

ORDINANCE NO. 2020 - 37

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA AMENDING THE 2030 NASSAU COUNTY COMPREHENSIVE PLAN; AMENDING THE TRANSPORTATION AND CAPITAL IMPROVEMENTS ELEMENTS; AMENDING THE FUTURE TRANSPORTATION MAP SERIES; PROVIDING FOR TRANSMITTAL; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the 2045 Long Range Transportation Plan (LRTP) was adopted by the North Florida TPO Board November 14, 2019; and

WHEREAS, the 2030 Nassau County Comprehensive Plan will require amendments to the goals, objectives, and policies of the Transportation and Capital Improvements Elements and the Future Land Use Map Series in order to be coordinated with these documents pursuant to the requirements of Ch. 163, Florida Statutes; and

WHEREAS, the Planning and Zoning Board, acting in their capacity as Local Planning Agency for Nassau County, conducted a public hearing on August 25, 2020 and voted to recommend approval to the Board of County Commissioners; and

WHEREAS, the Board of County Commissioners held a public hearing for transmittal of this application on September 14, 2020; and

WHEREAS, the Florida Division of Community Planning conducted a limited interagency review of this application in accordance with the expedited review procedures pursuant to Sec. 163.3184(3)(b) and 163.3180(a), F.S.; and

WHEREAS, the Board of County Commissioners held a public hearing for adoption of this amendment on November 9, 2020; and

WHEREAS, due public notice of all public hearings has been provided in accordance with Chapter 163, F.S.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA:

SECTION 1. FINDINGS

This action complies with Chapter 163, Part II, Florida Statutes, as amended, and is consistent with the goals, objectives and policies of the Nassau County Comprehensive Plan.

SECTION 2. AMENDMENTS

- A. The objectives and policies of the Transportation and Capital Improvements Elements of the Nassau County Comprehensive Plan are hereby amended and adopted as set forth in Exhibits "A" and "B" attached hereto and made a part hereof. This amendment affects only those objectives and policies referenced in Exhibits "A" and "B"; all other goals, objectives and policies of the adopted Nassau County Comprehensive Plan shall remain as currently adopted.
- B. The Future Transportation Map Series (Map FTMS 1-10) are hereby amended and adopted as shown in Exhibit "C" attached hereto and made a part hereof.

SECTION 3. SEVERABILITY

It is the intent of the Board of County Commissioners of Nassau County, Florida, and is hereby provided, that if any section, subsection, sentence, clause, phrase, or provision of this Ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not be so construed as to render invalid or unconstitutional the remaining provisions of this Ordinance.

SECTION 4. EFFECTIVE DATE

This Ordinance shall be filed with the Office of the Secretary of State. This Ordinance shall become effective 31 days after the state land planning agency notifies Nassau County that the plan amendment package is complete. However, if timely challenged, this Ordinance shall become effective on the date the state land planning agency or the Administration Commission enters a final order determining this amendment to be in compliance.

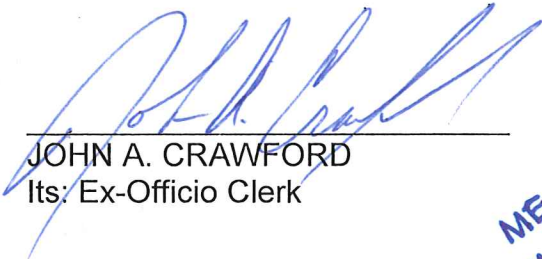
Adopted this 9th day of November, 2020 by the Board of County Commissioners of Nassau County, Florida.

BOARD OF COUNTY COMMISSIONERS
NASSAU COUNTY, FLORIDA



DANIEL B. LEEPER
Its: Chair

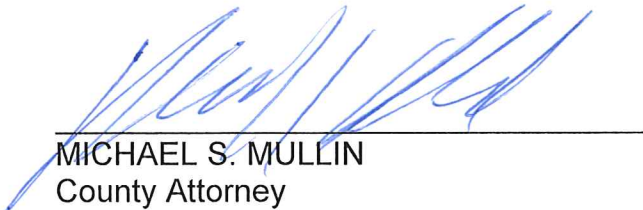
ATTEST as to Chairman's Signature:



JOHN A. CRAWFORD
Its: Ex-Officio Clerk

MES
11-10-20

Approved as to form by the
Nassau County Attorney



MICHAEL S. MULLIN
County Attorney

EXHIBIT A
TRANSPORTATION ELEMENT

Goal

Promote the development of a multi-modal County transportation system, which will provide for the safe and efficient movement of people and goods and the use of alternative modes of transportation.

OBJECTIVE T.01

The County will continue to maintain minimum acceptable Levels of Service for the County transportation system.

Policy T.01.01

The County shall use the most recent updated version of FDOT Quality/Level of Service Handbook definitions, or revisions thereof, for determining levels of service (LOS) for all roadway segments within the County transportation system.

Minimum Acceptable Level of Service for Roads

Road Classification	Minimum LOS		
	Rural	Transitioning to Urban	Urbanized
Limited Access (Freeways)			
4-lane	C	C	D
6-lane	C	C	D
8-lane	C	C	D
Principal Arterials			
2-lane	C	C	D
4-lane	C	C	D
6-lane	C	C	D
Minor Arterials			
2-lane	C	C	D
4-lane	C	C	D
6-lane	C	C	D
Collectors			
Major	C	C	D
Minor	C	C	D

Notes: 1. Level of service letter designations are defined in the FDOT 2013 Quality/Level of Service Handbook or in subsequent editions.

2. It is recognized that certain roadways (i.e., constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Section 120.542, Florida Statutes.

**EXHIBIT A
TRANSPORTATION ELEMENT**

Policy T.01.02

All development proposals are to be reviewed prior to receipt of construction approval to ensure consistency with the goals, objectives and policies of this Plan, the [County's](#) adopted [Future Transportation Map Series\(FTMS\)](#), Mobility Plan, [the ENCPA Sector Plan Mobility Network](#) and the Schedule of Capital Improvements.

EXHIBIT A TRANSPORTATION ELEMENT

OBJECTIVE T.02

The County shall develop, construct, and maintain a multi-modal transportation network, which is consistent with the existing and future land use patterns.

Policy T.02.01

Transportation improvement projects required for Nassau County will be completed in the priority order indicated and consistent with [the County's adopted Future Transportation Map Series \(FTMS\)](#), Mobility Plan and/or the Schedule of Capital Improvements.

Policy T.02.02

Proposed transportation improvement projects shall be evaluated, ranked, and added to the the adopted Mobility Plan and the Schedule of Capital Improvements based on the following guidelines:

- A) The project is needed to: protect the public health and safety; or, fulfill the county's legal commitment to provide facilities and services.
- B) The project is needed to: preserve or achieve full use of existing facilities; promote efficient use of existing facilities; or, prevent or reduce future maintenance or improvement costs.
- C) The project is needed to: provide service to developed areas lacking full service; or, promote in-fill development within existing urbanized areas.
- D) The project is needed to: provide service to development areas consistent with the Future Land Use Map and the Future Transportation Map Series as amended.

Policy T.02.03

The transportation improvements identified in the Mobility Plan for the ENCPA and its adopted Detailed Specific Area Plans (DSAPs) shall be included as long term (unfunded) needs on the Future Transportation Map Series (Map FTMS-5) and shall be considered by the County when it reviews and updates the adopted Mobility Plan and the Schedule of Capital Improvements.

Policy T. 02.04

In addition to other funding sources, the County will fund transportation improvements identified in the adopted Nassau County Mobility Plan that are required to accommodate new growth as through collection of the adopted Mobility Fee (see Ordinance 2014-16, as amended),

Policy T.02.05

The County shall encourage the use of Transportation System Management (TSM) strategies to mitigate traffic impacts. This approach seeks to identify operational improvements that will enhance traffic flow, accessibility, and safety of the County transportation system through better management and operation of facilities. These may include, but are not limited to:

- A) Intelligent Transportation System (ITS) technologies
- B) Traffic signal timing optimization;

EXHIBIT A TRANSPORTATION ELEMENT

- C) Improved signage, lighting and pavement striping;
- D) New or improved acceleration/deceleration lanes and ramps;
- E) Removing /reconstructing geometric deficiencies such as weaving sections; sharp horizontal/vertical curves; or narrow lanes and shoulders;
- F) Grade separations;
- G) Data collection to monitor system performance;
- H) Emergency/special events management strategies.

Policy T.02.06

All roadways shall be designed and operated in accordance with all Federal, State and Local standards and support mobility for all roadway users. Through adopted regulations and the principles of FDOT's Context Classification Guide, The County will control the design of the roadways to take into account the surrounding land uses and the users of the roadway. Context Sensitive design solutions are intended to:

- A) Improve Safety based on best practices;
- B) Apply a process that integrates community context and the surrounding environment, including the surrounding land use;
- C) Protect and promote accessibility and mobility for all users;
- D) Balance the needs and comforts of all modes and users;
- E) Encourage consistent use of national industry best practice guidelines to select context sensitive design solutions;
- F) Improve energy efficiency in travel and mitigate vehicle emissions by providing non-motorized transportation options;
- G) Encourage opportunities for physical activity and recognize the health benefits of an active lifestyle;
- H) Recognize complete streets as a long-term investment that can save money over time;
- I) Incorporate trees and landscaping as intergal componets of roadway design

EXHIBIT A TRANSPORTATION ELEMENT

OBJECTIVE T.03

The County shall maintain a program of protection and acquisition of rights of way for the major roadway network

Policy T.03.01

Minimum right of way shall be acquired as part of roadway improvement projects undertaken on existing segments of the major roadway network, unless such acquisition is determined to be unreasonable by the Board of County Commissioners because of cost or funding.

Policy T.03.02

A program shall be instituted in connection with development approvals, which promotes and encourages the dedication, preservation, or other protection of rights of way for the existing and future major roadway network as defined. In addition to the minimum right-of-way cross section, additional right-of-way for expanded intersections (and turn lanes and tapers where feasible) will be acquired, dedicated or preserved according to the Future Transportation Map Series Long-Term Needs Map (Map FTMS-5).

Policy T.03.03

Rights-of-Way for planned improvement projects, [as shown on the Future Transportation Map Series Nassau County Needs Network 2045 LRTP Map \(FTMS-5\)](#), shall be protected through negotiated purchase or right-of-way contribution through the development review process, or other right-of-way preservation mechanisms permitted through State law.

Policy T.03.04

Guidelines will be established in the Land Development Regulations to allow waivers to the right-of-way and road width standards as an incentive to encourage innovative design in mixed use or planned developments. For proposed development adjacent to arterial roadways, waivers will only be granted for the purpose for improving safety and access management.

Policy T.03.05

In recognition of the need to provide a parallel east-west corridor to support development within the East Nassau Community Planning Area, Nassau County and the landowner shall enter into a right-of-way reservation agreement. The execution of the right-of-way agreement shall be a condition of development approval. The roadway, within the right-of-way, shall be evaluated based upon level of service standards as determined by Nassau County.

EXHIBIT A TRANSPORTATION ELEMENT

OBJECTIVE T.04

The County shall encourage and promote the safe integration and utilization of bicycle and pedestrian movement on the County transportation system , within public facilities, commercial development, residential areas, recreational facilities, and other areas that allow public access.

Policy T.04.01

Bicycle and pedestrian facilities shall be incorporated into transportation improvement projects,. This shall include provision of [wide](#) paved shoulders and sidewalks on ~~major~~ roadway segments, especially those identified as part of the bicycle route network as designated on the Bicycle Route Network shown on Maps FTMS-7 and -8. [The County may adopt a sidewalk and trail fee-in-lieu policy for the construction of sidewalks.](#)

Policy T.04.02

~~The Amelia Island Trail~~, [Nassau County proposed trails](#) as shown on Map FTMS-~~8~~[12](#), shall be implemented by requiring developments to construct that section related to their development. Such development may receive appropriate credit from recreation impact fees and/or mobility fees. [The County may adopt a sidewalk and trail fee-in-lieu policy for the construction of trails.](#)

Policy T.04.03

The County shall continue to participate and coordinate with the North Florida TPO in the planning of regional bicycle and pedestrian paths.

Policy T.04.04

The County shall work with developers to establish an interconnected system for the safe, convenient and efficient movement of pedestrian and bicycle traffic.

Policy T.04.05

The County will consider and encourage, where feasible, greenways to link existing and proposed nature reserves, parks, cultural and historic sites with each other.

[Policy T.04.06](#)

[The County should work with utility companies, to establish trails through utility corridors to create a safe, interconnected system of trails for recreational and transportation uses, outside of designated right-of-ways.](#)

EXHIBIT A TRANSPORTATION ELEMENT

OBJECTIVE T.05

The County shall require that all developments and planned unit developments provide a circulation system which: provides adequate multi-modal access to the County transportation system.

Policy T.05.01

Encourage Circulation within Development. Development shall include features and provisions, which encourage internal automobile circulation, bicycle use, pedestrian movement, and other features to minimize utilization of the major roadway network.

Policy T.05.02

Consistency with Transportation System. The roadway and circulation systems of proposed developments should be developed in a manner consistent with the North Florida TPO and FDOT long term transportation plans.

Policy T.05.03

Access to Arterial and Collector Roadways. Development, which provides access directly to arterial and collector roadways shall be designed to:

- A) Provide adequate and safe entrance intersection(s) including turn lanes, acceleration/deceleration lanes, signalization, signage, and pavement marking as appropriate;
- B) Prevent the creation of hazardous traffic conditions, such as excessive curb cuts, which impede traffic flow.

Policy T.05.04

The County shall control the connections and access points of driveways and roads through land development regulations and recommendations to the FDOT concerning driveway permit applications. Land Development Regulations shall establish criteria for access road spacing consistent with FDOT Access Management Guidelines. In addition, the County shall request FDOT to purchase access rights for controlled access roads such as U.S. 301.

Policy T.05.05

All new developments, redevelopments and additions to existing developments shall make provisions for safe and convenient internal traffic flow and adequate off-street parking facilities for motorized and non-motorized vehicles as required in the Land Development Code.

Policy T.05.06

The following techniques shall be applied on a countywide basis to manage traffic access:

- A) Public roadways shall be classified according to function and planned, designed, and managed to preserve their functional integrity.

EXHIBIT A TRANSPORTATION ELEMENT

- B) Allowable levels of access shall be assigned to functionally classified roadways to preserve the safety and efficiency of these important transportation facilities.
- C) Direct access to major arterials and collectors shall be controlled to preserve the safety, efficiency, and character of the transportation route. Individual property access shall not be provided to arterial roadways where alternative access is available as defined in the LDR's.
- D) Raised medians shall be incorporated into the design of all arterial roadways with posted speeds of 45 mph or greater
- E) Driveway connections shall not be permitted in the functional area of the intersections of arterial or major collector roadways
- F) Signalized access points on arterial and major collector roadways shall not be approved where they substantially disrupt the ability to synchronize signals and maintain continuous traffic progression.
- G) Properties under the same ownership, consolidated for development or part of phased development plans shall be considered one property for the purposes of access control. Access points to such developments shall be the minimum necessary to provide reasonable access and not the maximum available for that property frontage.
- H) New residential subdivisions shall include an internal street layout that connects to the streets of surrounding developments unless constrained to accommodate travel demand between adjacent neighborhoods without the need to use the major thoroughfare system.

Policy T.05.07

The SR 200/A1A Access Management Overlay District is created. The SR 200/A1A Access Management Overlay District provides a further means for the County to manage development along SR 200/A1A. The purpose of this district is to reduce traffic congestion. Development that takes place within this district will be managed with the aim of protecting the public investment in the existing transportation system and reducing the need for expensive remedial measures. In addition, the policies of this overlay district will further the orderly layout and use of land, protect community character and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned division of land. This district is shown in map form as part of the Future Land Use Map Series. It lies generally within 1000 feet of each side of SR 200/A1A and stretches from Edwards Road (which is one mile west of the I-95 and SR 200/A1A interchange) to the Intracoastal Waterway. In addition to the policies in T.05.06 above, the following added policies shall also apply to development within this district: Nassau County shall continue to implement, through the LDC, the provisions of the A1A Access Management Overlay District. Nassau County shall consider, additional FDOT access management activities aimed at reducing congestion, and improving safety on SR 200/A1A.

**EXHIBIT A
TRANSPORTATION ELEMENT**

OBJECTIVE T.06

The County will coordinate transportation activities with other local governments and agencies that have planning and implementation responsibilities for transportation facilities.

Policy T.06.01

The County shall consult and communicate with adjacent local governments, and transportation entities such as the North Florida TPO, FDOT and JTA for proposed development that may have an impact on adjacent jurisdictions.

Policy T.06.02

The County will participate with the North Florida TPO in the update of the TPO's Long Range Transportation Plan and the Transportation Improvement Program.

Policy T.06.03

The County will coordinate the updating of the Schedule of Capital Improvements with the North Florida TPO's Transportation Improvement Program, FDOT's Five-Year Work Program, and the County's adopted Mobility Plan.

Policy T.06.04

When issuing any permit for access to any State Road in Nassau, the County shall document that it has followed the criteria and procedures for State Highway System Connection Permits in F.A.C. Rule 14-96. In addition, the County shall require the applicant, to acquire all necessary permits from FDOT.

OBJECTIVE T.07

The County shall protect ports, airports and related facilities from encroachment of incompatible land uses.

Policy T.07.01

The Land Development Code shall set standards for minimum setback distances, buffers and other methods to protect ports, airports and related facilities from encroachment by incompatible land uses.

Policy T.07.02

The County shall enforce height restrictions and encroachment limitations in the unincorporated portions of Nassau County surrounding the Fernandina Beach Municipal Airport and Hilliard Air Park.

**EXHIBIT A
TRANSPORTATION ELEMENT**

OBJECTIVE T.08

The County shall assist private, non-profit, and public agencies in planning and implementing local and regional transit services in Nassau County.

Policy T.08.01

The County shall continue to work with the Nassau County Council on Aging and the Northeast Florida Regional Council to support the Transportation Disadvantaged Program.

Policy T.08.02

The County shall continue its coordination effort with the Nassau County Council on Aging, JTA and the North Florida TPO to assess options for transit service in Nassau County

Policy T.08.03

The County shall refer to the Nassau County Transit Study prepared by the North Florida TPO (2015) to coordinate efforts for planning and implementing transit options in Nassau County.

Policy T.08.04

The County will continue to work with JTA, North Florida TPO, FDOT and other transportation agencies to encourage and promote transit in the Northeast Florida region.

EXHIBIT B
OBJECTIVE CI.08 CAPITAL IMPROVEMENTS ELEMENT

OBJECTIVE CI.08

The County shall continue to coordinate with the Florida Department of Transportation and the North Florida Transportation Planning Organization to advocate the inclusion and funding of certain long-range transportation improvements which are necessary to support development and maintain level of service standards within Nassau County.

Policy CI.08.01

The transportation improvements identified in the ~~Mobility Plan for the ENCPA~~ [ENCPA Sector Plan Mobility Network](#) and its adopted Detailed Specific Area Plans (DSAPs) shall be included as long term (unfunded) needs on the Future Transportation Map Series (Map FTMS-5) and shall be considered by the County when it reviews and updates [the County's](#) adopted Mobility Plan and the Schedule of Capital Improvements.

Policy CI.08.02

The County will participate with the North Florida TPO in the update of the TPO's Long Range Transportation Plan and the Transportation Improvement Program (TIP).

Policy CI.08.03

The County will coordinate the updating of the Schedule of Capital Improvements with the North Florida TPO's Transportation Improvement Program, FDOT's Five-Year Work Program, [the ENCPA Sector Plan Mobility Network](#) and the [County's](#) adopted [Future Transportation Map Series\(FTMS\) and](#) Mobility Plan.

EXHIBIT C- AS ADOPTED 11/09/2020

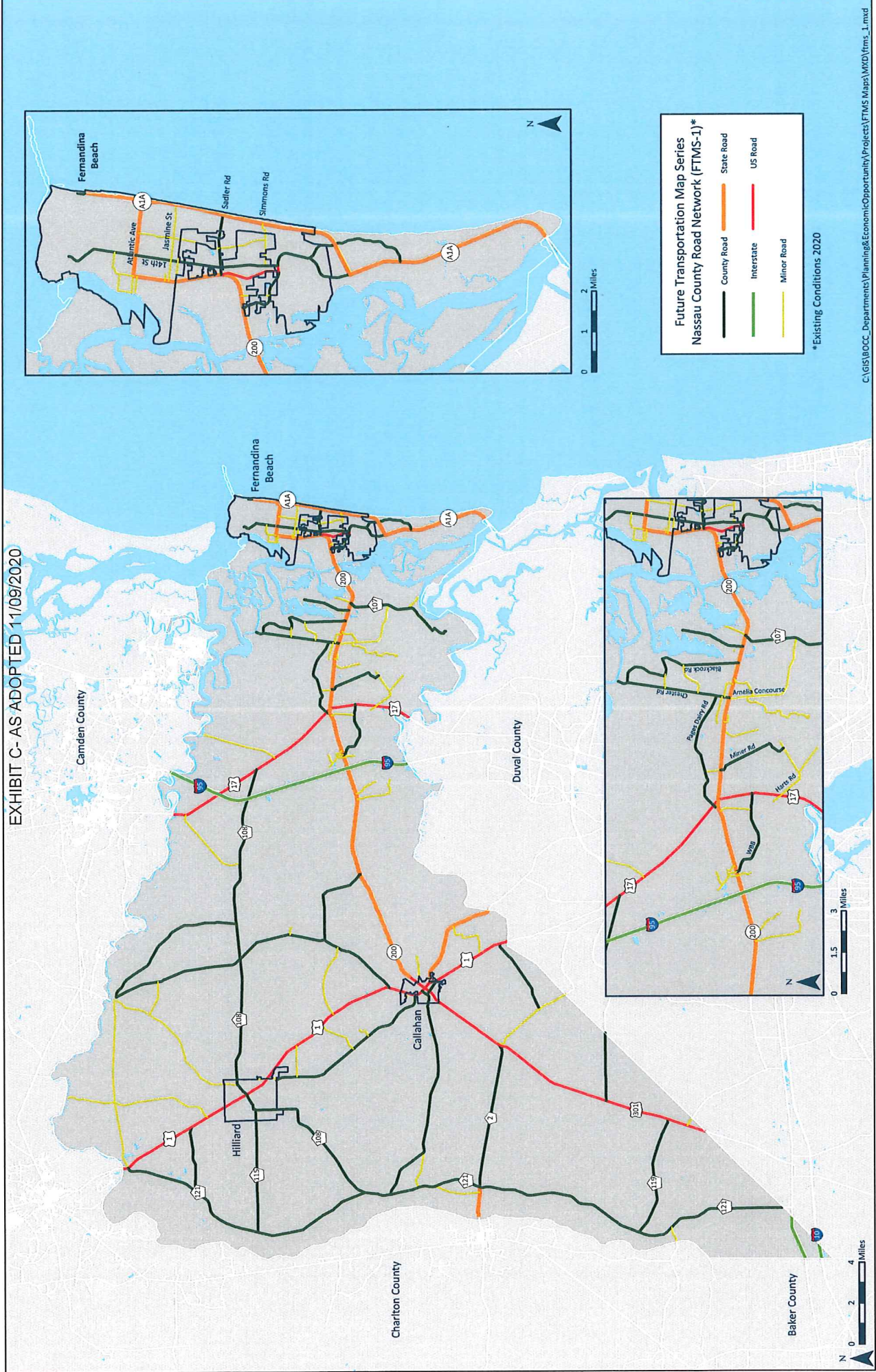


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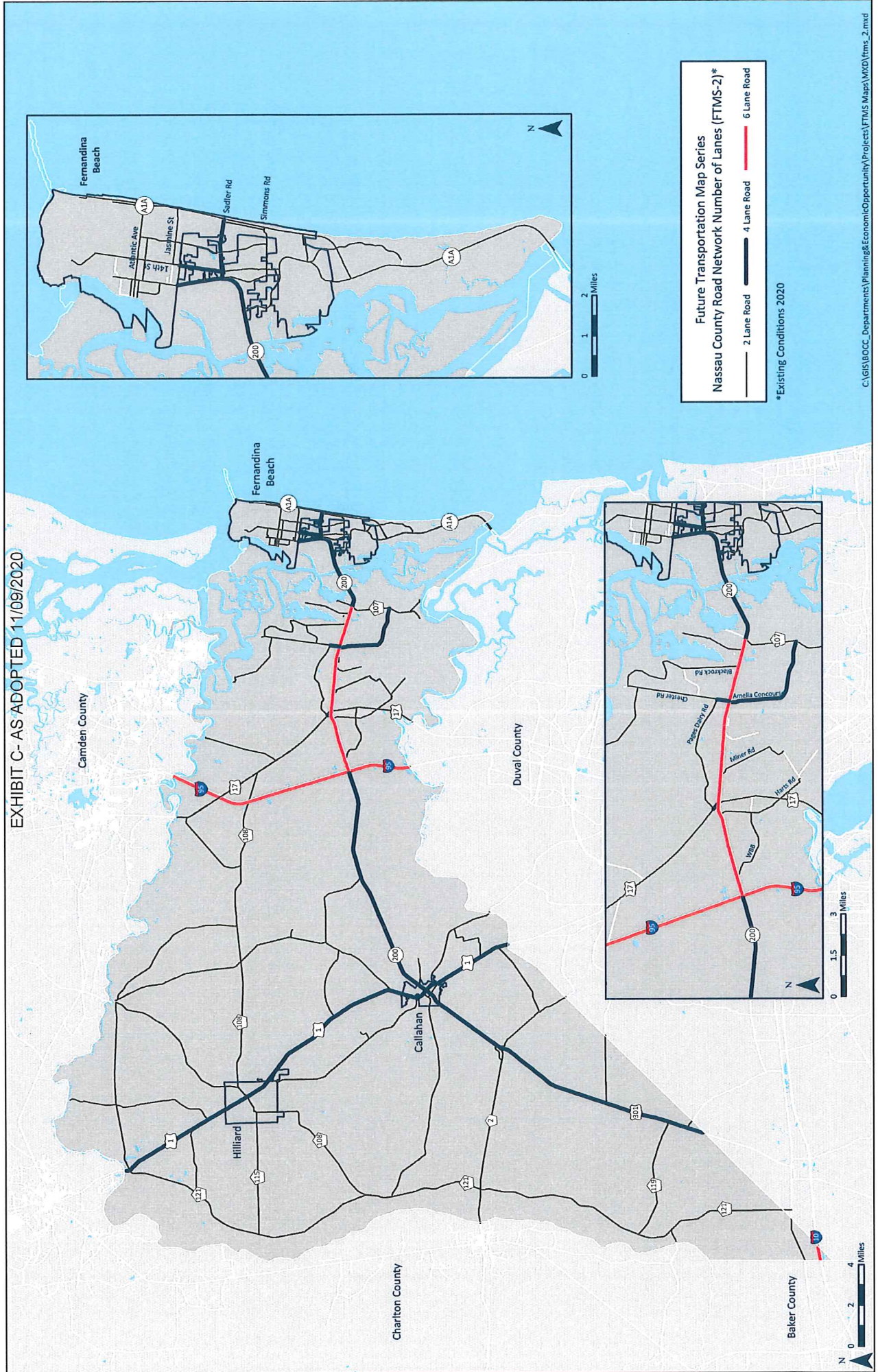


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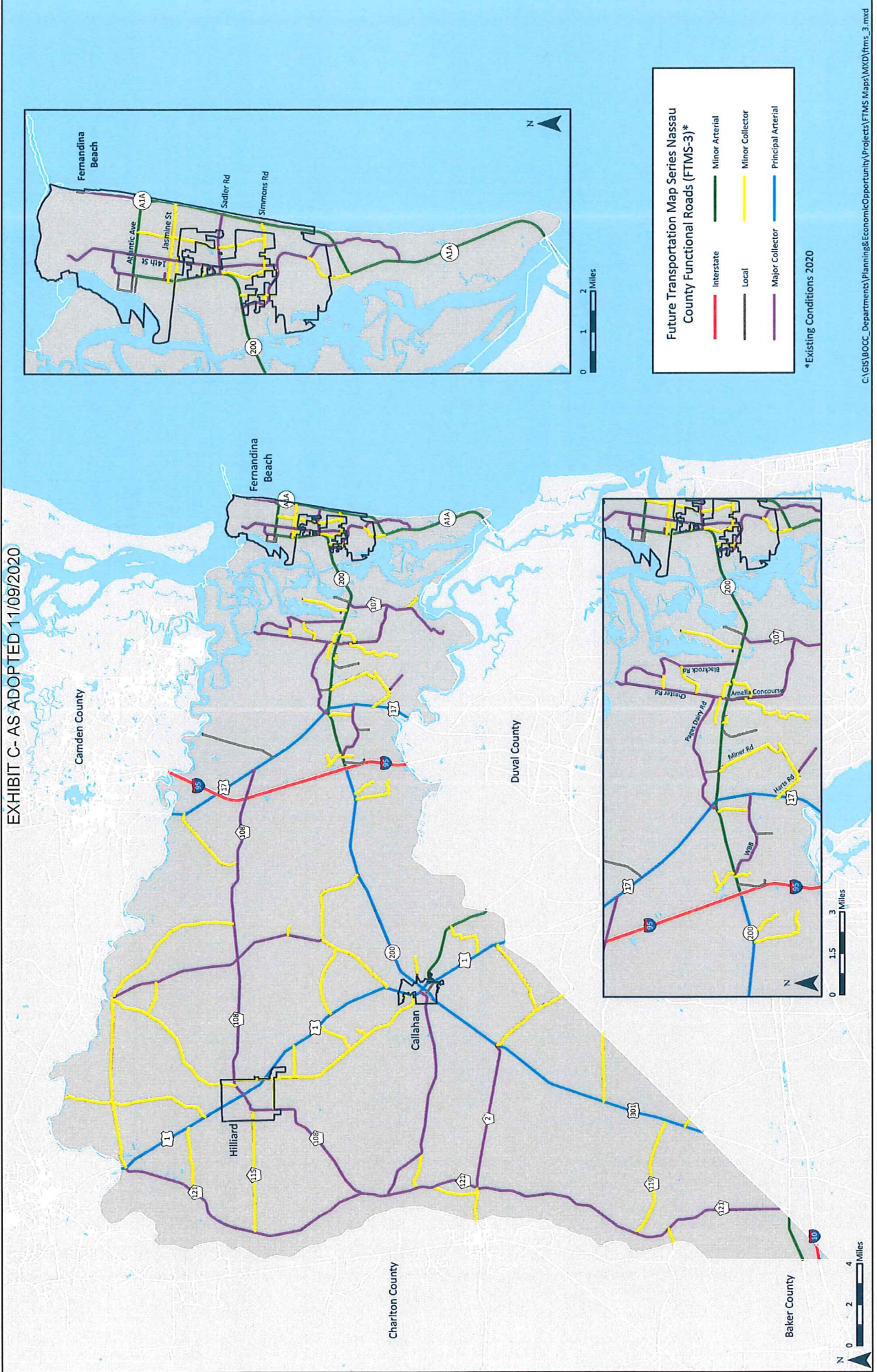
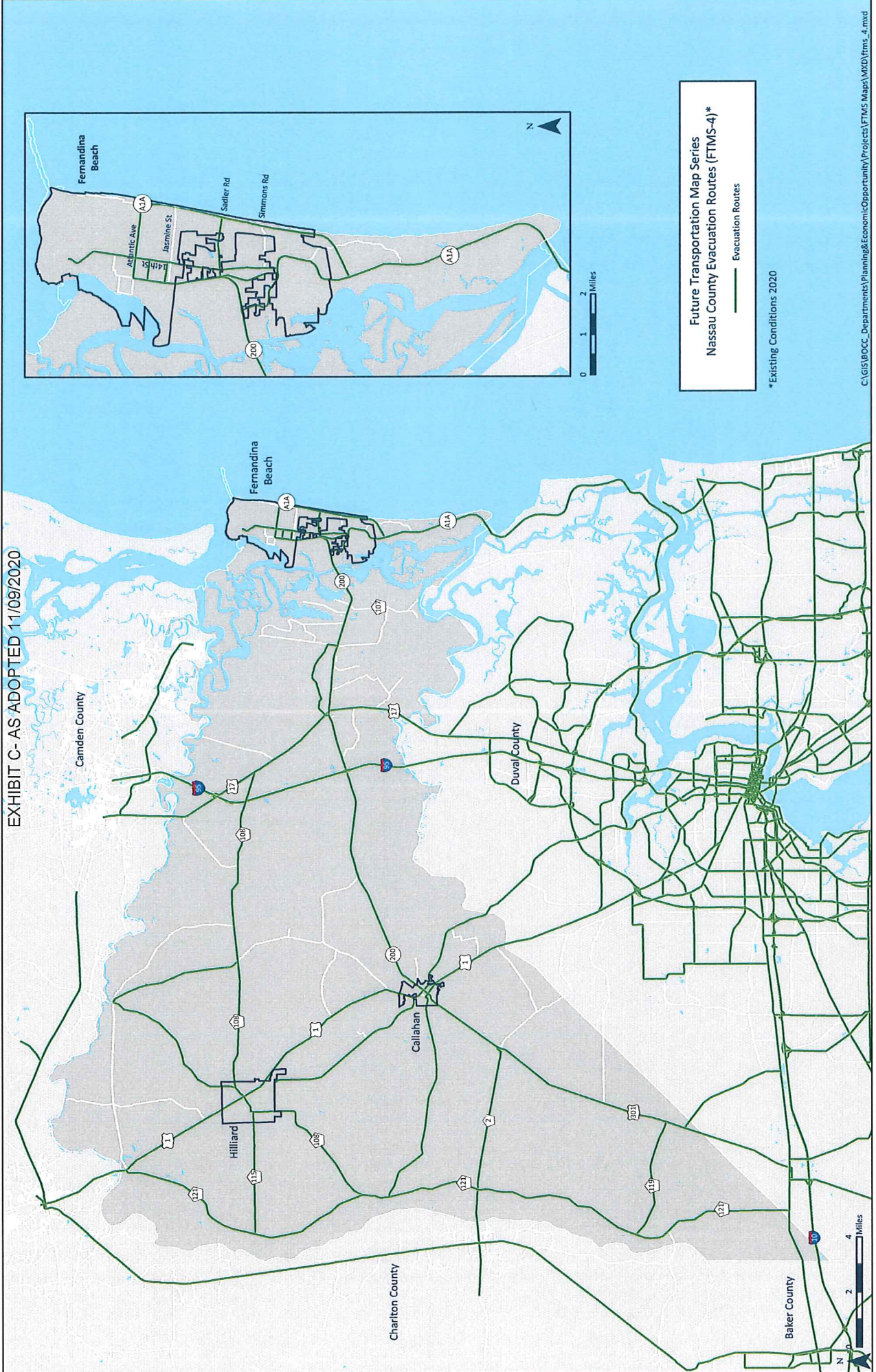


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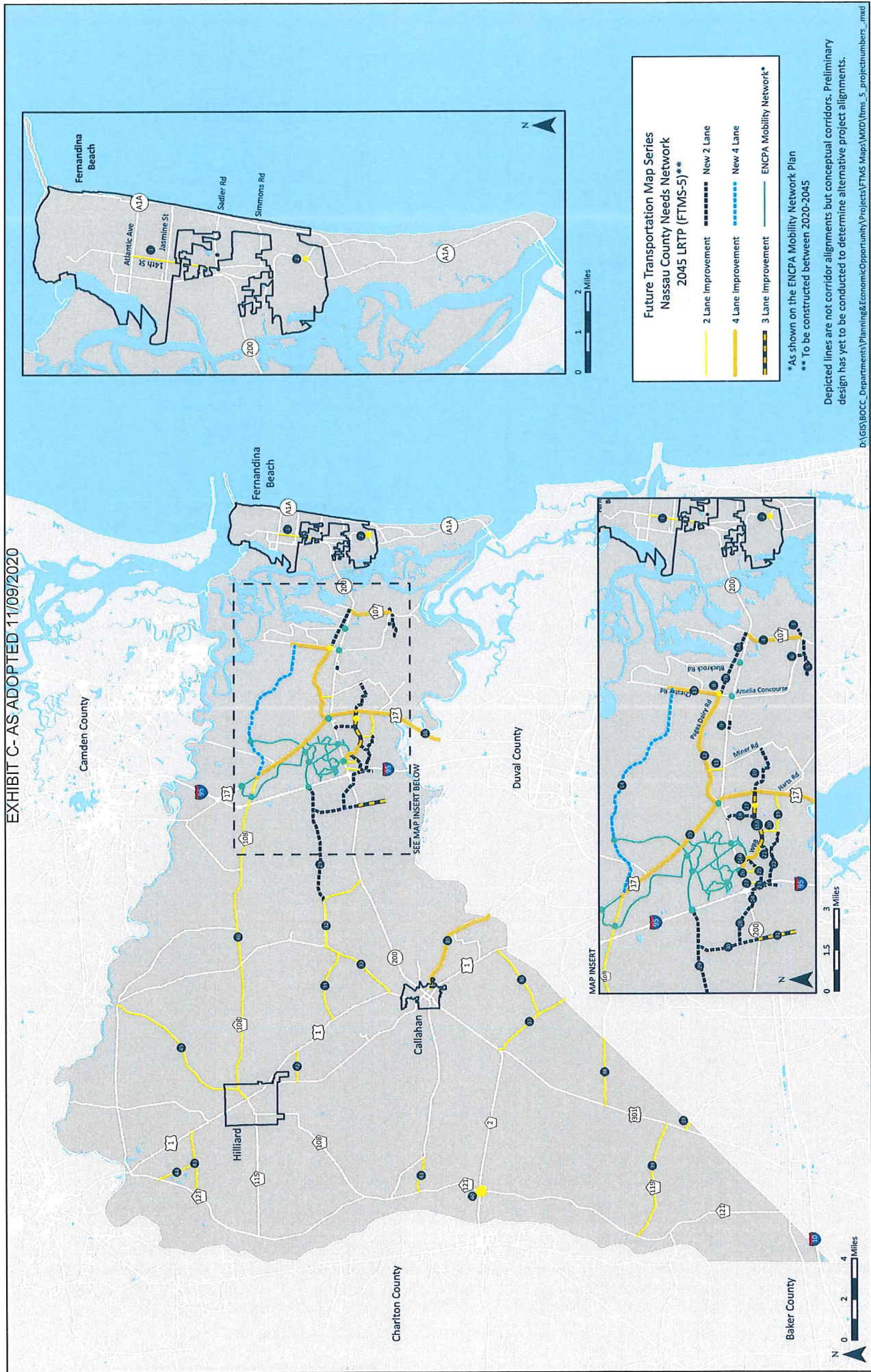


Future Transportation Map Series
 Nassau County Evacuation Routes (FTMS-4)*

— Evacuation Routes

*Existing Conditions 2020

EXHIBIT C - AS ADOPTED 11/09/2020



*As shown on the ENCPA Mobility Network Plan
 ** To be constructed between 2020-2045

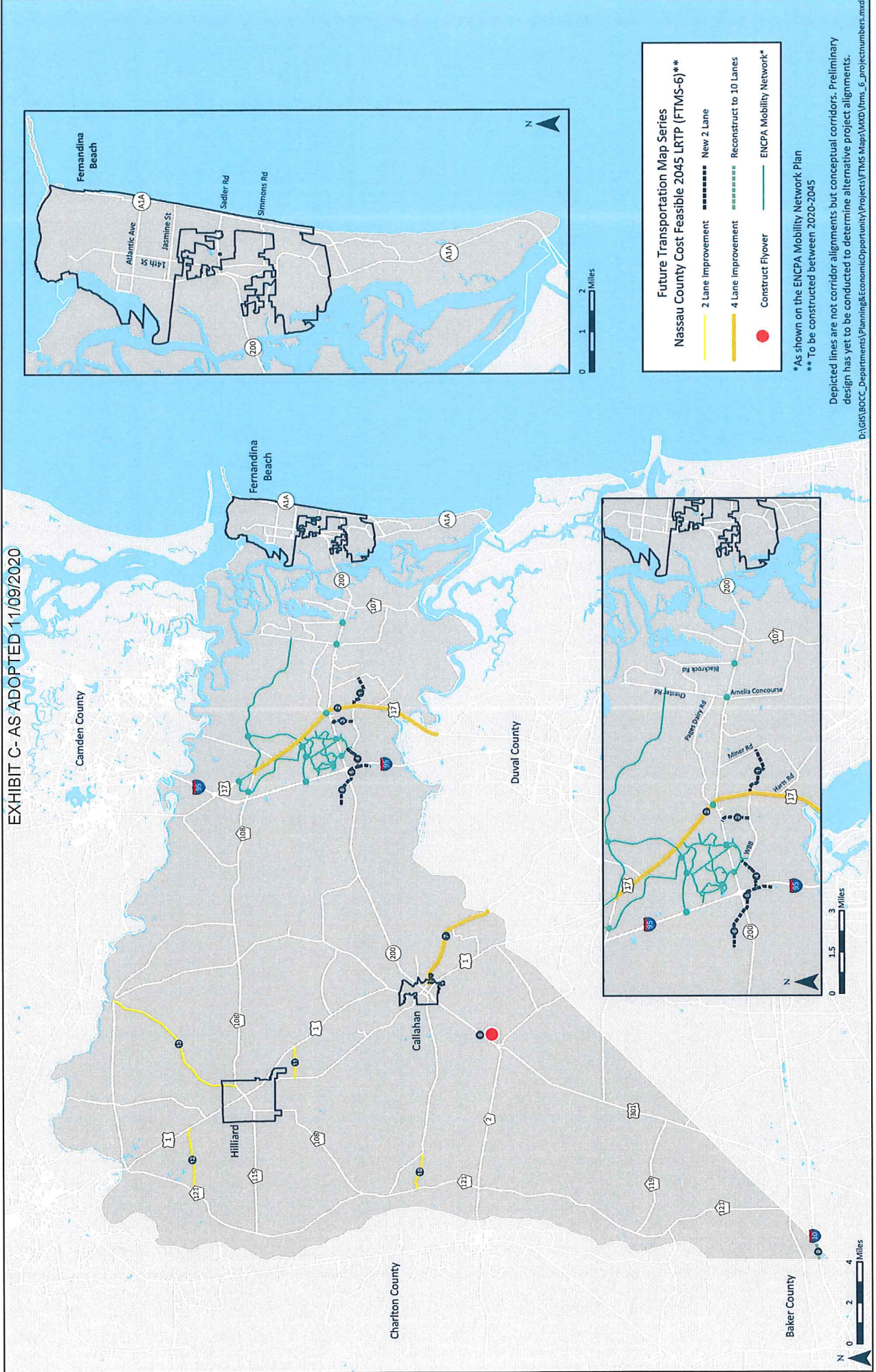
Depicted lines are not corridor alignments but conceptual corridors. Preliminary design has yet to be conducted to determine alternative project alignments.

EXHIBIT C- AS ADOPTED 11/09/2020

FTMS # 5

Key	Project Name	Description
1	14th St. Improvements	Safety improvements (median, restriping), shared-use path construction
2	Amelia Island Pkwy / Buccaneer Path Roundabout	Intersection Safety Improvements
3	Amelia Concourse Ext.	Extend the Amelia Concourse from CR 107 to Frank Ward Road
4	CR 107 (Old Nassauville Rd)	Four lane from SR 200 to Amelia Concourse and add sidewalks.
5	Hendricks Rd Ext. to CR 107 (Old Nassauville Rd)	New 2 lane road with sidewalk and shared-use path from Hendricks Road to CR 107
6	New Road from Hendricks to Amelia Concourse	New 2 lane road with sidewalk and shared-use path
7A	Pages Dairy Rd Ext. Ph. 1	New 2 lane road with sidewalk and shared-use path from Chester to Blackrock Road
7B	Pages Dairy Rd Ext. Ph. 2	New 2 lane road with sidewalk and shared-use path from Blackrock to O'Neil Scott Roac
8	Pages Dairy/Chester Rd Intersection	Intersection Safety Improvements and urbanization of Chester from Pages Dairy to David Hallmar
9	Christian Way Ext.	New 2 lane road with sidewalk and shared-use path from Christian Way to Amelia Concourse
10	William Burgess Blvd Ext. Ph. 1	New 2 lane road with sidewalk and shared-use path from US17 to Miner Roac
11	Felmor Rd Improvements	Addition of sidewalks, utilities, paved shoulders, and a queuing lane for student drop-off / pick-up
12	Pages Dairy Rd Improvements	Widen to four lanes, add pedestrian improvements and shared-use path
13	Chester Rd Improvements	Widen to four lanes, add pedestrian improvements and shared-use path
14	CR-108 from Chester Rd to US-17	Extend CR 108 from US-17 to Chester Road
15	US-17 Improvements (State Project)	Four lane US-17 from SR-200 to Duval County
16A	William Burgess Blvd Redevelopment (4-Lane)	Redevelop William Burgess to 2 lane each direction, and center turn lane / median
16B	William Burgess Blvd Redevelopment (3-Lane)	Redevelop William Burgess to 1 lane each direction, and center turn lane / median
17	William Burgess Blvd/Harts Rd Roundabout	Intersection improvements to construct a roundabout
18	Cardinal Rd Improvements	Improve to 2 lane road with bike lanes, sidewalks, and signalized intersection at SR 200.
19	Clyde Higginbotham Rd Improvements	Upgrade Harvester to paved roadway with bike lanes and 1 shared use path or 2 shared-use paths, and sidewalks.
20	Harvester St Improvements	Upgrade Harvester to paved roadway with bike lanes and 1 shared use path or 2 shared-use paths, and sidewalks.
21	New William Burgess Blvd Rd	New two lane road with bike lanes, a sidewalk, and a share-use path, or 2 shared use paths.
22	Mentoria Rd Improvements (New 4-Lane)	Improve existing 2 lane road and extend to new North-South roadway in WBD, to include shoulders and shared-use path
23	New Bridge Across I-95	New 2 lane bridge with 10' shoulders for emergencies, shared-use path, and sidewalks to connect Semper Fi and WBC
24	Semper Fi Improvements	Reconstruct Semper Fi from new bridge at I-95 and realign to Wildwood Road, as shoulders, sidewalk, and shared-use path
25	New 2-Lane Road in William Burgess District	New two lane road with paved shoulders and a share-use path from I-95 Bridge to William Burgess Boulevard
26	Harper Chapel Rd Improvements and Ext.	Upgrade existing portion of the road and extend the road, with a shared-use path and sidewalk, to the Judicial Complex
27	Mentoria Rd Improvements (2-Lane)	Improve existing 2-lane road and construct a new road, to include shoulders and a shared-use path
28	Extend Wildwood Rd to Edwards Rd	New two lane road with paved shoulders and a share-use path from Edwards Extension to Wildwood Roac
29	New Road From Griffin Rd to I-95 Interchange	New 2 lane road with shared-use path and 100 foot landscape buffers
30	Edwards Rd Ext.	New 2 lane road with shared-use path and 100 foot landscape buffers from SR-200 to New Road from I-95 to Griffir
31	Edwards Rd Improvements	Redevelopment of road to include sidewalks/shared-use path and center turn lane
32	Griffin Rd Improvements	Widen Lanes, add paved shoulders, shared-use path, and sidewalk
33	Musselwhite Rd Improvements	Widen Lanes, add paved shoulders, shared-use path, and sidewalk
34	Sauls Rd Improvements	Pave the existing dirt road
35	Lem Turner Rd Improvements (State Project)	Four lane from US-1 to Duval County
36	Ratliff Rd Improvements	Widen Lanes, add paved shoulders, shared-use path, and sidewalk - exempt railroad area:
37	Thomas Creek Rd Improvements	Widen lanes, add paved shoulder and sidewalks
38	Ford Rd Improvements	Add paved shoulders and sidewalks
39	CR 119 (Otis Rd)	Widen lanes, add paved shoulders, exempt railroad areas:
40	Crawford Rd/ CR 121 Intersection Improvements	Intersection improvements, new mast arm, turn lanes
41	Rowe Cutoff Rd Improvements	Pave the dirt road and add shoulders.
42	Pratt Siding Rd Improvements	Pave the dirt road, if possible add shoulders and share-use path,
43	Andrews Rd Improvements	Widen existing lanes and add shoulders and pedestrian improvements
44	Sundberg Rd Improvements	Paving dirt road
45	Kings Ferry Rd Improvements	Shoulder addition to Kings Ferry Road (excluding the bridge)
46	CR 108 Improvements	Widen existing road with paved shoulders, shared-use path, sidewalk, and improve I-95 bridge/overpass:

EXHIBIT C- AS ADOPTED 11/09/2020



**Future Transportation Map Series
Nassau County Cost Feasible LRTP (FTMS-6)****

- 2 Lane Improvement
- 4 Lane Improvement
- - - - - New 2 Lane
- Reconstruct to 10 Lanes
- Construct Flyover
- ENCPA Mobility Network*

*As shown on the ENCPA Mobility Network Plan
 ** To be constructed between 2020-2045

Depicted lines are not corridor alignments but conceptual corridors. Preliminary design has yet to be conducted to determine alternative project alignments.

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EXHIBIT C- AS ADOPTED 11/09/2020

FTMS # 6		
Key	Project Name	Description
1	William Burgess Blvd Ext. Ph. 1	New 2 lane road with sidewalk and shared-use path from US17 to Miner Road
2	US-17 Improvements (State Project)	Four lane US-17 from SR-200 to Duval County
3	Cardinal Rd Improvements	Improve to 2 lane road with bike lanes, sidewalks, and signalized intersection at SR 200.
4	New 2-Lane Road in William Burgess District	New two lane road with paved shoulders and a share-use path from I-95 Bridge to William Burgess Boulevard
5	Semper Fi Improvements	Reconstruct Semper Fi from new bridge at I-95 and realign to Willwood Road, as shoulders, sidewalk, and shared-use path.
6	Extend Willwood Rd to Edwards Rd	New two lane road with paved shoulders and a share-use path from Edwards Extension to Willwood Road
7	Lem Turner Rd Improvements (State Project)	Four lane from US-1 to Duval County
8	301 Flyover (State Project)	Intersection improvements at the Crawford Diamond
9	I-10 Improvements (State Project)	Widening of existing Interstate
10	Rowe Cutoff Rd Improvements	Pave the dirt road and add shoulders.
11	Pratt Sliding Rd Improvements	Pave the dirt road, if possible add shoulders and share-use path.
12	Andrews Rd Improvements	Widen existing lanes and add shoulders and pedestrian improvements
13	Kings Ferry Rd Improvements	Shoulder addition to Kings Ferry Road (excluding the bridge)

EXHIBIT C- AS ADOPTED 11/09/2020

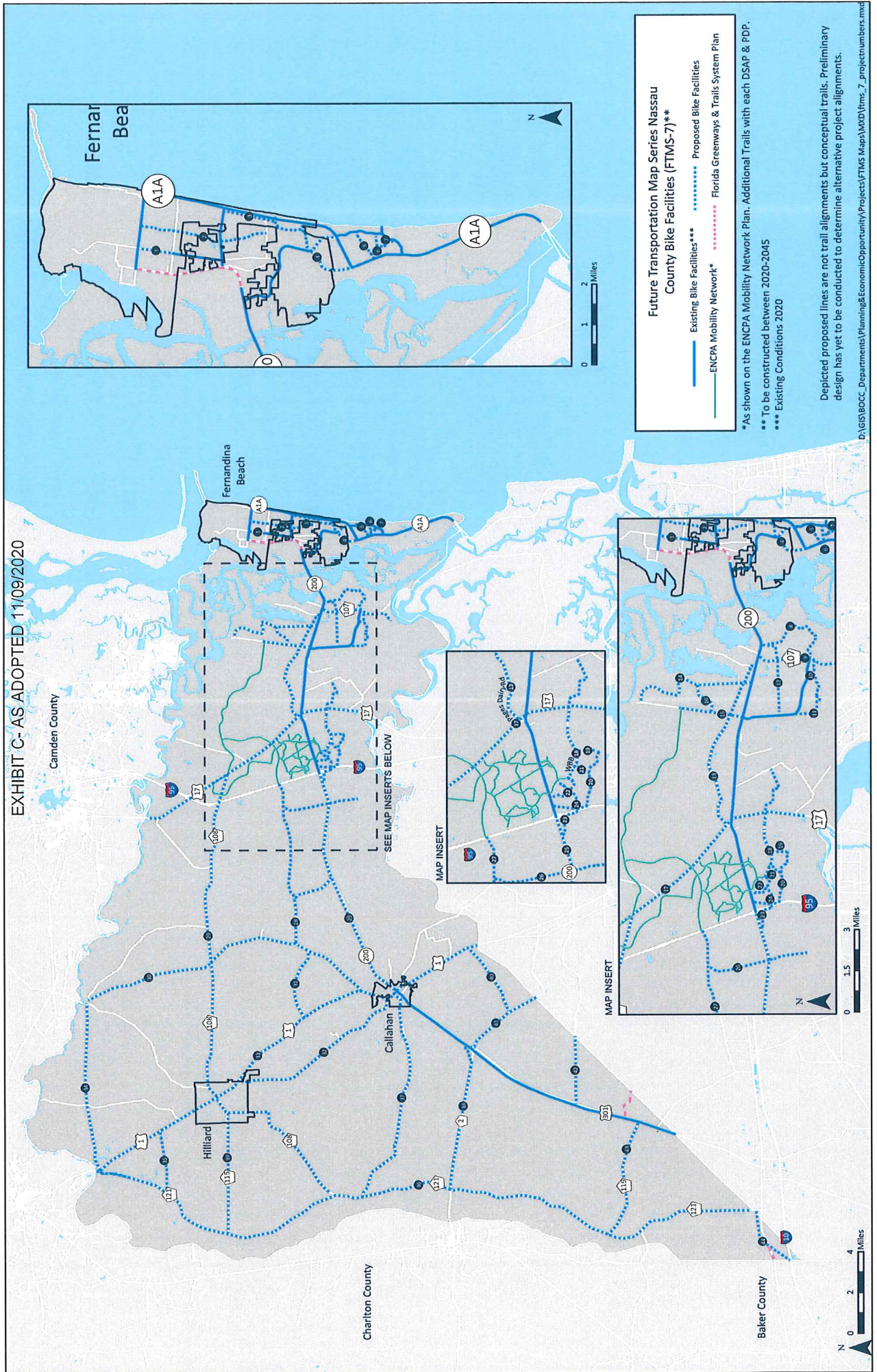


EXHIBIT C- AS ADOPTED 11/09/2020

FTMS #7	
Key	Project Name
1	S. 14th St from Atlantic Ave to Jasmine St
2	Citrona Will Hardee Path
3	American Beach Loop
4	Buccaneer Trail and Amelia Island Pkwy to S. Fletcher Ave
5	Scott Rd from Amelias Island Pkwy to First Coast Hwy
6	Orange Ave Trail
7	Amelia Island Pkwy Connect to Orange Ave Trail
8	Frank Ward Trail
9	CR 107 from SR 200 to Goffinsville Park
10	Hendricks Road Ext. to Amelia Concourse
11	Amelia Concourse to CR 107
12	Amelia Concourse Utility Easement
13	Pages Dairy Rd US-17 to SR 200
14	Blackrock Rd
15	Chester Rd to Green Pine Rd
16	Heron Isles Pkwy
17	US-17 Improvements
18	William Burgess Blvd to Miner Rd
19	Harvester Rd
20	Mentoria Rd Improvements to Harvester Rd
21	William Burgess Blvd Trail Connector to Mentoria Rd Improvements
22	Harper Chapel Rd from SR 200 to William Burgess Blvd
23	Semper Fl to Mentoria to SR 200
24	Mentoria Across Harper Chapel Rd to William Burgess Blvd
25	SR 200 from Police Lodge Rd to US-1
26	Edwards Rd
27	New Road I-95 to Griffin Rd
28	Griffin Rd
29	CR 108 to CR 121
30	Middle Rd
31	Saulis Rd
32	Old Dixie Hwy
33	US-1
34	Lake Hampton Rd and Kolars Ferry Rd
35	Andrews Rd
36	CR 121
37	River Rd
38	Crawford Rd
39	Bay Rd
40	Ratliff Rd
41	Thomas Creek Rd
42	Ford Rd
43	CR 119
44	Baldwin Rail Trail Extension Duval

EXHIBIT C- AS ADOPTED 11/09/2020

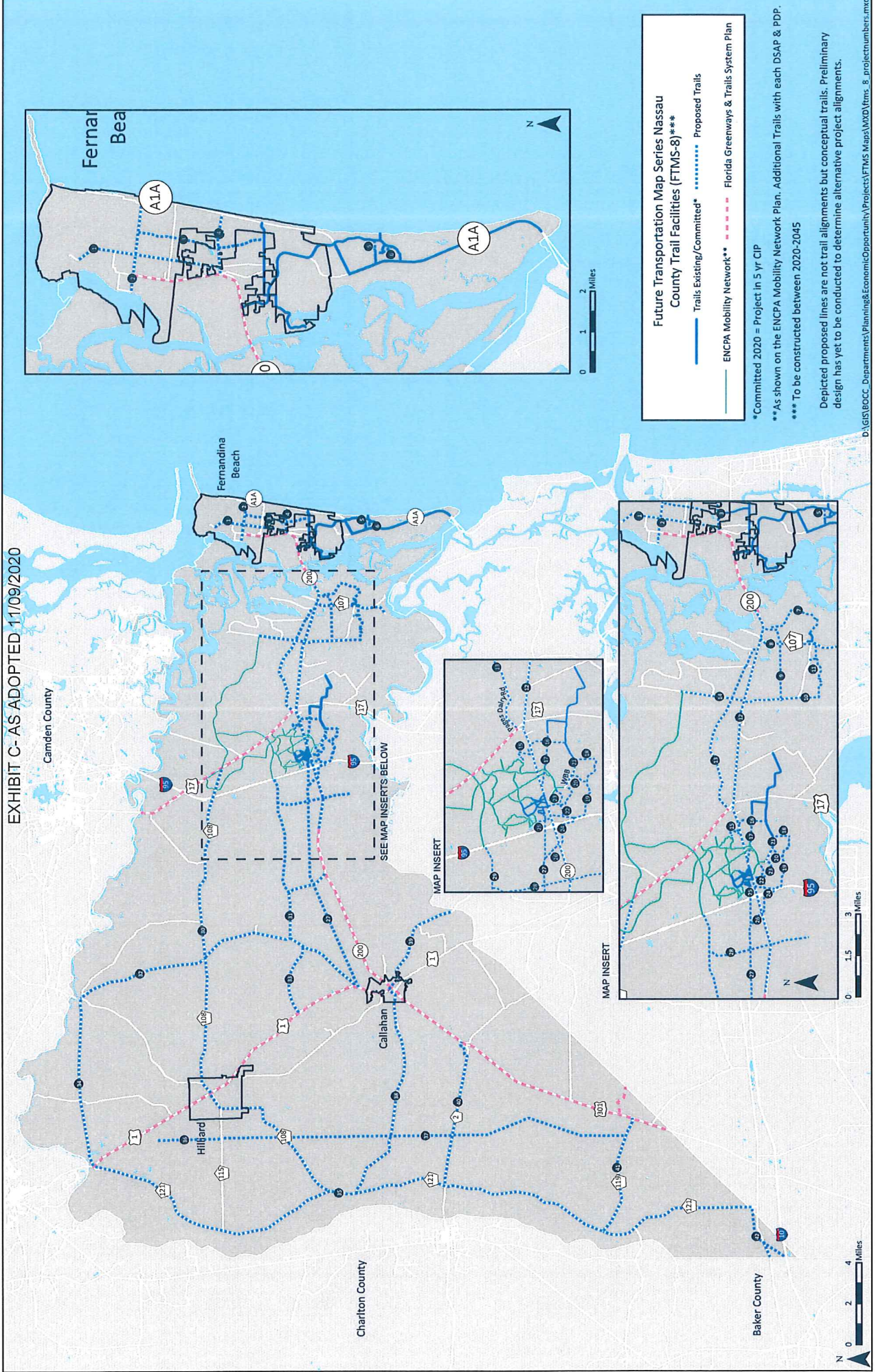


EXHIBIT C- AS ADOPTED 11/09/2020

FTMS #8	
Key	Project Name
1	14th St to Sadler Rd
2	Centre ST/Atlantic Ave
3	Citrona Will Hardee Path
4	Sadler Rd to the Beach
5	Orange Ave Trail
6	Amelia Island Pkwy Connect to Orange Ave Trail
7	Frank Ward Trail
8	CR 107 from SR 200 to Goffinsville Park
9	Amelia Concourse Utility Easement
10	Amelia Concourse ext. to CR 107
11	Hendricks Road Ext. to Amelia Concourse
12	SR 200 from the Intracoastal to Police Lodge Rd
13	Pages Dairy Rd US-17 to SR 200
14	Chester Rd to Green Pine Rd
15	ENCPA Mobility Connector
16	Cardinal Rd Improvements
17	William Burgess District Utility Easement
18	Harvester Rd
19	Mentoria Rd Improvements to Harvester Rd
20	William Burgess Blvd Trail Connector to Mentoria Rd Improvements
21	William Burgess Blvd Improvements
22	Harper Chapel Rd from SR 200 to William Burgess Blvd
23	William Burgess District Trail
24	Mentoria Across Harper Chapel Rd to William Burgess Blvd
25	ENCPA Mobility Connector
26	Wildwood to Callahan Utility Corridor
27	Callahan Utility Corridor
28	Edwards Rd
29	New Road I-95 to Griffin Rd
30	CR 108 to CR 121
31	Griffin Rd
32	Middle Rd
33	Sauls Rd
34	Lake Hampton Rd and Kolars Ferry Rd
35	CR 121
36	West Nassau Utility Corridors Bay Rd to Andrews Rd
37	Bryceville to Hilliard Utility Corridor
38	River Rd
39	Lem Turner Rd Improvements
40	Crawford Rd
41	CR 119
42	Baldwin Rail Trail Extension Duval

EXHIBIT C- AS ADOPTED 11/09/2020

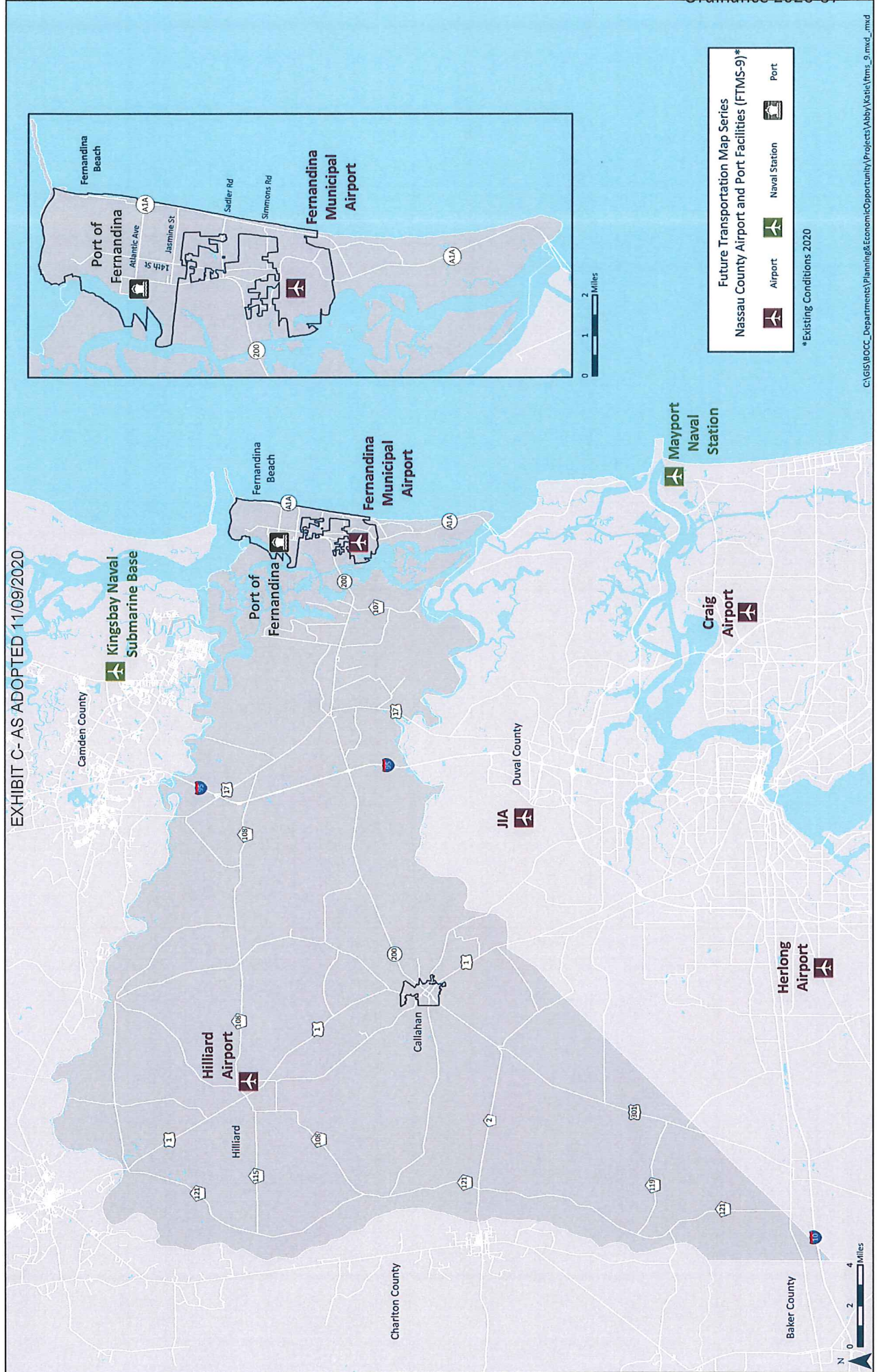
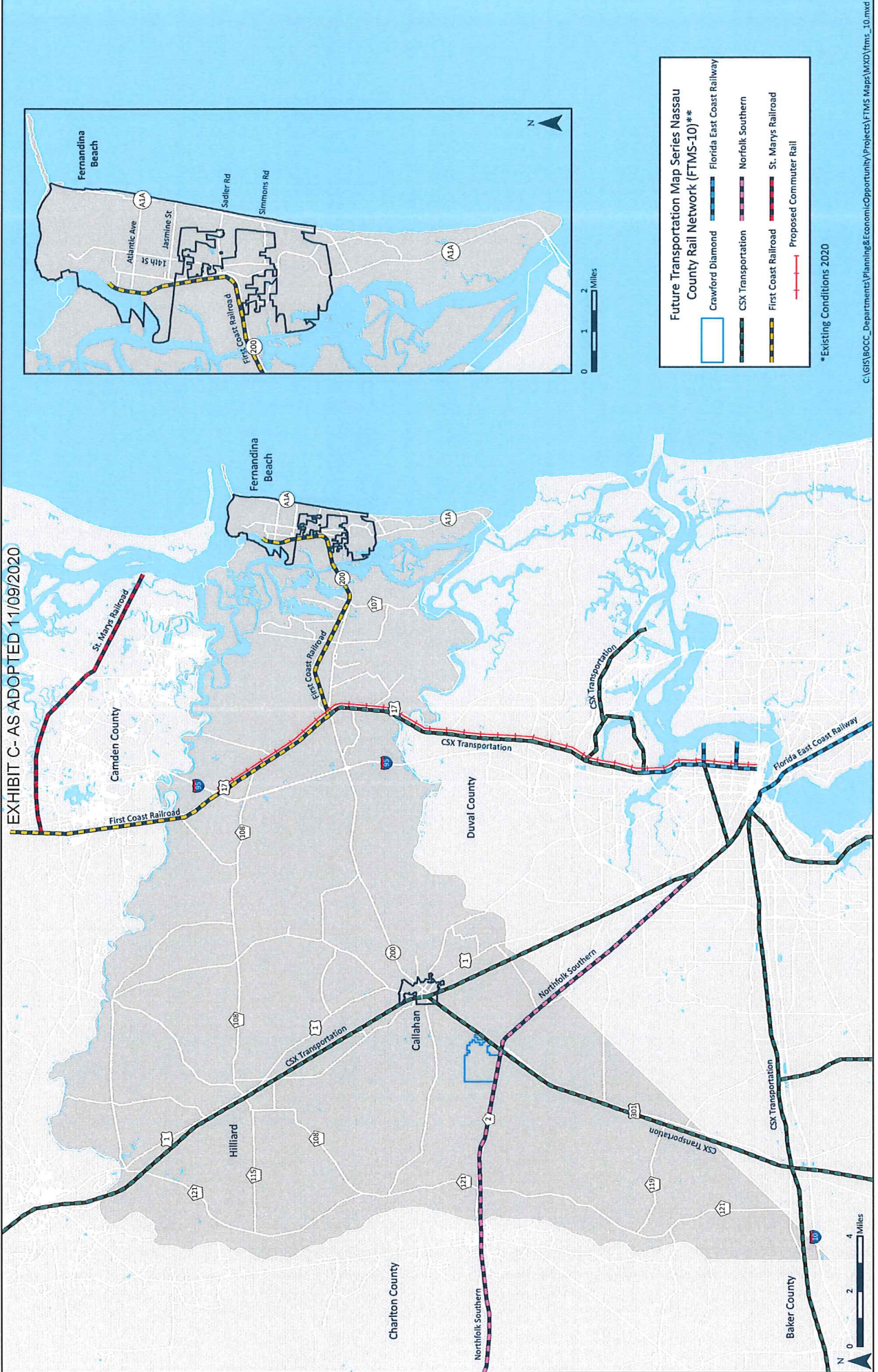


EXHIBIT C- AS ADOPTED 11/09/2020



Future Transportation Map Series Nassau County Rail Network (FTMS-10)**

- Crawford Diamond
- Florida East Coast Railway
- CSX Transportation
- Norfolk Southern
- First Coast Railroad
- St. Marys Railroad
- Proposed Commuter Rail

* Existing Conditions 2020