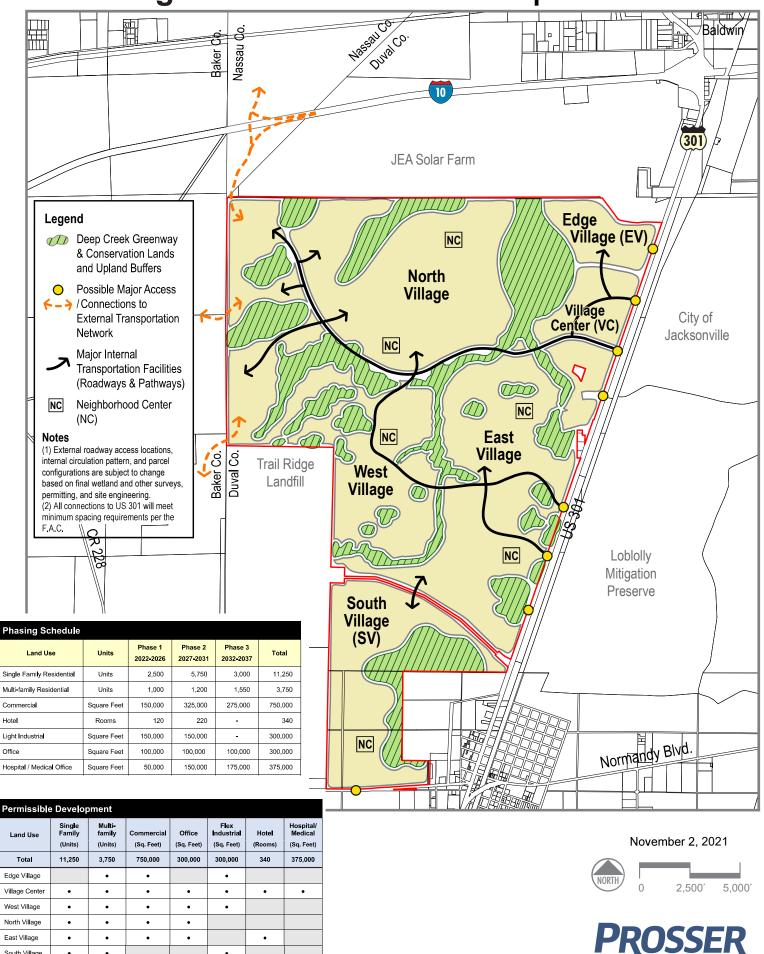
301 Villages

Conceptual Master Plan



Denotes and use is permissible within the village

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•

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South Village

Revised On¹¹F11e Page 1 of 154

Permissible	e Develop	oment					
Land Use	Single Family (Units)	Multi- family (Units)	Commercial (Sq. Feet)	Office (Sq. Feet)	Flex Industrial (Sq. Feet)	Hotel (Rooms)	Hospital/ Medical (Sq. Feet)
Total	11,250	3,750	750,000	300,000	300,000	340	375,000
Edge Village		•	•		•		
Village Center	•	•	•	•	•	•	•
West Village	•	•	•	•	•		
North Village	•	•	•	•			
East Village	•	•	•	•		•	
South Village	•	•			•		

• Denotes land use is permissible within the village

Phasing Schedule					
Land Use	Units	Phase 1 2022-2026	Phase 2 2027-2031	Phase 3 2032-2036	Total
Single Family Residential	Units	2,500	5,750	3,000	11,250
Multi-family Residential	Units	1,000	1,200	1,550	3,750
Commercial	Square Feet	150,000	325,000	275,000	750,000
Hotel	Rooms	120	220	-	340
Light Industrial	Square Feet	150,000	150,000	-	300,000
Office	Square Feet	100,000	100,000	100,000	300,000
Hospital / Medical Office	Square Feet	50,000	150,000	175,000	375,000

Notes:

(1) Unused development rights from a particular phase carry over into the subsequent phase until build-out.

(2) The Developer shall be permitted to convert between land uses based on the conversion table contained in the PUD-MU that allows for the exchange of land uses based upon trip generation for each land use.



Revised On File Page 2 of 154 The entire Property shall be subject to a PUD-MU district that will provide the land use controls for the distribution, location, densities, and intensities of permissible residential and non-residential development. Incremental development plans shall be submitted for individual portions of the 301 Villages in conjunction with corresponding construction plans. These plans must demonstrate consistency with the Conceptual Master Plan and compliance with all sections of the PUD-MU district subject to the City's PUD verification process.

In the event future development plans necessitate revising the Conceptual Master Plan, an amendment may be sought by the owner of the parcel which is the subject of the amendment but only with the written consent of the Master Developer of Record. Amendment to the adopted PUD-MU district may be accomplished through either an administrative modification, minor modification to the PUD, or by filing an application for rezoning as authorized by the PUD-MU or by Section 656.341 of the *Zoning Code*.

Conservation areas are shown as generalized areas on the Conceptual Master Plan and are subject to final design, road crossings, surveys and permitting. A key element of the Conceptual Master Plan is the preservation and enhancement of the Deep Creek Swamp and its tributaries. To protect water quality and preserve natural wetland functions, the Developer shall maintain a minimum fifteen (15) foot-wide upland buffer between developed areas contiguous to Category I and II Wetlands, except for those circumstances where an averaging of the buffer width, because of an unavoidable buffer reduction, achieves a greater overall upland buffer width.

The Developer shall provide a site within the Property to serve the water and sewer service needs of 301 Villages for potable water and wastewater. Centralized utilities for water and sewer service will be provided by a utility service system authorized by law. The projected water and wastewater demand are specified below. Prior to the commencement of Phase 1 development, the City shall amend its Water Supply Facilities Work Plan to identify phased facilities to provide water and wastewater service for 301 Villages.

		Non-Potable		
		Water		Total
	Potable Water	(Irrigation)	Total Water	Wastewater
	Demand	Demand	Demand	Generation
	(MGD)	(MGD)	(MGD)	(MGD)
Phase 1	0.937	0.547	1.483	1.013
Phases 1 & 2	2.787	1.742	4.529	3.053
Build-out	4.017	2.441	6.458	4.369

To create a mobility-friendly community, the project's transportation network will accommodate the intensity and density of development that is interconnected through a network of pedestrian amenities and roadway network. The plan seeks to reduce the travel distance necessary for day-to-day activities. The plan consists of Villages, and a larger mix-use Village Center. Each Village will have multiple residential neighborhoods connected to one or more Neighborhood Centers that will support the Villages. The Villages will be linked to the Village Center by roadways and a pedestrian system consisting of sidewalks and multi-purpose paths. The major parkways(s) from US 301 will access all the Villages as well as the Village Center. The parkways(s) will include a multi-purpose pathway on one side with an extensive street tree and landscape treatment.

Coordination will continue with the FDOT and the City pursuit to the letter dated July 7, 2021 (attached). The Applicant conducted a traffic impact assessment dated September 2, 2021 (attached) of the existing and expected roadway operating conditions of the immediately surrounding transportation network for the Conceptual Master Plan. The methodologies and assumptions were agreed upon by the City and FDOT.

Coordination will continue with the FFWCC pursuit to the letter dated January 21, 2021 (attached) providing technical assistance information in the design of the Conceptual Master Plan and for future project planning.



Revised On File Page 3 of 154

Traffic Monitoring Reports

The Master Developer, his successor or assigns, shall be responsible for preparing a Traffic Monitoring Report (the "TMR") for the entire Subject Property biennially (every two years) until build-out. The TMR shall be provided to the City of Jacksonville Planning and Development Department (the "PDD") and Florida Department of Transportation, District 2 Urban Office (the "FDOT"). The TMR shall assess the traffic generated by all development located within the Subject Property, not any individual portion or section.

The first TMR shall be commenced no later than twenty four (24) months from the commencement of Phase 1. All subsequent TMRs shall be due on March 1 biennially thereafter. The following information shall be included in each TMR:

- (i) A description of current development by land use, type, location, number of residential units, and amount of square footage of non-residential, together with the proposed construction schedule for the ensuing reporting period, including AM, PM and Daily trip generation, any applicable trip conversions and all corresponding maps.
- (ii) Traffic counts, turning movements, signal warrants and actual levels of service for the past twenty-four (24) months and projected for the ensuing 24 months, including AM and PM peak hour traffic volume estimates for all internal roads and intersection as well as the following external roads and intersections. Intersection Control Evaluation will be required for all connections of significant impact to the State roadway system. The TMR will distinguish between project-related traffic and total traffic volumes:

Road Segments:

- US 301 from Primary Entrance to Subject Property to Interstate 10
- US 301 from Primary Entrance to Subject Property to SR 228/Normandy Boulevard
- Interstate 10 from US 301 to SR 228/Fifth Street (in Macclenny)
- Interstate 10 from US 301 to SR 23 (First Coast Expressway)
- Interstate 10 from SR 23 (First Coast Expressway) to Chaffee Road
- Interstate 10 from Chaffee Road to Hammond Boulevard/Greenland Avenue
- Interstate 10 from Hammond Boulevard/Greenland Avenue to Interstate 295

Intersections:

- Project entrance(s) at US 301
- US 301 at Interstate 10 interchange

Note: Actual FDOT traffic counts will be used where possible. If actual FDOT counts are not available for a particular road or intersection, the Master Developer, his successors or assigns, will retain, at its expense, a traffic engineering firm to collect the necessary counts. FDOT seasonal adjustment factors will be used when adjusting traffic counts.

- (iii) Based upon the results of Section (ii), the TMR will identify new and/or improved roadways, traffic control devices, pedestrian facilities or other transportation facility improvements to be constructed or provided by Developer or governmental entity to accommodate the total existing and anticipated traffic demands. Roadway and/or intersection improvement options will be evaluated for consideration and discussed between FDOT, PDD and the Master Developer.
 - i. When a roadway/and or intersection improvement project has been identified for an "immediate need" (within the next TMR period) the Master Developer will prepare a



Revised On File Page 4 of 154 Participation Agreement for execution between the Master Developer, FDOT and the City, that defines: the scope of the proposed work, estimated cost, determination of proportionate impacts (pursuant to the most recent TMR), funding arrangements, and the timing of future improvements.

ii. Transportation improvements that are the responsibility of the Master Developer must be constructed/or funded by the time indicated in the subsequent TMR in order to obtain additional building permits from the City.

US 301 Villages Conversion Factor Table

								Created 1	10/7/2021
					Cor	nverting To			
	LUC	Description	Lt Industrial	SF Residential	Mid Apt/Condo	Hotel	Hospital	Gen Office	Commercial
	110	General Light Industrial	1.00000	0.39633	0.76051	0.45030	0.25872	0.21550	0.09240
5	210	Single Family Residential	2.52315	1.00000	1.91887	1.13617	0.65279	0.54373	0.23314
tin	= 221	Mid-Rise Apartment/Condo	1.31491	0.52114	1.00000	0.59210	0.34020	0.28336	0.12150
Vel	310	Hotel	2.22075	0.88015	1.68890	1.00000	0.57456	0.47856	0.20520
Converting	L 610	Hospital	3.86517	1.53188	2.93949	1.74048	1.00000	0.83293	0.35714
Ŭ	710	General Office	4.64045	1.83915	3.52909	2.08958	1.20058	1.00000	0.42878
	820	Shopping Center	10.82247	4.28928	8.23057	4.87333	2.80000	2.33220	1.00000

LUC	Land Use Type	Proposed	Units	Min	Max	Trip Rate
110	General Light Industrial	300,000	1000 SF GFA	0	600,000	0.29667
210	Single Family Residential	11,250	DU	5,625	11,250	0.74853
221	Mid-Rise Apartment/Condo	3,750	DU	1,875	3,750	0.39009
310	Hotel	340	Room	0	680	0.65882
610	Hospital	375,000	1000 SF GFA	0	750,000	1.14667
710	General Office	300,000	1000 SF GFA	150,000	600,000	1.37667
820	Shopping Center	750,000	1000 SF GLA	375,000	1,500,000	3.21067

Example:

To convert 50 Single Family Residential Dwelling Units to Shopping Center, multiply 50 * 0.23314 = 11,657 SF Check: (50*.74853)= 37 PHT (11.657*3.21067)= 37 PHT

Source: PM Peak Hour Rates and Equations, "Trip Generation", 11th Edition, ITE. Based on no ITE pass-by or internal capture reduction.

Note: After conversion, revise the Trip Generation calculation using ITE pass-by and internal capture reduction for the entire development.



Revised On File Page 5 of 154





Revised On File Page 6 of 154

Florida Fish and Wildlife Conservation Commission

Commissioners Rodney Barreto Chairman Coral Gables

Michael W. Sole Vice Chairman Tequesta

Steven Hudson Fort Lauderdale

Gary Lester Oxford

Gary Nicklaus Jupiter

Sonya Rood St. Augustine

Robert A. Spottswood Key West

Office of the Executive Director Eric Sutton Executive Director

Thomas H. Eason, Ph.D. Assistant Executive Director

Jennifer Fitzwater Chief of Staff

Division of Habitat and Species Conservation Melissa Tucker Director

(850) 488-3831 (850) 921-7793 FAX

Managing fish and wildlife resources for their longterm well-being and the benefit of people.

620 South Meridian Street Tallahassee, Florida 32399-1600 Voice: 850-488-4676

Hearing/speech-impaired: 800-955-8771 (T) 800 955-8770 (V)

MyFWC.com

January 21, 2021

Kristen Reed City of Jacksonville 214 North Hogan Street Edward Ball Building, Suite 300 Jacksonville, FL 32202 kreed@coj.net

Re: Duval-Jacksonville 20-16ESR (2020-598-E), Comprehensive Plan Amendment

Dear Ms. Reed:

Florida Fish and Wildlife Conservation Commission (FWC) staff reviewed the abovereferenced comprehensive plan amendment package and provides the following comments and recommendations for your consideration in accordance with Chapter 163.3184, Florida Statutes. While there are no objections to the amendment, the following technical assistance information is provided to assist the Department of Economic Opportunity, the County, and any applicants during the amendment review and future project planning.

Project Description

This amendment would result in a change to the Future Land Use Map of the City of Jacksonville Comprehensive Plan wherein approximately 7,002 acres of lands currently designated as Agriculture-1, Agriculture-2, and Agriculture-3 will be designated as Multi-Use. This amendment would allow for a planned mixed-use development consisting of 11,250 single family residences, 3,750 multi-family residences, 340 rooms of hotel/lodging, 750,000 square feet of commercial, 300,000 square feet of office, 300,000 square feet of light industrial, and 375,000 square feet of hospital. The project area is located west of and adjacent to US 301 and approximately 1.3 miles south of the US 301 and I-10 interchange. The dominant land covers on the site consist of coniferous plantation (3,573.7 acres), mixed hardwood coniferous swamps (1, 018.2 acres), hydric pine flatwoods (917.3 acres), improved pasture (386.5 acres), field crops (314.1 acres), and mixed wetland hardwoods (284.2 acres).

Potentially Affected Resources

A Listed Wildlife and Habitat Assessment Report (September 2020) by LG2 Environmental Solutions, Inc. was provided in support of the application. Following a review of online databases, general wildlife surveys were conducted on the project area on September 3-4, 2020, to assess the potential presence of listed and managed wildlife and their associated habitats. Field surveys confirmed the presence of the bald eagle (*Haliaeetus leucocephalus*) and Florida sandhill crane (*Antigone canadensis pratensis*, State Threatened [ST]) on-site. The potential for the following species was also addressed:



Revised On File Page 7 of 154

Kristen Reed Page 2 January 21, 2021	
	 Gopher tortoise (Gopherus polyphemus, ST), Florida sandhill crane (Antigone canadensis pratensis, ST), Black Creek crayfish (Procambarus pictus, ST) Eastern indigo snake (Drymarchon corais couperi, Federally Threatened [FT]) Frosted flatwoods salamander (Ambystoma cingulatum, FT) Red-cockaded woodpecker (Picoides borealis, Federally Endangered) Wood stork (Mycteria americana, FT) Rufa red knot (Calidris canutus rufa, FT)
	FWC staff conducted a geographic information system analysis of the project area which found that the project area is also located near, within, or adjacent to:
	 Potential habitat for state-listed species: Little blue heron (Egretta caerulea, ST) Tricolored heron (Egretta tricolor, ST)
	 Potential habitat for the Florida black bear (Ursus americanus floridanus – North Bear Management Unit)
	Comments and Recommendations
	Gopher Tortoise
	The project area has potential habitat for the gopher tortoise and FWC has issued approximately 40 gopher tortoise relocation permits within 2 miles of the project site. The applicant should refer to the FWC's Gopher Tortoise Permitting Guidelines (Revised July 2020) (http://www.mvfwc.com/license/wildlife/gopher-tortoise-permits/) for survey methodology and permitting guidance prior to any development activity. Specifically, the permitting guidelines include methods for avoiding impacts as well as options and state requirements for minimizing, mitigating, and permitting gopher tortoise permitting, please contact Eric Seckinger by phone at (850) 921-1029 or at Eric.Seckinger@MyFWC.com.
	Florida Sandhill Crane
	The applicant's consultants observed Florida sandhill cranes during the site assessment, which occurred outside of the nesting season. The improved pasture and field crops on- site may provide foraging habitat for Florida sandhill crane and the scrub-shrub wetlands and marshes on-site may provide potential nesting habitat for this species. FWC staff recommends that surveys for nesting Florida sandhill cranes be conducted prior to construction activities and during the December through August breeding season. If construction occurs over several years, it may be necessary to conduct surveys each year as Florida sandhill cranes do not nest in the same location every year. If active nests are identified on-site, the Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines recommend that the nest site be buffered by 400 feet to avoid disturbance by human activities. If nesting is discovered after construction has begun or



Revised On File Page 8 of 154

Kristen Reed Page 3 January 21, 2021

if maintaining the recommended buffer is not possible, the applicant can contact FWC staff identified below to discuss potential permitting needs. Additional information and guidance for conducting Florida sandhill crane surveys can be found in the Florida Sandhill Crane Species Conservation Measures and Permitting Guidelines (https://myfwc.com/media/11565/final-florida-sandhill-crane-species-guidelines-2016.pdf).

State-listed Wading Birds

The potential exists for wading bird nesting activity in the wetlands on the project site. FWC staff recommends that specific surveys be conducted for wading birds in potential nesting areas prior to the commencement of any clearing, grading, or filling activities. Surveys should be conducted during their breeding season, which extends from March through August. Additional information and guidance for conducting surveys can be found in the Species Conservation Measures and Permitting Guidelines for statethreatened wading birds (https://mvfwc.com/media/18634/threatenedwadingbirdsguidelines.pdf). If there is evidence of nesting during this period, FWC staff recommends that any wading bird nest sites be buffered by 100 meters (330 feet) to avoid disturbance by human activities. If nesting is discovered after site activities have begun, if the removal or trimming of trees with active nests is unavoidable, or if maintaining the recommended buffer is not possible, the applicant may contact the FWC staff identified below to discuss potential permitting alternatives.

This project may create or maintain appropriate habitat for wading birds on-site and the following guidelines may be used to help enhance this habitat within the development:

- Maintain vegetated visual buffers around nesting colonies and feeding areas to protect birds from human disturbance,
- Include islands with suitable nesting habitat when constructing new ponds,
- Leave shrubs around the edges of ponds to provide nesting and foraging habitat and for bank stabilization, and
- Minimize fertilizer, herbicide, and pesticide runoff into wetlands.

Black Creek Crayfish

Black Creek crayfish inhabit freshwater streams nearby in Duval and Clay Counties. Specifically, there have been 16 documented observations of the species within 5 miles of the project site and the species could also be found within Deep Creek, a stream that is present within the project area. The Black Creek crayfish requires perennial streams that have cool, highly oxygenated water, sufficient streamside vegetation for cover and food, and canopy to regulate water temperature. The presence of vegetation within and along creek banks as well as tree roots and submerged detritus are important shelter and food sources for the crayfish. This species is particularly susceptible to pollution, changes in water temperature, siltation, and other changes in water quality. FWC staff recommends dipnet surveying for Black Creek crayfish if construction activities have the potential to impact areas of suitable habitat within Deep Creek. If Deep Creek is found to have the Black Creek crayfish or suitable habitat, FWC staff recommends the applicant refer to the 2018 Species Conservation Measures and Permitting Guidelines for the Black Creek Crayfish (https://myfwc.com/media/11560/black-creek-crayfish-guidelines.pdf).



Revised On File Page 9 of 154

Kristen Reed Page 4 January 21, 2021

Florida Black Bear

The FWC has received 31 reports of human-bear conflicts within a 5-mile radius of the project site since 2002. Florida black bears are common in this area which is within the North Bear Management Unit identified in the 2019 Bear Management Plan. While black bears tend to shy away from people, they are adaptable and will take advantage of human-provided food sources. This includes sources that are currently available near this site, sources that may be available during construction, and sources available after construction, including unsecured garbage, pet food, and bird seed. Once bears become accustomed to finding food around people, their natural wariness is reduced to the point that there can be an increased risk to public safety or private property.

Proactive planning may help prevent or reduce future conflicts with bears. Site designs for larger developments should locate conservation areas along the borders of developed areas to avoid encouraging bears to forage within developed areas (http://mvfwc.com/wildlifehabitats/managed/bear/crossings/). If a homeowners' association or community covenants are planned, by-laws that would require residents to take measures to prevent attracting bears into the neighborhood are recommended. Sample by-law language used by other Florida communities is available at (http://mvfwc.com/wildlifehabitats/managed/bear/living/community-group/bylaw/).

During construction, construction sites should be kept clean, with refuse that might attract bears kept separate from construction debris and stored securely in bear-resistant containers or removed daily from the construction site before dark. Refuse that might attract bears includes all food and drink-related materials, as well as any items with strong scents like cleaning agents. Once the development is completed, residents should be provided with bear-resistant garbage cans as part of their regular waste service, and any larger waste storage containers should also be bear-resistant. Providing residents with information on how to avoid human-bear conflicts is also recommended. This information can include:

- Options for keeping garbage secure can include using bear-resistant garbage containers, modifying regular containers to be bear-resistant, or keeping containers secure in a garage or sturdy shed and then placing garbage on the curb the morning of pick-up rather than the night before (http://mvfwc.com/wildlifehabitats/managed/bear/living/attractants/);
- Removing bird and wildlife feeders, or modifying them to exclude bears (http://myfwc.com/wildlifehabitats/managed/bear/wildlife-feeders/);
- Using electric fencing to secure outdoor attractants like fruiting trees/shrubs, gardens, compost, and small livestock (https://myfwc.com/media/1886/electricfence.pdf);
- Proper composting in bear range (https://myfwc.com/media/1888/howtocompostinbearcountry.pdf);
- Keeping pets safe (https://myfwc.com/wildlifehabitats/wildlife/bear/living/protect-pets/); and
- Cleaning and securing barbeque grills.



Revised On File Page 10 of 154 Kristen Reed Page 5 January 21, 2021

Information should also include guidelines for how residents should respond to bears in the area, such as

- What to do if they encounter a bear, whether from a distance or at close range,
- How to keep pets and livestock safe in bear range, and
- When and how to contact the FWC regarding a bear issue.

FWC staff is available to assist with residential planning to incorporate the above features. Additional information about Florida black bears can be found on FWC's website at http://www.myfwc.com/wildlifehabitats/managed/bear.

Conceptual Master Plan

Based on discussions with the City of Jacksonville staff, the applicant will be required by the Comprehensive Plan to produce a conceptual master plan prior to the start of development. FWC staff provide technical assistance during development of master plans throughout Florida to avoid, minimize, or mitigate for any potential impacts to federally or state-listed species. Early coordination can also reduce the need for listed species permitting. To initiate coordination with FWC regarding the conceptual master plan, the applicant may submit a request to

ConservationPlanningServices@MyFWC.com.

Lakes and Ponds

Based on the type of development proposed within the application, the applicant will likely create or modify several lakes and ponds for stormwater management, to support conservation lands, or for resident use. The creation of these waterbodies could provide potential wildlife habitat as well as a recreational area for fishing and wildlife viewing. Ponds can be managed for both fish production and wildlife habitat, including wading birds and waterfowl. Pond construction at a 3:1 slope to two (2) feet below normal water levels and with the slope seeded and mulched to minimize erosion is ideal for wildlife use. The addition of native wetland plants along this gradual slope could provide a vegetated littoral fringe which could increase the habitat value of the site and possibly provide foraging or nesting areas for several wading bird species. Littoral fringe habitat may also provide spawning habitat for fish which would enhance future recreational fishing opportunities for the community. FWC staff recommend a commitment to longterm maintenance and development of a plan for managing exotic invasive plant species that can significantly degrade habitat values and impact ponds, wetlands and nearby natural areas. The Florida Wildlife Conservation Guide provides more information on this topic with suggested guidelines for construction and management of stormwater ponds (http://myfwc.com/conservation/you-conserve/recreation/pond-management/).

Federal Species

This site may also contain habitat suitable for the federally listed species identified above. FWC staff recommends that the applicant coordinates with the USFWS North Florida Ecological Services Office (ESO) as necessary for information regarding potential impacts to these species. The USFWS North Florida ESO can be contacted at (904) 731-3336 for additional information.



Revised On File Page 11 of 154 Kristen Reed Page 6 January 21, 2021

FWC staff appreciates the opportunity to review these projects and will continue to be available to assist throughout the permitting process. For specific technical questions regarding the content of this letter, please contact Sean Greene at (386) 406-0814 or by email at <u>Sean.Greene@MvFWC.com</u>. All other inquiries may be directed to <u>ConservationPlanningServices@MvFWC.com</u>.

Sincerely,

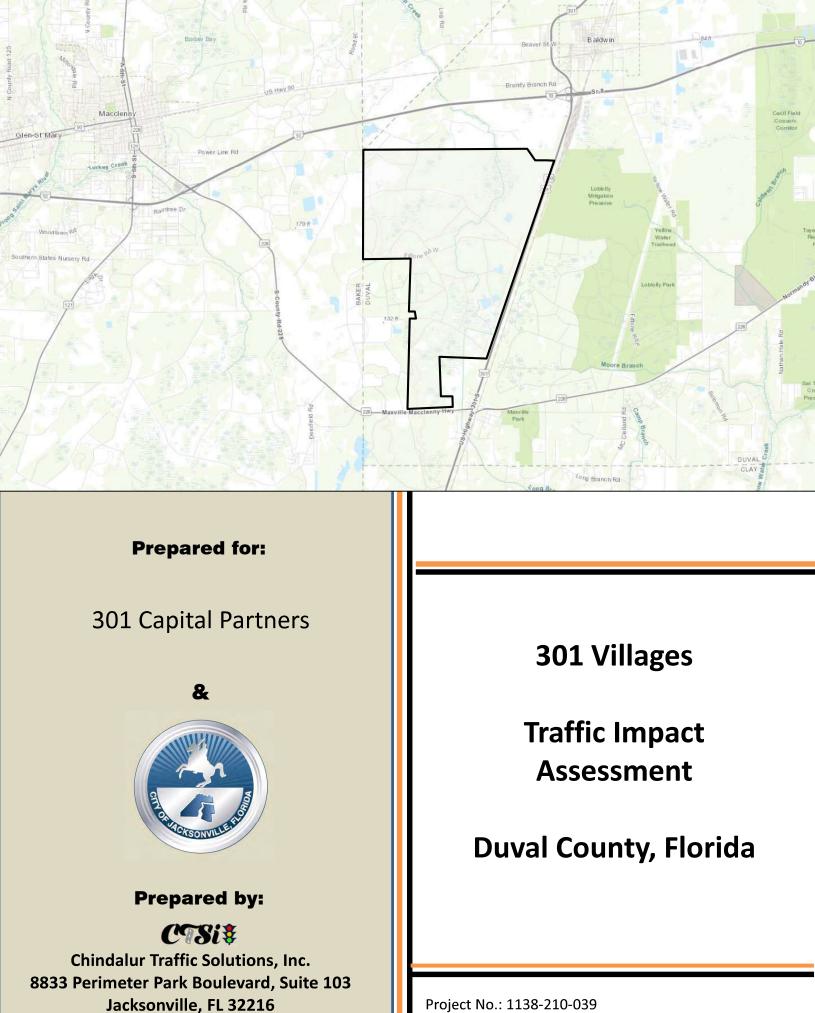
Jason Hight Land Use Planning Program Administrator Office of Conservation Planning Services

jh/spg Duval-Jacksonville 20-16ESR_43085_01212021

cc: Ray Eubanks, Florida Department of Economic Opportunity, DCPexternalagencycomments@deo.myflorida.com



Revised On File Page 12 of 154



904.619.3368

Date: 09/02/2021

Revised On File Page 13 of 154

	Table of Contents	
	Introduction	1
	Project Development Plan	1
	Study Area and Existing Conditions	2
	Trip Generation	2
	Future Background Traffic Volumes	3
	Project Traffic Distribution and Assignment	3 3
	Build-Out Conditions Roadway Segment Analysis	
	Operational Analysis Summary and Conclusions	4 5
	Figures	
Figure 01	Location Map	
Figure 02	Year 2026 Phase 01 Development – Project Traffic Distribution and Assignment	
Figure 03	Year 2031 Phase 02 Development - Project Traffic Distribution and Assignment	
Figure 04	Year 2037 Phase 03 Development - Project Traffic Distribution and Assignment	
	Tables	
Table 01	Development Quantities and Project Schedule	
Table 02	Study Area Roadway Segments and Existing Conditions	
Table 03	Phase 01 Year 2026 Trip Generation	
Table 04	Phase 02 Year 2031 (Cumulative) Trip Generation	
Table 05	Phase 03 Year 2037 (Cumulative) Trip Generation	
Table 06	Study Roadway Segments – Future Background Traffic Volumes (AADTS)	
Table 07 Table 08	Study Roadway Segments – Project Traffic Distribution and Daily Traffic Assignment Year 2026 Phase 01 Development – Roadway Segment Analysis	
Table 08	Year 2031 Phase 02 Development – Roadway Segment Analysis	
Table 10	Year 2037 Phase 03 Development – Roadway Segment Analysis	
Table 10 Table 11	Mobility Fee Calculations	
	Appendix	
Attachment A	301 Villages – Conceptual Site Plan (Source: Prosser, Inc.)	
Attachment B	Methodology Document	
Attachment C	FDOT Traffic Counts, LOS Summary Reports & Generalized Service Volume Tables	
Attachment D	Internal Capture Worksheets	
Attachment D1	Phase 01 Year 2026 Development Internal Capture Worksheets	
Attachment D2	Phase 02 Year 2031 Development Internal Capture Worksheets	
Attachment D3	Phase 03 Year 2037 Development Internal Capture Worksheets	
Attachment E	Socio-Economic Zdata Variables	
Attachment F	Travel Demand Model Plots	
Attachment F1	Year 2025 Travel Demand Model Plots	
Attachment F2	Year 2030 Travel Demand Model Plots	
Attachment F3 Attachment G	Year 2035 Travel Demand Model Plots	
	FDOT D2 Long Range Cost Feasible Plan FY 2029 - 2045	

Introduction:

A mixed-use development anticipated to include 11,250 single-family dwelling units, 3,750 multi-Family dwelling units, 750,000 SF commercial/retail, 340 rooms hotel, 300,000 SF light industrial, 300,000 SF office and 375,000 SF hospital/medical office uses is proposed for construction. The project will be built in three (3) phases. The proposed development will be located on the southwest quadrant of I-10 and US 301 interchange. Access to the proposed development will be provided via several driveways and roadways on US 301. **Figure 01** shows the location of the proposed development. A copy of the conceptual site plan provided by Prosser, Inc. is included as **Attachment A**.

The proposed development is seeking Concept Site Plan approved by the City of Jacksonville (COJ). A traffic study determining the project impacts on the roadway segments in the vicinity of the proposed development is required to be submitted to COJ for approvals. This traffic study is consistent with the methodology that was submitted to COJ and Florida Department of Transportation (FDOT) on 07/16/2021. A copy of the methodology is included as **Attachment B**.

Project Development Plan:

The proposed development is planned for construction in three (3) phases. **Table 02** shows a summary of the project phasing schedule.

Phase 01 development (2022 – 2026) is anticipated to include the following:

- 150,000 SF of General Light Industrial
- 2,500 Single-family Dwelling Units
- 1,000 Multi-family Dwelling Units
- 150,000 SF Commercial/Retail
- 100,000 SF Office
- 120 Rooms Hotel
- 50,000 SF Medical Office

Phase 02 (2027 – 2031) development is anticipated to include the following:

- 150,000 SF of General Light Industrial
- 5,750 Single-family Dwelling Units
- 1,200 Multi-family Dwelling Units
- 325,000 SF Commercial/Retail
- 100,000 SF Office
- 220 Rooms Hotel
- 150,000 SF Hospital/Medical Office

Phase 03 (2032 – 2037) development is anticipated to include the following:

- 3,000 Single-family Dwelling Units
- 1,550 Multi-family Dwelling Units
- 275,000 SF Commercial/Retail
- 100,000 SF Office
- 175,000 SF Medical Office

Study Area and Existing Conditions:

As discussed at the methodology meeting and included in the document, the study includes the following roadway segments.

- US 301 South of Normandy Boulevard
- US 301 Normandy Boulevard to I-10
- US 301 I-10 to Beaver Street
- Normandy Boulevard US 301 to CR 217
- Normandy Boulevard CR 217 to Yellow Water Road
- Normandy Boulevard Yellow Water Road to POW-MIA Memorial Parkway
- I-10 West of Baker County Line
- I-10 Baker County Line to Duval County Line
- I-10 Duval County Line to US 301
- I-10 US 301 to SR 23 (First Coast Expressway)
- I-10 SR 23 (First Coast Expressway) to Chaffee Road
- I-10 Chaffee Road to Hammond Boulevard
- I-10 Hammond Boulevard to I-295

The existing conditions details of the above stated study segments were obtained from the FDOT Traffic Counts Online Portal and FDOT D2 LOS Manual. **Table 02** summarizes the existing conditions for the above stated roadway segments. The FDOT D2 LOS Manual provides the roadway segments adopted LOS Standard and the peak hour Maximum Service Volumes (MSVs). The corresponding Daily MSVs were obtained from the FDOT Q-LOS Generalized Standard Volumes Tables. **Attachment C** includes copies of the traffic counts data obtained from the FDOT Traffic Counts Online Portal, FDOT D2 LOS Manual and the FDOT Q-LOS Generalized Standard Volumes Tables.

Trip Generation:

Daily, AM peak and PM peak trip generation for the proposed development under each of the development phases was estimated using the rates and equations included in the Trip Generation Manual 10th Edition, published by the Institute of Transportation Engineers.

Due to the mixed-use nature of the proposed development, internal capture trips were estimated

using the internal capture rates included in the Trip Generation Manual. Internal capture trips were estimated using the NCHRP Report 684 Internal Capture Estimator for mixed-use developments. Pass-by trips for the commercial development was estimated using the pass-by rates included in the Trip Generation Manual. ITE does not provide daily pass-by trip rates. Hence, the average rate of Mid-Day and PM peak pass-by trip rate was used to determine the daily pass-by trips.

Tables 03, 04 and 05 summarizes the Daily, AM Peak and PM Peak trip generation, internal capture and pass-by trips for each of the three (3) project development phases. **Attachment D** includes NCHRP 684 Internal Capture Worksheets.

Future Background Traffic Volumes:

The year 2026, 2031 and 2037 background conditions AADT were estimated using the year 2025, 2030, 2035 and 2040 AADT projections included in the FDOT D2 LOS Manual. **Table 06** summarizes the year 2026, 2031 and 2037 background conditions AADT and LOS on each of the study area roadway segments. Previously stated **Attachment C** includes the FDOT D2 LOS summary for each of the study area roadway segments.

Project Traffic Distribution and Assignment:

Project traffic distribution for the proposed development under each of the three (3) phases was determined by running the interim year 2025, year 2030 and year 2035 model sets of the NERPM_AB travel demand model developed as part of the Year 2045 Long Range Transportation Plan by the North Florida Transportation Planning Organization (NFTPO).

Each of the interim year model sets was verified to ensure the Trails Mixed Use development (on the southside of Normandy Boulevard and east of US 301) was included. Additionally, the proposed 301 Villages development under each of the development phases was included to the travel demand model. **Attachment E** includes the socio-economic variables data that were verified and included in each of the interim year 2025, year 2030 and year 2035 travel demand model sets.

Table 07 summarizes the project traffic distribution and daily traffic assignment on each of the study roadway segments under each of the three (3) project development phases. **Attachment F** includes copies of the travel demand model plots showing project traffic distribution each of the project development phases. The project traffic distribution for each of the development phases was multiplied by the daily net external trips for each of the project development phases estimated in previously stated **Tables 03**, **04** and **05** respectively. **Figures 02**, **03** and **04** summarize the project traffic distribution and daily traffic assignment on each of the study roadway segments.

Build-Out Conditions Roadway Segment Analysis:

Build-out conditions Roadway Segment Analysis includes the future year background traffic volumes and project traffic assignment on each of the study roadway segments under each of the three (3) development phases.

Table 08 summarizes the year 2026 Phase 01 development conditions roadway segments analysis. As summarized in this table, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of I-10 between US 301 to SR 23 (First Coast Expressway).

Table 09 summarizes the year 2031 Phase 02 development conditions roadway segments analysis.As summarized in this table, all of the study roadway segments are anticipated to operate underthe adopted level of service with the exception of the following roadway segments:

- US 301 301 Villages Project Entrances to I-10
- I-10 West of Baker County Line
- I-10 US 301 to SR 23 (First Coast Expressway)
- I-10 SR 23 (First Coast Expressway) to Chaffee Road
- I-10 Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 Hammond Boulevard/Greenland Avenue to I-295

Table 10 summarizes the year 2037 Phase 03 development conditions roadway segments analysis. As summarized in this table, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

- US 301 301 Villages Project Entrances to I-10
- I-10 West of Baker County Line
- I-10 US 301 to SR 23 (First Coast Expressway)
- I-10 SR 23 (First Coast Expressway) to Chaffee Road
- I-10 Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 Hammond Boulevard/Greenland Avenue to I-295

Please note that FDOT's Long Range Cost Feasible Plan (FY 2029 -2045) includes widening of I-10 between CR 125 and I-295 between the year 2040 and 2045. Attachment G includes a copy of the FDOT D2 Long Range Cost Feasible Plan FY – 2029 – 2045.

Please note that the development quantities used in this analysis is under the maximum development density worst-case scenario and the proposed development density may not be possible.

Table 11 shows potential mobility fee calculations for the proposed development. These feescould be potentially used to provide some of the impacted roadway segments.

Operational Analysis:

A detailed operational analysis at all the project access intersections on US 301 will be submitted to both FDOT and COJ at the time of 10-set review submittals.

Summary and Conclusions:

A mixed-use development anticipated to include 11,250 single-family dwelling units, 3,750 multi-Family dwelling units, 750,000 SF commercial/retail, 340 rooms hotel, 300,000 SF light industrial, 300,000 SF office and 375,000 SF hospital/medical office uses is proposed for construction. The project will be built in three (3) phases. The proposed development will be located on the southwest quadrant of I-10 and US 301 interchange. Access to the proposed development will be provided via several driveways and roadways on US 301.

The proposed development is seeking Concept Site Plan approved by the City of Jacksonville (COJ). A traffic study determining the project impacts on the roadway segments in the vicinity of the proposed development is required to be submitted to COJ for approvals.

The existing conditions details of the above stated study segments were obtained from the FDOT Traffic Counts Online Portal and FDOT D2 LOS Manual. The FDOT D2 LOS Manual provides the roadway segments adopted LOS Standard and the peak hour Maximum Service Volumes (MSVs). The corresponding Daily MSVs were obtained from the FDOT Q-LOS Generalized Standard Volumes Tables.

Daily, AM peak and PM peak trip generation, internal capture and pass-by trips for the proposed development under each of the development phases was estimated using the rates and equations included in the Trip Generation Manual 10th Edition, published by the Institute of Transportation Engineers.

The year 2026, 2031 and 2037 background conditions AADT were estimated using the year 2025, 2030, 2035 and 2040 AADT projections included in the FDOT D2 LOS Manual.

Project traffic distribution for the proposed development under each of the three (3) phases was determined by running the interim year 2025, year 2030 and year 2035 model sets of the NERPM_AB travel demand model developed as part of the Year 2045 Long Range Transportation Plan by the North Florida Transportation Planning Organization (NFTPO).

Build-out conditions Roadway Segment Analysis includes the future year background traffic volumes and project traffic assignment on each of the study roadway segments under each of the three (3) development phases.

Under the year 2026 Phase 01 development conditions, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of I-10 between US 301 to SR 23 (First Coast Expressway).

Under the year 2031 Phase 02 development conditions, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

- US 301 301 Villages Project Entrances to I-10
- I-10 West of Baker County Line
- I-10 US 301 to SR 23 (First Coast Expressway)
- I-10 SR 23 (First Coast Expressway) to Chaffee Road
- I-10 Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 Hammond Boulevard/Greenland Avenue to I-295

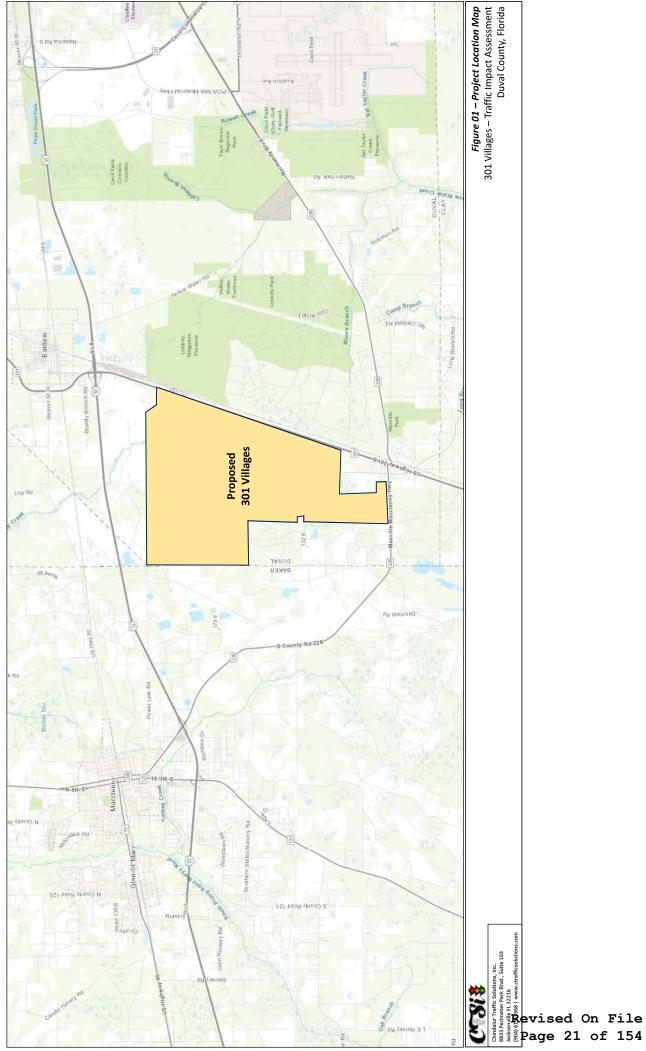
Under the year 2037 Phase 03 development conditions, all of the study roadway segments are anticipated to operate under the adopted level of service with the exception of the following roadway segments:

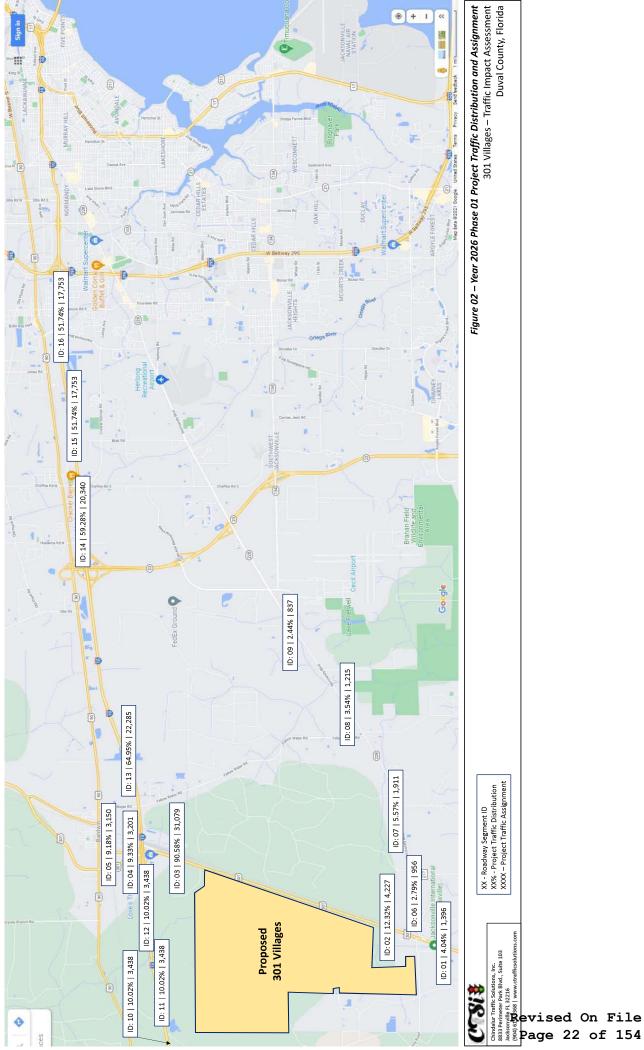
- US 301 301 Villages Project Entrances to I-10
- I-10 West of Baker County Line
- I-10 US 301 to SR 23 (First Coast Expressway)
- I-10 SR 23 (First Coast Expressway) to Chaffee Road
- I-10 Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295
- I-10 Hammond Boulevard/Greenland Avenue to I-295

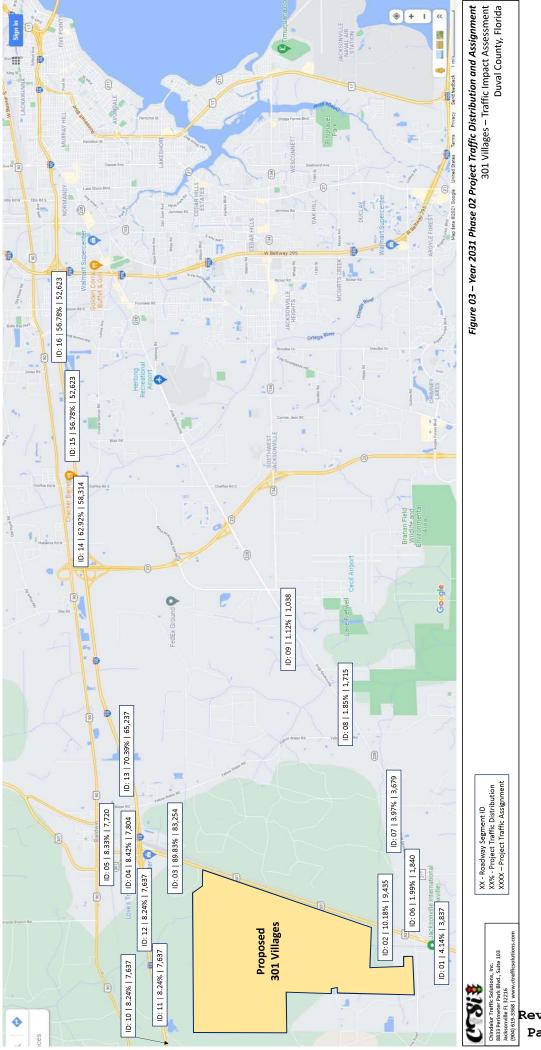
Please note that FDOT's Long Range Cost Feasible Plan (FY 2029 -2045) includes widening of I-10 between CR 125 and I-295 between the year 2040 and 2045.

Please note that the development quantities used in this analysis is under the maximum development density worst-case scenario and the proposed development density may not be possible.

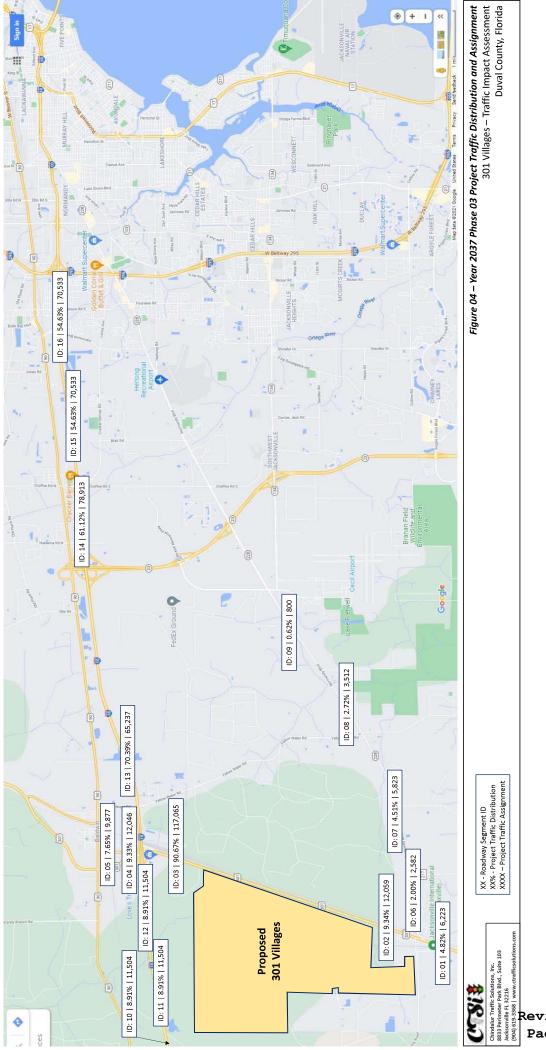
A detailed operational analysis at all the project access intersections on US 301 will be submitted to both FDOT and COJ at the time of 10-set review submittals.







Revised On File Page 23 of 154



Revised On File Page 24 of 154

Table 01 Project Phasing Schedule

301 Villages - Traffic Impact Assessment, Duval County, FL

Land Use	Units	Phase 01 2022-2026	Phase 2 2027-2031	Phase 3 2032-2037	Total
Single Family Residential	Dwelling Units	2,500	5,750	3,000	11,250
Multi-family Residential	Dwelling Units	1,000	1,200	1,550	3,750
Commercial	Square Feet	150,000	325,000	275,000	750,000
Hotel	Rooms	120	220	I	340
Light Industrial	Square Feet	150,000	150,000	I	300,000
Office	Square Feet	100,000	100,000	100,000	300,000
Hospital/Medical Office	Square Feet	50,000	150,000	175,000	375,000

Source: Attachment A - Site Plan

Table 02 Study Roadway Segments - Existing Conditions and Future Conditions 301 Villages - Traffic Impact Assessment

			Number of	Roadway	Area	FDOT Adopted	Adopted Peak	Adopted	2019	2020	2025	2030	2035	2040
Road ID	Roadway	Termini	Lanes	Classification	Type	LOS Standard	Hour MSV	Daily MSV	AADT	AADT	AADT	AADT	AADT	AADT
												x		
1	US 301	South of Normandy Boulevard	4	Highway	Urban	۵	5,960	66,200	19,800	21,500	22,104	24,024	25,945	27,865
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	۵	5,960	66,200	15,100	17,800	17,322	19,174	21,026	22,878
m	US 301	Project Entrance to I-10	4	Highway	Urban	D	5,960	66,200	15,100	17,800	17,322	19,174	21,026	22,878
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	۵	3,580	39,800	7,400	7,900	11,744	12,421	13,098	13,775
ъ	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	۵	3,580	39,800	8,300	8,200	9,276	10,458	11,639	12,821
9	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	۵	2,180	24,200	6,400	5,300	7,027	7,549	8,071	8,593
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	D	2,180	24,200	12,000	11,000	12,519	13,515	14,511	15,507
∞	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	۵	2,180	24,200	13,200	12,400	14,368	15,726	17,083	18,441
თ	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	۵	5,960	66,200	13,200	12,400	14,717	16,078	17,439	18,800
10	1-10	West of Baker County Line	4	Freeway	Rural	υ	5,040	48,000	38,000	35,000	40,189	42,085	43,980	45,876
11	1-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	U	5,780	59,000	38,000	35,000	40,280	42,180	44,080	45,980
12	1-10	Duval County Line to US 301	4	Freeway	Transitioning	υ	5,780	59,000	38,000	35,000	40,280	42,180	44,080	45,980
13	1-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	۵	6,800	83,200	56,000	52,500	60,378	64,148	67,918	71,689
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	9	Freeway	Urban	D	10,220	123,600	56,000	52,500	63,695	70,107	76,520	82,932
15	1-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	9	Freeway	Urban	۵	10,220	123,600	82,500	75,500	91,710	100,432	109,154	117,876
16	1-10	Hammond Boulevard/Greenland Avenue to I-295	9	Freeway	Urban	۵	10,220	123,600	102,000	95,500	104,204	105,093	105,982	106,871

Source: FDOT Traffic Counts Online Portal and FDOT D2 LOS Summary Reports (Attachment C)

Table 03 Trip Generation - Phase 01 301 Villages - Traffic Impact Assessment, Duval County, FL

ITE Land				Time	Rate or	Percent Traffic	raffic	Proj	Project Trips		Intern	Internal Capture		External	Pass-by	-by	Net E	Net External Trips	۵ ۵
Use Code	e Description	Quantity	Units	Period	Equation	Entering	Exiting	Total E	Entering Exiting	ing Total	l Entering	Exiting	Percent	Trips	Percentage	E Trips	Total	Entering	Exiting
110	General Light Industrial	150,000	SF	Daily	T = 3.79(X) + 57.96	50%	50%	626	313 3	313 -	•	'	0.00%	626	%0	•	626	313	313
210	Single Family Home Detatched	2,500	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	20,093	10,047 10,0	10,046 827	27 414	413	4.12%	19,266	%0	•	19,266	9,633	9,633
220	Multi-Family Residential (Townhomes)	1,000	Dwelling Units	Daily	T = 7.56(X) - 40.86	50%	50%	7,519	3,760 3,7	3,759 309	99 155	154	4.11%	7,210	%0	'	7,210	3,605	3,605
820	Commercial/Retail	150,000	SF	Daily	Ln(T) = 0.68 Ln(X) + 5.57	50%	50%	7,921	3,961 1,9	1,981 1,866	56 933	933	23.56%	6,055	30%	1,817	4,238	2,119	2,119
710	General Office	100,000	SF	Daily	T = 9.74 (X)	50%	50%	974	487 2	244 175		87	17.93%	299	%0	•	799	400	399
310	Hotel	120	Rooms	Daily	T = 11.29(X) - 426.97	50%	50%	928	464 2	232 185	35 93	92	19.90%	743	%0	•	743	372	371
720	Medical Office Building	50,000	SF	Daily	T = 38.42(X) - 87.62	50%	50%	1,833	917 4	459 404	202 202	202	22.06%	1,429	%0		1,429	715	714
	Total							39,894	19,949 17,034	034 3,766	56 1,885	1,881	9.44%	36,128		1,817	34,311	17,157	17,154
110	General Light Industrial	150,000	SF	AM Peak	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	60	53	- 2	•	'	0.00%	60	%0	•	60	53	7
210	Single Family Home Detatched	2,500	Dwelling Units	AM Peak	T = 0.71(X) + 4.80	25%	75%	1,780	445 1,3	1,335 2	27 9	18	1.54%	1,753	%0	•	1,753	438	1,315
220	Multi-Family Residential (Townhomes)	1,000	Dwelling Units	AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	425	98	327	7	5	1.53%	418	%0	•	418	96	322
820	Commercial/Retail	150,000	SF	AM Peak	T = 0.50(X) + 151.78	62%	38%	227	141	86 5	51 32	19	22.47%	176	26%	46	130	81	49
710	General Office	100,000	SF	AM Peak	T = 1.16 (X)	86%	14%	116	100		15 10	4	12.74%	101	%0	'	101	87	14
310	Hotel	120	Rooms	AM Peak	T = 0.50(X) - 5.34	59%	41%	55	32	23	- 6	6	16.36%	46	%0	•	46	27	19
720	Medical Office Building	50,000	SF	AM Peak	Ln(T) = 0.89 Ln(X) + 1.31	78%	22%	121	94		17 10	~	14.24%	104	%0	•	104	81	23
	Total							2,784	963 1,8	,821 12	126 63	63	4.53%	2,658		46	2,612	863	1,749
110	General Light Industrial	150,000	SF	PM Peak	PM Peak Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	49	9	43 -	•	•	0.00%	49	%0	•	49	9	43
210	Single Family Home Detatched	2,500	Dwelling Units	PM Peak	Ln(T) = 0.96 Ln(X) + 0.20	63%	37%	2,233	1,407 8	826 14	149 85	. 64	. 6.69%	2,084	%0	1	2,084	1,313	771
220	Multi-Family Residential (Townhomes)	1,000	Dwelling Units	PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	458	289 1	169 3	31 18	13	69.9%	427	%0	'	427	269	158
820	Commercial/Retail	150,000	SF	PM Peak	Ln(T) = 0.74 Ln(X) + 2.89	48%	52%	734	352 3	382 18	181 68	113	24.66%	553	34%	188	365	175	190
710	General Office	100,000	SF	PM Peak	T = 1.15 (X)	16%	84%	115	18	97 2	27 13	14	23.12%	88	%0	,	88	14	74
310	Hotel	120	Rooms	PM Peak	T = 0.75(X) - 26.02	51%	49%	64	33		15 10	-	23.44%	49	%0	•	49	25	24
720	Medical Office Building	50,000	SF	PM Peak	T = 3.39(X) + 2.02	28%	72%	172	48 1	124 5	51 33	18	29.89%	121	%0	-	121	34	87
	Total							3,825	2,153 1,6	1,672 45	454 227	227	11.87%	3,371		188	3,183	1,836	1,347

Mid-Day Peak Pass-by for Commercial PM Peak Pass-by for Commercial Daily Pass-by for Commercial Daily Pass-by for Commercial Sources: Trip Generation Manual, Joth Edition, ITE Internal Capture Calculations - Attachment C

26% 34% 30%

Table 04 Trip Generation - Phase 02 (Cumulative) 301 Villages - Traffic Impact Assessment, Duval County, FL

ITE Land				Time	Rate or	Percent	Percent Traffic	Pr	Project Trips			Internal Capture	apture		External	Pass-bv	~	Net Ex	Net External Trips	
Use Code	le Description	Quantity	Units	Period	Equation	Entering	Exiting	Total	Entering	Exiting	Total	Entering	Exiting	Percent	-	Percentage	Trips	Total E	Entering	Exiting
110	General Light Industrial	300,000	SF	Daily	T = 3.79(X) + 57.96	50%	50%	1,195	598	597				0.00%	1,195	%0		1,195	598	597
210	Single Family Home Detatched	8,250	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	60,266	30,133	30,133	1,965	983	982	3.26%	58,301	%0	,	58,301	29,151	29,150
220	Multi-Family Residential (Townhomes)	2,200		Daily	T = 7.56(X) - 40.86	50%	50%	16,591	8,296	8,295	541	271	270	3.26%	16,050	%0		16,050	8,025	8,025
820	Commercial/Retail	475,000		Daily	Ln(T) = 0.68 Ln(X) + 5.57	50%	50%	17,345	8,673	4,337	5,056	2,528	2,528	29.15%	12,289	30%	3,687	8,602	4,301	4,301
710	General Office	200,000	SF	Daily	T = 9.74 (X)	50%	50%	1,948	974	487	360	180	180	18.48%	1,588	%0	,	1,588	794	794
310	Hotel	340	Rooms	Daily	T = 11.29(X) - 426.97	50%	50%	3,412	1,706	853	628	314	314	18.41%	2,784	%0		2,784	1,392	1,392
720	Medical Office Building	50,000	SF	Daily	T = 38.42(X) - 87.62	50%	50%	1,833	917	459	410	205	205	22.35%	1,423	%0		1,423	712	711
610	Hospital	150,000		Daily	T = 5.88(X) + 2723.70	50%	50%	3,616	1,808	904	880	440	440	24.34%	2,736	%0		2,736	1,368	1,368
	Total							106,206	53,105	46,065	9,840	4,921	4,919	9.27%	96,366		3,687	92,679	46,341	46,338
110	General Light Industrial	300,000	SF	AM Peak	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	101		12	,			0.00%	101	%0		101	89	12
210	Single Family Home Detatched	8,250	Dwelling Units	AM Peak	T = 0.71(X) + 4.80	25%	75%	5,862		4,396	99	18	48	1.12%	5,796	%0		5,796	1,449	4,347
220	Multi-Family Residential (Townhomes)	2,200	Dwelling Units	AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	868		692	10	m	7	1.12%	889	%0	,	889	204	685
820	Commercial/Retail	475,000	SF	AM Peak	T = 0.50(X) + 151.78	62%	38%	389		148	128	89	39	32.90%	261	26%	68	193	120	73
710	General Office	200,000	SF	AM Peak	T = 1.16 (X)	86%	14%	232	200	32	29	20	6	12.60%	203	%0	,	203	174	29
310	Hotel	340	Rooms	AM Peak	T = 0.50(X) - 5.34	59%	41%	165		68	24		24	14.55%	141	%0	,	141	83	58
720	Medical Office Building	50,000	SF	AM Peak	Ln(T) = 0.89 Ln(X) + 1.31	78%	22%	121		27	17	10	80	14.13%	104	%0		104	81	23
610	Hospital	150,000	SF	AM Peak	T = 0.74(X) + 126.36	68%	32%	237		76	38	16	21	15.89%	199	%0	,	199	136	63
	Total							8,006	2,555	5,451	312	156	156	3.90%	7,694		68	7,626	2,336	5,290
110	General Light Industrial	300,000	SF	PM Peak	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	62	10	69				0.00%	79	%0	,	79	10	69
210	Single Family Home Detatched	8,250	Dwelling Units	PM Peak	Ln(T) = 0.96	63%	37%	7,025	4,426	2,599	379	214	165	5.40%	6,646	%0		6,646	4,187	2,459
220	Multi-Family Residential (Townhomes)	2,200	Dwelling Units	PM Peak	Ln(T) = 0.89	63%	37%	925	583	342	50	28	22	5.40%	875	%0	1	875	551	324
820	Commercial/Retail	475,000		PM Peak	Ln(T) = 0.74 Ln(X) + 2.89	48%	52%	1,721	826	895	437	166	271	25.39%	1,284	34%	437	847	407	440
710	General Office	200,000	SF	PM Peak	T = 1.15 (X)	16%	84%	230	37	193	56	25	31	24.36%	174	%0	1	174	28	146
310	Hotel	340	Rooms	PM Peak	T = 0.75(X) - 26.02	51%	49%	229	117	112	51	34	17	22.27%	178	%0		178	91	87
720	Medical Office Building	50,000	SF	PM Peak	T = 3.39(X) + 2.02	28%	72%	172	48	124	53	33	20	30.56%	119	%0	,	119	33	86
610	Hospital	150,000	SF	PM Peak	T = 0.84(X) + 100.56	32%	68%	227	73	154	74	50	25	32.78%	153	0%		153	49	104
	Total							10,608	6,120	4,488	1,100	550	550	10.37%	9,508		437	9,071	5,356	3,715
	- - - - -																			
Mid-Day	Mid-Day Peak Pass-by for Commercial	26%																		
PM Peak	PM Peak Pass-by for Commercial	34%																		
Daily Pas	Daily Pass-by for Commercial	30%																		

Mid-Day Peak Pass-by for Commercial PM Peak Pass-by for Commercial programmer for Commercial Source: Trip Generation Manuel, 10th Edition, ITE Internal Capture Calculations - Attachment C

Chindalur Traffic Solutions, Inc.

Table 05 Trip Generation - Phase 03 (Cumulative) 301 Villages - Traffic Impact Assessment, Duval County, FL

	ITE Land	-			Time	Rate or	Percent Traffic	Traffic	Pre	Project Trips			Internal Capture	Capture		External	ä	Pass-by	~	Net External Trips	rips
	Use Code		Quantity	Units	Period	Equation	Entering	Exiting		Entering	Exiting	Total	Entering	Exiting	Percent	Trips	Percenta		Total	Entering	Exiting
	110	General Light Industrial	300,000	SF	Daily	T = 3.79(X) + 57.96	50%	50%	1,195	598	597				0.00%	1,195	%0		1,195	598	597
	210	Single Family Home Detatched	11,250	Dwelling Units	Daily	Ln(T) = 0.92 Ln(X) + 2.71	50%	50%	80,168	40,084	40,084	2,703	1,352	1,351	3.37%	77,465	%0	'	77,465	38,733	38,73
	220	Multi-Family Residential (Townhomes)	3,750	Dwelling Units	Daily	T = 7.56(X) - 40.86	50%	50%	28,309	14,155	14,154	954	477	477	3.37%	27,355	%0	'	27,355	13,678	13,67
Hole Tende 300 SF Daily T=123(0) 50% S0% 321 1/6 TS TS<	820	Commercial/Retail	750,000	SF	Daily	Ln(T) = 0.68 Ln(X) + 5.57	50%	50%	23,663	11,832	5,916	6,950	3,475	3,475	29.37%	16,713	30%	5,01		5,850	5,84
	710	General Office	300,000	SF	Daily	T = 9.74 (X)	50%	50%	2,922	1,461	731	513	257	256	17.56%	2,409	%0	1		1,205	1,204
Medial (line building 100.00 SF Duily T = 88.4(3), 37.72 S/S	310	Hotel	340	Rooms	Daily	T = 11.29(X) - 426.97	50%	50%	3,412	1,706	853	708	354	354	20.75%	2,704	%0		2,704	1,352	1,35
Obsplati 27500 57 Daily $T = 5.80$ 233 13774 2323 1007 2334 0.823 3334 0.823 3334 0.823 2334 0.813 0.928	720	Medical Office Building	100,000	SF	Daily		50%	50%	3,754	1,877	939	804	402	402	21.40%	2,950	%0		2,950	1,475	1,475
	610	Hospital	275,000	SF	Daily		50%	50%	4,351	2,176	1,088	1,017	509	508	23.38%	3,334	%0	'	3,334	1,667	1,667
		Total							147,774	73,889	64,362	13,649	6,826	6,823	9.24%	134,125		5,01		64,558	64,553
General dight industrial General dight industrial300.000SFM Peak I (T) = 0.3 (T)(Y) + 3025%12%12-1-10.00%11%1000%-7101Moreia0.0000SFM PeakT = 0.50(N - 5.3453%33%5373414431144431131433%33232324100%7996-7134MoreiaMitelentificMitelentificMitelentific11.560%333323241023252325232325232523252326360%7336 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																					
Single family Home Detartined 11.250 Dwelling Units AM Peak $T = 0.71(N + 400)$ 25% 7.992 1.986 2.94 65 1.11% 7.903 0.8 . 7.903 1 Commit-family Home Detartined 3.750 Dwelling Units AM Peak $T = 0.50(N + 15.1.78)$ 2.83 3.33 5.91 1.11% 1.476 0% . 1.475 0% . 1.447 0% <td< td=""><td>110</td><td>General Light Industrial</td><td>300,000</td><td>SF</td><td>AM Peak</td><td>Ln(T) = 0.74 Ln(X) + 0.39</td><td>88%</td><td>12%</td><td>101</td><td>89</td><td>12</td><td></td><td>,</td><td>•</td><td>0.00%</td><td>101</td><td></td><td>•</td><td>101</td><td></td><td></td></td<>	110	General Light Industrial	300,000	SF	AM Peak	Ln(T) = 0.74 Ln(X) + 0.39	88%	12%	101	89	12		,	•	0.00%	101		•	101		
	210	Single Family Home Detatched	11,250	Dwelling Units	AM Peak	T = 0.71(X) + 4.80	25%	75%	7,992	1,998	5,994	89	24	65	1.11%	7,903			7,903	-	
	220	Multi-Family Residential (Townhomes)	3,750	Dwelling Units	AM Peak	Ln(T) = 0.95 Ln(X) - 0.51	23%	77%	1,492	343	1,149	16	4	12	1.11%	1,476		'	1,476		
	820	Commercial/Retail	750,000	SF	AM Peak	T = 0.50(X) + 151.78	62%	38%	527	327	200	179	123	56	33.97%	348		6			98
Hotel T= 0.50(N) 5.40 R/M Peak T= 0.50(N) 5.34 13 N 7 % 13 N 7 % 134 0 % - 134 0 % - 134 0 % - 134 0 % - 134 0 % - 134 0 % - 134 0 % - 134 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % - 133 0 % 0 % - 133 0 % - 133 0 % 0 % - 134 133 0 % 0 % - 134 133 0 % - 134 133 0 % - 133	710	General Office	300,000	SF	AM Peak	T = 1.16 (X)	86%	14%	348	299	49	44	30	14	12.56%	304		'	304		
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	310	Hotel	340	Rooms	AM Peak	T = 0.50(X) - 5.34	59%	41%	165	97	68	31	1	31	18.79%	134		'	134		
Hospital 275,000 SF AM Peak $T=0.74(\Lambda)+126.36$ 68% 32,8 11,78 35,21 7,627 42 21 30 15.7% 7.78 0% - 238 10,736 - 238 10,736 - 238 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 10,736 - 20 20% - 20 20% 20 20% <t< td=""><td>720</td><td>Medical Office Building</td><td>100,000</td><td>SF</td><td>AM Peak</td><td>Ln(T) = 0.89 Ln(X) + 1.31</td><td>78%</td><td>22%</td><td>223</td><td>174</td><td>49</td><td>31</td><td>17</td><td>14</td><td>13.98%</td><td>192</td><td></td><td>'</td><td>192</td><td></td><td></td></t<>	720	Medical Office Building	100,000	SF	AM Peak	Ln(T) = 0.89 Ln(X) + 1.31	78%	22%	223	174	49	31	17	14	13.98%	192		'	192		
Image: legit differential I	610	Hospital	275,000	SF	AM Peak	T = 0.74(X) + 126.36	68%	32%	330	224	106	52	22	30	15.79%	278		'	278		
		Total							11,178	3,551	7,627	442	221	221	3.95%	10,736		6		3,244	7,402
Single Family Home Detarched 11,250 Dwelling Units PM Peak Lu(T) = 0.61 L(X) + 0.20 63% 37% 9462 5,61 5,31 5,64% 8,929 0% - 8,929 Mutri-family Residential Townhomes) $3,750$ Dwelling Units PM Peak Lu(T) = 0.06 L(X) + 0.20 63% 37% 9442 5,501 5,31 5,64% 8,929 0% - 8,929 Commercial/Team/Presidential Townhomes) 3,750 Dwelling Units PM Peak L(T) = 0.04 L(X) + 0.20 63% 244 1,159 1,255 83 27 41 1,199 Commercial/Retail 300,000 5F PM Peak T = 1.15 (X) 16% 84% 345 55 239 74 12 256 267 277 1719 General Office 300,000 5F PM Peak T = 1.15 (X) 16% 346 56 27 267 267 267 267 267 267 267 267 267 267 267 267	110	General Light Industrial	300,000	SF	PM Peak	Ln(T) = 0.69 Ln(X) + 0.43	13%	87%	62	10	69				0.00%	79			79	10	
$ \begin{array}{ c c c c c c c c c c c c c c c c c c c$	210	Single Family Home Detatched	11,250	Dwelling Units	PM Peak	Ln(T) = 0.96 Ln(X) + 0.20	63%	37%	9,462	5,961	3,501	533	295	239	5.64%	8,929			8,929		m
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $	220	Multi-Family Residential (Townhomes)	3,750	Dwelling Units	PM Peak	Ln(T) = 0.89 Ln(X) - 0.02	63%	37%	1,487	937	550	84	46	37	5.64%	1,403		'	1,403		
	820	Commercial/Retail	750,000	SF	PM Peak	Ln(T) = 0.74 Ln(X) + 2.89		52%	2,414	1,159	1,255	598	227	371	24.77%	1,816		61			62
Hotel 340 Rooms PM Peak T = 0.75(N) - 26.02 51% 49% 229 117 112 52 34 18 22.71% 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 177 0% - 127 0% - 127 0% - 127 0% - 127 0% - 127 0% - 127 0% - 127 0% - 127 0% - 127 127 127 127 128 127 127 128 127 127 128 127 128 127 127 128 127 128 127 <td>710</td> <td>General Office</td> <td>300,000</td> <td>SF</td> <td>PM Peak</td> <td>T = 1.15 (X)</td> <td></td> <td>84%</td> <td>345</td> <td>55</td> <td>290</td> <td>78</td> <td>37</td> <td>41</td> <td>22.56%</td> <td>267</td> <td></td> <td>'</td> <td>267</td> <td></td> <td>22</td>	710	General Office	300,000	SF	PM Peak	T = 1.15 (X)		84%	345	55	290	78	37	41	22.56%	267		'	267		22
Medical Office Building 100,000 SF PM Peak T = 339(N + 2.02 2.8% 7.2% 3.41 95 2.46 0.8 6.3 2.3 2.8.3% 2.43 0% - 2.43 Hospital 275,000 SF PM Peak T = 0.84(N) + 100:56 32% 6.8% 332 106 5.26 103 7.1 32 30.9% 2.29 0% - 2.25 107 2.23 6.47 1.26 103 7.1 32 30.9% 2.29 0% 1.255 7.1 2.255 7.6 10.2% 7.3 1.27.36 6.17 1.256 7.1 1.25.36 7.1 1.27.36 5.16 1.2 1.21 2.1 2.23 0% - 2.25.6 7.1 1.22.37 7.1 1.22.37 7.1 1.22.37 1.23 1.23 2.31 3.1 2.32 3.09 6.17 1.25.56 7.3 5.13 7.1 1.23 7.1 1.23 7.1 1.23 7.1 </td <td>310</td> <td>Hotel</td> <td>340</td> <td>Rooms</td> <td>PM Peak</td> <td>T = 0.75(X) - 26.02</td> <td></td> <td>49%</td> <td>229</td> <td>117</td> <td>112</td> <td>52</td> <td>34</td> <td>18</td> <td>22.71%</td> <td>177</td> <td></td> <td>'</td> <td>177</td> <td></td> <td>80</td>	310	Hotel	340	Rooms	PM Peak	T = 0.75(X) - 26.02		49%	229	117	112	52	34	18	22.71%	177		'	177		80
Hospital 275,000 SF PM Peak T = 0.84(X) + 100.56 32% 6.8% 332 106 226 103 71 32 30.97% 229 0% - 229 Interview Inter	720	Medical Office Building	100,000	SF	PM Peak	T = 3.39(X) + 2.02		72%	341	95	246	98	63	35	28.83%	243		'	243		175
14,689 8,440 6,249 1,546 773 10.52% 13,143 617 12,526	610	Hospital	275,000	SF	PM Peak		32%	68%	332	106	226	103	71	32	30.97%	229			229	73	15
		Total							14,689	8,440	6,249	1,546	773	773	10.52%	13,143		61		7,369	5,157

Mid-Day Peak Pass-by for Commercial PM Peak Pass-by for Commercial Daily Pass-by for Commercial Commercial Source: Trip Generation Manual, 10th Edition, ITE Internal Capture Calculations - Attachment C

26% 34% 30%

Chindalur Traffic Solutions, Inc.

Table 06 Study Roadway Segments - Future Background Traffic Volumes 301 Villages - Traffic Impact Assessment

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			Number of	Roadway	Area	FDOT Adopted	Adopted	Year 2026	Year 2026	Year 2031	Year 2031	Year 2037	Year 2037
Road ID	D Roadway	Termini	Lanes	Classification	Type	LOS Standard	Daily MSV	Background AADT	Background LOS	Background AADT	Background LOS	Background AADT	Background LOS
	US 301	South of Normandy Boulevard	4	Highway	Urban	٥	66,200	22,488	8	24,408	8	26,713	8
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	۵	66,200	17,692	В	19,544	в	21,767	в
m	US 301	Project Entrance to I-10	4	Highway	Urban	۵	66,200	17,692	В	19,544	в	21,767	8
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	39,800	11,879	U	12,556	U	13,369	U
ъ	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	39,800	9,512	U	10,694	U	12,112	υ
9	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	۵	24,200	7,131	в	7,653	в	8,280	в
~	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	۵	24,200	12,718	U	13,714	υ	14,909	U
∞	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	۵	24,200	14,640	υ	15,997	υ	17,626	υ
6	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	D	66,200	14,989	8	16,350	в	17,983	в
10	1-10	West of Baker County Line	4	Freeway	Rural	υ	48,000	40,568	U	42,464	υ	44,738	υ
11	1-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	U	59,000	40,660	в	42,560	8	44,840	в
12	1-10	Duval County Line to US 301	4	Freeway	Transitioning	U	59,000	40,660	8	42,560	8	44,840	8
13	1-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	۵	83,200	61,132	U	64,902	U	69,426	U
14	1-10	SR 23 (First Coast Expressway) to Chaffee Road	9	Freeway	Urban	۵	123,600	64,977	В	71,390	U	79,085	υ
15	1-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	9	Freeway	Urban	۵	123,600	93,454	U	102,176	۵	112,643	۵
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	9	Freeway	Urban	D	123,600	104,382	D	105,271	D	106,338	D

Source: Table 02 Part 2025 Table Volumes interpolated from Year 2025 and Year 2039 AADT Year 2031 Traffic Volumes interpolated from Year 2030 and Year 2035 AADT Year 2031 Traffic Volumes interpolated from Year 2035 and Year 2040 AADT

Table 07	Study Roadway Segments - Project Traffic Distribution and Daily Traffic Assignment	301 Villages - Traffic Impact Assessment
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			A	в	U	34,311	92,679	129,111
			Projec	Project Traffic Distribution	bution	Dail	Daily Project Traffic Assignment	nent
Road ID	Roadway	Termini	2025	2030	2035	Phase 01 Year 2026	Phase 02 Year 2031	Phase 03 Year 2037
						A * 34,311	B * 92,679	C * 129,111
1	US 301	South of Normandy Boulevard	4.07%	4.14%	4.82%	1,396	3,837	6,223
2	US 301	Normandy Boulevard to Project Entrance	12.32%	10.18%	9.34%	4,227	9,435	12,059
m	US 301	Project Entrance to I-10	90.58%	89.83%	90.67%	31,079	83,254	117,065
4	US 301	I-10 to City Limit of Baldwin	9.33%	8.42%	9.33%	3,201	7,804	12,046
2	US 301	City Limit of Baldwin to Beaver Street	9.18%	8.33%	7.65%	3,150	7,720	9,877
9	Normandy Boulevard	US 301 Ramp	2.79%	1.99%	2.00%	926	1,840	2,582
7	Normandy Boulevard	US 301 Ramp to McClelland Road	5.57%	3.97%	4.51%	1,911	3,679	5,823
∞	Normandy Boulevard	McClelland Road to Jax Equestrian Center	3.54%	1.85%	2.72%	1,215	1,715	3,512
6	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	2.44%	1.12%	0.62%	837	1,038	800
10	1-10	West of Baker County Line	10.02%	8.24%	8.91%	3,438	7,637	11,504
11	I-10	Baker County Line to Duval County Line	10.02%	8.24%	8.91%	3,438	7,637	11,504
12	1-10	Duval County Line to US 301	10.02%	8.24%	8.91%	3,438	7,637	11,504
13	1-10	US 301 to SR 23 (First Coast Expressway)	64.95%	70.39%	69.70%	22,285	65,237	066'68
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	59.28%	62.92%	61.12%	20,340	58,314	78,913
15	1-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	51.74%	56.78%	54.63%	17,753	52,623	70,533
16	1-10	Hammond Boulevard/Greenland Avenue to I-295	51.74%	56.78%	54.63%	17,753	52,623	70,533

Source: Attachment F and Tables 03, 04 and 05

	dway Seg
	- Roa
	Development
Table 08	Phase 01

rnase u1 Development - Roadway Segment Analysis 301 Villages - Traffic Impact Assessment

And A between A bet									A		в	U	٥	
RoadwayImageImageLossLans				Number of	Roadway	Area	FDOT Adopted	Adopted	Year 2026	Year 2026	Year 2026 Project	Year 2026 Project	Year 2026 Phase 01	Year 2026 Phase 01
Image <th< th=""><th>Road ID</th><th></th><th>Termini</th><th>Lanes</th><th>Classification</th><th>Type</th><th>LOS Standard</th><th>Daily MSV</th><th>Background AADT</th><th>Background LOS</th><th>Traffic Distribution</th><th>Traffic Assignment</th><th>Total Traffic AADT</th><th>Total Traffic LOS</th></th<>	Road ID		Termini	Lanes	Classification	Type	LOS Standard	Daily MSV	Background AADT	Background LOS	Traffic Distribution	Traffic Assignment	Total Traffic AADT	Total Traffic LOS
U3 301South of Normandy BoulevardNormandy BoulevardUthanDD66,20022,438B407%1,3961,396U3 301Pointertine ore-interneous (interneous)A HighwayUrbanDD66,20017,692B12,32%4,227U3 301Pointertine ore-interneous)A HighwayUrbanDG6,20017,692B12,32%4,227U3 301Pointertine ore-interneous)A HighwayUrbanDG6,20011,879C9,33%3,201U3 301I-10 to City limit of BaldwinBalewer StreetA ArterialUrbanD33,80011,879C9,33%3,201U3 301U10 city limit of BaldwinUrbanD24,20011,879C9,33%3,109Normandy BoulevardU5 301 Ramp to MCClelland RoadLHighwayUrbanD24,20011,879C9,33%3,130Normandy BoulevardU5 301 Ramp to MCClelland RoadLHighwayUrbanD24,20011,879C9,33%3,213Normandy BoulevardUs 301 Ramp to MCClelland RoadLHighwayUrbanD24,20011,879C9,33%3,213Normandy BoulevardUs 301 Ramp to MCClelland RoadLHighwayUrbanD24,20012,718C9,33%3,213Normandy BoulevardJas Grater to PNW-IMA Menoral PlwyUrbanD24,20014,640C12,45%3,238Nor								Table 02	Table 02		Table 07	B * 34.311	A+C	
US Normandy Bolevad to Project Entrance 4 Highway Unban D 66.200 1.762 B 12.32% 4.27 US 301 Project Entrance to 1.0 1 Highway Urban D 66.200 1.762 B 90.58% 31.07 US 301 Hoto City Innir of Balwin Highway Urban D 5.70 31.07 3.201 US 301 Hoto City Innir of Balwin Event Urban D 3.900 9.512 C 9.33% 3.107 Normandy Bolevard Us S01 Ramp McClelland Road L Highway Urban D $24,200$ 7.131 C 9.35% 1.215 Normandy Bolevard McClelland Road L Highway Urban D $24,200$ $1.7,602$ 3.23% 1.911 Normandy Bolevard McClelland Road Levery Urban D $24,200$ $1.7,31$ $C 3.34\% Normandy Bolevard Mcet Glavin Alexertian Center Highway$	1	US 301	South of Normandy Boulevard	4	Highway	Urban	٥	66,200	22,488	8	4.07%	1,396	23,884	8
US 301 Project Entrance to 1-10 11,673 B 90.65% 31,073 11,793 C3 11,793 C3 11,793 C3 11,793 C3 21,793 C3 31,073	2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	۵	66,200	17,692	8	12.32%	4,227	21,919	8
US 301 [1:0 to City limit of Baldwin Urban D 33.800 11.879 C 9.33% 3.201 NO 5301 City limit of Baldwin Deaver Street 4 Arterial Urban D 33.800 11.879 C 9.33% 3.201 NO 5301 No 501 Ramp Urban D 3,930 9,512 C 9.33% 3.55 Normardy Bollevard US 301 Ramp Mortanda Roulevard Vrban D 24,200 11.31 B 2.73% 3.55 Normardy Bollevard US 301 Ramp to McClelland Road 2 Highway Urban D 24,200 11.31 B 2.73% 3.438 Normardy Bollevard Jus city structures to WMA Menoral Pkwy Urban D 24,200 14,640 C 5.57% 1.911 Normardy Bollevard Jus city structures to WMA Menoral Pkwy Urban D 24,200 14,640 C 5.4% 1.215 Normardy Bollevard Jus city structures to WMA Menoral Pkwy Urban D	m	US 301	Project Entrance to I-10	4	Highway	Urban	۵	66,200	17,692	8	90.58%	31,079	48,771	υ
US 301. City lmit of Baldwin to Beaver Street 4 A Trenial Urban D 33,000 9512 C 9136k 3106 Normandy Bulevard US 301 Ramp Normandy Bulevard US 301 Ramp 2.7,81 2.7 9156 316 Normandy Bulevard US 301 Ramp McClelland Road 2 Highway Urban D 24,200 7,131 E 5.57% 1.911 Normandy Bulevard Us S01 Ramp McClelland Road 2 Highway Urban D 24,200 1.7,131 E 5.57% 1.911 Normandy Bulevard McClelland Road 4 Highway Urban D 24,200 1.4,640 C 3.438 1.215 Normandy Bulevard Mccr founty Line 4 Freeway Rural C 48,600 10.02% 3.438 1.0 Baker County Line David County Line 4 Freeway Transitioning C 48,600 10.02% 3.438 1.10 Daval County Line Lo David Count	4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	۵	39,800	11,879	υ	9.33%	3,201	15,080	υ
Normandy Bulevard US 301 Ramp Utban D 24,200 7,131 B 2.79% 956 Normandy Bulevard Mortial Ray But Oxcelland Rad Mortial Ray But Oxcelland Rad Mortial Rad 22 Highway Urban D 24,200 7,131 B 2.79% 956 Normandy Bulevard McCelland Rad to Jak Equestrian Center Highway Urban D 24,200 14,939 B 2.44% 3.34% Normandy Bulevard Jak Equestrian Center to POW-MIA Memorial Pkwy 4 Highway Urban D 24,200 14,939 B 2.44% 3.33 1:10 Rest Ourban D 24,200 14,939 B 2.44% 3.33 1:10 Baker County Line A Freeway Transitoning C 59,000 40,660 B 10.02% 3.438 6.2 1:10 US 301 to SR 23 (First Coast Expressonary) 4 Freeway Urban D 32,000 40,660 B 10.02% 3.438 6.2<	5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	٥	39,800	9,512	U	9.18%	3,150	12,662	U
Normarch Boulevard Uncleaned food 2 Highway Urban D 24,200 12,718 C 5,5% 1,911 Normarch Boulevard McCelland Road 2 Highway Urban D 24,200 12,718 C 5,5% 1,911 Normarch Boulevard McCelland Road 4 Highway Urban D 24,200 14,400 C 3,5% 1,313 Normarch Boulevard Jas Equestrian Center 4 Highway Urban D 6,5,00 14,400 C 3,438 3,438 1-10 West of Baker County Line 4 Freeway Transitioning C 40,568 C 10,02% 3,438 1-10 Us 501 to SR 3 (First Coast Expressward) 4 Freeway Urban D 23,500 40,560 B 10,02% 3,438 1-10 Us 510 to SR 3 (First Coast Expressward) Ereeway Urban D 12,3500 64,957 2,238 2,248 2,238 2,248 2,238 <	9	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	٥	24,200	7,131	8	2.79%	956	8,087	8
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L10 Hammond Boulevard/Greenland Avenue to P.295 6 Freeway Urban D 123,600 104,382 D 51,74% 17,753 1	15	1-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	9	Freeway	Urban	D	123,600	93,454	υ	51.74%	17,753	111,207	D
	16	1-10	Hammond Boulevard/Greenland Avenue to I-295	9	Freeway	Urban	D	123,600	104,382	D	51.74%	17,753	122,135	D

Source: Tables 02, 06 and 07

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Anomaly RodwyA	U	Year 2031 Project	Traffic Assignment	B * 92,679	3,837	9,435	83,254	7,804	7,720	1,840	3,679	1,715	1,038	7,637	7,637	7,637	65,237	58,314	52,623	52,623
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Roadway Immber of Each Number of Each	٩	Year 2031	Background AADT	Table 02	24,408	19,544	19,544	12,556	10,694	7,653	13,714	15,997	16,350	42,464	42,560	42,560	64,902	71,390	102,176	105,271
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Readway US 301 US 301 HI 0 HI 0 HI 0 HI 0 HI 0 HI 0 HI 0 HI 0		ber of		1 Î	1															
		Mum	Lanes		4	4	4	4	4	2	2	2	4	4	4	4	4	9	9	9
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Source: Tables 02, 06 and 07

Chindalur Traffic Solutions, Inc.

08/20/2021

Table 10 Phase 03 De		evelopment - Roadway Segment Analysis
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	ble	ŝ

s (Cumulative) 301 Villages - Traffic Impact Assessment

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			Number of	Roadway	Area	FDOT Adopted	Adopted	Year 2037	Year 2037	Year 2037 Project	Year 2031 Project	Year 2031 Phase 02	Year 2031 Phase 02
Road ID	Roadway	Termini	Lanes	Classification	Type	LOS Standard	Daily MSV	Background AADT	Background LOS	Traffic Distribution	Traffic Assignment	Total Traffic AADT	Total Traffic LOS
							Table 02	Table 02		Table 07	B * 129,111	A + C	
1	US 301	South of Normandy Boulevard	4	Highway	Urban	٥	66,200	24,408	-	4.82%	6,223	30,631	8
2	US 301	Normandy Boulevard to Project Entrance	4	Highway	Urban	٥	66,200	19,544	-	9.34%	12,059	31,603	8
m	US 301	Project Entrance to I-10	4	Highway	Urban	D	66,200	19,544	8	90.67%	117,065	136,609	L
4	US 301	I-10 to City Limit of Baldwin	4	Arterial	Urban	D	39,800	12,556	U	9.33%	12,046	24,602	J
5	US 301	City Limit of Baldwin to Beaver Street	4	Arterial	Urban	D	39,800	10,694	U	7.65%	9,877	20,571	U
9	Normandy Boulevard	US 301 Ramp	2	Highway	Urban	D	24,200	7,653	8	2.00%	2,582	10,235	в
7	Normandy Boulevard	US 301 Ramp to McClelland Road	2	Highway	Urban	۵	24,200	13,714	U	4.51%	5,823	19,537	D
∞	Normandy Boulevard	McClelland Road to Jax Equestrian Center	2	Highway	Urban	٥	24,200	15,997	U	2.72%	3,512	19,509	D
6	Normandy Boulevard	Jax Equestrian Center to POW-MIA Memorial Pkwy	4	Highway	Urban	٥	66,200	16,350	8	0.62%	800	17,150	в
10	I-10	West of Baker County Line	4	Freeway	Rural	U	48,000	42,464	U	8.91%	11,504	53,968	D
11	I-10	Baker County Line to Duval County Line	4	Freeway	Transitioning	U	59,000	42,560	8	8.91%	11,504	54,064	J
12	I-10	Duval County Line to US 301	4	Freeway	Transitioning	U	59,000	42,560	8	8.91%	11,504	54,064	J
13	I-10	US 301 to SR 23 (First Coast Expressway)	4	Freeway	Urban	٥	83,200	64,902	U	69.70%	89,990	154,892	ц
14	I-10	SR 23 (First Coast Expressway) to Chaffee Road	9	Freeway	Urban	٥	123,600	71,390	υ	61.12%	78,913	150,303	Е
15	I-10	Chaffee Road to Hammond Boulevard/Greenland Avenue/I-295	9	Freeway	Urban	٥	123,600	102,176	۵	54.63%	70,533	172,709	L
16	I-10	Hammond Boulevard/Greenland Avenue to I-295	6	Freeway	Urban	D	123,600	105,271	D	54.63%	70,533	175,804	F

Source: Tables 02, 06 and 07

Chindalur Traffic Solutions, Inc.

Table 11 Preliminary Mobility Fee Calculations 301 Villages - Traffic Impact Assessment

Project Phase	Daily Net External Mobility Trip Generation Zone	Mobility Zone	Year 2021 Base Cost Per VMT	Internal VMT Factor	Development Area	VMT Per Development Area	Estimated Mobility Fees Cumulative (Year 2021 \$)	bility Fees ar 2021 \$)
Phase 01	34,311	9	\$ 79.04	0.61	Rural	7.71	\$ 12,	12,754,803.49
Phase 02 (Cumulative)	92,679	9	\$	0.61	Rural	7.71	\$ 34',	34,452,578.84
Phase 03 (Cumulative)	129,111	9	\$ 79.04	0.61	Rural	7.71	\$ 47,	47,995,844.88

A yearly inflaction factor of 3.3% will be applied for future payments

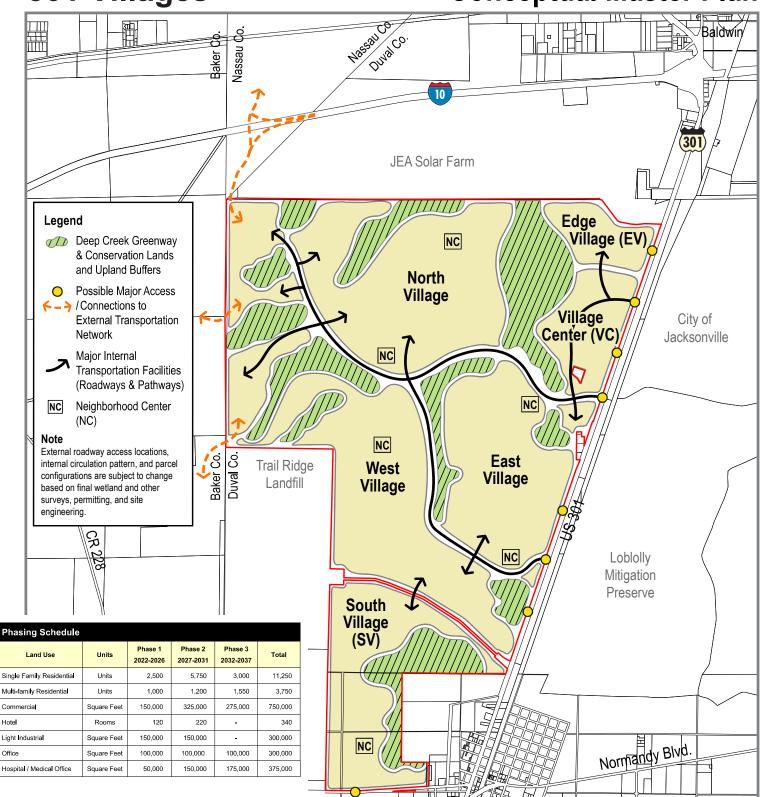
Attachment A

Conceptual Site Plan (Source: Prosser, Inc.)

> Revised On File Page 36 of 154

301 Villages

Conceptual Master Plan



Permissible	e Develop	oment					
Land Use	Single Family (Units)	Multi- family (Units)	Commercia (Sq. Feet)	Office (Sq. Feet)	Flex Industrial (Sq. Feet)	Hote (Rooms)	Hospital/ Medical (Sq. Feet)
Total	11,250	3,750	750,000	300,000	300,000	340	375,000
Edge Village		•	•		•		
Village Center	•	•	•	•	•	•	•
West Village	•	•	•	•	•		
North Village	•	•	•	•			
East Village	•	•	•	•		•	
South Village	•	•			•		

June 14, 2021 NORTH 2,500 5,000



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· Denotes and use is permissible within the village

Attachment B

Study Methodology Document

Revised On File Page 38 of 154 **City of Jacksonville** Laurie Santana Chief of Transportation Planning Division <u>LSantana@coj.net</u>

Christopher W. LeDew, P.E. Chief of Traffic Engineering <u>CLedew@coj.net</u>

John Kolczynski E.I. Traffic Technician Senior JohnFK@coj.net Florida Department of Transportation Tom Cavin, P.E. Jacksonville Studies Engineer/Access Management Tom.cavin@dot.state.fl.us

Julian McKinley P.E. Maintenance Program Engineer/D2 Jax Maintenance Julian.McKinley@dot.state.fl.us

A mixed-use development anticipated to include 11,250 single-family dwelling units, 3,750 multi-Family dwelling units, 750,000 SF commercial/retail, 340 rooms hotel, 300,000 SF light industrial, 300,000 SF office and 375,000 SF hospital/medical office uses is proposed for construction. The project will be built in 3 phases. The proposed development will be located on the southwest quadrant of I-10 and US 301 interchange.

A site location and conceptual master plan (Provided by Prosser, Inc.) is attached. The City of Jacksonville (COJ) Planning Department is requiring a traffic impact memo summarizing an assessment of the currently identified and expected roadway operating conditions of the immediately surrounding transportation network. This memo provides a summary of the methodology that will be adopted in performing the traffic impact assessment.

Trip Generation:

Trip generation and internal capture for the proposed development will be estimated using the rates, equations and procedures included in the Trip Generation Manual, 10th Edition published by the Institute of Transportation Engineers (ITE).

<u>Study Area:</u>

The study will include the following roadway segments:

- US 301 South of Normandy Boulevard
- US 301 Normandy Boulevard to I-10
- US 301 I-10 to Beaver Street
- Normandy Boulevard US 301 to CR 217
- Normandy Boulevard CR 217 to Yellow Water Road
- Normandy Boulevard Yellow Water Road to POW-MIA Memorial Parkway
- I-10 West of Baker County Line
- I-10 Baker County Line to Duval County Line
- I-10 Duval County Line to US 301

- I-10 US 301 to SR 23 (First Coast Expressway)
- I-10 SR 23 (First Coast Expressway) to Chaffee Road
- I-10 Chaffee Road to Hammond Boulevard
- I-10 Hammond Boulevard to I-295

Planned and Programmed Improvements:

The Northeast Florida Transportation Planning Organization (NFTPO) Long Range Transportation Plan (LRTP), Priority Projects List (PPL), Transportation Improvement Program (TIP) and the Florida Department of Transportation (FDOT) Work Program will be reviewed to identify any roadway projects within the vicinity of the study area of the proposed development and incorporated in the analysis.

<u>Analysis Time Period:</u>

Analysis for the proposed development will be performed based on daily traffic volumes under existing year 2021, year 2026 (Phase 01), year 2031 (Phase 02) and year 2036 (Phase 03) development conditions.

Data Collection:

Existing traffic AADTs will be obtained from the Florida Traffic Online (FTO) website and COJ Planning Department. Future conditions AADT on the study area roadway segments will be obtained from the FDOT LOS Summary Manual

Project Traffic Distribution and Assignment:

Project traffic distribution for the proposed development will be provided using the Northeast Regional Planning Model Activity-Based (NERPMAB) travel demand model. This distribution will be used to determine the project traffic assignment on the study segments. The travel demand model will be validated to include the following projects:

• The Trails PUD: Mixed use development with approximately 4,850 DU and 230,000 square feet commercial located south of Normandy Boulevard (SR 228) between Maxville-Middleburg Road and Solomon Road

Background and Build-Out Traffic Volumes:

Background traffic volumes will be estimated by applying a growth factor obtained from the NERPMAB travel demand model to the existing traffic volumes. Buildout traffic volumes will include background traffic volumes and project traffic assignment for the proposed development.

Roadway Segment Analysis:

Segment analysis of the above stated roadway segment will include future background conditions traffic plus the project traffic from the proposed development. Any impacts to the study area roadway segments will be identified and summarized.

Access and Study Area Intersection Analysis:

Project access intersections and study area intersection analysis will be provided during project PUD and 10-set submittal process.

Traffic Study Report:

A traffic study report summarizing the above tasks and the study findings will be submitted to FDOT and COJ for review and approval.

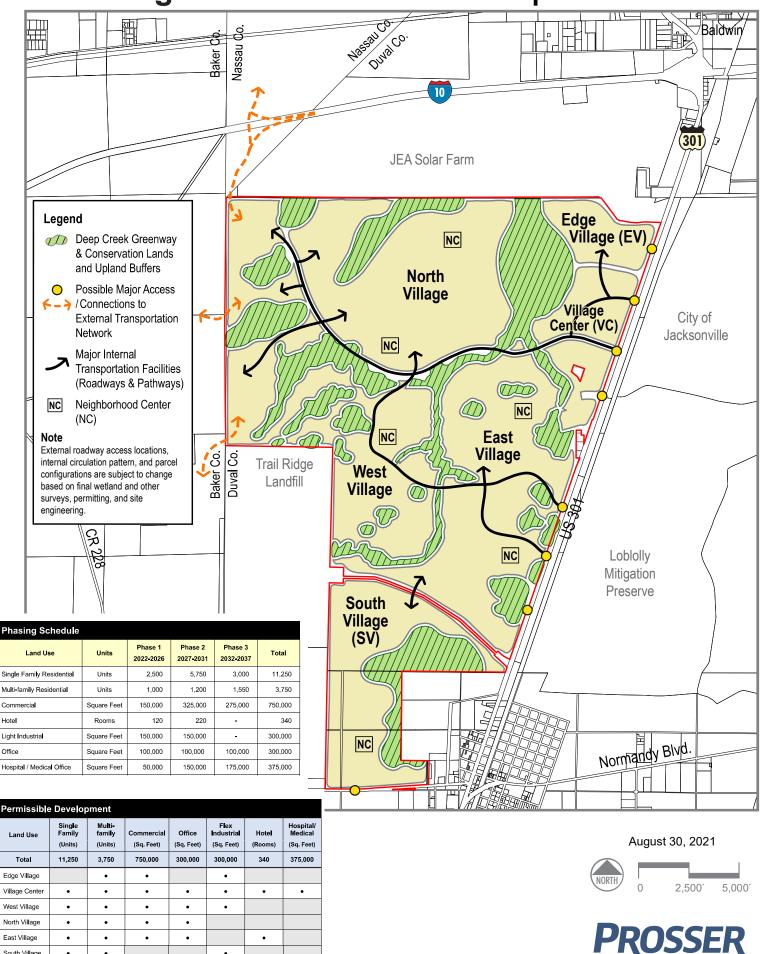
Thank you and please let me know if you have any questions.

Sincerely, Chindalur Traffic Solutions, Inc.

Rajesh Chindalur, P.E., PTOE Chindalur Traffic Solutions, Inc. 8833 Perimeter Park Boulevard, Suite 103, Jacksonville, FL 32216 <u>chindalur@ctrafficsolutions.com</u>

301 Villages

Conceptual Master Plan



Denotes and use is permissible within the village

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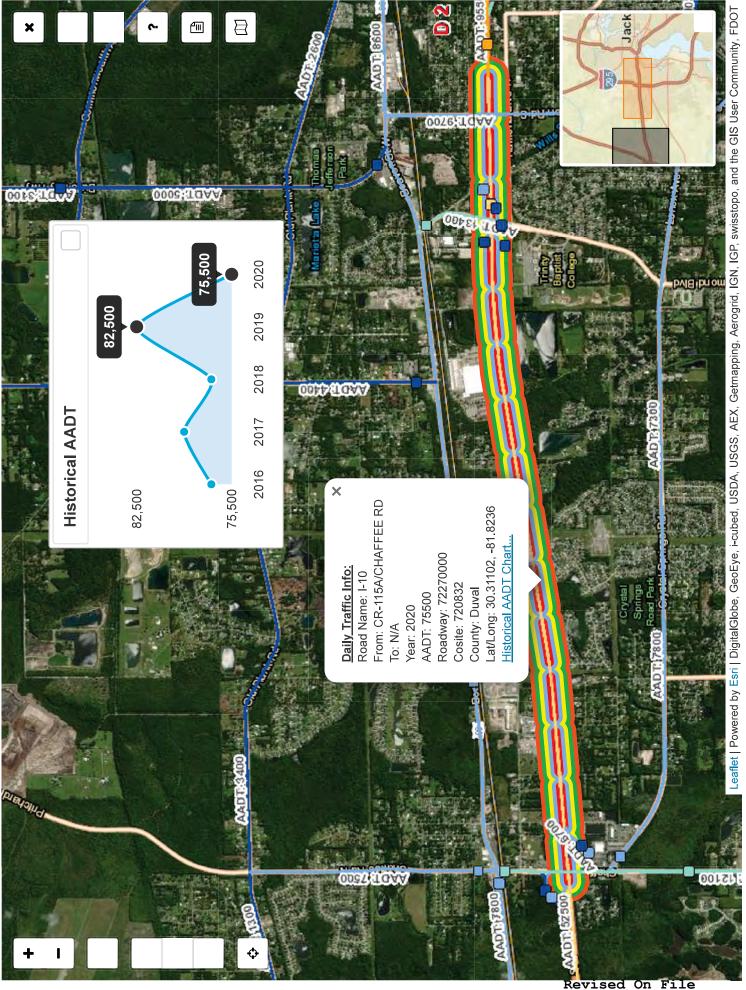
South Village

Revised On¹¹F114 Page 42 of 154

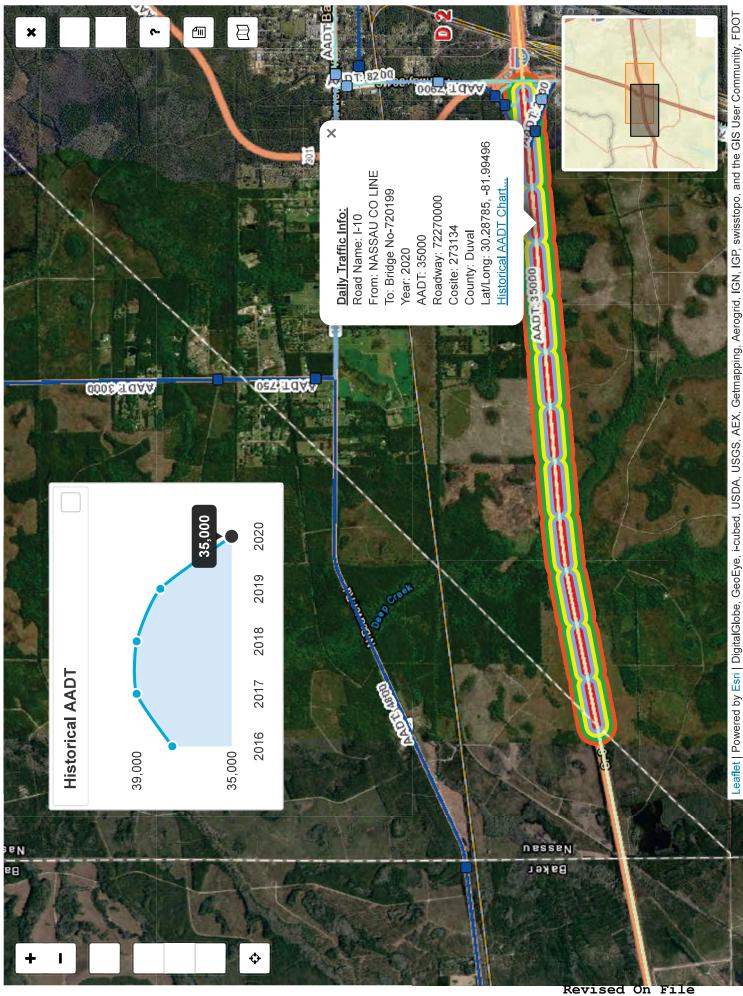
Attachment C

FDOT Traffic Counts Data, Historical AADT, FDOT D2 LOS Summary Reports, QLOS Generalized Service Volumes Tables

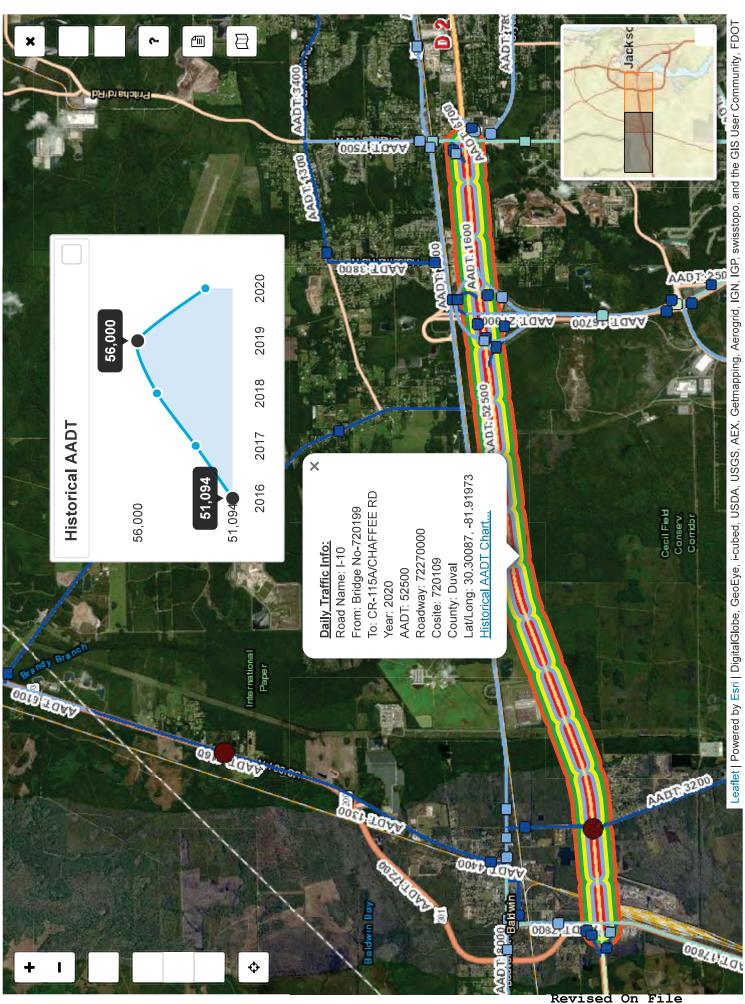
> Revised On File Page 43 of 154



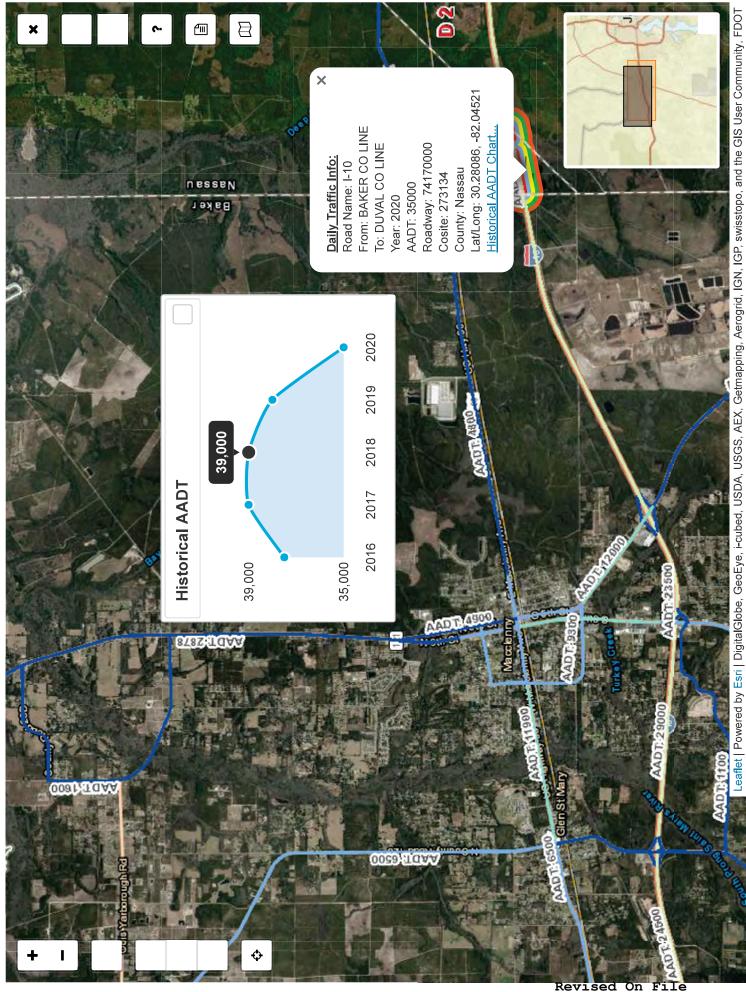
Page 44 of 154



Page 45 of 154



Page 46 of 154



Page 47 of 154



		I-10 from	-10 from SR 228 to Nassau Co. Line	ssau Co. Lin	đ			
Attribute	Value		1 mr	1 1 10		- / - u	- 3	1
Segment ID:	1043	T N						
Segment Length (miles):	3.600 mi			{	06 KMH SH	I IIII		
Location:	Baker County	No the		8	i		T	1
County:	Baker	HTH AN	-+-+- 0	1 t			1.1	
Roadway ID:	27090000	Macclenny My	No.				T.	CT.B
Begin MP:	21.862	Ē				1		1
End MP:	25.462	() H					1	X
SIS:	Yes	HI I I					4	12 La
SIS Type:	SIS Highway Corridor	1 1 11					E.	1 14 3
Median Treatment:	Divided	A TA					X	the second second
Directionality:	Two-Way							
Posted Speed:	70 mph	1	W. ind				1	
Facility Type:	Freeway	1	1	Y			(
Area Type:	Rural						1	
Standard K:	10.5%						1	
FDOT LOS Standard:	C		12	-				
Max. Service Vol. Adj. Factor:	0.00			1				
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM	M AB; GUATS; FLSWM	ſ	-	/				
Google Street View: http://maps.google.com/maps?q=&layer=c&cbll=30.27399398687,-82.0781764265482	II=30.273993998687,-82.0781764265482	4 7			1		6	
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		4	4	4	4	4	ω	ω
AADT		37,914	38,293	40,189	42,085	43,980	45,876	47,772
Peak Hour Maximum Service Volume at LOS Standard	/olume at LOS Standard	5,040	5,040	5,040	5,040	5,040	9,490	9,490
Peak Hour Traffic Volume		3,981	4,021	4,220	4,419	4,618	4,817	5,016
Peak Hour LOS		C	U	C	C	C	В	В
Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.	CFP (add four lanes); Manage	ed lanes were tre	ated as general p	ourpose lanes to	simplify the capao	city.		



I-10 from SR 23 to Chaffee Rd									SI	Sr8							Pa	ema			2025 2030 2035 2040 2045	6 6 10 10	63,695 70,107 76,520 82,932 89,344	10,220 10,220 10,220 17,040 17,040	5,733 6,310 6,887 7,464 8,041	B C B	I purpose lanes to simplify the capacity.
om SR 23 to	10 - E			180 80	Ć	4	4	NH N	A		10)				8	Á	2020	9	57,282	10,220	5,155	B	ated as genera
I-10 fr	N.	- P	101 ⁷⁷ 87				_	2	++++				Sr-8	1	ate				Γ		2019	9	56,000	10,220	5,040	Ш	d lanes were tre
	Value	3030	gth (miles): 1.741 mi	Jacksonville	Duval	72270000	9.514	11.256	Yes	SIS Highway Corridor	ment: Divided	Two-Way	d: 70 mph	Freeway	Urbanized	9.0%	tandard: D	Max. Service Vol. Adj. Factor: 0.00	Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM	Google Street View: http://maps.google.com/maps?q=&layer=c&cbll=30.307636977143181.8674131737383	lues	nes		Peak Hour Maximum Service Volume at LOS Standard	affic Volume	SC	Notes: Ten lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.
	Attribute	Segment ID:	Segment Length (miles):	Location:	County:	Roadway ID:	Begin MP:	End MP:	SIS:	SIS Type:	Median Treatment:	Directionality:	Posted Speed:	Facility Type:	Area Type:	Standard K:	FDOT LOS Standard:	Max. Service	Data Sources	Google Street View: http://maps.google.com/maps?	Projected Values	Number of Lanes	AADT	Peak Hour M	Peak Hour Traffic Volume	Peak Hour LOS	Notes: Ten la

Revised On File Page 49 of 154

Т



	SR 228	/ Normandy	SR 228 / Normandy Blvd. from US 301 to McClelland Rd	S 301 to McC	lelland Rd			
Attribute	Value	anard Dr	De	111	1			
Segment ID:	4481		Main		1			
Segment Length (miles):	0.372 mi		15	St	+			
Location:	Jacksonville	1	əų		+			7
County:	Duval		140	11/000				/
Roadway ID:	72120201		0 64	1110	102 1	8		
Begin MP:	0.000		GT	0 1	1 00		ſ	
End MP:	0.373				1	N	ormandy BIV	(d
SIS:	Yes						00 100	The Mar -
SIS Type:	SIS Highway Corridor			0	-		2 1	
Median Treatment:	Undivided				1			16.14
Directionality:	Two-Way		1	+				
Posted Speed:	35 mph							
Facility Type:	Highway			-		0	- 07	Penna
Area Type:	Urbanized			+			1 9 0	MASIN OLS
Standard K:	9.0%		301	+		7/0	10 02	0
FDOT LOS Standard:	D		14.81	+		10	10	
Max. Service Vol. Adj. Factor:	0.00		looc	L +	1		0000	
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: http://maps.google.com/maps?g=&layer=c&cbil=30.201625524288282.0125828183902	PM AB; GUATS; FLSWM <u>⊪=30.201625524288282.012582818390</u> 2	0	S 1	00	000	Ware	Ware Avex	lamled
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		2	2	2	2	2	2	2
AADT		6,400	6,504	7,027	7,549	8,071	8,593	9,115
Peak Hour Maximum Service Volume at LOS Standard	/olume at LOS Standard	2,180	2,180	2,180	2,180	2,180	2,180	2,180
Peak Hour Traffic Volume		576	585	632	679	726	773	820
Peak Hour LOS		В	В	В	В	В	В	В
Notes:								

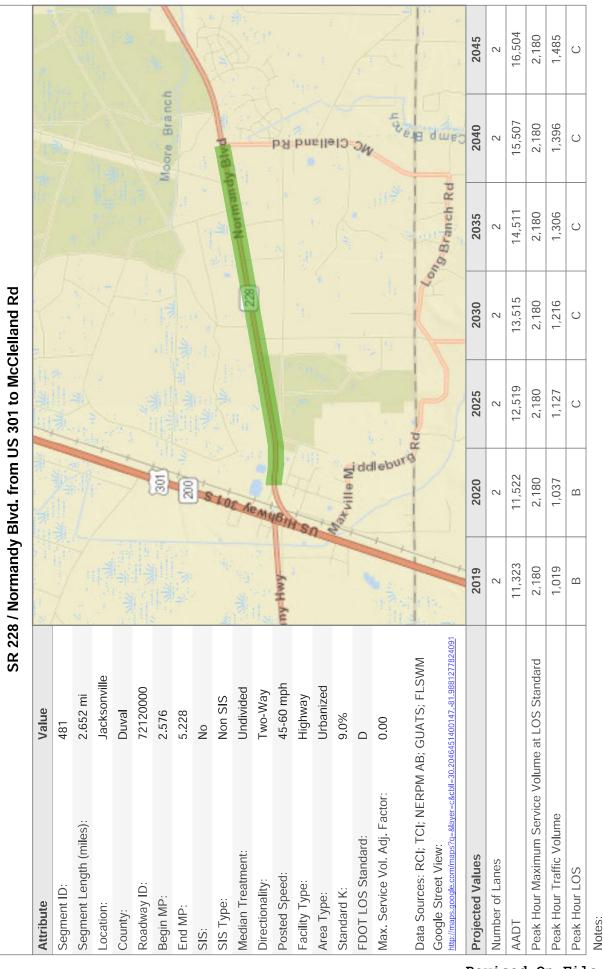
Revised On File Page 50 of 154



		I-10 from	I-10 from Greenland Ave to I-295	Ave to I-295				
Attribute	Value	A	Hastings	St A	M			
Segment ID:	4547			otu				
Segment Length (miles):	0.586 mi			ie u	3			
Location:	Jacksonville	DOO L	Stuart Ave	0	0 00			
County:	Duval			d				
Roadway ID:	72270000	Pas	Paschal St					
Begin MP:	15.601	10 000		80				
End MP:	16.187	I	20	0				
SIS:	Yes	evoe St						
SIS Type:	SIS Highway Corridor							
Median Treatment:	Divided			Cr.S	10 855			
Directionality:	Two-Way			0-10				
Posted Speed:	55 mph	°.				10-10-10-10-10-10-10-10-10-10-10-10-10-1		and a second sec
Facility Type:	Freeway	keland St						
Area Type:	Urbanized					0	1	
Standard K:	9.0%				R	Ramona Blvd W	W)
FDOT LOS Standard:	D			ć		000		
Max. Service Vol. Adj. Factor:	0.00				1		D THE AL	A THE STATE OF A DESCRIPTION OF A DESCRI
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM	PM AB; GUATS; FLSWM		5	0.0	3			
Google Street View: http://maps.google.com/maps?q=&layer=c&cbil=30.3150344425531, -81.7757269472387	bll=30.3150344425531,-81.77572694723 <u>87</u>		Ingram St	st		Saddle Rd		ale and
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		9	9	9	9	9	10	10
AADT		103,137	103,315	104,204	105,093	105,982	106,871	107,760
Deak Hour Maximum Service Volume at LOS Standard	Volume at LOS Standard	10,220	10,220	10,220	10,220	10,220	17,040	17,040
Peak Hour Traffic Volume		9,282	9,298	9,378	9,458	9,538	9,618	9,698
Peak Hour LOS		D	D	D	D	D	В	В
1	Notes: Ten lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.	d lanes were treat	ed as general pu	rpose lanes to sir	nplify the capaci	ty.		

Revised On File Page 51 of 154





Revised On File Page 52 of 154



Attribute	Value	nyo' Brown				The A		
Segment ID:	482	Regional Park						June
Segment Length (miles):	1.180 mi	-						Mon
Location:	Jacksonville							
County:	Duval							
Roadway ID:	72120000							
Begin MP:	9.606							
End MP:	10.787							
SIS:	No						umeter Rd W	Rd W
SIS Type:	Non SIS						perm	
Median Treatment:	Divided							
Directionality:	Two-Way			0	22			-
Posted Speed:	50-55 mph							
Facility Type:	Highway							
Area Type:	Urbanized			Fidd	Fidders Green			
Standard K:	9.0%			8	Golf Course			
FDOT LOS Standard:	D							
Max. Service Vol. Adj. Factor:	0.00							
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: http://maps.google.com/maps?g=&layer=c&cbil=30.244229223904.41.8948876710151	B; GUATS; FLSWM 14229223904,-81.8948876710151	a ma fau		Rowell Creek			5	đ
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		4	4	4	4	4	4	4
AADT		13,084	13,356	14,717	16,078	17,439	18,800	20,161
Peak Hour Maximum Service Volume at LOS Standard	ne at LOS Standard	5,960	5,960	5,960	5,960	5,960	5,960	5,960
Peak Hour Traffic Volume		1,178	1,202	1,325	1,447	1,569	1,692	1,814
Peak Hour LOS		6	æ	6	ď	8	6	6

Page 53 of 154



	I-10 from	-10 from Nassau Co. Line to US 301	ine to US 301				
Attribute Value							the main and the second
Segment ID: 545	H.			2			4
Segment Length (miles): 3.220 mi	2			/			Baldwi
Location: Jacksonville		N 75				Beaver St W	
County: Duval	3	3	-			T	ALVI-+
Roadway ID: 72270000	14					PAT	1
Begin MP: 0.000		1-1	+				7
End MP: 3.220	+		Sa V				t
SIS: Yes	- W.	X	1 · · ·			-	
SIS Type: SIS Highway Corridor	No. or an	1					
Median Treatment: Divided	1972	1			1. F. E.	1	States
Directionality: Two-Way			and the second				(there is a second s
Posted Speed: 70 mph	IS						14-201
Facility Type: Freeway				- Cur			Name -
Area Type: Transition					Υ.	PER I	
Standard K: 10.5%	1						
FDOT LOS Standard: C	1 11						
Max. Service Vol. Adj. Factor: 0.00	4					1	
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM							
Google Street View: http://maps.google.com/maps?g=&layer=c&cbll=30.28676796989219,-82.0114642985243	с. 				~ 신[종 나는) (
Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	ω	ω
AADT	38,000	38,380	40,280	42,180	44,080	45,980	47,880
Peak Hour Maximum Service Volume at LOS Standard	5,780	5,780	5,780	5,780	5,780	11,220	11,220
Peak Hour Traffic Volume	3,990	4,030	4,229	4,429	4,628	4,828	5,027
Peak Hour LOS	В	В	В	U	U	۵	В
Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.	aged lanes were tre	eated as general p	ourpose lanes to	simplify the capa	icity.		



		I-101	I-10 from US 301 to SR 23	o SR 23				
Attribute	Value	2	1.	254	ar.	ęd		
Segment ID:	546			sn_ +				
Segment Length (miles):	6.293 mi		しい					
Location:	Jacksonville					1		
County:	Duval	- Law						
Roadway ID:	72270000							TAN
Begin MP:	3.220		+			111		N-13-1
End MP:	9.514	×	301					BeaverSt
SIS:	Yes	H. I	一時間			200		
SIS Type:	SIS Highway Corridor	Beaver St W	atw Baldwin	.u	F	8		
Median Treatment:	Divided		- ukt					
Directionality:	Two-Way							D L
Posted Speed:	70 mph						(ALC: N
Facility Type:	Freeway	1.0	大学		3	Coril Field	8	AL 124
Area Type:	Urbanized	* /		The second second		Conserv.	1	5
Standard K:	9.0%	Jin	//	X		Corridor	7	
FDOT LOS Standard:	D	**	HI AN	a/10			T	KL/T·
Max. Service Vol. Adj. Factor:	0.00			4 W				
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: http://maps.google.com/maps?q=&layer=c&cbll=30.29879722944581.9337018700864	M AB; GUATS; FLSWM <u>=30.298797229445-81.9337018700864</u>	ity.	Lobolly Mitigation Preserve	ater Rd				X
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		4	4	4	4	4	00	œ
AADT		55,854	56,608	60,378	64,148	67,918	71,689	75,459
Peak Hour Maximum Service Volume at LOS Standard	olume at LOS Standard	6,800	6,800	6,800	6,800	6,800	13,620	13,620
Peak Hour Traffic Volume		5,027	5,095	5,434	5,773	6,113	6,452	6,791
Peak Hour LOS		U	U	U	D	D	В	В
Notes: Eight lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.	CFP (add four lanes); Manage	ed lanes were tre	ated as general p	urpose lanes to s	simplify the cap	acity.	-	



		I-10 from C	chaffee Rd. 1	0 from Chaffee Rd. to Greenland Ave	l Ave			
Attribute	Value	· Tt		7		11	ф Т	
Segment ID:	547		Old Plank Ro	k Ra				
Segment Length (miles):	4.345 mi	, Kr						
Location:	Jacksonville	N						
County:	Duval	Rd						
Roadway ID:	72270000	88						
Begin MP:	11.256	Ηe						ty I
End MP:	15.601	43			DIGHT FLOOR		L	
SIS:	Yes			San B	Beaver St W			
SIS Type:	SIS Highway Corridor		T	1	14			IN THE OWNER
Median Treatment:	Divided	- a repo					EN CAR	Kamona bivo w
Directionality:	Two-Way	T			and the second second			SP
Posted Speed:	55-70 mph			1				2111
Facility Type:	Freeway							5 B
Area Type:	Urbanized	Supervision New						ule:
Standard K:	9.0%	in also		Crystal	Crystal Springs Rd		D Lenox Ave	7
FDOT LOS Standard:	D	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1						
Max. Service Vol. Adj. Factor:	0.00	X					pue	A - KA
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM	PM AB; GUATS; FLSWM	S						A A
Google Street View: http://maps.google.com/maps?g=&layer=c&cbll=30.312461048438981.8168060548441	oll=30.312461048438981.8168060548441	рЯ ө		ir Rd			₽H	N N
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		9	9	9	9	9	10	10
AADT		81,244	82,988	91,710	100,432	109,154	117,876	126,598
Peak Hour Maximum Service Volume at LOS Standard	Volume at LOS Standard	10,220	10,220	10,220	10,220	10,220	17,040	17,040
Peak Hour Traffic Volume		7,312	7,469	8,254	9,039	9,824	10,609	11,394
Peak Hour LOS		U	C	U	D	D	U	U
]	Notes: Ten lanes by 2040 per CFP (add four lanes); Managed lanes were treated as general purpose lanes to simplify the capacity.	d lanes were tre	ated as general	l purpose lanes	to simplify the ca	bacity.		



Attribute	Value		[4]	MN TARE #		t to	1	
Segment ID:	602		i aj		E = >	Di tan		
Segment Length (miles):	0.989 mi				7	A		23
Location:	Jacksonville	Maxville Ma	Maxville Macclenny Hwy				1	Ī
County:	Duval						-	
Roadway ID:	72140000					H/L		
Begin MP:	0.000	-				74 11		Manual
End MP:	0.989	/				L		MINI
SIS:	Yes	/			1			
SIS Type:	SIS Highway Corridor	_						
Median Treatment:	Divided						N	
Directionality:	Two-Way	-			#		lax	
Posted Speed:	45-60 mph				+		vill	
Facility Type:	Highway		1		+		e N	
Area Type:	Urbanized						nd'	
Standard K:	9.0%						die	
FDOT LOS Standard:	D		A market and	all and a second	+	1	DUS	
Max. Service Vol. Adj. Factor:	0.00			n S.S.	1		R	ſ
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View:	PM AB; GUATS; FLSWM						1945	Long Branne
								1
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		4	4	4	4	4	4	4
AADT		19,800	20,184	22,104	24,024	25,945	27,865	29,785
Deak Hour Maximum Service Volume at LOS Standard	/olume at LOS Standard	5,960	5,960	5,960	5,960	5,960	5,960	5,960
Peak Hour Traffic Volume		1,782	1,817	1,989	2,162	2,335	2,508	2,681
Peak Hour LOS		В	В	В	В	В	В	В



		JS 301 from S	US 301 from SR 228 / Normandy Blvd to I-10	andy Blvd to	I-10			
Attribute	Value		the last	1		A A		
Segment ID:	603	197	1			1		
Segment Length (miles):	6.424 mi	KH	SU'S	E			The same of	3 O
Location:	Jacksonville		6		Y.		- A	
County:	Duval		X		Y H		e110	
Roadway ID:	72140000	F	T				N IN	
Begin MP:	0.989	2	1				l ate	
End MP:	7.413					Lobolly	IF R	
SIS:	Yes	T	1			Preserve	8	
SIS Type:	SIS Highway Corridor	1						
Median Treatment:	Divided	-	Z		1			
Directionality:	Two-Way		1		A March			10/
Posted Speed:	45-65 mph	s	GL					
Facility Type:	Highway	cou	3ªK		200			2
Area Type:	Urbanized	nty	1					
Standard K:	9.0%	Rd			T			
FDOT LOS Standard:	D	228	A Y F	A State of the	10			
Max. Service Vol. Adj. Factor:	0.00	228	R	5 日 2	A MAN AND AND AND AND AND AND AND AND AND A		[20	1.2.4
Data Sources: DCI: TCI: NEDDM AR: GUIATS: EI SWM	DM AB: CITATS: FI SMM		R			T-I	8	
Goodle Street View		AT -	1	H		28		ホノーア
http://maps.google.com/maps?g=&layer=c&cbll=30.244562242275381.998036512360	bll=30.2445622422753,-81.998036512360 <u>1</u>		KK	sn		pue		P
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		4	4	4	4	4	4	4
AADT		15,100	15,470	17,322	19,174	21,026	22,878	24,729
Peak Hour Maximum Service Volume at LOS Standard	Volume at LOS Standard	5,960	5,960	5,960	5,960	5,960	5,960	5,960
Peak Hour Traffic Volume		1,359	1,392	1,559	1,726	1,892	2,059	2,226
Peak Hour LOS		В	В	В	В	В	В	В
Notes:								

Revised On File Page 58 of 154



	US 301 from	301 from I-10 to S. City Limit of Baldwin	Limit of Balo	dwin			
Attribute Value			0 1	301	80	#	80 B
Segment ID: 604			2010	S		1 .	X
Segment Length (miles): 0.435 mi					10.0	I	
Location: Jacksonville			1		al actor	-	
County: Duval			1111	100	19	t	Baldwin
Roadway ID: 72140000		0	1		s u	r th	Jacksonville
Begin MP: 7.413		S1	100	0	JEY	11	
End MP: 7.849				1	100	1	
SIS: Yes	'n	0.00			qui	11	
SIS Type: SIS Highway Corridor			0		66	#	
Median Treatment: Divided	۹ هه			200	IH-	++	
Directionality: Two-Way	h-Rd	0 0			-	1	
Posted Speed: 45 mph	N				/		
Facility Type: Arterial				V	11		
Area Type: Urbanized	2		1	/	++		
Standard K: 9.0%				S			
FDOT LOS Standard: D				10			
Max. Service Vol. Adj. Factor: 0.00			Sr-8	E-SI	In it to		Rebar
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: http://maps.google.com/maps?q=&layer=c&cbil=30.2922491230002.41.992828396909			1	-	DXCar Dr		
Projected Values	2019	2020	2025	2030	2035	2040	2045
Number of Lanes	4	4	4	4	4	4	4
AADT	10,932	11,067	11,744	12,421	13,098	13,775	14,452
Peak Hour Maximum Service Volume at LOS Standard	3,580	3,580	3,580	3,580	3,580	3,580	3,580
Peak Hour Traffic Volume	984	966	1,057	1,118	1,179	1,240	1,301
Peak Hour LOS	С	С	С	С	С	С	С
Notes:							



			activity in the second se	the transfer of	11 1			
Attribute	Value		No. Contraction of the					
Segment ID:	746		1	No.				
Segment Length (miles):	0.675 mi		elle N E		1 The second			
Location:	Nassau County		B					1
County:	Nassau		18 T	1)			200
Roadway ID:	74170000						6	10.00
Begin MP:	0.000		- Instruction				r	2002
End MP:	0.676		1.27				/	
SIS:	Yes							
SIS Type:	SIS Highway Corridor		/			SL	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Median Treatment:	Divided		/					
Directionality:	Two-Way		1			/		
Posted Speed:	70 mph					/		
Facility Type:	Freeway					/		
Area Type:	Transition					/		
Standard K:	10.5%		-			/		
FDOT LOS Standard:	U							
Max. Service Vol. Adj. Factor:	0.00		2		4			
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM	PM AB; GUATS; FLSWM		1		/	K		
Google Street View: http://maps.google.com/maps?g=&layer=c&c	Google Street View: http://maps.google.com/maps?q=&layer=c&cbil=30.282377564702582.0436267562776		2					
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		4	4	4	4	4	ω	ω
AADT		38,000	38,380	40,280	42,180	44,080	45,980	47,880
Peak Hour Maximum Service Volume at LOS Standard	Volume at LOS Standard	5,780	5,780	5,780	5,780	5,780	11,220	11,220
Peak Hour Traffic Volume		3,990	4,030	4,229	4,429	4,628	4,828	5,027
Peak Hour LOS		В	8	В	U	U	В	B



Attribute V	Value			. Sho				Lain
Segment ID: 7.	7481			*	4			
Segment Length (miles): 4	4.377 mi	2			aler C			NON
Location: Ja	Jacksonville				Yees			teers
County: D	Duval	1	Lobolly Park	rk				110
Roadway ID: 7	72120000	2	n finnen					4101
Begin MP: 5	5.228							5
End MP: 9	9.606							
SIS:	No	The seattle						
SIS Type: N	Non SIS				- (
Median Treatment: U	Undivided				-	8		
Directionality: T	Two-Way	1						
Posted Speed: 5.	55-60 mph							
Facility Type: H	Highway	K						
Area Type: U	Urbanized	- 11-						
Standard K: 9	9.0%	Moore Br	Branch					
FDOT LOS Standard: D	D			5				
Max. Service Vol. Adj. Factor: 0	0.00	andy Blvd						
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM	JATS; FLSWM	14						
Google Street View: http://maps.google.com/maps?g=&layer=c&cbil=30.2219480710645,-81.9336434914948	710645,-81.9336434914948	ВЧ						
Projected Values		2019	2020	2025	2030	2035	2040	2045
Number of Lanes		2	2	2	2	2	2	2
AADT		12,739	13,011	14,368	15,726	17,083	18,441	19,799
Peak Hour Maximum Service Volume at LOS Standard	LOS Standard	2,180	2,180	2,180	2,180	2,180	2,180	2,180
Peak Hour Traffic Volume		1,147	1,171	1,293	1,415	1,538	1,660	1,782
Peak Hour LOS		U	U	U	U	U	D	D

Revised On File Page 61 of 154



Value Value 7604 7604 7604 7604 7604 7604 7604 7604 7604 0.505 mi Baldwin Duval 7140000 7140000 71849 8.354 Yes 8.354 Yes SIS Highway Corridor 1: Two-Way 35-45 mph Arterial Urbanized 9:0% 9:0% ard: D Adj. Factor: 0:00 1: TCl: NERPM AB; GUATS; FLSWM w: 2019	C CC C			00	Midda-Hidh	1
Segment ID:: 7604 Segment Length (miles): 0.505 mi Location: Baldwin Location: Baldwin County: Duval Roadway ID:: 72140000 Begin MP:: 72140000 Begin MP:: 7314000 Begin MP:: 8:354 SIS Two-Way SIS Two-Way Directionality: Two-Way Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Arterial Arterial Median Treatment: Divided Directionality: Two-Way Posted Speed: 35-45 mph Material Arterial Median Treatment: Divided Median Treatment: Divided Median Treatment: Divided Directionality: Two-Way Posted Speed: 35-45 mph Arterial Metarial Arterial Material Material Material Max. Service Vol. Adj. Factor: Din	0 00 0			e 1(HIR SPANA	*
Segment Length (miles): 0.505 mi Location: Baldwin Location: Baldwin County: Duval Roadway ID: 72140000 Begin MP: 7.849 End MP: 7.849 End MP: 7.849 SIS Type: 7.849 SIS Type: SIS Highway Corridor Median Treatment: Divided Directionality: Two-Way Posted Speed: 35-45 mph Facility Type: Arterial Area Type: Urbanized Standard K: 9.0% FDOT LOS Standard: D Max. Service Vol. Adji Factor: 0.00 Max. Service Vol. Adji Factor: 0.00 Max. Service Vol. Adji Factor: 0.00 Data Sources: RCI; TCI: NERPIM AB; GUATS; FLSWM E00gle Street View: Max. Service Vol. Adji Factor: 0.00 Data Sources: RCI; TCI: NERPIM AB; GUATS; FLSWM E00gle Street View: Max. Service Vol. Adji Factor: 0.00 Data Sources: RCI; TCI: NERPIM AB; GUATS; FLSWM E00gle Street View:		-				And Party of
Location: Baldwin County: Duval Roadway ID: 72140000 Begin MP: 72140000 Begin MP: 7.849 End MP: 7.849 End MP: 8.354 SIS: Yes Median Treatment: Divided Directionality: Two-Way Posted Speed: 35-45 mph Posted Speed: 35-45 mph Arterial Arterial Area Type: Urbanized Standard K: 9.0% FDOT LOS Standard: D Max. Service Vol. Adj. Factor: Max. Service Vol. Adj.		0			W-Mill St	E Mill St
County: Duval Roadway ID: 72140000 Begin MP: 72140000 Begin MP: 7.849 End MP: 7.849 End MP: 8.354 SIS: Yes SIS: Yes SIS: Yes SIS: Yes SIS: Yes Directionality: Two-Way Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Posted Speed: 35-45 mph Arterial Arterial Area Type: Urbanized Area Type: Urbanized Standard K: 9.0% Facility Type: D Area Type: Urbanized Area Type: D Area Type: Urbanized Area Type: D		0	200	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Baldwin	10 910
Roadway ID: 72140000 Begin MP: 7.849 End MP: 7.849 End MP: 8.354 SIS Yes SIS Yes SIS Type: SIS Highway Corridor Median Treatment: Divided Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Posted Speed: 35-45 mph Arterial Arterial Arterial Arterial Area Type: Urbanized Standard K: 9.0% FOOT LOS Standard: D Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCl; TCl; NERPM AB; GUATS; FLSWM Google Street View: Arterial Intrimes.sooole.commerce? 0.00 Data Sources: RCl; TCl; NERPM AB; GUATS; FLSWM Google Street View: 0.00		0 10	S	Beaver St W	Stor Bala	1-
Begin MP: 7.849 End MP: 8.354 End MP: 8.354 SIS Yes SIS Yes SIS Type: SIS Highway Corridor Intectionality: SIS Highway Corridor Median Treatment: Divided Directionality: Two-Way Posted Speed: 35-45 mph Facility Type: Arterial Area Type: Urbanized Area Type: Urbanized Area Type: 0.0% Facility Type: D Area Type: 0.0% Facility Type: D Max Service Vol. Adj. Factor: 0.00 FDOT LOS Standard: D Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: D Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol.	-	eve	IS	Drei	Drew St W +	
End MP: 8.354 SIS: Yes SIS Type: SIS Highway Corridor Median Treatment: SIS Highway Corridor Median Treatment: Divided Directionality: Two-Way Directionality: Two-Way Directionality: Two-Way Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Area Type: Arterial Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Max Service Vol. Adj. Factor: 0.0% Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: Max. Infilmers.coodle.commers? Bata Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Max. Service Vol. Adj. Factor: 0.00 Infilmers.coodle.commers? 2019	-	7 p			nu	
SIS: Yee SIS Highway Corridor Median Treatment: Divided Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Facility Type: 35-		201	U	Oliver St W	1940 0 PD	Oliverst
SIS Type: SIS Highway Corridor Median Treatment: Divided Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Facility Type: Arterial Arterial Arterial Arterial Arterial Arterial Mac Speed: 0.0% FDOT LOS Standard: D Max Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPIM AB; GUATS; FLSWM Google Street View: Intrimens.coodle.commans?q=81byer=c&c01130.2020		llie	SI	10 200 C	tt	1+++
Median Treatment: Divided Directionality: Two-Way Directionality: Two-Way Directionality: Two-Way Posted Speed: 35-45 mph Posted Speed: 35-45 mph Facility Type: Arterial Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Area Type: 0:0% FDOT LOS Standard: D Max. Service Vol. Adj. Factor: 0:00 Max. Service Vol. Adj. Factor: 0:00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: Data Sources/130.290017756942.81.3023156317044 Projected Values 2019		Я		+0+++	iev	Ser
Directionality:Two-WayPosted Speed:35-45 mphPosted Speed:35-45 mphFacility Type:ArterialArea Type:ArterialArea Type:UrbanizedStandard K:9.0%FDOT LOS Standard:DMax. Service Vol. Adj. Factor:0.00Max. Service Vol. Adj. Factor:0.00Data Sources: RCl; TCl; NERPM AB; GUATS; FLSWMGoogle Street View:Data Sources: RCl; TCl; NERPM AB; GUATS; FLSWMProjected Values2019	neportation	S-Railroau		Clark St	× s	inc
Posted Speed: 35-45 mph Facility Type: Arterial Facility Type: Arterial Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Area Type: 0.0% Standard K: 9.0% FDOT LOS Standard: D Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Arter Art			ay	0	+	
Facility Type: Arterial Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Area Type: Urbanized Standard K: 9.0% FDOT LOS Standard: 0.0% Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: Inp://maps.oogle.com/mos?a=staye=c&coll=30.2900817756842.s1.982915851704 Projected Values 2019		1	30		10	00 00
Area Type: Urbanized Standard K: 9.0% FDOT LOS Standard: 0.0% FDOT LOS Standard: 0 Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: Interface Interface Interface Projected Values 2019	P	1 1 1 1	15	1000	000	2
Standard K: 9.0% FDOT LOS Standard: D Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Potogle Street View: Inp://maps.oogle.com/mos?na:klave=c&coll=30.2900817756842.81.9829158517044 Potogle Street View: Projected Values 2019 Potogle Street View			3		+ 0 00	
FDOT LOS Standard: D Max. Service Vol. Adj. Factor: 0.00 Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCl; TCl; NERPM AB; GUATS; FLSWM Google Street View: htp://maps.google.com/maps?q=&layer=c&cbl=30.2900817756942_81.9829158517044 Projected Values		7		-101 - 10 - D	1 110	
Max. Service Vol. Adj. Factor: 0.00 Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: http://maps.google.com/maps?q=&layer=c&cbll=30.299081775694281.9829158517044 Projected Values	/	111		THE WAY	+	Baldwin
Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM Google Street View: http://maps.google.com/maps?q=&layer=c&cbll=30.2990817756842_81.9829158517044 Projected Values 2019		the sure	100	s u	4	Jacksonville
Google Street View: http://maps.google.com/maps?q=&layer=c&cbll=30.299081775694281.9829158517044 Projected Values 2019		S IE	0.00	eqt	+ -	
Projected Values 2019		ueo		oquit	#	
	2020	2025	2030	2035	2040	2045
Number of Lanes 4	4	4	4	4	4	4
AADT 7,858	8,094	9,276	10,458	11,639	12,821	14,002
Peak Hour Maximum Service Volume at LOS Standard 2,920	2,920	2,920	2,920	2,920	2,920	2,920
Peak Hour Traffic Volume 707 728	728	835	941	1,048	1,154	1,260
Peak Hour LOS C C	С	С	С	С	C	С

COUNTY: 72 - DUVAL

SITE: 0002 - SR 200 .1 MI. N. OF BRANDY BRANCH RD.

T FACTOR	33.10	30.50	29.30	26.10	28.90	29.50	28.20	30.30	33.00	29.40	27.80	29.50	31.00	31.80	27.90	26.00
D FACTOR	54.00	53.60	53.50	54.20	53.90	54.00	54.30	56.10	54.60	55.90	59.82	58.40	58.89	58.88	59.47	58.50
*K FACTOR	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	10.26	10.44	10.42	10.41	10.57	10.60
DIRECTION 2	S 4000	S 3600	S 4600	S 4800	S 4600	S 3500	S 4200	S 3600	S 3700	S 4000	S 3500	S 3600	S 3700	S 4500	S 3900	S 4700
DIRECTION 1		N 3800	N 5000	N 4800	N 5200	N 3900	N 4400	N 4200	N 4100	N 4500	N 3900	N 4000	N 5700	N 5100	N 4200	N 5000
ADT	7900 C	7400 C	9600 C	9600 C	9800 C	7400 C	8600 C	7800 C	7800 C	8500 C	7400 C		9400 C	9600 C	8100 C	9700 C
YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

COUNTY: 72 - DUVAL

SITE: 0109 - SR-8/I-10,@CR-217 OVERPASS,E. OF BALDWIN,DUVAL CO.

T FACTOR	15.20	13.50	20.80	20.80	20.80	20.80	19.10	20.60	20.60	19.80	20.00	20.50	21.00	20.50	22.40	23.00
D FACTOR	 54.70	54.60	54.80	54.20	54.20	54.20	54.10	54.20	54.20	54.50	54.22	55.46	54.92	54.92	54.92	60.80
*K FACTOR	8.00	8.00	00.6	9.00	9.00	9.00	9.00	00.6	9.00	00.6	9.58	9.53	9.27	9.27	9.27	9.10
DIRECTION 2	 0	0	0	0	W 25943	W 25413	W 23714	0 M	W 21983	W 22069	W 22638	W 22325	W 22225	W 24447	W 24672	W 23638
DIRECTION 1	 0	0	0	0	E 25151	E 25213	E 23570	о Н	E 21717	E 21758	臣 22329	E 22158	E 21629	E 24298	E 24665	E 24036
AADT	52500 X	56000 E	55000 S	53000 F	51094 C	50626 C	47284 C	44500 F	43700 C	43827 C		44483 C	43854 C		49337 C	
YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

COUNTY: 72 - DUVAL

SITE: 0736 - SR 228 .1 MI. W. OF YELLOW WATER RD.

T FACTOR	6.70	6.80	7.00	6.60	6.00	5.70	5.30	5.60	6.00	4.80	4.90
D FACTOR	55.40	55.90	55.80	56.10	56.20	56.30	56.40	57.10	57.80	56.60	56.38
*K FACTOR	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.75
DIRECTION 2	0 M	0 M	0 M	0 M	0 M	0 M	M	0 M	0 M	0 M	0 M
DIRECTION 1	о Э	О Н	О Н	о Я	о Я	о Я	Ы	О Н	о Я	о Н	0 E
AADT	11000 C	12000 C	10500 C	11000 C	2 0066	8600 C	8100 C	8000 C	7100 C	7800 C	
YEAR 	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010

COUNTY: 72 - DUVAL

SITE: 0140 - SR 228 W. OF PINE ST.

T FACTOR	9	6.80	•	•	6.00	5.70	5.30	5.60	6.00	4.80	4.90	4.60	6.20	5.70	1.50	5.30
D FACTOR	55.	55.90	55.80	56.10	6.2	56.30	56.40	7.1	7.8	56.60	6.3	7.4	57.27	7.8	57.03	56.50
*K FACTOR	. 0	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.75	9.48	9.68	~	<u>с</u>	00.6
DIRECTION 2	0	0 M	-	-	0	0	Δ	0	0	M 0				0		Δ
DIRECTION 1 I	10	0	0	0	0	0	Δ	0	0	0	0			0		Δ
DIRE		ы	ы	ы	ы	ы	ы	ы	ы	ы	ы	ы	ы	ы	ы	ы
AADT	6000 C	7300 C	6500 C	6200 C	5400 C	4700 C	4600 C	4500 C	4300 C	4600 C	4800 C	5300 C	4900 C	5600 C	6600 C	5300 C
YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

COUNTY: 72 - DUVAL

SITE: 1006 - SR 228 E. OF JAX EQUESTRIAN CENTER

YEAR	AADT	DIF	DIRECTION 1	DIR	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
		i		1				
2020	12400 C	ы	6300	Μ	6100	9.00	55.40	6.70
2019	13200 C	ы	7200	Μ	6000	9.00	55.90	6.80
2018	12800 C	ы	6700	Μ	6100	9.00	55.80	7.00
2017	13400 C	ы	7000	Μ	6400	9.00	56.10	6.60
2016	12500 C	ы	6400	Μ	6100	9.00	56.20	6.00
2015	10200 C	ы	5200	Μ	5000	9.00	56.30	5.70
2014	9800 C	ы	5000	Μ	4800	9.00	56.40	5.30
2013	9800 C	ы	5000	Μ	4800	9.00	57.10	5.60
2012	9400 C	ы	4800	Μ	4600	9.00	57.80	6.00
2011	11800 C	ы	5800	Μ	6000	9.00	56.60	4.80
2010	10500 C	ы	5400	Μ	5100	9.75	56.38	4.90
2009	11200 C	ы	5800	Μ	5400	9.48	57.48	4.60
2008	10500 C	ы	5500	Μ	5000	9.68	57.27	6.20
2007	11300 C	ы	5700	Μ	5600	9.26	57.87	5.70
2006	12500 C	ГЦ	6300	Μ	6200	9.52	57.03	1.50
2005	12600 C	ы	6500	Μ	6100	00.6	56.50	5.30

COUNTY: 72 - DUVAL

SITE: 0612 - SR 200/US 301 .3 MI. N. OF SR 228

T FACTOR	32.20	31.10	30.10	25.80	29.50	29.50	28.20	30.30	33.00	31.00	31.60	29.50	31.00	31.80	27.90	35.10
D FACTOR	54.00	53.60	53.50	54.20	53.90	54.00	54.30	56.10	54.60	55.90	59.82	58.40	58.89	58.88	59.47	58.50
*K FACTOR	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	10.26	10.44	10.42	10.41	10.57	10.60
DIRECTION 2	S 8800	S 7000	S 7600	S 9100	S 8100	S 5900	S 6900	S 6400	S 6400	S 6100	S 6700	S 6700	S 7200	S 7700	S 8500	S 7300
DIRECTION 1	0006 N	N 8100	N 8600	N 8900	N 7700	N 8200	N 7100	N 7300	N 6200	N 6200	N 6700	N 7600	N 8500	N 8800	N 8200	N 8100
AADT	17800 C	15100 C	16200 C	18000 C	15800 C	14100 C	14000 C	13700 C	12600 C	12300 C	13400 C	14300 C	15700 C	16500 C	16700 C	15400 F
YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

COUNTY: 27 - BAKER

SITE: 3134 - I-10 200' E. OF SR 228

T FACTOR	34.20	34.90	35.70	35.80	29.70	27.10	33.90	32.00	30.60	29.00	24.50	26.50	35.80	34.40	29.70	26.50
D FACTOR	54.70	54.80	54.80	55.00	54.60	54.90	54.70	54.90	54.10	53.80	54.01	58.35	59.86	61.76	53.10	57.40
*K FACTOR	10.50	10.50	9.50	9.50	10.50	10.50	10.50	10.50	10.50	10.50	12.38	12.02	12.29	11.44	11.42	11.90
DIRECTION 2	W 17500	W 19000	W 19500	W 19500	W 18500	W 17500	W 10000	W 10500	W 10500	W 13500	W 15500	W 15500	W 12500	W 13500	W 22500	W 13000
DIRECTION 1	E 17500	E 19000	E 19500	E 19500	王 19000	E 18000	E 10000	E 10500	E 11000	E 14500	王 16000	E 16000	E 12500	E 14500	E 21500	臣 13500
AADT	35000 C	38000 C	39000 C	39000 C	37500 C	35500 C	20000 C	21000 C	21500 C	28000 C	31500 C	31500 C	25000 C	28000 C	44000 C	26500 F
YEAR 	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

COUNTY: 72 - DUVAL

SITE: 3547 - SR 200 .1 MI. S. OF SR 228 (NORMANDY BLVD)

D FACTOR T FACTOR	54.00 32.20	53.60 31.10	53.50 30.10	54.20 25.80	53.90 29.50					55.90 31.00						
*K FACTOR	00.6	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	10.26	10.44	10.42	10.41	10.57	10 60
DIRECTION 2	s 10500	S 9900	S 10500	S 11000	S 10000	S 6800	S 7800	S 8100	S 7400	S 7500	S 7700	S 8400	S 7400	S 9500	S 10500	
DIRECTION 1		0066 N	N 11000	N 11500	N 10500	N 8200	N 8500	N 9000	N 7500	N 8100	N 8500	N 9400	N 8500	N 9900	N 8300	
AADT	21500 C	19800 C	21500 C	22500 C	20500 C	15000 C	16300 C	17100 C	14900 C	15600 C	16200 C	17800 C	15900 C	19400 C	18800 C	01000 E
YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	200U

COUNTY: 72 - DUVAL

SITE: 5020 - I-10 500' WEST OF I-295 RAMPS

T FACTOR	15.20	13.50	13.70	13.60	17.10	17.10	16.40	10.60	15.00	16.30	16.40	16.70	17.80	20.50	22.40	23.00
D FACTOR	54.70	54.60	54.80	55.00	54.20	54.20	54.10	54.70	54.20	54.00	53.09	57.31	59.86	61.76	53.93	60.40
*K FACTOR	8.00	8.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	9.00	10.99	10.82	12.29	11.44	10.39	10.50
DIRECTION 2	W 48500	W 51000	W 50000	W 49000	W 48000	W 36000	W 33000	W 31500	W 31500	0	W 35000	W 36000	W 37000	W 38500	W 43500	W 36000
DIRECTION 1	王 47000	E 51000	Δ,	E 49500	E 48500	(*)	E 33500	(•)	王 32500	0	E 37000	(*)	(•)	E 40500	E 44000	E 31500
AADT	95500 C	102000 C	100000 C	98500 C	96500 C	72500 C	66500 C	62500 C	64000 C	72000 T	72000 S	74000 F	76500 C	79000 C	87500 C	67500 C
YEAR	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005

Generalized Annual Average Daily Volumes for Florida's

Urbanized Areas

					01.501						January 202	
	INTERF	RUPTED F	LOW FAC	ILITIES			UNINTE	RRUPTED F	LOW FAC	ILITIES		
STATE SIGNALIZED ARTERIALS						FREEWAYS						
Class I (40 mph or higher posted speed limit)						Core Urbanized						
Lanes	Median	В	С	D	Е	Lanes	В	С		D	E	
2	Undivided	*	16,800	17,700	**	4	47,600	66,400			87,300	
4	Divided	*	37,900	39,800	**	6	70,100	97,800			131,200	
6	Divided	*	58,400	59,900	**	8	92,200	128,900			174,700	
8	Divided	*	78,800	80,100	**	10	115,300	158,900			218,600	
	Class II (35 1	mph or slo	wer posted	speed lim	uit)	12	136,500	192,400) 246,	200	272,900	
Lanes	Class II (35 mph or slower posted speed limit) es Median B C D E					Urbanized						
2	Undivided	*	7,300	14,800	15,600	Lanes	В	C		D	Е	
4	Divided	*	14,500	32,400	33,800	4	45,900	62,700			85,400	
6	Divided	*	23,300	50,000	50,900	6	68,900	93,900			128,100	
8	Divided	*	32,000	67,300	68,100	8	91,900	125,200			170,900	
			,	,	,	10	115,000	156,800			213,600	
								,			,	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes						Freeway Adjustments Auxiliary Lanes Ramp						
by the indicated percent.)					Present in Both Directions			1	Metering			
	Non-State Signalized Roadways - 10%					+ 20,000				+ 5%		
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS						
T	Mallan	Exclusive			djustment	Lanes	Median	B	C	D	E	
Lanes 2	Median Divided	Left Lanes Yes	s Right I No		Factors +5%	2	Undivided		18,000	24,200	32,600	
2	Undivided	No	No		-20%	4	Divided		52,600	66,200	75,300	
Multi	Undivided	Yes	No		-5%	6	Divided	54,600	78,800	99,400	113,100	
Multi	Undivided	No	No	C	-25%	Ŭ	2111404	0 1,000	, 0,000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	110,100	
_	_	_	Ye	s	+ 5%		Uninterrup	ted Flow Hi	ghwav Ad	iustmen	ts	
						Lanes Median Exclusive left lanes Adjustment factor						
One-Way Facility Adjustment Multiply the corresponding two-directional					2	Divided	Yes	5	+5%			
					Multi	Undivided	Yes	5	-5%			
	volumes in this table by 0.6						Undivided	No		-2	5%	
BICYCLE MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) Paved Shoulder/Bicycle						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.						
	Coverage	В	С	D	Е							
0-49%					19,700	² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					d on number	
		2,100	2,100 6,700 19,700 >			³ Buses per hour shown are only for the peak hour in the single direction of the higher traff						
83	5-100%	9,300	19,700	>19,700	**	³ Buses p flow.	er hour shown are o	nly for the peak ho	ur in the single d	irection of the	e higher traffic	
PEDESTRIAN MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						 * Cannot be achieved using table input value defaults. ** Not applicable for that level of service letter grade. For the automobile mode, volume greater than level of service D become F because intersection capacities have been reach For the bicycle mode, the level of service letter grade (including F) is not achievable 						
Sidewa	alk Coverage	В	С	D	Е	because t	here is no maximun	n vehicle volume t	threshold using	table input va	alue defaults.	
	0-49%	*	*	2,800	9,500	Source:						
	0-84%	*	1,600	8,700	15,800		Department of Trans					
	5-100%	3,800	10,700	17,400	>19,700		Implementation Off ww.fdot.gov/planning					
			luled Fixed	,								
		-	r in peak dired									
~· ·	11 0		0	D	E							
	alk Coverage	В	С									
(alk Coverage 0-84% 5-100%	B > 5 > 4	≥ 4 ≥ 3	≥ 3 ≥ 2	≥ 2 ≥ 1							

(continued)

Generalized Annual Average Daily Volumes for Florida's

Urbanized Areas

January 2020

					Interrupted Flow Facilities					anuary 2020
INPUT VALUE	Unin	terrupted	Flow Faci	lities			Arterials	iow i ach		ass I
ASSUMPTIONS	Freeways	Core Freeways	High	ways	Cla			ss II	Bicycle	Pedestrian
ROADWAY CHARACTERISTICS		Theeways								
Area type (urban, rural)	urban	urban					1			1
Number of through lanes (both dir.)	4-10	4-12	2	16	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65		<u>4-6</u> 50	45		30			4
Free flow speed (mph)			50		43 50	50 55	30	30 35	45 50	50
Auxiliary Lanes (n,y)	75 70 55 55		50	55	35	33	50	50		
Median (d, twlt, n, nr, r)	n n		d							
Terrain (l,r)	1	1	1	<u> </u>	n 1	r 1	n 1	r 1	r 1	r 1
% no passing zone	1	1	80	1	1	1	1		1	
Exclusive left turn lane impact (n, y)			[n]	37	V	N/	v	37	V	v
Exclusive right turn lanes (n, y)			[11]	У	y n	<u>у</u>	y n	y n	y n	y n
Facility length (mi)	3	3	5	5	2	n 2	n 1.9	1.8	n 2	n 2
	5	5	5	3	2	Z	1.9	1.0	2	2
TRAFFIC CHARACTERISTICS	1	1					1	1	1	1
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					с	с	с	с	с	с
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERIST	ICS	1	I I				1		1	
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	-
On-street parking (n, y)									-	
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
		LEVEL	OF SERV	ICE THR	L ESHOLD:	S				
	Freeways	1	ways		Arte			Bicycle	Ped	Bus
Level of	1 I COWAYS	0	ways Multilane	Cla	ISS I		ee II	Bicycle	reu	Dus
Service	Density	1 wo-Lane %ffs	Density		ts	Class II ats		Score	Score	Buses/hr.
В	≤17	> 83.3	≤ 17		mph		mph	≤ 2.75	≤ 2.75	≤ 6
С	≤ 17 ≤ 24	> 75.0	≤ 17 ≤ 24		mph		mph	≤ 2.75 ≤ 3.50	≤ 2.73 ≤ 3.50	≤ 0
D	≤ 24 ≤ 31	> 66.7	≤ 24 ≤ 31		mph		mph	≤ 3.50 ≤ 4.25	≤ 3.30 ≤ 4.25	≥ 4 < 3
E					•		mph	≤ 4.23 ≤ 5.00	≤ 4.23 ≤ 5.00	< 2
Ē	$\leq 39 > 58.3 \leq 35 > 15 \text{ m}$		mpn	> 10	шрп	$1 \ge 5.00$	≥ 5.00	~ 2		

% ffs = Percent free flow speed ats = Average travel speed

Generalized Annual Average Daily Volumes for Florida's

Transitioning Areas and

				Areas O	I ransitio	-	is and banized Are	as ¹			January 20
	INTERR		LOW FAC		ver 5,000 i			RRUPTED F	LOW FAC	CILITIES	January 20
	STATE SI							FREEW			
						Lanes	В	r nee v C		D	Е
Lamaa	Class I (40 Median		gher posted s C	speed limit) D	Е	4	45,100	59,000		,300	72,600
Lanes		B *	_	2	L **	6	65,300	86,600	104	,100	108,900
2	Undivided		14,400	16,200	**	8	85,900	114,500		,100	145,300
4	Divided	*	34,000	35,500		10	101,600	135,600		,900	181,800
6	Divided	*	52,100	53,500	**			,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
т	Class II (35	-						reeway Adj	ustments		
Lanes	Median	B *	C	D	E	Dura	Auxiliary Lan			Ramp	
2	Undivided		6,500	13,300	14,200	Prese	ent in Both Dir + 20,000	ections		Metering + 5%	
4	Divided	*	9,900	28,800	31,600		+ 20,000			+ 3%	
6	Divided	*	16,000	44,900	47,600						
	1	r correspond by the indica	Koadway A ling state volu tted percent.) Roadways		nts						
	Median	& Turn I	Lane Adju	stments							
		Exclusiv			djustment		J NINTERR				
Lanes	Median	Left Lane	s Right	Lanes	Factors	Lanes	Median	В	С	D	Е
2	Divided	Yes	N		+5%	2	Undivided		17,300	23,400	31,60
2	Undivided	No	N		-20%	4	Divided	· · · · · · · · · · · · · · · · · · ·	49,900	63,000	71,70
Multi	Undivided	Yes	N		-5%	6	Divided	51,700	74,800	94,600	107,40
Multi	Undivided	No	N		-25%						
_	_	_	Ye	es	+ 5%		Uninterrupt				
	One-V	Vav Facil	ity Adjust	ment		Lanes	Median	Exclusive l		U	ent factor
			nding two-di			2	Divided	Yes			5%
			is table by 0.			Multi	Undivided	Yes			5%
			-			Multi	Undivided	No		-2	5%
			E MODE				hown are presented				
			nes shown be				nd are for the autom constitute a standard				
(directional roadw	-	mes.)	-way maxim	um service	applicatio	ons. The computer r	nodels from which	n this table is d	erived should	be used for
	D 1	voiu	mes.)				cific planning applie ed for corridor or in				
	Paved					Calculatio	ons are based on pla	nning application			
	lder/Bicycle	P	~	~		and Quali	ity of Service Manu	al.			
	e Coverage	B	C	D	E	² Level of	f service for the bicy	cle and pedestria	n modes in this	s table is base	l on number
	0-49%	*	2,600	6,100	19,500		es, not number of bi				
	50-84%	1,900		18,400	>19,500	³ Russes pe	er hour shown are o	ly for the neak bo	ur in the single	direction of th	e higher traffi
8:	5-100%	·		>19,500	**	flow.	and and and and of	ny ior the peak lio	a in the single	uncentiti or th	ingher uarrie
			AN MOD			* Cannot	be achieved using t	able input value d	efaults.		
	ultiply vehicle vo					** Not	oplicable le for that	level of corrigo la	ter grade Eco	the automat:	e mode
dire	ctional roadway		rmine two-wa mes.)	ay maximum	service	volumes	greater than level of	service D becom	e F because in	tersection cap	acities have
			,	_	_		hed. For the bicycle vable because there				
~ • •	alk Coverage	В	С	D	E		ue defaults.			and ash	
	0-49%	*	*	2,800	9,400	Source:					
		*	1,600	8,600	15,600	Florida D	epartment of Trans				
	50-84%		10,500	17,100	>19,500		Implementation Off ww.fdot.gov/planning				
5	50-84% 5-100%	3,800	10,300		1						
5	5-100% BUS MOD	E (Sche	duled Fix	· · · · · · · · · · · · · · · · · · ·) ³						
5	5-100% BUS MOD (Buses	E (Scheo in peak hou	duled Fix	ction)							
5 8. Sidewa	5-100% BUS MOD (Buses alk Coverage	E (Schee in peak hou B	duled Fix ir in peak dire C	ction) D	E						
5 8 Sidewa	5-100% BUS MOD (Buses	E (Scheo in peak hou	duled Fix	ction)							

Generalized Annual Average Daily Volumes for Florida's

(continued)

Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

				-						anuary 202	
INPUT VALUE	Uninterru	pted Flow	Facilities		S		errupted l rterials	Flow Facil	acilities Class I		
ASSUMPTIONS	Freeways	High	nways	Cla	ass I	late A		uss II	Bicycle	Pedestria	
ROADWAY CHARACTERISTICS			5								
Area type (urban, rural)	urban										
Number of through lanes (both dir.)	4-10	2	4-6	2	4-	6	2	4-6	4	4	
Posted speed (mph)	70	50	50	45	5		30	30	45	45	
Free flow speed (mph)	75	55	55	50	5		35	35	50	50	
Auxiliary lanes (n,y)	n	55	55	50	5.	5	55	55	50	50	
Median (d, n, nr, r)			d			,					
Terrain (l,r)	1	1	u 1	n 1	<u> </u>	, 	n 1	y 1	r 1	r 1	
% no passing zone	1	60	1	1	1		1	1	1	1	
Exclusive left turn lane impact (n, y)		[n]	V	V		7	V	V	V	V	
Exclusive right turn lanes (n, y)		[11]	У	у	У		y n	y y	у	y n	
Facility length (mi)	6	5	5	n 1.8	r 2		n 2	n 2	n 2	n 2	
TRAFFIC CHARACTERISTICS	0	5	5	1.0			Z	2	2	2	
	0.000	0.000	0.000	0.000		0.0	0.000	0.000	0.000	0.000	
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.0		0.090	0.090	0.090	0.090	
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.5		0.570	0.565	0.570	0.570	
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.0		1.000	1.000	1.000	1.000	
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,9		1,950	1,950	1,950	1,950	
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.	0	2.0	3.0	3.0	3.0	
Speed Adjustment Factor (SAF)	0.975		0.975								
Capacity Adjustment Factor (CAF)	0.968		0.968								
% left turns				12	12		12	12	12	12	
% right turns				12	12	2	12	12	12	12	
CONTROL CHARACTERISTICS											
Number of signals				5	4	ļ	10	10	4	6	
Arrival type (1-6)				4	3	;	4	4	4	4	
Signal type (a, c, p)				с	c	;	с	с	с	с	
Cycle length (C)				120	15		120	150	120	120	
Effective green ratio (g/C)				0.44	0.4		0.44	0.45	0.44	0.44	
MULTIMODAL CHARACTERISTICS	S		1		I						
Paved shoulder/bicycle lane (n, y)	-								n, 50%, y	n	
Outside lane width (n, t, w)									t	t	
Pavement condition (d, t, u)									t	i	
On-street parking (n, y)											
									n	n	
Sidewalk (n, y)										n, 50%,	
Sidewalk/roadway separation (a, t, w)										t	
Sidewalk protective barrier (n, y)										n	
			RVICE T	HRESHO				1	1	. <u> </u>	
Level of	Freeways		iways		Arte			Bicycle	Ped	Bus	
Service	Density	Two-Lane		Class	I	(Class II	Score	Score	Buses/h	
		%ffs	Density	ats			ats				
					-					≤ 6	
С	≤ 24	> 75.0	≤24	> 23 m	ph		17 mph	≤ 3.50	≤ 3.50	≤4	
D	≤ 31	> 66.7	≤ 31	>18 m	ph	>	13 mph	≤ 4.25	≤4.25	< 3	
E	\leq 39	> 58.3	\leq 35	>15 m	ph	>	10 mph	\leq 5.00	\leq 5.00	< 2	
	≤ 31	> 66.7	≤31	>18 m	ph ph	>	13 mph	≤4.25	≤ 4.25	<	

% ffs = Percent free flow speed ats = Average travel speed

TABLE 3

Generalized Annual Average Daily Volumes for Florida's

Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population¹

INTERRUPTED FLOW FACILITIES UNINTERRUPTED FLOW FACILITIES FREEWAYS STATE SIGNALIZED ARTERIALS Lanes Median R С D E Lanes B С D 12.900 14,200 ** 48,000 2 Undivided 34,800 56,700 4 * ** 4 Divided 29,300 30,400 6 48,900 69,000 82,600 * ** 62,900 90,400 6 Divided 45,200 45,800 8 108,400 Non-State Signalized Roadway Adjustments **Freeway Adjustments** (Alter corresponding state volumes Auxiliary Lanes by the indicated percent.) Present in Both Directions Non-State Signalized Roadways - 10% +20,000Median & Turn Lane Adjustments UNINTERRUPTED FLOW HIGHWAYS Exclusive Exclusive Adjustment Lanes Median Left Lanes **Right Lanes** Factors **Rural Undeveloped** Divided +5% 2 Yes No Median Lanes В С 2 Undivided No No -20% Undivided 4.600 2 8,600 Multi Undivided Yes No -5% 4 31,200 44,900 Divided 55,700 -25% Multi Undivided No No 6 Divided 46,800 67,600 83,500 Yes +5%**Developed** Areas **One-Way Facility Adjustment** Median В Lanes С Multiply the corresponding two-directional 2 Undivided 10,300 15,700 21.300 volumes in this table by 0.6 4 Divided 29,300 42,300 54,000 6 Divided 44,000 63,600 81,200 **Passing Lane Adjustments** Alter LOS B-D volumes in proportion to the passing lane length to **BICYCLE MODE²** the highway segment length (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service Uninterrupted Flow Highway Adjustments volumes.) Median Exclusive left lanes Adjustment factors Lanes Divided 2 Yes **Rural Undeveloped** Undivided Multi Yes Paved Undivided Multi No Shoulder/Bicycle С Е Lane Coverage В D * 0-49% 2.0003,200 ¹Values shown are presented as two-way annual average daily volumes for levels of 1,300 service and are for the automobile/truck modes unless specifically stated. This table 50-84% 1,000 2,100 3,200 10,600 does not constitute a standard and should be used only for general planning 85-100% 2,600 3,900 18,500 >18,500 applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should **Developed Areas** not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity Paved and Ouality of Service Manual. Shoulder/Bicycle ² Level of service for the bicycle and pedestrian modes in this table is based on number Lane Coverage В С D Е of vehicles, not number of bicyclists or pedestrians using the facility. 0-49% * 4,900 15,600 2,300 * Cannot be achieved using table input value defaults. 1,700 50-84% 4,500 18,500 13,300 85-100% 5,900 18,500 >18,500 ** ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have PEDESTRIAN MODE² been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table (Multiply vehicle volumes shown below by number of input value defaults. directional roadway lanes to determine two-way maximum service volumes.) Source: Florida Department of Transportation Systems Implementation Office Sidewalk Coverage В С D Е https://www.fdot.gov/planning/systems 2,700 0-49% * * 9,200 * 50-84% 1,500 14,900 8,400 85-100% 3.600 10.200 16,700 >19,200

71

January 2020

Ε

63,200

94,800

126,400

E

28,500

62,700

94,200

Ε

28.500

61,600 92,400

+5%

-5%

-25%

D

D

14.000

Generalized Annual Average Daily Volumes for Florida's

Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE		Uninterru	ipted Flow	Facilities			Interruj	oted Flow	Facilities	
ASSUMPTIONS	Freeways			ways		Λ+	erials	Bio	ycle	Pedestria
	-	Under	veloped	Deve	loped	Alte		ыс	ycie	reuestria
ROADWAY CHARACTERISTICS	8					-				
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	у	[n]	у	У	у	у	у	у
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERIS	TICS			I	I			,		
Paved shoulder/bicycle lane (n, y)	nes		1			1	1	m 500/ m	n 500/ m	
Outside lane width (n, t, w)								n,50%,y	n,50%,y	n t
Pavement condition (d, t, u)										ι
Sidewalk (n, y)								t	t	
Sidewalk/roadway separation(a, t,w)										n,50%,
Sidewalk protective barrier (n, y)										t
Sidewark protective barrier (ii, y)		I DI/DI								n
		LEVE	L OF SER	VICE TH	RESHOL					
Level of	Free	ways				0	iways			
Service		·		Lane ru		Lane rd		lane ru		ilane rd
2	Den	2	%tsf	ats		offs		nsity		nsity
В	[]		≤ 50	<u>< 55</u>	-	33.3		14		14
С	≤2		≤ 65	<u>< 50</u>		25.0		22		22
D	<u>≤</u> 2		≤ 80	<u>< 45</u>		6.7		<u>29</u>		29
E	≤ 3	56	> 80	<u><</u> 40	>5	58.3	≤	34	≤	34
		Arteria	la		D!	valo		n	destria	
Level of Somuioo	M					ycle		P	edestrian	
Service	IVI	ajor City/C				ore			Score	
B C		> 31 mp				2.75			≤ 2.75	
U	> 23 mph				≤ 3.50					
D		> 18 m				4.25	i		\leq 4.25	

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

vrida' 14/000 . . . -1 ۰. - 1-11-.

January 2020

73

TABLE	Ξ4		Generali	zed Pea l	k Hour T	wo-Wa	iy Volumes	for Florida's		
					Urban	nized Area	as ¹			January 2020
	INTERR	UPTED F	LOW FACI	LITIES			UNINTER		OW FACILITIES	-
	STATE SI	GNALIZ	ZED ART	ERIALS	5			FREEWA	YS	
	Class I (40 m	nph or hig	her posted s	speed limi	t)			Core Urban	ized	
Lanes	Median	B	C	D	E	Lanes	В	С	D	Е
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580
	Class II (35 n	nph or slo	wer posted	speed lim	it)	12	11,600	16,350	20,930	23,200
Lanes	Median	В	Ċ	D	E			Urbanize	d	
2	Undivided	*	660	1,330	1,410	Lanes	В	С	D	Е
4	Divided	*	1,310	2,920	3,040	4	4,130	5,640	7,070	7,690
6	Divided	*	2,090	4,500	4,590	6	6,200	8,450	10,510	11,530
8	Divided	*	2,880	6,060	6,130	8	8,270	11,270	13,960	15,380
						10	10,350	14,110	17,310	19,220
	N GLAG									
	Non-State Sig		koadway A ing state volur		its		Fi Auxiliary Lane	reeway Adjus	stments Ramp	
	ŀ	y the indication	ted percent.)	lies		Pres	ent in Both Dire		Meterin	
	Non-State	Signalized	Roadways	- 10%			+ 1,800		+ 5%	
	Median	& Turn L	ane Adjus	tments						
		Exclusive	e Exclu	sive A	djustment				OW HIGHW	
Lanes	Median	Left Lane	0		Factors	Lanes	Median	B	C D	E
2 2	Divided Undivided	Yes No	No No		+5% -20%	2 4	Undivided Divided		620 <mark>2,180</mark> ,730 5,960	-
2 Multi	Undivided	Yes	No		-20%	4 6	Divided		,730 <mark>5,960</mark> 090 8,950	-
Multi	Undivided	No	No		-25%	0	Divided	4,910 /,	0,950	10,100
_	_	_	Ye	S	+ 5%		Uninterrunt	ed Flow High	way Adjustm	ents
						Lanes	Median	Exclusive left	• •	tment factors
			ity Adjustr			2	Divided	Yes	5	+5%
			nding two-dir s table by 0.6			Multi	Undivided	Yes		-5%
	¥0		s table by 0.0			Multi	Undivided	No		-25%
			E MODE ²		c				ional volumes for leve	
	(Multiply v directional roadwa		nes shown bel etermine two-						ically stated. This tab general planning app	
		volur							d should be used for 1 nputer models should	
	Paved					corridor o	or intersection desig	n, where more refin	ed techniques exist. C	Calculations are
	der/Bicycle					based on Service N		ns of the HCM and t	the Transit Capacity a	ind Quality of
	Coverage	В	С	D	Е	² Level of	f service for the bicy		nodes in this table is	
	0-49%	*	260	680	1,770				bedestrians using the	
	0-84%	190	600	1,770	>1,770	³ Buses pe flow.	er hour shown are onl	y for the peak hour in	the single direction of	the higher traffic
8:	5-100%	830	1,700	>1,770	**		be achieved using t	able input value def	aulte	
			AN MODE							bilo mode
· · ·	ultiply vehicle vo		2		amica				grade. For the automo F because intersection	
dire	ctional roadway l	anes to deter volur	•	y maximum s	service				service letter grade (i volume threshold us	
Sidour	alk Coverage	В	C	D	Е	value def		- maximum veniele	. stanie unesnota us	ing tuble input
	0-49%	ъ *	*	D 250	E 850	Source:				
	0-4970	*	150	230 780	1,420		Department of Transport of Tran			
	5-100%	340	960	1,560	>1,770		ww.fdot.gov/plannir			
	BUS MOI			-						
			r in peak direc							
Sidewa	alk Coverage	В	C	D	Е					
	0-84%	> 5	\geq 4	\geq 3	≥ 2					
0	5 100%	> 1	> 2	> 2	>1					

85-100%

>4

 ≥ 3

 ≥ 2

 ≥ 1

Generalized $\ensuremath{\textbf{Peak}}$ Hour $\ensuremath{\textbf{Two-Way}}$ Volumes for Florida's

Urbanized Areas

	Unin	terrunted	Flow Faci	lities				Flow Facil			
INPUT VALUE	0.000		Flow Faci	intics		State A	rterials		Cla	ass I	
ASSUMPTIONS	Freeways	Core Freeways	Highv	ways	Cla	lss I	Cla	ass II	Bicycle	Pedestria	
ROADWAY CHARACTERISTICS											
Area type (urban, rural)	urban	urban									
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4	
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45	
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50	
Auxiliary Lanes (n,y)	n	n									
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r	
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1	
% no passing zone			80								
Exclusive left turn lane impact (n, y)			[n]	у	у	у	у	у	у	у	
Exclusive right turn lanes (n, y)					n	n	n	n	n	n	
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2	
TRAFFIC CHARACTERISTICS											
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565	
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000	
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950	
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0	
Speed Adjustment Factor (SAF)	0.975	0.975		0.975							
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968							
% left turns					12	12	12	12	12	12	
% right turns					12	12	12	12	12	12	
CONTROL CHARACTERISTICS	•	•						•			
Number of signals					4	4	10	10	4	6	
Arrival type (1-6)					3	3	4	4	4	4	
Signal type (a, c, p)					с	с	с	с	с	c	
Cycle length (C)					120	150	120	120	120	120	
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44	
MULTIMODAL CHARACTERIST	ICS	I	11				I	1		1	
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n	
Outside lane width (n, t, w)									t	t t	
Pavement condition (d, t, u)									t	L L	
On-street parking (n, y)											
Sidewalk (n, y)										n, 50%,	
Sidewalk/roadway separation(a, t, w)										t	
Sidewalk protective barrier (n, y)										n	
		IFVFI	OF SERV	се тнр	I FSHOI D'	S				1 11	
	F	r						D' I	D.J	D	
Level of	Freeways	-	ways	<u></u>	Arte		11	Bicycle	Ped	Bus	
Service	Density		Multilane		iss I		ss II	Score	Score	Buses/h	
		%ffs	Density		ts	a					
В	≤17	> 83.3	≤17	> 31	mph	> 22	mph	≤ 2.75	≤2.75	≤ 6	
С	≤ 24	> 75.0	≤ 24	> 23	mph	> 17	mph	≤ 3.50	≤ 3.50	≤4	
D	≤ 3 1	> 66.7	≤ 3 1	> 18	mph	> 13	mph	≤ 4.25	≤ 4.25	< 3	
E	≤ 3 9	> 58.3	≤ 3 5	> 15	mph	> 10	mph	≤ 5.00	\leq 5.00	< 2	

% ffs = Percent free flow speed ats = Average travel speed

Transitioning Areas and

Areas Over 5,000 Not In Urbanized Areas¹

UNINTERRUPTED FLOW FACILITIESSTATE SIGGALIZED ARTERALSCases Median 2 C D E Lanes Median 2 C D D E 2 Undivided $*$ 1,000 1,400 $*$ A Divided $*$ 1,000 1,400 $*$ A Divided $*$ 1,000 1,200 1,200 10,070Cases Median B C D E Divided $*$ 4,690 4,820 $**$ A Divided $*$ 4,690 4,820 $**$ Cases Median B C D E Cases Median B C D E Cases Median B C D E Divided $*$ 1,440 4,040 4,280Non-State Signalized Roadways - 10%Median & Turn Lane Adjustments (Alter corresponding state volumes by the indicated porent.) Non-State Signalized Roadways - 10%Median & Turn Lane Adjustments (Alter corresponding state volumes by the indicated porent.) Non-State Signalized Roadways - 10%Median & Turn Lane Adjustments (Alter corresponding state volumes by the indicated porent.) Non-State Signalized Roadways - 10%Median & Turn Lane Adjustment (Alter corresponding the volume of (Autivided Ycs No - 25% Multi Undivided Ycs No - 26% Multi Undivided Ycs No - 25% Multi Undivided Ycs No					Areas C	Over 5,000 I	Not In Ur	banized Are	as'			January 2020	
Class I (40 mph or higher posted speed limit) Larnes Median B C D E 2 Undivided * 1,300 1,460 *** 4 Divided * 3,000 3,200 *** 6 Divided * 4,690 4,820 *** 6 Divided * 4,690 4,820 *** 6 Divided * 2,000 1,220 13,250 15,870 17,820 10 9,960 13,290 15,870 17,820 10 10,000 $+550$ 10 Ketter or pooling state volume by the indered percent, 10 $+100$ 10 Ketter or pooling state volume by the indered percent, 10 $+100$ 10 Ketter or pooling state volume 10 Ketter or pooling state volume is the state by 0.6 10 Ketter or pooling state st		INTERF		LOW FAC	ILITIES			UNINTER	RUPTED	FLOW FA	ACILITIES		
$ \begin{array}{c c c c c c c c c c c c c c c c c c c $		STATE SI	GNALIZ	ZED ART	FERIAL	.s			FREEV	VAYS			
Lanes Median B C D E 2 Undivided * 580 1,200 1,203 4 Divided * 580 2,590 2,880 6 Divided * 1,440 4,040 4,280 Non-State Signalized Roadways Adjustments (Alter corresponding site volumes by the indicated percent.) Non-State Signalized Roadways - 10% Median & Turn Lane Adjustments Exclusive Exclusive Adjustments Exclusive Exclusive Adjustments Exclusive Exclusive Adjustments (Alter corresponding site volumes by the indicated percent.) Non-State Signalized Roadways - 10% Median & Turn Lane Adjustments Exclusive Exclusive Adjustments Exclusive Exclusive Adjustment Among Median B C D D E Undivided No No -25% Multi Undivided No - 25% Multi Undivide No - 25% Multi Undivided No - 25% Multi Undivi	2 4	Median Undivided Divided	B * *	C 1,300 3,060	D 1,460 3,200	E ** **	4 6 8	4,420 6,400 8,420	<mark>(5,78)</mark> 8,49 11,22	0 10 0 13	6,890 0,200 3,530	7,110 10,670 14,240	
Lanes Median B C D E 2 Undivided * 580 1,200 1,203 4 Divided * 890 2,590 2,830 6 Divided * 1,440 4,040 4,280 Non-State Signalized Roadways Adjustments CAlter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10% Median & Turn Lane Adjustments Exclusive Exclusive Adjustments Exclusive Exclusive Adjustments Exclusive Exclusive Adjustments Multiply the corresponding to the Volumes by the indicated percent.) Non-State Signalized Roadways - 10% Median & Left Lanes Right Lanes Factors 2 Divided Yes No -5% Multi Undivided No No -25% Multi Undivided Yes No -5% Multi Undivided No No -25% Multi Undivided Yes No -5% Multi Undivided No No -25% Multi Undivided Yes No -5% Multi Undivided Yes No -25% Multi Undivided Yes No -5% Multi Undivided Yes No -25% Multi Undiv		Class II (35	mph or slo	wer posted	speed limi	it)		F	reeway Ad	liustmen	ts		
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	2 4	Median Undivided Divided	B * *	C 580 890	D 1,200 2,590	E 1,280 2,850	Pres	Auxiliary Lane ent in Both Dire	es	ijustmen	Ramp Metering		
Exclusive Median Lanes Petition 2 Divided YesExclusive Right Lanes Factors Factors Factors Factors Factors Petition 2 Undivided NoNo No So <b< td=""><td></td><td>(Alte</td><td>r correspondi by the indicat</td><td>ing state volu ted percent.)</td><td>mes</td><td>ents</td><td></td><td></td><td></td><td></td><td></td><td></td></b<>		(Alte	r correspondi by the indicat	ing state volu ted percent.)	mes	ents							
Lanes Median Left Lanes Kight Lane Factors 2 Divided Yes No $\pm 5\%$ 2 Undivided Yes No $\pm 5\%$ 2 Undivided Yes No $\pm 5\%$ Multi Undivided Yes No $\pm 5\%$ Multi Undivided Yes No $\pm 5\%$ $= Yes \pm 5\%$ Multi Undivided Yes No $\pm 25\%$ $= Yes \pm 5\%$ $= Yes \pm $		Median						ININTEDD				VS	
$\begin{array}{c c c c c c c c c c c c c c c c c c c $	Lamas	Madian											
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MultiUndividedNo -25% $ Yes$ $+5\%$ Unified to the determine the set of the state of the sta	2					1	4						
- - Yes + 5% One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 Uninterrupted Flow Highway Adjustment factors 2 Divided Yes + 5% Multiply the corresponding two-directional volumes in this table by 0.6 Yes + 5% BICYCLE MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) - - Paved - - - - - Shoulder/Bicycle - - - - - - - Lane Coverage B C D E -							6	Divided	4,650	6,730	8,510	9,670	
United a probability of the probability of the corresponding two-directional volumes in this table by 0.6United a probability of the corresponding two-directional volumes in this table by 0.6BICYCLE WODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)Paved Shoulder/BicycleLane Coverage B C D E 0-49% * 140 550 1,760 50-84% 170 500 1,650 >1,760 ***PEDESTRIAN MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)Sidewalk Coverage B C D E 0-49% * 120 700 1,650 >1,760 ***PEDESTRIAN MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)Sidewalk Coverage B C D E 0-49% * 250 850 50-84% * 150 780 1,4110 85-100% 340 950 1,540 >1,760BUS MODE (Schedulet Fixed Route) ³ (Buses in peak hour in peak direction)Sidewalk Coverage B C D E 0-49% * 250 850 50-84% * 150 780 1,4110 85-100% 340 950 1,540 >1,760BUS MODE (Schedulet Fixed Route) ³ (Buses in peak hour in peak direction)Sidewalk Coverage B C D E 0-84% >5 ≥ 4 ≥ 3 ≥ 2 Buse on phash our in peak direction)Sidewalk Coverage B 0-84% > 5 ≥ 4 ≥ 3 ≥ 2								TT	ad Flam D		A .]	4	
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should be used for more specific planning applications. The table and deriving computer models should be used for more specific planning applications. The table and deriving computer models should be used for more specific planning applications. The table and deriving computer models should be used for more specific planning applications. The table and deriving computer models should be used for more specific planning applications. The table and deriving computer models should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and the Transit Capacity and Quality of Service Manual.ConstructionSpecific planning applications. The table and the Transit Capacity and Quality of Service Manual.Construction <td cols<="" td=""><td></td><td>Multiply t</td><td>he correspor</td><td>nding two-di</td><td>rectional</td><td></td><td>2 Multi</td><td>Median Divided Undivided</td><td>Exclusive Ye Ye</td><td>left lanes es es</td><td>Adjustm + </td><td>ent factors 5% 5%</td></td>	<td></td> <td>Multiply t</td> <td>he correspor</td> <td>nding two-di</td> <td>rectional</td> <td></td> <td>2 Multi</td> <td>Median Divided Undivided</td> <td>Exclusive Ye Ye</td> <td>left lanes es es</td> <td>Adjustm + </td> <td>ent factors 5% 5%</td>		Multiply t	he correspor	nding two-di	rectional		2 Multi	Median Divided Undivided	Exclusive Ye Ye	left lanes es es	Adjustm + 	ent factors 5% 5%
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)are for the automobile/truck mode unless specifically stated. This table does not constitute a standard and should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models from which this table is derived should be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.***The Dest reliable and for intersection design, where more refined techniques exist. Calculations are based on planning applications. The table and deriving computer models should be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications. The table and deriving computer models in this table is based on corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications. The table and deriving computer models in this table is based on service Manual.***The Dest reliable and the transit Capacity and Quality of Service Manual.***PEDESTRIAN MODE*(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)Sidewalk CoverageBCDBUS MODE (Schedulee Fixed Route)* (Buses in peak hour in peak direction)Guses in peak hour in peak direction)EDSidewalk CoverageBCDBuse peak hour in peak dire		D			2		187.1				C 1 1	C · 1	
Lane CoverageBCDE $0-49\%$ *1405501,760 $50-84\%$ 1705001,650>1,760 $85-100\%$ 670 1,760>1,760**PEDESTRIAN MODE ² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)**Sidewalk CoverageBCDE $0-49\%$ *250850 $50-84\%$ 1507801,410 $85-100\%$ 3409501,540BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)ESource: Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/Sidewalk CoverageBCDBUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)ESidewalk CoverageBCD $0-84\%$ 5 2 2 2		(Multiply v directional roadw Paved	vehicle volun ay lanes to d	nes shown be etermine two	low by num		are for th constitute computer planning corridor based on	e automobile/truck a standard and sho models from which applications. The ta or intersection desig planning applicatio	modes unless s ould be used on h this table is d able and derivin m, where more	pecifically sta ly for general erived should og computer n refined techn	ated. This table of planning applica- be used for more nodels should no iques exist. Calc	loes not ations. The e specific t be used for ulations are	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		Coverage				I	² Level o	f service for the bicy	cle and pedest	rian modes in	this table is bas	ed on	
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$													
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$					-			er hour shown are onl	ly for the peak h	our in the sing	le direction of the	higher traffic	
(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, table hor that level of service letter grade. For the automobile mode, volumes greater than level of service letter grade. For the automobile mode, table hor table hor	0.			-	-			ha ashioved weiver	able incut we	a dafarita			
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$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Sidewa	-				1		aults.					
$\begin{array}{ c c c c c c c c c c c c c c c c c c c$						I		Department of Trans	portation				
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)Sidewalk CoverageBCDE0-84%> 5 ≥ 4 ≥ 3 ≥ 2							Systems	Implementation Off	ice				
	'				-		nups://w	ww.iuot.gov/piannii	ng/systems/				
Sidewalk CoverageBCDE0-84%> 5 ≥ 4 ≥ 3 ≥ 2			•			e) ⁻							
$0-84\% > 5 \geq 4 \geq 3 \geq 2$	Sidewa		-	-		F							
		-				1							
	1					1							

Transitioning Areas and

Areas Over 5,000 Not In Urbanized Areas

January 2020

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INPUT VALUE	Uninterru	pted Flow	Facilities			Interr ate Arter		Flow Facil	1	iss I
ASSUMPTIONS	Freeways	High	ways	Cla	ass I			ss II	Bicycle	Pedestria
ROADWAY CHARACTERISTICS						I				
Area type (urban, rural)	urban									
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6		2	4-6	4	4
Posted speed (mph)	70	50	50	45	50		30	30	45	45
Free flow speed (mph)	75	55	55	50	55		35	35	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d	n	у		n	у	r	r
Terrain (l,r)	1	1	1	1	1		1	1	1	1
% no passing zone		60								
Exclusive left turn lane impact (n, y)		[n]	у	у	у		у	у	у	у
Exclusive right turn lanes (n, y)				n	n		n	n	n	n
Facility length (mi)	6	5	5	1.8	2		2	2	2	2
TRAFFIC CHARACTERISTICS	•		•					•	•	•
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.09	0 0	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.57		0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.00		1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,95		1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0		2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975							
Capacity Adjustment Factor (CAF)	0.968		0.968							
% left turns				12	12		12	12	12	12
% right turns				12	12		12	12	12	12
CONTROL CHARACTERISTICS	1		1							1
Number of signals				5	4		10	10	4	6
Arrival type (1-6)				4	3		4	4	4	4
Signal type (a, c, p)				с	с		с	с	с	с
Cycle length (C)				120	150)	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	5	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTIC	S		1							1
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	-
On-street parking (n, y)									n	n
Sidewalk (n, y)									п	n, 50%,
Sidewalk/roadway separation (a, t, w)										n, 5070,
Sidewalk protective barrier (n, y)										n
Sidewark protective barrier (ii, y)	LEV	FI OF SF	RVICE TI	IDECUOI						11
				IKESHUI		- 1-		D'anda	D.J	D
Level of	Freeways		ways	CI	Arteri		- 11	Bicycle	Ped	Bus
Service	Density	Two-Lane %ffs	Multilane Density	Class	1	Clas		Score	Score	Buses/ht
В	≤ 17	> 83.3	≤ 17	ats > 31 m	nh	at > 22		≤ 2.75	≤ 2.75	≤ 6
C B					-		_			
	≤ 24	> 75.0	≤ 24	> 23 m	-	> 17	<u>^</u>	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 m	-	> 13	-	≤ 4.25	≤ 4.25	< 3
E % ffs = Percent free flow speed ats = Avera	\leq 39	> 58.3	\leq 35	>15 m	ph	> 10	mph	\leq 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population¹

				•		ss Than 5					January
	INTERR	UPTED FL	.OW FAC	ILITIES			UNINTER	RUPTED	FLOW F	ACILITIES	
	STATE SI	GNALIZ	ZED ART	FERIAL	s			FREE	WAYS		
Lanes	Median	В	С	D	Е	Lanes	В	C	2	D	Е
2	Undivided	*	1,220	1,350	**	4	3,650	5,04	0	5,950	6,640
4	Divided	*	2,790	2,890	**	6	5,130	7,25		8,670	9,950
6	Divided	*	4,300	4,350	**	8	6,600	9,49		1,380	13,270
r	È	gnalized R r correspondin by the indicate Signalized F	ng state volu ed percent.)		ents			Auxilian esent in Bo	djustmen ry Lanes oth Directio 800		
	Median	& Turn La						UDTED	FLOW		VC
_		Exclusive			Adjustment	ι ι	JNINTERR	UPIED	FLOWI	HIGHWA	13
Lanes	Median	Left Lanes	0		Factors]	Rural Un	developed	1	
2	Divided	Yes	N		+5%	Lanes	Median	В	C	D	E
2 Multi	Undivided Undivided	No Yes	N N		-20% -5%	2	Undivided	440	820	1,330	2,71
Multi	Undivided	y es No	N		-5% -25%	4	Divided	2,960	4,270	5,290	5,96
wuu	Ullaividea	INO	Ye		+5%	6	Divided	4,450	6,420	7,930	8,95
_	_	_	Ĩ	<i>.</i> 0	1 3 / 0	Ŭ		-	-	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	2,20
	One-V	Vay Facili	tv Adiust	ment		Ţ			ed Areas		-
		he correspon				Lanes	Median	В	C	D	E
		lumes in this				2	Undivided	980	1,490	2,020	2,71
	10			-		4	Divided	2,780	4,020	5,130	5,85
						6	Divided	4,180	6,040	7,710	8,78
	В	SICYCLE	MODE ²	2			Pass OS B-D volum	sing Lane es in propo	Adjustm	passing lane	length t
di		vehicle volum	es shown be termine two	low by num	ber of num service	Alter L	Pass OS B-D volum the Uninterrupt	ing Lane es in propo highway s ed Flow I	Adjustm rtion to the egment len Highway	passing lane gth Adjustmen	ts
di	(Multiply v irectional roadw	ehicle volum ay lanes to de volum	es shown be etermine two nes.)	low by num	ber of num service		Pass OS B-D volum the Uninterrupt Median	sing Lane es in propo highway s ed Flow I Exclusive	Adjustm rtion to the egment len Highway A e left lanes	passing lane gth Adjustmen Adjustme	ts ent facto
	(Multiply v irectional roadw	vehicle volum ay lanes to de	es shown be etermine two nes.)	low by num	ber of num service	Alter L Lanes	Pass OS B-D volum the Uninterrupt	sing Lane es in propo highway s ed Flow I Exclusive Y	Adjustm rtion to the egment len Highway	passing lane gth Adjustmen Adjustm +	ts ent facto 5%
Р	(Multiply v irectional roadw Paved	ehicle volum ay lanes to de volum	es shown be etermine two nes.)	low by num	ber of num service	Alter L Lanes 2	Pass OS B-D volum the Uninterrupt Median Divided	sing Lane es in propo highway s ed Flow I Exclusive Y Y	Adjustm rtion to the egment len Highway A e left lanes Yes	passing lane gth Adjustmen Adjustme +	ts ent facto
P Should	(Multiply v irectional roadw Paved ler/Bicycle	vehicle volum ay lanes to de volum Rural Und	es shown be etermine two nes.) eveloped	low by num -way maxim	num service	Alter L Lanes 2 Multi	Pass OS B-D volum the Uninterrupt Median Divided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y	Adjustm rtion to the egment len Highway A e left lanes Yes Yes	passing lane gth Adjustmen Adjustme +	ts ent facto 5%
P Should	(Multiply v irectional roadw Paved der/Bicycle Coverage	rehicle volum ay lanes to de volum Rural Und B	es shown be termine two nes.) eveloped C	low by numi -way maxin D	num service E	Alter L Lanes 2 Multi	Pass OS B-D volum the Uninterrupt Median Divided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y	Adjustm rtion to the egment len Highway A e left lanes Yes Yes	passing lane gth Adjustmen Adjustme +	ts ent facto 5%
P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49%	rehicle volum ay lanes to de volum Rural Und B *	es shown be termine two les.) eveloped C 120	low by numi -way maxin D 190	num service E 300	Alter L Lanes 2 Multi Multi	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y Y	Adjustm rtion to the egment len Highway A e left lanes Yes Yes No	passing lane gth Adjustmen Adjustme +. -2	ts ent facto 5% 5%
P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84%	rehicle volum ay lanes to de volum Rural Und B * 100	es shown be etermine two les.) eveloped C 120 200	low by numi -way maxin D 190 310	E 300 1,010	Alter L Lanes 2 Multi Multi	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y N as peak hour modes unless	Adjustm rtion to the egment len Highway A e left lanes Yes Vo directional vol specifically sta	passing lane gth Adjustmen Adjustme 	ts ent facto 5% 5% of service a oes not
P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49%	rehicle volum ay lanes to de volum Rural Und B *	es shown be termine two les.) eveloped C 120	low by numi -way maxin D 190	num service E 300	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y Y as peak hour modes unless uld be used on	Adjustm rtion to the egment len Highway A e left lanes Yes Ves Ves Vos directional vol specifically sta aly for general	passing lane gth Adjustmen Adjustme 	ts ent facto 5% i% 55% of service a oces not utions. The
P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84%	rehicle volum ay lanes to de volum Rural Und B * 100 250	es shown be termine two les.) eveloped C 120 200 370	low by numi -way maxin D 190 310	E 300 1,010	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y Y N as peak hour modes unless uld be used on this table is a ble and derivi	Adjustm rtion to the egment len Highway 4 e left lanes Yes Ves No directional vol specifically sta hly for general derived should ng computer m	passing lane gth Adjustmen Adjustme +. -2 -2 tumes for levels of tated. This table of planning applic be used for mor nodels should no	ts ent facto 5% 5% of service a oes not titions. The e specific
P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 55-100%	rehicle volum ay lanes to de volum Rural Und B * 100	es shown be termine two les.) eveloped C 120 200 370	low by numi -way maxin D 190 310	E 300 1,010	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided e automobile/truck a standard and sho models from whicl applications. The te or intersection desig	sing Lane es in propo highway s ed Flow I Exclusive Y Y Y as peak hour modes unless uld be used or n this table is a ble and derivi n, where more	Adjustm rtion to the egment len Highway A e left lanes Yes Ves Vo directional vol specifically sta ly for general derived should eng computer n erefined techn	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% of service a oes not titons. The e specific t be used f
P Should Lane 5 8 P	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 55-100% Paved	rehicle volum ay lanes to de volum Rural Und B * 100 250	es shown be termine two les.) eveloped C 120 200 370	low by numi -way maxin D 190 310	E 300 1,010	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided	sing Lane es in propo highway s ed Flow I Exclusive Y Y Y as peak hour modes unless uld be used or n this table is a ble and derivi n, where more	Adjustm rtion to the egment len Highway A e left lanes Yes Ves Vo directional vol specifically sta ly for general derived should eng computer n erefined techn	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% of service a oes not ttions. The e specific t be used f
P Should Lane 5 8 P Should	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 5-100% Paved der/Bicycle	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope	es shown be etermine two nes.) eveloped C 120 200 370 d Areas	low by numi -way maxin D 190 310 1,760	E 300 1,010 >1,760	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of based on Service M	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided whown are presented e automobile/truck e a standard and sho models from whici applications. The ta or intersection desig planning application Annual.	sing Lane es in propo highway s ed Flow I Exclusive Y Y Y N as peak hour modes unless uld be used on this table is a ble and derivin n, where more ns of the HCM	Adjustm rtion to the egment len Highway 4 e left lanes Yes No directional vol specifically sta ally for general derived should ng computer m e refined techn 4 and the Tran	passing lane gth Adjustmen Adjustme +, -2 -2 umes for levels of planning application be used for mor nodels should no iques exist. Calo sit Capacity and	ts ent facto 5% 5% of service a oes not tions. The e specific t be used f ulations ar Quality of
P Should Lane 5 8 P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 5-100% Paved der/Bicycle Coverage	rehicle volum ay lanes to de volum Rural Und B * 100 250	es shown be etermine two nes.) eveloped C 120 200 370 d Areas C	low by numi -way maxin D 190 310 1,760 D	E 300 1,010 >1,760 E	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of based on Service M ² Level of	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y as peak hour modes unless uld be used or the stable is a ble and derivi n, where more ns of the HCM vele and pedes	Adjustm rtion to the egment len Highway A e left lanes Yes Yes No directional vol specifically sta ly for general derived should erived should erived should refined techn 4 and the Tran	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% of service a oes not tions. The e specific t be used f ulations ar Quality of
P Should Lane 5 8 P Should Lane	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 55-100% Paved der/Bicycle Coverage 0-49%	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B *	es shown be etermine two nes.) eveloped C 120 200 370 d Areas C 220	low by numi -way maxim D 190 310 1,760 D 460	E 300 1,010 >1,760 E 1,480	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor o based on Service N ² Level of of vehicle	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided undivided dundivided	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y Y as peak hour modes unless ul be used on this table is of ble and derivin n, where more ns of the HCN vcle and pedes cyclists or ped	Adjustm rtion to the egment len Highway 4 e left lanes Zes Zes No directional vol specifically str hy for general derived should ng computer m e refined techn 4 and the Tran	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% of service a oes not tions. The e specific t be used f ulations ar Quality of
P Should Lane 5 8 P Should Lane 50	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 2aved der/Bicycle Coverage 0-49%)-84%	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B * 170	es shown be termine two nes.) eveloped C 120 200 370 d Areas C 220 430	low by numi -way maxim D 190 310 1,760 D 460 1,270	E 300 1,010 >1,760 E	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor o based on Service M ² Level of of vehicle * Cannot	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided dundivided e automobile/truck a standard and sho models from which applications. The te or intersection destig planning application Janual.	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y M as peak hour modes unless uld be used or n this table is a ble and derivin n, where more ns of the HCN vcle and pedes cyclists or ped- able input val	Adjustm rtion to the egment len Highway A e left lanes Yes No directional vol specifically sta ly for general derived should mg computer m erefined techn 4 and the Tran	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% of service a oes not utions. The e specific t be used ful ulations ar Quality of ed on numl
P Should Lane 5 8 P Should Lane 50	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 5-100% Paved der/Bicycle Coverage 0-49%)-84% -100%	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B * 170 560	es shown be etermine two leveloped C 120 200 370 d Areas C 220 430 1,760	bow by numi -way maxim D 190 310 1,760 D 460 1,270 >1,760	E 300 1,010 >1,760 E 1,480 >1,760	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor o based on Service M ² Level of of vehicle * Cannot ** Not ap	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided Undivided dundivided e automobile/truck e a standard and sho models from which applications. The te or intersection design planning application danual.	sing Lane es in propor highway s ed Flow I Exclusive Y Y Y M as peak hour modes unless uld be used on this table is of ble and derivi n, where more ns of the HCM vele and pedes cyclists or ped able input val vel of service l	Adjustm rtion to the egment len Highway A e left lanes 'es 'es No directional vol specifically sta ly for general derived should ng computer n e refined techn A and the Tran trian modes in lestrians using ue defaults.	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% of service a oces not utions. The e specific t be used f ulations ar Quality of ed on num
P Should Lane Should Lane 50 85 (Mul	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 5-100% Paved der/Bicycle Coverage 0-49%)-84% -100%	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B * 170 560 DESTRIA	es shown be etermine two hes.) eveloped C 120 200 370 d Areas C 220 430 1,760 AN MOD below by nu mine two-wa	bow by numi- way maxim D 190 310 1,760 D 460 1,270 >1,760 DE ² umber of	E 300 1,010 >1,760 E 1,480 >1,760 **	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of based on Service N ² Level of of vehicle * Cannot ** Not ag volumes been read	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided Undivided a standard and sho models from which applications. The te or models from which applications. The te or intersection desig planning application danual.	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y Y as peak hour modes unless uld be used or uld be used or uld be used or this table is a ble and derivin n, where more ns of the HCM yele and pedes cyclists or pee able input val yel of service I bee e mode, the le	Adjustm rtion to the egment len Highway 4 e left lanes Yes Yes No directional vol specifically sta ally for general derived should ng computer m e refined techn 4 and the Tran trian modes in destrians using ue defaults. etter grade. For come F becaus vel of service l	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% 5% of service a soes not titions. The e specific t be used f ulations ar Quality of ed on num e mode, pacities ha uding F) is
P Should Lane Should Lane 50 85 (Mul	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 55-100% Paved der/Bicycle Coverage 0-49% 0-84% -100% PEI Itiply vehicle vo	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B * 170 560 DESTRIA	es shown be etermine two hes.) eveloped C 120 200 370 d Areas C 220 430 1,760 AN MOD below by nu mine two-wa	bow by numi- way maxim D 190 310 1,760 D 460 1,270 >1,760 DE ² umber of	E 300 1,010 >1,760 E 1,480 >1,760 **	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of based on Service M ² Level of of vehicle * Cannot ** Not ar volumes been read achievabl value def <i>Source</i> :	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided undivided whown are presented e automobile/truck e a standard and sho models from which applications. The ta or intersection desig planning application Annual.	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y N as peak hour modes unless uld be used on this table is a ble and derivin n, where more ns of the HCM vcle and pedes cyclists or per able input val vel of service I service D bese e mode, the le o maximum v	Adjustm rtion to the egment len Highway 4 e left lanes Yes Yes No directional vol specifically sta ally for general derived should ng computer m e refined techn 4 and the Tran trian modes in destrians using ue defaults. etter grade. For come F becaus vel of service l	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% 5% of service a soes not titions. The e specific t be used f ulations ar Quality of ed on num e mode, pacities ha uding F) is
P Should Lane 5 Should Lane 50 85 (Mul direct	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 5-100% Paved der/Bicycle Coverage 0-49% 0-84% -100% PEI Itiply vehicle vo tional roadway I	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B * 170 560 DESTRIA	es shown be etermine two hes.) eveloped C 120 200 370 d Areas C 220 430 1,760 AN MOD below by nu mine two-wa	bow by numi- way maxim D 190 310 1,760 D 460 1,270 >1,760 DE ² umber of	E 300 1,010 >1,760 E 1,480 >1,760 **	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor of based on Service M ² Level of of vehicle * Cannot ** Not ap volumes been reac achievabl value def <i>Source:</i> Florida D	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided undivided e automobile/truck e a standard and sho models from which applications. The te or intersection desig planning applicatio danual. f service for the bicy es, not number of bi be achieved using to oplicable for that lev greater than level of thed. For the bicycle le because there is r aults.	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y M as peak hour modes unless uld be used or nodes unless uld be used or this table is do ble and derivin, where more ns of the HCN vele and pedes cyclists or ped able input val rel of service I service D bece e mode, the let o maximum v	Adjustm rtion to the egment len Highway 4 e left lanes Yes Yes No directional vol specifically sta ally for general derived should ng computer m e refined techn 4 and the Tran trian modes in destrians using ue defaults. etter grade. For come F becaus vel of service l	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% 5% of service a soes not titions. The e specific t be used f ulations ar Quality of ed on num e mode, pacities ha uding F) is
P Should Lane 5 Should Lane 50 85 (Mul direct	(Multiply v irectional roadw Paved der/Bicycle Coverage 0-49% 50-84% 55-100% Paved der/Bicycle Coverage 0-49% 0-84% -100% PEI Itiply vehicle vo	rehicle volum ay lanes to de volum Rural Und B * 100 250 Develope B * 170 560 DESTRIA Jumes shown anes to detern volum	es shown be termine two hes.) eveloped C 120 200 370 d Areas C 220 430 1,760 AN MOD below by n mine two-wa hes.)	low by numi- way maxim D 190 310 1,760 D 460 1,270 >1,760 \mathbf{D} 2 umber of by maximum	E 300 1,010 >1,760 E 1,480 >1,760 **	Alter L Lanes 2 Multi Multi ¹ Values s are for th constitute computer planning corridor o based on Service M ² Level of of vehicle * Cannot ** Not ar volumes been read achievabi value def <i>Source:</i> Florida E Systems	Pass OS B-D volum the Uninterrupt Median Divided Undivided Undivided Undivided undivided whown are presented e automobile/truck e a standard and sho models from which applications. The ta or intersection desig planning application Annual.	sing Lane es in propo- highway s ed Flow I Exclusive Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y Y	Adjustm rtion to the egment len Highway 4 e left lanes Yes Yes No directional vol specifically sta ally for general derived should ng computer m e refined techn 4 and the Tran trian modes in destrians using ue defaults. etter grade. For come F becaus vel of service l	passing lane gth Adjustmen Adjustmen 	ts ent facto 5% 5% 5% of service a soes not titions. The e specific t be used fulations ar Quality of ed on numl e mode, pacities ha uding F) is
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Rural Undeveloped Areas and

Developed Areas Less Than 5,000 Population

INPUT VALUE		Uninterru	ipted Flow	Facilities			Interruj	pted Flow	Facilities	
ASSUMPTIONS	Emagnuaria		Higł	iways		A ert.	erials	Dia	rala	Pedestria
	Freeways	Under	veloped	Deve	loped	Arte	enais	ЫС	ycle	Pedestria
ROADWAY CHARACTERISTICS	8									
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	у	[n]	у	у	у	у	у	у
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS	11			1			1	1	1	1
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.105	0.55	0.075	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.33	0.88	0.88	0.33	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975	5.0	0.975	5.0	0.975	5.0	5.0	0.0	5.5	5.0
Capacity Adjustment Factor (CAF)	0.975		0.968		0.968					
% left turns	0.900		0.900		0.900	12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS						12	12		12	12
	·		1				(2	4	1 4
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERIS	TICS					-		_		-
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
		LEVE	L OF SER	VICE THI	RESHOL	DS				
						Higł	ways			
Level of	Free	ways	Two-I	lane ru	Two-	Lane rd		lane ru	Mult	ilane rd
Service	Den	sity	%tsf	ats		offs		nsity		nsity
В	≤ 1		≤ 50	<u>< 55</u>		33.3		14		14
С	 ≤2		≤ 65	<u>< 50</u>		75.0		22		22
D	 ≤2		≤ 80	<u><</u> 45	> (56.7		29		29
E	 ≤3		> 80	<u>≤</u> 40		58.3		34		34
			·							
Level of		Arteria	ls		Bio	cycle		P	edestrian	
Service	Ma	ijor City/C	Co.(ats)		Sc	core	İ		Score	
В		> 31 mp	. /		≤ 2	2.75			\leq 2.75	
С		> 23 mp	oh			3.50	İ		\leq 3.50	
D		> 18 mp			$\leq c$	4.25	İ		\leq 4.25	
Е		> 15 mp				5.00			\leq 5.00	

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

January 2020

Attachment D

Internal Capture Worksheets

Revised On File Page 84 of 154

Attachment D1

Phase 01 Year 2026 Development Internal Capture Worksheets

> Revised On File Page 85 of 154

	NCHRP 684 Internal Trip Capture Estimation Tool											
Project Name:	301 Villages		Organization:	Chindalur Traffic Solutions								
Project Location:	Duval County, FL		Performed By:	Rajesh Chindalur								
Scenario Description:	Phase 01		Date:	8/15/2021								
Analysis Year:	2022 - 2026		Checked By:									
Analysis Period:	AM Street Peak Hour		Date:									

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

	Table	1-A: Base Vehic	le-Trip Generatior	ı Es	timates (Single-Use Site	Estimate)	
Land Use	Developm	ent Data (<i>For Int</i>	formation Only)			Estimated Vehicle-Trips ³	
Land Ose	ITE LUCs ¹	Quantity	Units		Total	Entering	Exiting
Office	710 & 720	150,000	SF		237	194	43
Retail	820	150,000	SF		227	141	86
Restaurant					0		
Cinema/Entertainment					0		
Residential	210 & 220	3,500	Dwelling Units	1	2,205	543	1,662
Hotel	210	120	Rooms	1	55	32	23
All Other Land Uses ²	110	150,000	SF		60	53	7
					2,784	963	1,821

	Table 2-A: Mode Split and Vehicle Occupancy Estimates										
L and Line	Entering Trips				Exiting Trips						
Land Use	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ. ⁴	% Transit	% Non-Motorized				
Office											
Retail											
Restaurant											
Cinema/Entertainment											
Residential											
Hotel											
All Other Land Uses ²											

	Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)								
Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residentia	Hotel			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									

	Table 4-A: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)				Destination (To)						
Oligin (Floin)	Office	Retail	Restaurant	Cinema/Entertainment	Residentia	Hotel				
Office		12	0	0	0	0				
Retail	8		0	0	11	0				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	6	17	0	0		0				
Hotel	6	3	0	0	0					

Table 5-A: Computations Summary				Table 6-A: Internal Trip Capture Percentages by Land Use			
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips	
All Person-Trips	2,784	963	1,821	Office	10%	28%	
Internal Capture Percentage	5%	7%	3%	Retail	23%	22%	
				Restaurant	N/A	N/A	
External Vehicle-Trips ⁵	2,658	900	1,758	Cinema/Entertainment	N/A	N/A	
External Transit-Trips ⁶	0	0	0	Residential	2%	1%	
External Non-Motorized Trips ⁶	0	0	0	Hotel	0%	39%	

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.						
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.						
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).						
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.						
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.						
⁶ Person-Trips						
*Indicates computation that has been rounded to the nearest whole number.						

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Project Name:	301 Villages
Analysis Period:	AM Street Peak Hour

	Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends										
Land Use	Tab	le 7-A (D): Enter	ing Trips			Table 7-A (O): Exiting Trips	3				
Lanu Use	Veh. Occ.	'eh. Occ. Vehicle-Trips Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*					
Office	1.00	194	194	1	1.00	43	43				
Retail	1.00	141	141		1.00	86	86				
Restaurant	1.00	0	0	1	1.00	0	0				
Cinema/Entertainment	1.00	0	0		1.00	0	0				
Residential	1.00	543	543		1.00	1662	1662				
Hotel	1.00	32	32		1.00	23	23				

	Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)									
Origin (From)										
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		12	27	0	0	0				
Retail	25		11	0	12	0				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	33	17	332	0		0				
Hotel	17	3	2	0	0					

	Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)									
Destination (To)										
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		45	0	0	0	0				
Retail	8		0	0	11	0				
Restaurant	27	11		0	27	1				
Cinema/Entertainment	0	0	0		0	0				
Residential	6	24	0	0		0				
Hotel	6	6	0	0	0					

	Table 9-A (D): Internal and External Trips Summary (Entering Trips)										
Destination Land Use	Person-Trip Estimates					External Trips by Mode*					
Destination Land Ose	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²				
Office	20	174	194		174	0	0				
Retail	32	109	141		109	0	0				
Restaurant	0	0	0]	0	0	0				
Cinema/Entertainment	0	0	0		0	0	0				
Residential	11	532	543	1	532	0	0				
Hotel	0	32	32		32	0	0				
All Other Land Uses ³	0	53	53		53	0	0				

	Table 9-A (O): Internal and External Trips Summary (Exiting Trips)											
		Person-Trip Esti	mates			External Trips by Mode*						
Origin Land Use	Internal	External	Total	1	Vehicles ¹	Transit ²	Non-Motorized ²					
Office	12	31	43		31	0	0					
Retail	19	67	86	1	67	0	0					
Restaurant	0	0	0	1	0	0	0					
Cinema/Entertainment	0	0	0	1	0	0	0					
Residential	23	1639	1662	1	1639	0	0					
Hotel	9	14	23	1	14	0	0					
All Other Land Uses ³	0	7	7		7	0	0					

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip Capture Estimation Tool									
Project Name: 301 Villages Organization: Chindalur Traffic Sol										
Project Location:	Duval County, FL		Performed By:	Rajesh Chindalur						
Scenario Description:	Phase 01		Date:	8/15/2021						
Analysis Year:	2022 - 2026		Checked By:							
Analysis Period: PM Street Peak Hour Date:										

	Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)									
Land Use	Developm	ent Data (<i>For Inf</i>	ormation Only)			Estimated Vehicle-Trips ³				
Land Use	ITE LUCs ¹	Quantity	Units	1	Total	Entering	Exiting			
Office	710 & 720	150,000	SF	1	287	66	221			
Retail	820	150,000	SF		734	352	382			
Restaurant					0					
Cinema/Entertainment					0					
Residentia	210 & 220	3,500	Dwelling Units		2,691	1,696	995			
Hotel	210	120	Rooms		64	33	31			
All Other Land Uses ²	110	150,000	SF		49	6	43			
					3,825	2,153	1,672			

	Table 2-P: Mode Split and Vehicle Occupancy Estimates								
Land Use		Entering Tri	ps			Exiting Trips			
Land Use	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ. ⁴	% Transit	% Non-Motorized		
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									
All Other Land Uses ²									

	Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)									
Origin (From)				Destination (To)	0)					
Oligin (Flom)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office										
Retail										
Restaurant										
Cinema/Entertainment										
Residential										
Hotel										

	Table 4-P: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)	(Fram) Destination (To)									
Oligin (Floin)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		28	0	0	4	0				
Retail	8		0	0	99	6				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	38	35	0	0		4				
Hotel	0	5	0	0	0					

Table 5-P	Table 5-P: Computations Summary				Table 6-P: Internal Trip Capture Percentages by Land Use			
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips		
All Person-Trips	3,825	2,153	1,672	Office	70%	14%		
Internal Capture Percentage	12%	11%	14%	Retail	19%	30%		
				Restaurant	N/A	N/A		
External Vehicle-Trips ⁵	3,371	1,926	1,445	Cinema/Entertainment	N/A	N/A		
External Transit-Trips ⁶	0	0	0	Residential	6%	8%		
External Non-Motorized Trips ⁶	0	0	0	Hotel	30%	16%		

 ¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

 ²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

 ³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

 ⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

 ⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

 ⁶Person-Trips

 [†]Indicates computation that has been rounded to the nearest whole number.

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Revised On File Page 88 of 154

Project Name:	301 Villages
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends								
Land Use	Table	7-P (D): Entering	g Trips		-	Table 7-P (O): Exiting Trips		
Land Use	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*	
Office	1.00	66	66		1.00	221	221	
Retail	1.00	352	352		1.00	382	382	
Restaurant	1.00	0	0	1	1.00	0	0	
Cinema/Entertainment	1.00	0	0		1.00	0	0	
Residential	1.00	1696	1696		1.00	995	995	
Hotel	1.00	33	33		1.00	31	31	

	Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)									
Origin (From)	Destination (To)									
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		44	9	0	4	0				
Retail	8		111	15	99	19				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residentia	40	418	209	0		30				
Hotel	0	5	21	0	1					

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)									
Origin (From)									
Oligin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		28	0	0	68	0			
Retail	20		0	0	780	6			
Restaurant	20	176		0	271	23			
Cinema/Entertainment	4	14	0		68	0			
Residential	38	35	0	0		4			
Hotel	0	7	0	0	0				

	Table 9-P (D): Internal and External Trips Summary (Entering Trips)								
Destination Land Use	Pe	erson-Trip Estima	tes			External Trips by Mode*			
Destination Land Use	Internal	External	Total	Vehicles ¹ Transit ²		Non-Motorized ²			
Office	46	20	66		20	0	0		
Retail	68	284	352		284	0	0		
Restaurant	0	0	0		0	0	0		
Cinema/Entertainment	0	0	0		0	0	0		
Residential	103	1593	1696	1	1593	0	0		
Hotel	10	23	33		23	0	0		
All Other Land Uses ³	0	6	6		6	0	0		

	Table 9-P (O): Internal and External Trips Summary (Exiting Trips)								
Origin Land Line	Pe	erson-Trip Estima	tes			External Trips by Mode*			
Origin Land Use	Internal	External	Total	Vehicles ¹ Transit ²		Transit ²	Non-Motorized ²		
Office	32	189	221]	189	0	0		
Retail	113	269	382	1	269	0	0		
Restaurant	0	0	0	1	0	0	0		
Cinema/Entertainment	0	0	0	1	0	0	0		
Residential	77	918	995	1	918	0	0		
Hotel	5	26	31		26	0	0		
All Other Land Uses ³	0	43	43		43	0	0		

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips ³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

Attachment D2

Phase 02 Year 2031 Development Internal Capture Worksheets

> Revised On File Page 90 of 154

	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name:	301 Villages		Organization:	Chindalur Traffic Solutions					
Project Location:	Duval County, FL		Performed By:	Rajesh Chindalur					
Scenario Description:	Phase 01		Date:	8/15/2021					
Analysis Year:	2022 - 2026		Checked By:						
Analysis Period:	AM Street Peak Hour		Date:						

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Г

Land Use	Developm	ent Data (<i>For Inf</i>	ormation Only)		Estimated Vehicle-Trips ³			
Land Osc	ITE LUCs ¹	Quantity	Units	1	Total	Entering	Exiting	
Office	610, 710 & 720	400,000	SF		590	455	135	
Retail	820	475,000	SF	1	389	241	148	
Restaurant				1	0			
Cinema/Entertainment				1	0			
Residential	210 & 220	10,450	Dwelling Units	1	6,761	1,673	5,088	
Hotel	210	340	Rooms		165	97	68	
All Other Land Uses ²	110	300,000	SF		101	89	12	
				1	8,006	2,555	5,451	

Table 2-A: Mode Split and Vehicle Occupancy Estimates									
		Entering Tri	ps		Exiting Trips				
Land Use	Veh. Occ.4	% Transit	% Non-Motorized	ſ	Veh. Occ. ⁴	% Transit	% Non-Motorized		
Office									
Retail									
Restaurant									
Cinema/Entertainment				[
Residential				ſ					
Hotel									
All Other Land Uses ²				- [

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)									
Origin (From)		Destination (To)							
	Office	Retail	Restaurant	Cinema/Entertainment	Residentia	Hotel			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									

	Table 4-A: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)		Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		38	0	0	0	0				
Retail	18		0	0	21	0				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	14	41	0	0		0				
Hotel	14	10	0	0	0					

Table 5-A: Computations Summary				Table 6-A: Internal Trip Capture Percentages by Land Use			
Total Entering Exiting				Land Use	Entering Trips	Exiting Trips	
All Person-Trips	8,006	2,555	5,451	Office	10%	28%	
Internal Capture Percentage	4%	6%	3%	Retail	37%	26%	
				Restaurant	N/A	N/A	
External Vehicle-Trips ⁵	7,694	2,399	5,295	Cinema/Entertainment	N/A	N/A	
External Transit-Trips ⁶	0	0	0	Residential	1%	1%	
External Non-Motorized Trips ⁶	0	0	0	Hotel	0%	35%	

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.

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Project Name:	301 Villages
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends									
Land Use	Tab	le 7-A (D): Enter	ing Trips		Table 7-A (O): Exiting Trips				
	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*		
Office	1.00	455	455		1.00	135	135		
Retail	1.00	241	241		1.00	148	148		
Restaurant	1.00	0	0]	1.00	0	0		
Cinema/Entertainment	1.00	0	0		1.00	0	0		
Residential	1.00	1673	1673]	1.00	5088	5088		
Hotel	1.00	97	97		1.00	68	68		

	Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)										
Origin (From)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		38	85	0	1	0					
Retail	43		19	0	21	0					
Restaurant	0	0		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	102	51	1018	0		0					
Hotel	51	10	6	0	0						

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)										
Origin (From)		Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		77	0	0	0	0				
Retail	18		0	0	33	0				
Restaurant	64	19		0	84	4				
Cinema/Entertainment	0	0	0		0	0				
Residential	14	41	0	0		0				
Hotel	14	10	0	0	0					

	Table 9-A (D): Internal and External Trips Summary (Entering Trips)									
Destination Land Use		Person-Trip Esti	mates		External Trips by Mode*					
Destination Land Use	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²			
Office	46	409	455		409	0	0			
Retail	89	152	241]	152	0	0			
Restaurant	0	0	0		0	0	0			
Cinema/Entertainment	0	0	0]	0	0	0			
Residential	21	1652	1673	1	1652	0	0			
Hotel	0	97	97]	97	0	0			
All Other Land Uses ³	0	89	89	1	89	0	0			

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)									
Origin Land Use		Person-Trip Esti	mates			External Trips by Mode*			
	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²		
Office	38	97	135		97	0	0		
Retail	39	109	148		109	0	0		
Restaurant	0	0	0		0	0	0		
Cinema/Entertainment	0	0	0		0	0	0		
Residential	55	5033	5088		5033	0	0		
Hotel	24	44	68		44	0	0		
All Other Land Uses ³	0	12	12		12	0	0		

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name:	301 Villages		Organization:	Chindalur Traffic Solutions					
Project Location:	Duval County, FL		Performed By:	Rajesh Chindalur					
Scenario Description:	Phase 01		Date:	8/15/2021					
Analysis Year:	2022 - 2026		Checked By:						
Analysis Period:	PM Street Peak Hour		Date:						

	Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)										
Land Use	Developme	ent Data (<i>For Inf</i>	ormation Only)		Estimated Vehicle-Trips ³						
	ITE LUCs ¹	Quantity	Units		Total	Entering	Exiting				
Office	610, 710 & 720	400,000	SF		629	158	471				
Retail	820	475,000	SF		1,721	826	895				
Restaurant					0						
Cinema/Entertainment					0						
Residential	210 & 220	10,450	Dwelling Units		7,950	5,009	2,941				
Hotel	210	340	Rooms		229	117	112				
All Other Land Uses ²	110	300,000	SF		79	10	69				
					10,608	6,120	4,488				

Table 2-P: Mode Split and Vehicle Occupancy Estimates									
Land Use		Entering Tri	ps			Exiting Trips			
	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ. ⁴	% Transit	% Non-Motorized		
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									
All Other Land Uses ²									

	Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)									
Origin (From)		Destination (To)								
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office										
Retail										
Restaurant										
Cinema/Entertainment										
Residential										
Hotel										

Table 4-P: Internal Person-Trip Origin-Destination Matrix*											
Origin (From)				Destination (To)							
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		66	0	0	9	0					
Retail	18		0	0	233	20					
Restaurant	0	0		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	90	83	0	0		14					
Hotel	0	17	0	0	0						

Table 5-P	: Computatio	ns Summary	Table 6-P: Internal Trip Capture Percentages by Land Use			
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips
All Person-Trips	10,608	6,120	4,488	Office	68%	16%
Internal Capture Percentage	10%	9%	12%	Retail	20%	30%
		_		Restaurant	N/A	N/A
External Vehicle-Trips ⁵	9,508	5,570	3,938	Cinema/Entertainment	N/A	N/A
External Transit-Trips ⁶	0	0	0	Residential	5%	6%
External Non-Motorized Trips ⁶	0	0	0	Hotel	29%	15%

 ¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

 ²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

 ³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

 ⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

 ⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

 ⁶Person-Trips

 *Indicates computation that has been rounded to the nearest whole number.

 Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	301 Villages
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends									
Land Use	Table	7-P (D): Entering	g Trips		Table 7-P (O): Exiting Trips				
	Veh. Occ.	Vehicle-Trips	Person-Trips*	1	Veh. Occ.	Vehicle-Trips	Person-Trips*		
Office	1.00	158	158		1.00	471	471		
Retail	1.00	826	826		1.00	895	895		
Restaurant	1.00	0	0	1	1.00	0	0		
Cinema/Entertainment	1.00	0	0	1	1.00	0	0		
Residential	1.00	5009	5009		1.00	2941	2941		
Hotel	1.00	117	117		1.00	112	112		

	Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)										
Origin (From)		Destination (To)									
Oligin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		94	19	0	9	0					
Retail	18		260	36	233	45					
Restaurant	0	0		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residentia	118	1235	618	0		88					
Hotel	0	18	76	0	2						

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)											
Origin (From)		Destination (To)									
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		66	0	0	200	0					
Retail	49		0	0	2304	20					
Restaurant	47	413		0	801	83					
Cinema/Entertainment	9	33	0		200	1					
Residential	90	83	0	0		14					
Hotel	0	17	0	0	0						

Table 9-P (D): Internal and External Trips Summary (Entering Trips)										
Destination Land Use	Pe	erson-Trip Estima	tes		External Trips by Mode*					
	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²			
Office	108	50	158		50	0	0			
Retail	166	660	826		660	0	0			
Restaurant	0	0	0		0	0	0			
Cinema/Entertainment	0	0	0		0	0	0			
Residential	242	4767	5009	1	4767	0	0			
Hotel	34	83	117		83	0	0			
All Other Land Uses ³	0	10	10		10	0	0			

	Table 9-P (O): Internal and External Trips Summary (Exiting Trips)										
Origin Land Use	P	erson-Trip Estima	ates		External Trips by Mode*						
	Internal	External	Total] [Vehicles ¹	Transit ²	Non-Motorized ²				
Office	75	396	471		396	0	0				
Retail	271	624	895	1	624	0	0				
Restaurant	0	0	0	1	0	0	0				
Cinema/Entertainment	0	0	0	1	0	0	0				
Residential	187	2754	2941	1	2754	0	0				
Hotel	17	95	112	1	95	0	0				
All Other Land Uses ³	0	69	69		69	0	0				

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips ³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

Attachment D3

Phase 03 Year 2037 Development Internal Capture Worksheets

> Revised On File Page 95 of 154

	NCHRP 684 Internal Trip Capture Estimation Tool										
Project Name:	Chindalur Traffic Solutions										
Project Location:	Duval County, FL		Performed By:	Rajesh Chindalur							
Scenario Description:	Phase 01		Date:	8/15/2021							
Analysis Year:	2022 - 2026		Checked By:								
Analysis Period:	AM Street Peak Hour	Date:									

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Г

Land Use	Developme	ent Data (<i>For Inf</i>	ormation Only)		Estimated Vehicle-Trips ³			
Land Ose	ITE LUCs ¹	Quantity	Units	1	Total	Entering	Exiting	
Office	610, 710 & 720	675,000	SF		901	697	204	
Retail	820	750,000	SF		527	327	200	
Restaurant					0			
Cinema/Entertainment				1	0			
Residential	210 & 220	15,000	Dwelling Units		9,484	2,341	7,143	
Hotel	210	340	Rooms		165	97	68	
All Other Land Uses ²	110	300,000	SF]	101	89	12	
				I	11,178	3,551	7,627	

	Table 2-A: Mode Split and Vehicle Occupancy Estimates										
Land Use		Entering Trips				Exiting Trips					
Land Ose	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ. ⁴	% Transit	% Non-Motorized				
Office											
Retail											
Restaurant											
Cinema/Entertainment											
Residentia											
Hotel				ſ							
All Other Land Uses ²											

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)									
Origin (From)				Destination (To)					
Oligin (Floin)	Office	Retail	Restaurant	Cinema/Entertainment	Residentia	Hotel			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									

	Table 4-A: Internal Person-Trip Origin-Destination Matrix*										
Origin (From)		Destination (To)									
Oligin (Floin)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		57	0	0	0	0					
Retail	28		0	0	28	0					
Restaurant	0	0		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	21	56	0	0		0					
Hotel	21	10	0	0	0						

Table 5-A: Computations Summary				Table 6-A: Internal Trip Capture Percentages by Land Use			
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips	
All Person-Trips	11,178	3,551	7,627	Office	10%	28%	
Internal Capture Percentage	4%	6%	3%	Retail	38%	28%	
				Restaurant	N/A	N/A	
External Vehicle-Trips ⁵	10,736	3,330	7,406	Cinema/Entertainment	N/A	N/A	
External Transit-Trips ⁶	0	0	0	Residential	1%	1%	
External Non-Motorized Trips ⁶	0	0	0	Hotel	0%	46%	

¹ Land Use Codes (LUCs) from <i>Trip Generation Manual</i> , published by the Institute of Transportation Engineers.
² Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.
³ Enter trips assuming no transit or non-motorized trips (as assumed in ITE <i>Trip Generation Manual</i>).
⁴ Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.
⁵ Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.
⁶ Person-Trips
*Indicates computation that has been rounded to the nearest whole number.

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Project Name:	301 Villages
Analysis Period:	AM Street Peak Hour

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends											
L and Llas	Tab	le 7-A (D): Enter	ing Trips		-	Table 7-A (O): Exiting Trips	5				
Land Use	Veh. Occ.	Vehicle-Trips	Person-Trips*		Veh. Occ.	Vehicle-Trips	Person-Trips*				
Office	1.00	697	697	1	1.00	204	204				
Retail	1.00	327	327	1	1.00	200	200				
Restaurant	1.00	0	0	1	1.00	0	0				
Cinema/Entertainment	1.00	0	0	1	1.00	0	0				
Residential	1.00	2341	2341	1	1.00	7143	7143				
Hotel	1.00	97	97		1.00	68	68				

	Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)										
Origin (From)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		57	129	0	2	0					
Retail	58		26	0	28	0					
Restaurant	0	0		0	0	0					
Cinema/Entertainment	0	0	0		0	0					
Residential	143	71	1429	0		0					
Hotel	51	10	6	0	0						

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)											
Origin (From)		Destination (To)									
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		105	0	0	0	0					
Retail	28		0	0	47	0					
Restaurant	98	26		0	117	4					
Cinema/Entertainment	0	0	0		0	0					
Residential	21	56	0	0		0					
Hotel	21	13	0	0	0						

	Table 9-A (D): Internal and External Trips Summary (Entering Trips)											
Destination Land Use	F	Person-Trip Estimates			External Trips by Mode*							
Destination Land Ose	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²					
Office	70	627	697		627	0	0					
Retail	123	204	327]	204	0	0					
Restaurant	0	0	0		0	0	0					
Cinema/Entertainment	0	0	0]	0	0	0					
Residential	28	2313	2341	1	2313	0	0					
Hotel	0	97	97]	97	0	0					
All Other Land Uses ³	0	89	89]	89	0	0					

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)										
Origin Land Llas		Person-Trip Esti	mates			External Trips by Mode*				
Origin Land Use	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²			
Office	57	147	204		147	0	0			
Retail	56	144	200		144	0	0			
Restaurant	0	0	0		0	0	0			
Cinema/Entertainment	0	0	0		0	0	0			
Residential	77	7066	7143		7066	0	0			
Hotel	31	37	68]	37	0	0			
All Other Land Uses ³	0	12	12		12	0	0			

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name:	301 Villages		Organization:	Chindalur Traffic Solutions					
Project Location:	Duval County, FL		Performed By:	Rajesh Chindalur					
Scenario Description:	Phase 01		Date:	8/15/2021					
Analysis Year:	2022 - 2026		Checked By:						
Analysis Period:	PM Street Peak Hour		Date:						

	Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)										
Land Use	Developme	ent Data (<i>For Inf</i>	ormation Only)			Estimated Vehicle-Trips ³					
	ITE LUCs ¹	Quantity	Units		Total	Entering	Exiting				
Office	610, 710 & 720	675,000	SF		1,018	256	762				
Retail	820	750,000	SF		2,414	1,159	1,255				
Restaurant					0						
Cinema/Entertainment					0						
Residential	210 & 220	15,000	Dwelling Units		10,949	6,898	4,051				
Hotel	210	340	Rooms		229	117	112				
All Other Land Uses ²	110	300,000	SF		79	10	69				
					14,689	8,440	6,249				

Table 2-P: Mode Split and Vehicle Occupancy Estimates									
		Entering Tri	ps			Exiting Trips			
Land Use	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ. ⁴	% Transit	% Non-Motorized		
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									
All Other Land Uses ²									

	Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)								
Origin (From)				Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									

	Table 4-P: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)				Destination (To)						
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		93	0	0	15	0				
Retail	25		0	0	326	20				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	146	116	0	0		14				
Hotel	0	18	0	0	0					

Table 5-P	: Computatio	ns Summary		Table 6-P: Interna	Table 6-P: Internal Trip Capture Percentages by Land Use			
	Total	Entering	Exiting	Land Use	Entering Trips	Exiting Trips		
All Person-Trips	14,689	8,440	6,249	Office	67%	14%		
Internal Capture Percentage	11%	9%	12%	Retail	20%	30%		
		_		Restaurant	N/A	N/A		
External Vehicle-Trips ⁵	13,143	7,667	5,476	Cinema/Entertainment	N/A	N/A		
External Transit-Trips ⁶	0	0	0	Residential	5%	7%		
External Non-Motorized Trips ⁶	0	0	0	Hotel	29%	16%		

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers. ²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator. ³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*). ⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be ⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P. ⁶Person-Trips ¹Indicates computation that has been rounded to the nearest whole number.

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Project Name:	301 Villages
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends										
Land Use	Table	7-P (D): Entering	g Trips		1	Table 7-P (O): Exiting Trips				
	Veh. Occ.	Vehicle-Trips	Person-Trips*	1	Veh. Occ.	Vehicle-Trips	Person-Trips*			
Office	1.00	256	256		1.00	762	762			
Retail	1.00	1159	1159		1.00	1255	1255			
Restaurant	1.00	0	0	1	1.00	0	0			
Cinema/Entertainment	1.00	0	0	1	1.00	0	0			
Residential	1.00	6898	6898		1.00	4051	4051			
Hotel	1.00	117	117		1.00	112	112			

	Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)									
Origin (From)				Destination (To)						
Oligin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		152	30	0	15	0				
Retail	25		364	50	326	63				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residentia	162	1701	851	0		122				
Hotel	0	18	76	0	2					

	Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)										
Origin (From)				Destination (To)							
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel					
Office		93	0	0	276	0					
Retail	79		0	0	3173	20					
Restaurant	77	580		0	1104	83					
Cinema/Entertainment	15	46	0		276	1					
Residential	146	116	0	0		14					
Hotel	0	23	0	0	0						

	Table 9-P (D): Internal and External Trips Summary (Entering Trips)									
Destination Land Use	Pe	erson-Trip Estima	tes			External Trips by Mode*				
Destination Land Use	Internal	External	Total		Vehicles ¹	Transit ²	Non-Motorized ²			
Office	171	85	256		85	0	0			
Retail	227	932	1159		932	0	0			
Restaurant	0	0	0	1	0	0	0			
Cinema/Entertainment	0	0	0	1	0	0	0			
Residential	341	6557	6898	1	6557	0	0			
Hotel	34	83	117	1	83	0	0			
All Other Land Uses ³	0	10	10		10	0	0			

	Та	ble 9-P (O): Inter	rnal and External T	「rip	s Summary (Exiting Trij	os)	
	P	erson-Trip Estima	ites			External Trips by Mode*	
Origin Land Use	Internal	External	Total	1	Vehicles ¹	Transit ²	Non-Motorized ²
Office	108	654	762		654	0	0
Retail	371	884	1255	1	884	0	0
Restaurant	0	0	0	1	0	0	0
Cinema/Entertainment	0	0 0		1	0	0	0
Residential	276	3775 4051		1	3775	0	0
Hotel	18	94	112	1	94	0	0
All Other Land Uses ³	0	69	69		69	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips ³Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator *Indicates computation that has been rounded to the nearest whole number.

Attachment E

Socio-Economic Data Variables

Revised On File Page 100 of 154 301 Villages - Socio-Economic Data Update xisk 301 Villages

301 Villages - Documentation of ZDATA Variables Used for Project Traffic Distribution

				Production Variables	Variables													AI	Attraction Variables	ables								
			Single Family		Multi-Family	Λŋ	Hotel-Motel	lotel			Industria	tria	Manufacturing	turing	Retai							Service						Schoo
					┝			Hote	Total	Total							Medical Office	ľ	Office						Hotel	Svc.	Empl.	School
			s'ud	Pop.	a s.ng	Pop. Roo	Rooms % Occ.	c. Pop.	Dwelling	Population	SF	Empl.			SF	Empl. S	SF Empl.	٩. R	Empl.	18 Hole	Movie	ele -	Mid	High Rooms	1s Empl.	Sum	Sum	Enroll.
TAZ	County	Development	9-13	20-24 3.	34-38 46	45-49 59-63	63 64-66	-	Units			9-14			1	5-20				Golf	Theater :	School Sc	School Schoo	100		21-26	27-32	33-38
Phase 01 Socio-Economic Data Variables	conomic Data V.	Variables																										
1124	Duva	The Trails Phase 01 - Residential	1,617	4,527				- 0%	1,617	4,527		•		•			Ĺ						_		•	•	•	•
1125	Duva	The Trails Phase 01 - Non-Residential		•				- %0.	•	•		•		•	76,667	192	•		•						•	•	192	•
1020	Duva	301 Villages - Phase 01	2,500	7,000	1,000	1,990	120 7	12 12	126 3,500	8,990	75,000	93	75,000	83	150,000	375 50	50,000 1:	120 100,000	00 239	6					120 3	33 392	963	•
																				_								
Phase 02 Socio Economic Data Variables	conomic Data V.	Variables																										
1124	Duva	The Trails Phase 01 - Residential	3,233	9,053			, •	- %0.4	3,233	9,053				•											•	•	•	•
1125	Duva	The Trails Phase 01 - Non-Residential		•			•	%0.4	•	•		•		•	153,333	383			•						•	•	383	•
1020	Duva	301 Villages - Phase 01	2,500	7,000	1,000	1,990	120 7	70% 12	126 3,500		75,000	93	75,000	93	150,000	375 50	50,000	120 100,000	00 239	6				<u> </u>	120 3	33 392	953	•
1020	Duva	301 Villages - Phase 02	5,750	16,100	1,200	2,388	220	70% 231	31 6,950	18,488	75,000	93	75,000	93	325,000	813 150	150,000 31	359 100,000	00 239	6					220 6	61 659	1,658	•
				6,950																					1			
Phase 03 Socio-Economic Data Variables	conomic Data V.	Variables																										
1124	Duva	The Trails Phase 01 - Residential	4,850	13,580				- %0.	4,850	13,580		•		•					•						•	•	•	•
1125	Duva	The Trails Phase 01 - Non-Residential		•				- %0.4	•	•				•	230,000	575	' 		•							•	575	•
1020	Duva	301 Villages - Phase 01	2,500	7,000	1,000	1,990	120	70% 12	126 3,500	8,990	75,000	93	75,000	93	150,000	375 50	50,000 1:	120 100,000	00 239	6				<u> </u>	120 3	33 392	963	•
1020	Duva	301 Villages - Phase 02	5,750	16,100	1,200	2,388	220 7	70% 231	31 6,950	18,488	75,000	93	75,000	93	325,000	813 150	150,000 31	359 100,000		6					220 61	1 659	1,658	•
1020	Duva	301 Villages - Phase 03	3,000	8,400	1,550	3,085	•	- %0%	4,550		•	•	ł		275,000	688 175	175,000	418 100,000	00 239	6						657	1,345	•
		_								_		_							_	_	_	_	_		_			

	Tota	50	554	147	698	751	109	218	1,672	1,013	80	8	5,300
VEW PM PHT	Exit	19	288	77	259	278	57	81	619	375	30	e	2,086
NEV	Enter	31	265	71	439	473	52	137	1,053	638	50	5	3,214
	Passby	%0	34%	34%	%0	%0	34%	%0	%0	%0	%0	%0	
	Tota	50	839	223	698	751	165	218	1672	1013	80	80	5,717
	Exit	19	437	116	259	278	86	81	619	375	30	e	2,303
ΡM	Enter	31	402	107	439	473	62	137	1053	638	50	5	3,414
	Exit (%)	%0	52%	52%	%0	%0	52%	%0	%0	%0	%0	%0	
	Enter (%)	63%	48%	48%	63%	63%	48%	63%	63%	63%	63%	63%	
	Total	39	242	167	533	576	162	162	1318	784	60	10	4,053
	Exit	29	92	64	400	432	62	122	989	588	45	80	2,831
AM	Enter	10	150	103	133	144	100	40	329	196	15	2	1,222
	Exit (%)	75%	38%	38%	75%	75%	38%	75%	75%	75%	75%	75%	
	Enter (%) E	25%	62%	62%	25%	25%	62%	25%	25%	25%	25%	25%	
	ш	529	5,918	1,750	6,588	7,076	1,328	2,166	15,231	9,417	827	06	50,919
	Passby	%0	34%	34%	%0	%0	34%	%0	%0	%0	%0	%0	
ADT	-	529	8,966	2,651	6,588	7,076	2,012	2,166	15,231	9,417	827	06	55,553
Unit		SFDU	SF	SF	SFDU	SFDU	SF	SFDU	SFDU	SFDU	SFDU	SFDU	
Size		48	180,000	30,000	744	804	20,000	222	1,850	1,097	78	7	
LUC		210	820	820	210	210	820	210	210	210	210	210	
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Source: City of Jacksonville, Planning Department



MEETING SUMMARY

The Trails PUD | SR 228 Corridor Study

December 7, 2020 2:00 PM – 2:31 PM

	COJ: Laurie Santana, Soliman Salem, John Kolczynski
• I	FDOT: Scott Clem, Brian Austin
Attendees:	Benesch: Martha Moore
	Absent: Chris LeDew, Tom Cavin

DISCUSSION ITEMS:

1. Status of data collection and study

Martha Moore: The study limits are SR 228 from US 301 to SR 23. At the request of Scott Clem, we also included the intersection of SR 134 (103rd St) at POW-MIA Pkwy (fka New World Ave) and at SR 23.

The turning movement counts (TMCs) were conducted on September 23, 2020. Pre Covid volume counts (February 2020) on SR 228 were obtained from FDOT. These counts were in proximity to the proposed count locations in the scope and were used in lieu of new counts.

A TMC was taken at the SR 228 and Winding Mare Blvd intersection, which is the entrance to the Winchester Ridge subdivision. The directional distribution will be used to assign traffic from The Trails project; counts indicate that 85%-90% of trips will originate to the east.

Scott Clem stated that he is comfortable with the study area, which focuses on SR 228 and not US 301. He also stated that traffic from The Trails will head east to reach I-10 rather than west.

2. Covid adjustment for traffic counts

Martha Moore: The date of the TMCs is after the start of school and two days prior to the declaration by Governor Ron DeSantis of the beginning of the Phase 3 of the Reopening Plan on September 25, 2020. As per a prior discussion with Tom Cavin, FDOT is not requiring Covid adjustment in Phase 3. This means that the study counts are likely close to baseline. As a check for the validity of the count data, Benesch compared the peak hours and volumes from the pre-Covid FDOT SR 228 counts to the study counts.



Page | 2



- AM The AM peak hours counted occurred 15-30 minutes later than the pre-Covid AM peaks. The Benesch counts were an average of 16% lower than the FDOT pre-Covid counts so all the AM counts will be adjusted up by 16%.
- PM The Benesch SR 228 counts were an average of 7% higher than the FDOT pre-Covid counts. The PM peak hour was similar as well. No adjustment is proposed in the PM.

Laurie Santana: Summarize and discuss the methodology with Chris LeDew, since he is not in the meeting.

[UPDATE FROM MARTHA] Martha and Chris discussed the methodology on December 31, 2020. Chris is agreeable to it.

3. Socioeconomic data included in NERPM.

Soliman Salem confirmed that The Trails data is in the NERPM-AB.

4. Status of I-10/US 301 development (301 Capital Partners) FLUM

Soliman Salem confirmed that the Prosser plan (attached) is not in the NERPM-AB.

Scott Clem: Some level of development, maybe not all, for 301 Villages should be included in the socioeconomic data. How much is the decision of the City.

Laurie Santana will check with Bill Killingsworth and forward the information. Soliman has a tool to edit the DAYSIM files and will coordinate with Benesch on how to use it.

[UPDATE FROM LAURIE] Bill Killingsworth wants all the 301 Village development included. As per Scott Clem, the interchange with I-10 will not be added to the model.

Attachment F

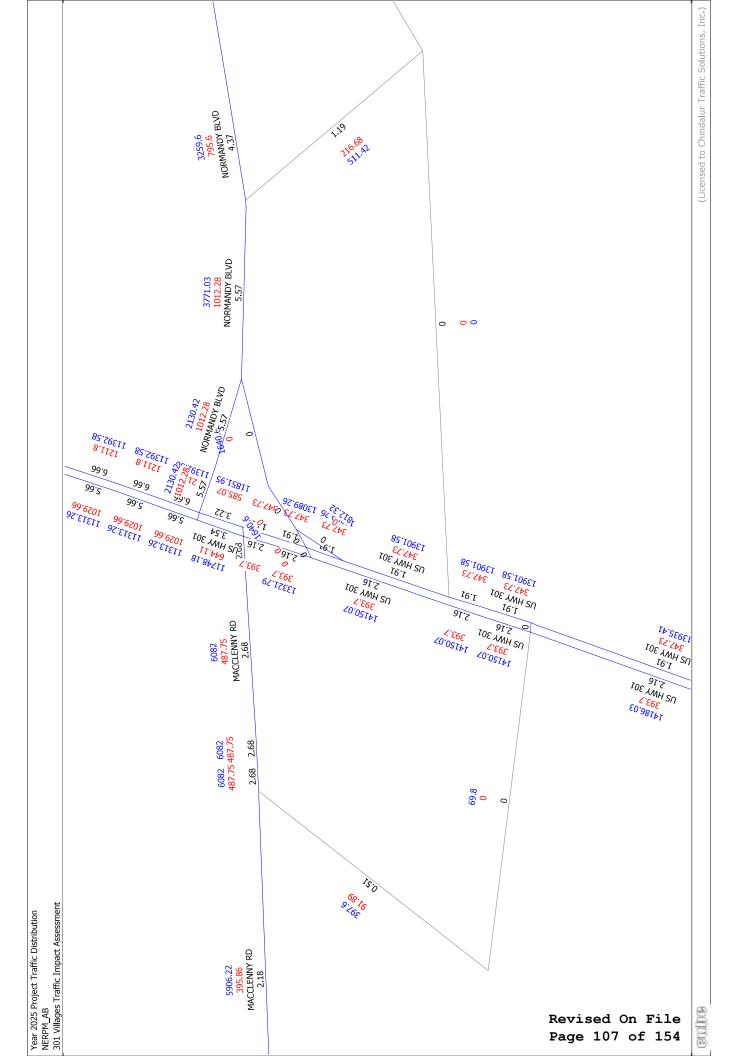
NERPM_Abv3 Travel Demand Model Plots

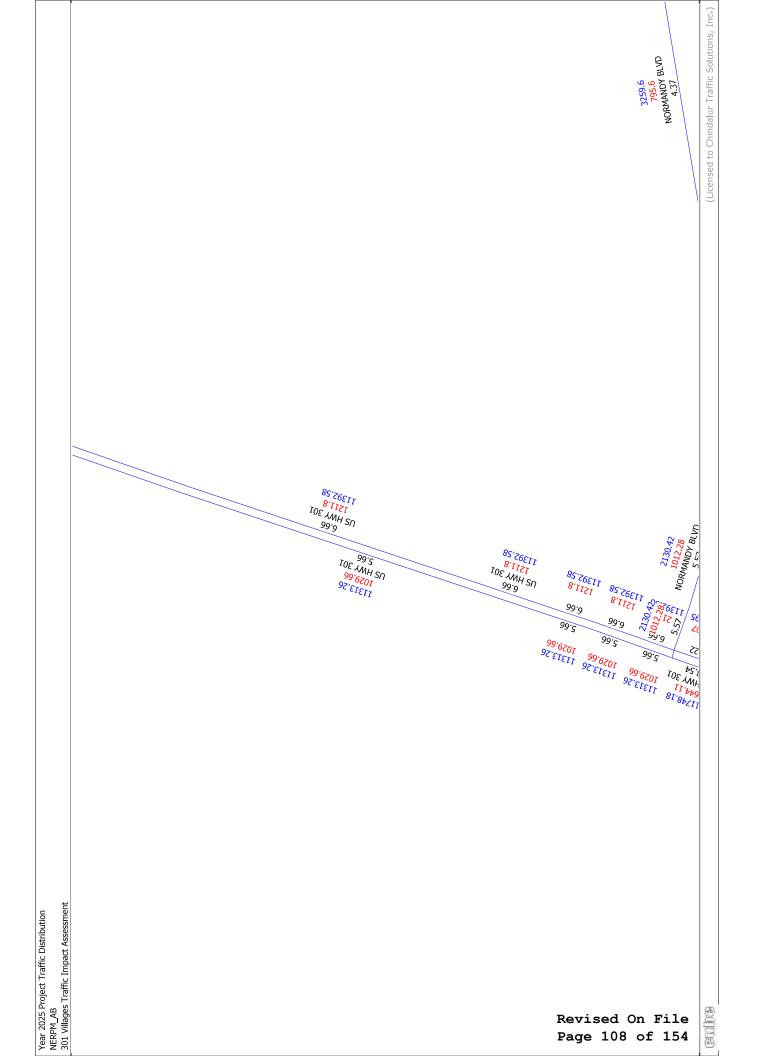
> Revised On File Page 105 of 154

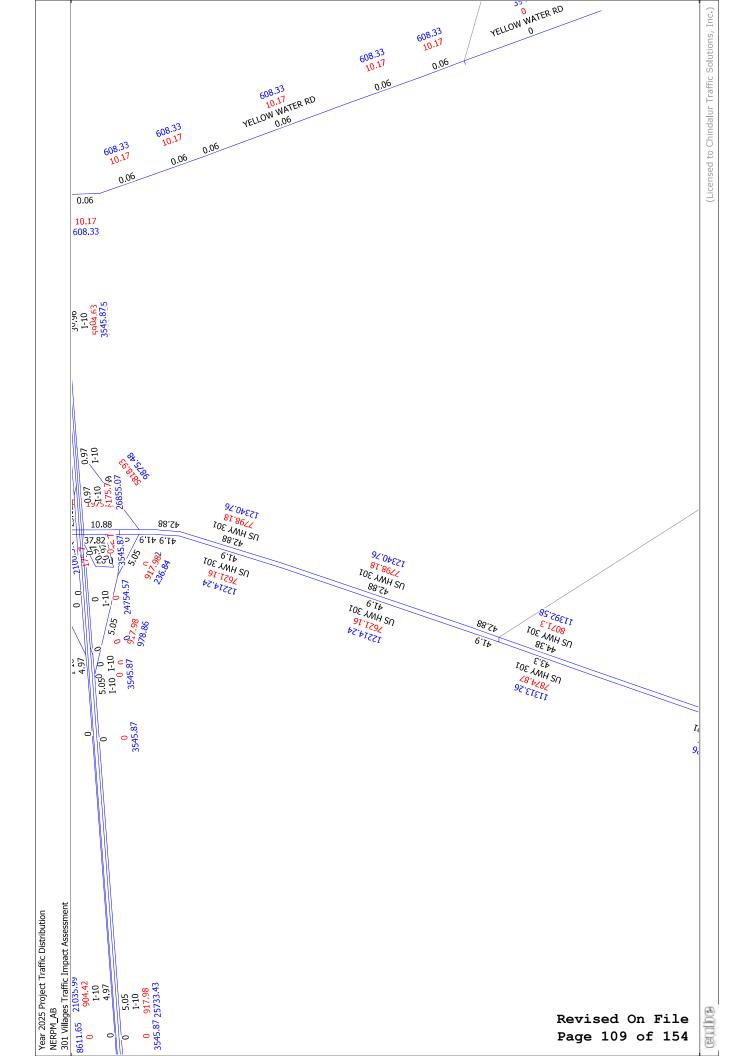
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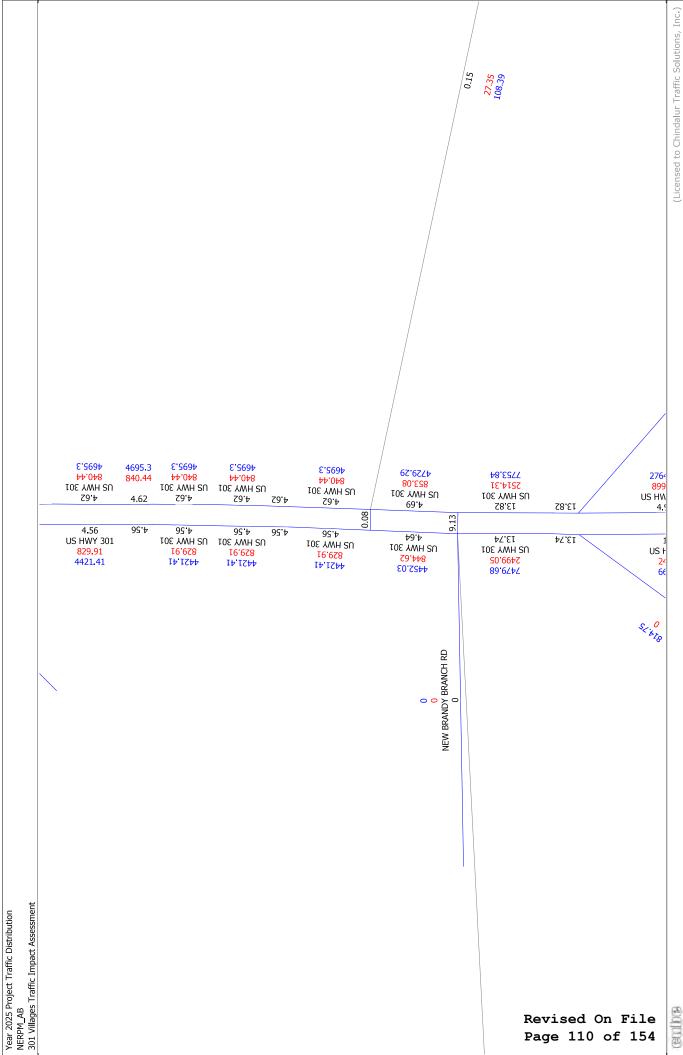
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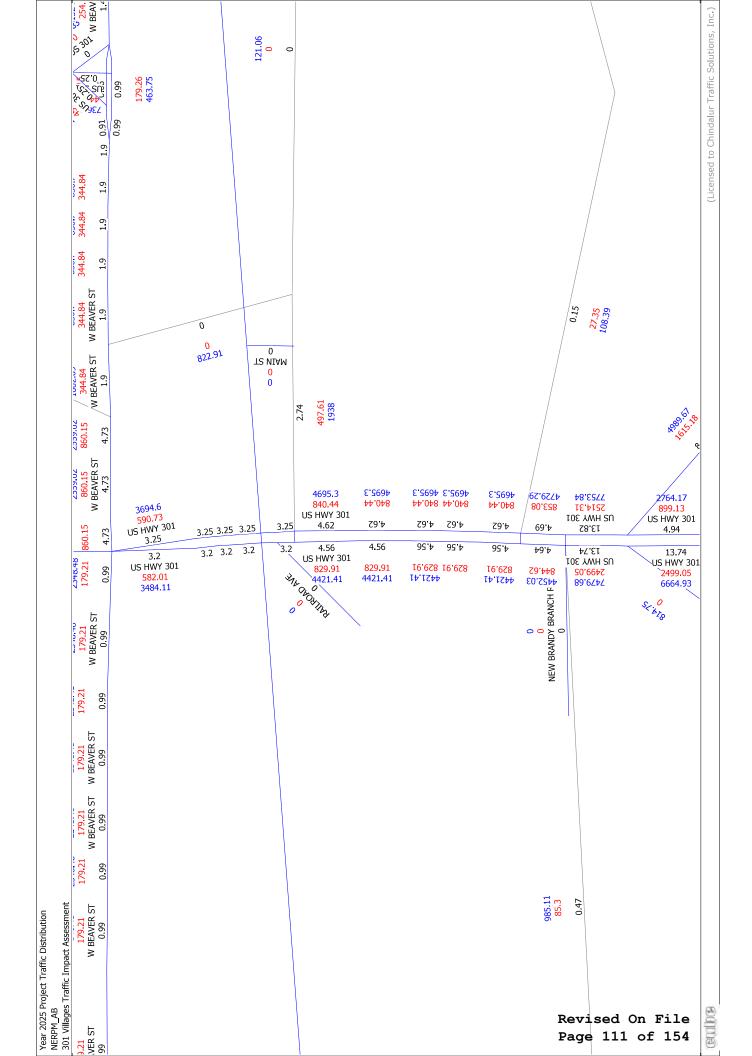
> Revised On File Page 106 of 154

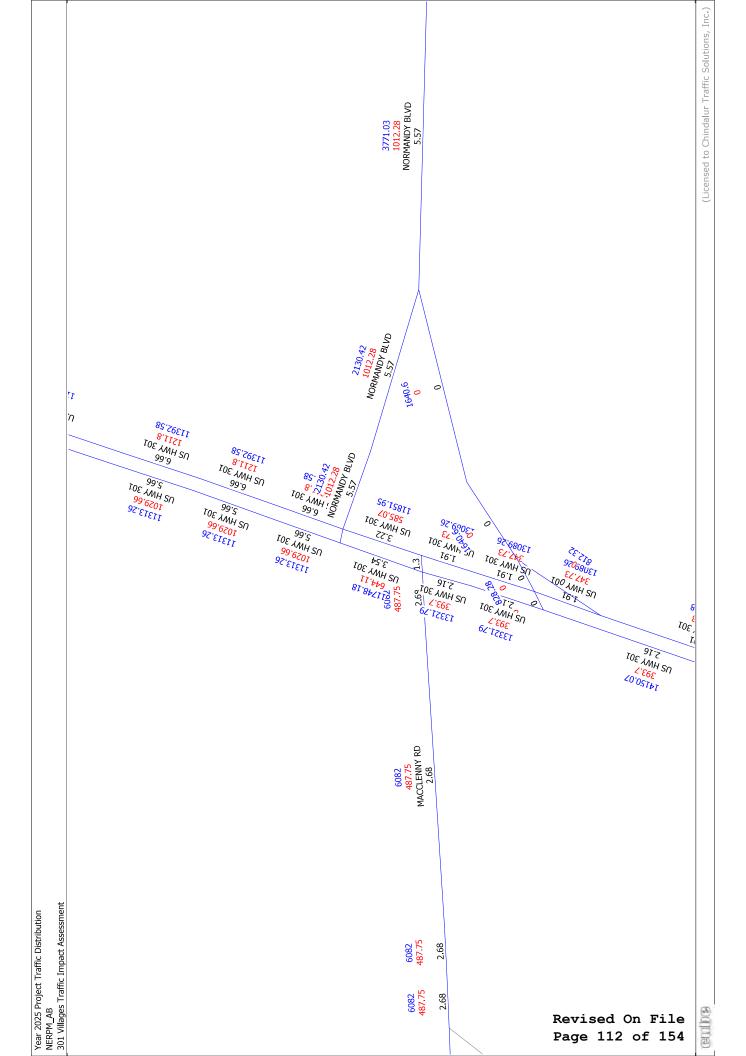


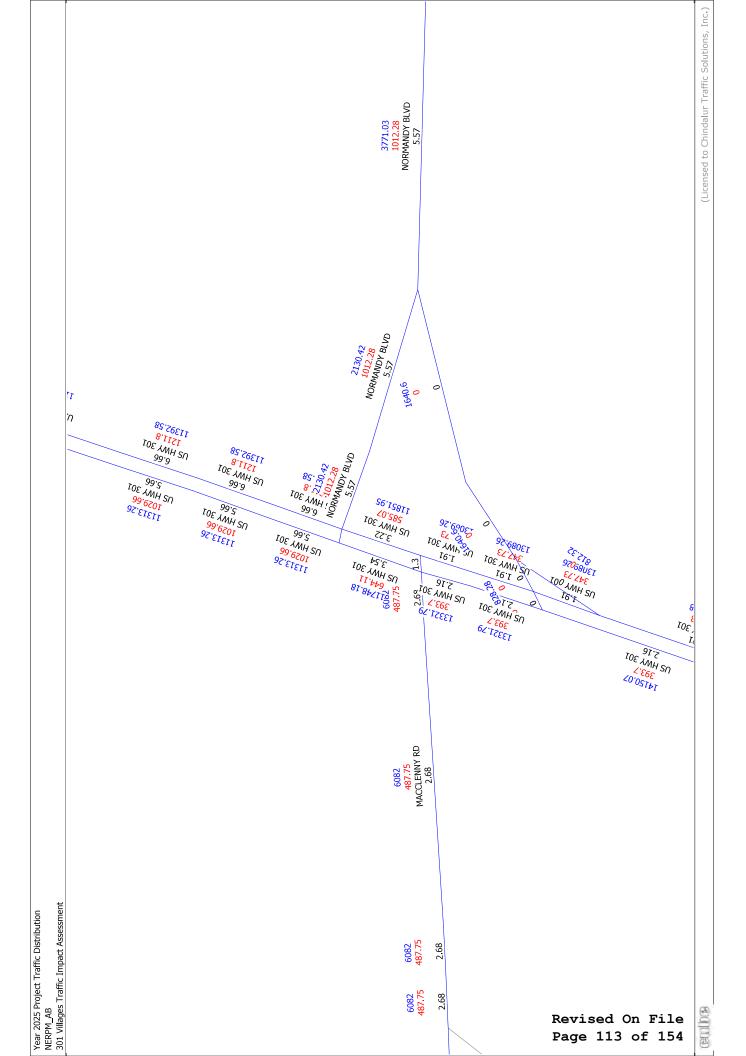


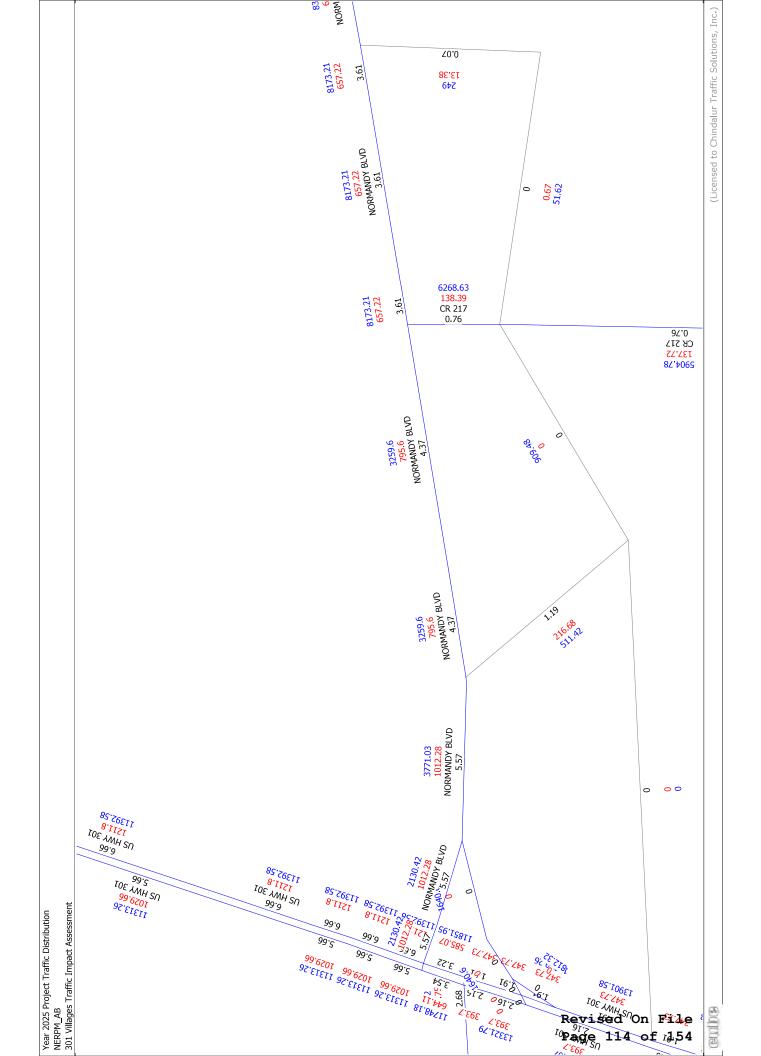


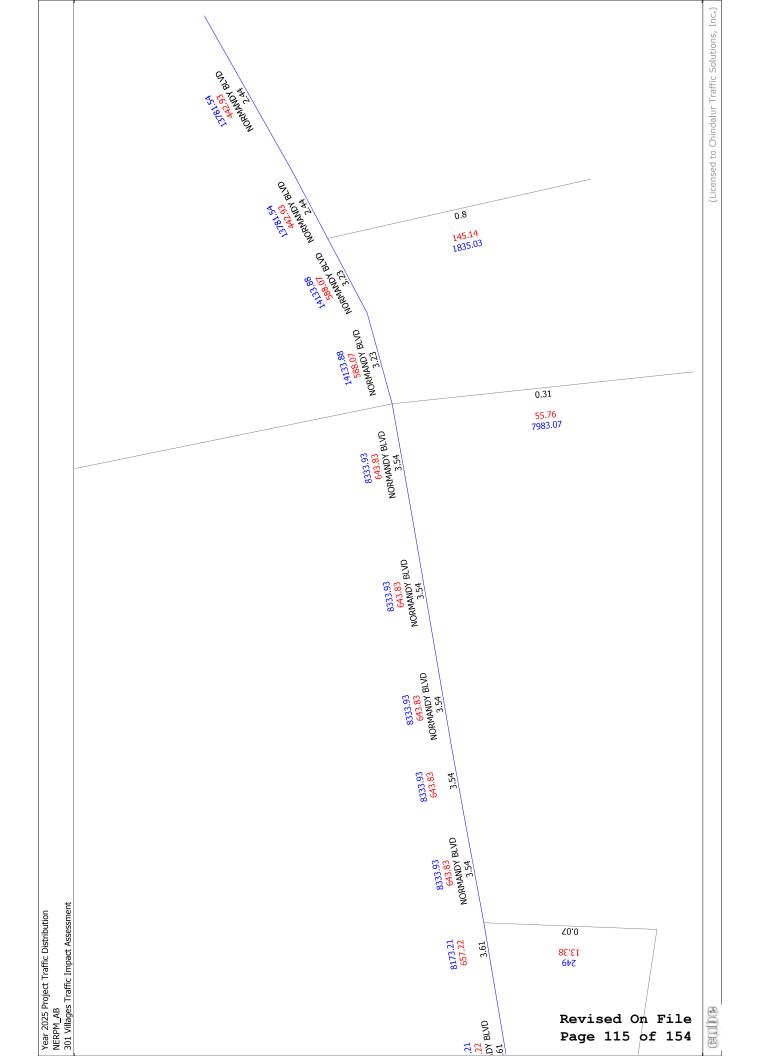


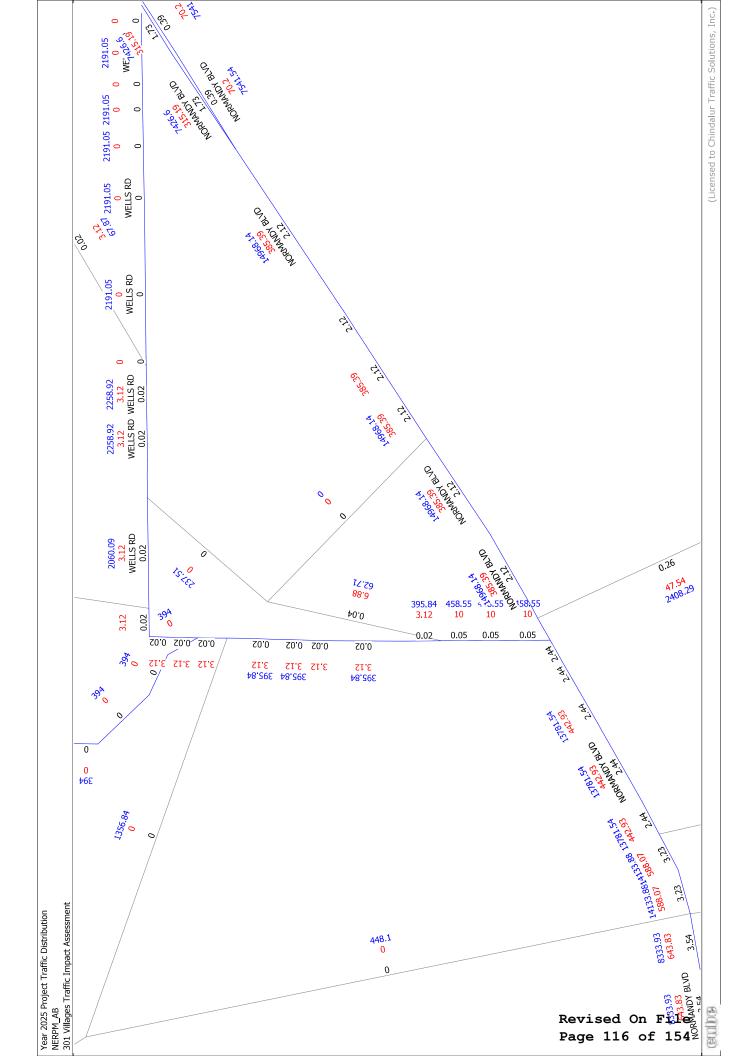






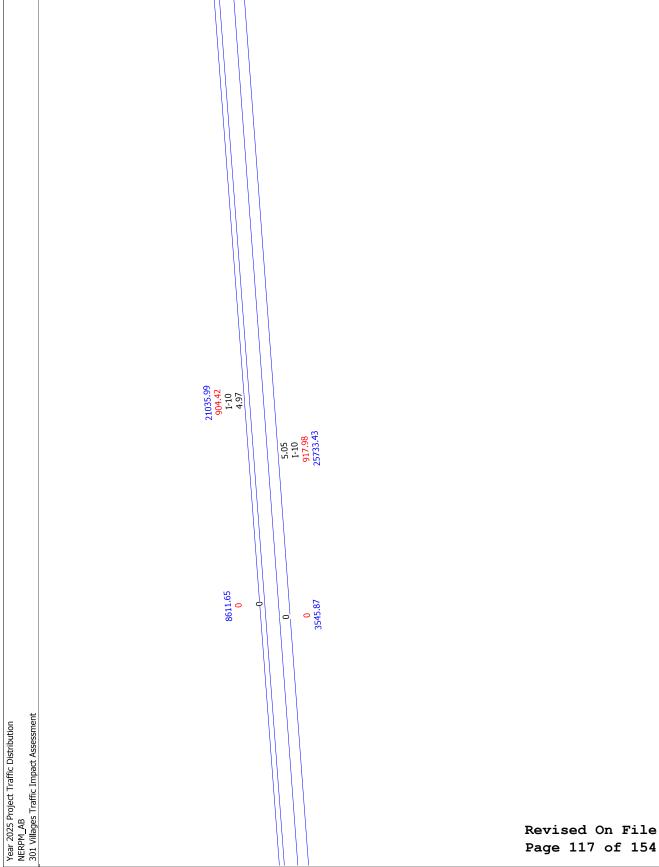


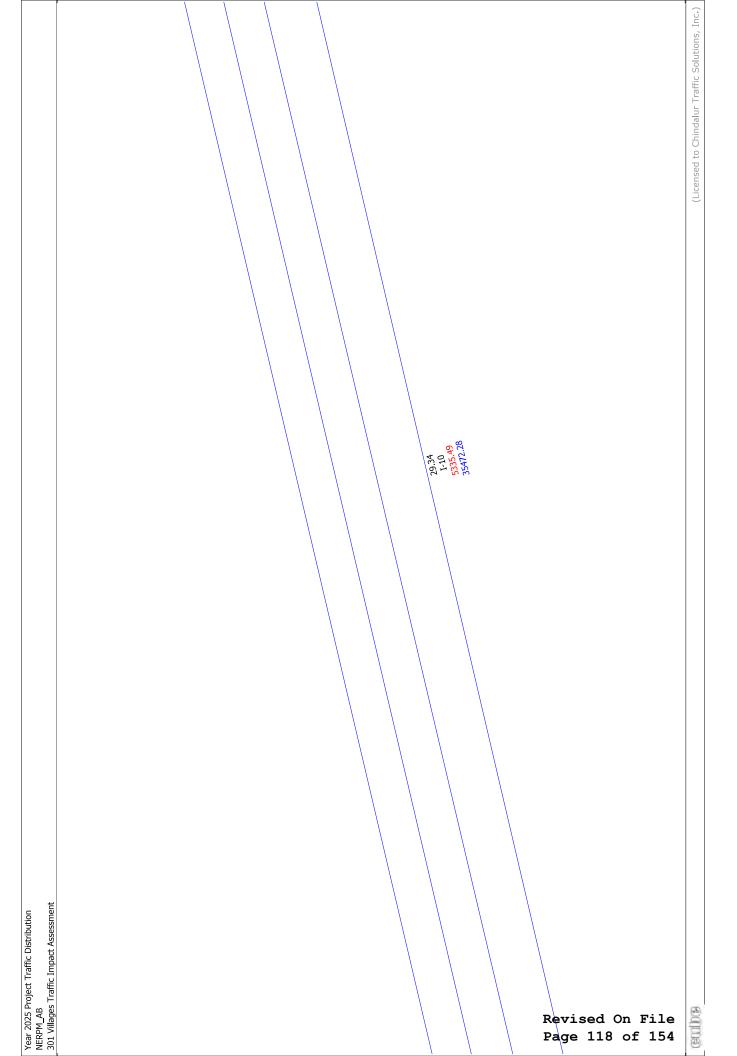


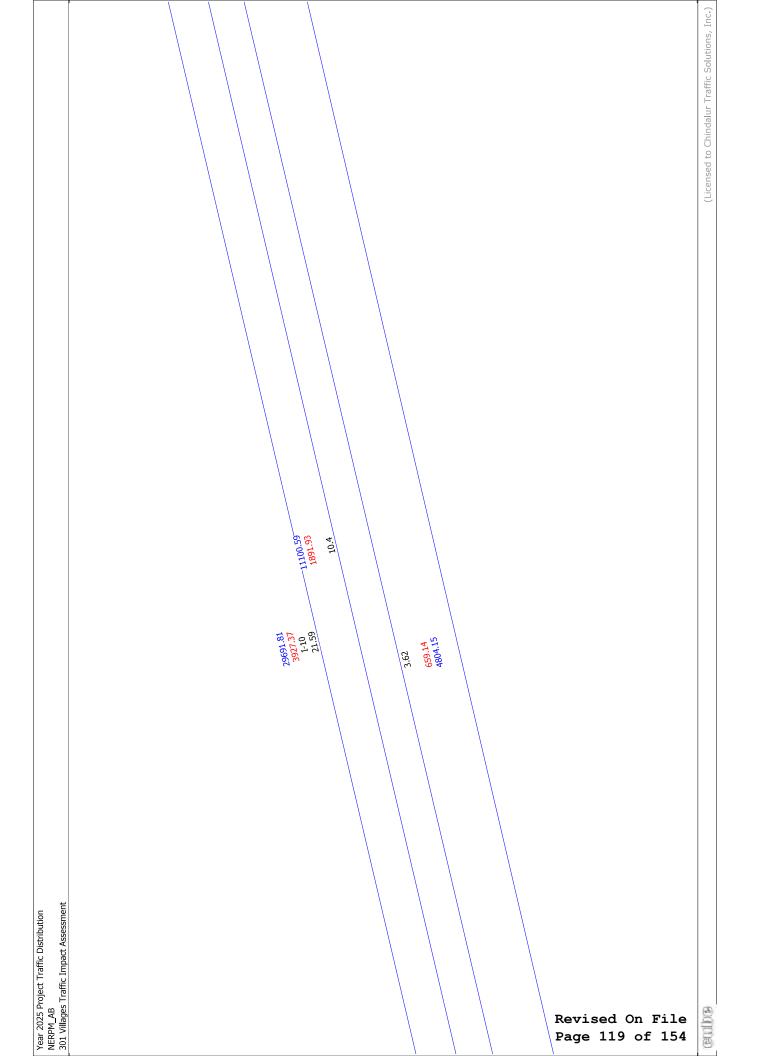


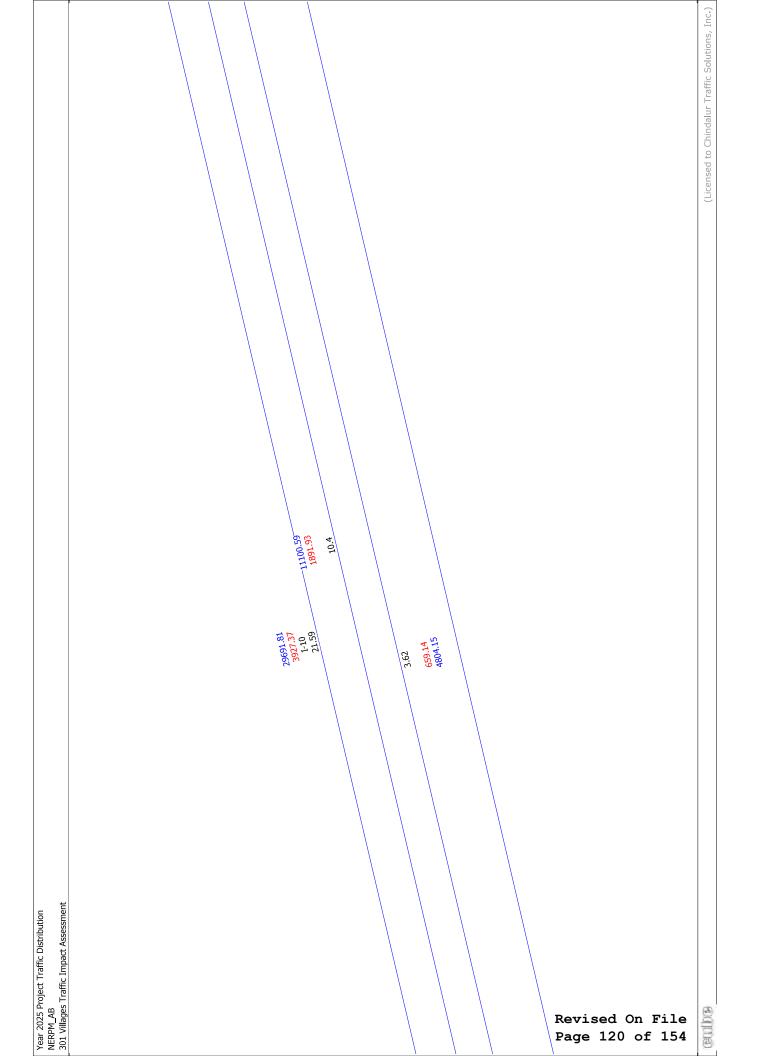


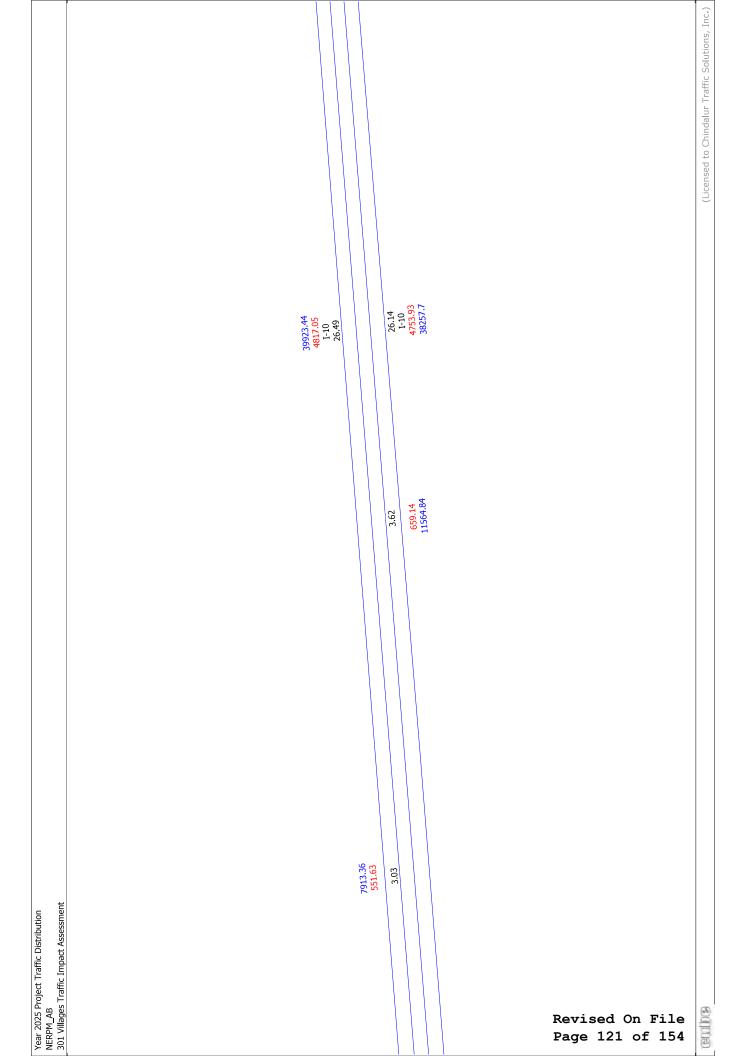
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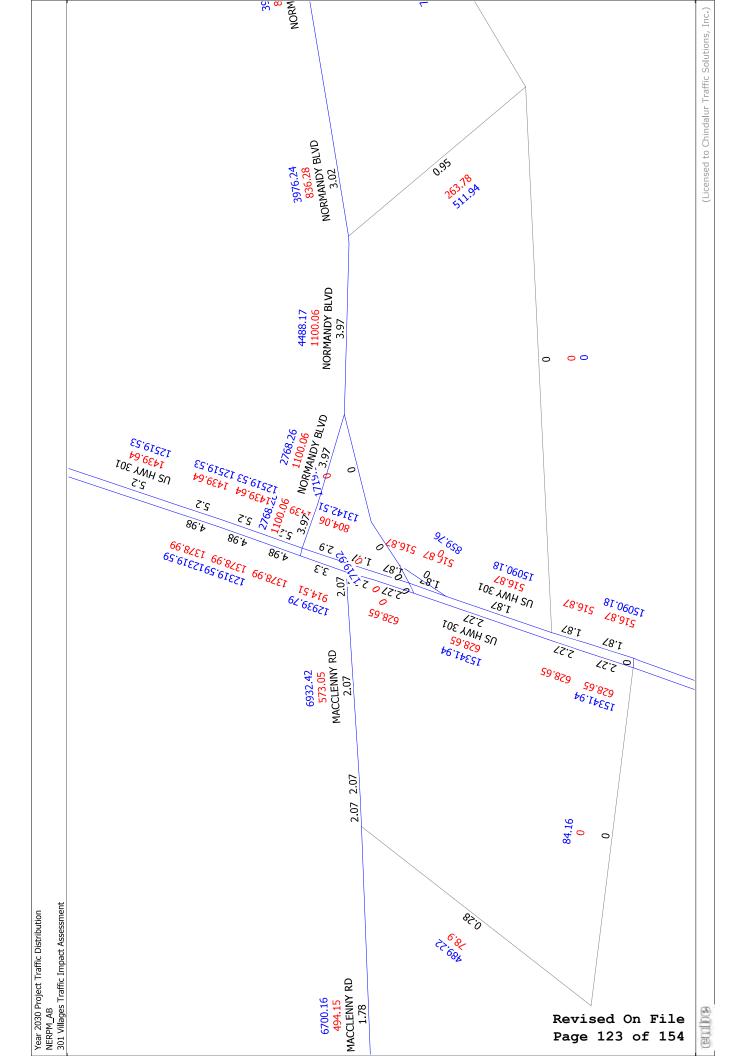


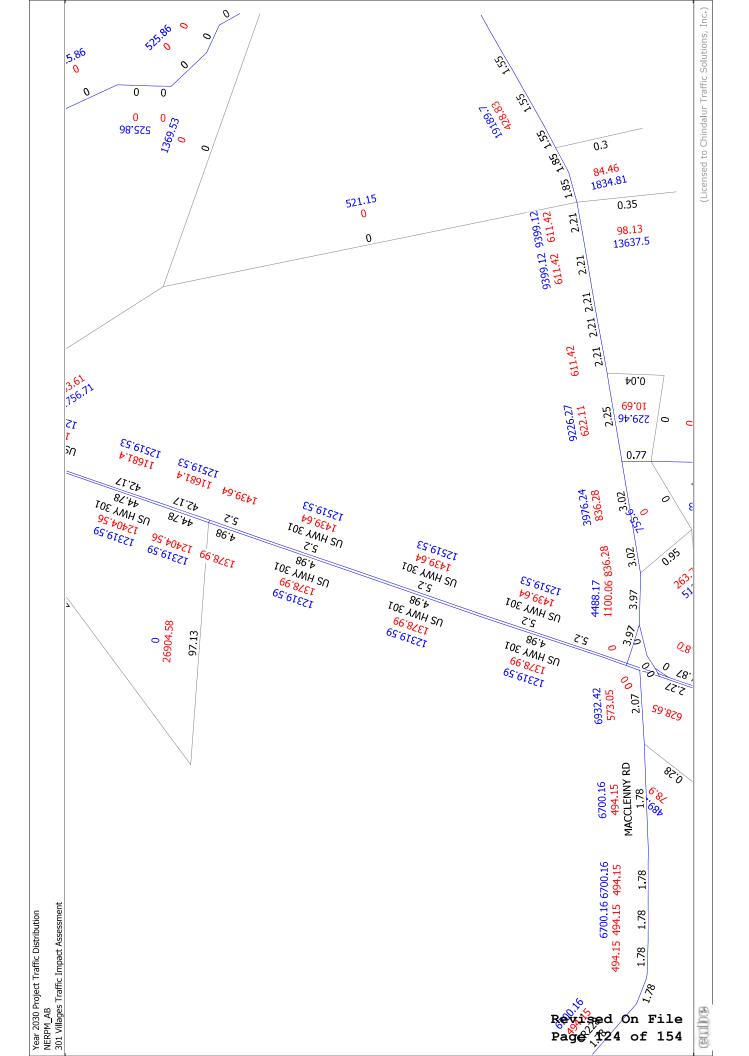


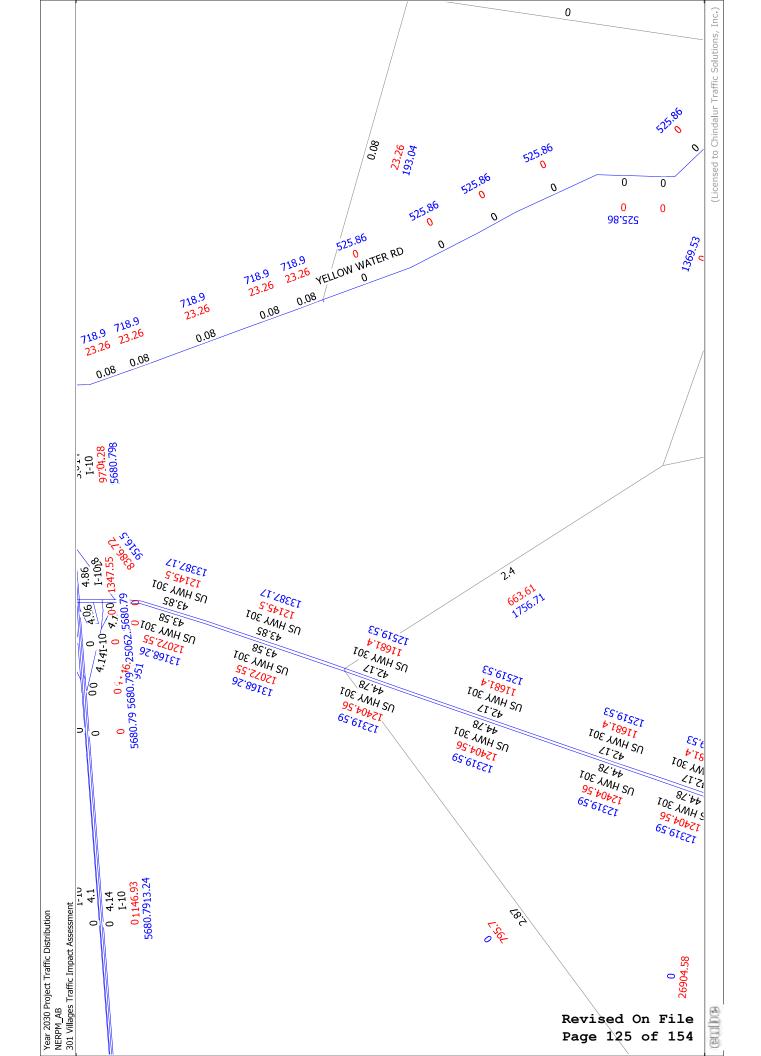
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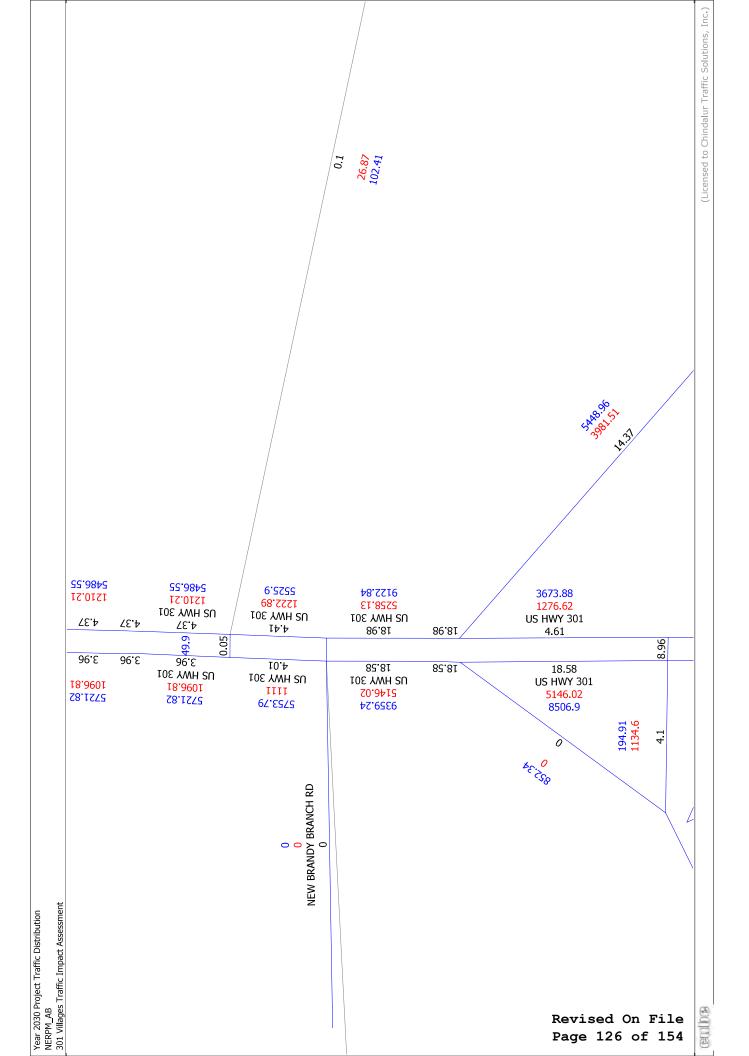
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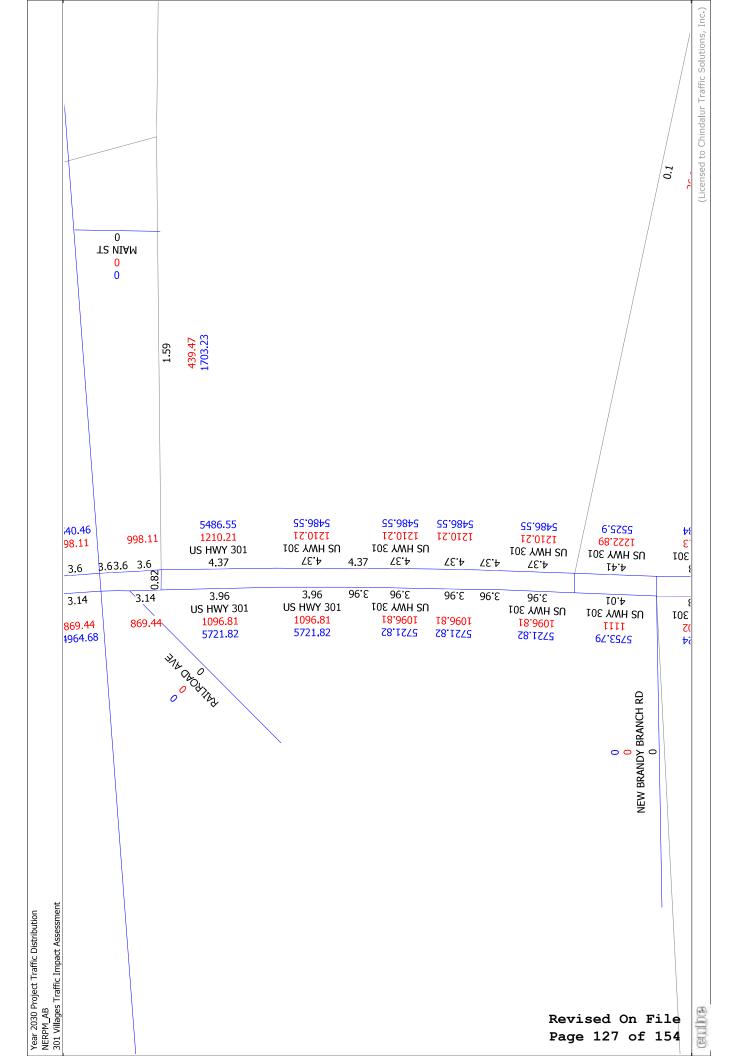
> Revised On File Page 122 of 154

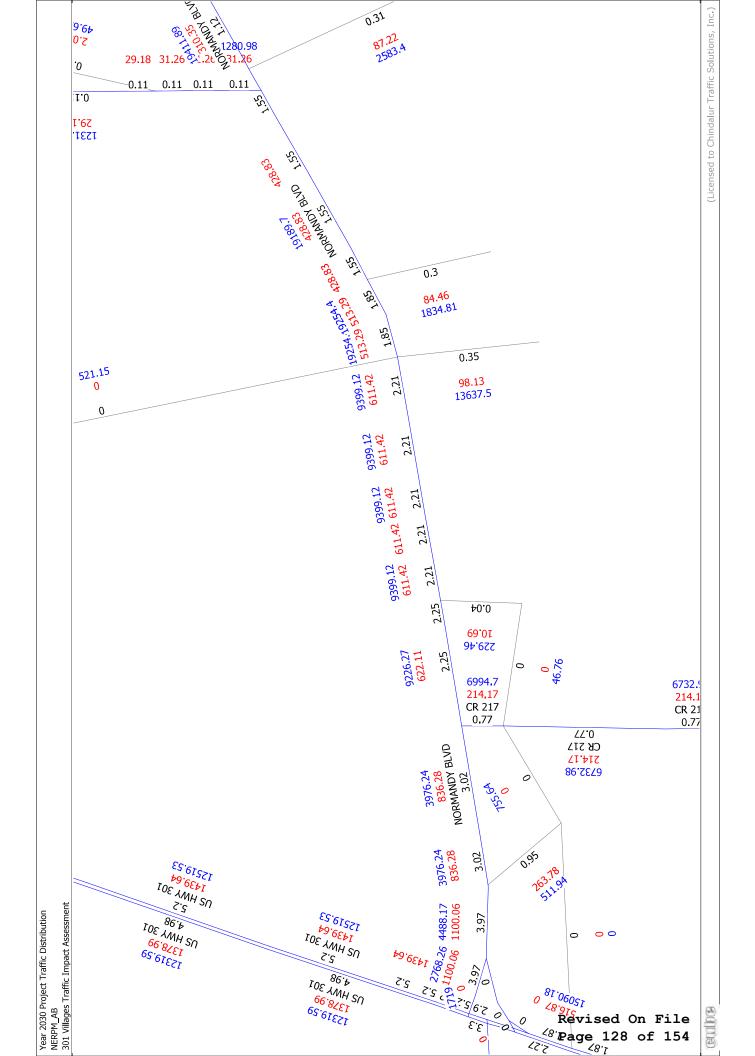


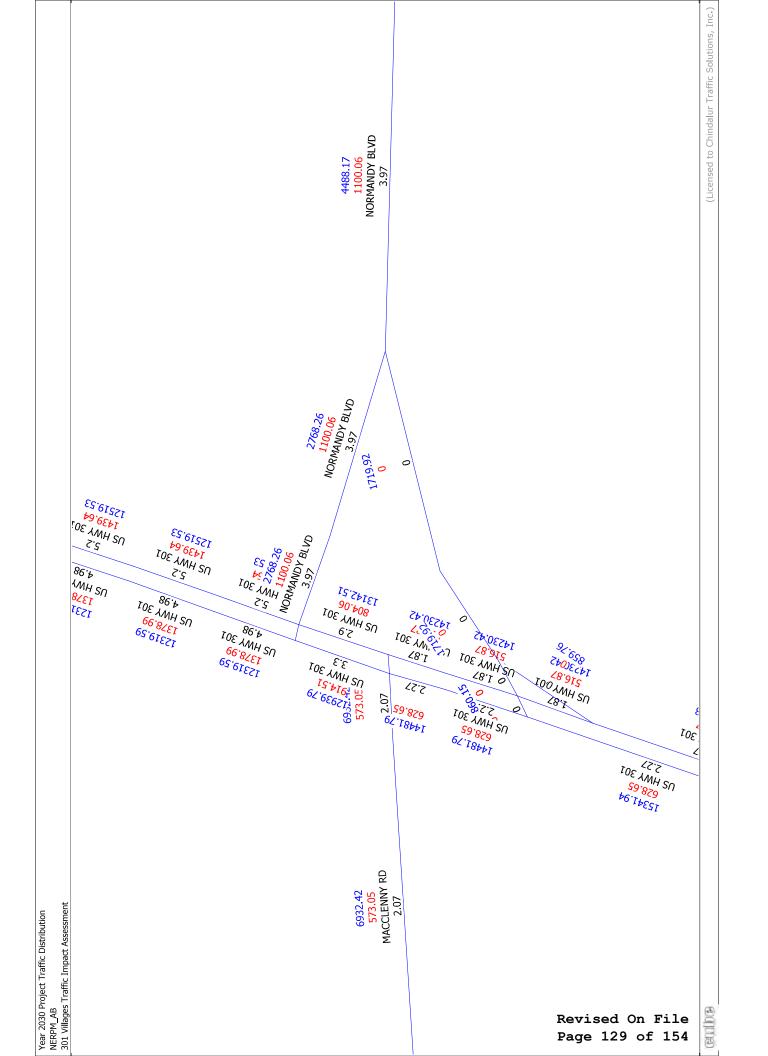


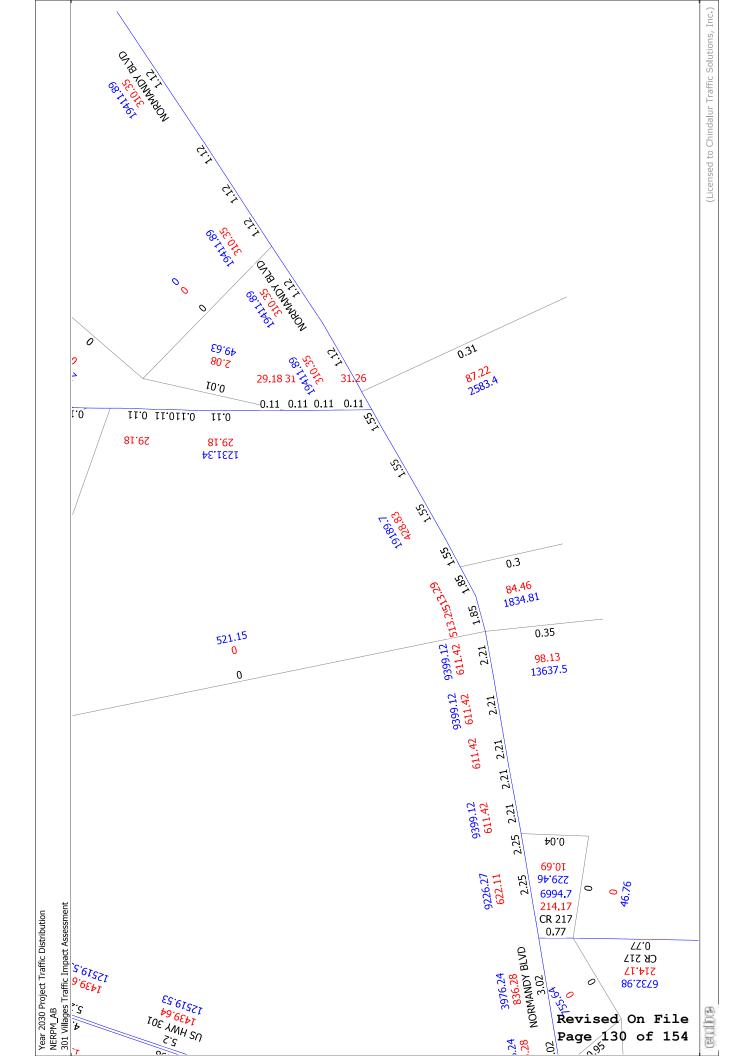


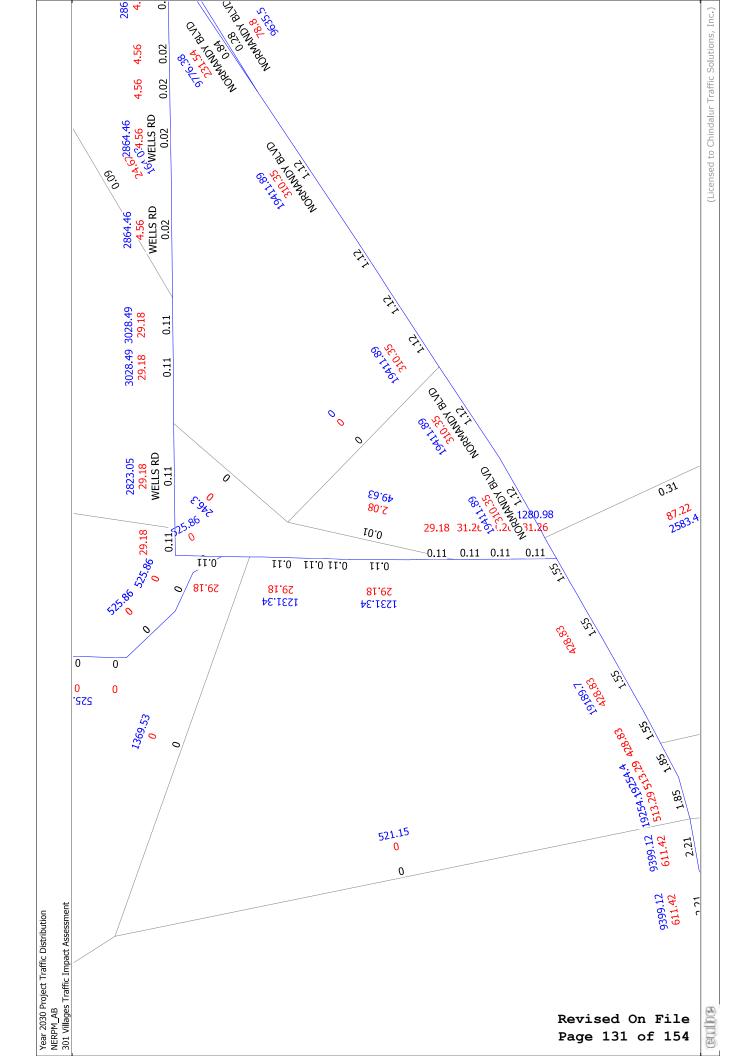






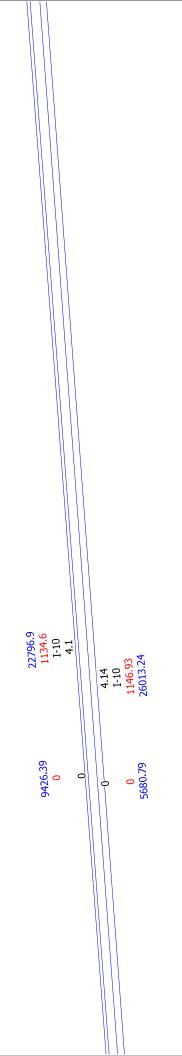








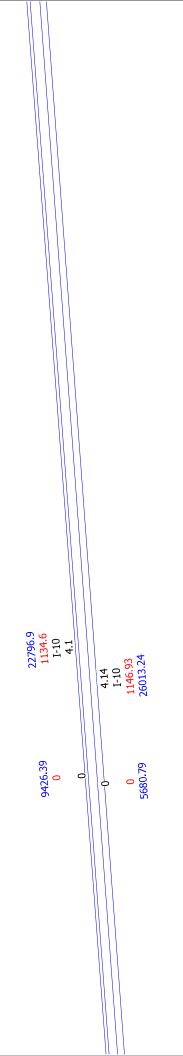
Revised On File Page 132 of 154



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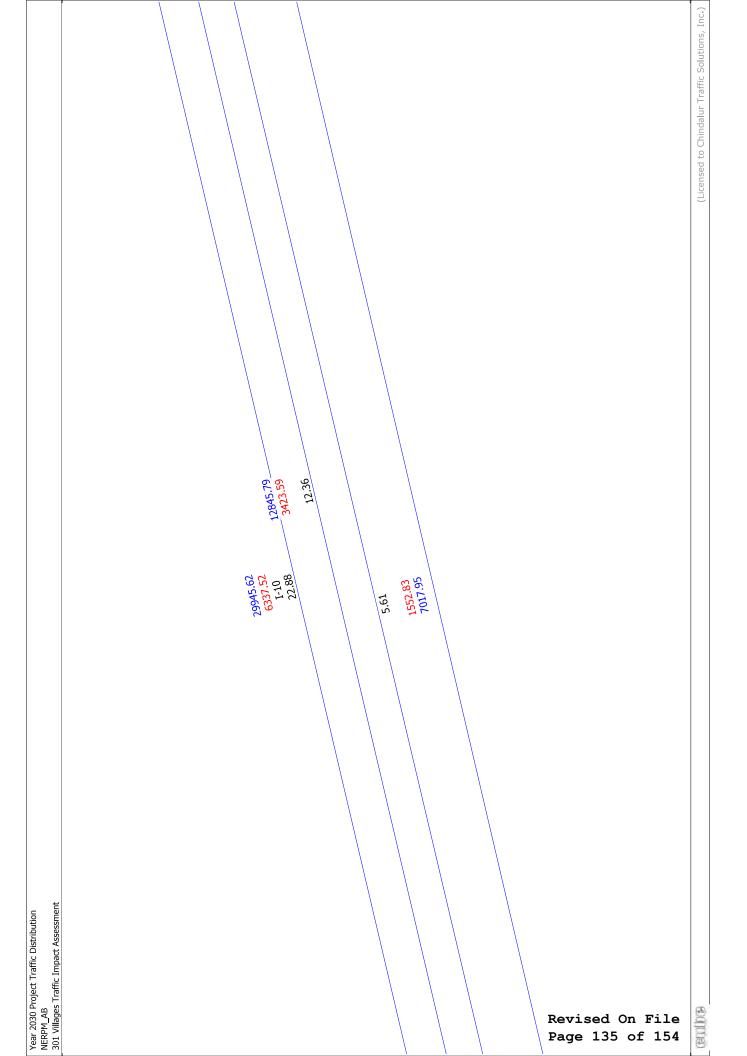


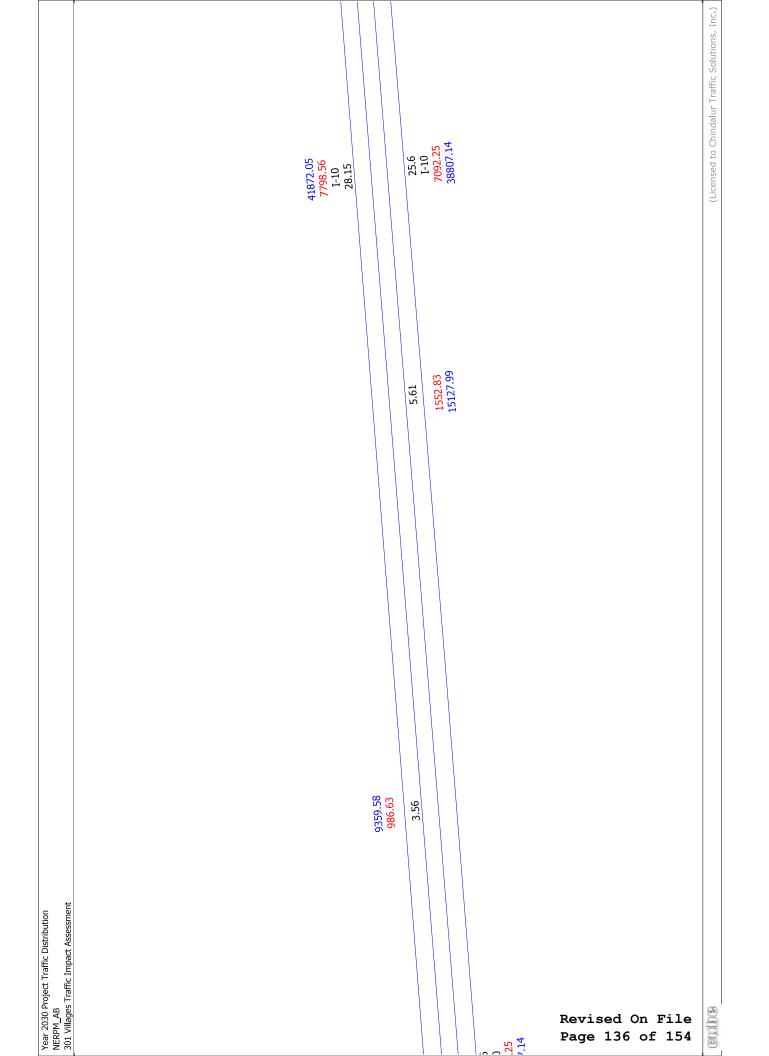
Revised On File Page 133 of 154



Year 2030 Project Traffic Distribution NERPM_AB 301 Villages Traffic Impact Assessment

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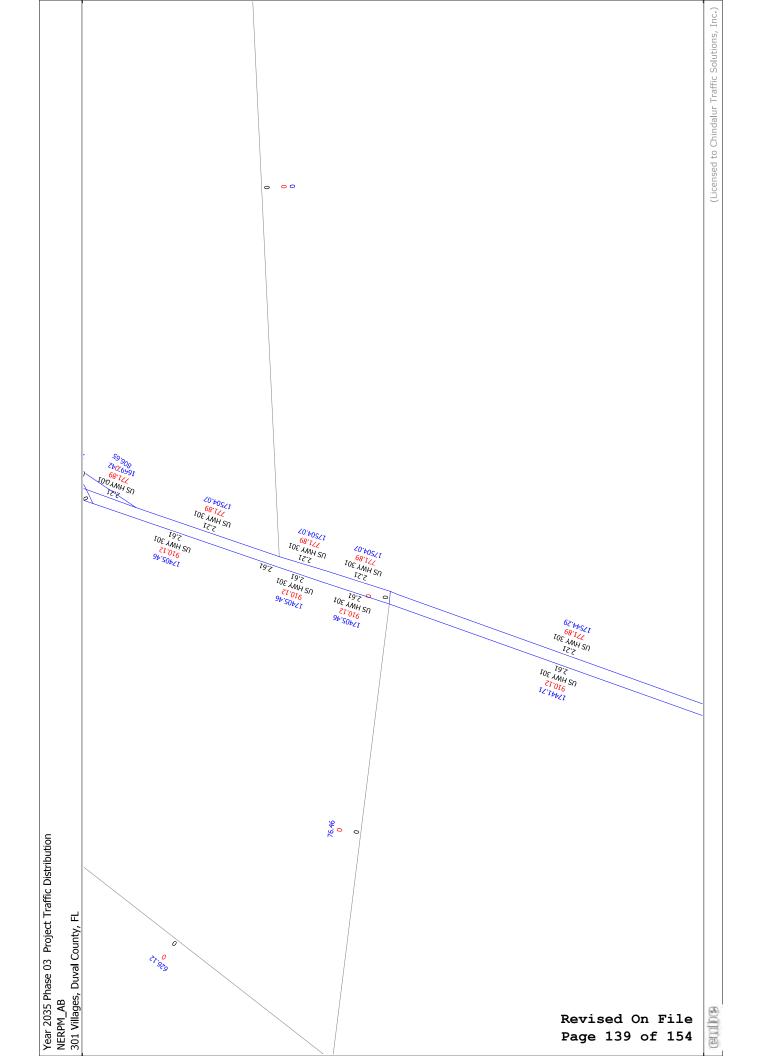


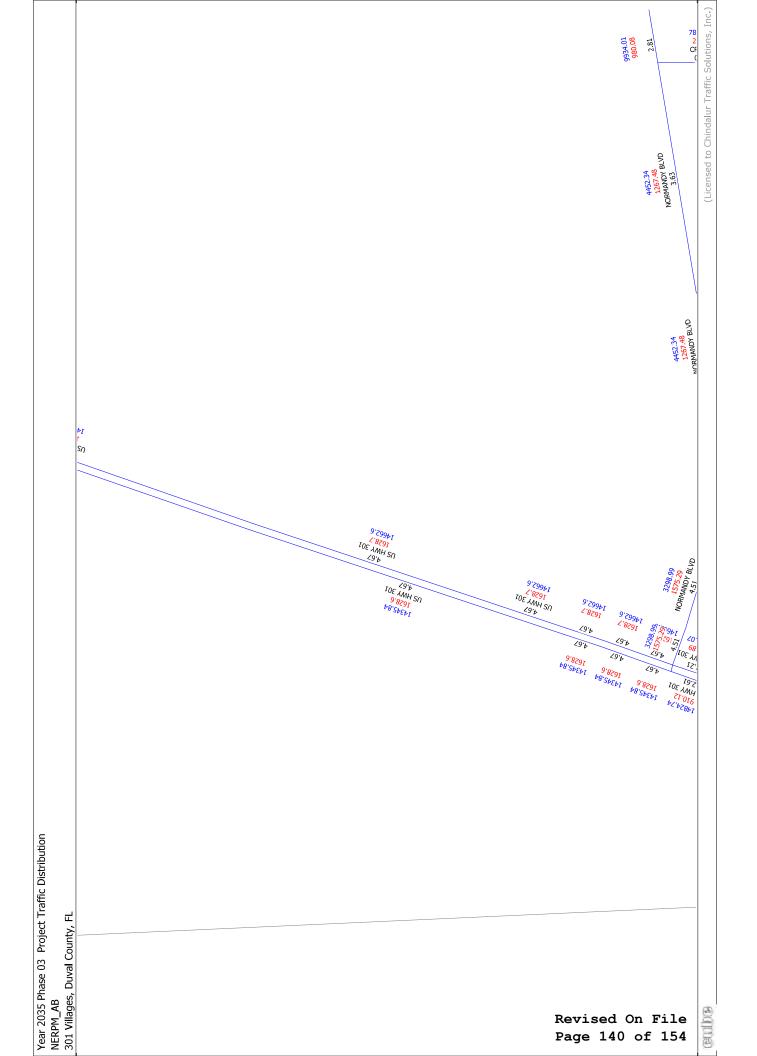
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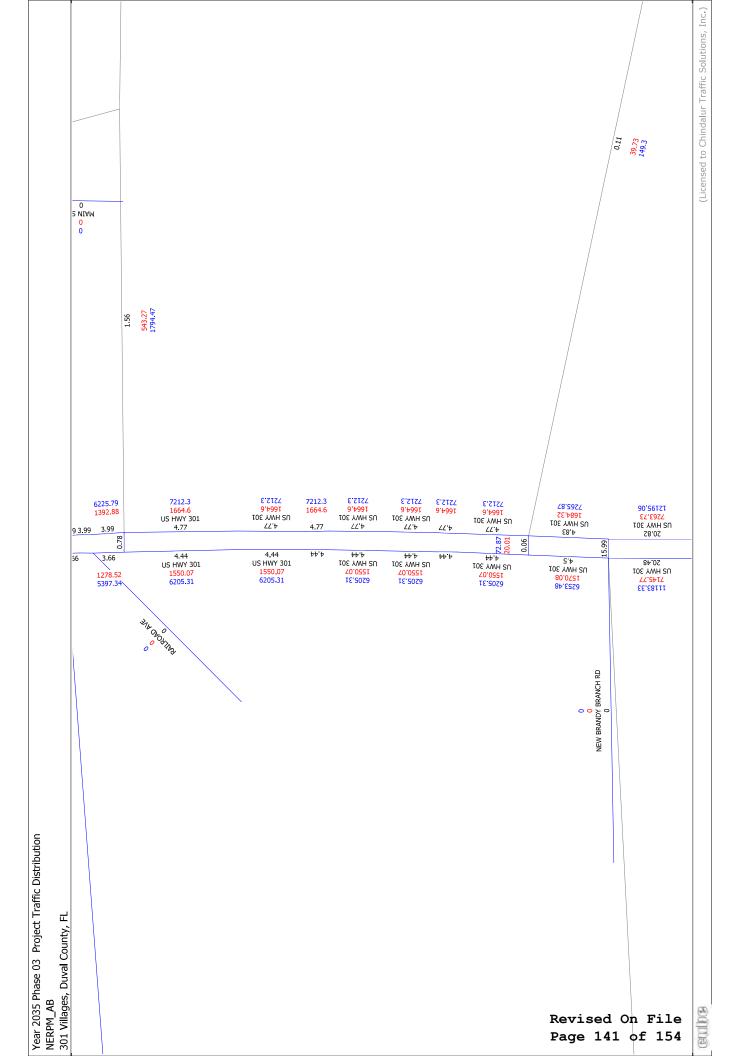
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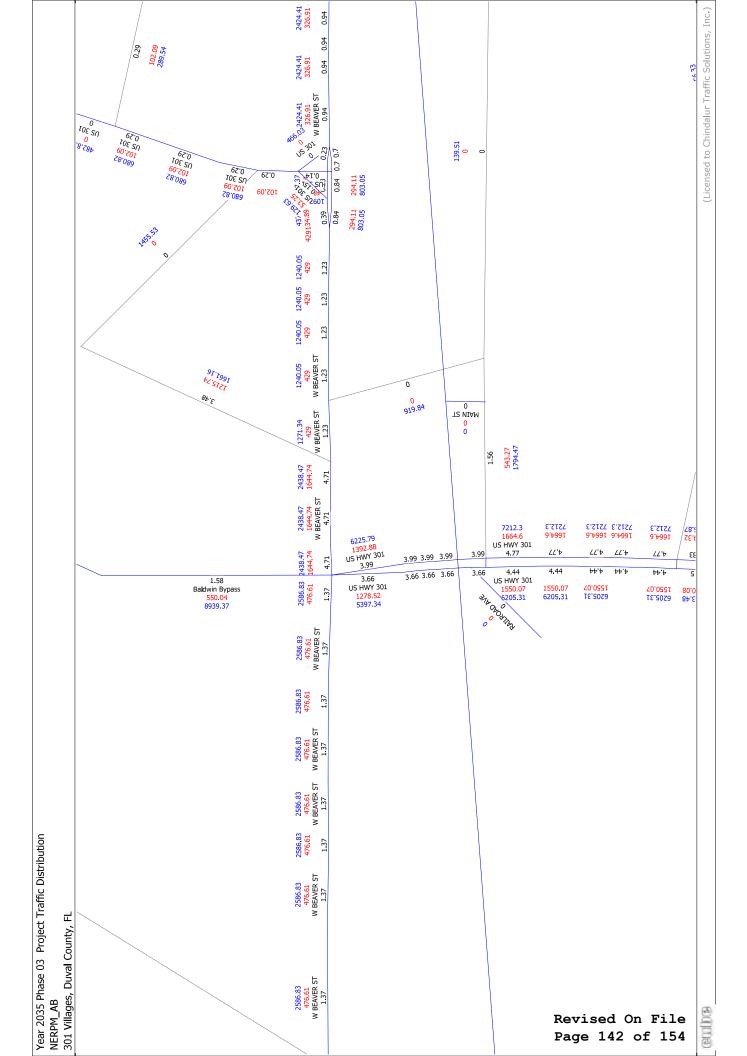
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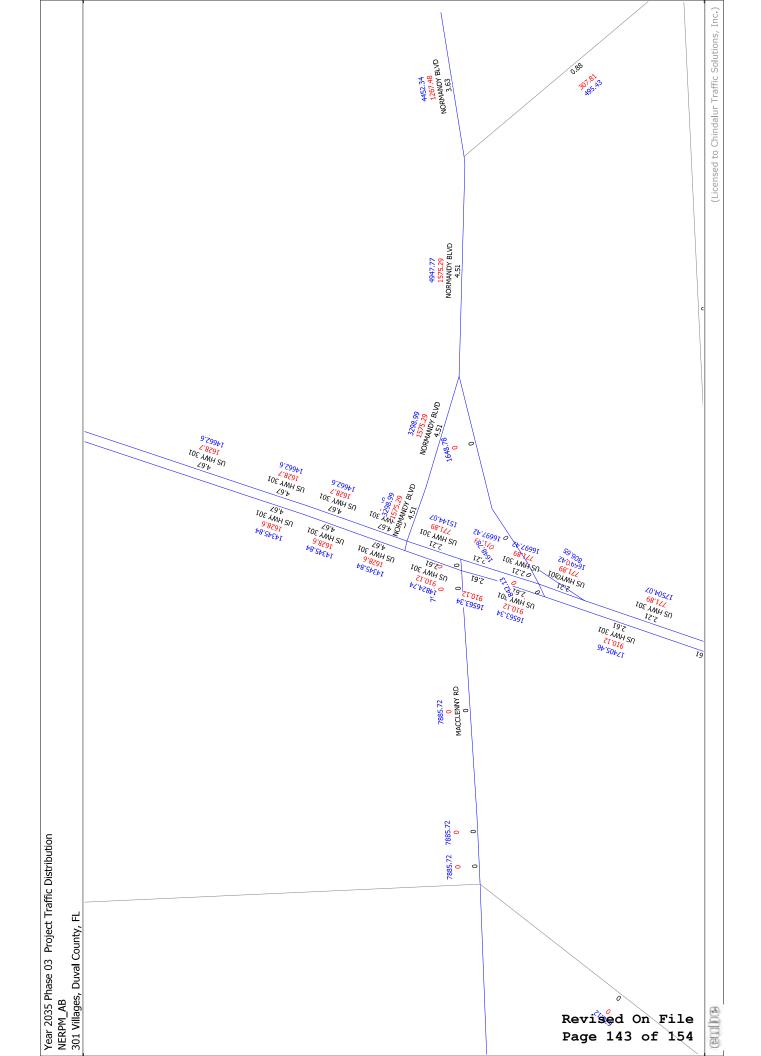
> Revised On File Page 138 of 154

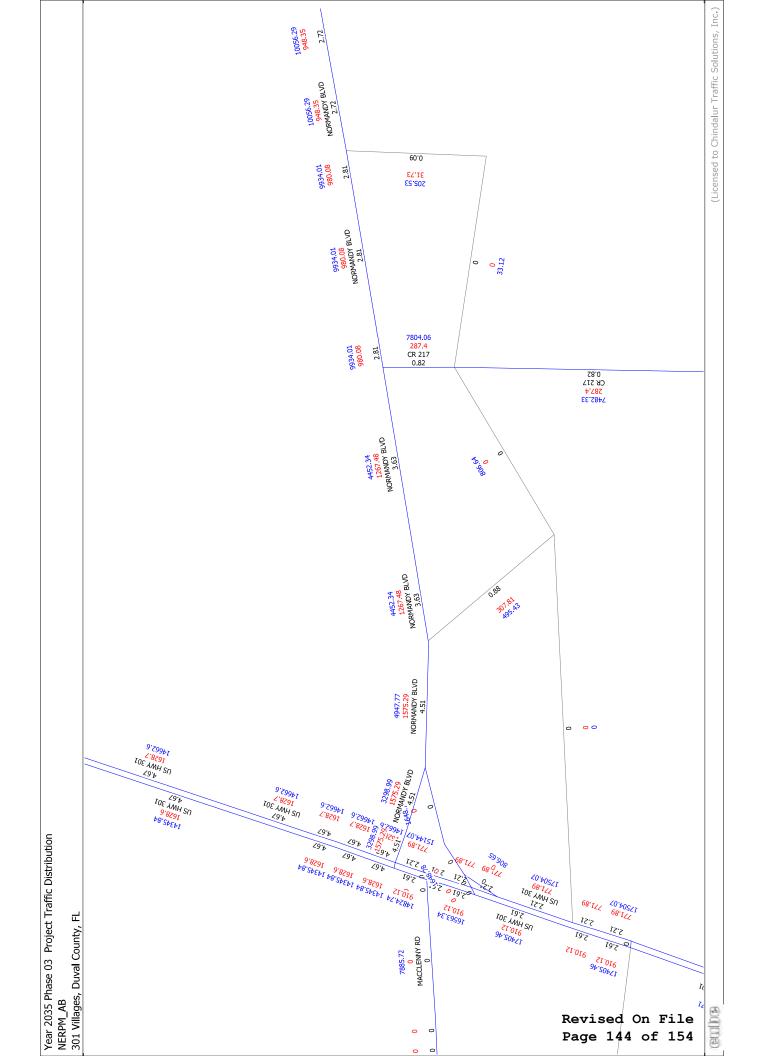


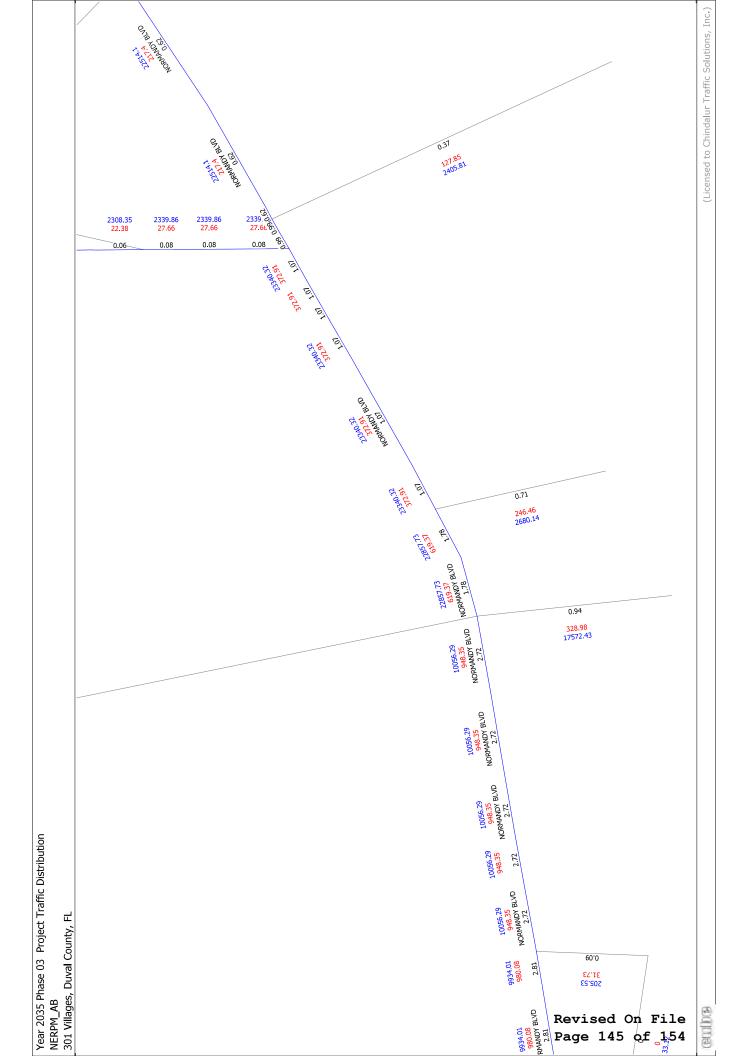


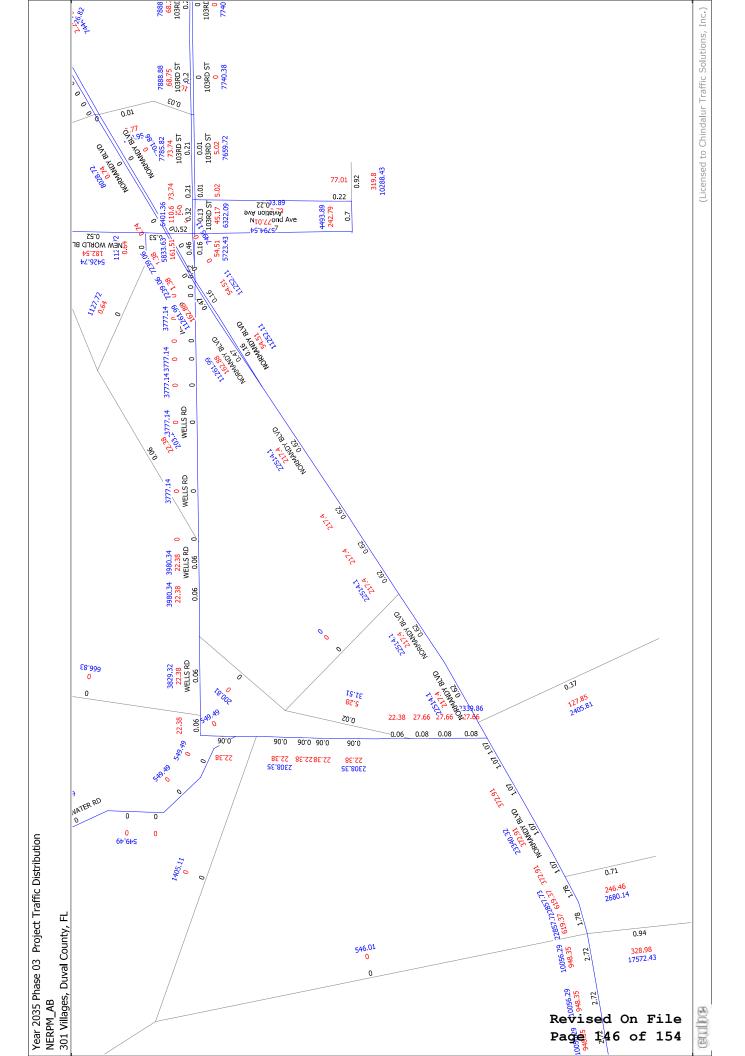


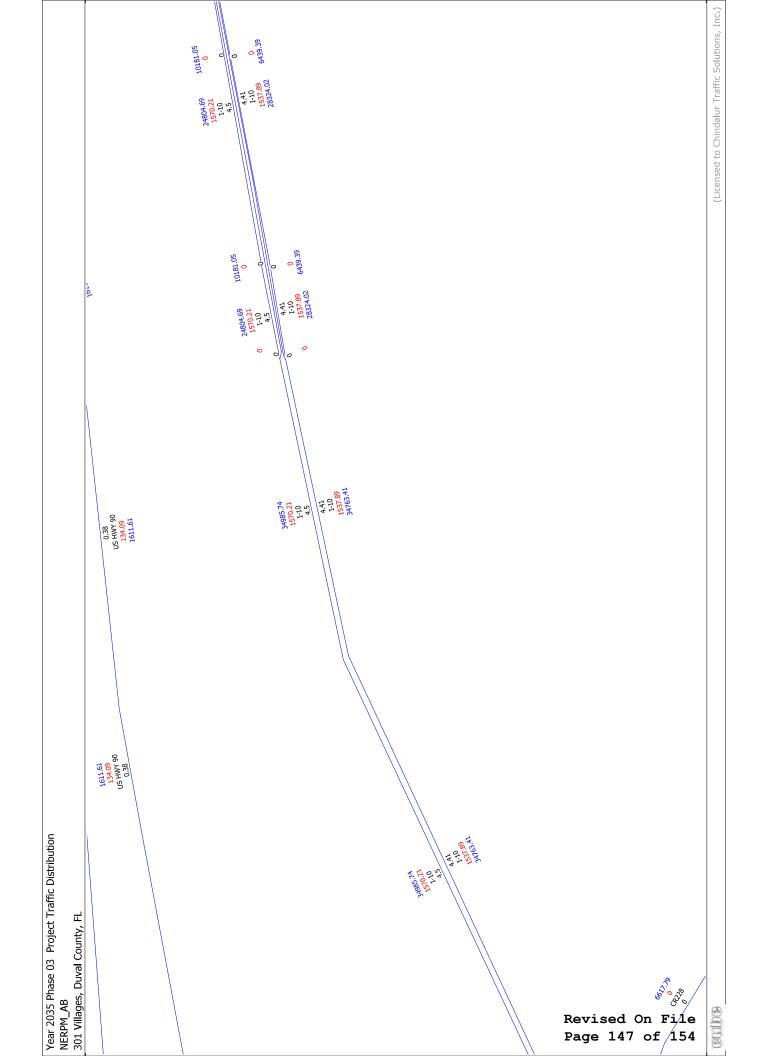




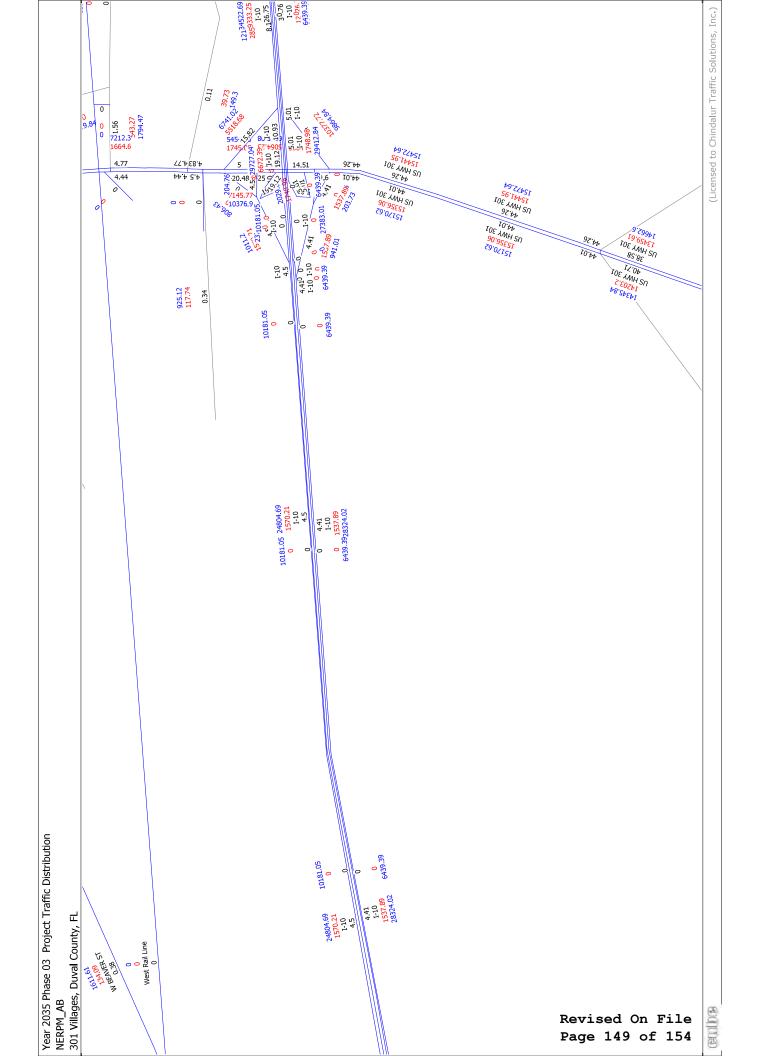


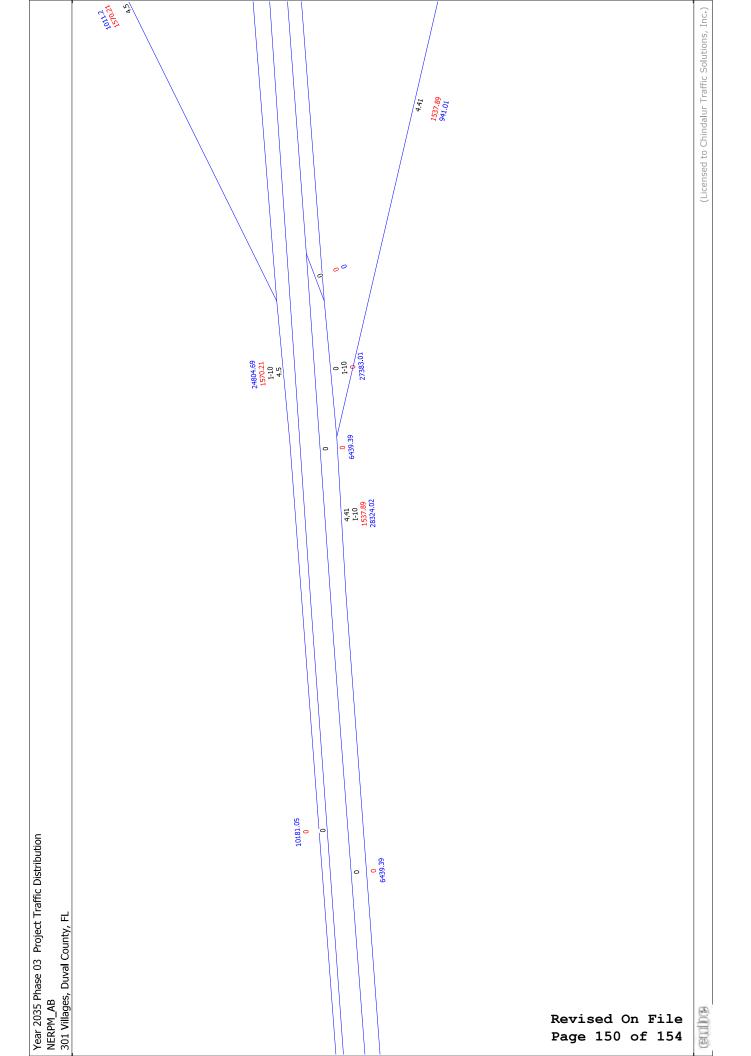


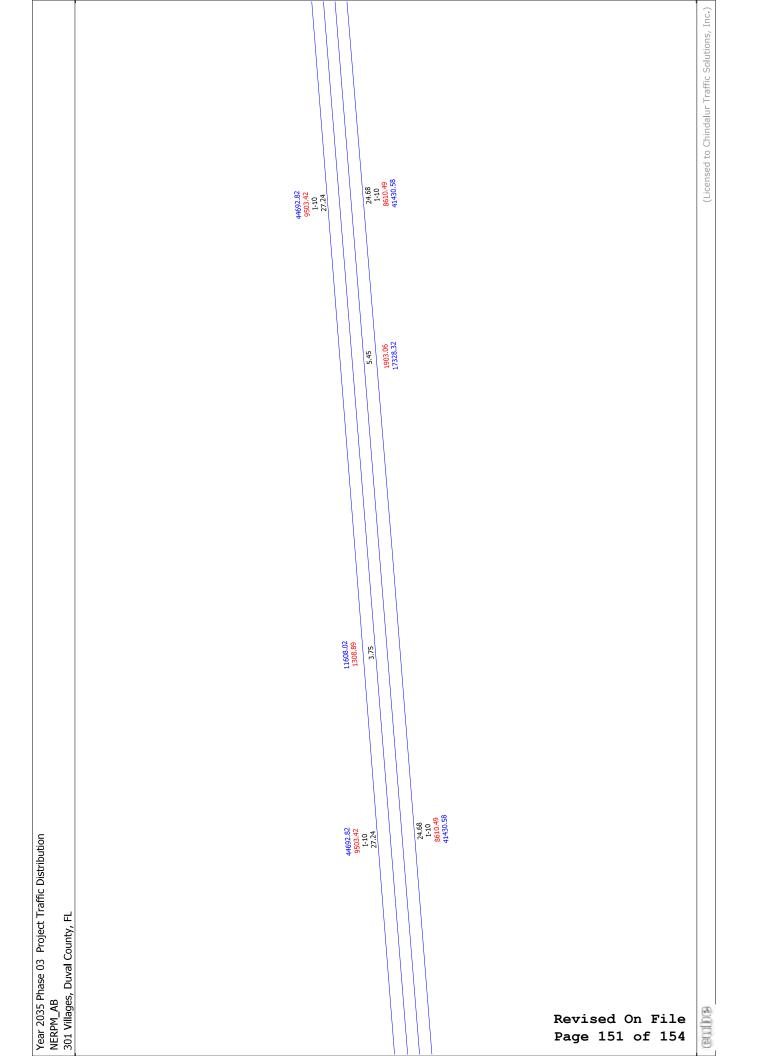










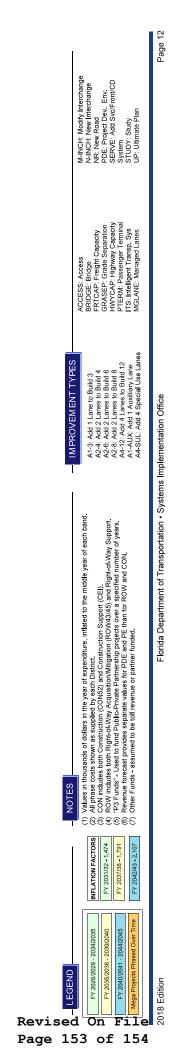


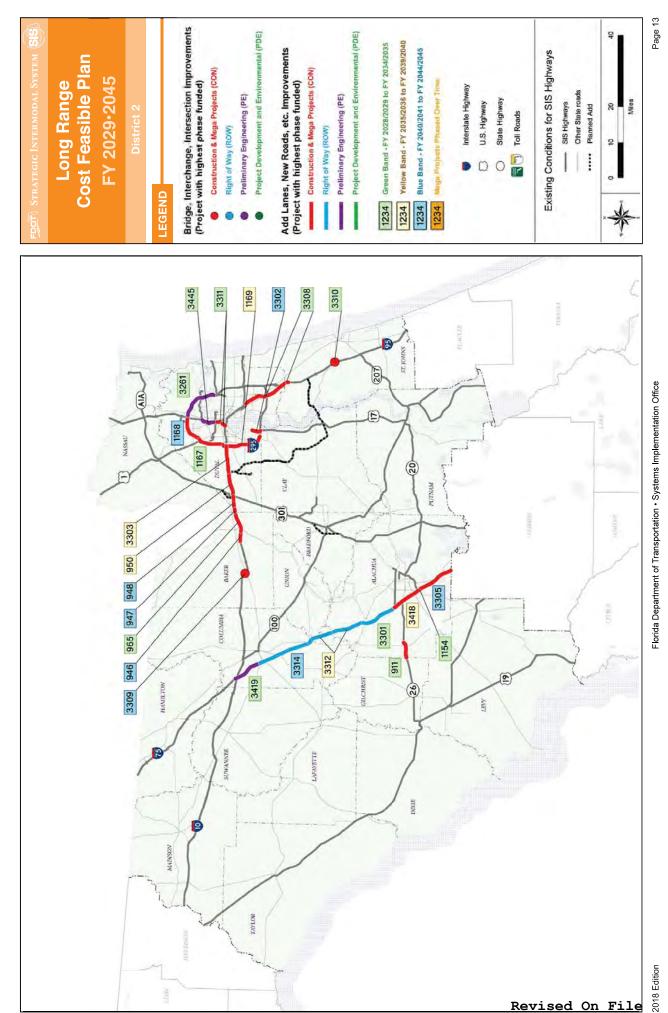
Attachment G

FDOT D2 Long Range Cost Feasible Plan FY 2029 - 2045

> Revised On File Page 152 of 154

	IMPRV	ТҮРЕ	MGLANE	MGLANE	MGLANE	M-INCH	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	M-INCH	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	MGLANE	A4-12	M-INCH	A2-4	A1-AUX	4.890.637
040	Other Funds	TOTAL																									Total CFP Funds= 4.890.637
2.6202	P3 Funds	Begin Yr #Yrs																									Total (
► - -	P3	COST																									
0 0 0 0	uction	TOTAL	136,431	437,492	266,968	34,932	131,264	34,187	132,233	92,967		502,473	386,130	22,765		5,365	808,632	1,856	12,055	540,020		682,431	202,046	11,462	29,454	41,302	4.512.465
Leasin	Right of Wav / Construction	CON	135,510	433,542	266,968	29,932	125,873	31,287	128,645	90,268		486,269	382,345	14,629			802,843			534,742		670,829	202,046	11,462	29,454	40,052	
	Right of '	ROW	921	3,950		5,000	5,391	2,900	3,588	2,699		16,204	3,785	8,136		5,365	5,789	1,856	12,055	5,278		11,602				1,250	
hang		TOTAL	4,250	21,250	10,250	5,000	5,050	860		3,450	126,781	4,515	16,538		17,038	14,674	33,096	19,451	38,205	21,253	22,452		12,184	750		1,125	378 177
Long	Desian	, д	4,250	21,250	10,250	5,000	5,050	860	-	3,450	126,781	3,765	16,538		15,523	13,159	33,096	17,936	36,690	21,253	20,937		12,184	750		1,125	
• ≥		PDE										750			1,515	1,515		1,515	1,515		1,515						
STRALEGIC INTERMODAL SYSTEM . LONG HANGE COST FEASIDIE FIAN • FT 2029•2045		ТО	Nassau C/L	I-295	SR 23-Cecil Commerce Ctr Pkwy		W of SR-121	Duval C/L	US-301	N of New Kings Rd	Southside Connector/SR-113	N of Commonwealth	S of I-95 N Interchange		N of I-10 Interchange	US-441 (Alachua)	SR-222 (NW 39th Ave)	US-41/US-441 Ellisville	N of US-90	SR-121/Williston Rd	S of SR-105	SR-202 (JT Butler Blvd)	S of SR-115 (MLK)		CR-26A-Newberry Lane	NAS Birmingham Gate	
		FROM	W of SR-121	SR-23	US-301	at SR-121	W of CR-125	Baker C/L	Duval C/L	N of Commonwealth	1-95	N of Collins Rd Interchange	N of New Kings Rd	at SR-121 (Williston Rd)	N of US-90	SR-222 (NW 39th Ave)	SR-121 (Williston Rd)	US 441 (Alachua)	US-41/US-441 (Ellisville)	Marion/Alachua County Line	N of SR-115 (MLK)	S of Duval Co Line	1-10	at SR-16	Gilchrist C/L- CR-337	Collins Rd	
		FACILITY		0	0	G	0	6	0	95	95	95	95	5	5	5	5	5	5	5	5	5	5	5	26	17	Funded CEP Totals
DIS		0	965 -10	3303 1-10	950 1-10	3309 1-10	946 1-10	947 I-10	948 I-10	1167 1-295	3261 1-295	1169 -295	1168 -295	1154 -75	3419 1-75	3301 -75	3418 -75	3312 -75	3314 -75	3305 1-75	3445 1-95	3308 1-95	3311 1-95	3310 1-95	911 SR 26	3302 US 17	Fire





Revised On File Page 154 of 154