302 mm)	3.5" (89 mm)	0.6" (15 mm)
SC310EPE08B / SC310EPE08BPC	---	---	---	---
SC310EPE10T / SC310EPE10TPC	10" (250 mm)	12.7" (323 mm)	1.4" (36 mm)	---
SC310EPE10B / SC310EPE10BPC	---	---	---	0.7" (18 mm)
SC310EPE12B	12" (300 mm)	13.5" (343 mm)	---	0.9" (23 mm)
SC310EPE12B	---	---	---	0.9" (23 mm)

ALL STUBS, EXCEPT FOR THE SC310EPE12B ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-888-892-2694.

* FOR THE SC310EPE12B THE 12" (300 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 0.25" (6 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

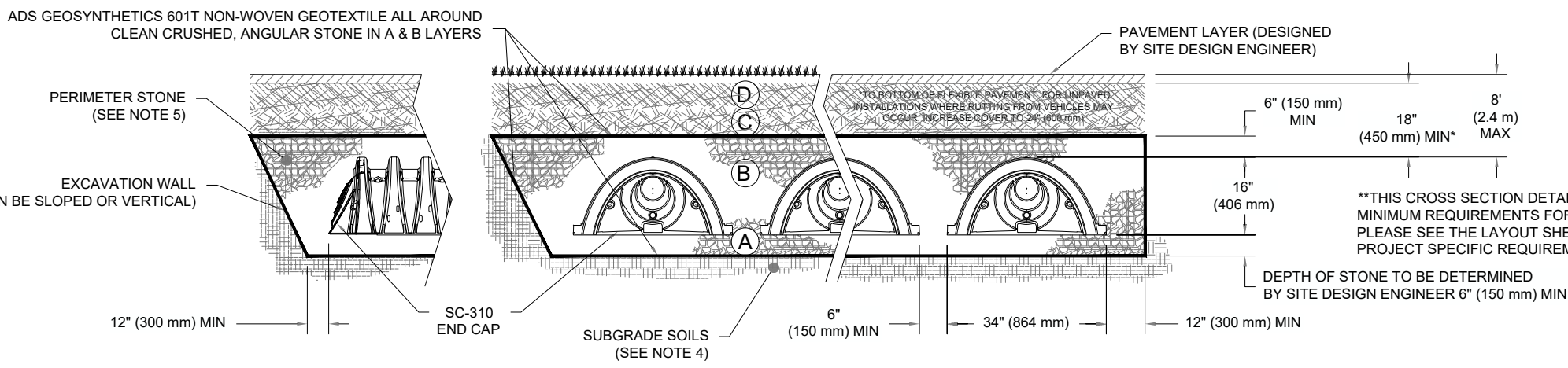
NOTE: ALL DIMENSIONS ARE NOMINAL.

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.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A
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.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. 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.	CLEAN, CRUSHED, ANGULAR STONE 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.	CLEAN, CRUSHED, ANGULAR STONE 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 SOIL/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.

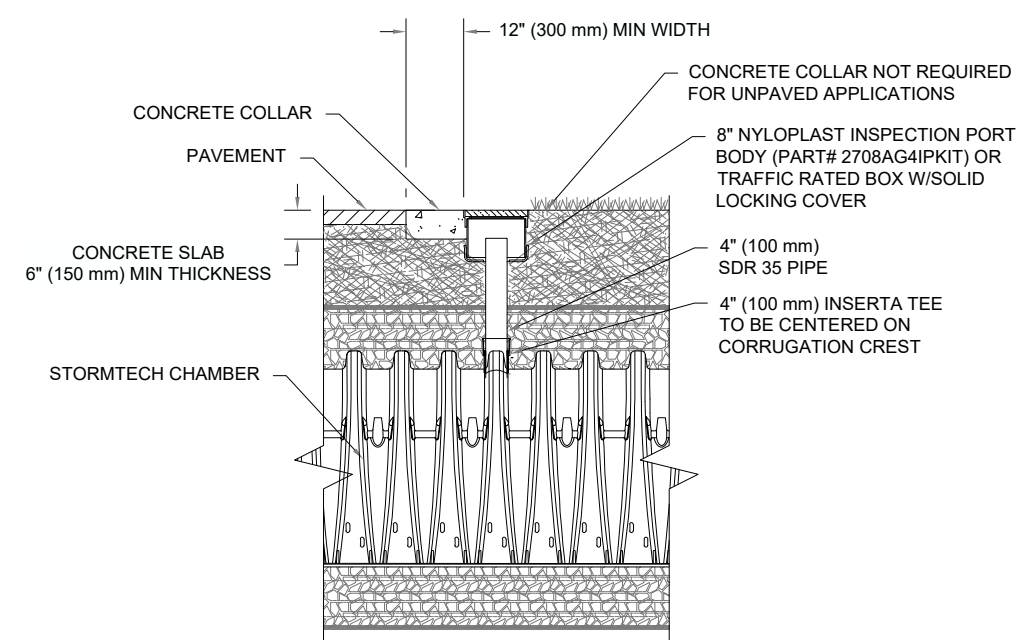


NOTES:

- 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 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)

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

REV	DATE	ITEM	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #1	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #2	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #3		
A	11/06/25						
B	12/02/25						
C	12/31/25						
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: 12/31/25

DRAINAGE DETAILS

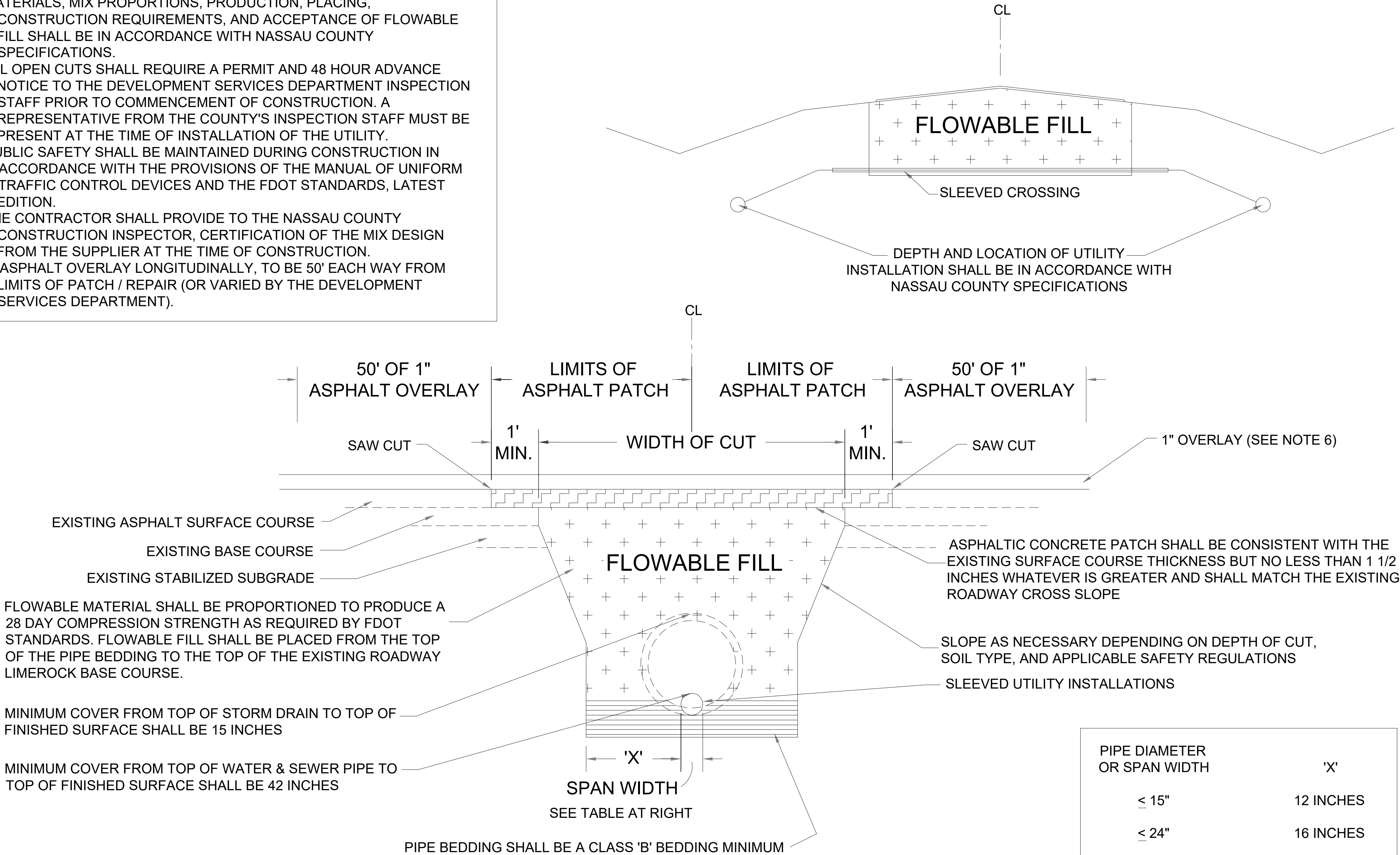
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NOTES:

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



PIPE DIAMETER OR SPAN WIDTH	'X'
≤ 15"	12 INCHES
≤ 24"	16 INCHES
≤ 30"	24 INCHES
≥ 30"	36 INCHES

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

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

REGISTERED DESIGN PROFESSIONAL
Asa Ray Gillette III
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	12/31/25	MEDICAL OFFICE DESIGN - TRC SUBMITTAL #3
D		
E		
F		

GILLETTE & ASSOCIATES, INC.
CIVIL, ENVIRONMENTAL, MECHANICAL, & STRUCTURAL ENGINEERING
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DARIUS PROPERTY
1520 SOUTH 14TH STREET
FERNANDINA BEACH, FLORIDA 32034
ISSUE DATE: 12/31/25
OPEN CUT
ROAD DETAIL
North / Elev Key Sheet
DT-5
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DARIUS PROPERTY
City of Fernandina Beach
Nassau County, Florida

Traffic Study



Prepared for:

Darius Properties



FERNANDINA BEACH
FLORIDA



Prepared by:



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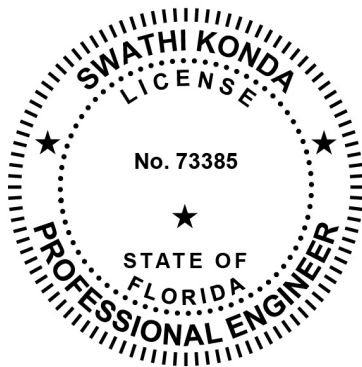
Project No.: 1005-240-042
Date: Revised 12/31/2025

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*

A blue digital signature of Swathi Konda, consisting of stylized cursive letters.

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Signer:Swathi
Konda
Date:12/31/2025
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ON THE DATE ADJACENT TO THE SEAL.

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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.*

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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, and a secondary westbound right-out only exit driveway (on the north side of the building) on South 14th 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 south of Jasmine Street.

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)

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 in the proposed project vicinity 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 and the proposed 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.

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.

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.

9.0 Intersection Capacity Analysis

Intersection capacity analysis was performed for the study intersections using Synchro 12 software which uses HCM 7 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.

Both the Northern Project Access and Southern 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

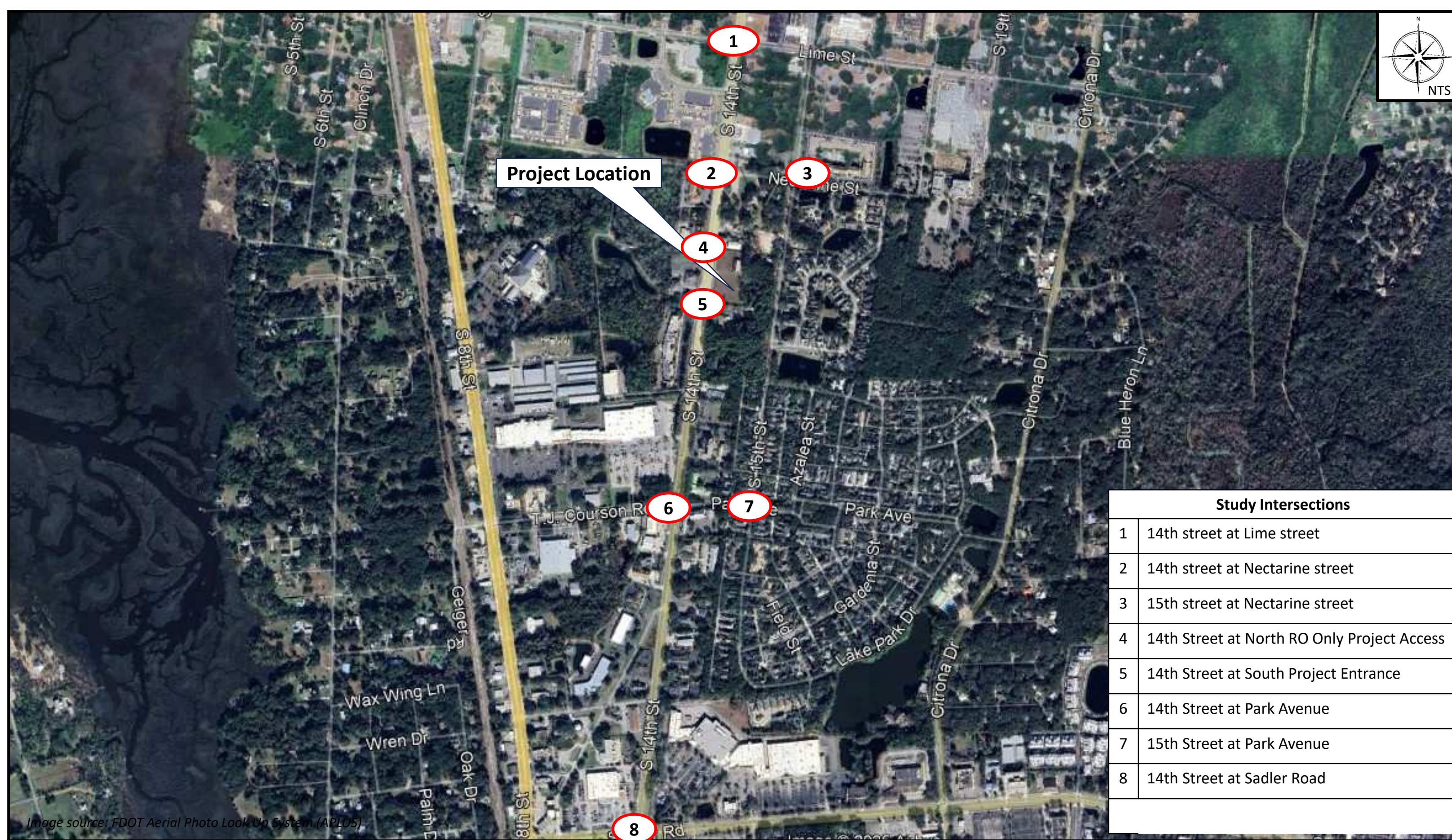
This Traffic Impact Study evaluates the anticipated traffic conditions resulting from the proposed Development, which is a 51,800 square-foot Medical Office Building. The project site is located between South 14th Street and South 15th Street, south of Nectarine Street in the City of Fernandina Beach, 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.
- **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.
 - 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.

Conclusion:

Based on the analysis, the proposed Darius 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 anticipated to be 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	14th Street at South Project Entrance
6	14th Street at Park Avenue
7	15th Street at Park Avenue
8	14th Street at Sadler Road

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



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Figure 01 – Location Map
Darius Property
Traffic Impact Analysis
City of Fernandina Beach, Nassau County, Florida



1 14th street at Lime street



2 14th Street at Nectarine Street



3 15th Street at Nectarine Street



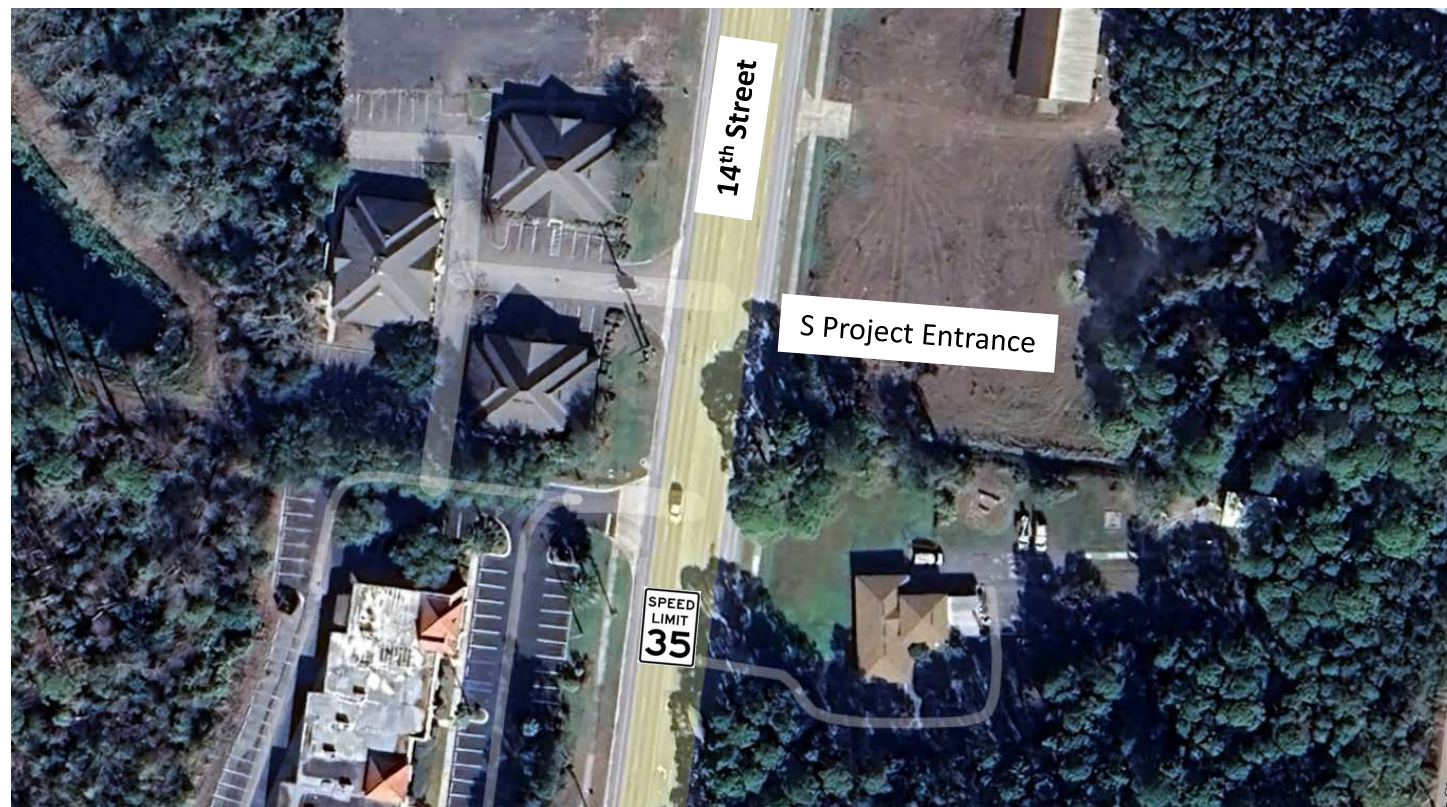
4 14th Street at North RO Only Project Access

Figure 02 – Existing Conditions at Study Intersections

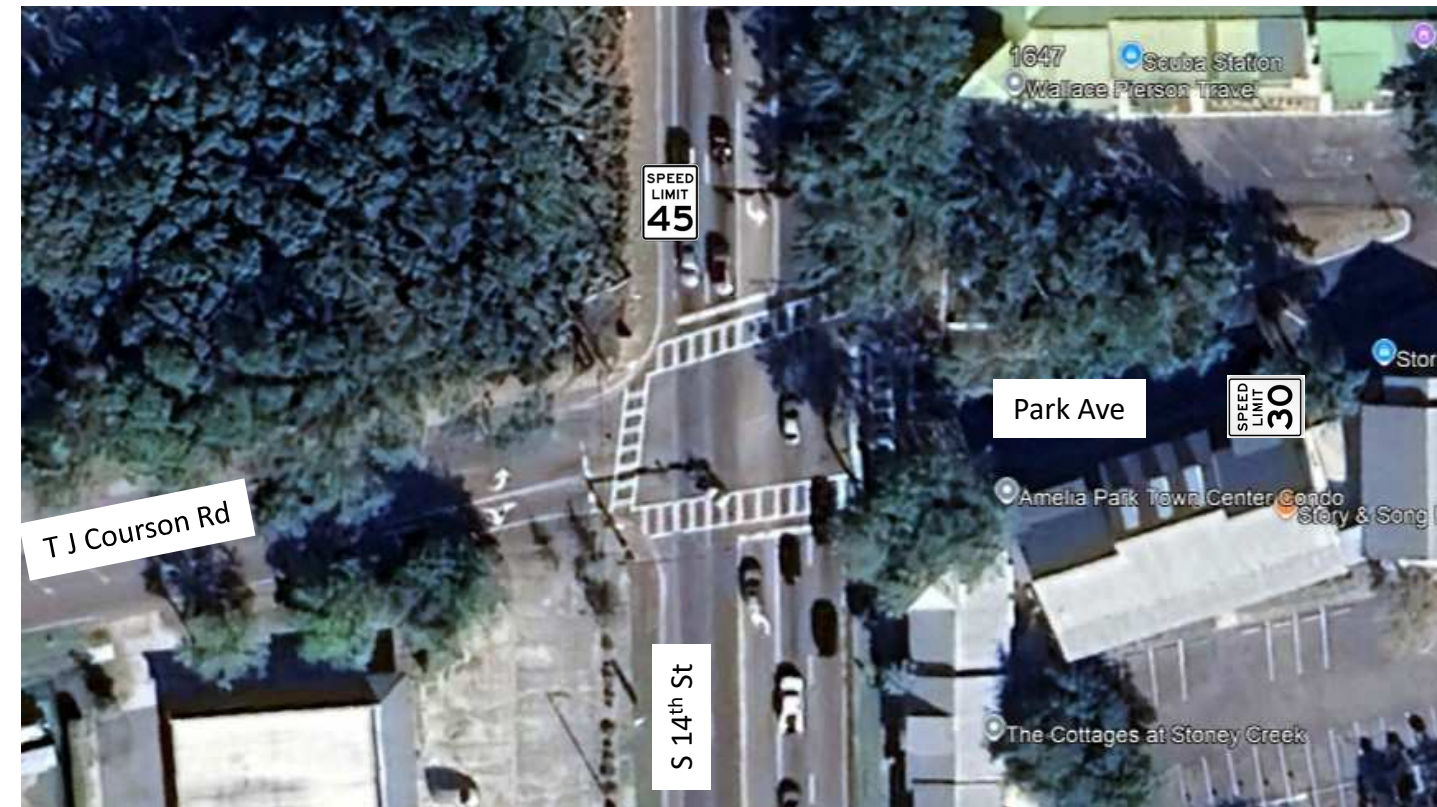


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5 14th Street at South Project Entrance



6 14th Street at Park Avenue

Figure 03 – Existing Conditions at Study Intersections

Darius Property

Traffic Impact Analysis

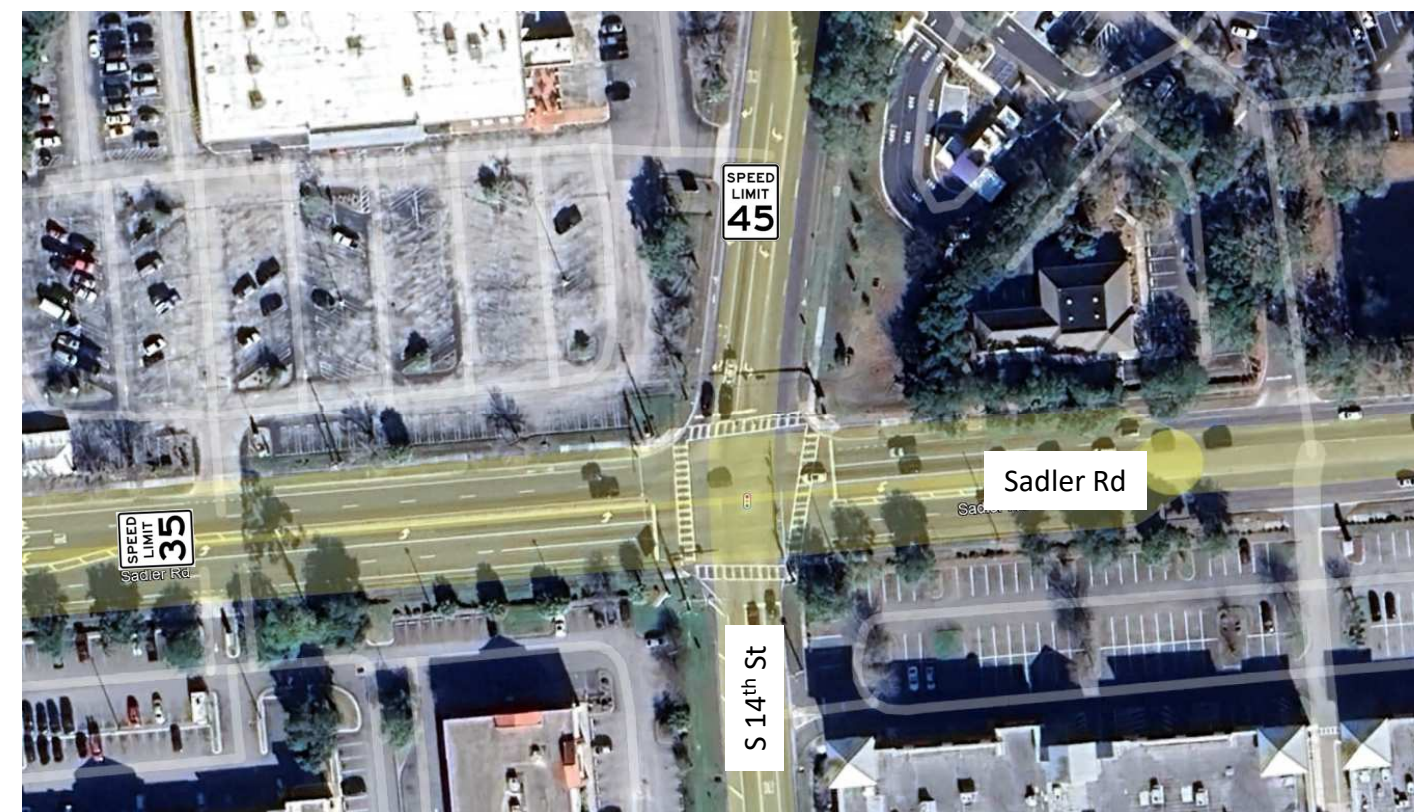
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7 15th Street at Park Avenue



8 14th Street at Sadler Road

Figure 04 – Existing Conditions at Study Intersections

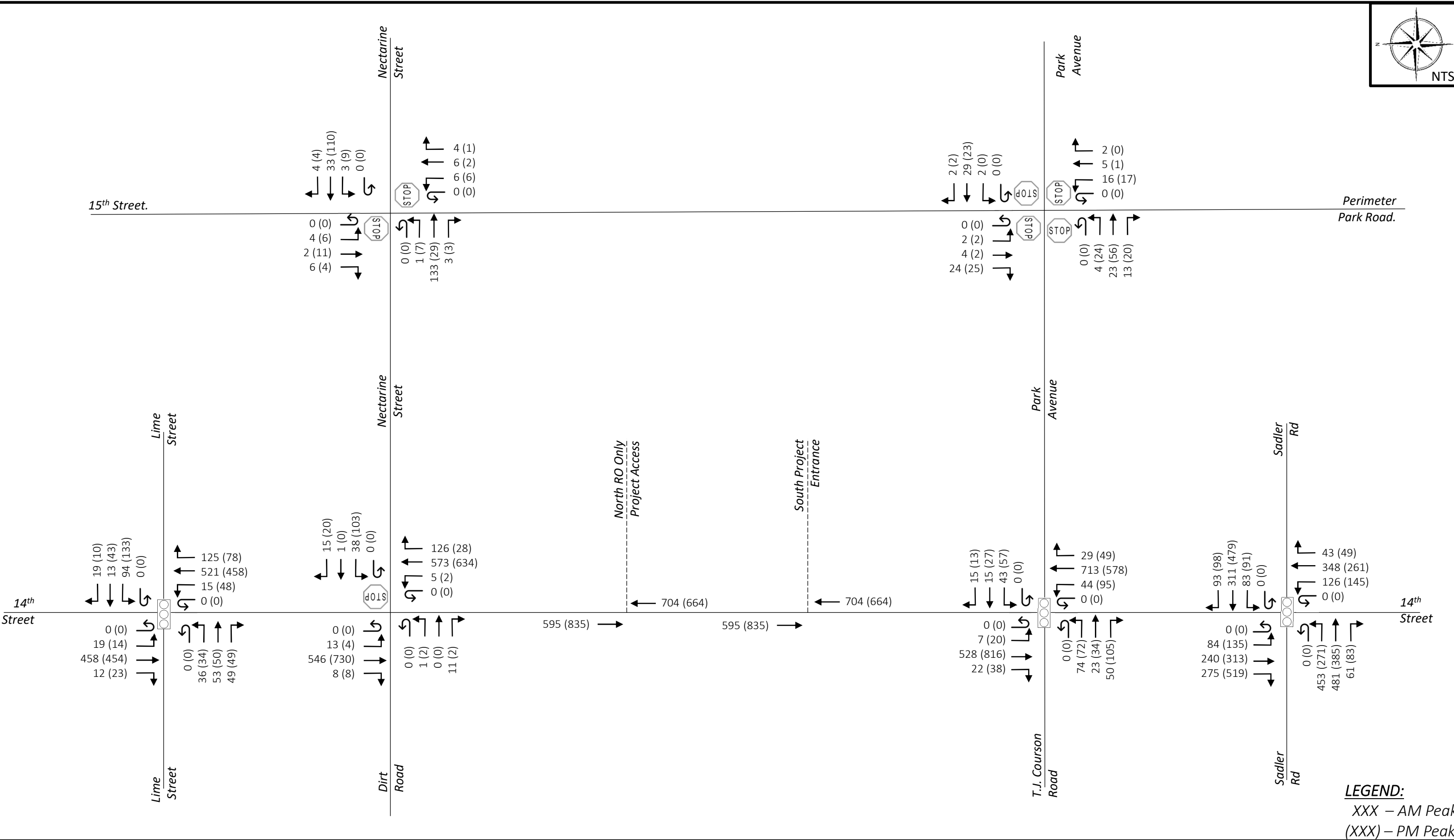
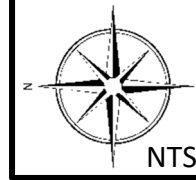
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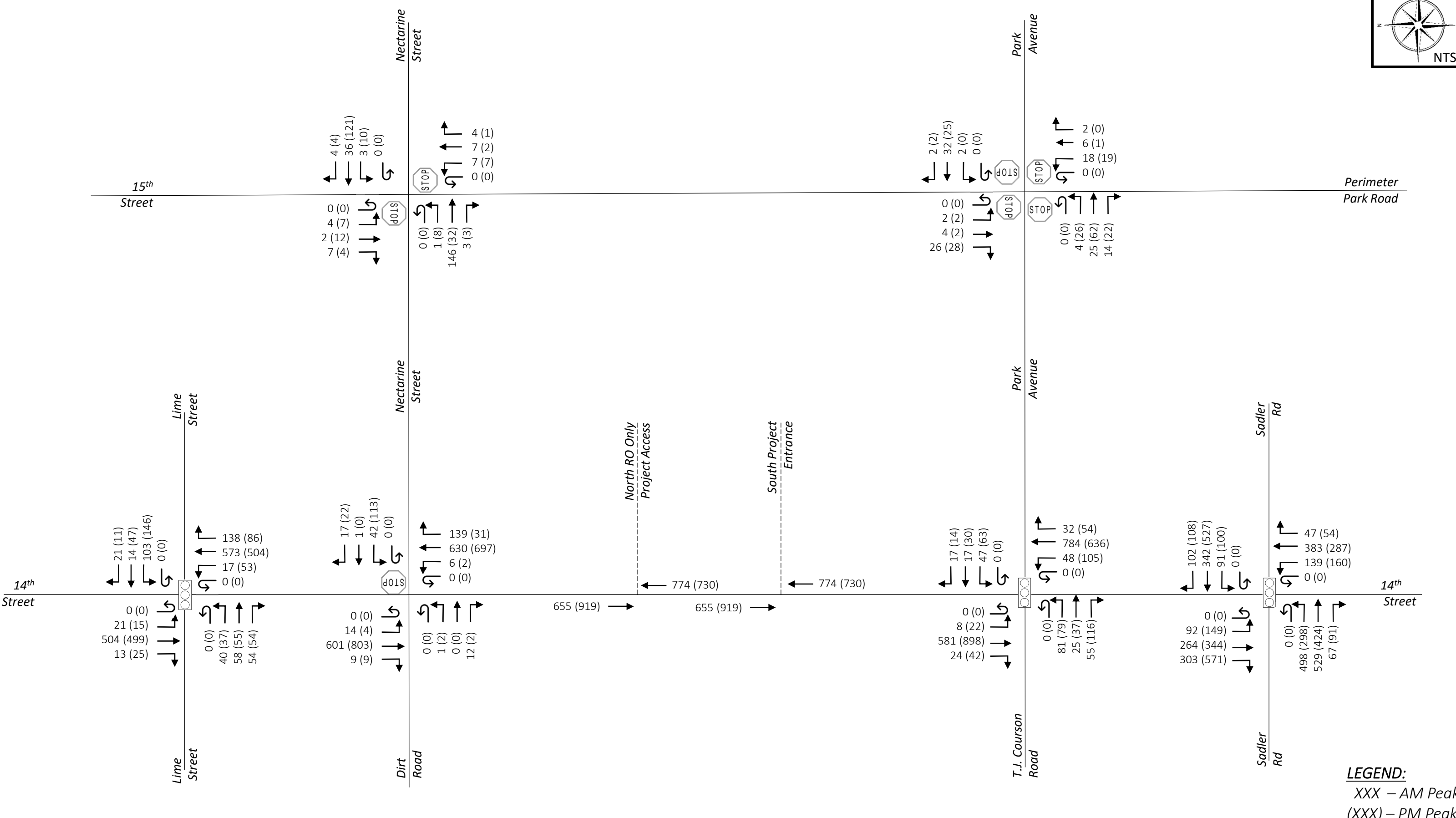
Traffic Impact Analysis

City of Fernandina Beach, Nassau County, Florida



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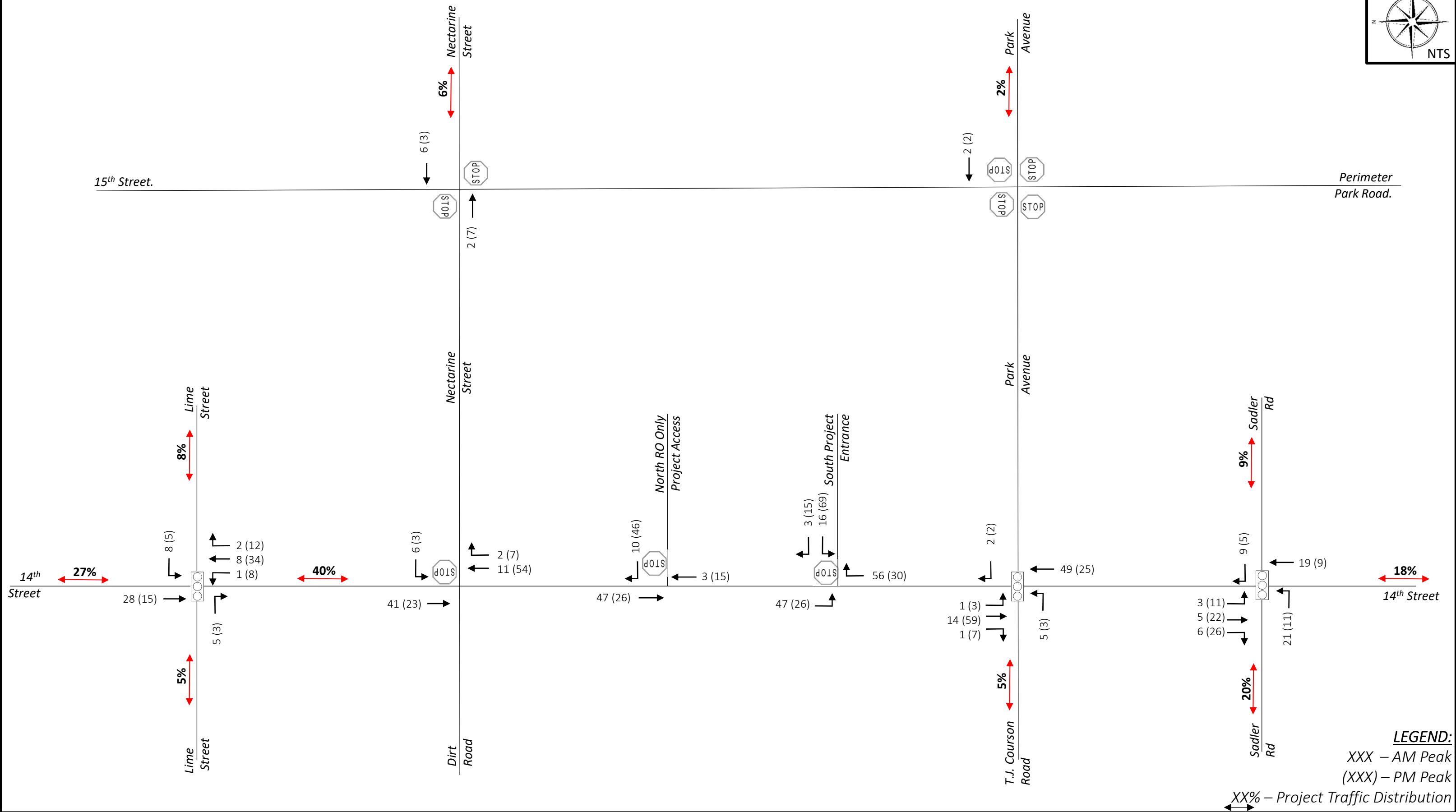
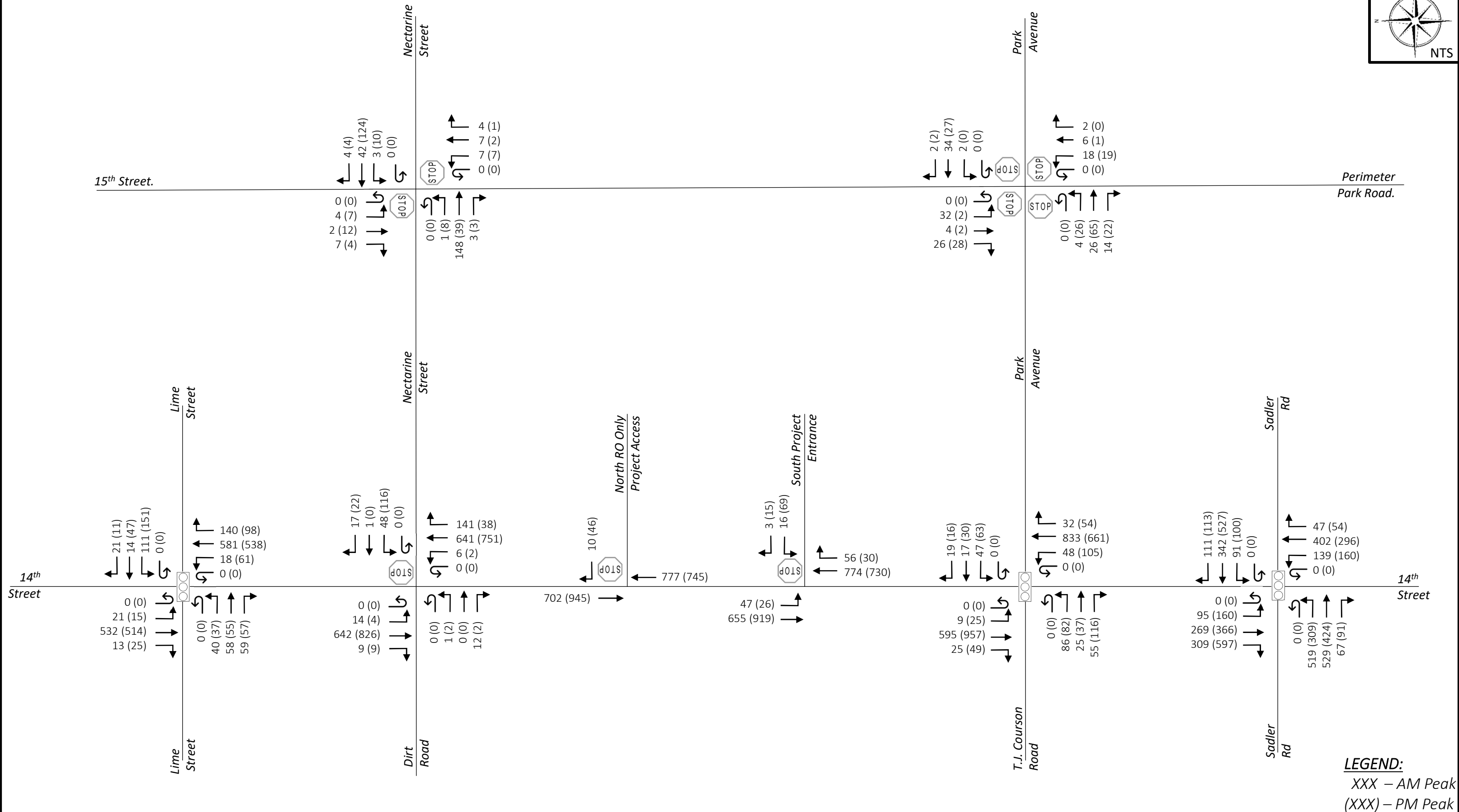
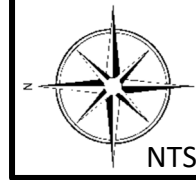


Figure 07 – Project Traffic Distribution and Assignment



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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
Roadway 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	27.00%	548	2.97%	8,882	48.06%	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	54.00%	1,095	2.99%	24,744	67.61%	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	20.00%	406	1.11%	17,411	47.57%	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	9.00%	183	0.50%	19,891	54.35%	C
9	15th Street	Jasmine Street to TJ Curson Road	C2T	12,420		2.00%	700	C	773	6.22%	C	0.00%	-	0.00%	773	6.22%	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		12.30	B		12.60	B		Signalized Intersection
	Eastbound	Signal	13.90	B	62	28.20	C	64	200 Feet Turn Lane
	Westbound	Signal	16.30	B	66	29.60	C	99	
	Northbound	Signal	12.00	B	9	6.60	A	21	
	Southbound	Signal	10.90	B	11	8.50	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	10.20	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	430	41.20	D	267	400 Feet Turn lane
	Westbound	Signal	43.50	D	68	60.90	E	75	500 Feet Turn Lane
	Northbound	Signal	63.60	E	131	32.20	C	143	370 Feet Turn Lane
	Southbound	Signal	37.30	D	90	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		11.30	B		12.80	B		Signalized Intersection
	Eastbound	Signal	14.10	B	69	28.20	C	68	200 Feet Turn Lane
	Westbound	Signal	15.90	B	78	29.60	C	108	
	Northbound	Signal	10.70	B	9	7.00	A	23	
	Southbound	Signal	10.20	B	10	9.10	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	74	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	549	41.70	D	302	400 Feet Turn lane
	Westbound	Signal	47.20	D	72	61.30	E	85	500 Feet Turn Lane
	Northbound	Signal	70.70	E	140	34.60	C	155	370 Feet Turn Lane
	Southbound	Signal	58.10	E	100	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		11.30	B		12.80	B		Signalized Intersection
	Eastbound	Signal	14.20	B	69	28.20	C	68	200 Feet Turn Lane
	Westbound	Signal	16.00	B	78	29.60	C	108	
	Northbound	Signal	10.70	B	9	7.00	A	23	
	Southbound	Signal	10.20	B	10	9.10	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		28.30	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	88	140 Feet Turn Lane
	Westbound	Signal	45.30	D	58	43.50	D	74	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		43.20	D		41.40	D		Signalized Intersection
	Eastbound	Signal	38.50	D	588	41.60	D	313	400 Feet Turn lane
	Westbound	Signal	53.00	D	75	54.70	D	83	500 Feet Turn Lane
	Northbound	Signal	54.20	D	137	35.60	D	157	370 Feet Turn Lane
	Southbound	Signal	33.50	C	95	34.80	C	146	

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		11.90	B		12.90	B		Signalized Intersection
	Eastbound	Signal	14.20	B	69	28.00	C	68	200 Feet Turn Lane
	Westbound	Signal	16.20	B	84	29.40	C	111	
	Northbound	Signal	11.20	B	9	7.40	A	26	
	Southbound	Signal	11.00	B	11	9.70	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		9.50	A		
	Eastbound	Stop	11.30	B		15.70	C		
	Westbound	Stop	21.00	C		32.60	D		
South 15th Street at Nectarine Street	Northbound	Stop	10.10	B		10.10	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		11.60	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	18.60	C		22.70	C		
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		6.90	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		16.40	B		20.40	C		Signalized Intersection
	Eastbound	Signal	44.50	D	94	49.20	D	91	140 Feet Turn Lane
	Westbound	Signal	45.40	D	58	43.70	D	73	135 Feet Turn Lane
	Northbound	Signal	11.40	B	29	12.80	B	55	
	Southbound	Signal	12.30	B	9	17.40	B	18	
South 14th Street at Sadler Road	Intersection		53.00	D		63.60	E		Signalized Intersection
	Eastbound	Signal	36.70	D	615	42.30	D	321	400 Feet Turn lane
	Westbound	Signal	50.50	D	72	61.90	E	85	500 Feet Turn Lane
	Northbound	Signal	79.10	E	140	36.40	D	155	370 Feet Turn Lane
	Southbound	Signal	59.30	E	107	92.70	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		11.90	B		12.90	B		Signalized Intersection
	Eastbound	Signal	14.30	B	69	28.00	C	68	200 Feet Turn Lane
	Westbound	Signal	16.30	B	84	29.40	C	111	
	Northbound	Signal	11.20	B	9	7.40	A	26	
	Southbound	Signal	10.90	B	11	9.70	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		9.50	A		
	Eastbound	Stop	11.30	B		15.70	C		
	Westbound	Stop	21.00	C		32.60	D		
South 15th Street at Nectarine Street	Northbound	Stop	10.10	B		10.10	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		11.60	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	18.60	C		22.70	C		
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		6.90	A		
South 14th Street at TJ Courson Road/Park Avenue	Intersection		16.40	B		20.40	C		Signalized Intersection
	Eastbound	Signal	44.50	D	94	49.20	D	91	140 Feet Turn Lane
	Westbound	Signal	45.40	D	58	43.70	D	73	135 Feet Turn Lane
	Northbound	Signal	11.40	B	29	12.70	B	55	
	Southbound	Signal	12.30	B	9	17.40	B	18	
South 14th Street at Sadler Road	Intersection		47.20	D		42.50	D		Signalized Intersection
	Eastbound	Signal	48.30	D	658	42.20	D	343	400 Feet Turn lane
	Westbound	Signal	54.00	D	76	55.10	D	83	500 Feet Turn Lane
	Northbound	Signal	54.90	D	135	37.40	D	157	370 Feet Turn Lane
	Southbound	Signal	33.20	C	102	36.70	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 Interesection
South 14th Street at Sadler Road

Attachment A

Project Site Plan

Source: Gillette and Associates, Inc.

PROPERTY INFORMATION:

- PDP: 00-00-31-1800-0007-0040
- PDP: 00-00-31-1800-0007-0001
- AVERAGE: 3.48 ACRES (191,493 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: 17,800 SF
- 2ND FLOOR: 16,815 SF
- TOTAL SF = 34,615 SF
- PROPOSED BUILDING HEIGHT = 40-FT

DEVELOPMENT CALCULATIONS:

IMPERVIOUS AREA:

- MEDICAL BLDG. = 17,800 SF
- CONC. S/W = 7,000 SF
- CONC. SLAB = 16,069 SF
- CONC. CURBING = 1,737 SF

TOTAL IMPERVIOUS AREA = 42,606 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
- SIDE: 0 FEET
- C-1 ZONING 10-FT REAR YARD SETBACK

UTILITIES:

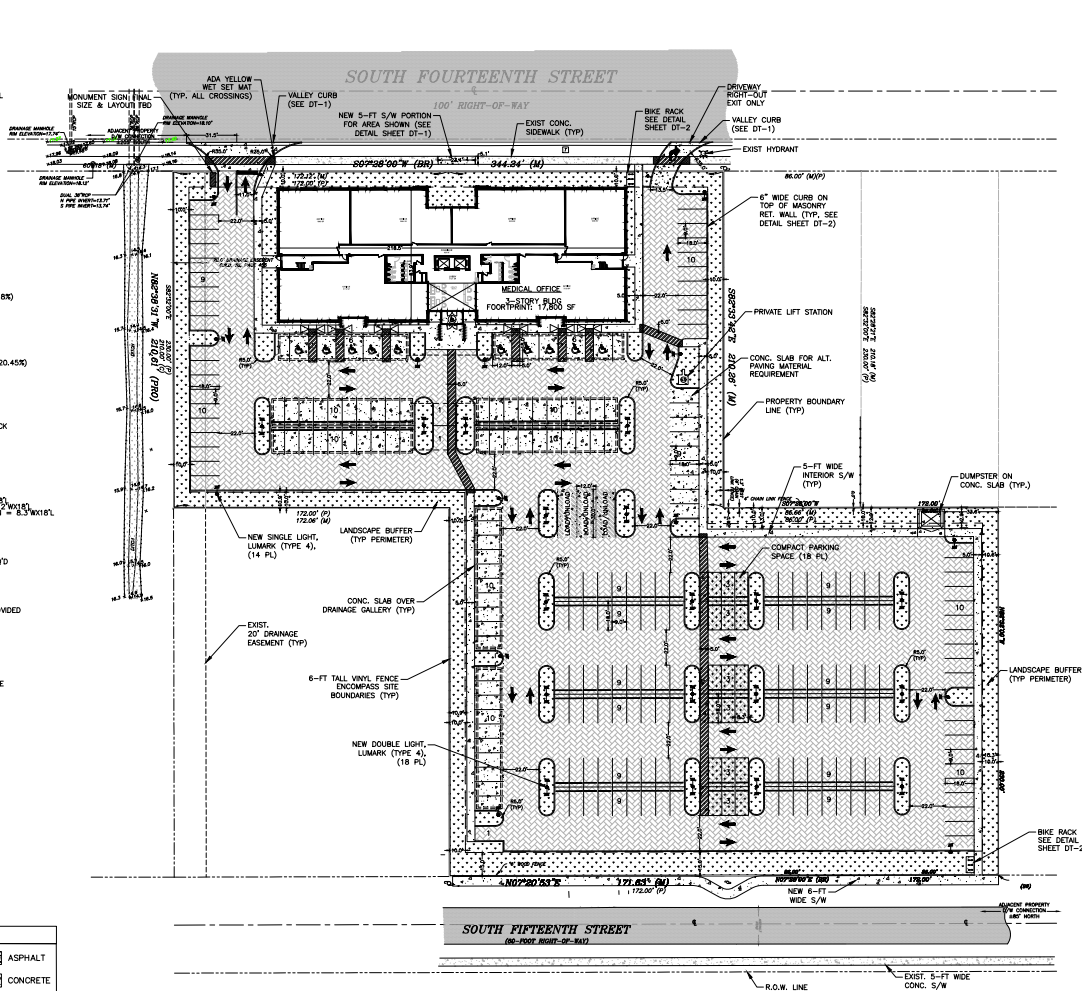
- WATER: CITY OF FERNANDINA BEACH
- SEWER: CITY OF FERNANDINA BEACH
- POWER: F.P.U.

PARKING NOTES:

- TYPICAL PARKING SPOT DIMENSION = 9'x18'
- TYPICAL ADA PARKING SPOT DIMENSION = 12'x18'
- TYPICAL COMPACT PARKING SPOT DIMENSION = 8.5'x10.5'
- MEDICAL OFFICE = 1 SPACE/200 SF
- ADA PARKING REQUIREMENT:
- MEDICAL OFFICE TOTAL SF = 34,615 SF
- 34,615 SF / 200 SF = 173 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 / 10,000 SF COM. SPACE
- SPACE / 10,000 SF ADDITIONAL COM. SPACE
- 3 SPACES REQUIRED
- 3 SPACES PROVIDED

LEGEND

PERVIOUS PAVERS	ASPHALT
GRASS / LANDSCAPED AREA	CONCRETE



NOT FOR CONSTRUCTION - SURVEY ONLY

SCALE IN FEET

0 30 60

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

PHONE: 904-281-8819 • www.gilletteassociates.com

GILLETTE & ASSOCIATES, INC.

CIVIL ENGINEERING

REGISTERED PROFESSIONAL ENGINEER

STATE OF FLORIDA

NO. 12725

DATE: 12/31/25

PROJECT: 12725

ISSUE DATE: 12/31/25

GEOMETRY SITE PLAN

GE-1

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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	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	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	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	
1:00 AM	14		0	0	0	0	0	0	5	3	5	0	0	1	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	
3:00 AM	15		0	0	0	0	0	0	5	6	3	1	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	
5:00 AM	79		0	0	0	0	0	0	6	34	27	10	1	1	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	
7:00 AM	674		0	0	0	0	3	28	156	313	158	13	3	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	
9:00 AM	530		0	0	1	0	8	42	167	212	76	23	1	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	
11:00 AM	625		0	0	0	1	12	46	208	240	104	14	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	
1:00 PM	735		0	0	0	1	17	93	273	250	84	17	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	
3:00 PM	638		0	0	2	1	8	39	172	276	116	19	4	1	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	
5:00 PM	628		0	0	1	1	1	18	131	271	166	34	3	2	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	
7:00 PM	399		0	0	0	0	0	11	66	164	127	27	3	1	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	
9:00 PM	174		0	0	0	0	1	13	36	69	41	9	3	1	1	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	
11:00 PM	38		0	0	0	0	0	0	6	12	16	4	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	
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	
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	
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	
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%	
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	
	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%	
Southbound	319	3	15	135	149	16	1	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%	
Total	620	6	32	264	283	30	3	2	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%	



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																				



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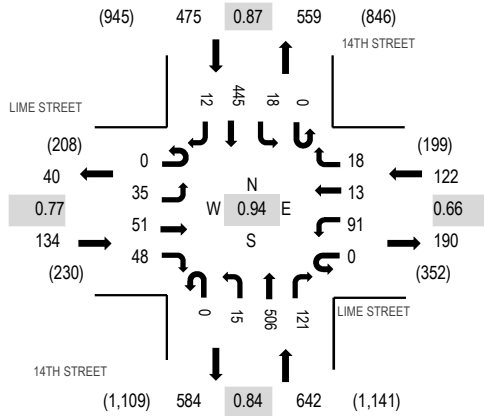
Location: 1 14TH STREET & LIME STREET AM

Date: Thursday, October 9, 2025

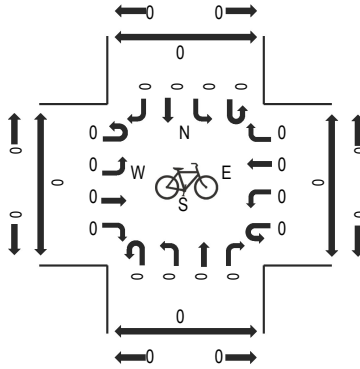
Peak Hour: 08:00 AM - 09:00 AM

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

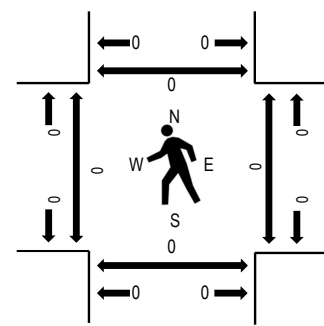
Peak Hour - Motorized Vehicles



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



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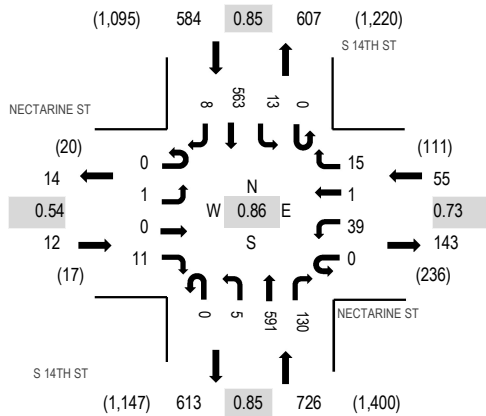
Location: 1 S 14TH ST & NECTARINE ST AM

Date: Tuesday, March 11, 2025

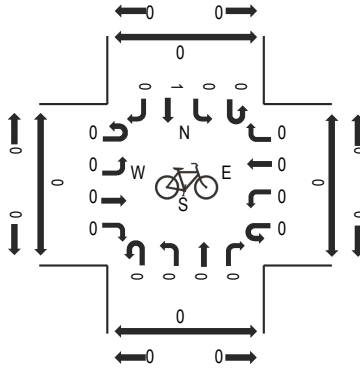
Peak Hour: 07:15 AM - 08:15 AM

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

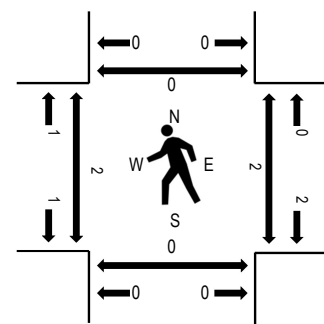
Peak Hour - Motorized Vehicles



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



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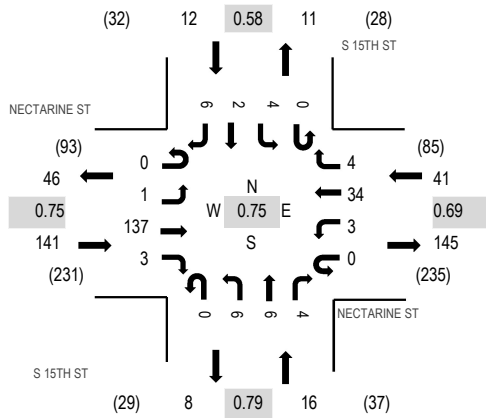
Location: 2 S 15TH ST & NECTARINE ST AM

Date: Tuesday, March 11, 2025

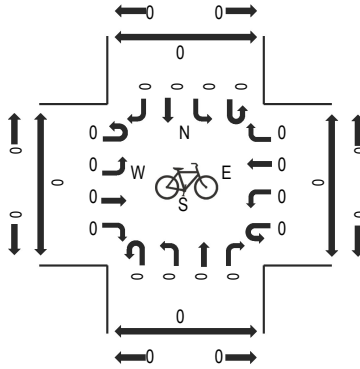
Peak Hour: 07:15 AM - 08:15 AM

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

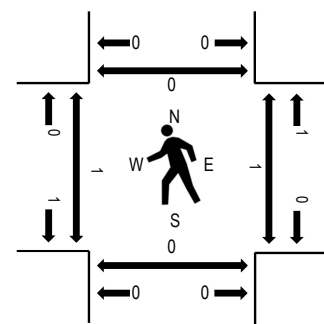
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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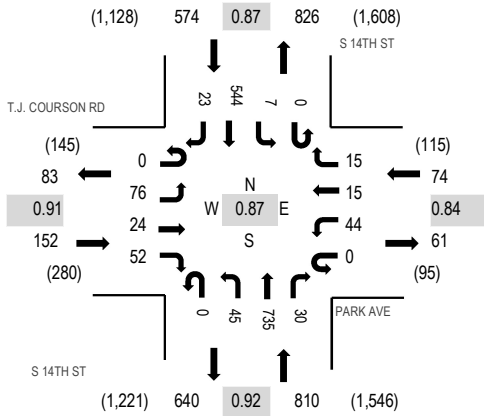
Location: 3 S 14TH ST & PARK AVE AM

Date: Tuesday, March 11, 2025

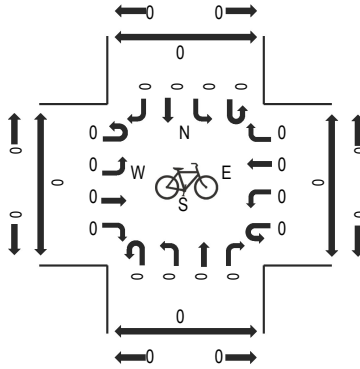
Peak Hour: 08:00 AM - 09:00 AM

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

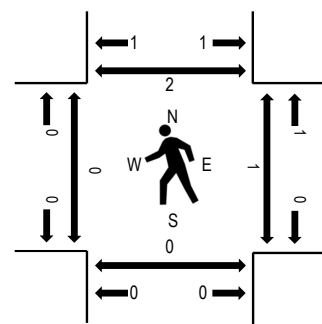
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	T.J. COURSON RD				PARK AVE				S 14TH ST				S 14TH ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
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

	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



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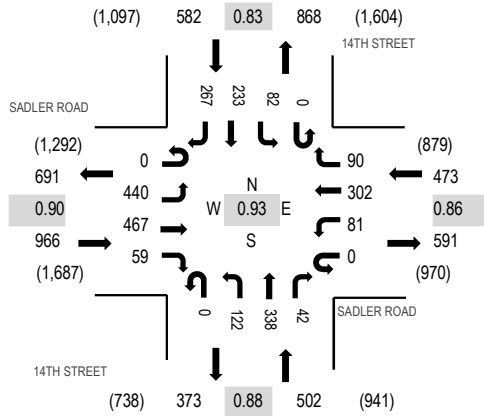
Location: 2 14TH STREET & SADLER ROAD AM

Date: Thursday, October 9, 2025

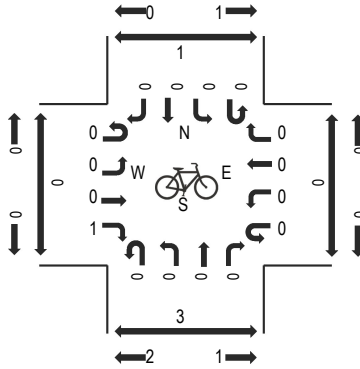
Peak Hour: 08:00 AM - 09:00 AM

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

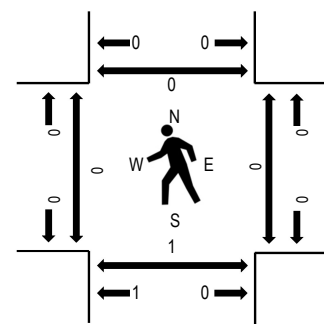
Peak Hour - Motorized Vehicles



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



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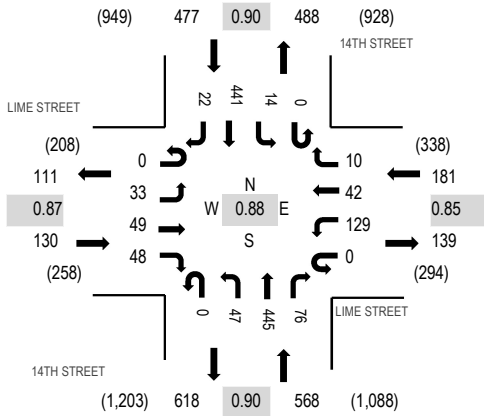
Location: 1 14TH STREET & LIME STREET PM

Date: Thursday, October 9, 2025

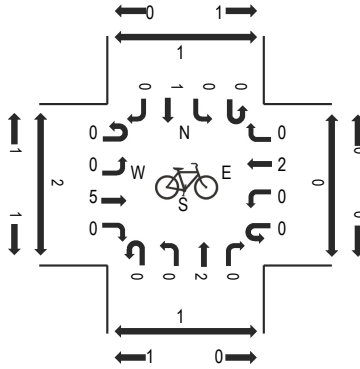
Peak Hour: 04:15 PM - 05:15 PM

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

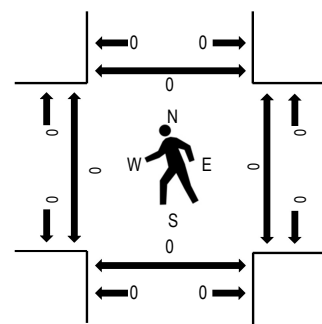
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	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
4:00 PM	0	5	9	22	0	30	10	3	0	17	86	31	0	0	126	7	346	1,315	1	1	1	1
4:15 PM	0	10	8	9	0	23	8	2	0	9	104	23	0	2	114	6	318	1,356	0	0	0	0
4:30 PM	0	7	10	13	0	35	13	1	0	8	98	21	0	4	102	4	316	1,352	0	0	0	0
4:45 PM	0	5	15	12	0	30	12	1	0	11	119	17	0	2	104	7	335	1,325	0	0	0	0
5:00 PM	0	11	16	14	0	41	9	6	0	19	124	15	0	6	121	5	387	1,318	0	0	0	0
5:15 PM	0	12	21	6	0	24	8	11	0	6	102	18	0	5	96	5	314		0	0	0	0
5:30 PM	0	7	10	11	0	18	7	6	0	11	99	23	0	1	90	6	289		0	0	0	0
5:45 PM	0	12	9	4	0	28	9	3	0	8	94	25	0	3	130	3	328		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	33	49	47	0	129	42	10	0	47	439	74	0	14	439	22	1,345
Mediums	0	0	0	1	0	0	0	0	0	0	6	2	0	0	2	0	11
Total	0	33	49	48	0	129	42	10	0	47	445	76	0	14	441	22	1,356

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 %	0.8%				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



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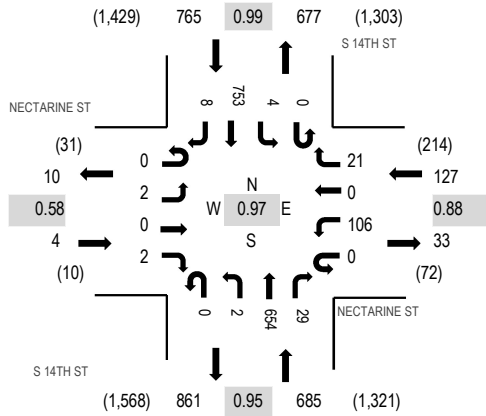
Location: 1 S 14TH ST & NECTARINE ST PM

Date: Tuesday, March 11, 2025

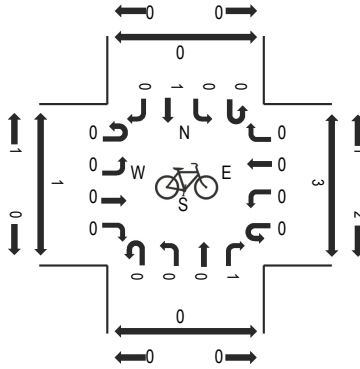
Peak Hour: 04:15 PM - 05:15 PM

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

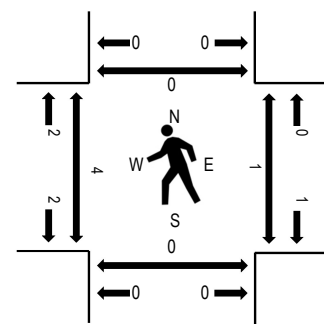
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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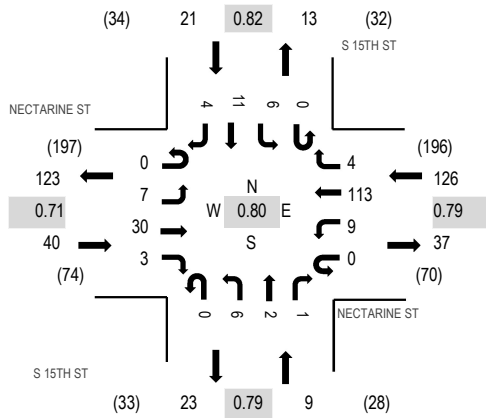
Location: 2 S 15TH ST & NECTARINE ST PM

Date: Tuesday, March 11, 2025

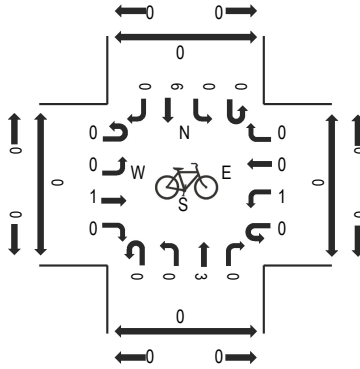
Peak Hour: 04:00 PM - 05:00 PM

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

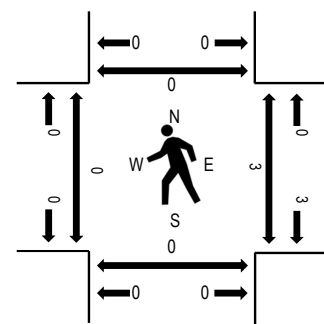
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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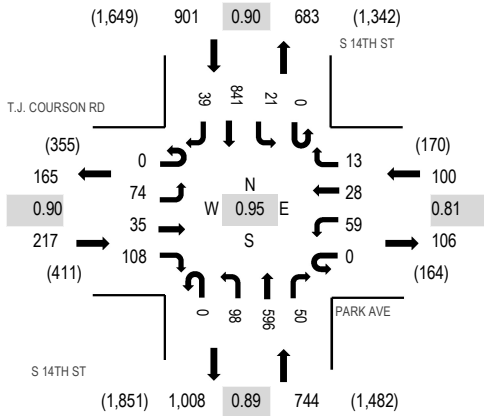
Location: 3 S 14TH ST & PARK AVE PM

Date: Tuesday, March 11, 2025

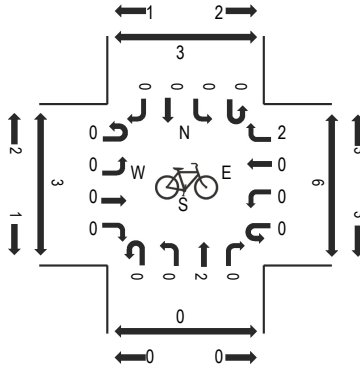
Peak Hour: 04:00 PM - 05:00 PM

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

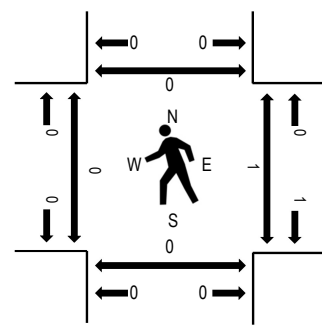
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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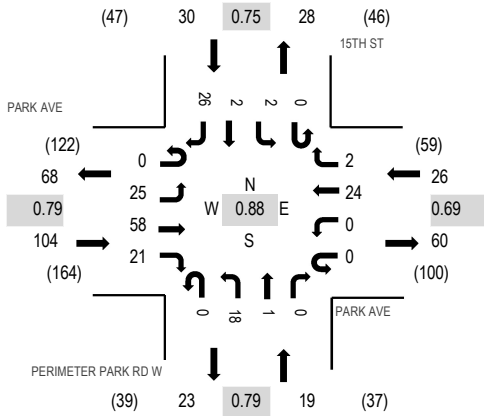
Location: 4 PERIMETER PARK RD W & PARK AVE PM

Date: Tuesday, March 11, 2025

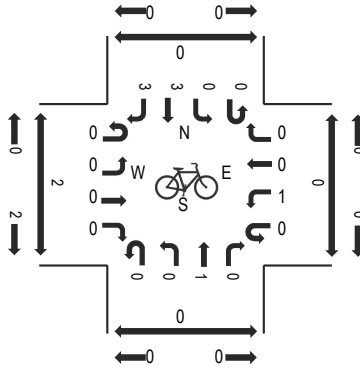
Peak Hour: 04:00 PM - 05:00 PM

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

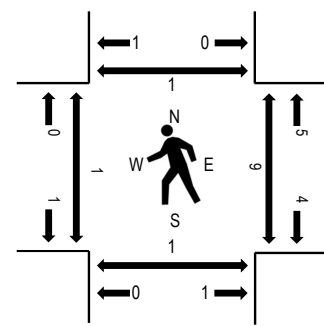
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

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

Heavy Vehicle Percentage and Peak Hour Factor

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



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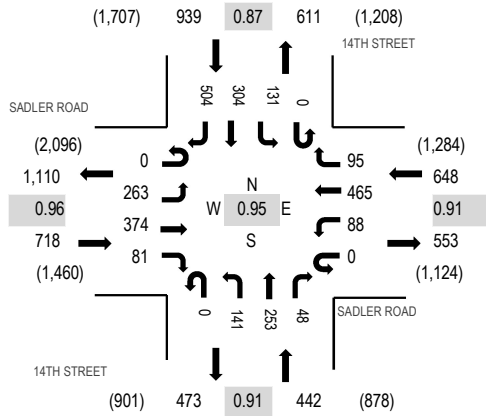
Location: 2 14TH STREET & SADLER ROAD PM

Date: Thursday, October 9, 2025

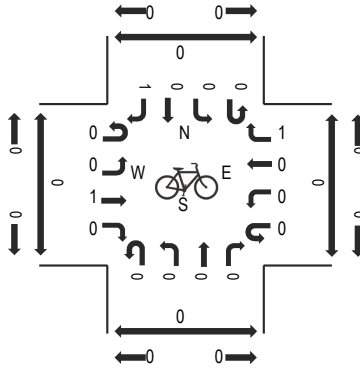
Peak Hour: 04:15 PM - 05:15 PM

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

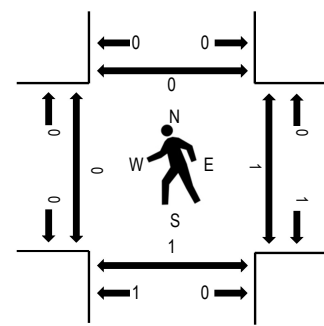
Peak Hour - Motorized Vehicles



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	7407 A1A, SR105- ATLANTIC	7408 A1A, MPT FERRY-SR105	7409 I95, SR200 - GEORGIA
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

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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

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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	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

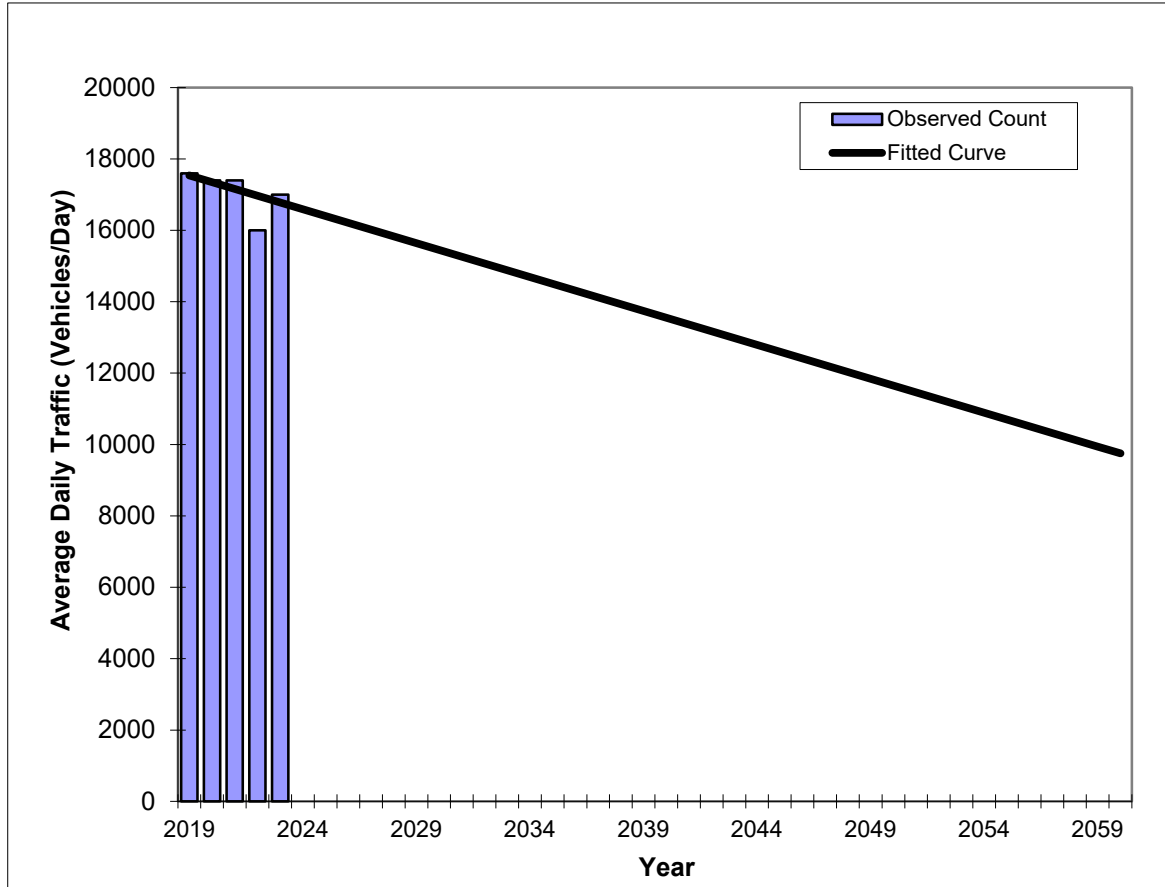
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

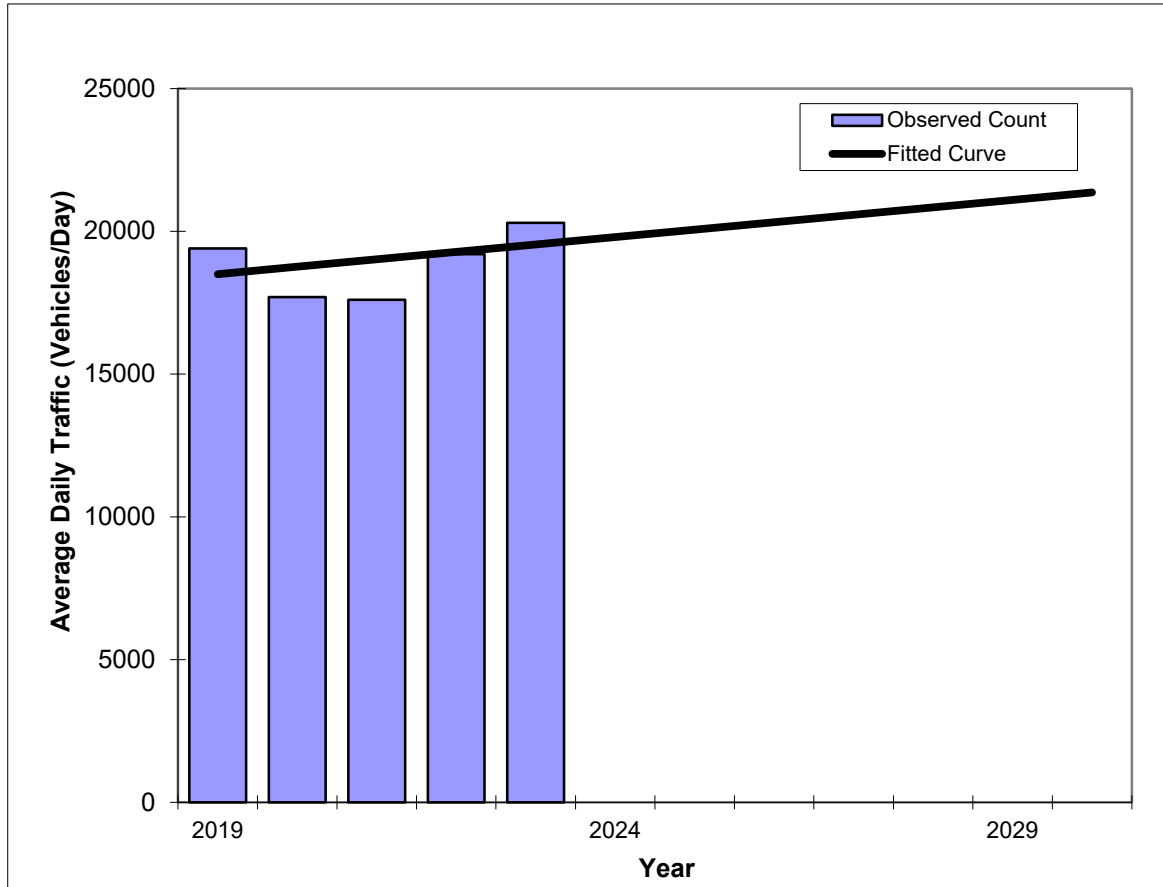
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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

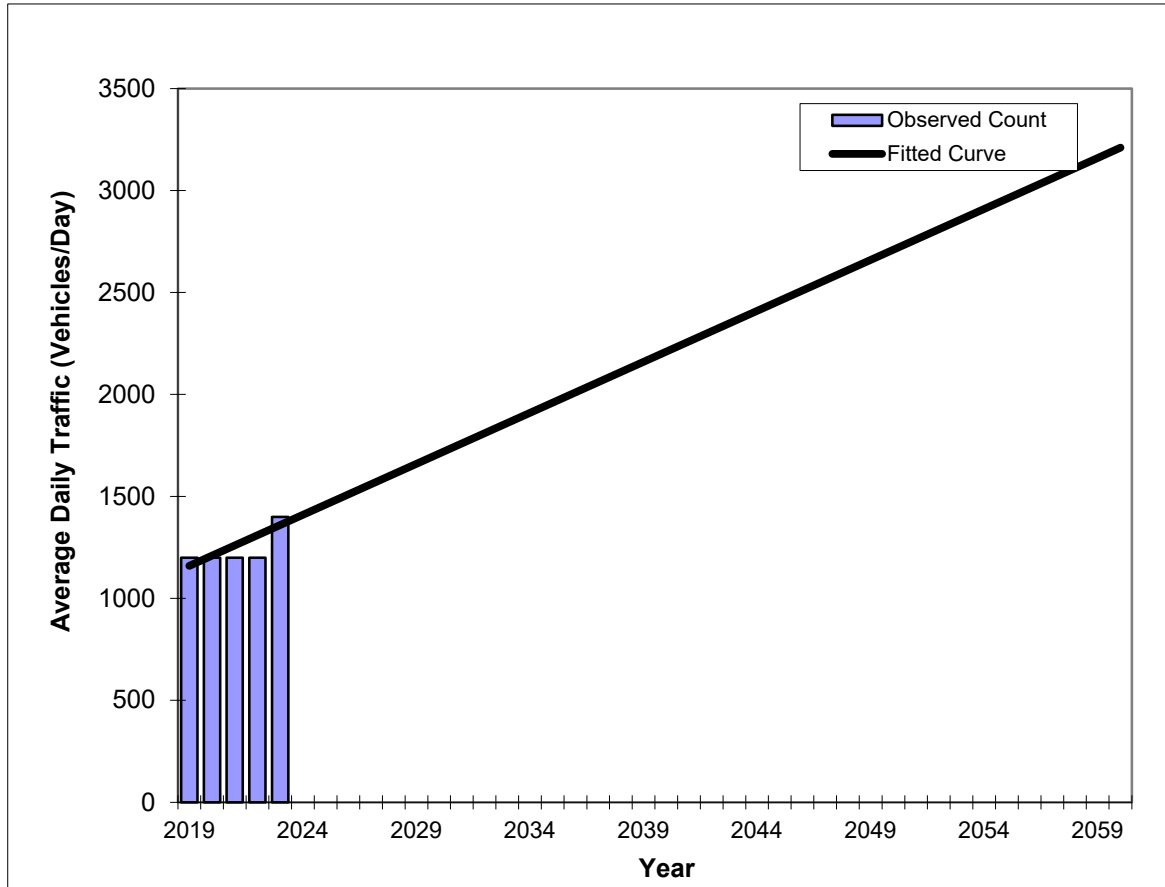
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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		0		0	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

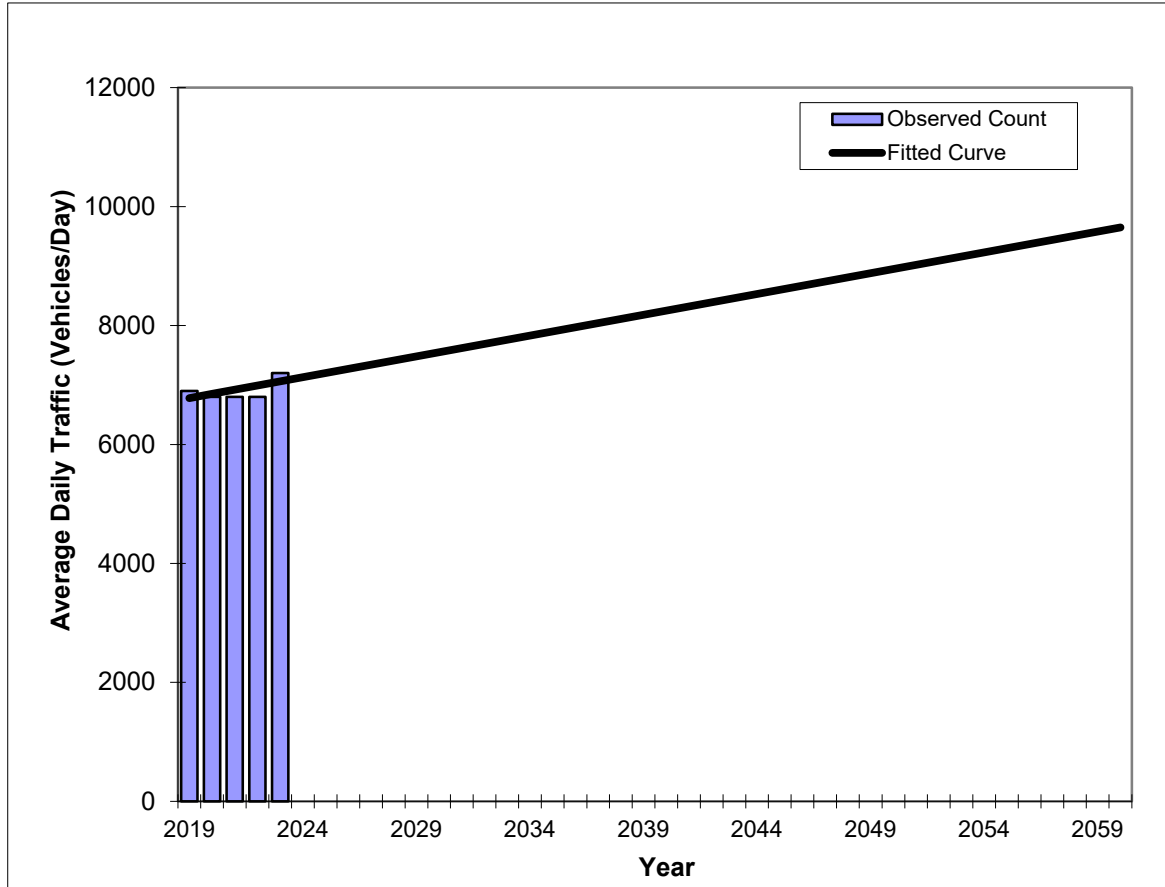
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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)

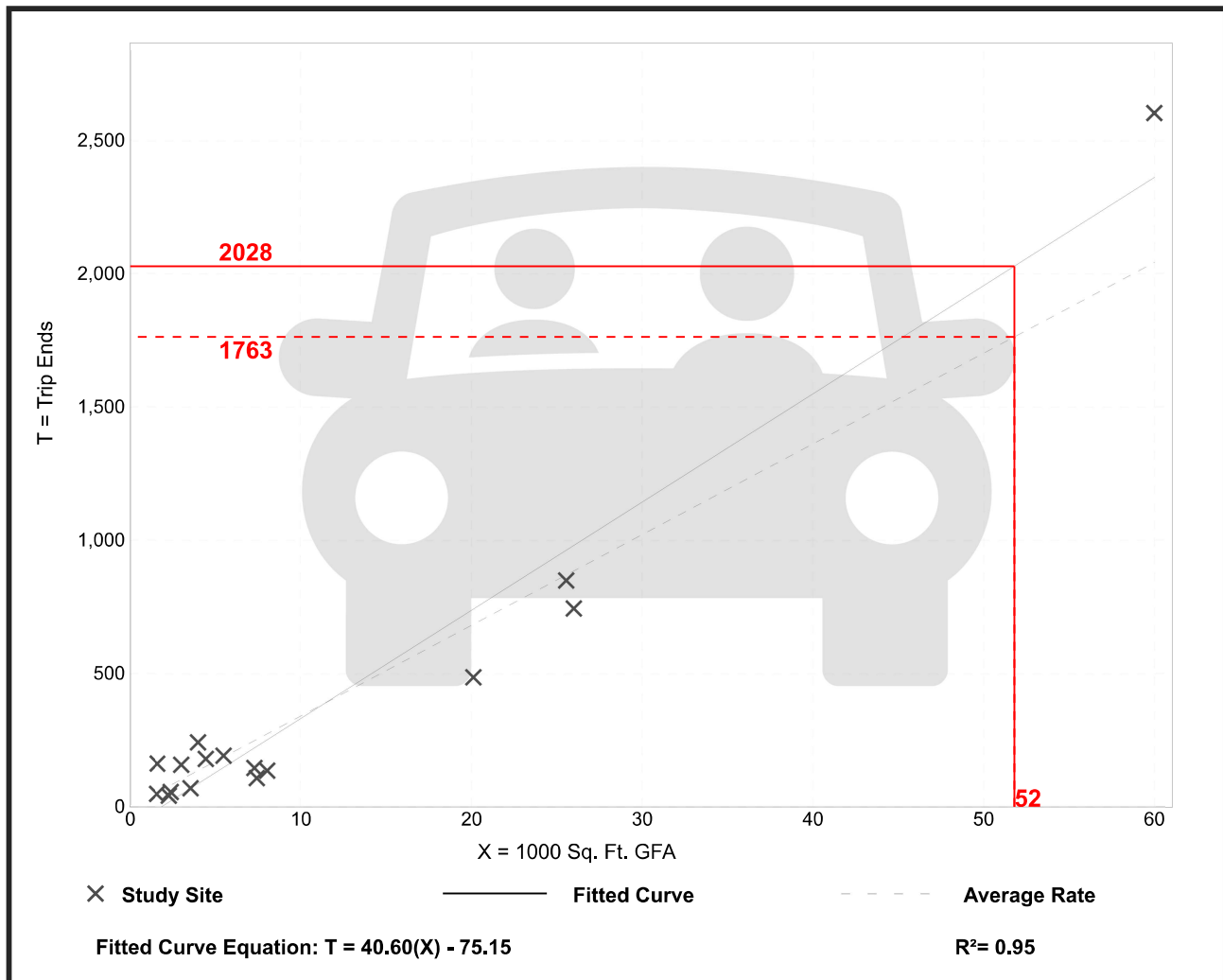
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

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



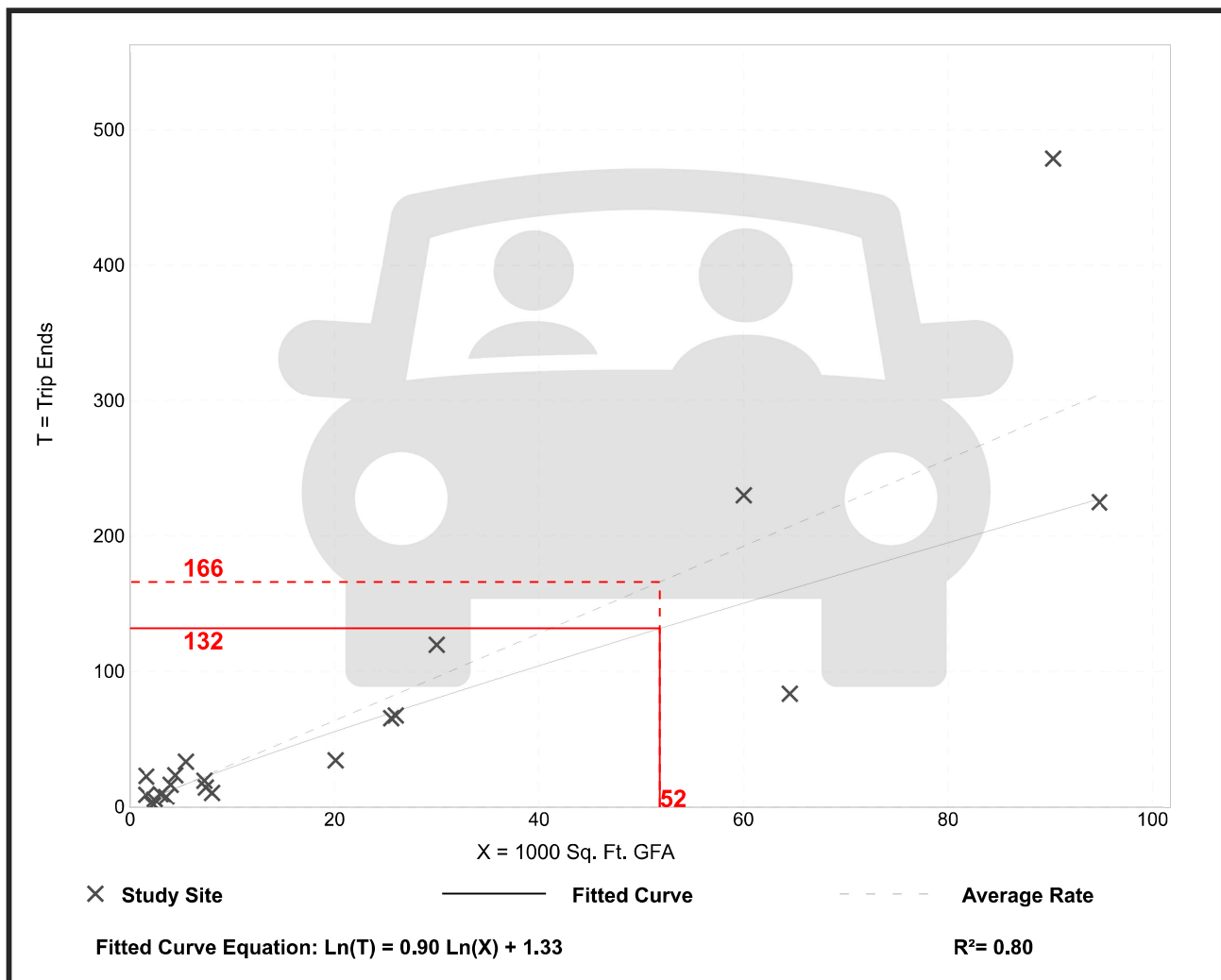
Medical-Dental Office Building - Stand-Alone (720)

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



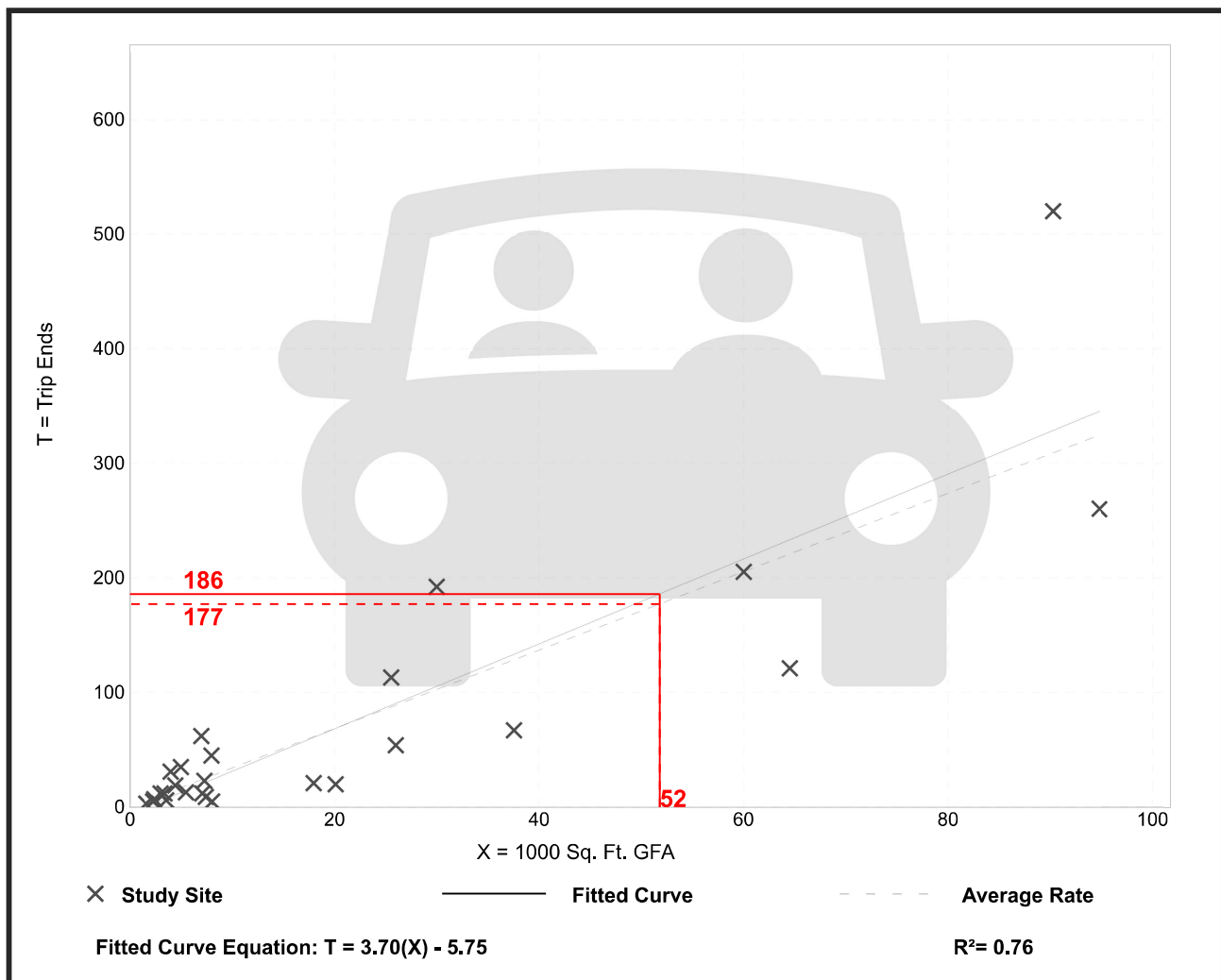
Medical-Dental Office Building - Stand-Alone (720)

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 South of Nectarine Street				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 South of Nectarine Street								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

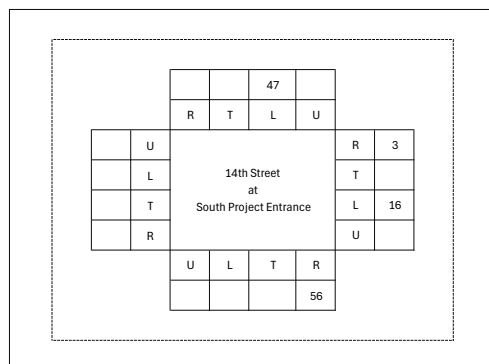
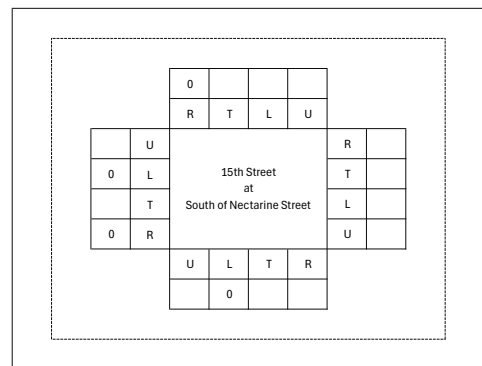
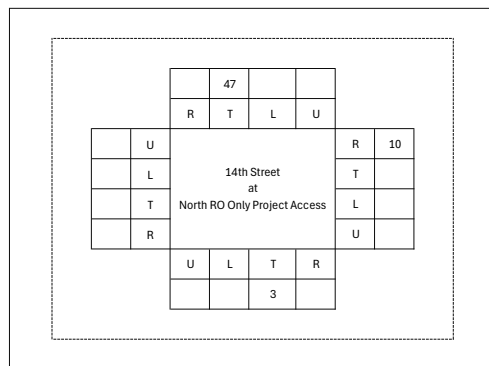
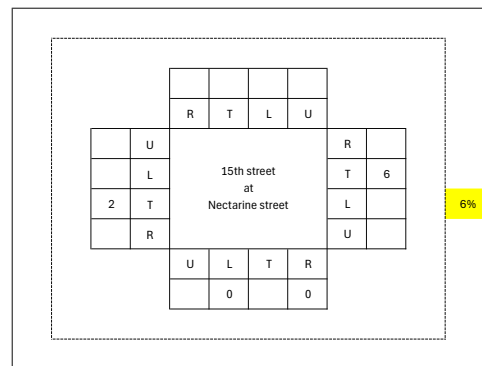
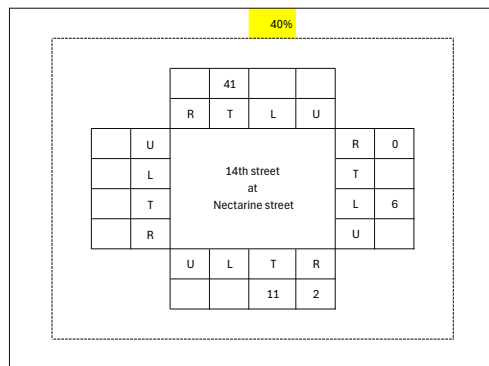
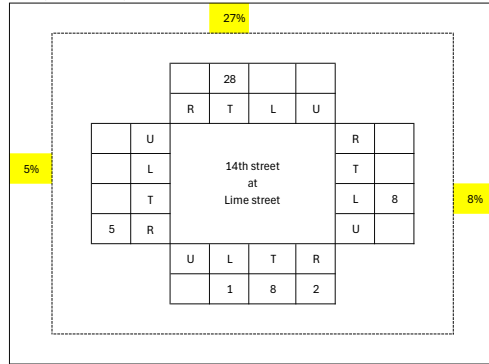
				26	4	2	0
				R	T	L	U
0	U	15th Street at Park Avenue				R	2
4	L					T	32
25	T					L	2
14	R					U	0
				U	L	T	R
				0	18	6	2

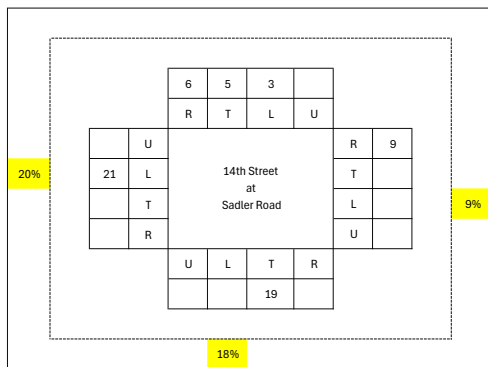
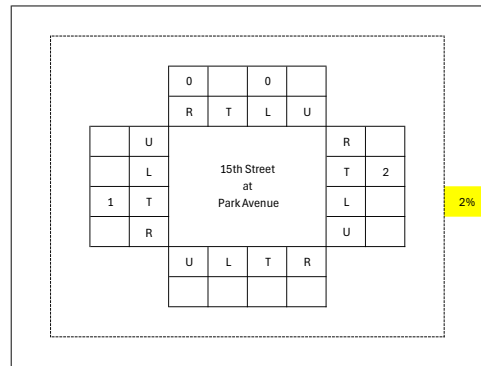
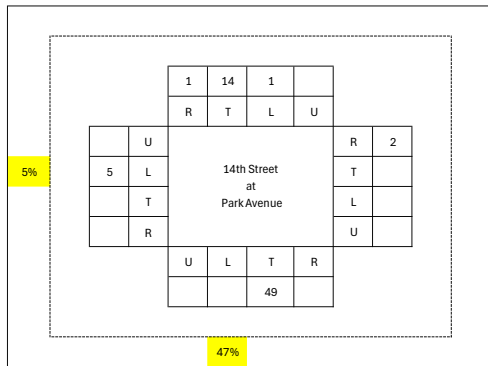
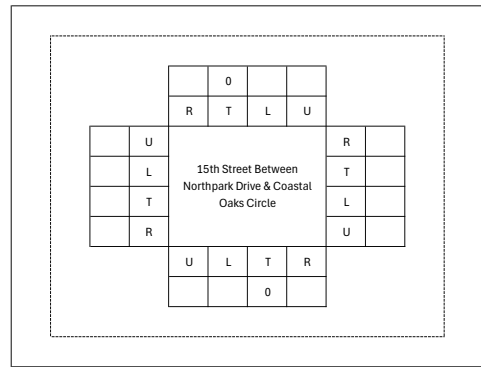
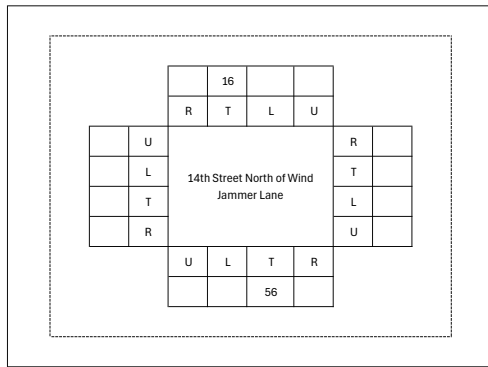
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				R	T	L	U
0	U	14th Street at Sadler Road				R	102
498	L					T	342
529	T					L	91
67	R					U	0
				U	L	T	R
				0	139	383	47

Medical Office Project Traffic Distribution & Assignment

Ent 103 103

Ext 29 29





		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	17	
1	L					T	1	
0	T					L	48	
12	R					U	0	
		U	L	T	R			
		0	6	641	141			

			7	2	4	0		
			R	T	L	U		
0	U	15th street at Nectarine street				R	4	
1	L					T	42	
148	T					L	3	
3	R					U	0	
			U	L	T	R		
			0	7	7	4		

		0	702	0	0		
		R	T	L	U		
0	U	14th Street at North RO Only Project Access				R	10
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	777	0		

		0	9	0	0		
		R	T	L	U		
0	U	15th Street at South of Nectarine Street				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	18	0		

				0	632	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	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

				25	595	9	0
				R	T	L	U
0	U	14th Street at Park Avenue				R	19
86	L					T	17
25	T					L	47
55	R					U	0
				U	L	T	R
				0	48	833	32

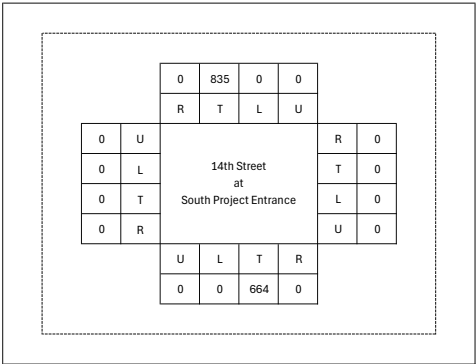
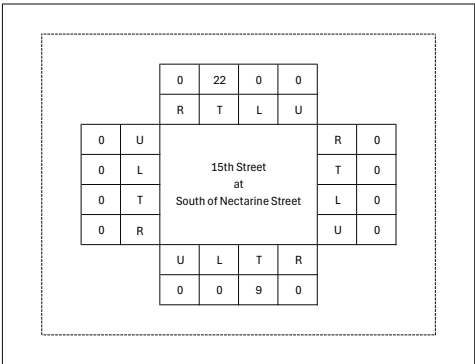
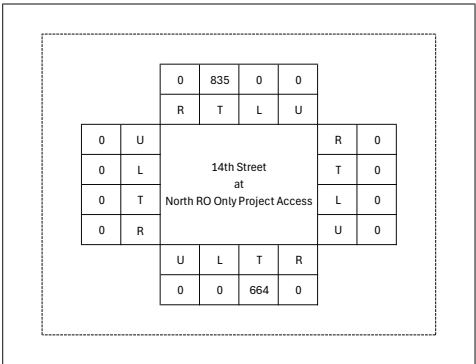
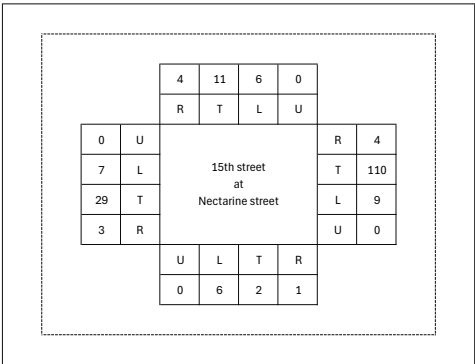
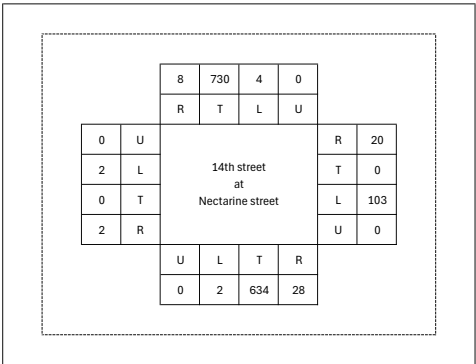
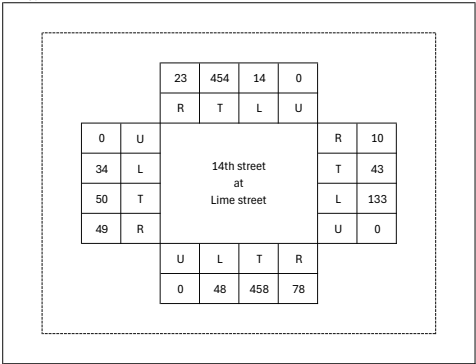
				26	4	2	0
				R	T	L	U
0	U	15th Street at Park Avenue				R	2
4	L					T	34
26	T					L	2
14	R					U	0
				U	L	T	R
				0	18	6	2

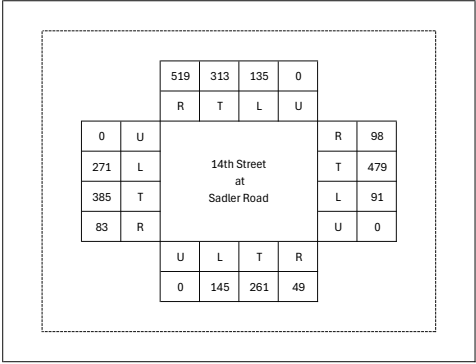
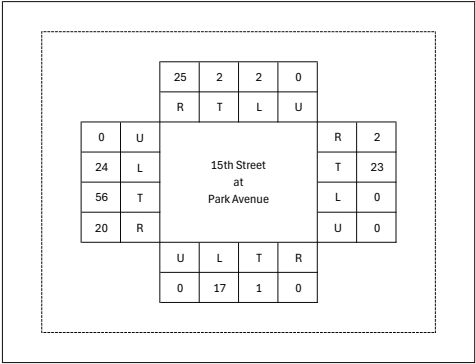
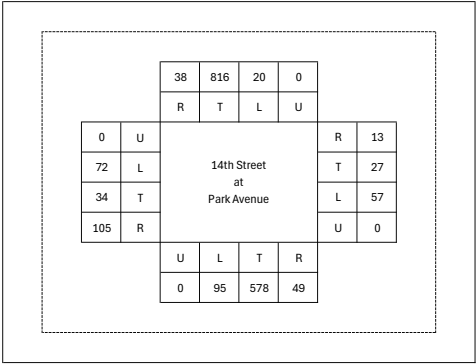
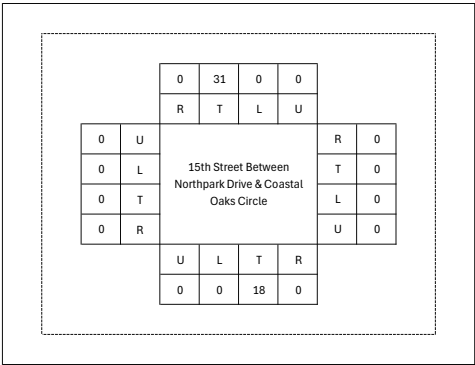
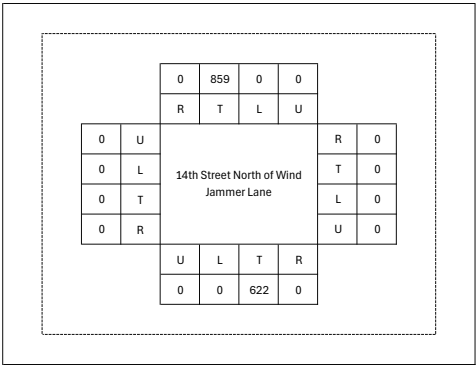
				309	269	95	0
				R	T	L	U
0	U	14th Street at Sadler Road				R	111
519	L					T	342
529	T					L	91
67	R					U	0
				U	L	T	R
				0	139	402	47

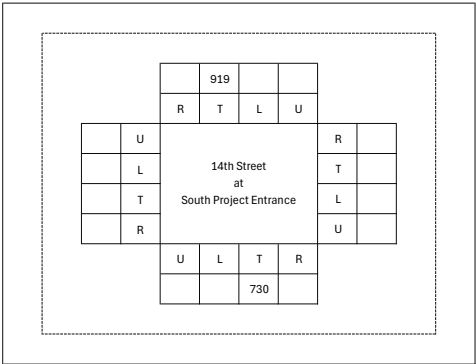
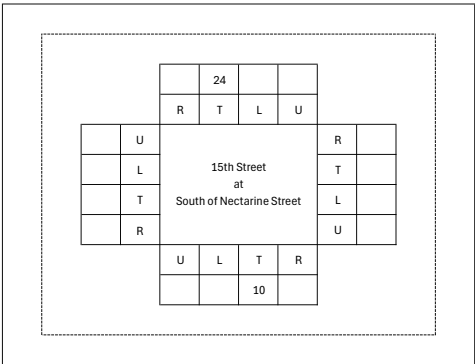
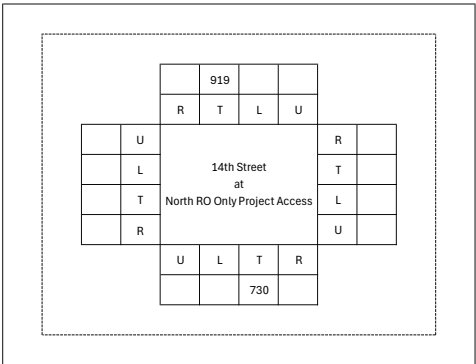
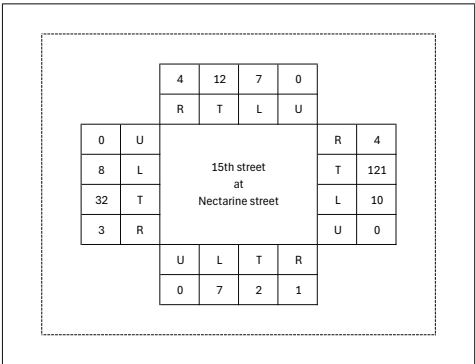
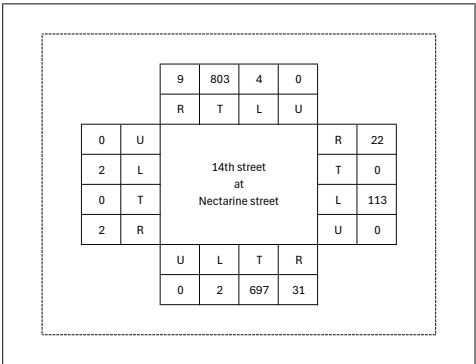
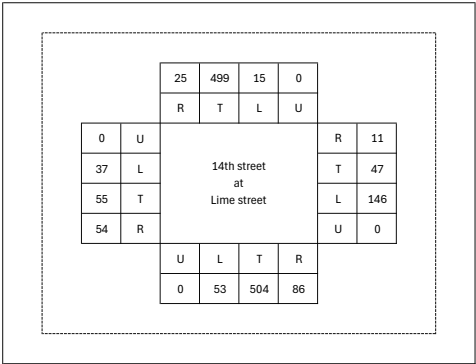
Year 2025 Traffic Counts with SF

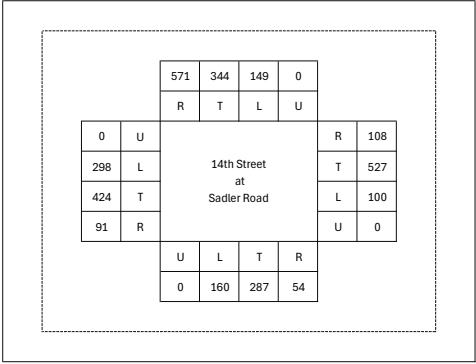
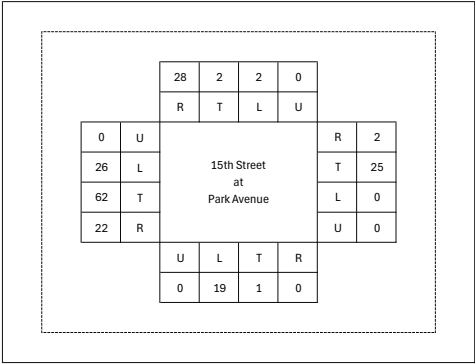
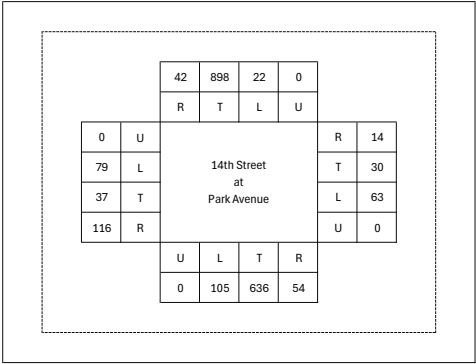
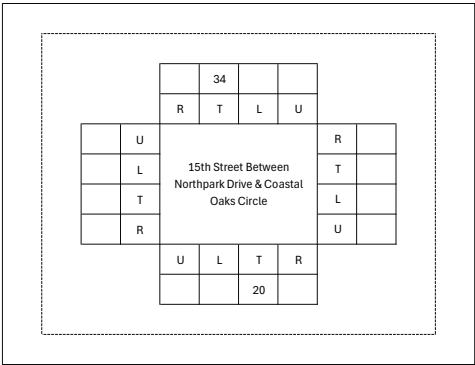
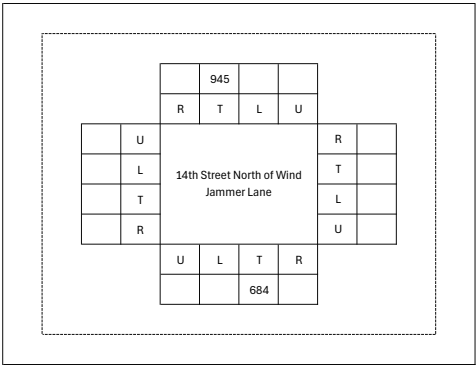
SF 0.97

SF 1.03





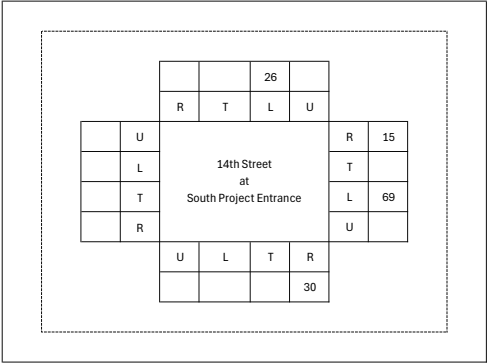
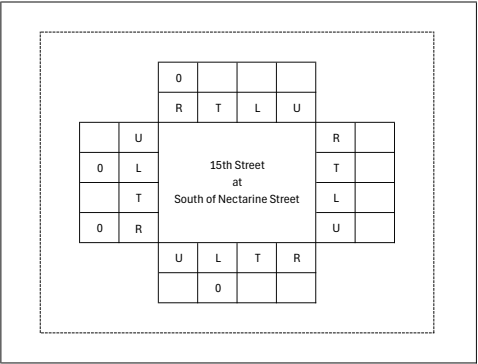
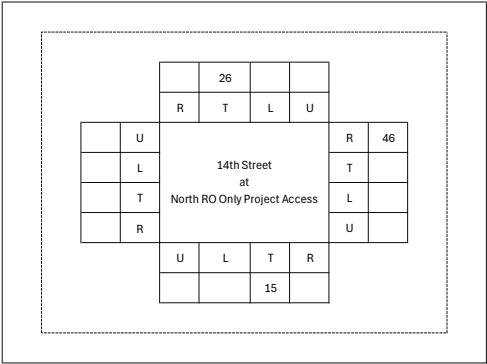
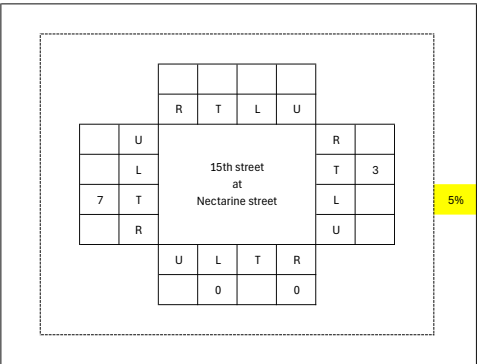
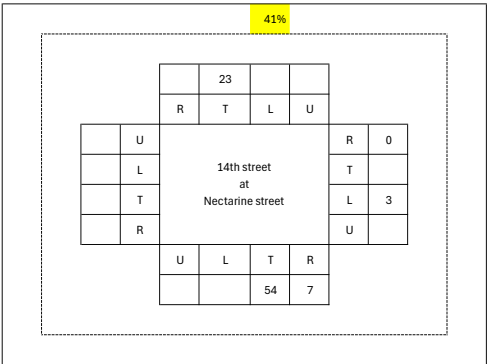
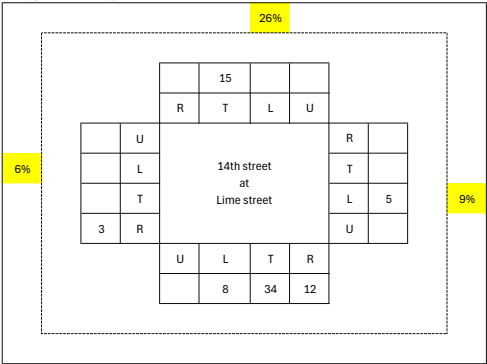


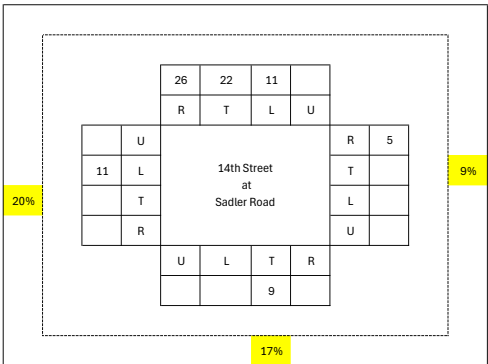
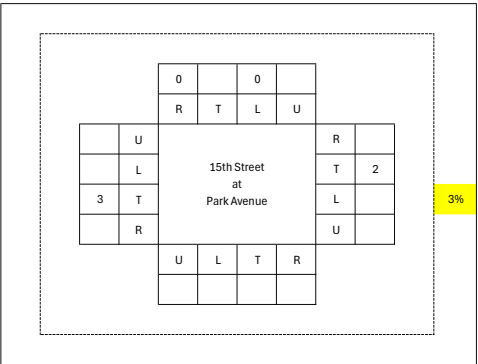
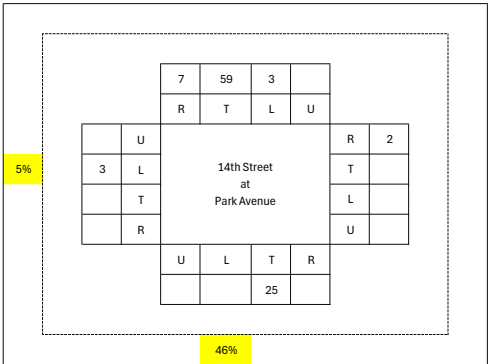
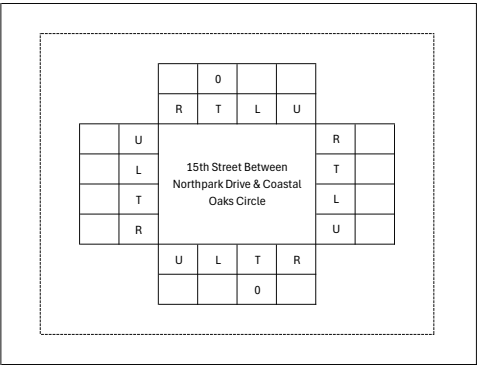
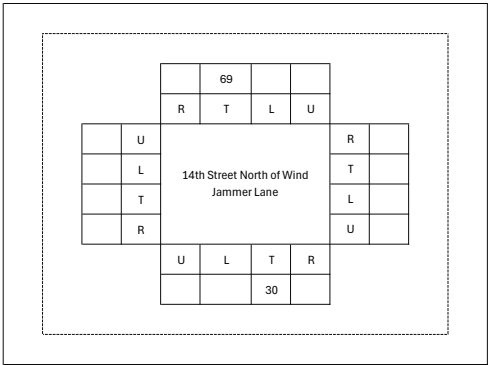


Medical Office Project Traffic Distribution & Assignment

Ent 56 56

Ext 130 130





9%

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		

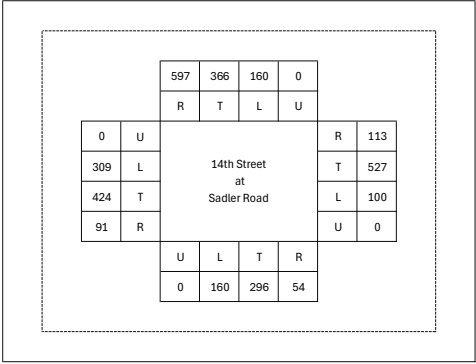
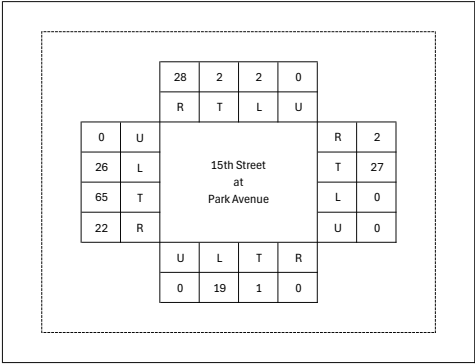
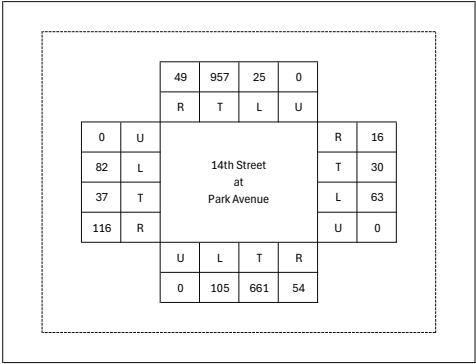
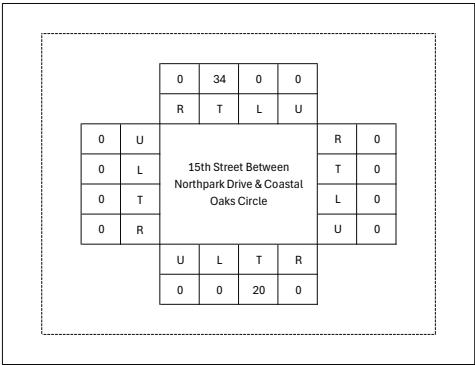
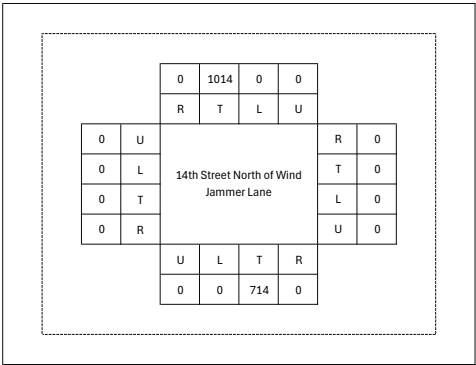
		9	826	4	0		
		R	T	L	U		
0	U	14th street at Nectarine street				R	22
2	L					T	0
0	T					L	116
2	R					U	0
		U	L	T	R		
		0	2	751	38		

		4	12	7	0		
		R	T	L	U		
0	U	15th street at Nectarine street				R	4
8	L					T	124
39	T					L	10
3	R					U	0
		U	L	T	R		
		0	7	2	1		

		0	945	0	0		
		R	T	L	U		
0	U	14th Street at North RO Only Project Access				R	46
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	745	0		

		0	24	0	0		
		R	T	L	U		
0	U	15th Street at South of Nectarine Street				R	0
0	L					T	0
0	T					L	0
0	R					U	0
		U	L	T	R		
		0	0	10	0		

		0	919	26	0		
		R	T	L	U		
0	U	14th Street at South Project Entrance				R	15
0	L					T	0
0	T					L	69
0	R					U	0
		U	L	T	R		
		0	0	730	30		



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

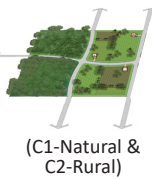
	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

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

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.

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	**



	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

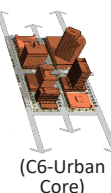
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



	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%

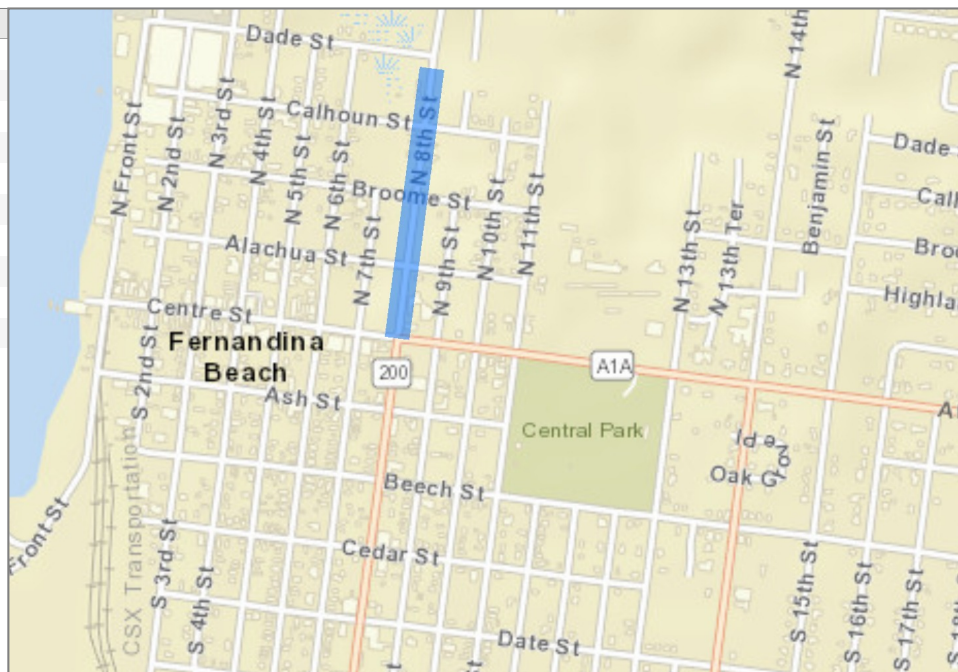
Signal Characteristics

	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>

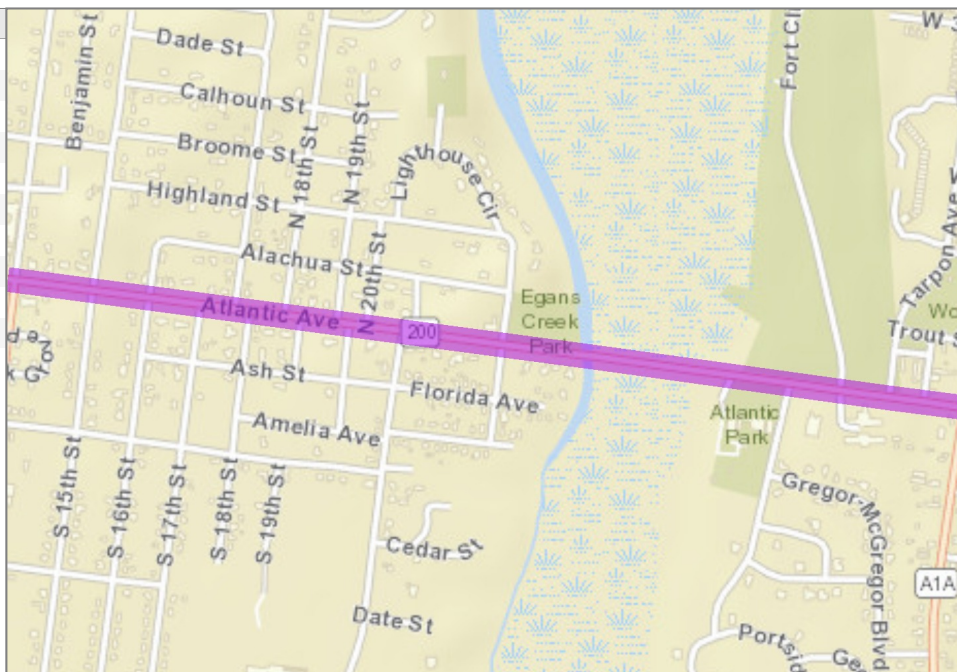
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	3,200	3,495	3,909	4,205	4,500
Peak Hour Volume	288	315	352	378	405
Peak Hour Max. Service Volume	2,020	2,020	2,020	2,020	2,020
Peak Hour LOS	C	C	C	C	C

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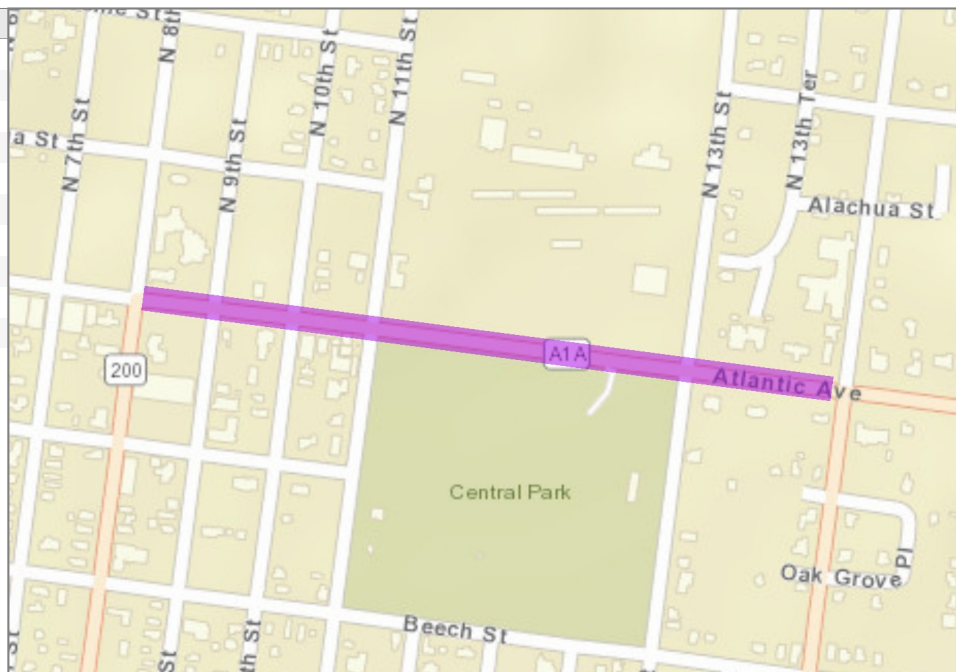
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	8,800	9,505	10,491	11,195	11,900
Peak Hour Volume	792	855	944	1,008	1,071
Peak Hour Max. Service Volume	1,580	1,580	1,580	1,580	1,580
Peak Hour LOS	D	D	D	D	D

Notes:



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

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



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

Google Map:

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

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

Notes:



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

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



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

Google Map:

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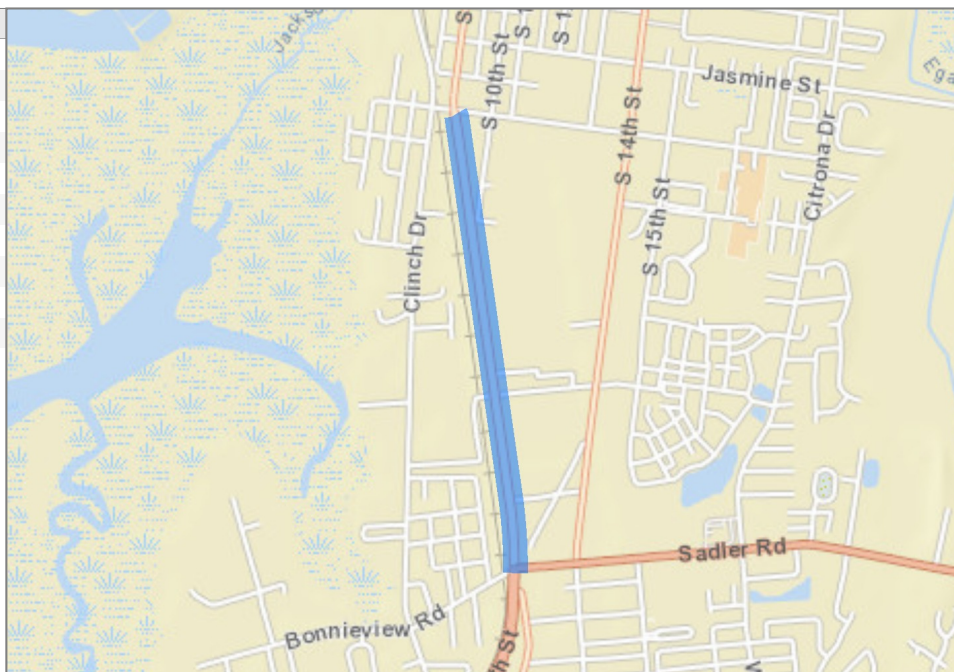
Projected Values	2022	2028	2035	2040	2045
Number of Lanes	2	2	2	2	2
AADT	11,500	11,864	12,373	12,736	13,100
Peak Hour Volume	1,035	1,068	1,114	1,146	1,179
Peak Hour Max. Service Volume	1,659	1,659	1,659	1,659	1,659
Peak Hour LOS	D	D	D	D	D

Notes:



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

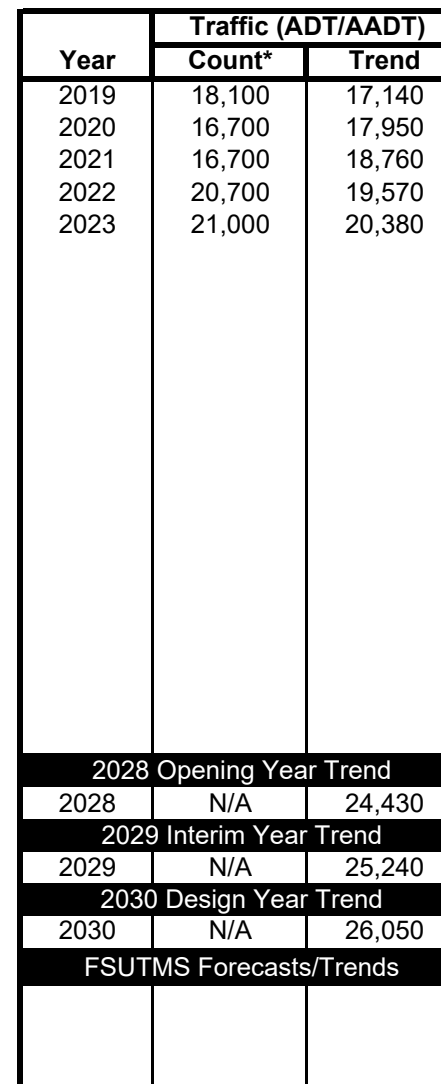
SITE: 9125 - S. 14TH ST. .1 MI. S. OF ATLANTIC AVE.

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		0		0	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:	



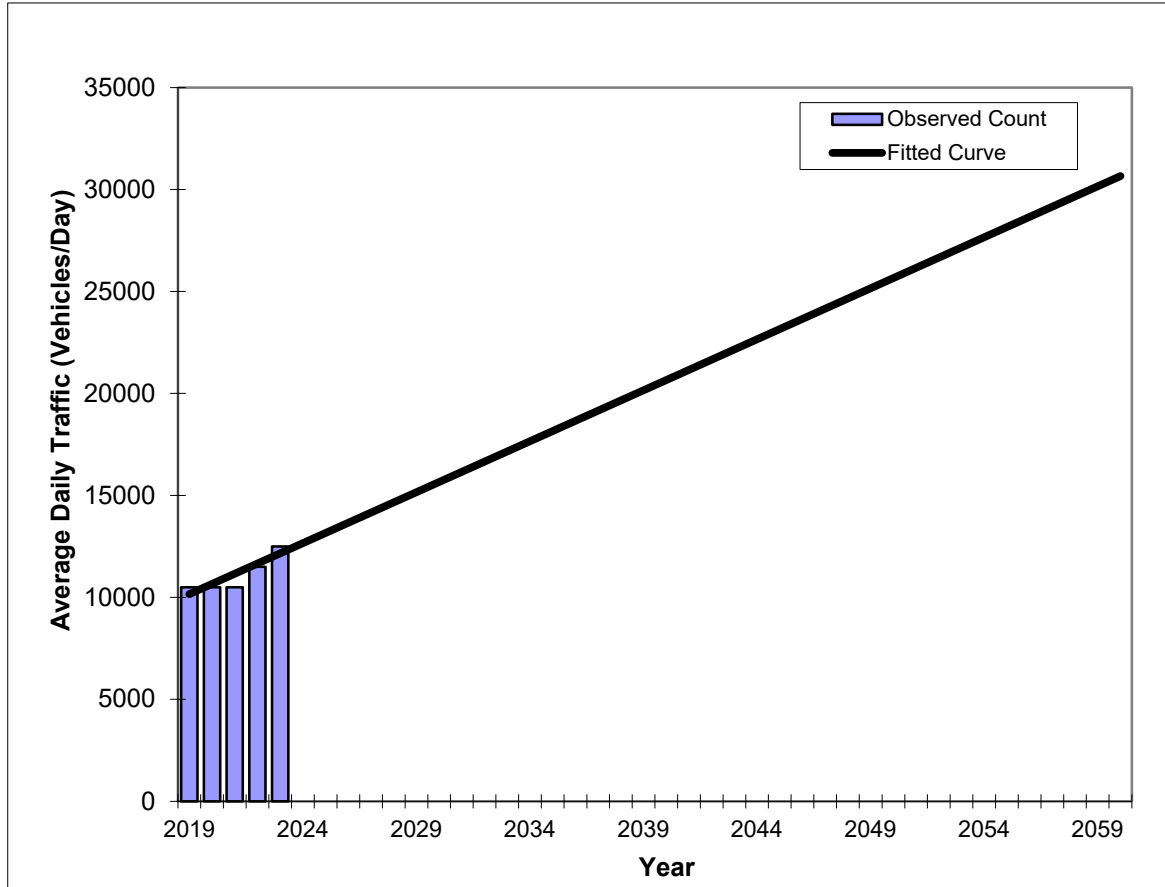
***Axle-Adjusted**

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		

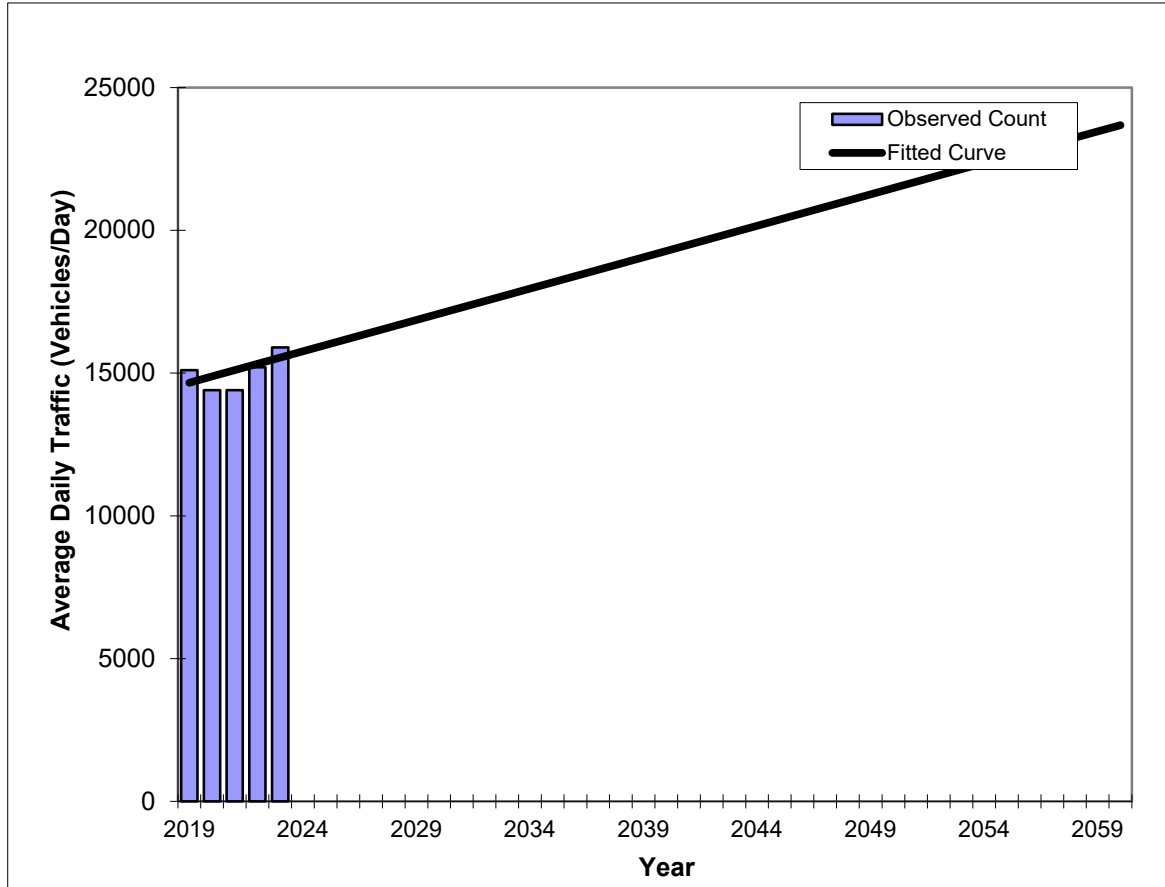
*Axle-Adjusted

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	

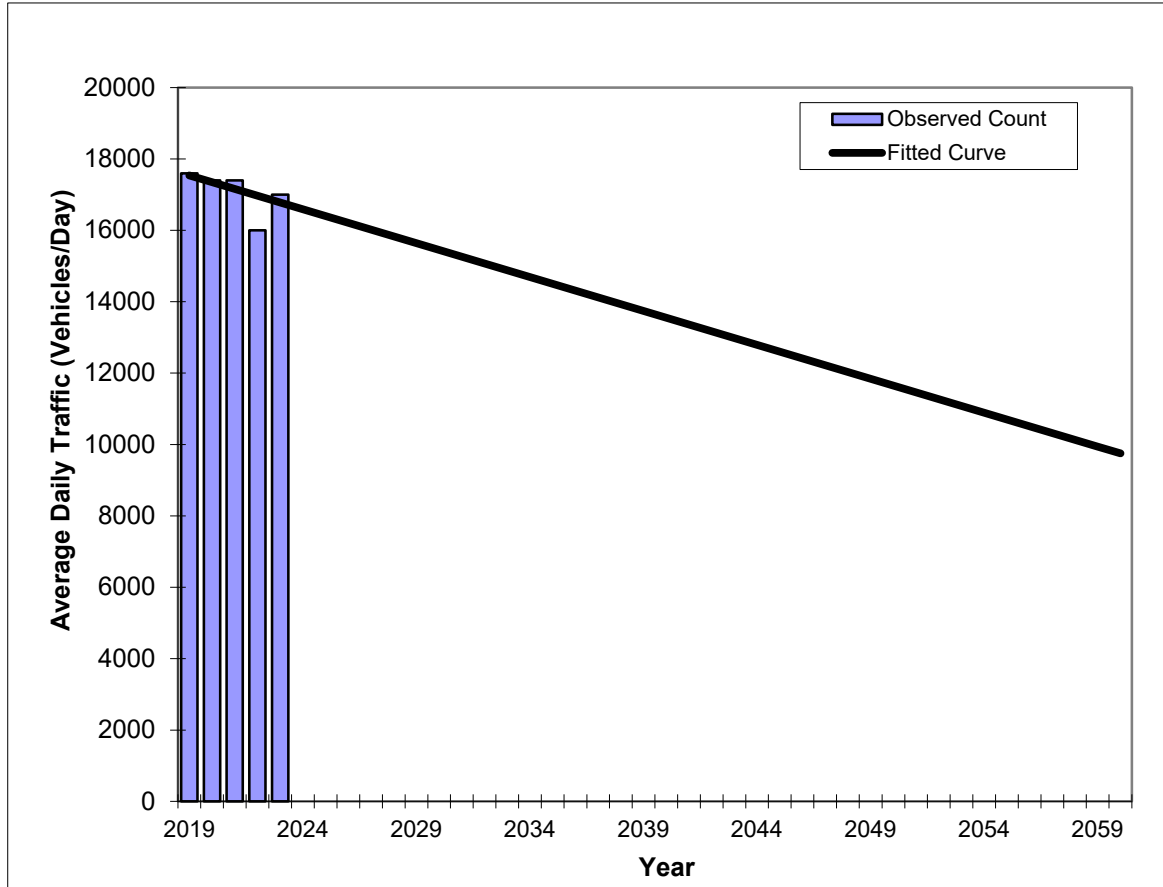
*Axle-Adjusted

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	

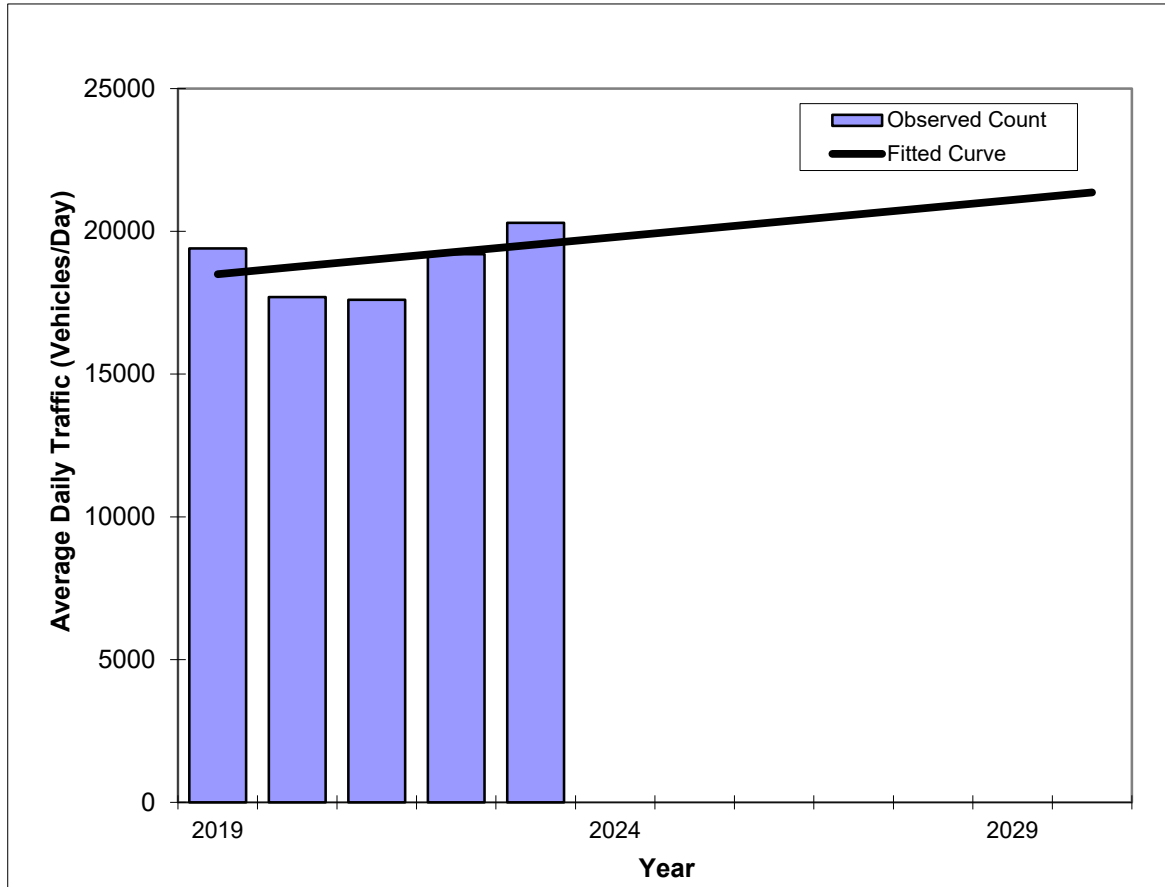
*Axle-Adjusted

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	

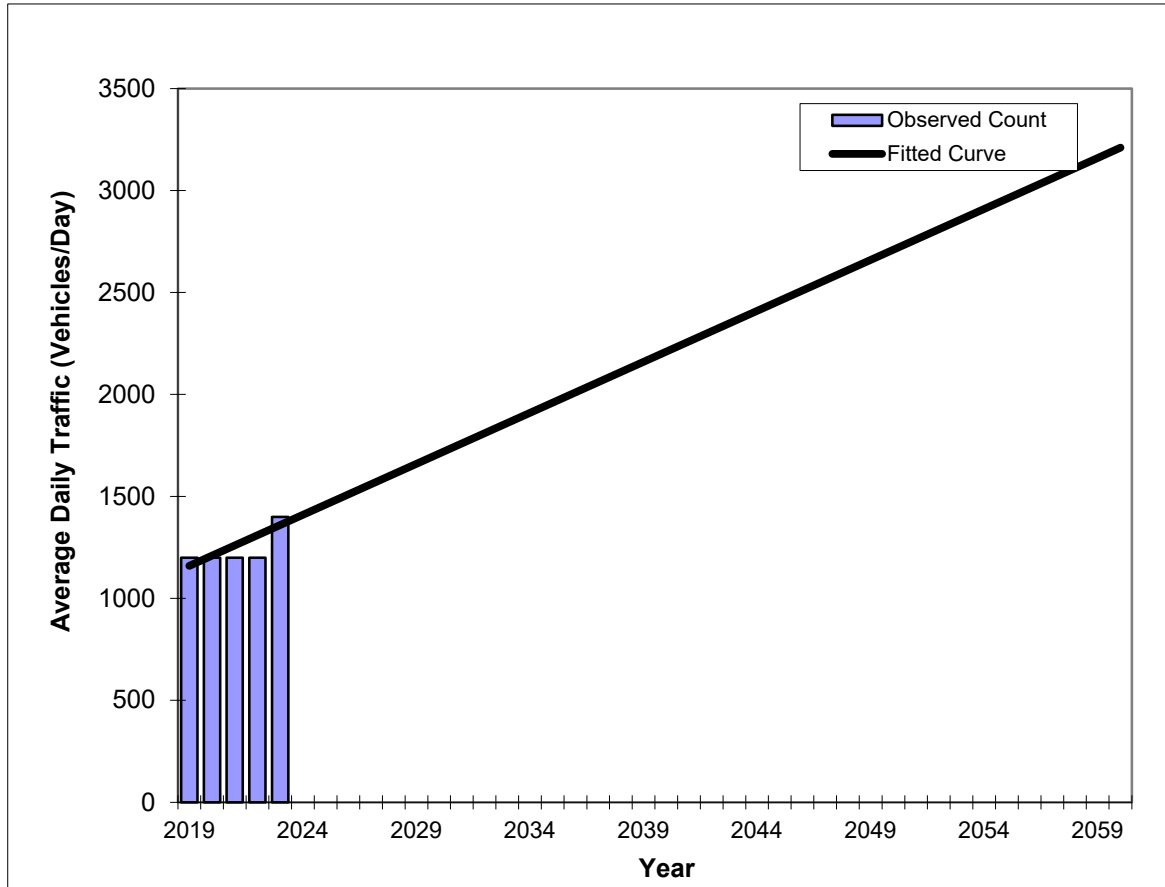
*Axle-Adjusted

Traffic Trends - V2023

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

FM #	
Location	1

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



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

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

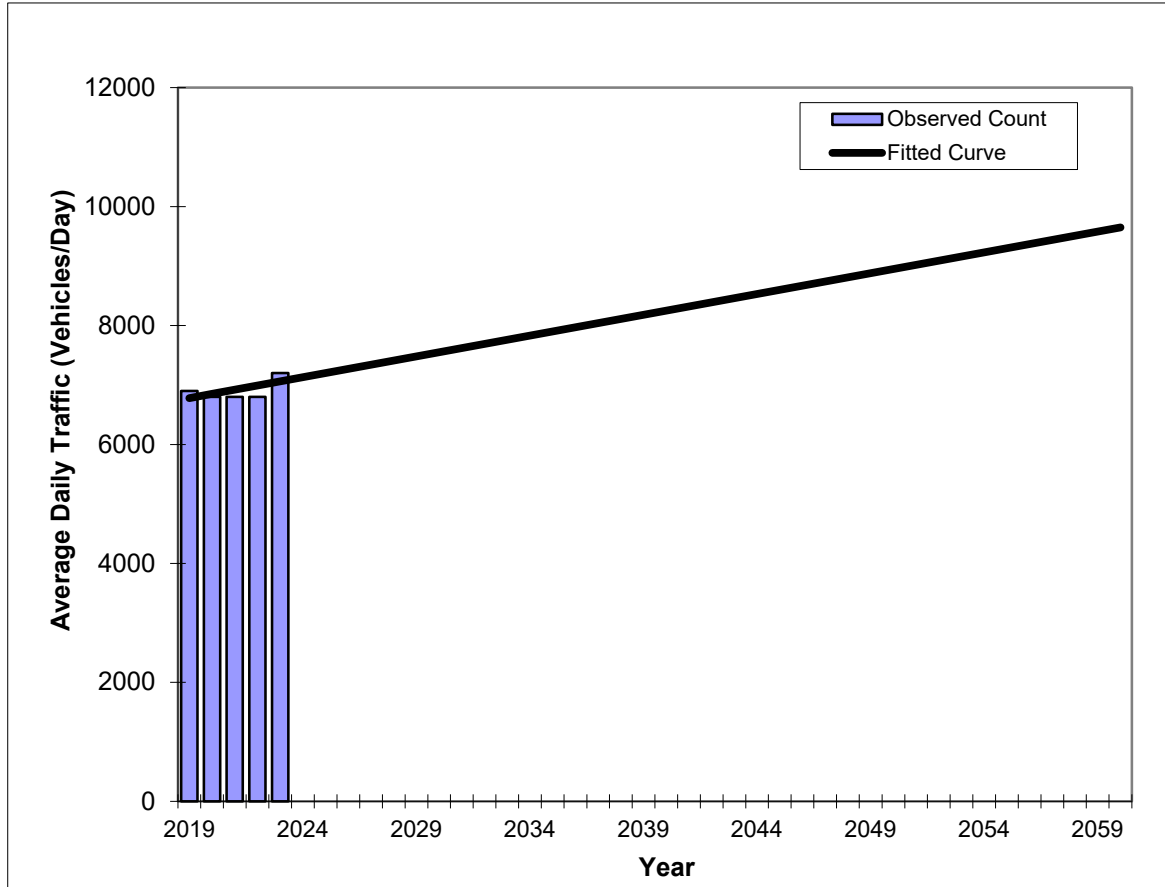
*Axle-Adjusted

Traffic Trends - V2023

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

FM #	
Location	1

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



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

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

*Axle-Adjusted

Attachment F

FDOT Separate Left and Right Turn Lane Guidance

6.3.3 Designing Exclusive Left-Turn Lanes

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

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

6.3.4 Important Considerations

Left Turns and Driveways

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

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

Separate Left-Turn Exit Lanes for Driveways

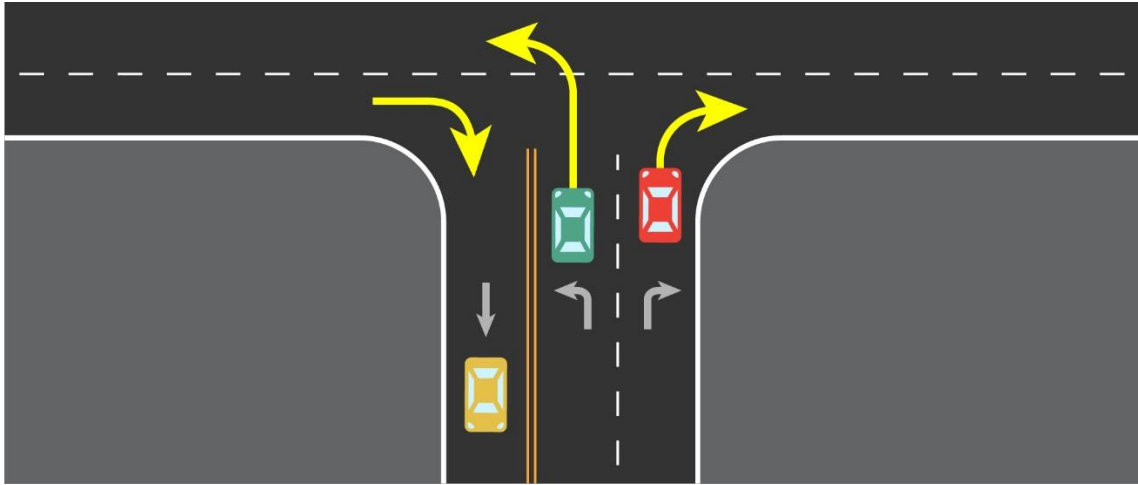
Separate left- and right-turn lanes should be provided on major commercial driveways (Class C or higher driveways with volumes of 600 vpd or more, or 60 vph or more) where both left turns and right turns are permitted to exit. Even a small number of left turns may cause a substantial delay to right turns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

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

¹⁴ These are colloquially called “Pork Chops”.

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

Figure 82 | Three Lane Driveway¹⁵



Source: Adapted from Vergil Stover

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

Multilane Roadway with A Median

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

Two-Lane Roadway

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

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

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

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

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

Attachment G

Intersection Capacity Analysis Synchro HCM Worksheets

Attachment G1

Year 2025 Existing Conditions –
HCM Worksheets

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 (s/veh)	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 (s/veh)	37.3	23.1	38.0	31.4	8.0	10.2	8.0	13.9
Queue Length 50th (ft)	46	17	29	12	11	125	2	130
Queue Length 95th (ft)	85	63	55	40	27	237	8	180
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	0.30	0.14	0.46	0.11	0.03	0.56	0.15	0.04	0.50
Control Delay (s/veh)	17.6	3.3	21.5	10.0	5.7	13.7	2.8	5.8	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.6	3.3	21.5	10.0	5.7	13.7	2.8	5.8	11.9
Queue Length 50th (ft)	23	0	31	4	2	94	0	2	78
Queue Length 95th (ft)	62	9	66	18	9	#310	24	11	265
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	900	944	698	945	565	1164	1046	502	1148
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	0.20	0.05	0.03	0.53	0.14	0.04	0.47

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 (s/veh)	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 (s/veh)	39.4	29.0	23.2	48.3	32.5	70.9	40.5	53.0	8.7
Queue Length 50th (ft)	284	190	40	185	82	367	57	227	72
Queue Length 95th (ft)	430	252	68	240	131	#548	90	298	105
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 7th 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
Lane Width 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
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(I)	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		D	D		D	A	B	B	A	B	B
Approach Vol, veh/h	161			87			855			640		
Approach Delay, s/veh	45.0			45.3			10.5			11.6		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.2	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 7th Control Delay, s/veh 15.8
HCM 7th LOS B

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th 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
Lane Width 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
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			
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	223	270	349	375	147	213	381	787	667	319	766	20
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.03	0.42	0.42	0.03	0.42	0.42
Sat Flow, veh/h	469	1224	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	4.7	0.0	1.0	0.2	12.1	2.5	0.3	0.0	10.0
Cycle Q Clear(g_c), s	2.2	0.0	1.4	6.8	0.0	1.0	0.2	12.1	2.5	0.3	0.0	10.0
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	492	0	349	375	0	361	381	787	667	319	0	787
V/C Ratio(X)	0.24	0.00	0.18	0.38	0.00	0.14	0.05	0.79	0.22	0.07	0.00	0.69
Avail Cap(c_a), veh/h	1052	0	897	796	0	926	587	1156	979	514	0	1141
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	13.4	16.6	0.0	13.3	7.8	10.7	7.9	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	2.3	0.2	0.1	0.0	1.1
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	0.8	0.0	0.4	1.2	0.0	0.3	0.1	4.0	0.6	0.1	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.0	0.0	13.7	17.2	0.0	13.5	7.8	13.0	8.1	8.4	0.0	11.0
LnGrp LOS	B		B	B		B	A	B	A	A		B
Approach Vol, veh/h	180				191				787			
Approach Delay, s/veh	13.9				16.3				12.0			
Approach LOS	B				B				B			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.7		14.3	5.1	22.9		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	26.0		24.0	6.0	26.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	14.1		4.2	2.2	12.0		8.8				
Green Ext Time (p_c), s	0.0	3.6		0.8	0.0	2.7		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.3											
HCM 7th LOS	B											

HCM 7th 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
Lane Width 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
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(I)	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		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+I1), 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 7th Control Delay, s/veh 41.1
HCM 7th LOS D

Notes

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

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, s/veh	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, s/veh	7.4	7.2	7.3	6.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

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

Year 2025 Existing Conditions
Timing Plan: AM Peak

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	1512	326	1112	1442	411	652	0	0	822	0	0
Stage 1	678	678	-	760	760	-	-	-	-	-	-	-
Stage 2	350	834	-	352	682	-	-	-	-	-	-	-
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	595	944	-	-	816	-	-
Stage 1	413	455	-	358	417	-	-	-	-	-	-	-
Stage 2	645	386	-	630	453	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	179	118	676	151	130	595	944	-	-	816	-	-
Mov Cap-2 Maneuver	298	237	-	266	254	-	-	-	-	-	-	-
Stage 1	405	446	-	356	415	-	-	-	-	-	-	-
Stage 2	617	384	-	599	444	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.11		19.99		0.06		0.22	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	944	-	-	611 313	816	-	-
HCM Lane V/C Ratio	0.006	-	-	0.036 0.236	0.019	-	-
HCM Ctrl Dly (s/v)	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 7th 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	240	244	179	243	243	51
Stage 1	-	-	-	-	-	-	182	182	-	59	59	-
Stage 2	-	-	-	-	-	-	58	62	-	184	184	-
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	1565	-	-	1406	-	-	718	633	869	715	584	1023
Stage 1	-	-	-	-	-	-	824	722	-	957	760	-
Stage 2	-	-	-	-	-	-	959	814	-	823	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1565	-	-	1406	-	-	704	630	869	699	581	1023
Mov Cap-2 Maneuver	-	-	-	-	-	-	704	630	-	699	581	-
Stage 1	-	-	-	-	-	-	824	721	-	954	758	-
Stage 2	-	-	-	-	-	-	942	812	-	808	665	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.57			10.25			9.63		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	706	13	-	-	132	-	-	799				
HCM Lane V/C Ratio	0.029	0.001	-	-	0.003	-	-	0.026				
HCM Ctrl Dly (s/v)	10.2	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				

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 (s/veh)	36.9	21.5	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 (s/veh)	36.9	21.5	38.4	38.4	9.7	11.9	8.2	18.1
Queue Length 50th (ft)	46	25	40	22	26	103	5	221
Queue Length 95th (ft)	84	87	68	52	51	200	15	314
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	0.30	0.14	0.61	0.17	0.10	0.43	0.08	0.03	0.49
Control Delay (s/veh)	25.1	2.8	35.3	19.2	5.4	10.0	2.6	5.4	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.1	2.8	35.3	19.2	5.4	10.0	2.6	5.4	13.6
Queue Length 50th (ft)	36	0	62	18	6	86	0	2	141
Queue Length 95th (ft)	64	10	99	40	21	263	21	9	282
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	558	615	452	640	543	1193	1028	608	1080
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	0.35	0.10	0.10	0.43	0.08	0.03	0.49
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 (s/veh)	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 (s/veh)	43.3	33.0	23.1	55.0	29.5	47.5	28.8	48.5	16.5
Queue Length 50th (ft)	180	169	49	275	89	263	81	272	97
Queue Length 95th (ft)	269	215	78	326	144	#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 7th 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
Lane Width 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
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		D	D		D	B	B	B	B	B	B
Approach Vol, veh/h	235			119			811			971		
Approach Delay, s/veh	49.7			43.7			11.9			15.5		
Approach LOS	D			D			B			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 7th Control Delay, s/veh 19.5
HCM 7th LOS B

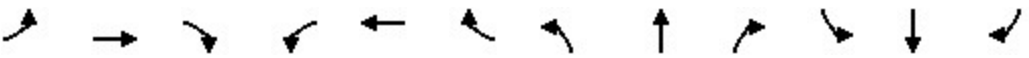
Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th 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
Lane Width 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
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			
Adj Sat Flow, veh/h/ln	1900	1900	1900	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	0	0	0	0	0	1	3	0	0	0
Cap, veh/h	137	161	213	305	196	46	612	1216	1014	609	1098	57
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	0.65	0.65	0.02	0.61	0.61
Sat Flow, veh/h	486	1221	1610	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	1707	0	1610	1368	0	1837	1810	1885	1572	1810	0	1883
Q Serve(g_s), s	0.9	0.0	2.2	3.2	0.0	2.2	0.7	9.2	1.5	0.2	0.0	10.6
Cycle Q Clear(g_c), s	3.4	0.0	2.2	6.6	0.0	2.2	0.7	9.2	1.5	0.2	0.0	10.6
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	298	0	213	305	0	243	612	1216	1014	609	0	1154
V/C Ratio(X)	0.32	0.00	0.26	0.51	0.00	0.26	0.09	0.42	0.09	0.03	0.00	0.46
Avail Cap(c_a), veh/h	643	0	552	593	0	630	667	1216	1014	723	0	1154
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	27.8	0.0	27.3	29.0	0.0	27.3	4.8	6.0	4.7	5.0	0.0	7.3
Incr Delay (d2), s/veh	0.6	0.0	0.7	1.3	0.0	0.6	0.1	1.1	0.2	0.0	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	1.5	0.0	0.8	2.5	0.0	0.9	0.2	3.0	0.4	0.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	0.0	28.0	30.3	0.0	27.9	4.8	7.1	4.8	5.1	0.0	8.6
LnGrp LOS	C		C	C		C	A	A	A	A		A
Approach Vol, veh/h	152				219				649			
Approach Delay, s/veh	28.2				29.6				6.6			
Approach LOS	C				C				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	50.2		14.2	7.9	47.9		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	26.0		24.0	6.0	26.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	11.2		5.4	2.7	12.6		8.6				
Green Ext Time (p_c), s	0.0	3.0		0.6	0.0	2.6		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.6											
HCM 7th LOS	B											

HCM 7th 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
Lane Width 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
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(I)	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		D	C	D	F
Approach Vol, veh/h	849			786			505			1075		
Approach Delay, s/veh	41.2			60.9			32.2			56.2		
Approach LOS	D			E			C			E		
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 7th Control Delay, s/veh 49.6
HCM 7th LOS D

Notes

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

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, s/veh	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, s/veh	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

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

Year 2025 Existing 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	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	1451	373	1063	1440	348	745	0	0	697	0	0
Stage 1	749	749	-	686	686	-	-	-	-	-	-	-
Stage 2	338	701	-	377	754	-	-	-	-	-	-	-
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	374	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	373	420	-	407	450	-	-	-	-	-	-	-
Stage 2	631	443	-	616	418	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	14.41		23.83		0.03		0.05	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	872	-	-	389	329	909	-
HCM Lane V/C Ratio	0.002	-	-	0.018	0.425	0.004	-
HCM Ctrl Dly (s/v)	9.1	-	-	14.4	23.8	9	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2	0	-

HCM 7th TWSC
9: South 15th Street & Nectarine Street

Year 2025 Existing 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	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	3	0	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	231	230	43	226	229	142
Stage 1	-	-	-	-	-	-	63	63	-	165	165	-
Stage 2	-	-	-	-	-	-	169	167	-	62	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	1450	-	-	1576	-	-	728	673	1033	733	674	911
Stage 1	-	-	-	-	-	-	953	847	-	842	766	-
Stage 2	-	-	-	-	-	-	838	764	-	954	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1450	-	-	1576	-	-	699	664	1033	719	664	911
Mov Cap-2 Maneuver	-	-	-	-	-	-	699	664	-	719	664	-
Stage 1	-	-	-	-	-	-	947	841	-	836	760	-
Stage 2	-	-	-	-	-	-	812	758	-	944	839	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.35			0.53			10.11			10.21		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	716	317	-	-	131	-	-	717				
HCM Lane V/C Ratio	0.016	0.007	-	-	0.007	-	-	0.036				
HCM Ctrl Dly (s/v)	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

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 (s/veh)	37.4	22.4	37.9	31.4	8.2	10.8	8.3	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.4	22.4	37.9	31.4	8.2	10.8	8.3	14.3
Queue Length 50th (ft)	50	18	28	12	12	144	2	138
Queue Length 95th (ft)	90	66	58	44	29	270	9	200
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	0.29	0.14	0.40	0.10	0.03	0.55	0.15	0.04	0.51
Control Delay (s/veh)	18.2	2.9	20.9	10.7	4.9	12.4	2.6	5.0	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.2	2.9	20.9	10.7	4.9	12.4	2.6	5.0	11.1
Queue Length 50th (ft)	21	0	23	3	2	87	0	2	75
Queue Length 95th (ft)	69	13	78	25	9	#357	28	10	274
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	930	967	724	965	569	1196	1071	520	1180
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	0.11	0.06	0.15	0.04	0.03	0.52	0.14	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 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 (s/veh)	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 (s/veh)	48.9	29.7	24.3	51.8	33.1	79.3	43.6	53.0	7.5
Queue Length 50th (ft)	345	208	41	197	87	393	56	225	0
Queue Length 95th (ft)	#549	274	72	261	140	#616	#100	328	80
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.

HCM 7th 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
Lane Width 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
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(I)	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		D	D		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+l1), 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 7th Control Delay, s/veh 16.2
HCM 7th LOS B

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th 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
Lane Width 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
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	210	241	302	354	123	188	389	804	681	340	786	20
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.03	0.43	0.43	0.03	0.43	0.43
Sat Flow, veh/h	442	1267	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	1.3	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	1.3	5.4	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	452	0	302	354	0	311	389	804	681	340	0	806
V/C Ratio(X)	0.23	0.00	0.20	0.32	0.00	0.12	0.05	0.78	0.22	0.07	0.00	0.70
Avail Cap(c_a), veh/h	1117	0	950	856	0	978	609	1223	1037	546	0	1208
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	13.9	0.0	13.6	16.2	0.0	13.4	7.2	9.8	7.3	7.6	0.0	9.2
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.5	0.0	0.2	0.0	1.8	0.2	0.1	0.0	1.1
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	0.7	0.0	0.4	0.9	0.0	0.3	0.1	3.4	0.6	0.1	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.2	0.0	13.9	16.7	0.0	13.6	7.3	11.6	7.4	7.7	0.0	10.3
LnGrp LOS	B		B	B		B	A	B	A	A		B
Approach Vol, veh/h	165			150			791			585		
Approach Delay, s/veh	14.1			15.9			10.7			10.2		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.1		12.6	5.1	22.3		12.6				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	26.0		24.0	6.0	26.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	13.3		3.9	2.2	11.8		7.4				
Green Ext Time (p_c), s	0.0	3.7		0.7	0.0	2.8		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.3											
HCM 7th LOS	B											

HCM 7th 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
Lane Width 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
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(I)	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		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 7th Control Delay, s/veh 49.2
HCM 7th LOS D

Notes

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

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, s/veh	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%	13%
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, s/veh	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 7th 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	1130	1467	418	663	0	0	836	0	0
Stage 1	689	689	-	773	773	-	-	-	-	-	-	-
Stage 2	356	849	-	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	155	129	589	935	-	-	807	-	-
Stage 1	407	450	-	351	412	-	-	-	-	-	-	-
Stage 2	640	380	-	625	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	175	114	670	148	126	589	935	-	-	807	-	-
Mov Cap-2 Maneuver	293	233	-	261	249	-	-	-	-	-	-	-
Stage 1	399	441	-	349	409	-	-	-	-	-	-	-
Stage 2	614	377	-	601	439	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.04		19.68		0.07		0.21	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	935	-	-	610	310	807	-
HCM Lane V/C Ratio	0.007	-	-	0.023	0.21	0.019	-
HCM Ctrl Dly (s/v)	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	-

HCM 7th TWSC
9: South 15th Street & Nectarine Street

Year 2030 Background Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	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	209	212	160	213	212	41
Stage 1	-	-	-	-	-	-	162	162	-	48	48	-
Stage 2	-	-	-	-	-	-	47	50	-	165	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	1578	-	-	1429	-	-	752	659	890	749	609	1035
Stage 1	-	-	-	-	-	-	844	736	-	971	769	-
Stage 2	-	-	-	-	-	-	972	825	-	842	680	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1578	-	-	1429	-	-	742	657	890	734	607	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	742	657	-	734	607	-
Stage 1	-	-	-	-	-	-	844	735	-	968	768	-
Stage 2	-	-	-	-	-	-	960	823	-	829	679	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.52			10.05			9.37		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	732	12	-	-	123	-	-	839				
HCM Lane V/C Ratio	0.027	0.001	-	-	0.002	-	-	0.017				
HCM Ctrl Dly (s/v)	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				

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 (s/veh)	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 (s/veh)	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	156	6	248
Queue Length 95th (ft)	88	90	74	59	55	221	17	351
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	0.62	0.17	0.11	0.46	0.09	0.03	0.53
Control Delay (s/veh)	25.0	3.0	35.2	19.0	5.6	10.6	2.9	5.5	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.0	3.0	35.2	19.0	5.6	10.6	2.9	5.5	14.6
Queue Length 50th (ft)	37	0	63	18	7	97	0	2	157
Queue Length 95th (ft)	68	13	108	43	23	293	24	9	315
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	560	604	450	640	508	1187	1024	572	1073
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	0.18	0.10	0.35	0.10	0.11	0.46	0.09	0.03	0.53
Intersection Summary									

Queues
18: South 14th Street & Sadler Road

Year 2030 Background Conditions
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 (s/veh)	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 (s/veh)	45.8	32.9	23.1	55.6	32.4	50.8	31.1	51.5	22.7
Queue Length 50th (ft)	192	174	49	281	98	293	90	301	164
Queue Length 95th (ft)	302	235	85	358	155	#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.

HCM 7th 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
Lane Width 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
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		D	D		D	B	B	B	B	B	B
Approach Vol, veh/h	252			116			864			1046		
Approach Delay, s/veh	49.2			43.5			12.5			16.8		
Approach LOS	D			D			B			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 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th 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
Lane Width 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
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	136	164	212	308	199	47	583	1213	1012	578	1092	54
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.06	0.64	0.64	0.02	0.61	0.61
Sat Flow, veh/h	482	1227	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	1709	0	1585	1364	0	1837	1810	1885	1572	1810	0	1884
Q Serve(g_s), s	1.0	0.0	2.3	3.2	0.0	2.2	0.8	10.2	1.6	0.2	0.0	11.9
Cycle Q Clear(g_c), s	3.5	0.0	2.3	6.7	0.0	2.2	0.8	10.2	1.6	0.2	0.0	11.9
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	300	0	212	308	0	246	583	1213	1012	578	0	1146
V/C Ratio(X)	0.33	0.00	0.28	0.52	0.00	0.26	0.10	0.45	0.09	0.03	0.00	0.50
Avail Cap(c_a), veh/h	643	0	543	593	0	630	634	1213	1012	692	0	1146
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	27.7	0.0	27.3	28.9	0.0	27.2	5.0	6.3	4.7	5.2	0.0	7.7
Incr Delay (d2), s/veh	0.6	0.0	0.7	1.3	0.0	0.5	0.1	1.2	0.2	0.0	0.0	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	1.5	0.0	0.9	2.6	0.0	0.9	0.2	3.4	0.4	0.1	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.4	0.0	28.0	30.3	0.0	27.7	5.1	7.5	4.9	5.3	0.0	9.2
LnGrp LOS	C		C	C		C	A	A	A	A		A
Approach Vol, veh/h	159			222			699			585		
Approach Delay, s/veh	28.2			29.6			7.0			9.1		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	50.0		14.4	8.1	47.6		14.4				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	26.0		24.0	6.0	26.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	12.2		5.5	2.8	13.9		8.7				
Green Ext Time (p_c), s	0.0	3.2		0.6	0.0	2.7		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	12.8											
HCM 7th LOS	B											

HCM 7th 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
Lane Width 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
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		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 7th Control Delay, s/veh 57.4
HCM 7th LOS E

Notes

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

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, s/veh	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, s/veh	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

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

Year 2030 Background Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.5											
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	1594	410	1168	1582	383	820	0	0	766	0	0
Stage 1	824	824	-	754	754	-	-	-	-	-	-	-
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	621	818	-	-	856	-	-
Stage 1	338	390	-	372	420	-	-	-	-	-	-	-
Stage 2	627	413	-	592	388	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	138	107	596	149	109	621	818	-	-	856	-	-
Mov Cap-2 Maneuver	252	230	-	270	233	-	-	-	-	-	-	-
Stage 1	336	388	-	371	419	-	-	-	-	-	-	-
Stage 2	601	412	-	587	387	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.28		28.29		0.03		0.05	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	355 298	856	-	-
HCM Lane V/C Ratio	0.003	-	-	0.012 0.493	0.005	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	15.3 28.3	9.2	-	-
HCM Lane LOS	A	-	-	C D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 2.6	0	-	-

HCM 7th 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	3	0	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	214	211	36	209	211	134
Stage 1	-	-	-	-	-	-	54	54	-	155	155	-
Stage 2	-	-	-	-	-	-	160	158	-	53	55	-
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	-	-	747	689	1042	753	690	921
Stage 1	-	-	-	-	-	-	964	854	-	852	773	-
Stage 2	-	-	-	-	-	-	847	771	-	964	853	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1461	-	-	1585	-	-	720	680	1042	740	681	921
Mov Cap-2 Maneuver	-	-	-	-	-	-	720	680	-	740	681	-
Stage 1	-	-	-	-	-	-	958	849	-	845	767	-
Stage 2	-	-	-	-	-	-	823	765	-	955	847	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.39			0.54			9.98			10.09		
HCM LOS							A			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	734	329	-	-	132	-	-	732				
HCM Lane V/C Ratio	0.015	0.006	-	-	0.007	-	-	0.034				
HCM Ctrl Dly (s/v)	10	7.5	0	-	7.3	0	-	10.1				
HCM Lane LOS	A	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1				

HCM 7th 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
Lane Width 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
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(I)	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		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+l1), 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 7th Control Delay, s/veh				43.2								
HCM 7th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												

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 (s/veh)	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 (s/veh)	56.4	31.0	25.5	54.3	30.8	60.4	41.6	49.6	8.8
Queue Length 50th (ft)	365	214	43	197	85	376	55	220	75
Queue Length 95th (ft)	#588	276	75	261	137	#565	95	321	133
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 7th 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
Lane Width 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
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(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	32.2	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		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 7th Control Delay, s/veh	41.4
HCM 7th LOS	D

Notes

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

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 (s/veh)	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 (s/veh)	45.5	32.6	22.2	50.4	32.8	51.5	31.4	52.5	25.2
Queue Length 50th (ft)	187	181	51	278	95	287	87	296	328
Queue Length 95th (ft)	#313	232	83	338	157	#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.

Attachment G3

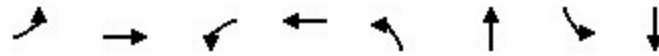
Year 2030 Build-Out Conditions
– HCM Worksheets

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	51	39	52	940	10	674
v/c Ratio	0.35	0.37	0.27	0.22	0.10	0.39	0.02	0.31
Control Delay (s/veh)	37.5	22.1	37.7	30.4	8.4	11.2	8.3	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.5	22.1	37.7	30.4	8.4	11.2	8.3	14.6
Queue Length 50th (ft)	53	18	28	12	12	156	2	143
Queue Length 95th (ft)	94	66	58	46	29	294	9	207
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
15: South 14th Street & Lime Street

Year 2030 Build-Out Conditions
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	0.29	0.15	0.42	0.10	0.04	0.56	0.15	0.05	0.53
Control Delay (s/veh)	18.0	3.5	21.3	10.6	5.2	12.9	2.6	5.2	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.0	3.5	21.3	10.6	5.2	12.9	2.6	5.2	12.1
Queue Length 50th (ft)	22	0	26	3	2	91	0	2	83
Queue Length 95th (ft)	69	16	84	25	9	#373	28	11	#343
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	914	952	712	948	542	1174	1055	509	1159
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	0.17	0.04	0.04	0.54	0.14	0.05	0.51

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 (s/veh)	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 (s/veh)	56.7	29.7	24.8	54.6	33.3	90.1	44.7	53.5	7.6
Queue Length 50th (ft)	386	208	41	201	87	~424	58	229	0
Queue Length 95th (ft)	#615	274	72	265	140	#657	#107	333	82
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.

HCM 7th 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	47	17	19	48	833	32	9	595	25
Future Volume (veh/h)	86	25	55	47	17	19	48	833	32	9	595	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	51	18	21	52	905	35	10	647	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	61	135	220	72	84	500	2123	82	368	2026	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	799	933	1810	3488	135	1810	3449	144
Grp Volume(v), veh/h	93	0	87	51	0	39	52	461	479	10	331	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	195	220	0	157	500	1081	1124	368	1036	1075
V/C Ratio(X)	0.34	0.00	0.45	0.23	0.00	0.25	0.10	0.43	0.43	0.03	0.32	0.32
Avail Cap(c_a), veh/h	679	0	647	296	0	315	587	1081	1124	494	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	41.7	0.0	45.2	43.4	0.0	46.5	8.9	11.4	11.4	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	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.4	0.0	46.7	43.9	0.0	47.4	8.9	11.6	11.6	9.8	12.3	12.3
LnGrp LOS	D		D	D		D	A	B	B	A	B	B
Approach Vol, veh/h	180			90			992			684		
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	7.4	73.3	10.4	19.0	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 7th Control Delay, s/veh 16.4
HCM 7th LOS B

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th 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
Lane Width 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
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	212	248	313	358	127	195	368	806	683	331	785	19
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.03	0.43	0.43	0.03	0.43	0.43
Sat Flow, veh/h	451	1254	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	1705	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	0.3	11.9	2.5	0.3	0.0	10.9
Cycle Q Clear(g_c), s	2.0	0.0	1.4	5.8	0.0	0.8	0.3	11.9	2.5	0.3	0.0	10.9
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	460	0	313	358	0	323	368	806	683	331	0	804
V/C Ratio(X)	0.23	0.00	0.20	0.34	0.00	0.12	0.05	0.78	0.22	0.07	0.00	0.74
Avail Cap(c_a), veh/h	1090	0	926	831	0	954	576	1193	1011	532	0	1179
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	14.0	0.0	13.8	16.5	0.0	13.5	7.5	10.1	7.4	7.8	0.0	9.7
Incr Delay (d2), s/veh	0.3	0.0	0.3	0.6	0.0	0.2	0.1	2.1	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	1.0	0.0	0.3	0.1	3.7	0.6	0.1	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.3	0.0	14.1	17.0	0.0	13.7	7.6	12.2	7.6	7.9	0.0	11.1
LnGrp LOS	B		B	B		B	A	B	A	A		B
Approach Vol, veh/h	170			159			804			615		
Approach Delay, s/veh	14.2			16.2			11.2			11.0		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.4	22.6		13.1	5.2	22.7		13.1				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	26.0		24.0	6.0	26.0		24.0				
Max Q Clear Time (g_c+I1), s	2.3	13.9		4.0	2.3	12.9		7.8				
Green Ext Time (p_c), s	0.0	3.7		0.7	0.0	2.9		0.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.9											
HCM 7th LOS	B											

HCM 7th 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
Lane Width 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
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(I)	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		F	D	D	E
Approach Vol, veh/h	1212			592			639			731		
Approach Delay, s/veh	36.7			50.5			79.1			59.3		
Approach LOS	D			D			E			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 7th Control Delay, s/veh 53.0
HCM 7th LOS D

Notes

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

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	26	14	2	34	2	18	6	2	2	4	26
Future Vol, veh/h	4	26	14	2	34	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	28	15	2	37	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, s/veh	7.1	7.3	7.4	6.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	69%	9%	5%	6%
Vol Thru, %	23%	59%	89%	13%
Vol Right, %	8%	32%	5%	81%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	26	44	38	32
LT Vol	18	4	2	2
Through Vol	6	26	34	4
RT Vol	2	14	2	26
Lane Flow Rate	28	48	41	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.033	0.051	0.046	0.035
Departure Headway (Hd)	4.175	3.868	4.025	3.602
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	855	924	888	989
Service Time	2.212	1.899	2.055	1.641
HCM Lane V/C Ratio	0.033	0.052	0.046	0.035
HCM Control Delay, s/veh	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 7th 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	48	1	17	6	641	141	14	642	9
Future Vol, veh/h	1	0	12	48	1	17	6	641	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	52	1	18	7	697	153	15	698	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1095	1596	354	1166	1524	425	708	0	0	850	0	0
Stage 1	733	733	-	786	786	-	-	-	-	-	-	-
Stage 2	362	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	171	108	648	146	119	583	900	-	-	797	-	-
Stage 1	383	429	-	345	406	-	-	-	-	-	-	-
Stage 2	635	374	-	606	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	160	105	648	139	116	583	900	-	-	797	-	-
Mov Cap-2 Maneuver	278	224	-	254	239	-	-	-	-	-	-	-
Stage 1	375	421	-	342	403	-	-	-	-	-	-	-
Stage 2	609	372	-	583	419	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	11.27		20.98		0.07		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	900	-	-	588	296	797	-
HCM Lane V/C Ratio	0.007	-	-	0.024	0.242	0.019	-
HCM Ctrl Dly (s/v)	9	-	-	11.3	21	9.6	-
HCM Lane LOS	A	-	-	B	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.1	-

HCM 7th TWSC
9: South 15th Street & Nectarine Street

Year 2030 Build-Out Conditions
Timing Plan: AM Peak

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	148	3	3	42	4	7	7	4	4	2	7
Future Vol, veh/h	1	148	3	3	42	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	161	3	3	46	4	8	8	4	4	2	8
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	50	0	0	164	0	0	218	221	162	221	221	48
Stage 1	-	-	-	-	-	-	165	165	-	54	54	-
Stage 2	-	-	-	-	-	-	53	57	-	167	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	1570	-	-	1427	-	-	743	652	888	739	602	1027
Stage 1	-	-	-	-	-	-	842	734	-	963	764	-
Stage 2	-	-	-	-	-	-	964	819	-	840	678	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1570	-	-	1427	-	-	732	650	888	725	600	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	650	-	725	600	-
Stage 1	-	-	-	-	-	-	841	734	-	961	762	-
Stage 2	-	-	-	-	-	-	952	817	-	826	678	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.05			0.46			10.11			9.41		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	725	12	-	-	108	-	-	830				
HCM Lane V/C Ratio	0.027	0.001	-	-	0.002	-	-	0.017				
HCM Ctrl Dly (s/v)	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	10	777	0	0	702
Future Vol, veh/h	0	10	777	0	0	702
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	11	845	0	0	763

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	422	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	580	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	580	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.33	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 580	-
HCM Lane V/C Ratio	- 0.019	-
HCM Ctrl Dly (s/v)	- 11.3	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

HCM 7th 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	16	3	774	56	47	655
Future Vol, veh/h	16	3	774	56	47	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	17	3	841	61	51	712
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1330	451	0	0	902	0
Stage 1	872	-	-	-	-	-
Stage 2	458	-	-	-	-	-
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	370	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	556	-	-	749	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	18.58	0	0.68			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	286	749	-	
HCM Lane V/C Ratio	-	-	0.072	0.068	-	
HCM Ctrl Dly (s/v)	-	-	18.6	10.2	-	
HCM Lane LOS	-	-	C	B	-	
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-	

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

Year 2030 Build-Out Conditions
Timing Plan: PM Peak

								
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	166	68	50	114	777	27	1093
v/c Ratio	0.33	0.56	0.34	0.28	0.36	0.37	0.06	0.57
Control Delay (s/veh)	37.0	20.9	37.9	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 (s/veh)	37.0	20.9	37.9	37.9	11.1	13.9	8.5	20.0
Queue Length 50th (ft)	51	26	39	22	28	163	6	274
Queue Length 95th (ft)	91	90	73	60	55	232	18	387
Internal Link Dist (ft)		658		457		2256		1490
Turn Bay Length (ft)	100		150		500		500	
Base Capacity (vph)	515	736	206	341	326	2123	486	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	0.33	0.15	0.35	0.37	0.06	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	0.31	0.16	0.63	0.17	0.13	0.50	0.10	0.03	0.55
Control Delay (s/veh)	24.7	3.1	35.4	18.8	5.8	11.3	2.8	5.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.7	3.1	35.4	18.8	5.8	11.3	2.8	5.7	15.6
Queue Length 50th (ft)	37	0	65	18	8	107	0	2	166
Queue Length 95th (ft)	68	15	111	42	26	323	26	9	#372
Internal Link Dist (ft)	557			346		838			725
Turn Bay Length (ft)		240	200		160		160	100	
Base Capacity (vph)	560	604	450	640	492	1181	1024	539	1063
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	0.18	0.10	0.36	0.10	0.13	0.50	0.10	0.03	0.55

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	0.57	0.75	0.85
Control Delay (s/veh)	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 (s/veh)	48.4	32.6	23.1	56.3	34.4	52.7	33.2	54.7	27.4
Queue Length 50th (ft)	206	174	49	286	98	303	98	325	204
Queue Length 95th (ft)	321	235	85	362	155	#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.

HCM 7th 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	63	30	16	105	661	54	25	957	49
Future Volume (veh/h)	82	37	116	63	30	16	105	661	54	25	957	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	68	33	17	114	718	59	27	1040	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	289	50	158	181	131	67	337	1948	160	432	1926	98
Arrive On Green	0.06	0.12	0.12	0.05	0.11	0.11	0.04	0.58	0.58	0.02	0.56	0.56
Sat Flow, veh/h	1810	403	1269	1795	1182	609	1810	3351	275	1810	3468	177
Grp Volume(v), veh/h	89	0	166	68	0	50	114	384	393	27	537	556
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	3.7	0.0	2.8	3.0	12.6	12.6	0.7	20.9	21.0
Cycle Q Clear(g_c), s	4.7	0.0	10.6	3.7	0.0	2.8	3.0	12.6	12.6	0.7	20.9	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	289	0	208	181	0	198	337	1041	1067	432	995	1029
V/C Ratio(X)	0.31	0.00	0.80	0.38	0.00	0.25	0.34	0.37	0.37	0.06	0.54	0.54
Avail Cap(c_a), veh/h	699	0	655	236	0	326	397	1041	1067	538	995	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(I)	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	39.9	0.0	46.8	41.2	0.0	44.8	12.0	12.3	12.3	10.5	15.5	15.5
Incr Delay (d2), s/veh	0.6	0.0	6.9	1.3	0.0	0.7	0.3	0.6	0.5	0.1	2.1	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	2.1	0.0	4.8	1.7	0.0	1.3	1.1	4.7	4.8	0.3	8.3	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.5	0.0	53.8	42.4	0.0	45.4	12.3	12.8	12.8	10.6	17.6	17.6
LnGrp LOS	D		D	D		D	B	B	B	B	B	B
Approach Vol, veh/h	255			118			891			1120		
Approach Delay, s/veh	49.2			43.7			12.8			17.4		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	70.2	11.6	19.7	11.4	67.4	13.1	18.2				
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	2.7	14.6	5.7	12.6	5.0	23.0	6.7	4.8				
Green Ext Time (p_c), s	0.0	3.2	0.0	1.0	0.1	1.1	0.2	0.1				

Intersection Summary

HCM 7th Control Delay, s/veh 20.4
HCM 7th LOS C

Notes

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

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 7th 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
Lane Width 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
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	138	169	218	313	205	48	569	1206	1006	547	1079	52
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	0.64	0.64	0.02	0.60	0.60
Sat Flow, veh/h	478	1232	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	1710	0	1585	1364	0	1837	1810	1885	1572	1810	0	1884
Q Serve(g_s), s	0.9	0.0	2.5	3.5	0.0	2.1	0.9	11.4	1.8	0.2	0.0	12.6
Cycle Q Clear(g_c), s	3.5	0.0	2.5	7.0	0.0	2.1	0.9	11.4	1.8	0.2	0.0	12.6
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	218	313	0	253	569	1206	1006	547	0	1132
V/C Ratio(X)	0.33	0.00	0.28	0.52	0.00	0.25	0.12	0.49	0.11	0.03	0.00	0.52
Avail Cap(c_a), veh/h	644	0	543	593	0	630	612	1206	1006	661	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	27.5	0.0	27.1	28.8	0.0	27.0	5.3	6.6	4.9	5.5	0.0	8.1
Incr Delay (d2), s/veh	0.6	0.0	0.7	1.4	0.0	0.5	0.1	1.4	0.2	0.0	0.0	1.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.9	2.6	0.0	0.9	0.2	3.8	0.5	0.1	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	0.0	27.8	30.2	0.0	27.5	5.4	8.0	5.1	5.6	0.0	9.8
LnGrp LOS	C		C	C		C	A	A	A	A		A
Approach Vol, veh/h	162			227			758			602		
Approach Delay, s/veh	28.0			29.4			7.4			9.7		
Approach LOS	C			C			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.6	49.8		14.6	8.3	47.0		14.6				
Change Period (Y+Rc), s	4.0	5.0		5.0	4.0	5.0		5.0				
Max Green Setting (Gmax), s	6.0	26.0		24.0	6.0	26.0		24.0				
Max Q Clear Time (g_c+I1), s	2.2	13.4		5.5	2.9	14.6		9.0				
Green Ext Time (p_c), s	0.0	3.3		0.7	0.0	2.7		0.7				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.9								
HCM 7th LOS				B								

HCM 7th 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
Lane Width 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
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	945	202	324	656	141	360	529	97	367	644	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	16.5	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	16.5	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	576	570	324	401	396	360	0	626	367	644	545
V/C Ratio(X)	0.91	0.49	0.49	0.34	0.87	0.88	0.48	0.00	0.61	0.47	0.62	1.19
Avail Cap(c_a), veh/h	468	582	576	451	439	435	400	0	626	408	644	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(I)	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	35.7	35.7	35.3	48.7	48.7	26.8	0.0	35.8	26.8	36.0	43.0
Incr Delay (d2), s/veh	19.5	0.8	0.8	0.7	16.9	17.6	1.2	0.0	4.4	0.9	3.6	99.8
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	9.7	7.2	7.3	2.7	12.7	12.7	3.6	0.0	10.8	3.5	10.9	32.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	51.9	36.4	36.5	36.0	65.6	66.3	28.0	0.0	40.2	27.7	39.5	142.7
LnGrp LOS	D	D	D	D	E	E	C		D	C	D	F
Approach Vol, veh/h	896				805				555		1221	
Approach Delay, s/veh	42.3				61.9				36.4		92.7	
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	47.6	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	18.5	10.1	46.0	20.0	26.6				
Green Ext Time (p_c), s	0.2	1.5	0.2	4.1	0.2	0.0	0.8	2.5				

Intersection Summary

HCM 7th Control Delay, s/veh 63.6
HCM 7th LOS E

Notes

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

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	65	22	0	27	2	19	1	0	2	2	28
Future Vol, veh/h	26	65	22	0	27	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	71	24	0	29	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, s/veh	7.6	7.3	7.6	6.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	95%	23%	0%	6%
Vol Thru, %	5%	58%	93%	6%
Vol Right, %	0%	19%	7%	88%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	113	29	32
LT Vol	19	26	0	2
Through Vol	1	65	27	2
RT Vol	0	22	2	28
Lane Flow Rate	22	123	32	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.026	0.135	0.036	0.035
Departure Headway (Hd)	4.385	3.951	4.117	3.67
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	906	866	963
Service Time	2.454	1.979	2.162	1.741
HCM Lane V/C Ratio	0.027	0.136	0.037	0.036
HCM Control Delay, s/veh	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

HCM 7th 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	116	0	22	2	751	38	4	826	9
Future Vol, veh/h	2	0	2	116	0	22	2	751	38	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	126	0	24	2	791	40	4	834	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1246	1682	422	1240	1666	415	843	0	0	831	0	0
Stage 1	847	847	-	815	815	-	-	-	-	-	-	-
Stage 2	399	835	-	425	852	-	-	-	-	-	-	-
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	132	95	586	134	98	592	801	-	-	810	-	-
Stage 1	327	381	-	342	394	-	-	-	-	-	-	-
Stage 2	603	386	-	583	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	95	586	132	97	592	801	-	-	810	-	-
Mov Cap-2 Maneuver	241	217	-	250	219	-	-	-	-	-	-	-
Stage 1	325	379	-	341	393	-	-	-	-	-	-	-
Stage 2	577	385	-	578	377	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.68		32.62		0.02		0.05	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	801	-	-	341 276	810	-	-
HCM Lane V/C Ratio	0.003	-	-	0.013 0.544	0.005	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	15.7 32.6	9.5	-	-
HCM Lane LOS	A	-	-	C D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0 3	0	-	-

HCM 7th TWSC
9: South 15th Street & Nectarine Street

Year 2030 Build-Out Conditions
Timing Plan: PM Peak

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	39	3	10	124	4	7	2	1	7	12	4
Future Vol, veh/h	8	39	3	10	124	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	3	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	9	42	3	11	135	4	8	2	1	8	13	4
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	139	0	0	46	0	0	224	222	44	220	222	137
Stage 1	-	-	-	-	-	-	61	61	-	159	159	-
Stage 2	-	-	-	-	-	-	163	161	-	61	63	-
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	1457	-	-	1575	-	-	735	680	1032	741	680	917
Stage 1	-	-	-	-	-	-	955	848	-	848	770	-
Stage 2	-	-	-	-	-	-	844	769	-	955	846	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1457	-	-	1575	-	-	708	671	1032	728	671	917
Mov Cap-2 Maneuver	-	-	-	-	-	-	708	671	-	728	671	-
Stage 1	-	-	-	-	-	-	949	842	-	842	765	-
Stage 2	-	-	-	-	-	-	819	763	-	946	841	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.2			0.53			10.06			10.17		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	723	284	-	-	130	-	-	722				
HCM Lane V/C Ratio	0.015	0.006	-	-	0.007	-	-	0.035				
HCM Ctrl Dly (s/v)	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				

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗			↗↗
Traffic Vol, veh/h	0	46	745	0	0	945
Future Vol, veh/h	0	46	745	0	0	945
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	50	810	0	0	1027

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 Ctrl Dly, s/v	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 595	-
HCM Lane V/C Ratio	- 0.084	-
HCM Ctrl Dly (s/v)	- 11.6	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.3	-

HCM 7th TWSC
14: South 14th Street & Project Access Driveway 01

Year 2030 Build-Out Conditions
Timing Plan: PM Peak

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	69	15	730	30	26	919
Future Vol, veh/h	69	15	730	30	26	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	75	16	793	33	28	999
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1366	413	0	0	826	0
Stage 1	810	-	-	-	-	-
Stage 2	556	-	-	-	-	-
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	138	588	-	-	800	-
Stage 1	398	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	133	588	-	-	800	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	22.68	0	0.27			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	294	800	-	
HCM Lane V/C Ratio	-	-	0.311	0.035	-	
HCM Ctrl Dly (s/v)	-	-	22.7	9.7	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	1.3	0.1	-	

HCM 7th 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
Lane Width 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
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(I)	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		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 7th Control Delay, s/veh				47.2								
HCM 7th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												

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 (s/veh)	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 (s/veh)	80.2	31.5	24.6	49.5	29.9	61.3	43.9	48.5	9.1
Queue Length 50th (ft)	~425	217	43	192	84	394	56	222	74
Queue Length 95th (ft)	#658	276	76	254	135	#592	#102	323	138
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 7th 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
Lane Width 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
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	372	966	206	330	687	147	352	517	95	359	630	785
Arrive On Green	0.16	0.33	0.33	0.06	0.23	0.23	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	23.0	43.1
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	23.0	43.1
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	372	589	583	330	419	415	352	0	612	359	630	785
V/C Ratio(X)	0.90	0.48	0.48	0.33	0.83	0.84	0.49	0.00	0.62	0.48	0.63	0.83
Avail Cap(c_a), veh/h	423	589	583	472	508	503	391	0	612	398	630	785
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	0.81	0.81	0.81
Uniform Delay (d), s/veh	31.9	34.9	35.0	34.3	47.3	47.4	27.4	0.0	36.6	27.4	36.8	28.6
Incr Delay (d2), s/veh	21.2	0.7	0.7	0.7	10.7	11.1	1.3	0.0	4.7	1.0	3.9	8.0
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	9.7	7.1	7.2	2.6	11.9	11.9	3.7	0.0	11.0	3.5	11.0	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.1	35.6	35.7	35.0	58.0	58.5	28.7	0.0	41.3	28.4	40.6	36.6
LnGrp LOS	D	D	D	D	E	E	C		D	C	D	D
Approach Vol, veh/h	896			805			555			1221		
Approach Delay, s/veh	42.2			55.1			37.4			36.7		
Approach LOS	D			E			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.2	50.0	14.3	48.5	17.2	50.0	26.3	36.5				
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	45.1	19.8	26.2				
Green Ext Time (p_c), s	0.1	1.3	0.2	4.1	0.2	0.0	0.5	4.2				

Intersection Summary

HCM 7th Control Delay, s/veh 42.5
HCM 7th LOS D

Notes

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

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	0.85	0.45	0.32	0.78	0.59	0.74	0.56	0.77	0.74
Control Delay (s/veh)	49.4	32.5	22.2	50.6	34.5	53.6	33.3	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 (s/veh)	49.4	32.5	22.2	50.6	34.5	53.6	33.3	55.8	27.5
Queue Length 50th (ft)	201	180	51	280	95	300	95	322	366
Queue Length 95th (ft)	#343	232	83	341	157	#483	155	#515	552
Internal Link Dist (ft)		628		683		566		2256	
Turn Bay Length (ft)	350		800		200		800		
Base Capacity (vph)	405	1250	446	1003	306	514	322	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.

From: [Caleb F. Hurst](#)
To: [Asa Gillette](#); [Margaret Pearson](#)
Cc: [Jacob Platt](#); [Mia Sadler](#); [Sherri Rinker](#); [tricia bowen](#); [Development ROW](#)
Subject: RE: TRC 2024-0004 (1520 S. 14th St - Medical Office)
Date: Monday, January 5, 2026 9:55:41 AM
Attachments: [Darius TRC 123125 signed.pdf](#)

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Margaret,

The County does not have any additional comments on the plan or TIA. Our permitting staff will work with the applicant on finalizing the County ROW permit.

Caleb Hurst, PE

Development Services Director

Nassau County Development Services

[96161 Nassau Place | Yulee, FL 32097](#)

P: [904-530-6225](tel:904-530-6225) | E: churst@nassaucountyfl.com

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From: Asa Gillette <Asa@gilletteassociates.com>
Sent: Wednesday, December 31, 2025 10:51 AM
To: Margaret Pearson <mpearson@fbfl.city>; Caleb F. Hurst <churst@nassaucountyfl.com>
Cc: Jacob Platt <jplatt@fbfl.org>; Mia Sadler <msadler@fbfl.city>; Sherri Rinker <rinkersk@gmail.com>; tricia bowen <tricia@GILLETTEASSOCIATES.COM>
Subject: TRC 2024-0004 (1520 S. 14th St - Medical Office)

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- Technical Services

Margaret and Caleb:

Please find attached the updated drawings based on Nassau County's comment regarding removal of the driveway connection on South 15th Street. All other previous City and County comments have been addressed. I should be receiving the updated traffic report shortly and will forward that once I get it. Since I had the drawings done, I wanted to send them before I forgot. This and the updated traffic report (once I get it) should satisfy the requirements for City's Technical Review Committee (TRC) and Nassau County. Please let me know if there's something else. Thanks.

Asa R. Gillette, P.E.
Principal
Gillette & Associates, Inc.
Office: 904-261-8819

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