NASSAU COUNTY, FLORIDA

MOBILITY FEE ORDINANCE

ADOPTED August 25, 2014

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ORDINANCE NO. 2014-16

AN ORDINANCE TO BE KNOWN AS THE NASSAU COUNTY MOBILITY FEE ORDINANCE; PROVIDING CERTAIN DEFINTIONS; PROVIDING RULES OF CONSTRUCTION AND LEGISLATIVE FINDINGS; ADOPTING THE MOBILITY FEE STUDY; PROVIDING FOR MUNICIPAL PARTICIPATION; IMPOSING MOBILITY FEES ON NEW CONSTRUCTION AND ADOPTING A MOBILITY FEE SCHEDULE; PROVIDING FOR CALCULATION AND ALTERNATIVE CALCULATION PROCEDURES FOR MOBILITY FEES; PROVIDING TERMS FOR PAYMENTS; PROVIDING TERMS OF USE OF MOBILITY FEE PROCEEDS; PROVIDING CERTAIN EXEMPTIONS; PROVIDING FOR CERTAIN CREDITS; PROVIDING APPLICABILITY; PROVIDING AN ALTERNATIVE COLLECTION MECHANISM; PROVIDING REVIEW HEARINGS; PROVIDING A REVIEW REQUIREMENT; PROVIDING FOR EXCLUSION FROM THE ADMINISTRATIVE PROCEDURES ACT; PROVIDING SEVERABILITY; PROVIDING ENFORCEMENT; AMENDING SECTION 3.04 OF NASSAU COUNTY ORDINANCE NO. 2007-05 CONCERNING THE PLANNING AND ZONING BOARD; PROVIDING NOTICE REQUIREMENTS; AND PROVIDING AN EFFECTIVE DATE.

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

ARTICLE I

GENERAL

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

"Access Improvements" shall mean improvements designed and constructed to provide safe and adequate ingress and egress from New Construction, which include, but are not limited to, rights-of-way, easements, paving of adjacent or connecting roadways, turn lanes, deceleration and acceleration lanes, traffic control devices, signage and markings, sidewalks, multi-use paths, and drainage and utilities.

"Accessory Building or Structure" shall mean a detached, subordinate building, meeting all property development regulations, the use of which is clearly incidental and related to the use of the principal Building or incidental to the previous use to which the vacant land is devoted, and which is located on the same lot as that of the principal Building or vacant land use.

"Alternative Mobility Fee" shall mean any alternative fee calculated by an Applicant and approved by the County Manager pursuant to Section 2.03.

"Apartment" shall mean a rental Dwelling Unit located within the same Building as other Dwelling Units.

"Applicant" shall mean the person who applies for a Building Permit.

"Building" shall mean any structure, either temporary or permanent, built for the support, shelter, or enclosure of persons, chattels, or property of any kind. This term shall include tents, trailers, mobile homes, or any vehicles serving in any way the function of a building. This term shall not include temporary construction sheds or trailers erected to assist in construction and maintained during the term of a Building Permit.

"Building Permit" shall mean an official document or certificate issued by the County, under the authority of ordinance or law, authorizing the construction or siting of any Building. "Building Permit" shall also include move-on permits or other development approvals for those structures or Buildings, such as a mobile home, that do not require a Building Permit in order to be constructed or occupied.

"Certificate of Occupancy" shall mean the document issued by the County under the authority of ordinance or law that indicates the completion of a Building erected in accordance with plans approved by the building department, and final

inspection having been performed, thereby allowing the building to be occupied. "Certificate of Occupancy" shall also include move-on permits or other development approvals for those structures or Buildings, such as a mobile home, that do not require a Certificate of Occupancy to be occupied.

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

"Commission" shall mean the Board of County Commissioners of Nassau County, Florida.

"Comprehensive Plan" shall mean the comprehensive plan of the County adopted and amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act as contained in Part II, Chapter 163, Florida Statutes, or its statutory successor in function.

"Condominium" shall mean a single-family or time-sharing ownership unit that has at least one other similar unit within the same building structure. The term Condominium includes all fee simple or titled multi-unit structures, including townhouses and duplexes.

"County" shall mean Nassau County, Florida, a political subdivision of the State of Florida.

"County Engineer" shall mean the Person appointed by the Commission to serve as its engineer or the designee of such Person.

"County Manager" shall mean the chief administrative officer of the County, appointed by the Commission or the designee of such Person.

"County Transportation System" shall mean the road system of the County as defined in section 334.03(8), Florida Statutes, or its statutory successor in function, plus associated bike lanes, sidewalks, transit facilities and other multi-modal facilities for non-vehicular modes of transportation.

"De Minimis Development" shall mean New Construction that is not projected to have a substantive impact on the County Transportation System because it is projected to generate New Net Trips amounting to less than one percent (1%) of the daily maximum service volume on adjacent roadways.

"Designated Mobility Improvement" shall mean a specific capital improvement that adds capacity to the County Transportation System to accommodate the mobility demands from New Development and is listed for improvement in the Capital Improvement Element of the Comprehensive Plan, as identified in the Mobility Fee Study or subsequently added to the County's Capital Improvement Element.

"Dwelling Unit" shall mean a Building, or portion thereof, designed for residential occupancy, consisting of one or more rooms which are arranged, designed or used as living quarters for one or more persons.

"Encumbered" shall mean monies committed by contract or purchase order in a manner that obligates the County to expend the encumbered amount for the delivery of goods, the completion of services, the conveyance of right-of-way by a vendor, supplier, contractor or owner.

"External Trip" shall mean any Trip which either has its origins from or its destination to the New Construction and which impacts the County Transportation System.

"Government Buildings" shall mean property owned by the United States of America or any agency thereof, a sovereign state or nation, the State of Florida or any agency thereof, a county, a special district, a school district, or a municipal corporation.

"Mixed Use New Construction" shall mean New Construction in which more than one Mobility Fee Land Use Category is contemplated with each Category constituting a separate and identifiable enterprise not subordinate to or dependent on other enterprises within the New Construction.

"Mobility Fee" shall mean the Mobility Fee imposed by the County pursuant to Section 2.01, or, if applicable, the Alternative Mobility Fee.

"Mobility Fee Land Use Category" shall mean those categories of land use incorporated in the Mobility Fee Rate Schedule in Section 2.01.

"Mobility Fee Rate" shall mean a Mobility Fee imposed for a particular New Construction under the applicable Mobility Fee Land Use Category established in the schedules listed in Section 2.01 for Mobility Fees.

"Mobility Fee Study" shall mean the study adopted pursuant to Section 1.04, as amended and supplemented pursuant to Section 3.06.

"Mobility Zone" shall mean those districts, as shown in Appendix B, which are established by the Commission for the purposes of collection and expenditure of the Mobility Fees.

"New Construction" shall mean land construction designed or intended to permit a use of the land which will contain more Dwelling Units, Buildings or floor space

than the existing use of land, or to otherwise change the use of the land in a manner that increases the generation of vehicular or non-vehicular traffic or the number of External Trips.

"New Net Trip" shall mean the average daily External Trips, as adjusted by the average vehicle miles traveled in Mobility Fee Study.

"Off-Site Improvements" shall mean road improvements located outside of the boundaries of a New Construction which are required to serve External Trips, but not including Access Improvements.

"Ordinance" shall mean this Mobility Fee Ordinance.

"Owner" shall mean the Person holding legal title to the real property containing the New Construction.

"Person" shall mean any individual, corporation, governmental agency, business trust, estate, trust, partnership, association, property owners' association, two (2) or more persons having a joint or common interest, governmental agency, or other legal entity.

"Planning and Zoning Board" shall mean the board created pursuant to section 3.04 of Ordinance No. 2007-05, as amended herein.

"Residential" shall mean Apartments, Condominiums, Single-Family Detached Houses, duplexes, and mobile homes.

"School" shall mean a Building, including ancillary facilities, designed to house an organization of students for educational purposes at elementary, middle, or high school levels, including public schools authorized under the rules of the State Board of Education and private schools serving the same student grade level populations, but not

including any facilities for post high school educational instruction and not including any Day Care Center.

"Single-Family Detached House" shall mean a home on an individual lot.

"Square Footage" shall mean the gross area measured in feet from the exterior faces of exterior walls or other exterior boundaries of the Building, excluding areas within the interior of the Building which are utilized for parking.

"Trip" shall mean a one-way movement of vehicular travel from an origin (one trip end) to a destination (the other trip end). The word Trip shall have the meaning which it has in commonly accepted traffic engineering practice.

"Trip Generation or Trip Generator Rate" shall mean the maximum average new (excluding passerby) daily trip generation rates for the applicable Trip Generation Land Use Category, as adjusted by the Mobility Fee Study.

"Trip Generation Land Use Category" shall mean the trip generation land use categories established in Trip Generation, (latest edition), published by the Institute of Transportation Engineers.

SECTION 1.02. RULES OF CONSTRUCTION. For the purposes of administration and enforcement of this Ordinance, unless otherwise stated in this section, the following rules of construction shall apply:

A. The word "shall" is always mandatory and not discretionary; the word Amay@ is discretionary.

B. Words used in the present tense shall include the future and words in the singular shall include the plural and the plural the singular, unless the context clearly indicates the contrary.

C. Unless the context clearly indicates the contrary, where a regulation involves two (2) or more items, conditions, provisions, or events connected by the conjunction "and," "or" or "either . . .or" the conjunction shall be interpreted as follows:

(1) *And* indicates that all the connected terms, conditions, provisions or events shall apply.

(2) *Or* indicates that the connected items, conditions, provisions or events may apply singly or in any combination.

(3) *Either . . . or* indicates that the connected items, conditions, provisions or events shall apply singly but not in combination.

D. The word "includes" shall not limit a term to the specific example but is intended to extend its meaning to all other instances or circumstances of like kind or character.

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

A. Pursuant to Article VIII, section 1(f), Florida Constitution, sections 125.01 and 125.66, Florida Statutes, and other applicable provisions of law, the Commission has all powers of local self-government to perform county functions, except when prohibited by law, and such power may be exercised by the enactment of legislation in the form of County ordinances.

B. The Commission specifically finds that the County Transportation System benefits all residents of the County and, therefore, the Mobility Fee shall be imposed in all unincorporated areas of the County.

C. Development necessitated by the growth contemplated in the proposed Comprehensive Plan will require improvements and additions to the County

Transportation System to accommodate the traffic generated by such growth and maintain the standards of service adopted by the County.

D. Future growth, as represented by New Construction, should assist in mitigating its impacts by contributing its fair share to the cost of improvements and additions to the County Transportation System that are required to accommodate the traffic, both vehicular and non-vehicular, generated by such growth.

E. The required improvements and additions to the County Transportation System needed to eliminate any deficiencies between the existing County Transportation System and the levels of service adopted by the County shall be financed by revenue sources of the County other than Mobility Fees.

F. Imposition of a Mobility Fee to require New Construction to contribute its fair share to the cost of required vehicular and multi-modal additions is an integral and vital element of the regulatory plan of growth management incorporated in the Comprehensive Plan of the County.

G. The imposition of a Mobility Fee is to provide a source of revenue to fund the construction or improvement of the County Transportation System, including both vehicular and multi-modal improvements, that are necessitated by growth as delineated in the capital improvement element of the Comprehensive Plan and the Mobility Fee Study.

H. The purpose of the Mobility Fee is to fund transportation improvements that will increase the efficiency of the County Transportation System and thus ensure the provision of an adequate level of service for New Growth. The efficiency of the County Transportation System can be improved by increasing roadway capacity using traditional methods, improving operations of existing facilities through intersection

improvements and traffic signal upgrades to new and more efficient technology, and improving the connectivity of the transportation network, for vehicles, bicycles and pedestrians to provide better alternatives to heavily used travel routes, as well as transit improvements.

I. The improvements identified in the capital improvement element of the Comprehensive Plan and Mobility Fee Study include roadway capacity improvements, pedestrian improvements, including bicycle lanes and sidewalks, as well as intersection improvements to improve overall efficiency of the County Transportation System. Additionally, the standard FDOT costs used to estimate the cost of the Designated Mobility Improvements include multi-modal pedestrian facilities (bike lanes and sidewalks).

J. The Mobility Fee Study uses VMT, vehicle miles travelled, as the basis for calculating the Mobility Fee. Although the Designated Mobility Improvements include multi-modal improvements, those improvements are a vital and necessary part of the County's future transportation system and have been identified to increase connectivity by providing alternatives to vehicular transportation, which effectively reduce the VMT in areas where they are provided, as noted in the Highway Capacity Manual and the Institute of Transportation Engineers' Trip Generation manual. Additionally, the Florida Standard Urban Transportation Model Structure model used to estimate the VMTs used in the Mobility Fee Study incorporates the impact of these existing and future multi-modal elements when determining the VMT used in the calculation of the Mobility Fee.

K. Accordingly, given that the VMTs used in the Mobility Fee Study have been adjusted for multi-modal improvements and the inclusion of these costs in the

standard FDOT costs estimates, it is fair and reasonable to include multi-modal improvements in the Designated Mobility Improvements.

L. The Commission expressly finds that the schedule of improvements and additions to the County Transportation System, as contained in the study entitled "Nassau County Mobility Plan Report," dated as of July, 2014 provide a benefit to all New Construction within the County that is in excess of the actual Mobility Fee.

M. The County has the responsibility to provide and maintain roads, multi-modal improvements, and other public facilities in the County Transportation System. New Construction occurring within the County impacts the County Transportation System; therefore, New Construction should pay its fair share of the cost of providing the improvements and additions to the County Transportation System. In recognition of these findings, it is the intent of the Commission that, upon approval and adoption of this Ordinance and the Mobility Fee Study by the Commission, the County shall impose a Mobility Fee to provide the cost of growth-required improvements and additions to the County Transportation System.

N. The projected capital improvements and additions to the County Transportation System and the allocation of projected costs between those improvements and additions necessary to serve existing development and those improvements and additions required to accommodate the growth represented by New Construction as presented in the Mobility Fee study is hereby approved and adopted by the County and such projections are hereby found to be in conformity with the Comprehensive Plan.

O. Transportation planning is an evolving process and the capital improvements and additions to the County Transportation System identified upon the

date of the adoption of this Ordinance constitute projections of growth patterns and transportation improvements and additions based upon present knowledge and judgment. Therefore, in recognition of changing growth patterns and the dynamic nature of population growth, it is the intent of the Commission that the identified improvements and additions to the County Transportation System be reviewed and adjusted periodically, pursuant to Section 3.06, to ensure that Mobility Fees are imposed equitably and lawfully and are utilized effectively based upon actual and anticipated traffic conditions at the time of their imposition.

P. The purpose of this Ordinance is to regulate the development of land within the County by requiring payment of Mobility Fees by New Construction and to provide for the cost of capital improvements to the County Transportation System which are required to accommodate such growth. This Ordinance shall not be construed to permit the collection of Mobility Fees in excess of the amount reasonably anticipated to offset the demand on the County Transportation System generated by such New Construction.

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

R. It is the purpose of this Ordinance to achieve Transportation Element Objectives T.01, T.02, T.04, and T.06; and Capital Improvements Element Objective CI.07 of the Nassau County Comprehensive Plan which requires the County to:

(1) maintain minimum acceptable levels of service;

(2) develop, construct, and maintain a transportation system, which is consistent with the existing and future land use patterns;

(3) encourage and promote the safe integration and utilization of bicycle and pedestrian movement;

(4) encourage and promote transit in the region;

(5) provide capital improvements to accommodate future growth

(6) identify dedicated, non-ad valorem revenue streams to ensure the provision of needed capital improvements.

S. The Mobility Fee Study, Mobility Fee, and this Ordinance comply with the goals, objectives and policies of the Nassau County Comprehensive Plan, specifically Transportation Element Policies T.01.02 T.02.01 T.02.03, T.04.03, and T.06.02; and Capital Improvements Element Policies CI.01.08 and CI.07.02 and are consistent with the State Legislature's encouraged direction in Chapter 2011-139, Laws of Florida (HB 7207).

T. This Ordinance ensures that any participating municipality that wishes to join in the Mobility Fee program has an opportunity to do so, but does not require any participating municipality to join in.

U. The County shall be divided into separate Mobility Zones which are based on the Mobility Fee Study and the Comprehensive Plan and generally depict those areas where the County has planned for urban, suburban, and rural forms of

development. The Mobility Zones shall be utilized to create the differential Mobility Fee structure encouraged by the Comprehensive Plan and Chapter 2011-139, Laws of Florida (HB 7207).

V. Based on the typical travel characteristics in the County set forth in the Mobility Fee Study, utilizing the Mobility Zones to regulate Mobility Fee expenditures is the best method of ensuring that the transportation capital improvements funded by Mobility Fees benefit development in the Mobility Zones paying the Mobility Fees.

W. Mobility Fees paid pursuant to this Ordinance will be earmarked to separate Mobility Fee funds for use within the Mobility Zones in which the Mobility Fees are collected, except as provided herein.

X. The Administrative Fee authorized in Section 2.05 is fair and reasonable and constitutes no more than the County's actual costs for the collection and administration of the Mobility Fee.

Y. The County has determined that there currently exists a shortage of certain land uses within the County that are desirable for a fully functioning society and necessary to provide essential reasonably priced services and facilities to County residents. These scare land uses include medical offices (ITE land use 720), shopping centers (ITE land use 820), and Child Care Facilities (ITE land use 565). Without an abundant supply of these land uses, County residents would likely need to travel farther distances and incur greater VMTs to procure these services and facilities. Additionally, for Child Care Facilities, it is in the best interests of the County and its citizens to have a robust and capable work force, rendering it desirable and necessary to have an abundant supply of Child Care Facilities so that parents with young children are able to fully participate in the labor market if they so choose. Accordingly, in order to facilitate

the development of these scare and needed land uses within the County, the County finds that it is fair and reasonable to discount the Mobility Fee these land uses would otherwise pay as an incentive to encourage the development of these land uses; provided, however, that the Mobility Fee for other land uses shall not be increased as a result of this incentive.

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

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

SECTION 1.05. MUNICIPAL PARTICIPATION. The provisions of this Ordinance shall apply to New Construction occurring in both the unincorporated and incorporated areas of the County. Provided, however, that the provisions of this Ordinance shall not be enforced within a municipality unless the County and the

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

ARTICLE II

MOBILITY FEES

SECTION 2.01. IMPOSITION.

A. All New Construction occurring within the unincorporated area of the County shall pay the applicable Mobility Fee established in this Ordinance.

B. All New Construction occurring within a municipality that has entered into an interlocal agreement with the County pursuant to section 1.05 herein, providing for the imposition and collection of Mobility Fees within the municipality, shall pay the applicable Mobility Fee established in this Ordinance.

C. The Commission hereby establishes two (2) Mobility Zones, as shown in Appendix B, for purposes of collection and expenditure of the Mobility Fees. The East Nassau Community Planning Area established by the Commission in Ordinance No. 2013-10 shall remain a separate mobility zone as provided in that ordinance and shall not be subject to the provisions of this Ordinance.

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

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Fee Schedule

ITE Code	Land Use Type	Quantity Range Min	Quantity Range Max	Units	Mobility Fee East of I-95	Mobility Fee West of I-95
	Residential					
210	Single Family Detached	-	-	Per DU	$1,150.00	$1,168.00
220	Multi-Family (Apartments)	-	-	Per DU	$807.00	$820.00
230	Condominium/Townhouse	-	-	Per DU	$712.00	$723.00
210	Other Residential (Same as Single Family)	-	-	Per DU	$1,150.00	$1,168.00
	Non - Residential (Per 1,000 SF)					
110	Industrial	-	-	SF	$592.00	$602.00
150	Warehouse	-	-	SF	$453.00	$460.00
151	Mini-warehouse	-	-	SF	$218.00	$222.00
710	General Office	1	9999	SF	$1,009.00	$1,025.00
710	General Office	10000	49999	SF	$1,434.00	$1,458.00
710	General Office	50000	99999	SF	$1,223.00	$1,243.00
710	General Office	100000	199999	SF	$1,044.00	$1,061.00
710	General Office	200000	299999	SF	$951.00	$966.00
710	General Office	300000		SF	$845.00	$859.00
720	Medical Office	-	-	SF	$2,541.00	$2,583.00
760	Research and Development Center	-	-	SF	$745.00	$757.00
812	Building Materials and Lumber Store	-	-	SF	$1,997.00	$2,030.00
817	Garden Center	-	-	SF	$2,286.00	$2,323.00
820	Shopping Center	1	49999	SF	$2,150.00	$2,184.00
820	Shopping Center	50000	99999	SF	$1,968.00	$1,999.00
820	Shopping Center	100000	299999	SF	$1,574.00	$1,599.00
820	Shopping Center	300000		SF	$1,388.00	$1,410.00
841	Car Dealerships	-	-	SF	$3,082.00	$3,131.00
850	Supermarket	-	-	SF	$3,341.00	$3,395.00
853	Convenience Market w/ Gas Pumps	-	-	SF	$4,289.00	$4,358.00
890	Furniture Store	-	-	SF	$152.00	$154.00
932	Restaurant	-	-	SF	$2,170.00	$2,205.00
934	Fast Food Restaurant (w/ drive-thru)	-	-	SF	$4,861.00	$4,940.00
	Non - Residential (Per unit as stated below)					
565	Day Care Center			Student	$0	$0
912	Drive-In bank			Per Lane/Window	$3,358.00	$3,413.00
310	Hotel/Motel			Per Room	$577.00	$586.00
560	Church/House of	1	1,275	Per Seat	$0	$0

ITE Code	Land Use Type	Quantity Range		Units	Mobility Fee	
		Min	Max		East of I-95	West of I-95
	Worship*					
560	Church/House of Worship	1,276		Per Seat	$40.00	$41.00

*De Minimis Development

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

SECTION 2.02. CALCULATION OF MOBILITY FEE.

A. Upon receipt of a complete application for a Building Permit the County Manager shall calculate the applicable Mobility Fee, incorporating any applicable credits. If a person has received a credit pursuant to this Ordinance, that credit shall be subtracted from the otherwise applicable Mobility Fee, if such credit applies. If a person has received a credit pursuant to the County's previous road impact fee ordinance or a developer's agreement and that credit has not been utilized, that credit shall be subtracted from the otherwise applicable Mobility Fee; there shall be no refunds if the Mobility Fee is less than the previous road impact fee. A person may request at any time a nonbinding estimate of the Mobility Fee due for a particular development; however, such estimate is subject to change when a complete application for a Building Permit or other development permit is made.

B. The Mobility Fee shall be calculated by using (1) an Alternative Trip Generation Study approved in accordance with Section 2.03 herein or (2) the Mobility Fee Schedule adopted in Section 2.01 herein. The Mobility Fees in the Mobility Fee Schedule have been calculated using the formula(s) presented in the Mobility Fee Study. The Mobility Fee required to be paid by each land use is in the Mobility Fee Schedule column labeled "Mobility Fee," and this dollar amount shall be multiplied by the number of units in the development seeking a Building Permit for such land use. The base unit for this calculation is set forth in the "Unit" column for each land use in the Mobility Fee Schedule. The applicable Mobility Zone for each mobility fee calculation shall be determined in accordance with Section 2.01.

C. Land uses that are not specifically listed in the Mobility Fee Schedule shall be assigned the trip generation rate of the most similar land use listed in the most recent edition of the Institute of Transportation Engineers, Trip Generation, as outlined in the Mobility Fee Study.

D. A Mobility Fee shall be imposed and calculated for the alteration, expansion or replacement of a Building or Dwelling Unit or the construction of an Accessory Building or Structure if the alteration, expansion or replacement of the Building or Dwelling Unit or the construction of an Accessory Building or Structure results in a land use determined to generate greater External Trips than the present use under the applicable Mobility Fee Rate. The Mobility Fee imposed under the applicable Mobility Fee Rate shall be calculated as follows:

(1) If the Mobility Fee is calculated solely on land use and not square footage, the Mobility Fee imposed shall be the Mobility Fee due under the applicable Mobility Fee Rate for the Mobility Fee Land Use Category resulting from the alteration,

expansion or replacement, less the Mobility Fee that would be imposed under the applicable Mobility Fee Rate for the Mobility Fee Land Use Category prior to the alteration, expansion or replacement.

(2) In the event the Square Footage of a Building is increased, the Mobility Fee Rate for the increased Square Footage represented by the New Construction shall be at the Mobility Fee Rate applicable to New Construction with Square Footage resulting from the alteration, expansion or replacement, less the Mobility Fee that would be imposed under the applicable Square Footage prior to the alteration, expansion or replacement.

(3) The Mobility Fee imposed for any Accessory Building or Structure shall be that applicable under the Mobility Fee Rate for the land use for the primary Building.

E. In the event a New Construction involves a Mixed Use New Construction, the County Manager shall calculate the Mobility Fee based upon the number of New Net Trips to be generated by each separate Mobility Fee Land Use Category included in the proposed Mixed Use New Construction.

SECTION 2.03. ALTERNATIVE MOBILITY FEE CALCULATION.

A. In the event an Applicant believes that the impact to the County Transportation System necessitated by its New Construction is less than the New Net Trips that are assumed under the applicable Mobility Fee Land Use Category specified in Section 2.01, such Applicant may, prior to issuance of a Building Permit for such New Construction, file with the County Manager an Alternative Mobility Fee that seeks to establish an alternative number of New Net Trips. The County Manager shall review the alternative calculations of the New Net Trips and make a determination within thirty

(30) days of submittal as to whether such calculation complies with the requirements of this Section.

B. The Alternative Mobility Fee calculation of New Net Trips shall be based on data, information or assumptions contained in this Ordinance and the Mobility Fee Study or an independent source, provided that:

(1) The independent source is a generally accepted standard source of transportation engineering or planning information, or

(2) The independent source is a local study supported by a data base adequate for the conclusions contained in such study performed by a professional engineer pursuant to a generally accepted methodology of transportation planning or engineering.

(3) If, during its approval process, a previously approved New Construction project containing the same proposed uses submitted a trip characteristic study substantially consistent with the criteria required by this Section, and if such study is determined by the County Manager to be current, the trip characteristics of such previously approved New Construction shall be presumed to be as described in the prior study. In such circumstances, an Alternative Mobility Fee shall be established reflecting the trip characteristics described in the prior study. There shall be a rebuttable presumption that a trip characteristic study conducted more than two (2) years earlier is invalid.

(4) It is acknowledged that the Mobility Fee Rates are based upon the applicable Trip Generation Rates for the Trip Generation Land Use Categories corresponding to the Mobility Fee Land Use Categories set forth in Section 2.01. In recognition of such acknowledgment, the Trip Generation Rates for the Trip Generation

Land Use Categories shall be considered an independent source for the purpose of an Alternative Mobility Fee calculation without the necessity of a study as required by Subsections B. of this Section.

C. If the County Manager determines that the data, information and assumptions utilized by the Applicant comply with the requirements of this Section and that the calculation of the Alternative Mobility Fee number of New Net Trips was by a generally accepted methodology, then the Alternative Mobility Fee shall be paid in lieu of the fee set forth in Section 2.01.

D. If the County Manager determines that the data, information and assumptions utilized by the Applicant to compute an alternative number of New Net Trips do not comply with the requirements of this Section, then the County Manager shall provide to the Applicant by certified mail, return receipt requested, written notification of the rejection of the Alternative Mobility Fee and the reasons therefore. The Applicant shall have thirty (30) days from the receipt of the written notification of rejection to request a hearing pursuant to Section 3.05.

E. The Board shall establish an administrative fee by separate resolution to cover the County's costs incurred in processing and reviewing any Alternative Mobility Fee applications, including fees incurred for review of any applications by third party experts.

SECTION 2.04. PAYMENT.

A. Except as otherwise provided in this Ordinance, prior to the issuance of a Building Permit for New Construction, an Applicant shall pay the Mobility Fee to the County.

B. The obligation for payment of the Mobility Fee and any credits related thereto shall run with the land.

C. In the event that a Building Permit issued for New Construction expires prior to completion of the New Construction for which it was issued, the Applicant may, within ninety (90) days of expiration of the Building Permit, apply for a refund of the Mobility Fee. Failure to timely apply for a refund of the Mobility Fee shall waive any right to a refund.

(1) The application for refund shall be filed with the County Manager and contain the following:

(a) The name and address of the Applicant;

(b) The location of the property which was the subject of the Building Permit;

(c) The date the Mobility Fee was paid;

(d) A copy of the receipt of payment for the Mobility Fee; and

(e) The date the Building Permit was issued and the date of expiration.

(2) After verifying that the Building Permit has expired and that the New Construction has not been completed, the County Manager shall refund the Mobility Fee paid for such New Construction. The County shall retain one percent (1%) of the Mobility Fee to offset the costs of administering the refund.

(3) A Building Permit which is subsequently issued for New Construction on the same property which was the subject of a refund shall pay the Mobility Fee as required by this Ordinance.

D. The payment of the Mobility Fee shall be in addition to any other fees, charges or assessments of the County due for the issuance of a Building Permit.

SECTION 2.05. USE OF MOBILITY FEE PROCEEDS.

A. The Commission hereby establishes two (2) separate trust accounts for the Mobility Fee, to correspond to the two (2) Mobility Zones, which accounts shall be maintained separate and apart from all other accounts of the County.

B. The East Nassau Community Planning Area Mobility Network Fund established by the Commission in Ordinance No. 2013-10 shall remain a separate Mobility Fee fund as provided in that ordinance and shall not be subject to the provisions of this Ordinance.

C. All Mobility Fees shall be deposited into the appropriate trust account for the Mobility Zone from which the fees were collected immediately upon receipt.

D. Mobility Fee funds shall not be used for any expenditure that would be classified as a transportation operation and maintenance expense. The Mobility Fee shall be used within the Mobility Zones from which the Mobility Fee is collected; however, to the extent that a transportation capital improvement provides reasonable benefits beyond the Mobility Zone within which it is located, it may be funded with Mobility Fee funds collected from an adjacent Zone. However, prior to encumbering any Mobility Fee funds in this manner, the County Manager or designee shall make a written determination that (1) the transportation capital improvement will substantially benefit the development in the Mobility Zone from which the Mobility Fees have been collected; (2) the planned transportation capital improvement is of a nature such that it will add capacity to the transportation system beyond the Mobility Zone in which it is situated; and (3) the demand for the transportation capital improvement is reasonably

attributable to development in the Mobility Zone from which the Mobility Fees have been collected.

E. The monies deposited into the Mobility Fee Trust Accounts shall be used solely for the purpose of constructing or improving the Designated Mobility Improvements to the County Transportation System, as these improvements may be amended from time-to-time, including, but not limited to:

(1) design and construction plan preparation;

(2) permitting;

(3) right-of-way acquisition, including any costs of acquisition or condemnation;

(4) construction of new through lanes;

(5) construction of new turn lanes;

(6) construction of new bridges;

(7) construction of new drainage facilities in conjunction with new roadway construction;

(8) purchase and installation of traffic signals;

(9) construction of new curbs, medians and shoulders;

(10) construction of new multi-use paths, bike lanes, sidewalks and other bicycle and pedestrian improvements;

(11) construction of new transit facilities;

(12) relocating utilities to accommodate new roadway construction;

(13) construction management and inspection;

(14) surveying and soils and material testing;

(15) repayment of monies transferred or borrowed from any budgetary fund of the County which were used to fund any growth impacted construction or improvements as herein defined;

(16) payment of principal and interest, necessary reserves and costs of issuance under any bonds or other indebtedness issued by the County to provide funds to construct or acquire growth impacted capital transportation improvements on the County Transportation System; and

(17) transportation planning, development and engineering.

E. The monies deposited into the Mobility Fee Trust Account shall be used solely to provide improvements and additions to the County Transportation System required to accommodate traffic generated by growth as projected in the Mobility Fee Study.

F. Any monies on deposit which are not immediately necessary for expenditure shall be invested by the County. All income derived from such investments shall be deposited in the Mobility Fee Trust Account and used as provided herein.

G. The County may retain up to three percent (3%) of all Mobility Fees received or the actual costs of administration and collection, whichever is less, as an administrative fee to defray the costs of administering the Mobility Fee program.

ARTICLE III

MISCELLANEOUS PROVISIONS

SECTION 3.01. EXEMPTIONS.

A. The following shall be exempted from payment of the Mobility Fee:

1. Alterations or expansion of an existing Dwelling Unit which does not result in any additional Dwelling Units or increase the number of families for which such

Dwelling Unit is arranged, designed or intended to accommodate for the purpose of providing living quarters.

2. The alteration or expansion of a Building if the Building use upon completion does not generate greater External Trips under the applicable Mobility Fee Rate.

3. The replacement of a Dwelling Unit, Mobile Home, Building or an Accessory Building or Structure if the replacement Dwelling Unit, Mobile Home, Building or Accessory Building or Structure does not result in a land use generating greater External Trips under the applicable Mobility Fee Rate. To be eligible for this exemption, a Certificate of Occupancy or Move-On permit for the replacement structure must have been issued within eight (8) years of the date the original structure was occupied.

4. The issuance of a move-on permit on a Mobile Home on which applicable Mobility Fees have previously been paid.

5. Government Buildings. However, any Mobility Fee exemption issued for a government building shall expire if an alteration causes the Building or development to no longer be a government Building.

6. De Minimis Development.

7. Schools. However, any Mobility Fee exemption issued for a School shall expire if an alteration causes the Building or development to no longer be a School.

B. Properties that were vested for purposes of the County's previous concurrency management system ("Adequate Public Facilities") shall not be exempt from the payment of the Mobility Fee.

SECTION 3.02. CREDITS.

A. Subject to the terms and conditions of this Section 3.02, a credit shall be granted against a Mobility Fee imposed by this Ordinance for the donation of land or the construction of Off-Site Improvements to the County Transportation System required pursuant to a development permit or made voluntarily in connection with New Construction. Such donations or construction shall be subject to the approval and acceptance of the County Manager. No credit shall be given for the donation of land or construction unless such property is conveyed, in fee simple to the County without remuneration.

B. Prior to issuance of a Building Permit, the Applicant shall submit a proposed plan for donations or contributions to the County Manager. The proposed plan shall include:

(1) a designation of the New Development for which the plan is being submitted;

(2) a legal description of any land proposed to be donated and a written appraisal prepared in conformity with Subsection E of this section;

(3) a list of the contemplated improvements sought to be donated and an estimate of the proposed construction costs certified by a professional architect or engineer; and

(4) a proposed time schedule for completion of the proposed plan.

C. The County Manager shall approve or deny the proposed plan in accordance with Subsection D of this section and, if approved, establish the amount of credit in accordance with Subsection E of this section. The County Manager shall issue a decision within sixty (60) days after the filing of the proposed plan.

D. In reviewing the proposed plan, the County Manager shall determine:

(1) if such proposed plan is in conformity with contemplated improvements and additions to the County Transportation System;

(2) if the proposed donation of land and construction by the Applicant is consistent with the public interest; and

(3) if the proposed time schedule is consistent with the capital improvement program for the County Transportation System.

E. The amount of developer contribution credit shall be determined as follows:

(1) The value of donated land shall be based upon a written appraisal of fair market value as determined by an M.A.I. appraiser who was selected and paid for by the Applicant, and who used generally accepted appraisal techniques. If the appraisal does not conform to the requirements of this Ordinance and any applicable administrative regulations, the appraisal shall be corrected and resubmitted. In the event the County Manager accepts the methodology of the appraisal but disagrees with the appraised value, he may engage another M.A.I. appraiser at the County's expense and the value shall be an amount equal to the average of the two appraisals. If either party does not accept the average of the two appraisals, a third appraisal shall be obtained, with the cost of said third appraisal being shared equally by the County and the Applicant. The third appraiser shall be selected by the first two appraisers and the third appraisal shall be binding on the parties.

(2) The actual cost of construction to the County Transportation System shall be based upon cost estimates certified by a professional architect or engineer, as applicable. However, in no event shall any credit be granted in excess of

the estimated construction costs approved by the County unless the construction project is competitively bid, in which case, the credit shall be limited to the actual cost or 120% of the bid amounts, whichever is less; and

(3) The land donations and construction contributions shall only provide improvements or additions to the County Transportation System which are included in the County's Capital Improvement Element of the Comprehensive Plan and required to accommodate growth.

F. If a proposed plan is approved for credit by the County Manager, the County Manager shall forward a proposed credit agreement to the Commission for its consideration, which agreement shall provide for the parties obligations and responsibilities, including, but not limited to:

(1) The timing of actions to be taken by the Applicant and the obligations and responsibilities of the Applicant, including, but not limited to, the construction standards and requirements to be complied with;

(2) The obligations and responsibilities of the Commission including, but not limited to, inspection of the project; and

(3) The amount of the credit as determined in accordance with Subsection E of this section.

G. A credit for the donation of land or a credit for the construction of an improvement or addition to the County Transportation System shall be granted at such time as the credit agreement is approved and executed by both the Commission and the Applicant; provided, however, that in the event the Applicant fails to convey the property which is the subject of the donation to the County or such property is not ultimately accepted by the County in accordance with the terms of the credit agreement,

then the credit for donation shall be revoked and all Mobility Fees shall immediately become due and payable. The administration of said contribution credits shall be the responsibility of the County Manager.

H. Any Applicant who submits a proposed plan pursuant to this section and desires the immediate issuance of a Building Permit prior to approval of the proposed plan shall pay the Mobility Fees prior to the issuance of the Building Permit. Any difference between the amount paid and the amount due, should the County Manager approve and accept the proposed plan, shall be refunded to the Applicant or Owner.

SECTION 3.03. APPLICABILITY. This Ordinance and the obligations herein for the payment of the Mobility Fee shall apply to all New Construction that receives a Building Permit on or after the effective date of this Ordinance, as provided in Section 3.12.

SECTION 3.04. ALTERNATIVE COLLECTION METHOD. In the event the Mobility Fee is not paid prior to the issuance of a Building Permit for the affected New Construction, the County may elect to collect the Mobility Fee by any other method which is authorized by law.

SECTION 3.05. REVIEW HEARINGS.

A. An Applicant or Owner who is required to pay a Mobility Fee pursuant to this Ordinance shall have the right to request an appeal. The appeal procedures provided in sections 1.05 and 5.06 of Nassau County Ordinance No. 2007-05 shall apply to all appeals.

B. Such appeal shall be limited to the review of the following:

(1) The application or calculation of the Mobility Fee.

(2) The rejection of the Alternative Mobility Fee calculation pursuant to Section 2.03.

C. Such appeal shall be requested by the Applicant or Owner within thirty (30) days of the date of first receipt of the following:

(1) Notice that the Mobility Fee is due;

(2) Negative determination on a proposed Alternative Mobility Fee.

Failure to request an appeal within the time provided shall be deemed a waiver of such right.

D. The request for an appeal shall be filed with the County Manager and shall contain the following:

(1) The name and address of the Applicant or Owner;

(2) The legal description of the property in question;

(3) If issued, the date the Building Permit was issued;

(4) A brief description of the nature of the construction being undertaken pursuant to the Building Permit;

(5) If paid, the date the Mobility Fee was paid; and

(6) A statement of the reasons why the Applicant or Owner is requesting the appeal.

E. Upon receipt of such request, the County Manager shall process the appeal pursuant to the procedures provided in Sections 1.05 and 5.06 of Nassau County Ordinance No. 2007-05.

F. Any Applicant or Owner who requests a hearing pursuant to this Section and desires the immediate issuance of a Building Permit, or if a Building Permit has been issued without the payment of the Mobility Fee, shall pay prior to or at the time the

request for hearing is filed, the applicable Mobility Fee. Said payment shall be deemed paid "under protest" and shall not be construed as a waiver of any review rights.

G. An Applicant or Owner may request a hearing under this Section without paying the applicable Mobility Fee, but no Building Permit shall be issued until such Mobility Fee is paid in the amount initially calculated or the amount approved upon completion of the review provided in this Section.

H. The Board shall establish an administrative fee by separate resolution to cover the County's costs incurred in processing and reviewing any appeals, including fees incurred for review of any applications by third party experts.

SECTION 3.06. REVIEW REQUIREMENT. This Ordinance and the Mobility Fee Study shall be reviewed by the Commission at least every three (3) years. The initial and each review thereafter shall consider new estimates of population and other socioeconomic data, changes in construction, land acquisition and related costs, and adjustments to the assumptions, conclusions or findings set forth in the study adopted by Section 1.04. Each review shall additionally consider changes in right-of-way acquisition and related costs and changes in Trip Generation rates, External Trip lengths, traffic volume counts, and a review of the administrative fees authorized herein. The purpose of this review is to evaluate and revise, if necessary, the Mobility Fee to ensure that they do not exceed the reasonably anticipated costs associated with the improvements and additions necessary to offset the demand generated by the New Construction on the County Transportation System. In the event the review of the Ordinance required by this Section alters or changes the assumptions, conclusions and findings of the studies adopted by reference in Section 1.04, revises or changes the Designated Mobility Improvements, or alters or changes the amount or classification of

the Mobility Fee, the study adopted by reference in Section 1.04 shall be amended and updated to reflect the assumptions, conclusions and findings of such reviews and Section 1.04 shall be amended to adopt by reference such updated studies.

SECTION 3.07. DECLARATION OF EXCLUSION FROM ADMINISTRATIVE PROCEDURES ACT. Nothing contained in this Ordinance shall be construed or interpreted to include the County in the definition of Agency as contained in section 120.52, Florida Statutes, or to otherwise subject the County to the application of the Administrative Procedure Act, Chapter 120, Florida Statutes. This declaration of intent and exclusion shall apply to all proceedings taken as a result of or pursuant to this Ordinance.

SECTION 3.08. SEVERABILITY. The provisions of this Ordinance are severable, and it is the intention to confer the whole or any part of the powers provided for herein. If any clause, section or provision of this Ordinance shall be declared unconstitutional or invalid for any reason or cause, the remaining portion of said Ordinance shall be in full force and effect and be valid as if such invalid portion thereof had not been incorporated herein. It is hereby declared to be the legislative intent that this Ordinance would have been adopted had such unconstitutional provision not been included herein.

SECTION 3.09. ENFORCEMENT.

A. Enforcement of this Ordinance shall be done pursuant to section 125.69, Florida Statutes.

B. Violations include, but are not limited to, failing, neglecting, or refusing to pay a Mobility Fee as required by this section and/or furnishing untrue, incomplete, false, or misleading information on any document, or to any County employee,

the Mobility Fee, the study adopted by reference in Section 1.04 shall be amended and updated to reflect the assumptions, conclusions and findings of such reviews and Section 1.04 shall be amended to adopt by reference such updated studies.

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SECTION 3.09. ENFORCEMENT.

A. Enforcement of this Ordinance shall be done pursuant to section 125.69, Florida Statutes.

B. Violations include, but are not limited to, failing, neglecting, or refusing to pay a Mobility Fee as required by this section and/or furnishing untrue, incomplete, false, or misleading information on any document, or to any County employee,

concerning the calculation, exemption, or payment of a Mobility Fee or concerning the entitlement to, or calculation of, a Mobility Fee credit.

C. The owner, tenant, or occupant of any land or part thereof for which a Mobility Fee is owed and any architect, builder, contractor, agent, or other person who participates in, assists, directs, creates, or maintains any situation that is contrary to the requirements of this section, or who fails, neglects, or refuses to pay a Mobility Fee, or who furnishes any untrue, incomplete, false, or misleading information concerning the calculation, exemption, or payment of a Mobility Fee or concerning the entitlement to, or calculation of, a Mobility Fee credit, may be held responsible for the violation and be subject to the penalties and remedies provided for in this Code and/or the Nassau County Code of Ordinances.

D. Failure to pay a Mobility Fee required by this section is a violation that is continuous with respect to time, and each day the violation continues, or the Mobility Fee remains unpaid, is hereby declared to be a separate offense.

SECTION 3.10. NOTICE OF MOBILITY FEE RATES. Upon adoption of this Ordinance or any amendment hereto imposing revised Mobility Fee rates or revising the land use categories for any Mobility Fee, the County Manager shall publish a notice once in a newspaper of general circulation within the County which notice shall include: (A) a brief and general description of the affected Mobility Fee, (B) a description of the geographic area in which the Mobility Fee will be collected; (C) the Mobility Fee Rates to be imposed for each land use category; and (D) the date of implementation of the Mobility Fee rates set forth in the notice, which date shall not be earlier than ninety (90) days after the date of publication of the notice.

SECTION 3.11. AMENDMENT DUTIES OF PLANNING AND ZONING BOARD. Pursuant to Section 3.05 of this Ordinance, the Planning and Zoning Board will hear and decide appeals concerning the application and payment of the Mobility Fee. Accordingly, Section 3.04 of Nassau County Ordinance No. 2007-05 is hereby amended to include this authority, as follows:

> **Section 3.04. Planning and zoning board.** The planning and zoning board shall act as the local planning agency (LPA) which serves as an advisory body to the board of county commissioners on all planning and zoning related matters, except for matters involving variances and conditional uses.
>
> (A) *Establishment of the planning and zoning board:* The board of county commissioners shall appoint the members of the planning and zoning board. The planning and zoning board shall be composed of eleven (11) members. The members shall be appointed as follows: One member shall be appointed from each county commission district; one member shall serve as the appointment from the Nassau County School Board, pursuant to Section 163.3174(1), Florida Statutes, with said member granted voting status; and five (5) members shall serve at-large, with one of each of said members being recommended by each of the respective members of the board of county commissioners. The terms of five (5) members shall expire on December 31, 2008, and two (2) members terms shall expire on December 31, 2009, and the terms of four (4) members shall expire on December 31, 2010. After the initial term, any re-appointment shall be for a three (3) year staggered term. Any member appointed to the planning and zoning board shall serve at the will of the board of county commissioners.
>
> (B) *Powers and duties:*
>
> (1) Review all requests for rezoning of property, zoning amendments, comprehensive plan text amendments, land use map amendments, and amendments to ordinances that affect land use, and make approval/non-approval recommendations to the board of county commissioners for their final determination.

(2) Review all site plans, with the exception of those approved by the development review committee as stated in article 28, section 28.16(A), and make recommendations to the board of county commissioners.

(3) Submit written recommendations to the board of county commissioners relative to the various requests where applicable that fall within the purview of the board of county commissioners to approve/deny.

(4) Elect a chair and vice-chair of the planning and zoning board members. A chair and vice-chair shall be selected each year by the members of the planning and zoning board.

(5) Establish the time, place and date of the monthly planning and zoning board regular meeting plus workshops.

(6) Develop rules and procedures for the conduct of hearings, both quasi-judicial and legislative, which, at a minimum, when appropriate, includes the right of the party to:

a. Present his/her case by oral and documentary evidence;

b. Submit rebuttal evidence, and conduct such cross-examination as may be required for a full and true disclosure of the facts;

c. Be accompanied, represented and advised by counsel or represent himself/herself;

d. Be promptly notified of any action taken by the planning and zoning board affecting substantive or procedural rights taken in connection with any proceedings.

e. The planning and zoning board shall receive into evidence that which could be admissible in civil proceedings in the courts of this state, but in receiving evidence, due regard shall be given to the technical and highly complicated subject matter which must be handled and the exclusionary rules of evidence shall not be used to prevent the receipt of evidence having substantial probative effect. Otherwise, however, effect shall be given to rules of evidence recognized by the laws of Florida.

f. Majority of the planning and zoning board shall constitute a quorum for the purpose of meetings and transacting business. Failure to receive a majority vote shall constitute denial.

(7) Hear and decide appeals where it is alleged there is an error in any decision made by the planning director or staff as it relates to the zoning code or comprehensive plan.

(8) Hear and decide appeals concerning the application and payment of the Nassau County Mobility Fee.

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

SECTION 3.12. EFFECTIVE DATE.

(A) The Clerk shall file a certified copy of this Ordinance with the Department of State within ten days of its adoption. This Ordinance shall take effect immediately upon its filing with the Department of State.

(B) This Ordinance and the obligations herein for the payment of Mobility Fees shall apply to all New Development that submits a complete application for a Building Permit on or after December 1, 2014 provided the notice period set forth in Section 3.10 hereof has expired by this date. If the notice period set forth in Section 3.10 hereof has not expired by December 1, 2014, then the Effective Date of this Ordinance shall be automatically delayed until the expiration of said notice period.

[THE REMAINDER OF THIS PAGE LEFT INTENTIONALLY BLANK.]

DULY ADOPTED this 25th day of August, 2014.

BOARD OF COUNTY COMMISSIONERS OF
NASSAU COUNTY, FLORIDA

BY:_____
BARRY V. HOLLOWAY
Its: Chairman

ATTESTATION: Only to Authenticity
as to Chairman's Signature:

_____
JOHN A. CRAWFORD
Ex-Officio Clerk

MES
08.28.14

Approved as to form by the
Nassau County Attorney:

_____
DAVID A. HALLMAN

APPENDIX A

NASSAU COUNTY
MOBILITY PLAN REPORT

PREPARED FOR:

NASSAU COUNTY BOARD OF COUNTY COMMISSIONERS

PREPARED BY:

GILLETTE & ASSOCIATES, INC
KING ENGINEERING

DATE: JULY 2014

NASSAU COUNTY
MOBILITY PLAN REPORT

Executive Summary

On behalf of Nassau County, Gillette & Associates and King Engineering (G&A-King) has created a Mobility Plan in an effort to replace its transportation concurrency system. The County has lacked any form of transportation model and only tracked impacts from development through a transportation analysis spreadsheet as part of traditional concurrency. It was determined by the County that this tracking system was very inaccurate and did not show how land uses interacted. Consequently, it created a flawed system that did not allow the County to accurately predict future roadway failures and where capital improvements were critical. The Mobility Plan has been created to predict future transportation failures in both the urban and rural areas of the County, while also allowing growth to proceed without cumbersome and unfair regulation.

The Nassau County Board of County Commissioners created a Mobility Impact Fee and Concurrency Task Force that created specific guiding principles when creating this Mobility Plan. They were as follows:

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

These ideologies were considered when drafting the plan and many of these objectives are consistent with Department of Economic Opportunity goals.

Parallel corridors were considered as part of the Mobility Plan as an alternative to traditional roadway widening projects. This methodology was critical on State Road A1A where right of way acquisition is very difficult and expensive and several parallel corridors currently exist. The intent is to allow the public an alternative route to congested and signalized intersections in an effort to reduce travel times.

Pedestrian and bicycle improvements were also considered throughout the network to incentivize alternative modes of transportation. Amelia Island is a pedestrian and bicycle friendly area and interconnectivity between land uses for pedestrians and bicycles is an important and viable alternative.

The fee schedule was created based on anticipated roadway improvement costs through the 2035 time horizon. It also considered a 50/50 match from State sources for those segments that are used to mitigate impacts on State facilities. The Commercial and Medical Office land uses were incentivized to promote growth and these fee reductions were offset by only minor increases in the residential land uses.

NASSAU COUNTY
MOBILITY PLAN REPORT

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NASSAU COUNTY
MOBILITY PLAN REPORT

1.0 Introduction

Nassau County is a rural county with a listed population of 73,314 residents in 2010 and a projected population of 80,775 in 2017. The County is large in area and is approximately 651 square miles in land area. This equates to a density of 112 people per square mile, based on the 2010 population numbers. The County is comprised of 3 independent cities: Fernandina Beach, Callahan, and Hilliard that have their own central governments. These cities have their own Comprehensive Plans and will update their transportation elements individually with the Department of Economic Opportunity.

The Nassau County Board of County Commissioners repealed their Concurrency Ordinance in February 2012 by Ordinance 2012-06. The County repealed this ordinance in recognition that concurrency was crippling development in areas where the County's Future Land Use Map was contemplating growth. Due to the traffic reservation system of concurrency, it was also forcing development away from its urban centers into rural areas, encouraging urban sprawl. As shown in Figure 1 for State Road A1A, this reservation system was creating a "paper" problem, while real traffic was well below the capacities of analyzed roadway segments.

Traditional transportation concurrency required counties to place roadway projects in their Capital Improvement Plan (CIP) and identify funding sources in order to collect fair share payments. Nassau County was simply too small to earmark the necessary funds to place these larger projects into their CIP. Consequently, fair share payments could not be accepted and many developments were disapproved since a concurrency certificate could not be issued due to apparent roadway failures. Finally, House Bill 7207 allowed counties the opportunity to develop and implement Mobility Plans and administer on a local level.

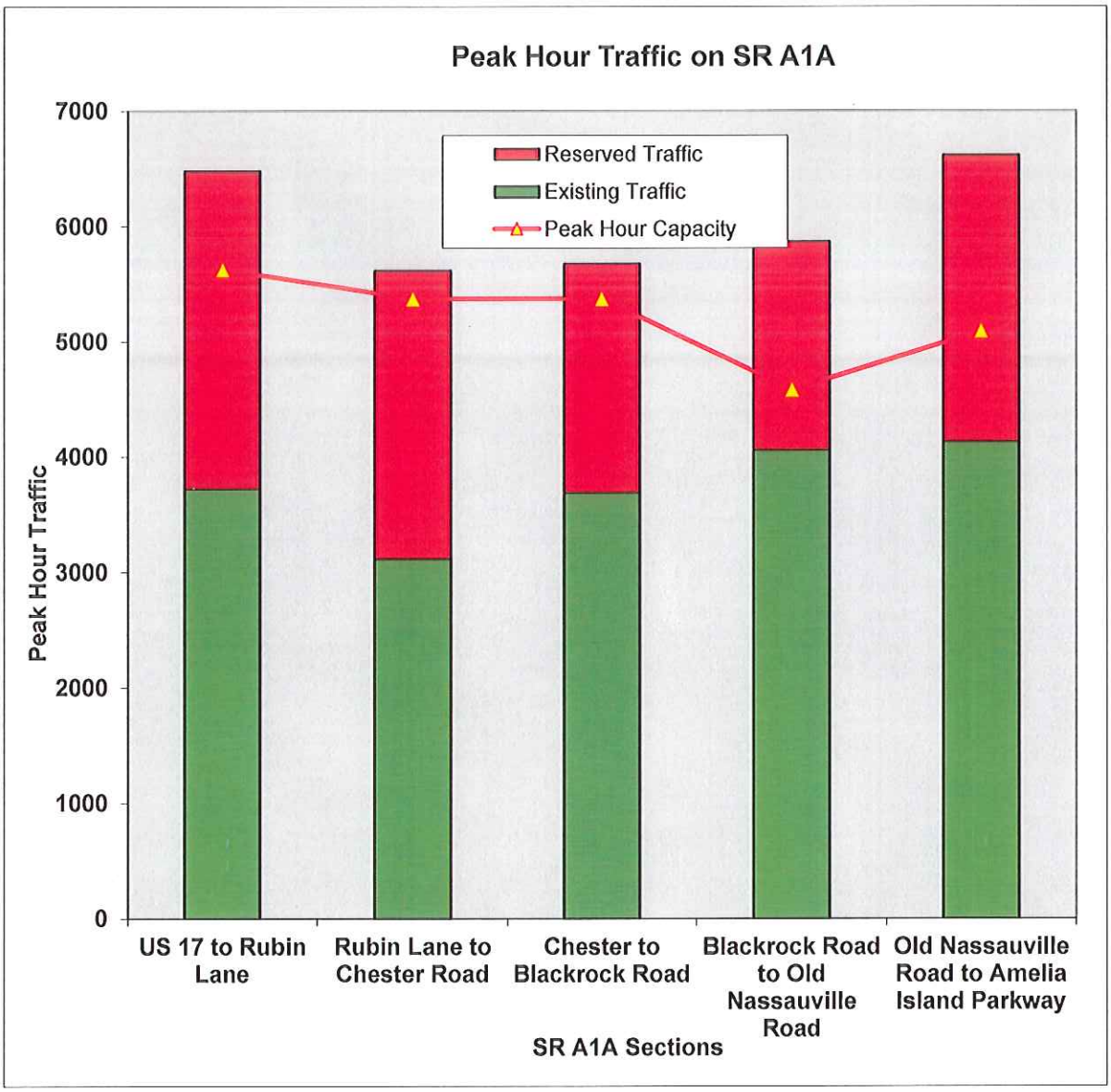


FIGURE 1 – CONCURRENCY CAPACITY VS RESERVATION

Source: Nassau County Transportation Analysis Spreadsheet (Appendix A)

As part of this Mobility Plan, a Mobility Fee is being proposed in lieu of concurrency and a transportation impact fee. Area wide improvements and the associated costs were identified which were utilized to develop a Mobility Fee based on Vehicular Miles Travelled (VMT). The Transportation Planning Organization's (TPO's) base model was updated by the East Nassau Planning Area (ENCPA), a local Sector Plan, in an effort to create their own mobility plan. This updated model was utilized to develop the Mobility Plan. The model was then further updated by G&A-King to include some specific large scale developments within Nassau County that had been constructed after the model was created.

The Mobility Plan took initiatives from the Mobility Impact Fee and Concurrency Task Force to promote fairness, simplicity and equality for development throughout the County while also having growth pay for itself. The end result was to create a system that would encourage job creation by reducing uncertainty for developers while also incentivizing certain target industries.

As part of the progression of the Plan, it was determined that traffic would be analyzed on a daily basis versus the peak hour. As illustrated in Figure 2 for a segment of State Road A1A, the P.M. peak hour traffic was consistently being observed to show failure for only a few minutes per day. Traditional concurrency would force these roadway segments to be upgraded to only address this short term failure. This Mobility Plan analyzes traffic on a daily basis and addresses failures as they pertain to daily traffic volumes and capacities.

Nassau County's Mobility Plan utilizes the "Plan" approach in concept. This Plan has identified six problem roadways that may experience problems within the 2035 timeframe. These roadway deficiencies were addressed by proposing either traditional roadway widening or utilizing parallel corridors that can allow residents alternatives to congested roadways. These roadways were identified on Amelia Island, Yulee, and Callahan and are described within this report.

The estimated fee structure included within the report considers these six improvement projects as a basis. It is understood that this "Plan" will likely change over time as growth patterns are identified and associated improvements are better refined.

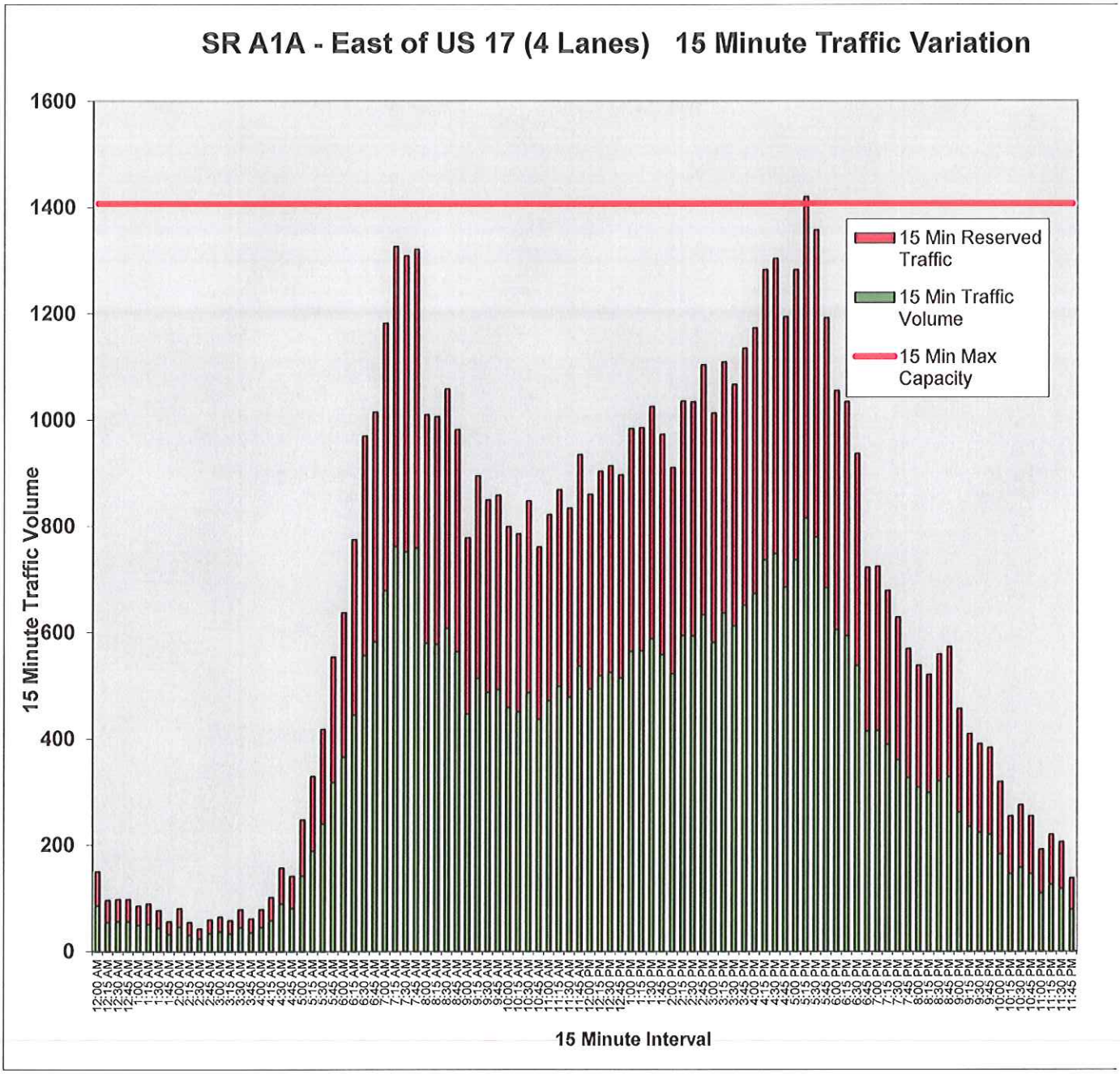


FIGURE 2 – P.M. PEAK HOUR TRAFFIC ANALYSIS

Source: FDOT Year 2012 Synopsis Report, Nassau County Transportation Analysis Spreadsheet (Appendix B)

2.0 Base Model

2.1 Model Description

The Northeast Regional Planning Model (NERPM4) travel demand model which was prepared as part of the North Florida Transportation Planning Organization (NFTPO) 2035 Long Range Transportation Plan update was used to develop year 2035 projects for the Nassau County roadway network. The NFTPO 2035 horizon year was used as the base model for the purposed of this analysis.

2.2 Model Modifications

The year 2035 travel demand model that was updated by VHB, Inc., who are the transportation planning consultants for the East Nassau Community Planning Association (ENCPA) Mobility Plan. This update considered the impact to the County's roadway network from the ENCPA Sector Plan and was used for this Plan as the preliminary model for the 2035 roadway network conditions for Nassau County.

A preliminary review of the socio-economic data and the roadway network characteristics of the year 2035 ENCPA model were performed to verify if the model included reasonable future land use patterns and projections.

The model provided included the entire ENCPA Sector Plan development and its corresponding transportation improvements as listed in the traffic impact analysis provided by ENCPA. However, an assumption was made that anticipating the build-out of the entire ENCPA and its related transportation improvements to be in place by year 2035 was unrealistic. As such, only the Phase 1 of the proposed ENCPA (Detailed Specific Area Plan (DSAP) #1) was included in the year 2035 NERPM 4 travel demand model that was used to determine the future conditions of Nassau County for the Mobility Plan purposes.

A review of the model socio-economic data revealed that some the currently built, approved and proposed developments along the A1A corridor were not included in the TPO's year 2035 model. The following are details of those developments:

- Amelia Concourse – between SR A1A and CR 107
- Proposed Radio Avenue extension – Miner Road to US 17
- Shops at Amelia Commercial Center – State Road A1A
- Shops at Midtown Commercial Center – State Road A1A
- Wal-mart Center - State Road A1A
- Villages of Amelia Commercial Center - State Road A1A

All of the above-referenced commercial centers had direct access to State Road 200/A1A between Yulee and Amelia Island.

As such, the socio-economic data for the year 2035 NERPM4 was adjusted to include the currently built, approved and proposed developments. The details of the socio-economic data added to the year 2035 NERPM4 model are shown in Appendix C.

Upon obtaining year 2035 projections on Nassau County Roads, a link analysis of all the roadway links was performed to determine the year 2035 conditions, roadway impacts and deficiencies. The year 2035 roadway conditions analysis was performed in conformance to the FDOT's roadway segment analysis procedures. However, the roadway segment analysis was performed using daily maximum service volumes (obtained from the corresponding FDOT's LOS Standard Tables) and daily volumes obtained from the year 2035 travel demand model runs.

A unique analysis approach of system wide or area wide (allow capacity from parallel facilities to address deficiencies – a Cordon Line approach) roadway segment analysis was adopted instead of link by link segment analysis. This helped in keeping the cost of future conditions needs at a reasonable level. Appendix D includes the year 2035 roadway conditions analysis.

3.0 Mobility Plan

3.1 Mobility Plan Zones

Based on the County demographics, the model demonstration of vehicles miles travelled, and the existing urban centers, it was determined that Interstate 95 was an appropriate split between a west and east zone for the County. Two zones were selected because the County is mostly urban on one side (east of I95) and rural on the other side (west of I95). The ENCPA has created its own Mobility Plan and was considered to be its own separate zone with its own fee structure. Consequently, the proposed zones are as follows:

Zone 1 – Area east of I-95
Zone 2 – ENCPA
Zone 3 - Area west of I-95

Figure 3 shows these zones graphically. Figures 4-6 show a detailed map of each area for the corresponding mobility zone.

3.2 Improvements Funded by the Mobility Plan

The improvements that are proposed to be funded as part of this Mobility Plan include roadways, sidewalks, multi-use paths, and any other vehicular or pedestrian improvements that the County determines will increase the operational efficiency of the roadway/pedestrian circulation network. Roadway improvements include new roadway construction, roadway widening, signalization, turn lane improvements, right of way acquisition, bike lane construction, sidewalks, multi-use path construction, and drainage improvements that are directly tied to an improvement which is necessary to enhance the operational efficiency of the system. Necessary design and legal fees may also be funded by Mobility Fees at the discretion of the County.

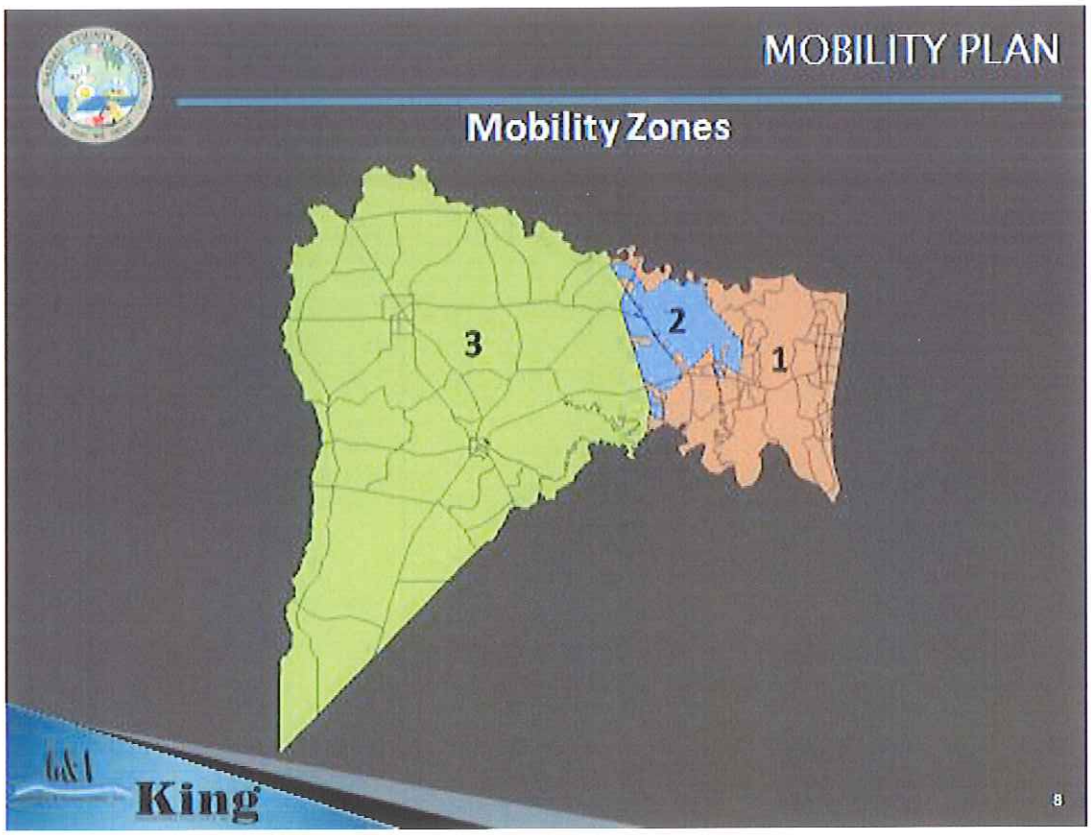


FIGURE 3 – MOBILITY ZONES

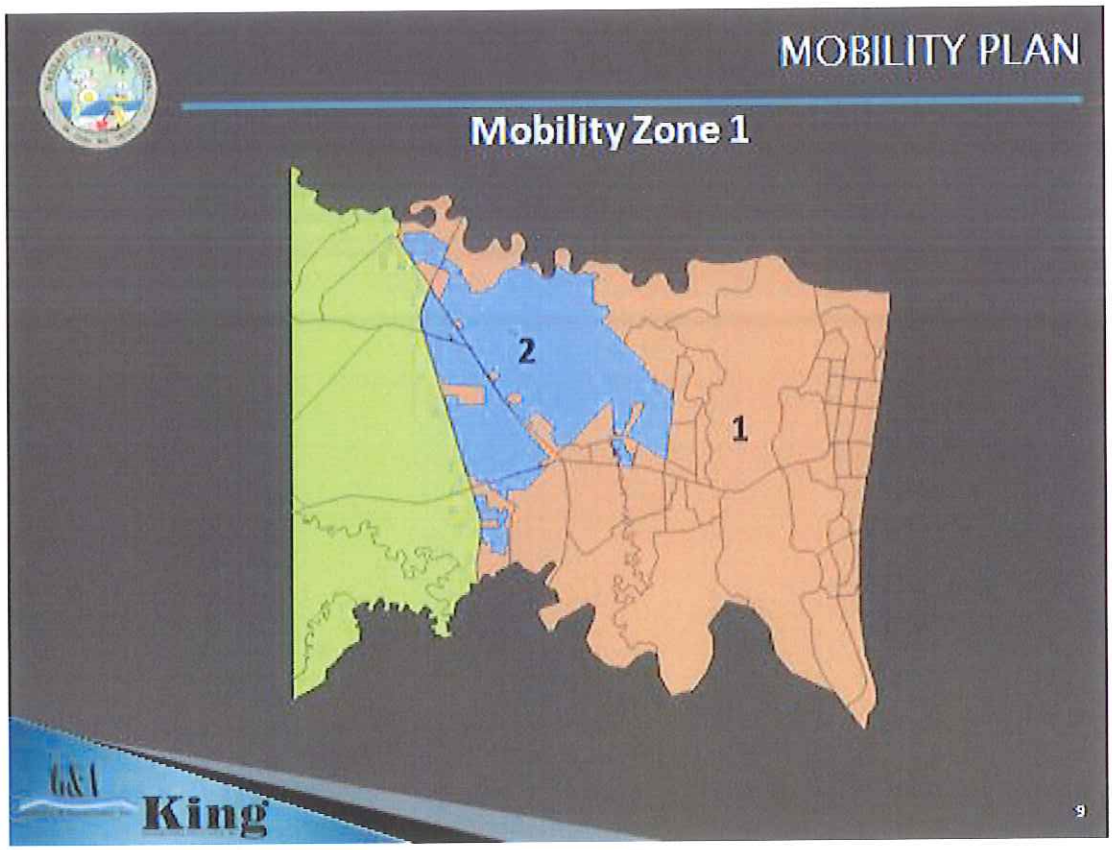


FIGURE 4 – MOBILITY ZONE 1

FIGURE 5 – MOBILITY ZONE 2

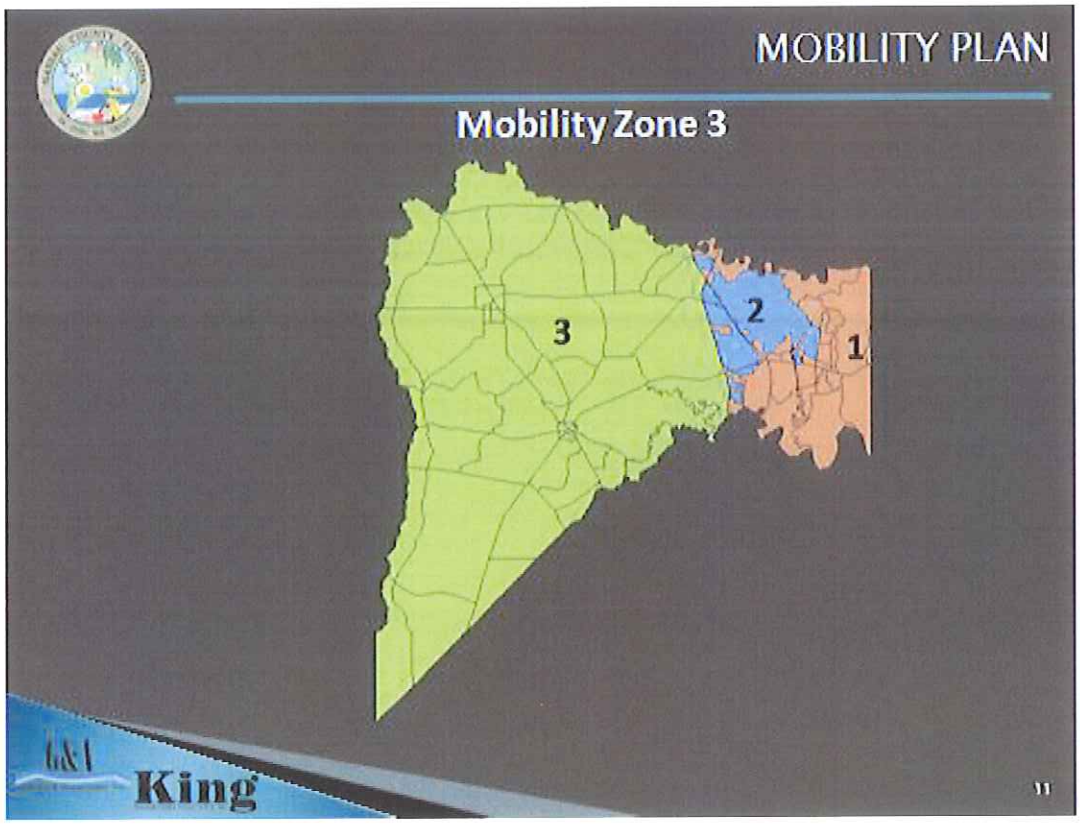


FIGURE 6 – MOBILITY ZONE 3

3.3 Vehicle Miles Traveled

The total daily trip generation for Nassau County was obtained from the NERPM4 model for the current year condition as well as the horizon year 2035 build-out condition. The total daily trip generation by each mobility zone in summarized in Table 1. The model results were shown with the ENCPA and without the ENCPA. As summarized in Table 2, the current year and the horizon year model runs were used to determine the average vehicle miles travelled (VMT) for each mobility zone (excluding Zone 2). The estimated vehicle miles traveled does not include the distances traveled in neighboring Counties (were restricted to limits of Nassau County only).

Table 1 : Trip Generation

Zones	NERPM4 Model Trips	
	Current Year	2035 Build-Out With DSAP1
Zone 1	172,514	264,952
Zone 2	---	41,191
Zone 3	86,670	155,682
Total Trips	259,184	461,825
% Increase from Current Year		78.18%

Table 2 : Average Vehicle Miles Traveled

Zones	NERPM4 Vehicle Miles Travelled (VMT)	
	Current Year	2035 Build-Out With DSAP1
Zone 1	1,052,052	1,768,229
Zone 2	-	380,714
Zone 3	609,613	1,138,033
Total VMT	**1,661,665**	**3,286,976**

The VMT's reported for each mobility zone (excluding Zone 2) were calculated based on the vehicle miles traveled from each Traffic Analysis Zone (TAZ). This average was considered representative for each Model zone since several TAZ's were present in each zone. The average

VMT within Zone 1 was reported to be 9.98 miles, while the average in Zone 3 was reported to be 16.31 miles. The horizon year VMT was reported to be 11.69 miles for Zone 1 and 16.59 miles for Zone 3. The horizon year VMT was used in the fee calculation schedule. This is summarized in Table 3.

Table 3 : Average Trip Length

Zones	NERPM4 Average Trip Length	
	Current Year	2035 Build-Out With DSAP1
Zone 1	9.98	11.69
Zone 2	-	10.53
Zone 3	16.31	16.59

3.4 Roadway Deficiencies

As part of the "Plan" approach, roadway link analysis in accordance to the FDOT QLOS procedures was performed using the daily traffic volumes obtained from the horizon year 2035 NERPM4 model run to determine the roadway deficiencies. The roadway projects that mitigate the identified deficiencies were included in the Mobility Plan. For roadway segments where the model indicated lower volumes for year 2035 than the existing volumes, the State approved annual growth rate of 1.8% was used to obtain the 2035 volumes. Interstates were not considered as part of this analysis, since Interstate improvements are not funded on the local level. The failures that were observed within the model run are shown in Table 4.

Table 4 – Roadway Needs

Link ID	Roadway	Termini
1	SR 200/A1A	Amelia Island Parkway to Sadler Road
20	Amelia Island Parkway	14th Street Ext. to Buccaneer Trail (C-105 A)
23	Buccaneer Trail (C-105A)	South Fletcher Ave. to Canopy Drive
26	First Coast Hwy (A1A)	South Fletcher Ave. to Amelia Island Parkway
27	First Coast Hwy (A1A)	Amelia Island Parkway to Beach Lagoon Road
45	SR 200/A1A	US 17 to Rubin Lane
45A	SR 200/A1A	Rubin Lane to Chester Road
55	US 17	Duval County Line to Harts Road
85	SR 200/US 301	Kingbird Drive to US 1
88	SR 115 (Lem Turner Rd)	Duval County Line to Church Road
89	SR 115 (Lem Turner Rd)	Church Road to US 1

3.5 Parallel Corridors

The use of parallel corridors is integral to the Mobility Plan and its affordability and function. In several cases, parallel roadways exist within Nassau County that provide alternative routes to congested corridors. This provides drivers an alternative when travel times are increased due to congestion on the major roadway networks.

Table 5 provides a list of parallel corridors that were used in the cordon line analysis for the Mobility Plan.

Table 5 – Roadway Links in Cordon Line Analysis

Major Roadway	Parallel Route	Area
State Road A1A	Clinch Drive	Amelia Island
State Road A1A	Amelia Concourse	Nassauville
State Road A1A	Pages Dairy Road	Yulee
State Road A1A	William Burgess Boulevard	Yulee
Buccaneer Trail (C-105A)	Amelia Island Parkway	Amelia Island
First Coast Hwy (A1A)	Amelia Island Parkway	Amelia Island
SR 115 (Lem Turner Road)	US.1/U.S. 23/S.R. 15	Callahan

As part of the cordon line analysis, the roadway traffic and roadway capacities from the major roadway and parallel route were added together. If the sum of the capacities was greater than or equal to the sum of the traffic, improvements to the failing segment were not considered necessary. The criteria used in this analysis included proximity and two connection points between the major roadway and parallel route (bypass condition). For the bypass condition, other roadways could be considered for making one or both of the connections. For example, Lime Street provides the second connection for Clinch Drive to State Road A1A on Amelia Island.

As part of this cordon line analysis, the observed failures reported for Links 1, 23, 26, 27, 45, 45A, 85, 88, and 89 were mitigated through parallel corridors.

3.6 Roadway Improvements

In order to address identified failures in the model within the 2035 time horizon, several roadway improvements are pipelined as part of the Mobility Plan. Pipelining is defined as collecting fees for future roadway projects that will be constructed in future years. These improvements are shown in Table 6.

Table 6 – Roadway Improvements

Link	Roadway	Termini	Improvement	Estimated Cost
1	SR 200/A1A	Amelia Island Parkway to Sadler Road	Widen A1A from 4 lanes to 6 lanes	$3,785,000
20	Amelia Island Parkway	14th Street Ext. to Buccaneer Trail (C-105 A)	Widen to 4 lane rural section; bike lanes; sidewalks; R/W acquisition	$4,173,000
23	Buccaneer Trail (C-105A)	South Fletcher Ave. to Canopy Drive	Turn lane improvements on Amelia Island Parkway/A1A, sidewalks on Amelia Island Parkway	$1,406,000
26	First Coast Hwy (A1A)	South Fletcher Ave. to Amelia Island Parkway	Targeted turn lane improvements (7 total)	$3,322,000
27	First Coast Hwy (A1A)	Amelia Island Parkway to Beach Lagoon Road	None; considered constrained segment due to existing roundabouts and connection to bridge	
55	US 17	Duval County Line to Harts Road	Realign intersection with Harts Road; move existing signal to William Burgess Blvd; add turn lane; move link to William Burgess	$2,965,000
85	SR 200/US 301	Kingbird Drive to US 1	Reconstruct US 301/US 1 intersection on all 4 approach legs	$7,156,000

The roadway improvements that are identified within this table are the improvements necessary to provide adequate public transportation facilities in the 2035 time horizon for Nassau County. However, it is understood that this plan can and likely will be modified in future years to identify the improvements necessary when growth corridors are selected for development.

The roadway costs were estimated based on the Florida Department of Transportation's Generic Costs per Mile Models. These improvement costs will be indexed for inflation for every year that they are pushed into future years. Maps showing each area targeted for improvements as included in Appendix E.

3.7 Mobility Fee Calculation

The following sections describe the methodology of estimating mobility cost per trip in each of the planning areas.

Plan/Improvement Based Mobility Fee (PLMF)

- Estimate the Cost of Plan or Improvements for Mobility Fee (Plan Cost)
    - Plan Cost = Cost of Improvements – Committed Revenue

Committed revenue is defined as the revenue committed to capital improvements prior to the implementation of the Plan.

- Estimate growth in VMT (New VMT_{grwoth})
    - New $VMT_{growth} = VMT_{Horizon\ year} - VMT_{base\ year}$
- Estimate Mobility Fee Rate
    - PL Mobility Fee Rate = Plan Cost/New VMT_{growth}
- Determine Mobility Fee for New Development
    - Mobility Fee = PL Mobility Fee Rate * ATL * TGR * ½

The following details are required for the determination of Mobility Fee for new developments:

- Average Trip Length (ATL) by Planning Area
    - Travel Demand Model Runs
    - Origin Destination Studies
    - Travel Survey Studies
- Daily Trip Generation for New Development (TGR)

- ITE Trip Generation Manual Rates
- Individual Trip Generation Studies (Local/State)
- Credit Internal Capture (IC) and Pass-by Trips (PB)

The Plan Based Mobility Fee (PLMF) for new developments can be estimated as follows.

- **PLMF = (PL Mobility Fee Rate) * (ATL) * (TGR * ½)**
- ATL is the average trip length.

The average trip length for non-residential land uses were obtained from the National Household Travel Survey (NHTS). The average trip lengths for non-residential land uses west of I-95 were further adjusted in the ratio of the average trip lengths between East of I-95 and West of I-95 from the NERPM travel demand model runs for Nassau County Mobility Plan Analysis. The average trip length data obtained from the NHTS and the adjusted trip lengths for non-residential land uses are included in Appendix F.

- TGR is the trip generation for the proposed development obtained as listed earlier
- Note: Multiplying by ½ divides the trip between each end resulting in net new one-way trips thus allocating responsibility to the development at each end.

3.8 Fee Schedule

As a replacement to the transportation impact fee and concurrency, a Mobility Fee is being proposed as part of this Mobility Plan to provide a funding source for the outlined improvements. The fee schedule is based on the roadway costs that were estimated as part of the Mobility Plan and an estimated 50% match from the State on all projects that propose improvements to a State facility or a proposed parallel corridor. The County has received these matches in the past through Strategic Intermodal System funding sources as well as other State/Federally funded programs. No debt obligations by Nassau County were considered in this analysis. The proposed fee schedule for Zones 1 and Zone 3 are listed in Table 7. The fees for the ENCPA (Zone 2) are included with the Mobility Plan applicable to that project.

If additional funding is secured in the future for these identified routes or other routes that are determined to mitigate identified deficiencies, the fee schedule will be adjusted accordingly. Also, if future modeling shows that isolated, targeted improvements can mitigate future roadway

Table 7 – Fee Schedule

ITE Code	Land Use Type	Quantity Range Min	Quantity Range Max	Units	Mobility Fee East of I-95	Mobility Fee West of I-95
	Residential					
210	Single Family Detached	-	-	Per DU	$1,150.00	$1,168.00
220	Multi-Family (Apartments)	-	-	Per DU	$807.00	$820.00
230	Condominium/Townhouse	-	-	Per DU	$712.00	$723.00
210	Other Residential (Same as Single Family)	-	-	Per DU	$1,150.00	$1,168.00
	Non - Residential (Per 1,000 SF unless otherwise stated)					
110	Industrial	-	-	SF	$592.00	$602.00
150	Warehouse	-	-	SF	$453.00	$460.00
151	Mini-warehouse	-	-	SF	$218.00	$222.00
710	General Office	0	9999	SF	$1,009.00	$1,025.00
710	General Office	10000	49999	SF	$1,434.00	$1,458.00
710	General Office	50000	99999	SF	$1,223.00	$1,243.00
710	General Office	100000	199999	SF	$1,044.00	$1,061.00
710	General Office	200000	299999	SF	$951.00	$966.00
710	General Office	300000		SF	$845.00	$859.00
720	Medical Office	-	-	SF	$2,541.00	$2,583.00
760	Research and Development Center	-	-	SF	$745.00	$757.00
812	Building Materials and Lumber Store	-	-	SF	$1,997.00	$2,030.00

ITE Code	Land Use Type	Quantity Range Min	Quantity Range Max	Units	Mobility Fee East of I-95	Mobility Fee West of I-95
817	Garden Center	-	-	SF	$2,286.00	$2,323.00
820	Shopping Center	0	49999	SF	$2,150.00	$2,184.00
820	Shopping Center	50000	99999	SF	$1,968.00	$1,999.00
820	Shopping Center	100000	299999	SF	$1,574.00	$1,599.00
820	Shopping Center	300000		SF	$1,388.00	$1,410.00
841	Car Dealerships	-	-	SF	$3,082.00	$3,131.00
850	Supermarket	-	-	SF	$3,341.00	$3,395.00
853	Convenience Market w/ Gas Pumps	-	-	SF	$4,289.00	$4,358.00
890	Furniture Store	-	-	SF	$152.00	$154.00
932	Restaurant	-	-	SF	$2,170.00	$2,205.00
934	Fast Food Restaurant (w/ drive-thru)	-	-	SF	$4,861.00	$4,940.00
	Non - Residential (Per unit quantity as stated below)					
310	Hotel/Motel	-	-	Per Room	$577.00	$586.00
560	Church	0	1,275	Per Seat	$0	$0
560	Church	1,276	-	Per Seat	$40.00	$41.00
565	Day Care Center	0	-	Student	$0	$0
912	Drive-In bank	-	-	Per Lane/Window	$3,358.00	$3,413.00

1. Descriptions listed within the ITE manual will be used to categorize the land uses listed within Table 7.

deficiencies, these projects will be considered in the analysis and the fee schedule can be adjusted.

An applicant may choose to pre-pay a mobility fee in order to vest a proposed development. The amount will be calculated from the fee schedule that is in place at the time the applicant wishes to pre-pay. This is an at-risk process by the applicant and the applicant will not be afforded any recovery of these fees if he/she chooses to pre-pay and development does not occur. However, if a proposed development plan changes, credits will be given to an applicant for the fees that have already been pre-paid.

A County specific trip generation study was performed for church sanctuaries to better quantify their impacts on the roadway network. A copy of this study is included within Appendix G.

3.9 Indexing

Currently, Nassau County reviews its transportation impact fees to adjust them to respond to cost trends. With this update to its fee structure, the County is reserving the right to adjust mobility fees at any time, with full fee program reviews to be undertaken no less frequently than every three years. Fees will not be automatically indexed and Board of County Commissioner action will be required to alter the fees. Fee adjustments for inflation/deflation or other increases/decreases in costs will be performed when the plan is updated. It is the intent to update this Mobility Plan no less than 3 years after initial adoption or subsequent modification and no greater than 5 years after initial adoption or subsequent modification.

3.10 Mixed Use/Interconnectivity Incentives

As outlined in the Guiding Principles from the Mobility Impact Fee and Concurrency Task Force, a mixed use incentive is proposed to encourage a varying residential/commercial product as well as interconnectivity. The applicant must demonstrate that the internal capture of the mixed use development creates a minimum 10% reduction of overall transportation impacts in order to be

eligible for this incentive. The fee reduction will be identical to the internal capture percentage demonstrated for a project. Only acceptable ITE methodologies and calculations can be used for this determination. This evaluation will be reviewed and approved by the County or the County's designee. The maximum fee reduction that can be observed for any project is 30%.

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

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

An additional 5% interconnectivity credit is also proposed as part of this Mobility Plan to encourage the interconnectivity of vehicles and pedestrians between adjacent developments and outside roadway facilities. The intent of this credit is also created to encourage infill. This credit will be applied when a development allows for cross access for vehicles and pedestrians on all bordering property boundaries (except where wetlands or surface waters exist). County staff will have the discretion to eliminate a vehicular or pedestrian access requirement if conflicting land uses or other circumstances exist where cross access is not in the best interest of the applicant <u>and</u> the adjacent property owner.

4.0 Implementation

4.1 Mobility Fee Application

Nassau County will create a form in which an applicant will describe a proposed project including the following:

1. Project Name
2. Project Location
3. Type of development, including uses and size of proposed development
4. Trip Generation for the project for use in driveway connection design
5. Proposed Phasing of Project

The trip generation portion of the application is solely used to determine the access management design, such as turn lane design, for a project. These improvements will relate solely to a project's driveway connection or improvements that are the direct result of U-turns for access into or out of the site and will be funded by the applicant as it relates to the project's access. Offsite improvements that are not tied to the access for a project will not be the responsibility of the applicant. All trip generation will be performed in accordance with accepted ITE methodologies.

4.2 Application Fee

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

4.3 Mobility Fee Certificate

In order to provide assurance that an applicant's Mobility Fee will not change, a Mobility Fee Certificate will be issued to an applicant after an application is reviewed and approved by the County. This certificate will vest a specific fee amount for a specific land use based on the fee schedule in place at the time the application is made to the County and considered complete. This certificate will be valid for 12 months from the date of issuance and will assure an applicant that the fee amount will remain the same throughout the life of the certificate.

The Mobility Fee will be paid in full at the time of Certificate of Occupancy for a proposed project. If occupancy is phased over time for a project, the Fee will be paid when an applicant occupies the project and creates an actual impact on the roadway network.

4.4 Example Fee Calculation

It is useful to provide example calculations for the Mobility Fee for one of the land use categories. In the following examples, the net Mobility Fee is calculated for the General Office land use category (ITE 710) using information from the proposed suburban Mobility Fee schedule, and an example of the Total Impact Cost is also provided. For each land use category of the fee schedules, the same equations are used to calculate the net Mobility Fee:

Total Mobility Fee = Building SF x Cost per zone/1,000 SF.
For a 10,000 SF general office building (ITE 710) west of I-95 (Zone 3), the fee is as follows:

Total Mobility Fee = 10,000 SF x $1,025 / 1,000 SF = $10,250.00

4.5 Calculation of Mobility Fee for Land Uses not listed within the Mobility Plan

When a land use is not specifically listed within Table 7 of this report and an equivalent land use cannot be reasonably assigned, as an alternative, the applicant may calculate the new trip generation using methodologies outlined in the Institute of Traffic Engineers (ITE) Trip Generation manual. When assessing the fee, the total trip generation will be divided by 2 to only account for the trips that enter the project. Internal capture may be considered as part of this trip calculation and must conform to acceptable ITE practices and standards. The fee will then be assessed on a predetermined fee rate and the Average Trip Length calculated for the specific land use. These manual calculations will rarely equate exactly to the values published in Table 7, as this table uses average values for common land uses. The PL Mobility Fee Rate for Zone 1 is $18.91 and for Zone 3 is $13.54. The cost should be based on the following equation:

Total Mobility Fee = (PL Mobility Fee Rate) * (ATL) * (TGR * ½)

For a 10,000 SF general office building (ITE 710) west of I-95 (Zone 3), the fee is as follows:

TGR = 11.01 * 10 = 110.1 Daily Trips
ATL = 13.77 Miles for West of I-95 or Zone 3 (Appendix F)
PL Mobility Fee Rate = $13.54 for Zone 3

Mobility Fee for 10,000 SF General Office = $ 13.54 x 13.77 x 110.1 x ½ = $10,263.84

4.6 Challenges

If an applicant believes that their project has unique circumstances that results in lower trip generation or distribution, a specific traffic analysis may be performed for the project. The analysis will consider the unique characteristics of the use or site and will demonstrate this through methods that conform to standard ITE practices. This analysis will be subject to County staff review and may utilize the cost per trip calculation outlined in Section 4.4 of this report. If an applicant chooses to perform a site specific study, other incentives (e.g. mixed use incentive) may be eliminated or reduced at the discretion of staff.

4.7 Vesting

Existing uses that meet the County's definition as a legitimate business operation or a residential lot with vertical improvement(s) that meets the County's definition for occupancy will be vested for the applicable Mobility Fee. This fee may be credited toward a new fee that may be due as part of the redevelopment of a property.

4.8 Incentives

The medical office and commercial land uses were incentivized as part of this plan. They were chosen to be incentivized based on the job creation observed for these land uses and their importance throughout the County.

This reduction in fees for these land uses will translate into a shortfall of $2.82 million over the 2035 time horizon in Zone 1 ($128,000 per year) and $3.29 million for Zone 3 ($150,000 per year) over the 2035 time horizon. Since the build out of these elements will generate less revenue than what is necessary to fund the improvements within this plan, the County must look to another funding source to offset the shortfalls from these incentivized land uses. Consequently, ad valorum taxes, gas taxes, or other funding sources can be used to compensate for these reductions. If State or Federal funding is increased above the projections within this plan, these may also be used to compensate for the shortfall. Additionally, the assessments for the medical office and commercial properties will increase significantly after development and a percentage of the additional ad valorum taxes generated from these increased assessment may be used to mitigate the difference. At its discretion, the County may establish a tax increment finance program to cover these shortfalls.

4.9 Interlocal Participation

This Plan has been created for the residents of Nassau County, but funding is only contemplated from County, State or Federal sources and no funding is considered at the time of Plan adoption from any municipalities within Nassau County. Consequently, if new construction is contemplated within an incorporated area of the County, the provisions of this Plan shall not be enforced within a municipality unless the County and the municipality enter into an interlocal agreement setting forth the terms and conditions under which the provisions of this Plan shall be implemented within the municipality.

Appendix A
Nassau County TAS

Nassau County Transportation Analysis

February 15, 2012

Printed on 05/16/12

(A) LINK ID No.	(B) Count Station	(C) ROADWAY	(D) FROM/TO	(F) LANES/ CLASSI-FICATION	(G) SEG. LENG. (MI.)	(H) LOS STND.	(I) TABLE OR STUDY	(J) MAX. PK. HR. CAP. (Veh./Hr.)	(K) Year of Count	(L) 24-HR Volume (AADT)	(N) LINK K(100) FACTOR	(O) PM PK. HR. CURRENT VOLUME	(Q) Approved Concurrency Traffic	(R) PROJECTED PM PK. HR. (O+Q)	(S) Percent Capacity Used (R/J)	(T) PROJECTED PM PK. HR. CAPACITY (J-R)	(U) Link Status	(W) LINK ID No.
1	C-LOS5	S.R.200/S.R.A1A	Amelia Island Parkway to Sadler Road	4-MA	1.028	D	ART-TAB	4200	2007	39,000	0.0870	3393	1634	5,027	120%	(827)	Deficient	1
2	0102	S. 8th Street	Sadler Road to Lime Street	4-MA	1.138	D	ART-TAB	3950	2009	16,600	0.1020	1693	320	2,013	51%	1,937	OK	2
3	5002	S. 8th Street	Lime Street to Atlantic Avenue	2-MA	1.055	C(FB)	ART-TAB	1860	2009	10,500	0.1020	1071	153	1,224	66%	636	OK	3
4	5003	Atlantic Avenue (S.R.A1A)	8th Street to 14th Street	2-MA	0.444	C(FB)	4-5	1260	2009	5,300	0.1020	541	44	585	46%	675	OK	4
6	5012	Atlantic Avenue (S.R.A1A)	14th Street to Fletcher Avenue	2-MA	1.184	C(FB)	4-5	1260	2009	7,600	0.1020	775	88	863	69%	397	OK	6
8	5005	Fletcher Avenue (S.R.A1A)	Atlantic Avenue to Sadler Road	2-MA	2.021	C(FB)	4-5	1260	2009	4,700	0.1020	479	31	510	41%	750	OK	8
10	5007	Fletcher Avenue (S.R.A1A)	Sadler Road to Simmons Road	2-MA	1.003	C(FB)	4-5	1260	2009	7,800	0.1020	796	25	821	65%	439	OK	10
11	0138	Fletcher Avenue (S.R.A1A)	Simmons Road to Amelia Island Parkway	2-MA	1.892	C(FB)	4-5	1260	2009	6,600	0.1020	673	66	739	59%	521	OK	11
12	0114	Fletcher Avenue (S.R.A1A)	Amelia Island Parkway to Buccaneer Trail (S.R.105A)	2-MA	0.756	D	4-5	1490	2009	5,200	0.1020	530	178	708	48%	782	OK	12
14	C-02	14th Street	Pogy Place to Atlantic Avenue	2-MaC	2.200	D	4-5	720	2009	3,230	0.0960	310	154	464	64%	256	OK	14
15	C-03	14th Street	Atlantic Avenue to Hickory Street	2-MaC	0.700	D	ARTPLAN	1130	2009	9,097	0.0960	873	79	953	84%	177	OK	15
16	C-04	14th Street	Hickory Street to Jasmine Street	2-MaC	0.170	D	ARTPLAN	1750	2009	12,247	0.0960	1176	111	1,287	74%	463	OK	16
16A	C-04A	14th Street	Jasmine Street to Lime Street	2-MaC	0.170	D	ARTPLAN	2010	2009	12,247	0.0960	1176	194	1,370	68%	640	OK	16A
17	C-05	14th Street	Lime Street to Sadler Road	4-MaC	1.060	D	4-5	2810	2008	15,608	0.0960	1498	338	1,837	65%	973	OK	17
18	C-06	14th Street	Sadler Road to Amelia Island Parkway	2-MaC	1.110	D	4-5	1300	2009	7,405	0.0960	711	164	875	67%	425	OK	18
19	C-07	Amelia Island Parkway	S.R.200/S.R.A1A to 14th Street Extension	2-MaC	1.090	D	ARTPLAN	1870	2009	9,029	0.0960	867	686	1,552	83%	318	OK	19
20	C-08	Amelia Island Parkway	14th Street Extension to Buccaneer Trail (C-105A)	2-MaC	1.090	D	U2LTAB	1660	2009	12,895	0.0960	1238	252	1,490	90%	170	Critical	20
21	C-09	Amelia Island Parkway	Buccaneer Trail (C-105A) to Fletcher Avenue	2-MaC	1.080	D	4-5	1300	2009	4,326	0.0960	415	135	550	42%	750	OK	21
22	C-10	Amelia Island Parkway	Fletcher Avenue to Scott Road	2-MaC	0.950	D	4-5	1300	2008	5,226	0.0960	502	92	594	46%	706	OK	22
22A	C-10A	Amelia Island Parkway	Scott Road to S.R.A1A/Julia Street	2-MaC	0.095	D	4-5	1300	2009	3,101	0.0960	298	44	342	26%	958	OK	22A
23	C-11	Buccaneer Trail (C-105A)	Gerbing Road/South Fletcher Avenue to Canopy Drive	2-MiC	0.500	D	4-5	720	2009	8,608	0.0960	826	100	926	129%	(206)	Deficient	23
23A	C-11A	Buccaneer Trail (C-105A)	Canopy Drive to Amelia Island Parkway	2-MiC	0.720	D	4-5	1300	2006	8,100	0.0960	778	68	846	65%	454	OK	23A
24	C-12	Amelia Road	Amelia Island Parkway to S.R.200	2-MiC	1.420	D	4-5	720	2009	1,140	0.0960	109	93	203	28%	517	OK	24
26	0161	First Coast Highway (S.R.A1A)	Gerbing RD./S. Fletcher AV. to Amelia Island Pkwy./Julia ST.	2-MA	1.301	D	U2LN-TAB	1910	2009	10,500	0.1020	1071	287	1,358	71%	552	OK	26
27	C-14	First Coast Highway (S.R.A1A)	Amelia Island Parkway/Julia Street to Beach Lagoon Road	2-MA	1.591	D	4-5	1490	2004	9,643	0.0960	926	122	1,048	70%	442	OK	27
28	3066	First Coast Highway (S.R.A1A)	Beach Lagoon Road to Nassau Sound	2-MA	2.631	D	4-5	1490	2009	3,700	0.1020	377	20	397	27%	1,093	OK	28
29	C-15	Sadler Road	8th Street to 14th Street	4-MaC	0.290	D	4-5	2810	2008	20,105	0.0960	1930	467	2,397	85%	413	OK	29
30	C-16	Sadler Road	14th Street to Fletcher Avenue	4-MaC	1.000	D	4-5	2810	2009	10,154	0.0960	975	199	1,174	42%	1,636	OK	30
31	C-17	Lime Street	8th Street to 14th Street	2-MiC	0.490	D	4-5	720	2009	2,583	0.0960	248	37	285	40%	435	OK	31
32	C-18	Lime Street	14th Street to Citrona Drive	2-MiC	0.480	D	4-5	720	2009	3,665	0.0960	352	45	397	55%	323	OK	32
33	C-19	Citrona Drive	Atlantic Avenue to Jasmine Street	2-MiC	0.881	D	4-5	720	2009	3,510	0.0960	337	14	351	49%	369	OK	33
34	C-20	Citrona Drive	Jasmine Street to Sadler Road	2-MiC	1.167	D	4-5	900	2009	5,644	0.0960	542	122	664	74%	236	OK	34
35	C-21	Will Hardee Road	Sadler Road to Simmons Road	2-MiC	1.160	D	4-5	900	2009	2,170	0.0960	208	31	239	27%	661	OK	35
36	C-22	Simmons Road	Amelia Road to Will Hardee Road	2-MiC	0.530	D	4-5	720	2009	2,236	0.0960	215	37	252	35%	468	OK	36
37	C-23	Simmons Road	Will Hardee Road to Fletcher Avenue	2-MiC	0.520	D	4-5	720	2009	2,245	0.0960	216	21	236	33%	484	OK	37
38	C-24	Jasmine Street	14th Street to Citrona Drive	2-MiC	1.200	D	4-5	720	2009	3,021	0.0960	290	43	333	46%	387	OK	38
39	C-25	T. J. Courson Road	8th Street (S.R.200) to 14th Street	2-MiC	0.240	D	4-5	900	2009	5,025	0.0960	482	119	602	67%	298	OK	39
40	3889	I-95	Duval County Line to S.R.200/S.R.A1A	6-F	2.990	C	4-5	8110	2008	59,000	0.1021	6024	809	6,833	84%	1,277	OK	40
41	0158	I-95	S.R.200/S.R.A1A to U.S.17	6-F	5.140	C	4-5	8110	2009	49,500	0.1016	5029	932	5,961	74%	2,149	OK	41
42	0132	I-95	U.S.17 to Georgia State Line	6-F	4.100	C	4-5	8110	2009	56,261	0.1016	5716	271	5,987	74%	2,123	OK	42
43	0110	S.R.200/S.R.A1A	Griffin Road to Edwards Road	4-PA	3.754	C	4-5	4190	2009	9,100	0.1020	928	486	1,414	34%	2,776	OK	43
43A	0110	S.R.200/S.R.A1A	Edwards Road to I-95	4-PA	1.582	C	4-5	4190	2009	9,100	0.1020	928	1610	2,538	61%	1,652	Critical	43A
44	0182	S.R.200/S.R.A1A	I-95 eastbound off ramp to Still Quarters Road	4-MA	2.320	C	FDOT	4360	2009	17,536	0.0930	1631	2185	3,816	88%	544	OK	44
44A	0182	S.R 200/SR.A1A	Still Quarters Road To U.S. 17	6-MA	1.310	D	4	5628	2009	17,536	0.0930	1631	1630	3,261	58%	2,367	OK	44A
45	0101	S.R. 200/ S.R. A1A	U.S. 17 to Rubin Lane	6-MA	0.951	D	4	5628	2009	36,500	0.1020	3723	2323	6,046	107%	(418)	Deficient	45
45A	C-111	S.R.200/S.R.A1A	Rubin Lane to Chester Road	4-MA	2.600	D	ARTPLAN	5370	2007	35,000	0.0890	3115	2378	5,493	102%	(123)	Deficient	45A
46	C-110	S.R.200/S.R.A1A	Chester Road to Blackrock Road	4-MA	1.133	D	ARTPLAN	5370	2007	41,000	0.0900	3690	1638	5,328	99%	42	Critical	46
47	C-109	S.R.200/S.R.A1A	Blackrock Road to Old Nassauville Road	4-MA	0.900	D	ARTPLAN	4580	2007	41,000	0.0990	4059	1540	5,599	122%	(1,019)	Deficient	47
48	0103	S.R.200/S.R.A1A	Old Nassauville Road to Amelia Island Parkway	4-MA	2.889	D	ARTPLAN	5090	2009	40,500	0.1020	4131	2292	6,423	126%	(1,333)	Deficient	48
49	C-45	C.R.200A (Pages Dairy Road)	U.S.17 to Chester Road	2-MiC	3.940	D	4-5	1300	2009	3,004	0.0960	288	387	676	52%	624	OK	49
50	C-46	C.R.107N. (Blackrock Road)	Chester Road to S.R.200/S.R.A1A	2-MiC	5.130	D	4-5	900	2009	2,700	0.0960	259	524	784	87%	116	OK	50
51	C-47	C.R.107S. (Old Nassauville Road)	S.R.200/S.R.A1A to Amelia Concourse	2-MiC	1.910	D	4-5	1490	2009	6,403	0.0960	615	1521	2,135	143%	(645)	Deficient	51
51A	C-47A	C.R.107S. (Old Nassauville Road)	Amelia Concourse to Santa Juana Road	2-MiC	1.750	D	4-5	1490	2009	6,730	0.0960	646	642	1,288	86%	202	OK	51A
51B	C-122	Roses Bluff Road	Chester Road West	2-MiC	1.170	D	4-5	900	2009	1,597	0.0960	153	274	427	47%	473	OK	51B
52	C-48	Chester Road	S.R.200/S.R.A1A to Pages Dairy Road (C.R.200A)	4-MiC	0.460	D	5	3115	2009	7,931	0.0960	761	995	1,756	56%	1,359	OK	52
53	C-49	Chester Road	Pages Dairy Road to Blackrock Road	2-MiC	3.270	D	5	1480	2009	6,637	0.0840	558	754	1,312	89%	168	OK	53
53A	C-120	Amelia Concourse	S.R.200/S.R.A1A to C.R.107S. (Nassauville Road)	4-MaC	3.799	D	4-5	2810	2009	7,211	0.0960	692	2159	2,851	101%	(41)	Deficient	53A
54	C-50	Barnwell Road	S.R.200/S.R.A1A to Oyster Bay Drive	2-MiC	2.250	D	4-5	900	2009	3,251	0.0960	312	200	512	57%	388	OK	54
54A	C-103	Miner Road	Haddock Road to S.R.200/S.R.A1A	2-MiC	2.570	D	4-5	900	2009	7,070	0.0960	679	697	1,376	153%	(476)	Deficient	54A
55	C-51	U.S.17 (S.R.5)	Duval County Line to Harts Road	2-PA	1.758	D	ARTPLAN	1930	2009	11,057	0.0960	1061	682	1,743	90%	187	Critical	55
56	0011	U.S.17 (S.R.5)	Harts Road to S.R.200/S.R.A1A	2-PA	2.279	D	HIGHPLAN	1930	2009	10,800	0.1020	1102	743	1,845	96%	85	Critical	56
57	0104	U.S.17 (S.R.5)	S.R.200/S.R.A1A to Pages Dairy Road	4-PA	0.237	D	4-5	3290	2009	10,800	0.1020	1102	612	1,713	52%	1,577	OK	57
58	C-52	U.S.17 (S.R.5)	Pages Dairy Road to C.R.108	2-PA	4.446	D	HIGHPLAN	1960	2009	11,049	0.0960	1061	789	1,850	94%	110	Critical	58

(A) LINK ID No.	(B) Count Station	(C) ROADWAY	(D) FROM/TO	(F) LANES/ CLASSI-FICATION	(G) SEG. LENG. (MI.)	(H) LOS STND.	(I) TABLE OR STUDY	(J) MAX. PK. HR. CAP. (Veh./Hr.)	(K) Year of Count	(L) 24-HR Volume (AADT)	(N) LINK K(100) FACTOR	(O) PM PK. HR. CURRENT VOLUME	(Q) Approved Concurrency Traffic	(R) PROJECTED PM PK. HR. (O+Q)	(S) Percent Capacity Used (R/J)	(T) PROJECTED PM PK. HR. CAPACITY (J-R)	(U) Link Status	(W) LINK ID No.
59	C-53	U.S.17 (S.R.5)	C.R.108 to I-95	2-MA	2.228	D	4-5	1490	2009	7,589	0.0980	744	448	1,192	80%	298	OK	59
60	0162	U.S.17 (S.R.5)	I-95 to Georgia State Line	2-PA	2.427	D	4-6	1930	2009	3,000	0.1020	306	1572	1,878	97%	52	Critical	60
60A	C-106	Harts Road	S.R.200/S.R.A1A to U.S.17	2-MiC	2.350	D	4-5	900	2009	1,568	0.0960	151	320	471	52%	429	OK	60A
60B	C-107	Harts Road	U.S.17 to Haddock Road	2-MiC	1.030	D	4-5	900	2009	3,785	0.0960	363	74	437	49%	463	OK	60B
61	C-39	C.R.108	Middle Road (C.R.121A) to U.S.17 (S.R.5)	2-MaC	3.008	D	4-6	1190	2009	2,536	0.0980	249	96	345	29%	845	OK	61
62	C-112	William Burgess Boulevard	S.R.200/S.R.A1A to U.S.17	2-MiC	2.910	D	4-5	1300	2009	1,163	0.0960	112	383	495	38%	805	OK	62
63	0019	U.S.1/U.S.23/U.S.301(S.R.15)	Mussell White Road to C.R.108	4-PA	8.932	C	4-6	4000	2009	13,400	0.0950	1273	445	1,718	43%	2,282	OK	63
64	0140	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.108 to C.R.121	4-PA	6.788	C	4-6	4000	2009	11,100	0.1020	1132	116	1,248	31%	2,752	OK	64
65	0047	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.121 to Georgia State Line	4-PA	0.164	C	4-6	4000	2009	8,964	0.0950	852	20	872	22%	3,128	OK	65
66	C-30	C.R.121	C.R.108/C.R.121 Split to Bay Road (C.R.115)	2-MaC	9.560	D	4-6	1190	2009	423	0.0980	41	101	142	12%	1,048	OK	66
67	C-31	C.R.121	C.R.115 (Bay Road) to Andrews Road	2-MaC	3.895	D	4-6	1190	2009	875	0.0980	86	77	163	14%	1,027	OK	67
68	C-32	C.R.121	Andrews Road to U.S.1/U.S.301	2-MaC	3.555	D	4-6	1190	2009	1,146	0.0980	112	21	133	11%	1,057	OK	68
69	C-36	C.R.115 (Bay Road)	C.R.121 to C.R.108	2-MiC	5.970	D	4-6	1190	2009	1,479	0.0980	145	574	719	60%	471	OK	69
70	C-37	Kings Ferry Rd. (C.R.115A)	C.R.108 to Kings Ferry Road	2-MiC	8.020	D	4-6	1190	2009	1,169	0.0980	115	61	176	15%	1,014	OK	70
71	C-115	C.R.108	C.R.121 to C.R.115 (Bay Road)	2-MaC	1.530	D	4-6	1190	2009	1,032	0.0980	101	66	167	14%	1,023	OK	71
71A	C-38	C.R.108	Kings Ferry Road (C.R.115A) to Middle Road (C.R.121A)	2-MaC	6.264	D	4-6	1190	2009	2,154	0.0980	211	65	276	23%	914	OK	71A
72	C-40	Middle Road (C.R.121A)	Kings Ferry Road (C.R.115A) to C.R.108	2-MiC	6.510	D	4-6	1190	2009	585	0.0980	57	12	69	6%	1,121	OK	72
73	C-41	Middle Road (C.R.121A)	C.R.108 to Griffin Road	2-MiC	4.580	D	4-6	1190	2009	528	0.0980	52	16	68	6%	1,122	OK	73
74	C-42	Lessie Road	C.R.108 to Middle Road (C.R.121A)	2-MiC	7.500	D	4-6	1190	2009	427	0.0980	42	0	42	4%	1,148	OK	74
75	C-43	C.R.115 (Old Dixie Highway)	U.S.1/U.S.23/U.S.301 to Henry Smith Road	2-MiC	8.560	D	4-6	1190	2009	1,054	0.0980	103	471	574	48%	616	OK	75
76	C-54	Andrews Road	C.R.121 to U.S.1/U.S.23/U.S.301	2-MiC	3.180	D	4-6	1190	2009	1,072	0.0980	105	15	120	10%	1,070	OK	76
76A	C-105	Lake Hampton Road	U.S.1 to Murrhee Road	2-MiC	3.300	D	4-6	1190	2009	720	0.0980	71	19	90	8%	1,100	OK	76A
77	3229	U.S.1/U.S.23/S.R.15	Duval County Line to Ratliff Road	4-PA	0.532	C	4-6	4000	2008	16,900	0.0968	1636	208	1,844	46%	2,156	OK	77
78	0125	U.S.1/U.S.23/S.R.15	Ratliff Road to S.R.115 (Lem Turner Road)	4-PA	3.814	C	4-6	4000	2009	13,000	0.1020	1326	524	1,850	46%	2,150	OK	78
79	0122	U.S.1/U.S.23/U.S.301/S.R.15	S.R.115 (Lem Turner Road) to Old Dixie Highway (C.R.115)	4-PA	0.956	C	4-6	4000	2009	15,900	0.0950	1511	893	2,404	60%	1,597	OK	79
80	0004	U.S.1/U.S.23/U.S.301/S.R.15	C.R.115 to Mussell White Road	4-PA	1.315	C	4-6	4000	2009	14,700	0.0950	1397	320	1,717	43%	2,284	OK	80
81A	C206	Griffin Road East	A1A to Bridge	2-MiC	2.500	D	4-5	900	2009	952	0.0960	91	0	91	10%	809	OK	81A
81B	C205	Griffin Road West	Bridge to Musselwhite Road	2-MiC	1.700	D	4-5	900	2009	937	0.0960	90	0	90	10%	810	OK	81B
82	0235	S.R.200/U.S.301	Duval County Line to C.R.119	2-PA	1.930	C	4-5	1130	2008	4,279	0.0965	413	25	438	39%	692	OK	82
83	3160	S.R.200/U.S.301	C.R.119 to Crawford Road	2-PA	9.305	C	4-5	1130	2009	5,200	0.1020	530	113	643	57%	487	OK	83
84	0005	S.R.200/U.S.301	Crawford Road to Kingbird Drive	2-PA	2.943	C	4-5	1130	2009	5,300	0.1020	541	114	655	58%	475	OK	84
85	0109	S.R.200/U.S.301	Kingbird Drive to U.S.1/U.S.23	4-PA		C	4-5	3150	2009	6,500	0.1020	663	145	808	26%	2,342	OK	85
86	0117	S.R.200/S.R.A1A	U.S.1/U.S.23 to Evelyn Street	4-PA	2.121	C	4-5	3150	2009	13,700	0.0102	140	338	478	15%	2,672	OK	86
87	0110	S.R.200/S.R.A1A	Evelyn Street to Griffin Road	4-PA	5.881.92	C	4-5	4190	2009	9,100	0.1020	928	345	1,273	30%	2,917	OK	87
88	3914	S.R.115 (Lem Turner Road)	Duval County Line to Church Road	2-MA	4.321	D	4-5	1490	2008	9,700	0.0939	911	454	1,365	92%	125	Critical	88
89	0015	S.R.115 (Lem Turner Road)	Church Road to U.S.1/U.S.23	2-MA	3.117	D	4-5	1490	2009	7,400	0.1020	755	572	1,327	89%	163	OK	89
90	C-26	C.R.121	Duval County Line to C.R.119	2-MaC	7.970	D	4-6	1190	2009	1,493	0.0980	146	105	251	21%	939	OK	90
91	C-27	C.R.121	C.R.119 to C.R.2 (Crawford Road)	2-MaC	7.960	D	4-6	1190	2009	1,564	0.0980	153	133	286	24%	904	OK	91
92	C-28	C.R.121	C.R.2 (Crawford Road) to C.R.108 (River Road)	2-MaC	9.550	D	4-6	1190	2009	2,209	0.0980	216	34	250	21%	940	OK	92
93	C-29	C.R.121	C.R.108 (River Road) to C.R.108/C.R.121 Split	2-MaC	1.288	D	4-6	1190	2009	1,518	0.0980	149	94	243	20%	947	OK	93
94	C-33	C.R.119	U.S.301 to C.R.121	2-MiC	5.950	D	4-6	1190	2009	1,300	0.0980	127	6	133	11%	1,057	OK	94
95	C-34	C.R.108 (River Road)	C.R.121 to U.S.1	2-MaC	11.000	D	4-6	1100	2009	3,287	0.0980	322	521	843	77%	257	OK	95
96	C-121	Ford Road	U.S.301 to Duval County Line	2-MiC	3.310	D	4-6	1100	2009	1,277	0.0980	125	46	171	16%	929	OK	96
97	C-44	Ratliff Road	Thomas Creek Road to U.S.1	2-MiC	3.790	D	4-6	1100	2009	1,322	0.0980	130	36	166	15%	934	OK	97
98	C-55	C.R.2	C.R.121 to Georgia State Line	2-MaC	1.530	D	4-6	1100	2009	2,985	0.0980	293	0	293	27%	807	OK	98
99	C-108	Crawford Road	U.S.301 to C.R.121	2-MaC	7.330	D	4-6	1100	2009	166	0.0980	16	109	125	11%	975	OK	99
100	7001	8th Street	Alachua Street to Port	2-MA	0.456	C	4-5	670	2009	3,600	0.1020	367	0	367	55%	303	OK	100
101	F-02	8th Street	Atlantic to Alachua Street	2-MA	0.084	C	4-5	670	2007	4,500	0.0960	432	0	432	64%	238	OK	101
102	F-03	Alachua Street	Front Street to 8th Street	2-MiC	0.350	C	4-5	670	2001	1,604	0.0960	154	7	161	24%	509	OK	102
103	F-04	Centre Street	Front Street to 8th Street	2-MaC	0.359	C	4-5	670	2006	5,838	0.0960	560	44	604	90%	66	Critical	103
104	F-05	Ash Street	Front Street to 8th Street	2-MiC	0.364	C	4-5	670	2001	2,218	0.0960	213	0	213	32%	457	OK	104
105	F-06	N. Fletcher	1st Street North	2-MiC	1.337	C	4-5	670	2001	1,486	0.0960	143	0	143	21%	527	OK	105
106	F-07	N. Fletcher	Atlantic Avenue to 1st Street	2-MiC	0.174	C	4-5	670	2001	1,579	0.0960	152	0	152	23%	518	OK	106
107	F-08	Beech Street	14th Street to Citrona Drive	2-MiC	0.480	C	4-5	670	2001	2,239	0.0960	215	7	222	33%	448	OK	107
108	F-08	Beech Street	8th Street to 14th Street	2-MiC	0.446	C	4-5	670	2001	1,229	0.0960	118	5	123	18%	547	OK	108
109	F-09	Gum Street	3rd Street to 8th Street	2-MiC	0.020	C	4-5	670	2001	2,027	0.0960	195	0	195	29%	475	OK	109
110	F-09	3rd Street	Gum Street to Ash Street	2-MiC	0.535	C	4-5	670	2001	961	0.0960	92	0	92	14%	578	OK	110
111	F-10	Jasmine Street	Citrona Drive to S. Fletcher Avenue	2-MiC	0.722	C	4-5	670	2004	2,390	0.0960	229	6	235	35%	435	OK	111
117	B-3009	SR90	Baker County Lien to Duval County Line	2-MiC		D	4-6	1340	2009	4,500	0.0950	428	0	428	32%	913	OK	117
118	B-3134	I-10	Baker County Lien to Duval County Line	4-F		B	4-6	3670	2008	3,150	0.1059	334	0	334	9%	3,336	OK	118

Appendix B

FDOT Hourly Traffic Counts – Traffic Variation by 15 min Intervals

COUNTY: 74
STATION: 0101
DESCRIPTION: SRA1A 0.4MI E OF US 17 AT YULEE
START DATE: 08/17/2011
START TIME: 0800

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	48	21	26	18	113	38	34	30	38	140	253
0100	21	23	22	14	80	28	28	22	18	96	176
0200	18	12	11	12	53	28	19	13	22	82	135
0300	17	16	28	21	82	20	17	17	14	68	150
0400	17	22	37	28	104	28	36	53	53	170	274
0500	48	56	96	143	343	94	133	144	175	546	889
0600	116	153	238	248	755	250	292	319	335	1196	1951
0700	246	266	319	377	1208	433	496	433	382	1744	2952
0800	273	267	297	249	1086	307	311	311	315	1244	2330
0900	186	250	236	233	905	261	264	252	260	1037	1942
1000	236	210	239	210	895	223	241	248	227	939	1834
1100	224	256	239	267	986	248	243	240	270	1001	1987
1200	243	242	241	229	955	251	277	284	286	1098	2053
1300	253	249	307	287	1096	312	317	282	272	1183	2279
1400	287	280	275	322	1164	236	315	319	312	1182	2346
1500	268	339	332	322	1261	314	298	281	330	1223	2484
1600	343	364	432	344	1483	331	373	317	342	1363	2846
1700	434	403	412	391	1640	303	413	368	294	1378	3018
1800	359	316	309	245	1229	247	278	229	170	924	2153
1900	206	216	200	176	798	210	174	161	151	696	1494
2000	148	162	180	166	656	161	137	141	163	602	1258
2100	145	116	126	122	509	117	119	98	98	432	941
2200	91	78	82	73	324	92	68	76	73	309	633
2300	58	61	64	49	232	52	65	54	30	201	433
24-HOUR TOTALS:					17957					18854	36811

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1236	700	1744	700	2952
P.M.	1700	1640	1645	1426	1645	3019
DAILY	1700	1640	700	1744	1645	3019

GENERATED BY SPS 5.0.21

COUNTY: 74
STATION: 0101
DESCRIPTION: SRA1A 0.4MI E OF US 17 AT YULEE
START DATE: 08/18/2011
START TIME: 0800

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	40	35	33	29	137	39	49	28	32	148	285
0100	28	16	14	8	66	17	31	25	28	101	167
0200	24	10	19	20	73	26	26	12	22	86	159
0300	18	22	17	27	84	16	29	20	20	85	169
0400	16	26	31	43	116	28	36	54	50	168	284
0500	41	52	87	131	311	73	105	138	176	492	803
0600	95	153	200	240	688	223	238	267	302	1030	1718
0700	219	262	353	370	1204	420	366	462	352	1600	2804
0800	315	295	304	267	1181	324	308	349	275	1256	2437
0900	249	231	247	278	1005	260	239	272	266	1037	2042
1000	232	228	244	236	940	286	250	302	285	1123	2063
1100	246	252	281	253	1032	255	261	267	271	1054	2086
1200	267	249	215	293	1024	273	293	227	258	1051	2075
1300	276	269	265	285	1095	297	285	269	310	1161	2256
1400	307	270	288	313	1178	264	307	313	320	1204	2382
1500	293	346	339	360	1338	366	260	361	355	1342	2680
1600	377	384	448	414	1623	340	374	315	361	1390	3013
1700	404	410	422	390	1626	358	400	369	323	1450	3076
1800	372	309	264	263	1208	301	262	191	194	948	2156
1900	240	227	213	176	856	199	147	141	163	650	1506
2000	198	209	187	135	729	136	124	136	100	496	1225
2100	151	116	126	121	514	110	103	101	92	406	920
2200	97	91	95	63	346	85	71	59	79	294	640
2300	67	62	61	39	229	59	61	49	37	206	435
24-HOUR TOTALS:					18603					18778	37381

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1333	700	1600	700	2804
P.M.	1630	1676	1645	1488	1645	3138
DAILY	1630	1676	700	1600	1645	3138

GENERATED BY SPS 5.0.21

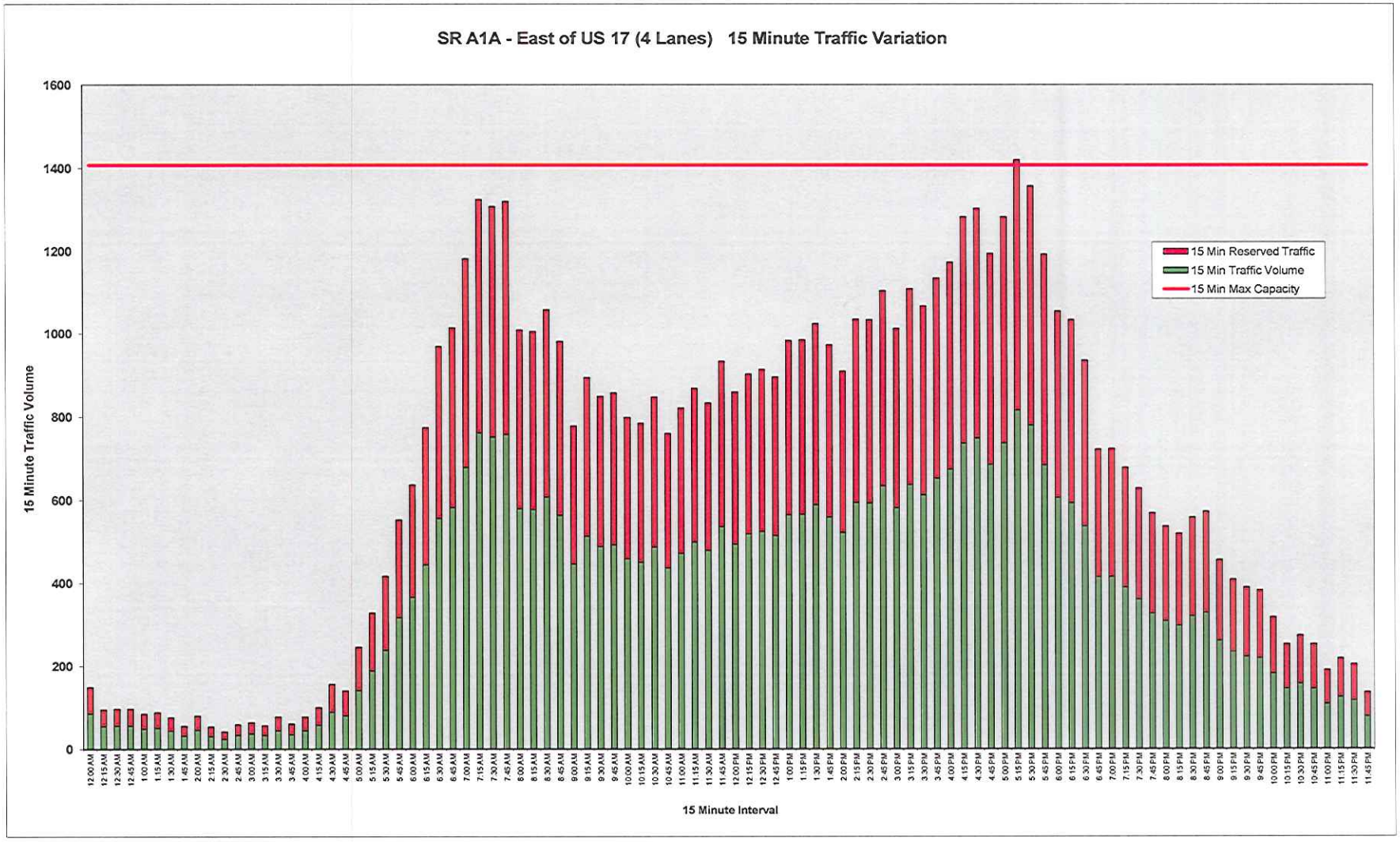
15 Minute Traffic Variation

Ratio of Existing to Reserved Traffic		0.740263229	
15 Min Interval	15 Min Traffic Volume	15 Min Reserved Traffi	15 Min Max Capacity
12:00 AM	86	64	1407
12:15 AM	55	41	1407
12:30 AM	56	41	1407
12:45 AM	56	41	1407
1:00 AM	49	36	1407
1:15 AM	51	38	1407
1:30 AM	44	33	1407
1:45 AM	32	24	1407
2:00 AM	46	34	1407
2:15 AM	31	23	1407
2:30 AM	24	18	1407
2:45 AM	34	25	1407
3:00 AM	37	27	1407
3:15 AM	33	24	1407
3:30 AM	45	33	1407
3:45 AM	35	26	1407
4:00 AM	45	33	1407
4:15 AM	58	43	1407
4:30 AM	90	67	1407
4:45 AM	81	60	1407
5:00 AM	142	105	1407
5:15 AM	189	140	1407
5:30 AM	240	178	1407
5:45 AM	318	235	1407
6:00 AM	366	271	1407
6:15 AM	445	329	1407
6:30 AM	557	412	1407
6:45 AM	583	432	1407
7:00 AM	679	503	1407
7:15 AM	762	564	1407
7:30 AM	752	557	1407
7:45 AM	759	562	1407
8:00 AM	580	429	1407
8:15 AM	578	428	1407
8:30 AM	608	450	1407
8:45 AM	564	418	1407
9:00 AM	447	331	1407
9:15 AM	514	380	1407
9:30 AM	488	361	1407
9:45 AM	493	365	1407
10:00 AM	459	340	1407
10:15 AM	451	334	1407
10:30 AM	487	361	1407
10:45 AM	437	323	1407
11:00 AM	472	349	1407
11:15 AM	499	369	1407
11:30 AM	479	355	1407
11:45 AM	537	398	1407
12:00 PM	494	366	1407

15 Minute Traffic Variation

Ratio of Existing to Reserved Traffic 0.740263229

15 Min Interval	15 Min Traffic Volume	15 Min Reserved Traffi	15 Min Max Capacity
12:15 PM	519	384	1407
12:30 PM	525	389	1407
12:45 PM	515	381	1407
1:00 PM	565	418	1407
1:15 PM	566	419	1407
1:30 PM	589	436	1407
1:45 PM	559	414	1407
2:00 PM	523	387	1407
2:15 PM	595	440	1407
2:30 PM	594	440	1407
2:45 PM	634	469	1407
3:00 PM	582	431	1407
3:15 PM	637	472	1407
3:30 PM	613	454	1407
3:45 PM	652	483	1407
4:00 PM	674	499	1407
4:15 PM	737	546	1407
4:30 PM	749	554	1407
4:45 PM	686	508	1407
5:00 PM	737	546	1407
5:15 PM	816	604	1407
5:30 PM	780	577	1407
5:45 PM	685	507	1407
6:00 PM	606	449	1407
6:15 PM	594	440	1407
6:30 PM	538	398	1407
6:45 PM	415	307	1407
7:00 PM	416	308	1407
7:15 PM	390	289	1407
7:30 PM	361	267	1407
7:45 PM	327	242	1407
8:00 PM	309	229	1407
8:15 PM	299	221	1407
8:30 PM	321	238	1407
8:45 PM	329	244	1407
9:00 PM	262	194	1407
9:15 PM	235	174	1407
9:30 PM	224	166	1407
9:45 PM	220	163	1407
10:00 PM	183	135	1407
10:15 PM	146	108	1407
10:30 PM	158	117	1407
10:45 PM	146	108	1407
11:00 PM	110	81	1407
11:15 PM	126	93	1407
11:30 PM	118	87	1407
11:45 PM	79	58	1407


SR A1A - East of US 17 (4 Lanes) 15 Minute Traffic Variation
15 Min Reserved Traffic
15 Min Traffic Volume
15 Min Max Capacity
15 Minute Traffic Volume
15 Minute Interval
0
200
400
600
800
1000
1200
1400
1600

Appendix C

Socio-Economic Data Additions for Year 2035 NERMP4

Appendix - C
Documentation of ZDATA Variables Used to Perform Approved Developments Check
Nassau County Mobility Plan

		ZDATA1 - Production Variables							ZDATA2 - Attraction Variables																
		Single Family		Multi-Family		Hotel-Motel			Industrial		Retail		Service												School
													Office							Hotel		Svc.	Empl.	School
New TAZ File Columns	Development	DU's 9-13	Pop. 20-24	DU's 34-38	Pop. 45-49	Rooms 59-63	% Occ. 64-66	Hotel Pop. 67-71	SF	Empl. 9-14	SF	Empl. 15-20	SF	Empl.	18 Hole Golf	Movie Theater	Ele School	Mid School	High School	Rooms	Empl.	Sum 21-26	Sum 27-32	Enroll. 33-38
62	Shoppes at Amelia (NW Q of A1A at Chester Rd)		-		-	-	70%	-		-	388,584	971		-						-	-	-	971	-
60	Wal-Mart Center (SW Q of Blackrock Rd at A1A)		-		-	-	70%	-		-	172,491	431		-						-	-	-	431	-
51	Shoppes at Midtown (NE Q of A1A at US 17)		-		-	-	70%	-		-	16,250	41		-						-	-	-	41	-
61	Villages of Amelia (NE Q of A1A at Chester Rd)		-		-	-	70%	-		-	399,000	998		-						-	-	-	998	-
34	Amelia Concourse		-		-	-	70%	-		-	20,000	50		-						-	-	-	50	-
34	Amelia Concourse	100	280		-	-	70%	-		-		-		-						-	-	-	-	-
34	Amelia Concourse	749	2,097		-	-	70%	-		-		-		-						-	-	-	-	-
		849	2,377	0	0	0	2	0	0	0	20,000	50	0	0	0	0	0	0	0	0	0	0	50	0
57	Amelia Concourse	749	2,097		-	-	70%	-		-	175,000	438	45,000	108						-	-	108	546	-
58	Amelia Concourse	365	1,022		-	-	70%	-		-		-		-						-	-	-	-	-
58	Amelia Concourse		-	164	326	-	70%	-		-		-		-						-	-	-	-	-
58	Amelia Concourse	250	700		-	-	70%	-		-		-		-						-	-	-	-	-
		615	1,722	164	326	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Amelia Concourse		-		-	-	70%	-		-	372,390	931		-						-	-	-	931	-
59	Amelia Concourse		-		-	-	70%	-		-	6,000	15	10,000	24						-	-	24	39	-
59	Amelia Concourse	94	263		-	-	70%	-		-		-		-						-	-	-	-	-
		94	263	0	0	0	2	0	0	0	378,390	946	10,000	24	0	0	0	0	0	0	0	24	970	0
89	Amelia Concourse	458	1,282		-	-	70%	-		-		-		-						-	-	-	-	-
89	Amelia Concourse	160	448		-	-	70%	-		-		-		-						-	-	-	-	-
89	Amelia Concourse	500	1,400		-	-	70%	-		-		-		-						-	-	-	-	-
89	Amelia Concourse	106	297		-	-	70%	-		-		-		-						-	-	-	-	-
		1,224	3,427	0	-	-	280%	-	-	-	0	-	0	-	-	-	-	-	-	-	-	-	-	-

Appendix D

Horizon Year 2035 (DSAP1) – Roadway Link Analysis

Appendix D
Nassau County Mobility Analysis

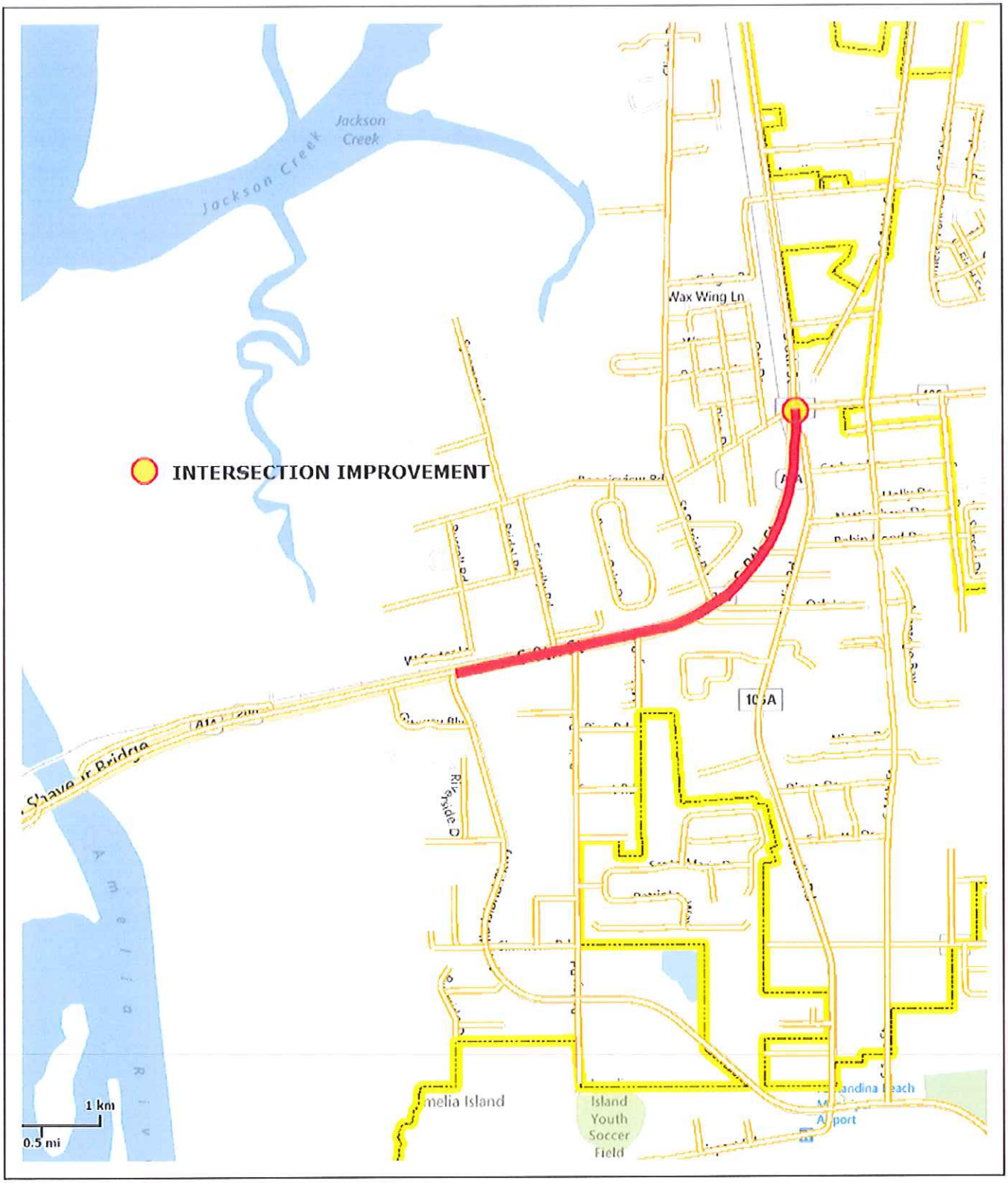
Link ID	Roadway	Termini	Lanes/ Classification	Planned and Programmed Improvements	Segment Length (Miles)	LOS Standard	Modified LOS Standard	Table or Study	Max Peak Hour Capacity (Veh./Hr.)	Max Daily Capacity Veh/Day	Modified Daily Capacity Veh/Day		Final Max Daily Capacity Veh/Day	Parallel Roads for Cordon Line Analysis	(L) 24-HR Volume (AADT)	2035 DSAP1 Model AADT	2035 DSAP1 Model AADT < Existing AADT	Adjusted 2035 DSAP1 Model AADT	Year 2035 DSAP1 Model AADT Capacity Exceeded
1	S.R.200/S.R.A1A	Amelia Island Parkway to Sadler Road	4-MA		1.028	D		ART-TAB	4,200	36,700			36,700		39,000	40,459		40,459	Yes
2	S. 8th Street	Sadler Road to Lime Street	4-MA		1.138	D		ART-TAB	3,950	36,700			36,700		16,600	13,871	Yes	16,600	
3	S. 8th Street	Lime Street to Atlantic Avenue	2-MA		1.055	C(FB)		ART-TAB	1,860	16,200			16,200		10,500	12,751		12,751	
4	Atlantic Avenue (S.R.A1A)	8th Street to 14th Street	2-MA		0.444	C(FB)		4-5	1,260	16,500			16,500		5,300	7,072		7,072	
6	Atlantic Avenue (S.R.A1A)	14th Street to Fletcher Avenue	2-MA		1.184	C(FB)		4-5	1,260	16,500			16,500		7,600	6,177	Yes	7,600	
8	Fletcher Avenue (S.R.A1A)	Atlantic Avenue to Sadler Road	2-MA		2.021	C(FB)		4-5	1,260	16,500			16,500		4,700	12,435		12,435	
10	Fletcher Avenue (S.R.A1A)	Sadler Road to Simmons Road	2-MA		1.003	C(FB)		4-5	1,260	16,500			16,500		7,800	12,115		12,115	
11	Fletcher Avenue (S.R.A1A)	Simmons Road to Amelia Island Parkway	2-MA		1.892	C(FB)		4-5	1,260	16,500			16,500		6,600	12,728		12,728	
12	Fletcher Avenue (S.R.A1A)	Amelia Island Parkway to Buccaneer Trail (S.R.105A)	2-MA		0.756	D		4-5	1,490	16,500			16,500		5,200	7,337		7,337	
14	14th Street	Pogy Place to Atlantic Avenue	2-MaC		2.200	D		4-5	720	10,730			10,730		3,230	4,028		4,028	
15	14th Street	Atlantic Avenue to Hickory Street	2-MaC		0.700	D		ARTPLAN	1,130	10,730			10,730		9,097	5,117	Yes	9,097	
16	14th Street	Hickory Street to Jasmine Street	2-MaC		0.170	D		ARTPLAN	1,750	14,850			14,850		12,247	8,359	Yes	12,247	
16A	14th Street	Jasmine Street to Lime Street	2-MaC		0.170	D		ARTPLAN	2,010	14,850			14,850		12,247	7,741	Yes	12,247	
17	14th Street	Lime Street to Sadler Road	4-MaC		1.060	D		4-5	2,810	29,880			29,880		15,608	15,008	Yes	15,608	
18	14th Street	Sadler Road to Amelia Island Parkway	2-MaC		1.110	D		4-5	1,300	13,680			13,680		7,405	10,485		10,485	
19	Amelia Island Parkway	S.R.200/S.R.A1A to 14th Street Extension	2-MaC		1.090	D		ARTPLAN	1,870	15,200			15,200		9,029	14,332		14,332	
20	Amelia Island Parkway	14th Street Extension to Buccaneer Trail (C-105A)	2-MaC		1.090	D		U2LTAB	1,660	15,200			15,200		12,895	18,761		18,761	Yes
21	Amelia Island Parkway	Buccaneer Trail (C-105A) to Fletcher Avenue	2-MaC		1.080	D		4-5	1,300	13,680			13,680		4,226	6,376		6,376	
22	Amelia Island Parkway	Fletcher Avenue to Scott Road	2-MaC		0.950	D		4-5	1,300	13,680			13,680		5,226	10,636		10,636	
22A	Amelia Island Parkway	Scott Road to S.R.A1A/Julia Street	2-MaC		0.095	D		4-5	1,300	13,680			13,680		3,101	6,793		6,793	
23	Buccaneer Trail (C-105A)	Gerbing Road/South Fletcher Avenue to Canopy Drive	2-MiC		0.500	D		4-5	720	7,740			7,740		8,606	10,648		10,648	
23A	Buccaneer Trail (C-105A)	Canopy Drive to Amelia Island Parkway	2-MiC		0.720	D		4-5	1,300	13,680			13,680		8,100	9,925		9,925	
24	Amelia Road	Amelia Island Parkway to S.R.200	2-MiC		1.420	D		4-5	720	7,740			7,740		1,140	Not in the model		1,140	
26	First Coast Highway (S.R.A1A)	Gerbing RD./S. Fletcher AV. to Amelia Island Pkwy./Julia ST.	2-MA		1.301	D		U2LN-TAB	1,910	16,400			16,400		10,500	18,280		18,280	Yes
27	First Coast Highway (S.R.A1A)	Amelia Island Parkway/Julia Street to Beach Lagoon Road	2-MA		1.591	D		4-5	1,490	24,265			24,265		9,643	22,439		22,439	
28	First Coast Highway (S.R.A1A)	Beach Lagoon Road to Nassau Sound	2-MA		2.631	D		4-5	1,490	21,100			21,100		3,700	13,328		13,328	
29	Sadler Road	8th Street to 14th Street	4-MaC		0.290	D		4-5	2,810	28,200			28,200		20,105	25,653		25,653	
30	Sadler Road	14th Street to Fletcher Avenue	4-MaC		1.000	D		4-5	2,810	28,200			28,200		10,154	12,310		12,310	
31	Lime Street (Jasmnine in Model)	8th Street to 14th Street	2-MiC		0.490	D		4-5	720	7,740			7,740		2,583	Not in the model		2,583	
32	Lime Street (Jasmnine in Model)	14th Street to Citrona Drive	2-MiC		0.480	D		4-5	720	7,740			7,740		3,665	Not in the model		3,665	
33	Citrona Drive	Atlantic Avenue to Jasmine Street	2-MiC		0.881	D		4-5	720	7,740			7,740		3,510	6,988		6,988	
34	Citrona Drive	Jasmine Street to Sadler Road	2-MiC		1.167	D		4-5	900	9,880			9,880		5,644	9,320		9,320	
35	Will Hardee Road	Sadler Road to Simmons Road	2-MiC		1.160	D		4-5	900	9,880			9,880		2,170	8,239		8,239	
36	Simmons Road	Amelia Road to Will Hardee Road	2-MiC		0.530	D		4-5	720	7,740			7,740		2,236	877	Yes	2,236	
37	Simmons Road	Will Hardee Road to Fletcher Avenue	2-MiC		0.520	D		4-5	720	7,740			7,740		2,245	2,365		2,365	
38	Jasmine Street	14th Street to Citrona Drive	2-MiC		1.200	D		4-5	720	7,740			7,740		3,021	4,246		4,246	
39	T. J. Courson Road	8th Street (S.R.200) to 14th Street	2-MiC		0.240	D		4-5	900	9,880			9,880		5,025	Not in the model		5,025	
40	I-95	Duval County Line to S.R.200/S.R.A1A	6-F		2.990	C	D	4-5	8,110	86,600	110,000		110,000		59,000	138,451		138,451	Yes
41	I-95	S.R.200/S.R.A1A to U.S.17	6-F		5.140	C	D	4-5	8,110	86,600	110,000		110,000		49,500	120,262		120,262	Yes
42	I-95	U.S.17 to Georgia State Line	6-F		4.100	C	D	4-5	8,110	86,600	110,000		110,000		56,261	96,986		96,986	
43	S.R.200/S.R.A1A	Griffin Road to Edwards Road	4-PA		3.754	C		4-5	4,190	45,400	58,800		58,800		9,100	39,718		39,718	
43A	S.R.200/S.R.A1A	Edwards Road to I-95	4-PA		1.582	C		4-5	4,190	45,400	58,800		58,800		9,100	49,467		49,467	
44	S.R.200/S.R.A1A	I-95 eastbound off ramp to Still Quarters Road	4-MA	6 MA	2.320	C	D	FDOT	4,360	45,400	55,300		55,300	Parallel Roads	17,536	55,700		55,700	
44A	S.R.200/S.R.A1A	Still Quarters Road To U.S. 17	6-MA	6 MA	1.310	D	D	4	5,628	36,700	55,300		55,300	Parallel Roads	17,536	55,502		55,502	
45	S.R. 200/ S.R. A1A	U.S. 17 to Rubin Lane	6-MA	6MA	0.951	D	D	4	5,628	36,700	55,300	68,980	55,300	Parallel Roads	36,500	62,225		62,225	
45A	S.R.200/S.R.A1A	Rubin Lane to Chester Road	4-MA	6 MA	2.600	D	D	ARTPLAN	5,370	36,700	55,300	68,980	55,300	Parallel Roads	35,000	67,124		67,124	
46	S.R.200/S.R.A1A	Chester Road to Blackrock Road	4-MA	6 MA	1.133	D	D	ARTPLAN	5,370	36,700	55,300	85,720	55,300	Parallel Roads	41,000	53,450		53,450	
47	S.R.200/S.R.A1A	Blackrock Road to Old Nassauville Road	4-MA	6 MA	0.900	D	D	ARTPLAN	4,580	36,700	55,300	85,720	55,300	Parallel Roads	41,000	50,899		50,899	
48	S.R.200/S.R.A1A	Old Nassauville Road to Amelia Island Parkway	4-MA		2.889	D		ARTPLAN	5,090	64,300			64,300		40,500	53,983		53,983	
49	C.R.200A (Pages Dairy Road)	U.S.17 to Chester Road	2-MiC		3.940	D		4-5	1,300	13,680		68,980	13,680	Parallel Roads	3,004	11,056		11,056	
50	C.R.107N. (Blackrock Road)	Chester Road to S.R.200/S.R.A1A	2-MiC		5.130	D		4-5	900	9,880			9,880		2,700	2,662	Yes	2,700	
51	C.R.107S. (Old Nassauville Road)	S.R.200/S.R.A1A to Amelia Concourse	2-MiC		1.910	D		4-5	1,490	15,200			15,200		6,403	9,617		9,617	
51A	C.R.107S. (Old Nassauville Road)	Amelia Concourse to Santa Juana Road	2-MiC		1.750	D		4-5	1,490	15,200			15,200		6,730	9,470		9,470	
51B	Roses Bluff Road	Chester Road West	2-MiC		1.170	D		4-5	900	9,880			9,880		1,597	0	Yes	1,597	
52	Chester Road	S.R.200/S.R.A1A to Pages Dairy Road (C.R.200A)	4-MiC		0.460	D	D	5	3,115	32,110	36,700		36,700		7,931	6,530	Yes	7,931	
52.1	Chester Road	Pages Dairy Road to CR 108 Extension	2-Mic	4-MiC	1.883	D	D	5	3,115	15,200	36,700		36,700		6,637	6,518	Yes	6,637	
53	Chester Road	CR 108 Extension to Blackrock Road	2-MiC		1.387	D	D	5	1,480	15,200	16,500		16,500		6,637	2,857	Yes	6,637	
53A	Amelia Concourse	S.R.200/S.R.A1A to C.R.107S. (Nassauville Road)	4-MaC		3.799	D		4-5	2,810	30,420		85,720	30,420	Parallel Roads	7,211	24,822		24,822	
54	Barnwell Road	S.R.200/S.R.A1A to Oyster Bay Drive	2-MiC		2.250	D		4-5	900	9,880			9,880		3,251	5,247		5,247	
54A	Miner Road	Haddock Road to S.R.200/S.R.A1A	2-MiC		2.570	D		4-5	900	13,680			13,680	Parallel Roads	7,070	10,269		10,269	
55	U.S.17 (S.R.5)	Duval County Line to 4-Lanes Section	2-PA		3.337	D		ARTPLAN	1,930	27,430			27,430		11,057	26,169		26,169	
56	U.S.17 (S.R.5)	4-Lanes Section to S.R.200/S.R.A1A	2-PA		0.700	D		HIGHPLAN	1,930	36,700			36,700	Parallel Roads	10,800	16,343		16,343	
57	U.S.17 (S.R.5)	S.R.200/S.R.A1A to Pages Dairy Road	4-PA		0.237	D		4-5	3,290	36,700			36,700		10,800	12,870		12,870	
58	U.S.17 (S.R.5)	Pages Dairy Road to C.R.108	2-PA		4.446	D		HIGHPLAN	1,960	16,500			16,500		11,049	15,669		15,669	
59	U.S.17 (S.R.5)	C.R.108 to I-95	2-MA		2.228	D		4-5	1,490	21,100			21,100		7,589	7,462	Yes	7,589	
60	U.S.17 (S.R.5)	I-95 to Georgia State Line	2-PA		2.427	D		4-6	1,930	21,100			21,100		3,000	10,260		10,260	
60A	Harts Road	S.R.200/S.R.A1A to U.S.17	2-MiC		2.350	D		4-5	900	9,880			9,880		1,568	8,514		8,514	
60B	Harts Road	U.S.17 to Haddock Road	2-MiC		1.030	D		4-5	900	9,880			9,880		3,785	8,514		8,514	
61	C.R.108	Middle Road (C.R.121A) to U.S.17 (S.R.5)	2-MaC		3.008	D		4-6	1,190	20,000			20,000		2,536	6,238		6,238	
62	William Burgess Boulevard	S.R.200/S.R.A1A to U.S.17	2-MiC		2.910	D		4-5	1,300	13,680			13,680		1,163	3,729		3,729	
63	U.S.1/U.S.23/U.S.301(S.R.15)	Musselt White Road to C.R.108	4-PA		8.932	C		4-6	4,000	41,100			41,100		13,400	26,377		26,377	
64	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.108 to C.R.121	4-PA		6.788	C		4-6	4,000	41,100			41,100		11,100	21,789		21,789	
65	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.121 to Georgia State Line	4-PA		0.164	C		4-6	4,000	41,100			41,100		8,964	16,034		16,034	
66	C.R.121	C.R.108/C.R.121 Split to Bay Road (C.R.115)	2-MaC		9.560	D		4-6	1,190	13,800			13,800		423	2,291		2,291	
67	C.R.121	C.R.115 (Bay Road) to Andrews Road	2-MaC		3.895	D		4-6	1,190	13,800			13,800		875	1,507		1,507	
68	C.R.121	Andrews Road to U.S.1/U.S.301	2-MaC		3.555	D		4-6	1,190	13,800			13,800		1,146	1,513		1,513	
69	C.R.115 (Bay Road)	C.R.121 to C.R.108	2-MiC		5.970	D		4-6	1,190	13,800			13,800		1,479	3,074		3,074	
70	Kings Ferry Rd. (C.R.115A)	C.R.108 to Kings Ferry Road	2-MiC		8.020	D		4-6	1,190	13,800			13,800		1,169	1,184		1,184	
71	C.R.108	C.R.121 to C.R.115 (Bay Road)	2-MaC		1.530	D		4-6	1,190	13,800			13,800		1,032	2,202		2,202	
71A	C.R.108	Kings Ferry Road (C.R.115A) to Middle Road (C.R.121A)	2-MaC		6.264	D		4-6	1,190	13,800			13,800		2,154	6,960		6,960	
72	Middle Road (C.R.121A)	Kings Ferry Road (C.R.115A) to C.R.108	2-MiC		6.510	D		4-6	1,190	13,800			13,800		585	346	Yes	585	

Appendix D
Nassau County Mobility Analysis

Link ID	Roadway	Termini	Lanes/ Classification	Planned and Programmed Improvements	Segment Length (Miles)	LOS Standard	Modified LOS Standard	Table or Study	Max Peak Hour Capacity (Veh./Hr.)	Max Daily Capacity Veh/Day	Modified Daily Capacity Veh/Day		Final Max Daily Capacity Veh/Day	Parallel Roads for Cordon Line Analysis	(L) 24-HR Volume (AADT)	2035 DSAP1 Model AADT	2035 DSAP1 Model AADT < Existing AADT	Adjusted 2035 DSAP1 Model AADT	Year 2035 DSAP1 Model AADT Capacity Exceeded
73	Middle Road (C.R.121A)	C.R.108 to Griffin Road	2-MiC		4.580	D		4-6	1,190	13,800			13,800		528	877		877	
74	Lessie Road	C.R.108 to Middle Road (C.R.121A)	2-MiC		7.500	D		4-6	1,190	13,800			13,800		427	4	Yes	427	
75	C.R.115 (Old Dixie Highway)	U.S.1/U.S.23/U.S.301 to Henry Smith Road	2-MiC		8.560	D		4-6	1,190	13,800			13,800		1,054	10,325		10,325	
76	Andrews Road	C.R.121 to U.S.1/U.S.23/U.S.301	2-MiC		3.180	D		4-6	1,190	13,800			13,800		1,072	2,320		2,320	
76A	Lake Hampton Road	U.S.1 to Murmee Road	2-MiC		3.300	D		4-6	1,190	13,800			13,800		720	764		764	
77	U.S.1/U.S.23/S.R.15	Duval County Line to Ratliff Road	4-PA		0.532	C		4-6	4,000	41,100			41,100	Parallel Roads	16,900	29,569		29,569	
78	U.S.1/U.S.23/S.R.15	Ratliff Road to S.R.115 (Lem Turner Road)	4-PA		3.814	C		4-6	4,000	41,100			41,100	Parallel Roads	13,000	32,360		32,360	
79	U.S.1/U.S.23/U.S.301/S.R.15	S.R.115 (Lem Turner Road) to Old Dixie Highway (C.R.115)	4-PA		0.956	C		4-6	4,000	41,100			41,100		15,900	37,022		37,022	
80	U.S.1/U.S.23/U.S.301/S.R.15	C.R.115 to Mussell White Road	4-PA		1.315	C		4-6	4,000	41,100			41,100		14,700	30,918		30,918	
81A	Griffin Road East	A1A to Bridge	2-MiC		2.500	D		4-5	900	9,880			9,880		952	5,224		5,224	
81B	Griffin Road West	Bridge to Musselwhite Road	2-MiC		1.700	D		4-5	900	9,880			9,880		937	5,218		5,218	
82	S.R.200/U.S.301	Duval County Line to C.R.119	2-PA	4 PA	1.930	C	D	4-5	1,130	15,100	45,400		45,400		4,279	43,782		43,782	
83	S.R.200/U.S.301	C.R.119 to Crawford Road	2-PA	4 PA	9.305	C	D	4-5	1,130	15,100	45,400		45,400		5,200	42,538		42,538	
84	S.R.200/U.S.301	Crawford Road to Kingbird Drive	2-PA	4 PA	2.943	C	D	4-5	1,130	15,100	45,400		45,400		5,300	38,711		38,711	
85	S.R.200/U.S.301	Kingbird Drive to U.S.1/U.S.23	4-PA		2.000	C	D	4-5	3,150	32,100	33,800		33,800		6,500	34,714		34,714	Yes
86	S.R.200/S.R.A1A	U.S.1/U.S.23 to Evelyn Street	4-PA		0.700	C	D	4-5	3,150	32,100	33,800		33,800		13,700	31,279		31,279	
87	S.R.200/S.R.A1A	Evelyn Street to Griffin Road	4-PA		3.600	C		4-5	4,190	45,400			45,400		9,100	38,117		38,117	
88	S.R.115 (Lem Turner Road)	Duval County Line to Church Road	2-MA		4.321	D		4-5	1,490	15,200			15,200	Parallel Roads	9,700	18,955		18,955	
89	S.R.115 (Lem Turner Road)	Church Road to U.S.1/U.S.23	2-MA		3.117	D		4-5	1,490	15,200			15,200	Parallel Roads	7,400	16,727		16,727	
90	C.R.121	Duval County Line to C.R.119	2-MaC		7.970	D		4-6	1,190	13,800			13,800		1,493	6,407		6,407	
91	C.R.121	C.R.119 to C.R.2 (Crawford Road)	2-MaC		7.960	D		4-6	1,190	13,800			13,800		1,564	5,698		5,698	
92	C.R.121	C.R.2 (Crawford Road) to C.R.108 (River Road)	2-MaC		9.550	D		4-6	1,190	13,800			13,800		2,209	5,091		5,091	
93	C.R.121	C.R.108 (River Road) to C.R.108/C.R.121 Split	2-MaC		1.288	D		4-6	1,190	13,800			13,800		1,518	4,360		4,360	
94	C.R.119	U.S.301 to C.R.121	2-MiC		5.950	D		4-6	1,190	13,800			13,800		1,300	2,294		2,294	
95	C.R.108 (River Road)	C.R.121 to U.S.1	2-MaC		11.000	D		4-6	1,100	14,200			14,200		3,287	6,923		6,923	
96	Ford Road	U.S.301 to Duval County Line	2-MiC		3.310	D		4-6	1,100	14,200			14,200		1,277	4,088		4,088	
97	Ratliff Road	Thomas Creek Road to U.S.1	2-MiC		3.790	D		4-6	1,100	14,200			14,200		1,322	7,188		7,188	
98	C.R.2	C.R.121 to Georgia State Line	2-MaC		1.530	D		4-6	1,100	14,200			14,200		2,985	3,925		3,925	
99	Crawford Road	U.S.301 to C.R.121	2-MaC		7.330	D		4-6	1,100	14,200			14,200		166	1,968		1,968	
100	8th Street	Alachua Street to Port	2-MA		0.456	C		4-5	670	7,740			7,740		3,600	1,452	Yes	3,600	
101	8th Street	Atlantic to Alachua Street	2-MA		0.084	C		4-5	670	7,740			7,740		4,500	1,452	Yes	4,500	
102	Alachua Street	Front Street to 8th Street	2-MiC		0.350	C		4-5	670	7,740			7,740	Parallel Roads	1,604	Not in the model		1,604	
103	Centre Street	Front Street to 8th Street	2-MaC		0.359	C		4-5	670	7,740			7,740	Parallel Roads	5,838	12,949		12,949	
104	Ash Street	Front Street to 8th Street	2-MiC		0.364	C		4-5	670	7,740			7,740	Parallel Roads	2,218	Not in the model		2,218	
105	N. Fletcher	1st Street North	2-MiC		1.337	C		4-5	670	7,740			7,740		1,486	8,472		8,472	Yes
106	N. Fletcher	Atlantic Avenue to 1st Street	2-MiC		0.174	C		4-5	670	7,740			7,740		1,579	8,225		8,225	Yes
107	Beech Street	14th Street to Citrona Drive	2-MiC		0.480	C		4-5	670	7,740			7,740		2,239	Not in the model		2,239	
108	Beech Street	8th Street to 14th Street	2-MiC		0.446	C		4-5	670	7,740			7,740		1,229	Not in the model		1,229	
109	Gum Street	3rd Street to 8th Street	2-MiC		0.020	C		4-5	670	7,740			7,740		2,027	Not in the model		2,027	
110	3rd Street	Gum Street to Ash Street	2-MiC		0.535	C		4-5	670	7,740			7,740		961	Not in the model		961	
111	Jasmine Street	Citrona Drive to S. Fletcher Avenue	2-MiC		0.722	C		4-5	670	7,740			7,740		2,390	1,299	Yes	2,390	
117	SR 90 (Beaver Street)	Baker County Line to Duval County Line	2-MiC			D		4-6	1,340	13,800			13,800		4,500	15,952		15,952	Yes
118	I-10	Baker County Line to Duval County Line	4-F			B		4-6	3,670	37,100			37,100		3,150	82,676		82,676	Yes
	NS Regional Center Arterial	SR A1A to DSAP Collector Loop Rd.	4D	4D						36,700	36,700		36,700			8469		8,469	
	NS Regional Center Arterial	DSAP Collector Loop Rd. to Interchange Rd.	4D	4D						36,700	36,700		36,700			2817		2,817	
	NS Regional Center Arterial	Interchange Rd. to CR 108	4D	4D						36,700	36,700		36,700			2107		2,107	
	NS Regional Center Arterial	CR 108 to US 17	4D	4D						36,700	36,700		36,700			99		99	
	Interchange Rd.	I95 to NS Regional Center Arterial	6D (2)	6D (2)						55,300	55,300		55,300	Parallel Roads		23432		23,432	
	Interchange Rd.	NS Regional Center Arterial to US 17	4D	4D						36,700	36,700		36,700	Parallel Roads		16576		16,576	
	Interchange Rd.	US 17 to CR 108	4D	4D						36,700	36,700		36,700			0		0	
	DSAP Collector Loop Rd.	NS Regional Center Arterial to Interchange Rd.	2U	2U						16,500	16,500		16,500			9770		9,770	
	DSAP Collector (A1A Connector)	SR A1A to DSAP Collector Loop Rd.	2U	2U						16,500	16,500		16,500			7693		7,693	
	CR 108 Extension	Interchange Rd. to US 17	2U	2U	1.700	D				16,500	16,500		16,500	Parallel Roads		0		0	
	CR 108 Extension	Chester Rd. to Interchange Rd.	2U	2U	5.300	D				16,500	16,500		16,500	Parallel Roads		0		0	
	Radio Avenue	Miner Road to US 17	2U	2U		D				16,500	16,500		16,500	Parallel Roads		11690		11,690	

Appendix E

Roadway Improvement Projects



LINK 1 IMPROVEMENTS

GIS NASSAU COUNTY

Nassau County Geographic Information System

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N W E S

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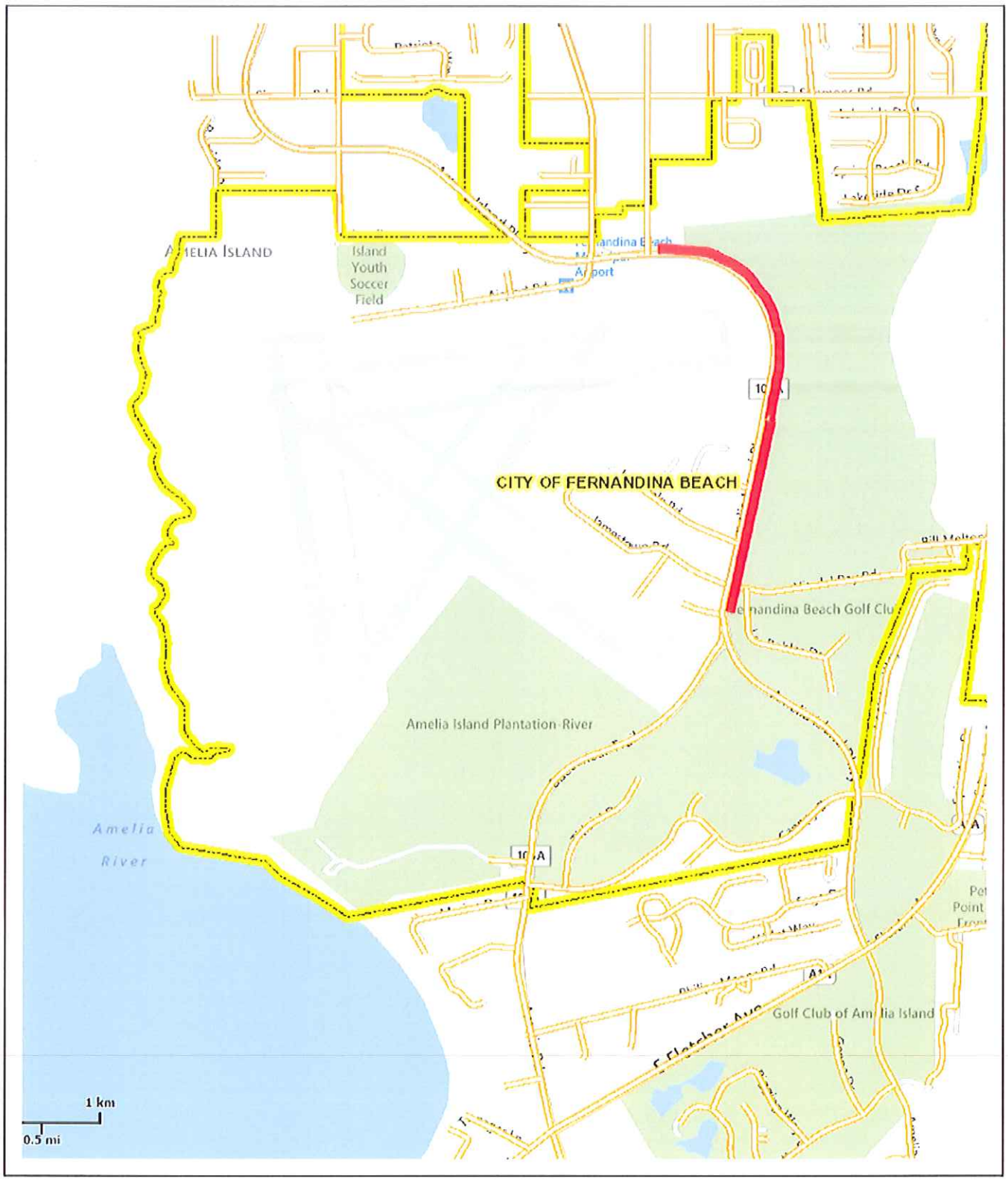

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GIS NASSAU COUNTY

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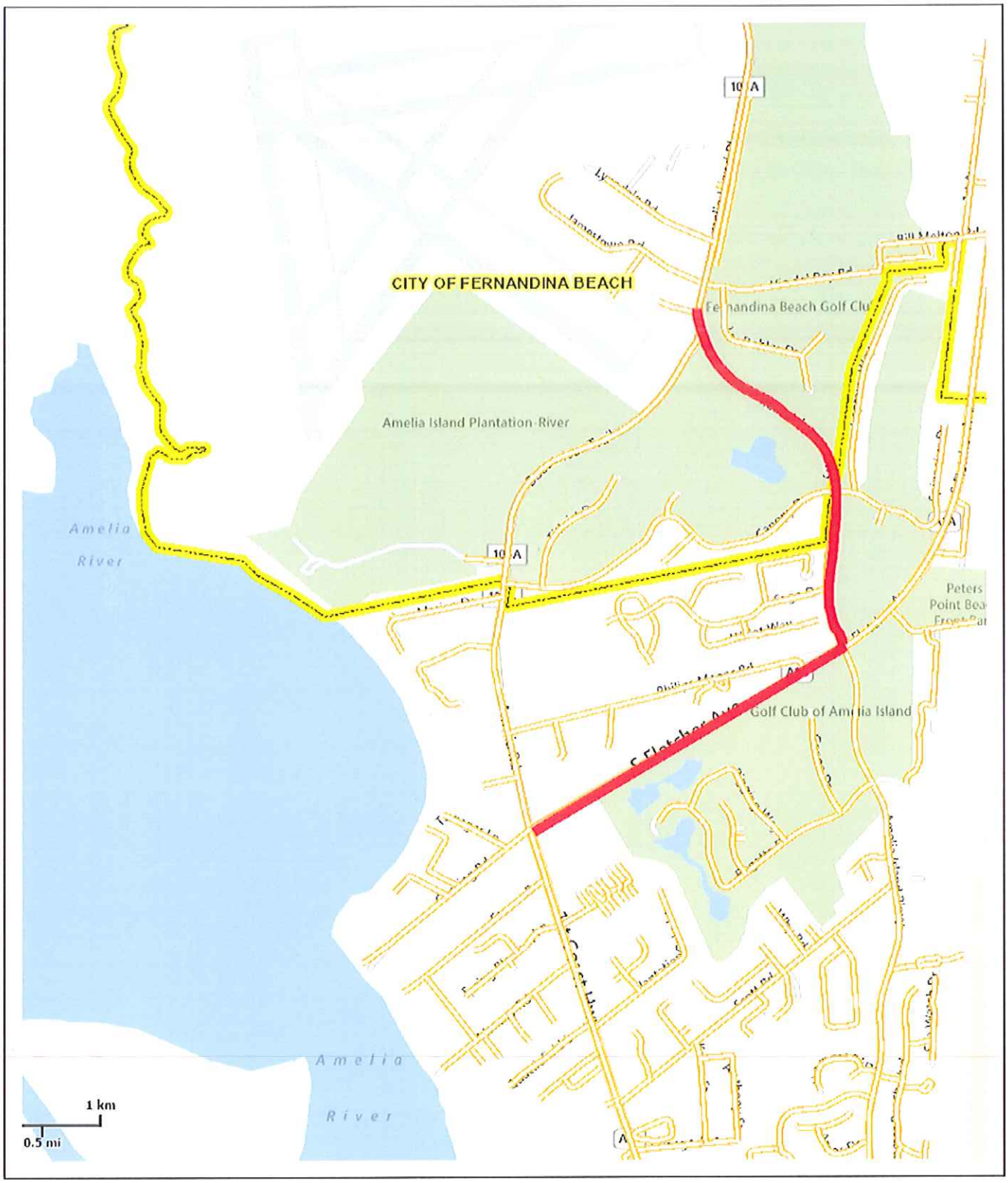

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GIS NASSAU COUNTY

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LINK 23 (BUC TRL)

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LINK 26 (FCH)

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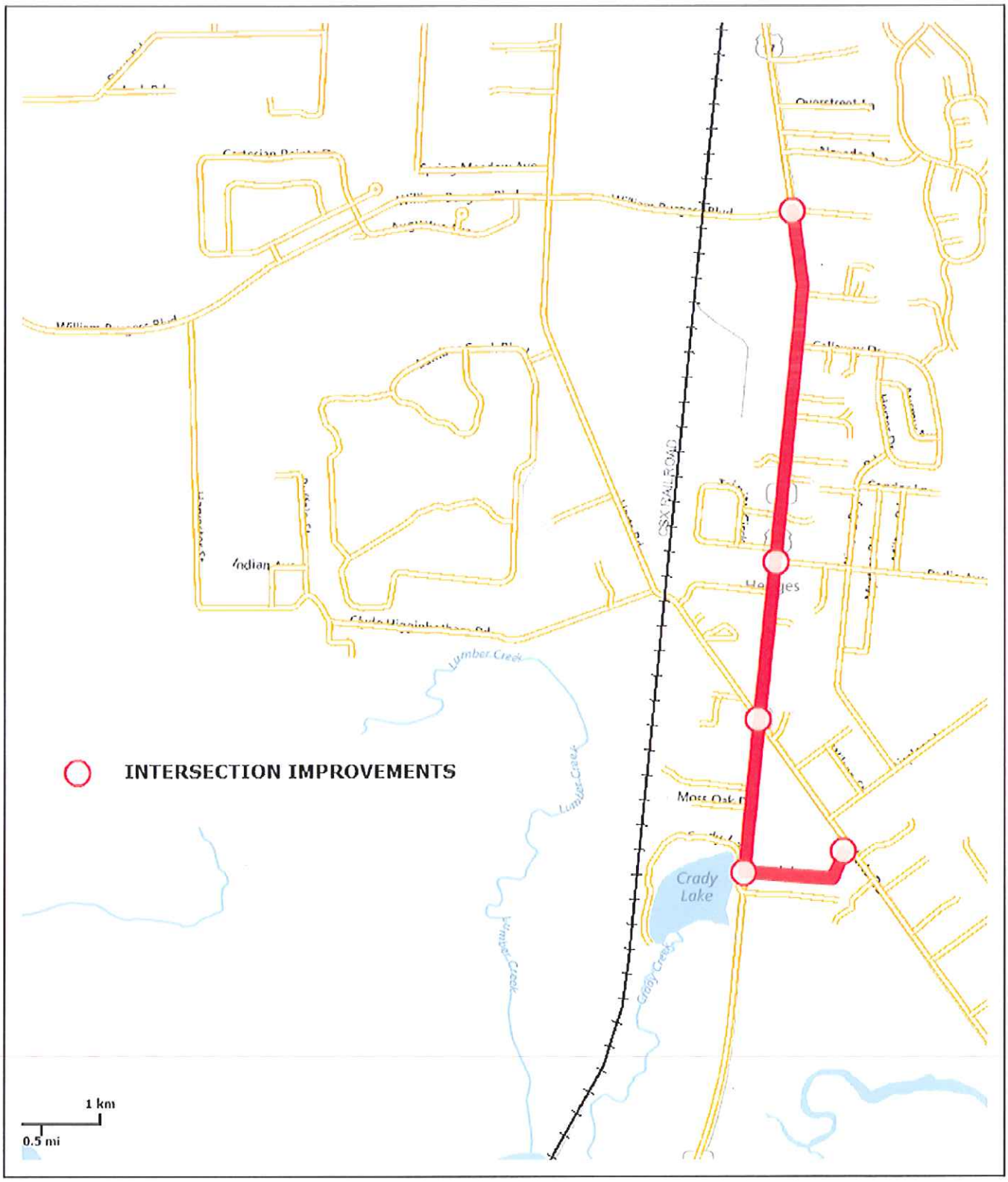
N W E S



LINK 55 IMPROVEMENTS

NASSAU COUNTY GIS

Nassau County Geographic Information System

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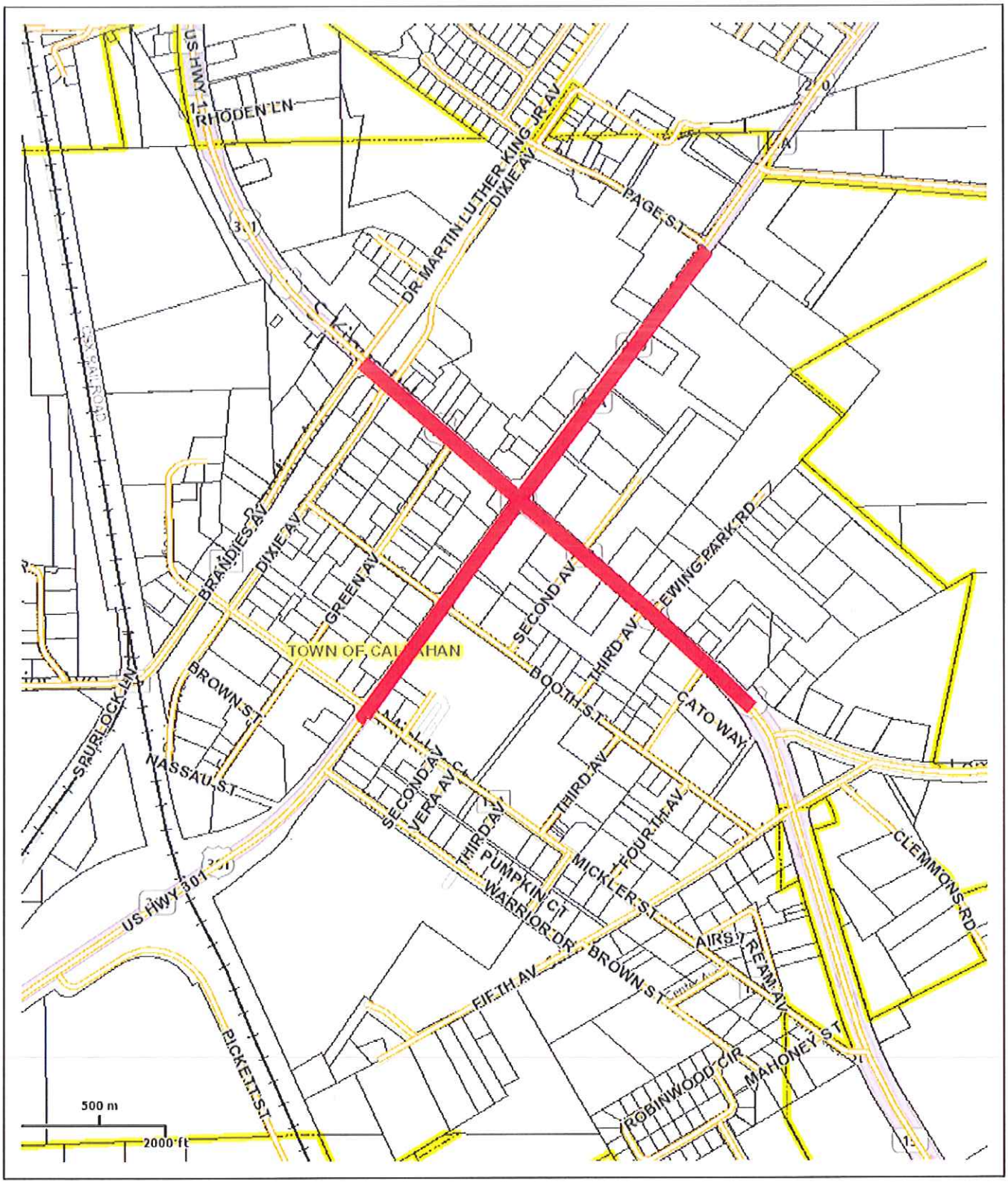

LINK 85/79 IMPROVEMENTS

GIS NASSAU COUNTY

Nassau County Geographic Information System

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Printed: Aug 15, 2013

N W E S

Appendix F

Average Trip Length Data

Appendix F
Average Trip Lenghts for Non-Residential Land Uses
Nassau County Mobility Plan

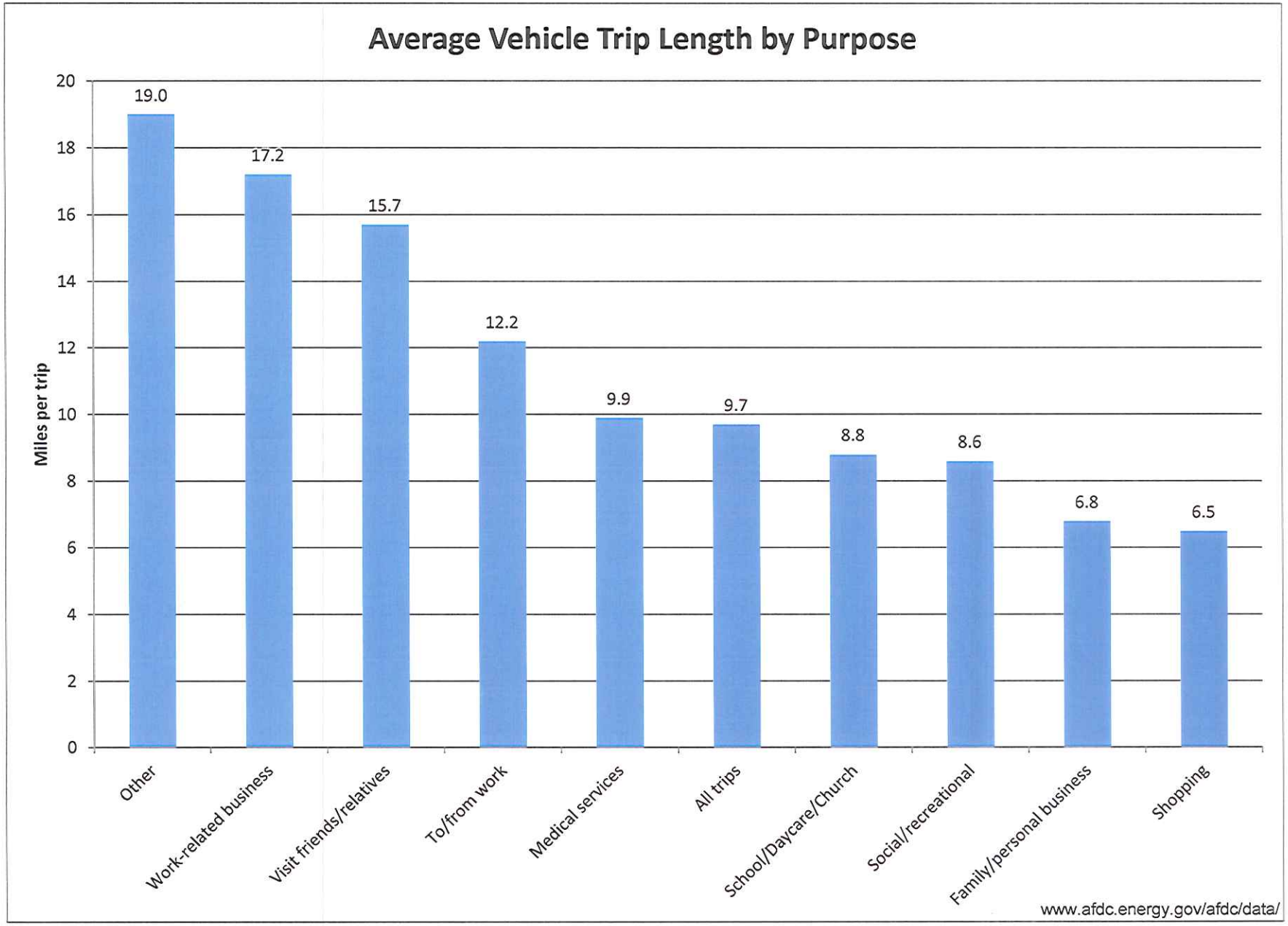
ITE Code	Land Use Type	Average Trip Length (miles) *	
		East of I-95	West of I-95 **
	Residential		
210	Single Family Detached	11.69	16.59
220	Multi-Family (Apartments)	11.69	16.59
230	Condominium/Townhouse	11.69	16.59
310	Hotel/Motel	11.69	16.59
210	Other Residential (Same as Single Family)	11.69	16.59
	Non - Residential (Per 1,000 SF unless otherwise stated)		
110	Industrial	9.70	13.77
150	Warehouse	9.70	13.77
151	Mini-warehouse	9.70	13.77
720	Medical Office	9.90	14.05
710	General Office	9.70	13.77
710	General Office	9.70	13.77
710	General Office	9.70	13.77
710	General Office	9.70	13.77
710	General Office	9.70	13.77
710	General Office	9.70	13.77
710	General Office	9.70	13.77
760	Research and Development Center	9.70	13.77
812	Building Materials and Lumber Store	5.40	7.66
817	Garden Center	6.70	9.51
820	Shopping Center	6.70	9.51
820	Shopping Center	6.70	9.51
820	Shopping Center	6.70	9.51
820	Shopping Center	6.70	9.51
820	Shopping Center	6.70	9.51
932	Restaurant ***	3.17	4.50
934	Fast Food Restaurant (w/ drive-thru) ***	2.05	2.91
841	Car Dealerships	9.70	13.77
850	Supermarket	5.40	7.66
853	Convenience Market w/ Gas Pumps ***	1.51	2.14
890	Furniture Store	6.70	9.51
	Non - Residential (Per unit quantity as stated below)		
912	Drive-In bank	4.80	6.81
560	Church	11.69	16.59

Notes:
* Average Trip Length for Residential Land Uses obtained from NERPM (Travel Demand Model) runs for Nassau County Mobility Plan Analysis.
* Average Trip Length for Non-residential Land Uses were adjusted based on the National Household Travel Survey (NHTS) and NERPM runs for Nassau County Mobility Plan Analysis
** NHTS Average Trip Length for Non-residential Land Uses West of I-95 were adjusted in the ratio similar to the NERPM Average Trip Lengths used in Residentail Land Uses
**** Average Trip Lengths for Land Use Codes 932, 934, 853 were obtained from Pasco County Mobility Plan

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

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

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


Average Vehicle Trip Length by Purpose
Miles per trip
20
18
16
14
12
10
8
6
4
2
0
19.0
17.2
15.7
12.2
9.9
9.7
8.8
8.6
6.8
6.5
Other
Work-related business
Visit friends/relatives
To/from work
Medical services
All trips
School/Daycare/Church
Social/recreational
Family/personal business
Shopping
www.afdc.energy.gov/afdc/data/

Appendix G

Church Land Use – Trip Generation Study

NASSAU COUNTY MOBILITY PLAN

CHURCH LAND USE

(ITE LAND USE CODE 560)

TRIP GENERATION STUDY

June 19, 2014

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Appendix – B: Bi-directional Traffic Counts
Appendix – C: Number of Seats at Nassau County Churches
Appendix – D: ITE Trip Generation Manual Extract
Appendix – E: De-Minimis Sensitivity Analysis Calculations

INTRODUCTION

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

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

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

DATA COLLECTION

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

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

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

TRIP GENERATION ANALYSIS

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

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

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

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

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

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

DE MINIMIS SENSITIVITY ANALYSIS

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

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

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

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

CONCLUSIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

Source: Appendix B

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

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

Source:
Table 1 and Appendix E

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

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

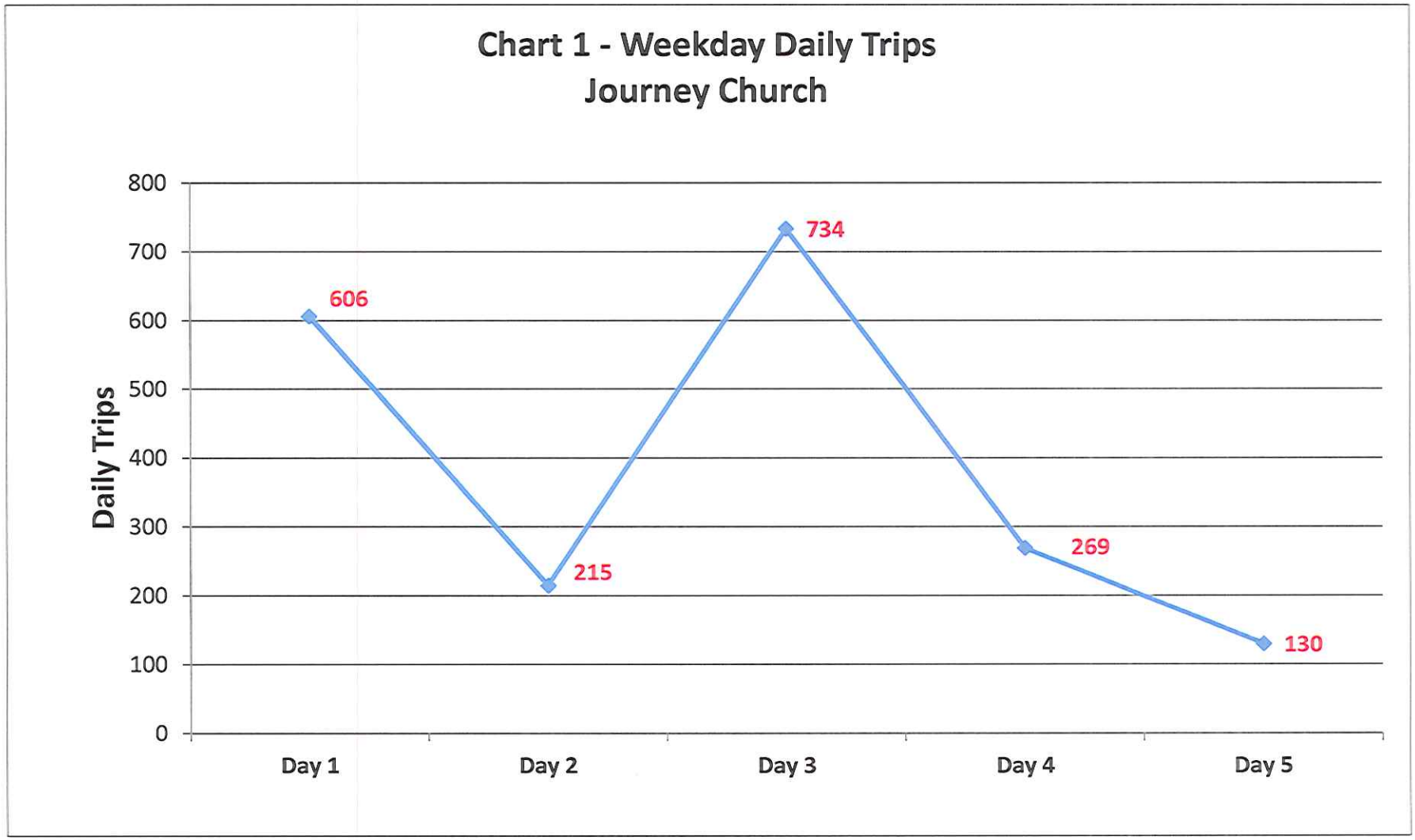


Chart 1 - Weekday Daily Trips
Journey Church
Daily Trips
800
700
600
500
400
300
200
100
0
606
215
734
269
130
Day 1
Day 2
Day 3
Day 4
Day 5

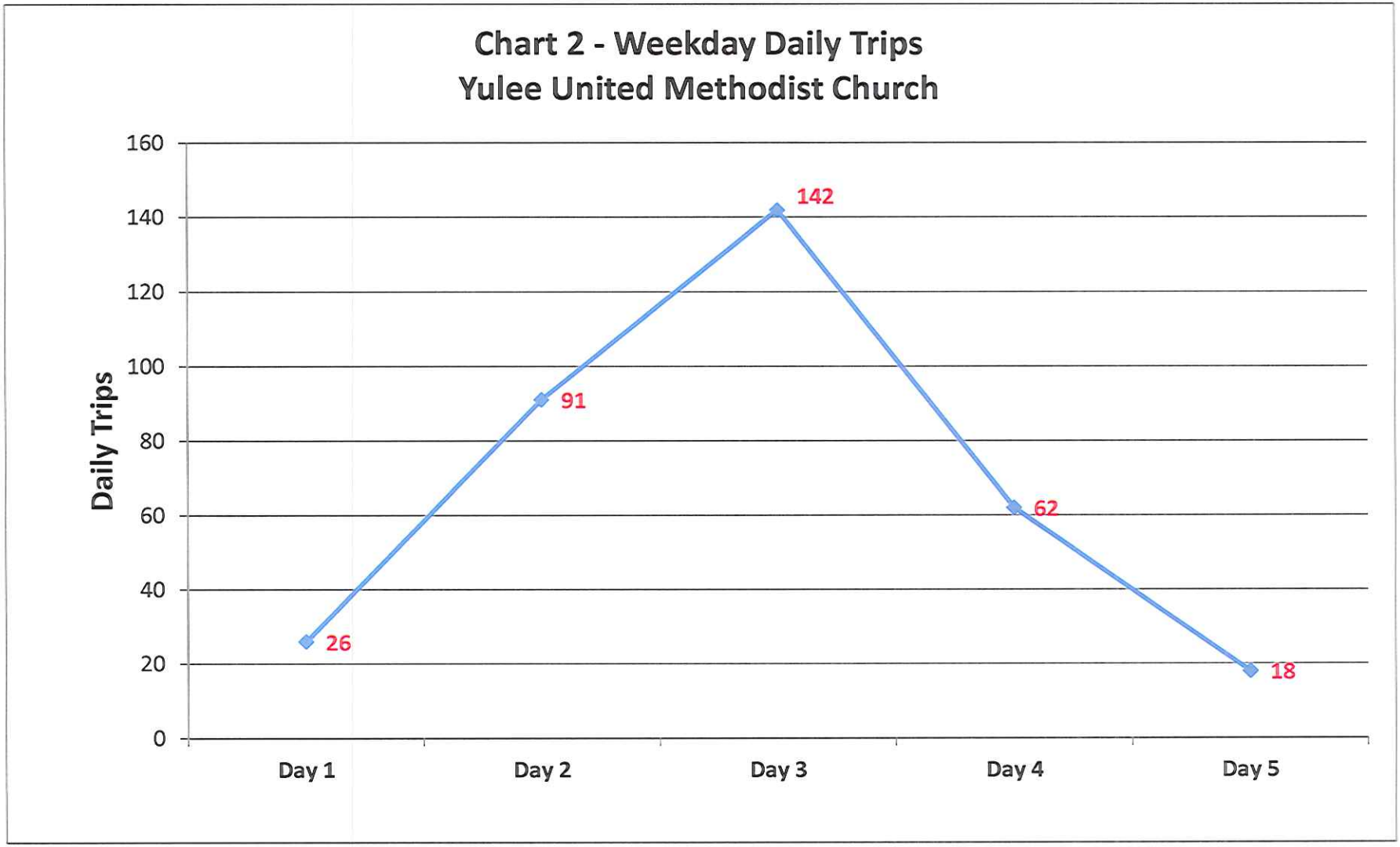


Chart 2 - Weekday Daily Trips
Yulee United Methodist Church
Daily Trips
160
140
120
100
80
60
40
20
0
142
91
62
26
18
Day 1
Day 2
Day 3
Day 4
Day 5

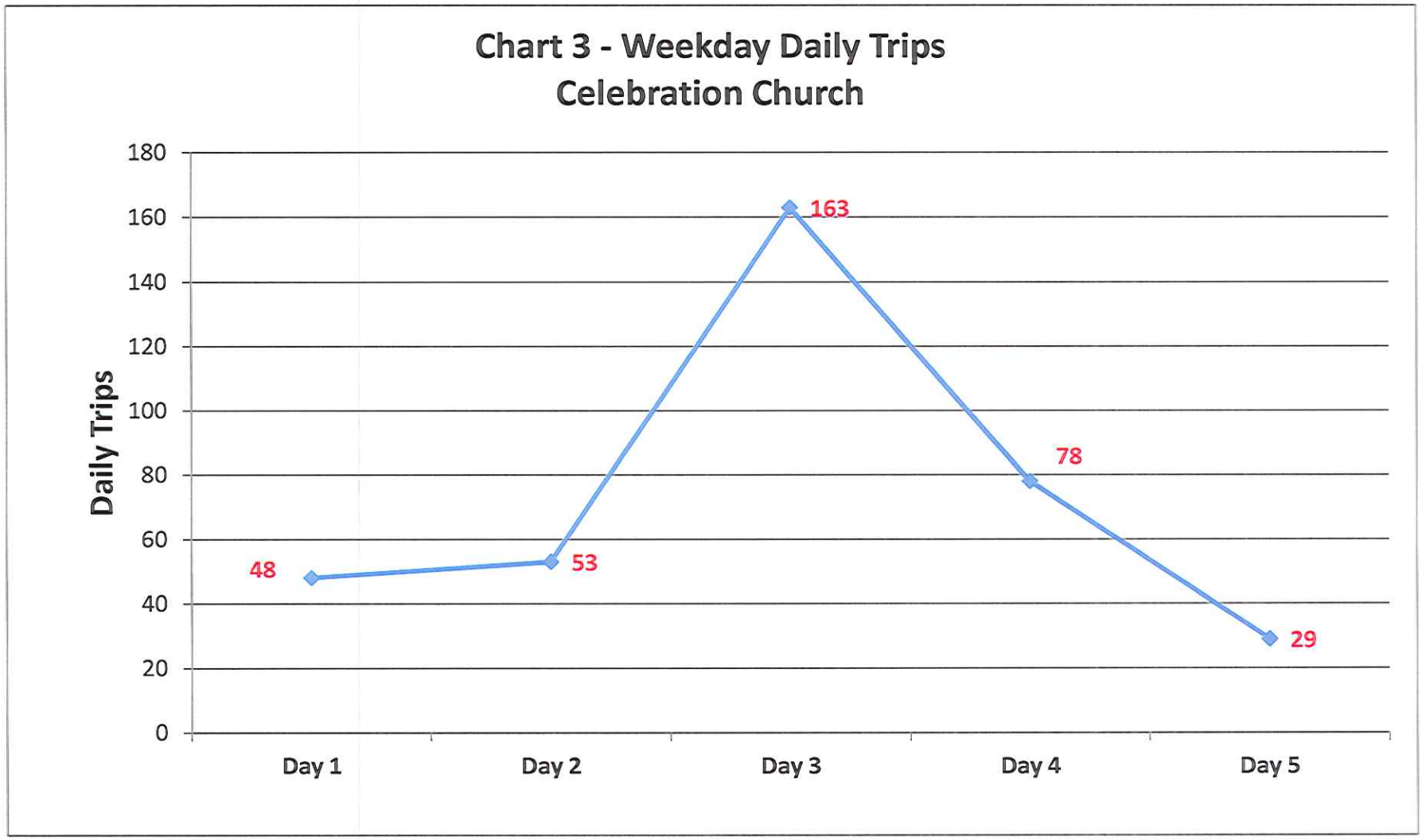


Chart 3 - Weekday Daily Trips
Celebration Church
Daily Trips
180
160
140
120
100
80
60
40
20
0
48
53
163
78
29
Day 1
Day 2
Day 3
Day 4
Day 5

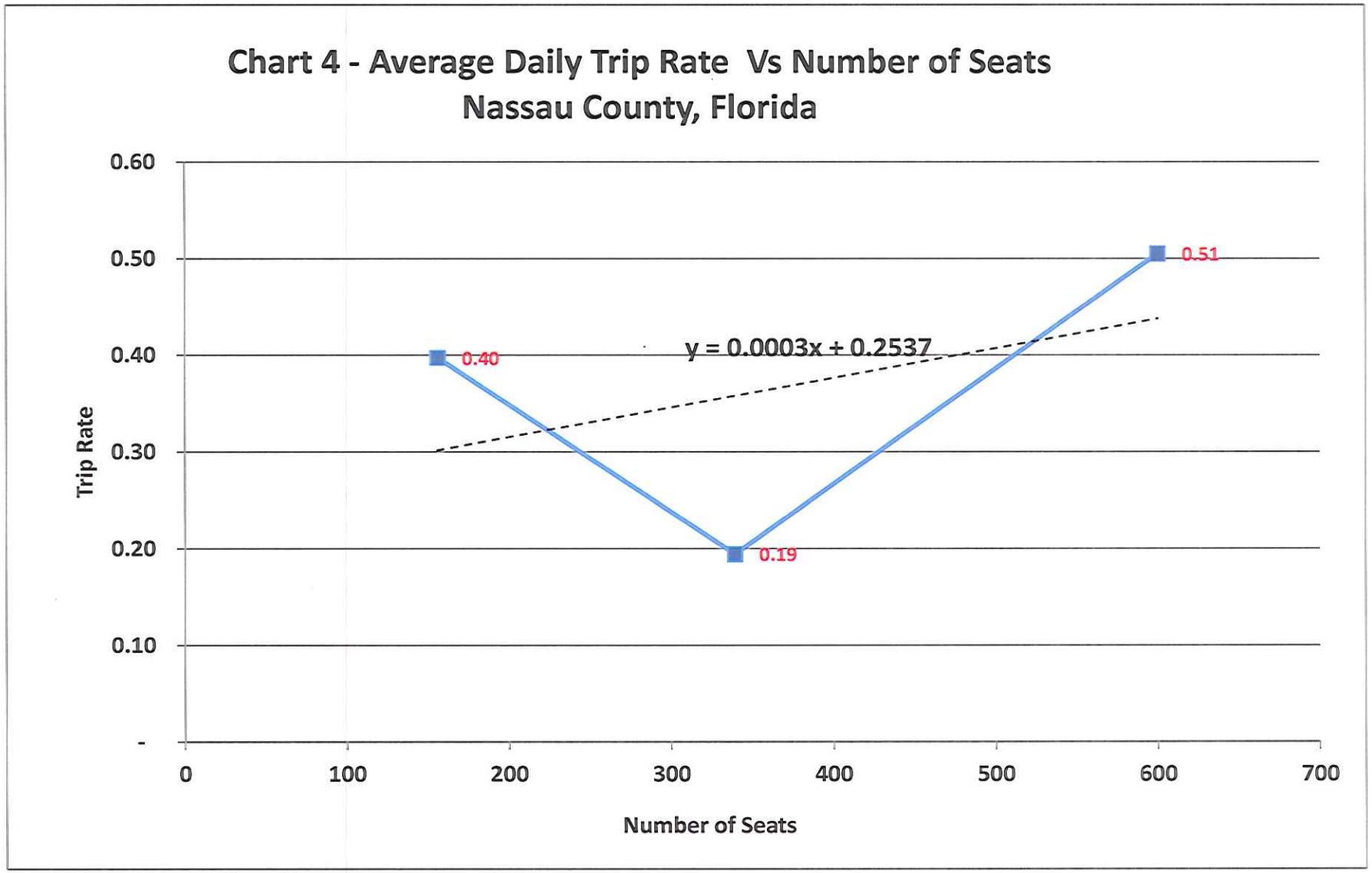


Chart 4 - Average Daily Trip Rate Vs Number of Seats
Nassau County, Florida
0.60
0.50
0.40
0.30
0.20
0.10
-
Trip Rate
0.40
0.19
0.51
y = 0.0003x + 0.2537
0
100
200
300
400
500
600
700
Number of Seats

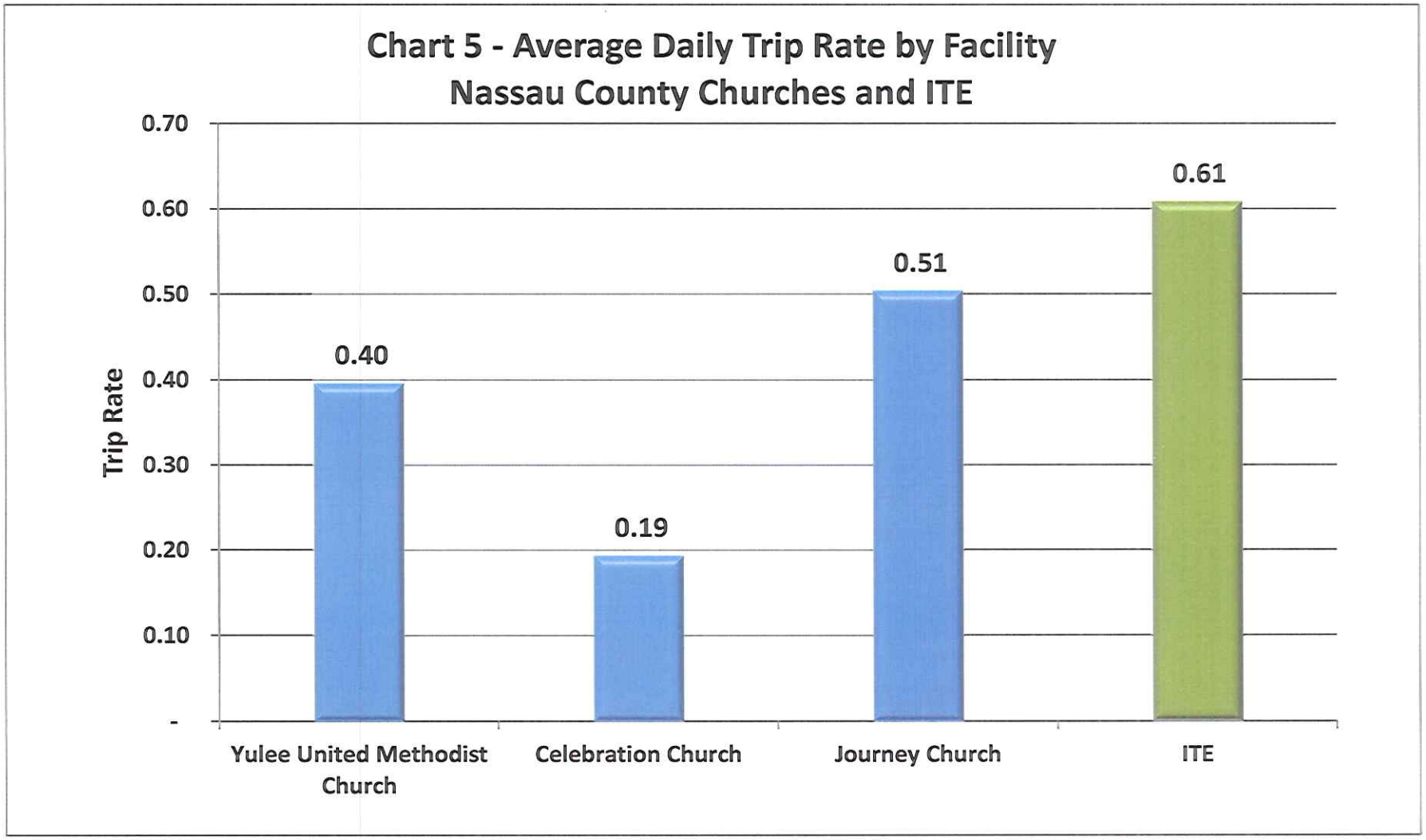


Chart 5 - Average Daily Trip Rate by Facility
Nassau County Churches and ITE
Trip Rate
0.70
0.60
0.50
0.40
0.30
0.20
0.10
-
0.40
0.19
0.51
0.61
Yulee United Methodist Church
Celebration Church
Journey Church
ITE

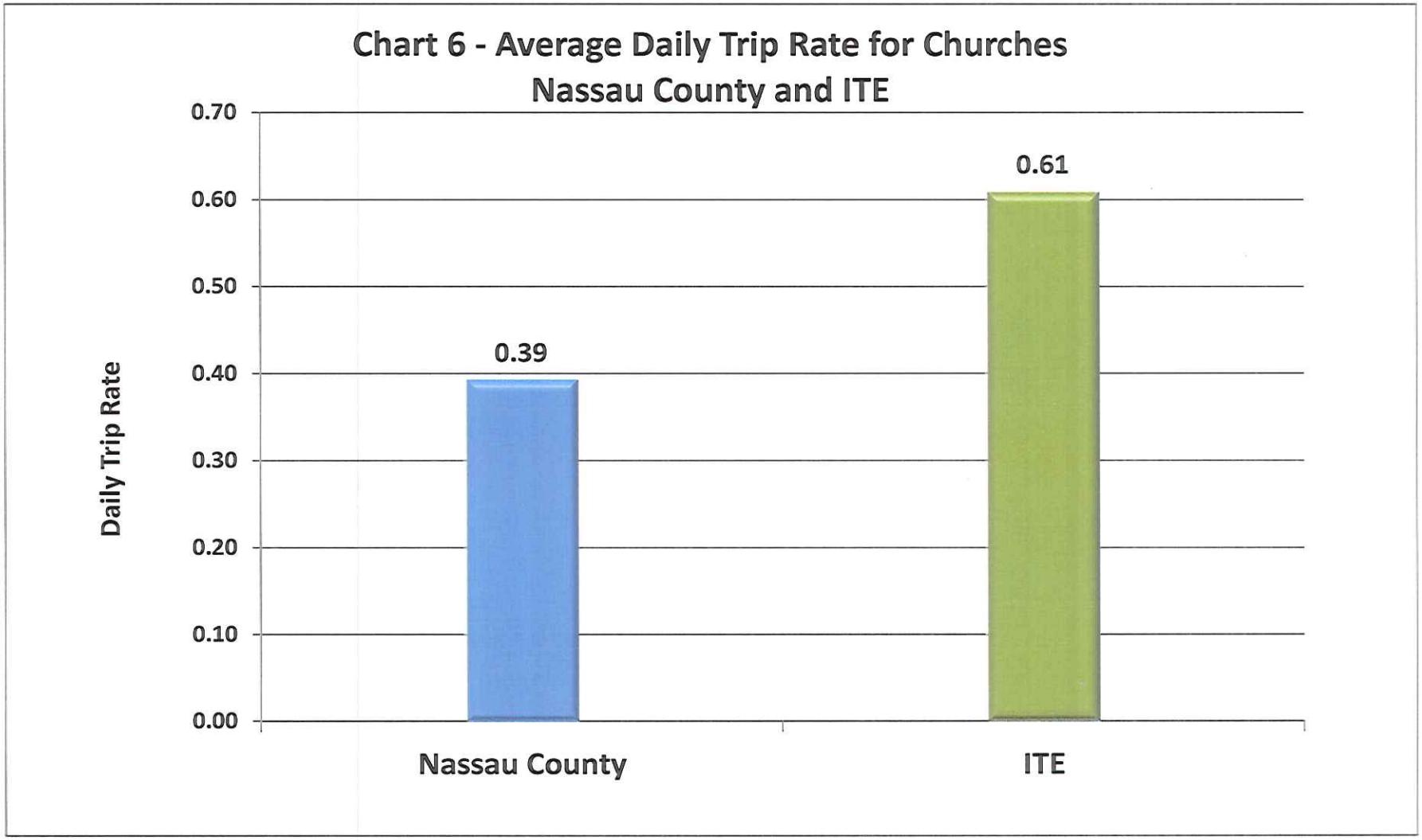
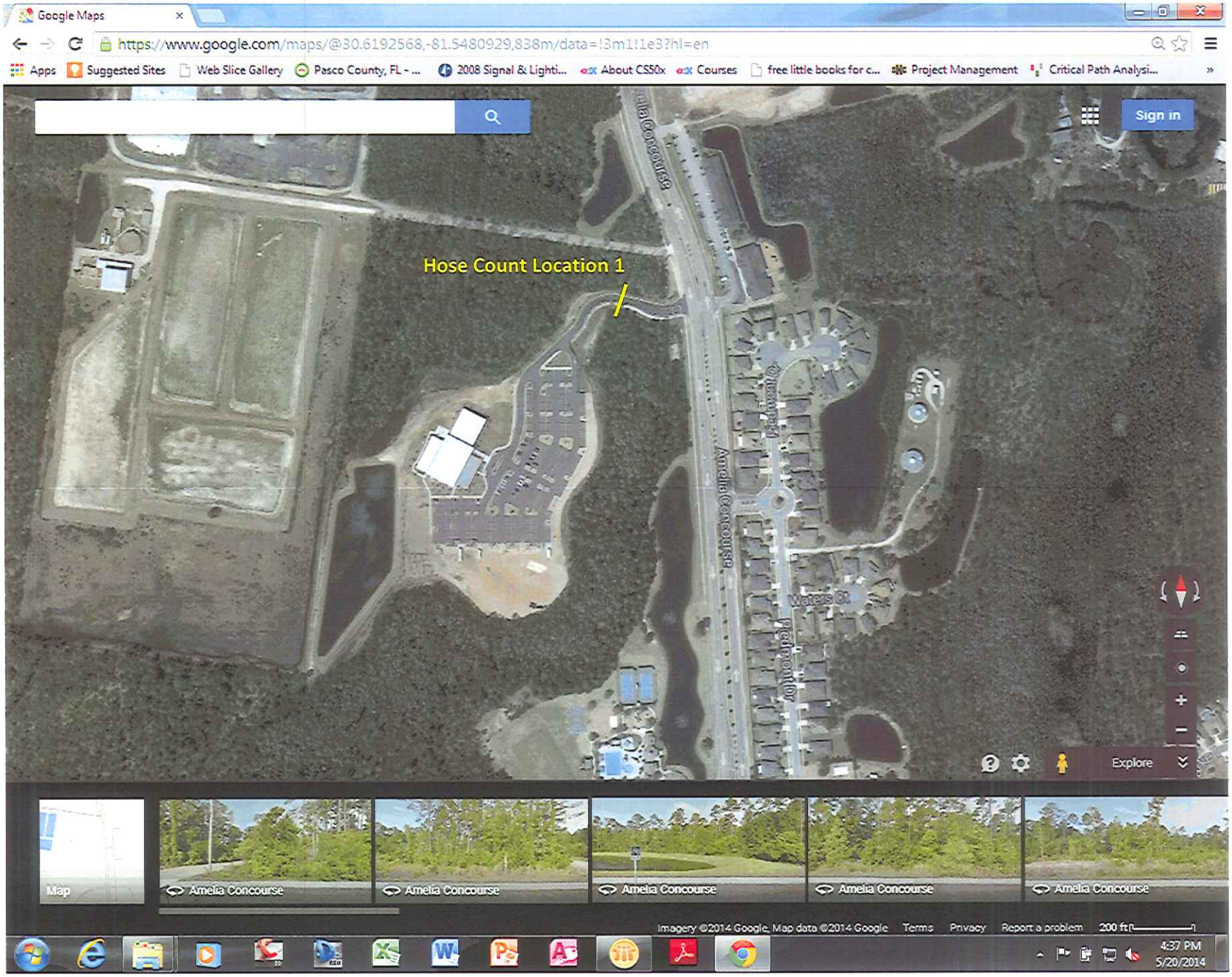
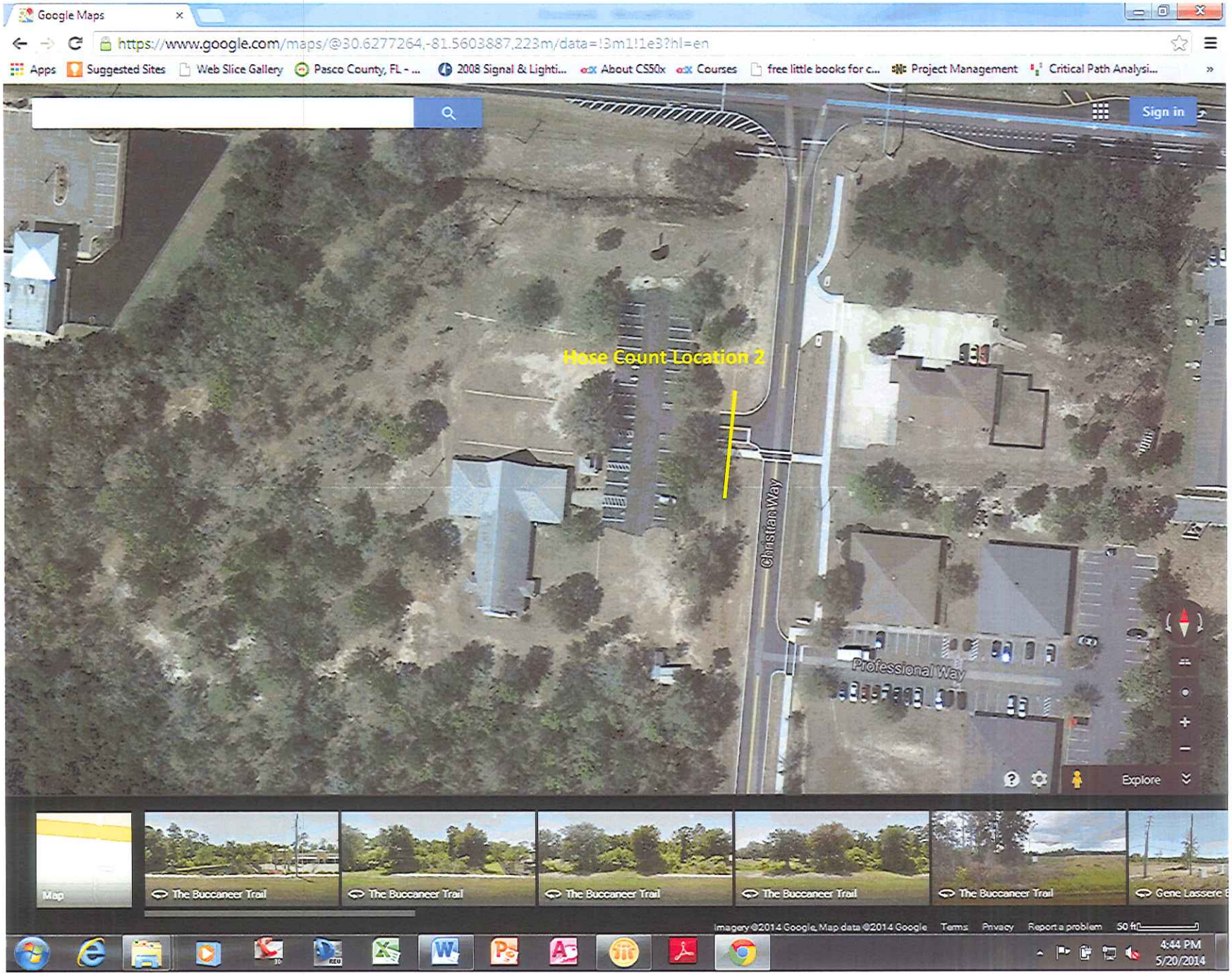


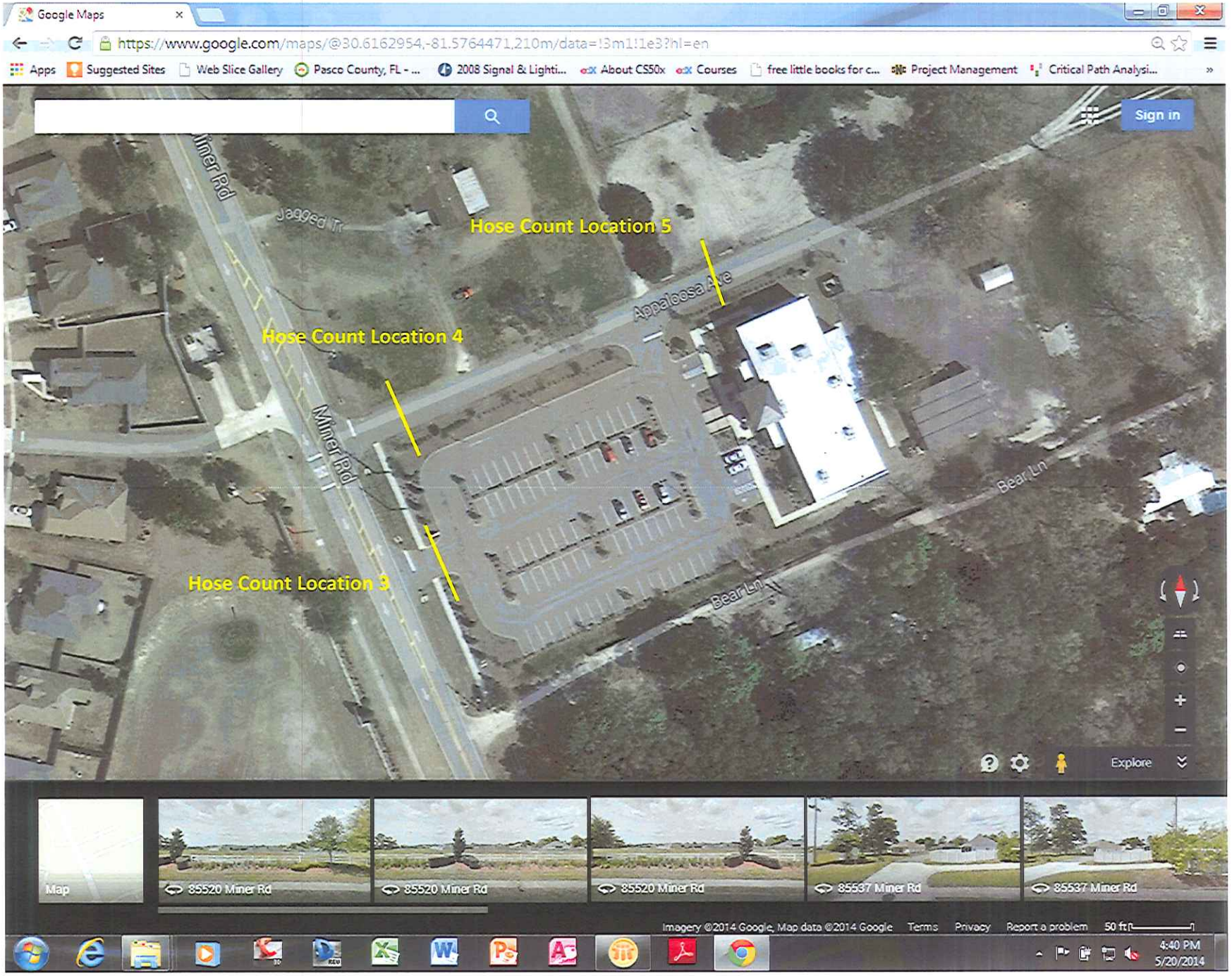
Chart 6 - Average Daily Trip Rate for Churches
Nassau County and ITE
Daily Trip Rate
0.70
0.60
0.50
0.40
0.30
0.20
0.10
0.00
0.39
0.61
Nassau County
ITE

APPENDIX – A

Count Locations


Google Maps
https://www.google.com/maps/@30.6192568,-81.5480929,838m/data=!3m1!1e3?hl=en
Apps
Suggested Sites
Web Slice Gallery
Pasco County, FL - ...
2008 Signal & Lighti...
About CS50x
Courses
free little books for c...
Project Management
Critical Path Analysi...
Sign in
Hose Count Location 1
Amelia Concourse
Waters St
Explore
Map
Amelia Concourse
Amelia Concourse
Amelia Concourse
Amelia Concourse
Amelia Concourse
Imagery ©2014 Google, Map data ©2014 Google
Terms
Privacy
Report a problem
200 ft
4:37 PM
5/20/2014


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


Google Maps
https://www.google.com/maps/@30.6162954,-81.5764471,210m/data=!3m1!1e3?hl=en
Apps
Suggested Sites
Web Slice Gallery
Pasco County, FL - ...
2008 Signal & Lighti...
About CS50x
Courses
free little books for c...
Project Management
Critical Path Analysi...
Sign in
Hose Count Location 5
Hose Count Location 4
Hose Count Location 3
Jagged Tr
Appaloosa Ave
Miner Rd
Bear Ln
Explore
Map
85520 Miner Rd
85520 Miner Rd
85520 Miner Rd
85537 Miner Rd
85537 Miner Rd
Imagery ©2014 Google, Map data ©2014 Google
Terms
Privacy
Report a problem
50 ft
4:40 PM
5/20/2014

APPENDIX – B

Bi-Directional Traffic Counts

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

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

	02-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Mon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	4			0	1				
12:15		0	2			0	2				
12:30		0	0			0	0				
12:45		0	0	0	6	0	2	0	5	0	11
01:00		0	1			0	0				
01:15		0	2			0	0				
01:30		0	3			0	2				
01:45		0	4	0	10	0	1	0	3	0	13
02:00		0	3			0	0				
02:15		0	2			0	2				
02:30		0	1			0	0				
02:45		2	2	2	8	2	0	2	2	4	10
03:00		2	2			0	2				
03:15		0	2			0	4				
03:30		0	4			0	2				
03:45		0	2	2	10	0	2	0	10	2	20
04:00		0	6			0	6				
04:15		0	6			0	6				
04:30		0	2			0	2				
04:45		0	3	0	17	0	4	0	18	0	35
05:00		0	6			0	8				
05:15		0	7			0	9				
05:30		0	16			0	18				
05:45		0	14	0	43	0	16	0	51	0	94
06:00		0	20			0	41				
06:15		0	38			0	64				
06:30		0	34			0	46				
06:45		0	2	0	94	0	4	0	155	0	249
07:00		0	2			0	6				
07:15		0	0			0	0				
07:30		0	4			0	2				
07:45		0	2	0	8	1	0	1	8	1	16
08:00		0	16			0	2				
08:15		0	15			2	6				
08:30		0	18			2	2				
08:45		8	12	8	61	10	1	14	11	22	72
09:00		1	9			0	0				
09:15		0	2			2	0				
09:30		0	1			2	0				
09:45		0	0	1	12	2	0	6	0	7	12
10:00		4	0			1	0				
10:15		0	0			2	0				
10:30		0	0			0	0				
10:45		2	0	6	0	0	0	3	0	9	0
11:00		0	0			3	0				
11:15		3	0			0	0				
11:30		4	0			8	0				
11:45		6	0	13	0	5	0	16	0	29	0
Total		32	269			42	263			74	532
Percent		10.6%	89.4%			13.8%	86.2%			12.2%	87.8%

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

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

	03-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		0	2			0	1				
12:15		0	2			0	4				
12:30		0	2			0	0				
12:45		0	2	0	8	0	2	0	7	0	15
01:00		0	0			0	2				
01:15		0	2			0	2				
01:30		0	2			0	2				
01:45		0	1	0	5	0	3	0	9	0	14
02:00		0	2			0	4				
02:15		0	0			0	2				
02:30		0	4			0	2				
02:45		0	2	0	8	0	4	0	12	0	20
03:00		0	2			0	3				
03:15		0	2			0	2				
03:30		0	2			0	2				
03:45		0	2	0	8	0	0	0	7	0	15
04:00		0	2			0	1				
04:15		0	2			0	0				
04:30		0	4			0	4				
04:45		0	5	0	13	0	5	0	10	0	23
05:00		0	2			0	2				
05:15		0	2			0	0				
05:30		0	1			0	3				
05:45		0	2	0	7	0	10	0	15	0	22
06:00		0	3			0	4				
06:15		0	0			0	1				
06:30		0	0			0	0				
06:45		0	10	0	13	0	2	0	7	0	20
07:00		0	1			0	0				
07:15		0	2			0	0				
07:30		2	0			0	0				
07:45		0	1	2	4	0	0	0	0	2	4
08:00		0	1			0	0				
08:15		2	1			4	0				
08:30		1	1			2	0				
08:45		4	0	7	3	12	0	18	0	25	3
09:00		0	1			4	0				
09:15		0	0			0	0				
09:30		2	2			2	2				
09:45		1	2	3	5	0	0	6	2	9	7
10:00		0	2			2	0				
10:15		3	0			2	0				
10:30		3	0			2	0				
10:45		2	0	8	2	0	0	6	0	14	2
11:00		2	0			0	0				
11:15		2	0			4	0				
11:30		4	0			0	0				
11:45		6	0	14	0	2	0	6	0	20	0
Total		34	76			36	69			70	145
Percent		30.9%	69.1%			34.3%	65.7%			32.6%	67.4%

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

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

04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	10			0	10				
12:15	0	8			0	8				
12:30	0	1			0	1				
12:45	0	6	0	25	0	8	0	27	0	52
01:00	0	6			0	4				
01:15	0	4			0	4				
01:30	0	2			0	0				
01:45	0	2	0	14	0	2	0	10	0	24
02:00	0	0			0	1				
02:15	0	3			0	2				
02:30	0	3			0	4				
02:45	0	1	0	7	0	0	0	7	0	14
03:00	0	6			0	6				
03:15	0	1			0	0				
03:30	0	1			0	0				
03:45	0	1	0	9	0	3	0	9	0	18
04:00	0	2			0	4				
04:15	0	2			0	4				
04:30	0	6			0	2				
04:45	0	1	0	11	0	2	0	12	0	23
05:00	0	7			0	4				
05:15	0	17			0	17				
05:30	0	9			0	11				
05:45	0	32	0	65	0	33	0	65	0	130
06:00	0	34			0	33				
06:15	0	22			0	22				
06:30	0	8			0	7				
06:45	0	2	0	66	0	2	0	64	0	130
07:00	0	2			0	2				
07:15	0	4			0	2				
07:30	1	6			2	6				
07:45	0	18	1	30	0	19	2	29	3	59
08:00	0	19			0	18				
08:15	2	12			6	10				
08:30	4	6			7	4				
08:45	10	1	16	38	14	0	27	32	43	70
09:00	7	0			18	0				
09:15	5	3			16	1				
09:30	4	2			6	2				
09:45	4	2	20	7	5	0	45	3	65	10
10:00	2	0			0	0				
10:15	0	0			2	1				
10:30	1	2			0	0				
10:45	2	0	5	2	0	0	2	1	7	3
11:00	4	0			2	1				
11:15	2	2			4	0				
11:30	18	0			15	0				
11:45	26	0	50	2	9	0	30	1	80	3
Total	92	276			106	260			198	536
Percent	25.0%	75.0%			29.0%	71.0%			27.0%	73.0%

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

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

05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	4			0	2				
12:15	0	2			0	1				
12:30	0	2			0	4				
12:45	0	4	0	12	0	4	0	11	0	23
01:00	0	4			0	2				
01:15	0	2			0	0				
01:30	0	1			0	4				
01:45	0	4	0	11	0	3	0	9	0	20
02:00	0	2			0	2				
02:15	0	0			0	0				
02:30	0	2			0	3				
02:45	0	2	0	6	0	0	0	5	0	11
03:00	0	1			0	0				
03:15	0	1			0	0				
03:30	0	2			0	0				
03:45	0	2	0	6	0	5	0	5	0	11
04:00	0	2			0	0				
04:15	0	1			0	2				
04:30	0	3			0	2				
04:45	0	1	0	7	0	0	0	4	0	11
05:00	0	3			0	0				
05:15	0	2			0	1				
05:30	0	5			0	2				
05:45	0	1	0	11	0	3	0	6	0	17
06:00	0	5			0	10				
06:15	0	2			0	2				
06:30	0	2			0	7				
06:45	0	14	0	23	0	20	0	39	0	62
07:00	0	3			2	6				
07:15	0	2			0	3				
07:30	0	2			0	0				
07:45	0	2	0	9	0	0	2	9	2	18
08:00	1	0			4	0				
08:15	0	2			0	0				
08:30	0	12			0	2				
08:45	8	3	9	17	12	0	16	2	25	19
09:00	2	1			4	1				
09:15	0	1			0	0				
09:30	4	0			9	0				
09:45	1	0	7	2	2	0	15	1	22	3
10:00	2	0			0	0				
10:15	0	0			0	0				
10:30	1	0			0	0				
10:45	2	0	5	0	0	0	0	0	5	0
11:00	3	0			4	0				
11:15	1	0			1	0				
11:30	1	0			0	0				
11:45	6	0	11	0	4	0	9	0	20	0
Total	32	104			42	91			74	195
Percent	23.5%	76.5%			31.6%	68.4%			27.5%	72.5%

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

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

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

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

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

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

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

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

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

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

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

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

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

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

05-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Thu	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			0	1				
12:15	0	0			0	0				
12:30	0	0			0	2				
12:45	0	0	0	0	0	2	0	5	0	5
01:00	0	4			0	0				
01:15	0	0			0	2				
01:30	0	0			0	0				
01:45	0	0	0	4	0	0	0	2	0	6
02:00	0	0			0	2				
02:15	0	1			0	0				
02:30	0	2			0	2				
02:45	0	4	0	7	0	2	0	6	0	13
03:00	0	1			0	0				
03:15	0	0			0	0				
03:30	0	4			0	2				
03:45	0	1	0	6	0	0	0	2	0	8
04:00	0	2			0	0				
04:15	0	0			0	0				
04:30	0	0			0	0				
04:45	0	0	0	2	0	0	0	0	0	2
05:00	0	0			0	0				
05:15	0	0			0	0				
05:30	0	0			0	0				
05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	1			1	3				
06:15	0	0			1	3				
06:30	2	0			0	0				
06:45	0	0	2	1	0	0	2	6	4	7
07:00	0	0			0	0				
07:15	0	0			0	0				
07:30	0	0			0	0				
07:45	0	4	0	4	0	2	0	2	0	6
08:00	0	0			0	0				
08:15	0	0			0	0				
08:30	0	0			0	0				
08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	0			0	0				
09:15	0	0			1	0				
09:30	0	0			0	0				
09:45	0	0	0	0	0	0	1	0	1	0
10:00	0	0			0	0				
10:15	0	0			0	0				
10:30	0	0			0	0				
10:45	0	0	0	0	0	0	0	0	0	0
11:00	1	0			1	0				
11:15	1	0			1	0				
11:30	1	0			1	0				
11:45	2	0	5	0	2	0	5	0	10	0
Total	7	24			8	23			15	47
Percent	22.6%	77.4%			25.8%	74.2%			24.2%	75.8%

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

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

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

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

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

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

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

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

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

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

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

04-Jun-14	EB		Hour Totals		WB		Hour Totals		Combined Totals	
Wed	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			0	0				
12:15	0	0			0	0				
12:30	0	0			0	0				
12:45	0	0	0	0	0	0	0	0	0	0
01:00	0	2			0	0				
01:15	0	0			0	0				
01:30	0	0			0	0				
01:45	0	2	0	4	0	0	0	0	0	4
02:00	0	0			0	2				
02:15	0	0			0	0				
02:30	0	0			0	0				
02:45	0	0	0	0	0	0	0	2	0	2
03:00	0	2			0	0				
03:15	0	0			0	0				
03:30	0	0			0	0				
03:45	0	4	0	6	0	0	0	0	0	6
04:00	0	0			0	0				
04:15	0	0			0	1				
04:30	0	0			0	3				
04:45	0	0	0	0	0	0	0	4	0	4
05:00	0	2			0	0				
05:15	0	4			0	0				
05:30	0	1			0	2				
05:45	0	0	0	7	0	0	0	2	0	9
06:00	0	3			0	2				
06:15	0	10			0	0				
06:30	0	0			0	1				
06:45	2	4	2	17	0	0	0	3	2	20
07:00	0	0			0	0				
07:15	0	0			0	0				
07:30	0	2			0	1				
07:45	0	2	0	4	0	10	0	11	0	15
08:00	0	0			2	10				
08:15	2	1			0	2				
08:30	2	0			0	6				
08:45	0	0	4	1	0	0	2	18	6	19
09:00	0	2			0	0				
09:15	0	2			0	5				
09:30	2	0			2	0				
09:45	2	0	4	4	0	0	2	5	6	9
10:00	2	0			0	0				
10:15	0	0			0	0				
10:30	0	0			0	0				
10:45	0	0	2	0	1	0	1	0	3	0
11:00	0	0			2	0				
11:15	0	0			0	0				
11:30	1	0			2	0				
11:45	1	0	2	0	1	0	5	0	7	0
Total	14	43			10	45			24	88
Percent	24.6%	75.4%			18.2%	81.8%			21.4%	78.6%

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX – C

Number of Seats at Study Churches

Gmail by Google

Rajesh Chindalur <chindalur@gmail.com>

FW: COUNTS - NASSUA CO CHURCHS #8677

1 message

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

This should do it.

Nick E. Gillette, P.E.

Principal/Engineer

20 South 4th Street

Fernandina Beach, FL 32034

(904) 261-8819 (P)

(904) 261-9905 (F)

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

Yulee Methodist Church has 156 seats.

Anita Dobrosky

Development Review Coordinator

96161 Nassau Place

Yulee, Florida 32097

904/491-7328 ext. 2326

904/491-3611 (Fax)

adobrosky@nassaucountyfl.com

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

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

Nick E. Gillette, P.E.

Gillette & Associates, Inc.

Sent from my IPad

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

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

Anita Dobrosky

Development Review Coordinator

96161 Nassau Place

Yulee, Florida 32097

904/491-7328 ext. 2326

904/491-3611 (Fax)

adobrosky@nassaucountyfl.com

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---

Gmail by Google

Rajesh Chindalur <chindalur@gmail.com>

RE: COUNTS - NASSUA CO CHURCHS #8677

1 message

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

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

Nick E. Gillette, P.E.

Principal/Engineer

20 South 4th Street

Fernandina Beach, FL 32034

(904) 261-8819 (P)

(904) 261-9905 (F)

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

Nick,

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

Thanks,

Rajesh

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

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

Nick E. Gillette, P.E.

Gillette & Associates, Inc.

Sent from my IPad

Begin forwarded message:

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

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

Anita Dobrosky

Development Review Coordinator

96161 Nassau Place

Yulee, Florida 32097

904/491-7328 ext. 2326

904/491-3611 (Fax)

adobrosky@nassaucountyfl.com

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

APPENDIX – D

ITE Trip Generation Manual Daily Trip Rates

Church
(560)

Average Vehicle Trip Ends vs: Seats
On a: Weekday

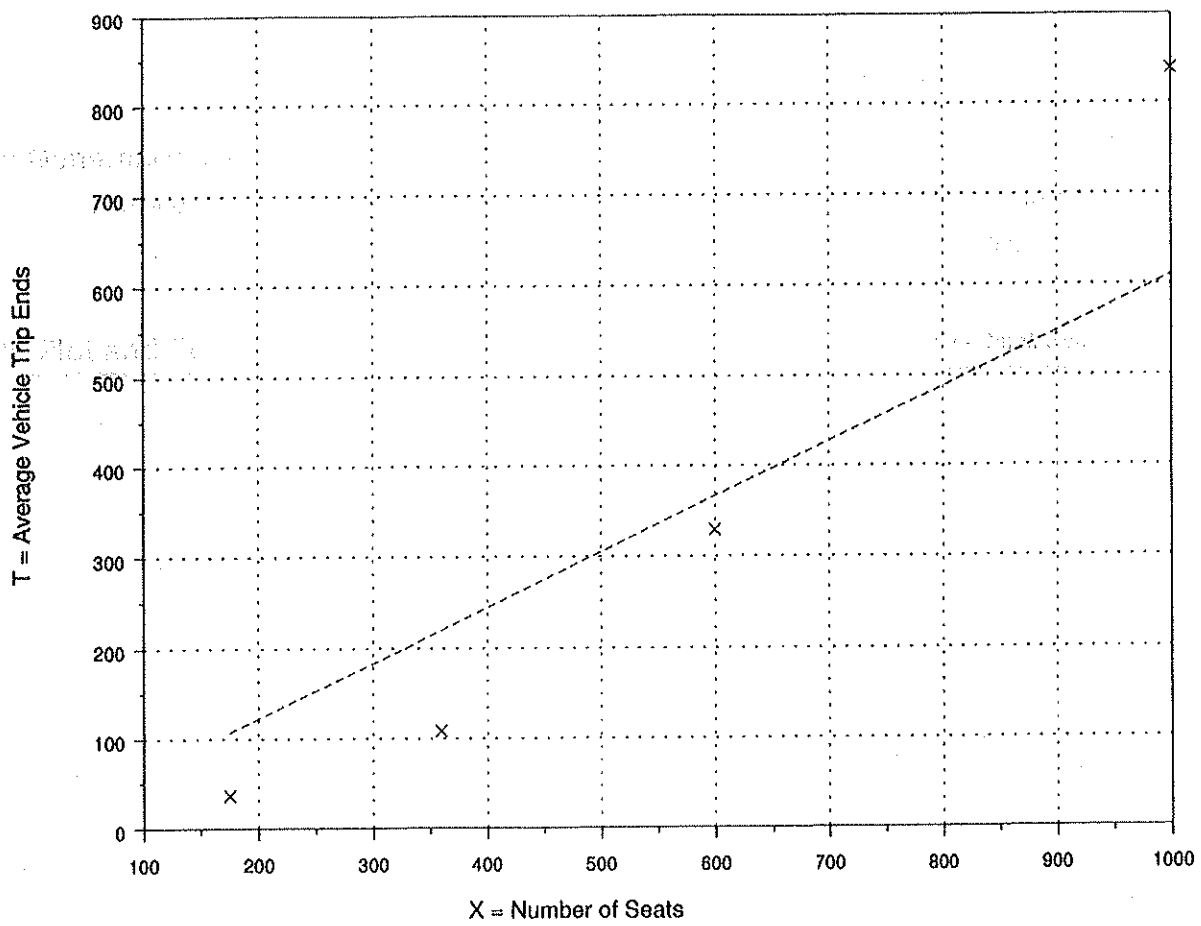
Number of Studies: 4
Average Number of Seats: 534
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

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

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



× **Actual Data Points**

------ **Average Rate**

Fitted Curve Equation: Not Given

R^2 = ****

APPENDIX – E

De-Minimis Sensitivity Analysis Calculations

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

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

Source: FDOT Traffic Information Online

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

Link ID	Roadway	Termini	Lanes/ Classification	Segment Length (Miles) A	Final Max Daily Capacity Veh/Day B	MSV times Segment Length C = A*B
1	S.R.200/S.R A1A	Amelia Island Parkway to Sadler Road	4-MA	1.028	36,700	37,733
2	S. 8th Street	Sadler Road to Lime Street	4-MA	1.138	36,700	41,772
3	S. 8th Street	Lime Street to Atlantic Avenue	2-MA	1.055	16,200	17,091
4	Atlantic Avenue (S.R A1A)	8th Street to 14th Street	2-MA	0.444	16,500	7,324
6	Atlantic Avenue (S.R A1A)	14th Street to Fletcher Avenue	2-MA	1.184	16,500	19,540
8	Fletcher Avenue (S.R A1A)	Atlantic Avenue to Sadler Road	2-MA	2.021	16,500	33,351
10	Fletcher Avenue (S.R A1A)	Sadler Road to Simmons Road	2-MA	1.003	16,500	16,554
11	Fletcher Avenue (S.R A1A)	Simmons Road to Amelia Island Parkway	2-MA	1.892	16,500	31,214
12	Fletcher Avenue (S.R A1A)	Amelia Island Parkway to Buccaneer Trail (S.R.105A)	2-MA	0.756	16,500	12,472
14	14th Street	Pogy Place to Atlantic Avenue	2-MaC	2.200	10,730	23,606
15	14th Street	Atlantic Avenue to Hickory Street	2-MaC	0.700	10,730	7,511
16	14th Street	Hickory Street to Jasmine Street	2-MaC	0.170	14,850	2,525
16A	14th Street	Jasmine Street to Lime Street	2-MaC	0.170	14,850	2,525
17	14th Street	Lime Street to Sadler Road	4-MaC	1.060	29,880	31,673
18	14th Street	Sadler Road to Amelia Island Parkway	2-MaC	1.110	13,680	15,185
19	Amelia Island Parkway	S.R.200/S.R A1A to 14th Street Extension	2-MaC	1.090	15,200	16,568
20	Amelia Island Parkway	14th Street Extension to Buccaneer Trail (C-105A)	2-MaC	1.090	15,200	16,568
21	Amelia Island Parkway	Buccaneer Trail (C-105A) to Fletcher Avenue	2-MaC	1.080	13,680	14,774
22	Amelia Island Parkway	Fletcher Avenue to Scott Road	2-MaC	0.950	13,680	12,996
22A	Amelia Island Parkway	Scott Road to S.R A1A/Julia Street	2-MaC	0.095	13,680	1,300
23	Buccaneer Trail (C-105A)	Gerbing Road/South Fletcher Avenue to Canopy Drive	2-MiC	0.500	7,740	3,870
23A	Buccaneer Trail (C-105A)	Canopy Drive to Amelia Island Parkway	2-MiC	0.720	13,680	9,850
24	Amelia Road	Amelia Island Parkway to S.R.200	2-MiC	1.420	7,740	10,991
26	First Coast Highway (S.R A1A)	Gerbing RD./S. Fletcher AV. to Amelia Island Pkwy./Julia ST.	2-MA	1.301	16,400	21,330
27	First Coast Highway (S.R A1A)	Amelia Island Parkway/Julia Street to Beach Lagoon Road	2-MA	1.591	24,265	38,606
28	First Coast Highway (S.R A1A)	Beach Lagoon Road to Nassau Sound	2-MA	2.631	21,100	55,521
29	Sadler Road	8th Street to 14th Street	4-MaC	0.290	28,200	8,178
30	Sadler Road	14th Street to Fletcher Avenue	4-MaC	1.000	28,200	28,200
31	Lime Street (Jasmnine in Model)	8th Street to 14th Street	2-MiC	0.490	7,740	3,793
32	Lime Street (Jasmnine in Model)	14th Street to Citrona Drive	2-MiC	0.480	7,740	3,715
33	Citrona Drive	Atlantic Avenue to Jasmine Street	2-MiC	0.881	7,740	6,820
34	Citrona Drive	Jasmine Street to Sadler Road	2-MiC	1.167	9,880	11,529
35	Will Hardee Road	Sadler Road to Simmons Road	2-MiC	1.160	9,880	11,461
36	Simmons Road	Amelia Road to Will Hardee Road	2-MiC	0.530	7,740	4,102
37	Simmons Road	Will Hardee Road to Fletcher Avenue	2-MiC	0.520	7,740	4,025
38	Jasmine Street	14th Street to Citrona Drive	2-MiC	1.200	7,740	9,288
39	T. J. Courson Road	8th Street (S.R.200) to 14th Street	2-MiC	0.240	9,880	2,371
40	I-95	Duval County Line to S.R.200/S.R A1A	6-F	2.990	110,000	328,900
41	I-95	S.R.200/S.R A1A to U.S.17	6-F	5.140	110,000	565,400
42	I-95	U.S.17 to Georgia State Line	6-F	4.100	110,000	451,000
43	S.R.200/S.R A1A	Griffin Road to Edwards Road	4-PA	3.754	58,800	220,763
43A	S.R.200/S.R A1A	Edwards Road to I-95	4-PA	1.582	58,800	93,002
44	S.R.200/S.R A1A	I-95 eastbound off ramp to Still Quarters Road	4-MA	2.320	55,300	128,296
44A	S.R 200/SR A1A	Still Quarters Road To U.S. 17	6-MA	1.310	55,300	72,443
45	S.R. 200/ S.R. A1A	U.S. 17 to Rubin Lane	6-MA	0.951	55,300	52,590
45A	S.R.200/S.R A1A	Rubin Lane to Chester Road	4-MA	2.600	55,300	143,780
46	S.R.200/S.R A1A	Chester Road to Blackrock Road	4-MA	1.133	55,300	62,680
47	S.R.200/S.R A1A	Blackrock Road to Old Nassauville Road	4-MA	0.900	55,300	49,770
48	S.R.200/S.R A1A	Old Nassauville Road to Amelia Island Parkway	4-MA	2.889	64,300	185,761
49	C.R 200A (Pages Dairy Road)	U.S.17 to Chester Road	2-MiC	3.940	13,680	53,899
50	C.R.107N. (Blackrock Road)	Chester Road to S.R.200/S.R A1A	2-MiC	5.130	9,880	50,684
51	C.R.107S. (Old Nassauville Road)	S.R.200/S.R A1A to Amelia Concourse	2-MiC	1.910	15,200	29,032
51A	C.R.107S. (Old Nassauville Road)	Amelia Concourse to Santa Juana Road	2-MiC	1.750	15,200	26,600
51B	Roses Bluff Road	Chester Road West	2-MiC	1.170	9,880	11,560
52	Chester Road	S.R.200/S.R A1A to Pages Dairy Road (C.R.200A)	4-MiC	0.460	36,700	16,882
52.1	Chester Road	Pages Dairy Road to CR 108 Extension	2-Mic	1.883	36,700	69,106
53	Chester Road	CR 108 Extension to Blackrock Road	2-MiC	1.387	16,500	22,886
53A	Amelia Concourse	S.R.200/S.R A1A to C.R.107S. (Nassauville Road)	4-MaC	3.799	30,420	115,577
54	Barnwell Road	S.R.200/S.R A1A to Oyster Bay Drive	2-MiC	2.250	9,880	22,230
54A	Miner Road	Haddock Road to S.R.200/S.R A1A	2-MiC	2.570	13,680	35,158
55	U.S.17 (S.R.5)	Duval County Line to 4-Lanes Section	2-PA	3.337	27,430	91,534
56	U.S.17 (S.R.5)	4-Lanes Section to S.R.200/S.R A1A	2-PA	0.700	36,700	25,690
57	U.S.17 (S.R.5)	S.R.200/S.R A1A to Pages Dairy Road	4-PA	0.237	36,700	8,698
58	U.S.17 (S.R.5)	Pages Dairy Road to C.R.108	2-PA	4.446	16,500	73,359
59	U.S.17 (S.R.5)	C.R.108 to I-95	2-MA	2.228	21,100	47,011
60	U.S.17 (S.R.5)	I-95 to Georgia State Line	2-PA	2.427	21,100	51,210
60A	Harts Road	S.R.200/S.R A1A to U.S.17	2-MiC	2.350	9,880	23,218
60B	Harts Road	U.S.17 to Haddock Road	2-MiC	1.030	9,880	10,176
61	C.R.108	Middle Road (C.R.121A) to U.S.17 (S.R.5)	2-MaC	3.008	20,000	60,154
62	William Burgess Boulevard	S.R.200/S.R A1A to U.S.17	2-MiC	2.910	13,680	39,809
63	U.S.1/U.S.23/U.S.301(S.R.15)	Mussell White Road to C.R.108	4-PA	8.932	41,100	367,095
64	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.108 to C.R.121	4-PA	6.788	41,100	279,005
65	U.S.1/U.S.23/U.S.301(S.R.15)	C.R.121 to Georgia State Line	4-PA	0.164	41,100	6,737
66	C.R.121	C.R.108/C.R.121 Split to Bay Road (C.R.115)	2-MaC	9.560	13,800	131,928
67	C.R.121	C.R.115 (Bay Road) to Andrews Road	2-MaC	3.895	13,800	53,753
68	C.R.121	Andrews Road to U.S.1/U.S.301	2-MaC	3.555	13,800	49,058
69	C.R.115 (Bay Road)	C.R.121 to C.R.108	2-MiC	5.970	13,800	82,386
70	Kings Ferry Rd. (C.R.115A)	C.R.108 to Kings Ferry Road	2-MiC	8.020	13,800	110,676
71	C.R.108	C.R.121 to C.R.115 (Bay Road)	2-MaC	1.530	13,800	21,108
71A	C.R.108	Kings Ferry Road (C.R.115A) to Middle Road (C.R.121A)	2-MaC	6.264	13,800	86,437
72	Middle Road (C.R.121A)	Kings Ferry Road (C.R.115A) to C.R.108	2-MiC	6.510	13,800	89,838
73	Middle Road (C.R.121A)	C.R.108 to Griffin Road	2-MiC	4.580	13,800	63,204
74	Lessie Road	C.R.108 to Middle Road (C.R.121A)	2-MiC	7.500	13,800	103,500

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

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

Weighted Average MSV = 7,745,704/309.945 **24,991**

Source: Nassau County Mobility Plan Analysis Report

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

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

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

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

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

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

PEAK VOLUME INFORMATION

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

GENERATED BY SPS 5.0.29

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

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

PEAK VOLUME INFORMATION

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

GENERATED BY SPS 5.0.29

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 74 - NASSAU

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

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

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

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

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

PEAK VOLUME INFORMATION

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

GENERATED BY SPS 5.0.29

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

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

PEAK VOLUME INFORMATION

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

GENERATED BY SPS 5.0.29

APPENDIX B

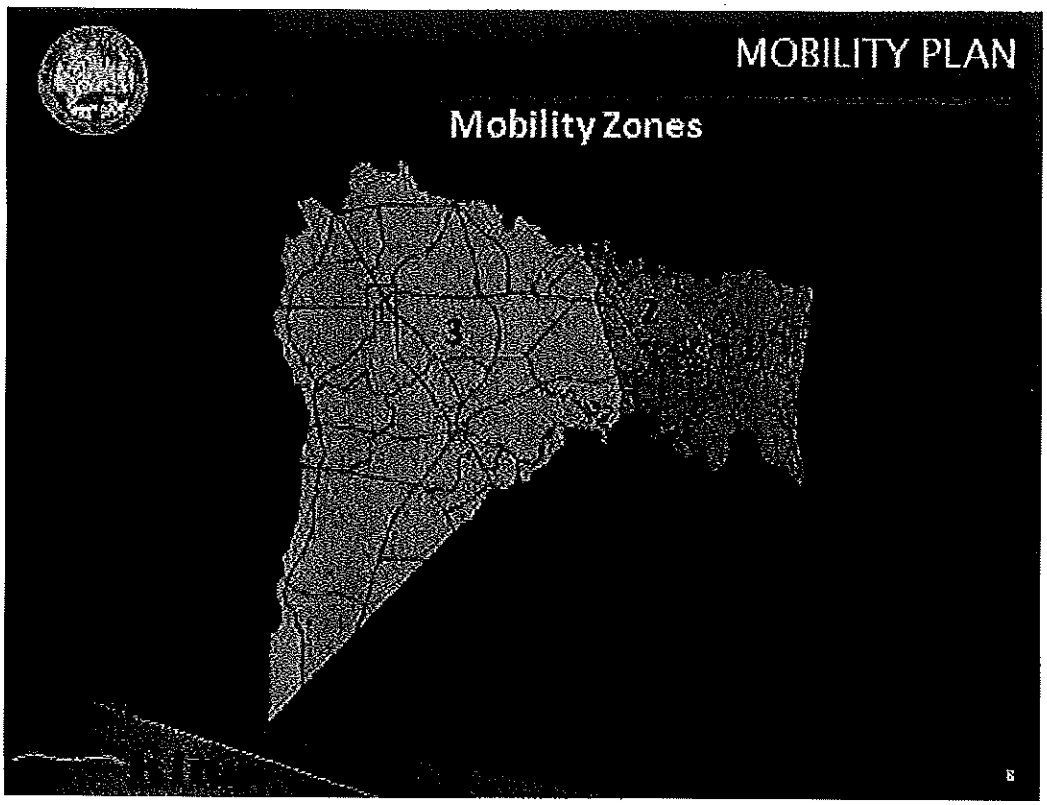


FIGURE 3 – MOBILITY ZONES

APPENDIX B

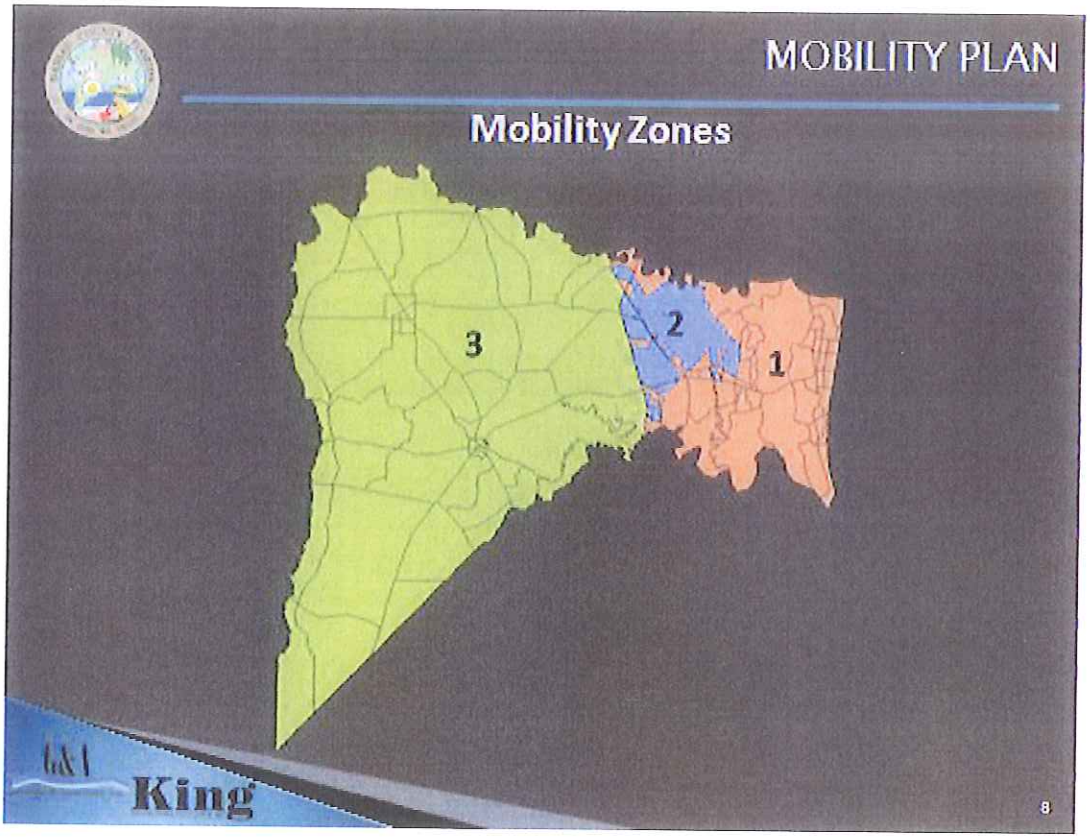


FIGURE 3 – MOBILITY ZONES