ORDINANCE NO. 2021-24

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF NASSAU COUNTY, FLORIDA, REGARDING MOBILITY FEES; AMENDING NASSAU COUNTY ORDINANCE NO. 2014-16, THE MOBILITY FEE ORDINANCE; AMENDING SECTION 1.01 OF NASSAU COUNTY ORDINANCE NO. 2014-16 TO ADOPT UPDATED DEFINITIONS; AMENDING SECTION 1.03 OF NASSAU COUNTY ORDINANCE NO. 2014-16 TO ADOPT UPDATED LEGISLATIVE FINDINGS; AMENDING SECTION 1.04 OF NASSAU COUNTY ORDINANCE NO. 2014-16 TO ADOPT AN UPDATED MOBILITY FEE STUDY; AMENDING SECTION 2.01 OF NASSAU COUNTY ORDINANCE NO. 2014-16 TO ADOPT UPDATED MOBILITY FEE RATES; PROVIDING FOR NOTICE OF MOBILITY FEE RATES; PROVIDING FOR SEVERABILITY AND CODIFICATION; AND PROVIDING AN EFFECTIVE DATE.

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

SECTION 1. AMENDMENT OF SECTION 1.01 OF NASSAU COUNTY ORDINANCE NO. 2014-16 REGARDING DEFINITIONS. Section 1.01 of Nassau County Ordinance No. 2014-16, entitled "Definitions," is hereby amended as follows:

SECTION 1.01. DEFINITIONS. When used in this Ordinance, the following terms shall have the following meanings, unless the context otherwise clearly requires:

* * *

~~**"Day Care Center"** shall mean any child care center or child care arrangement which provides child care for more than five (5) children unrelated to the operator and which receives a payment, fee, or grant for any of the children receiving care, but not including Schools, summer camps, church-related schools conducted during vacation periods, or operators of transient establishments, as defined in Chapter 509, Florida Statutes (as a Child Care Facility), which provide child care solely for guests of their establishment.~~

* * *

"East Zone" shall mean the Mobility Zone, as shown in Appendix B, covering all lands in the unincorporated area of the County lying east of Interstate 95, less and except the lands included in the East Nassau Community Planning Area, as defined in Section 29-172 of the Nassau County Code of Ordinances.

* * *

"West Zone" shall mean the Mobility Zone, as shown in Appendix B, covering all lands in the unincorporated area of the County lying west of Interstate 95, less and except the lands included in the East Nassau Community Planning Area, as defined in Section 29-172 of the Nassau County Code of Ordinances.

[Underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 2. AMENDMENT OF SECTION 1.03 OF NASSAU COUNTY ORDINANCE NO. 2014-16 REGARDING FINDINGS. Section 1.03 of Nassau County Ordinance No. 2014-16, entitled "Findings," is hereby amended as follows:

SECTION 1.03. FINDINGS. It is hereby ascertained, determined and declared:

* * *

Q. It is the purpose of this Ordinance to implement many of the tools and techniques identified and encouraged by the State Legislature in ~~Chapter 2011-139, Laws of Florida (House Bill (HB) 7207),~~ Chapter 163, Part II, Florida Statutes, and identified by the Commission in the Nassau County Comprehensive Plan. These tools and techniques will substantially advance the public purposes of job creation, and reduction of energy, infrastructure, and service costs; i.e., public safety, that typically result from lower density/sprawl-type development patterns.

* * *

S. The Mobility Fee Study, Mobility Fee, and this Ordinance comply with the goals, objectives and policies of the Nassau County Comprehensive Plan, specifically Transportation Element Policies ~~T.01.02 T.02.01 T.02.03, T.04.03, and T.06.02~~ T.01.01, T.02.01, T.02.02, T.02.03, T.02.04, T.04.01, T.06.02, and T.06.03; and Capital Improvements Element Policies ~~CI.01.08~~

~~and CI.07.02~~ CI.01.06, CI.02.03, CI.06.02, CI.06.03, and CI.07.02 and are consistent with the State Legislature's encouraged direction in Chapter 163, Part II, Florida Statutes ~~Chapter 2011-139, Laws of Florida (HB 7207~~.

* * *

U. The County shall be divided into separate Mobility Zones which are based on the Mobility Fee Study and the Comprehensive Plan and generally depict those areas where the County has planned for urban, suburban, and rural forms of development. The Mobility Zones shall be utilized to create the differential Mobility Fee structure encouraged by the Comprehensive Plan and Chapter 163, Part II, Florida Statutes ~~Chapter 2011-139, Laws of Florida (HB 7207)),~~.

* * *

~~Y. The County has determined that there currently exists a shortage of certain land uses within the County that are desirable for a fully functioning society and necessary to provide essential reasonably priced services and facilities to County residents. These scare land uses include medical offices (ITE land use 720), shopping centers (ITE land use 820), and Child Care Facilities (ITE land use 565). Without an abundant supply of these land uses, County residents would likely need to travel farther distances and incur greater VMTs to procure these services and facilities. Additionally, for Child Care Facilities, it is in the best interests of the County and its citizens to have a robust and capable work force, rendering it desirable and necessary to have an abundant supply of Child Care Facilities so that parents with young children are able to fully participate in the labor market if they so choose. Accordingly, in order to facilitate the development of these scare and needed land uses within the County, the County finds that it is fair and reasonable to discount the Mobility Fee these land uses would otherwise pay as an incentive to encourage the development of these land uses; provided, however, that the Mobility Fee for other land uses shall not be increased as a result of this incentive.~~

~~Z~~Y. In accordance with Section 1013.371, Florida Statutes, all public schools are exempt from impact fees, including the Mobility Fee. Accordingly, in order to treat all Schools in a like manner, the Board finds that it is fair and reasonable to apply this exemption to all Schools; provided, however, that the Mobility Fee for other land uses shall not be increased as a result of this exemption.

Z. The data utilized in the Mobility Fee Study for establishment of the Mobility Fees imposed herein is the most recent and localized data available

for the Designated Mobility Improvements and other study components as of the date of the Mobility Fee Study.

AA. There is a rational nexus between future growth, as represented by New Construction and the need to construct the Designated Mobility Improvements within the County Transportation System to accommodate the impacts generated by such growth and maintain the standards of service adopted by the County. The Mobility Fees adopted herein for each land use category are proportional to the impact expected to be generated by the New Construction.

BB. In accordance with Section 163.31801, Florida Statutes, the Commission has held two duly noticed public workshops to consider whether extraordinary circumstances exist to justify increases in the Mobility Fee Rates in advance of the phase-in provisions of state law. Based on the Extraordinary Circumstance Demonstrated Need Study, which is hereby incorporated herein by reference, and the comments and input provided at these workshops, the Commission finds that there are extraordinary circumstances to necessitate the increases in the Mobility Fee Rates included herein because (i) transportation planning is a complicated and evolving process. The County's effort to ensure that the Mobility Fee update was comprehensive, legally sound, and transparent, required additional time to complete. Additionally the COVID-19 pandemic slowed the study process as the County and its consultants focused on the response to the pandemnic. Further delays in implementation of the updated fees runs the risk of having underlying data sources becoming outdated and putting the County's transporation funding strategy perpetually behind; (ii) Nassau County's extraordinanary growth rate requires the implementation of new transporation capacity to meet the demands of new growth. To ignore this immediate demand would negatively impact on the County's ability to financially plan and implement the required transporation system upgrades, negatively impact on the desirability of the County for new development and job creation, and cause a deterioration in the level of service for existing residents and businesses; and (iii) the costs of transportation infrastruture continue to increase at an extraordinary rate in the County and any further delays in implementation of an updated Mobility Fee risks the County being able to afford the cost of the needed transportation infrastructre upgrades that are required to serve new growth.

[Underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 3. AMENDMENT OF SECTION 1.04 OF NASSAU COUNTY ORDINANCE NO. 2014-16 REGARDING ADOPTION OF MOBILITY FEE STUDY. Section 1.04 of Nassau County Ordinance No. 2014-16, entitled "Adoption of Mobility Fee Study," is hereby amended as follows:

SECTION 1.04 ADOPTION OF MOBILITY FEE STUDY. The Commission hereby adopts and incorporates by reference, the study entitled "Nassau County Mobility ~~Fee~~ Plan Report," dated as of ~~July 2014~~ March 19, 2021, particularly the assumptions, conclusions and findings in such study as to the allocation of anticipated costs of capital improvements and additions to the County Transportation System between those costs required to accommodate existing traffic and those costs required to accommodate traffic generated by growth and those assumptions, conclusions and findings in such study as to the determination of anticipated costs of additions to the County Transportation System required to accommodate growth. The Mobility Fee Study is attached as Appendix A.

[Underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 4. AMENDMENT OF SECTION 2.01 OF NASSAU COUNTY ORDINANCE NO. 2014-16 REGARDING IMPOSITION. Section 2.01 of Nassau County Ordinance No. 2014-16, entitled "Imposition," is hereby amended as follows:

SECTION 2.01. IMPOSITION.

* * *

D. The Commission hereby adopts the following rate schedule of Mobility Fees, which effective on February 1, 2022 are imposed upon all New Construction occurring within the ~~County~~ East Zone and West Zone, as applicable, at a rate established under the applicable Mobility Fee Land Use Category, as calculated in accordance with Section 2.02 below.

Fee Schedule

~~ITE~~ Code		~~Quantity Range~~			~~Mobility Fee~~	
~~Code~~	~~Land Use Type~~	~~Min~~	~~Max~~	~~Units~~	~~East of I-95~~	~~West of I-95~~
	~~Residential~~					
~~210~~	~~Single Family Detached~~	-	-	~~Per DU~~	~~$1,150.00~~	~~$1,168.00~~
~~220~~	~~Multi-Family (Apartments)~~	-	-	~~Per DU~~	~~$807.00~~	~~$820.00~~

ITE Code		Quantity Range			Mobility Fee	
	Land Use Type	Min	Max	Units	East of I-95	West of I-95
230	Condominium/Townhouse	-	-	Per DU	$712.00	$723.00
210	Other Residential (Same as Single Family)	-	-	Per DU	$1,150.00	$1,168.00
	Non - Residential (Per 1,000 SF)					
110	Industrial	-	-	SF	$592.00	$602.00
150	Warehouse	-	-	SF	$453.00	$460.00
151	Mini-warehouse	-	-	SF	$218.00	$222.00
710	General Office	1	9999	SF	$1,009.00	$1,025.00
710	General Office	10000	49999	SF	$1,434.00	$1,458.00
710	General Office	50000	99999	SF	$1,223.00	$1,243.00
710	General Office	100000	199999	SF	$1,044.00	$1,061.00
710	General Office	200000	299999	SF	$951.00	$966.00
710	General Office	300000		SF	$845.00	$859.00
720	Medical Office	-	-	SF	$2,541.00	$2,583.00
760	Research and Development Center	-	-	SF	$745.00	$757.00
812	Building Materials and Lumber Store	-	-	SF	$1,997.00	$2,030.00
817	Garden Center	-	-	SF	$2,286.00	$2,323.00
820	Shopping Center	1	49999	SF	$2,150.00	$2,184.00
820	Shopping Center	50000	99999	SF	$1,968.00	$1,999.00
820	Shopping Center	100000	299999	SF	$1,574.00	$1,599.00

~~ITE Code~~		~~Quantity Range~~			~~Mobility Fee~~	
~~Code~~	~~Land Use Type~~	~~Min~~	~~Max~~	~~Units~~	~~East of I-95~~	~~West of I-95~~
~~820~~	~~Shopping Center~~	~~300000~~		~~SF~~	~~$1,388.00~~	~~$1,410.00~~
~~841~~	~~Car Dealerships~~	~~-~~	~~-~~	~~SF~~	~~$3,082.00~~	~~$3,131.00~~
~~850~~	~~Supermarket~~	~~-~~	~~-~~	~~SF~~	~~$3,341.00~~	~~$3,395.00~~
~~853~~	~~Convenience Market w/ Gas Pumps~~	~~-~~	~~-~~	~~SF~~	~~$4,289.00~~	~~$4,358.00~~
~~890~~	~~Furniture Store~~	~~-~~	~~-~~	~~SF~~	~~$152.00~~	~~$154.00~~
~~932~~	~~Restaurant~~	~~-~~	~~-~~	~~SF~~	~~$2,170.00~~	~~$2,205.00~~
~~934~~	~~Fast Food Restaurant (w/ drive-thru)~~	~~-~~	~~-~~	~~SF~~	~~$4,861.00~~	~~$4,940.00~~
	~~Non - Residential (Per unit as stated below)~~					
~~565~~	~~Day Care Center~~			~~Student~~	~~$0~~	~~$0~~
~~912~~	~~Drive-In bank~~			~~Per Lane/Window~~	~~$3,358.00~~	~~$3,413.00~~
~~310~~	~~Hotel/Motel~~			~~Per Room~~	~~$577.00~~	~~$586.00~~
~~560~~	~~Church/House of Worship*~~	~~1~~	~~1,275~~	~~Per Seat~~	~~$0~~	~~$0~~
~~560~~	~~Church/House of Worship~~	~~1,276~~		~~Per Seat~~	~~$40.00~~	~~$41.00~~

~~*De Minimis Development~~

Fee Schedule

ITE Code	Land Use	Quantity Range		Units	Mobility Fee	
		Min	Max		Zone 1 (East)	Zone 3 (West)

110	Industrial	-	-	1,000 SF	$1,156.71	$1,257.39
130	Industrial Park	-	-	1,000 SF	$584.80	$649.81
150	Warehouse	-	-	1,000 SF	$528.44	$565.51
210	Single-family Residential	-	-	Dwelling Unit	$2,569.76	$2,801.14
220	Low-Rise Attached (one or two floors)	-	-	Dwelling Unit	$1,950.28	$2,129.22
221	Mid-Rise Attached (three to ten floors)	-	-	Dwelling Unit	$1,724.52	$1,861.68
251	Senior Detached Housing	-	-	Dwelling Unit	$1,477.29	$1,586.88
310	Hotel	-	-	Room	$2,055.04	$2,256.49
560	Church	0	1,275	Per Seat	$0.00	$0.00
560	Church	1,276	-	Per Seat	$102.41	$112.10
565	Day Care Center	-	-	Student	$650.59	$723.78
610	Hospital	-	-	1,000 SF	$1,860.24	$2,067.03
630	Clinic	-	-	1,000 SF	$6,621.90	$7,358.01
710	General Office	-	-	1,000 SF	$2,407.18	$2,607.07
720	Medical/Dental Office	-	-	1,000 SF	$7,309.34	$8,001.63
760	Research and Development Center	-	-	1,000 SF	$2,326.45	$2,549.65
820	Shopping Center	-	-	1,000 SF	$4,227.55	$4,594.56
848	Tire Store	-	-	1,000 SF	$2,598.26	$2,886.73
850	Supermarket	-	-	1,000 SF	$10,317.61	$11,304.63
862	Home Improvement Superstore	-	-	1,000 SF	$2,854.47	$3,521.43
881	Pharmacy with Drive-Thru	-	-	1,000 SF	$7,044.25	$7,826.32
912	Drive-In Bank	-	-	Per Lane	$10,045.66	$11,002.05
934	Fast Food with Drive Thru	-	-	1,000 SF	$32,225.65	$35,573.10
943	Automobile Parts and Service Center	-	-	1,000 SF	$2,059.95	$2,288.65
960	Super Convenience Market/Gas Station	-	-	Vehicle Fuel Positions	$14,978.50	$16,437.87

E. The Commission hereby adopts the following rate schedule of Mobility Fees, which effective on May 1, 2022 are imposed upon all New Construction occurring within the East Zone and West Zone, as applicable, at a rate established under the applicable Mobility Fee Land Use Category, as calculated in accordance with Section 2.02 below.

		Quantity Range		**Mobility Fee**

ITE Code	Land Use	Min	Max	Units	Zone 1 (East)	Zone 3 (West)
110	Industrial	-	-	1,000 SF	$1,721.42	$1,912.77
130	Industrial Park	-	-	1,000 SF	$1,169.59	$1,299.61
150	Warehouse	-	-	1,000 SF	$603.88	$671.01
210	Single-family Residential	-	-	Dwelling Unit	$3,989.51	$4,434.28
220	Low-Rise Attached (one or two floors)	-	-	Dwelling Unit	$3,093.56	$3,438.44
221	Mid-Rise Attached (three to ten floors)	-	-	Dwelling Unit	$2,299.04	$2,555.35
251	Senior Detached Housing	-	-	Dwelling Unit	$1,804.58	$2,005.76
310	Hotel	-	-	Room	$3,533.08	$3,926.97
560	Church	0	1,275	Per Seat	$0.00	$0.00
560	Church	1,276	-	Per Seat	$164.82	$183.20
565	Day Care Center	-	-	Student	$1,301.18	$1,447.56
610	Hospital	-	-	1,000 SF	$3,720.48	$4,134.06
630	Clinic	-	-	1,000 SF	$13,243.79	$14,716.01
710	General Office	-	-	1,000 SF	$3,380.36	$3,756.13
720	Medical/Dental Office	-	-	1,000 SF	$12,077.67	$13,420.26
760	Research and Development Center	-	-	1,000 SF	$3,907.89	$4,342.30
820	Shopping Center	-	-	1,000 SF	$6,305.10	$7,005.11
848	Tire Store	-	-	1,000 SF	$5,196.52	$5,773.45
850	Supermarket	-	-	1,000 SF	$17,294.21	$19,214.26
862	Home Improvement Superstore	-	-	1,000 SF	$4,511.93	$5,012.86
881	Pharmacy with Drive-Thru	-	-	1,000 SF	$14,088.49	$15,652.64
912	Drive-In Bank	-	-	Per Lane	$16,733.32	$18,591.10
934	Fast Food with Drive Thru	-	-	1,000 SF	$59,590.30	$66,206.19
943	Automobile Parts and Service Center	-	-	1,000 SF	$4,119.89	$4,577.29
960	Super Convenience Market/Gas Station	-	-	Vehicle Fuel Positions	$25,668.00	$28,517.74

~~E~~F. No Mobility Fee shall be assessed upon the issuance of a commercial retail shopping center Building Permit, Foundation Permit, or a nonretail multiuse Building Permit for an unfinished building; i.e., a Shell Permit. Instead, each individual use shall thereafter be assessed the applicable Mobility Fee based on the calculations set forth below upon subsequent issuance of a Building Permit to finish each unit. All Mobility

Fees for these shell Buildings will be collected no later than the issuance of a Building Permit for the finishing of the Building.

[Underline indicates additions; ~~strikethrough~~ indicates deletions]

SECTION 5. NOTICE OF MOBILITY FEES.

(A) No later than November 3, 2021, the County Manager is hereby directed to publish a notice once in a newspaper of general circulation within the County, which notice shall include: (1) a brief and general description of the Mobility Fees, (2) a description of the geographic area in which the Mobility Fees will be collected; (3) the Mobility Fee rates to be imposed for each land use category; and (4) the date of implementation of the Mobility Fee rates as provided in Section 4 hereof (the "Implementation Dates"). In the event, this notice is not published by November 3, 2021, then the February 1, 2022 Implementation Date shall be adjusted to ensure that the increased Mobility Fee rates are not implemented earlier than ninety (90) days after the date of publication of the notice.

(B) The obligations herein for the payment of the updated Mobility Fee rates shall apply to all New Construction that applies for a Building Permit on or after the applicable Implementation Date. The existing Mobility Fee rates shall apply to all New Construction that applies for a Building Permit prior to the initial Implementation Date.

SECTION 6. SEVERABILITY. If any clause, section or provision of this Ordinance shall be declared unconstitutional or invalid for any reason or cause, the remaining portion of said chapter shall be in full force and effect and be valid as if such invalid portion thereof had not been incorporated herein.

SECTION 7. CODIFICATION. It is the intention of the Board and it is hereby ordained that the relevant provisions Nassau County Ordinance No. 2014-16 with the amendments thereto included in this Ordinance shall become and be made a part of the Nassau County Code of Ordinances as a new Chapter 36 of the Nassau County Code, entitled "Mobility Fees"; that the sections of Nassau County Ordinance No. 2014-16 and this Ordinance may be renumbered or relettered to accomplish such intentions; and that the word "Ordinance" shall be changed to "Section," "Article" or other appropriate word.

SECTION 7. EFFECTIVE DATE. A certified copy of this Ordinance shall be filed with the Department of State within 10 days after its enactment by the Board and shall take effect as provided by law; provided the revisions to the Mobility Fee rates shall become effective as provided in Section 5 hereof.

DULY ADOPTED this 25th day of October, 2021, by a four-fifths vote of the membership of the Board of County Commissioners.

NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS

THOMAS R. FORD
Its: Chairman

Attest as to Chairman's Signature

JOHN A. CRAWFORD
Its: Ex-Officio Clerk

Approved as to form by the
Nassau County Special Counsel:

HEATHER J. ENCINOSA

EXHIBIT A

MOBILITY FEE STUDY

NASSAU COUNTY
MOBILITY PLAN REPORT

PREPARED FOR:

NASSAU COUNTY BOARD OF COUNTY COMMISSION

PREPARED BY:

PETERS AND YAFFEE, INC.

March 19, 2021

Nassau County Mobility Plan Report
Executive Summary

On behalf of Nassau County, Peters and Yaffee has reviewed the new estimates of population and other socioeconomic data, changes in construction, land acquisition and related costs, and adjustments to the assumptions, conclusions and findings set forth in the original Nassau County Mobility Plan. The Mobility Plan is required by Section 3.06 of the Mobility Fee Ordinance which was adopted August 25, 2014. The current study is an update to the original study and is being updated to use current data to predict future transportation needs in both the urban and rural areas of the County. This update continues to follow the guiding principles developed by the Mobility Impact Fee Task Force created by the Nassau County Board of County Commissioners. These include:

- New growth should pay for itself
- Keep it fair
- Keep it simple
- Encourage infill
- Positive impacts are credited
- Encourage mixed use
- Reduce urban sprawl
- Keep it competitive with adjacent jurisdictions

Projects to add capacity to the road network in Nassau County, including a mix of roadway widening, new roads, roadway paving, safety, and alternative mode projects are proposed for construction as identified by the County's prioritized project list which can be seen on the first page of Appendix D. New development is projected to pay for these projects unless a project is funded within the first 3 years of the FDOT 5-year work program. The fees will be expended within the zone the fee was collected or on a capacity adding improvement that provides a benefit to multiple zones. Zone 1 is generally east of I-95 and outside of the East Nassau County Planning Area (ENCPA). Zone 3 is generally west of I-95. ENCPA has its own mobility plan and is not part of this updated study documentation. Fees for new and expanding development will be charged proportionately based on development type and average trip length.

This study has identified one road segment that does not meet the County's adopted level of service in 2020 and sixteen County roadway segments that are projected to not meet the County's adopted level of service standard by 2040. These sixteen segments are planned to be addressed by adding capacity to the network through roadway widening, building parallel roadways, safety improvements, and alternative mode projects with this mobility plan. Adding capacity to the roadway segment that does not meet the County's adopted level of service in 2020 is not funded with this mobility plan. If grants or other sources of funding are found for projects that are funded in this plan, a project of similar cost to the other funding source will be added to be funded in this plan. Just as this update shows improvements that are different from the original report, this study should be updated every five years or as new and updated information is available. This study uses the most recent available data and all sources are incorporated by reference.

Table of Contents

1.0 Introduction

The current Northeast Florida Regional Planning Model – Activity Based 1v3 (NERPM-AB) model was used to project transportation demand. Buildout estimates of the East Nassau Community Planning Area (ENCPA) and other existing and proposed developments were added to the model for 2020 and 2040 modeling.

The Nassau County Board of County Commissioners adopted the current Mobility Fee Ordinance 2014-16 on August 25, 2014 after the County repealed its concurrency ordinance.

This update continues to calculate fees based on Vehicle Miles Traveled (VMT) using the current North Florida Transportation Planning Organization's (TPO's) model and daily trip generation based on the latest edition of the Institute of Transportation Engineer's (ITE's) Trip Generation Manual. This study uses the most recent available data and all sources are incorporated by reference.

2.0 Base Model

2.1 Model Description

The NERPM-AB travel demand model which was prepared as part of the North Florida Transportation Planning Organization (TPO) 2040 Long Range Transportation Plan update was used to identify the roadways that were projected to not meet the level of service adopted in the Nassau County 2030 Comprehensive Plan Policy T.01.01 by 2040. The TPO 2020 and 2040 horizon years were used as the base model scenarios for the purposes of this analysis.

2.2 Model Modifications

The travel demand model was updated by Chindalur Traffic Solutions, Inc. to ensure the current NERPM-AB model socioeconomic data and projected roadway network were reasonable. This update used the ENCPA land use allocation per the approved development plan when projecting the 2040 roadway network operating conditions.

A preliminary review of the socioeconomic data and the roadway network characteristics used in the year 2020 and 2040 ENCPA model scenarios was performed to verify that the models included approved development and reasonable future land use patterns and projections.

Each model scenario was modified to include the entire ENCPA Sector Plan development. Its corresponding transportation improvements, as listed in the traffic impact analysis provided by ENCPA, were included as mitigation projects.

A review of the model scenarios' socioeconomic data revealed that some of the currently built, approved and proposed developments along the A1A corridor were not included in the TPO's year 2020 and 2040 model scenarios. The following list shows these developments and the modeled scenarios they were included in:

- Shoppes at Amelia – SR A1A/Chester Road (2020 and 2040)
- Walmart Center – Blackrock Road/SR A1A (2020 and 2040)
- Shops at Midtown Commercial Center – State Road A1A/US 17 (2020 and 2040)
- Villages of Amelia Commercial Center – State Road A1A (2020 and 2040)
- Cinema Shops of Amelia, North Hampton, Lofton Pointe, Flora Parke, Amelia Walk – Amelia Concourse between SR 200 and Old Nassauville Road.

3.0 Mobility Plan

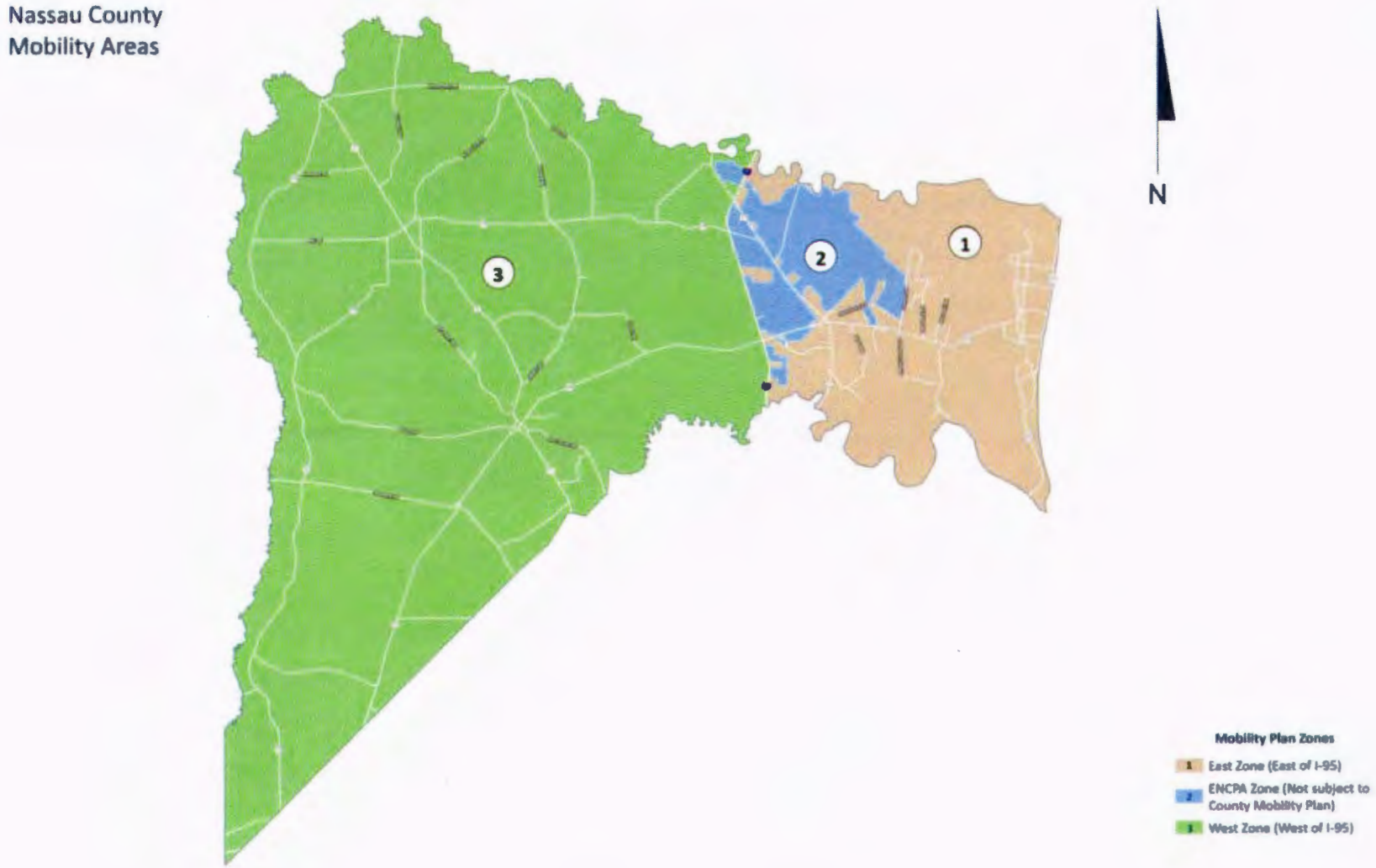
3.1 Mobility Plan Zones

Two zones were created because the County is mostly urban east of I-95 and rural on the west side of I-95. Consequently, the existing zones are as follows:

- Zone 1 - Area east of I-95 from the Duval County Line to US 17 and the area east of US 17 from I-95 to the Georgia State Line
- Zone 2 – ENCPA (not included in this mobility plan)
- Zone 3 - Area west of I-95 from the Duval County Line to US 17 and the area west of US 17 from I-95 to the Georgia State Line

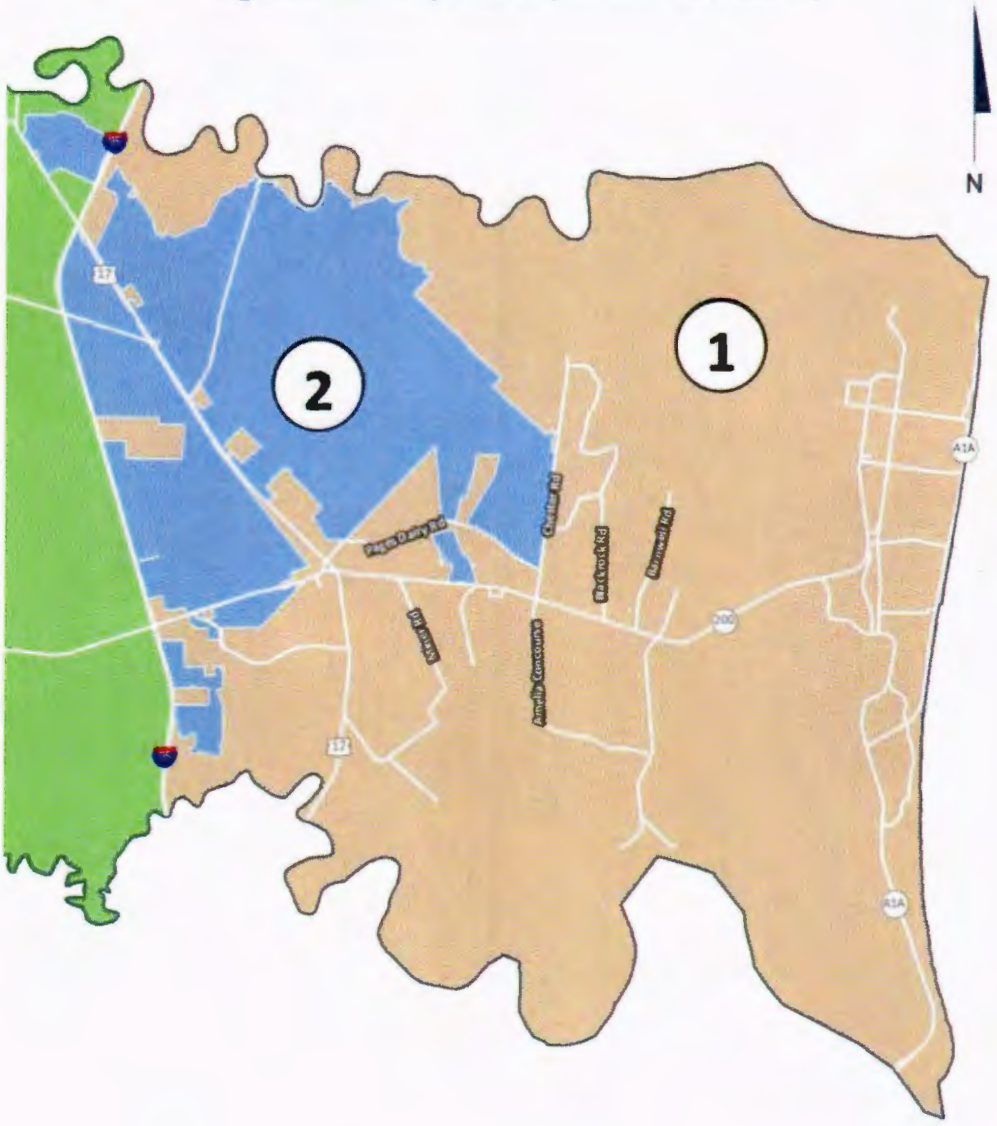
Figure 1 shows these zones graphically and Figures 2 - 4 show a detailed map of each area for the corresponding mobility zone. Mobility Fees will be collected anywhere within the County jurisdiction, regardless of development location, including but not limited to development directly accessing state roads or constrained facilities.

Figure 1 – All Mobility Zones



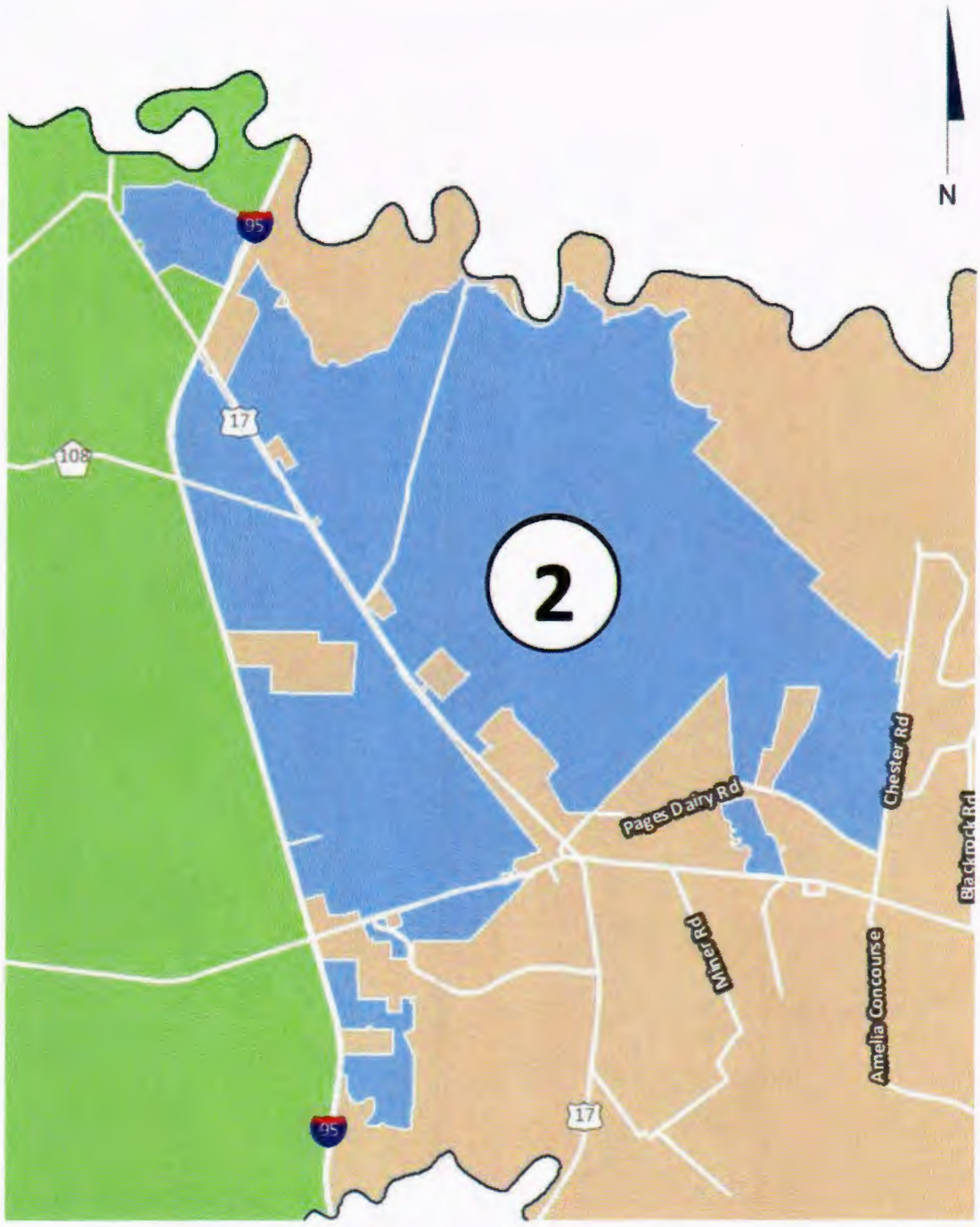
Created on 7/14/2020 by Nassau County Staff

Figure 2 –Mobility Zone 1 (East of I-95 or US 17)



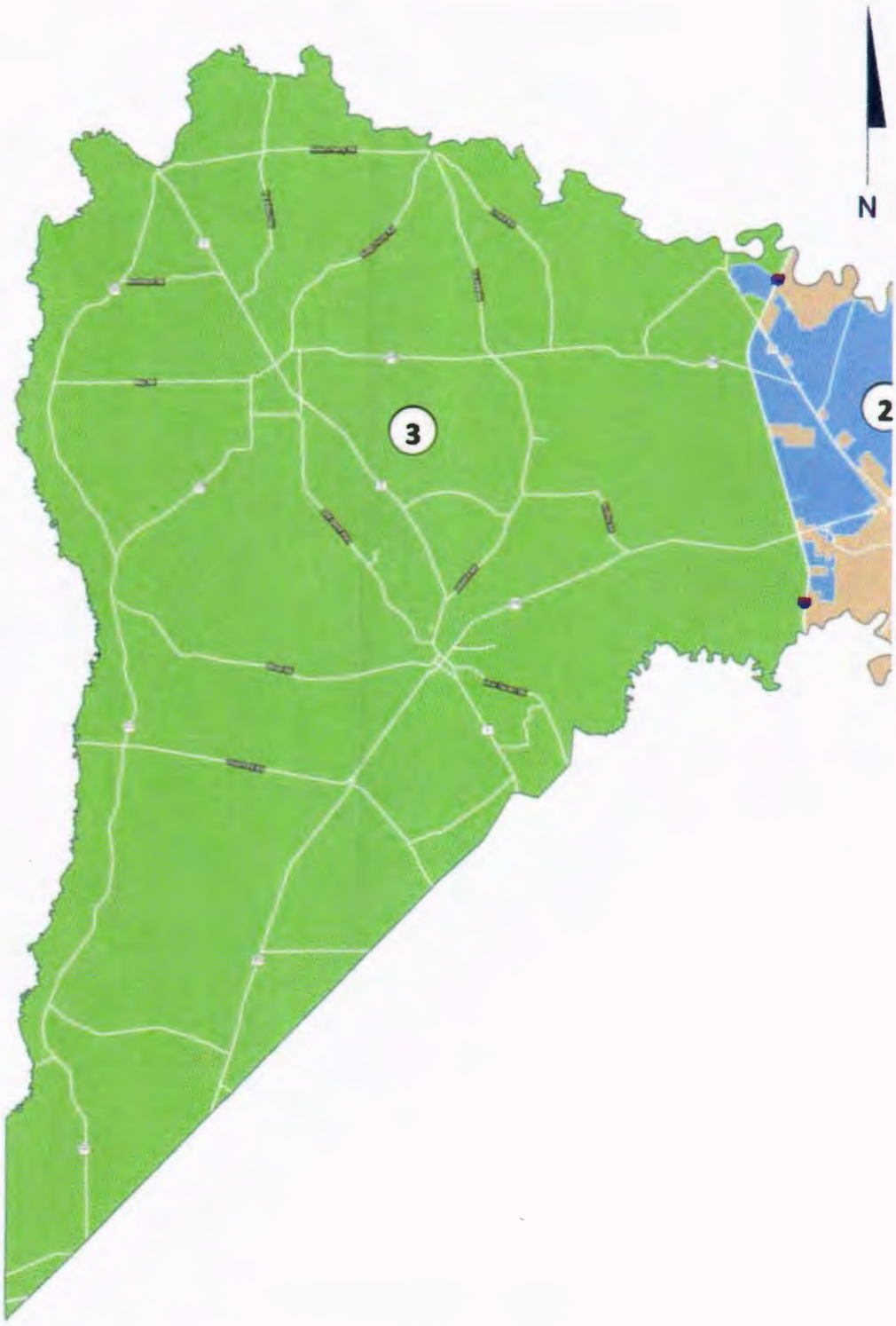
Created on 7/14/2020 by Nassau County Staff

Figure 3 –Mobility Zone 2 (ENCPA)



Created on 7/14/2020 by Nassau County Staff

Figure 4 –Mobility Zone 3 (West of I-95 and US 17)



Created on 7/14/2020 by Nassau County Staff

3.2 Improvements in the Mobility Plan

All of the projects that are proposed as part of this Mobility Plan add capacity to the transportation network and include roadways, sidewalks, multi-use paths, and any other vehicular, transit or pedestrian improvements that the County determines will increase the capacity of the vehicular/pedestrian circulation network to accommodate future development. Roadway improvements include new roadway construction, roadway widening, signalization, turn lane improvements, right of way acquisition, bike lane construction, sidewalks, multi-use path construction, and drainage improvements that are directly tied to an improvement which is necessary to enhance the capacity of the transportation system. Necessary improvement design, construction engineering inspection, and legal fees associated with right of way transactions may also be funded by Mobility Fees at the discretion of the County. It should be noted that the identified projects are projected to be funded if Nassau County growth occurs at the rate projected by the NERPM-AB model as described in the Model Modifications section. More growth would result in additional funding beyond what is identified in the Mobility Plan, but less growth would lead to a funding shortfall. All project costs shown are 2020 costs and, as such, the fees should be adjusted in the future to reflect changes in project costs. Should other funding sources, such as grants, be obtained by the County to fund all or part of a project on the funded list, then a project of similar cost to the outside funding will be added to the funded project list.

3.3 Vehicle Miles Traveled

The mobility plan projects are to be funded by new development in the County. In order to determine the proportionate cost for each development, the projected increase in Vehicle Miles Traveled (VMT) due to new development must be determined. The increase in VMT due to new development can be found using the following formula:

$$VMT_{GBDT} = \text{New Trip Generation}_{BDT} * \text{Average Trip Length}_{BDT}$$

Where: GBDT is Growth by Development Type

BDT is by Development Type

The projected growth is based on the NERPM-AB model for the 2020 condition as well as the horizon year 2040 build-out condition. It should be noted that the model did not indicate which zones were within an incorporated area, therefore, some of the development projected for the County will be within incorporated areas which will follow the incorporated areas' concurrency systems and as such, are not expected to pay mobility fees to the County. The trip generation for this analysis is based on the most recent Institute of Transportation Engineers (ITE) Trip Generation Manual. The trip generation shown in

this manual reflect vehicle trip generation in a suburban setting with minimal transportation demand being satisfied by transit, bicycle, or pedestrian modes. This source allows the quantification of transportation demand. In this Mobility Plan, the projected additional transportation demand from new developments will be addressed by adding capacity improvements for all modes, including bicycle and pedestrian facilities. In providing capacity improvements for these alternative modes, the vehicle demand will be reduced because some travel will be completed by walking or biking instead of driving. The average residential trip length from the original study was maintained as 11.69 miles for Zone 1 and 16.59 for Zone 3. Based on these residential trip lengths, the trip length for Zone 3 was found to be 41.9% greater than Zone 1. Using the same method as the original study, the trip length for daycare centers in Zone 1 was found using the 2011 National Household Travel Survey. Other non-residential land-uses in Zone 1 were updated using the 2017 National Household Travel Survey. These trip lengths were increased by 41.9% for Zone 3 to account for the longer average trip length. The referenced National Household Travel Surveys are in Appendix A. Table 1 summarizes the 2020 development found in the NERPM-AB transportation demand model. Table 2 summarizes the 2040 development found in the NERPM-AB transportation demand model. Table 3 summarizes the projected growth by development type and zone between 2020 and 2040. Table 4 summarizes the projected trip generation resulting from the new development by development type and zone. Table 5 summarizes the average trip length by type and zone. Table 6 summarizes the projected vehicle miles traveled due to new development by development type by zone.

Table 1 – NERPM-AB 2020 Development

Zones	Single-family	Multi-Family	Hotel	Warehousing	Industrial	Commercial	Office
1 (East)	17,734 DU	5,745 DU	1,691 Rooms	961,000 SF	953,000 SF	2,794,400 SF	2,394,750 SF
3 (West)	11,417 DU	663 DU	165 Rooms	200,000 SF	544,000 SF	578,800 SF	775,500 SF

Source: NERPM-AB as adjusted (see section 2.2 of this study)

Table 2 – NERPM-AB 2040 Development

Zones	Single-family	Multi-Family	Hotel	Warehousing	Industrial	Commercial	Office
1 (East)	26,148 DU	9,737 DU	1,691 Rooms	1,045,000 SF	1,254,000 SF	4,728,400 SF	2,631,000 SF
3 (West)	17,137 DU	1,025 DU	165 Rooms	397,000 SF	872,500 SF	649,600 SF	775,500 SF

Source: NERPM-AB as adjusted (see section 2.2 of this study)

Table 3 – NERPM-AB Projected Growth from New Development

Zones	Single-family	Multi-Family	Hotel	Warehousing	Industrial	Commercial	Office
1 (East)	8,414 DU	3,992 DU	0 Rooms	84,000 SF	301,000 SF	1,934,000 SF	236,250 SF
3 (West)	5,720 DU	362 DU	0 Rooms	197,000 SF	328,500 SF	70,800 SF	0 SF

Source: Table 2 values – Table 1 values

Table 4 – Projected Trip Generation from New Development

Zones	Single-family	Multi-Family	Hotel	Warehousing	Industrial	Commercial	Office
1 (East)	79,428	29,221	0	146	1,493	48,186	2,301
3 (West)	53,997	2,650	0	343	1,629	1,764	0

Source: Table 3 values times the ITE Trip Generation Rate – a 34% pass-by reduction has been applied to Commercial uses

Table 5 – Average Trip Length

Zones	Single-family	Multi-Family	Hotel	Warehousing	Industrial	Commercial	Office
1 (East)	11.69	11.69	11.69	9.6	9.6	7	9.6
3 (West)	16.59	16.59	16.59	13.62	13.62	9.93	13.62

Note: Daycare trip length is 8.8 miles in the east zone and 12.5 miles in the west zone.

Source: Previous Nassau County Mobility Report for single family, multifamily, hotel and west trip length ratio. National Household Travel Survey for non-residential

Table 6 – Projected VMT from New Development

Zones	Single-family	Multi-Family	Hotel	Warehousing	Industrial	Commercial	Office
1 (East)	928,513	341,593	0	1,402	14,333	337,302	22,090
Total Zone 1: 1,645,233							
3 (West)	895,810	43,964	0	4,672	22,187	17,517	0
Total Zone 3: 984,150							

Source: Table 4 values times Table 5 values by land use. The total value for the zone is the sum of the value for each use.

3.4 Roadway Capacity

Roadway capacity is defined in this Mobility Plan as a roadway's maximum daily vehicle volume using the County's adopted level of service threshold as provided in the Nassau County 2030 Comprehensive Plan Transportation Element Section Policy T.01.01. Segments where capacity is exceeded are expected to realize an unacceptable delay, usually at signalized intersections, during the peak periods of travel.

Utilizing the year 2040 daily traffic NERPM-AB projections on Nassau County Roads, a segment analysis of all the County roadway links was performed to determine where capacity is projected to be exceeded in the year 2020 and the year 2040. Where NERPM-AB projected less than 1% growth, a 1% minimum annual growth rate was used. The 2020 and 2040 roadway analysis was performed in accordance with FDOT's current Quality/Level of Service Procedures. The roadway segment analysis was performed using daily maximum service volumes (obtained from the current FDOT Service Volume Tables) and daily volumes projected for the year 2040. The roadway segments where capacity was exceeded are provided in Table 7 and Figure 5 with the full analysis spreadsheet and graphic contained in Appendix B. Interstate highways have a high level of through traffic which does not interact with Nassau County developments and as such are not being addressed in this mobility plan.

Table 7 – Roadways Which are Projected to Exceed Capacity by 2040

Link ID	Roadway	Termini
1	S. 8th Street/A1A	Amelia Island Parkway to Sadler Road
3	S. 8th Street A1A	Lime Street to Atlantic Avenue
44A	SR 200	Still Quarters Road to US 17
45	SR 200/A1A	US 17 to Rubin Lane
45A	SR 200/A1A	Rubin Lane to Chester Road
49	CR 200A (Pages Dairy Road)	US 17 to Chester Road
53	Chester Road	Pages Dairy Road to Blackrock Road
53A	Amelia Concourse	SR 200 to Old Nassauville Road
54A	Miner Road	Haddock Road to SR 200
55	US17	Duval County Line to Harts Road*
58, 59	US 17	Pages Dairy Road to I-95
40, 41, 42, 118	Interstates 95 and 10	I-95 from Duval County to Georgia and all of I-10.

*Link 55 was also found to exceed capacity by 2020
Source: Appendix B

Figure 5 –Roadway Segments Projected to Exceed LOS Threshold by 2040

Note: Interstate highways exceeding level of service thresholds are not shown because they will not be addressed with this mobility plan

3.5 Parallel Corridors

The use of parallel corridors is an option to mitigate segments which are projected to exceed level of service thresholds. In many cases, there are parallel corridors within Nassau County that can provide alternative routes for congested corridors. Table 8 identifies facilities that can be seen as alternate routes for congested corridors.

Table 8 – Parallel Facilities

Major Roadway	Parallel Route	Area
SR 200/SR A1A	William Burgess Boulevard	Yulee
Amelia Concourse	Hendricks Road	Yulee
SR A1A	Citrona Drive	Amelia Island
SR A1A	Amelia Island Parkway	Amelia Island

A cordon line analysis evaluates traffic demands to determine if there are alternate parallel routes for serving travel demand. For example, I-95 and US 17 are parallel routes because they both serve north/south travel and are proximate in Nassau County. As part of a cordon line analysis, the capacities and volumes of the major and parallel roads were summed. If the sum of the capacities was greater than

the sum of the volumes, additional capacity was not considered to be needed for the travel demand. In order to determine that a roadway was parallel, the road must be proximate to the major roadway and have two connection points with the major roadway. Additional roadways could be considered for making one or both connections. This cordon line analysis could mitigate failures shown in Table 7 for Links 1, 3, and 44A.

3.6 Roadway Improvements

All projects in this plan add capacity to the roadway network. Widening of roadways is not always the most appropriate way to mitigate segments where vehicle volumes are expected to exceed capacity. Within this mobility plan, the use of parallel corridors, transportation alternatives, and safety projects are also used to add capacity to the transportation network. Widening projects are also used where appropriate. Within the more urban portions of the County, the auto-mode projects typically include bike lanes, sidewalks, and multi-use paths where possible. All projects should provide a benefit to automobile level of service, transportation safety, bicyclists and pedestrians. These projects are separated into four categories: Road Improvement, New Construction, Alternative Transportation, and Safety weighted and ranked for the varying project types.

Recent changes in national policy do not limit capacity improvements to vehicular capacity but instead consider capacity improvements to all users of the County network. All users may include but are not limited to freight, rail, port, aviation, transit, bicycle, sidewalks, trails, and pedestrian. For example, investments in ports and rail capacity shifts how some freight is delivered from truck to rail or ship, thereby reducing truck traffic on the road network. Aviation capacity improvements increases passenger and freight travel by air thereby reducing vehicle demand on the road network. Transit, bicycle, and pedestrian projects shifts some travel demand from vehicle to alternate modes thereby reducing vehicle demand on the road network. Capacity levels are determined at strategic, decision making and project delivery levels. General sources used to calculate vehicular and multimodal capacity levels are as follows, and are different measures used to develop network performance from a "transportation system" perspective.

1. Project Forecasting Handbook
2. Quality/Level of Service Handbook
3. Transportation Site Impact Handbook
4. NCHRP 365, 684, 616
5. ITE Trip Generation
6. Trip Internalization in Multi-Use Developments
7. Guide for Analysis of Corridor Management Policies and Practices
8. Framework for Transit Oriented Development

Ideally, this County Mobility Plan Report will advance the County's mobility needs through an interconnected and accessible transportation system that considers all modes of travel and is a coordinated transportation system addressing growth areas defined in the future land use and transportation elements of the adopted Comprehensive Plan.

The project scoring can be seen in table and graphic form in Appendix C. The costs were estimated based on the best available data. No survey, geotechnical investigation, or environmental evaluation have been conducted. Costs are derived using County estimates when available. In addition, Peters and Yaffee provided estimates using modified FDOT cost per mile models. Supporting documentation for project costs can be found in Appendix D. The costs in Appendix C are the construction costs inflated by 18% to account for design and construction inspection. In addition, a cost for right of way, bridges, and signalization has also been added. These projects are planned for completion by 2040, and as such, will need to be indexed for inflation each year. Using the table in Appendix D, the sum of the cost of Zone 1 (East) improvements is $134,827,729 and the sum of the costs of Zone 3 (West) improvements is $63,166,222. The total County Mobility Plan cost estimate is approximately $197,993,951 (year 2020 cost).

3.7 Projected County Funds for Capacity Projects

The County has reviewed its projected non-mobility fee funding for capacity adding projects over the next five years and found that it plans to spend $5,532,500 per year in capacity adding transportation projects. If this is continued for the next 20 years, that would result in $110,650,000 (year 2020 dollars) in funding for capacity adding transportation projects. For the purposes of this study, this County funding source is assumed to remain stable and keep up with inflation. Nothing within this statement commits County funds, and if the funding level changes in the future, it will result in more or less transportation projects being funded. Any variation in funding from the County will not change the mobility fees assessed for development. The projected non-mobility fee County funding is approximately 55.8855% ($110,650,000/$197,993,951) of the capacity improvement funding in the County for the next 20 years. Given the projected non-mobility fee funding of capacity projects, the needed mobility fee funding for Zone 1 (East) improvements becomes $59,478,517 ($134,827,729*(1-0.558855)) and the needed mobility fee funding for Zone 3 (West) improvements becomes $27,865,434 ($63,166,222*(1-0.558855)).

3.8 Mobility Fee Calculation

This section describes the methodology used to estimate mobility cost per vehicle mile traveled in each of the planning zones.

Plan Based Mobility Fee

The plan cost was estimated for the East (Zone 1) and West (Zone 3) areas. The projected change in VMT was also estimated by zone. The cost per VMT can be seen in Table 9 which uses the following formula:

$$Cost\ per\ VMT_{Zone} = \frac{Cost\ of\ Plan\ in\ the\ Zone}{\text{Projected } \Delta VMT\ in\ the\ Zone}.$$

Table 9 – Cost Per Vehicle Mile Traveled

Zone	Plan Cost (A)	Projected Change in Daily VMT (B)	Cost Per VMT C=(A/B)
1 (East)	$59,478,517	1,645,233	$36.15
3 (West)	$27,865,434	984,150	$28.31

(A) From Table in Appendix D

(B) From Table 6

3.9 Fee Schedule

This Mobility Plan is the funding source for the outlined improvements identified by County Staff in the Mobility Improvements Summary Funded Projects list provided in Appendix D. Land uses not listed must use the latest edition of the Institute of Transportation Engineers Trip Generation Manual at the time of fee estimation. While daily trips are being used for trip generation, pass-by capture is based on PM peak hour due to lack of daily studies of pass-by capture within the Institute of Transportation Engineers Trip Generation Handbook. This plan for Zone 1 and Zone 3 will be updated in 5 years, including needed improvements and revenue sources. The formula for fees is as follows:

$$Mobility\ Fee = A * B * C$$

Where: A is the daily trip generation using the trip generation rate from the most recent ITE Trip Generation Manual,

B is the average trip length using the latest information from the National Household Travel Survey based on the type of development (Table 5) at the time of calculation

C is the cost per VMT based on zone (Table 9). Table 10 identifies the mobility fee for common land uses.

Table 10 – Mobility Fee Schedule

ITE Code	Land Use	Quantity Range		Units	Mobility Fee	
		Min	Max		Zone 1 (East)	Zone 3 (West)
110	Industrial	-	-	1,000 SF	$1,721.42	$1,912.77
130	Industrial Park	-	-	1,000 SF	$1,169.59	$1,299.61
150	Warehouse	-	-	1,000 SF	$603.88	$671.01
210	Single-family Residential	-	-	Dwelling Unit	$3,989.51	$4,434.28
220	Low-Rise Attached (one or two floors)	-	-	Dwelling Unit	$3,093.56	$3,438.44
221	Mid-Rise Attached (three to ten floors)	-	-	Dwelling Unit	$2,299.04	$2,555.35
251	Senior Detached Housing	-	-	Dwelling Unit	$1,804.58	$2,005.76
310	Hotel	-	-	Room	$3,533.08	$3,926.97
560	Church	0	1,275	Per Seat	$0.00	$0.00
560	Church	1,276	-	Per Seat	$164.82	$183.20
565	Day Care Center	-	-	Student	$1,301.18	$1,447.56
610	Hospital	-	-	1,000 SF	$3,720.48	$4,134.06
630	Clinic	-	-	1,000 SF	$13,243.79	$14,716.01
710	General Office	-	-	1,000 SF	$3,380.36	$3,756.13
720	Medical/Dental Office	-	-	1,000 SF	$12,077.67	$13,420.26
760	Research and Development Center	-	-	1,000 SF	$3,907.89	$4,342.30
820	Shopping Center	-	-	1,000 SF	$6,305.10	$7,005.11
848	Tire Store	-	-	1,000 SF	$5,196.52	$5,773.45
850	Supermarket	-	-	1,000 SF	$17,294.21	$19,214.26
862	Home Improvement Superstore	-	-	1,000 SF	$4,511.93	$5,012.86
881	Pharmacy with Drive-Thru	-	-	1,000 SF	$14,088.49	$15,652.64
912	Drive-In Bank	-	-	Per Lane	$16,733.32	$18,591.10
934	Fast Food with Drive Thru	-	-	1,000 SF	$59,590.30	$66,206.19
943	Automobile Parts and Service Center	-	-	1,000 SF	$4,119.89	$4,577.29
960	Super Convenience Market/Gas Station	-	-	Vehicle Fuel Positions	$25,668.00	$28,517.74

Descriptions listed within the ITE manual will be used to categorize the land uses listed within Table 10.

3.10 Credits

If an applicant/developer pre-pays mobility fee and a proposed development plan changes, credits will be given to an applicant for the fees that have already been pre-paid.

Additionally, a developer may, if agreed to by the County Engineer, construct or cause to have constructed, an improvement on the list of mobility projects and receive a credit based on the approved design of the improvement using unit costs from FDOT's Long Range Estimating system for the cost of construction of the applicable transportation improvement project. Credit may also be provided for the actual cost for design, permitting, right of way acquisition, surveying and construction inspection, only with prior approval from the County Engineer.

3.11 Inflation Rate

Currently, Nassau County reviews its transportation impact fees to adjust them to respond to cost trends. With this update to its fee structure, the County is reserving the right to adjust mobility fees at any time, with full fee program reviews to be undertaken every five years. Fees will not be automatically indexed and the Board of County Commissioner action will be required to alter the fees. It is recommended that the fees be adjusted annually using FDOT's Advisory Inflation Factors for Previous Years. It is the intent to update this Mobility Plan every 5 years.

3.12 Incentives

As outlined in the Guiding Principles from the Mobility Impact Fee and Concurrency Task Force, a mixed-use incentive is proposed to encourage a varying residential/commercial product as well as interconnectivity. The applicant must demonstrate, using ITE best practices for internal capture, that the internal capture of the mixed-use development creates a minimum 10% reduction of overall transportation impacts in order to be eligible for this incentive. The fee reduction will be identical to the internal capture percentage demonstrated for a project. Only acceptable ITE methodologies and calculations can be used for this determination. This evaluation will be reviewed and approved by the County or the County's designee. The maximum fee reduction that can be observed for any project is 30%.

Mobility plans could consider the trip length for all land uses as being the same. This mobility plan recognizes that residential trip lengths are typically longer than non-residential trip lengths. Data for non-residential trip lengths are derived from the National Household Travel Survey. Identifying this difference in average trip length could be seen as incentivizing non-residential development because residential uses will have a somewhat higher fee per trip as compared to non-residential uses. In addition, a county

specific trip generation was performed for church sanctuaries to better quantify their impacts on the roadway network. A copy of this study can be found in Appendix E.

3.13 Phasing and Time Frames

The applicant must demonstrate that all of the mixed land uses will be phased and constructed in a reasonable time frame such that the internal capture of trips that is proposed is realized after construction. For example, if a project consists of 80% residential and 20% commercial to achieve the requisite internal capture rate, both land uses must be constructed in an incremental fashion so that the construction percentages match the proposed land use percentages.

If an applicant phases a project such that a second land use is introduced at a later date, the applicant may request fee reductions for the future phase when the pre-established mixed-use percentages are met. If County staff determines that a development does not construct in accordance with the proposed mixed-use percentages, the County reserves the right to recover previously credited Mobility Fees and/or discontinue the issuance of building permits for the development.

4.0 Implementation

4.1 Mobility Fee Application

Nassau County will continue to use a form in which an applicant will describe a proposed project. The trip generation portion of the application is used to determine the access management design, such as turn lane design, for a project. These improvements will relate solely to a project's driveway connection or improvements that are the direct result of U-turns for access into or out of the site and will be funded by the applicant as it relates to the project's access. Offsite operational improvements that are not tied to the access for a project may be the responsibility of the applicant, as determined by the County in accordance with the findings of the Nassau County Transportation Impact Analysis Guidelines for the project. All trip generation will be performed in accordance with accepted ITE methodologies and best practices.

The Mobility Fee will be paid in full at the time of building permit for a proposed project. If occupancy is phased over time for a project, an applicant may request a contract which if approved, for an additional application fee, will allow the mobility fee to be paid when an applicant occupies the project and creates an impact on the roadway network.

4.2 Application Fee

In order for staff and/or outside consultant to review the application, an administration fee currently under design may be adopted by the Nassau County Board of County Commissioners.

4.3 Example Fee Calculation

It is useful to provide example calculations for the Mobility Fee for one of the land use categories. In the following examples, the net Mobility Fee is calculated for the General Office land use category (ITE 710) and Single-Family Residential land use category (ITE 210) using information from the proposed Mobility Fee schedule. An example of the total Mobility Fee calculation is also provided. For each land use category of the fee schedules, the same equations are used to calculate the net Mobility Fee:

General Office Zone 3 (West of I-95)

A 10,000 SF general office building (ITE 710) west of I-95 (Zone 3) calculation:

Total Mobility Fee = Building SF * Cost per zone/1,000 SF.

Total Mobility Fee = 10,000 SF * $3,756.13/1,000 SF = $37,561.30

Residential Zone 1 (East of I-95)

A 200-dwelling unit (DU) residential development (ITE 210) east of I-95 (Zone 1) calculation:

Total Mobility Fee = Residential DU * Cost per zone

Total Mobility Fee = 200 DU * $3,989.51 = $797,902

4.4 Calculation of Mobility Fee for Land Uses Not Listed Within the Mobility Plan

When a land use is not specifically listed within Table 10 of this report and an equivalent land use cannot be reasonably assigned, as an alternative, the applicant will need to coordinate with the County Engineer and Planning Staff to determine if it would be reasonable to calculate the new trip generation using methodologies outlined in the Institute of Traffic Engineers (ITE) Trip Generation manual. Internal capture may be considered as part of this trip calculation and must conform to acceptable ITE best practices and standards. If the County Engineer and Planning Staff approve the applicant's trip generation method, the fee will then be assessed on the mobility fee rate and the Average Trip Length identified in Table 5 for the land use. These manual calculations will rarely equate exactly to the values published in Table 10, as this table uses average values for common land uses. The Mobility Fee Rate for Zone 1 is $36.15 per vehicle mile traveled and for Zone 3 is $28.31. The cost should be based on the following equation:

Total Mobility Fee = (Mobility Fee Rate) * (Average Trip Length) * (Daily Weekday Trip Generation)

General Office Zone 3 (West of I-95)

A 10,000 SF general office building (ITE 710) west of I-95 (Zone 3) calculation:

Daily Weekday Trip Generation = Average Daily Trip Rate (ITE) * Number of ITE Units

Daily Weekday Trip Generation = 9.74 * 10 = 97.4 Daily Trips

Average Trip Length = 13.62 Miles for West of I-95 or Zone 3 (Table 5)

Mobility Fee Rate = $28.31 for Zone 3

Total Mobility Fee = $28.31 * 13.62 * 97.4 = $37,555.71

Residential Zone 1 (East of I-95)

A 200 DU residential development (ITE 210) east of I-95 (Zone 1) calculation:

Daily Weekday Trip Generation = Average Daily Trip Rate (ITE) * Number of ITE Units

Daily Weekday Trip Generation = 9.44 * 200 = 1,888 Daily Trips

Average Trip Length = 11.69 Miles for East of I-95 or Zone 1 (Table 5)

Mobility Fee Rate = $36.15 for Zone 3

Total Mobility Fee = $36.15 * 11.69 * 1,888 = $797,856.53

4.5 Unique Development

If an applicant believes that their project has unique circumstances that results in lower trip generation or trip length, a specific traffic analysis may be performed for the project. The analysis will consider the unique characteristics of the use or site and will demonstrate this through methods that conform to standard ITE practices. This analysis will be subject to County staff review and may utilize the average trip length and cost per daily vehicle mile traveled in this report. If an applicant chooses to perform a site-specific study, a methodology meeting is needed and other incentives (e.g. mixed-use incentive) may be eliminated or reduced at the discretion of County staff.

4.6 Interlocal Agreements

The County has three independent municipalities: Fernandina Beach, Callahan, and Hilliard. Funding is only contemplated from County, State or Federal sources and no funding is considered at the time of Mobility Plan adoption from any municipalities within Nassau County. Consequently, if new construction is contemplated within an incorporated area of the County, the provisions of this Mobility Plan shall not be enforced within a municipality unless the County and the municipality enter

into an interlocal agreement setting forth the terms and conditions under which the provisions of this Mobility Plan shall be implemented within the municipality.

5.0 Prioritized Project List

Nassau County has completed an evaluation of 48 projects which add transportation capacity to show how each fit into the local and regional context. In addition, each potential project was ranked based on its cost effectiveness, connectivity and mobility, health and safety, policy support, and safety. The full evaluation can be seen in Appendix C with cost estimates in Appendix D. Please note that the ranking is being provided by staff as one factor for the Nassau County Board of County Commission to consider as they determine the priority of projects.

APPENDIX A

National Household Travel Survey

Summary of Travel Trends

2017 National Household Travel Survey

U.S. Department of Transportation
Federal Highway Administration

Average Vehicle Trip Length by Purpose	
Trip Purpose	Trip Length (miles)
Vacation	31.4
Other	19.0
Work-related business	17.2
Visit friends/relatives	15.7
To/from work	12.2
Medical services	9.9
All trips	9.7
School/Daycare/Church	8.8
Social/recreational	8.6
Family/personal business	6.8
Shopping	6.5

Data Source:
Oak Ridge National Laboratory. National Household Travel Survey and Transportation Energy Data Book #30.
Accessed 9-28-2011 at http://cta.ornl.gov/data/index.shtml

Notes:
Worksheet available at www.afdc.energy.gov/afdc/data/
Updated on 05/27/2011

Table 6b. Trends in the Average Trip Length by Selected Trip Purposes

Trip Purpose:	Average Vehicle Trip Length (miles)				
	All Purposes	To / From Work	Shopping	Other Family / Personal Errands	Social / Recreation
1969	8.9	9.4	4.4	6.5	13.1
1977	8.4	9.0	5.0	6.7	10.3
1983	7.9	8.6	5.3	6.7	10.6
1990	8.9	11.0	5.1	7.4	11.8
1995	9.1	11.8	5.6	6.9	11.2
2001	9.9	12.1	6.7	7.5	11.9
2009	9.7	12.2	6.4	7.1	11.2
2009 MOE	0.2	0.3	0.2	0.2	0.6
2017 Original	9.6	12.0	7.0	6.9	10.6
2017 Orig. MOE	0.4	0.4	0.8	0.4	0.4
2017 Adjusted	10.5	12.8	7.9	7.7	11.8
2017 Adj. MOE	0.4	0.4	0.8	0.4	0.4

Note:

- Totals in all tables can include cases that were not included in any table subcategory, for instance people who did not report their age are included in the total persons, but not in any age category.
- "Other Family/Personal Errands" includes trips such as to the post office, dry cleaners, or library
- 1990 NPTS data were adjusted to make them more comparable with later surveys.
- In 1995, VMT and vehicle trips with "To or From Work" as a trip purpose are believed to be overstated.
- 2001 NHTS sample included children 0 to 4 in the survey. The data shown here exclude them to be comparable with other survey years.
- 2009 NHTS sample did not include households without landlines telephones (CPO households).
- 2017 NHTS sample was address-based and included more urban and CPO households. This and other methods changes in the data series are outlined in Appendix B.

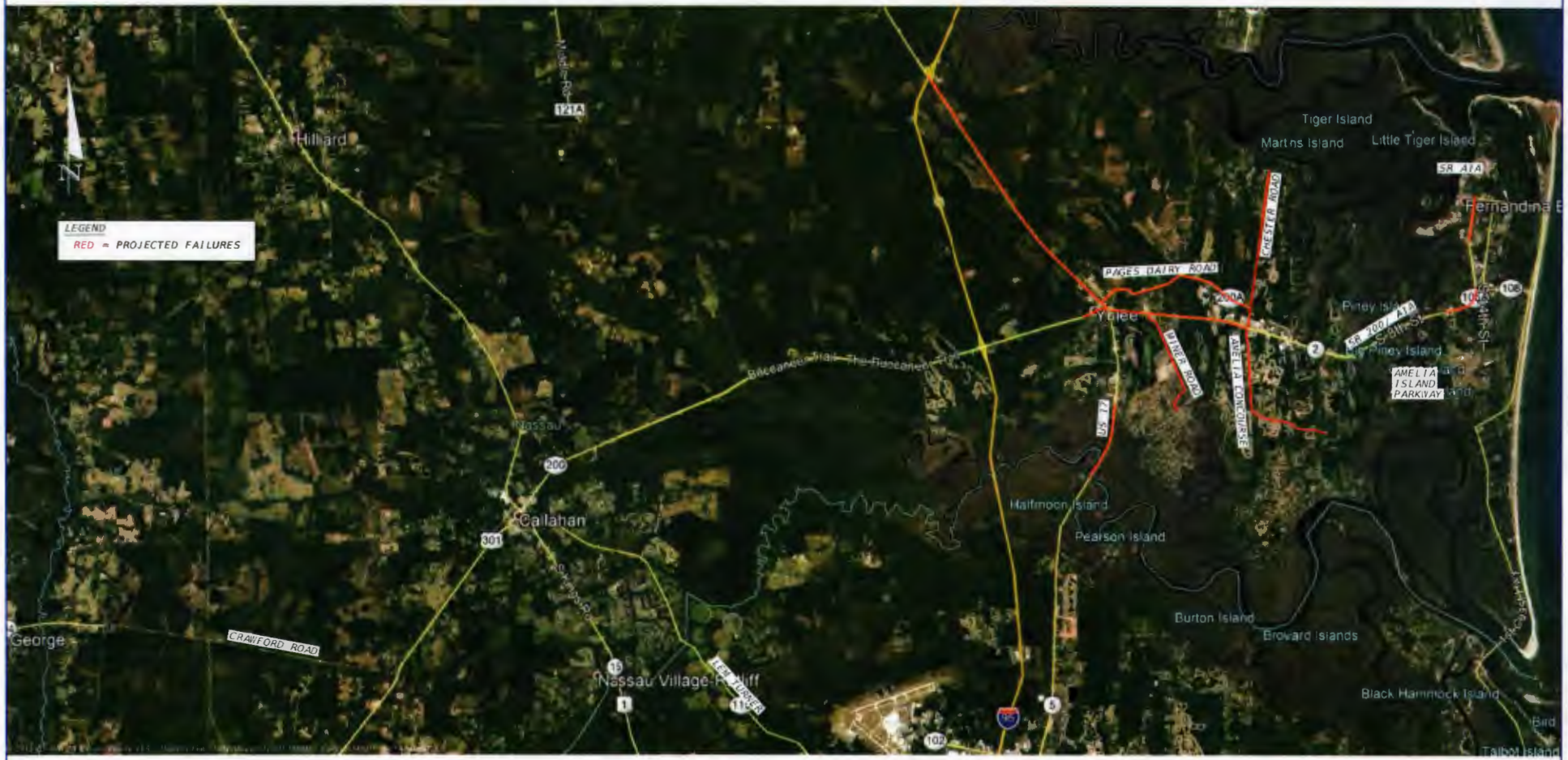
APPENDIX B

Roadway Analysis Table and Graphic

Link ID No.	Count Station	Roadway	From/To	Year of Count	24-Hour Volume (AADT)	Daily Capacity	Direct 2040 Model Volumes	2040 Average Daily Model Volume (MOCF = 0.97)	2040 Volume Using 1% Growth	Higher 2040 Volume (1% or Model)	2020 Volume Using Higher Growth Rate	2020 Capacity Issue?	2040 Capacity Issue?
1	0106	SR 200/SR A1A	Amelia Island Parkway to Sadler Road	2019	30,500	39,800	42,576	41,299	36,905	41,299	31,014	No	Yes
2	0102	S. 8th Street A1A	Sadler Road to Lime Street	2019	18,100	39,800	13,122	12,728	21,901	21,901	18,281	No	No
3	5002	S. 8th Street A1A	Lime Street to Atlantic Avenue	2019	10,500	15,540	16,141	15,657	12,705	15,657	10,746	No	Yes
4	5003	Atlantic Avenue (SR A1A)	8th Street to 14th Street	2019	4,900	14,800	8,316	8,066	5,929	8,066	5,051	No	No
6	5012	Atlantic Avenue (SR A1A)	14th Street to Fletcher Avenue	2019	8,600	14,800	6,072	5,890	10,406	10,406	8,686	No	No
8	5005	Fletcher Avenue (SR A1A)	Atlantic Avenue to Sadler Road	2019	6,800	14,800	5,844	5,668	8,228	8,228	6,868	No	No
10	5007	Fletcher Avenue (SR A1A)	Sadler Road to Simmons Road	2019	8,000	14,800	9,738	9,446	9,680	9,680	8,080	No	No
11	0138	Fletcher Avenue (SR A1A)	Simmons Road to Amelia Island Parkway	2019	6,900	14,800	9,394	9,112	8,349	9,112	7,005	No	No
12	0114	Fletcher Avenue (SR A1A)	Amelia Island Parkway to Buccaneer Trail (SR 105A)	2019	6,800	14,800	5,238	5,081	8,228	8,228	6,868	No	No
14	9135	14th Street	Pogey Place to Atlantic Avenue	2019	3,400	13,320	291	282	4,114	4,114	3,434	No	No
15	9125	14th Street	Atlantic Avenue to Hickory Street	2019	6,900	13,320	5,615	5,446	8,349	8,349	6,969	No	No
16	9125	14th Street	Hickory Street to Jasmine Street	2019	6,900	13,320	8,557	8,301	8,349	8,349	6,969	No	No
16A	9125	14th Street	Jasmine Street to Lime Street	2019	6,900	13,320	6,329	6,139	8,349	8,349	6,969	No	No
17	9120	14th Street	Lime Street to Sadler Road	2019	19,400	35,820	18,337	17,787	23,474	23,474	19,594	No	No
18	C-06	14th Street	Sadler Road to Amelia Island Parkway	2009	7,405	11,840	10,069	9,767	9,701	9,767	8,243	No	No
19	9116	Amelia Island Parkway	SR 200/SR A1A to 14th Street Extension	2019	12,500	17,700	13,956	13,537	15,125	15,125	12,625	No	No
20	C-08	Amelia Island Parkway	14th Street Extension to Buccaneer Trail (C-105A)	2009	12,895	17,700	15,254	14,796	16,892	16,892	14,313	No	No
21	9119	Amelia Island Parkway	Buccaneer Trail (C-105A) to Fletcher Avenue	2019	6,200	17,700	6,302	6,113	7,502	7,502	6,262	No	No
22	9118	Amelia Island Parkway	Fletcher Avenue to Scott Road	2019	6,000	11,840	9,136	8,862	7,260	8,862	6,136	No	No
22A	C-10A	Amelia Island Parkway	Scott Road to SR A1A/Julia Street	2009	3,101	11,840	4,996	4,846	4,062	4,846	3,720	No	No
23	9124	Buccaneer Trail (C-105A)	Gerbing Road/South Fletcher Avenue to Canopy Drive	2019	8,900	11,840	11,797	11,443	10,769	11,443	9,021	No	No
23A	C-11A	Buccaneer Trail (C-105A)	Canopy Drive to Amelia Island Parkway	2008	8,100	11,840	10,492	10,178	10,692	10,692	9,072	No	No
24	C-12	Amelia Road	Amelia Island Parkway to SR 200	2009	1,104	11,840	Not in Model	NA	1,446	1,446	1,225	No	No
26	9118	First Coast Highway (SR A1A)	South Fletcher Ave to Amelia Island Pky/Julia St	2019	13,000	17,700	15,944	15,466	15,730	15,730	13,130	No	No
27	0161	First Coast Highway (SR A1A)	Amelia Island Pkwy/Julia St to Beach Lagoon Rd	2019	13,000	17,700	13,419	13,016	15,730	15,730	13,130	No	No
28	3066	First Coast Highway (SR A1A)	Beach Lagoon Road to Nassau Sound	2019	6,000	17,700	10,009	9,708	7,260	9,708	6,177	No	No
29	C-15	Sadler Road	8th Street to 14th Street	1990		29,160	30,055	29,153	0	29,153	17,492	No	No
30	9110	Sadler Road	14th Street to Fletcher Avenue	2019	17,600	29,160	11,590	11,242	21,296	21,296	17,776	No	No
31	C-17	Lime Street	8th Street to 14th Street	2009	2,583	13,320	Not in Model	NA	3,384	3,384	2,867	No	No
32	C-18	Lime Street	14th Street to Citrona Drive	2009	3,665	13,320	Not in Model	NA	4,801	4,801	4,068	No	No
33	C-19	Citrona Drive	Atlantic Avenue to Jasmine Street	2009	3,510	13,320	5,060	4,909	4,598	4,909	4,006	No	No
34	C-20	Citrona Drive	Jasmine Street to Sadler Road	2009	5,644	13,320	6,812	6,607	7,394	7,394	6,265	No	No
35	C-21	Will Hardee Road	Sadler Road to Simmons Road	2009	2,170	13,320	7,995	7,755	2,843	7,755	4,152	No	No
36	C-22	Simmons Road	Amelia Road to Will Hardee Road	2009	2,236	15,930	1,425	1,383	2,929	2,929	2,482	No	No
37	9117	Simmons Road	Will Hardee Road to Fletcher Avenue	2019	2,400	13,320	1,436	1,393	2,904	2,904	2,424	No	No
38	C-24	Jasmine Street	14th Street to Citrona Drive	2009	3,021	13,320	5,492	5,327	3,958	5,327	3,839	No	No
39	C-25	T.J. Courson Road	8th Street (SR 200) to 14th Street	2009	5,025	13,320	Not in Model	NA	6,583	6,583	5,578	No	No
40	0158	I-95	Duval County Line to SR 200/SR A1A	2019	53,000	86,600	149,325	144,845	64,130	144,845	57,374	No	Yes
41	0158	I-95	SR 200/SR A1A to US 17	2019	53,000	86,600	117,573	114,046	64,130	114,046	55,907	No	Yes
42	0132	I-95	US 17 to Georgia State Line	2019	67,256	86,600	97,489	94,565	81,380	94,565	68,556	No	Yes
43	5022	SR 200/SR A1A	Griffin Road to Edwards Road	2019	14,500	49,900	19,480	18,895	17,545	18,895	14,709	No	No
43A	5022	SR 200/SR A1A	Edwards Road to I-95	2019	14,500	49,900	39,172	37,996	17,545	37,996	15,619	No	No
44	0182	SR 200/SR A1A	I-95 EB Off-Ramp to Still Quarters Road	2019	21,666	94,300	73,083	70,891	26,216	70,891	24,010	No	No
44A	0182	SR 200/SR A1A	Still Quarters Road to US 17	2019	21,666	50,000	63,487	61,582	26,216	61,582	23,567	No	Yes
45	0101	SR 200/SR A1A	US 17 to Rubin Lane	2019	36,500	50,000	77,112	74,799	44,165	74,799	38,324	No	Yes
45A	0101	SR 200/SR A1A	Rubin Lane to Chester Road	2019	36,500	59,900	77,393	75,071	44,165	75,071	38,337	No	Yes
46	0105	SR 200/SR A1A	Chester Road to Blackrock Road	2019	32,500	59,900	58,404	56,652	39,325	56,652	33,650	No	No
47	0105	SR 200/SR A1A	Blackrock Road to Old Nassauville Road	2019	32,500	59,900	50,430	48,917	39,325	48,917	33,282	No	No
48	0103	SR 200/SR A1A	Old Nassauville Road to Amelia Island Parkway	2019	40,500	65,600	54,377	52,745	49,005	52,745	41,083	No	No
49	C-45	CR 200A (Pages Dairy Road)	US 17 to Chester Road	2009	3,004	11,840	13,773	13,360	3,935	13,360	6,679	No	Yes
50	9127	CR 107 N. (Blackrock Road)	Chester Road to SR 200/SR A1A	2019	1,900	15,930	5,787	5,613	2,299	5,613	2,077	No	No

Link ID No.	Count Station	Roadway	From/To	Year of Count	24-Hour Volume (AADT)	Daily Capacity	Direct 2040 Model Volumes	2040 Average Daily Model Volume (MOCF = 0.97)	2040 Volume Using 1% Growth	Higher 2040 Volume (1% or Model)	2020 Volume Using Higher Growth Rate	2020 Capacity Issue?	2040 Capacity Issue?
51	0112	CR 107 S. (Old Nassauville Road)	SR 200/SR A1A to Amelia Concourse	2019	9,100	15,930	11,885	11,528	11,011	11,528	9,216	No	No
51A	C-47A	CR 107 S. (Old Nassauville Road)	Amelia Concourse to Santa Juana Road	2009	6,730	15,930	5,786	5,612	8,816	8,816	7,470	No	No
51B	C-122	Roses Bluff Road	Chester Road West	2009	1,597	11,840	0	0	2,092	2,092	1,773	No	No
S2	9134	Chester Road	SR 200/SR A1A to Pages Dairy Road (CR 200A)	2019	10,400	29,160	21,681	21,030	12,584	21,030	10,906	No	No
S3	9113	Chester Road	Pages Dairy Road to Blackrock Road	2019	9,600	14,160	15,974	15,495	11,616	15,495	9,881	No	Yes
53A	9137	Amelia Concourse	SR 200/SR A1A to CR 107 S. (Old Nassauville Road)	2019	12,800	35,820	38,797	37,633	15,488	37,633	13,983	No	Yes
S4	C-50	Barnwell Road	SR 200/SR A1A to Oyster Bay Drive	2009	3,251	13,320	Not in Model	NA	4,259	4,259	3,609	No	No
54A	C-103	Miner Road	Haddock Road to SR 200/SR A1A	2009	7,070	13,320	22,600	21,922	9,262	21,922	12,340	No	Yes
55	3026	US 17 (SR 5)	Duval County Line to Harts Road	2019	18,400	17,300	28,186	27,340	22,264	27,340	18,826	Yes	Yes
56	0011	US 17 (SR 5)	Harts Road to SR 200/SR A1A	2019	14,100	24,200	21,405	20,762	17,061	20,762	14,417	No	No
57	0104	US 17 (SR 5)	SR 200/SR A1A to Pages Dairy Road	2019	11,800	32,400	29,574	28,687	14,278	28,687	12,604	No	No
S8	0104	US 17 (SR 5)	Pages Dairy Road to CR 108	2019	11,800	17,300	18,046	17,505	14,278	17,505	12,072	No	Yes
59	0162	US 17 (SR 5)	CR 108 to I-95	2019	4,000	17,300	18,382	17,831	4,840	17,831	4,659	No	Yes
60	0162	US 17 (SR 5)	I-95 to Georgia State Line	2019	4,000	17,300	13,836	13,421	4,840	13,421	4,449	No	No
60B	C-107	Harts Road	US 17 to Haddock Road	2009	3,785	11,840	Not in Model	NA	4,958	4,958	4,201	No	No
61	9123	CR 108	Middle Road (CR 121A) to US 17 (SR 5)	2019	3,400	17,300	6,878	6,672	4,114	6,672	3,556	No	No
62	9136	William Burgess Boulevard	SR 200/SR A1A to US 17	2019	2,600	13,320	5,225	5,068	3,146	5,068	2,718	No	No
63	0019	US 1/US 23/US 301 (SR 15)	Musselwhite Road to CR 108	2019	13,200	49,900	21,415	20,772	15,972	20,772	13,561	No	No
64	0140	US 1/US 23/US 301 (SR 15)	CR 108 to CR 121	2019	11,000	49,900	17,015	16,504	13,310	16,504	11,262	No	No
65	0047	US 1/US 23/US 301 (SR 15)	CR 121 to Georgia State Line	2019	9,128	49,900	14,656	14,216	11,045	14,216	9,370	No	No
66	C-30	CR 121	CR 108/CR 121 Split to Bay Road (CR 115)	2009	423	11,520	512	496	554	554	470	No	No
67	C-31	CR 121	CR 115 (Bay Road) to Andrews Road	2009	875	11,520	278	269	1,146	1,146	971	No	No
68	C-32	CR 121	Andrews Road to US 1/US 301	2009	1,146	11,520	652	632	1,501	1,501	1,272	No	No
69	9130	CR 115 (Bay Road)	CR 121 to CR 108	2019	1,500	12,960	1,510	1,465	1,815	1,815	1,515	No	No
70	9112	Kings Ferry Rd. (CR 115A)	CR 108 to Kings Ferry Road	2019	1,500	12,960	804	780	1,815	1,815	1,515	No	No
71	C-115	CR 108	CR 121 to CR 115 (Bay Road)	2009	1,032	17,300	1,163	1,128	1,352	1,352	1,146	No	No
71A	C-38	CR 108	Kings Ferry Road (CR 115A) to Middle Road (CR 121A)	2009	2,154	17,300	3,094	3,001	2,822	3,001	2,455	No	No
72	9128	Middle Road (CR 121A)	Kings Ferry Road (CR 115A) to CR 108	2019	450	12,960	147	143	545	545	455	No	No
73	9001	Middle Road (CR 121A)	CR 108 to Griffin Road	2019	1,000	12,960	1,410	1,368	1,210	1,368	1,018	No	No
74	9107	Lessie Road	CR 108 to Middle Road (CR 121A)	2019	300	12,960	3	3	363	363	303	No	No
75	9131	CR 115 (Old Dixie Highway)	US 1/US 23/US 301 to Henry Smith Road	2019	2,500	12,960	2,082	2,020	3,025	3,025	2,525	No	No
76	C-54	Andrews Road	CR 121 to US 1/US 23/US 301	2009	1,072	12,960	2,074	2,011	1,404	2,011	1,405	No	No
76A	9129	Lake Hampton Road	US 1 to Murrhee Road	2019	650	12,960	474	460	787	787	657	No	No
77	3229	US 1/US 23/SR 15	Duval County Line to Ratliff Road	2019	15,900	66,200	28,454	27,600	19,239	27,600	16,457	No	No
78	0125	US 1/US 23/SR 15	Ratliff Road to SR 115 (Lem Turner Road)	2019	15,900	66,200	29,792	28,898	19,239	28,898	16,519	No	No
79	5021	US 1/US 23/US 301/SR 15	SR 115 (Lem Turner Road) to Old Dixie Highway (CR 115)	2019	19,400	32,400	31,139	30,205	23,474	30,205	19,915	No	No
80	0004	US 1/US 23/US 301/SR 15	CR 115 to Musselwhite Road	2019	11,700	49,900	24,175	23,450	14,157	23,450	12,260	No	No
81A	9104	Griffin Road East	A1A to Bridge	2019	1,300	11,520	2,814	2,730	1,573	2,730	1,368	No	No
81B	C205	Griffin Road West	Bridge to Musselwhite Road	2009	937	11,520	2,833	2,748	1,227	2,748	1,580	No	No
82	3160	SR 200/US 301	Duval County Line to CR 119	2019	5,800	49,900	18,511	17,955	7,018	17,955	6,379	No	No
83	0005	SR 200/US 301	CR 119 to Crawford Road	2019	6,100	49,900	14,697	14,256	7,381	14,256	6,488	No	No
84	0005	SR 200/US 301	Crawford Road to Kingbird Drive	2019	6,100	49,900	15,971	15,492	7,381	15,492	6,547	No	No
85	5015	SR 200/US 301	Kingbird Drive to US 1/US 23	2019	7,200	32,400	17,274	16,756	8,712	16,756	7,655	No	No
86	0117	SR 200/SR A1A	US 1/US 23 to Evelyn Street	2019	15,500	32,400	18,985	18,415	18,755	18,755	15,655	No	No
87	0110	SR 200/SR A1A	Evelyn Street to Griffin Road	2019	9,800	49,600	16,892	16,385	11,858	16,385	10,114	No	No
88	3914	SR 115 (Lem Turner Road)	Duval County Line to Church Road	2019	11,500	24,200	16,181	15,696	13,915	15,696	11,700	No	No
89	0015	SR 115 (Lem Turner Road)	Church Road to US 1/US 23	2019	9,100	24,200	12,177	11,812	11,011	11,812	9,229	No	No
90	9111	CR 121	Duval County Line to CR 119	2019	3,000	13,840	817	792	3,630	3,630	3,030	No	No
91	C-27	CR 121	CR 119 to CR 2 (Crawford Road)	2009	1,564	13,840	2,235	2,168	2,049	2,168	1,778	No	No
92	9004	CR 121	CR 2 (Crawford Road) to CR 108 (River Road)	2019	2,400	13,840	1,895	1,838	2,904	2,904	2,424	No	No
93	C-29	CR 121	CR 108 (River Road) to CR 108/CR 121 Split	2009	1,518	13,840	1,579	1,531	1,989	1,989	1,685	No	No

Link ID No.	Count Station	Roadway	From/To	Year of Count	24-Hour Volume (AADT)	Daily Capacity	Direct 2040 Model Volumes	2040 Average Daily Model Volume (MOCF = 0.97)	2040 Volume Using 1% Growth	Higher 2040 Volume (1% or Model)	2020 Volume Using Higher Growth Rate	2020 Capacity Issue?	2040 Capacity Issue?
94	9132	CR 119	US 301 to CR 121	2019	1,300	13,840	2,905	2,818	1,573	2,818	1,372	No	No
95	9003	CR 108 (River Road)	CR 121 to US 1	2019	2,800	17,300	2,987	2,897	3,388	3,388	2,828	No	No
96	9100	Ford Road	US 301 to Duval County Line	2019	1,100	12,960	598	580	1,331	1,331	1,111	No	No
97	9114	Ratliff Road	Thomas Creek Road to US 1	2019	3,800	5,850	4,203	4,077	4,598	4,598	3,838	No	No
98	0156	CR 2	CR 121 to Georgia State Line	2019	3,500	12,960	4,977	4,828	4,235	4,828	3,563	No	No
99	C-108	Crawford Road	US 301 to CR 121	2009	166	14,580	3,250	3,152	217	3,152	1,226	No	No
100	7001	8th Street	Alachua Street to Port	2019	3,600	13,320	578	560	4,356	4,356	3,636	No	No
101	F-02	8th Street	Atlantic to Alachua Street	1990		13,320	1,155	1,121	0	1,121	672	No	No
103	F-04	Centre Street	Front Street to 8th Street	2008	5,838	13,320	Not in Model	NA	7,706	7,706	6,539	No	No
105	F-06	N. Fletcher	1st Street North	1990		11,840	934	906	0	906	543	No	No
106	9126	N. Fletcher	Atlantic Avenue to 1st Street	2019	3,300	11,840	898	871	3,993	3,993	3,333	No	No
111	9121	Jasmine Street	Citrona Drive to S. Fletcher Avenue	2008	2,390	11,840	1,560	1,514	3,155	3,155	2,677	No	No
117	3009	US 90	Baker County Line to Duval County Line	2019	4,700	17,300	1,813	1,759	5,687	5,687	4,747	No	No
118	3134	I-10	Baker County Line to Duval County Line	2019	38,000	59,000	78,002	75,662	45,980	75,662	39,793	No	Yes



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

PETERS AND YAFFEE, INC.
9822 TAPESTRY PARK CIRCLE, SUITE 205
JACKSONVILLE, FL 32246

ROAD NO.	COUNTY	FINANCIAL PROJECT ID

PROJECTED ROADWAY LINK FAILURES

FIGURE NO.

J:\2015\15-020-03 Nassau County CES - Mobility Fee Study\Design\Traffic\Traffic Failures\TrafficFailures06.DGN jschaefer 9/25/2020 3:10:28 PM

Ordinance No. 2021-24

APPENDIX C

Mobility Projects Including Scoring

Ordinance No. 2021-24

Nassau County

Mobility Plan Performance Measures

January 2020

Contents

Nassau County Mobility Plan Performance Measures

Introduction

Nassau County enacted its first Mobility Plan in 2014, by Ordinance 2014-16, and is updating the plan and associated projects eligible for funding, as required. The mobility plan designated projects where monies can be spent to accommodate growth in the county. The purpose of the mobility plan is to achieve the 2030 Comprehensive Plan Transportation Element Objectives T.01, T.02, T.04 and T.06, and Capital Improvement Element CI.07.

This document aims to be a visual aid in analyzing candidate mobility plan projects which increase capacity for all roadway users and mitigate impacts of new development and redevelopment on our transportation network. It includes preliminary performance measures, cross-sections, and weighted scores for each project. The process for criteria and weighting of each project was based on the Nassau County Criteria and Selection for Transportation Projects guide, attached as Appendix A. Appendix B includes the scoring for each project.

This document identifies 48 candidate projects and analyzes their performance measures to guide the county in choosing which projects to fund with the mobility plan. The remainder of the projects will be included in the mobility plan as "unfunded", however, the Board of County Commissioners (BOCC) will have the discretion to modify, and add to, the project list based on the parameters outlined in the Mobility Plan.

Performance Criteria

Performance criteria are used to look at how each project fits into the local and regional planning context. The performance criteria are for informational purposes and have not been included in the weighting of each project. The following performance criteria is applied to each potential project as a means to primarly evaulate each project.

Planning - The project has undergone a comprehensive planning process and is included in local or state plans.

Congestion/Mobility - The project addresses how it will impact congestion and mobility.

System Preservation and Enhancement - Project describes how it will maintain or modernize existing transportation network.

Safety - Project identifies how the safety of the roadway will be addressed.

Regional Impact - Project demonstrates how it will impact the region.

Multi-Modal Elements - Project has multi-modal elements such as trails, sidewalks, and/or bike lanes.

Economic Development - The project demonstrates how it enhances economic development for the area.

Funding - Project shows how it may be matched through other funding mechanisms like Capital Improvement Plans (CIP) or State funding.

Project Information

Each candidate includes the project name, length of the project, describes the proposed improvements to be programmed, cost etimates for the project, mobility zone, and commissioner district. The color on the page indicates the type of project being proposed. There are four project types:

Alternative Projects (yellow) – Projects that focus on bicycle and pedestrian facilities such as trails, bike lanes, and sidewalks.

Safety Projects (red) – Projects which focus on safety improvements at intersections and along roadways.

Roadway Improvement Projects (blue) – Improvements to existing roads, such as widening or paving.

Roadway Construction Projects (purple) – New roadway construction projects.

The candidate project information page is accompanied by the proposed cross-section and a map showing the proposed extent of the project, including connected mobility plan projects. The limits of the proposed projects are subject to change during the review and permitting process. Nothing herein shall limit the BOCC's ability to approve deviations to proposed projects. The proposed cross-sections are graphical representations of the County's proposed improvement, however, deviations can be made. Actual design of the improvement will occur during the planning and engineering process. Deviations to the cross-section can occur during the planning, design phase and implementation process (or at the design phase, below 45%, County's call) may be approved contingent upon but not limited to: current design standards, engineering best practices, precedence, surveys, unique project-specific evidence, factual supplementary information, and safety. The map includes the number, location, and type of crashes between 1/1/2014-1/1/2019, data for the crashes was obtained from Signal4 Analytics. Where the crash is indicated as N/A, the project is a new improvement where there is currently no facility.

Weighted Score

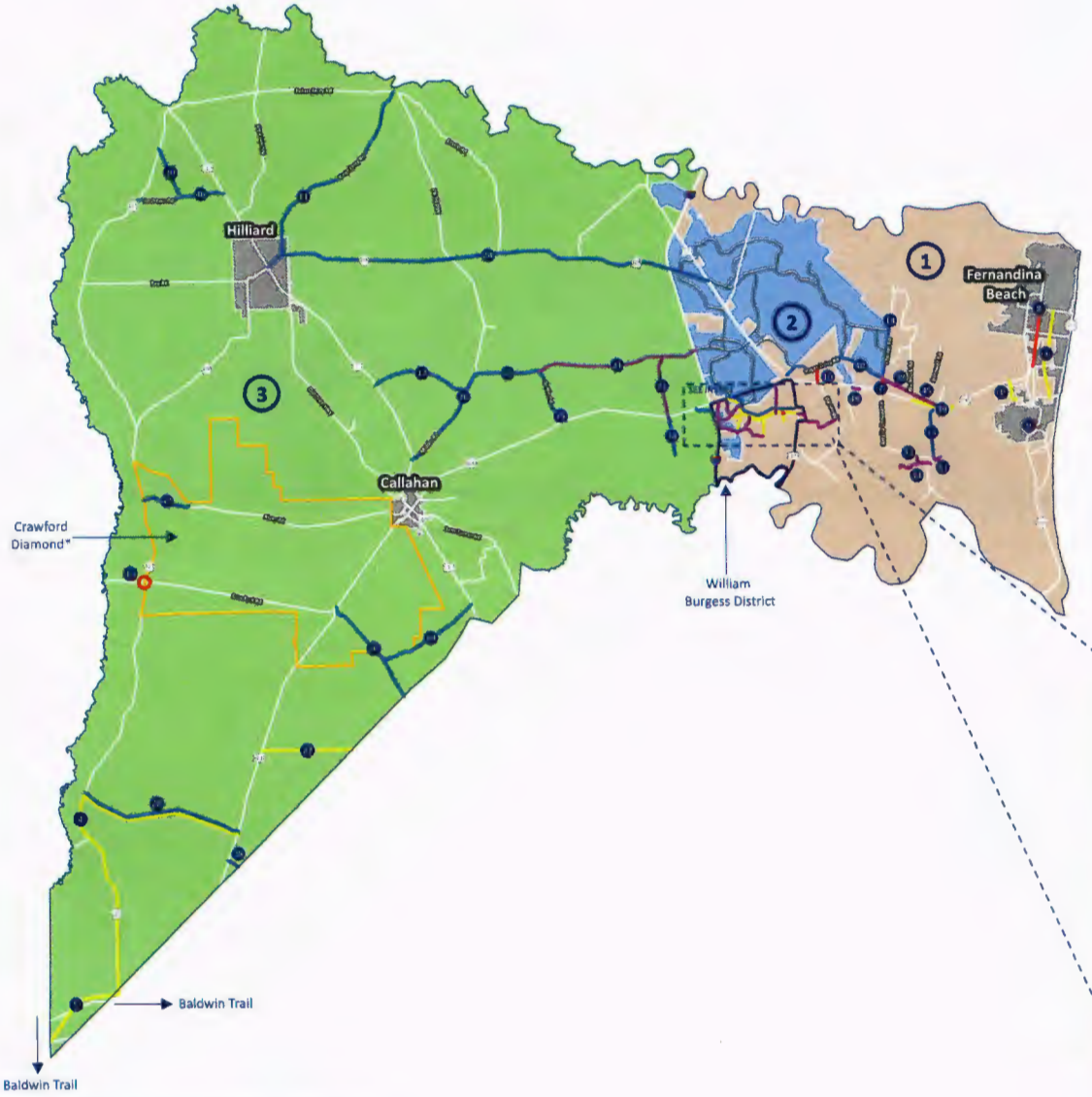
Engineering Services used the Nassau County Guide on Criteria & Selection of Transportation Projects document (attached as Appendix A), to assign a weighted score for each candidate. The full analysis for each project is attached as Appendix B.

For the purpose of this report, only the total weighted scored are included. There are five (5) categories:

- Cost Effectiveness – The cost effectiveness is derived from project costs and the number of citizens served. This information is based on project cost estimates and daily traffic counts for each project. A high scoring project will be less costly per citizen served. Traffic counts are either obtained from FDOT or traffic counts are conducted by County staff as needed.
- Connectivity and Mobility – Connectivity and Mobility scores are based on the roadway or paths Level of Service (LOS), expected or experienced travel delays, as well as how many other roadways and/or trails connect to the roadway or path in question. This information uses State standards for calculating a roadway or paths level of service, but also includes bottlenecks and delays as witnessed by County staff, and/or reported by concerned citizens.
- Health Safety – Health Safety scores are based on the projects abilitiy to reduce emergency response times, reduction in impacts to natural resources, and potential benefits to overall quality of life.
- Policy Support – Policy Support looks into the projects impacts in regards to zoning, land use, and state and local goals not captured in other criteria. This score ensures projects are constructed in the right way and in the right locations.
- Safety – Safety looks specifically at the road or paths safety performance. On roadway improvements projects we analyze the existing safety concerns. With new construction projects we not only look into the existing safety concerns of parallel routes, we also use the safest design guidelines to ensure the new roadway or path will provide the safest possible route. A Road Safety Audit (RSA) is conducted for each project to obtain this score.

The total weighted score has been provided to show how each project is ranked. In the next steps section of this document, there are tables showing the ranking of all the candidate projects, one overall ranking, and one based on the mobility plan zones.

Nassau County Mobility Projects



C:\GIS\BOCC_Departments\Planning&EconomicOpportunity\Projects\Mobility Plan\MobiltyMapAll.mxd

Project Types

- # Project Number (see pg. 2)
- Safety Project
- Road Construction Project
- Alternative Project
- Road Improvemnet Project

Mobility Plan Zones

- 1 East Zone (East of I-95)
- 2 ENCPA Zone (Not subject to County Mobility Plan)
- 3 West Zone (West of I-95)

Area Plans

- William Burgess District
- Crawford Diamond*

*Projects around the Crawford Diamond have not been included in this Mobility Plan update because those candidate projects will be evaluated as part of the Crawford Diamond Area Plan.

William Burgess Area Mobilty Projects

Ordinance No. 2021-24

Mobility Plan
Proposed Projects

Project Type

- Alternative Project
- Road Construction Project
- Road Improvemnet Project
- Safety Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (1)
- Left Turn (2)
- Off Road (0)
- Other (1)
- Pedestrian (0)
- Rear End (8)
- Right Turn (1)
- Rollover (0)
- Sideswipe (2)
- Unknown (2)
- Re-open Rail Crossing

N

1 inch = 400 feet

1. Amelia Island Trail

Length: 0.8 miles from 8th Street to Bailey Road, entire project is 3.24 miles.

Improvement: 10' shared-use path

Possible Mobility Improvement Mechanism: Alternative Modes

Total Cost: $3,100,000

Mobility Zone: 1

Commissioner District: 1/ 2

Criteria	Performance Measure
Planning	Full project is a 3 mile path connecting 8th Street to S. Fletcher Avenue, the existing Amelia Island Trail. The plan is part of the East Coast Greenway, Florida Greenways and Trails, and County Trails Planning.
Congestion/Mobility	Will provide alternative route for people on bicycles and pedestrians on Amelia Island. Increase capacity for non-motorized users.
System Preservation and Enhancement	Addition of path on the Amelia Island Parkway will enhance existing bicycle/ pedestrian network on Amelia Island.
Safety	Provide a safe, alternative mode of transportation
Regional Impact	Part of the East Coast Greenway and connects to existing Amelia Island Path down to Duval County.
Multi-Modal Elements	10' shared-use path connecting to the Amelia Island Trail
Economic Development	Paths support economic development and growth.
Funding	There is funding for the design of all 4 phases of the trail, and construction the other 3 phases of the path through FDOT

The proposed cross-section (not to scale):

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	28.0
Health Safety Score	16.0
Policy Support Score	15.0
Safety Score	14.0
Total Weighted Score	83.0

Overall Rank

East Zone Rank

2. William Burgess Blvd Trail

Length: 2.94 miles from SR-200 to US-17

Improvement: 10' shared-use path

Possible Mobility Improvement Mechanism: Alternative Modes

Total Cost: $2,122,805

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Project has been included in the William Burgess District Context and Connectivity Blueprint
Congestion/Mobility	Increase mobility and capacity along a roadway where bicycle/pedestrian facilities do not currently exist.
System Preservation and Enhancement	Addition of a shared-use path which will connect US-17 to SR-200 along William Burgess Boulevard, and into the ENCPA.
Safety	Provide a safe, alternative mode of transportation
Regional Impact	Provides alternate connection from Yulee to the East Coast Greenway. Coupled with project 12, a trail will extend from Miner Road into Wildlight.
Multi-Modal Elements	10' shared-use path
Economic Development	Will help incentivize growth in the WBD and provide alternate connections to the ENCPA.
Funding	Nassau Crossing PUD for a portion of the trail, subject to recreation impact fee credits.

Proposed cross-section (not to scale):

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	2.5
Connectivity & Mobility Score	37.3
Health Safety Score	17.0
Policy Support Score	15.0
Safety Score	14.0
Total Weighted Score	85.8

4 **Overall Rank**

3 **East Zone Rank**

Mobility Plan Proposed Projects

Project Type

- Alternative Project
- Road Construction Project
- Road Improvemnet Project
- Safety Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (1)
- Other (3)
- Pedestrian (1)
- Rear End (0)
- Right Turn (6)
- Rollover (1)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,200 feet

Ordinance No. 2021-24

Mobility Plan Proposed Projects

Project Type

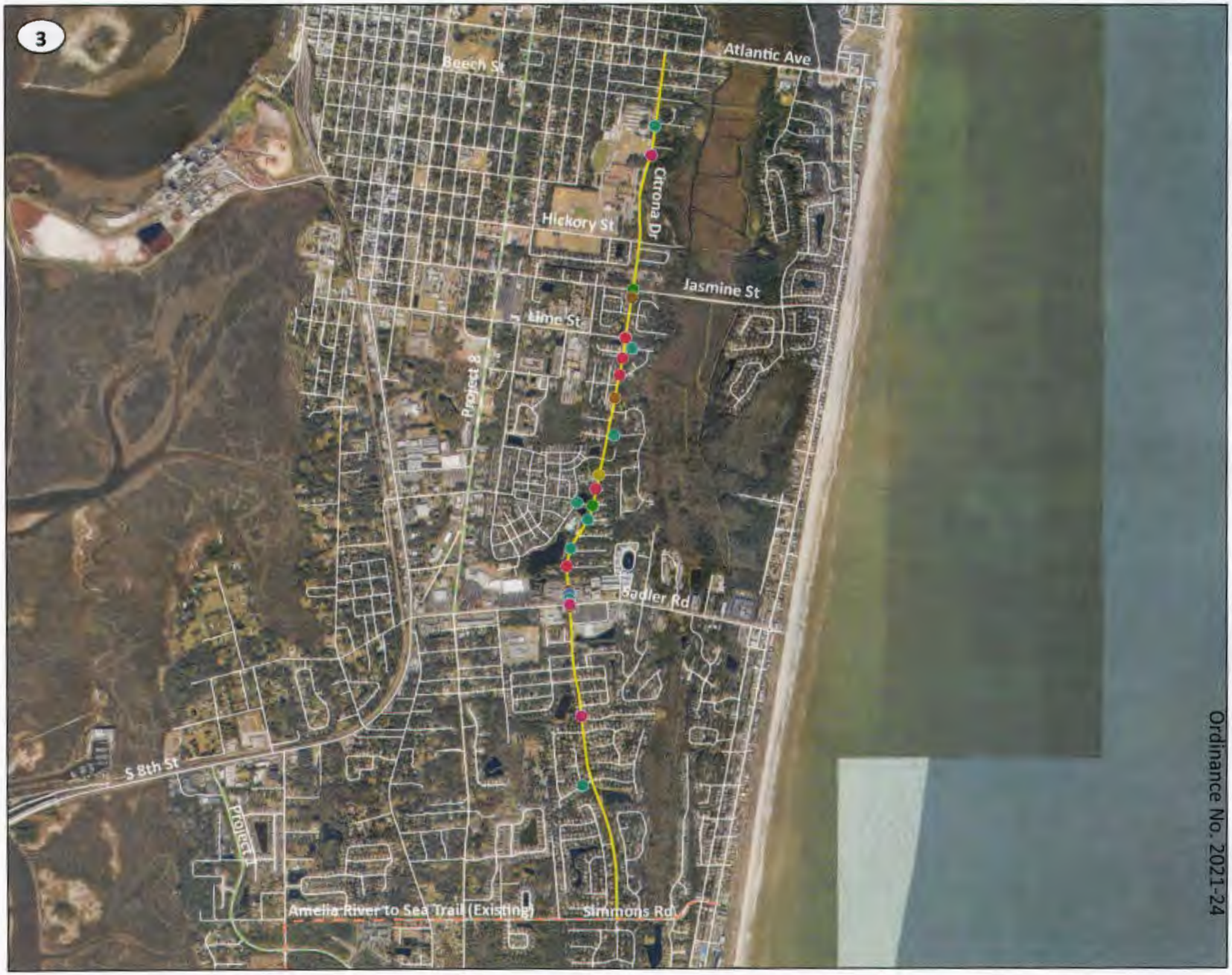
- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (4)
- Bicycle (0)
- Head On (4)
- Left Turn (1)
- Off Road (6)
- Other (5)
- Pedestrian (0)
- Rear End (7)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (3)
- Re-open Rail Crossing

N

1 inch = 1,700 feet



Ordinance No. 2021-24

3. Citrona/Will Hardee Path

Length: Approx. 3 miles from Atlantic Avenue to Simmons Road

Improvement: 10' shared-use path

Possible Mobility Improvement Mechanism: Alternative Modes

Total Cost: $3,322,490

Mobility Zone: 1

Commissioner District: 1/2

Criteria	Performance Measure
Planning	Project is identified by the East Coast Greenway.
Congestion/Mobility	Will provide alternative route for roadway users where no bicycle facilities currently exist.
System Preservation and Enhancement	Addition of path on Citrona/Will Hardee will enhance bicycle network.
Safety	Provide a safe, alternative mode of transportation
Regional Impact	Part of the East Coast Greenway, will connect to the existing Amelia Island Trail and the Amelia River to Sea Trail
Multi-Modal Elements	10' shared-use path
Economic Development	Trails support economic development.
Funding	N/A

Proposed cross-section (not to scale)

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	29.3
Health Safety Score	20.0
Policy Support Score	15.0
Safety Score	15.0
Total Weighted Score	84.3

8 **Overall Rank**

5 **East Zone Rank**

4. Baldwin Rail Path Northern Extension

Length: Approx. 15.7 miles, north along CR-121 and east along CR-119

Improvement: 10' shared-use path

Possible Mobility Improvement Mechanism: Alternative Modes

Total Cost: $11,363,065

Mobility Zone: 3

Commissioner District: 4

Criteria	Performance Measure
Planning	This has been included in the draft master recreation plan for the county, listed with Florida Greenways and Trails
Congestion/Mobility	Provide alternative route for people on bicycles and pedestrians where no facility currently exists.
System Preservation and Enhancement	Creates a facility where none currently exists.
Safety	An off-road shared-use path will help make non-motorized users safer
Regional Impact	This path connects to Duval's Baldwin Rail Trail and is a component of the East Coast Greenway and Florida Greenways and Trails
Multi-Modal Elements	10' shared-use path
Economic Development	Trails incentivize economic development
Funding	N/A

Proposed cross-section (not to scale)

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	0.0
Connectivity & Mobility Score	38.7
Health Safety Score	14.0
Policy Support Score	15.0
Safety Score	14.0
Total Weighted Score	81.7

30 Overall Rank

9 West Zone Rank

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (2)
- Off Road (1)
- Other (4)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (3)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 4,000 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,200 feet

5. Baldwin Rail Path Northern Extension Duval to Baker County Lines

Length: Approx. 3.2 miles extending west to the Baker County line.

Improvement: 10' shared-use path

Possible Mobility Improvement Mechanism: Alternative Modes

Total Cost: $3,200,000

Mobility Zone: 3

Commissioner District: 4

Criteria	Performance Measure
Planning	This has been included in the draft master recreation plan for the county and the Florida Greenways and Trails Map
Congestion/Mobility	Provide alternative route for people on bicycles and pedestrians where no facility currently exists.
System Preservation and Enhancement	Creates a facility where none currently exists.
Safety	An off-road shared-use path will help make non-motorized users safer
Regional Impact	This path connects to Duval's Baldwin Rail Trail and is a component of the East Coast Greenway and Florida Greenways and Trails
Multi-Modal Elements	10' shared-use path
Economic Development	Trails incentivize economic development
Funding	N/A

Proposed Cross-Section (not to scale)

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	25.3
Health Safety Score	17.0
Policy Support Score	15.0
Safety Score	14.0
Total Weighted Score	76.3

31 Overall Rank

10 West Zone Rank

6. William Burgess/Harts Road Roundabout

Length: N/A

Improvement: Roundabout at the intersection of William Burgess Boulevard and Harts Road

Possible Mobility Improvement Mechanism: Safety

Total Cost: $3,348,800

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Included in the William Burgess District Context and Connectivity Blueprint and the Nassau Crossing PUD
Congestion/Mobility	Will help facilitate traffic flow at an intersection where growth is expected.
System Preservation and Enhancement	The existing intersection is stop controlled on two sides (Harts Road), the roundabout will facilitate better traffic movement.
Safety	The roundabouts will make the intersection safer and limit the William Burgess District from being a by-way when it connects to Miner Road.
Regional Impact	N/A
Multi-Modal Elements	N/A, however, other WBB projects address shared-use paths and those elements would be incorporated into this.
Economic Development	N/A
Funding	N/A

Proposed plan for the intersection (not to scale)

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	6.5
Health Safety Score	24.0
Policy Support Score	10.0
Safety Score	12.6
System Preservation Score	4.0
Total Weighted Score	67.1

39 Overall Rank

26 East Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (1)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 50 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (1)
- Off Road (0)
- Other (0)
- Pedestrian (1)
- Rear End (9)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 50 feet

7. Pages Dairy/Chester Road Intersection

Length: N/A

Improvement: Intersection improvements, including a mast arm, striping, and turn lanes

Possible Mobility Improvement Mechanism: Safety

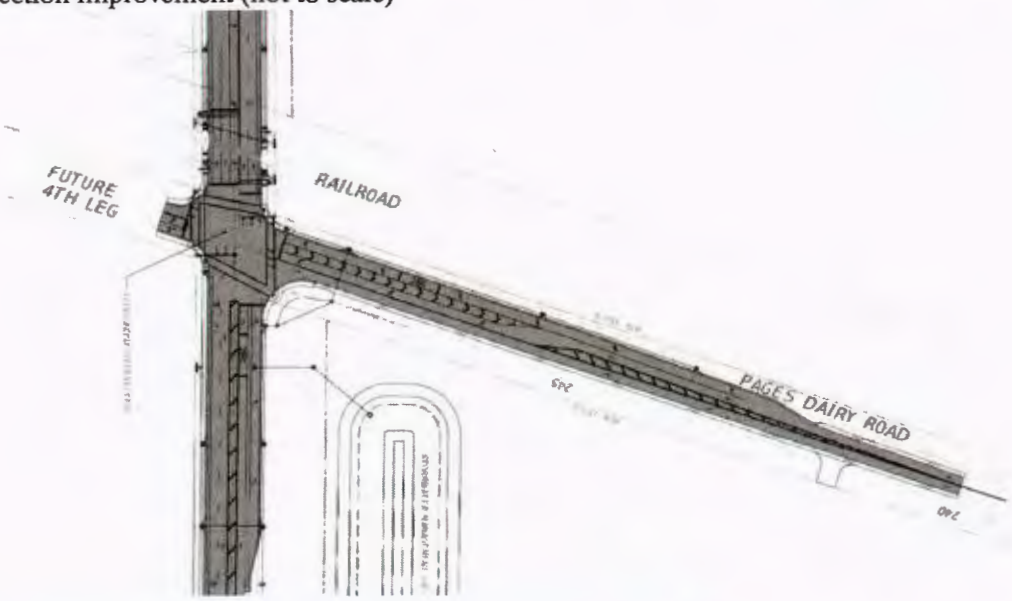
Total Cost: $5,434,065

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	The intersection is dangerous and has long wait times (failing LOS). A signal would help facilitate traffic flow
System Preservation and Enhancement	A signal would help modernize the existing intersection
Safety	Signalized intersections are safer than un-signalized intersections (find number of crashes for this one)
Regional Impact	N/A
Multi-Modal Elements	N/A
Economic Development	N/A
Funding	Capital Improvement Plan

Proposed intersection improvement (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	8.8
Health Safety Score	24.0
Policy Support Score	8.0
Safety Score	27.0
System Preservation Score	2.0
Total Weighted Score	79.8

17 **Overall Rank**

14 **East Zone Rank**

8. 14th Street Improvements

Length: 1.5 miles from Atlantic Avenue to Sadler Road

Improvement: Lanes, median, and bike lane re-striping safety improvements and shared use path, based on the 2018 Safety Study from Peters & Yaffee.

Possible Mobility Improvement Mechanism: Safety

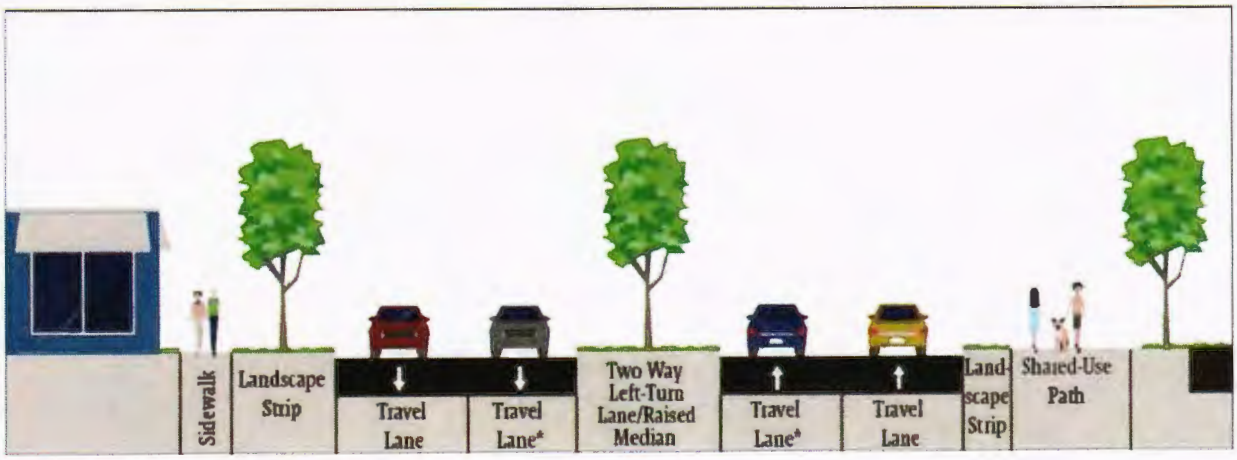
Total Cost: $2,845,691

Mobility Zone: 1

Commissioner District: 1/2

Criteria	Performance Measure
Planning	A safety study was performed by Peters and Yaffee.
Congestion/Mobility	Addresses the center turn lane, which creates congestion and confusion.
System Preservation and Enhancement	Re-striping the lanes will improve the existing system. Addition of raised medians will help enhance the system.
Safety	Re-striping the lanes and adding turn lanes will enhance the safety of the roadway.
Regional Impact	N/A
Multi-Modal Elements	Re-stripe bike lanes and add shared-use path
Economic Development	N/A
Funding	N/A

Proposed cross-section (Not to scale). The * indicates where there is the lane, as the improvements stretch from the 5 lane portion of 14th Street (by Citrona), to the 3 lane portion of 14th Street north of Hickory.



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	6.3
Health Safety Score	9.0
Policy Support Score	10.0
Safety Score	24.6
System Preservation Score	3.0
Total Weighted Score	62.9

43 **Overall Rank**

29 **East Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (21)
- Bicycle (3)
- Head On (27)
- Left Turn (35)
- Off Road (4)
- Other (18)
- Pedestrian (4)
- Rear End (77)
- Right Turn (8)
- Rollover (1)
- Sideswipe (17)
- Unknown (13)
- Re-open Rail Crossing

N

1 inch = 1,200 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (1)
- Left Turn (2)
- Off Road (0)
- Other (1)
- Pedestrian (0)
- Rear End (2)
- Right Turn (0)
- Rollover (0)
- Sideswipe (1)
- Unknown (2)
- Re-open Rail Crossing

N

1 inch = 50 feet

9. Amelia Island Parkway/Buccaneer Path Roundabout

Length: N/A

Improvement: Roundabout

Possible Mobility Improvement Mechanism: Safety

Total Cost: $3,700,000

Mobility Zone: 1

Commissioner District: 2

Criteria	Performance Measure
Planning	Intersection improvements have been a topic of discussion for years
Congestion/Mobility	Will help facilitate traffic flow and increase capacity at the intersection
System Preservation and Enhancement	The roundabout will facilitate better traffic movement at one of the busiest intersections on the island.
Safety	The roundabouts will make the intersection safer for all roadway users.
Regional Impact	N/A
Multi-Modal Elements	Will include safety improvements for pedestrians and people on bicycles.
Economic Development	N/A
Funding	N/A

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	7.7
Health Safety Score	27.0
Policy Support Score	8.0
Safety Score	27.0
System Preservation Score	3.0
Total Weighted Score	82.7

12 Overall Rank

9 East Zone Rank

10. Felmor Road Improvements

Length: 0.55 miles from Pages Dairy Road to SR-200

Improvement: Addition of sidewalks, utilities, and paved shoulders, along with queuing lane for student drop-off/pick-up.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety

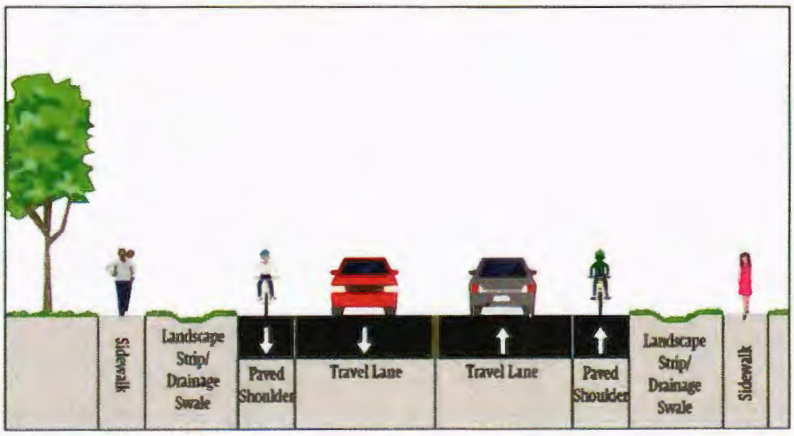
Total Cost: $1,942,117

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Help increase pedestrian mobility and bicycle safety, help with school congestion, and add designated lanes for school traffic.
System Preservation and Enhancement	Will enhance current system on Felmor for drop-off/pick-up.
Safety	Increase safety for bicycle/pedestrians and for drop-off/pick-up.
Regional Impact	N/A
Multi-Modal Elements	Project includes multi-modal elements such as sidewalks and paved shoulders which double as bike lanes.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



* Paved shoulder should be widened to accommodate queuing vehicles for the Elementary School

Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	27.3
Health Safety Score	20.0
Policy Support Score	15.0
Safety Score	14.5
System Preservation Score	N/A
Total Weighted Score	86.8

3 **Overall Rank**

2 **East Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (1)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (3)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 300 feet

Ordinance No. 2021-24

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (5)
- Other (5)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (2)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 3,500 feet

11. Kings Ferry Road

Length: Approx. 8 miles

Total Cost: $5,722,725

Improvement: Shoulder addition to Kings Ferry Road (excluding the bridge)

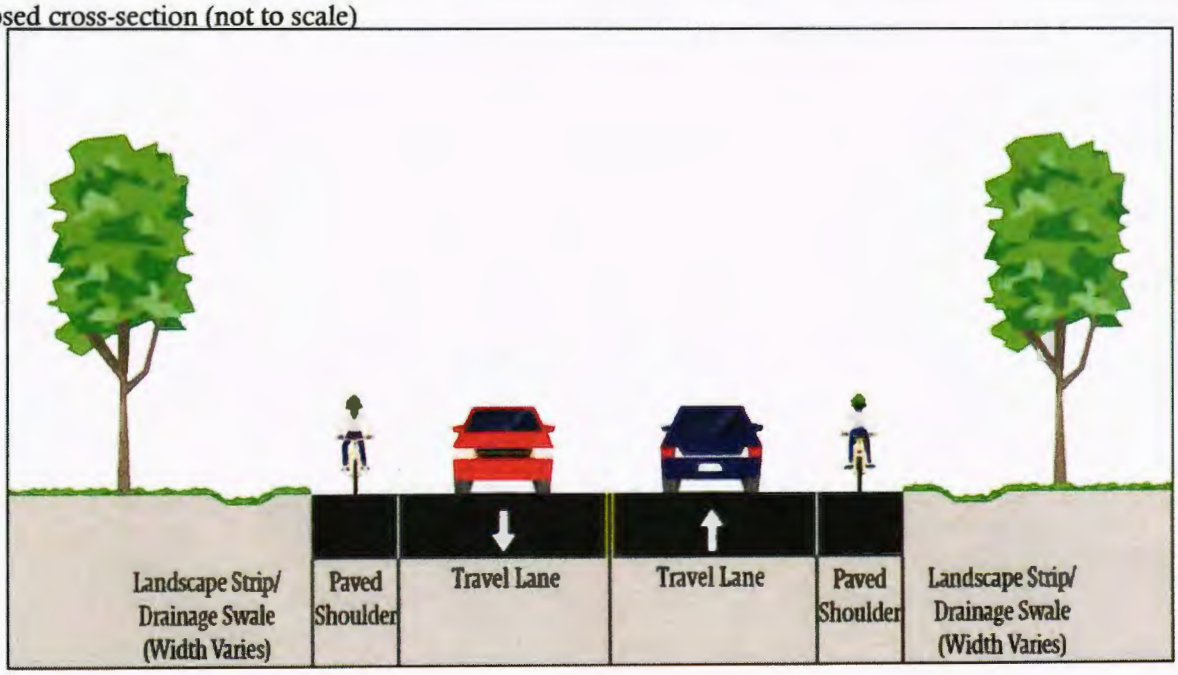
Mobility Zone: 3

Possible Mobility Improvement Mechanism: Safety, road improvements

Commissioner District: 4

Criteria	Performance Measure
Planning	Included in the 5 year Capital Improvement Plan (18/19-22/23)
Congestion/Mobility	Shoulders will increase capacity for vehicles, and adds capacity for people on bicycles.
System Preservation and Enhancement	Will enhance the existing roadway by adding shoulders, which double as bike lanes.
Safety	Shoulders improve safety for the roadway
Regional Impact	N/A
Multi-Modal Elements	Shoulders will double as bike lanes.
Economic Development	N/A
Funding	Capital Improvement Plan (20/21-22/23)

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	7.7
Health Safety Score	12.0
Policy Support Score	4.5
Safety Score	13.2
System Preservation Score	16.0
Total Weighted Score	73.4

Overall Rank

West Zone Rank

12. William Burgess Boulevard Extension Phase 1

Length: 1.77 miles

Improvement: New 2 lane road with shoulders and a 10' shared-use path

Possible Mobility Improvement Mechanism: Road Improvements

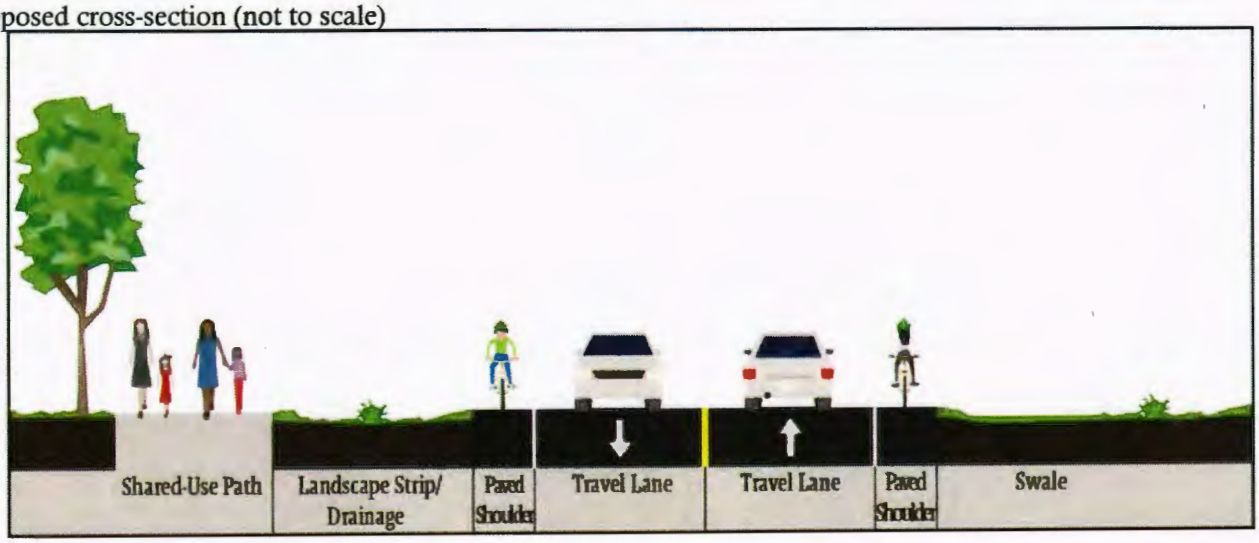
Total Cost: $13,550,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	William Burgess District, Capital Improvement Plan (20/21-22/23)
Congestion/Mobility	Will help facilitate travel from Miner Road to SR-200, create a parallel corridor to SR-200, and a signalized intersection at US-17 will increase capacity and enhance vehicular travel.
System Preservation and Enhancement	By creating a new corridor, the existing mobility network will be enhanced.
Safety	Signalizing US-17/William Burgess Boulevard will make the intersection safer for all users, and the trail will provide safety for non-motorized users.
Regional Impact	The parallel corridor to SR-200 will help facilitate travel flow to US-17 and SR-200.
Multi-Modal Elements	Will include a shared-use path along one side and shoulders which double as bike lanes.
Economic Development	Enhance travel flow into the William Burgess District, which will incentivize development along WBB.
Funding	In CIP (2020-2023), has allocations from state (2 million) for acquisition of ROW and design

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	34.0
Health Safety Score	7.5
Policy Support Score	15.0
Existing Alternate Safety Score	2.0
Proposed Safety Score	20.0
Total Weighted Score	83.5

Overall Rank

East Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (3)
- Bicycle (0)
- Head On (0)
- Left Turn (3)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (3)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 600 feet

Ordinance No. 2021-24

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (1)
- Off Road (3)
- Other (1)
- Pedestrian (1)
- Rear End (6)
- Right Turn (1)
- Rollover (1)
- Sideswipe (1)
- Unknown (1)
- Re-open Rail Crossing

N

1 inch = 1,200 feet

Ordinance No. 2021-24

13. William Burgess Boulevard Redevelopment

Length: 2.94 miles from SR-200 to US-17

Improvement: Redevelop William Burgess Boulevard to 5 lanes (1 in each direction, parking, and center turn lane, or, 2 in each direction, center turn lane, see cross-sections below)

Possible Mobility Improvement Mechanism: Alternative Modes, Safety

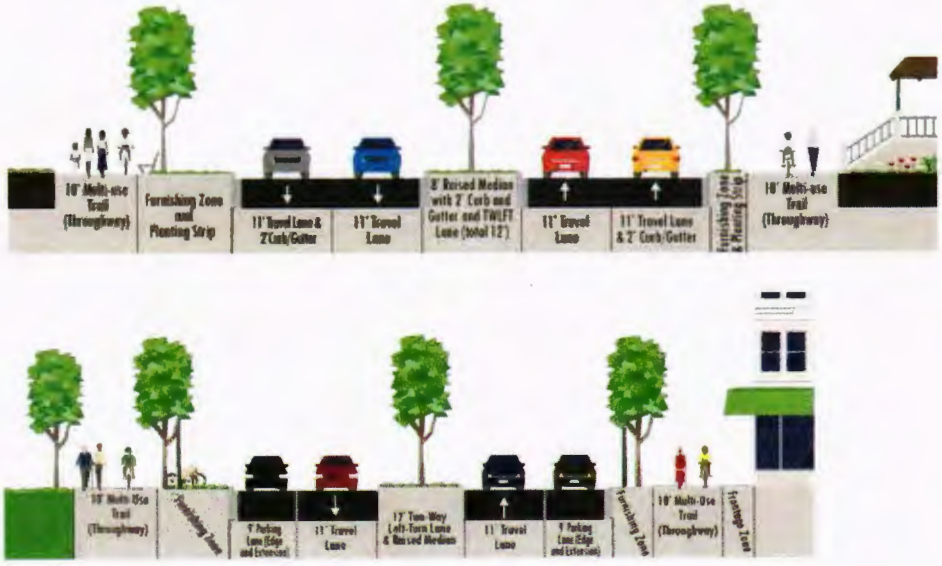
Total Cost: $22,284,839

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Part of the William Burgess District Plan
Congestion/Mobility	Widen SR-200 to include a dedicated turn lane/raised median.
System Preservation and Enhancement	Enhance the system to be more pedestrian friendly. Turning movement will have a dedicated lane.
Safety	3 lane roads are safer and slower than those with 4 lanes, for drivers and non-motorized users.
Regional Impact	N/A
Multi-Modal Elements	Will include paths on both sides of the road
Economic Development	Encourage denser development along WBB
Funding	N/A

Proposed cross-sections (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	11.0
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	8.8
System Preservation Score	8.0
Total Weighted Score	63.8

42 **Overall Rank**

28 **East Zone Rank**

14. Chester Road Improvements

Length: Approx. 2.18 miles from Pages Dairy Road to Green Pine Rd.

Improvement: Widen Chester Road to 4 lanes and add pedestrian improvements, either a shared-use path or sidewalks

Possible Mobility Improvement Mechanism: Safety, Road Construction

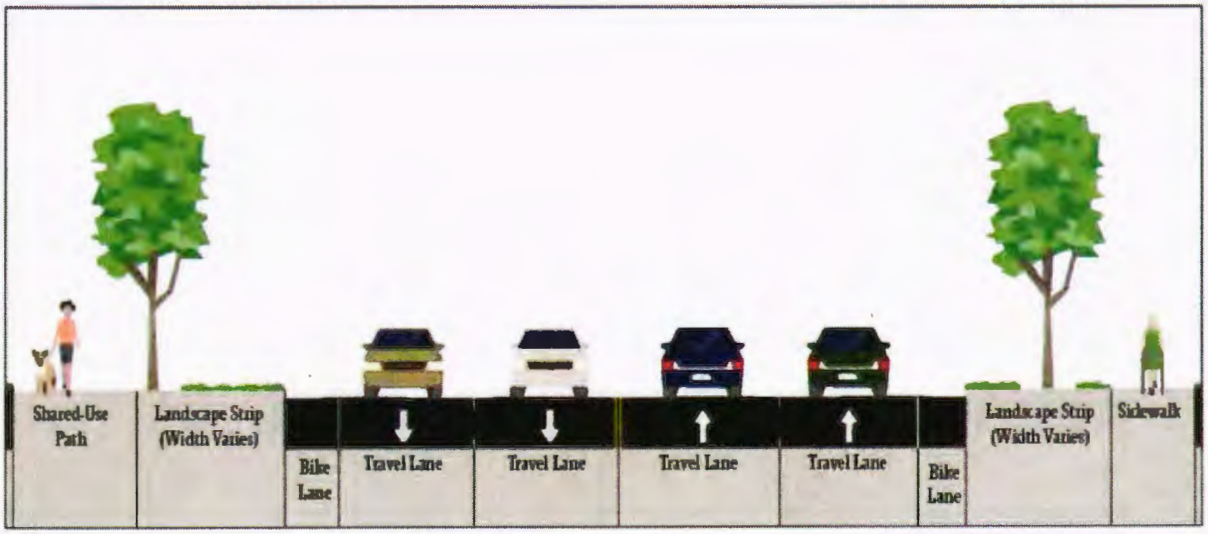
Total Cost: $14,366,622

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	4-laning Chester Road has been planned for years, and was once funded by FDOT.
Congestion/Mobility	Will help reduce congestion along Chester Road for current and future development
System Preservation and Enhancement	Will enhance the current system and improve traffic flow.
Safety	Will allow there to be better mobility and increase safety, especially at intersections.
Regional Impact	N/A
Multi-Modal Elements	Will include a share-use path or sidewalks
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	15.3
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	10.8
System Preservation Score	0.0
Total Weighted Score	72.1

29 Overall Rank

21 East Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (7)
- Off Road (3)
- Other (1)
- Pedestrian (2)
- Rear End (22)
- Right Turn (1)
- Rollover (0)
- Sideswipe (0)
- Unknown (1)
- Re-open Rail Crossing

N

1 inch = 1,000 feet

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (2)
- Bicycle (0)
- Head On (2)
- Left Turn (9)
- Off Road (9)
- Other (7)
- Pedestrian (0)
- Rear End (20)
- Right Turn (0)
- Rollover (0)
- Sideswipe (3)
- Unknown (1)
- Re-open Rail Crossing

N

1 inch = 1,000 feet

Ordinance No. 2021-24

15. CR-107 (Old Nassauville Road)

Length: 1.92 miles from SR-200 to Amelia Concourse

Improvement: Widen the road from 2 lanes to 4 lanes and address bicycle and pedestrian safety with either sidewalks or a shared-use path

Possible Mobility Improvement Mechanism: Safety, Road Construction

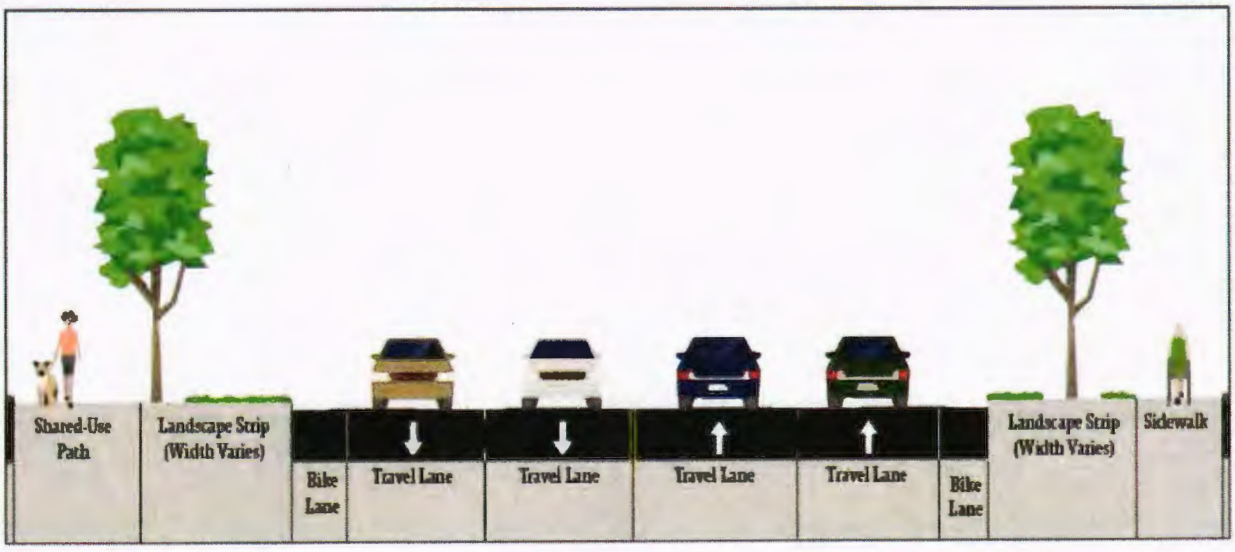
Total Cost: $12,646,603

Mobility Zone: 1

Commissioner District: 2

Criteria	Performance Measure
Planning	4-laning of 107 has been under discussion for the past few years, as it is one of the few roads with access to SR-200.
Congestion/Mobility	It will increase capacity on CR-107 and address mobility for non-motorized users.
System Preservation and Enhancement	Will help facilitate better travel flow.
Safety	Will increase safety for all roadway users, especially at intersections.
Regional Impact	N/A
Multi-Modal Elements	Will include sidewalks or a shared-use path.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	13.7
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	10.8
System Preservation Score	10.0
Total Weighted Score	80.5

16 Overall Rank

13 East Zone Rank

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (3)
- Other (3)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,400 feet

17. Sauls Road

Length: 3.53 Miles from US-1 to Musslewhite Road

Improvement: Pave the existing dirt road.

Possible Mobility Improvement Mechanism: Safety, Road Construction

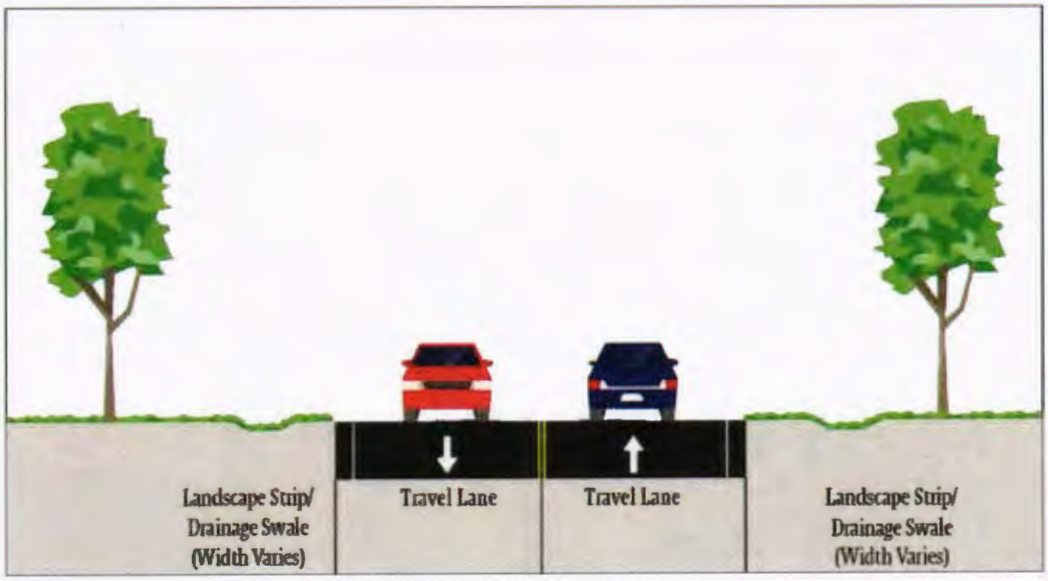
Total Cost: $3,322,490

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Paving dirt roads increase their capacity.
System Preservation and Enhancement	Paving a dirt road will enhance the system and reduce maintenance costs.
Safety	Paving the road will enhance safety for roadway users.
Regional Impact	N/A
Multi-Modal Elements	N/A
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	11.0
Health Safety Score	18.0
Policy Support Score	10.0
Safety Score	14.8
System Preservation Score	20.0
Total Weighted Score	93.8

1 **Overall Rank**

1 **West Zone Rank**

18. Edwards Road Improvements

Length: Approx.1.4 miles from SR-200 to Royal Palm

Improvement: Redevelopment of road to include sidewalks/shared-use path and center turn lane

Possible Mobility Improvement Mechanism: Safety, Road Construction

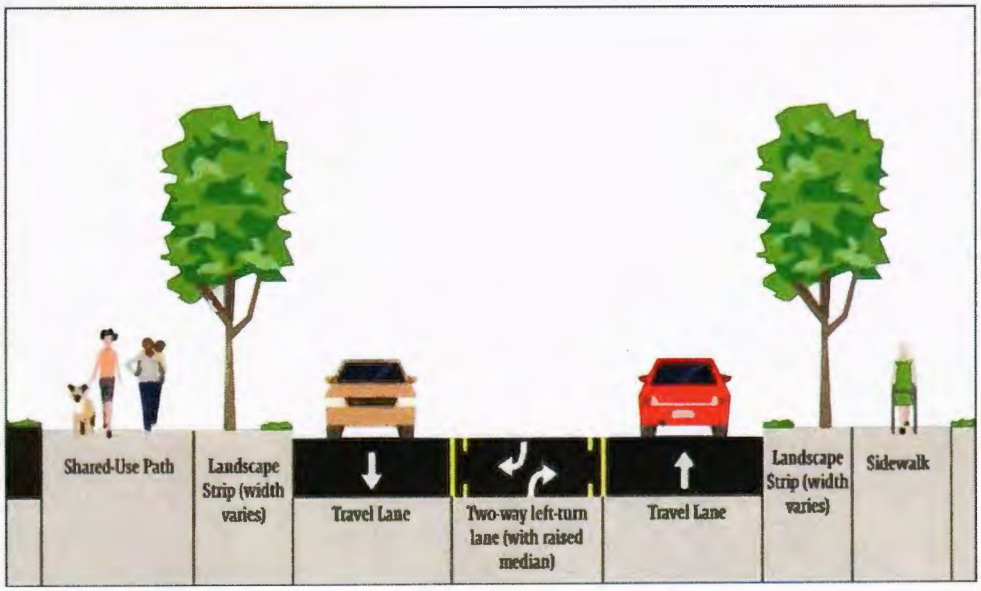
Total Cost: $6,600,000

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	Identified with 3 Rivers DRI, the road will provide access to a future school and a public park. Identified in the CIP.
Congestion/Mobility	Will help enhance the road when there is a new school and public park, turn lanes will help facilitate travel flow.
System Preservation and Enhancement	Enhance existing roadway and add non-motorized user facilities
Safety	Adding turn lanes and bicycle/pedestrian facilities will improve the safety of the roadway.
Regional Impact	N/A
Multi-Modal Elements	Will include path or sidewalks for non-motorized users.
Economic Development	N/A
Funding	CIP funding (19/20-20/21)

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	10.3
Health Safety Score	18.0
Policy Support Score	10.0
Safety Score	14.4
System Preservation Score	12.0
Total Weighted Score	84.7

7 **Overall Rank**

3 **West Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (2)
- Other (1)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 750 feet

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 500 feet

19. Crawford/121 Intersection Improvements

Length: N/A

Improvement: Intersection improvements, new mast arm, turn lanes

Possible Mobility Improvement Mechanism: Safety

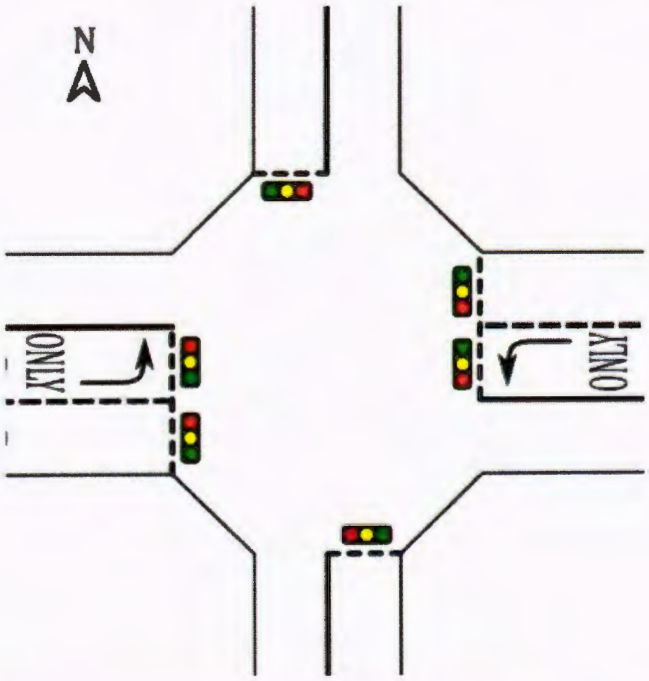
Total Cost: $1,308,000

Mobility Zone: 3

Commissioner District: 5/4

Criteria	Performance Measure
Planning	Tied to the paving of Crawford Road.
Congestion/Mobility	Will help make intersection safer and increase capacity and mobility.
System Preservation and Enhancement	Will enhance movement at the intersection.
Safety	Will make the intersection safer.
Regional Impact	If development occurs and the Crawford Diamond, the intersection may be of regional significance.
Multi-Modal Elements	N/A
Economic Development	N/A
Funding	N/A

The proposed improvements have not been fully designed, however, the provided rendering is of a typical 4-way intersection. Actual improvements will be determined during the design phase of the project.



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	2.5
Connectivity & Mobility Score	5.5
Health Safety Score	24.0
Policy Support Score	10.0
Safety Score	21.0
System Preservation Score	10.0
Total Weighted Score	73.0

24 **Overall Rank**

7 **West Zone Rank**

20. Sundberg Road Improvements

Length: Approx. 1 mile from Andrews Road to CR-121

Improvement: Paving dirt road

Possible Mobility Improvement Mechanism: Safety, Road Construction

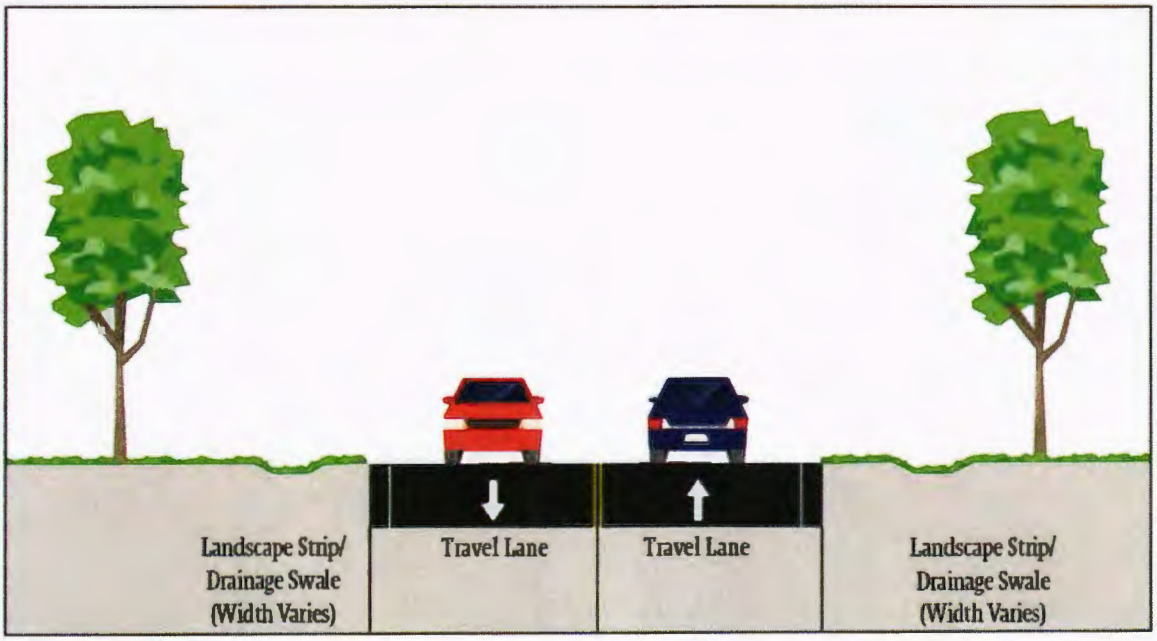
Total Cost: $708,000

Mobility Zone: 3

Commissioner District: 4?

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Paving dirt roads increase their capacity.
System Preservation and Enhancement	Paving a dirt road will enhance the system and reduce maintenance costs.
Safety	Paving the road will enhance safety for roadway users.
Regional Impact	N/A
Multi-Modal Elements	N/A
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	12.3
Health Safety Score	16.0
Policy Support Score	3.0
Safety Score	14.0
System Preservation Score	20.0
Total Weighted Score	85.3

6 **Overall Rank**

2 **West Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (1)
- Off Road (1)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,000 feet

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 2,500 feet

21. New Road from Griffin Road to I-95 Interchange

Length: Approx. 5.6 miles from a new I-95 Interchange to Griffin Road

Improvement: New 2 lane road with shared-use path and 100 foot landscape buffers

Possible Mobility Improvement Mechanism: Safety, Road Construction

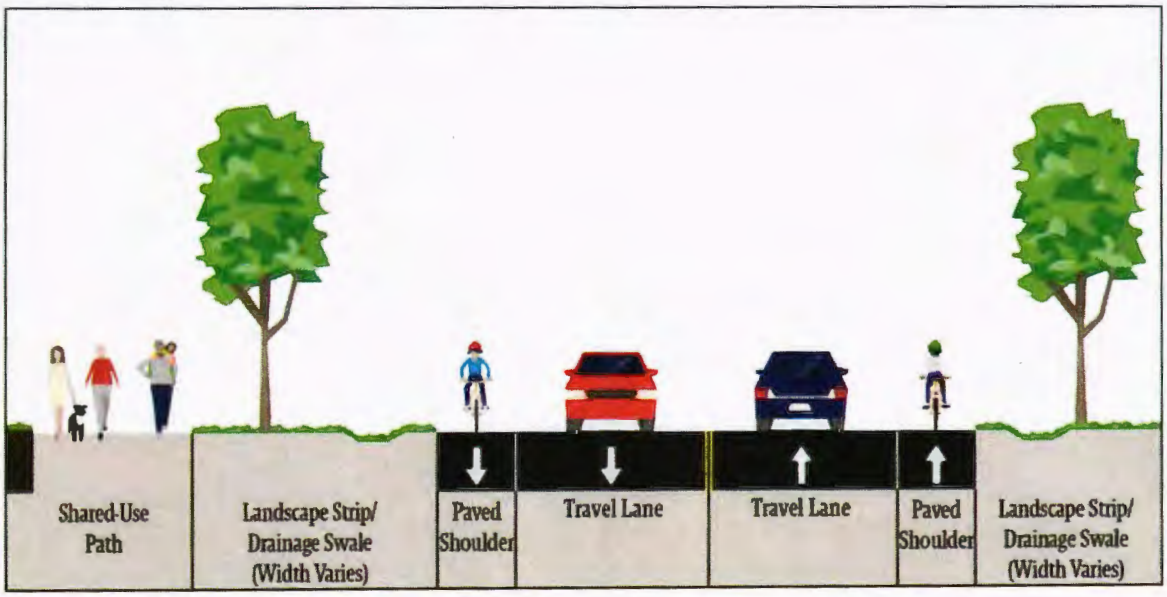
Total Cost: $34,600,984

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	In discussion with Western Nassau Plan
Congestion/Mobility	New road will provide for better mobility west of I-95, create a parallel corridor to SR-200, and provide second access to I-95 from Callahan and Hilliard.
System Preservation and Enhancement	The new road will modernize the transportation network by increasing mobility for all roadway users.
Safety	New parallel road will make existing facilities and could divert traffic off SR-200.
Regional Impact	Will enhance mobility and connect to I-95, provide alternative to SR-200.
Multi-Modal Elements	Will include shared-use path
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	2.5
Connectivity & Mobility Score	22.0
Health Safety Score	9.0
Policy Support Score	15.0
Existing Alternate Safety Score	2.1
Proposed Safety Score	20.0
Total Weighted Score	70.6

34 **Overall Rank**

13 **West Zone Rank**

22. Edwards Road Extension

Length: Approx. 2 miles from SR-200 to new Road in West Nassau (Project #22)

Improvement: New 2 lane road with shared-use path and 100 foot landscape buffers

Possible Mobility Improvement Mechanism: Safety, Road Construction

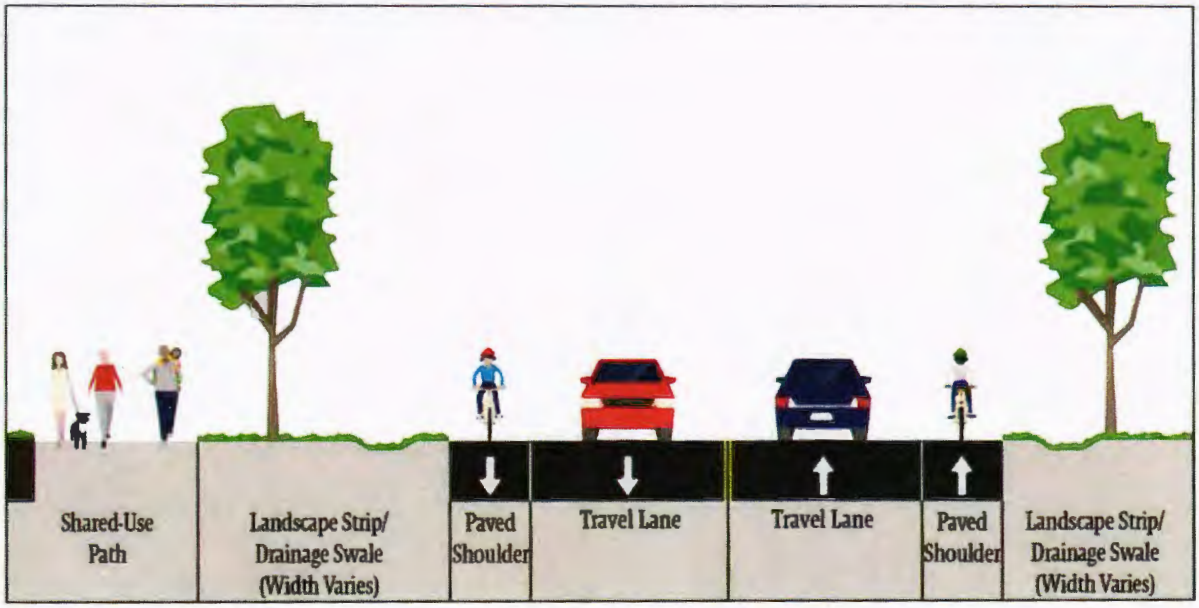
Total Cost: $12,975,369

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	In discussion with the Western Nassau Plan
Congestion/Mobility	New road will provide for better mobility west of I-95, parallel corridor to I-95.
System Preservation and Enhancement	The new road will modernize the transportation network by increasing mobility for all roadway users.
Safety	N/A
Regional Impact	Will enhance mobility and connect to I-95, increase regional connectivity.
Multi-Modal Elements	Will include shared-use path
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	16.7
Health Safety Score	9.0
Policy Support Score	15.0
Existing Alternate Safety Score	2.1
Proposed Safety Score	20.0
Total Weighted Score	67.8

33 **Overall Rank**

12 **West Zone Rank**

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 1,200 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (1)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 300 feet

23. Semper Fi

Length: Approx. 1 mile from new I-95 Bridge to SR-200

Improvement: Reconstruct Semper- Fi from new I-95 Bridge to Wildwood Road to a 2 lane road with shoulders, sidewalk, and a shared-use path.

Possible Mobility Improvement Mechanism: Safety, Road Construction

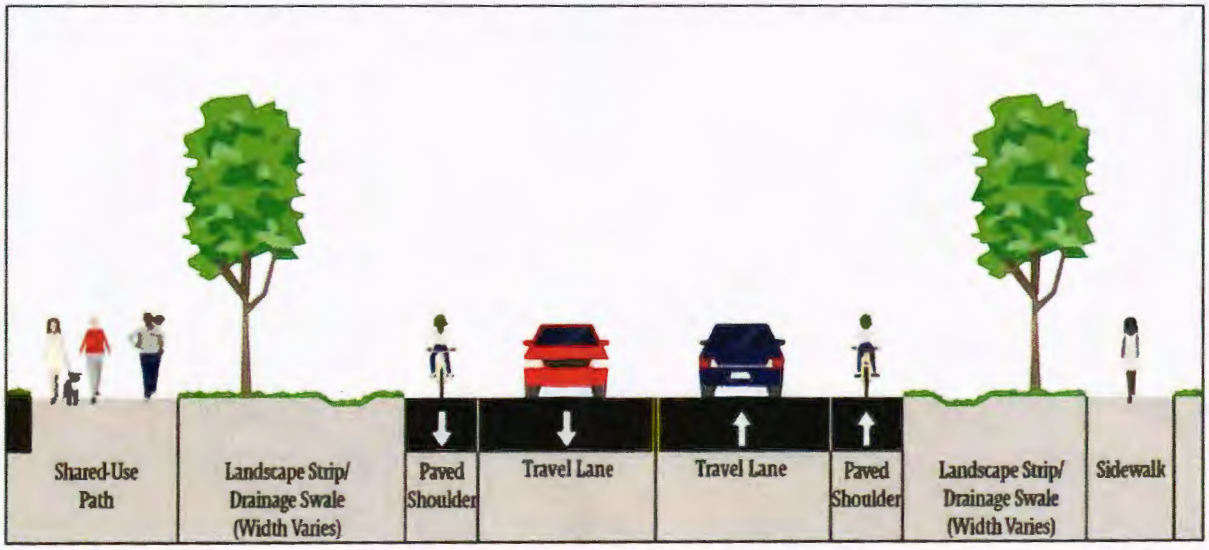
Total Cost: $3,216,000

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	Included in the William Burgess District and TPO's LRTP
Congestion/Mobility	Realigning Semper Fi will create a 4 way intersection, increase capacity at intersection, roadway
System Preservation and Enhancement	Will enhance existing network of roadways west of I-95.
Safety	Will improve mobility, and increase safety for all roadway users.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	11.0
Health Safety Score	20.0
Policy Support Score	10.0
Safety Score	11.2
System Preservation Score	0.0
Total Weighted Score	72.2

27 **Overall Rank**

8 **West Zone Rank**

24. CR-108 Improvements

Length: Approx. 14.7 miles

Improvement: Widen existing road with paved shoulders, shared-use path, sidewalk, and improve I-95 bridge/overpass

Possible Mobility Improvement Mechanism: Safety, Road construction

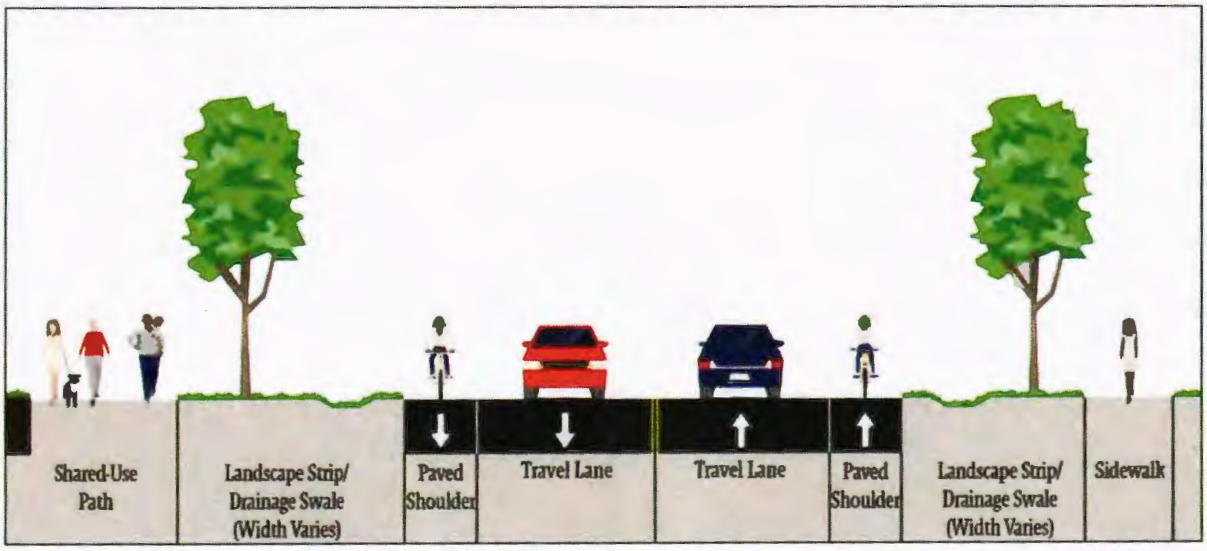
Total Cost: $30,000,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Improvements to the existing road will increase capacity, and add non-motorized improvements where none currently exist.
System Preservation and Enhancement	Improvements will preserve the existing network, and enhance through adding shoulders, a shared-use path, and sidewalk.
Safety	Widening the lanes and adding shoulders will improve safety along the corridor.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	Improve access west of I-95 and tie into the ENCPA's 108 Extension.
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	11.0
Health Safety Score	20.0
Policy Support Score	10.0
Safety Score	11.2
System Preservation Score	0.0
Total Weighted Score	72.2

44 **Overall Rank**

15 **West Zone Rank**

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (5)
- Off Road (19)
- Other (13)
- Pedestrian (0)
- Rear End (15)
- Right Turn (0)
- Rollover (3)
- Sideswipe (5)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 7,000 feet

Ordinance No. 2021-24

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (1)
- Bicycle (0)
- Head On (0)
- Left Turn (1)
- Off Road (4)
- Other (2)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (2)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,500 feet

Ordinance No. 2021-24

25. Griffin Road Improvements

Length: Approx. 4.3 miles from Middle Road to SR-200

Improvement: Widen lanes, add paved shoulders, path, and sidewalk

Possible Mobility Improvement Mechanism: Safety, Road Construction

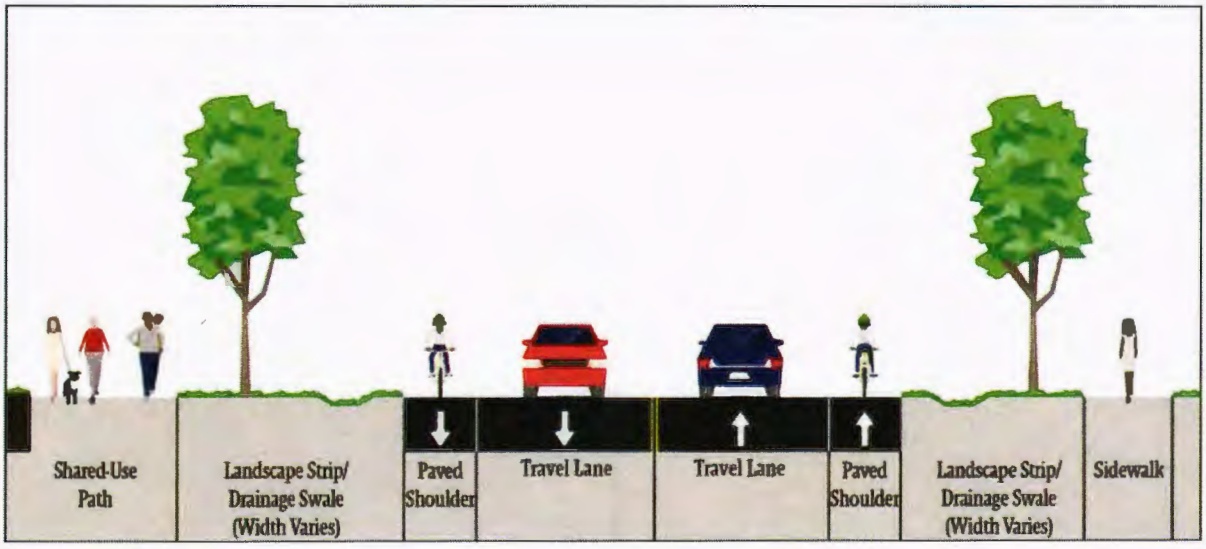
Total Cost: $6,736,255

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	Connects to a future roadway planned to provide east/west connectivity in the County and to a potential new interchange, improvements to Griffin have been part of the overall planning for Western Nassau.
Congestion/Mobility	Shoulders will increase capacity, sidewalk and shared-use path will provide mobility for non-motorized users where none currently exists.
System Preservation and Enhancement	New wider lanes and shoulders will help increase mobility and modernize existing system.
Safety	Improving the existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	11.0
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	11.6
System Preservation Score	0.0
Total Weighted Score	53.6

48 **Overall Rank**

17 **West Zone Rank**

26. Musslewhite Road Improvements

Length: Approx. 4 miles from Middle Road to US-301

Improvement: Widen lanes, add shoulders, shared-use path and sidewalk

Possible Mobility Improvement Mechanism: Safety, Road Construction

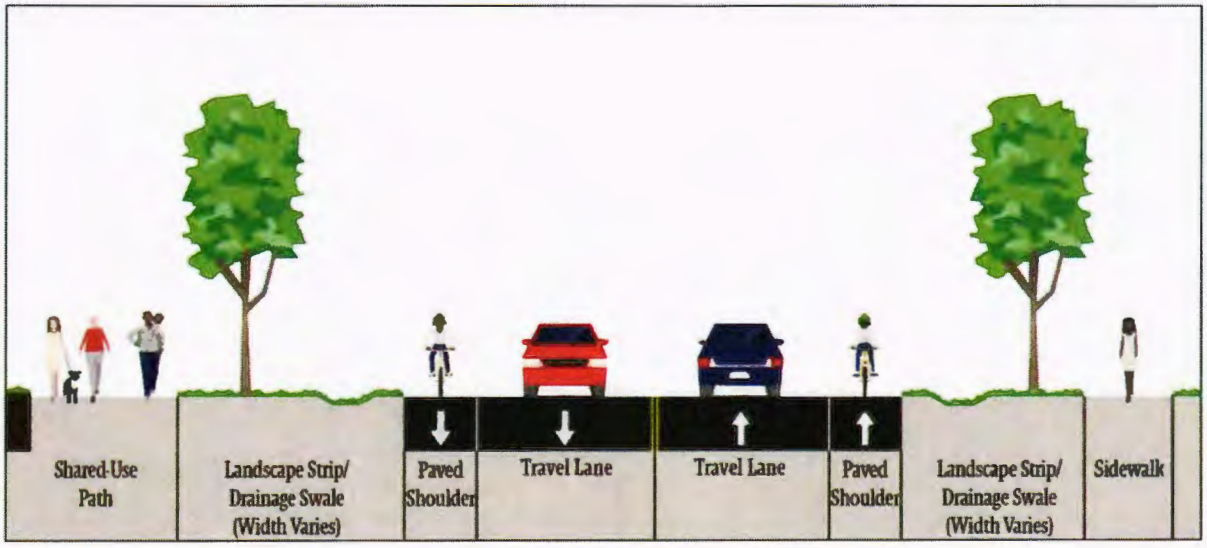
Total Cost: $6,048,102

Mobility Zone: 3

Commissioner District: 4/5

Criteria	Performance Measure
Planning	Connects to a future roadway planned to provide east/west connectivity in the County and to a potential new interchange, improvements to Griffin have been part of the overall planning for Western Nassau.
Congestion/Mobility	Shoulders will increase capacity, sidewalk and shared-use path will provide mobility for non-motorized users where none currently exists.
System Preservation and Enhancement	New wider lanes and shoulders will help increase mobility and modernize existing system.
Safety	Improving the existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	11.0
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	11.6
System Preservation Score	12.0
Total Weighted Score	65.6

40 **Overall Rank**

14 **West Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (1)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 2,000 feet

Ordinance No. 2021-24

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (2)
- Off Road (4)
- Other (0)
- Pedestrian (0)
- Rear End (2)
- Right Turn (0)
- Rollover (2)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,500 feet

Ordinance No. 2021-24

27. Ford Road Improvements

Length: Approx. 3.3 miles from US-301 to the Duval County Line

Improvement: Add paved shoulders and sidewalks

Possible Mobility Improvement Mechanism: Alternative, Safety, Road Construction

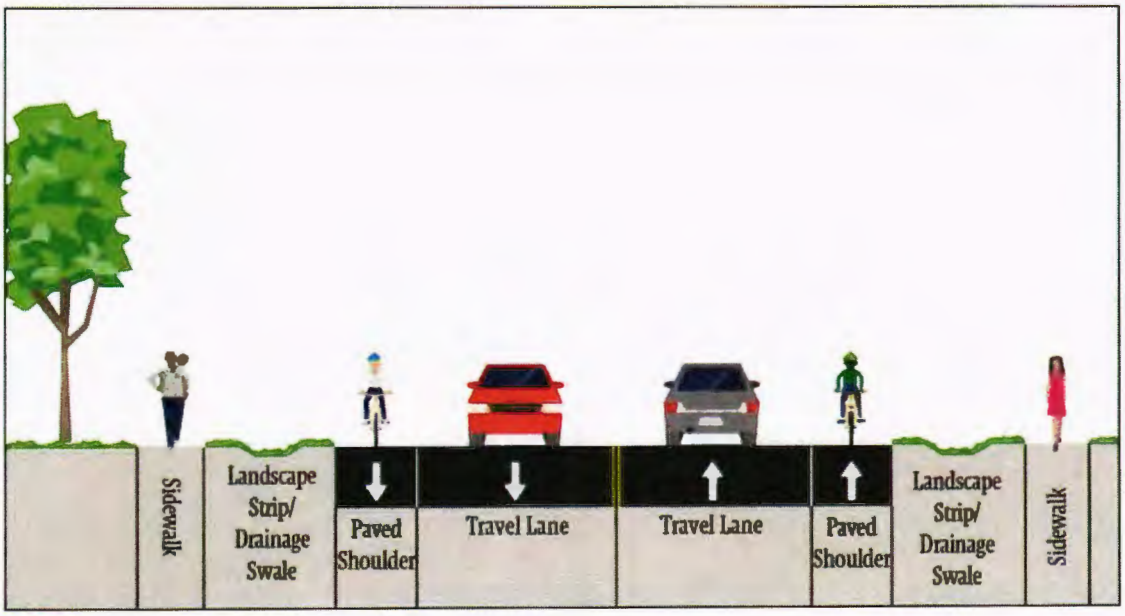
Total Cost: $5,043,892

Mobility Zone: 3

Commissioner District: 4

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Shoulders will increase capacity, sidewalks provide mobility for non-motorized users
System Preservation and Enhancement	Shoulders, striped as bike lanes, will help increase mobility and modernize existing system.
Safety	Improve existing road with shoulders and sidewalks will make it safer for all users.
Regional Impact	Bike lanes and sidewalks will connect to US-301 existing facilities.
Multi-Modal Elements	The striped shoulders will act as bike lanes, and sidewalks will be added for pedestrians, connecting to the existing facilities on US-301.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	28.0
Health Safety Score	16.0
Policy Support Score	15.0
Safety Score	10.7
System Preservation Score	0.0
Total Weighted Score	74.7

21 Overall Rank

5 West Zone Rank

28. CR 119 (Otis Road)

Length: Approx. 6.4 miles from the Duval County Line to CR-121

Improvement: Widen lanes, add paved shoulders, exempt railroad areas

Possible Mobility Improvement Mechanism: Safety, Road Construction

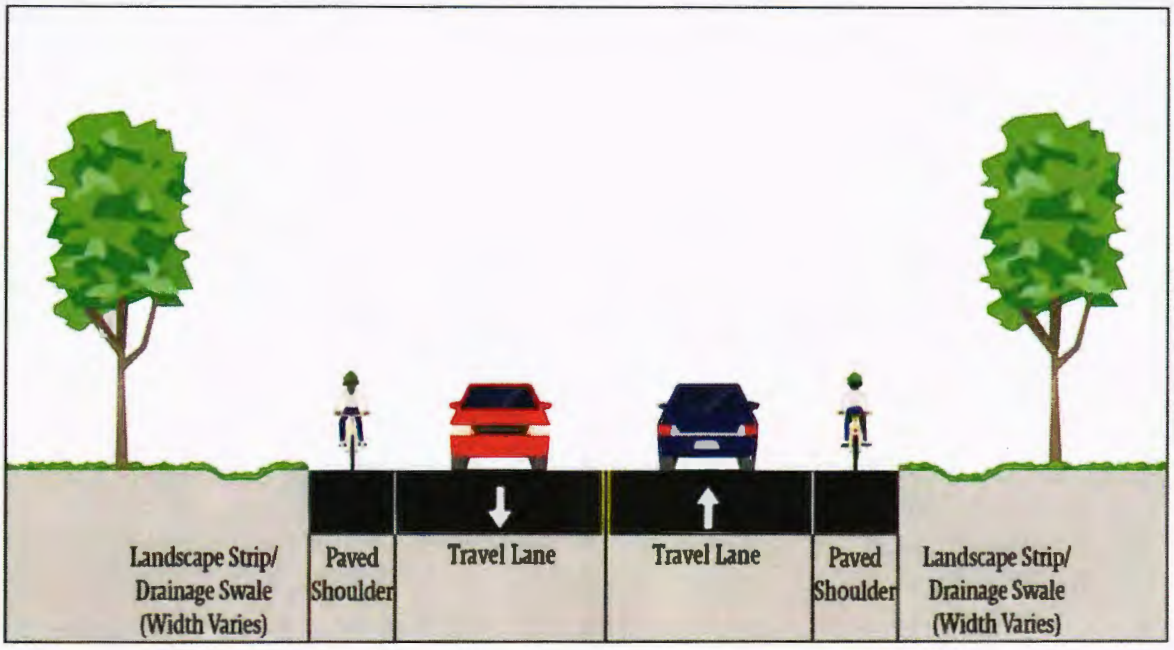
Total Cost: $6,358,659

Mobility Zone: 3

Commissioner District: 4

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Shoulders will increase capacity.
System Preservation and Enhancement	New wider lanes and shoulders will help increase mobility and preserve existing network.
Safety	Improving existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	Paved shoulders will double as bike lanes
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	11.0
Health Safety Score	16.0
Policy Support Score	4.5
Safety Score	11.2
System Preservation Score	8.0
Total Weighted Score	60.7

45 Overall Rank

16 West Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (2)
- Off Road (3)
- Other (4)
- Pedestrian (0)
- Rear End (1)
- Right Turn (0)
- Rollover (3)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 2,500 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (3)
- Bicycle (0)
- Head On (0)
- Left Turn (1)
- Off Road (1)
- Other (1)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (3)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,500 feet

29. Ratliff Road Improvements

Length: Approx. 3.8 miles from Thomas Creek Road to New Kings Road

Improvement: Widen lanes, add paved shoulders and sidewalks, exempt railroad areas

Possible Mobility Improvement Mechanism: Alternative Modes, Safety

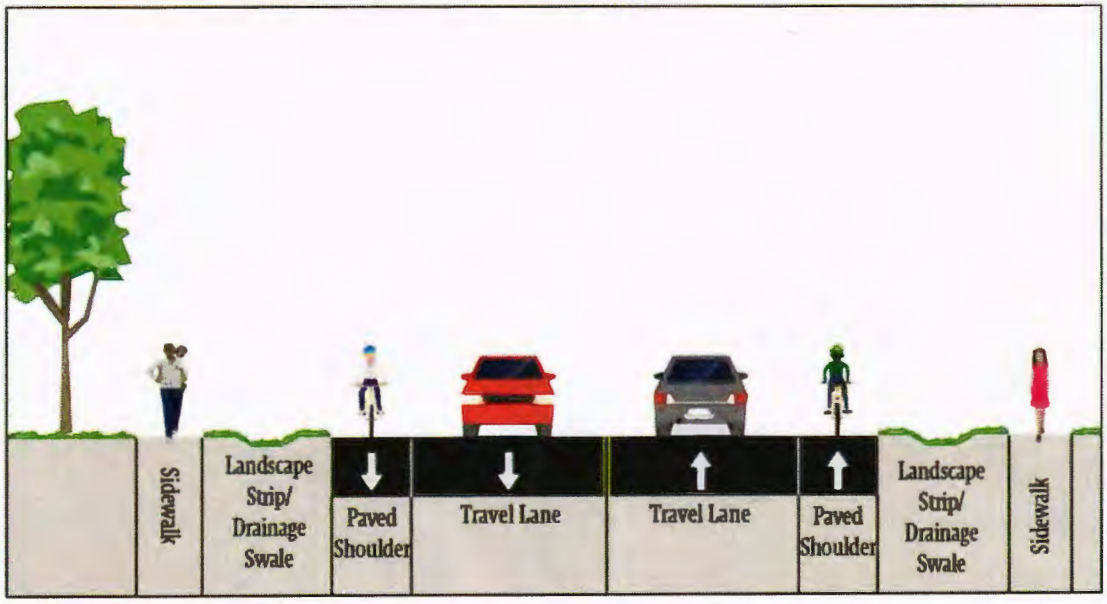
Total Cost: $5,362,619

Mobility Zone: 3

Commissioner District: 5

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Shoulders will increase capacity, sidewalks provide mobility for non-motorized users
System Preservation and Enhancement	New wider lanes and shoulders will improve the existing system.
Safety	Improve existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	Will include sidewalks, shoulders can double as bike lanes.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	10.3
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	10.8
System Preservation Score	4.0
Total Weighted Score	71.1

32 **Overall Rank**

11 **West Zone Rank**

30. Thomas Creek Road Improvements

Length: Approx. 2.8 miles from US-301 to Ratliff Road

Improvement: Widen lanes, add paved shoulder and sidewalks

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

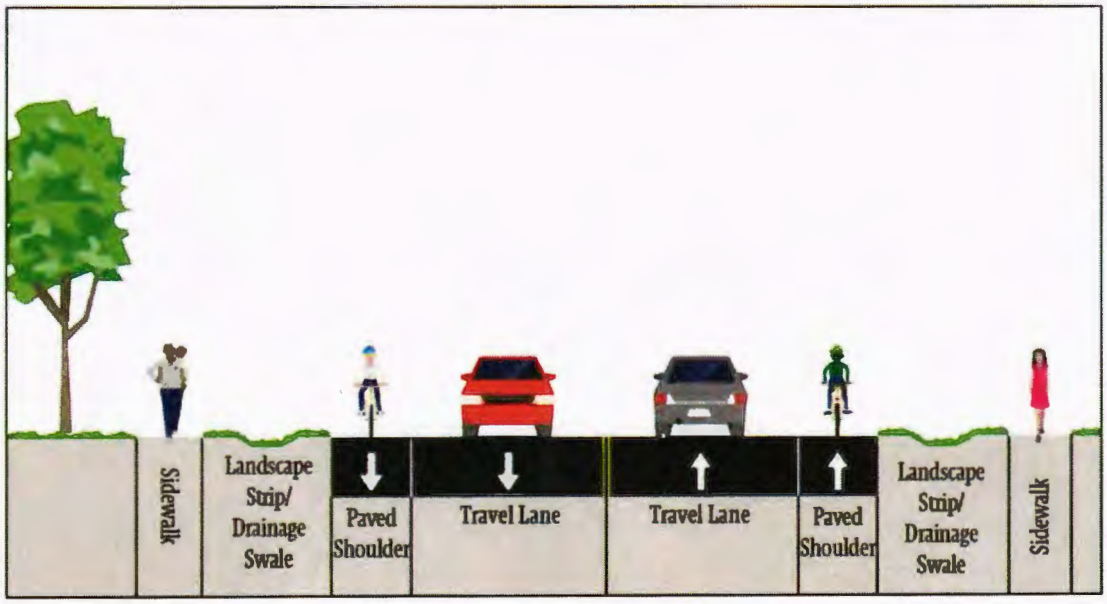
Total Cost: $3,951,404

Mobility Zone: 3

Commissioner District: 4/5

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Shoulders will increase capacity, sidewalks provide mobility for non-motorized users
System Preservation and Enhancement	New wider lanes and shoulders will help increase mobility and enhance the existing system.
Safety	Improve existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	Will include sidewalks
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	11.7
Health Safety Score	16.0
Policy Support Score	10.0
Safety Score	12.0
System Preservation Score	0.0
Total Weighted Score	59.7

46 **Overall Rank**

18 **West Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (1)
- Other (4)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 2,000 feet

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 60 feet

31. New Bridge across I-95

Length: approx. 1.00 mile connecting Mentoria Rd to Semper Fi Drive

Improvement: New 2 lane bridge with 10' shoulders/emergency breakdown lane, shared-use path, and sidewalks.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

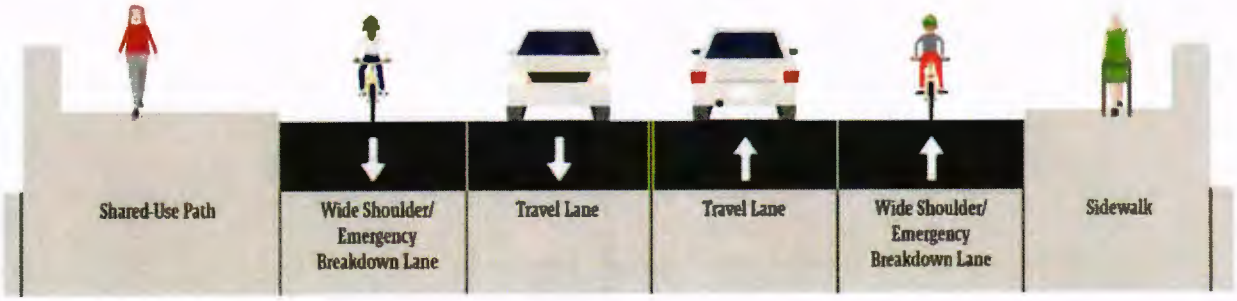
Total Cost: $6,616,260

Mobility Zone: 1/3

Commissioner District: 3/5

Criteria	Performance Measure
Planning	Included in LRTP Cost Feasible Plan and WBD CCB.
Congestion/Mobility	Provide an east/west corridor in county parallel to SR-200.
System Preservation and Enhancement	New overpass will connect east/west Nassau County parallel to SR-200.
Safety	May reduce traffic on SR-200 and provide for a safe, alternate route.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk
Economic Development	Alternative east/west corridors to SR-200 will provide for more opportunities to develop.
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	28.7
Health Safety Score	5.5
Policy Support Score	15.0
Existing Alternate Safety Score	2.1
Proposed Safety Score	20.0
Total Weighted Score	76.3

28 Overall Rank

16 West Zone Rank

32. New 2 Lane Road in WBD

Length: Approx 1.1 miles

Improvement: New 2 lane road with paved shoulders and shared-use path extending from the I-95 bridge to William Burgess Boulevard

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road construction

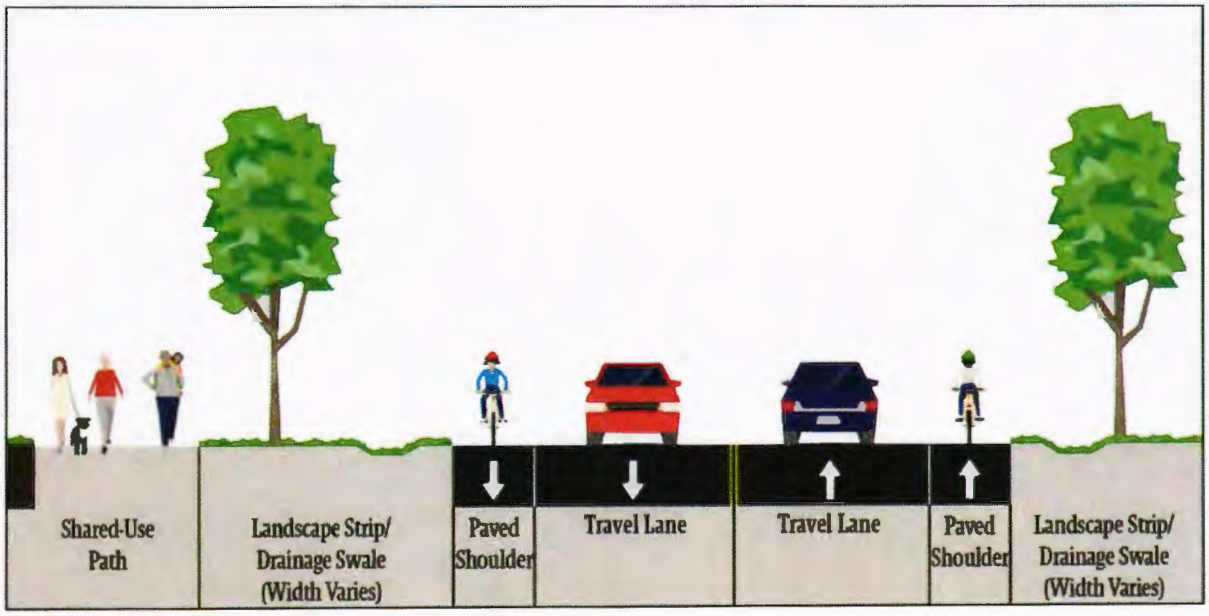
Total Cost: $6,416,622

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Included in LRTP Cost Feasible Plan and WBD CCB
Congestion/Mobility	Provide a parallel east/west corridor to SR-200.
System Preservation and Enhancement	Enhance current network by adding more east/west corridors to SR-200.
Safety	New corridor will provide for reduced traffic on SR-200, and provide for a safe, alternative route for multi-modal transportation.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk
Economic Development	Alternative east/west corridors to SR-200 will provide for more opportunities to develop.
Funding	Included in the 2045 Cost Feasible Plan (not guaranteed funding)

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	30.7
Health Safety Score	7.0
Policy Support Score	15.0
Existing Alternate Safety Score	2.0
Proposed Safety Score	20.0
Total Weighted Score	79.7

18 Overall Rank

15 East Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 400 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (2)
- Pedestrian (0)
- Rear End (1)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 800 feet

Ordinance No. 2021-24

33. Mentoria Road Improvements

Length: Approx. 2.6 miles from SR-200 to new North/South Road in WBD (Project #38)

Improvement: Improve existing 2-lane road and construct a new road, to include shoulders and a shared-use path.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

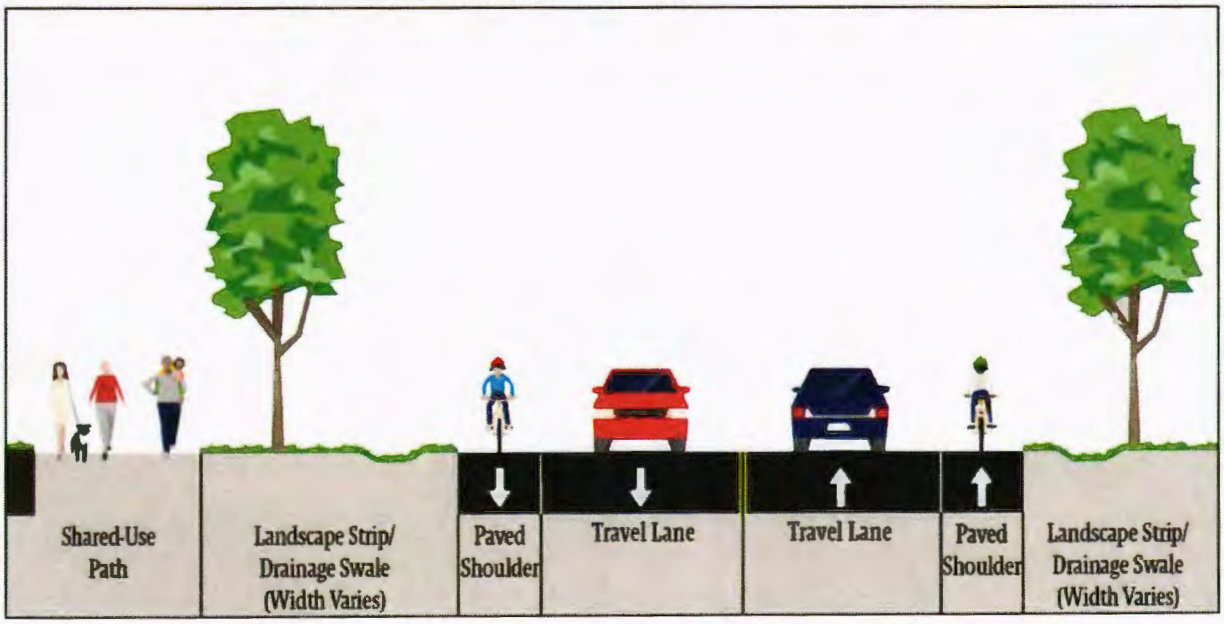
Total Cost: $15,002,925.00

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Included in WBD CCB
Congestion/Mobility	Create new north/south road in WBD, will parallel William Burgess Boulevard and SR-200.
System Preservation and Enhancement	New road will enhance mobility network in WBD
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and shoulders.
Economic Development	The road is within an area experiencing growth pressures.
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	2.5
Connectivity & Mobility Score	27.3
Health Safety Score	6.0
Policy Support Score	15.0
Existing Alternate Safety Score	3.3
Proposed Safety Score	20.0
Total Weighted Score	74.1

22 **Overall Rank**

18 **East Zone Rank**

34. Harper Chapel Road Improvements and Extension

Length: Approx. 1.0 miles connecting SR-200 to the Judicial Complex.

Improvement: Upgrade existing portion of the road and extend the road, with a shared-use path and sidewalk, to the Judicial Complex.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

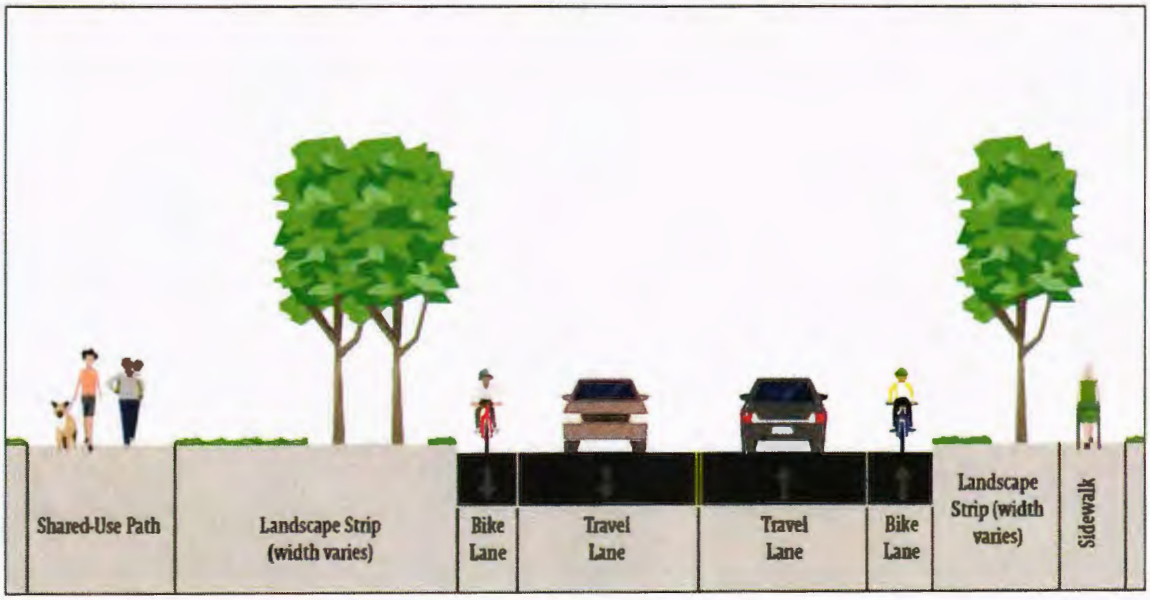
Total Cost: $4,809,558

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Included in WBD CCB and previous Judicial Complex Planning Documents.
Congestion/Mobility	Upgrade existing road and create a connection from Judicial Complex to SR-200, upgrades to existing road increase capacity.
System Preservation and Enhancement	Upgrade existing road and extend road will enhance the current system.
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	Connect judicial complex to SR-200.
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	27.3
Health Safety Score	7.5
Policy Support Score	15.0
Existing Alternate Safety Score	2.3
Proposed Safety Score	20.0
Total Weighted Score	82.1

14 **Overall Rank**

11 **East Zone Rank**

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 300 feet

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (0)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 550 feet

35. Cardinal Road Improvements

Length: Approx. 1.2 Miles from William Burgess Boulevard to SR-200.

Improvement: New 2 lane road with bike lanes, path, and sidewalk to connect to a signalized intersection at SR-200.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

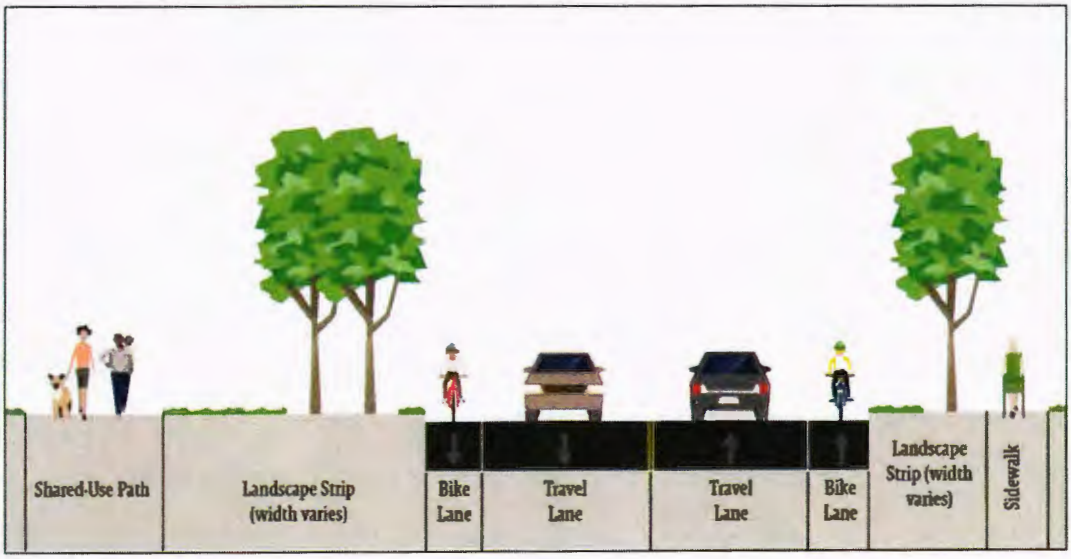
Total Cost: $6,999,951

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Included in WBD CCB, signalized intersection at SR-200 is included in the Commerce Park PDP.
Congestion/Mobility	Enhance mobility in WBD CCB, provide for signalized access to SR-200, and is a parallel road to Mentoria, William Burgess, Harts Road, and US-17.
System Preservation and Enhancement	Upgrade existing road and extend road to a signalized intersection.
Safety	Will provide access from WBD to a signalized intersection on SR-200.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	Provide mobility in WBD.
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	24.7
Health Safety Score	6.0
Policy Support Score	15.0
Existing Alternate Safety Score	2.2
Proposed Safety Score	20.0
Total Weighted Score	72.9

25 Overall Rank

19 East Zone Rank

36. Harvester Street Improvements

Length: Approx. 0.6 miles from William Burgess Boulevard to Clyde Higginbotham Road

Improvement: Upgrade Harvester Street to paved 2 lane road with bike lanes, shared-use path, and sidewalk, or with two shared-use paths and no bike lanes.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

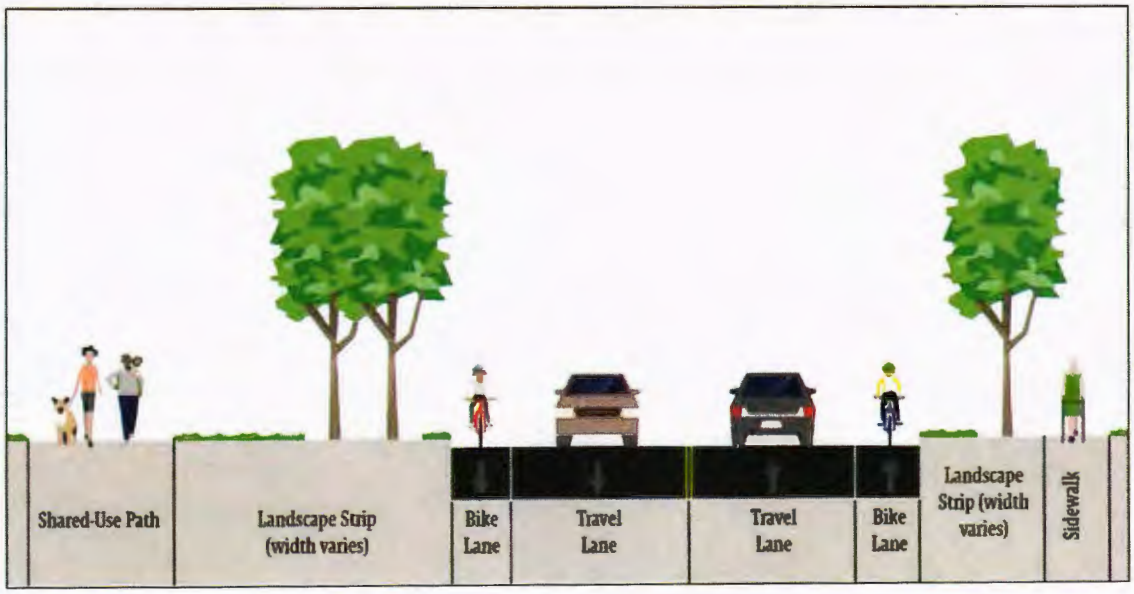
Total Cost: $3,499,976

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Included in the WBD CCB
Congestion/Mobility	Enhance existing unpaved road will increase capacity, and provide for multi-modal connectivity within the WBD.
System Preservation and Enhancement	Upgrade existing unpaved road enhances the current system.
Safety	The improvements will improve safety for all roadway users.
Regional Impact	N/A
Multi-Modal Elements	Will include shared-use paths, bike lanes, and sidewalk.
Economic Development	N/A
Funding	A portion of the roadway improvements are developer funded.

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.9
Connectivity & Mobility Score	13.7
Health Safety Score	14.0
Policy Support Score	10.0
Safety Score	13.2
System Preservation Score	20.0
Total Weighted Score	80.9

15 **Overall Rank**

12 **East Zone Rank**

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (0)
- Other (0)
- Pedestrian (0)
- Rear End (1)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 350 feet

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 300 feet

37. New WBD Road

Length: 0.5 miles from WBB to Mentoria Road

Improvement: New two-lane road with bike lanes, a sidewalk, and a shared-use path, or two shared-use paths in place of bike lanes.

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road Construction

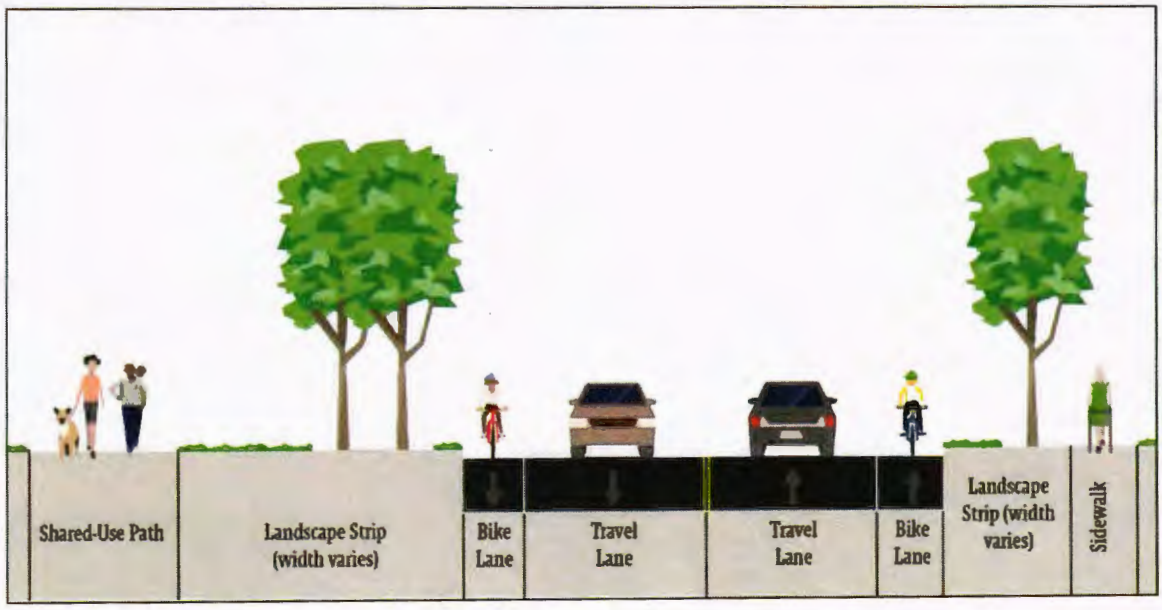
Total Cost: $2,916,646

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Project is defined in the WBD
Congestion/Mobility	The project will connect to Metoria at the South and facilitate enhanced mobility and traffic flow in the WBD.
System Preservation and Enhancement	The roadway will enhance the current transportation network.
Safety	Will provide for safe multi-modal transportation.
Regional Impact	N/A
Multi-Modal Elements	Will include a shared-use path, bike lanes, and sidewalks.
Economic Development	Provide access with the WBD, promote development where pressure exists.
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	18.0
Health Safety Score	5.5
Policy Support Score	15.0
Existing Alternate Safety Score	2.0
Proposed Safety Score	20.0
Total Weighted Score	70.5

35 Overall Rank

22 East Zone Rank

38. Pages Dairy Road Extension

Length: Approx. 1.2 miles from Chester Road to Blackrock Road

Improvement: New 2 lane road with bike lanes, path, and sidewalk

Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Road construction

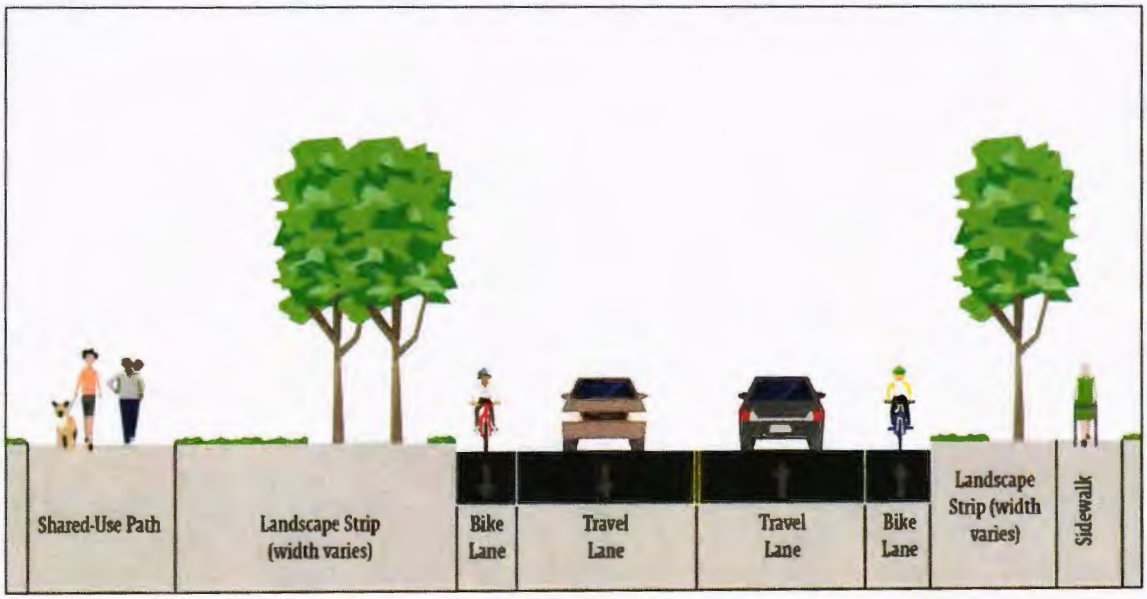
Total Cost: $6,999,951

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Been discussed for the past few years.
Congestion/Mobility	Help create a road parallel to SR-200 to the north.
System Preservation and Enhancement	Extending the road will create better connectivity north of SR-200 and enhance existing network.
Safety	N/A
Regional Impact	Parallel corridor to SR-200.
Multi-Modal Elements	Will include shared-use path and sidewalk.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	27.3
Health Safety Score	8.5
Policy Support Score	15.0
Existing Alternate Safety Score	1.8
Proposed Safety Score	20.0
Total Weighted Score	82.6

13 Overall Rank

10 East Zone Rank

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 450 feet

Ordinance No. 2021-24

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 650 feet

39. SR-200 Path

Length: Approx. 2.9 miles from Blackrock Road to the Shave Bridge

Improvement: 10' shared-use path along SR-200

Possible Mobility Improvement Mechanism: Alternative Modes, Safety

Total Cost: $3,500,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	East Coast Greenway, Greenways and Trails Plan, Nassau County Trail Planning
Congestion/Mobility	Alternative mode of transportation will enhance multi-modal connectivity
System Preservation and Enhancement	Enhance the existing bicycle/pedestrian network off Amelia Island.
Safety	Shared-use path provides safer mode of transportation than what currently exists
Regional Impact	East Coast Greenway identified trail will connect Nassau to Georgia and Duval County
Multi-Modal Elements	Path for people on bikes/pedestrians
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)

Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	31.1
Health Safety Score	16.0
Policy Support Score	15.0
Safety Score	13.3
Total Weighted Score	85.6

5 Overall Rank

4 East Zone Rank

40. Pages Dairy Road Improvements

Length: Approx. 3.9 miles from US-17 to Chester Road

Improvement: Widen to 4 lanes with bike lanes, shared-use path, and sidewalk. Address intersection improvements.

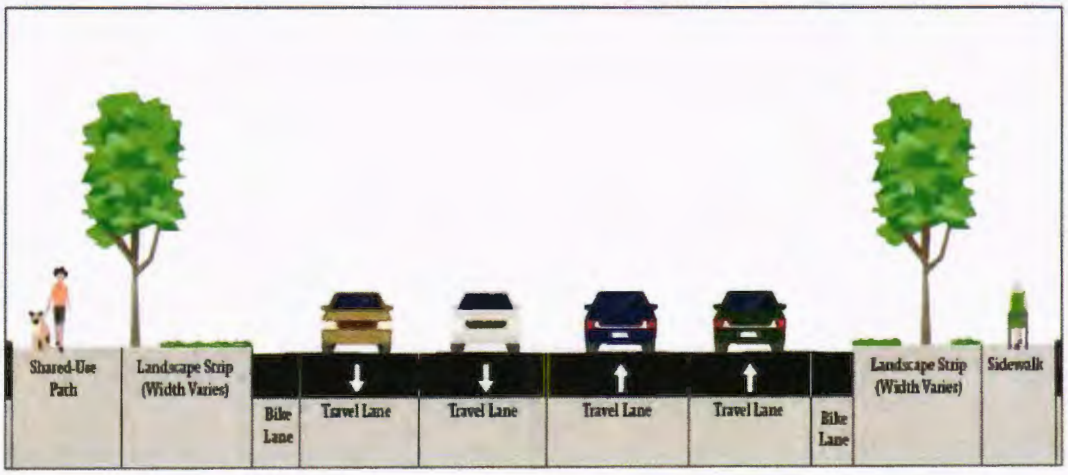
Possible Mobility Improvement Mechanism: Alternative Modes, Safety, Roadway construction

Total Cost: $37,893,345

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Adding lanes for vehicular and bicycle movement, along with and sidewalks and intersection improvements will help reduce congestion on Pages Dairy and enhance mobility north of SR-200.
System Preservation and Enhancement	Will enhance the current roadway and transportation network.
Safety	Adding lanes and doing intersection improvements and sidewalks will improve safety along road
Regional Impact	N/A
Multi-Modal Elements	Sidewalks, bike lanes, and/or shared-use path
Economic Development	N/A
Funding	N/A



Total Weighted Project Score	
Category	Weighted Score
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	16.7
Health Safety Score	18.0
Policy Support Score	10.0
Safety Score	16.0
System Preservation Score	18.0
Total Weighted Score	88.7

2 **Overall Rank**

1 **East Zone Rank**

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (2)
- Bicycle (0)
- Head On (4)
- Left Turn (3)
- Off Road (12)
- Other (13)
- Pedestrian (1)
- Rear End (36)
- Right Turn (2)
- Rollover (3)
- Sideswipe (5)
- Unknown (1)
- Re-open Rail Crossing

N

1 inch = 1,500 feet

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 150 feet

41. Amelia Concourse Extension

Length: Approx. 0.25 miles connecting Old Nassauville Road to Frank Ward Road

Improvement: New 2-lane road with sidewalk and shared-use path

Possible Mobility Improvement Mechanism: Road Construction

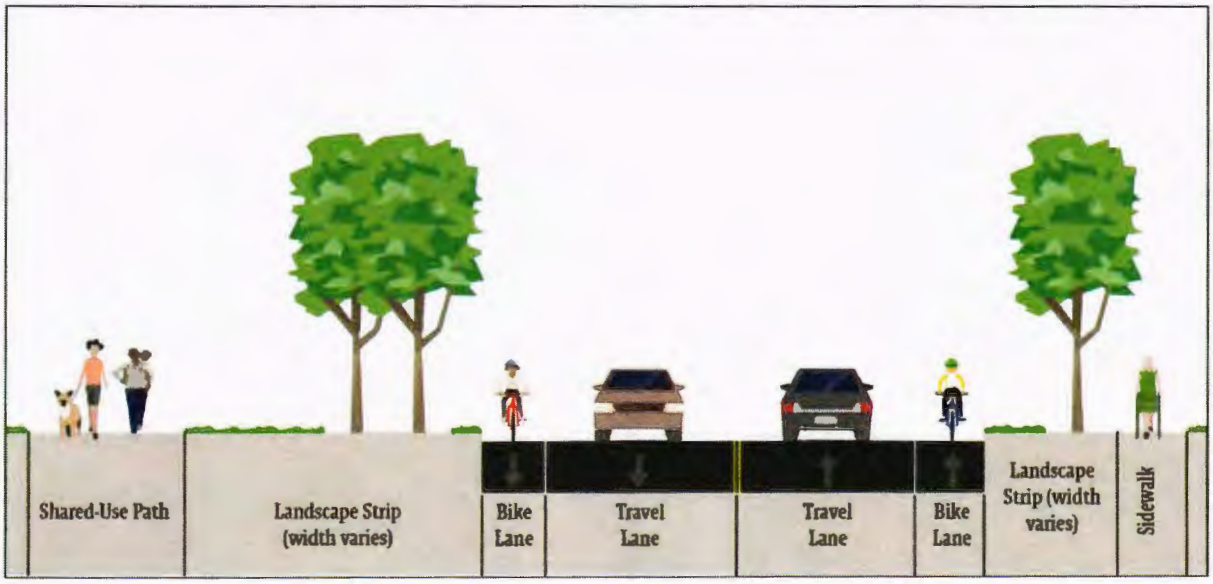
Total Cost: $1,445,677

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Project is defined in the Concourse Crossing PUD.
Congestion/Mobility	The project will provide a parallel route south of SR-200.
System Preservation and Enhancement	The addition of a parallel route will enhance existing network.
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include a shared-use path and sidewalk
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	5.0
Connectivity & Mobility Score	16.7
Health Safety Score	5.5
Policy Support Score	15.0
Existing Alternate Safety Score	1.8
Proposed Safety Score	20.0
Total Weighted Score	64.0

41 Overall Rank

27 East Zone Rank

42. William Burgess District Trails

Length: Approx. 2.5 miles of trails within the WBD, the actual delineation of the trails is yet to be determined.

Improvement: 10' shared-use paths throughout the WBD

Possible Mobility Improvement Mechanism: Alternative

Total Cost: $2,500,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Project is defined in the William Burgess District Plans.
Congestion/Mobility	The project will provide for multi-modal transportation in the WBD.
System Preservation and Enhancement	Trails will enhance the transportation system within the WBD.
Safety	Trails provide for safe, alternative routes for people on bicycles and pedestrians.
Regional Impact	N/A
Multi-Modal Elements	Shared-use paths are multi-modal elements.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)

Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	2.5
Connectivity & Mobility Score	24.0
Health Safety Score	17.0
Policy Support Score	15.0
Safety Score	14.0
Total Weighted Score	72.5

26 Overall Rank

20 East Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (4)
- Bicycle (0)
- Head On (0)
- Left Turn (4)
- Off Road (4)
- Other (1)
- Pedestrian (1)
- Rear End (7)
- Right Turn (1)
- Rollover (1)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,500 feet

Ordinance No. 2021-24

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 150 feet

Ordinance No. 2021-21

43. New Road from Hendricks to Amelia Concourse

Length: Approx. xx miles connecting the proposed Hendricks Road extension to Amelia Concourse

Improvement: New 2-lane road with sidewalk and shared-use path

Possible Mobility Improvement Mechanism: Road Construction

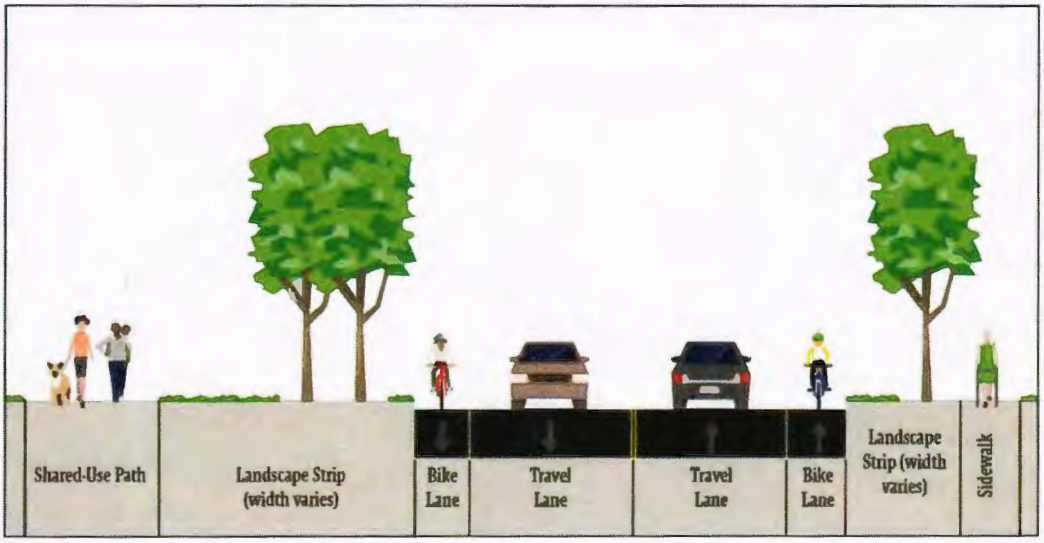
Total Cost: $850,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Project is defined in the Amelia Passage PUD.
Congestion/Mobility	The project will provide a parallel route south of Amelia Concourse and provides connectivity to a public park and elementary school.
System Preservation and Enhancement	The addition of a parallel route will enhance existing network.
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include a shared-use path and sidewalk
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	16.7
Health Safety Score	5.5
Policy Support Score	15.0
Existing Alternate Safety Score	2.2
Proposed Safety Score	20.0
Total Weighted Score	69.4

37 Overall Rank

24 East Zone Rank

44. Hendricks Road Extension to CR-107

Length: Approx. 1.1 miles connecting the existing Hendricks Road to CR-107

Improvement: New 2-lane road with sidewalk and shared-use path, and on street parking.

Possible Mobility Improvement Mechanism: Road Construction

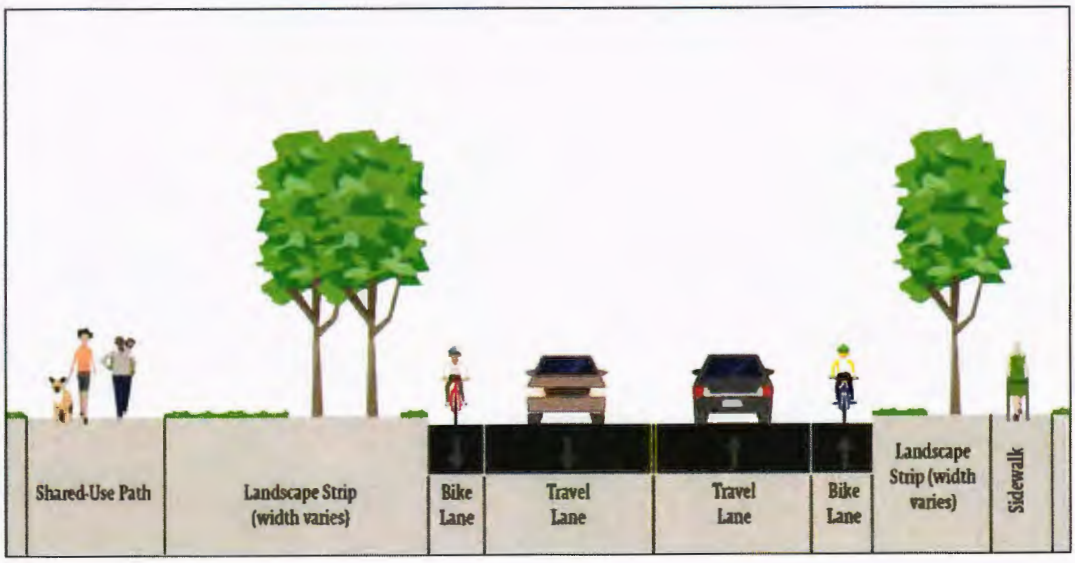
Total Cost: $1,650,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	Project is defined in the Amelia Passage PUD.
Congestion/Mobility	The project will provide a parallel route south of Amelia Concourse and provides connectivity to a public park and elementary school.
System Preservation and Enhancement	The addition of a parallel route will enhance existing network.
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include a shared-use path and sidewalk
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	19.3
Health Safety Score	1.5
Policy Support Score	15.0
Existing Alternate Safety Score	2.2
Proposed Safety Score	20.0
Total Weighted Score	68.0

38 Overall Rank

25 East Zone Rank

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 500 feet

Ordinance No. 2021-24

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 400 feet

Ordinance No. 2021-24

45. Pages Dairy Road Extension 2

Length: Approx. 1.1 miles connecting Pages Dairy Road Extension from Blackrock Road to O'Neil Scott Road

Improvement: New 2-lane road with sidewalk and shared-use path.

Possible Mobility Improvement Mechanism: Road Construction

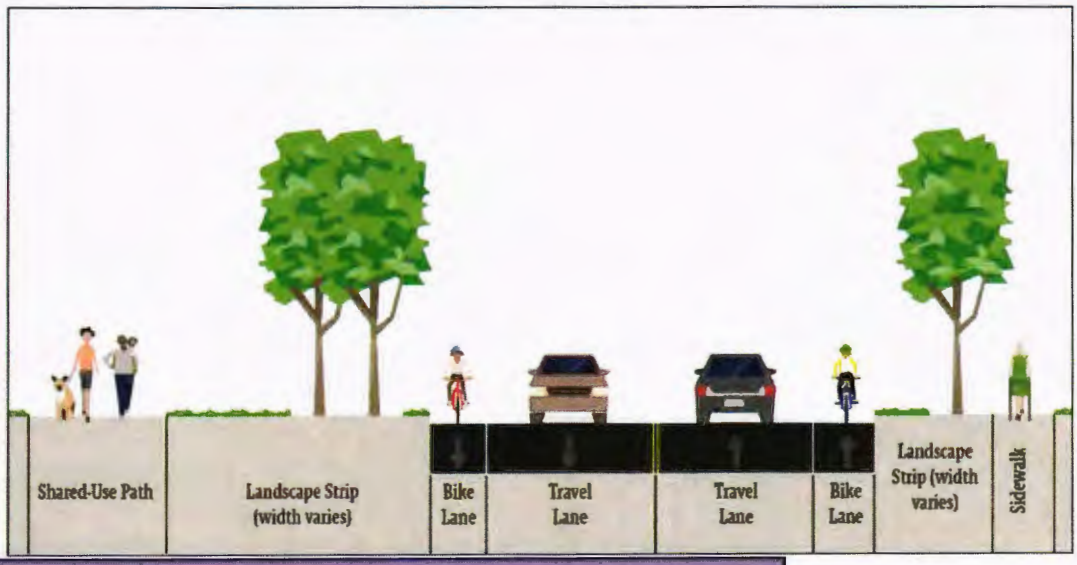
Total Cost: $6,150,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	This project ties into other mobility plan roads.
Congestion/Mobility	The project will provide a parallel route to SR-200 from O'Neil Scott Road to US-17.
System Preservation and Enhancement	The addition of a parallel route will enhance existing network.
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include either a shared-use path or sidewalks
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	30.7
Health Safety Score	6.5
Policy Support Score	15.0
Existing Alternate Safety Score	1.2
Proposed Safety Score	20.0
Total Weighted Score	83.4

10 **Overall Rank**

7 **East Zone Rank**

46. Andrews Road

Length: Approx. 3 miles connecting CR-121 to US-1

Improvement: Widen existing lanes and add shoulders and pedestrian improvements.

Possible Mobility Improvement Mechanism: Road Construction

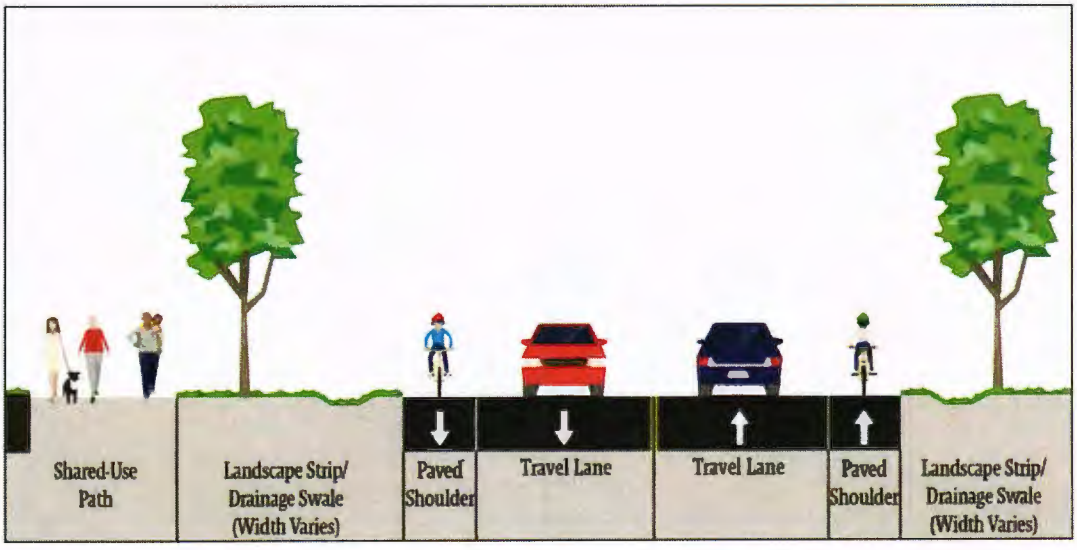
Total Cost: $4,638,482.00

Mobility Zone: 3

Commissioner District: 4

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Shoulders will increase capacity.
System Preservation and Enhancement	New wider lanes and shoulders will help increase mobility and preserve existing network.
Safety	Improving existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	Pedestrian improvements will be included.
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	7.7
Health Safety Score	16.0
Policy Support Score	10.0
Existing Alternate Safety Score	11.6
Proposed Safety Score	4.0
Total Weighted Score	59.3

47 **Overall Rank**

19 **West Zone Rank**

Mobility Plan Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (2)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (2)
- Other (2)
- Pedestrian (0)
- Rear End (2)
- Right Turn (0)
- Rollover (1)
- Sideswipe (1)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 1,500 feet

Ordinance No. 2021-24

Mobility Plan
Proposed Projects

Project Type

- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

- Angle (0)
- Bicycle (0)
- Head On (0)
- Left Turn (0)
- Off Road (4)
- Other (0)
- Pedestrian (0)
- Rear End (1)
- Right Turn (0)
- Rollover (0)
- Sideswipe (0)
- Unknown (0)
- Re-open Rail Crossing

N

1 inch = 750 feet

47. Rowe Cutoff Road

Length: Approx. 1.75 miles connecting CR-121 and River Road.

Improvement: Pave the dirt road and add shoulders.

Possible Mobility Improvement Mechanism: Road Construction

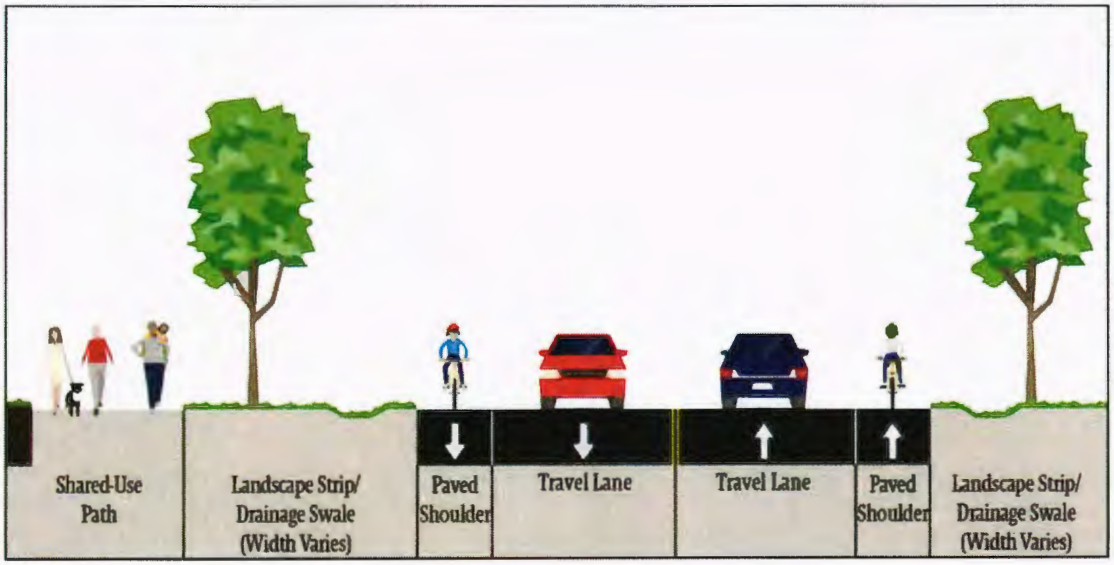
Total Cost: $1,250,000

Mobility Zone: 3

Commissioner District: 4

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	Shoulders will increase capacity.
System Preservation and Enhancement	New wider lanes and shoulders will help increase mobility and preserve existing network.
Safety	Improving existing road will make it safer for all users.
Regional Impact	N/A
Multi-Modal Elements	N/A
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	20.0
Connectivity & Mobility Score	7.7
Health Safety Score	14.0
Policy Support Score	3.0
Safety Score	13.2
System Preservation Score	20.0
Total Weighted Score	77.9

19 **Overall Rank**

4 **West Zone Rank**

48. Christian Way Extension

Length: Approx. 0.33 miles from Christian Way to Meadowfield Bluff Rd

Improvement: New 2-lane road with sidewalk.

Possible Mobility Improvement Mechanism: Road Construction

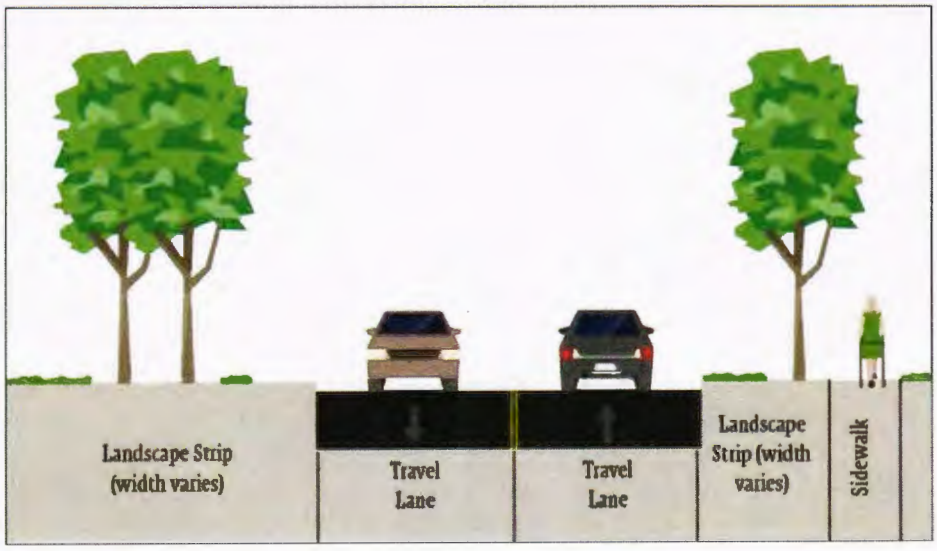
Total Cost: $950,000

Mobility Zone: 1

Commissioner District: 3

Criteria	Performance Measure
Planning	N/A
Congestion/Mobility	The road will relieve some traffic from SR-200 and provide access to a signalized intersection.
System Preservation and Enhancement	New roadway construction.
Safety	N/A
Regional Impact	N/A
Multi-Modal Elements	Will include a sidewalk
Economic Development	N/A
Funding	N/A

Proposed cross-section (not to scale)



Total Weighted Project Score	
Category	**Weighted Score**
Cost Effectiveness Score	10.0
Connectivity & Mobility Score	24.7
Health Safety Score	4.5
Policy Support Score	15.0
Existing Alternate Safety Score	1.2
Proposed Safety Score	20.0
Total Weighted Score	75.4

20 Overall Rank

17 East Zone Rank

Mobility Plan Proposed Projects

Project Type

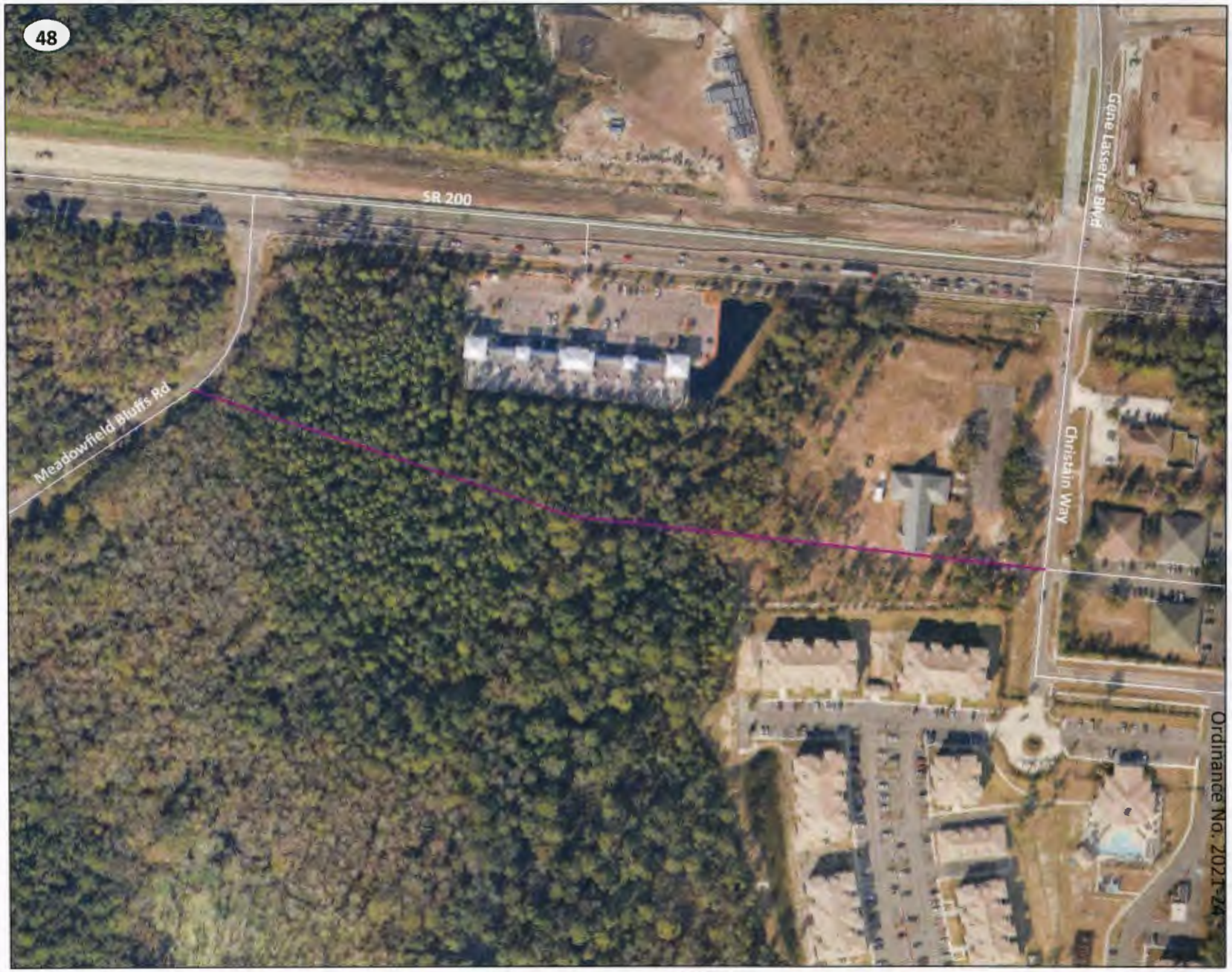
- Road Construction Project
- Alternative Project
- Safety Project
- Road Improvemnet Project

Crash Type (# of Crashes)

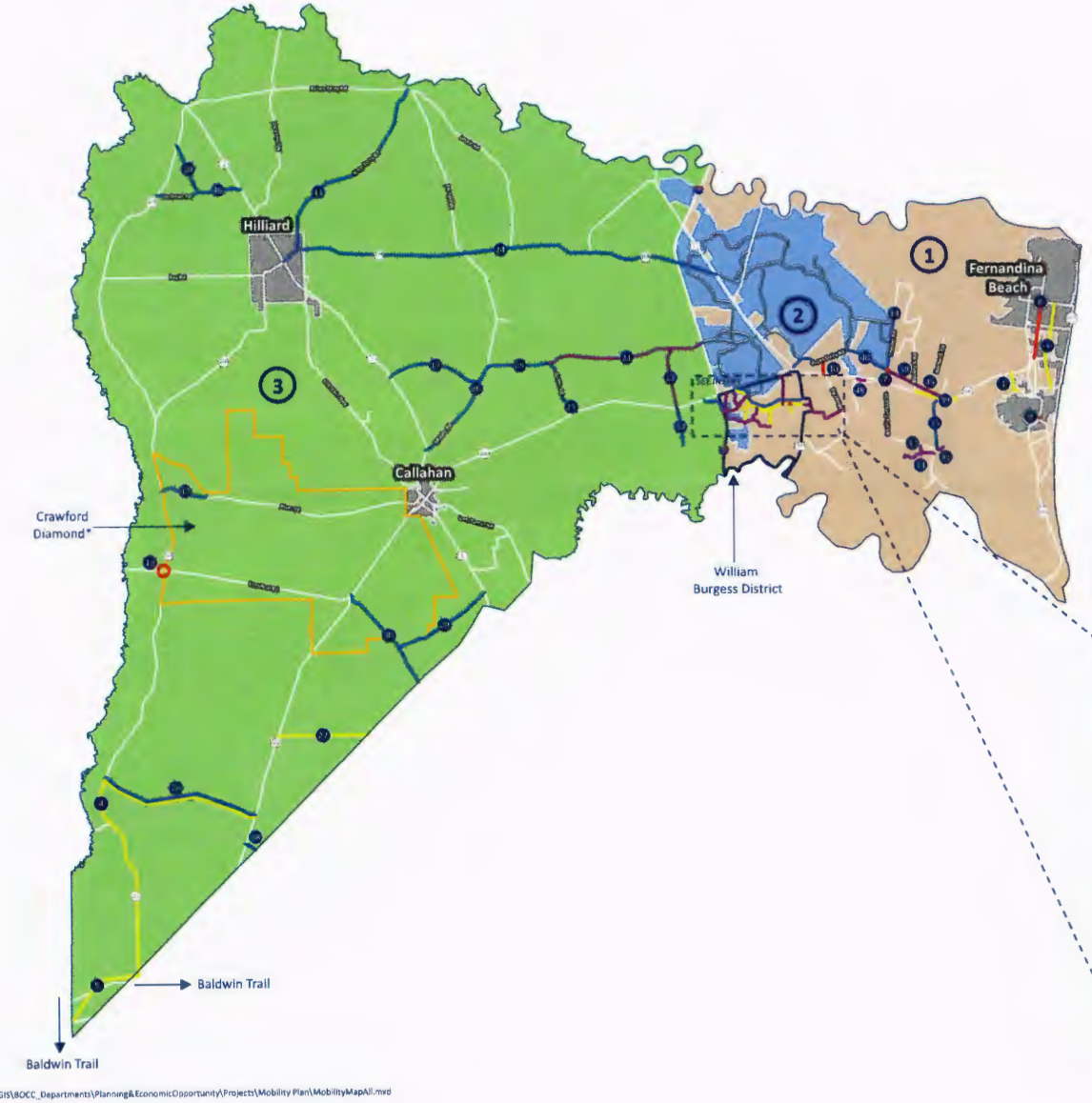
- Angle (N/A)
- Bicycle (N/A)
- Head On (N/A)
- Left Turn (N/A)
- Off Road (N/A)
- Other (N/A)
- Pedestrian (N/A)
- Rear End (N/A)
- Right Turn (N/A)
- Rollover (N/A)
- Sideswipe (N/A)
- Unknown (N/A)
- Re-open Rail Crossing

N

1 inch = 150 feet



Nassau County Mobility Projects



Project Types

- Project Number (see pg. 2)
- Safety Project
- Road Construction Project
- Alternative Project
- Road Improvemnet Project

Mobility Plan Zones

- 1 East Zone (East of I-95)
- 2 ENCPA Zone (Not subject to County Mobility Plan)
- 3 West Zone (West of I-95)

Area Plans

- William Burgess District
- Crawford Diamond*

*Projects around the Crawford Diamond have not been included in this Mobility Plan update because those candidate projects will be evaluated as part of the Crawford Diamond Area Plan.

William Burgess Area Mobilty Projects

Ranking

Each project was ranked based on the weighted project score. In addition to the weighted scores, the ranking took into account when a project was dependent on another project, and if there were multi-jurisdictional projects. The fact that a project may be dependent on another, may result in a project being ranked lower, even with a high weighted score. The following tables outline the ranking for all the projects contemplated with the mobility plan, and then ranks them by the East Zone (Zone 1) and West Zone (Zone 3). The ENCPA is Zone 2, and has its own mobility plan document and agreement.

Overall Project Ranking

Project Rank	Project Score	Project #	Project Name
1	93.8	17	Sauls Road
2	88.7	40	Pages Dairy Road Improvements
3	86.8	10	Felmor Road Multi-Modal Improvements
4	85.8	2	William Burgess Blvd Trail
5	85.6	39	SR 200 Path
6	85.3	20	Sundberg Road Improvements
7	84.7	18	Edwards Road Improvements
8	84.3	3	Citrona/Will Hardee Path
9	83.5	12	William Burgess Boulevard Extension Phase 1
10	83.4	45	Pages Dairy Extension Phase II
11	83	1	Amelia Island Trail from South Fletcher to 8th Street
12	82.7	9	Amelia Island Parkway/Buccaneer Trail Roundabout
13	82.6	38	Pages Dairy Road Extension
14	82.1	34	Harper Chapel Road Improvements and Extension
15	80.9	36	Harvester Street Improvements
16	80.5	15	CR-107 (Old Nassauville Rd) Improvements
17	79.8	7	Pages Dairy/Chester Road Intersection
18	79.7	32	New Road from I-95 Bridge to WBB
19	77.9	47	Rowe Cutoff Road
20	75.4	48	Christian Way Extension to Meadowfield Bluff Road
21	74.7	27	Ford Road Improvements
22	74.1	33	Mentoria Road
23	73.4	11	Kings Ferry Road
24	73	19	Crawford Road/121 Intersection Improvements
25	72.9	37	New WBB Road
26	72.5	42	William Burgess District Interconnectivity Trails
27	72.2	23	Semper Fi
28	76.3	31	New I-95 Bridge from Semper Fi to Mentoria
29	72.1	14	Chester Road Improvements
30	71.3	4	Baldwin Rail Trail Extension
31	86.7	5	Baldwin Rail Trail Extension Duval
32	71.1	29	Ratliff Road Improvements

Nassau County Mobility Plan Performance Measures

33	67.8	22	Edwards Road Extension
34	70.6	21	New Road from Griffin Road to I-95 Interchange
35	70.5	37	New NS Road From Mentiora/Clyde to WBB
37	69.4	43	Hendricks Road Extension to Amelia Concourse
38	68	44	New Road from Hendricks to CR 107
39	67.1	6	William Burgess/Harts Road Roundabout
40	65.6	26	Musslewhite Road
41	64	41	Amelia Concourse Extension
42	63.8	13	William Burgess Boulevard Redevelopment
43	62.9	8	14th Street Safety Improvements
44	62.6	24	CR-108 Improvements
45	60.7	28	CR-119 (Otis Road) Improvements
46	59.7	30	Thomas Creek Road Improvements
47	59.3	46	Andrews Road
48	53.6	25	Griffin Road

Zone Based Project Ranking

East Zone (Zone 1)

Project Rank	Project Score	Project #	Project Name
1	88.7	40	Pages Dairy Road Improvements
2	86.8	10	Felmor Road Multi-Modal Improvements
3	85.8	2	William Burgess Blvd Trail
4	85.6	39	SR 200 Path
5	84.3	3	Citrona/Will Hardee Path
6	83.5	12	William Burgess Boulevard Extension Phase 1
7	83.4	45	Pages Dairy Extension Phase II
8	83	1	Amelia Island Trail from South Fletcher to 8th Street
9	82.7	9	Amelia Island Parkway/Buccaneer Trail Roundabout
10	82.6	38	Pages Dairy Road Extension
11	82.1	34	Harper Chapel Road Improvements and Extension
12	80.9	36	Harvester Street Improvements
13	80.5	15	CR-107 (Old Nassauville Rd) Improvements
14	79.8	7	Pages Dairy/Chester Road Intersection
15	79.7	32	New Road from I-95 Bridge to WBB
16	76.3	31	New I-95 Bridge from Semper Fi to Mentoria
17	75.4	48	Christian Way Extension to Meadowfield Bluff Road
18	74.1	33	Mentoria Road
19	72.9	37	New WBB Road
20	72.5	42	William Burgess District Interconnectivity Trails
21	72.1	14	Chester Road Improvements
22	70.5	37	New NS Road From Mentiora/Clyde to WBB
24	69.4	43	Hendricks Road Extension to Amelia Concourse
25	68	44	New Road from Hendricks to CR 107
26	67.1	6	William Burgess/Harts Road Roundabout
27	64	41	Amelia Concourse Extension
28	63.8	13	William Burgess Boulevard Redevelopment
29	62.9	8	14th Street Safety Improvements

West Zone (Zone 3)

Project Rank	Project Score	Project #	Project Name
1	93.8	17	Sauls Road
2	85.3	20	Sundberg Road
3	84.7	18	Edwards Road Improvements
4	77.9	47	Rowe Cutoff Road
5	74.7	27	Ford Road
6	73.4	11	Kings Ferry Road
7	73	19	Crawford Road/121 Intersection Improvements
8	72.2	23	Semper Fi
9	71.3	4	Baldwin Rail Trail Extension
10	86.7	5	Baldwin Rail Trail Extension Duval
11	71.1	29	Ratliff Road
12	67.8	22	Edwards Road Extension
13	70.6	21	New Road from Griffin Road to I-95 Interchange
14	65.6	26	Musslewhite Road
15	62.6	24	CR-108 Improvements
16	60.7	28	CR-119 (Otis Road)
17	53.6	25	Griffin Road
18	59.7	30	Thomas Creek Road
19	59.3	46	Andrews Road

Next Steps

The purpose of this document is to depict the candidate mobility plan projects, provide justification as to why the project is being considered, its weighted score, and ranking. The update to the Mobility Plan, when adopted, will define the projects that will be included to determine the mobility fee.

While the candidate projects have been ranked, this does not necessarily mean that the highest ranked project is the most needed project to maintain or improve levels of service. For example, one of the highest ranked projects is to upgrade Pages Dairy Road to 4 lanes, and include a sidewalk and a trail. What can be interpreted from this ranking is that an alternative route to SR-200 is needed, rather than constructing one large project, it may be better to focus on alternative routes to SR-200, like the William Burgess Boulevard extensions.

The Mobility Plan identifies 48 projects needed over the next 20 years to maintain and improve transportation levels of service. These projects include new roadways, improvements to existing roadways, safety projects, and alternative transportation projects. The projects will be divided into three phases, existing Capital Improvements (CIP), Cost Feasible, and Long Range.

- CIP Timeframe 0-5 years
- Cost Feasible Plan - 6-10 Years
- Long Range - 11-20 Years

As projects are completed, or other funding mechanisms have been found for construction, other projects from the Long Range Plan can be moved to the cost feasible list and new projects can be added to the List of projects. The project list is a living document and will be evaluated annually to guide the Capital Improvements Plan and address the needs of the County.

NASSAU COUNTY
DEPARTMENT OF
PLANNING AND
ECONOMIC
OPPORTUNITY
FLORIDA

APPENDIX D

Project Cost Documentation

Mobility Improvements Summary
Funded Projects

3/18/2021

Roadway/Segment	Length (miles) (a)	Improvement	*	Construction Cost per Mile (b)	Signalization (c)	Construction Subtotal (a x b) + c	PE Design Costs (8%)	CEI Costs (10%)	Utility/Bridge/ RR Cost	Existing R/W (Feet)	Additional R/W Needed	Road ROW	Pond ROW	ROW Subtotal	TOTAL COST	2020 TOTAL COST (2.6% Annual Inflation)
Projects:																
(2) Edwards Road extension to new road	2.10	New 2 lane road with multiuse path, 100 foot buffers	B	$4,753,946		$9,983,287	$798,663	$998,329		0	280	$1,069,091	$126,000	$1,195,091	$12,975,369	$13,650,088
(3) Semper Fi Extension from S-Curve to SR 200	1.00	Two lane road with multiuse path	C	-		-	-	-		-	-	-	-	-	$3,216,000	$3,299,616
(6) Musslewhite Road from US 301 to Middle Road	4.00	Widen to 12' lanes, add paved shoulders, trail and sidewalk	D	$1,255,038		$5,020,152	$401,612	$502,015		80	0		$240,000	$240,000	$6,163,779	$6,324,038
(7) Ford Road from US 301 to Duval County Line	3.30	Add paved shoulders and sidewalks	E	$1,244,451		$4,106,688	$328,535	$410,669		80	0		$198,000	$198,000	$5,043,892	$5,306,175
(8) CR 119 (Otis Road) from CR 121 to US 301 and US 301 to Duval County	6.40	Widen to 12' lanes, add paved shoulders, exempt Railroad area	F	$815,644		$5,220,122	$417,610	$522,012		100	0		$384,000	$384,000	$6,543,743	$6,713,881
(9) Ratliff Road from Thomas Creek Road to New Kings Road	3.80	Widen to 12' lanes, add paved shoulders and sidewalks, exempt Railroad area	G	$1,123,381		$4,268,848	$341,508	$426,885		60	30	$207,273	$228,000	$435,273	$5,472,513	$5,614,798
(10) Thomas Creek Road from US 301 to Ratliff Road	2.80	Widen to 12' lanes, add paved shoulders and sidewalks	G	$1,123,381		$3,145,467	$251,637	$314,547		60	30	$152,727	$168,000	$320,727	$4,032,378	$4,137,220
(11) Sauls Road Paving from Musslewhite to US 1	3.53	Pave existing road	C	-		-	-	-		-	-	-	-	-	$3,322,490	$3,408,875
(12) Edwards Road Redevelopment	1.40	Widen road, add sidewalks or trail from SR 200 to Easy Street	C	-		-	-	-		-	-	-	-	-	$6,600,000	$6,771,600
(13) Sundberg Road from Andrews Road to CR 121	1.00	Pave existing road	C	-		-	-	-		-	-	-	-	-	$708,000	$726,408
(16) Crawford Road/CR 121 Improvements	-	New Traffic Signal and Turn Lanes	C	-		-	-	-		-	-	-	-	-	$1,308,000	$1,342,008
(17) Kings Ferry Road	8.00	Shoulder Addition (exclude bridge)	C	-		-	-	-		-	-	-	-	-	$5,722,725	$5,871,516
West Subtotal															**$61,108,890**	**$63,166,222**
(1) William Burgess District Interconnectivity Trails	2.50	Interconnectivity Trails	C	-		-	-	-		-	-	-	-	-	$2,500,000	$2,565,000
(2) Mentoria Road - SR 200 to Harvester Street	2.60	1.5 miles existing unpaved/1.1 miles new with multiuse path	B	$4,753,946		$12,360,260	$988,821	$1,236,026		60/0	30/90	$261,818	$156,000	$417,818	$15,002,925	$15,783,077
(3) Harper Chapel Road - SR 200 to judicial complex	1.00	0.25 miles existing rebuild/0.75 miles new with multiuse path	J/B	1,400,616/ $4,753,946		$3,915,614	$313,249	$391,561		60/0	30/90	$136,364	$60,000	$196,364	$4,816,788	$5,067,261
(4) Harvester Street from Clyde Higginbotham Road to William Burgess Boulevard	0.60	New 2-lane road with bike lanes, path and sidewalk	B	$4,753,946		$2,852,368	$228,189	$285,237		0	90	$98,182	$36,000	$134,182	$3,499,976	$3,681,974
(6) Pages Dairy Road - Chester to Blackrock Road	1.20	New 2-lane road with bike lanes, path and sidewalk	B	$4,753,946		$5,704,735	$456,379	$570,474		0	90	$196,364	$72,000	$268,364	$6,999,951	$7,363,949
(7) SR 200 from Blackrock Road to Amelia Island Parkway (Exempt Bridge)	2.90	Multiuse path connection	C	-		-	-	-		-	-	-	-	-	$3,500,000	$3,591,000
(8) William Burgess Blvd from US 17 to SR 200	2.94	Multiuse Trail	H	$611,900		$1,798,987	$143,919	$179,899		-	-	-	-	-	$2,122,805	$2,233,190
(10) Felmor Road - SR 200 to Pages Dairy Road	0.55	0.3 mi add paved shoulders and sidewalks, wide paved shoulder on one side (pickup storage) and sidewalks & utilities	C	-		-	-	-		-	-	-	-	-	$1,942,117	$1,992,612
(11) William Burgess Boulevard Extension Phase 1	1.77	New 2-lane road and 10' Multiuse Trail	C	-		-	-	-		-	-		-	-	$13,550,000	$13,902,300
(12) Citrona/Will Hardee Trail	3.18	Multiuse Trail	L	$2,784,853		$2,784,853	$222,788	$278,485				$36,364	-	$36,364	$3,322,490	$3,495,259
(13) Amelia Island Parkway/Buccaneer Trail Roundabout	-	Intersection Improvement	C	-		-	-	-							$3,700,000	$3,796,200
(14) Amelia Island Trail from South Fletcher to 8th Street	3.24	Multiuse path connection	C	-		-	-	-		-	-	-	-	-	$3,100,000	$3,180,600
(15) Justice Center Extension	1.10	From new I-95 bridge to WBB	C	-		-	-	-		-	-	-	-	-	$6,416,622	$6,583,454
(16) Cardinal Road from WBB to SR 200	1.20	Parallel to Harts Road, construct 2 lane road with bike lanes, path and sidewalks	B	$4,753,946		$5,704,735	$456,379	$570,474		0	90	$196,364	$72,000	$268,364	$6,999,951	$7,363,949
(17) Chester Road Improvements	2.18	4-lane, from Davis Hallman Parkway to Green Pine Road	C	-		-	-	-		-	-	-	-	-	$14,366,622	$14,740,154
(18) Pages Dairy/Chester Road Intersection	-	Intersection Improvement	C	-		-	-	-		-	-	-	-	-	$5,434,065	$5,575,351
(19) CR 107 Improvements	1.92	4-lane from SR 200 to Amelia Concourse and add sidewalks	C	-		-	-	-		-	-	-	-	-	$12,646,603	$12,975,415
(21) William Burgess/Harts Road Roundabout	-	Intersection Improvement	C	-		-	-	-							$3,348,800	$3,435,869
(23) Amelia Concourse Extension from Amelia Concourse to Frank Ward Road	0.25	New road and multiuse trail	C	-	-	-	-	-		-	-	-	-	-	$1,445,667	$1,483,254
(24) 14th Street	1.50	Safety improvements (median, restriping), trail	C	-		-	-	-		-	-	-	-	-	$2,845,691	$2,919,679
(27) Pages Dairy Road Extension 2	1.10	New 2 lane road with multiuse path	C	-		-	-	-		-	-	-	-	-	$6,150,000	$6,309,900
(29) Bridge over I-95 (Bridge and limited connections only) - must go with adjacent improvements	1	70' wide x 600' length 2 lanes, 10' shoulder, multiuse path and sidewalk		$5,607,000		$5,607,000	$448,560	$560,700		NA	NA			$0	$6,616,260	$6,788,283
East Subtotal															**$130,327,332**	**$134,827,729**

Notes:

* Support for the construction cost can be found on the following sheets. C indicates County Estimate.

Mobility Improvements Summary

9/30/2020

All Projects Cost

Roadway/Segment	Length (miles) [a]	Improvement	*	Construction Cost per Mile [b]	Signalization [c]	Construction Subtotal [a x b] + c	PE Design Costs (8%)	CEI Costs (10%)	Utility/Bridge/R R Cost	Existing R/W (Feet)	Additional R/W Needed	Road ROW	Pond ROW	ROW Subtotal	TOTAL COST	TOTAL COST 2020 (2.6% Annual)
Projects:																
(1) New road from Griffin Road to new interchange at I-95	5.60	New 2 lane road with multiuse path, 100 foot buffers	B	$4,753,946		$26,622,098	$2,129,768	$2,662,210		0	280	$2,850,909	$336,000	$3,186,909	$34,600,984	$36,400,235
(2) Edwards Road extension to new road	2.10	New 2 lane road with multiuse path, 100 foot buffers	B	$4,753,946		$9,983,287	$798,663	$998,329		0	280	$1,069,091	$126,000	$1,195,091	$12,975,369	$13,650,088
(3) Semper Fi Extension from S-Curve to SR 200	1.00	Two lane road with multiuse path	C	-		-	-	-		-	-	-	-	-	$3,216,000	$3,299,616
(4) CR 108 from Pineridge Road to US 17	14.70	Widen roadway, paved shoulders, potential multiuse path and I 95 bridge	C	-		-	-	-	-	-	-	-	-	-	$30,000,000	$30,780,000
(5) Griffin Road from Middle Road to SR 200	4.30	Widen to 12' lanes, add paved shoulders, trail and sidewalk	D	$1,255,038		$5,396,663	$431,733	$539,666		60	30	$234,545	$258,000	$492,545	$6,860,608	$7,038,984
(6) Musslewhite Road from US 301 to Middle Road	4.00	Widen to 12' lanes, add paved shoulders, trail and sidewalk	D	$1,255,038		$5,020,152	$401,612	$502,015		80	0		$240,000	$240,000	$6,163,779	$6,324,038
(7) Ford Road from US 301 to Duval County Line	3.30	Add paved shoulders and sidewalks	E	$1,244,451		$4,106,688	$328,535	$410,669		80	0		$198,000	$198,000	$5,043,892	$5,306,175
(8) CR 119 (Otis Road) from CR 121 to US 301 and US 301 to Duval County	6.40	Widen to 12' lanes, add paved shoulders, exempt Railroad area	F	$815,644		$5,220,122	$417,610	$522,012		100	0		$384,000	$384,000	$6,543,743	$6,713,881
(9) Ratliff Road from Thomas Creek Road to New Kings Road	3.80	Widen to 12' lanes, add paved shoulders and sidewalks, exempt Railroad area	G	$1,123,381		$4,268,848	$341,508	$426,885		60	30	$207,273	$228,000	$435,273	$5,472,513	$5,614,798
(10) Thomas Creek Road from US 301 to Ratliff Road	2.80	Widen to 12' lanes, add paved shoulders and sidewalks	G	$1,123,381		$3,145,467	$251,637	$314,547		60	30	$152,727	$168,000	$320,727	$4,032,378	$4,137,220
(11) Sauls Road Paving from Musslewhite to US 1	3.53	Pave existing road	C	-		-	-	-		-	-	-	-	-	$3,322,490	$3,408,875
(12) Edwards Road Redevelopment	1.40	Widen road, add sidewalks or trail from SR 200 to Easy Street	C	-		-	-	-		-	-	-	-	-	$6,600,000	$6,771,600
(13) Sundberg Road from Andrews Road to CR 121	1.00	Pave existing road	C	-		-	-	-		-	-	-	-	-	$708,000	$726,408
(14) Baldwin Rail Trail Extension	15.70	Multiuse Trail	C	-		-	-	-		-	-	-	-	-	$11,363,065	$11,658,505
(15) Baldwin Rail Trail Duval	3.20	Multiuse Trail	C	-		-	-	-		-	-	-	-	-	$3,200,000	$3,283,200
(16) Crawford Road/CR 121 Improvements	-	New Traffic Signal and Turn Lanes	C	-		-	-	-		-	-	-	-	-	$1,308,000	$1,342,008
(17) Kings Ferry Road	8.00	Shoulder Addition (exclude bridge)	C	-		-	-	-		-	-	-	-	-	$5,722,725	$5,871,516
(18) Andrews Road	3.00	New 2 lane road with multiuse path and on street parking	C	-		-	-	-		-	-	-	-	-	$4,638,482	$4,759,083
(19) Rowe Cutoff Road	1.75	New 2 lane road with multiuse path and on street parking	C	-		-	-	-		-	-	-	-	-	$1,250,000	$1,282,500
West Subtotal															**$153,022,030**	**$158,368,729**
(1) William Burgess District Interconnectivity Trails	2.50	Interconnectivity Trails	C	-		-	-	-		-	-	-	-	-	$2,500,000	$2,565,000
(2) Mentoria Road - SR 200 to Harvester Street	2.60	1.5 miles existing unpaved/1.1 miles new with multiuse path	B	$4,753,946		$12,360,260	$988,821	$1,236,026		60/0	30/90	$261,818	$156,000	$417,818	$15,002,925	$15,783,077
(3) Harper Chapel Road - SR 200 to judicial complex	1.00	0.25 miles existing rebuild/0.75 miles new with multiuse path	J/B	$1,400,616/ $4,753,946		$3,915,614	$313,249	$391,561		60/0	30/90	$136,364	$60,000	$196,364	$4,816,788	$5,067,261
(4) Harvester Street from Clyde Higginbotham Road to William Burgess Boulevard	0.60	New 2-lane road with bike lanes, path and sidewalk	B	$4,753,946		$2,852,368	$228,189	$285,237		0	90	$98,182	$36,000	$134,182	$3,499,976	$3,681,974
(5) New N/S road from Mentoria Road to WBB	0.50	New 2-lane road with bike lanes, path and sidewalk	B	$4,753,946		$2,376,973	$190,158	$237,697		0	90	$81,818	$30,000	$111,818	$2,916,645	$3,068,312
(6) Pages Dairy Road - Chester to Blackrock Road	1.20	New 2-lane road with bike lanes, path and sidewalk	B	$4,753,946		$5,704,735	$456,379	$570,474		0	90	$196,364	$72,000	$268,364	$6,999,951	$7,363,949
(7) SR 200 from Blackrock Road to Amelia Island Parkway (Exempt Bridge)	2.90	Multiuse path connection	C	-		-	-	-		-	-	-	-	-	$3,500,000	$3,591,000
(8) William Burgess Blvd from US 17 to SR 200	2.94	Multiuse Trail	H	$611,900		$1,798,986	$143,919	$179,899		-	-	-	-	-	$2,122,803	$2,233,189
(9) Pages Dairy from US 17 to Chester Road	3.90	4 lane, bike lanes, path, and sidewalk, 2 signals, 150' long bridge (104' wide)	T	$7,545,327	$800,000	$30,726,773	$2,418,142	$3,022,677	$2,082,600	100	50	$354,545	$234,000	$588,545	$38,338,738	$39,335,545
(10) Felmor Road - SR 200 to Pages Dairy Road	0.55	0.3 mi add paved shoulders and sidewalks, wide paved shoulder on one side (pickup storage) and sidewalks & utilities	C	-		-	-	-		-	-	-	-	-	$1,942,117	$1,992,612
(11) William Burgess Boulevard Extension Phase 3	1.77	New 2-lane road and 10' Multiuse Trail	C	-		-	-	-		-	-	-	-	-	$13,550,000	$13,902,300
(12) Citrona/Will Hardee Trail	3.18	Multiuse Trail	L	$2,784,853		$2,784,853	$222,788	$278,485				$36,364	-	$36,364	$3,322,490	$3,495,259
(13) Amelia Island Parkway/Buccaneer Trail Roundabout	-	Intersection Improvement	C	-		-	-	-		-	-	-	-	-	$3,700,000	$3,796,200
(14) Amelia Island Trail from South Fletcher to 8th Street	3.24	Multiuse path connection	C	-		-	-	-		-	-	-	-	-	$3,100,000	$3,180,600
(15) New 2 Lane Road in WBD	1.10	From new I-95 bridge to WBB	C	-		-	-	-		-	-	-	-	-	$6,416,622	$6,583,454
(16) Cardinal Road from WBB to SR 200	1.20	Parallel to Harts Road, construct 2 lane road with bike lanes, path and sidewalks	B	$4,753,946		$5,704,735	$456,379	$570,474		0	90	$196,364	$72,000	$268,364	$6,999,951	$7,363,949
(17) Chester Road Improvements	2.18	4-lane, from Davis Hallman Parkway to Green Pine Road	C	-		-	-	-		-	-	-	-	-	$14,366,622	$14,740,154
(18) Pages Dairy/Chester Road Intersection	-	Intersection Improvement	C	-		-	-	-		-	-	-	-	-	$5,434,065	$5,575,351
(19) CR 107 Improvements	1.92	4-lane from SR 200 to Amelia Concourse and add sidewalks	C	-		-	-	-		-	-	-	-	-	$12,646,603	$12,975,415
(21) William Burgess/Harts Road Roundabout	-	Intersection Improvement	C	-		-	-	-		-	-	-	-	-	$3,348,800	$3,435,869
(22) William Burgess Boulevard Redevelopment	2.94	Redevelop to a 5-lane road	C	-		-	-	-		-	-	-	-	-	$22,284,839	$22,864,245
(23) Amelia Concourse Extension from Amelia Concourse to Frank Ward Road	0.25	New road and multiuse trail	C	-		-	-	-		-	-	-	-	-	$1,445,667	$1,483,254
(24) 14th Street	1.50	Safety Improvements (median, restriping), trail	C	-		-	-	-		-	-	-	-	-	$2,845,691	$2,919,679
(25) New Road from Hendricks to Amelia Concourse	-	New 2 lane road with multiuse path	C	-		-	-	-		-	-	-	-	-	$850,000	$872,100
(26) Hendricks Road Extension to CR 107	1.10	New 2 lane road with multiuse path and on street parking	C	-		-	-	-		-	-	-	-	-	$1,650,000	$1,692,900
(27) Pages Dairy Road Extension 2	1.10	New 2 lane road with multiuse path	C	-		-	-	-		-	-	-	-	-	$6,150,000	$6,309,900
(28) Christian Way Extension	0.33	New 2 lane road with multiuse path and on street parking	C	-		-	-	-		-	-	-	-	-	$950,000	$974,700
(29) Bridge over I-95 (Bridge and limited connections only) - must go with adjacent improvements	1	70' wide x 600' length 2 lanes, 10' shoulder, multiuse path and sidewalk		$5,607,000		$5,607,000	$448,560	$560,700		NA	NA			$0	$6,616,260	$6,788,283
East Subtotal															**$225,471,073**	**$203,635,530**

Notes:

* Support for the construction cost can be found on the following sheets. C indicates County Estimate.

William Burgess Boulevard Extension Phase 1 (New Corridor) - US 17 to Miner Road
Nassau County, Florida
ENGINEER'S ESTIMATE OF PROBABLE COST PER MILE

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY TOTAL	UNIT PRICE	TOTAL PRICE
1	**ROADWAY ITEMS**				$4,308,187
2	**SIGNING AND PAVEMENT MARKING ITEMS**				$13,582
	SUBTOTAL				**$4,321,769**
	GRAND TOTAL (WITH 10% CONTINGENCY)				**$4,753,946**

DISCLAIMER: THIS ESTIMATE OF PROBABLE COST IS APPROXIMATE. ACTUAL CONSTRUCTION BIDS MAY VARY SIGNIFICANTLY FROM THIS STATEMENT OF PROBABLE COSTS DUE TO TIMING OF CONSTRUCTION, CHANGED CONDITIONS, LABOR RATE CHANGES, OR OTHER FACTORS BEYOND THE CONTROL OF THE ESTIMATORS. Unit Price 2018

ROADWAY ITEMS

101-1	MOBILIZATION	LS	1	$320,131.06	$320,131.06
102-1	MAINTENANCE OF TRAFFIC	LS	1	$226,507.83	$226,507.83
104-10-3	SEDIMENT BARRIER	LF	13,728	$1.57	$21,552.96
104-11	FLOATING TURBIDITY BARRIER	LF	250	$12.32	$3,080.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	LF	250	$6.71	$1,677.50
104-15	SOIL TRACKING PREVENTION DEVICE	EA	1	$2,160.80	$2,160.80
107-1	LITTER REMOVAL	AC	5	$31.27	$156.35
107-2	MOWING	AC	5	$42.91	$214.55
110-1-1	CLEARING & GRUBBING	AC	10	$54,276.19	$546,051.37
120-1	REGULAR EXCAVATION	CY	19,360	$12.98	$251,292.80
	REGULAR EXCAVATION (PONDS)	CY	29,410	$12.98	$381,741.80
120-6	EMBANKMENT	CY	54,494	$18.94	$1,032,107.08
160-4	TYPE B STABILIZATION	SY	24,640	$10.62	$261,676.80
285-701	OPTIONAL BASE, BASE GROUP 01	SY	5,867	$24.86	$145,845.33
285-706	OPTIONAL BASE, BASE GROUP 06	SY	17,600	$19.45	$342,320.00
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	484	$100.20	$48,496.80
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	2,178	$92.21	$200,833.38
400-2-2	CONC CLASS II, ENDWALLS	CY	36	$1,505.00	$54,180.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	EA	1	$3,646.82	$3,646.82
425-2-71	MANHOLES, J-7, <10'	EA	1	$6,200.06	$6,200.06
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	LF	800	$127.56	$102,048.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	LF	168	$99.92	$16,786.56
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	LF	56	$121.04	$6,778.24
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	LF	200	$305.95	$61,190.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	EA	40	$1,644.67	$65,786.80
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	2,933	$44.66	$131,002.67
527-2	DETECTABLE WARNINGS	SF	24	$28.23	$677.52
570-1-2	PERFORMANCE TURF, SOD	SY	25,227	$2.84	$71,643.73
710-11-101	PAINTED PAVT. MARKINGS, STD., WHITE, SOLID, 6"	GM	2.000	$995.15	$1,990.30
710-11-125	PAINTED PAVT. MARKINGS, STD., WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	LF	24	$1.18	$28.32
710-11-231	PAINTED PAVT. MARKINGS, STD., YELLOW, SKIP, 6"	GM	1.000	$382.03	$382.03

SIGNING AND PAVEMENT MARKING ITEMS

700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	4	$391.18	$1,564.72
700-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	1	$1,446.36	$1,446.36
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	132	$3.39	$447.48
711-11-125	THERMOPLASTIC, STD., WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	24	$4.49	$107.76
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	2	$260.24	$520.48
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROWS	EA	2	$98.77	$197.54
711-16-101	THERMOPLASTIC, STD.-OTHER SURFACES, WHITE, SOLID, 6"	GM	2.000	$4,005.26	$8,010.52
711-16-231	THERMOPLASTIC, STD.-OTHER SURFACES, YELLOW, SKIP, 6"	GM	1.000	$1,287.04	$1,287.04

Cost per mile I = Sum M&R 2-Lane Road + subgrade and base for shoulder from new construction
Cost per mile F = Cost per mile I + $177,241 per mile to widen to 12 foot lanes
Cost per mile G = Cost per mile F + $307,737 per mile to add sidewalk to both sides of the road
Cost per mile D = Cost per mile G + $131,657 per mile to replace one sidewalk with a multiuse path
Cost per mile J = Cost per mile D + $145,578 per mile to account for additional MOT for existing road

FDOT Long Range Estimating System - Production
R4: Project Details Composite Report
By Version

Project: RSU2LN-R-11-BB — **Letting Date:** 01/2099
Description: Milling and Resurfacing 2 Lane Rural Road with 5' Paved Shoulders
District: 09 **County:** 99 DISTRICT/STATE WIDE
Project Manager: Cost-Per-Mile Model
Version 14-P Project Grand Total **$512,516.11**
Description: July 2019 Updates

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	10.00			$40,339.72
101-1	MOBILIZATION	10.00			$44,373.69
104-11	FLOATING TURBIDITY BARRIER	100.00	LF	$12.50	$1,250.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	100.00	LF	$3.80	$380.00
107-1	LITTER REMOVAL	1.20	AC	$15.00	$18.00
107-2	MOWING	1.20	AC	$25.00	$30.00
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	5,866.67	SY	$2.60	$15,253.34
327-70-15	MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH	14,080.00	SY	$2.60	$36,608.00
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	1,871.47	TN	$105.00	$196,504.35
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	594.18	TN	$135.00	$80,214.30
430-94-1	DESILTING PIPE, 0 - 24"	800.00	LF	$7.50	$6,000.00
430-94-2	DESILTING PIPE, 25 - 36"	168.00	LF	$10.00	$1,680.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	2.00	GM	$940.00	$1,880.00
570-1-2	PERFORMANCE TURF, SOD	5,866.67	SY	$2.80	$16,426.68
700-1-11	SINGLE POST SIGN, F&I GM,	10.00	AS	$340.00	$3,400.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	14.00	AS	$1,200.00	$16,800.00
700-1-50	SINGLE POST SIGN, RELOCATE	2.00	AS	$250.00	$500.00
700-1-60	SINGLE POST SIGN, REMOVE	12.00	AS	$30.00	$360.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00	AS	$4,400.00	$8,800.00
700-2-60	MULTI- POST SIGN, REMOVE	2.00	AS	$780.00	$1,560.00
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	135.00	EA	$3.50	$472.50
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.00	NM	$980.00	$3,920.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	2.00	GM	$420.00	$840.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	2.00	GM	$4,500.00	$9,000.00

Support for D, F, G and J

FDOT Long Range Estimating System - Production
R4: Project Details Composite Report
By Version

Project: NUR2LN-R-01-BB **Letting Date:** 01/2099
Description: New Construction Undivided 2 Lane Rural Road with 5' Paved Shoulders
District: 09 **County:** 99 DISTRICT/STATE WIDE
Project Manager: Cost-Per-Mile Model
Version 15-P Project Grand Total **$2,231,964.86**
Description: July 2019 Updates

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	5.00			$94,457.35
101-1	MOBILIZATION	10.00			$198,360.44
104-10-3	SEDIMENT BARRIER	13,728.00	LF	$1.70	$23,337.60
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	$12.50	$3,125.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	$3.80	$950.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,500.00	$2,500.00
107-1	LITTER REMOVAL	1.20	AC	$15.00	$
107-2	MOWING	1.20	AC	$25.00	$
110-1-1	CLEARING & GRUBBING	14.12	AC	$11,000.00	$155,320.00
120-1	REGULAR EXCAVATION	19,360.00	CY	$5.00	$96,800.00
120-6	EMBANKMENT	54,493.51	CY	$8.00	$435,948.08
160-4	TYPE B STABILIZATION	25,813.33	SY	$3.80	$98,090.65
285-704	OPTIONAL BASE,BASE GROUP 04	6,253.87	SY	$13.00	$81,300.31
285-709	OPTIONAL BASE,BASE GROUP 09	14,467.20	SY	$17.00	$245,942.40
334-1-53	SUPERPAVE ASPH CONC, TRAF C, PG76-22	2,645.87	TN	$105.00	$277,816.35
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	594.18	TN	$135.00	$80,214.30
400-2-2	CONC CLASS II, ENDWALLS	36.00	CY	$1,400.00	$50,400.00
425-1-541	INLETS, DT BOT, TYPE D,	1.00	EA	$3,900.00	$3,900.00
425-2-71	MANHOLES, J-7,	1.00	EA	$7,100.00	$7,100.00
430-173-124	PIPE CULV OPT MATL, ROUND, 24", GD	800.00	LF	$92.00	$73,600.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	168.00	LF	$110.00	$18,480.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	56.00	LF	$150.00	$8,400.00
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	200.00	LF	$300.00	$60,000.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	40.00	EA	$1,600.00	$64,000.00

11,733.33 SY

Additional Support for D, F, G and J

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: SIDEWK-O-03-BB **Letting Date:** 01/2099

Description: Sidewalk construction; 6' one side, 4 inch depth

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-per-Mile Model/Template

Version 13-P Project Grand Total **$161,109.76**

Description: July 2019 Updates

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	2.00			$2,735.08
101-1	MOBILIZATION	10.00			$13,948.90
110-1-1	CLEARING & GRUBBING	1.25	AC	$11,000.00	$13,750.00
120-1	REGULAR EXCAVATION	322.66	CY	$5.00	$1,613.30
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	2,933.33	SY	$40.00	$117,333.20
570-1-1	PERFORMANCE TURF	3,121.07	SY	$1.30	$4,057.39
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$7,671.89	$7,671.89
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 13-P Project Grand Total					**$161,109.76**

Additional support for D, G and J

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: SHRUSE-O-01-BB — **Letting Date:** 01/2099

Description: Two Directional, 12' Shared Use Path

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 13-P Project Grand Total **$287,393.35**

Description: July 2019 Updates

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	6.00			$14,084.46
101-1	MOBILIZATION	10.00			$24,882.54
110-1-1	CLEARING & GRUBBING	3.90	AC	$11,000.00	$42,900.00
160-4	TYPE B STABILIZATION	9,386.67	SY	$3.80	$35,669.35
285-701	OPTIONAL BASE,BASE GROUP 01	7,040.00	SY	$13.00	$91,520.00
334-1-11	SUPERPAVE ASPHALTIC CONC, TRAFFIC A	528.00	TN	$110.00	$58,080.00
570-1-2	PERFORMANCE TURF, SOD	2,347.00	SY	$2.80	$6,571.60
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$13,685.40	$13,685.40
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 13-P Project Grand Total					**$287,393.35**

Additional support for D

Bicycle & Pedestrian Improvements on Ford Road - Duval County Line to US 301
Nassau County, Florida
ENGINEER'S ESTIMATE OF PROBABLE COST PER MILE

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY TOTAL	UNIT PRICE	TOTAL PRICE
1	**ROADWAY ITEMS**				$1,118,807
2	**SIGNING AND PAVEMENT MARKING ITEMS**				$12,512
	SUBTOTAL				**$1,131,319**
	GRAND TOTAL (WITH 10% CONTINGENCY)				**$1,244,451**

DISCLAIMER: THIS ESTIMATE OF PROBABLE COST IS APPROXIMATE. ACTUAL CONSTRUCTION BIDS MAY VARY SIGNIFICANTLY FROM THIS STATEMENT OF PROBABLE COSTS DUE TO TIMING OF CONSTRUCTION, CHANGED CONDITIONS, LABOR RATE CHANGES, OR OTHER FACTORS BEYOND THE CONTROL OF THE ESTIMATORS. Unit Price 2018

ROADWAY ITEMS

101-1	MOBILIZATION	LS	1	$83,801.39	$83,801.39
102-1	MAINTENANCE OF TRAFFIC	LS	1	$40,289.13	$40,289.13
104-10-3	SEDIMENT BARRIER	LF	10,560	$1.57	$16,579.20
104-18	INLET PROTECTION SYSTEM	EA	53	$107.23	$5,683.19
110-1-1	CLEARING & GRUBBING	AC	0.332	$11,618.93	$3,859.83
120-1	REGULAR EXCAVATION	CY	5,209	$12.98	$67,618.62
160-4	TYPE B STABILIZATION	SY	7,431	$10.62	$78,914.25
285-706	OPTIONAL BASE, BASE GROUP 06	SY	4,693	$19.45	$91,285.33
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	387	$100.20	$38,797.44
520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	10,560	$35.37	$373,507.20
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	7,040	$44.66	$314,406.40
527-2	DETECTABLE WARNINGS	SF	144	$28.23	$4,065.12

SIGNING AND PAVEMENT MARKING ITEMS

700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	6	$391.18	$2,347.08
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	6	$260.24	$1,561.44
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROWS	EA	6	$98.77	$592.62
711-16-101	THERMOPLASTIC, STD.-OTHER SURFACES, WHITE, SOLID, 6"	GM	2.000	$4,005.26	$8,010.52

E

10' Multi-Use Trail - Construction Cost per Mile
Nassau County, Florida
ENGINEER'S ESTIMATE OF PROBABLE COST

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY TOTAL	UNIT PRICE	TOTAL PRICE
1	**ROADWAY ITEMS**				$544,615
2	**SIGNING AND PAVEMENT MARKING ITEMS**				$11,658
	SUBTOTAL				**$556,273**
	GRAND TOTAL (WITH 10% CONTINGENCY)				**$611,900**

DISCLAIMER: THIS ESTIMATE OF PROBABLE COST IS APPROXIMATE. ACTUAL CONSTRUCTION BIDS MAY VARY SIGNIFICANTLY FROM THIS STATEMENT OF PROBABLE COSTS DUE TO TIMING OF CONSTRUCTION, CHANGED CONDITIONS, LABOR RATE CHANGES, OR OTHER FACTORS BEYOND THE CONTROL OF THE ESTIMATORS. Unit Price 2018

ROADWAY ITEMS

101-1	MOBILIZATION	LS	1	$41,205.36	$41,205.36
102-1	MAINTENANCE OF TRAFFIC	LS	1	$19,810.27	$19,810.27
104-10-3	SEDIMENT BARRIER	LF	10,560	$1.57	$16,579.20
104-18	INLET PROTECTION SYSTEM	EA	53	$107.28	$5,685.84
110-1-1	CLEARING & GRUBBING	AC	1.455	$11,618.93	$16,900.26
120-1	REGULAR EXCAVATION	CY	3,285	$12.98	$42,639.30
160-4	TYPE B STABILIZATION	SY	8,213	$10.62	$87,225.60
285-701	OPTIONAL BASE, BASE GROUP 01	SY	6,260	$24.86	$155,616.97
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	484	$100.20	$48,496.80
425-1521	INLETS, DT BOT, TYPE C,<10'	EA	18	$4,354.46	$78,380.28
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	LF	150	$112.22	$16,833.00
430-175-124	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 24" S/CD	LF	50	$127.56	$6,378.00
570-1-2	PERFORMANCE TURF, SOD	SY	3,121	$2.84	$8,863.64

SIGNING AND PAVEMENT MARKING ITEMS

700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	14	$391.18	$5,476.52
711-11-125	THERMOPLASTIC, STD., WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	70	$4.49	$314.30
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	14	$260.24	$3,643.36
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROWS	EA	14	$98.77	$1,382.78
711-16-201	THERMOPLASTIC, STD.-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.212	$3,964.09	$840.87

Citrona Avenue/Will Hardee Road Multi-Use Trail - Simmons Road to Atlantic Avenue
Nassau County, Florida
ENGINEER'S ESTIMATE OF PROBABLE COST

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY TOTAL	UNIT PRICE	TOTAL PRICE
1	ROADWAY ITEMS				$1,644,076
2	SIGNING AND PAVEMENT MARKING ITEMS				$47,646
3	UNDERGROUND ELECTRICAL ITEMS				$839,962
	TOTAL (WITH 10% CONTINGENCY)				$2,784,853

DISCLAIMER: THIS ESTIMATE OF PROBABLE COST IS APPROXIMATE. ACTUAL CONSTRUCTION BIDS MAY VARY SIGNIFICANTLY FROM THIS STATEMENT OF PROBABLE COSTS DUE TO TIMING OF CONSTRUCTION, CHANGED CONDITIONS, LABOR RATE CHANGES, OR OTHER FACTORS BEYOND THE CONTROL OF THE ESTIMATORS. Unit Price 2018

ROADWAY ITEMS

101-1	MOBILIZATION	LS	1	$125,312.68	$125,312.68
102-1	MAINTENANCE OF TRAFFIC	LS	1	$60,246.48	$60,246.48
160-4	TYPE B STABILIZATION	SY	28,720	$10.62	$305,006.40
285-701	OPTIONAL BASE, BASE GROUP 0"	SY	21,659	$24.86	$538,449.95
334-1-12	SUPERPAVE ASPHALTIC CONC, TRAFFIC B	TN	1,670	$100.20	$167,302.94
425-1-541	INLETS, DT BOT, TYPE D, <10'	EA	12	$3,646.82	$43,761.84
430-175-118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18" S/CD	LF	3,547	$112.22	$398,044.34
430-984-125	MITERED END SECT, OPTIONAL RD, 18" SD	EA	6	$991.82	$5,950.92

SIGNING AND PAVEMENT MARKING ITEMS

700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	58	$391.18	$22,688.44
711-11-125	THERMOPLASTIC, STD., WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	145	$4.49	$651.05
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	58	$260.24	$15,093.92
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROWS	EA	58	$98.77	$5,728.66
711-16-201	THERMOPLASTIC, STD.-OTHER SURFACES, YELLOW, SOLID, 6"	GM	0.879	$3,964.09	$3,483.59

UNDERGROUND ELECTRICAL ITEMS

PER FPL GUIDE	UNDERGROUND ELECTRICAL CONVERSION	GM	0.840	$1,000,000.00	$839,962.12

L

New Corridor - Miner Road to Amelia Concourse
Nassau County, Florida
ENGINEER'S ESTIMATE OF PROBABLE COST

ITEM NUMBER	DESCRIPTION	UNIT	QUANTITY TOTAL	UNIT PRICE	TOTAL PRICE
1	**ROADWAY ITEMS**				$4,920,240
2	**SIGNING AND PAVEMENT MARKING ITEMS**				$59,100
3	**NEW BRIDGE ITEMS**				$16,632,000
	TOTAL (WITH 10% CONTINGENCY - ROADWAY & BRIDGE)				**$23,772,474.00**

DISCLAIMER: THIS ESTIMATE OF PROBABLE COST IS APPROXIMATE. ACTUAL CONSTRUCTION BIDS MAY VARY SIGNIFICANTLY FROM THIS STATEMENT OF PROBABLE COSTS DUE TO TIMING OF CONSTRUCTION, CHANGED CONDITIONS, LABOR RATE CHANGES, OR OTHER FACTORS BEYOND THE CONTROL OF THE ESTIMATORS. Unit Price 2018

ROADWAY ITEMS

101-1	MOBILIZATION	LS	1	$368,840.00	$368,840.00
102-1	MAINTENANCE OF TRAFFIC	LS	1	$260,971.70	$260,971.70
104-10-3	SEDIMENT BARRIER	LF	16,268	$1.57	$25,540.26
104-11	FLOATING TURBIDITY BARRIER	LF	460	$12.32	$5,667.20
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	LF	460	$6.71	$3,086.60
104-15	SOIL TRACKING PREVENTION DEVICE	EA	1	$2,160.80	$2,160.80
107-1	LITTER REMOVAL	AC	6	$31.27	$185.27
107-2	MOWING	AC	6	$42.91	$254.24
110-1-1	CLEARING & GRUBBING	AC	12	$54,276.19	$647,401.81
120-1	REGULAR EXCAVATION	CY	22,942	$12.98	$297,781.97
	REGULAR EXCAVATION (PONDS)	CY	29,410	$12.98	$381,741.80
120-6	EMBANKMENT	CY	64,575	$18.94	$1,223,046.89
160-4	TYPE B STABILIZATION	SY	27,822	$10.62	$295,472.00
285-706	OPTIONAL BASE, BASE GROUP 06	SY	18,084	$19.45	$351,742.44
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	2,066	$92.21	$190,487.42
400-2-2	CONC CLASS II, ENDWALLS	CY	43	$1,505.00	$64,203.30
425-1-541	INLETS, DT BOT, TYPE D, <10'	EA	1	$3,646.82	$3,646.82
425-2-71	MANHOLES, J-7, <10'	EA	1	$6,200.06	$6,200.06
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	LF	948	$127.56	$120,926.88
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	LF	199	$99.92	$19,892.07
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	LF	66	$121.04	$8,032.21
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	LF	237	$305.95	$72,510.15
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	EA	40	$1,644.67	$65,786.80
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	8,347	$44.66	$372,762.13
527-2	DETECTABLE WARNINGS	SF	144	$28.23	$4,065.12
550-102-20	FENCING, TYPE B, 5.1-6.0', STANDARD	LF	1,841	$14.78	$27,207.02
550-602-34	FENCE GATE, TYP B, SLIDE/CANT, 18.1-20'OPEN	EA	4	$2,953.87	$11,815.48
570-1-2	PERFORMANCE TURF, SOD	SY	29,909	$2.84	$84,941.24
710-11-101	PAINTED PAVT. MARKINGS, STD., WHITE, SOLID, 6"	GM	3.120	$995.15	$3,104.87
710-11-125	PAINTED PAVT. MARKINGS, STD., WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	LF	144	$1.18	$169.92
710-11-231	PAINTED PAVT. MARKINGS, STD., YELLOW, SKIP, 6"	GM	1.560	$382.03	$595.97

SIGNING AND PAVEMENT MARKING ITEMS

700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	14	$391.18	$5,476.52
700-1-12	SINGLE POST SIGN, F&I GROUND MOUNT, 12-20 SF	AS	1	$1,446.36	$1,446.36
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	206	$3.39	$698.34
711-11-125	THERMOPLASTIC, STD., WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	72	$4.49	$323.28
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	6	$260.24	$1,561.44
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROWS	EA	6	$98.77	$592.62
711-16-101	THERMOPLASTIC, STD.-OTHER SURFACES, WHITE, SOLID, 6"	GM	2.370	$4,005.26	$9,492.47
711-16-231	THERMOPLASTIC, STD.-OTHER SURFACES, YELLOW, SKIP, 6"	GM	1.185	$1,287.04	$1,525.14
713-103-101	PERMANENT TAPE, WHITE, SOLID, 6" FOR CONC. BRIDGES	GM	0.750	$25,448.10	$19,086.08
713-103-201	PERMANENT TAPE, YELLOW, SOLID, 6" FOR CONC. BRIDGES	GM	0.750	$25,196.45	$18,897.34

NEW BRIDGE ITEMS

	NEW BRIDGE CONSTRUCTION	LS	1	$16,632,000.00	$16,632,000.00

* MITIGATION COST FOR WETLANDS IMPACTS ARE NOT INCLUDED

M

FDOT Long Range Estimating System - Production

R4: Project Details Composite Report

By Version

Project: NDUA4L-U-05-BB **Letting Date:** 01/2099

Description: New Construction, 4 11' Lanes Urban Arterial with 4' Bike Lanes and 22' Divided Median.

District: 09 **County:** 99 DISTRICT/STATE WIDE

Project Manager: Cost-Per-Mile Model

Version 15-P Project Grand Total **$7,545,326.51**

Description: July 2019 Updates

Pay Items

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount
102-1	MAINTENANCE OF TRAFFIC	7.00			$444,301.97
101-1	MOBILIZATION	10.00			$679,147.30
104-10-3	SEDIMENT BARRIER	10,560.00	LF	$1.70	$17,952.00
104-11	FLOATING TURBIDITY BARRIER	250.00	LF	$12.50	$3,125.00
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	250.00	LF	$3.80	$950.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,500.00	$2,500.00
104-18	INLET PROTECTION SYSTEM	53.00	EA	$120.00	$6,360.00
107-1	LITTER REMOVAL	1.90	AC	$15.00	$28.50
107-2	MOWING	1.90	AC	$25.00	$47.50
110-1-1	CLEARING & GRUBBING	28.24	AC	$11,000.00	$310,640.00
120-1	REGULAR EXCAVATION	38,720.00	CY	$5.00	$193,600.00
120-6	EMBANKMENT	121,604.27	CY	$8.00	$972,834.16
160-4	TYPE B STABILIZATION	38,907.73	SY	$3.80	$147,849.37
285-709	OPTIONAL BASE,BASE GROUP 09	32,853.33	SY	$17.00	$558,506.61
334-1-54	SUPERPAVE ASPH CONC, TRAF D, PG76-22	5,420.80	TN	$106.00	$574,604.80
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	2,628.27	TN	$110.00	$289,109.70
400-2-2	CONC CLASS II, ENDWALLS	54.00	CY	$1,400.00	$75,600.00
425-1-351	INLETS, CURB, TYPE P-5,	36.00	EA	$5,200.00	$187,200.00
425-1-451	INLETS, CURB, TYPE J-5,	10.00	EA	$7,800.00	$78,000.00
425-1-521	INLETS, DT BOT, TYPE C,	5.00	EA	$3,600.00	$18,000.00
425-1-541	INLETS, DT BOT, TYPE D,	2.00	EA	$3,900.00	$7,800.00
425-2-41	MANHOLES, P-7,	5.00	EA	$7,200.00	$36,000.00
425-2-71	MANHOLES, J-7,	2.00	EA	$7,100.00	$14,200.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	2,646.00	LF	$80.00	$211,680.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	236.00	LF	$125.00	$29,500.00
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112.00	LF	$150.00	$16,800.00
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	5,000.00	LF	$200.00	$1,000,000.00

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: NDUA4L-U-05-BB				**Letting Date:** 01/2099	
Description: New Construction, 4 11' Lanes Urban Arterial with 4' Bike Lanes and 22' Divided Median.					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 15-P Project Grand Total					**$7,545,326.51**
Description: July 2019 Updates					
430-175-154	PIPE CULV, OPT MATL, ROUND, 54"S/CD	400.00	LF	$260.00	$104,000.00
520-1-7	CONCRETE CURB & GUTTER, TYPE E	10,560.00	LF	$16.00	$168,960.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	10,560.00	LF	$20.00	$211,200.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	5,866.67	SY	$40.00	$234,666.80
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	2,360.00	LF	$17.00	$40,120.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$1,800.00	$3,600.00
570-1-1	PERFORMANCE TURF	55,451.00	SY	$1.30	$72,086.30
570-1-2	PERFORMANCE TURF, SOD	37,840.00	SY	$2.80	$105,952.00
630-2-11	CONDUIT, F& I, OPEN TRENCH	5,280.00	LF	$6.70	$35,376.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,048.00	LF	$19.00	$19,912.00
635-2-11	PULL & SPLICE BOX, F&I, 13" X 24"	35.00	EA	$680.00	$23,800.00
700-1-11	SINGLE POST SIGN, F&I GM,	24.00	AS	$340.00	$8,160.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	2.00	AS	$1,200.00	$2,400.00
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	2.00	AS	$6,200.00	$12,400.00
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	2.00	AS	$10,400.00	$20,800.00
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	405.00	EA	$3.50	$1,417.50
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	4.00	GM	$4,500.00	$18,000.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	2.00	GM	$1,500.00	$3,000.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	19,284.00	LF	$1.70	$32,782.80
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	35.00	EA	$590.00	$20,650.00
715-511-140	LIGHT POLE COMP,F&I,SGL ARM SM, AL,40'	35.00	EA	$13,000.00	$455,000.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)	1.00	LS	$74,706.20	$74,706.20

T (Continued)

FDOT Long Range Estimating System - Production					
R4: Project Details Composite Report					
By Version					
Project: NDUA4L-U-05-BB					**Letting Date:** 01/2099
Description: New Construction, 4 11' Lanes Urban Arterial with 4' Bike Lanes and 22' Divided Median.					
District: 09	**County:** 99 DISTRICT/STATE WIDE				
Project Manager: Cost-Per-Mile Model					
Version 15-P Project Grand Total					**$7,545,326.51**
Description: July 2019 Updates					
Project Unknowns			0.00	%	$0.00
Design/Build			0.00	%	$0.00
Version 15-P Project Grand Total					**$7,545,326.51**

T (Continued)

Work Program
Highway Construction Cost Inflation Factors

Fiscal Year	Inflation Factor	PDC Multiplier
2019	Base	1.000
2020	2.6%	1.026
2021	2.6%	1.053
2022	2.7%	1.081
2023	2.8%	1.111
2024	2.9%	1.144
2025	3.0%	1.178
2026	3.1%	1.214
2027	3.2%	1.253
2028	3.3%	1.295
2029	3.3%	1.337
2030	3.3%	1.381
2031	3.3%	1.427
2032	3.3%	1.474
2033	3.3%	1.523
2034	3.3%	1.573
2035	3.3%	1.625
2036	3.3%	1.679
2037	3.3%	1.734
2038	3.3%	1.791
2039	3.3%	1.850
Source: Offices of Work Program and Budget and Policy Planning (Fiscal Year 2019 is July 1, 2018 to June 30, 2019)		

Advisory Inflation Factors For Previous Years

Another *"Transportation Costs"* report covers highway construction cost inflation for previous years. "*Advisory Inflation Factors For Previous Years (1987-2018)* provides Present Day Cost (PDC) multipliers that enable project cost estimates from previous years to be updated to FY 2018. For the table and text providing this information, please go to https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/policy/economic/retrocostinflation220259309.pdf?sfvrsn=ce29b2b6_2

APPENDIX E

Local Church Trip Generation Study

NASSAU COUNTY MOBILITY PLAN

CHURCH LAND USE

(ITE LAND USE CODE 560)

TRIP GENERATION STUDY

June 19, 2014

TABLE OF CONTENTS

INTRODUCTION

Trip generation rates are used by planners, developers, and engineers to estimate the effect of new developments on local traffic. The Institute of Transportation Engineers (ITE) publishes *Trip Generation* detailing trip generation rates for different land uses. The daily trip rates for Churches (Land Use Code 560 – using number of seats as the variable) published in ITE Trip Generation manual is based on data obtained at limited number of churches (only 4 locations) across United States of America. As such, to more accurately characterize Church land use trip generation rates for Nassau County, a trip generation study based on the local church related traffic counts was performed. This study's scope includes:

- Collection of enter/exit data at a minimum of three Churches in Nassau County
- Determination of daily trip generation rates, enter and exit percentages

The study results will help better estimate daily trip generation rate for Church land use in Nassau County, Florida.

DATA COLLECTION

The data collection effort involved obtaining 24-hour directional traffic counts for five (5) weekdays at the following three (3) Church locations in Nassau County, Florida:

- Journey Church (95707 Amelia Concourse, Fernandina Beach, FL 32034)
- Yulee United Methodist Church (86003 Christian Way, Yulee, FL 32097)
- Celebration Church (85520 Miner Rd, Yulee, FL 32097)

Although, worship services are typically held on Sundays, this study is being conducted in conjunction with the Nassau County Mobility Plan. Since, the Mobility Plan analysis is based on a typical weekday daily traffic volumes, the 24-hour directional traffic counts were obtained from June 2nd, 2014 through June 6th, 2014 (Monday through Friday). **Appendix A** includes a schematic showing the locations of the traffic counts obtained. **Appendix B** includes a copy of 24-hour bi-directional traffic counts for five (5) days. The number of seats in the assembly hall or the sanctuary at each of the study locations was obtained from the Nassau County Planning Department. A copy of the email providing the number of seats information is included in **Appendix C**.

TRIP GENERATION ANALYSIS

The 24-hour bi-directional traffic counts for five days obtained at the three (3) Church locations were compiled to determine the average daily trip rate. The number of seats in the assembly hall or the sanctuary was used as the variable in this this trip generation analysis. The Journey Church on Amelia Concourse includes 600 seats, the United Methodist Church on Christian Way in Yulee includes 156 seats and the Celebration Church

on Minor Road includes 339 seats in their assembly halls or the sanctuaries. It should be noted that daily trips on Day 3 (Wednesday) at each of the Church locations were higher than the other weekdays. This is because of Wednesday services at these Churches. As per the Nassau County Percent New Trips Table, 90% of the total daily trips are considered new trips for Churches (Land Use Code 560). As such, the total daily trips were reduced by 10% for estimating a daily new trip rate for these study Churches.

- The Journey Church[1] is estimated to generate 0.51 daily new trips per seat
- The Yulee United Methodist Church is estimated to generate 0.40 daily new trips per seat and
- The Celebration Church is estimated to generate 0.19 daily new trips per seat

These daily new trip rates at 3 Churches were further averaged to determine the average daily new trip rates (per seat) for Churches in Nassau County. The daily total trips, average daily total trips and average daily new trip rate (per seat) for each of the study Churches and the weighted average daily new trip rate (per seat) for Churches in Nassau County are summarized in **Table 1**. An average daily new trip rate (per seat) of 0.39 is estimated for Churches in Nassau County.

Charts 1, 2 and **3** show the variation in daily trips by day at each of the study Churches. **Chart 4** shows average daily trip rate (per seat) and the variation in average daily trip rate (per seat) for each of the study Churches and the regression equation based on the average daily trip rates.

The Institute of Transportation Engineers (ITE) publishes an average daily trip rate of 0.61 per seat for Church Land Use (ITE LU Code 560 based on average number of 534 seats). A copy an extract from the ITE Trip Generation manual showing the average daily trip rate for Churches is included in **Appendix D**. **Chart 5** compares average daily new trip rate per seat for each of the Churches and **Chart 6** compares the average daily new trip rate per seat for Churches in Nassau County with the ITE published daily trip rate.

DE MINIMIS SENSITIVITY ANALYSIS

Analysis was further performed to determine if the new trips generated from the study churches have de-minimis impact (less than 1% of daily maximum service volume (MSV)) on the adjoining roadways. The traffic from these study churches were distributed and assigned based on the AADTs on the adjoining roadway. The calculations shown in **Table 2** depicts that the daily new traffic generated from these study churches have de-minimis impact (not exceed 1% of the MSVs) on the adjoining roadways. Calculations in **Appendix E** include the study Churches project traffic distribution and assignment on the adjoining roadways.

[1] Journey Church had one of its quarterly meeting scheduled on Monday June 2nd, 2014. Hence, the June 2nd Counts at this location were excluded from the analysis.

In order to develop a guide line for the Nassau County Growth Management Department, a generalized sensitivity analysis was further performed to determine the maximum number of seats in a Church that would result in a de-minimis impact (project traffic not exceed 1% of MSV) on Nassau County Roads. For the purpose of this sensitivity analysis, a weighted average daily MSV of 24,991 for Nassau County roadways was estimated using the daily MSVs included in the Nassau County Mobility Plan Report. **Appendix E** also includes details of average MSV calculations for Nassau County roadways. A standard daily D-factor of 50% was used for distribution of daily project trips.

As shown in **Table 3**, it is estimated that a Church with up to a maximum of 1,275 seats is anticipated to result in de-minimis impact on Nassau County Roadways.

CONCLUSIONS

24-hour bidirectional traffic counts were obtained for 5 weekdays at the following 3 Churches in Nassau County, Florida.

- Journey Church (95707 Amelia Concourse, Fernandina Beach, FL 32034)
- Yulee United Methodist Church (86003 Christian Way, Yulee, FL 32097)
- Celebration Church (85520 Miner Rd, Yulee, FL 32097)

The number of seats in the assembly hall or the sanctuary was used as the variable in this this trip generation analysis. The Journey Church on Amelia Concourse includes 600 seats, the United Methodist Church on Christian Way in Yulee includes 156 seats and the Celebration Church on Minor Road includes 339 seats in their assembly halls or the sanctuaries.

- The Journey Church is estimated to generate 0.51 daily trips per seat
- The Yulee United Methodist Church is estimated to generate 0.40 daily trips per seat and
- The Celebration Church is estimated to generate 0.19 daily trips per seat

It should be noted that daily trips on Day 3 (Wednesday) at each of the Church locations were higher than the other weekdays. This is because of Wednesday services at these Churches. These daily trip rates at 3 Churches were further averaged to determine the average daily trip rates (per seat) for Churches in Nassau County. An average new daily trip rate (per seat) of 0.39 is estimated for Churches in Nassau County. The Institute of Transportation Engineers (ITE) publishes an average daily trip rate of 0.61 per seat for Church Land Use (ITE LU Code 560).

The Churches in Nassau County, Florida generate fewer daily trips per seat (0.39 daily new trips per seat) as compared to ITE published daily trip rate (0.61 daily trips per seat).

The calculations shown in **Table 2** depicts that the daily new traffic generated from these study churches have de-minimis impact (not exceed 1% of the MSVs) on the adjoining

roadways. A generalized sensitivity analysis shows that a Church with up to a maximum of 1,275 seats is anticipated to result in de-minimis impact (project traffic less than 1% of the MSVs) on Nassau County Roadways.

Table 01
Nassau County Churches - Summary of Daily Traffic Counts
Nassau County Mobility Plan

Facility Name	Address / Location	Total Seats	Entering Exiting	Direction	Day					Average Daily Trips	Entry/Exit Percentage	Avg Daily New Trips	New Trip Rate Per Seat
					Day 1	Day 2	Day 3	Day 4	Day 5				
		A			B	C	D	E	F	G = Avg (B,C,D,E,F)		H = G * 90%	I = H / A
Journey Church	95707 Amelia Concourse	600	Entering	WB	305	105	366	133	64	167	49.55%	150	
	Fernandina Beach, FL 32034		Exiting	EB	301	110	368	136	66	170	50.45%	153	
			Total		**606**	**215**	**734**	**269**	**130**	**337**		**303**	**0.51**
Yulee United Methodist Church	86003 Christian Way	156	Entering	WB	13	46	72	31	9	34	50.00%	31	
	Yulee, FL 32097		Exiting	EB	13	45	70	31	9	34	50.00%	31	
			Total		**26**	**91**	**142**	**62**	**18**	**68**		**62**	**0.40**
Celebration Church	85520 Miner Rd, Yulee, FL 32097												
	Miner Road Entrance	339	Entering	EB	21	24	57	34	10	29			
			Exiting	WB	20	23	55	34	8	28			
			Total		**41**	**47**	**112**	**68**	**18**	**57**			
	Appaloosa Ave - W. of Church Drive		Entering	EB	18	23	64	38	27	34			
			Exiting	WB	17	23	63	37	26	33			
			Total		**35**	**46**	**127**	**75**	**53**	**67**			
	Appaloosa Ave - E. of Church Drive		Entering	EB	(14)	(20)	(38)	(33)	(21)	(25)			
			Exiting	WB	(14)	(20)	(38)	(32)	(21)	(25)			
			Total		**(28)**	**(40)**	**(76)**	**(65)**	**(42)**	**(50)**			
	Grand Total for Journey Church		Entering		25	27	83	39	16	38	51.35%	34	
			Exiting		23	26	80	39	13	36	48.65%	32	
			Grand Total		**48**	**53**	**163**	**78**	**29**	**74**		**66**	**0.19**
											Weighted Average Daily New Trip Rate		**0.39**

Notes:
Journey Church had one of its quarterly meeting scheduled on Monday June 2nd, 2014. Hence, the June 2nd Counts at this location were excluded from the analysis.

Celebration Church is served by two driveways (Minor Road and Appaloosa Avenue). In order to determine the traffic volumes served by the driveway on Appaloosa Avenue, hose counts were obtained west and east of the Church driveway on Appaloosa Avenue. Traffic counts east of the Church Drive on Appaloosa Aveune were deducted from to obtain the traffic counts related to the Celebration Church Drives.

90% Percent New Trips for Churches applied from Nassau County % New Trips Table

Source: Appendix B

Table 2
Study Churches Traffic De-Minimis Analysis
Chruch Trip Generation Study - Nassau County Mobility Plan

Church	Total Seats	Average Total Daily Trip Gen	Average New Daily Trip Gen	Trip Rate	Roadway Segment	Project Traffic Distribution	Project Traffic Assignment	Roadway Daily MSV	Project Traffic % of MSV
Journey	600	337	303	0.51	Amelia Concourse S. of SR 200/A1A	84.81%	286	30,420	0.94%
95707 Amelia Concourse					SR 200/A1A E. of Amelia Concourse	42.23%	142	55,300	0.26%
Fernandina Beach, FL 32034					SR 200/A1A W. of Amelia Concourse	42.58%	143	55,300	0.26%
Celebration	339	74	67	0.20	Minor Road S. of SR 200/A1A	84.50%	63	13,680	0.46%
85520 Miner Rd					SR 200/A1A E. of Minor Road	41.90%	31	55,300	0.06%
Yulee, FL 32097					SR 200/A1A W. of Minor Road	42.60%	32	55,300	0.06%
Yulee United Methodist	156	68	61	0.39	SR 200/A1A E. of Christian Way	42.23%	29	55,300	0.05%
86003 Christian Way, Yullee, FL 32097					SR 200/A1A W. of West of Christian Way	42.58%	29	55,300	0.05%

Source:
Table 1 and Appendix E

Table 03
Church De-Minimis Sensitivity Analysis
Nassau County Mobility Plan - Church Trip Generation Study

Nassau County Roadways - Weighted Average MSV	A	24,991	Appendix E
Daily Max Trip Not to Exceed 1% of MSV (De Minimis)	B = 0.01*A	249	
New Trip Rate for Nassau County Churches	C	0.39	Table 1
Daily Directional Distribution %	D	50.00%	Table 1
Number of Seats Not Exceeding 1% MSV	E	1,275	
Number of New Trips Not Exceeding 1% MSV	F = C * D * E	249	

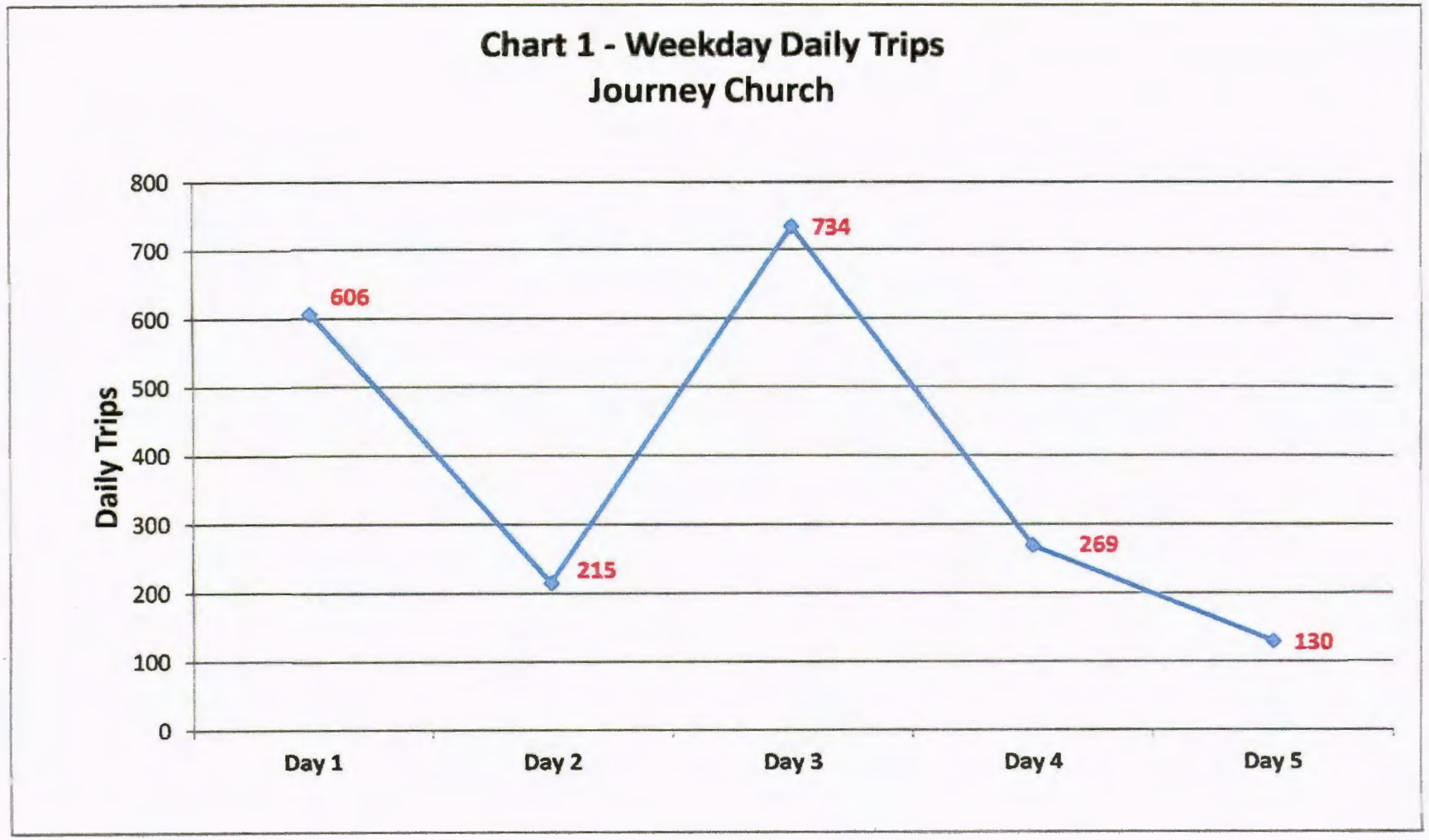


Chart 1 - Weekday Daily Trips
Journey Church
Daily Trips
800
700
600
500
400
300
200
100
0
606
215
734
269
130
Day 1
Day 2
Day 3
Day 4
Day 5

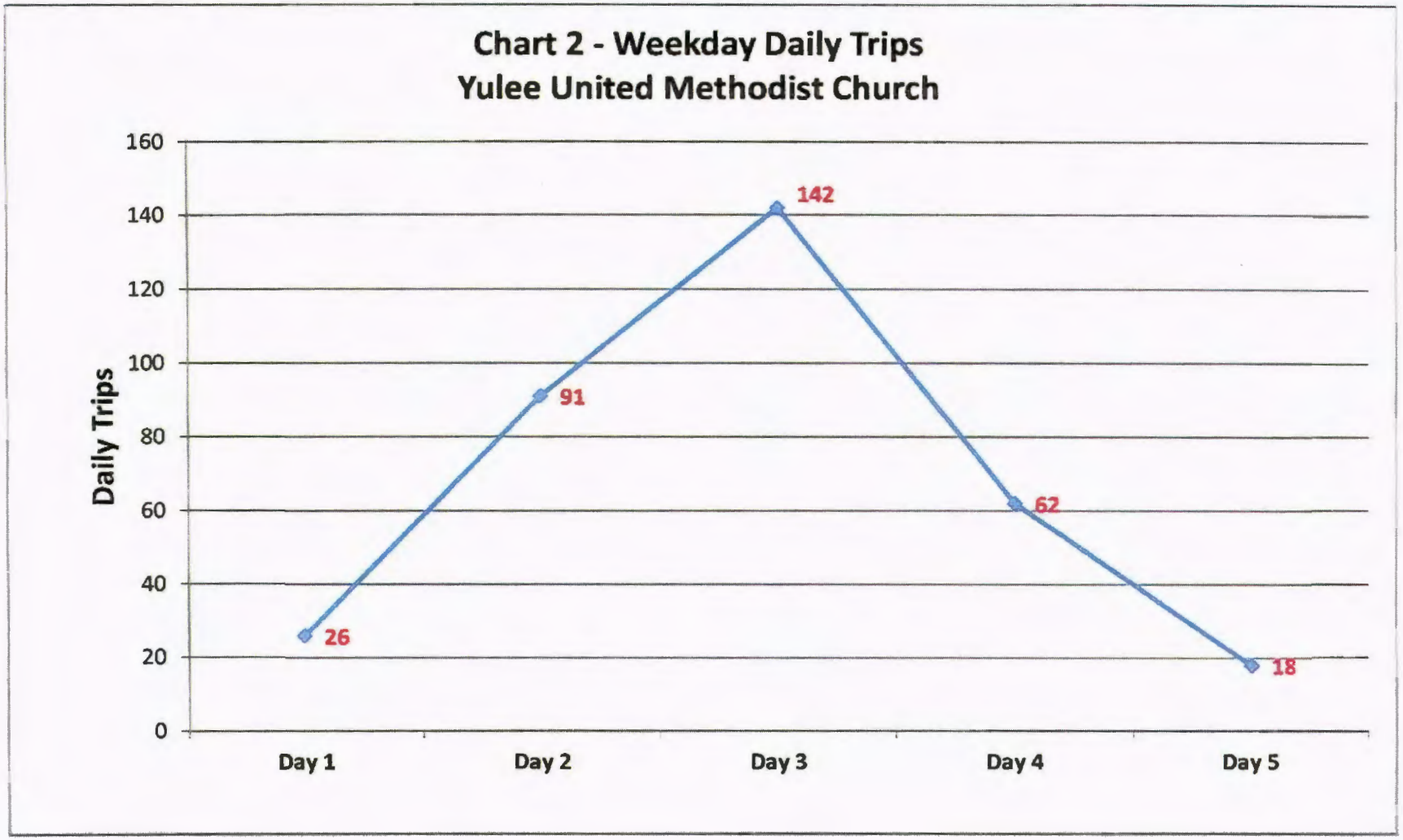


Chart 2 - Weekday Daily Trips
Yulee United Methodist Church
Daily Trips
160
140
120
100
80
60
40
20
0
142
91
62
26
18
Day 1
Day 2
Day 3
Day 4
Day 5

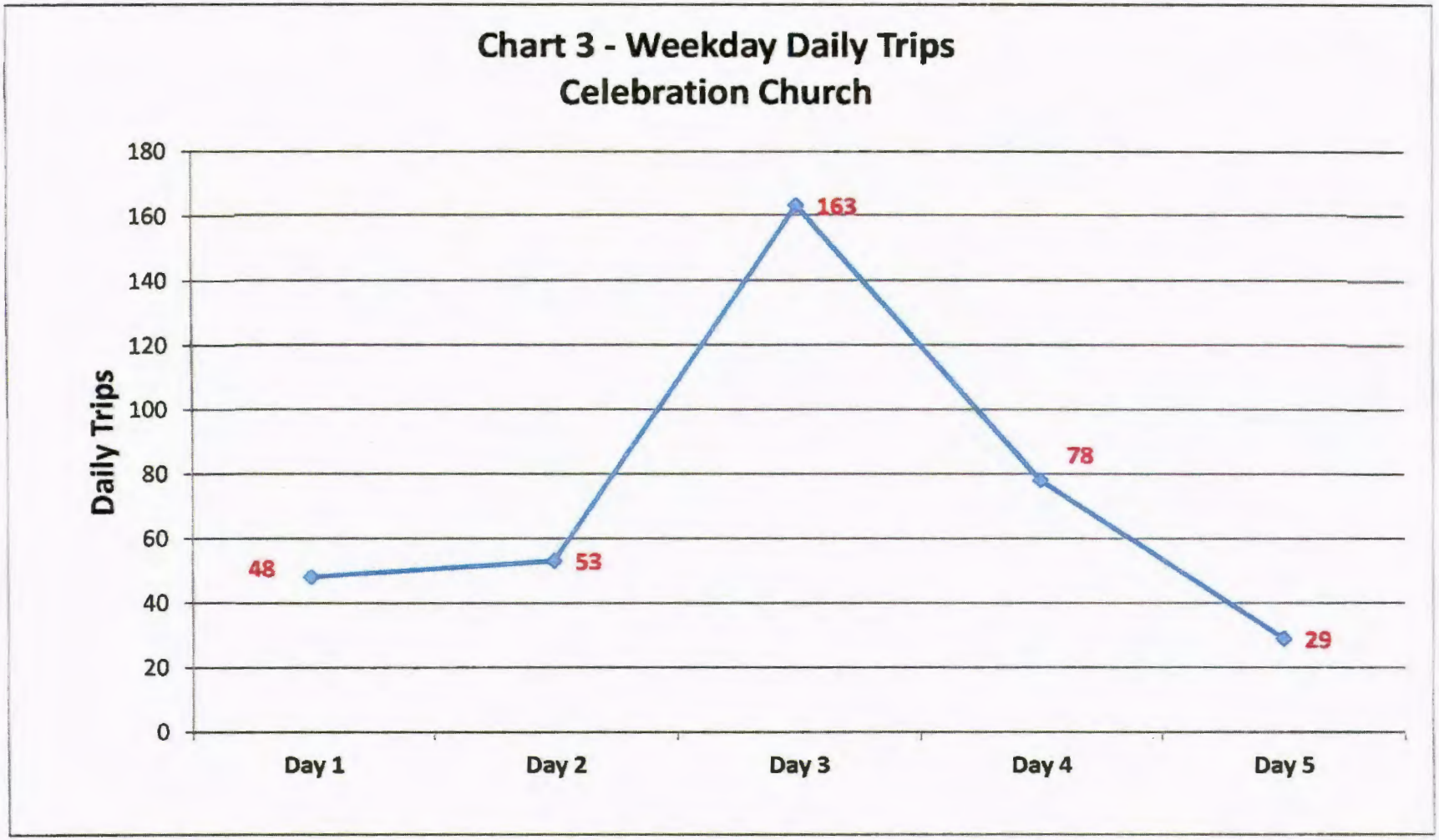


Chart 3 - Weekday Daily Trips
Celebration Church
Daily Trips
180
160
140
120
100
80
60
40
20
0
48
53
163
78
29
Day 1
Day 2
Day 3
Day 4
Day 5

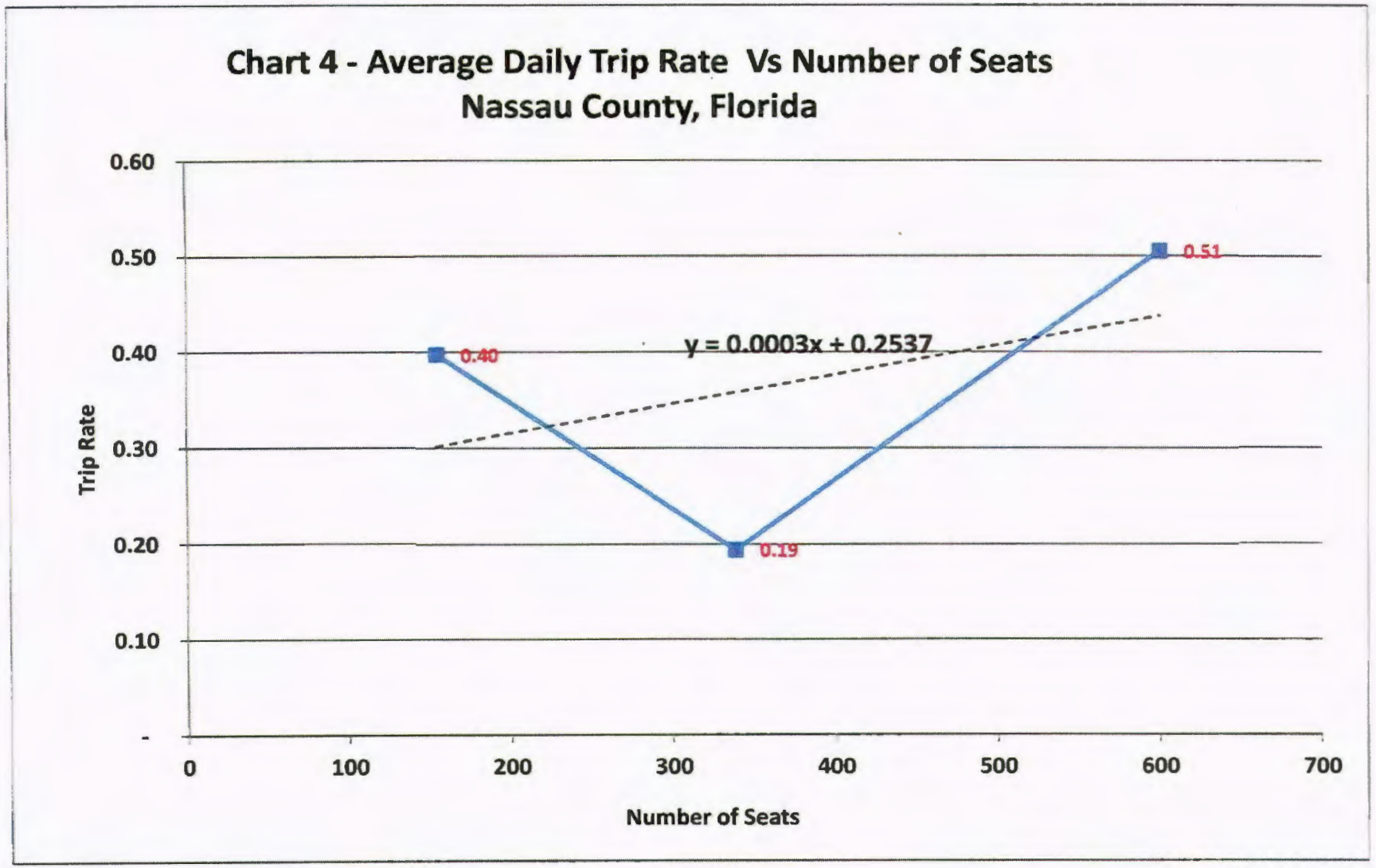


Chart 4 - Average Daily Trip Rate Vs Number of Seats
Nassau County, Florida
0.60
0.50
0.40
0.30
0.20
0.10
-
Trip Rate
0.40
0.19
0.51
y = 0.0003x + 0.2537
0
100
200
300
400
500
600
700
Number of Seats

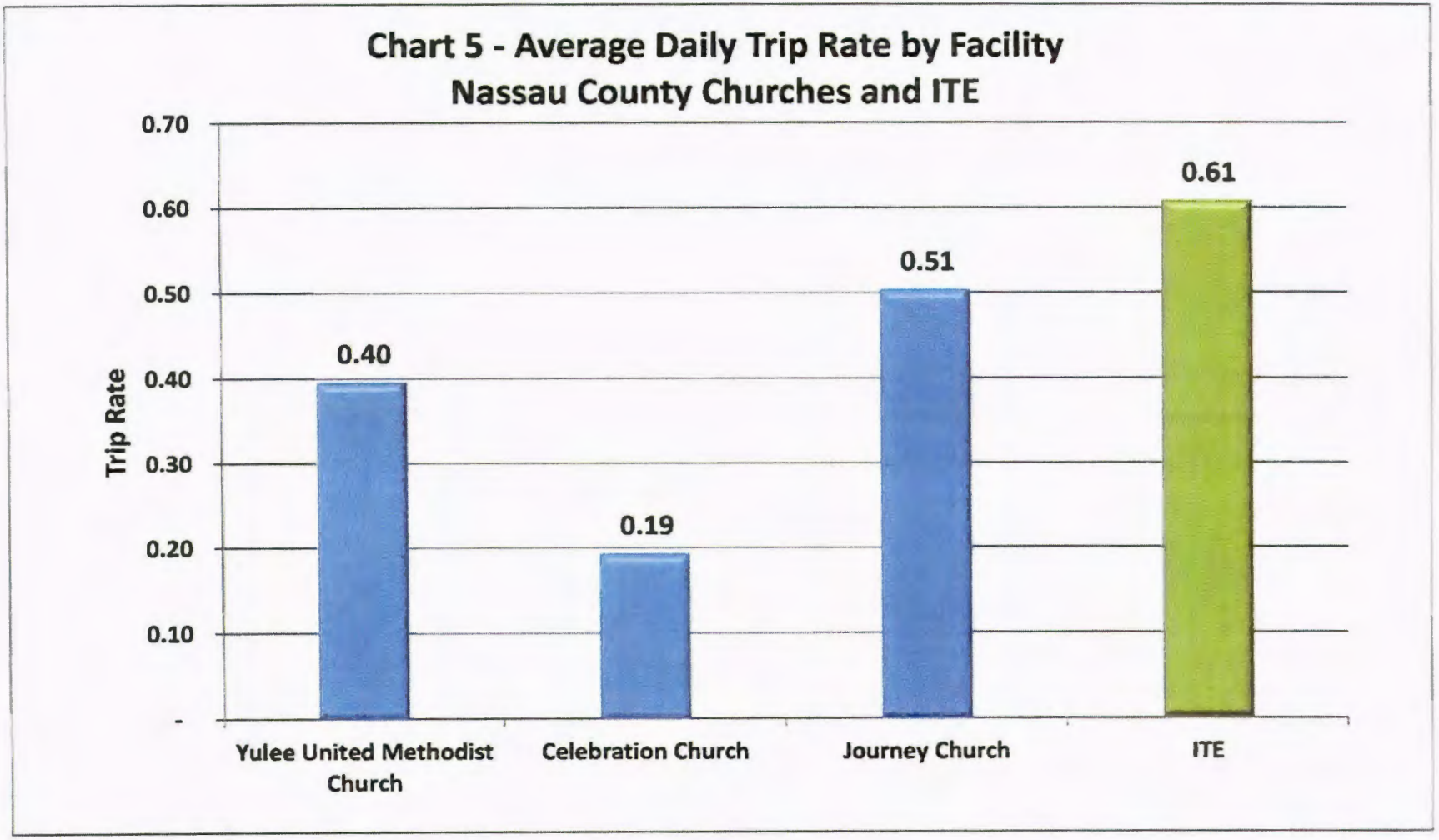


Chart 5 - Average Daily Trip Rate by Facility
Nassau County Churches and ITE
Trip Rate
0.70
0.60
0.50
0.40
0.30
0.20
0.10
-
0.40
0.19
0.51
0.61
Yulee United Methodist Church
Celebration Church
Journey Church
ITE

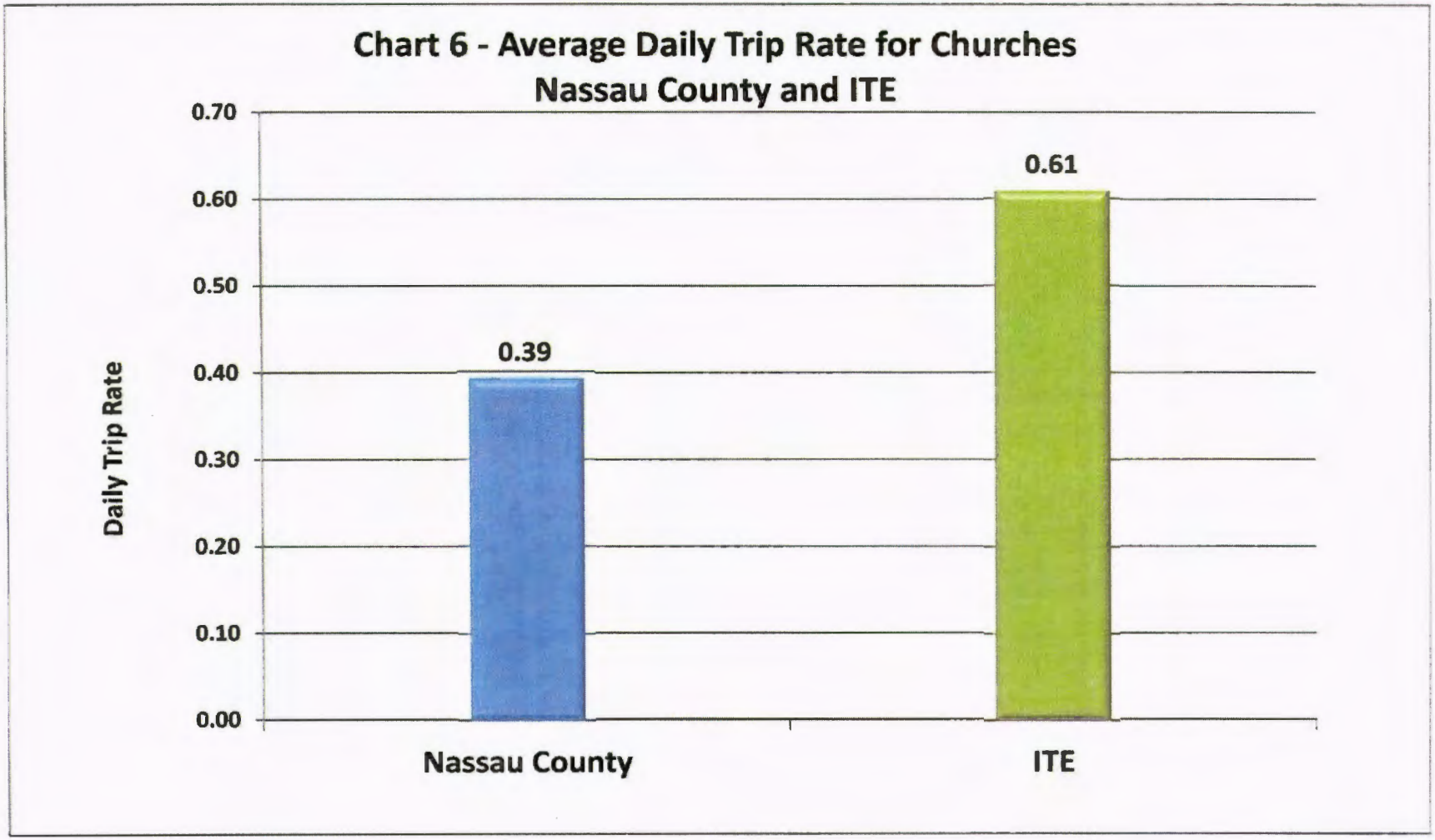
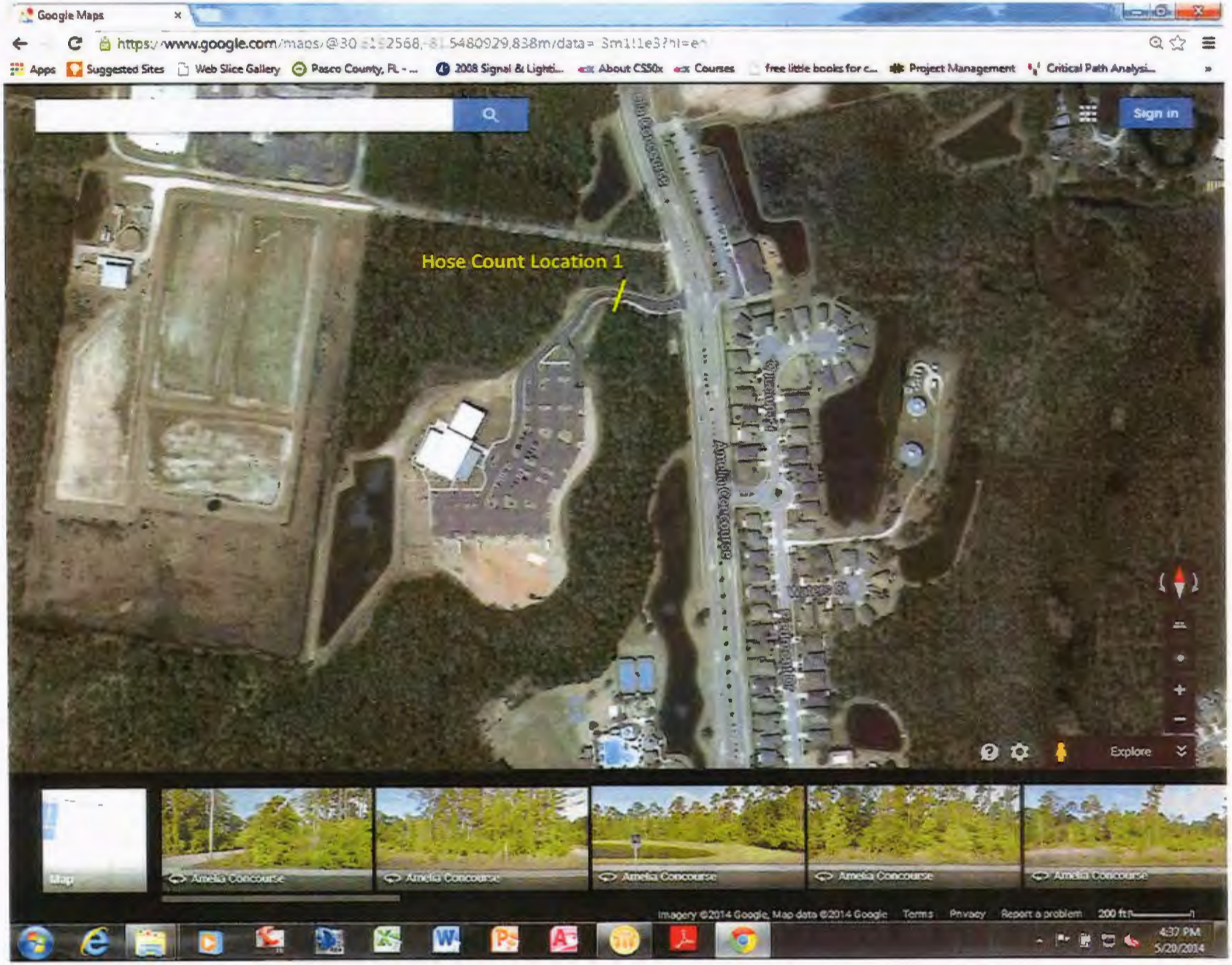
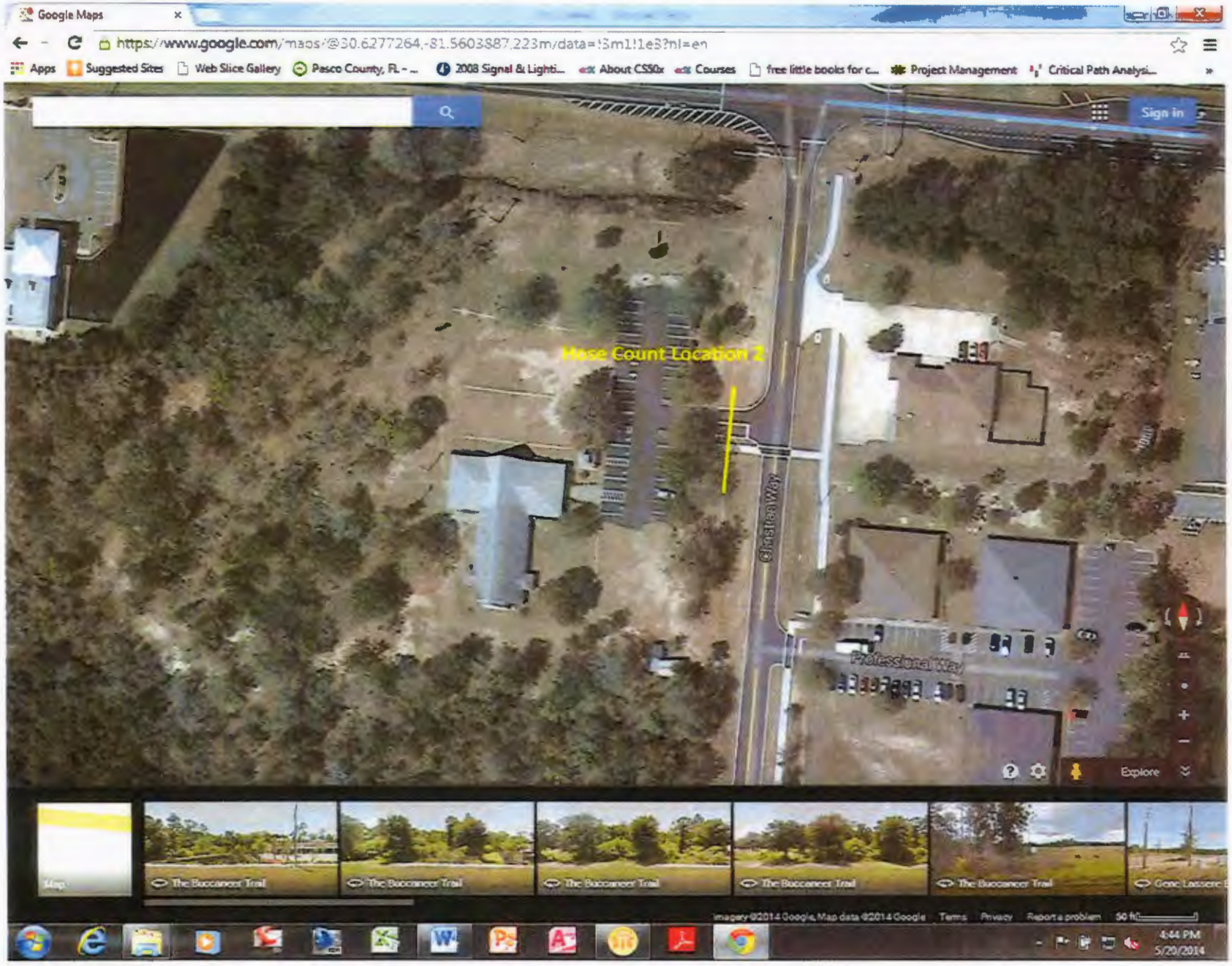
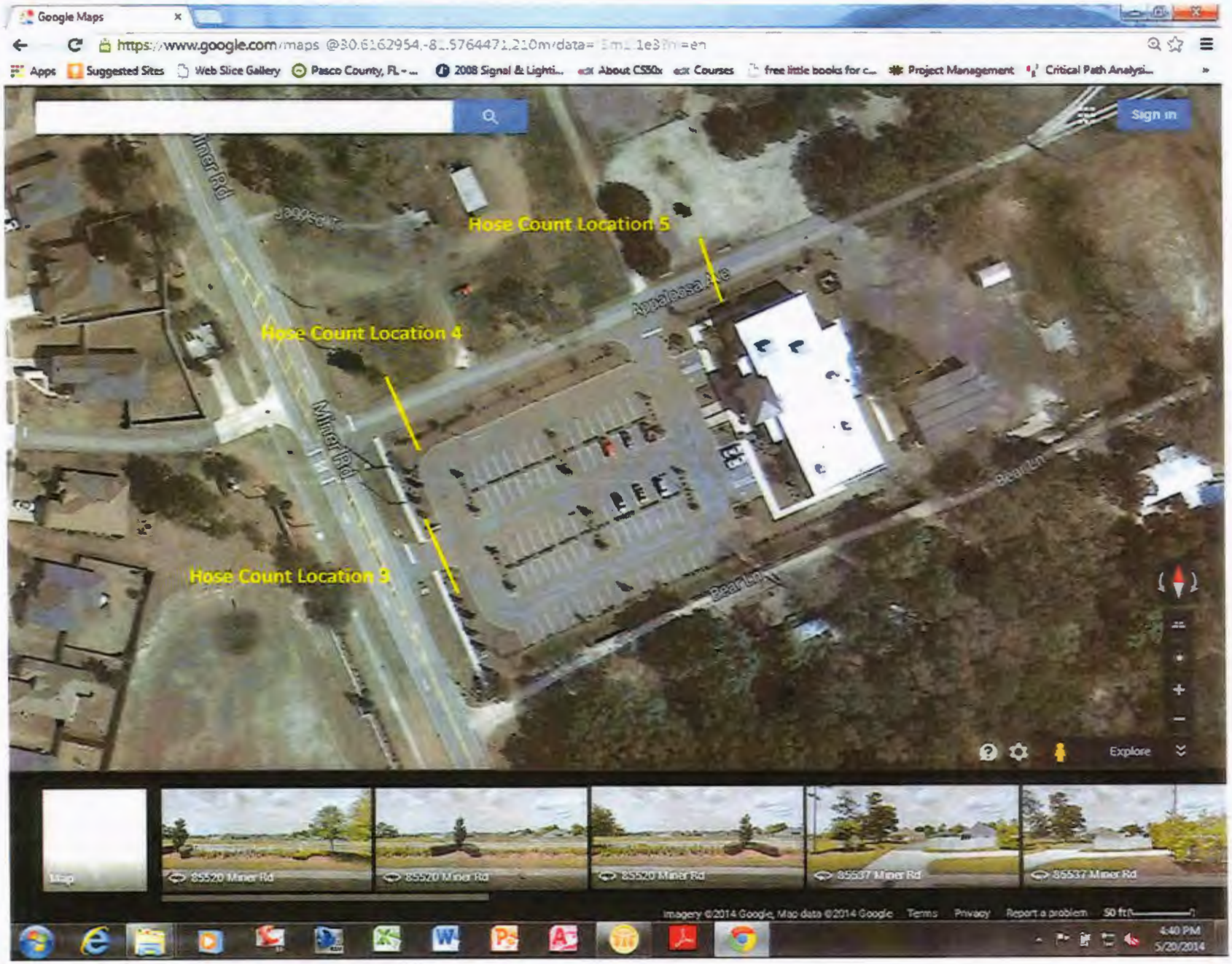


Chart 6 - Average Daily Trip Rate for Churches
Nassau County and ITE
Daily Trip Rate
0.70
0.60
0.50
0.40
0.30
0.20
0.10
0.00
0.39
0.61
Nassau County
ITE

APPENDIX – A
Count Locations


Google Maps
Hose Count Location 1
Sign in
Explore
Amelia Concourse
Imagery ©2014 Google, Map data ©2014 Google
Terms
Privacy
Report a problem
200 ft
4:37 PM
5/20/2014


Google Maps
https://www.google.com/maps/@30.6277264,-81.5603887,223m/data=!3m1!1e3?hl=en
Apps
Suggested Sites
Web Slice Gallery
Pasco County, FL - ...
2008 Signal & Lighti...
About CS50x
Courses
free little books for c...
Project Management
Critical Path Analysi...
Sign in
Hose Count Location 2
Christian Way
Professional Way
Explore
The Buccaneer Trail
The Buccaneer Trail
The Buccaneer Trail
The Buccaneer Trail
The Buccaneer Trail
Imagery ©2014 Google, Map data ©2014 Google
Terms
Privacy
Report a problem
4:44 PM
5/20/2014



Ordinance No. 2021-24

APPENDIX – B
Bi-Directional Traffic Counts

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8616

Site Code: 1
Station ID: 1
JOURNEY CHURCH
AMELIA CONCOURSE

	02-Jun-14 Mon	EB Morning	Afternoon	Hour Totals Morning	Afternoon	WB Morning	Afternoon	Hour Totals Morning	Afternoon	Combined Totals Morning	Afternoon
12:00		0	4			0	1				
12:15		0	2			0	2				
12:30		0	0			0	0				
12:45		0	0	0	6	0	2	0	5	0	11
01:00		0	1			0	0				
01:15		0	2			0	0				
01:30		0	3			0	2				
01:45		0	4	0	10	0	1	0	3	0	13
02:00		0	3			0	0				
02:15		0	2			0	2				
02:30		0	1			0	0				
02:45		2	2	2	8	2	0	2	2	4	10
03:00		2	2			0	2				
03:15		0	2			0	4				
03:30		0	4			0	2				
03:45		0	2	2	10	0	2	0	10	2	20
04:00		0	6			0	6				
04:15		0	8			0	8				
04:30		0	2			0	2				
04:45		0	3	0	17	0	4	0	18	0	35
05:00		0	6			0	8				
05:15		0	7			0	9				
05:30		0	18			0	18				
05:45		0	14	0	43	0	16	0	51	0	94
06:00		0	20			0	41				
06:15		0	36			0	84				
06:30		0	34			0	46				
06:45		0	2	0	94	0	4	0	155	0	249
07:00		0	2			0	6				
07:15		0	0			0	0				
07:30		0	4			0	2				
07:45		0	2	0	8	1	0	1	8	1	16
08:00		0	16			0	2				
08:15		0	15			2	6				
08:30		0	18			2	2				
08:45		8	12	8	61	10	1	14	11	22	72
09:00		1	9			0	0				
09:15		0	2			2	0				
09:30		0	1			2	0				
09:45		0	0	1	12	2	0	6	0	7	12
10:00		4	0			1	0				
10:15		0	0			2	0				
10:30		0	0			0	0				
10:45		2	0	6	0	0	0	3	0	9	0
11:00		0	0			3	0				
11:15		3	0			0	0				
11:30		4	0			6	0				
11:45		6	0	13	0	5	0	16	0	29	0
Total		32	289			42	283			74	532
Percent		10.6%	89.4%			13.6%	86.2%			12.2%	87.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 1
Station ID: 1
JOURNEY CHURCH
AMELIA CONCOURSE

	03-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			0	1				
12:15		0	2			0	4				
12:30		0	2			0	0				
12:45		0	2	0	8	0	2	0	7	0	15
01:00		0	0			0	2				
01:15		0	2			0	2				
01:30		0	2			0	2				
01:45		0	1	0	5	0	3	0	9	0	14
02:00		0	2			0	4				
02:15		0	0			0	2				
02:30		0	4			0	2				
02:45		0	2	0	8	0	4	0	12	0	20
03:00		0	2			0	3				
03:15		0	2			0	2				
03:30		0	2			0	2				
03:45		0	2	0	8	0	0	0	7	0	15
04:00		0	2			0	1				
04:15		0	2			0	0				
04:30		0	4			0	4				
04:45		0	5	0	13	0	5	0	10	0	23
05:00		0	2			0	2				
05:15		0	2			0	0				
05:30		0	1			0	3				
05:45		0	2	0	7	0	10	0	15	0	22
06:00		0	3			0	4				
06:15		0	0			0	1				
06:30		0	0			0	0				
06:45		0	10	0	13	0	2	0	7	0	20
07:00		0	1			0	0				
07:15		0	2			0	0				
07:30		2	0			0	0				
07:45		0	1	2	4	0	0	0	0	2	4
08:00		0	1			0	0				
08:15		2	1			4	0				
08:30		1	1			2	0				
08:45		4	0	7	3	12	0	18	0	25	3
09:00		0	1			4	0				
09:15		0	0			0	0				
09:30		2	2			2	2				
09:45		1	2	3	5	0	0	6	2	9	7
10:00		0	2			2	0				
10:15		3	0			2	0				
10:30		3	0			2	0				
10:45		2	0	8	2	0	0	6	0	14	2
11:00		2	0			0	0				
11:15		2	0			4	0				
11:30		4	0			0	0				
11:45		6	0	14	0	2	0	6	0	20	0
Total		34	76			36	69			70	146
Percent		30.9%	69.1%			34.3%	65.7%			32.6%	67.4%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 1
Station ID: 1
JOURNEY CHURCH
AMELIA CONCOURSE

	04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	10			0	10				
12:15		0	8			0	8				
12:30		0	1			0	1				
12:45		0	8	0	25	0	8	0	27	0	52
01:00		0	8			0	4				
01:15		0	4			0	4				
01:30		0	2			0	0				
01:45		0	2	0	14	0	2	0	10	0	24
02:00		0	0			0	1				
02:15		0	3			0	2				
02:30		0	3			0	4				
02:45		0	1	0	7	0	0	0	7	0	14
03:00		0	6			0	8				
03:15		0	1			0	0				
03:30		0	1			0	0				
03:45		0	1	0	9	0	3	0	9	0	18
04:00		0	2			0	4				
04:15		0	2			0	4				
04:30		0	6			0	2				
04:45		0	1	0	11	0	2	0	12	0	23
05:00		0	7			0	4				
05:15		0	17			0	17				
05:30		0	9			0	11				
05:45		0	32	0	65	0	33	0	65	0	130
06:00		0	34			0	33				
06:15		0	22			0	22				
06:30		0	8			0	7				
06:45		0	2	0	66	0	2	0	64	0	130
07:00		0	2			0	2				
07:15		0	4			0	2				
07:30		1	6			2	8				
07:45		0	18	1	30	0	19	2	29	3	59
08:00		0	19			0	18				
08:15		2	12			8	10				
08:30		4	6			7	4				
08:45		10	1	16	38	14	0	27	32	43	70
09:00		7	0			18	0				
09:15		5	3			18	1				
09:30		4	2			6	2				
09:45		4	2	20	7	5	0	45	3	65	10
10:00		2	0			0	0				
10:15		0	0			2	1				
10:30		1	2			0	0				
10:45		2	0	5	2	0	0	2	1	7	3
11:00		4	0			2	1				
11:15		2	2			4	0				
11:30		18	0			15	0				
11:45		26	0	50	2	9	0	30	1	80	3
Total		92	276			108	260			198	536
Percent		25.0%	75.0%			29.0%	71.0%			27.0%	73.0%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 1
Station ID: 1
JOURNEY CHURCH
AMELIA CONCOURSE

	05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			0	2				
12:15		0	2			0	1				
12:30		0	2			0	4				
12:45		0	4	0	12	0	4	0	11	0	23
01:00		0	4			0	2				
01:15		0	2			0	0				
01:30		0	1			0	4				
01:45		0	4	0	11	0	3	0	9	0	20
02:00		0	2			0	2				
02:15		0	0			0	0				
02:30		0	2			0	3				
02:45		0	2	0	8	0	0	0	5	0	11
03:00		0	1			0	0				
03:15		0	1			0	0				
03:30		0	2			0	0				
03:45		0	2	0	6	0	5	0	5	0	11
04:00		0	2			0	0				
04:15		0	1			0	2				
04:30		0	3			0	2				
04:45		0	1	0	7	0	0	0	4	0	11
05:00		0	3			0	0				
05:15		0	2			0	1				
05:30		0	5			0	2				
05:45		0	1	0	11	0	3	0	6	0	17
06:00		0	5			0	10				
06:15		0	2			0	2				
06:30		0	2			0	7				
06:45		0	14	0	23	0	20	0	39	0	62
07:00		0	3			2	6				
07:15		0	2			0	3				
07:30		0	2			0	0				
07:45		0	2	0	9	0	0	2	9	2	18
08:00		1	0			4	0				
08:15		0	2			0	0				
08:30		0	12			0	2				
08:45		8	3	9	17	12	0	16	2	25	19
09:00		2	1			4	1				
09:15		0	1			0	0				
09:30		4	0			9	0				
09:45		1	0	7	2	2	0	15	1	22	3
10:00		2	0			0	0				
10:15		0	0			0	0				
10:30		1	0			0	0				
10:45		2	0	5	0	0	0	0	0	5	0
11:00		3	0			4	0				
11:15		1	0			1	0				
11:30		1	0			0	0				
11:45		6	0	11	0	4	0	9	0	20	0
Total		32	104			42	91			74	195
Percent		23.5%	76.5%			31.8%	68.4%			27.5%	72.5%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 1
Station ID: 1
JOURNEY CHURCH
AMELIA CONCOURSE

	06-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	1				
12:15		0	4			0	0				
12:30		0	0			0	0				
12:45		0	0	0	5	0	0	0	1	0	6
01:00		0	0			0	1				
01:15		0	2			0	2				
01:30		0	4			0	4				
01:45		0	0	0	6	0	0	0	7	0	13
02:00		0	0			0	4				
02:15		0	3			0	2				
02:30		0	2			0	2				
02:45		0	1	0	6	0	1	0	9	0	15
03:00		0	4			0	5				
03:15		0	2			0	4				
03:30		0	2			0	4				
03:45		0	2	0	10	0	1	0	14	0	24
04:00		0	0			0	0				
04:15		0	1			0	0				
04:30		0	0			0	0				
04:45		0	1	0	2	0	0	0	0	0	2
05:00		2	0			2	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	2	0	0	0	2	0	4	0
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	2	0	2	0	2	0
07:00		0	0			0	0				
07:15		0	0			0	1				
07:30		0	0			0	0				
07:45		0	5	0	5	0	1	0	2	0	7
08:00		0	2			2	1				
08:15		0	0			0	0				
08:30		2	2			0	2				
08:45		0	2	2	8	2	0	4	3	6	9
09:00		1	0			4	0				
09:15		1	0			4	0				
09:30		2	0			0	0				
09:45		4	0	8	0	4	0	12	0	20	0
10:00		0	0			0	1				
10:15		1	3			2	0				
10:30		1	0			1	0				
10:45		1	0	3	3	1	0	4	1	7	4
11:00		3	0			0	0				
11:15		3	0			3	0				
11:30		2	0			0	0				
11:45		0	0	8	0	0	0	3	0	11	0
Total		23	43			27	37			50	80
Percent		34.8%	65.2%			42.2%	57.8%			38.5%	61.5%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
UNITED METHODIST CHURCH V
CHRISTIAN WAY

	02-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	0	0	0	0	0	0	0	0	0
01:00		0	0			0	0				
01:15		0	0			0	0				
01:30		0	1			0	1				
01:45		0	0	0	1	0	0	0	1	0	2
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	0	0	0
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	1			0	1				
03:45		0	0	0	1	0	0	0	1	0	2
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	0			0	1				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	1	0	2	0	2
06:00		0	0			0	1				
06:15		0	1			0	1				
06:30		0	0			0	1				
06:45		0	0	0	1	0	0	0	3	0	4
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	0			1	0				
07:45		0	0	0	0	0	0	1	0	1	0
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		1	0			0	1				
08:45		0	1	1	1	1	0	1	1	2	2
09:00		0	6			0	1				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	6	0	0	0	1	0	7
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		0	0			0	0				
11:15		1	0			1	0				
11:30		0	0			0	0				
11:45		1	0	2	0	1	0	2	0	4	0
Total		3	10			4	9			7	19
Percent		23.1%	76.9%			30.8%	69.2%			26.9%	73.1%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
UNITED METHODIST CHURCH V
CHRISTIAN WAY

	03-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	8			0	2				
12:15		0	4			0	1				
12:30		0	1			0	2				
12:45		0	0	0	11	0	1	0	6	0	17
01:00		0	1			0	2				
01:15		0	0			0	0				
01:30		0	0			0	4				
01:45		0	0	0	1	0	2	0	8	0	9
02:00		0	0			0	3				
02:15		0	0			0	0				
02:30		0	1			0	0				
02:45		0	0	0	1	0	0	0	3	0	4
03:00		0	0			0	0				
03:15		0	4			0	0				
03:30		0	0			0	0				
03:45		0	2	0	6	0	2	0	2	0	8
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	3			0	2				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	3	0	0	0	2	0	5
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		2	0			0	0				
06:45		0	0	2	0	0	0	0	0	2	0
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	0	0	0	0	0	0	0	0	0
08:00		2	0			0	0				
08:15		0	0			0	0				
08:30		0	0			4	0				
08:45		0	0	2	0	4	0	8	0	10	0
09:00		0	0			4	1				
09:15		0	0			4	0				
09:30		2	0			2	0				
09:45		0	0	2	0	1	0	11	1	13	1
10:00		0	0			1	1				
10:15		1	0			0	0				
10:30		2	0			0	0				
10:45		2	0	5	0	1	0	2	1	7	1
11:00		4	0			1	0				
11:15		3	2			0	0				
11:30		1	0			1	0				
11:45		2	0	10	2	0	0	2	0	12	2
Total		21	24			23	23			44	47
Percent		46.7%	53.3%			50.0%	50.0%			48.4%	51.6%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.6618

Site Code: 2
Station ID: 2
UNITED METHODIST CHURCH V
CHRISTIAN WAY

	04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	6			0	0				
12:15		0	5			0	0				
12:30		0	0			0	0				
12:45		0	2	0	15	0	2	0	2	0	17
01:00		0	0			0	0				
01:15		0	0			0	0				
01:30		0	1			0	1				
01:45		0	0	0	1	0	1	0	2	0	3
02:00		0	2			0	2				
02:15		0	0			0	0				
02:30		0	1			0	1				
02:45		0	1	0	4	0	2	0	5	0	9
03:00		0	1			0	1				
03:15		0	0			0	2				
03:30		0	0			0	0				
03:45		0	1	0	2	0	0	0	3	0	5
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	1				
05:45		0	0	0	0	0	0	0	1	0	1
06:00		0	0			1	2				
06:15		0	2			0	4				
06:30		0	0			0	6				
06:45		0	0	0	2	0	0	1	12	1	14
07:00		0	0			0	0				
07:15		0	1			0	0				
07:30		0	1			0	2				
07:45		0	0	0	2	0	0	0	2	0	4
08:00		1	2			0	2				
08:15		0	4			0	4				
08:30		0	0			0	0				
08:45		3	0	4	6	3	0	3	6	7	12
09:00		0	0			3	0				
09:15		0	0			2	0				
09:30		3	0			4	0				
09:45		1	0	4	0	2	0	11	0	15	0
10:00		2	0			2	0				
10:15		7	0			4	0				
10:30		2	0			4	0				
10:45		8	0	19	0	4	0	14	0	33	0
11:00		4	0			3	0				
11:15		4	0			2	0				
11:30		2	0			2	0				
11:45		1	0	11	0	3	0	10	0	21	0
Total		38	32			39	33			77	65
Percent		54.3%	45.7%			54.2%	45.8%			54.2%	45.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
UNITED METHODIST CHURCH V
CHRISTIAN WAY

	05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	1				
12:15		0	0			0	0				
12:30		0	0			0	2				
12:45		0	0	0	0	0	2	0	5	0	5
01:00		0	4			0	0				
01:15		0	0			0	2				
01:30		0	0			0	0				
01:45		0	0	0	4	0	0	0	2	0	6
02:00		0	0			0	2				
02:15		0	1			0	0				
02:30		0	2			0	2				
02:45		0	4	0	7	0	2	0	6	0	13
03:00		0	1			0	0				
03:15		0	0			0	0				
03:30		0	4			0	2				
03:45		0	1	0	6	0	0	0	2	0	8
04:00		0	2			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	2	0	0	0	0	0	2
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	0	0	0	0	0
06:00		0	1			1	3				
06:15		0	0			1	3				
06:30		2	0			0	0				
06:45		0	0	2	1	0	0	2	6	4	7
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	4	0	4	0	2	0	2	0	8
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			0	0				
08:45		0	0	0	0	0	0	0	0	0	0
09:00		0	0			0	0				
09:15		0	0			1	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	1	0	1	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		1	0			1	0				
11:15		1	0			1	0				
11:30		1	0			1	0				
11:45		2	0	5	0	2	0	5	0	10	0
Total		7	24			8	23			15	47
Percent		22.6%	77.4%			25.6%	74.2%			24.2%	75.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 2
Station ID: 2
UNITED METHODIST CHURCH V
CHRISTIAN WAY

	08-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	1			0	0				
12:45		0	1	0	2	0	1	0	1	0	3
01:00		0	1			0	1				
01:15		0	0			0	0				
01:30		0	2			0	0				
01:45		0	0	0	3	0	0	0	1	0	4
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	0	0	0
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	1			0	0				
03:45		0	0	0	1	0	0	0	0	0	1
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	0	0	0	0	0	0	0
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	0	0	0	0	0
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	0	0	0	0
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	0			0	0				
07:45		0	0	0	0	0	1	0	1	0	1
08:00		0	0			0	0				
08:15		0	0			2	0				
08:30		0	0			0	0				
08:45		0	0	0	0	0	0	2	0	2	0
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	0	0	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		0	0			0	0				
11:15		1	0			1	0				
11:30		0	0			1	0				
11:45		2	0	3	0	2	0	4	0	7	0
Total		3	6			6	3			9	9
Percent		33.3%	66.7%			66.7%	33.3%			50.0%	50.0%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
CELEBRATION BAPTIST CHURC
MINER ROAD

	02-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	1			0	1				
12:45		0	0	0	1	0	0	0	1	0	2
01:00		0	0			0	0				
01:15		0	2			0	0				
01:30		0	0			0	0				
01:45		0	0	0	2	0	0	0	0	0	2
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	0	0	0
03:00		0	1			0	2				
03:15		0	1			0	1				
03:30		0	0			0	0				
03:45		0	0	0	2	0	0	0	3	0	5
04:00		0	1			0	0				
04:15		0	0			0	0				
04:30		0	1			0	4				
04:45		0	0	0	2	0	0	0	4	0	6
05:00		0	0			0	1				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	0	0	1	0	1
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		2	0	2	0	0	0	0	0	2	0
07:00		0	1			0	0				
07:15		0	1			0	0				
07:30		0	0			0	1				
07:45		0	0	0	2	0	0	0	1	0	3
08:00		0	0			0	0				
06:15		2	0			0	1				
08:30		2	0			1	0				
06:45		2	0	6	0	0	0	1	1	7	1
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	0	0	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			2	0				
10:45		2	0	2	0	4	0	6	0	8	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		2	0	2	0	2	0	2	0	4	0
Total		12	9			9	11			21	20
Percent		57.1%	42.9%			45.0%	55.0%			51.2%	48.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
CELEBRATION BAPTIST CHURC
MINER ROAD

	03-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	2				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	2	0	2	0	0	0	2	0	4
01:00		0	2			0	0				
01:15		0	1			0	1				
01:30		0	1			0	1				
01:45		0	2	0	6	0	0	0	2	0	6
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	1	0	1	0	0	0	0	0	1
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	0	0	0	0	0	0	0	0	0
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	0			0	3				
04:45		0	0	0	0	0	0	0	3	0	3
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	1			0	1				
05:45		0	0	0	1	0	0	0	1	0	2
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	0	0	0	0
07:00		2	2			2	2				
07:15		2	0			0	0				
07:30		0	0			0	0				
07:45		0	0	4	2	0	0	2	2	6	4
08:00		0	0			0	0				
08:15		2	0			2	1				
08:30		2	0			0	0				
08:45		0	0	4	0	0	0	2	1	6	1
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		0	0	0	0	0	0	0	0	0	0
10:00		0	0			0	0				
10:15		0	0			2	0				
10:30		2	0			0	0				
10:45		0	0	2	0	2	0	4	0	8	0
11:00		0	0			1	0				
11:15		2	0			2	0				
11:30		0	0			0	0				
11:45		0	0	2	0	1	0	4	0	6	0
Total		12	12			12	11			24	23
Percent		50.0%	50.0%			52.2%	47.8%			51.1%	48.9%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
CELEBRATION BAPTIST CHURC
MINER ROAD

	04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	0			0	0				
12:45		0	0	0	0	0	0	0	0	0	0
01:00		0	2			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	2	0	4	0	0	0	0	0	4
02:00		0	0			0	2				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	2	0	2
03:00		0	2			0	0				
03:15		0	0			0	0				
03:30		0	0			0	0				
03:45		0	4	0	6	0	0	0	0	0	6
04:00		0	0			0	0				
04:15		0	0			0	1				
04:30		0	0			0	3				
04:45		0	0	0	0	0	0	0	4	0	4
05:00		0	2			0	0				
05:15		0	4			0	0				
05:30		0	1			0	2				
05:45		0	0	0	7	0	0	0	2	0	9
06:00		0	3			0	2				
06:15		0	10			0	0				
06:30		0	0			0	1				
06:45		2	4	2	17	0	0	0	3	2	20
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	2			0	1				
07:45		0	2	0	4	0	10	0	11	0	15
08:00		0	0			2	10				
08:15		2	1			0	2				
08:30		2	0			0	6				
08:45		0	0	4	1	0	0	2	18	6	19
09:00		0	2			0	0				
09:15		0	2			0	5				
09:30		2	0			2	0				
09:45		2	0	4	4	0	0	2	5	8	9
10:00		2	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	2	0	1	0	1	0	3	0
11:00		0	0			2	0				
11:15		0	0			0	0				
11:30		1	0			2	0				
11:45		1	0	2	0	1	0	5	0	7	0
Total		14	43			10	45			24	88
Percent		24.6%	75.4%			18.2%	81.8%			21.4%	78.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
CELEBRATION BAPTIST CHURC
MINER ROAD

	05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	1			0	3				
12:15		0	0			0	0				
12:30		0	2			0	2				
12:45		0	0	0	3	0	0	0	5	0	8
01:00		0	1			0	0				
01:15		0	1			0	1				
01:30		0	1			0	0				
01:45		0	0	0	3	0	0	0	1	0	4
02:00		0	0			0	0				
02:15		0	0			0	1				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	1	0	1
03:00		0	1			0	0				
03:15		0	0			0	1				
03:30		0	0			0	0				
03:45		0	0	0	1	0	0	0	1	0	2
04:00		0	1			0	2				
04:15		0	0			0	0				
04:30		0	0			0	0				
04:45		0	0	0	1	0	0	0	2	0	3
05:00		0	0			0	0				
05:15		0	1			0	2				
05:30		0	1			0	1				
05:45		0	0	0	2	0	0	0	3	0	5
06:00		0	0			0	0				
06:15		0	1			0	0				
06:30		0	1			0	0				
06:45		1	2	1	4	1	0	1	0	2	4
07:00		0	2			0	2				
07:15		1	0			0	0				
07:30		1	0			0	0				
07:45		2	0	4	2	0	4	0	6	4	8
08:00		0	0			0	1				
08:15		1	0			0	0				
08:30		1	0			0	0				
08:45		0	0	2	0	2	0	2	1	4	1
09:00		2	0			1	0				
09:15		0	0			0	0				
09:30		0	0			1	0				
09:45		0	0	2	0	0	0	2	0	4	0
10:00		2	2			2	0				
10:15		0	0			0	2				
10:30		1	0			1	0				
10:45		0	0	3	2	0	0	3	2	6	4
11:00		1	0			0	0				
11:15		0	1			0	0				
11:30		1	1			4	0				
11:45		0	0	2	2	0	0	4	0	6	2
Total		14	20			12	22			26	42
Percent		41.2%	58.8%			35.3%	64.7%			38.2%	61.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
CELEBRATION BAPTIST CHURC
MINER ROAD

	06-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			4	0				
12:30		0	0			0	0				
12:45		0	0	0	0	0	0	4	0	4	0
01:00		0	0			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	0	0	0	0	0	0	0	0	0
02:00		0	0			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	0	0	0	0	0	0	0
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	1			0	0				
03:45		0	0	0	1	0	0	0	0	0	1
04:00		0	0			0	0				
04:15		0	0			0	0				
04:30		0	1			0	0				
04:45		0	0	0	1	0	0	0	0	0	1
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	0	0	0	0	0
06:00		0	0			0	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	0	0	0	0
07:00		0	0			0	0				
07:15		0	0			0	0				
07:30		0	1			0	2				
07:45		2	0	2	1	0	0	0	2	2	3
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			0	0				
08:45		2	0	2	0	0	0	0	0	2	0
09:00		2	0			2	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		1	0	3	0	0	0	2	0	5	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	0	0	0	0	0	0
Total		7	3			6	2			13	5
Percent		70.0%	30.0%			75.0%	25.0%			72.2%	27.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
APPALOOSE AVE E OF MINER R
WEST OF DRIVEWAY

	02-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	1			0	2				
12:45		0	1	0	2	0	2	0	4	0	8
01:00		0	1			0	0				
01:15		0	0			0	0				
01:30		0	1			0	0				
01:45		0	0	0	2	0	2	0	2	0	4
02:00		0	1			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	1	0	3	0	3	0	4
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	1			0	0				
03:45		0	0	0	1	0	0	0	0	0	1
04:00		0	1			0	0				
04:15		0	0			0	0				
04:30		0	1			0	0				
04:45		0	1	0	3	0	0	0	0	0	3
05:00		0	0			0	0				
05:15		1	1			0	2				
05:30		0	1			0	0				
05:45		0	0	1	2	0	0	0	2	1	4
06:00		0	0			0	1				
06:15		0	1			1	0				
06:30		0	0			0	0				
06:45		0	0	0	1	0	0	1	1	1	2
07:00		0	1			0	0				
07:15		0	0			0	1				
07:30		0	1			0	1				
07:45		0	0	0	2	0	0	0	2	0	4
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		1	0			1	0				
08:45		1	0	2	0	0	0	1	0	3	0
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	1			0	0				
09:45		0	0	0	1	0	0	0	0	0	1
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			1	0				
10:45		0	0	0	0	0	0	1	0	1	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	0	0	0	0	0	0
Total		3	15			3	14			6	29
Percent		16.7%	83.3%			17.6%	82.4%			17.1%	82.9%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 4
Station ID: 4
APPALOOSE AVE E OF MINER R
WEST OF DRIVEWAY

	03-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	1				
12:15		1	0			0	0				
12:30		0	0			0	0				
12:45		0	0	1	0	0	0	0	1	1	1
01:00		0	1			0	0				
01:15		0	0			0	2				
01:30		0	1			0	3				
01:45		0	0	0	2	0	0	0	5	0	7
02:00		0	0			0	1				
02:15		0	0			0	1				
02:30		0	2			0	2				
02:45		0	1	0	3	0	0	0	4	0	7
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	0			0	1				
03:45		0	0	0	0	0	0	0	1	0	1
04:00		0	1			0	0				
04:15		0	1			0	0				
04:30		0	0			0	0				
04:45		0	0	0	2	0	0	0	0	0	2
05:00		0	0			0	0				
05:15		0	1			0	0				
05:30		0	0			0	1				
05:45		0	1	0	2	0	0	0	1	0	3
06:00		0	0			0	1				
06:15		0	2			1	0				
06:30		0	0			0	1				
06:45		0	0	0	2	0	0	1	2	1	4
07:00		1	0			0	0				
07:15		0	1			1	0				
07:30		0	1			0	0				
07:45		0	0	1	2	0	0	1	0	2	2
08:00		0	0			0	0				
08:15		0	0			0	2				
08:30		1	0			1	1				
08:45		1	2	2	2	0	0	1	3	3	5
09:00		0	0			0	0				
09:15		0	1			0	0				
09:30		0	1			1	0				
09:45		0	0	0	2	0	0	1	0	1	2
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		1	0			0	0				
10:45		0	0	1	0	1	0	1	0	2	0
11:00		0	0			1	0				
11:15		0	0			0	0				
11:30		1	0			0	0				
11:45		0	0	1	0	0	0	1	0	2	0
Total		6	17			8	17			12	34
Percent		26.1%	73.9%			26.1%	73.9%			26.1%	73.9%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
APPALOOSE AVE E OF MINER R
WEST OF DRIVEWAY

	04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		1	1			1	1				
12:30		0	0			0	0				
12:45		0	1	1	2	0	1	1	2	2	4
01:00		0	1			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	1	0	2	0	1	0	1	0	3
02:00		1	1			0	1				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	1	1	0	0	0	1	1	2
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	2			0	1				
03:45		0	0	0	2	0	0	0	1	0	3
04:00		0	1			0	1				
04:15		0	4			0	1				
04:30		0	0			0	0				
04:45		0	0	0	5	0	0	0	2	0	7
05:00		0	0			0	0				
05:15		1	1			0	0				
05:30		0	4			0	4				
05:45		0	1	1	6	0	1	0	5	1	11
06:00		0	7			0	1				
06:15		1	2			0	2				
06:30		0	7			0	2				
06:45		0	5	1	21	0	0	0	5	1	26
07:00		0	0			0	1				
07:15		0	1			0	0				
07:30		1	1			1	4				
07:45		0	2	1	4	0	9	1	14	2	18
08:00		0	2			0	8				
08:15		0	2			0	16				
08:30		0	1			0	0				
08:45		1	1	1	6	0	2	0	26	1	32
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		1	1			1	0				
09:45		4	0	5	1	0	0	1	0	6	1
10:00		0	0			0	0				
10:15		0	1			0	0				
10:30		0	0			0	0				
10:45		0	0	0	1	0	1	0	1	0	2
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		2	0			2	0				
11:45		0	0	2	0	0	0	2	0	4	0
Total		13	51			5	58			18	109
Percent		20.3%	79.7%			7.9%	92.1%			14.2%	85.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
APPALOOSE AVE E OF MINER R
WEST OF DRIVEWAY

	05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	2			0	0				
12:30		0	1			0	0				
12:45		0	0	0	3	0	1	0	1	0	4
01:00		0	1			0	1				
01:15		0	0			0	1				
01:30		0	0			0	1				
01:45		0	1	0	2	0	0	0	3	0	5
02:00		0	0			0	0				
02:15		0	1			0	0				
02:30		1	0			0	1				
02:45		0	0	1	1	0	0	0	1	1	2
03:00		0	1			0	2				
03:15		0	1			0	0				
03:30		0	0			0	0				
03:45		0	1	0	3	0	0	0	2	0	5
04:00		0	1			0	0				
04:15		2	0			2	0				
04:30		0	0			0	1				
04:45		0	0	2	1	0	0	2	1	4	2
05:00		0	1			0	2				
05:15		2	1			0	0				
05:30		0	0			0	0				
05:45		0	0	2	2	0	0	0	2	2	4
06:00		0	1			0	0				
06:15		0	1			0	1				
06:30		0	0			0	0				
06:45		0	1	0	3	0	2	0	3	0	6
07:00		1	1			0	3				
07:15		0	1			2	0				
07:30		0	1			0	0				
07:45		1	1	2	4	0	2	2	5	4	9
08:00		0	0			2	0				
08:15		0	0			0	0				
08:30		2	0			0	0				
08:45		1	0	3	0	1	0	3	0	6	0
09:00		2	0			1	2				
09:15		1	0			0	0				
09:30		0	1			1	0				
09:45		0	0	3	1	1	0	3	2	6	3
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	0	0	0	0	0
11:00		2	0			1	0				
11:15		0	0			1	0				
11:30		2	0			4	0				
11:45		0	1	4	1	1	0	7	0	11	1
Total		17	21			17	20			34	41
Percent		44.7%	55.3%			45.9%	54.1%			45.3%	54.7%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 4
Station ID: 4
APPALOOSE AVE E OF MINER R
WEST OF DRIVEWAY

	06-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		1	1			1	0				
12:30		0	0			0	1				
12:45		0	0	1	1	0	0	1	1	2	2
01:00		0	1			0	0				
01:15		0	0			0	2				
01:30		0	1			0	0				
01:45		0	1	0	3	0	1	0	3	0	6
02:00		0	0			0	0				
02:15		0	2			0	1				
02:30		0	0			0	1				
02:45		0	1	0	3	0	1	0	3	0	6
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	2			0	3				
03:45		0	0	0	2	0	0	0	3	0	5
04:00		0	1			0	0				
04:15		0	1			0	0				
04:30		0	0			0	2				
04:45		0	0	0	2	0	1	0	3	0	5
05:00		0	0			0	0				
05:15		0	1			0	0				
05:30		0	0			0	0				
05:45		0	0	0	1	0	0	0	0	0	1
06:00		0	1			2	0				
06:15		0	1			0	0				
06:30		0	0			0	0				
06:45		0	0	0	2	0	0	2	0	2	2
07:00		0	0			0	1				
07:15		0	0			0	0				
07:30		0	1			0	1				
07:45		0	0	0	1	0	0	0	2	0	3
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			1	0				
08:45		1	1	1	1	0	0	1	0	2	1
09:00		1	0			1	0				
09:15		0	0			0	0				
09:30		0	1			0	0				
09:45		2	0	3	1	0	2	1	2	4	3
10:00		0	0			0	0				
10:15		1	1			2	0				
10:30		0	0			0	1				
10:45		0	0	1	1	0	0	2	1	3	2
11:00		2	1			0	0				
11:15		0	0			1	0				
11:30		0	0			0	0				
11:45		0	0	2	1	0	0	1	0	3	1
Total		8	19			8	18			16	37
Percent		29.6%	70.4%			30.8%	69.2%			30.2%	69.8%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 5
Station ID: 5
APPALOOSA AVE E OF MINER R
EAST OF DRIVEWAY

	02-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	0			0	0				
12:30		0	1			0	1				
12:45		0	1	0	2	0	2	0	3	0	5
01:00		0	1			0	0				
01:15		0	0			0	0				
01:30		0	1			0	0				
01:45		0	0	0	2	0	2	0	2	0	4
02:00		0	1			0	0				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	0	1	0	2	0	2	0	3
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	1			0	0				
03:45		0	0	0	1	0	0	0	0	0	1
04:00		0	1			0	0				
04:15		0	0			0	0				
04:30		0	1			0	0				
04:45		0	0	0	2	0	0	0	0	0	2
05:00		0	0			0	0				
05:15		1	0			0	1				
05:30		0	0			0	0				
05:45		0	0	1	0	0	0	0	1	1	1
06:00		0	0			0	1				
06:15		0	0			1	0				
06:30		0	0			0	0				
06:45		0	0	0	0	0	0	1	1	1	1
07:00		0	1			0	0				
07:15		0	0			0	1				
07:30		0	0			0	1				
07:45		0	0	0	1	0	0	0	2	0	3
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		1	0			1	0				
08:45		2	0	3	0	0	0	1	0	4	0
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		0	1			0	0				
09:45		0	0	0	1	0	0	0	0	0	1
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			1	0				
10:45		0	0	0	0	0	0	1	0	1	0
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		0	0			0	0				
11:45		0	0	0	0	0	0	0	0	0	0
Total		4	10			3	11			7	21
Percent		28.6%	71.4%			21.4%	78.6%			25.0%	75.0%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 5
Station ID: 5
APPALOOSA AVE E OF MINER R
EAST OF DRIVEWAY

	03-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	1				
12:15		1	0			0	0				
12:30		0	0			0	0				
12:45		0	0	1	0	0	0	0	1	1	1
01:00		0	0			0	0				
01:15		0	0			0	1				
01:30		0	1			0	1				
01:45		0	0	0	1	0	0	0	2	0	3
02:00		0	0			0	1				
02:15		0	0			0	1				
02:30		0	1			0	1				
02:45		0	1	0	2	0	0	0	3	0	5
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	0			0	1				
03:45		0	0	0	0	0	0	0	1	0	1
04:00		0	0			0	0				
04:15		0	1			0	0				
04:30		0	0			0	0				
04:45		0	0	0	1	0	0	0	0	0	1
05:00		0	0			0	0				
05:15		0	1			1	0				
05:30		0	0			0	0				
05:45		0	1	0	2	0	0	1	0	1	2
06:00		0	0			0	1				
06:15		0	0			1	0				
06:30		0	0			0	1				
06:45		0	0	0	0	0	0	1	2	1	2
07:00		1	0			0	0				
07:15		0	1			1	0				
07:30		0	0			0	0				
07:45		0	0	1	1	0	0	1	0	2	1
08:00		0	0			0	0				
08:15		0	0			0	2				
08:30		1	0			0	1				
08:45		0	2	1	2	0	0	0	3	1	5
09:00		0	0			0	0				
09:15		0	1			0	0				
09:30		0	0			1	0				
09:45		0	0	0	1	0	0	1	0	1	1
10:00		2	0			0	0				
10:15		0	0			0	0				
10:30		1	0			0	0				
10:45		3	0	6	0	3	0	3	0	9	0
11:00		0	0			1	0				
11:15		0	0			0	0				
11:30		1	0			0	0				
11:45		0	0	1	0	0	0	1	0	2	0
Total		10	10			8	12			18	22
Percent		50.0%	50.0%			40.0%	60.0%			45.0%	55.0%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8818

Site Code: 5
Station ID: 5
APPALOOSA AVE E OF MINER R
EAST OF DRIVEWAY

	04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		1	1			1	1				
12:30		0	0			0	0				
12:45		0	1	1	2	0	1	1	2	2	4
01:00		0	0			0	0				
01:15		0	0			0	0				
01:30		0	0			0	0				
01:45		0	1	0	1	0	1	0	1	0	2
02:00		1	1			0	1				
02:15		0	0			0	0				
02:30		0	0			0	0				
02:45		0	0	1	1	0	0	0	1	1	2
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	2			0	1				
03:45		0	0	0	2	0	0	0	1	0	3
04:00		0	1			0	1				
04:15		0	2			0	2				
04:30		0	0			0	0				
04:45		0	0	0	3	0	0	0	3	0	6
05:00		0	0			0	0				
05:15		1	2			0	0				
05:30		0	2			0	4				
05:45		0	1	1	5	0	1	0	5	1	10
06:00		0	2			0	1				
06:15		1	3			0	2				
06:30		0	4			0	2				
06:45		0	2	1	11	0	0	0	5	1	16
07:00		0	0			0	1				
07:15		0	1			0	0				
07:30		1	1			1	2				
07:45		0	0	1	2	0	4	1	7	2	9
08:00		0	0			0	3				
08:15		0	0			0	3				
08:30		0	0			0	0				
08:45		0	0	0	0	0	1	0	7	0	7
09:00		0	0			0	0				
09:15		0	0			0	0				
09:30		1	0			1	0				
09:45		3	0	4	0	0	0	1	0	5	0
10:00		0	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	0	0	0	1	0	1	0	1
11:00		0	0			0	0				
11:15		0	0			0	0				
11:30		2	0			2	0				
11:45		0	0	2	0	0	0	2	0	4	0
Total		11	27			5	33			16	60
Percent		28.9%	71.1%			13.2%	86.8%			21.1%	78.9%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 5
Station ID: 5
APPALOOSA AVE E OF MINER R
EAST OF DRIVEWAY

	05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		0	2			0	0				
12:30		0	1			0	0				
12:45		0	0	0	3	0	1	0	1	0	4
01:00		0	0			0	1				
01:15		0	0			0	1				
01:30		0	0			0	1				
01:45		0	1	0	1	0	0	0	3	0	4
02:00		0	0			0	0				
02:15		0	1			0	0				
02:30		1	0			0	1				
02:45		0	0	1	1	0	0	0	1	1	2
03:00		0	1			0	1				
03:15		0	1			0	0				
03:30		0	0			0	0				
03:45		0	1	0	3	0	0	0	1	0	4
04:00		0	0			0	0				
04:15		2	0			2	0				
04:30		0	0			0	1				
04:45		0	0	2	0	0	0	2	1	4	1
05:00		0	2			0	1				
05:15		1	1			0	0				
05:30		0	0			0	0				
05:45		0	0	1	3	0	0	0	1	1	4
06:00		0	1			0	0				
06:15		0	0			0	1				
06:30		0	0			0	0				
06:45		0	1	0	2	0	2	0	3	0	5
07:00		1	1			0	2				
07:15		0	1			2	0				
07:30		0	1			0	0				
07:45		1	1	2	4	0	2	2	4	4	8
08:00		0	0			2	0				
08:15		0	0			0	0				
08:30		2	0			0	0				
08:45		1	0	3	0	2	0	4	0	7	0
09:00		1	0			2	1				
09:15		1	0			0	0				
09:30		0	0			0	0				
09:45		0	0	2	0	1	0	3	1	5	1
10:00		2	0			0	0				
10:15		0	0			0	0				
10:30		0	0			0	0				
10:45		0	0	2	0	0	0	0	0	2	0
11:00		1	0			1	0				
11:15		0	0			1	0				
11:30		1	0			2	0				
11:45		0	1	2	1	1	0	5	0	7	1
Total		15	18			16	16			31	34
Percent		45.5%	54.5%			50.0%	50.0%			47.7%	52.3%

ALL TRAFFIC DATA SERVICES, INC
351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 5
Station ID: 5
APPALOOSA AVE E OF MINER R
EAST OF DRIVEWAY

	06-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Fri	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	0			0	0				
12:15		1	1			1	0				
12:30		0	0			0	1				
12:45		0	0	1	1	0	0	1	1	2	2
01:00		0	2			0	0				
01:15		0	0			0	1				
01:30		0	1			0	0				
01:45		0	1	0	4	0	1	0	2	0	6
02:00		0	0			0	0				
02:15		0	1			0	1				
02:30		0	0			0	1				
02:45		0	1	0	2	0	1	0	3	0	5
03:00		0	0			0	0				
03:15		0	0			0	0				
03:30		0	2			0	1				
03:45		0	0	0	2	0	0	0	1	0	3
04:00		0	0			0	0				
04:15		0	1			0	0				
04:30		0	0			0	1				
04:45		0	0	0	1	0	1	0	2	0	3
05:00		0	0			0	0				
05:15		0	0			0	0				
05:30		0	0			0	0				
05:45		0	0	0	0	0	0	0	0	0	0
06:00		0	1			2	0				
06:15		0	0			0	0				
06:30		0	0			0	0				
06:45		0	0	0	1	0	0	2	0	2	1
07:00		0	0			0	1				
07:15		0	0			0	0				
07:30		0	0			0	1				
07:45		0	0	0	0	0	0	0	2	0	2
08:00		0	0			0	0				
08:15		0	0			0	0				
08:30		0	0			1	0				
08:45		0	1	0	1	0	0	1	0	1	1
09:00		1	0			1	0				
09:15		0	0			0	0				
09:30		0	0			0	0				
09:45		2	0	3	0	0	1	1	1	4	1
10:00		0	0			0	0				
10:15		1	1			2	0				
10:30		0	0			0	1				
10:45		0	0	1	1	0	0	2	1	3	2
11:00		2	1			0	0				
11:15		0	0			1	0				
11:30		0	0			0	0				
11:45		0	0	2	1	0	0	1	0	3	1
Total		7	14			8	13			15	27
Percent		33.3%	66.7%			38.1%	61.9%			35.7%	64.3%

APPENDIX – C

Number of Seats at Study Churches

Gmail by Google

FW: COUNTS - NASSUA CO CHURCHS #8677

Nick Gillette <Nick@gilletteassociates.com> Thu, Jun 12, 2014 at 1:41 PM
To: Rajesh Chindalur <chindalur@gmail.com>

This should do it.

Nick E. Gillette, P.E.

Principal/Engineer

20 South 4th Street

Fernandina Beach, FL 32034

(904) 261-8819 (P)

(904) 261-9905 (F)

From: Anita Dobrosky [mailto:adobrosky@nassaucountyfl.com]
Sent: Thursday, June 12, 2014 10:56 AM
To: Nick Gillette
Subject: RE: COUNTS - NASSUA CO CHURCHS #8677

Yulee Methodist Church has 156 seats.

Anita Dobrosky

Development Review Coordinator

96161 Nassau Place

Yulee, Florida 32097

904/491-7328 ext. 2326

904/491-3611 (Fax)

adobrosky@nassaucountyfl.com

NOTICE: This message is confidential, intended for the named recipient(s) and may contain information that is (i) proprietary to the sender, and/or,(ii) privileged, confidential and/or otherwise exempt from disclosure under applicable Florida and Federal law. Receipt by anyone other than the named recipient(s) is not a waiver of any applicable privilege. If you have received this message in error, please immediately notify the sender by calling 904-491-7328 and delete all copies of this message and its attachments. Thank you in advance for your compliance with this notice.

From: Nick Gillette [mailto:Nick@gilletteassociates.com]
Sent: Tuesday, June 10, 2014 7:33 PM
To: Anita Dobrosky
Subject: Re: COUNTS - NASSUA CO CHURCHS #8677

Thanks. Celebration should be more than 89 seats. That may be their old facility on US 17. Their new one is on Miner Road.

Nick E. Gillette, P.E.

Gillette & Associates, Inc.

Sent from my IPad

On Jun 10, 2014, at 2:26 PM, "Anita Dobrosky" <adobrosky@nassaucountyfl.com> wrote:

> Nick according to your plans for Celebration is states 89 seats, Journey is 600 seats and I will have to wait until Thursday and get the Yulee Methodist file out of cold storage.

Anita Dobrosky

Development Review Coordinator

96161 Nassau Place

Yulee, Florida 32097

904/491-7328 ext. 2326

904/491-3611 (Fax)

adobrosky@nassaucountyfl.com

NOTICE: This message is confidential, intended for the named recipient(s) and may contain information that is (i) proprietary to the sender, and/or,(ii) privileged, confidential and/or otherwise exempt from disclosure under applicable Florida and Federal law. Receipt by anyone other than the named recipient(s) is not a waiver of any applicable privilege. If you have received this message in error, please immediately notify the sender by calling 904-491-7328 and delete all copies of this message and its attachments. Thank you in advance for your compliance with this n

Gmail by Google

RE: COUNTS - NASSUA CO CHURCHS #8677

Nick Gillette <Nick@gilletteassociates.com> Wed, Jun 11, 2014 at 7:58 AM
To: Rajesh Chindalur <chindalur@gmail.com>

Celebration is going to be 339 seats I think. I believe the County missed it and I am confirming. The total building is 11,582 sf for celebration. You may have to look on the property appraisers website to get the building square footage of the other two facilities. These square footages include accessory uses though, not just sanctuary.

Nick E. Gillette, P.E.

Principal/Engineer

20 South 4th Street

Fernandina Beach, FL 32034

(904) 261-8819 (P)

(904) 261-9905 (F)

From: Rajesh Chindalur [mailto:chindalur@gmail.com]
Sent: Tuesday, June 10, 2014 11:25 PM
To: Nick Gillette
Subject: Re: COUNTS - NASSUA CO CHURCHS #8677

Nick,

Can we also get the size (Square feet) of these Churches as well?

Thanks,

Rajesh

On Tue, Jun 10, 2014 at 7:31 PM, Nick Gillette <Nick@gilletteassociates.com> wrote:

I think it is only the description below. 89 seats for celebration and 600 for journey. I think celebration is much more than that. I will follow up.

Nick E. Gillette, P.E.

Gillette & Associates, Inc.

Sent from my IPad

Begin forwarded message:

From: "Anita Dobrosky" <adobrosky@nassaucountyfl.com>
Date: June 10, 2014 at 2:26:08 PM EDT
To: "Nick Gillette" <Nick@gilletteassociates.com>
Subject: FW: COUNTS - NASSUA CO CHURCHS #8677

Nick according to your plans for Celebration is states 89 seats, Journey is 600 seats and I will have to wait until Thursday and get the Yulee Methodist file out of cold storage.

Anita Dobrosky

Development Review Coordinator

96161 Nassau Place

Yulee, Florida 32097

904/491-7328 ext. 2326

904/491-3611 (Fax)

adobrosky@nassaucountyfl.com

NOTICE: This message is confidential, intended for the named recipient(s) and may contain information that is (i) proprietary to the sender, and/or,(ii) privileged, confidential and/or otherwise exempt from disclosure under applicable Florida and Federal law. Receipt by anyone other than the named recipient(s) is not a waiver of any applicable privilege. If you have received this message in error, please immediately notify the sender by calling 904-491-7328 and delete all copies of this message and its attachments. Thank you in advance for your compliance with this notice.

From: Peter King [mailto:pking@nassaucountyfl.com]

APPENDIX – D

ITE Trip Generation Manual Daily Trip Rates

Church
(560)

Average Vehicle Trip Ends vs: Seats
On a: Weekday

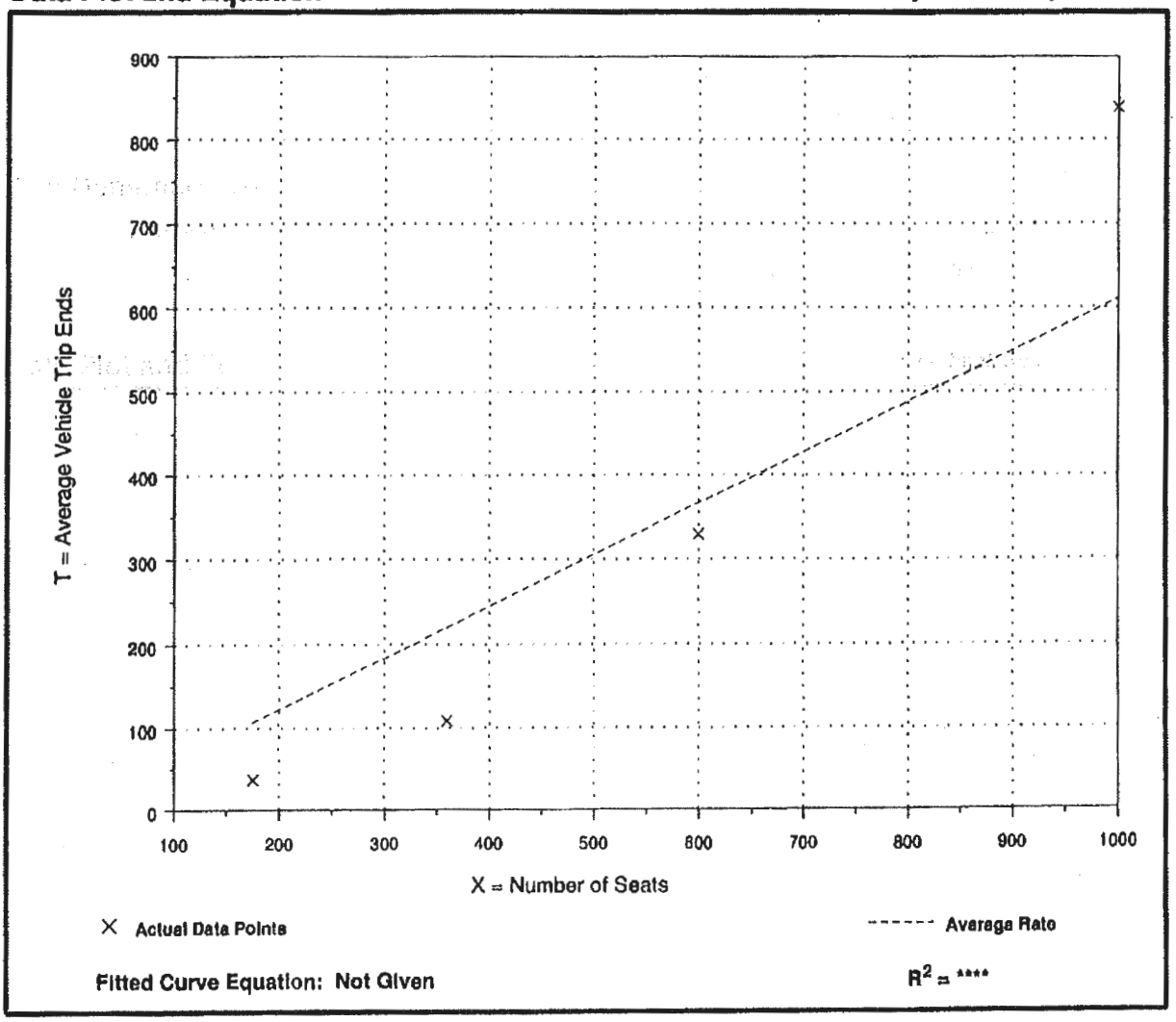
Number of Studies: 4
Average Number of Seats: 534
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.61	0.21 - 0.84	0.82

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not Given

R^2 = ****

APPENDIX – E
De-Minimis Sensitivity Analysis Calculations

Appendix E1
Study Churches Project Traffic Assignment
Nassau County Mobility Plan - Church Trip Generation Study

Roadway	Location	AADT	EB	WB	Average			Project Traffic Distribution		
					AADT	EB/NB	WB/SB	% Total	% EB/NB	% WB/SB
AADT for Journey and Yulee United Methodist Church										
Amelia Concourse	5outh of SR 200/A1A				7,211			15.19%		
5R 200/A1A	East of Ameila Concourse	39,354	19,631	19,723	40,252	20,043	20,209	84.81%	42.23%	42.58%
		41,150	20,455	20,695						
AADT and Distribution for Celebration Church										
Minor Road	5outh of SR 200/A1A				7,070			15.50%		
SR 200/A1A	East of U5 17	38,908	19,277	19,631	38,533	19,108	19,425	84.50%	41.90%	42.60%
		38,158	18,939	19,219						

Source: FDOT Traffic Information Online

Appendix E2
Weighted Average MSV - Nassau County Mobility Plan Roadway Network
Nassau County Mobility Plan - Church Trip Generation Study

Link ID	Roadway	Termini	Lanes/ Classification	Segment Length (Miles) A	Final Max Daily Capacity Veh/Day B	MSV times Segment Length C = A*B
1	S.R 200/S.R A1A	Amelia Island Parkway to Sadler Road	4-MA	1.028	36,700	37,733
2	S. 8th Street	Sadler Road to Lime Street	4-MA	1.138	36,700	41,772
3	S. 8th Street	Lime Streat to Atlantic Avenue	2-MA	1.055	16,200	17,091
4	Atlantic Avenue (S.R A1A)	8th Street to 14th Street	2-MA	0.444	16,500	7,324
6	Atlantic Avenue (S.R A1A)	14th Street to Fletcher Avenue	2-MA	1.164	16,500	19,540
8	Fletcher Avenue (S.R A1A)	Atlantic Avenue to Sadler Road	2-MA	2.021	16,500	33,351
10	Fletcher Avenue (S.R A1A)	Sadler Road to Simmons Road	2-MA	1.003	16,500	16,554
11	Fletcher Avenue (S.R A1A)	Simmons Road to Amelia Island Parkway	2-MA	1.892	16,500	31,214
12	Fletcher Avenue (S.R A1A)	Amelia Island Parkway to Buccaneer Trail (S.R.105A)	2-MA	0.756	16,500	12,472
14	14th Street	Pogy Place to Atlantic Avenue	2-MaC	2.200	10,730	23,606
15	14th Street	Atlantic Avenue to Hickory Street	2-MaC	0.700	10,730	7,511
16	14th Street	Hickory Street to Jasmine Street	2-MaC	0.170	14,850	2,525
16A	14th Street	Jasmine Street to Lime Street	2-MaC	0.170	14,850	2,525
17	14th Street	Lime Street to Sadler Road	4-MaC	1.060	29,880	31,673
18	14th Street	Sedler Road to Amelia Island Parkway	2-MaC	1.110	13,680	15,185
19	Amelia Island Parkway	S.R.200/S.R A1A to 14th Street Extension	2-MaC	1.090	15,200	16,568
20	Amelia Island Parkway	14th Street Extension to Buccaneer Trail (C-105A)	2-MaC	1.090	15,200	16,568
21	Amelia Island Parkway	Buccaneer Trail (C-105A) to Fletcher Avenue	2-MaC	1.080	13,880	14,774
22	Amelia Island Parkway	Fletcher Avenue to Scott Road	2-MaC	0.950	13,680	12,996
22A	Amelia Island Parkway	Scott Road to S.R A1A/Julia Street	2-MaC	0.095	13,660	1,300
23	Buccaneer Trail (C-105A)	Gerbing Road/South Fletcher Avenue to Canopy Drive	2-MiC	0.500	7,740	3,870
23A	Buccaneer Trail (C-105A)	Canopy Drive to Amelia Island Parkway	2-MiC	0.720	13,680	9,850
24	Amelia Road	Amelia Island Parkway to S.R.200	2-MiC	1.420	7,740	10,991
26	First Coast Highway (S.R A1A)	Gerbing RD./S. Fletcher AV. to Amelia Island Pkwy./Julia ST.	2-MA	1.301	16,400	21,330
27	First Coast Highway (S.R A1A)	Amelia Island Parkway/Julia Street to Beach Lagoon Road	2-MA	1.591	24,265	38,606
28	First Coast Highway (S.R A1A)	Beach Lagoon Road to Nassau Sound	2-MA	2.631	21,100	55,521
29	Sadler Road	8th Street to 14th Street	4-MaC	0.290	28,200	8,178
30	Sadler Road	14th Street to Fletcher Avenue	4-MaC	1.000	28,200	28,200
31	Lime Street (Jasmnine in Model)	8th Street to 14th Street	2-MiC	0.490	7,740	3,793
32	Lime Street (Jasmnine in Model)	14th Street to Citrona Drive	2-MiC	0.480	7,740	3,715
33	Citrona Drive	Atlantic Avenue to Jesmine Street	2-MiC	0.881	7,740	6,820
34	Citrona Drive	Jasmine Street to Sadler Road	2-MiC	1.167	9,880	11,529
35	Will Hardee Road	Sadler Road to Simmons Road	2-MiC	1.160	9,880	11,461
36	Simmons Road	Amelia Road to Will Hardee Road	2-MiC	0.530	7,740	4,102
37	Simmons Road	Will Hardee Road to Fletcher Avenue	2-MiC	0.520	7,740	4,025
38	Jasmine Street	14th Street to Citrona Drive	2-MiC	1.200	7,740	9,288
39	T. J. Courson Road	8th Street (S.R.200) to 14th Street	2-MiC	0.240	9,880	2,371
40	I-95	Duval County Line to S.R.200/S.R A1A	6-F	2.990	110,000	328,900
41	I-95	S.R.200/S.R A1A to U.S.17	6-F	5.140	110,000	565,400
42	I-95	U.S.17 to Georgia State Line	6-F	4.100	110,000	451,000
43	S.R.200/S.R A1A	Griffin Road to Edwards Road	4-PA	3.754	58,800	220,763
43A	S.R.200/S.R A1A	Edwards Road to I-95	4-PA	1.582	58,800	93,002
44	S.R.200/S.R A1A	I-95 eastbound off ramp to Still Quarters Road	4-MA	2.320	55,300	128,296
44A	S.R.200/SR A1A	Still Quarters Road To U.S. 17	6-MA	1.310	55,300	72,443
45	S.R. 200/ S.R. A1A	U.S. 17 to Rubin Lane	6-MA	0.951	55,300	52,590
45A	S.R.200/S.R A1A	Rubin Lane to Chester Road	4-MA	2.600	55,300	143,780
46	S.R.200/S.R A1A	Chester Road to Blackrock Road	4-MA	1.133	55,300	62,680
47	S.R.200/S.R A1A	Blackrock Road to Old Nassauville Road	4-MA	0.900	55,300	49,770
48	S.R.200/S.R A1A	Old Nassauville Road to Amelia Island Parkway	4-MA	2.689	64,300	185,761
49	C.R.200A (Pages Dairy Road)	U.S.17 to Chester Road	2-MiC	3.940	13,680	53,899
50	C.R.107N. (Blackrock Road)	Chester Road to S.R.200/S.R A1A	2-MiC	5.130	9,880	50,684
51	C.R.107S. (Old Nasseuville Road)	S.R.200/S.R.A1A to Amelia Concourse	2-MiC	1.910	15,200	29,032
51A	C.R.107S. (Old Nassauville Road)	Amelia Concourse to Santa Juana Road	2-MiC	1.750	15,200	26,606
51B	Roses Bluff Road	Chester Road West	2-MiC	1.170	9,880	11,560
52	Chester Road	S.R.200/S.R A1A to Pages Dairy Road (C.R.200A)	4-MiC	0.460	36,700	16,882
52.1	Chester Road	Pages Dairy Road to CR 108 Extension	2-Mic	1.883	36,700	69,106
53	Chester Road	CR 108 Extension to Blackrock Road	2-MiC	1.387	16,500	22,886
53A	Amelia Concourse	S.R.200/S.R A1A to C.R.107S. (Nassauville Road)	4-MaC	3.799	30,420	115,577
54	Bernwell Road	S.R.200/S.R.A1A to Oyster Bay Drive	2-MiC	2.250	9,880	22,230
54A	Miner Roed	Haddock Road to S.R.200/S.R A1A	2-MiC	2.570	13,680	35,158
55	U.S.17 (S.R.5)	Duval County Line to 4-Lanes Section	2-PA	3.337	27,430	91,534
56	U.S.17 (S.R.5)	4-Lanes Section to S.R.200/S.R A1A	2-PA	0.700	36,700	25,690
57	U.S.17 (S.R.5)	S.R.200/S.R A1A to Pages Dairy Road	4-PA	0.237	36,700	8,698
58	U.S.17 (S.R.5)	Pages Dairy Roed to C.R.108	2-PA	4.446	16,500	73,359
59	U.S.17 (S.R.5)	C.R.108 to I-95	2-MA	2.228	21,100	47,011
60	U.S.17 (S.R.5)	I-95 to Georgia State Line	2-PA	2.427	21,100	51,210
60A	Herts Road	S.R.200/S.R A1A to U.S.17	2-MiC	2.350	9,880	23,218
60B	Harts Road	U.S.17 to Heddock Road	2-MiC	1.030	9,880	10,176
61	C.R.108	Middle Road (C.R.121A) to U.S.17 (S.R.5)	2-MaC	3.008	20,000	60,154
62	William Burgess Boulevard	S.R.200/S.R A1A to U.S.17	2-MiC	2.910	13,680	39,809
63	U.S.1/U.S.23/U.S.301(S.R.15)	Mussell White Road to C.R.108	4-PA	8.932	41,100	367,095
64	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.108 to C.R.121	4-PA	6.788	41,100	279,005
65	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.121 to Georgia State Line	4-PA	0.164	41,100	6,737
66	C.R.121	C.R.108/C.R.121 Split to Bay Road (C.R.115)	2-MaC	9.560	13,800	131,928
67	C.R.121	C.R.115 (Bay Road) to Andrews Road	2-MaC	3.895	13,800	53,753
68	C.R.121	Andrews Road to U.S.1/U.S.301	2-MaC	3.555	13,800	49,058
69	C.R.115 (Bay Road)	C.R.121 to C.R.108	2-MiC	5.970	13,800	82,386
70	Kings Ferry Rd. (C.R.115A)	C.R.108 to Kings Ferry Road	2-MiC	8.020	13,800	110,676
71	C.R.108	C.R.121 to C.R.115 (Bay Road)	2-MaC	1.530	13,800	21,108
71A	C.R.108	Kings Ferry Road (C.R.115A) to Middle Road (C.R.121A)	2-MaC	6.264	13,800	86,437
72	Middle Road (C.R.121A)	Kings Ferry Road (C.R.115A) to C.R.108	2-MiC	6.510	13,800	89,838
73	Middle Road (C.R.121A)	C.R.108 to Griffin Road	2-MiC	4.580	13,800	63,204
74	Lessie Road	C.R.108 to Middle Road (C.R.121A)	2-MiC	7.500	13,800	103,500

Appendix E2
Weighted Average MSV - Nassau County Mobility Plan Roadway Network
Nassau County Mobility Plan - Church Trip Generation Study

Link ID	Roadway	Termini	Lanes/ Classification	Segment Length (Miles) A	Final Max Daily Capacity Veh/Day B	MSV times Segment Length C = A*B
75	C.R.115 (Old Dixie Highway)	U.S.1/U.S.23/U.S.301 to Henry Smith Road	2-MiC	8.560	13,600	116,128
76	Andrews Road	C.R.121 to U.S.1/U.S.23/U.S.301	2-MiC	3.180	13,800	43,884
76A	Lake Hampton Road	U.S.1 to Munhee Road	2-MiC	3.300	13,800	45,540
77	U.S.1/U.S.23/S.R.15	Duval County Line to Ratliff Road	4-PA	0.532	41,100	21,863
78	U.S.1/U.S.23/S.R.15	Ratliff Road to S.R.115 (Lem Turner Road)	4-PA	3.814	41,100	156,769
79	U.S.1/U.S.23/U.S.301/S.R.15	S.R.115 (Lem Turner Road) to Old Dixie Highway (C.R.115)	4-PA	0.956	41,100	39,289
80	U.S.1/U.S.23/U.S.301/S.R.15	C.R.115 to Mussell White Road	4-PA	1.315	41,100	54,033
81A	Griffin Road East	A1A to Bridge	2-MiC	2.500	9,880	24,700
81B	Griffin Road West	Bridge to Musselwhite Road	2-MiC	1.700	9,880	16,796
82	S.R.200/U.S.301	Duval County Line to C.R.119	2-PA	1.930	45,400	87,622
83	S.R.200/U.S.301	C.R.119 to Crawford Road	2-PA	9.305	45,400	422,450
84	S.R.200/U.S.301	Crawford Road to Kingbird Drive	2-PA	2.943	45,400	133,607
85	S.R.200/U.S.301	Kingbird Drive to U.S.1/U.S.23	4-PA	2.000	33,800	67,600
86	S.R.200/S.R.A1A	U.S.1/U.S.23 to Evelyn Street	4-PA	0.700	33,800	23,660
87	S.R.200/S.R.A1A	Evelyn Street to Griffin Road	4-PA	3.600	45,400	163,440
88	S.R.115 (Lem Turner Road)	Duval County Line to Church Road	2-MA	4.321	15,200	65,678
89	S.R.115 (Lem Turner Road)	Church Road to U.S.1/U.S.23	2-MA	3.117	15,200	47,379
90	C.R.121	Duval County Line to C.R.119	2-MaC	7.970	13,800	109,986
91	C.R.121	C.R.119 to C.R.2 (Crawford Road)	2-MaC	7.960	13,800	109,848
92	C.R.121	C.R.2 (Crawford Road) to C.R.108 (River Road)	2-MaC	9.550	13,800	131,790
93	C.R.121	C.R.108 (River Road) to C.R.108/C.R.121 Split	2-MaC	1.288	13,800	17,768
94	C.R.119	U.S.301 to C.R.121	2-MiC	5.950	13,800	82,110
95	C.R.108 (River Road)	C.R.121 to U.S.1	2-MaC	11.000	14,200	156,200
96	Ford Road	U.S.301 to Duval County Line	2-MiC	3.310	14,200	47,002
97	Ratliff Road	Thomas Creek Road to U.S.1	2-MiC	3.790	14,200	53,818
98	C.R.2	C.R.121 to Georgia State Line	2-MaC	1.530	14,200	21,726
99	Crawford Road	U.S.301 to C.R.121	2-MaC	7.330	14,200	104,086
100	8th Street	Alachua Street to Port	2-MA	0.456	7,740	3,526
101	8th Street	Atlantic to Alachua Street	2-MA	0.084	7,740	650
102	Alachua Street	Front Street to 8th Street	2-MiC	0.350	7,740	2,712
103	Centre Street	Front Street to 8th Street	2-MaC	0.359	7,740	2,780
104	Ash Street	Front Street to 8th Street	2-MiC	0.364	7,740	2,814
105	N. Fletcher	1st Street North	2-MiC	1.337	7,740	10,346
106	N. Fletcher	Atlantic Avenue to 1st Street	2-MiC	0.174	7,740	1,347
107	Beech Street	14th Street to Citrona Drive	2-MiC	0.480	7,740	3,715
108	Beech Street	8th Street to 14th Street	2-MiC	0.446	7,740	3,453
109	Gum Street	3rd Street to 8th Street	2-MiC	0.020	7,740	157
110	3rd Street	Gum Street to Ash Street	2-MiC	0.535	7,740	4,144
111	Jasmine Street	Citrona Drive to S. Fletcher Avenue	2-MiC	0.722	7,740	5,592
117	SR 90 (Beaver Street)	Baker County Line to Duval County Line	2-MiC	2.200	13,800	30,360
118	I-10	Baker County Line to Duval County Line	4-F	0.750	37,100	27,825
			Total	309.945		7,745,704
					Weighted Average MSV = 7,745,704/309.945	24,991

Source: Nassau County Mobility Plan Analysis Report

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0105 - SR AIA E. OF CR 200A(CHESTER RD.)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	36000 C	E 18000	W 18000	9.00	56.90	7.20
2012	36500 C	E 18000	W 18500	9.00	54.70	6.30
2011	37500 F	E 19000	W 18500	9.00	55.80	6.40
2010	37500 C	E 19000	W 18500	12.04	58.48	6.80
2009	37500 C	E 19000	W 18500	11.44	57.12	7.10
2008	41000 C	E 20500	W 20500	10.08	59.26	7.10
2007	41000 C	E 20500	W 20500	11.16	57.15	6.00
2006	45000 C	E 22500	W 22500	11.41	58.30	7.20
2005	30000 F	E 16000	W 14000	11.70	59.30	4.50
2004	29000 C	E 15500	W 13500	11.50	58.30	9.10
2003	33000 C	E 16500	W 16500	11.00	57.60	8.00
2002	34500 C	E 17000	W 17500	11.90	60.00	8.30
2001	31000 C	E 15500	W 15500	12.70	59.10	8.80
2000	32000 C	E 16000	W 16000	11.90	57.50	9.50
1999	31000 C	E 15500	W 15500	12.10	52.40	10.60
1998	29500 C	E 14500	W 15000	9.30	50.80	11.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 74
STATION: 0105
DESCRIPTION: SR AIA E. OF CR 200A(CHESTER RD.)
START DATE: 05/20/2013
START TIME: 1045

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	35	24	24	17	100	25	18	22	29	94	194
0100	16	19	9	17	61	19	22	17	19	77	138
0200	21	6	13	15	55	15	14	27	15	71	126
0300	18	18	16	29	81	11	12	14	15	52	133
0400	33	30	47	58	168	8	26	40	48	122	290
0500	49	75	97	119	340	71	111	117	124	423	763
0600	127	176	262	272	837	149	183	207	233	772	1609
0700	265	352	406	406	1429	290	305	313	324	1232	2661
0800	362	323	378	340	1403	278	287	285	251	1101	2504
0900	320	290	319	312	1241	279	248	257	263	1047	2288
1000	285	305	312	300	1202	278	273	297	286	1134	2336
1100	326	310	291	351	1278	315	264	305	351	1235	2513
1200	329	307	307	309	1252	390	344	333	345	1412	2664
1300	303	318	338	313	1272	328	360	318	329	1335	2607
1400	329	311	337	323	1300	307	326	360	336	1329	2629
1500	341	330	364	341	1376	370	373	401	415	1559	2935
1600	392	382	382	348	1504	364	403	417	435	1619	3123
1700	411	347	362	309	1429	507	456	407	365	1735	3164
1800	280	274	293	223	1070	282	279	229	214	1004	2074
1900	207	169	177	178	731	220	179	165	158	722	1453
2000	175	149	130	124	578	169	166	148	149	632	1210
2100	138	106	103	119	466	119	151	104	89	463	929
2200	97	67	68	64	296	93	81	93	87	354	650
2300	32	46	47	37	162	67	55	51	26	199	361
24-HOUR TOTALS:					19631					19723	39354

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1526	700	1232	715	2746
P.M.	1615	1523	1630	1815	1630	3303
DAILY	715	1526	1630	1815	1630	3303

GENERATED BY SPS 5.0.29

COUNTY: 74
STATION: 0105
DESCRIPTION: SR AIA E. OF CR 200A(CHESTER RD.)
START DATE: 05/21/2013
START TIME: 1045

TIME	DIRECTION: E 1ST	2ND	3RD	4TH	TOTAL	DIRECTION: W 1ST	2ND	3RD	4TH	TOTAL	COMBINED TOTAL
0000	34	31	31	22	118	29	30	27	26	112	230
0100	18	14	18	13	63	24	20	14	18	76	139
0200	15	16	17	17	65	23	14	21	15	73	138
0300	11	24	23	21	79	14	21	13	20	68	147
0400	30	33	53	48	164	28	31	41	38	138	302
0500	46	71	99	117	333	56	106	143	123	428	761
0600	124	208	244	256	832	165	177	208	276	826	1658
0700	297	353	403	418	1471	288	288	323	293	1192	2663
0800	319	297	351	402	1369	273	286	301	232	1092	2461
0900	391	304	327	311	1333	267	301	293	279	1140	2473
1000	298	310	337	355	1300	293	307	299	282	1181	2481
1100	326	320	305	341	1292	279	322	325	339	1265	2557
1200	330	343	323	321	1317	343	340	343	340	1366	2683
1300	319	318	328	304	1269	350	342	325	345	1362	2631
1400	307	321	312	321	1261	348	339	340	359	1386	2647
1500	339	315	361	383	1398	387	402	403	393	1585	2983
1600	423	357	400	376	1556	406	475	390	406	1677	3233
1700	401	405	366	367	1539	464	514	408	379	1765	3304
1800	325	311	332	277	1245	332	296	255	282	1165	2410
1900	210	221	183	187	801	253	235	246	215	949	1750
2000	203	166	139	160	668	204	199	142	166	711	1379
2100	114	132	128	109	483	154	152	100	108	514	997
2200	119	74	69	65	327	106	110	93	84	393	720
2300	55	42	39	36	172	71	62	57	41	231	403
24-HOUR TOTALS:					20455					20695	41150

PEAK VOLUME INFORMATION

	DIRECTION: E HOUR	VOLUME	DIRECTION: W HOUR	VOLUME	COMBINED DIRECTIONS HOUR	VOLUME
A.M.	715	1493	700	1192	715	2670
P.M.	1630	1582	1645	1792	1630	3356
DAILY	1630	1582	1645	1792	1630	3356

GENERATED BY SPS 5.0.29

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

SITE: 0101 - SR A1A .4 MI. E. OF US 17

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	34000 C	E 17000	W 17000	9.00	56.90	7.20
2012	33500 C	E 17000	W 16500	9.00	54.70	6.30
2011	38500 C	E 19000	W 19500	9.00	55.80	6.40
2010	36000 C	E 18000	W 18000	12.04	58.48	6.80
2009	36500 C	E 18500	W 18000	11.44	57.12	7.10
2008	36000 C	E 18000	W 18000	10.08	59.26	7.10
2007	35000 C	E 17500	W 17500	11.16	57.15	6.00
2006	39000 C	E 19500	W 19500	11.41	58.30	7.20
2005	26000 F	E 14000	W 12000	11.70	59.30	4.50
2004	25500 C	E 13500	W 12000	11.50	58.30	9.10
2003	29000 C	E 14500	W 14500	11.00	57.60	8.00
2002	29000 C	E 15500	W 13500	11.90	60.00	8.30
2001	30000 C	E 16000	W 14000	12.70	59.10	8.80
2000	27000 C	E 13500	W 13500	11.90	57.50	9.50
1999	28500 C	E 14500	W 14000	12.10	52.40	10.60
1998	27000 C	E 13500	W 13500	9.30	50.80	11.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 74
STATION: 0101
DESCRIPTION: SR A1A .4 MI. E. OF US 17
START DATE: 05/14/2013
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	38	33	31	29	131	28	29	17	23	97	228
0100	18	16	10	15	59	25	19	13	17	74	133
0200	21	13	12	24	70	18	19	15	13	65	135
0300	15	26	20	29	90	15	17	13	15	60	150
0400	15	24	37	49	125	37	36	59	65	197	322
0500	49	67	94	119	329	89	140	144	169	542	871
0600	143	166	258	248	815	228	294	320	401	1243	2058
0700	233	331	343	349	1256	365	460	455	399	1679	2935
0800	308	257	364	318	1247	370	318	292	278	1258	2505
0900	260	263	223	265	1011	269	248	247	241	1005	2016
1000	273	247	276	276	1072	268	254	249	235	1006	2078
1100	276	266	293	313	1148	252	243	270	272	1037	2185
1200	282	283	276	264	1105	283	286	303	232	1104	2209
1300	275	265	286	261	1087	298	273	267	290	1128	2215
1400	285	300	296	286	1167	286	317	323	302	1228	2395
1500	307	330	338	367	1342	319	320	327	329	1295	2637
1600	352	355	359	448	1514	382	349	383	327	1441	2955
1700	444	409	472	414	1739	418	371	408	334	1531	3270
1800	329	332	301	243	1205	300	283	179	224	986	2191
1900	193	233	234	179	839	190	189	178	167	724	1563
2000	147	161	132	131	571	184	155	154	134	627	1198
2100	125	141	110	112	488	104	109	110	85	408	896
2200	100	87	63	68	318	82	92	84	56	314	632
2300	50	58	60	43	211	60	47	41	22	170	381
24-HOUR TOTALS:					18939					19219	38158

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1331	715	1684	715	3015
P.M.	1645	1773	1700	1531	1645	3297
DAILY	1645	1773	715	1684	1645	3297

GENERATED BY SPS 5.0.29

COUNTY: 74
STATION: 0101
DESCRIPTION: SR A1A .4 MI. E. OF US 17
START DATE: 05/15/2013
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	25	39	26	20	110	31	32	22	13	98	208
0100	18	15	8	21	62	13	21	17	17	68	130
0200	13	20	17	16	66	12	12	10	16	50	116
0300	19	13	19	16	67	17	20	17	28	82	149
0400	19	34	52	40	145	31	44	36	57	168	313
0500	34	70	92	110	306	80	125	149	149	503	809
0600	111	185	252	213	761	219	287	341	378	1225	1986
0700	272	320	383	357	1332	367	467	450	413	1697	3029
0800	311	271	278	364	1224	381	332	308	323	1344	2568
0900	248	283	277	286	1094	250	282	239	261	1032	2126
1000	260	266	262	271	1059	291	253	259	247	1050	2109
1100	294	262	349	280	1185	260	276	252	255	1043	2228
1200	263	278	313	252	1106	252	263	273	276	1064	2170
1300	285	305	302	281	1173	310	328	321	283	1242	2415
1400	317	327	305	316	1265	295	312	339	328	1274	2539
1500	314	353	364	390	1421	325	326	351	329	1331	2752
1600	397	368	389	391	1545	375	400	362	360	1497	3042
1700	427	464	447	406	1744	429	447	396	311	1583	3327
1800	347	307	272	248	1174	274	303	212	211	1000	2174
1900	194	201	196	173	764	200	162	186	131	679	1443
2000	160	142	155	126	583	147	171	153	142	613	1196
2100	170	150	142	115	577	126	115	118	75	434	1011
2200	106	66	74	58	304	101	85	83	58	327	631
2300	47	63	56	44	210	57	69	61	40	227	437
24-HOUR TOTALS:					19277					19631	38908

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1371	715	1711	715	3082
P.M.	1700	1744	1645	1632	1645	3361
DAILY	1700	1744	715	1711	1645	3361

GENERATED BY SPS 5.0.29

FLORIDA DEPARTMENT of STATE

RON DESANTIS
Governor

LAUREL M. LEE
Secretary of State

November 1, 2021

Honorable John A. Crawford
Clerk of the Circuit Court
Nassau County
76347 Veteran's Way, Suite 456
Yulee, Florida 32097

Attention: Jennifer Marlatt

Dear Mr. Crawford:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Nassau County Ordinance No. 2021-24, which was filed in this office on November 1, 2021.

Sincerely,

Anya Owens
Program Administrator

AO/lb